

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UERR

Terminal Charts For UERR

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Mirny Rus
IATA Code: MJZ
Lat/Long: N62° 32.0' E114° 02.0'
Elevation: 1162 ft

Airport Use: Public
Magnetic Variation: 10.3°W

Fuel Types: Jet A-1
Repair Types: Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2044 Z
Sunset: 1202 Z,

Runway Information

Runway: 06
Length x Width: 9186 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1123 ft
Lighting: Edge, ALS

Runway: 24
Length x Width: 9186 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1156 ft
Lighting: Edge, ALS, TDZ

Communication Information

ATIS 126.6
Mirny Tower 134.1
Mirny Tower 125.9
Mirny Tower 124.0

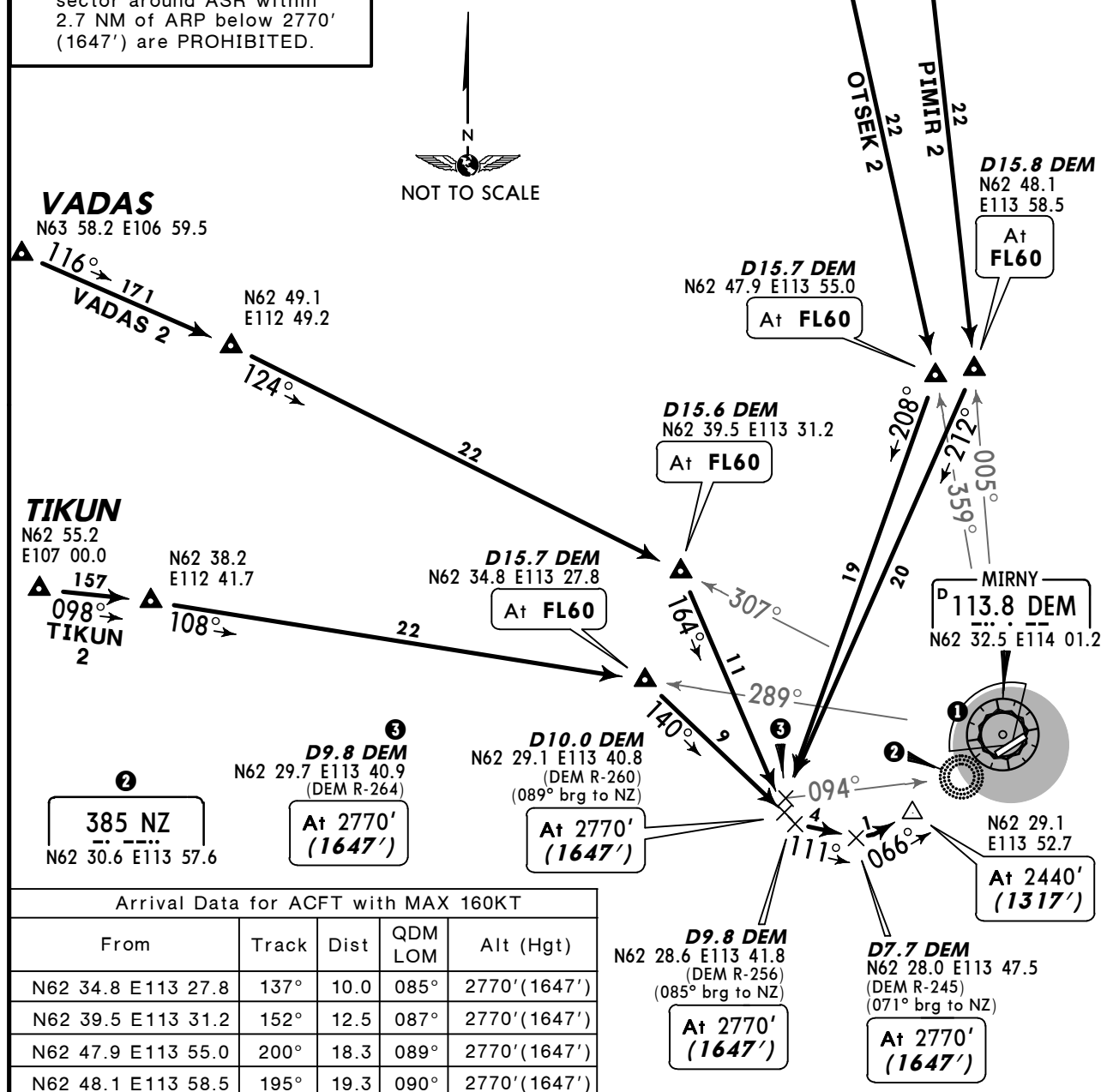
ATIS 126.6 Russian only	Alt Set: MM (hPa on request) QNH on req (QFE) Trans level: FL50 FL60 if pressure is less than 728 mm (960.6 hPa) and 701 mm (934.6 hPa) or above FL70 if pressure is less than 701 mm (934.6 hPa) Trans alt (hgt): 3140' (2017') Straight in approach available only under continuous RADAR control and receiving VORDME signals. Without continuous RADAR control proceed to NZ at TL, then descend to 2770' (1647') according to approach chart.	3000' MSA ARP
Apt Elev 1162'		

**OTSEK 2, PIMIR 2
TIKUN 2, VADAS 2
RWY 07 ARRIVALS
FOR RUSSIAN USERS ONLY**

ALT/HEIGHT CONVERSION	QNH	(QFE)
3140'	(2017' - 600m)	
2770'	(1647' - 500m)	
2440'	(1317' - 400m)	

Direct distance from
N62 29.1 E113 52.7 to:
Mirny Apt 5 NM

- ① Flights in the 274°-023° sector around ASR within 2.7 NM of ARP below 2770' (1647') are PROHIBITED.



OTSEK 4, PIMIR 4 TIKUN 4, VADAS 4 RWY 25 ARRIVALS

FOR RUSSIAN USERS ONLY

ALT/HEIGHT CONVERSION
QNH (QFE)

3140' (1984' - 600m)
2800' (1644' - 500m)
2470' (1314' - 400m)

Direct distance from
N62 34.8 E114 11.0 to:
Mirny Apt 5 NM

N
NOT TO SCALE

VADAS
N63 58.2 E106 59.5

TIKUN
N62 55.2 E107 00.0

OTSEK
N63 08.9 E113 44.8

PIMIR
N63 09.6 E113 53.4

LINKA
N64 27.8 E113 35.7

BELDO
N64 33.7 E113 03.9

MIRNY
N62 32.5 E114 01.2

385 SG
N62 33.7 E114 07.7

D9.3 DEM
N62 40.3 E114 11.9
(209° brg to SG)
At 2800' (1644')

D8.1 DEM
N62 37.2 E114 15.2
(DEM R-062)
(236° brg to SG)

D15.6 DEM
N62 39.5 E113 31.2
At FL60

D15.7 DEM
N62 34.8 E113 27.8
At FL60

D15.7 DEM
N62 47.9 E113 55.0
(DEM R-359)
At FL60

D9.6 DEM
N62 40.3 E114 13.1
(DEM R-045)
(212° brg to SG)
At 2800' (1644')

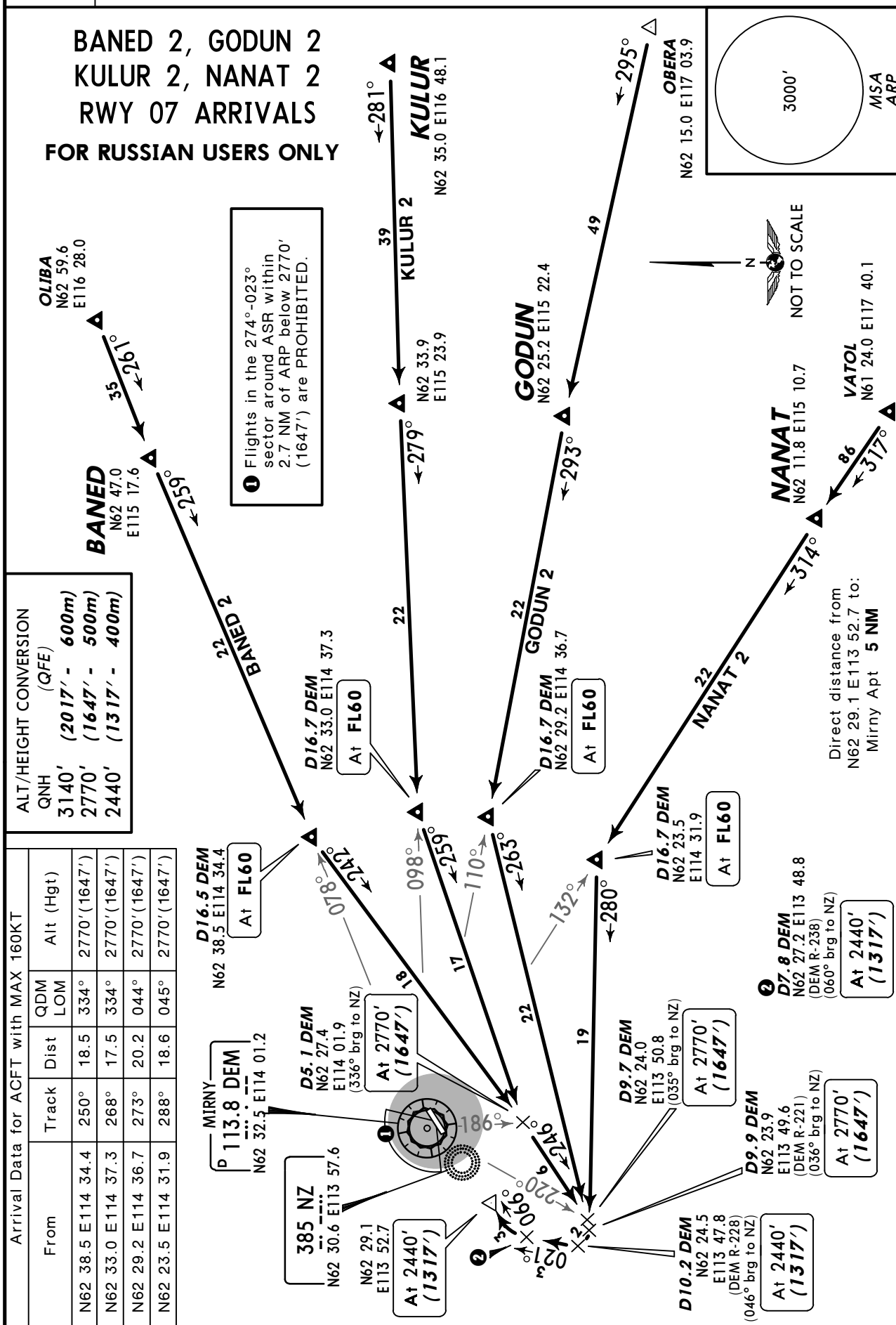
D10.0 DEM
N62 40.2 E114 15.1
(DEM R-049)
At 2800' (1644')

D15.8 DEM
N62 48.1 E113 58.5
(DEM R-005)
At FL60

From	Track	Dist	QDM LOM	Alt (Hgt)
N62 34.8 E113 27.8	092°	20.8	209°	2800'(1644')
N62 39.5 E113 31.2	105°	18.9	209°	2800'(1644')
N62 47.9 E113 55.0	150°	13.8	224°	2800'(1644')
N62 48.1 E113 58.5	167°	12.6	223°	2800'(1644')

ATIS 126.6 Russian only	Alt Set: MM (hPa on request) QNH on req (QFE) Trans level: FL50 FL60 if pressure is less than 728 mm (960.6 hPa) & 701 mm (934.6 hPa) or above FL70 if pressure is less than 701 mm (934.6 hPa) Trans alt (hgt): 3140' (2017')
Apt Elev 1162'	Straight in approach available only under countinuous RADAR control and receiving VORDME signals. Without countinuous RADAR control proceed to NZ at TL, then descend to 2770' (1647') according to approach chart.

**BANED 2, GODUN 2
KULUR 2, NANAT 2
RWY 07 ARRIVALS
FOR RUSSIAN USERS ONLY**



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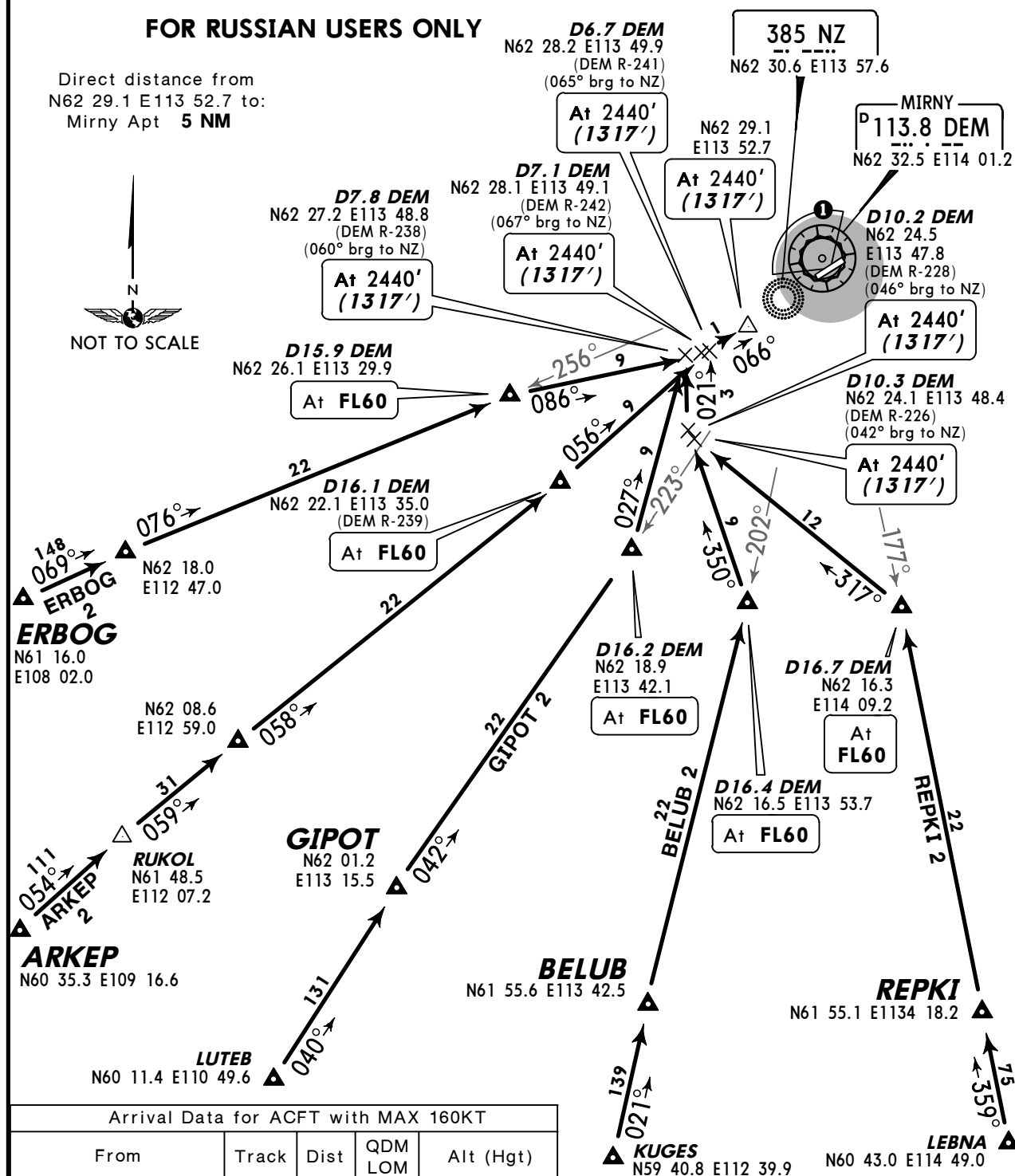
ATIS 126.6 Russian only	Alt Set: MM (hPa on request) QNH on req (QFE) Trans level: FL50 FL60 if pressure is less than 728 mm (960.6 hPa) and 701 mm (934.6 hPa) or above FL70 if pressure is less than 701 mm (934.6 hPa) Trans alt (hgt): 3140' (2017') Straight in approach available only under continuous RADAR control and receiving VORDME signals. Without continuous RADAR control proceed to NZ at TL, then descend to 2770' (1647') according to approach chart.	3000' MSA ARP
Apt Elev 1162'		

**ARKEP 2, BELUB 2, ERBOG 2
GIPOT 2, REPKI 2
RWY 07 ARRIVALS**

FOR RUSSIAN USERS ONLY

Direct distance from
N62 29.1 E113 52.7 to:
Mirny Apt **5 NM**

① Flights in the 274°-023° sector around ASR within 2.7 NM of ARP below 2770' (1647') are PROHIBITED.



Arrival Data for ACFT with MAX 160KT

From	Track	Dist	QDM LOM	Alt (Hgt)
N62 16.3 E114 09.2	328°	13.2	047°	2440' (1317')
N62 16.5 E113 53.7	354°	9.6	047°	2440' (1317')
N62 18.9 E113 42.1	033°	10.6	063°	2440' (1317')
N62 22.1 E113 35.0	059°	10.0	065°	2440' (1317')
N62 26.1 E113 29.9	084°	10.0	066°	2440' (1317')

ALT/HEIGHT CONVERSION
QNH (QFE)

3140' (2017' - 600m)
2770' (1647' - 500m)
2440' (1317' - 400m)

ATIS 126.6 Russian only	Alt Set: MM (hPa on request) QNH on req (QFE) Trans level: FL50 FL60 if pressure is less than 728 mm (960.6 hPa) and 701 mm (934.6 hPa) or above FL70 if pressure is less than 701 mm (934.6 hPa) Trans alt (hgt): 3140' (1984') Straight in approach available only under continuous RADAR control and receiving VORDME signals. Without continuous RADAR control proceed to SG at TL, then descend to 2800' (1644') according to approach chart.	3000' MSA ARP
Apt Elev 1162'		

**ARKEP 4, BELUB 4, ERBOG 4
GIPT 4, REPKI 4
RWY 25 ARRIVALS
FOR RUSSIAN USERS ONLY**

① Flights in the 274°-023° sector
around ASR within 2.7 NM of ARP
below 2800' (1644') are PROHIBITED.

② **D9.5 DEM**
N62 35.3
E114 20.8
(DEM R-080)
(266° brg to SG)
At 2800' (1644')

Direct distance from
N62 34.8 E114 11.0 to:
Mirny Apt **5 NM**

③ **D9.9 DEM**
N62 34.0
E114 22.4
(DEM R-089)
(278° brg to SG)
At 2800' (1644')

D15.9 DEM
N62 26.1 E113 29.9
At FL60

D16.1 DEM
N62 22.1 E113 35.0
At FL60

ERBOG 4
N61 16.0
E108 02.0

N62 08.6
E112 59.0

ARKEP 4
N60 35.3 E109 16.6

LUTEB
N60 11.4 E110 49.6

GIPT 4
N62 01.2
E113 15.5

BELUB
N61 55.6 E113 42.5

KUGES
N59 40.8
E112 39.9

REPKI 4
N61 55.1 E1134 18.2

LEBNA
N60 43.0
E114 49.0

D6.7 DEM
N62 35.6
E114 13.9
(DEM R-070)
(248° brg to SG)
At 2470' (1314')

D7.7 DEM
N62 35.7
E114 16.3
(DEM R-075)
(254° brg to SG)
At 2470' (1314')

385 SG
N62 33.7 E114 07.7

MIRNY
D113.8 DEM
N62 32.5 E114 01.2

D5.4 DEM
N62 30.3
E114 12.0
(336° brg to SG)
At 2800' (1644')

D9.5 DEM
N62 33.5
E114 21.6
(DEM R-093)
(282° brg to SG)
At 2800' (1644')

D16.7 DEM
N62 16.3
E114 09.2
At FL60

D16.4 DEM
N62 16.5 E113 53.7
At FL60

D16.2 DEM
N62 18.9
E113 42.1
At FL60

Arrival Data for ACFT with MAX 160KT

From	Track	Dist	QDM LOM	Alt (Hgt)
N62 16.3 E114 09.2	019°	18.2	268°	2800' (1644')
N62 16.5 E113 53.7	040°	20.4	276°	2800' (1644')
N62 18.9 E113 42.1	053°	18.5	340°	2800' (1644')
N61 22.1 E113 35.0	069°	19.2	345°	2800' (1644')
N62 26.1 E113 29.9	068°	22.5	344°	2800' (1644')

NOT TO SCALE

ALT/HEIGHT CONVERSION
QNH (QFE)
3140' (1984' - 600m)
2800' (1644' - 500m)
2470' (1314' - 400m)

Apt Elev
1162'

QNH on request (QFE)

Trans level: FL50

FL60 if pressure is less than 728 mm (960.6 hPa)
and 701 mm (934.6 hPa) or above

FL70 if pressure is less than 701 mm (934.6 hPa)

Trans alt (hgt): 3140' (2017')

3000'

MSA
ARP

OTSEK 1, PIMIR 1
TIKUN 1, VADAS 1
RWY 07 DEPARTURES
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

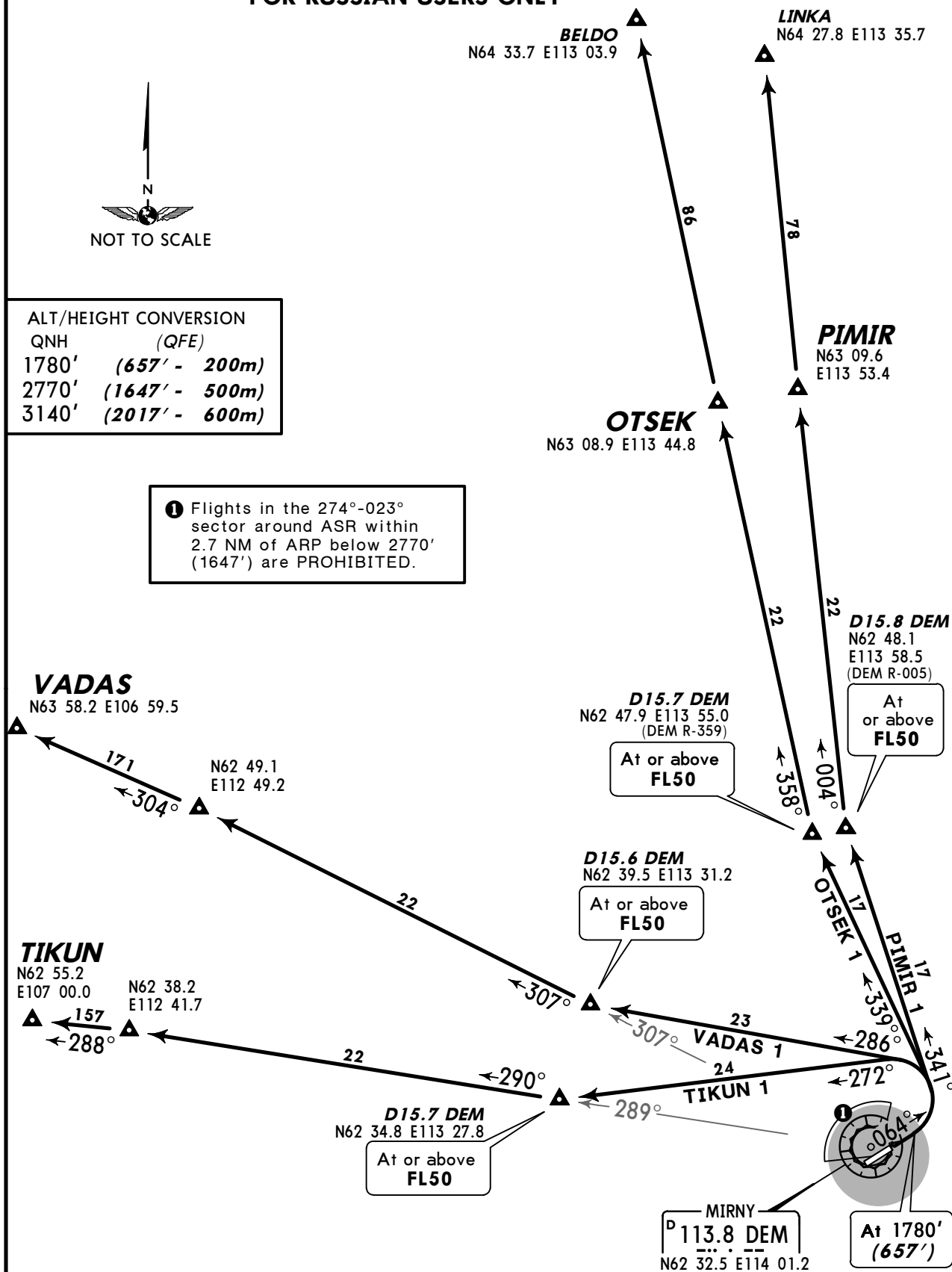
QNH (QFE)

1780' (657' - 200m)

2770' (1647' - 500m)

3140' (2017' - 600m)

① Flights in the 274°-023°
sector around ASR within
2.7 NM of ARP below 2770'
(1647') are PROHIBITED.



Apt Elev
1162'

QNH on request (QFE)

Trans level: FL50

FL60 if pressure is less than 728 mm (960.6 hPa)
and 701 mm (934.6 hPa) or above

FL70 if pressure is less than 701 mm (934.6 hPa)

Trans alt (hgt): 3140' (1984')

3000'

MSA
ARP

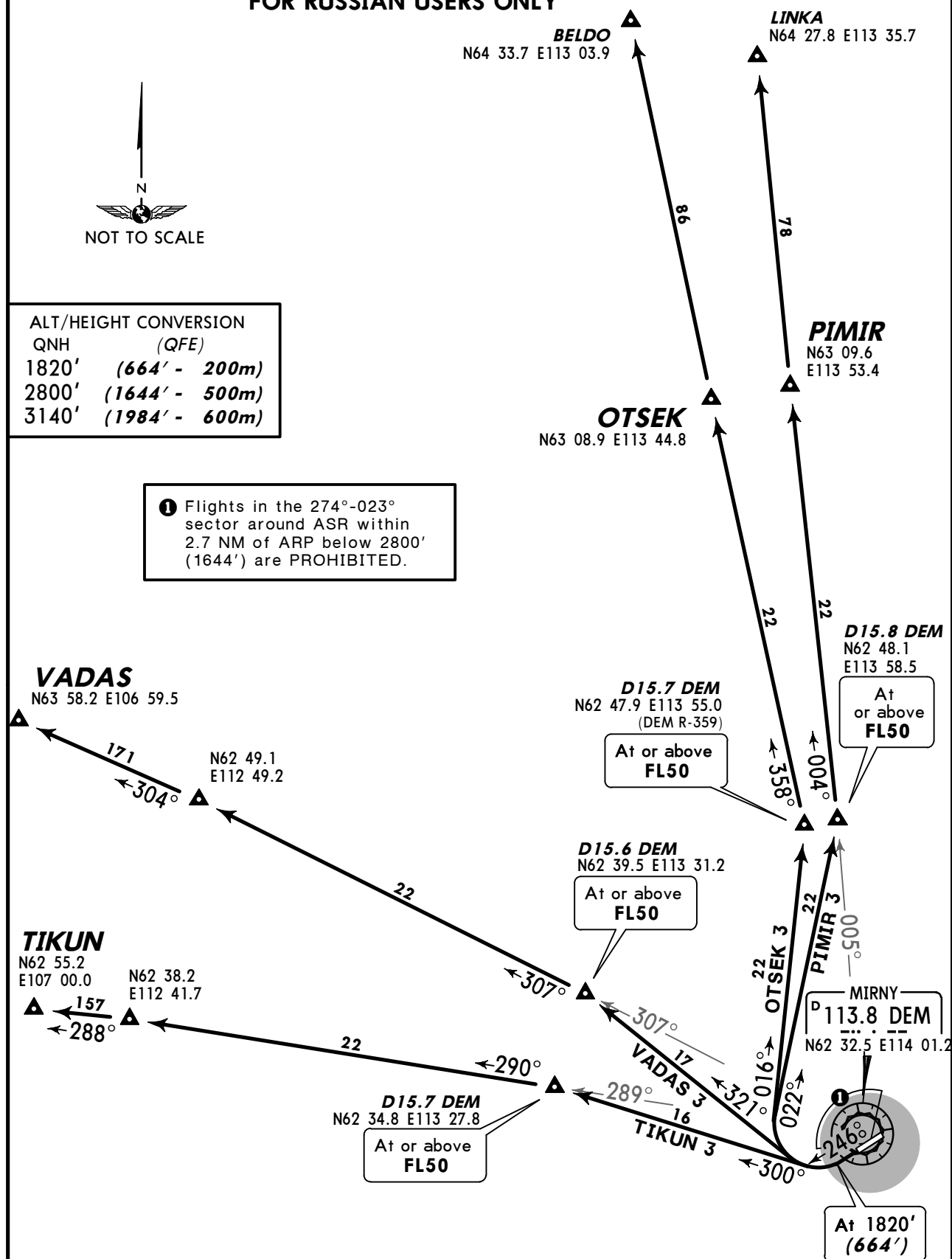
OTSEK 3, PIMIR 3
TIKUN 3, VADAS 3
RWY 25 DEPARTURES
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

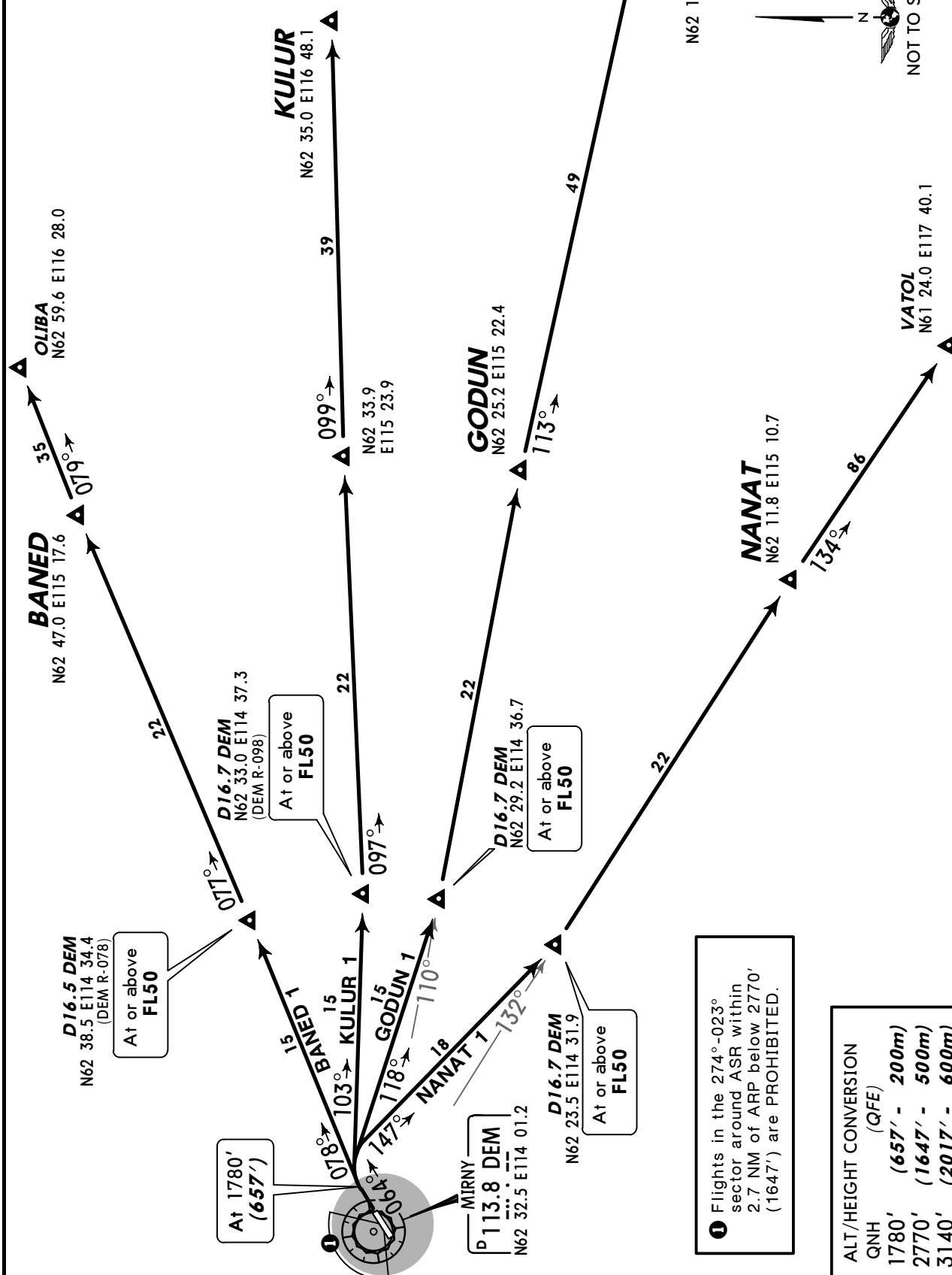
QNH	(QFE)
1820'	(664' - 200m)
2800'	(1644' - 500m)
3140'	(1984' - 600m)

① Flights in the 274°-023°
sector around ASR within
2.7 NM of ARP below 2800'
(1644') are PROHIBITED.

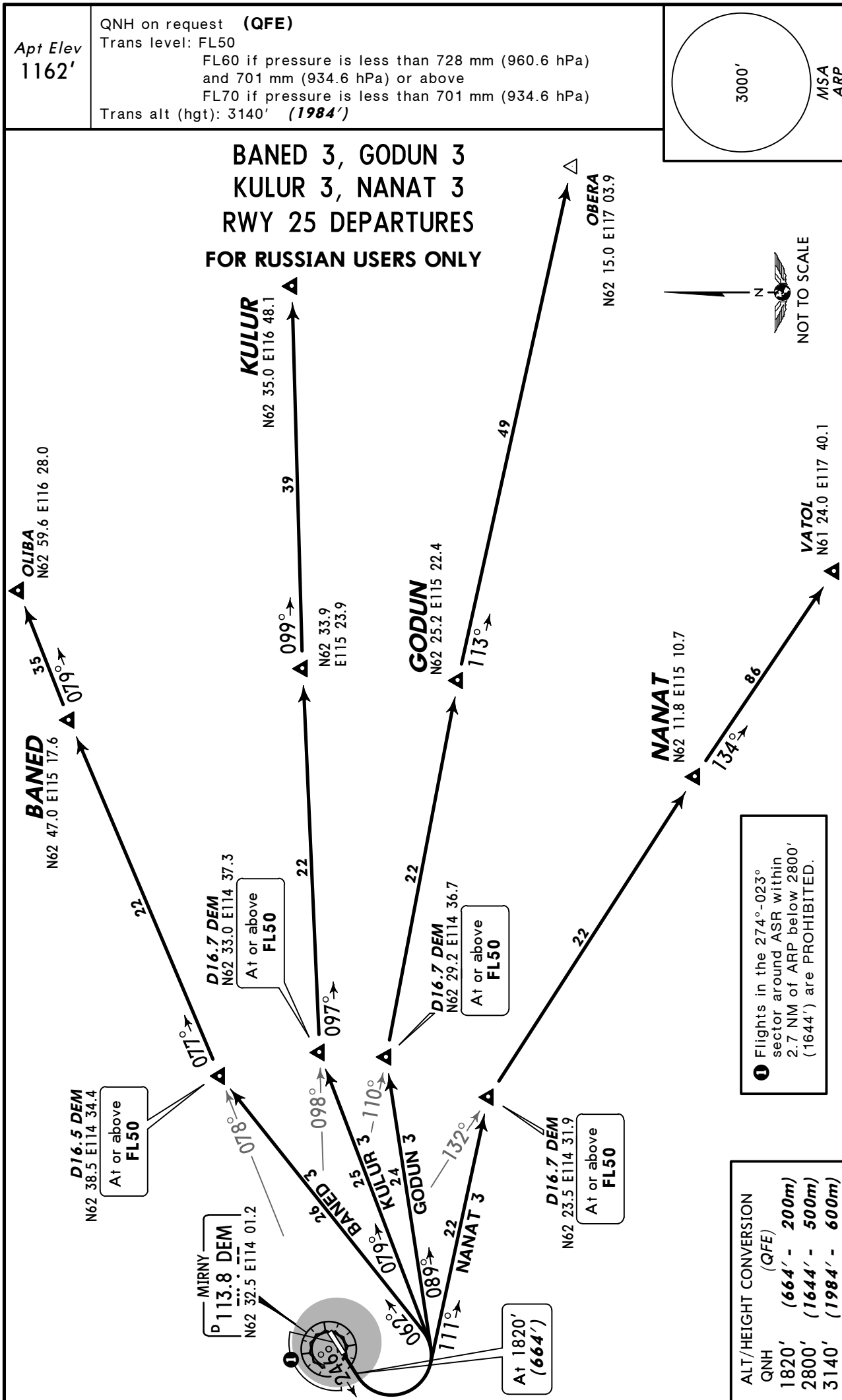


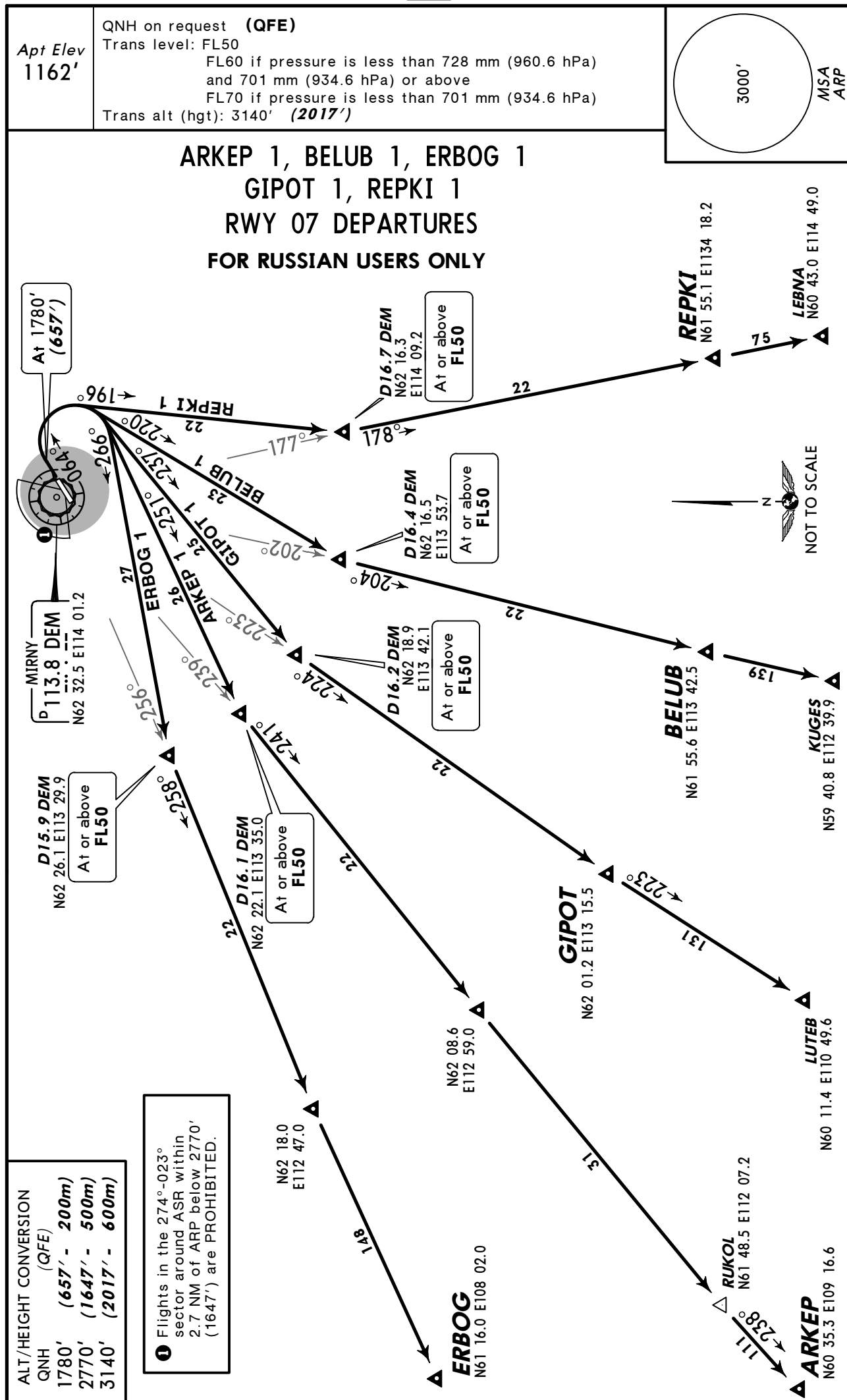
3000'

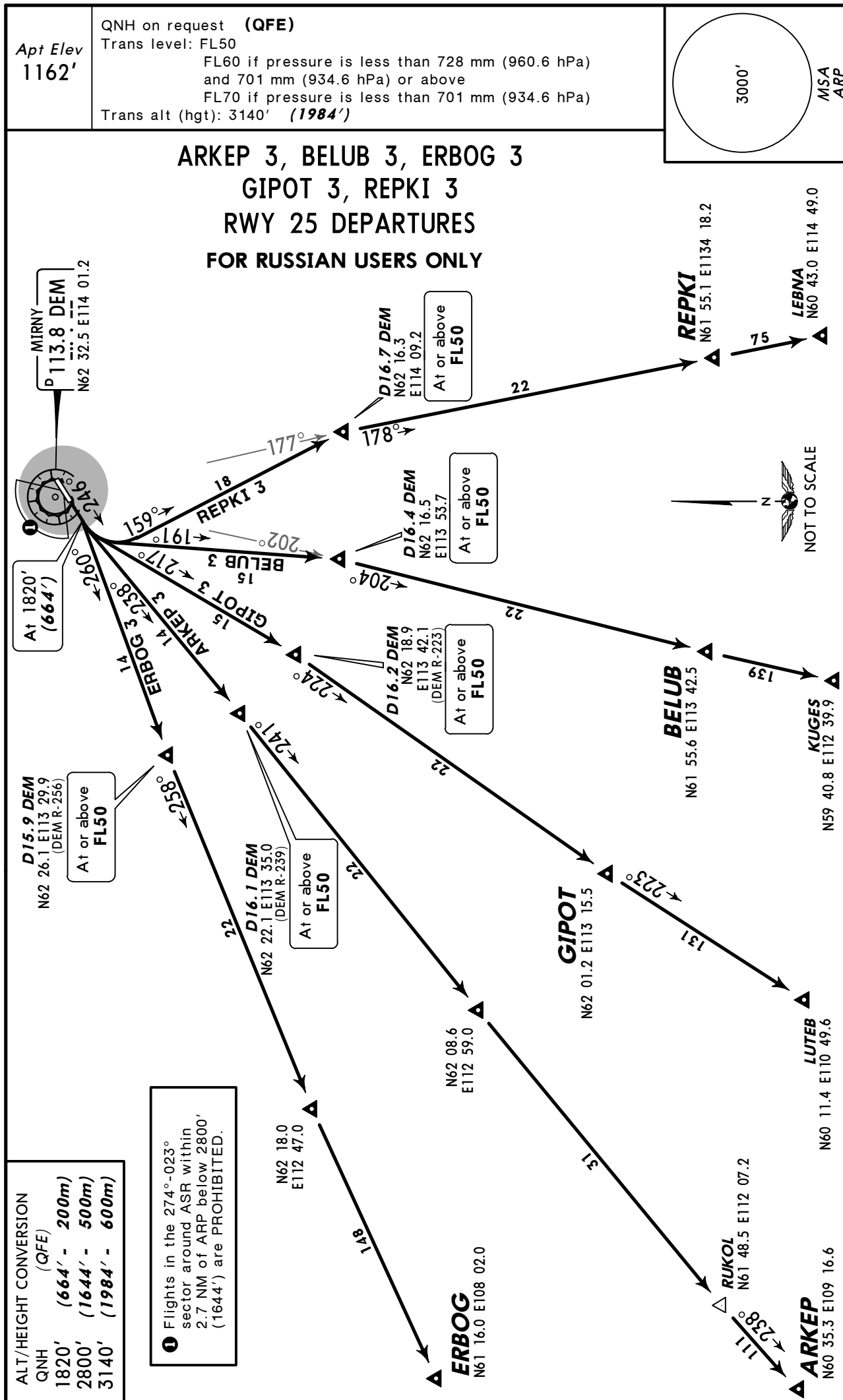
MSA
ARP



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ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH	
		Threshold	Landing Beyond Glide Slope			
06	HIRL (60m) ALS PAPI-R (angle 2.67°)			8858' 2700m①	148'	
24	HIRL (60m) ALS TDZ PAPI-L (angle 3.00°)				45m	

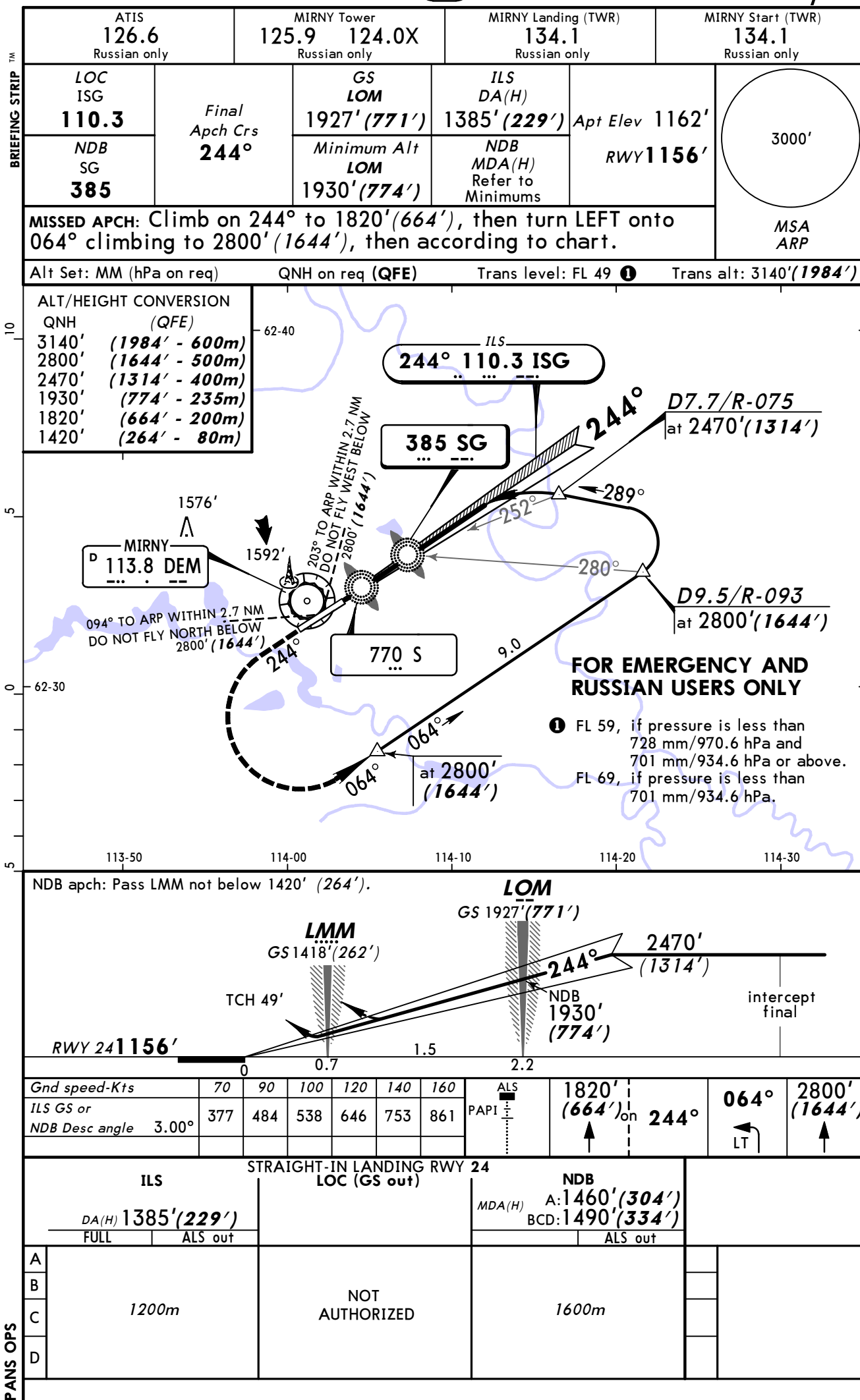
	TAKE-OFF	
	AIR CARRIER (JAA)	
	All Rwys	
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	400m
C		
D	300m	

STRAIGHT-IN RWY		A	B	C	D
06	NDB ①	1480' (357')	1480' (357')	1480' (357')	1480' (357')
	<i>ALS out</i>	R1400m R1600m	R1400m R1600m	R1400m R1600m	R1400m R1600m
24	ILS	1385' (229')	1385' (229')	1385' (229')	1385' (229')
	<i>ALS out</i>	R1000m R1200m	R1000m R1200m	R1000m R1200m	R1000m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	1510' (354')	1510' (354')	1510' (354')	1510' (354')
	<i>ALS out</i>	R1400m R1600m	R1400m R1600m	R1400m R1600m	R1400m R1600m

① Continuous Descent Final Approach.

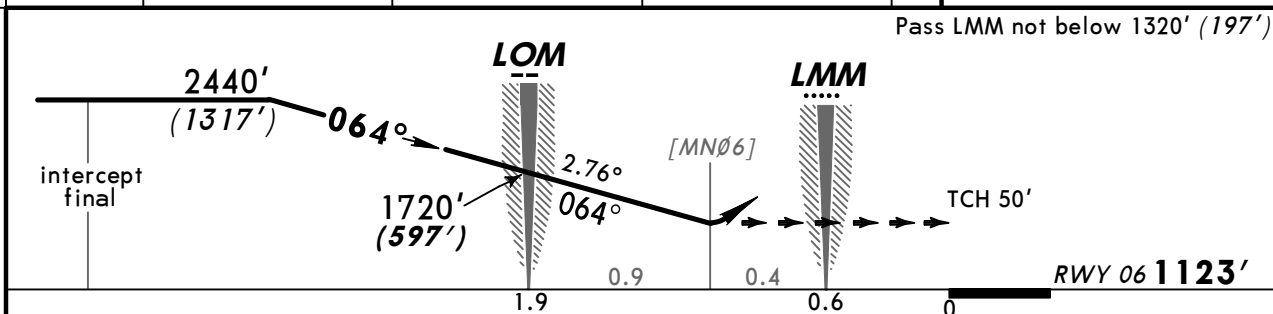
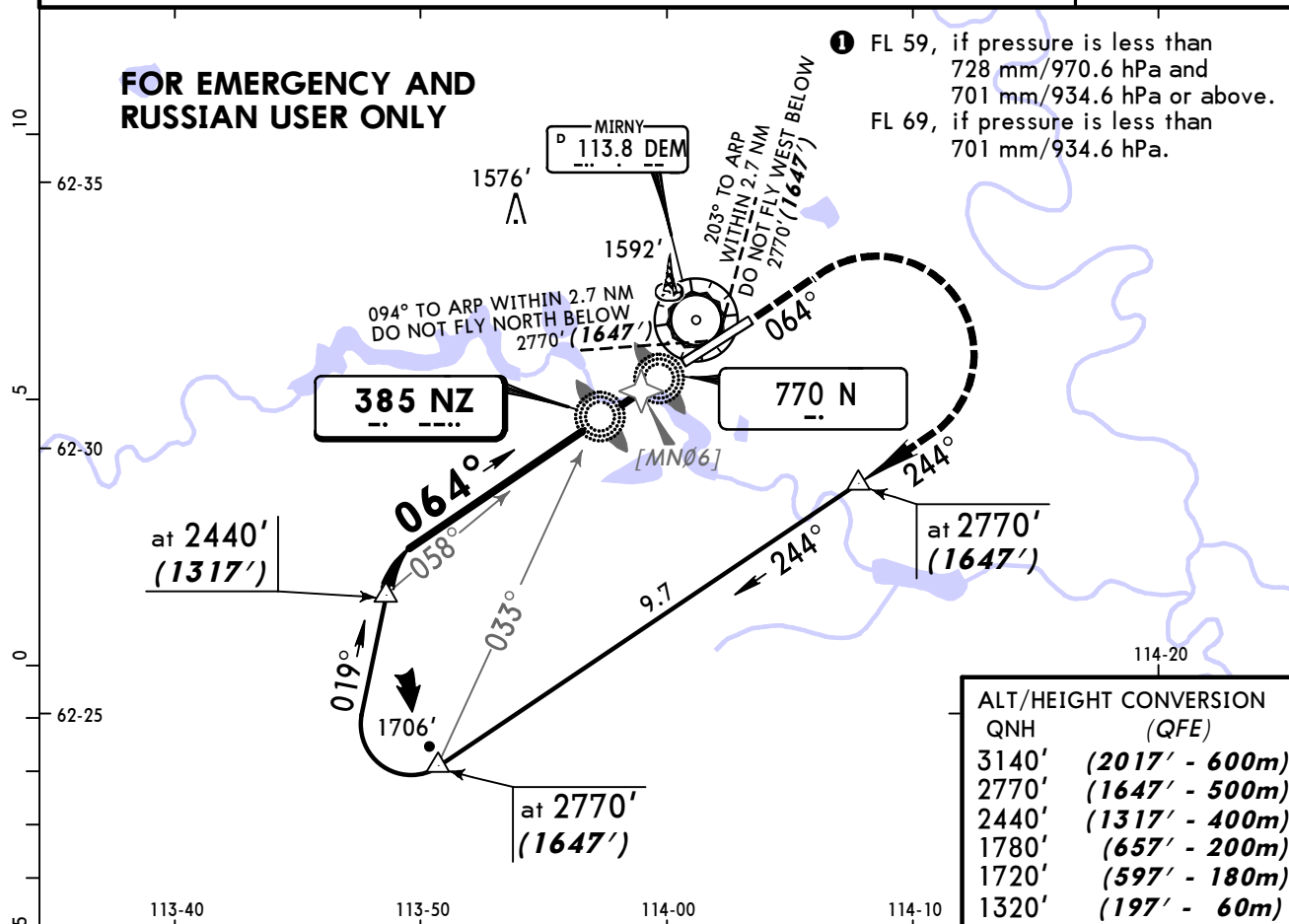
TAKE-OFF RWY 06, 24

LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C	300m		
D			



BRIEFING STRIP

ATIS 126.6 Russian only		MIRNY Tower 125.9 124.0X Russian only		MIRNY Landing (TWR) 134.1 Russian only		MIRNY Start (TWR) 134.1 Russian only	
NDB NZ 385	Final Apch Crs 064°	Minimum Alt LOM 1720'(597')	MDA(H) Refer to Minimums	Apt Elev 1162' RWY 1123'		3000' MSA ARP	
MISSED APCH: Climb on 064° to 1780'(657'), then turn RIGHT onto 244° climbing to 2770'(1647'), then according to chart.							
Alt Set: MM (hPa on req) Trans alt: 3140'(2017')		QNH on req (QFE)		Trans level: FL 49 ①			



ALS	1780' (657') on 064°	244°	2770' (1647')
PAPI			

STRAIGHT-IN LANDING RWY 06 MDA(H) A: 1430' (307') BCD: 1460' (337')		ALS out
--	--	---------

A	1600m		
B			
C			
D			

MIRNY, (MIRNY - UERR)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UERR

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jeppesen.com/eurasiachange.