

List of pages in this Trip Kit

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Airport Information For UENN

Airport Information For UHMA

Terminal Charts For UHMA

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Nyurba Rus
IATA Code:
Lat/Long: N63° 17.8' E118° 20.6'
Elevation: 390 ft

Airport Use: Public
Magnetic Variation: 12.9°W

Customs: No
Airport Type: VFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2024 Z
Sunset: 1148 Z,

Runway Information

Runway: 08
Length x Width: 6352 ft x 246 ft
Surface Type: soil
TDZ-Elev: 386 ft
Lighting: Edge
Stopway: 492 ft

Runway: 26
Length x Width: 6352 ft x 246 ft
Surface Type: soil
TDZ-Elev: 385 ft
Lighting: Edge, ALS
Stopway: 492 ft

Communication Information

General Information

Location: Anadyr Rus
IATA Code: DYR
Lat/Long: N64° 44.1' E177° 44.3'
Elevation: 194 ft

Airport Use: Public
Magnetic Variation: 2.8°E

Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1620 Z
Sunset: 0757 Z,

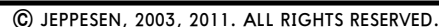
Runway Information

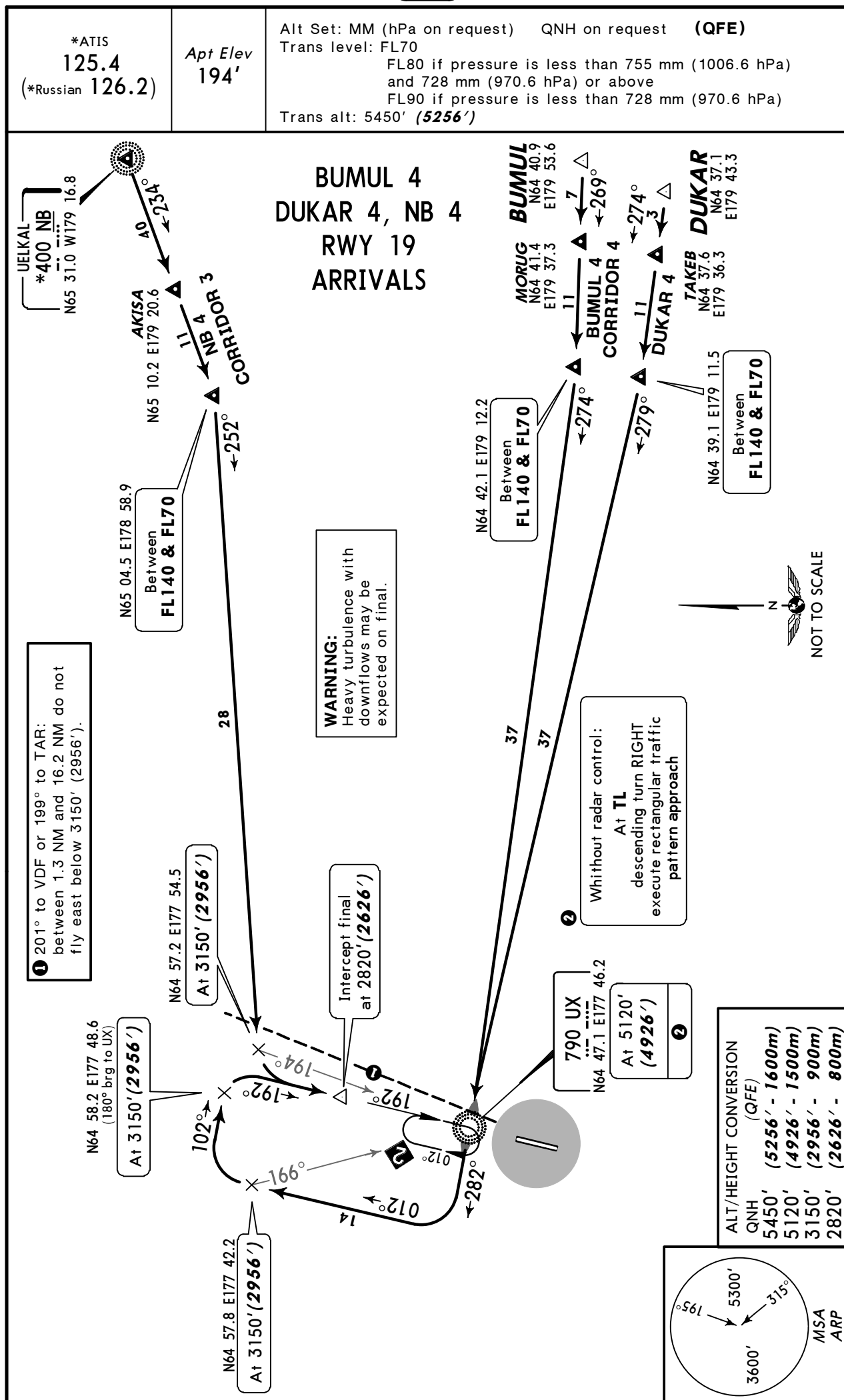
Runway: 01
Length x Width: 11486 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 141 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19
Length x Width: 11486 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 194 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS 126.2 Non-English
ATIS 125.4
Anadyr Start Tower 124.0
Anadyr Approach Control 124.0





*ATIS
125.4
(*Russian **126.2**)

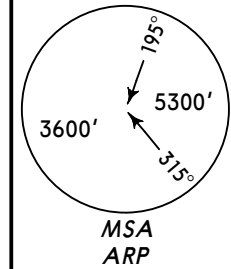
Apt Elev
194'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 755 mm (1006.6 hPa)
and 728 mm (970.6 hPa) or above
FL90 if pressure is less than 728 mm (970.6 hPa)
Trans alt: 5450' **(5309')**

BETAM 2, TIVLA 2 RWY 01 ARRIVALS

WARNING:

Heavy turbulence with
downflows may be
expected on final.



BETAM

N64 43.5
E172 37.1

USAMA
N64 45.1
E175 51.0

N64 45.0 E176 16.2

Between
FL150 & FL70

83
087°

11

109°

**BETAM 2
CORRIDOR 8**

790 KB
N64 41.4 E177 42.6

192°

2

012°

Intercept
final
at 2770'
(2629')

N64 31.5 E177 28.3

At 3100' **(2959')**

102°

2

027°

019°

015°

012°

N64 31.0
E177 34.0

At 2770'
(2629')

N64 31.0
E177 31.6

**TIVLA 2
CORRIDOR 6**

069°

N64 23.1 E176 31.7

Between
FL150 & FL70

052°
85

11

MITKA
N64 17.0
E176 11.2

TIVLA
N63 27.1
E173 36.7



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5450'	(5309' - 1600m)
3100'	(2959' - 900m)
2770'	(2629' - 800m)

*ATIS
125.4
(*Russian **126.2**)

Apt Elev
194'

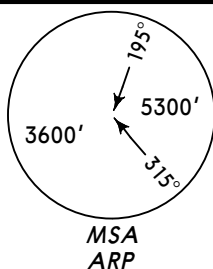
Alt Set: MM (hPa on request) QNH on request **(QFE)**

Trans level: FL70

FL80 if pressure is less than 755 mm (1006.6 hPa)
and 728 mm (970.6 hPa) or above

FL90 if pressure is less than 728 mm (970.6 hPa)

Trans alt: 5450' **(5256')**



BETAM 4, TIVLA 4 RWY 19 ARRIVALS

WARNING:
Heavy turbulence with
downflows may be
expected on final.

1 201° to VDF or 199° to TAR:
between 1.3 NM and 16.2 NM do not
fly east below 3150' (2956').

BETAM

N64 43.5
E172 37.1

USAMA
N64 45.1
E175 51.0

83
087°

11

065°

**BETAM 4
CORRIDOR 8**

N64 45.0 E176 16.2
Between
FL150 & FL70

40

46

Intercept
final
at 2820'
(2626')

N64 58.5
E177 43.8

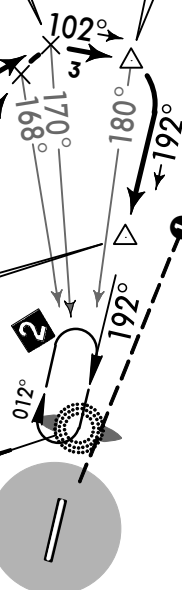
A+ 3150'
(2956')

N64 58.2
E177 42.7

A+ 3150'
(2956')

N64 58.2
E177 48.6

A+ 3150'
(2956')



790 UX
N64 47.1 E177 46.2

**TIVLA 4
CORRIDOR 6**

036°

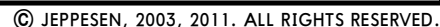
N64 23.1 E176 31.7
Between
FL140 & FL70

052°
85

MITKA
N64 17.0
E176 11.2

TIVLA
N63 27.1
E173 36.7

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5450'	(5256' - 1600m)
3150'	(2956' - 900m)
2820'	(2626' - 800m)



Apt Elev
194'

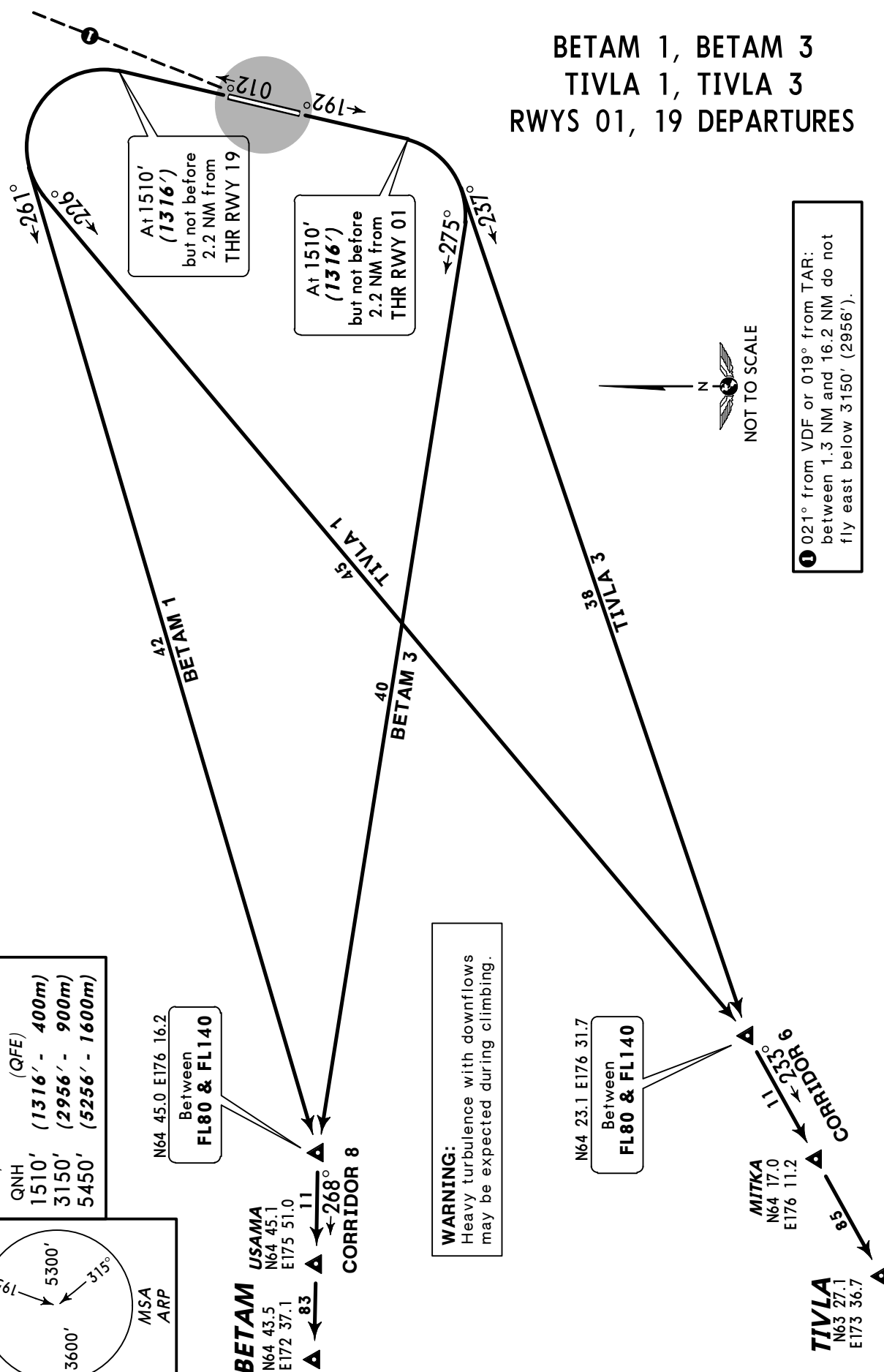
QNH on request (QFE)

Trans level: FL70

FL80 if pressure is less than 755 mm (1006.6 hPa)
and 728 mm (970.6 hPa) or above

FL90 if pressure is less than 728 mm (970.6 hPa)

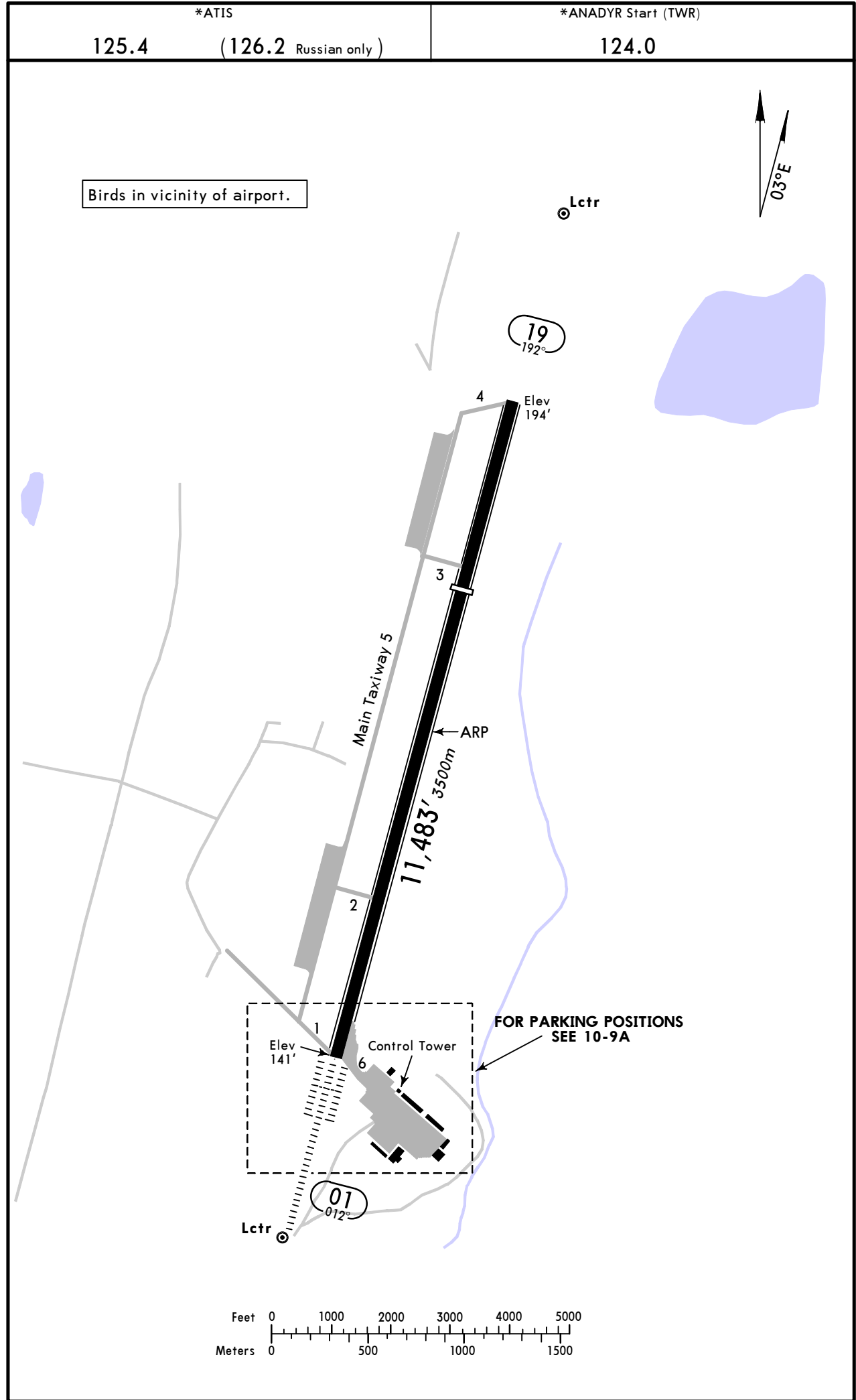
Trans alt: 5450' (5256')

BETAM 1, BETAM 3
TIVLA 1, TIVLA 3
RWYS 01, 19 DEPARTURES

UHMA/DYR
Apt Elev 194'
N64 44.1 E177 44.3

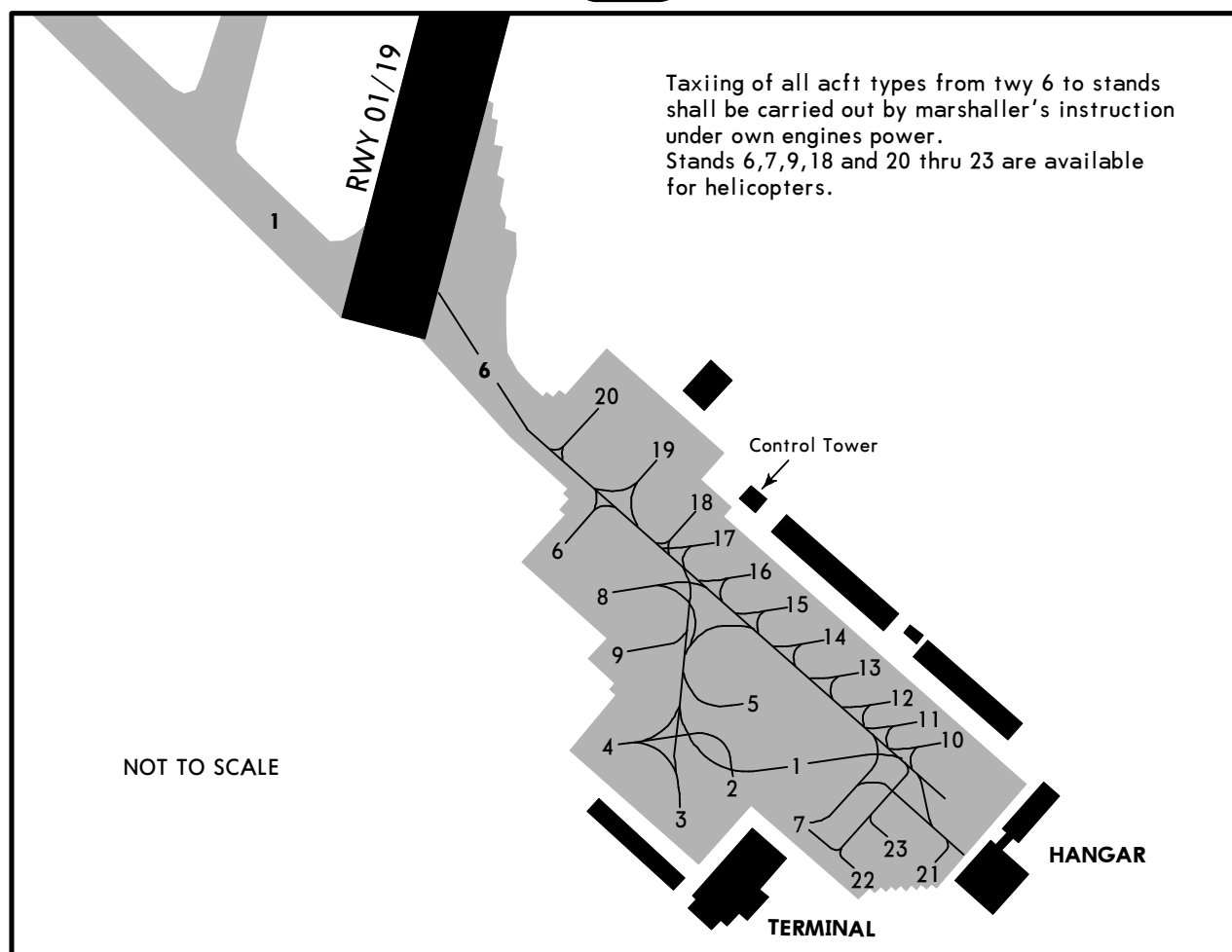
JEPPESSEN
28 JAN 11 (10-9)

ANADYR, RUSSIA
UGOLNY



CHANGES: Displaced threshold rwy 19 established.

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ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
01	RL (60m) CL (15m) HIALS-II TDZ PAPI-L(3.00°) RVR	8202' 2500m	10,499' 3200m	7644' 2330m❶	197'
19	RL (60m) CL (15m) PAPI-L(3.00°) RVR			8202' 2500m	60m

❶ First 558'/170m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)

All Rwy's

LVP must be in force

RCLM (DAY only)
or RLRCLM (DAY only)
or RL

A
B
C
D

250m

400m

300m

STRAIGHT-IN RWY		A	B	C	D
01	ILS	358' (217')	367' (226')	377' (236')	387' (246')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶ ❷	650' (509')	650' (509')	650' (509')	650' (509')
		R1500m	R1500m	R1600m	R1600m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	2 NDB ❶ ❸	650' (509')	650' (509')	650' (509')	650' (509')
		R1600m	R1600m	R1600m	R1600m
19	<i>ALS out</i>	C2400m	C2400m	C2400m	C2400m
	KB NDB	1240' (1099')	1240' (1099')	1240' (1099')	1240' (1099')
		C4300m	C4300m	C4500m	C4500m
	<i>ALS out</i>	C5000m	C5000m	C5000m	C5000m
	K Lctr	1200' (1059')	1200' (1059')	1200' (1059')	1200' (1059')
		C4300m	C4300m	C4500m	C4500m
	<i>ALS out</i>	C5000m	C5000m	C5000m	C5000m
	2 NDB ❶ ❹	590' (396')	590' (396')	590' (396')	590' (396')
		R1800m	R1800m	R1800m	R1800m
	2 NDB ❶ ❺	1020' (826')	1020' (826')	1020' (826')	1020' (826')
		C3800m	C3800m	C3800m	C3800m
	UX NDB ❶ ❹	890' (696')	890' (696')	890' (696')	890' (696')
		C3200m	C3200m	C3200m	C3200m
	UX NDB ❶ ❺	1070' (876')	1070' (876')	1070' (876')	1070' (876')
		C4000m	C4000m	C4000m	C4000m
	U Lctr ❹	890' (696')	890' (696')	890' (696')	890' (696')
		C3400m	C3400m	C3600m	C3600m
	U Lctr ❺	1070' (876')	1070' (876')	1070' (876')	1070' (876')
		C4200m	C4200m	C4400m	C4400m

❶ Continuous Descent Final Approach.

❷ with FMS.

❸ w/o FMS.

❹ with Radar control.

❺ w/o Radar control.

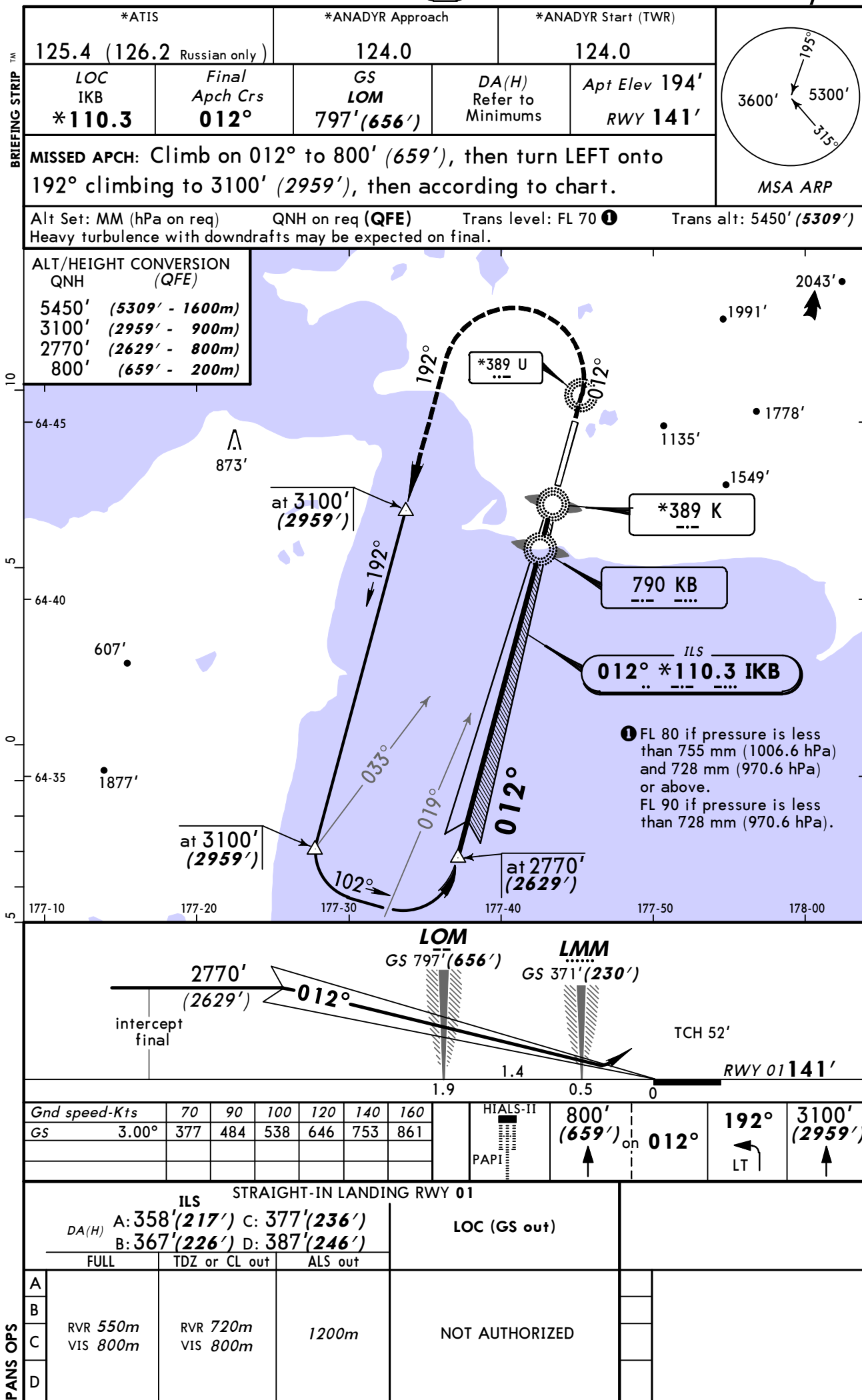
TAKE-OFF RWY 01, 19

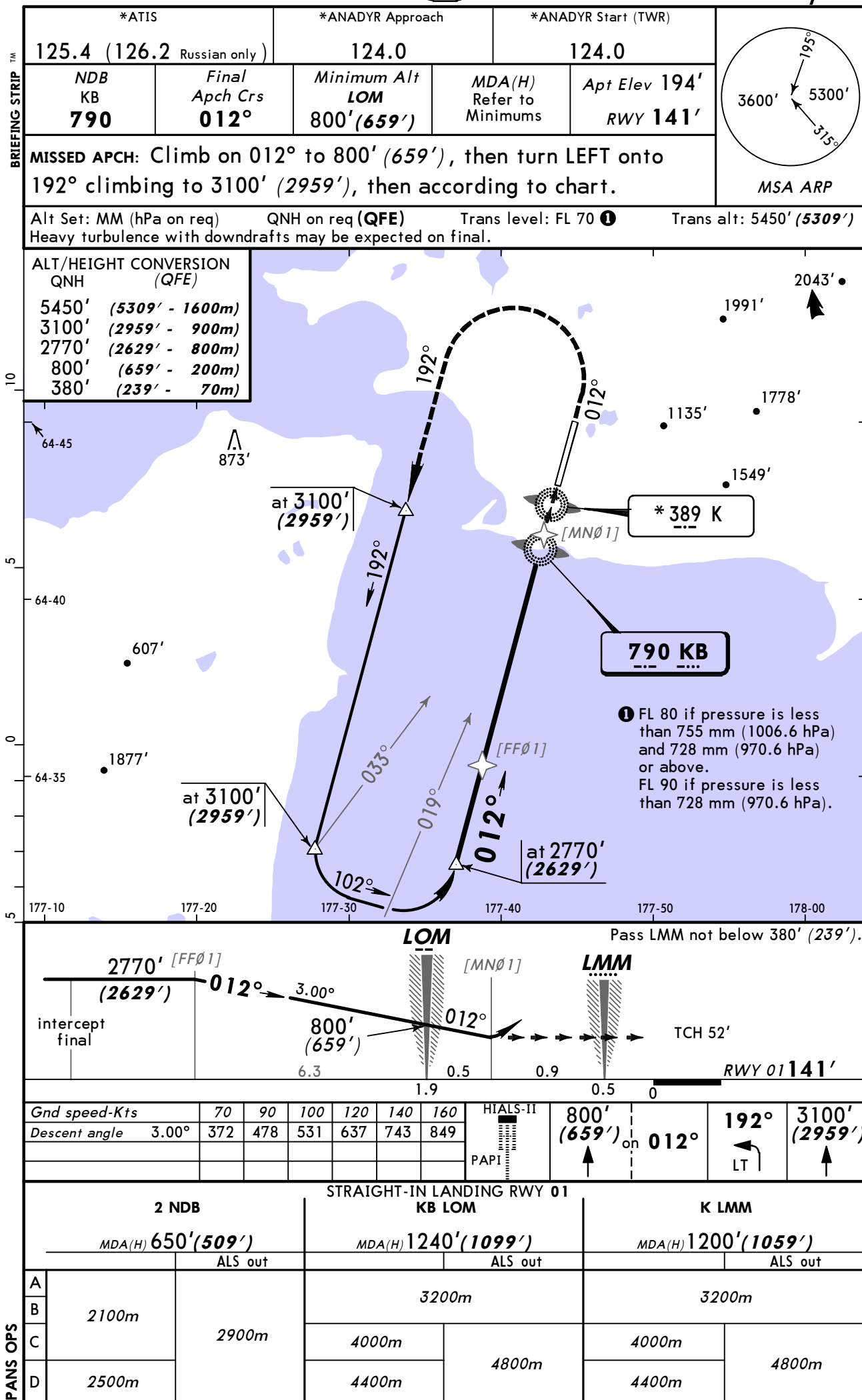
	Approved Operators	LVP must be in Force			RCLM (DAY only) or RL	NIL (DAY only)
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		

STRAIGHT-IN RWY		A	B	C	D
01	ILS	358' (217')	367' (226')	377' (236')	387' (246')
		R600m	R600m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB	650' (509')	650' (509')	650' (509')	650' (509')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	KB LOM	1240' (1099')	1240' (1099')	1240' (1099')	1240' (1099')
19		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	K LMM	1200' (1059')	1200' (1059')	1200' (1059')	1200' (1059')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	2 NDB	590' (396')	590' (396')	590' (396')	590' (396')
	with Radar	R1500m	R1500m	R1800m	R2000m
	2 NDB	1020' (826')	1020' (826')	1020' (826')	1020' (826')
	w/o Radar	R1500m	R1500m	R2000m	R2000m
	UX LOM or U LMM	890' (696')	890' (696')	890' (696')	890' (696')
	with Radar	R1500m	R1500m	R2000m	R2000m
	UX LOM or U LMM	1070' (876')	1070' (876')	1070' (876')	1070' (876')
	w/o Radar	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 01, 19

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





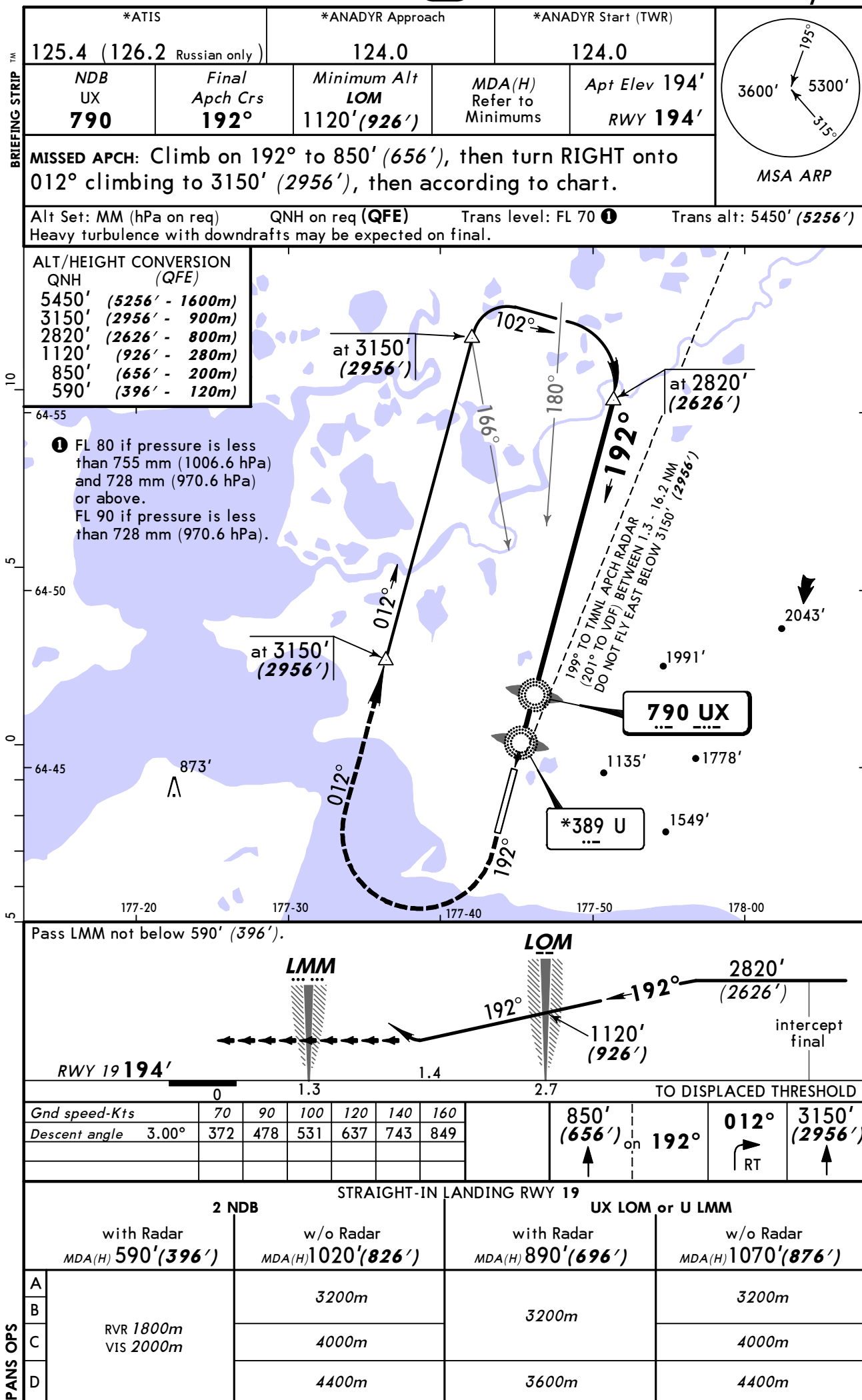


Chart changes since cycle 07-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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NYURBA, (NYURBA - UENN)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UENN

No Chart Change Notices for Airport UHMA

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.jepesen.com/eurasiachange.