

List of pages in this Trip Kit

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Airport Information For USCM

Terminal Charts For USCM

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Magnitogorsk Rus
IATA Code: MQF
Lat/Long: N53° 23.6' E058° 45.4'
Elevation: 1431 ft

Airport Use: Public
Magnetic Variation: 12.0°E

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

Sunrise: 0055 Z
Sunset: 1513 Z,

Runway Information

Runway: 01
Length x Width: 10663 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1431 ft
Lighting: Edge, ALS

Runway: 19
Length x Width: 10663 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1395 ft
Lighting: Edge, ALS

Communication Information

ATIS 132.8
Magnitogorsk Tower 124.0 Secondary
Magnitogorsk Tower 120.8 MF

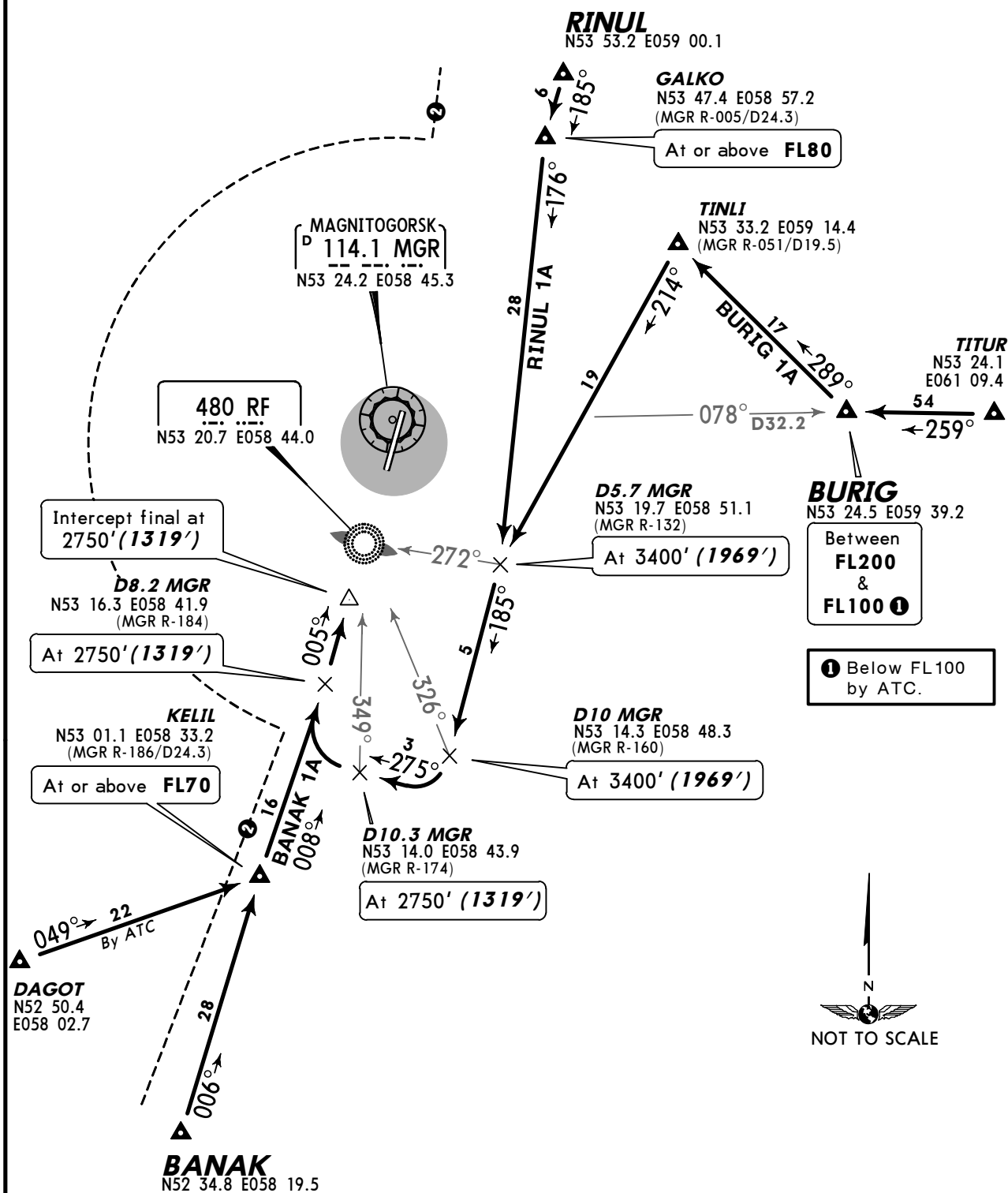
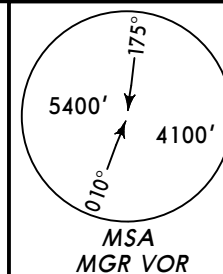
ATIS
132.8

Apt Elev
1431'

Alt Set: MM (hPa on request) QNH on request
Trans level: By ATC Trans alt: 5370' (3939')

(QFE)

BANAK 1A [BANA1A], BURIG 1A [BURI1A]
RINUL 1A [RINU1A]
RWY 01 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5370'	(3939' - 1200m)
3400'	(1969' - 600m)
2750'	(1319' - 400m)

(QFE)

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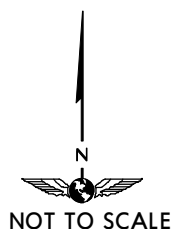
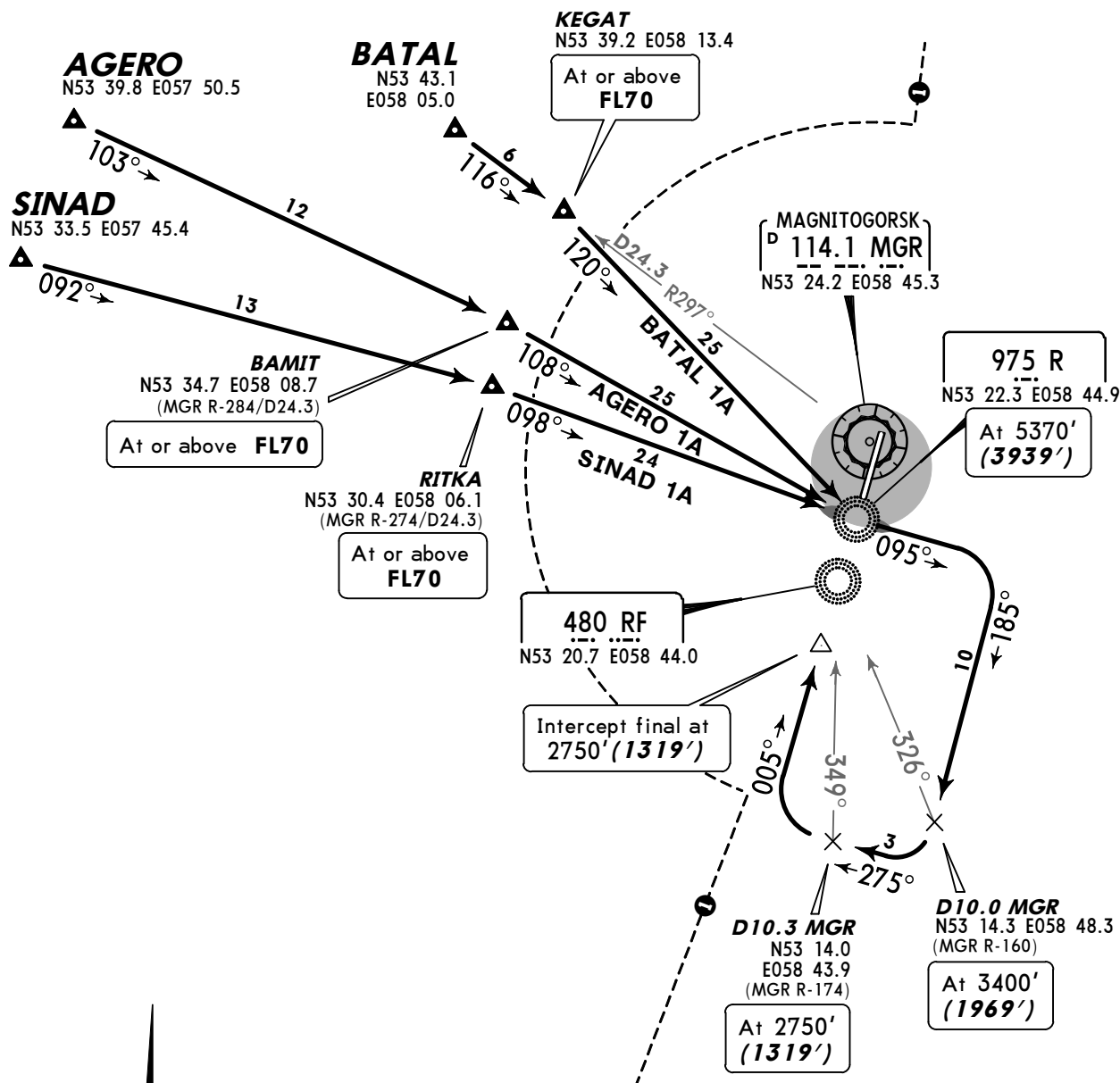
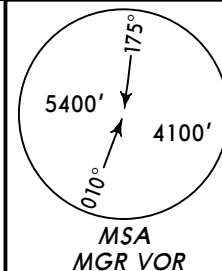
ATIS
132.8

Apt Elev
1431'

Alt Set: MM (hPa on request) QNH on request
Trans level: By ATC Trans alt: 5370' (**3939'**)

(QFE)

**AGERO 1A [AGER1A], BATAL 1A [BATA1A]
SINAD 1A [SINA1A]
RWY 01 ARRIVALS**

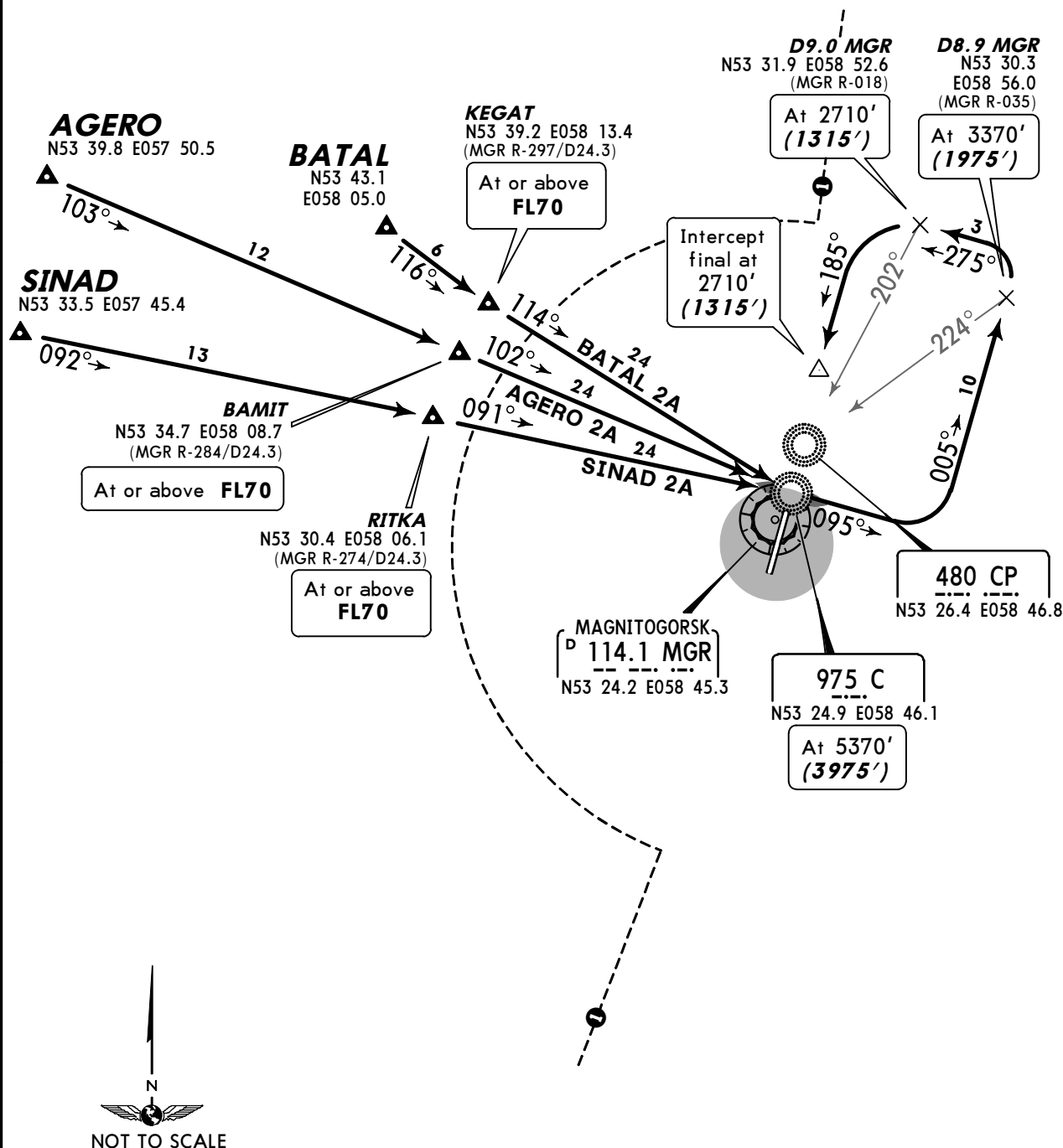
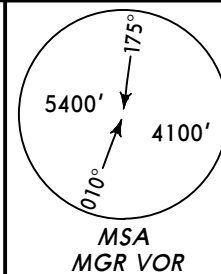


ALT/HEIGHT CONVERSION	
QNH	(QFE)
5370'	(3939' - 1200m)
3400'	(1969' - 600m)
2750'	(1319' - 400m)

① Within USCM FIR between MGR R-190 & MGR R-355 west of MGR 9.2 DME do not fly below 5370' (**3939'**).

ATIS
132.8Apt Elev
1431'Alt Set: MM (hPa on request) QNH on request
Trans level: By ATC Trans alt: 5370' (3975')

(QFE)

AGERO 2A [AGER2A], BATAL 2A [BATA2A]
SINAD 2A [SINA2A]
RWY 19 ARRIVALS

ALT/HEIGHT CONVERSION

QNH (QFE)

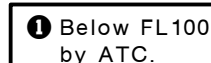
5370' (3975' - 1200m)

3370' (1975' - 600m)

2710' (1315' - 400m)

① Within USCM FIR between
MGR R-190 & MGR R-355
west of MGR 9.2 DME do
not fly below 5370' (3975').

(QFE)



NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5370'	(3939' - 1200m)
3400'	(1969' - 600m)
2750'	(1319' - 400m)

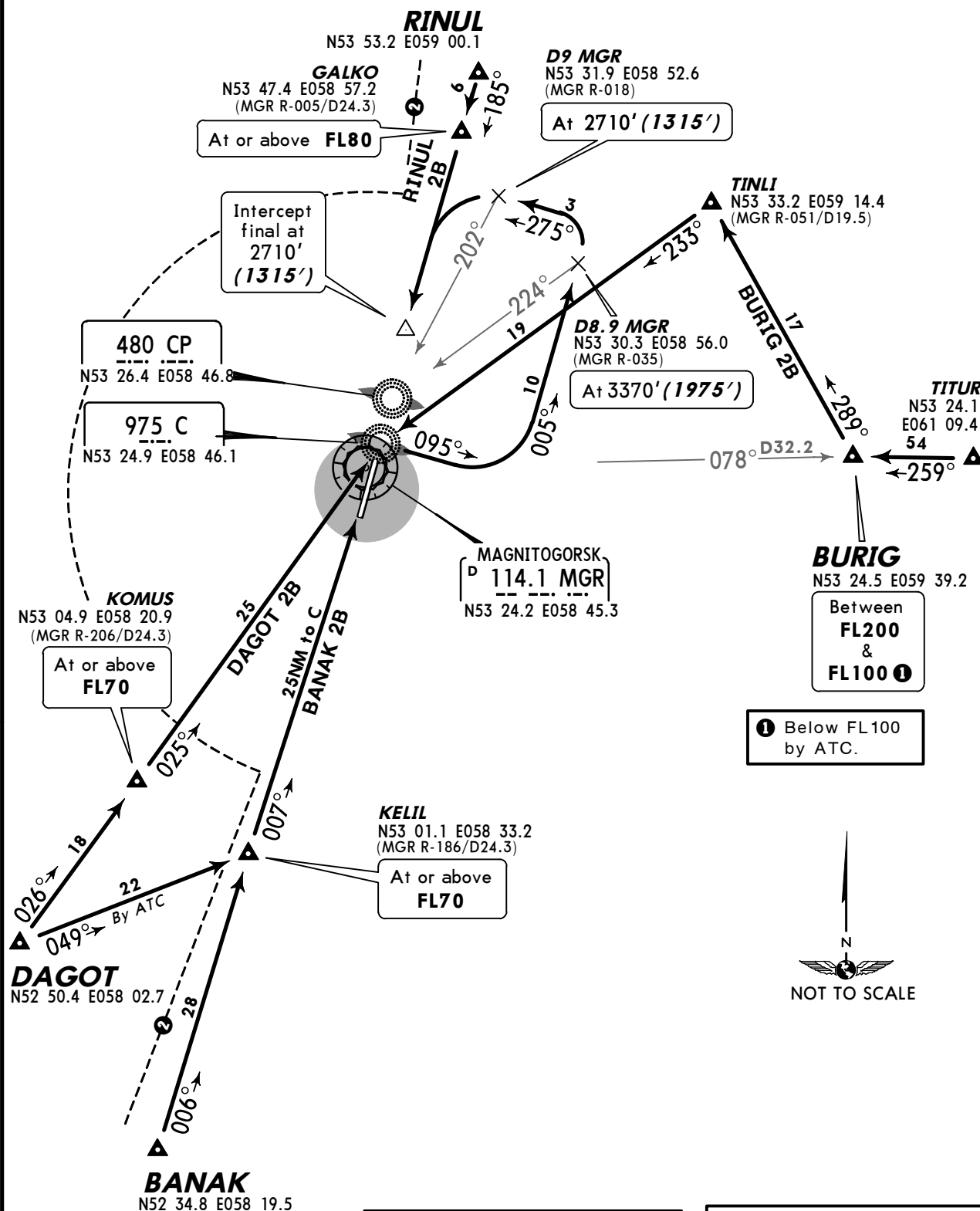
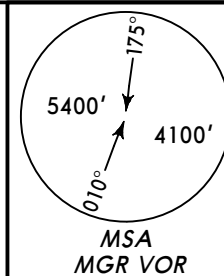
ATIS
132.8

Apt Elev
1431'

Alt Set: MM (hPa on request) QNH on request
Trans level: By ATC Trans alt: 5370' (3975')

(QFE)

BANAK 2B [BANA2B], BURIG 2B [BUR12B]
DAGOT 2B [DAGO2B], RINUL 2B [RINU2B]
RWY 19 ARRIVALS
WITHOUT RADAR CONTROL



② Within USCM FIR between MGR R-190 & MGR R-355 west of MGR 9.2 DME do not fly below 5370' (3975').

ALT/HEIGHT CONVERSION
QNH (QFE)
5370' (3975' - 1200m)
3370' (1975' - 600m)
2710' (1315' - 400m)

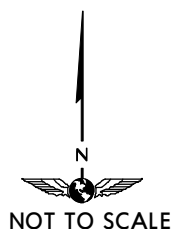
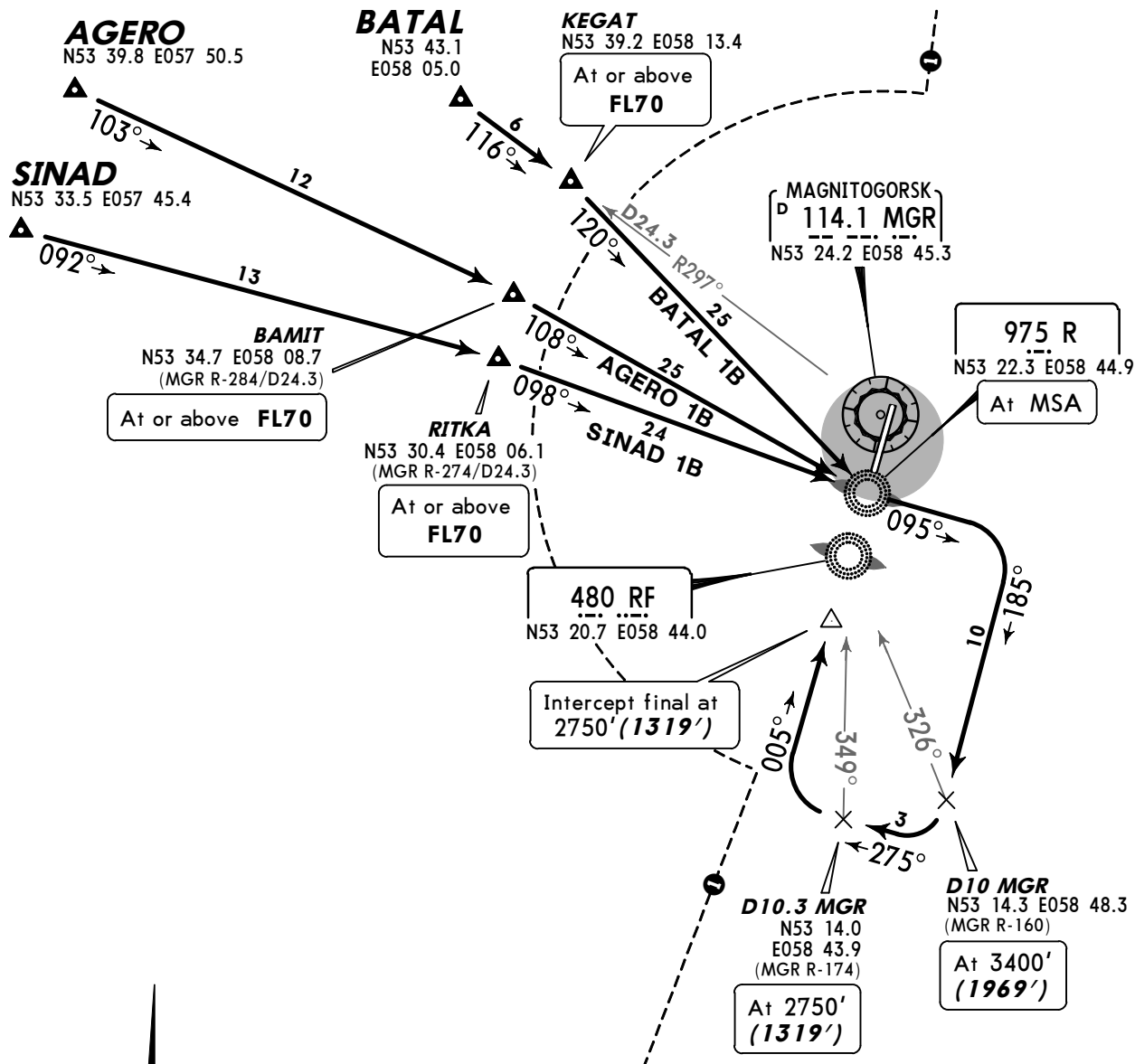
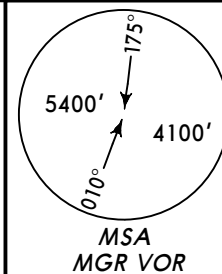
ATIS
132.8

Apt Elev
1431'

Alt Set: MM (hPa on request) QNH on request
Trans level: By ATC Trans alt: 5370' (3939')

(QFE)

AGERO 1B [AGER1B], BATAL 1B [BATA1B]
SINAD 1B [SINA1B]
RWY 01 ARRIVALS
WITHOUT RADAR CONTROL



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5370'	(3939' - 1200m)
3400'	(1969' - 600m)
2750'	(1319' - 400m)

① Within USCM FIR between MGR R-190 & MGR R-355 west of MGR 9.2 DME do not fly below 5370' (3939').

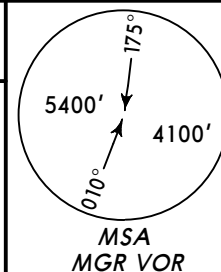
(QFE)

1 Within USCM FIR between
MGR R-190 & MGR R-355
west of MGR 9.2 DME do
not fly below 5370' **(3975')**.

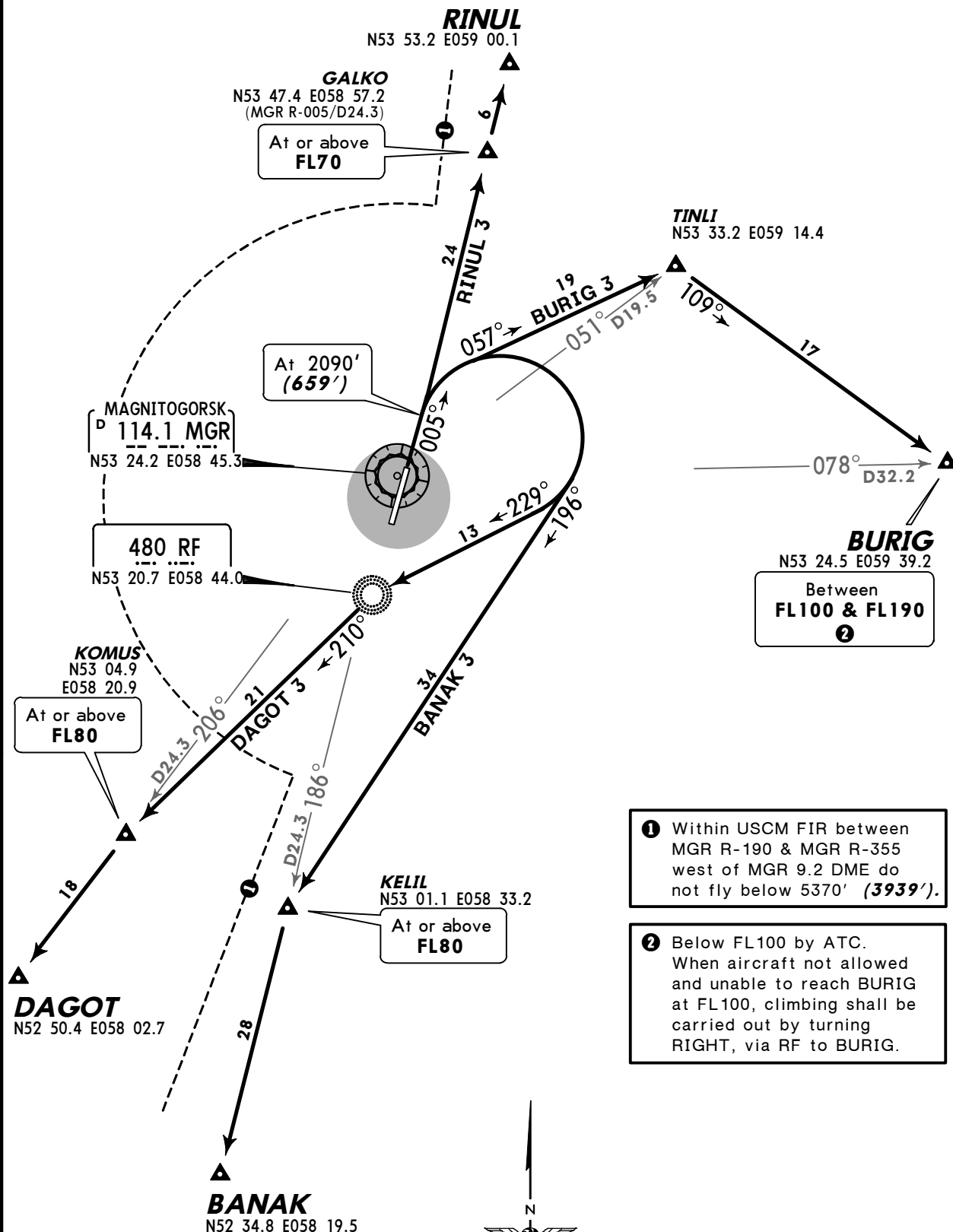
Apt Elev
1431'

QNH on request (QFE)

Trans level: By ATC Trans alt: 5370' (3939')



BANAK 3, BURIG 3, DAGOT 3, RINUL 3 RWY 01 DEPARTURES



① Within USCM FIR between MGR R-190 & MGR R-355 west of MGR 9.2 DME do not fly below 5370' (3939').

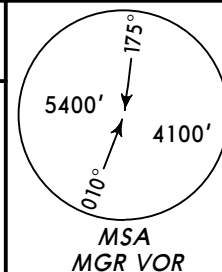
② Below FL100 by ATC. When aircraft not allowed and unable to reach BURIG at FL100, climbing shall be carried out by turning RIGHT, via RF to BURIG.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2090'	(659' - 200m)
5370'	(3939' - 1200m)

Apt Elev
1431'

QNH on request (QFE)

Trans level: By ATC Trans alt: 5370' (3975')

BANAK 4, BURIG 4
DAGOT 4, RINUL 4
RWY 19 DEPARTURES**RINUL**

N53 53.2 E059 00.1

GALKO

N53 47.4 E058 57.2

At or above
FL70**TINLI**

N53 33.2 E059 14.4

BURIG

N53 24.5 E059 39.2

Between
FL100 & FL190
②**KOMUS**
N53 04.9 E058 20.9At or above
FL80**DAGOT**

N52 50.4 E058 02.7

BANAK

N52 34.8 E058 19.5

KELILN53 01.1 E058 33.2
(MGR R-186/D24.3)At or above
FL80

NOT TO SCALE

① Within USCM FIR between
MGR R-190 & MGR R-355
west of MGR 9.2 DME do
not fly below 5370' (3975').

② Below FL100 by ATC.
When aircraft not allowed
and unable to reach BURIG
at FL100, climbing shall be
carried out by turning
RIGHT, via RF to BURIG.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2060'	(665' - 200m)
3370'	(1975' - 600m)
5370'	(3975' - 1200m)

MSA
MGR VOR

AGERO
N53 39.8 E057 50.5

BATAL
N53 43.1 E058 05.0

KEGAT
N53 39.2 E058 13.4
At or above **FL80**

SINAD
N53 33.5 E057 45.4

BAMIT
N53 34.7 E058 08.7
At or above **FL80**

RITKA
N53 30.4 E058 06.1
At or above **FL80**

MAGNITOGORSK
D 114.1 MGR
N53 24.2 E058 45.3

480 RF
N53 20.7 E058 44.0

1 Within USCM FIR between MGR R-190 & MGR R-355 west of MGR 9.2 DME do not fly below 5370' (**3939'**).

2 At 3400' (1969')

3 At 3400' (1969')

4 At 3400' (1969')

5 At 3400' (1969')

6 At 3400' (1969')

7 At 3400' (1969')

8 At 3400' (1969')

9 At 3400' (1969')

10 At 3400' (1969')

11 At 3400' (1969')

12 At 3400' (1969')

13 At 3400' (1969')

14 At 3400' (1969')

15 At 3400' (1969')

16 At 3400' (1969')

17 At 3400' (1969')

18 At 3400' (1969')

19 At 3400' (1969')

20 At 3400' (1969')

21 At 3400' (1969')

22 At 3400' (1969')

23 At 3400' (1969')

24 At 3400' (1969')

25 At 3400' (1969')

26 At 3400' (1969')

27 At 3400' (1969')

28 At 3400' (1969')

29 At 3400' (1969')

30 At 3400' (1969')

31 At 3400' (1969')

32 At 3400' (1969')

33 At 3400' (1969')

34 At 3400' (1969')

35 At 3400' (1969')

36 At 3400' (1969')

37 At 3400' (1969')

38 At 3400' (1969')

39 At 3400' (1969')

40 At 3400' (1969')

41 At 3400' (1969')

42 At 3400' (1969')

43 At 3400' (1969')

44 At 3400' (1969')

45 At 3400' (1969')

46 At 3400' (1969')

47 At 3400' (1969')

48 At 3400' (1969')

49 At 3400' (1969')

50 At 3400' (1969')

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52 At 3400' (1969')

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57 At 3400' (1969')

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62 At 3400' (1969')

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67 At 3400' (1969')

68 At 3400' (1969')

69 At 3400' (1969')

70 At 3400' (1969')

71 At 3400' (1969')

72 At 3400' (1969')

73 At 3400' (1969')

74 At 3400' (1969')

75 At 3400' (1969')

76 At 3400' (1969')

77 At 3400' (1969')

78 At 3400' (1969')

79 At 3400' (1969')

80 At 3400' (1969')

81 At 3400' (1969')

82 At 3400' (1969')

83 At 3400' (1969')

84 At 3400' (1969')

85 At 3400' (1969')

86 At 3400' (1969')

87 At 3400' (1969')

88 At 3400' (1969')

89 At 3400' (1969')

90 At 3400' (1969')

91 At 3400' (1969')

92 At 3400' (1969')

93 At 3400' (1969')

94 At 3400' (1969')

95 At 3400' (1969')

96 At 3400' (1969')

97 At 3400' (1969')

98 At 3400' (1969')

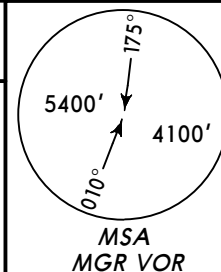
99 At 3400' (1969')

100 At 3400' (1969')

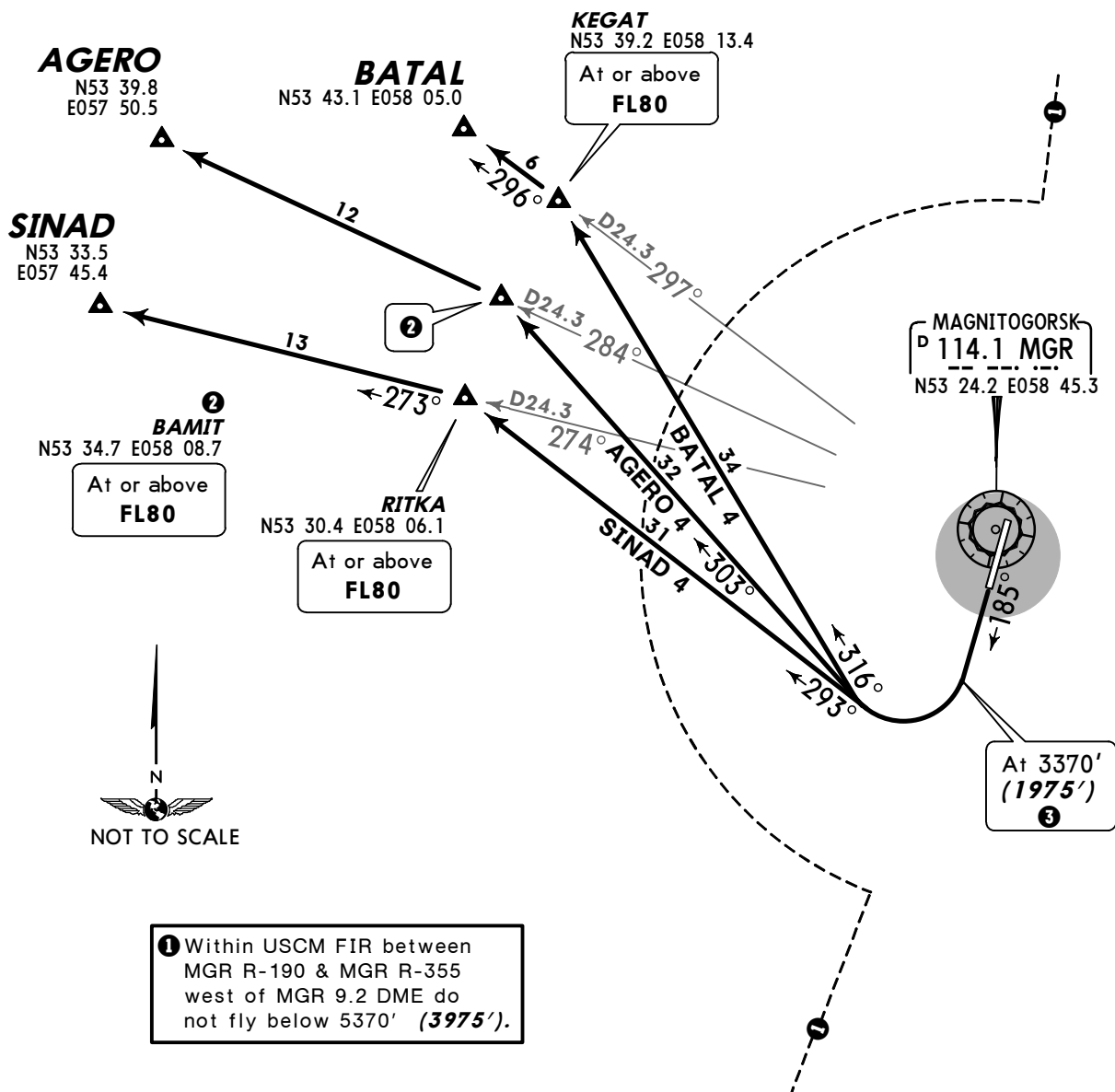
ALT/HEIGHT CONVERSION
QNH (QFE)
3400' (1969' - 600m)
5370' (3939' - 1200m)

Apt Elev
1431'

QNH on request (QFE)
Trans level: By ATC Trans alt: 5370' (3975')



AGERO 4, Batal 4, SINAD 4 RWY 19 DEPARTURES



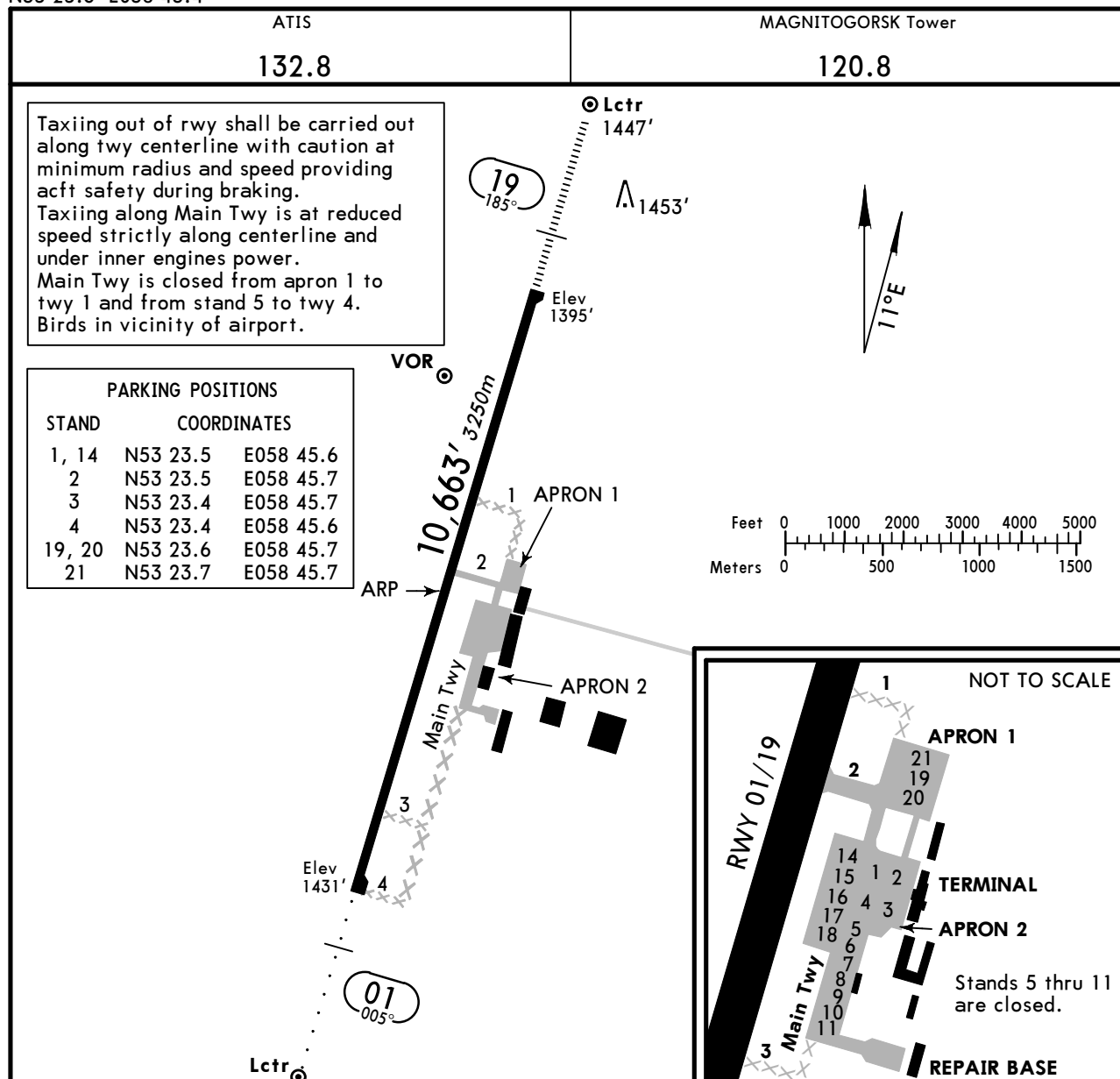
③ WARNING

Turn RIGHT to BAMIT, KEGAT or RITKA requires a climb to MSA within 9.2 NM from ARP (minimum climb gradient of 8%).

Gnd speed-KT	75	100	150	200	250	300
8% V/V (fpm)	608	810	1215	1620	2025	2430

ALT/HEIGHT CONVERSION

QNH (QFE)
3370' (1975' - 600m)
5370' (3975' - 1200m)



ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
					Threshold	Glide Slope		
01	HIRL (60m)	ALS		RVR		9509' 2898m	10,335'	148'
19	HIRL (60m)	HIALS	PAPI-L (angle 2.67°)	RVR			3150m ①	

❶ First 328'/100m unusable for take-off.

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

STRAIGHT-IN RWY		A	B	C	D
01	ILS	1631'(200') R1000m	1631'(200') R1000m	1631'(200') R1000m	1631'(200') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	1720'(289') R1200m	1720'(289') R1200m	1720'(289') R1200m	1720'(289') R1200m
	ALS out	R1400m	R1400m	R1400m	R1400m
	NDB ❶ ❷	1740'(309') R1200m	1740'(309') R1200m	1740'(309') R1200m	1740'(309') R1200m
	ALS out	R1400m	R1400m	R1400m	R1400m
	NDB ❸	2400'(969') C4500m	2400'(969') C4500m	2400'(969') C4700m	2400'(969') C4700m
	ALS out	C4700m	C4700m	C4900m	C4900m
19	ILS	1595'(200') R550m	1595'(200') R550m	1595'(200') R550m	1595'(200') R550m
	FULL	R750m	R750m	R750m	R750m
	Limited	R1200m	R1200m	R1200m	R1200m
	ALS out				
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	1720'(325') R800m	1720'(325') R800m	1720'(325') R800m	1720'(325') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	NDB ❶ ❷	1720'(325') R800m	1720'(325') R800m	1720'(325') R800m	1720'(325') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	NDB ❸	2200'(805') C3300m	2200'(805') C3300m	2200'(805') C3500m	2200'(805') C3500m
	ALS out	C4000m	C4000m	C4200m	C4200m

❶ Continuous Descent Final Approach

❷ With D6.0 MGR

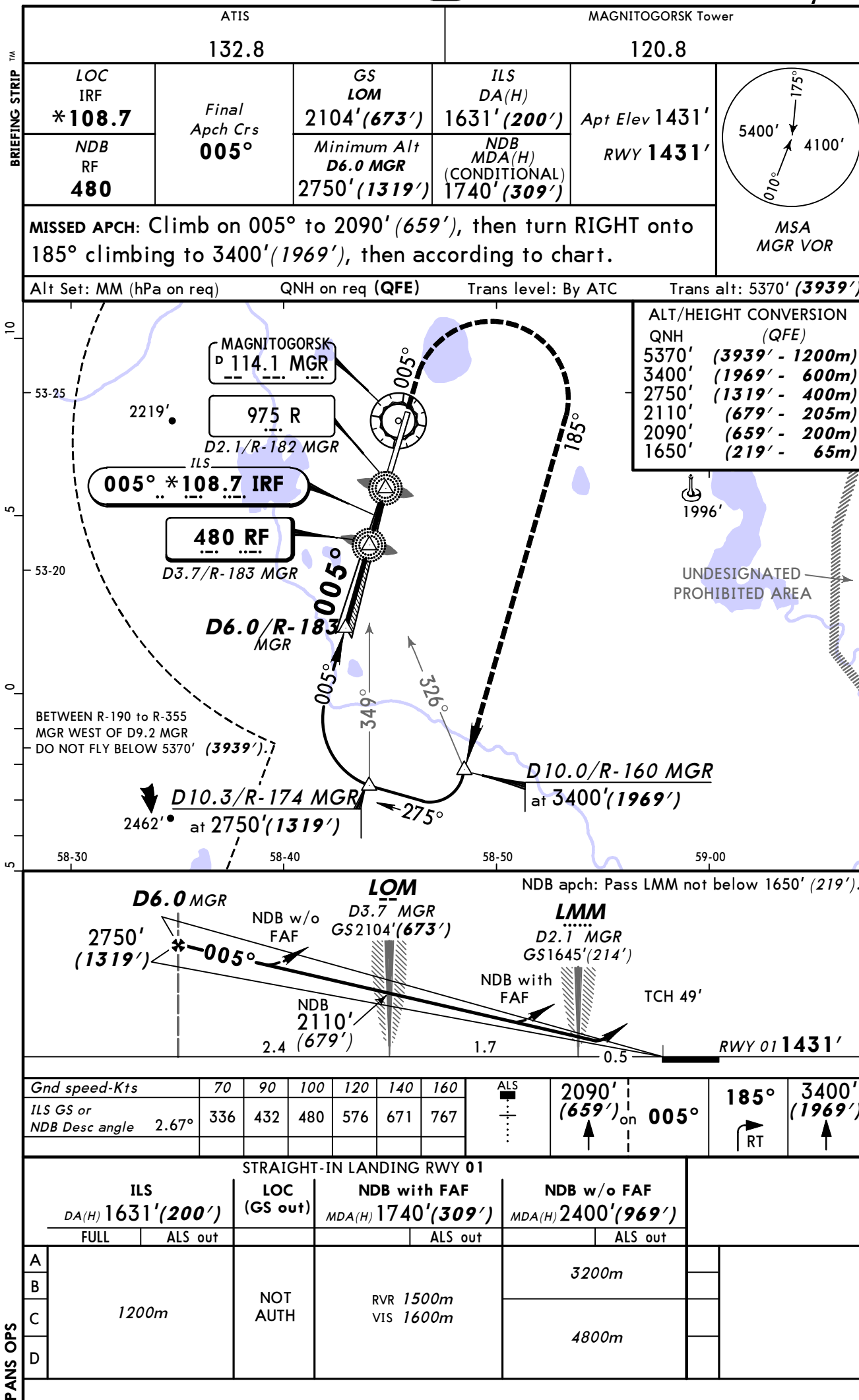
❸ W/o D6.0 MGR

❹ With D4.7 MGR

❺ W/o D4.7 MGR

TAKE-OFF RWY 01, 19

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			



■ ILS or 2 NDB Rwy 19

MAGNITOGORSK Tower

120.8

RWY 1395'

MSA
MGR VOR

Trans alt: 5370' (**3975'**)

ALT/HEIGHT CONVERSION
QNH (QFE)

5370'	(3975' - 1200m)
3370'	(1975' - 600m)
2710'	(1315' - 400m)
2060'	(665' - 200m)
2040'	(645' - 195m)
1610'	(215' - 65m)

0

3370'
(1975')

0m
0m
4000m

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Eff 3 Jun

VOR DME' Rwy 01

MAGNITOGORSK Tower

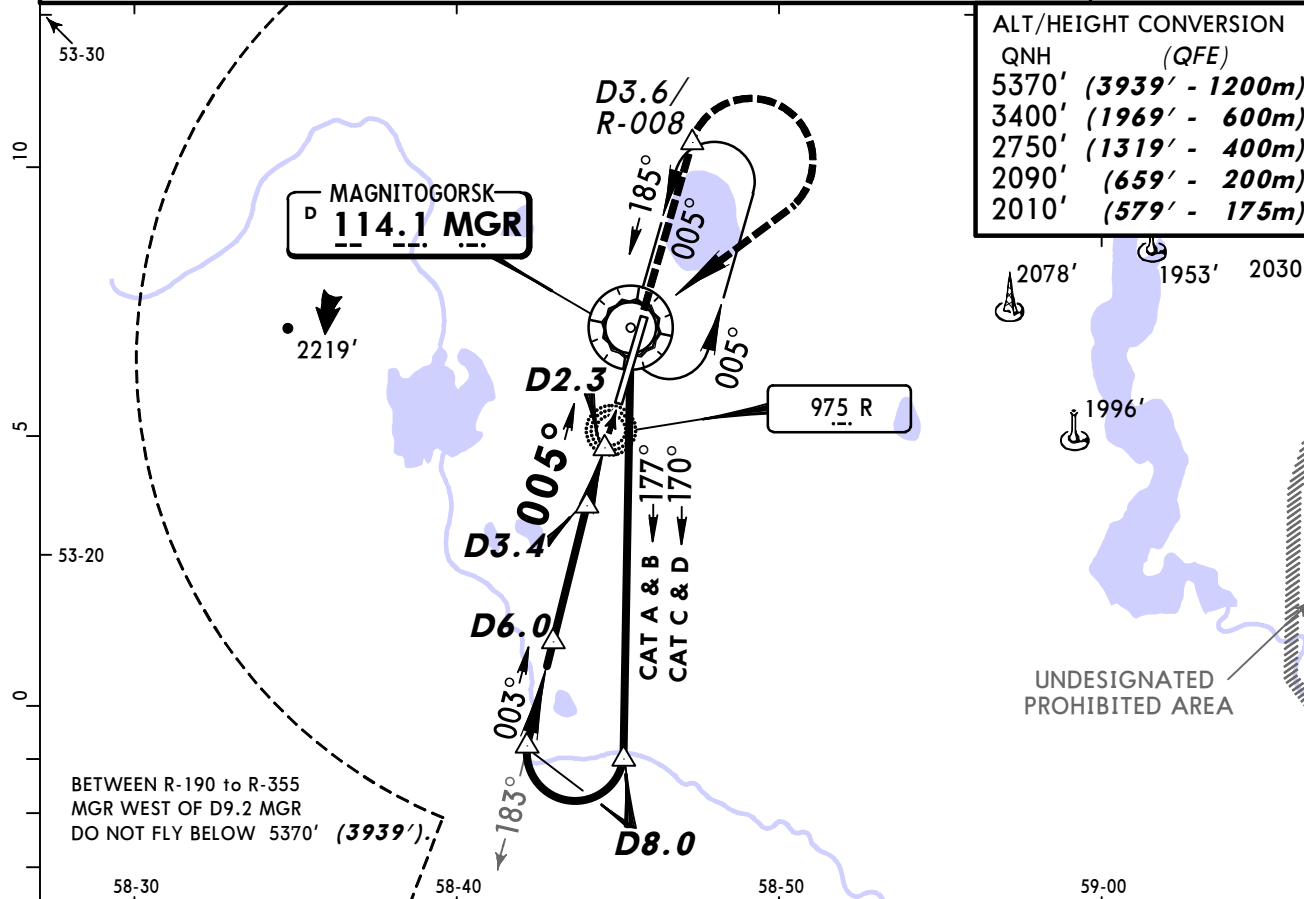
120.8

Apt Elev 1431'
RWY 1431'

A circular sector is shown with a radius of 5400' and a central angle of 10°. The arc length is 4100'.

MSA MGR VOR

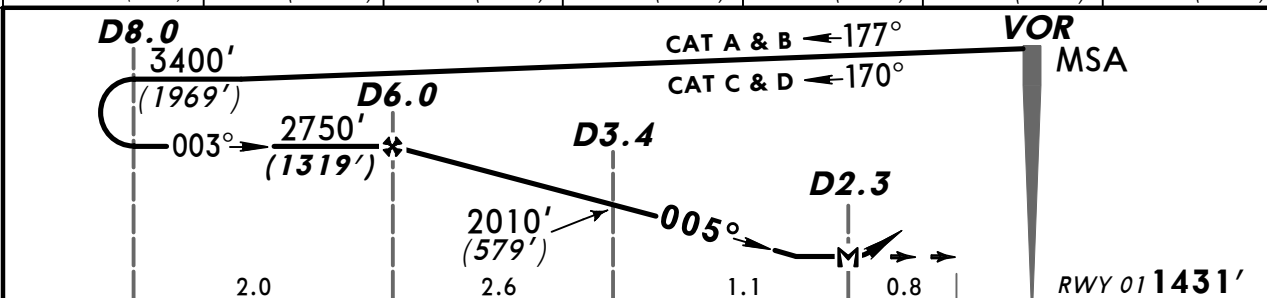
QNH	(QFE)
5370'	(3939' - 1200m)
3400'	(1969' - 600m)
2750'	(1319' - 400m)
2090'	(659' - 200m)
2010'	(579' - 175m)



BETWEEN R-190 to R-355
MGR WEST OF D9.2 MGR
DO NOT FLY BELOW 5370' (3939').

UNDESIGNATED /
PROHIBITED AREA

MGR DME	5.3	4.8	4.2	3.7	3.2	2.6
ALTITUDE (HAT)	2570' (1139')	2400' (969')	2260' (829')	2090' (659')	1940' (509')	1800' (369')



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Descent angle</i> 2.67°	331	425	472	567	661	756
<i>MAP at D2.3</i>						

ALS
 [REDACTED]

MIM
2090'
(659') on 005°

MDA(H) 1720'(289')

ALS out

RVR 1500m
VIS 1600m

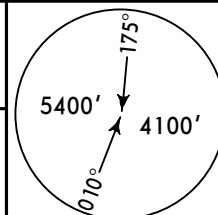
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BRIEFING STRIP™

MISSED APCH: Climb on 185° to 2060' (665') or above. At D5.0 turn LEFT to VOR climbing to 3370' (1975'), then according to chart.

Alt Set: MM (hPa on req) QNH on req(**QFE**) Trans level: By ATC Trans alt: 5370(**3975'**)

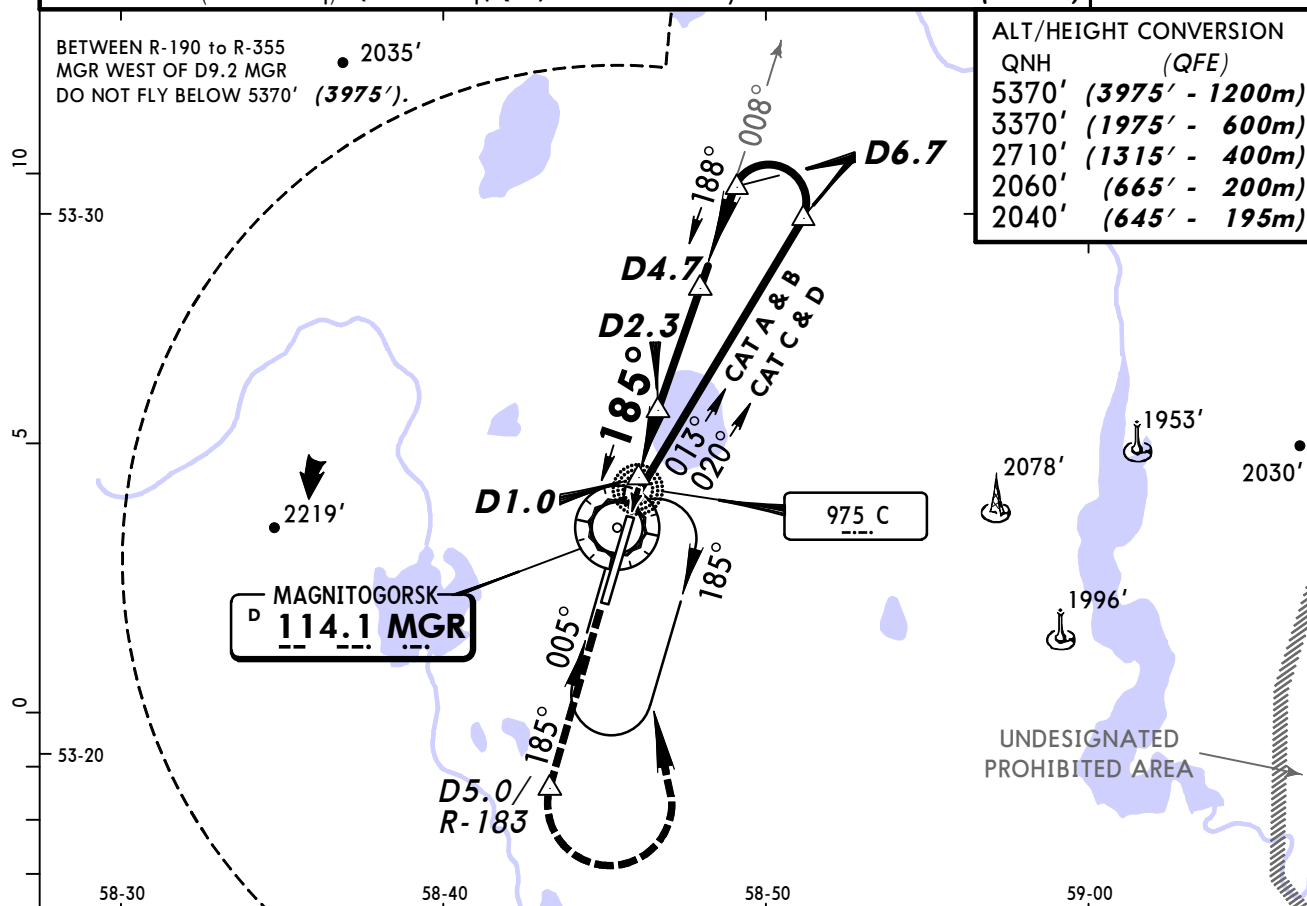
MSA MGR VOR



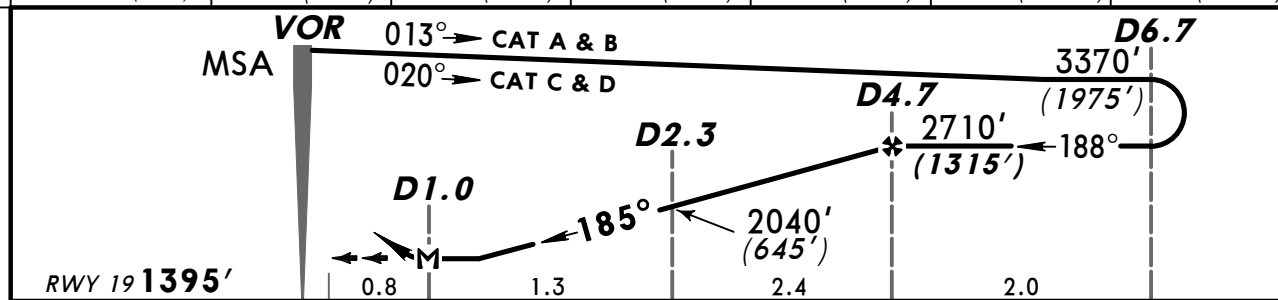
BETWEEN R-190 to R-355 MGR WEST OF D9.2 MGR DO NOT FLY BELOW 5370' (2035' (3975')).

ALT/HEIGHT CONVERSION

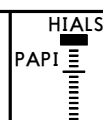
QNH	(QFE)
5370'	(3975' - 1200m)
3370'	(1975' - 600m)
2710'	(1315' - 400m)
2060'	(665' - 200m)
2040'	(645' - 195m)



MGR DME	1.3	1.8	2.9	3.5	4.0	4.5
ALTITUDE (HAT)	1760' (365')	1910' (515')	2220' (825')	2370' (975')	2530' (1135')	2680' (1285')



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Descent angle</i> 2.67°	331	425	472	567	661	756
<i>MAP at D1.0</i>						



MIM
2060'
(665') on 185°
▲

STRAIGHT-IN LANDING RWY 19

$MDA(H)$ 1720'(325')

ALS out

A	1200m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	

PANS OPS

MAGNITOGORSK, (MAGNITOGORSK - USCM)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USCM

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.