

List of pages in this Trip Kit

Trip Kit Index

Airport Information For USNN

Terminal Charts For USNN

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Nizhnevartovsk Rus
IATA Code: NJC
Lat/Long: N60° 56.9' E076° 28.8'
Elevation: 177 ft

Airport Use: Public
Magnetic Variation: 15.5°E

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

Sunrise: 2321 Z
Sunset: 1425 Z,

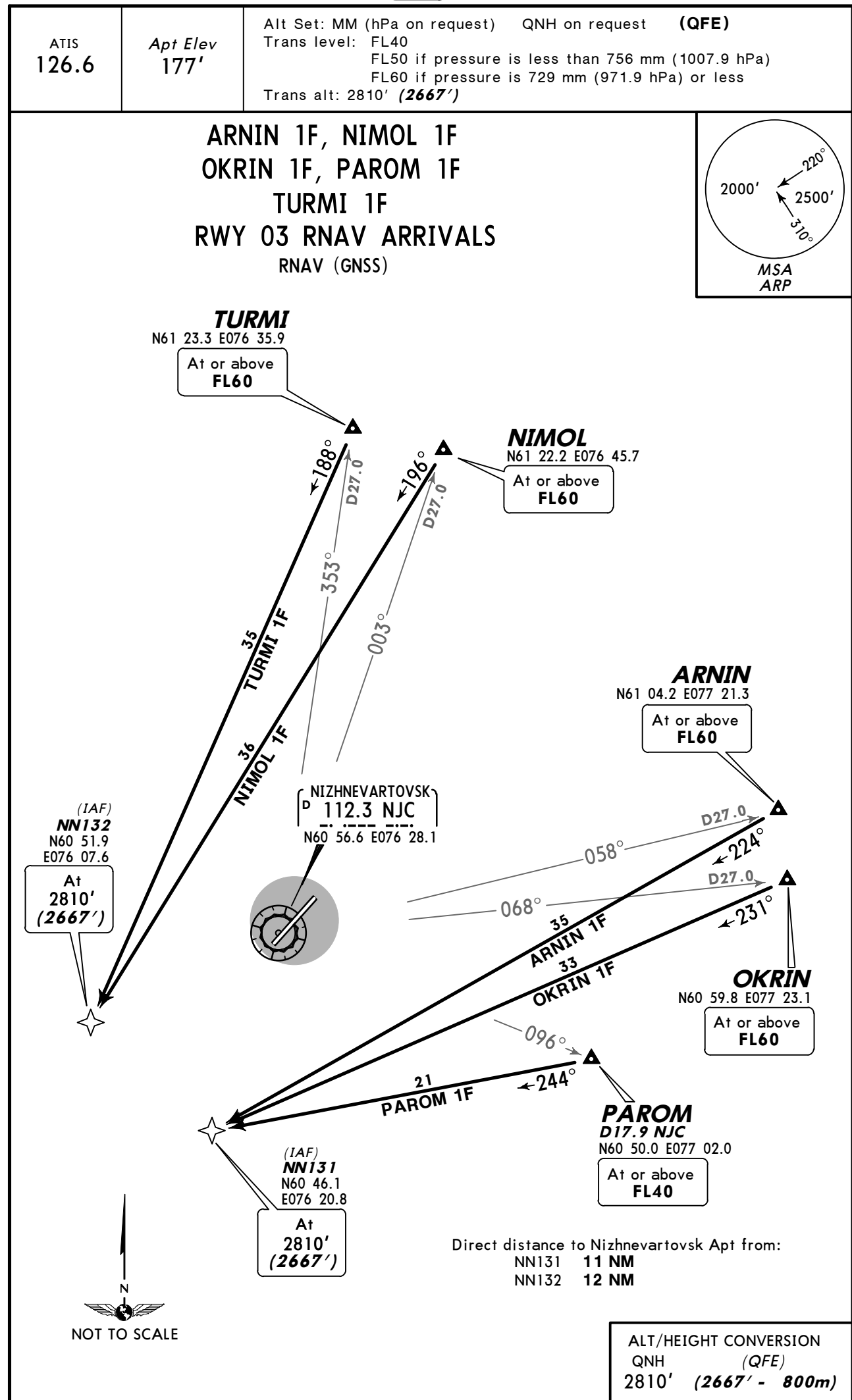
Runway Information

Runway: 03
Length x Width: 10502 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 143 ft
Lighting: Edge, ALS

Runway: 21
Length x Width: 10502 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 177 ft
Lighting: Edge, ALS

Communication Information

ATIS 126.6
Nizhnevartovsk Tower 118.1
Nizhnevartovsk Radar 120.4
Nizhnevartovsk Transit Operations 118.9 Non-English



**ARNIN 2F, NIMOL 2F
OKRIN 2F, PAROM 2F
TURMI 2F
RWY 21 RNAV ARRIVALS
RNAV (GNSS)**

TURMI
N61 23.3 E076 35.9
At or above **FL60**

NIMOL
N61 22.2 E076 45.7
At or above **FL60**

ARNIN
N61 04.2 E077 21.3
At or above **FL60**

OKRIN
N60 59.8 E077 23.1
At or above **FL60**

PAROM
N60 50.0 E077 02.0
At or above **FL40**

Intermediate Fixes:
 (IF) **NN213**
N61 04.9 E076 43.9
At 2480' (2303')
 (IAF) **NN211**
N61 02.0 E076 50.4
At 2810' (2633')
NIZHNEVARTOVSK
112.3 NJC
N60 56.6 E076 28.1

Arrival Paths:
 TURMI 2F to TURMI 2F: 19 NM, 152°
 NIMOL 2F to NIMOL 2F: 17 NM, 167°
 ARNIN 2F to ARNIN 2F: 18 NM, 257°
 OKRIN 2F to OKRIN 2F: 20 NM, 270°
 PAROM 2F to PAROM 2F: 13 NM, 320°

Other Data:
 MSA ARP: 2000', 2500', 310'
 NOT TO SCALE

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40
 FL50 if pressure is less than 756 mm (1007.9 hPa)
 FL60 if pressure is 729 mm (971.9 hPa) or less
Trans alt: 2810' **(2667')**



NIZHNEVARTOVSK
 112.3 NJC
 N60 56.6 E076 28.1

At
2810'
(2667')

At
2440'
(2297')

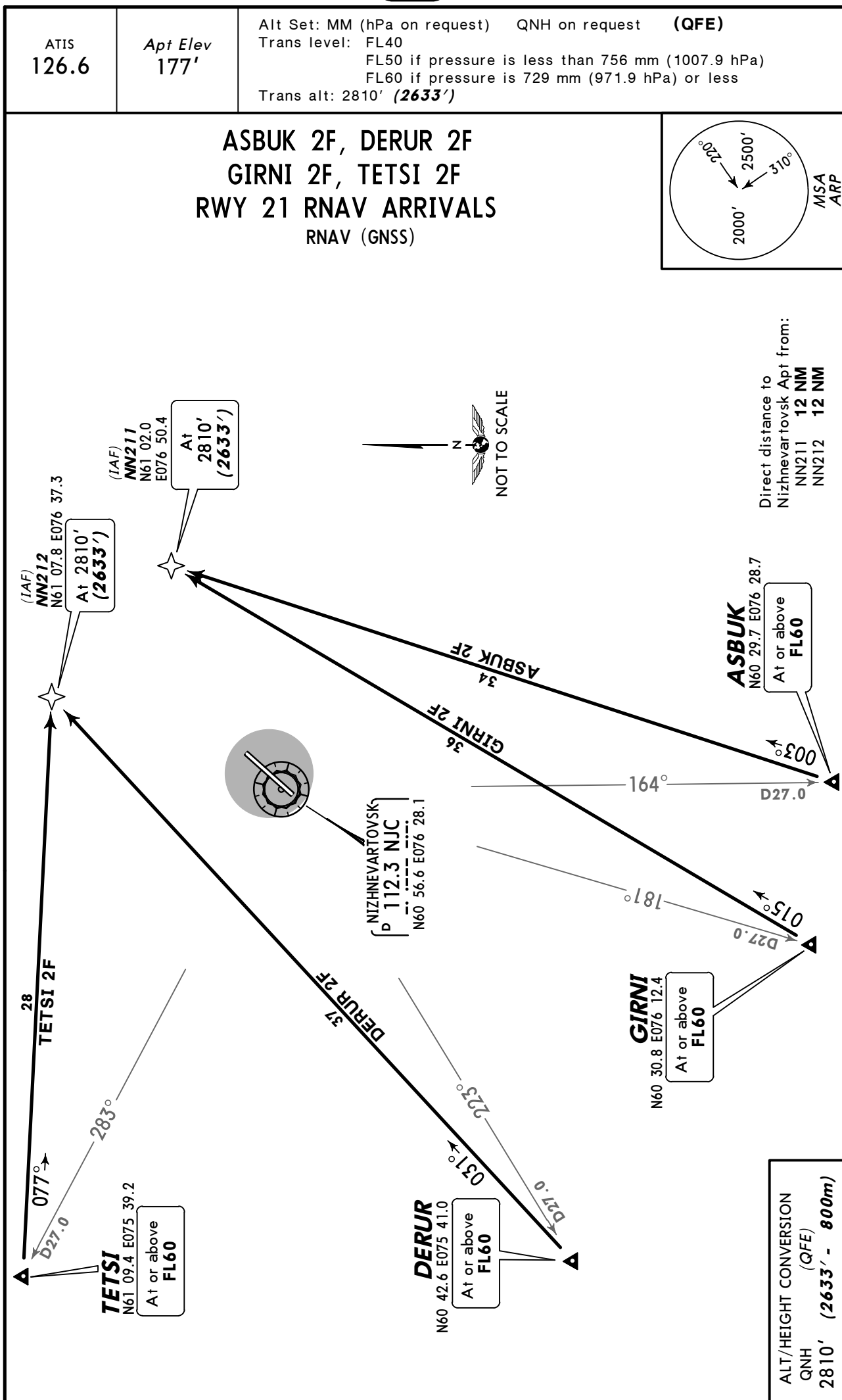
At or above
FL60

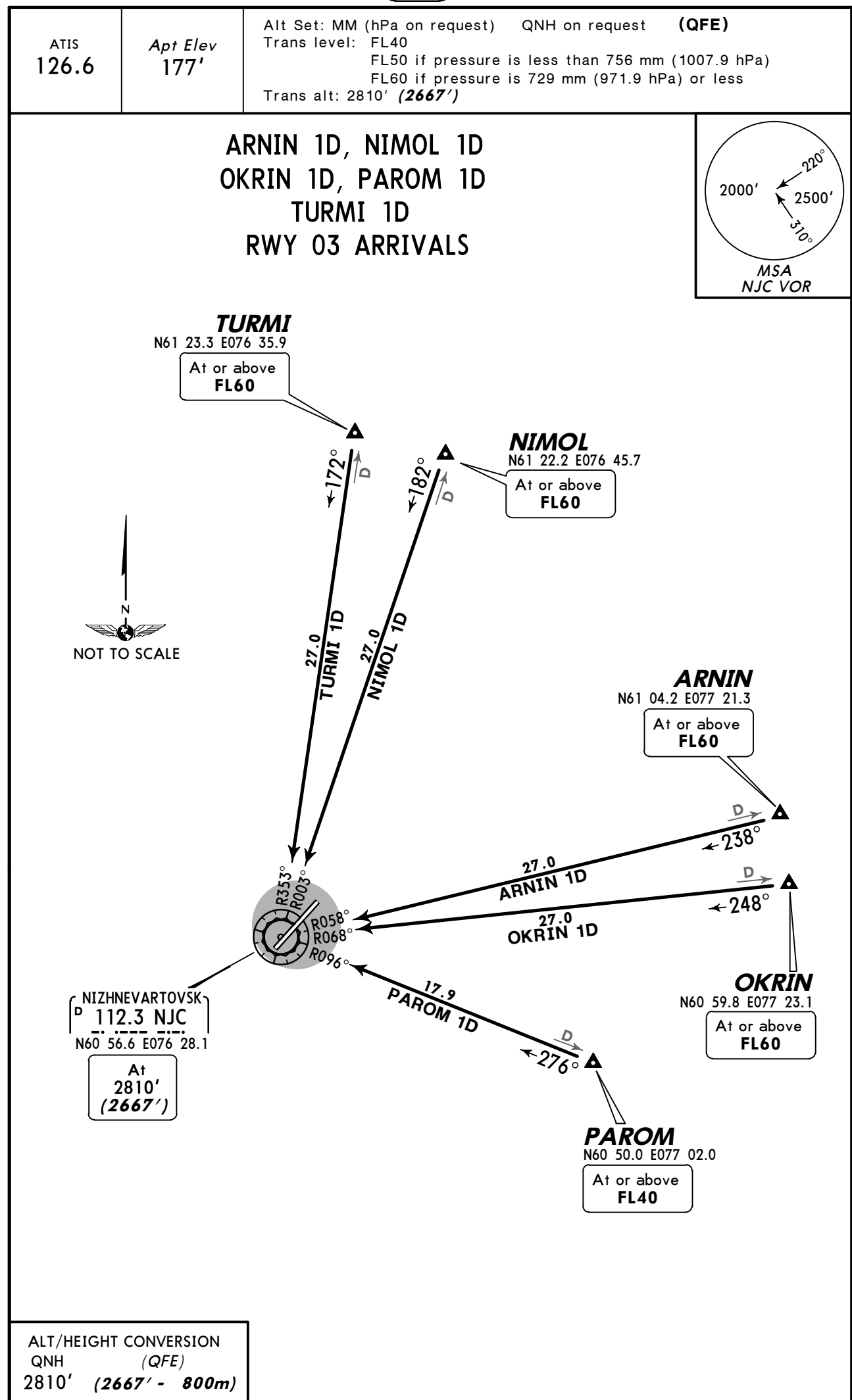
Direct distance to
Nizhnevartovsk Apt from:
NN132 **12 NM**
NN133 **11 NM**

At or above
FL60

ASBUK
N60 29.7 E076 28.7

ALT/HEIGHT CONVERSION
QNH (QFE)
2810' (2667' - 800m)
2440' (2297' - 700m)



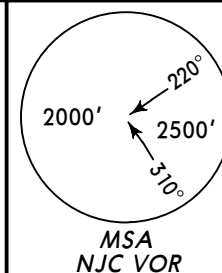


ATIS
126.6

Apt Elev
177'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 756 mm (1007.9 hPa)
FL60 if pressure is 729 mm (971.9 hPa) or less
Trans alt: 2810' (2633')

ARNIN 2D, NIMOL 2D
OKRIN 2D, PAROM 2D
TURMI 2D
RWY 21 ARRIVALS



TURMI
N61 23.3 E076 35.9
(NJC R-353/D27.0)

At or above
FL60

NIMOL
N61 22.2 E076 45.7
(NJC R-003/D27.0)

At or above
FL60



OBUMI
N61 10.3
E076 32.1

BATKI
N61 09.7 E076 36.9

ARNIN
N61 04.2 E077 21.3
At or above
FL60

ULTAB
N61 00.5 E076 55.2

13.2
ARNIN 2D
D27.0
←238°

13.2
OKRIN 2D
D27.0
←248°

NILDI
N60 58.3 E076 56.1

OKRIN
N60 59.8
E077 23.1
At or above
FL60

AMLAR
N60 51.6 E076 54.3

4.1
←276°
PAROM 2D
D17.9

PAROM
N60 50.0 E077 02.0
At or above
FL40



ALT/HEIGHT CONVERSION
QNH (QFE)
2810' (2633' - 800m)

**ARNIN 1E, NIMOL 1E
OKRIN 1E, PAROM 1E
TURMI 1E
RWY 03 ARRIVALS**

TURMI
N61 23.3 E076 35.9
(NJC R-353/D27.0)
At or above FL60

NIMOL
N61 22.2 E076 45.7
(NJC R-003/D27.0)
At or above FL60

ARNIN
N61 04.2 E077 21.3
(NJC R-058/D27.0)
At or above FL60

OKRIN
N60 59.8 E077 23.1
(NJC R-068/D27.0)
At or above FL60

PAROM
N60 50.0 E077 02.0
(NJC R-096/D19.9)
At or above FL40

915 J
N60 55.9 E076 27.0
At 2810' (2667')

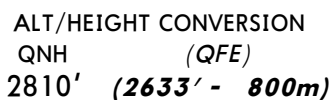
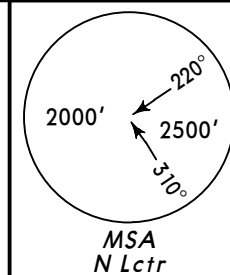
NIZHNEVARTOVSK
D 112.3 NJC
N60 56.6 E076 28.1

ALT/HEIGHT CONVERSION
QNH (QFE)
2810' (2667' - 800m)

MSA
J Lctr

NOT TO SCALE

ARNIN 2E, NIMOL 2E
OKRIN 2E, PAROM 2E
TURMI 2E
RWY 21 ARRIVALS

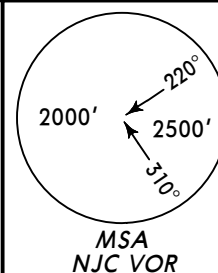


ATIS
126.6

Apt Elev
177'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 756 mm (1007.9 hPa)
FL60 if pressure is 729 mm (971.9 hPa) or less
Trans alt: 2810' (2667')

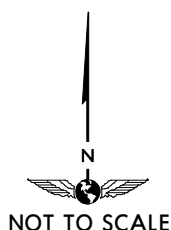
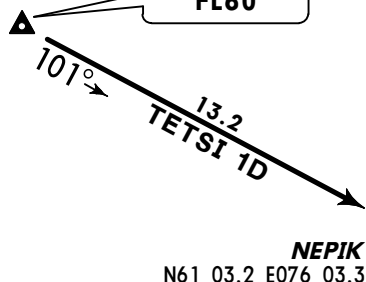
ASBUK 1D, DERUR 1D
GIRNI 1D, TETSI 1D
RWY 03 ARRIVALS



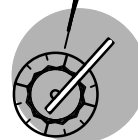
TETSI

N61 09.4 E075 39.2
(NJC R-283/D27.0)

At or above
FL60



NIZHNEVARTOVSK
D 112.3 NJC
N60 56.6 E076 28.1



ORTUR
N60 46.8 E075 54.8

DERUR

N60 42.6
E075 41.0
(NJC R-223/D27.0)

At or above
FL60

043° 7.4
DERUR 1D

RUHEL
N60 38.6 E076 17.1

001° 8.1
GIRNI 1D

GIRNI

N60 30.8
E076 12.4

At or above
FL60

INTUK
N60 43.7
E076 28.1

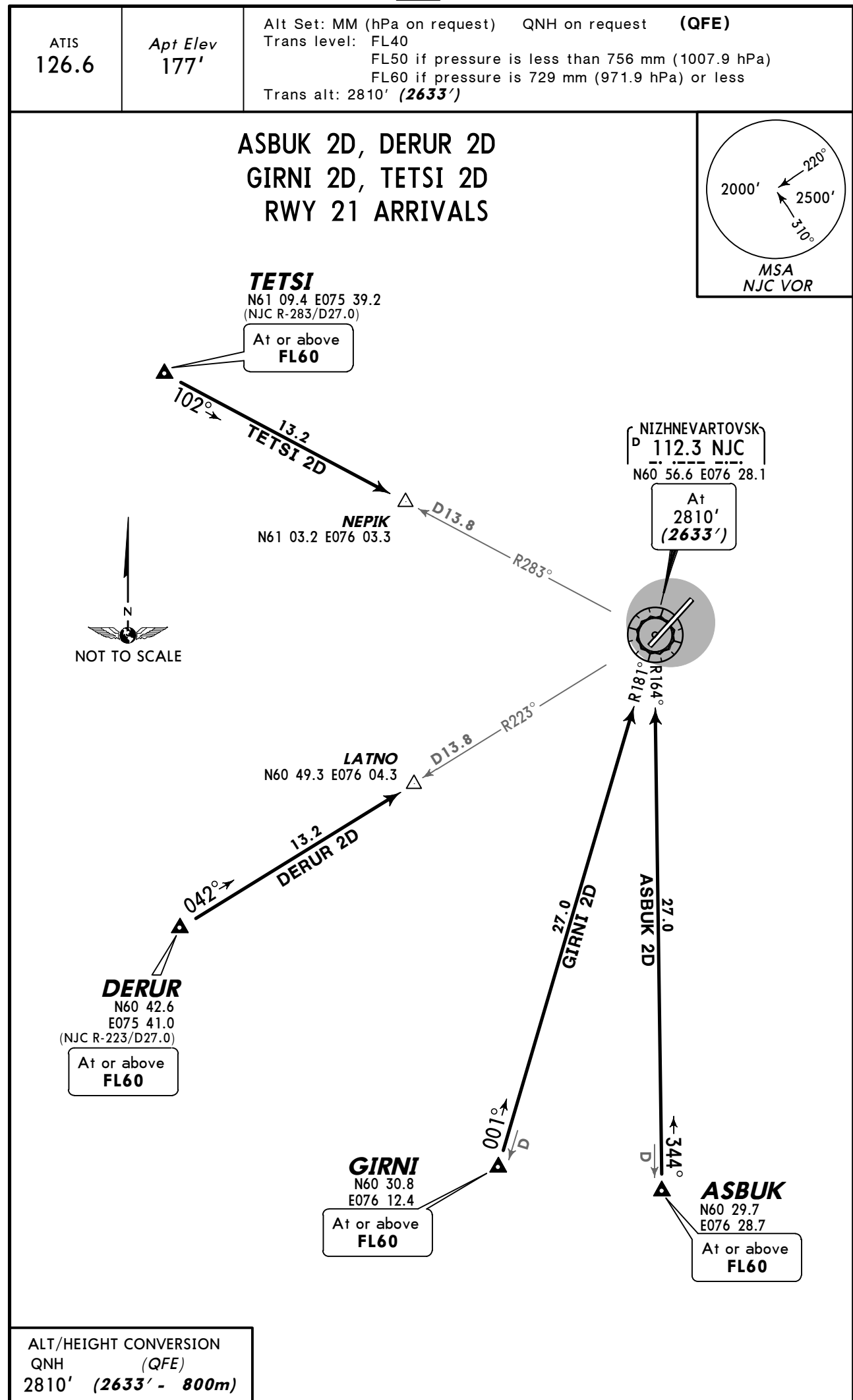
14.0
ASBUK 1D

ASBUK

N60 29.7
E076 28.7
(NJC R-164/D27.0)

At or above
FL60

ALT/HEIGHT CONVERSION
QNH (QFE)
2810' (2667' - 800m)



**ASBUK 1E, DERUR 1E
GIRNI 1E, TETSI 1E
RWY 03 ARRIVALS**

MSA
J Lctr

TETSI
N61 09.4 E075 39.2
(NJC R-283/D27.0)

At or above
FL60

104°

27
TETSI 1E

NIZHNEVARTOVSK
P 112.3 NJC
N60 56.6 E076 28.1

915 J
N60 55.9 E076 27.0

At
2810'
(2667')

26
DERUR 1E

043°

DERUR
N60 42.6
E075 41.0
(NJC R-223/D27.0)

At or above
FL60

26
GIRNI 1E

001°

GIRNI
N60 30.8
E076 12.4
(NJC R-181/D27.0)

At or above
FL60

26
ASBUK 1E

343°

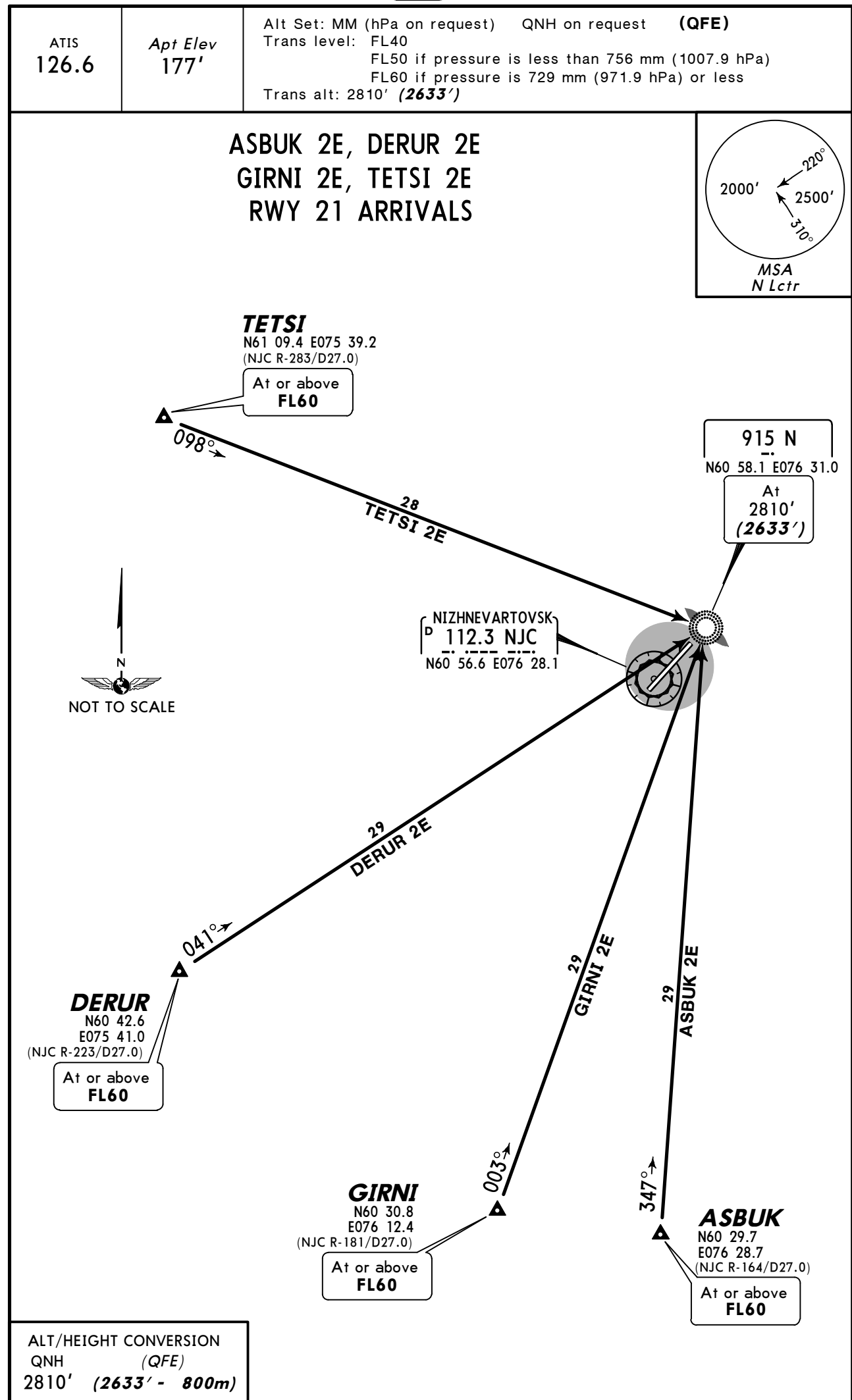
ASBUK
N60 29.7
E076 28.7
(NJC R-164/D27.0)

At or above
FL60

N

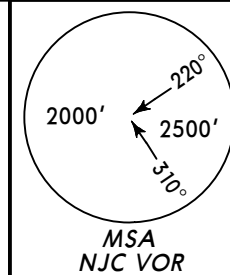
NOT TO SCALE

ALT/HEIGHT CONVERSION
QNH (QFE)
2810' (2667' - 800m)



NIZHNEVARTOVSK Radar 120.4	Apt Elev 177'	QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810' (2667') 1. After climbing to 800' (657') contact Nizhnevartovsk Radar. 2. Initial climb clearance 1790' (1647').
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ARNIN 1A, NIMOL 1A
OKRIN 1A, TURMI 1A
RWY 03 DEPARTURES



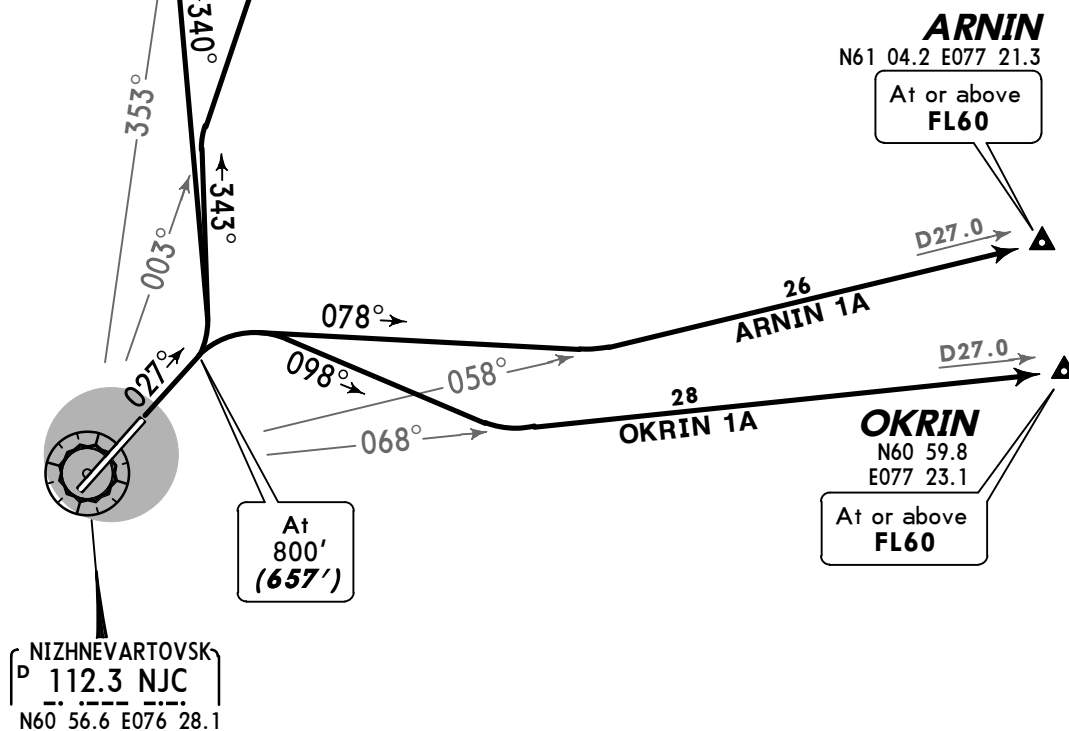
TURMI
N61 23.3 E076 35.9

At or above
FL60

NIMOL

N61 22.2 E076 45.7

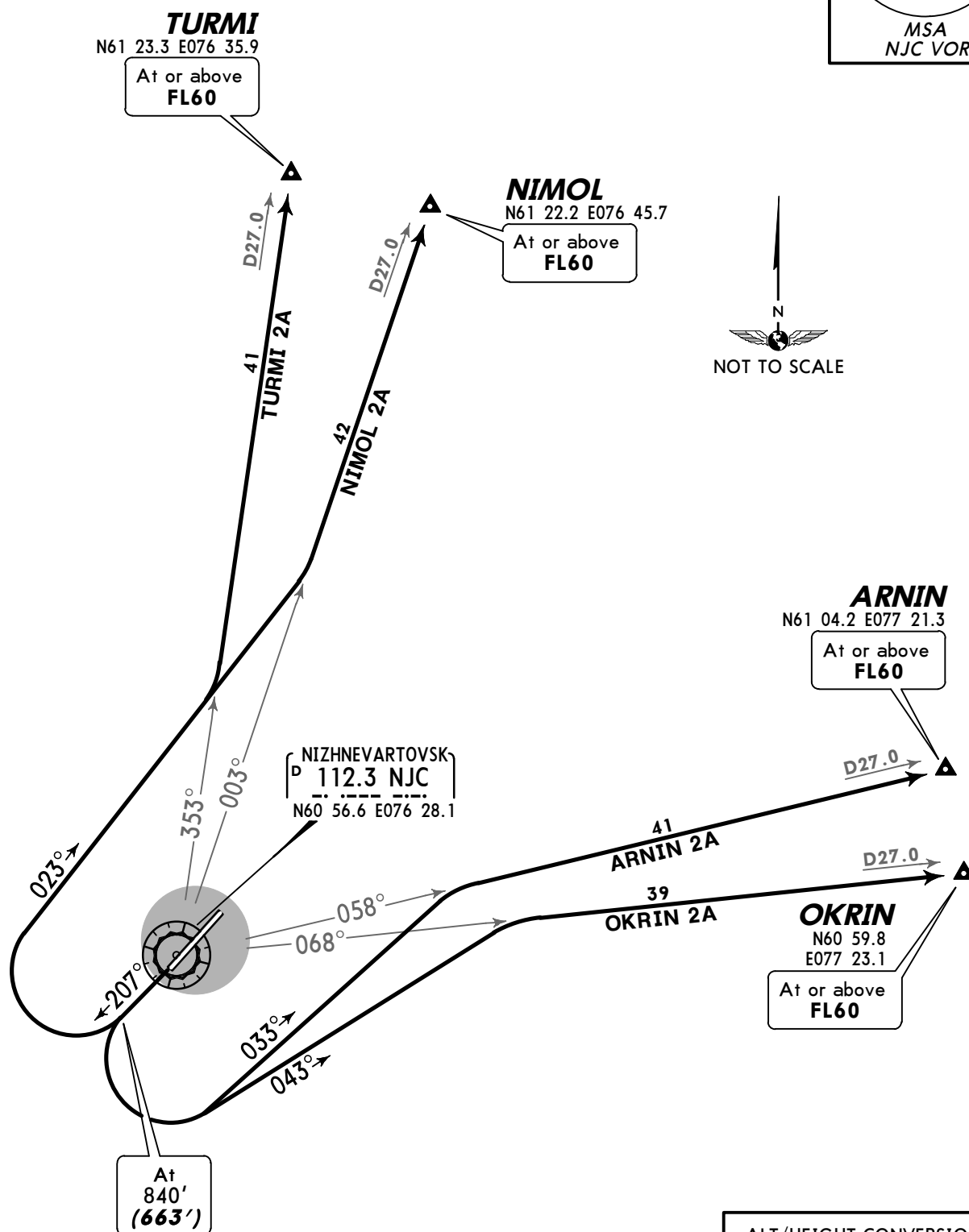
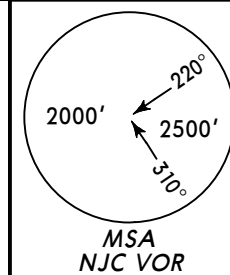
At or above
FL60



ALT/HEIGHT CONVERSION	
QNH	(QFE)
800'	(657' - 200m)
1790'	(1647' - 500m)
2810'	(2667' - 800m)

NIZHNEVARTOVSK Radar 120.4	Apt Elev 177'	QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810' (2633') 1. After climbing to 840' (663') contact Nizhnevartovsk Radar. 2. Initial climb clearance 1820' (1643').
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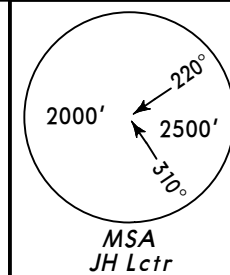
ARNIN 2A, NIMOL 2A
OKRIN 2A, TURMI 2A
RWY 21 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
840'	(663' - 200m)
1820'	(1643' - 500m)
2810'	(2633' - 800m)

NIZHNEVARTOVSK Radar 120.4	Apt Elev 177'	QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810' (2667') 1. After climbing to 800' (657') contact Nizhnevartovsk Radar. 2. Initial climb clearance 1790' (1647').
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ARNIN 1B, NIMOL 1B
OKRIN 1B, TURMI 1B
RWY 03 DEPARTURES



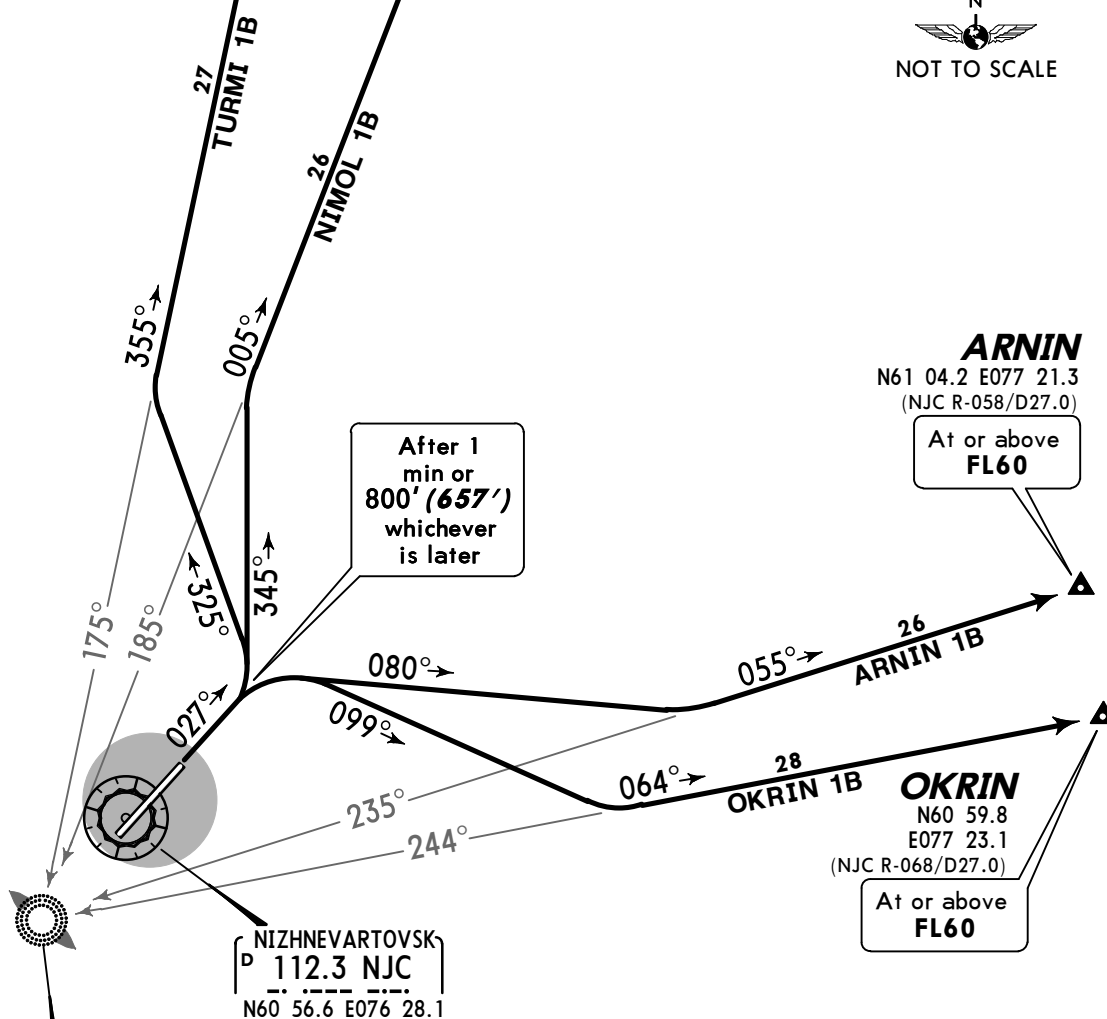
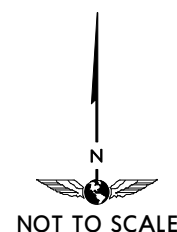
TURMI
N61 23.3 E076 35.9
(NJC R-353/D27.0)

At or above
FL60

NIMOL

N61 22.2 E076 45.7
(NJC R-003/D27.0)

At or above
FL60

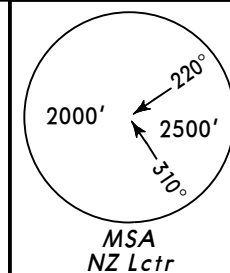


*450 JH
N60 54.7 E076 24.8

ALT/HEIGHT CONVERSION	
QNH	(QFE)
800'	(657' - 200m)
1790'	(1647' - 500m)
2810'	(2667' - 800m)

NIZHNEVARTOVSK Radar 120.4	Apt Elev 177'	QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810' (2633') 1. After climbing to 840' (663') contact Nizhnevartovsk Radar. 2. Initial climb clearance 1820' (1643').
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ARNIN 2B, NIMOL 2B
OKRIN 2B, TURMI 2B
RWY 21 DEPARTURES

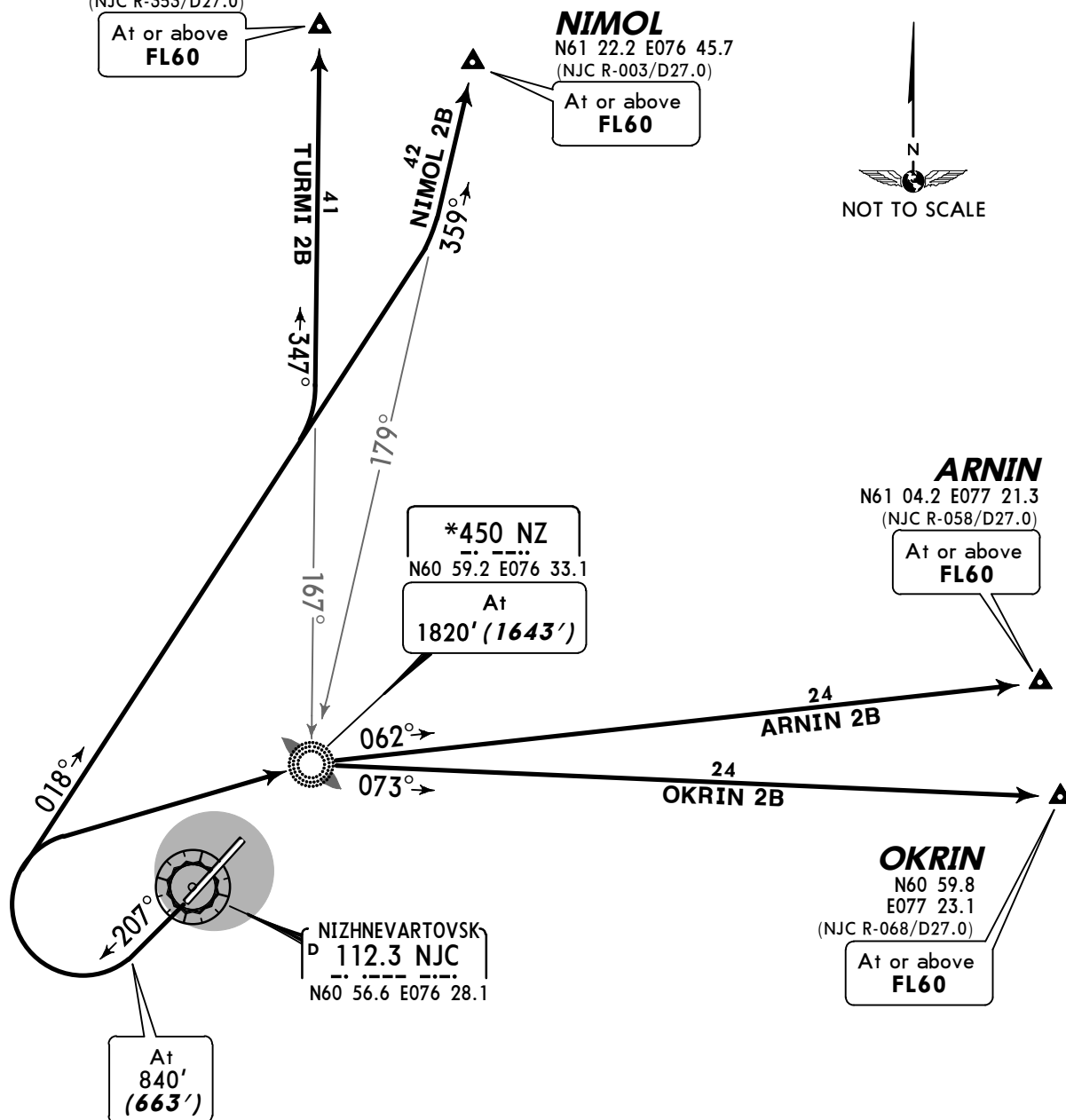


TURMI
N61 23.3 E076 35.9
(NJC R-353/D27.0)

At or above
FL60

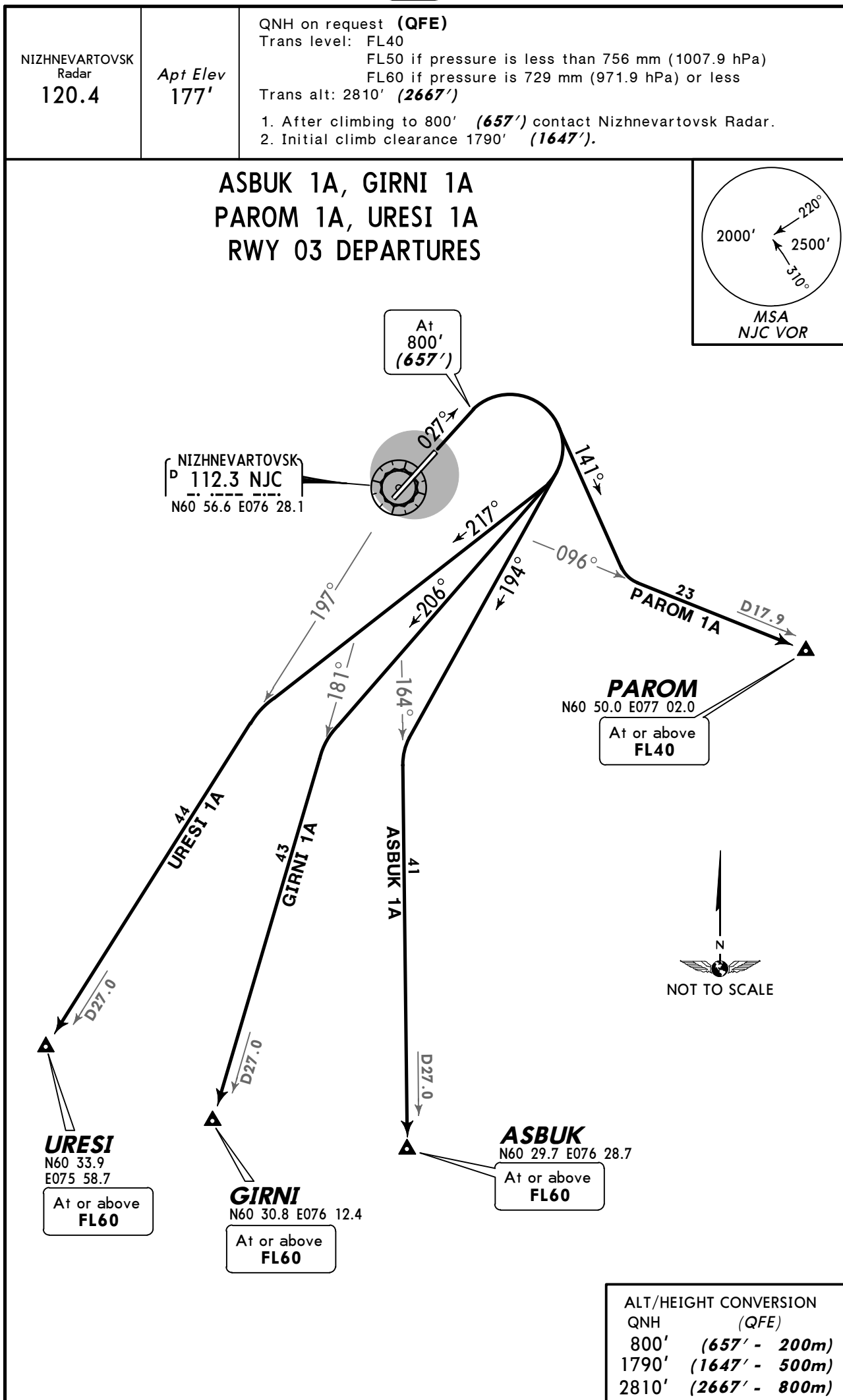
NIMOL
N61 22.2 E076 45.7
(NJC R-003/D27.0)

At or above
FL60



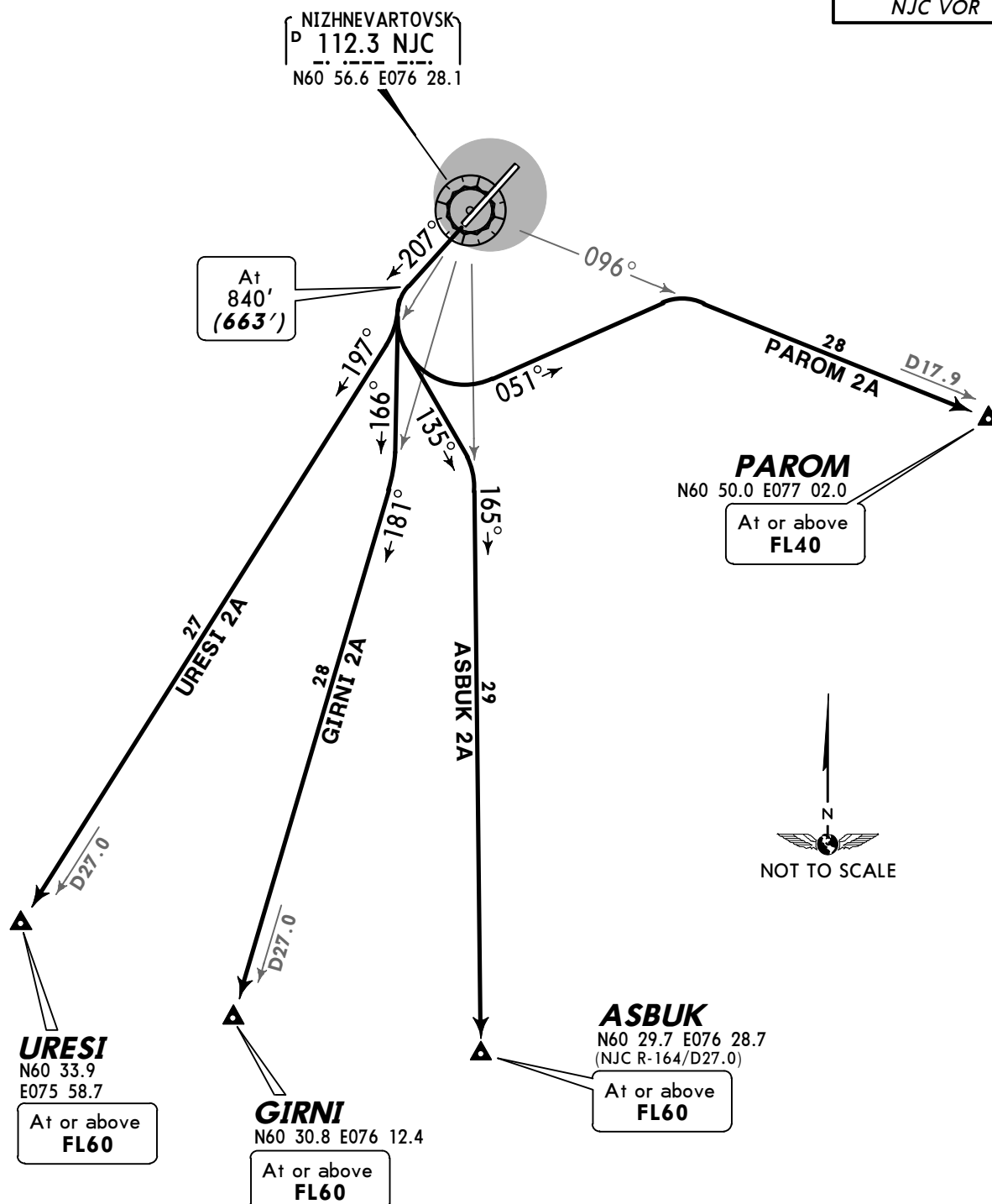
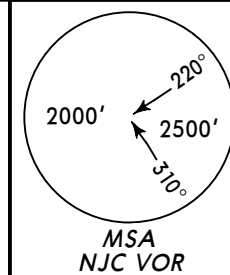
Direct distance from Nizhnevartovsk Apt to
NZ NDB 3 NM

ALT/HEIGHT CONVERSION	
QNH	(QFE)
840'	(663' - 200m)
1820'	(1643' - 500m)
2810'	(2633' - 800m)



NIZHNEVARTOVSK Radar 120.4	<i>Apt Elev</i> 177'	QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810' (2633') 1. After climbing to 840' (663') contact Nizhnevartovsk Radar. 2. Initial climb clearance 1820' (1643').
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**ASBUK 2A, GIRNI 2A
PAROM 2A, URESI 2A
RWY 21 DEPARTURES**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
840'	(663' - 200m)
1820'	(1643' - 500m)
2810'	(2633' - 800m)

QNH on request **(QFE)**
Trans level: FL40
FL50 if pressure is less than 756 mm (1007.9 hPa)
FL60 if pressure is 729 mm (971.9 hPa) or less
Trans alt: 2810' **(2667')**

1. After climbing to 800' **(657')** contact Nizhnevartovsk Radar.
2. Initial climb clearance 1790' **(1647')**.



① By ATC



URES1
N60 33.9
E075 58.7
(NJC R-197/D27.0)

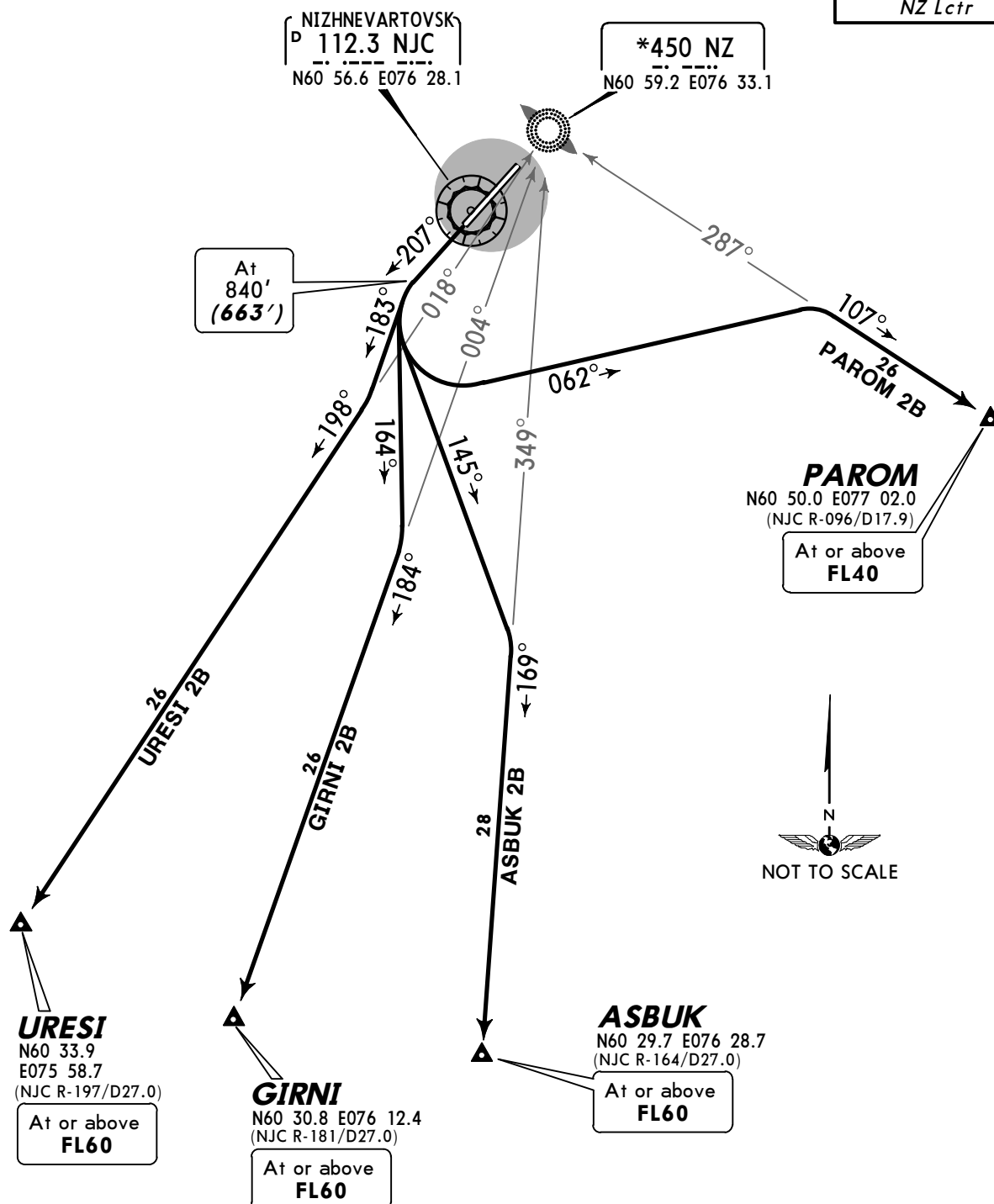
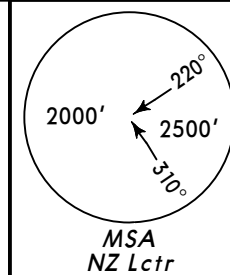
GIRNI
N60 30.8 E076 12.4
(NJC R-181/D27.0)

ASBUK
N60 29.7 E076 28.7
(NJC R-164/D27.0)

ALT/HEIGHT CONVERSION
QNH (QFE)
800' (657' - 200m)
1790' (1647' - 500m)
2810' (2667' - 800m)

NIZHNEVARTOVSK Radar 120.4	Apt Elev 177'	QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810' (2633') 1. After climbing to 840' (663') contact Nizhnevartovsk Radar. 2. Initial climb clearance 1820' (1643').
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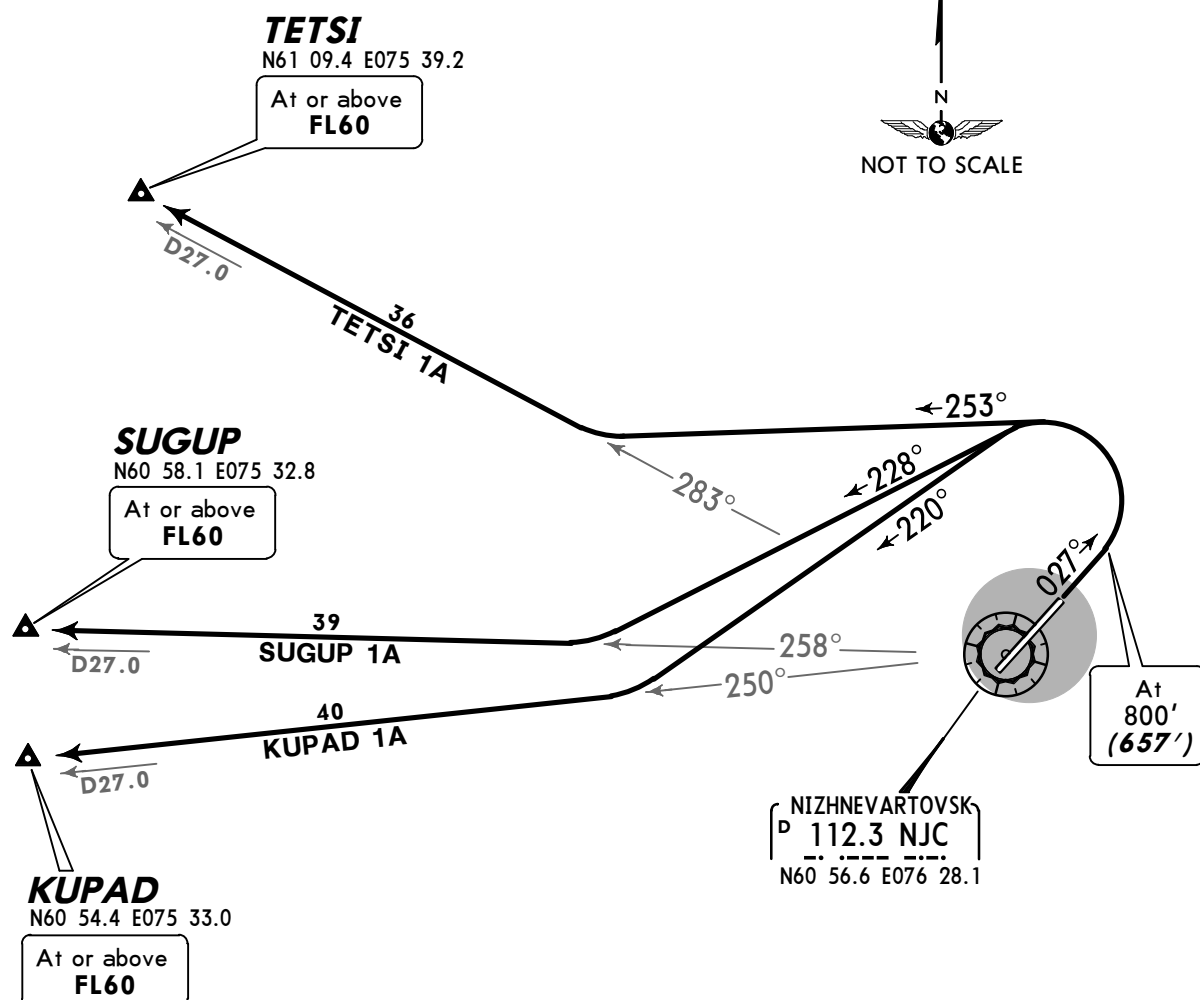
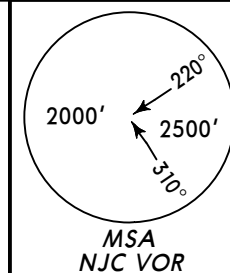
ASBUK 2B, GIRNI 2B
PAROM 2B, URESI 2B
RWY 21 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
840'	(663' - 200m)
1820'	(1643' - 500m)
2810'	(2633' - 800m)

NIZHNEVARTOVSK Radar 120.4	<i>Apt Elev</i> 177'	QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810' (2667') 1. After climbing to 800' (657') contact Nizhnevartovsk Radar. 2. Initial climb clearance 1790' (1647').
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KUPAD 1A, SUGUP 1A
TETSI 1A
RWY 03 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
800'	(657' - 200m)
1790'	(1647' - 500m)
2810'	(2667' - 800m)

NIZHNEVARTOVSK
Radar
120.4

Apt Elev
177'

QNH on request (QFE)

Trans level: FL40

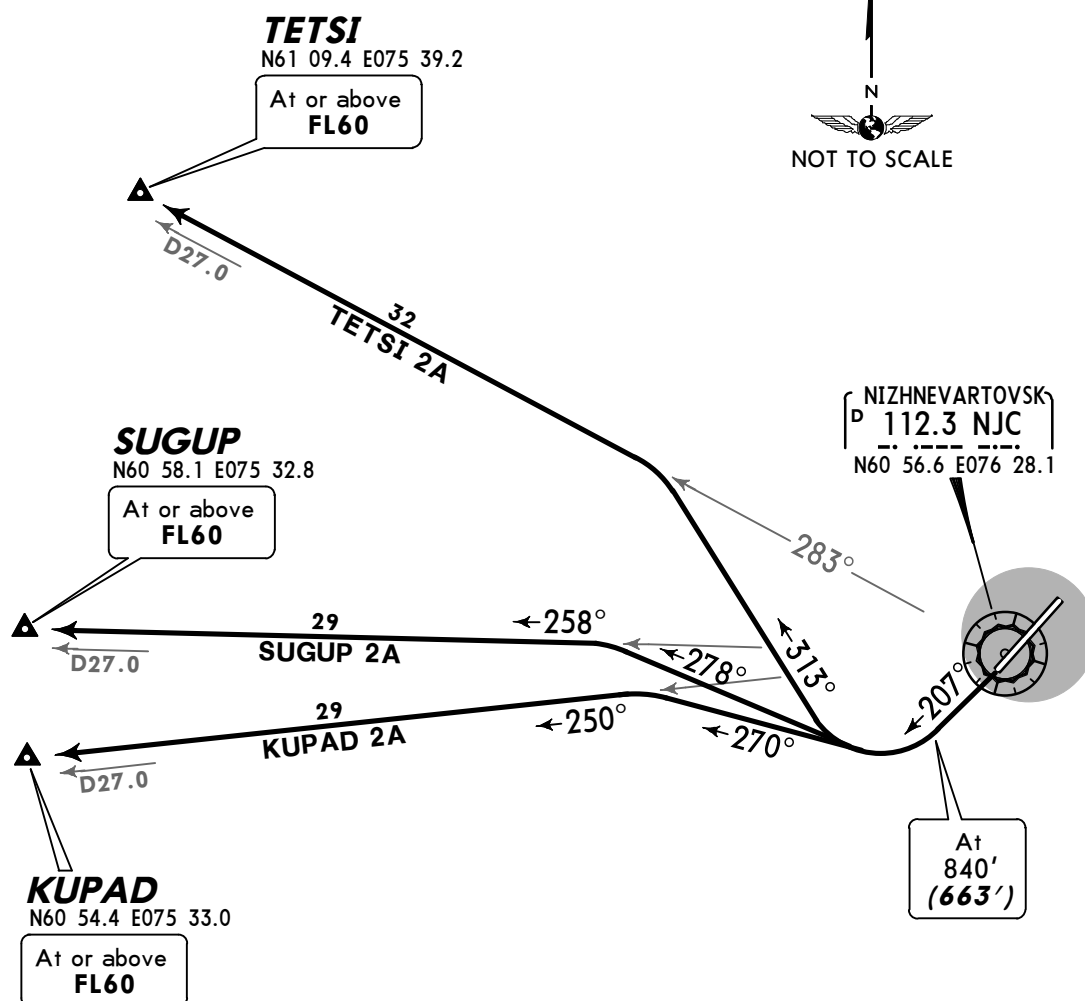
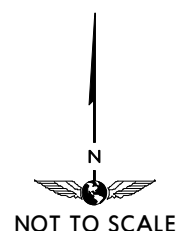
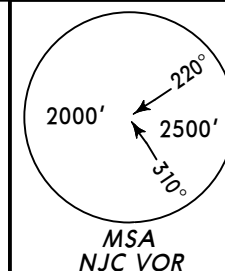
FL50 if pressure is less than 756 mm (1007.9 hPa)

FL60 if pressure is 729 mm (971.9 hPa) or less

Trans alt: 2810' (2633')

1. After climbing to 840' (663') contact Nizhnevartovsk Radar.
2. Initial climb clearance 1820' (1643').

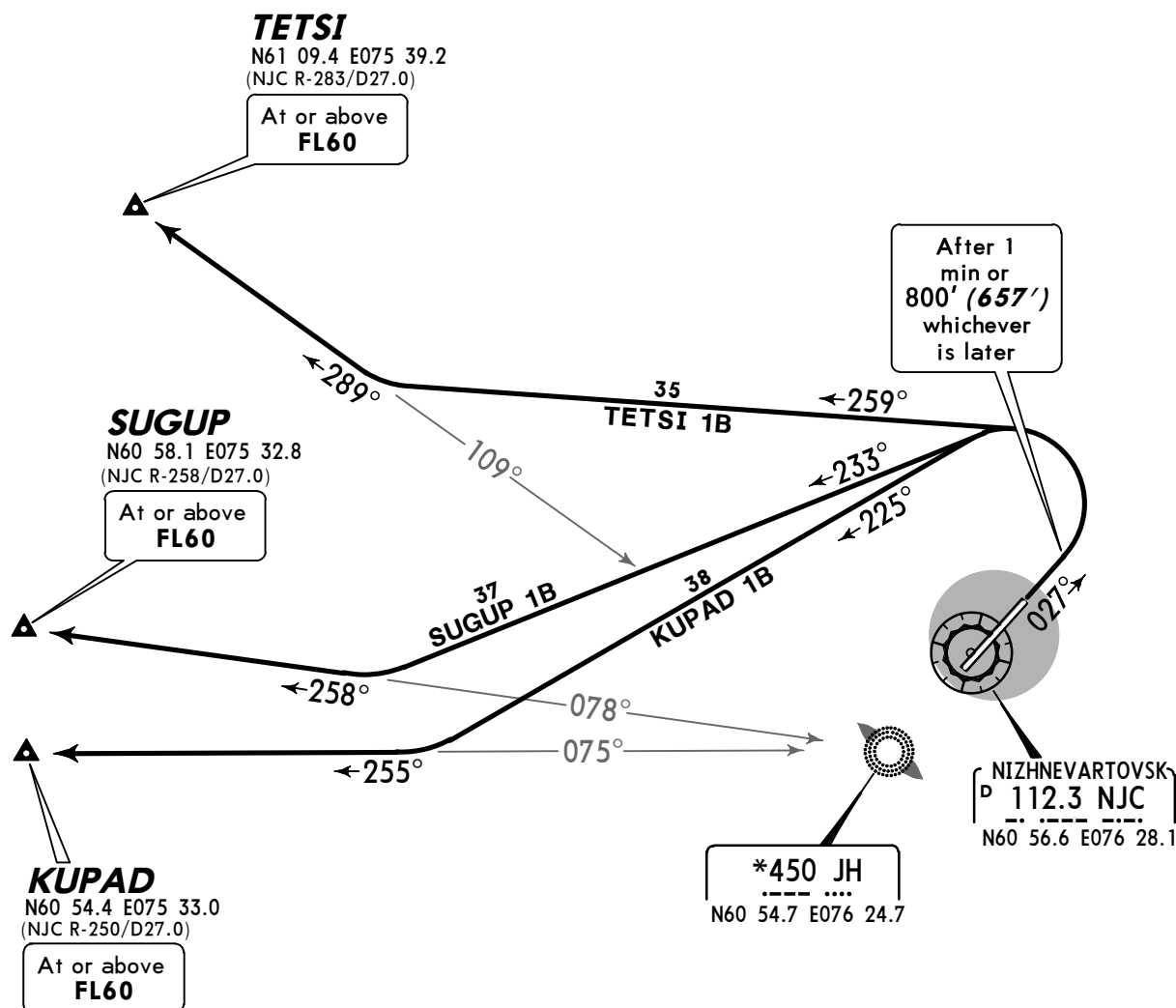
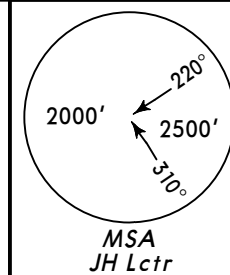
KUPAD 2A, SUGUP 2A
TETSI 2A
RWY 21 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
840'	(663' - 200m)
1820'	(1643' - 500m)
2810'	(2633' - 800m)

NIZHNEVARTOVSK Radar 120.4	Apt Elev 177'	QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810' (2667') 1. After climbing to 800' (657') contact Nizhnevartovsk Radar. 2. Initial climb clearance 1790' (1647').
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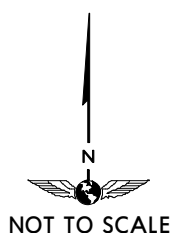
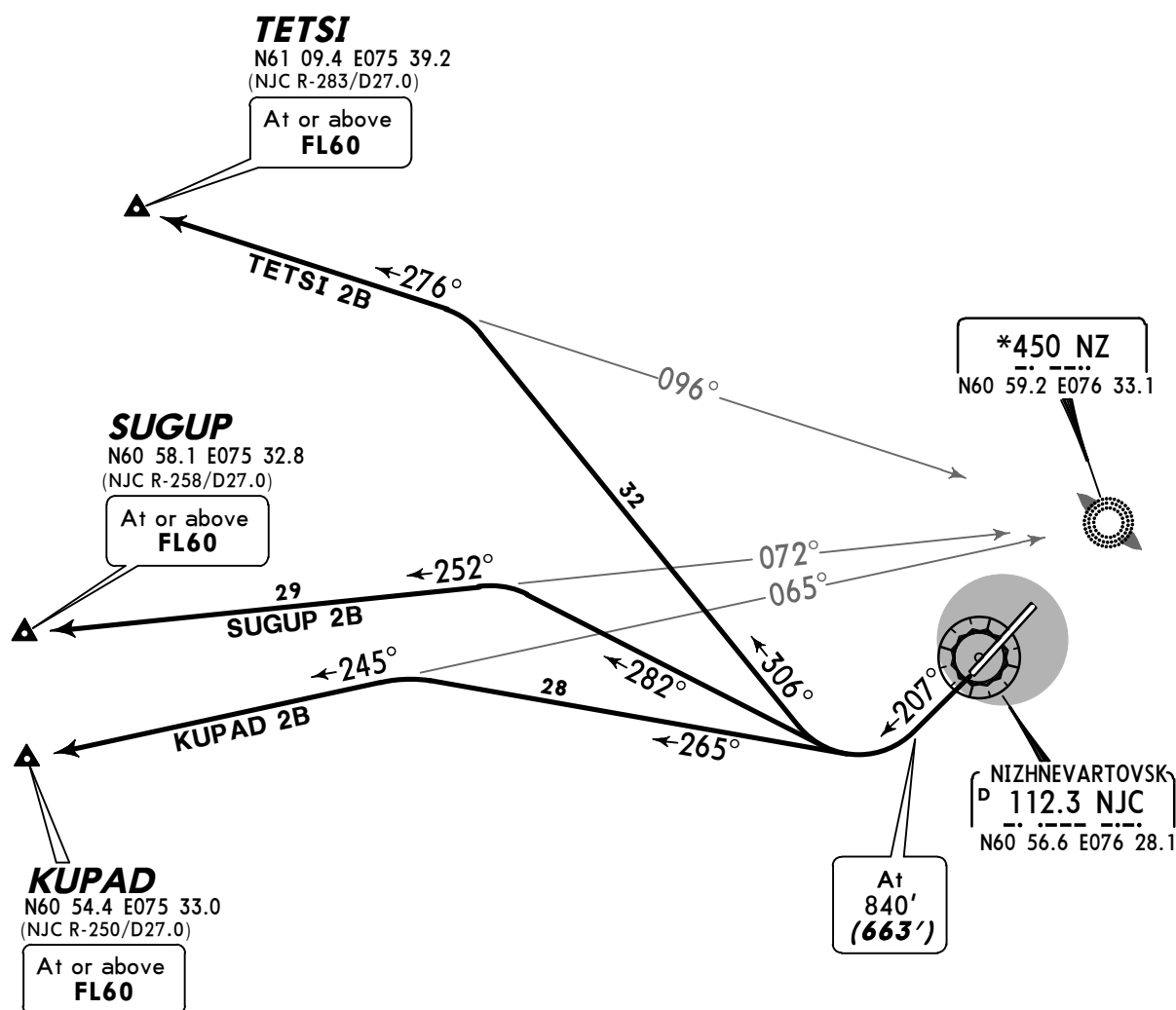
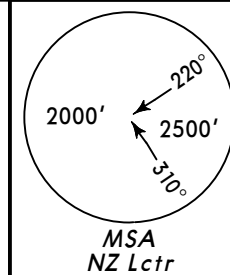
KUPAD 1B, SUGUP 1B
TETSI 1B
RWY 03 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
800'	(657' - 200m)
1790'	(1647' - 500m)
2810'	(2667' - 800m)

NIZHNEVARTOVSK Radar 120.4	<i>Apt Elev</i> 177'	QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810' (2633') 1. After climbing to 840' (663') contact Nizhnevartovsk Radar. 2. Initial climb clearance 1820' (1643').
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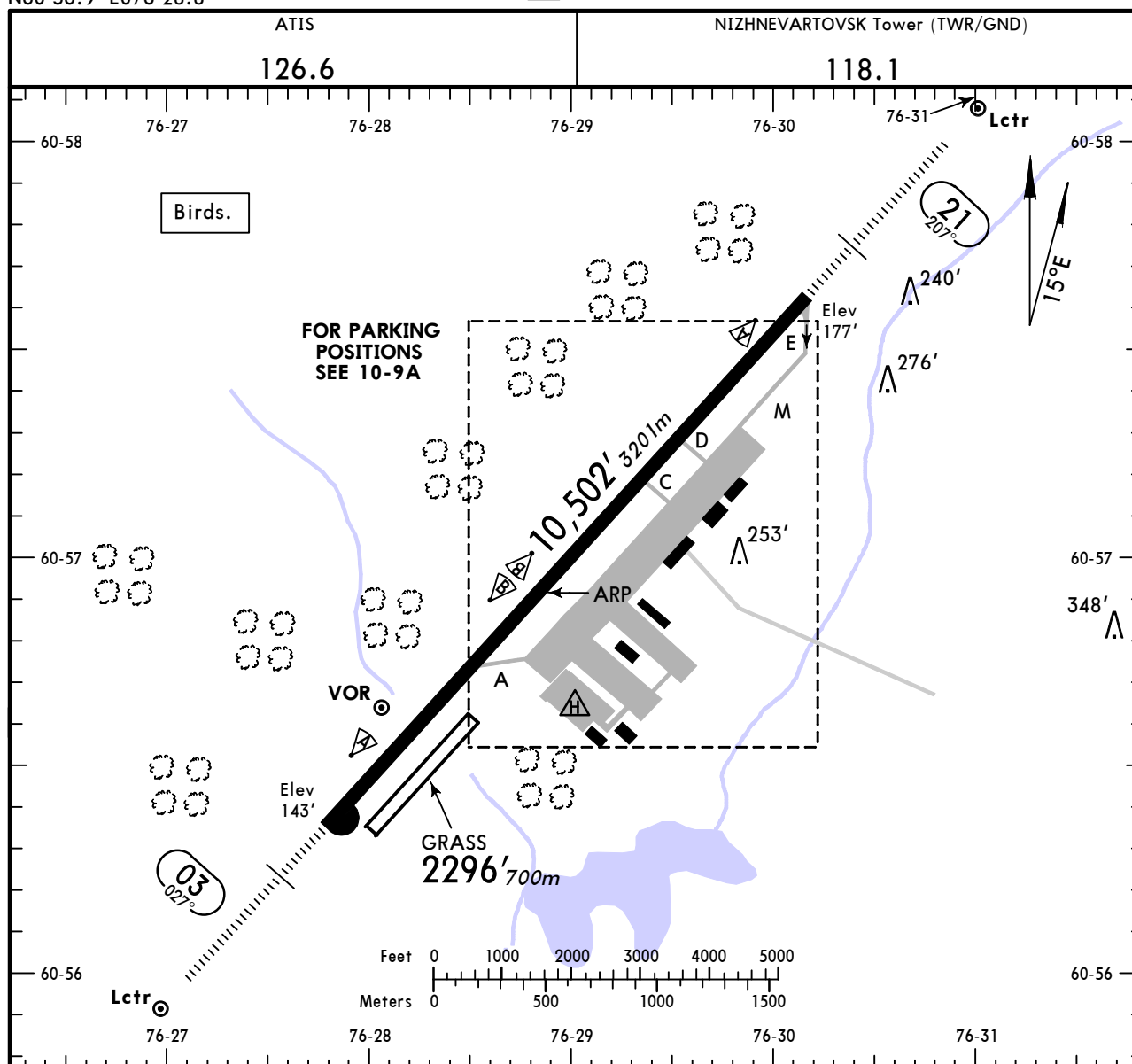
**KUPAD 2B, SUGUP 2B
TETSI 2B
RWY 21 DEPARTURES**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
840'	(663' - 200m)
1820'	(1643' - 500m)
2810'	(2633' - 800m)

USNN/NJC
Apt Elev 177'
N60 56.9 E076 28.8

JEPPESEN NIZHNEVARTOVSK, RUSSIA
4 NOV 11 (10-9) Eff 17 Nov
NIZHNEVARTOVSK



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Landing Beyond		
03	21	HIRL (60m)	HIALS	PAPI-L (angle 2.67°)	RVR		1	197' 60m
03	21	Grass runway						197' 60m

1 TAKE-OFF RUN AVAILABLE

RWY 03:

from rwy head	10,502' (3201m)
twy A int	6234' (1900m)
twy C int	3281' (1000m)
twy D int	2625' (800m)

RWY 21:

From rwy head	10,502' (3201m)
twy D int	7874' (2400m)
twy C int	7218' (2200m)
twy A int	4101' (1250m)

TAKE-OFF

AIR CARRIER (JAA)

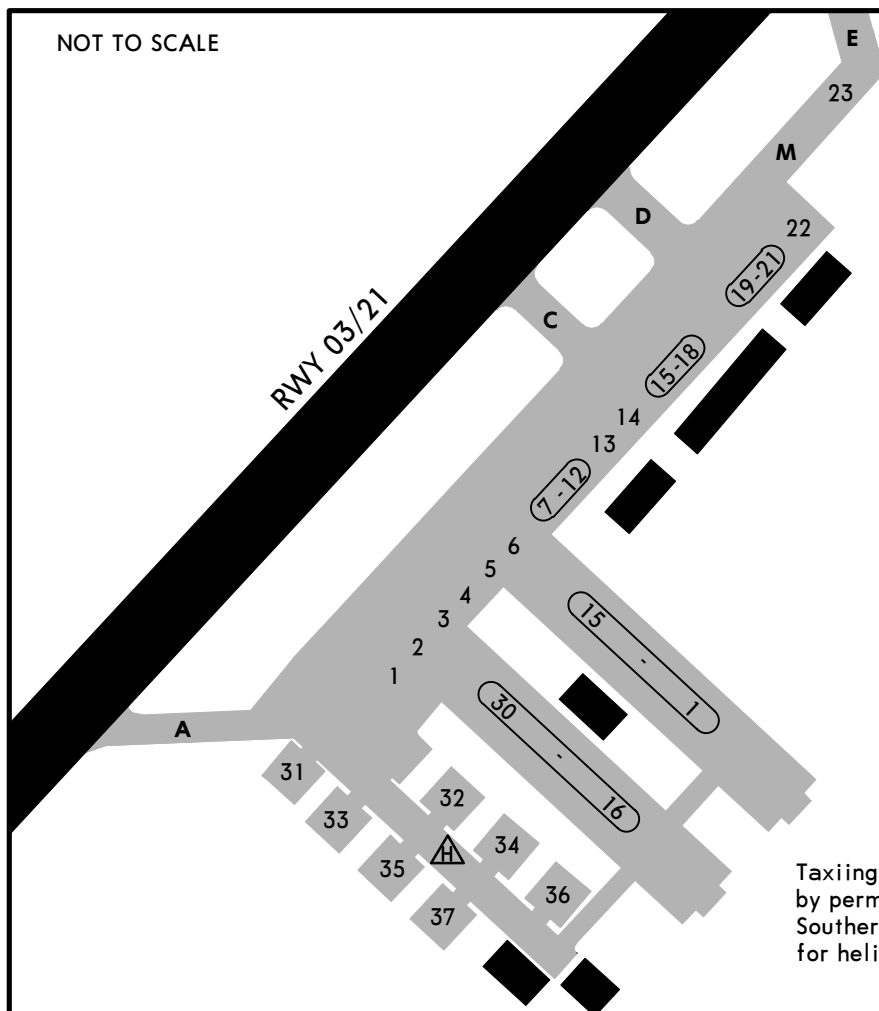
Main rwy 03/21

LVP must be in force
RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

NOT TO SCALE



Taxiing and towing shall be carried out by permission of taxiing controller. Southern stands 1 thru 37 available for helicopters.

INS COORDINATES NORTH

STAND No.	DIRECTION	COORDINATES	
1 thru 3	117°	N60 56.9	E076 29.2
3	297°	N60 56.9	E076 29.2
4	117°	N60 56.9	E076 29.3
4	297°	N60 57.0	E076 29.2
5	117°	N60 57.0	E076 29.3
5	297°	N60 57.0	E076 29.4
6	117°	N60 57.0	E076 29.4
6	297°	N60 57.0	E076 29.3
7, 8	117°, 297°	N60 57.0	E076 29.4
9	117°	N60 57.0	E076 29.5
9	297°	N60 57.1	E076 29.4
13	117°, 297°	N60 57.1	E076 29.6
22	297°	N60 57.3	E076 29.9
23	297°	N60 57.4	E076 30.1

STRAIGHT-IN RWY		A	B	C	D
03	ILS	343'(200')	343'(200')	343'(200')	343'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
21	RNAV ①	490'(347')	490'(347')	490'(347')	490'(347')
	ALS out	R1500m	R1500m	R1600m	R1600m
	VOR ①	490'(347')	490'(347')	490'(347')	490'(347')
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ①	500'(357')	500'(357')	500'(357')	500'(357')
	ALS out	R1500m	R1500m	R1600m	R1600m
21	ILS	377'(200')	377'(200')	377'(200')	377'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
21	RNAV ①	570'(393')	570'(393')	570'(393')	570'(393')
	ALS out	R1100m	R1100m	R1800m	R1800m
	VOR ①	570'(393')	570'(393')	570'(393')	570'(393')
	ALS out	R1100m	R1100m	R1800m	R1800m
	NDB ①	570'(393')	570'(393')	570'(393')	570'(393')
	ALS out	R1500m	R1500m	R1800m	R1800m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND ②	100 KT	135 KT	180 KT	205 KT
	710'(533')	850'(673')	950'(773')	950'(773')
	ceil500m- V3000m	ceil500m- V3000m	ceil500m- V3000m	ceil500m- V4000m

② WARNING: Prohibited Southeast of apt below 1820' (1643').

TAKE-OFF RWY 03, 21

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

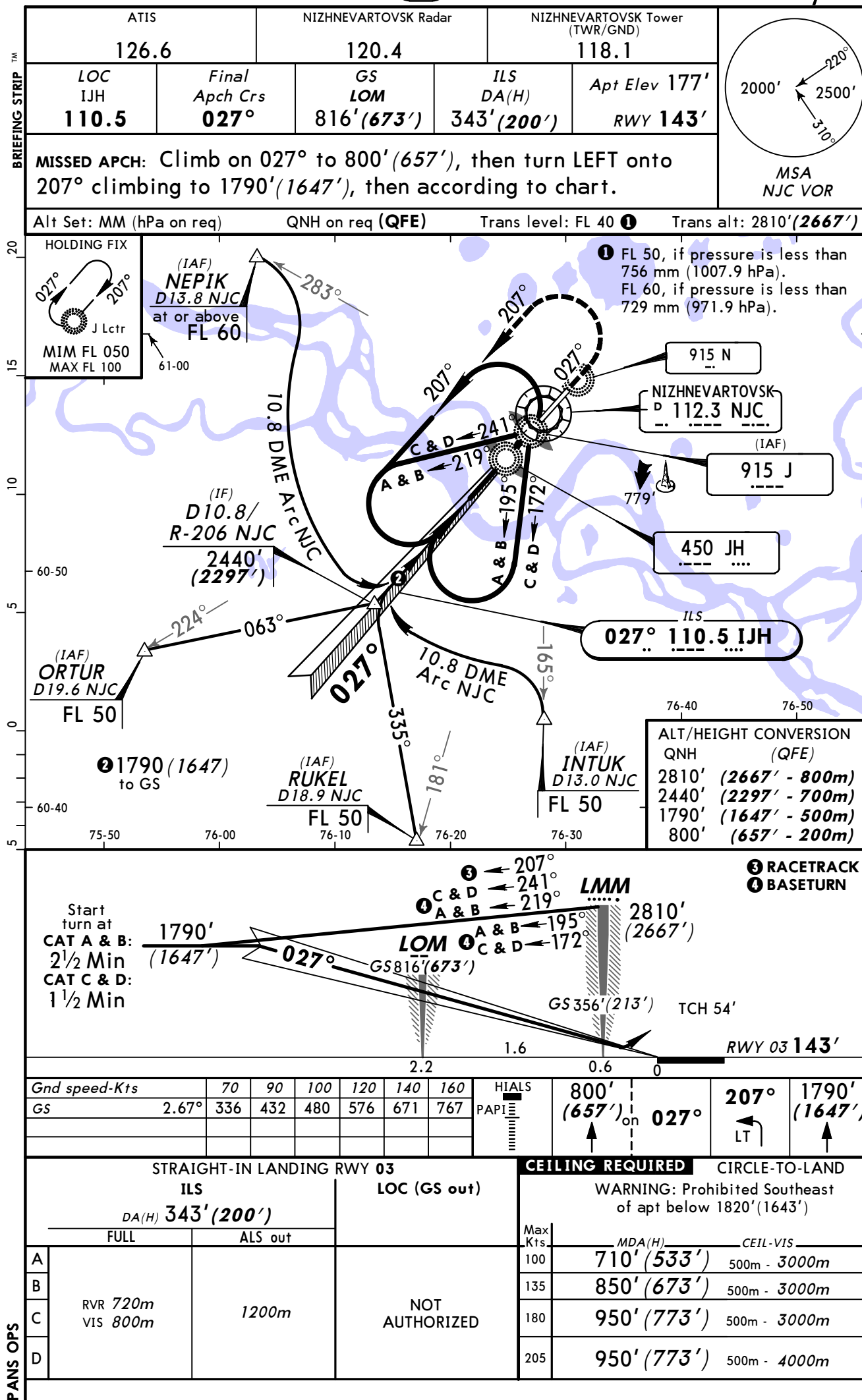
STRAIGHT-IN RWY		A	B	C	D
03	ILS	343' (200')	343' (200')	343' (200')	343' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV	490' (347')	490' (347')	490' (347')	490' (347')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	490' (347')	490' (347')	490' (347')	490' (347')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	490' (347')	490' (347')	490' (347')	490' (347')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
21	ILS	377' (200')	377' (200')	377' (200')	377' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV	570' (393')	570' (393')	570' (393')	570' (393')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	570' (393')	570' (393')	570' (393')	570' (393')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	570' (393')	570' (393')	570' (393')	570' (393')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m

CIRCLE-TO-LAND ①	100 KT	135 KT	180 KT	205 KT
	710' (533')	850' (673')	950' (773')	950' (773')
	ceil500m- V3000m	ceil500m- V3000m	ceil500m- V3000m	ceil500m- V4000m

① WARNING: Prohibited Southeast of apt below 1820' (1643').

TAKE-OFF RWY 03, 21

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



MISSED APCH: Climb on 027° to 800'(657'), then turn LEFT onto 207° climbing to 1790'(1647'), then according to chart.

MSA
NJC VOR

Alt Set: MM (hPa on req)

QNH on req (QFE)

Trans level: FL 40 1

Trans alt: 2810'(2667')

HOLDING FIX

027°

207°

J Lctr

MIM FL 050

MAX FL 100

(IAF)

NEPIK

D13.8 NJC

at or above

FL 60

61-00

(IF)

D10.8/
R-206 NJC

2440'

(2297')

10.8 DME Arc NJC

283°

207°

207°

207°

241°

219°

A & B

A & B

C & D

195°

172°

915 N

NIZHNEVARTOVSK

D 112.3 NJC

(IAF)

915 J

779'

450 JH

ILS

027°

110.5 IJH

76-40

76-50

(IAF)

ORTUR

D19.6 NJC

FL 50

224°

063°

1790' (1647')

to GS

60-50

60-40

75-50

76-00

(IAF)

RUKEL

D18.9 NJC

FL 50

335°

181°

10.8 DME Arc NJC

(IAF)

INTUK

D13.0 NJC

FL 50

165°

76-20

76-30

ALT/HEIGHT CONVERSION

QNH

(QFE)

2810'

(2667' - 800m)

2440'

(2297' - 700m)

1790'

(1647' - 500m)

800'

(657' - 200m)

Start
turn at

CAT A & B:

2 1/2 Min

CAT C & D:

1 1/2 Min

1790'

(1647')

027°

GS 816'(673')

2.2

1.6

0.6

0

2810'

(2667')

LOM

GS 356'(213')

TCH 54'

RWY 03 143'

3 RACETRACK

4 BASETURN

Gnd speed-Kts

70

90

100

120

140

160

HIALS

800'

(657')

on

027°

207°

1790'

(1647')

PAPI

STRAIGHT-IN LANDING RWY 03

ILS

DA(H)

343'(200')

LOC (GS out)

FULL

ALS out

A

B

C

D

RVR 720m

VIS 800m

1200m

NOT
AUTHORIZED

CEILING REQUIRED

CIRCLE-TO-LAND

WARNING: Prohibited Southeast
of apt below 1820'(1643')

Max
Kts

MDA(H)

CEIL-VIS

100

710'(533')

500m - 3000m

135

850'(673')

500m - 3000m

180

950'(773')

500m - 3000m

205

950'(773')

500m - 4000m

PANS OPS

MSA
NJC VOR

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1013	0
1012	30
1011	60
1010	90
1009	120
1008	150
1007	180
1006	210
1005	240
1004	270
1003	300
1002	330
1001	360
1000	390
999	420
998	450
997	480
996	510
995	540
994	570
993	600
992	630
991	660
990	690
989	720
988	750
987	780
986	810
985	840
984	870
983	900
982	930
981	960
980	990
979	1020
978	1050
977	1080
976	1110
975	1140
974	1170
973	1200
972	1230
971	1260
970	1290
969	1320
968	1350
967	1380
966	1410
965	1440
964	1470
963	1500
962	1530
961	1560
960	1590
959	1620
958	1650
957	1680
956	1710
955	1740
954	1770
953	1800
952	1830
951	1860
950	1890
949	1920
948	1950
947	1980
946	2010
945	2040
944	2070
943	2100
942	2130
941	2160
940	2190
939	2220
938	2250
937	2280
936	2310
935	2340
934	2370
933	2400
932	2430
931	2460
930	2490
929	2520
928	2550
927	2580
926	2610
925	2640
924	2670
923	2700
922	2730
921	2760
920	2790
919	2820
918	2850
917	2880
916	2910
915	2940
914	2970
913	3000
912	3030
911	3060
910	3090
909	3120
908	3150
907	3180
906	3210
905	3240
904	3270
903	3300
902	3330
901	3360
900	3390
899	3420
898	3450
897	3480
896	3510
895	3540
894	3570
893	3600
892	3630
891	3660
890	3690
889	3720
888	3750
887	3780
886	3810
885	3840
884	3870
883	3900
882	3930
881	3960
880	3990
879	4020
878	4050
877	4080
876	4110
875	4140
874	4170
873	4200
872	4230
871	4260
870	4290
869	4320
868	4350
867	4380
866	4410
865	4440
864	4470
863	4500
862	4530
861	4560
860	4590
859	4620
858	4650

① FL 50, if pressure is less than 755 mm (1006.6 hPa).
FL 60, if pressure is less than 728 mm (970.6 hPa).

HOLDING FIX

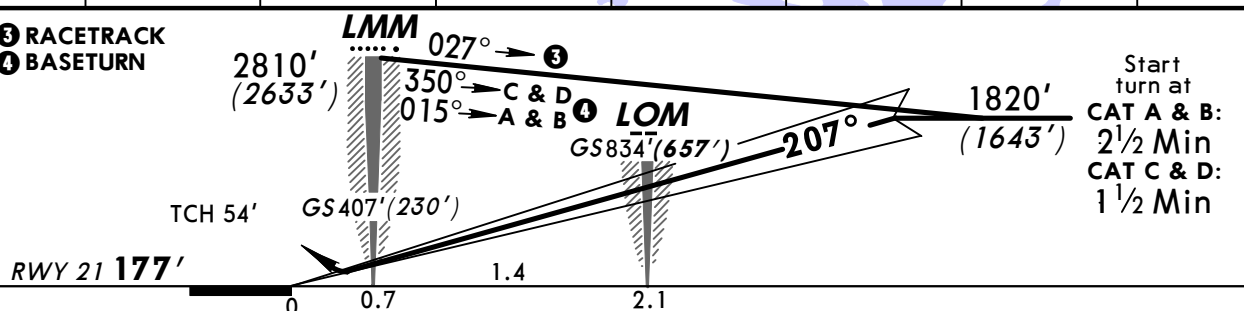
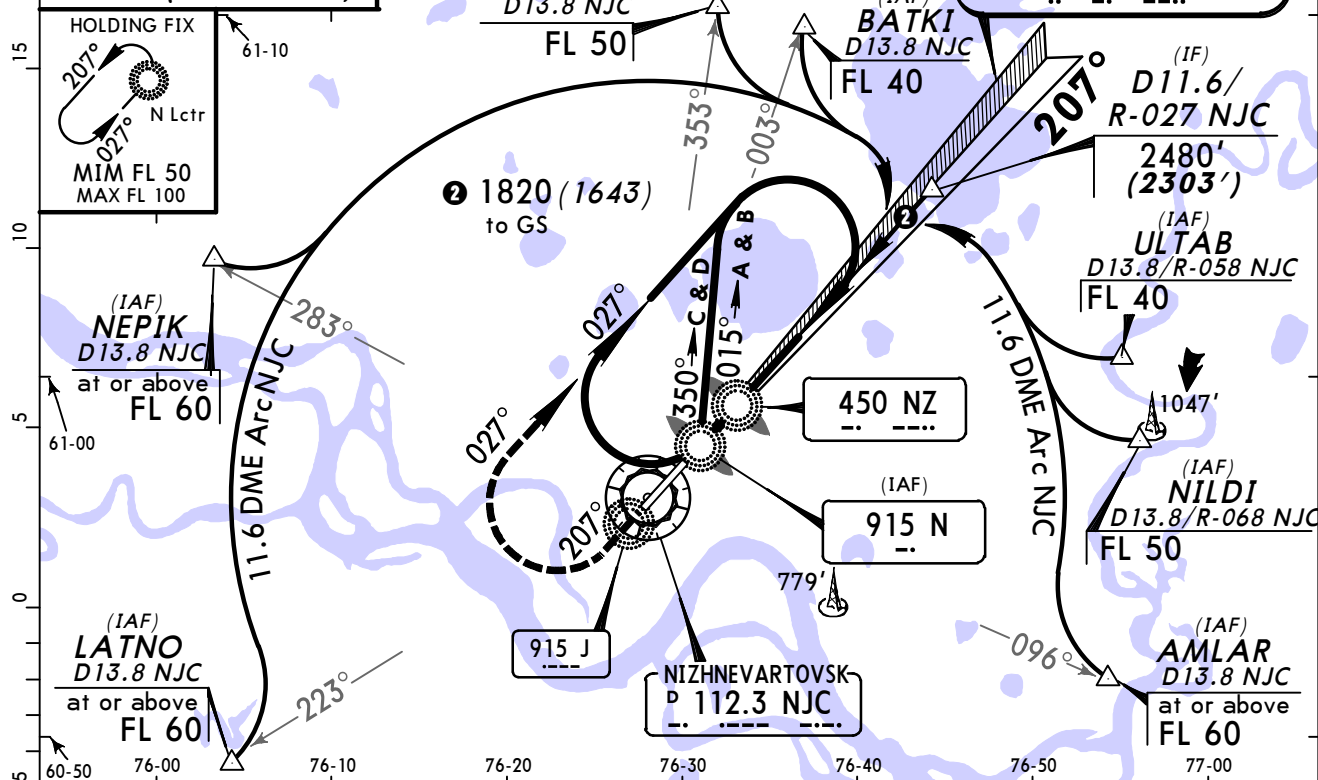
207°

027°

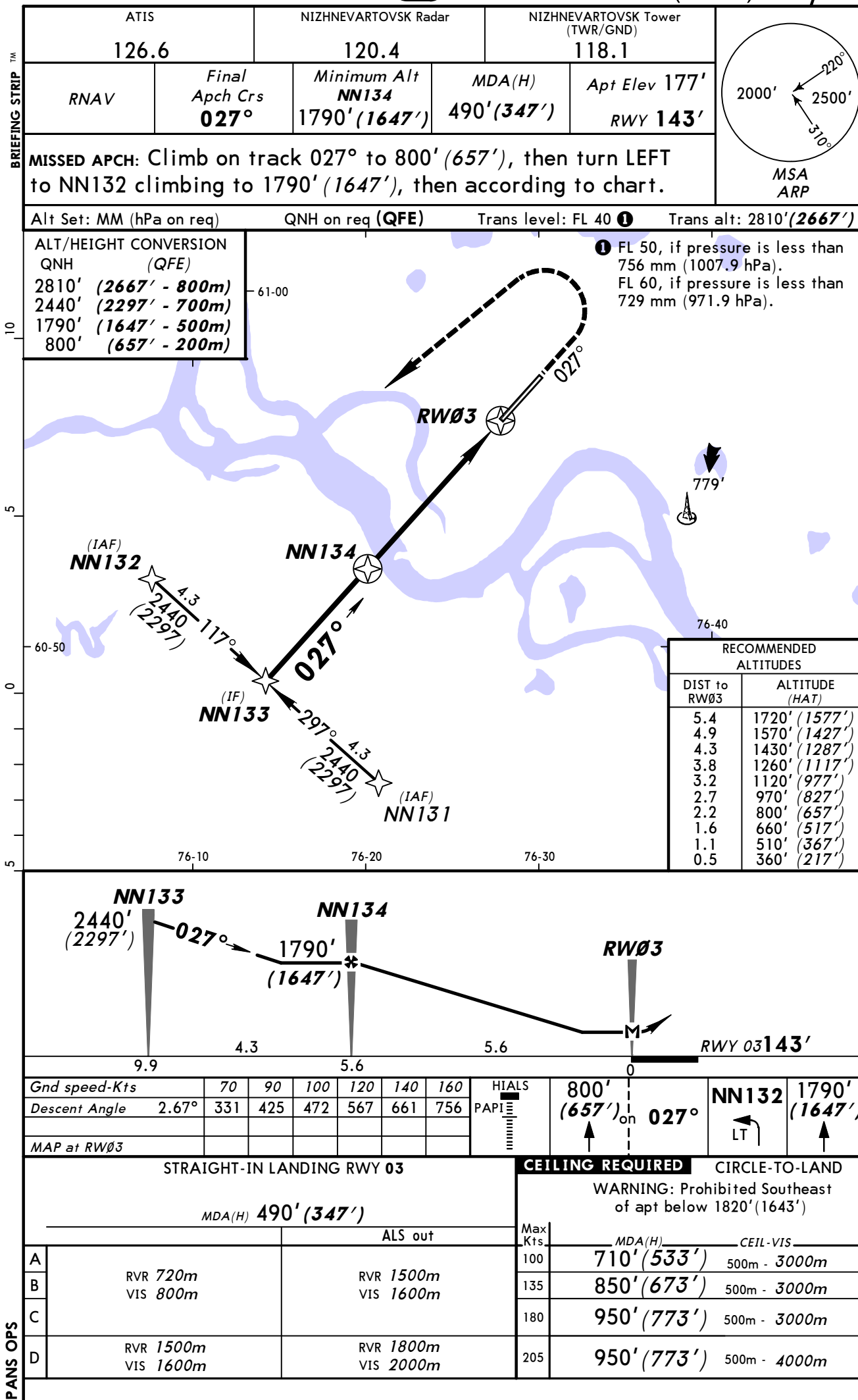
N Lctr

MIM FL 50

MAX FL 100

[illegible]

STRAIGHT-IN LANDING RWY 21				CEILING REQUIRED		CIRCLE-TO-LAND	
ILS <i>DA(H)</i> 377' (200')			LOC (GS out)		WARNING: Prohibited Southeast of apt below 1820' (1643')		
FULL		ALS out		Max Kts		<i>MDA(H)</i> _____ <i>CEIL-VIS</i> _____	
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	100	710' (533')	500m -	3000m
B				135	850' (673')	500m -	3000m
C				180	950' (773')	500m -	3000m
D				205	950' (773')	500m -	4000m



12-2

RNAV (GNSS) Rwy 21

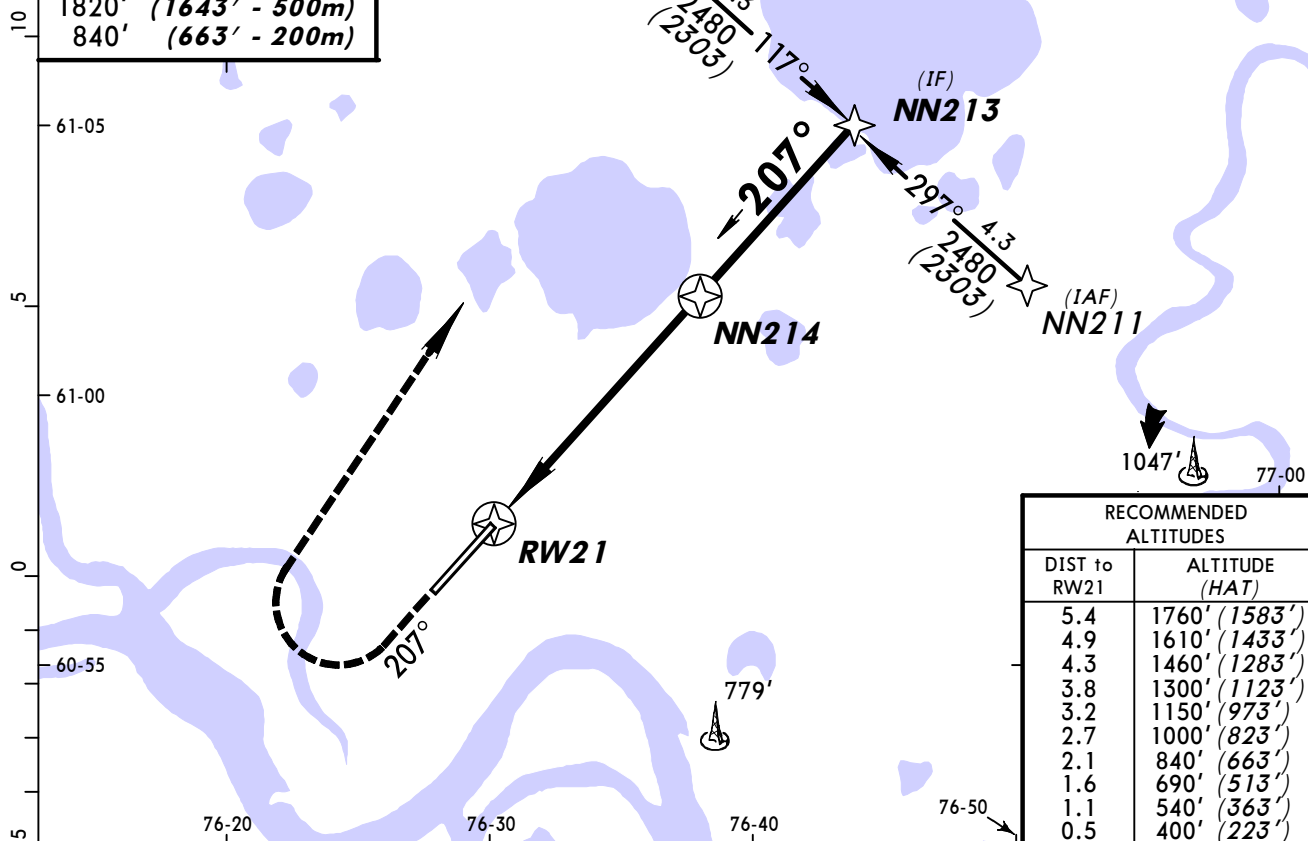
A diagram of a circular sector. The radius is labeled as 2000'. The central angle is labeled as 220°. The arc length is labeled as 2500'.

MSA
ARP

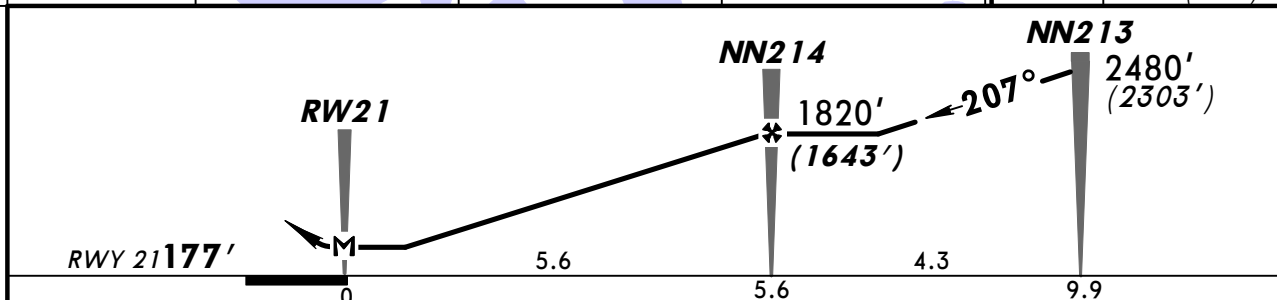
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 **1** Trans alt: 2810'(**2633'**)

2810' (2633' - 800m)
2480' (2303' - 700m)
1820' (1643' - 500m)
840' (663' - 200m)

1 FL 50, if pressure is less than 755 mm (1006.6 hPa).
FL 60, if pressure is less than 728 mm (970.6 hPa).



RECOMMENDED ALTITUDES	
DIST to RW21	ALTITUDE (HAT)
5.4	1760' (1583')
4.9	1610' (1433')
4.3	1460' (1283')
3.8	1300' (1123')
3.2	1150' (973')
2.7	1000' (823')
2.1	840' (663')
1.6	690' (513')
1.1	540' (363')
0.5	400' (223')



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		840'	 RT	1820'
<i>Descent Angle</i> 2.67°	331	425	472	567	661	756		(663') on 207°		(1643')
<i>MAP at RW21</i>										

STRAIGHT-IN LANDING RWY 21

MDA(H) 570' (393')

ALS out

CEILING REQUIRED

CIRCLE-TO-LAND

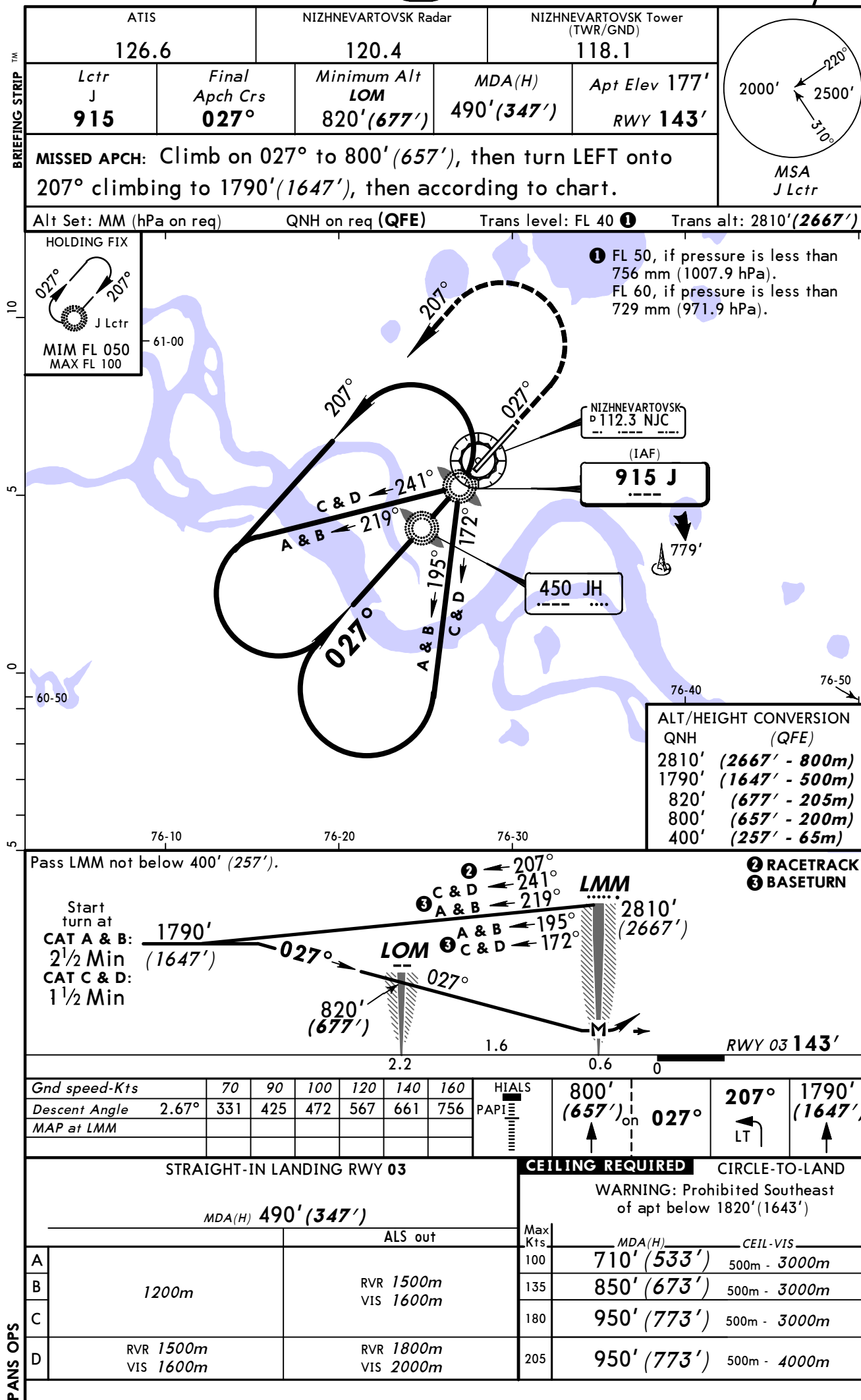
WARNING: Prohibited Southeast
of apt below 1820' (1643')

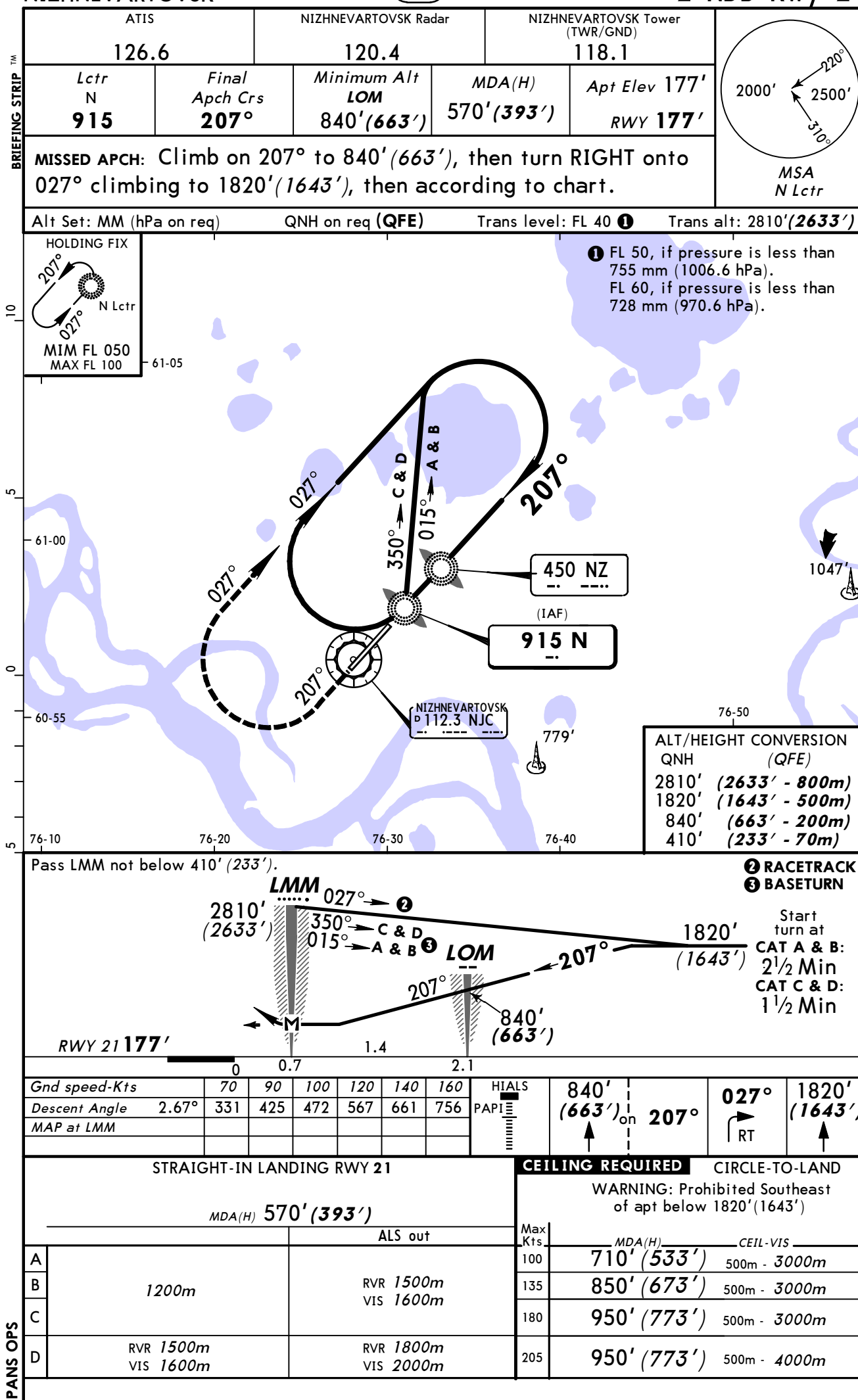
MDA(H) 570 (570')			Max Kts.	MDA(H)	CEIL-VIS
A		ALS out	100	710' (533')	500m - 3000m
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	135	850' (673')	500m - 3000m
C			180	950' (773')	500m - 3000m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	205	950' (773')	500m - 4000m

CHANGES: Communications.

PANS OPS

PANS OPS





NIZHNEVARTOVSK, (NIZHNEVARTOVSK - USNN)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USNN

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.