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General Information

Location: Nizhny Novgorod Rus
IATA Code: GOJ
Lat/Long: N56° 13.8' E043° 47.0'
Elevation: 256 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: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0147 Z
Sunset: 1620 Z,

Runway Information

Runway: 18L
Length x Width: 8232 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 253 ft
Lighting: Edge

Runway: 18R
Length x Width: 9203 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 256 ft
Lighting: Edge, ALS

Runway: 36L
Length x Width: 9203 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 254 ft
Lighting: Edge, ALS

Runway: 36R
Length x Width: 8232 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 253 ft
Lighting: Edge

Communication Information

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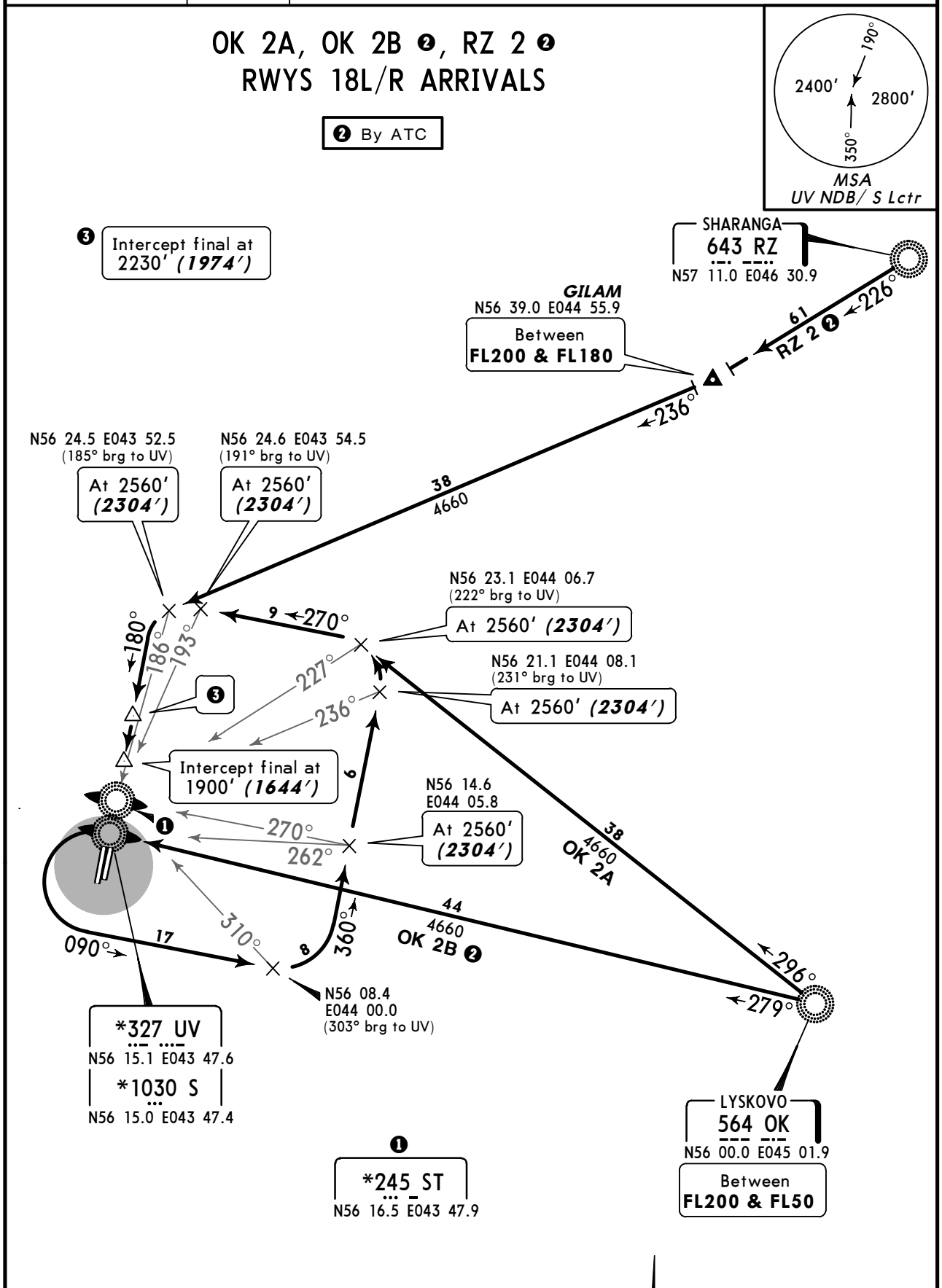
ATIS 127.8
Nizhny Tower 120.4
Nizhny Taxiing Ground Control 121.8
Nizhny Approach Control 126.0
Nizhny Approach Control 124.7
Nizhny Radar 120.8
Nizhny Transit Operations 131.7

ATIS	Apt Elev	
127.8	256′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 2890′ ***(2634′)*** 1. Under RADAR control. 2. WARNING: Base turn shall be carried out with descent.

OK 2A, OK 2B ❷, RZ 2 ❷
RWYS 18L/R ARRIVALS

❷ By ATC



ALT/HEIGHT CONVERSION

QNH	(QFE)
2890′	***(2634′ - 800m)***
2560′	***(2304′ - 700m)***
2230′	***(1974′ - 600m)***
1900′	***(1644′ - 500m)***

CHANGES: Crossings.

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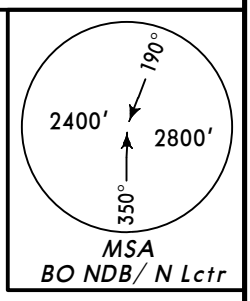
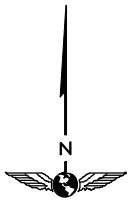
ATIS	Apt Elev	
127.8	256′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 2890′ ***(2634′)*** 1. Under RADAR control. 2. WARNING: Base turn shall be carried out with descent.

OK 4, RZ 4 ❷
RWYS 36L/R ARRIVALS

❷ By ATC





❶ Without RADAR control.

SHARANGA
643 RZ
N57 11.0 E046 30.9

GILAM
N56 39.0 E044 55.9
Between
FL260 & FL180

226°
61
RZ 4 ❷
214°
51
4660

*327 BO
N56 12.6 E043 46.7
*1030 N
N56 12.5 E043 46.5

*245 NG
N56 10.6 E043 45.9

Intercept final at 1900′ ***(1644′)***

360°
346°
332°
326°
270°

N56 03.7 E043 51.1
(334° brg to BO)
At 2560′
(2304′)

40
4260
4660 ❶
OK 4
264°

N56 03.9
E043 46.5
(349° brg to BO)
At 2230′
(1974′)

N56 03.5
E043 49.7
(339° brg to BO)
At 2560′
(2304′)

LYSKOVO
564 OK
N56 00.0 E045 01.9
Between
FL200 & FL50

ALT/HEIGHT CONVERSION

QNH	(QFE)
2890′	***(2634′ - 800m)***
2560′	***(2304′ - 700m)***
2230′	***(1974′ - 600m)***
1900′	***(1644′ - 500m)***

CHANGES: Crossings.

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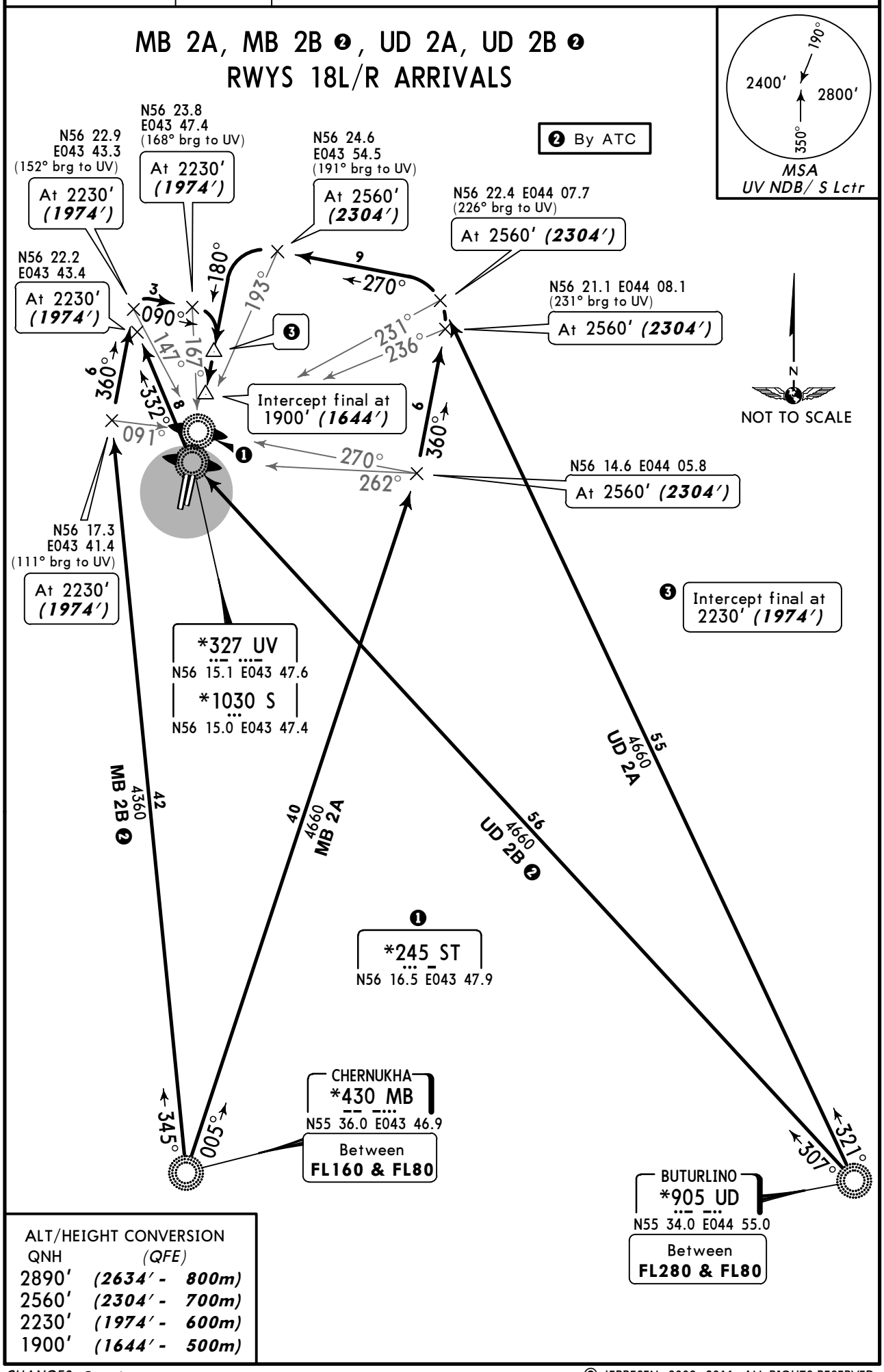
ATIS	Apt Elev	
127.8	256′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 2890′ ***(2634′)*** 1. Under RADAR control. 2. WARNING: Base turn shall be carried out with descent.

MB 2A, MB 2B ❷, UD 2A, UD 2B ❷
RWYS 18L/R ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
2890′	***(2634′ - 800m)***
2560′	***(2304′ - 700m)***
2230′	***(1974′ - 600m)***
1900′	***(1644′ - 500m)***

CHANGES: Crossings.

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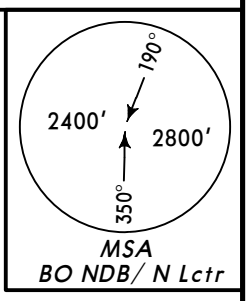
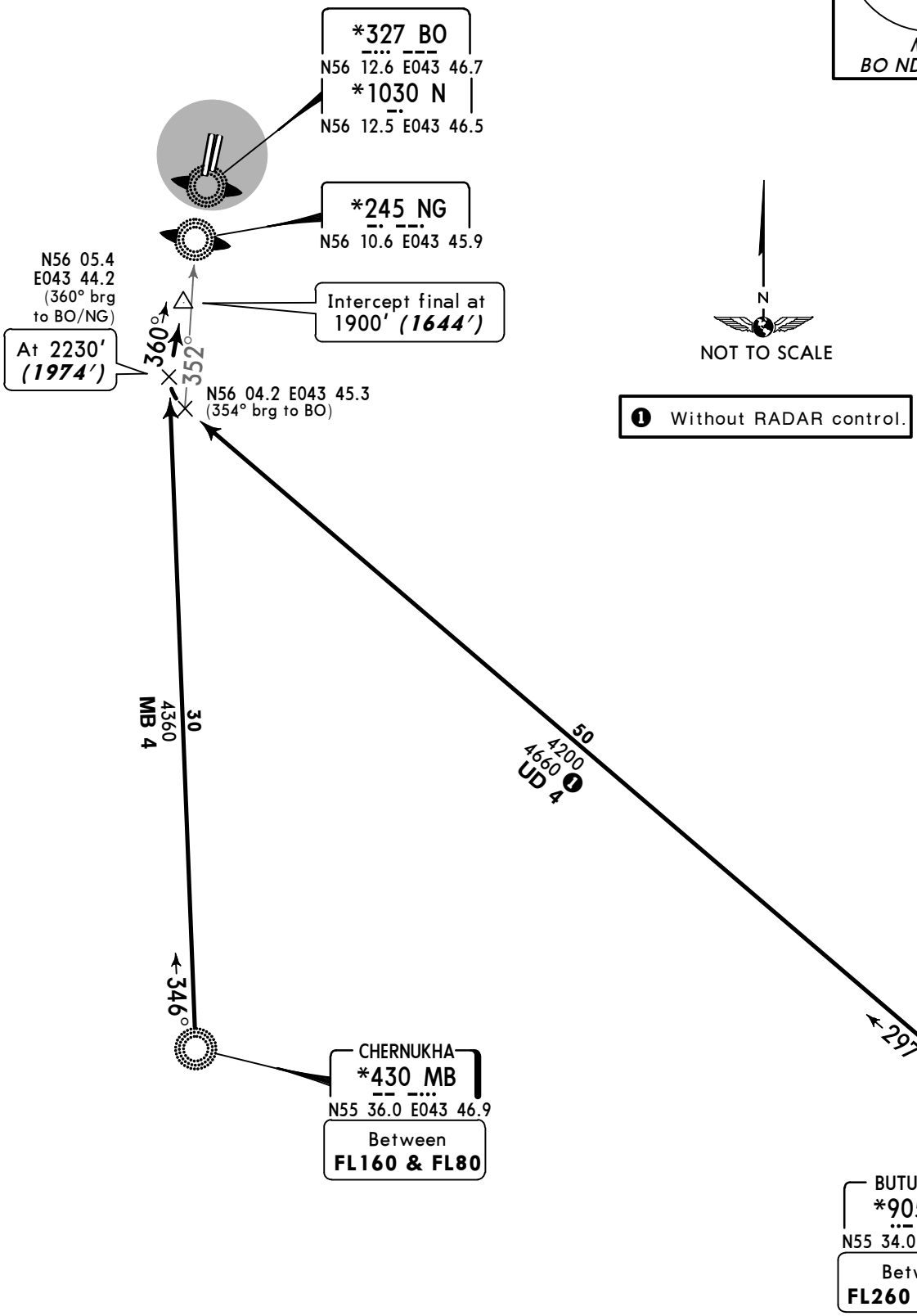
ATIS	Apt Elev	
127.8	256′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 2890′ ***(2634′)*** 1. Under RADAR control. 2. WARNING: Base turn shall be carried out with descent.

MB 4, UD 4
RWYS 36L/R ARRIVALS





ALT/HEIGHT CONVERSION

QNH	(QFE)
2890′	***(2634′ - 800m)***
2230′	***(1974′ - 600m)***
1900′	***(1644′ - 500m)***

CHANGES: Crossings.

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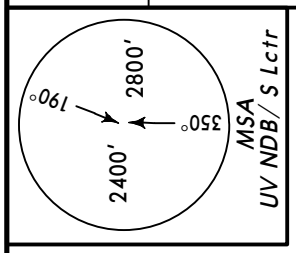
Apt Elev 256′

QNH on request **(QFE)** Trans level: By ATC Trans alt: 2890′ ***(2634′)***
Crossing at airway entry points by ATC.



OK 1, RP 1A, RP 1B ❶, RP 1C ❶, UD 1
RWYS 18L/R DEPARTURES

RP 1B
This SID requires a minimum climb gradient of 273′ per NM (4.5%) up to FL100.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367

LYSKOVO
564 OK
N56 00.0 E045 01.9

NOT TO SCALE

BUTURLINO
*905 UD
N55 34.0 E044 54.9

48 OK 1

56 UD 1

360° RP 1C ❶

270°

060°

121°

180°

207°

11

211°

220°

N56 03.9 E043 43.5
At or above
FL100

❶ By ATC

ALT/HEIGHT CONVERSION
QNH (QFE)
1570′ ***(1314′ - 400m)***
2890′ ***(2634′ - 800m)***

*327 UV
N56 15.1 E043 47.6
*1030 S
N56 15.0 E043 47.4

OK 1, RP 1A, 1C, UD 1
Turn at 1570′ ***(1314′)***

34 RP 1C ❶

33 RP 1A

25 RP 1B ❶

SOSNOVSKOYE
960 RP
N55 48.0 E043 10.0

CHANGES: Crossing.

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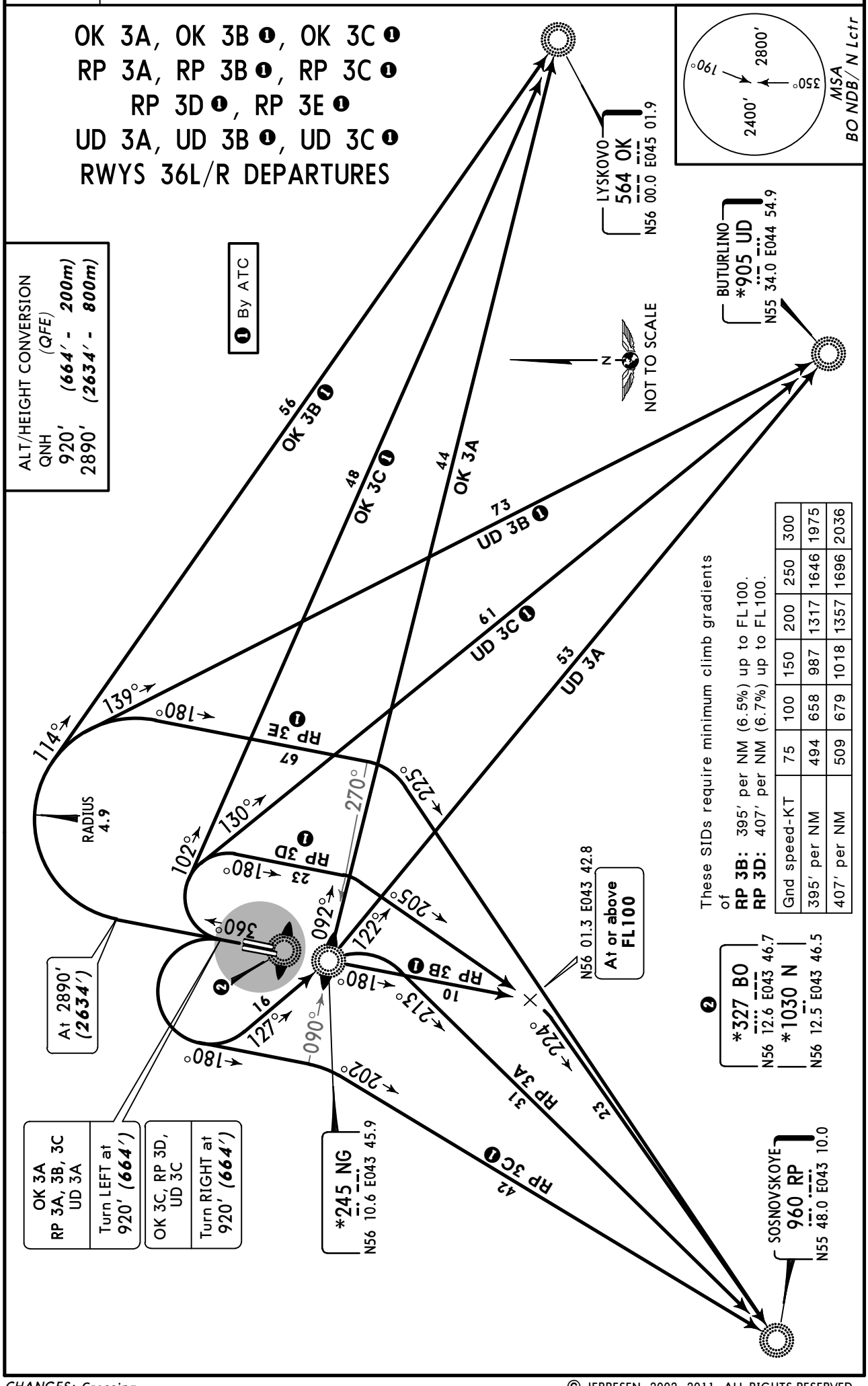
Apt Elev 256′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 2890′ ***(2634′)*** Crossing at airway entry points by ATC.



CHANGES: Crossing.

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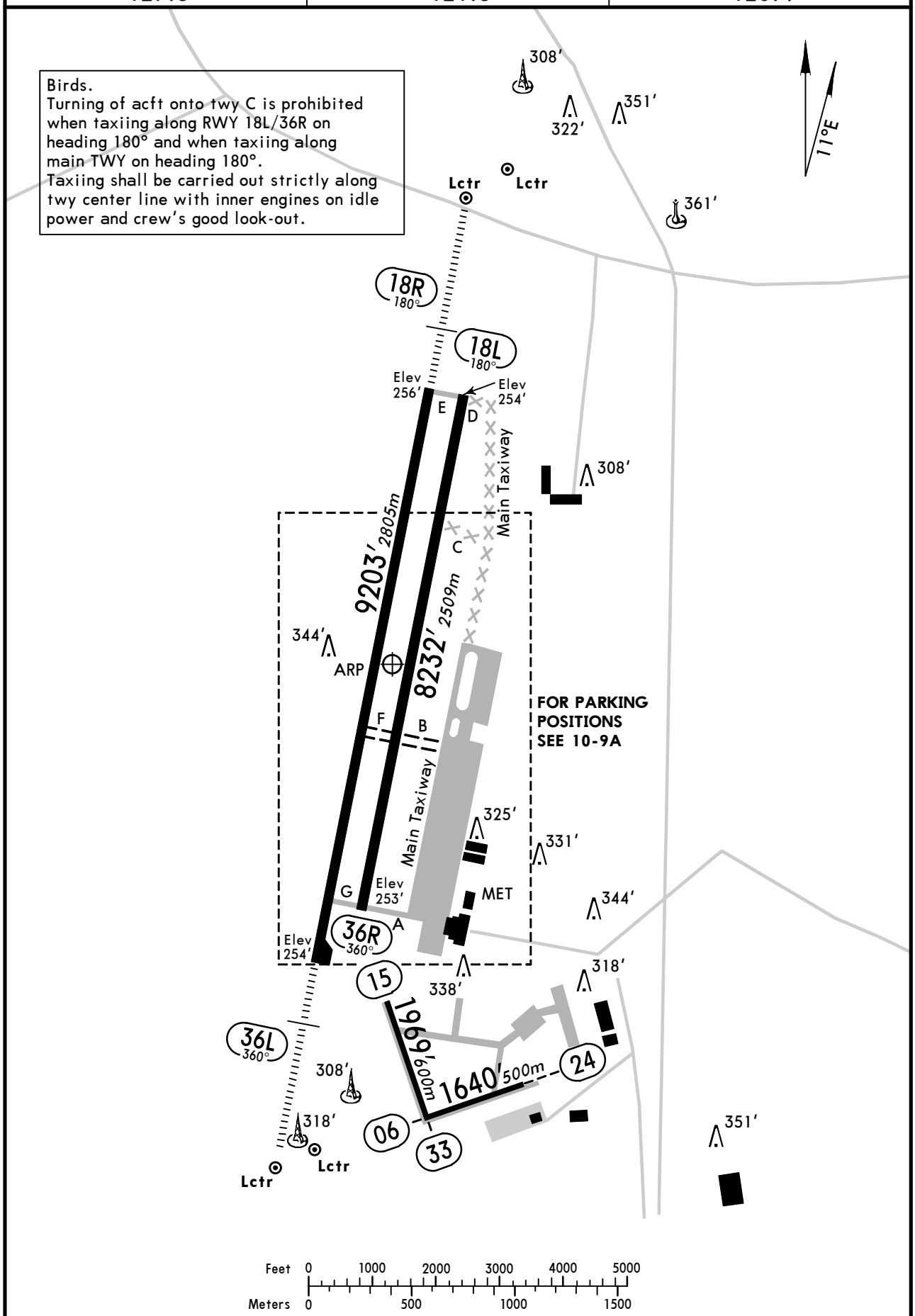
ATIS	NIZHNY Taxiing (GND)	Tower
127.8	121.8	120.4



CHANGES: Twy desigantions.

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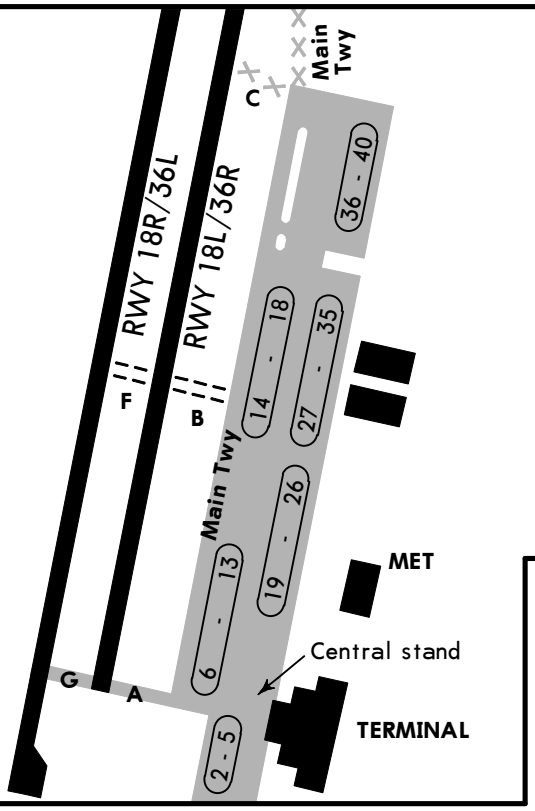

NOT TO SCALE

Main twy (segment from stand 18 to twy C) is closed for taxiing.
Parking of CAT B & C acft onto stands 27 thru 35 shall be carried out by towing.
Exit from stands 22 thru 24 (hdg 090°) shall be carried out by towing.

INS COORDINATES

STAND No.	COORDINATES
3	N56 13.0 E043 47.4
4, 5	N56 13.1 E043 47.4
6 thru 8	N56 13.2 E043 47.3
14, 15	N56 13.4 E043 47.3

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
06 / 24					72′ *22m*
15 / 33					72′ *22m*
18L / 36R	HIRL *(60m)*				148′ *45m*
18R / 36L	HIRL *(60m)* HIALS PAPI-L		8104′ *2470m* 8360′ *2548m*		148′ *45m*

TAKE-OFF

AIR CARRIER (JAA)
Rwys 18 L/R, 36 L/R

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*250m*	*400m*
B		
C		
D	*300m*	

CHANGES: Twy designations. Notes. PAPI-L rwy 18R/36L added.

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NIZHNY NOVGOROD, RUSSIA
STRIGINO

STRAIGHT-IN RWY		A	B	C	D
18L	NDB ❶ with FAF	**700**′(446′) **R1500m**	**700**′(446′) **R1500m**	**700**′(446′) **C2100m**	**700**′(446′) **C2100m**
	NDB w/o FAF	**1250**′(996′) **C4700m**	**1250**′(996′) **C4700m**	**1250**′(996′) **C4900m**	**1250**′(996′) **C4900m**
18R	ILS	**456**′(200′)	**456**′(200′)	**456**′(200′)	**456**′(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
	NDB	**610**′(354′) **R900m**	**610**′(354′) **R900m**	**610**′(354′) **R900m**	**610**′(354′) **R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
36L	ILS	**454**′(200′)	**454**′(200′)	**454**′(200′)	**454**′(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
	NDB ❶ with FAF	**620**′(366′) **R1000m**	**620**′(366′) **R1000m**	**620**′(366′) **R1000m**	**620**′(366′) **R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ❶ w/o FAF	**830**′(576′) **R1900m**	**830**′(576′) **R1900m**	**830**′(576′) **R1900m**	**830**′(576′) **R1900m**
	ALS out	C2600m	C2600m	C2600m	C2600m
36R	NDB ❶ with FAF	**930**′(677′) **R1500m**	**930**′(677′) **R1500m**	**930**′(677′) **C2400m**	**930**′(677′) **C2400m**
	NDB w/o FAF	**1170**′(917′) **C4500m**	**1170**′(917′) **C4500m**	**1170**′(917′) **C4700m**	**1170**′(917′) **C4700m**

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 18L/R, 36L/R

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

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NIZHNY NOVGOROD, RUSSIA
STRIGINO

STRAIGHT-IN RWY		A	B	C	D
18L	NDB	**700**′(446′)	**700**′(446′)	**700**′(446′)	**700**′(446′)
	with FAF	**R1500m**	**R1500m**	**R1800m**	**R2000m**
	NDB	**1250**′(996′)	**1250**′(996′)	**1250**′(996′)	**1250**′(996′)
	w/o FAF	**R1500m**	**R1500m**	**R2000m**	**R2000m**
18R	ILS	**456**′(200′)	**456**′(200′)	**456**′(200′)	**456**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	**600**′(344′)	**600**′(344′)	**600**′(344′)	**600**′(344′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
36L	ILS	**454**′(200′)	**454**′(200′)	**454**′(200′)	**454**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	**620**′(366′)	**620**′(366′)	**620**′(366′)	**620**′(366′)
	with FAF	**R900m**	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**830**′(576′)	**830**′(576′)	**830**′(576′)	**830**′(576′)
	w/o FAF	**R1000m**	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
36R	NDB	**930**′(677′)	**930**′(677′)	**930**′(677′)	**930**′(677′)
	with FAF	**R1500m**	**R1500m**	**R2000m**	**R2000m**
	NDB	**1170**′(917′)	**1170**′(917′)	**1170**′(917′)	**1170**′(917′)
	w/o FAF	**R1500m**	**R1500m**	**R2000m**	**R2000m**

TAKE-OFF RWY 18L, 18R, 36L, 36R

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

CHANGES: Minimums.

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UWGG/GOJ
STRIGINO

JEPPESEN 8 OCT 10 (11-1) Eff 21 Oct

NIZHNY NOVGOROD, RUSSIA
ILS or 2 NDB Rwy 18R

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
127.8	124.7 126.0	120.8	120.4	121.8

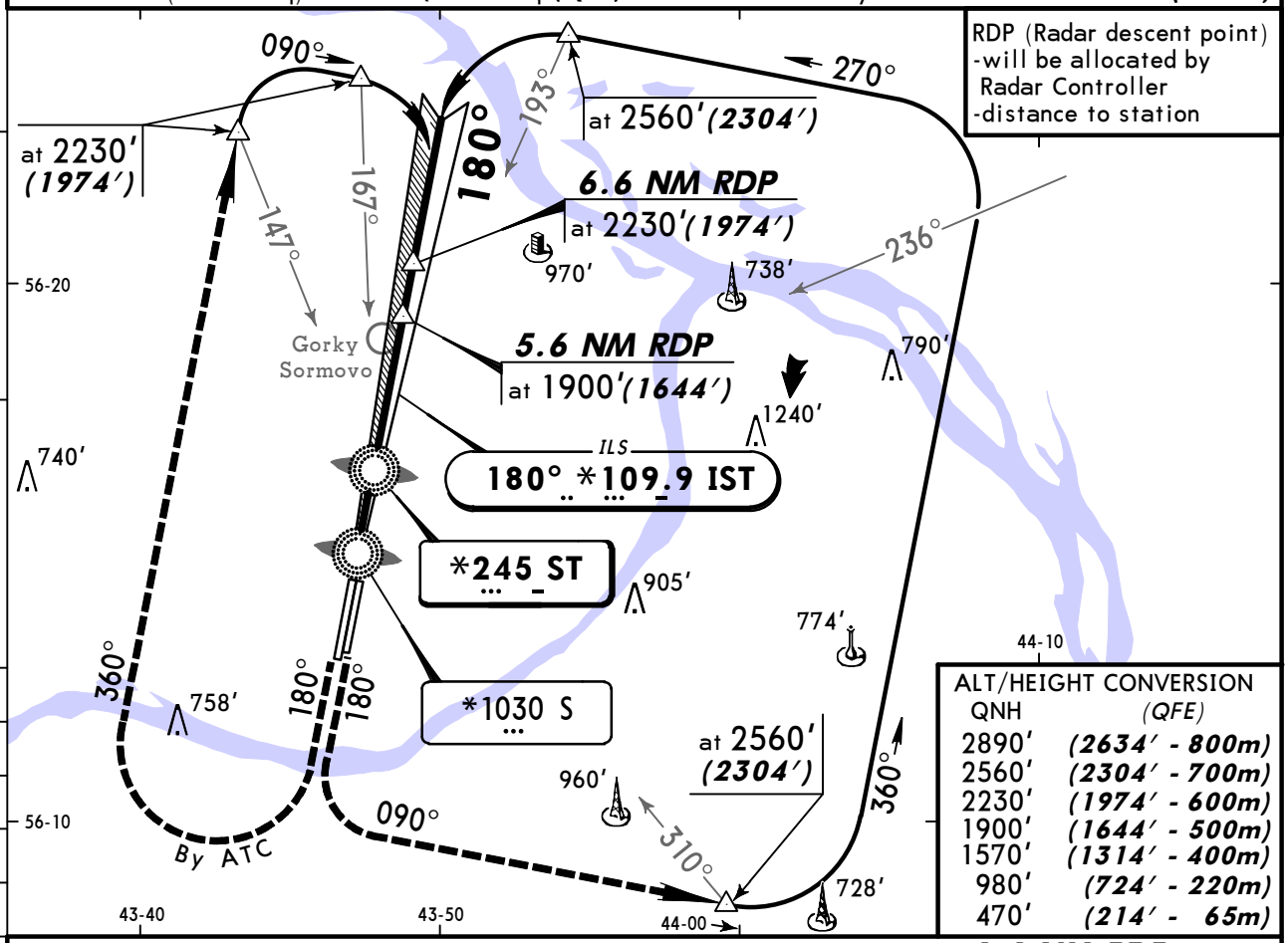
BRIEFING STRIP ™

LOC IST	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 256'
*109.9	180°	978' (722')	456' (200')	RWY 256'
NDB ST		Minimum Alt (CONDITIONAL) Refer to Profile	NDB MDA(H)	
*245			600' (344')	

MISSED APCH: LEFT HAND: Climb on 180° to 1570' (1314'), then turn LEFT onto 090° climbing to 2560' (2304'), then as directed.
RIGHT HAND: Climb on 180° to 1570' (1314'), then turn RIGHT onto 360° climbing to 2230' (1974'), then as directed.

MSA S Lctr: 190°, 2400', 2800', 350°

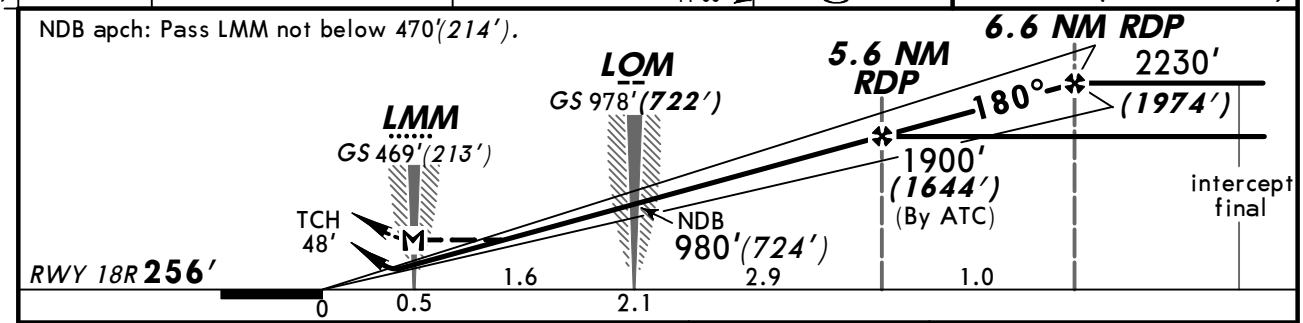
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 2890' (2634')



ALT/HEIGHT CONVERSION

QNH	(QFE)
2890'	(2634' - 800m)
2560'	(2304' - 700m)
2230'	(1974' - 600m)
1900'	(1644' - 500m)
1570'	(1314' - 400m)
980'	(724' - 220m)
470'	(214' - 65m)

NDB apch: Pass LMM not below 470' (214').



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc angle 3.00°	377	485	539	647	755	862
MAP at LMM						

HIALS PAPI 1570' (1314') on 180°

STRAIGHT-IN LANDING RWY 18R

PANS OPS	ILS DA(H) 456' (200') FULL	ILS DA(H) 456' (200') ALS out	LOC (GS out)	NDB MDA(H) 600' (344')	NDB MDA(H) 600' (344') ALS out
A	800m	1200m	NOT AUTH	1200m	1600m
B					
C					
D				1600m	2000m

CHANGES: Trans level. MAP. PAPI.

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UWGG/GOJ
STRIGINO

JEPPESEN 8 OCT 10 (11-2) Eff 21 Oct

NIZHNY NOVGOROD, RUSSIA
ILS or 2 NDB Rwy 36L

BRIEFING STRIP ™

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
127.8	124.7 126.0	120.8	120.4	121.8

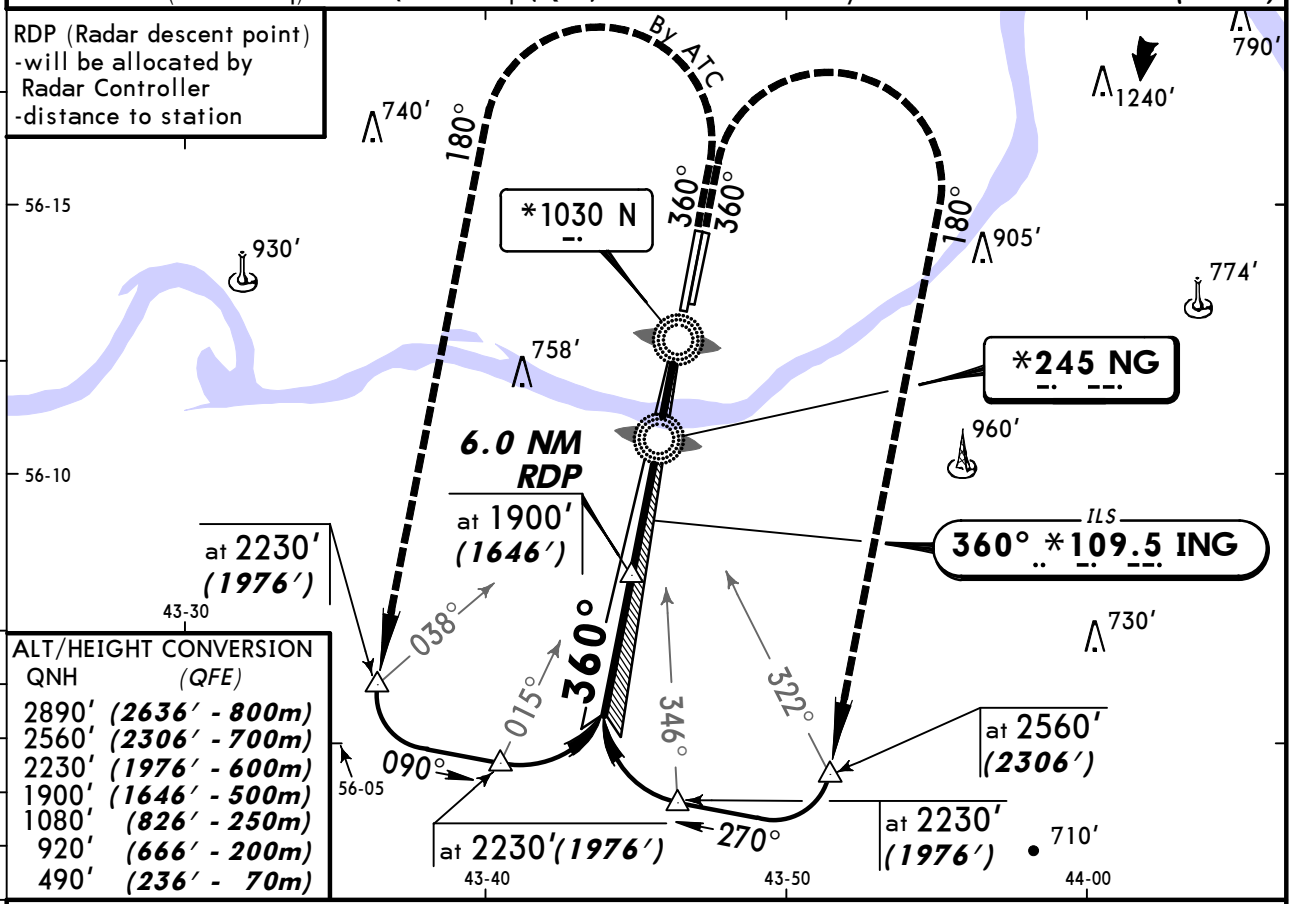
LOC ING	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 256′
*109.5	360°	1074′ (820′)	454′ (200′)	RWY 254′
NDB NG		Minimum Alt 6.0 NM RDP	NDB MDA(H) (CONDITIONAL)	
*245		1900′ (1646′)	620′ (366′)	

MISSED APCH: RIGHT HAND: Climb on 360° to 920′ (666′), then turn RIGHT onto 180° climbing to 2560′ (2306′), then as directed.
LEFT HAND: Climb on 360° to 920′ (666′), then turn LEFT onto 180° climbing to 2230′ (1976′), then as directed.

MSA N Lctr: 190°, 2400′, 2800′, 350°

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 2890′ (2636′)

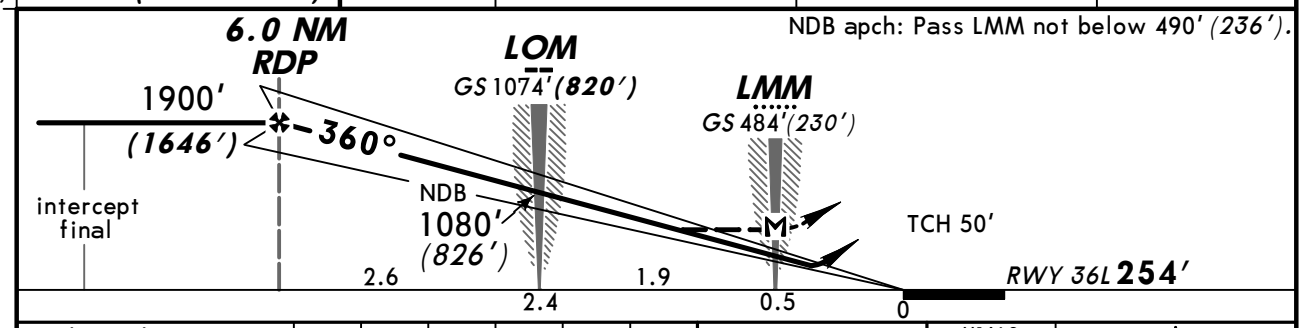
RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station



ALT/HEIGHT CONVERSION

QNH	(QFE)
2890′	(2636′ - 800m)
2560′	(2306′ - 700m)
2230′	(1976′ - 600m)
1900′	(1646′ - 500m)
1080′	(826′ - 250m)
920′	(666′ - 200m)
490′	(236′ - 70m)

NDB apch: Pass LMM not below 490′ (236′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Descent angle 3.00°	377	485	539	647	755	862
MAP at LMM						

HIALS PAPI 920′ (666′) on 360°

STRAIGHT-IN LANDING RWY 36L

PANS OPS	ILS DA(H) 454′ (200′) FULL	ILS DA(H) 454′ (200′) ALS out	LOC (GS out)	NDB With FAF MDA(H) 620′ (366′)	NDB With FAF MDA(H) 620′ (366′) ALS out	NDB W/o FAF MDA(H) 830′ (576′)	NDB W/o FAF MDA(H) 830′ (576′) ALS out
A	800m	1200m	NOT AUTH	1200m	1600m	1200m	1600m
B							
C						1600m	2400m
D				1600m	2000m	2400m	2800m

CHANGES: MDA(H). Trans level. MAP. PAPI.

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UWGG/GOJ
STRIGINO

JEPPESEN 8 OCT 10 (16-1) Eff 21 Oct

NIZHNY NOVGOROD, RUSSIA
NDB Rwy 18L

BRIEFING STRIP ™

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
127.8	124.7 126.0	120.8	120.4	121.8

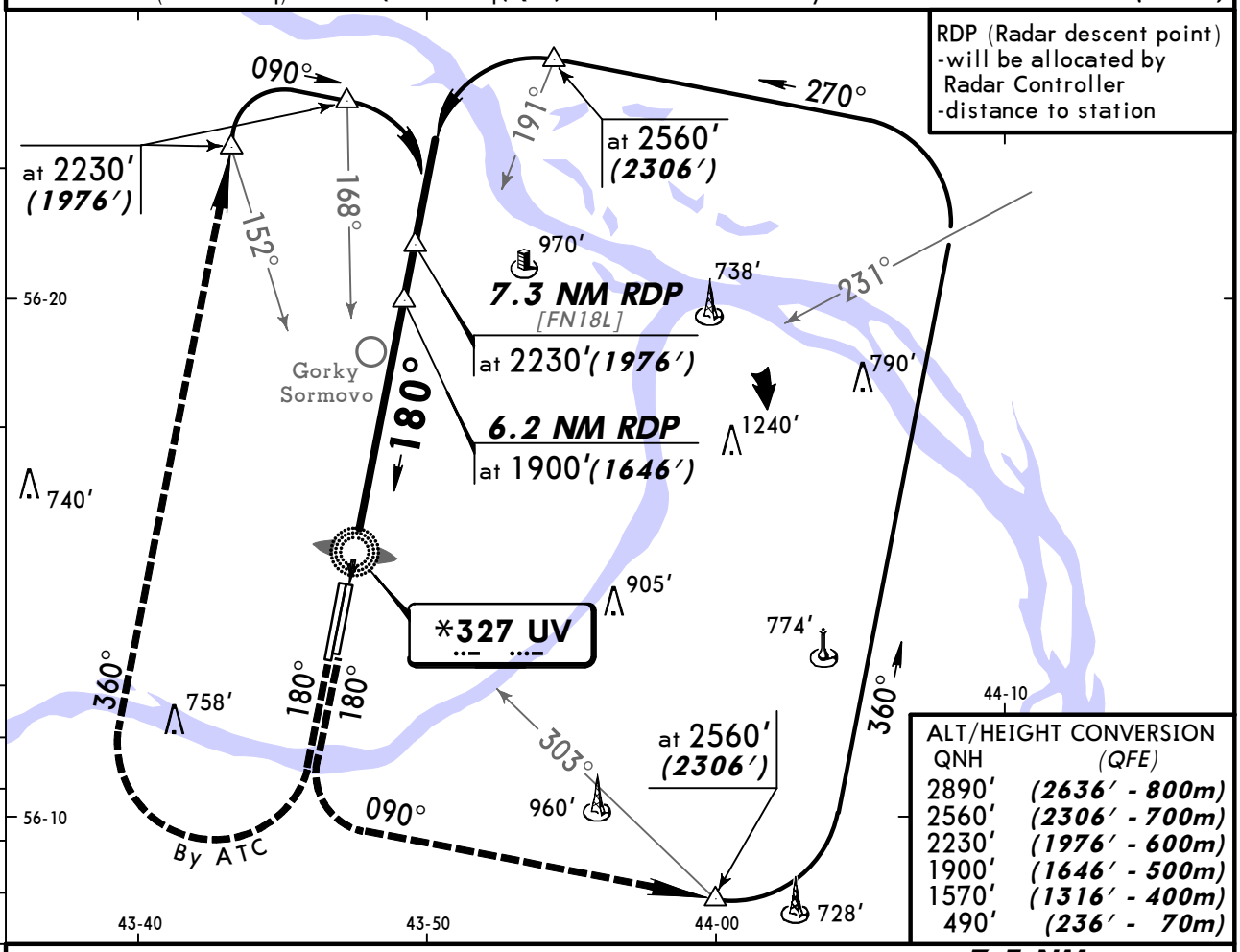
NDB UV	Final Apch Crs	Minimum Alt (CONDITIONAL)	MDA(H) (CONDITIONAL)	Apt Elev 256′
*327	180°	Refer to Profile	700′(446′)	RWY 254′

MISSED APCH: LEFT HAND: Climb on 180° to 1570′(1316′), then turn LEFT onto 090° climbing to 2560′(2306′), then as directed.
RIGHT HAND: Climb on 180° to 1570′(1316′), then turn RIGHT onto 360° climbing to 2230′(1976′), then as directed.

190° 2400′ 2800′ 350°
MSA UV NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 2890′(2636′)

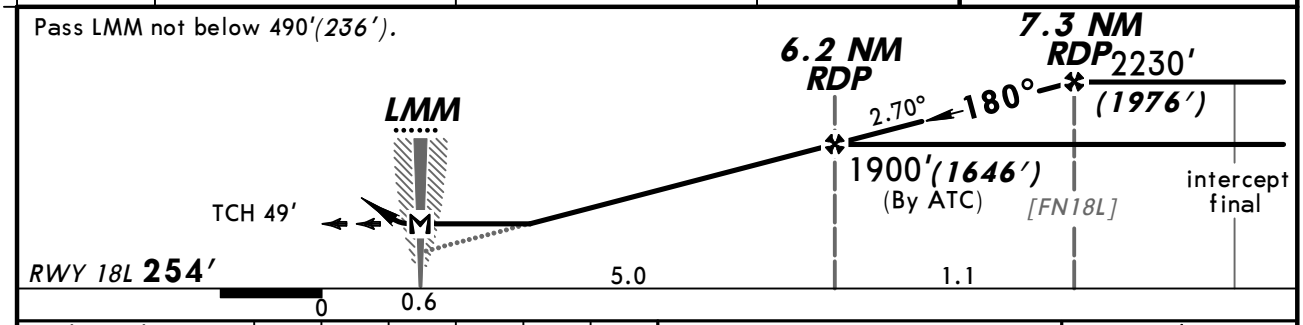
RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station



ALT/HEIGHT CONVERSION

QNH	(QFE)
2890′	(2636′ - 800m)
2560′	(2306′ - 700m)
2230′	(1976′ - 600m)
1900′	(1646′ - 500m)
1570′	(1316′ - 400m)
490′	(236′ - 70m)

Pass LMM not below 490′(236′).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.70°	334	430	478	573	669	764
MAP at LMM						

1570′ (1316′) on 180°

STRAIGHT-IN LANDING RWY 18L

	With FAF MDA(H) 700′(446′)	W/o FAF MDA(H) 1250′(996′)
A	1600m	2000m
B		2400m
C	2000m	4800m
D	2400m	

PANS OPS

CHANGES: Trans level. Descent angle.

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BRIEFING STRIP ™

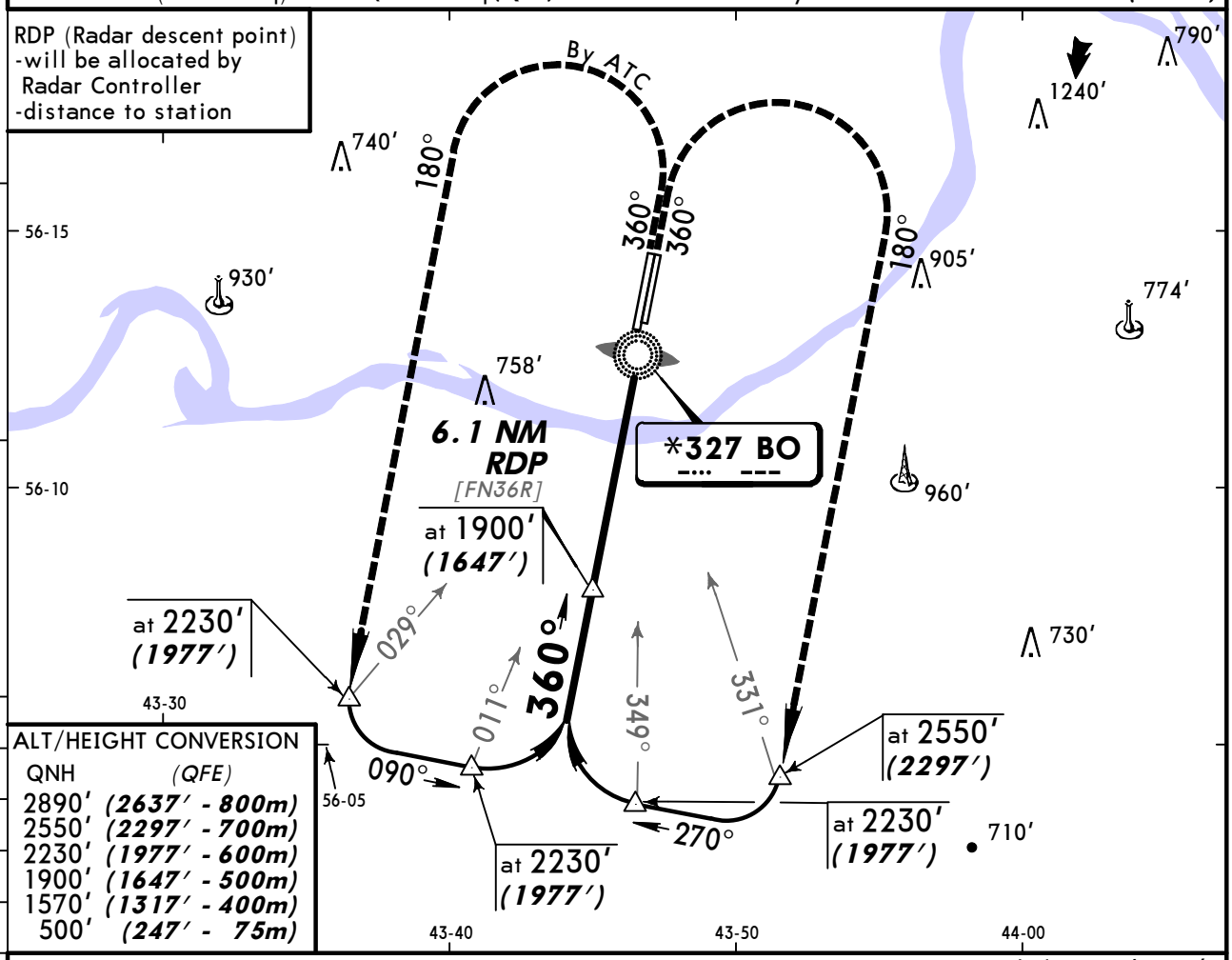
ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
127.8	124.7 126.0	120.8	120.4	121.8

NDB	Final Apch Crs	Minimum Alt 6.1 NM RDP	MDA(H) (CONDITIONAL)	Apt Elev 256′
BO *327	360°	1900′ (1647′)	930′ (677′)	RWY 253′

MISSED APCH: RIGHT HAND: Climb on 360° to 1570′ (1317′), then turn RIGHT onto 180° climbing to 2550′ (2297′), then as directed.
LEFT HAND: Climb on 360° to 1570′ (1317′), then turn LEFT onto 180° climbing to 2230′ (1977′), then as directed.

190° 2400′ 2800′ 350°
MSA BO NDB

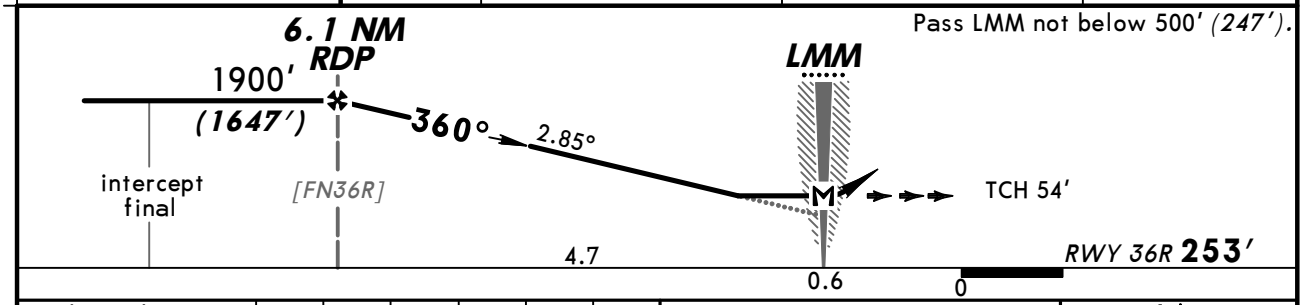
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 2890′ (2637′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2890′	(2637′ - 800m)
2550′	(2297′ - 700m)
2230′	(1977′ - 600m)
1900′	(1647′ - 500m)
1570′	(1317′ - 400m)
500′	(247′ - 75m)

Pass LMM not below 500′ (247′).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.85°	353	454	504	605	706	807
MAP at LMM						

1570′ (1317′) on 360°

STRAIGHT-IN LANDING RWY 36R

With FAF	W/o FAF
MDA(H) 930′ (677′)	MDA(H) 1170′ (917′)

PANS OPS

A	1600m	2000m
B		
C	3200m	4400m
D	3600m	4800m

CHANGES: Trans level. Descent angle. Minimums.

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Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

NIZHNY NOVGOROD, (STRIGINO - UWGG)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UWGG

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

For apch to rwy 36L w/o radar ctl: to NG, turn RIGHT onto track 180° and follow published IAP.

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.