

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UHMA

Terminal Charts For UHMA

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

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

Airport Use: Public
Magnetic Variation: 2.7°E

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

Sunrise: 2213 Z
Sunset: 0210 Z,

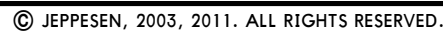
Runway Information

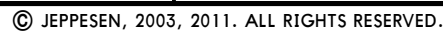
Runway: 01
Length x Width: 11486 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 141 ft
Lighting: Edge, ALS, Centerline, TDZ

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





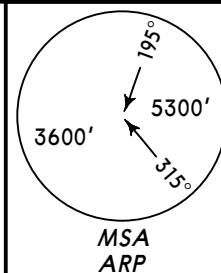
*ATIS
125.4
(*Russian 126.2)

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

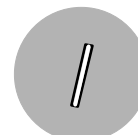
Between
FL150 & FL70

83
087°
BETAM 2
CORRIDOR 8

109°

34

790 KB
N64 41.4 E177 42.6



Intercept
final
at 2770'
(2629')

N64 31.5 E177 28.3
At 3100' (**2959'**)

N64 31.0
E177 31.6

N64 31.0
E177 34.0
At 2770'
(2629')

TIVLA 2
CORRIDOR 6

052°
85
MITKA
N64 17.0
E176 11.2

TIVLA
N63 27.1
E173 36.7

N64 23.1 E176 31.7

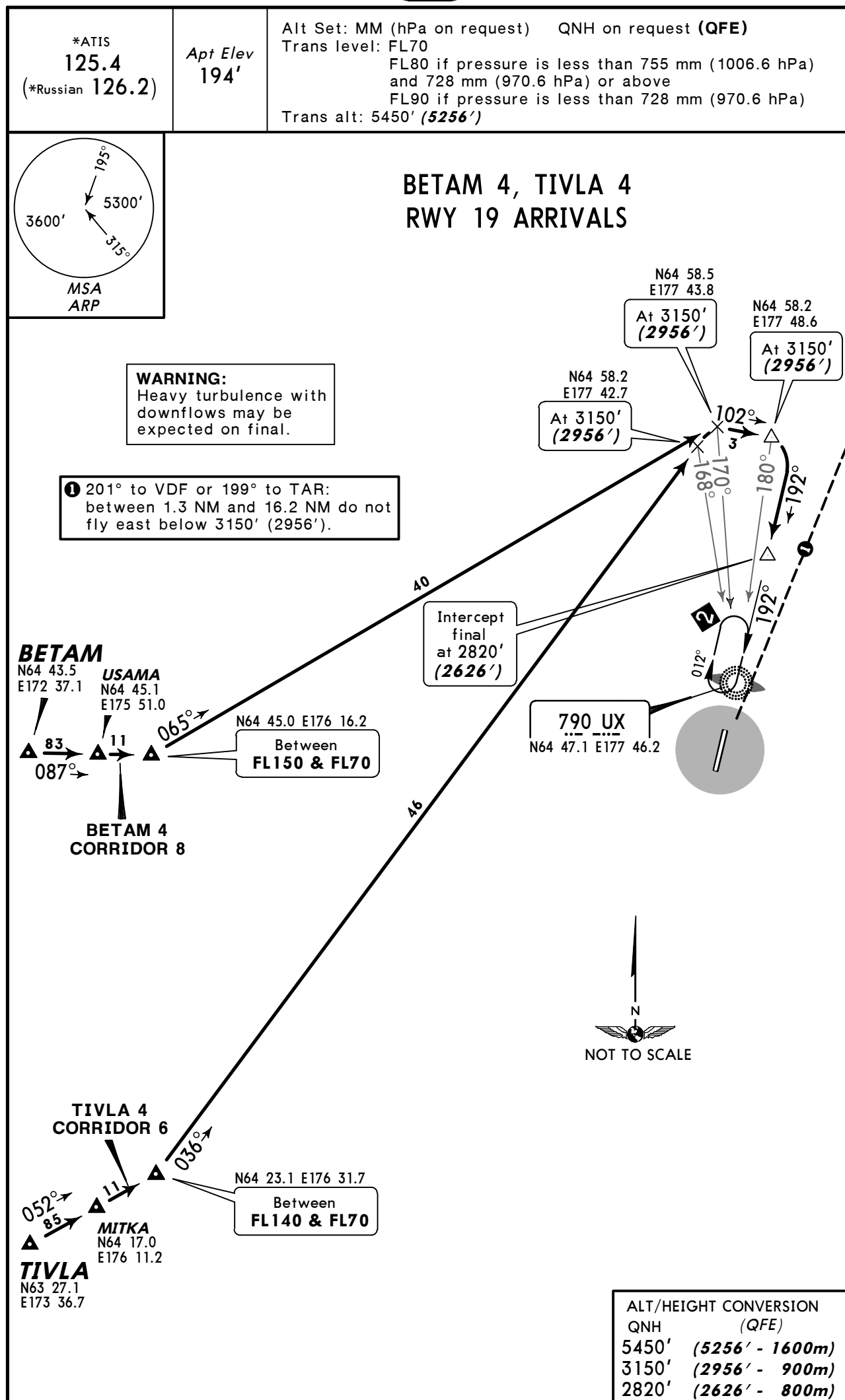
Between
FL150 & FL70

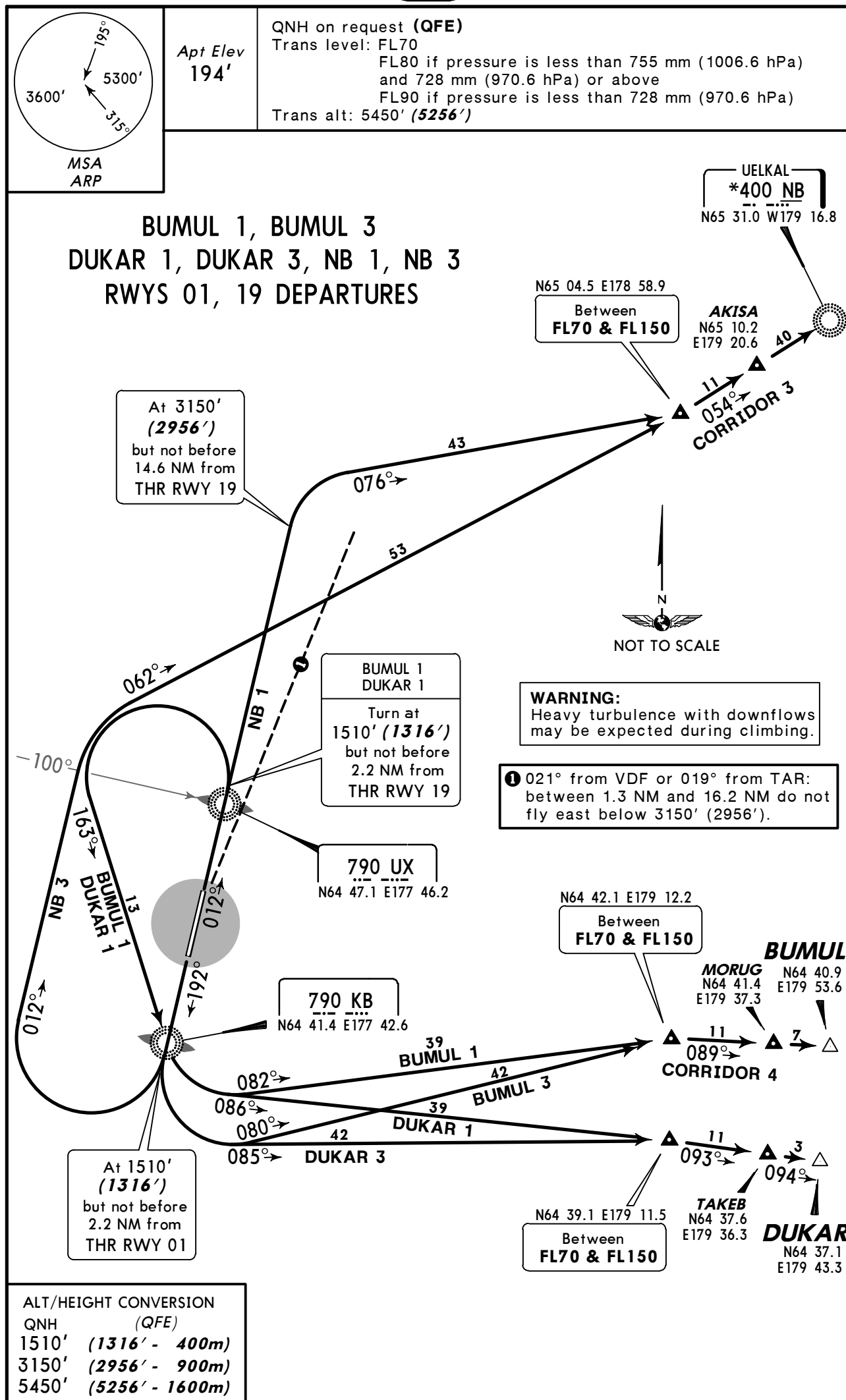
069°

28



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





Apt Elev
194'

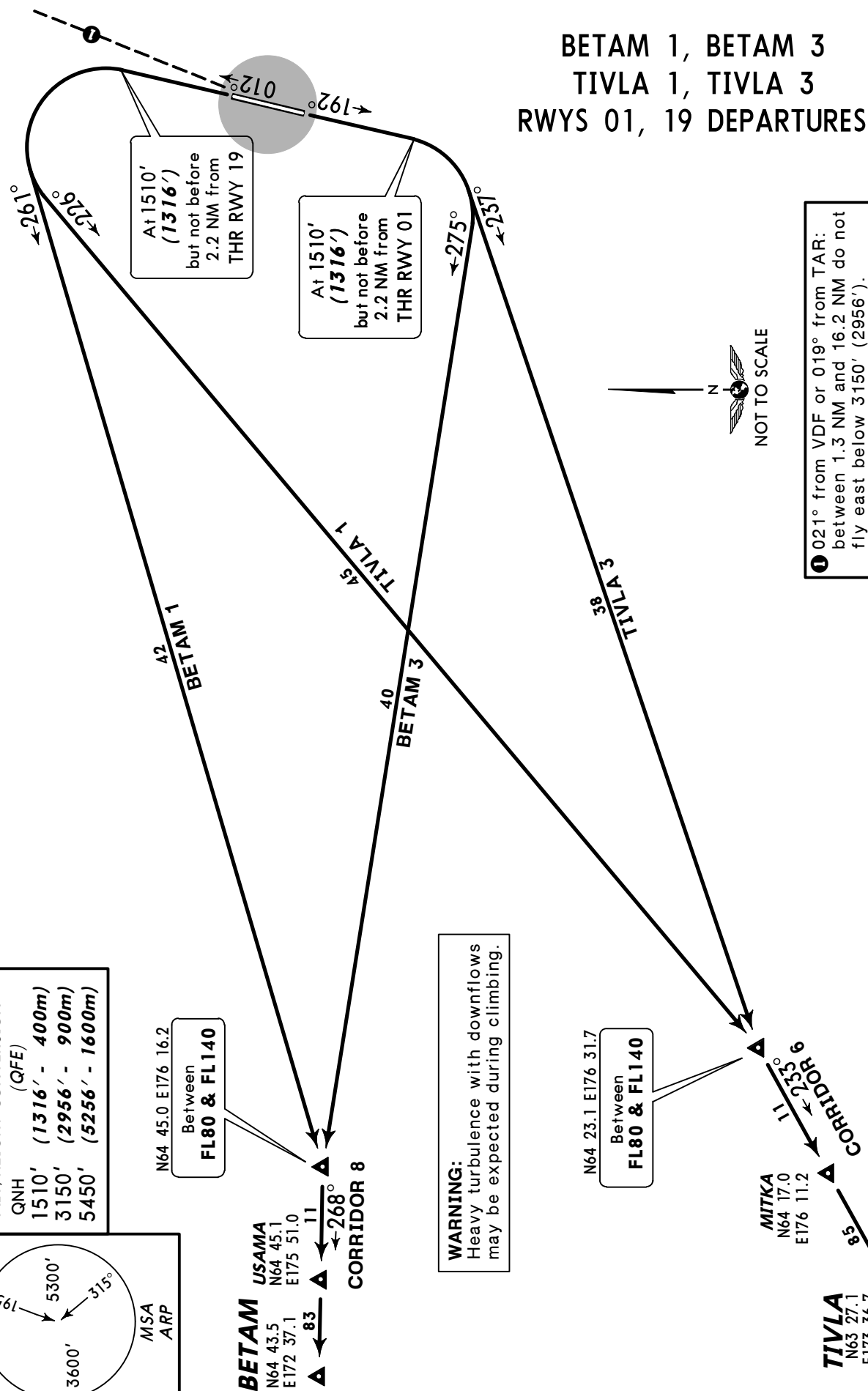
QNH on request (QFE)

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)

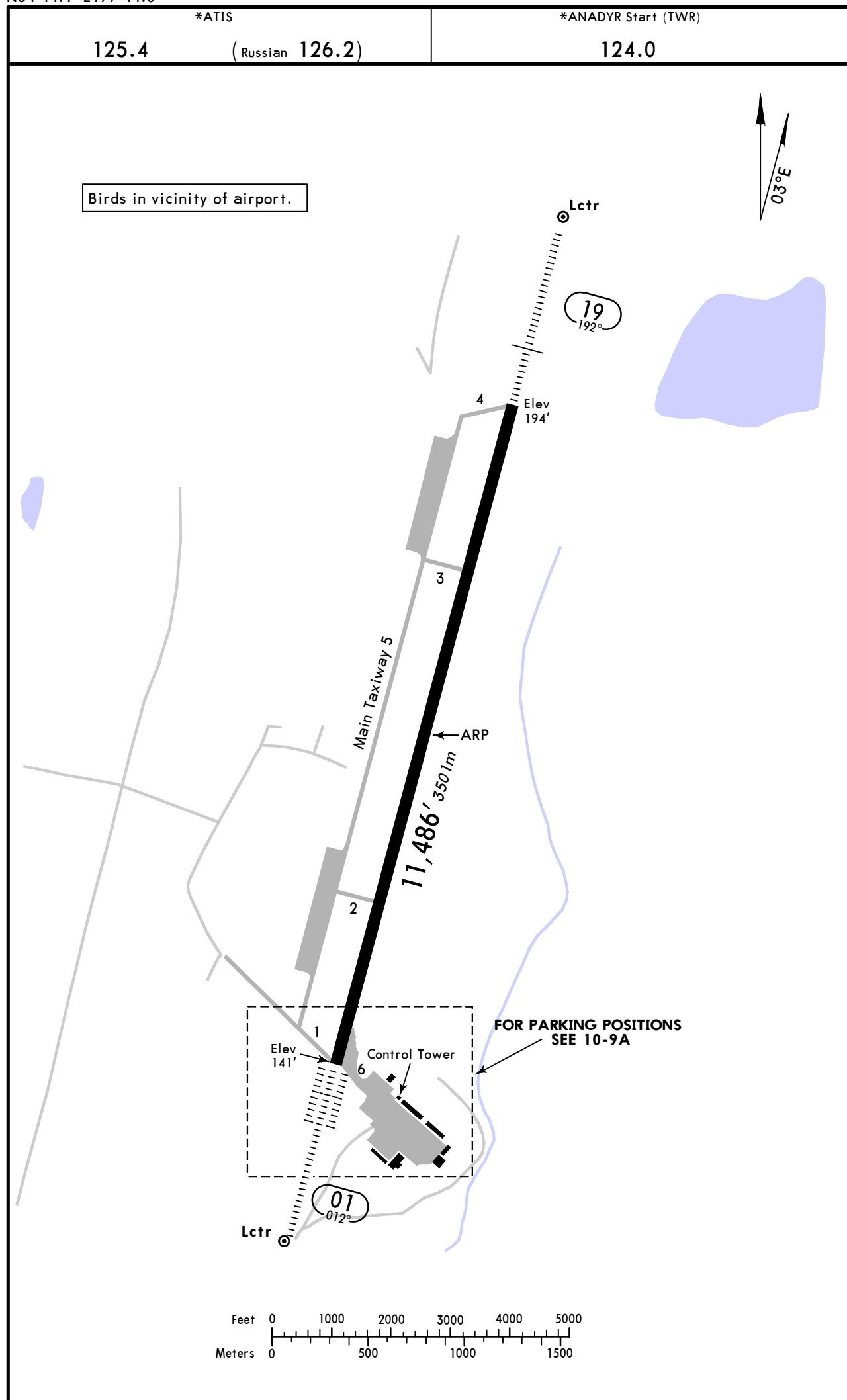
Trans alt: 5450' (5256')

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

UHMA/DYR
Apt Elev 194'
N64 44.1 E177 44.3

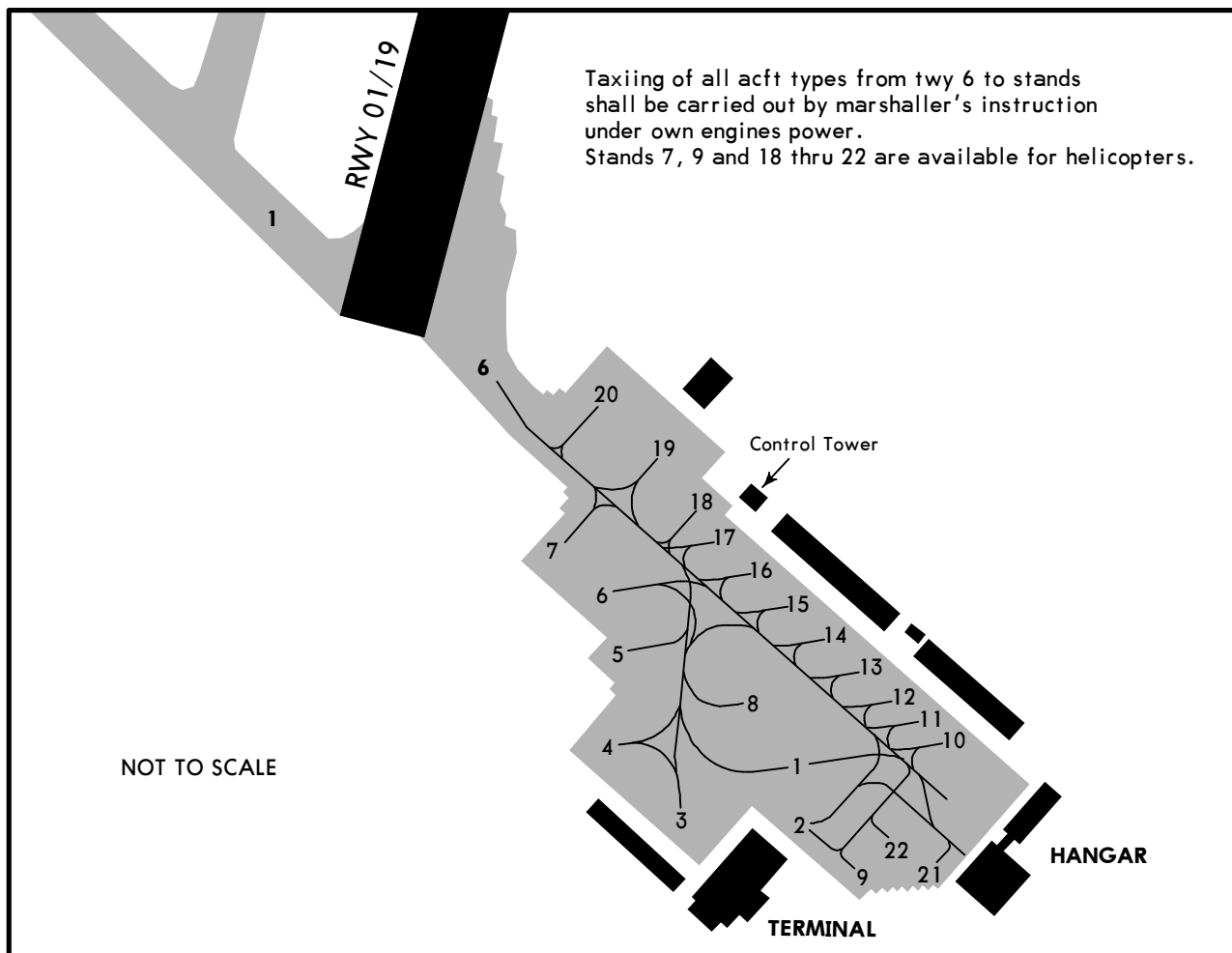
JEPPESEN
19 OCT 12 (10-9)

ANADYR, RUSSIA
UGOLNY



CHANGES: Displ thresh rwy 19 withdrawn.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	
01	RL (60m) CL (15m) HIALS-II TDZ PAPI-L(3.00°) RVR				197'
19	RL (60m) CL (15m) HIALS PAPI-L(3.00°) RVR				60m

TAKE-OFF

AIR CARRIER (JAA)
All Rwy's

LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	150m	250m	400m
C			
D	200m	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 ❶❷	650' (509')	650' (509')	650' (509')	650' (509')
		R1500m	R1500m	R1600m	R1600m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	2 NDB ❶❸	650' (509')	650' (509')	650' (509')	650' (509')
		R1600m	R1600m	R1600m	R1600m
	<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
19	ILS	394' (200')	394' (200')	394' (200')	404' (210')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶❹	550' (356')	550' (356')	550' (356')	550' (356')
		R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
	2 NDB ❶❺	1020' (826')	1020' (826')	1020' (826')	1020' (826')
		C3100m	C3100m	C3100m	C3100m
	<i>ALS out</i>	C3800m	C3800m	C3800m	C3800m
	UX NDB ❶❻	890' (696')	890' (696')	890' (696')	890' (696')
		C2500m	C2500m	C2500m	C2500m
	<i>ALS out</i>	C3200m	C3200m	C3200m	C3200m
	UX NDB ❶❼	1070' (876')	1070' (876')	1070' (876')	1070' (876')
		C3300m	C3300m	C3300m	C3300m
	<i>ALS out</i>	C4000m	C4000m	C4000m	C4000m

❶ Continuous Descent Final Approach.

❷ with FMS.

❸ w/o FMS.

❹ with Radar control.

❺ w/o Radar control.

STRAIGHT-IN RWY		A	B	C	D
19	U Lctr ①②③	890'(696') C2500m	890'(696') C2500m	890'(696') C2500m	890'(696') C2500m
	ALS out	C3200m	C3200m	C3200m	C3200m
	U Lctr ③④	890'(696') C2700m	890'(696') C2700m	890'(696') C2900m	890'(696') C2900m
	ALS out	C3400m	C3400m	C3600m	C3600m
	U Lctr ①②⑤	1070'(876') C3300m	1070'(876') C3300m	1070'(876') C3300m	1070'(876') C3300m
	ALS out	C4000m	C4000m	C4000m	C4000m
	U Lctr ③⑤	1070'(876') C3500m	1070'(876') C3500m	1070'(876') C3700m	1070'(876') C3700m
	ALS out	C4200m	C4200m	C4400m	C4400m

- ① Continuous Descent Final Approach.
 ② with FMS.
 ③ w/o FMS.
 ④ with Radar control.
 ⑤ w/o Radar control.

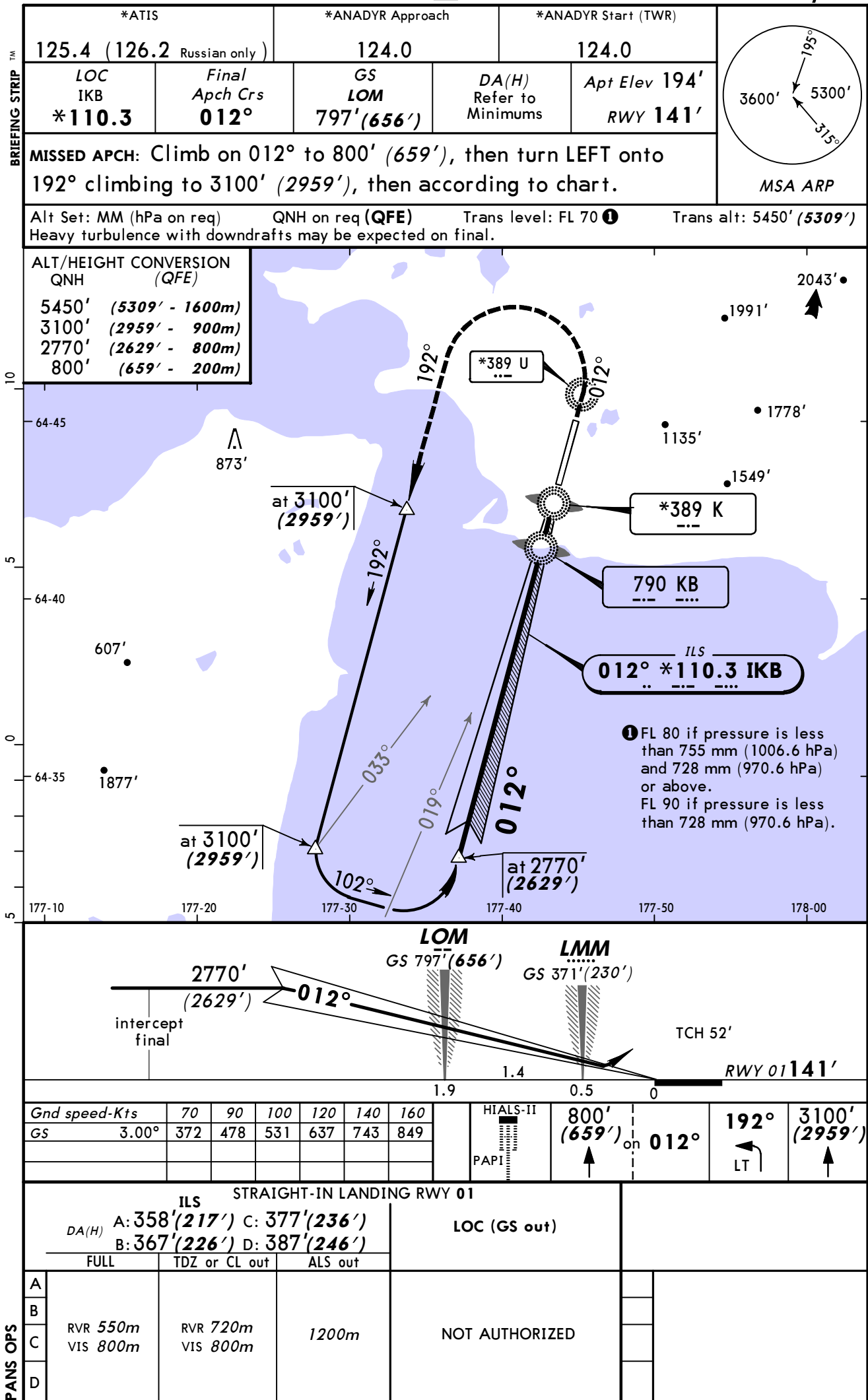
TAKE-OFF RWY 01, 19

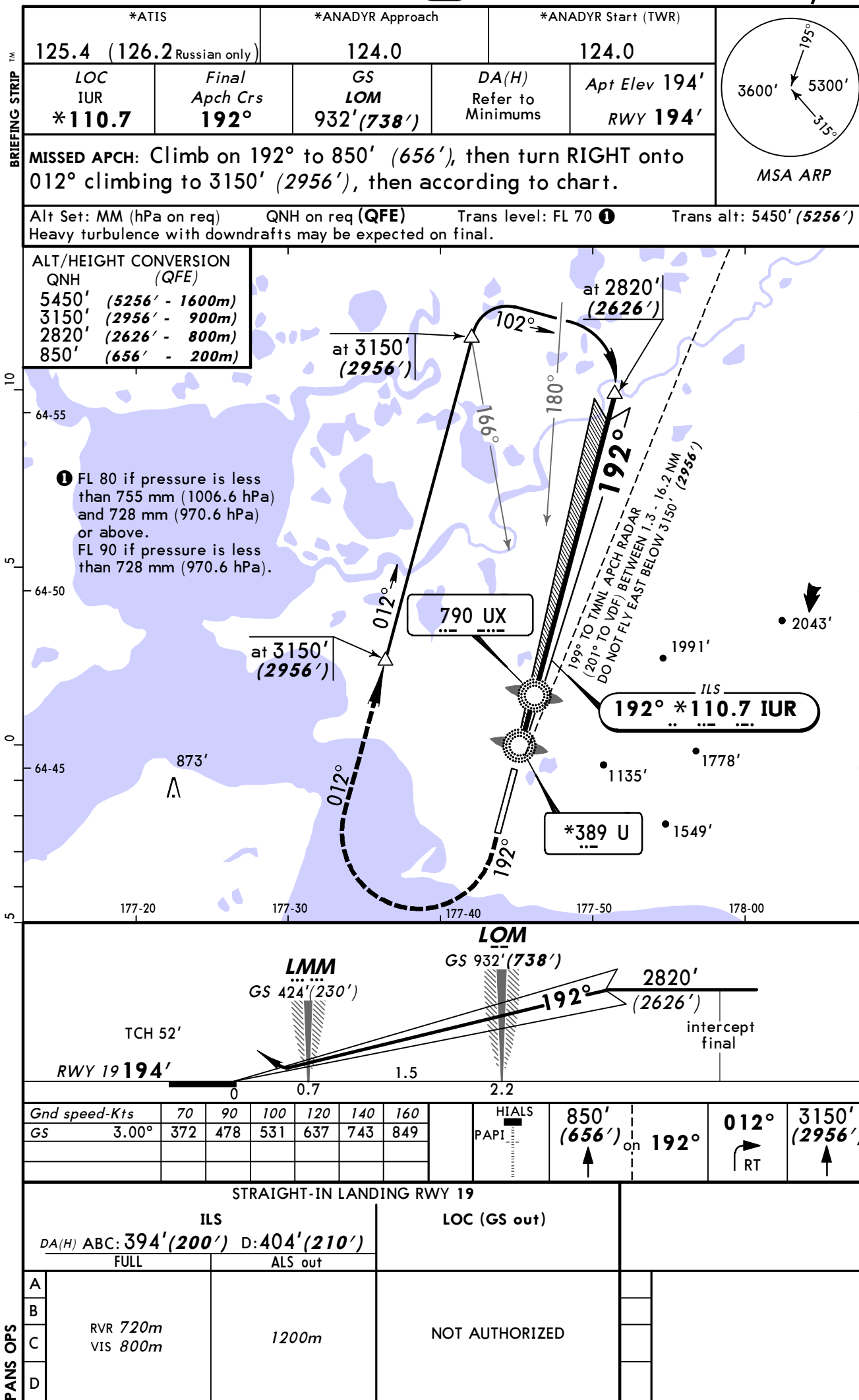
	Approved Operators	LVP must be in Force				NIL (DAY only)
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	
A					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		

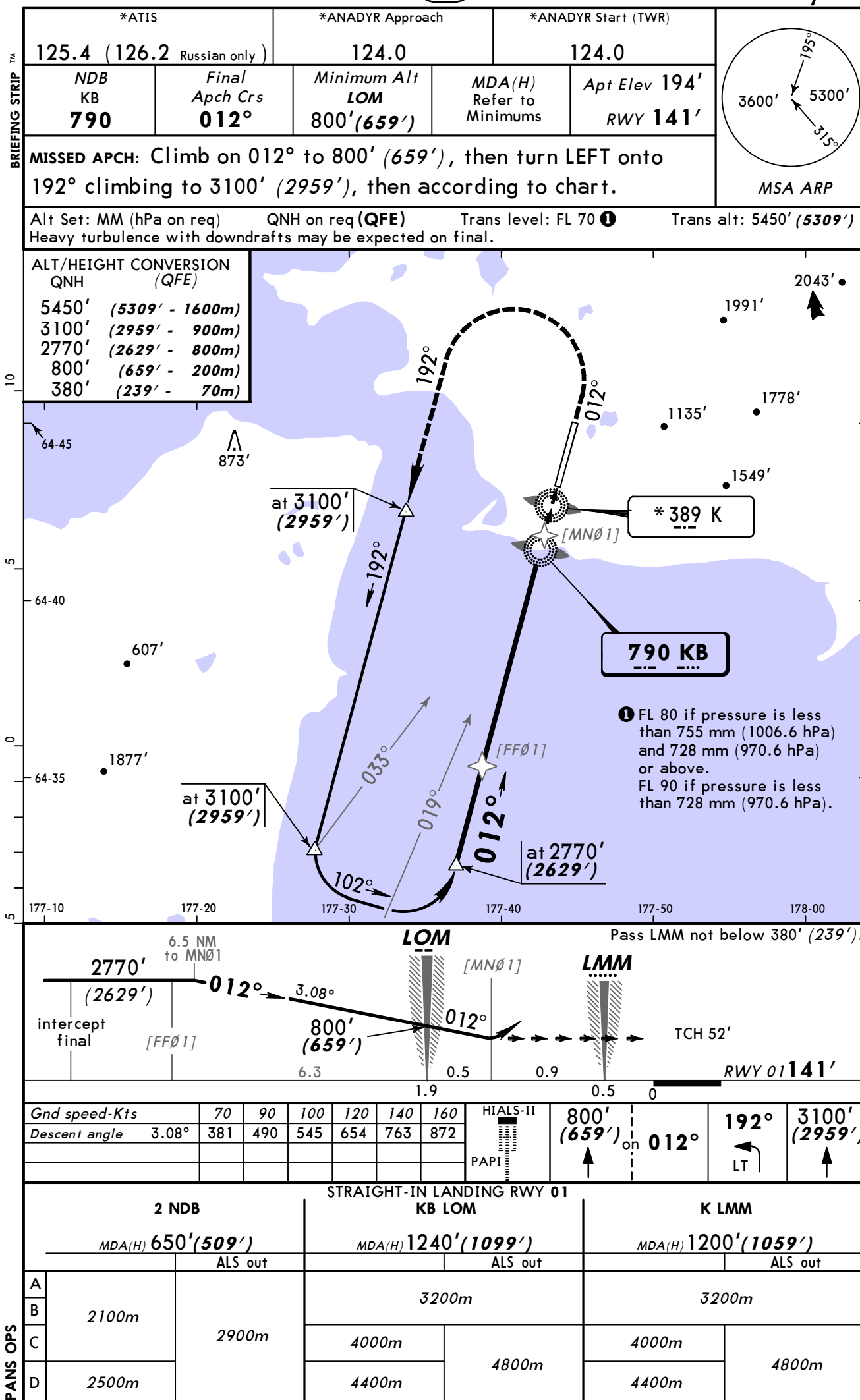
STRAIGHT-IN RWY		A	B	C	D
01	ILS	358' (217')	367' (226')	377' (236')	387' (246')
		R600m	R600m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB	650' (509')	650' (509')	650' (509')	650' (509')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	KB LOM	1240' (1099')	1240' (1099')	1240' (1099')	1240' (1099')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
19	K LMM	1200' (1059')	1200' (1059')	1200' (1059')	1200' (1059')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	ILS	394' (200')	394' (200')	394' (200')	404' (210')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB	500' (306')	500' (306')	500' (306')	500' (306')
	with Radar	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	1020' (826')	1020' (826')	1020' (826')	1020' (826')
	w/o Radar	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	UX LOM or U LMM	890' (696')	890' (696')	890' (696')	890' (696')
	with Radar	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	UX LOM or U LMM	1070' (876')	1200' (876')	1200' (876')	1200' (876')
	w/o Radar	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 01, 19

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







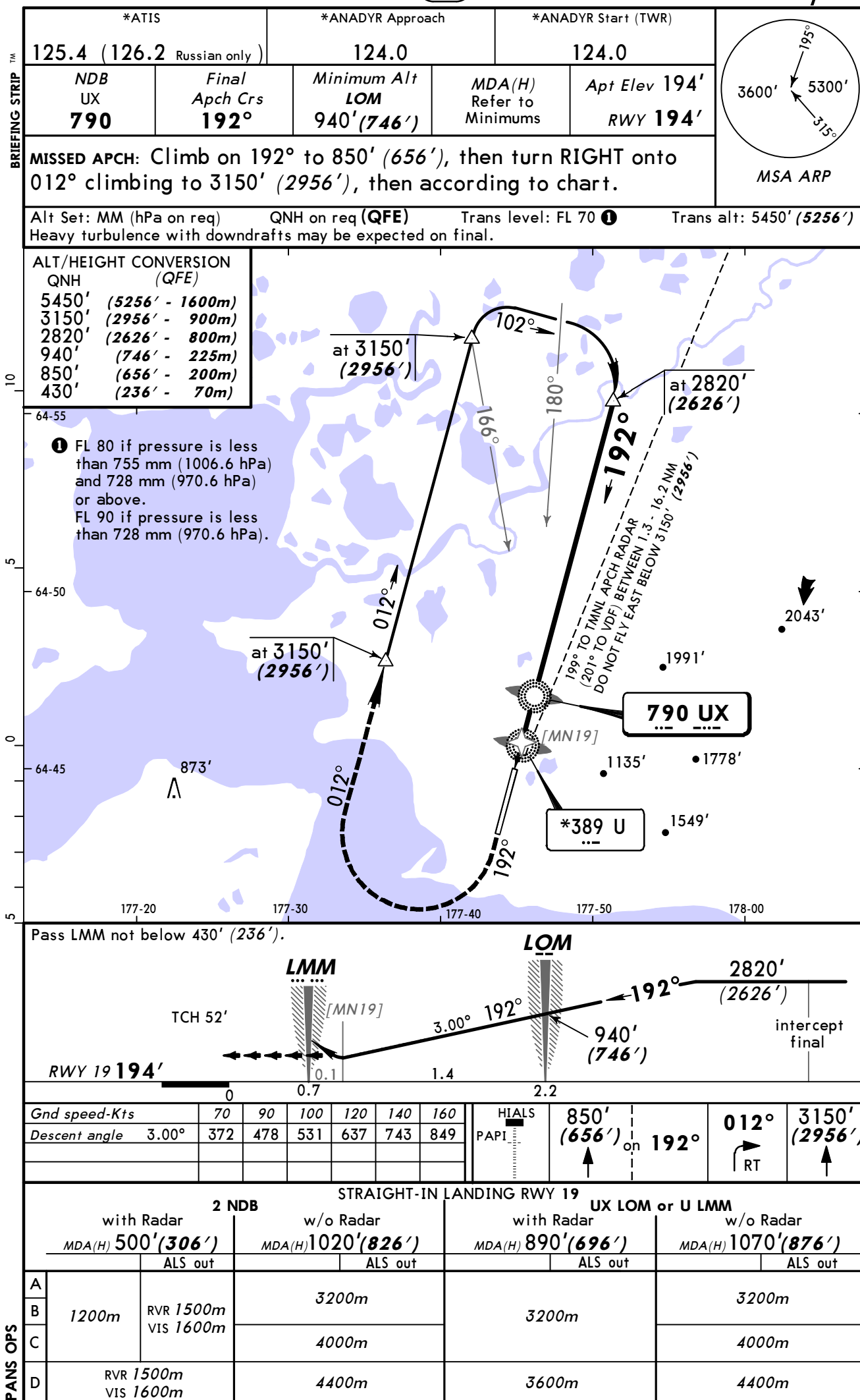


Chart changes since cycle 24-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ANADYR, (UGOLNY - UHMA)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UHMA

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(16-2) Until 31 Dec 12 Minima for 2 NDB apch with Radar raised to MDA(H) 850' (656'), VIS 3200m.