

Page 1

Changed chart(s) since Disc 26-2012

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 26-2012

TERMINAL CHART NOTAMS

Chart NOTAMs 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.

General Info

Nizhny Novgorod, RUS

N 56° 13.8' E 43° 47.0' Mag Var: 10.5°E

Elevation: 256'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+4:00 no DST

Runway Info

Runway 18L-36R 8232' x 148' asphalt

Runway 18R-36L 9203' x 148' asphalt

Runway 18L (180.0°M) TDZE 253'

Lights: Edge

Runway 18R (180.0°M) TDZE 256'

Lights: Edge, ALS

Runway 36L (360.0°M) TDZE 254'

Lights: Edge, ALS

Runway 36R (360.0°M) TDZE 253'

Lights: Edge

Communications InfoATIS **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****Notebook Info**

UWGG/GOJ
STRIGINO

11 NOV 11

10-2

Eff 17 Nov

STAR

JEPPESSEN NIZHNY NOVGOROD, RUSSIA

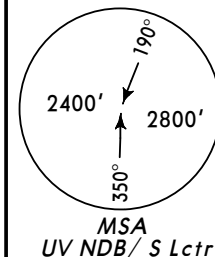
ATIS
127.8

Apt Elev
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 ②, RZ 2 ②
RWYS 18L/R ARRIVALS

② By ATC



③ Intercept final at
2230' (1974')

SHARANGA
643 RZ
N57 11.0 E046 30.9

GILAM
N56 39.0 E044 55.9
Between
FL200 & FL180

N56 24.5 E043 52.5
(185° brg to UV)
At 2560' (2304')

N56 24.6 E043 54.5
(191° brg to UV)
At 2560' (2304')

N56 23.1 E044 06.7
(222° brg to UV)

At 2560' (2304')

N56 21.1 E044 08.1
(231° brg to UV)

At 2560' (2304')

N56 14.6 E044 05.8

At 2560' (2304')

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

①
*245 ST
N56 16.5 E043 47.9

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)



UWGG/GOJ
STRIGINO

JEPPESEN NIZHNY NOVGOROD, RUSSIA
11 NOV 11 (10-2A) Eff 17 Nov STAR

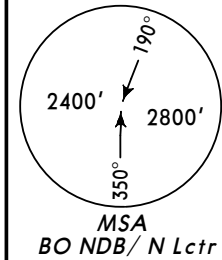
ATIS
127.8

Apt Elev
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
RWYS 36L/R ARRIVALS

By ATC



Without RADAR control.

SHARANGA
643 RZ
N57 11.0 E046 30.9

GILAM
N56 39.0 E044 55.9
Between
FL260 & FL180

*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')

N56 03.7 E043 51.1
(334° brg to BO)

At 2560'
(2304')

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')

40
4260
4660
OK 4

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)

UWGG/GOJ
STRIGINO

11 NOV 11

10-2B

Eff 17 Nov

STAR

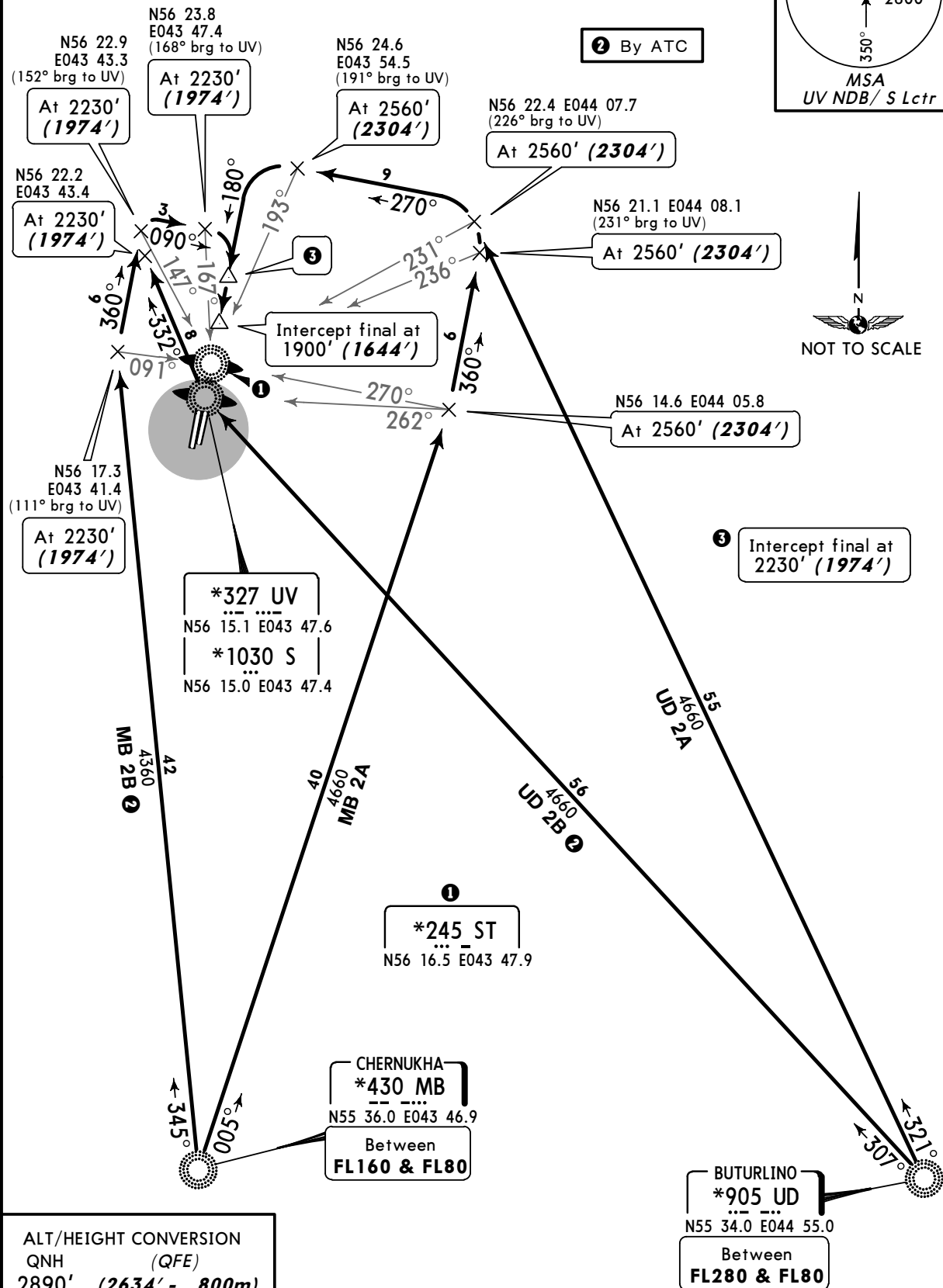
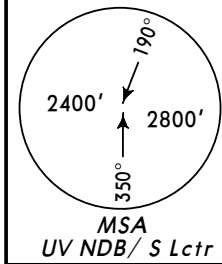
JEPPESEN NIZHNY NOVGOROD, RUSSIA

ATIS
127.8

Apt Elev
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 ②, UD 2A, UD 2B ②
RWYS 18L/R ARRIVALS



UWGG/GOJ
STRIGINO

11 NOV 11

10-2C

Eff 17 Nov

STAR

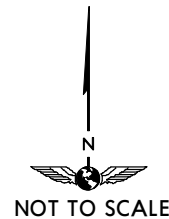
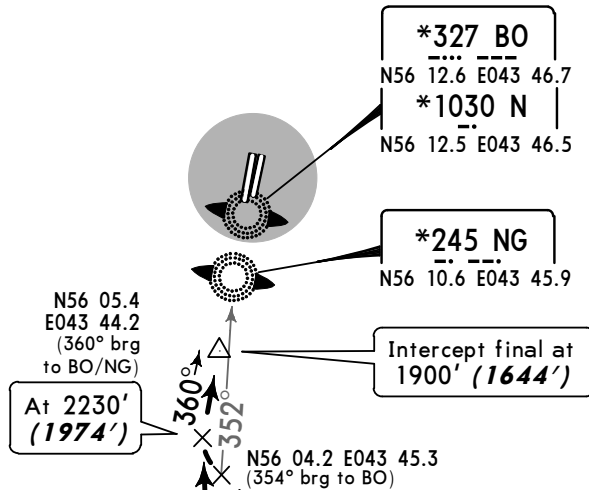
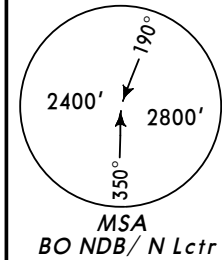
JEPPESEN NIZHNY NOVGOROD, RUSSIA

ATIS
127.8

Apt Elev
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



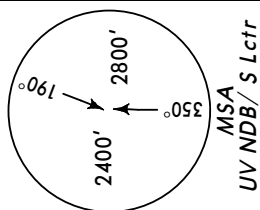
① Without RADAR control.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2890'	(2634' - 800m)
2230'	(1974' - 600m)
1900'	(1644' - 500m)

UWGG/GOJ
 STRIGINO

JEPPESEN NIZHNY NOVGOROD, RUSSIA
 11 NOV 11 10-3 Eff 17 Nov SID

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

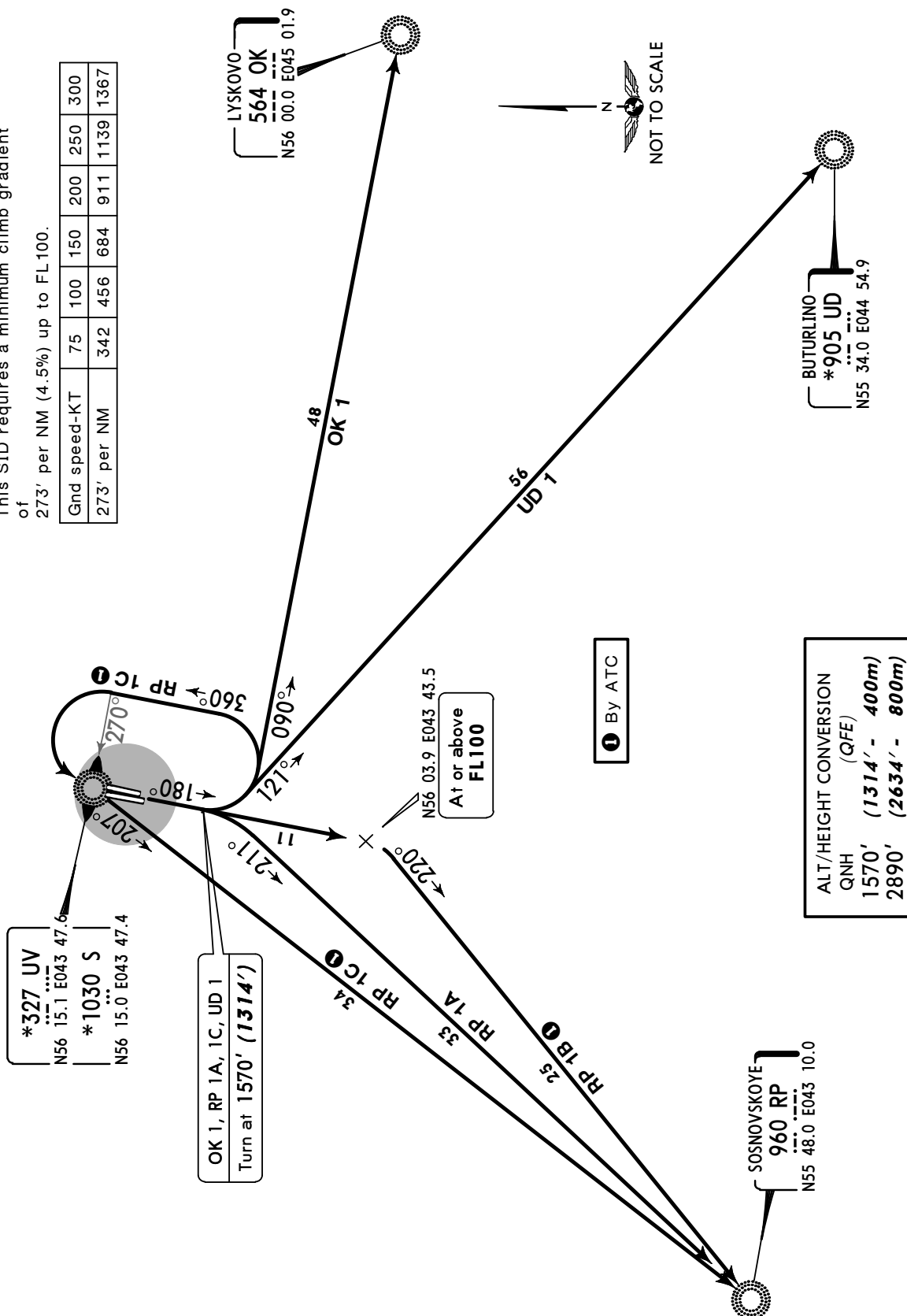


OK 1, RP 1A, RP 1B ①, RP 1C ①, UD 1
 RWYS 18L/R DEPARTURES

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



UWGG/GOJ
STRIGINO

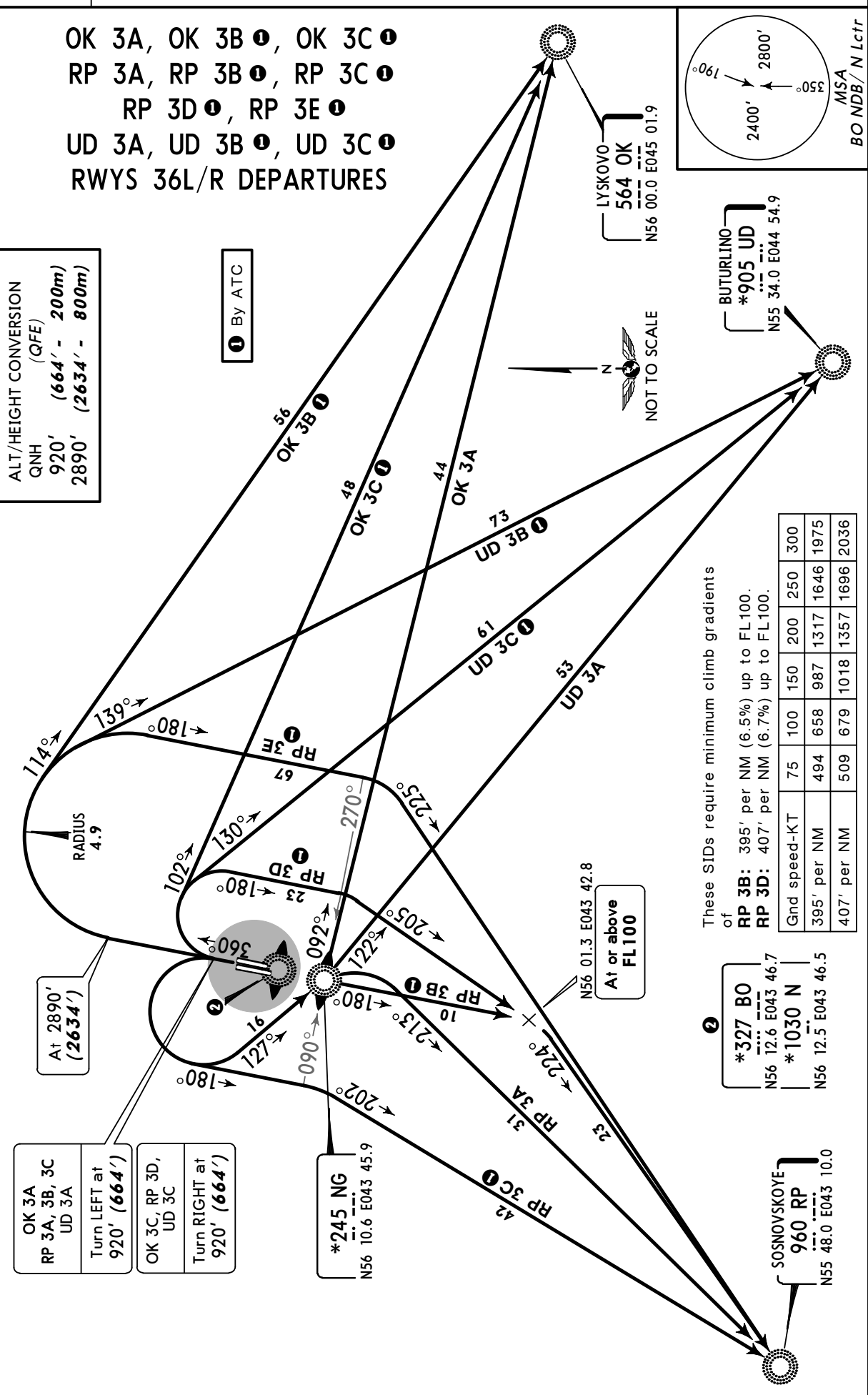
JEPPesen NIZHNY NOVGOROD, RUSSIA
11 NOV 11 (10-3A) Eff 17 Nov SID

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

OK 3A, OK 3B ①, OK 3C ①
RP 3A, RP 3B ①, RP 3C ①
RP 3D ①, RP 3E ①
UD 3A, UD 3B ①, UD 3C ①
RWYS 36L/R DEPARTURES

ALT/HEIGHT CONVERSION
(QFE)
QNH 920' (664' - 200m)
2890' (2634' - 800m)

① By ATC



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Apt Elev **256'**
N56 13.8 E043 47.0



JEPPESEN

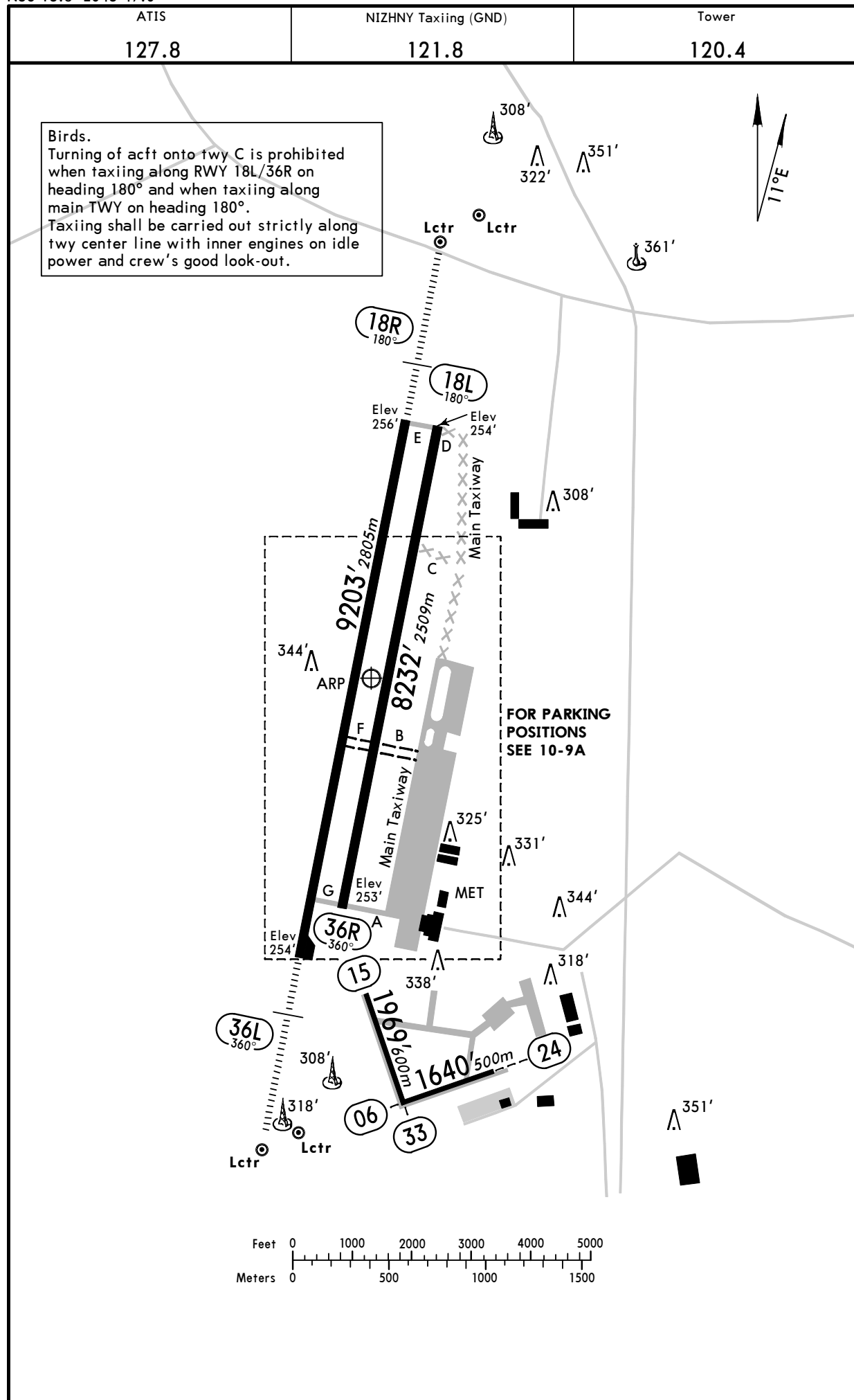
NIZHNY NOVGOROD, RUSSIA

8 OCT 10

(10-9)

Eff 21 Oct

STRIGINO



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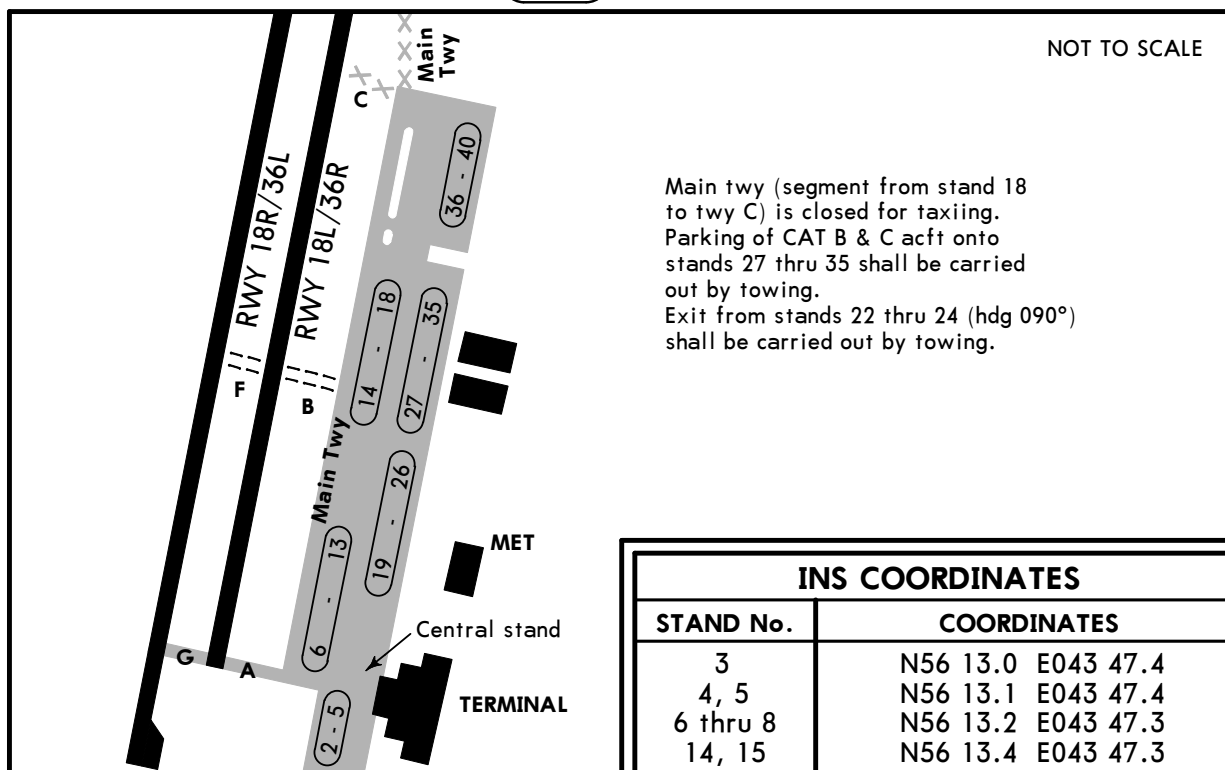
8 OCT 10

JEPPESEN

NIZHNY NOVGOROD, RUSSIA

Eff 21 Oct

STRIGINO



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
06 24					72' 22m
15 33					72' 22m
18L 36R	HIRL (60m)				148' 45m
18R 36L	HIRL (60m) HIALS PAPI-L		8104' 2470m		148' 45m
			8360' 2548m		

	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	

UWGG/GOJ


JEPPESEN
 8 OCT 10
 Eff 21 Oct 10-9S

Standard
NIZHNY NOVGOROD, RUSSIA
STRIGINO

STRAIGHT-IN RWY		A	B	C	D
18L	NDB ①	700' (446')	700' (446')	700' (446')	700' (446')
	with FAF	R1500m	R1500m	C2100m	C2100m
	NDB	1250' (996')	1250' (996')	1250' (996')	1250' (996')
	w/o FAF	C4700m	C4700m	C4900m	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')	610' (354')	610' (354')	610' (354')
	ALS out	R900m R1500m	R900m R1500m	R900m R1600m	R900m 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 ①	620' (366')	620' (366')	620' (366')	620' (366')
	with FAF	R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ①	830' (576')	830' (576')	830' (576')	830' (576')
	w/o FAF	R1900m	R1900m	R1900m	R1900m
	ALS out	C2600m	C2600m	C2600m	C2600m
36R	NDB ①	930' (677')	930' (677')	930' (677')	930' (677')
	with FAF	R1500m	R1500m	C2400m	C2400m
	NDB	1170' (917')	1170' (917')	1170' (917')	1170' (917')
	w/o FAF	C4500m	C4500m	C4700m	C4700m

① Continuous Descent Final Approach.

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

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

UWGG/GOJ



JAA MINIMUMS

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
	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')
		R900m	R1000m	R1000m	R1400m
	with FAF	R1500m	R1500m	R1800m	R2000m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	830' (576')	830' (576')	830' (576')	830' (576')
		R1000m	R1200m	R1200m	R1600m
	w/o FAF	R1500m	R1500m	R2000m	R2000m
	ALS out	R1500m	R1500m	R2000m	R2000m
36R	NDB	930' (677')	930' (677')	930' (677')	930' (677')
		R1500m	R1500m	R2000m	R2000m
	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	250m	400m	500m
B			
C			
D	300m		

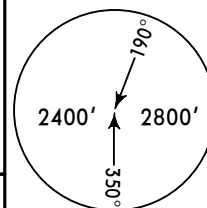
UWGG/GOJ
STRIGINO

JEPPESSEN NIZHNY NOVGOROD, RUSSIA
8 OCT 10 (11-1) Eff 21 Oct ILS or 2 NDB Rwy 18R

BRIEFING STRIP

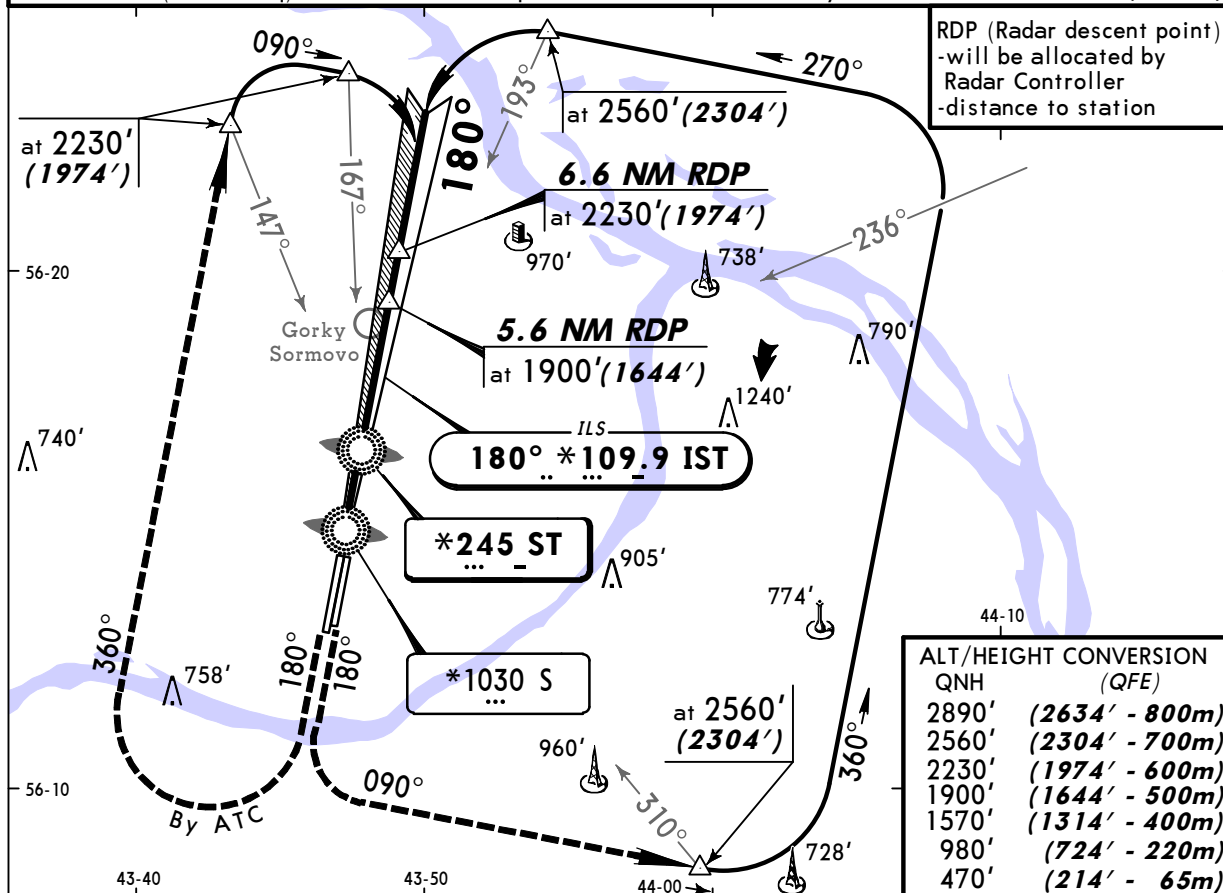
ATIS 127.8		NIZHNY Approach 124.7 126.0		NIZHNY Radar 120.8		NIZHNY Tower 120.4		Ground 121.8	
LOC IST *109.9		Final Aptch Crs 180°		GS LOM 978' (722')		ILS DA(H) 456' (200')		Apt Elev 256' RWY 256'	
NDB ST *245				Minimum Alt (CONDITIONAL) Refer to Profile		NDB MDA(H) 600' (344')			
MISSED APCH: LEFT 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

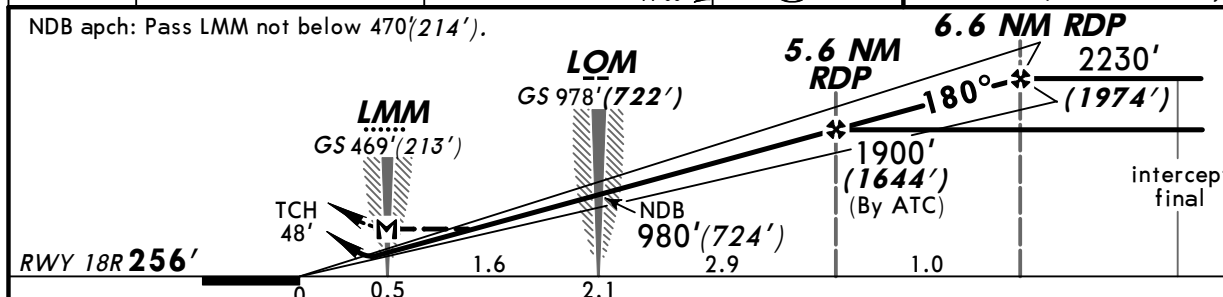


MSA
S Lctr

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



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						

STRAIGHT-IN LANDING RWY 18R					
ILS DA(H) 456' (200')		LOC (GS out)		NDB MDA(H) 600' (344')	
FULL	ALS out				
A					
B	800m	1200m	NOT AUTH	1200m	1600m
C					
D				1600m	2000m

CHANGES: Trans level. MAP. PAPI.

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STRIGINO

8 OCT 10

(11-2)

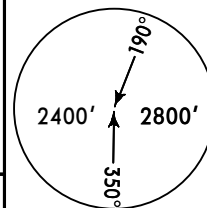
Eff 21 Oct

JEPPESEN NIZHNY NOVGOROD, RUSSIA
ILS or 2 NDB Rwy 36L

BRIEFING STRIP

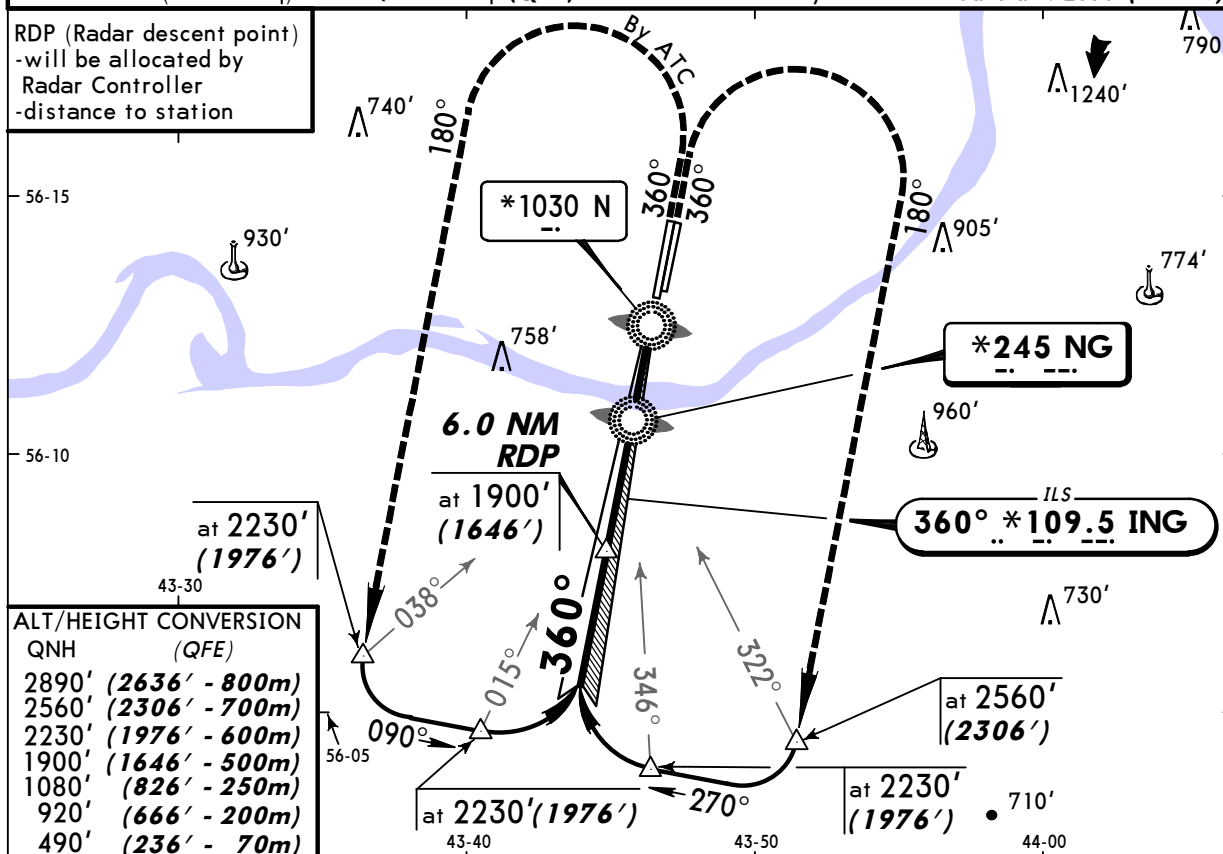
ATIS 127.8		NIZHNY Approach 124.7 126.0		NIZHNY Radar 120.8		NIZHNY Tower 120.4		Ground 121.8	
LOC ING *109.5		Final Apch Crs 360°		GS LOM 1074' (820')		ILS DA(H) 454' (200')		Apt Elev 256' RWY 254'	
NDB NG *245				Minimum Alt 6.0 NM RDP 1900' (1646')		NDB MDA(H) (CONDITIONAL) 620' (366')			
MISSED APCH: 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

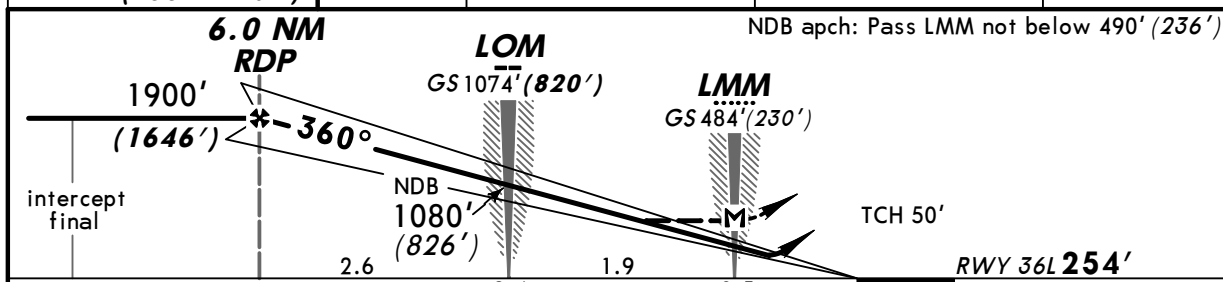


Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 2890' (2636')

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)	



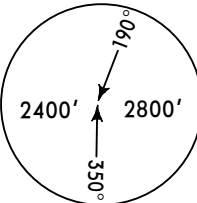
Gnd speed-Kts	70	90	100	120	140	160	HIALS	920' (666') on 360°
ILS GS or NDB Descent angle 3.00°	377	485	539	647	755	862	PAPI	
MAP at LMM								

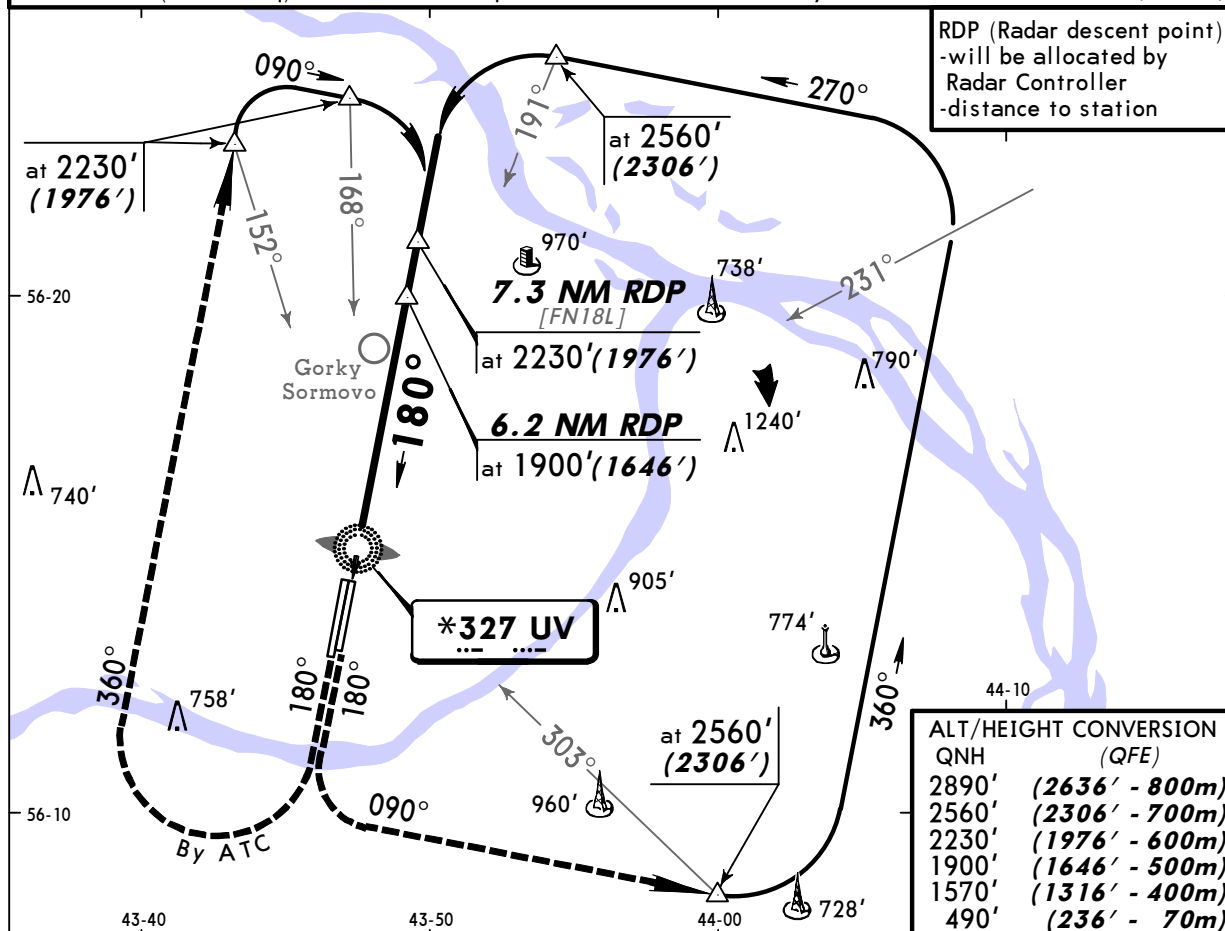
ILS		LOC (GS out)		NDB		W/o FAF	
DA(H) 454' (200')		With FAF MDA(H) 620' (366')		W/o FAF MDA(H) 830' (576')			
FULL	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out
A							
B							
C	800m	1200m	NOT AUTH	1200m	1600m	1200m	1600m
D				1600m	2000m	2400m	2800m

UWGG/GOJ
STRIGINO

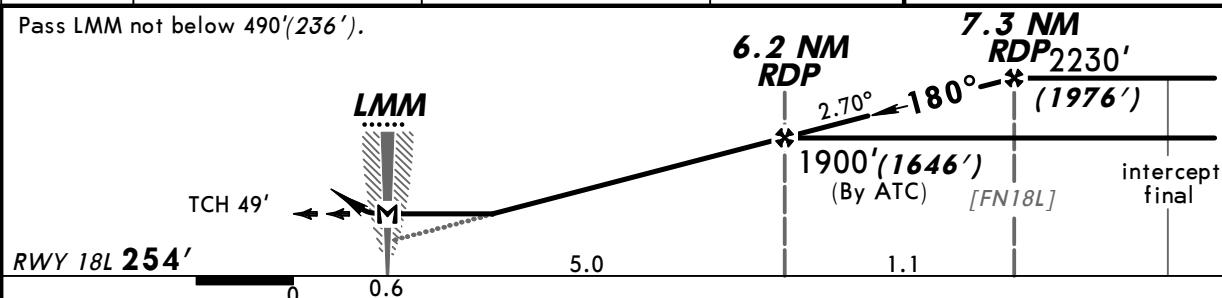
JEPPESEN NIZHNY NOVGOROD, RUSSIA
8 OCT 10 (16-1) Eff 21 Oct
NDB Rwy 18L

BRIEFING STRIP

ATIS		NIZHNY Approach		NIZHNY Radar		NIZHNY Tower		Ground	
127.8		124.7 126.0		120.8		120.4		121.8	
NDB UV *327		Final Apch Crs 180°		Minimum Alt (CONDITIONAL) Refer to Profile		MDA(H) (CONDITIONAL) 700'(446')		Apt Elev 256' 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.								 MSA UV NDB	
Alt Set: MM (hPa on req)		QNH on req(QFE)		Trans level: By ATC		Trans alt: 2890'(2636')			



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						

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		

CHANGES: Trans level. Descent angle.

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STRIGINO

8 OCT 10 (16-2)

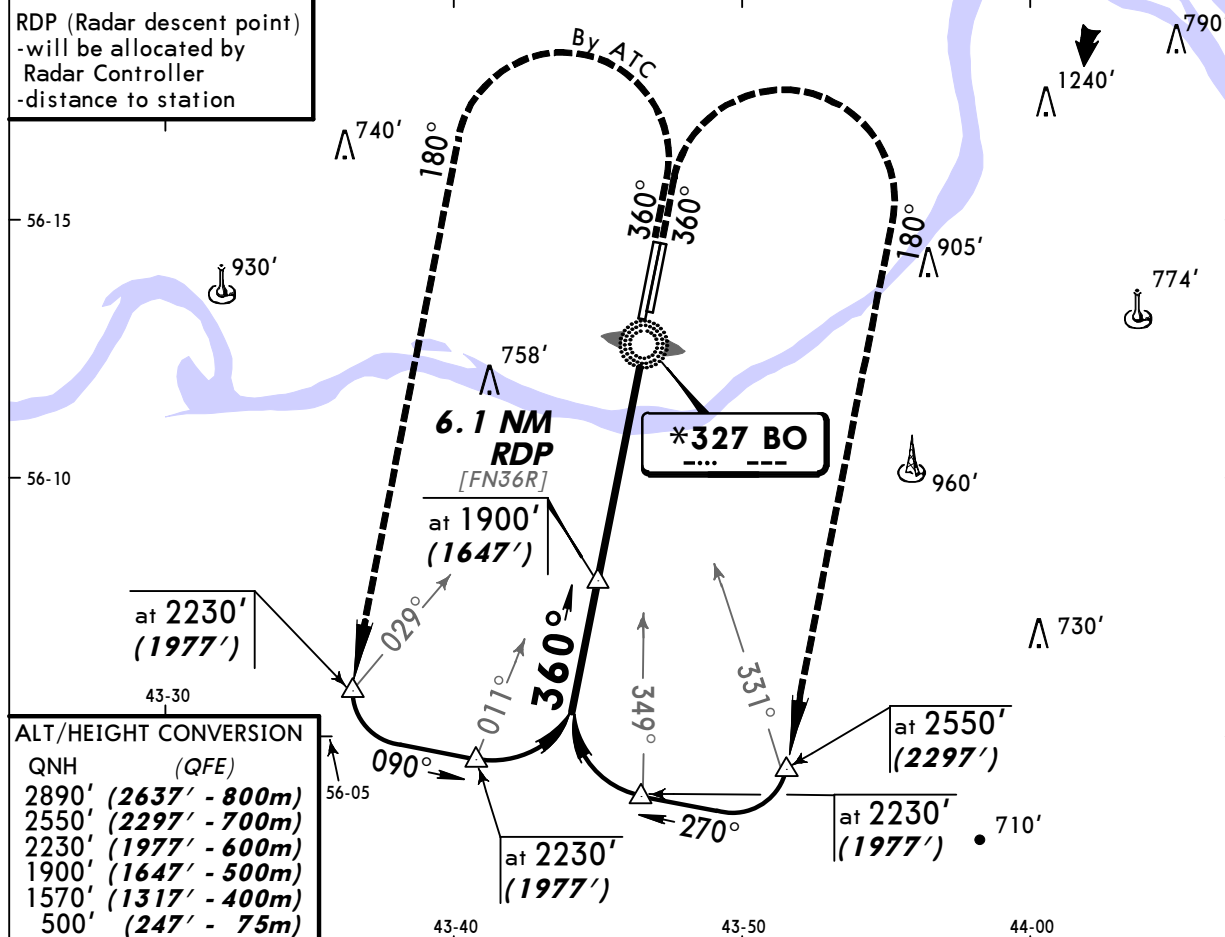
Eff 21 Oct

NIZHNY NOVGOROD, RUSSIA
NDB Rwy 36R

BRIEFING STRIP

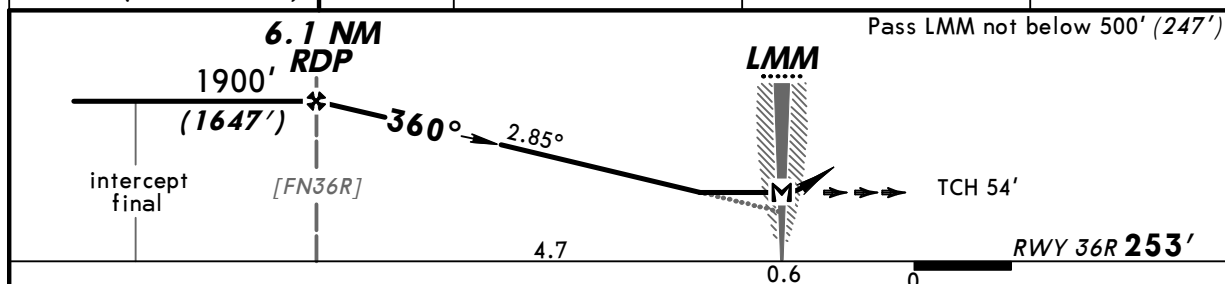
ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
127.8	124.7 126.0	120.8	120.4	121.8
NDB BO *327	Final Apch Crs 360°	Minimum Alt 6.1 NM RDP 1900' (1647')	MDA(H) (CONDITIONAL) 930' (677')	Apt Elev 256' RWY 253'
MISSED APCH: RIGHT HAND: Climb on 360° to 1570' (1317'), then turn RIGHT onto 180° climbing 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.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 2890' (2637')				

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



ALT/HEIGHT CONVERSION

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



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

STRAIGHT-IN LANDING RWY 36R			
With FAF	W/o FAF		
MDA(H) 930' (677')	MDA(H) 1170' (917')		
A	1600m	2000m	
B	3200m	4400m	
C	3600m	4800m	

PANS OPS