

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For USCM

Terminal Charts For USCM

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Magnitogorsk Rus  
IATA Code: MQF  
Lat/Long: N53° 23.6' E058° 45.4'  
Elevation: 1430 ft

Airport Use: Public  
Magnetic Variation: 12.1°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: 0107 Z  
Sunset: 1504 Z,

Runway Information

Runway: 01  
Length x Width: 10663 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 1430 ft  
Lighting: Edge, ALS

Runway: 19  
Length x Width: 10663 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 1394 ft  
Lighting: Edge, ALS

Communication Information

ATIS 132.8  
Magnitogorsk Tower 124.0 Secondary  
Magnitogorsk Tower 120.8 MF

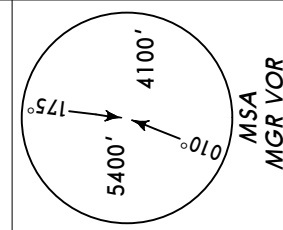
ATIS  
132.8

Apt Elev  
1430'

Alt Set: MM (hPa on request) QNH on request  
Trans level: By ATC Trans alt: 5370' (3940')

(QFE)

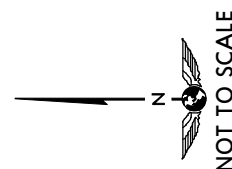
BURIG 1A [BUR11A], OLMAD 1A [OLMA1A] ③  
RINUL 1A [RINU1A], ULTEK 1A [ULTE1A] ③  
RWY 01 ARRIVALS



③ Only for Russian users of airspace.  
By ATC.

**ULTEK**  
N53 40.7 E059 38.3  
(MGR R-051/D35.6)  
Between  
FL200  
&  
FL80

**TITUR**  
N53 24.1  
E061 09.4



**BURIG**  
N53 24.5 E059 39.1  
(MGR R-078/D32.2)  
Between  
FL200  
&  
FL100 ①

① Below FL100  
by ATC.

| ALT/HEIGHT CONVERSION<br>(QFE) |                 |  |
|--------------------------------|-----------------|--|
| QNH                            |                 |  |
| 5370'                          | (3940' - 1200m) |  |
| 3400'                          | (1970' - 600m)  |  |
| 2750'                          | (1320' - 400m)  |  |

**OLMAD**  
N53 53.7 E059 22.6

**RINUL**  
N53 53.2 E059 00.0

**GALKO**  
N53 47.4 E058 57.2  
(MGR R-005/D24.3)  
At or above  
FL80

② Within USCM FIR between  
MGR R-190 & MGR R-355  
west of MGR 9.2 DME do  
not fly below 5370' (3940').

**OLMAD 1A ③**  
N53 53.2 E059 00.0  
←205°  
12  
Between  
FL200  
&  
FL80

**SUDET**  
N53 43.6 E059 09.8  
(MGR R-026/D24.3)  
At or above  
FL80

**ULTEK 1A ③**  
N53 40.7 E059 38.3  
←231°  
16  
Between  
FL200  
&  
FL80

**BURIG 1A**  
N53 24.5 E059 39.1  
←289°  
17  
Between  
FL200  
&  
FL100 ①

**TINLI**  
N53 33.2  
E059 14.4  
(MGR R-051/D19.5)  
←215°  
18

**RINUL 1A**  
N53 53.2 E059 00.0  
←177°  
26  
←194°  
26

**MAGNITOGORSK**  
N53 24.3 E058 45.5  
(H) 114.1 MGR

**480 RF**  
N53 20.6 E058 43.9

Intercept final at  
2750' (1320')

**D5.7 MGR**  
N53 19.7 E058 51.1  
(MGR R-132)  
At 3400' (1970')

**D10.0 MGR**  
N53 14.3 E058 48.3  
(MGR R-160)  
At 3400' (1970')

**D10.3 MGR**  
N53 14.0 E058 43.9  
(MGR R-174)  
At 2750' (1320')

**D10.3 MGR**  
N53 14.0 E058 43.9  
(MGR R-174)  
At 2750' (1320')

**D10.0 MGR**  
N53 14.3 E058 48.3  
(MGR R-160)  
At 3400' (1970')

**D10.3 MGR**  
N53 14.0 E058 43.9  
(MGR R-174)  
At 2750' (1320')

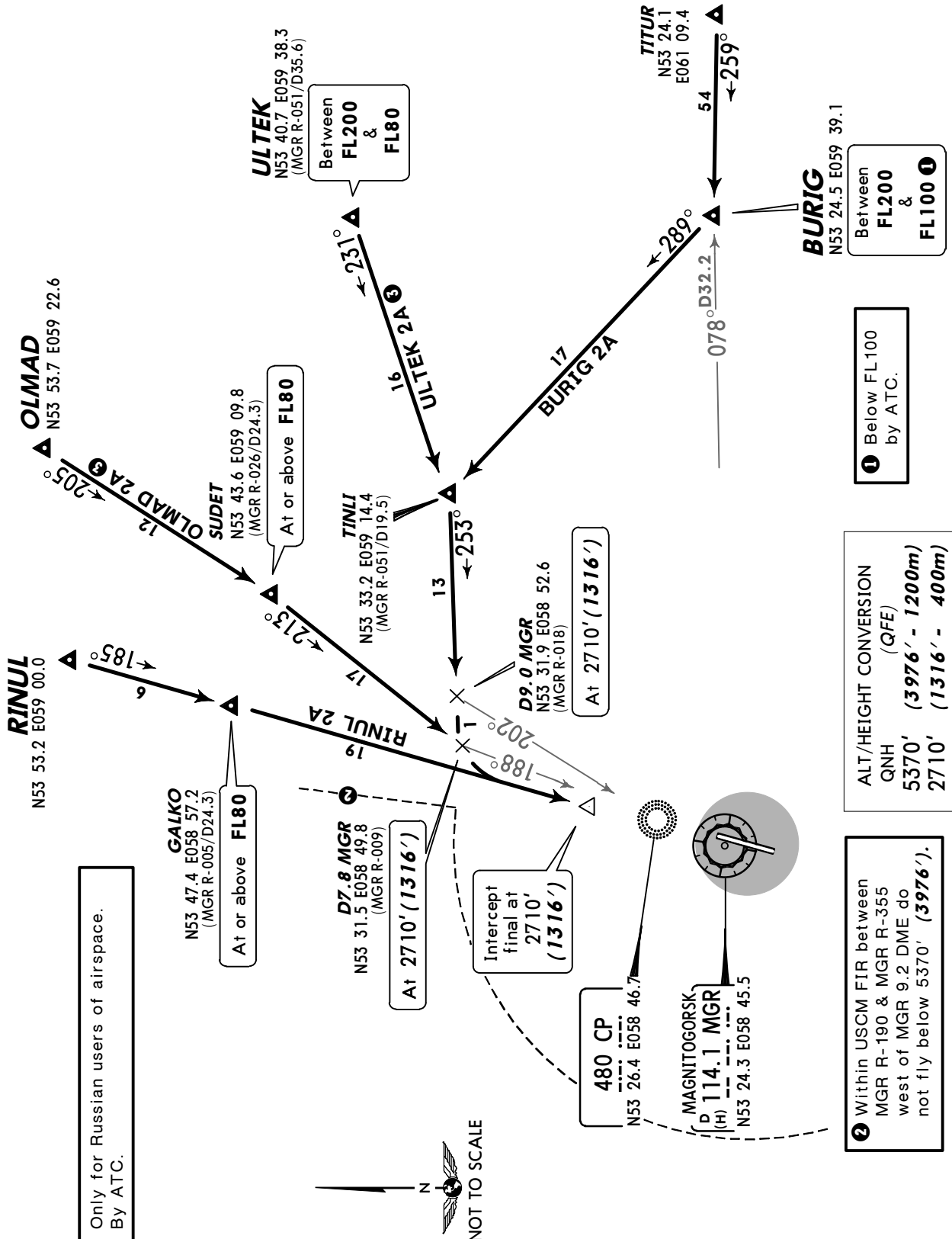
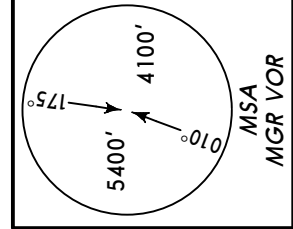
ATIS  
132.8

Apt Elev  
1430'

Alt Set: MM (hPa on request) QNH on request  
Trans level: By ATC Trans alt: 5370' (3976')

(QFE)

BURIG 2A [BURI2A], OLMAD 2A [OLMA2A] ③  
RINUL 2A [RINU2A], ULTEK 2A [ULTE2A] ③  
RWY 19 ARRIVALS



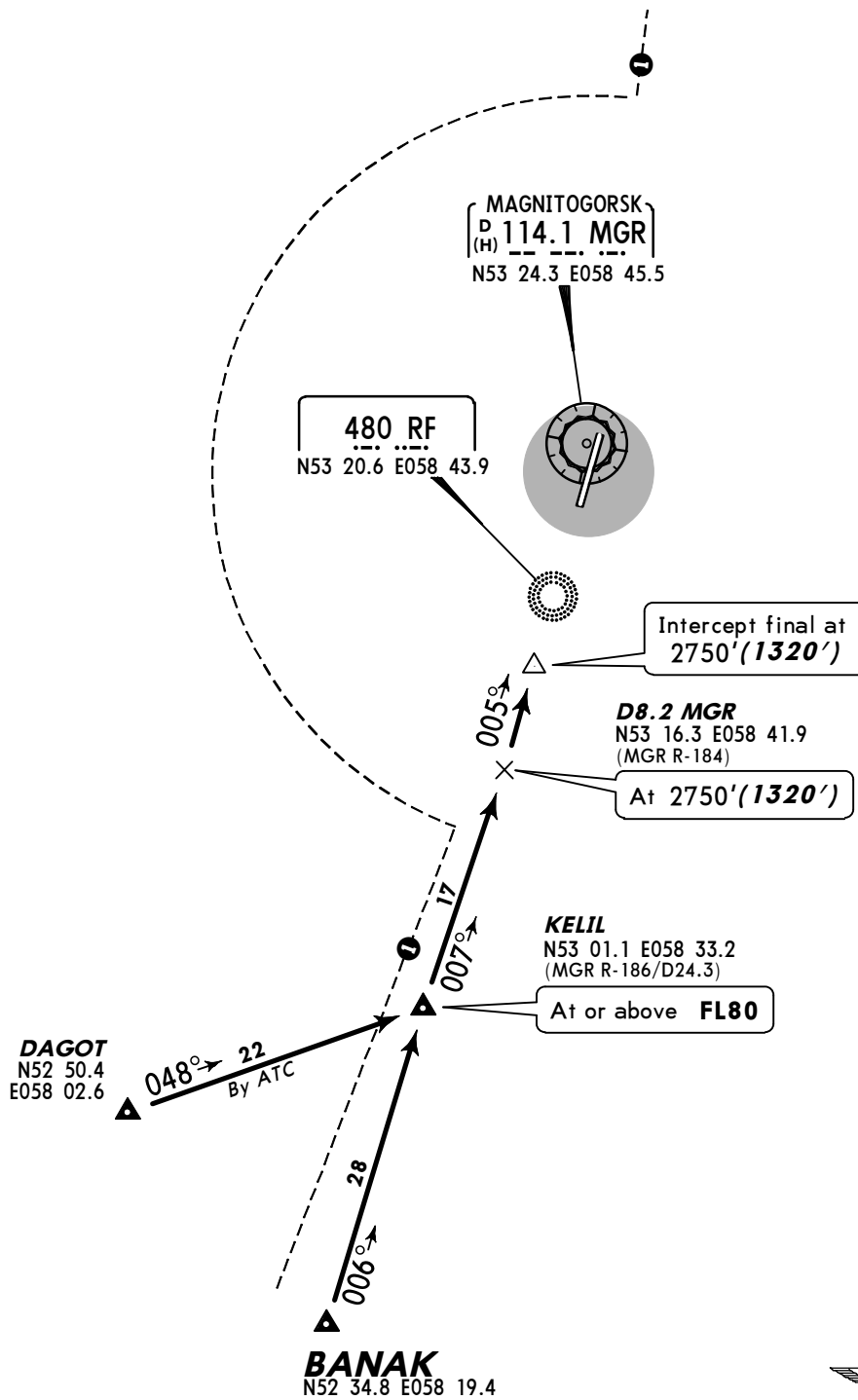
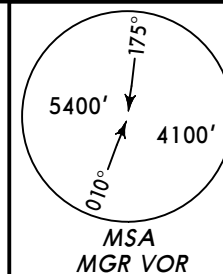
ATIS  
132.8

Apt Elev  
1430'

Alt Set: MM (hPa on request) QNH on request  
Trans level: By ATC Trans alt: 5370' (3940')

(QFE)

BANAK 1A [BANA 1A]  
RWY 01 ARRIVAL



① Within USCM FIR between  
MGR R-190 & MGR R-355  
west of MGR 9.2 DME do  
not fly below 5370' (3940').

ALT/HEIGHT CONVERSION  
QNH (QFE)  
5370' (3940' - 1200m)  
2750' (1320' - 400m)

**(QFE)**

**STAR**[illegible]

| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 5370'                 | (3976' - 1200m) |
| 3370'                 | (1976' - 600m)  |
| 2710'                 | (1316' - 400m)  |

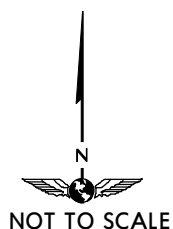
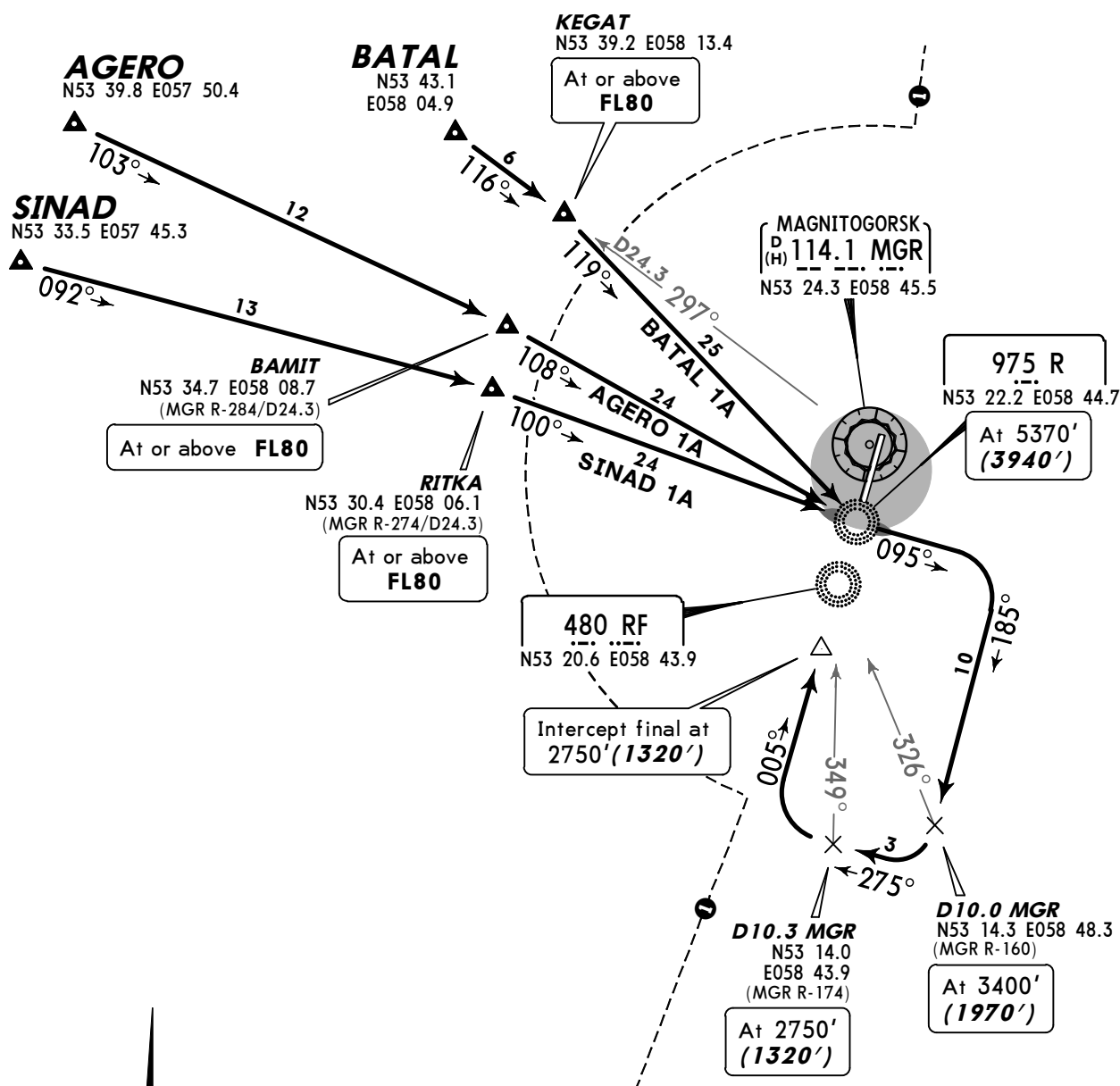
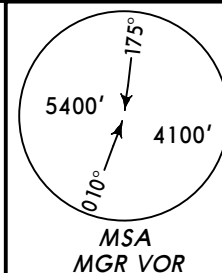
ATIS  
132.8

Apt Elev  
1430'

Alt Set: MM (hPa on request) QNH on request  
Trans level: By ATC Trans alt: 5370' (3940')

(QFE)

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



| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 5370'                 | (3940' - 1200m) |
| 3400'                 | (1970' - 600m)  |
| 2750'                 | (1320' - 400m)  |

① Within USCM FIR between  
MGR R-190 & MGR R-355  
west of MGR 9.2 DME do  
not fly below 5370' (3940').

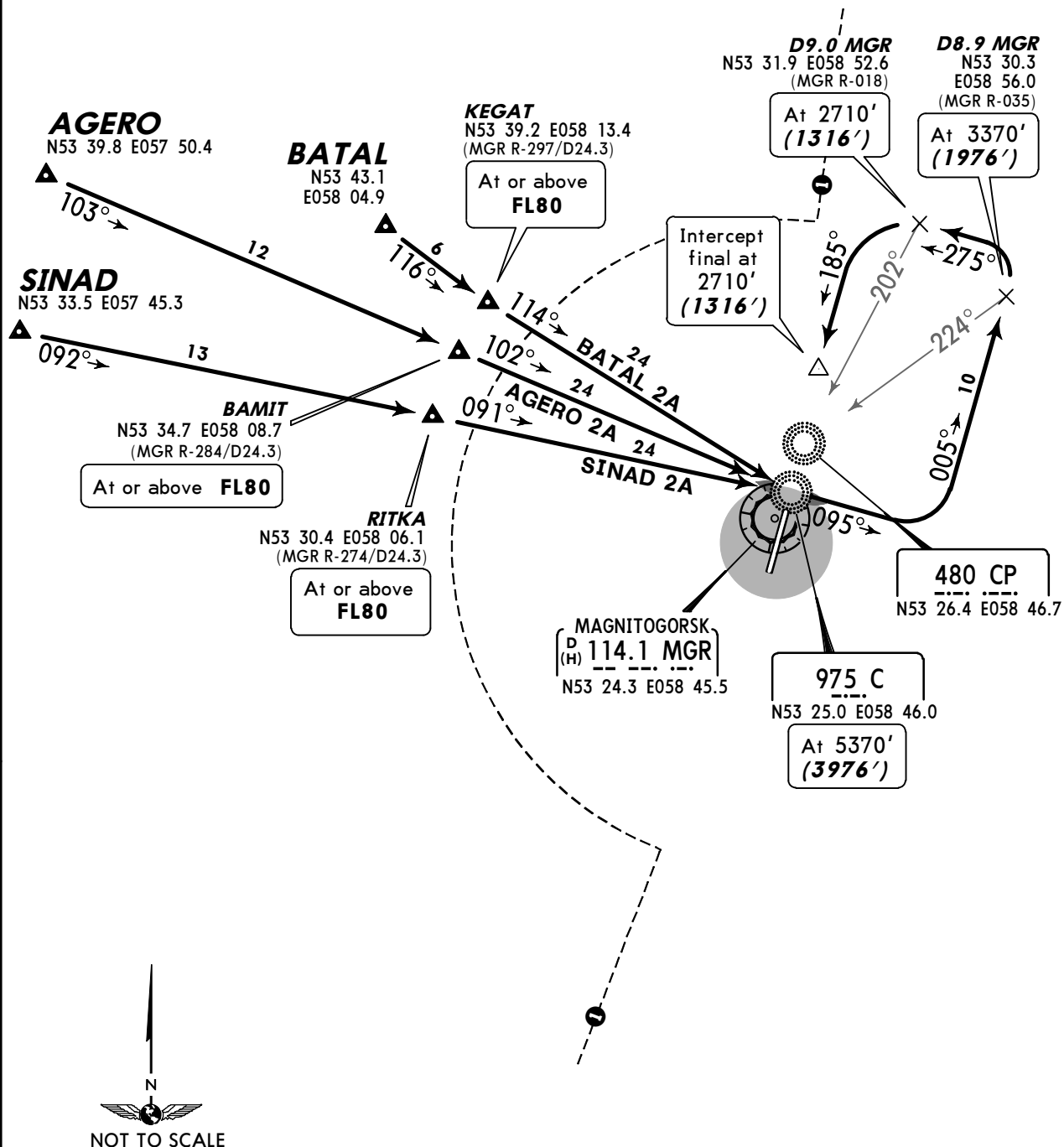
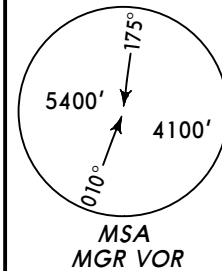
ATIS  
132.8

Apt Elev  
1430'

Alt Set: MM (hPa on request) QNH on request  
Trans level: By ATC Trans alt: 5370' (3976')

(QFE)

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



| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 5370'                 | (3976' - 1200m) |
| 3370'                 | (1976' - 600m)  |
| 2710'                 | (1316' - 400m)  |

① Within USCM FIR between  
MGR R-190 & MGR R-355  
west of MGR 9.2 DME do  
not fly below 5370' (3976').

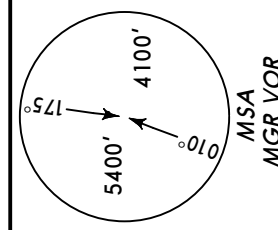
ATIS  
132.8

Apt Elev  
1430'

Alt Set: MM (hPa on request) QNH on request  
Trans level: By ATC Trans alt: 5370' (3940')

(QFE)

BURIG 1B [BURI1B], OLMAD 1B [OLMA1B] ③  
RINUL 1B [RINU1B], ULTEK 1B [ULTE1B] ③  
RWY 01 ARRIVALS  
WITHOUT RADAR CONTROL



③ Only for Russian users of airspace.  
By ATC.

**ULTEK**  
N53 40.7 E059 38.3  
(MGR R-051/D35.6)

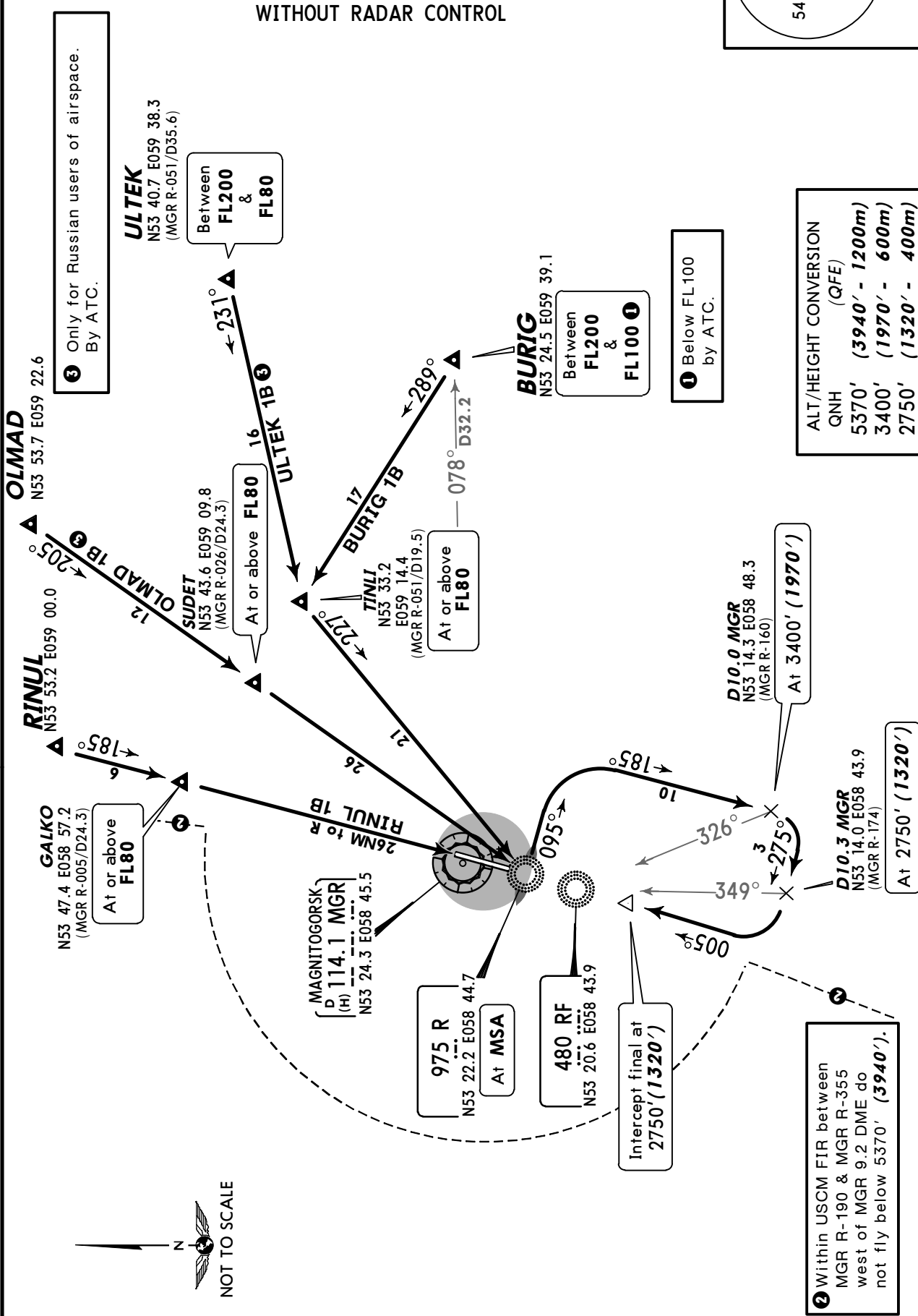
Between  
FL200  
&  
FL80

**BURIG**  
N53 24.5 E059 39.1

Between  
FL200  
&  
FL100 ①

① Below FL100  
by ATC.

ALT/HEIGHT CONVERSION  
(QFE)  
QNH  
5370' (3940' - 1200m)  
3400' (1970' - 600m)  
2750' (1320' - 400m)



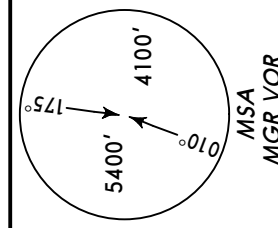
ATIS  
132.8

Apt Elev  
1430'

Alt Set: MM (hPa on request) QNH on request  
Trans level: By ATC Trans alt: 5370' (3976')

(QFE)

BURIG 2B [BURI2B], OLMAD 2B [OLMA2B] ③  
RINUL 2B [RINU2B], ULTEK 2B [ULTE2B] ③  
RWY 19 ARRIVALS  
WITHOUT RADAR CONTROL



③ Only for Russian users of airspace.  
By ATC.

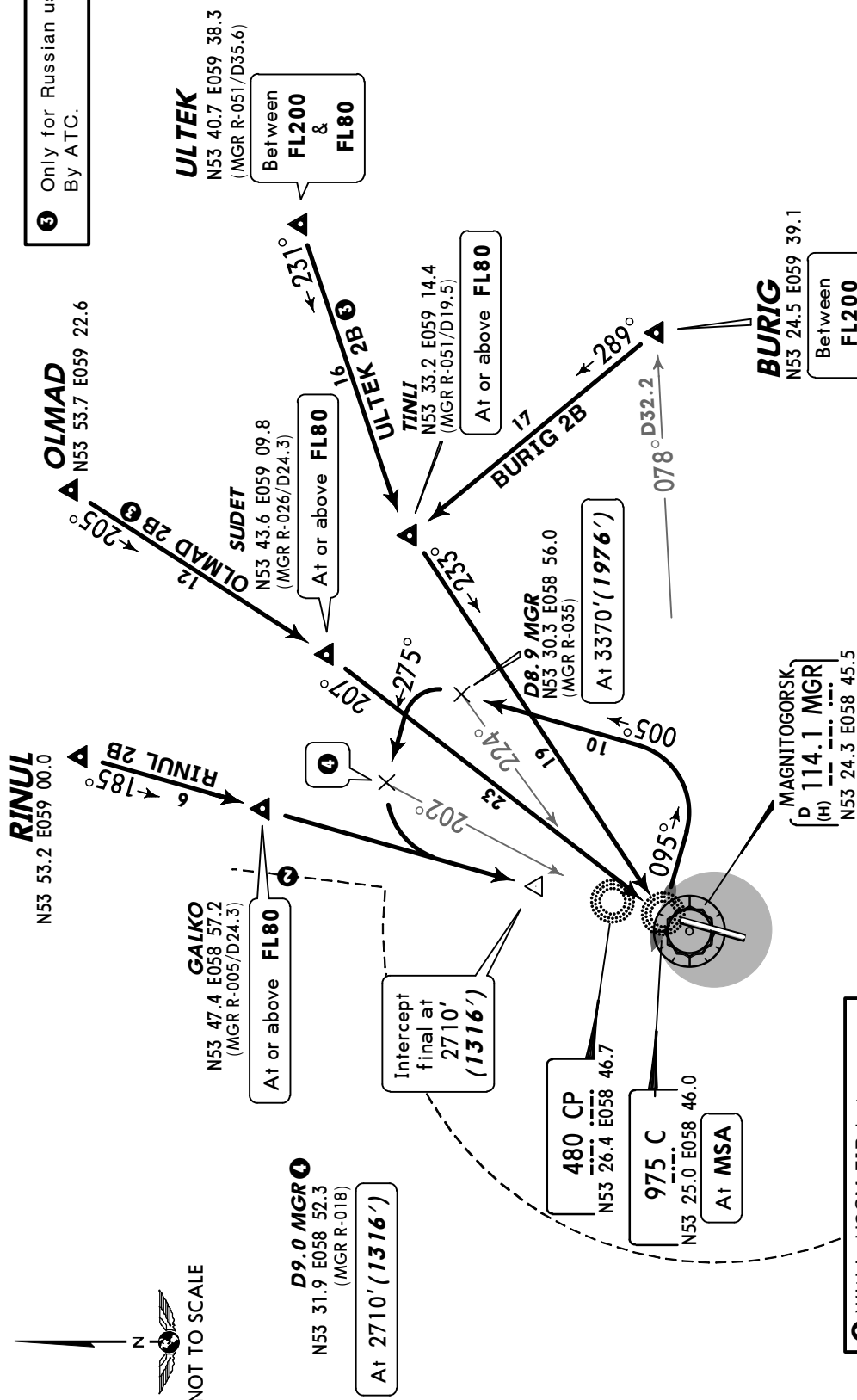
**ULTEK**  
N53 40.7 E059 38.3  
(MGR R-051/D35.6)

Between  
FL200  
&  
FL80

**BURIG**  
N53 24.5 E059 39.1

Between  
FL200  
&  
FL100 ①

① Below FL100  
by ATC.

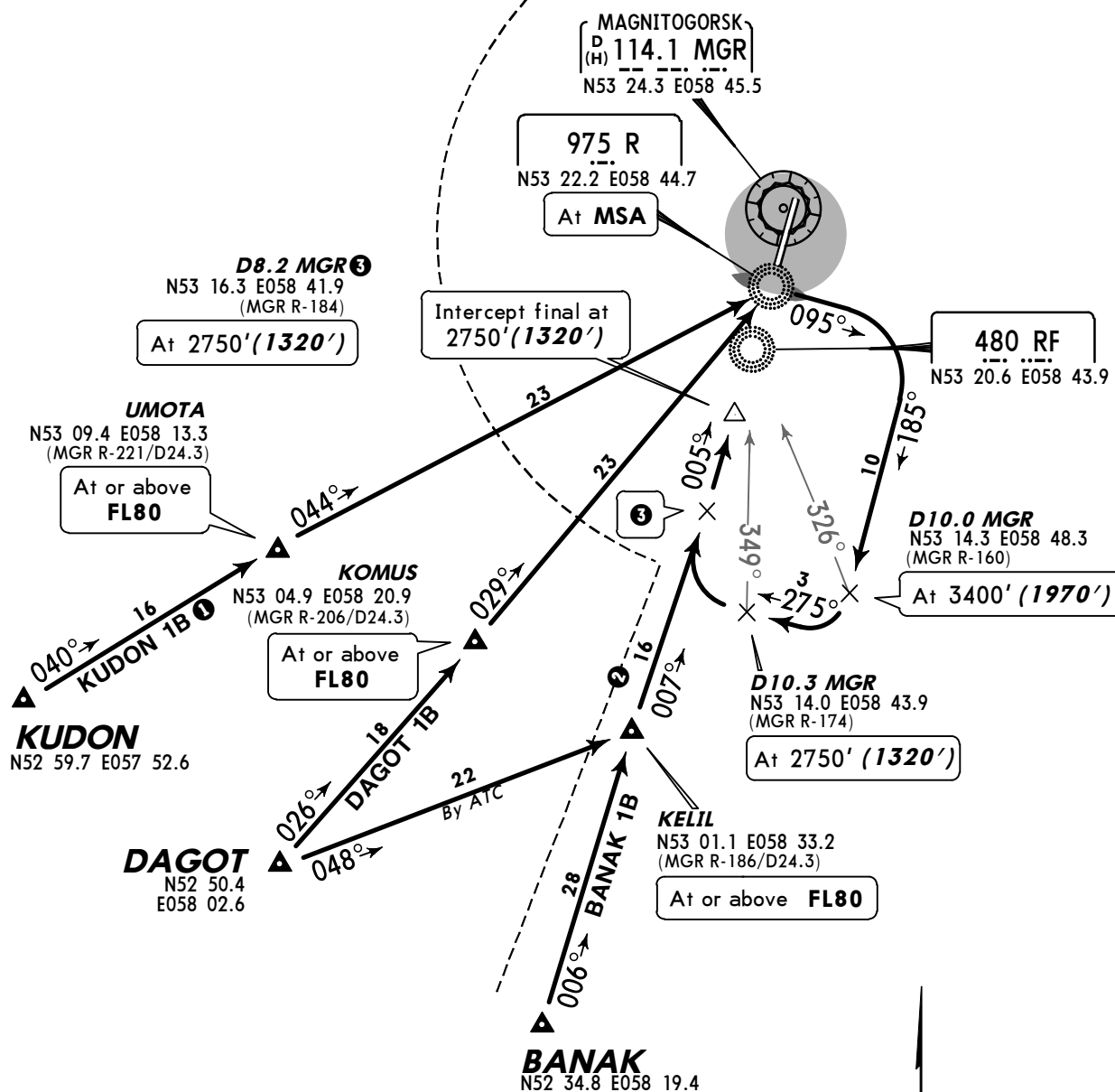


ALT/HEIGHT CONVERSION  
(QFE)

| QNH   | (3976' - 1200m) |
|-------|-----------------|
| 5370' | (1976' - 600m)  |
| 3370' | (1316' - 400m)  |

② Within USCM FIR between  
MGR R-190 & MGR R-355  
west of MGR 9.2 DME do  
not fly below 5370' (3976').

**(QFE)**



**(QFE)**

**D9.0 MGR**  
N53 31.9 E058 52.3  
(MGR R-018)

Intercept  
final at  
2710'  
(1316')

## At MSA

At or above  
**EI 80**

**FL80**

16 KOMUS  
N53 04.9  
E058 20.9  
(MGR R-206/D24.3)

N53 04.9  
5050 00.0

**FL80**

026° →  
DAGOT  
048° → 22  
By ATC

1/9T

**BANAK**  
N52 34.8 E058 19.4

At or above  
**FL80**

At or above

## FL80



NOT TO SCALE

**ALT/HEIGHT CONVERSION**

| QNH   | (QFE)           |
|-------|-----------------|
| 5370' | (3976' - 1200m) |
| 3370' | (1976' - 600m)  |
| 2710' | (1316' - 400m)  |

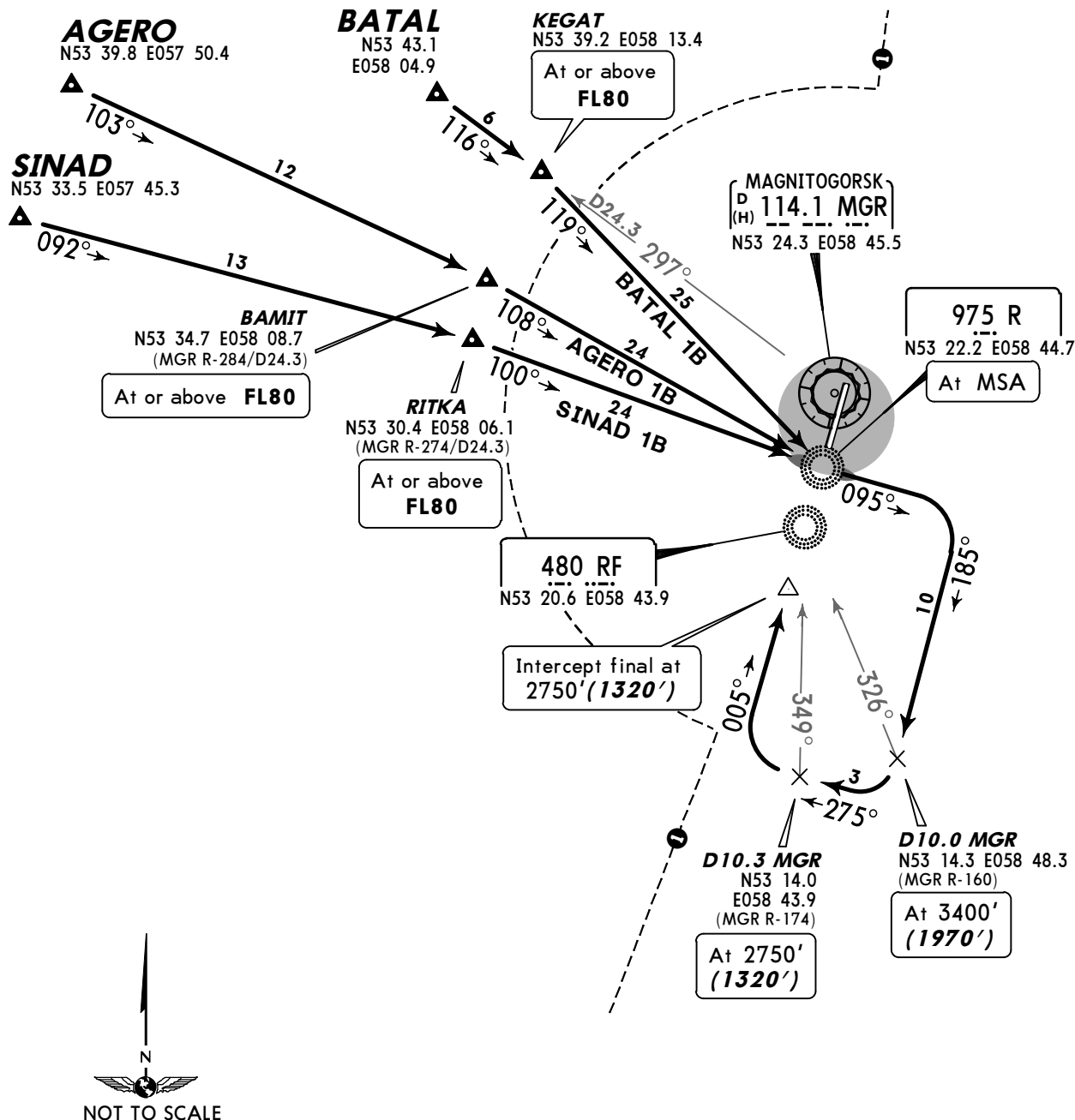
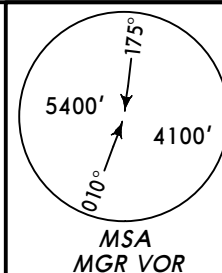
ATIS  
132.8

Apt Elev  
1430'

Alt Set: MM (hPa on request) QNH on request  
Trans level: By ATC Trans alt: 5370' (3940')

(QFE)

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

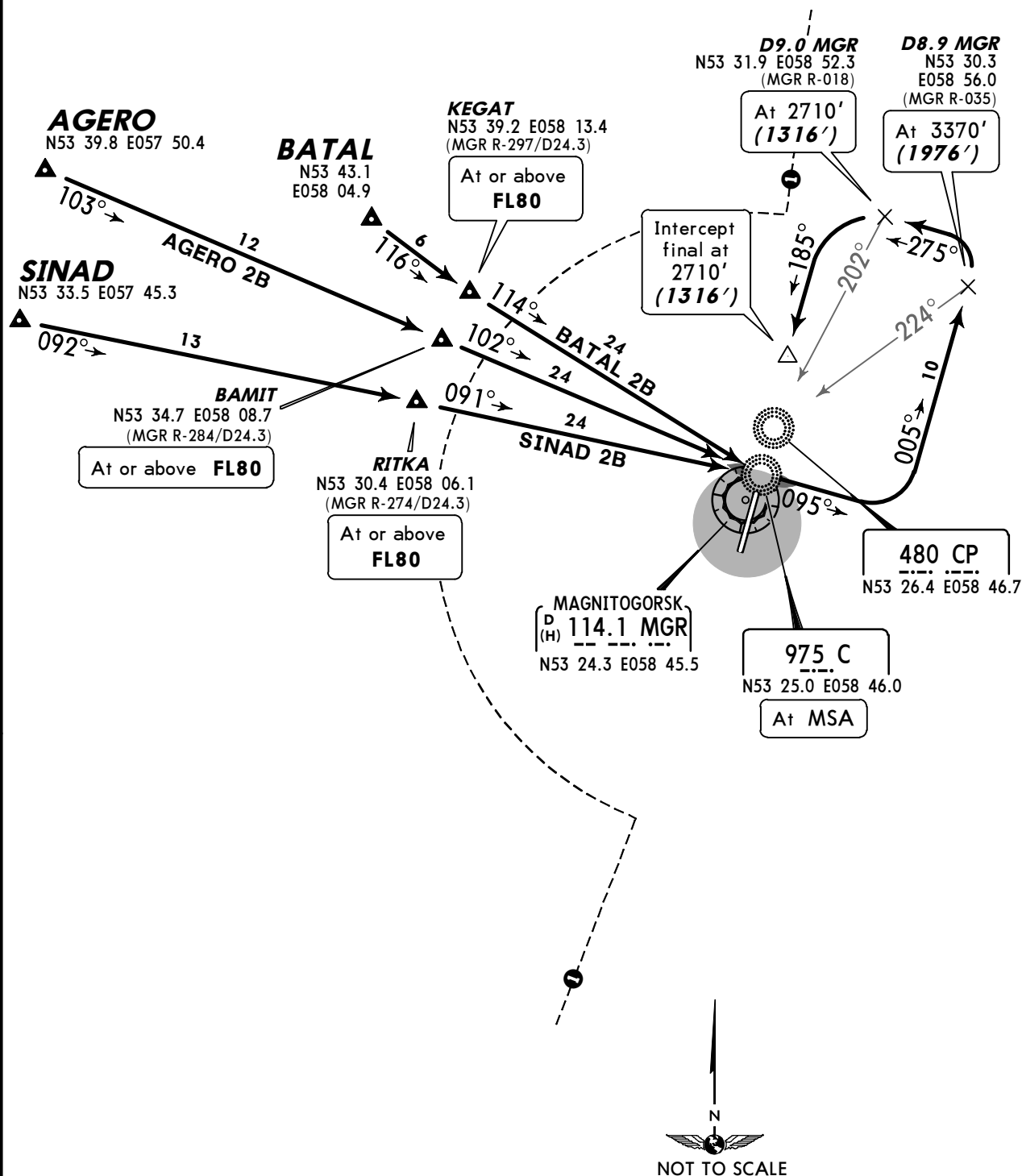
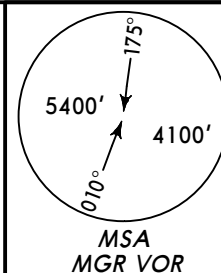


| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 5370'                 | (3940' - 1200m) |
| 3400'                 | (1970' - 600m)  |
| 2750'                 | (1320' - 400m)  |

① Within USCM FIR between MGR R-190 & MGR R-355 west of MGR 9.2 DME do not fly below 5370' (3940').

ATIS  
132.8Apt Elev  
1430'Alt Set: MM (hPa on request) QNH on request  
Trans level: By ATC Trans alt: 5370' (3976')

(QFE)

AGERO 2B [AGER2B], BATAL 2B [BATA2B]  
SINAD 2B [SINA2B]  
RWY 19 ARRIVALS  
WITHOUT RADAR CONTROL

## ALT/HEIGHT CONVERSION

QNH (QFE)

5370' (3976' - 1200m)

3370' (1976' - 600m)

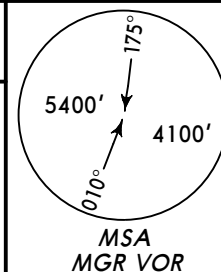
2710' (1316' - 400m)

① Within USCM FIR between  
MGR R-190 & MGR R-355  
west of MGR 9.2 DME do  
not fly below 5370' (3976').

Apt Elev  
1430'

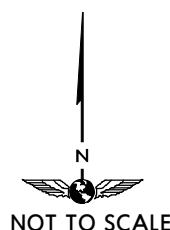
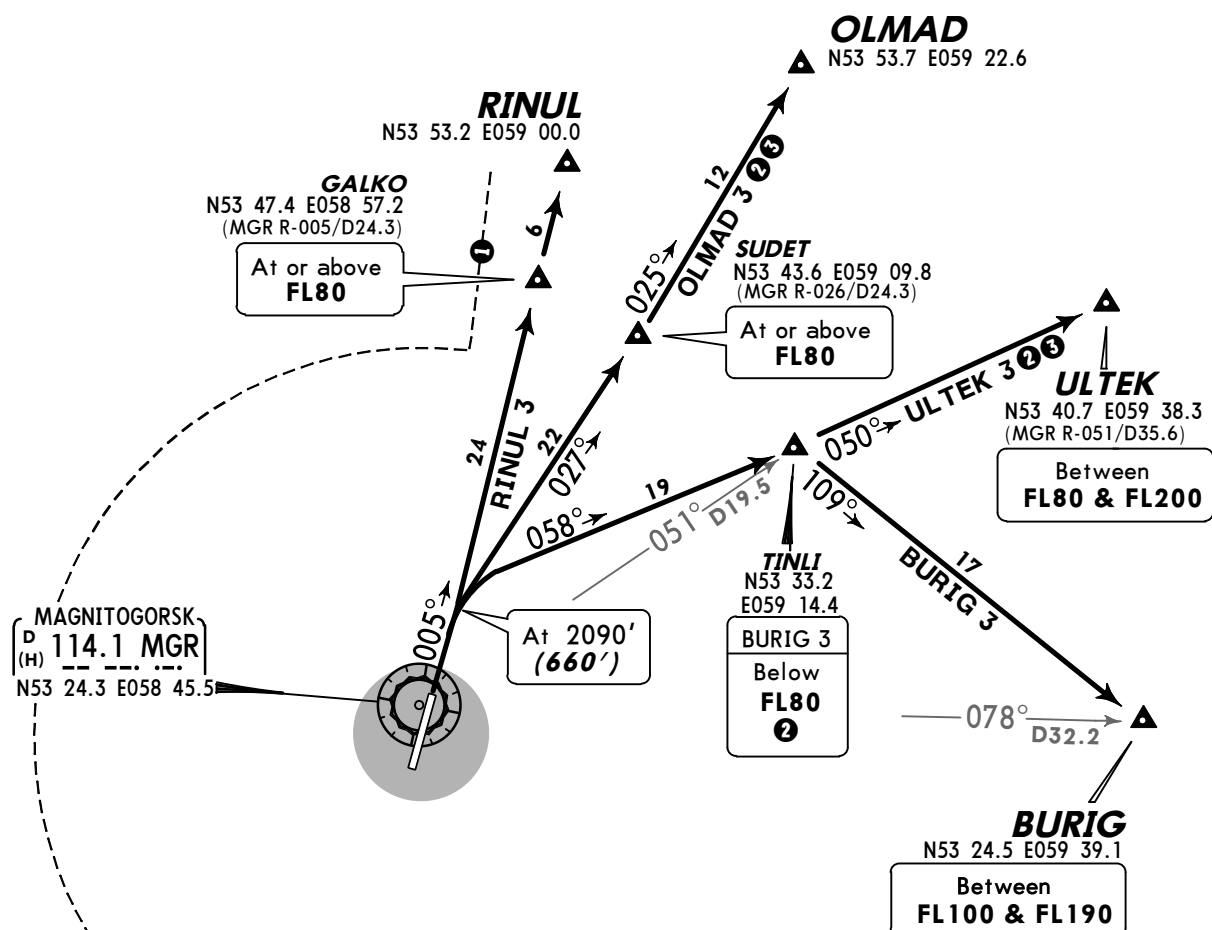
QNH on request (QFE)

Trans level: By ATC Trans alt: 5370' (3940')

BURIG 3, OLMAD 303  
RINUL 3, ULTEK 303  
RWY 01 DEPARTURES

② By ATC.

③ Only for Russian users of airspace.

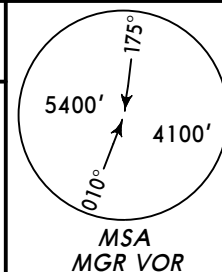


NOT TO SCALE

| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 2090'                 | (660' - 200m)   |
| 5370'                 | (3940' - 1200m) |

Apt Elev  
1430'

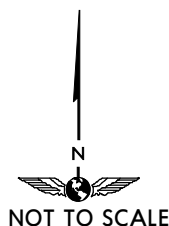
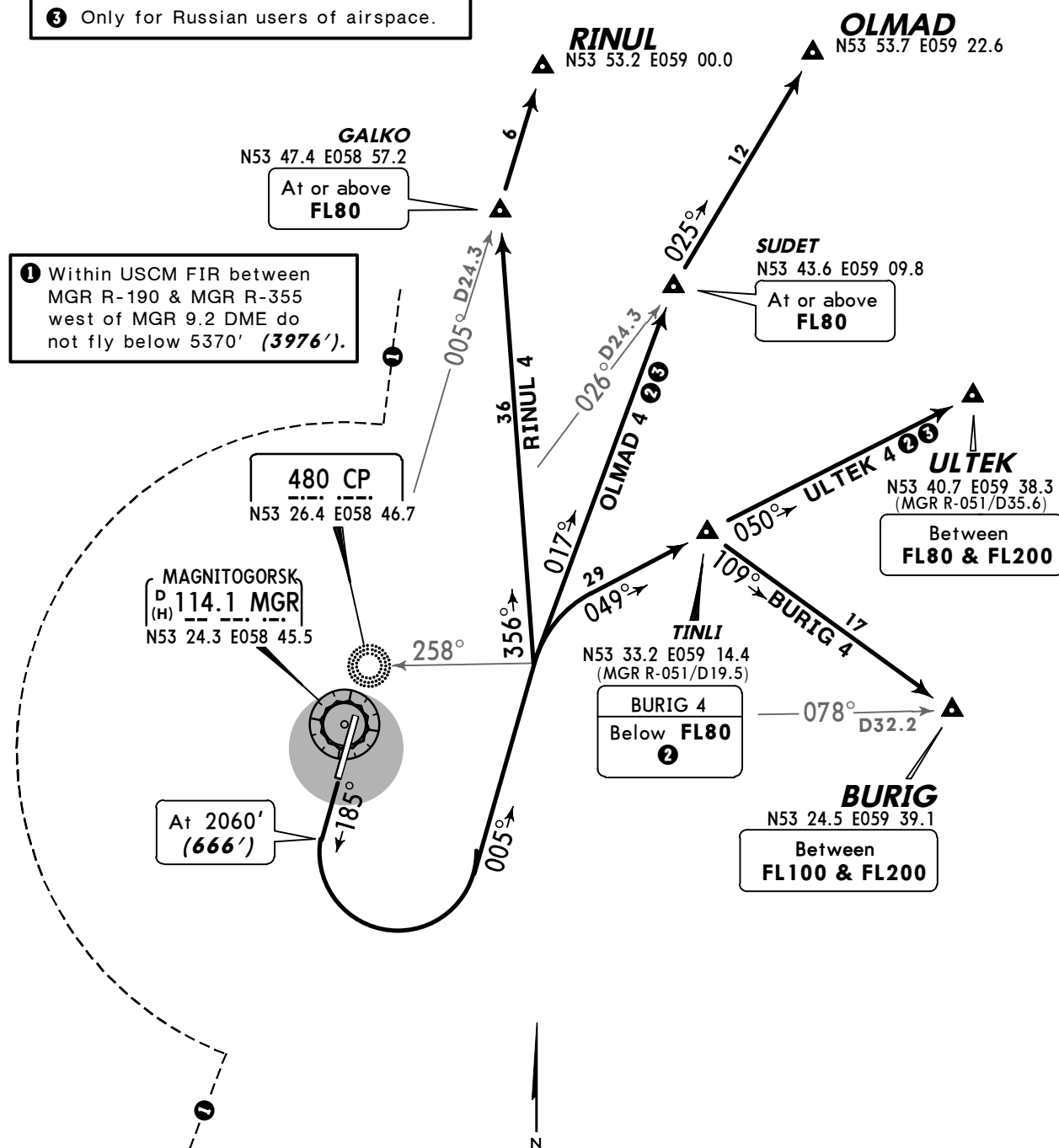
QNH on request (QFE)  
Trans level: By ATC Trans alt: 5370' (3976')



BURIG 4, OLMAD 4 ②③  
RINUL 4, ULTEK 4 ②③  
RWY 19 DEPARTURES

- ② By ATC.
- ③ Only for Russian users of airspace.

① Within USCM FIR between  
MGR R-190 & MGR R-355  
west of MGR 9.2 DME do  
not fly below 5370' (3976').

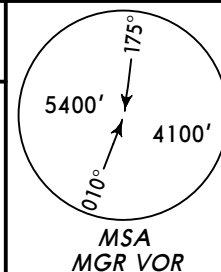


ALT/HEIGHT CONVERSION  
QNH (QFE)  
2060' (666' - 200m)  
5370' (3976' - 1200m)

Apt Elev  
1430'

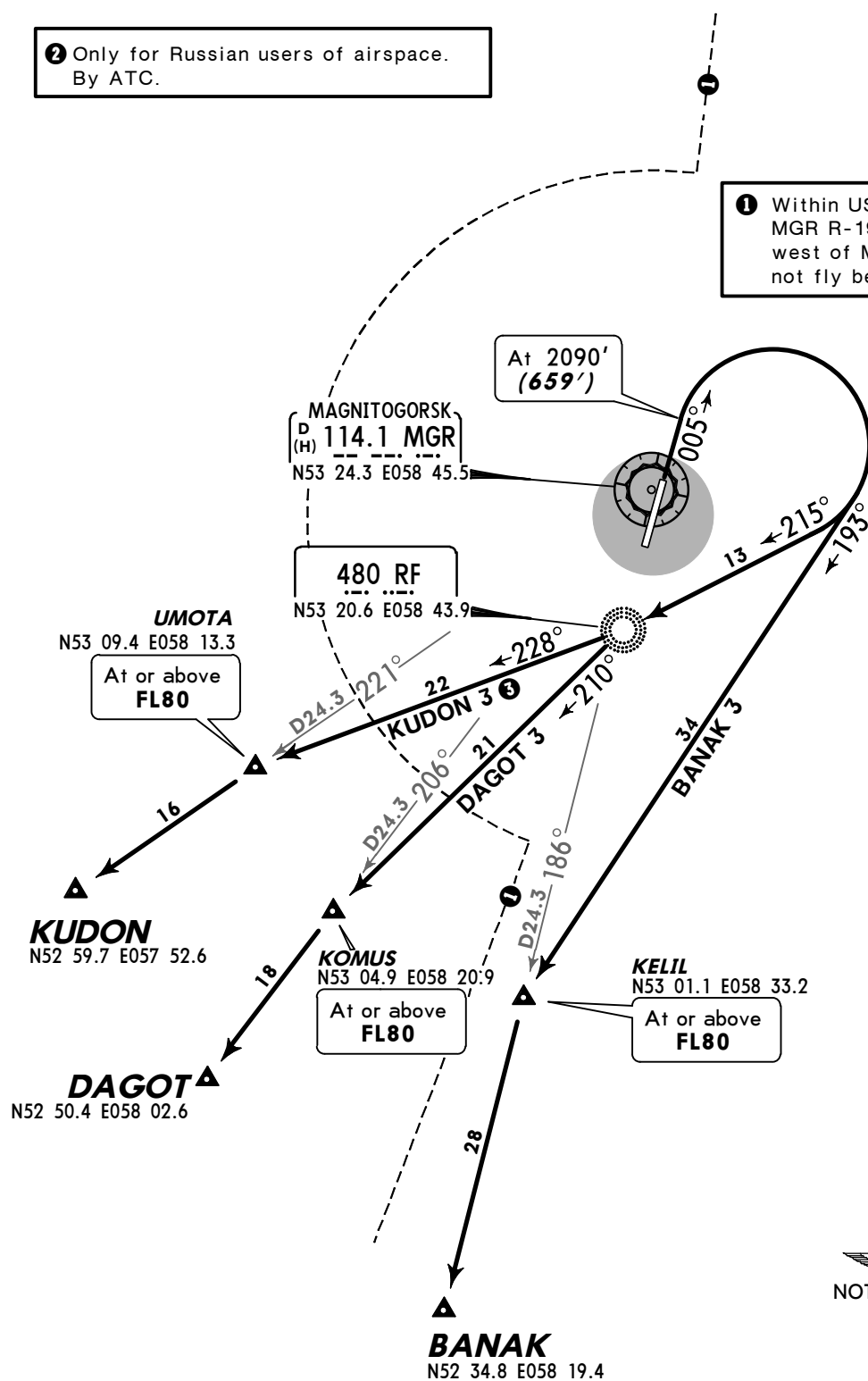
QNH on request (QFE)

Trans level: By ATC Trans alt: 5370' (3940')

BANAK 3, DAGOT 3, KUDON 3  
RWY 01 DEPARTURES

② Only for Russian users of airspace.  
By ATC.

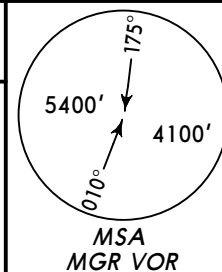
① Within USCM FIR between  
MGR R-190 & MGR R-355  
west of MGR 9.2 DME do  
not fly below 5370' (3940').



ALT/HEIGHT CONVERSION  
QNH (QFE)  
2090' (660' - 200m)  
5370' (3940' - 1200m)

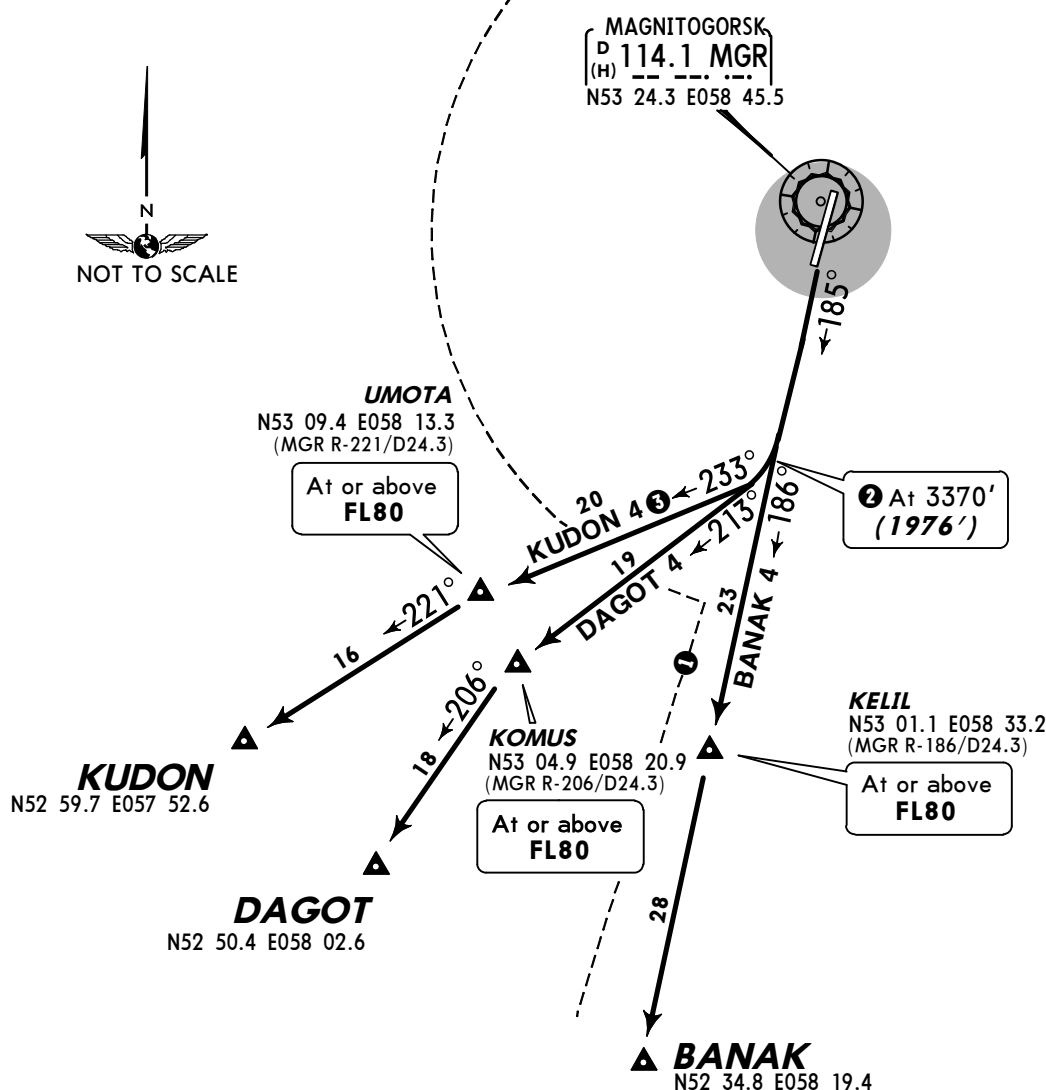
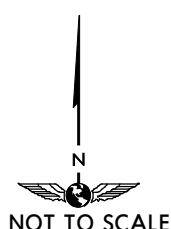
Apt Elev  
1430'

QNH on request (QFE)  
Trans level: By ATC Trans alt: 5370' (3976')



BANAK 4, DAGOT 4  
KUDON 4  
RWY 19 DEPARTURES

③ Only for Russian users of airspace.  
By ATC.



② WARNING

Flying to KOMUS and UMOTA requires a minimum climb gradient of 7.5% from the commencement of the initial turn up to 5370' (3976').

| Gnd speed-KT  | 75  | 100 | 150  | 200  | 250  | 300  |
|---------------|-----|-----|------|------|------|------|
| 7.5% V/V(fpm) | 570 | 760 | 1139 | 1519 | 1899 | 2279 |

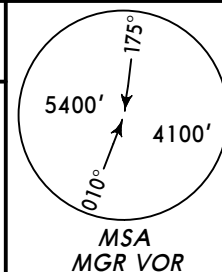
If unable to comply, climb straight ahead to 5370' (3976').

① Within USCM FIR between  
MGR R-190 & MGR R-355  
west of MGR 9.2 DME do  
not fly below 5370' (3976').

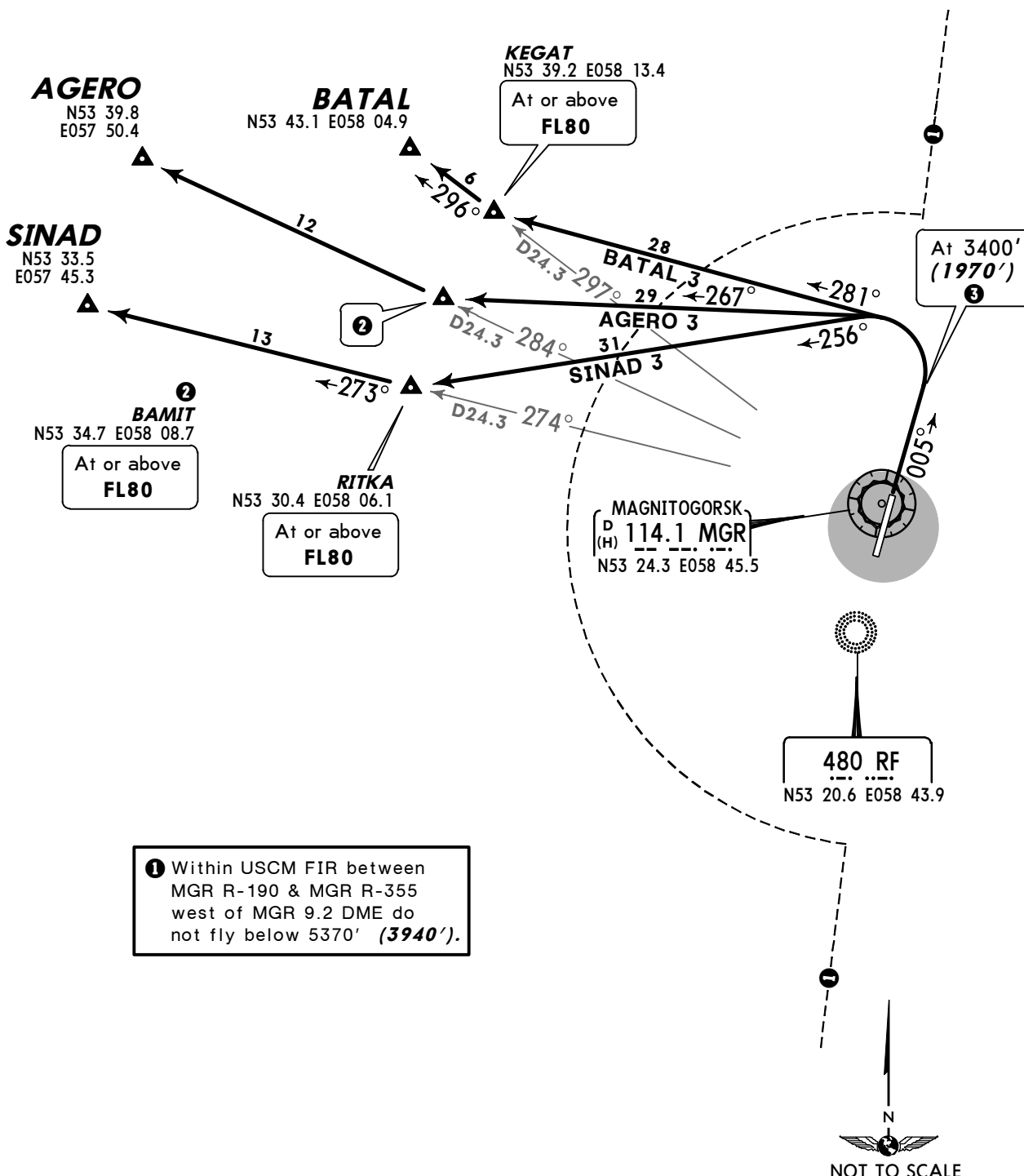
ALT/HEIGHT CONVERSION  
QNH (QFE)  
3370' (1976' - 600m)  
5370' (3976' - 1200m)

Apt Elev  
1430'

QNH on request (QFE)  
Trans level: By ATC Trans alt: 5370' (3940')



# AGERO 3, Batal 3, SINAD 3 RWY 01 DEPARTURES



MSA  
MGR VOR

**AGERO**  
N53 39.8  
E057 50.4

**SINAD**  
N53 33.5  
E057 45.3

**BATMIT**  
N53 34.7 E058 08.7

**RITKA**  
N53 30.4 E058 06.1

**KEGAT**  
N53 39.2 E058 13.4

**MAGNITOGORSK**  
D 114.1 MGR  
(H) N53 24.3 E058 45.5

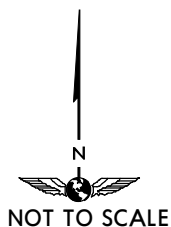
At or above FL80

At or above FL80

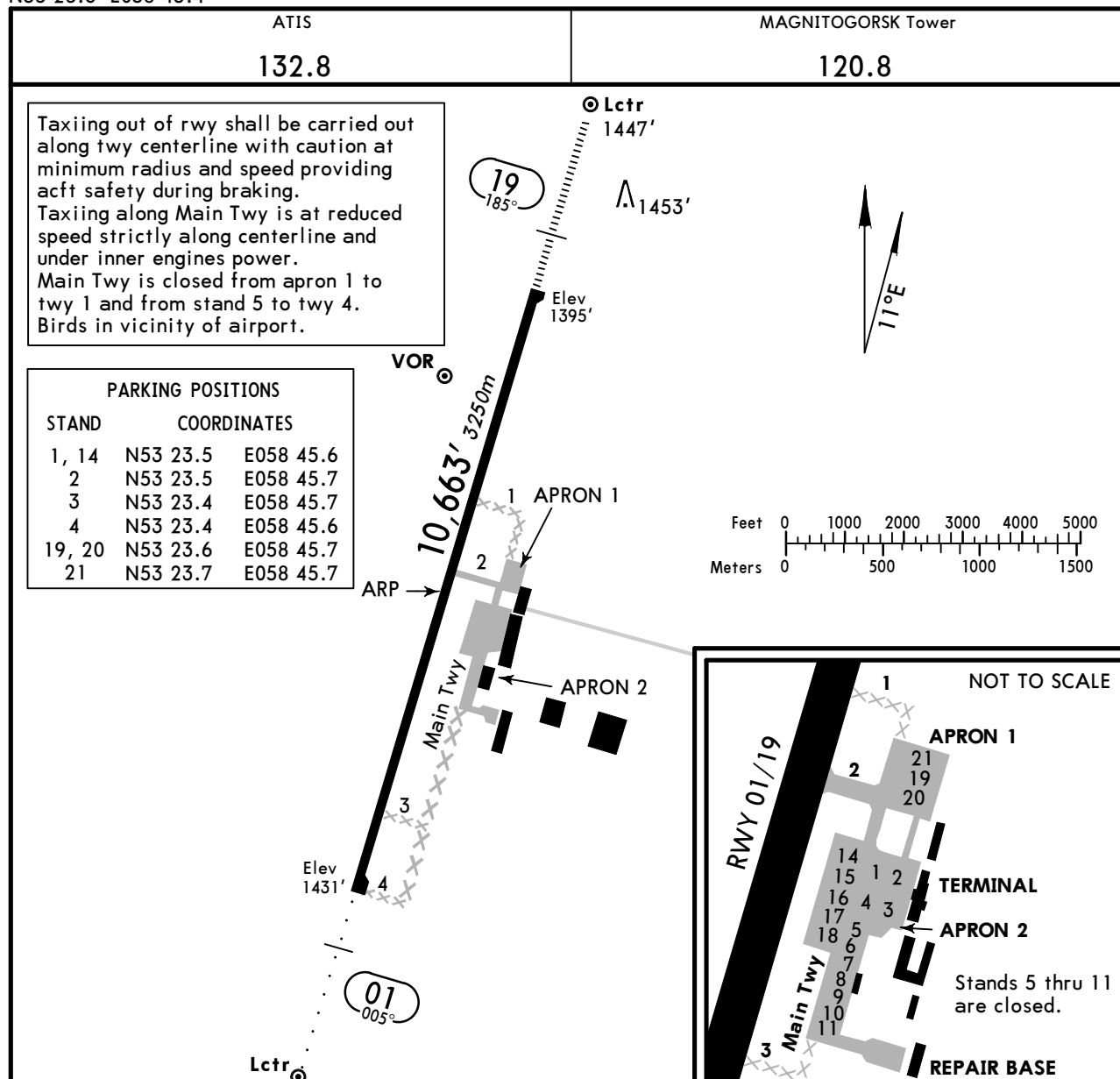
At 3370' (1976')

1 Within USCM FIR between MGR R-190 & MGR R-355 west of MGR 9.2 DME do not fly below 5370' (3976').

① Within USCM FIR between MGR R-190 & MGR R-355 west of MGR 9.2 DME do not fly below 5370' (**3976'**).



ALT/HEIGHT CONVERSION  
QNH (QFE)  
3370' (1976' - 600m)  
5370' (3976' 1200m)



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

① First 328'/100m unusable for take-off.

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

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

❶ Continuous Descent Final Approach

❷ With D6.0 MGR

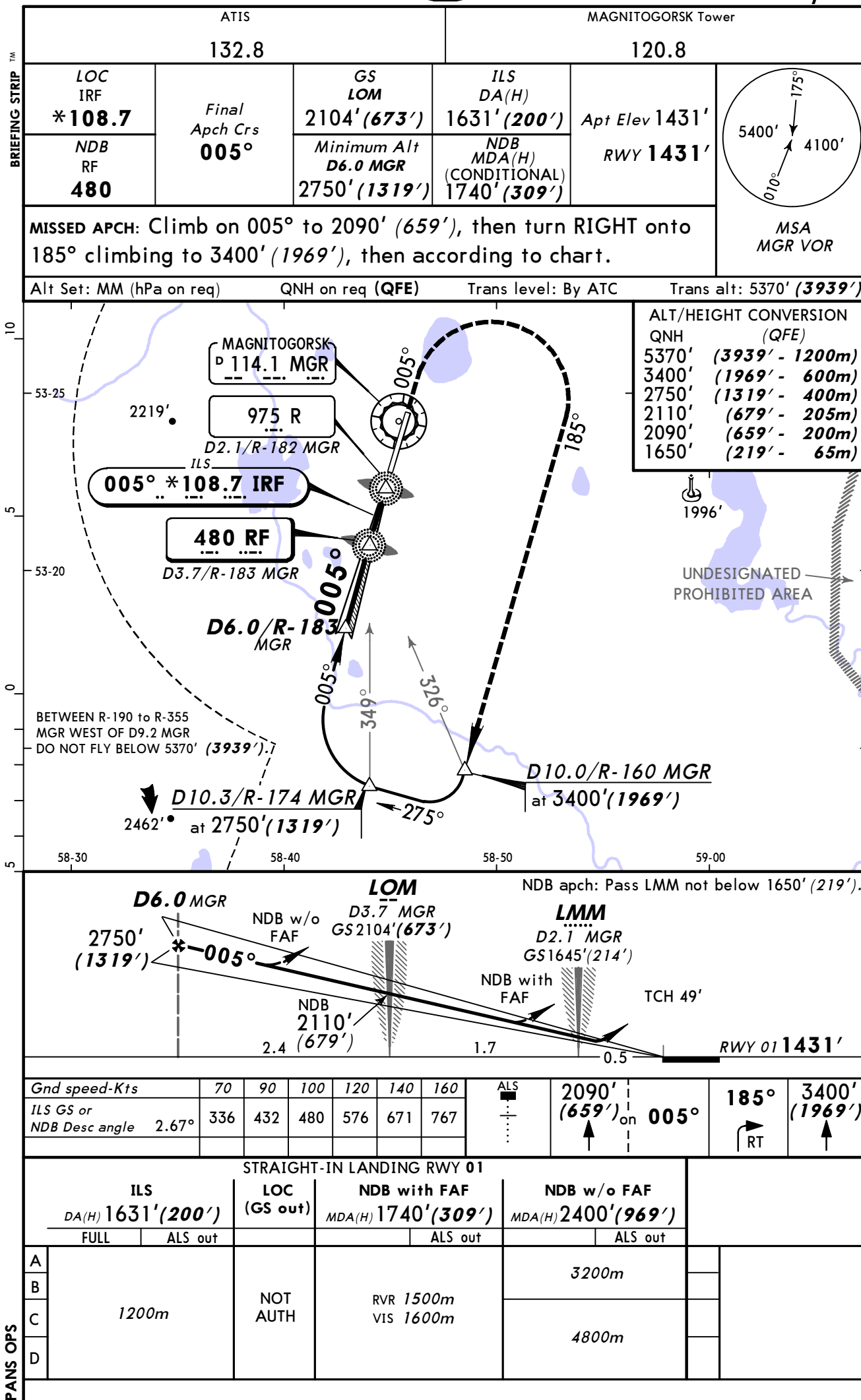
❸ W/o D6.0 MGR

❹ With D4.7 MGR

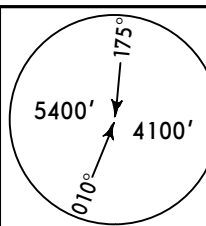
❺ W/o D4.7 MGR

**TAKE-OFF RWY 01, 19**

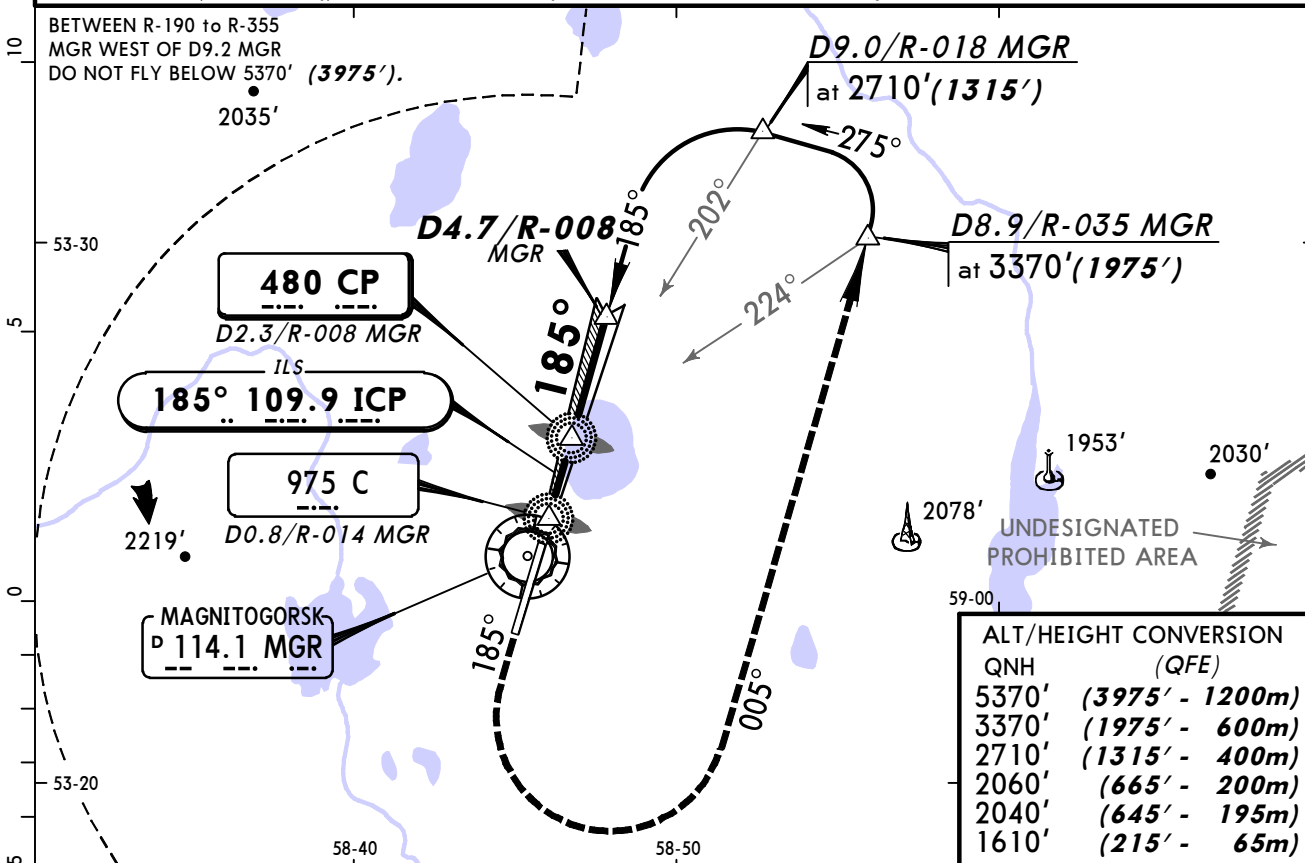
| LVP must be in Force     |      |                          |                   |
|--------------------------|------|--------------------------|-------------------|
| RCLM (DAY only)<br>or RL |      | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                        | 250m | 400m           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



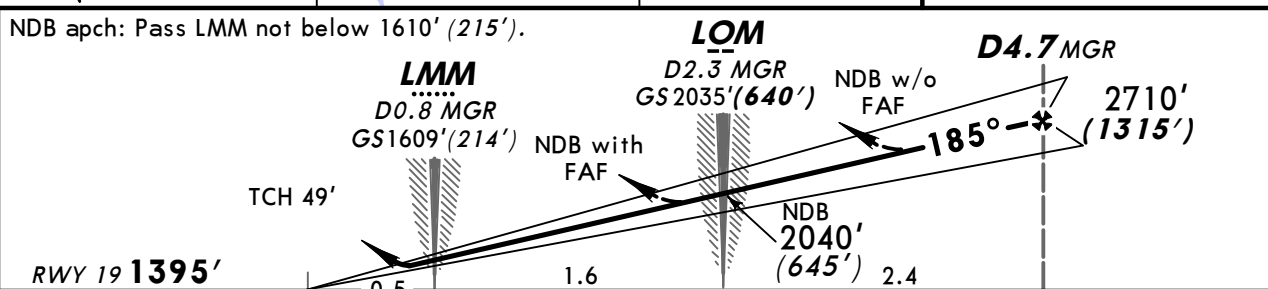
BRIEFING STRIP™

| ATIS                                                                                                                     |                                  |                                                 |                                                       | MAGNITOGORSK Tower                     |                                                                                     |
|--------------------------------------------------------------------------------------------------------------------------|----------------------------------|-------------------------------------------------|-------------------------------------------------------|----------------------------------------|-------------------------------------------------------------------------------------|
| 132.8                                                                                                                    |                                  |                                                 |                                                       | 120.8                                  |                                                                                     |
| LOC<br>ICP<br><b>109.9</b>                                                                                               | Final<br>Apch Crs<br><b>185°</b> | GS<br>LOM<br><b>2035' (640')</b>                | ILS<br>DA(H)<br><b>1595' (200')</b>                   | Apt Elev 1431'<br><br>RWY <b>1395'</b> |  |
| NDB<br>CP<br><b>480</b>                                                                                                  |                                  | Minimum Alt<br>D4.7 MGR<br><b>2710' (1315')</b> | NDB<br>MDA(H)<br>(CONDITIONAL)<br><b>1720' (325')</b> |                                        |                                                                                     |
| MISSED APCH: Climb on 185° to 2060' (665'), then turn LEFT onto 005° 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')

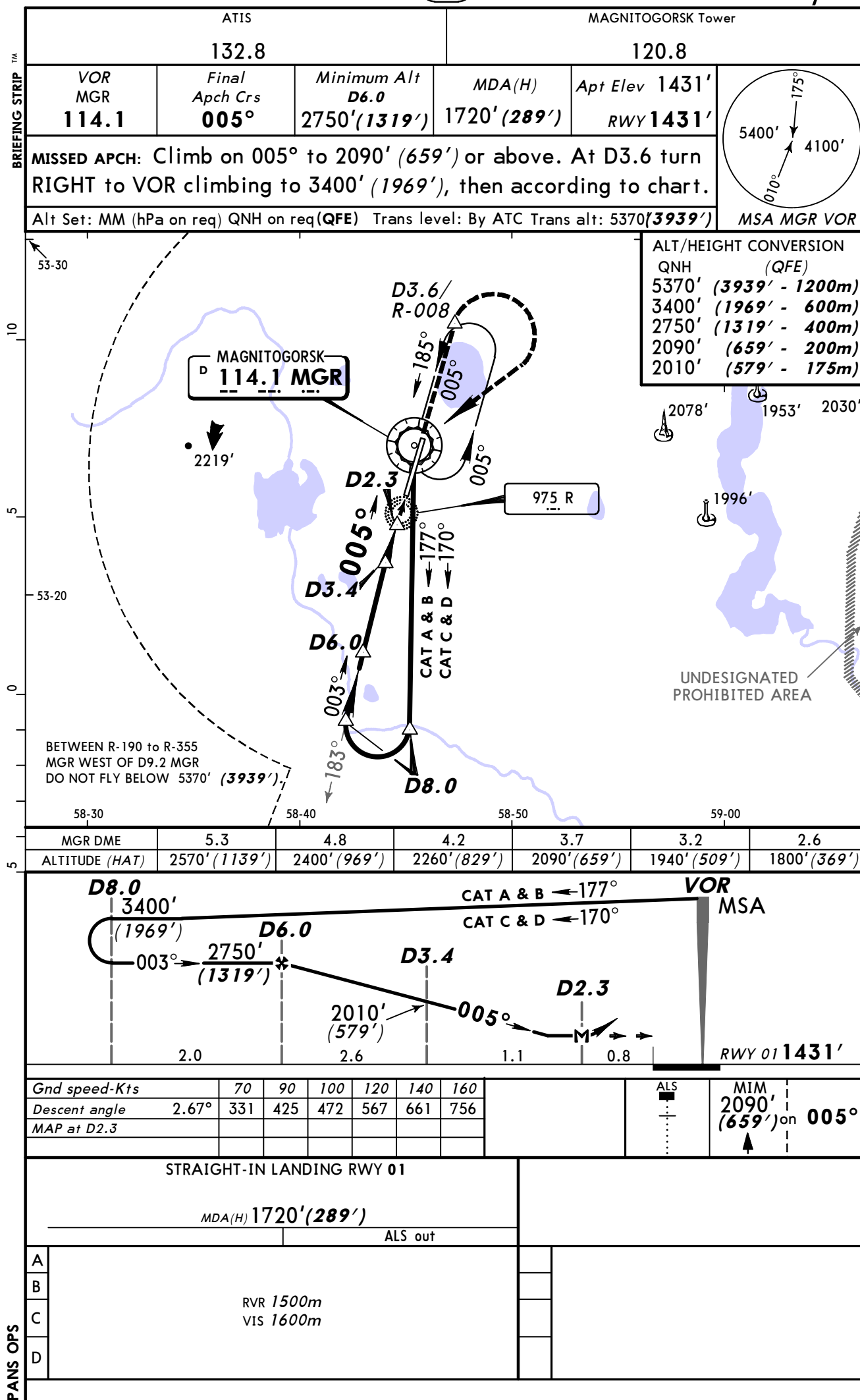


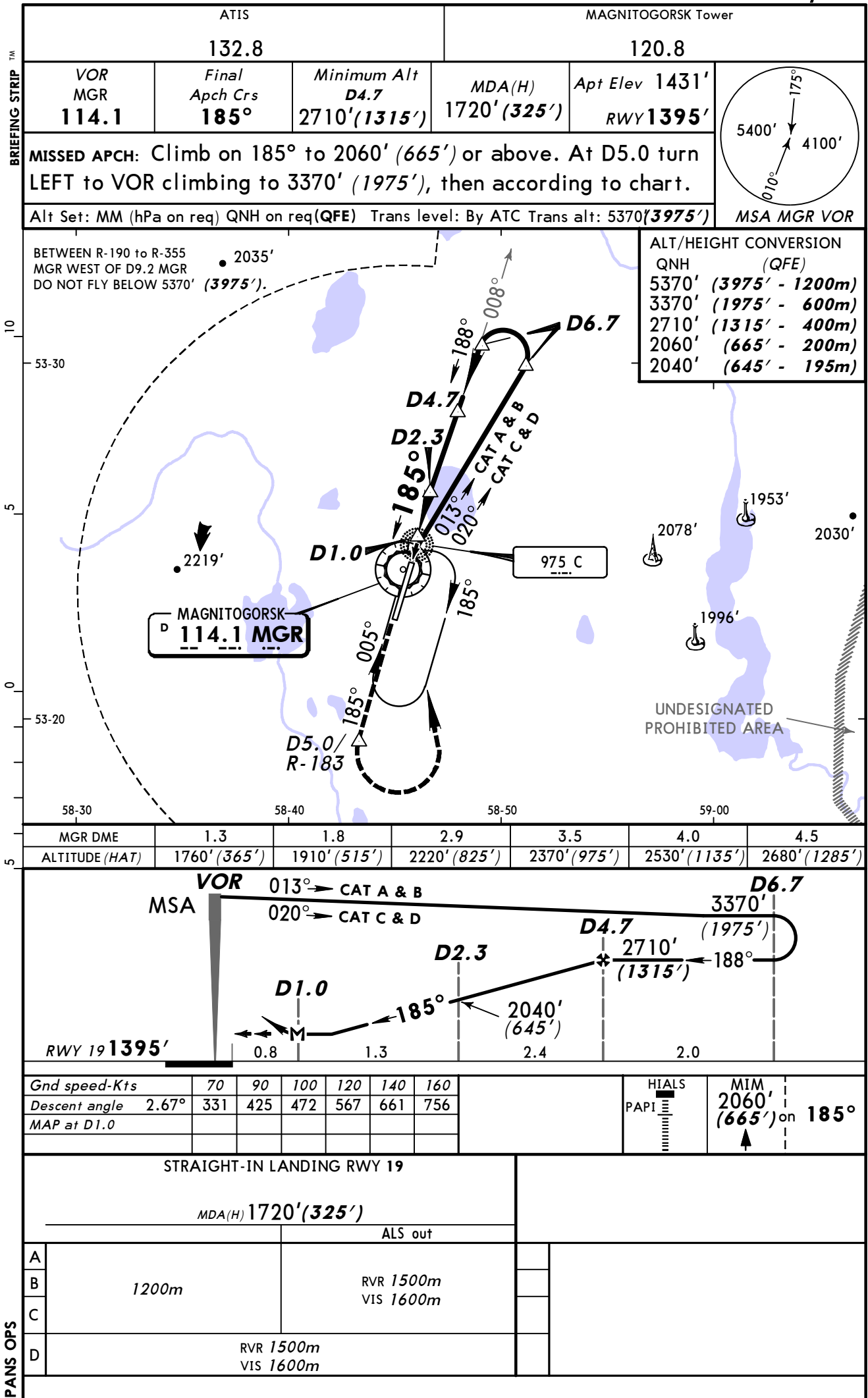
NDB apch: Pass LMM not below 1610' (215').



| Gnd speed-Kts                  | 70  | 90  | 100 | 120 | 140 | 160 | HIALS | 2060' (665') on 185° | 005° LT | 3370' (1975') |
|--------------------------------|-----|-----|-----|-----|-----|-----|-------|----------------------|---------|---------------|
| ILS GS or NDB Desc angle 2.67° | 336 | 432 | 480 | 576 | 671 | 767 | PAP   |                      |         |               |

| STRAIGHT-IN LANDING RWY 19 |                      |                 |                                     |                                 |                                    |
|----------------------------|----------------------|-----------------|-------------------------------------|---------------------------------|------------------------------------|
| ILS<br>DA(H) 1595' (200')  |                      | LOC<br>(GS out) | NDB with FAF<br>MDA(H) 1720' (325') |                                 | NDB w/o FAF<br>MDA(H) 2200' (805') |
| FULL                       | ALS out              |                 | ALS out                             |                                 | ALS out                            |
| A                          |                      |                 |                                     |                                 |                                    |
| B                          |                      |                 |                                     |                                 |                                    |
| C                          | RVR 720m<br>VIS 800m | 1200m           | NOT AUTH                            | 1200m<br>RVR 1500m<br>VIS 1600m | 3200m<br>3600m                     |
| D                          |                      |                 | RVR 1500m<br>VIS 1600m              |                                 | 3600m 4000m                        |





**MAGNITOGORSK, (MAGNITOGORSK - USCM)**

## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport USCM**