

**List of pages in this Trip Kit**

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Airport Information For USMU  
Terminal Charts For USMU  
Revision Letter For Cycle 17-2013  
Change Notices  
Notebook

## **General Information**

Location: Novy Urengoy Rus  
IATA Code: NUX  
Lat/Long: N66° 04.2' E076° 31.2'  
Elevation: 211 ft

Airport Use: Public  
Magnetic Variation: 20.7°E

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

Sunrise: 2307 Z  
Sunset: 1445 Z,

## **Runway Information**

Runway: 09  
Length x Width: 8366 ft x 151 ft  
Surface Type: concrete  
TDZ-Elev: 211 ft  
Lighting: Edge, ALS

Runway: 27  
Length x Width: 8366 ft x 151 ft  
Surface Type: concrete  
TDZ-Elev: 201 ft  
Lighting: Edge, ALS

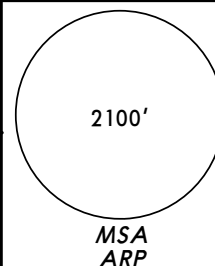
## **Communication Information**

Dragun Tower 121.9 Non-English  
Dragun Approach Control 124.7 Non-English  
Dragun Krug/Start Radar 118.3 Non-English  
Dragun Transit Operations 131.9 Non-English

\*DRAGUN  
Approach (ASR)  
**124.7**  
Russian only

*Apt Elev*  
**211'**

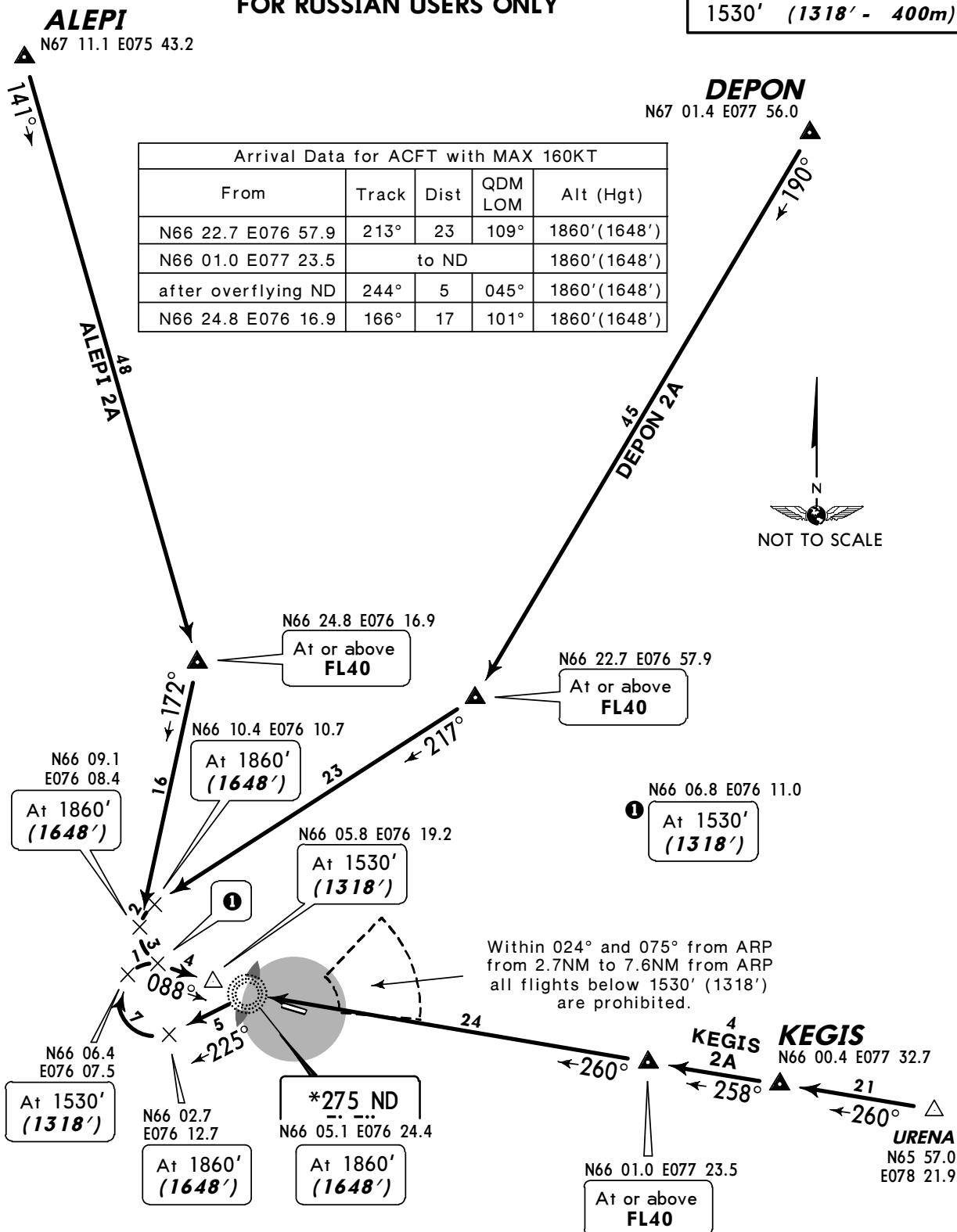
Alt Set: hPa (MM on request) QNH on request (QFE)  
Trans level: FL40  
FL50 by ATC  
Trans alt (hgt): 2840' (**2628'**)

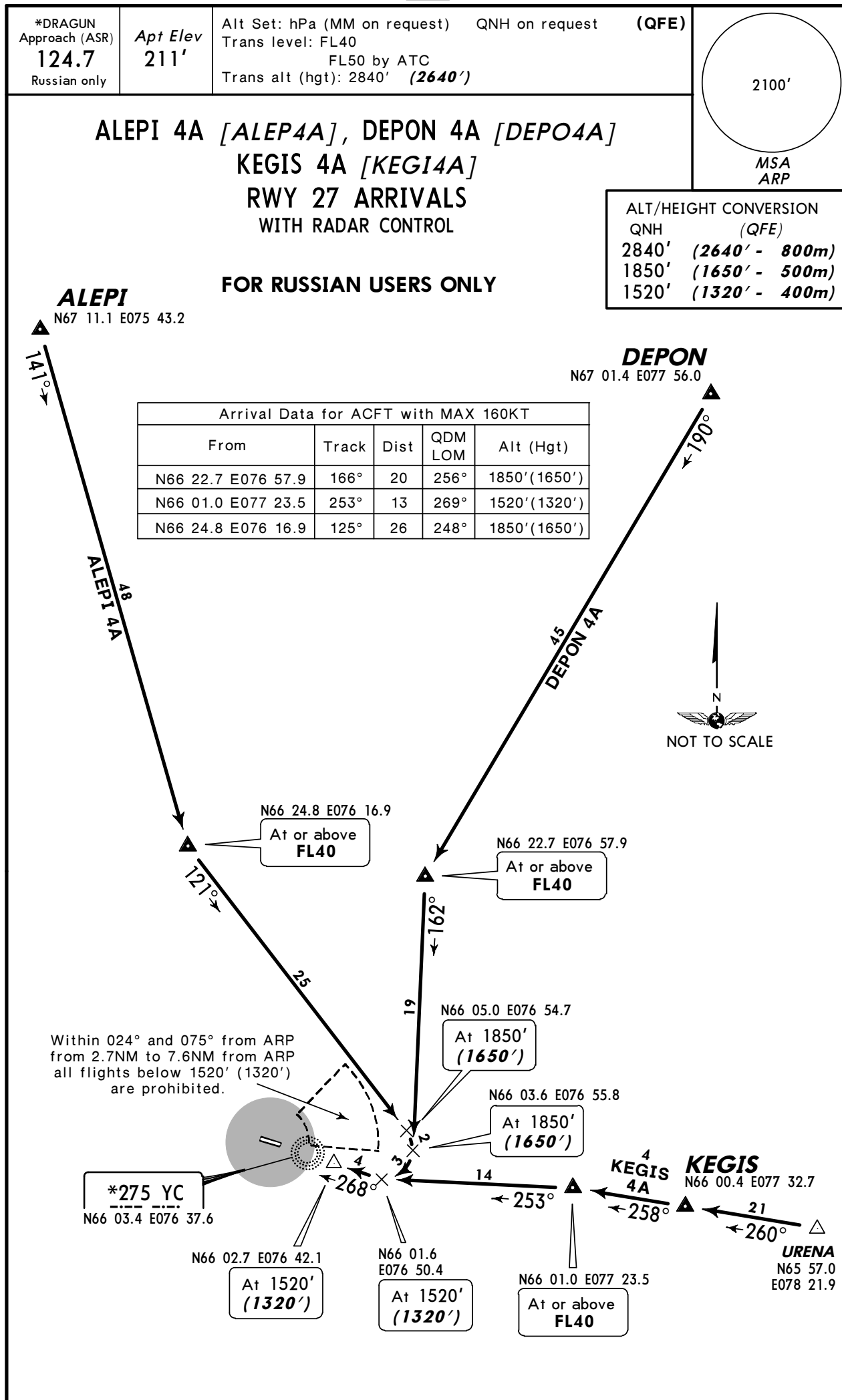


**ALEPI 2A [ALEP2A], DEPON 2A [DEPO2A]  
KEGIS 2A [KEGI2A]  
RWY 09 ARRIVALS  
WITH RADAR CONTROL**

| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 2840'                 | (2628' - 800m) |
| 1860'                 | (1648' - 500m) |
| 1530'                 | (1318' - 400m) |

**FOR RUSSIAN USERS ONLY**

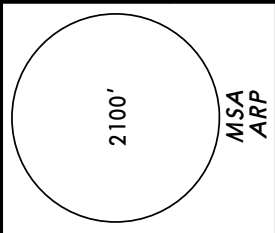




\*DRAGUN  
Approach (ASR)  
**124.7**  
Russian only

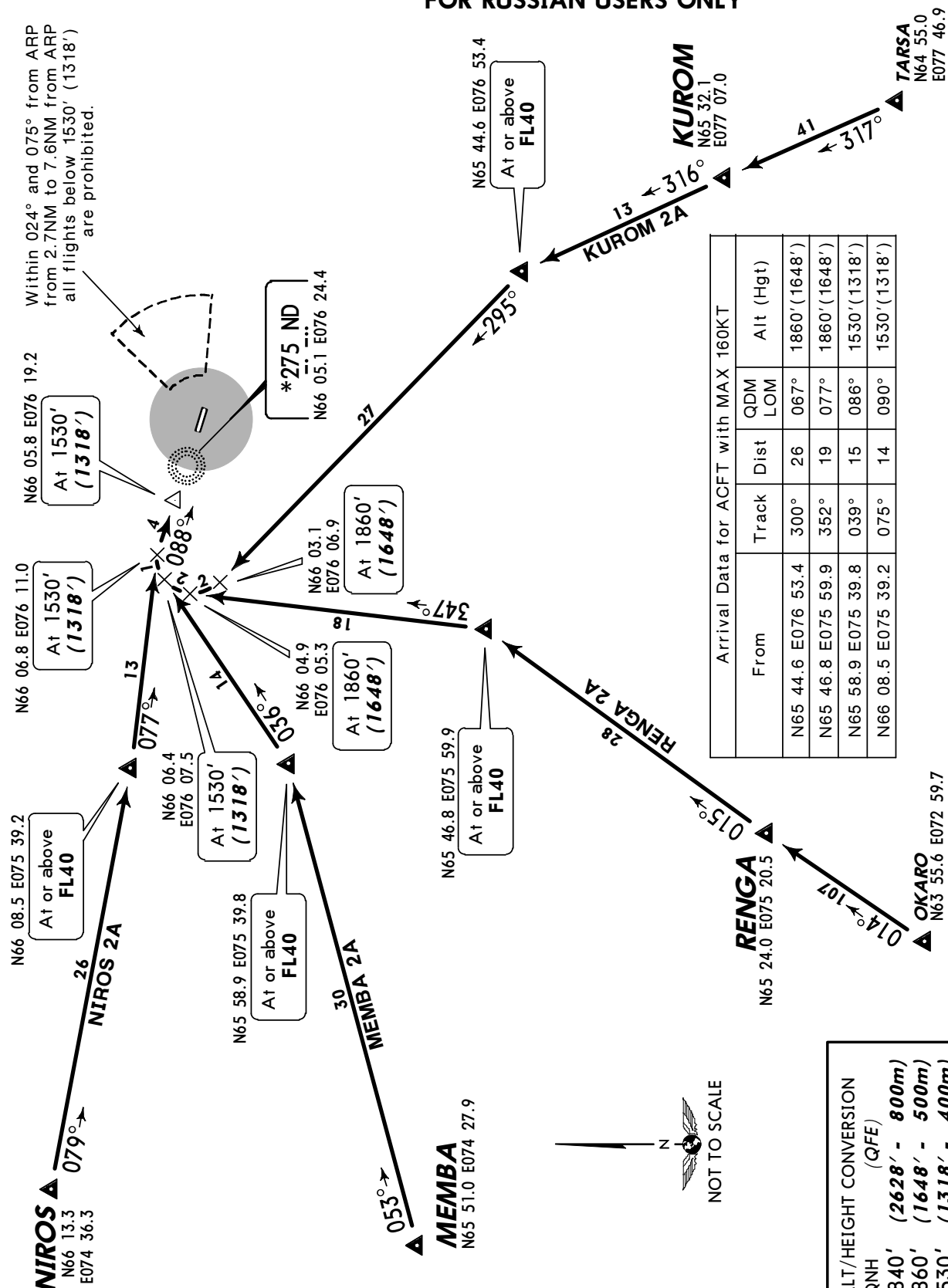
**Apt Elev**  
**211'**

Alt Set: hPa (MM on request) QNH on request (QFE)  
Trans level: FL40  
FL50 by ATC  
Trans alt (hgt): 2840' (2628')



**KUROM 2A [KUROM2A], MEMBA 2A [MEMB2A]  
NIROS 2A [NIROS2A], RENG 2A [RENG2A]  
RWY 09 ARRIVALS  
WITH RADAR CONTROL**

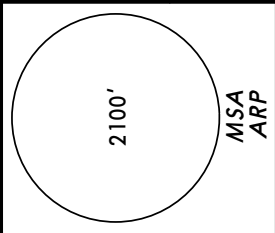
**FOR RUSSIAN USERS ONLY**



\*DRAGUN  
Approach (ASR)  
**124.7**  
Russian only

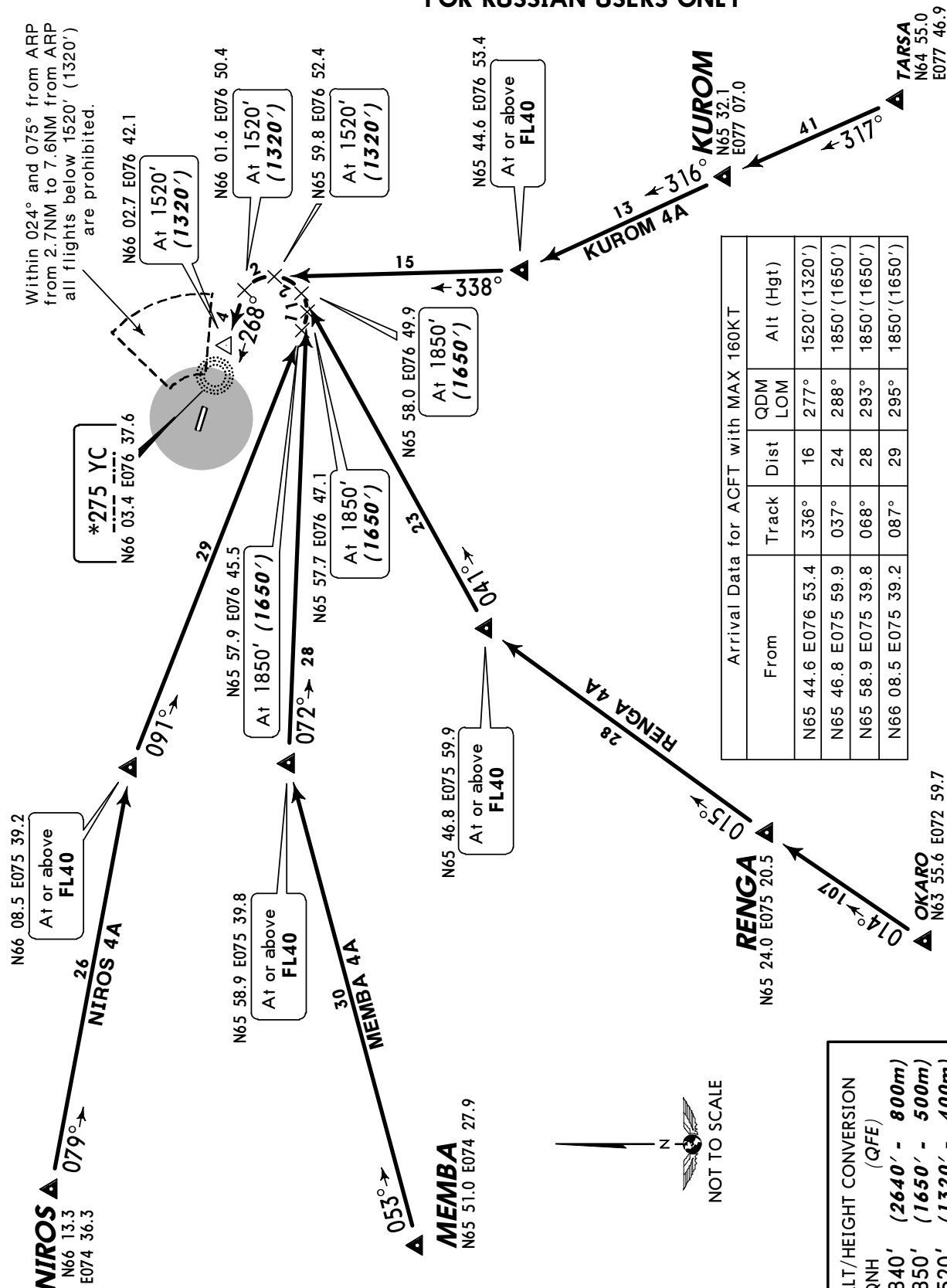
**Apt Elev**  
**211'**

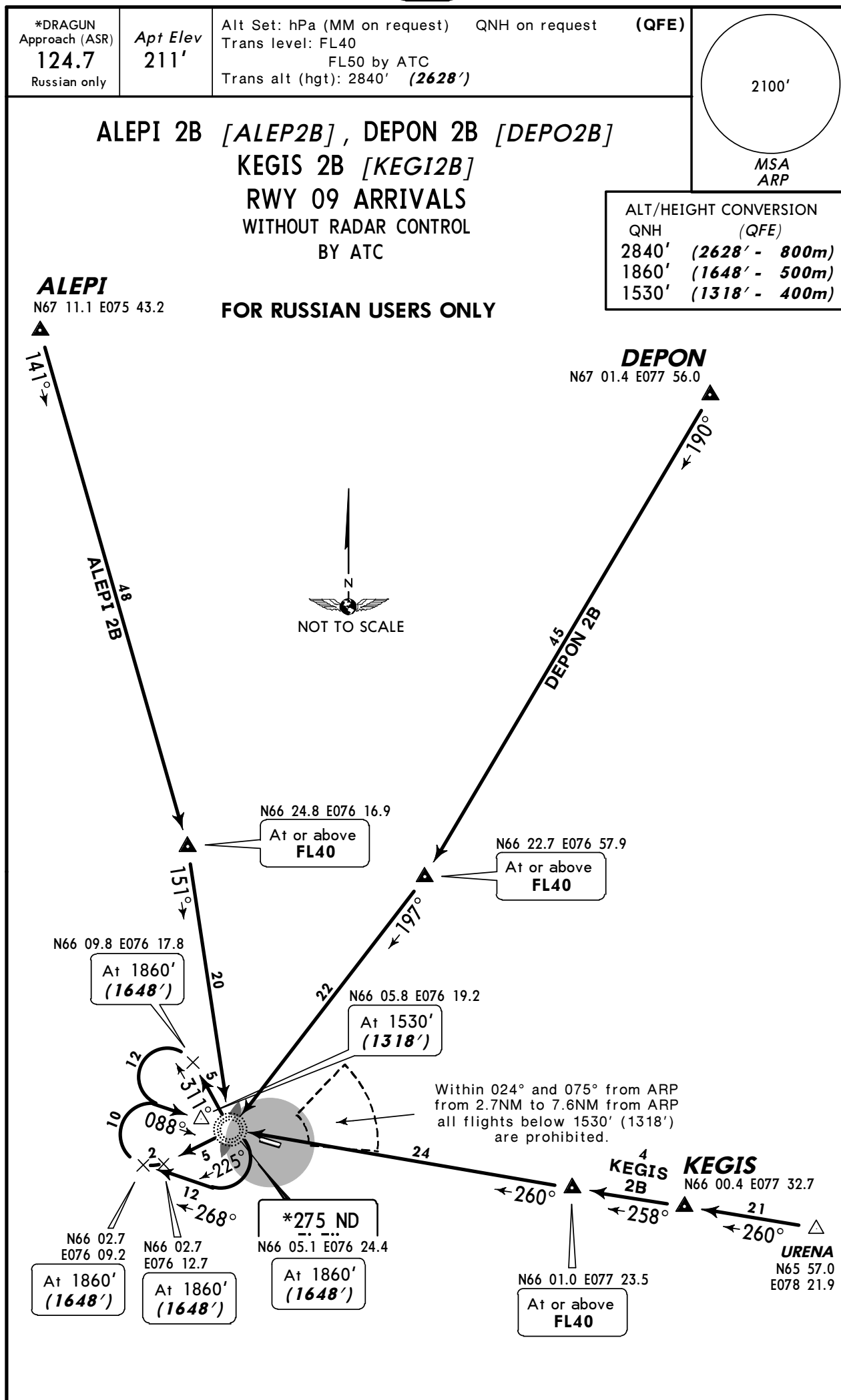
Alt Set: hPa (MM on request) QNH on request (QFE)  
Trans level: FL40  
FL50 by ATC  
Trans alt (hgt): 2840' (**2640'**)

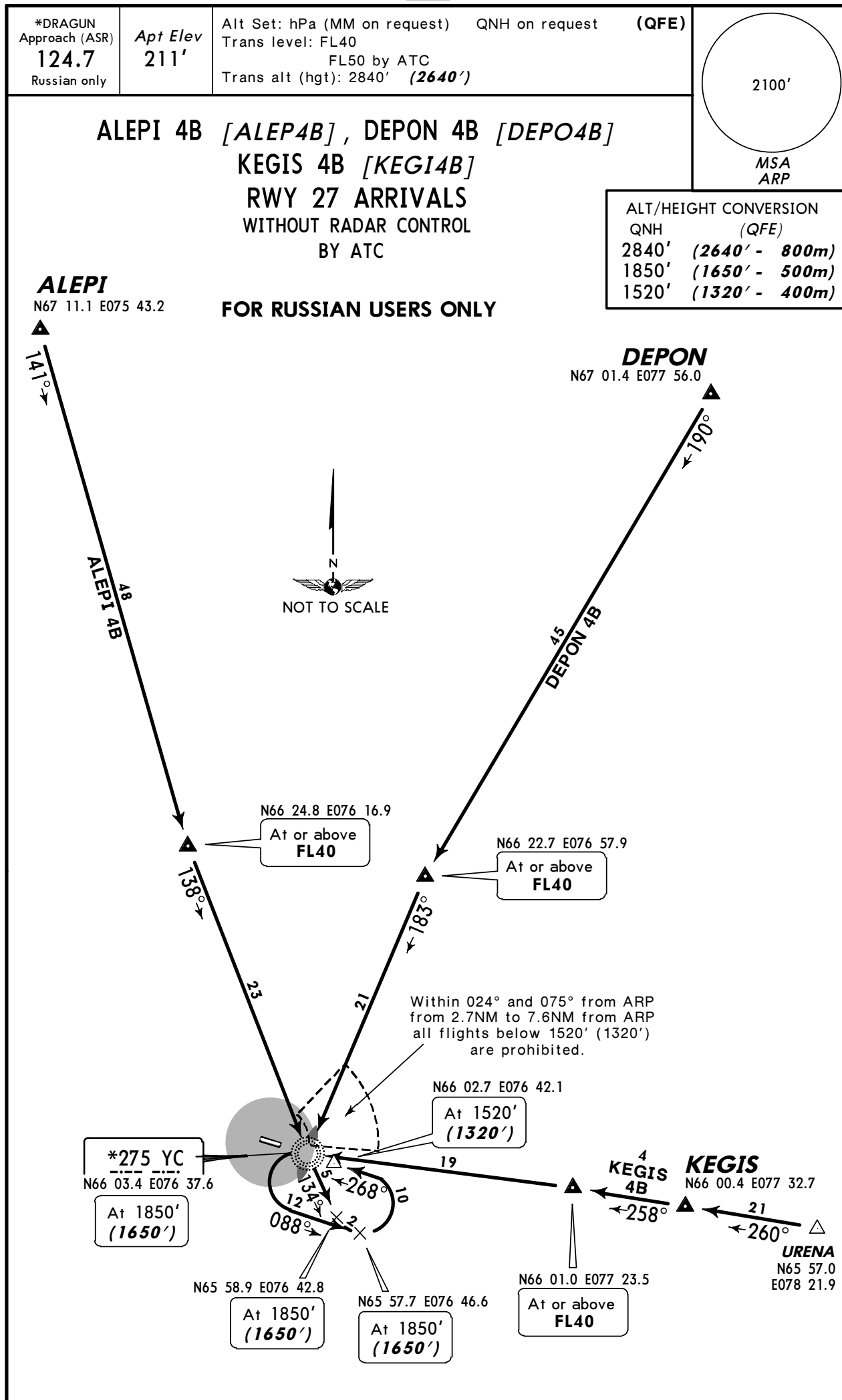


**KUROM 4A [KUROM4A], MEMBA 4A [MEMB4A]  
NIROS 4A [NIRO4A], RENG 4A [RENG4A]  
RWY 27 ARRIVALS  
WITH RADAR CONTROL**

**FOR RUSSIAN USERS ONLY**





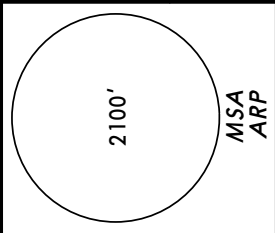




\*DRAGUN  
Approach (ASR)  
**124.7**  
Russian only

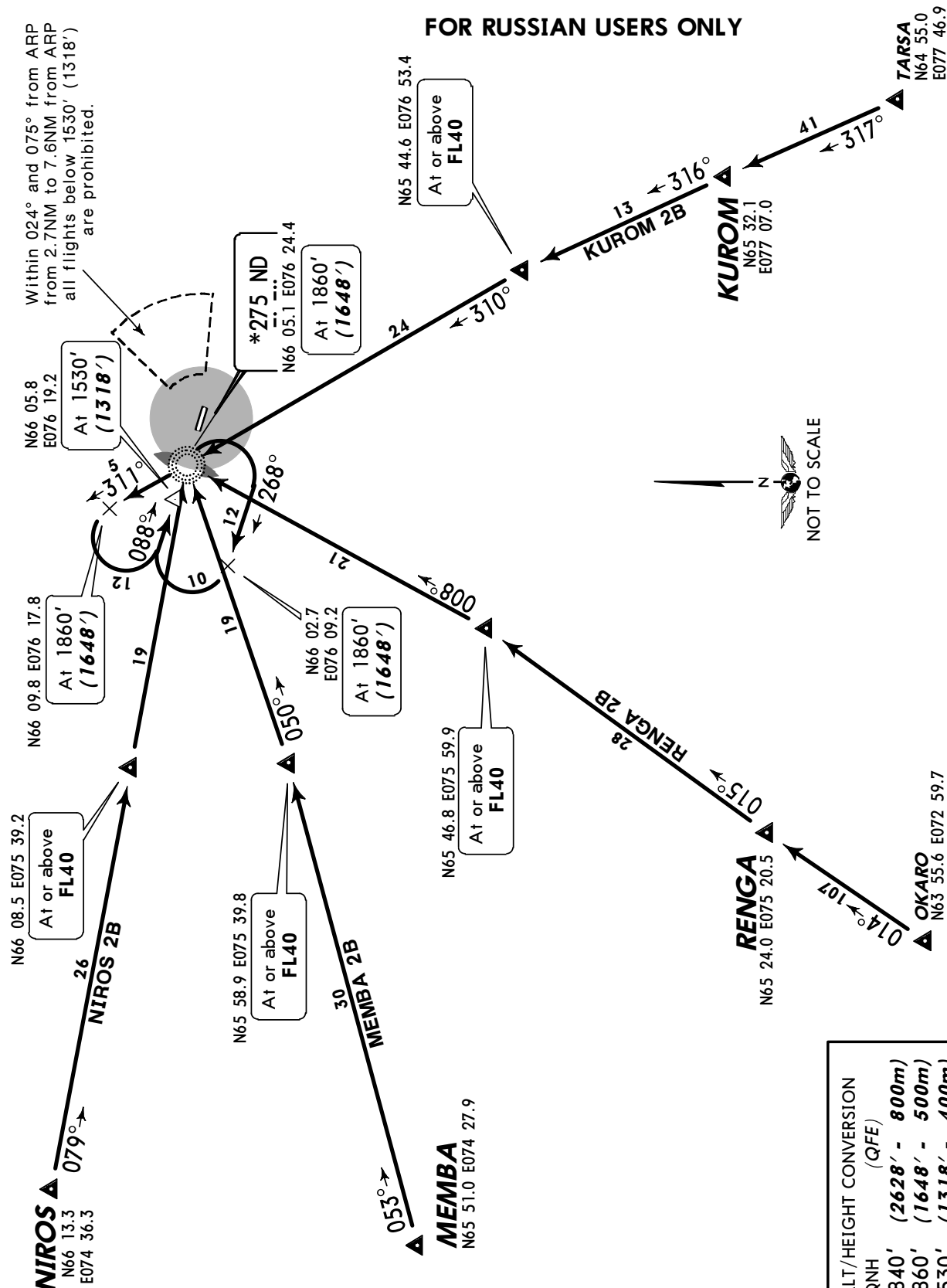
**Apt Elev**  
**211'**

Alt Set: hPa (MM on request) QNH on request (QFE)  
Trans level: FL40  
FL50 by ATC  
Trans alt (hgt): 2840' **(2628')**



**KUROM 2B [KUROM2B], MEMBA 2B [MEMB2B]  
NIROS 2B [NIROS2B], RENG 2B [RENG2B]  
RWY 09 ARRIVALS  
WITHOUT RADAR CONTROL  
BY ATC**

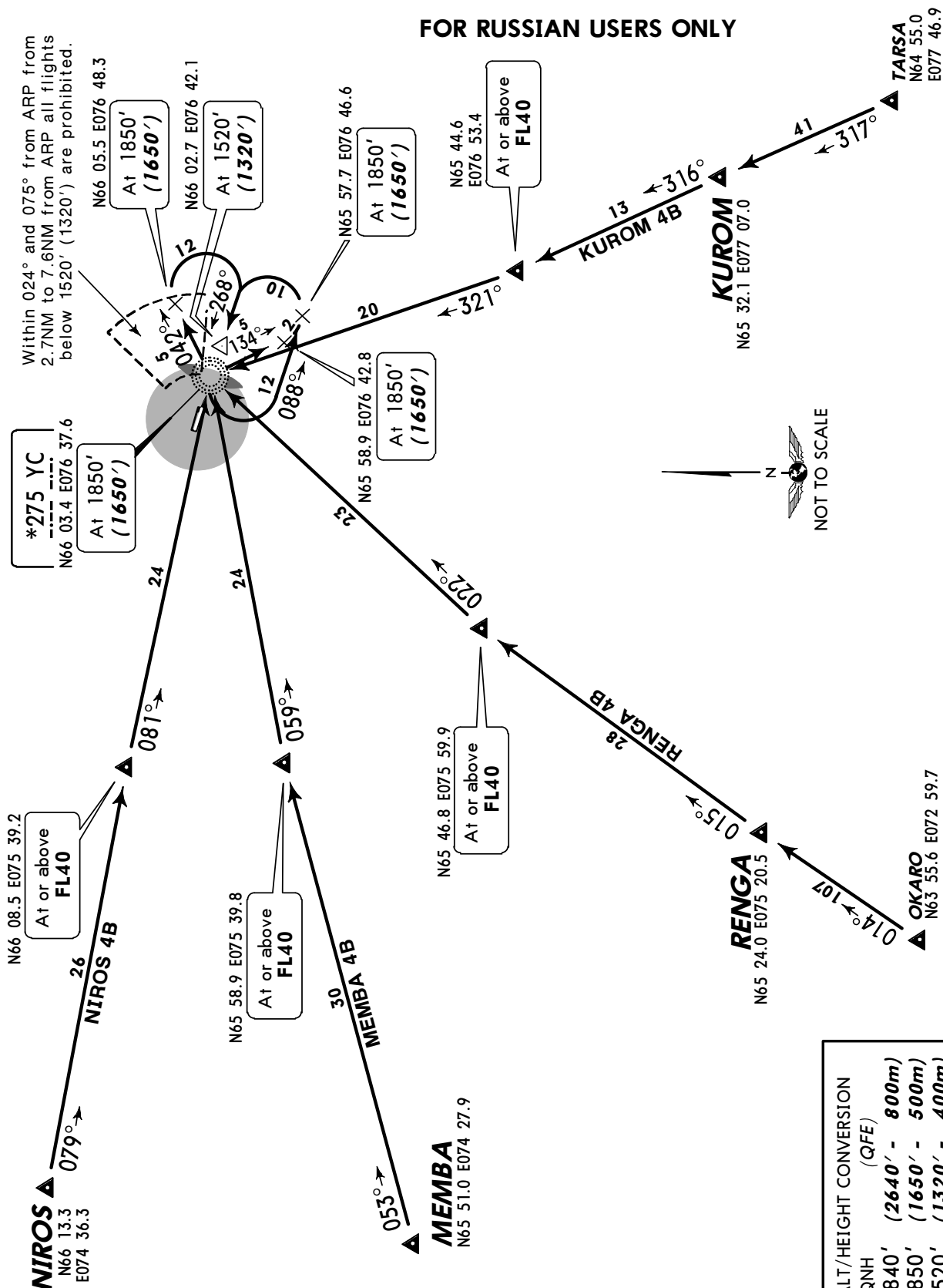
**FOR RUSSIAN USERS ONLY**



Alt Set: hPa (MM on request)    QNH on request    **(QFE)**  
Trans level: FL40  
                  FL50 by ATC  
Trans alt (hgt): 2840'    **(2640')**

MSA  
ARP

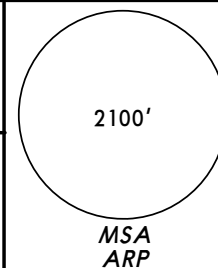
**FOR RUSSIAN USERS ONLY**



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Apt Elev  
211'

QNH on request (QFE)  
Trans level: FL40  
FL50 by ATC  
Trans alt (hgt): 2840' (2628')



# ALEPI 1, DEPON 1, KEGIS 1 RWY 09 DEPARTURES

FOR RUSSIAN USERS ONLY

**ALEPI**  
N67 11.1 E075 43.2

**DEPON**  
N67 01.4 E077 56.0

| Departure Data for ACFT MAX 160KT |       |      |
|-----------------------------------|-------|------|
| Point                             | Track | Dist |
| N66 22.7 E076 57.9                | 344°  | 20.8 |
| N66 01.0 E077 23.5                | 071°  | 13.1 |
| N66 24.8 E076 16.9                | 306°  | 26.8 |



Within 024° and 075° from ARP  
from 2.7NM to 7.6NM from ARP  
all flights below 1530' (1318')  
are prohibited.

| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 1530'                 | (1318' - 400m) |
| 1860'                 | (1648' - 500m) |
| 2840'                 | (2628' - 800m) |

Apt Elev  
211'

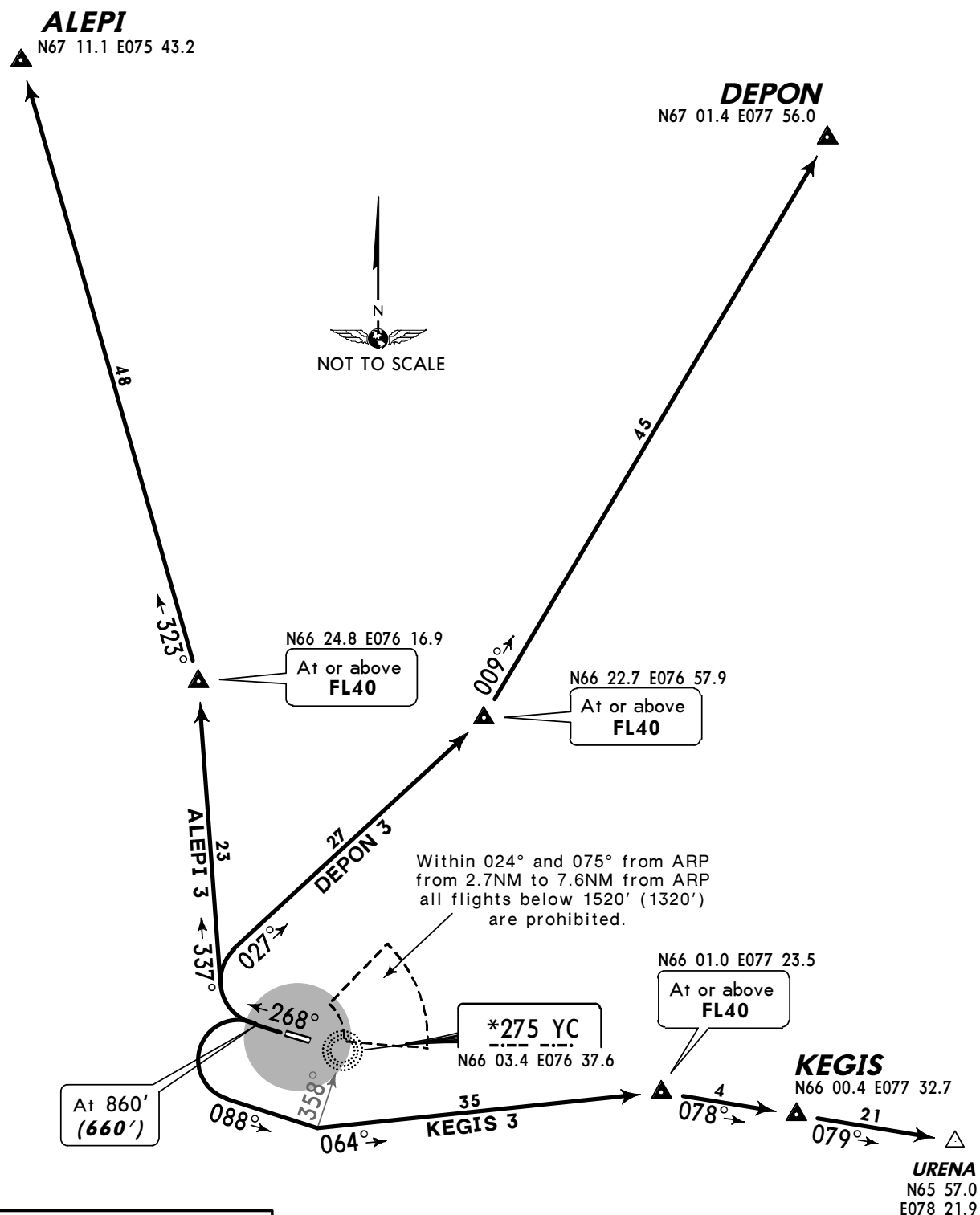
QNH on request (QFE)  
Trans level: FL40  
FL50 by ATC  
Trans alt (hgt): 2840' (2640')

2100'

MSA  
ARP

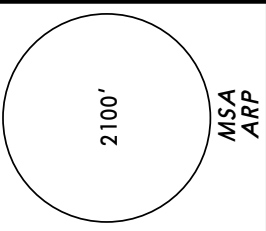
# ALEPI 3, DEPON 3, KEGIS 3 RWY 27 DEPARTURES

FOR RUSSIAN USERS ONLY



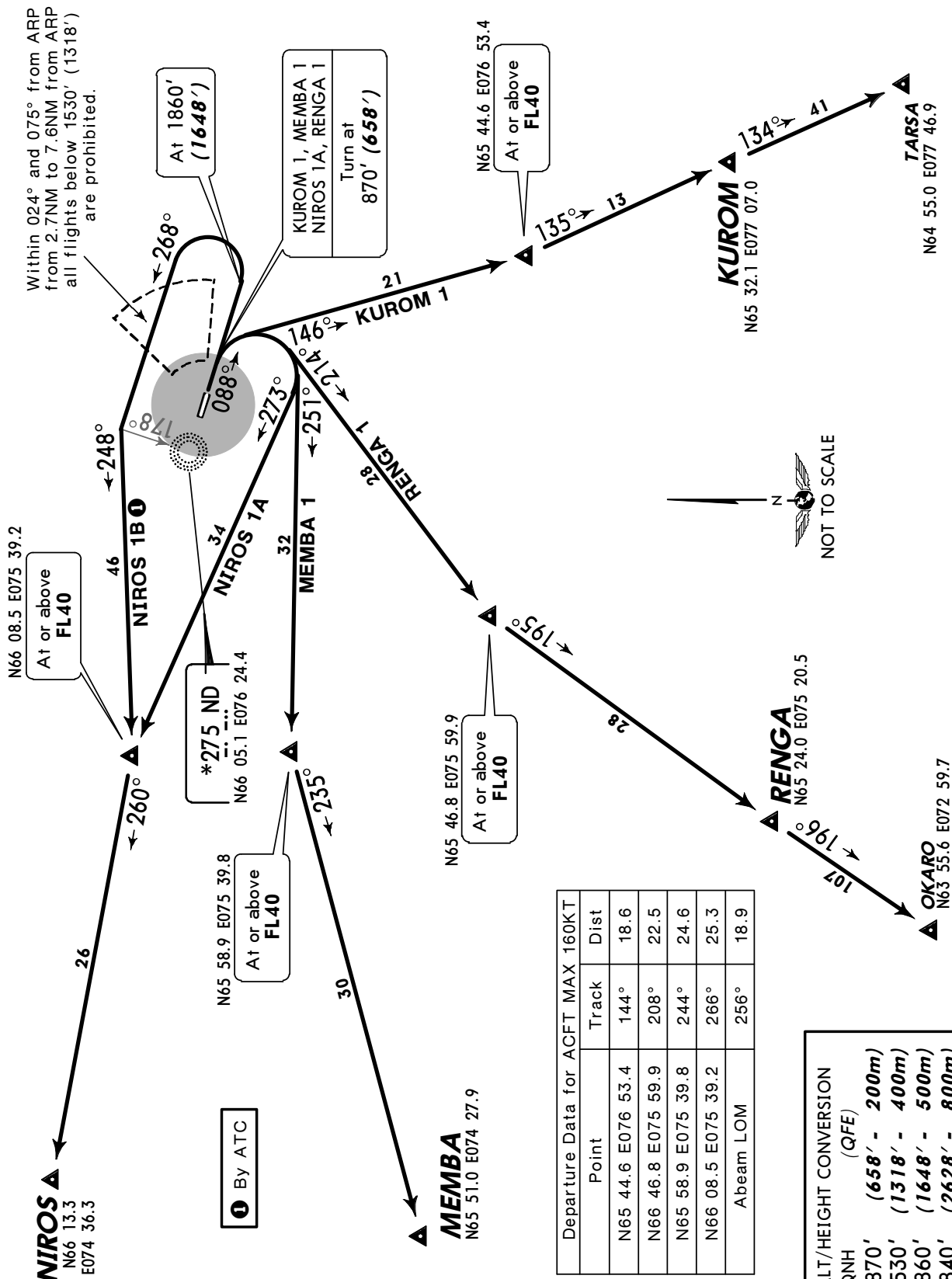
Apt Elev  
211'

QNH on request (QFE)  
Trans level: FL40  
FL50 by ATC  
Trans alt (hgt): 2840' (2628')



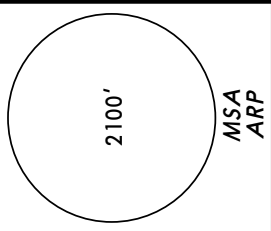
KUROM 1, MEMBA 1, NIROS 1A [NIRO1A]  
NIROS 1B [NIRO1B] ①, RENG 1  
RWY 09 DEPARTURES

FOR RUSSIAN USERS ONLY



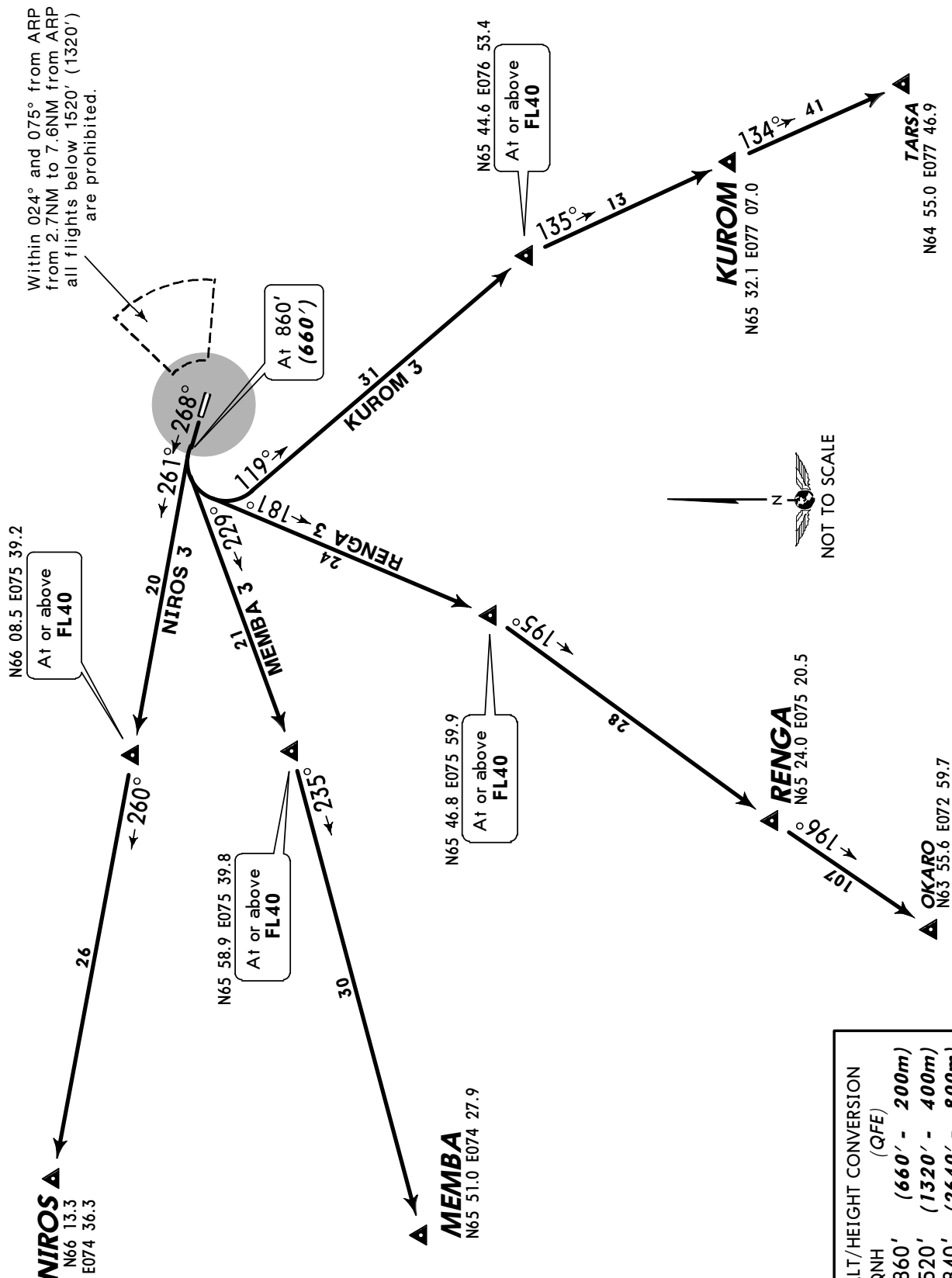
Apt Elev  
211'

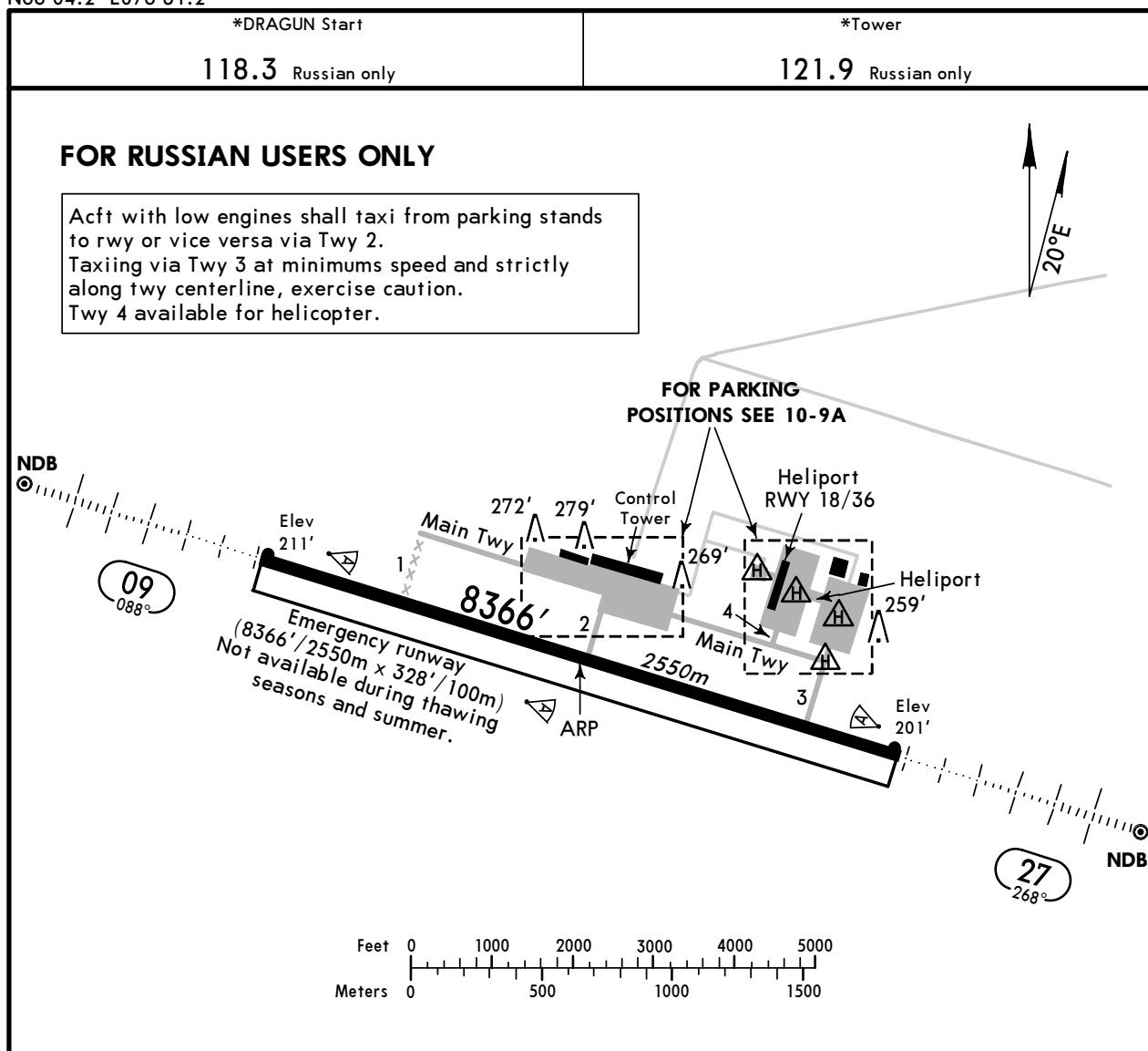
QNH on request (QFE)  
Trans level: FL40  
FL50 by ATC  
Trans alt (hgt): 2840' (2640')



KUROM 3, MEMBA 3  
NIROS 3, RENG 3  
RWY 27 DEPARTURES

FOR RUSSIAN USERS ONLY

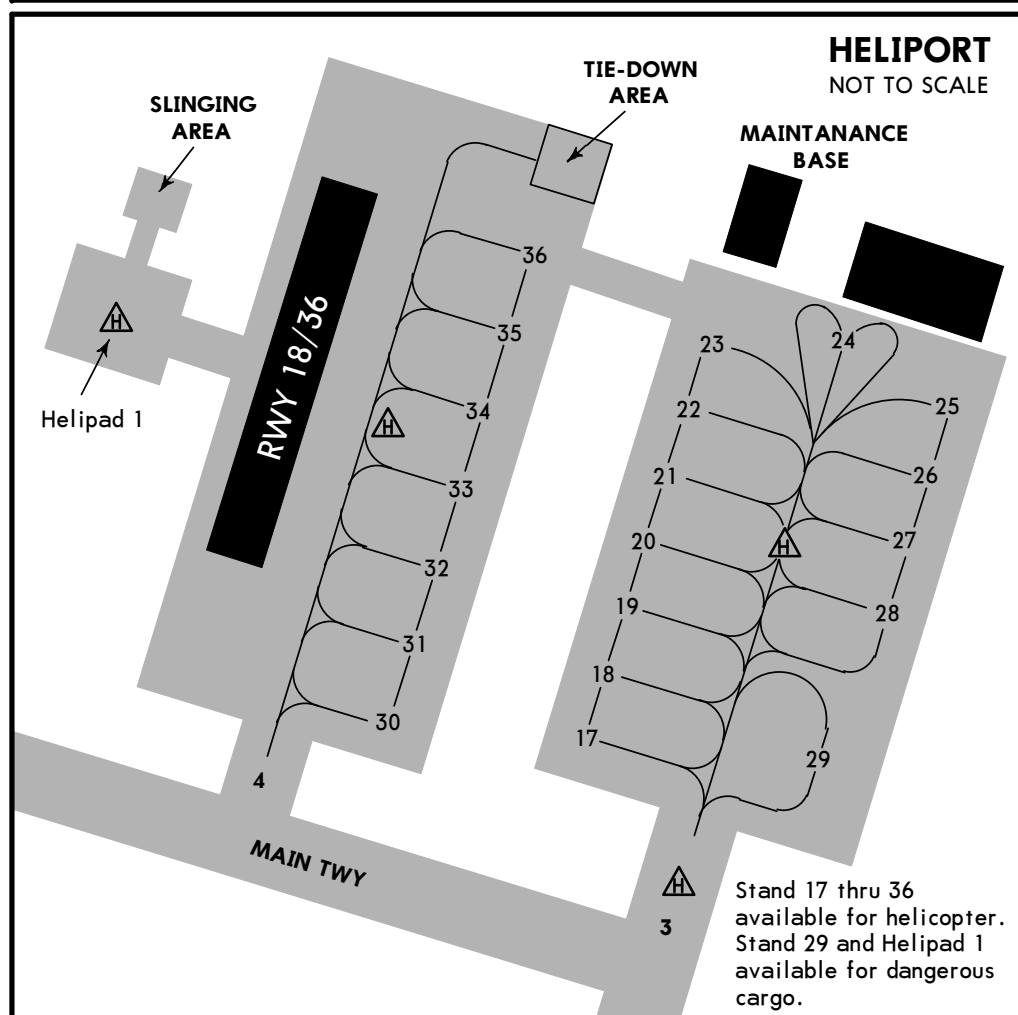
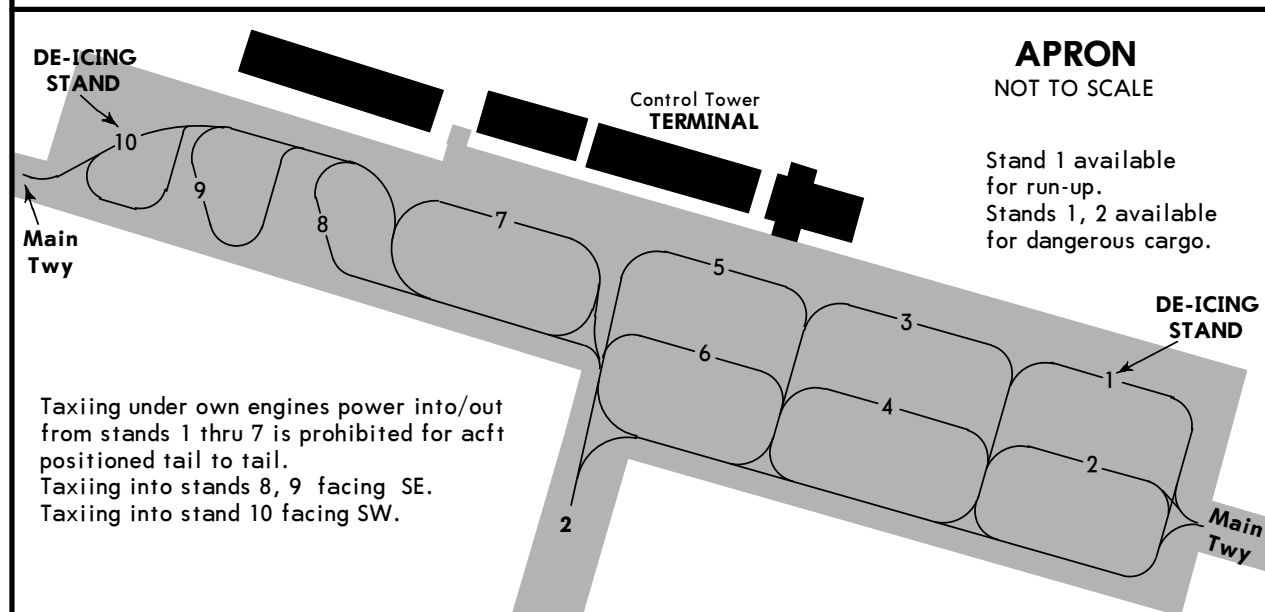




| ADDITIONAL RUNWAY INFORMATION |              |     |                |               |       |
|-------------------------------|--------------|-----|----------------|---------------|-------|
| RWY                           |              |     | USABLE LENGTHS |               | WIDTH |
|                               |              |     | LANDING        | TAKE-OFF      |       |
|                               |              |     | Threshold      | Glide Slope   |       |
| 09                            | HIRL ① HIALS | RVR | 8300' 2530m ②  | 7972' 2430m ③ | 151'  |
| 27                            |              |     |                |               | 46m   |
|                               |              |     |                |               |       |
|                               |              |     |                |               |       |
|                               |              |     |                |               |       |

- ① Elevated runway lights 2'/0.5m AGL to 3'/0.8m AGL at a distance of 10'/3.0m from runway edges.  
 ② First 66'/20m unusable for landing.  
 ③ First 394'/120m unusable for take-off.

| TAKE-OFF          |                                                  |                          |
|-------------------|--------------------------------------------------|--------------------------|
| AIR CARRIER (JAA) |                                                  |                          |
| All Rwys          |                                                  |                          |
|                   | LVP must be in force<br>RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL |
| A                 |                                                  |                          |
| B                 | 250m                                             | 400m                     |
| C                 |                                                  |                          |
| D                 | 300m                                             |                          |

**FOR RUSSIAN USERS ONLY**



| STRAIGHT-IN RWY |            | A           | B           | C           | D             |
|-----------------|------------|-------------|-------------|-------------|---------------|
| 09              | ILS        | 411'(200')  | 411'(200')  | 441'(230')  | 441'(230') ④  |
|                 | FULL       | R550m       | R550m       | R550m       | R550m         |
|                 | Limited    | R750m       | R750m       | R750m       | R750m         |
|                 | ALS out    | R1200m      | R1200m      | R1200m      | R1200m        |
|                 | 2 NDB ①    | 540'(329')  | 540'(329')  | 540'(329')  | 540'(329') ⑤  |
|                 | ALS out    | R1500m      | R1500m      | R1500m      | R1500m        |
|                 | ND NDB ①   | 870'(659')  | 870'(659')  | 1040'(829') | 1040'(829') ⑥ |
|                 | ALS out    | C2300m      | C2300m      | C3100m      | C3100m        |
|                 |            | C3000m      | C3000m      | C3800m      | C3800m        |
|                 | N NDB ①    | 870'(659')  | 870'(659')  | 1200'(989') | 1200'(989') ⑦ |
|                 | ALS out    | C2300m      | C2300m      | C3800m      | C3800m        |
|                 |            | C3000m      | C3000m      | C4500m      | C4500m        |
| 27              | ILS        | 401'(200')  | 401'(200')  | 431'(230')  | 431'(230') ⑧  |
|                 | FULL       | R550m       | R550m       | R550m       | R550m         |
|                 | Limited    | R750m       | R750m       | R750m       | R750m         |
|                 | ALS out    | R1200m      | R1200m      | R1200m      | R1200m        |
|                 | 2 NDB ①    | 530'(329')  | 530'(329')  | 530'(329')  | 530'(329') ⑨  |
|                 | ALS out    | R1500m      | R1500m      | R1500m      | R1500m        |
|                 | YC NDB ① ② | 860'(659')  | 860'(659')  | 1030'(829') | 1030'(829') ⑩ |
|                 | ALS out    | C2300m      | C2300m      | C3100m      | C3100m        |
|                 |            | C3000m      | C3000m      | C3800m      | C3800m        |
|                 | YC NDB ③   | 1090'(889') | 1090'(889') | 1090'(889') | 1090'(889') ⑪ |
|                 | ALS out    | C3500m      | C3500m      | C3700m      | C3700m        |
|                 |            | C4200m      | C4200m      | C4400m      | C4400m        |
|                 | Y NDB ① ②  | 860'(659')  | 860'(659')  | 1190'(989') | 1190'(989') ⑫ |
|                 | ALS out    | C2300m      | C2300m      | C3800m      | C3800m        |
|                 |            | C3000m      | C3000m      | C4500m      | C4500m        |
|                 | Y NDB ③    | 1090'(889') | 1090'(889') | 1190'(989') | 1190'(989') ⑬ |
|                 | ALS out    | C3500m      | C3500m      | C4200m      | C4200m        |
|                 |            | C4200m      | C4200m      | C4900m      | C4900m        |

① Continuous Descent Final Approach.    ② with FAF.    ③ w/o FAF.

**IL-86 ACFT:**

- ④ 506'(295'), R650m, Limited R750m, ALS out R1400m.
- ⑤ 610'(399'), R1100m, ALS out R1800m.
- ⑥ 1100'(889'), C3300m, ALS out C4000m.
- ⑦ 1270'(1059'), C4100m, ALS out C4900m.
- ⑧ 496'(295'), R650m, Limited R750m, ALS out R1400m.
- ⑨ 600'(399'), R1100m, ALS out R1800m.
- ⑩ 1090'(889'), C3300m, ALS out C4000m.
- ⑪ 1160'(959'), C4200m, ALS out C4900m.
- ⑫ 1260'(1059'), C4100m, ALS out C4900m.
- ⑬ 1260'(1059'), C4500m, ALS out C5000m.

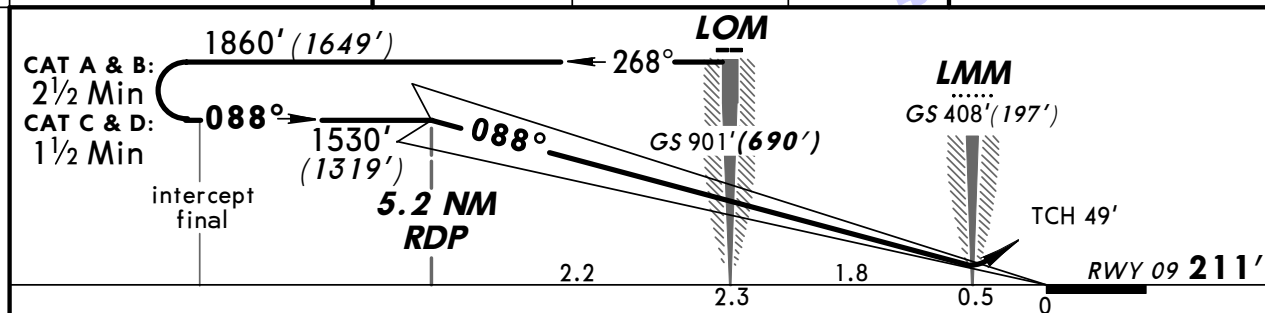
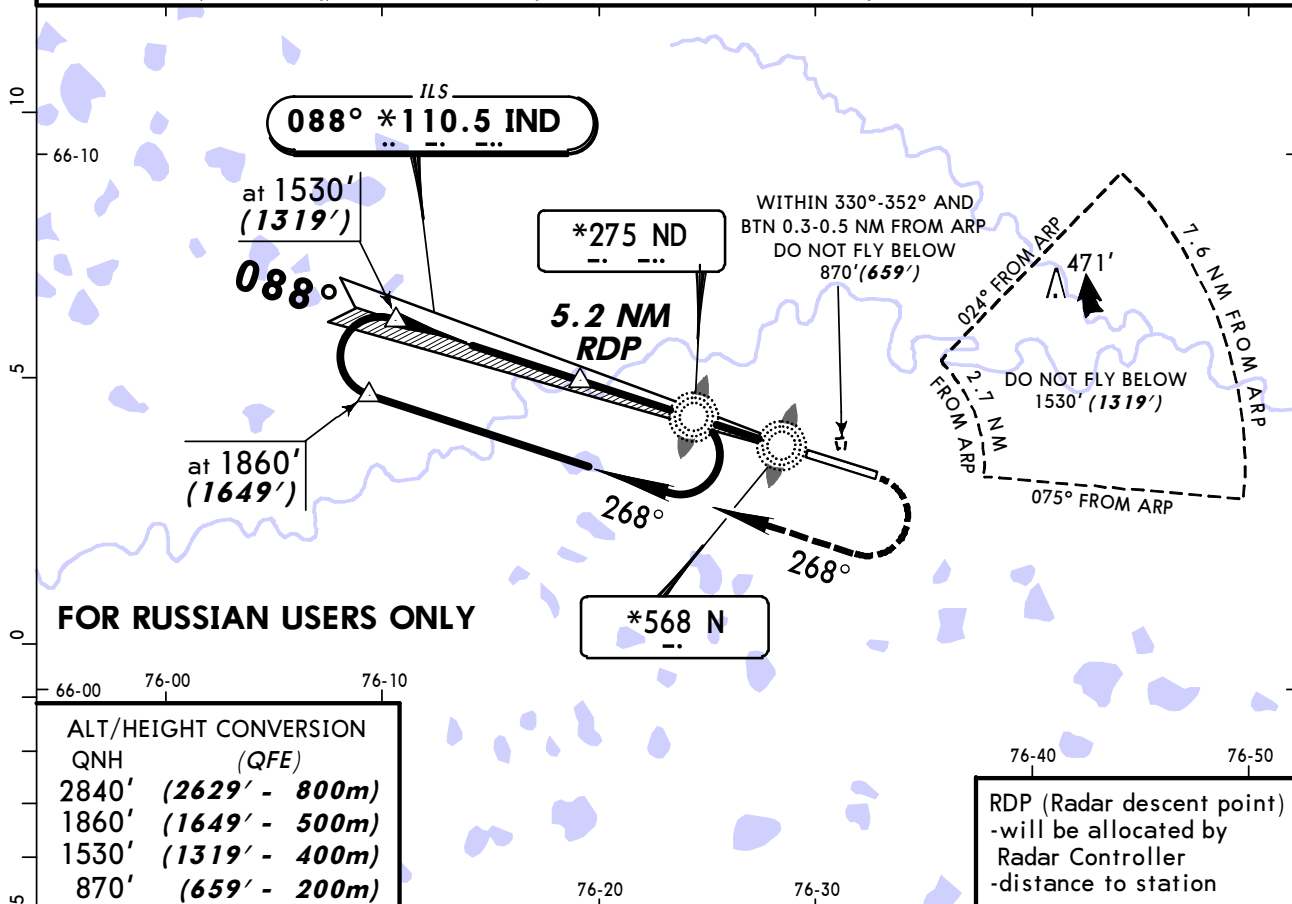
**TAKE-OFF RWY 09, 27**

| 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 |                          |                   |

TM

BRIEFING STRIP

|                                                                                                                  |                           |                         |                                      |                           |                                       |
|------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------|--------------------------------------|---------------------------|---------------------------------------|
| *DRAGUN Approach                                                                                                 |                           | *DRAGUN Radar (TWR)     |                                      | *DRAGUN Tower             |                                       |
| 124.7 Russian only                                                                                               |                           | 118.3 Russian only      |                                      | 121.9 Russian only        |                                       |
| LOC<br>IND<br>*110.5                                                                                             | Final<br>Apch Crs<br>088° | GS<br>LOM<br>901'(690') | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 211'<br>RWY 211' | <div>2100'</div> <div>MSA N NDB</div> |
| MISSED APCH: Climb to 870' (659'), then turn RIGHT onto 268° climbing to 1860' (1649'), then according to chart. |                           |                         |                                      |                           |                                       |
| Alt Set: MM (hPa on req)                                                                                         |                           | QNH on req (QFE)        |                                      | Trans level: By ATC       |                                       |
|                                                                                                                  |                           |                         |                                      | Trans alt: 2840'(2629')   |                                       |



| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS |  | 870' (659') | 268° | 1860' (1649') |
|---------------|-------|-----|-----|-----|-----|-----|-------|--|-------------|------|---------------|
| GS            | 2.67° | 336 | 432 | 480 | 576 | 671 |       |  | ↑           | RT   | ↑             |

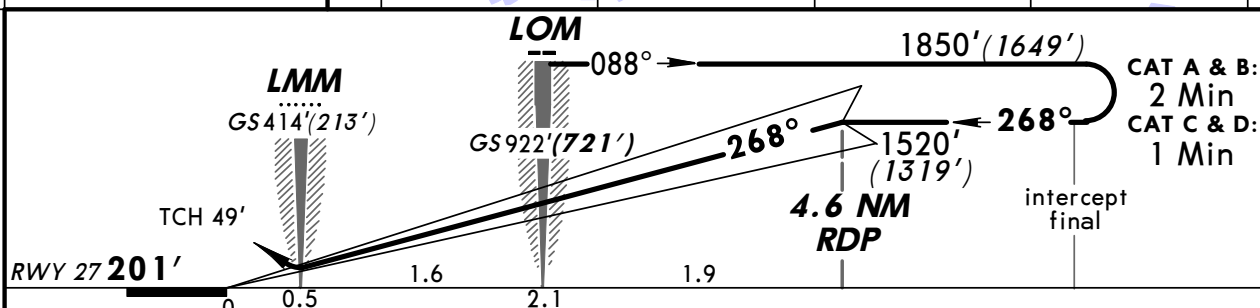
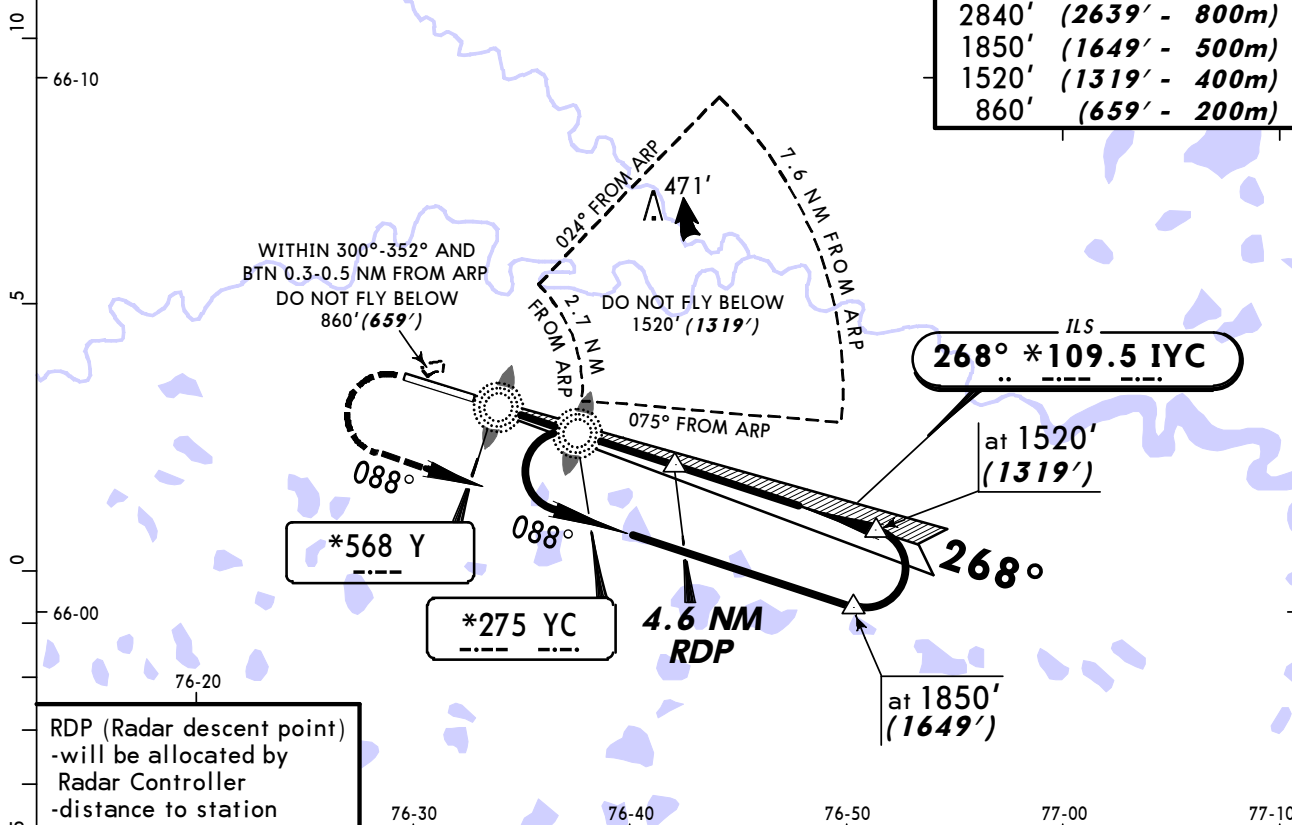
| ILS                     |                      | STRAIGHT-IN LANDING RWY 09 |                   |  |  |
|-------------------------|----------------------|----------------------------|-------------------|--|--|
| AB: 411' (200')         |                      | LOC (GS out)               |                   |  |  |
| DA(H) CD: 441' (230') I |                      |                            |                   |  |  |
| FULL                    |                      | ALS out                    |                   |  |  |
| A                       | RVR 720m<br>VIS 800m | 1200m                      | NOT<br>AUTHORIZED |  |  |
| B                       |                      |                            |                   |  |  |
| C                       |                      |                            |                   |  |  |
| D                       |                      |                            |                   |  |  |

■ For IL-86 acft: DA(H) 506'(295'), FULL 900m, ALS out RVR 1500m VIS 1600m.

BRIEFING STRIP™

**ALT/HEIGHT CONVERSION**

| QNH   | (QFE)          |
|-------|----------------|
| 2840' | (2639' - 800m) |
| 1850' | (1649' - 500m) |
| 1520' | (1319' - 400m) |
| 860'  | (659' - 200m)  |

[illegible]

|                                                   |                      |                                            |                   |  |
|---------------------------------------------------|----------------------|--------------------------------------------|-------------------|--|
| ILS<br>AB: 401' (200')<br>DA(H) CD: 431' (230') I |                      | STRAIGHT-IN LANDING RWY 27<br>LOC (GS out) |                   |  |
| FULL                                              |                      | ALS out                                    |                   |  |
| A                                                 | RVR 720m<br>VIS 800m | 1200m                                      | NOT<br>AUTHORIZED |  |
| B                                                 |                      |                                            |                   |  |
| C                                                 |                      |                                            |                   |  |
| D                                                 |                      |                                            |                   |  |

**1** For IL-86 acft: DA(H) 496' (295'), FULL 900m, ALS out RVR 1500m VIS 1600m.

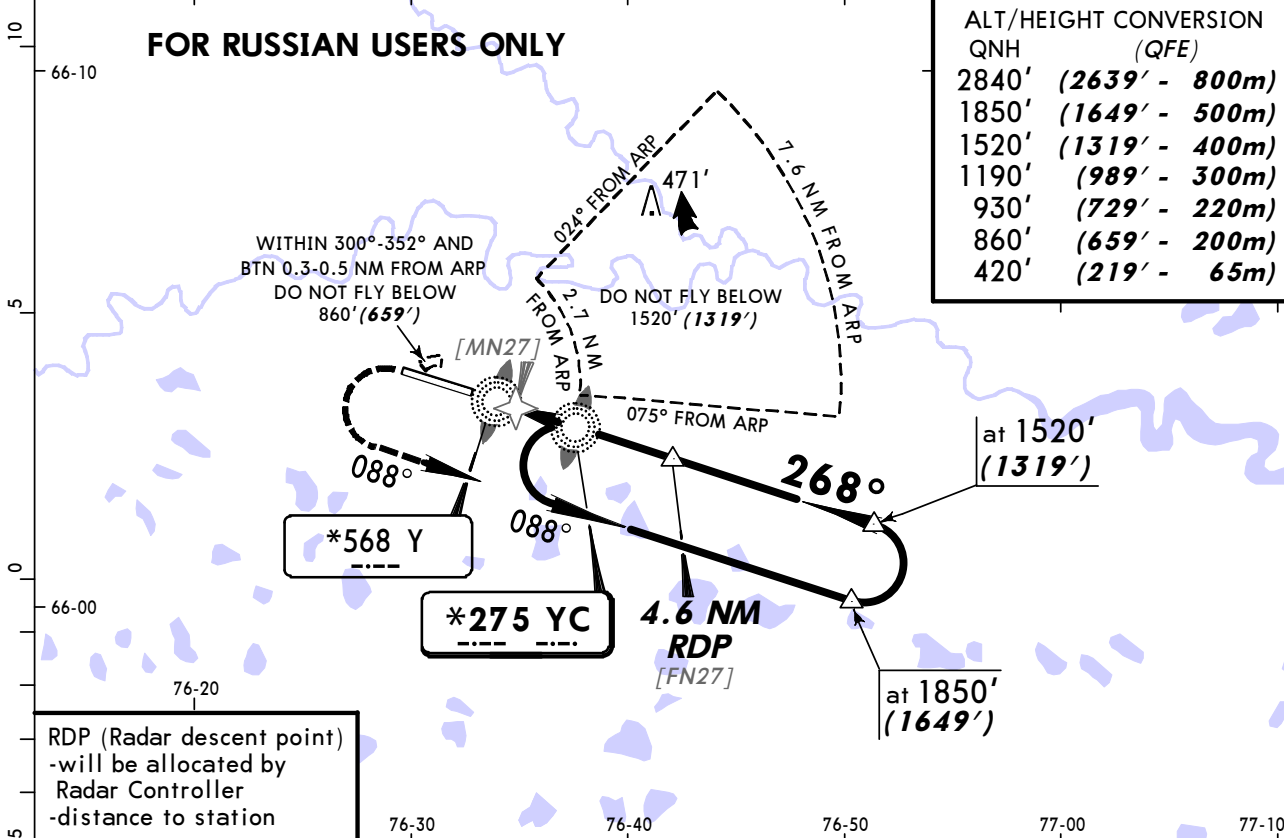


|                                                                                                                                            |                           |                                            |                                |                                     |           |
|--------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------------|--------------------------------|-------------------------------------|-----------|
| *DRAGUN Approach<br>124.7 Russian only                                                                                                     |                           | *DRAGUN Radar (TWR)<br>118.3 Russian only  |                                | *DRAGUN Tower<br>121.9 Russian only |           |
| NDB<br>YC<br>*275                                                                                                                          | Final<br>Apch Crs<br>268° | Minimum Alt<br>4.6 NM RDP<br>1520' (1319') | MDA(H)<br>Refer to<br>Minimums | Apt Elev 211'<br>RWY 201'           | 2100'     |
| MISSED APCH: Climb to, 2 NDB: 860' (659'), NDB: 1190' (989'), then turn LEFT onto 088° climbing to 1850' (1649'), then according to chart. |                           |                                            |                                |                                     | MSA Y NDB |

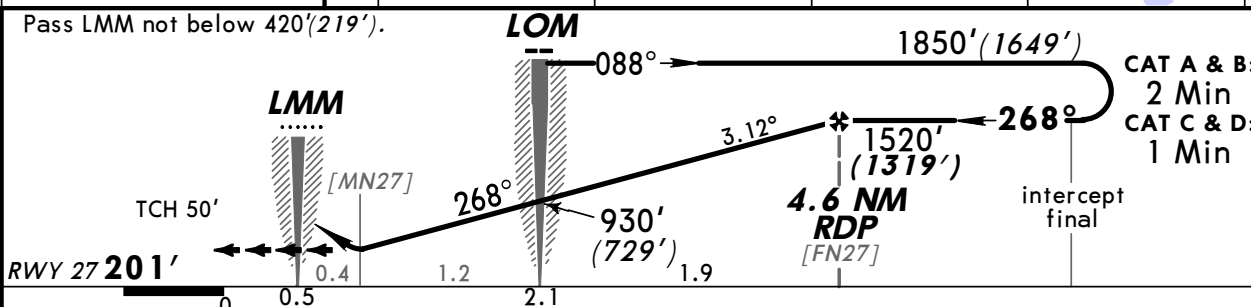
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: by ATC Trans alt: 2840' (2639')

FOR RUSSIAN USERS ONLY

| ALT/HEIGHT CONVERSION | QNH            | (QFE) |
|-----------------------|----------------|-------|
| 2840'                 | (2639' - 800m) |       |
| 1850'                 | (1649' - 500m) |       |
| 1520'                 | (1319' - 400m) |       |
| 1190'                 | (989' - 300m)  |       |
| 930'                  | (729' - 220m)  |       |
| 860'                  | (659' - 200m)  |       |
| 420'                  | (219' - 65m)   |       |



Pass LMM not below 420' (219').



|                     |     |     |     |     |     |     |                                           |
|---------------------|-----|-----|-----|-----|-----|-----|-------------------------------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | HIALS<br>Refer to<br>Missed Apch<br>above |
| Descent angle 3.12° | 386 | 497 | 552 | 662 | 773 | 883 |                                           |
|                     |     |     |     |     |     |     |                                           |

| STRAIGHT-IN LANDING RWY 27 |                        |                                                 |       |                          |       |                                                 |       |                                                  |       |
|----------------------------|------------------------|-------------------------------------------------|-------|--------------------------|-------|-------------------------------------------------|-------|--------------------------------------------------|-------|
| 2 NDB                      |                        | YC LOM                                          |       | w/o FAF                  |       | Y LMM                                           |       | w/o FAF                                          |       |
| MDA(H)<br>530' (329') 1    |                        | MDA(H)<br>AB: 860' (659')<br>CD: 1030' (829') 2 |       | MDA(H)<br>1090' (889') 3 |       | MDA(H)<br>AB: 860' (659')<br>CD: 1190' (989') 4 |       | MDA(H)<br>AB: 1090' (889')<br>CD: 1190' (989') 4 |       |
| ALS out                    |                        | ALS out                                         |       | ALS out                  |       | ALS out                                         |       | ALS out                                          |       |
| A                          | 1200m                  | 3200m                                           |       | 3200m                    |       | 3200m                                           |       | 3200m                                            |       |
| B                          |                        | 3200m                                           |       | 3200m                    |       | 3200m                                           |       | 3200m                                            |       |
| C                          |                        | 3200m                                           | 4000m | 3600m                    | 4400m | 4000m                                           | 4800m | 4000m                                            | 4800m |
| D                          | RVR 1500m<br>VIS 1600m | 4000m                                           | 4400m | 4400m                    | 4800m | 4400m                                           | 4800m | 4400m                                            | 4800m |

For IL-86 acft: 1 MDA(H) 600' (399'), RVR 1500m VIS 1600m, ALS out RVR 1800m VIS 2000m.  
2 MDA(H) 1090' (889'), 4400m, ALS out 4800m. 3 MDA(H) 1160' (959'). 4 MDA(H) 1260' (1059').



**Chart changes since cycle 16-2013**

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

ACT    PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

**NOVY URENGOY, (NOVY URENGOY - USMU)**

## **TERMINAL CHART CHANGE NOTICES**

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