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Airport Information For UWGG

Terminal Charts For UWGG

Revision Letter For Cycle 17-2013

Change Notices

Notebook

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: 12.1°E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0156 Z
Sunset: 1618 Z,

Runway Information

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

Communication Information

ATIS 127.8
Nizhny Tower Tower 120.4
Nizhny Taxiing Ground Control 121.8
Nizhny Ground Ground Control 118.9
Nizhny Approach Approach Control 126.0 Secondary
Nizhny Approach Approach Control 124.7
Nizhny Radar Radar 120.8
Nizhny Transit Operations 131.7

ATIS
127.8

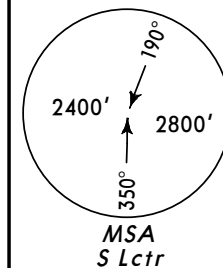
Apt Elev
256'

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

(QFE)

OK 2A, OK 2B ①, RZ 2 ①
RWY 18 ARRIVALS
UNDER RADAR CONTROL

WARNING
Base turn shall be carried out with descent.



② Intercept final at
2230' (1974')

GILAM
N56 39.0 E044 55.9
Between
FL200 & FL180

SHARANGA
*643 RZ
N57 11.0 E046 30.9

N56 24.5 E043 52.5
At 2560' (2304')

N56 24.6 E043 54.5
At 2560' (2304')

38
4660

① By ATC

N56 23.1 E044 06.7
At 2560' (2304')

N56 21.1 E044 08.1
At 2560' (2304')

Intercept final at
1900' (1644')

N56 14.6 E044 05.8
At 2560' (2304')

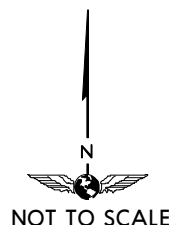
***1030 S**
N56 15.0 E043 47.4

44
4660
OK 2B ①

③
***245 ST**
N56 16.5 E043 48.0

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)



ATIS
127.8

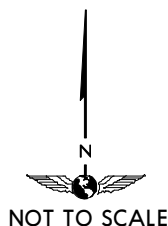
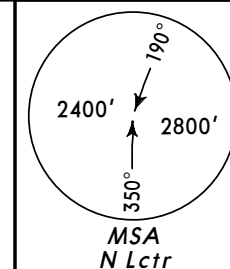
Apt Elev
256'

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

OK 4, RZ 4
RWY 36 ARRIVALS
UNDER RADAR CONTROL

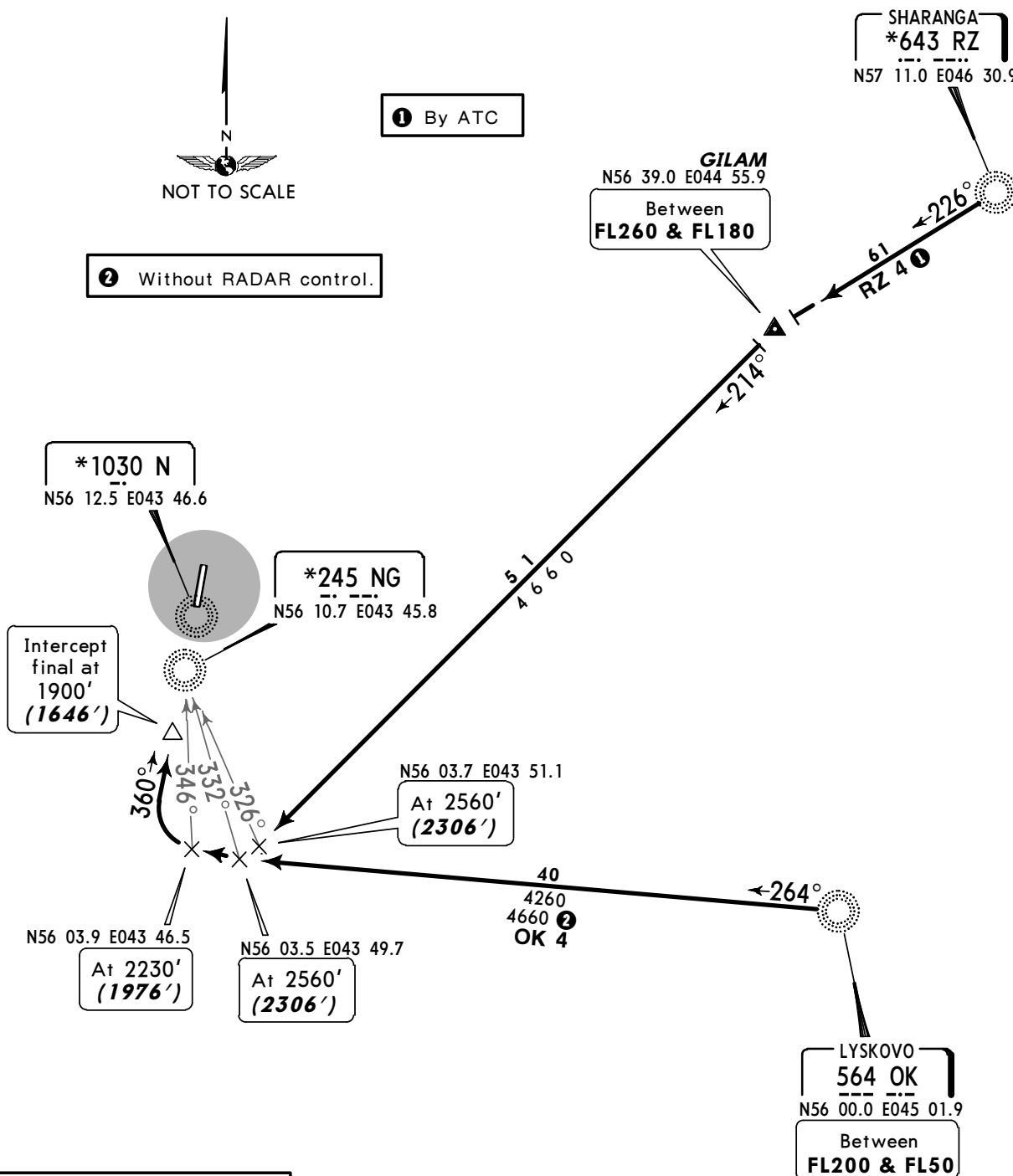
WARNING

1. Base turn shall be carried out with descent.
2. When RADAR control is not available, approaches to RWY 36 proceed to NG, turn RIGHT, 180° track, then carry out the approach procedure.



① By ATC

② Without RADAR control.



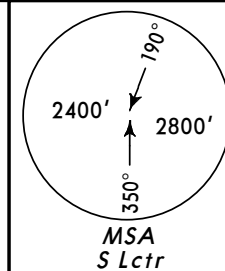
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2890'	(2636' - 800m)
2560'	(2306' - 700m)
2230'	(1976' - 600m)
1900'	(1646' - 500m)

ATIS
127.8

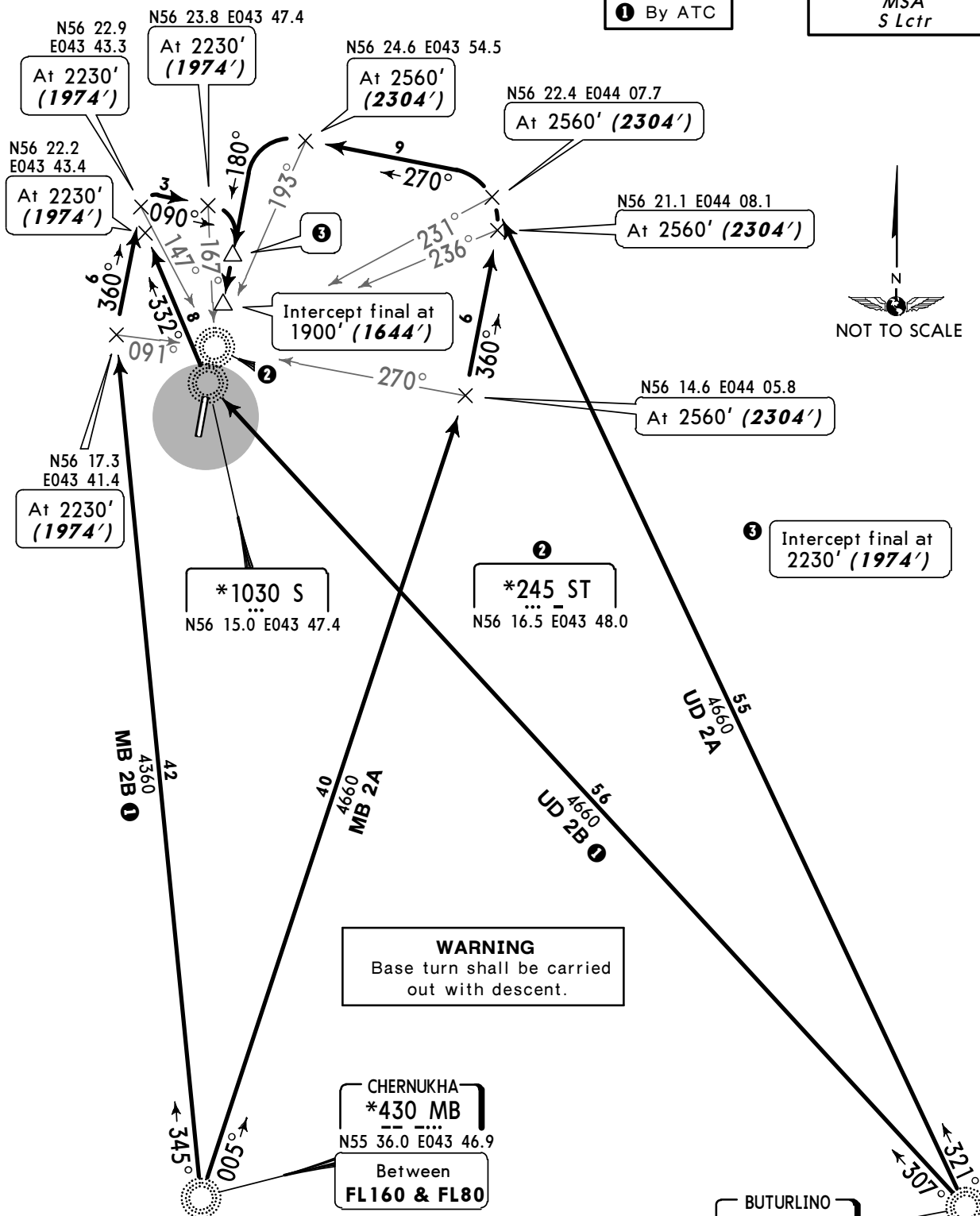
Apt Elev
256'

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

MB 2A, MB 2B ①, UD 2A, UD 2B ①
RWY 18 ARRIVALS
UNDER RADAR CONTROL



① By ATC



NOT TO SCALE

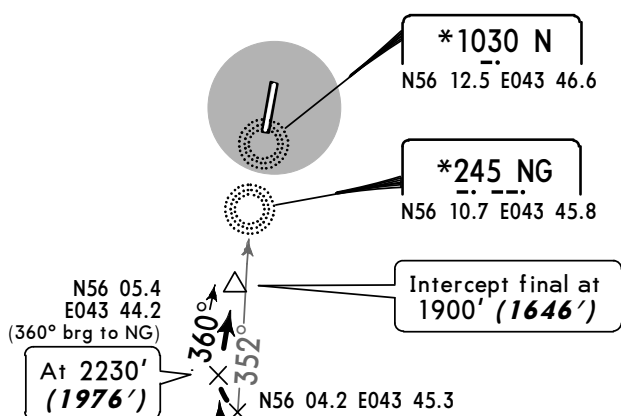
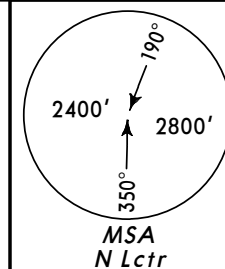
WARNING
Base turn shall be carried out with descent.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2890'	(2634' - 800m)
2560'	(2304' - 700m)
2230'	(1974' - 600m)
1900'	(1644' - 500m)

MB 4, UD 4
RWY 36 ARRIVALS
UNDER RADAR CONTROL

WARNING

1. Base turn shall be carried out with descent.
2. When RADAR control is not available, approaches to RWY 36 proceed to NG, turn RIGHT, 180° track, then carry out the approach procedure.



Without RADAR control.

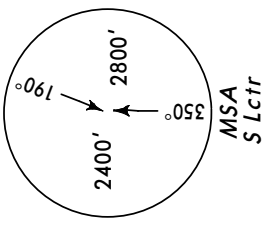
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2890'	(2636' - 800m)
2230'	(1976' - 600m)
1900'	(1646' - 500m)

CHERNUKHA
***430 MB**
N55 36.0 E043 46.9
Between
FL160 & FL80

BUTURLINO
***905 UD**
N55 34.0 E044 54.9
Between
FL260 & FL80

Apt Elev
256'

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

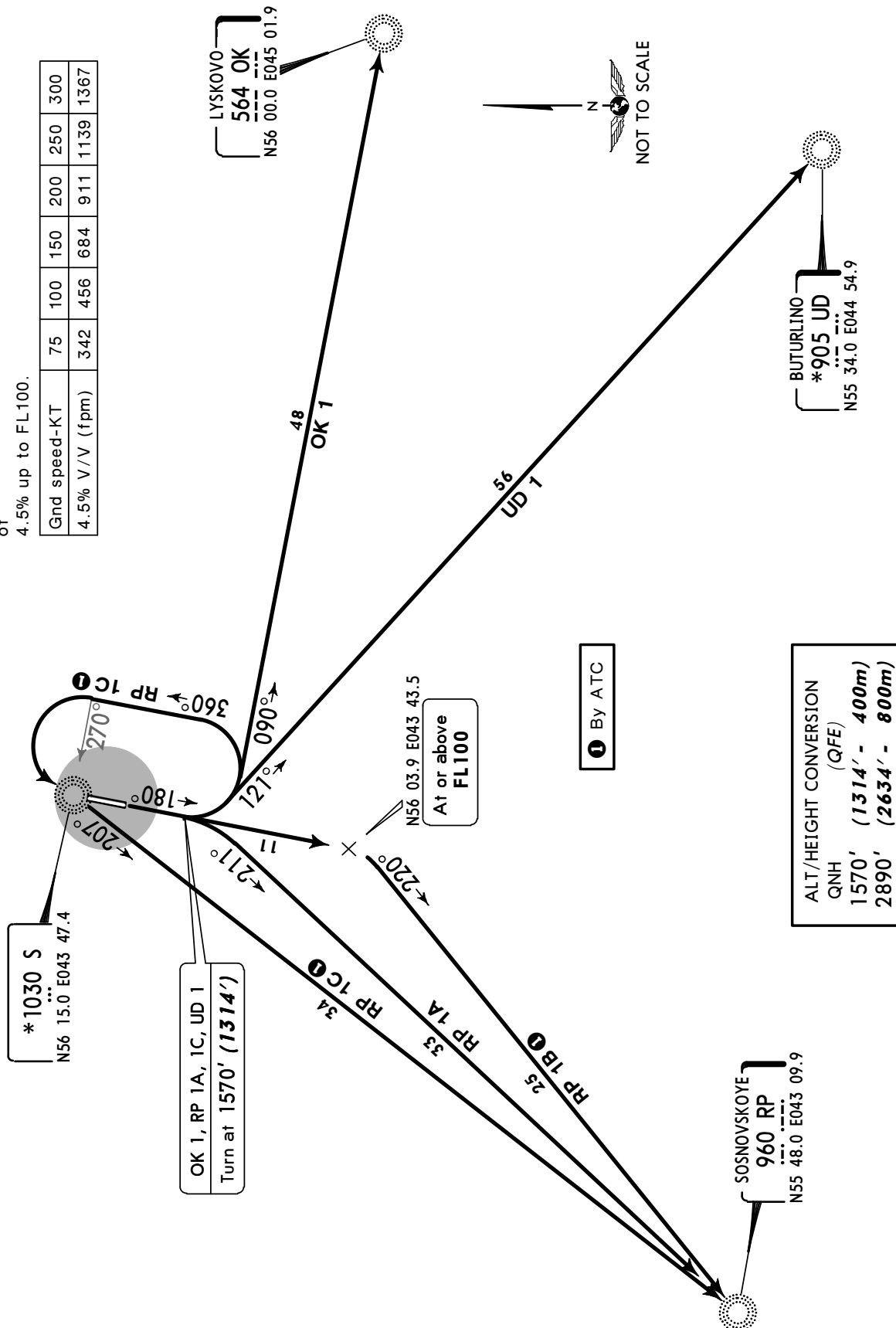


OK 1, RP 1A, RP 1B ①, RP 1C ①, UD 1
RWY 18 DEPARTURES

RP 1B

This SID requires a minimum climb gradient of 4.5% up to FL100.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367



ALT/HEIGHT CONVERSION
QNH
1570' (1314' - 400m)
2890' (2634' - 800m)

Apt Elev
256'

QNH on request (QFE)

Trans level: By ATC

Trans alt: 2890'

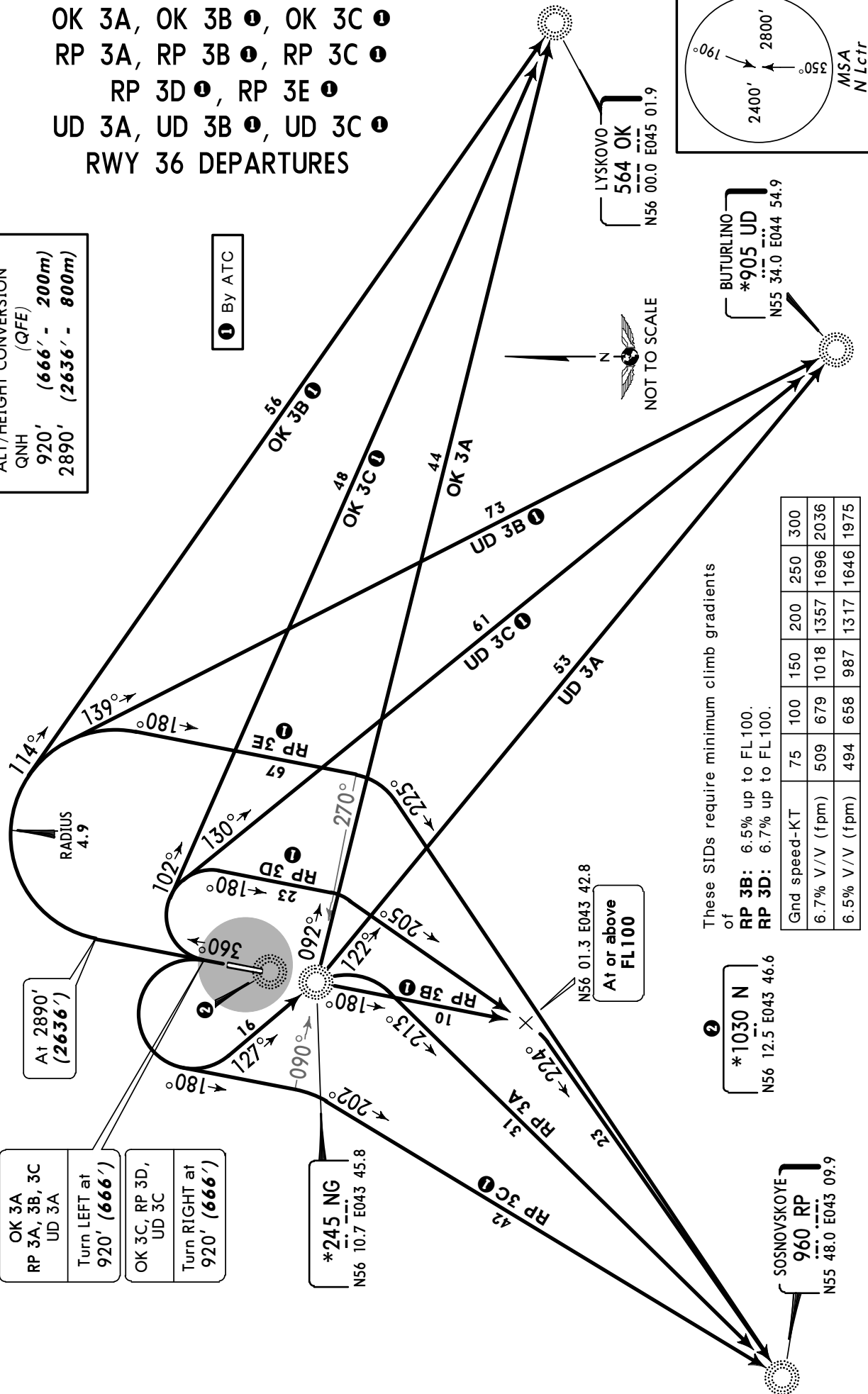
(2636')

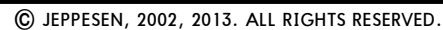
Crossing at airway entry points by ATC.

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
RWY 36 DEPARTURES

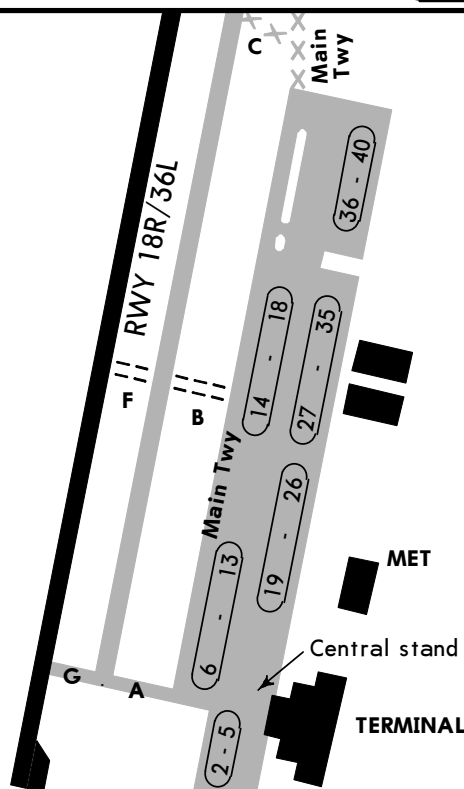
ALT/HEIGHT CONVERSION
QNH (QFE)
920' (666' - 200m)
2890' (2636' - 800m)

① By ATC





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			WIDTH
		LANDING	BEYOND	TAKE-OFF	
06		Threshold	Glide Slope		72' 22m
24					
15					72' 22m
33					
18R					
36L	HIRL (60m) HIALS PAPI-L		8231' 2509m	①	148' 45m

① TAKE-OFF RUN AVAILABLE

From rwy head 9203' (2805m)
twy G int 8219' (2505m)

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

LVP must be in force

RCLM (DAY only)
or RLRCLM (DAY only)
or RLA
B
C
D

250m

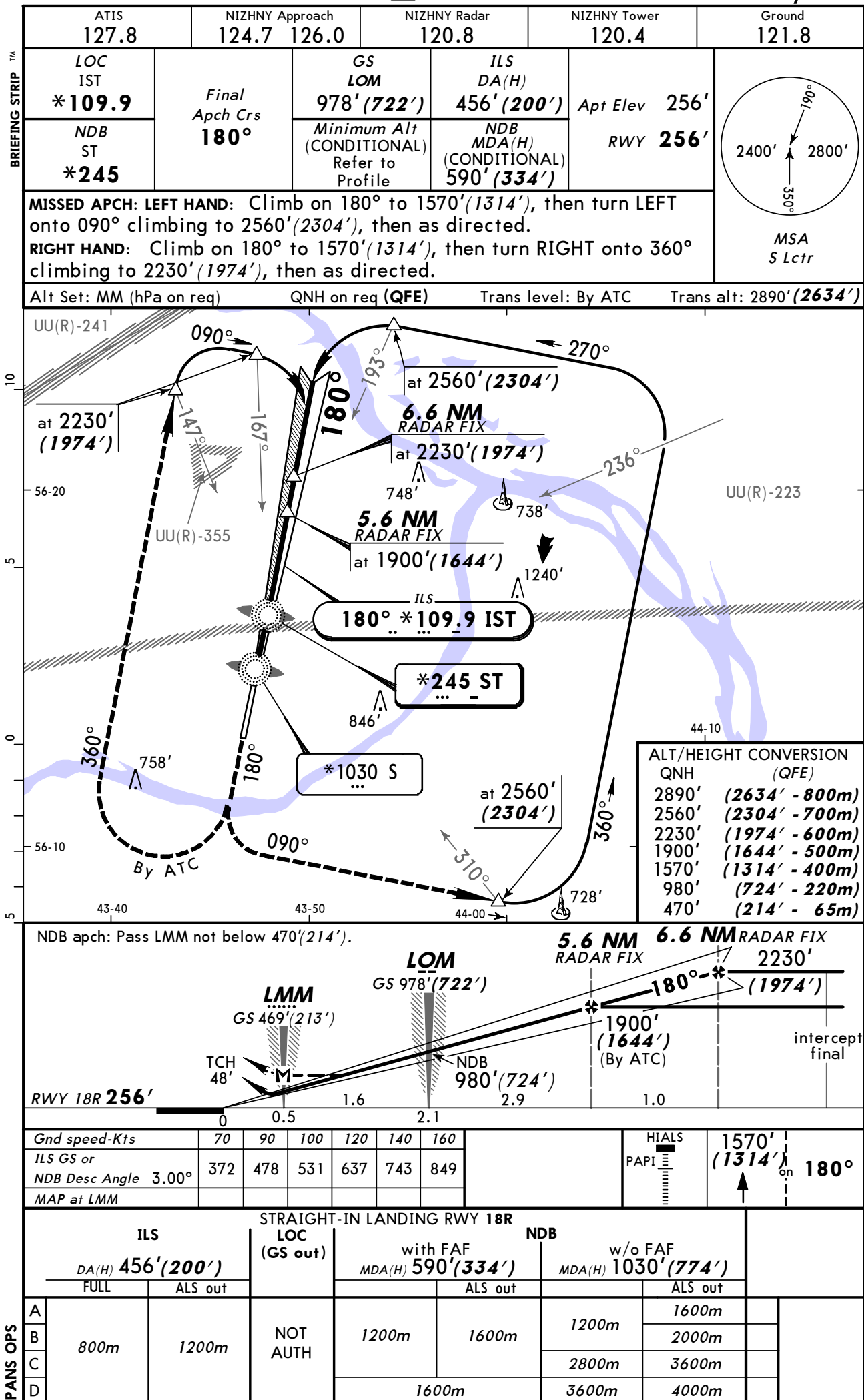
400m

300m

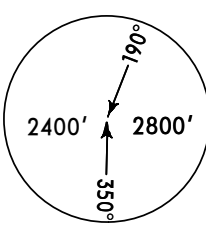
STRAIGHT-IN RWY		A	B	C	D
18R	ILS	456'(200')	456'(200')	456'(200')	456'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	610'(354')	610'(354')	610'(354')	610'(354')
	with FAF	R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB	1030'(774')	1030'(774')	1030'(774')	1030'(774')
	w/o FAF	C3100m	C3100m	C3300m	C3300m
	ALS out	C3800m	C3800m	C4000m	C4000m
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	610'(356')	610'(356')	610'(356')	610'(356')
	with FAF	R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ①	790'(536')	790'(536')	790'(536')	790'(536')
	w/o FAF	R1700m	R1700m	R1700m	R1700m
	ALS out	C2400m	C2400m	C2400m	C2400m

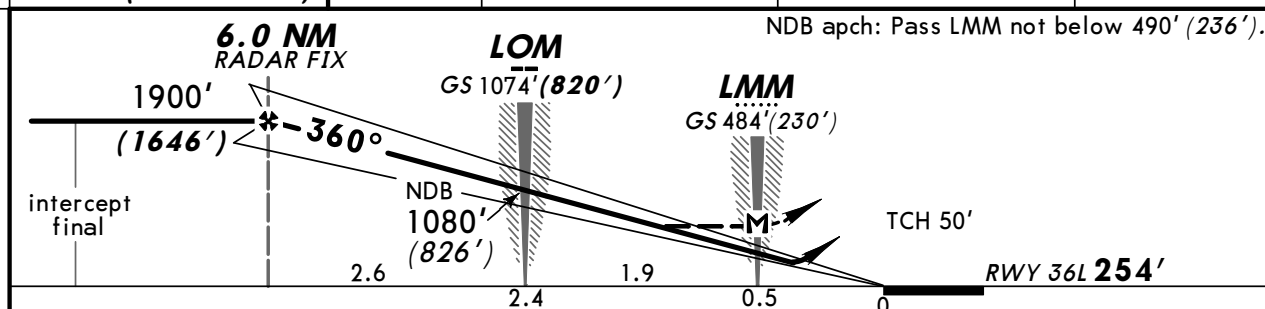
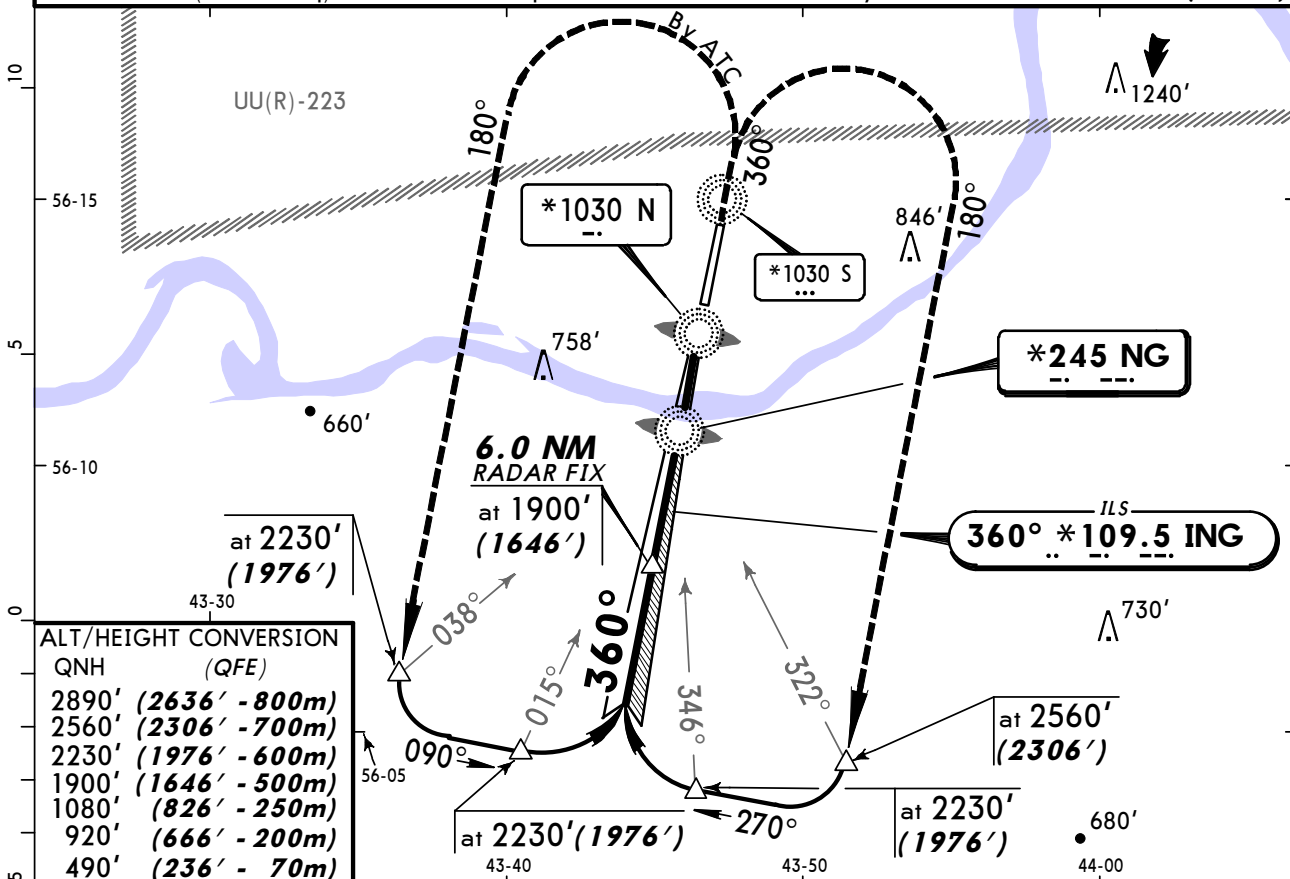
① Continuous Descent Final Approach.

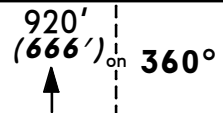
TAKE-OFF RWY 18R, 36L			
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		



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'		
NDB NG *245		Minimum Alt 6.0 NM RADAR FIX 1900' (1646')	NDB MDA(H) (CONDITIONAL) 580' (326')	RWY 254'		
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.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		Trans alt: 2890' (2636')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 
ILS GS or NDB Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM							

ILS		LOC (GS out)	STRAIGHT-IN LANDING RWY 36L		NDB		
DA(H)	454' (200')		with FAF MDA(H)	580' (326')	w/o FAF MDA(H)	790' (536')	
FULL	ALS out			ALS out		ALS out	
A							
B							
C	800m	1200m	1200m	1600m	1200m	1600m	
D			1600m		2400m	2800m	



Chart changes since cycle 16-2013

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

NIZHNY NOVGOROD, (STRIGINO - UWGG)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWGG