

## List of pages in this Trip Kit

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Airport Information For USRO

Terminal Charts For USRO

Revision Letter For Cycle 23-2013

Change Notices

Notebook

General Information

Location: Noyabrsk Rus  
IATA Code: NOJ  
Lat/Long: N63° 11.0' E075° 16.1'  
Elevation: 446 ft

Airport Use: Public  
Magnetic Variation: 18.0°E

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

Sunrise: 0311 Z  
Sunset: 1015 Z,

Runway Information

Runway: 01  
Length x Width: 8232 ft x 138 ft  
Surface Type: asphalt  
TDZ-Elev: 433 ft  
Lighting: Edge, ALS

Runway: 19  
Length x Width: 8232 ft x 138 ft  
Surface Type: asphalt  
TDZ-Elev: 427 ft  
Lighting: Edge, ALS

Communication Information

ATIS 126.0 Non-English  
Novy Tower Tower 121.2 Non-English  
Novy Transit Operations 131.6 Non-English

\*ATIS  
Russian  
only  
**126.2**Apt Elev  
**446'**

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL40  
FL50 if pressure is less than 733mm (977.3 hPa)  
Trans alt (hgt): 2750' (**2317'**)  
1. Crossings at AWY exit points by ATC.  
2. Holding area over ZE.

2300'

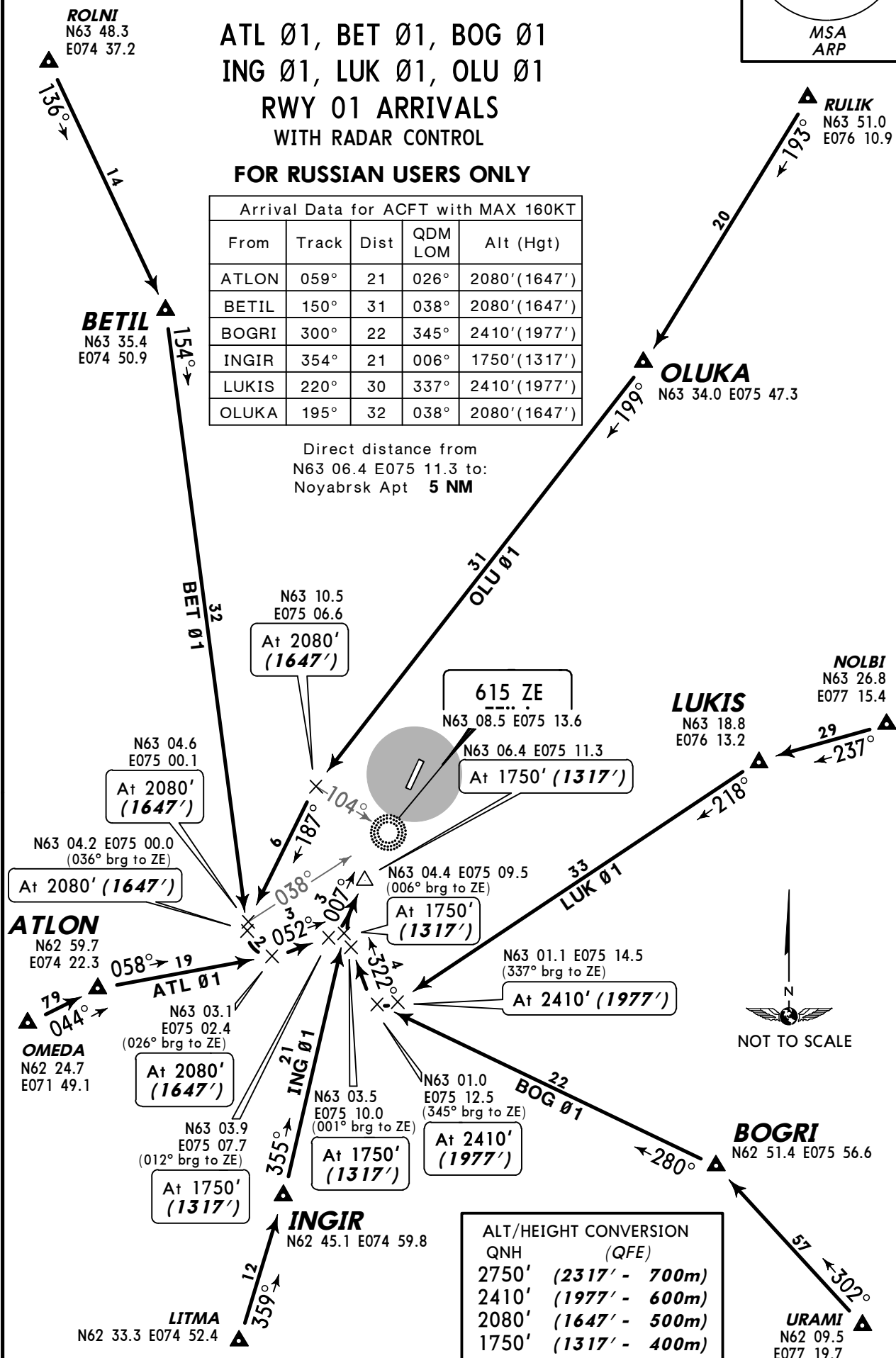
MSA  
ARP

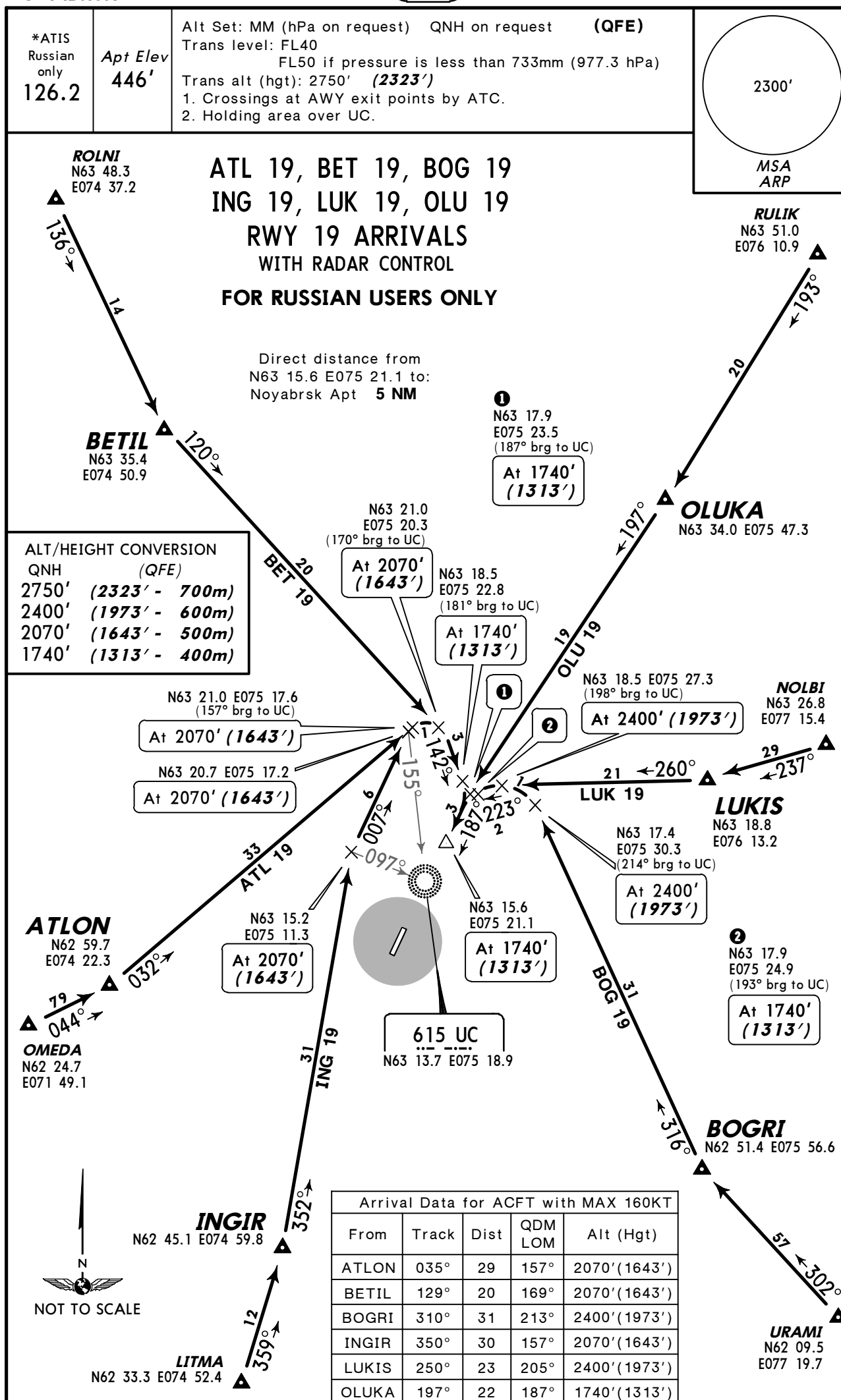
ATL Ø1, BET Ø1, BOG Ø1  
ING Ø1, LUK Ø1, OLU Ø1  
RWY 01 ARRIVALS  
WITH RADAR CONTROL

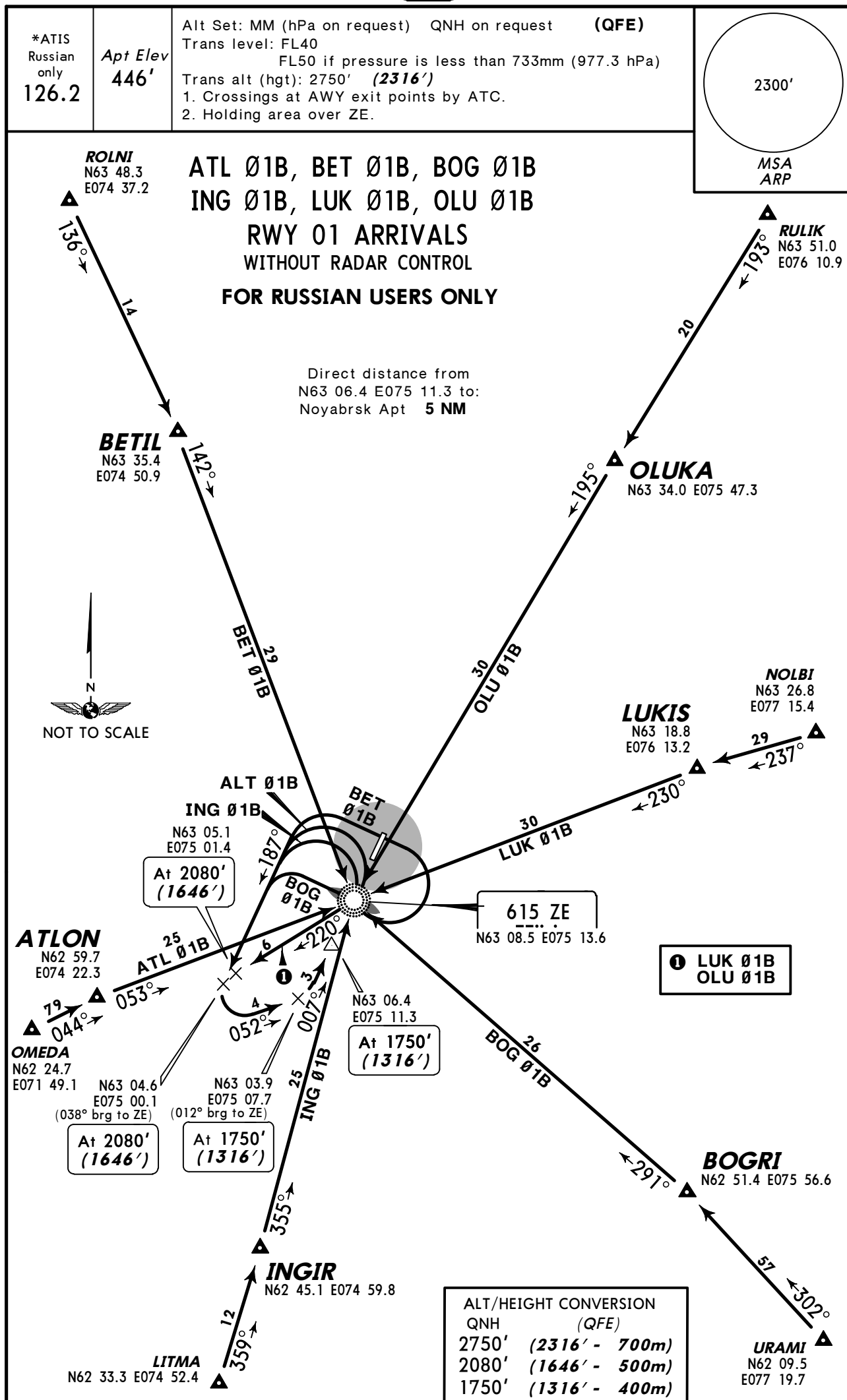
FOR RUSSIAN USERS ONLY

| Arrival Data for ACFT with MAX 160KT |       |      |            |              |
|--------------------------------------|-------|------|------------|--------------|
| From                                 | Track | Dist | QDM<br>LOM | Alt (Hgt)    |
| ATLON                                | 059°  | 21   | 026°       | 2080'(1647') |
| BETIL                                | 150°  | 31   | 038°       | 2080'(1647') |
| BOGRI                                | 300°  | 22   | 345°       | 2410'(1977') |
| INGIR                                | 354°  | 21   | 006°       | 1750'(1317') |
| LUKIS                                | 220°  | 30   | 337°       | 2410'(1977') |
| OLUKA                                | 195°  | 32   | 038°       | 2080'(1647') |

Direct distance from  
N63 06.4 E075 11.3 to:  
Noyabrsk Apt **5 NM**



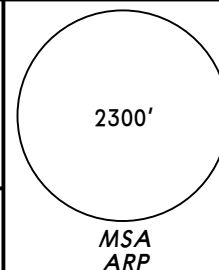




\*ATIS  
Russian  
only  
**126.2**

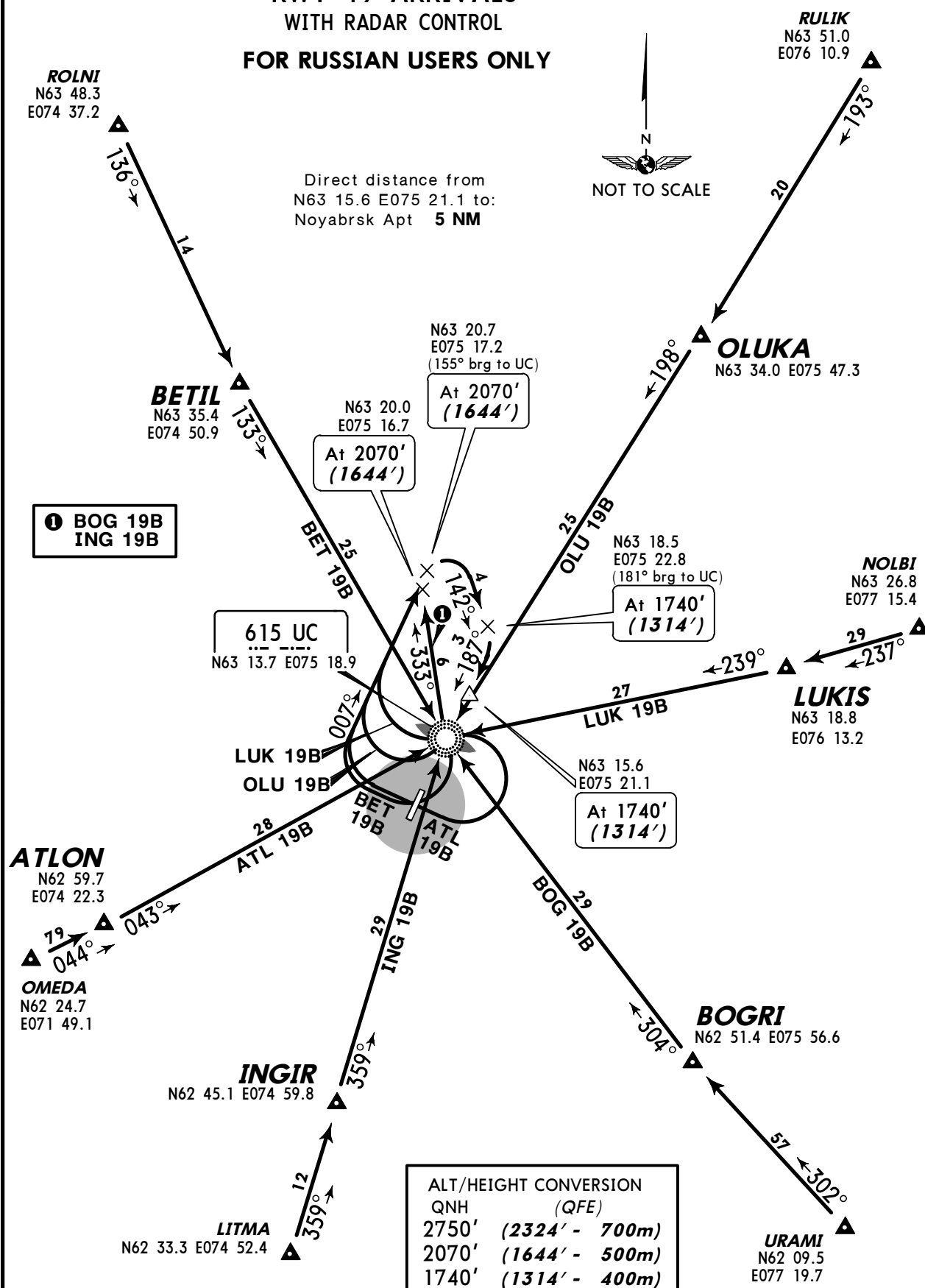
*Apt Elev*  
**446'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: FL40  
FL50 if pressure is less than 733mm (977.3 hPa)  
Trans alt (hgt): 2750' **(2324')**  
1. Crossings at AWY exit points by ATC.  
2. Holding area over UC.



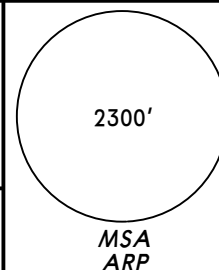
**ATL 19B, BET 19B, BOG 19B  
ING 19B, LUK 19B, OLU 19B  
RWY 19 ARRIVALS  
WITH RADAR CONTROL**

**FOR RUSSIAN USERS ONLY**



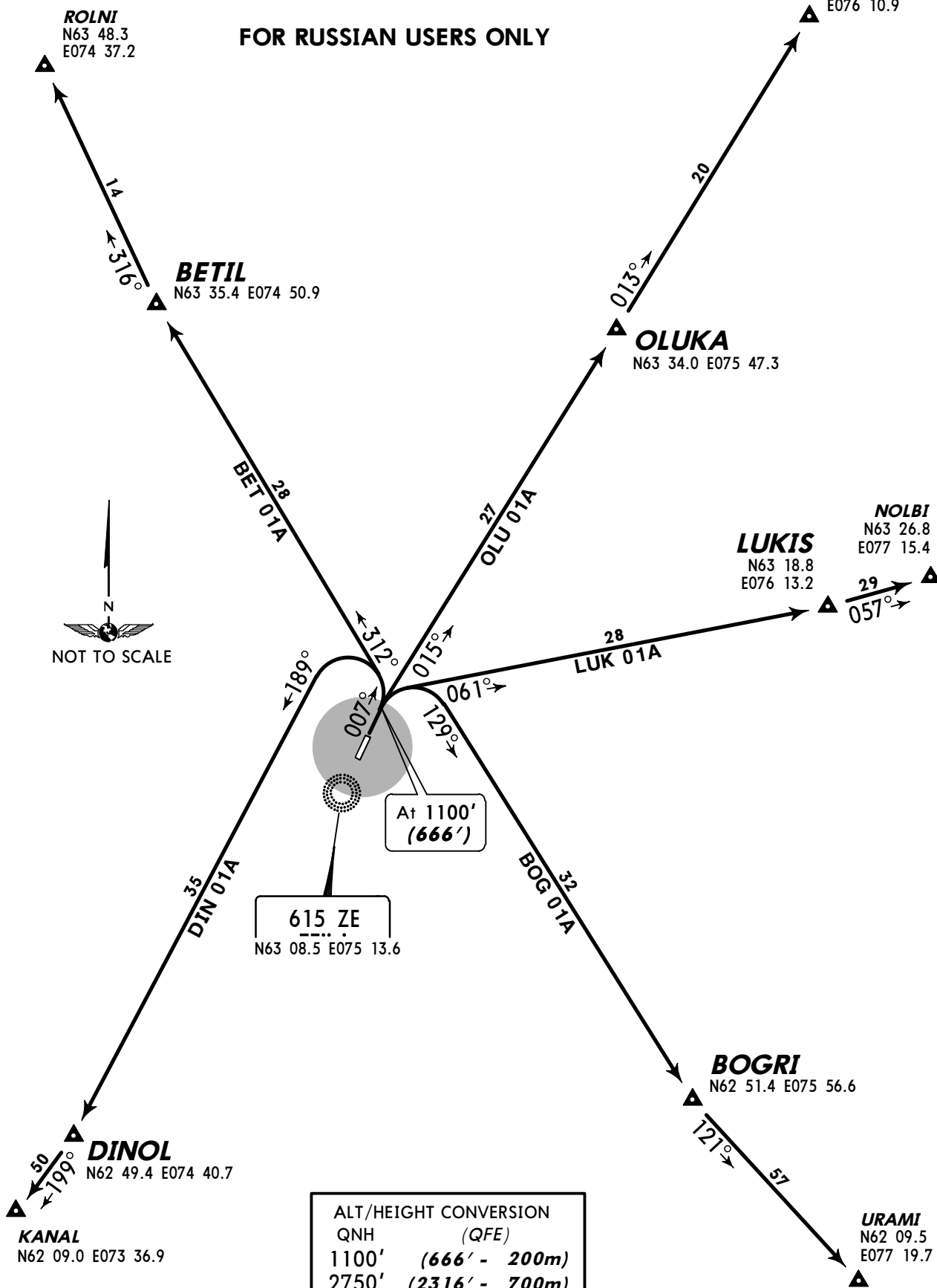
*Apt Elev*  
**446'**

QNH on request **(QFE)**  
Trans level: FL40  
FL50 if pressure is less than 733mm (977.3 hPa)  
Trans alt (hgt): 2750' **(2316')**  
1. Crossings at AWY entry points by ATC.  
2. Holding area over ZE.



**BET Ø1A, BOG Ø1A, DIN Ø1A  
LUK Ø1A, OLU Ø1A  
RWY 01 DEPARTURES**

**FOR RUSSIAN USERS ONLY**



| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 1100'                 | (666' - 200m)  |
| 2750'                 | (2316' - 700m) |

Apt Elev  
**446'**QNH on request **(QFE)**

Trans level: FL40

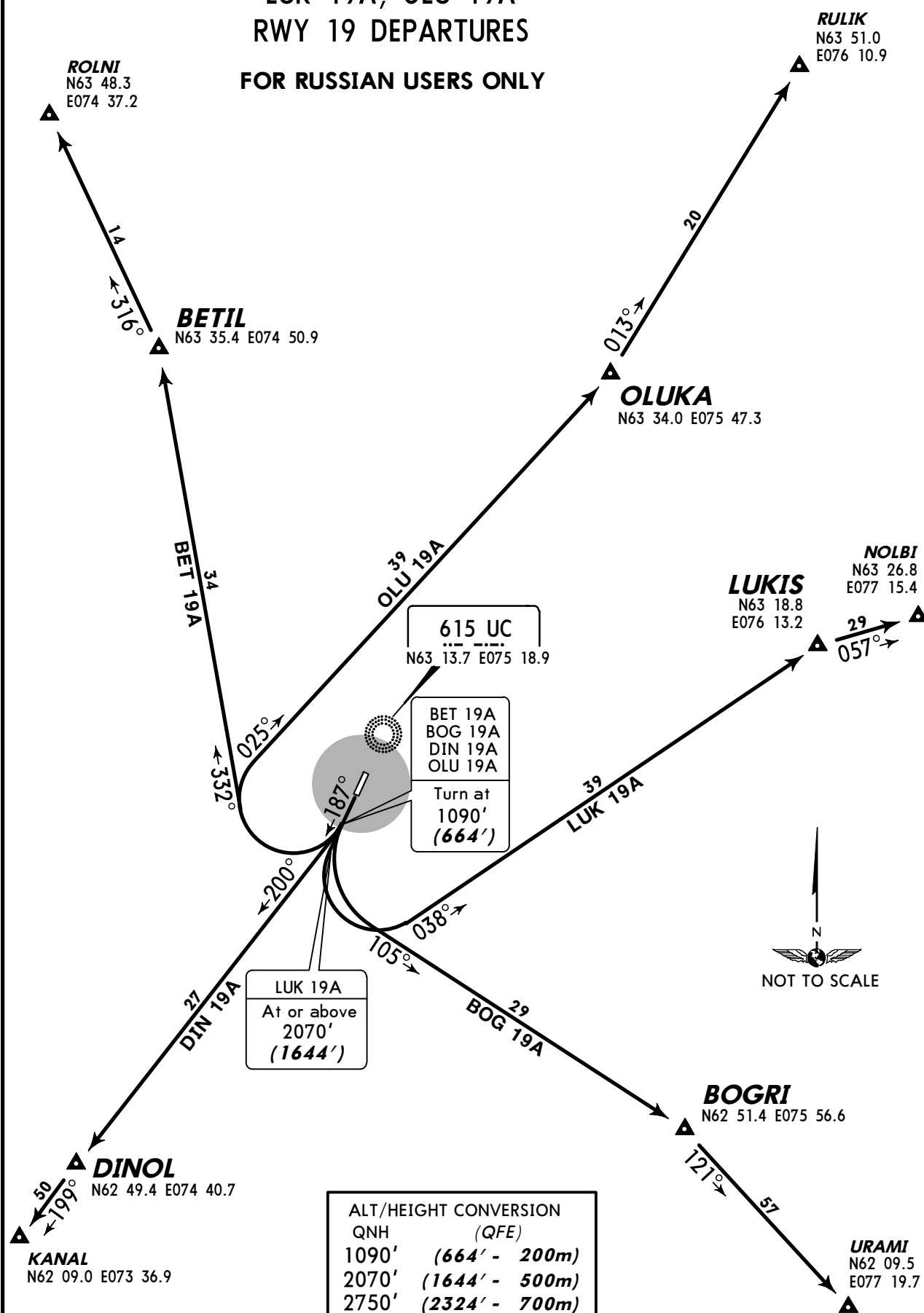
FL50 if pressure is less than 733mm (977.3 hPa)

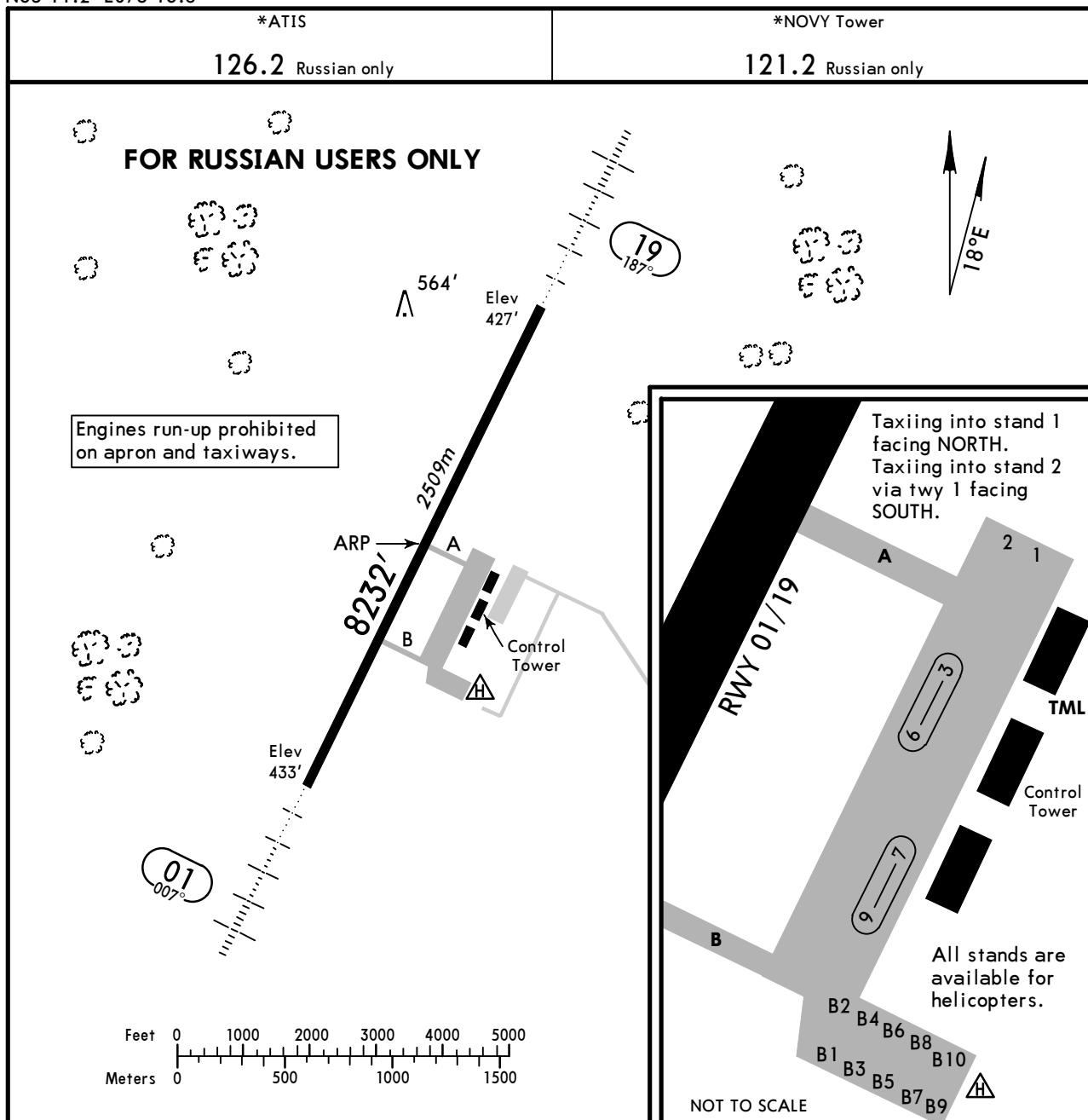
Trans alt (hgt): 2750' **(2324')**

1. Crossings at AWY entry points by ATC.

2. Holding area over UC.

2300'

MSA  
ARP**BET 19A, BOG 19A, DIN 19A  
LUK 19A, OLU 19A  
RWY 19 DEPARTURES****FOR RUSSIAN USERS ONLY**



**ADDITIONAL RUNWAY INFORMATION**

| RWY      |      |     |                    | USABLE LENGTHS |             | TAKE-OFF | WIDTH       |
|----------|------|-----|--------------------|----------------|-------------|----------|-------------|
|          |      |     |                    | LANDING BEYOND |             |          |             |
|          | HIRL | ALS | PAPI (angle 2.67°) | Threshold      | Glide Slope |          |             |
| 01<br>19 |      |     |                    |                |             |          | 138'<br>42m |
|          |      |     |                    |                |             |          |             |

**TAKE-OFF**

**AIR CARRIER (JAA)  
All Rwy's**

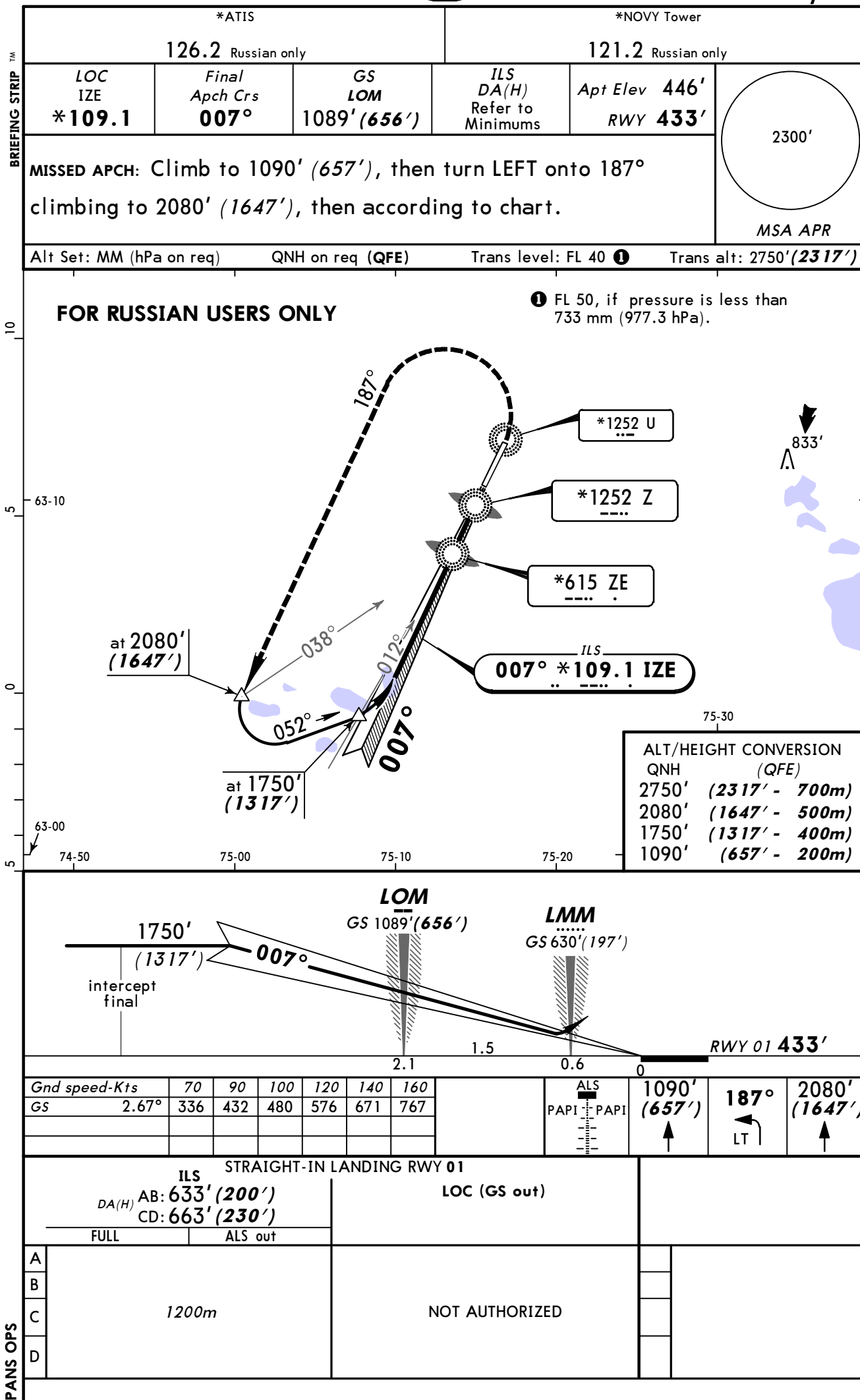
|   | LVP must be in force<br>RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL |
|---|--------------------------------------------------|--------------------------|
| A |                                                  |                          |
| B | 250m                                      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

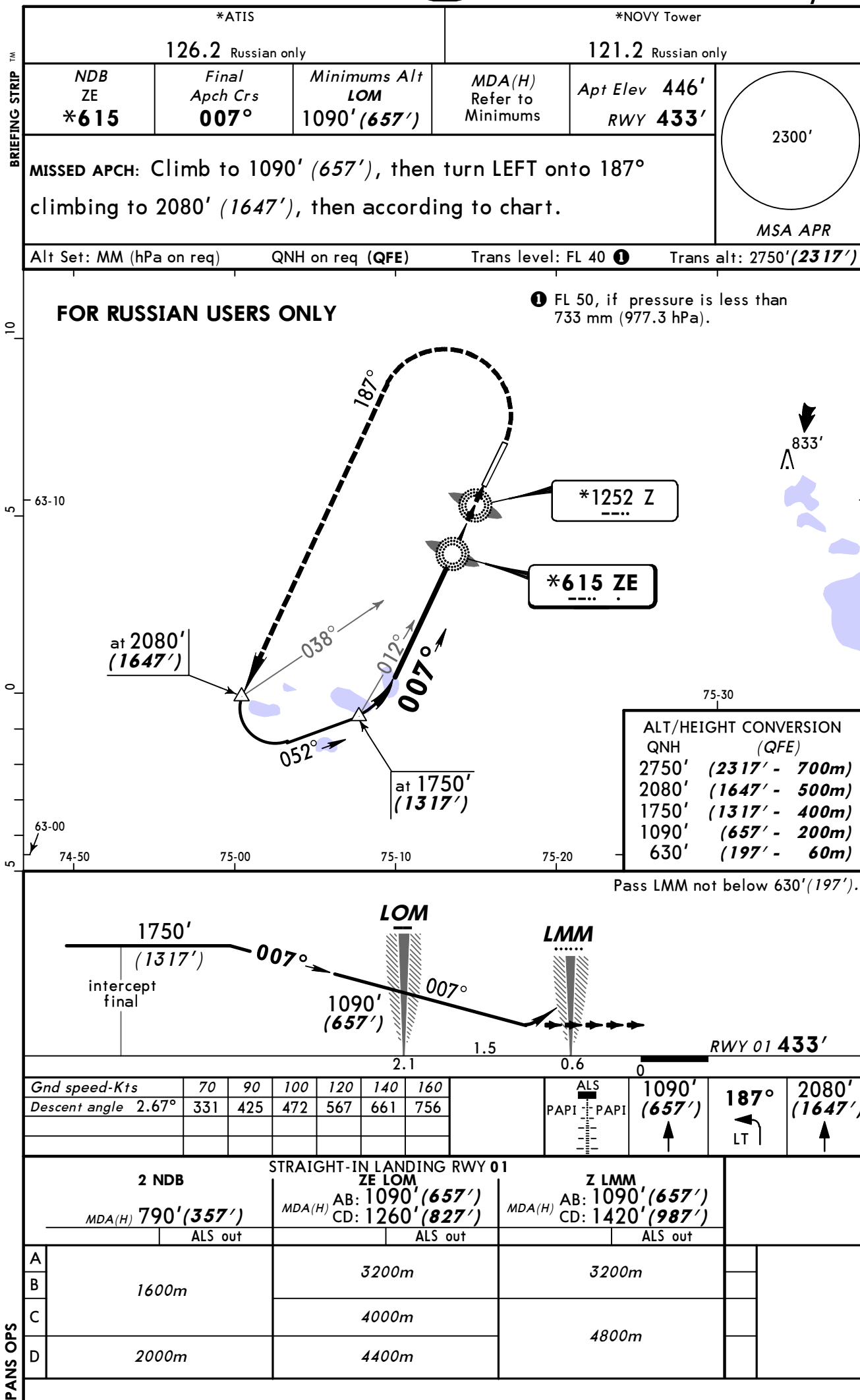
| STRAIGHT-IN RWY |                | A                     | B                     | C                   | D                   |
|-----------------|----------------|-----------------------|-----------------------|---------------------|---------------------|
| <b>01</b>       | ILS            | <b>633'</b> (200')    | <b>633'</b> (200')    | <b>663'</b> (230')  | <b>663'</b> (230')  |
|                 |                | <b>R1000m</b>         | <b>R1000m</b>         | <b>R1000m</b>       | <b>R1000m</b>       |
|                 | <i>ALS out</i> | R1200m                | R1200m                | R1200m              | R1200m              |
|                 | LOC            | NOT<br>AUTHORIZED     | NOT<br>AUTHORIZED     | NOT<br>AUTHORIZED   | NOT<br>AUTHORIZED   |
|                 | 2 NDB ①        | <b>790'</b> (357')    | <b>790'</b> (357')    | <b>790'</b> (357')  | <b>790'</b> (357')  |
|                 |                | <b>R1400m</b>         | <b>R1400m</b>         | <b>R1400m</b>       | <b>R1400m</b>       |
|                 | <i>ALS out</i> | R1600m                | R1600m                | R1600m              | R1600m              |
|                 | ZE NDB         | <b>1090'</b> (657')   | <b>1090'</b> (657')   | <b>1260'</b> (827') | <b>1260'</b> (827') |
|                 |                | <b>C3000m</b>         | <b>C3000m</b>         | <b>C4000m</b>       | <b>C4000m</b>       |
|                 | <i>ALS out</i> | C3200m                | C3200m                | C4200m              | C4200m              |
|                 | Z NDB          | <b>1090'</b> (657')   | <b>1090'</b> (657')   | <b>1420'</b> (987') | <b>1420'</b> (987') |
|                 |                | <b>C3000m</b>         | <b>C3000m</b>         | <b>C4700m</b>       | <b>C4700m</b>       |
| <b>19</b>       | <i>ALS out</i> | C3200m                | C3200m                | C4900m              | C4900m              |
|                 | 2 NDB ①        | <b>820'</b> (393')    | <b>820'</b> (393')    | <b>820'</b> (393')  | <b>820'</b> (393')  |
|                 |                | <b>R1600m</b>         | <b>R1600m</b>         | <b>R1600m</b>       | <b>R1600m</b>       |
|                 | <i>ALS out</i> | R1800m                | R1800m                | R1800m              | R1800m              |
|                 | UC NDB         | <b>1090'</b> (663') ① | <b>1090'</b> (663') ① | <b>1250'</b> (823') | <b>1250'</b> (823') |
|                 |                | <b>C2900m</b>         | <b>C2900m</b>         | <b>C4000m</b>       | <b>C4000m</b>       |
|                 | <i>ALS out</i> | C3100m                | C3100m                | C4200m              | C4200m              |
|                 | U NDB          | <b>1090'</b> (663')   | <b>1090'</b> (663')   | <b>1420'</b> (993') | <b>1420'</b> (993') |
|                 |                | <b>C3100m</b>         | <b>C3100m</b>         | <b>C4700m</b>       | <b>C4700m</b>       |
|                 | <i>ALS out</i> | C3300m                | C3300m                | C4900m              | C4900m              |

① Continuous Descent Final Approach.

### 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                        | 300m |                          |                   |
| D                        |      |                          |                   |



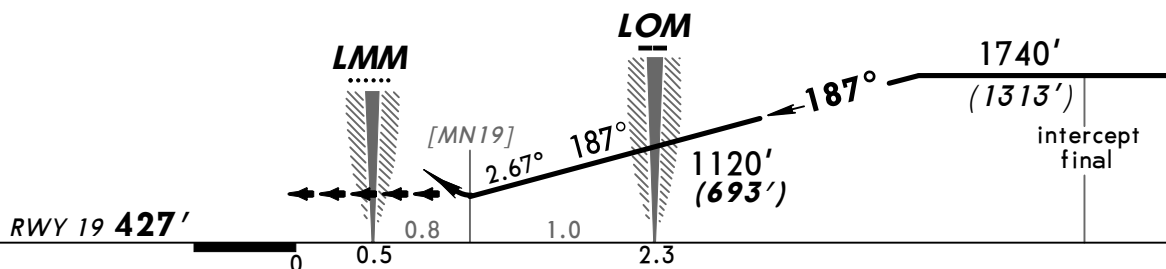


**BRIEFING STRIP™**

Figure 1 is a line graph showing the number of cases per 100,000 population for COVID-19 in the United States from March 2020 to March 2021. The y-axis is labeled 'Cases per 100,000 population' and ranges from 0 to 10. The x-axis is labeled 'Date' and shows months from March 2020 to March 2021. The line shows a sharp increase in March 2020, peaking at approximately 10 cases per 100,000 in April 2020, followed by a decline and then a second, smaller peak in March 2021.



Pass LMM not below 610' (183').



|                                                                                                      |                                                                                                          |                                                                                               |                                                                                                           |
|------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| <br>PAPI — PAPI | 1090'<br>(663')<br> | 007°<br> | 2070'<br>(1643')<br> |
|------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|

## PANS OPS

**NOYABRSK, (NOYABRSK - USRO)**

## **TERMINAL CHART CHANGE NOTICES**

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