

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UHMA

Terminal Charts For UHMA

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

Location: Anadyr Rus
IATA Code: DYR
Lat/Long: N64° 44.1' E177° 44.3'
Elevation: 194 ft

Airport Use: Public
Magnetic Variation: 2.6°E

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

Sunrise: 2205 Z
Sunset: 0224 Z,

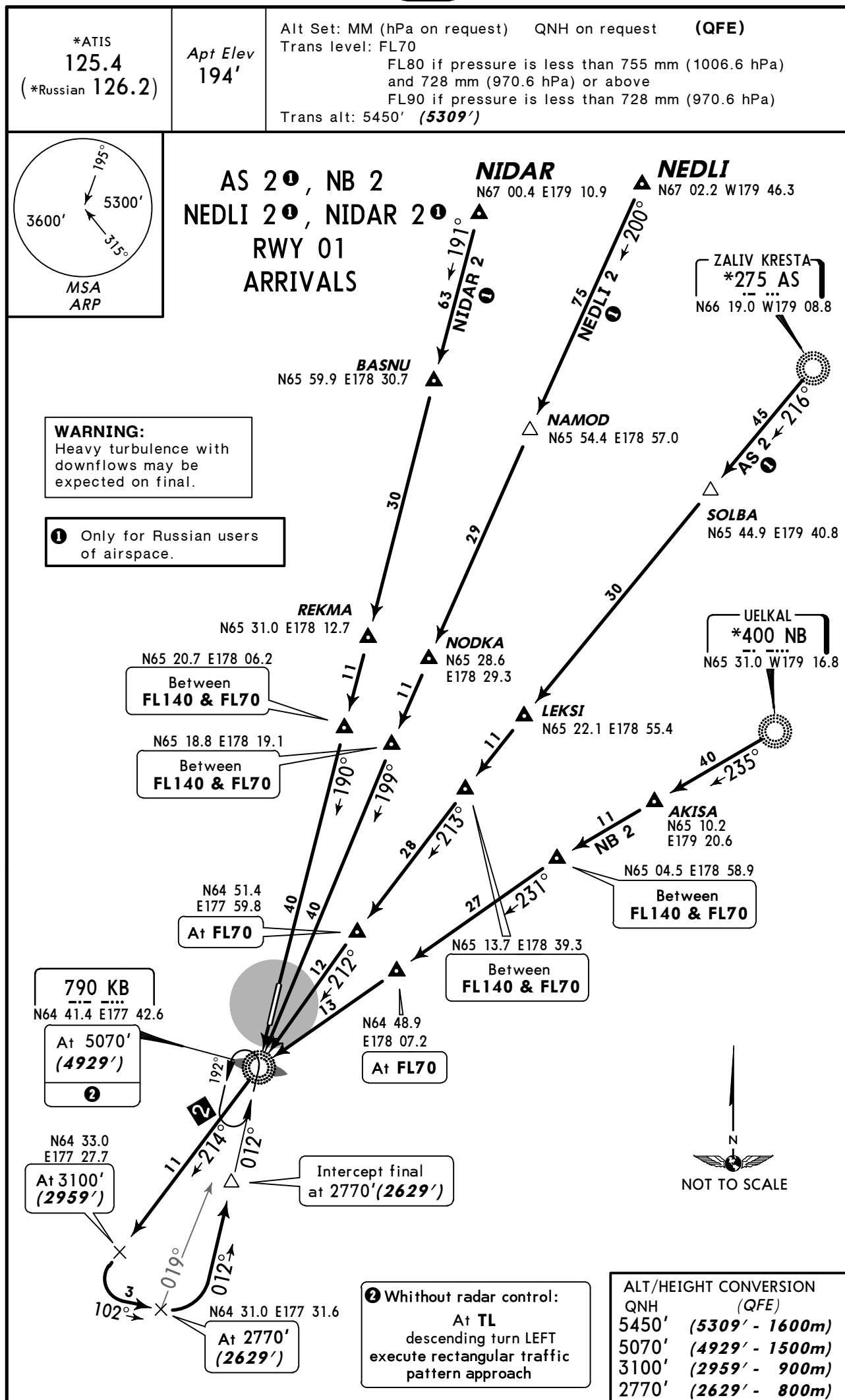
Runway Information

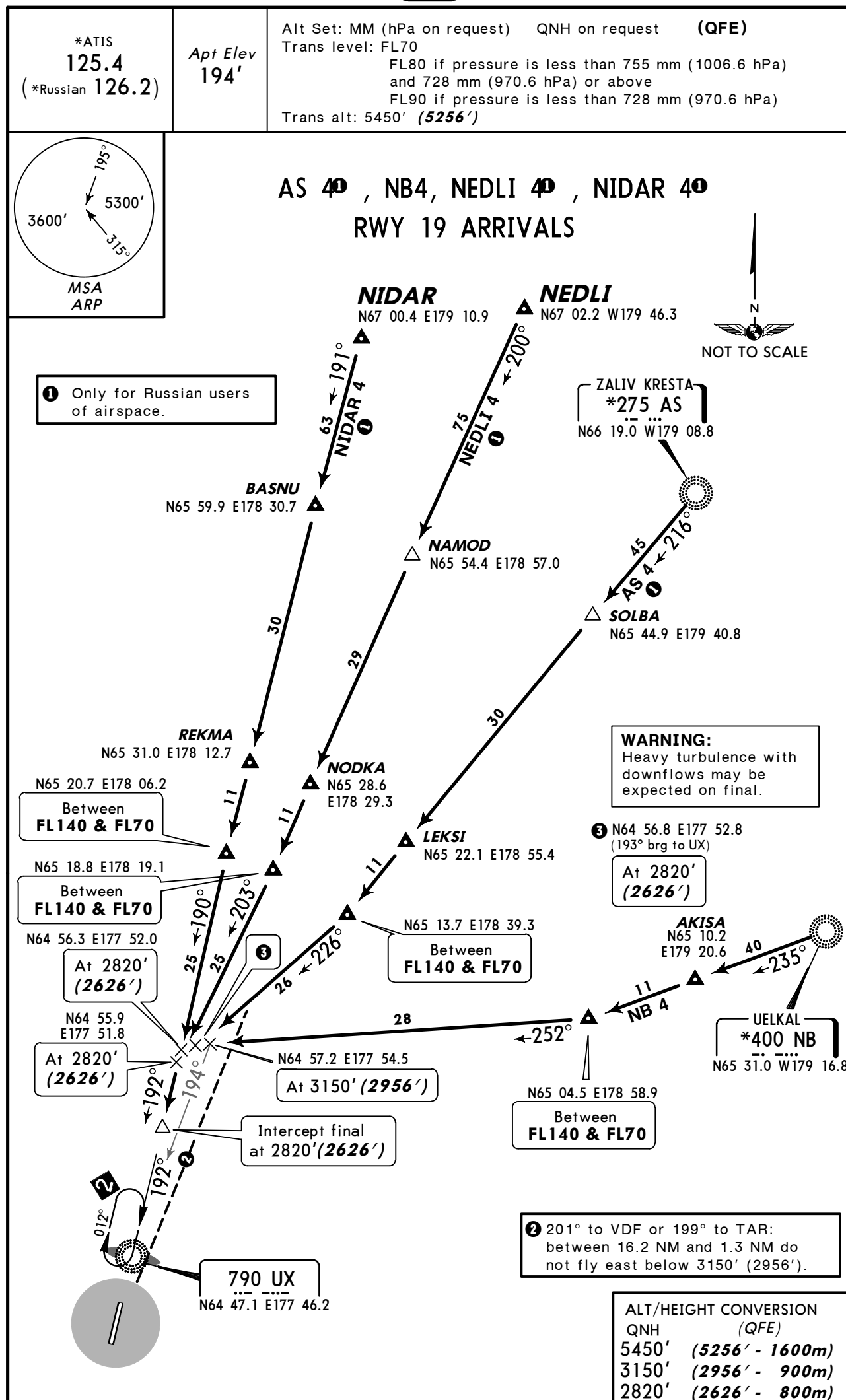
Runway: 01
Length x Width: 11486 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 141 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19
Length x Width: 11486 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 194 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS 126.2 Non-English
ATIS 125.4
Anadyr Start Tower 124.0
Anadyr Approach Control 124.0





*ATIS
125.4
(*Russian 126.2)

Apt Elev
194'

Alt Set: MM (hPa on request) QNH on request (QFE)

Trans level: FL70

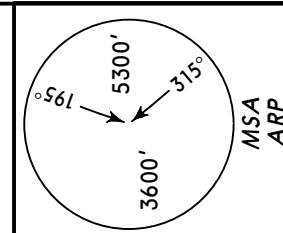
FL80 if pressure is less than 755 mm (1006.6 hPa)

and 728 mm (970.6 hPa) or above

FL90 if pressure is less than 728 mm (970.6 hPa)

Trans alt: 5450' (5309')

BE 2, BUMUL 2, DUKAR 2 RWY 01 ARRIVALS

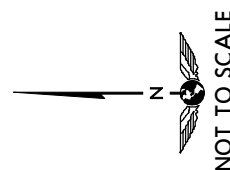
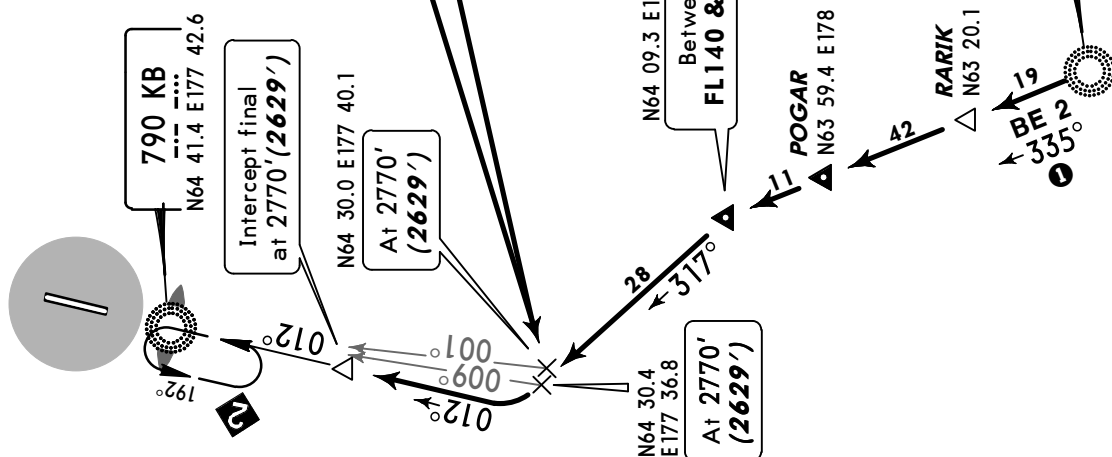


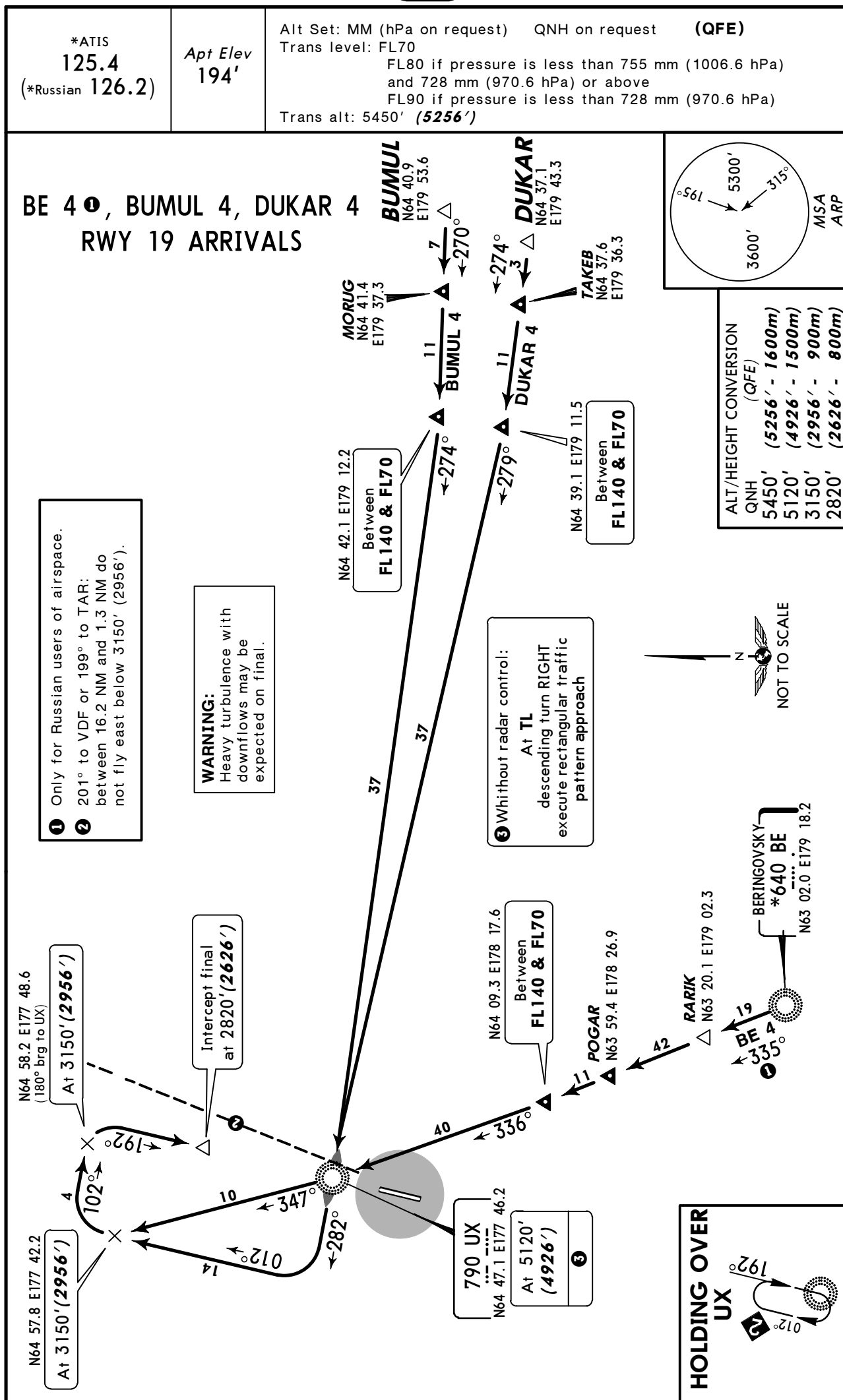
ALT/HEIGHT CONVERSION
(QFE)
QNH 5450' (5309' - 1600m)
2770' (2629' - 800m)

1 Only for Russian users of airspace.

WARNING:

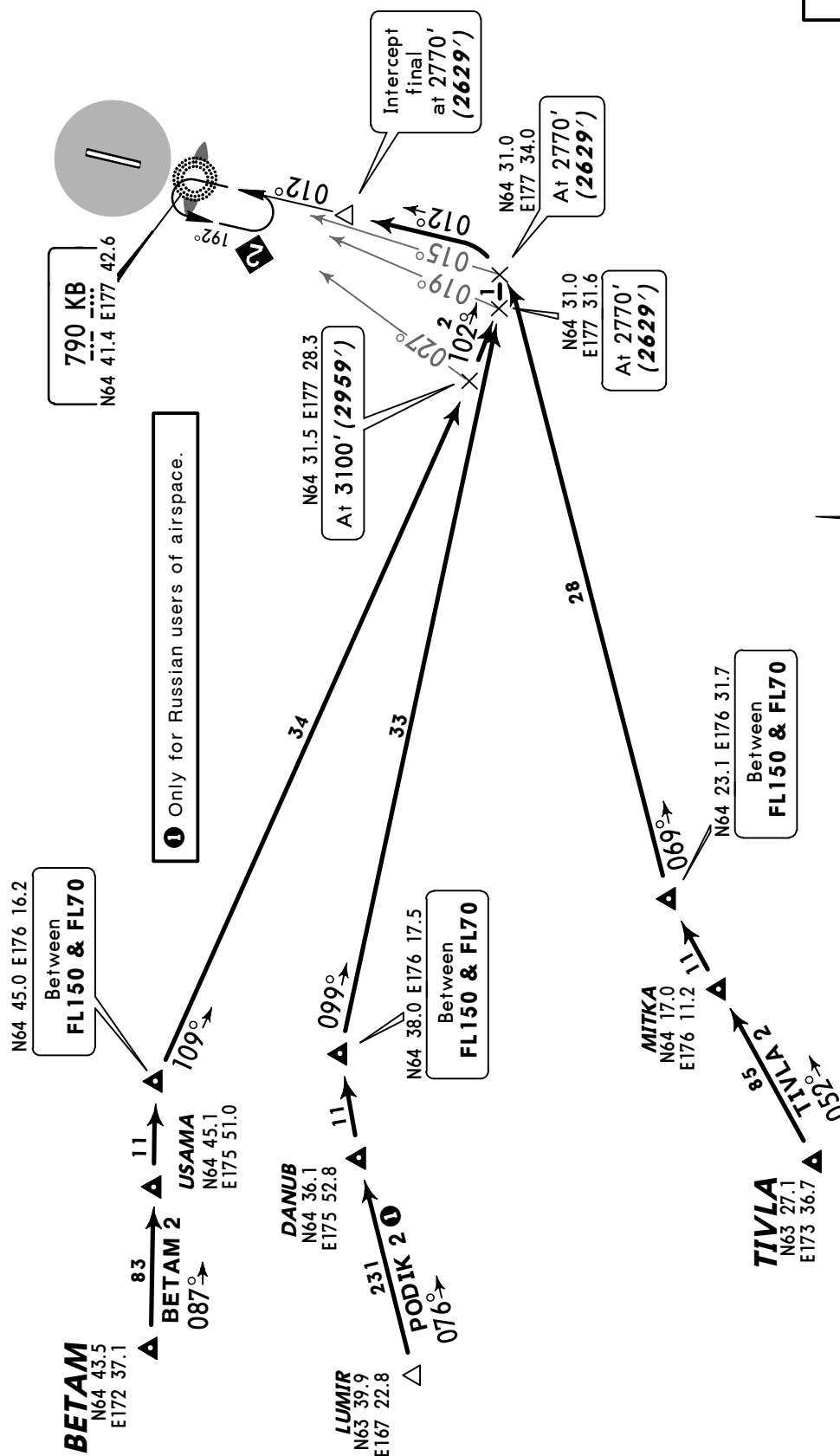
Heavy turbulence with
downflows may be
expected on final.



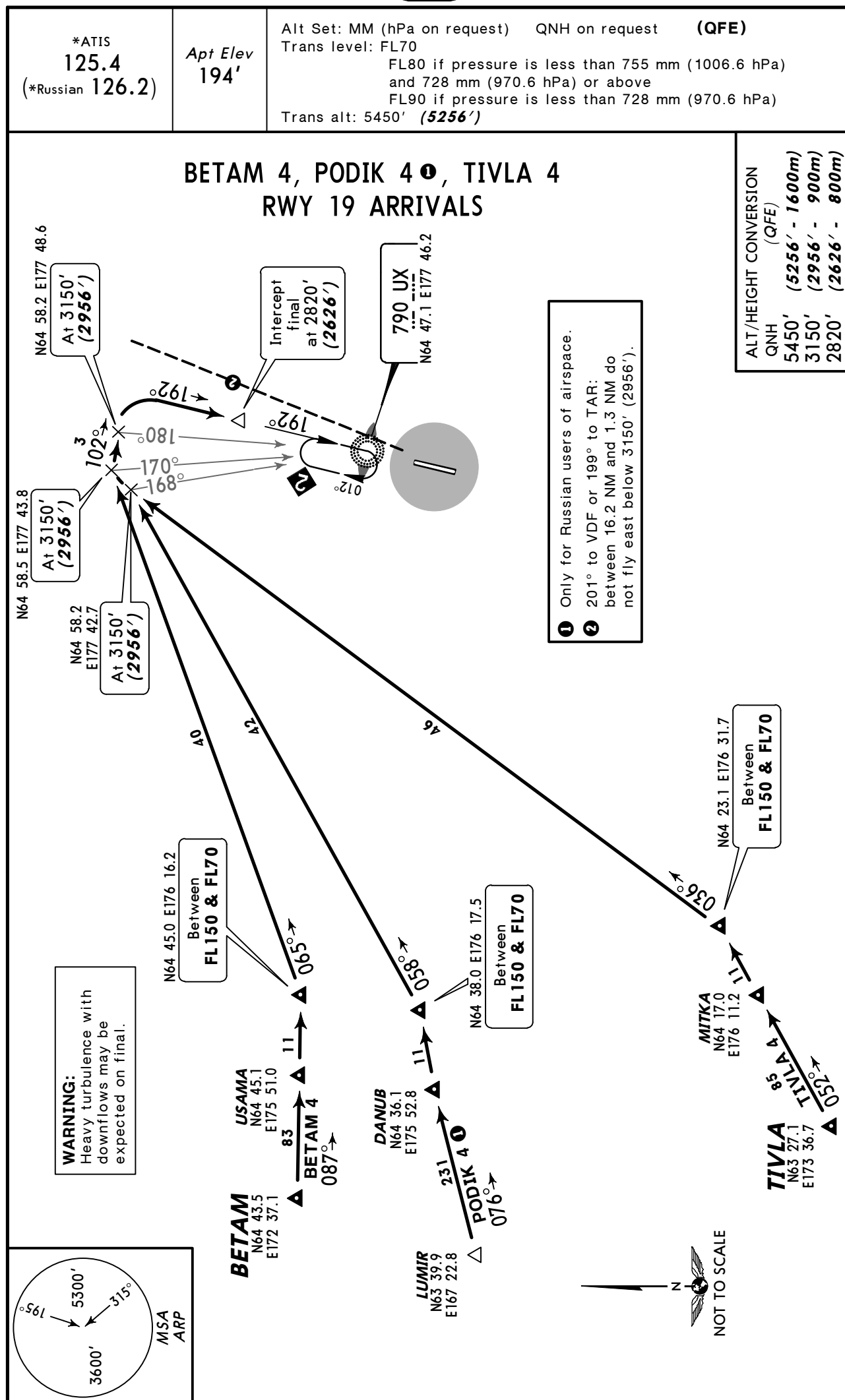


A circular diagram with three vectors originating from a central point. The vectors are labeled with their magnitudes and directions: 5300' at 195°, 315°, and 3600'.

WARNING:
Heavy turbulence with
downflows may be
expected on final.

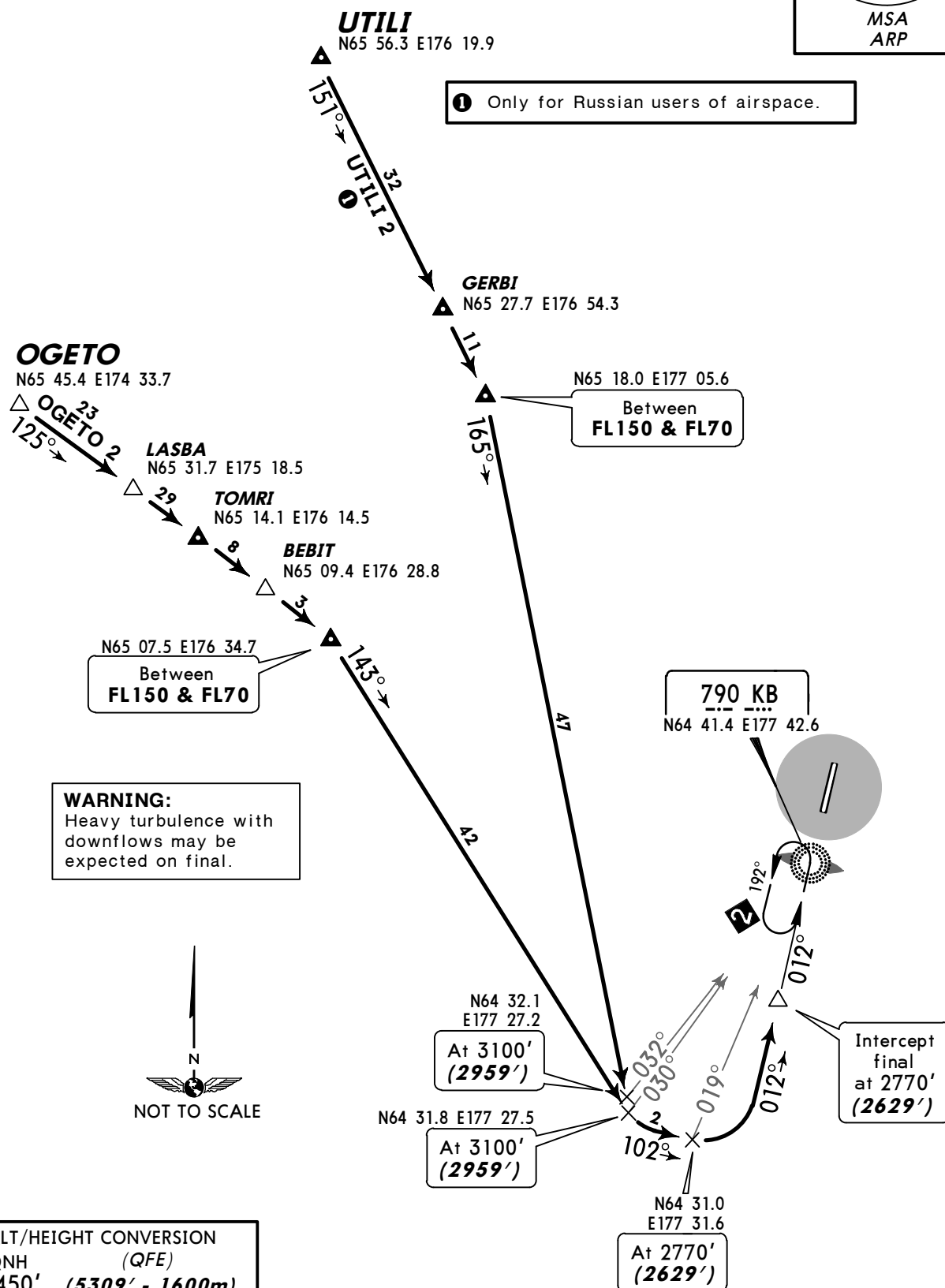
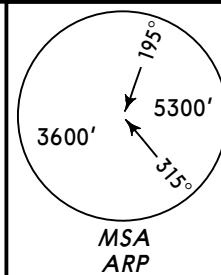


ALT/HEIGHT CONVERSION	
QNH	(QFE)
5450'	(5309' - 1600m)
33100'	(2959' - 900m)
2770'	(2629' - 800m)



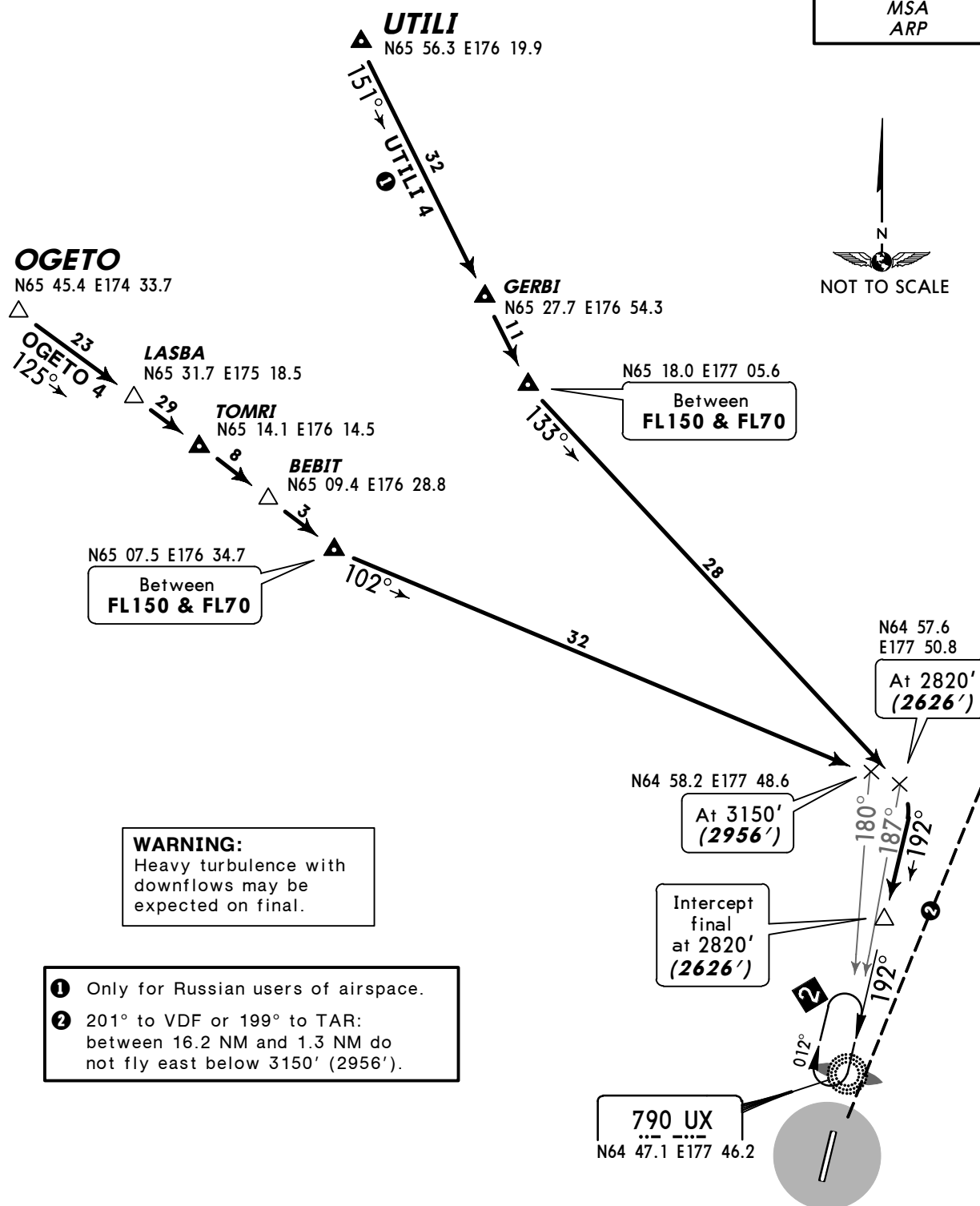
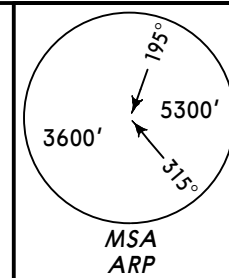
*ATIS 125.4 (*Russian 126.2)	<i>Apt Elev</i> 194'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL70 FL80 if pressure is less than 755 mm (1006.6 hPa) and 728 mm (970.6 hPa) or above FL90 if pressure is less than 728 mm (970.6 hPa) Trans alt: 5450' (5309')
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OGETO 2, UTILI 2 RWY 01 ARRIVALS

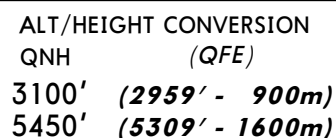


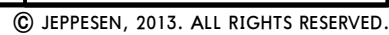
*ATIS 125.4 (*Russian 126.2)	<i>Apt Elev</i> 194'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL70 FL80 if pressure is less than 755 mm (1006.6 hPa) and 728 mm (970.6 hPa) or above FL90 if pressure is less than 728 mm (970.6 hPa) Trans alt: 5450' (5256')
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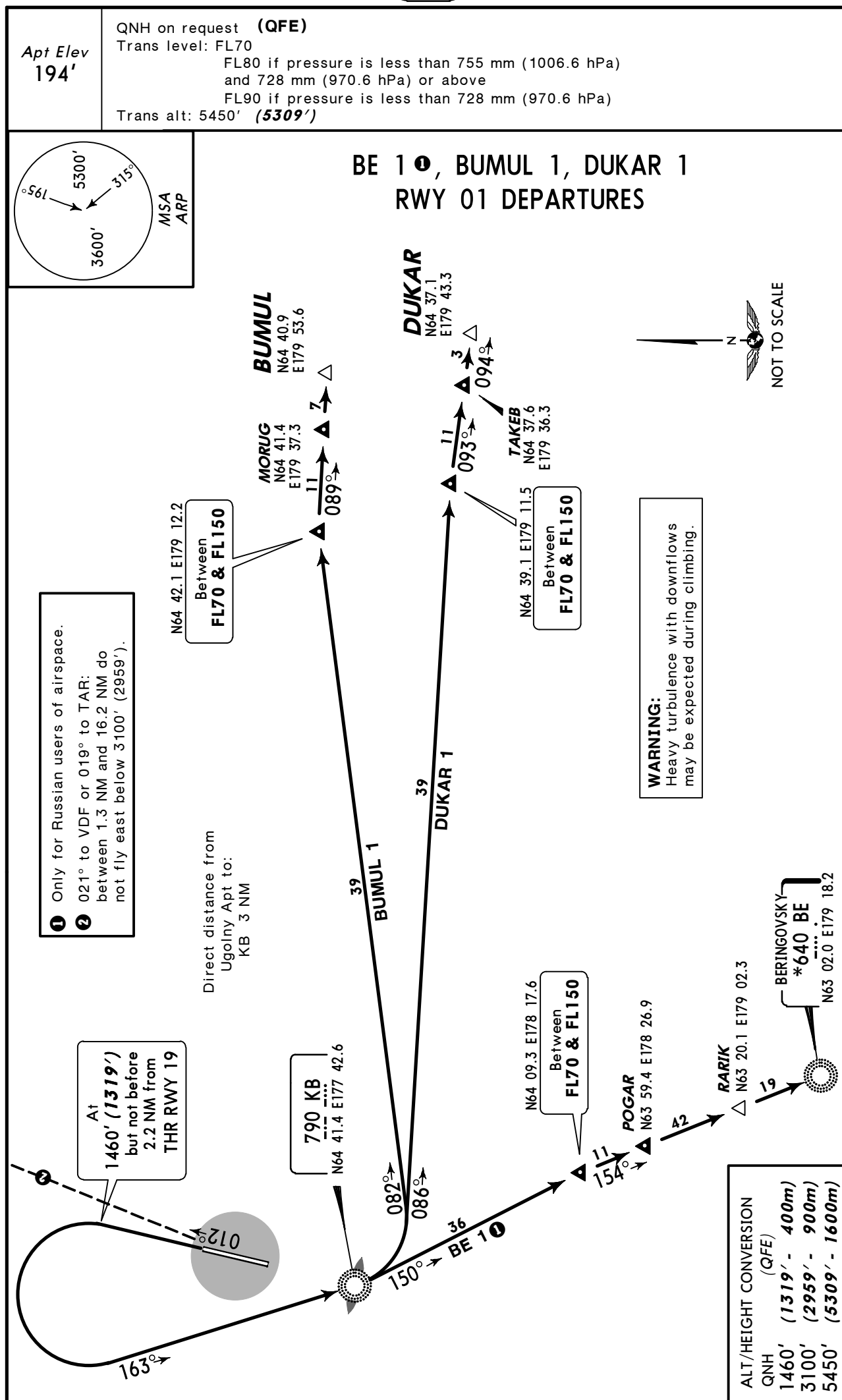
OGETO 4, UTILI 4 RWY 19 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5450'	(5256' - 1600m)
3150'	(2956' - 900m)
2820'	(2626' - 800m)







Apt Elev
194'

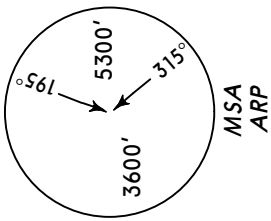
QNH on request (QFE)

Trans level: FL70

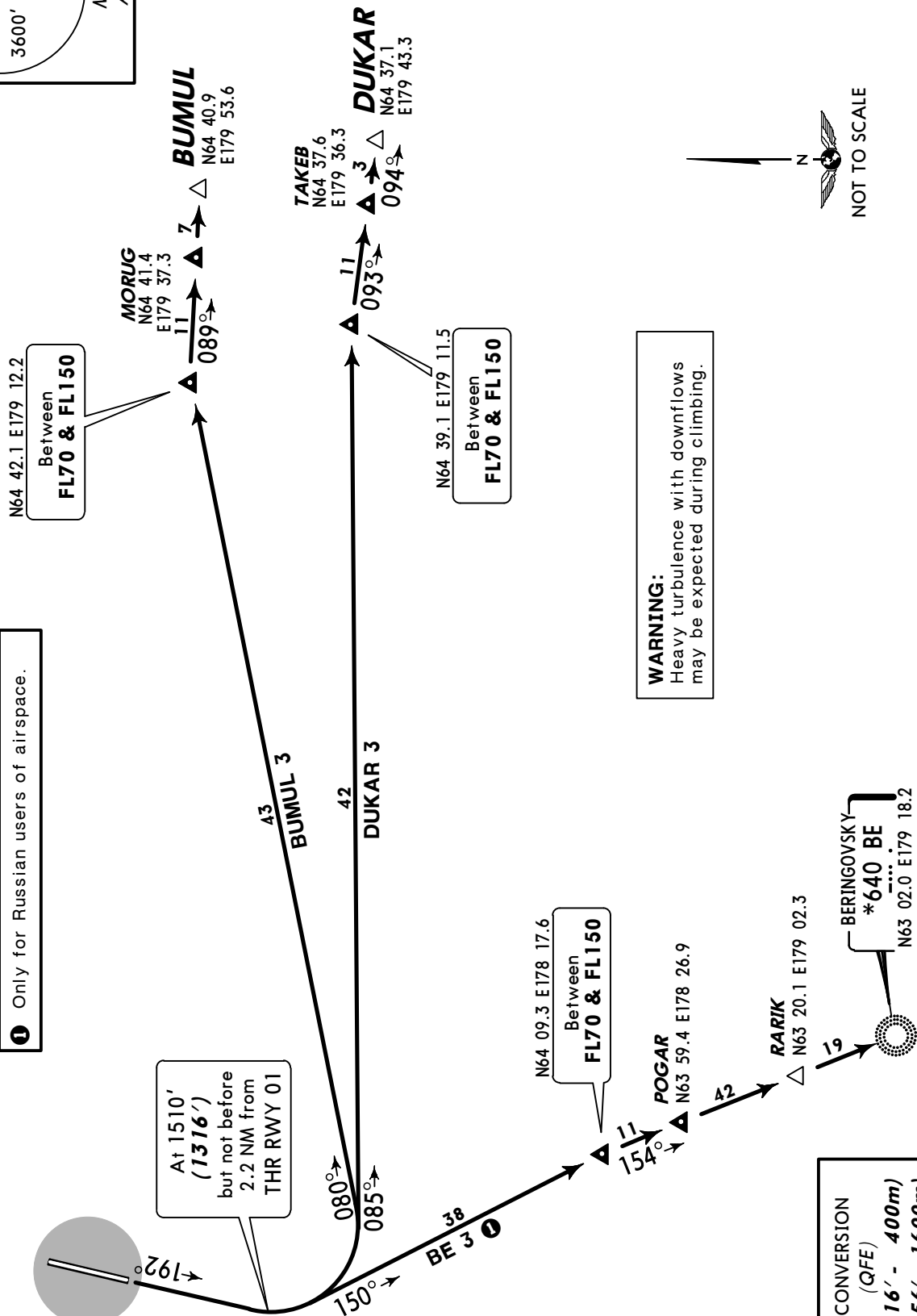
FL80 if pressure is less than 755 mm (1006.6 hPa)
and 728 mm (970.6 hPa) or above

FL90 if pressure is less than 728 mm (970.6 hPa)

Trans alt: 5450' (5256')



BE 3 ①, BUMUL 3, DUKAR 3 RWY 19 DEPARTURES



Apt Elev
194'

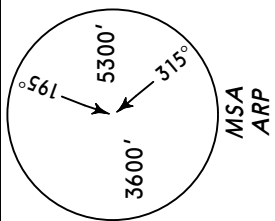
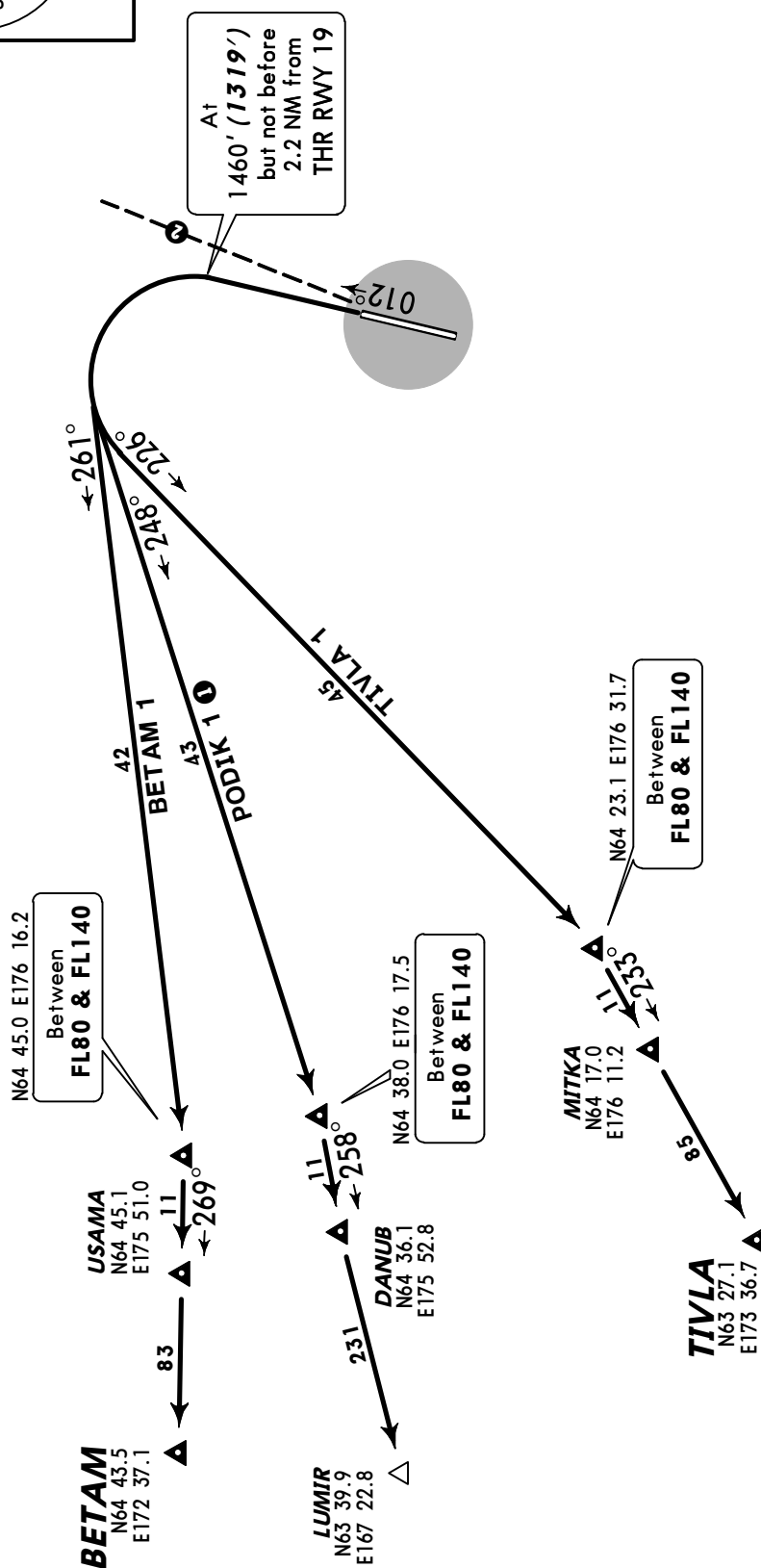
QNH on request (QFE)

Trans level: FL70

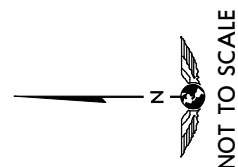
FL80 if pressure is less than 755 mm (1006.6 hPa)
and 728 mm (970.6 hPa) or above

FL90 if pressure is less than 728 mm (970.6 hPa)

Trans alt: 5450' (5309')

BETAM 1, PODIK 1 ①, TIVLA 1
RWY 01 DEPARTURES**WARNING:**
Heavy turbulence with downflows
may be expected during climbing.

- 1 Only for Russian users of airspace.
- 2 021° to VDF or 019° to TAR:
between 1.3 NM and 16.2 NM do
not fly east below 3100' (2959').



ALT/HEIGHT CONVERSION

QNH (QFE)

1460' (1319' - 400m)

3100' (2959' - 900m)

5450' (5309' - 1600m)

Apt Elev
194'

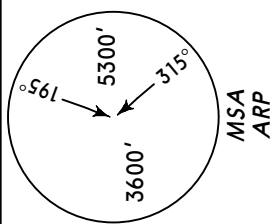
QNH on request (QFE)

Trans level: FL70

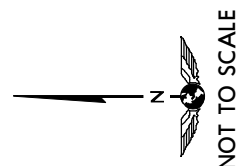
FL80 if pressure is less than 755 mm (1006.6 hPa)
and 728 mm (970.6 hPa) or above

FL90 if pressure is less than 728 mm (970.6 hPa)

Trans alt: 5450' (5256')



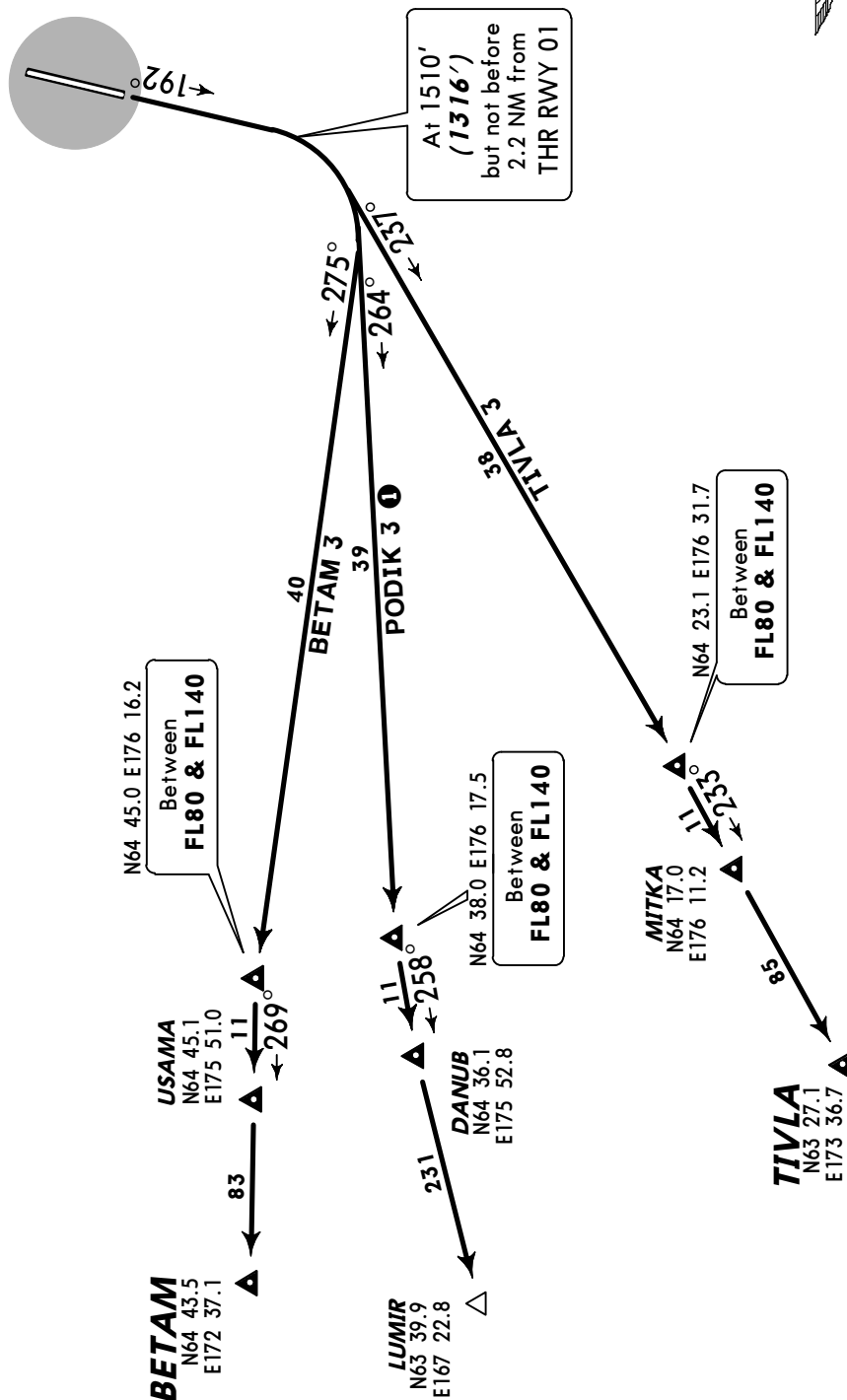
BETAM 3, PODIK 3 ①, TIVLA 3 RWY 19 DEPARTURES



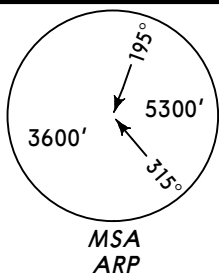
① Only for Russian users of airspace.

WARNING:

Heavy turbulence with downflows
may be expected during climbing.



ALT/HEIGHT CONVERSION
QNH (QFE)
1510' (1316') - 400m
5450' (5256') - 1600m



Apt Elev
194'

QNH on request (QFE)

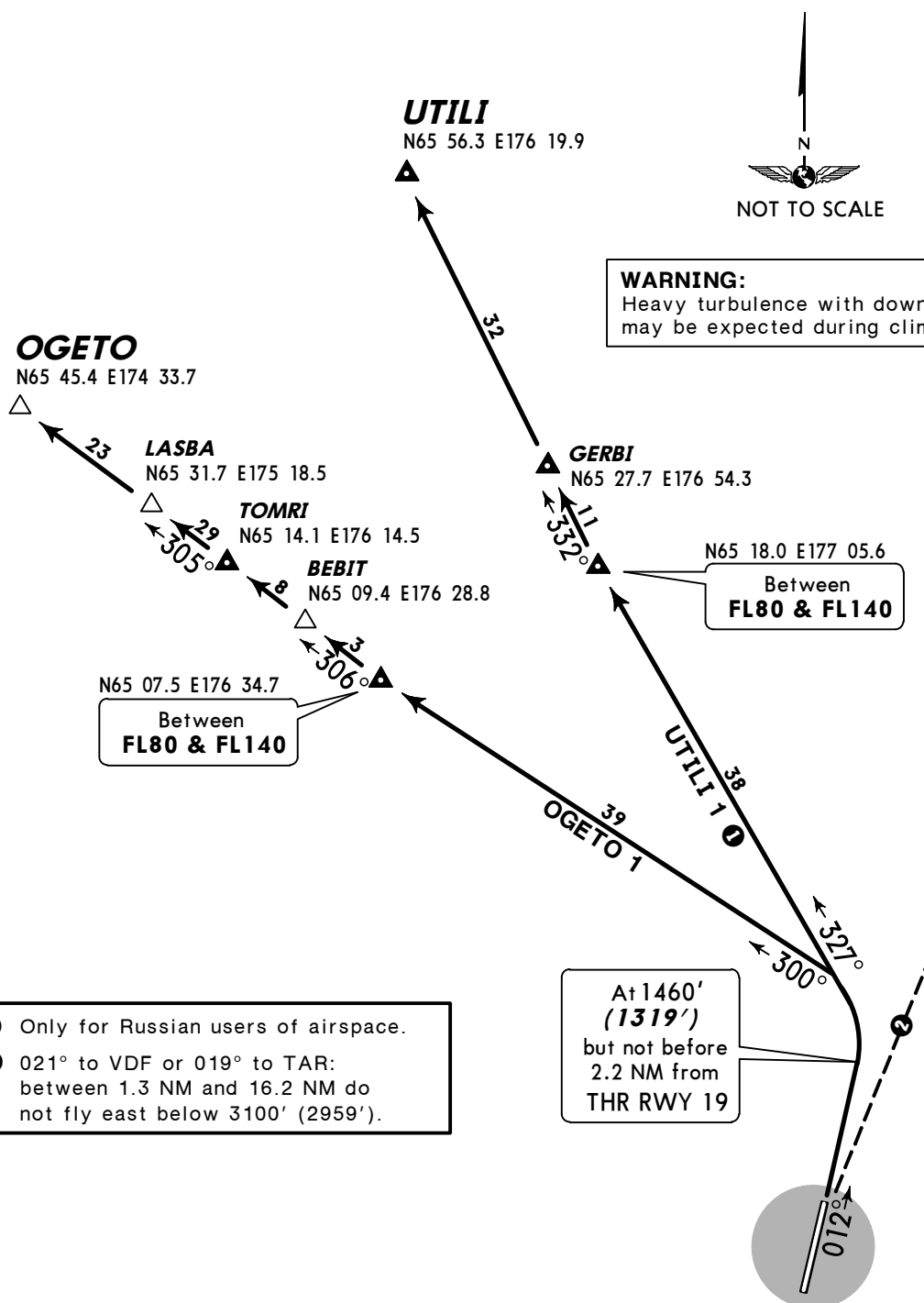
Trans level: FL70

FL80 if pressure is less than 755 mm (1006.6 hPa)
and 728 mm (970.6 hPa) or above

FL90 if pressure is less than 728 mm (970.6 hPa)

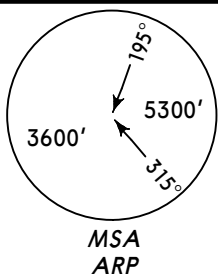
Trans alt: 5450' (5309')

OGETO 1, UTILI 1 RWY 01 DEPARTURES



- ① Only for Russian users of airspace.
- ② 021° to VDF or 019° to TAR:
between 1.3 NM and 16.2 NM do
not fly east below 3100' (2959').

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1460'	(1319' - 400m)
3100'	(2959' - 900m)
5450'	(5309' - 1600m)



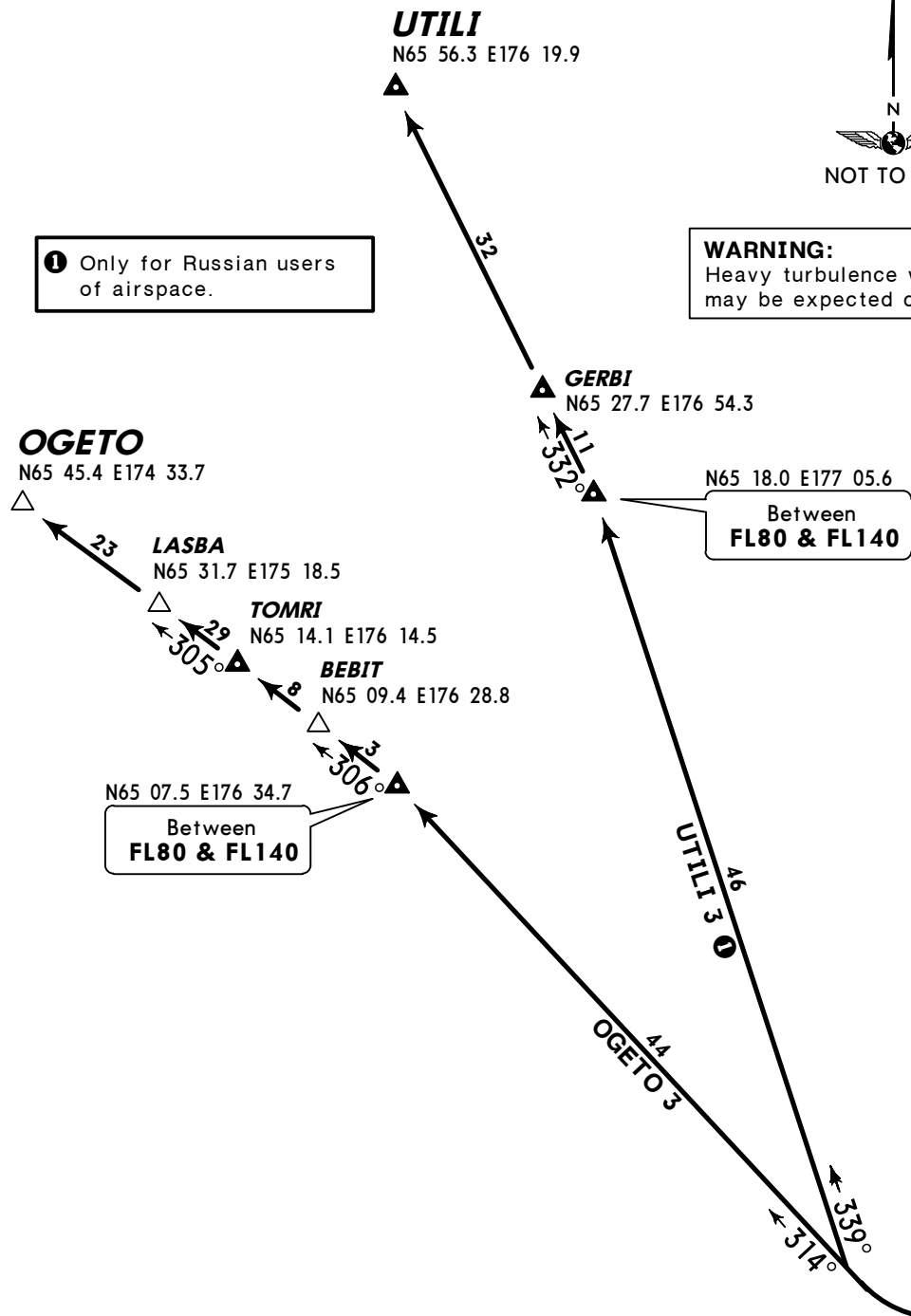
Apt Elev
194'

QNH on request (QFE)
Trans level: FL70
FL80 if pressure is less than 755 mm (1006.6 hPa)
and 728 mm (970.6 hPa) or above
FL90 if pressure is less than 728 mm (970.6 hPa)
Trans alt: 5450' (5256')

OGETO 3, UTILI 3 RWY 19 DEPARTURES

① Only for Russian users
of airspace.

WARNING:
Heavy turbulence with downflows
may be expected during climbing.



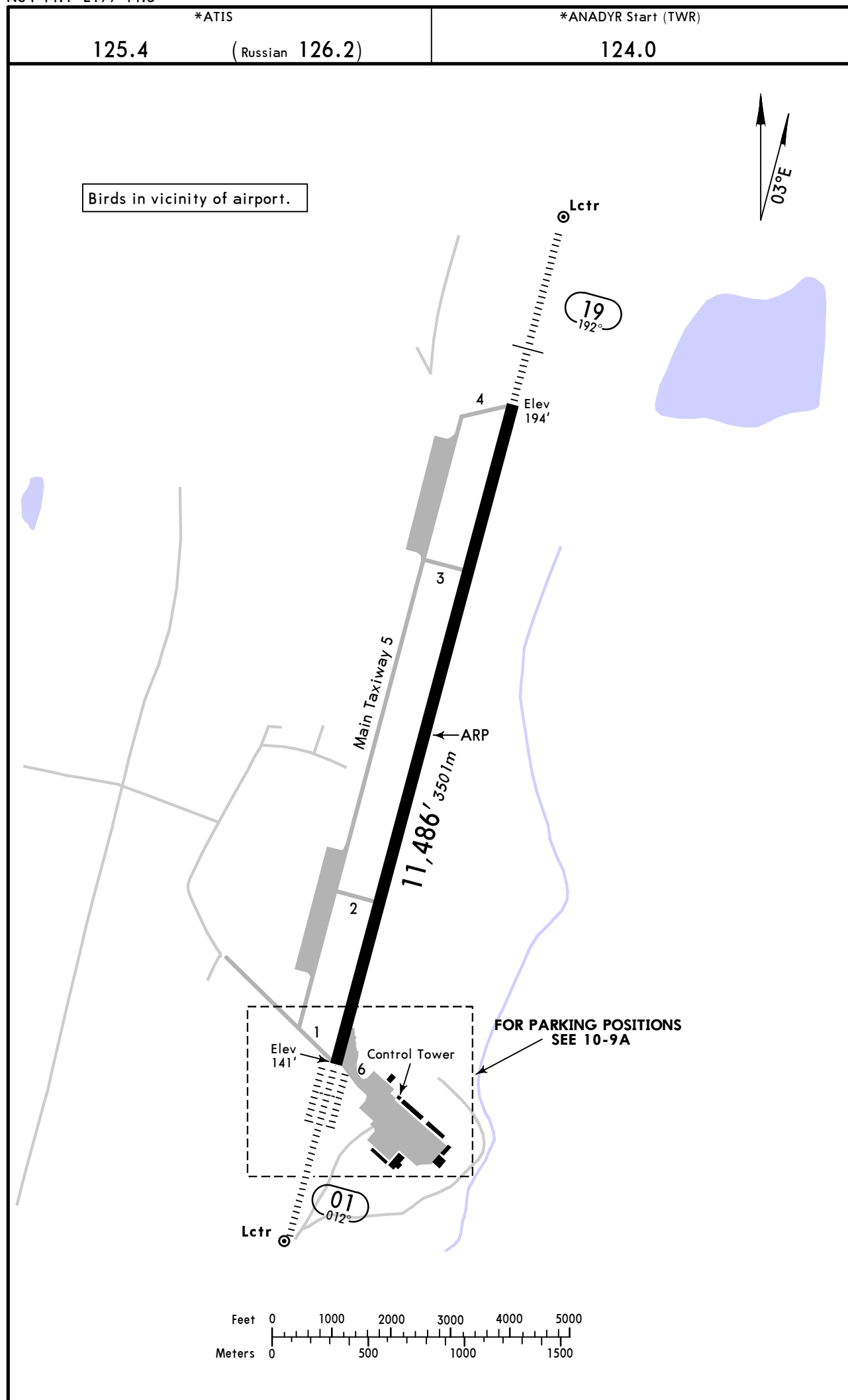
ALT/HEIGHT CONVERSION
QNH (QFE)
1510' (1316' - 400m)
5450' (5256' - 1600m)

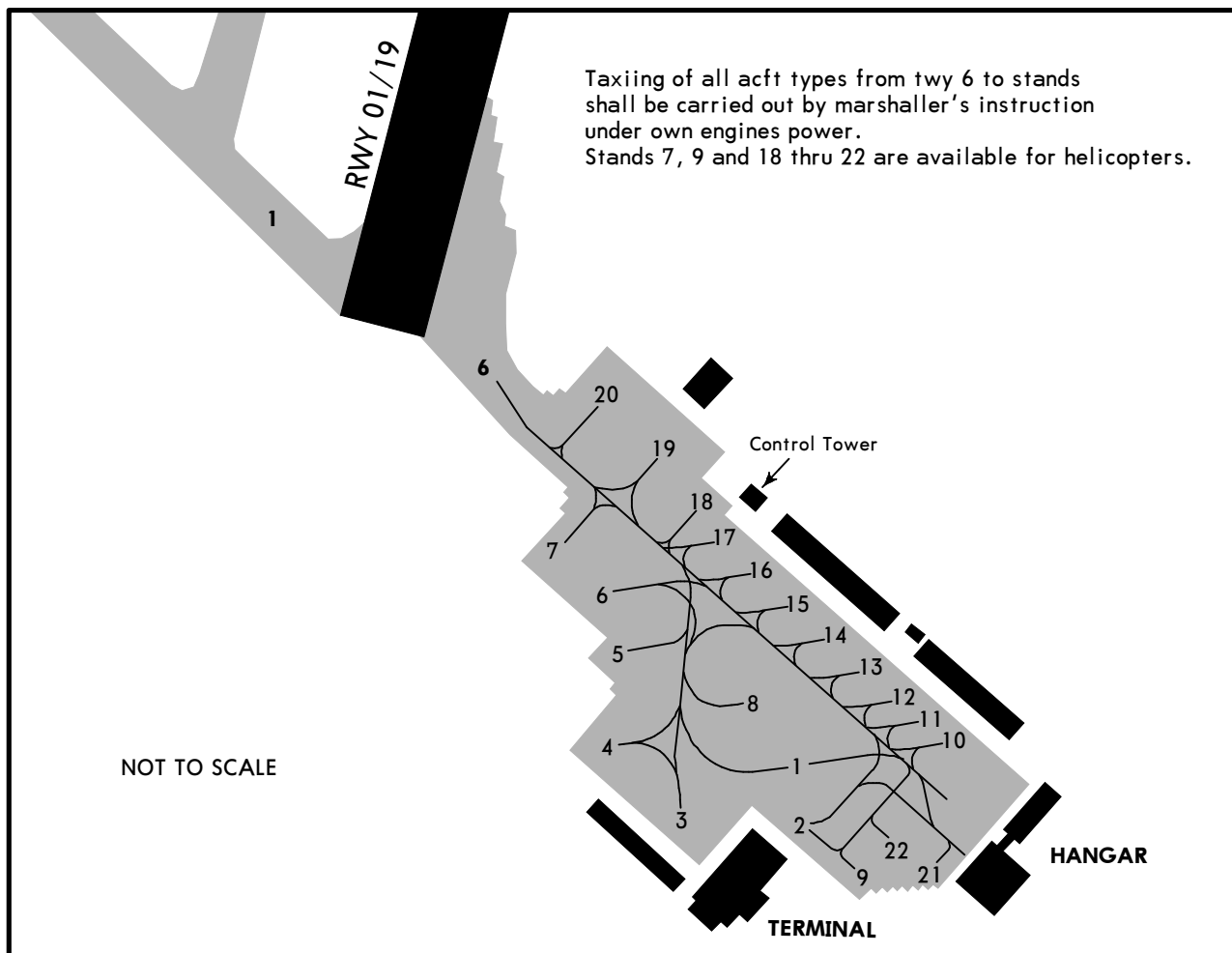
At 1510'
(1316')
but not before
2.2 NM from
THR RWY 01

UHMA/DYR
Apt Elev 194'
N64 44.1 E177 44.3

JEPPESEN
19 OCT 12 (10-9)

ANADYR, RUSSIA
UGOLNY





ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING	BEYOND	TAKE-OFF	
01	RL (60m) CL (15m) HIALS-II TDZ PAPI-L(3.00°) RVR	Threshold	Glide Slope		197'
19	RL (60m) CL (15m) HIALS PAPI-L(3.00°) RVR				60m

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

LVP must be in force

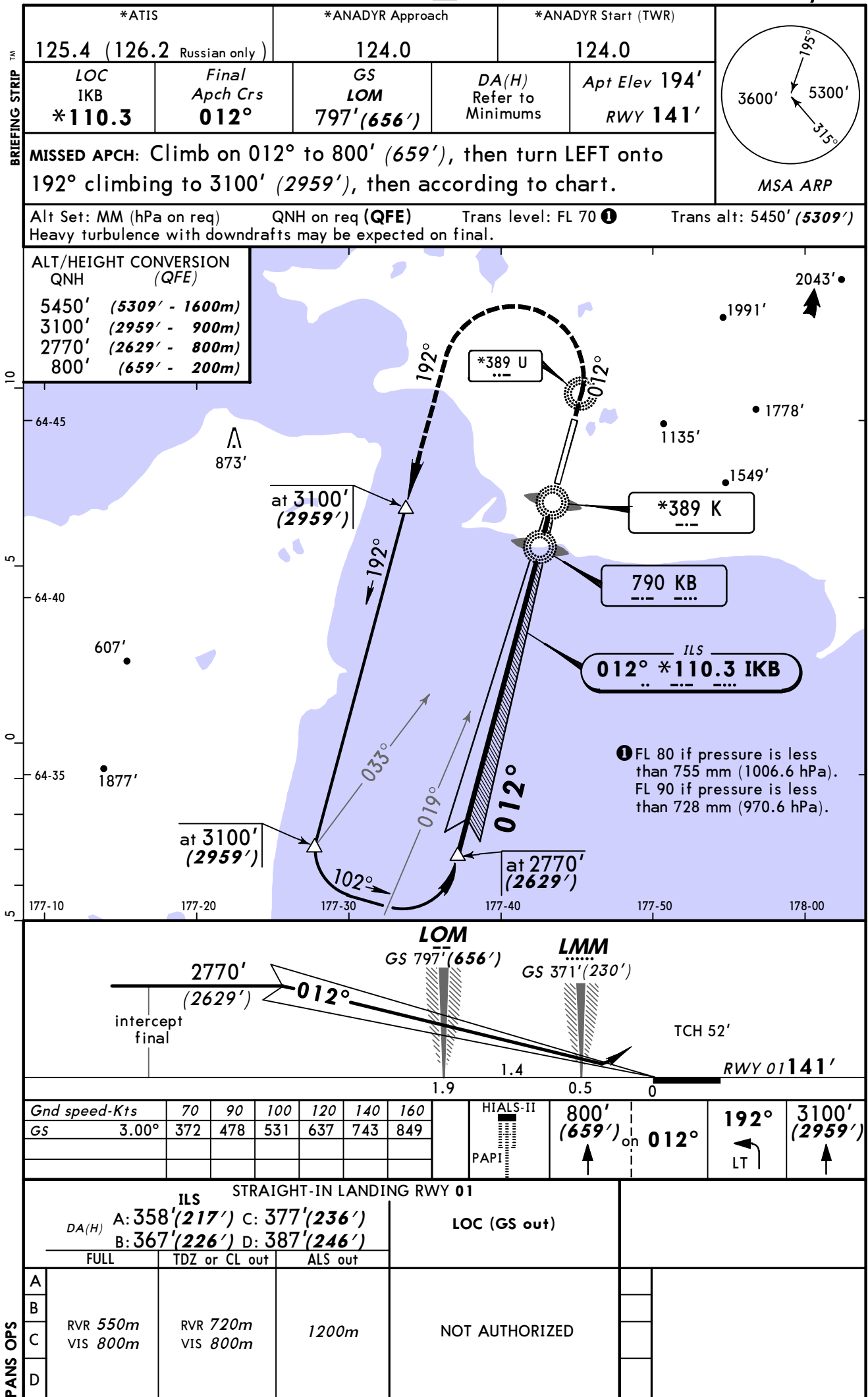
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	150m	250m	400m
C			
D	200m	300m	

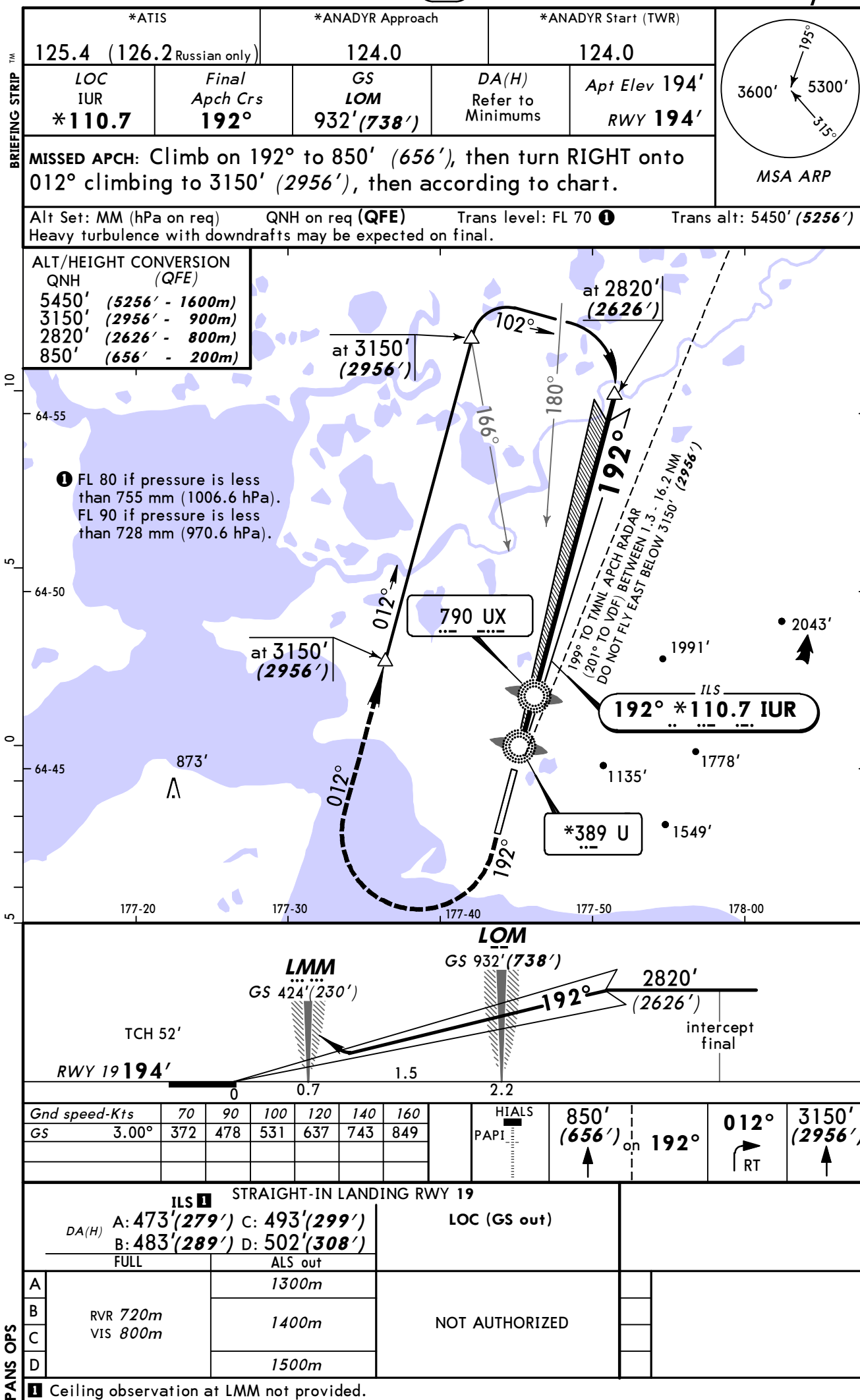
STRAIGHT-IN RWY		A	B	C	D
01	ILS	358' (217')	367' (226')	377' (236')	387' (246')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶ ❷	650' (509')	650' (509')	650' (509')	650' (509')
	<i>ALS out</i>	R1500m R1500m	R1500m R1500m	R1600m C2400m	R1600m C2400m
19	2 NDB ❶ ❸	650' (509')	650' (509')	650' (509')	650' (509')
	<i>ALS out</i>	R1600m C2400m	R1600m C2400m	R1600m C2400m	R1600m C2400m
	KB NDB	1240' (1099')	1240' (1099')	1240' (1099')	1240' (1099')
	<i>ALS out</i>	C4300m C5000m	C4300m C5000m	C4500m C5000m	C4500m C5000m
	K Lctr	1200' (1059')	1200' (1059')	1200' (1059')	1200' (1059')
	<i>ALS out</i>	C4300m C5000m	C4300m C5000m	C4500m C5000m	C4500m C5000m
	ILS ❹	473' (279')	483' (289')	493' (299')	502' (308')
	<i>FULL</i>	R600m	R650m	R650m	R700m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1300m	R1400m	R1400m	R1400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶ ❹	850' (656')	850' (656')	850' (656')	850' (656')
	with Radar	C2300m	C2300m	C2300m	C2300m
	<i>ALS out</i>	C3000m	C3000m	C3000m	C3000m
	2 NDB ❶	1020' (826')	1020' (826')	1020' (826')	1020' (826')
	w/o Radar	C3100m	C3100m	C3100m	C3100m
	<i>ALS out</i>	C3800m	C3800m	C3800m	C3800m
	UX NDB ❶	890' (696')	890' (696')	890' (696')	890' (696')
	with Radar	C2500m	C2500m	C2500m	C2500m
	<i>ALS out</i>	C3200m	C3200m	C3200m	C3200m
	UX NDB ❶	1070' (876')	1070' (876')	1070' (876')	1070' (876')
	w/o Radar	C3300m	C3300m	C3300m	C3300m
	<i>ALS out</i>	C4000m	C4000m	C4000m	C4000m

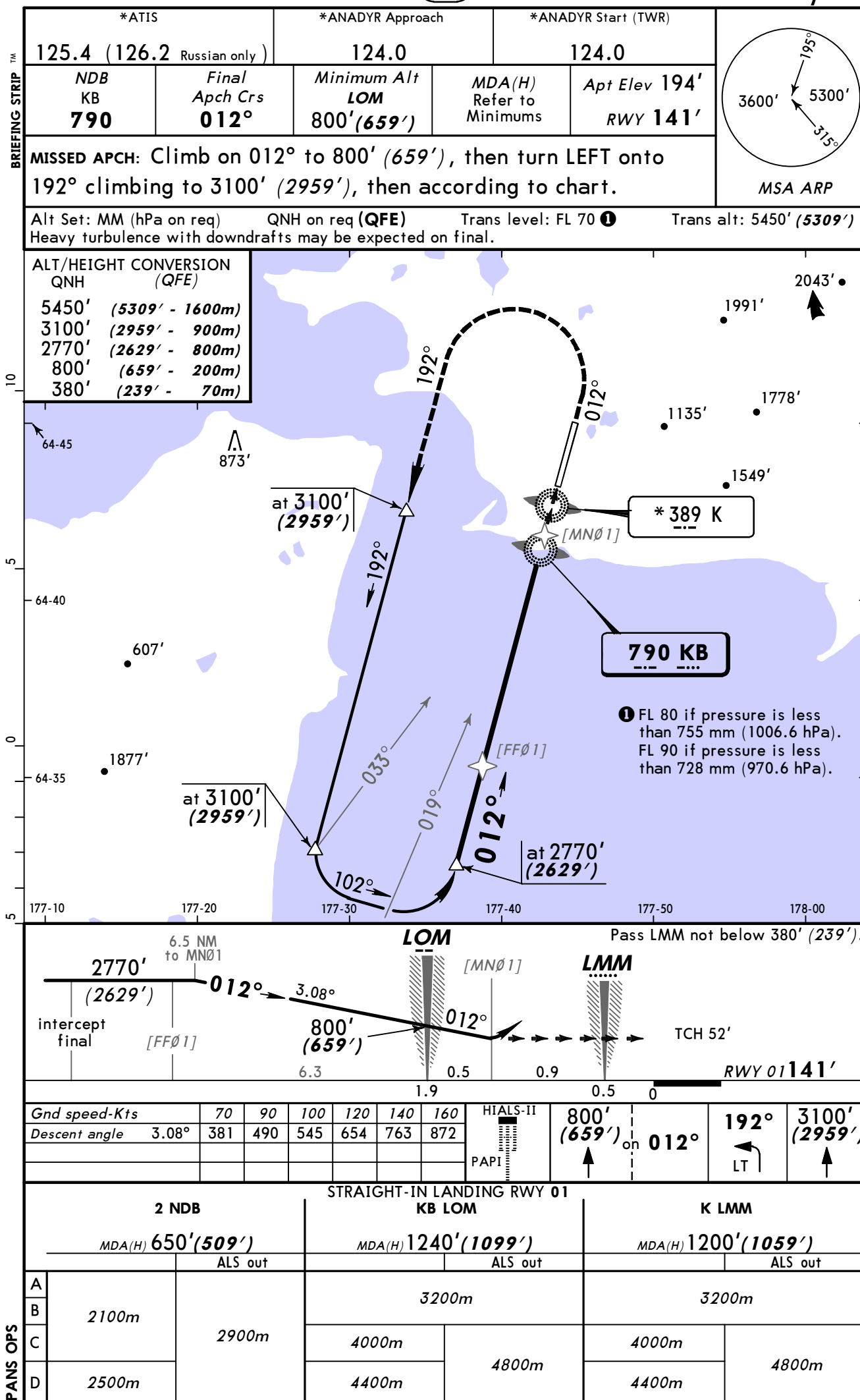
- ❶ Continuous Descent Final Approach.
 ❷ with FMS.
 ❸ w/o FMS.
 ❹ Ceiling observation at LMM not provided.

STRAIGHT-IN RWY		A	B	C	D
19	U Lctr	890' (696')	890' (696')	890' (696')	890' (696')
	with Radar	C2700m	C2700m	C2900m	C2900m
	ALS out	C3400m	C3400m	C3600m	C3600m
	U Lctr	1070' (876')	1070' (876')	1070' (876')	1070' (876')
	w/o Radar	C3500m	C3500m	C3700m	C3700m
	ALS out	C4200m	C4200m	C4400m	C4400m

TAKE-OFF RWY 01, 19						
	Approved Operators	LVP must be in Force			RCLM (DAY only) or RL	NIL (DAY only)
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		







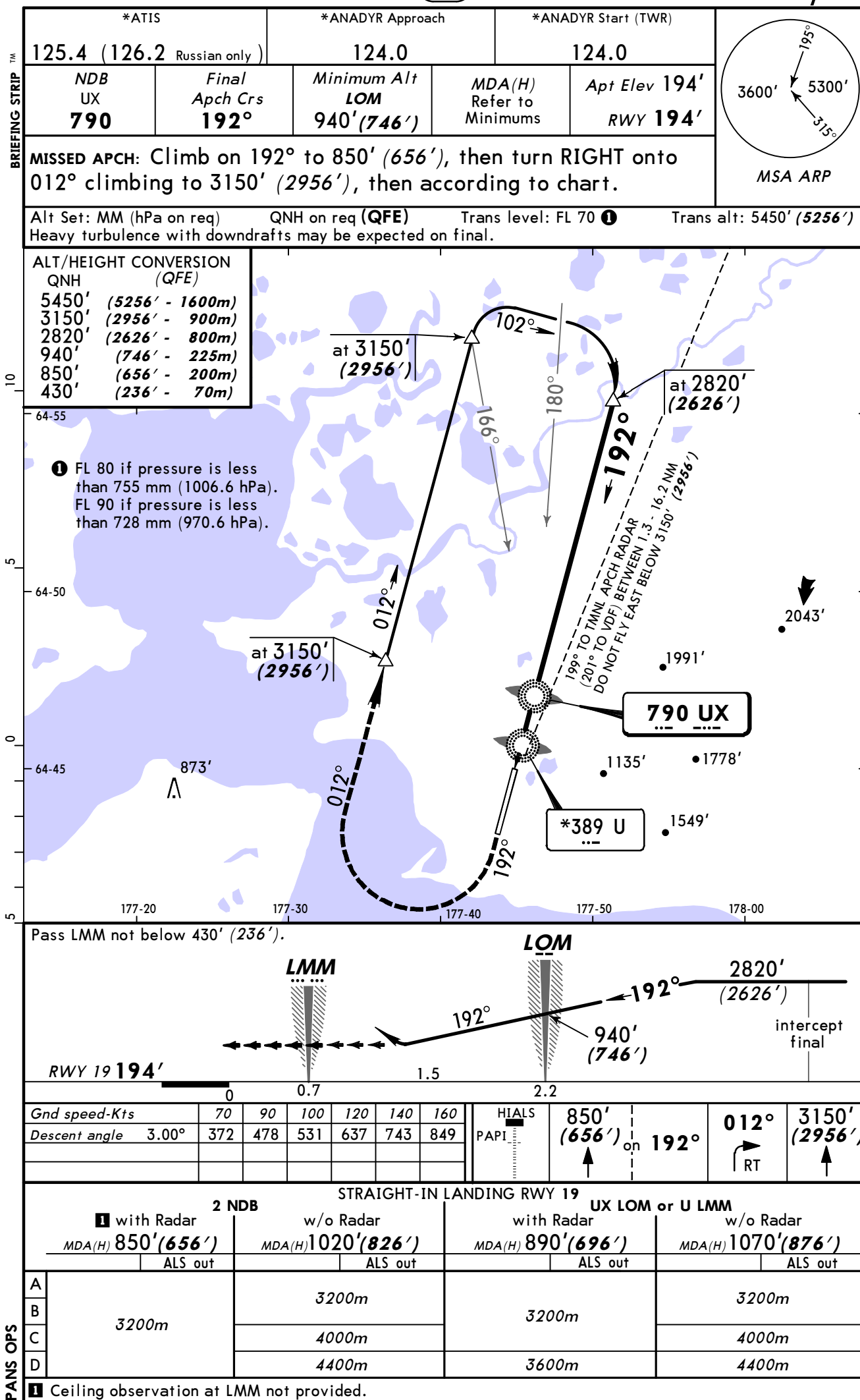


Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ANADYR, (UGOLNY - UHMA)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHMA