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Terminal Charts For USNN
Revision Letter For Cycle 01-2014
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Notebook

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General Information

Location: Nizhnevartovsk Rus
IATA Code: NJC
Lat/Long: N60° 56.9' E076° 28.8'
Elevation: 177 ft

Airport Use: Public
Magnetic Variation: 15.5°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: 0402 Z
Sunset: 0957 Z,

Runway Information

Runway: 03
Length x Width: 10502 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 143 ft
Lighting: Edge, ALS

Runway: 21
Length x Width: 10502 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 177 ft
Lighting: Edge, ALS

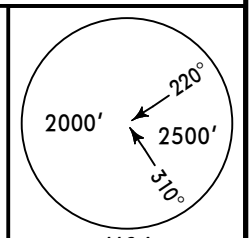
Communication Information

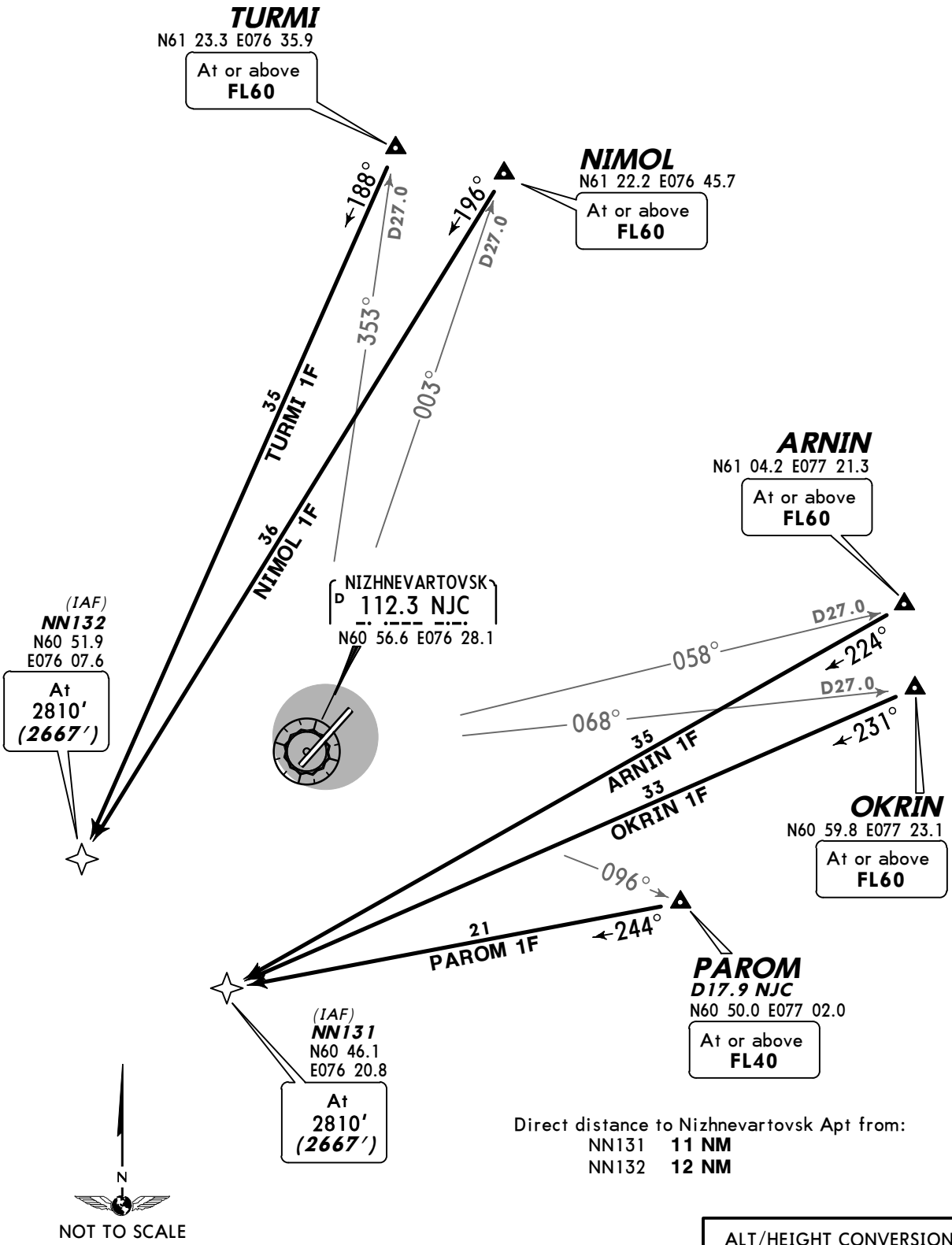
ATIS 126.6
Nizhnevartovsk Tower 118.1
Nizhnevartovsk Radar 120.4
Nizhnevartovsk Transit Operations 118.9 Non-English

ATIS	Apt Elev	
126.6	177′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810′ ***(2667′)***

ARNIN 1F, NIMOL 1F
OKRIN 1F, PAROM 1F
TURMI 1F
RWY 03 RNAV ARRIVALS

RNAV (GNSS)





Direct distance to Nizhnevartovsk Apt from:
NN131 **11 NM**
NN132 **12 NM**

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2810′	***(2667′ - 800m)***

CHANGES: New procedures at this airport.

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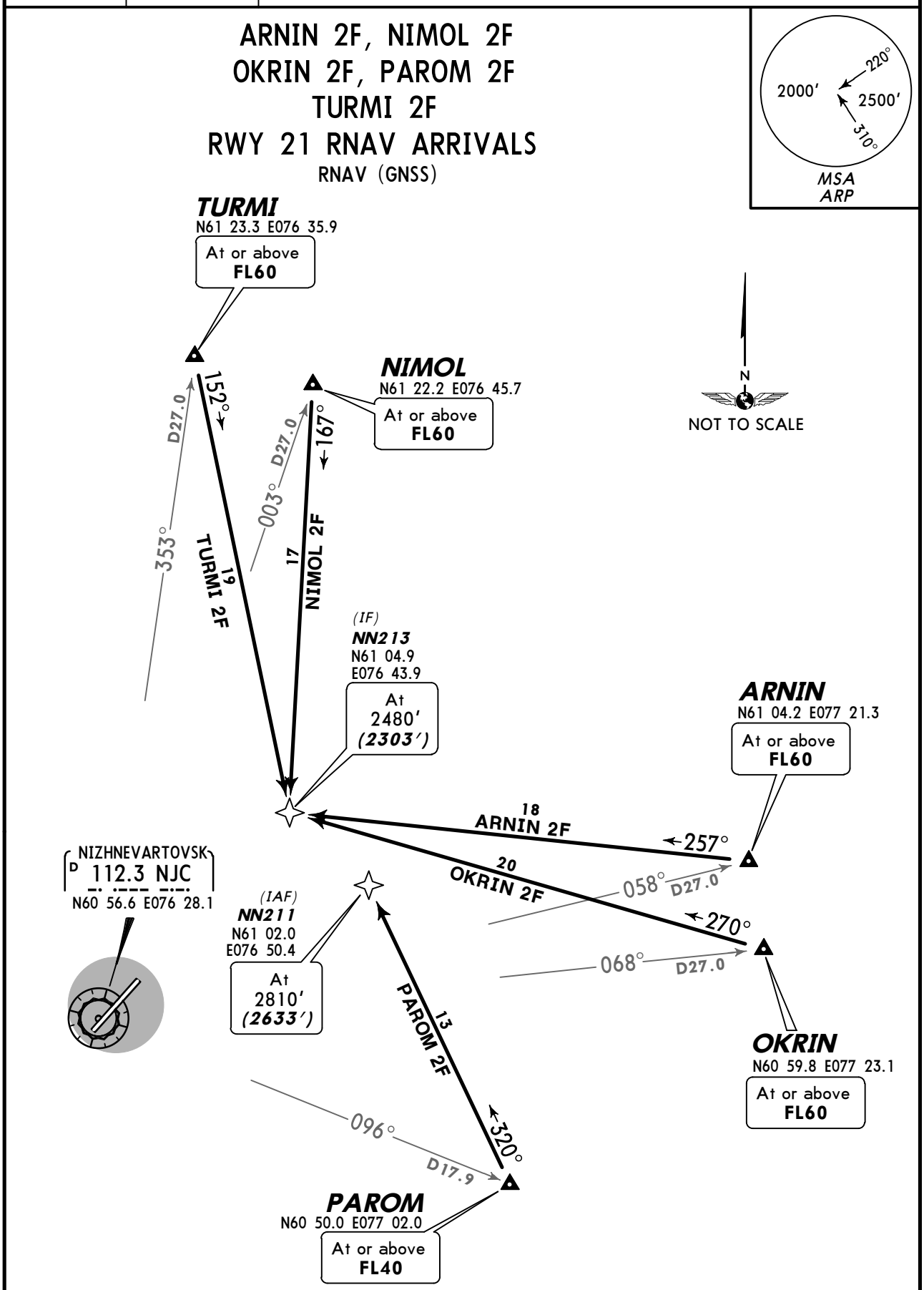
ATIS	Apt Elev	
126.6	177′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810′ ***(2633′)***

ARNIN 2F, NIMOL 2F
OKRIN 2F, PAROM 2F
TURMI 2F
RWY 21 RNAV ARRIVALS

RNAV (GNSS)



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2810′	***(2633′ - 800m)***
2480′	***(2303′ - 700m)***

Direct distance to Nizhnevartovsk Apt from:

NN211	**12 NM**
NN213	**11 NM**

CHANGES: New procedures at this airport.

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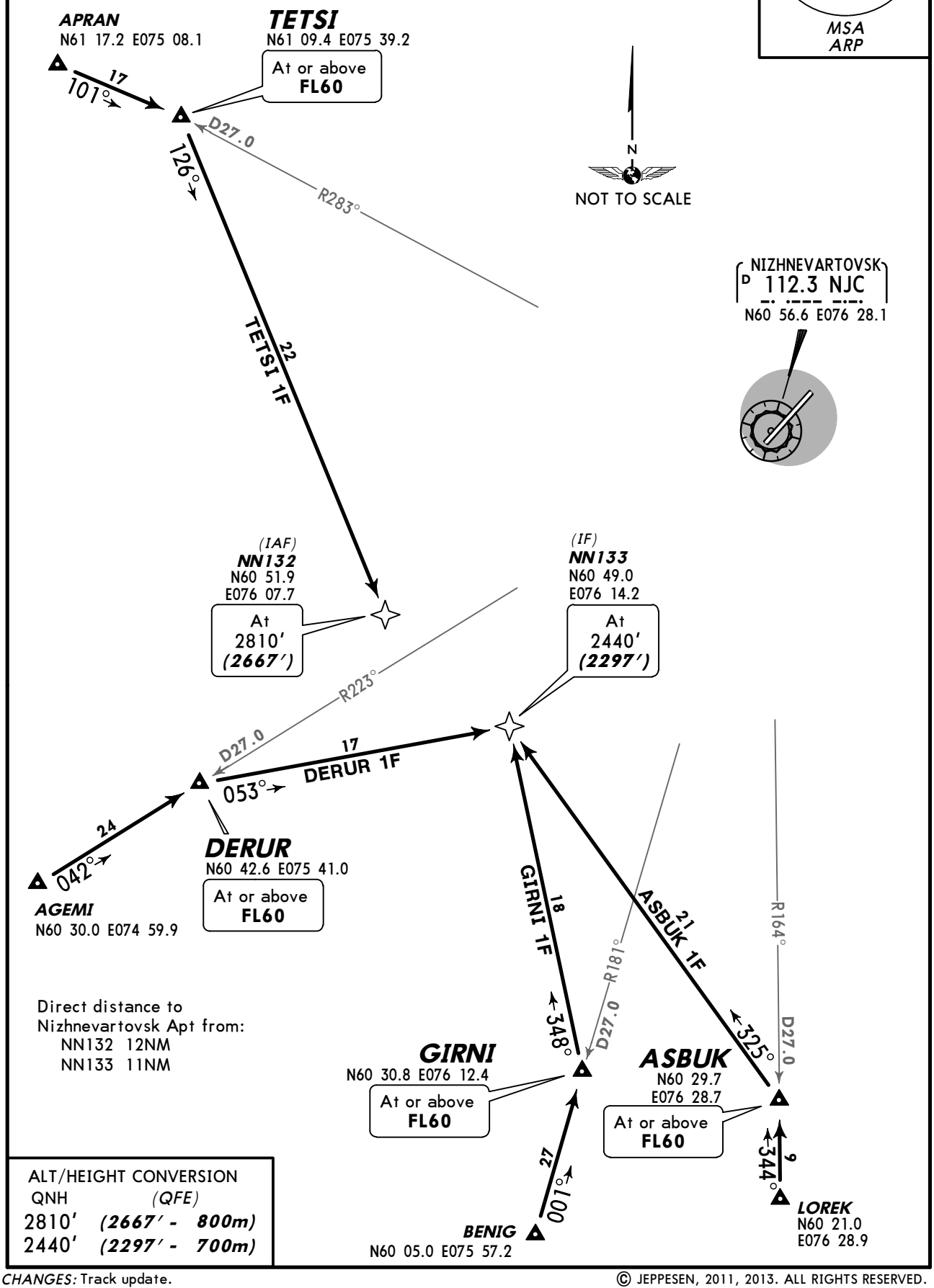
ATIS	Apt Elev	
126.6	177′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810′ ***(2667′)***

ASBUK 1F *[ASBU1F]*, DERUR 1F *[DERU1F]* GIRNI 1F *[GIRI1F]*, TETSI 1F *[TETS1F]* RWY 03 RNAV ARRIVALS

RNAV (GNSS)



Direct distance to Nizhnevartovsk Apt from:
NN132 12NM
NN133 11NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
2810′	***(2667′ - 800m)***
2440′	***(2297′ - 700m)***

CHANGES: Track update.

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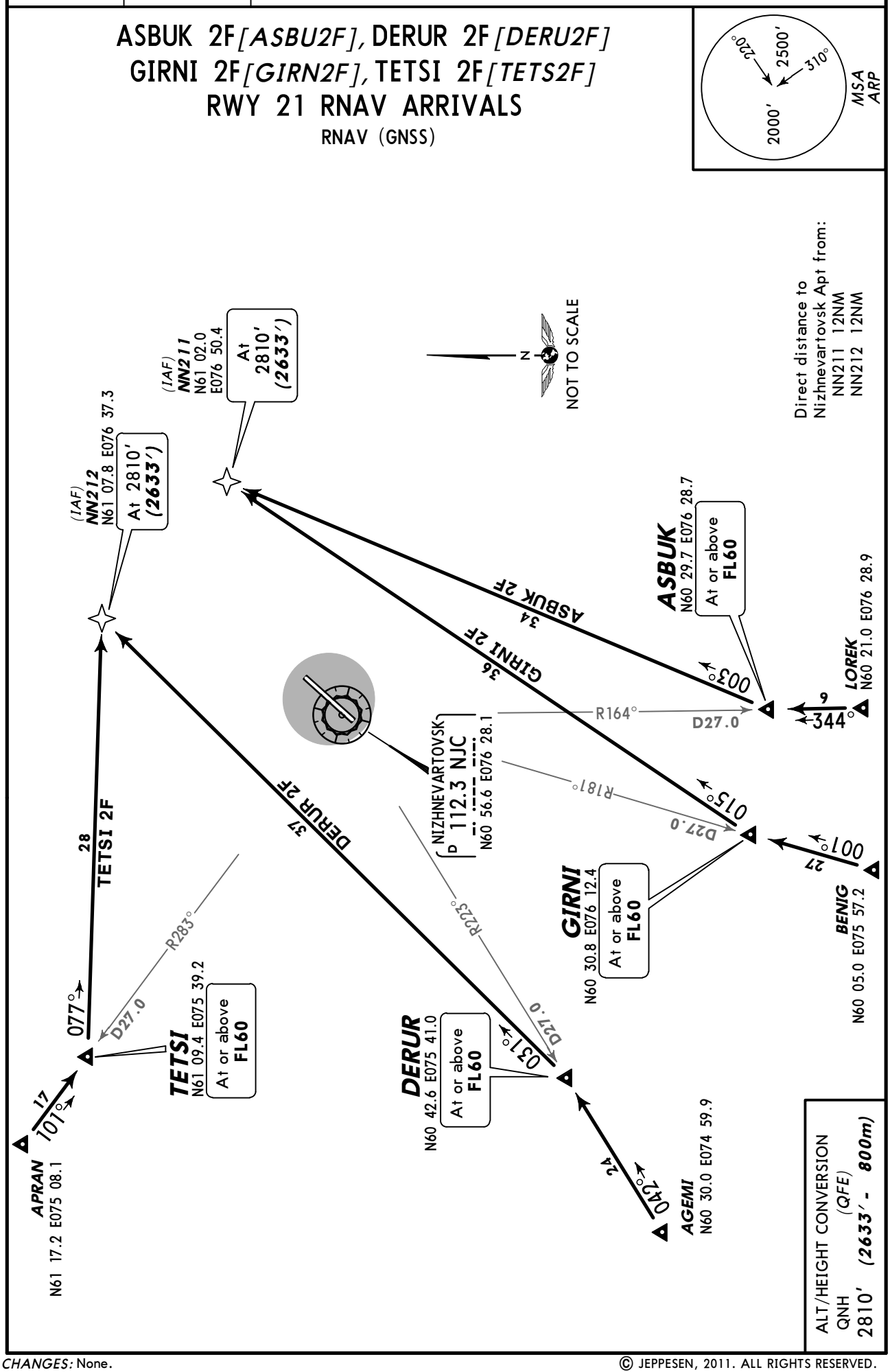
ATIS	Apt Elev	
126.6	177′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810′ ***(2633′)***

ASBUK 2F *[ASBU2F]*, DERUR 2F *[DERU2F]* GIRNI 2F *[GIRN2F]*, TETSI 2F *[TETS2F]* RWY 21 RNAV ARRIVALS

RNAV (GNSS)



CHANGES: None.

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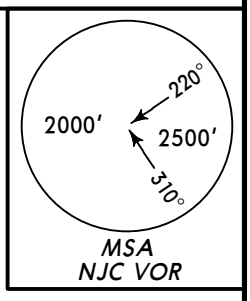
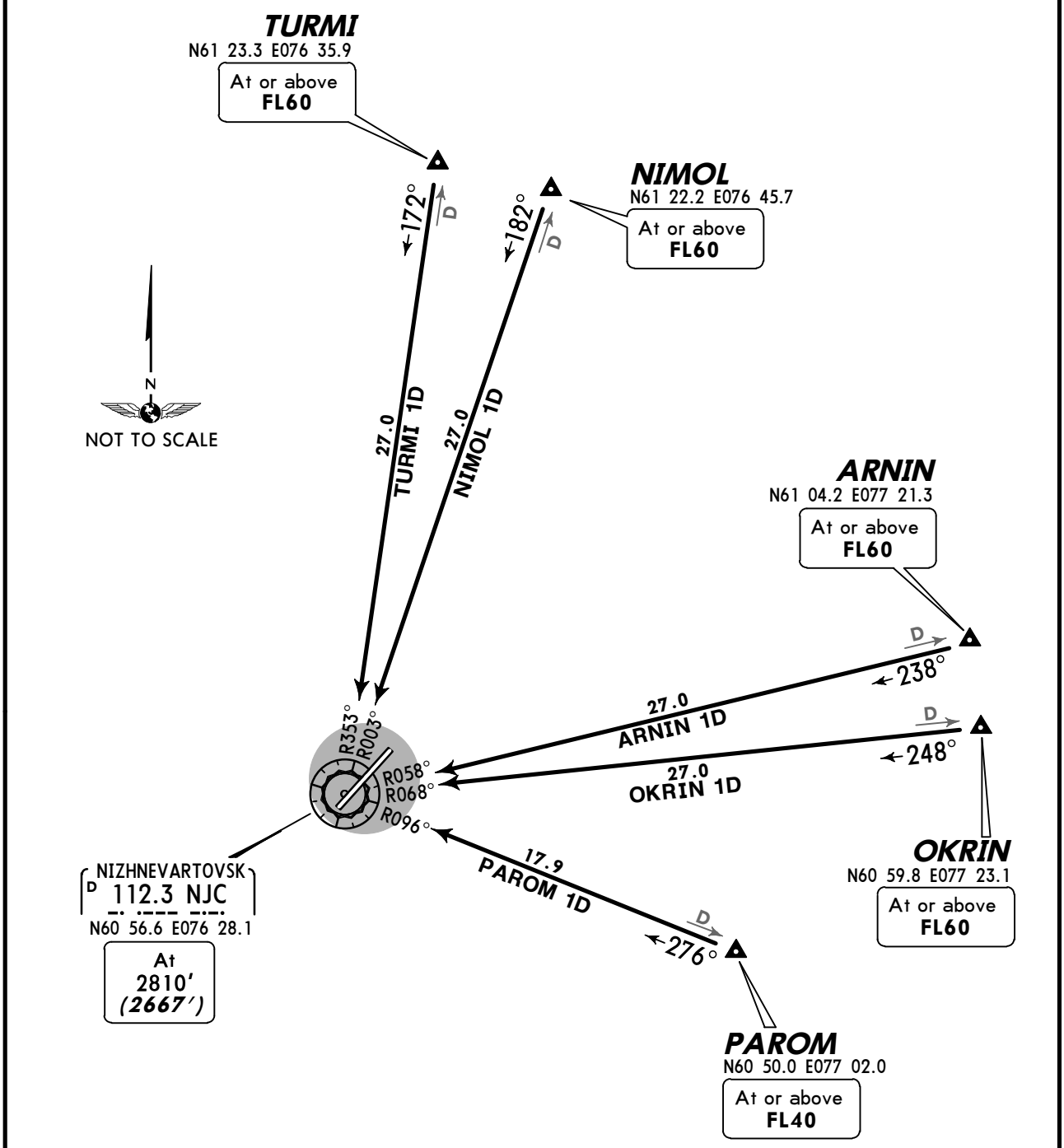
ATIS	Apt Elev	
126.6	177′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810′ ***(2667′)***

ARNIN 1D, NIMOL 1D
OKRIN 1D, PAROM 1D
TURMI 1D
RWY 03 ARRIVALS





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2810′	***(2667′ - 800m)***

CHANGES: New procedures at this airport.

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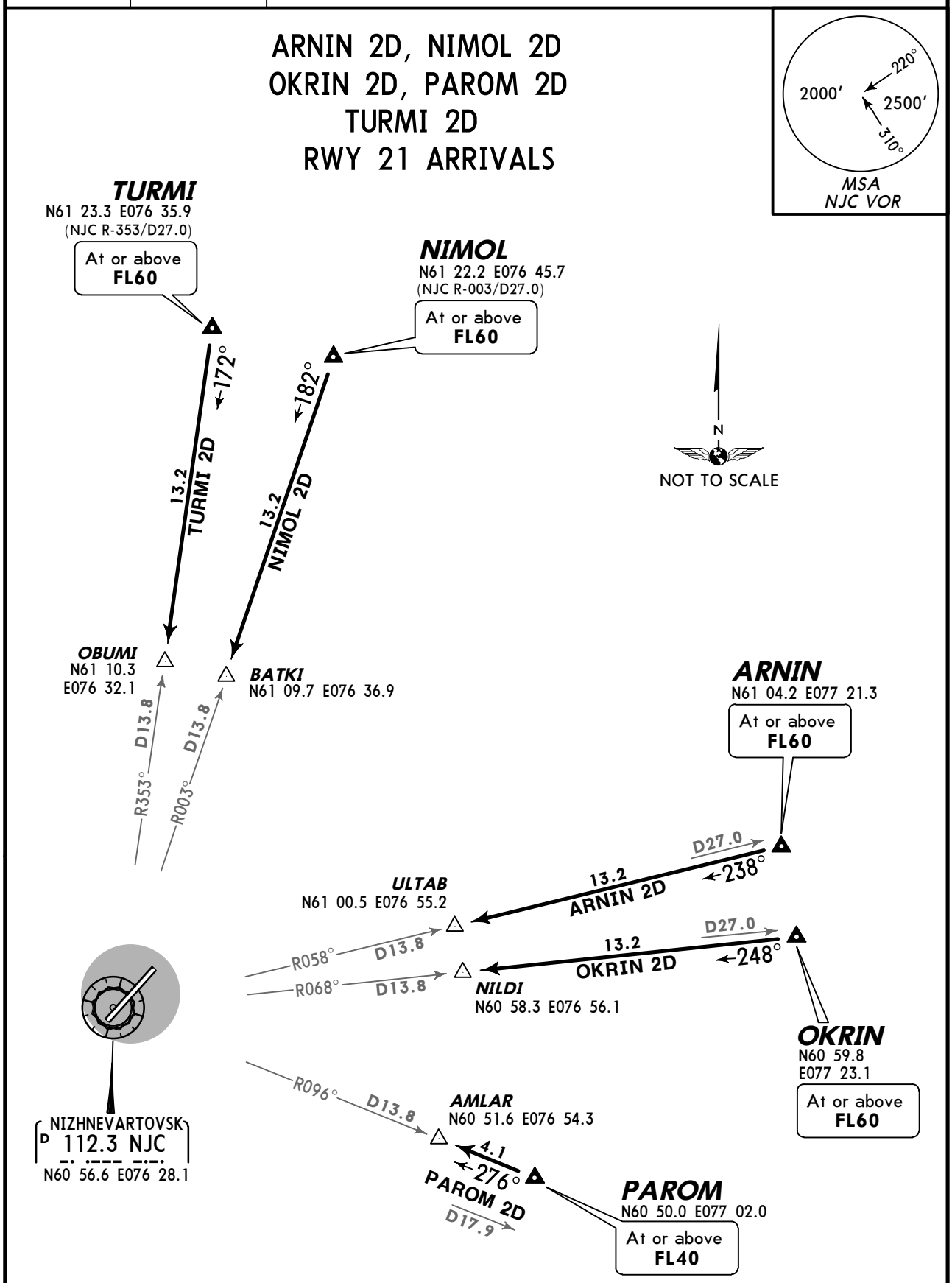
ATIS	Apt Elev	
126.6	177′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810′ ***(2633′)***

ARNIN 2D, NIMOL 2D
OKRIN 2D, PAROM 2D
TURMI 2D
RWY 21 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2810′	***(2633′ - 800m)***

CHANGES: New procedures at this airport.

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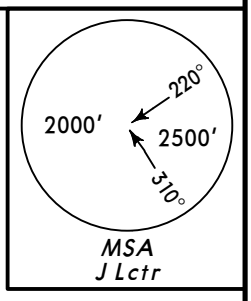
ATIS	Apt Elev	
126.6	177′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810′ ***(2667′)***

ARNIN 1E, NIMOL 1E
OKRIN 1E, PAROM 1E
TURMI 1E
RWY 03 ARRIVALS



TURMI
N61 23.3 E076 35.9
(NJC R-353/D27.0)
At or above **FL60**

NIMOL
N61 22.2 E076 45.7
(NJC R-003/D27.0)
At or above **FL60**

173°
183°
28 TURMI 1E
28 NIMOL 1E

N
NOT TO SCALE

ARNIN
N61 04.2 E077 21.3
(NJC R-058/D27.0)
At or above **FL60**

NIZHNEVARTOVSK
D 112.3 NJC
N60 56.6 E076 28.1

238°
28 ARNIN 1E
247°
28 OKRIN 1E

OKRIN
N60 59.8
E077 23.1
(NJC R-068/D27.0)
At or above **FL60**

18 PAROM 1E
273°

PAROM
N60 50.0 E077 02.0
(NJC R-096/D19.9)
At or above **FL40**

915 J
N60 55.9 E076 27.0
At 2810′ ***(2667′)***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2810′	***(2667′ - 800m)***

CHANGES: Coords of J Lctr.

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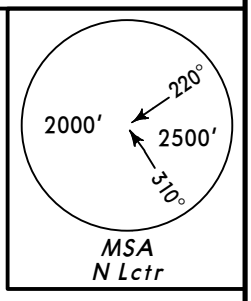
ATIS	Apt Elev	
126.6	177′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810′ ***(2633′)***

ARNIN 2E, NIMOL 2E
OKRIN 2E, PAROM 2E
TURMI 2E
RWY 21 ARRIVALS



TURMI
N61 23.3 E076 35.9
(NJC R-353/D27.0)
At or above **FL60**

NIMOL
N61 22.2 E076 45.7
(NJC R-003/D27.0)
At or above **FL60**

169°
180°
25 TURMI 2E
25 NIMOL 2E

N
NOT TO SCALE

ARNIN
N61 04.2 E077 21.3
(NJC R-058/D27.0)
At or above **FL60**

915 N
N60 58.1 E076 31.0
At 2810′ ***(2633′)***

240°
25 ARNIN 2E
25 OKRIN 2E
251°

OKRIN
N60 59.8
E077 23.1
(NJC R-068/D27.0)
At or above **FL60**

17 PAROM 2E
282°

PAROM
N60 50.0 E077 02.0
(NJC R-096/D17.9)
At or above **FL40**

NIZHNEVARTOVSK
D 112.3 NJC
N60 56.6 E076 28.1

ALT/HEIGHT CONVERSION
QNH (QFE)
2810′ ***(2633′ - 800m)***

CHANGES: None.

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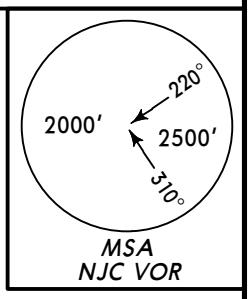
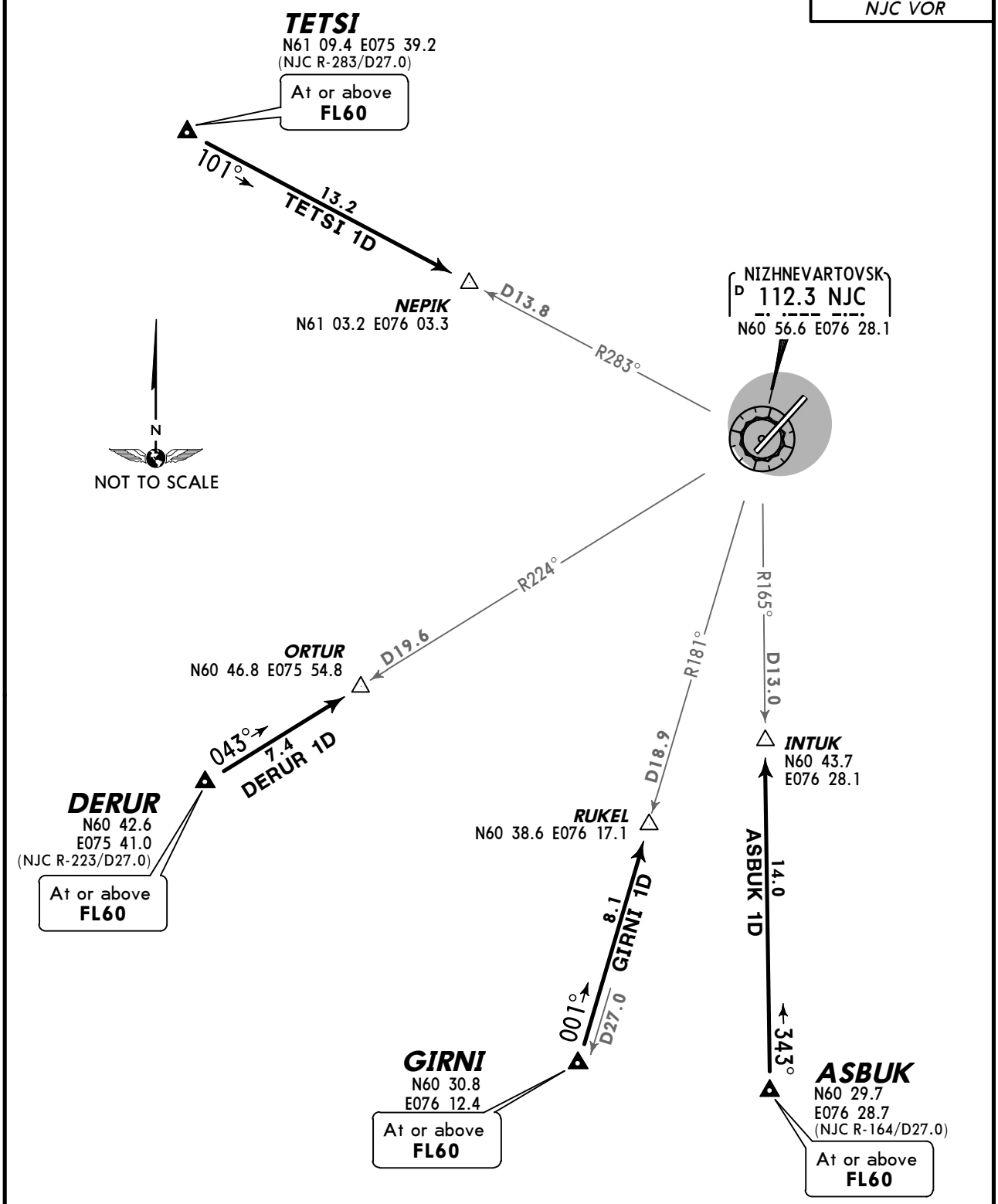
ATIS	Apt Elev	
126.6	177′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810′ ***(2667′)***

ASBUK 1D, DERUR 1D GIRNI 1D, TETSI 1D RWY 03 ARRIVALS





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2810′	***(2667′ - 800m)***

CHANGES: New procedures at this airport.

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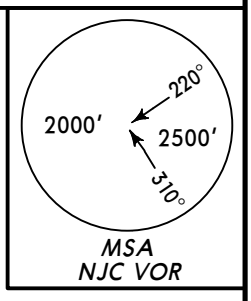
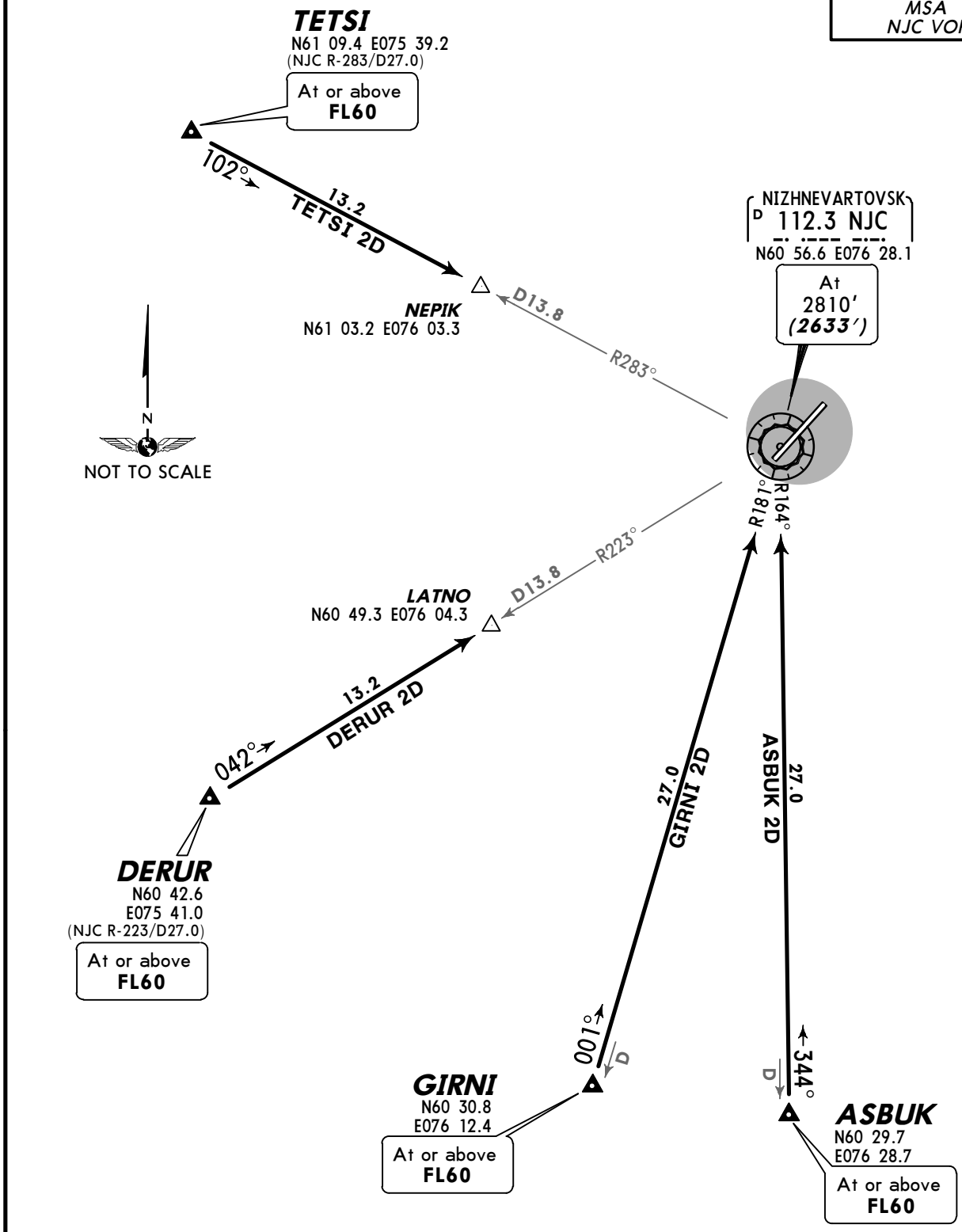
ATIS	Apt Elev	
126.6	177′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810′ ***(2633′)***

ASBUK 2D, DERUR 2D GIRNI 2D, TETSI 2D RWY 21 ARRIVALS





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2810′	***(2633′ - 800m)***

CHANGES: New procedures at this airport.

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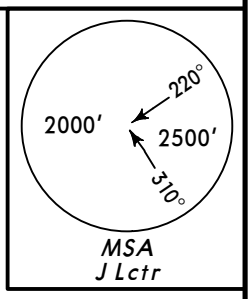
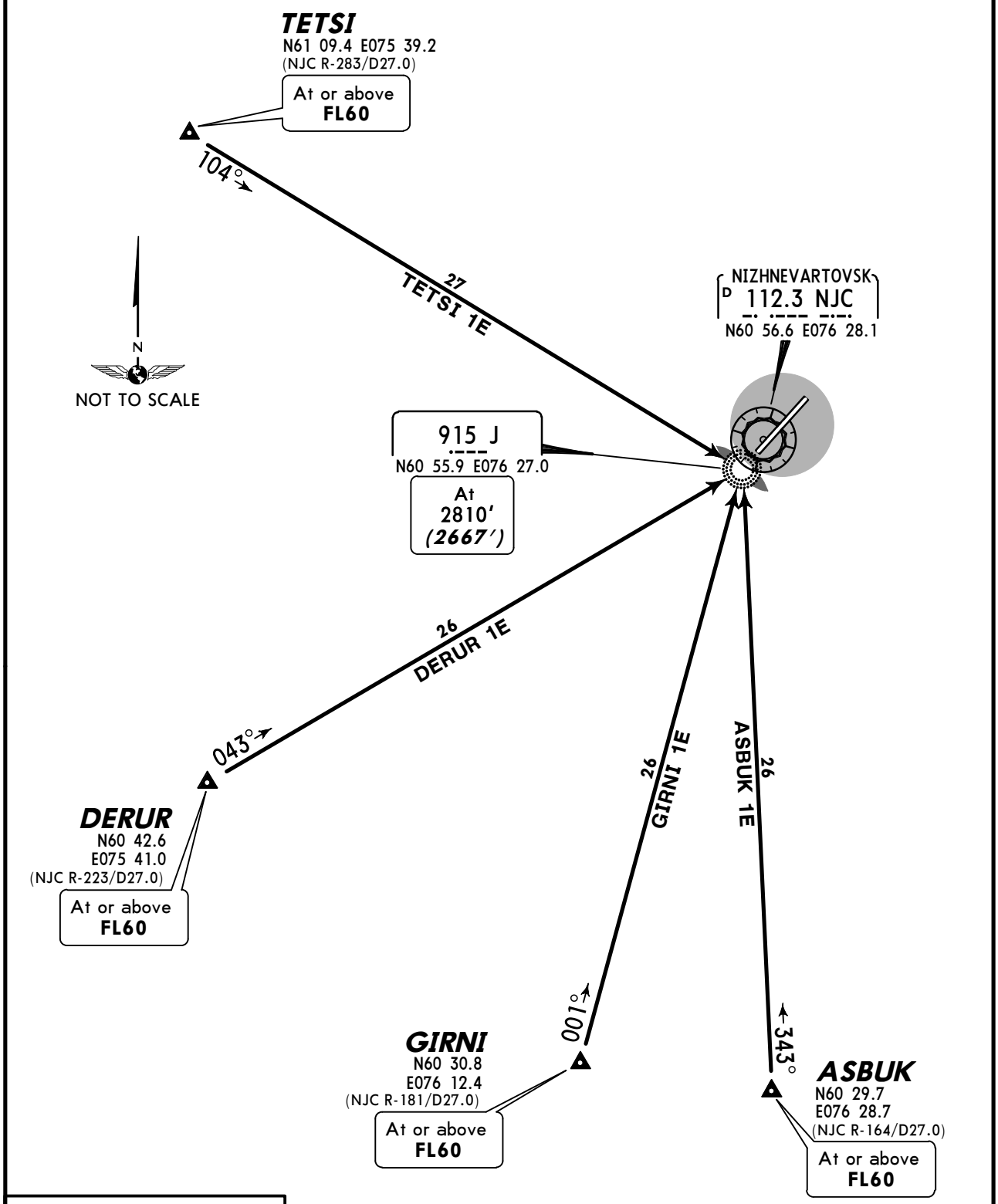
ATIS	Apt Elev	
126.6	177′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810′ ***(2667′)***

ASBUK 1E, DERUR 1E GIRNI 1E, TETSI 1E RWY 03 ARRIVALS





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2810′	***(2667′ - 800m)***

CHANGES: Coords of J Lctr.

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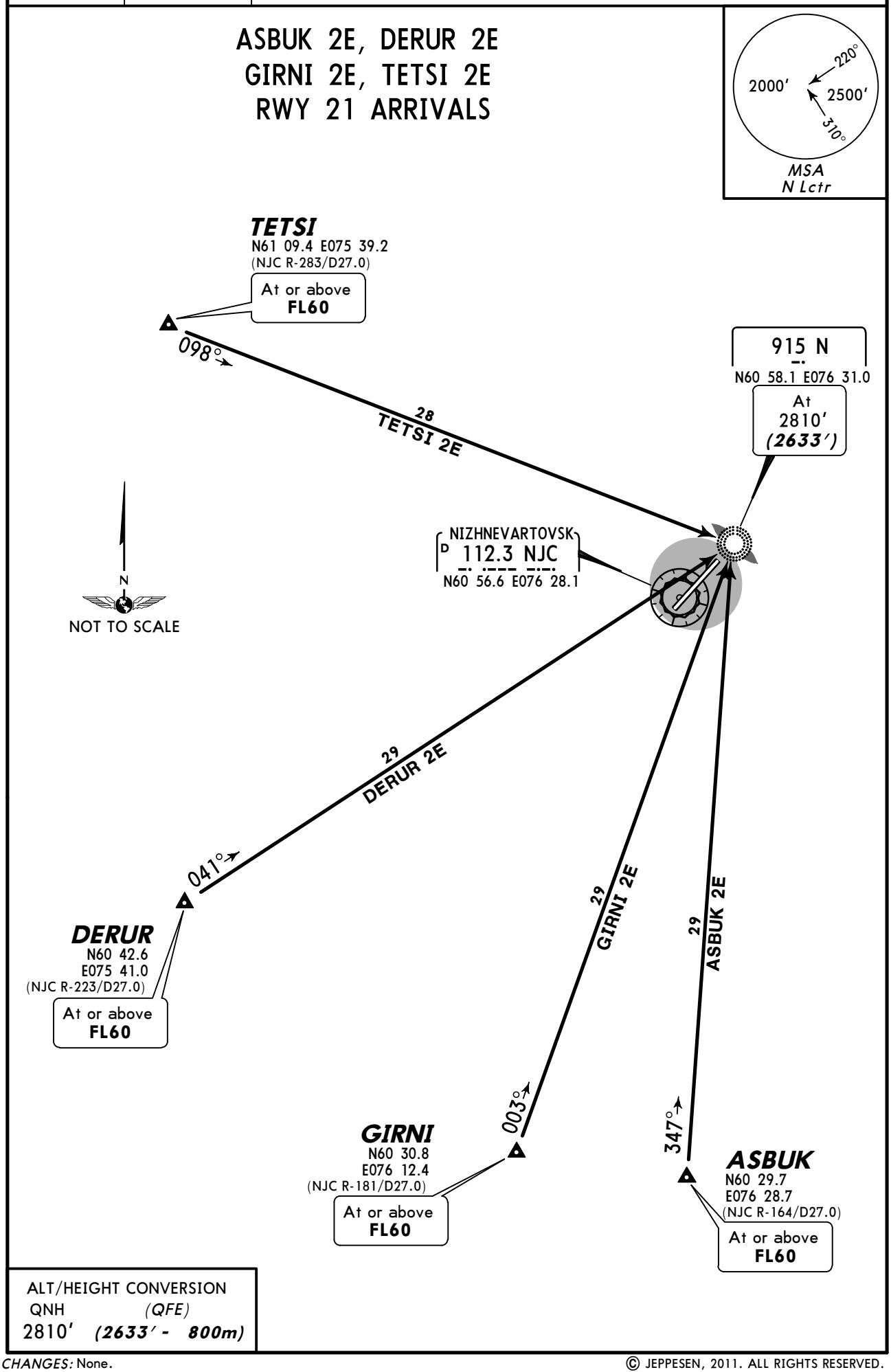
ATIS	Apt Elev	
126.6	177′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810′ ***(2633′)***

ASBUK 2E, DERUR 2E GIRNI 2E, TETSI 2E RWY 21 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2810′	***(2633′ - 800m)***

CHANGES: None.

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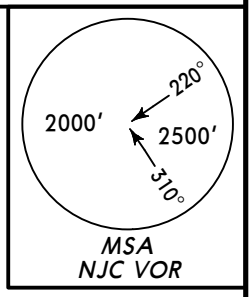
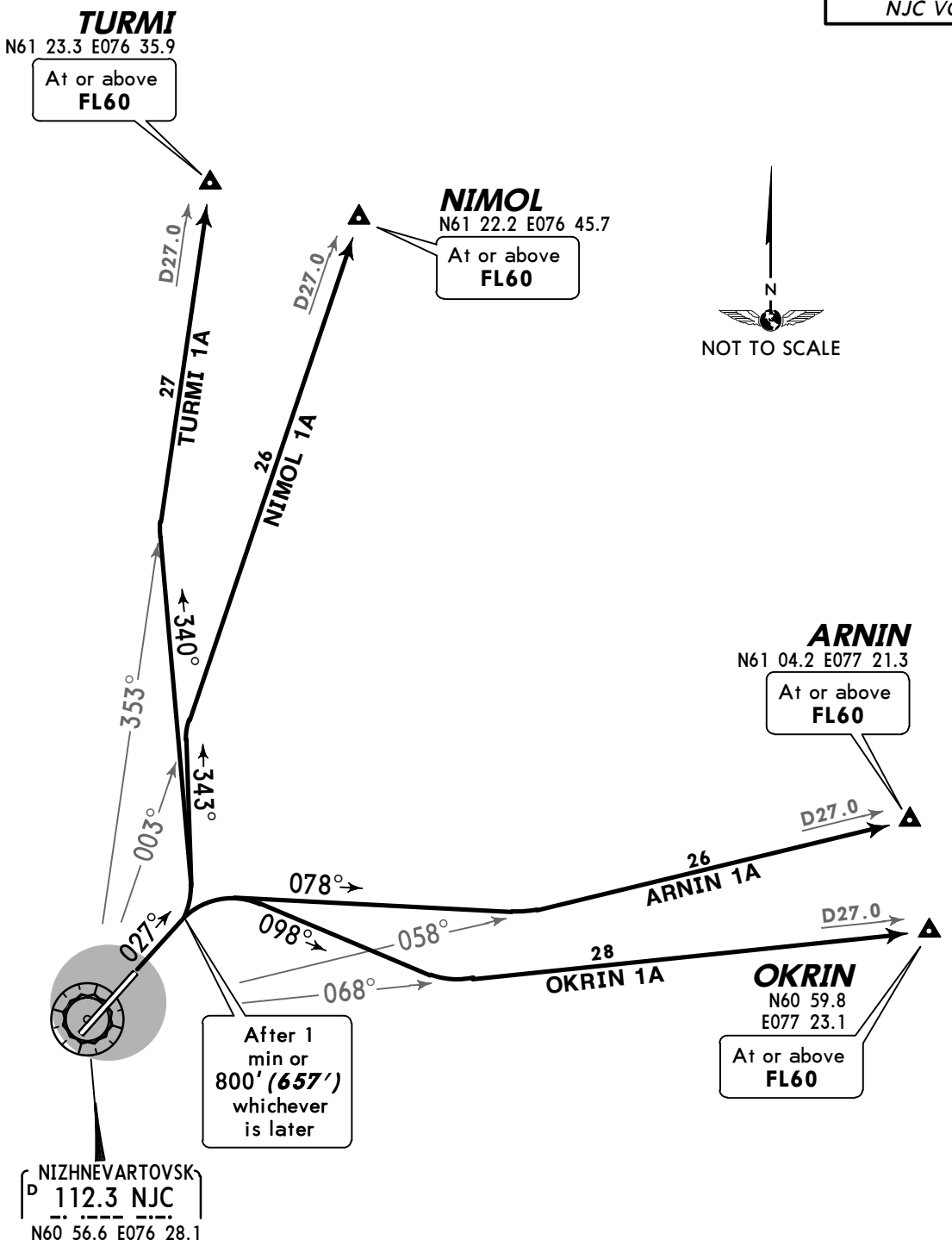
NIZHNEVARTOVSK Radar 120.4	Apt Elev 177′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is less than 729 mm (971.9 hPa) Trans alt: 2810′ ***(2667′)*** 1. After climbing to 800′ ***(657′)*** contact NIZHNEVARTOVSK Radar. 2. Initial climb clearance 1790′ ***(1647′).***

ARNIN 1A *[ARNI1A]*, NIMOL 1A *[NIMO1A]* OKRIN 1A *[OKRI1A]*, TURMI 1A *[TURM1A]* RWY 03 DEPARTURES





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
800′	***(657′ - 200m)***
1790′	***(1647′ - 500m)***
2810′	***(2667′ - 800m)***

CHANGES: Initial climb revised.

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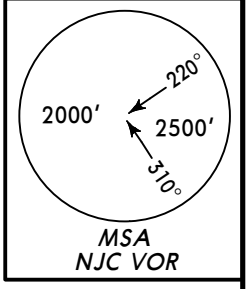
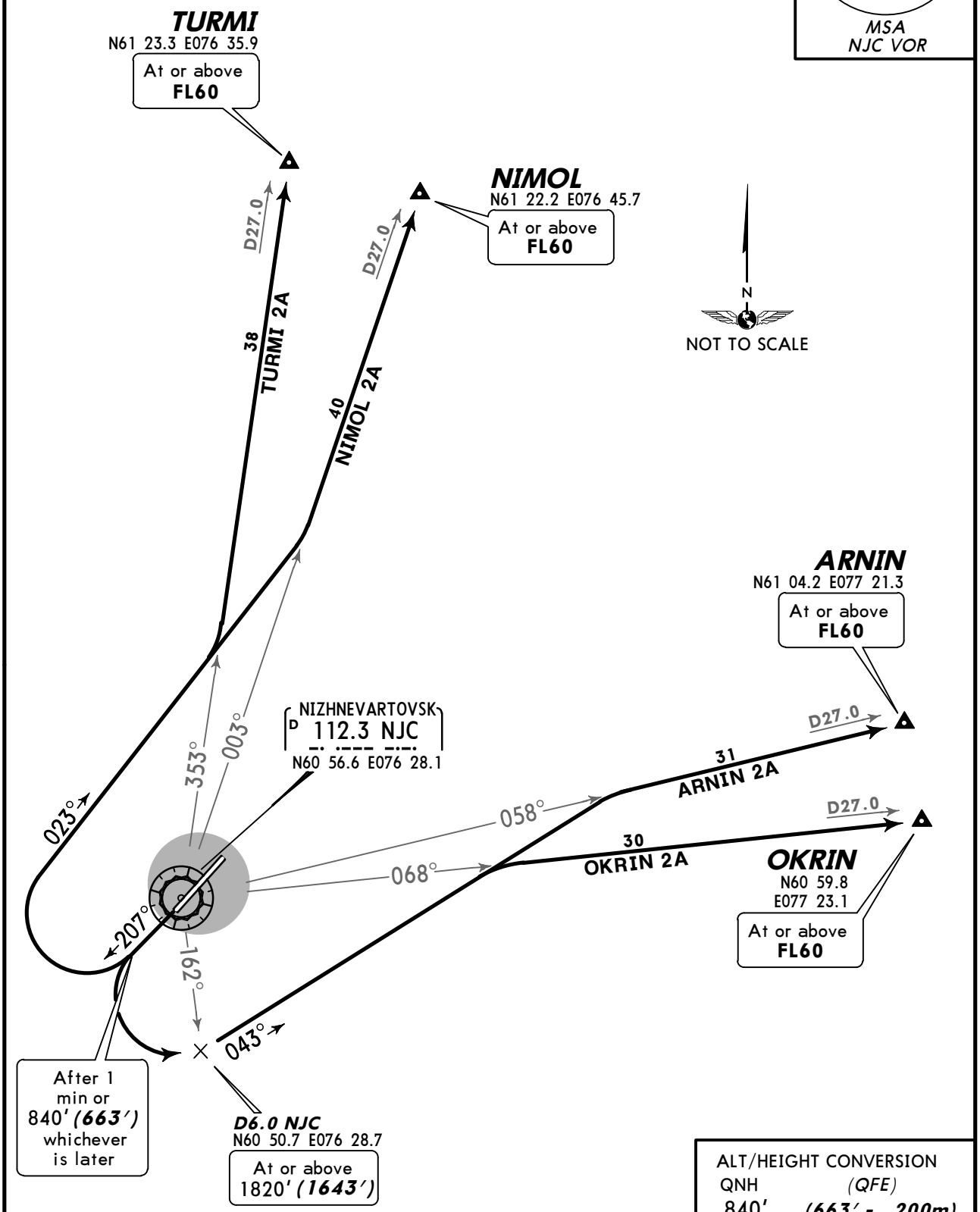
NIZHNEVARTOVSK Radar 120.4	Apt Elev 177′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 755 mm (1006.6 hPa) FL60 if pressure is less than 728 mm (970.6 hPa) Trans alt: 2810′ ***(2633′)*** 1. After climbing to 840′ ***(663′)*** contact NIZHNEVARTOVSK Radar. 2. Initial climb clearance 1820′ ***(1643′).***

ARNIN 2A *[ARNI2A]*, NIMOL 2A *[NIMO2A]* OKRIN 2A *[OKRI2A]*, TURMI 2A *[TURM2A]* RWY 21 DEPARTURES





ALT/HEIGHT CONVERSION

QNH	(QFE)
840′	***(663′ - 200m)***
1820′	***(1643′ - 500m)***
2810′	***(2633′ - 800m)***

CHANGES: SIDs ARNIN & OKRIN 2A revised; initial climb revised.

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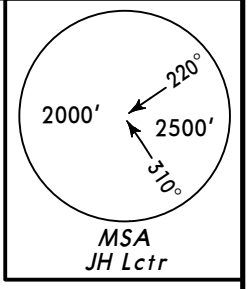
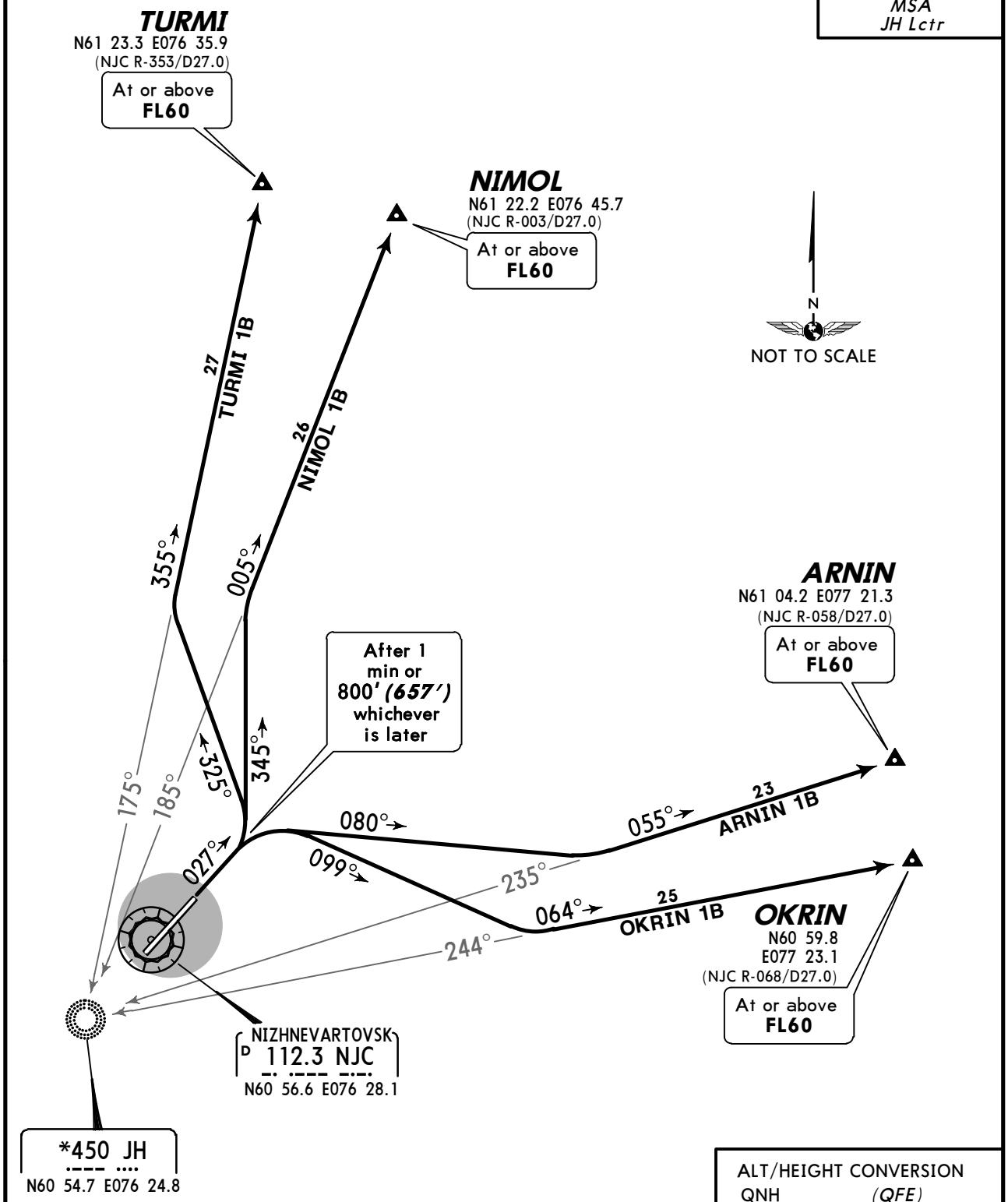
NIZHNEVARTOVSK Radar 120.4	Apt Elev 177′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is less than 729 mm (971.9 hPa) Trans alt: 2810′ ***(2667′)*** 1. After climbing to 800′ ***(657′)*** contact NIZHNEVARTOVSK Radar. 2. Initial climb clearance 1790′ ***(1647′).***

ARNIN 1B *[ARNI1B]*, NIMOL 1B *[NIMO1B]*
OKRIN 1B *[OKRI1B]*, TURMI 1B *[TURM1B]*
RWY 03 DEPARTURES





ALT/HEIGHT CONVERSION

QNH	(QFE)
800′	***(657′ - 200m)***
1790′	***(1647′ - 500m)***
2810′	***(2667′ - 800m)***

CHANGES: None.

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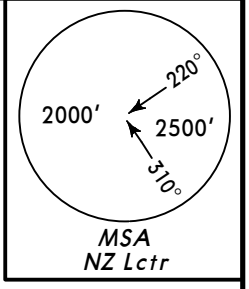
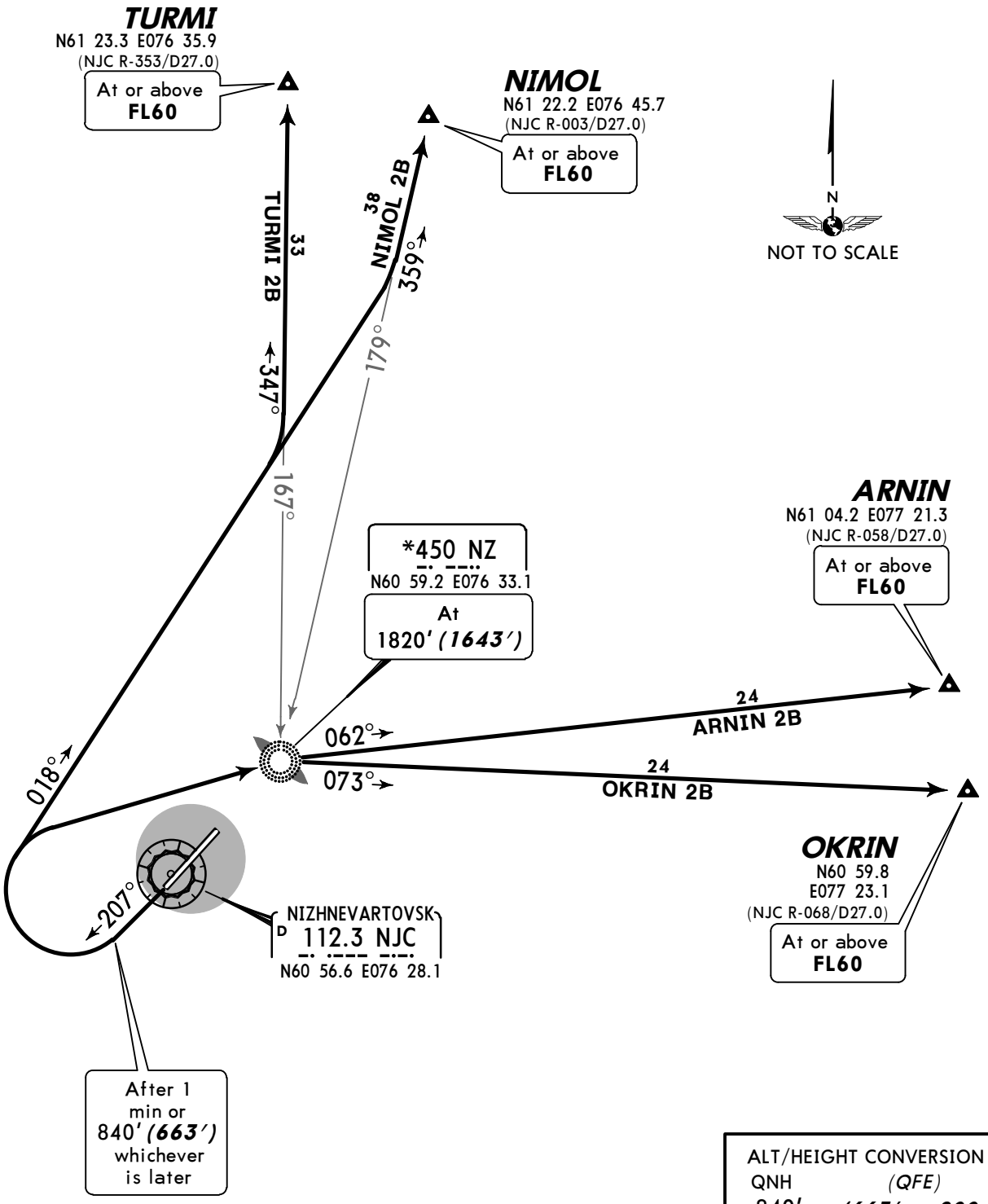
NIZHNEVARTOVSK Radar 120.4	Apt Elev 177′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 755 mm (1006.6 hPa) FL60 if pressure is less than 728 mm (970.6 hPa) Trans alt: 2810′ ***(2633′)*** 1. After climbing to 840′ ***(663′)*** contact NIZHNEVARTOVSK Radar. 2. Initial climb clearance 1820′ ***(1643′).***

ARNIN 2B *[ARNI2B]*, NIMOL 2B *[NIMO2B]* OKRIN 2B *[OKRI2B]*, TURMI 2B *[TURM2B]* RWY 21 DEPARTURES





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
840′	***(663′ - 200m)***
1820′	***(1643′ - 500m)***
2810′	***(2633′ - 800m)***

CHANGES: Initial climb revised.

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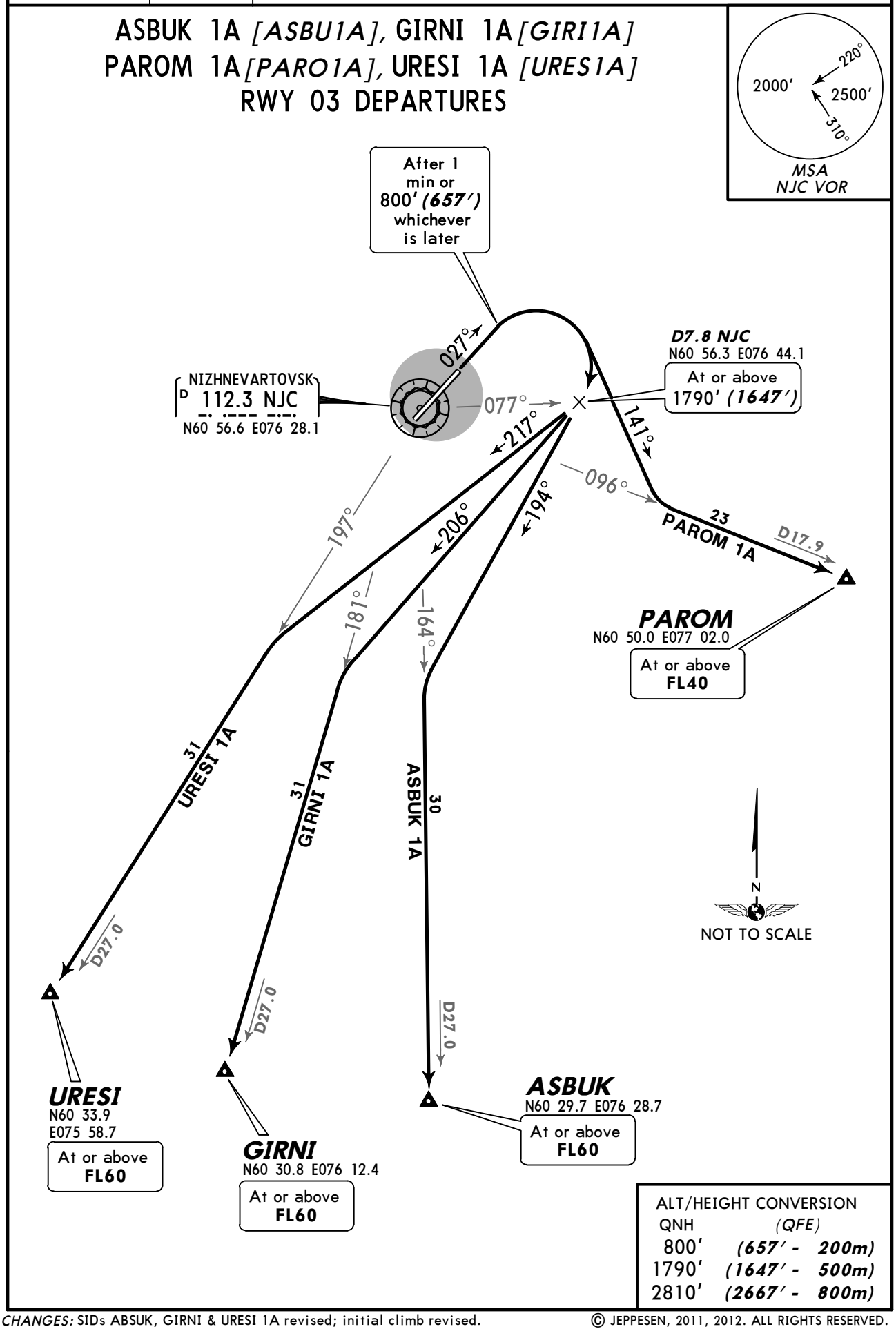
NIZHNEVARTOVSK Radar 120.4	Apt Elev 177′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is less than 729 mm (971.9 hPa) Trans alt: 2810′ ***(2667′)*** 1. After climbing to 800′ ***(657′)*** contact NIZHNEVARTOVSK Radar. 2. Initial climb clearance 1790′ ***(1647′).***

ASBUK 1A *[ASBU1A]*, GIRNI 1A *[GIRI1A]* PAROM 1A *[PARO1A]*, URESI 1A *[URES1A]* RWY 03 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
800′	***(657′ - 200m)***
1790′	***(1647′ - 500m)***
2810′	***(2667′ - 800m)***

CHANGES: SIDs ABSUK, GIRNI & URESI 1A revised; initial climb revised.

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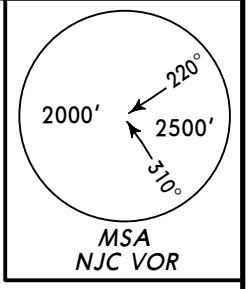
NIZHNEVARTOVSK Radar 120.4	Apt Elev 177′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 755 mm (1006.6 hPa) FL60 if pressure is less than 728 mm (970.6 hPa) Trans alt: 2810′ ***(2633′)*** 1. After climbing to 840′ ***(663′)*** contact NIZHNEVARTOVSK Radar. 2. Initial climb clearance 1820′ ***(1643′).***

ASBUK 2A *[ASBU2A]*, GIRNI 2A *[GIRI2A]* PAROM 2A *[PARO2A]*, URESI 2A *[URES2A]* RWY 21 DEPARTURES



NIZHNEVARTOVSK
D 112.3 NJC
N60 56.6 E076 28.1

After 1 min or 840′ ***(663′)*** whichever is later

207° 197° 166° 135° 181° 162° 165° 061° 096°

20 PAROM 2A D17.9

D6.0 NJC
N60 50.7 E076 28.7
At or above 1820′ ***(1643′)***

PAROM
N60 50.0 E077 02.0
At or above **FL40**

27 URESI 2A D27.0

28 GIRNI 2A D27.0

29 ASBUK 2A

N
NOT TO SCALE

URESI
N60 33.9
E075 58.7
At or above **FL60**

GIRNI
N60 30.8 E076 12.4
At or above **FL60**

ASBUK
N60 29.7 E076 28.7
(NJC R-164/D27.0)
At or above **FL60**

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
840′	***(663′ - 200m)***
1820′	***(1643′ - 500m)***
2810′	***(2633′ - 800m)***

CHANGES: SIDs PAROM 2A revised; initial climb revised.

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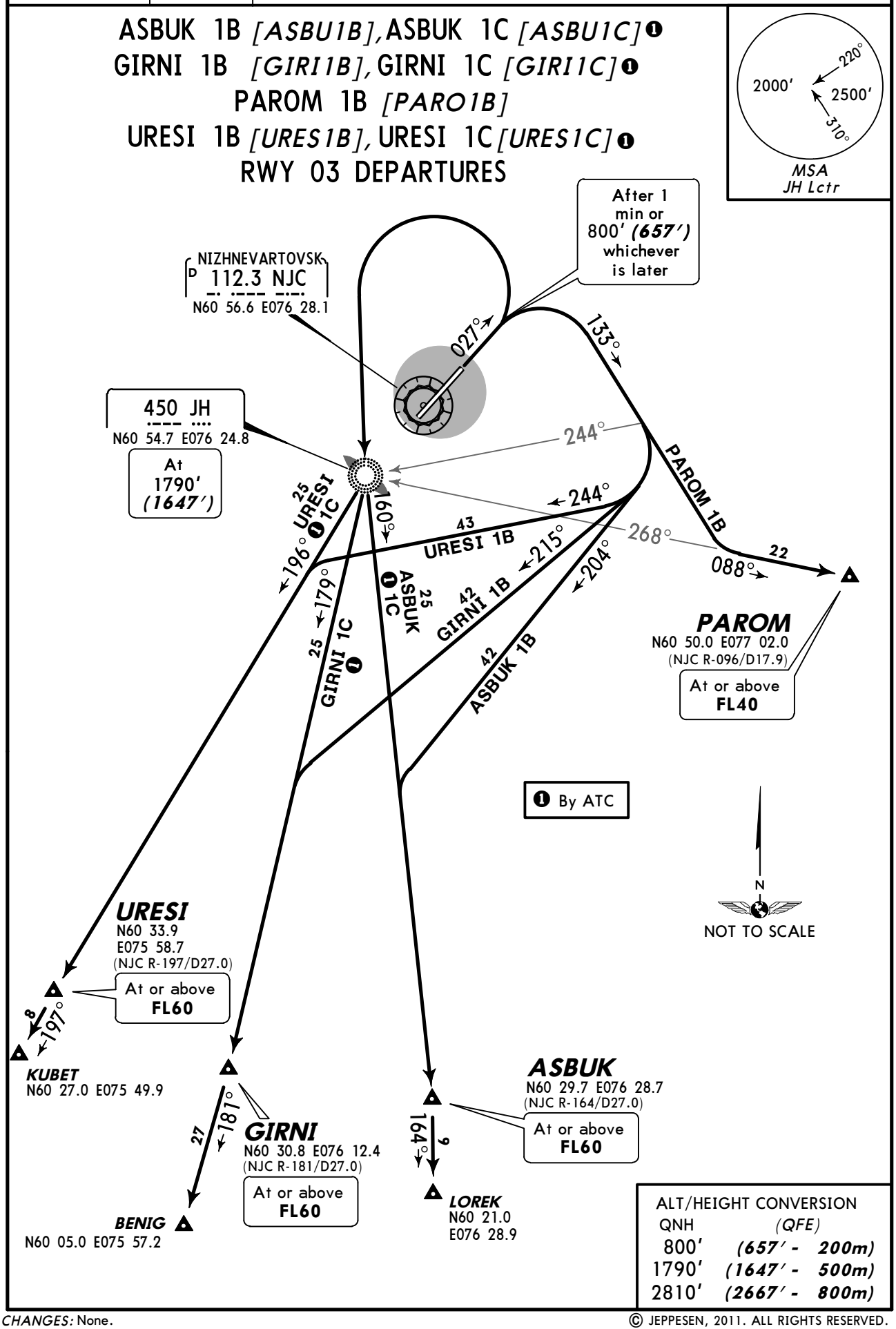
NIZHNEVARTOVSK Radar 120.4	Apt Elev 177′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is less than 729 mm (971.9 hPa) Trans alt: 2810′ ***(2667′)*** 1. After climbing to 800′ ***(657′)*** contact NIZHNEVARTOVSK Radar. 2. Initial climb clearance 1790′ ***(1647′).***

ASBUK 1B *[ASBU1B]*, ASBUK 1C *[ASBU1C]* ❶
GIRNI 1B *[GIRI1B]*, GIRNI 1C *[GIRI1C]* ❶
PAROM 1B *[PARO1B]*
URESI 1B *[URES1B]*, URESI 1C *[URES1C]* ❶
RWY 03 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
800′	***(657′ - 200m)***
1790′	***(1647′ - 500m)***
2810′	***(2667′ - 800m)***

CHANGES: None.

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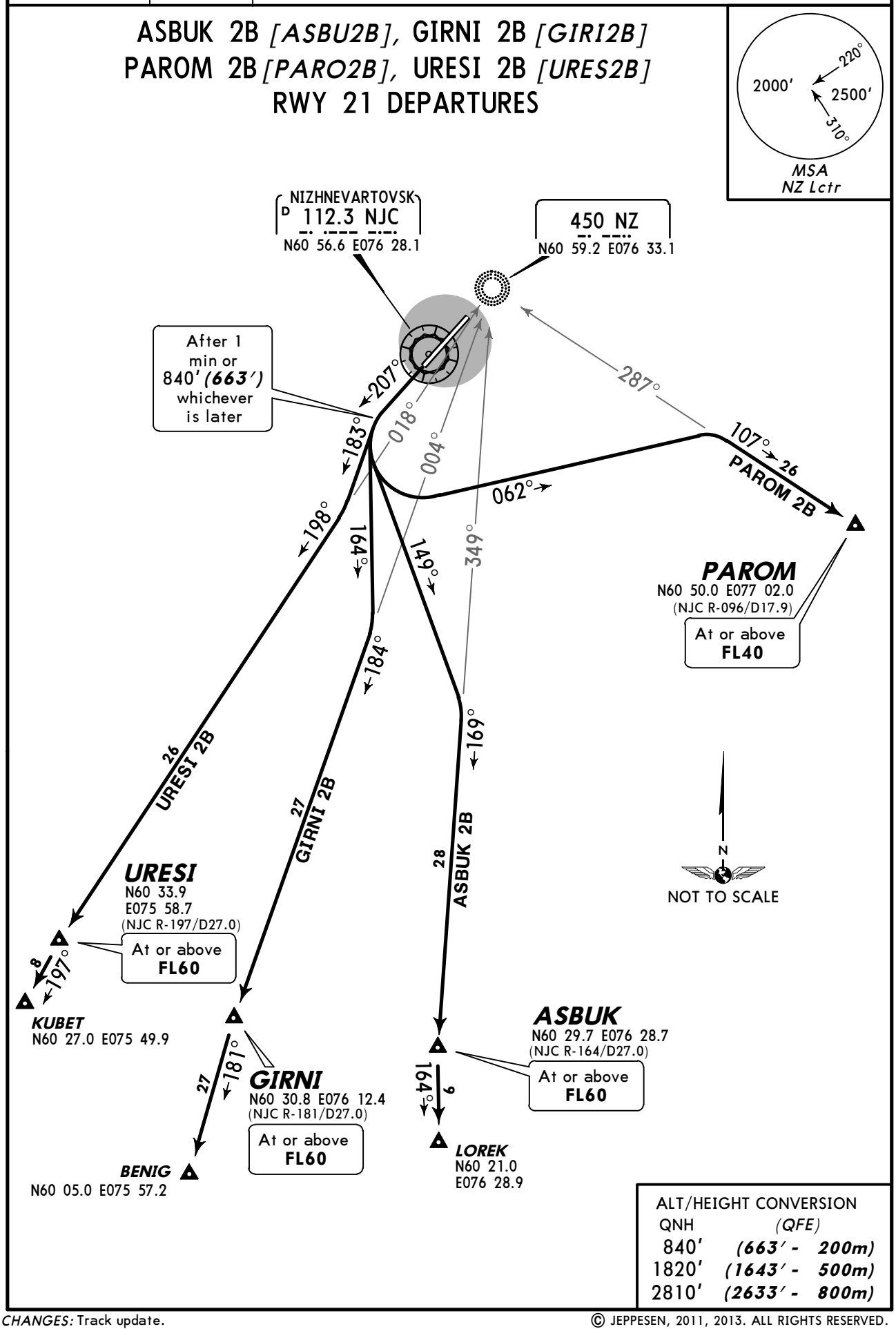
NIZHNEVARTOVSK Radar 120.4	Apt Elev 177′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 755 mm (1006.6 hPa) FL60 if pressure is less than 728 mm (970.6 hPa) Trans alt: 2810′ ***(2633′)*** 1. After climbing to 840′ ***(663′)*** contact NIZHNEVARTOVSK Radar. 2. Initial climb clearance 1820′ ***(1643′).***

ASBUK 2B *[ASBU2B]*, GIRNI 2B *[GIRI2B]* PAROM 2B *[PARO2B]*, URESI 2B *[URES2B]* RWY 21 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
840′	***(663′ - 200m)***
1820′	***(1643′ - 500m)***
2810′	***(2633′ - 800m)***

CHANGES: Track update.

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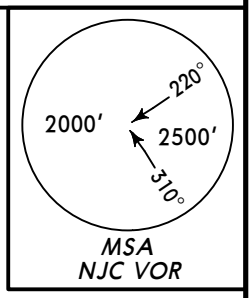
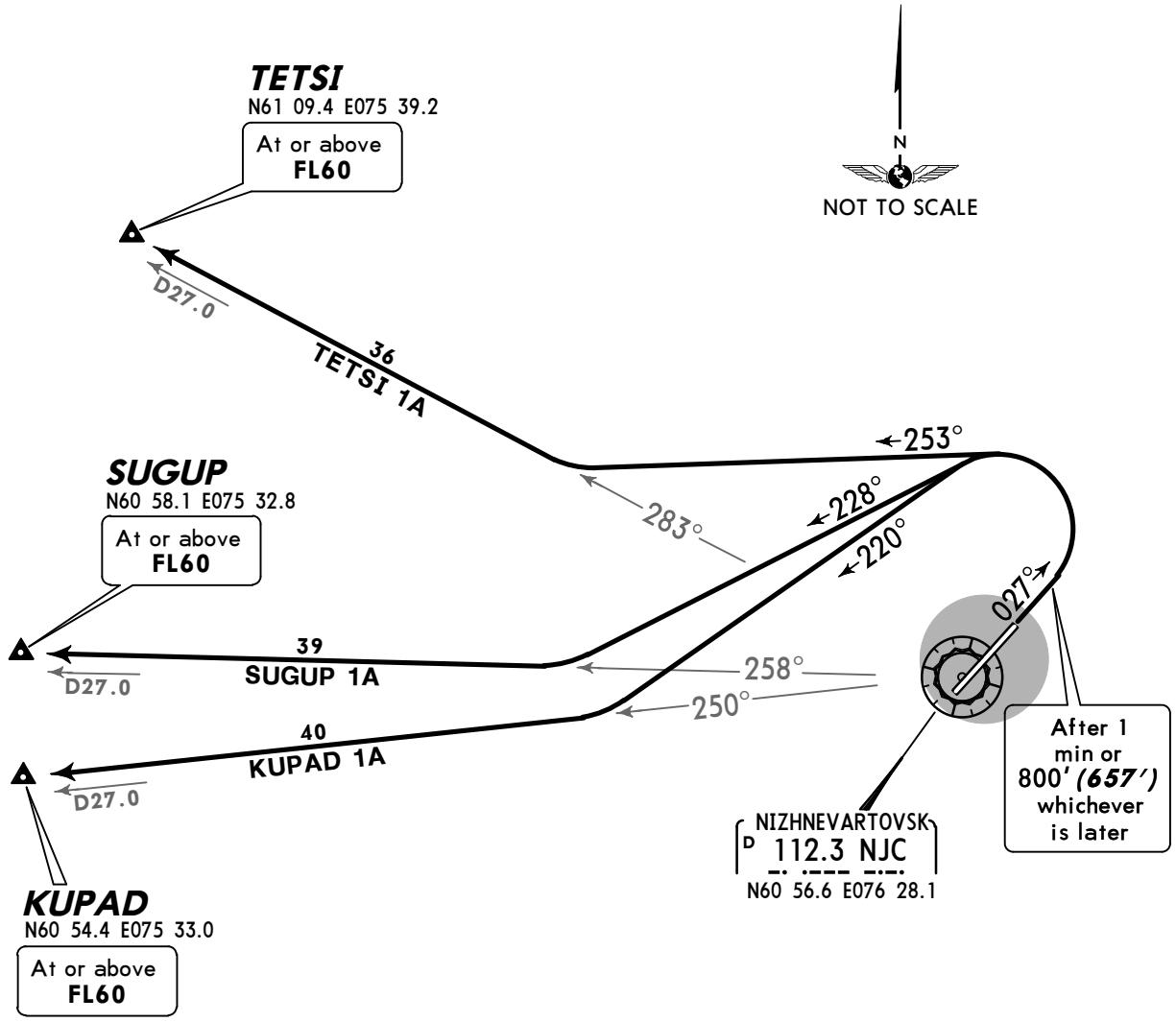
NIZHNEVARTOVSK Radar 120.4	Apt Elev 177′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is 729 mm (971.9 hPa) or less Trans alt: 2810′ ***(2667′)*** 1. After climbing to 800′ ***(657′)*** contact NIZHNEVARTOVSK Radar. 2. Initial climb clearance 1790′ ***(1647′).***

KUPAD 1A *[KUPA1A]*, SUGUP 1A *[SUGU1A]*
TETSI 1A *[TETS1A]*
RWY 03 DEPARTURES





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
800′	***(657′ - 200m)***
1790′	***(1647′ - 500m)***
2810′	***(2667′ - 800m)***

CHANGES: Initial climb revised.

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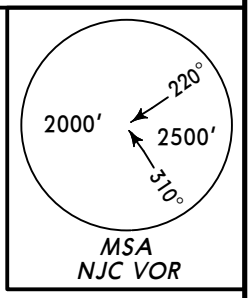
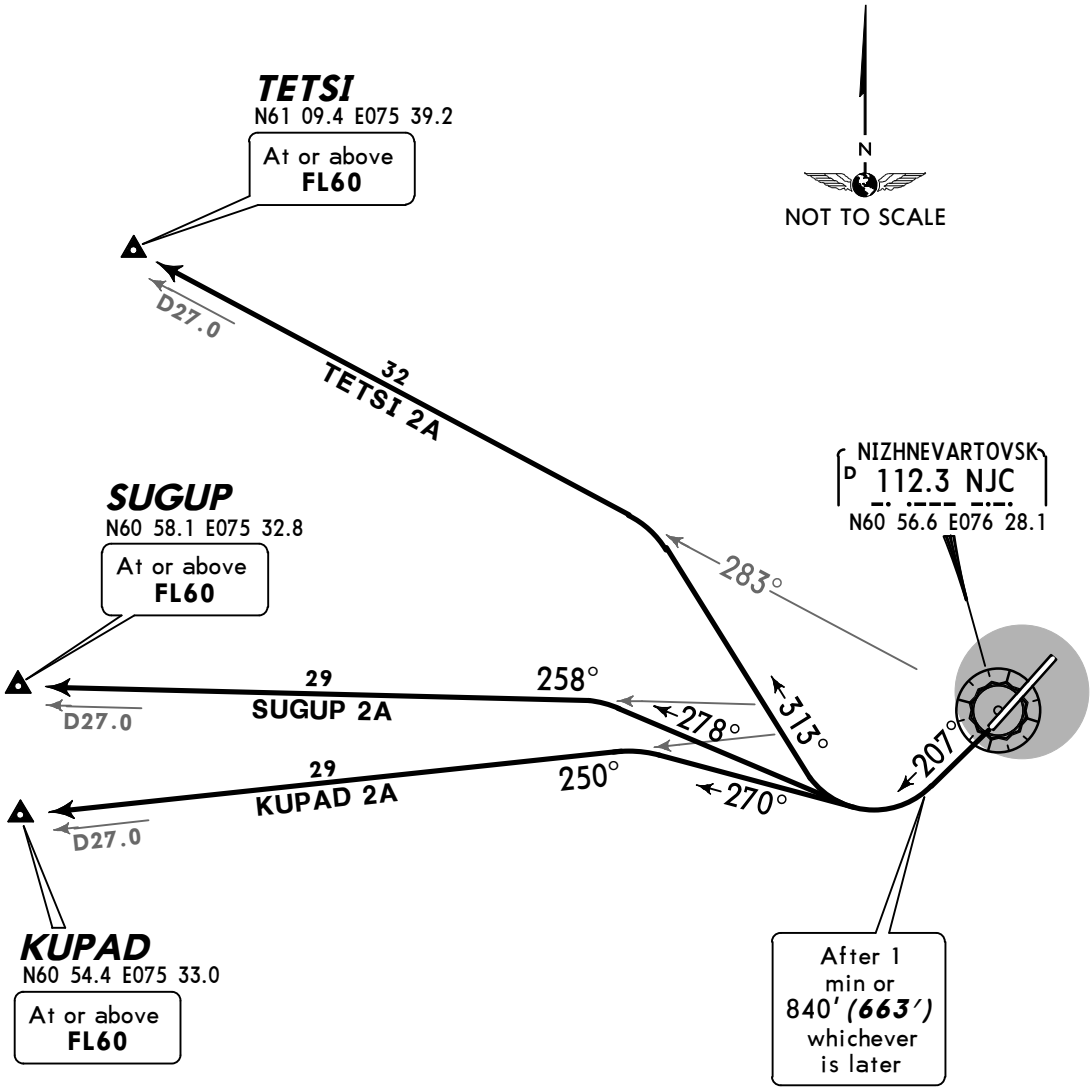
NIZHNEVARTOVSK Radar 120.4	Apt Elev 177′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 755 mm (1006.6 hPa) FL60 if pressure is less than 728 mm (970.6 hPa) Trans alt: 2810′ ***(2633′)*** 1. After climbing to 840′ ***(663′)*** contact NIZHNEVARTOVSK Radar. 2. Initial climb clearance 1820′ ***(1643′).***

KUPAD 2A *[KUPA2A]*, SUGUP 2A *[SUGU2A]*
TETSI 2A *[TETS2A]*
RWY 21 DEPARTURES





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
840′	***(663′ - 200m)***
1820′	***(1643′ - 500m)***
2810′	***(2633′ - 800m)***

CHANGES: Initial climb revised.

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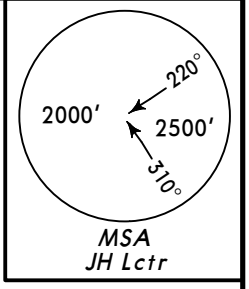
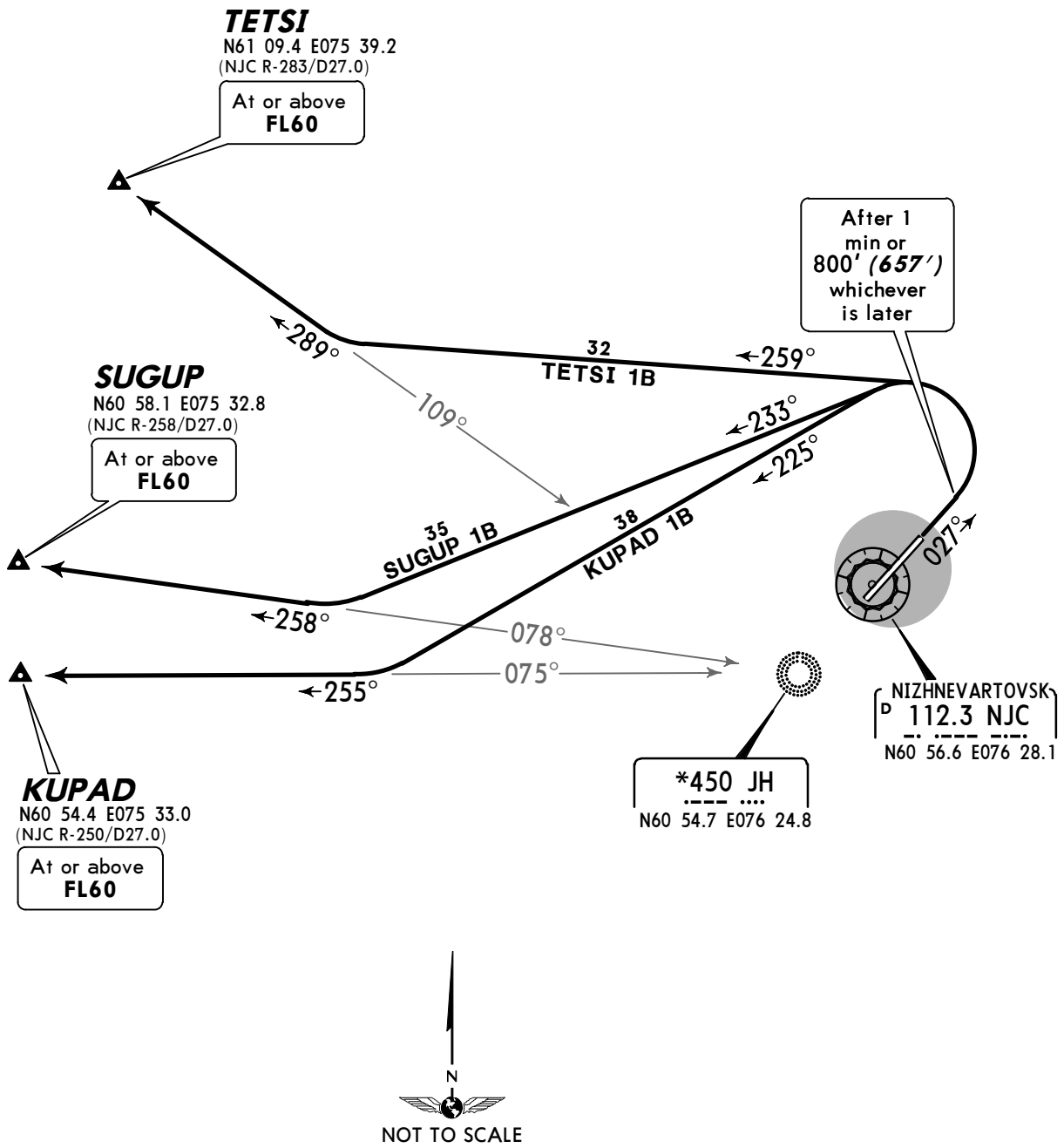
NIZHNEVARTOVSK Radar 120.4	Apt Elev 177′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 756 mm (1007.9 hPa) FL60 if pressure is less than 729 mm (971.9 hPa) Trans alt: 2810′ ***(2667′)*** 1. After climbing to 800′ ***(657′)*** contact NIZHNEVARTOVSK Radar. 2. Initial climb clearance 1790′ ***(1647′).***

KUPAD 1B *[KUPA1B]*, SUGUP 1B *[SUGU1B]*
TETSI 1B *[TETS1B]*
RWY 03 DEPARTURES





ALT/HEIGHT CONVERSION

QNH	(QFE)
800′	***(657′ - 200m)***
1790′	***(1647′ - 500m)***
2810′	***(2667′ - 800m)***

CHANGES: None.

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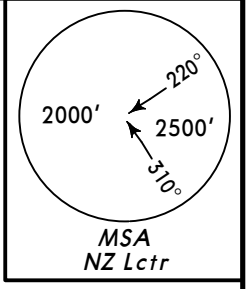
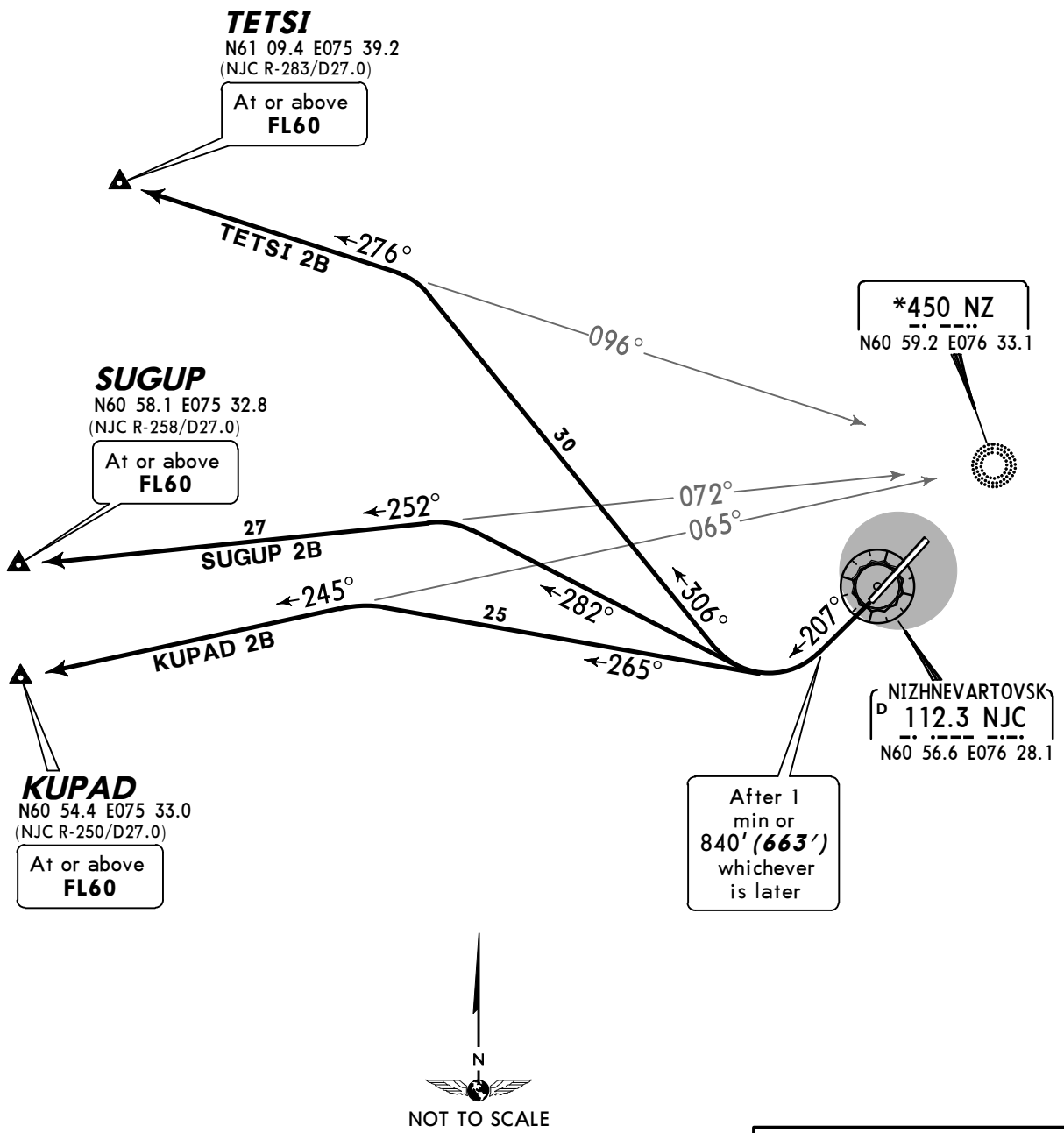
NIZHNEVARTOVSK Radar 120.4	Apt Elev 177′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 755 mm (1006.6 hPa) FL60 if pressure is less than 728 mm (970.6 hPa) Trans alt: 2810′ ***(2633′)*** 1. After climbing to 840′ ***(663′)*** contact NIZHNEVARTOVSK Radar. 2. Initial climb clearance 1820′ ***(1643′).***

KUPAD 2B *[KUPA2B]*, SUGUP 2B *[SUGU2B]*
TETSI 2B *[TETS2B]*
RWY 21 DEPARTURES





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
840′	***(663′ - 200m)***
1820′	***(1643′ - 500m)***
2810′	***(2633′ - 800m)***

CHANGES: Initial climb revised.

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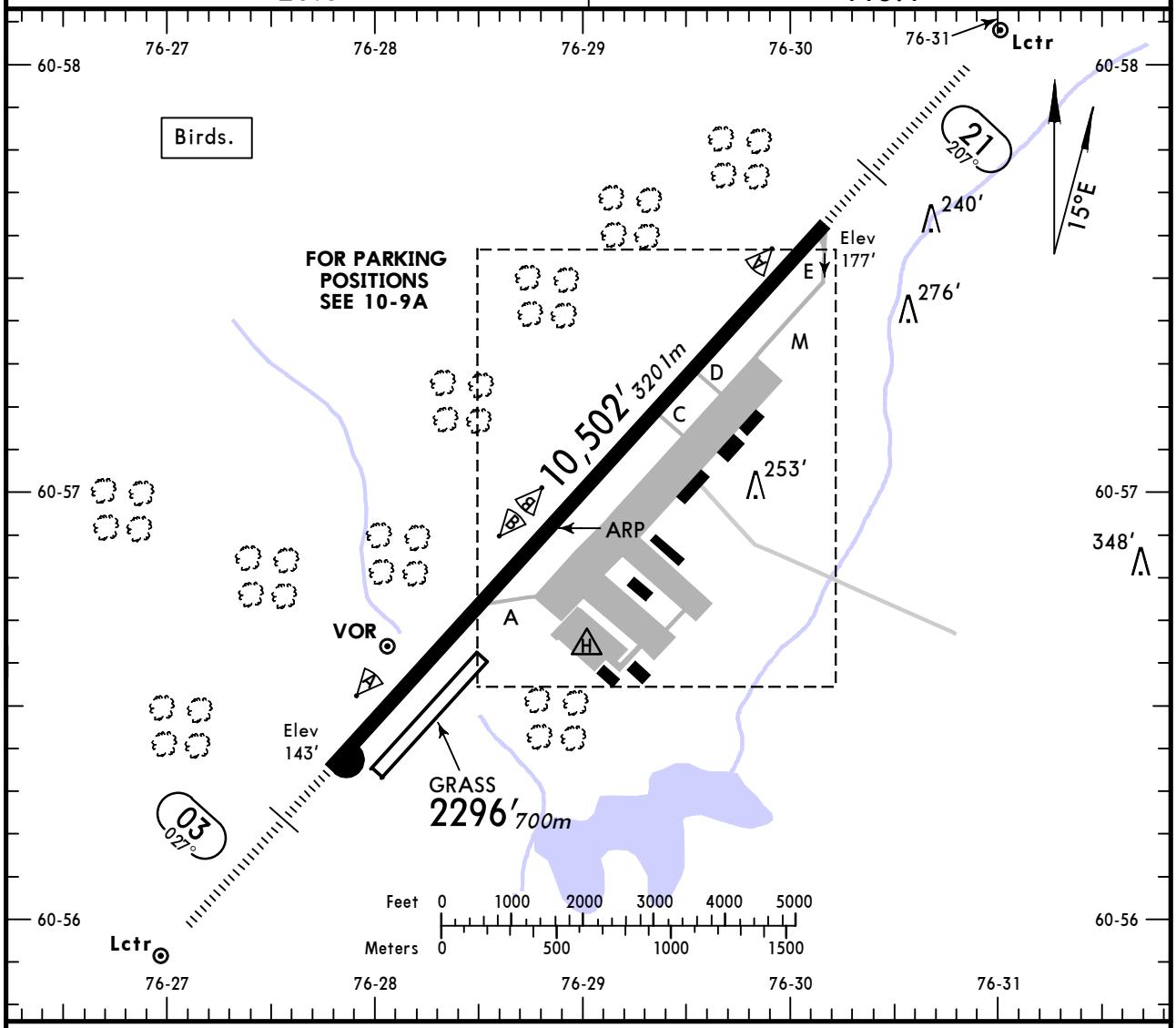
ATIS	NIZHNEVARTOVSK Tower (TWR/GND)
126.6	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03 21	HIRL *(60m)* HIALS PAPI-L (angle 2.67°) RVR			❶	197′ *60m*
03 21	Grass runway				197′ *60m*

❶ TAKE-OFF RUN AVAILABLE

RWY 03:

from rwy head	10,502′ (3201m)
twy A int	6234′ (1900m)
twy C int	3281′ (1000m)
twy D int	2625′ (800m)

RWY 21:

From rwy head	10,502′ (3201m)
twy D int	7874′ (2400m)
twy C int	7218′ (2200m)
twy A int	4101′ (1250m)

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 03/21

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*250m*	*400m*
B		
C		
D	*300m*	

CHANGES: Variation. Rwy bearings. Usable lengths. Parking stands.

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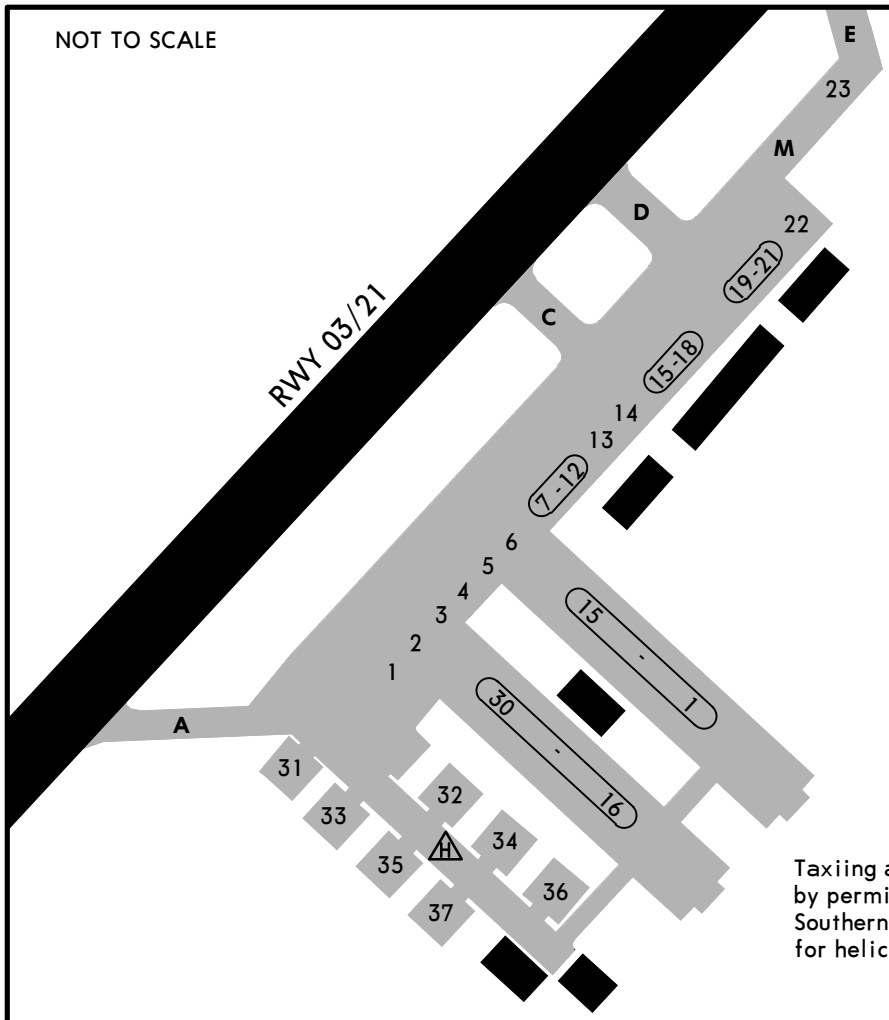

Taxiing and towing shall be carried out by permission of taxiing controller. Southern stands 1 thru 37 available for helicopters.

INS COORDINATES NORTH

STAND No.	DIRECTION	COORDINATES
1 thru 3	117°	N60 56.9 E076 29.2
3	297°	N60 56.9 E076 29.2
4	117°	N60 56.9 E076 29.3
4	297°	N60 57.0 E076 29.2
5	117°	N60 57.0 E076 29.3
5	297°	N60 57.0 E076 29.4
6	117°	N60 57.0 E076 29.4
6	297°	N60 57.0 E076 29.3
7, 8	117°, 297°	N60 57.0 E076 29.4
9	117°	N60 57.0 E076 29.5
9	297°	N60 57.1 E076 29.4
13	117°, 297°	N60 57.1 E076 29.6
22	297°	N60 57.3 E076 29.9
23	297°	N60 57.4 E076 30.1

CHANGES: New chart.

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NIZHNEVARTOVSK, RUSSIA

NIZHNEVARTOVSK

STRAIGHT-IN RWY		A	B	C	D
03	ILS	**343′**(200′)	**343′**(200′)	**343′**(200′)	**343′**(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
	RNAV ❶	**490′**(347′)	**490′**(347′)	**490′**(347′)	**490′**(347′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	VOR ❶	**490′**(347′)	**490′**(347′)	**490′**(347′)	**490′**(347′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ❶	**490′**(347′)	**490′**(347′)	**490′**(347′)	**490′**(347′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m
	J LMM ❶	**500′**(357′)	**500′**(357′)	**500′**(357′)	**500′**(357′)
	with FAF	**R1000m**	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m
	J LMM ❶	**710′**(567′)	**710′**(567′)	**710′**(567′)	**710′**(567′)
	w/o FAF	**R1900m**	**R1900m**	**R1900m**	**R1900m**
	ALS out	C2600m	C2600m	C2600m	C2600m
21	ILS	**377′**(200′)	**377′**(200′)	**377′**(200′)	**377′**(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
	RNAV ❶	**570′**(393′)	**570′**(393′)	**570′**(393′)	**570′**(393′)
		R1100m	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	VOR ❶	**570′**(393′)	**570′**(393′)	**570′**(393′)	**570′**(393′)
		R1100m	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	2 NDB ❶	**570′**(393′)	**570′**(393′)	**570′**(393′)	**570′**(393′)
		R1100m	**R1100m**	**R1200m**	**R1200m**
	ALS out	R1800m	R1800m	R1800m	R1800m
	N LMM ❶	**610′**(433′)	**610′**(433′)	**610′**(433′)	**610′**(433′)
	with FAF	**R1300m**	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	N LMM ❶	**660′**(483′)	**660′**(483′)	**660′**(483′)	**660′**(483′)
	w/o FAF	**R1500m**	**R1500m**	**R1500m**	**R1500m**
	ALS out	C2300m	C2300m	C2300m	C2300m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
	710′(533′)	**850′**(673′)	**950′**(773′)	**950′**(773′)
	ceil500m- V3000m	ceil500m- V3000m	ceil500m- V3000m	ceil500m- V4000m

❷ WARNING: Prohibited Southeast of apt below 1820′ (1643′).

CHANGES: Minimums.

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TAKE-OFF RWY 03, 21

	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		

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BRIEFING STRIP

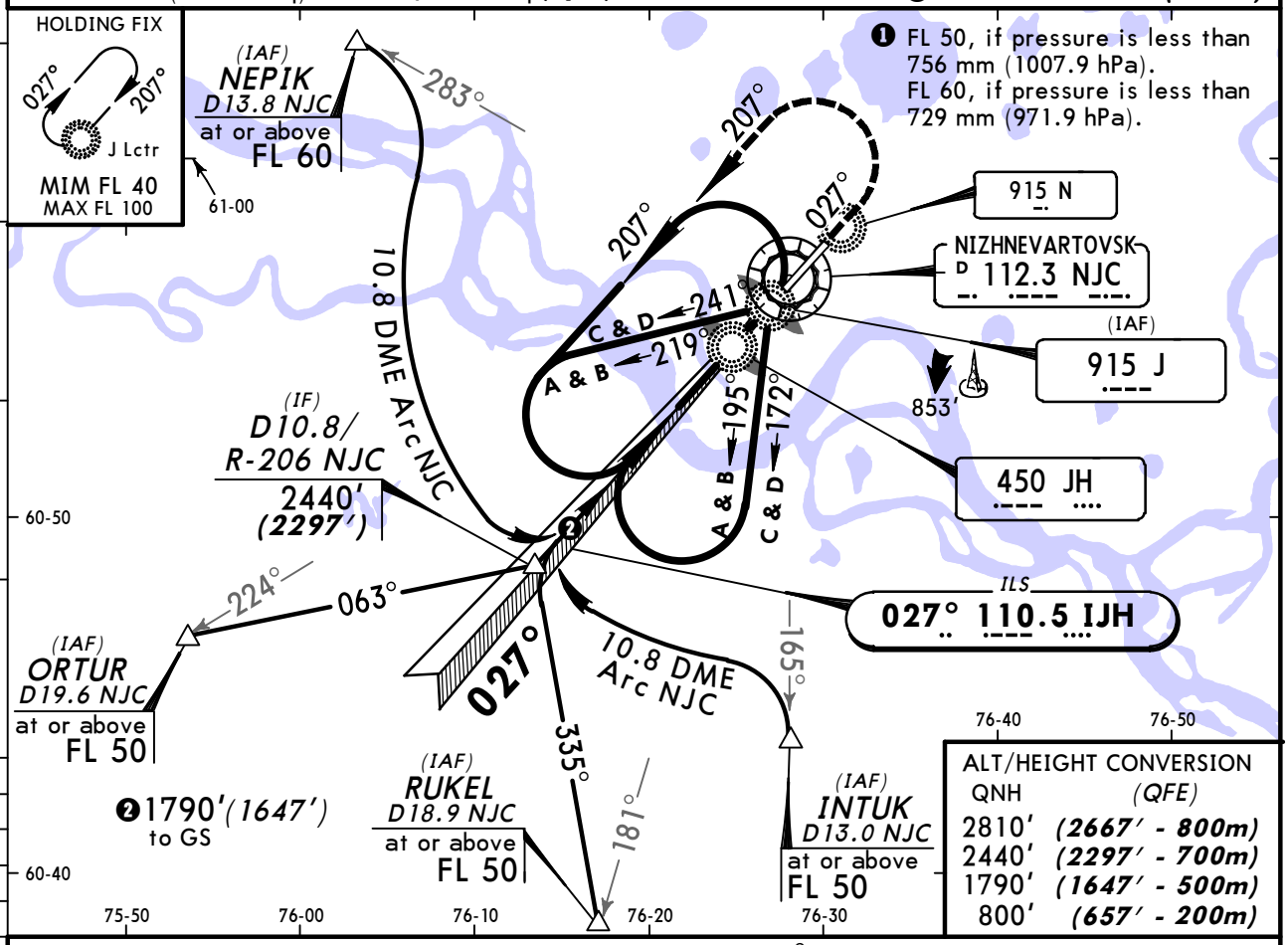
ATIS	NIZHNEVARTOVSK Radar	NIZHNEVARTOVSK Tower (TWR/GND)
126.6	120.4	118.1

LOC IJH	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 177'
110.5	027°	816' (673')	343' (200')	RWY 143'

MISSED APCH: Climb on 027° to 800' (657'), then turn LEFT onto 207° climbing to 1790' (1647'), then according to chart.

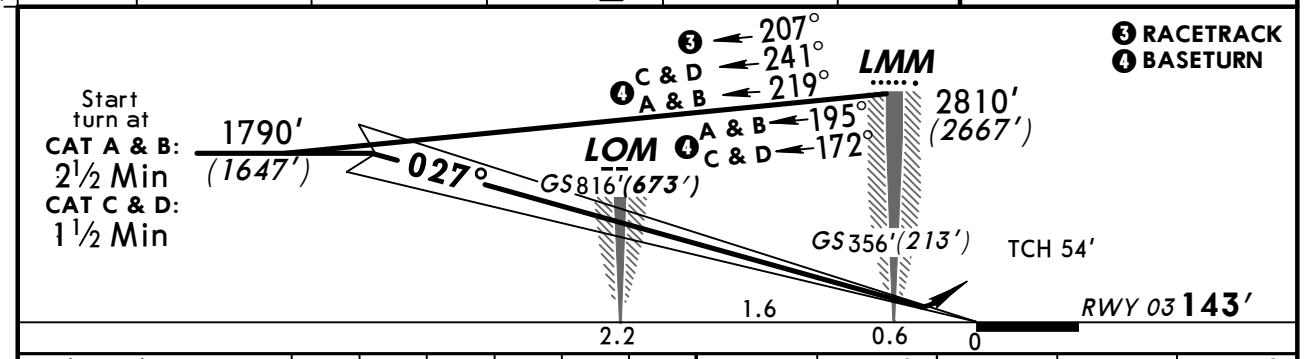
MSA NJC VOR: 2000' (220°–310°), 2500' (310°–220°)

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2810' (2667')



ALT/HEIGHT CONVERSION

QNH	(QFE)
2810'	(2667' - 800m)
2440'	(2297' - 700m)
1790'	(1647' - 500m)
800'	(657' - 200m)



Gnd speed-Kts		70	90	100	120	140	160
GS	2.67°	331	425	472	567	661	756

HIALS
PAPI

800' (657') on 027° | 207° LT | 1790' (1647')

PANS OPS

STRAIGHT-IN LANDING RWY 03

	ILS DA(H) 343' (200') FULL	ILS DA(H) 343' (200') ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

CEILING REQUIRED CIRCLE-TO-LAND

WARNING: Prohibited Southeast of apt below 1820' (1643')

Max Kts	MDA(H)	CEIL-VIS
100	710' (533')	500m - 3000m
135	850' (673')	500m - 3000m
180	950' (773')	500m - 3000m
205	950' (773')	500m - 4000m

CHANGES: J Lctr holding. IAF altitudes.

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BRIEFING STRIP

ATIS	NIZHNEVARTOVSK Radar	NIZHNEVARTOVSK Tower (TWR/GND)
126.6	120.4	118.1

LOC INZ	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 177'
111.9	207°	834' (657')	377' (200')	RWY 177'

MISSED APCH: Climb on 207° to 840' (663'), then turn RIGHT onto 027° climbing to 1820' (1643'), then according to chart.

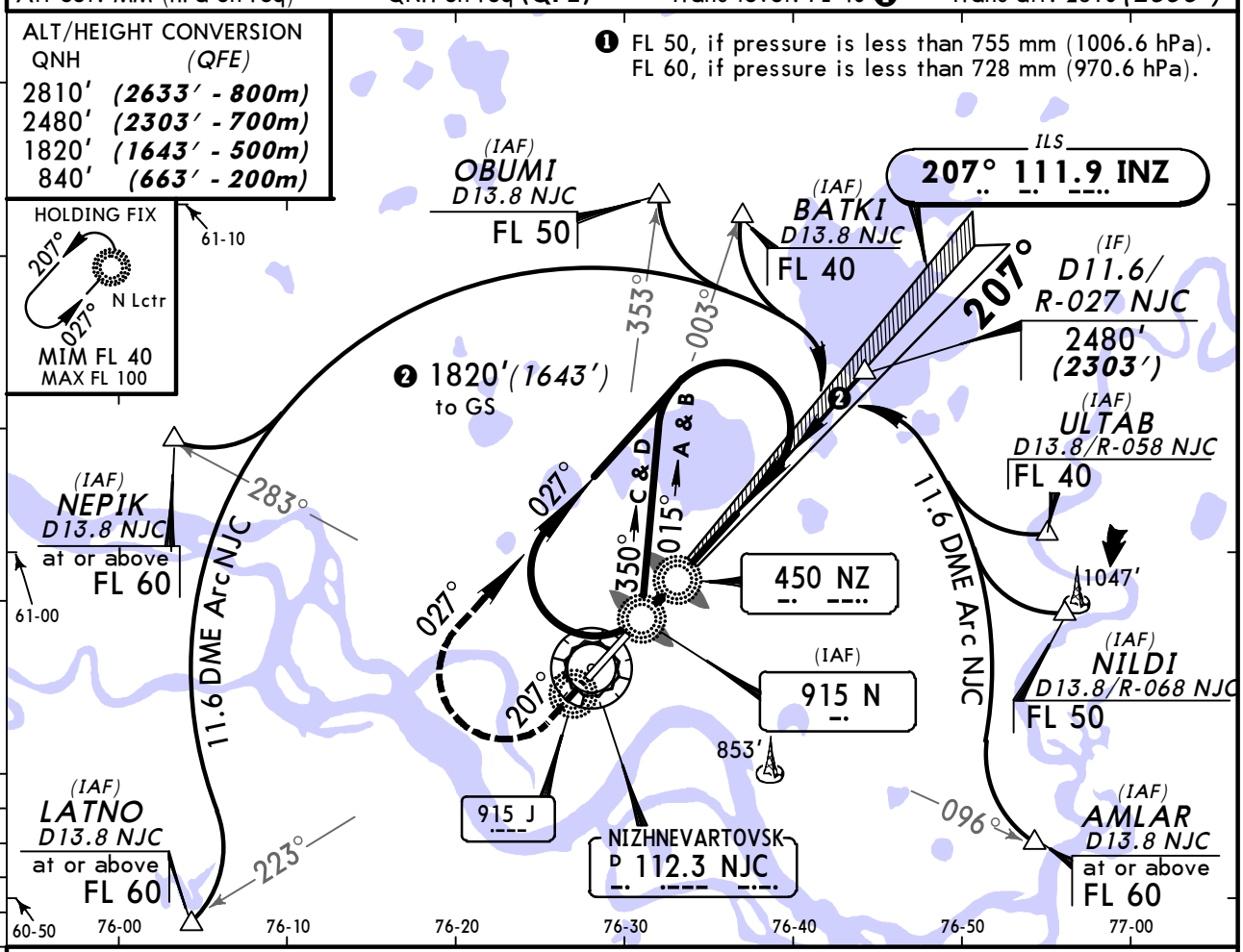
MSA NJC VOR: 2000' (220°), 2500' (310°)

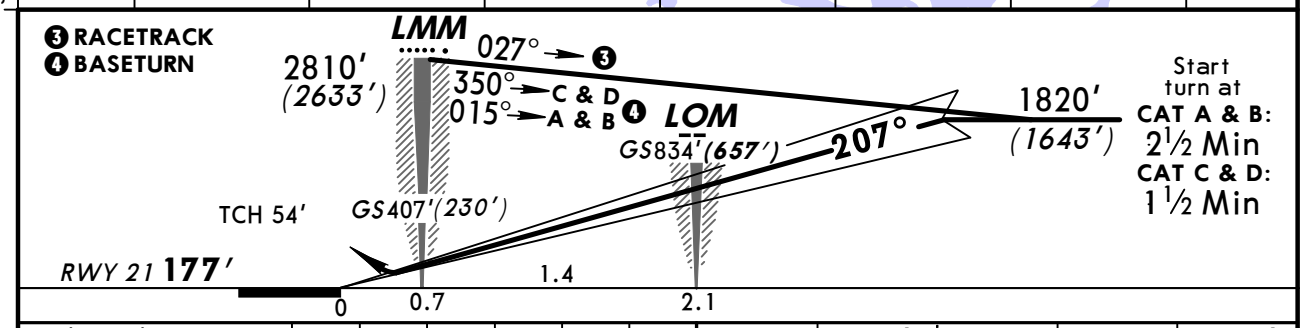
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2810' (2633')

ALT/HEIGHT CONVERSION

QNH	(QFE)
2810'	(2633' - 800m)
2480'	(2303' - 700m)
1820'	(1643' - 500m)
840'	(663' - 200m)

❶ FL 50, if pressure is less than 755 mm (1006.6 hPa).
FL 60, if pressure is less than 728 mm (970.6 hPa).





Gnd speed-Kts		70	90	100	120	140	160
GS	2.67°	331	425	472	567	661	756

HIALS
PAPI

840' (663') on 207° | 027° RT | 1820' (1643')

PANS OPS

STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 377' (200') FULL	ILS DA(H) 377' (200') ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

CEILING REQUIRED CIRCLE-TO-LAND

WARNING: Prohibited Southeast of apt below 1820' (1643')

Max Kts	MDA(H)	CEIL-VIS
100	710' (533')	500m - 3000m
135	850' (673')	500m - 3000m
180	950' (773')	500m - 3000m
205	950' (773')	500m - 4000m

CHANGES: N Lctr holding.

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BRIEFING STRIP

ATIS	NIZHNEVARTOVSK Radar	NIZHNEVARTOVSK Tower (TWR/GND)
126.6	120.4	118.1

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 177′
	027°	NN134 1790′ (1647′)	490′ (347′)	RWY 143′

MISSED APCH: Climb on track 027° to 800′ (657′), then turn LEFT to NN132 climbing to 1790′ (1647′), then according to chart.

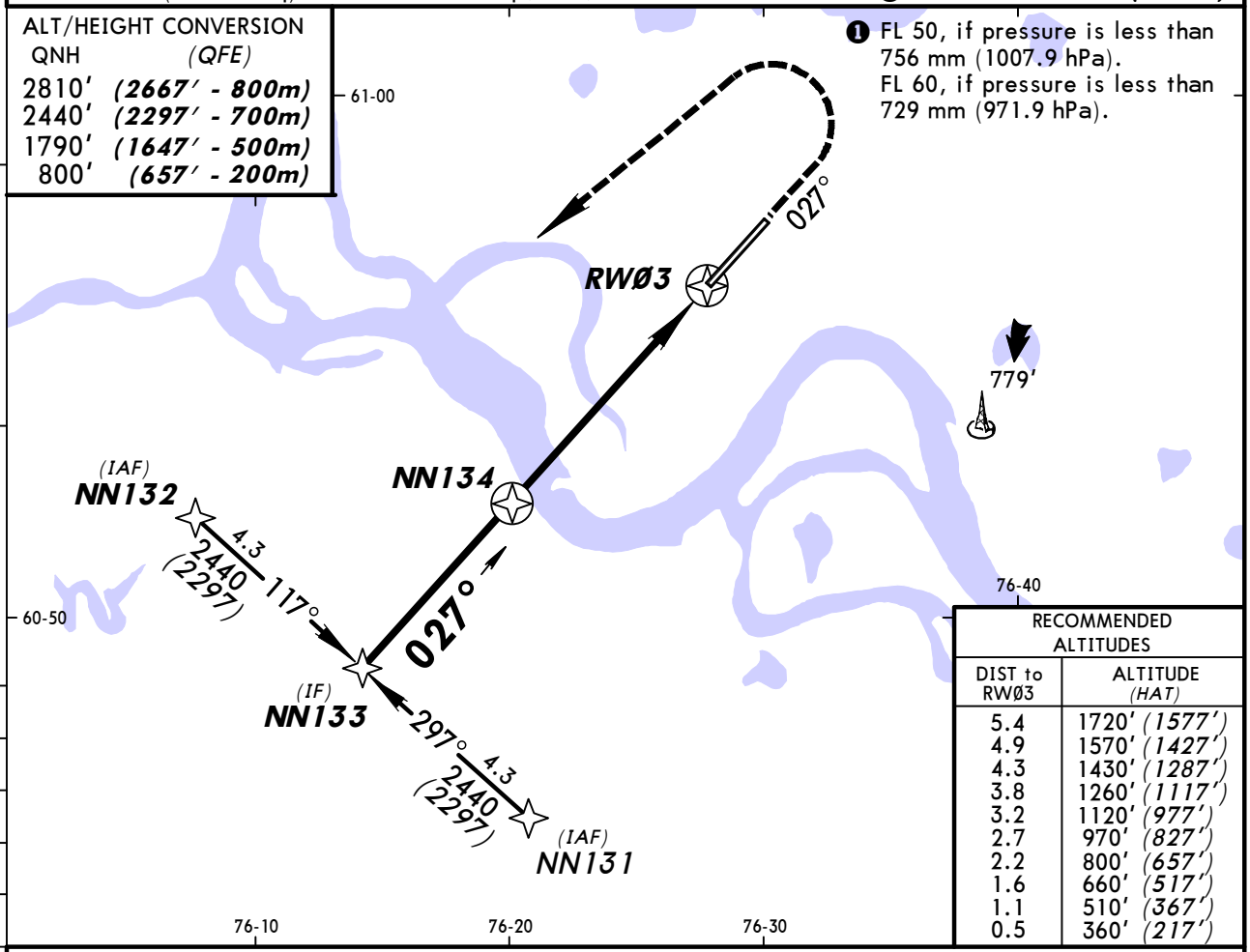
MSA ARP: 2000′ (220°–310°), 2500′

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 40 ❶ | Trans alt: 2810′ (2667′)

❶ FL 50, if pressure is less than 756 mm (1007.9 hPa).
FL 60, if pressure is less than 729 mm (971.9 hPa).

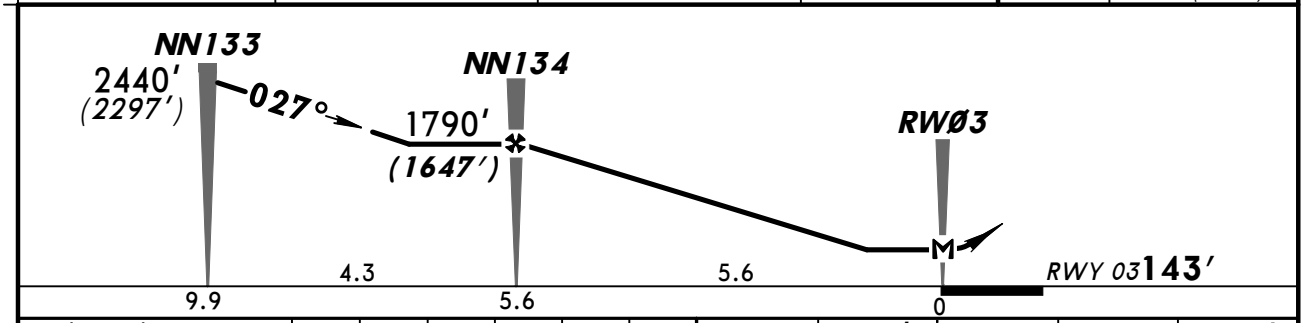
ALT/HEIGHT CONVERSION

QNH	(QFE)
2810′	(2667′ - 800m)
2440′	(2297′ - 700m)
1790′	(1647′ - 500m)
800′	(657′ - 200m)



RECOMMENDED ALTITUDES

DIST to RWØ3	ALTITUDE (HAT)
5.4	1720′ (1577′)
4.9	1570′ (1427′)
4.3	1430′ (1287′)
3.8	1260′ (1117′)
3.2	1120′ (977′)
2.7	970′ (827′)
2.2	800′ (657′)
1.6	660′ (517′)
1.1	510′ (367′)
0.5	360′ (217′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at RWØ3							

HIALS
PAPI

800′ (657′) on 027°

NN132 LT 1790′ (1647′)

PANS OPS

STRAIGHT-IN LANDING RWY 03

MDA(H) 490′ (347′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CEILING REQUIRED CIRCLE-TO-LAND

WARNING: Prohibited Southeast of apt below 1820′(1643′)

Max Kts	MDA(H)	CEIL-VIS
100	710′ (533′)	500m - 3000m
135	850′ (673′)	500m - 3000m
180	950′ (773′)	500m - 3000m
205	950′ (773′)	500m - 4000m

CHANGES: Communications.

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NIZHNEVARTOVSK, RUSSIA
RNAV (GNSS) Rwy 21

BRIEFING STRIP™

ATIS	NIZHNEVARTOVSK Radar	NIZHNEVARTOVSK Tower (TWR/GND)
126.6	120.4	118.1

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 177′
	207°	NN214 1820′ (1643′)	570′ (393′)	RWY 177′

MISSED APCH: Climb on track 207° to 840′ (663′), then turn RIGHT to NN212 climbing to 1820′ (1643′), then according to chart.

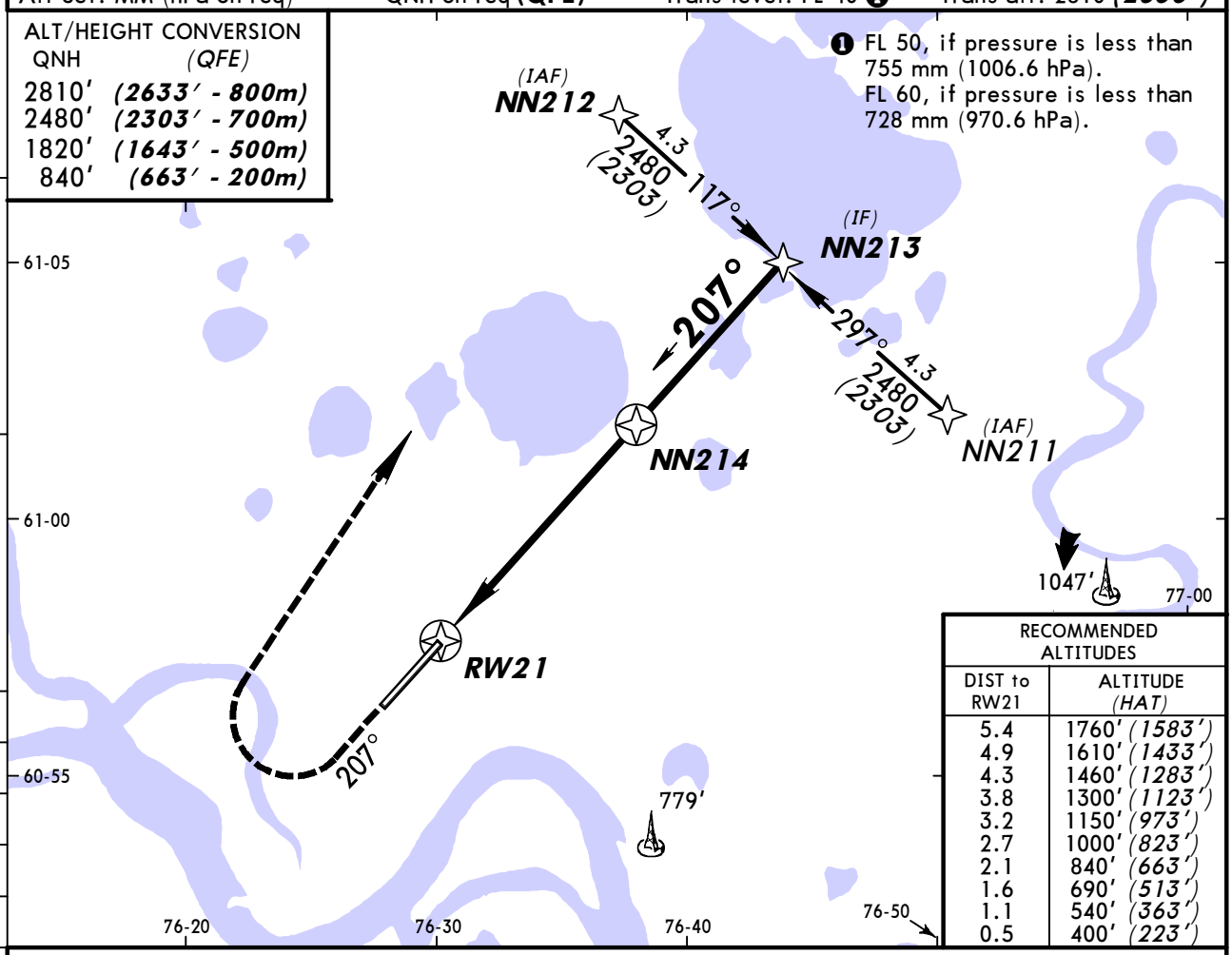
MSA ARP: 2000′ (220°–310°), 2500′ (310°–220°)

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 40 ❶ | Trans alt: 2810′(2633′)

ALT/HEIGHT CONVERSION

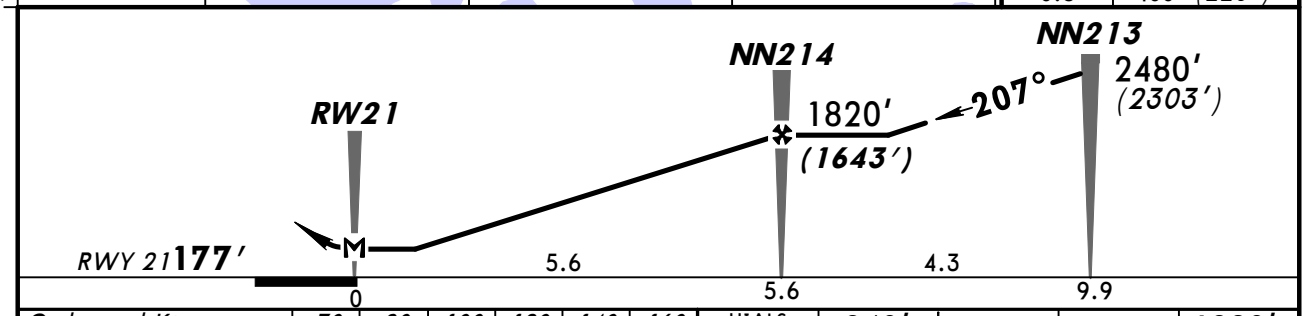
QNH	(QFE)
2810′	(2633′ - 800m)
2480′	(2303′ - 700m)
1820′	(1643′ - 500m)
840′	(663′ - 200m)

❶ FL 50, if pressure is less than 755 mm (1006.6 hPa).
FL 60, if pressure is less than 728 mm (970.6 hPa).



RECOMMENDED ALTITUDES

DIST to RW21	ALTITUDE (HAT)
5.4	1760′ (1583′)
4.9	1610′ (1433′)
4.3	1460′ (1283′)
3.8	1300′ (1123′)
3.2	1150′ (973′)
2.7	1000′ (823′)
2.1	840′ (663′)
1.6	690′ (513′)
1.1	540′ (363′)
0.5	400′ (223′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.67°	331	425	472	567	661	756
MAP at RW21						

HIALS
PAPI

840′ (663′) on 207° | NN212 RT | 1820′ (1643′)

STRAIGHT-IN LANDING RWY 21

MDA(H) 570′ (393′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CEILING REQUIRED CIRCLE-TO-LAND

WARNING: Prohibited Southeast of apt below 1820′(1643′)

Max Kts	MDA(H)	CEIL-VIS
100	710′ (533′)	500m - 3000m
135	850′ (673′)	500m - 3000m
180	950′ (773′)	500m - 3000m
205	950′ (773′)	500m - 4000m

PANS OPS

CHANGES: Communications.

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USNN/NJC
NIZHNEVARTOVSK

JEPPESEN 19 APR 13 (13-1) Eff 2 May

NIZHNEVARTOVSK, RUSSIA
VOR DME Rwy 03

BRIEFING STRIP

ATIS	NIZHNEVARTOVSK Radar	NIZHNEVARTOVSK Tower (TWR/GND)
126.6	120.4	118.1

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 177'
NJC 112.3	023°	D5.9 1790' (1647')	490' (347')	RWY 143'

MISSED APCH: Climb on 023° to 800' (657'), then turn LEFT onto 203° climbing to 1790' (1647'), then according to chart.

MSA NJC VOR: 2000' (220°–310°), 2500'

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2810' (2667')

❶ FL 50, if pressure is less than 756 mm (1007.9 hPa).
FL 60, if pressure is less than 729 mm (971.9 hPa).

(IAF) NEPIK D13.8 at or above FL 60

(IAF) NIZHNEVARTOVSK D 112.3 NJC

915 N

915 J

450 JH

853'

D1.2

D7.6

D5.9

D7.6

10.8 DME Arc

10.8 DME Arc

283°

203°

203°

023°

235°

171°

165°

337°

181°

066°

224°

❷ 023° 4.9 1790' (1647')

(IF) D10.8 2440' (2297')

(IAF) ORTUR D19.6 at or above FL 50

(IAF) RUKEL D18.9 at or above FL 50

(IAF) INTUK D13.0 at or above FL 50

61-00 60-50 60-40 75-50 76-00 76-10 76-20 76-30 76-40 76-50

20 15 10 5 0 5

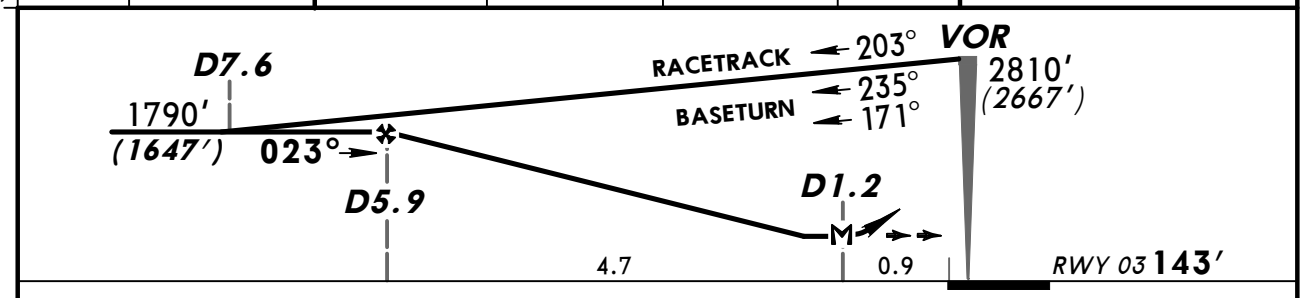
HOLDING FIX
023° 203°
NJC VOR
MIM FL 40
MAX FL 100

RECOMMENDED ALTITUDES

NJC DME	ALTITUDE (HAT)
5.7	1720' (1577')
5.2	1570' (1427')
4.6	1430' (1287')
4.1	1260' (1117')
3.6	1120' (977')
3.0	970' (827')
2.5	800' (657')
1.9	660' (517')
1.4	510' (367')
0.9	360' (217')

ALT/HEIGHT CONVERSION

QNH	(QFE)
2810'	(2667' - 800m)
2440'	(2297' - 700m)
1790'	(1647' - 500m)
800'	(657' - 200m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at D1.2							

HIALS PAPI

800' (657') on 023° RT

203° LT

1790' (1647')

PANS OPS

STRAIGHT-IN LANDING RWY 03

MDA(H) 490' (347')

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CEILING REQUIRED CIRCLE-TO-LAND

WARNING: Prohibited Southeast of apt below 1820' (1643')

Max Kts	MDA(H)	CEIL-VIS
100	710' (533')	500m - 3000m
135	850' (673')	500m - 3000m
180	950' (773')	500m - 3000m
205	950' (773')	500m - 4000m

CHANGES: Missed approach. VOR holding. IAF altitudes.

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USNN/NJC
NIZHNEVARTOVSK

JEPPESEN 19 APR 13 (13-2) Eff 2 May

NIZHNEVARTOVSK, RUSSIA
VOR DME Rwy 21

BRIEFING STRIP

ATIS	NIZHNEVARTOVSK Radar	NIZHNEVARTOVSK Tower (TWR/GND)
126.6	120.4	118.1

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 177′
NJC 112.3	209°	D7.0 1820′ (1643′)	570′ (393′)	RWY 177′

MISSED APCH: Climb on 209° to 840′ (663′), then turn RIGHT onto 029° climbing to 1820′ (1643′), then according to chart.

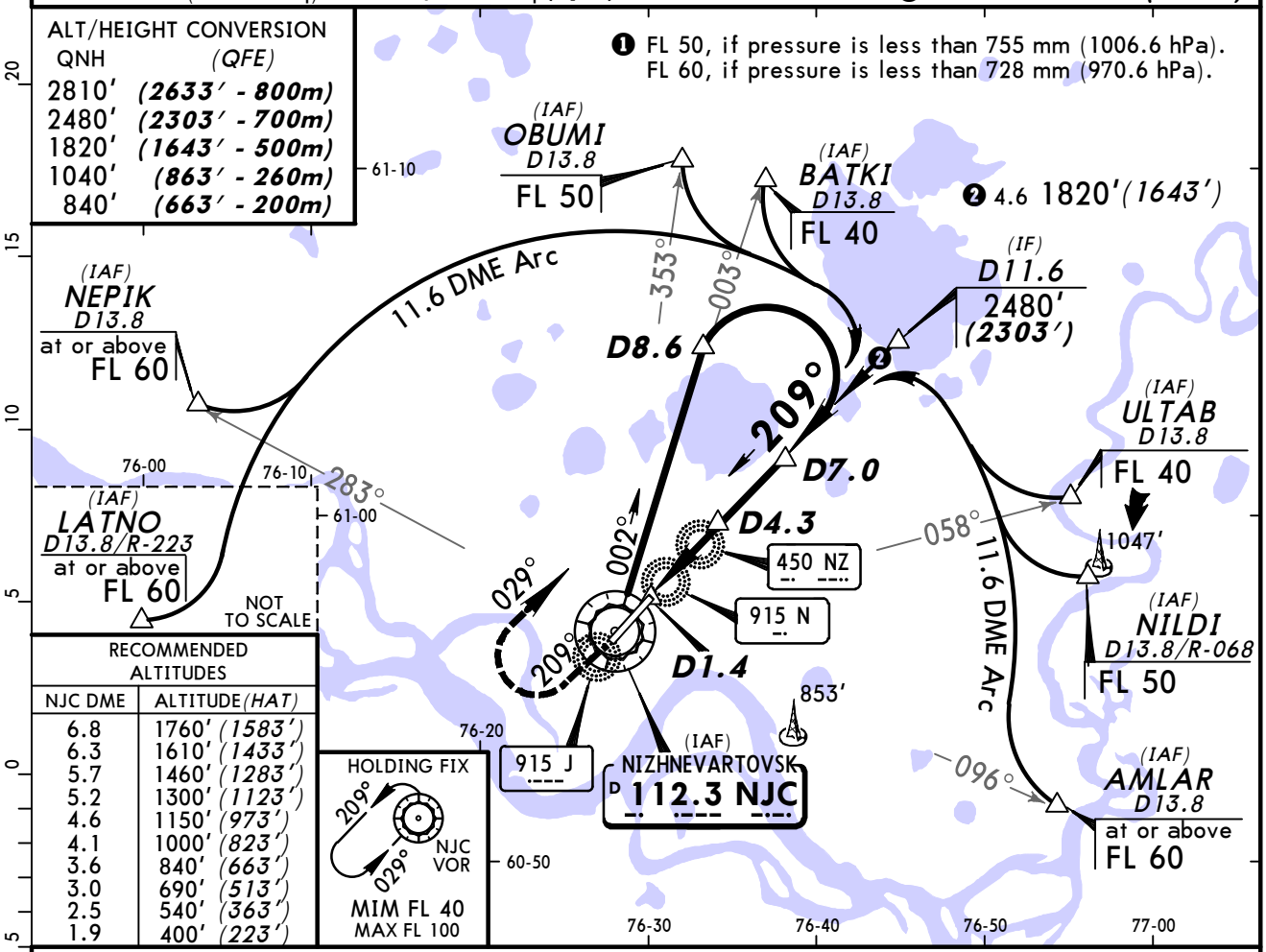
MSA NJC VOR: 2000′ (220°–310°), 2500′ (310°–220°)

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2810′(2633′)

❶ FL 50, if pressure is less than 755 mm (1006.6 hPa).
FL 60, if pressure is less than 728 mm (970.6 hPa).

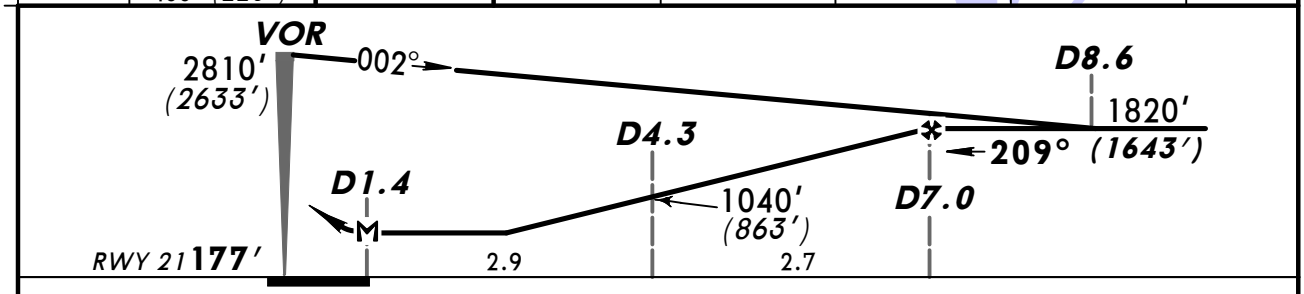
ALT/HEIGHT CONVERSION

QNH	(QFE)
2810′	(2633′ - 800m)
2480′	(2303′ - 700m)
1820′	(1643′ - 500m)
1040′	(863′ - 260m)
840′	(663′ - 200m)



RECOMMENDED ALTITUDES

NJC DME	ALTITUDE (HAT)
6.8	1760′ (1583′)
6.3	1610′ (1433′)
5.7	1460′ (1283′)
5.2	1300′ (1123′)
4.6	1150′ (973′)
4.1	1000′ (823′)
3.6	840′ (663′)
3.0	690′ (513′)
2.5	540′ (363′)
1.9	400′ (223′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at D1.4							

HIALS PAPI

840′ (663′) on 209° LT

029° RT

1820′ (1643′)

PANS OPS

STRAIGHT-IN LANDING RWY 21

MDA(H) 570′ (393′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CEILING REQUIRED CIRCLE-TO-LAND

WARNING: Prohibited Southeast of apt below 1820′(1643′)

Max Kts	MDA(H)	CEIL-VIS
100	710′ (533′)	500m - 3000m
135	850′ (673′)	500m - 3000m
180	950′ (773′)	500m - 3000m
205	950′ (773′)	500m - 4000m

CHANGES: Missed approach. VOR holding.

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USNN/NJC
NIZHNEVARTOVSK

JEPPESEN 19 APR 13 (16-1) Eff 2 May

NIZHNEVARTOVSK, RUSSIA
2 NDB Rwy 03

BRIEFING STRIP ™

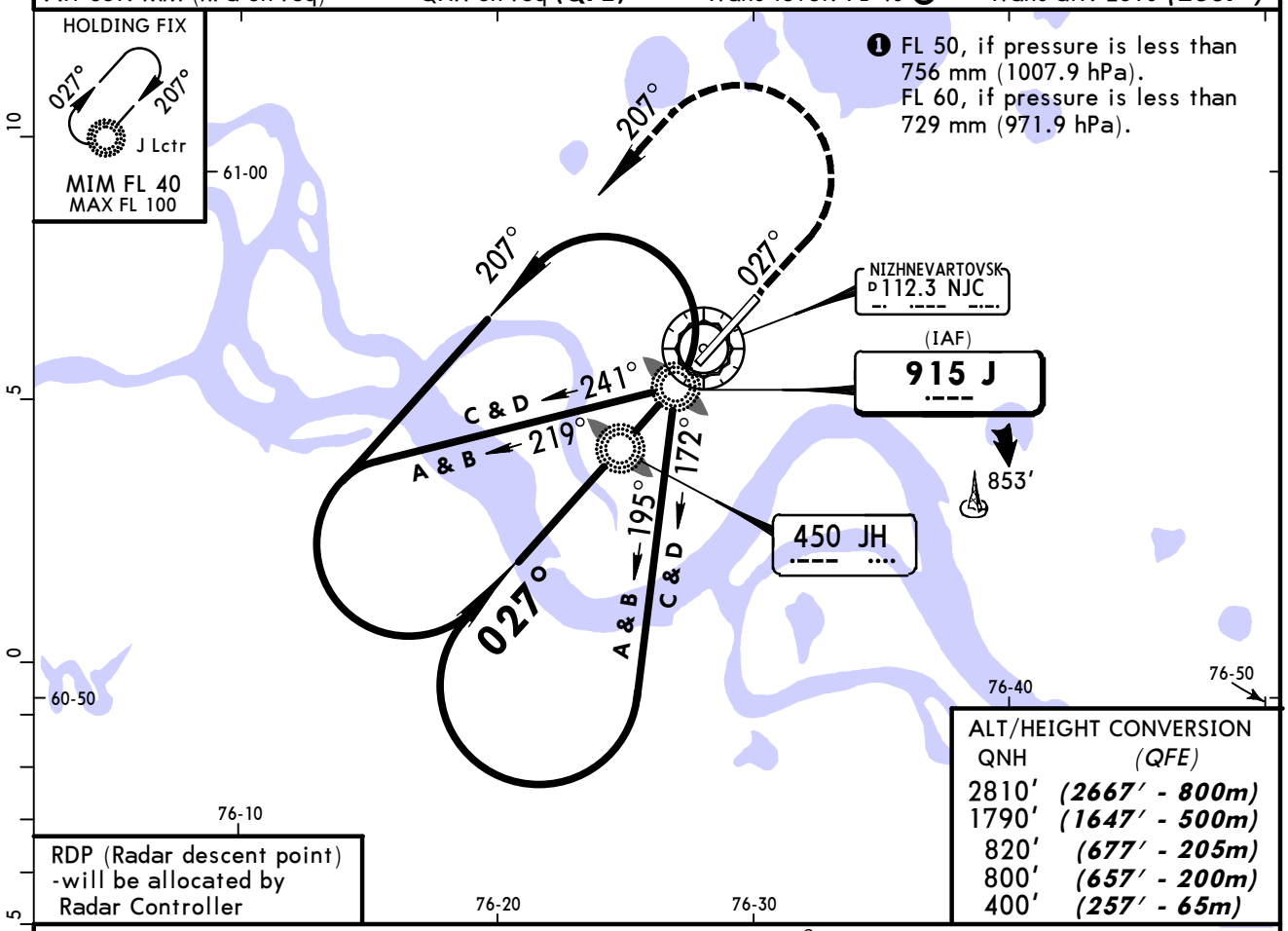
ATIS	NIZHNEVARTOVSK Radar	NIZHNEVARTOVSK Tower (TWR/GND)
126.6	120.4	118.1

Lctr	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 177′
J 915	027°	820′ (677′)	Refer to Minimums	RWY 143′

MISSED APCH: Climb on 027° to 800′ (657′), then turn LEFT onto 207° climbing to 1790′ (1647′), then according to chart.

MSA J Lctr: 2000′ (220°–310°), 2500′

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2810′ (2667′)

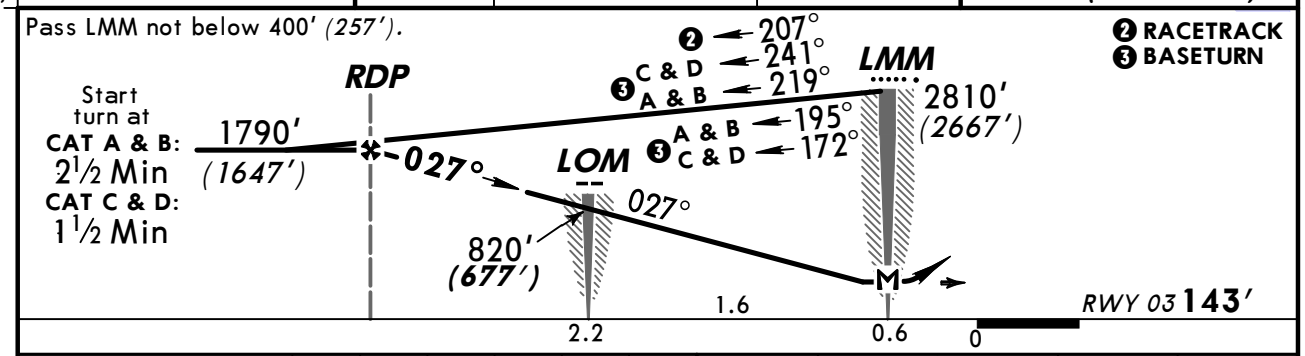


ALT/HEIGHT CONVERSION

QNH	(QFE)
2810′	(2667′ - 800m)
1790′	(1647′ - 500m)
820′	(677′ - 205m)
800′	(657′ - 200m)
400′	(257′ - 65m)

Pass LMM not below 400′ (257′).

❷ RACETRACK
❸ BASETURN



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at LMM							

HIALS PAPI | 800′ (657′) on 027° | 207° LT | 1790′ (1647′)

STRAIGHT-IN LANDING RWY 03

	2 NDB MDA(H) 490′ (347′)		J LMM with FAF MDA(H) 500′ (357′)		J LMM w/o FAF MDA(H) 710′ (567′)	
		ALS out		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B						
C					RVR 1500m VIS 1600m	2400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m	2800m

CEILING REQUIRED

CIRCLE-TO-LAND

WARNING: Prohibited Southeast of apt below 1820′(1643′)

Max Kts	MDA(H)	CEIL-VIS
100	710′ (533′)	500m - 3000m
135	850′ (673′)	500m - 3000m
180	950′ (773′)	500m - 3000m
205	950′ (773′)	500m - 4000m

PANS OPS

CHANGES: Minimums. J Lctr holding.

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NIZHNEVARTOVSK, RUSSIA
2 NDB Rwy 21

BRIEFING STRIP

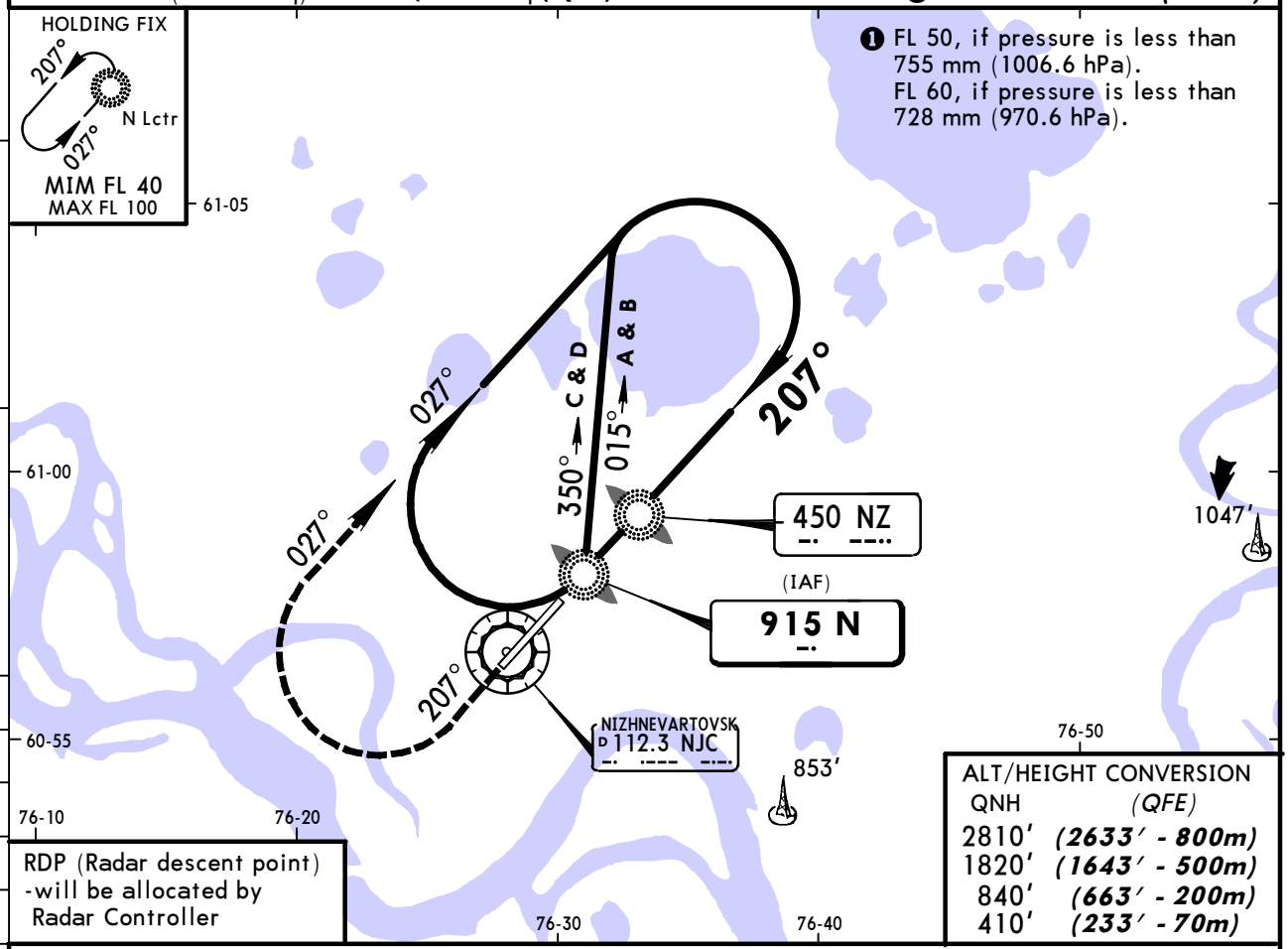
ATIS	NIZHNEVARTOVSK Radar	NIZHNEVARTOVSK Tower (TWR/GND)
126.6	120.4	118.1

Lctr	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 177′
N 915	207°	840′ (663′)	Refer to Minimums	RWY 177′

MISSED APCH: Climb on 207° to 840′ (663′), then turn RIGHT onto 027° climbing to 1820′ (1643′), then according to chart.

MSA N Lctr: 2000′ (220°–310°), 2500′

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2810′(2633′)



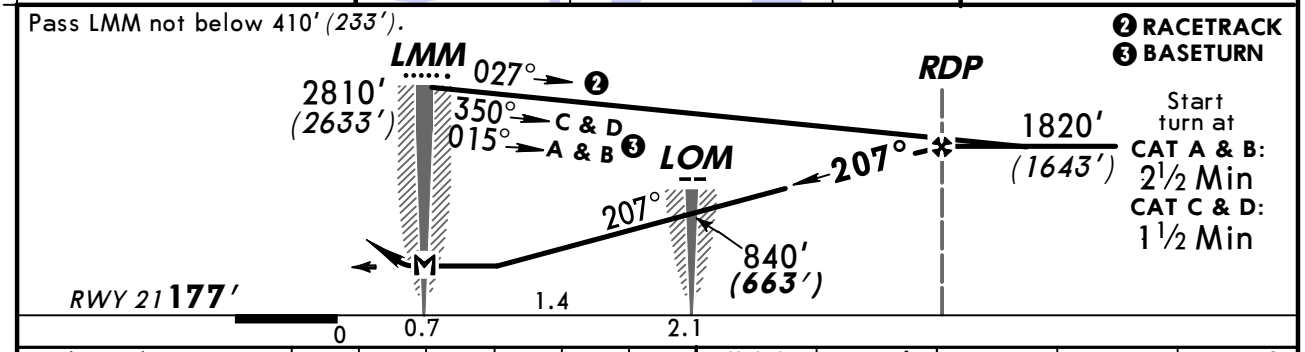
RDP (Radar descent point) -will be allocated by Radar Controller

ALT/HEIGHT CONVERSION

QNH	(QFE)
2810′	(2633′ - 800m)
1820′	(1643′ - 500m)
840′	(663′ - 200m)
410′	(233′ - 70m)

Pass LMM not below 410′ (233′).

❷ RACETRACK
❸ BASETURN



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at LMM							

HIALS PAPI | 840′ (663′) on 207° | 027° RT | 1820′ (1643′)

STRAIGHT-IN LANDING RWY 21

	2 NDB		N LMM	
	MDA(H) 570′ (393′)		with FAF MDA(H) 610′ (433′) w/o FAF MDA(H) 660′ (483′)	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C				RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1800m VIS 2000m	2400m

CEILING REQUIRED

CIRCLE-TO-LAND

WARNING: Prohibited Southeast of apt below 1820′(1643′)

Max Kts	MDA(H)	CEIL-VIS
100	710′ (533′)	500m - 3000m
135	850′ (673′)	500m - 3000m
180	950′ (773′)	500m - 3000m
205	950′ (773′)	500m - 4000m

PANS OPS

CHANGES: Minimums. N Lctr holding.

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Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

NIZHNEVARTOVSK, (NIZHNEVARTOVSK - USNN)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USNN