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JEPPESEN
JeppView for Windows

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JEPPESEN
JeppView for Windows

General Information

Location: MIRNY RUS
ICAO/IATA: UERR / MJZ
Lat/Long: N62° 32.08', E114° 02.33'
Elevation: 1161 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 10.0° W

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

Sunrise: 1824 Z
Sunset: 1426 Z

Runway Information

Runway: 07
Length x Width: 9186 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1122 ft
Lighting: Edge, ALS

Runway: 25
Length x Width: 9186 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1156 ft
Lighting: Edge, ALS

Communication Information

ATIS: 126.600 Non-English
Mirny Vyshka Tower: 129.000 Secondary Non-English
Mirny Start/Posadka Tower: 134.100 Non-English
Mirny Vyshka Tower: 125.900 Non-English
Mirny Transit Operations: 131.700 Non-English

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ATIS
126.6

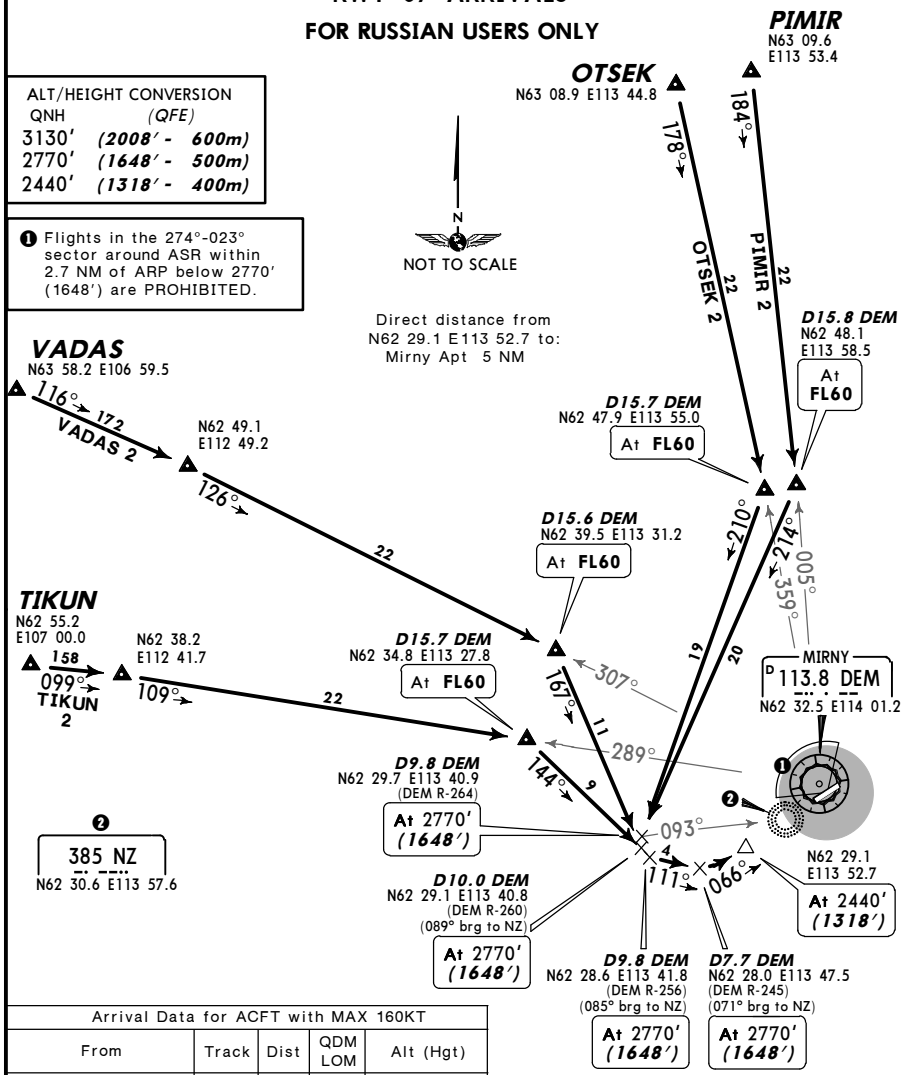
Apt Elev
1162′

Alt Set: MM (hPa on request) QNH on req **(QFE)**
Trans level: FL50
FL60 if pressure is less than 728 mm (970.6 hPa) and 701 mm (934.6 hPa) or above
FL70 if pressure is less than 701 mm (934.6 hPa)
Trans alt (hgt): 3130′ ***(2008′)***
Descent and straight in approach shall be carried out only under continuous RADAR control and receiving VORDME signals.

3000′
MSA ARP

OTSEK 2, PIMIR 2
TIKUN 2, VADAS 2
RWY 07 ARRIVALS

FOR RUSSIAN USERS ONLY



Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
N62 34.8 E113 27.8	137°	10.0	085°	2770′(1648′)
N62 39.5 E113 31.2	152°	12.5	087°	2770′(1648′)
N62 47.9 E113 55.0	200°	18.3	089°	2770′(1648′)
N62 48.1 E113 58.5	195°	19.3	090°	2770′(1648′)

CHANGES: Tracks; general note revised.

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ATIS
126.6

Apt Elev
1162′

Alt Set: MM (hPa on request) QNH on req **(QFE)**
Trans level: FL50
FL60 if pressure is less than 728 mm (970.6 hPa) and 701 mm (934.6 hPa) or above
FL70 if pressure is less than 701 mm (934.6 hPa)
Trans alt (hgt): 3130′ ***(1975′)***
Descent and straight in approach shall be carried out only under continuous RADAR control and receiving VORDME signals.

3000′
MSA ARP

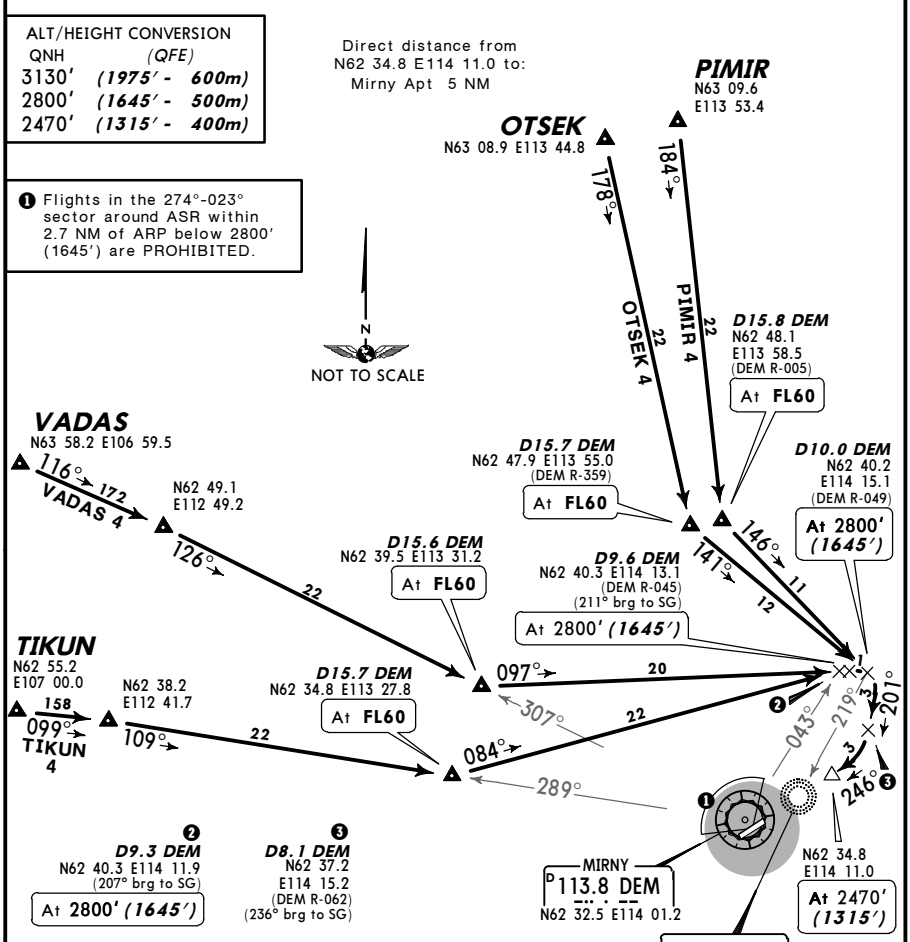
OTSEK 4, PIMIR 4
TIKUN 4, VADAS 4
RWY 25 ARRIVALS

FOR RUSSIAN USERS ONLY

ALT/HEIGHT CONVERSION

QNH	(QFE)
3130′	***(1975′ - 600m)***
2800′	***(1645′ - 500m)***
2470′	***(1315′ - 400m)***

❶ Flights in the 274°-023° sector around ASR within 2.7 NM of ARP below 2800′ (1645′) are PROHIBITED.



Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
N62 34.8 E113 27.8	092°	20.8	209°	2800′(1645′)
N62 39.5 E113 31.2	105°	18.9	209°	2800′(1645′)
N62 47.9 E113 55.0	150°	13.8	224°	2800′(1645′)
N62 48.1 E113 58.5	167°	12.6	223°	2800′(1645′)

CHANGES: Tracks; general note revised.

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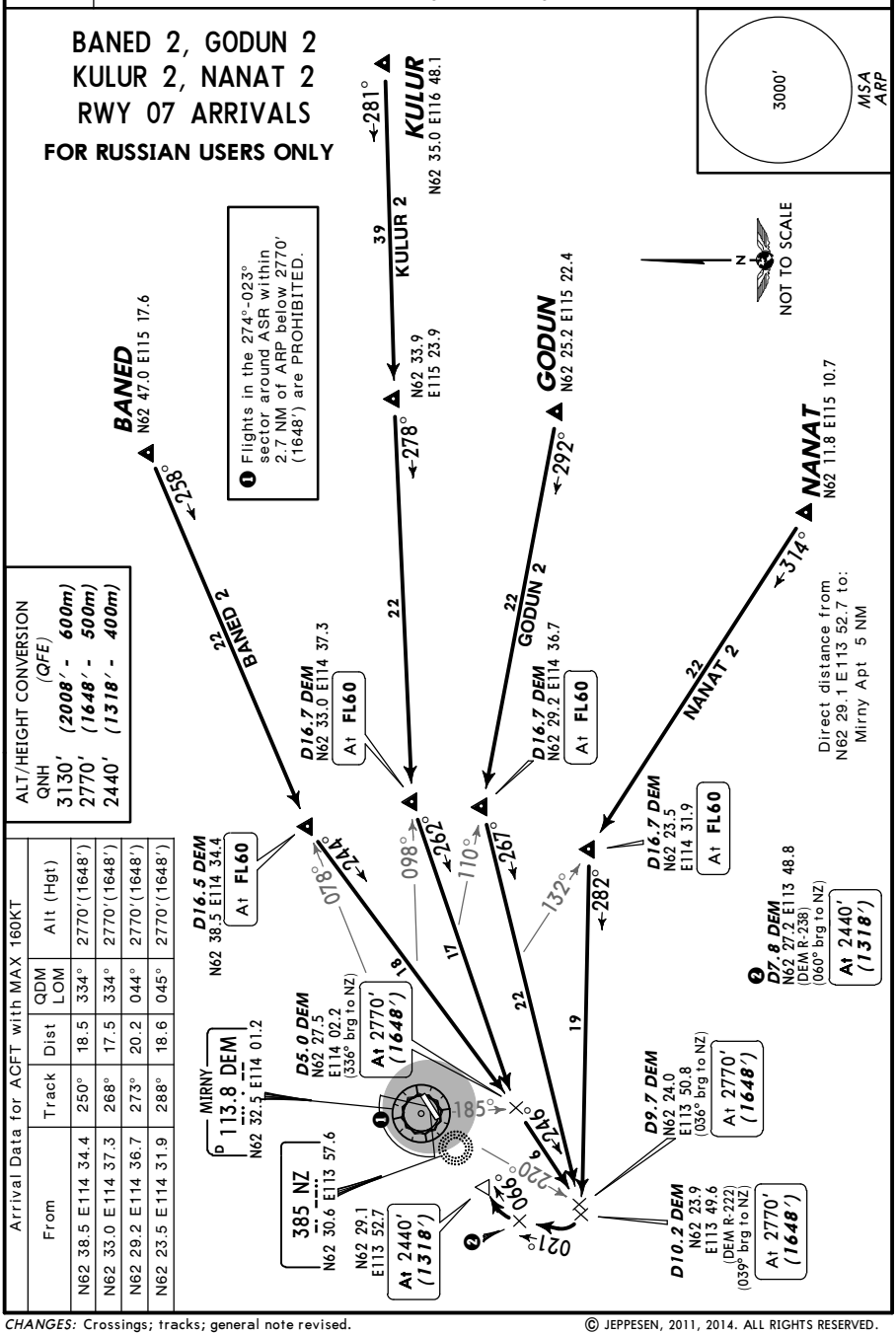
ATIS 126.6

Apt Elev 1162′

Alt Set: MM (hPa on request) QNH on req **(QFE)**
Trans level: FL50
FL60 if pressure is less than 728 mm (970.6 hPa) & 701 mm (934.6 hPa) or above
FL70 if pressure is less than 701 mm (934.6 hPa)
Trans alt (hgt): 3130′ ***(2008′)***
Descent and straight in approach shall be carried out only under continuous RADAR control and receiving VORDME signals.

BANED 2, GODUN 2 KULUR 2, NANAT 2 RWY 07 ARRIVALS

FOR RUSSIAN USERS ONLY



Arrival Data for ACFT with MAX 160KT

From	Track	Dist	QDM LOM	Alt (Hgt)
N62 38.5 E114 34.4	250°	18.5	334°	2770′(1648′)
N62 33.0 E114 37.3	268°	17.5	334°	2770′(1648′)
N62 29.2 E114 36.7	273°	20.2	044°	2770′(1648′)
N62 23.5 E114 31.9	288°	18.6	045°	2770′(1648′)

CHANGES: Crossings; tracks; general note revised.

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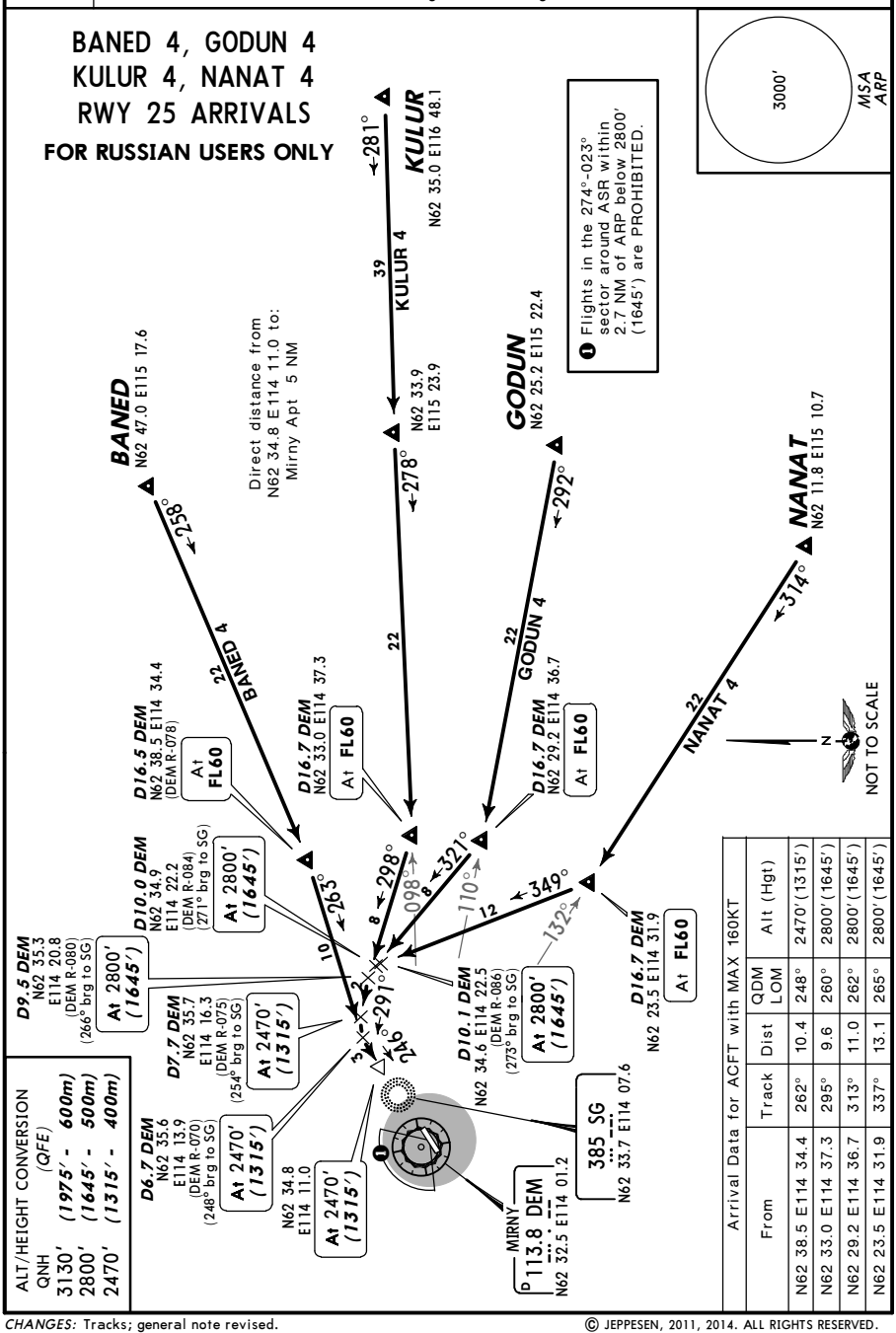
ATIS 126.6	Alt Set: MM (hPa on request) QNH on req **(QFE)** Trans level: FL50 FL60 if pressure is less than 728 mm (970.6 hPa) & 701 mm (934.6 hPa) or above FL70 if pressure is less than 701 mm (934.6 hPa)
Apt Elev 1162′	Trans alt (hgt): 3130′ ***(1975′)*** Descent and straight in approach shall be carried out only under continuous RADAR control and receiving VORDME signals.

BANED 4, GODUN 4 KULUR 4, NANAT 4 RWY 25 ARRIVALS

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION (QFE)

QNH	
3130′	***(1975′ - 600m)***
2800′	***(1645′ - 500m)***
2470′	***(1315′ - 400m)***

Arrival Data for ACFT with MAX 160KT

From	Track	Dist	QDM LOM	Alt (Hgt)
N62 38.5 E114 34.4	262°	10.4	248°	2470′(1315′)
N62 33.0 E114 37.3	295°	9.6	260°	2800′(1645′)
N62 29.2 E114 36.7	313°	11.0	262°	2800′(1645′)
N62 23.5 E114 31.9	337°	13.1	265°	2800′(1645′)

CHANGES: Tracks; general note revised.

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ATIS
126.6

Apt Elev
1162′

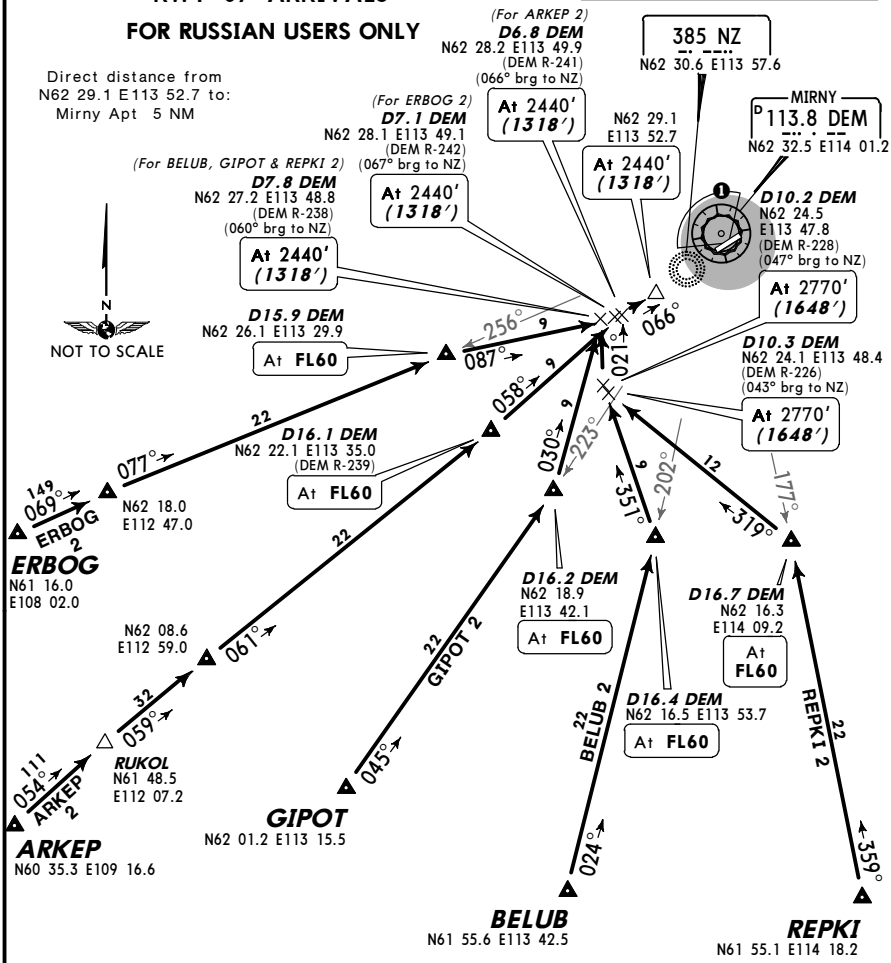
Alt Set: MM (hPa on request) QNH on req **(QFE)**
Trans level: FL50
FL60 if pressure is less than 728 mm (970.6 hPa) and 701 mm (934.6 hPa) or above
FL70 if pressure is less than 701 mm (934.6 hPa)
Trans alt (hgt): 3130′ ***(2008′)***
Descent and straight in approach shall be carried out only under continuous RADAR control and receiving VORDME signals.

3000′
MSA ARP

ARKEP 2, BELUB 2, ERBOG 2 GIPOT 2, REPKI 2 RWY 07 ARRIVALS

FOR RUSSIAN USERS ONLY

❶ Flights in the 274°-023° sector around ASR within 2.7 NM of ARP below 2770′ (1648′) are PROHIBITED.



Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
N62 16.3 E114 09.2	328°	13.2	047°	2440′(1318′)
N62 16.5 E113 53.7	354°	9.6	047°	2440′(1318′)
N62 18.9 E113 42.1	033°	10.6	063°	2440′(1318′)
N62 22.1 E113 35.0	059°	10.0	065°	2440′(1318′)
N62 26.1 E113 29.9	084°	10.0	066°	2440′(1318′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3130′	*(2008′ - 600m)*
2770′	*(1648′ - 500m)*
2440′	*(1318′ - 400m)*

CHANGES: Crossing over D10.3 DEM; tracks; general note revised.

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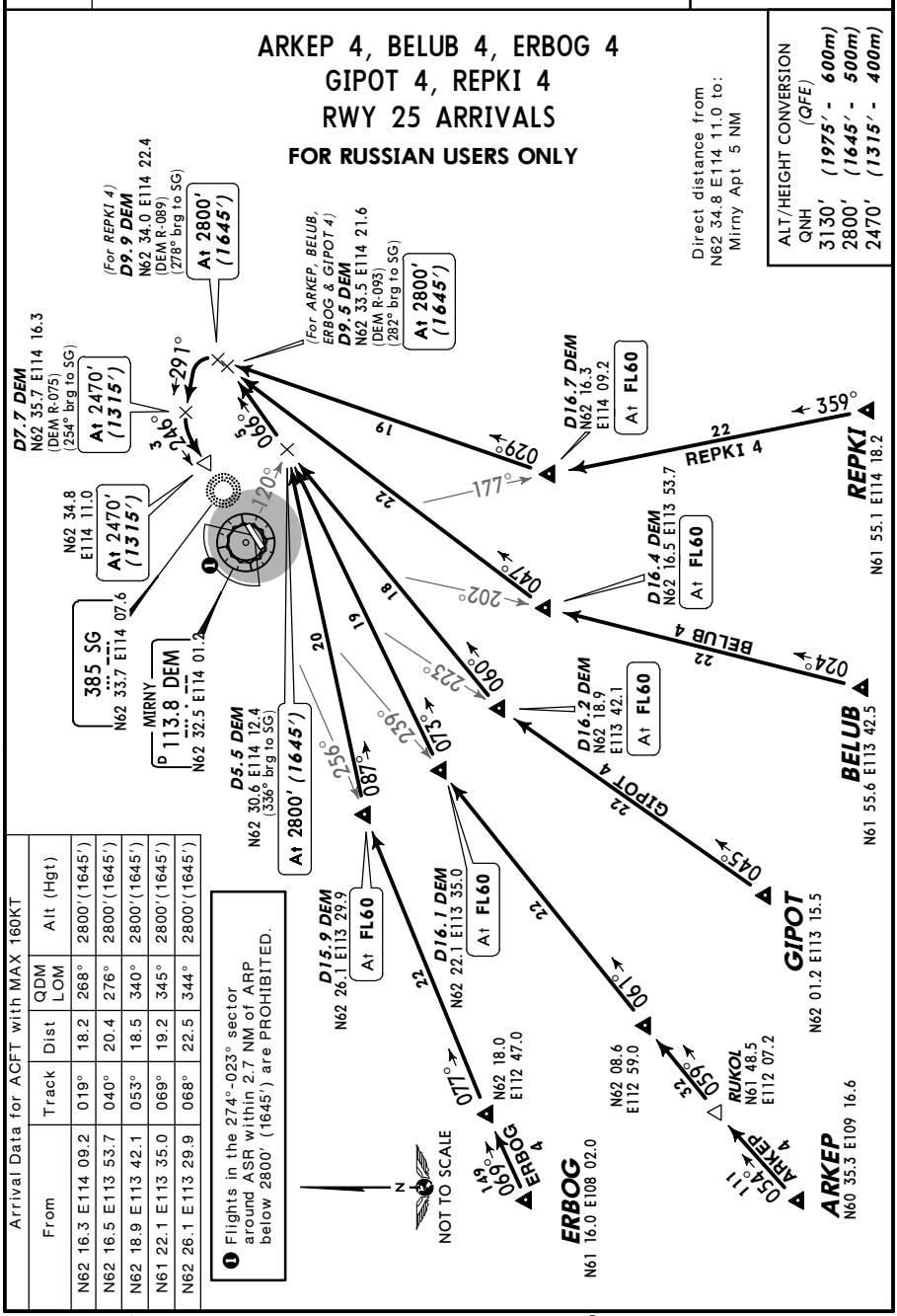
ATIS
126.6

Apt Elev
1162'

Alt Set: MM (hPa on request) QNH on req **(QFE)**
Trans level: FL50
FL60 if pressure is less than 728 mm (970.6 hPa) and 701 mm (934.6 hPa) or above
FL70 if pressure is less than 701 mm (934.6 hPa)
Trans alt (hgt): 3130' ***(1975')***
Descent and straight in approach shall be carried out only under continuous RADAR control and receiving VORDME signals.

3000'
MSA ARP

ARKEP 4, BELUB 4, ERBOG 4
GIPOT 4, REPKI 4
RWY 25 ARRIVALS
FOR RUSSIAN USERS ONLY



Arrival Data for ACFT with MAX 160KT

From	Track	Dist	QDM LOM	Alt (Hgt)
N62 16.3 E114 09.2	019°	18.2	268°	2800'(1645')
N62 16.5 E113 53.7	040°	20.4	276°	2800'(1645')
N62 18.9 E113 42.1	053°	18.5	340°	2800'(1645')
N61 22.1 E113 35.0	069°	19.2	345°	2800'(1645')
N62 26.1 E113 29.9	068°	22.5	344°	2800'(1645')

CHANGES: Radial/track; general note revised; chart redrawn.

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ATIS
126.6

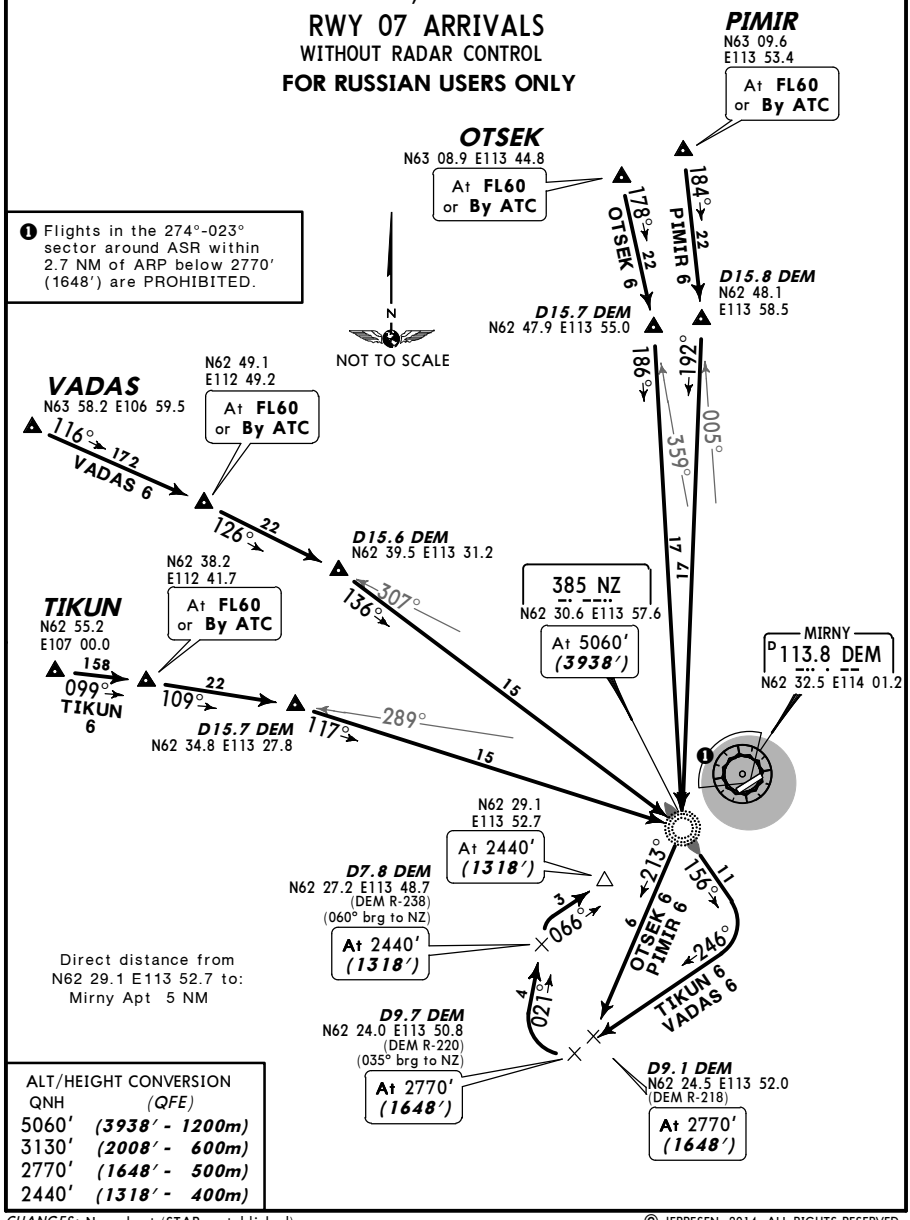
Apt Elev
1162′

Alt Set: MM (hPa on request) QNH on req **(QFE)**
Trans level: FL50
FL60 if pressure is less than 728 mm (970.6 hPa) and 701 mm (934.6 hPa) or above
FL70 if pressure is less than 701 mm (934.6 hPa)
Trans alt (hgt): 3130′ ***(2008′)***
Descent and straight in approach allowed under VFR day and night.
Descent and straight in approach allowed under IFR for ACFT with VORDME equipment onboard.

3000′
MSA ARP

OTSEK 6, PIMIR 6
TIKUN 6, VADAS 6
RWY 07 ARRIVALS
WITHOUT RADAR CONTROL
FOR RUSSIAN USERS ONLY

❶ Flights in the 274°-023° sector around ASR within 2.7 NM of ARP below 2770′ (1648′) are PROHIBITED.



Direct distance from N62 29.1 E113 52.7 to: Mirny Apt 5 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
5060′	***(3938′ - 1200m)***
3130′	***(2008′ - 600m)***
2770′	***(1648′ - 500m)***
2440′	***(1318′ - 400m)***

CHANGES: New chart (STARs established).

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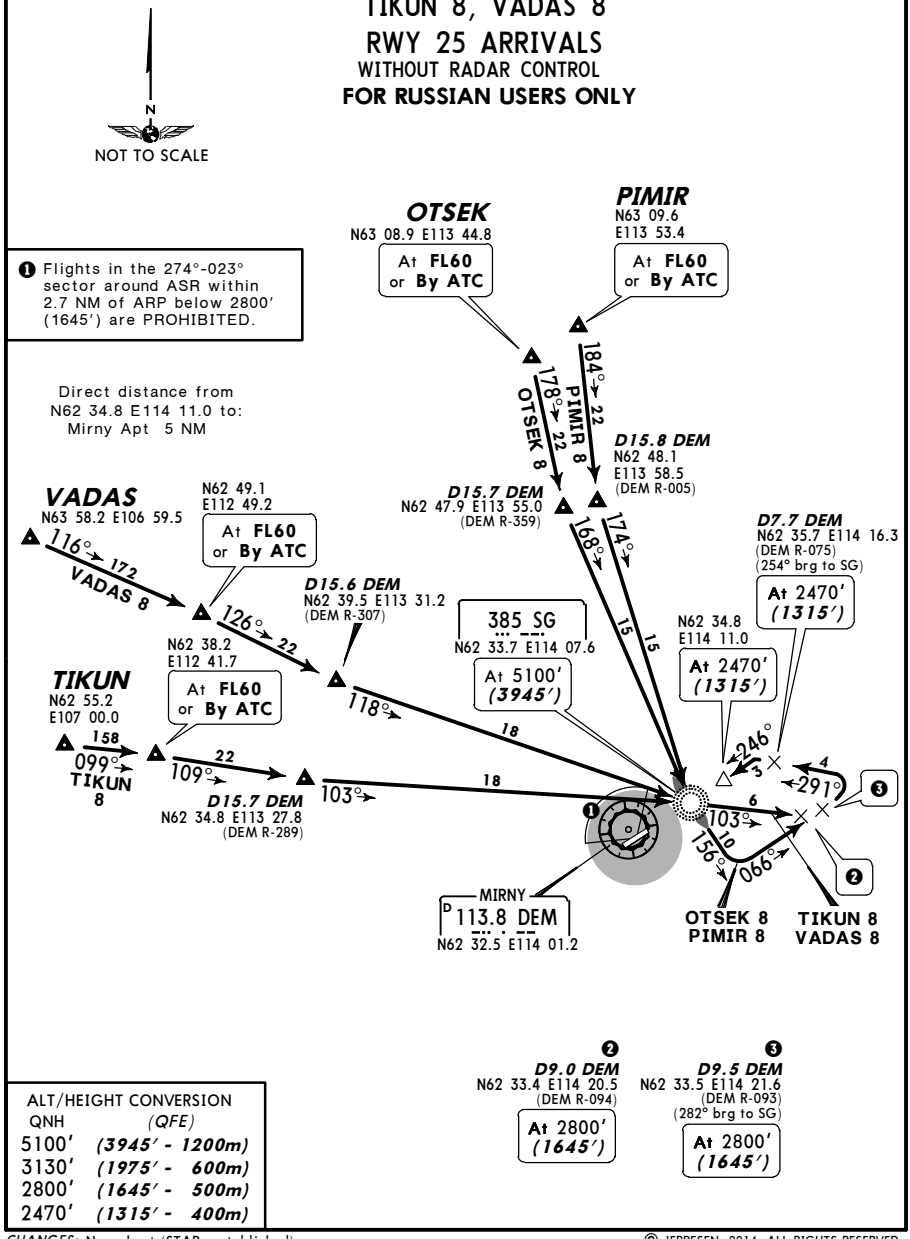
ATIS
126.6

Apt Elev
1162′

Alt Set: MM (hPa on request) QNH on req **(QFE)**
Trans level: FL50
FL60 if pressure is less than 728 mm (970.6 hPa) and 701 mm (934.6 hPa) or above
FL70 if pressure is less than 701 mm (934.6 hPa)
Trans alt (hgt): 3130′ ***(1975′)***
Descent and straight in approach allowed under VFR day and night.
Descent and straight in approach allowed under IFR for ACFT with VORDME equipment onboard.

3000′
MSA ARP

OTSEK 8, PIMIR 8
TIKUN 8, VADAS 8
RWY 25 ARRIVALS
WITHOUT RADAR CONTROL
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
5100′	***(3945′ - 1200m)***
3130′	***(1975′ - 600m)***
2800′	***(1645′ - 500m)***
2470′	***(1315′ - 400m)***

CHANGES: New chart (STARs established).

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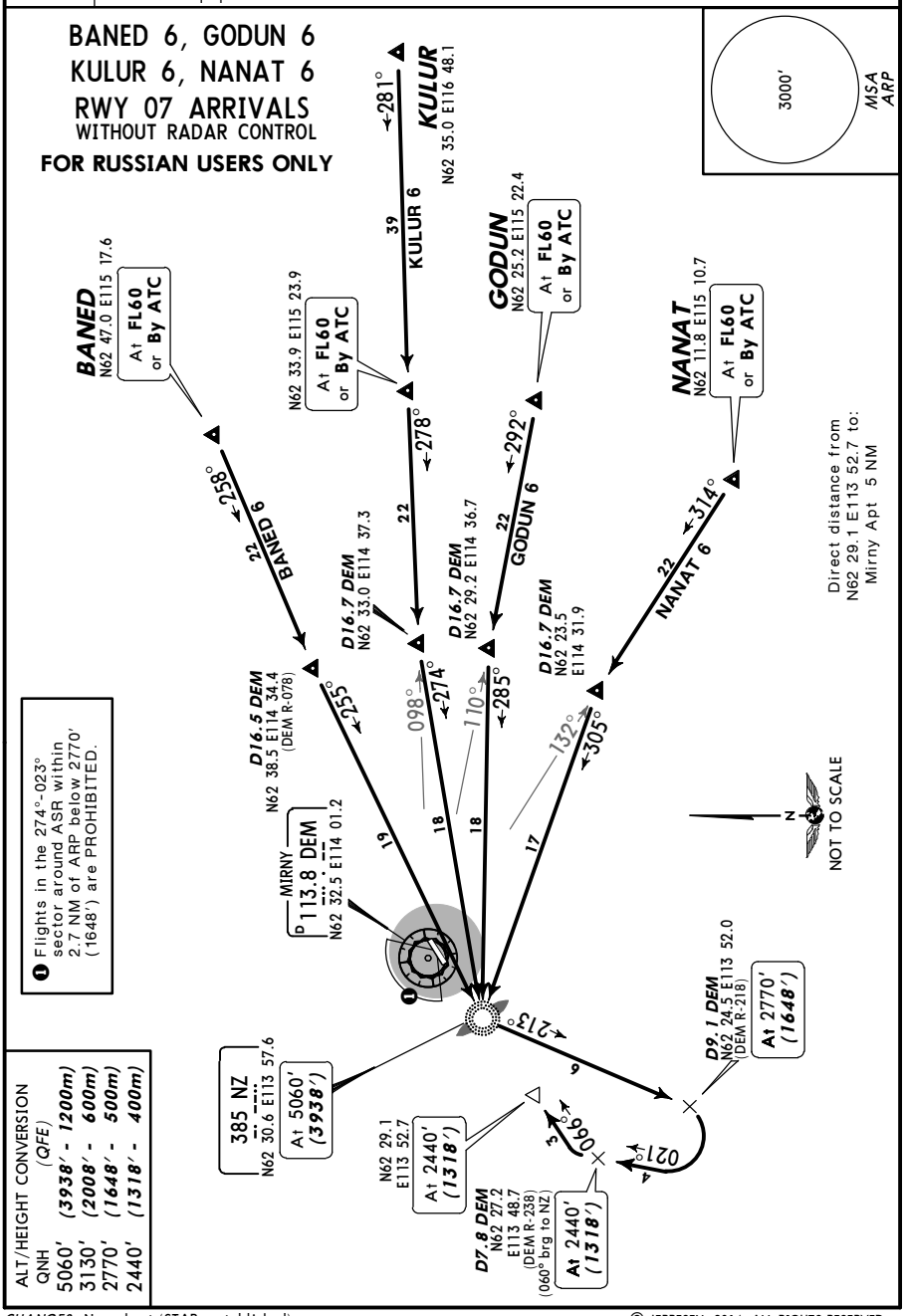
ATIS 126.6

Apt Elev 1162'

Alt Set: MM (hPa on request) QNH on req **(QFE)**
Trans level: FL50
FL60 if pressure is less than 728 mm (970.6 hPa) & 701 mm (934.6 hPa) or above
FL70 if pressure is less than 701 mm (934.6 hPa)
Trans alt (hgt): 3130' ***(2008')***
Descent and straight in approach allowed under VFR day and night.
Descent and straight in approach allowed under IFR for ACFT with VORDME equipment onboard.



ALT/HEIGHT CONVERSION
(QFE)

QNH	
5060'	*(3938' - 1200m)*
3130'	*(2008' - 600m)*
2770'	*(1648' - 500m)*
2440'	*(1318' - 400m)*

CHANGES: New chart (STARs established).

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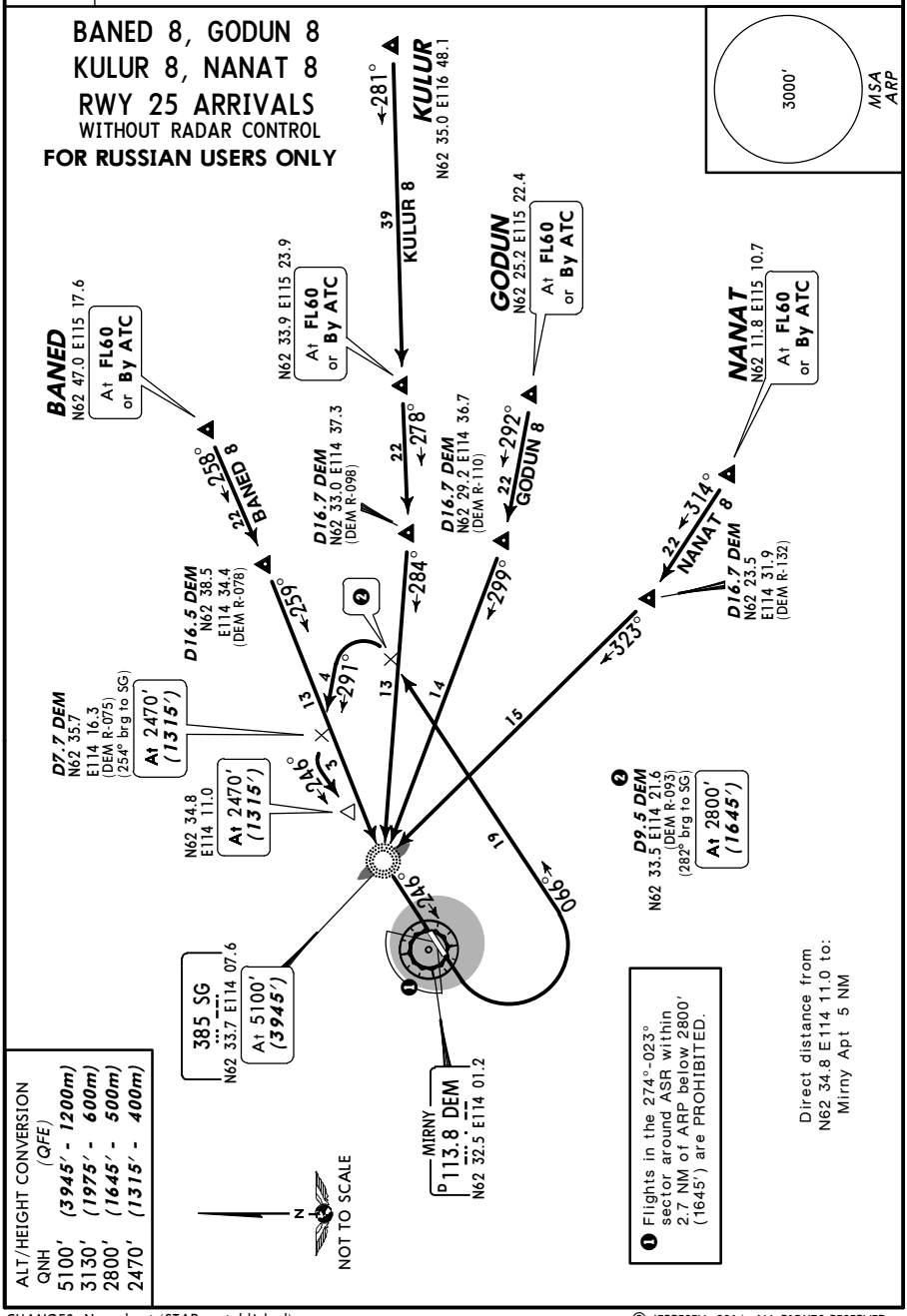
ATIS 126.6	Alt Set: MM (hPa on request) QNH on req **(QFE)** Trans level: FL50 FL60 if pressure is less than 728 mm (970.6 hPa) & 701 mm (934.6 hPa) or above FL70 if pressure is less than 701 mm (934.6 hPa)
Apt Elev 1162′	Trans alt (hgt): 3130′ ***(1975′)*** Descent and straight in approach allowed under VFR day and night. Descent and straight in approach allowed under IFR for ACFT with VORDME equipment onboard.



CHANGES: New chart (STARs established).

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ATIS
126.6

Apt Elev
1162′

Alt Set: MM (hPa on request) QNH on req **(QFE)**
Trans level: FL50
FL60 if pressure is less than 728 mm (970.6 hPa) and 701 mm (934.6 hPa) or above
FL70 if pressure is less than 701 mm (934.6 hPa)
Trans alt (hgt): 3130′ ***(2008′)***
Descent and straight in approach allowed under VFR day and night.
Descent and straight in approach allowed under IFR for ACFT with VORDME equipment onboard.

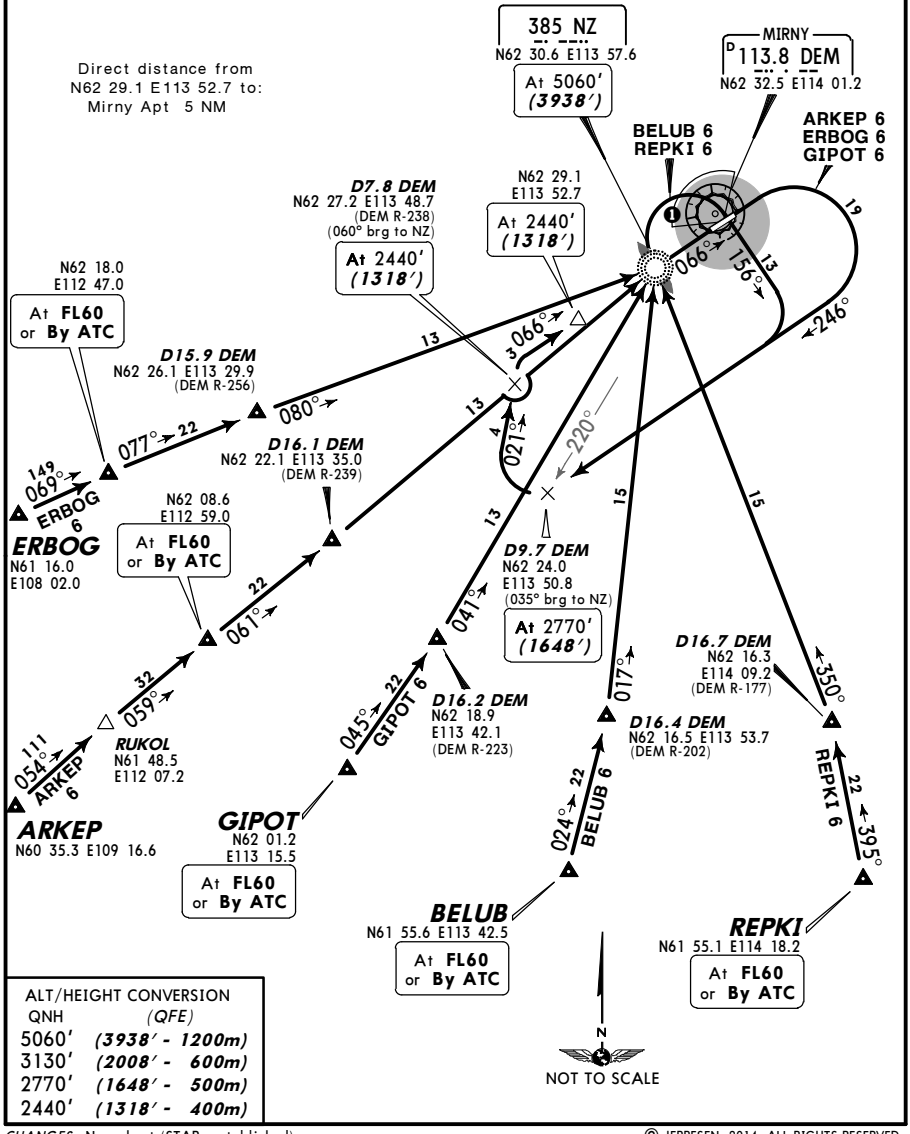
3000′
MSA ARP

ARKEP 6, BELUB 6, ERBOG 6 GIPOT 6, REPKI 6 RWY 07 ARRIVALS

WITHOUT RADAR CONTROL

FOR RUSSIAN USERS ONLY

❶ Flights in the 274°-023° sector around ASR within 2.7 NM of ARP below 2770′ (1648′) are PROHIBITED.



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
5060′	***(3938′ - 1200m)***
3130′	***(2008′ - 600m)***
2770′	***(1648′ - 500m)***
2440′	***(1318′ - 400m)***

CHANGES: New chart (STARs established).

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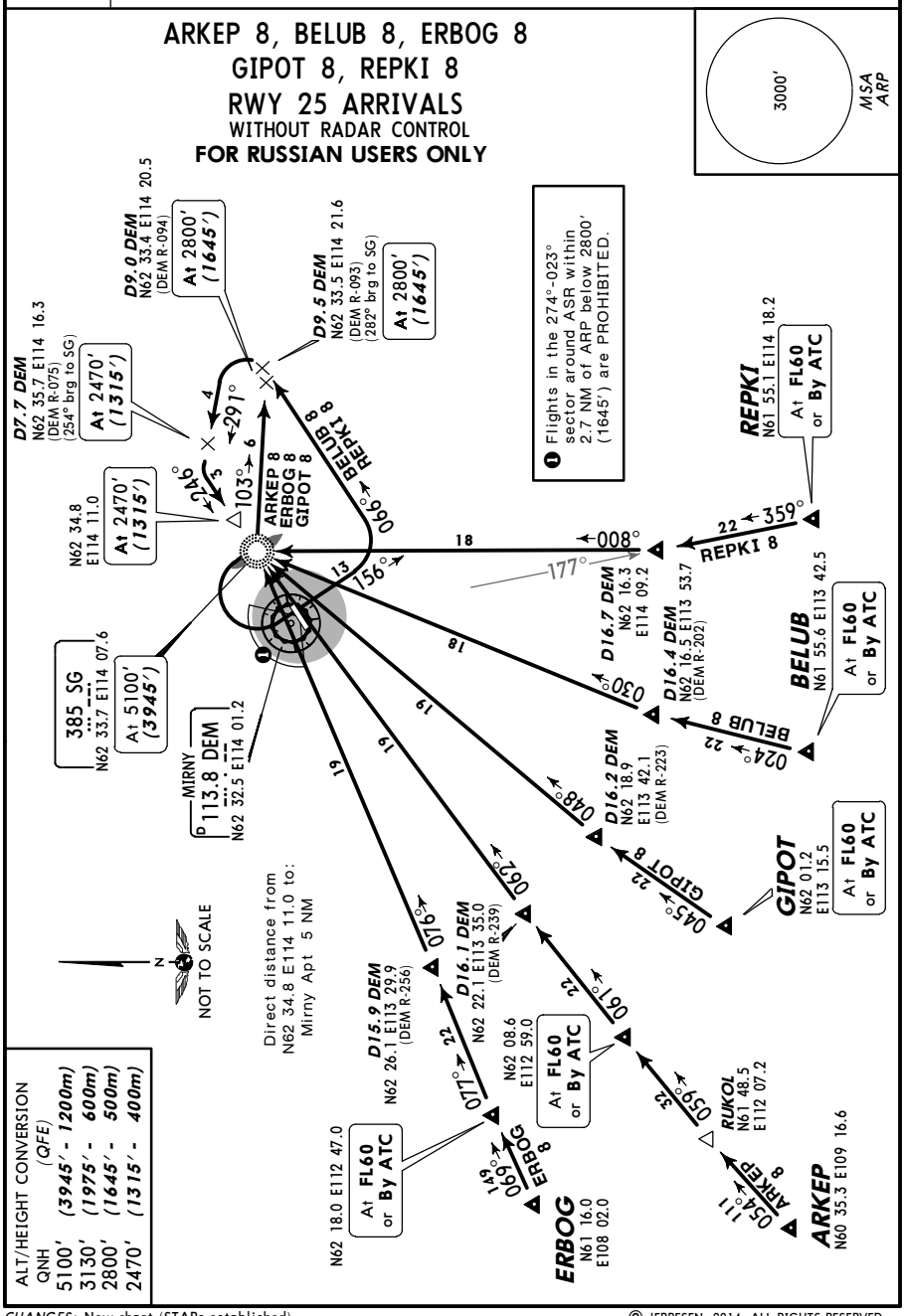
ATIS
126.6

Apt Elev
1162′

Alt Set: MM (hPa on request) QNH on req **(QFE)**
Trans level: FL50
FL60 if pressure is less than 728 mm (970.6 hPa) and 701 mm (934.6 hPa) or above
FL70 if pressure is less than 701 mm (934.6 hPa)
Trans alt (hgt): 3130′ ***(1975′)***
Descent and straight in approach allowed under VFR day and night. Descent and straight in approach allowed under IFR for ACFT with VORDME equipment onboard.

ARKEP 8, BELUB 8, ERBOG 8
GIPOT 8, REPKI 8
RWY 25 ARRIVALS
WITHOUT RADAR CONTROL
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
(QFE)

QNH	
5100′	***(3945′ - 1200m)***
3130′	***(1975′ - 600m)***
2800′	***(1645′ - 500m)***
2470′	***(1315′ - 400m)***

CHANGES: New chart (STARs established).

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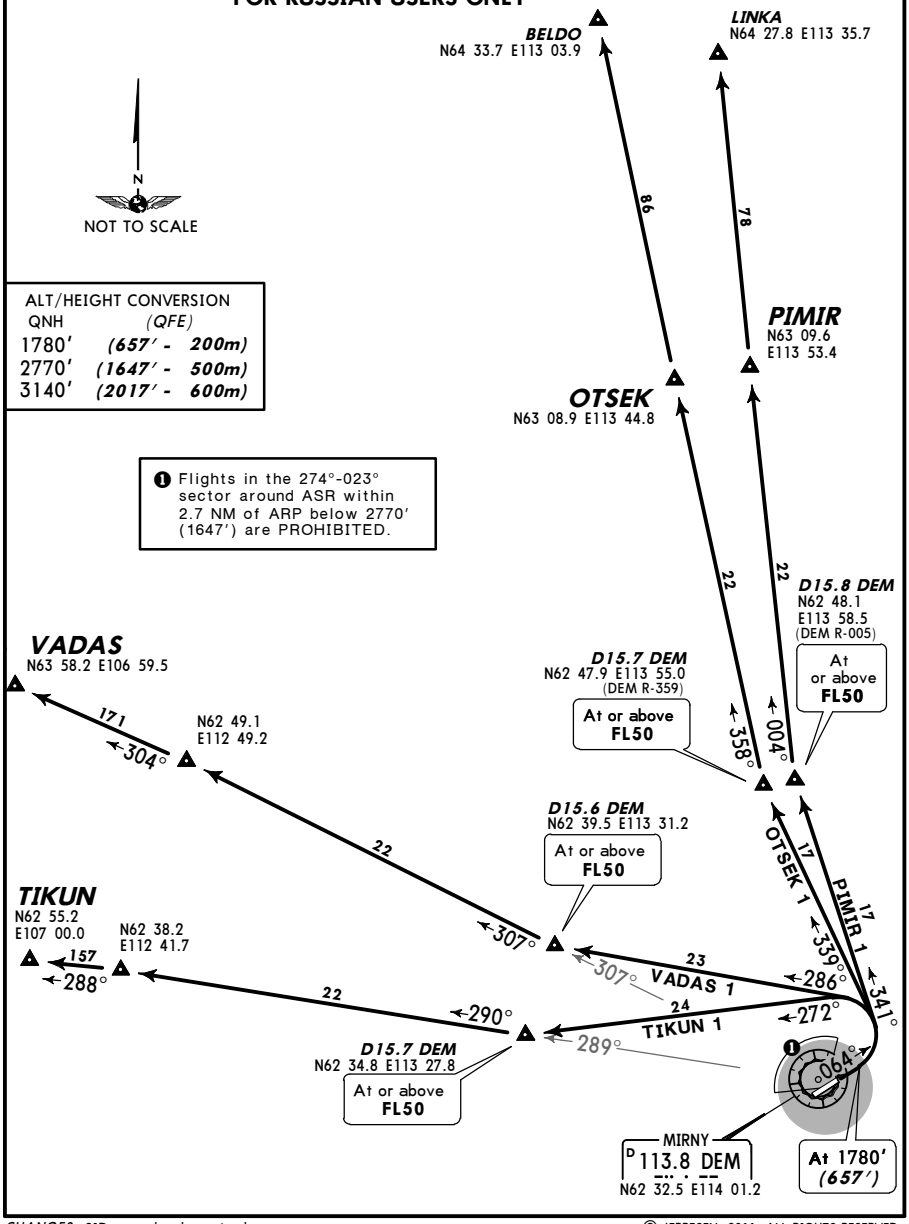
Apt Elev 1162′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 728 mm (960.6 hPa) and 701 mm (934.6 hPa) or above FL70 if pressure is less than 701 mm (934.6 hPa) Trans alt (hgt): 3140′ ***(2017′)***

3000′
MSA
ARP

OTSEK 1, PIMIR 1
TIKUN 1, VADAS 1
RWY 07 DEPARTURES

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1780′	***(657′ - 200m)***
2770′	***(1647′ - 500m)***
3140′	***(2017′ - 600m)***

❶ Flights in the 274°-023° sector around ASR within 2.7 NM of ARP below 2770′ (1647′) are PROHIBITED.

CHANGES: SIDs completely revised.

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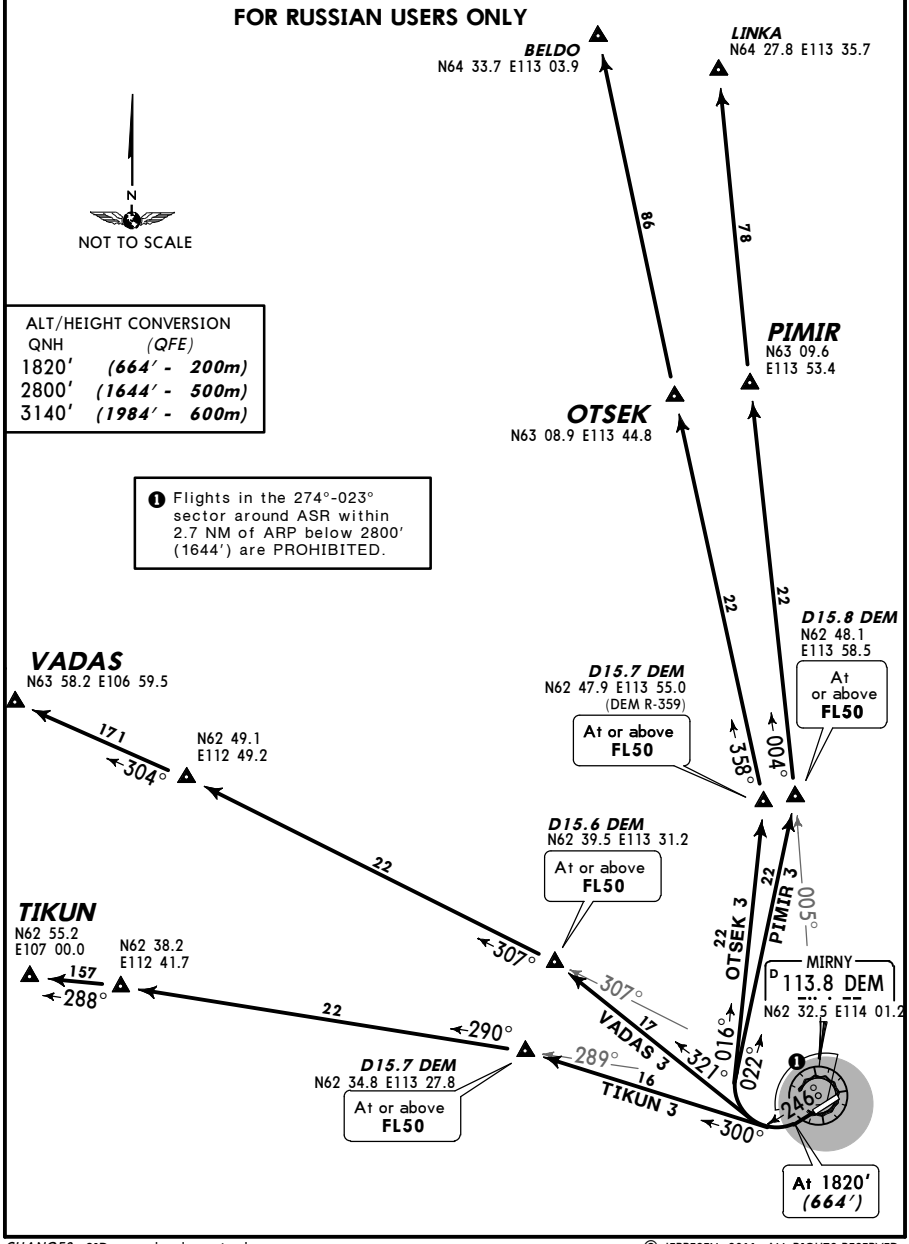
Apt Elev 1162′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 728 mm (960.6 hPa) and 701 mm (934.6 hPa) or above FL70 if pressure is less than 701 mm (934.6 hPa) Trans alt (hgt): 3140′ ***(1984′)***

3000′
MSA
ARP

OTSEK 3, PIMIR 3
TIKUN 3, VADAS 3
RWY 25 DEPARTURES

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)
1820′	***(664′ - 200m)***
2800′	***(1644′ - 500m)***
3140′	***(1984′ - 600m)***

Flights in the 274°-023° sector around ASR within 2.7 NM of ARP below 2800′ (1644′) are PROHIBITED.

CHANGES: SIDs completely revised.

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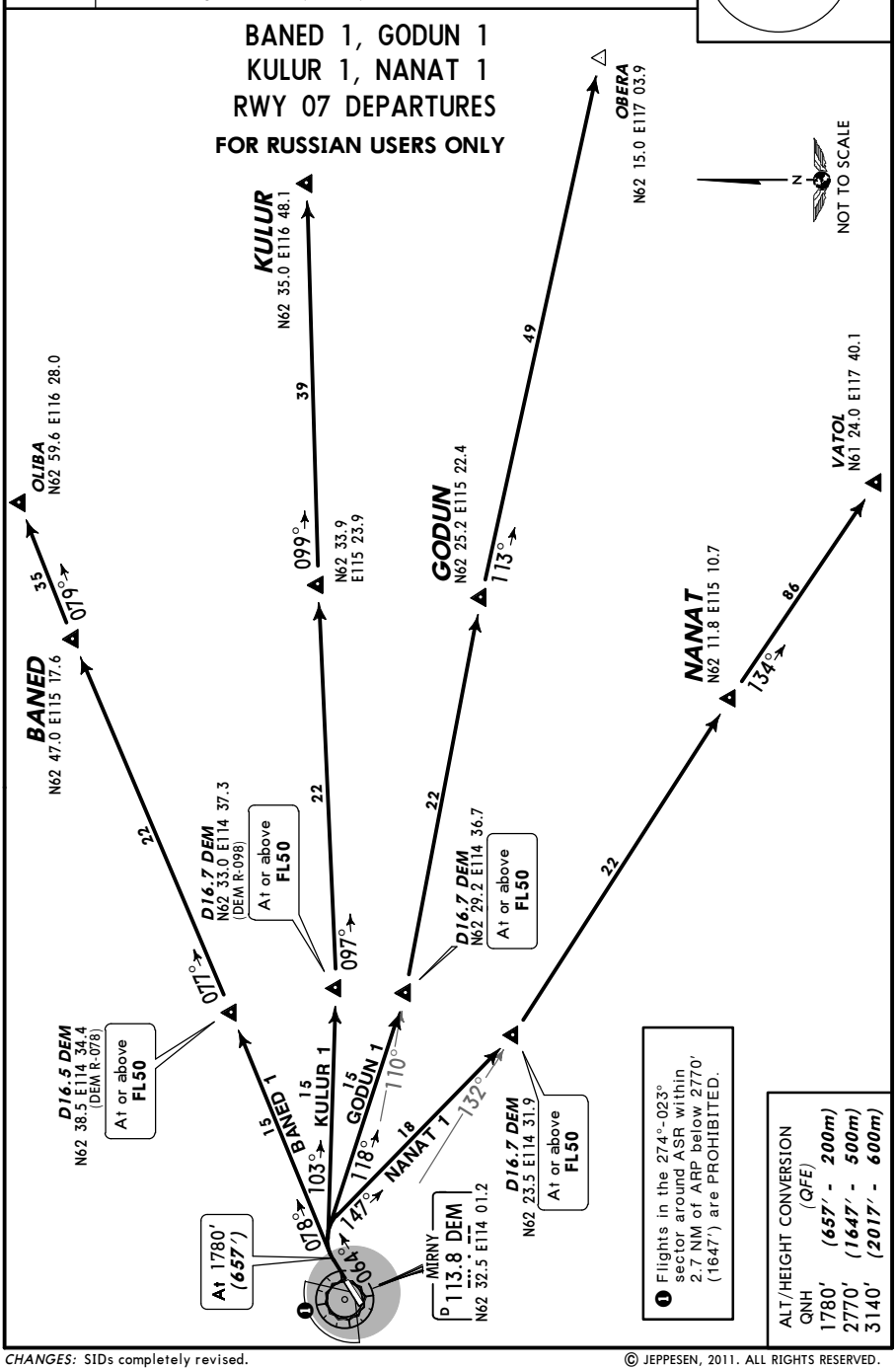
Apt Elev 1162′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 728 mm (960.6 hPa) and 701 mm (934.6 hPa) or above
FL70 if pressure is less than 701 mm (934.6 hPa)
Trans alt (hgt): 3140′ ***(2017′)***

MSA ARP 3000′

BANED 1, GODUN 1
KULUR 1, NANAT 1
RWY 07 DEPARTURES

FOR RUSSIAN USERS ONLY



CHANGES: SIDs completely revised.

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Apt Elev 1162′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 728 mm (960.6 hPa) and 701 mm (934.6 hPa) or above
FL70 if pressure is less than 701 mm (934.6 hPa)
Trans alt (hgt): 3140′ ***(1984′)***

MSA ARP 3000′

BANED 3, GODUN 3
KULUR 3, NANAT 3
RWY 25 DEPARTURES

FOR RUSSIAN USERS ONLY

NOT TO SCALE

OBERA N62 15.0 E117 03.9
KULUR N62 35.0 E116 48.1
OLIBA N62 59.6 E116 28.0
BANED N62 47.0 E115 17.6
GODUN N62 25.2 E115 22.4
NANAT N62 11.8 E115 10.7
VATOL N61 24.0 E117 40.1

N62 33.9 E115 23.9

D16.5 DEM N62 38.5 E114 34.4 — At or above **FL50**
D16.7 DEM N62 33.0 E114 37.3 — At or above **FL50**
D16.7 DEM N62 29.2 E114 36.7 — At or above **FL50**
D16.7 DEM N62 23.5 E114 31.9 — At or above **FL50**

MIRNY 113.8 DEM N62 32.5 E114 01.2

At 1820′ ***(664′)***

Flights in the 274°-023° sector around ASR within 2.7 NM of ARP below 2800′ (1644′) are PROHIBITED.

ALT/HEIGHT CONVERSION (QFE)

QNH	
1820′	***(664′ - 200m)***
2800′	***(1644′ - 500m)***
3140′	***(1984′ - 600m)***

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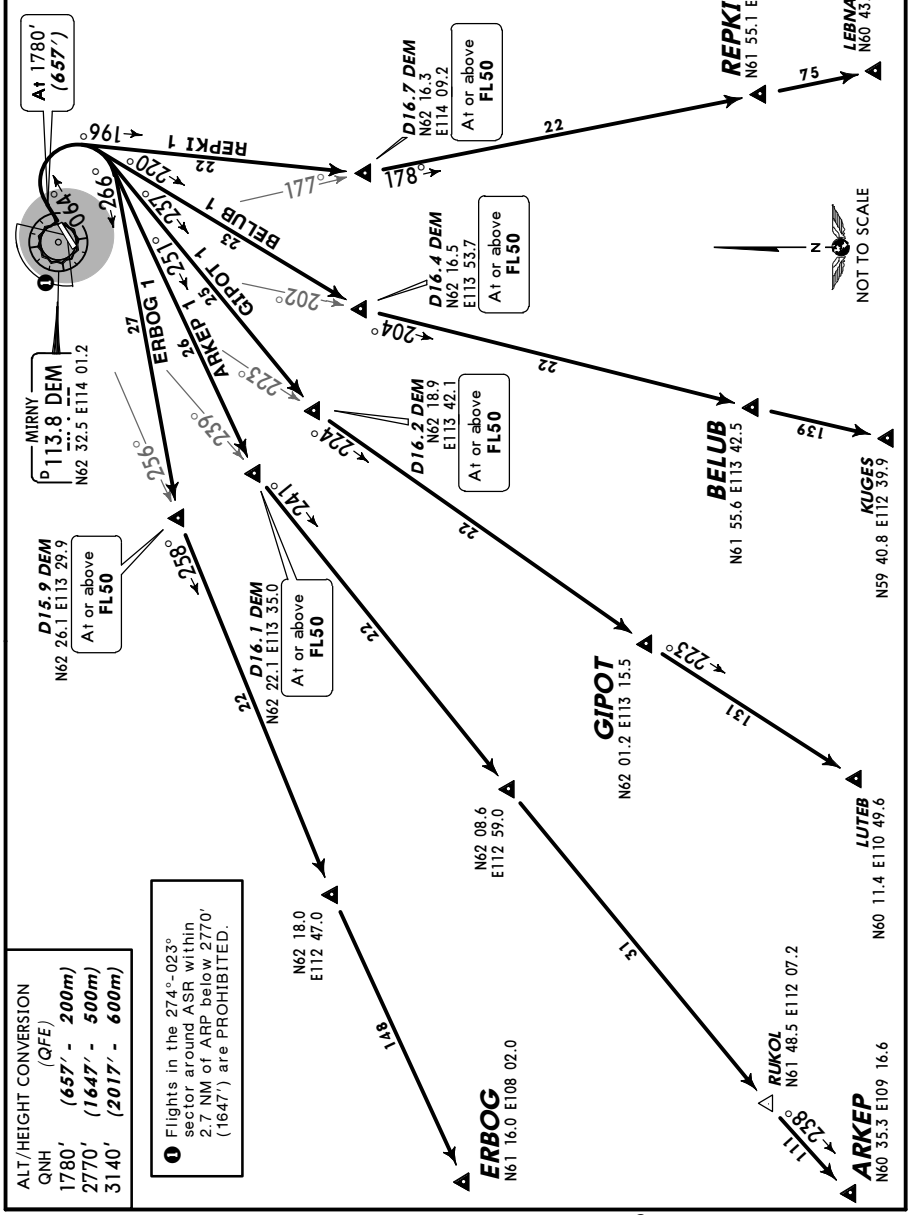
Apt Elev 1162′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 728 mm (960.6 hPa) and 701 mm (934.6 hPa) or above
FL70 if pressure is less than 701 mm (934.6 hPa)
Trans alt (hgt): 3140′ ***(2017′)***

MSA ARP 3000′

ARKEP 1, BELUB 1, ERBOG 1
GIPOT 1, REPKI 1
RWY 07 DEPARTURES

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION (QFE)

QNH		
1780′	(657′ -	200m)
2770′	(1647′ -	500m)
3140′	(2017′ -	600m)

❶ Flights in the 274°-023° sector around ASR within 2.7 NM of ARP below 2770′ (1647′) are PROHIBITED.

CHANGES: SIDs completely revised.

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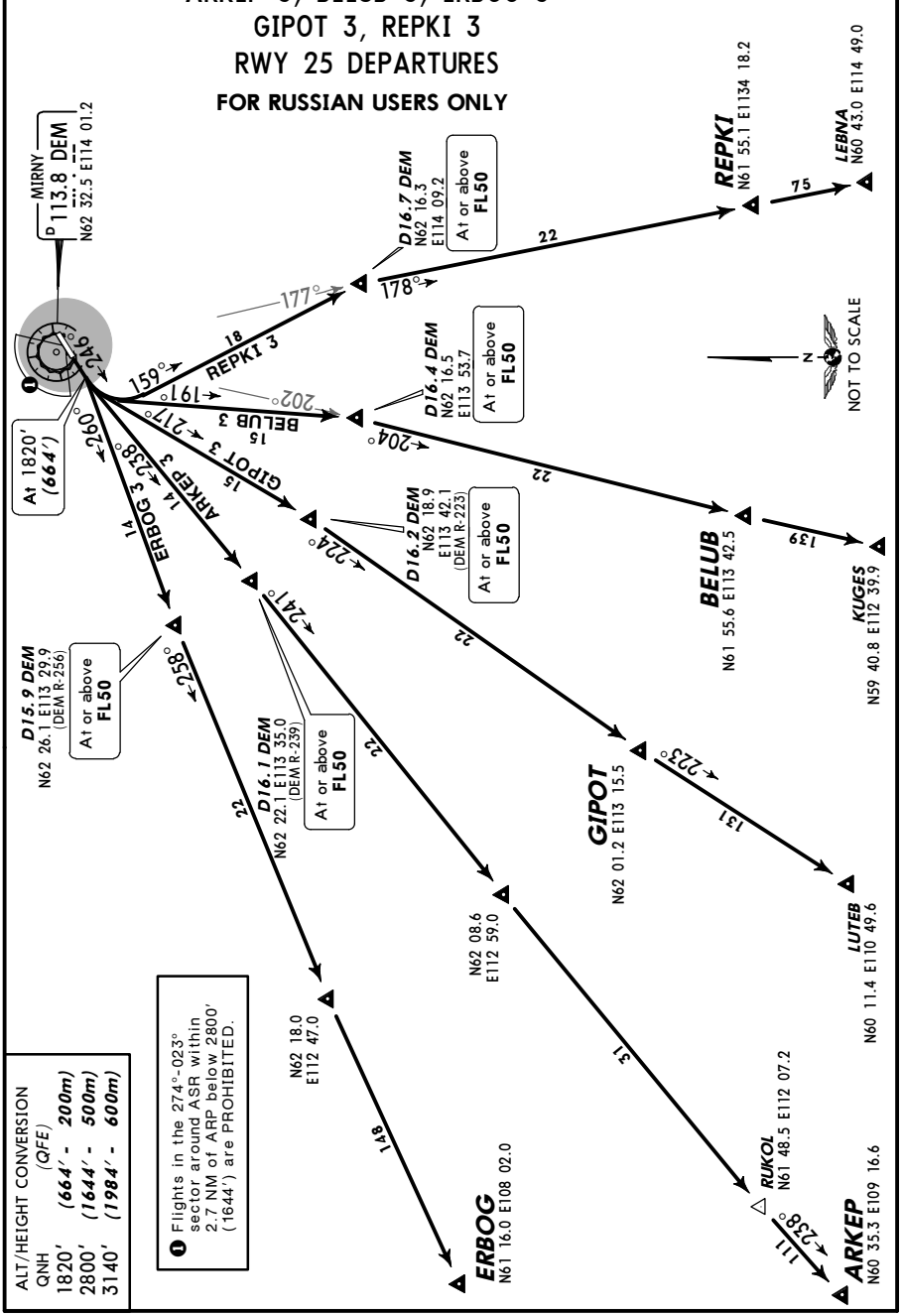
Apt Elev 1162′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 728 mm (960.6 hPa) and 701 mm (934.6 hPa) or above
FL70 if pressure is less than 701 mm (934.6 hPa)
Trans alt (hgt): 3140′ ***(1984′)***

MSA ARP 3000′

ARKEP 3, BELUB 3, ERBOG 3 GIPOT 3, REPKI 3 RWY 25 DEPARTURES

FOR RUSSIAN USERS ONLY



❶ Flights in the 274°-023° sector around ASR within 2.7 NM of ARP below 2800′ (1644′) are PROHIBITED.

ALT/HEIGHT CONVERSION (QFE)

QNH		
1820′	***(664′ - 200m)***	
2800′	***(1644′ - 500m)***	
3140′	***(1984′ - 600m)***	

CHANGES: SIDs completely revised.

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UERR/MJZ

Apt Elev **1161′**

N62 32.1 E114 02.3

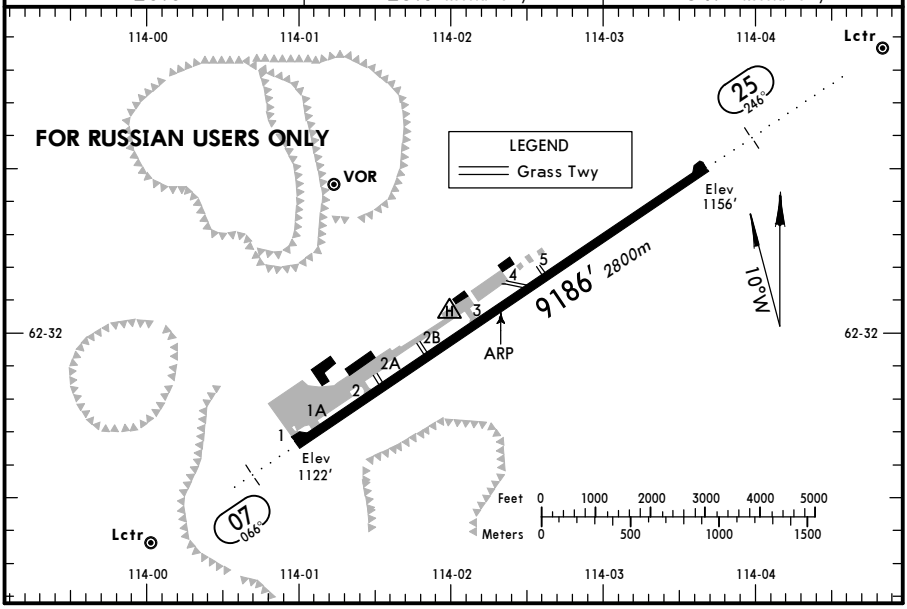
JEPPESEN

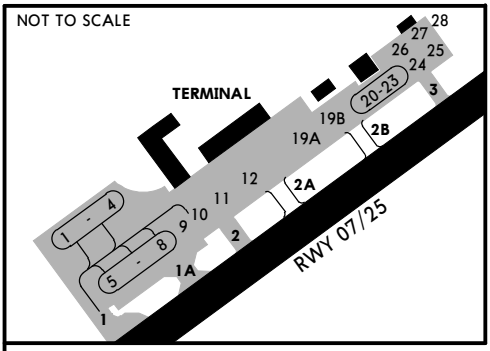
30 JAN 15 (10-9) **Eff 5 Feb**

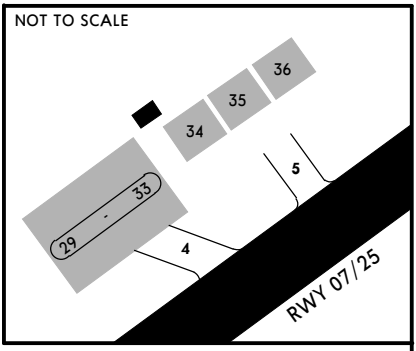
MIRNY, RUSSIA

MIRNY

ATIS	MIRNY Vyshka (GND)	Start (TWR)
126.6	125.9 Russian only	134.1 Russian only







180° turns shall be carried out on turning pads only; right-hand turn on turning pad at thresh 07, left-hand turn on turning pad at thresh 25.
Taxiing shall be carried out at minimum speed strictly along centerline.
Crews shall exercise MAX CAUTION.
Stands 2 and 6 available for run-up.
Stands 20 thru 30 and 34 thru 36 available for helicopters.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
07	HIRL *(60m)*	ALS	PAPI-R (2.67°)			8858′ *2700m* ❶	148′ *45m*
25	HIRL *(60m)*	ALS	PAPI-L (3.00°)		7849′ *2392m*		

❶ First 328′/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

CHANGES: Apt elev. Comm. Lights.

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STRAIGHT-IN RWY		A	B	C	D
07	2 NDB ❶❷	**1570**′(448′) **R1500m**	**1570**′(448′) **R1500m**	**1570**′(448′) **R1900m**	**1570**′(448′) **R1900m**
	ALS out	R1500m	R1500m	C2100m	C2100m
	2 NDB ❸	**2060**′(938′) **C4300m**	**2060**′(938′) **C4300m**	**2060**′(938′) **C4500m**	**2060**′(938′) **C4500m**
	ALS out	C4500m	C4500m	C4700m	C4700m
	NZ NDB ❶❷	**1830**′(708′) **R1500m**	**1830**′(708′) **R1500m**	**1950**′(828′) **C2400m**	**1950**′(828′) **C2400m**
	NZ NDB ❸	**2060**′(938′) **C4300m**	**2060**′(938′) **C4300m**	**2060**′(938′) **C4500m**	**2060**′(938′) **C4500m**
	ALS out	C4500m	C4500m	C4700m	C4700m
	N NDB ❶❷	**1780**′(658′) **R1500m**	**1780**′(658′) **R1500m**	**2110**′(988′) **C2400m**	**2110**′(988′) **C2400m**
	N NDB ❸	**2060**′(938′) **C4300m**	**2060**′(938′) **C4300m**	**2060**′(938′) **C4500m**	**2060**′(938′) **C4500m**
	ALS out	C4500m	C4500m	C4700m	C4700m
25	ILS	**1356**′(200′) **R1000m**	**1356**′(200′) **R1000m**	**1385**′(229′) **R1000m**	**1385**′(229′) **R1000m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶❷	**1490**′(334′) **R1300m**	**1490**′(334′) **R1300m**	**1490**′(334′) **R1300m**	**1490**′(334′) **R1300m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	2 NDB ❶❸	**1510**′(354′) **R1400m**	**1510**′(354′) **R1400m**	**1510**′(354′) **R1400m**	**1510**′(354′) **R1400m**
	ALS out	R1600m	R1600m	R1600m	R1600m
	SG NDB ❶❷	**1820**′(664′) **R1500m**	**1820**′(664′) **R1500m**	**1980**′(824′) **C2400m**	**1980**′(824′) **C2400m**
	SG NDB ❸	**1820**′(664′) **C2900m**	**1820**′(664′) **C2900m**	**1980**′(824′) **C4000m**	**1980**′(824′) **C4000m**
	ALS out	C3100m	C3100m	C4200m	C4200m
	S NDB ❶❷	**1820**′(664′) **R1500m**	**1820**′(664′) **R1500m**	**2140**′(984′) **C2400m**	**2140**′(984′) **C2400m**
	S NDB ❸	**1820**′(664′) **C3100m**	**1820**′(664′) **C3100m**	**2140**′(984′) **C4700m**	**2140**′(984′) **C4700m**
	ALS out	C3300m	C3300m	C4900m	C4900m

❶ Continuous Descent Final Approach.
❷ with FAF.
❸ w/o FAF.

TAKE-OFF RWY 07, 25

	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C	250m	400m	500m
D	300m		

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UERR/MJZ
MIRNY

JEPPESEN

30 JAN 15 (11-1) Eff 5 Feb

MIRNY, RUSSIA
ILS Rwy 25

BRIEFING STRIP TM

ATIS	MIRNY Vyshka (SRE)	MIRNY Start (TWR)	Ground
126.6	125.9 Russian only	134.1 Russian only	125.9 Russian only

LOC ISG	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1161′
110.3	246°	1927′(771′)	Refer to Minimums	RWY 1156′

MISSED APCH: Climb to 1820′ *(664′)*, then turn LEFT onto 066° climbing to 2800′ *(1644′)*, then according to chart.

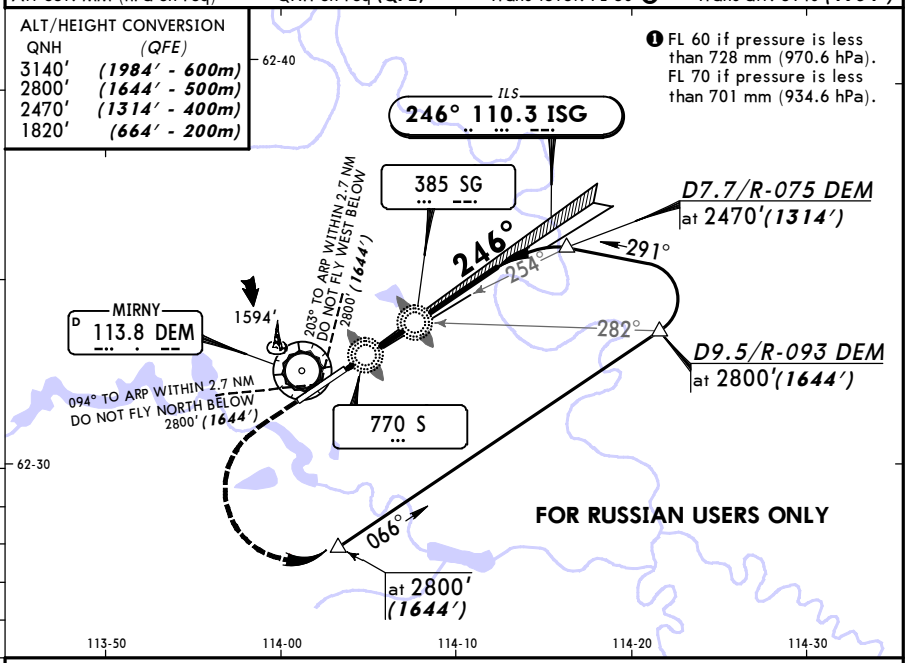
3000′ MSA ARP

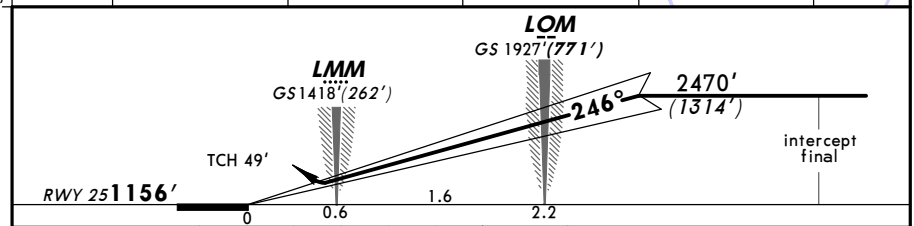
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3140′*(1984′)*

ALT/HEIGHT CONVERSION

QNH	(QFE)
3140′	*(1984′ - 600m)*
2800′	*(1644′ - 500m)*
2470′	*(1314′ - 400m)*
1820′	*(664′ - 200m)*

❶ FL 60 if pressure is less than 728 mm (970.6 hPa). FL 70 if pressure is less than 701 mm (934.6 hPa).





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849

ALS PAPI | 1820′ (664′) | 066° LT | 2800′ (1644′)

STRAIGHT-IN LANDING RWY 25

ILS		LOC (GS out)
DA(H) AB: 1356′(200′) CD: 1385′(229′)		
FULL	ALS out	

PANS OPS

A	1200m	NOT AUTHORIZED
B		
C		
D		

CHANGES: Comm. Apt elev.

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UERR/MJZ
MIRNY

JEPPESEN
30 JAN 15
Eff 5 Feb
(16-1)

MIRNY, RUSSIA
2 NDB or NZ NDB Rwy 07

ATIS	MIRNY Vyshka (SRE)	MIRNY Start (TWR)	Ground
126.6	125.9 Russian only	134.1 Russian only	125.9 Russian only

BRIEFING STRIP

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1161'
NZ 385	066°	D5.2 2440' (1318')	Refer to Minimums	RWY 1122'

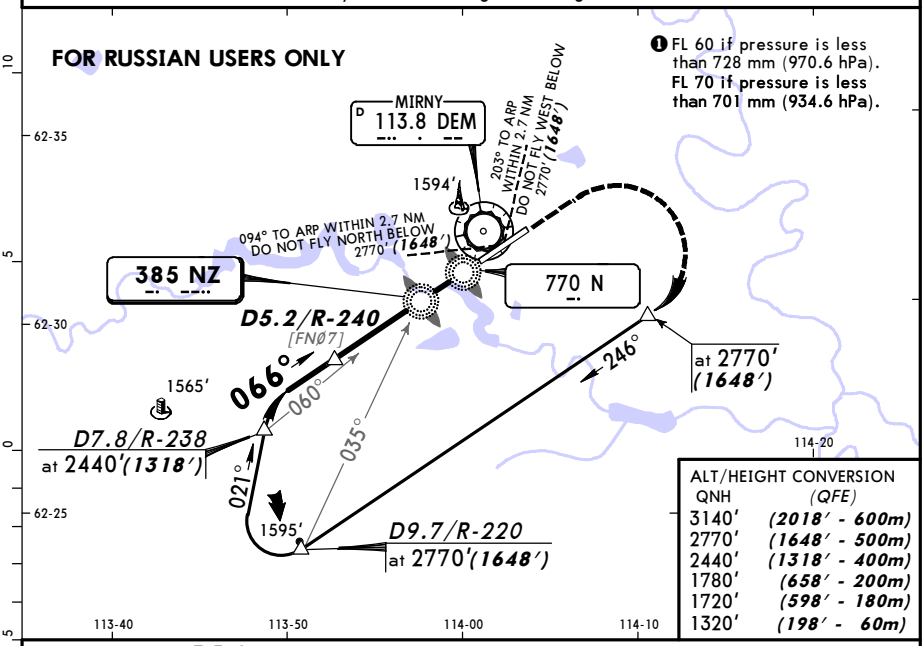
MISSED APCH: Climb to 1780' (658'), then turn RIGHT onto 246° climbing to 2770' (1648'), then according to chart.

3000'
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3140' (2018')
Short duration activation of GPWS may be arised during descending between LOM and LMM.

FOR RUSSIAN USERS ONLY

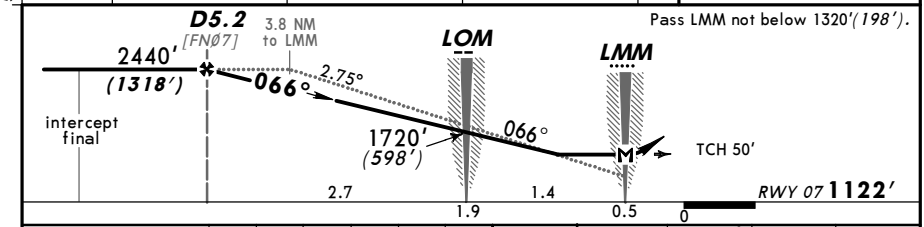
❶ FL 60 if pressure is less than 728 mm (970.6 hPa). FL 70 if pressure is less than 701 mm (934.6 hPa).



ALT/HEIGHT CONVERSION

QNH	(QFE)
3140'	(2018' - 600m)
2770'	(1648' - 500m)
2440'	(1318' - 400m)
1780'	(658' - 200m)
1720'	(598' - 180m)
1320'	(198' - 60m)

Pass LMM not below 1320' (198').



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.75°	340	438	486	584	681	778
MAP at LMM							

ALS PAPI | 1780' (658') | 246° RT | 2770' (1648')

STRAIGHT-IN LANDING RWY 07

2 NDB with FAF	2 NDB w/o FAF	NZ NDB with FAF	NZ NDB w/o FAF
MDA(H) 1570' (448')	MDA(H) 2060' (938')	MDA(H) AB: 1830' (708') CD: 1950' (828')	MDA(H) 2060' (938')
ALS out	ALS out	ALS out	ALS out

PANS OPS

A	1600m	2000m	1600m	2000m
B				
C	2000m	4400m	4000m	4400m
D	2400m	4800m	4400m	4800m

CHANGES: Comm. Apt elev.

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UERR/MJZ
MIRNY

JEPPESEN
30 JAN 15 (16-2) Eff 5 Feb

MIRNY, RUSSIA
N NDB Rwy 07

ATIS	MIRNY Vyshka (SRE)	MIRNY Start (TWR)	Ground
126.6	125.9 Russian only	134.1 Russian only	125.9 Russian only

BRIEFING STRIP TM

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1161'
N 770	066°	D5.2 2440' (1318')	Refer to Minimums	RWY 1122'

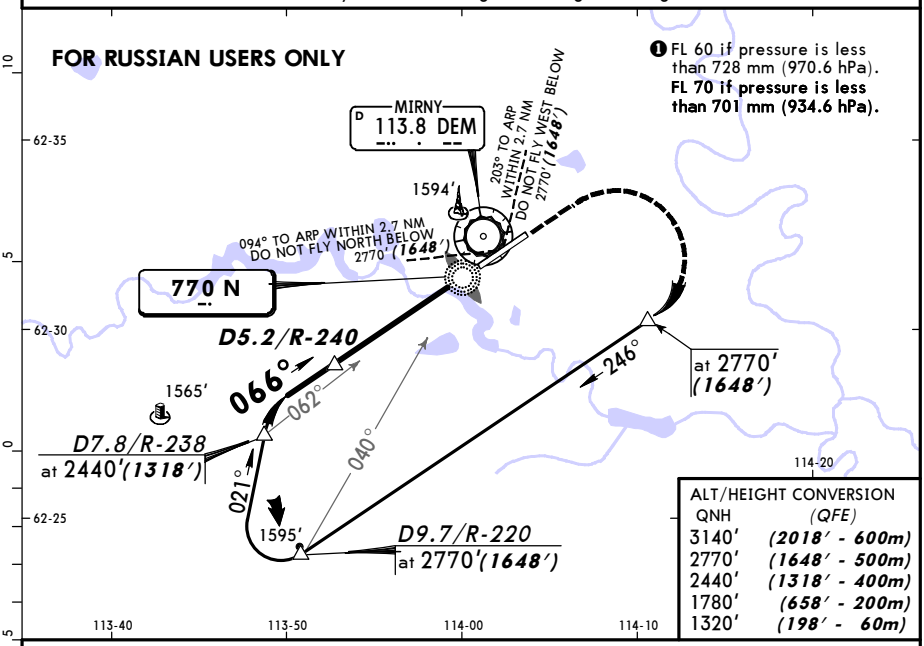
MISSED APCH: Climb to 1780' (658'), then turn RIGHT onto 246° climbing to 2770' (1648'), then according to chart.

3000'
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3140' (2018')
Short duration activation of GPWS may be arised during descending for a length of 1.3 NM before LMM.

FOR RUSSIAN USERS ONLY

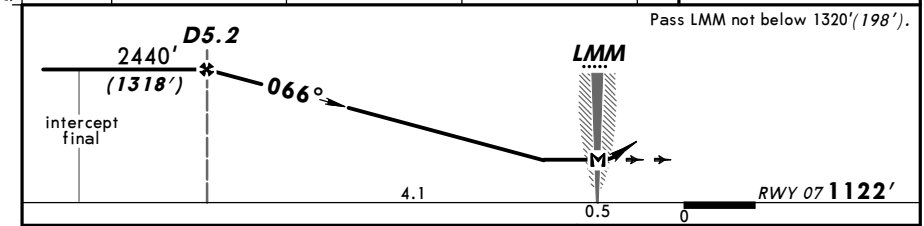
❶ FL 60 if pressure is less than 728 mm (970.6 hPa).
FL 70 if pressure is less than 701 mm (934.6 hPa).



ALT/HEIGHT CONVERSION

QNH	(QFE)
3140'	(2018' - 600m)
2770'	(1648' - 500m)
2440'	(1318' - 400m)
1780'	(658' - 200m)
1320'	(198' - 60m)

Pass LMM not below 1320' (198').



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

ALS PAPI | 1780' (658') | 246° RT | 2770' (1648')

STRAIGHT-IN LANDING RWY 07

with FAF	w/o FAF
MDA(H) AB: 1780' (658') CD: 2110' (988')	MDA(H) 2060' (938')
ALS out	ALS out

PANS OPS

A	1600m	2000m
B		
C	4800m	4400m
D		4800m

CHANGES: Comm. Apt elev.

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UERR/MJZ
MIRNY

JEPPESEN
30 JAN 15
Eff 5 Feb
(16-3)

MIRNY, RUSSIA
2 NDB or SG NDB Rwy 25

BRIEFING STRIP TM

ATIS	MIRNY Vyshka (SRE)	MIRNY Start (TWR)	Ground
126.6	125.9 Russian only	134.1 Russian only	125.9 Russian only

NDB SG	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1161'
385	246°	D5.1 2470'(1314')	Refer to Minimums	RWY 1156'

MISSED APCH: Climb to 1820' (664'), then turn LEFT onto 066° climbing to 2800' (1644'), then according to chart.

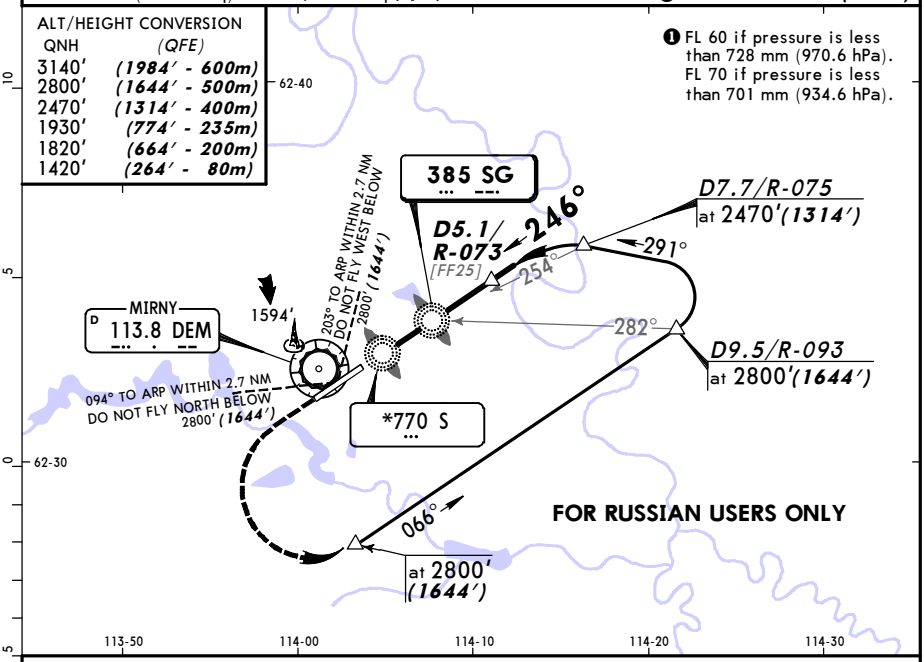
3000'
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3140'(1984')

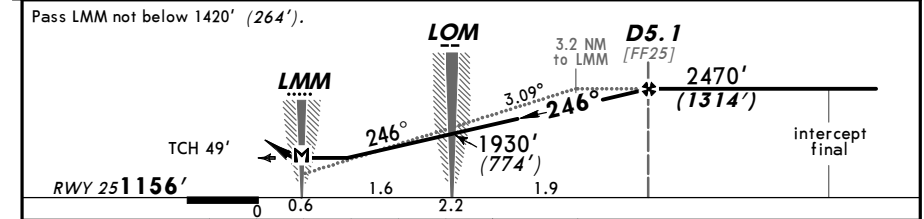
❶ FL 60 if pressure is less than 728 mm (970.6 hPa). FL 70 if pressure is less than 701 mm (934.6 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
3140'	(1984' - 600m)
2800'	(1644' - 500m)
2470'	(1314' - 400m)
1930'	(774' - 235m)
1820'	(664' - 200m)
1420'	(264' - 80m)



Pass LMM not below 1420' (264').



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.09°	383	492	547	656	765	875
MAP at LMM						

ALS
PAPI

1820' (664')

066°
LT

2800' (1644')

STRAIGHT-IN LANDING RWY 25

2 NDB with FAF	2 NDB w/o FAF	SG NDB
MDA(H) 1490'(334')	MDA(H) 1510'(354')	MDA(H) AB: 1820'(664') CD: 1980'(824')
ALS out	ALS out	ALS out

PANS OPS

A	1600m	1600m	1600m
B			
C			4000m
D		2000m	4400m

CHANGES: Comm. Apt elev.

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UERR/MJZ
MIRNY

JEPPESEN
30 JAN 15 (16-4) Eff 5 Feb

MIRNY, RUSSIA
S NDB Rwy 25

BRIEFING STRIP TM

ATIS	MIRNY Vyshka (SRE)	MIRNY Start (TWR)	Ground
126.6	125.9 Russian only	134.1 Russian only	125.9 Russian only

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1161′
S 770	246°	D5.1 2470′(1314′)	Refer to Minimums	RWY 1156′

MISSED APCH: Climb to 1820′ *(664′)*, then turn LEFT onto 066° climbing to 2800′ *(1644′)*, then according to chart.

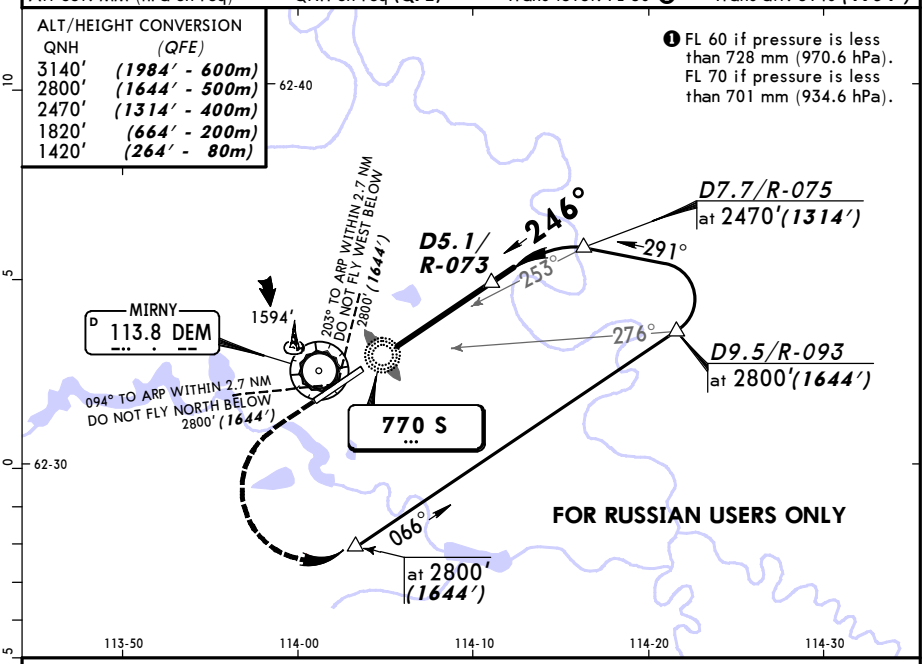
3000′ MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3140′*(1984′)*

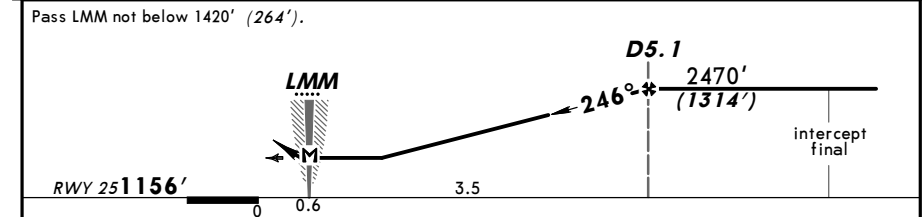
ALT/HEIGHT CONVERSION

QNH	(QFE)
3140′	(1984′ - 600m)
2800′	(1644′ - 500m)
2470′	(1314′ - 400m)
1820′	(664′ - 200m)
1420′	(264′ - 80m)

❶ FL 60 if pressure is less than 728 mm (970.6 hPa). FL 70 if pressure is less than 701 mm (934.6 hPa).



Pass LMM not below 1420′ *(264′)*.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM						

ALS PAPI

1820′ (664′) 066° LT 2800′ (1644′)

STRAIGHT-IN LANDING RWY 25

MDA(H) AB: 1820′ *(664′)*
CD: 2140′ *(984′)*

ALS out

PANS OPS

A	1600m
B	
C	4800m
D	

CHANGES: Comm. Apt elev.

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Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MIRNY, (MIRNY - UERR)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UERR

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

For russian users or emergency only.