

## List of pages in this Trip Kit

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Airport Information For USCM

Terminal Charts For USCM

Revision Letter For Cycle 13-2016

Change Notices

Notebook

## General Information

Location: MAGNITOGORSK RUS  
ICAO/IATA: USCM / MQF  
Lat/Long: N53° 23.58', E058° 45.33'  
Elevation: 1430 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -6:00 = UTC  
Magnetic Variation: 11.0° E

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

Sunrise: 2336 Z  
Sunset: 1636 Z

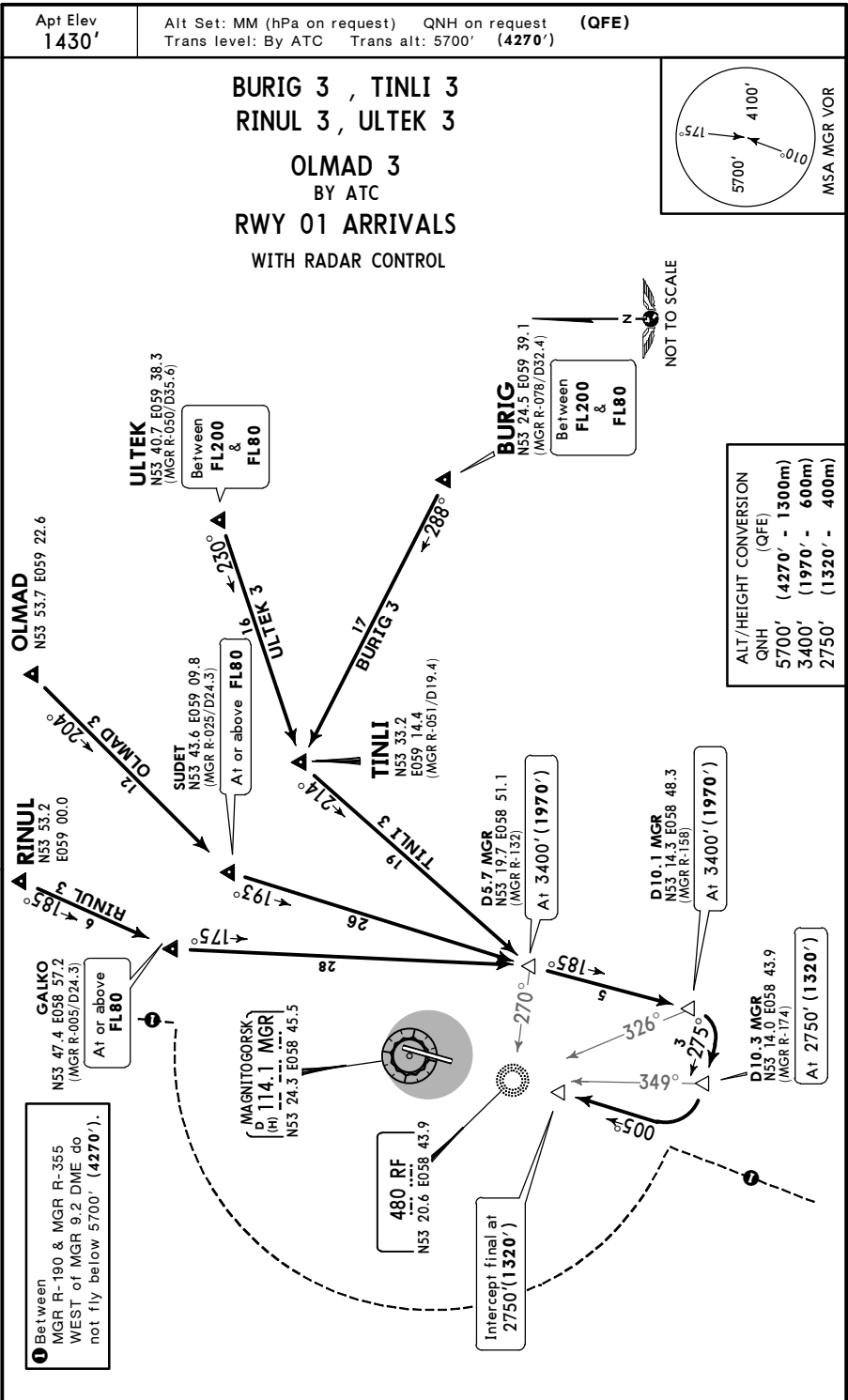
## Runway Information

Runway: 01  
Length x Width: 10663 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 1430 ft  
Lighting: Edge, ALS

Runway: 19  
Length x Width: 10663 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 1394 ft  
Lighting: Edge, ALS

## Communication Information

ATIS: 132.800  
Magnitogorsk Tower: 124.000 Secondary  
Magnitogorsk Tower: 120.800  
Magnitogorsk Ground Ramp/Taxi: 119.000  
Magnitogorsk Approach: 132.200  
Magnitogorsk Transit Operations: 131.800



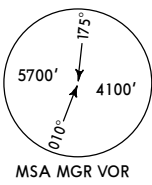
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USCM/MQF  
MAGNITOGORSK

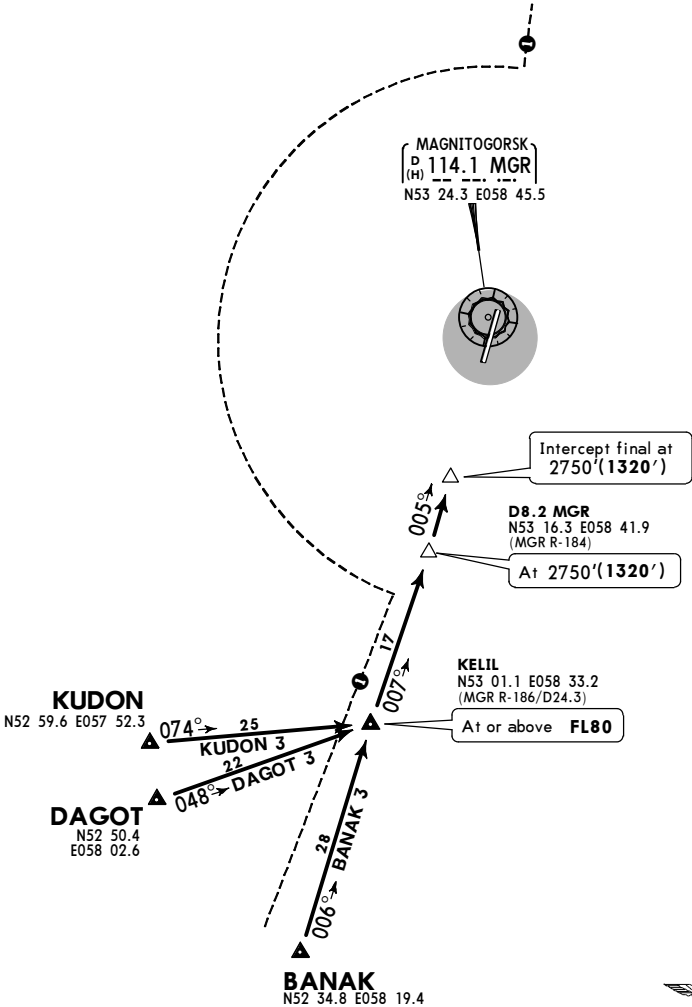
JEPPesen MAGNITOGORSK, RUSSIA  
30 OCT 15 (10-2B) Eff 12 Nov STAR

Apt Elev  
1430'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 5700' (4270')



BANAK 3, DAGOT 3, KUDON 3  
RWY 01 ARRIVALS  
WITH RADAR CONTROL



① Between  
MGR R-190 & MGR R-355  
WEST of MGR 9.2 DME do  
not fly below 5700' (4270').

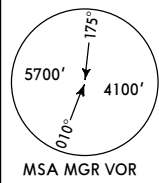
| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 5700'                 | (4270' - 1300m) |
| 2750'                 | (1320' - 400m)  |

USCM/MQF  
MAGNITOGORSK

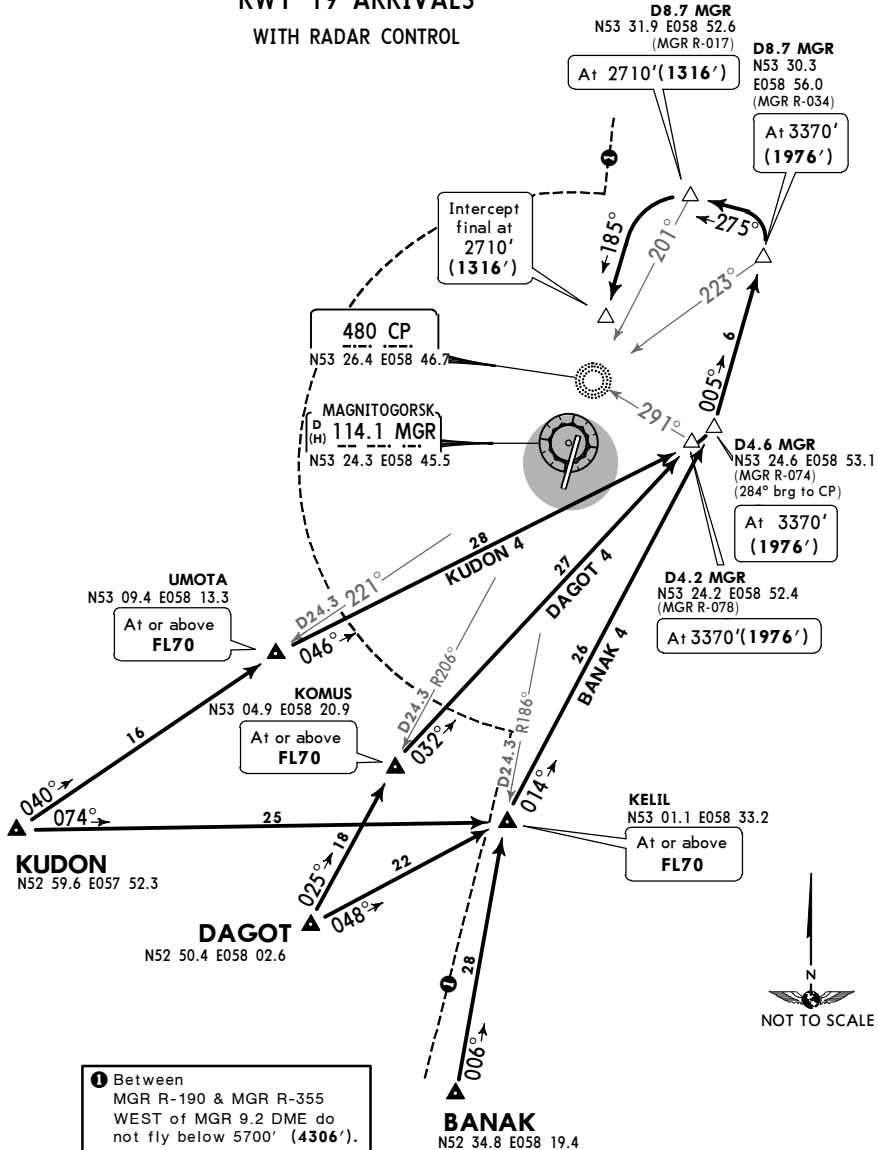
JEPPesen MAGNITOGORSK, RUSSIA  
30 OCT 15 10-2C Eff 12 Nov STAR

Apt Elev  
1430'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 5700' (4306')



**BANAK 4, DAGOT 4**  
**KUDON 4**  
BY ATC  
**RWY 19 ARRIVALS**  
WITH RADAR CONTROL



① Between  
MGR R-190 & MGR R-355  
WEST of MGR 9.2 DME do  
not fly below 5700' (4306').



| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 5700'                 | (4306' - 1300m) |
| 3370'                 | (1976' - 600m)  |
| 2710'                 | (1316' - 400m)  |

USCM/MQF  
MAGNITOGORSK

JEPPesen  
30 OCT 15 (10-2D)

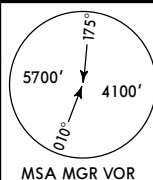
Eff 12 Nov

MAGNITOGORSK, RUSSIA

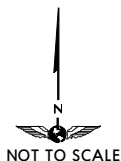
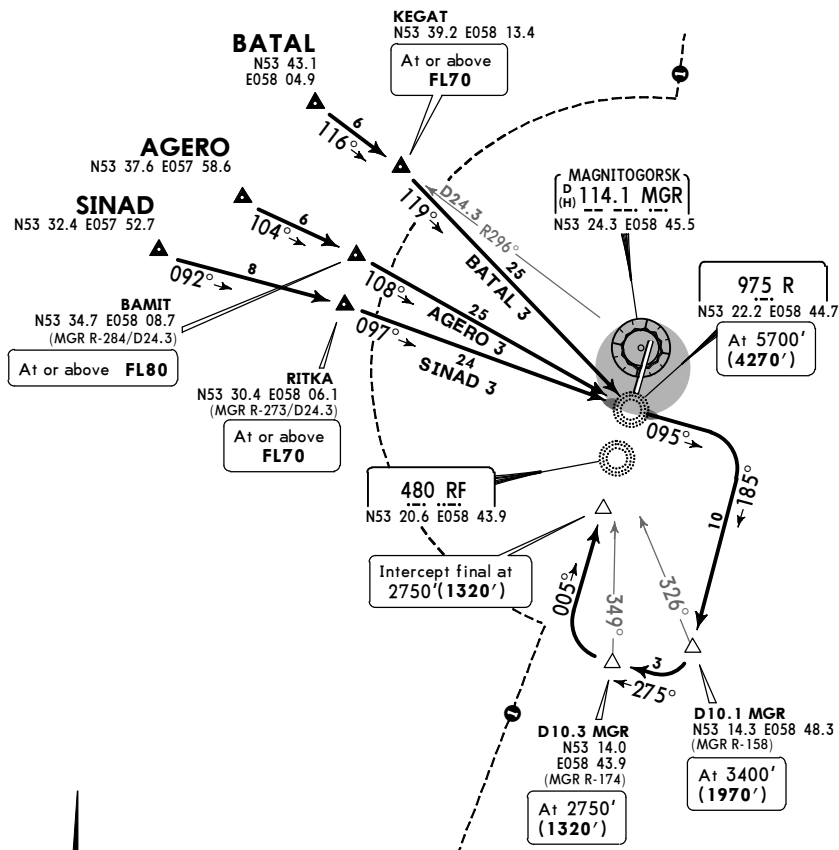
STAR

Apt Elev  
1430'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 5700' (4270')



# AGERO 3, Batal 3 SINAD 3 RWY 01 ARRIVALS WITH RADAR CONTROL



NOT TO SCALE

## ALT/HEIGHT CONVERSION

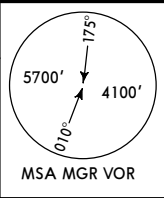
| QNH                   | (QFE) |
|-----------------------|-------|
| 5700' (4270' - 1300m) |       |
| 3400' (1970' - 600m)  |       |
| 2750' (1320' - 400m)  |       |

① Between  
MGR R-190 & MGR R-355  
WEST of MGR 9.2 DME do  
not fly below 5700' (4270').

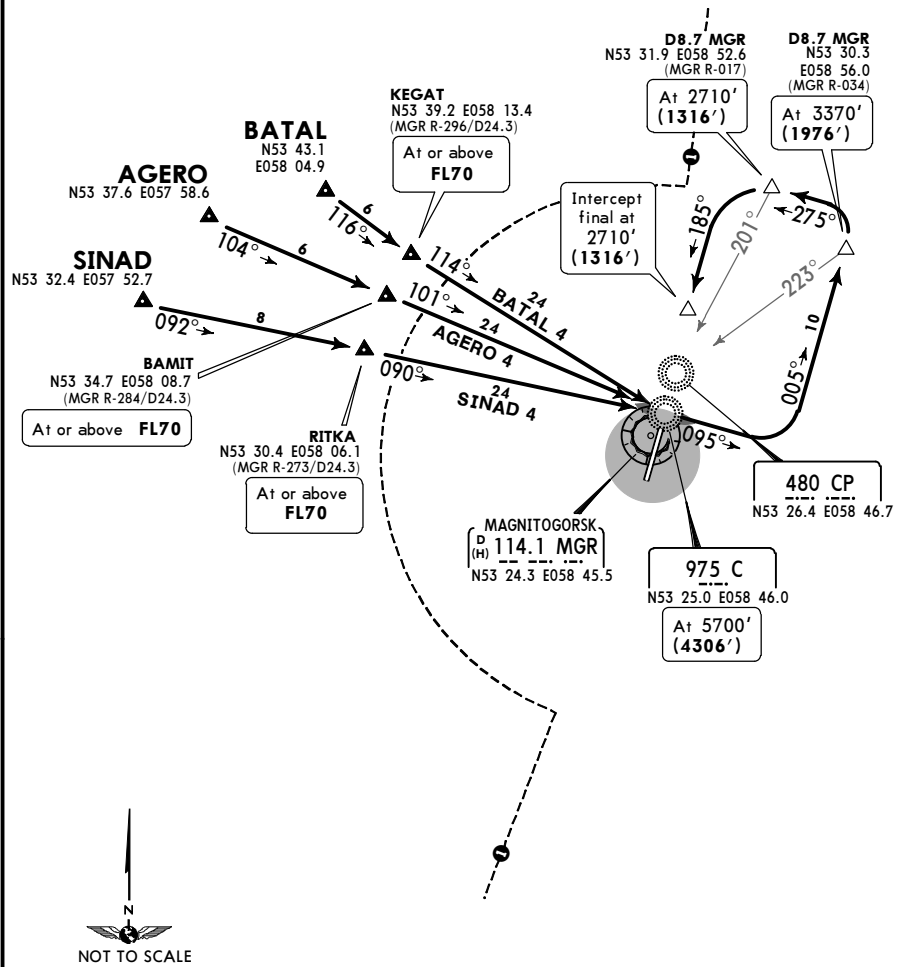
USCM/MQF  
MAGNITOGORSK

 **JEPPESSEN** **MAGNITOGORSK, RUSSIA**  
30 OCT 15 **(10-2E)** **Eff 12 Nov** **STAR**

|                          |                                                                                                            |
|--------------------------|------------------------------------------------------------------------------------------------------------|
| Apt Elev<br><b>1430'</b> | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: By ATC Trans alt: 5700' ( <b>4306'</b> ) |
|--------------------------|------------------------------------------------------------------------------------------------------------|



**AGERO 4, Batal 4  
SINAD 4  
RWY 19 ARRIVALS  
WITH RADAR CONTROL**



| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 5700'                 | (4306' - 1300m) |
| 3370'                 | (1976' - 600m)  |
| 2710'                 | (1316' - 400m)  |

**1** Between  
MGR R-190 & MGR R-355  
WEST of MGR 9.2 DME do  
not fly below 5700' (**4306'**).



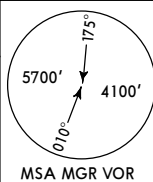


USCM/MQF  
MAGNITOGORSK

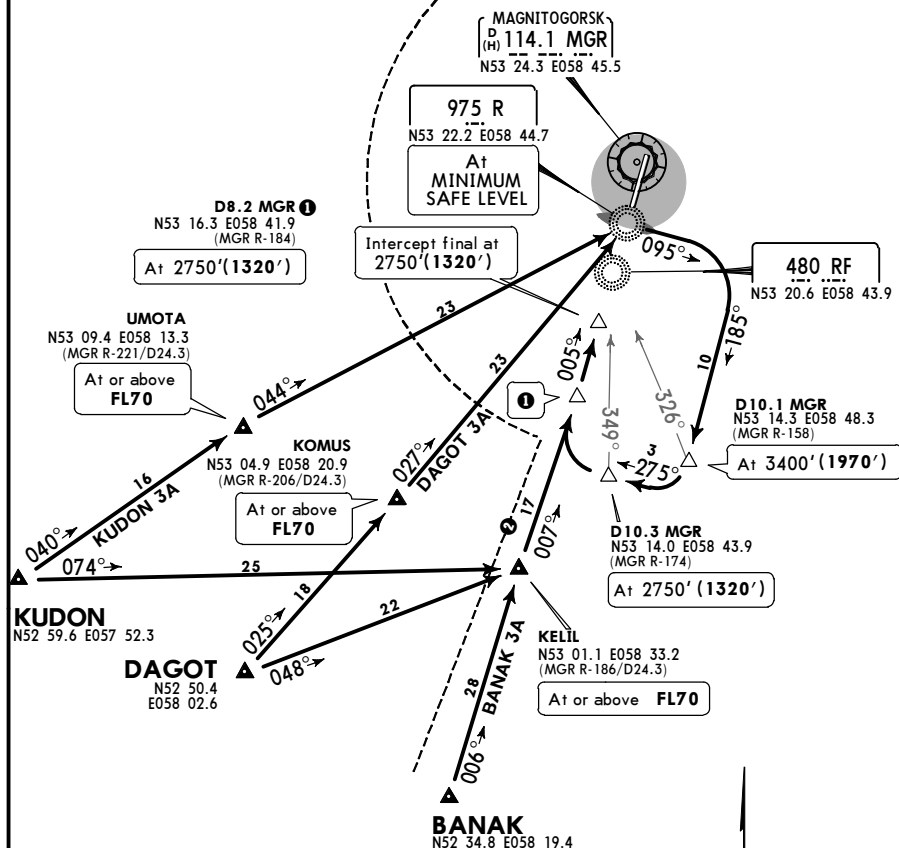
JEPPESSEN MAGNITOGORSK, RUSSIA  
30 OCT 15 (10-2H) Eff 12 Nov STAR

Apt Elev  
1430'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 5700' (4270')



BANAK 3A [BANA3A], DAGOT 3A [DAGO3A]  
KUDON 3A [KUDO3A]  
RWY 01 ARRIVALS  
WITHOUT RADAR CONTROL



② Between  
MGR R-190 & MGR R-355  
WEST of MGR 9.2 DME do  
not fly below 5700' (4270').

ALT/HEIGHT CONVERSION  
QNH (QFE)  
5700' (4270' - 1300m)  
3400' (1970' - 600m)  
2750' (1320' - 400m)

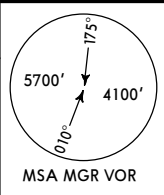




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MAGNITOGORSK

JEPPesen MAGNITOGORSK, RUSSIA  
30 OCT 15 10-2L Eff 12 Nov STAR

Apt Elev 1430' Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 5700' (4306')



AGERO 4A [AGER4A], BATAL 4A [BATA4A]  
SINAD 4A [SINA4A]  
RWY 19 ARRIVALS  
WITHOUT RADAR CONTROL

D8.7 MGR  
N53 30.3 E058 56.0  
(MGR R-034)

D8.7 MGR  
N53 31.9 E058 52.6  
(MGR R-017)  
At 2710' (1316')

Between 4680' (3286') & 4020' (2626')

KEGAT  
N53 39.2 E058 13.4  
(MGR R-296/D24.3)  
At or above FL70

BATAL  
N53 43.1 E058 04.9

AGERO  
N53 37.6 E057 58.6

SINAD  
N53 32.4 E057 52.7

BAMIT  
N53 34.7 E058 08.7  
(MGR R-284/D24.3)  
At or above FL70

RITKA  
N53 30.4 E058 06.1  
(MGR R-273/D24.3)  
At or above FL70

MAGNITOGORSK  
D(H) 114.1 MGR  
N53 24.3 E058 45.5

975 C  
N53 25.0 E058 46.0  
At MINIMUM SAFE LEVEL

480 CP  
N53 26.4 E058 46.7

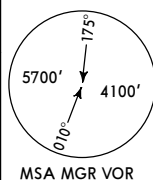


| ALT/HEIGHT CONVERSION |
|-----------------------|
| QNH (QFE)             |
| 5700' (4306' - 1300m) |
| 4680' (3286' - 1000m) |
| 4020' (2626' - 800m)  |
| 2710' (1316' - 400m)  |

1 Between MGR R-190 & MGR R-355 WEST of MGR 9.2 DME do not fly below 5700' (4306').

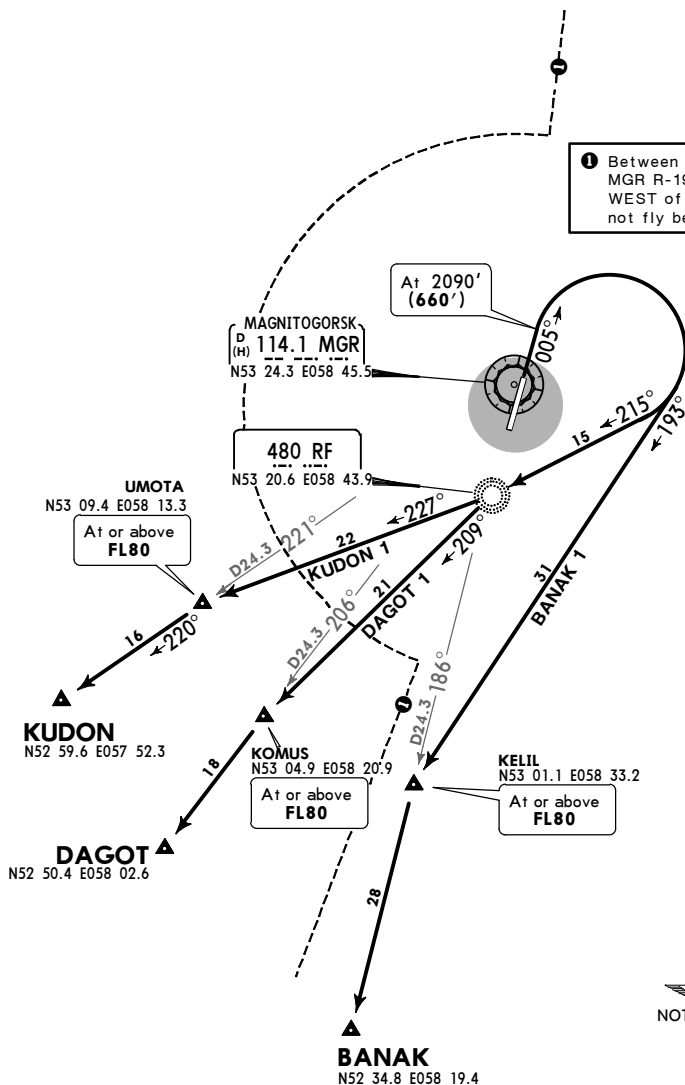


QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 5700' **(4306')**



MSA MGR VOR

① Between  
MGR R-190 & MGR R-355  
WEST of MGR 9.2 DME do  
not fly below 5700' (**4270'**).

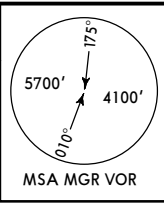


ALT/HEIGHT CONVERSION  
QNH (QFE)  
2090' (660' - 200m)  
5700' (4270' - 1300m)

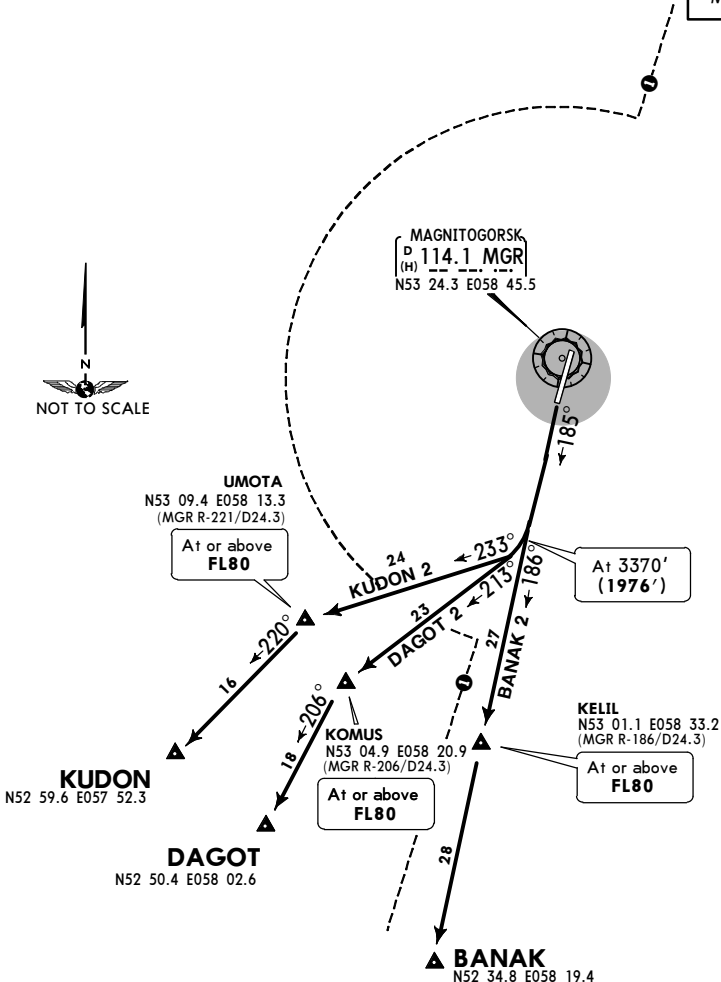
USCM/MQF  
MAGNITOGORSK

JEPPesen MAGNITOGORSK, RUSSIA  
30 OCT 15 10-3C Eff 12 Nov SID

Apt Elev 1430' QNH on request (QFE)  
Trans level: By ATC Trans alt: 5700' (4306')



BANAK 2, DAGOT 2  
KUDON 2  
RWY 19 DEPARTURES



DAGOT 2, KUDON 2

These SIDs require a minimum climb gradient of 7.5% from the commencement of the initial turn up to 5700' (4306').

|               |     |     |      |      |      |      |
|---------------|-----|-----|------|------|------|------|
| Gnd speed-KT  | 75  | 100 | 150  | 200  | 250  | 300  |
| 7.5% V/V(fpm) | 570 | 760 | 1139 | 1519 | 1899 | 2279 |

If unable to comply, climb straight ahead to 5700' (4306') and turn to KOMUS or UMOTA.

1 Between MGR R-190 & MGR R-355 WEST of MGR 9.2 DME do not fly below 5700' (4306').

|                       |                 |
|-----------------------|-----------------|
| ALT/HEIGHT CONVERSION |                 |
| QNH                   | (QFE)           |
| 3370'                 | (1976' - 600m)  |
| 5700'                 | (4306' - 1300m) |

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MAGNITOGORSK

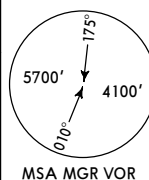
JEPPesen  
30 OCT 15 10-3D

MAGNITOGORSK, RUSSIA  
Eff 12 Nov

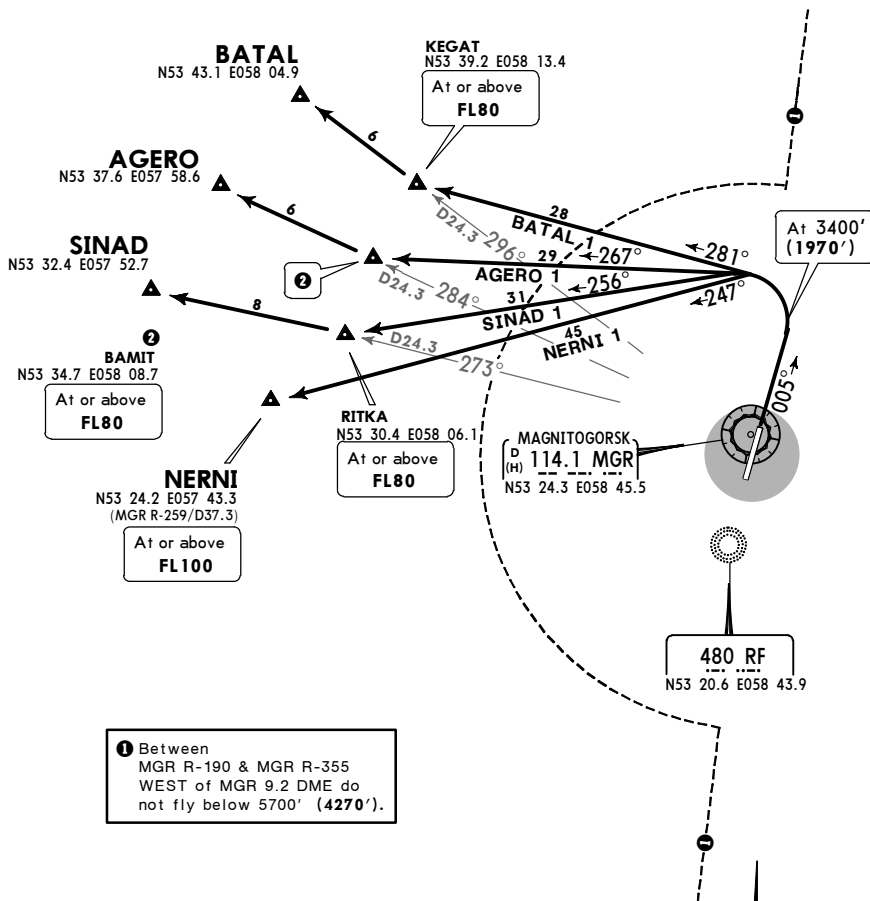
SID

Apt Elev  
1430'

QNH on request (QFE)  
Trans level: By ATC Trans alt: 5700' (4270')



# AGERO 1, BATAL 1, NERNI 1, SINAD 1 RWY 01 DEPARTURES



1 Between  
MGR R-190 & MGR R-355  
WEST of MGR 9.2 DME do  
not fly below 5700' (4270').

## AGERO 1, BATAL 1, SINAD 1

These SIDs require a minimum climb gradient  
of  
6.0% from the commencement of the initial turn  
up to 5700' (4270').

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 6.0% V/V(fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

If unable to comply, turn RIGHT via RF.

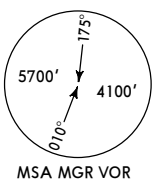
ALT/HEIGHT CONVERSION  
QNH (QFE)  
3400' (1970' - 600m)  
5700' (4270' - 1300m)

USCM/MQF  
MAGNITOGORSK

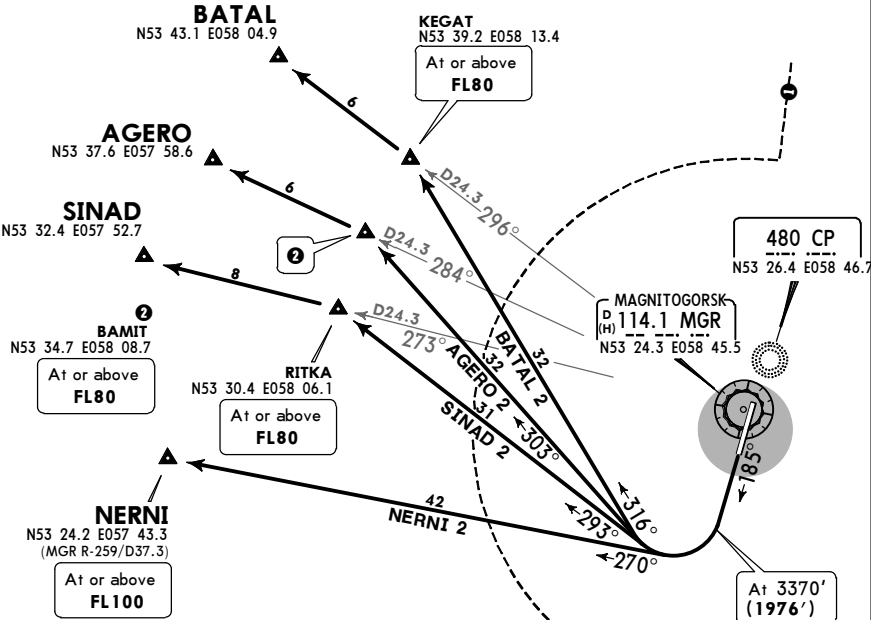
JEPPesen MAGNITOGORSK, RUSSIA  
30 OCT 15 10-3E Eff 12 Nov SID

Apt Elev  
1430'

QNH on request (QFE)  
Trans level: By ATC Trans alt: 5700' (4306')



AGERO 2, Batal 2, NERNI 2, SINAD 2  
RWY 19 DEPARTURES



① Between  
MGR R-190 & MGR R-355  
WEST of MGR 9.2 DME do  
not fly below 5700' (4306').

NERNI 2

This SID requires a minimum climb gradient  
of  
6% from the commencement of the initial turn  
up to 5700' (4306').

| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 6.0% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

If unable to comply, turn LEFT to CP, then  
to NERNI.

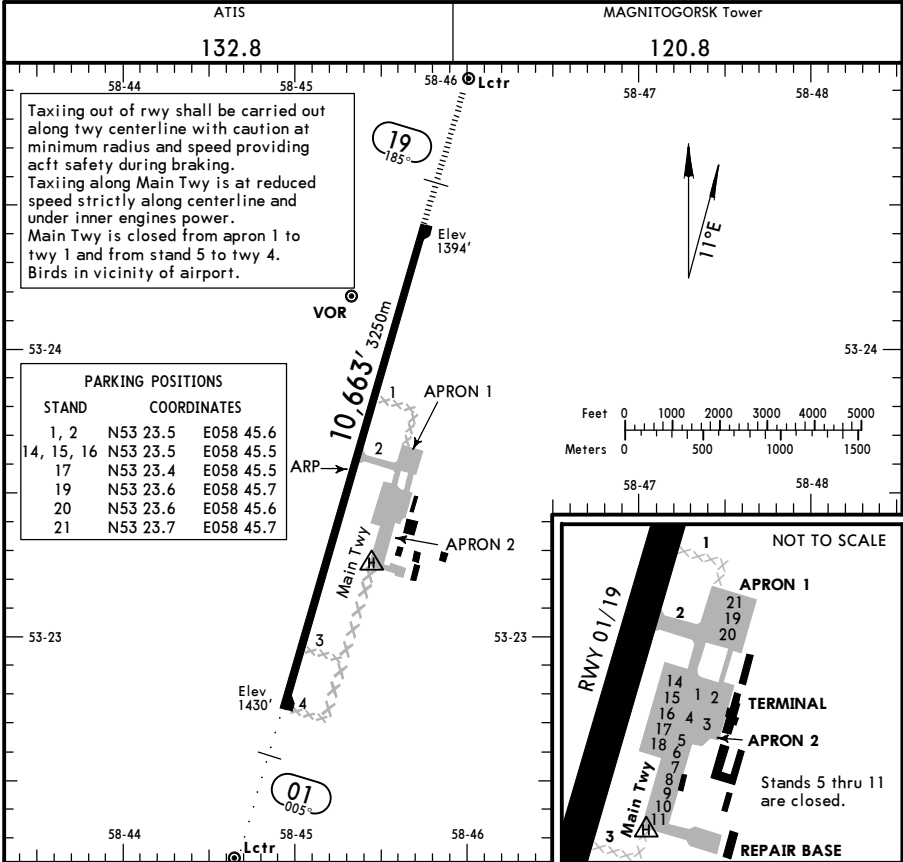


ALT/HEIGHT CONVERSION  
QNH (QFE)  
3370' (1976' - 600m)  
5700' (4306' - 1300m)

USCM/MQF

Apt Elev 1430'  
N53 23.6 E058 45.3

**JEPPesen** **MAGNITOGORSK, RUSSIA**  
20 MAR 15 **(10-9)** **MAGNITOGORSK**



ADDITIONAL RUNWAY INFORMATION

|     |    |            |       | USABLE LENGTHS       |                |          |       |
|-----|----|------------|-------|----------------------|----------------|----------|-------|
| RWY |    |            |       | Threshold            | LANDING BEYOND | TAKE-OFF | WIDTH |
|     |    |            |       |                      | Glide Slope    |          |       |
| 01  | 19 | HIRL (60m) | ALS   | RVR                  | 9630'          | 2935m    | 148'  |
|     |    | HIRL (60m) | HIALS | PAPI-L (angle 2.67°) | RVR            | 9569'    | 2917m |
|     |    |            |       |                      |                |          | 45m   |

TAKE-OFF

AIR CARRIER (JAA)

All Rws

LVP must be in force

RCLM (DAY only)  
or RL

RCLM (DAY only)  
or RL

A

B

C

D

250m

400m

300m

USCM/MQF


**Standard**  
**MAGNITOGORSK, RUSSIA**  
**MAGNITOGORSK**

| STRAIGHT-IN RWY |                | A                               | B                               | C                               | D                               |
|-----------------|----------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| 01              | ILS            | 1630'(200')<br>R1000m           | 1630'(200')<br>R1000m           | 1630'(200')<br>R1000m           | 1630'(200')<br>R1000m           |
|                 | ALS out        | R1200m                          | R1200m                          | R1200m                          | R1200m                          |
|                 | LOC ①          | 1740'(310')<br>R1200m<br>R1400m | 1740'(310')<br>R1200m<br>R1400m | 1740'(310')<br>R1200m<br>R1400m | 1740'(310')<br>R1200m<br>R1400m |
|                 | VOR ①          | 1720'(290')<br>R1200m           | 1720'(290')<br>R1200m           | 1720'(290')<br>R1200m           | 1720'(290')<br>R1200m           |
|                 | ALS out        | R1400m                          | R1400m                          | R1400m                          | R1400m                          |
|                 | 2 NDB ① ②      | 1780'(350')<br>R1400m           | 1780'(350')<br>R1400m           | 1780'(350')<br>R1400m           | 1780'(350')<br>R1400m           |
|                 | ALS out        | R1500m                          | R1500m                          | R1600m                          | R1600m                          |
|                 | 2 NDB ③        | 2400'(970')<br>C4500m           | 2400'(970')<br>C4500m           | 2400'(970')<br>C4700m           | 2400'(970')<br>C4700m           |
|                 | ALS out        | C4700m                          | C4700m                          | C4900m                          | C4900m                          |
|                 | R or C NDB ① ② | 1780'(350')<br>R1400m           | 1780'(350')<br>R1400m           | 1780'(350')<br>R1400m           | 1780'(350')<br>R1400m           |
|                 | ALS out        | R1500m                          | R1500m                          | R1600m                          | R1600m                          |
|                 | R or C NDB ③   | 2400'(970')<br>C4500m           | 2400'(970')<br>C4500m           | 2400'(970')<br>C4700m           | 2400'(970')<br>C4700m           |
|                 | ALS out        | C4700m                          | C4700m                          | C4900m                          | C4900m                          |
| 19              | ILS            | 1594'(200')<br>R550m            | 1594'(200')<br>R550m            | 1594'(200')<br>R550m            | 1594'(200')<br>R550m            |
|                 | FULL           | R550m                           | R550m                           | R550m                           | R550m                           |
|                 | Limited        | R750m                           | R750m                           | R750m                           | R750m                           |
|                 | ALS out        | R1200m                          | R1200m                          | R1200m                          | R1200m                          |
|                 | LOC ①          | 1720'(326')<br>R800m<br>R1500m  | 1720'(326')<br>R800m<br>R1500m  | 1720'(326')<br>R800m<br>R1500m  | 1720'(326')<br>R800m<br>R1500m  |
|                 | VOR ①          | 1720'(326')<br>R800m            | 1720'(326')<br>R800m            | 1720'(326')<br>R800m            | 1720'(326')<br>R800m            |
|                 | ALS out        | R1500m                          | R1500m                          | R1500m                          | R1500m                          |
|                 | 2 NDB ① ②      | 1750'(356')<br>R900m            | 1750'(356')<br>R900m            | 1750'(356')<br>R900m            | 1750'(356')<br>R900m            |
|                 | ALS out        | R1500m                          | R1500m                          | R1600m                          | R1600m                          |
|                 | 2 NDB ③        | 2200'(806')<br>C3300m           | 2200'(806')<br>C3300m           | 2200'(806')<br>C3500m           | 2200'(806')<br>C3500m           |
|                 | ALS out        | C4000m                          | C4000m                          | C4200m                          | C4200m                          |
|                 | C or R NDB ① ② | 1950'(556')<br>R1500m           | 1950'(556')<br>R1500m           | 1950'(556')<br>R1800m           | 1950'(556')<br>R1800m           |
|                 | ALS out        | R1500m                          | R1500m                          | C2400m                          | C2400m                          |
|                 | C or R NDB ③   | 2200'(806')<br>C3300m           | 2200'(806')<br>C3300m           | 2200'(806')<br>C3500m           | 2200'(806')<br>C3500m           |
|                 | ALS out        | C4000m                          | C4000m                          | C4200m                          | C4200m                          |

① Continuous Descent Final Approach.

② With FAF.

③ W/o FAF.

USCM/MQF

JEPPESEN

6 NOV 15

Eff 12 Nov

10-951

Standard

MAGNITOGORSK, RUSSIA

MAGNITOGORSK

| CIRCLE-TO-LAND ❶ | 100 KT                   | 135 KT                   | 180 KT                   | 205 KT                   |
|------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| to rwy 01        | 2040' (610')<br>V1500m ❸ | 2040' (610')<br>V1600m ❸ | 2130' (700')<br>V2400m ❸ | 2130' (700')<br>V3600m ❸ |
| to rwy 19 ❷      | 2000' (606')<br>V1500m ❸ | 2000' (606')<br>V1600m ❸ | 2100' (706')<br>V2400m ❸ | 2100' (706')<br>V3600m ❸ |

- ❶ Circling area is 5.4 NM in sector from 355° to 190° from ARP.
- ❷ Circling height based on rwy 19 threshold elev of 1394'.
- ❸ or higher minimums of preceding straight-in approach.

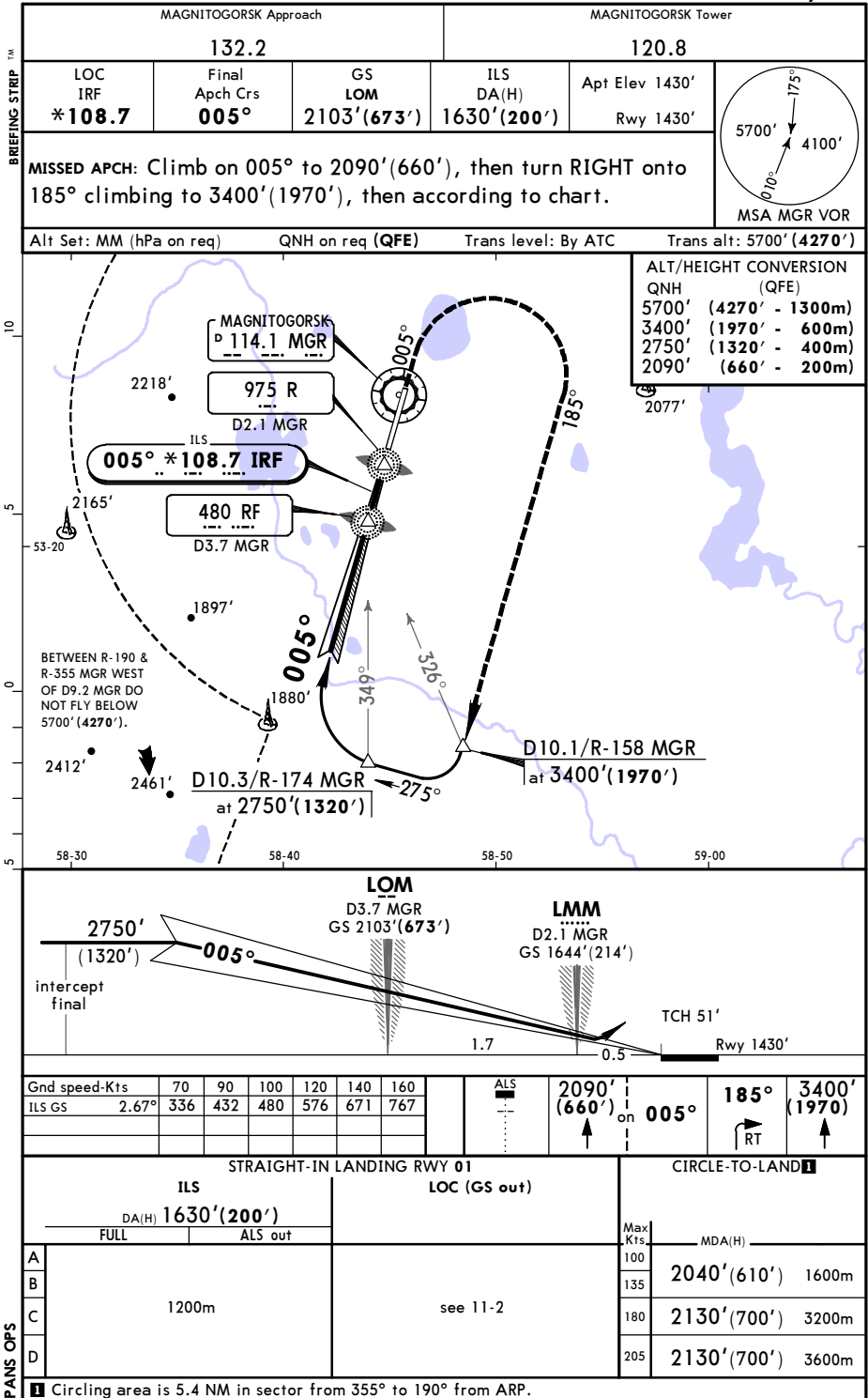
TAKE-OFF RWY 01, 19

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

USCM/MQF  
MAGNITOGORSK

JEPPesen 6 NOV 15 11-1 Eff 12 Nov

MAGNITOGORSK, RUSSIA  
ILS Rwy 01

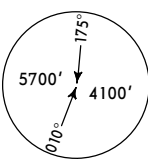


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6 NOV 15  
Eff 12 Nov 11-2

MAGNITOGORSK, RUSSIA  
LOC or 2 NDB Rwy 01

BRIEFING STRIP™

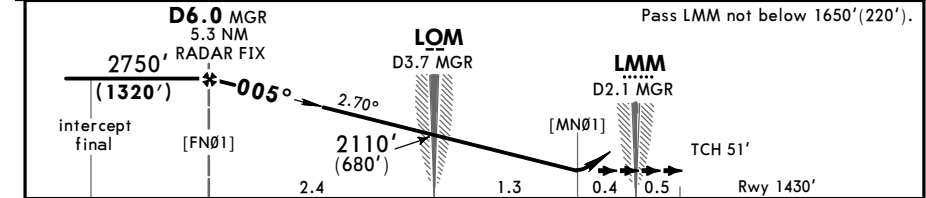
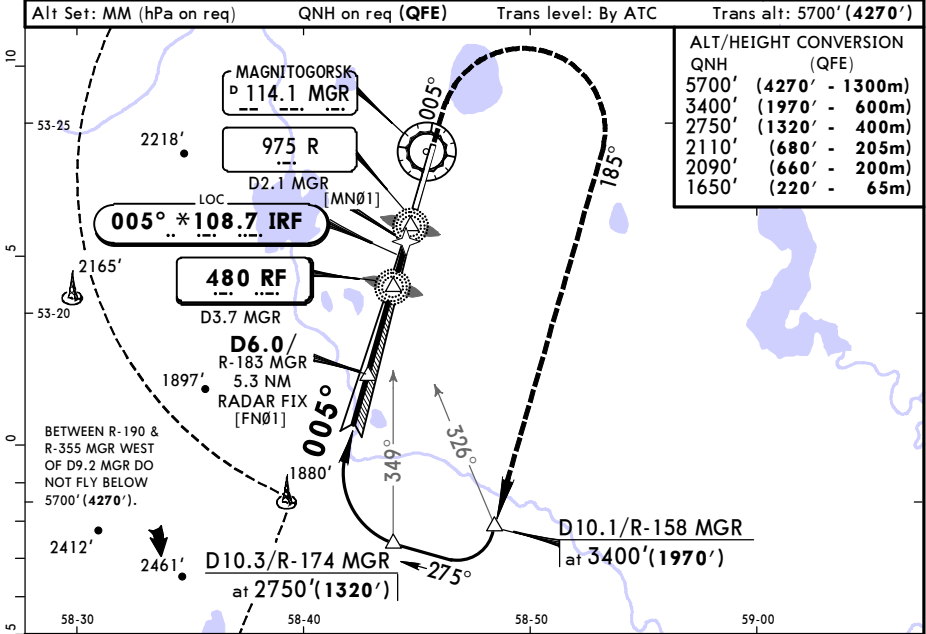
| MAGNITOGORSK Approach |                           |                                         | MAGNITOGORSK Tower                            |                |                                                                                   |
|-----------------------|---------------------------|-----------------------------------------|-----------------------------------------------|----------------|-----------------------------------------------------------------------------------|
| 132.2                 |                           |                                         | 120.8                                         |                |                                                                                   |
| LOC IRF<br>*108.7     | Final<br>Apch Crs<br>005° | Minimum Alt<br>D6.0 MGR<br>2750'(1320') | LOC<br>MDA(H)<br>1740'(310')                  | Apt Elev 1430' |  |
| NDB RF<br>480         |                           |                                         | NDB<br>MDA(H)<br>(CONDITIONAL)<br>1740'(310') | Rwy 1430'      |                                                                                   |

MISSED APCH: Climb on 005° to 2090'(660'), then turn RIGHT onto 185° climbing to 3400'(1970'), then according to chart.

Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: By ATC    Trans alt: 5700' (4270')

ALT/HEIGHT CONVERSION  
QNH (QFE)

|       |                 |
|-------|-----------------|
| 5700' | (4270' - 1300m) |
| 3400' | (1970' - 600m)  |
| 2750' | (1320' - 400m)  |
| 2110' | (680' - 205m)   |
| 2090' | (660' - 200m)   |
| 1650' | (220' - 65m)    |



|               |       |     |     |     |     |     |     |                 |         |      |                  |
|---------------|-------|-----|-----|-----|-----|-----|-----|-----------------|---------|------|------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | ALS | 2090'<br>(660') | on 005° | 185° | 3400'<br>(1970') |
| Descent Angle | 2.70° | 334 | 430 | 478 | 573 | 669 | 764 |                 |         | RT   |                  |

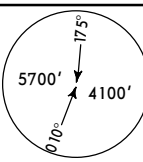
| STRAIGHT-IN LANDING RWY 01 |  |                    |  |                    |  | CIRCLE-TO-LAND 1 |                   |
|----------------------------|--|--------------------|--|--------------------|--|------------------|-------------------|
| LOC (GS out)               |  | with FAF           |  | w/o FAF            |  |                  |                   |
| MDA(H) 1740'(310')         |  | MDA(H) 1740'(310') |  | MDA(H) 2400'(970') |  |                  |                   |
| ALS out                    |  | ALS out            |  | ALS out            |  | Max Kts          | MDA(H)            |
|                            |  |                    |  |                    |  | 100              | 2040'(610') 1600m |
|                            |  |                    |  |                    |  | 135              |                   |
|                            |  |                    |  |                    |  | 180              | 2130'(700') 3200m |
|                            |  |                    |  |                    |  | 205              | 2130'(700') 3600m |

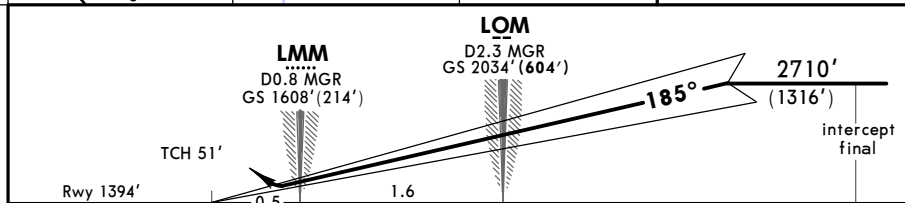
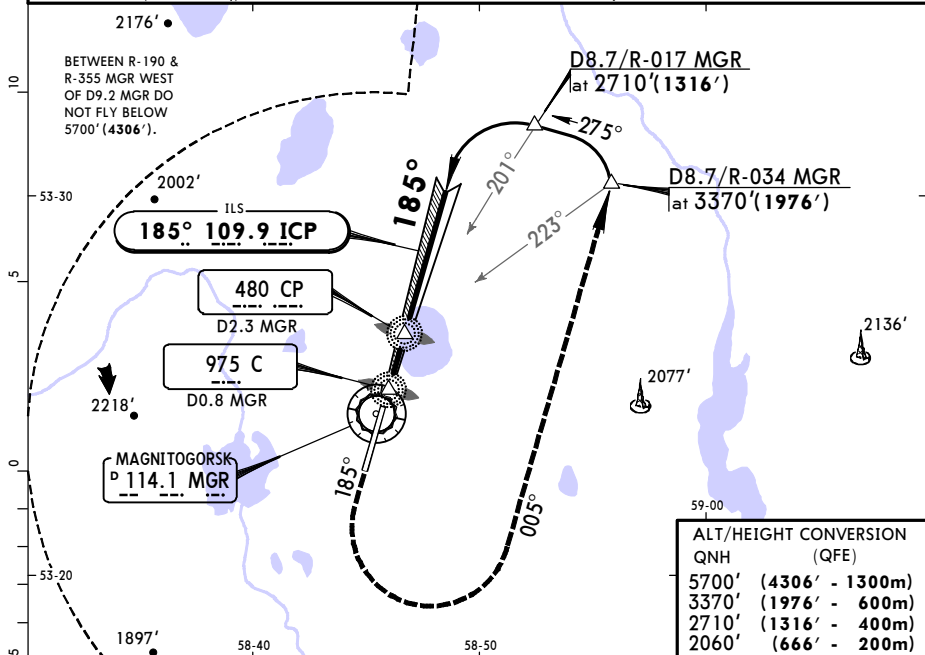
1 Circling area is 5.4 NM in sector from 355° to 190° from ARP.  
2 After NDB apch w/o FAF: MDA(H) 2400'(970') VIS CAT AB 3200m, CAT CD 4800m.  
CHANGES: LOC and 2 NDB proc transferred from 11-1. Trans alt: Minimums. © JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

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MAGNITOGORSK, RUSSIA  
ILS Rwy 19

|                                                                                                                        |                                  |                                 |                                    |                          |                                                                                   |
|------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------------|------------------------------------|--------------------------|-----------------------------------------------------------------------------------|
| MAGNITOGORSK Approach                                                                                                  |                                  |                                 |                                    | MAGNITOGORSK Tower       |                                                                                   |
| 132.2                                                                                                                  |                                  |                                 |                                    | 120.8                    |                                                                                   |
| LOC<br>ICP<br><b>109.9</b>                                                                                             | Final<br>Apch Crs<br><b>185°</b> | GS<br>LOM<br><b>2034'(640')</b> | ILS<br>DA(H)<br><b>1594'(200')</b> | Apt Elev 1430'           | Rwy 1394'                                                                         |
| MISSED APCH: Climb on 185° to 2060'(666'), then turn LEFT onto 005° climbing to 3370'(1976'), then according to chart. |                                  |                                 |                                    |                          |  |
| MSA MGR VOR                                                                                                            |                                  |                                 |                                    |                          |                                                                                   |
| Alt Set: MM (hPa on req)                                                                                               |                                  | QNH on req (QFE)                |                                    | Trans level: By ATC      |                                                                                   |
|                                                                                                                        |                                  |                                 |                                    | Trans alt: 5700' (4306') |                                                                                   |



|               |       |     |     |     |     |     |       |      |              |         |      |               |
|---------------|-------|-----|-----|-----|-----|-----|-------|------|--------------|---------|------|---------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS |      | 2060' (666') | on 185° | 005° | 3370' (1976') |
| ILS GS        | 2.67° | 336 | 432 | 480 | 576 | 671 | 767   | PAPI | ↑            | LT      | ↑    |               |

| STRAIGHT-IN LANDING RWY 19 |                      |              |          | CIRCLE-TO-LAND 12 |                   |
|----------------------------|----------------------|--------------|----------|-------------------|-------------------|
| ILS                        |                      | LOC (GS out) |          |                   |                   |
| DA(H) 1594'(200')          |                      |              |          |                   |                   |
| FULL                       |                      | ALS out      |          | Max Kts           | MDA(H)            |
| A                          | RVR 720m<br>VIS 800m | 1200m        | see 11-4 | 100               | 2000'(606') 1600m |
| B                          |                      |              |          |                   |                   |
| C                          |                      |              |          | 180               | 2100'(706') 3200m |
| D                          |                      |              |          | 205               | 2100'(706') 3600m |

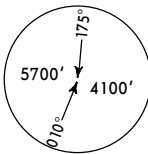
1 Circling height based on rwy 19 thresh elev of 1394'.  
2 Circling area is 5.4 NM in sector from 355° to 190° from ARP.

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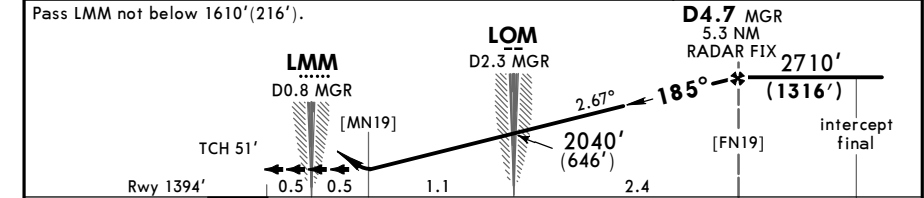
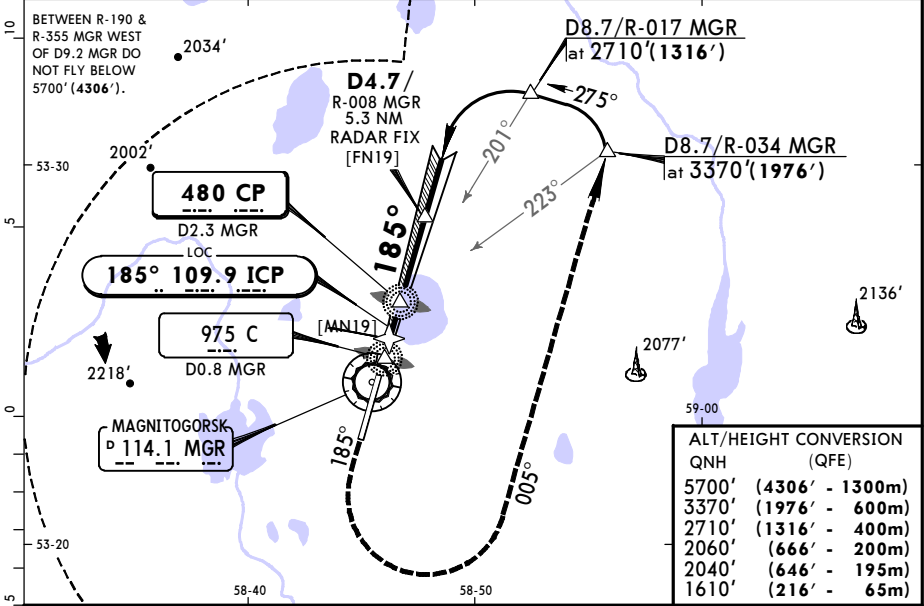
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Eff 12 Nov 11-4

MAGNITOGORSK, RUSSIA  
LOC or 2 NDB Rwy 19

BREFFING STRIP <sup>TM</sup>

| MAGNITOGORSK Approach                                                                                                  |                                  |                                                |                                               | MAGNITOGORSK Tower |                                                                                   |           |
|------------------------------------------------------------------------------------------------------------------------|----------------------------------|------------------------------------------------|-----------------------------------------------|--------------------|-----------------------------------------------------------------------------------|-----------|
| 132.2                                                                                                                  |                                  |                                                |                                               | 120.8              |                                                                                   |           |
| LOC<br>ICP<br><b>109.9</b>                                                                                             | Final<br>Apch Crs<br><b>185°</b> | Minimum Alt<br><b>D4.7 MGR</b><br>2710'(1316') | LOC<br>MDA(H)<br>1720'(326')                  | Apt Elev 1430'     |  |           |
| NDB<br>CP<br><b>480</b>                                                                                                |                                  |                                                | NDB<br>MDA(H)<br>(CONDITIONAL)<br>1720'(326') |                    |                                                                                   | Rwy 1394' |
| MISSED APCH: Climb on 185° to 2060'(666'), then turn LEFT onto 005° climbing to 3370'(1976'), then according to chart. |                                  |                                                |                                               |                    | MSA<br>MGR VOR                                                                    |           |

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 5700' (4306')



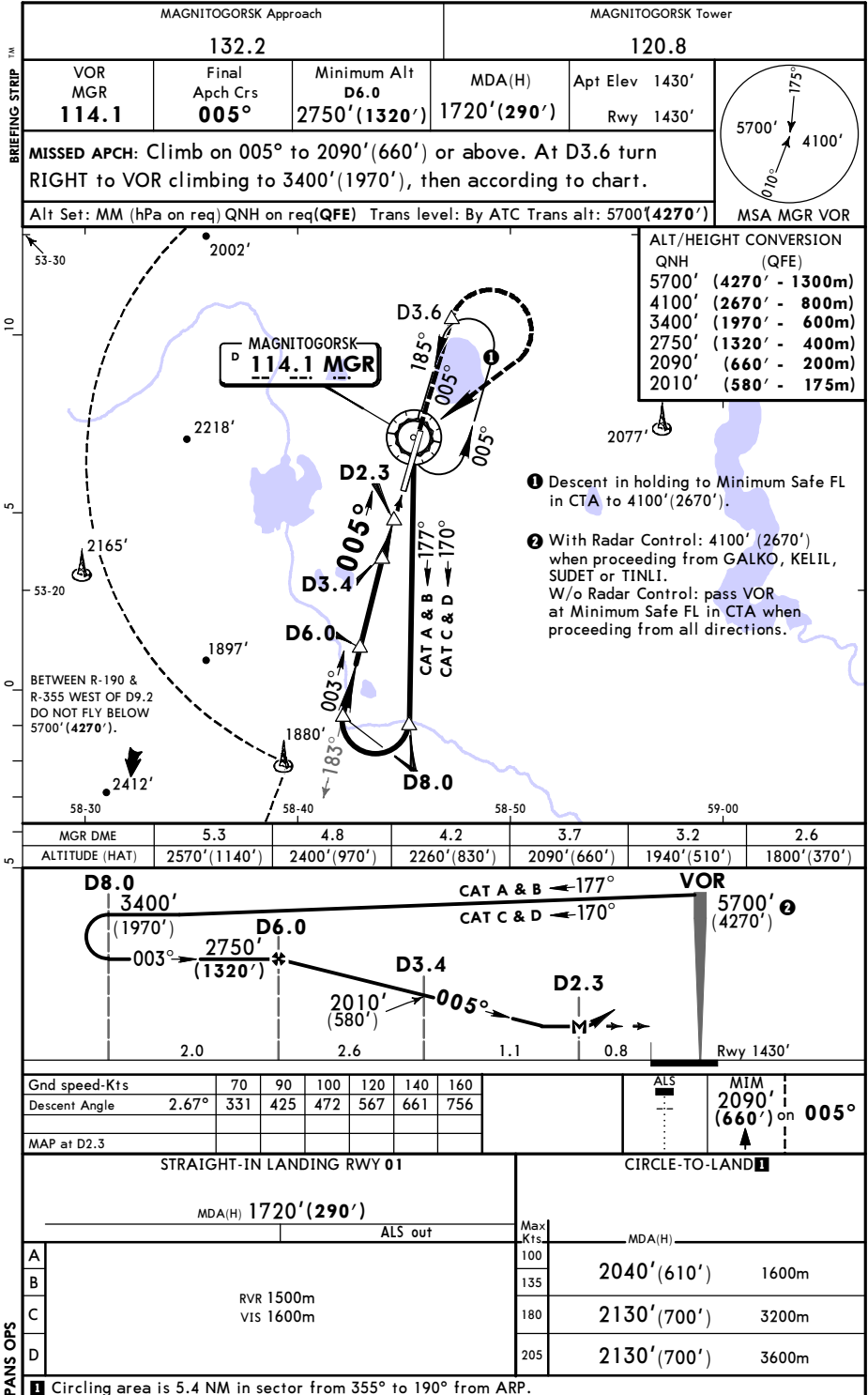
|               |       |     |     |     |     |     |       |              |      |      |               |
|---------------|-------|-----|-----|-----|-----|-----|-------|--------------|------|------|---------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS | 2060' (666') | 185° | 005° | 3370' (1976') |
| Descent Angle | 2.67° | 331 | 425 | 472 | 567 | 661 | 756   | PAPI         | on   | LT   | ↑             |

| STRAIGHT-IN LANDING RWY 19 |                        |                        |                        |                        |             | CIRCLE-TO-LAND 1 2 |                   |
|----------------------------|------------------------|------------------------|------------------------|------------------------|-------------|--------------------|-------------------|
| LOC (GS out)               |                        | with FAF               |                        | w/o FAF                |             |                    |                   |
| MDA(H) 1720'(326')         |                        | MDA(H) 1720'(326')     |                        | MDA(H) 2200'(806')     |             | Max Kts            |                   |
| ALS out                    |                        | ALS out                |                        | ALS out                |             | MDA(H)             |                   |
| A                          |                        |                        |                        |                        |             | 100                | 2000'(606') 1600m |
| B                          | 1200m                  | RVR 1500m<br>VIS 1600m | 1200m                  | RVR 1500m<br>VIS 1600m | 3200m       | 135                |                   |
| C                          |                        |                        |                        |                        | 3200m 3600m | 180                | 2100'(706') 3200m |
| D                          | RVR 1500m<br>VIS 1600m |                        | RVR 1500m<br>VIS 1600m |                        | 3600m 4000m | 205                | 2100'(706') 3600m |

1 Circ height based on rwy 19 thresh elev of 1394'. 2 Circ area is 5.4 NM in sector from 355° to 190° from ARP. 3 After NDB apch w/o FAF: MDA(H) 2200'(806') VIS CAT AB 3200m, CAT C 3600m, CAT D 4000m.

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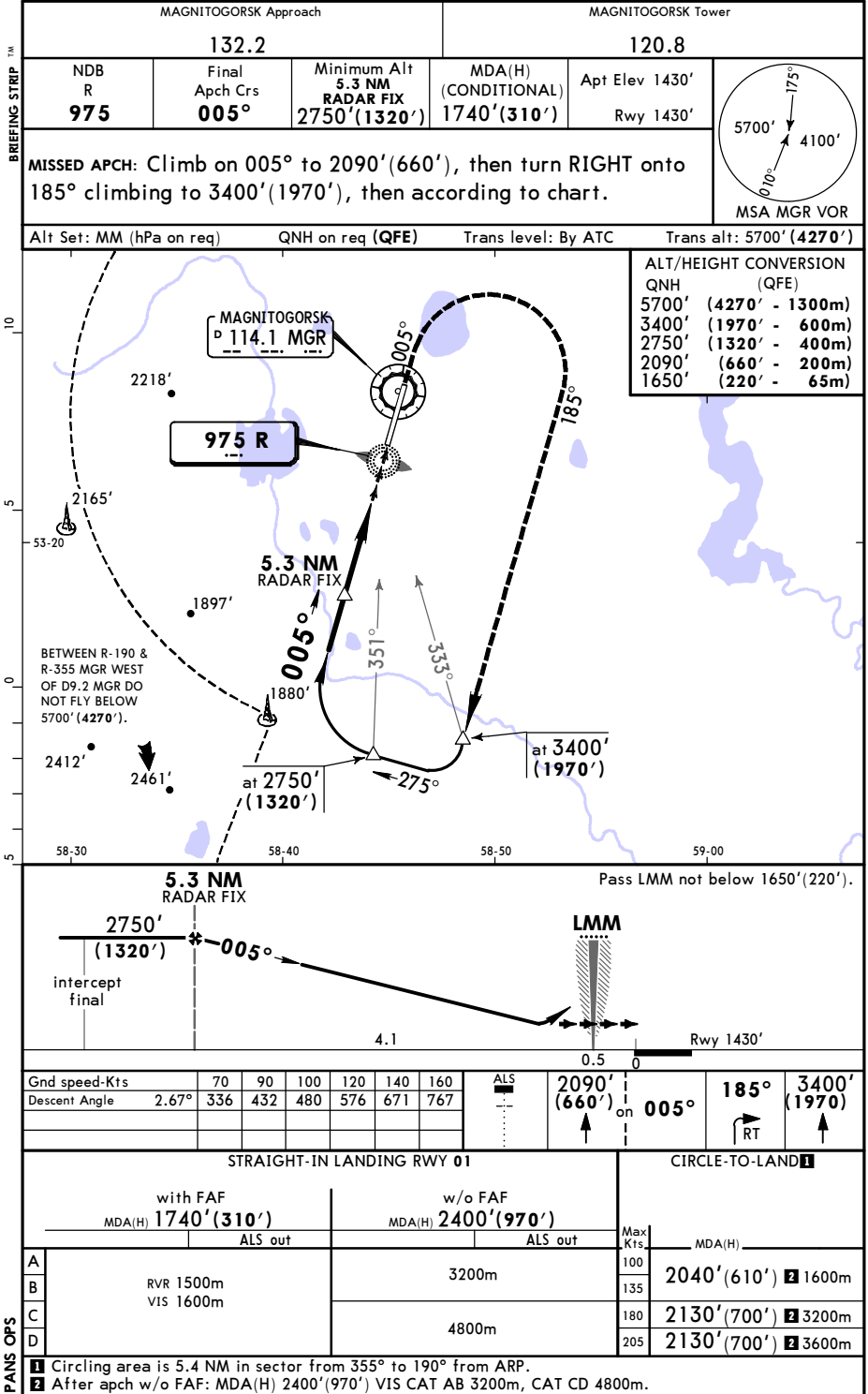
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6 NOV 15 13-1 Eff 12 Nov VOR DME Rwy 01





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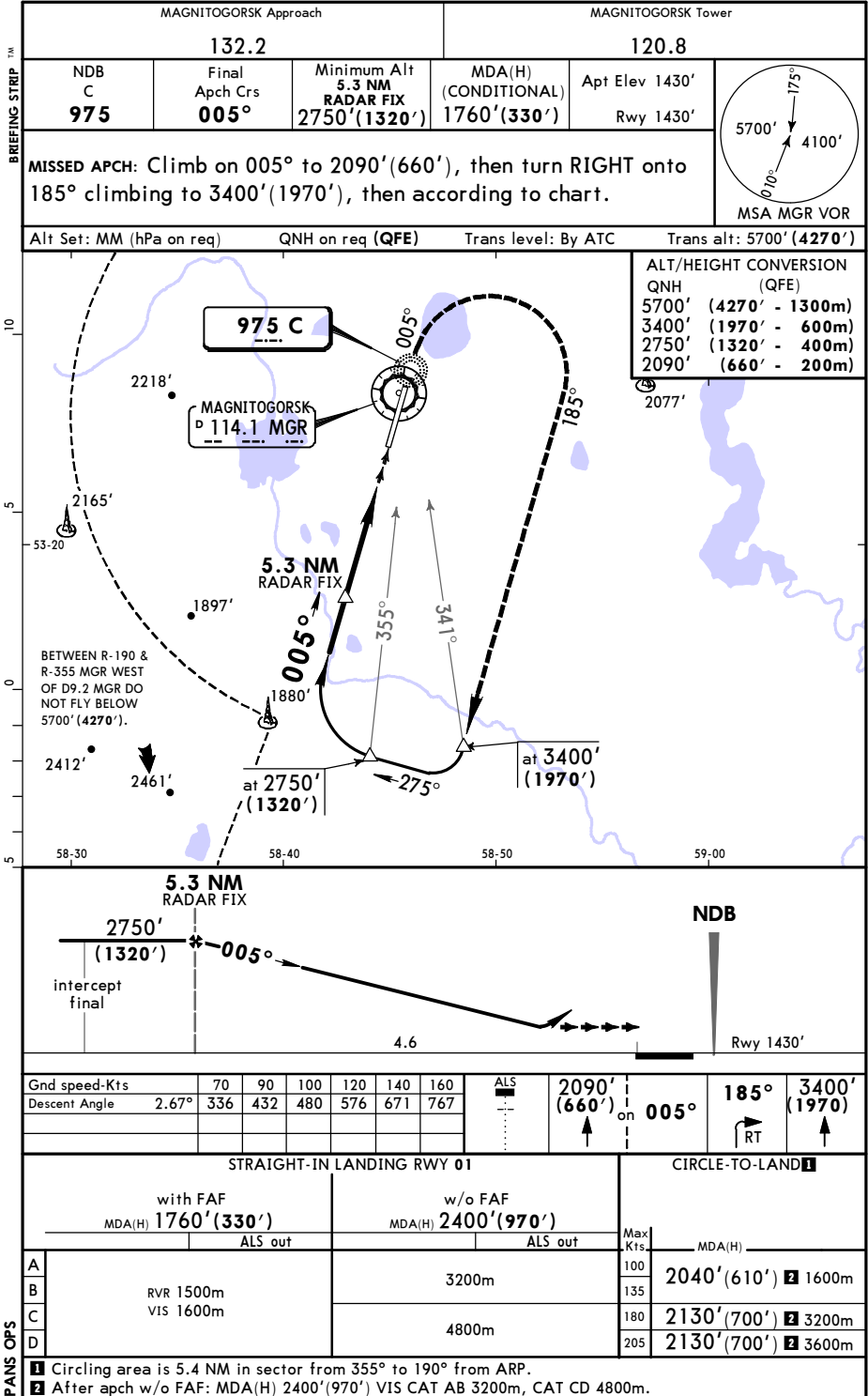
JEPPesen MAGNITOGORSK, RUSSIA  
6 NOV 15 16-1 Eff 12 Nov R NDB Rwy 01



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MAGNITOGORSK

JEPPESEN  
6 NOV 15 16-2 Eff 12 Nov

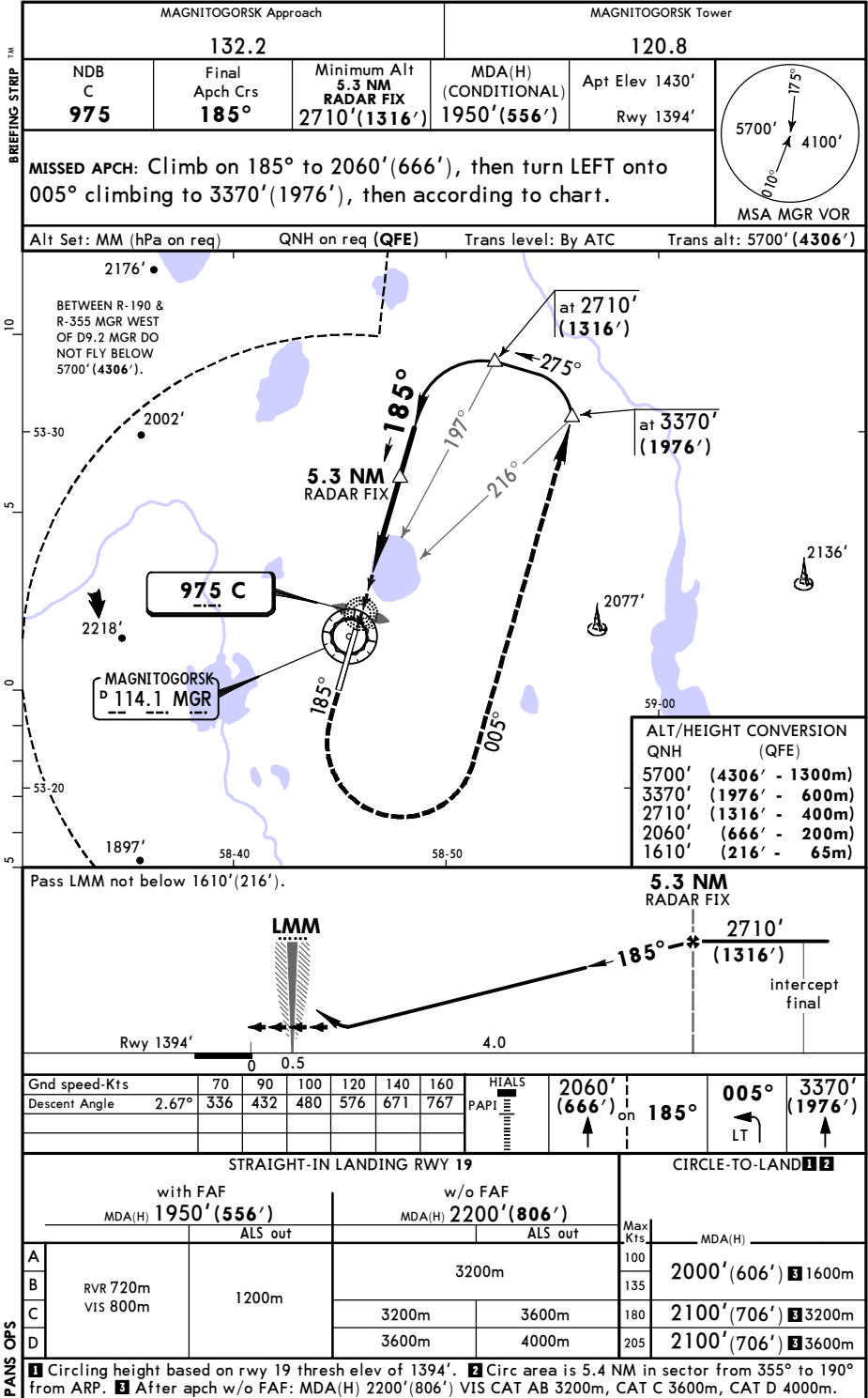
MAGNITOGORSK, RUSSIA  
C NDB Rwy 01



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MAGNITOGORSK, RUSSIA  
C NDB Rwy 19





**Chart changes since cycle 12-2016**

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

| ACT                                 | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-------------------------------------|-----------------|-------|----------|----------|
| MAGNITOGORSK, (MAGNITOGORSK - USCM) |                 |       |          |          |

## **TERMINAL CHART CHANGE NOTICES**

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