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JEPPESEN
JeppView for Windows

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JEPPESEN
JeppView for Windows

General Information

Location: USINSK RUS
ICAO/IATA: UUYS / USK
Lat/Long: N66° 00.28', E057° 22.03'
Elevation: 262 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 22.0° E

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

Sunrise: 24 Hour Day
Sunset: Never

Runway Information

Runway: 14
Length x Width: 8205 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 262 ft
Lighting: Edge, ALS

Runway: 32
Length x Width: 8205 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 236 ft
Lighting: Edge, ALS

Communication Information

ATIS: 127.900 Non-English
Usinsk Tower: 118.200 Non-English
Usinsk Transit Operations: 131.900 Non-English

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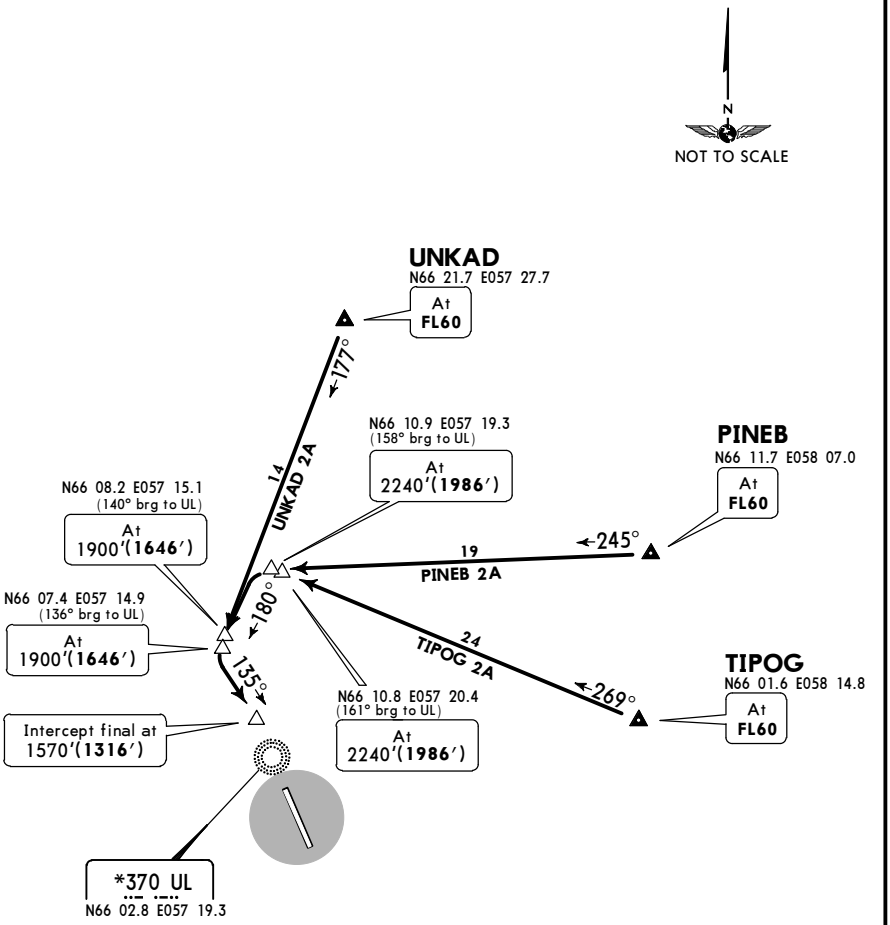
*ATIS	Apt Elev	
127.9 Russian only	262′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) FL60 if pressure is less than 733mm (977.3 hPa) Trans alt: 2240′ **(1986′)**

2100′
MSA ARP within 27 NM

PINEB 2A [PINE2A]
TIPOG 2A [TIPO2A]
UNKAD 2A [UNKA2A]
RWY 14

UNDER RADAR CONTROL

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2240′	(1986′ -	600m)
1900′	(1646′ -	500m)
1570′	(1316′ -	400m)

CHANGES: MSA; STARs revised.

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*ATIS	Apt Elev	
127.9 Russian only	262′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) FL60 if pressure is less than 733mm (977.3 hPa) Trans alt: 2240′ **(2004′)**

2100′
MSA ARP within 27 NM

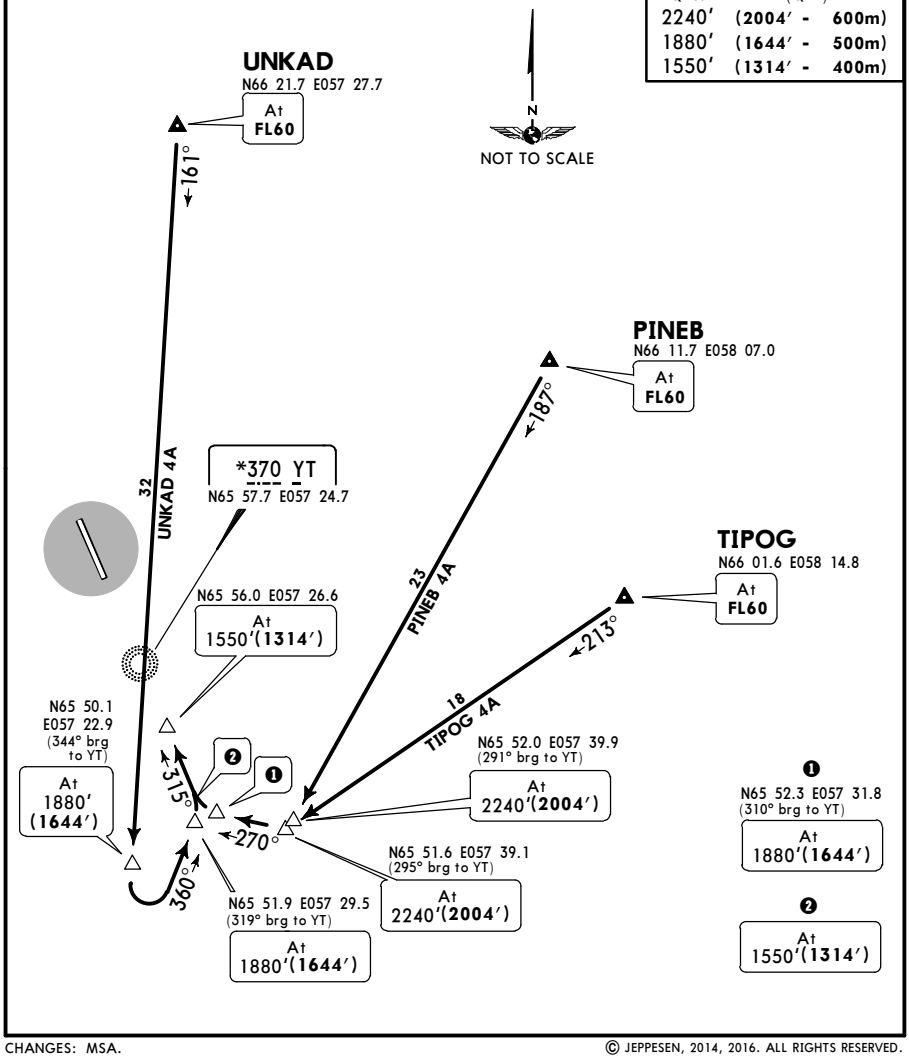
PINEB 4A [PINE4A]
TIPOG 4A [TIPO4A]
UNKAD 4A [UNKA4A]
RWY 32

UNDER RADAR CONTROL

FOR RUSSIAN USERS ONLY

ALT/HEIGHT CONVERSION

QNH	(QFE)
2240′	**(2004′ - 600m)**
1880′	**(1644′ - 500m)**
1550′	**(1314′ - 400m)**



CHANGES: MSA.

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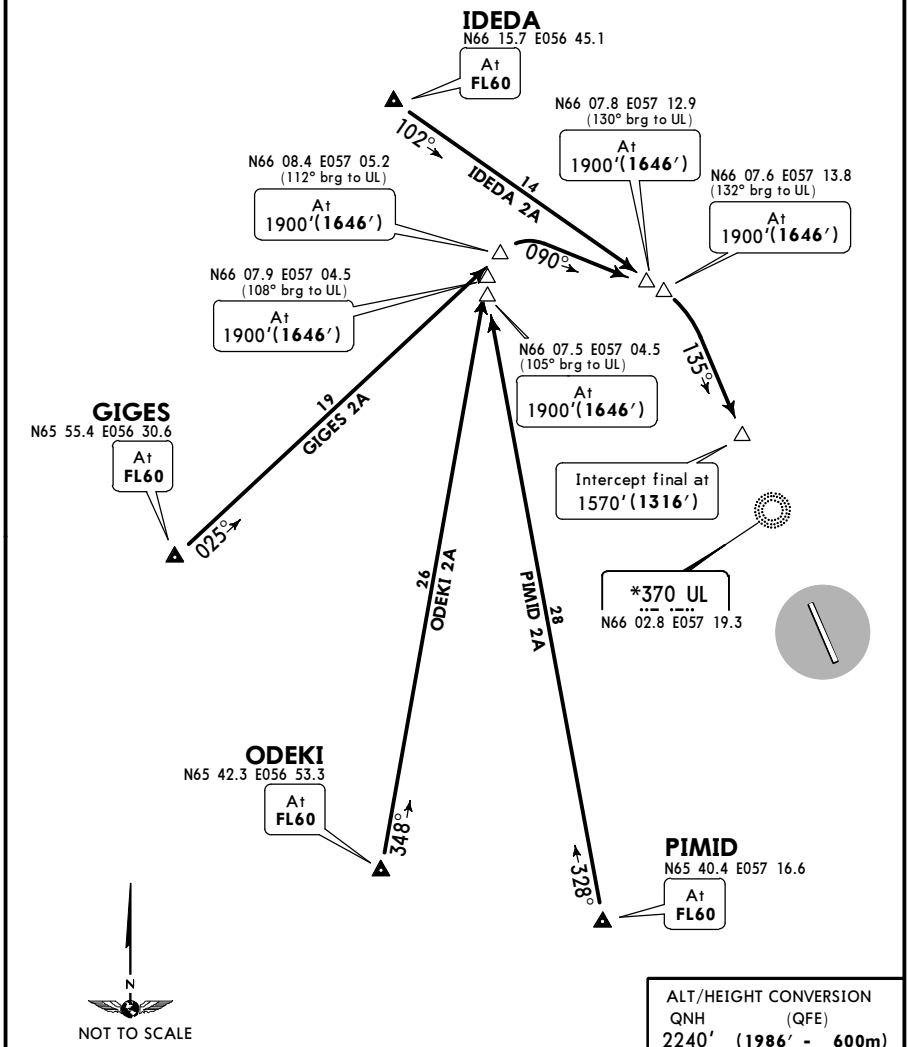
127.9 Russian only	262′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) FL60 if pressure is less than 733mm (977.3 hPa) Trans alt: 2240′ **(1986′)**

2100′
MSA ARP within 27 NM

GIGES 2A [GIGE2A]
IDEDA 2A [IDED2A]
ODEKI 2A [ODEK2A]
PIMID 2A [PIMI2A]
RWY 14
UNDER RADAR CONTROL

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2240′	(1986′ -	600m)
1900′	(1646′ -	500m)
1570′	(1316′ -	400m)

CHANGES: MSA.

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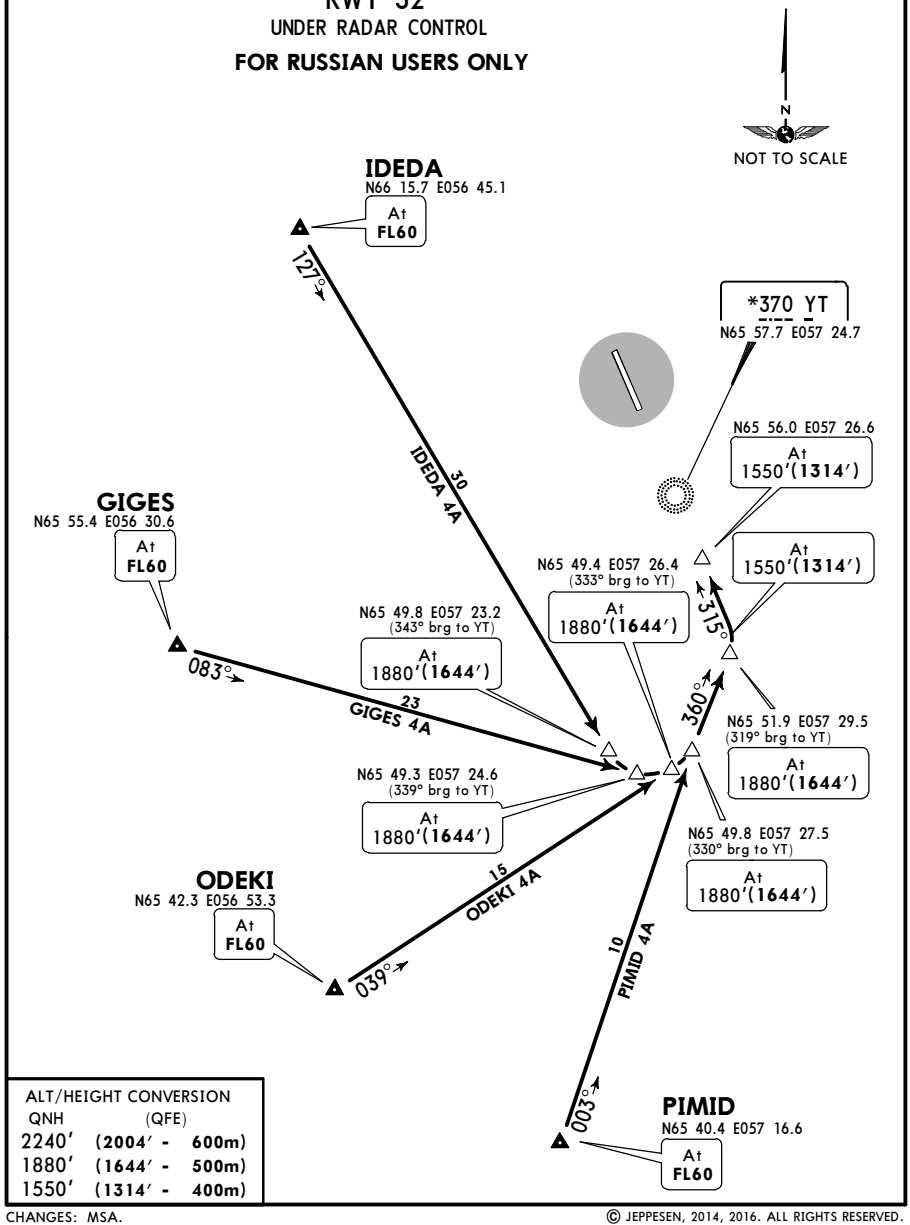
2100′
MSA ARP within 27 NM

GIGES 4A [GIGE4A]
IDEDA 4A [IDED4A]
ODEKI 4A [ODEK4A]
PIMID 4A [PIMI4A]
RWY 32
UNDER RADAR CONTROL

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2240′	**(2004′**	**- 600m)**
1880′	**(1644′**	**- 500m)**
1550′	**(1314′**	**- 400m)**

CHANGES: MSA.

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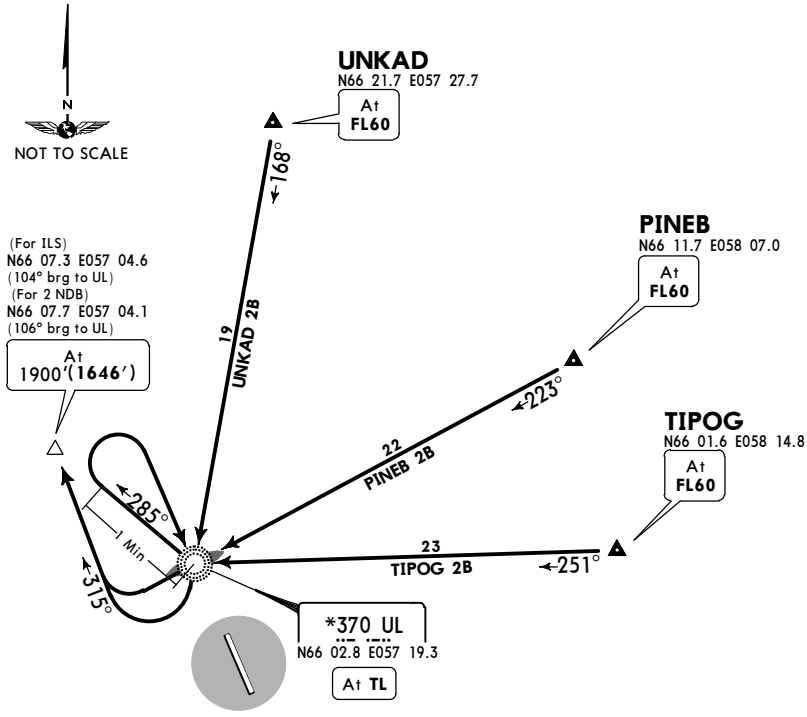
*ATIS 127.9 Russian only	Apt Elev 262′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) FL60 if pressure is less than 733mm (977.3 hPa) Trans alt: 2240′ **(1986′)** All turns shall be carried out with bank angle 25°.

2100′
MSA ARP within 27 NM

PINEB 2B [PINE2B]
TIPOG 2B [TIPO2B]
UNKAD 2B [UNKA2B]

WITHOUT RADAR CONTROL

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2240′	(1986′ -	600m)
1900′	(1646′ -	500m)

STAR	RWY	ROUTING
PINEB 2B	**14**	On 223° bearing to UL NDB, turn RIGHT, then according to approach chart.
TIPOG 2B		On 251° bearing to UL NDB, proceed on 285° bearing for 1 minute, turn RIGHT to UL NDB, turn RIGHT, then according to approach chart.
UNKAD 2B		On 168° bearing to UL NDB, turn RIGHT, then according to approach chart.

CHANGES: STARs revised.

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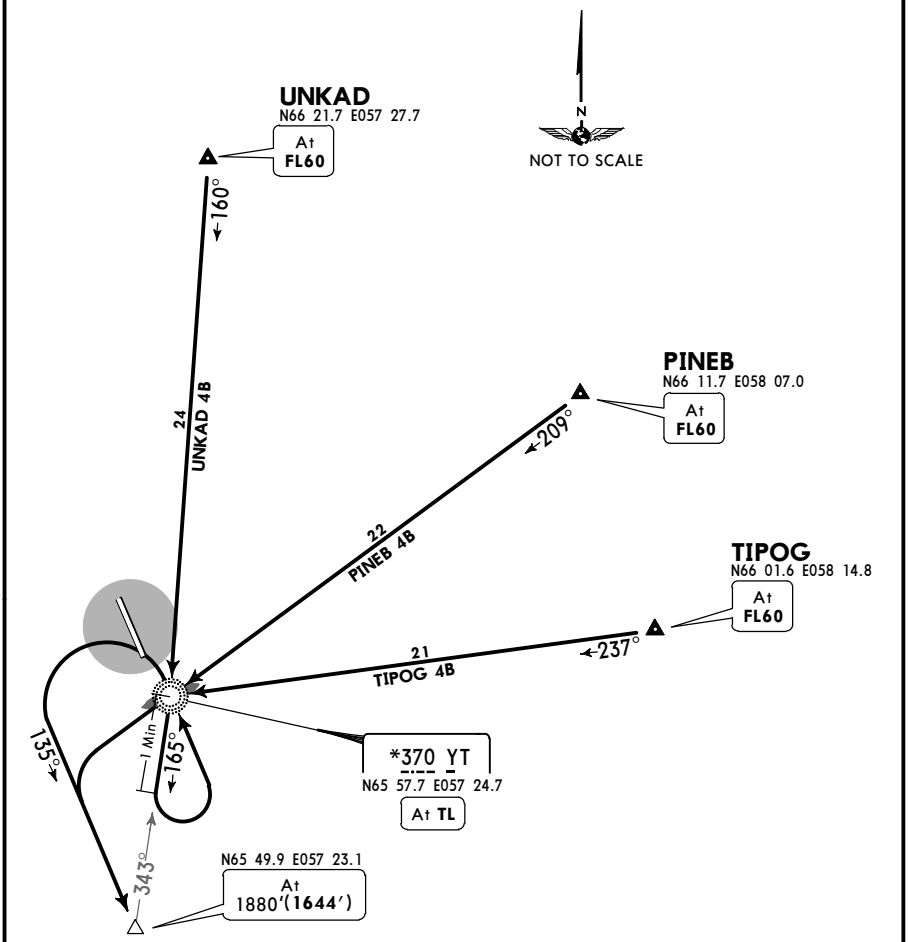
*ATIS 127.9 Russian only	Apt Elev 262′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) FL60 if pressure is less than 733mm (977.3 hPa) Trans alt: 2240′ **(2004′)** All turns shall be carried out with bank angle 25°.

2100′
MSA ARP within 27 NM

PINEB 4B [PINE4B]
TIPOG 4B [TIPO4B]
UNKAD 4B [UNKA4B]

WITHOUT RADAR CONTROL

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)
2240′	**(2004′ - 600m)**
1880′	**(1644′ - 500m)**

STAR	RWY	ROUTING
PINEB 4B	**32**	On 209° bearing to YT NDB, turn LEFT, then according to approach chart.
TIPOG 4B		On 237° bearing to YT NDB, turn LEFT, then according to approach chart.
UNKAD 4B		On 160° bearing to YT NDB, proceed on 165° bearing for 1 minute, turn LEFT to YT NDB, turn LEFT, then according to approach chart.

CHANGES: STARs revised.

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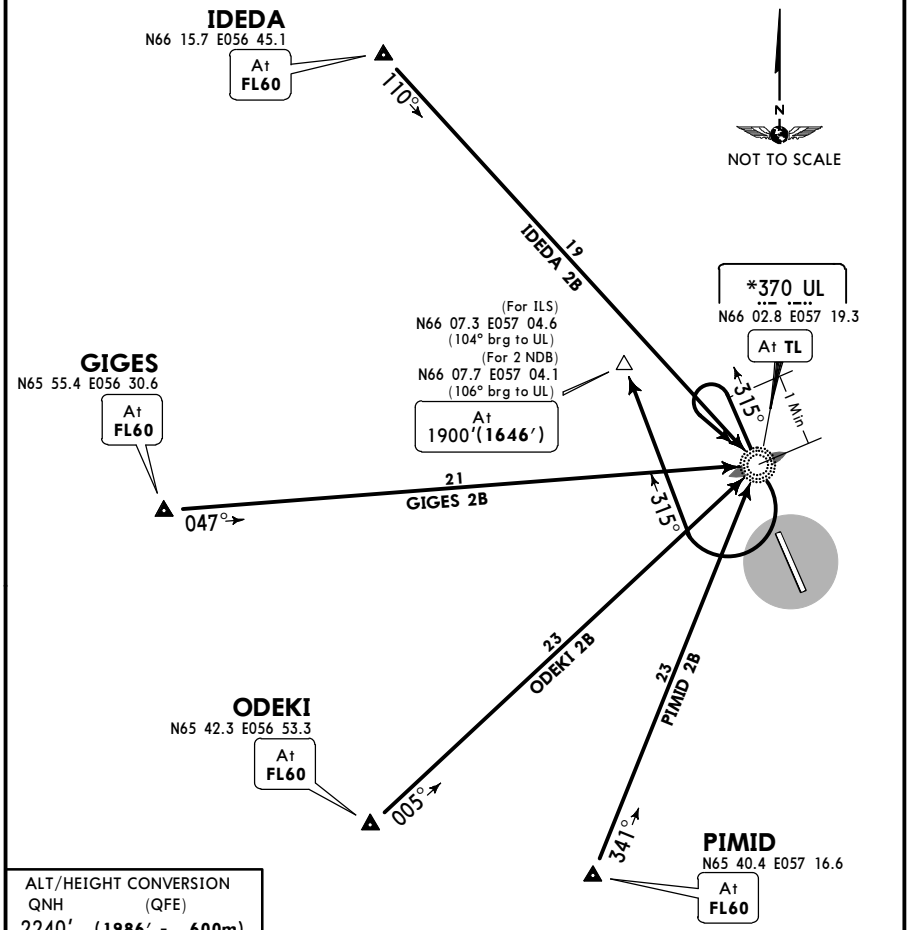
*ATIS 127.9 Russian only	Apt Elev 262′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) FL60 if pressure is less than 733mm (977.3 hPa) Trans alt: 2240′ (1986′) All turns shall be carried out with bank angle 25°.

2100′
MSA ARP within 27 NM

GIGES 2B [GIGE2B]
IDEDA 2B [IDED2B]
ODEKI 2B [ODEK2B]
PIMID 2B [PIMI2B]

WITHOUT RADAR CONTROL

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)
2240′	(1986′ - 600m)
1900′	(1646′ - 500m)

STAR	RWY	ROUTING
GIGES 2B	14	On 047° bearing to UL NDB, proceed on 315° bearing for 1 minute, turn LEFT to UL NDB, turn RIGHT, then according to approach chart.
IDEDA 2B		On 110° bearing to UL NDB, turn RIGHT, then according to approach chart.
ODEKI 2B		On 005° bearing to UL NDB, proceed on 315° bearing for 1 minute, turn LEFT to UL NDB, turn RIGHT, then according to approach chart
PIMID 2B		On 341° bearing to UL NDB, proceed on 315° bearing for 1 minute, turn LEFT to UL NDB, turn RIGHT, then according to approach chart.

CHANGES: STARs revised.

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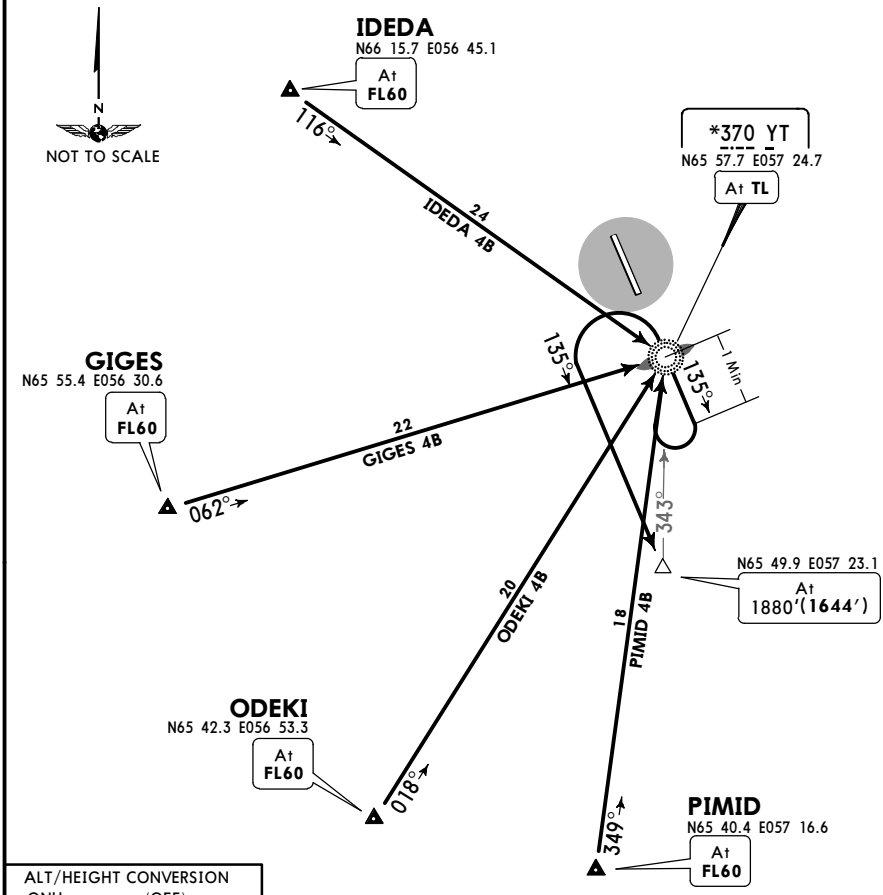
*ATIS 127.9 Russian only	Apt Elev 262′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) FL60 if pressure is less than 733mm (977.3 hPa) Trans alt: 2240′ (2004′) All turns shall be carried out with bank angle 25°.

2100′
MSA ARP within 27 NM

GIGES 4B [GIGE4B]
IDEDA 4B [IDED4B]
ODEKI 4B [ODEK4B]
PIMID 4B [PIMI4B]

WITHOUT RADAR CONTROL

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)
2240′	(2004′ - 600m)
1880′	(1644′ - 500m)

STAR	RWY	ROUTING
GIGES 4B	32	On 062° bearing to YT NDB, proceed on 135° bearing for 1 minute, turn RIGHT to YT NDB, turn LEFT, then according to approach chart.
IDEDA 4B		On 116° bearing to YT NDB, proceed on 135° bearing for 1 minute, turn RIGHT to YT NDB, turn LEFT, then according to approach chart.
ODEKI 4B		On 018° bearing to YT NDB, turn LEFT, then according to approach chart.
PIMID 4B		On 349° bearing to YT NDB, turn LEFT, then according to approach chart.

CHANGES: STARs revised.

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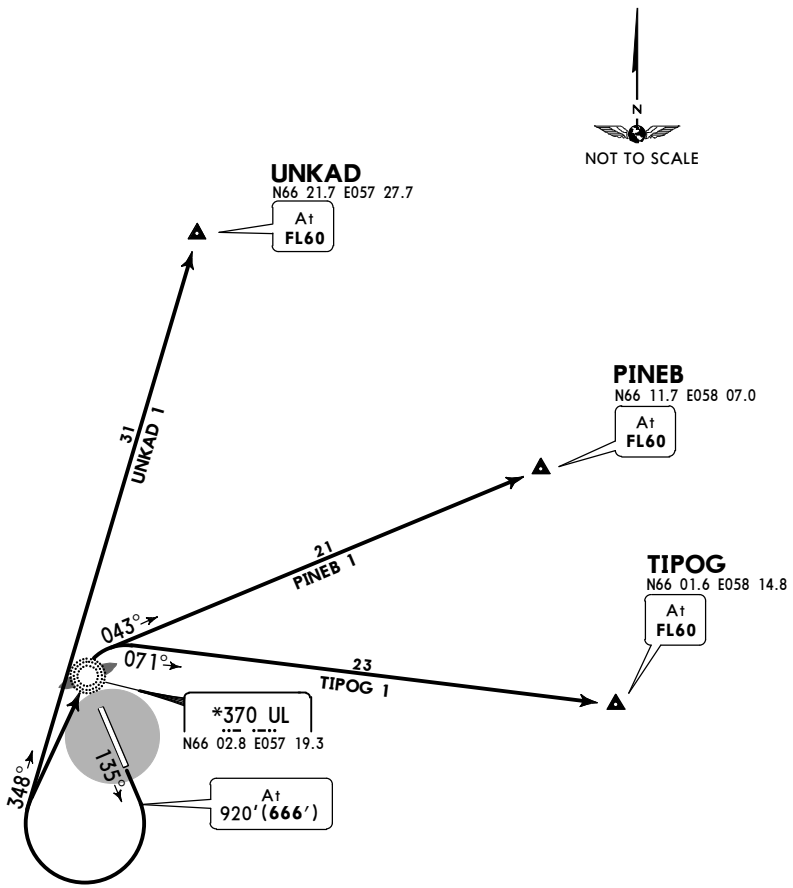
Apt Elev 262′	QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) FL60 if pressure is less than 733mm (977.3 hPa) Trans alt: 2240′ (1986′)

2100′
MSA ARP within 27 NM

PINEB 1
TIPOG 1
UNKAD 1
RWY 14

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
920′	(666′ - 200m)
2240′	(1986′ - 600m)

CHANGES: MSA.

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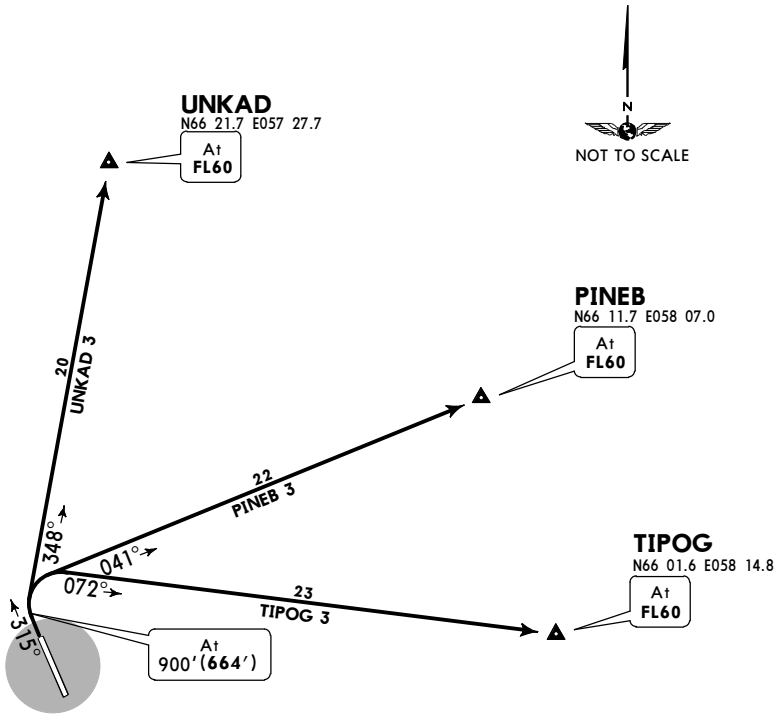
Apt Elev 262′	QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) FL60 if pressure is less than 733mm (977.3 hPa) Trans alt: 2240′ (2004′)

2100′
MSA ARP within 27 NM

PINEB 3
TIPOG 3
UNKAD 3
RWY 32

FOR RUSSIAN USERS ONLY

PINEB 3, TIPOG 3:
First turn shall be carried out with bank angle 15°.



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
900′	(664′ -	200m)
2240′	(2004′ -	600m)

CHANGES: MSA.

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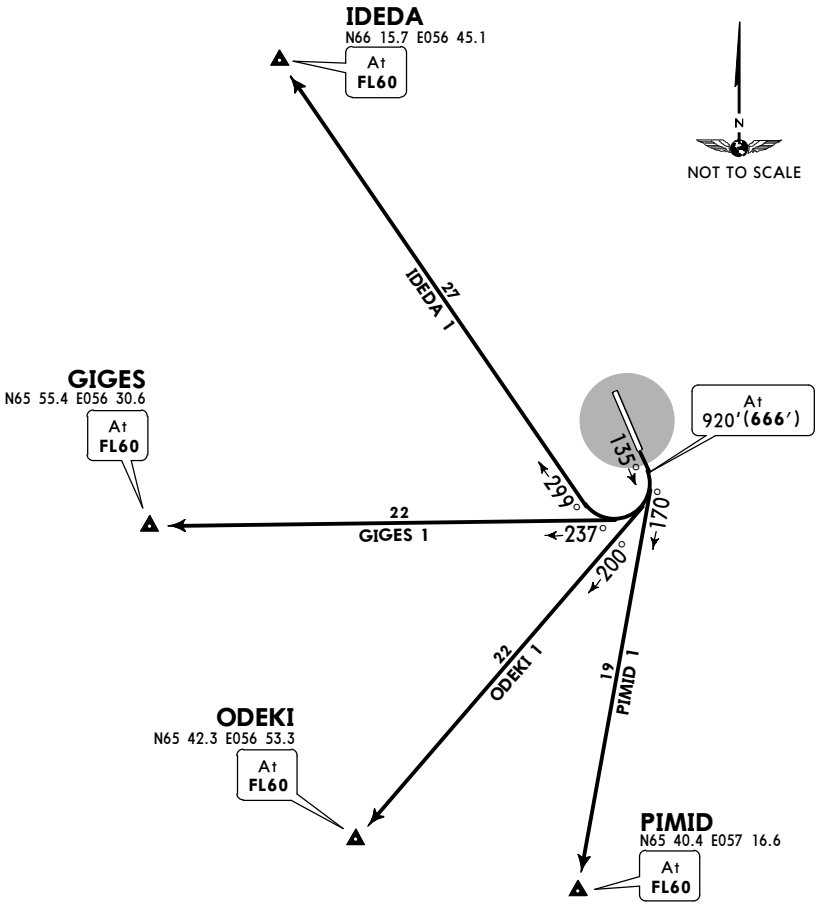
Apt Elev 262′	QNH on request (**QFE**) Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) FL60 if pressure is less than 733mm (977.3 hPa) Trans alt: 2240′ (**1986′**)

2100′
MSA ARP within 27 NM

GIGES 1
IDEDA 1
ODEKI 1
PIMID 1
RWY 14

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
920′	(**666′ - 200m**)
2240′	(**1986′ - 600m**)

CHANGES: SID PIMID 1 revised; MSA.

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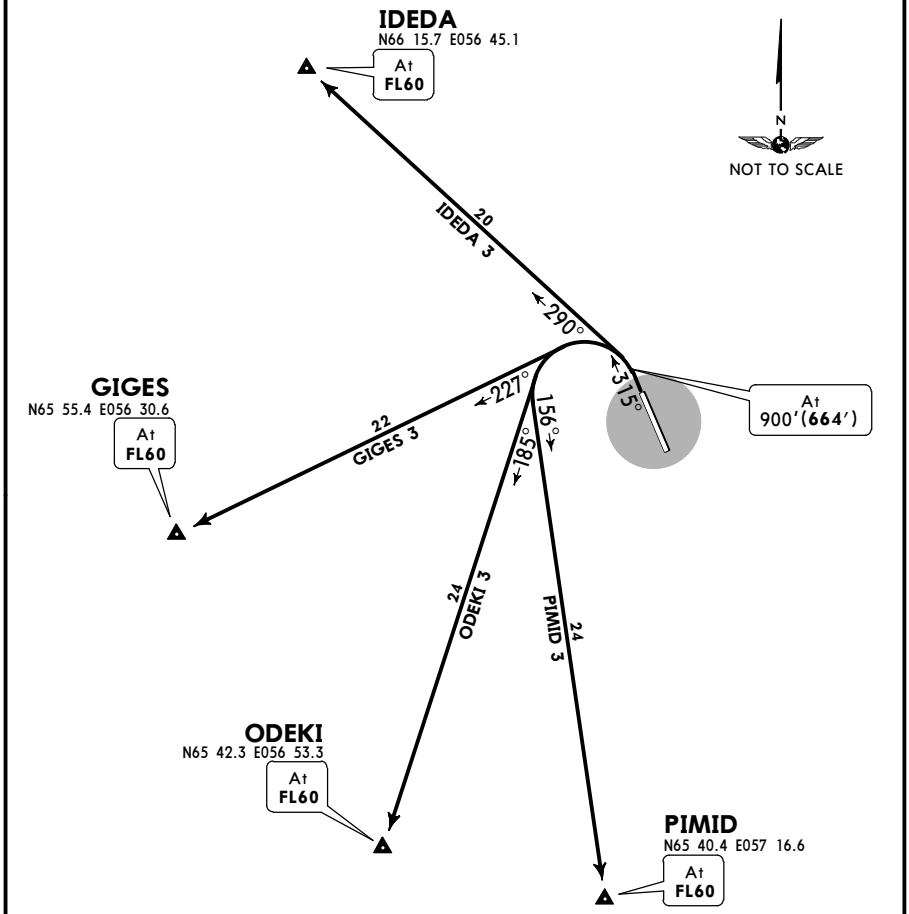
Apt Elev 262′	QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) FL60 if pressure is less than 733mm (977.3 hPa) Trans alt: 2240′ (2004′)

2100′
MSA ARP within 27 NM

GIGES 3
IDEDA 3
ODEKI 3
PIMID 3
RWY 32

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
900′	(664′ - 200m)
2240′	(2004′ - 600m)

CHANGES: MSA.

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UUYS/USK

Apt Elev **262′**

N66 00.3 E057 22.0

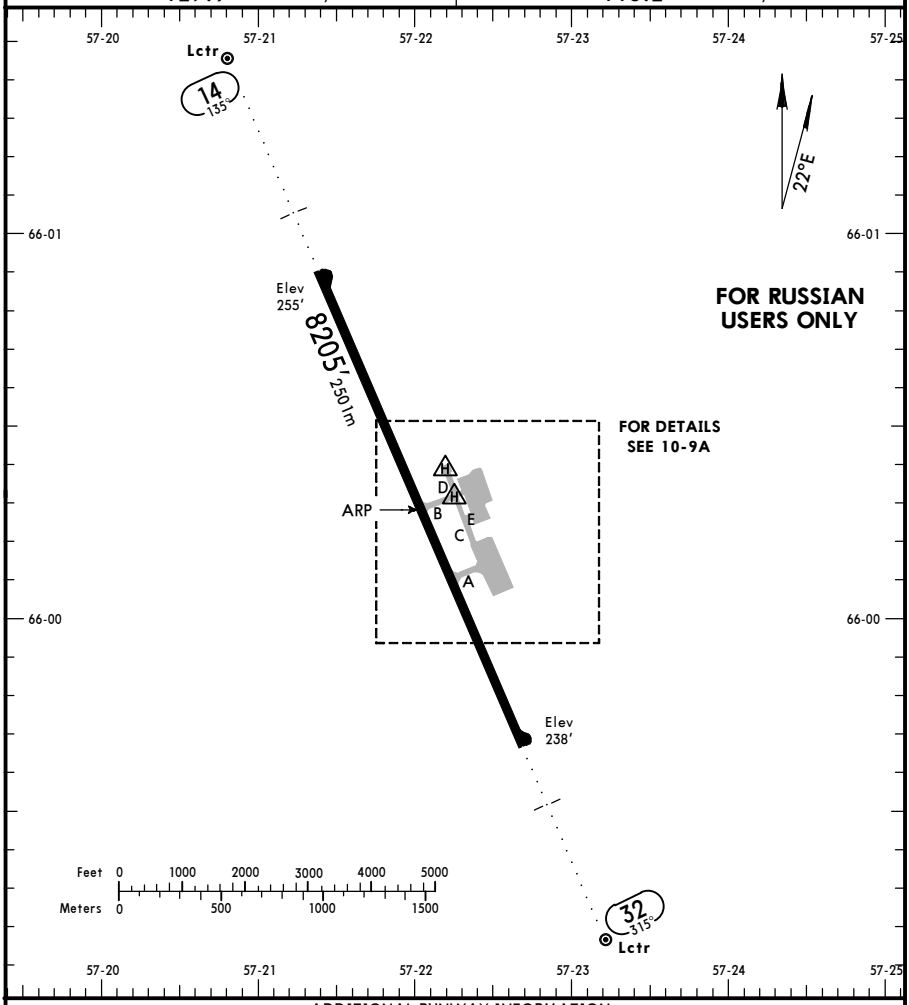
JEPPESEN

26 FEB 16 (10-9) Eff 3 Mar

USINSK, RUSSIA

USINSK

*ATIS	*USINSK Vyshka (TWR)
127.9 Russian only	118.2 Russian only



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
14 32	RL (60m) ALS		7293′ 2223m	❶	138′ 42m

❶ TORA RWY 14: From rwy head 8205′ (2501m)
twy B int 4003′ (1220m)
twy A int 2822′ (860m)

TORA RWY 32: From rwy head 8205′ (2501m)
twy A int 5151′ (1570m)
twy B int 3937′ (1200m)

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: Communications. Helipad. Lights. Usable lengths.

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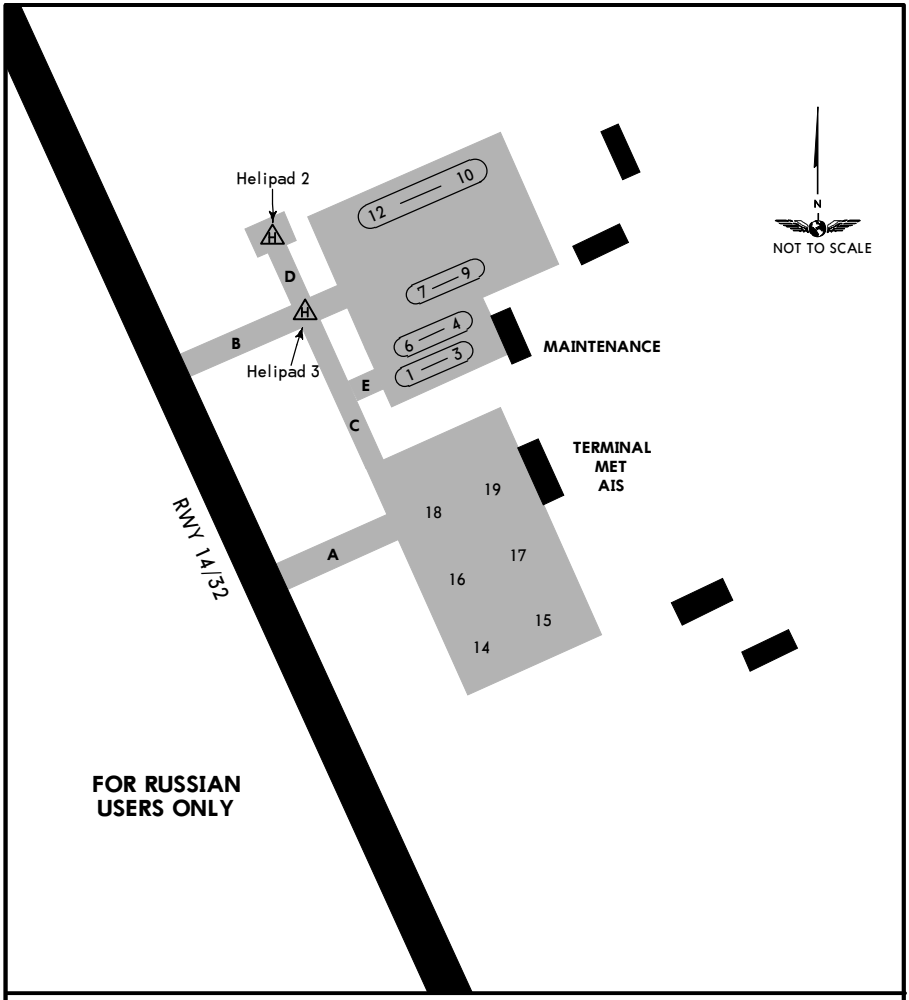

Stands 1 thru 12, 18 and 19 available for helicopters.
Stand 10 used for dangerous good handling.
Under low visibility conditions towing shall be carried out at reduced speed with switching on the acft navigation lights and flashing beacon.

CHANGES: Helipad. Stand withdrawn. Notes.

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STRAIGHT-IN RWY		A	B	C	D
14	ILS	**454′**(200′) **R1000m**	**454′**(200′) **R1000m**	**459′**(205′) **R1000m**	**469′**(215′) **R1000m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	2 NDB ❶	**610′**(356′) **R1400m**	**610′**(356′) **R1400m**	**610′**(356′) **R1400m**	**610′**(356′) **R1400m**
	ALS out	R1600m	R1600m	R1600m	R1600m
	NDB ❶	**610′**(356′) **R1400m**	**610′**(356′) **R1400m**	**610′**(356′) **R1400m**	**610′**(356′) **R1400m**
	ALS out	R1500m	R1500m	R1600m	R1600m
32	2 NDB ❶	**600′**(364′) **R1500m**	**600′**(364′) **R1500m**	**600′**(364′) **R1500m**	**600′**(364′) **R1500m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ❶	**600′**(364′) **R1500m**	**600′**(364′) **R1500m**	**600′**(364′) **R1500m**	**600′**(364′) **R1500m**
	ALS out	R1500m	R1500m	R1700m	R1700m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
	670′(408′) V1500m ❸	**770′**(508′) V1600m	**870′**(608′) V2400m	**970′**(708′) V3600m

❷ Prohibited in sector 340° - 120°.
❸ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 14, 32

	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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UUYS/USK
USINSK

JEPPESEN
26 FEB 16 (11-1) Eff 3 Mar

USINSK, RUSSIA
ILS Rwy 14

BRIEFING STRIP TM

*ATIS	*USINSK Vyshka (TWR)
127.9 Russian only	118.2 Russian only

LOC IUL	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 262′ Rwy 254′
*108.7	135°	1025′(771′)		

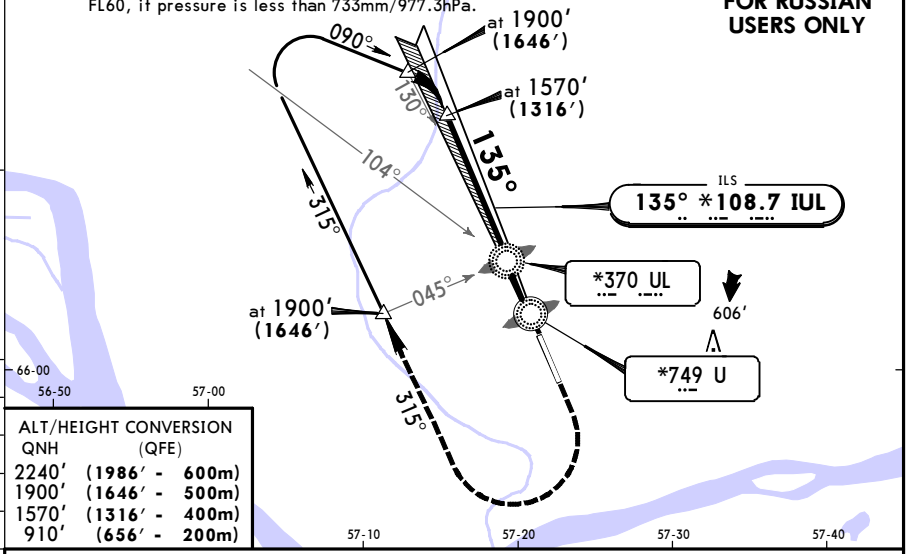
MISSED APCH: Climb STRAIGHT AHEAD to 910′(656′), then turn RIGHT onto 315° climbing to 1900′(1646′), then according to chart.

2100′
MSA ARP within 27 NM

Alt Set: MM (hPa on req) QNH on req(QFE) Trans level: FL 40❶ Trans alt:2240′(1986′)

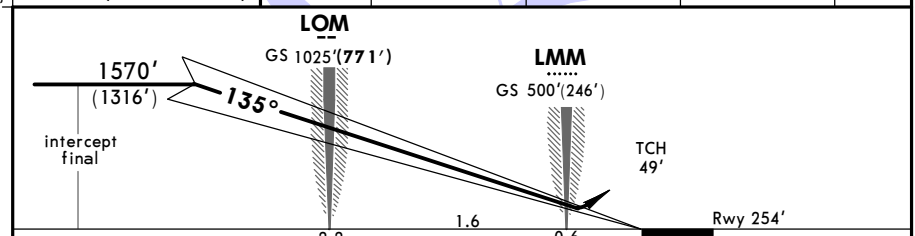
❶ FL 50, if pressure is less than 760mm/1013.3 hPa.
FL60, if pressure is less than 733mm/977.3hPa.

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)
2240′	(1986′ - 600m)
1900′	(1646′ - 500m)
1570′	(1316′ - 400m)
910′	(656′ - 200m)



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

ALS: 910′ (656′) | 315° RT | 1900′ (1646′)

STRAIGHT-IN LANDING RWY 14

	ILS DA(H) FULL	ILS DA(H) ALS out	LOC (GS out)
A	AB: 454′ (200′)		
B	C: 459′ (205′)		
C	D: 469′ (215′)	1200m	NOT AUTH
D			

CIRCLE-TO-LAND
Prohibited in sector 340°-120°

Max Kts	MDA(H)		
100	660′	(398′)	1600m
135	760′	(498′)	1600m
180	860′	(598′)	2400m
205	960′	(698′)	3600m

PANS OPS

CHANGES: Communications. Rwy elev. MSA. Bearings. Minimums.

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UUYS/USK
USINSK

JEPPESEN
26 FEB 16 (16-1) Eff 3 Mar

USINSK, RUSSIA
2 NDB Rwy 14

BRIEFING STRIP TM

*ATIS	*USINSK Vyshka (TWR)
127.9 Russian only	118.2 Russian only

NDB UL	Final Apch Crs	Minimum Alt 4.6 NM RADAR FIX	MDA(H)	Apt Elev 262′
*370	135°	1570′(1316′)	560′(306′)	Rwy 254′

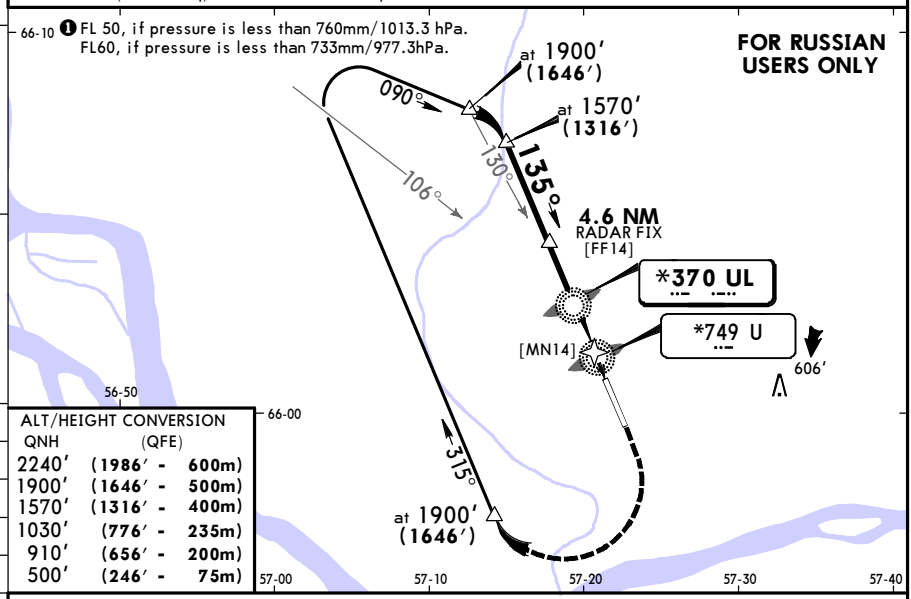
MISSED APCH: Climb STRAIGHT AHEAD to 910′(656′), then turn RIGHT onto 315° climbing to 1900′(1646′), then according to chart.

2100′
MSA ARP within 27 NM

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 40 ❶ | Trans alt: 2240′(1986′)

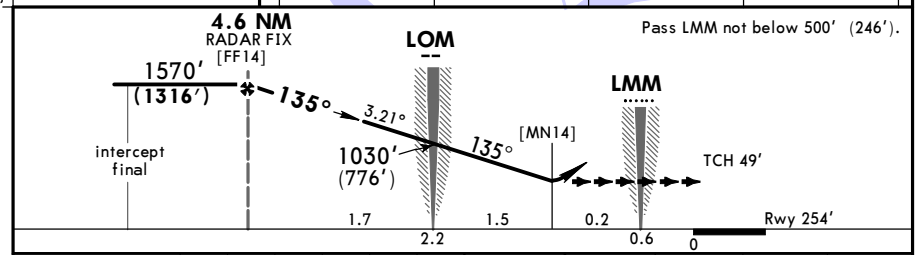
66-10 ❶ FL 50, if pressure is less than 760mm/1013.3 hPa.
FL60, if pressure is less than 733mm/977.3hPa.

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)
2240′	(1986′ - 600m)
1900′	(1646′ - 500m)
1570′	(1316′ - 400m)
1030′	(776′ - 235m)
910′	(656′ - 200m)
500′	(246′ - 75m)



Pass LMM not below 500′ (246′).

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.21°	398	511	568	682	795	909

ALS | 910′ (656′) | 315° RT | 1900′ (1646′)

STRAIGHT-IN LANDING RWY 14

MDA(H) 560′(306′)
ALS out

A	1600m	
B		
C		
D		

CIRCLE-TO-LAND

Prohibited in sector 340°-120°

Max Kts	MDA(H)		
100	660′	(398′)	1600m
135	760′	(498′)	1600m
180	860′	(598′)	2400m
205	960′	(698′)	3600m

PANS OPS

CHANGES: Comm. Rwy elev. MSA. Bearings. Descent angle. Minimums.

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UUYS/USK
USINSK

JEPPESEN
26 FEB 16 (16-2) Eff 3 Mar

USINSK, RUSSIA
NDB Rwy 14

BRIEFING STRIP TM

*ATIS	*USINSK Vyshka (TWR)
127.9 Russian only	118.2 Russian only

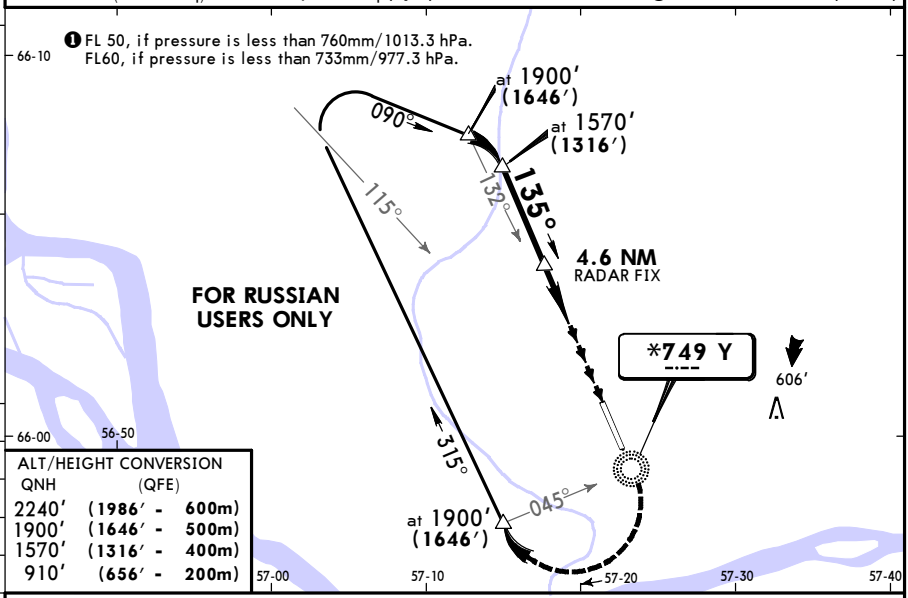
Lctr	Final Apch Crs	Minimum Alt 4.6 NM RADAR FIX	MDA(H)	Apt Elev 262′
Y *749	135°	1570′(1316′)	560′(306′)	Rwy 254′

MISSED APCH: Climb STRAIGHT AHEAD to 910′(656′), then turn RIGHT onto 315° climbing to 1900′(1646′), then according to chart.

2100′
MSA ARP within 27NM

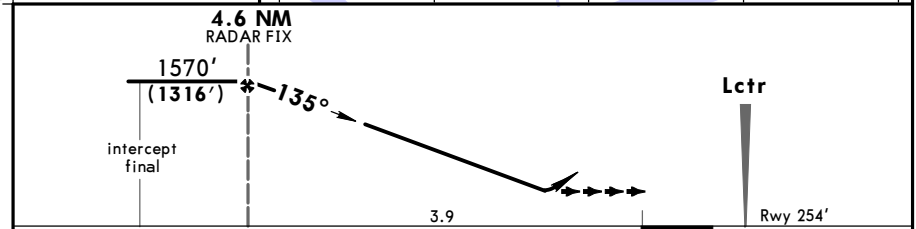
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2240′(1986′)

❶ FL 50, if pressure is less than 760mm/1013.3 hPa.
FL60, if pressure is less than 733mm/977.3 hPa.



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2240′	(1986′ -	600m)
1900′	(1646′ -	500m)
1570′	(1316′ -	400m)
910′	(656′ -	200m)



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

ALS | 910′ (656′) | 315° RT | 1900′ (1646′)

PANS OPS

STRAIGHT-IN LANDING RWY 14

MDA(H) 560′(306′)

ALS out

A	1600m	100	660′ (398′)	1600m
B		135	760′ (498′)	1600m
C		180	860′ (598′)	2400m
D		205	960′ (698′)	3600m

CIRCLE-TO-LAND

Prohibited in sector 340°-120°

CHANGES: Comm. Rwy elev. MSA. Bearings. Descent angle. Minimums.

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UUYS/USK
USINSK

JEPPESEN
26 FEB 16 (16-3) Eff 3 Mar

USINSK, RUSSIA
2 NDB Rwy 32

BRIEFING STRIP TM

*ATIS	*USINSK Vyshka (TWR)
127.9 Russian only	118.2 Russian only

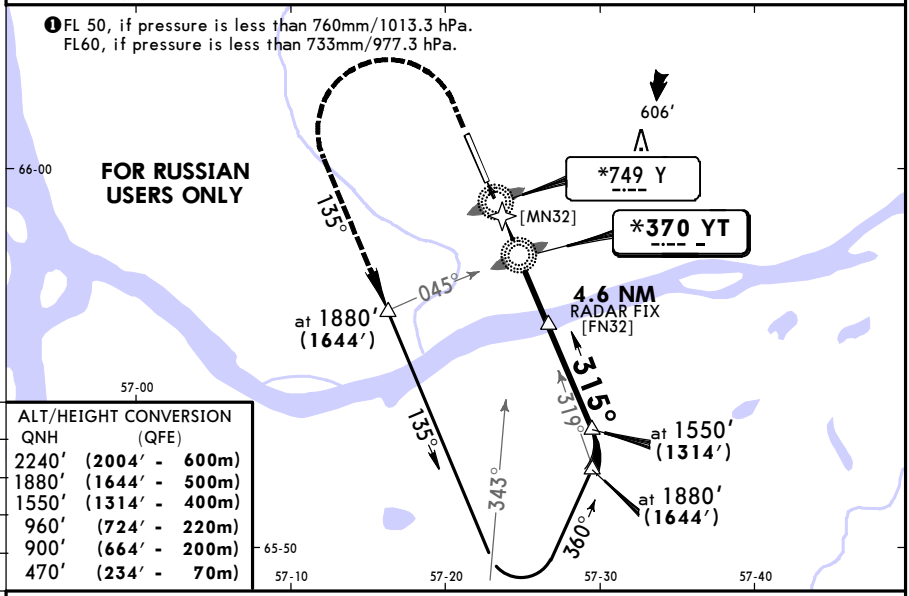
NDB YT	Final Apch Crs	Minimum Alt 4.6 NM RADAR FIX	MDA(H)	Apt Elev 262′
*370	315°	1550′(1314′)	600′(364′)	Rwy 236′

MISSED APCH: Climb STRAIGHT AHEAD to 900′(664′), then turn LEFT onto 135° climbing to 1880′(1644′), then according to chart.

2100′
MSA ARP within 27NM

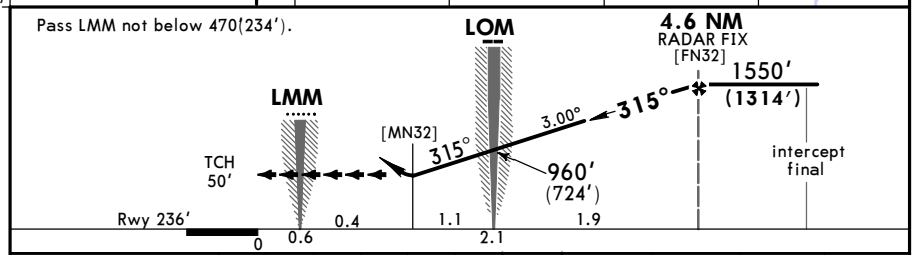
Alt Set: MM (hPa on req) QNH on req(**QFE**) Trans level: FL 40❶ Trans alt:2240′(**2004′**)

❶FL 50, if pressure is less than 760mm/1013.3 hPa.
FL60, if pressure is less than 733mm/977.3 hPa.



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2240′	(2004′ -	600m)
1880′	(1644′ -	500m)
1550′	(1314′ -	400m)
960′	(724′ -	220m)
900′	(664′ -	200m)
470′	(234′ -	70m)



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

ALS

900′ (664′) | 135° LT | 1880′ (1644′)

PANS OPS

STRAIGHT-IN LANDING RWY **32**

MDA(H) 600′(364′)

		ALS out
A	1600m	
B		
C		
D	2000m	

CIRCLE-TO-LAND

Prohibited in sector 340°-120°

Max Kts	MDA(H)		
100	660′	(398′)	1600m
135	760′	(498′)	1600m
180	860′	(598′)	2400m
205	960′	(698′)	3600m

CHANGES: Communications. Rwy elev. MSA. Bearings. Minimums.

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UUYS/USK
USINSK

JEPPESEN
26 FEB 16 (16-4) Eff 3 Mar

USINSK, RUSSIA
NDB Rwy 32

BRIEFING STRIP TM

*ATIS	*USINSK Vyshka (TWR)
127.9 Russian only	118.2 Russian only

Lctr	Final Apch Crs	Minimum Alt 4.6 NM RADAR FIX	MDA(H)	Apt Elev 262′
U	315°	1550′(1314′)	600′(364′)	Rwy 236′
*749				

MISSED APCH: Climb STRAIGHT AHEAD to 900′(664′), then turn LEFT onto 135° climbing to 1880′(1644′), then according to chart.

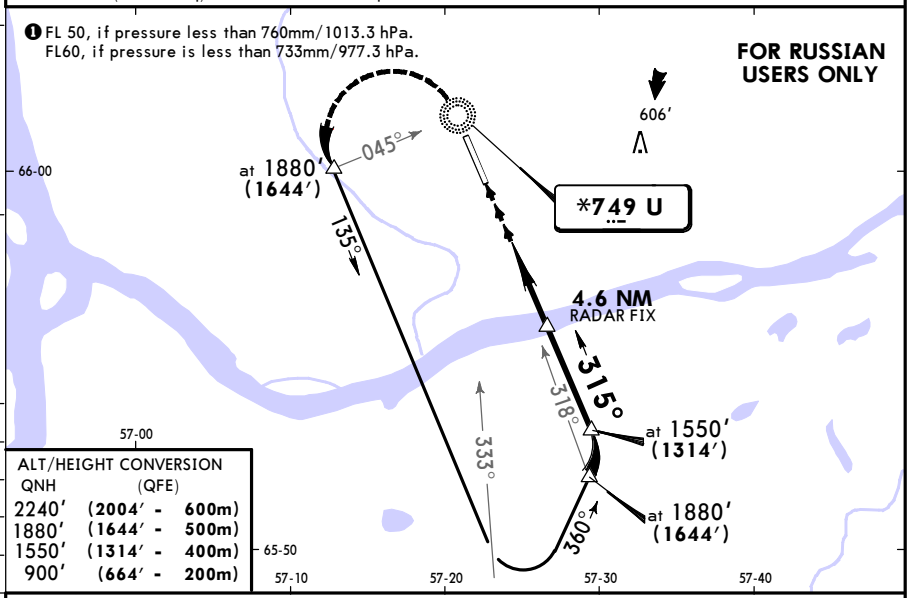
2100′

MSA ARP within 27NM

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 40 ❶ | Trans alt: 2240′(2004′)

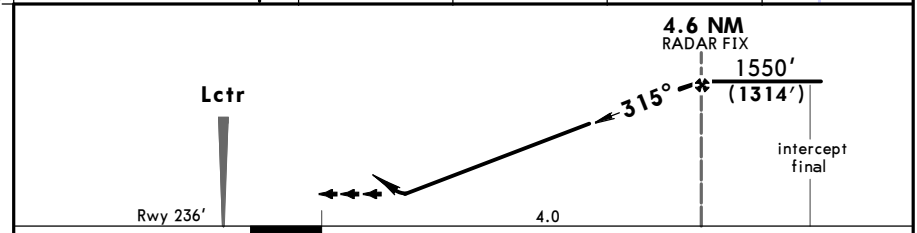
❶ FL 50, if pressure less than 760mm/1013.3 hPa.
FL60, if pressure is less than 733mm/977.3 hPa.

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)
2240′	(2004′ - 600m)
1880′	(1644′ - 500m)
1550′	(1314′ - 400m)
900′	(664′ - 200m)



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

ALS | 900′ (664′) | 135° LT | 1880′ (1644′)

PANS OPS

STRAIGHT-IN LANDING RWY 32		CIRCLE-TO-LAND Prohibited in sector 340°-120°		
MDA(H) 600′(364′) ALS out		Max Kts	MDA(H)	
A	1600m	100	660′ (398′)	1600m
B	1600m	135	760′ (498′)	1600m
C	1600m	180	860′ (598′)	2400m
D	2000m	205	960′ (698′)	3600m

CHANGES: Communications. Rwy elev. MSA. Bearings. Minimums.

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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

USINSK, (USINSK - UUYS)

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No Chart Change Notices for Airport UUYS