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# List of pages in this Trip Kit

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Terminal Charts For USMU
Revision Letter For Cycle 09-2019
Change Notices
Notebook

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## General Information

Location: NOVY URENGOY RUS
ICAO/IATA: USMU / NUX
Lat/Long: N66° 04.2', E076° 31.2'
Elevation: 213 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 20.0° E

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

Sunrise: 2137 Z
Sunset: 1604 Z

## Runway Information

Runway: 27
Length x Width: 8366 ft x 151 ft
Surface Type: concrete
TDZ-Elev: 202 ft
Lighting: Edge, ALS

Runway: 09
Length x Width: 8366 ft x 151 ft
Surface Type: concrete
TDZ-Elev: 213 ft
Lighting: Edge, ALS

## Communication Information

ATIS: 127.200 Non-English
Novy Urengoy Start Tower: 129.000 Secondary Non-English
Novy Urengoy Start Tower: 121.900 Non-English
Dragun Zemlya Ramp/Taxi: 118.900 Non-English
Novy Urengoy Podkhod Approach: 129.000 Secondary Non-English
Novy Urengoy Podkhod Approach: 124.700 Non-English
Dragun Transit Operations: 131.900 Non-English
Dragun Pankh Helicopter: 119.700 Non-English

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Dragun Transit Operations: 129.000 Secondary Non-English

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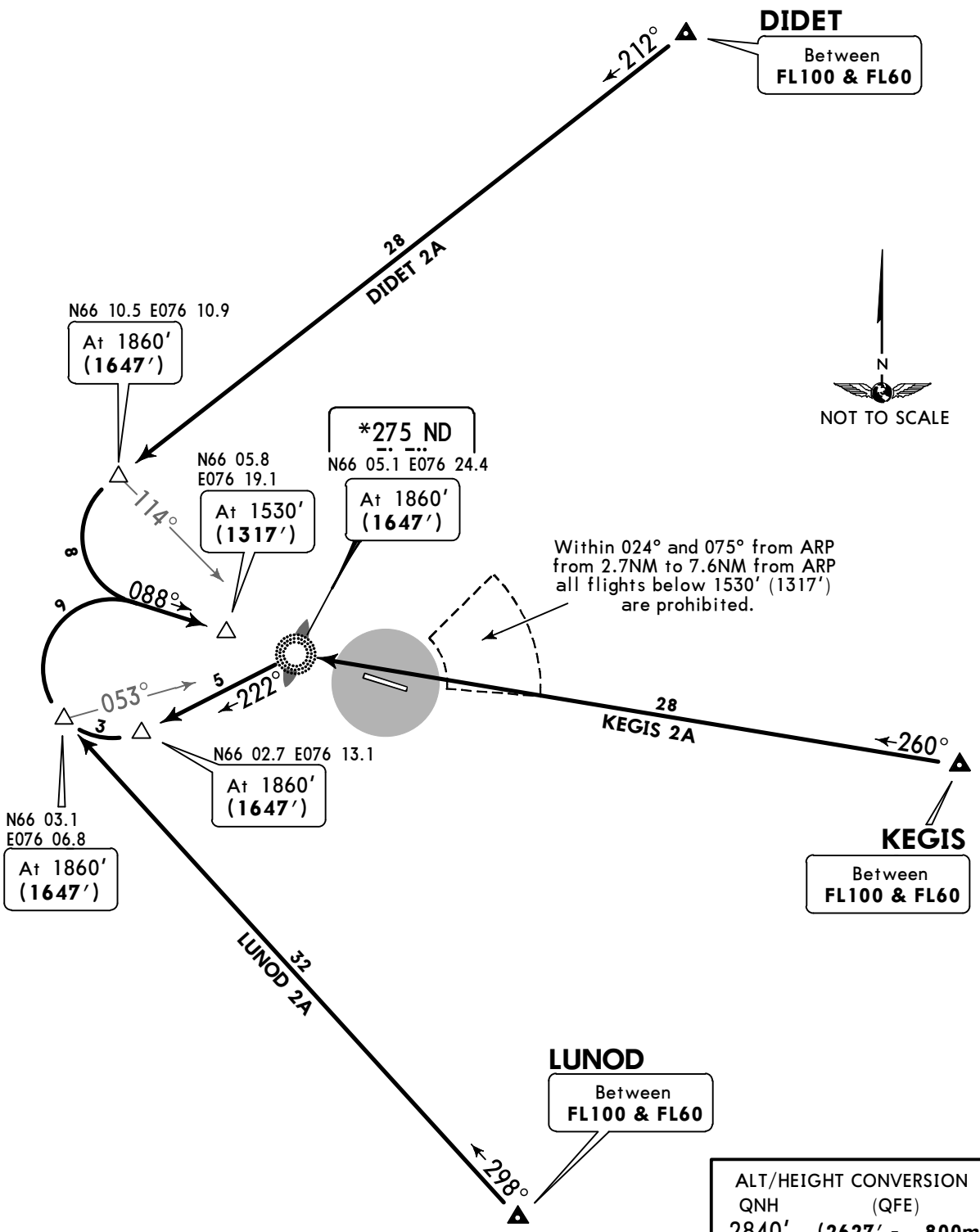
| *ATIS | *NOVY-URENGOY Podkhod (APP/R) | Apt Elev | |
|---|---|---|---|
| 127.2 Russian only | 124.7 Russian only | 213′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL40<br>FL50 if pressure is less than 755 mm (1006.6 hPa)<br>FL60 if pressure is less than 728 mm (970.6 hPa)<br>Trans alt: 2840′ **(2627′)** |

# DIDET 2A [DIDE2A] , KEGIS 2A [KEGI2A]
# LUNOD 2A [LUNO2A]
# RWY 09 ARRIVALS
## WITH RADAR CONTROL

**FOR RUSSIAN USERS ONLY**




| ALT/HEIGHT CONVERSION | | |
|---|---|---|
| QNH | (QFE) | |
| 2840′ | **(2627′ -** | **800m)** |
| 1860′ | **(1647′ -** | **500m)** |
| 1530′ | **(1317′ -** | **400m)** |

CHANGES: TL.

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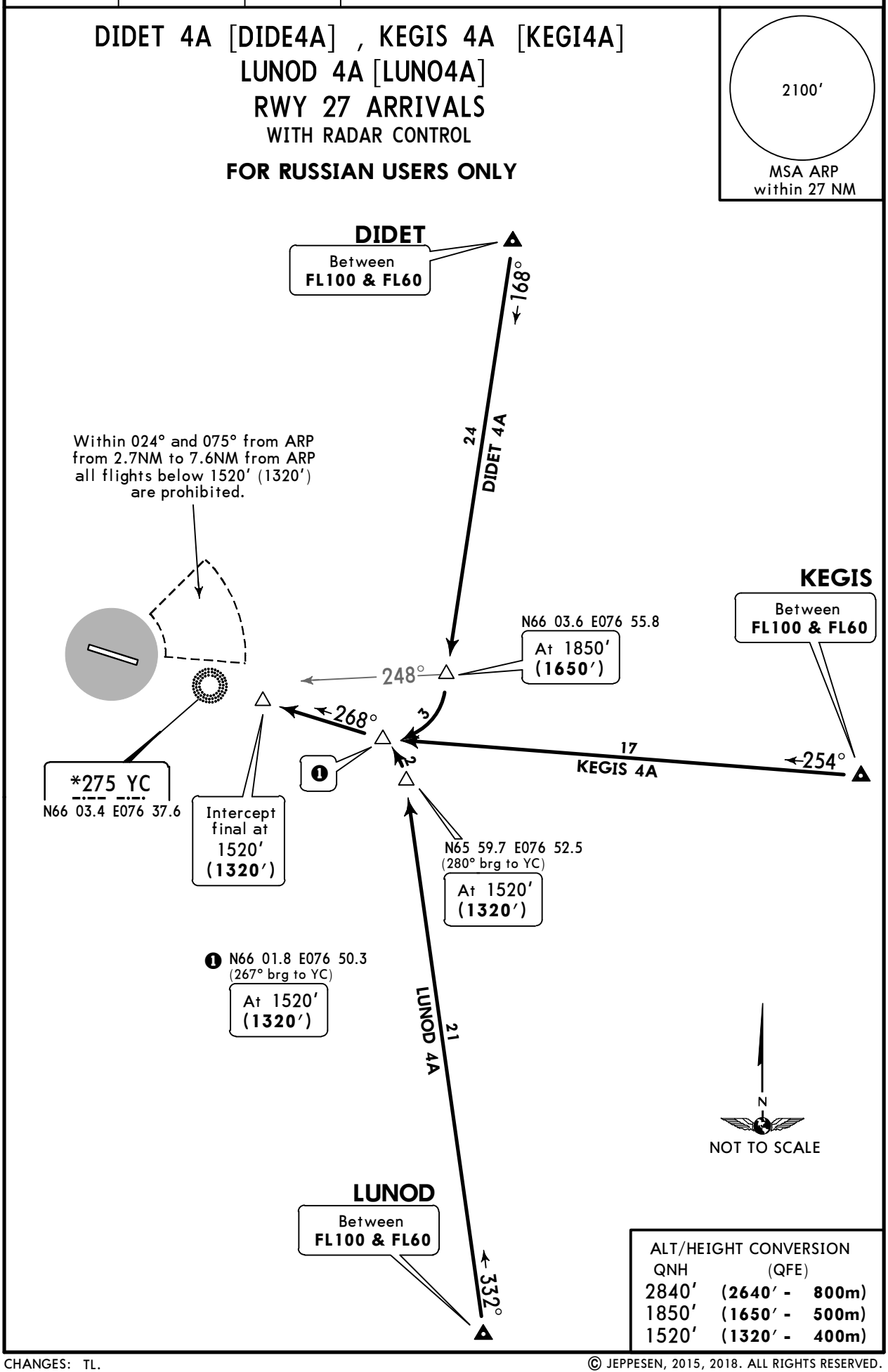
| *ATIS | *NOVY-URENGOY Podkhod (APP/R) | Apt Elev | |
|---|---|---|---|
| 127.2 Russian only | 124.7 Russian only | 213′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL40<br>FL50 if pressure is less than 755 mm (1006.6 hPa)<br>FL60 if pressure is less than 728 mm (970.6hPa)<br>Trans alt: 2840′ **(2640′)** |

# DIDET 4A [DIDE4A] , KEGIS 4A [KEGI4A]
# LUNOD 4A [LUNO4A]
# RWY 27 ARRIVALS
## WITH RADAR CONTROL

**FOR RUSSIAN USERS ONLY**




ALT/HEIGHT CONVERSION

| QNH | (QFE) | |
|---|---|---|
| 2840′ | **(2640′ -** | **800m)** |
| 1850′ | **(1650′ -** | **500m)** |
| 1520′ | **(1320′ -** | **400m)** |

CHANGES: TL.

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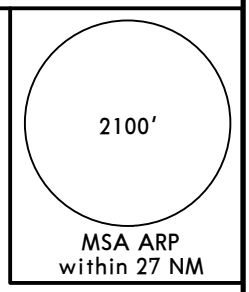
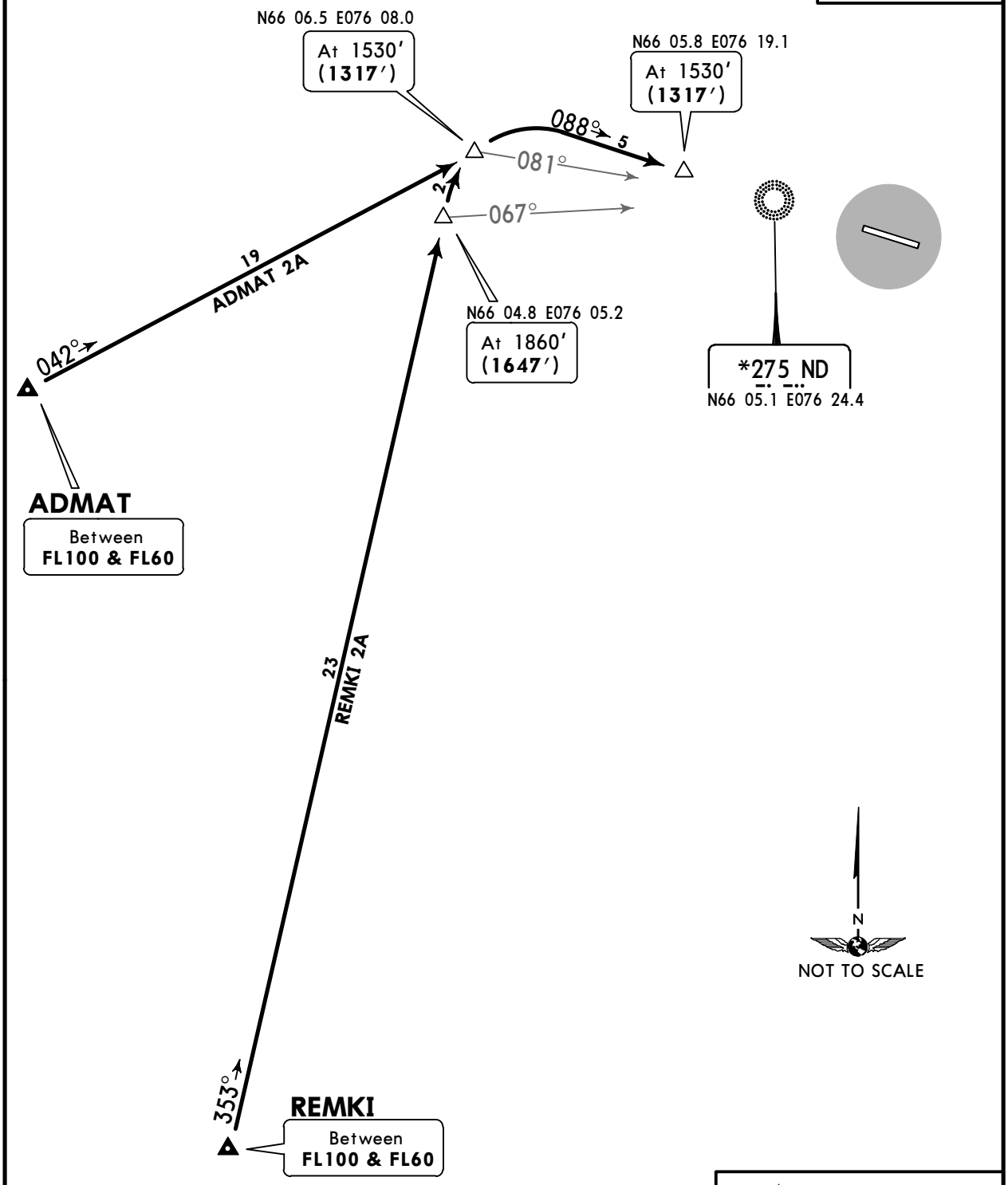
| *ATIS | *NOVY-URENGOY Podkhod (APP/R) | Apt Elev | |
|---|---|---|---|
| 127.2 Russian only | 124.7 Russian only | 213′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL40<br>FL50 if pressure is less than 755 mm (1006.6 hPa)<br>FL60 if pressure is less than 728 mm (970.6hPa)<br>Trans alt: 2840′ **(2627′)** |

# ADMAT 2A [ADMA2A], REMKI 2A [REMK2A]
## RWY 09 ARRIVALS
### WITH RADAR CONTROL

**FOR RUSSIAN USERS ONLY**




ALT/HEIGHT CONVERSION

| QNH | (QFE) | |
|---|---|---|
| 2840′ | **(2627′ -** | **800m)** |
| 1860′ | **(1647′ -** | **500m)** |
| 1530′ | **(1317′ -** | **400m)** |

CHANGES: TL.

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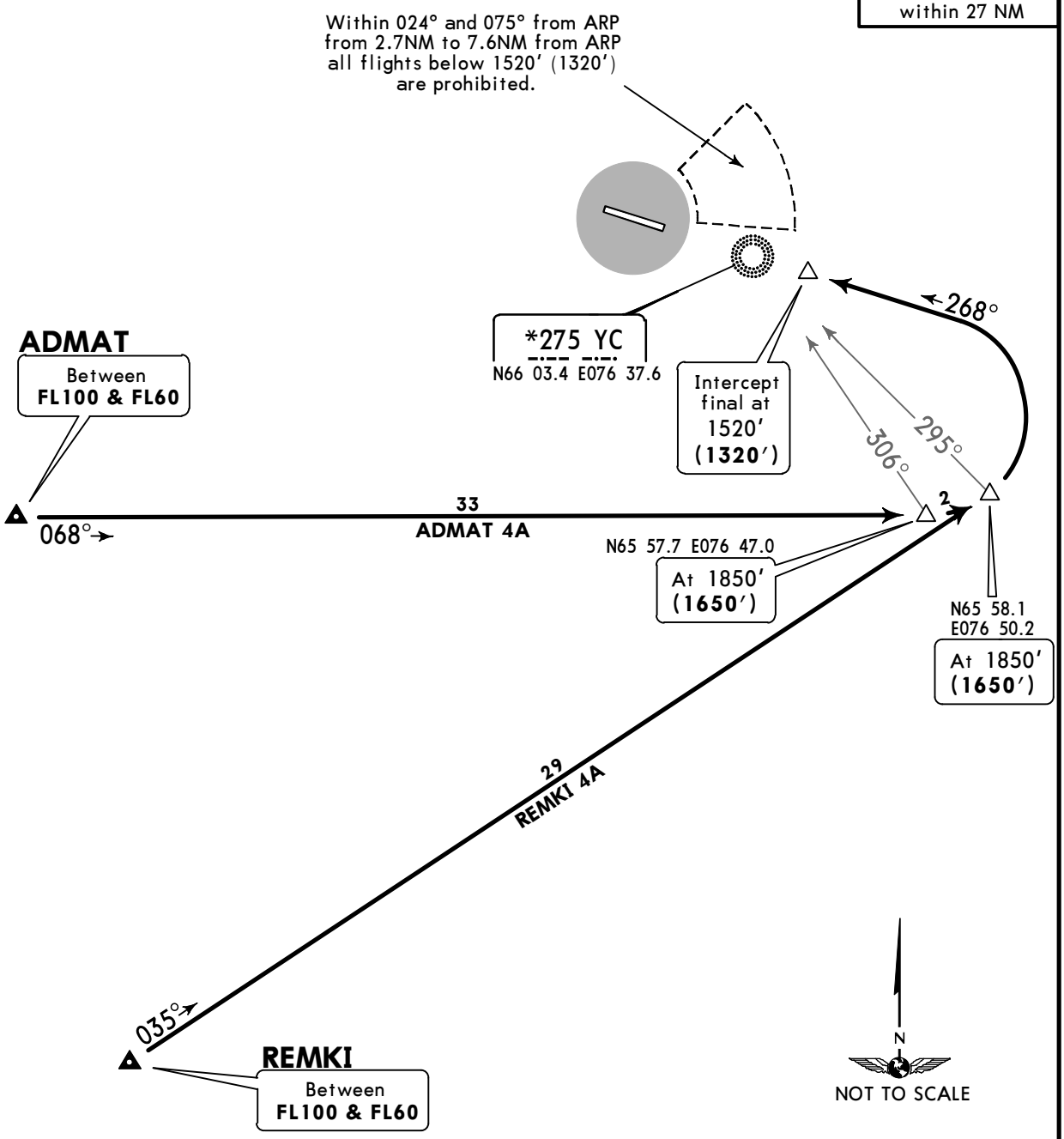
| *ATIS | *NOVY-URENGOY Podkhod (APP/R) | Apt Elev | |
|---|---|---|---|
| 127.2 Russian only | 124.7 Russian only | 213′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL40<br>FL50 if pressure is less than 755 mm (1006.6 hPa)<br>FL60 if pressure is less than 728 mm (970.6 hPa)<br>Trans alt: 2840′ **(2640′)** |

# ADMAT 4A [ADMA4A], REMKI 4A [REMK4A]
## RWY 27 ARRIVALS
### WITH RADAR CONTROL

**FOR RUSSIAN USERS ONLY**




| ALT/HEIGHT CONVERSION | | |
|---|---|---|
| QNH | (QFE) | |
| 2840′ | **(2640′ -** | **800m)** |
| 1850′ | **(1650′ -** | **500m)** |
| 1520′ | **(1320′ -** | **400m)** |

CHANGES: TL.

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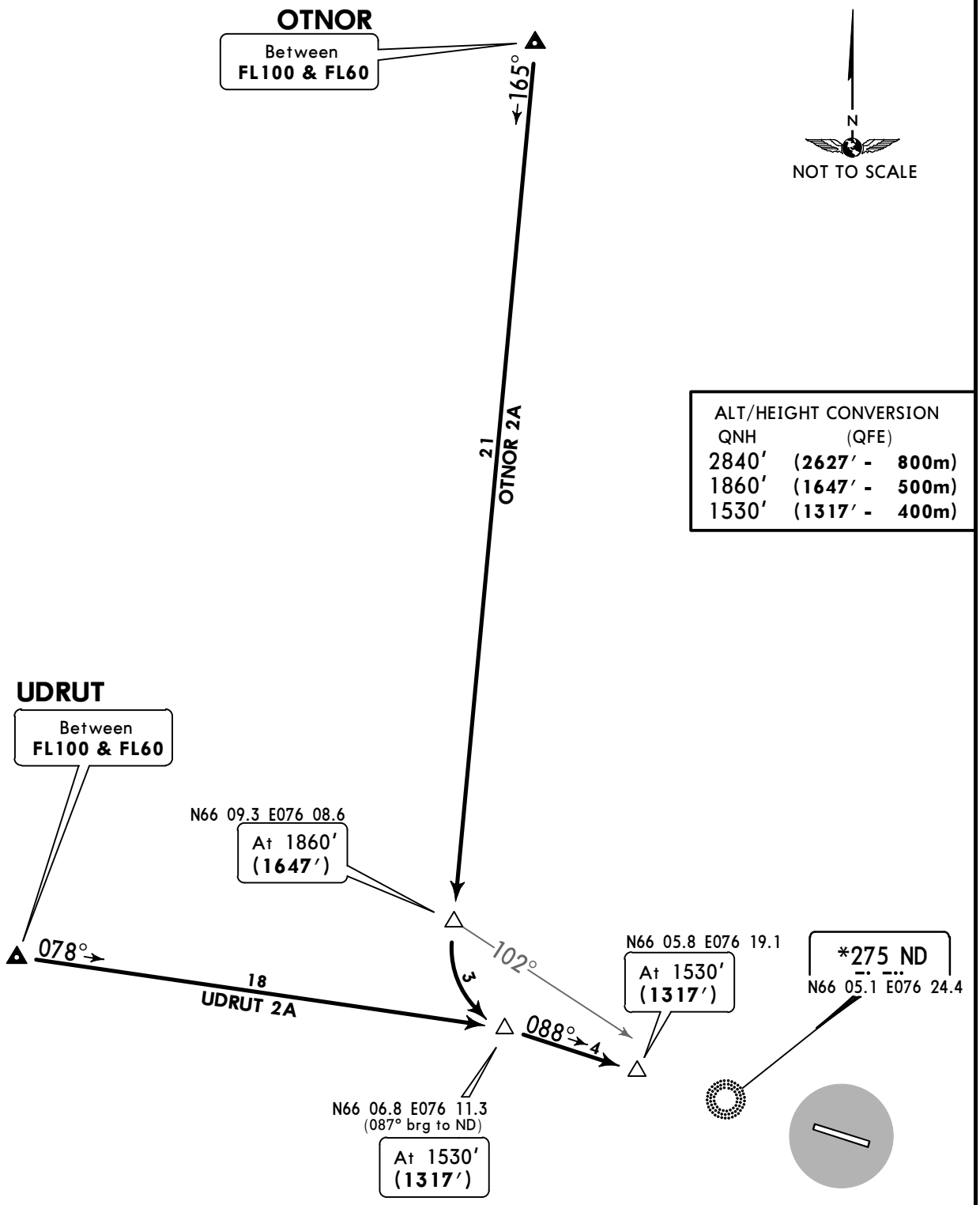
| *ATIS | *NOVY-URENGOY Podkhod (APP/R) | Apt Elev | |
|---|---|---|---|
| 127.2 Russian only | 124.7 Russian only | 213′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL40<br>FL50 if pressure is less than 755 mm (1006.6 hPa)<br>FL60 if pressure is less than 728 mm (970.6 hPa)<br>Trans alt: 2840′ **(2627′)** |

# OTNOR 2A [OTNO2A], UDRUT 2A [UDRU2A]
## RWY 09 ARRIVALS
### WITH RADAR CONTROL

**FOR RUSSIAN USERS ONLY**




ALT/HEIGHT CONVERSION

| QNH | (QFE) | |
|---|---|---|
| 2840′ | **(2627′ -** | **800m)** |
| 1860′ | **(1647′ -** | **500m)** |
| 1530′ | **(1317′ -** | **400m)** |

CHANGES: TL.

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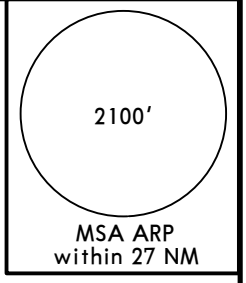
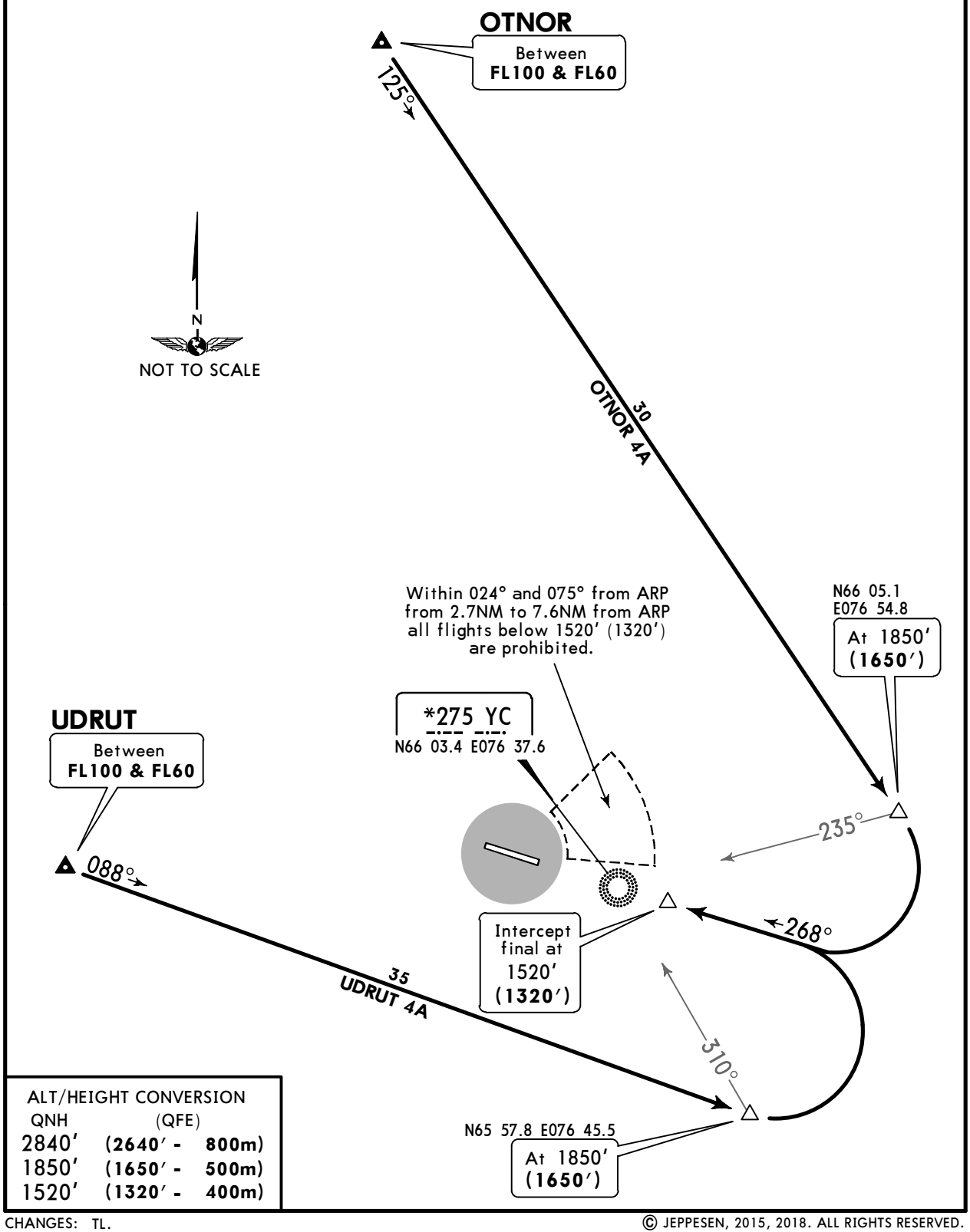
| *ATIS | *NOVY-URENGOY Podkhod (APP/R) | Apt Elev | |
|---|---|---|---|
| 127.2 Russian only | 124.7 Russian only | 213′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL40<br>FL50 if pressure is less than 755 mm (1006.6 hPa)<br>FL60 if pressure is less than 728 mm (970.6 hPa)<br>Trans alt: 2840′ **(2640′)** |

# OTNOR 4A [OTNO4A], UDRUT 4A [UDRU4A]
## RWY 27 ARRIVALS
WITH RADAR CONTROL

**FOR RUSSIAN USERS ONLY**




ALT/HEIGHT CONVERSION

| QNH | (QFE) | |
|---|---|---|
| 2840′ | **(2640′ -** | **800m)** |
| 1850′ | **(1650′ -** | **500m)** |
| 1520′ | **(1320′ -** | **400m)** |

CHANGES: TL.

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# USMU/NUX
NOVY URENGOY

JEPPESEN NOVY URENGOY, RUSSIA

12 OCT 18 (10-2F)

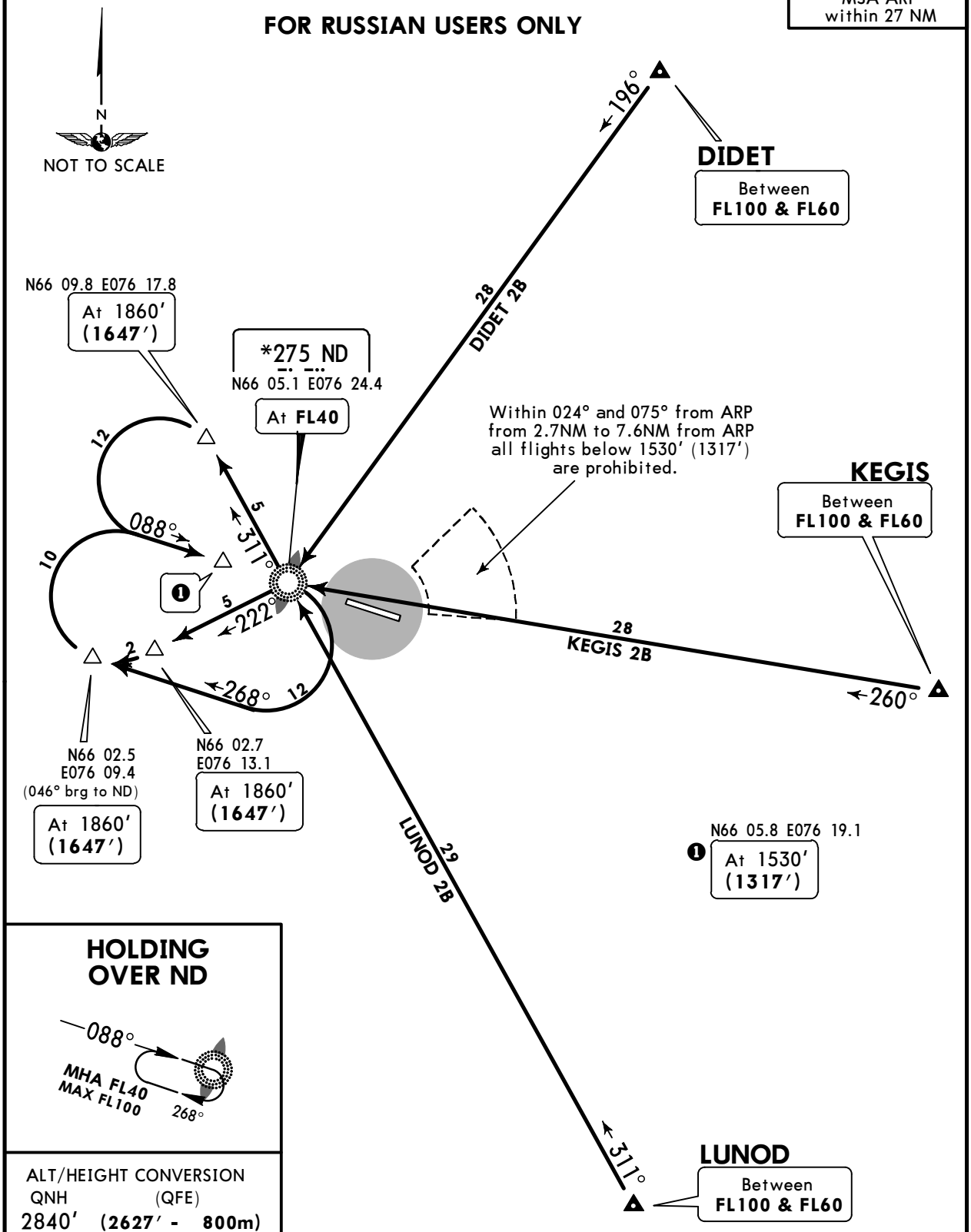
STAR

| *ATIS | *NOVY-URENGOY Podkhod (APP) | Apt Elev | |
|---|---|---|---|
| 127.2 Russian only | 124.7 Russian only | 213′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL40<br>FL50 if pressure is less than 755 mm (1006.6 hPa)<br>FL60 if pressure is less than 728 mm (970.6 hPa)<br>Trans alt: 2840′ (2627′) |

## DIDET 2B [DIDE2B], KEGIS 2B [KEGI2B]
## LUNOD 2B [LUNO2B]
## RWY 09 ARRIVALS
BY ATC

2100′
MSA ARP within 27 NM

**FOR RUSSIAN USERS ONLY**




### HOLDING OVER ND




ALT/HEIGHT CONVERSION

| QNH | (QFE) | |
|---|---|---|
| 2840′ | (2627′ - | 800m) |
| 1860′ | (1647′ - | 500m) |
| 1530′ | (1317′ - | 400m) |

CHANGES: TL.

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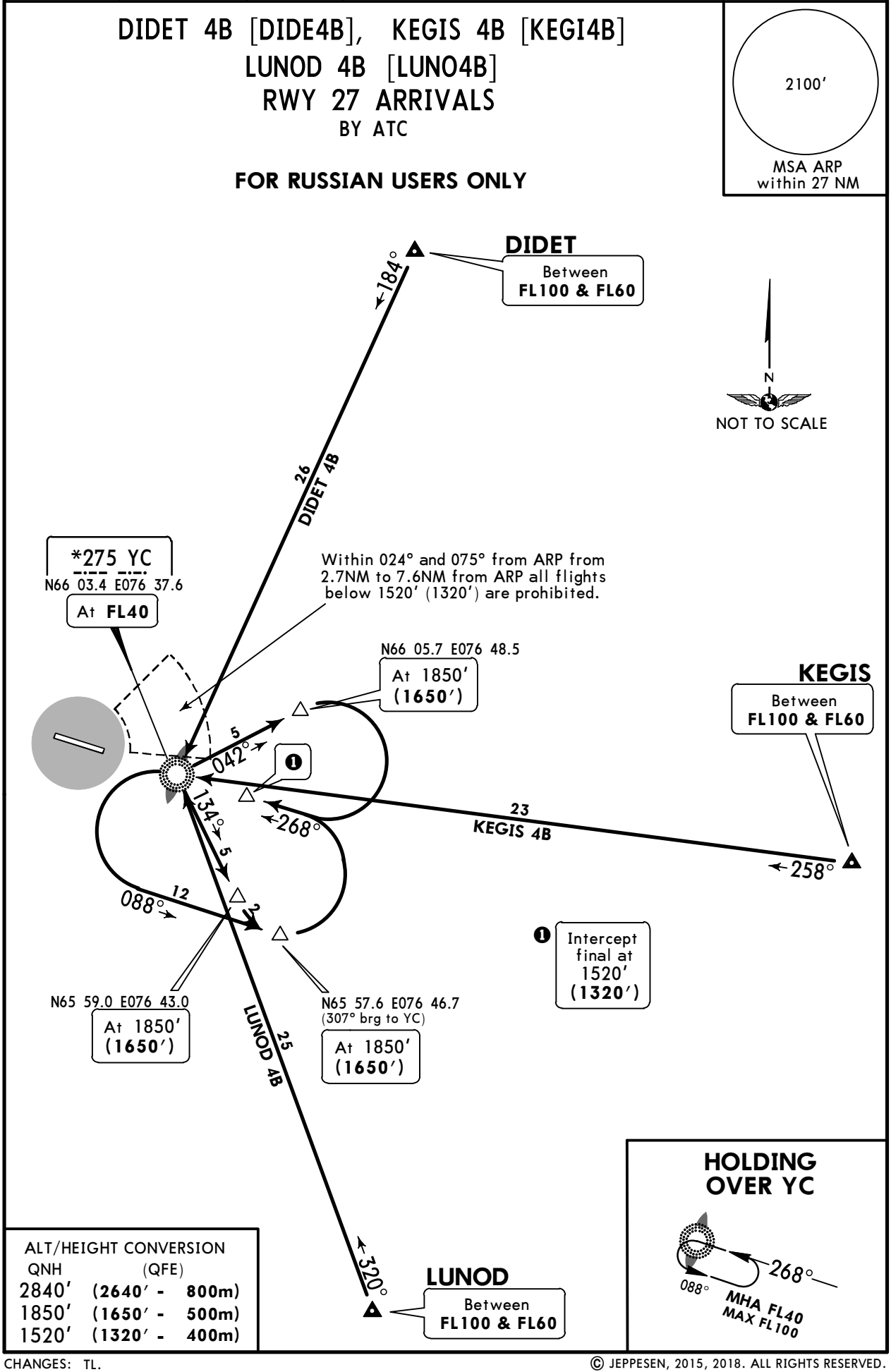
| *ATIS | *NOVY-URENGOY Podkhod (APP) | Apt Elev | |
|---|---|---|---|
| 127.2 Russian only | 124.7 Russian only | 213′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL40<br>FL50 if pressure is less than 755 mm (1006.6 hPa)<br>FL60 if pressure is less than 728 mm (970.6 hPa)<br>Trans alt: 2840′ **(2640′)** |

# DIDET 4B [DIDE4B], KEGIS 4B [KEGI4B]
# LUNOD 4B [LUNO4B]
# RWY 27 ARRIVALS
BY ATC

**FOR RUSSIAN USERS ONLY**




ALT/HEIGHT CONVERSION

| QNH | (QFE) | |
|---|---|---|
| 2840′ | (2640′ - | 800m) |
| 1850′ | (1650′ - | 500m) |
| 1520′ | (1320′ - | 400m) |

CHANGES: TL.

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# USMU/NUX
NOVY URENGOY

JEPPESEN NOVY URENGOY, RUSSIA

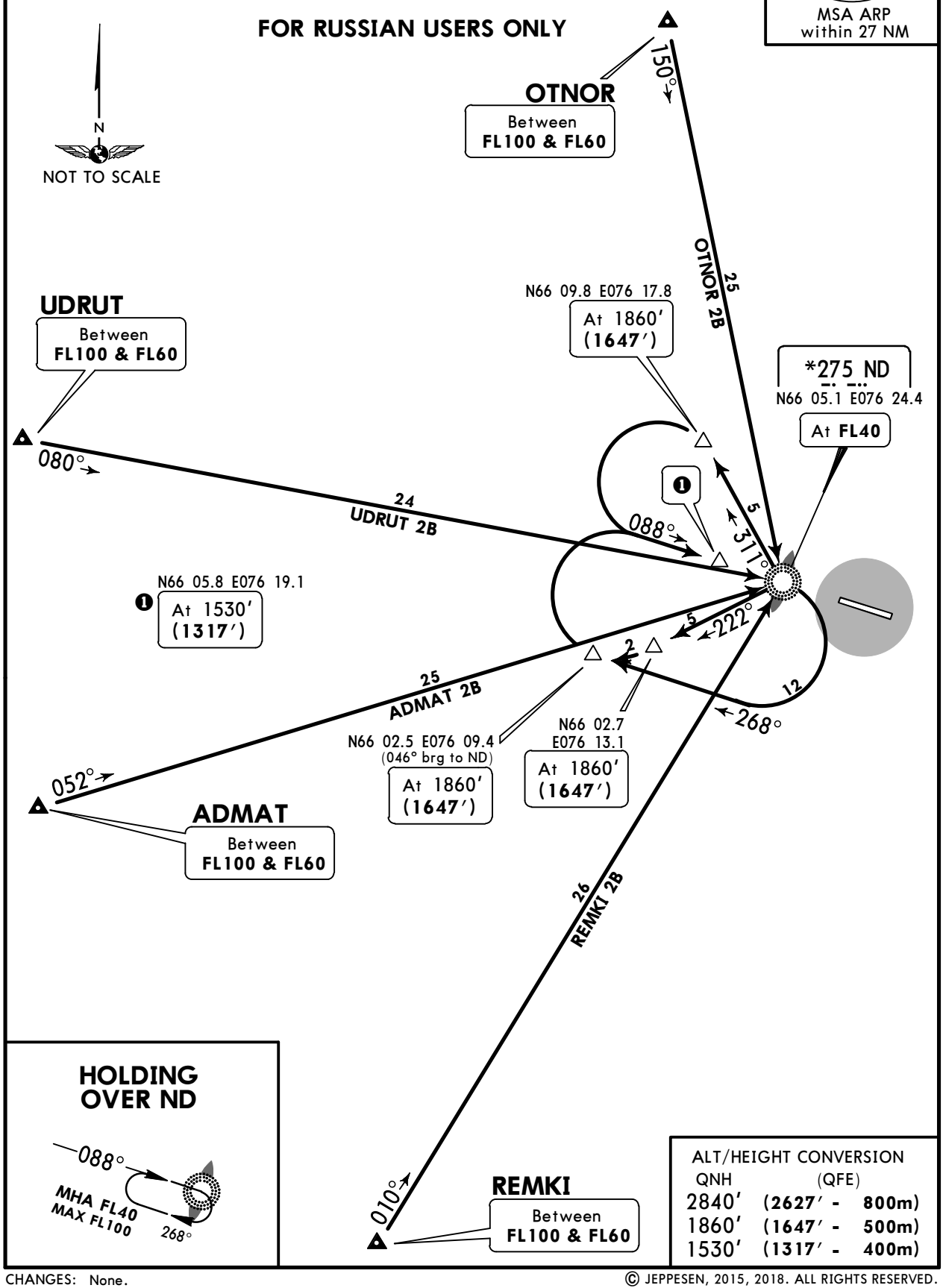
29 MAR 19 (10-2H)

STAR

| *ATIS | *NOVY-URENGOY Podkhod (APP) | Apt Elev | |
|---|---|---|---|
| 127.2 Russian only | 124.7 Russian only | 213′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL40<br>FL50 if pressure is less than 755 mm (1006.6 hPa)<br>FL60 if pressure is less than 728 mm (970.6 hPa)<br>Trans alt: 2840′ **(2627′)** |

## ADMAT 2B [ADMA2B], OTNOR 2B [OTNO2B]
## REMKI 2B [REMK2B], UDRUT 2B [UDRU2B]
## RWY 09 ARRIVALS
BY ATC

**FOR RUSSIAN USERS ONLY**




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 2840′ | **(2627′ - 800m)** |
| 1860′ | **(1647′ - 500m)** |
| 1530′ | **(1317′ - 400m)** |

CHANGES: None.

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# USMU/NUX
NOVY URENGOY

JEPPESEN **NOVY URENGOY, RUSSIA**

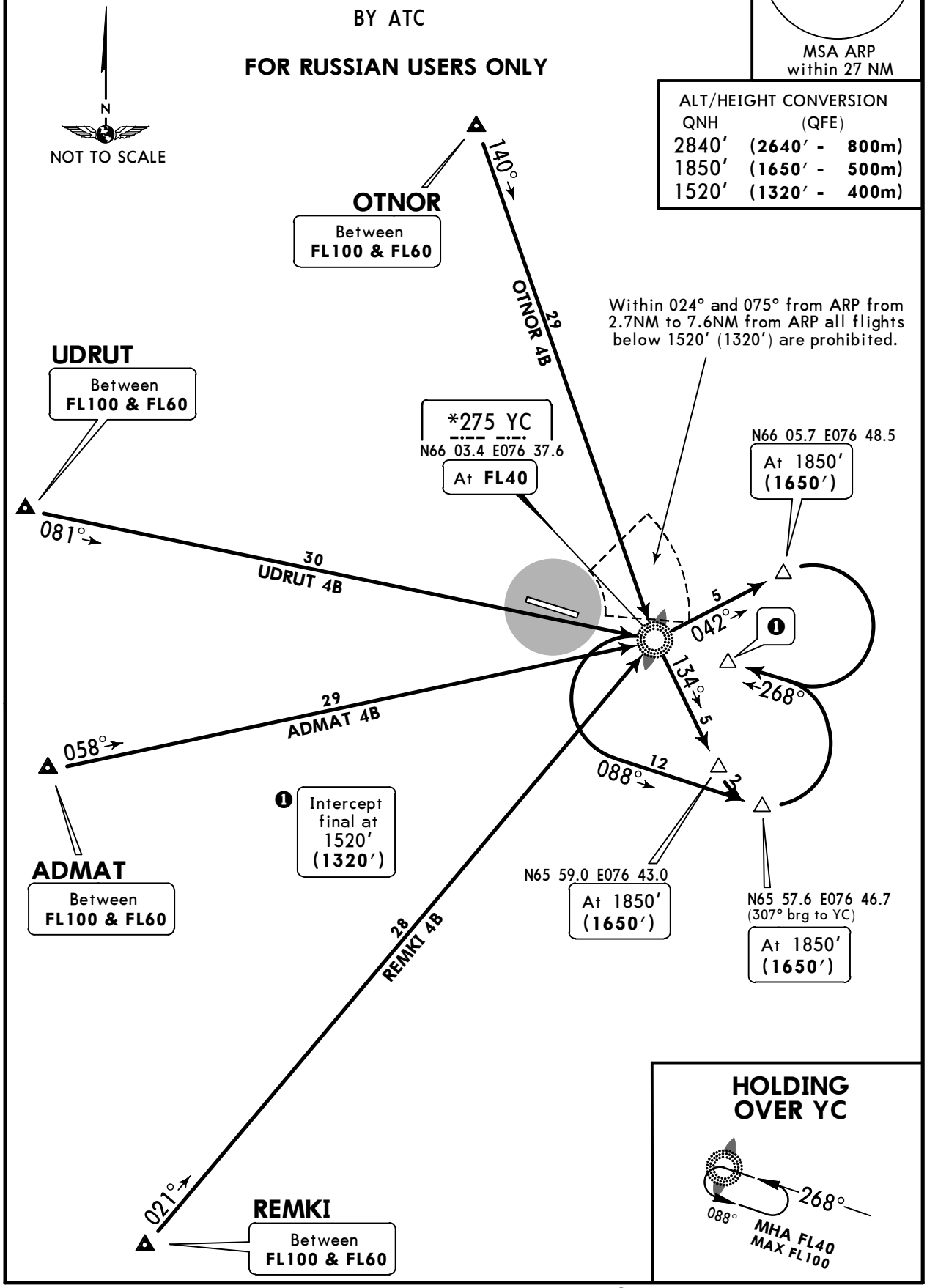
29 MAR 19 (10-2J)

**STAR**

| *ATIS | *NOVY-URENGOY Podkhod (APP) | Apt Elev | |
|---|---|---|---|
| 127.2 Russian only | 124.7 Russian only | 213′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL40<br>FL50 if pressure is less than 755 mm (1006.6 hPa)<br>FL60 if pressure is less than 728 mm (970.6 hPa)<br>Trans alt: 2840′ **(2640′)** |

## ADMAT 4B [ADMA4B], OTNOR 4B [OTNO4B]
## REMKI 4B [REMK4B], UDRUT 4B [UDRU4B]
## RWY 27 ARRIVALS
BY ATC

**FOR RUSSIAN USERS ONLY**




CHANGES: Reissue.

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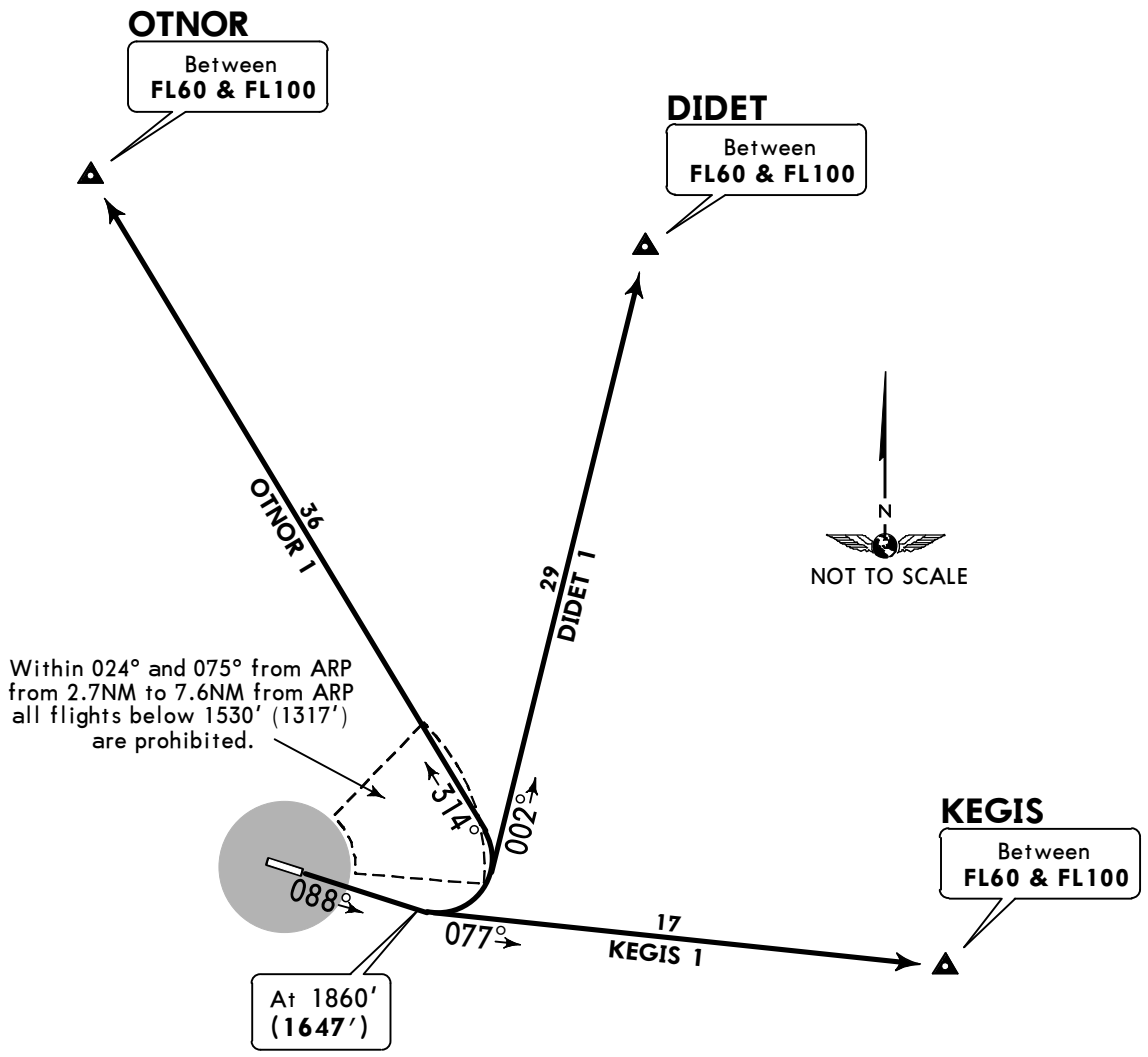
| Apt Elev 213′ | QNH on request (QFE)<br>Trans level: FL40<br>FL50 if pressure is less than 755 mm (1006.6 hPa)<br>FL60 if pressure is less than 728 mm (970.6 hPa)<br>Trans alt: 2840′ (**2627′**) |
|---|---|

2100′
MSA ARP
within 27 NM

# DIDET 1, KEGIS 1, OTNOR 1
# RWY 09 DEPARTURES

**FOR RUSSIAN USERS ONLY**




| ALT/HEIGHT CONVERSION | | |
|---|---|---|
| QNH | (QFE) | |
| 1530′ | (**1317′** - | **400m**) |
| 1860′ | (**1647′** - | **500m**) |
| 2840′ | (**2627′** - | **800m**) |

CHANGES: TL.

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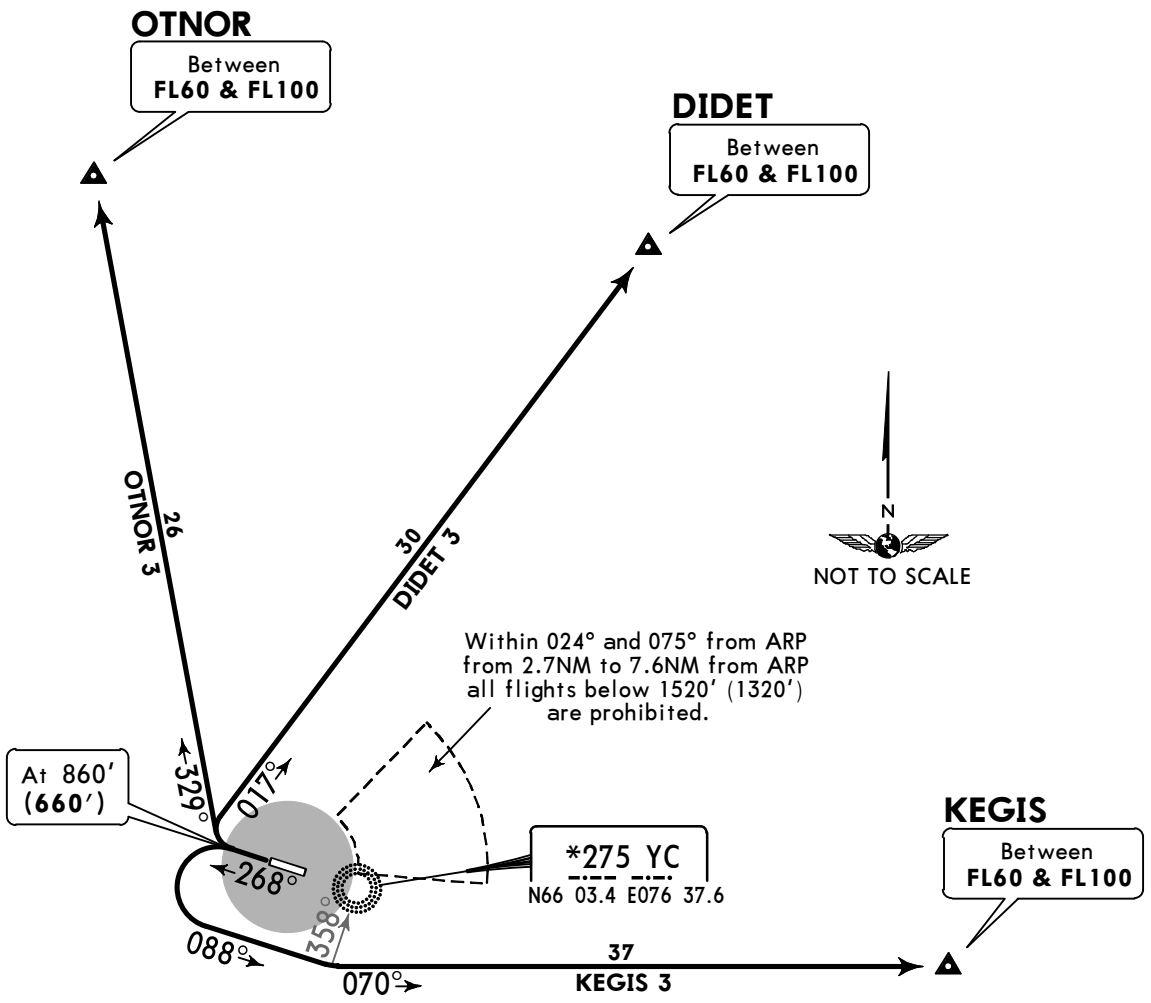
| Apt Elev | |
|---|---|
| 213′ | QNH on request **(QFE)**<br>Trans level: FL40<br>FL50 if pressure is less than 755 mm (1006.6 hPa)<br>FL60 if pressure is less than 728 mm (970.6 hPa)<br>Trans alt: 2840′ **(2640′)** |

2100′
MSA ARP
within 27 NM

# DIDET 3, KEGIS 3, OTNOR 3
# RWY 27 DEPARTURES

**FOR RUSSIAN USERS ONLY**




| ALT/HEIGHT CONVERSION | | |
|---|---|---|
| QNH | (QFE) | |
| 860′ | **(660′ -** | **200m)** |
| 1520′ | **(1320′ -** | **400m)** |
| 2840′ | **(2640′ -** | **800m)** |

CHANGES: TL.

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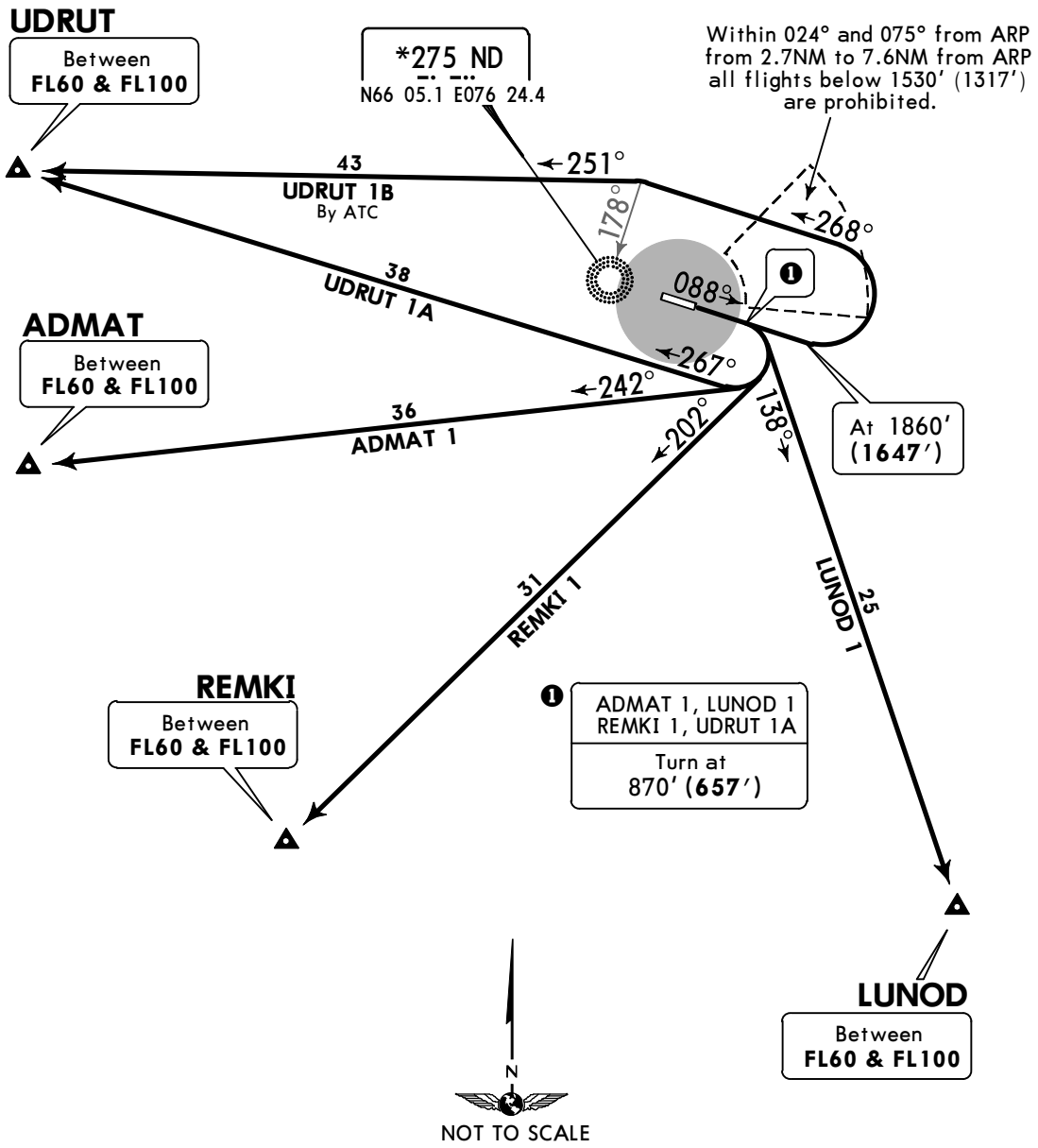
| Apt Elev | |
|---|---|
| 213′ | QNH on request **(QFE)**<br>Trans level: FL40<br>FL50 if pressure is less than 755 mm (1006.6 hPa)<br>FL60 if pressure is less than 728 mm (970.6 hPa)<br>Trans alt: 2840′ **(2627′)** |

2100′
MSA ARP
within 27 NM

# ADMAT 1 [ADMAT1]
# LUNOD 1 [LUNOD1], REMKI 1 [REMKI1]
# UDRUT 1A [UDRU1A] , UDRUT 1B [UDRU1B]
# RWY 09 DEPARTURES

**FOR RUSSIAN USERS ONLY**




| ALT/HEIGHT CONVERSION | | |
|---|---|---|
| QNH | (QFE) | |
| 870′ | (657′ - | 200m) |
| 1530′ | (1317′ - | 400m) |
| 1860′ | (1647′ - | 500m) |
| 2840′ | (2627′ - | 800m) |

CHANGES: TL.

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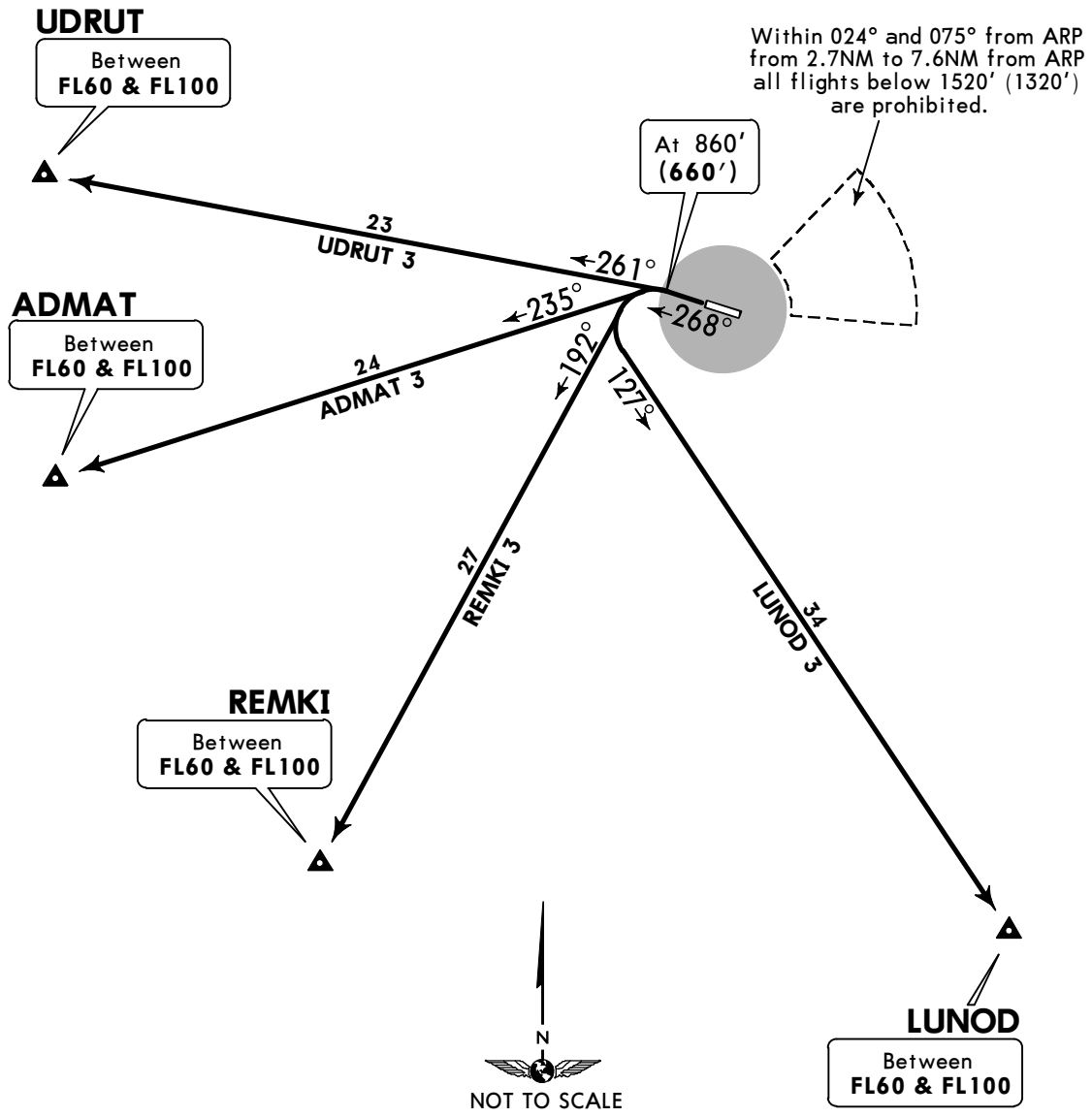
| Apt Elev | |
|---|---|
| 213′ | QNH on request (**QFE**)<br>Trans level: FL40<br>FL50 if pressure is less than 755 mm (1006.6 hPa)<br>FL60 if pressure is less than 728 mm (970.6 hPa)<br>Trans alt: 2840′ (**2640′**) |

2100′
MSA ARP
within 27 NM

# ADMAT 3, LUNOD 3, REMKI 3, UDRUT 3
# RWY 27 DEPARTURES

**FOR RUSSIAN USERS ONLY**




ALT/HEIGHT CONVERSION

| QNH | (QFE) | |
|---|---|---|
| 860′ | (**660′** - | **200m**) |
| 1520′ | (**1320′** - | **400m**) |
| 2840′ | (**2640′** - | **800m**) |

CHANGES: TL.

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# USMU/NUX

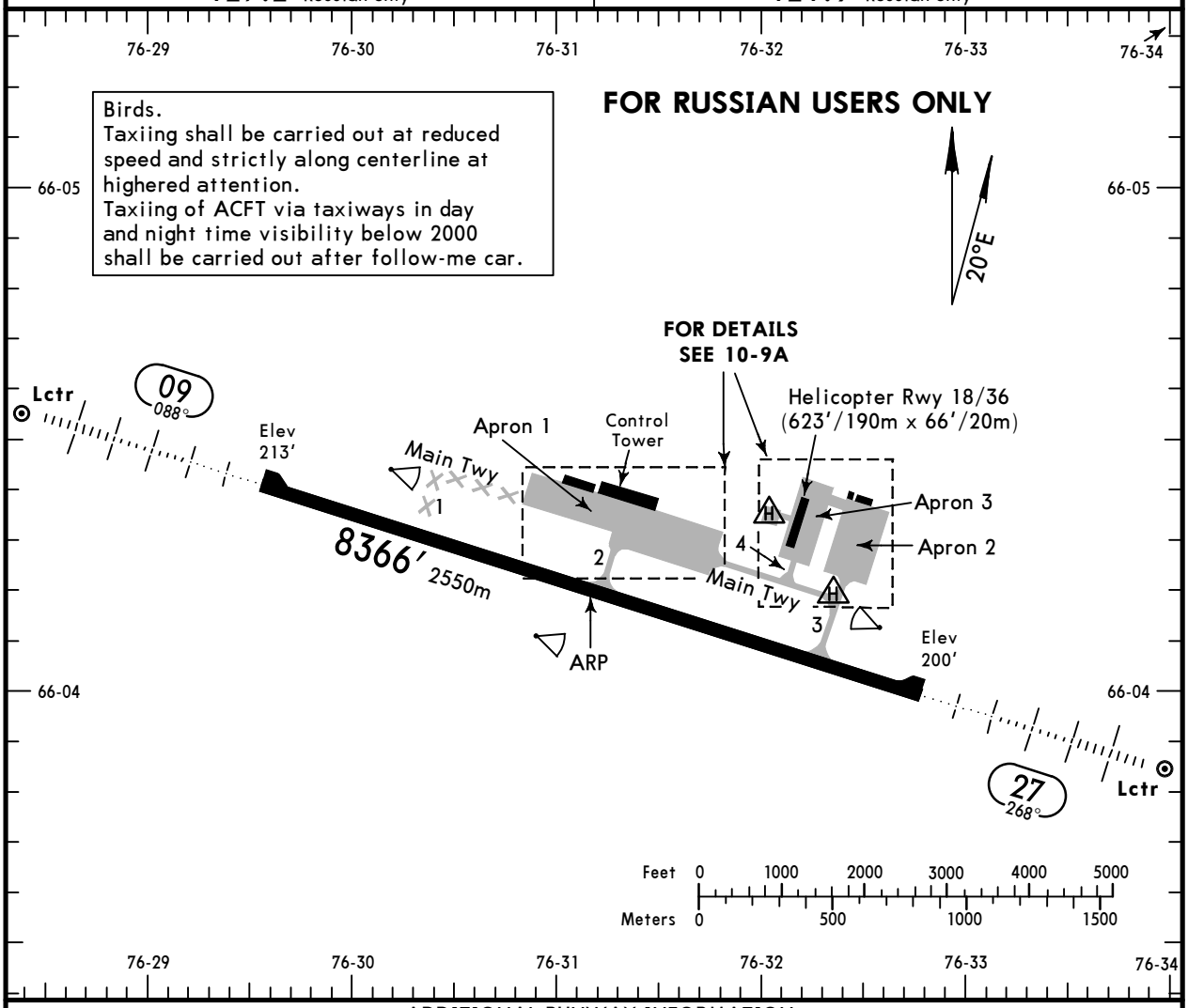
Apt Elev **213'**
N66 04.2 E076 31.2

JEPPESEN 28 DEC 18 (10-9) **Eff 3 Jan**

# NOVY URENGOY, RUSSIA

NOVY URENGOY

| ATIS | *NOVY URENGOY Start (TWR) |
|---|---|
| 127.2 Russian only | 121.9 Russian only |




## ADDITIONAL RUNWAY INFORMATION

| RWY | | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|---|
| 09 ❶ 27 | RL (60m) HIALS | RVR | 8300' 2530m | 7329' 2234m | ❷ | 151' 46m |

❶ Elevated rwy lights at a distance of 10'/3m from rwy edge.

❷ TAKE-OFF RUN AVAILABLE

RWY 09:

| | |
|---|---|
| From rwy head | 8301'(2530m) |
| twy 1 int | 6316'(1925m) |
| twy 2 int | 4003'(1220m) |
| twy 3 int | 1247' (380m) |

RWY 27:

| | |
|---|---|
| From rwy head | 8301'(2530m) |
| twy 3 int | 6988'(2130m) |
| twy 2 int | 4232'(1290m) |
| twy 1 int | 1919' (585m) |

## LOW VISIBILITY PROCEDURES (LVP)

LVP shall be initiated when RVR is less than 550m.
The following is prohibited during LVP:
- take-off not from the rwy beginning;
- take-off without stop at line-up position.

## 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: None.

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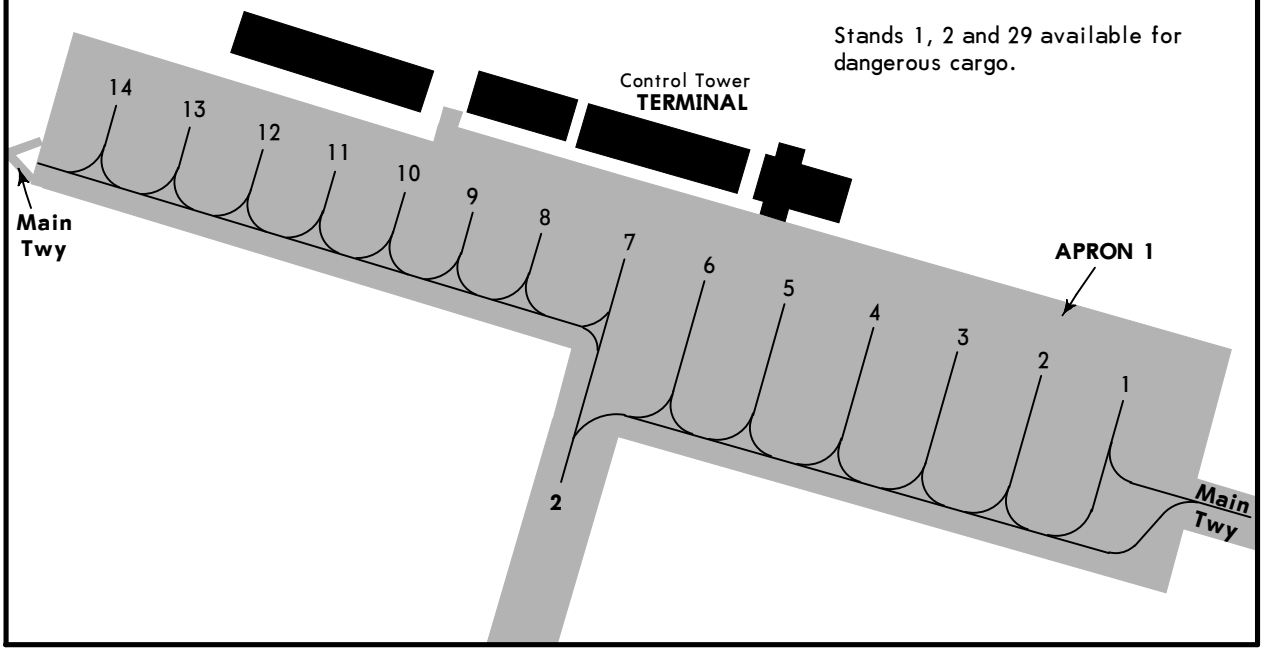
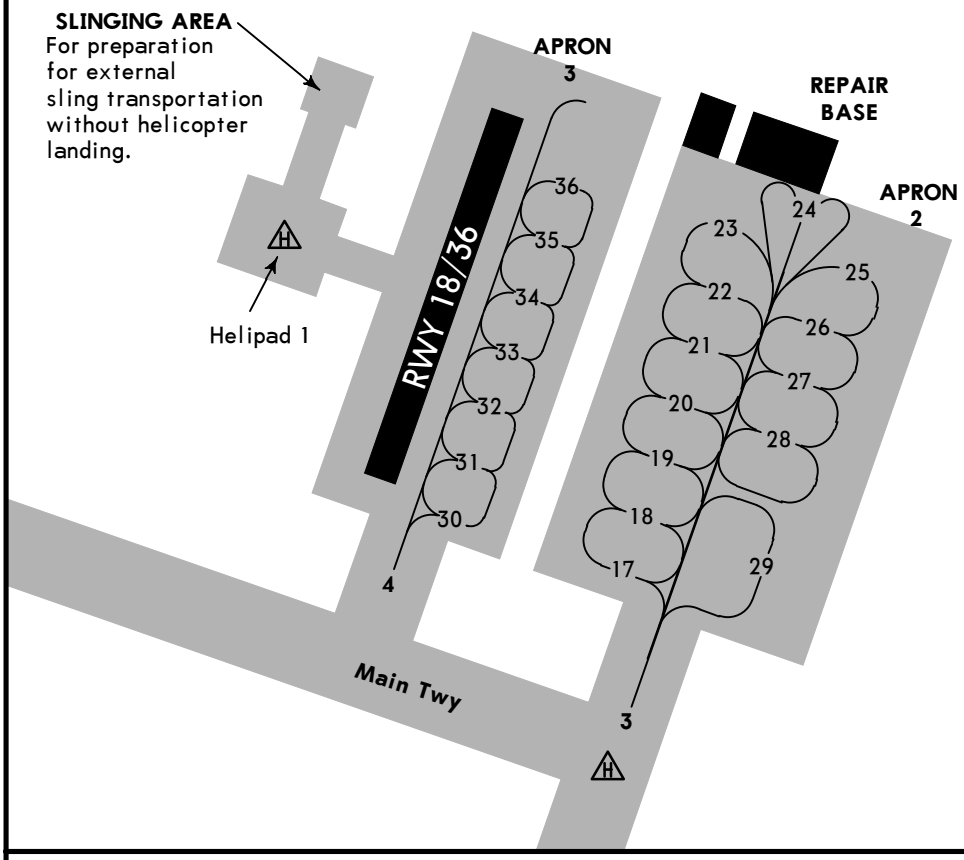
## FOR RUSSIAN USERS ONLY

NOT TO SCALE

Stands 1, 2 and 29 available for dangerous cargo.




NOT TO SCALE





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# NOVY URENGOY, RUSSIA

NOVÝ URENGOY

| STRAIGHT-IN RWY | | A | B | C | D |
|---|---|---|---|---|---|
| 09 | 2 NDB ❶❷ | **570**′(357′)<br>**R900m**<br>*ALS out* R1500m | **570**′(357′)<br>**R900m**<br>R1500m | **570**′(357′)<br>**R900m**<br>R1600m | **570**′(357′)<br>**R900m**<br>R1600m |
| | 2 NDB ❶❸ | **570**′(357′)<br>**R1000m**<br>*ALS out* R1600m | **570**′(357′)<br>**R1000m**<br>R1600m | **570**′(357′)<br>**R1200m**<br>R1600m | **570**′(357′)<br>**R1200m**<br>R1600m |
| | ND NDB ❶❷ | **570**′(357′)<br>**R900m**<br>*ALS out* R1500m | **570**′(357′)<br>**R900m**<br>R1500m | **570**′(357′)<br>**R900m**<br>R1600m | **570**′(357′)<br>**R900m**<br>R1600m |
| | ND NDB ❶❸ | **570**′(357′)<br>**R1000m**<br>*ALS out* R1600m | **570**′(357′)<br>**R1000m**<br>R1600m | **570**′(357′)<br>**R1200m**<br>R1600m | **570**′(357′)<br>**R1200m**<br>R1600m |
| | N Lctr ❶❷ | **570**′(357′)<br>**R900m**<br>*ALS out* R1500m | **570**′(357′)<br>**R900m**<br>R1500m | **570**′(357′)<br>**R900m**<br>R1600m | **570**′(357′)<br>**R900m**<br>R1600m |
| | N Lctr ❸ | **810**′(597′)<br>**C2200m**<br>*ALS out* C2900m | **810**′(597′)<br>**C2200m**<br>C2900m | **810**′(597′)<br>**C2400m**<br>C3100m | **810**′(597′)<br>**C2400m**<br>C3100m |
| 27 | ILS<br>*FULL* | **400**′(200′)<br>**R550m**<br>*Limited* R750m<br>*ALS out* R1200m | **400**′(200′)<br>**R550m**<br>R750m<br>R1200m | **400**′(200′)<br>**R550m**<br>R750m<br>R1200m | **400**′(200′)<br>**R550m**<br>R750m<br>R1200m |
| | LOC | NOT AUTH | NOT AUTH | NOT AUTH | NOT AUTH |
| | 2 NDB ❶❷ | **550**′(350′)<br>**R900m**<br>*ALS out* R1500m | **550**′(350′)<br>**R900m**<br>R1500m | **550**′(350′)<br>**R900m**<br>R1600m | **550**′(350′)<br>**R900m**<br>R1600m |
| | 2 NDB ❶❸ | **550**′(350′)<br>**R1000m**<br>*ALS out* R1600m | **550**′(350′)<br>**R1000m**<br>R1600m | **550**′(350′)<br>**R1200m**<br>R1600m | **550**′(350′)<br>**R1200m**<br>R1600m |
| | YC NDB ❶❸ | **680**′(480′)<br>**R1500m**<br>*ALS out* C2200m | **680**′(480′)<br>**R1500m**<br>C2200m | **680**′(480′)<br>**R1500m**<br>C2200m | **680**′(480′)<br>**R1500m**<br>C2200m |
| | YC NDB ❸ | **1070**′(870′)<br>**C3500m**<br>*ALS out* C4200m | **1070**′(870′)<br>**C3500m**<br>C4200m | **1070**′(870′)<br>**C3700m**<br>C4400m | **1070**′(870′)<br>**C3700m**<br>C4400m |
| | Y Lctr ❶❸ | **830**′(630′)<br>**C2200m**<br>*ALS out* C2900m | **830**′(630′)<br>**C2200m**<br>C2900m | **830**′(630′)<br>**C2200m**<br>C2900m | **830**′(630′)<br>**C2200m**<br>C2900m |
| | Y Lctr ❸ | **1070**′(870′)<br>**C3500m**<br>*ALS out* C4200m | **1070**′(870′)<br>**C3500m**<br>C4200m | **1070**′(870′)<br>**C3700m**<br>C4400m | **1070**′(870′)<br>**C3700m**<br>C4400m |

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

*CHANGES:* Minimums. Take-off transferred to 10-9S1.

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# NOVY URENGOY, RUSSIA
NOVÝ URENGOY

| CIRCLE-TO-LAND | 100 KT | 135 KT | 180 KT | 205 KT |
|---|---|---|---|---|
| After apch to rwy 09 | **640**′(427′) | **720**′(507′) | **820**′(607′) | **920**′(707′) |
| After apch to rwy 27 ❶ | **630**′(430′) | **700**′(500′) | **800**′(600′) | **900**′(700′) |
| | V1500m ❷ | V1600m ❷ | V2400m ❷ | V3600m ❷ |

❶ Circling height based on rwy 27 thresh elev of 200′.
❷ or higher minimums of preceding straight-in approach.

## TAKE-OFF RWY 09, 27

| | LVP must be in Force<br>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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# USMU/NUX
## NOVY URENGOY

JEPPESEN 12 OCT 18 (11-1)

# NOVY URENGOY, RUSSIA
## ILS Rwy 27

BRIEFING STRIP ™

| *ATIS | *NOVY URENGOY Podkhod (APP/R) | *NOVY URENGOY Start (TWR) |
|---|---|---|
| 127.2 Russian only | 124.7 Russian only | 121.9 Russian only |

| LOC IYC | Final Apch Crs | GS LOM | ILS DA(H) | Apt Elev 213′ Rwy 200′ |
|---|---|---|---|---|
| *109.5 | 268° | 922′(722′) | 400′(200′) | |

**MISSED APCH:** Climb to 860′(660′), then turn LEFT onto 088° climbing to 1850′(1650′), then according to chart.

2100 MSA ARP within 27 NM

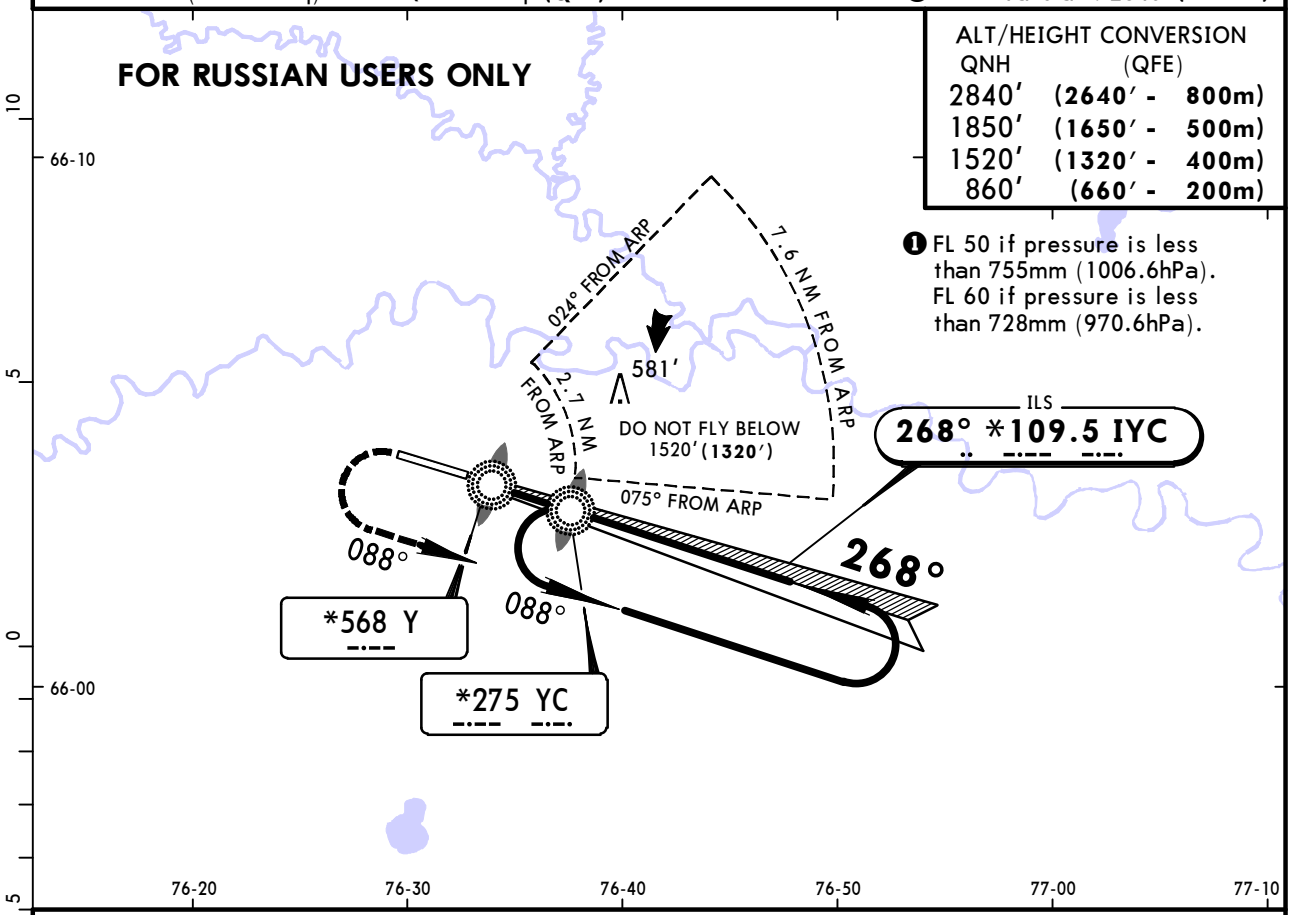
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2840′(2640′)

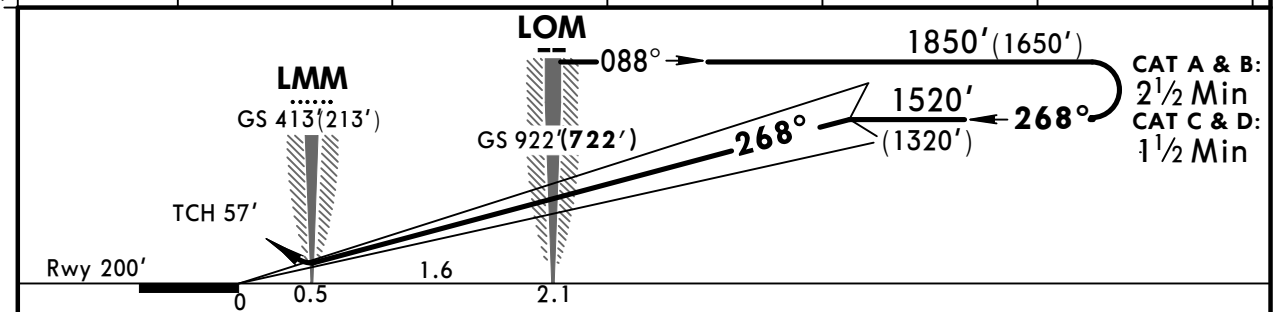
**FOR RUSSIAN USERS ONLY**

ALT/HEIGHT CONVERSION

| QNH | (QFE) | |
|---|---|---|
| 2840′ | (2640′ - | 800m) |
| 1850′ | (1650′ - | 500m) |
| 1520′ | (1320′ - | 400m) |
| 860′ | (660′ - | 200m) |

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




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

HIALS

| 860′ (660′) | 088° LT | 1850′ (1650′) |
|---|---|---|

STRAIGHT-IN LANDING RWY 27

| | ILS DA(H) 400′(200′) FULL | ILS DA(H) 400′(200′) ALS out | LOC (GS out) |
|---|---|---|---|
| A | RVR 720m VIS 800m | 1200m | NOT AUTHORIZED |
| B | | | |
| C | | | |
| D | | | |

CIRCLE-TO-LAND ❶

| | Max Kts | MDA(H) | |
|---|---|---|---|
| A | 100 | 630′(430′) | 1600m |
| B | 135 | 700′(500′) | 1600m |
| C | 180 | 800′(600′) | 2400m |
| D | 205 | 890′(690′) | 3600m |

PANS OPS

❶ Circling height based on rwy 27 thresh elev of 200′.

CHANGES: Trans level established.

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# USMU/NUX
## NOVY URENGOY

JEPPESEN 12 OCT 18 (16-1)

# NOVY URENGOY, RUSSIA
## 2 NDB or NDB Rwy 09

BRIEFING STRIP

| *ATIS | *NOVY URENGOY Podkhod (APP/R) | *NOVY URENGOY Start (TWR) |
|---|---|---|
| 127.2 Russian only | 124.7 Russian only | 121.9 Russian only |

| NDB ND | Final Apch Crs | Minimum Alt 5.2 NM RADAR FIX | MDA(H) Refer to Minimums | Apt Elev 213' Rwy 213' |
|---|---|---|---|---|
| *275 | 088° | 1530'(1317') | | |

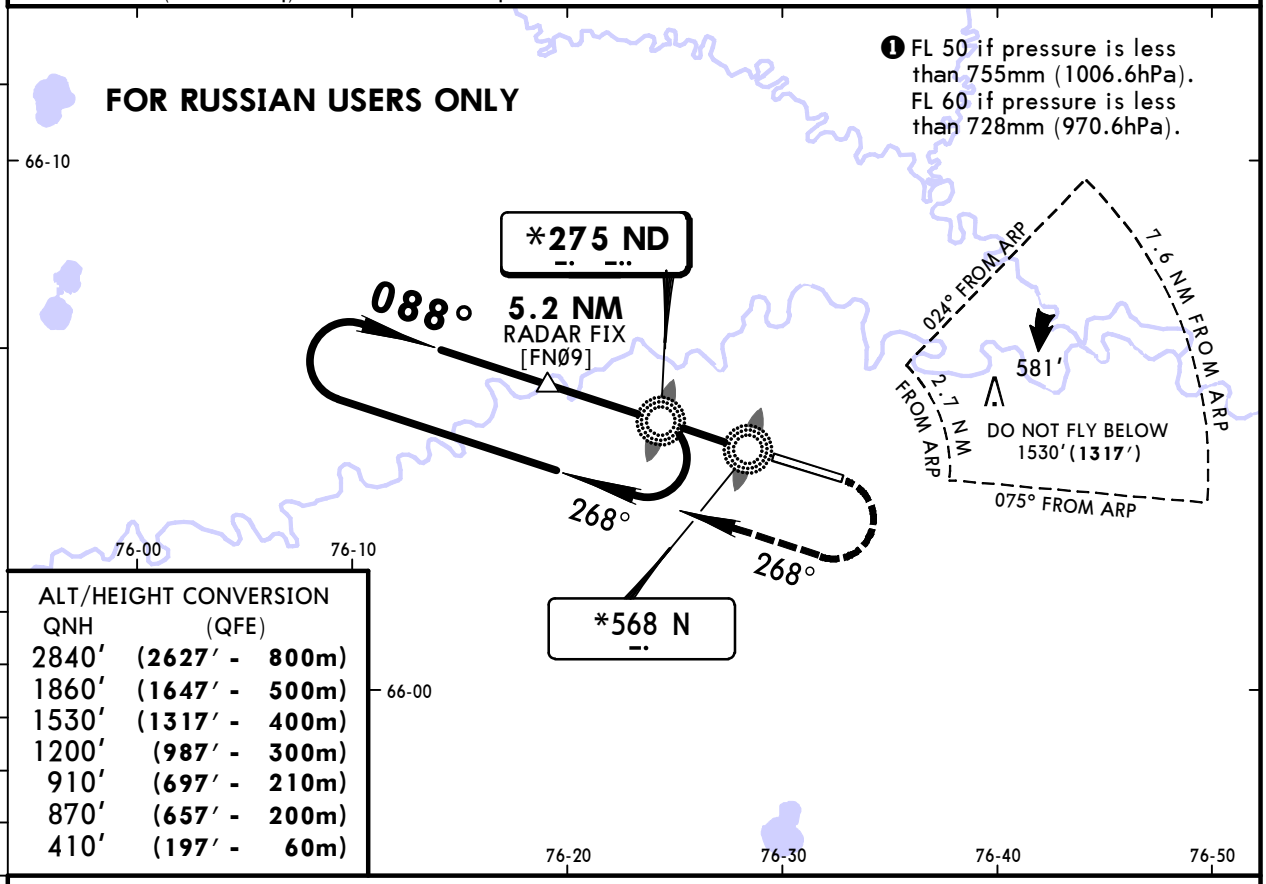
**MISSED APCH:** Climb to 2 NDB: 870' (657') NDB: 1200' (987'), then turn RIGHT onto 268° climbing to 1860' (1647'), then according to chart.

2100
MSA ARP within 27 NM

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2840' (2627')

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

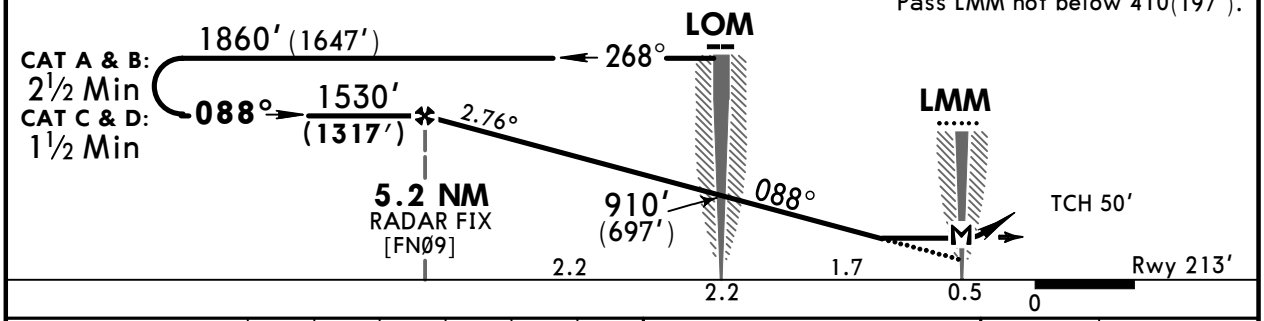
**FOR RUSSIAN USERS ONLY**




ALT/HEIGHT CONVERSION

| QNH | (QFE) | |
|---|---|---|
| 2840' | (2627' - | 800m) |
| 1860' | (1647' - | 500m) |
| 1530' | (1317' - | 400m) |
| 1200' | (987' - | 300m) |
| 910' | (697' - | 210m) |
| 870' | (657' - | 200m) |
| 410' | (197' - | 60m) |

Pass LMM not below 410'(197').




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 2.76° | 342 | 439 | 488 | 586 | 683 | 781 |
| | | | | | | | |
| MAP at LMM | | | | | | | |

HIALS

Refer to Missed Apch above

PANS OPS

STRAIGHT-IN LANDING RWY 09

| | 2 NDB or ND NDB MDA(H) 550'(337') | | N Lctr with FAF MDA(H) 570'(357') | | N Lctr w/o FAF MDA(H) 810'(597') | |
|---|---|---|---|---|---|---|
| | | ALS out | | ALS out | | ALS out |
| A | 1200m | RVR 1500m VIS 1600m | 1200m | RVR 1500m VIS 1600m | 1200m | RVR 1500m VIS 1600m |
| B | | | | | | |
| C | | | | | RVR 1500m VIS 1600m | 2400m |
| D | RVR 1500m VIS 1600m | | RVR 1500m VIS 1600m | RVR 1800m VIS 2000m | 2400m | 2800m |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | |
|---|---|---|
| 100 | 640'(427') | 1600m |
| 135 | 710'(497') | 1600m |
| 180 | 810'(597') | 2400m |
| 205 | 910'(697') | 3600m |

CHANGES: Trans level established.

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# USMU/NUX
## NOVY URENGOY

JEPPESEN 12 OCT 18 (16-2)

# NOVY URENGOY, RUSSIA
## ❶ 2 NDB or NDB Rwy 27

BRIEFING STRIP ™

| *ATIS | *NOVY URENGOY Podkhod (APP/R) | *NOVY URENGOY Start (TWR) |
|---|---|---|
| 127.2 Russian only | 124.7 Russian only | 121.9 Russian only |

| NDB YC *275 | Final Apch Crs 268° | Minimum Alt 4.6 NM RADAR FIX 1520′(1320′) | MDA(H) Refer to Minimums | Apt Elev 213′ Rwy 200′ |
|---|---|---|---|---|

**MISSED APCH:** Climb to 2 NDB: 860′ (660′) NDB: 1190′ (990′), then turn LEFT onto 088° climbing to 1850′ (1650′), then according to chart.

MSA ARP within 27 NM: 2100

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2840′ (2640′)

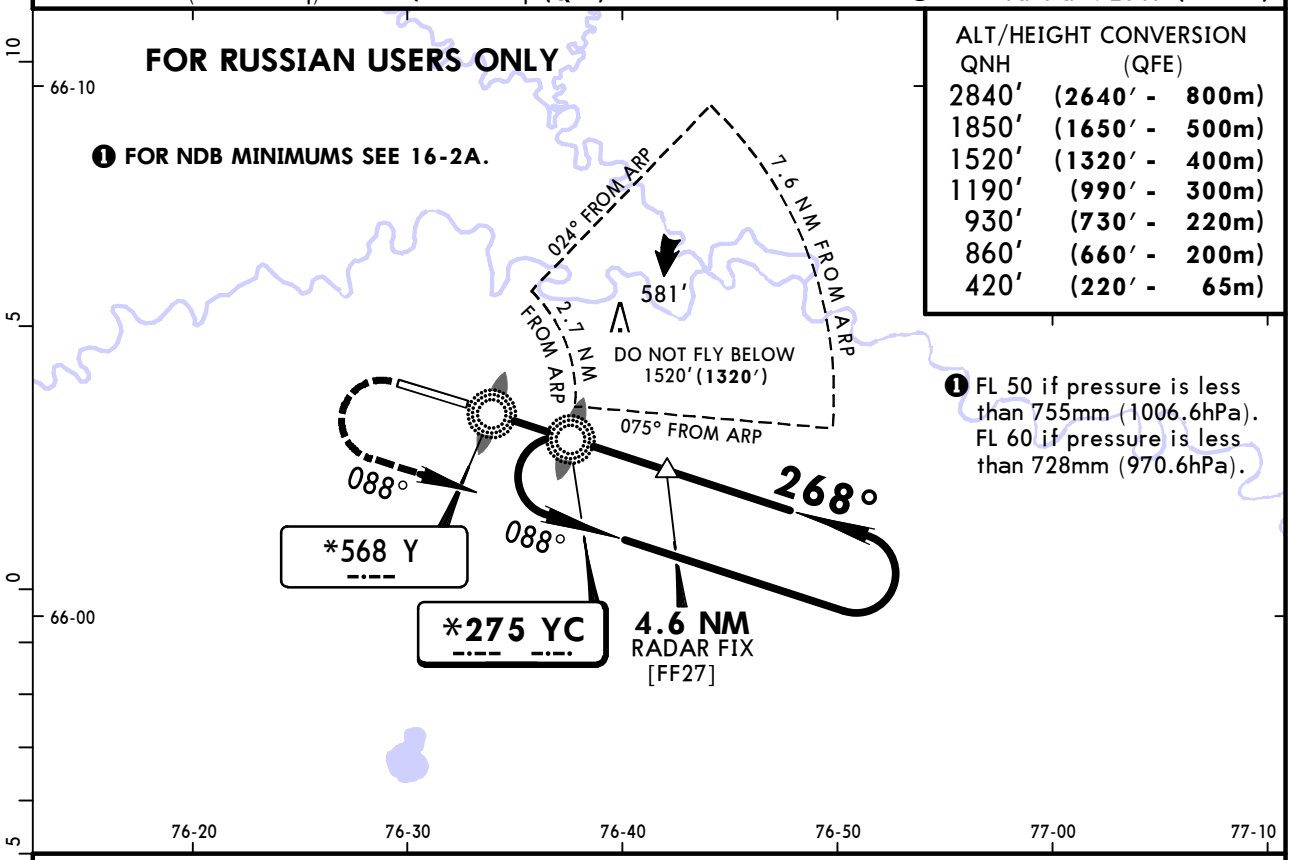
**FOR RUSSIAN USERS ONLY**

❶ **FOR NDB MINIMUMS SEE 16-2A.**

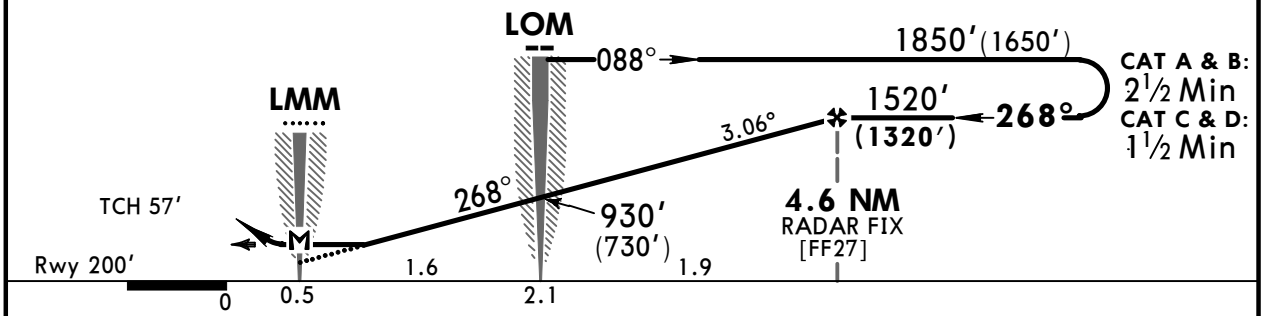
ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 2840′ | (2640′ - 800m) |
| 1850′ | (1650′ - 500m) |
| 1520′ | (1320′ - 400m) |
| 1190′ | (990′ - 300m) |
| 930′ | (730′ - 220m) |
| 860′ | (660′ - 200m) |
| 420′ | (220′ - 65m) |

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




Pass LMM not below 420′(220′).




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.06° | 379 | 487 | 541 | 650 | 758 | 866 |
| | | | | | | |
| MAP at LMM | | | | | | |

HIALS

Refer to Missed Apch above

PANS OPS

| | STRAIGHT-IN LANDING RWY 27 2 NDB with FAF MDA(H) 530′(330′) | ALS out | w/o FAF MDA(H) 550′(350′) | ALS out |
|---|---|---|---|---|
| A | 1200m | RVR 1500m VIS 1600m | 1200m | RVR 1500m VIS 1600m |
| B | | | | |
| C | | | | |
| D | RVR 1500m VIS 1600m | | RVR 1500m VIS 1600m | RVR 1800m VIS 2000m |

| CIRCLE-TO-LAND❶ Max Kts | MDA(H) | |
|---|---|---|
| 100 | 630′(430′) | 1600m |
| 135 | 700′(500′) | 1600m |
| 180 | 800′(600′) | 2400m |
| 205 | 890′(690′) | 3600m |

❶ Circling height based on rwy 27 thresh elev of 200′.

CHANGES: Trans level established.

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# NDB Rwy 27 MINIMUMS

| STRAIGHT-IN LANDING RWY 27 YC NDB | | | | | CIRCLE-TO-LAND 1 | |
|---|---|---|---|---|---|---|
| with FAF MDA(H) 680′(480′) | | | w/o FAF MDA(H) 1070′(870′) | | | |
| | | ALS out | | ALS out | Max Kts | MDA(H) |
| A | 1200m | RVR 1500m VIS 1600m | 1200m | RVR 1500m VIS 1600m | 100 | 680′(480′) 2 1600m |
| B | | | | RVR 1800m VIS 2000m | 135 | 700′(500′) 2 1600m |
| C | | RVR 1800m VIS 2000m | 3200m | 4000m | 180 | 800′(600′) 2 2400m |
| D | RVR 1800m VIS 2000m | 2400m | 4000m | 4400m | 205 | 890′(690′) 2 3600m |

1 Circling height based on rwy 27 thresh elev of 200′.
2 After apch w/o FAF: MDA(H) 1070′ (870′), VIS CAT B 2000m, C 4000m, D 4400m.

| STRAIGHT-IN LANDING RWY 27 Y Lctr | | | | | CIRCLE-TO-LAND 1 | |
|---|---|---|---|---|---|---|
| with FAF MDA(H) 830′(630′) | | | w/o FAF MDA(H) 1070′(870′) | | | |
| | | ALS out | | ALS out | Max Kts | MDA(H) |
| A | 1200m | RVR 1500m VIS 1600m | 1200m | RVR 1500m VIS 1600m | 100 | 830′(630′) 2 1600m |
| B | | | | RVR 1800m VIS 2000m | 135 | |
| C | RVR 1800m VIS 2000m | 2800m | 3200m | 4000m | 180 | 830′(630′) 2 2800m |
| D | 2800m | 3200m | 4000m | 4400m | 205 | 890′(690′) 2 3600m |

1 Circling height based on rwy 27 thresh elev of 200′.
2 After apch w/o FAF: MDA(H) 1070′ (870′), VIS CAT B 2000m, C 4000m, D 4400m.

CHANGES: None.

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# Chart changes since cycle 08-2019

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**NOVY URENGOY, (NOVY URENGOY - USMU)**

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# TERMINAL CHART CHANGE NOTICES

## No Chart Change Notices for Airport USMU