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JEPPESEN
JeppView for Windows

General Information

Location: MAGNITOGORSK RUS
ICAO/IATA: USCM / MQF
Lat/Long: N53° 23.6', E058° 45.3'
Elevation: 1432 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 12.0° 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: 0359 Z
Sunset: 1237 Z

Runway Information

Runway: 18
Length x Width: 10663 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1395 ft
Lighting: Edge, ALS

Runway: 36
Length x Width: 10663 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1432 ft
Lighting: Edge, ALS

Communication Information

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

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USCM/MQF
MAGNITOGORSK

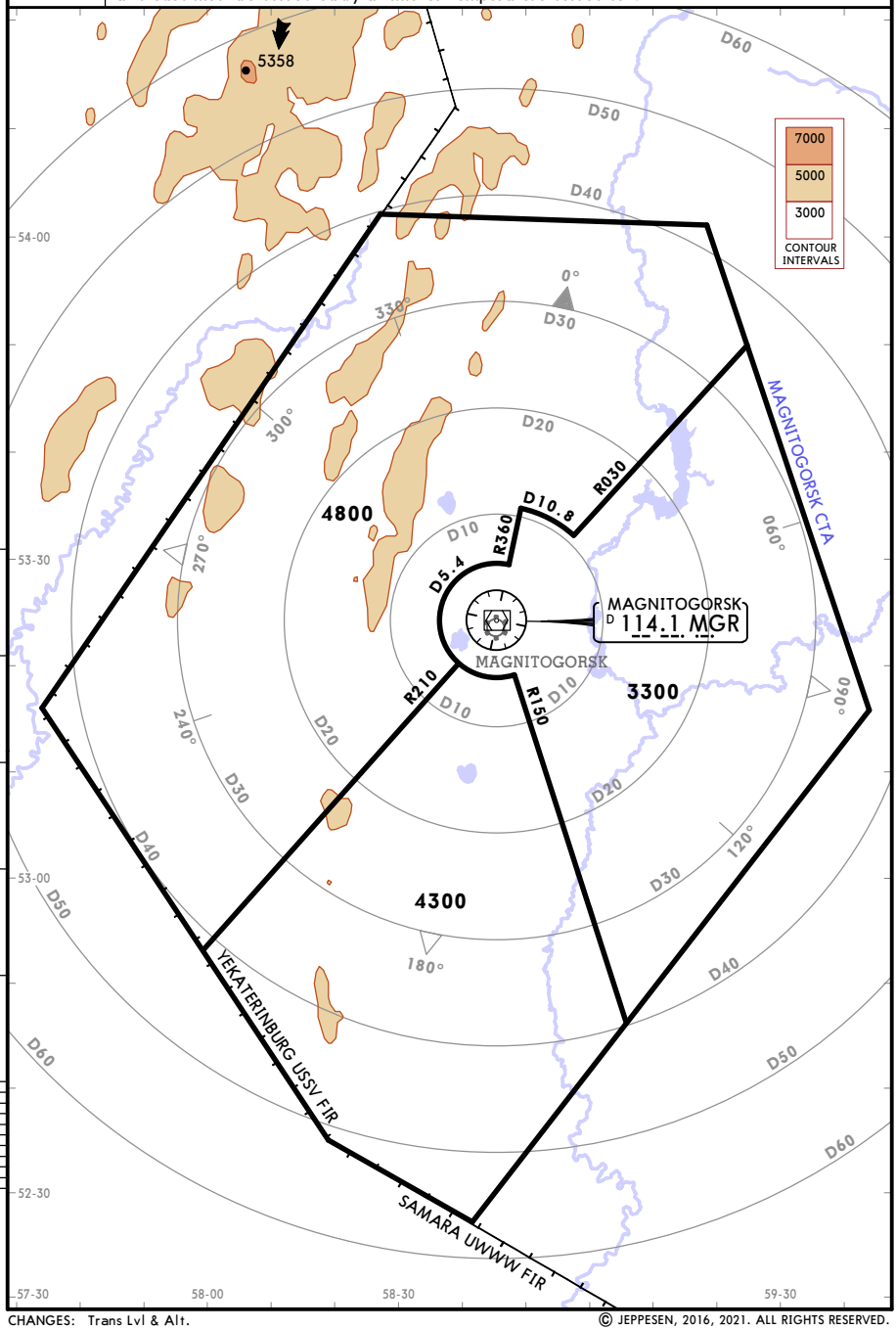
JEPPESEN

13 AUG 21 (10-1R)

MAGNITOGORSK, RUSSIA
RADAR MINIMUM ALTITUDES

Apt Elev
1432

Alt Set: hPa (MM on request)
Trans level: FL80
FL90 when QNH is less than 1013 hPa (760 mm)
FL100 when QNH is less than 977 hPa (733 mm)
Trans alt: 7000
1. Chart only to be used for cross-checking of altitudes while under RADAR control.
2. When vectoring is carried out under low-temperature conditions, minimum vectoring altitudes must be corrected by altimeter temperature correction.



CHANGES: Trans Lvl & Alt.

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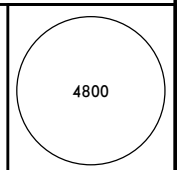
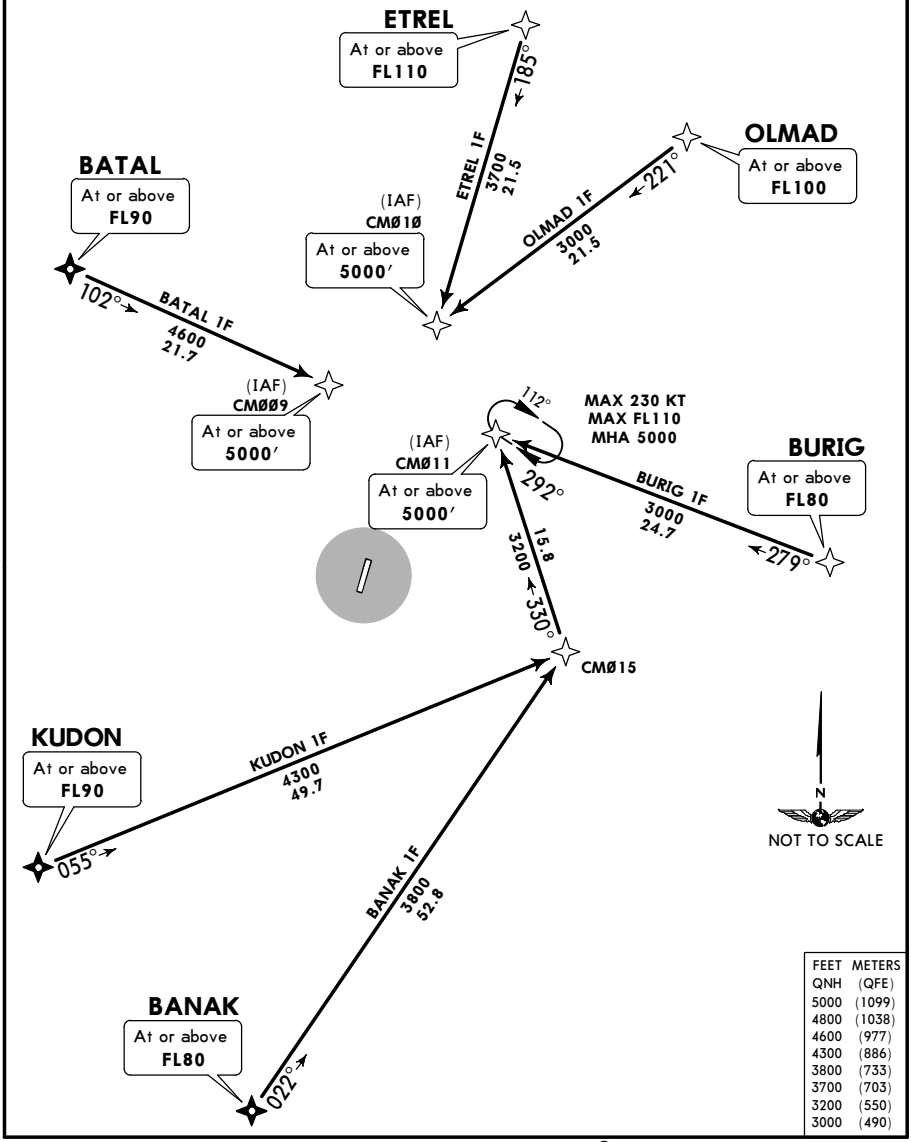
ATIS 132.8	Alt Set: hPa (MM on request) QNH (QFE on request) Trans level: FL80 FL90 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm)
Apt Elev 1432′	Trans alt: 7000′ 1. GNSS required. 2. RNAV 1.

BANAK 1F [BANA1F], BATAL 1F [BATA1F] BURIG 1F [BURI1F], ETREL 1F [ETRE1F] KUDON 1F [KUDO1F], OLMAD 1F [OLMA1F] RNAV ARRIVALS (RWY 18)





FEET QNH	METERS (QFE)
5000	(1099)
4800	(1038)
4600	(977)
4300	(886)
3800	(733)
3700	(703)
3200	(550)
3000	(490)

CHANGES: Trans level &Trans Alt revised; crossing at BANAK.

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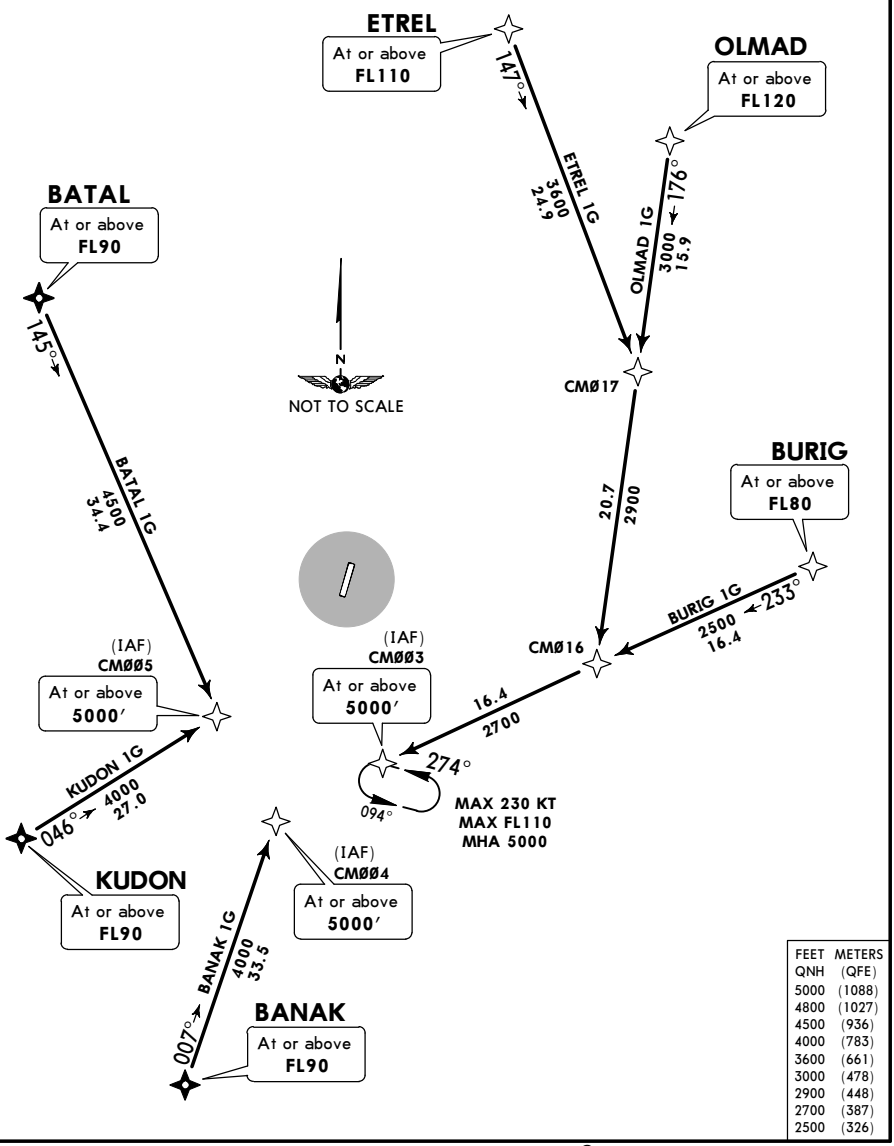
ATIS 132.8	Alt Set: hPa (MM on request) QNH (QFE on request) Trans level: FL80 FL90 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm)
Apt Elev 1432′	Trans alt: 7000′ 1. GNSS required. 2. RNAV 1.

BANAK 1G [BANA1G], BATAL 1G [BATA1G] BURIG 1G [BURI1G], ETREL 1G [ETRE1G] KUDON 1G [KUDO1G], OLMAD 1G [OLMA1G] RNAV ARRIVALS (RWY 36)



FEET QNH	METERS (QFE)
5000	(1088)
4800	(1027)
4500	(936)
4000	(783)
3600	(661)
3000	(478)
2900	(448)
2700	(387)
2500	(326)

CHANGES: Trans level & Trans Alt revised.

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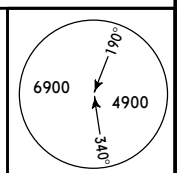
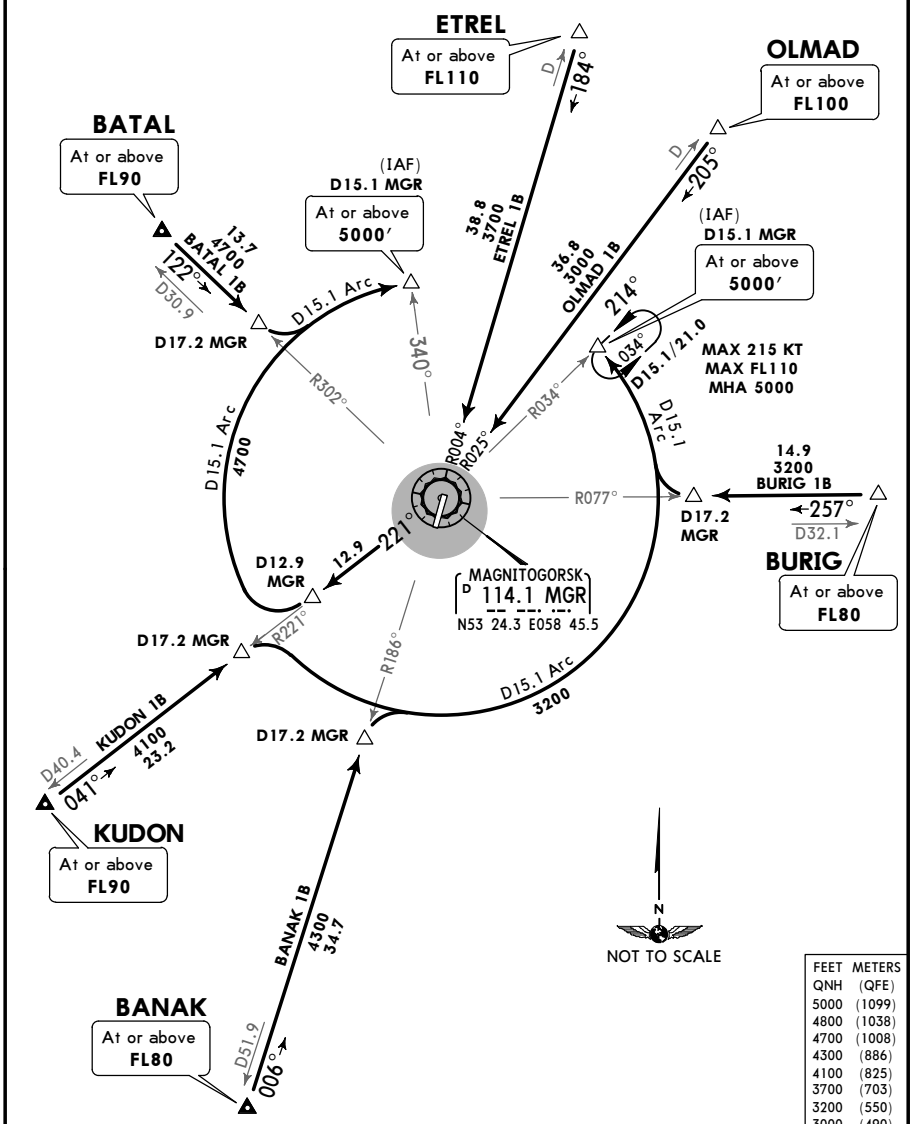
ATIS 132.8	Alt Set: hPa (MM on request) QNH (QFE on request) Trans level: FL80 FL90 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm)
Apt Elev 1432′	Trans alt: 7000′ DME required.

BANAK 1B [BANA1B], BATAL 1B [BATA1B] BURIG 1B [BURI1B], ETREL 1B [ETRE1B] KUDON 1B [KUDO1B], OLMAD 1B [OLMA1B] ARRIVALS (RWY 18)





FEET	METERS
QNH	(QFE)
5000	(1099)
4800	(1038)
4700	(1008)
4300	(886)
4100	(825)
3700	(703)
3200	(550)
3000	(490)

CHANGES: Trans level & Trans Alt revised; crossing at BANAK; MSA.

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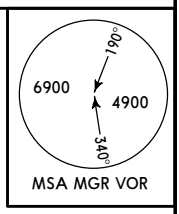
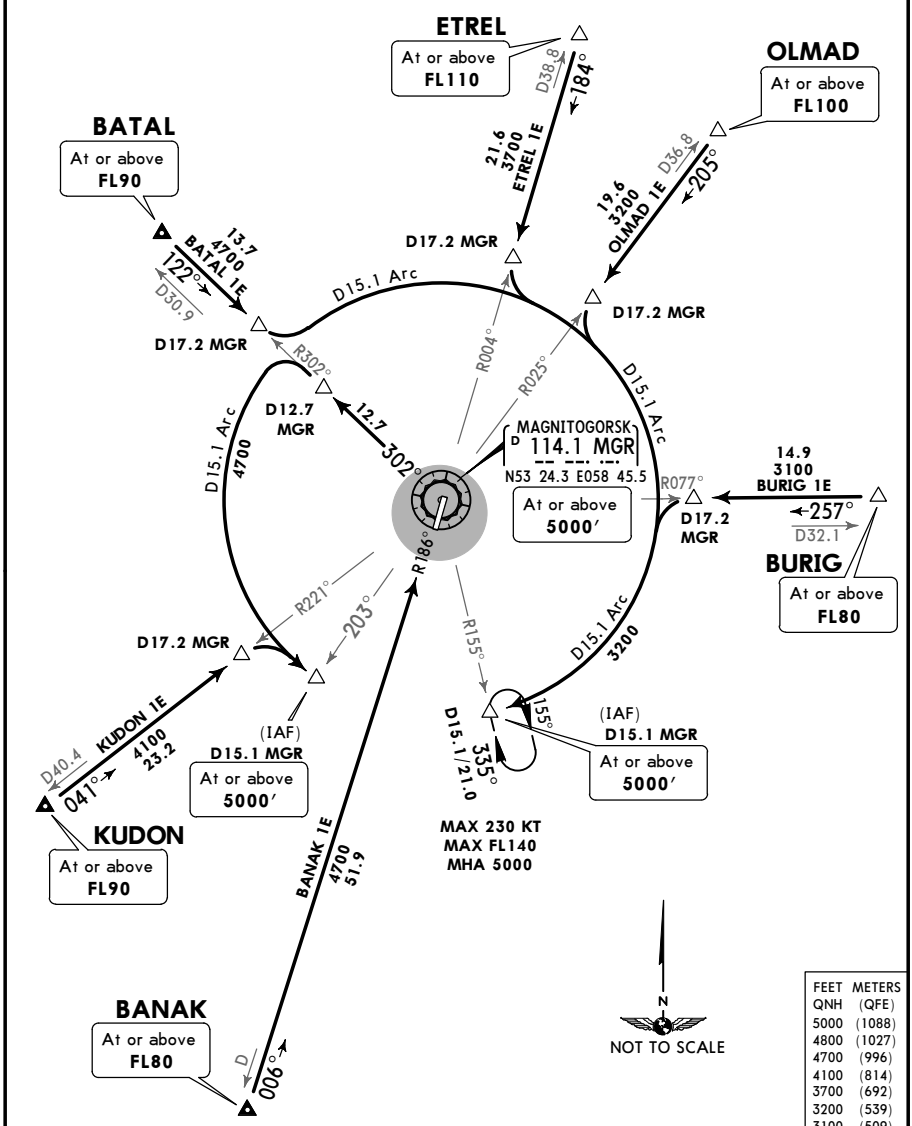
ATIS 132.8	Alt Set: hPa (MM on request) QNH (QFE on request) Trans level: FL80 FL90 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm)
Apt Elev 1432′	Trans alt: 7000′ DME required.

BANAK 1E [BANA1E], BATAL 1E [BATA1E] BURIG 1E [BURI1E], ETREL 1E [ETRE1E] KUDON 1E [KUDO1E], OLMAD 1E [OLMA1E] ARRIVALS (RWY 36)





FEET	METERS
QNH	(QFE)
5000	(1088)
4800	(1027)
4700	(996)
4100	(814)
3700	(692)
3200	(539)
3100	(509)

CHANGES: Trans level & Trans Alt revised; crossing at BANAK; MSA.

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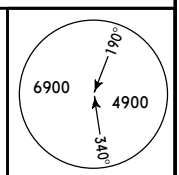
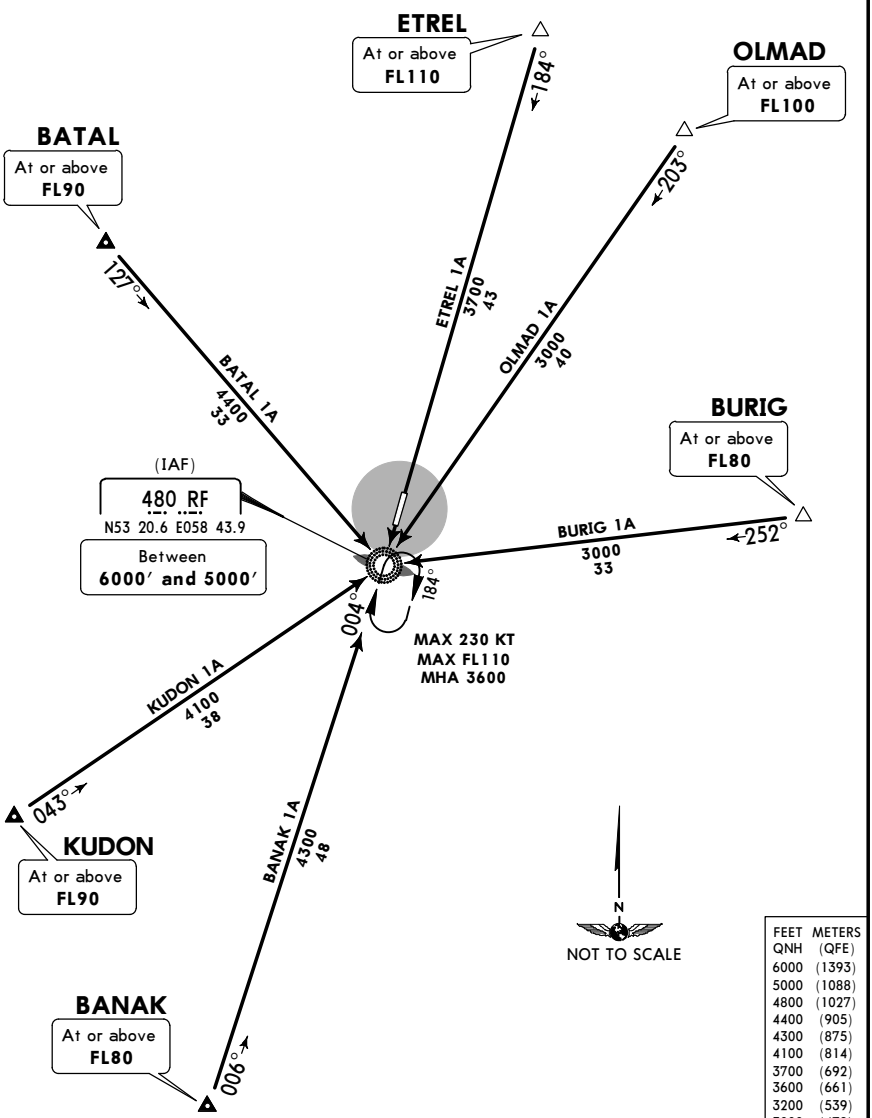
ATIS 132.8	Alt Set: hPa (MM on request) QNH (QFE on request) Trans level: FL80 FL90 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm)
Apt Elev 1432′	Trans alt: 7000′ RADAR control required.

BANAK 1A [BANA1A], BATAL 1A [BATA1A] BURIG 1A [BURI1A], ETREL 1A [ETRE1A] KUDON 1A [KUDO1A], OLMAD 1A [OLMA1A] ARRIVALS (RWY 36)



MSA RF NDB



FEET QNH	METERS (QFE)
6000	(1393)
5000	(1088)
4800	(1027)
4400	(905)
4300	(875)
4100	(814)
3700	(692)
3600	(661)
3200	(539)
3000	(478)

CHANGES: Trans level & Trans Alt revised; crossing at BANAK; MSA.

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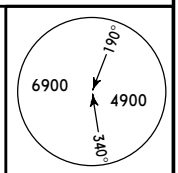
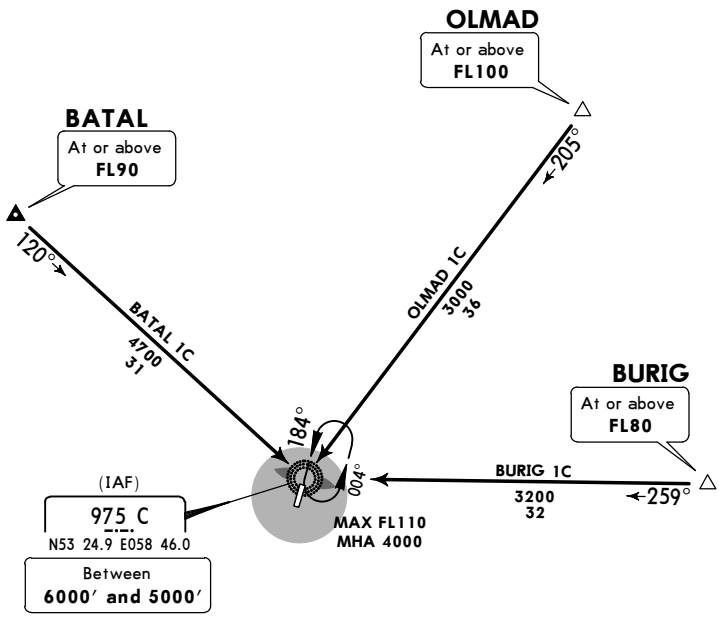
ATIS 132.8	Alt Set: hPa (MM on request) QNH (QFE on request) Trans level: FL80 FL90 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm)
Apt Elev 1432′	Trans alt: 7000′ RADAR control required.

BATAL 1C [BATA1C], BURIG 1C [BURI1C] OLMAD 1C [OLMA1C] ARRIVALS (RWY 18)



MSA C Lctr



NOT TO SCALE

FEET QNH	METERS (QFE)
6000	(1404)
5000	(1099)
4800	(1038)
4700	(1008)
3200	(550)
3000	(490)

CHANGES: Trans level & Trans Alt revised; MSA.

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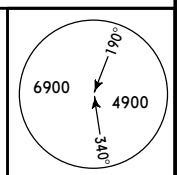
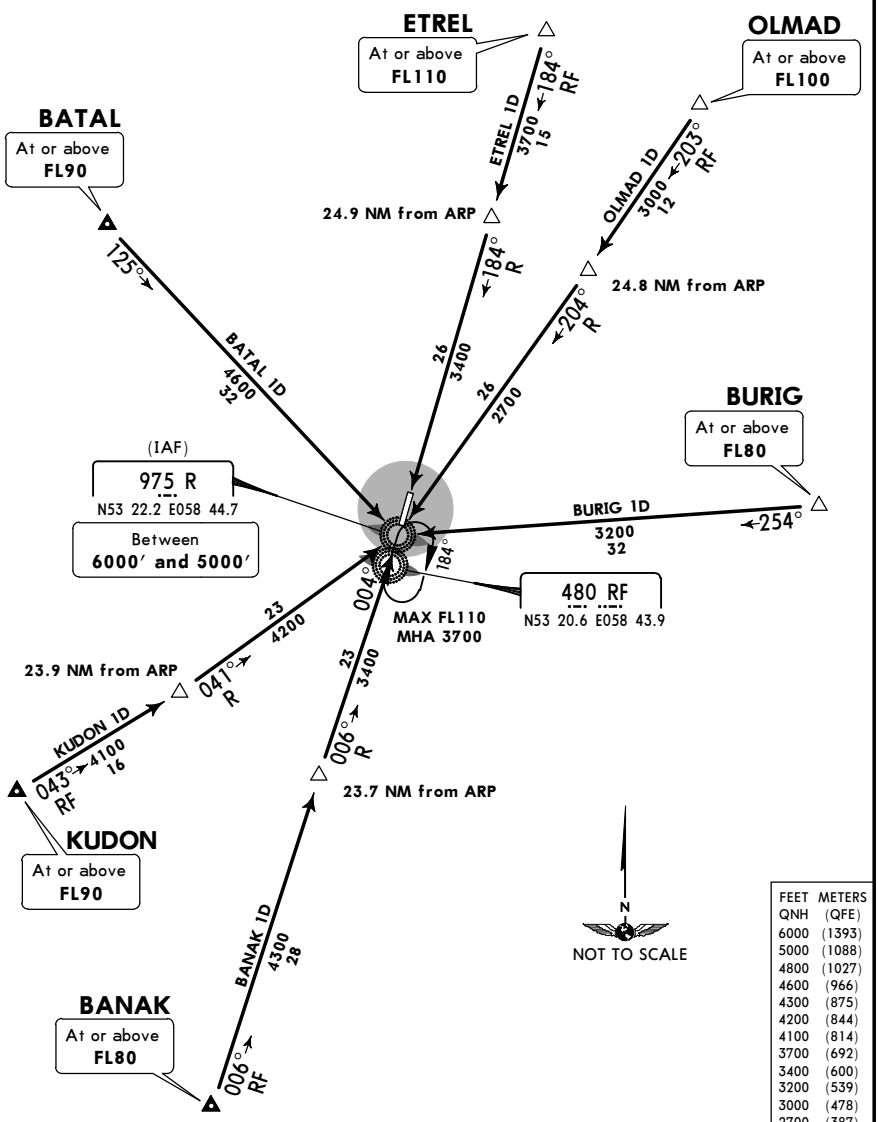
ATIS 132.8	Alt Set: hPa (MM on request) QNH (QFE on request) Trans level: FL80 FL90 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm)
Apt Elev 1432′	Trans alt: 7000′ RADAR control required.

BANAK 1D [BANA1D], BATAL 1D [BATA1D] BURIG 1D [BURI1D], ETREL 1D [ETRE1D] KUDON 1D [KUDO1D], OLMAD 1D [OLMA1D] ARRIVALS (RWY 36)





FEET	METERS
QNH	(QFE)
6000	(1393)
5000	(1088)
4800	(1027)
4600	(966)
4300	(875)
4200	(844)
4100	(814)
3700	(692)
3400	(600)
3200	(539)
3000	(478)
2700	(387)

CHANGES: Trans level & Trans Alt revised; crossing at BANAK; MSA

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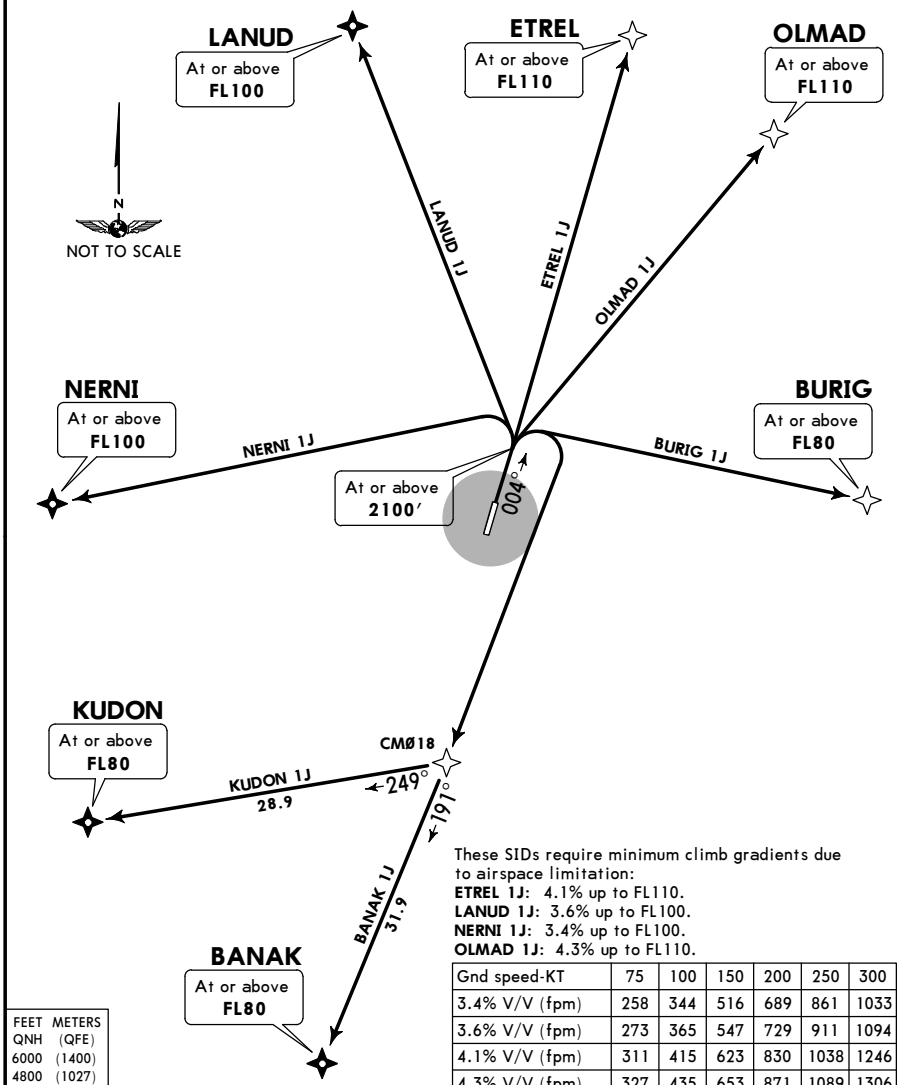
Apt Elev 1432′	QNH (QFE on request) Trans level: FL80 FL90 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm) Trans alt: 7000′ 1. GNSS required. 2. RNAV 1.

BANAK 1J [BANA1J], BURIG 1J [BURI1J] ETREL 1J [ETRE1J], KUDON 1J [KUDO1J] LANUD 1J [LANU1J], NERNI 1J [NERN1J] OLMAD 1J [OLMA1J] RNAV DEPARTURES (RWY 36)

4800
MSA ARP



These SIDs require minimum climb gradients due to airspace limitation:
ETREL 1J: 4.1% up to FL110.
LANUD 1J: 3.6% up to FL100.
NERNI 1J: 3.4% up to FL100.
OLMAD 1J: 4.3% up to FL110.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
3.6% V/V (fpm)	273	365	547	729	911	1094
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.3% V/V (fpm)	327	435	653	871	1089	1306

FEET QNH	METERS (QFE)
6000	(1400)
4800	(1027)
2100	(204)

CHANGES: Trans level & Trans Alt revised; crossing at BURIG.

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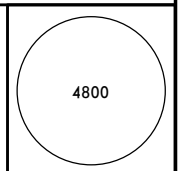
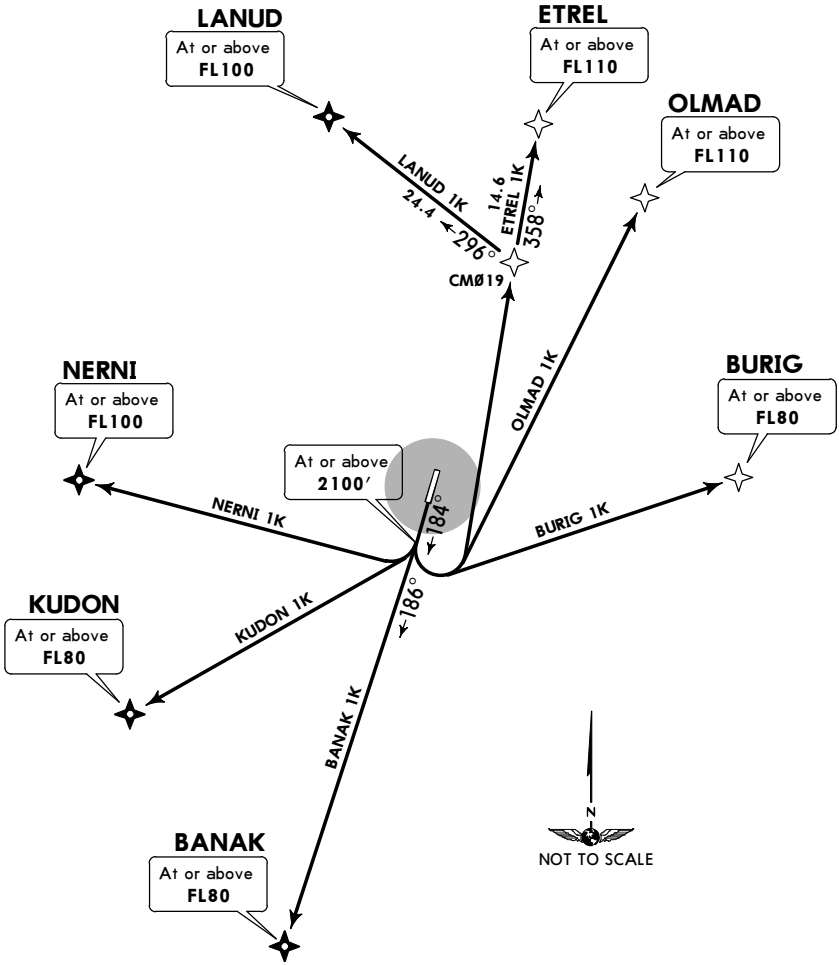
Apt Elev 1432′	QNH (QFE on request) Trans level: FL80 FL90 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm) Trans alt: 7000′ 1. GNSS required. 2. RNAV 1.

BANAK 1K [BANA1K], BURIG 1K [BURI1K] ETREL 1K [ETRE1K], KUDON 1K [KUDO1K] LANUD 1K [LANU1K], NERNI 1K [NERN1K] OLMAD 1K [OLMA1K] RNAV DEPARTURES (RWY 18)





FEET QNH	METERS (QFE)
6000	(1400)
4800	(1038)
2100	(215)

NERNI 1K:
This SID requires a minimum climb gradient of 3.6% up to FL100 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094

CHANGES: Trans level & Trans Alt revised; crossing at BURIG.

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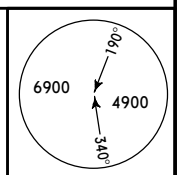
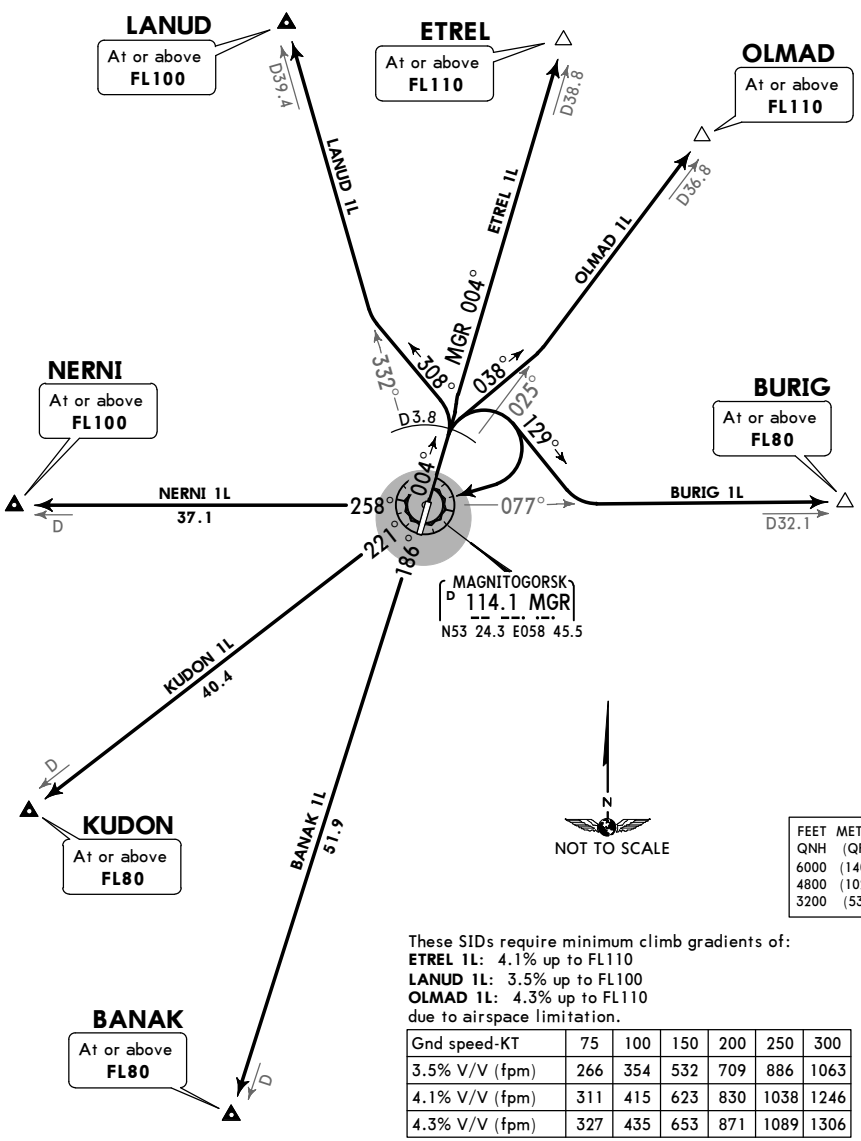
Apt Elev 1432′	QNH (QFE on request) Trans level: FL80 FL90 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm) Trans alt: 7000′ DME required.

BANAK 1L [BANA1L], BURIG 1L [BURI1L] ETREL 1L [ETRE1L], KUDON 1L [KUDO1L] LANUD 1L [LANU1L], NERNI 1L [NERN1L] OLMAD 1L [OLMA1L] DEPARTURES (RWY 36)



MSA MGR VOR



FEET	METERS
QNH	(QFE)
6000	(1400)
4800	(1027)
3200	(539)

These SIDs require minimum climb gradients of:
ETREL 1L: 4.1% up to FL110
LANUD 1L: 3.5% up to FL100
OLMAD 1L: 4.3% up to FL110
due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.3% V/V (fpm)	327	435	653	871	1089	1306

CHANGES: Trans level & Trans Alt revised; crossing at BURIG; MSA.

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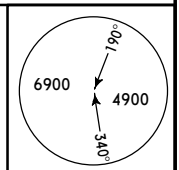
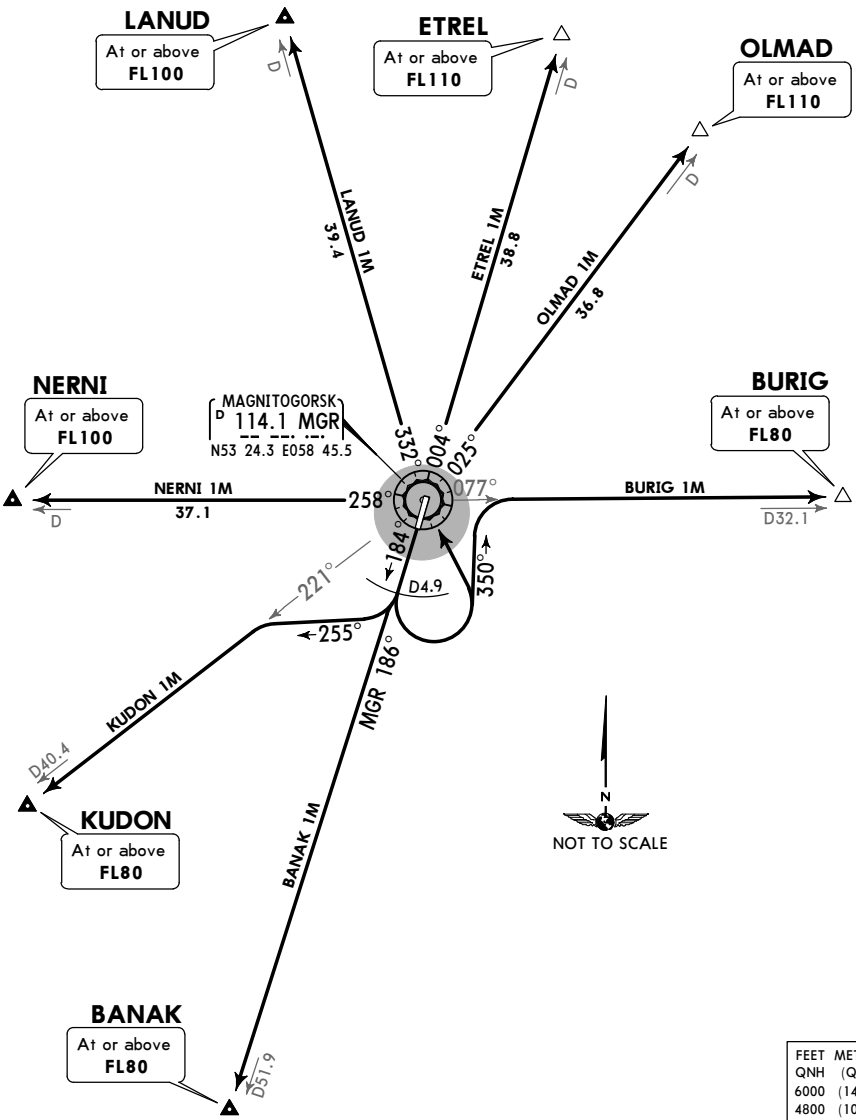
Apt Elev 1432′	QNH (QFE on request) Trans level: FL80 FL90 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm) Trans alt: 7000′ DME required.

BANAK 1M [BANA1M], BURIG 1M [BURI1M] ETREL 1M [ETRE1M], KUDON 1M [KUDO1M] LANUD 1M [LANU1M], NERNI 1M [NERN1M] OLMAD 1M [OLMA1M] DEPARTURES (RWY 18)





FEET	METERS
QNH	(QFE)
6000	(1400)
4800	(1038)
3200	(550)

CHANGES: Trans level & Trans Alt revised; crossing at BURIG; MSA.

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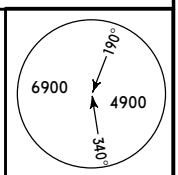
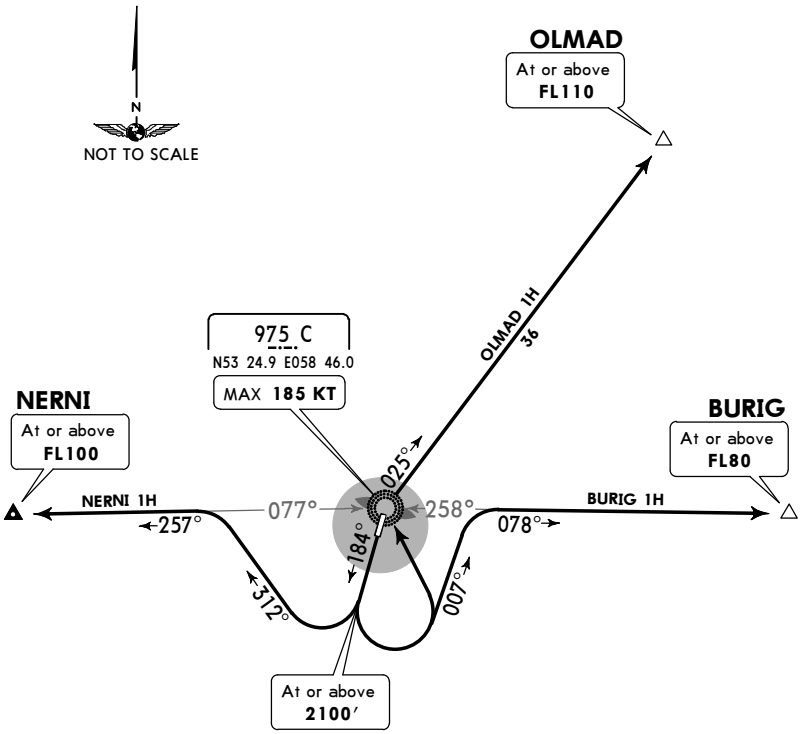
Apt Elev 1432′	QNH (QFE on request) Trans level: FL80 FL90 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm) Trans alt: 7000′ RADAR control required.

BURIG 1H [BURI1H], NERNI 1H [NERN1H] OLMAD 1H [OLMA1H] DEPARTURES (RWY 18)





NERNI 1H

This SID requires a minimum climb gradient of
3.4% up to FL100 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033

FEET	METERS
QNH	(QFE)
6000	(1400)
4800	(1038)
3200	(550)
2100	(215)

CHANGES: Trans level & Trans Alt revised; crossing at BURIG; MSA.

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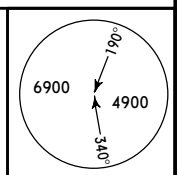
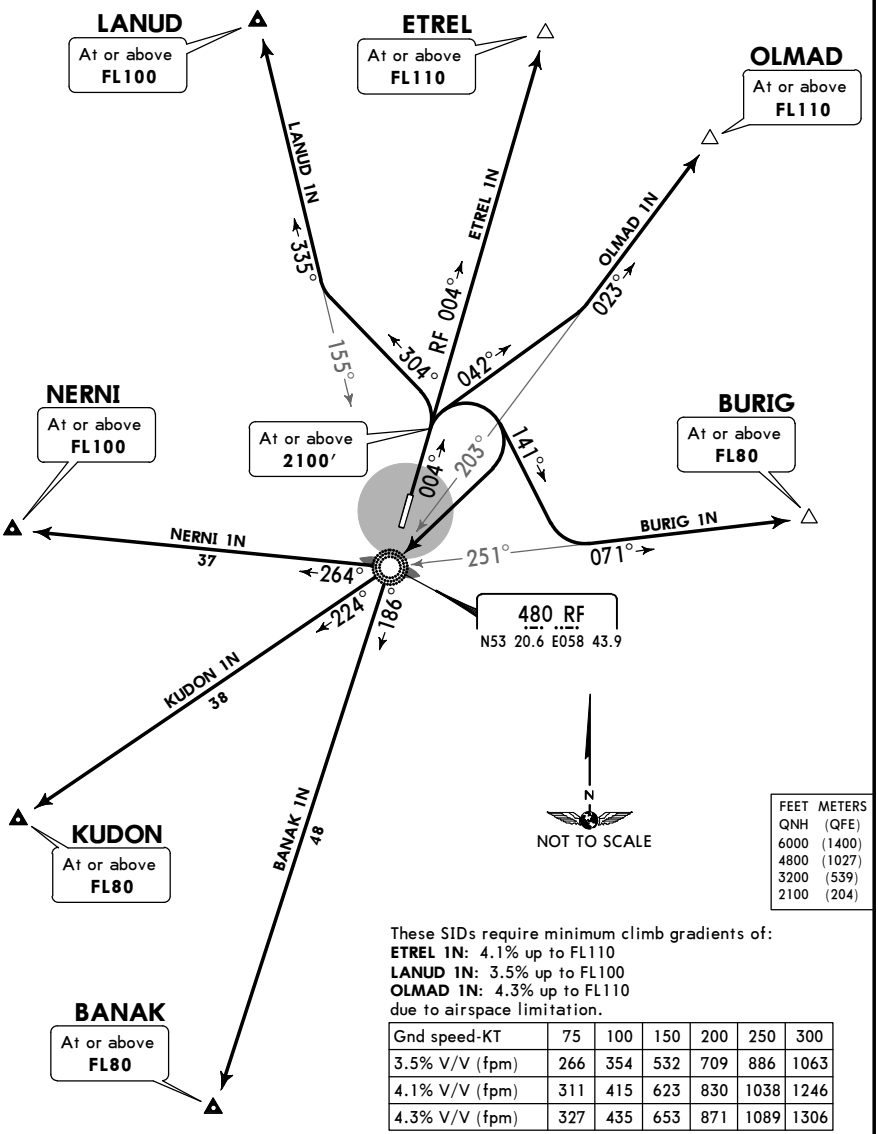
Apt Elev 1432′	QNH (QFE on request) Trans level: FL80 FL90 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm) Trans alt: 7000′ RADAR control required.

BANAK 1N [BANA1N], BURIG 1N [BURI1N] ETREL 1N [ETRE1N], KUDON 1N [KUDO1N] LANUD 1N [LANU1N], NERNI 1N [NERN1N] OLMAD 1N [OLMA1N] DEPARTURES (RWY 36)



MSA RF NDB



FEET	METERS
QNH	(QFE)
6000	(1400)
4800	(1027)
3200	(539)
2100	(204)

These SIDs require minimum climb gradients of:
ETREL 1N: 4.1% up to FL110
LANUD 1N: 3.5% up to FL100
OLMAD 1N: 4.3% up to FL110
due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.3% V/V (fpm)	327	435	653	871	1089	1306

CHANGES: Trans level & Trans Alt revised; crossing at BURIG; MSA.

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USCM/MQF

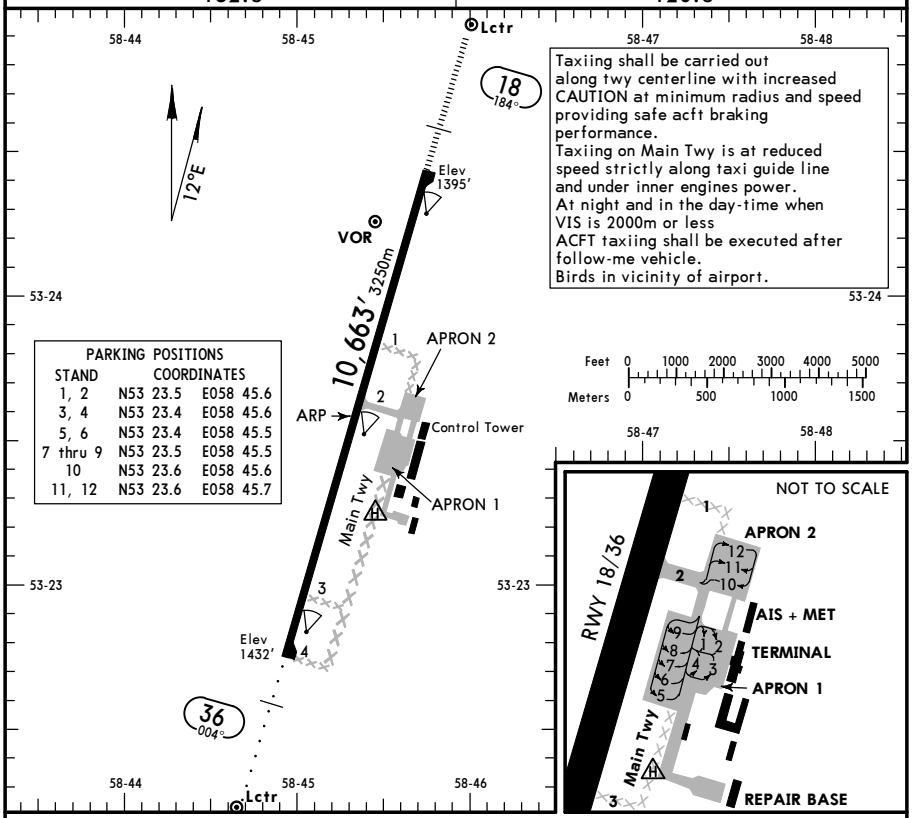
Apt Elev **1432′**
N53 23.6 E058 45.3

JEPPESEN 25 DEC 20 (10-9)

MAGNITOGORSK, RUSSIA

MAGNITOGORSK

ATIS	MAGNITOGORSK Tower
132.8	120.8



Taxiing shall be carried out along twy centerline with increased CAUTION at minimum radius and speed providing safe acft braking performance.
Taxiing on Main Twy is at reduced speed strictly along taxi guide line and under inner engines power.
At night and in the day-time when VIS is 2000m or less
ACFT taxiing shall be executed after follow-me vehicle.
Birds in vicinity of airport.

PARKING POSITIONS		
STAND	COORDINATES	
1, 2	N53 23.5	E058 45.6
3, 4	N53 23.4	E058 45.6
5, 6	N53 23.4	E058 45.5
7 thru 9	N53 23.5	E058 45.5
10	N53 23.6	E058 45.6
11, 12	N53 23.6	E058 45.7

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
18	HIRL (60m)	HIALS	PAPI-L (2.67°)	RVR		9569′ 2917m	❶	148′ 45m
36	HIRL (60m)	ALS		RVR		9630′ 2935m		

❶ TAKE-OFF RUN AVAILABLE
RWY 18: from rwy head 10,663′(3250m)
twy 2 int 5577′(1700m)
RWY 36: from rwy head 10,663′(3250m)
twy 2 int 5085′(1550m)

LOW VISIBILITY PROCEDURES (LVP)

LVP shall be applied by ATS when RVR is less than 550m by the following phrase: "Low visibility procedures in progress." When LVP are valid:
- Acft taxiing shall be carried out after Follow-me car:
  After landing: to the stand. For take-off: from the stand to the holding position.
- Take-off not from the rwy beginning is prohibited.
- The flight crews shall be informed about the taxiing acft positions relative to each other.

When RVR is 550m or more, ATS shall cancel LVP by using the phrase: "Low visibility procedures are canceled."

Std

TAKE-OFF				
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R300m		R400m	R/V500m	NA

CHANGES: Apt elev. Rwy elev. Note. Minimums.

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MAGNITOGORSK, RUSSIA

MAGNITOGORSK

STRAIGHT-IN RWY		A	B	C	D
18	ILS Z, Y or W	**1595**′(200′)	**1595**′(200′)	**1595**′(200′)	**1595**′(200′)
	FULL	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**1595**′(200′)	**1595**′(200′)	**1604**′(209′)	**1614**′(219′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷ RNP	**1645**′(250′)	**1655**′(260′)	**1655**′(260′)	**1675**′(280′)
	LNAV/VNAV	R750m	R750m	R750m	R750m
	ALS out	R1300m	R1300m	R1300m	R1300m
	❷ RNP	**1750**′(355′)	**1750**′(355′)	**1750**′(355′)	**1750**′(355′)
	LNAV	R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	❷❸ VOR	**1730**′(335′)	**1730**′(335′)	**1730**′(335′)	**1730**′(335′)
		R800m	R800m	R800m	R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	❷❹ VOR	**1910**′(515′)	**1910**′(515′)	**1910**′(515′)	**1910**′(515′)
		R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷❺ NDB Z	**1750**′(355′)	**1750**′(355′)	**1750**′(355′)	**1750**′(355′)
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	❷❻ NDB Z	**1950**′(555′)	**1950**′(555′)	**1950**′(555′)	**1950**′(555′)
		R1500m	R1500m	R1800m	R1800m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷ NDB X	**2040**′(645′)	**2040**′(645′)	**2040**′(645′)	**2040**′(645′)
		R2300m	R2300m	R2300m	R2300m
	ALS out	R3000m	R3000m	R3000m	R3000m
36	ILS Z, Y, X or W	**1632**′(200′)	**1632**′(200′)	**1632**′(200′)	**1632**′(200′)
	FULL	R1000m	R1000m	R1000m	R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**1632**′(200′)	**1632**′(200′)	**1638**′(206′)	**1648**′(216′)
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷RNP	**1682**′(270′)	**1692**′(280′)	**1712**′(300′)	**1712**′(300′)
	LNAV/VNAV	R1100m	R1100m	R1200m	R1200m
	ALS out	R1300m	R1300m	R1400m	R1400m
	❷RNP	**1750**′(318′)	**1750**′(318′)	**1750**′(318′)	**1750**′(318′)
	LNAV	R1200m	R1200m	R1200m	R1200m
	ALS out	R1400m	R1400m	R1400m	R1400m
	❷VOR	**1750**′(318′)	**1750**′(318′)	**1750**′(318′)	**1750**′(318′)
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1400m	R1400m	R1400m	R1400m
	❷ NDB Z or Y	**1790**′(358′)	**1790**′(358′)	**1790**′(358′)	**1790**′(358′)
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB X	**2600**′(1168′)	**2600**′(1168′)	**2600**′(1168′)	**2600**′(1168′)
		R5000m	R5000m	R5000m	R5000m
	ALS out	R5000m	R5000m	R5000m	R5000m

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ Continuous Descent Final Approach.
❸ with D3.2.
❹ without D3.2.
❺ with 3.2 NM RADAR FIX.
❻ without 3.2 NM RADAR FIX.

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MAGNITOGORSK, RUSSIA

MAGNITOGORSK

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1840′(408′) V1500m	**1940**′(508′) V1600m	**2090**′(658′) V2400m	**2270**′(838′) V3600m
After VOR Rwy 18	**1910**′(478′) V1500m	**1940**′(508′) V1600m	**2090**′(658′) V2400m	**2270**′(838′) V3600m
After NDB Z Rwy 18	**1950**′(418′) V1500m	**1950**′(518′) V1600m	**2090**′(658′) V2400m	**2270**′(838′) V3600m
After NDB X Rwy 18	**2040**′(608′) V1500m	**2040**′(608′) V1600m	**2090**′(658′) V2400m	**2270**′(838′) V3600m
After NDB X Rwy 36	**2600**′(1168′) ❶ V1500m	**2600**′(1168′) ❶ V1600m	**2600**′(1168′) ❶ V2400m	**2600**′(1168′) ❶ V3600m

❶ or higher straight-in minimums.

TAKE-OFF

Low Visibility Take-off		RL or RCLM	RL or CL	Adequate Vis Ref	
RL & RCLM	RL				
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R300m		R/V400m		R/V500m	NA

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USCM/MQF
MAGNITOGORSK

JEPPESEN

13 AUG 21 (11-1)

MAGNITOGORSK, RUSSIA
ILS Z Rwy 18

BRIEFING STRIP ™

ATIS	MAGNITOGORSK Tower
132.8	120.8

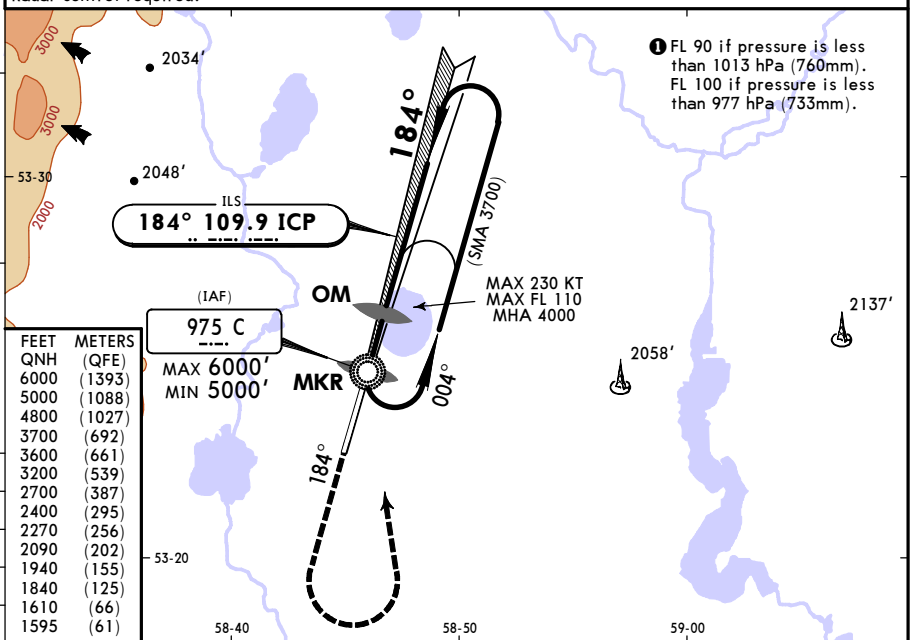
LOC ICP	Final Apch Crs	No FAF	ILS DA(H)	Apt Elev 1432′
109.9	**184°**		**1595′** (200′)	Rwy 1395′

MISSED APCH: Climb on 184° to 2800′ or above, then turn LEFT to cross NDB at 3700′ or above, then proceed according to chart or join holding.

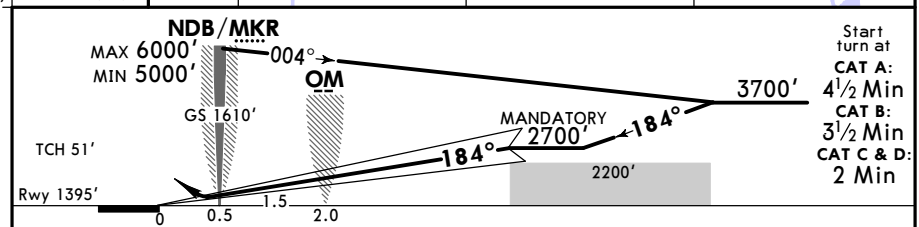
190° 6900 4900 340°
MSA C NDB

Alt Set: hPa (MM on req) Rwy Elev: 50 hPa Trans level: FL 80 ❶ Trans alt: 7000′

Radar control required.



FEET QNH	METERS (QFE)
6000	(1393)
5000	(1088)
4800	(1027)
3700	(692)
3600	(661)
3200	(539)
2700	(387)
2400	(295)
2270	(256)
2090	(202)
1940	(155)
1840	(125)
1610	(66)
1595	(61)



Gnd speed-Kts		70	90	100	120	140	160
GS	2.70°	334	430	478	573	669	764

HIALS PAPI | MIN 2800′ on 184° | C 975 LT | MIN 3700′

Std STRAIGHT-IN LANDING
ILS
DA(H) **1595′**(200′)

	FULL	ALS out
A	R550m ❶	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1840′ (408′)	V1500m
135	1940′ (508′)	V1600m
180	2090′ (658′)	V2400m
205	2270′ (838′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: MSA. Trans level. Trans alt.

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USCM/MQF
MAGNITOGORSK

JEPPESEN 13 AUG 21 (11-2)

MAGNITOGORSK, RUSSIA
ILS Y Rwy 18

BRIEFING STRIP ™

ATIS	MAGNITOGORSK Tower
132.8	120.8

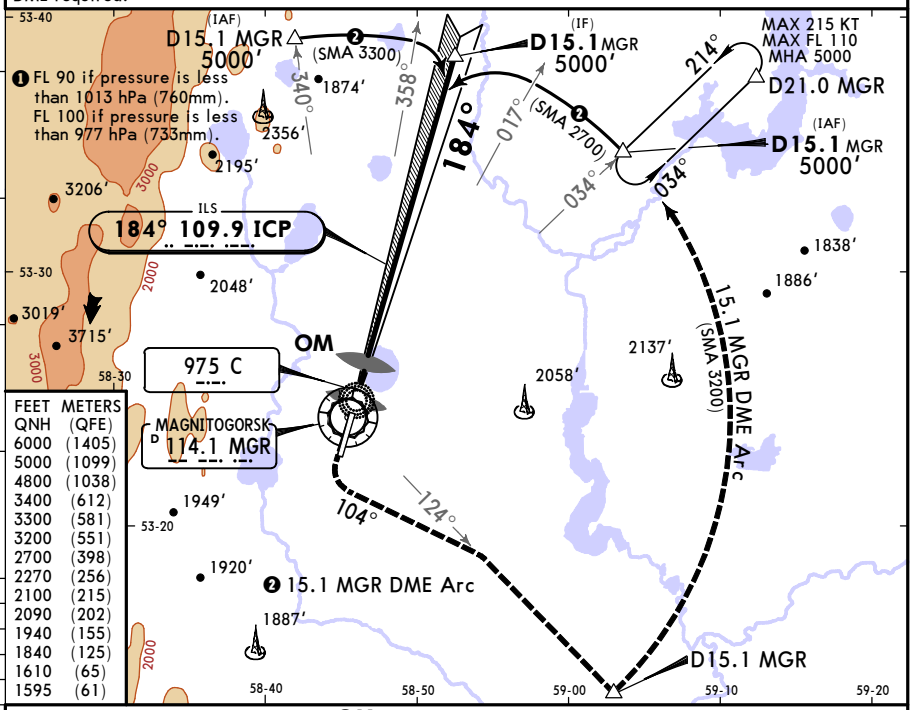
LOC ICP	Final Apch Crs	No FAF	ILS DA(H)	Apt Elev 1432′
109.9	184°		1595′ (200′)	Rwy 1395′

MISSED APCH: Climb STRAIGHT AHEAD to 2100′ or above, then turn LEFT onto 104° to intercept R-124 MGR, then proceed to D15.1/R-124 MGR (MAX 185 KT) climbing to 3400′ or above, then turn LEFT and proceed on 15.1 MGR DME Arc.

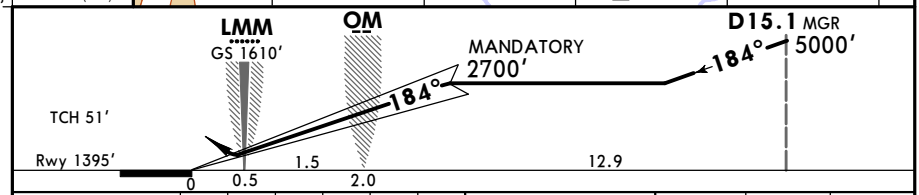
Alt Set: hPa (MM on req) Rwy Elev: 50 hPa Trans level: FL 80 ❶ Trans alt: 7000′

DME required.

190° 6900 4900 340°
MSA MGR VOR



FEET	METERS
QNH	(QFE)
6000	(1405)
5000	(1099)
4800	(1038)
3400	(612)
3300	(581)
3200	(551)
2700	(398)
2270	(256)
2100	(215)
2090	(202)
1940	(155)
1840	(125)
1610	(65)
1595	(61)



Gnd speed-Kts		70	90	100	120	140	160
GS	2.70°	334	430	478	573	669	764

HIALS PAPI | MIN 2100′ | 104° LT

Std

STRAIGHT-IN LANDING
ILS
DA(H) **1595′**(200′)

	FULL	ALS out
A	R550m ❶	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1840′ (408′)	V1500m
135	1940′ (508′)	V1600m
180	2090′ (658′)	V2400m
205	2270′ (838′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: MSA. Trans level. Trans alt.

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USCM/MQF
MAGNITOGORSK

JEPPESEN
13 AUG 21 (11-3)

MAGNITOGORSK, RUSSIA
ILS W Rwy 18

BRIEFING STRIP ™

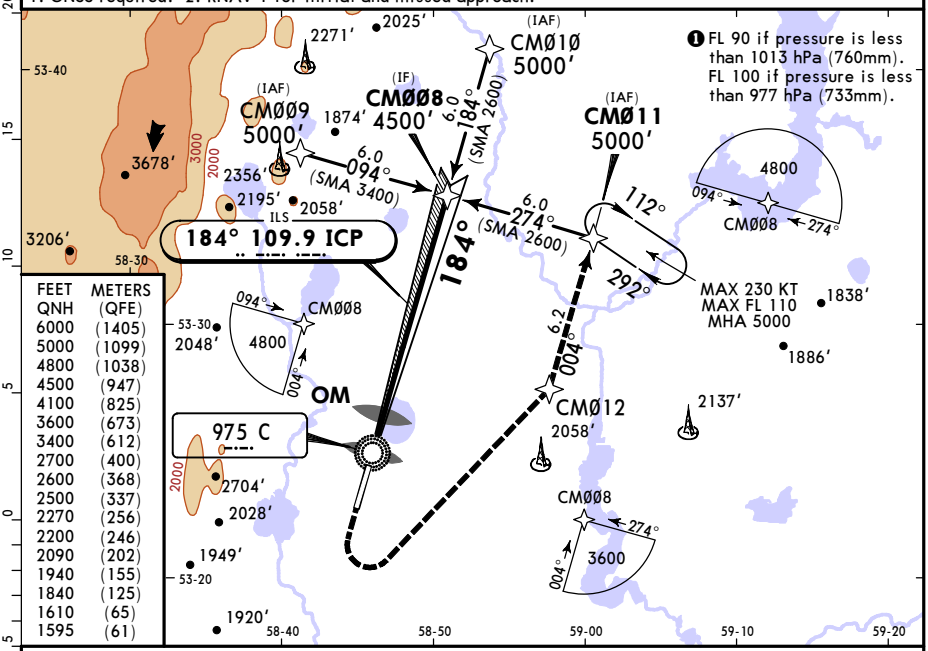
ATIS	MAGNITOGORSK Tower
132.8	120.8

LOC ICP	Final Apch Crs	No FAF	ILS DA(H)	Apt Elev / Rwy	TAA
109.9	184°		1595′ (200′)	Apt Elev 1432′ Rwy 1395′	24.8 NM IF

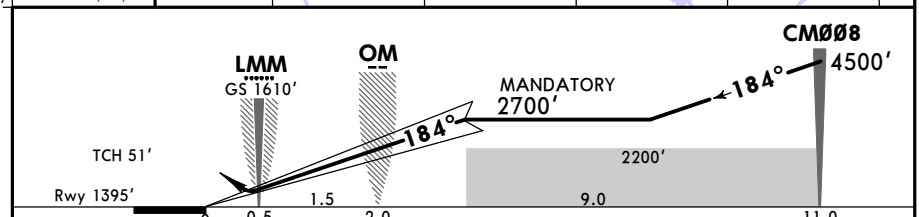
MISSED APCH: Climb STRAIGHT AHEAD to 2500′ or above, then turn LEFT to CMØ12 climbing to 4100′ or above (MAX 215 KT), then proceed to CMØ11 climbing to 5000′ or above, then proceed according to chart or join holding.

Alt Set: hPa (MM on req) Rwy Elev: 50 hPa Trans level: FL 80 ❶ Trans alt: 7000′

1. GNSS required. 2. RNAV 1 for initial and missed approach.



FEET QNH	METERS (QFE)
6000	(1405)
5000	(1099)
4800	(1038)
4500	(947)
4100	(825)
3600	(673)
3400	(612)
2700	(400)
2600	(368)
2500	(337)
2270	(256)
2200	(246)
2090	(202)
1940	(155)
1840	(125)
1610	(65)
1595	(61)



Gnd speed-Kts		70	90	100	120	140	160
GS	2.70°	334	430	478	573	669	764

HIALS PAPI | MIN 2500′ | CMØ12 LT | MIN 4100′ | 215 KT MAX

PANS OPS

Std STRAIGHT-IN LANDING
ILS
DA(H) **1595′** (200′)

	FULL	ALS out
A	R550m ❶	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1840′ (408′)	V1500m
135	1940′ (508′)	V1600m
180	2090′ (658′)	V2400m
205	2270′ (838′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Trans level. Trans alt.

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USCM/MQF
MAGNITOGORSK

JEPPESEN

13 AUG 21 (11-4)

MAGNITOGORSK, RUSSIA
ILS Z Rwy 36

BRIEFING STRIP ™

ATIS	MAGNITOGORSK Tower
132.8	120.8

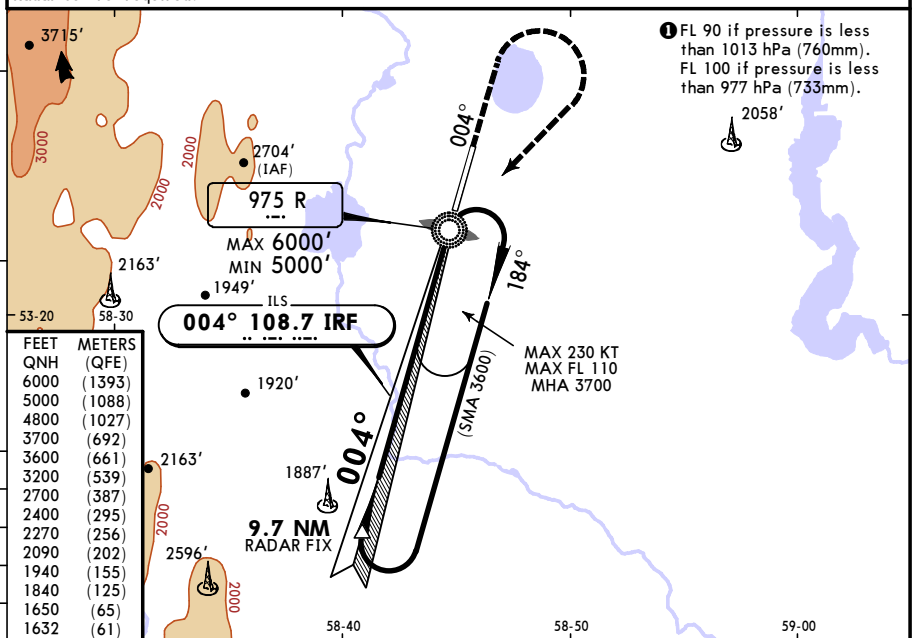
LOC IRF	Final Apch Crs	No FAF	ILS DA(H)	Apt Elev 1432′
108.7	**004°**		**1632′** (200′)	Rwy 1432′

MISSED APCH: Climb on 004° to 2700′ or above, then turn RIGHT to cross Lctr at 3600′ or above, then proceed according to chart or join holding.

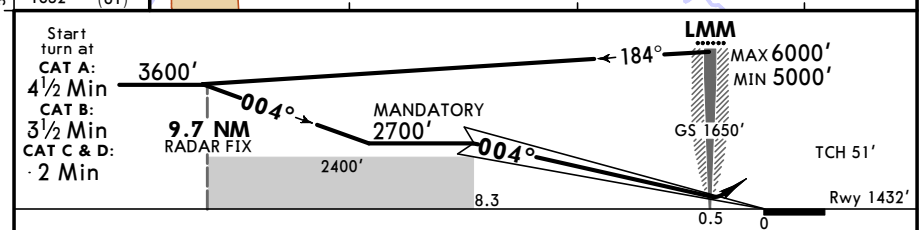
190° 6900 4900 340°
MSA R Lctr

Alt Set: hPa (MM on req) Rwy Elev: 51 hPa Trans level: FL 80 ❶ Trans alt: 7000′

Radar control required.



FEET QNH	METERS (QFE)
6000	(1393)
5000	(1088)
4800	(1027)
3700	(692)
3600	(661)
3200	(539)
2700	(387)
2400	(295)
2270	(256)
2090	(202)
1940	(155)
1840	(125)
1650	(65)
1632	(61)



Gnd speed-Kts		70	90	100	120	140	160
GS	2.70°	334	430	478	573	669	764

ALS

MIN 2700′ on 004°

R 975 RT

MIN 3600′

Std STRAIGHT-IN LANDING

ILS

DA(H) **1632′**(200′)

	FULL	ALS out
A	R1000m	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1840′ (408′)	V1500m
135	1940′ (508′)	V1600m
180	2090′ (658′)	V2400m
205	2270′ (838′)	V3600m

PANS OPS

CHANGES: MSA. Trans level. Trans alt.

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USCM/MQF
MAGNITOGORSK

JEPPESEN

13 AUG 21 (11-5)

MAGNITOGORSK, RUSSIA
ILS Y Rwy 36

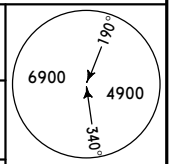
BRIEFING STRIP ™

ATIS	MAGNITOGORSK Tower
132.8	120.8

LOC IRF	Final Apch Crs	LOM	ILS DA(H)	Apt Elev / Rwy
108.7	004°	2100′ (668′)	1632′ (200′)	Apt Elev 1432′ Rwy 1432′

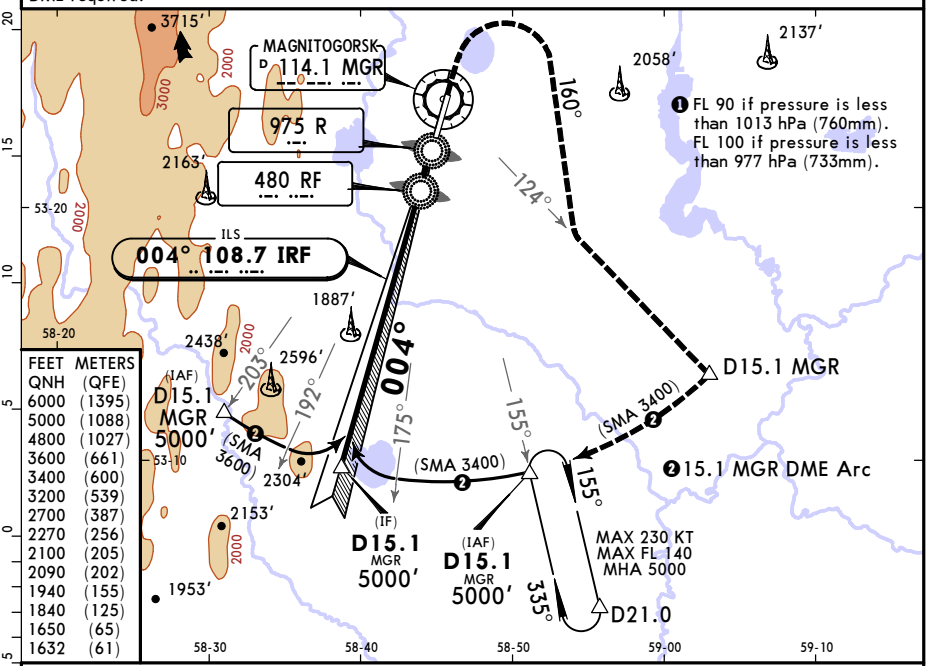
MISSED APCH: Climb STRAIGHT AHEAD to 2100′ or above, then turn RIGHT onto 160° to intercept R-124 MGR, then proceed to D15.1/R-124 MGR (MAX 185 KT) climbing to 3400′ or above, then turn RIGHT and proceed on 15.1 MGR DME Arc.

Alt Set: hPa (MM on req) Rwy Elev: 51 hPa Trans level: FL 80 ❶ Trans alt: 7000′

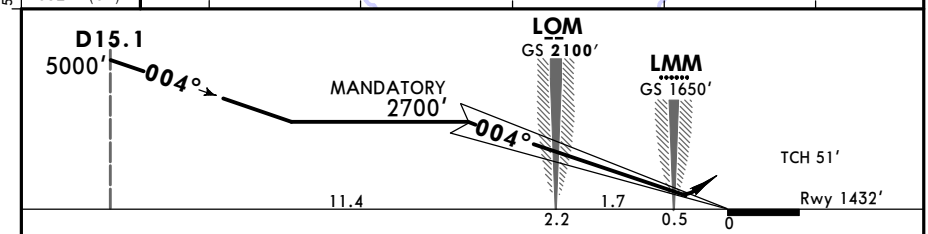


MSA MGR VOR

DME required.



FEET QNH	METERS (QFE)
6000	(1395)
5000	(1088)
4800	(1027)
3600	(661)
3400	(600)
3200	(539)
2700	(387)
2270	(256)
2100	(205)
2090	(202)
1940	(155)
1840	(125)
1650	(65)
1632	(61)



Gnd speed-Kts		70	90	100	120	140	160
GS	2.70°	334	430	478	573	669	764

ALS | MIN 2100′ | 160° RT

Std

STRAIGHT-IN LANDING
ILS
DA(H) 1632′ (200′)

	FULL	ALS out
A	R1000m	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1840′ (408′)	V1500m
135	1940′ (508′)	V1600m
180	2090′ (658′)	V2400m
205	2270′ (838′)	V3600m

PANS OPS

CHANGES: MSA. Trans level. Trans alt.

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USCM/MQF
MAGNITOGORSK

JEPPESEN 13 AUG 21 (11-6)

MAGNITOGORSK, RUSSIA
ILS X Rwy 36

BRIEFING STRIP ™

ATIS	MAGNITOGORSK Tower
132.8	120.8

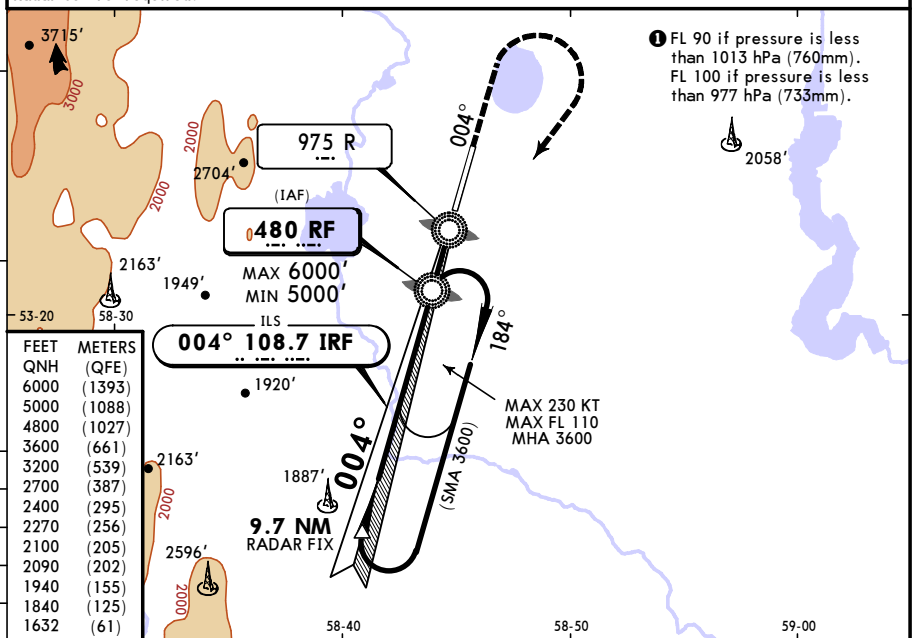
LOC IRF	Final Apch Crs	LOM	ILS DA(H)	Apt Elev / Rwy
108.7	004°	2100′ (668′)	1632′ (200′)	Apt Elev 1432′ Rwy 1432′

MISSED APCH: Climb on 004° to 2700′ or above, then turn RIGHT to cross RF NDB at 3600′ or above, then proceed according to chart or join holding.

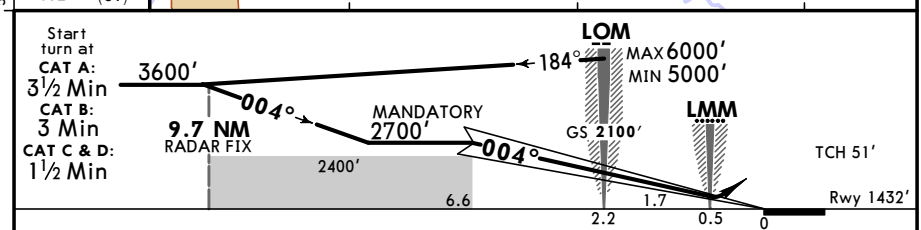
190° 6900 4900 340°
MSA RF NDB

Alt Set: hPa (MM on req) Rwy Elev: 51 hPa Trans level: FL 80 ❶ Trans alt: 7000′

Radar control required.



FEET QNH	METERS (QFE)
6000	(1393)
5000	(1088)
4800	(1027)
3600	(661)
3200	(539)
2700	(387)
2400	(295)
2270	(256)
2100	(205)
2090	(202)
1940	(155)
1840	(125)
1632	(61)



Gnd speed-Kts		70	90	100	120	140	160
GS	2.70°	334	430	478	573	669	764

ALS | MIN 2700′ on 004° | R 975 RT | MIN 3600′

PANS OPS

Std STRAIGHT-IN LANDING
ILS
DA(H) 1632′(200′)

	FULL	ALS out
A	R1000m	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1840′ (408′)	V1500m
135	1940′ (508′)	V1600m
180	2090′ (658′)	V2400m
205	2270′ (838′)	V3600m

CHANGES: MSA. Trans level. Trans alt.

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USCM/MQF
MAGNITOGORSK

JEPPESEN

13 AUG 21 (11-7)

MAGNITOGORSK, RUSSIA
ILS W Rwy 36

BRIEFING STRIP ™

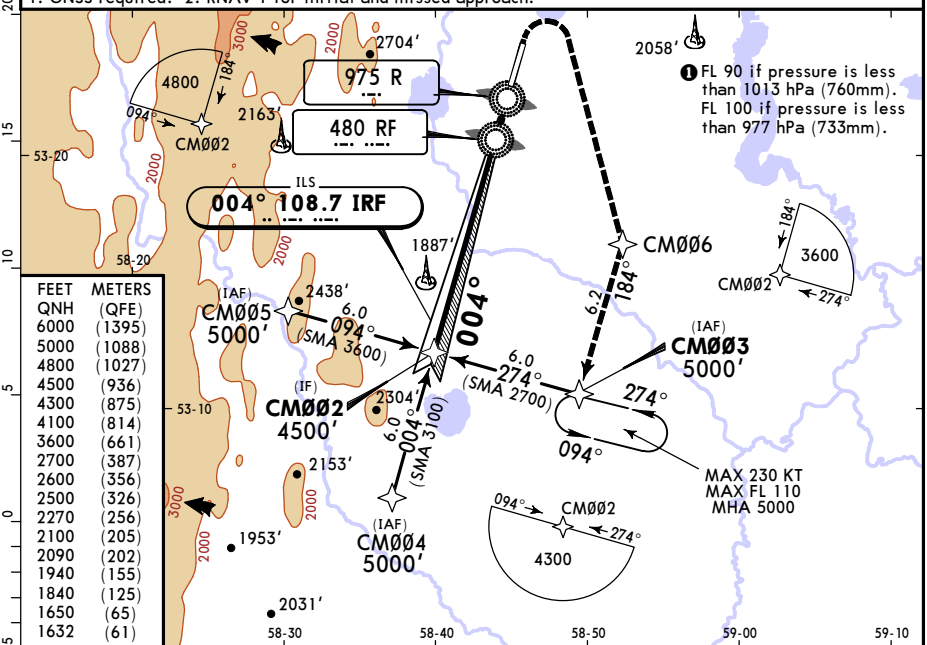
ATIS	MAGNITOGORSK Tower
132.8	120.8

LOC IRF	Final Apch Crs	LOM	ILS DA(H)	Apt Elev / Rwy	TAA
108.7	004°	2100′ (668′)	1632′ (200′)	Apt Elev 1432′ Rwy 1432′	24.8 NM IF

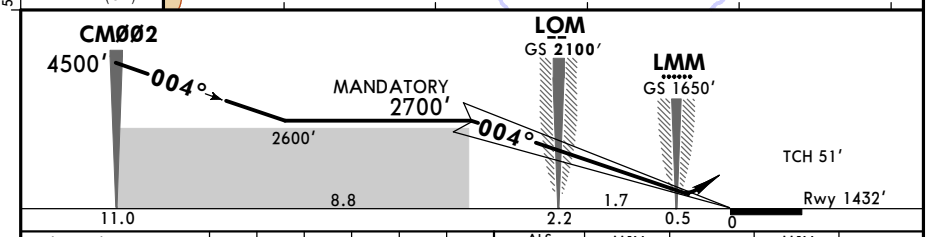
MISSED APCH: Climb STRAIGHT AHEAD to 2500′ or above, then turn RIGHT to CMØØ6 climbing to 4100′ or above (MAX 215 KT), then proceed to CMØØ3 climbing to 5000′ or above, then proceed according to chart or join holding.

Alt Set: hPa (MM on req) Rwy Elev: 51 hPa Trans level: FL 80 ❶ Trans alt: 7000′

1. GNSS required. 2. RNAV 1 for initial and missed approach.



FEET QNH	METERS (QFE)
6000	(1395)
5000	(1088)
4800	(1027)
4500	(936)
4300	(875)
4100	(814)
3600	(661)
2700	(387)
2600	(356)
2500	(326)
2270	(256)
2100	(205)
2090	(202)
1940	(155)
1840	(125)
1650	(65)
1632	(61)



Gnd speed-Kts		70	90	100	120	140	160
GS	2.70°	334	430	478	573	669	764

ALS	MIN	CMØØ6	MIN	215 KT
	2500′	RT	4100′	MAX

Std

STRAIGHT-IN LANDING
ILS
DA(H) 1632′ (200′)

	FULL	ALS out
A	R1000m	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1840′ (408′)	V1500m
135	1940′ (508′)	V1600m
180	2090′ (658′)	V2400m
205	2270′ (838′)	V3600m

PANS OPS

CHANGES: Trans level. Trans alt.

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USCM/MQF
MAGNITOGORSK

JEPPESEN

13 AUG 21 (12-1)

MAGNITOGORSK, RUSSIA
RNP Rwy 18

BRIEFING STRIP ™

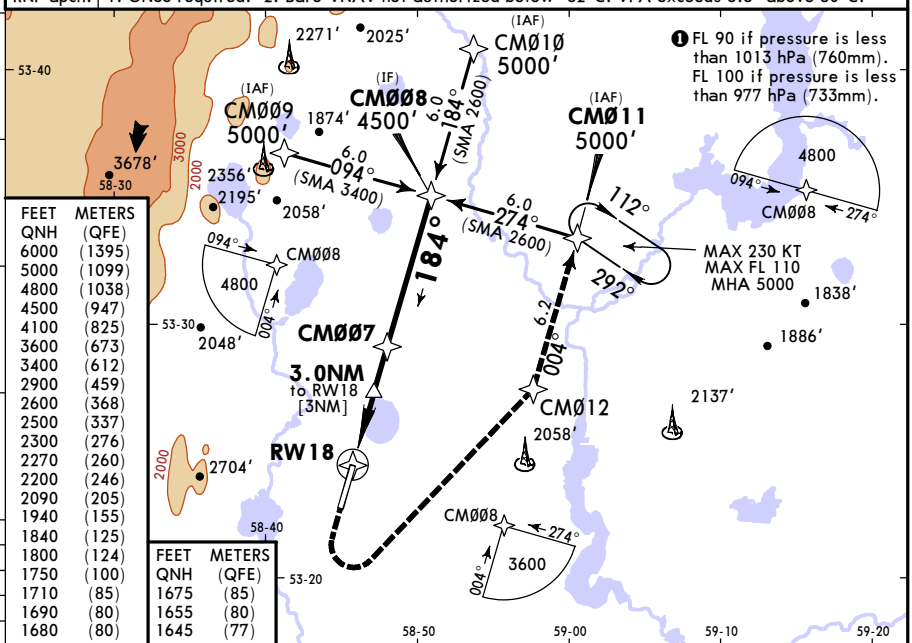
ATIS	MAGNITOGORSK Tower
132.8	120.8

RNAV	Final Apch Crs	CMØØ7 MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1432′ Rwy 1395′	TAA 24.8 NM IF
	184°	2900′ (1505′)			

MISSED APCH: Climb STRAIGHT AHEAD to 2500′ or above, then turn LEFT to CMØ12 climbing to 4100′ or above (MAX 215 KT), then proceed to CMØ11 climbing to 5000′ or above, then proceed according to chart or hold. Turn before MAP is PROHIBITED.

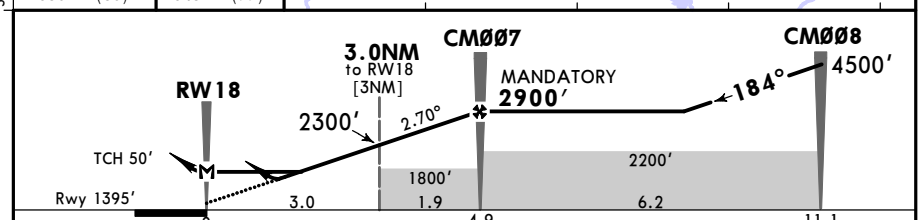
Alt Set: hPa (MM on req) Rwy Elev: 50 hPa Trans level: FL 80 ❶ Trans alt: 7000′

RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -32°C. VPA exceeds 3.5° above 50°C.



FEET QNH	METERS (QFE)
6000	(1395)
5000	(1099)
4800	(1038)
4500	(947)
4100	(825)
3600	(673)
3400	(612)
2900	(459)
2600	(368)
2500	(337)
2300	(276)
2270	(260)
2200	(246)
2090	(205)
1940	(155)
1840	(125)
1800	(124)
1750	(100)
1710	(85)
1690	(80)
1680	(80)

FEET QNH	METERS (QFE)
1675	(85)
1655	(80)
1645	(77)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764
LNAV/VNAV: MAP at DA						
LNAV: MAP at RW18						

HIALS PAPI

MIN 2500′ | CMØ12 LT | MIN 4100′ | 215 KT MAX

Std STRAIGHT-IN LANDING

LNAV/VNAV DA(H)		LNAV CDFA	
A: 1645′(250′)	BC: 1655′(260′) D: 1675′(280′)	❶ DA/MDA(H) 1750′(355′)	
ALS out		ALS out	
A	R750m	R1300m	R900m	R1500m
B				
C				R1600m
D				

PANS OPS

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1840′ (408′)	V1500m
135	1940′ (508′)	V1600m
180	2090′ (658′)	V2400m
205	2270′ (838′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Trans level. Trans alt.

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USCM/MQF
MAGNITOGORSK

JEPPESEN
13 AUG 21 (12-2)

MAGNITOGORSK, RUSSIA
RNP Rwy 36

BRIEFING STRIP™

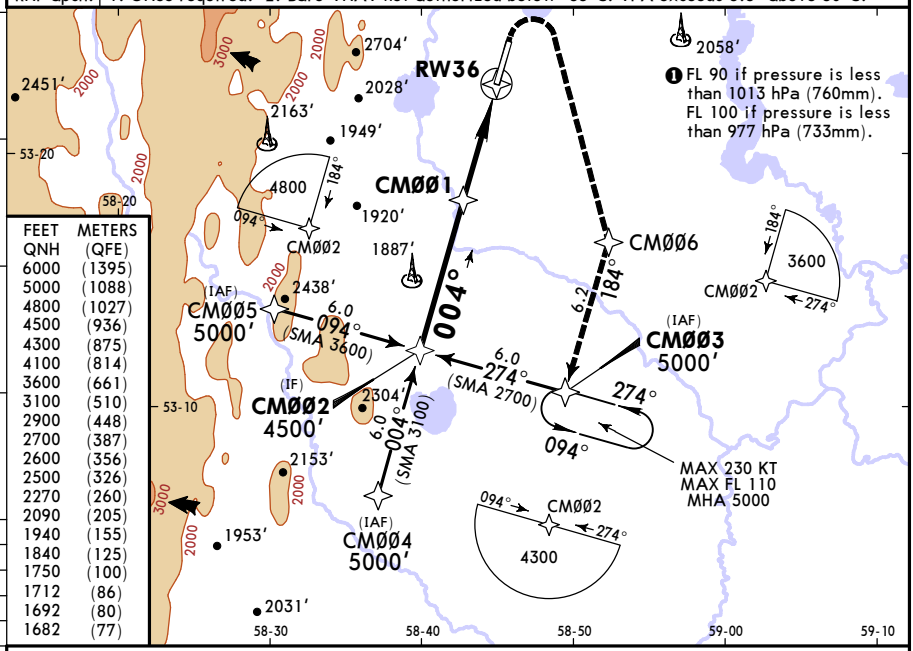
ATIS	MAGNITOGORSK Tower
132.8	120.8

RNAV	Final Apch Crs	CMØØ1 MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1432′ Rwy 1432′	TAA 24.8 NM IF
	004°	2900′ (1468′)			

MISSED APCH: Climb STRAIGHT AHEAD to 2500′ or above, then turn RIGHT to CMØØ6 climbing to 4100′ or above (MAX 215 KT), then proceed to CMØØ3 climbing to 5000′ or above, then proceed according to chart or join holding. Turn before MAP is PROHIBITED.

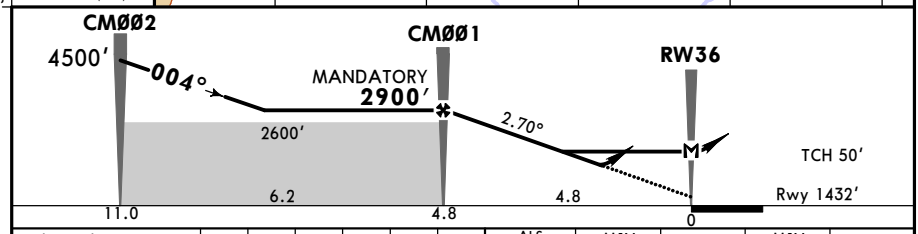
Alt Set: hPa (MM on req) Rwy Elev: 51 hPa Trans level: FL 80 ❶ Trans alt: 7000′

RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -33°C. VPA exceeds 3.5° above 50°C.



❶ FL 90 if pressure is less than 1013 hPa (760mm). FL 100 if pressure is less than 977 hPa (733mm).

FEET QNH	METERS (QFE)
6000	(1395)
5000	(1088)
4800	(1027)
4500	(936)
4300	(875)
4100	(814)
3600	(661)
3100	(510)
2900	(448)
2700	(387)
2600	(356)
2500	(326)
2270	(260)
2090	(205)
1940	(155)
1840	(125)
1750	(100)
1712	(86)
1692	(80)
1682	(77)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764
LNAV/VNAV: MAP at DA						
LNAV: MAP at RW36						

ALS | MIN 2500′ | CMØØ6 RT | MIN 4100′ | 215 KT MAX

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) B: 1692′(280′) A: 1682′(270′) CD: 1712′(300′)		LNAV CDFA ❶ DA/MDA(H) 1750′(318′)	
		ALS out		ALS out
A	R1100m	R1300m	R1200m	R1400m
B				
C	R1200m	R1400m		
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1840′ (408′)	V1500m
135	1940′ (508′)	V1600m
180	2090′ (658′)	V2400m
205	2270′ (838′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Trans level. Trans alt.

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USCM/MQF
MAGNITOGORSK

JEPPESEN 13 AUG 21 (12-40)

MAGNITOGORSK, RUSSIA
GLS Rwy 18

BRIEFING STRIP ™

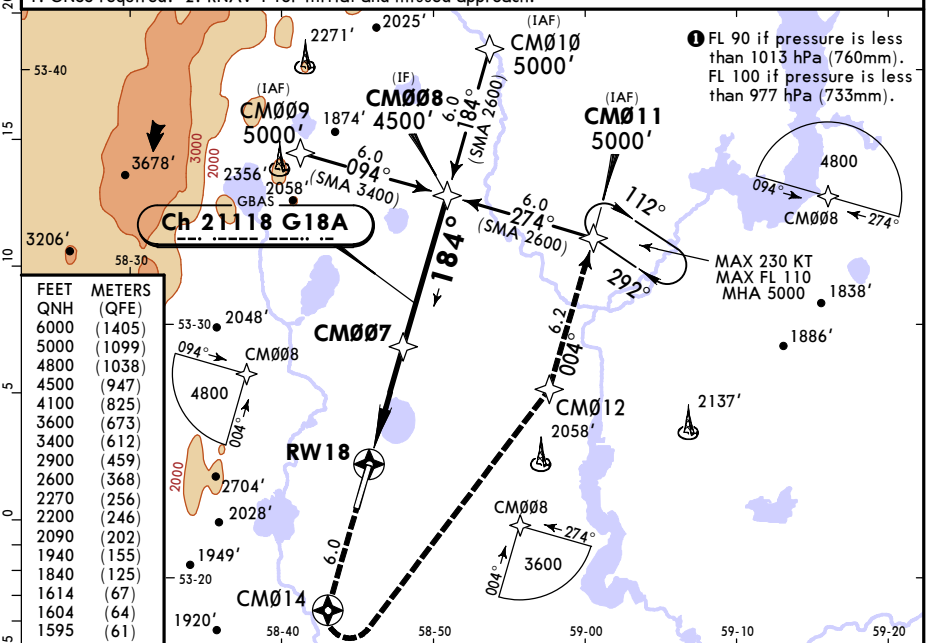
ATIS	MAGNITOGORSK Tower
132.8	120.8

GBAS	Final Apch Crs	CMØØ7 MANDATORY	GLS DA(H) Refer to Minimums	Apt Elev 1432′ / Rwy 1395′	TAA
Ch 21118 G18A	184°	2900′ (1505′)			24.8 NM IF

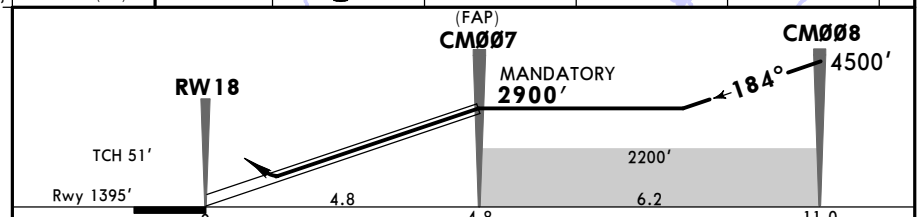
MISSED APCH: Climb STRAIGHT AHEAD to CMØ14, then turn LEFT to CMØ12 climbing to 4100′ or above (MAX 215 KT), then proceed to CMØ11 climbing to 5000′ or above, then proceed according to chart or hold.

Alt Set: hPa (MM on req) Rwy Elev: 50 hPa Trans level: FL 80 ❶ Trans alt: 7000′

1. GNSS required. 2. RNAV 1 for initial and missed approach.



FEET QNH	METERS (QFE)
6000	(1405)
5000	(1099)
4800	(1038)
4500	(947)
4100	(825)
3600	(673)
3400	(612)
2900	(459)
2600	(368)
2270	(256)
2200	(246)
2090	(202)
1940	(155)
1840	(125)
1614	(67)
1604	(64)
1595	(61)



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.70°	334	430	478	573	669	764
MAP at DA							

HIALS PAPI | CMØ14 | CMØ12 LT | MIN 4100′ | 215 KT MAX

Std STRAIGHT-IN LANDING **GLS**

DA(H) AB: **1595′** (200′) C: **1604′** (209′) D: **1614′** (219′)

		ALS out
A	R550m ❶	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1840′ (408′)	V1500m
135	1940′ (508′)	V1600m
180	2090′ (658′)	V2400m
205	2270′ (838′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Trans level. Trans alt.

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USCM/MQF
MAGNITOGORSK

JEPPESEN

13 AUG 21 (12-41)

MAGNITOGORSK, RUSSIA
GLS Rwy 36

BRIEFING STRIP ™

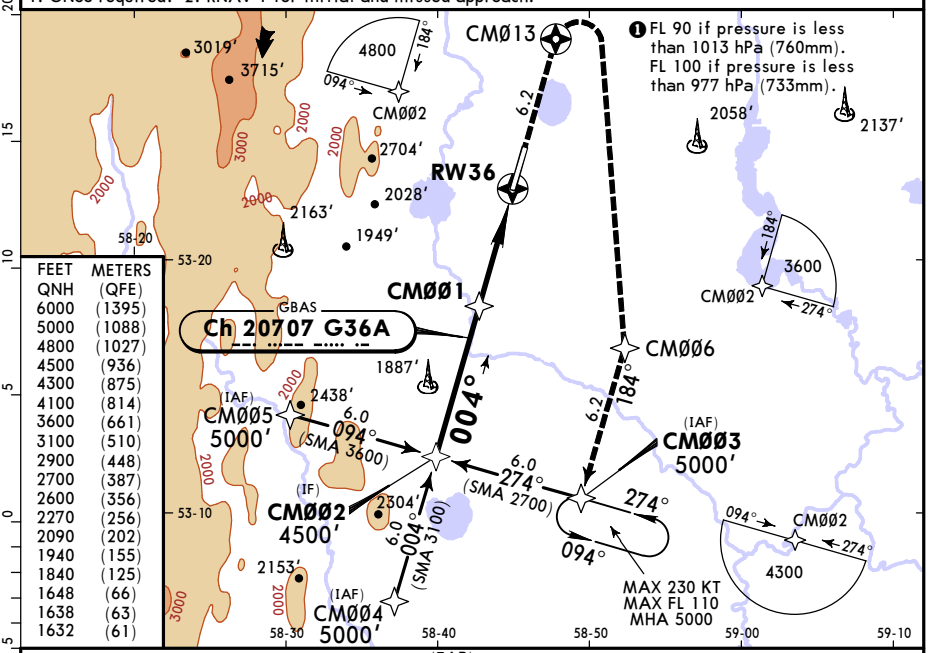
ATIS	MAGNITOGORSK Tower
132.8	120.8

GBAS	Final Apch Crs	CMØØ1 MANDATORY	GLS DA(H)	Apt Elev 1432′	TAA
Ch 20707 G36A	004°	2900′ (1468′)	Refer to Minimums	Rwy 1432′	24.8 NM IF

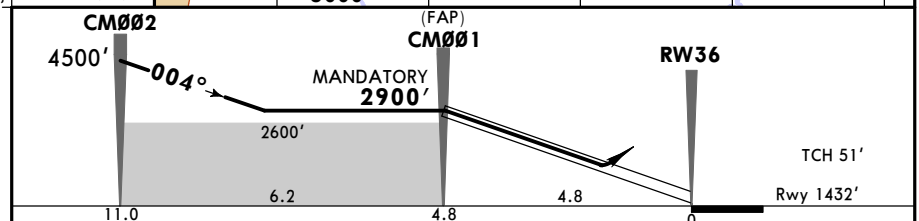
MISSED APCH: Climb STRAIGHT AHEAD to CMØ13, then turn RIGHT to CMØØ6 climbing to 4100′ or above (MAX 215 KT), then proceed to CMØØ3 climbing to 5000′ or above, then proceed according to chart or join holding.

Alt Set: hPa (MM on req) Rwy Elev: 51 hPa Trans level: FL 80 ❶ Trans alt: 7000′

1. GNSS required. 2. RNAV 1 for initial and missed approach.



FEET QNH	METERS (QFE)
6000	(1395)
5000	(1088)
4800	(1027)
4500	(936)
4300	(875)
4100	(814)
3600	(661)
3100	(510)
2900	(448)
2700	(387)
2600	(356)
2270	(256)
2090	(202)
1940	(155)
1840	(125)
1648	(66)
1638	(63)
1632	(61)



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.70°	334	430	478	573	669	764
MAP at DA							

ALS | CMØ13 | CMØØ6 RT | MIN 4100′ | 215 KT MAX

Std STRAIGHT-IN LANDING

GLS

DA(H) AB: **1632′** (200′) C: **1638′** (206′) D: **1648′** (216′)

		ALS out
A	R1000m	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1840′ (408′)	V1500m
135	1940′ (508′)	V1600m
180	2090′ (658′)	V2400m
205	2270′ (838′)	V3600m

PANS OPS

CHANGES: Trans level. Trans alt.

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USCM/MQF
MAGNITOGORSK

JEPPESEN

13 AUG 21 (13-1)

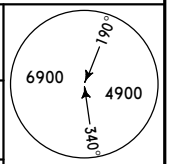
MAGNITOGORSK, RUSSIA
VOR Rwy 18

BRIEFING STRIP ™

ATIS	MAGNITOGORSK Tower
132.8	120.8

VOR MGR	Final Apch Crs	D5.2 MANDATORY	DA/MDA(H) (CONDITIONAL)	Apt Elev 1432′ / Rwy 1395′
114.1	187°	2900′ (1505′)	1730′ (335′)	

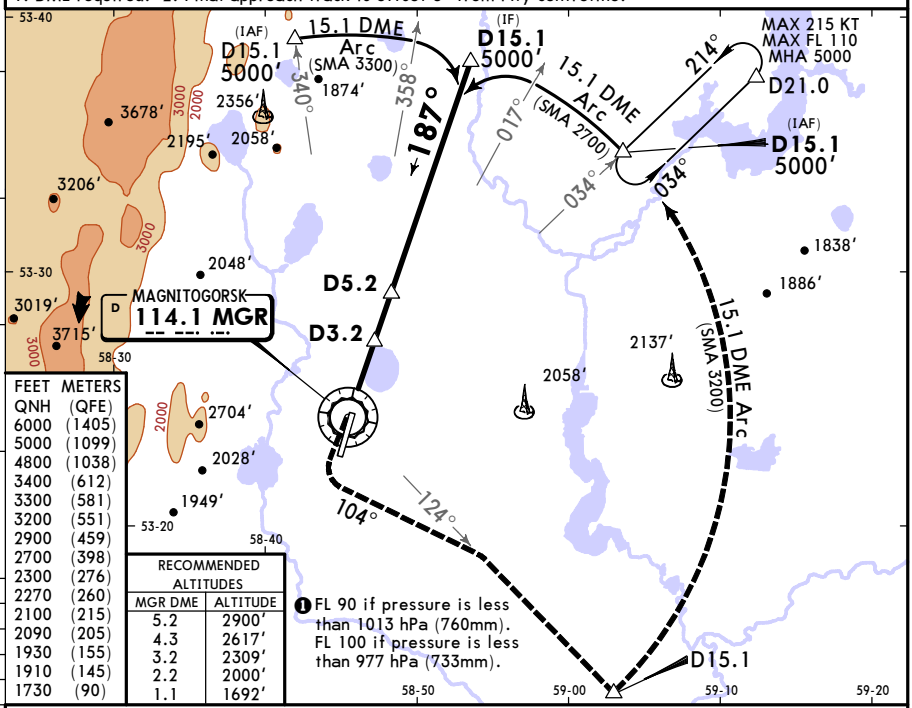
MISSED APCH: Climb STRAIGHT AHEAD to 2100′ or above, then turn LEFT onto 104° to intercept R-124, then proceed to D15.1/R-124 (MAX 185 KT) climbing to 3400′ or above, then turn LEFT and proceed on 15.1 DME Arc. Turn before MAP is PROHIBITED.



MSA MGR VOR

Alt Set: hPa (MM on req) Rwy Elev: 50 hPa Trans level: FL 80 ❶ Trans alt: 7000′

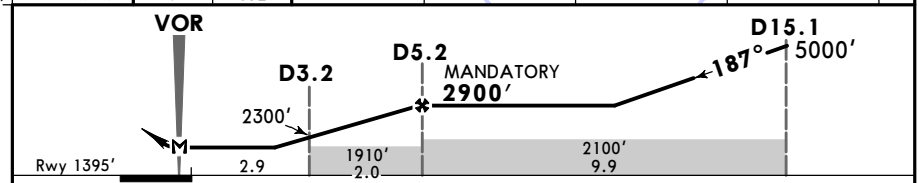
1. DME required. 2. Final approach track is offset 3° from rwy centreline.



FEET QNH	METERS (QFE)
6000	(1405)
5000	(1099)
4800	(1038)
3400	(612)
3300	(581)
3200	(551)
2900	(459)
2700	(398)
2300	(276)
2270	(260)
2100	(215)
2090	(205)
1930	(155)
1910	(145)
1730	(90)

RECOMMENDED ALTITUDES	
MGR DME	ALTITUDE
5.2	2900′
4.3	2617′
3.2	2309′
2.2	2000′
1.1	1692′

❶ FL 90 if pressure is less than 1013 hPa (760mm). FL 100 if pressure is less than 977 hPa (733mm).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669	764
MAP at VOR							

HIALS PAPI

MIN 2100′

104° LT

Std

STRAIGHT-IN LANDING	with D3.2 CDFA ❶ DA/MDA(H) 1730′ (335′)		without D3.2 CDFA ❶ DA/MDA(H) 1910′ (515′)	
		ALS out		ALS out
A	R800m	R1500m	R1500m	
B				
C			R1600m	R2400m
D				

CIRCLE-TO-LAND		
Max Kts	MDA(H)	
100	1910′ (478′)	V1500m
135	1940′ (508′)	V1600m
180	2090′ (658′)	V2400m
205	2270′ (838′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MSA. Trans level. Trans alt.

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USCM/MQF
MAGNITOGORSK

JEPPESEN

13 AUG 21 (13-2)

MAGNITOGORSK, RUSSIA
VOR Rwy 36

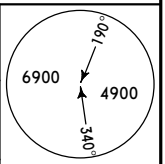
BRIEFING STRIP ™

ATIS	MAGNITOGORSK Tower
132.8	120.8

VOR MGR	Final Apch Crs	D7.6 MANDATORY	DA/MDA(H)	Apt Elev 1432′
114.1	002°	3200′ (1768′)	1750′ (318′)	Rwy 1432′

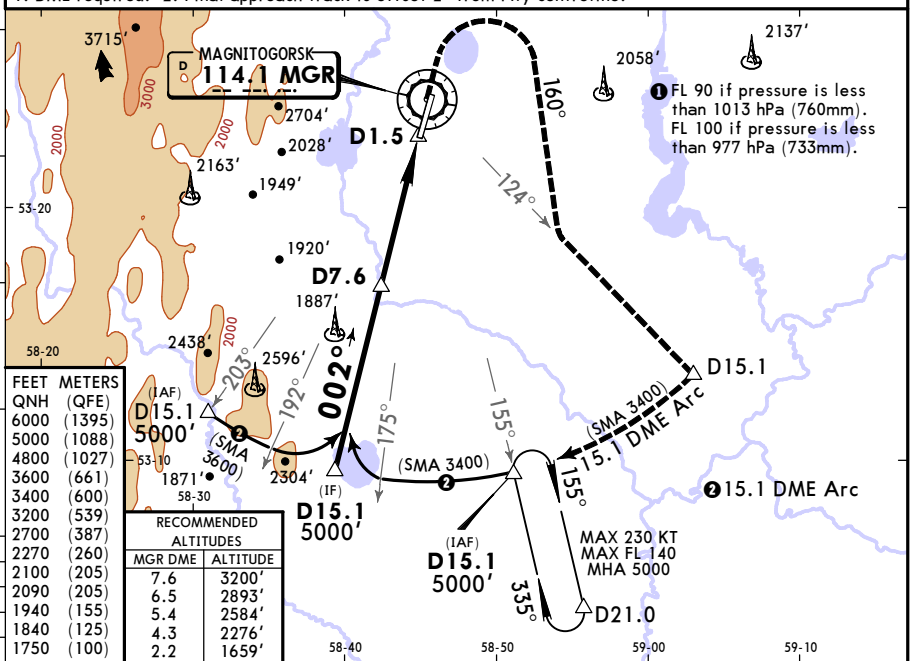
MISSED APCH: Climb STRAIGHT AHEAD to 2100′ or above, then turn RIGHT onto 160° to intercept R-124, then proceed to D15.1/R-124 (MAX 185 KT) climbing to 3400′ or above, then turn RIGHT and proceed on 15.1 DME Arc. Turn before MAP is PROHIBITED.

Alt Set: hPa (MM on req) Rwy Elev: 51 hPa Trans level: FL 80 ❶ Trans alt: 7000′



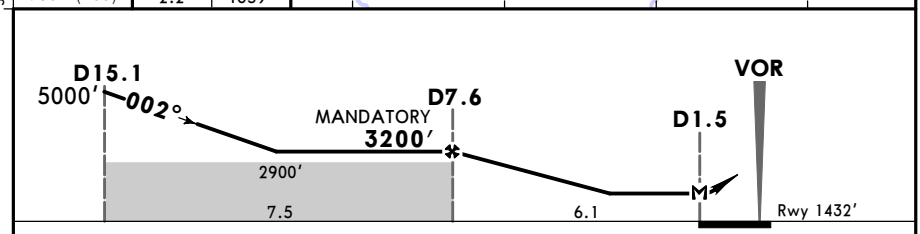
MSA MGR VOR

1. DME required. 2. Final approach track is offset 2° from rwy centreline.



FEET QNH	METERS (QFE)
6000	(1395)
5000	(1088)
4800	(1027)
3600	(661)
3400	(600)
3200	(539)
2700	(387)
2270	(260)
2100	(205)
2090	(205)
1940	(155)
1840	(125)
1750	(100)

RECOMMENDED ALTITUDES	
MGR DME	ALTITUDE
7.6	3200′
6.5	2893′
5.4	2584′
4.3	2276′
2.2	1659′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669	764
MAP at D1.5							

ALS

MIN 2100′

160° RT

PANS OPS

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1750′ (318′)

		ALS out
A	R1200m	R1400m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1840′ (408′)	V1500m
135	1940′ (508′)	V1600m
180	2090′ (658′)	V2400m
205	2270′ (838′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MSA. Trans level. Trans alt.

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USCM/MQF
MAGNITOGORSK

JEPPESEN 13 AUG 21 (16-1)

MAGNITOGORSK, RUSSIA
NDB Z Rwy 18

BRIEFING STRIP ™

ATIS	MAGNITOGORSK Tower
132.8	120.8

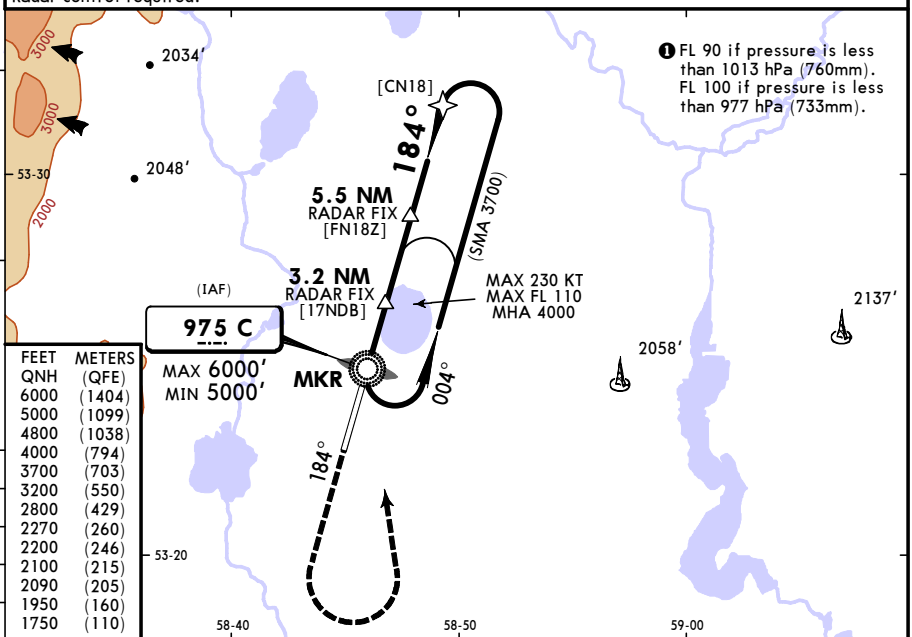
NDB	Final	5.5 NM RADAR FIX MANDATORY	DA/MDA(H) (CONDITIONAL)	Apt Elev 1432′
C **975**	Apch Crs **184°**	**2800′** (1405′)	**1750′** (355′)	Rwy 1395′

MISSED APCH: Climb on 184° to 2800′ or above, then turn LEFT to cross NDB at 3700′ or above, then proceed according to chart or join holding. Turn before MAP is PROHIBITED.

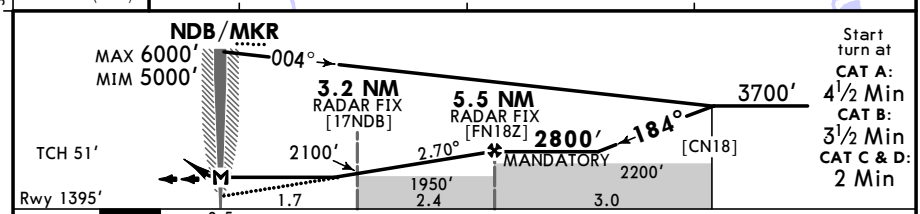
MSA C NDB: 190° 6900, 340° 4900

Alt Set: hPa (MM on req) | Rwy Elev: 50 hPa | Trans level: FL 80 ❶ | Trans alt: 7000′

Radar control required.



FEET QNH	METERS (QFE)
6000	(1404)
5000	(1099)
4800	(1038)
4000	(794)
3700	(703)
3200	(550)
2800	(429)
2270	(260)
2200	(246)
2100	(215)
2090	(205)
1950	(160)
1750	(110)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764
MAP at NDB/MKR						

HIALS PAPI | MIN 2800′ on 184° | C 975 LT | MIN 3700′

PANS OPS

Std

	STRAIGHT-IN LANDING with 3.2 NM RADAR FIX CDFA ❶ DA/MDA(H) 1750′(355′)		STRAIGHT-IN LANDING without 3.2 NM RADAR FIX CDFA ❶ DA/MDA(H) 1950′(555′)	
		ALS out		ALS out
A	R900m	R1500m	R1500m	
B				
C		R1600m	R1800m	R2400m
D				

CIRCLE-TO-LAND Max Kts	MDA(H)	
100	1950′ (518′)	V1500m
135	1950′ (518′)	V1600m
180	2090′ (658′)	V2400m
205	2270′ (838′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MSA. Trans level. Trans alt.

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USCM/MQF
MAGNITOGORSK

JEPPESEN 13 AUG 21 (16-2)

MAGNITOGORSK, RUSSIA
NDB X Rwy 18

BRIEFING STRIP ™

ATIS	MAGNITOGORSK Tower
132.8	120.8

NDB	Final Apch Crs	No FAF	DA/MDA(H)	Apt Elev 1432′
C **975**	**184°**		**2040′** (645′)	Rwy 1395′

MISSED APCH: Climb on 184° to 2800′ or above, then turn LEFT to cross NDB at 3700′ or above, then proceed according to chart or join holding. Turn before MAP is PROHIBITED.

190° 6900 4900 340°
MSA C NDB

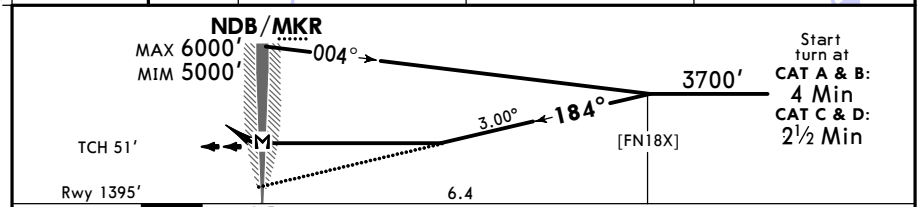
Alt Set: hPa (MM on req) | Rwy Elev: 50 hPa | Trans level: FL 80 ❶ | Trans alt: 7000′

❶ FL 90 if pressure is less than 1013 hPa (760mm). FL 100 if pressure is less than 977 hPa (733mm).

3347′ 2195′ 2048′ 2218′ 2137′ 2058′
3000 2000
[FN18X]
184°
(SMA 3700)
(IAF)
975 C
MAX 225 KT
MAX 6000′
MIN 5000′
MAX 230 KT
MAX FL 110
MHA 4000
MKR
004°
184°

FEET QNH	METERS (QFE)
6000	(1404)
5000	(1099)
4800	(1038)
4000	(794)
3700	(703)
3200	(550)
2800	(429)
2270	(260)
2090	(205)
2040	(200)

10 5 0 5
53-30 53-20
58-40 58-50 59-00



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

HIALS PAPI | MIN 2800′ on 184° | C 975 LT | MIN 3700′

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) **2040′**(645′)

	ALS out	
A	R2300m	R3000m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	2040′ (608′) ❷ V1500m
135	2040′ (608′) ❷ V1600m
180	2090′ (658′) ❷ V2400m
205	2270′ (838′) V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❷ or higher straight-in minimums.

CHANGES: MSA. Trans level. Trans alt.

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USCM/MQF
MAGNITOGORSK

JEPPESEN 13 AUG 21 (16-3)

MAGNITOGORSK, RUSSIA
NDB Z Rwy 36

BRIEFING STRIP ™

ATIS	MAGNITOGORSK Tower
132.8	120.8

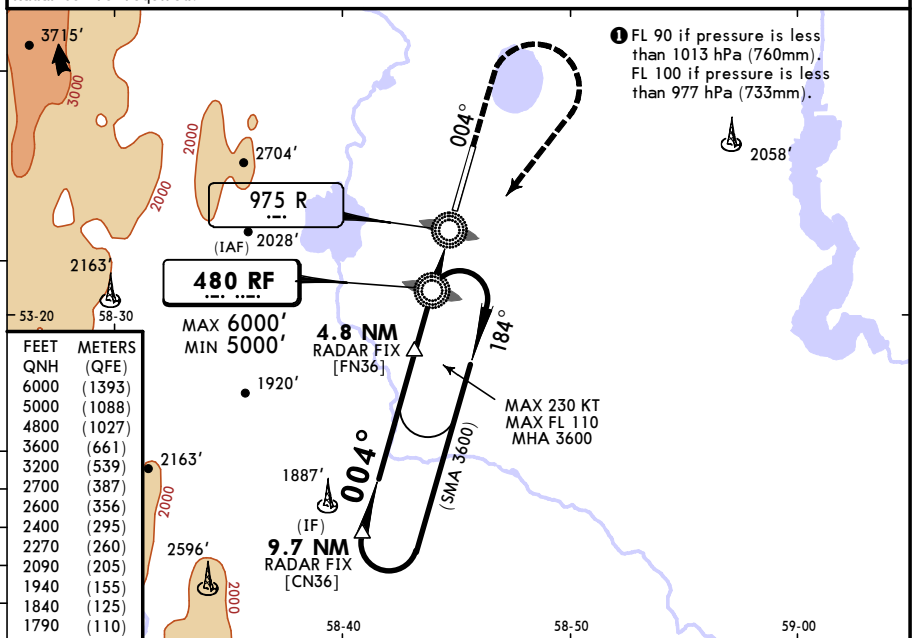
NDB RF	Final Apch Crs	4.8 NM RADAR FIX MANDATORY	DA/MDA(H)	Apt Elev 1432′
480	004°	2600′ (1168′)	1790′ (358′)	Rwy 1432′

MISSED APCH: Climb on 004° to 2700′ or above, then turn RIGHT to cross RF NDB at 3600′ or above, then proceed according to chart or join holding. Turn before MAP is PROHIBITED.

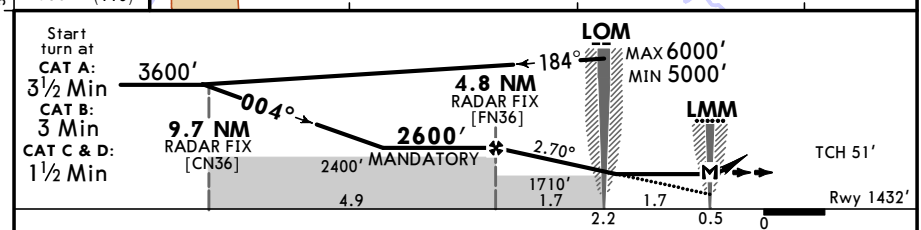
MSA RF NDB: 190° 6900; 340° 4900

Alt Set: hPa (MM on req) Rwy Elev: 51 hPa Trans level: FL 80 ❶ Trans alt: 7000′

Radar control required.



FEET QNH	METERS (QFE)
6000	(1393)
5000	(1088)
4800	(1027)
3600	(661)
3200	(539)
2700	(387)
2600	(356)
2400	(295)
2270	(260)
2090	(205)
1940	(155)
1840	(125)
1790	(110)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764
MAP at LMM						

ALS | MIN 2700′ on 004° | RF 480 RT | MIN 3600′

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1790′(358′)

		ALS out
A	R1400m	R1500m
B		
C		R1600m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1840′ (408′)	V1500m
135	1940′ (508′)	V1600m
180	2090′ (658′)	V2400m
205	2270′ (838′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MSA. Trans level. Trans alt.

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USCM/MQF
MAGNITOGORSK

JEPPESEN 13 AUG 21 (16-4)

MAGNITOGORSK, RUSSIA
NDB Y Rwy 36

BRIEFING STRIP ™

ATIS	MAGNITOGORSK Tower
132.8	120.8

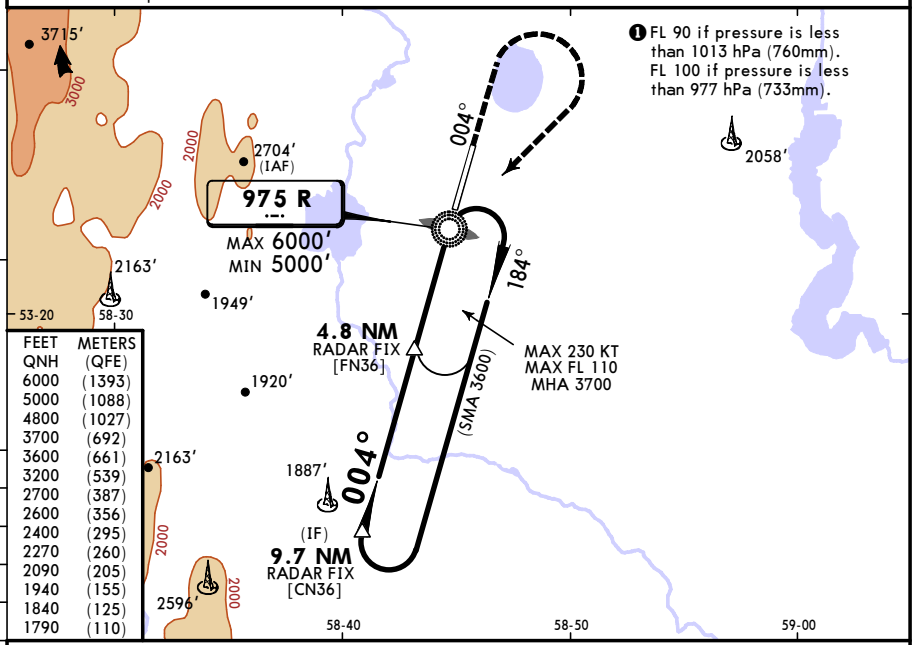
Lctr	Final Apch Crs	4.8 NM RADAR FIX MANDATORY	DA/MDA(H)	Apt Elev 1432′
R 975	004°	2600′ (1168′)	1790′ (358′)	Rwy 1432′

MSA R Lctr: 190° 6900, 340° 4900

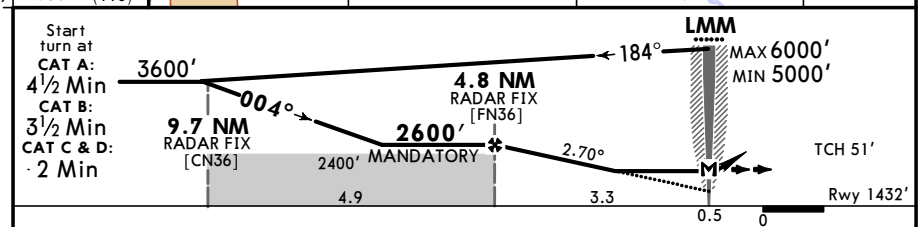
MISSED APCH: Climb on 004° to 2700′ or above, then turn RIGHT to cross Lctr at 3600′ or above, then proceed according to chart or join holding. Turn before MAP is PROHIBITED.

Alt Set: hPa (MM on req) Rwy Elev: 51 hPa Trans level: FL 80 ❶ Trans alt: 7000′

Radar control required.



FEET QNH	METERS (QFE)
6000	(1393)
5000	(1088)
4800	(1027)
3700	(692)
3600	(661)
3200	(539)
2700	(387)
2600	(356)
2400	(295)
2270	(260)
2090	(205)
1940	(155)
1840	(125)
1790	(110)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764
MAP at LMM						

ALS

MIN 2700′ on 004° | R 975 RT | MIN 3600′

Std

STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1790′(358′)

		ALS out
A	R1400m	R1500m
B		
C		R1600m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1840′ (408′)	V1500m
135	1940′ (508′)	V1600m
180	2090′ (658′)	V2400m
205	2270′ (838′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MSA. Trans level. Trans alt.

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USCM/MQF
MAGNITOGORSK

JEPPESEN

13 AUG 21 (16-5)

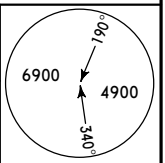
MAGNITOGORSK, RUSSIA
NDB X Rwy 36

BRIEFING STRIP™

ATIS	MAGNITOGORSK Tower
132.8	120.8

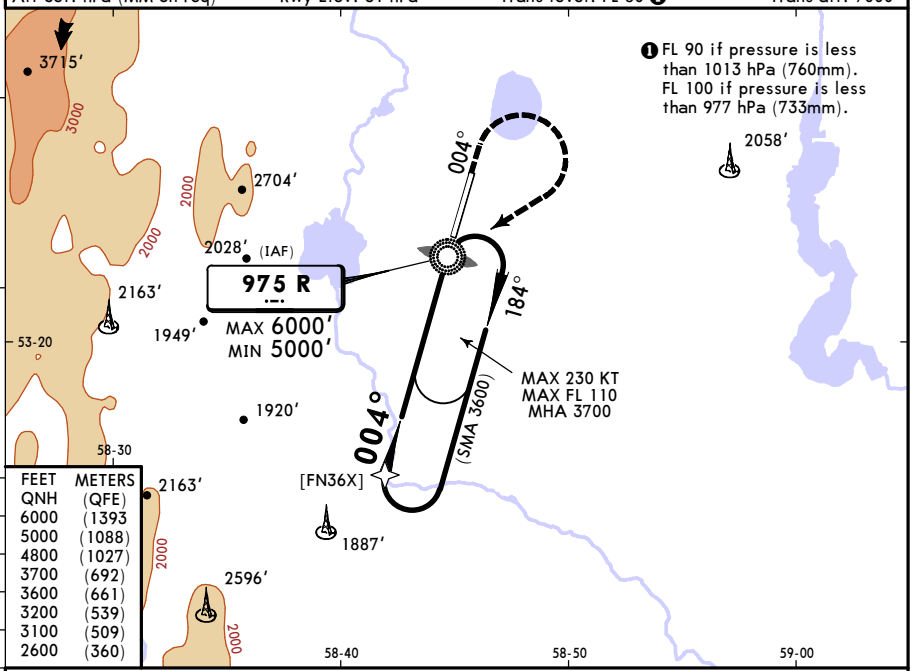
Lctr	Final Apch Crs		DA/MDA(H)	Apt Elev 1432′
R 975	004°	No FAF	2600′(1168′)	Rwy 1432′

MISSED APCH: Climb on 004° to 3100′ or above, then turn RIGHT to cross Lctr at 3600′ or above, then proceed according to chart or join holding. Turn before MAP is PROHIBITED.

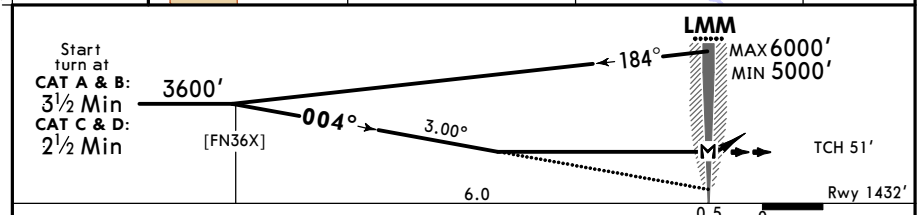


MSA R Lctr

Alt Set: hPa (MM on req) Rwy Elev: 51 hPa Trans level: FL 80 ❶ Trans alt: 7000′



FEET QNH	METERS (QFE)
6000	(1393
5000	(1088)
4800	(1027)
3700	(692)
3600	(661)
3200	(539)
3100	(509)
2600	(360)



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

ALS | MIN 3100′ on 004° | R 975 RT | MIN 3600′

Std

STRAIGHT-IN LANDING

❶ DA/MDA(H) **2600′**(1168′)

ALS out

A	R5000m
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	2600′(1168′) ❷ V1500m
135	2600′(1168′) ❷ V1600m
180	2600′(1168′) ❷ V2400m
205	2600′(1168′) ❷ V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❷ or higher straight-in minimums.

CHANGES: MSA. Trans level. Trans alt.

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