

List of pages in this Trip Kit

Trip Kit Index

Airport Information For USCM

Terminal Charts For USCM

Revision Letter For Cycle 08-2026

Change Notices

Notebook

General Information

Location: MAGNITOGORSK RUS
ICAO/IATA: USCM / MQF
Lat/Long: N53° 23.58', E058° 45.33'
Elevation: 1432 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 13.0° 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: 0024 Z
Sunset: 1540 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: 120.800
Magnitogorsk Tower: 124.000 Secondary
Magnitogorsk Apron Ramp/Taxi: 119.000
Magnitogorsk Transit Operations: 131.800

USCM/MQF
MAGNITOGORSK

JEPPESEN

23 MAY 25

10-1P

MAGNITOGORSK, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 132.8

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP for take-off are implemented by ATS unit, when RVR is less than 550m using the phrase: "Low visibility procedures in progress".

RWY and appropriate equipment available for use:

- RWY 36/18 for take-off;
- TWY A and TWY B for taxiing;
- Follow-me car (upon flight crew's request).

When LVP are in force, it is prohibited:

- to take off not from the RWY beginning;
- to take off without stop at the line-up position.

1.3. TAXI PROCEDURES

Taxiing and towing shall be carried out along TWY centerlines, with increased caution, at minimum radius and speed providing safe ACFT braking performance.

Taxiing and towing without TWR controller's clearance are prohibited.

At night when visibility is 2000m or less, taxiing of ACFT via TWY A, TWY B and apron shall be executed after Follow-me car, in other cases upon request.

1.4. PARKING INFORMATION

Stands 1 thru 10 available for helicopters.

1.5. COMMUNICATION FAILURE PROCEDURES

Monitor information and controller's instructions on LOM frequency (RF 480 kHz).

1.6. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

Proceed along established STAR and execute approach procedure. If landing does not seem possible proceed to alternate AD.

In case of communication failure during vectoring for approach climb to minimum safe altitude indicated on 10-1R, change to own navigation and proceed to MGR.

When MGR is out of service use RF or C depending on landing heading.

After passing MGR/RF/R/C execute the established approach procedure (ILS Y, ILSX, ILS Z).

2.2. NOISE ABATEMENT PROCEDURES

For noise abatement procedures during missed approach see paragraph 3.1.

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10-1P1

MAGNITOGORSK, RUSSIA

AIRPORT BRIEFING

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

Noise abatement procedures during take-off and climb shall be executed by all ACFT but not at the expense of flight safety or in case of one of the ACFT engines failure during take-off.

Noise abatement measures during engines operation on the ground, take-off and missed approach are as follows:

- towing of ACFT for engines start-up to the RWY holding position;
- use of flight modes according to Aeroplane Flight Manual.

3.2. COMMUNICATION FAILURE PROCEDURES

In case of communication failure immediately after take-off carry out RWY 36/18 ILS W approach procedure. If ILS is inoperative RWY 36/18 VOR, NDB or GLS, RNP approach shall be executed at own discretion.

If landing does not seem possible (due to meteorological conditions or if exceeding landing mass) pilot has the right to:

- carry out standard holding procedures over RF or C at 5000' and carry out approach-to-land;
- proceed to destination AD according to instructions issued prior to departure;
- proceed to nearest alternate AD at lower safe flight level (along the flight route).

In case of communication failure during climb to FL (altitude) pilot has the right to:

- proceed to destination AD according to instructions issued prior to departure;
- proceed to alternate AD;
- land at Magnitogorsk.

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13 AUG 21

10-1R

MAGNITOGORSK, RUSSIA

RADAR MINIMUM ALTITUDES

Apt Elev
1432

Alt Set: hPa (MM on request)

Trans level: FL80

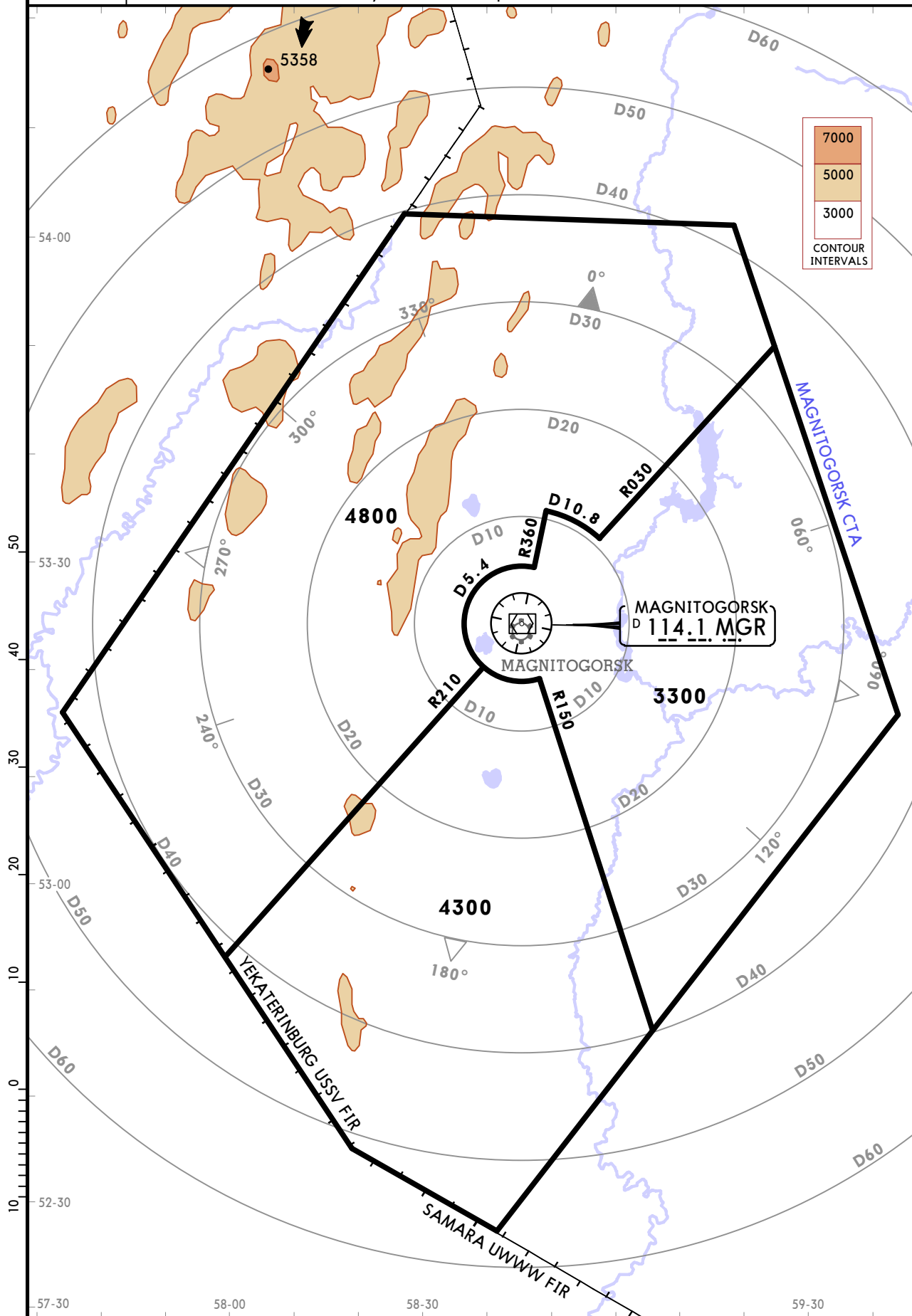
FL90 when QNH is less than 1013 hPa (760 mm)

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.

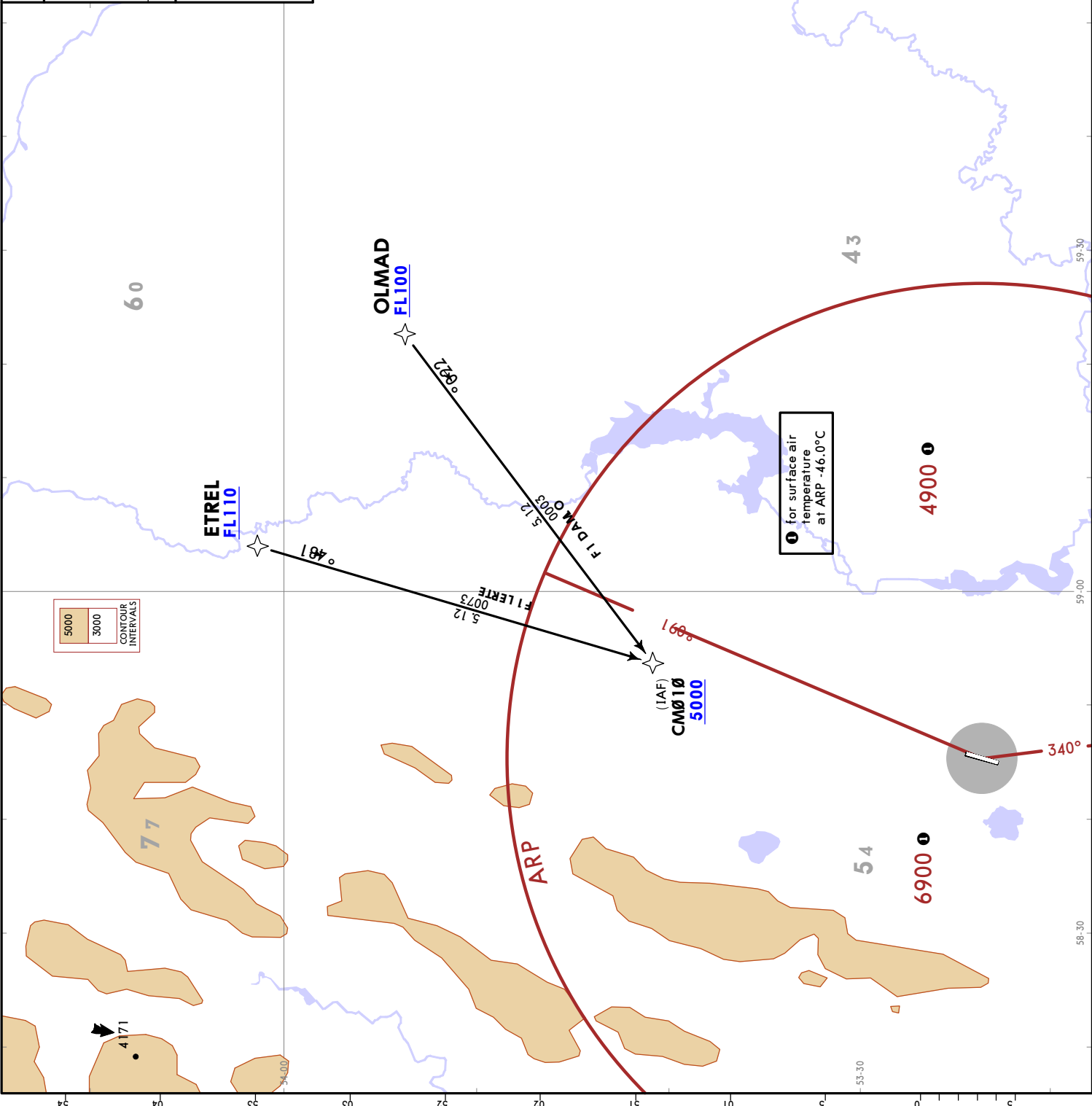
2. When vectoring is carried out under low-temperature conditions, minimum vectoring altitudes must be corrected by altimeter temperature correction.



MAGNITOGORSK, RUSSIA

RNAV STAR

ATIS 132.8	Apt Elev 1433
Alt Set: hPa (MM on request) Trans level: FLO80 FL090 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm)	
RNAV 1 GNSS required	
ETREL 1F [ETRE1F] OLMAD 1F [OLMA1F] RNAV ARRIVALS (RWY 18)	



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Eff 2 Nov 10-2

FEET METERS
QNH (QFE)
5000 (1100)

MAGNITOGORSK, RUSSIA

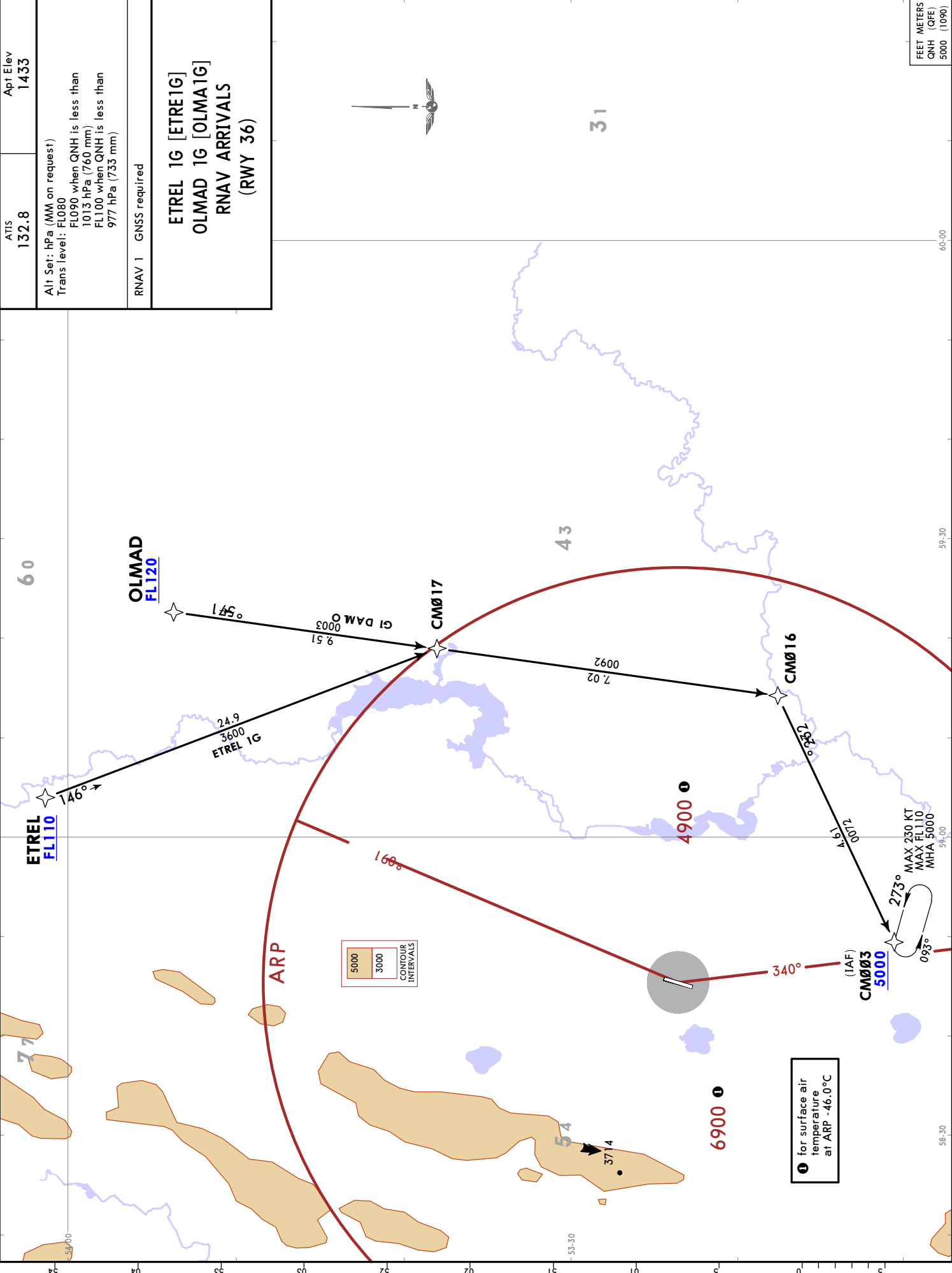
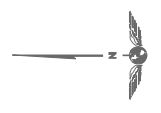
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27 OCT 23 (10-2A) Eff 2 Nov

JEPPesen

RNAV STAR

ATIS 132.8	Apt Elev 1433
Alt Set: hPa (MM on request) Trans level: FL080 FL090 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm)	
RNAV 1 GNSS required	
ETREL 1G [ETRE1G] OLMAD 1G [OLMA1G] RNAV ARRIVALS (RWY 36)	



FEET METERS
QNH (QFE)
5000 (1090)

MAGNITOGORSK, RUSSIA

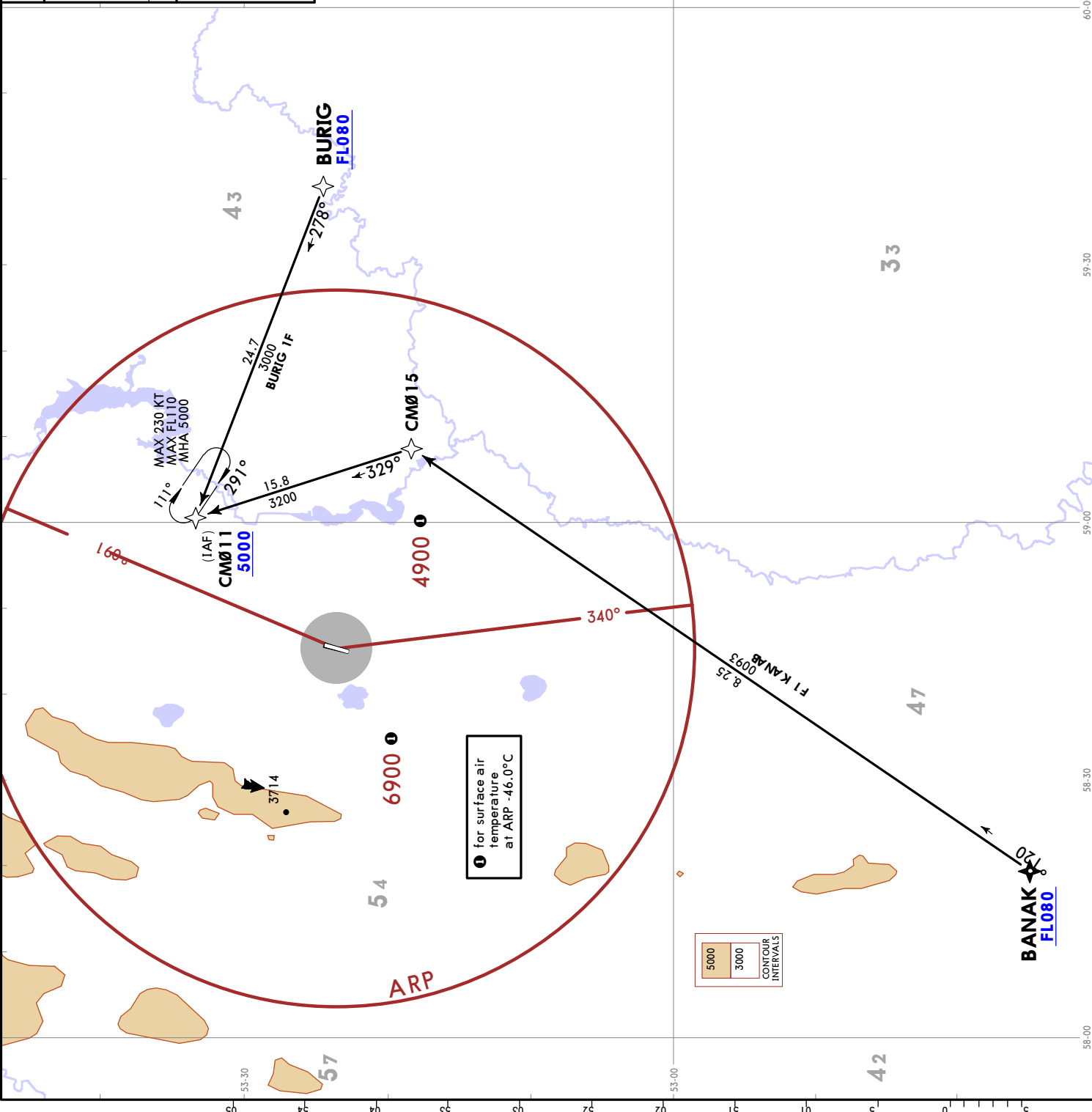
RNAV STAR

ATIS 132.8	Apt Elev 1433
Alt Set: hPa (MM on request) Trans level: FL080 FL090 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm)	
RNAV 1 GNSS required	
BANAK 1F [BANA1F] BURIG 1F [BUR11F] RNAV ARRIVALS (RWY 18)	

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27 OCT 23
Eff 2 Nov

10-2B



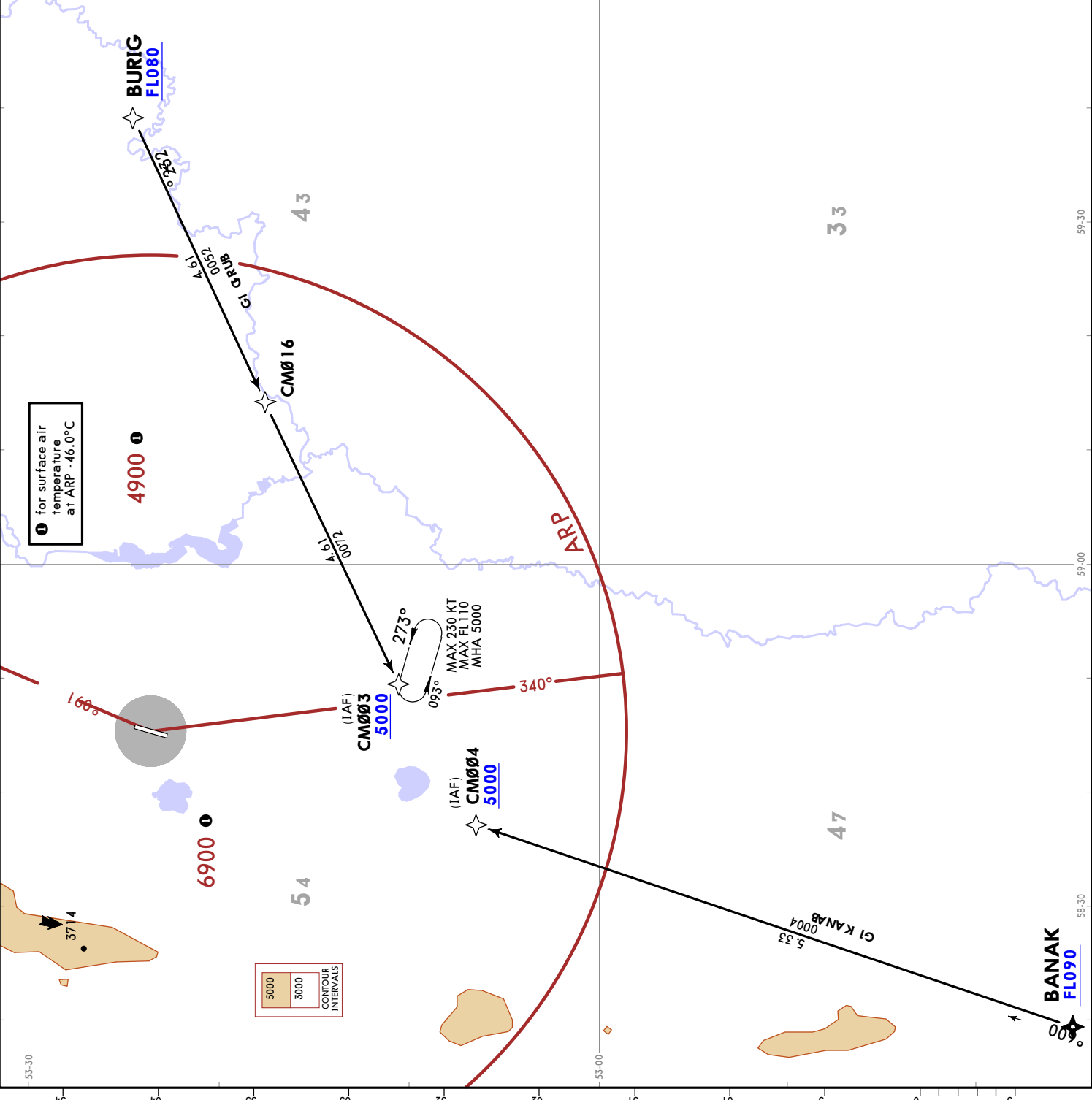
FEET METERS
QNH (QFE)
5000 (1100)

MAGNITOGORSK, RUSSIA
RNAV STAR

JEPPESEN
 27 OCT 23 (10-2C) Eff 2 Nov

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ATIS 132.8	Apt Elev 1433
Alt Set: hPa (MM on request) Trans level: FLO80 FLO90 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm)	
RNAV 1 GNSS required	
BANAK 1G [BANA1G] BURIG 1G [BURI1G] RNAV ARRIVALS (RWY 36)	



MAGNITOGORSK, RUSSIA

RNAV STAR

ATIS
132.8

Apt Elev
1433

Alt Set: hPa (MM on request)
Trans level: FLO80
FLO90 when QNH is less than 1013 hPa (760 mm)
FL100 when QNH is less than 977 hPa (733 mm)

RNAV 1 GNS required

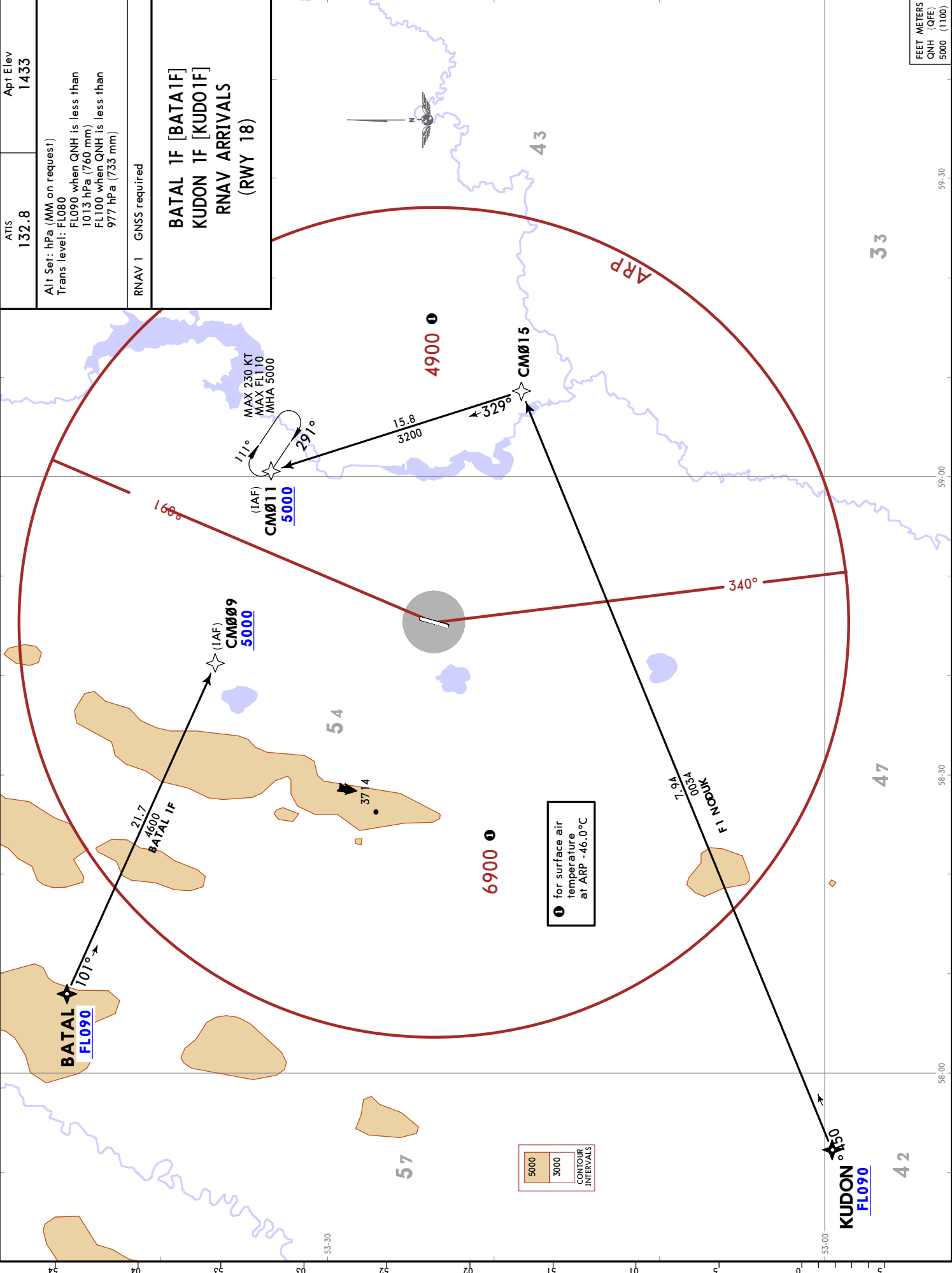
**BATAL 1F [BATA1F]
KUDON 1F [KUDO1F]
RNAV ARRIVALS
(RWY 18)**

FEET METERS
QNH (QFE)
5000 (1100)

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27 OCT 23
Eff 2 Nov

10-2D



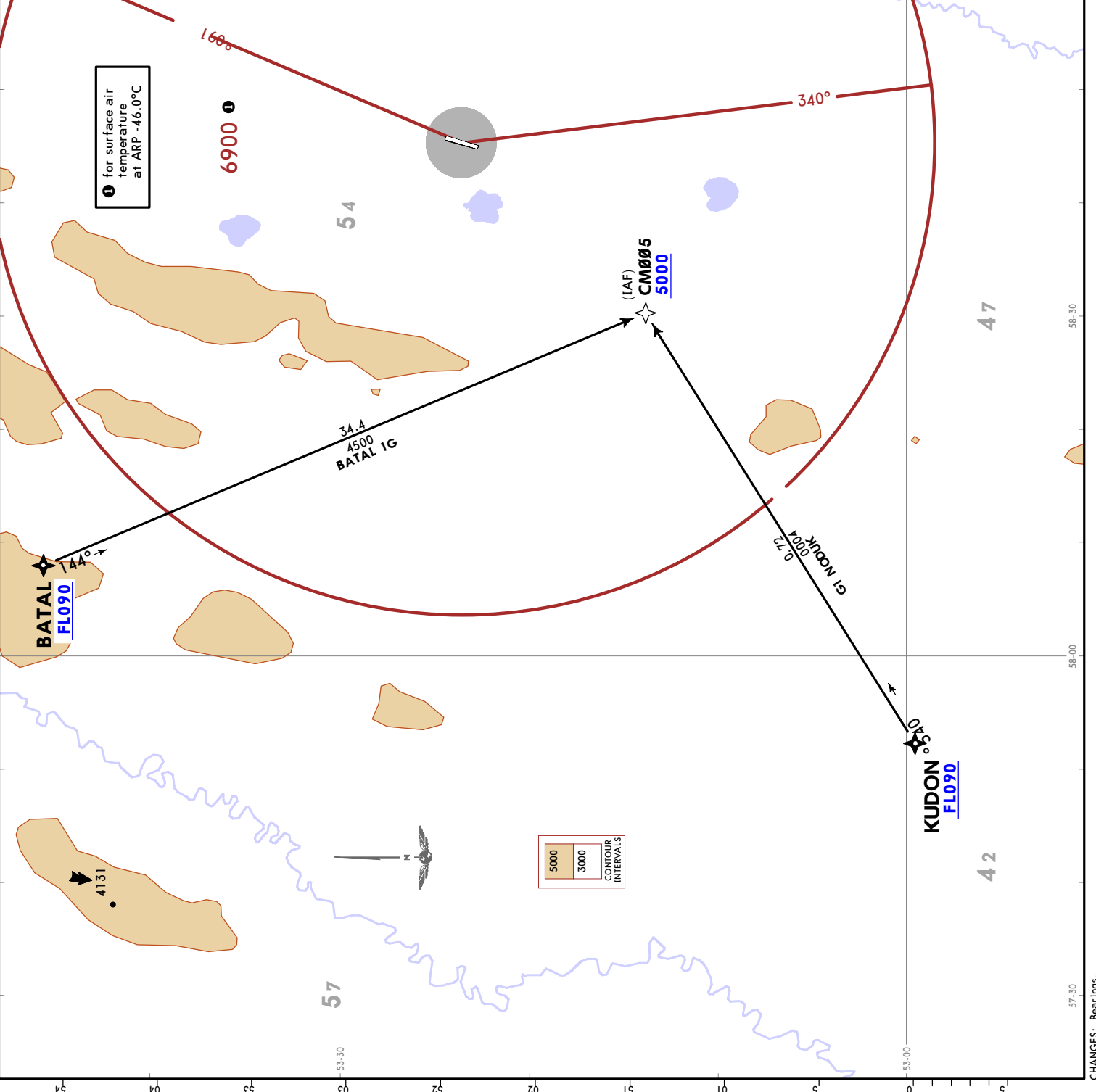
JEPPESEN
27 OCT 23 10-2E Eff 2 Nov
MAGNITOGORSK, RUSSIA
RNAV STAR

ATIS
132.8
Apt Elev
1433
Alt Set: hPa (MM on request)
Trans level: FLO80
FLO90 when QNH is less than
1013 hPa (760 mm)
FL100 when QNH is less than
977 hPa (733 mm)
RNAV 1 GNSS required

BATAL 1G [BATA1G]
KUDON 1G [KUDO1G]
RNAV ARRIVALS
(RWY 36)

FEET METERS
QNH (QFE)
5000 (1090)

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① for surface air temperature at ARP -46.0°C

5000
3000
CONTOUR INTERVALS

MAGNITOGORSK, RUSSIA

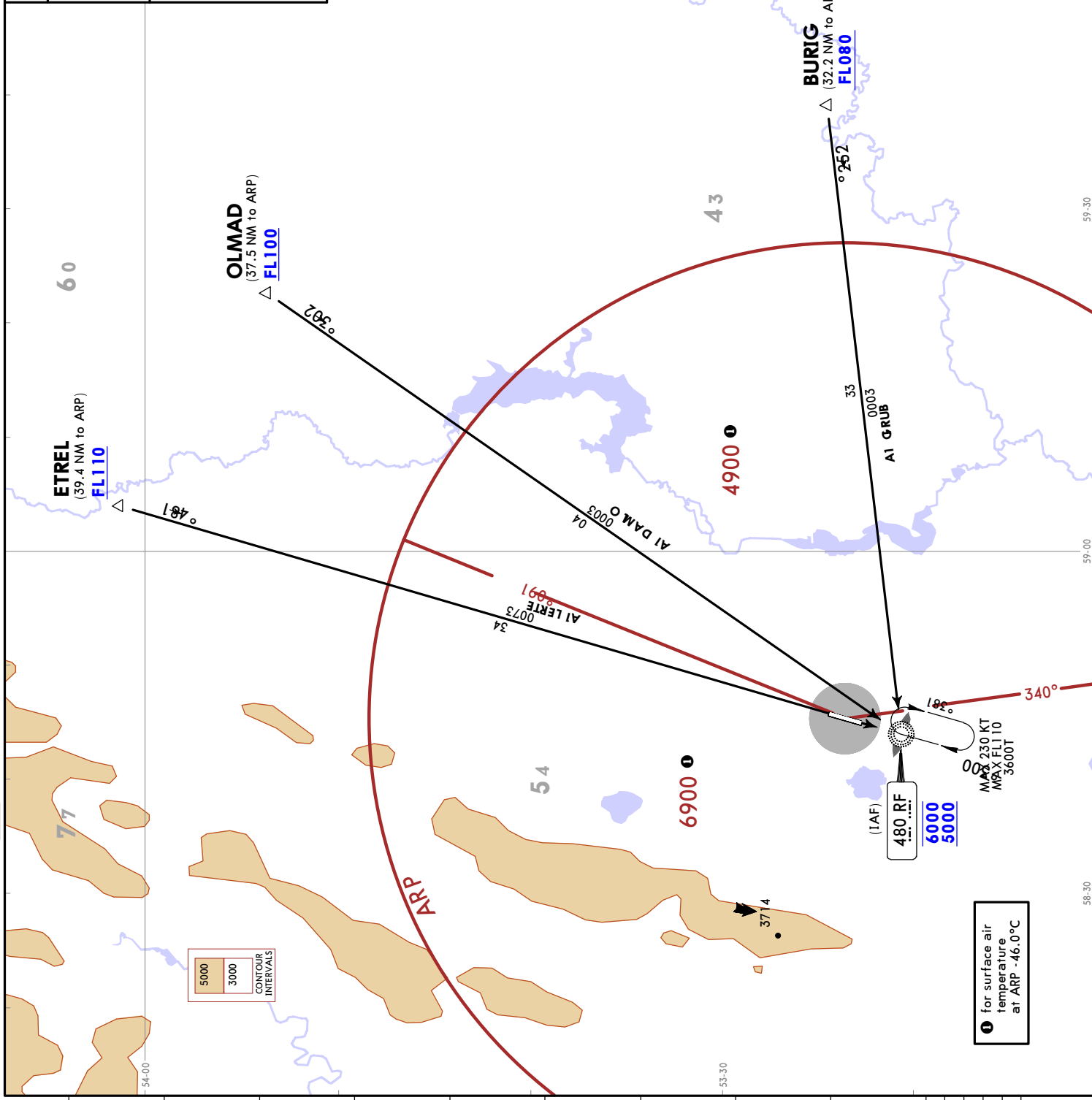
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26 MAY 23 (10-2F)



STAR

ATIS 132.8	Apt Elev 1432
Alt Set: hPa (MM on request) Trans level: FL080 FL090 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm)	
BURIG 1A [BUR11A] ETREL 1A [ETRE1A] OLMAD 1A [OLMA1A] ARRIVALS (RWY 36) UNDER RADAR CONTROL	

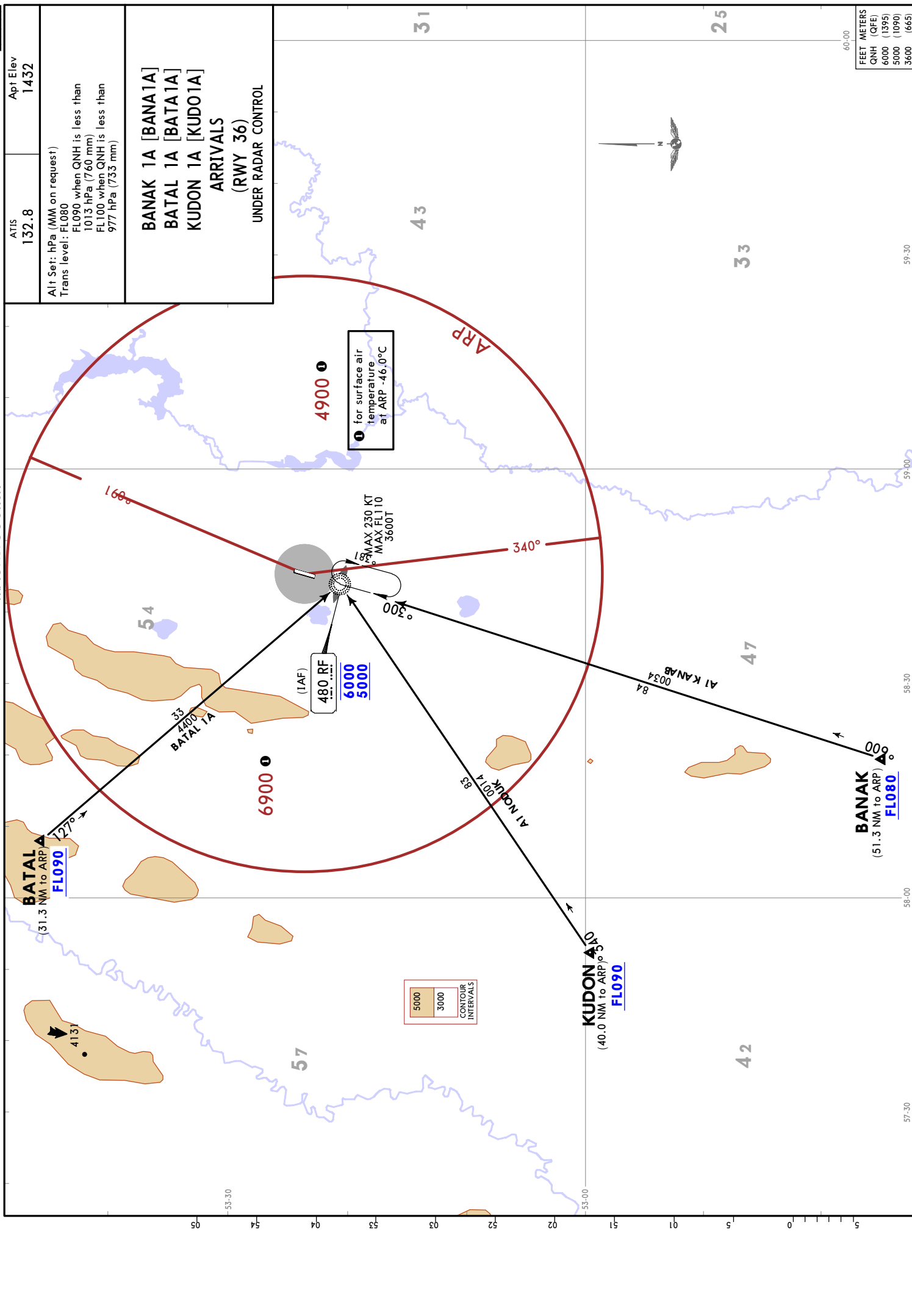


FEET METERS	
QNH (QFE)	
6000 (1395)	
5000 (1090)	
3600 (665)	

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 26 MAY 23 10-2G
STAR

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ATIS
 132.8

Apt Elev
 1432

Alt Set: hPa (MM on request)
 Trans level: FL080
 FL090 when QNH is less than 1013 hPa (760 mm)
 FL100 when QNH is less than 977 hPa (733 mm)

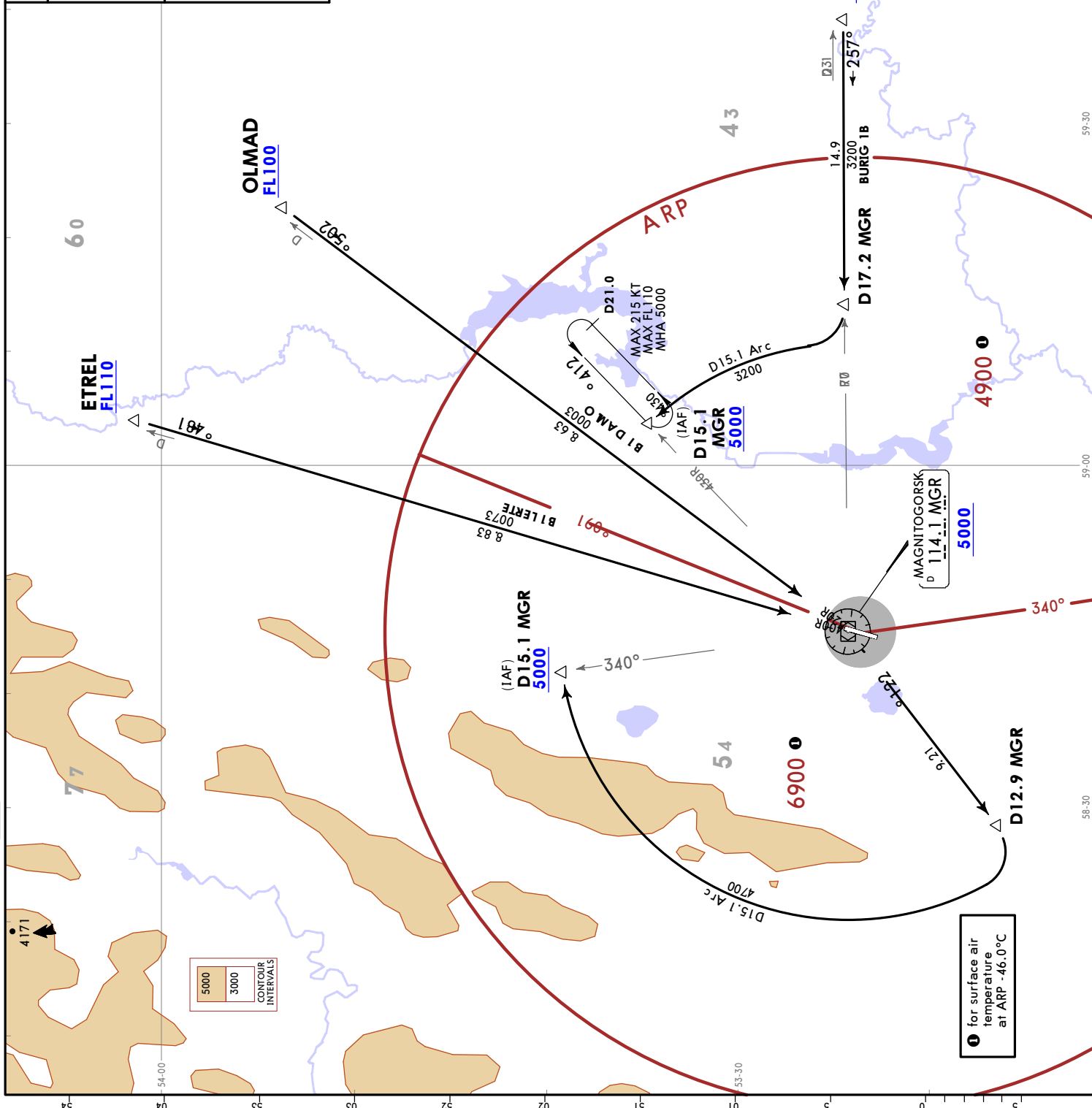
**BANAK 1A [BANA1A]
 BATAL 1A [BATA1A]
 KUDON 1A [KUDO1A]
 ARRIVALS
 (RWY 36)
 UNDER RADAR CONTROL**

FEET	METERS
QNH (QFE)	6000 (1895)
	5000 (1090)
	3600 (665)

MAGNITOGORSK, RUSSIA

STAR

ATIS 132.8	Apt Elev 1432
Alt Set: hPa (MM on request) Trans level: FL080 FL090 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm) DME required.	
BURIG 1B [BURI1B] ETREL 1B [ETRE1B] OLMAD 1B [OLMA1B] ARRIVALS (RWY 18)	



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for surface air temperature at ARP -46.0°C

FEET METERS
QNH (QFE)
5000 (1100)

CHANGES: MSA, BURIG 1B transferred, crossing at MGR added.

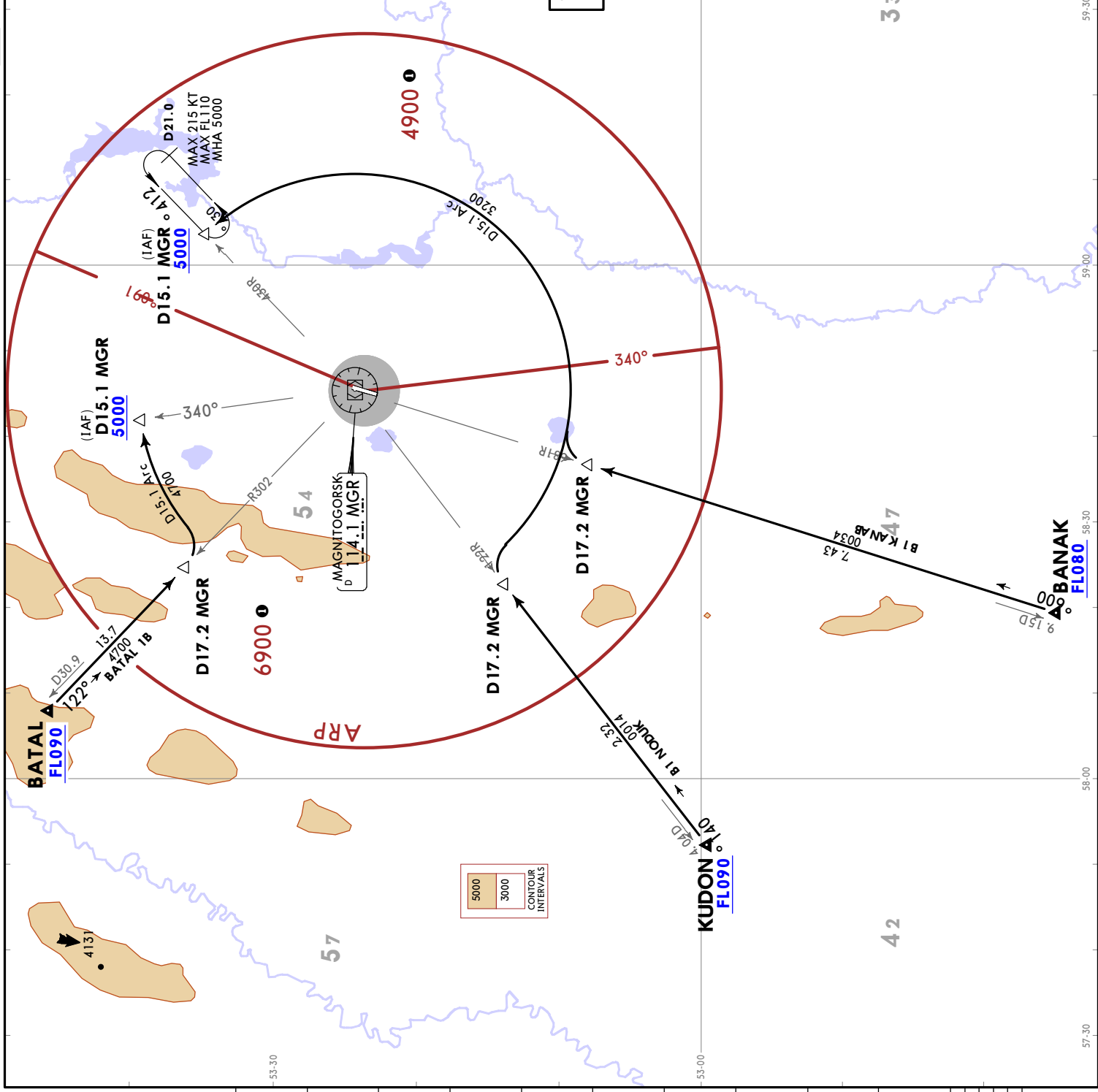
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26 MAY 23 (10-2J)
STAR

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ATIS 132.8	Apt Elev 1432
Alt Set: hPa (MM on request) Trans level: FL080 FL090 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm) DME required.	
BANAK 1B [BANA1B] BATAL 1B [BATA1B] KUDON 1B [KUDO1B] ARRIVALS (RWY 18)	



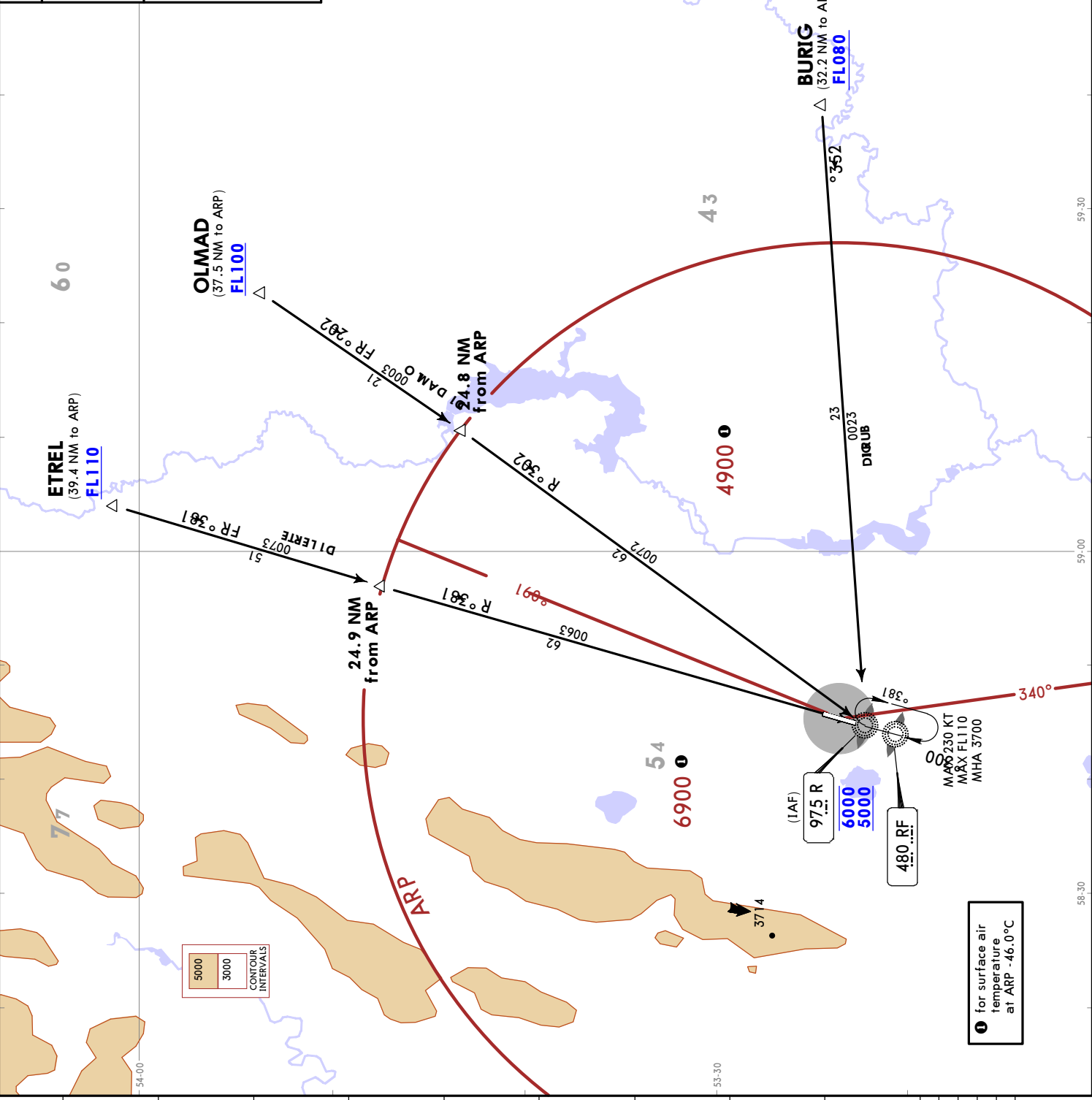
1 for surface air temperature at ARP -46.0°C

5000
3000
CONTOUR INTERVALS



FEET METERS
QNH (QFE)
5000 (1100)

ATIS	132.8	Apt Elev	1433
Alt Set: hPa (MM on request) Trans level: FL080 FLO90 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm)			
BURIG 1D [BUR11D] ETREL 1D [ETRE1D] OLMAD 1D [OLMA1D] ARRIVALS (RWY 36) UNDER RADAR CONTROL			

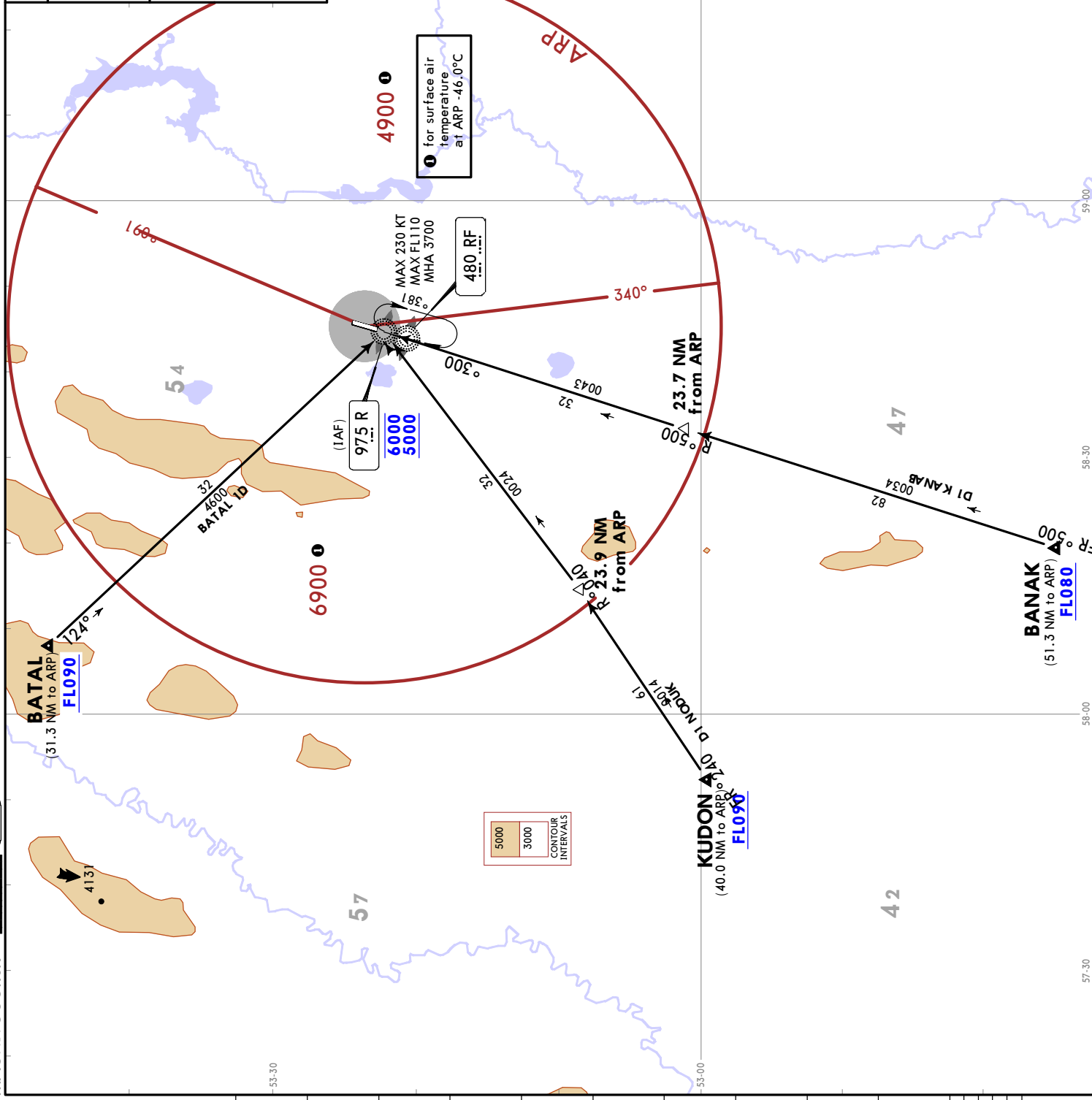


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27 OCT 23
Eff 2 Nov
10-2M

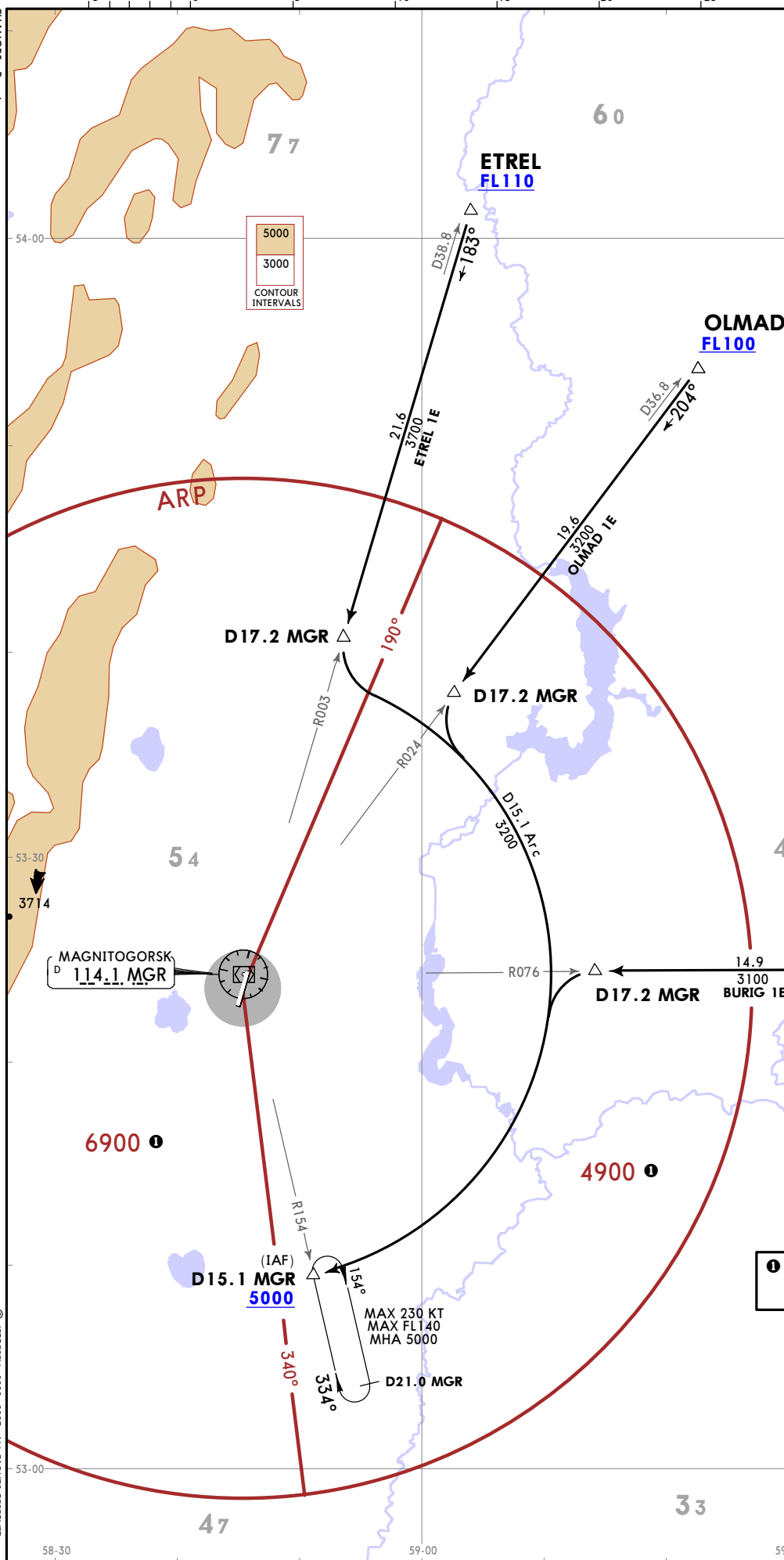
JEPPESEN
27 OCT 23
Eff 2 Nov
10-2M

ATIS 132.8	Apt Elev 1433
Alt Set: hPa (MM on request) Trans level: FL080 FL090 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm)	
BANAK 1D [BANA1D] BATAL 1D [BATA1D] KUDON 1D [KUDO1D] ARRIVALS (RWY 36) UNDER RADAR CONTROL	



CHANGES: Bearings.

ATIS 132.8	Apt Elev 1433
Alt Set: hPa (MM on request) Trans level: FL080 FL090 when QNH is less than 1013 hPa (760 mm) FL100 when QNH is less than 977 hPa (733 mm) DME required.	
BURIG 1E [BURI1E] ETREL 1E [ETRE1E] OLMAD 1E [OLMA1E] ARRIVALS (RWY 36)	



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EH 2 Nov
MAGNITOGORSK, RUSSIA
STAR

BURIG 1E [BURI1E]
ETREL 1E [ETRE1E]
OLMAD 1E [OLMA1E]
ARRIVALS
(RWY 36)

FEET METERS
QNH (QFE)
5000 (1090)

MAGNITOGORSK, RUSSIA

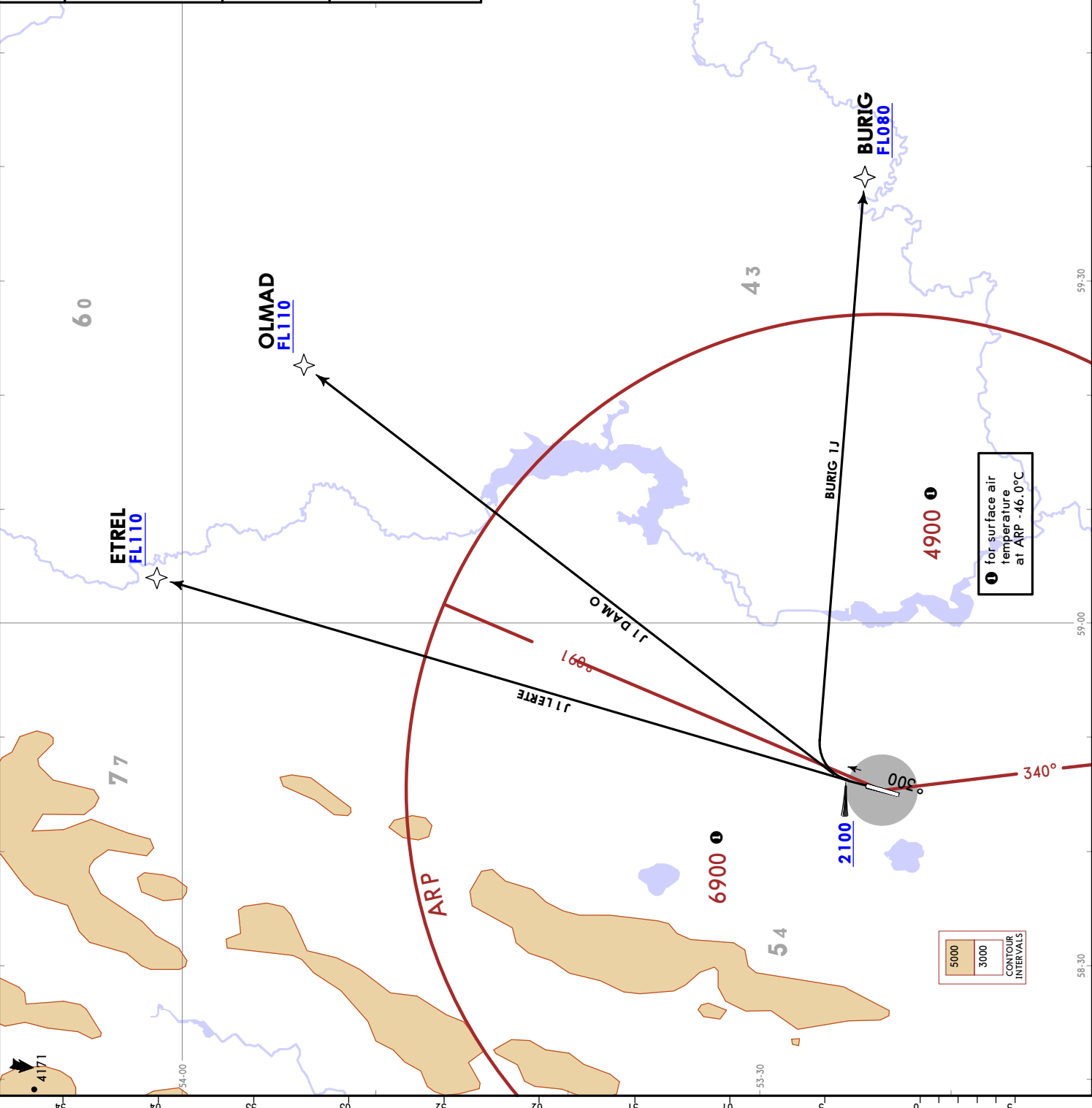
RNAV SID

Apt Elev 1433	Trans alt: 7000 QNH (QFE on request)																					
RNAV 1 GNSs required																						
BURIG 1J [BUR11J] ETREL 1J [ETRE1J] OLMAD 1J [OLMA1J] RNAV DEPARTURES (RWY 36)																						
<table border="1"> <tr> <th colspan="2">FEET METERS</th> </tr> <tr> <td>QNH (QFE)</td> <td>2100 (205)</td> </tr> <tr> <td>7000</td> <td>(1710)</td> </tr> </table>		FEET METERS		QNH (QFE)	2100 (205)	7000	(1710)															
FEET METERS																						
QNH (QFE)	2100 (205)																					
7000	(1710)																					
<p>These SIDs require minimum climb gradients of ETREL 1J 4.2% up to FL110, due to airspace structure. OLMAD 1J 4.5% up to FL110, due to airspace structure.</p> <table border="1"> <tr> <td>Gnd speed-KT</td> <td>75</td> <td>100</td> <td>150</td> <td>200</td> <td>250</td> <td>300</td> </tr> <tr> <td>4.2% V/V (fpm)</td> <td>319</td> <td>425</td> <td>638</td> <td>851</td> <td>1063</td> <td>1276</td> </tr> <tr> <td>4.5% V/V (fpm)</td> <td>342</td> <td>456</td> <td>684</td> <td>911</td> <td>1139</td> <td>1367</td> </tr> </table>		Gnd speed-KT	75	100	150	200	250	300	4.2% V/V (fpm)	319	425	638	851	1063	1276	4.5% V/V (fpm)	342	456	684	911	1139	1367
Gnd speed-KT	75	100	150	200	250	300																
4.2% V/V (fpm)	319	425	638	851	1063	1276																
4.5% V/V (fpm)	342	456	684	911	1139	1367																

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27 OCT 23
Eff 2 Nov

10-3

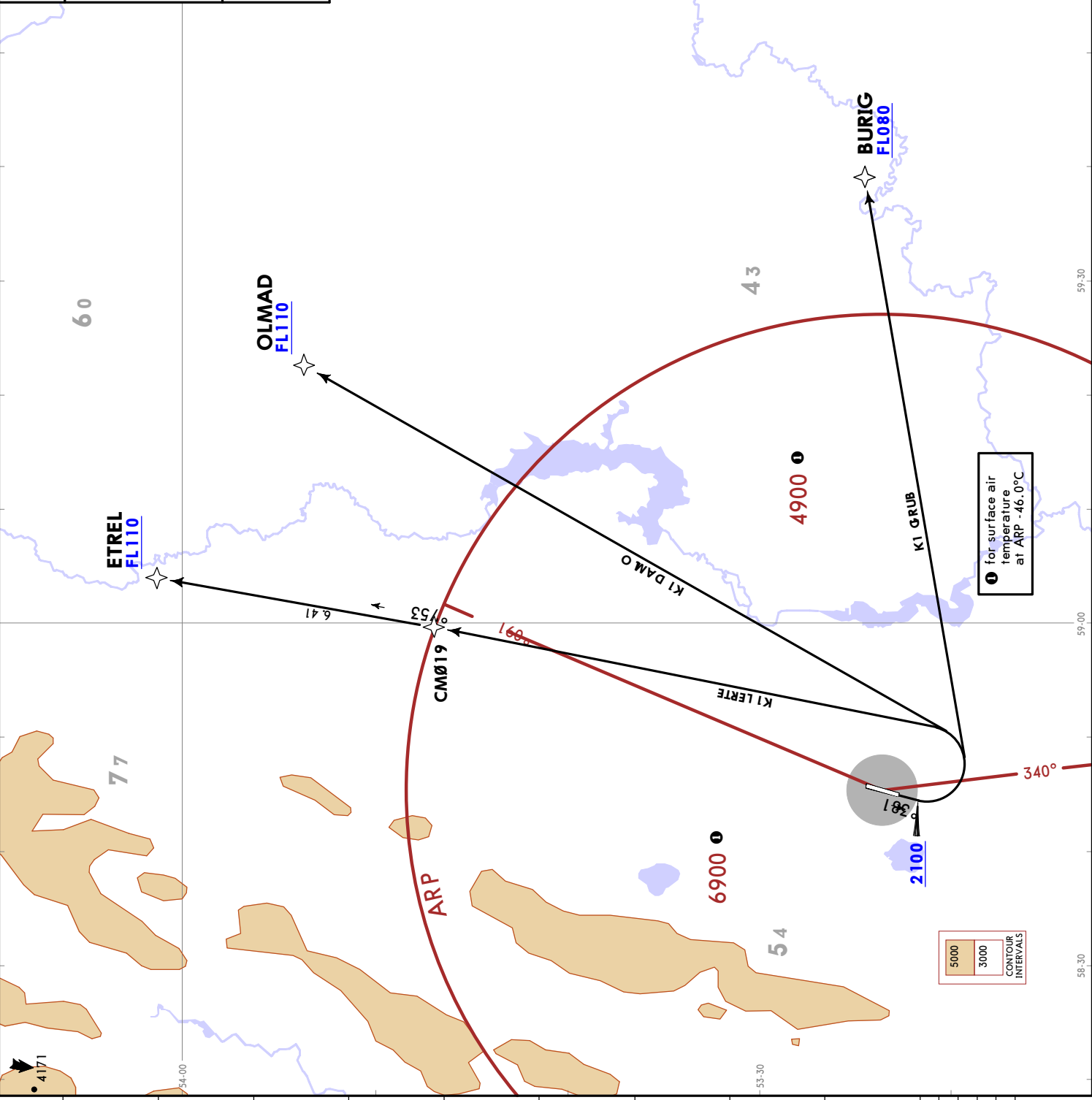


JEPPESEN
MAGNITOGORSK, RUSSIA
RNAV SID

27 OCT 23 (10-3A) Eff 2 Nov

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Trans alt: 7000 QNH (QFE on request)	RNAV 1 GNSS required				
Apt Elev 1433					
BURIG 1K [BURI1K] ETREL 1K [ETRE1K] OLMAD 1K [OLMA1K] RNAV DEPARTURES (RWY 18)					
<table border="1"> <tr><td>FEET METERS</td></tr> <tr><td>QNH (QFE)</td></tr> <tr><td>2100 (215)</td></tr> <tr><td>7000 (1710)</td></tr> </table>		FEET METERS	QNH (QFE)	2100 (215)	7000 (1710)
FEET METERS					
QNH (QFE)					
2100 (215)					
7000 (1710)					



5000
3000
CONTOUR INTERVALS

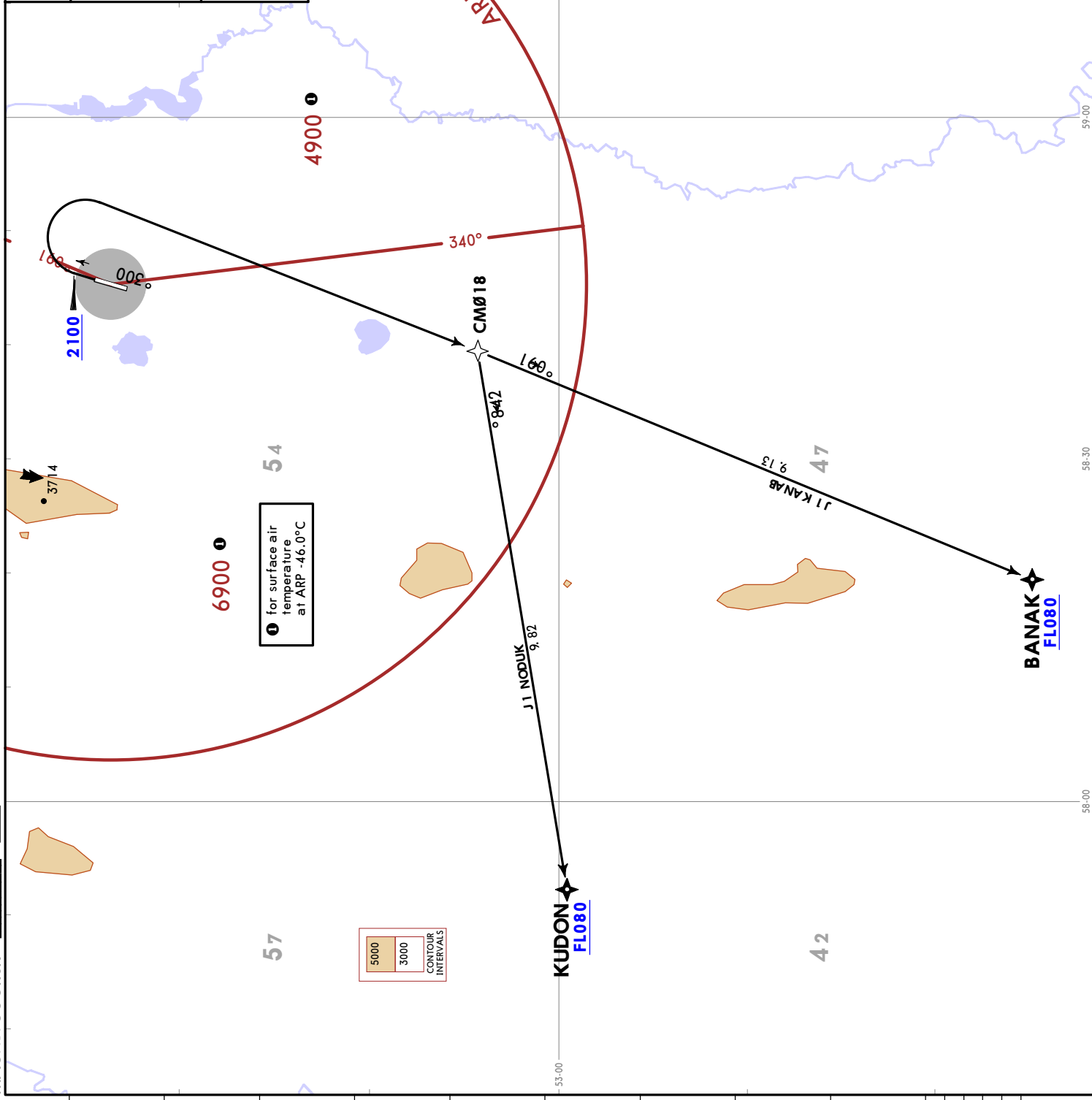
① for surface air temperature at ARP -46.0°C

MAGNITOGORSK, RUSSIA

RNAV SID

Apt Elev 1433	Trans alt: 7000 QNH (QFE on request)
RNAV 1 GNSSE required	
BANAK 1J [BANA1J] KUDON 1J [KUDO1J] RNAV DEPARTURES (RWY 36)	

FEET METERS
QNH (QFE)
2100 (205)
7000 (1710)



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 27 OCT 23
 Eff 2 Nov 10-3B

JEPPesen
 27 OCT 23
 Eff 2 Nov 10-3B

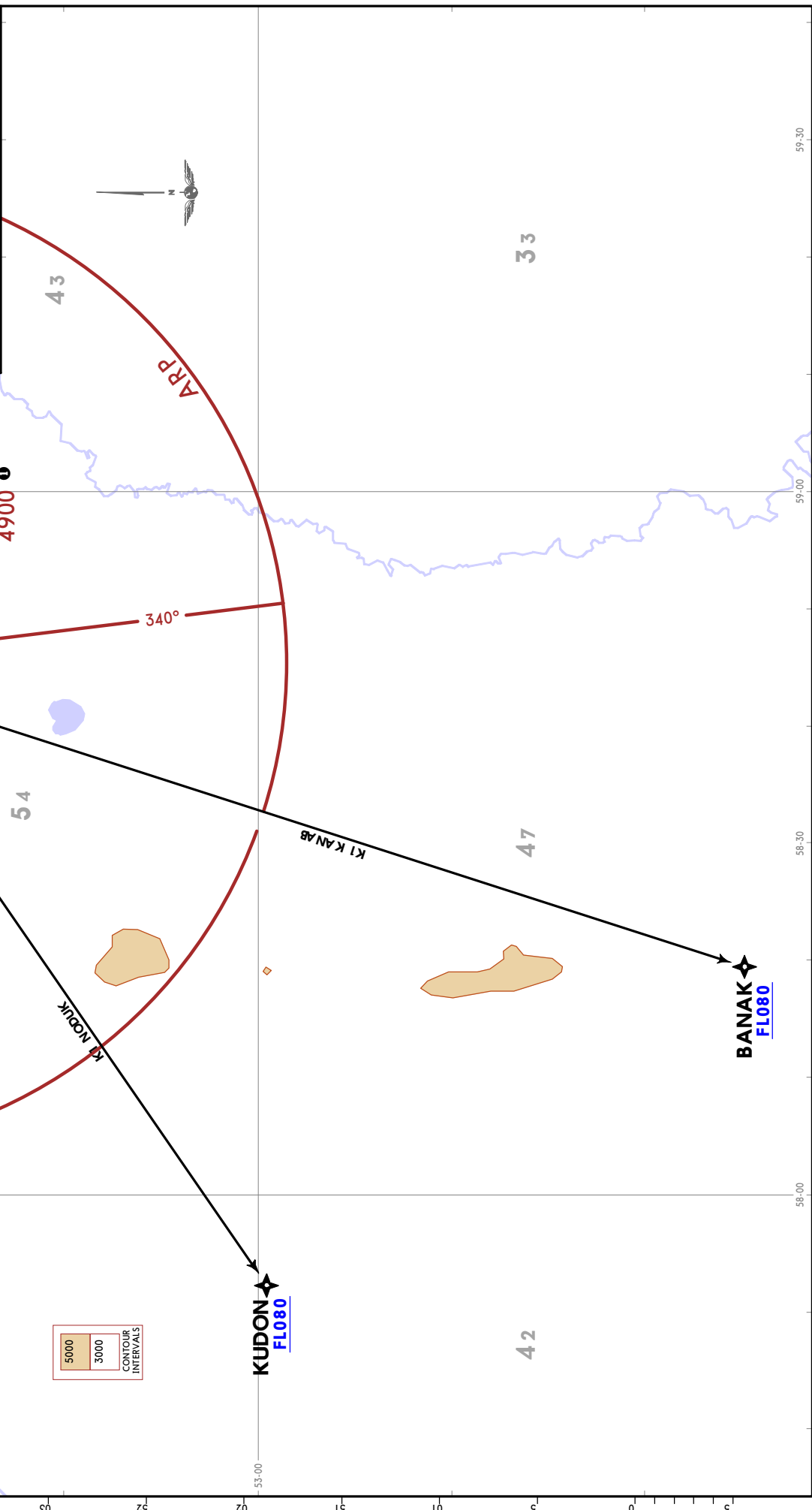
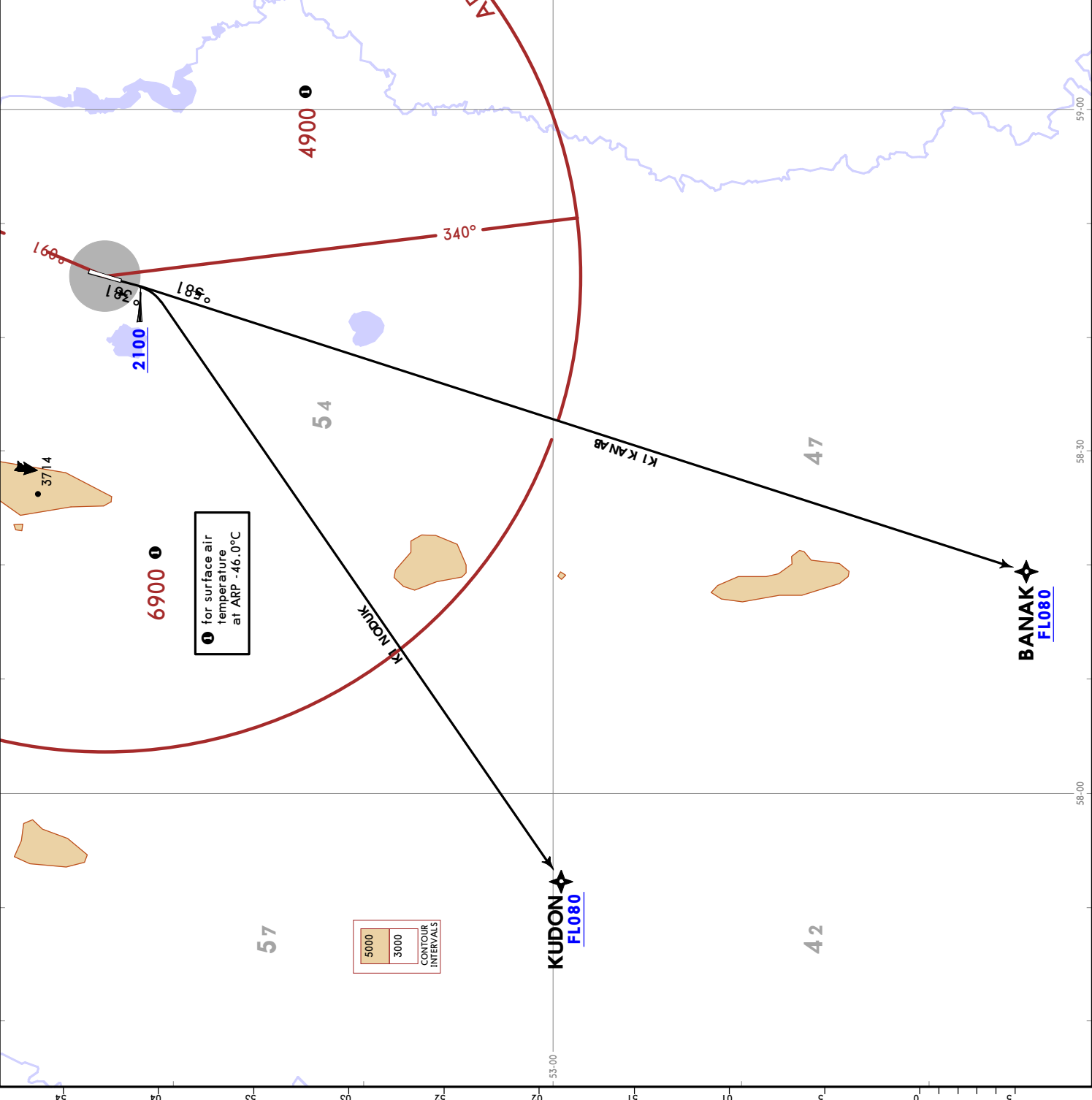
JEPPESEN
 27 OCT 23 (10-3C) Eff 2 Nov
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MAGNITOGORSK, RUSSIA
RNAV SID

Trans alt: 7000 QNH (QFE on request)	Apt Elev 1433
RNAV 1 GNSS required	

**BANAK 1K [BANA1K]
 KUDON 1K [KUDO1K]
 RNAV DEPARTURES
 (RWY 18)**

FEET METERS
QNH (QFE)
2100 (215)
7000 (1710)



MAGNITOGORSK, RUSSIA
RNAV SID

Apt Elev
1433

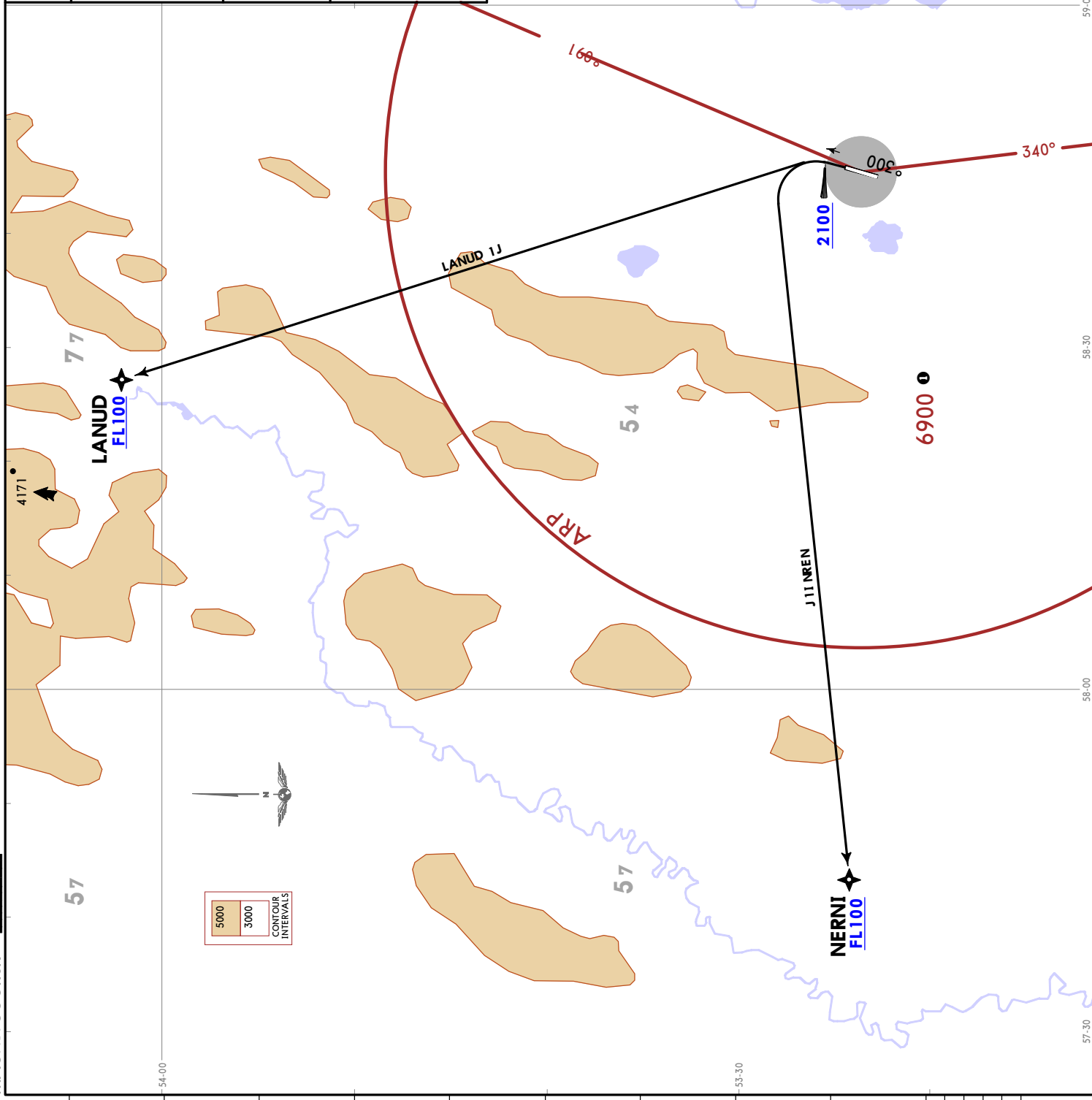
Trans alt: 7000
 QNH (QFE on request)
 RNAV 1 GNSS required

LANUD 1J [LANUT1J]
NERNI 1J [NERN1J]
RNAV DEPARTURES
(RWY 36)

FEET METERS	
QNH (QFE)	2100 (205)
	7000 (1710)

These SIDs require minimum climb gradients of
LANUD 1J
 3.7% up to FL100, due to airspace structure.
NERNI 1J
 3.6% up to FL100, due to airspace structure.

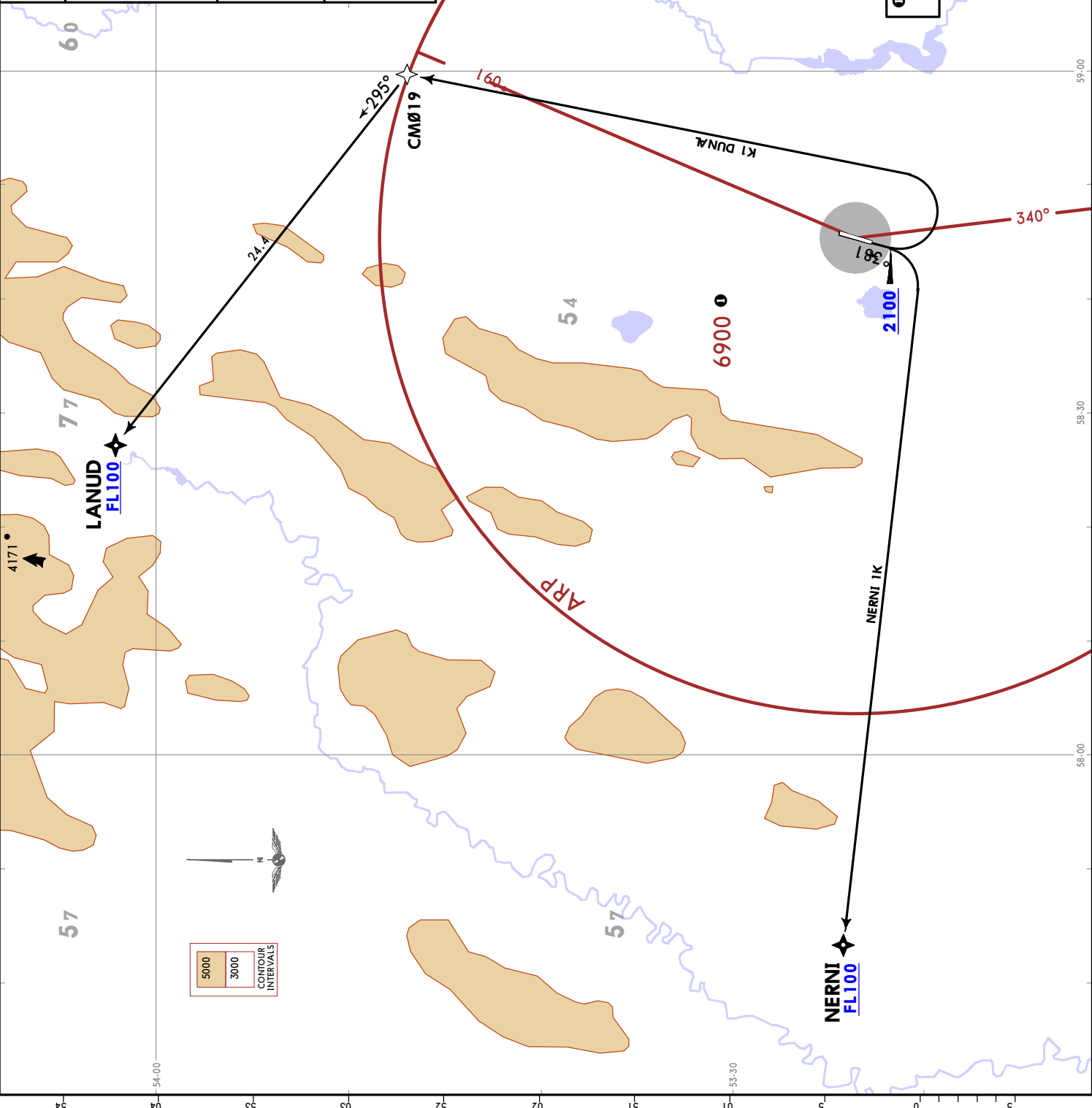
Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
3.7% V/V (fpm)	281	375	562	749	937	1124



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 27 OCT 23 (10-3E) Eff 2 Nov
MAGNITOGORSK, RUSSIA
RNAV SID

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Trans alt: 7000 QNH (QFE on request)	LANUD 1K [LANU1K] NERNI 1K [NERN1K] RNAV DEPARTURES (RWY 18)														
Apt Elev 1433															
RNAV 1 GNSS required	<table border="1"> <tr> <th colspan="2">FEET METERS</th> </tr> <tr> <td>QNH (QFE)</td> <td>2100 (215)</td> </tr> <tr> <td>7000 (1710)</td> <td></td> </tr> </table>	FEET METERS		QNH (QFE)	2100 (215)	7000 (1710)									
FEET METERS															
QNH (QFE)	2100 (215)														
7000 (1710)															
This SID requires a minimum climb gradient of 3.7% up to FL100, due to airspace structure.															
<table border="1"> <tr> <th>Grnd speed-KT</th> <td>75</td> <td>100</td> <td>150</td> <td>200</td> <td>250</td> <td>300</td> </tr> <tr> <th>3.7% V/V (fpm)</th> <td>281</td> <td>375</td> <td>562</td> <td>749</td> <td>937</td> <td>1124</td> </tr> </table>	Grnd speed-KT	75	100	150	200	250	300	3.7% V/V (fpm)	281	375	562	749	937	1124	
Grnd speed-KT	75	100	150	200	250	300									
3.7% V/V (fpm)	281	375	562	749	937	1124									



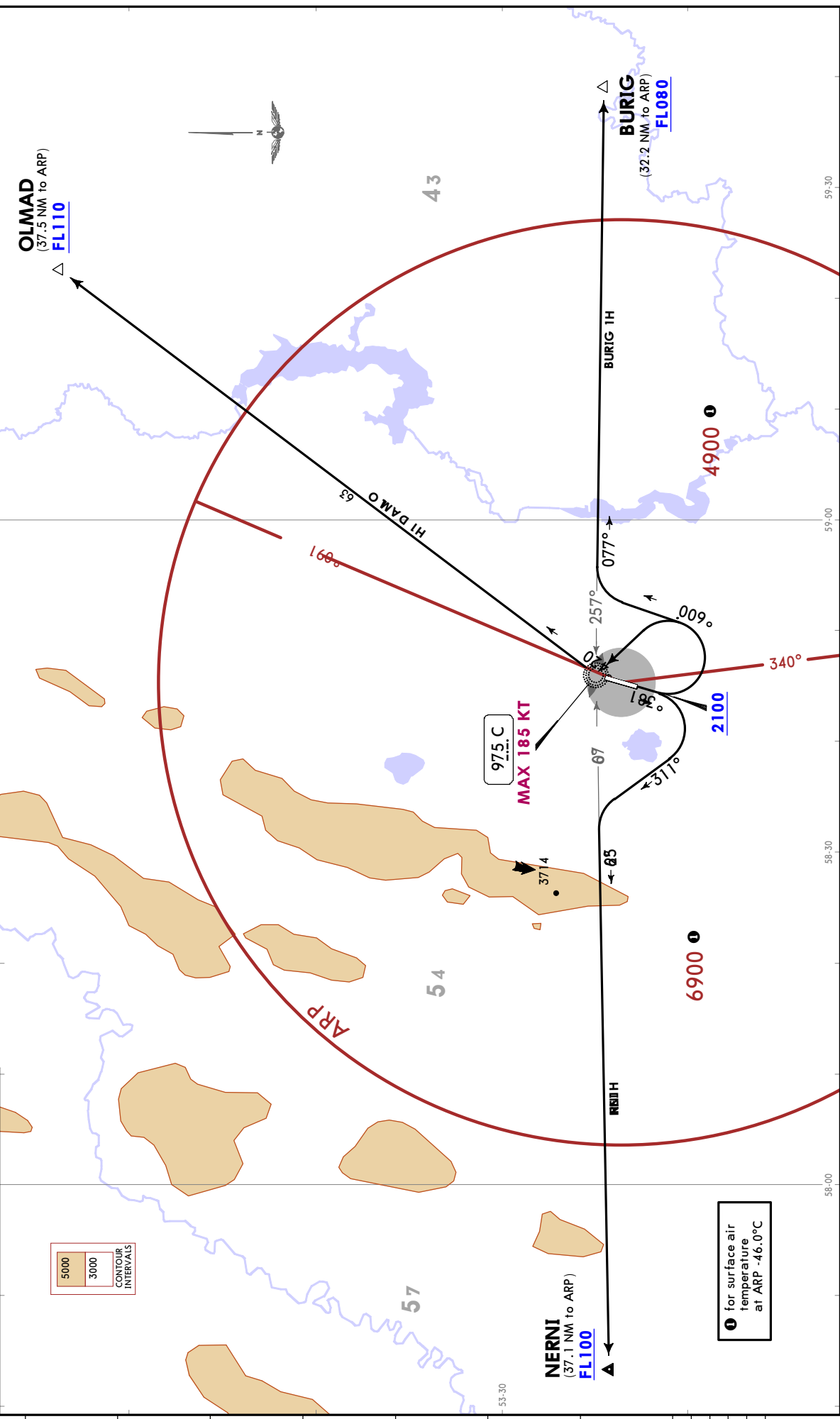
ApI Elev 1433	Trans alt: 7000 QNH (QFE on request)
BURIG 1H [BURI1H] NERNI 1H [NERN1H] OLMAD 1H [OLMA1H] DEPARTURES (RWY 18) UNDER RADAR CONTROL	

BURIG 1H	Climb on 183° track, at or above 2100 turn LEFT, 006° track to intercept 077° bearing from C to BURIG.
NERNI 1H	Climb on 183° track, at or above 2100 turn RIGHT, 311° track to intercept 256° bearing from C to NERNI.
OLMAD 1H	Climb on 183° track, at or above 2100 turn LEFT to C, 024° bearing to OLMAD.

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)
2100 (215)
7000 (1710)



① for surface air temperature at ARP -46.0°C

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 27 OCT 23 (10-3G) Eff 2 Nov
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 MAGNITOGORSK

MAGNITOGORSK, RUSSIA
SID

Trans alt: 7000
 QNH (QFE on request)
 DME required.

**BURIG 1L [BURIG1L]
 ETREL 1L [ETREL1L]
 OLMAD 1L [OLMA1L]
 DEPARTURES
 (RWY 36)**

FEET METERS
QNH (QFE)
 7000 (1710)

These SIDs require minimum climb gradients of
 ETREL 1L
 4.2% up to FL110, due to airspace structure.
 OLMAD 1L
 4.3% up to FL110, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.3% V/V (fpm)	327	435	653	871	1089	1306

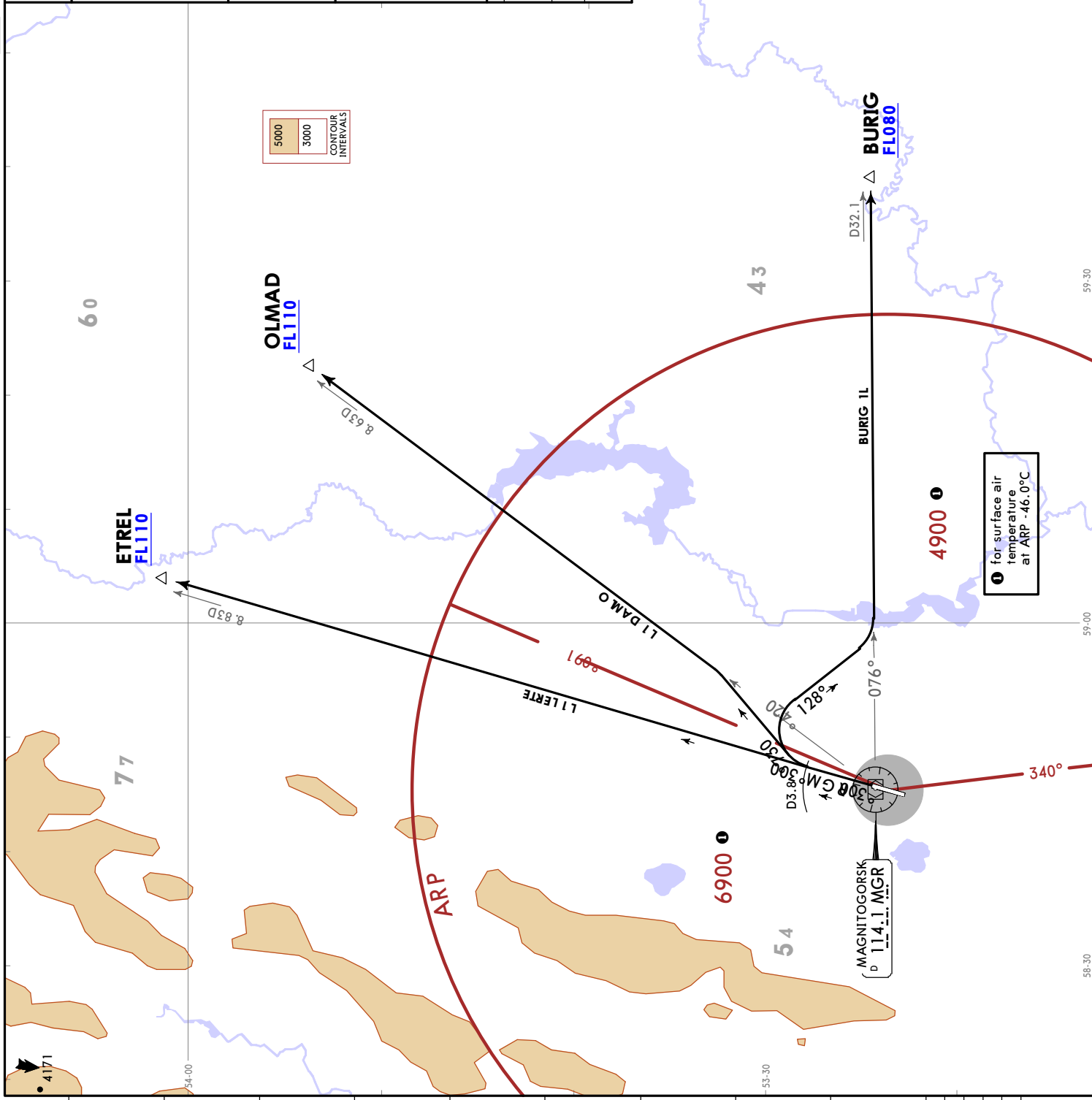
SID ROUTING

BURIG 1L
 Climb on 003° track to D3.8 MGR,
 turn RIGHT, 128° track to intercept
 MGR R076 to BURIG.

ETREL 1L
 Climb on 003° track to D3.8 MGR,
 intercept MGR R003 to ETREL.

OLMAD 1L
 Climb on 003° track to D3.8 MGR,
 turn RIGHT, 037° track to intercept
 MGR R024 to OLMAD.

5000
 3000
 CONTOUR
 INTERVALS

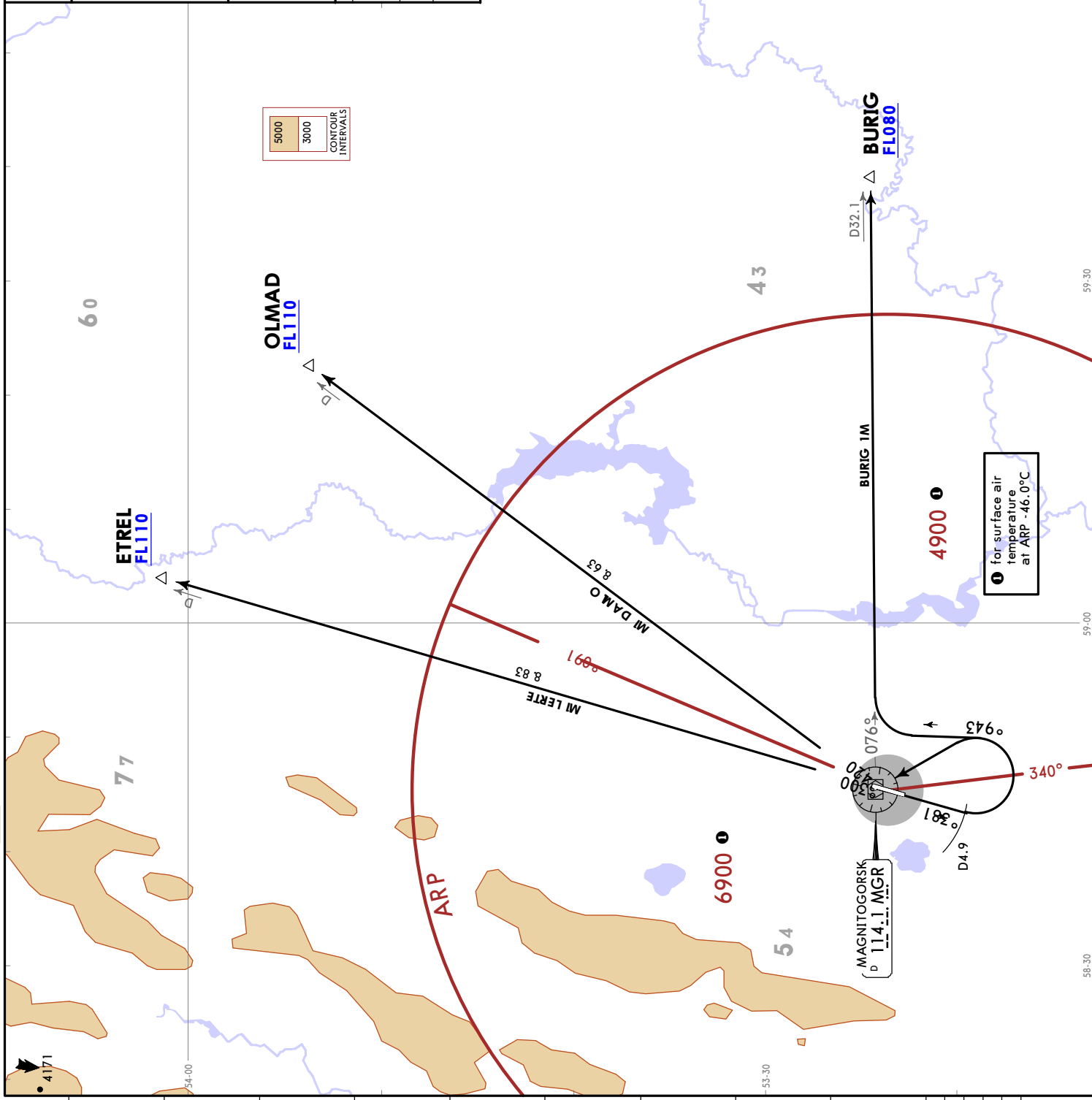


① for surface air temperature at ARP -46.0°C

MAGNITOGORSK, RUSSIA

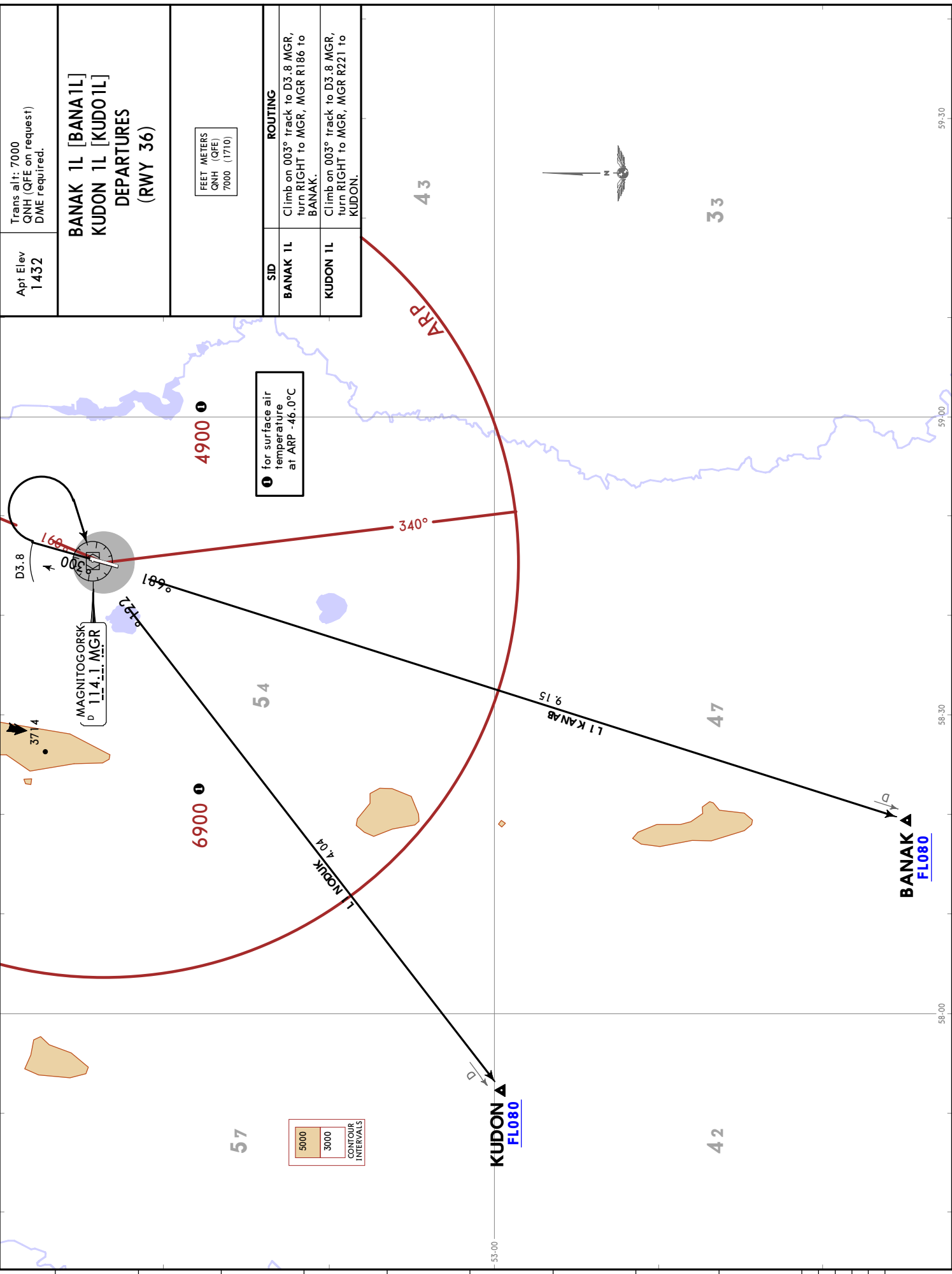
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MAGNITOGORSK
3 NOV 23 10-3H
JEPPesen

Apt Elev 1433	Trans alt: 7000 QNH (QFE on request) DME Required.
BURIG 1M [BURIG1M] ETREL 1M [ETREL1M] OLMAD 1M [OLMAD1M] DEPARTURES (RWY 18)	
FEET METERS QNH (QFE) 7000 (1710)	
ROUTING BURIG 1M Climb on 183° track to D4.9 MGR, turn LEFT, 349° track to intercept MGR R076 to BURIG.	
ETREL 1M Climb on 183° track to D4.9 MGR, turn LEFT to MGR, MGR R003 to ETREL.	
OLMAD 1M Climb on 183° track to D4.9 MGR, turn LEFT to MGR, MGR R024 to OLMAD.	



MAGNITOGORSK, RUSSIA

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MAGNITOGORSK
26 MAY 23 10-3K
JEPPESSEN



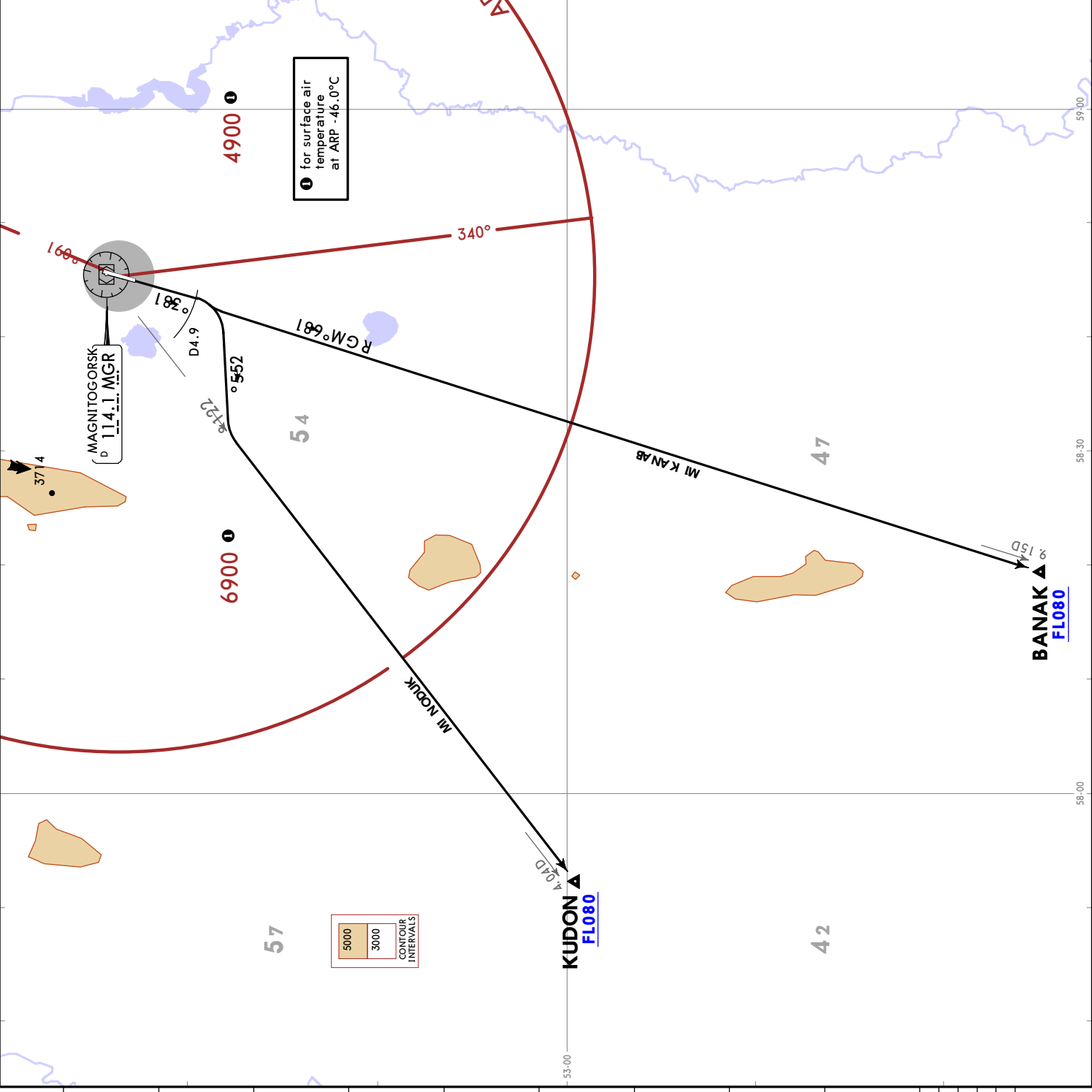
USCM/MQF
MAGNITOGORSK

JEPESEN
10-3L

26 MAY 23

MAGNITOGORSK, RUSSIA
SID

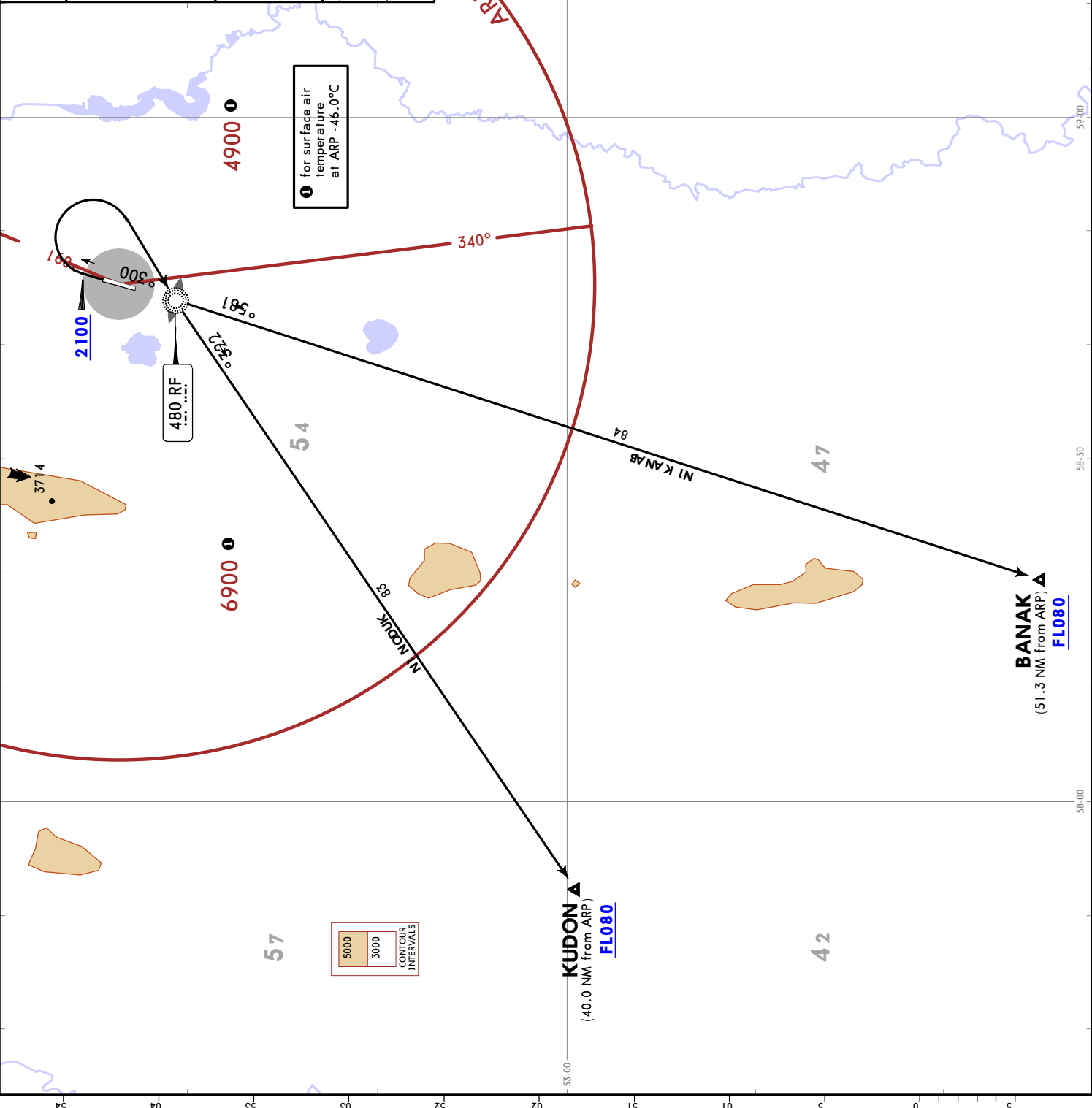
Trans alt: 7000 GNH (QFE on request) DME required.	Apt Elev 1432
BANAK 1M [BANA1M] KUDON 1M [KUDO1M] DEPARTURES (RWY 18)	
FEET METERS CNH (QFE) 7000 (1710)	
ROUTING BANAK 1M Climb on 183° track to D4.9 MGR, intercept MGR R186 to BANAK. KUDON 1M Climb on 183° track to D4.9 MGR, turn RIGHT, 255° track to intercept MGR R221 to KUDON.	



MAGNITOGORSK, RUSSIA

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JEPPesen
 27 OCT 23
EF 2 Nov
10-3M

Apt Elev 1433	Trans alt: 7000 QNH (QFE on request)
BANAK 1N [BANA 1N] KUDON 1N [KUDO 1N] DEPARTURES (RWY 36) UNDER RADAR CONTROL	
FEET METERS QNH (QFE) 2100 (205) 7000 (1710)	
SID	ROUTING
BANAK 1N	Climb on 003° track, at or above 2100 turn RIGHT to RF, 185° bearing to BANAK.
KUDON 1N	Climb on 003° track, at or above 2100 turn RIGHT to RF, 223° bearing to KUDON.



SID	ROUTING
BANAK 1N	Climb on 003° track, at or above 2100 turn RIGHT to RF, 185° bearing to BANAK.
KUDON 1N	Climb on 003° track, at or above 2100 turn RIGHT to RF, 223° bearing to KUDON.

Trans alt: 7000
 QNH (QFE on request)
 DME required.

LANUD 1L [LANU1L]
NERNI 1L [NERN1L]
DEPARTURES
(RWY 36)

FEET METERS
 QNH (QFE)
 7000 (1710)

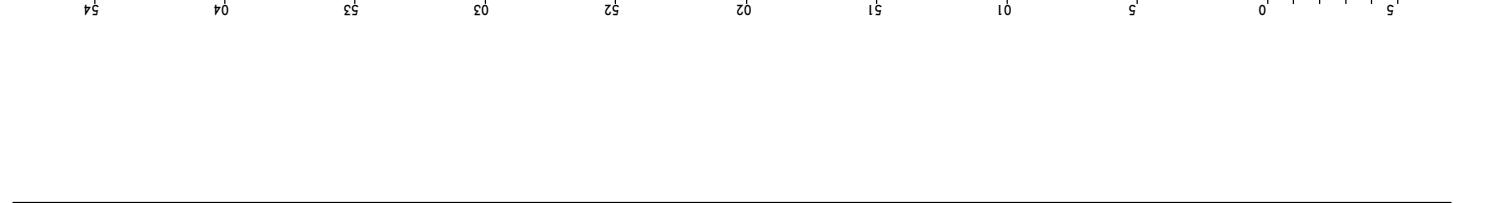
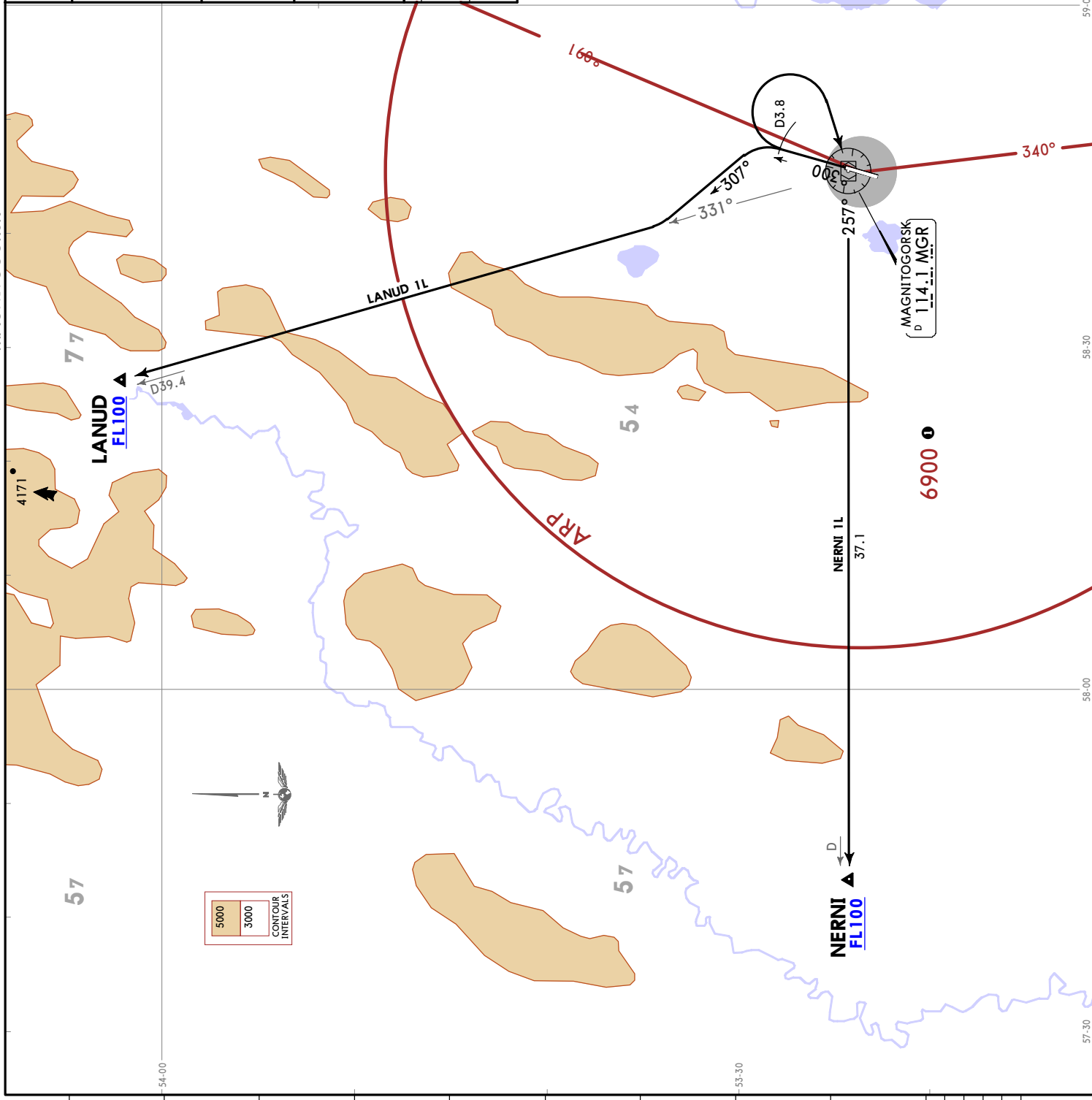
LANUD 1L
 This SID requires a minimum climb gradient of 3.7% up to FL100, due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

ROUTING

LANUD 1L
 Climb on 003° track to D3.8 MGR, turn LEFT, 307° track to intercept MGR R331 to LANUD.

NERNI 1L
 Climb on 003° track to D3.8 MGR, turn RIGHT to MGR, MGR R257 to NERNI.



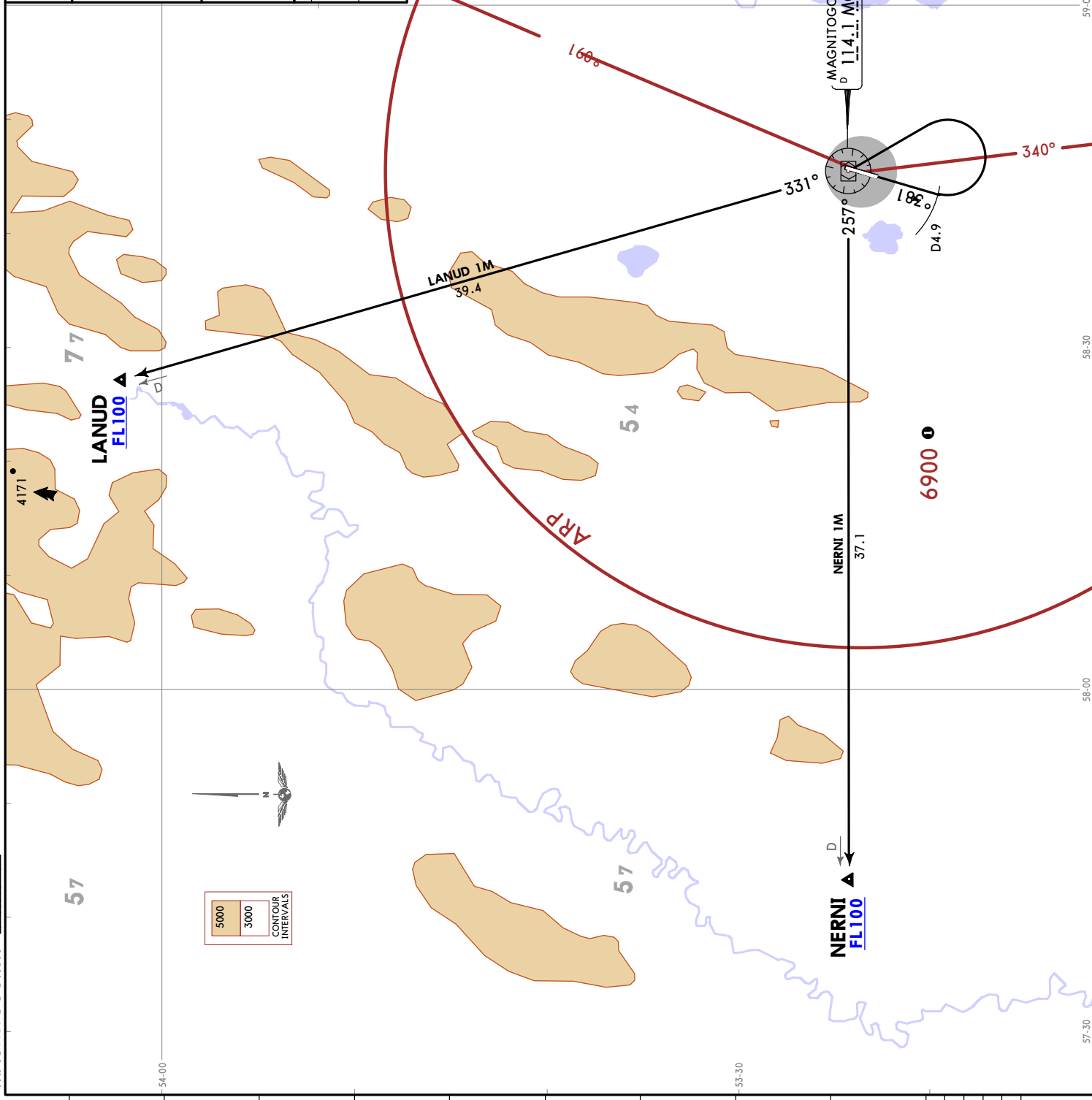
MAGNITOGORSK, RUSSIA

SID

Apt Elev 1433	Trans alt: 7000 GNH (QFE on request) DME required.
LANUD 1M [LANU1M] NERNI 1M [NERN1M] DEPARTURES (RWY 18)	

FEET METERS GNH (QFE) 7000 (1710)	
-----------------------------------------	--

ROUTING	
LANUD 1M	Climb on 183° track to D4.9 MGR, turn LEFT to MGR, MGR R331 to LANUD.
NERNI 1M	Climb on 183° track to D4.9 MGR, turn LEFT to MGR, MGR R257 to NERNI.



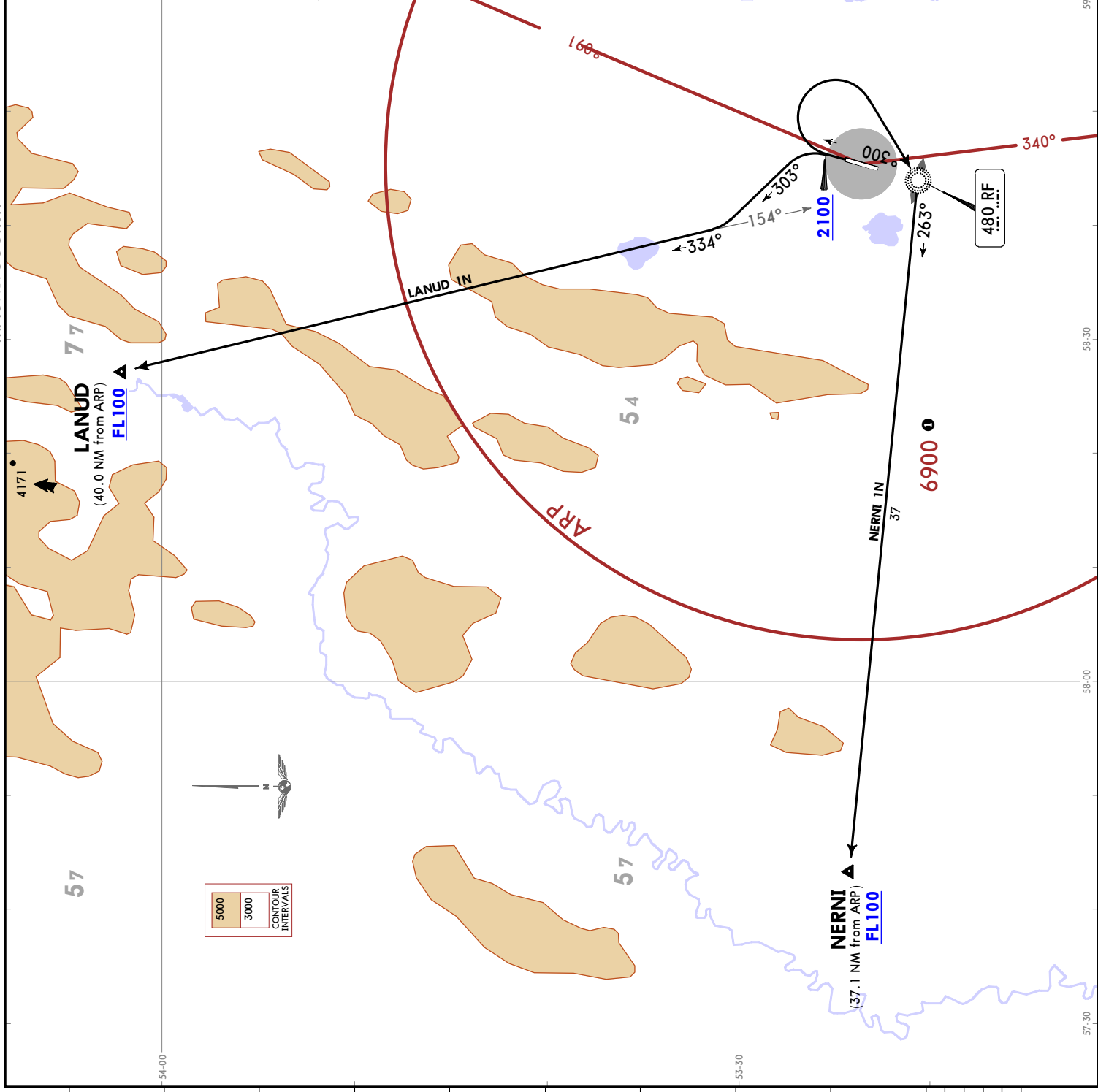
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MAGNITOGORSK
 27 OCT 23
JEPPesen
 Eff 2 Nov
10-3P

JEPPESEN
 27 OCT 23 (10-3Q) Eff 2 Nov
MAGNITOGORSK, RUSSIA

USCM/MQF
MAGNITOGORSK

SID

Apt Elev 1433	Trans alt: 7000 QNH (QFE on request)														
LANUD 1N [LANU1N] NERNI 1N [NERN1N] DEPARTURES (RWY 36) UNDER RADAR CONTROL															
<table border="1"> <tr> <th colspan="2">FEET METERS</th> </tr> <tr> <td>QNH (QFE)</td> <td>2100 (205)</td> </tr> <tr> <td>7000 (1710)</td> <td></td> </tr> </table>		FEET METERS		QNH (QFE)	2100 (205)	7000 (1710)									
FEET METERS															
QNH (QFE)	2100 (205)														
7000 (1710)															
LANUD 1N This SID requires a minimum climb gradient of 3.7% up to FL100, due to airspace structure.															
<table border="1"> <tr> <th>Gnd speed-KT</th> <td>75</td> <td>100</td> <td>150</td> <td>200</td> <td>250</td> <td>300</td> </tr> <tr> <th>3.7% V/V (fpm)</th> <td>281</td> <td>375</td> <td>562</td> <td>749</td> <td>937</td> <td>1124</td> </tr> </table>	Gnd speed-KT	75	100	150	200	250	300	3.7% V/V (fpm)	281	375	562	749	937	1124	
Gnd speed-KT	75	100	150	200	250	300									
3.7% V/V (fpm)	281	375	562	749	937	1124									
SID ROUTING LANUD 1N Climb on 003° track, at or above 2100 turn LEFT, 303° track to intercept 334° bearing from RF to LANUD.															
NERNI 1N Climb on 003° track, at or above 2100 turn RIGHT to RF, 263° bearing to NERNI.															



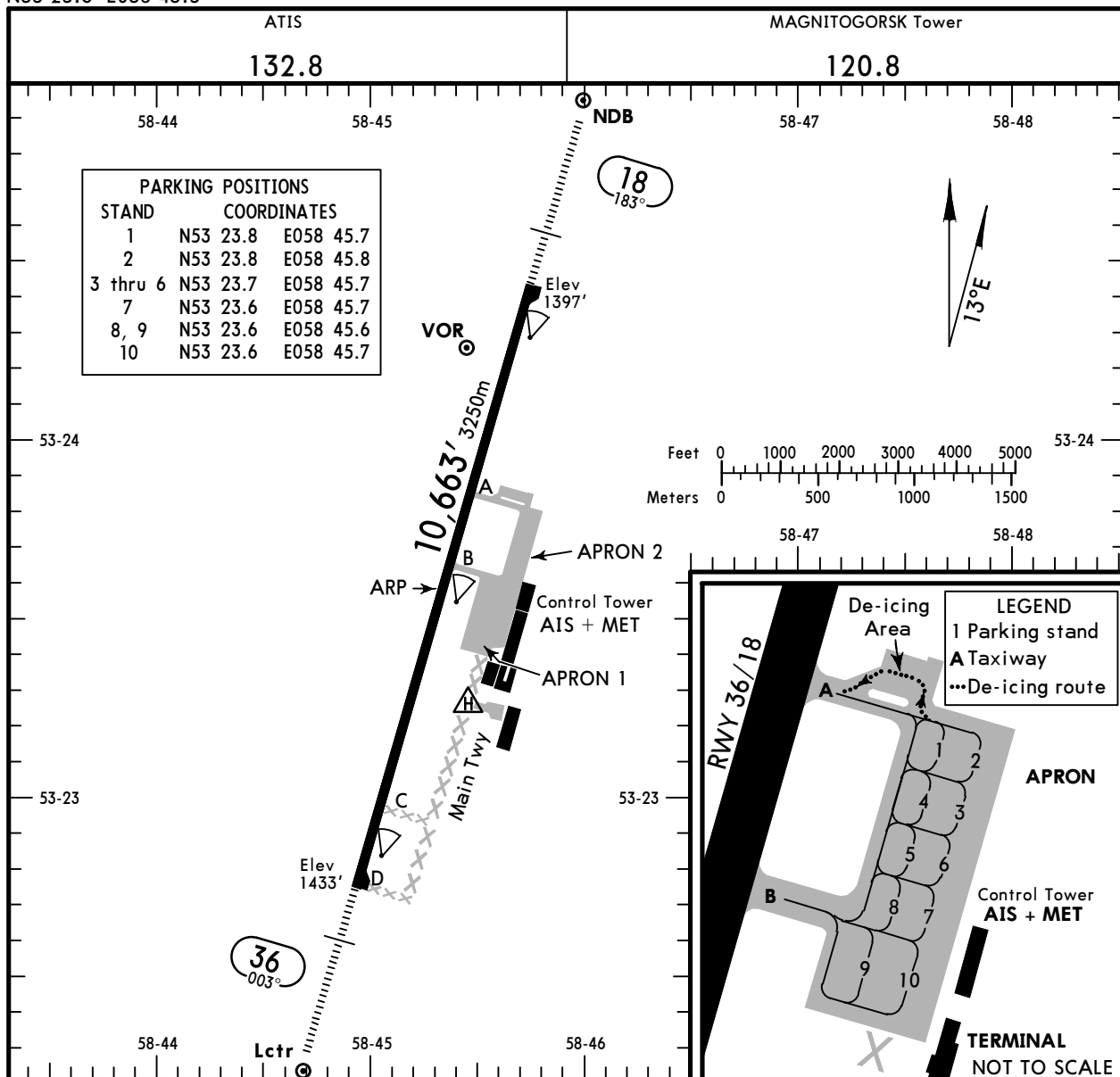
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Apt Elev **1433'**
N53 23.6 E058 45.3

JEPPESEN MAGNITOGORSK, RUSSIA

23 MAY 25 **(10-9)**

MAGNITOGORSK



ADDITIONAL RUNWAY INFORMATION

RWY	Landing	USABLE LENGTHS			WIDTH
		Threshold	Glide Slope	TAKE-OFF	
18 36	HIRL (60m) PALS CAT I (870m) PAPI-L (3.00°) RVR		9692' 2954m 9570' 2917m	1	148' 45m

1 TAKE-OFF RUN AVAILABLE

RWY 18:

from rwy head 10,663' (3250m)
twy B int 5577' (1700m)

RWY 36:

from rwy head 10,663' (3250m)
twy B int 5085' (1550m)

Std TAKE-OFF			
1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT
R/V300m	R/V400m	R/V500m	NA

1 For NIGHT operations, at least RL or CL and RENL are required.

STRAIGHT-IN RWY		A	B	C	D
18	ILS Z, Y or W	1597'(200') ① R550m	1597'(200') ① R550m	1597'(200') ① R550m	1597'(200') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	1597'(200') ① R550m	1597'(200') ① R550m	1597'(200') ① R550m	1597'(200') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP LNAV/VNAV	1647'(250') ① R550m	1647'(250') ① R550m	1647'(250') ① R550m	1647'(250') ① R550m
	ALS out	R1300m	R1300m	R1300m	R1300m
	② RNP LNAV	1730'(333') R800m	1730'(333') R800m	1730'(333') R800m	1730'(333') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	②③ VOR	1730'(333') R800m	1730'(333') R800m	1730'(333') R800m	1730'(333') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	②④ VOR	1910'(513') R1500m	1910'(513') R1500m	1910'(513') R1600m	1910'(513') R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m
②⑤ NDB Z	1750'(353') R900m	1750'(353') R900m	1750'(353') R900m	1750'(353') R900m	
ALS out	R1500m	R1500m	R1600m	R1600m	
②⑥ NDB Z	1950'(553') R1500m	1950'(553') R1500m	1950'(553') R1800m	1950'(553') R1800m	
ALS out	R1500m	R1500m	R2400m	R2400m	
② NDB X	2060'(663') R1500m	2060'(663') R1500m	2060'(663') R2400m	2060'(663') R2400m	
ALS out	R1500m	R1500m	R2400m	R2400m	
36	ILS Z, Y, X or W	1633'(200') ① R550m	1633'(200') ① R550m	1633'(200') ① R550m	1633'(200') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	1633'(200') ① R550m	1633'(200') ① R550m	1633'(200') ① R550m	1633'(200') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP LNAV/VNAV	1683'(250') ① R550m	1683'(250') ① R550m	1683'(250') ① R550m	1683'(250') ① R550m
	ALS out	R1300m	R1300m	R1300m	R1300m
	② RNP LNAV	1730'(297') ①⑦ R650m	1730'(297') ①⑦ R650m	1730'(297') ①⑦ R650m	1730'(297') ①⑦ R650m
	ALS out	R1400m	R1400m	R1400m	R1400m
	② VOR	1750'(317') ①⑦ R700m	1750'(317') ①⑦ R700m	1750'(317') ①⑦ R700m	1750'(317') ①⑦ R700m
	ALS out	R1400m	R1400m	R1400m	R1400m
	② NDB Z or Y	1790'(357') R900m	1790'(357') R900m	1790'(357') R900m	1790'(357') R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
② NDB X	2610'(1177') R1500m	2610'(1177') R1500m	2610'(1177') R2400m	2610'(1177') R2400m	

- ① R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ② Continuous Descent Final Approach.
- ③ with D3.2.
- ④ without D3.2.
- ⑤ with 3.2 NM RADAR FIX.
- ⑥ without 3.2 NM RADAR FIX.
- ⑦ R750m for CDFA 2D operations.

USCM/MQF



EASA AIR OPS

21 FEB 25 (10-9S)

MAGNITOGORSK, RUSSIA
MAGNITOGORSK

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1840' (407')	1940' (507')	2100' (667')	2240' (807')
After VOR 18	1910' (477')	1940' (507')	2100' (667')	2240' (807')
After NDB Z 18	1950' (517')	1950' (517')	2100' (667')	2240' (807')
After NDB X 18	2060' (627')	2060' (627')	2100' (667')	2240' (807')
After NDB X 36	2610' (1177')	2610' (1177')	2610' (1177')	2610' (1177')
	① V1500m	① V1600m	V2400m	V3600m

① or higher minimums of preceding straight-in approach.

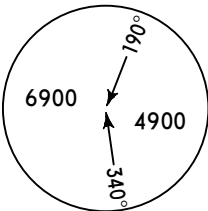
TAKE-OFF

Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required				DAY	NIGHT
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT			DAY	NIGHT
R300m		R/V400m		R/V500m	NA

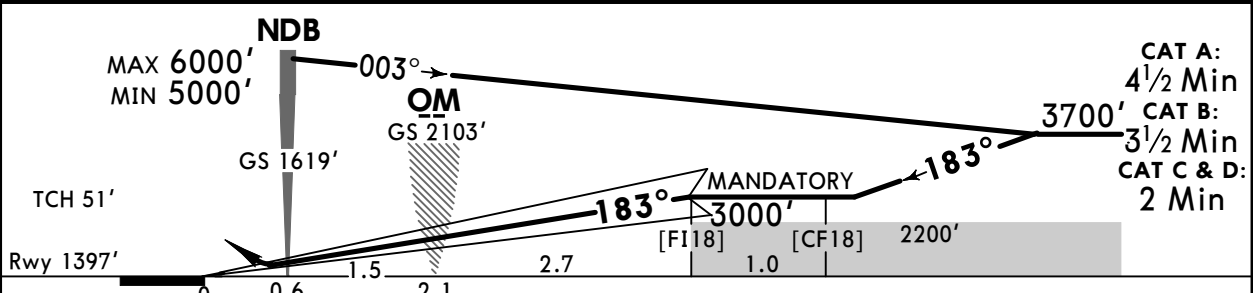
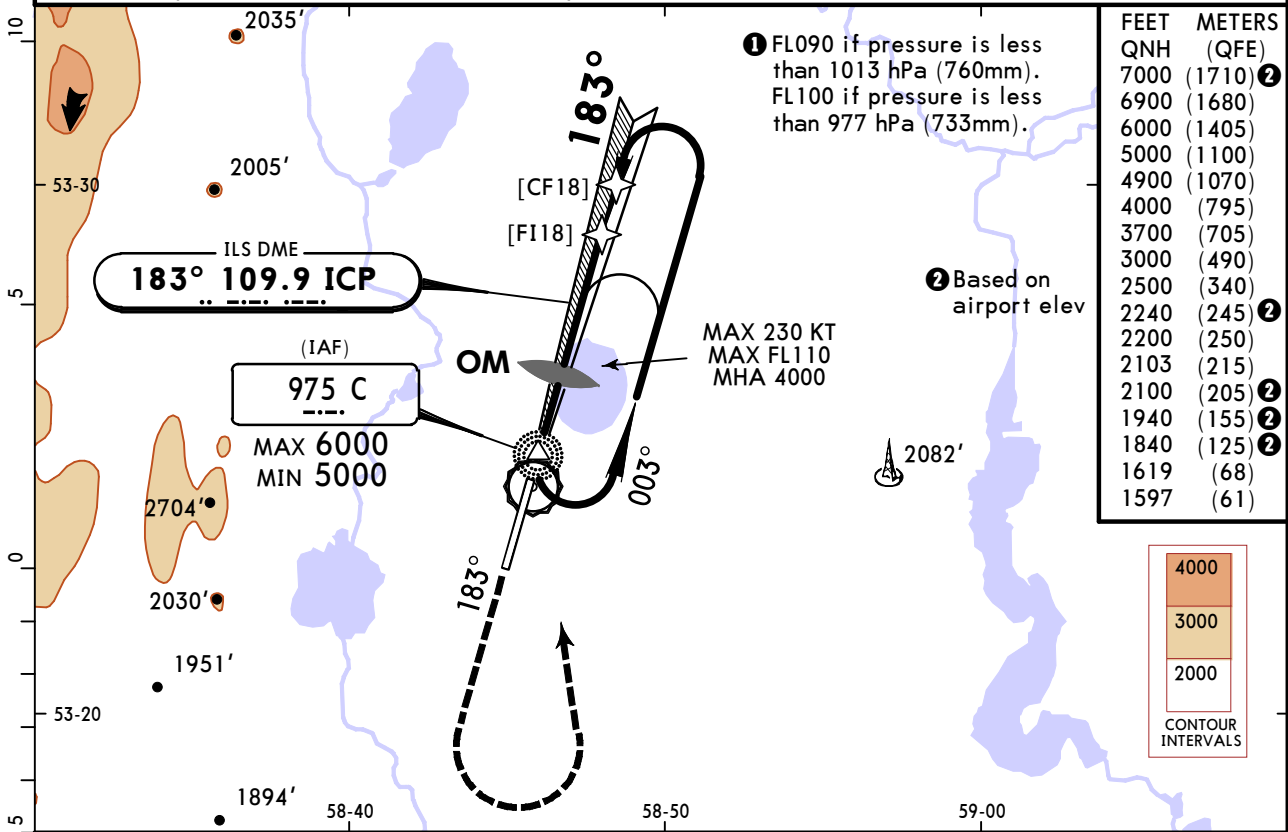
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21 FEB 25 **(11-1)**

MAGNITOGORSK, RUSSIA
ILS Z Rwy 18

ATIS 132.8		MAGNITOGORSK Tower 120.8			 <p>MSA ARP is computed for surface air temperature at apt -46.0°C</p>
LOC ICP 109.9	Final Apch Crs 183°	[F118] MANDATORY 3000' (1567')	ILS DA(H) 1597' (200')	Apt Elev 1433' Rwy 1397'	
<p>MISSED APCH: Climb on 183° to 2500' or above, then turn LEFT to NDB climbing to 3700' or above, then proceed according to chart or join holding.</p>					
Alt Set: hPa (MM on req)		Rwy Elev: 50 hPa	Trans level: FL080 1	Trans alt: 7000'	

1. Radar required. 2. ILS DME reads zero at rwy 18 threshold.



Gnd speed-Kts	70	90	100	120	140	160	PALS	MIN 2500'	on 183°	C 975	MIN 3700'
GS	3.00°	372	478	531	637	849	PAPI			LT	

PANS OPS	Std		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS					
	DA(H) 1597' (200')					
			ALS out		Max KT	MDA(H)
	A	R550m 1		R1200m		100
B	135					1940' (507') V1600m
C	180					2100' (667') V2400m
D	205					2240' (807') V3600m

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

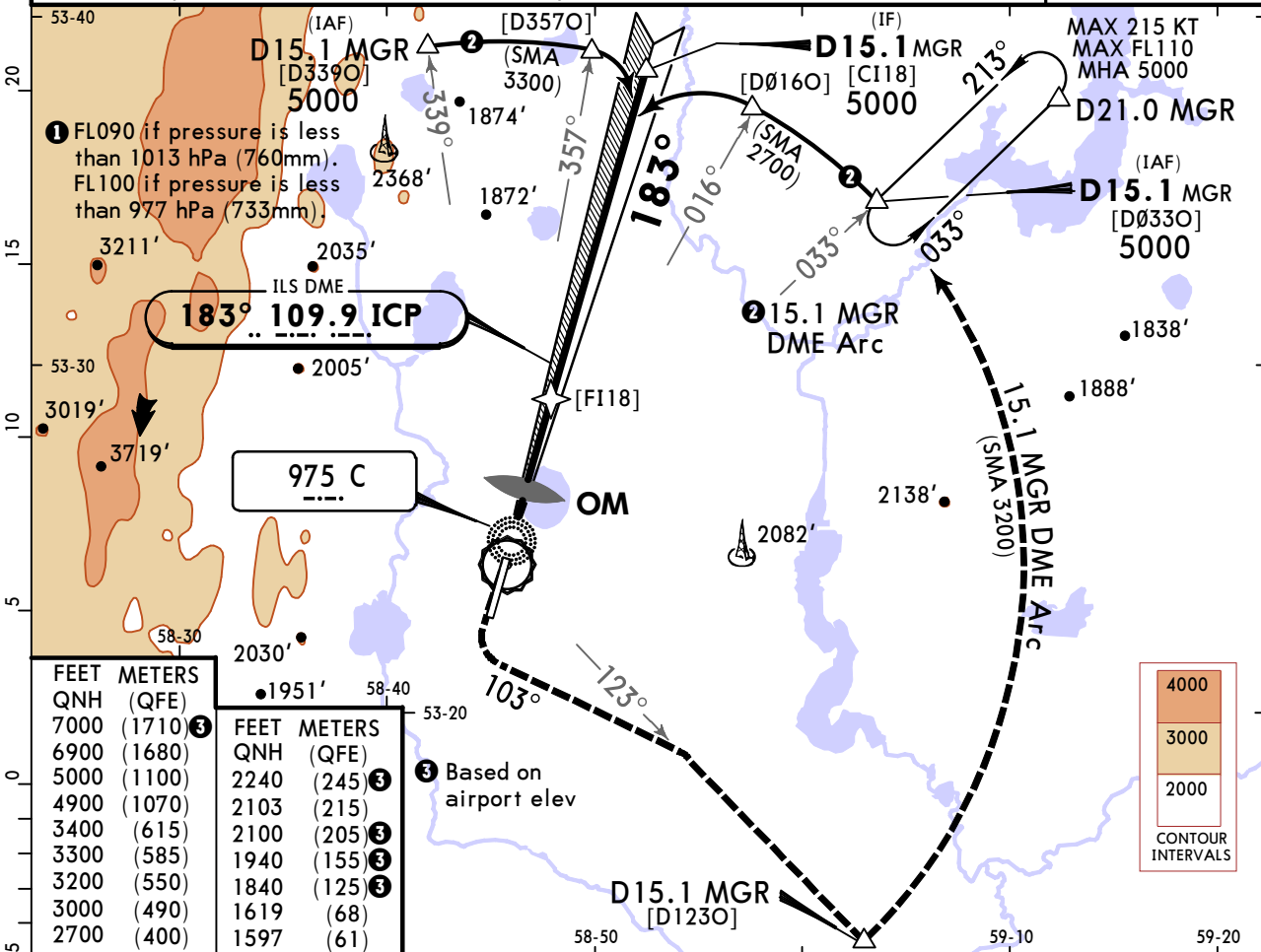
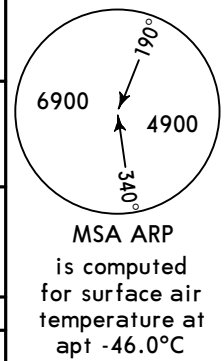
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USCM/MQF MAGNITOGORSK

JEPPESEN
21 FEB 25 **(11-2)**

MAGNITOGORSK, RUSSIA ILS Y Rwy 18

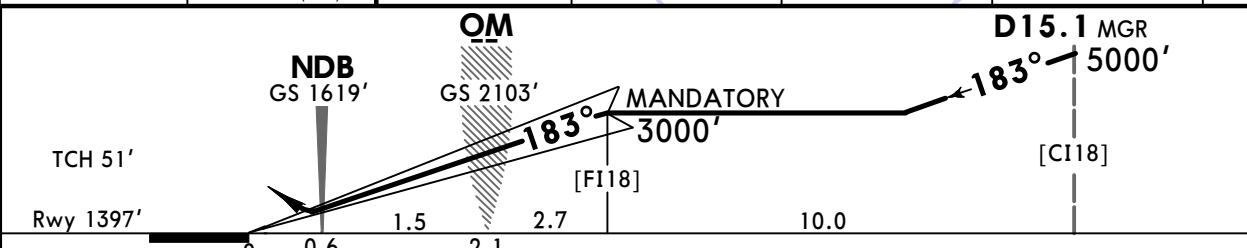
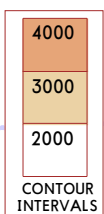
ATIS 132.8		MAGNITOGORSK Tower 120.8		
LOC ICP 109.9	Final Apch Crs 183°	[F118] MANDATORY 3000' (1567')	ILS DA(H) 1597' (200')	Apt Elev 1433' Rwy 1397'
MISSED APCH: Climb STRAIGHT AHEAD to 2100' or above, then turn LEFT onto 103° to intercept R-123 MGR, then proceed to D15.1/R-123 MGR (MAX 185 KT) climbing to 3400' or above, then turn LEFT and fly 15.1 MGR DME Arc.				
Alt Set: hPa (MM on req) Rwy Elev: 50 hPa Trans level: FL080 1 Trans alt: 7000'				
1. Radar required. 2. ILS DME reads zero at rwy 18 threshold.				



FEET	METERS	FEET	METERS
QNH (QFE)	QNH (QFE)	QNH (QFE)	QNH (QFE)
7000 (1710) 3	2240 (245) 3	6900 (1680)	2103 (215)
6900 (1680)	2100 (205) 3	5000 (1100)	1940 (155) 3
5000 (1100)	1840 (125) 3	4900 (1070)	1840 (125) 3
4900 (1070)	1619 (68)	3400 (615)	1597 (61)
3400 (615)		3300 (585)	
3300 (585)		3200 (550)	
3200 (550)		3000 (490)	
3000 (490)		2700 (400)	

FEET	METERS
QNH (QFE)	QNH (QFE)
7000 (1710) 3	2240 (245) 3
6900 (1680)	2103 (215)
5000 (1100)	1940 (155) 3
4900 (1070)	1840 (125) 3
3400 (615)	1619 (68)
3300 (585)	1597 (61)

3 Based on airport elev



Gnd speed-Kts	70	90	100	120	140	160	PALS PAPI	MIN 2100'	103° LT
Gs	3.00°	372	478	531	637	849			

PANS OPS	Std	STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
		DA(H) 1597' (200')		ALS out	
	A	R550m 1	R1200m	Max KT	MDA(H)
	B			100	1840' (407') V1500m
	C			135	1940' (507') V1600m
D	180			2100' (667') V2400m	
			205	2240' (807') V3600m	

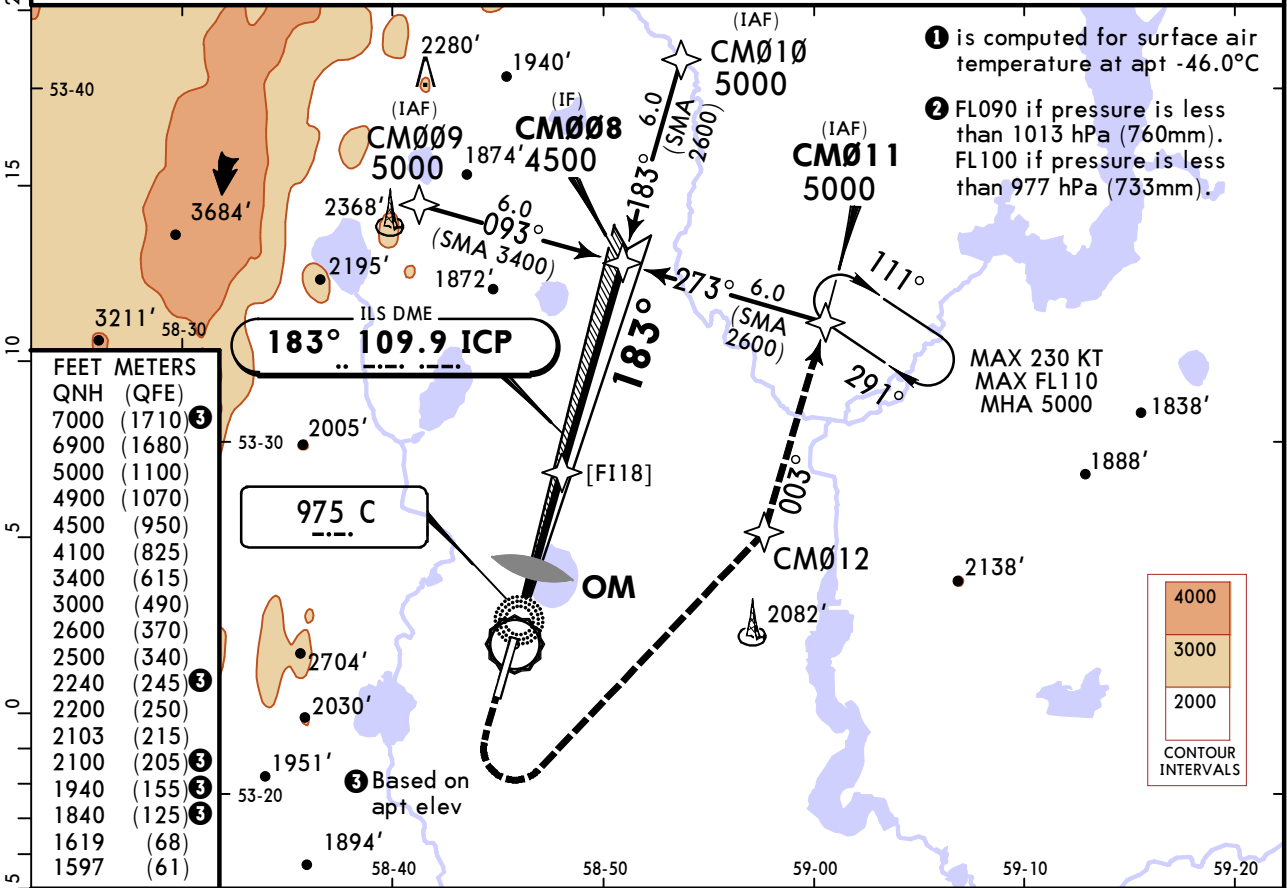
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

USCM/MQF MAGNITOGORSK

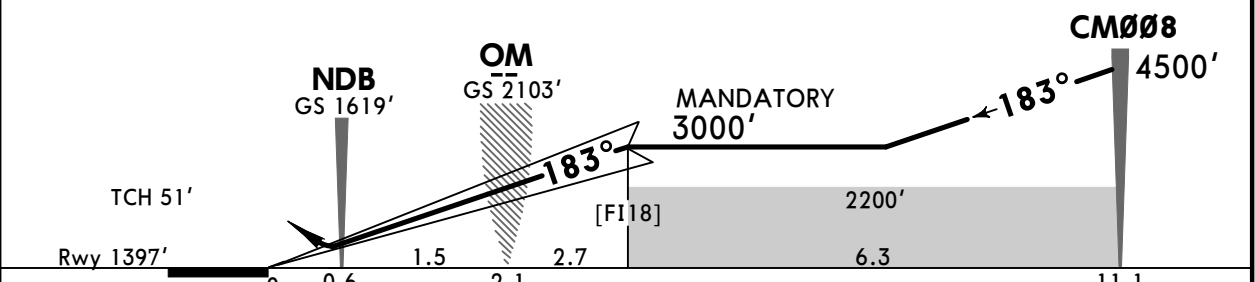
JEPPESEN
21 FEB 25 **(11-3)**

MAGNITOGORSK, RUSSIA ILS W Rwy 18

ATIS 132.8			MAGNITOGORSK Tower 120.8		
LOC ICP 109.9	Final Apch Crs 183°	[F118] MANDATORY 3000' (1567')	ILS DA(H) 1597' (200')	Apt Elev 1433'	Rwy 1397'
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.					<p>① MSA ARP</p>
Alt Set: hPa (MM on req)		Rwy Elev: 50 hPa	Trans level: FL080 ②	Trans alt: 7000'	
1. GNSS required. 2. RNAV 1 for initial and missed approach. 3. ILS DME reads zero at rwy 18 threshold.					



FEET METERS	
QNH (QFE)	
7000 (1710)	③
6900 (1680)	
5000 (1100)	
4900 (1070)	
4500 (950)	
4100 (825)	
3400 (615)	
3000 (490)	
2600 (370)	
2500 (340)	
2240 (245)	③
2200 (250)	
2103 (215)	
2100 (205)	③
1940 (155)	③
1840 (125)	③
1619 (68)	
1597 (61)	



Gnd speed-Kts	70	90	100	120	140	160	PALS	MIN 2500'	CMØ12	MIN 4100'	215 KT MAX
GS	3.00°	372	478	531	637	849					

PANS OPS	Std STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND		
	DA(H) 1597' (200')		ALS out		
	A	R550m ①	R1200m	Max KT	MDA(H)
				100	1840' (407') V1500m
				135	1940' (507') V1600m
180				2100' (667') V2400m	
D			205	2240' (807') V3600m	

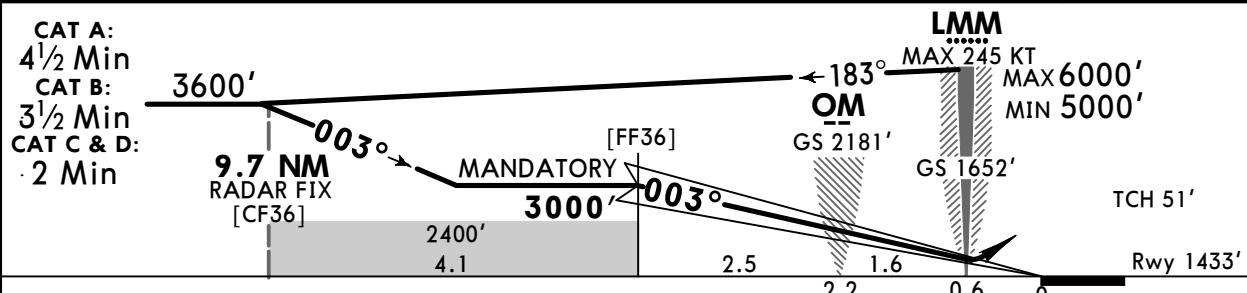
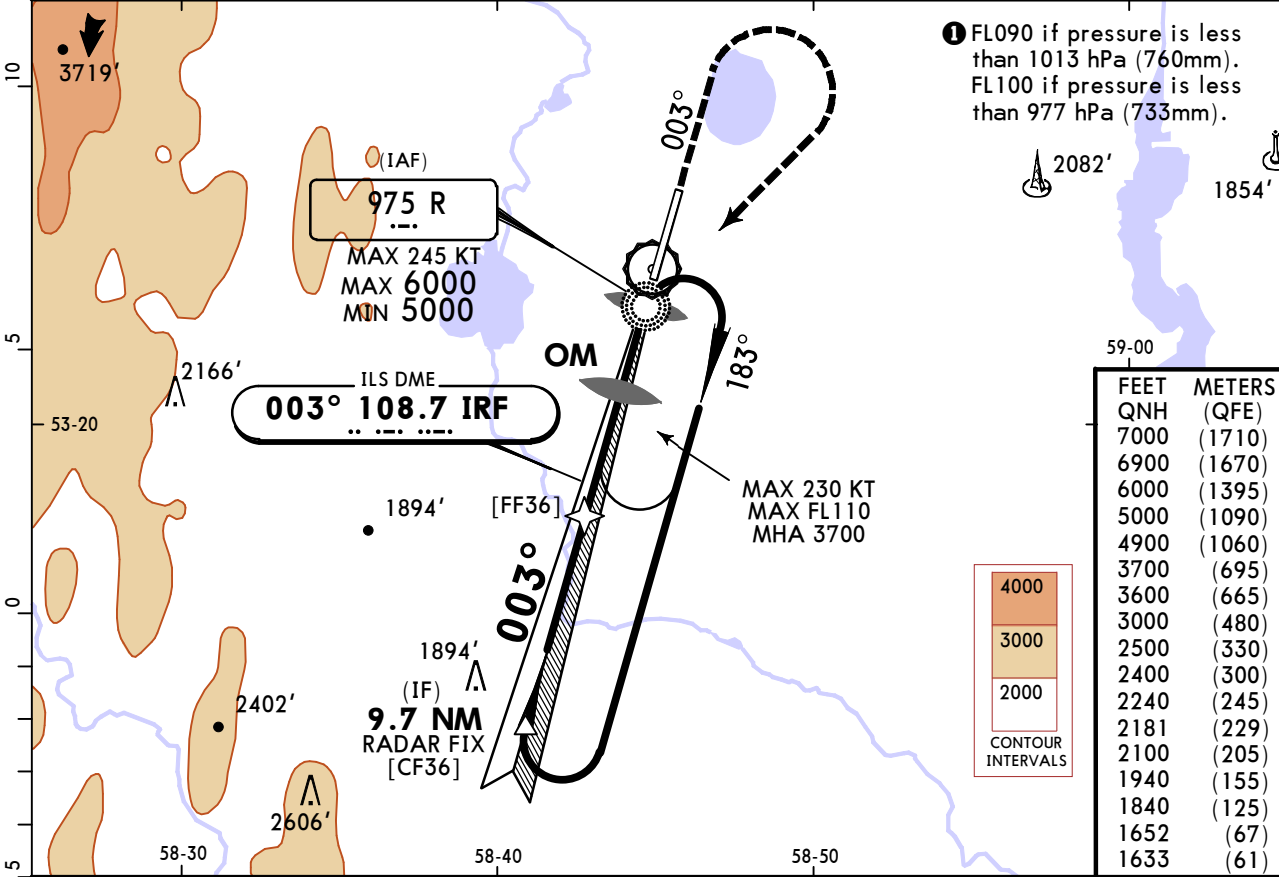
① R750m when a Flight Director or Autopilot or HUD to DA is not used.

USCM/MQF MAGNITOGORSK

JEPPESEN
21 FEB 25 **(11-4)**

MAGNITOGORSK, RUSSIA ILS Z Rwy 36

ATIS 132.8			MAGNITOGORSK Tower 120.8		
LOC IRF 108.7	Final Apch Crs 003°	[FF36] MANDATORY 3000' (1567')	ILS DA(H) 1633' (200')	Apt Elev 1433'	Rwy 1433'
MISSED APCH: Climb on 003° to 2500' or above, then turn RIGHT to cross Lctr at 3600' or above, then proceed according to chart or to holding area.					<p>MSA ARP is computed for surface air temperature at apt -46.0°C</p>
Alt Set: hPa (MM on req) Rwy Elev: 51 hPa Trans level: FL080 1 Trans alt: 7000'					
1. Radar required. 2. ILS DME reads zero at rwy 36 threshold.					



Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00°	372	478	531	637	849			
							MIN 2500'	on 003°	R 975
								RT	MIN 3600'

PANS OPS	Std	STRAIGHT-IN LANDING ILS DA(H) 1633' (200')		CIRCLE-TO-LAND	
		ALS out		Max KT	MDA(H)
	A	R550m	R1200m	100	1840' (407') V1500m
	B			135	1940' (507') V1600m
	C			180	2100' (667') V2400m
D			205	2240' (807') V3600m	

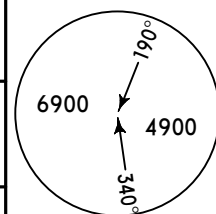
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Note added. © JEPPESEN, 2020, 2025. ALL RIGHTS RESERVED.

USCM/MQF MAGNITOGORSK

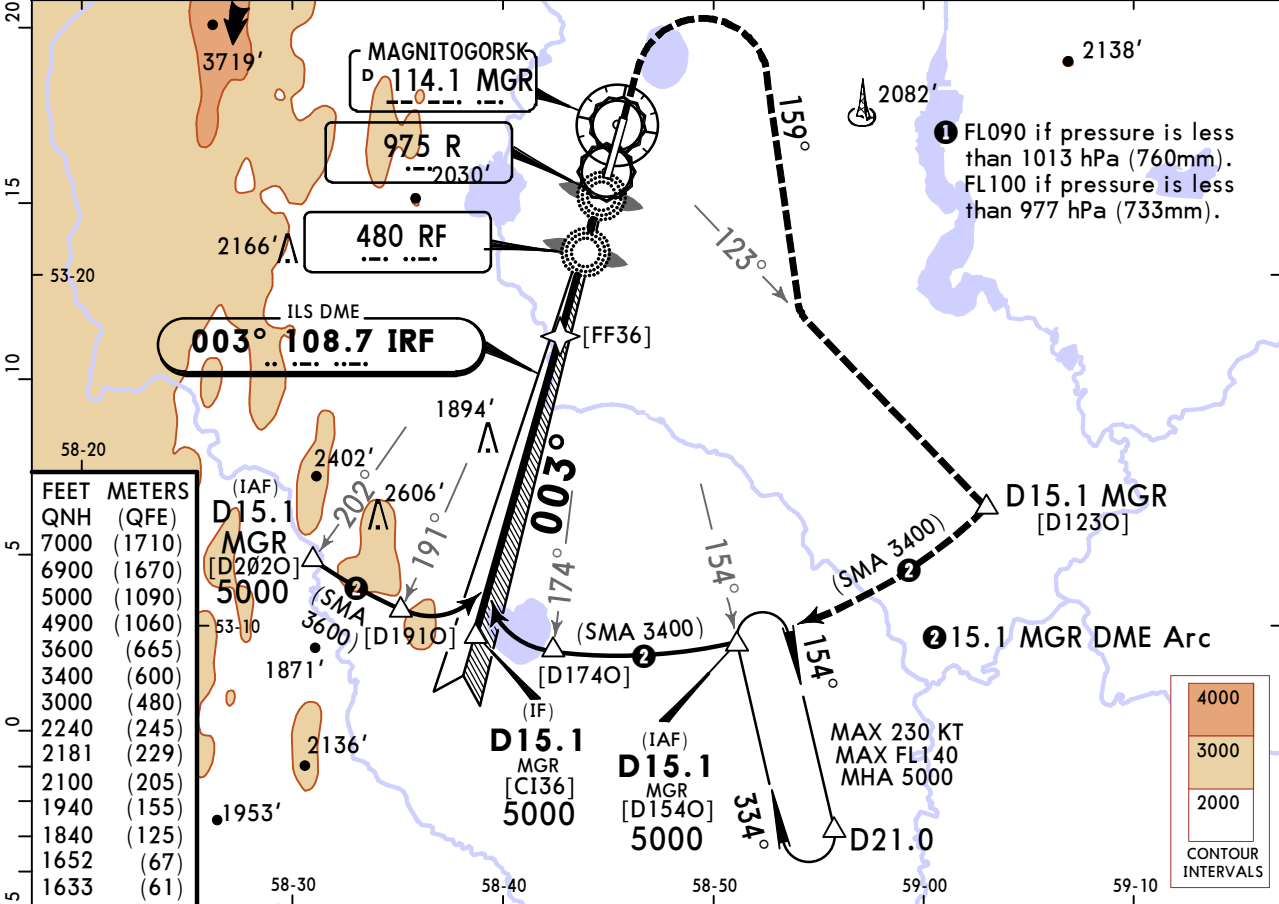
JEPPESEN
18 OCT 24 **(11-5)**

MAGNITOGORSK, RUSSIA ILS Y Rwy 36

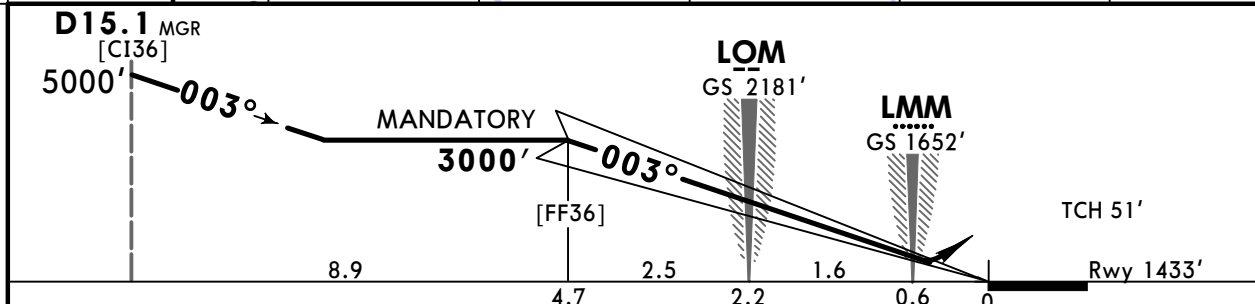
ATIS 132.8			MAGNITOGORSK Tower 120.8		
LOC IRF 108.7	Final Apch Crs 003°	[FF36] MANDATORY 3000' (1567')	ILS DA(H) 1633' (200')	Apt Elev 1433'	Rwy 1433'
MISSED APCH: Climb STRAIGHT AHEAD to 2100' or above, then turn RIGHT onto 159° to intercept R-123 MGR, then proceed to D15.1/R-123 MGR (MAX 185 KT) climbing to 3400' or above, then turn RIGHT and fly 15.1 MGR DME Arc. Turn before VOR is prohibited.					
Alt Set: hPa (MM on req) Rwy Elev: 51 hPa Trans level: FL080 1 Trans alt: 7000'					
DME required.					



MSA ARP
is computed
for surface air
temperature at
apt -46.0°C



FEET	METERS
7000	(2130)
6900	(2103)
5000	(1524)
4900	(1493)
3600	(1097)
3400	(1036)
3000	(914)
2240	(683)
2181	(663)
2100	(640)
1940	(591)
1840	(561)
1652	(504)
1633	(498)



Gnd speed-Kts	70	90	100	120	140	160	PALS	MIN 2100'	159° RT
Gs	3.00°	372	478	531	637	849			

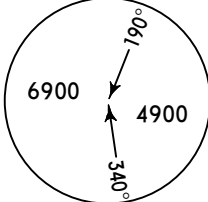
PANS OPS	Std STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND		
	DA(H) 1633' (200')		ALS out		
	A	1 R550m	R1200m	Max KT	MDA(H)
				100	1840' (407') V1500m
				135	1940' (507') V1600m
180				2100' (667') V2400m	
D			205	2240' (807') V3600m	

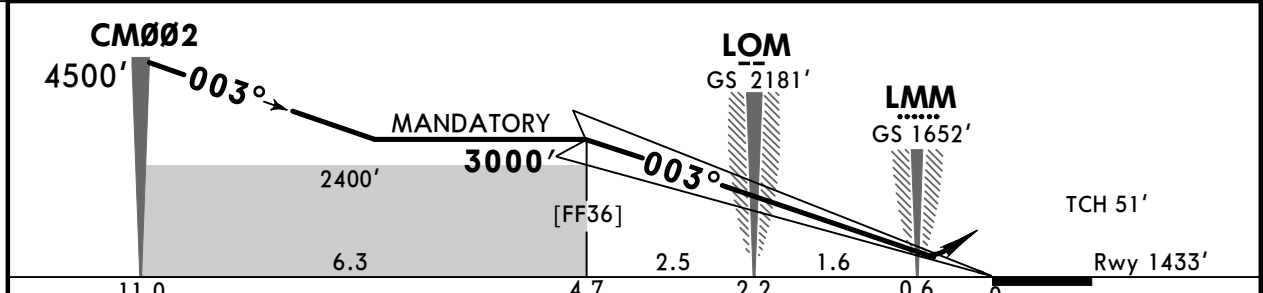
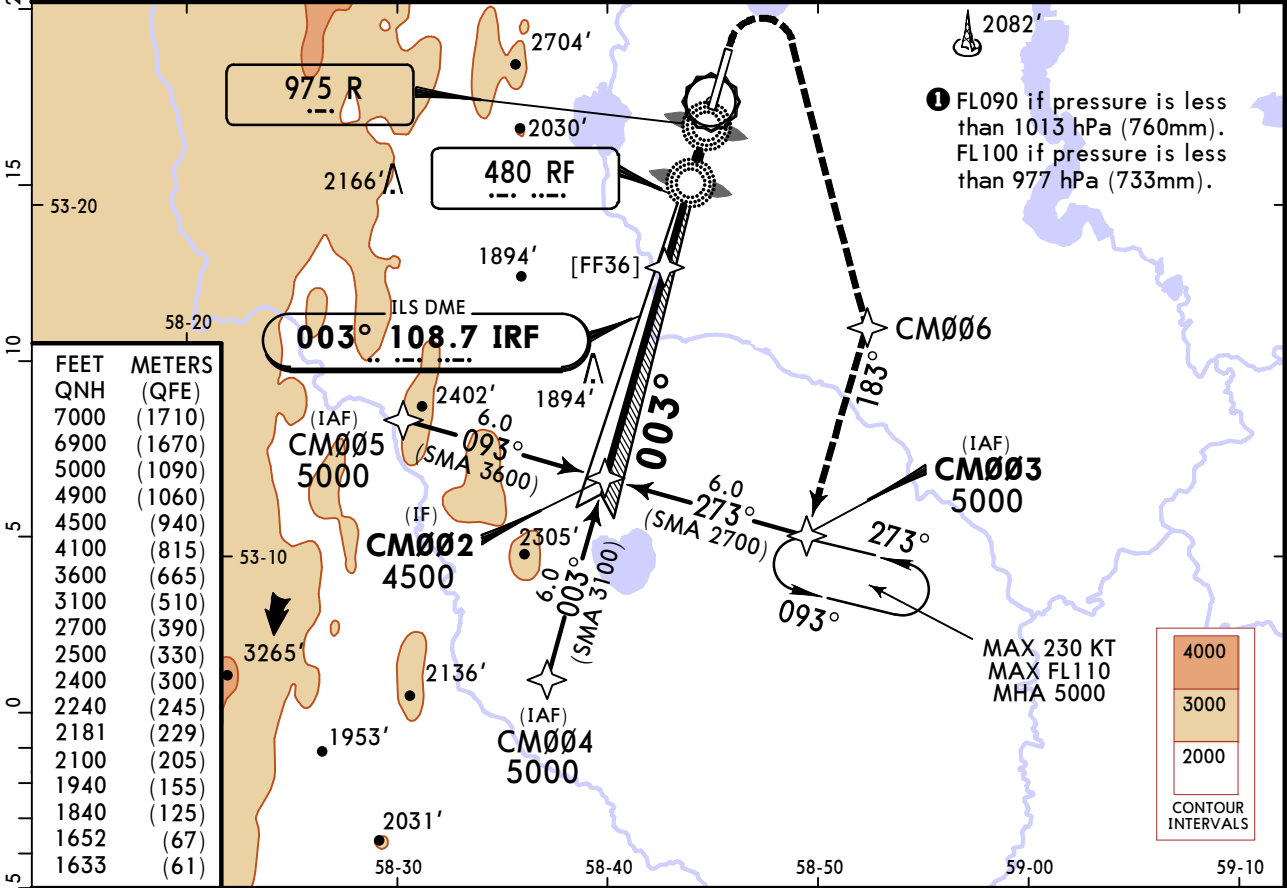
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

USCM/MQF
MAGNITOGORSK

JEPPESEN
29 NOV 24 **(11-7)**

MAGNITOGORSK, RUSSIA
ILS W Rwy 36

ATIS 132.8			MAGNITOGORSK Tower 120.8		 <p>MSA ARP is computed for surface air temperature at apt -46.0°C</p>
LOC IRF 108.7	Final Apch Crs 003°	[FF36] MANDATORY 3000' (1567')	ILS DA(H) 1633' (200')	Apt Elev 1433' Rwy 1433'	
<p>MISSED APCH: Climb STRAIGHT AHEAD to 2500' or above, then turn RIGHT to CM006 climbing to 4100' or above (MAX 215 KT), then proceed to CM003 climbing to 5000' or above, then proceed according to chart or to holding area.</p> <p>Alt Set: hPa (MM on req) Rwy Elev: 51 hPa Trans level: FL080 1 Trans alt: 7000'</p> <p>1. GNSS required. 2. RNAV 1 for initial and missed approach.</p>					



Gnd speed-Kts	70	90	100	120	140	160	PALS	MIN 2500'	CM006	MIN 4100'	215 KT MAX
GS	3.00°	372	478	531	637	743					

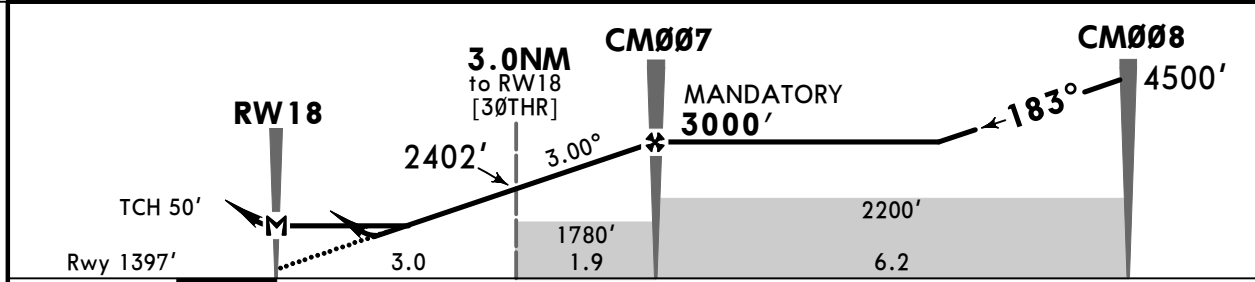
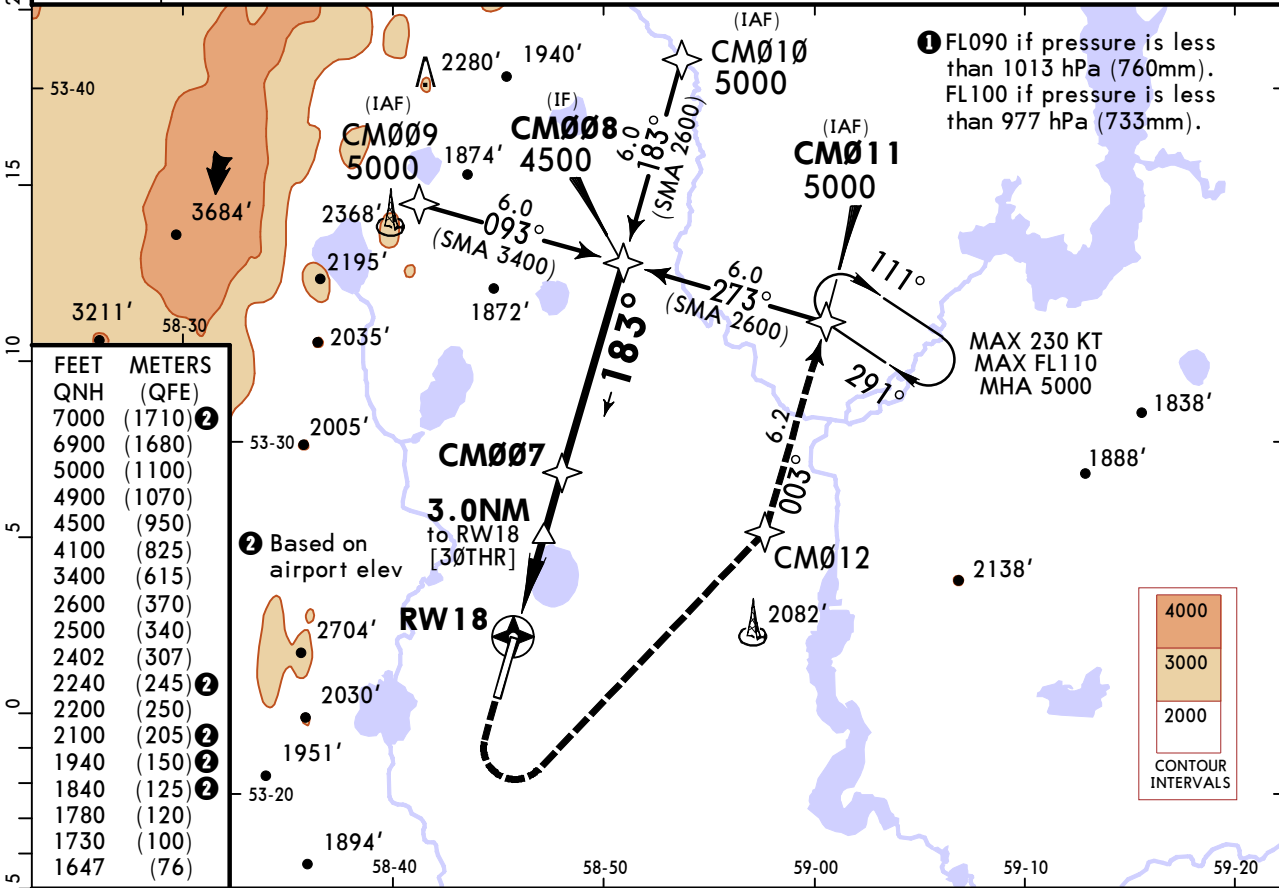
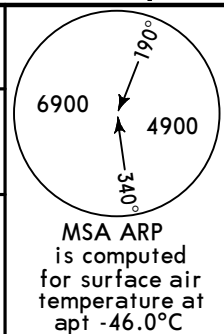
PANS OPS	Std STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
	DA(H) 1633' (200')		ALS out	
	R550m		R1200m	
	A	1 R750m when a Flight Director or Autopilot or HUD to DA is not used.	Max KT 100	1840' (407') V1500m
	B		135	1940' (507') V1600m
C	180		2100' (667') V2400m	
D	205		2240' (807') V3600m	

USCM/MQF MAGNITOGORSK

JEPPESEN
18 OCT 24 (12-1)

MAGNITOGORSK, RUSSIA RNP Rwy 18

ATIS 132.8		MAGNITOGORSK Tower 120.8		
RNAV	Final Apch Crs 183°	CM007 MANDATORY 3000' (1603')	LNAV/VNAV DA(H) 1647' (250')	Apt Elev 1433' Rwy 1397'
MISSED APCH: Climb STRAIGHT AHEAD to 2500' or above, then turn LEFT to CM012 climbing to 4100' or above (MAX 215 KT), then proceed to CM011 climbing to 5000' or above, then proceed according to chart or to holding area.				
Alt Set: hPa (MM on req)		Rwy Elev: 50 hPa	Trans level: FL080	Trans alt: 7000'
RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -33°C. VPA exceeds 3.5° above 50°C.				



Gnd speed-Kts	70	90	100	120	140	160	PALS	MIN 2500'	CM012	MIN 4100'	215 KT MAX
Glide Path Angle	3.00°	372	478	531	637	849	PAPI	↑	←	↑	
MAP at RW18									LT		

Timing not authorized for defining MAP.

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV CDFA		Max KT	MDA(H)
	DA(H) 1647' (250')		DA/MDA(H) 1730' (333')			
A		ALS out		ALS out	100	1840' (407') V1500m
B					135	1940' (507') V1600m
C	R750m	R1300m	R800m	R1500m	180	2100' (657') V2400m
D					205	2240' (837') V3600m

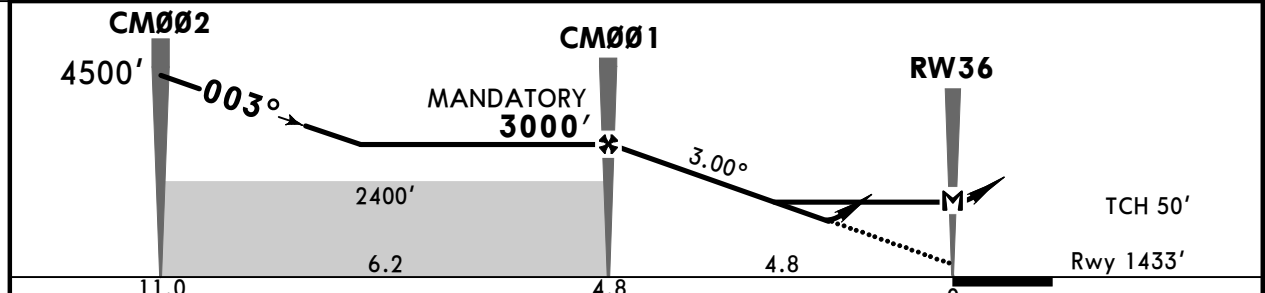
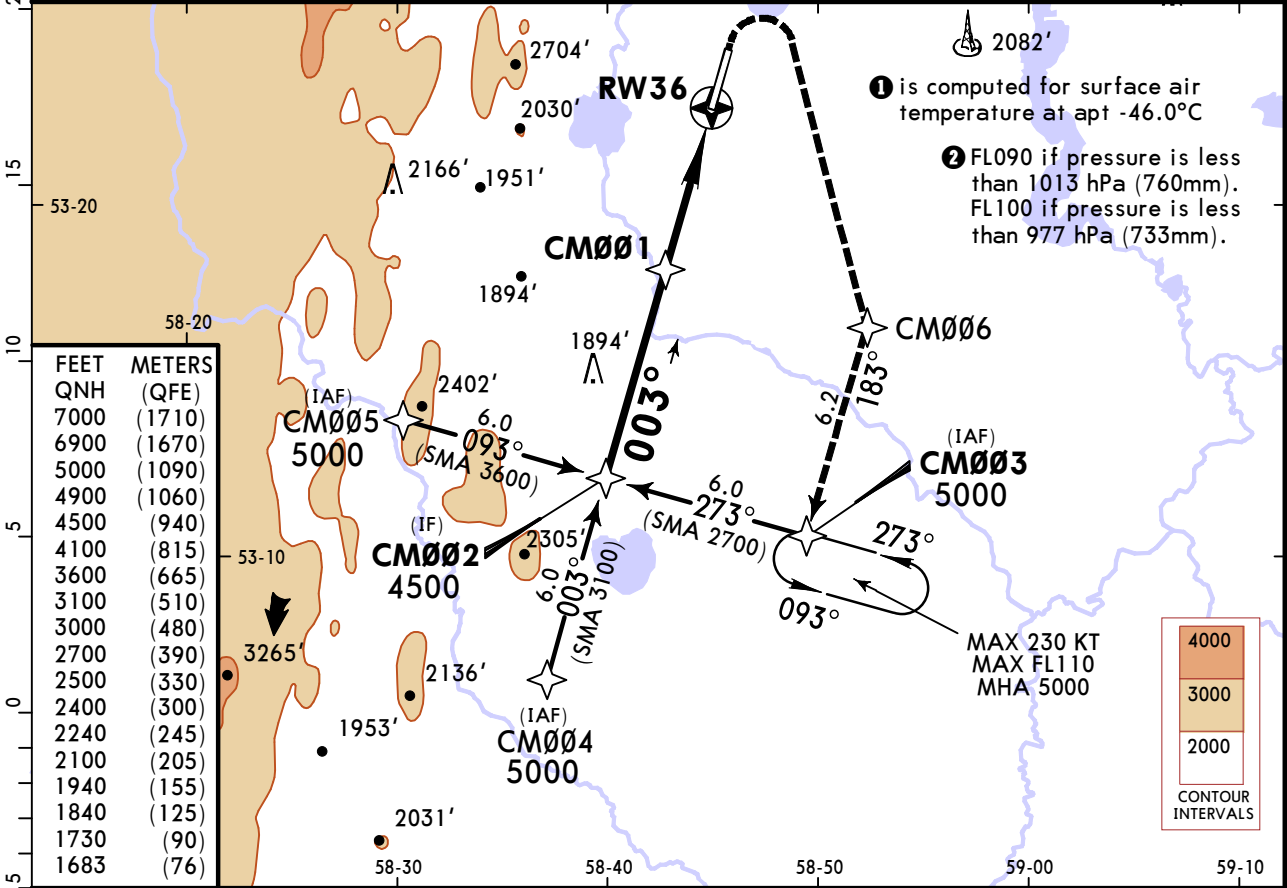
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

USCM/MQF MAGNITOGORSK

JEPPESEN
18 OCT 24 (12-2)

MAGNITOGORSK, RUSSIA RNP Rwy 36

ATIS 132.8			MAGNITOGORSK Tower 120.8		
RNAV	Final Apch Crs 003°	CM001 MANDATORY 3000' (1603')	LNAV/VNAV DA(H) 1683' (250')	Apt Elev 1433'	<p>① MSA ARP</p>
MISSED APCH: Climb STRAIGHT AHEAD to 2500' or above, then turn RIGHT to CM006 climbing to 4100' or above (MAX 215 KT), then proceed to CM003 climbing to 5000' or above, then proceed according to chart or to holding area.					
Alt Set: hPa (MM on req)		Rwy Elev: 51 hPa	Trans level: FL080 ②	Trans alt: 7000'	
RNP apch.	1. GNSS required. 2. Baro-VNAV not authorized below -33°C. VPA exceeds 3.5° above 5000'				



Gnd speed-Kts	70	90	100	120	140	160	PALS	MIN	CM006	MIN	215 KT
Glide Path Angle	3.00°	372	478	531	637	849	PAPI	2500'	RT	4100'	MAX
MAP at RW36	Timing not authorized for defining MAP.										

Std	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV CDFA		Max KT	MDA(H)
	DA(H) 1683' (250')		① DA/MDA(H) 1730' (297')			
	ALS out		ALS out			
A					100	1840' (407') V1500m
B					135	1940' (507') V1600m
C	R750m	R1300m	R750m	R1400m	180	2100' (657') V2400m
D					205	2240' (837') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

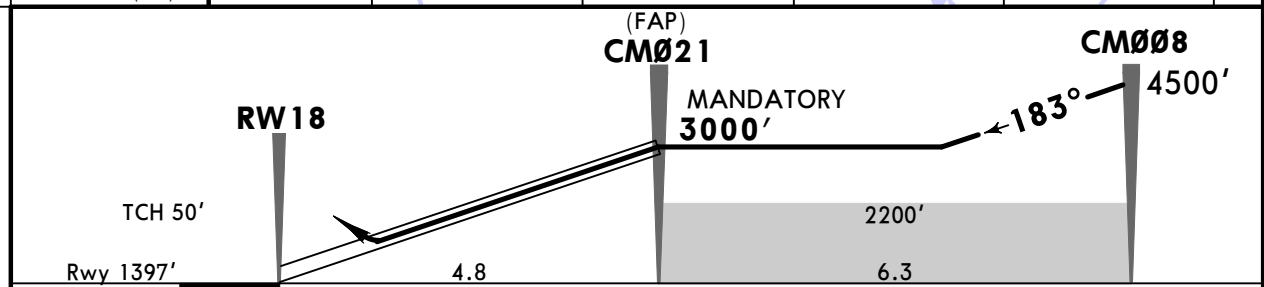
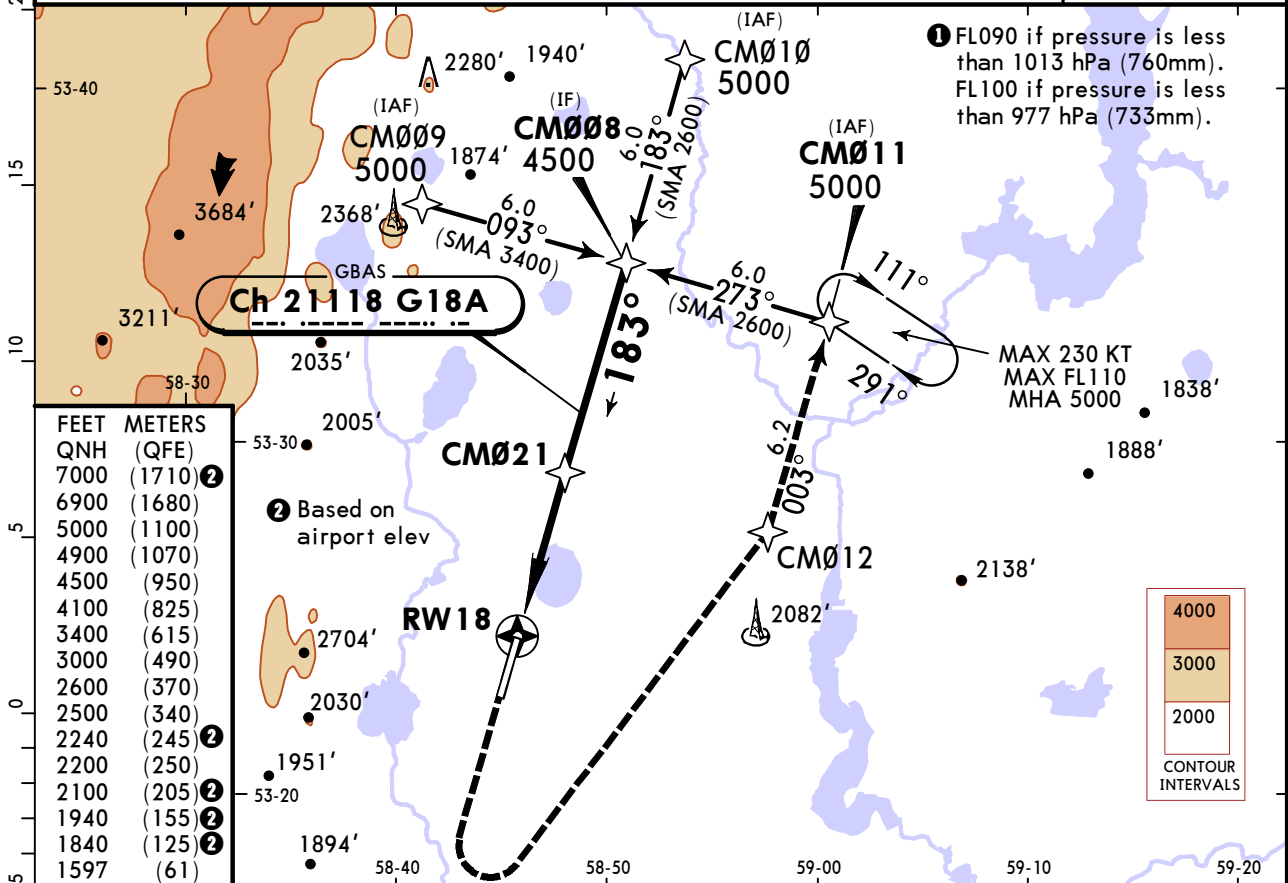
USCM/MQF MAGNITOGORSK

JEPPESEN
18 OCT 24 (12-40)

MAGNITOGORSK, RUSSIA GLS Rwy 18

ATIS 132.8		MAGNITOGORSK Tower 120.8		
GBAS Ch 21118 G18A	Final Apch Crs 183°	CM021 MANDATORY 3000' (1603')	GLS DA(H) 1597' (200')	Apt Elev 1433' Rwy 1397'
MISSED APCH: Climb STRAIGHT AHEAD to 2500' or above, then turn LEFT to CM012 climbing to 4100' or above (MAX 215 KT), then proceed to CM011 climbing to 5000' or above, then proceed according to chart or to holding area.				
Alt Set: hPa (MM on req) Rwy Elev: 50 hPa Trans level: FL080 ① Trans alt: 7000' 1. GNSS required. 2. RNAV 1 for initial and missed approach.				

MSA ARP
is computed for surface air temperature at apt -46.0°C



Gnd speed-Kts	70	90	100	120	140	160	PALS	MIN 2500	CM012	MIN 4100'	215 KT
Glide Path Angle	3.00°	372	478	531	637	849	PAPI	↑	LT	↑	MAX

PANS OPS	STRAIGHT-IN LANDING GLS		CIRCLE-TO-LAND	
	DA(H) 1597' (200')		Max KT	MDA(H)
A	① R550m	R1200m	100	1840' (407') V1500m
B			135	1940' (507') V1600m
C			180	2100' (657') V2400m
D			205	2240' (837') V3600m

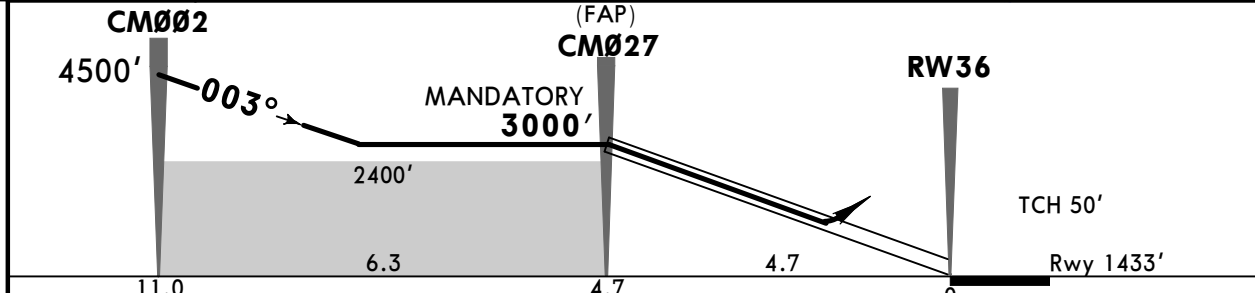
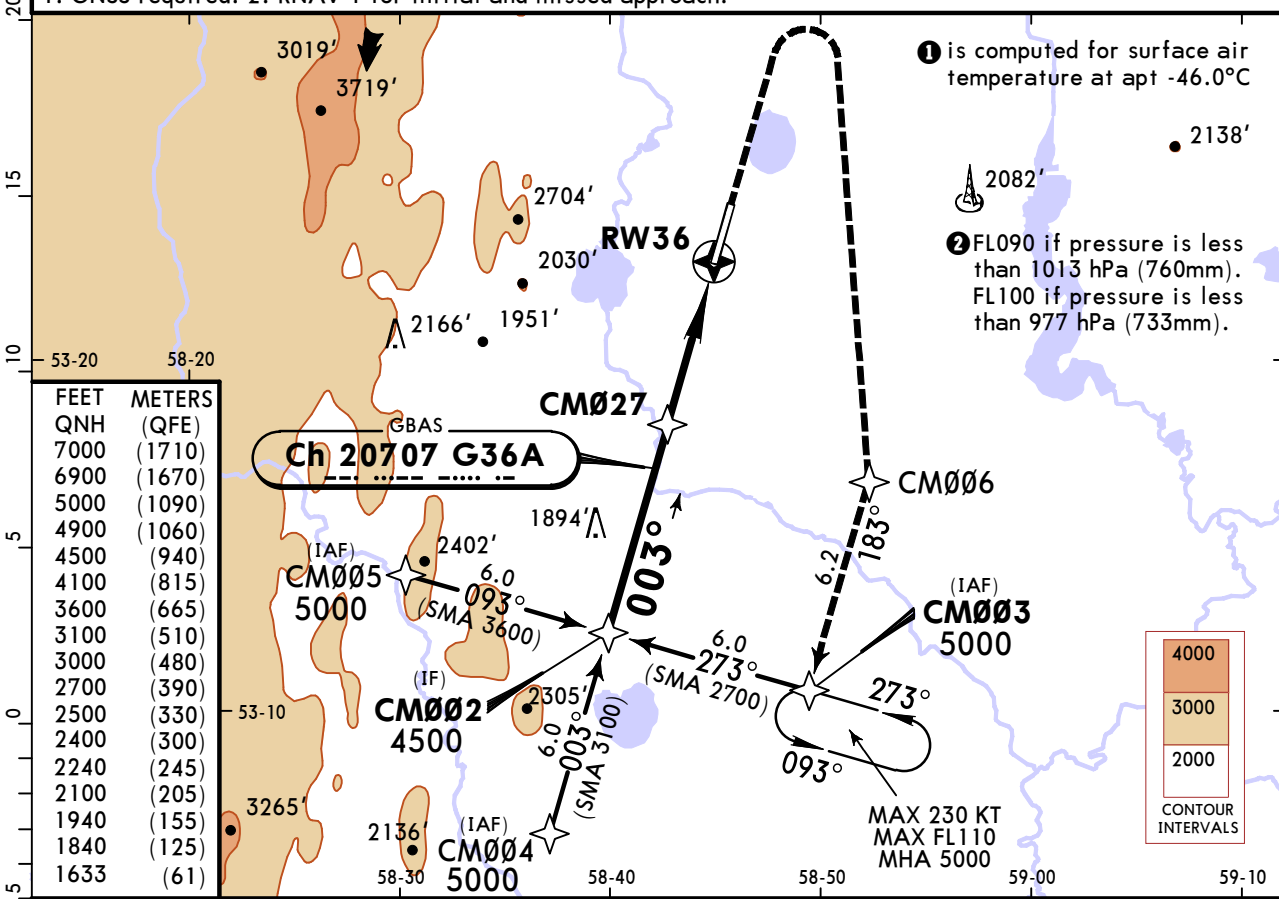
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
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USCM/MQF
MAGNITOGORSK

JEPPESEN
18 OCT 24 (12-41)

MAGNITOGORSK, RUSSIA
GLS Rwy 36

ATIS 132.8			MAGNITOGORSK Tower 120.8		
GBAS Ch 20707 G36A	Final Apch Crs 003°	CM027 MANDATORY 3000' (1567')	GLS DA(H) 1633' (200')	Apt Elev 1433'	Rwy 1433'
MISSED APCH: Climb STRAIGHT AHEAD to 2500' or above, then turn RIGHT to CM006 climbing to 4100' or above (MAX 215 KT), then proceed to CM003 climbing to 5000' or above, then proceed according to chart or to holding area.					<p>① MSA ARP</p>
Alt Set: hPa (MM on req)		Rwy Elev: 51 hPa	Trans level: FL080 ②		Trans alt: 7000'
1. GNSS required. 2. RNAV 1 for initial and missed approach.					



Gnd speed-Kts	70	90	100	120	140	160	PALS	MIN 2500	CM006	MIN 4100'	215 KT MAX
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑	RT	↑	

PANS OPS	STRAIGHT-IN LANDING GLS		CIRCLE-TO-LAND	
	DA(H) 1633' (200')		Max KT	MDA(H)
A	R550m	R1200m	100	1840' (407') V1500m
B			135	1940' (507') V1600m
C			180	2100' (667') V2400m
D			205	2240' (807') V3600m

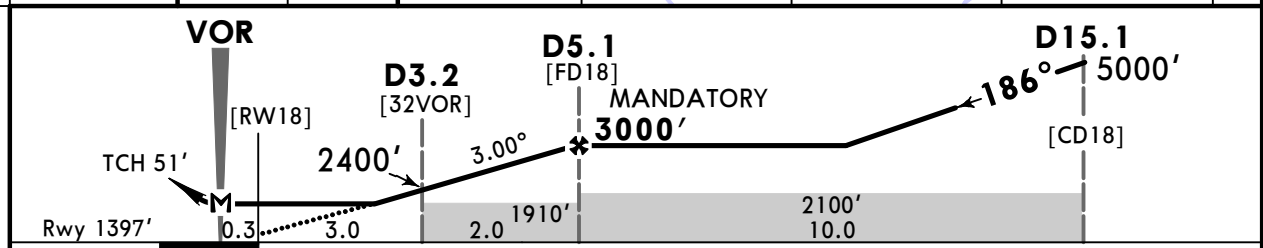
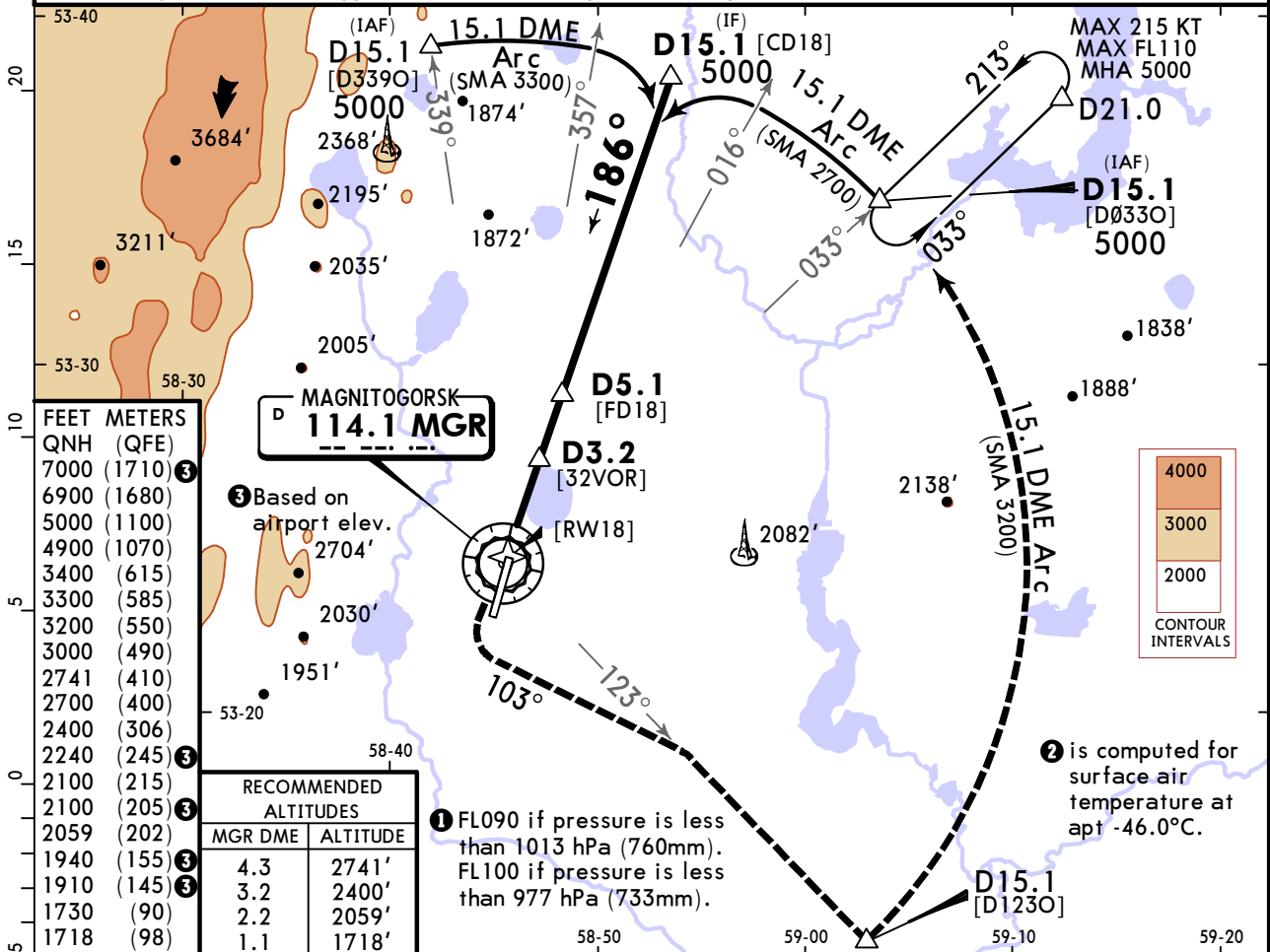
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
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USCM/MQF MAGNITOGORSK

JEPPESEN
18 OCT 24 (13-1)

MAGNITOGORSK, RUSSIA VOR Rwy 18

ATIS 132.8			MAGNITOGORSK Tower 120.8		
VOR MGR 114.1	Final Apch Crs 186°	D5.1 MANDATORY 3000' (1603')	DA/MDA(H) (CONDITIONAL) 1730' (333')	Apt Elev 1433'	Rwy 1397'
MISSED APCH: Climb STRAIGHT AHEAD to 2100' or above, then turn LEFT onto 103° to intercept R-123, then proceed to D15.1/R-123 (MAX 185 KT) climbing to 3400' or above, then turn LEFT and fly 15.1 DME Arc. Turn before MAP is PROHIBITED.					
Alt Set: hPa (MM on req) Rwy Elev: 50 hPa Trans level: FL080 ① Trans alt: 7000'					
1. DME required. 2. Final approach track offset by 3° from rwy centreline.					② MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	PALS	MIN 2100'	103°
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at VOR							PAPI		LT
Timing not authorized for defining MAP.									

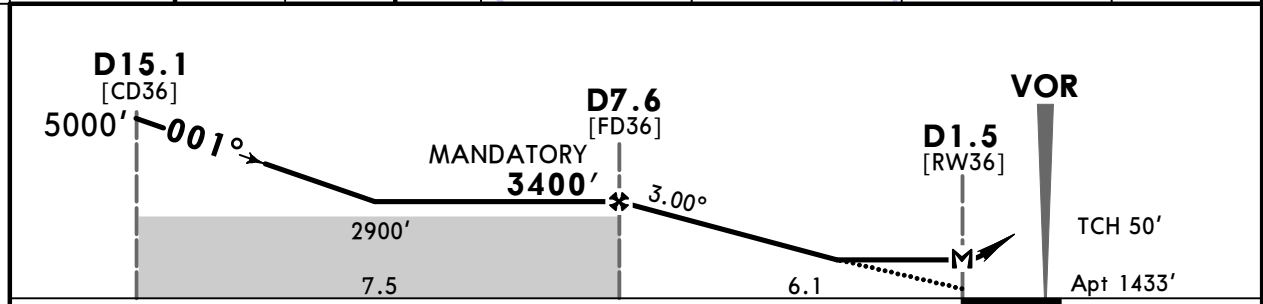
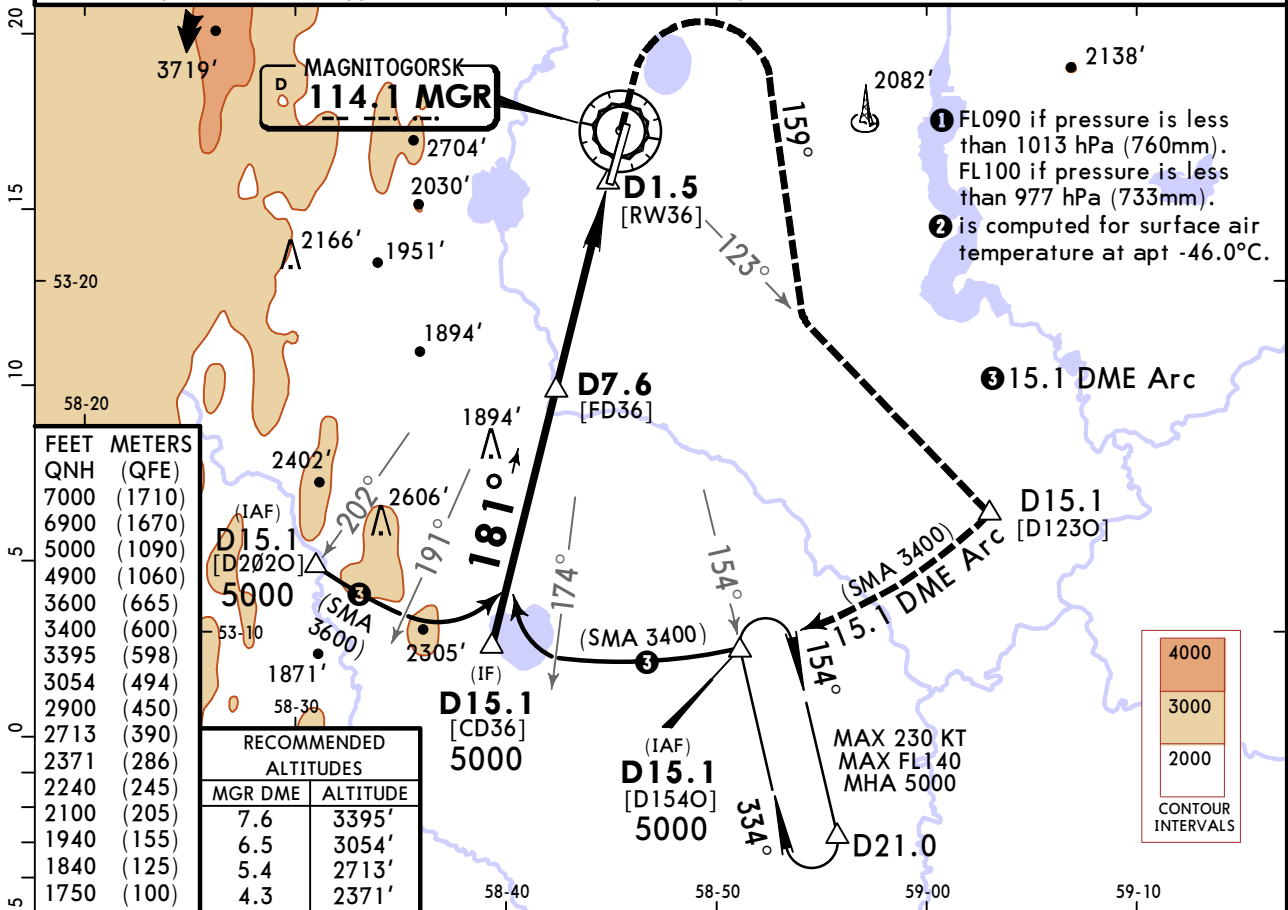
PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	with D3.2 CDFA		without D3.2 CDFA		Max KT	MDA(H)
	① DA/MDA(H) 1730' (333')		① DA/MDA(H) 1910' (513')			
	ALS out		ALS out			
A	R800m		R1500m		100	1910' (477') V1500m
B	R800m		R1500m		135	1940' (507') V1600m
C	R800m		R1500m		180	2100' (667') V2400m
D	R800m		R1500m		205	2240' (807') V3600m

USCM/MQF MAGNITOGORSK

JEPPESEN
18 OCT 24 **13-2**

MAGNITOGORSK, RUSSIA VOR Rwy 36

ATIS 132.8				MAGNITOGORSK Tower 120.8		
VOR MGR 114.1	Final Apch Crs 001°	D7.6 MANDATORY 3400' (1967')	DA/MDA(H) 1750' (317')	Apt Elev 1433'		
MISSED APCH: Climb STRAIGHT AHEAD to 2100' or above, then turn RIGHT onto 159° to intercept R-123, then proceed to D15.1/R-123 (MAX 185 KT) climbing to 3400' or above, then turn RIGHT and fly 15.1 DME Arc. Turn before MAP is PROHIBITED.						
Alt Set: hPa (MM on req) Apt Elev: 51 hPa Trans level: FL080 1 Trans alt: 7000' 2 MSA ARP						
1. DME required. 2. Final approach track offset by 2° from rwy centreline.						



Gnd speed-Kts	70	90	100	120	140	160	PALS PAPI	MIN 2100'	159° RT
Descent Angle	3.00°	372	478	531	637	743			
MAP at D1.5									

Timing not authorized for defining MAP.

PANS OPS	Std STRAIGHT-IN LANDING CDFA		CIRCLE-TO-LAND	
	1 DA/MDA(H) 1750' (317')			
	ALS out		Max KT	MDA(H)
	A	R750m	100	1840' (407') V1500m
	B	R1400m	135	1940' (507') V1600m
C		180	2100' (667') V2400m	
D		205	2240' (807') V3600m	

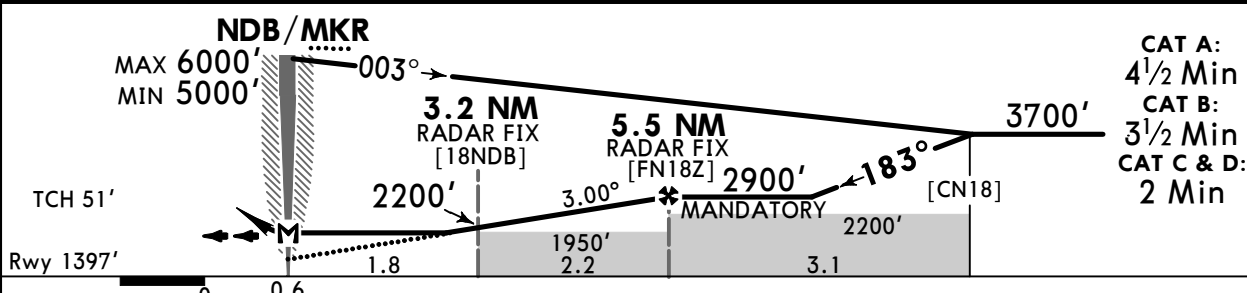
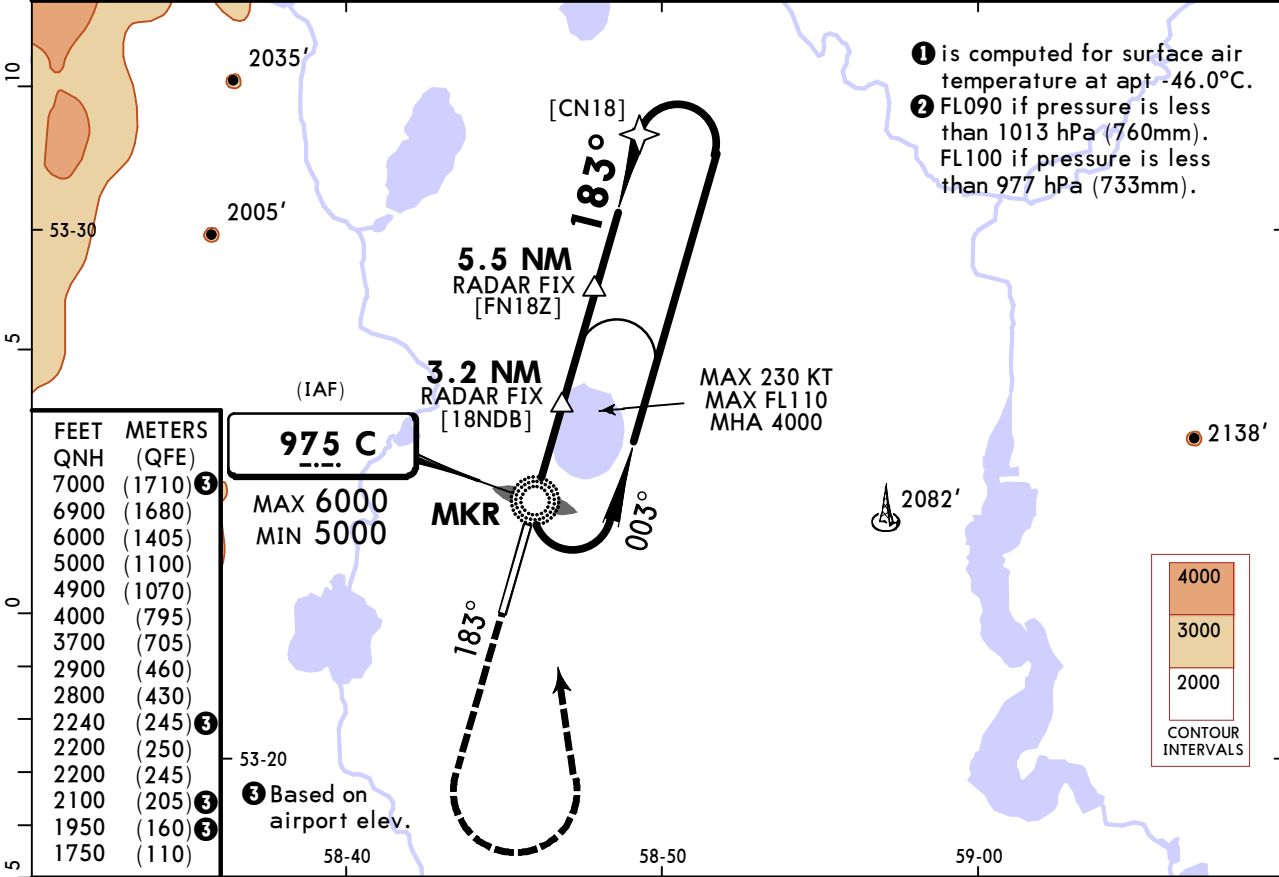
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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USCM/MQF MAGNITOGORSK

JEPPESEN
18 OCT 24 (16-1)

MAGNITOGORSK, RUSSIA NDB Z Rwy 18

ATIS 132.8			MAGNITOGORSK Tower 120.8		
NDB C 975	Final Apch Crs 183°	5.5 NM RADAR FIX MANDATORY 2900' (1503')	DA/MDA(H) (CONDITIONAL) 1750' (353')	Apt Elev 1433'	Rwy 1397'
MISSED APCH: Climb on 183° to 2800' or above, then turn LEFT to cross NDB at 3700' or above, then proceed according to chart or to holding area. Turn before MAP is PROHIBITED.					<p>① MSA ARP</p>
Alt Set: hPa (MM on req)		Rwy Elev: 50 hPa	Trans level: FL080 ②	Trans alt: 7000'	
Radar required.					



Gnd speed-Kts	70	90	100	120	140	160	PALS	MIN 2800'	on 183°	C 975	MIN 3700'
Descent Angle 3.00°	372	478	531	637	743	849	PAPI	↑		LT	↑
MAP at NDB/MKR											
Timing not authorized for defining MAP.											

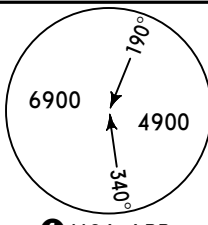
PANS OPS	Std		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
			with 3.2 NM RADAR FIX	without 3.2 NM RADAR FIX		
			CDFA	CDFA		
			① DA/MDA(H) 1750' (353')	① DA/MDA(H) 1950' (553')		
			ALS out	ALS out		
A			R1500m		Max KT 100	1950' (517') V1500m
B			R1500m		135	1950' (517') V1600m
C	R800m	R1500m			180	2100' (667') V2400m
D			R1800m	R2400m	205	2240' (807') V3600m

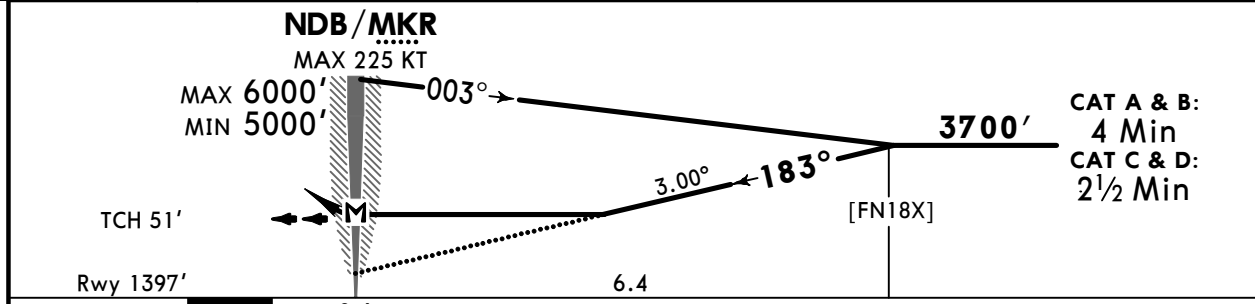
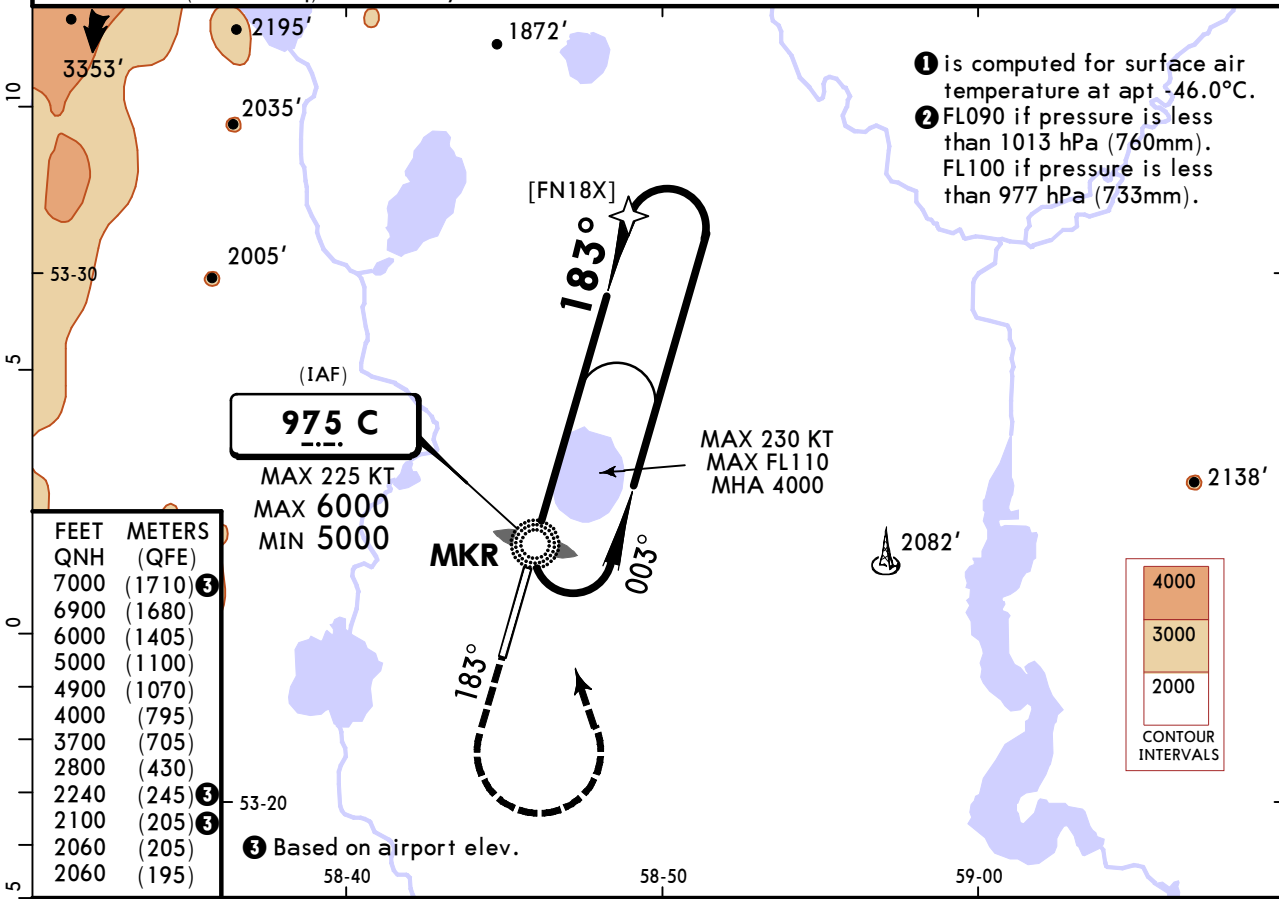
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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
USCM/MQF
MAGNITOGORSK

JEPPESEN
18 OCT 24 **(16-2)**

MAGNITOGORSK, RUSSIA
NDB X Rwy 18

ATIS 132.8			MAGNITOGORSK Tower 120.8		
NDB C 975	Final Apch Crs 183°	[FN18X] 3700' (2303')	DA/MDA(H) 2060' (663')	Apt Elev 1433' Rwy 1397'	 <p>① MSA ARP</p>
<p>MISSED APCH: Climb on 183° to 2800' or above, then turn LEFT to cross NDB at 3700' or above, then proceed according to chart or to holding area. Turn before MAP is PROHIBITED.</p>					
Alt Set: hPa (MM on req)		Rwy Elev: 50 hPa	Trans level: FL080 ②	Trans alt: 7000'	



Gnd speed-Kts	70	90	100	120	140	160	PALS 	MIN 2800'	on 183°	C 975	MIN 3700'
Descent Angle	3.00°	372	478	531	637	743					
MAP at NDB/MKR											
Timing not authorized for defining MAP.											

PANS OPS	Std		STRAIGHT-IN LANDING			CIRCLE-TO-LAND			
	CDFA								
	① DA/MDA(H) 2060' (663')								
							ALS out		
	A	R1500m				Max KT	MDA(H)		
B	R1500m				100	2060' (627')	V1500m		
C	R2400m				135	2060' (627')	V1600m		
D	R2400m				180	2100' (667')	V2400m		
	R2400m				205	2240' (807')	V3600m		

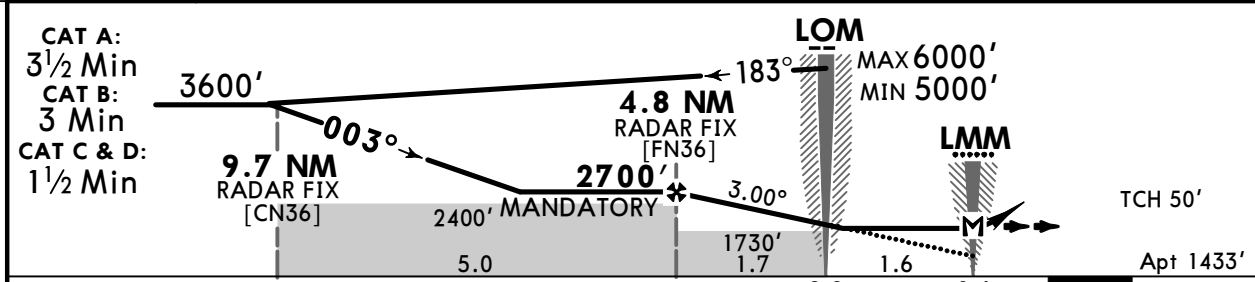
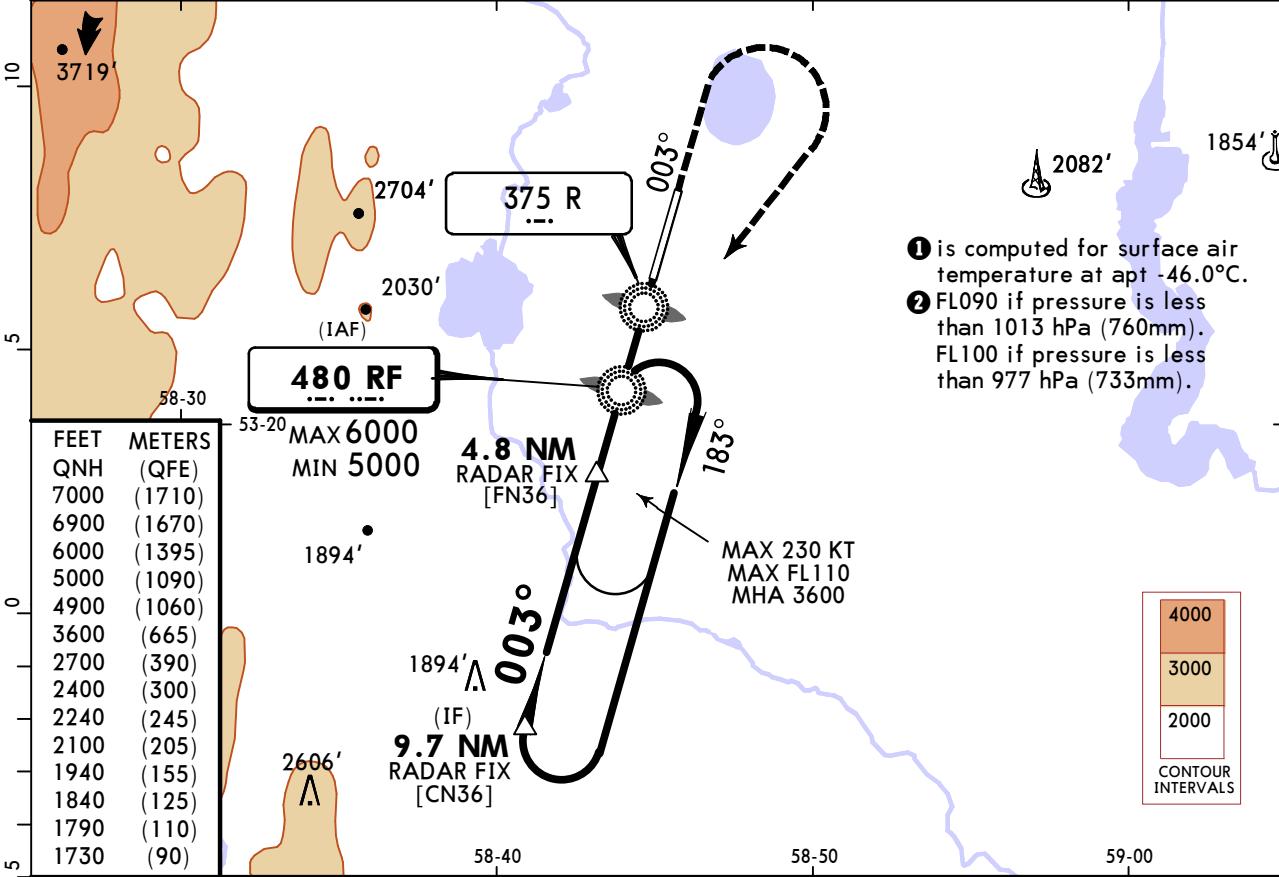
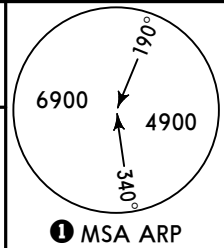
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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USCM/MQF
MAGNITOGORSK

JEPPESEN
18 OCT 24 **(16-3)**

MAGNITOGORSK, RUSSIA
NDB Z Rwy 36

ATIS 132.8			MAGNITOGORSK Tower 120.8		
BRIEFING STRIP™	NDB RF 480	Final Apch Crs 003°	4.8 NM RADAR FIX MANDATORY 2700' (1267')	DA/MDA(H) 1790' (357')	Apt Elev 1433'
	MISSED APCH: Climb on 003° to 2700' or above, then turn RIGHT to cross RF NDB at 3600' or above, then proceed according to chart or to holding area. Turn before MAP is PROHIBITED.				
Alt Set: hPa (MM on req)		Apt Elev: 51 hPa	Trans level: FL080 ②	Trans alt: 7000'	
Radar required.					



Gnd speed-Kts	70	90	100	120	140	160	PALS	MIN 2700' on 003°	RF 480 RT	MIN 3600'
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at LMM										
Timing not authorized for defining MAP.										

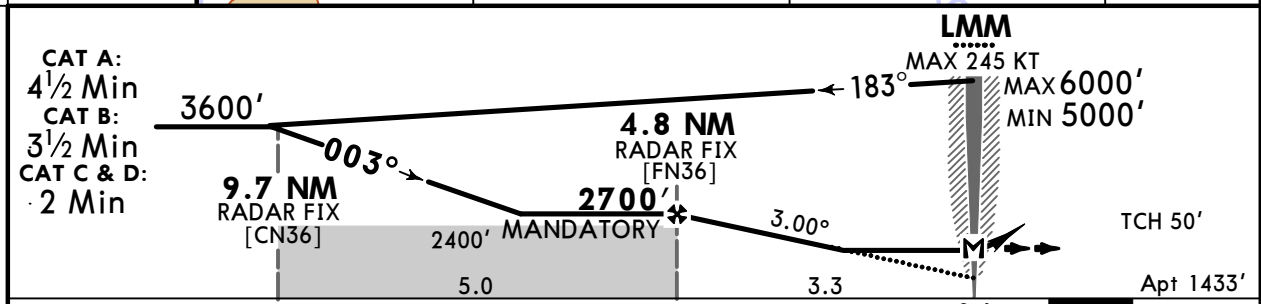
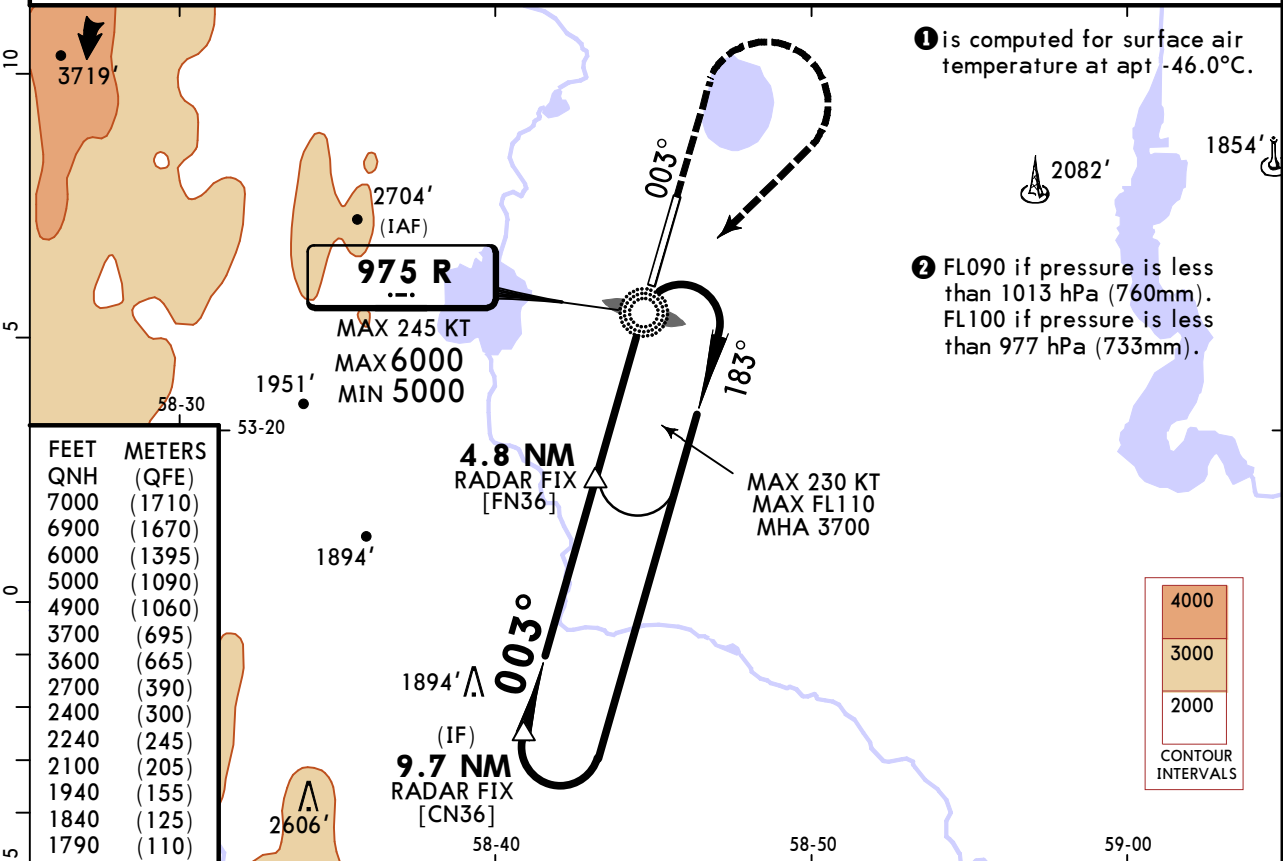
PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND				
	CDFA								
	① DA/MDA(H) 1790' (357')								
					ALS out				
	A	R900m				R1500m		Max KT 100	MDA(H) 1840' (407')
B	R1500m					135	1940' (507')	V1600m	
C	R1600m					180	2100' (667')	V2400m	
D	R1600m					205	2240' (807')	V3600m	
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.									

USCM/MQF
MAGNITOGORSK

JEPPESEN
18 OCT 24 **(16-4)**

MAGNITOGORSK, RUSSIA
NDB Y Rwy 36

ATIS 132.8			MAGNITOGORSK Tower 120.8		
Lctr R 975	Final Apch Crs 003°	4.8 NM RADAR FIX MANDATORY 2700' (1267')	DA/MDA(H) 1790' (357')	Apt Elev 1433'	
MISSED APCH: Climb on 003° to 2700' or above, then turn RIGHT to cross Lctr at 3600' or above, then proceed according to chart or to holding area. Turn before MAP is PROHIBITED.					① MSA ARP
Alt Set: hPa (MM on req)		Apt Elev: 51 hPa		Trans level: FL080 ②	
Radar required.					



Gnd speed-Kts	70	90	100	120	140	160	PALS PAPI	MIN	↑	2700'	on	003°	R	975	MIN	3600'
Descent Angle	3.00°	372	478	531	637	743		849	↑				RT		↑	
MAP at LMM																

Timing not authorized for defining MAP.

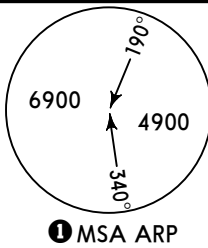
Std		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		CDFA			
		① DA/MDA(H) 1790' (357')			
		ALS out		Max	
A	R900m	R1500m		100	1840' (407') V1500m
B				135	1940' (507') V1600m
C				180	2100' (667') V2400m
D				205	2240' (807') V3600m

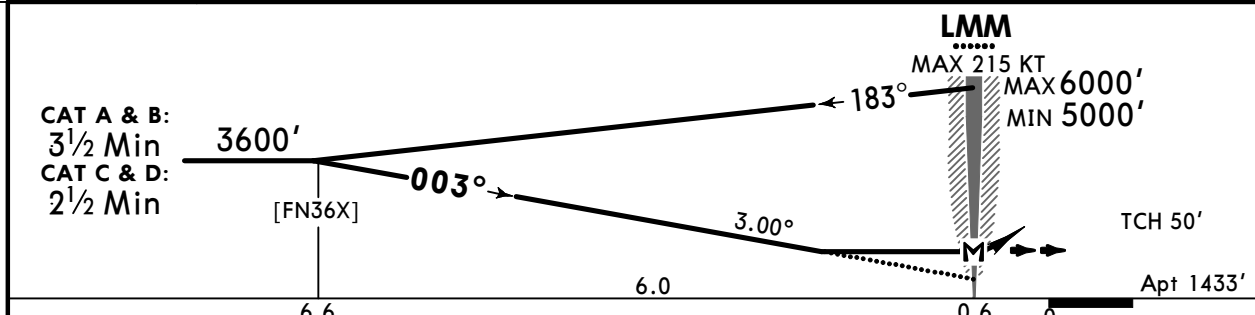
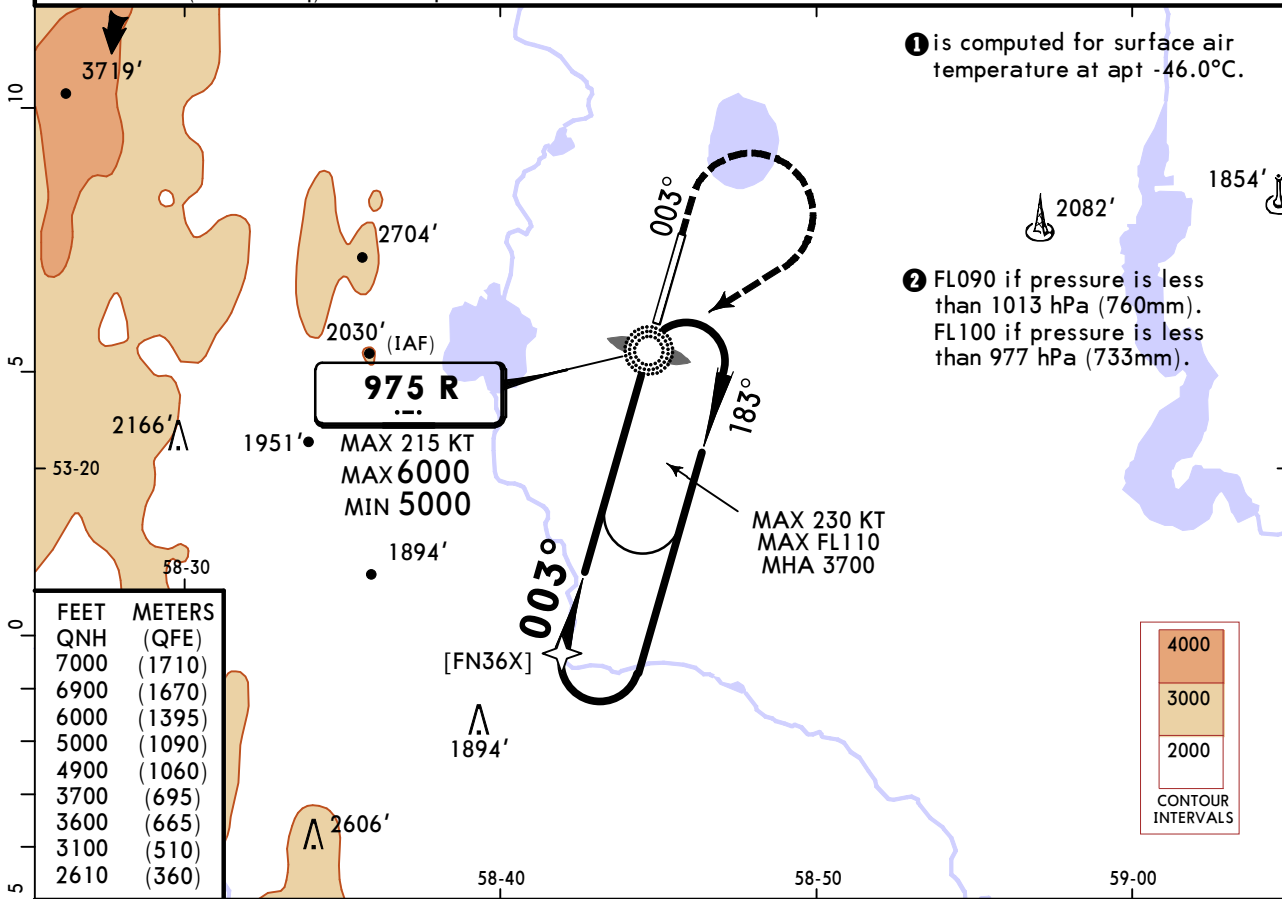
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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MAGNITOGORSK

JEPPESEN
18 OCT 24 **(16-5)**

MAGNITOGORSK, RUSSIA
NDB X Rwy 36

ATIS 132.8				MAGNITOGORSK Tower 120.8		
Lctr R 975	Final Apch Crs 003°	[FN36X] 3600' (2167')	DA/MDA(H) 2610' (1177')	Apt Elev	1433'	
MISSED APCH: Climb on 003° to 3100' or above, then turn RIGHT to cross Lctr at 3600' or above, then proceed according to chart or to holding area. Turn before MAP is PROHIBITED.						
Alt Set: hPa (MM on req)		Apt Elev: 51 hPa		Trans level: FL080 ②		Trans alt: 7000'



Gnd speed-Kts	70	90	100	120	140	160	PALS	MIN	on	R	MIN
Descent Angle	3.00°	372	478	531	637	743	PAPI	3100'	003°	975	3600'
MAP at LMM										RT	

Timing not authorized for defining MAP.

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	DA/MDA(H)	ALS out	Max KT	MDA(H)
A	2610' (1177')		100	2610' (1177') V1500m
B	2610' (1177')	R1500m	135	2610' (1177') V1600m
C	2610' (1177')	R2400m	180	2610' (1177') V2400m
D	2610' (1177')	R2400m	205	2610' (1177') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Chart changes since cycle 07-2026

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USCM