

List of pages in this Trip Kit

Trip Kit Index

Airport Information For USNN

Terminal Charts For USNN

Revision Letter For Cycle 08-2026

Change Notices

Notebook

General Information

Location: NIZHNEVARTOVSK RUS
ICAO/IATA: USNN / NJC
Lat/Long: N60° 56.92', E076° 28.83'
Elevation: 178 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 16.0° E

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

Sunrise: 2237 Z
Sunset: 1505 Z

Runway Information

Runway: 03
Length x Width: 10502 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 143 ft
Lighting: Edge, ALS

Runway: 21
Length x Width: 10502 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 178 ft
Lighting: Edge, ALS

Communication Information

ATIS: 126.600
Nizhnevartovsk Tower: 129.000 Secondary
Nizhnevartovsk Tower: 118.100
Nizhnevartovsk Transit Operations: 118.900
Nizhnevartovsk Radar: 120.400
Nizhnevartovsk Radar: 129.000 Secondary

USNN/NJC

JEPPESEN

NIZHNEVARTOVSK, RUSSIA

NIZHNEVARTOVSK

11 APR 25

10-1P

Eff 17 Apr

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 126.6

1.2. COMMUNICATION FAILURE PROCEDURES

When deciding to land, 121.5 and cell phone to reestablish contact.

Monitor instructions on LOM.

Enter holding and descend to lower safe flight level.

Initiate IAP after passing LOM.

Identify, if possible, being on final by switching on landing lights periodically, or flash ACFT lights.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP are implemented when RVR is below 550m.

The flight crews are notified by ATIS or by a controller.

When RVR is less than 550m, take-off shall be executed from RWY beginning only.

Taxiing shall be executed as one ACFT on one taxi route (TWY).

Departing ACFT shall hold for obtaining clearance to reach RWY 03/21 line-up position not closer than the runway-holding position (ILS critical area boundary).

1.4. TAXI PROCEDURES

Taxiing and push-back shall be carried out by clearance of TWR controller, towing under the supervision of specialist in charge of tow operations.

Taxiing in the areas unable to be controlled by TWR (complex 1, complex 2, complex 3, part of taxi route on the apron in front of stands 1 thru 5) should be carried out via the established routes at reduced speed, under the increased caution of the flight crew, providing ACFT safe stop, if necessary.

1.5. PARKING PROCEDURES

Taxiing in and out of stand shall be carried out in accordance with marshallers' instructions.

Stands 1 thru 37 of complexes 1 thru 3 available for helicopters.

1.6. FUEL DUMPING

Area of fuel dumping and load jettisoning is located at 22NM 222° bearing from AD (area center: N60 40.9 E075 59.3). Flight altitude in the area in coordination with ATS unit in the range of 6000'-9000'.

1.7. OTHER INFORMATION

Birds in vicinity of APT.

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11 APR 25

10-1P1

Eff 17 Apr

AIRPORT BRIEFING

2. ARRIVAL

2.1. GENERAL

The flight crew must monitor the present ATIS broadcast and report its code letter during the first radio contact with TWR.

3. DEPARTURE

3.1. START-UP PROCEDURES

While preparing for departure, the flight crew shall monitor ATIS information, report its code letter, stand number and report being ready to obtain ATC clearance to carry out a flight to TWR.

Engines start-up in the process of towing is prohibited.

3.2. RWY OPERATIONS

If unable to execute take-off without stop at line-up position, flight crew being at RWY holding position shall report the time necessary to prepare for take-off to TWR.

When take-off is executed without stop at line-up position, take-off must be executed not later than in 1 minute after obtaining the clearance. If more than 1 minute has passed after issuance of take-off clearance, the flight crew must request clearance for take-off again.

The decision to execute take-off not from the RWY beginning shall be taken by the pilot-in-command after coordination TWR, if RWY declared distances from the point of take-off run commencement conform to the ones required for actual ACFT take-off mass and take-off conditions. The responsibility for the decision taken to execute take-off not from RWY beginning is rested on the pilot-in-command.

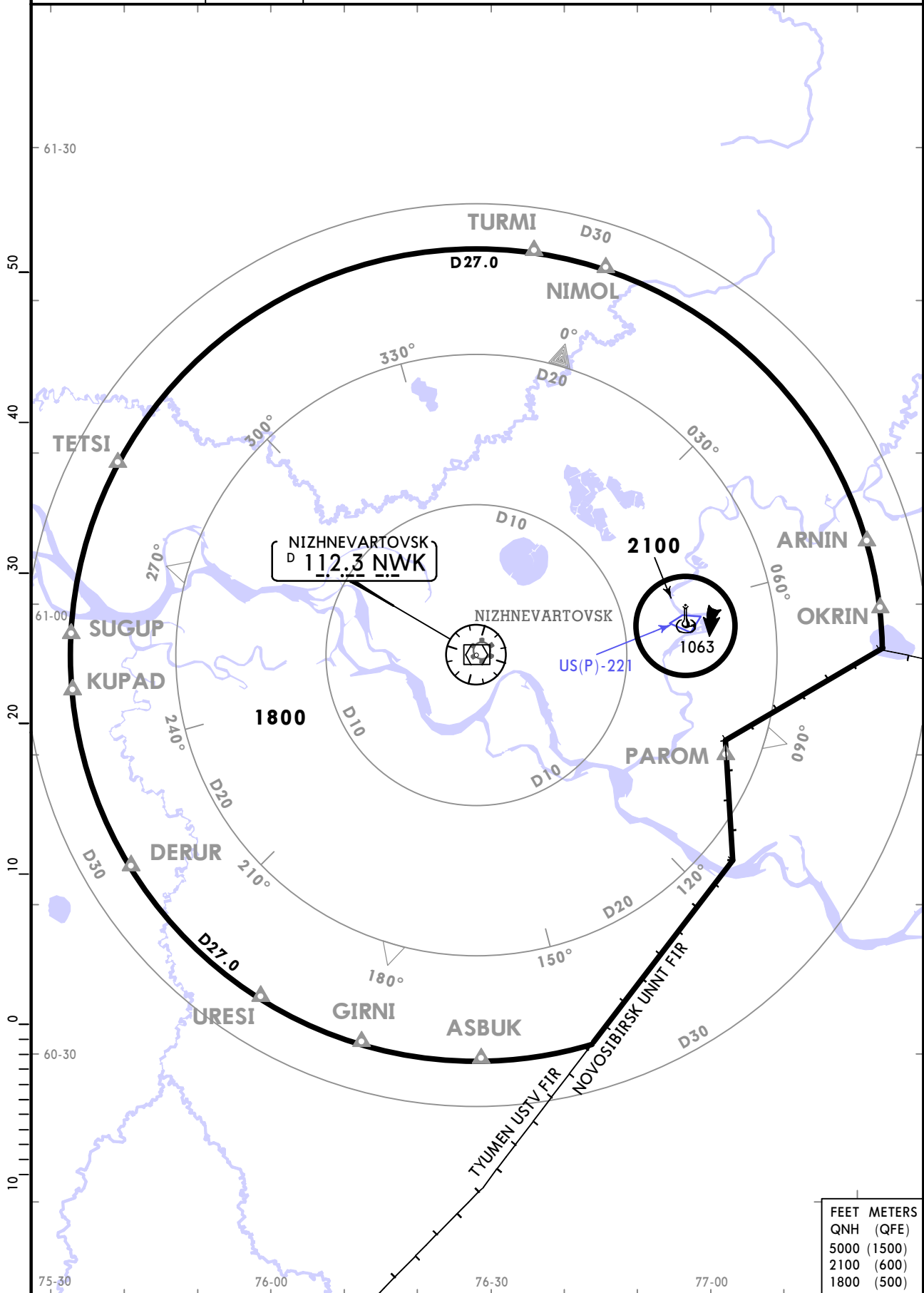
3.3. OTHER INFORMATION

After take-off, unless otherwise instructed, climb to 1800', at 800' contact Tower, call sign Nizhnevartovsk Radar, report execution of take-off, assigned SID and altitude to be reached.

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JEPPESEN **NIZHNEVARTOVSK, RUSSIA**
 11 APR 25 **10-1R** Eff 17 Apr **RADAR MINIMUM ALTITUDES**

<p>NIZHNEVARTOVSK Radar (TWR) 120.4</p>	<p>Apt Elev 178</p>	<p>Alt Set: hPa (MM on request) Trans level: FL060 FL070 if pressure is less than 1013 hPa (760 mm) FL080 if pressure is less than 977 hPa (733 mm) Trans alt: 5000 1. Chart only to be used for cross-checking of altitudes assigned while under radar control. 2. When vectoring is carried out under low temperature conditions, minimum vectoring altitudes must be temperature corrected.</p>
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CHANGES: NJC VOR replaced by NWK, WP established

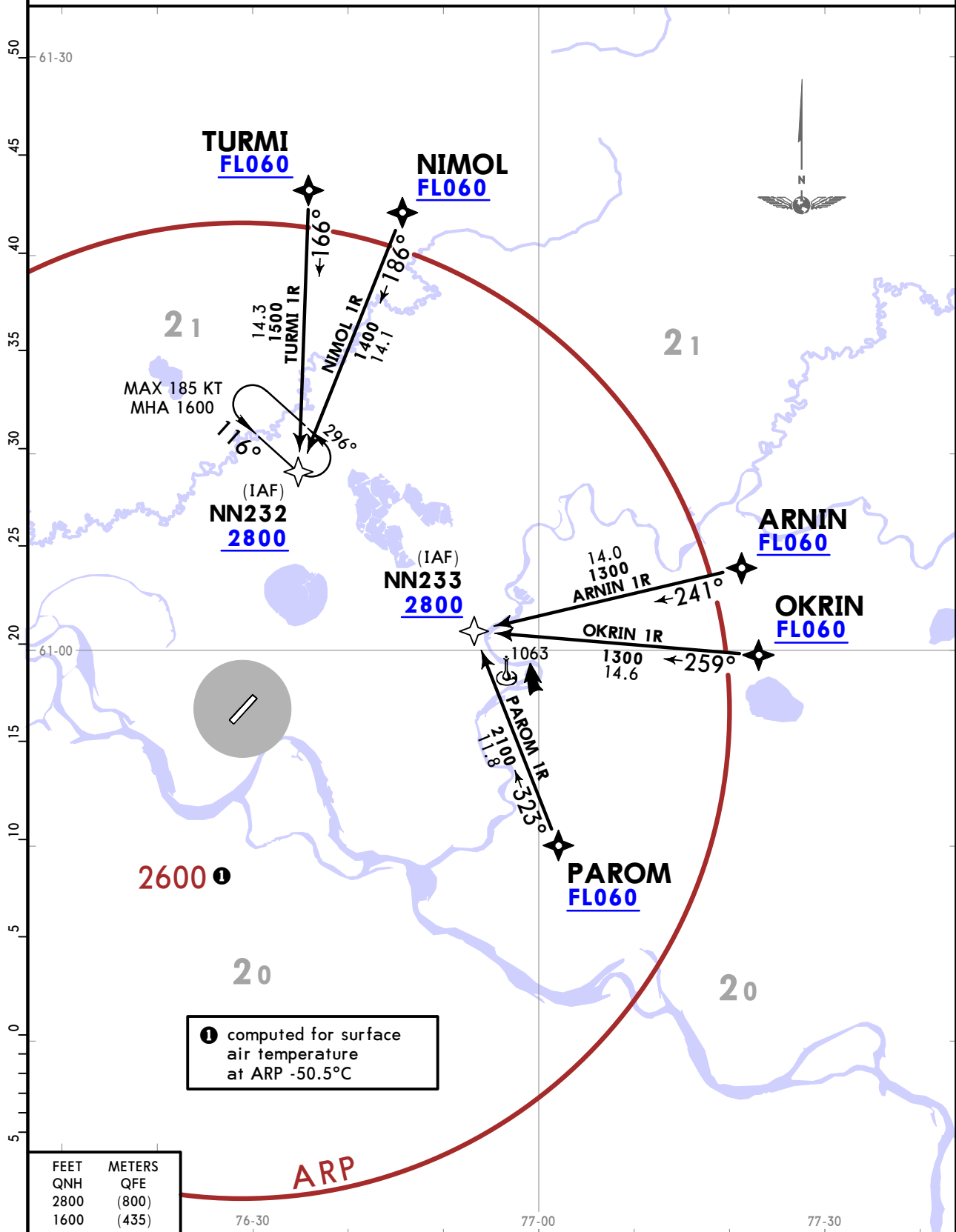
USNN/NJC
NIZHNEVARTOVSK

JEPPESEN 11 APR 25 **10-2** Eff 17 Apr

NIZHNEVARTOVSK, RUSSIA
RNAV STAR

ATIS 126.6	Apt Elev 178	Alt Set: hPa (MM on request)
		Trans level: FL060 FL070 when pressure is less than 1013 hPa (760 mm) FL080 when pressure is less than 977 hPa (733 mm)
RNAV 1 GNSS required		

**ARNIN 1R [ARNI1R], NIMOL 1R [NIMO1R], OKRIN 1R [OKRI1R]
PAROM 1R [PARO1R], TURMI 1R [TURM1R]
RNAV ARRIVALS
(RWY 21)**



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JEPPESEN NIZHNEVARTOVSK, RUSSIA

11 APR 25

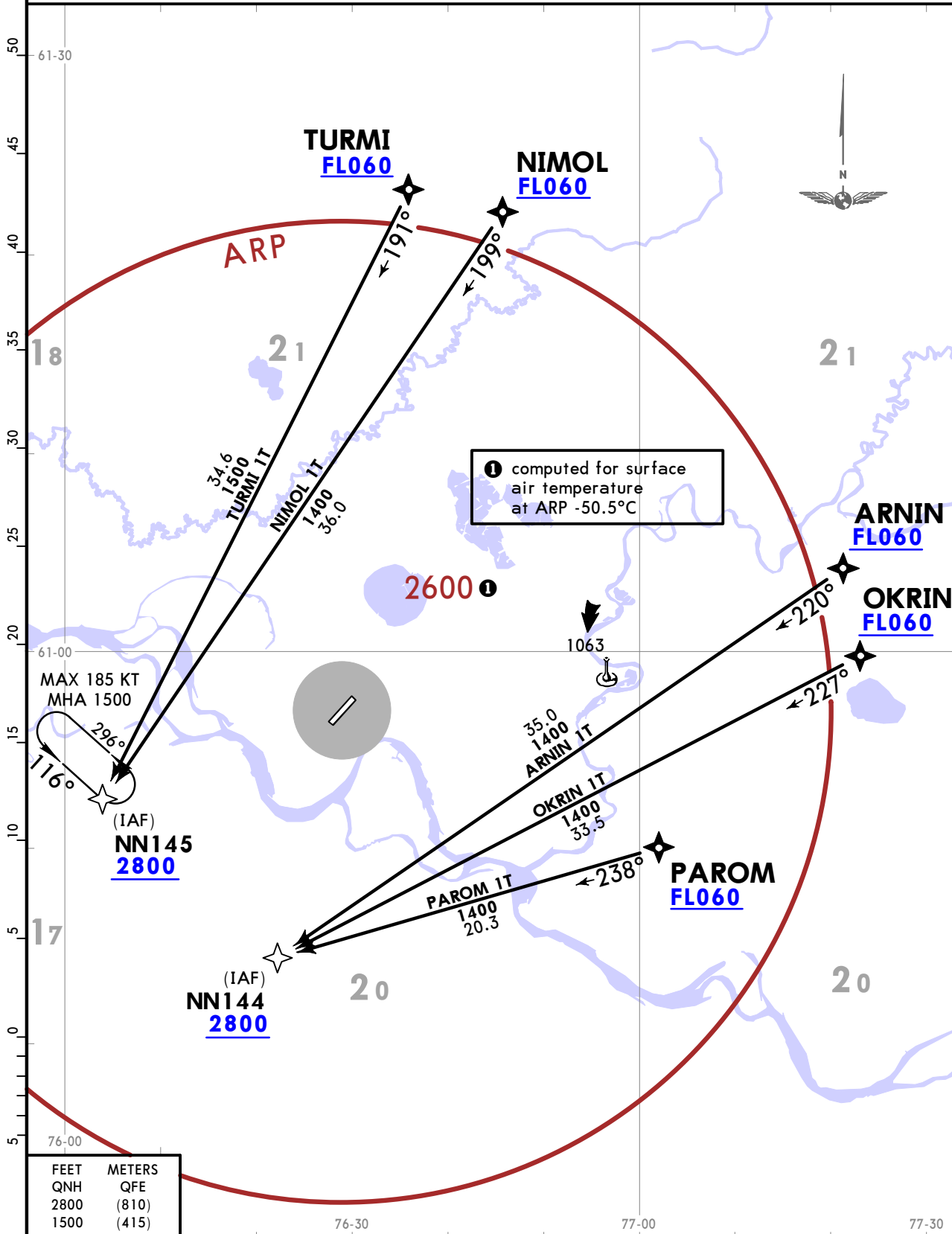
10-2A

Eff 17 Apr

RNAV STAR

ATIS 126.6	Apt Elev 178	Alt Set: hPa (MM on request) Trans level: FL060
		FL070 when pressure is less than 1013 hPa (760 mm) FL080 when pressure is less than 977 hPa (733 mm)
RNAV 1 GNSs required		

**ARNIN 1T [ARNI1T], NIMOL 1T [NIMO1T], OKRIN 1T [OKRI1T]
 PAROM 1T [PARO1T], TURMI 1T [TURM1T]
 RNAV ARRIVALS
 (RWY 03)**



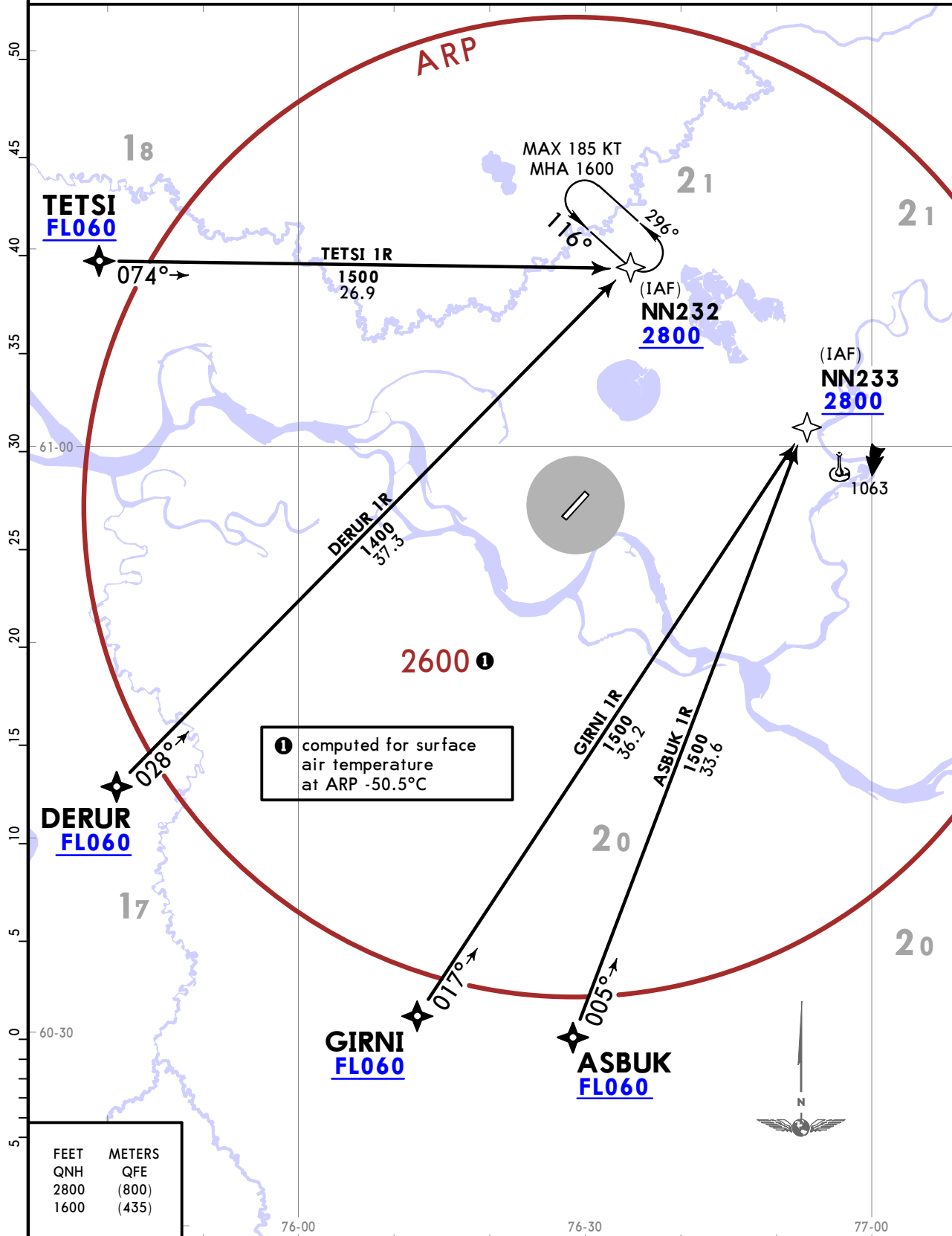
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JEPPESEN NIZHNEVARTOVSK, RUSSIA
11 APR 25 10-2B Eff 17 Apr

RNAV STAR

ATIS 126.6	Apt Elev 178	Alt Set: hPa (MM on request) Trans level: FL060
		FL070 when pressure is less than 1013 hPa (760 mm) FL080 when pressure is less than 977 hPa (733 mm)
RNAV 1 GNSS required		

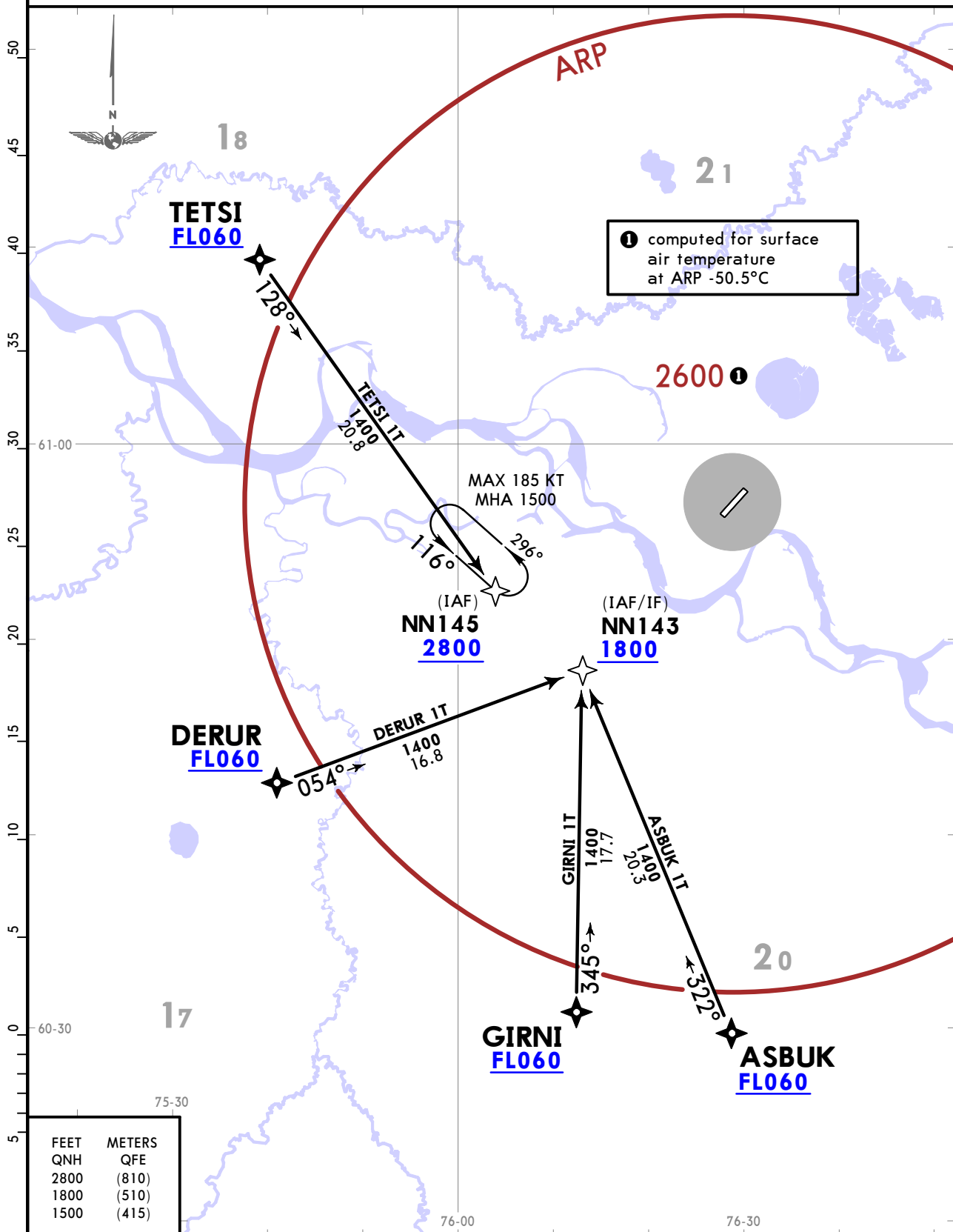
ASBUK 1R [ASBU1R], DERUR 1R [DERU1R]
GIRNI 1R [GIRN1R], TETSI 1R [TETS1R]
RNAV ARRIVALS
(RWY 21)



USNN/NJC NIZHNEVARTOVSK

ATIS 126.6	Apt Elev 178	Alt Set: hPa (MM on request)
		Trans level: FL060 FL070 when pressure is less than 1013 hPa (760 mm) FL080 when pressure is less than 977 hPa (733 mm)
RNAV 1 GNSS required		

**ASBUK 1T [ASBU1T], DERUR 1T [DERU1T]
GIRNI 1T [GIRN1T], TETSI 1T [TETS1T]
RNAV ARRIVALS
(RWY 03)**



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NIZHNEVARTOVSK

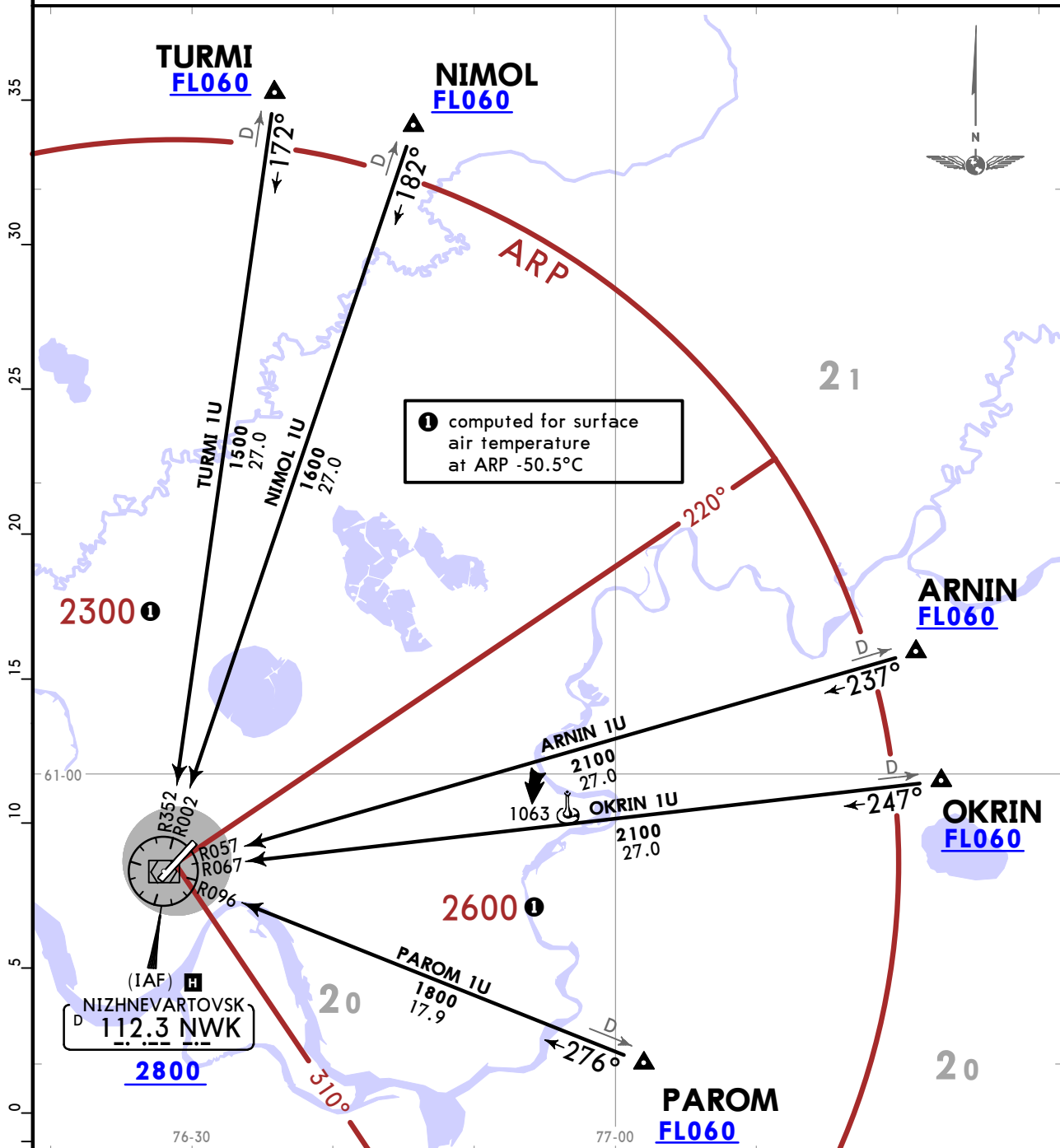
JEPPESSEN NIZHNEVARTOVSK, RUSSIA
30 MAY 25 **10-2D** Eff 12 Jun **STAR**

ATIS 126.6	Apt Elev 178	Alt Set: hPa (MM on request) Trans level: FL060 FL070 when pressure is less than 1013 hPa (760 mm) FL080 when pressure is less than 977 hPa (733 mm)
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**ARNIN 1U [ARNI1U], NIMOL 1U [NIMO1U], OKRIN 1U [OKRI1U]
PAROM 1U [PARO1U], TURMI 1U [TURM1U]**

**ARRIVALS
(ALL RWYS)**

DME OR RADAR CONTROL REQUIRED



RWY 03	NWK	RWY 21
MAX 230 KT MAX FL090 MHA 1800	MAX 230 KT MAX FL090 MHA 1800	

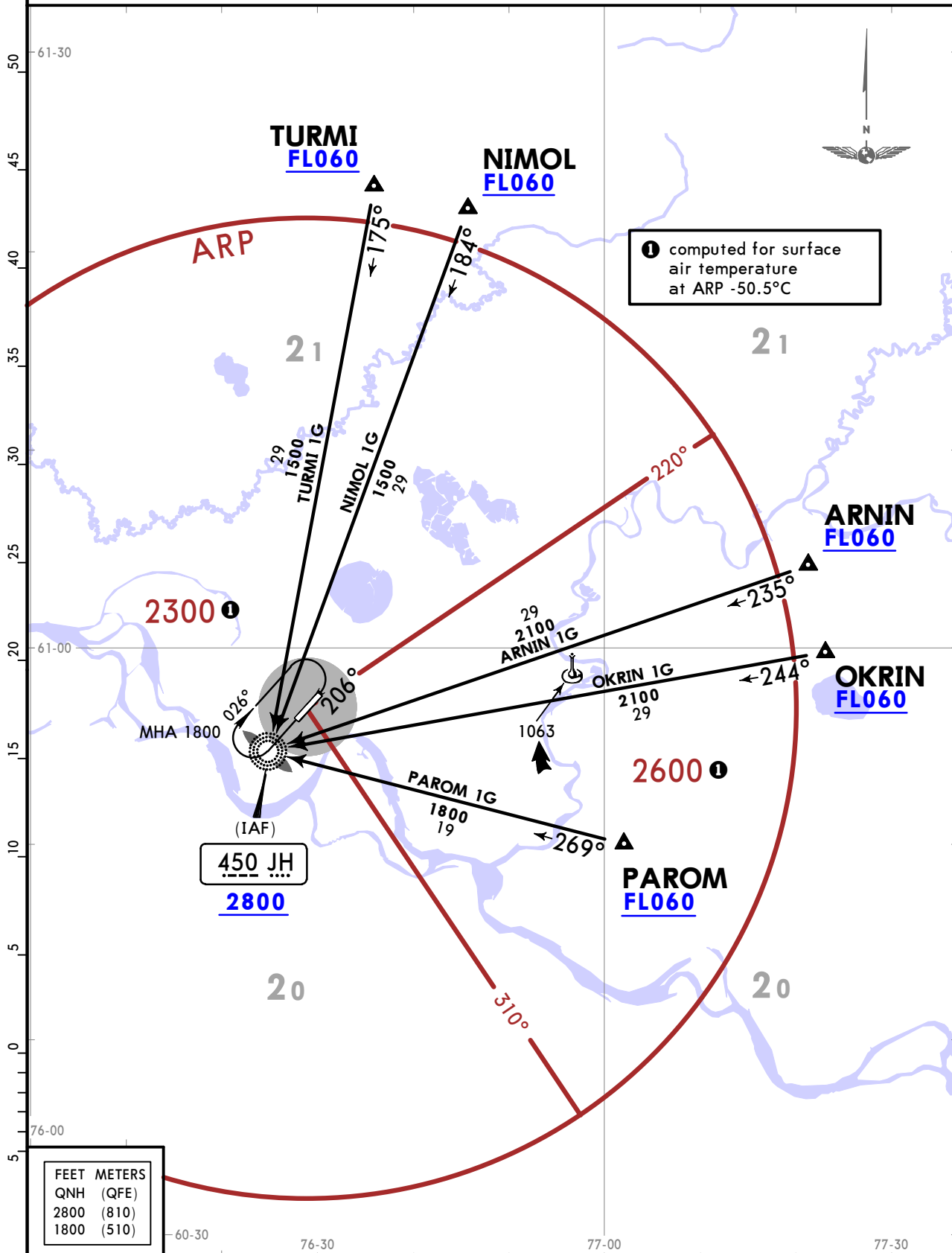
	RWY 03	RWY 21
	FEEET	METERS
	QNH (QFE)	(QFE)
	2800 (810)	(800)
	1800 (510)	(495)

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JEPPESEN NIZHNEVARTOVSK, RUSSIA
11 APR 25 10-2F Eff 17 Apr STAR

ATIS 126.6	Apt Elev 178	Alt Set: hPa (MM on request) Trans level: FL060 FL070 when pressure is less than 1013 hPa (760 mm) FL080 when pressure is less than 977 hPa (733 mm)
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ARNIN 1G [ARNI1G], NIMOL 1G [NIMO1G], OKRIN 1G [OKRI1G]
 PAROM 1G [PARO1G], TURMI 1G [TURM1G]
ARRIVALS
 (RWY 03)
 RADAR CONTROL REQUIRED



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NIZHNEVARTOVSK

JEPESEN NIZHNEVARTOVSK, RUSSIA

11 APR 25

10-2G

Eff 17 Apr

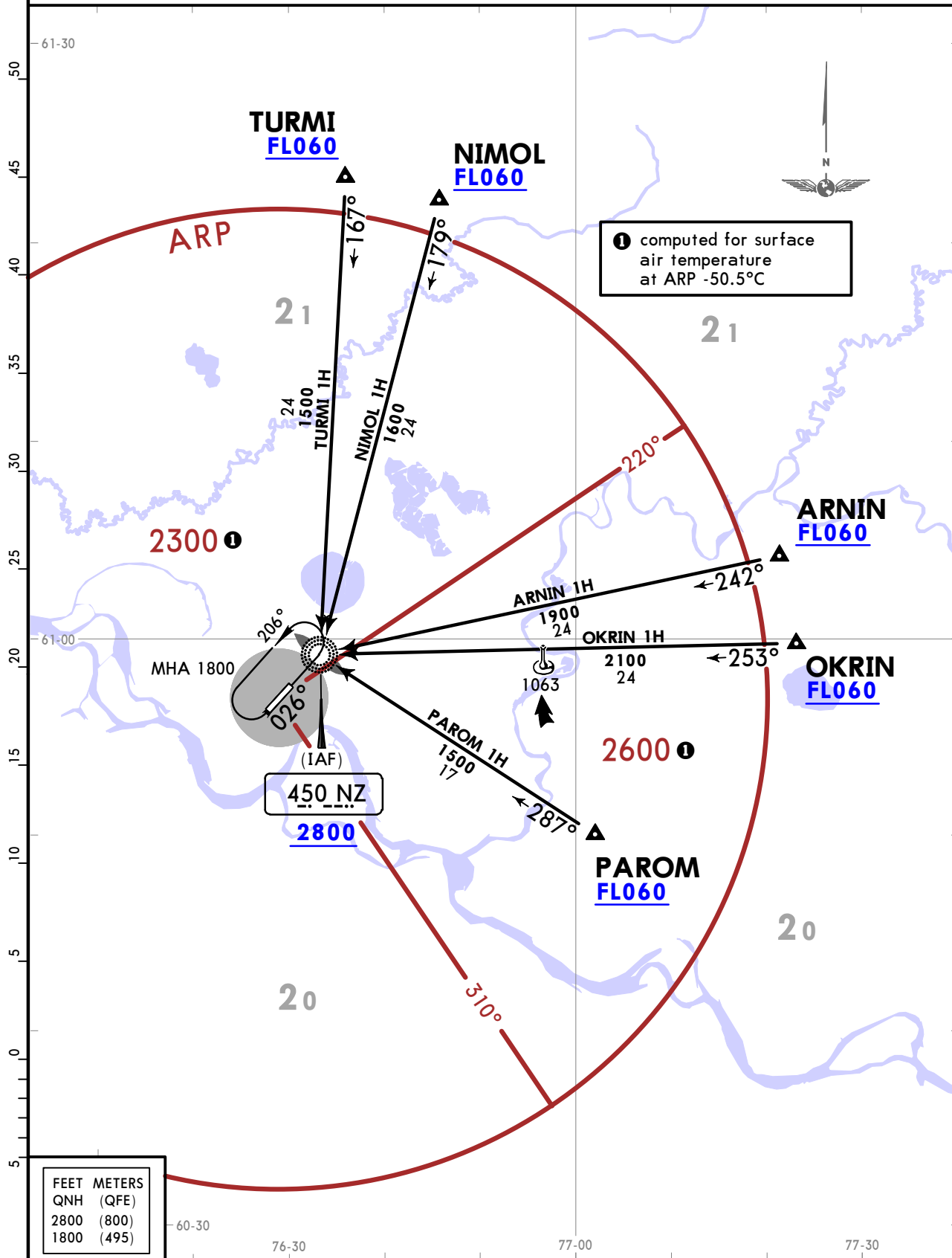
STAR

ATIS
126.6

Apt Elev
178

Alt Set: hPa (MM on request)
Trans level: FL060
FL070 when pressure is less than 1013 hPa (760 mm)
FL080 when pressure is less than 977 hPa (733 mm)

ARNIN 1H [ARNI1H], NIMOL 1H [NIMO1H], OKRIN 1H [OKRI1H]
PAROM 1H [PARO1H], TURMI 1H [TURM1H]
ARRIVALS
(RWY 21)
RADAR CONTROL REQUIRED



FEET	METERS
QNH (QFE)	
2800 (800)	
1800 (495)	

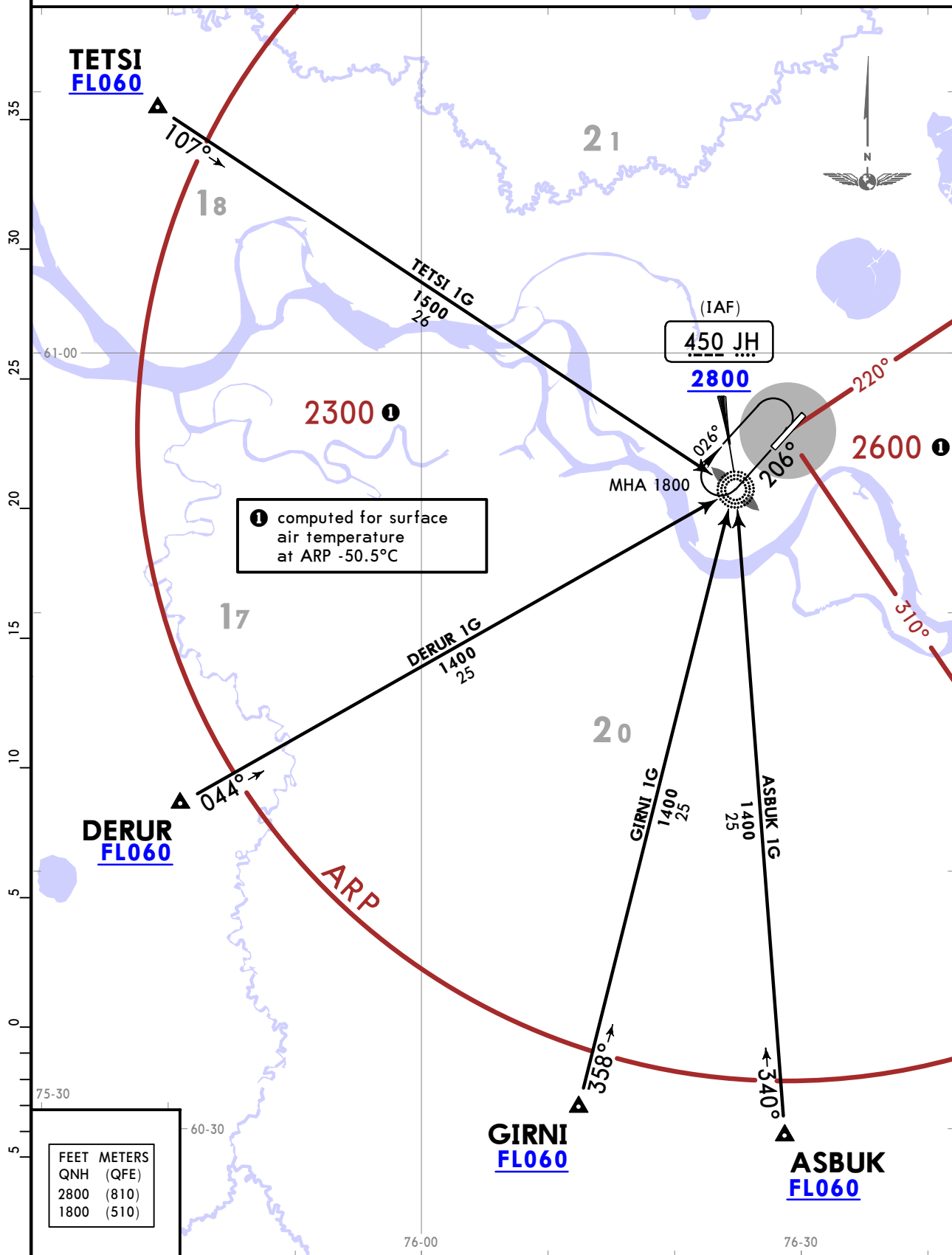
CHANGES: Altitude at PAROM, MSA.

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USNN/NJC NIZHNEVARTOVSK

ATIS 126.6	Apt Elev 178	Alt Set: hPa (MM on request) Trans level: FL060 FL070 when pressure is less than 1013 hPa (760 mm) FL080 when pressure is less than 977 hPa (733 mm)
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**ASBUK 1G [ASBU1G], DERUR 1G [DERU1G]
GIRNI 1G [GIRN1G], TETSI 1G [TETS1G]**
ARRIVALS
(RWY 03)
RADAR CONTROL REQUIRED



FEET METERS	
QNH (QFE)	
2800 (810)	
1800 (510)	

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JEPPESEN NIZHNEVARTOVSK, RUSSIA

11 APR 25 10-2L Eff 17 Apr

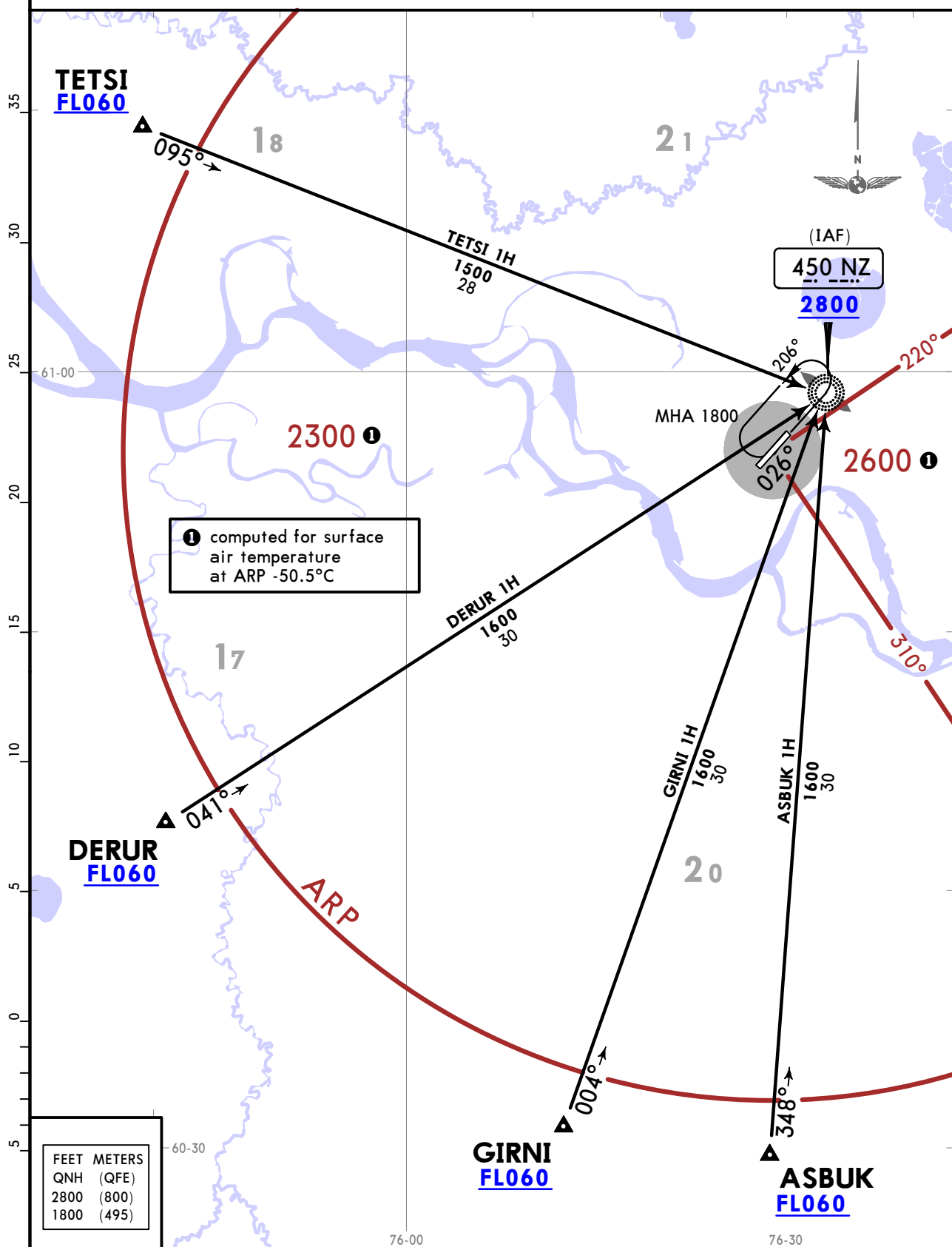
STAR

ATIS
126.6

Apt Elev
178

Alt Set: hPa (MM on request)
Trans level: FL060
FL070 when pressure is less than 1013 hPa (760 mm)
FL080 when pressure is less than 977 hPa (733 mm)

ASBUK 1H [ASBU1H], DERUR 1H [DERU1H]
GIRNI 1H [GIRN1H], TETSI 1H [TETS1H]
ARRIVALS
(RWY 21)
RADAR CONTROL REQUIRED



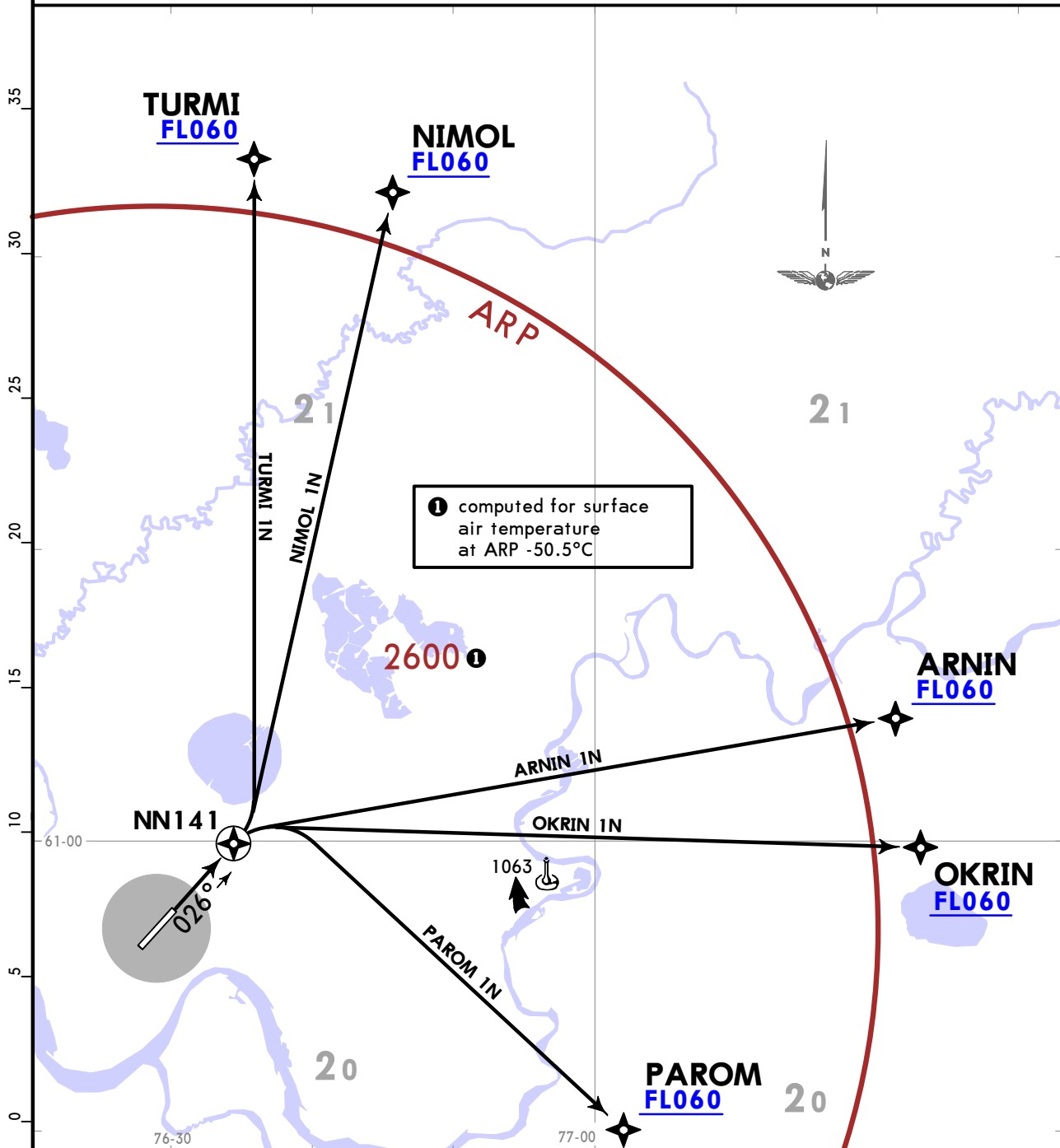
FEET	METERS
QNH (QFE)	
2800 (800)	
1800 (495)	

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JEPPESEN NIZHNEVARTOVSK, RUSSIA
11 APR 25 **10-3** Eff 17 Apr **RNAV SID**

Apt Elev 178	Trans alt: 5000 QNH (QFE on request)
	RNAV 1 GNSS required
	EXPECT close-in obstacle.

ARNIN 1N [ARNI1N], NIMOL 1N [NIMO1N]
OKRIN 1N [OKRI1N], PAROM 1N [PARO1N]
TURMI 1N [TURM1N]
RNAV DEPARTURES
(RWY 03)



These procedures require the following minimum climb gradients due to airspace structure:
ARNIN 1N, NIMOL 1N, OKRIN 1N, TURMI 1N: 3.7% up to FL060.
PAROM 1N: 4.7% up to FL060.
 Or as instructed by ATS.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.7% V/V (fpm)	357	476	714	952	1190	1428

FEET	METERS
QNH	QFE
5000	(1500)

USNN/NJC
NIZHNEVARTOVSK

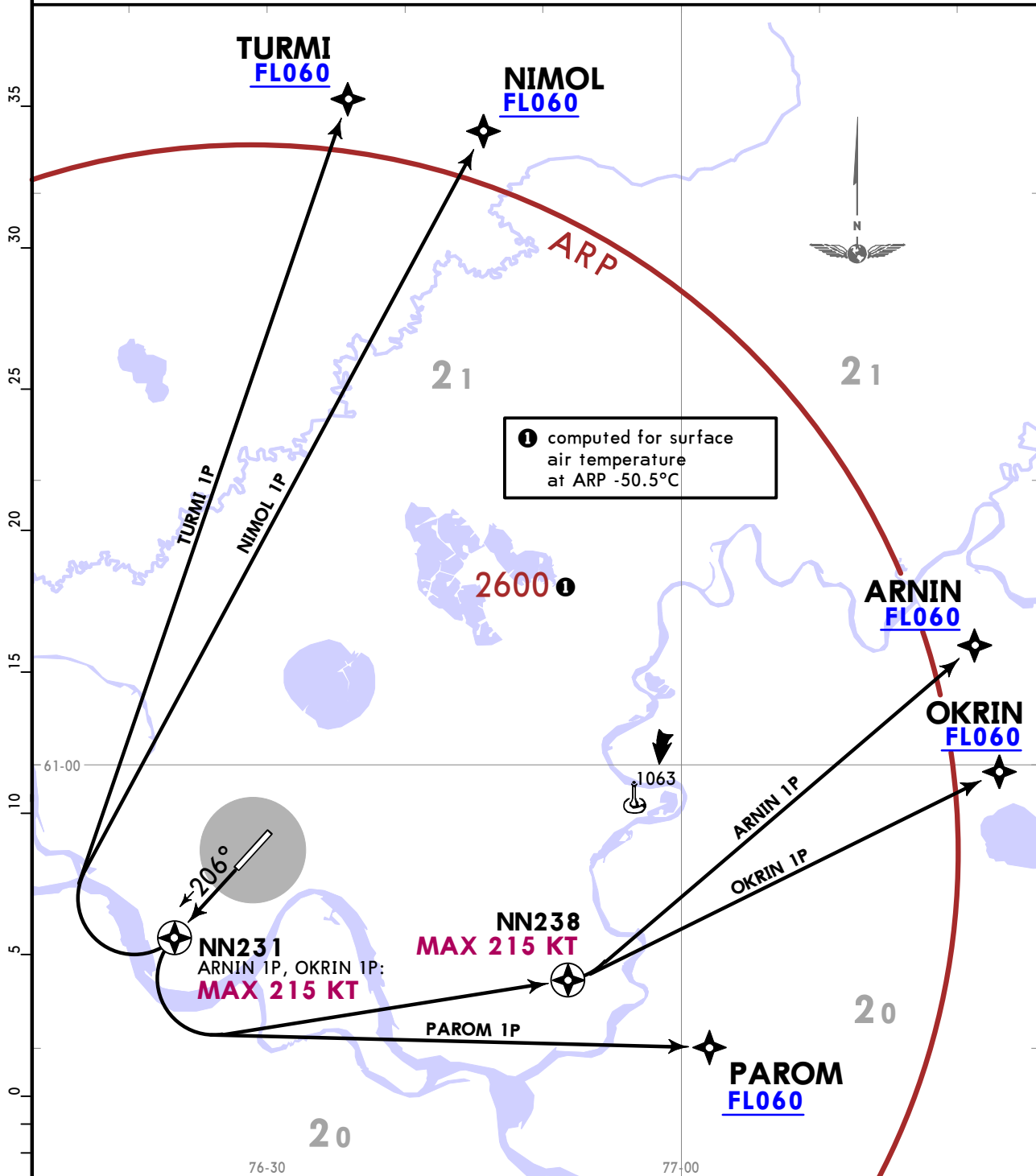
JEPPESEN NIZHNEVARTOVSK, RUSSIA
11 APR 25 **(10-3A)** Eff 17 Apr **RNAV SID**

Apt Elev
178

Trans alt: 5000 QNH (QFE on request)

RNAV 1 GNSS required

ARNIN 1P [ARNI1P], NIMOL 1P [NIMO1P]
OKRIN 1P [OKRI1P], PAROM 1P [PARO1P]
TURMI 1P [TURM1P]
RNAV DEPARTURES
(RWY 21)



① computed for surface air temperature at ARP -50.5°C

NN231
ARNIN 1P, OKRIN 1P:
MAX 215 KT

NN238
MAX 215 KT

PAROM 1P
This SID requires a minimum climb gradient of 3.8% up to FL060 due to airspace structure, or as instructed by ATS.

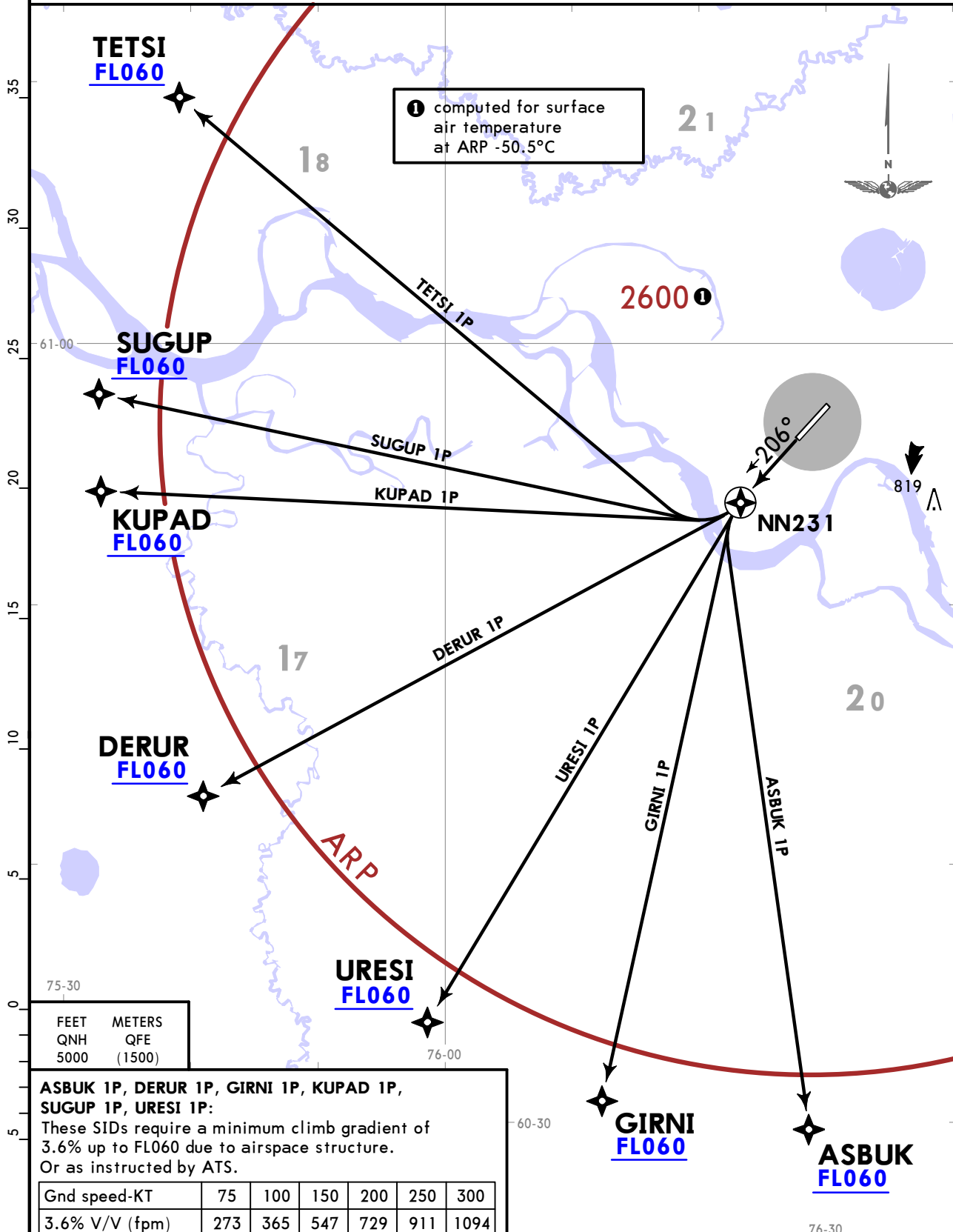
Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

FEET	METERS
QNH	QFE
5000	(1500)

USNN/NJC
NIZHNEVARTOVSK

Apt Elev 178	RNAV 1	GNSS required	Trans alt: 5000	QNH (QFE on request)
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ASBUK 1P [ASBU1P], DERUR 1P [DERU1P]
GIRNI 1P [GIRN1P], KUPAD 1P [KUPA1P]
SUGUP 1P [SUGU1P], TETSI 1P [TETS1P]
URES1 1P [URES1P]
RNAV DEPARTURES
(RWY 21)



① computed for surface air temperature at ARP -50.5°C

FEET	METERS
QNH	QFE
5000	(1500)

ASBUK 1P, DERUR 1P, GIRNI 1P, KUPAD 1P, SUGUP 1P, URES1 1P:
These SIDs require a minimum climb gradient of 3.6% up to FL060 due to airspace structure. Or as instructed by ATS.

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

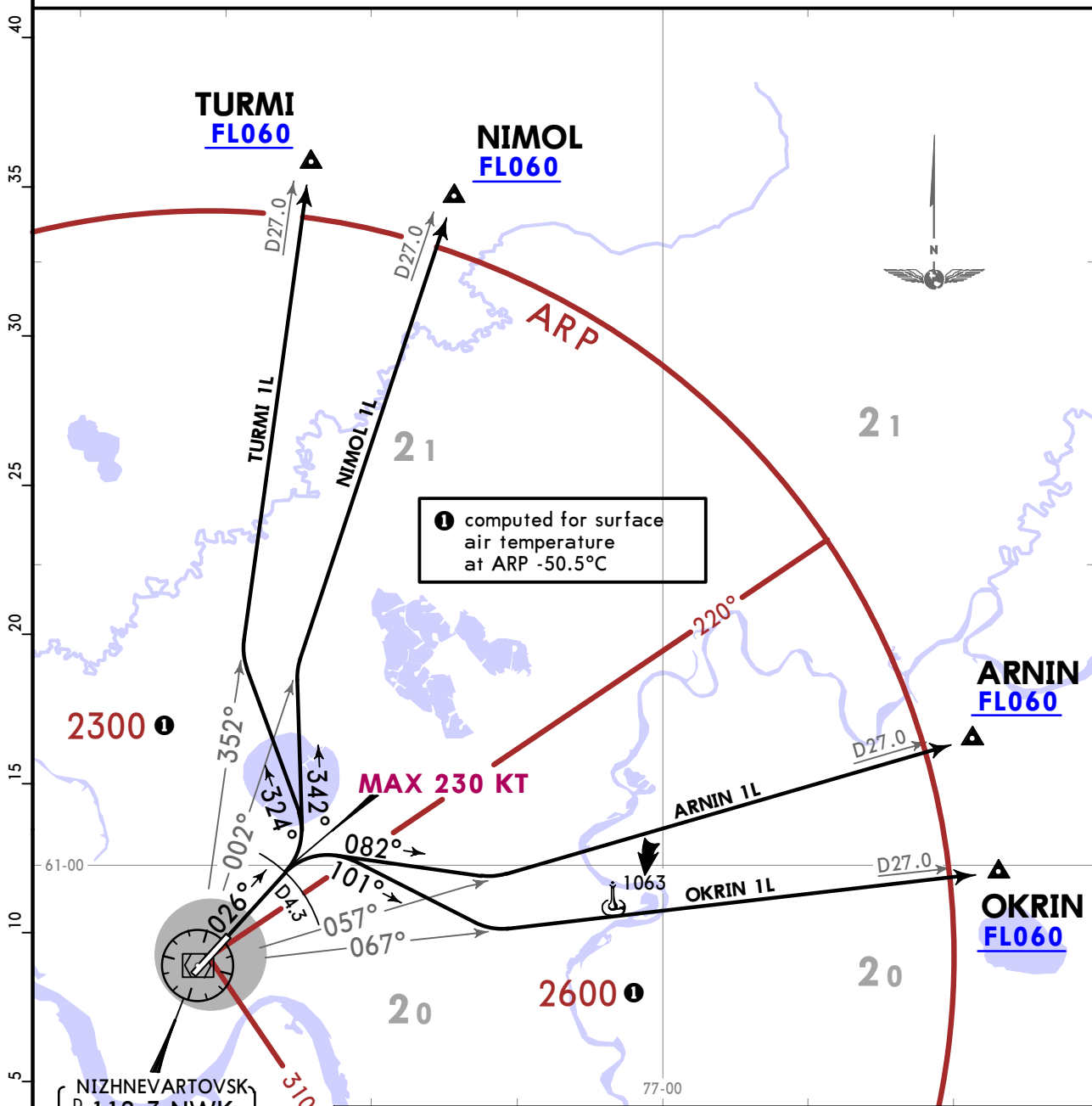
USNN/NWK
NIZHNEVARTOVSK

JEPPESEN NIZHNEVARTOVSK, RUSSIA
11 APR 25 **10-3D** Eff 17 Apr **SID**

Apt Elev
178

Trans alt: 5000 QNH (QFE on request)
DME or RADAR control required.

**ARNIN 1L [ARNI1L], NIMOL 1L [NIMO1L]
OKRIN 1L [OKRI1L], TURMI 1L [TURM1L]
DEPARTURES
(RWY 03)**



Close-In Obstacle
RWY 03 - MAX 218,
0.1 NM from DER, RIGHT and LEFT of take-off heading.

These SIDs require a minimum climb gradient
of
3.7% up to FL060 due to airspace structure.

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

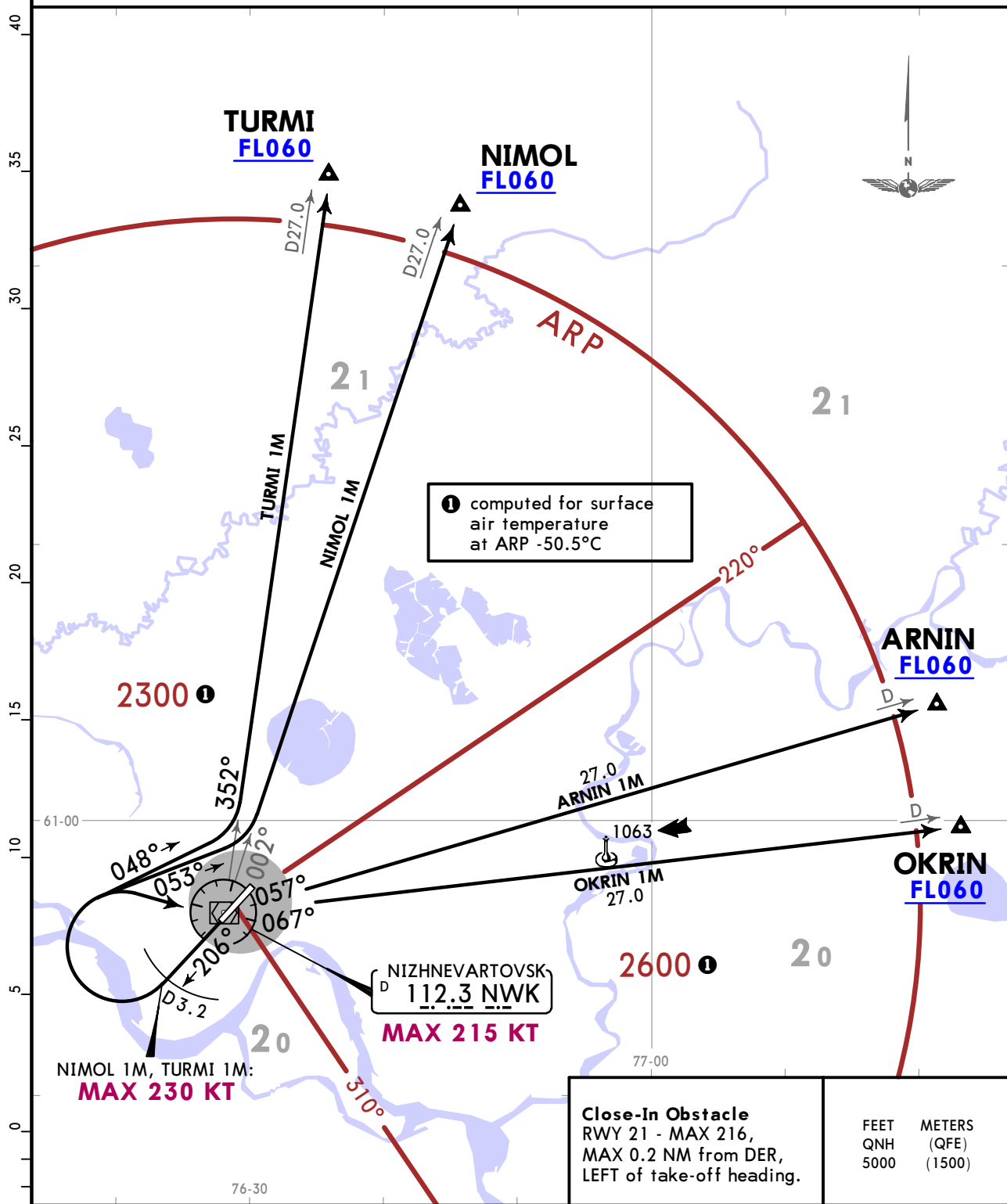
FEET METERS
QNH (QFE)
5000 (1500)

SID	ROUTING
ARNIN 1L	Climb on 026° track to D4.3 NWK, turn RIGHT, 082° track, intercept NWK R057 to ARNIN.
NIMOL 1L	Climb on 026° track to D4.3 NWK, turn LEFT, 342° track, intercept NWK R002 to NIMOL.
OKRIN 1L	Climb on 026° track to D4.3 NWK, turn RIGHT, 101° track, intercept NWK R067 to OKRIN.
TURMI 1L	Climb on 026° track to D4.3 NWK, turn LEFT, 324° track, intercept NWK R352 to TURMI.

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Apt Elev 178
 Trans alt: 5000 QNH (QFE on request)
 DME or RADAR control required.

ARNIN 1M [ARNI1M], NIMOL 1M [NIMO1M]
OKRIN 1M [OKRI1M], TURMI 1M [TURM1M]
DEPARTURES
(RWY 21)



① computed for surface air temperature at ARP -50.5°C

NIZHNEVARTOVSK
 D 112.3 NWK
MAX 215 KT

NIMOL 1M, TURMI 1M:
MAX 230 KT

Close-In Obstacle
 RWY 21 - MAX 216,
 MAX 0.2 NM from DER,
 LEFT of take-off heading.

FEET	METERS
QNH	(QFE)
5000	(1500)

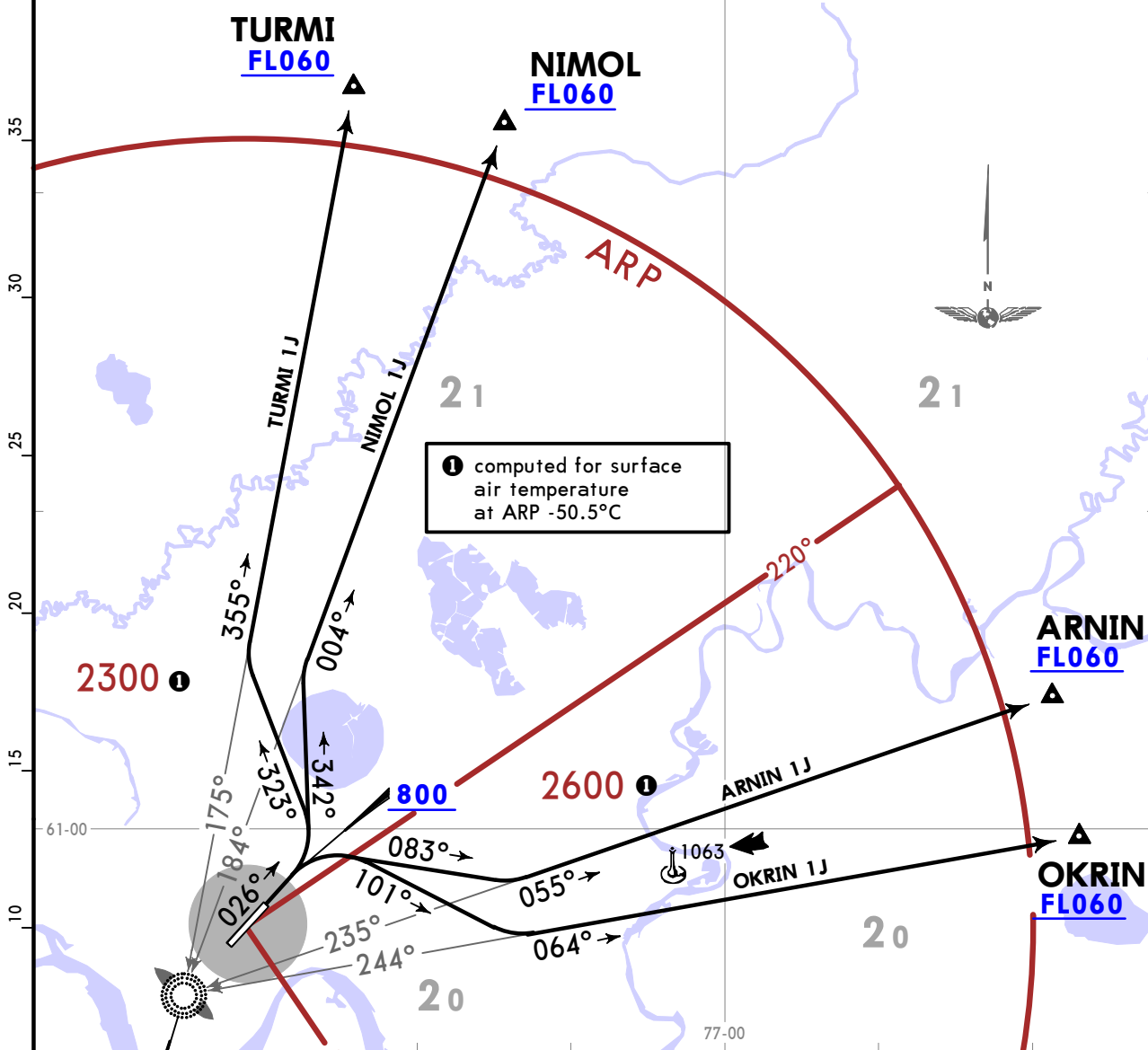
SID	ROUTING
ARNIN 1M	Climb on 206° track to D3.2 NWK, turn RIGHT to NWK VOR, NWK R057 to ARNIN.
NIMOL 1M	Climb on 206° track to D3.2 NWK, turn RIGHT, 053° track, intercept NWK R002 to NIMOL.
OKRIN 1M	Climb on 206° track to D3.2 NWK, turn RIGHT to NWK VOR, NWK R067 to OKRIN.
TURMI 1M	Climb on 206° track to D3.2 NWK, turn RIGHT, 048° track, intercept NWK R352 to TURMI.

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JEPPESSEN NIZHNEVARTOVSK, RUSSIA
11 APR 25 **10-3F** **Eff 17 Apr** **SID**

Apt Elev 178
Trans alt: 5000 QNH (QFE on request)
Turn before DER is prohibited.

ARNIN 1J [ARNI1J], NIMOL 1J [NIMO1J]
OKRIN 1J [OKRI1J], TURMI 1J [TURM1J]
DEPARTURES
(RWY 03)
RADAR CONTROL REQUIRED



Close-In Obstacle
RWY 03 - 200,
0.1 NM from runway 21, right of take-off heading.

These SIDs require a minimum climb gradient of 3.7% up to FL060 due to airspace structure.

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

FEET	METERS
QNH (QFE)	
5000 (1500)	
800 (205)	

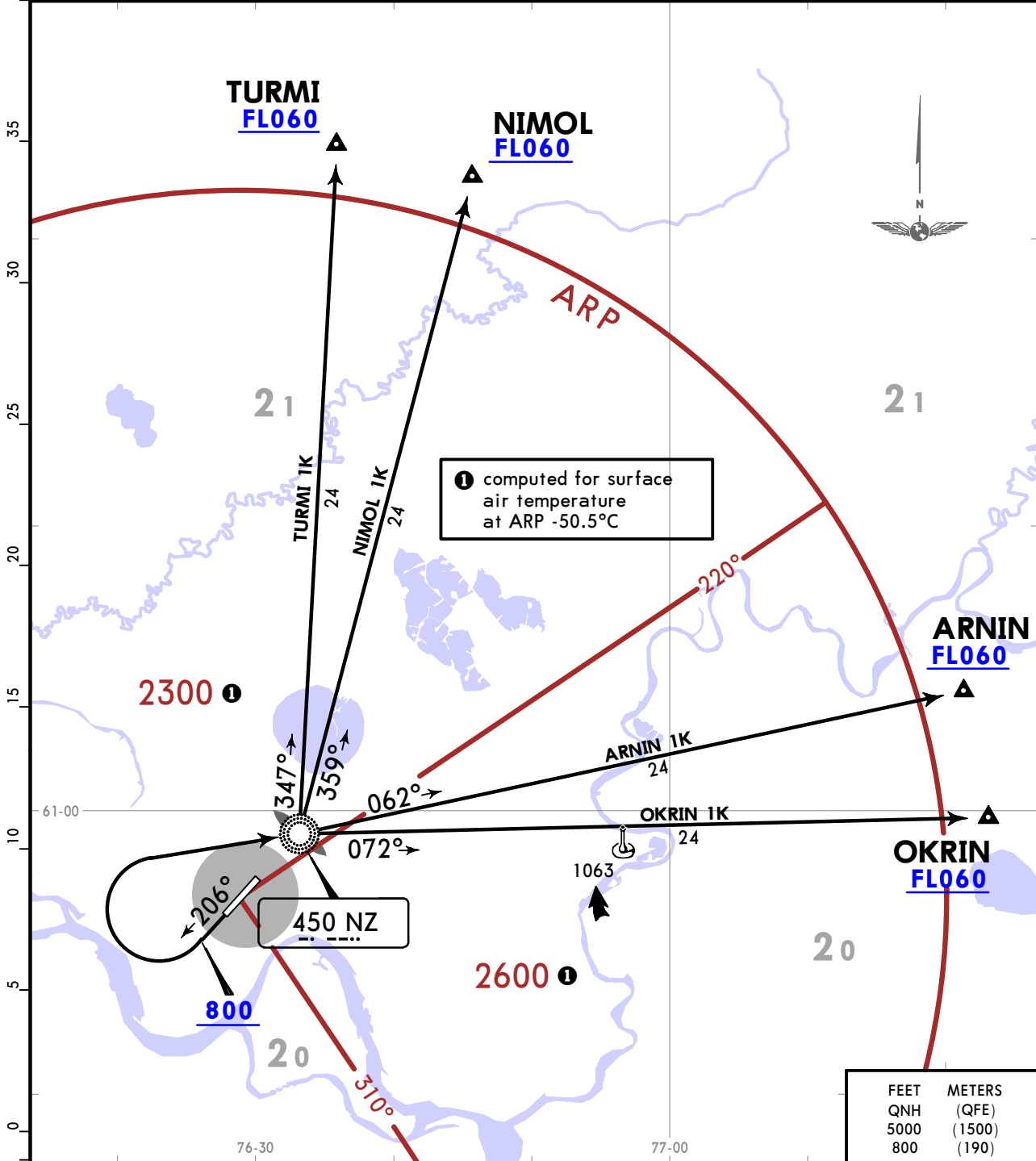
SID	ROUTING
ARNIN 1J	Climb on 026° track to at or above 800, turn RIGHT, 083° track, intercept 055° bearing from JH to ARNIN.
NIMOL 1J	Climb on 026° track to at or above 800, turn LEFT, 342° track, intercept 004° bearing from JH to NIMOL.
OKRIN 1J	Climb on 026° track to at or above 800, turn RIGHT, 101° track, intercept 064° bearing from JH to OKRIN.
TURMI 1J	Climb on 026° track to at or above 800, turn LEFT, 323° track, intercept 355° bearing from JH to TURMI.

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JEPPESEN NIZHNEVARTOVSK, RUSSIA
 11 APR 25 **10-3G** Eff 17 Apr **SID**

Apt Elev 178
 Trans alt: 5000 QNH (QFE on request)
 Turn before DER is prohibited.

ARNIN 1K [ARNI1K], NIMOL 1K [NIMO1K]
OKRIN 1K [OKRI1K], TURMI 1K [TURM1K]
DEPARTURES
(RWY 21)
RADAR CONTROL REQUIRED

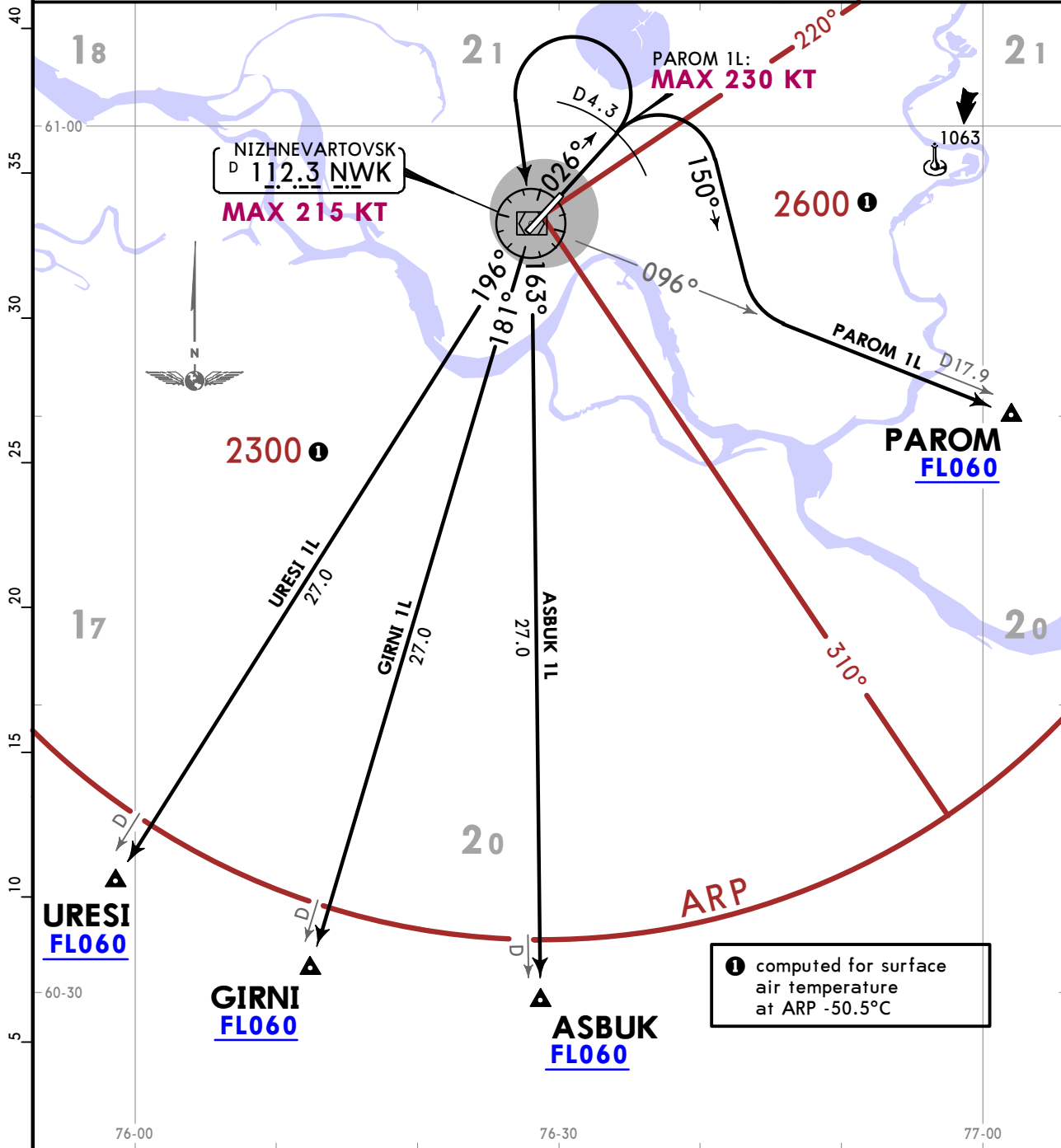


SID	ROUTING
ARNIN 1K	Climb on 206° track to at or above 800, turn RIGHT to NZ, then proceed on 062° bearing to ARNIN.
NIMOL 1K	Climb on 206° track to at or above 800, turn RIGHT to NZ, then proceed on 359° bearing to NIMOL.
OKRIN 1K	Climb on 206° track to at or above 800, turn RIGHT to NZ, then proceed on 072° bearing to OKRIN.
TURMI 1K	Climb on 206° track to at or above 800, turn RIGHT to NZ, then proceed on 347° bearing to TURMI.

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Apt Elev 178
Trans alt: 5000 QNH (QFE on request)
DME or RADAR control required.

**ASBUK 1L [ASBU1L], GIRNI 1L [GIRN1L]
PAROM 1L [PARO1L], URESI 1L [URES1L]
DEPARTURES
(RWY 03)**



Close-In Obstacle
RWY 03 - MAX 218,
0.1 NM from DER, RIGHT
and LEFT of take-off heading.

PAROM 1L:
This SID requires a minimum climb gradient of 4.2% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

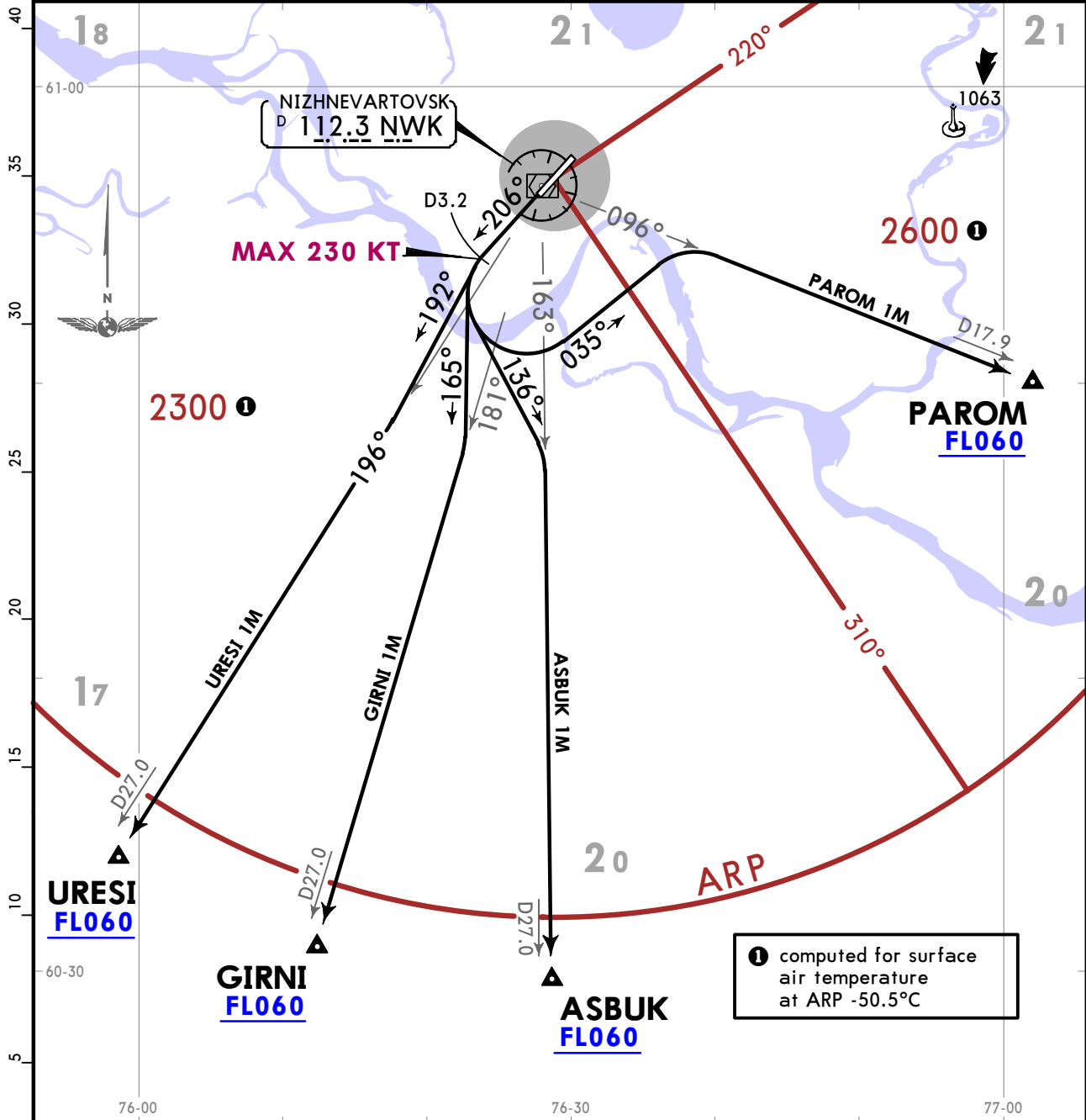
FEET METERS
QNH (QFE)
5000 (1500)

SID	ROUTING
ASBUK 1L	Climb on 026° track to D4.3 NWK, turn LEFT to NWK VOR, NWK R163 to ASBUK.
GIRNI 1L	Climb on 026° track to D4.3 NWK, turn LEFT to NWK VOR, NWK R181 to GIRNI.
PAROM 1L	Climb on 026° track to D4.3 NWK, turn RIGHT, 150° track, intercept NWK R096 to PAROM.
URESI 1L	Climb on 026° track to D4.3 NWK, turn LEFT to NWK VOR, NWK R196 to URESI.

USNN/NWK
NIZHNEVARTOVSK

Apt Elev 178 Trans alt: 5000 QNH (QFE on request)
 DME or RADAR control required required.

**ASBUK 1M [ASBU1M], GIRNI 1M [GIRN1M]
 PAROM 1M [PARO1M], URESI 1M [URES1M]
 DEPARTURES
 (RWY 21)**



Close-In Obstacle
 RWY 21 - MAX 216,
 MAX 0.2 NM from DER,
 LEFT of take-off heading.

These SIDs require the following minimum climb gradients due to airspace structure:
ASBUK 1M: 3.4% up to FL060.
GIRNI 1M, URESI 1M: 3.7% up to FL060.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
3.7% V/V (fpm)	281	375	562	749	937	1124

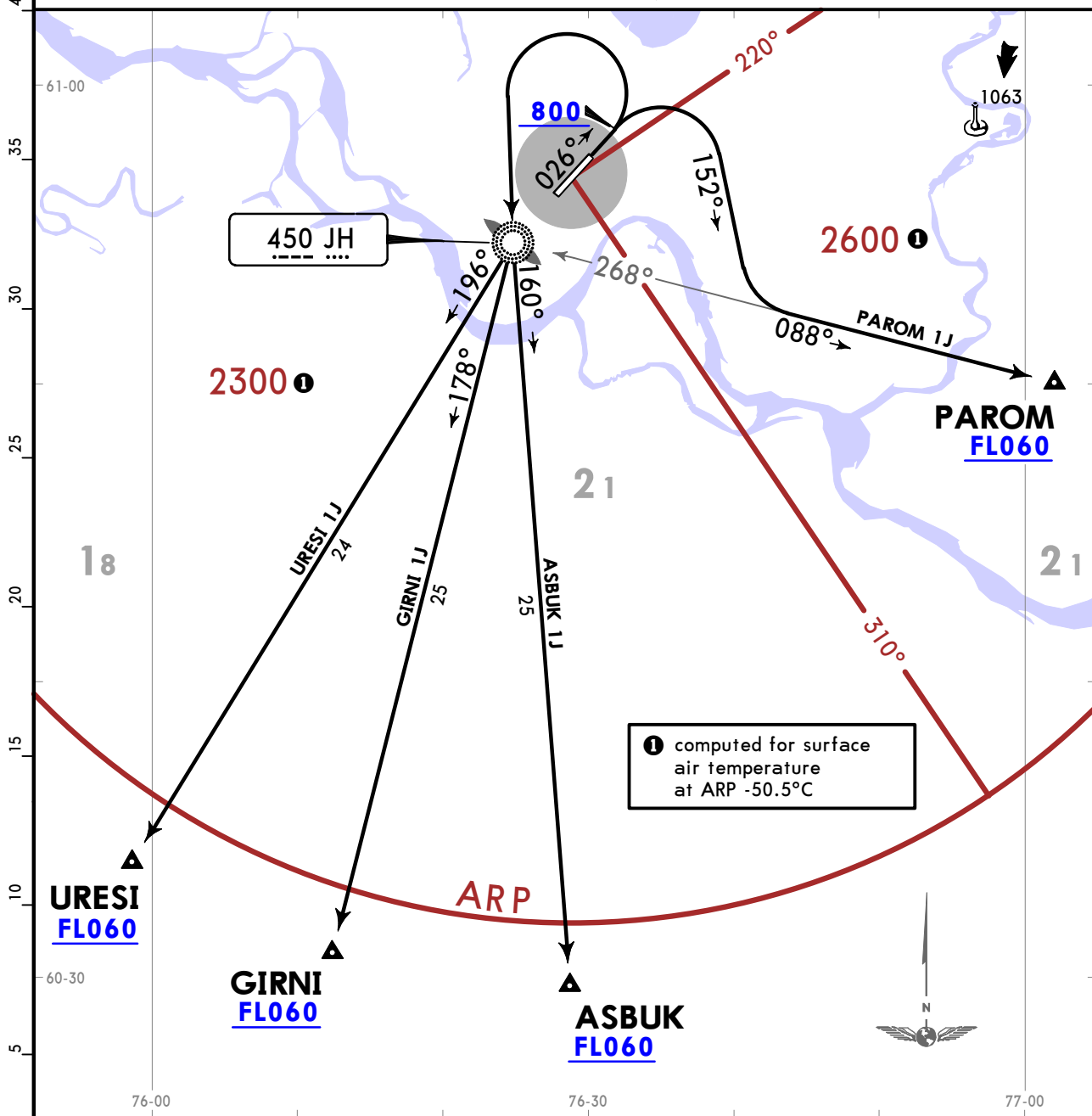
FEET	METERS
QNH	(QFE)
5000	(1500)

SID	ROUTING
ASBUK 1M	Climb on 206° track to D3.2 NWK, turn LEFT, 136° track, intercept NWK R163 to ASBUK.
GIRNI 1M	Climb on 206° track to D3.2 NWK, turn LEFT, 165° track, intercept NWK R181 to GIRNI.
PAROM 1M	Climb on 206° track to D3.2 NWK, turn LEFT, 035° track, intercept NWK R096 to PAROM.
URESI 1M	Climb on 206° track to D3.2 NWK, turn LEFT, 192° track, intercept NWK R196 to URESI.

USNN/NJC
NIZHNEVARTOVSK

Apt Elev 178
Trans alt: 5000 QNH (QFE on request)
Turn before DER is prohibited.

**ASBUK 1J [ASBU1J], GIRNI 1J [GIRN1J]
PAROM 1J [PARO1J], URESI 1J [URES1J]
DEPARTURES
(RWY 03)
RADAR CONTROL REQUIRED**



① computed for surface air temperature at ARP -50.5°C

Close-In Obstacle
RWY 03 - 200,
0.1 NM from runway 21,
right of take-off heading.

PAROM 1J:
This SID requires a minimum climb gradient of 4.6% up to FL060, due to airspace structure. Or as instructed by ATS.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397

FEET	METERS
QNH (QFE)	(1500)
5000	
800	(205)

SID	ROUTING
ASBUK 1J	Climb on 026° track to at or above 800, turn LEFT to JH, 160° bearing to ASBUK.
GIRNI 1J	Climb on 026° track to at or above 800, turn LEFT to JH, 178° bearing to GIRNI.
PAROM 1J	Climb on 026° track to at or above 800, turn RIGHT, 152° track, intercept 088° bearing from JH to PAROM.
URESI 1J	Climb on 026° track to at or above 800, turn LEFT to JH, 196° bearing to URESI.

USNN/NJC
NIZHNEVARTOVSK

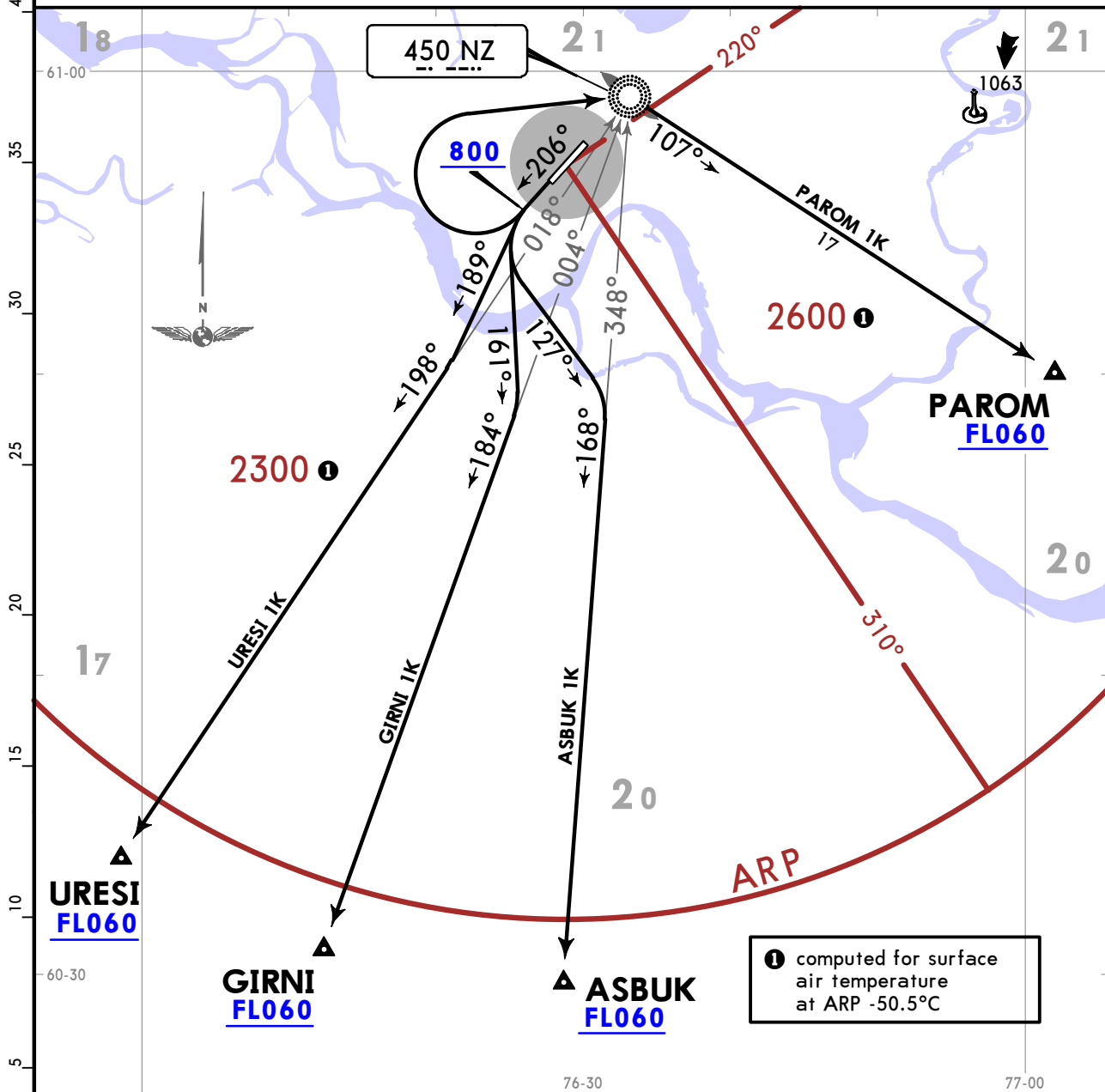
Apt Elev 178
Trans alt: 5000 QNH (QFE on request)
Turn before DER is prohibited.

ASBUK 1K [ASBU1K], GIRNI 1K [GIRN1K]
PAROM 1K [PARO1K], URESI 1K [URES1K]

DEPARTURES

(RWY 21)

RADAR CONTROL REQUIRED



These SIDs require the following minimum climb gradient due to airspace limitation:
GIRNI 1K, URESI 1K: 3.6% up to FL060, due to airspace structure. Or as instructed by ATS.

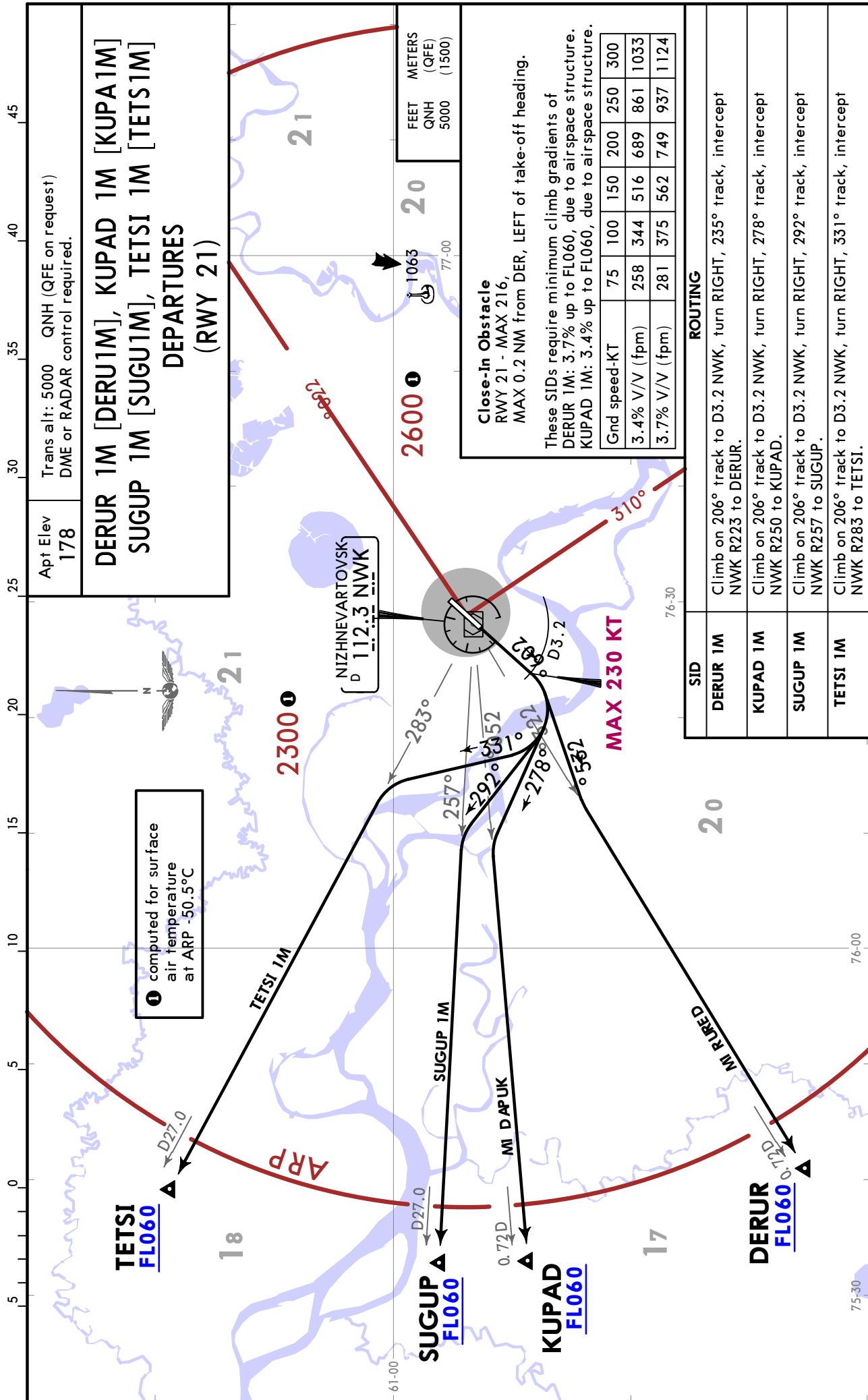
Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094

FEET	METERS
QNH (QFE)	(QFE)
5000	(1500)
800	(190)

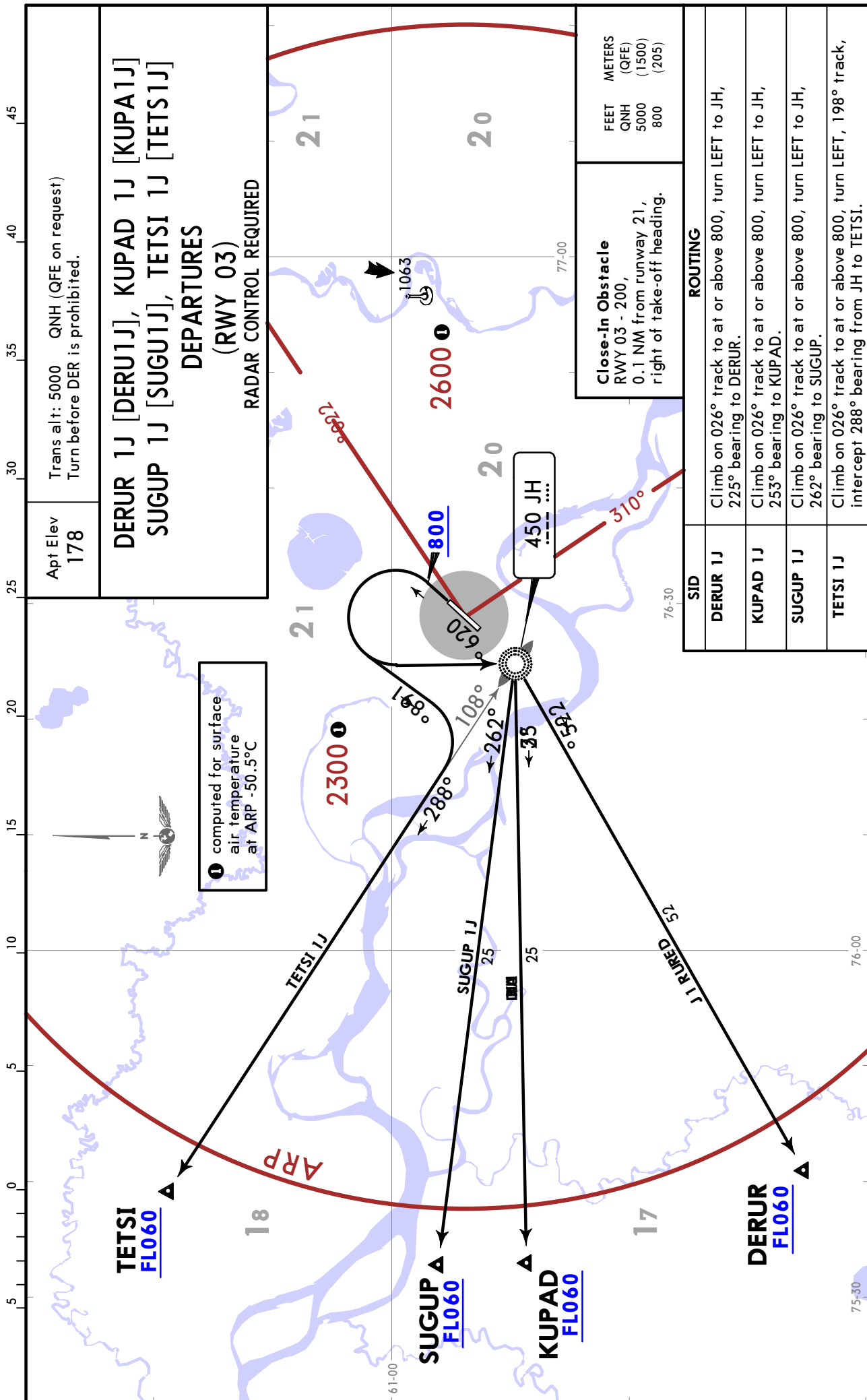
SID	ROUTING
ASBUK 1K	Climb on 206° track to at or above 800, turn LEFT, 127° track, intercept 168° bearing from NZ to ASBUK.
GIRNI 1K	Climb on 206° track to at or above 800, turn LEFT, 161° track, intercept 184° bearing from NZ to GIRNI.
PAROM 1K	Climb on 206° track to at or above 800, turn RIGHT to NZ, 107° bearing to PAROM.
URESI 1K	Climb on 206° track to at or above 800, turn LEFT, 189° track, intercept 198° bearing from NZ to URESI.

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NIZHNEVARTOVSK

JEPPesen NIZHNEVARTOVSK, RUSSIA
11 APR 25 **10-3N** Eff 17 Apr **SID**



USNN/NJC NIZHNEVARTOVSK



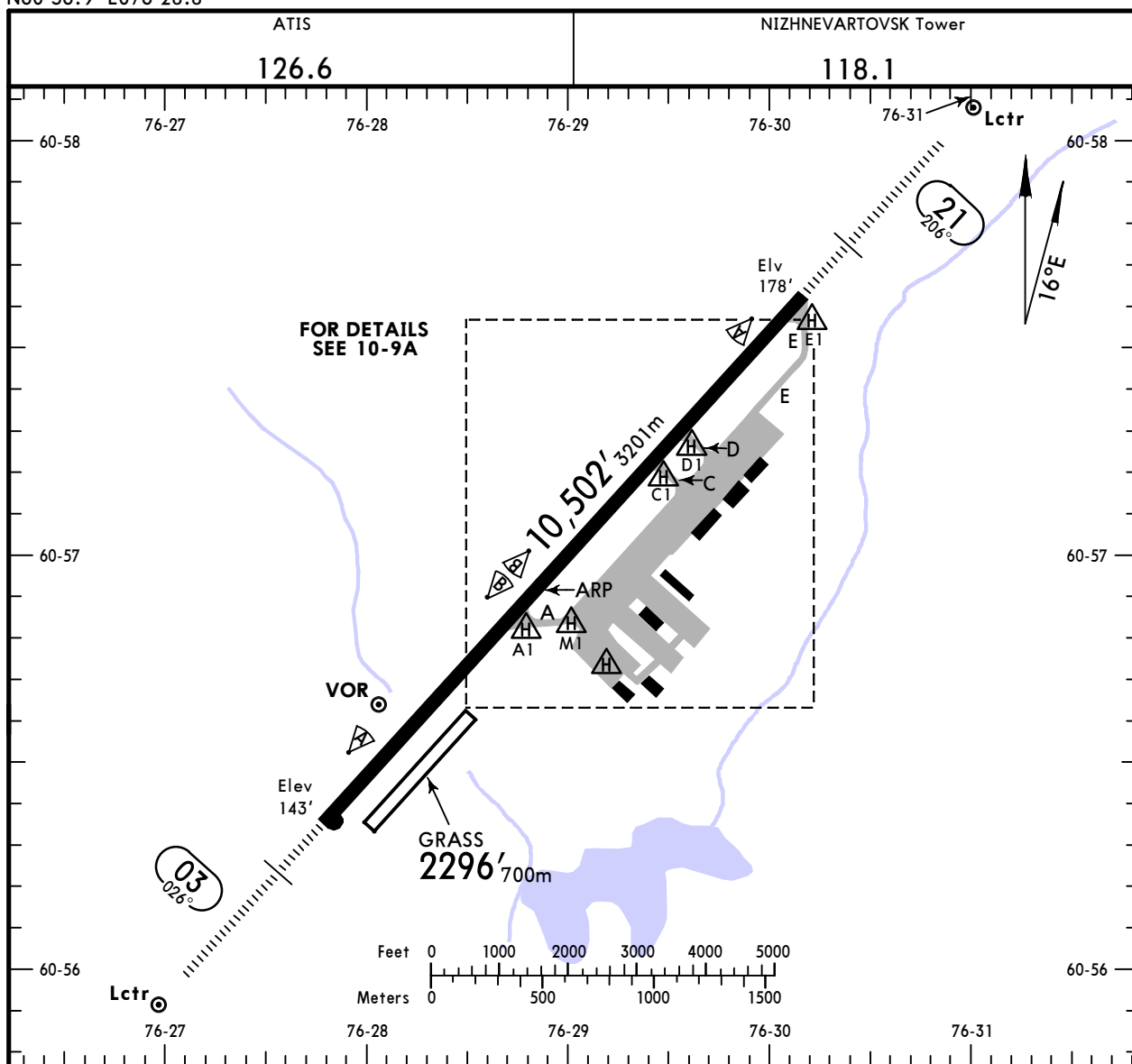
USNN/NJC

Apt Elev **178'**
N60 56.9 E076 28.8

JEPPesen NIZHNEVARTOVSK, RUSSIA

26 AUG 22 **(10-9)** Eff 8 Sep

NIZHNEVARTOVSK



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
	HIRL (60m)	HIALS	PAPI-L (angle 2.40°)	RVR	Threshold	Glide Slope		
03 21	HIRL (60m)	HIALS	PAPI-L (angle 2.40°)	RVR		9469' 2886m	①	197'
	HIRL (60m)	HIALS	PAPI-L (angle 3.00°)	RVR		9347' 2849m		60m
03 21	Grass runway							197' 60m

① TAKE-OFF RUN AVAILABLE

RWY 03:

from rwy head	10,502' (3201m)
twy A int	6631' (2021m)
twy C int	3294' (1004m)
twy D int	2680' (817m)

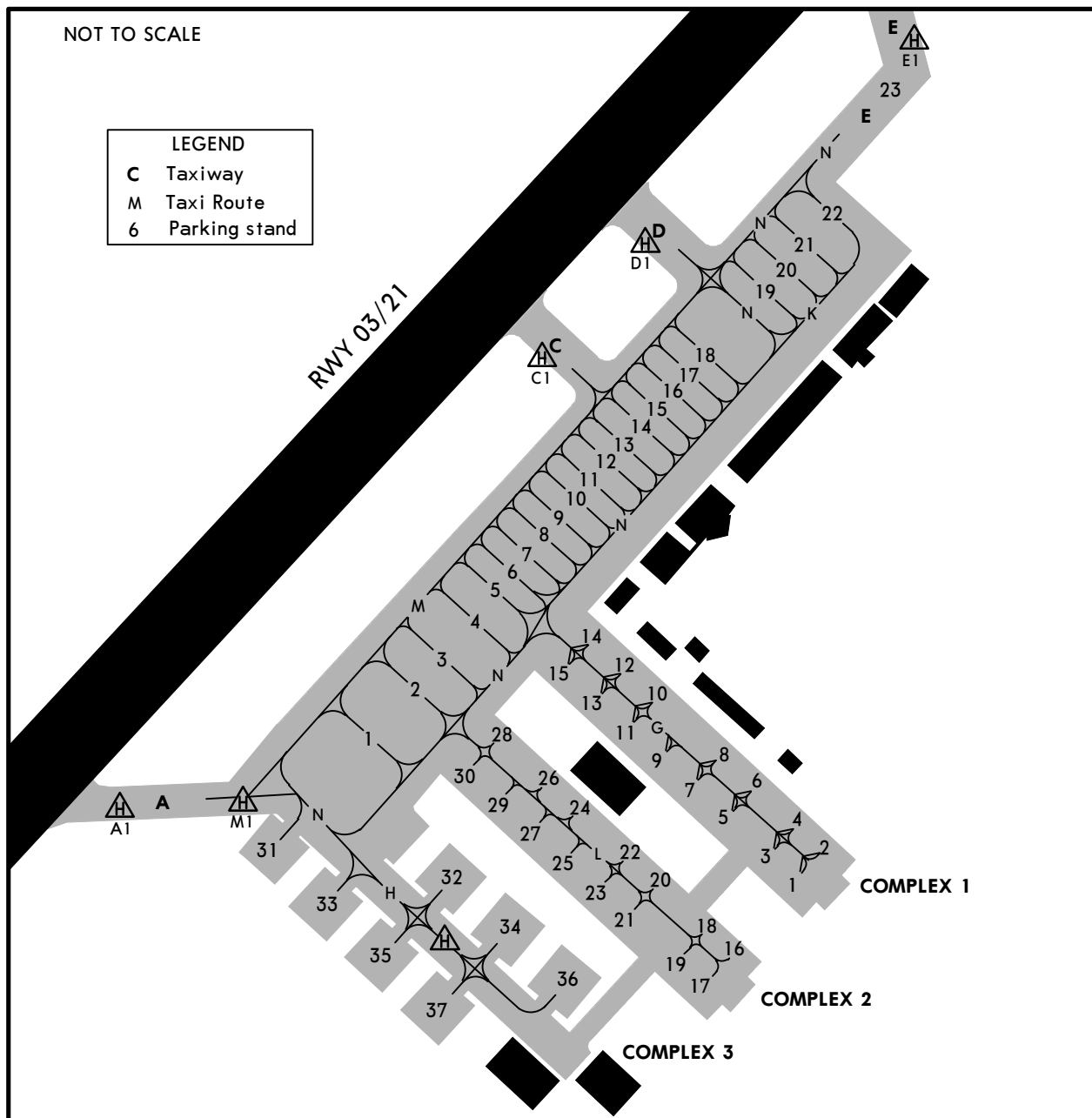
RWY 21:

From rwy head	10,502' (3201m)
twy D int	7822' (2384m)
twy C int	7208' (2197m)
twy A int	3871' (1180m)

Std

TAKE-OFF

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



NOT TO SCALE

LEGEND	
C	Taxiway
M	Taxi Route
6	Parking stand

INS COORDINATES NORTH

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N60 56.9 E076 29.2	13	N60 57.1 E076 29.6
4	N60 56.9 E076 29.3	22	N60 57.3 E076 29.9
5	N60 57.0 E076 29.3	23	N60 57.4 E076 30.1
6 thru 8	N60 57.0 E076 29.4		
9	N60 57.0 E076 29.5		

STRAIGHT-IN RWY		A	B	C	D
03	ILS Z, Y, X or W	343'(200') ① R550m R1200m	343'(200') ① R550m R1200m	343'(200') ① R550m R1200m	349'(206') ① R550m R1200m
	ALS out				
	GLS	343'(200') ① R550m R1200m	343'(200') ① R550m R1200m	343'(200') ① R550m R1200m	349'(206') ① R550m R1200m
	ALS out				
②	LOC Z, Y, X or W	490'(347') R900m R1500m	490'(347') R900m R1500m	490'(347') R900m R1600m	490'(347') R900m R1600m
②	RNP LNAV/VNAV	393'(250') ① R550m R1300m	397'(254') ① R600m R1300m	407'(264') ① R600m R1300m	416'(273') ① R600m R1300m
	ALS out				
②	RNP LNAV	500'(357') R900m R1500m	500'(357') R900m R1500m	500'(357') R900m R1600m	500'(357') R900m R1600m
	ALS out				
②	VOR Z or Y	490'(347') R900m R1500m	490'(347') R900m R1500m	490'(347') R900m R1600m	490'(347') R900m R1600m
	ALS out				
②	NDB	520'(377') R1000m R1500m	520'(377') R1000m R1500m	520'(377') R1000m R1700m	520'(377') R1000m R1700m
	ALS out				
21	ILS Z, Y, X or W	378'(200') ① R550m R1200m	378'(200') ① R550m R1200m	378'(200') ① R550m R1200m	378'(200') ① R550m R1200m
	ALS out				
	GLS	378'(200') ① R550m R1200m	378'(200') ① R550m R1200m	378'(200') ① R550m R1200m	378'(200') ① R550m R1200m
	ALS out				
②	LOC Z, Y, X or W with D2.1	540'(362') R1000m R1500m	540'(362') R1000m R1500m	540'(362') R1000m R1700m	540'(362') R1000m R1700m
②	LOC Z, Y, X or W w/o D2.1	590'(412') R1200m R1500m	590'(412') R1200m R1500m	590'(412') R1200m R1900m	590'(412') R1200m R1900m
②	RNP LNAV/VNAV	450'(272') ① R600m R1300m	459'(281') ① R650m R1400m	469'(291') ① R650m R1400m	479'(301') ① R700m R1400m
	ALS out				
②	RNP LNAV	570'(392') R1100m R1500m	570'(392') R1100m R1500m	570'(392') R1100m R1800m	570'(392') R1100m R1800m
	ALS out				
②	VOR Z or Y	610'(432') R1300m R1500m	610'(432') R1300m R1500m	610'(432') R1300m R2000m	610'(432') R1300m R2000m
	ALS out				
②	NDB	600'(422') R1300m R1500m	600'(422') R1300m R1500m	600'(422') R1300m R2000m	600'(422') R1300m R2000m
	ALS out				

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

② Continuous Descent Final Approach.

USNN/NJC

JEPPESEN

EASA AIR OPS

11 APR 25
Eff 17 Apr (10-9S1)

NIZHNEVARTOVSK, RUSSIA
NIZHNEVARTOVSK

CIRCLE-TO-LAND ①	100 KT	135 KT	180 KT	205 KT
	600' (422')	680' (502')	810' (632')	880' (702')
After VOR Z 21 or VOR Y 21	610' (432')	680' (502')	810' (632')	880' (702')
After NDB 21	660' (482')	680' (502')	810' (632')	880' (702')
	V1500m	V1600m	V2400m	V3600m

① Prohibited Southeast of airport.

TAKE-OFF

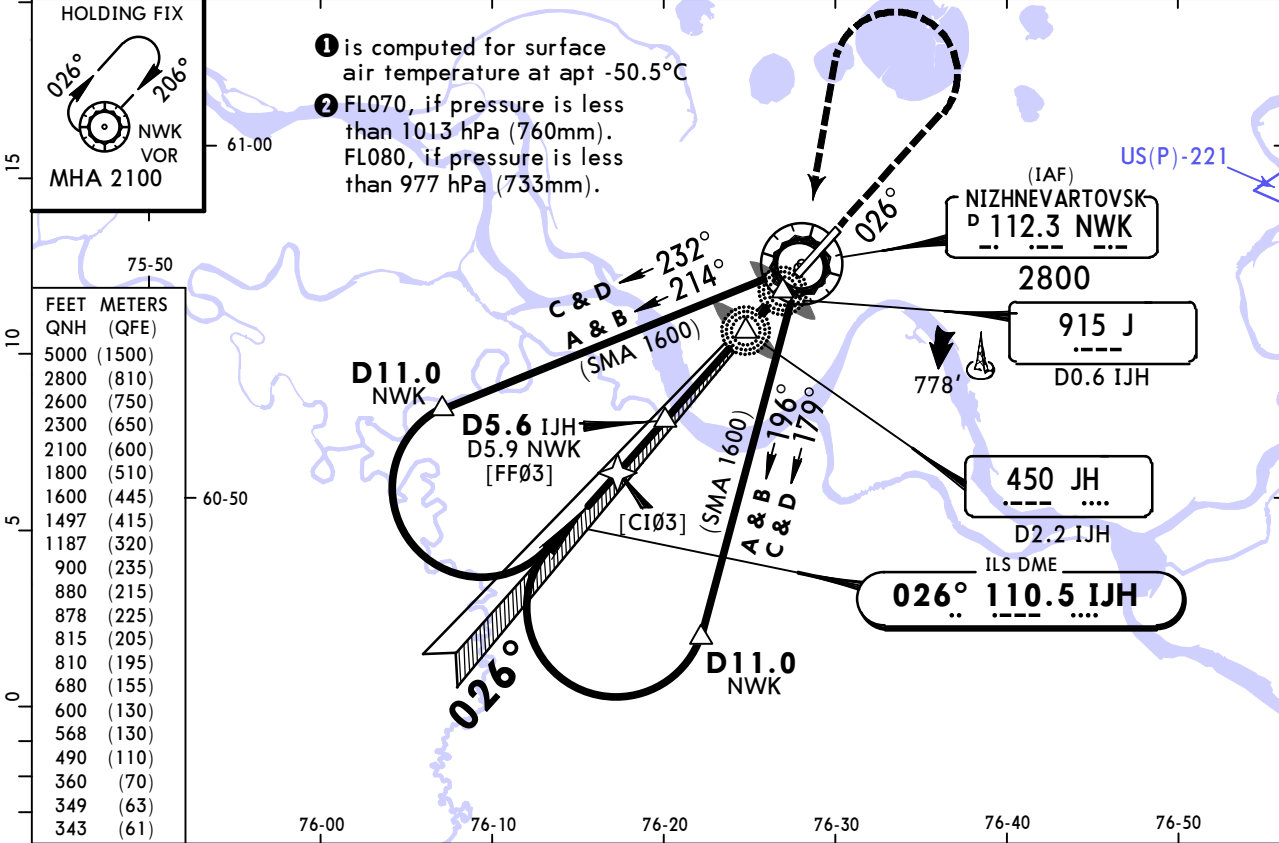
Low Visibility Procedures required		RL or RCLM	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required RL & RCLM & RVR				DAY	NIGHT
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R300m		R/V400m		R/V500m	NA

USNN/NJC
NIZHNEVARTOVSK

JEPPESEN NIZHNEVARTOVSK, RUSSIA
11 APR 25 (11-1) Eff 17 Apr ILS Z OR LOC Z Rwy 03

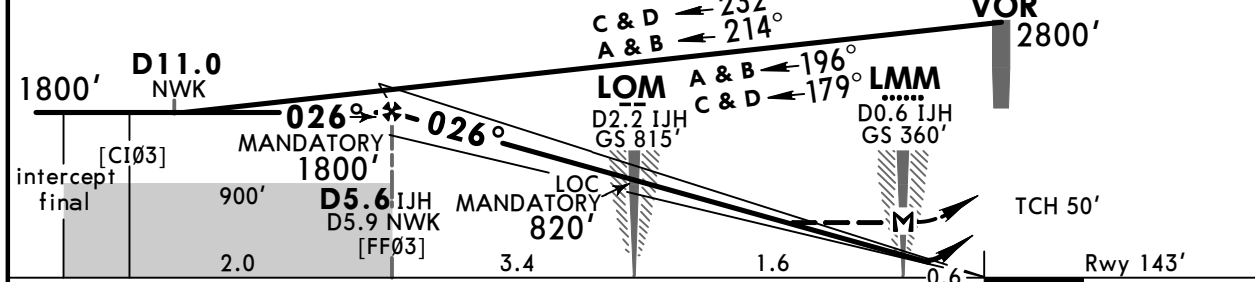
ATIS 126.6		NIZHNEVARTOVSK Radar (TWR) 120.4		NIZHNEVARTOVSK Tower 118.1		<p>MSA ARP ①</p>
LOC IJH 110.5	Final Apch Crs 026°	D5.6 IJH MANDATORY 1800' (1657')	ILS DA(H) Refer to Minimums	Apt Elev 178' Rwy 143'		
MISSED APCH: Climb on 026° to 1600' or above, then turn LEFT to VOR climbing to 2800' or above. Turn before MAP is prohibited.						

Alt Set: hPa (MM on req) Rwy Elev: 5 hPa Trans level: FL060 ② Trans alt: 5000'
 1. DME required. 2. DME IJH reads zero at RWY 03 thresh.



LOC (GS out)	NWK DME	4.9	3.8	2.7	1.6
	ALTITUDE	1497'	1187'	878'	568'

LOC: Pass LMM not below 360'.



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MIN 1600' on 026°	
ILS GS or LOC Descent Angle	2.67°	331	425	472	567	661		756
MAP at LMM. Timing not authorized for defining MAP.								

Std	STRAIGHT-IN LANDING		LOC (GS out)		CIRCLE-TO-LAND	
	ILS DA(H) ABC: 343' (200') D: 349' (206')	ALS out	LOC CDFA ② DA/MDA(H) 490' (347')	ALS out	Prohibited Southeast of airport	
A					Max KT	MDA(H)
B	① R550m	R1200m	R900m	R1500m	100	600' (422') V1500m
C				R1600m	135	680' (502') V1600m
D					180	810' (632') V2400m
					205	880' (702') V3600m

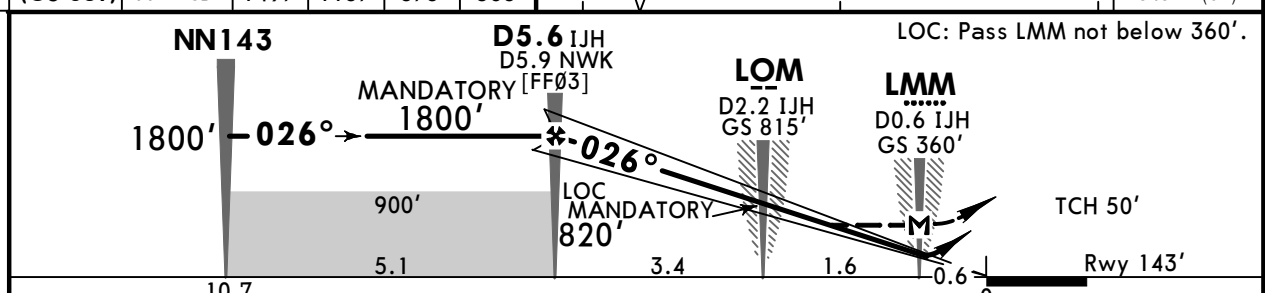
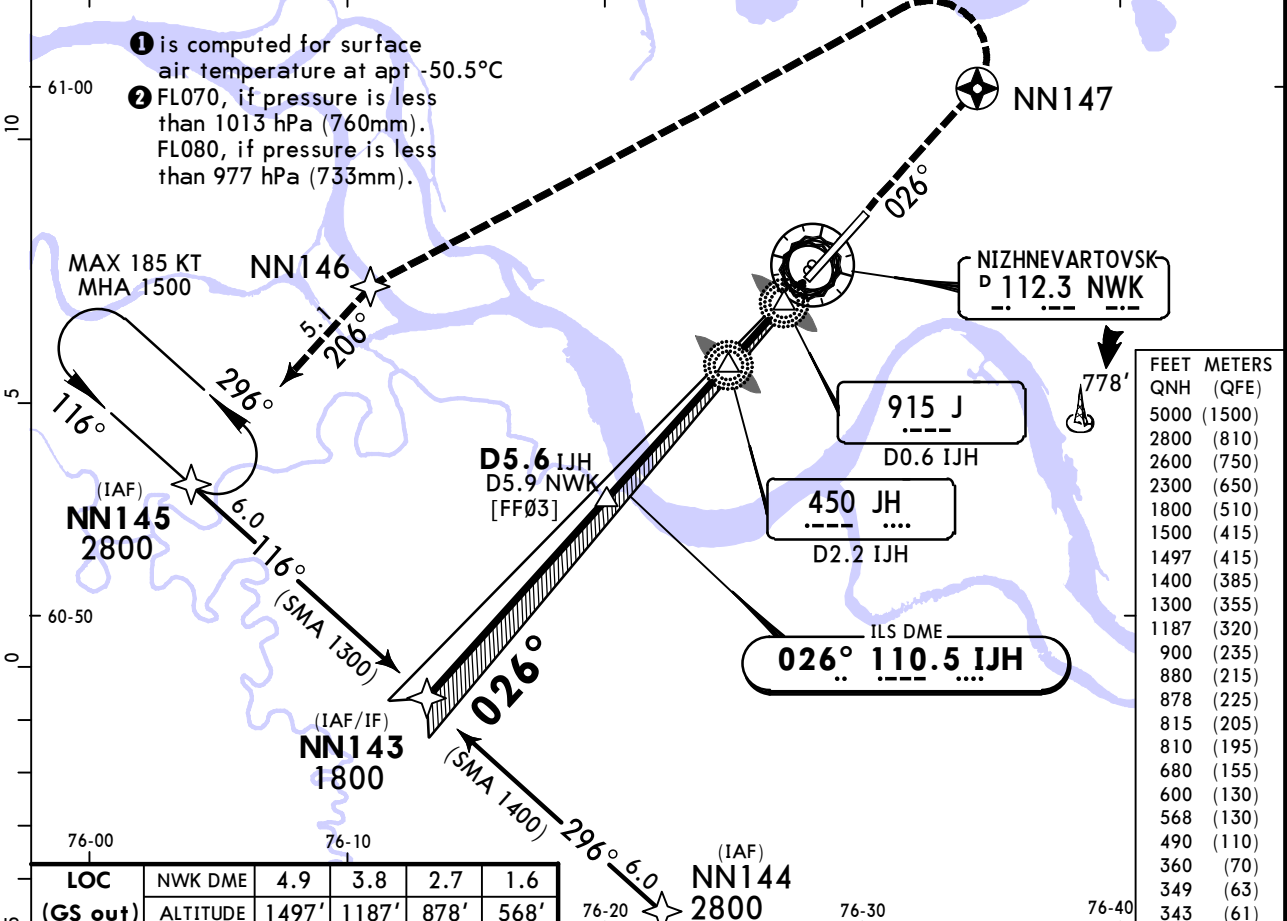
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
 ② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

USNN/NJC
NIZHNEVARTOVSK

11 APR 25 **11-2** Eff 17 Apr

JEPPESEN NIZHNEVARTOVSK, RUSSIA
ILS Y OR LOC Y Rwy 03

ATIS 126.6		NIZHNEVARTOVSK Radar (TWR) 120.4		NIZHNEVARTOVSK Tower 118.1		<p>MSA ARP ①</p>
LOC IJH 110.5	Final Apch Crs 026°	D5.6 IJH MANDATORY 1800' (1657')	ILS DA(H) Refer to Minimums	Apt Elev 178' Rwy 143'		
MISSED APCH: Climb on 026° to NN147, then turn LEFT to NN146 then to NN145 climbing to 2800' or above.						
Alt Set: hPa (MM on req)		Rwy Elev: 5 hPa		Trans level: FL060 ②		Trans alt: 5000'
RNAV 1 required for initial and missed apch.			1. GNSS required 2. DME required for LOC (GS out).			
3. ILS DME reads zero at rwy 03 thresh.						



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle	2.67°	331	425	472	567	756	
MAP at LMM. Timing not authorized for defining MAP.							

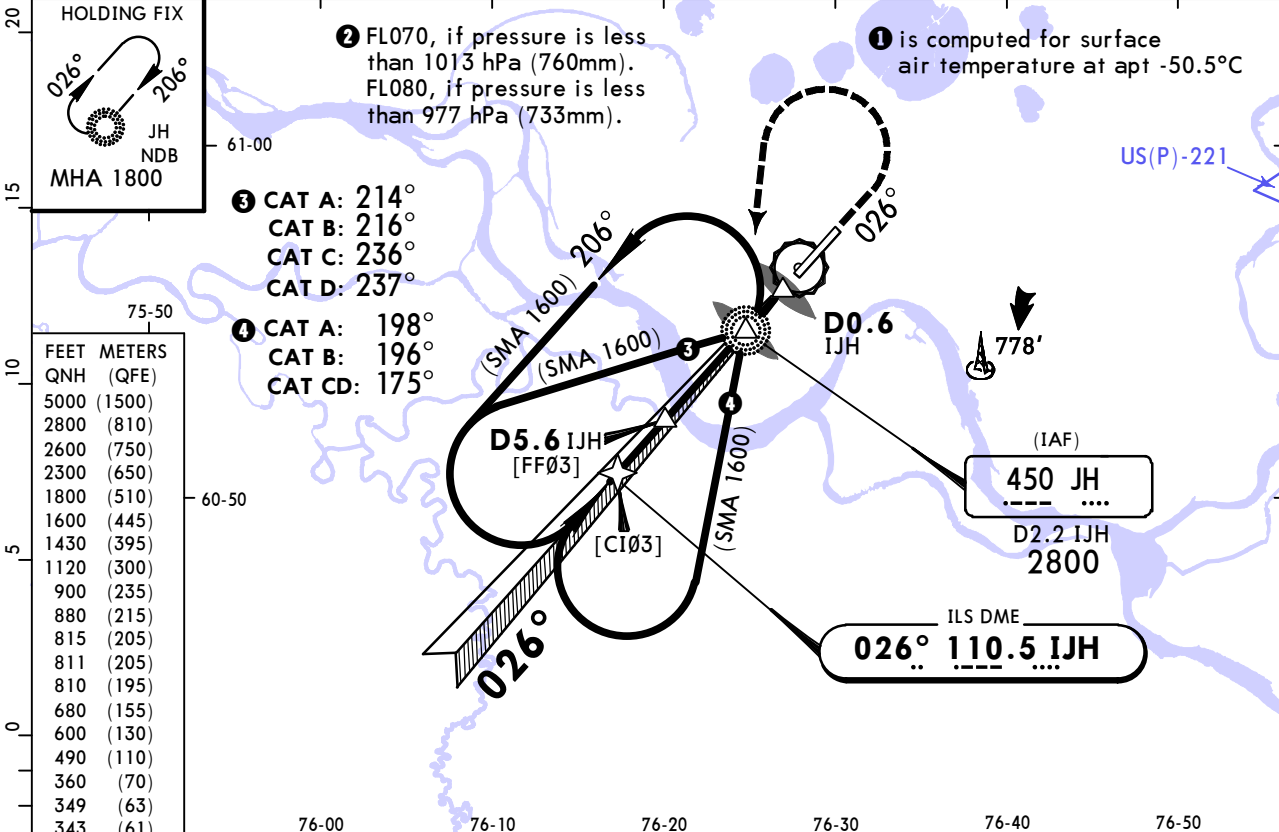
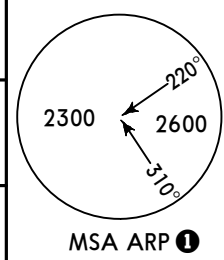
	STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	ALS out	ALS out	ALS out	Max KT	MDA(H)
A	ILS DA(H) ABC: 343' (200') D: 349' (206')	LOC (GS out) CDFA ② DA/MDA(H) 490' (347')		100	600' (422') V1500m
B	1 R550m	R1200m	R900m	135	680' (502') V1600m
C				180	810' (632') V2400m
D				205	880' (702') V3600m

① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.
CHANGES: MSA, VOR ident, note. © JEPPESEN, 2020, 2025. ALL RIGHTS RESERVED.

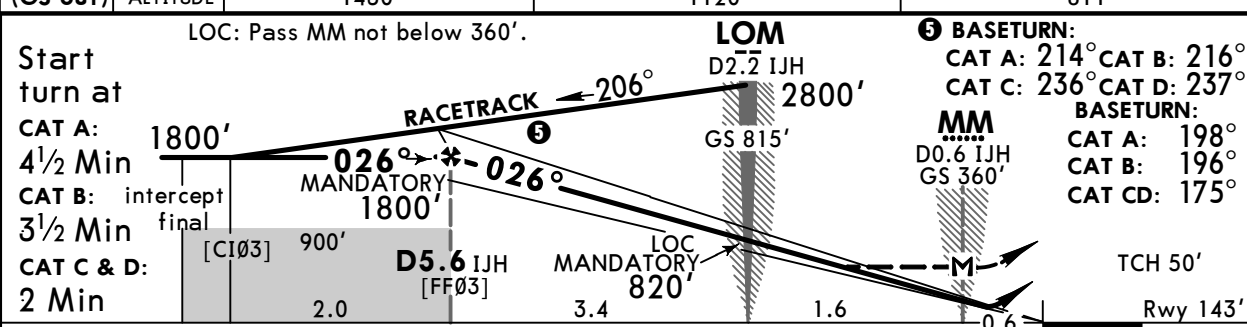
USNN/NJC NIZHNEVARTOVSK

JEYPESEN NIZHNEVARTOVSK, RUSSIA
30 MAY 25 **11-3** Eff 12 Jun ILS X OR LOC X Rwy 03

ATIS 126.6		NIZHNEVARTOVSK Radar (TWR) 120.4		NIZHNEVARTOVSK Tower 118.1	
LOC IJH 110.5	Final Apch Crs 026°	D5.6 IJH MANDATORY 1800' (1657')	ILS DA(H) Refer to Minimums	Apt Elev 178' Rwy 143'	
MISSED APCH: Climb on 026° to 1600' or above, then turn LEFT to JH NDB climbing to 2800' or above. Turn before MAP is prohibited.					
Alt Set: hPa (MM on req)		Rwy Elev: 5 hPa	Trans level: FL060 2		Trans alt: 5000'
1. Radar control required for LOC (GS out). 2. ILS DME reads zero at rwy 03 thresh.					



LOC (GS out)	IJH DME	4.3	3.2	2.2
	ALTITUDE	1430'	1120'	811'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MIN 1600' on 026°
ILS GS or LOC Descent Angle	2.67°	331	425	472	567	661	
MAP at MM. Timing not authorized for defining MAP.							

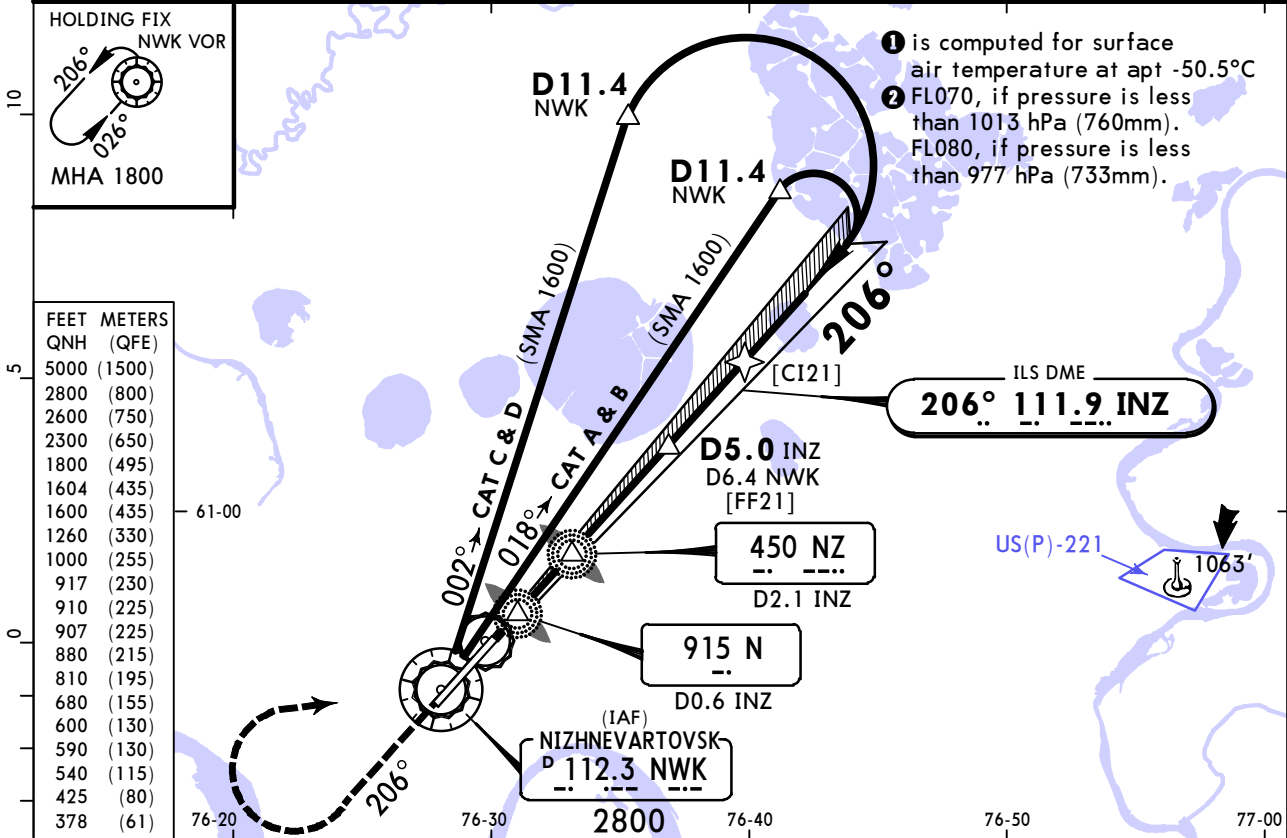
Std	STRAIGHT-IN LANDING		LOC (GS out)		CIRCLE-TO-LAND	
	ILS DA(H) ABC: 343' (200') D: 349' (206')	ALS out	CDFA DA/MDA(H) 490' (347')	ALS out	Prohibited Southeast of airport	
A					Max KT	MDA(H)
B	1 R550m	R1200m	R900m	R1500m	100	600' (422') V1500m
C					135	680' (502') V1600m
D					180	810' (632') V2400m
					205	880' (702') V3600m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

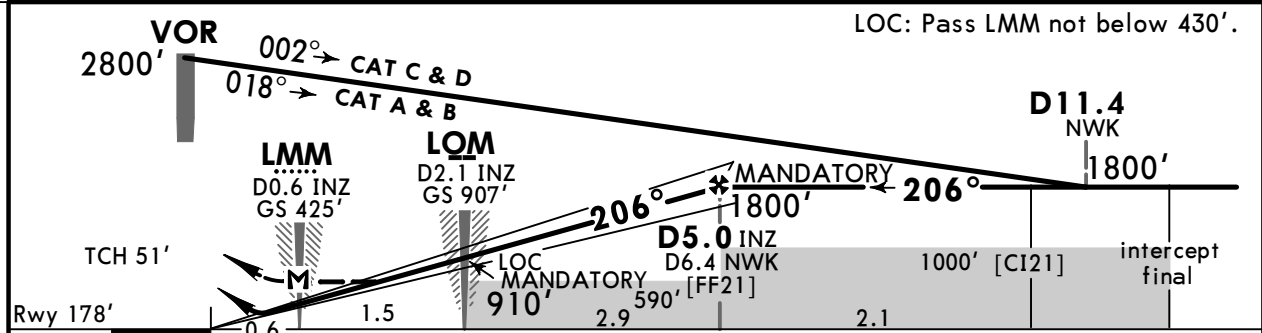
USNN/NJC
NIZHNEVARTOVSK

JEPPESSEN NIZHNEVARTOVSK, RUSSIA
11 APR 25 **11-5** Eff 17 Apr ILS Z OR LOC Z Rwy 21

ATIS 126.6		NIZHNEVARTOVSK Radar (TWR) 120.4		NIZHNEVARTOVSK Tower 118.1		<p>MSA ARP ①</p>
LOC INZ 111.9	Final Apch Crs 206°	D5.0 INZ MANDATORY 1800' (1622')	ILS DA(H) 378' (200')	Apt Elev 178' Rwy 178'		
MISSED APCH: Climb on 206° to 1800' or above, then turn RIGHT to VOR climbing to 2800' or above.						
Alt Set: hPa (MM on req)		Rwy Elev: 7 hPa		Trans level: FL060 ②		Trans alt: 5000'
1. DME required. 2. ILS DME reads zero at rwy 21 threshold.						



LOC	INZ DME	2.2	3.2	4.3
(GS out)	ALTITUDE	917'	1260'	1604'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	MIN 1800' on 206°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at LMM. Timing not authorized for defining MAP.								

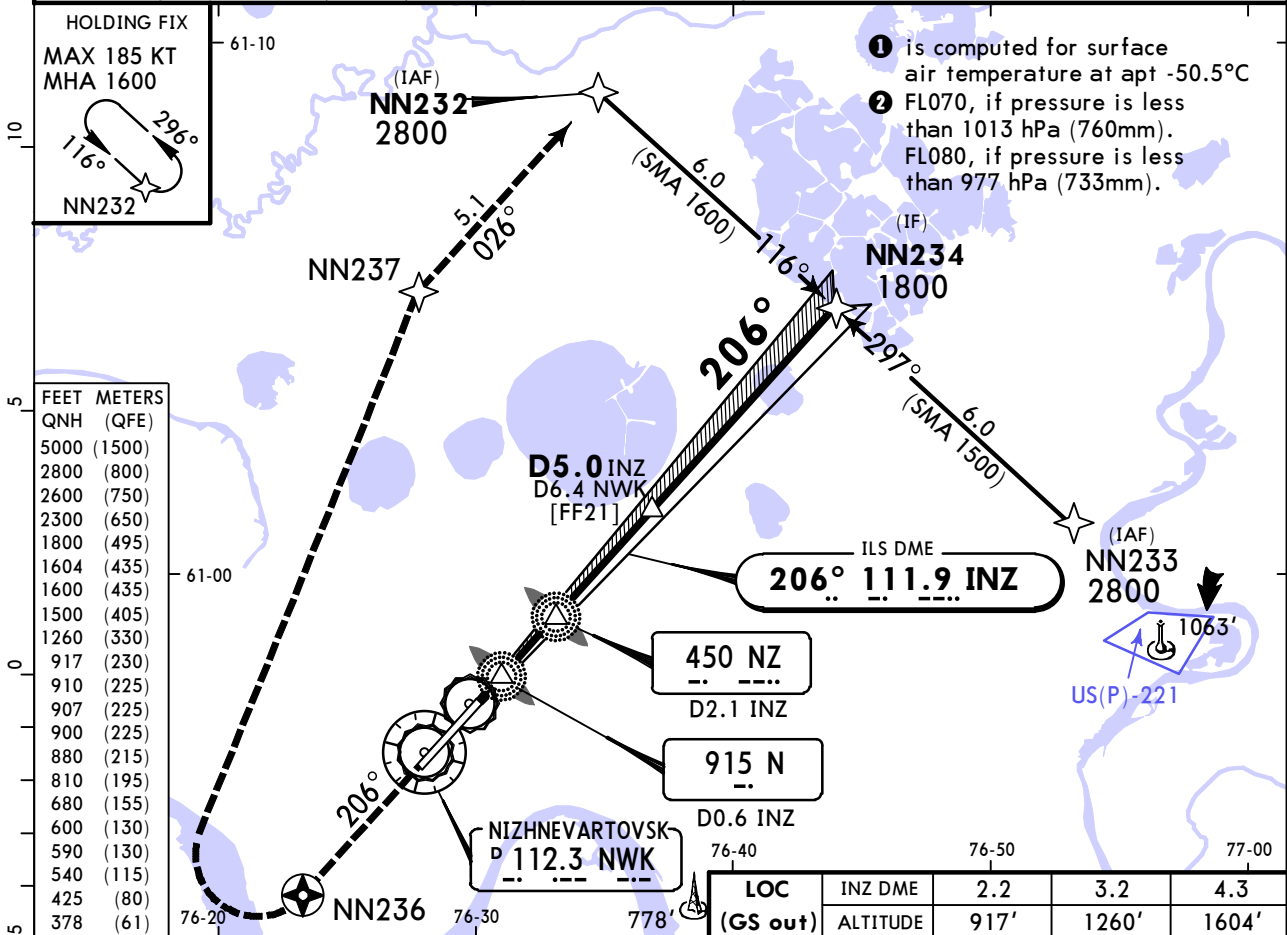
PANS OPS	ILS			STRAIGHT-IN LANDING LOC (GS out)			CIRCLE-TO-LAND		
	with D2.1 INZ CDFA		w/o D2.1 INZ CDFA		with D2.1 INZ CDFA		Prohibited Southeast of airport		Max KT
	DA(H) 378' (200')	ALS out	DA/MDA(H) 540' (362')	ALS out	DA/MDA(H) 590' (412')	ALS out	MDA(H)		
A							600' (422')	V1500m	
B	R550m	R1200m	R1000m	R1500m	R1200m	R1500m	680' (502')	V1600m	
C				R1700m		R1900m	810' (632')	V2400m	
D							880' (702')	V3600m	

① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

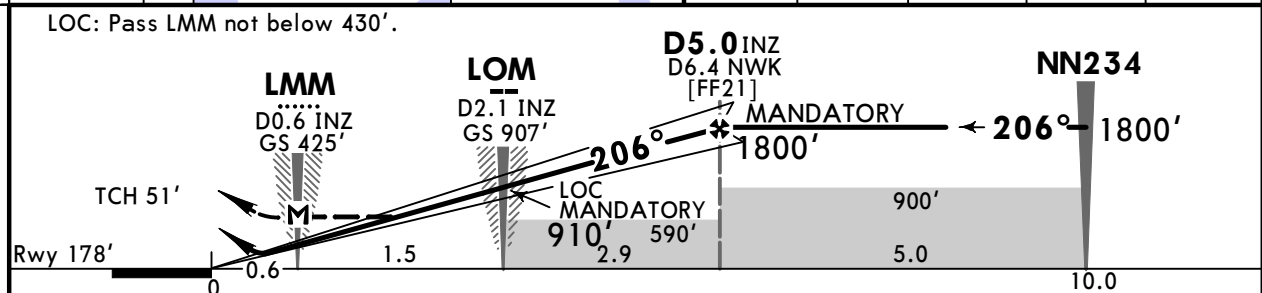
USNN/NJC NIZHNEVARTOVSK

JEPPESEN NIZHNEVARTOVSK, RUSSIA
11 APR 25 **11-6** Eff 17 Apr ILS Y OR LOC Y Rwy 21

ATIS 126.6		NIZHNEVARTOVSK Radar (TWR) 120.4		NIZHNEVARTOVSK Tower 118.1		
LOC INZ 111.9	Final Apch Crs 206°	D5.0 INZ MANDATORY 1800' (1622')	ILS DA(H) 378' (200')	Apt Elev 178' Rwy 178'		
MISSED APCH: Climb on 206° to NN236, then turn RIGHT to NN237 then to NN232 climbing to 2800' or above.						
Alt Set: hPa (MM on req)		Rwy Elev: 7 hPa		Trans level: FL060 2		Trans alt: 5000'
GNSS required. RNAV 1 required for initial and missed approach.						
1. DME required for LOC (GS out). 2. ILS DME reads zero at rwy 21 threshold.						



1 is computed for surface air temperature at apt -50.5°C
2 FL070, if pressure is less than 1013 hPa (760mm). FL080, if pressure is less than 977 hPa (733mm).



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at LMM. Timing not authorized for defining MAP.								

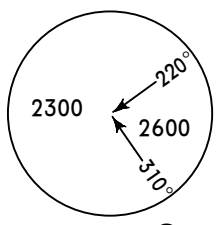
PANS OPS	STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
	ILS	LOC (GS out)		Prohibited Southeast of airport		
	DA(H) 378' (200')	with D2.1 INZ CDFA 540' (362')		w/o D2.1 INZ CDFA 590' (412')		
A	ALS out	ALS out	ALS out	Max MDA(H)		
B	R550m	R1200m	R1000m	100	600' (422')	V1500m
C	R1200m	R1000m	R1700m	135	680' (502')	V1600m
D	R1200m	R1000m	R1700m	180	810' (632')	V2400m
				205	880' (702')	V3600m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

USNN/NJC NIZHNEVARTOVSK

JEPPESSEN NIZHNEVARTOVSK, RUSSIA
11 APR 25 **11-7** Eff 17 Apr ILS X OR LOC X Rwy 21

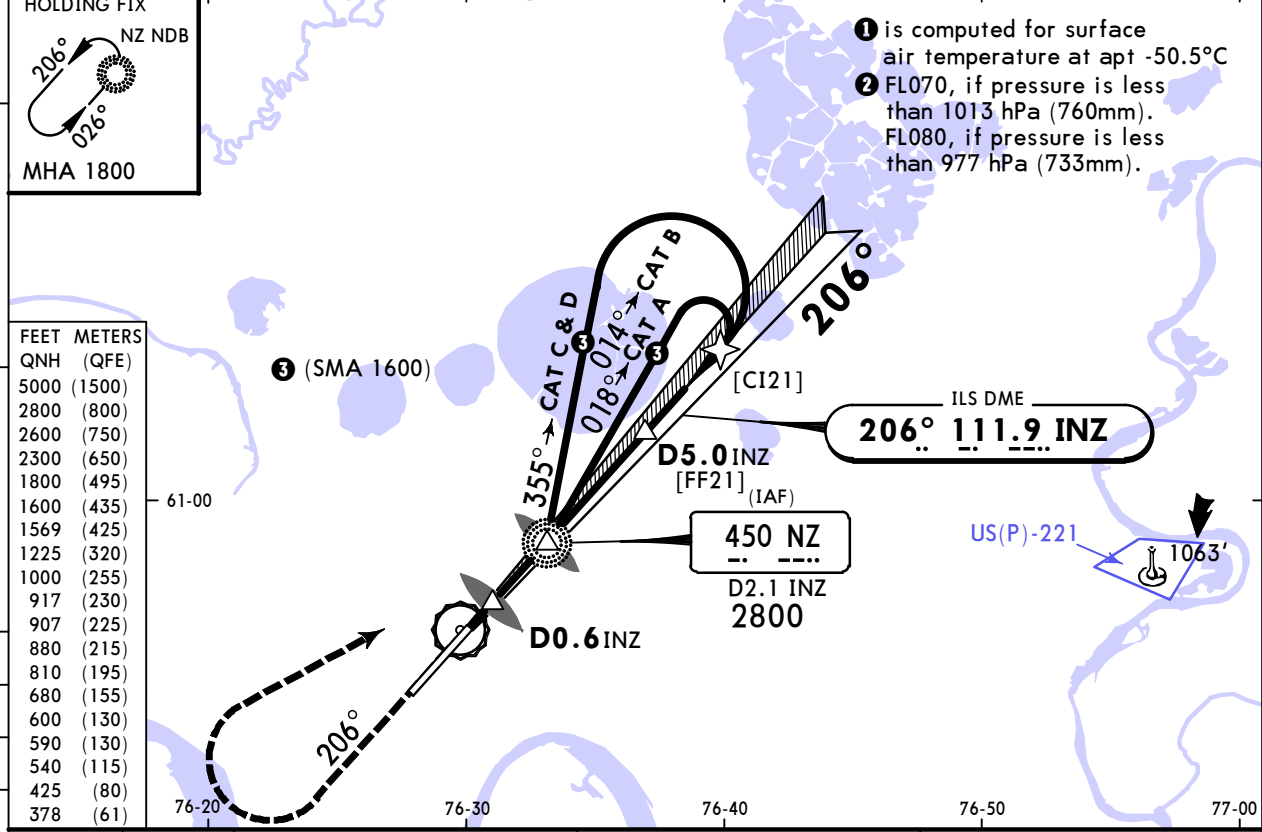
ATIS 126.6		NIZHNEVARTOVSK Radar (TWR) 120.4		NIZHNEVARTOVSK Tower 118.1	
LOC INZ 111.9	Final Apch Crs 206°	D5.0 INZ MANDATORY 1800' (1622')	ILS DA(H) 378' (200')	Apt Elev 178' Rwy 178'	



MISSED APCH: Climb on 206° to 1600' or above, then turn RIGHT to NZ NDB climbing to 2800' or above. Turn before MAP is prohibited.

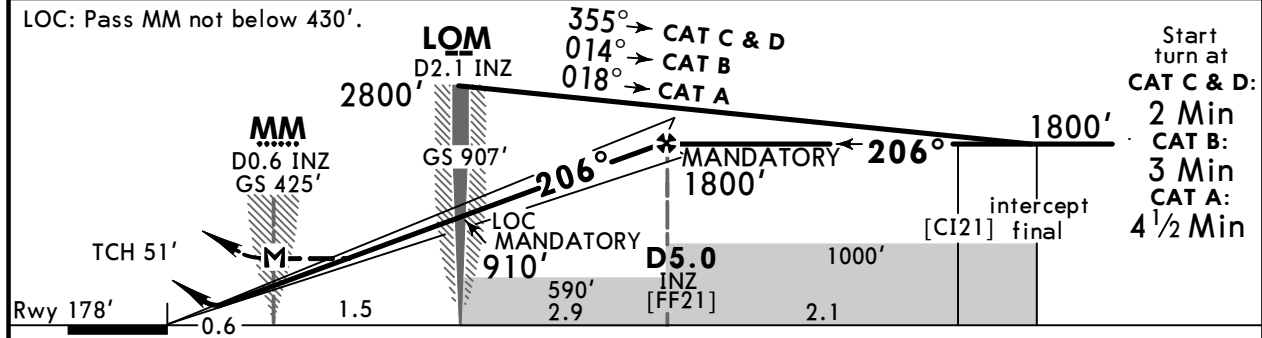
Alt Set: hPa (MM on req) Rwy Elev: 7 hPa Trans level: FL060 ② Trans alt: 5000'

1. Radar control required for LOC (GS out). 2. ILS DME reads zero at rwy 21 threshold.



- ① is computed for surface air temperature at apt -50.5°C
- ② FL070, if pressure is less than 1013 hPa (760mm). FL080, if pressure is less than 977 hPa (733mm).

LOC (GS out)	INZ DME	2.2	3.2	4.3
	ALTITUDE	917'	1225'	1569'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MIN 1600' on 206°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		

PANS OPS	Std ILS			STRAIGHT-IN LANDING LOC (GS out)			CIRCLE-TO-LAND		
	DA(H)	ALS out	DA/MDA(H)	with D2.1 INZ CDFA	ALS out	w/o D2.1 INZ CDFA	DA/MDA(H)	ALS out	MDA(H)
A	378' (200')		540' (362')	540' (362')		590' (412')	590' (412')		600' (422')
B	R550m	R1200m	R1000m	R1500m		R1200m	R1500m		680' (502')
C									810' (632')
D				R1700m			R1900m		880' (702')

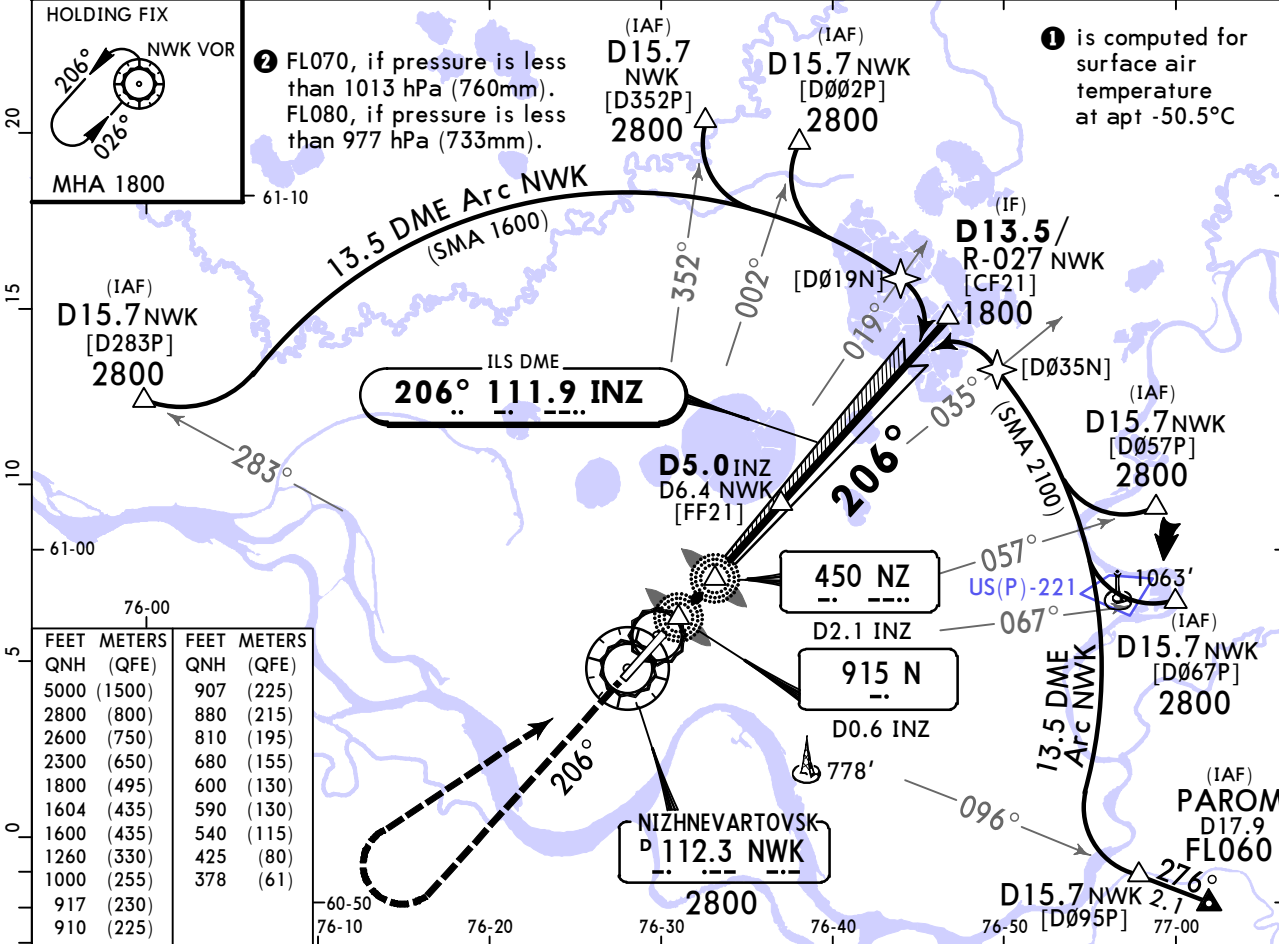
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

USNN/NJC NIZHNEVARTOVSK

JEPESEN NIZHNEVARTOVSK, RUSSIA 11 APR 25 11-8 Eff 17 Apr ILS W OR LOC W Rwy 21

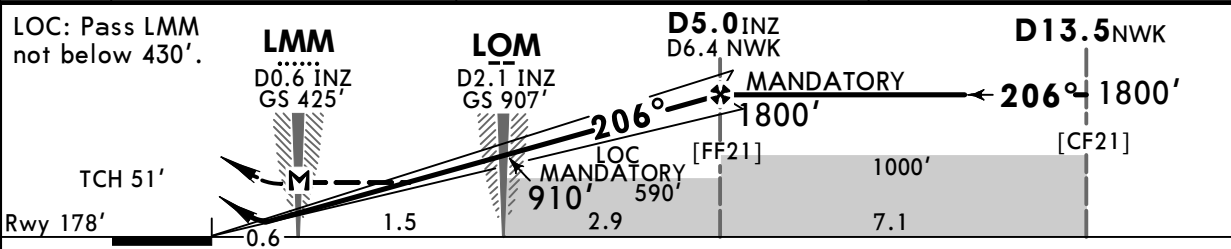
ATIS 126.6		NIZHNEVARTOVSK Radar (TWR) 120.4		NIZHNEVARTOVSK Tower 118.1		<p>MSA ARP ①</p>
LOC INZ 111.9	Final Apch Crs 206°	D5.0 INZ MANDATORY 1800' (1622')	ILS DA(H) 378' (200')	Apt Elev 178' Rwy 178'		
MISSED APCH: Climb on 206° to 1800' or above, then turn RIGHT to VOR climbing to 2800' or above. Turn before MAP is prohibited.						

Alt Set: hPa (MM on req) Rwy Elev: 7 hPa Trans level: FL060 ② Trans alt: 5000'
 1. DME required. 2. ILS DME reads zero at rwy 21 threshold.



FEET METERS		FEET METERS	
QNH (QFE)	QNH (QFE)	QNH (QFE)	QNH (QFE)
5000 (1500)	907 (225)	907 (225)	907 (225)
2800 (800)	880 (215)	880 (215)	880 (215)
2600 (750)	810 (195)	810 (195)	810 (195)
2300 (650)	680 (155)	680 (155)	680 (155)
1800 (495)	600 (130)	600 (130)	600 (130)
1604 (435)	590 (130)	590 (130)	590 (130)
1600 (435)	540 (115)	540 (115)	540 (115)
1260 (330)	425 (80)	425 (80)	425 (80)
1000 (255)	378 (61)	378 (61)	378 (61)
917 (230)			
910 (225)			

INZ DME	2.2	3.2	4.3
ALTITUDE	917'	1260'	1604'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	

MAP at LMM. Timing not authorized for defining MAP.

PANS OPS	ILS STRAIGHT-IN LANDING LOC (GS out)				CIRCLE-TO-LAND	
	with D2.1 INZ CDFA		w/o D2.1 INZ CDFA		Prohibited Southeast of airport	
	DA(H) 378' (200')	② DA/MDA(H) 540' (362')	② DA/MDA(H) 590' (412')	ALS out	ALS out	MDA(H)
A						600' (422') V1500m
B	R550m	R1200m	R1000m	R1500m	R1200m	680' (502') V1600m
C						810' (632') V2400m
D						880' (702') V3600m

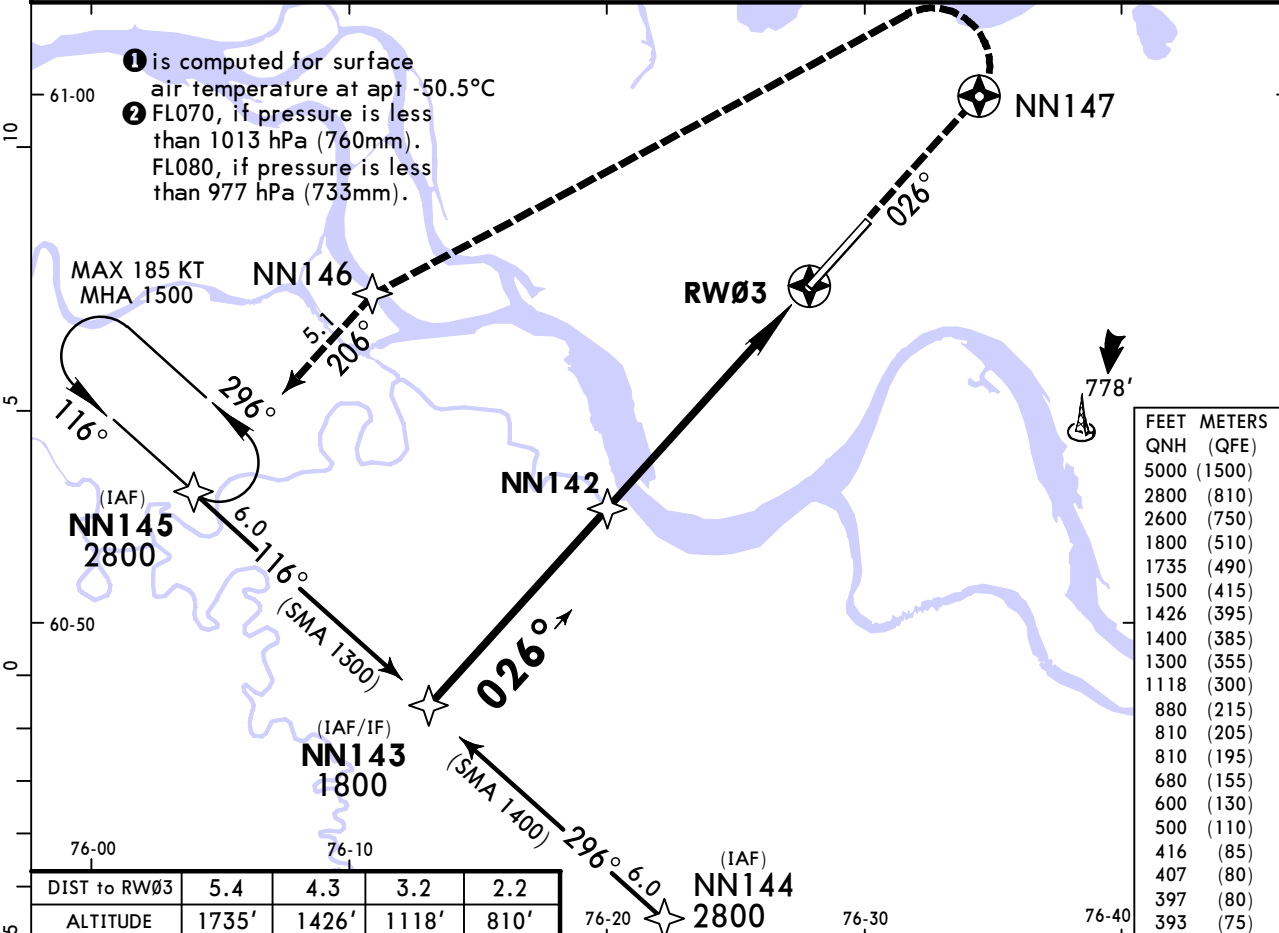
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
 ② VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: MSA, VOR ident, note. © JEPESEN, 2020, 2025. ALL RIGHTS RESERVED.

USNN/NJC
NIZHNEVARTOVSK

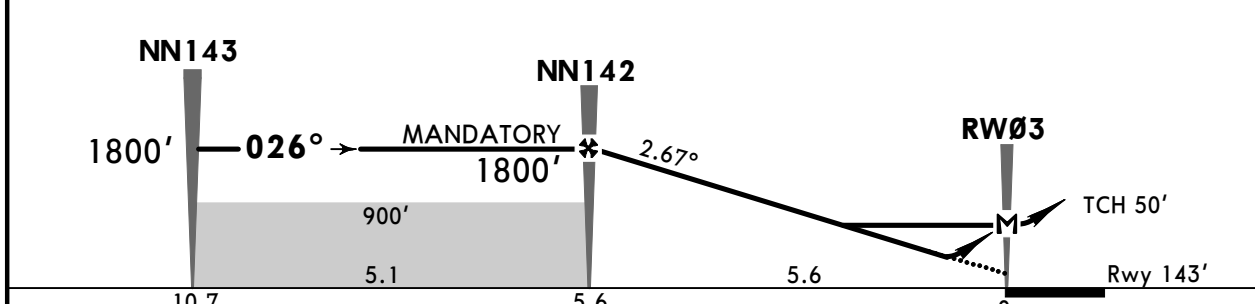
JEPPESEN
11 APR 25 (12-1) Eff 17 Apr

NIZHNEVARTOVSK, RUSSIA
RNP Rwy 03

ATIS 126.6		NIZHNEVARTOVSK Radar (TWR) 120.4		NIZHNEVARTOVSK Tower 118.1		
RNAV	Final Apch Crs 026°	NN142 MANDATORY 1800' (1657')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 178' Rwy 143'		
MISSED APCH: Climb on 026° to NN147, then turn LEFT to NN146 then to NN145 climbing to 2800' or above,						
Alt Set: hPa (MM on req)		Rwy Elev: 5 hPa		Trans level: FL060 ②		Trans alt: 5000'
1. RNP Apch. 2. GNSS required. 3. Baro-VNAV not authorized below -6C°.						



FEET	METERS
5000	(1500)
2800	(810)
2600	(750)
1800	(510)
1735	(490)
1500	(415)
1426	(395)
1400	(385)
1300	(355)
1118	(300)
880	(215)
810	(205)
810	(195)
680	(155)
600	(130)
500	(110)
416	(85)
407	(80)
397	(80)
393	(75)



Gnd speed-Kts	70	90	100	120	140	160		NN147 on 026°
Glide Path Angle	2.67°	331	425	472	567	756		

Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND Prohibited Southeast of airport	
LNAV/VNAV		LNAV CDFA		Max KT	
A: 393' (250') C: 407' (264')		DA/MDA(H) 500' (357')		100	
DA(H) B: 397' (254') D: 416' (273')		ALS out		135	
A				180	
B	R750m	R1300m	R900m	205	
C				MDA(H)	
D				600' (422') V1500m	
				680' (502') V1600m	
				810' (632') V2400m	
				880' (702') V3600m	

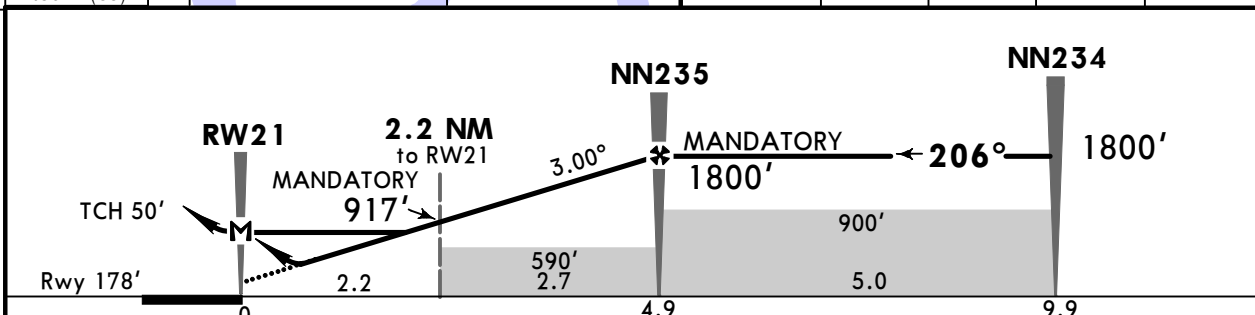
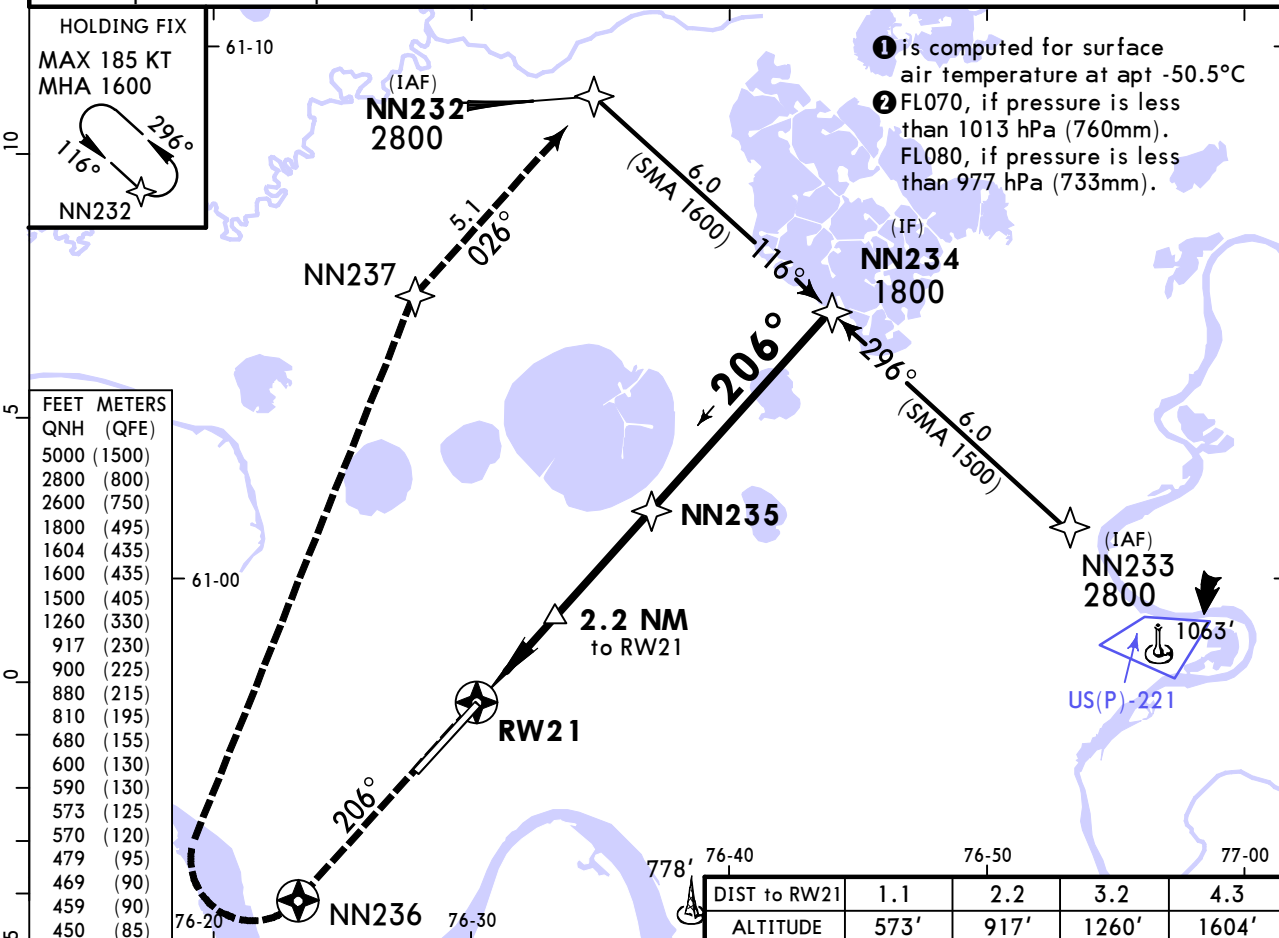
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

USNN/NJC NIZHNEVARTOVSK

JEPPESEN 11 APR 25 **(12-2)** Eff 17 Apr

NIZHNEVARTOVSK, RUSSIA RNP Rwy 21

ATIS 126.6		NIZHNEVARTOVSK Radar (TWR) 120.4		NIZHNEVARTOVSK Tower 118.1		
RNAV	Final Apch Crs 206°	NN235 MANDATORY 1800' (1622')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 178' Rwy 178'		
MISSED APCH: Climb on 206° to NN236, then turn RIGHT to NN237, then to NN232 climbing to 2800' or above.						
Alt Set: hPa (MM on req)		Rwy Elev: 7 hPa		Trans level: FL060 ②		Trans alt: 5000'
1. RNP apch. 2. GNSS required. 3. Baro-VNAV not authorized below -30°C.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	NN236 on 206°
Glide Path Angle	3.00°	372	478	531	637	743		
MAP at RW21. Timing not authorized for defining MAP.								

STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV CDFA		Prohibited Southeast of airport	
DA(H) A: 450' (272') C: 469' (291') B: 459' (281') D: 479' (301')		DA/MDA(H) 570' (392')			
	ALS out		ALS out	Max KT	MDA(H)
A	R1300m		R1500m	100	600' (422') V1500m
B	R750m		R1100m	135	680' (502') V1600m
C		R1400m		R1800m	180
D				205	880' (702') V3600m

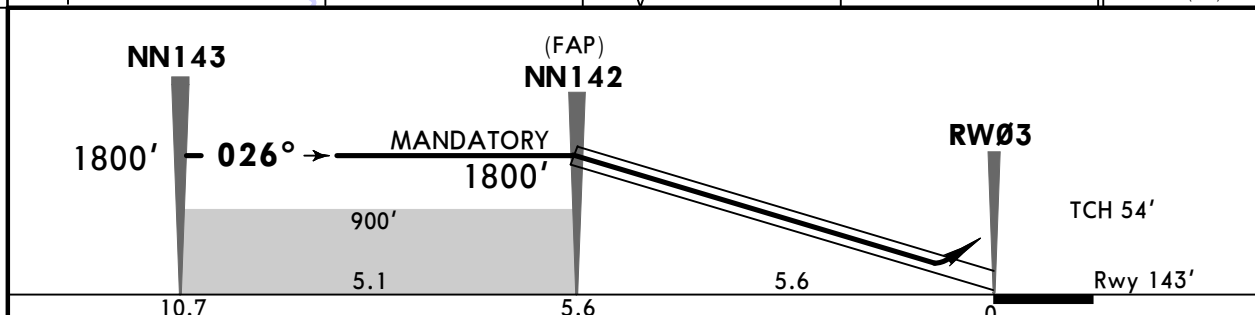
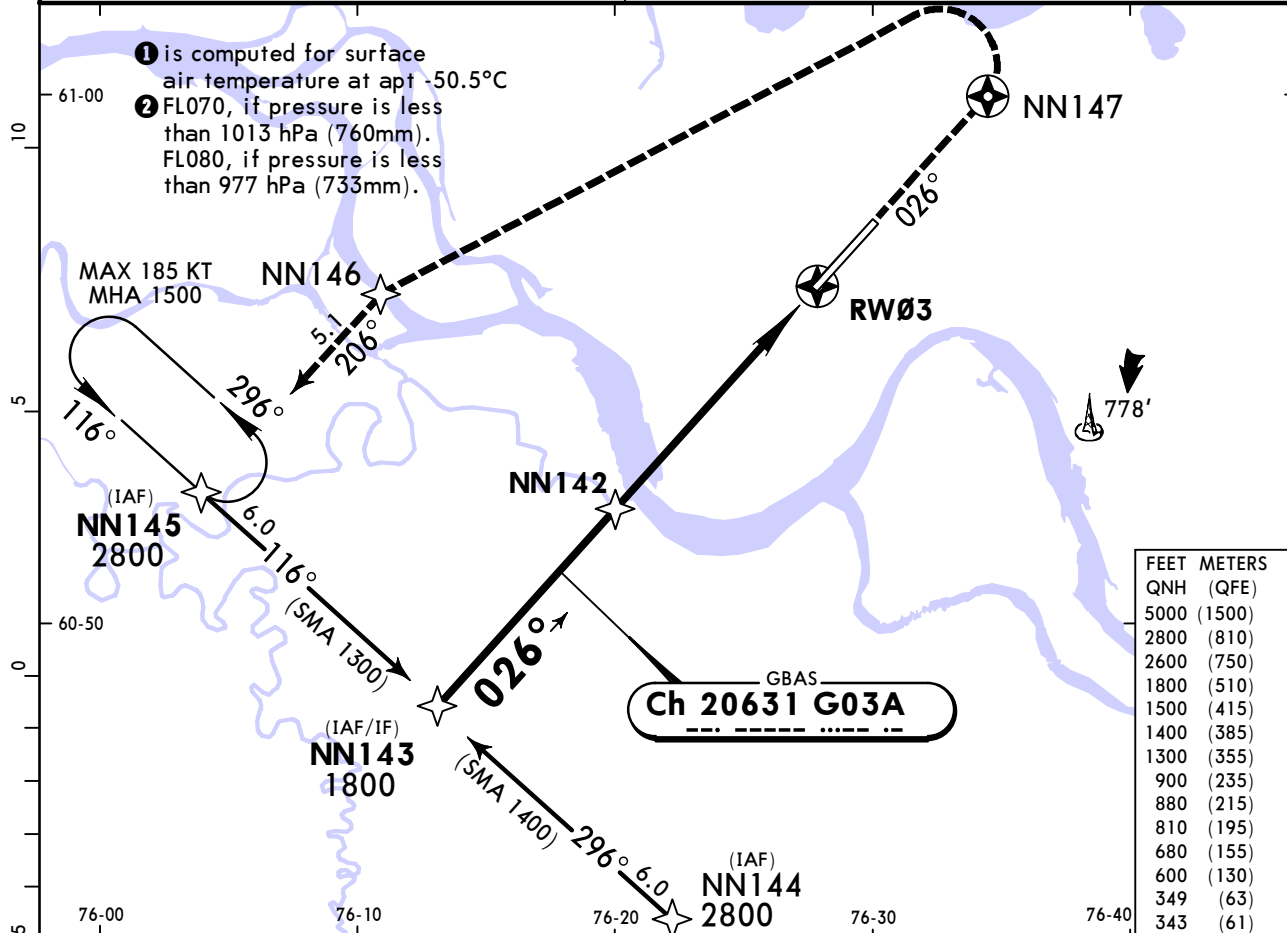
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

USNN/NJC
NIZHNEVARTOVSK

JEPPESEN 11 APR 25 **12-40** Eff 17 Apr

NIZHNEVARTOVSK, RUSSIA
GLS Rwy 03

ATIS 126.6		NIZHNEVARTOVSK Radar (TWR) 120.4		NIZHNEVARTOVSK Tower 118.1		
GBAS Ch 20631 G03A	Final Apch Crs 026°	NN142 MANDATORY 1800' (1657')	DA(H) Refer to Minimums	Apt Elev 178' Rwy 143'		
MISSED APCH: Climb on 026° to NN147, then turn LEFT to NN146 then to NN145 climbing to 2800' or above.						
Alt Set: hPa (MM on req)		Rwy Elev: 5 hPa		Trans level: FL060 ②		Trans alt: 5000'
RNAV 1 required for initial and missed approach.			GNSS required.			



Gnd speed-Kts	70	90	100	120	140	160		NN147 on 026°
Glide Path Angle	2.67°	331	425	472	567	756		

Std STRAIGHT-IN LANDING DA(H) ABC: 343' (200') D: 349' (206') ALS out	CIRCLE-TO-LAND Prohibited Southeast of airport	Max KT	MDA(H)
		100	600' (422') V1500m
		135	680' (502') V1600m
		180	810' (632') V2400m
205	880' (702') V3600m		

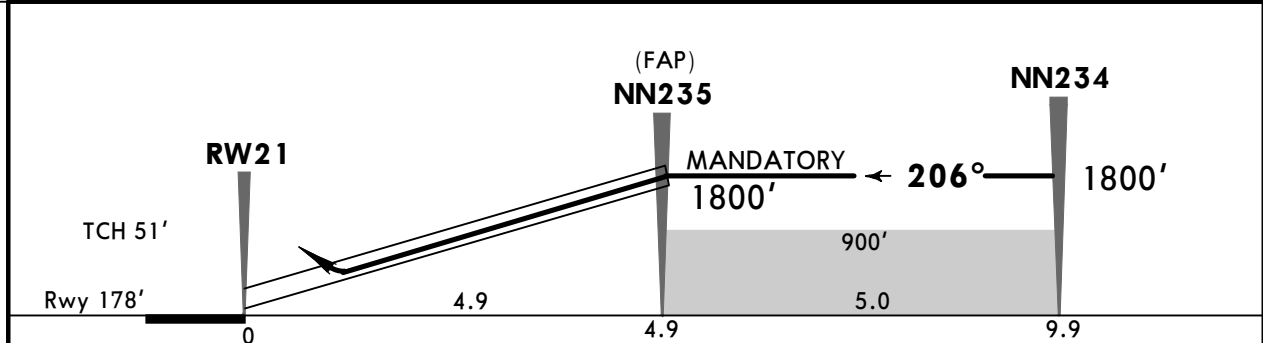
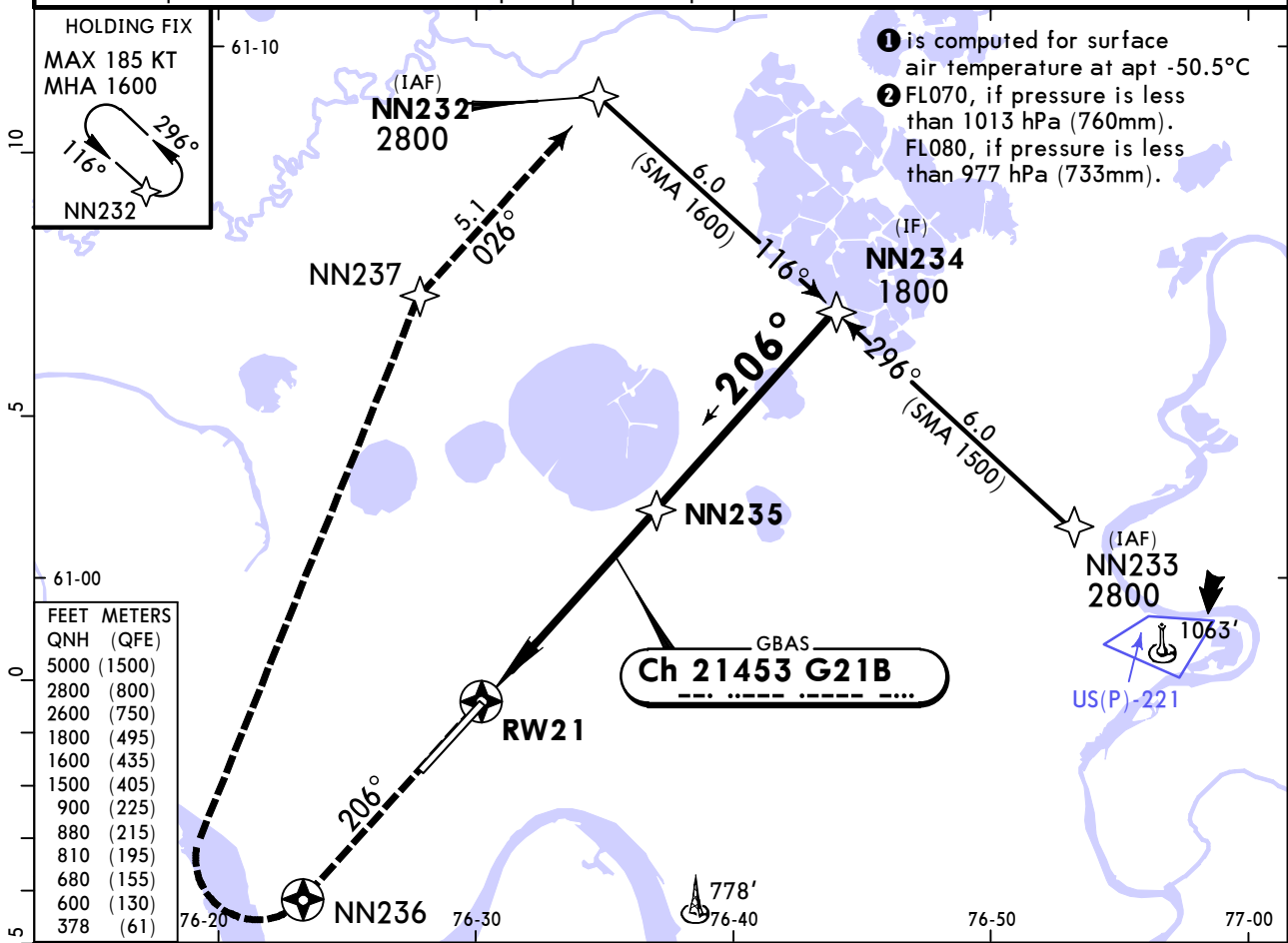
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

USNN/NJC
NIZHNEVARTOVSK

JEPPESEN
11 APR 25 **12-41** **Eff 17 Apr**

NIZHNEVARTOVSK, RUSSIA
GLS Rwy 21

ATIS 126.6		NIZHNEVARTOVSK Radar (TWR) 120.4		NIZHNEVARTOVSK Tower 118.1		
GBAS Ch 21453 G21B	Final Apch Crs 206°	NN235 MANDATORY 1800' (1622')	DA(H) 378' (200')	Apt Elev 178' Rwy 178'		
MISSED APCH: Climb on 206° to NN236, then turn RIGHT to NN237, then to NN232 climbing to 2800' or above.						
Alt Set: hPa (MM on req)		Rwy Elev: 7 hPa		Trans level: FL060 ②		Trans alt: 5000'
RNAV 1 required for initial and missed apch.			GNSS required.			



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI NN236 on 206°
Descent Angle	3.00°	372	478	531	637	849	

Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
DA(H) 378' (200')		Prohibited Southeast of airport	
ALS out		Max KT	MDA(H)
A	R550m	100	600' (422') V1500m
B		135	680' (502') V1600m
C		180	810' (632') V2400m
D		205	880' (702') V3600m
ALS out			
	R1200m		

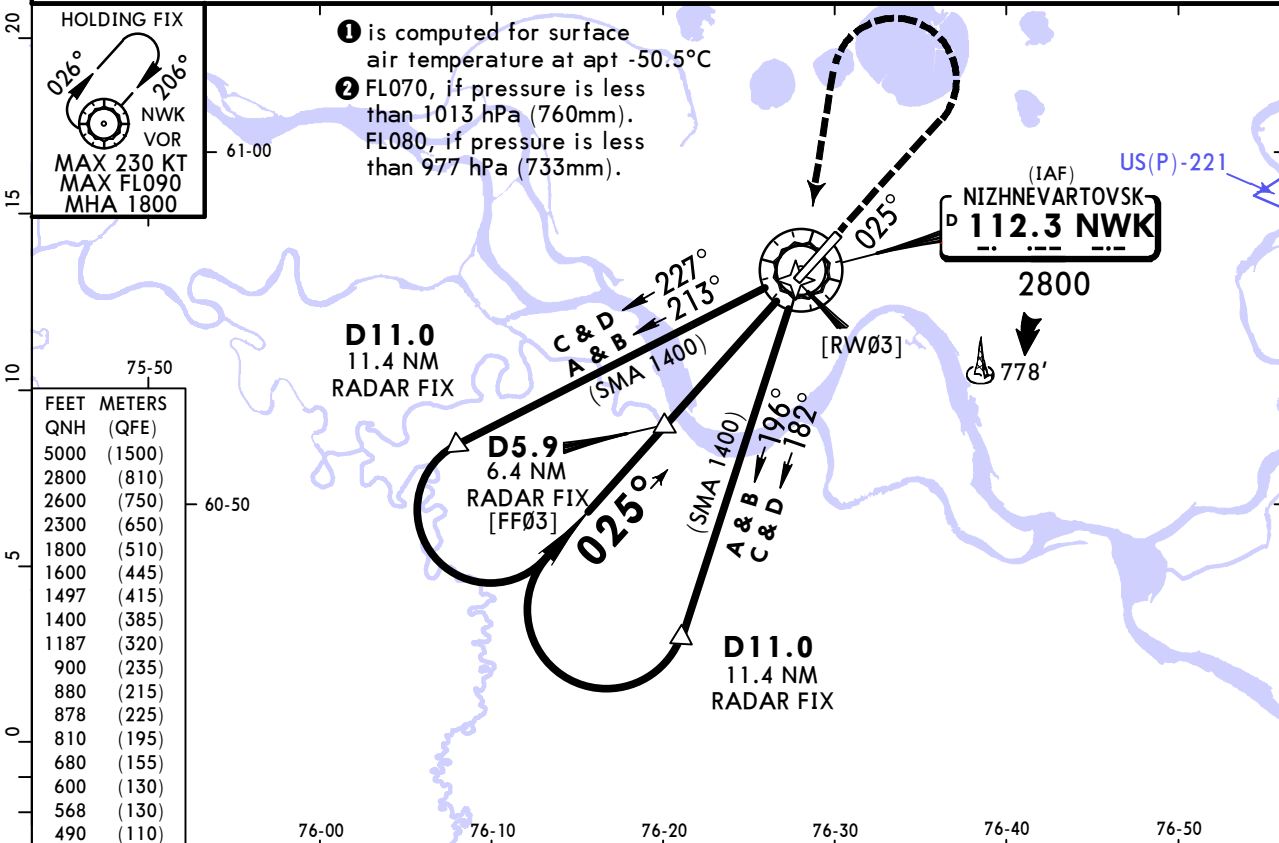
CHANGES: MSA, note. © JEPPESEN, 2018, 2025. ALL RIGHTS RESERVED.

USNN/NJC
NIZHNEVARTOVSK

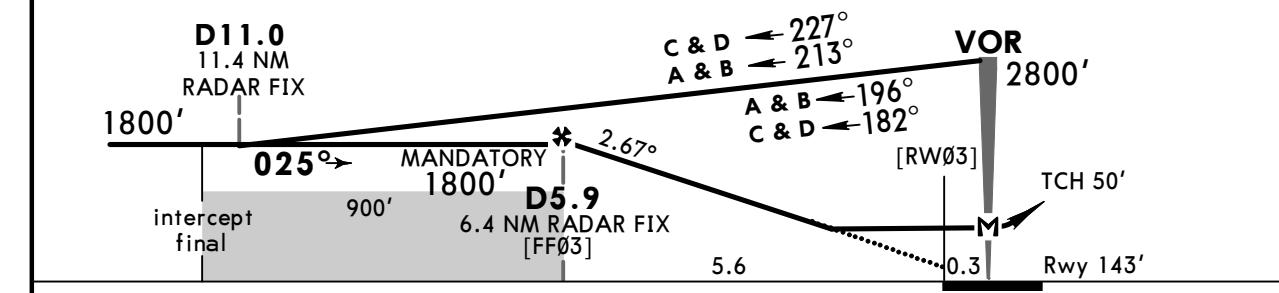
JEPPESSEN 30 MAY 25 (13-1) Eff 12 Jun

NIZHNEVARTOVSK, RUSSIA
VOR Z Rwy 03

ATIS 126.6		NIZHNEVARTOVSK Radar (TWR) 120.4		NIZHNEVARTOVSK Tower 118.1		<p>2300 2600 310</p> <p>MSA ARP ①</p>
VOR NWK 112.3	Final Apch Crs 025°	D5.9 MANDATORY 1800' (1657')	DA/MDA(H) 490' (347')	Apt Elev 178' Rwy 143'		
MISSED APCH: Climb on 025° to 1600' or above, then turn LEFT to VOR climbing to 2800' or above. Turn before MAP is prohibited.						
Alt Set: hPa (MM on req)		Rwy Elev: 5 hPa		Trans level: FL060 ②		Trans alt: 5000'
1. DME or Radar control required. 2. Final apch track offset 1° from Rwy centerline.						



NWK DME	4.9	3.8	2.7	1.6
ALTITUDE	1497'	1187'	878'	568'



MAP at VOR. Timing not authorized for defining MAP.	HIALS	MIN 1600° on 025°
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PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND Prohibited Southeast of airport	
	CDFA			
	① DA/MDA(H) 490' (347')			
	ALS out		Max KT	MDA(H)
	A	R900m	100	600' (422') V1500m
B	R900m	135	680' (502') V1600m	
C	R900m	180	810' (632') V2400m	
D	R900m	205	880' (702') V3600m	

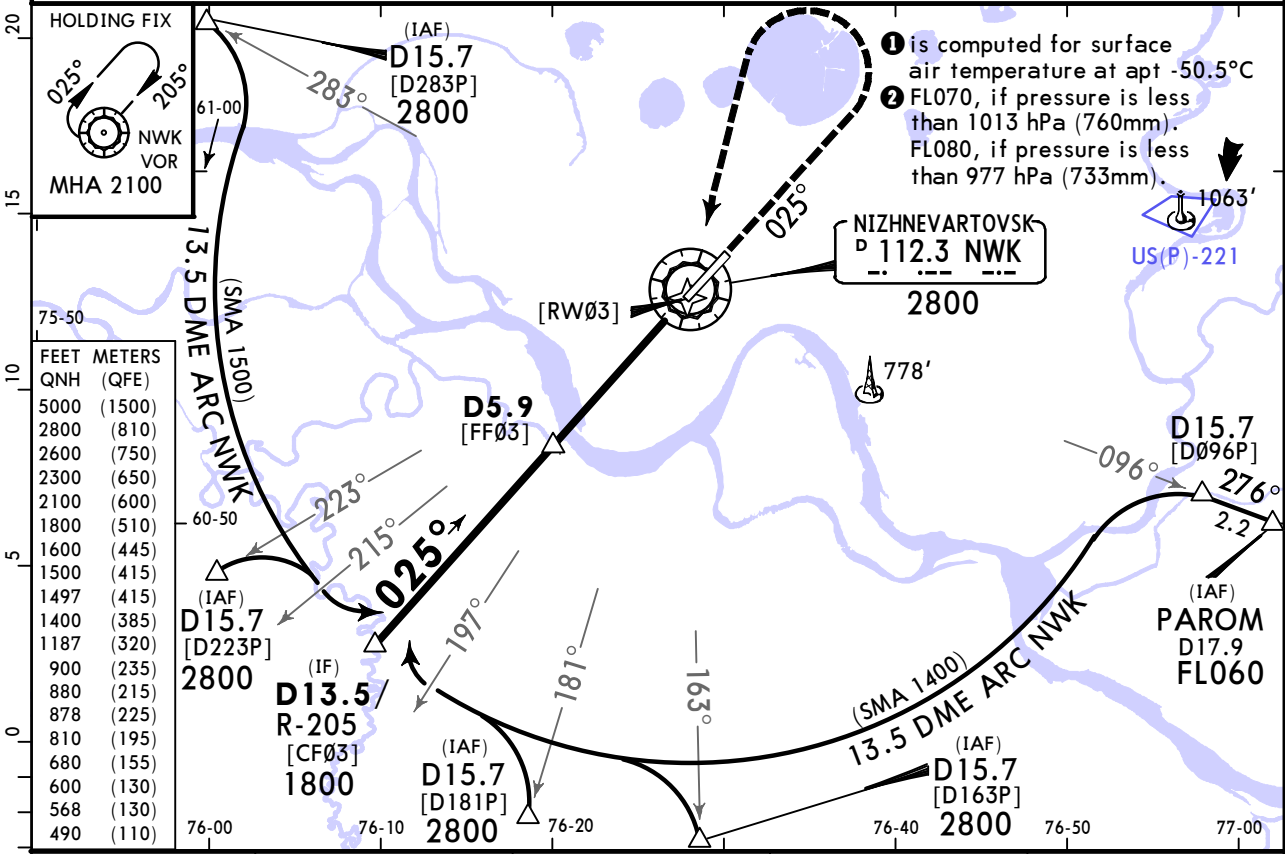
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

USNN/NJC
NIZHNEVARTOVSK

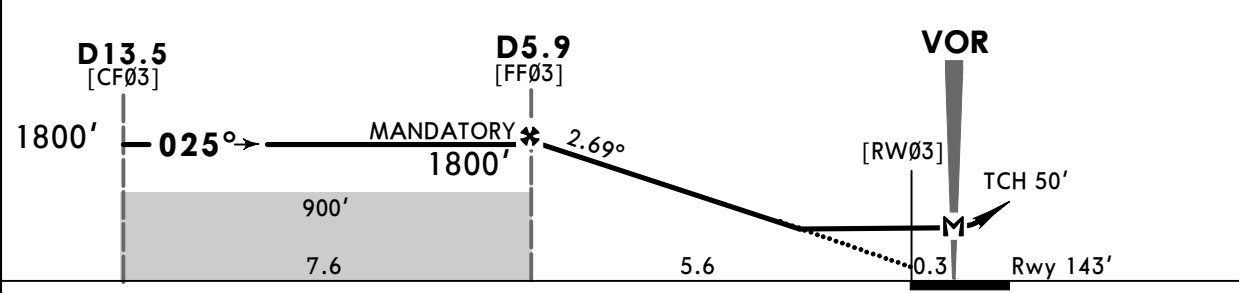
JEPESEN 30 MAY 25 **(13-2)** Eff 12 Jun

NIZHNEVARTOVSK, RUSSIA
VOR Y Rwy 03

ATIS 126.6		NIZHNEVARTOVSK Radar (TWR) 120.4		NIZHNEVARTOVSK Tower 118.1		<p>MSA ARP 1</p>
VOR NWK 112.3	Final Apch Crs 025°	D5.9 MANDATORY 1800' (1657')	DA/MDA(H) 490' (347')	Apt Elev 178' Rwy 143'		
MISSED APCH: Climb on 025° to 1600' or above, then turn LEFT to VOR climbing to 2800' or above. Turn before MAP is prohibited.						
Alt Set: hPa (MM on req)		Rwy Elev: 5 hPa		Trans level: FL060 2		Trans alt: 5000'
1. DME required. 2. Final apch track offset 1° from Rwy centerline.						



NWK DME	4.9	3.8	2.7	1.6
ALTITUDE	1497'	1187'	878'	568'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MIN 1600° on 025°
Descent Angle	2.69°	333	428	476	571	761	
MAP at VOR. Timing not authorized for defining MAP.							

Std	STRAIGHT-IN LANDING		CIRCLE-TO-LAND Prohibited Southeast of airport	
	CDFA 1 DA/MDA(H) 490' (347')			
	ALS out		Max KT	MDA(H)
	A	R900m	100	600' (422') V1500m
	B	R900m	135	680' (502') V1600m
C	R900m	180	810' (632') V2400m	
D	R900m	205	880' (702') V3600m	

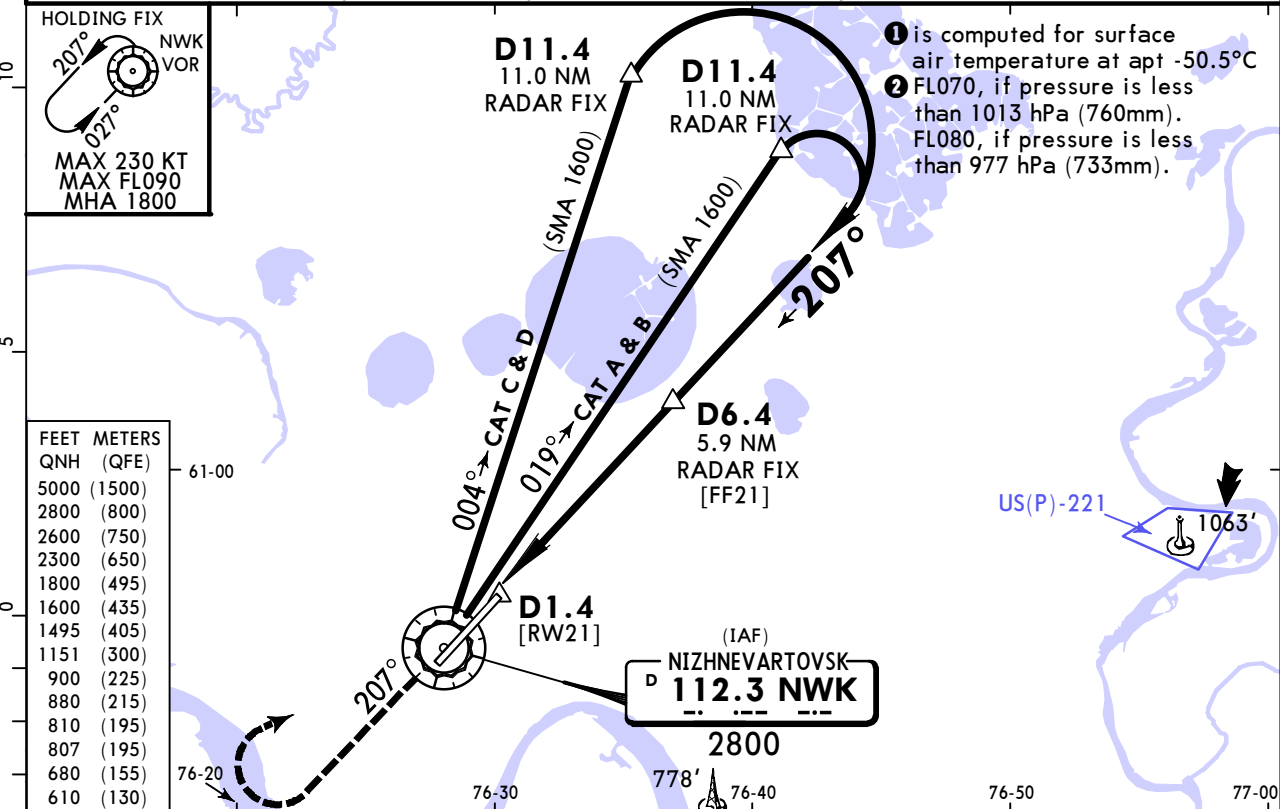
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Distance from IAF PAROM to VOR. © JEPESEN, 2020, 2025. ALL RIGHTS RESERVED.

USNN/NJC
NIZHNEVARTOVSK

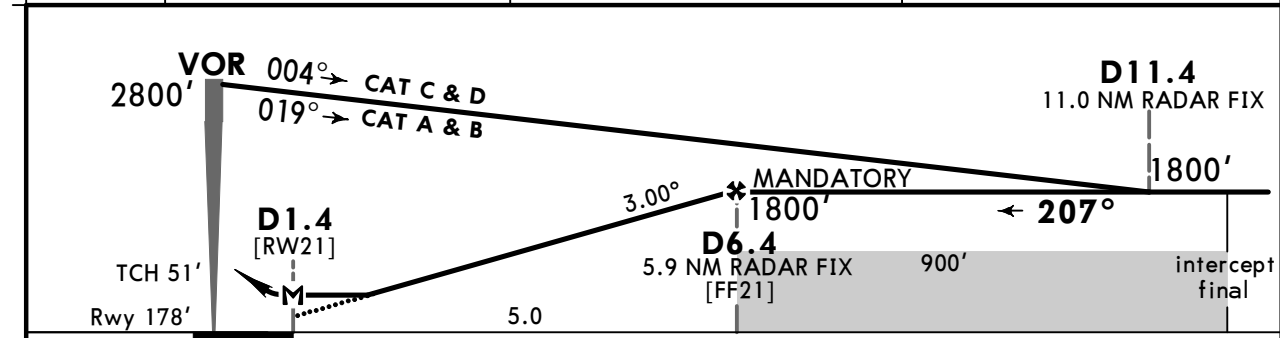
JEPPESEN 30 MAY 25 **(13-3)** Eff 12 Jun

NIZHNEVARTOVSK, RUSSIA
VOR Z Rwy 21

ATIS 126.6		NIZHNEVARTOVSK Radar (TWR) 120.4		NIZHNEVARTOVSK Tower 118.1		
VOR NWK 112.3	Final Apch Crs 207°	D6.4 MANDATORY 1800' (1622')	DA/MDA(H) 610' (432')	Apt Elev 178' Rwy 178'		
MISSED APCH: Climb on 207° to 1600' or above, then turn RIGHT to VOR climbing to 2800' or above. Turn before MAP is prohibited.						
Alt Set: hPa (MM on req)		Rwy Elev: 7 hPa		Trans level: FL060 2		Trans alt: 5000'
1. DME or Radar control required. 2. Final apch track offset 1° from Rwy centerline.						



NWK DME	3.2	4.3	5.4
ALTITUDE	807'	1151'	1495'



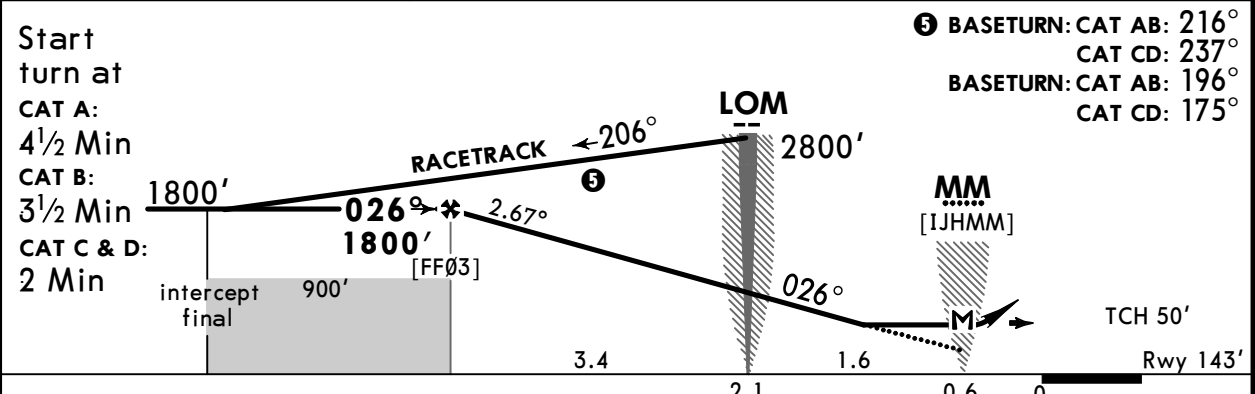
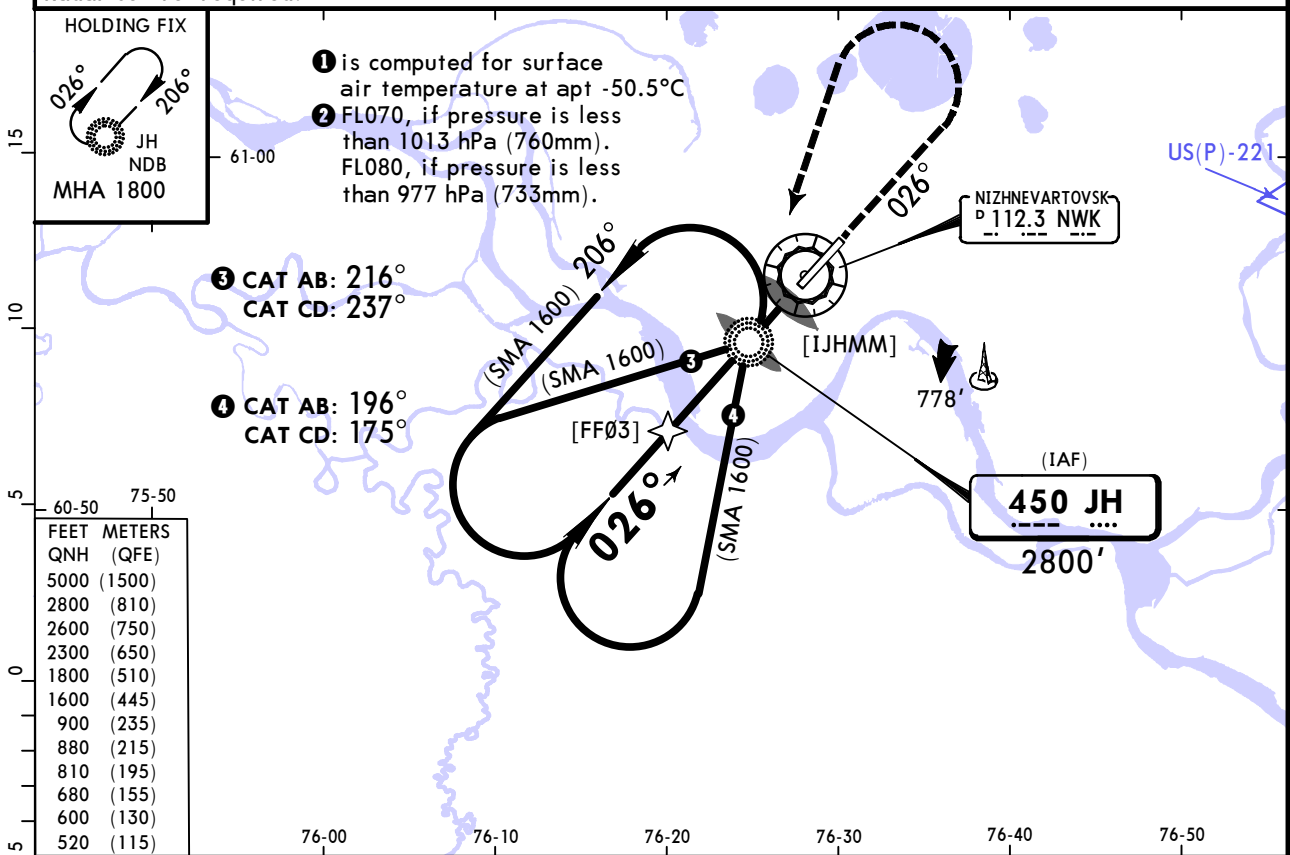
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	MIN 1600' on 207°
Descent Angle	3.00°	372	478	531	637	743		
MAP at D1.4. Timing not authorized for defining MAP.								

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND Prohibited Southeast of airport	
	CDFA			
	1 DA/MDA(H) 610' (432')			
	ALS out		Max KT	MDA(H)
	A	R1300m	R1500m	100
B	R2000m		135	680' (502') V1600m
C			180	810' (632') V2400m
D			205	880' (702') V3600m
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.				

USNN/NJC
NIZHNEVARTOVSK

JEPPESEN NIZHNEVARTOVSK, RUSSIA
11 APR 25 (16-1) Eff 17 Apr
NDB Rwy 03

ATIS 126.6		NIZHNEVARTOVSK Radar (TWR) 120.4		NIZHNEVARTOVSK Tower 118.1		<p>MSA ARP ①</p>
Lctr JH 450	Final Apch Crs 026°	[FF03] 1800' (1657')	DA/MDA(H) 520' (377')	Apt Elev 178' Rwy 143'		
MISSED APCH: Climb on 026° to 1600' or above, then turn LEFT to JH NDB climbing to 2800' or above. Turn before MAP is prohibited.						
Alt Set: hPa (MM on req)		Rwy Elev: 5 hPa		Trans level: FL060 ②		Trans alt: 5000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MIN 1600' on 026°
Descent Angle 2.67°	331	425	472	567	661	756	
MAP at MM							

Timing not authorized for defining MAP.

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND Prohibited Southeast of airport	
	CDFA ① DA/MDA(H) 520' (377')			
	ALS out		Max KT	MDA(H)
	A	R1000m	100	600' (422') V1500m
	B		135	680' (502') V1600m
C	R1700m	180	810' (632') V2400m	
D		205	880' (702') V3600m	

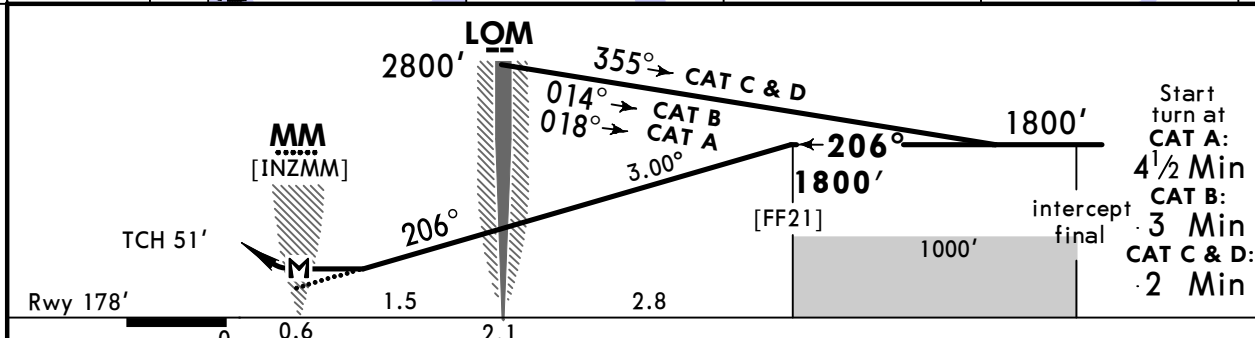
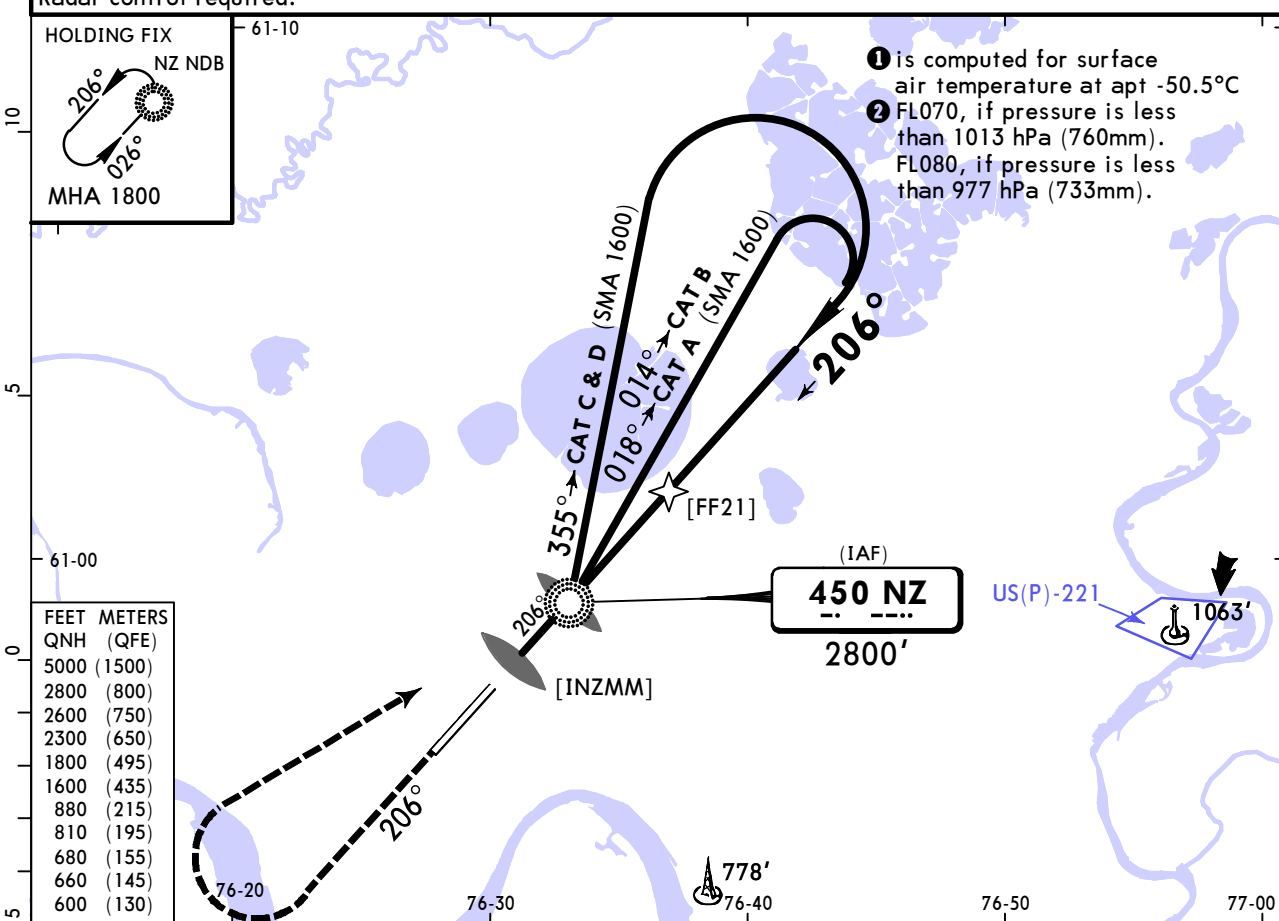
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

USNN/NJC NIZHNEVARTOVSK

JEPESEN 11 APR 25 (16-2) Eff 17 Apr

NIZHNEVARTOVSK, RUSSIA NDB Rwy 21

ATIS 126.6		NIZHNEVARTOVSK Radar (TWR) 120.4		NIZHNEVARTOVSK Tower 118.1		<p>MSA ARP ①</p>
Lctr NZ 450	Final Apch Crs 206°	[FF21] 1800' (1622')	DA/MDA(H) 600' (422')	Apt Elev 178' Rwy 178'		
MISSED APCH: Climb on 206° to 1600' or above, then turn RIGHT to NZ NDB climbing to 2800' or above. Turn before MAP is prohibited.						
Alt Set: hPa (MM on req)		Rwy Elev: 7 hPa		Trans level: FL060 ②		Trans alt: 5000'
Radar control required.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MIN 1600' on 206°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at MM							

Timing not authorized for defining MAP.

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND Prohibited Southeast of airport	
	CDFA			
	DA/MDA(H) 600' (422')			
	ALS out		Max KT	MDA(H)
	A	R1300m	R1500m	100 660' (482') V1500m
B			135 680' (502') V1600m	
C		R2000m	180 810' (632') V2400m	
D			205 880' (702') V3600m	

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
CHANGES: MSA, note, minimums. © JEPESEN, 2011, 2025. ALL RIGHTS RESERVED.

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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NIZHNEVARTOVSK, (NIZHNEVARTOVSK - USNN)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USNN