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Airport Information For UWGG

Terminal Charts For UWGG

Revision Letter For Cycle 08-2026

Change Notices

Notebook

General Information

Location: NIZHNY NOVGOROD RUS
ICAO/IATA: UWGG / GOJ
Lat/Long: N56° 13.80', E043° 47.05'
Elevation: 258 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 13.0° 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: 0112 Z
Sunset: 1651 Z

Runway Information

Runway: 18L
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 257 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18R
Length x Width: 9206 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 256 ft
Lighting: Edge, ALS

Runway: 36L
Length x Width: 9206 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 254 ft
Lighting: Edge, ALS

Runway: 36R
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 258 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 132.700

Nizhny Tower: 124.000 Secondary

Nizhny Tower: 120.400

Nizhny Ground: 124.000 Secondary

Nizhny Ground: 121.800

Nizhny Apron Ramp/Taxi: 118.900

Nizhny Approach: 124.700

Nizhny Approach: 124.000 Secondary

Nizhny Radar: 124.000 Secondary

Nizhny Radar: 120.800

Nizhny Transit Operations: 133.900

UWGG/GOJ
STRIGINO

JEPPESEN

NIZHNY NOVGOROD, RUSSIA

16 JAN 26

10-1P

Eff 22 Jan

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 132.7

1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be executed by all ACFT.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP are in progress if RVR is 550m or less.

Flight crews will be informed about LVP initiation by ATIS or ATS controller by the phrase: "Low visibility procedures in progress, check your minimum".

In conditions of visibilities preventing the aerodrome control tower from applying visual separation between ACFT and between ACFT and other vehicles, ACFT are permitted to hold at TWY intersections designated by clearance bar lights, stop bar lights or TWY intersection markings. Separation between ACFT and other vehicles then is provided by reports of pilots and drivers.

After landing, ACFT shall vacate the RWY by NIZHNY Tower controller's instruction via TWY A, B or D. Whenever TWY A, B or D are occupied by pilot's or marshaller's report, RWY shall be considered to be vacant.

After RWY vacation, the meeting point for Follow-me cars is provided by coordination with the flight crew. The pilot is responsible for possible RWY incursions and non-adherence to the assigned taxi routes within the maneuvering area.

During LVP the following is prohibited:

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

Escort by Follow-me car or ACFT towing is mandatory for departure.

1.4. TAXI PROCEDURES

Taxiing and towing only with Ground controller's instructions.

Parallel movement of two ACFT along taxi routes T and W restricted to MAX wingspan 115'/35m.

Taxi route T restricted to MAX wingspan 157'/48m.

Taxi route S (opposite to stand 1 thru 3) restricted to MAX wingspan 115'/35m.

1.5. PARKING INFORMATION

Stands 11 thru 27 available for helicopters.

Use of stands by ATC controller's and marshaller's instructions.

1.6. OTHER INFORMATION

1.6.1. GENERAL

Birds in vicinity of APT.

1.6.2 DEPARTURE AND APPROACH OPERATIONS

The established minimum horizontal separation interval can be reduced for a short-term period in Nizhny Novgorod/ Strigino CTR during departure and approach operations, including discontinued approach procedures.

Potential air traffic conflict situations, which can occur in case an approach procedure is discontinued between ACFT that has discontinued approach and initiated missed approach and departing ACFT, which has taken off before or another approaching ACFT.

Prior to issuing take-off clearance to the second departing ACFT, ATS unit shall assign initial climb altitude restrictions to flight crew of this ACFT. Flight crew must acknowledge receipt and follow these instructions.

UWGG/GOJ
STRIGINO

JEPPESEN

16 JAN 26

10-1P1

Eff 22 Jan

NIZHNY NOVGOROD, RUSSIA

AIRPORT BRIEFING

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure after entering CTA proceed to NDB at assigned FL, then land according to the established IAP.

When approaching on heading 179°, turn LEFT according to STAR established for RWY 18L. When approaching on heading 359°, turn RIGHT according to STAR procedure established for RWY 36R.

After passing NDB proceed at assigned flight level and on landing heading for 30seconds, after that descend to the calculated altitude of turn, then according to IAP. Descent from NDB should be commenced not earlier and not later than 30minutes after the ETA.

2.2. NOISE ABATEMENT PROCEDURES

RWY 36R is preferential.

Deviations may be executed in case of dangerous meteorological conditions, in arrival and approach sectors by ATS instructions or by pilot-in-command's request.

Noise abatement procedures are restricted according to meteorological conditions and the Aeroplane Flight Manual.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall not be executed in case of engine failure during take-off and at the expense of safety.

Noise abatement procedures are restricted according to the Aeroplane Flight Manual.

Special Take-off Procedures

The crews shall apply either NADP 1 or NADP 2 (ICAO Doc 8168, Volume I, Part V, Chapter 3), pilot-in-command may use any option to ensure required outcome.

3.2. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure after take-off follow aerodrome traffic circuit and land on aerodrome.

If unable to land, after missed approach proceed to the destination aerodrome passing NDB via SID at altitude (flight level) assigned by ATC, or proceed to the alternate aerodrome (selected when making the decision to depart) at the lower safe FL or at flight level specially established for flights without radio communication - FL140, FL150 or FL240, FL250 depending on the direction of flight.

In case of radio communication failure during climb to FL (altitude) proceed at last assigned altitude (FL) to NDB of exit corridor and after passing NDB climb to the assigned FL according to flight plan.

In case of radio communication failure during IFR flight, when it is impossible to change to visual flight, proceed to the destination aerodrome according to flight plan. Maintain the assigned FL till crossing radio navigation facility of the planned aerodrome of landing and descend at the ETA or as close as possible to the time indicated in flight plan. IAP shall be carried out according to established procedure. Land within 30 minutes after ETA if possible.

NIZHNY NOVGOROD, RUSSIA

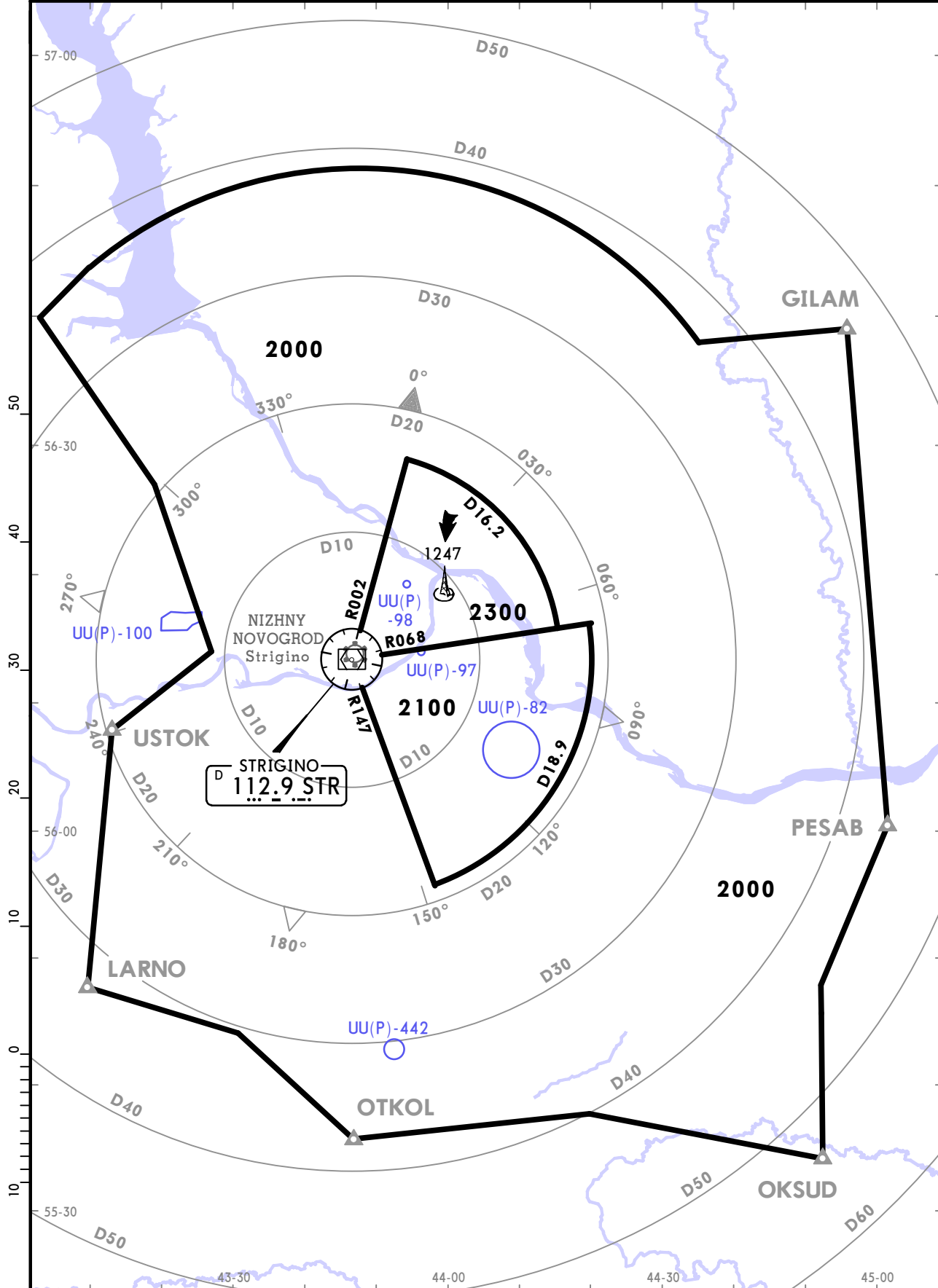
UWGG/GOJ STRIGINO



16 JAN 26
Eff 22 Jan **10-1R**

RADAR MINIMUM ALTITUDES

<p>NIZHNY Radar 120.8</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)</p>
<p>Apt Elev 258</p>	<p>Trans alt: 5000 QNH (QFE on request) 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, vectoring altitudes must be corrected by altitude temperature correction.</p>



CHANGES: Prohibited areas.

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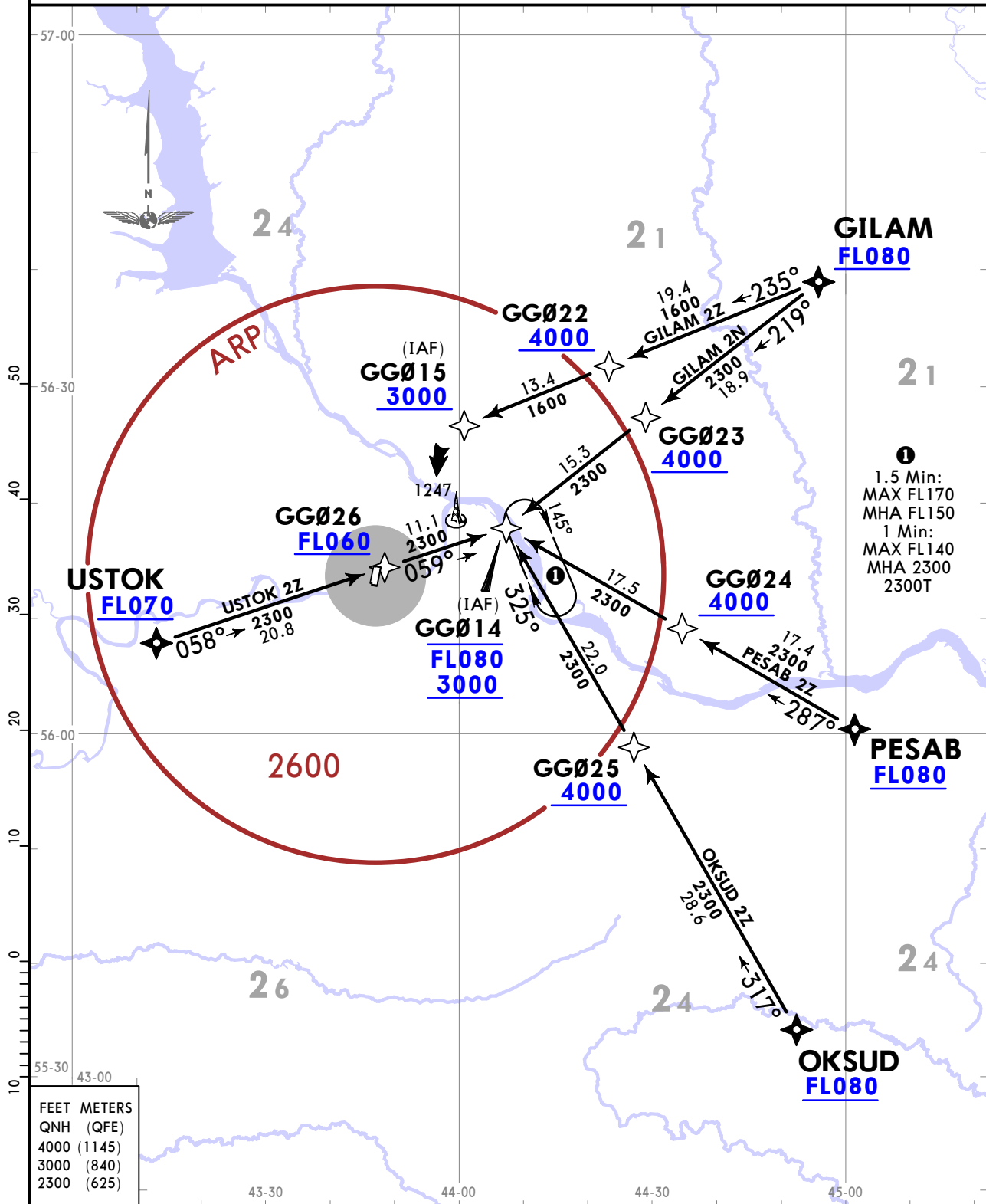
JEPPESEN NIZHNY NOVGOROD, RUSSIA

26 APR 24 **10-2**

RNAV STAR

ATIS 132.7	Apt Elev 258	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		

GILAM 2N [GILA2N], OKSUD 2Z [OKSU2Z]
PESAB 2Z [PESA2Z], USTOK 2Z [USTO2Z]
GILAM 2Z [GILA2Z]
By ATC
RNAV ARRIVALS
(RWY 18L)



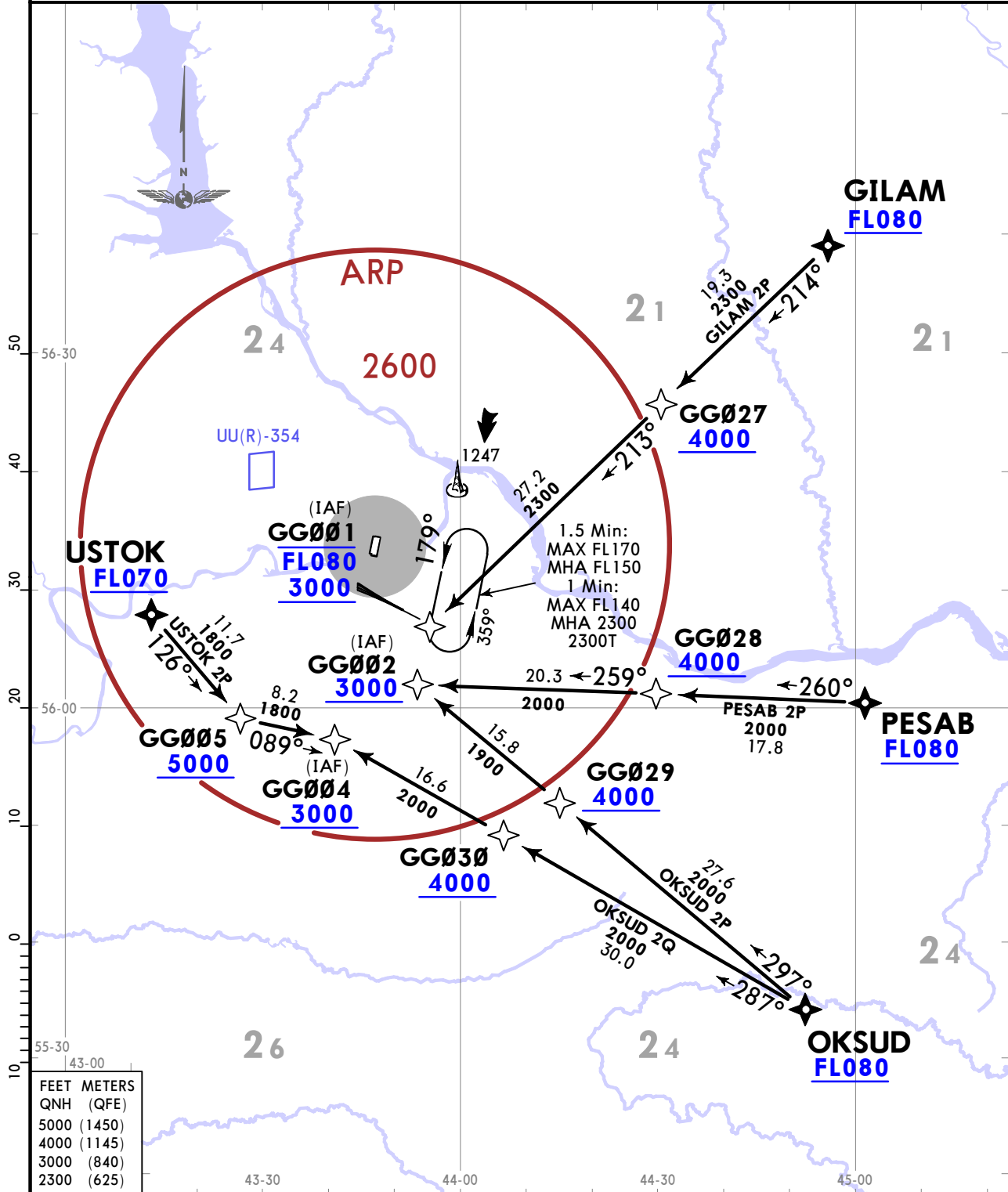
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STRIGINO

JEPPESEN NIZHNY NOVGOROD, RUSSIA
26 APR 24 **(10-2A)** **RNAV STAR**

ATIS 132.7	Apt Elev 258	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
		Holding area is not used during activity of UU(R)-354.

GILAM 2P [GILA2P]
By ATC

OKSUD 2P [OKSU2P], OKSUD 2Q [OKSU2Q]
PESAB 2P [PESA2P], USTOK 2P [USTO2P]
RNAV ARRIVALS
(RWY 36R)



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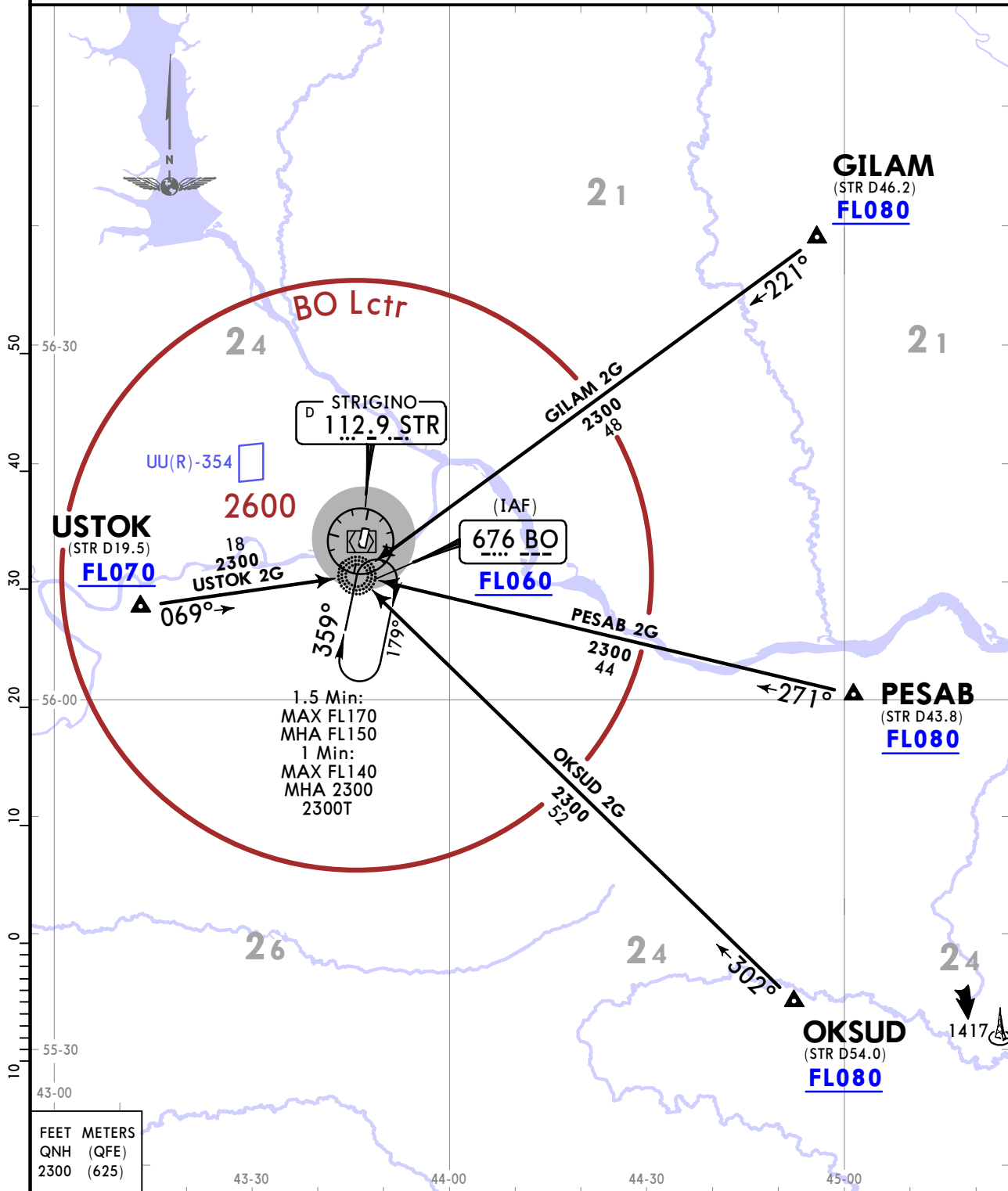
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16 JAN 26 (10-2B) Eff 22 Jan

STAR

ATIS 132.7	Apt Elev 258	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). 1. DME required. 2. Holding area is not used during activity of UU(R)-354.
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GILAM 2G [GILA2G]
 By ATC
OKSUD 2G [OKSU2G]
PESAB 2G [PESA2G]
USTOK 2G [USTO2G]
ARRIVALS
(RWY 36R)



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16 JAN 26 (10-2C) Eff 22 Jan

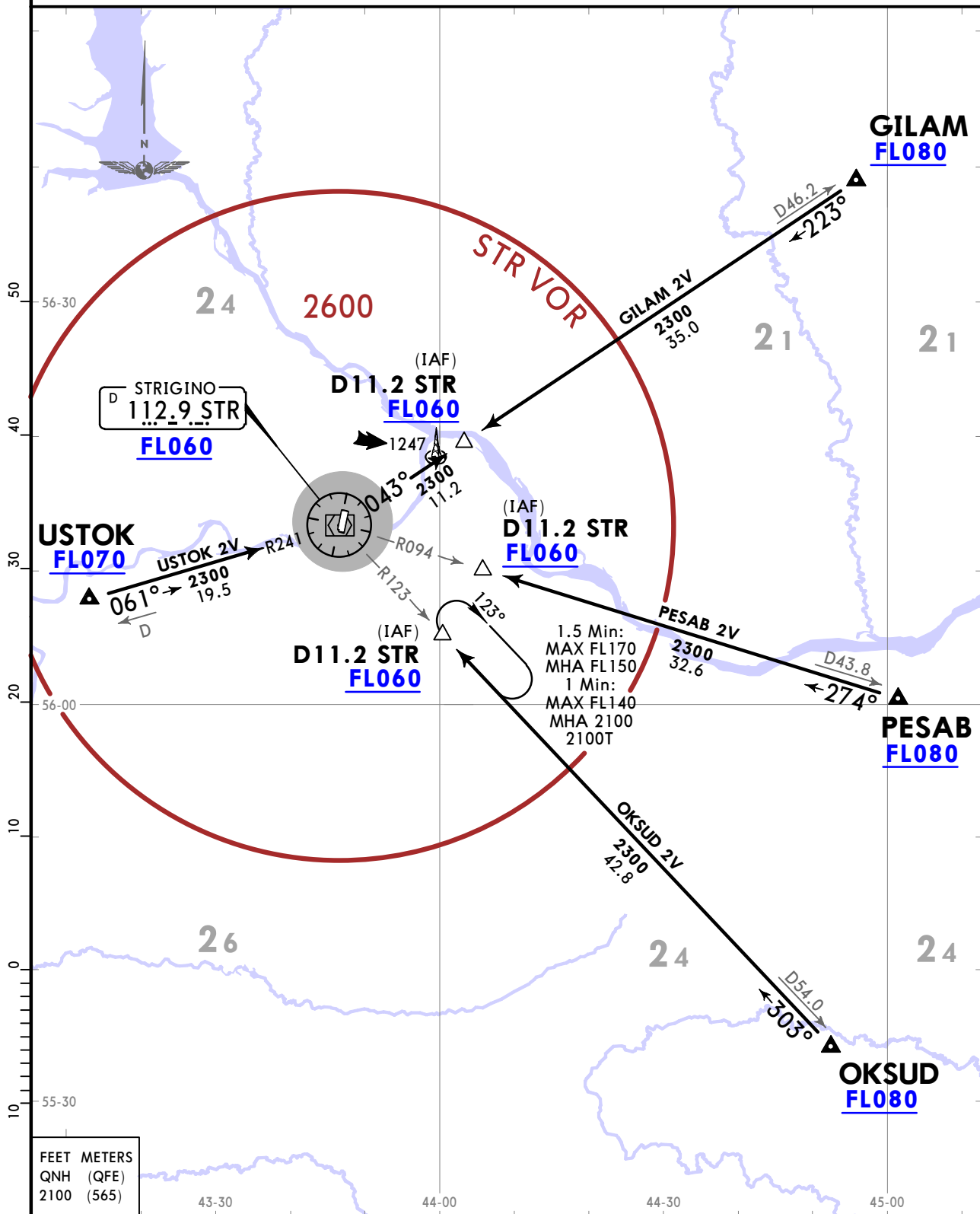
STAR

ATIS 132.7	Apt Elev 258	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). DME required.
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GILAM 2V [GILA2V]
By ATC

OKSUD 2V [OKSU2V], PESAB 2V [PESA2V]
USTOK 2V [USTO2V]

ARRIVALS
(RWYS 18L/36R)



FEET METERS
QNH (QFE)
2100 (565)

CHANGES: MSA center.

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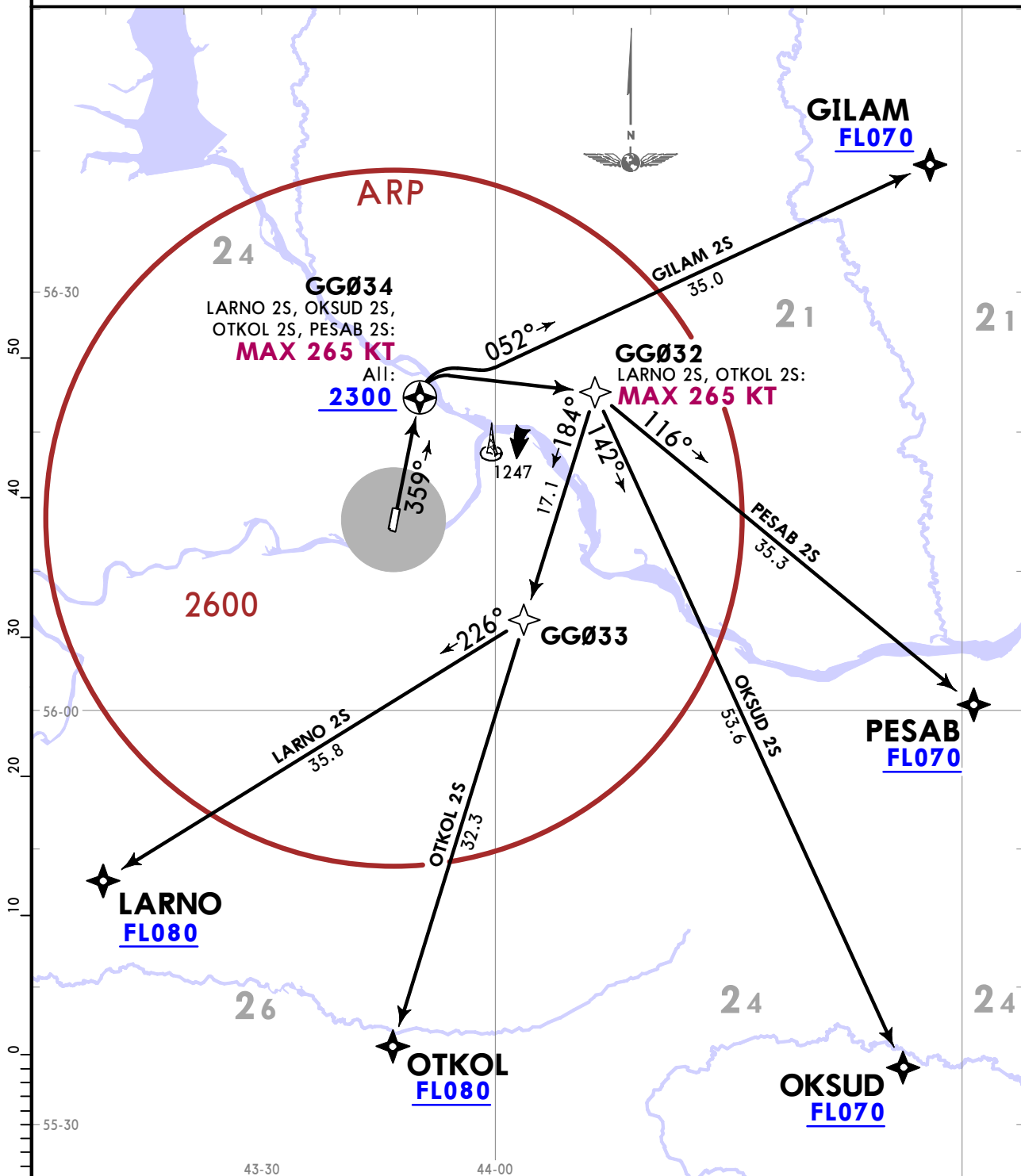
16 JAN 26 **10-3** Eff 22 Jan

RNAV SID

Apt Elev 258	Trans alt: 5000 QNH (QFE onrequest)
	RNAV 1 GNSS required

GILAM 2S [GILA2S]
BY ATC

LARNO 2S [LARN2S], OKSUD 2S [OKSU2S]
OTKOL 2S [OTKO2S], PESAB 2S [PESA2S]
RNAV DEPARTURES
(RWY 36R)



These SIDs require a minimum climb gradient of 4.3% up to 2600 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

FEET METERS	
QNH (QFE)	
2300 (625)	
2600 (715)	
5000 (1450)	

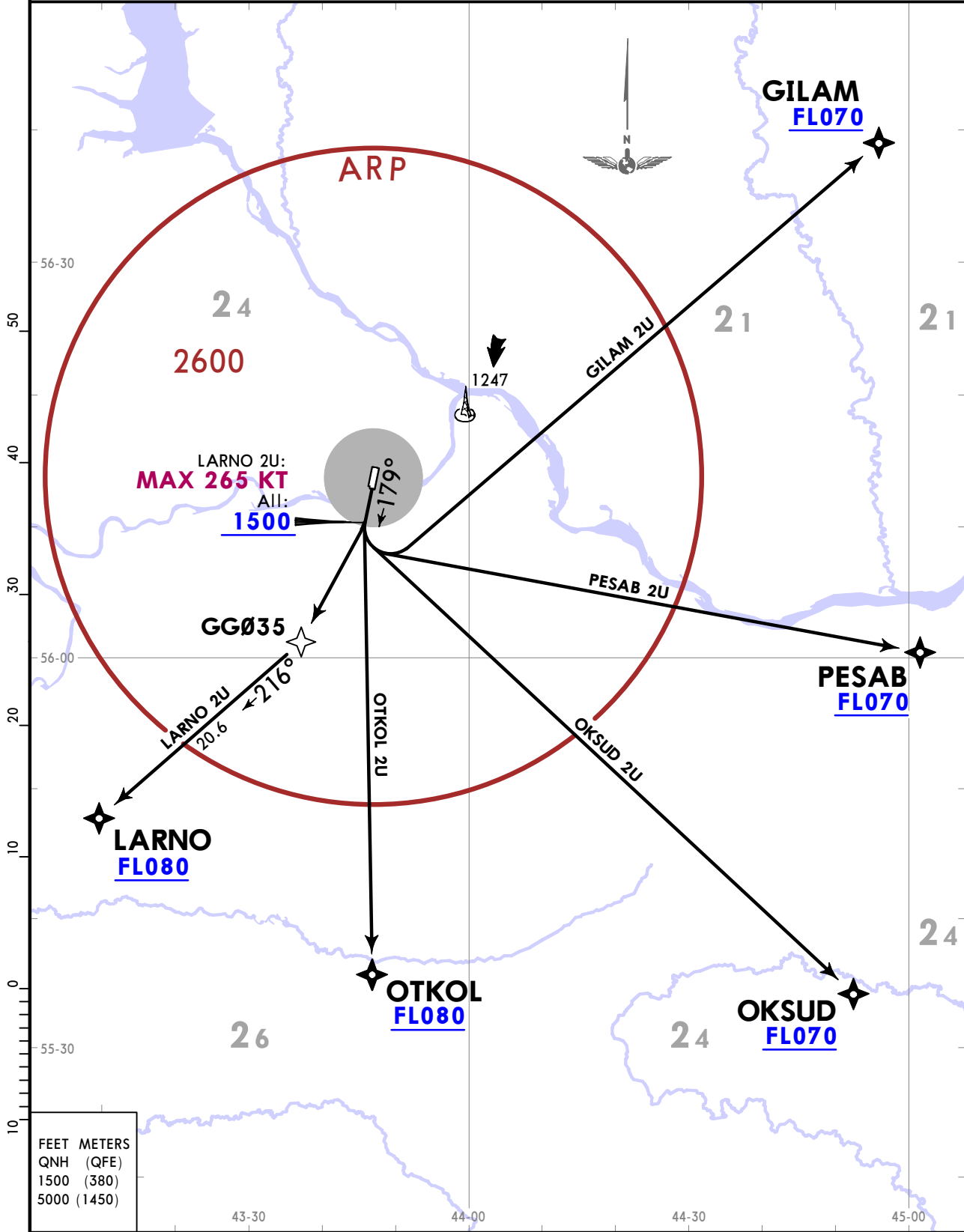
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STRIGINO

JEPPESENNIZHNY NOVGOROD, RUSSIA
16 JAN 26 10-3A Eff 22 Jan RNAV SID

Apt Elev 258	Trans alt: 5000 QNH (QFE onrequest)
	RNAV 1 GNSS required

GILAM 2U [GILA2U]
BY ATC

LARNO 2U [LARN2U], OKSUD 2U [OKSU2U]
OTKOL 2U [OTKO2U], PESAB 2U [PESA2U]
RNAV DEPARTURES
(RWY 18L)



FEET	METERS
QNH (QFE)	
1500 (380)	
5000 (1450)	

CHANGES: None.

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JEPPESEN NIZHNY NOVGOROD, RUSSIA

16 JAN 26 **(10-3B)** Eff 22 Jan

SID

Apt Elev
258

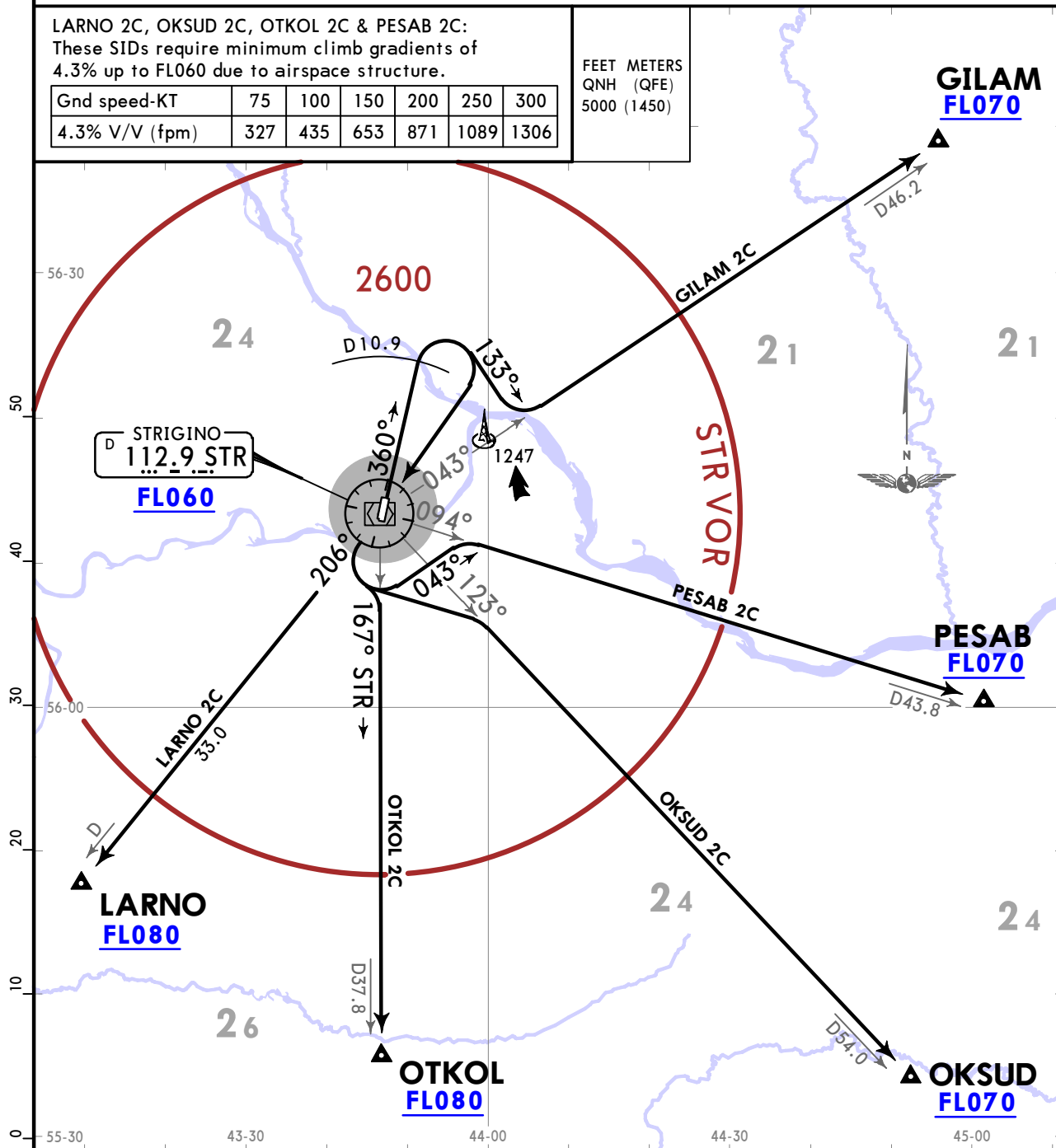
Trans alt: 5000
DME required.

GILAM 2C [GILA2C]
LARNO 2C [LARN2C], OKSUD 2C [OKSU2C]
OTKOL 2C [OTKO2C], PESAB 2C [PESA2C]
DEPARTURES
(RWY 36R)

LARNO 2C, OKSUD 2C, OTKOL 2C & PESAB 2C:
These SIDs require minimum climb gradients of 4.3% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

FEET METERS
QNH (QFE)
5000 (1450)



SID	ROUTING
GILAM 2C By ATC	Climb straight ahead on 360° track to D10.9 STR, turn RIGHT, 133° track to intercept STR R043 to GILAM.
LARNO 2C	Climb straight ahead on 360° track to D10.9 STR, turn RIGHT to STR, STR R206 to LARNO.
OKSUD 2C	Climb straight ahead on 360° track to D10.9 STR, turn RIGHT to STR, turn LEFT, intercept STR R123 to OKSUD.
OTKOL 2C	Climb straight ahead on 360° track to D10.9 STR, turn RIGHT to STR, turn LEFT, intercept STR R167 to OTKOL.
PESAB 2C	Climb straight ahead on 360° track to D10.9 STR, turn RIGHT to STR, turn LEFT, 043° track to intercept STR R094 to PESAB.

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JEPPESEN NIZHNY NOVGOROD, RUSSIA
16 JAN 26 (10-3C) Eff 22 Jan **SID**

Apt Elev
258

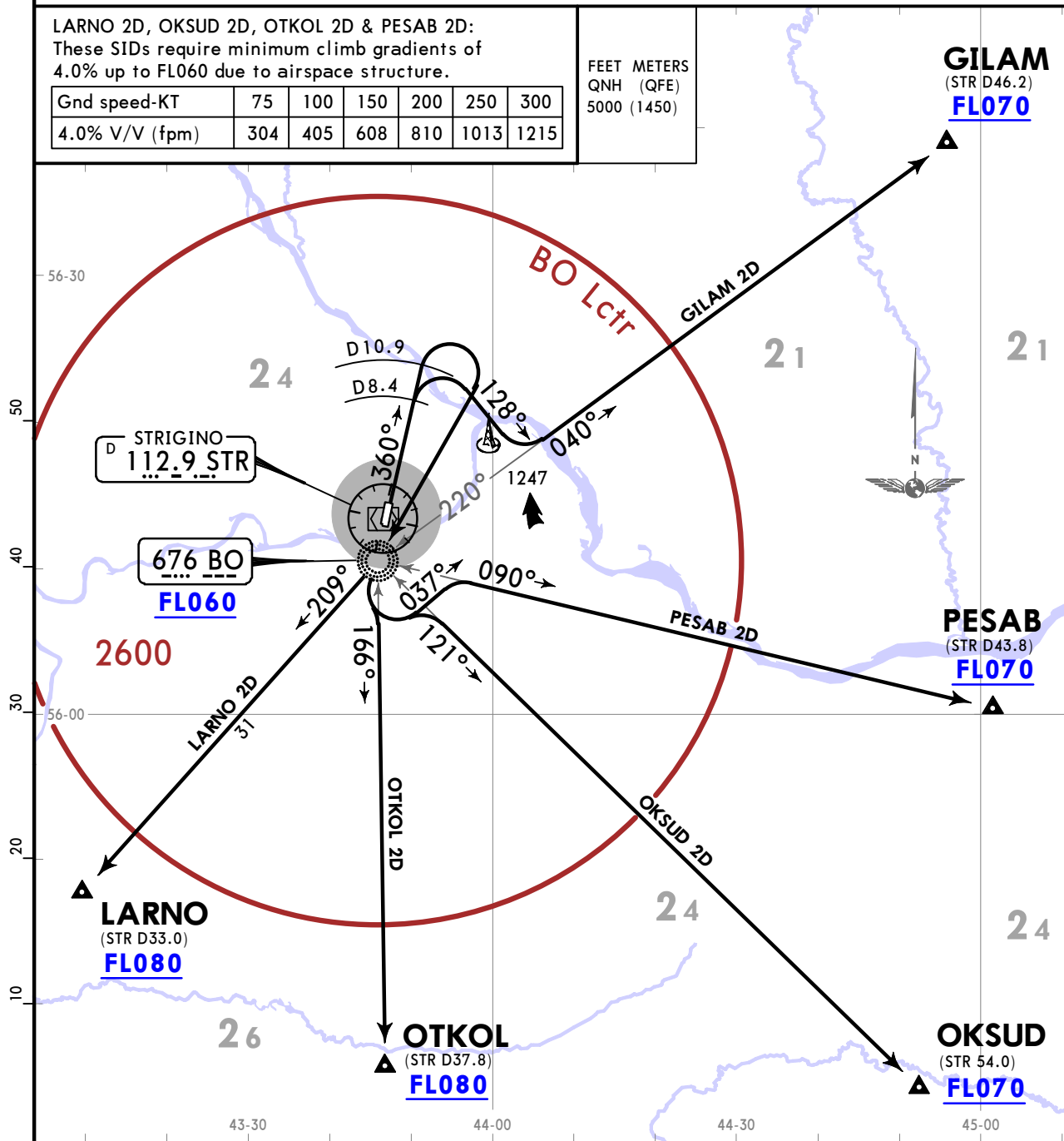
Trans alt: 5000
DME required.

GILAM 2D [GILA2D]
LARNO 2D [LARN2D], OKSUD 2D [OKSU2D]
OTKOL 2D [OTKO2D], PESAB 2D [PESA2D]
DEPARTURES
(RWY 36R)

LARNO 2D, OKSUD 2D, OTKOL 2D & PESAB 2D:
These SIDs require minimum climb gradients of 4.0% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

FEET METERS
QNH (QFE)
5000 (1450)



SID	ROUTING
GILAM 2D By ATC	Climb straight ahead on 360° track to D8.6 STR, turn RIGHT, 128° track to intercept 040° bearing from BO to GILAM.
LARNO 2D	Climb straight ahead on 360° track to D10.9 STR, turn RIGHT to BO, 209° bearing to LARNO.
OKSUD 2D	Climb straight ahead on 360° track to D10.9 STR, turn RIGHT to BO, turn LEFT, intercept 121° bearing from BO to OKSUD.
OTKOL 2D	Climb straight ahead on 360° track to D10.9 STR, turn RIGHT to BO, turn LEFT, intercept 166° bearing from BO to OTKOL.
PESAB 2D	Climb straight ahead on 360° track to D10.9 STR, turn RIGHT to BO, turn LEFT, 037° track to intercept 090° bearing from BO to PESAB.

UWGG/GOJ STRIGINO

Apt Elev
258

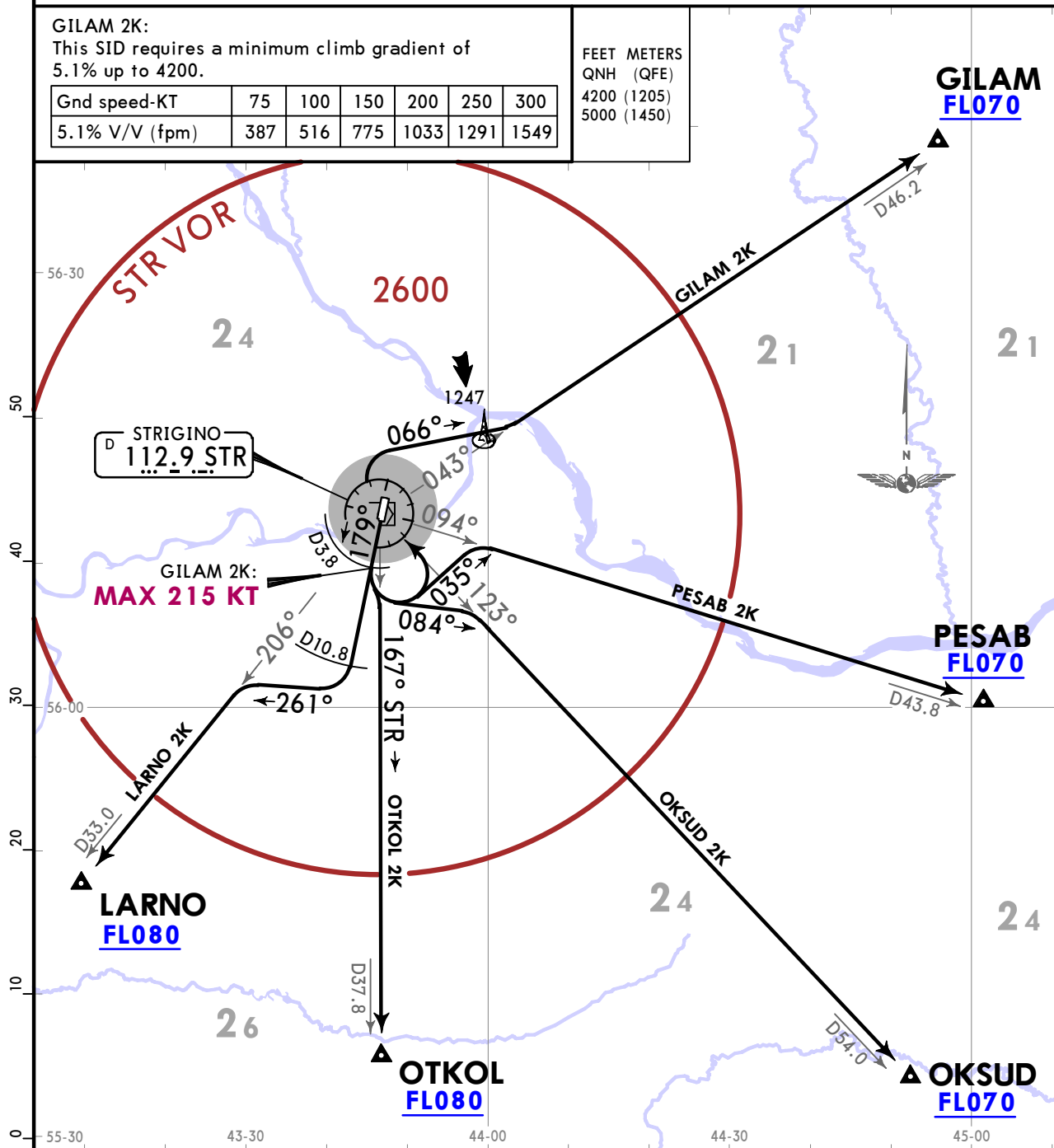
Trans alt: 5000
DME required.

GILAM 2K [GILA2K] LARNO 2K [LARN2K], OKSUD 2K [OKSU2K] OTKOL 2K [OTKO2K], PESAB 2K [PESA2K] DEPARTURES (RWY 18L)

GILAM 2K:
This SID requires a minimum climb gradient of 5.1% up to 4200.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

FEET METERS
QNH (QFE)
4200 (1205)
5000 (1450)



SID	ROUTING
GILAM 2K By ATC	Climb straight ahead on 179° track to D3.8 STR, turn LEFT to STR, turn RIGHT, 066° track to intercept STR R043 to GILAM.
LARNO 2K	Climb straight ahead on 179° track to D10.8 STR, turn RIGHT, 261° track to intercept STR R206 to LARNO.
OKSUD 2K	Climb straight ahead on 179° track to D3.8 STR, turn LEFT, 084° track to intercept STR R123 to OKSUD.
OTKOL 2K	Climb straight ahead on 179° track to D3.8 STR, turn LEFT, intercept STR R167 to OTKOL.
PESAB 2K	Climb straight ahead on 179° track to D3.8 STR, turn LEFT, 035° track to intercept STR R094 to PESAB.

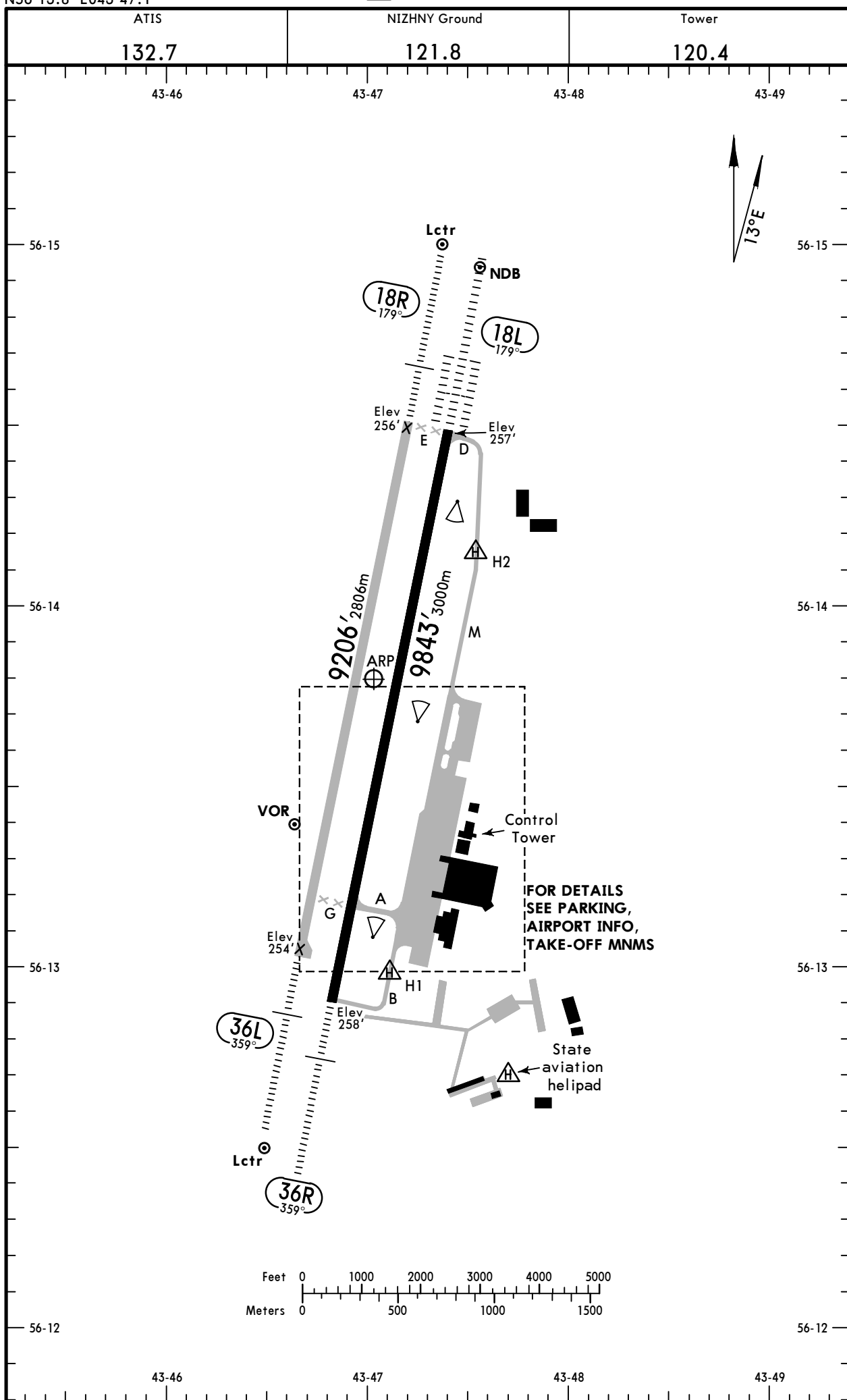
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Apt Elev 258'
N56 13.8 E043 47.1

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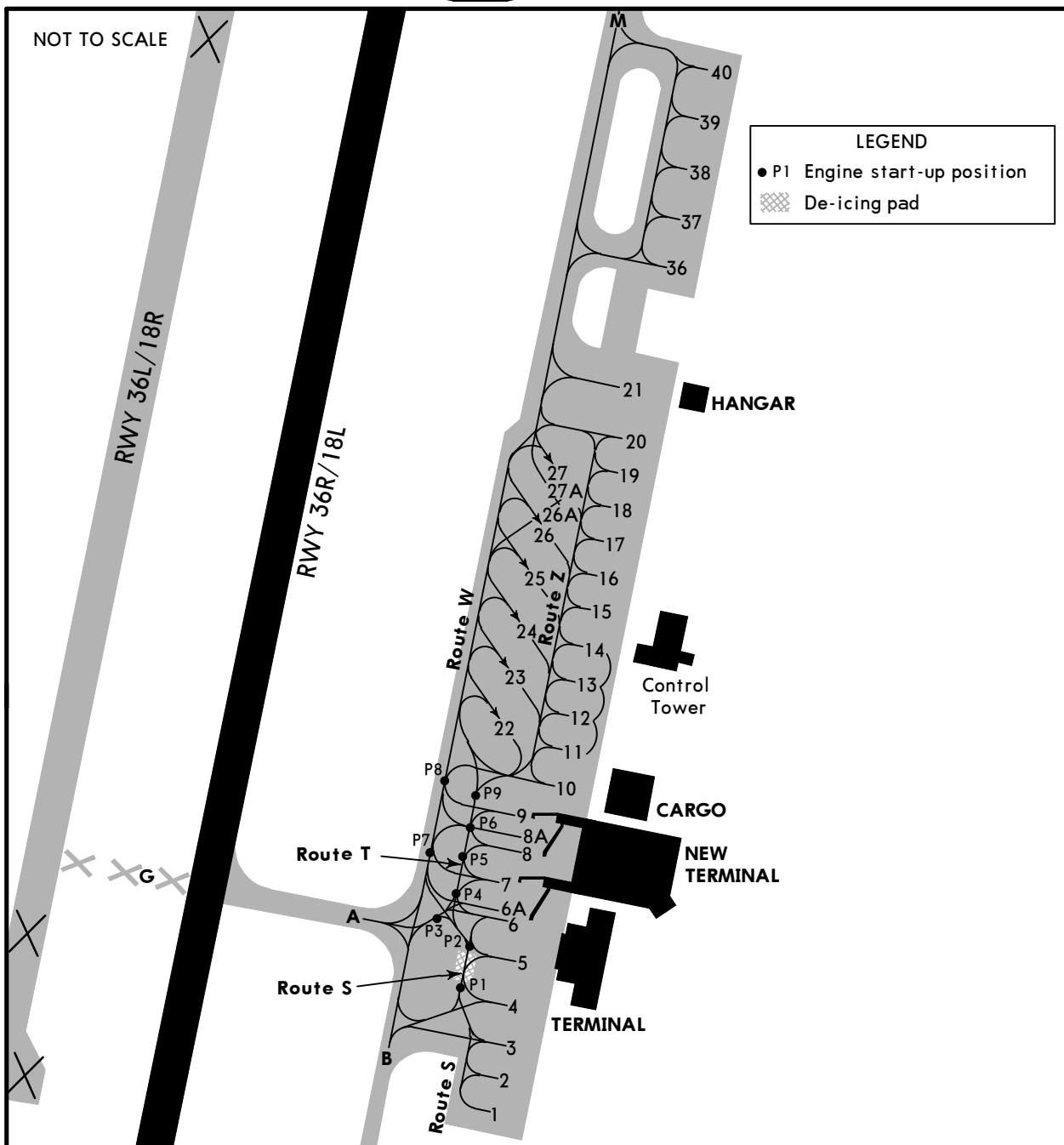
16 JAN 26 (10-9) Eff 22 Jan

STRIGINO



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16 JAN 26 **10-9A** Eff 22 Jan **JEPPESEN NIZHNY NOVGOROD, RUSSIA**
STRIGINO



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS			WIDTH	
					LANDING BEYOND	TAKE-OFF			
	HIRL (60m)	CL (15m)	① PALS CAT II	TDZ	③ RVR			Threshold	Glide Slope
18L	HIRL (60m)	CL (15m)	① PALS CAT II	TDZ	③ RVR		8810' 2685m		148'
36R	HIRL (60m)	CL (15m)	② PALS CAT I		③		8750' 2667m	④	45m

① length 897m. ② length 900m. ③ PAPI-L (3.0°)
④ TAKE-OFF RUN AVAILABLE RWY 36R: From rwy head 9843' (3000m)
twy A int 8202' (2500m)

RWY	HIRL (60m)	⑤ PALS CAT I	PAPI-L (angle 3.0°)						
18R	HIRL (60m)	⑤ PALS CAT I	PAPI-L (angle 3.0°)						148'
36L	HIRL (60m)	⑥ PALS CAT I	PAPI-L (angle 3.0°)					⑦	45m

⑤ length 870m. ⑥ length 900m.
⑦ TAKE-OFF RUN AVAILABLE RWY 36L: From rwy head 9206' (2806m)
twy G int 8222' (2506m)

Std		TAKE-OFF					Adequate Vis Ref	
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	① RL & RCLM	RL or RCLM ①				
						DAY	NIGHT	
TDZ R125m	TDZ R150m		① RL & RCLM	RL or RCLM ①				
Mid R125m	Mid R150m	R/V200m	R/V300m	R/V400m	R/V500m	NA		
Rollout R125m	Rollout R150m							

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

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JEPPESENNIZHNY NOVGOROD, RUSSIA
 9 MAY 25 **10-9B** **Eff 15 May**
 STRIGINO

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N56 13.0 E043 47.3	26A thru 27A	N56 13.4 E043 47.4
3 thru 6A	N56 13.1 E043 47.3		
7 thru 9	N56 13.2 E043 47.3		
10	N56 13.2 E043 47.4		
11 thru 15	N56 13.3 E043 47.4		
16 thru 18	N56 13.4 E043 47.4		
19	N56 13.4 E043 47.5		
20, 21	N56 13.5 E043 47.5		
22 thru 24	N56 13.3 E043 47.3		
25, 26	N56 13.4 E043 47.3		

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UWGG/GOJ

JEPPESEN
16 JAN 26
Eff 22 Jan 10-9S

EASA AIR OPS

NIZHNY NOVGOROD, RUSSIA
STRIGINO

STRAIGHT-IN RWY		A	B	C	D
18L	ILS Z, Y, X	457' (200') R550m	457' (200') R550m	457' (200') R550m	457' (200') R550m
	TDZ or CL out ALS out	① R550m R1200m	① R550m R1200m	① R550m R1200m	① R550m R1200m
	GLS	457' (200') R550m	457' (200') R550m	457' (200') R550m	457' (200') R550m
	TDZ or CL out ALS out	① R550m R1200m	① R550m R1200m	① R550m R1200m	① R550m R1200m
	② LOC Z, Y, X	650' (393') R1100m R1500m	650' (393') R1100m R1500m	650' (393') R1100m R1800m	650' (393') R1100m R1800m
	ALS out				
RNP LNAV/VNAV		535' (278') ③ R750m R1300m	545' (288') ④ R750m R1400m	555' (298') ④ R750m R1400m	565' (308') ⑤ R750m R1400m
	ALS out				
② RNP LNAV		650' (393') R1100m R1500m	650' (393') R1100m R1500m	650' (393') R1100m R1800m	650' (393') R1100m R1800m
	ALS out				
② VOR with D4.0		690' (433') R1300m R1500m	690' (433') R1300m R1500m	690' (433') R1300m R2000m	690' (433') R1300m R2000m
	ALS out				
② VOR w/o D4.0		700' (443') R1400m R1500m	700' (443') R1400m R1500m	700' (443') R1400m R2100m	700' (443') R1400m R2100m
	ALS out				
② NDB Z		650' (393') R1100m R1500m	650' (393') R1100m R1500m	650' (393') R1100m R1800m	650' (393') R1100m R1800m
	ALS out				
② NDB Y		890' (633') R1500m R1500m	890' (633') R1500m R1500m	890' (633') R2200m R2400m	890' (633') R2200m R2400m
	ALS out				
② ⑥ NDB Y		1460' (1203') R1500m R1500m	1460' (1203') R1500m R1500m	1460' (1203') R2400m R2400m	1460' (1203') R2400m R2400m
	ALS out				
36R	⑦ ILS Z, Y, X	458' (200') ① R550m R1200m	458' (200') ① R550m R1200m	458' (200') ① R550m R1200m	458' (200') ① R550m R1200m
	ALS out				
⑧ ILS Z, Y, X		644' (386') R1100m R1500m	656' (398') R1100m R1500m	664' (406') R1200m R1900m	675' (417') R1200m R1900m
	ALS out				
⑦ GLS		458' (200') ① R550m R1200m	458' (200') ① R550m R1200m	458' (200') ① R550m R1200m	458' (200') ① R550m R1200m
	ALS out				
⑧ GLS		644' (386') R1100m R1500m	656' (398') R1100m R1500m	664' (406') R1200m R1900m	675' (417') R1200m R1900m
	ALS out				

- ① R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ② Continuous Descent Final Approach. ③ With TDZ & CL & HUDLS: RVR 600m.
- ④ With TDZ & CL & HUDLS: RVR 650m. ⑤ With TDZ & CL & HUDLS: RVR 700m.
- ⑥ During UU(R)-355 activity.
- ⑦ With missed apch climb gradient mim 3.0% (183'/NM).
- ⑧ With missed apch climb gradient mim 2.5% (152'/NM).

UWGG/GOJ

JEPPESEN
16 JAN 26
Eff 22 Jan

EASA AIR OPS

(10-9S1) NIZHNY NOVGOROD, RUSSIA
STRIGINO

STRAIGHT-IN RWY	A	B	C	D
36R ① LOC Z, Y, X (contd) with NDB/D2.4 IBO ALS out	770' (512') R1500m R1500m	770' (512') R1500m R1500m	770' (512') R1600m R2400m	770' (512') R1600m R2400m
① LOC Z, Y, X w/o NDB/D2.4 IBO ALS out	870' (612') R1500m R1500m	870' (612') R1500m R1500m	870' (612') R2100m R2400m	870' (612') R2100m R2400m
RNP LNAV/VNAV ALS out	545' (287') ⑥ R650m R1400m	555' (297') ⑥ R650m R1400m	565' (307') ⑥ R700m R1400m	575' (317') ⑥ R700m R1400m
① ② RNP LNAV ALS out	670' (412') R1200m R1500m	670' (412') R1200m R1500m	670' (412') R1200m R1900m	670' (412') R1200m R1900m
① ③ RNP LNAV ALS out	950' (692') R1500m R1500m	950' (692') R1500m R1500m	950' (692') R2400m R2400m	950' (692') R2400m R2400m
① ④ VOR with D2.4 ALS out	730' (472') R1500m R1500m	730' (472') R1500m R1500m	730' (472') R1500m R2200m	730' (472') R1500m R2200m
① ③ VOR w/o D2.4 ALS out	1050' (792') R1500m R1500m	1050' (792') R1500m R1500m	1050' (792') R2400m R2400m	1050' (792') R2400m R2400m
① ⑤ NDB X with D2.1 ALS out	690' (432') R1300m R1500m	690' (432') R1300m R1500m	690' (432') R1300m R2000m	690' (432') R1300m R2000m
① ③ NDB X w/o D2.1 ALS out	930' (672') R1500m R1500m	930' (672') R1500m R1500m	930' (672') R2400m R2400m	930' (672') R2400m R2400m

- ① Continuous Descent Final Approach.
- ② With missed apch climb gradient mim 3.1% (189'/NM).
- ③ With missed apch climb gradient mim 2.5% (152'/NM).
- ④ With missed apch climb gradient mim 3.2% (195'/NM).
- ⑤ With missed apch climb gradient mim 3.0% (183'/NM).
- ⑥ R750m when Flight Director or Autopilot or HUDLS to DA is not used.

CIRCLE-TO-LAND ⑦	100 KT	135 KT	180 KT	205 KT
	730' (472')	870' (612')	1160' (902')	1160' (902')
After ILS Z, Y, X 36R	870' (612')	870' (612')	1160' (902')	1160' (902')
After LOC Z, Y, X 36R	870' (612')	870' (612')	1160' (902')	1160' (902')
After RNP 36R	960' (702')	960' (702')	1160' (902')	1160' (902')
After VOR 36R	1050' (792')	1050' (792')	1160' (902')	1160' (902')
After NDB Y 18L	⑧ 1160' (902')	⑧ 1160' (902')	1470' (1212')	1470' (1212')
After NDB X 36R	940' (682')	940' (682')	1160' (902')	1160' (902')
	V1500m	V1600m	V2400m	V3600m

- ⑦ Prohibited East of airport.
- ⑧ or higher minimums of preceding straight-in approach.

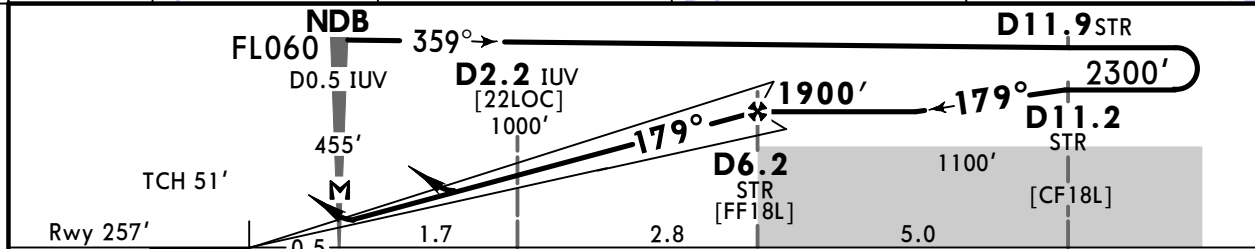
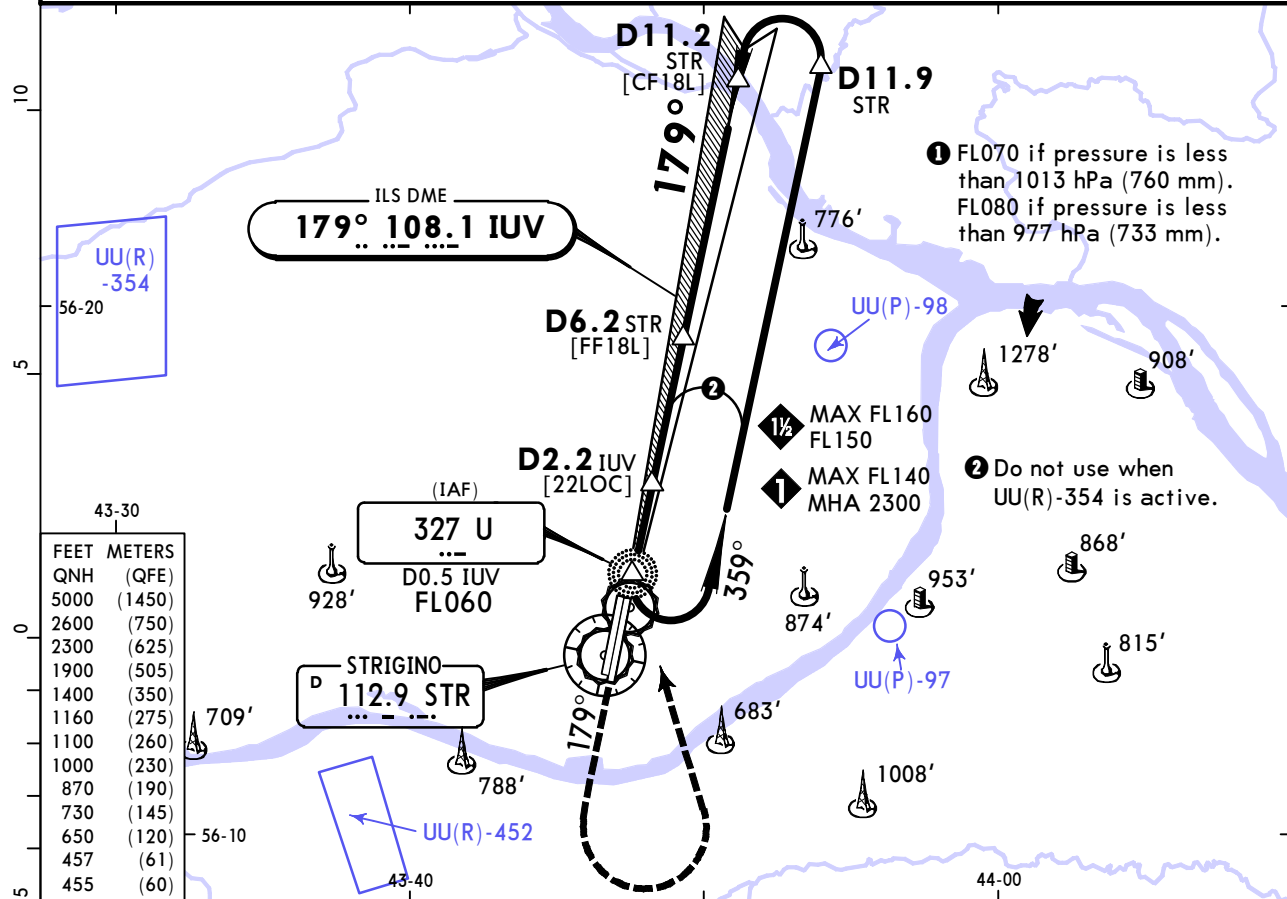
Std/State		TAKE-OFF RWY							
Low Visibility Procedures required		Approval for Low Visibility Take-off required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT				
R125m	R150m	R300m		R/V400m		R/V500m	NA		

UWGG/GOJ STRIGINO

13 MAR 26
Eff 19 Mar (11-1)

JEPPESEN NIZHNY NOVGOROD, RUSSIA ILS Z or LOC Z Rwy 18L

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
ILS IUUV 108.1	Final Apch Crs 179°	D6.2 STR 1900' (1643')	ILS DA(H) 457' (200')	Apt Elev 258' Rwy 257'
MISSED APCH: Climb STRAIGHT AHEAD to 1400' or above (MAX 250 KT), then turn LEFT to NDB climbing to 2300' or above. Turn before passing MAP is PROHIBITED.				2600 MSA U NDB
Alt Set: hPa (MM on req)		Rwy Elev: 9 hPa	Trans level: FL060 ①	Trans alt: 5000'
1. DME required. 2. ILS DME reads zero at rwy 18L threshold. 3. Racetrack restricted to MAX 190 KT.				



Gnd speed-KT	70	90	100	120	140	160	PALS CAT II PAPI 250 KT MAX 1400' or above
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at NDB/D0.5 IUV							

Timing not authorized to define MAP.

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out) CDFA		Prohibited East of airport	
	DA(H) 457' (200')		② DA/MDA(H) 650' (393')		Max KT	
A	TDZ or CL out	ALS out	ALS out	ALS out	MDA(H)	
B	R550m	① R550m	R1200m	R1100m	730' (472')	V1500m
C				R1500m	870' (612')	V1600m
D				R1800m	1160' (902')	V2400m
					1160' (902')	V3600m

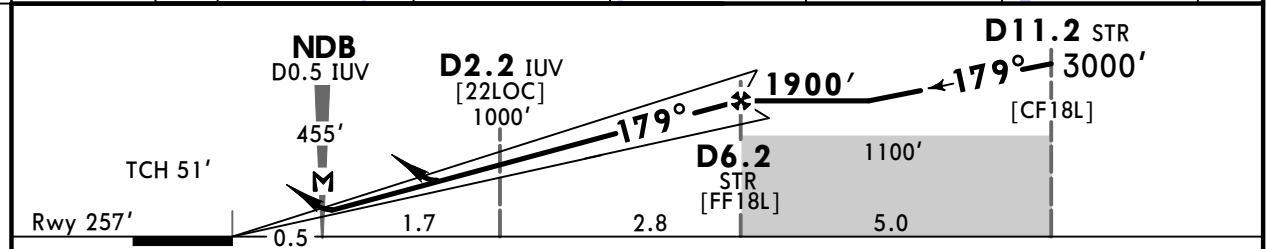
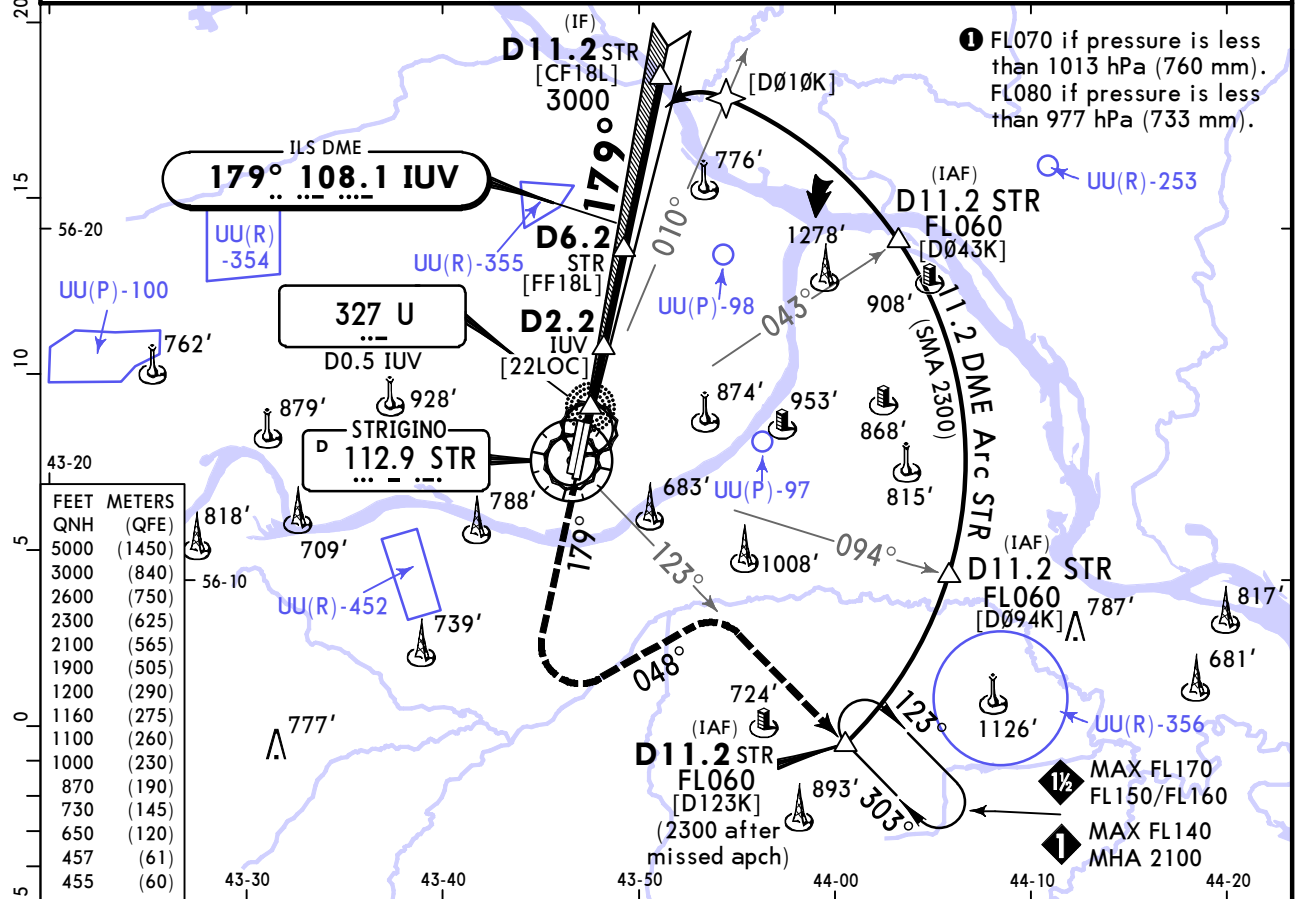
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
 ② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWGG/GOJ STRIGINO

13 MAR 26
Eff 19 Mar **11-2**

JEPPESEN NIZHNY NOVGOROD, RUSSIA ILS Y or LOC Y Rwy 18L

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
ILS IUUV 108.1	Final Apch Crs 179°	D6.2 STR 1900' (1643')	ILS DA(H) 457' (200')	Apt Elev 258' Rwy 257'
MISSED APCH: Climb STRAIGHT AHEAD to 1200' or above (MAX 205 KT), then turn LEFT onto 048° to intercept R-123 STR. Then proceed on R-123 STR to the holding area to D11.2 STR climbing to 2300' or above. Turn before passing VOR is PROHIBITED.				2600 MSA STR VOR
Alt Set: hPa (MM on req)		Rwy Elev: 9 hPa	Trans level: FL060 1	Trans alt: 5000'
1. DME required. 2. ILS DME reads zero at rwy 18L threshold.				



Gnd speed-KT	70	90	100	120	140	160	PALS CAT II	205 KT MAX 1200' or above
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at NDB/D0.5 IUV							PAPI	
Timing not authorized to define MAP.								

	ILS		LOC (GS out) CDFA		CIRCLE-TO-LAND	
	DA(H)	457' (200')	2 DA/MDA(H)	650' (393')	Prohibited East of airport	
	TDZ or CL out	ALS out		ALS out	Max KT	MDA(H)
A					100	730' (472')
B	R550m	R550m	R1200m	R1100m	135	870' (612')
C					180	1160' (902')
D					205	1160' (902')

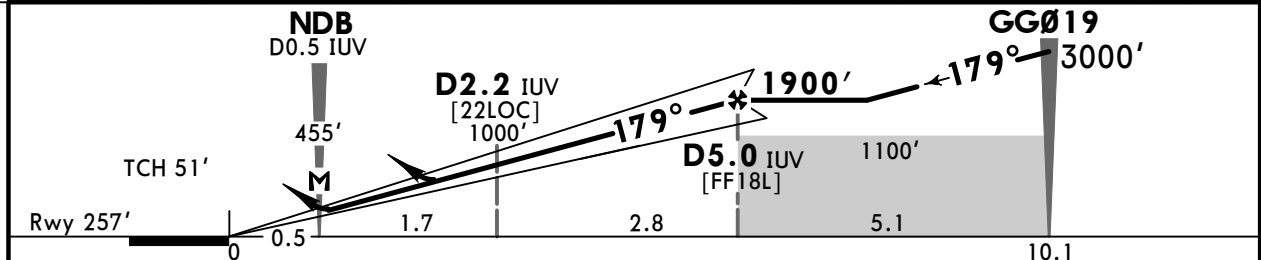
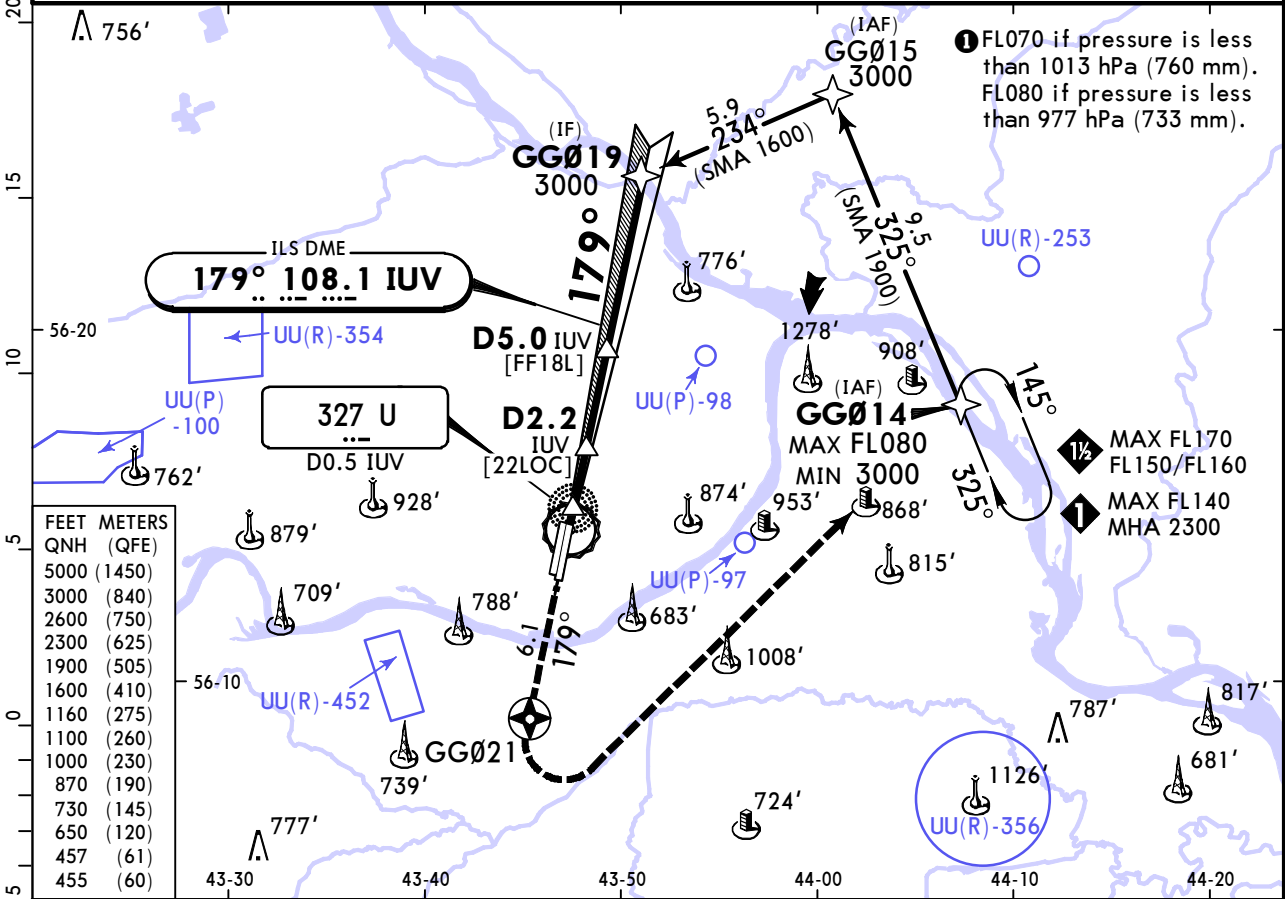
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: None. © JEPPESEN, 2020, 2026. ALL RIGHTS RESERVED.

UWGG/GOJ STRIGINO

16 JAN 26
Eff 22 Jan (11-3)

JEPPESEN NIZHNY NOVGOROD, RUSSIA ILS X or LOC X Rwy 18L

ATIS 132.7	NIZHNY Approach 124.7	NIZHNY Radar 120.8	NIZHNY Tower 120.4	Ground 121.8
ILS IUUV 108.1	Final Apch Crs 179°	D5.0 IUUV 1900' (1643')	ILS DA(H) 457' (200')	Apt Elev 258' Rwy 257'
MISSED APCH: Climb STRAIGHT AHEAD to GGØ21 (MAX 245 KT), turn LEFT to GGØ14 climbing to 3000' or above.				
Alt Set: hPa (MM on req) Rwy Elev: 9 hPa Trans level: FL060 1 Trans alt: 5000'				
1. DME required. 2. GNSS required. 3. RNAV 1 required for initial and missed approach. 4. ILS DME reads zero at rwy 18L threshold.				



Gnd speed-KT	70	90	100	120	140	160	PALS CAT II PAPI 245 KT MAX 	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		GGØ21
MAP at NDB/D0.5 IUUV								

Timing not authorized to define MAP.

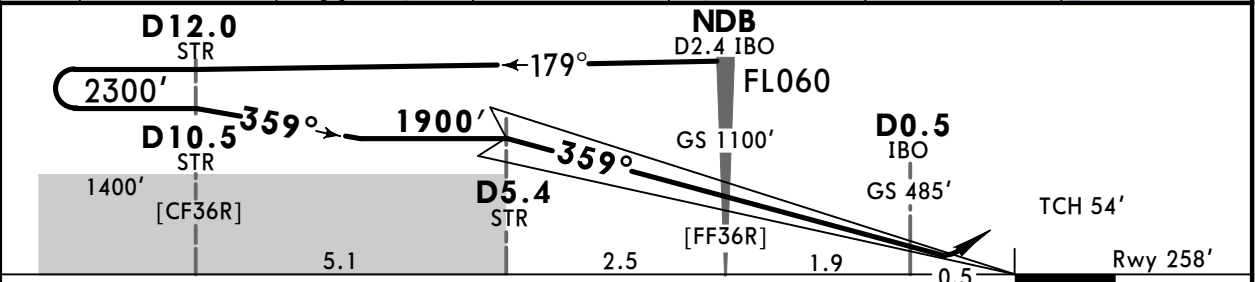
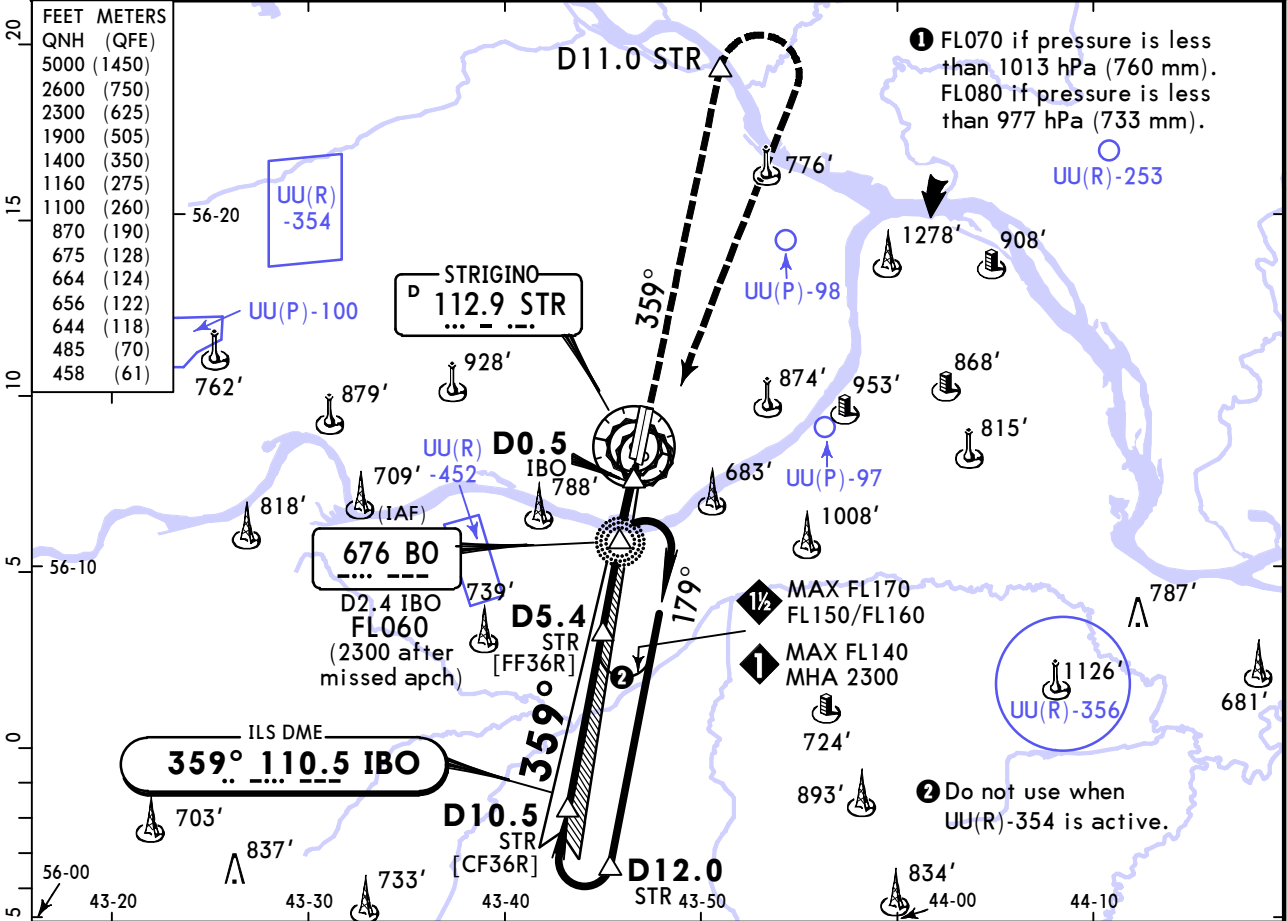
PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out) CDFA		Prohibited East of airport	
	DA(H) 457' (200')		DA/MDA(H) 650' (393')			
	TDZ or CL out	ALS out	ALS out	ALS out	Max KT	MDA(H)
A				R1500m	100	730' (472') V1500m
B	R550m	1 R550m	R1200m	R1100m	135	870' (612') V1600m
C					180	1160' (902') V2400m
D					205	1160' (902') 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.

UWGG/GOJ STRIGINO

JEPPesen NIZHNY NOVGOROD, RUSSIA 16 JAN 26 11-4 Eff 22 Jan ILS Z Rwy 36R

ATIS 132.7	NIZHNY Approach 124.7	NIZHNY Radar 120.8	NIZHNY Tower 120.4	Ground 121.8
ILS IBO 110.5	Final Apch Crs 359°	D5.4 STR 1900' (1642')	ILS DA(H) (CONDITIONAL) 458' (200')	Apt Elev 258' Rwy 258'
MISSED APCH: Climb STRAIGHT AHEAD to D11.0 STR, then turn RIGHT to NDB climbing to 2300' or above. Refer to minimums for missed apch climb gradients.				2600 MSA BO NDB
Alt Set: hPa (MM on req) Rwy Elev: 9 hPa Trans level: FL060 ① Trans alt: 5000'				
1. DME required. 2. ILS DME reads zero at rwy 36R threshold.				



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	D11.0 STR
GS	3.00°	372	478	531	637	849		
Timing not authorized to define MAP.								

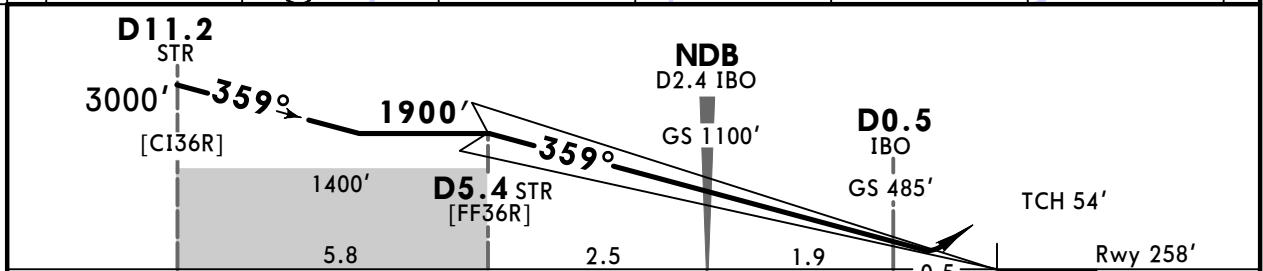
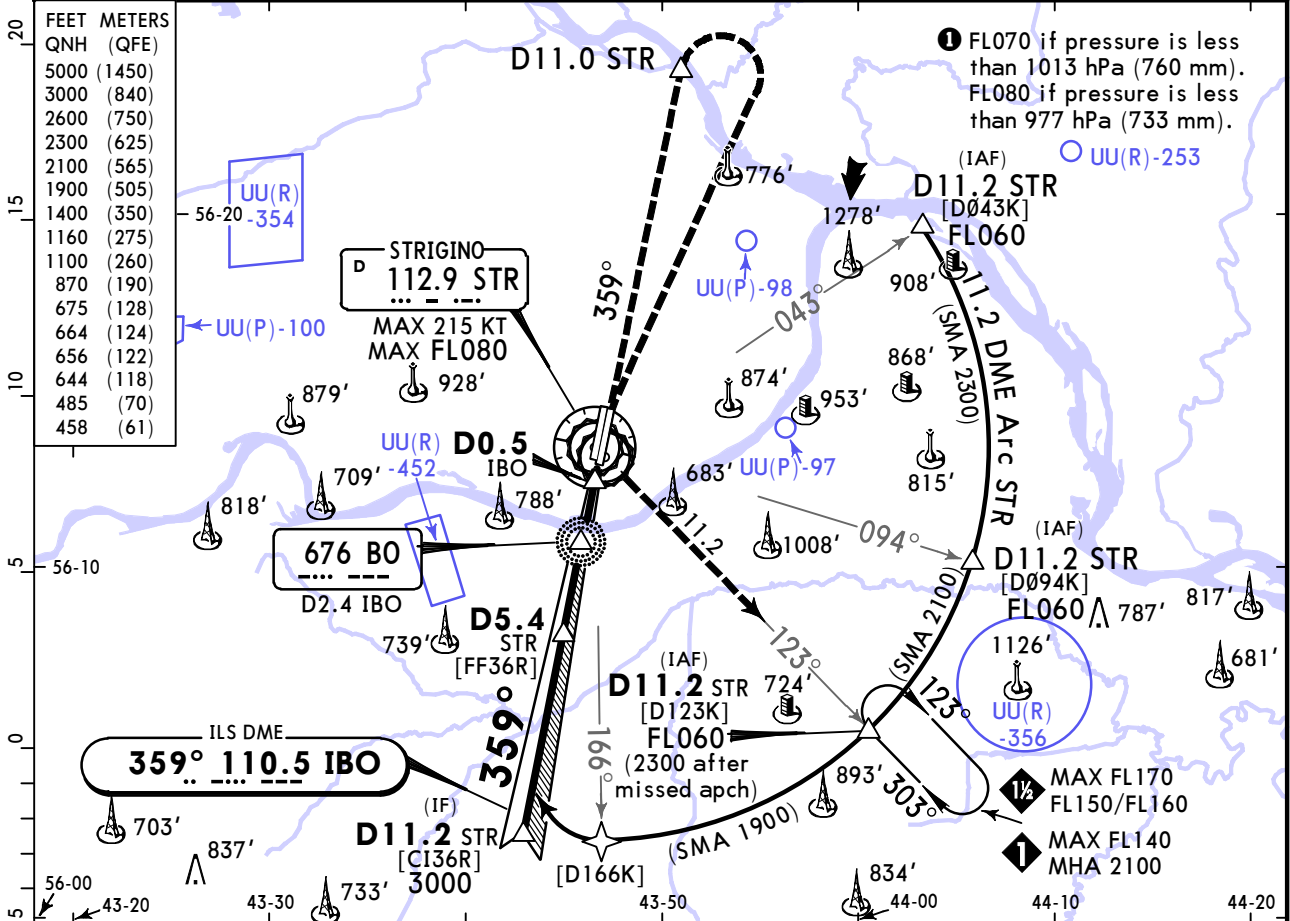
Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
MACG MIN 3.0% (183'/NM)		ILS MACG MIN 2.5% (152'/NM)		Prohibited East of airport		
DA(H) 458' (200')		DA(H) A: 644' (386') C: 664' (406') B: 656' (398') D: 675' (417')				
ALS out		ALS out		Max KT	MDA(H)	
A	R550m	R1200m	R1100m	R1500m	100	870' (612') V1500m
B			R1200m	R1900m	135	870' (612') V1600m
C					180	1160' (902') V2400m
D					205	1160' (902') V3600m
R750m when a Flight Director or Autopilot or HUD to DA is not used.						

UWGG/GOJ STRIGINO

16 JAN 26 **(11-5)** Eff 22 Jan

JEPPesen NIZHNY NOVGOROD, RUSSIA ILS Y Rwy 36R

ATIS 132.7	NIZHNY Approach 124.7	NIZHNY Radar 120.8	NIZHNY Tower 120.4	Ground 121.8
ILS IBO 110.5	Final Apch Crs 359°	D5.4 STR 1900' (1642')	ILS DA(H) (CONDITIONAL) 458' (200')	Apt Elev 258' Rwy 258'
MISSED APCH: Climb STRAIGHT AHEAD to D11.0 STR (MAX 215 KT), turn RIGHT to VOR, then proceed on R-123 STR to D11.2 STR climbing to 2300' or above and hold. Refer to minimums for missed apch climb gradients.				2600 MSA STR VOR
Alt Set: hPa (MM on req) Rwy Elev: 9 hPa Trans level: FL060 1 Trans alt: 5000'				
1. DME required. 2. ILS DME reads zero at rwy 36R threshold.				



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	215 KT MAX	D11.0 STR
GS	3.00°	372	478	531	637	743			
Timing not authorized to define MAP.									

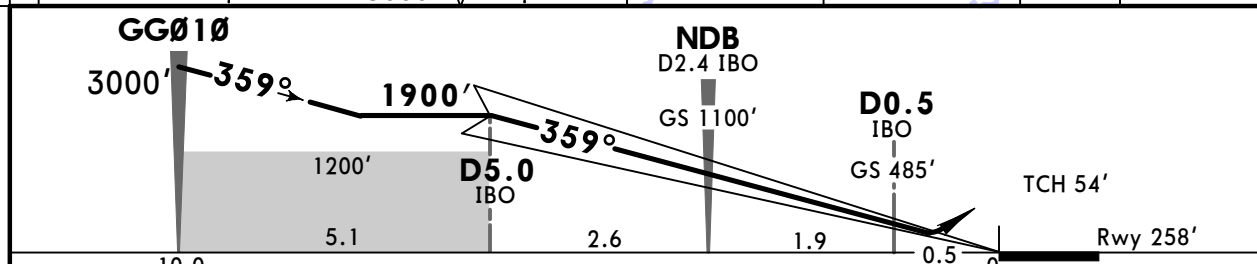
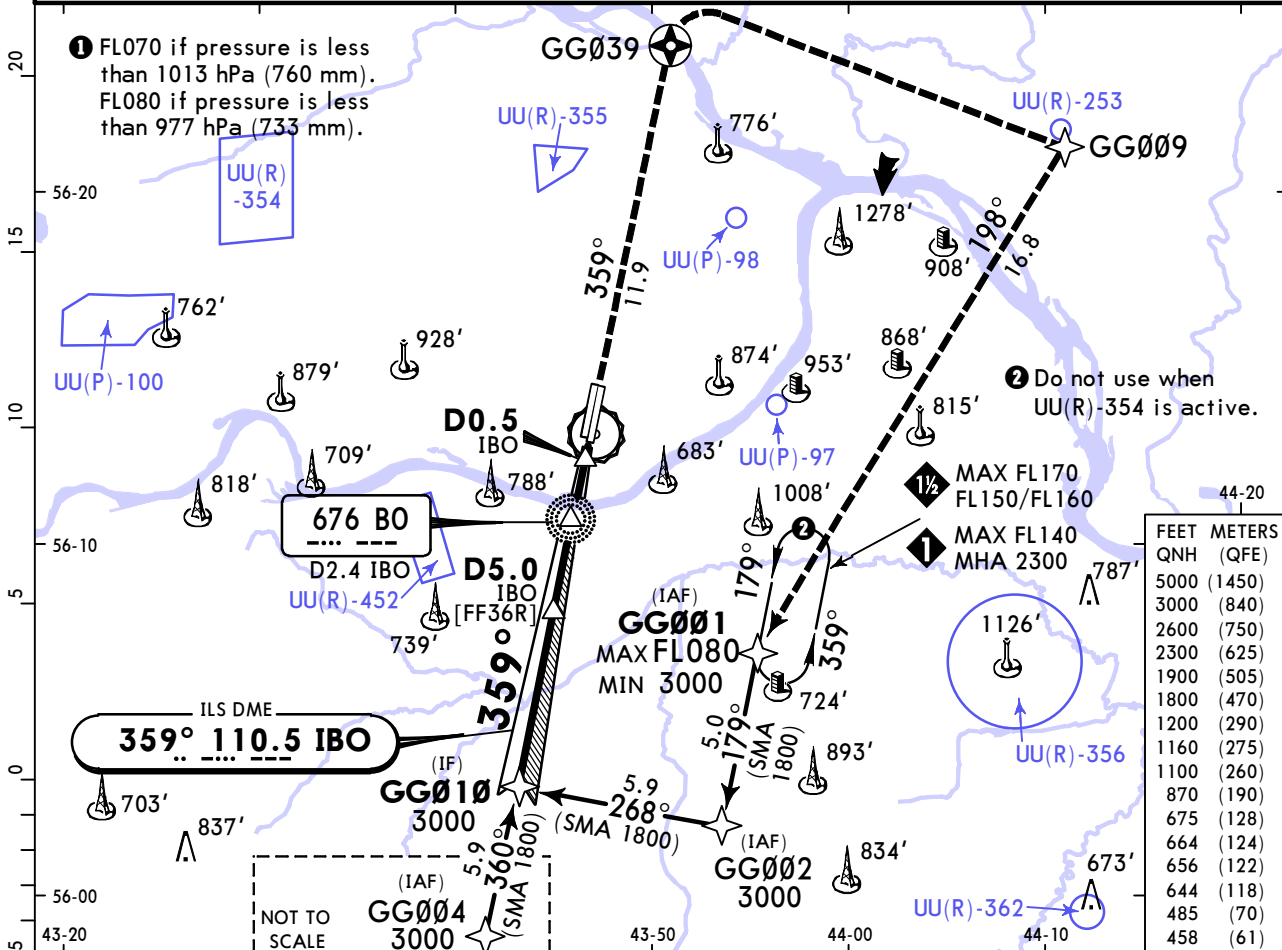
PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	MACG MIN 3.0% (183'/NM)		MACG MIN 2.5% (152'/NM)		Prohibited East of airport	
	DA(H) 458' (200')		A: 644' (386') C: 664' (406') B: 656' (398') D: 675' (417')			
	ALS out		ALS out		Max KT	MDA(H)
A	R550m 1	R1200m	R1100m	R1500m	100	870' (612') V1500m
B			R1200m	R1900m	135	870' (612') V1600m
C					180	1160' (902') V2400m
D					205	1160' (902') V3600m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Notes, altitudes. © JEPPesen, 2020, 2026. ALL RIGHTS RESERVED.

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JEPPESSEN NIZHNY NOVGOROD, RUSSIA 16 JAN 26 11-6 Eff 22 Jan ILS X Rwy 36R

ATIS 132.7	NIZHNY Approach 124.7	NIZHNY Radar 120.8	NIZHNY Tower 120.4	Ground 121.8	<p>2600 MSA ARP</p>
ILS IBO 110.5	Final Apch Crs 359°	D5.0 IBO 1900' (1642')	ILS DA(H) (CONDITIONAL) 458' (200')	Apt Elev 258' Rwy 258'	
MISSED APCH: Climb STRAIGHT AHEAD to GG039 (MAX 190 KT), turn RIGHT to GG009 (MAX 190 KT), then turn RIGHT to GG001 climbing to 3000' or above. Refer to minimums for missed apch climb gradients.					
Alt Set: hPa (MM on req)		Rwy Elev: 9 hPa	Trans level: FL060 ①	Trans alt: 5000'	
1. DME required. 2. GNSS required. 3. RNAV 1 required for initial and missed approach. 4. ILS DME reads zero at rwy 36R threshold.					



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	190 KT MAX	GG039 ↑
GS	3.00°	372	478	531	637	743			
Timing not authorized to define MAP.									

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	MACG MIN 3.0% (183'/NM)		MACG MIN 2.5% (152'/NM)		Prohibited East of airport	
	DA(H) 458' (200')		DA(H) A: 644' (386') C: 664' (406') B: 656' (398') D: 675' (417')			
	ALS out		ALS out		Max KT	MDA(H)
A	R550m ①	R1200m	R1100m	R1500m	100	870' (612') V1500m
B			R1200m	R1900m	135	870' (612') V1600m
C					180	1160' (902') V2400m
D					205	1160' (902') V3600m

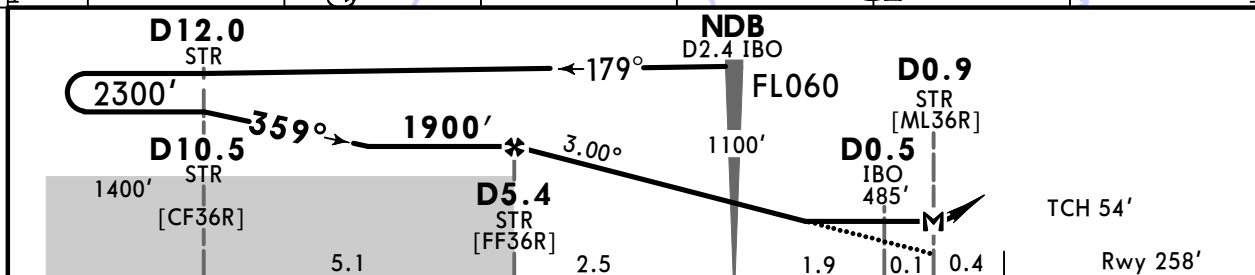
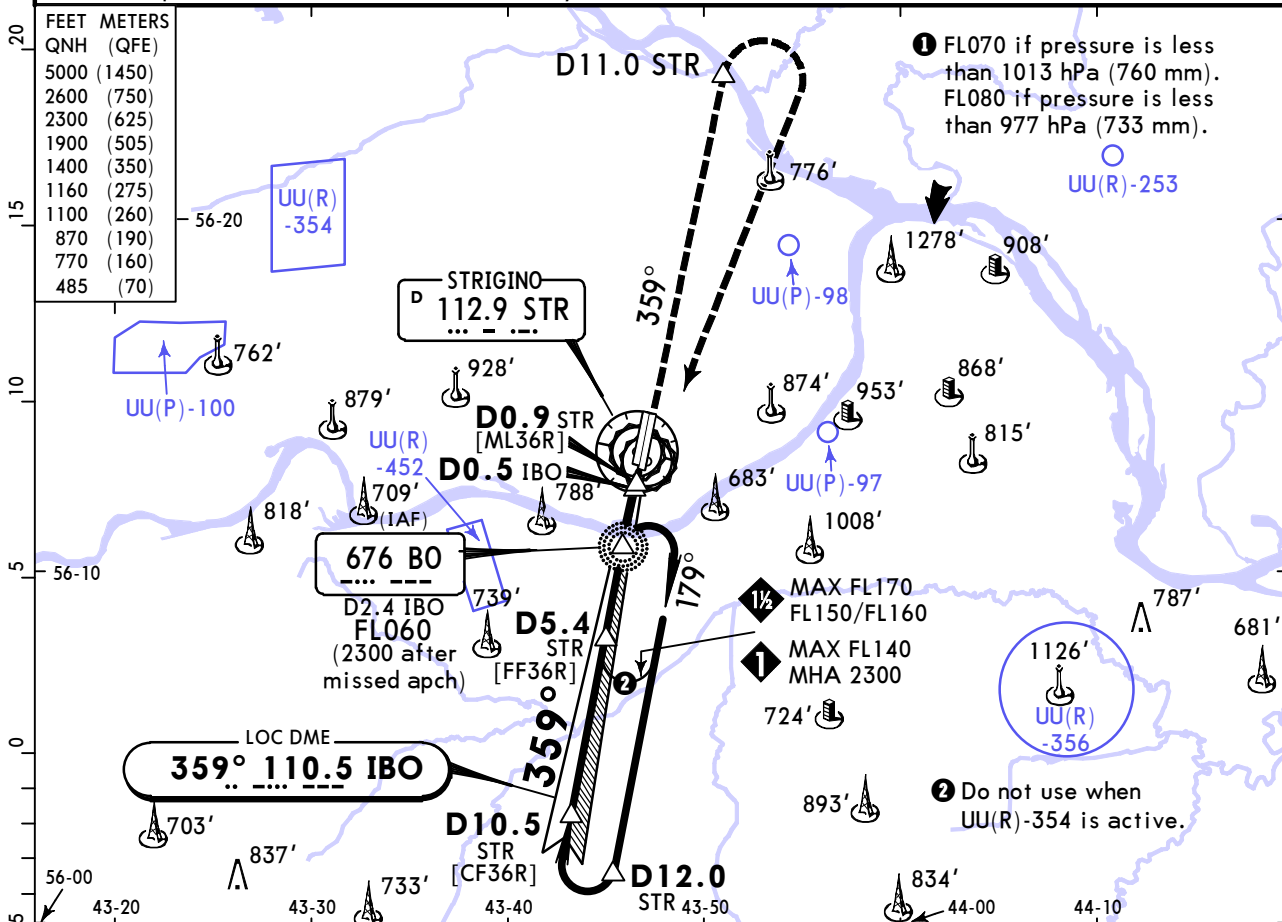
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: Note, altitudes. © JEPPESSEN, 2017, 2026. ALL RIGHTS RESERVED.

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JEPPESEN NIZHNY NOVGOROD, RUSSIA LOC Z Rwy 36R

16 JAN 26 **11-7** Eff 22 Jan

ATIS 132.7	NIZHNY Approach 124.7	NIZHNY Radar 120.8	NIZHNY Tower 120.4	Ground 121.8
LOC IBO 110.5	Final Apch Crs 359°	D5.4 STR 1900' (1642')	DA/MDA(H) (CONDITIONAL) 770' (512')	Apt Elev 258' Rwy 258'
MISSED APCH: Climb STRAIGHT AHEAD to D11.0 STR, then turn RIGHT to NDB climbing to 2300' or above.				
Alt Set: hPa (MM on req) Rwy Elev: 9 hPa Trans level: FL060 1 Trans alt: 5000'				
1. DME required. 2. LOC DME reads zero at rwy 36R threshold.				



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	D11.0 STR
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.9 STR								

Timing not authorized to define MAP.

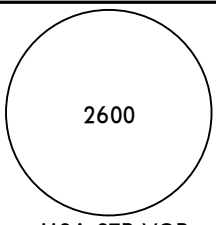
	STRAIGHT-IN LANDING				Max KT	CIRCLE-TO-LAND
	With NDB/D2.4 IBO CDFA		W/o NDB/D2.4 IBO CDFA			
A	1 DA/MDA(H) 770' (512')		1 DA/MDA(H) 870' (612')		100	870' (612') V1500m
B	ALS out		ALS out		135	870' (612') V1600m
C	R1500m	R1500m	R2100m	R2400m	180	1160' (902') V2400m
D	R1600m	R2400m	R2100m	R2400m	205	1160' (902') V3600m

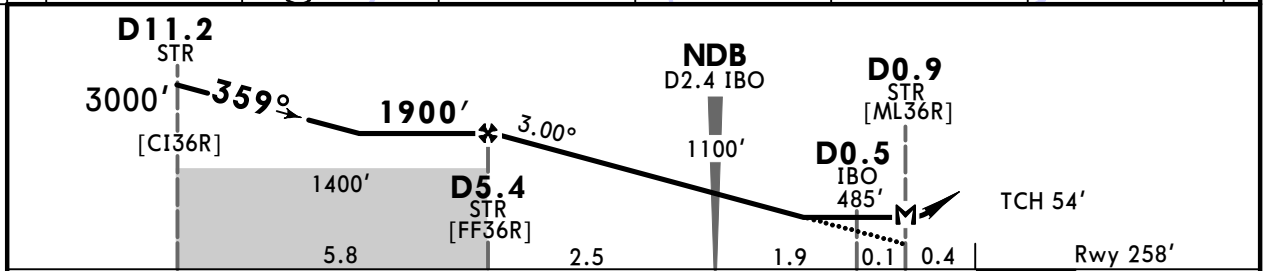
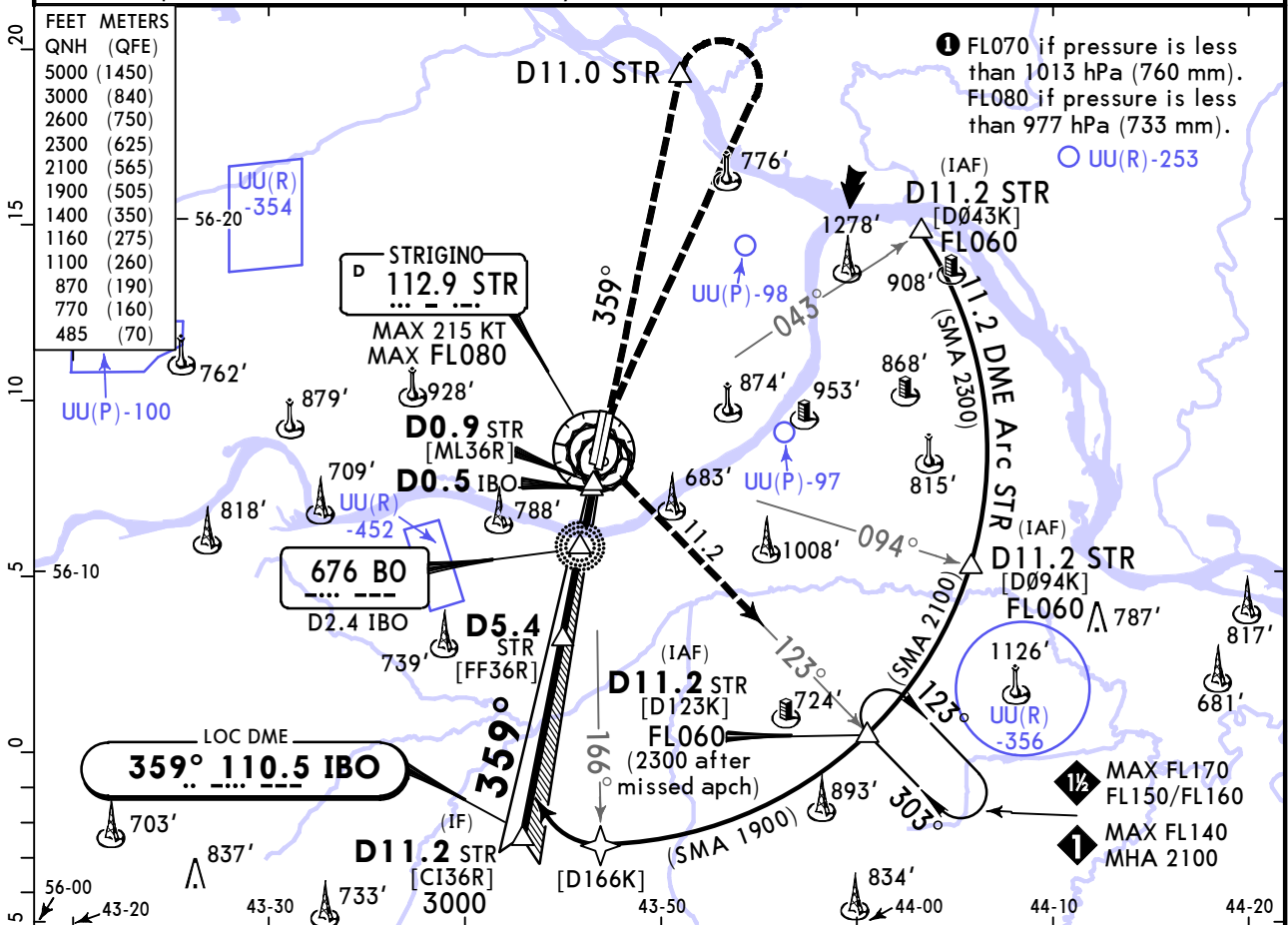
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

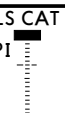
UWGG/GOJ STRIGINO

JEPPESSEN NIZHNY NOVGOROD, RUSSIA LOC Y Rwy 36R

16 JAN 26 **11-8** Eff 22 Jan

ATIS 132.7	NIZHNY Approach 124.7	NIZHNY Radar 120.8	NIZHNY Tower 120.4	Ground 121.8
LOC IBO 110.5	Final Apch Crs 359°	D5.4 STR 1900' (1642')	DA/MDA(H) (CONDITIONAL) 770' (512')	Apt Elev 258' Rwy 258'
MISSED APCH: Climb STRAIGHT AHEAD to D11.0 STR (MAX 215 KT), turn RIGHT to VOR, then proceed on R-123 STR to D11.2 STR climbing to 2300' or above and hold.				
Alt Set: hPa (MM on req) Rwy Elev: 9 hPa Trans level: FL060 1 Trans alt: 5000'				
1. DME required. 2. LOC DME reads zero at rwy 36R threshold.				



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI 	215 KT MAX	D11.0 STR
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D0.9 STR									

Timing not authorized to define MAP.

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	With NDB/D2.4 IBO CDFA		W/o NDB/D2.4 IBO CDFA		Prohibited East of airport	
	1 DA/MDA(H) 770' (512')		1 DA/MDA(H) 870' (612')			
	ALS out		ALS out		Max KT	MDA(H)
	A	R1500m	R1500m	R1500m	100	870' (612') V1500m
B	R1500m	R1500m	R1500m	135	870' (612') V1600m	
C	R1600m	R2400m	R2100m	R2400m	180	1160' (902') V2400m
D	R1600m	R2400m	R2100m	R2400m	205	1160' (902') V3600m

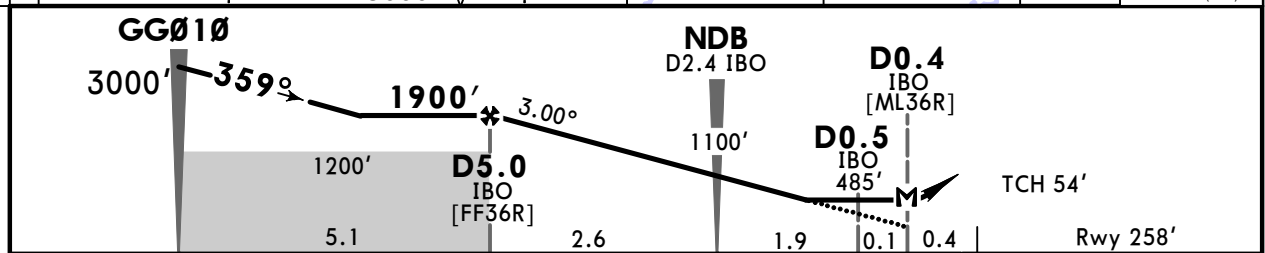
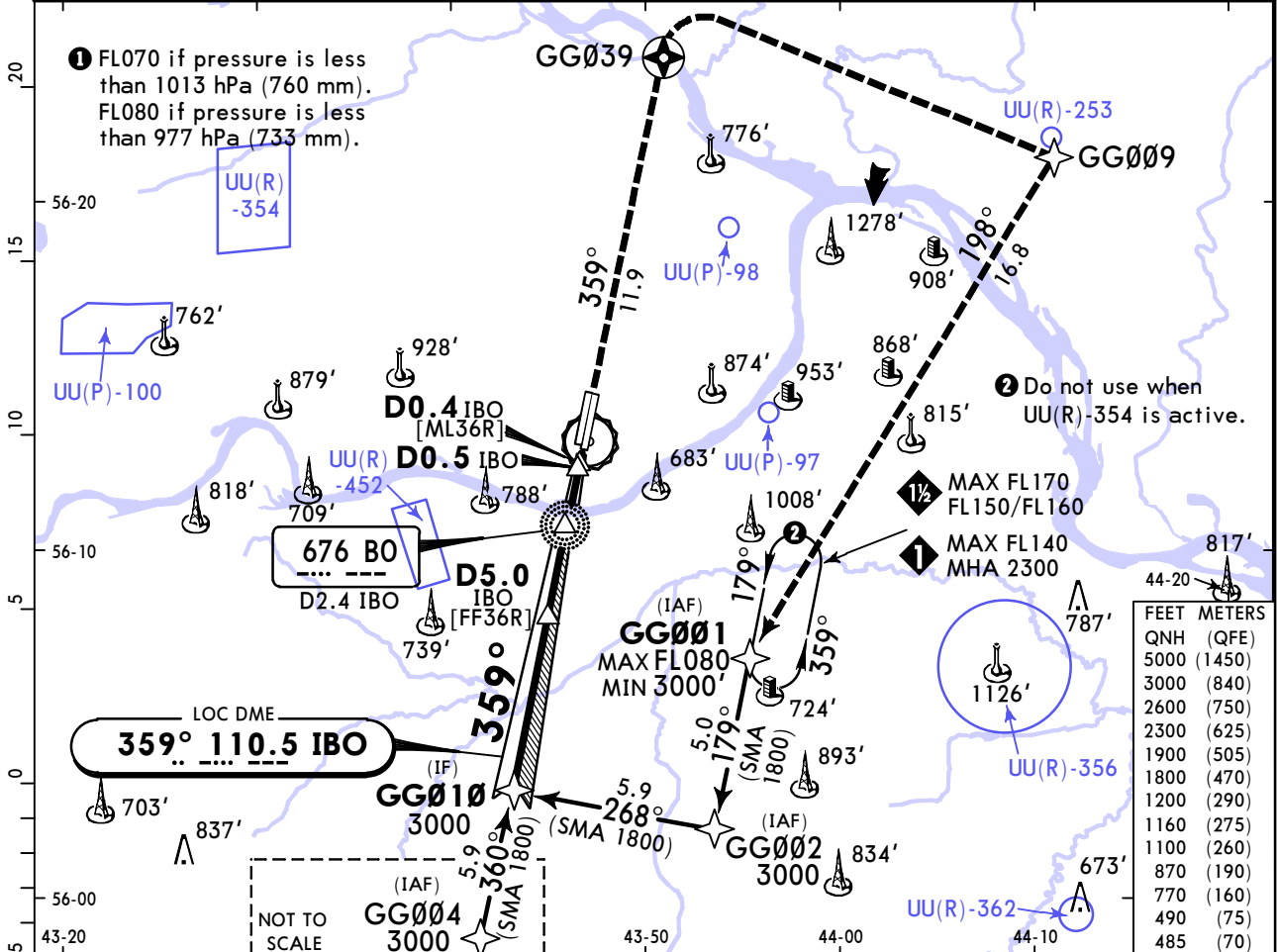
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWGG/GOJ STRIGINO

JEPPesen NIZHNY NOVGOROD, RUSSIA LOC X Rwy 36R

16 JAN 26 **11-9** Eff 22 Jan

ATIS 132.7	NIZHNY Approach 124.7	NIZHNY Radar 120.8	NIZHNY Tower 120.4	Ground 121.8	
LOC IBO 110.5	Final Apch Crs 359°	D5.0 IBO 1900' (1642')	DA/MDA(H) (CONDITIONAL) 770' (512')	Apt Elev 258' Rwy 258'	
MISSED APCH: Climb STRAIGHT ahead to GG039 (MAX 190 KT), turn RIGHT to GG009 (MAX 190 KT), then turn RIGHT to GG001 climbing to 3000' or above.					
Alt Set: hPa (MM on req)		Rwy Elev: 9 hPa	Trans level: FL060 1	Trans alt: 5000'	
1. DME required. 2. GNSS required. 3. RNAV 1 required for initial and missed approach. 4. LOC DME reads zero at rwy 36R threshold.					



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	190 KT GG039 MAX
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.4 IBO								

Timing not authorized to define MAP.

	STRAIGHT-IN LANDING				Max KT	CIRCLE-TO-LAND	
	With NDB/D2.4 IBO CDFA		W/o NDB/D2.4 IBO CDFA			Prohibited East of airport	
	1 DA/MDA(H) 770' (512')		1 DA/MDA(H) 870' (612')				
	ALS out		ALS out				
A	R1500m		R1500m		100	870' (612')	V1500m
B	R1500m		R1500m		135	870' (612')	V1600m
C	R1600m	R2400m	R2100m	R2400m	180	1160' (902')	V2400m
D					205	1160' (902')	V3600m

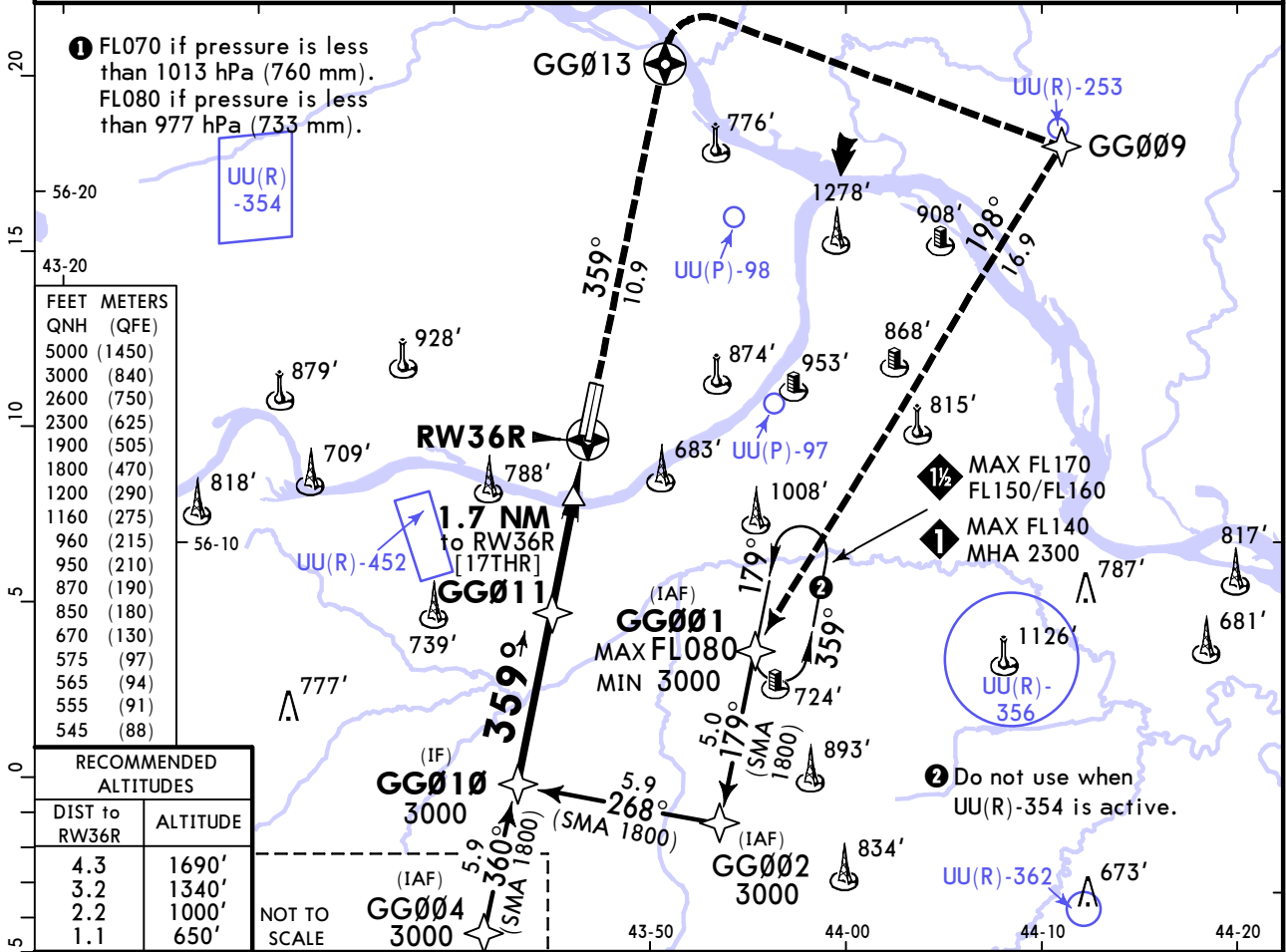
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Notes, altitudes. © JEPPesen, 2020, 2026. ALL RIGHTS RESERVED.

UWGG/GOJ STRIGINO

JEPPESSEN NIZHNY NOVGOROD, RUSSIA RNP Rwy 36R

16 JAN 26 (12-2) Eff 22 Jan

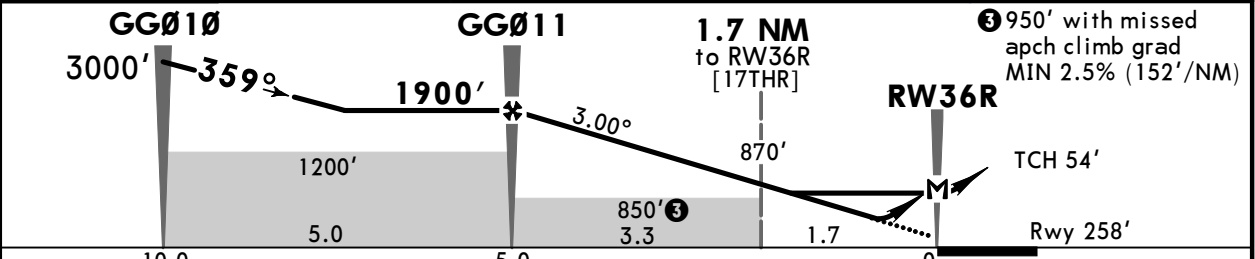
ATIS 132.7	NIZHNY Approach 124.7	NIZHNY Radar 120.8	NIZHNY Tower 120.4	Ground 121.8	2600 MSA ARP
RNAV	Final Apch Crs 359°	GG011 1900' (1642')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 258' Rwy 258'	
MISSED APCH: Climb on 359° to GG013 (MAX 190 KT), turn RIGHT to GG009 (MAX 190 KT), then turn RIGHT to GG001 climbing to 3000' or above. Refer to minimums for missed apch climb gradients.					
Alt Set: hPa (MM on req)		Rwy Elev: 9 hPa	Trans level: FL060 ①	Trans alt: 5000'	
1. RNP apch. 2. GNSS required. 3. Baro-VNAV not authorized below -31°C. 4. VPA exceeds 3.5° above 50°C.					



① FL070 if pressure is less than 1013 hPa (760 mm).
FL080 if pressure is less than 977 hPa (733 mm).

FEET	METERS
5000	(1450)
3000	(840)
2600	(750)
2300	(625)
1900	(505)
1800	(470)
1200	(290)
1160	(275)
960	(215)
950	(210)
870	(190)
850	(180)
670	(130)
575	(97)
565	(94)
555	(91)
545	(88)

RECOMMENDED ALTITUDES	
DIST to RW36R	ALTITUDE
4.3	1690'
3.2	1340'
2.2	1000'
1.1	650'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI	190 KT MAX	GG013 ↑ on 359°	
Descent Angle	3.00°	372	478	531	637	743				849
MAP at RW36R										

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		MACG MIN		Prohibited East of airport	
A	DA(H) A: 545' (287')	C: 565' (307')	3.1% (189'/NM) CDFA		Max 100	
B	B: 555' (297')	D: 575' (317')	① DA/MDA(H) 670' (412')		135	
C	ALS out	ALS out	ALS out	ALS out	180	
D	R750m	R1400m	R1200m	R1500m	205	
				R1900m	1160' (902') V2400m	
				R2400m	1160' (902') V3600m	

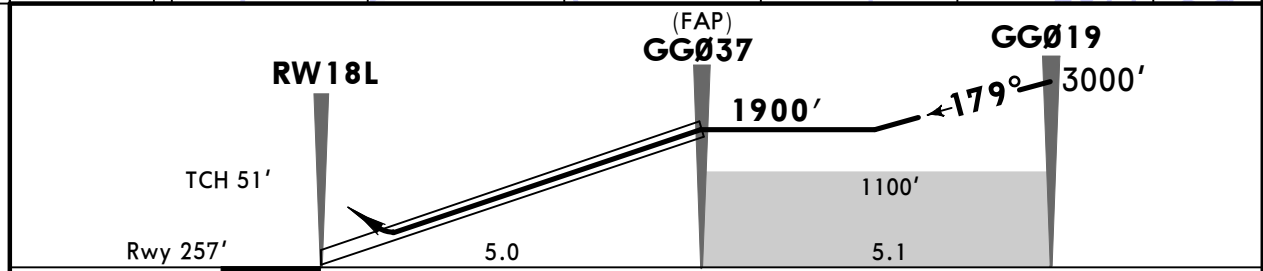
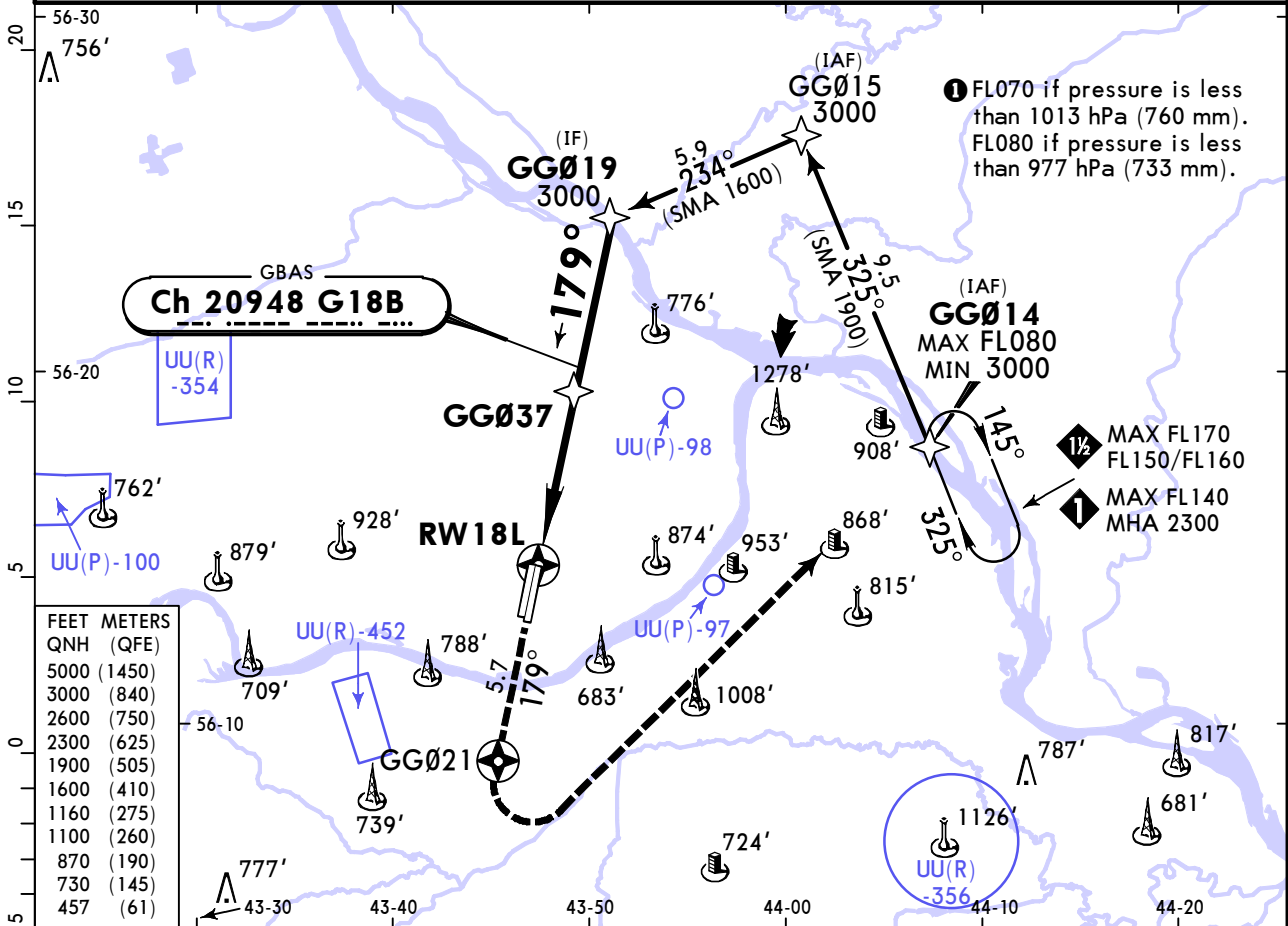
UWGG/GOJ STRIGINO

16 JAN 26 **12-40** Eff 22 Jan

NIZHNY NOVGOROD, RUSSIA

GLS Rwy 18L

ATIS 132.7	NIZHNY Approach 124.7	NIZHNY Radar 120.8	NIZHNY Tower 120.4	Ground 121.8
GBAS Ch 20948 G18B	Final Apch Crs 179°	GG037 1900' (1643')	GLS DA(H) 457' (200')	Apt Elev 258' Rwy 257'
MISSED APCH: Climb on track 179° to GG021 (MAX 245 KT), then turn LEFT to GG014 climbing to 3000' or above.				
Alt Set: hPa (MM on req) Rwy Elev: 9 hPa Trans level: FL060 1 Trans alt: 5000'				
1. GNSS required. 2. RNAV 1 for initial and missed apch.				



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT II 	245 KT MAX GG021 on 179°
Glide Path Angle	3.00°	372	478	531	637	743		

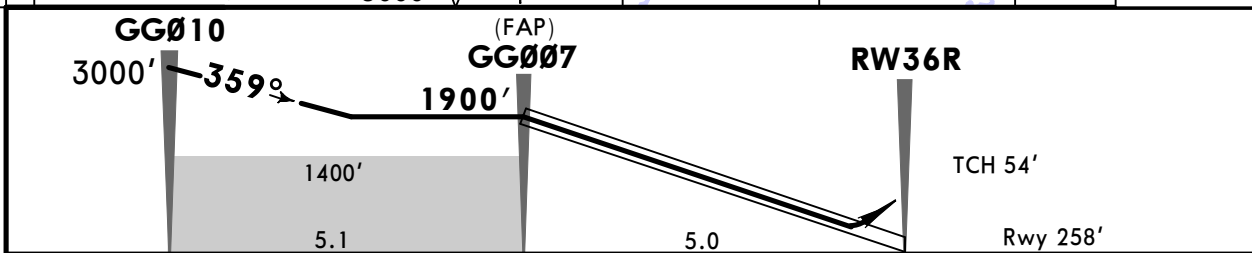
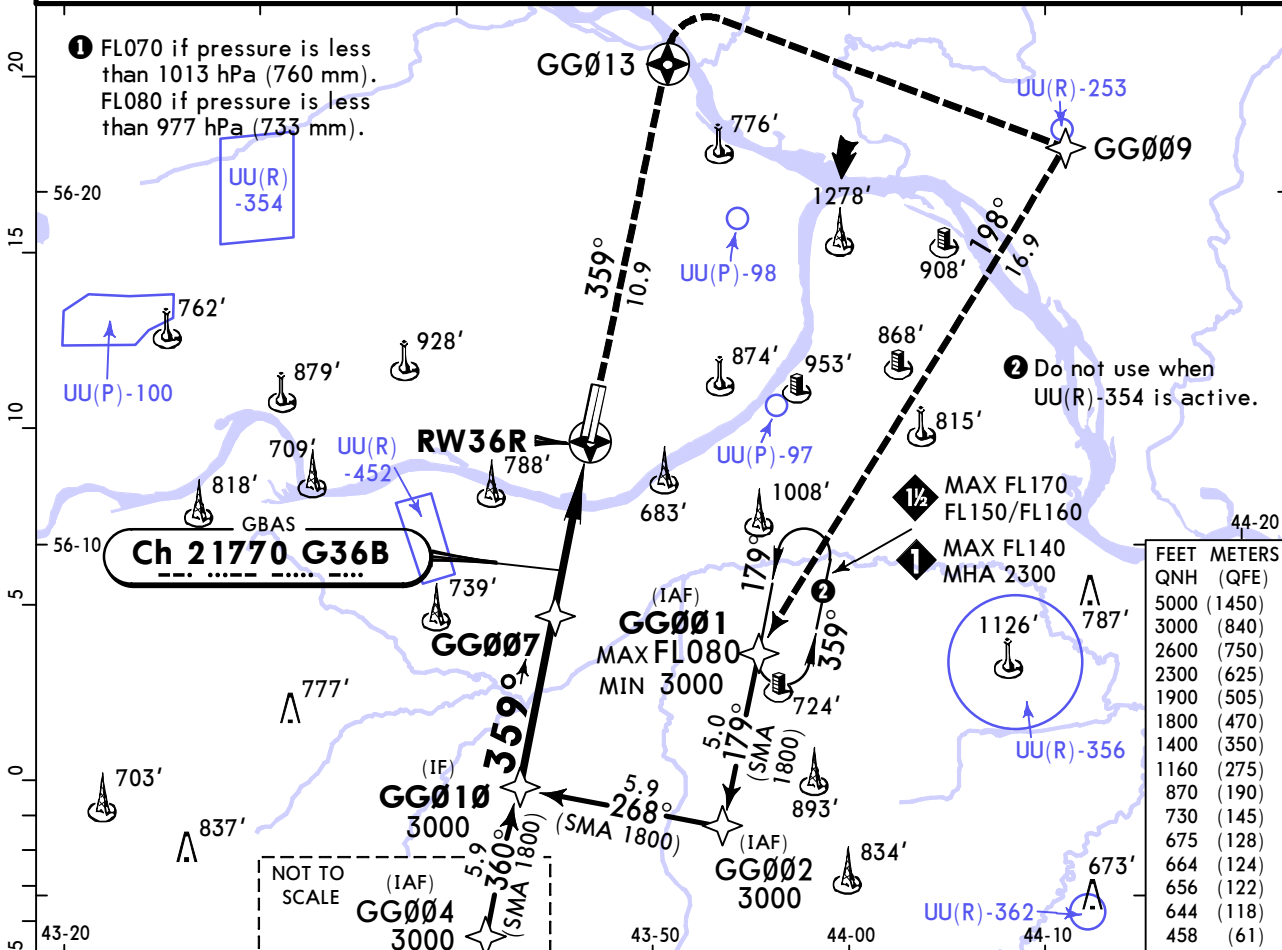
Std STRAIGHT-IN LANDING GLS DA(H) 457' (200')	CIRCLE-TO-LAND Prohibited East of airport	
	TDZ or CL out	ALS out
	R550m	R1200m
	Max KT 100 135 180 205	MDA(H) 730' (472') V1500m 870' (612') V1600m 1160' (902') V2400m 1160' (902') V3600m
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.		

UWGG/GOJ STRIGINO

JEPPESSEN NIZHNY NOVGOROD, RUSSIA
16 JAN 26 (12-41) Eff 22 Jan

GLS Rwy 36R

ATIS 132.7	NIZHNY Approach 124.7	NIZHNY Radar 120.8	NIZHNY Tower 120.4	Ground 121.8	2600 MSA ARP
GBAS Ch 21770 G36B	Final Apch Crs 359°	GG007 1900' (1642')	GLS DA(H) (CONDITIONAL) 458' (200')	Apt Elev 258' Rwy 258'	
MISSED APCH: Climb on track 359° to GG013 (MAX 190 KT), turn RIGHT to GG009 (MAX 190 KT), then turn RIGHT to GG001 climbing to 3000' or above. Refer to minimums for missed apch climb gradients.					
Alt Set: hPa (MM on req)		Rwy Elev: 9 hPa	Trans level: FL060 ①		Trans alt: 5000'
1. GNSS required. 2. RNAV 1 for initial and missed apch.					



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI	190 KT MAX	GG013 ↑ on 359°
Glide Path Angle	3.00°	372	478	531	637	743			

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	MACG MIN 3.0%(183'/NM)		MACG MIN 2.5%(152'/NM)		Prohibited East of airport	
	DA(H) 458' (200')		DA(H) A: 644' (386') C: 664' (406') B: 656' (398') D: 675' (417')			
	ALS out		ALS out		Max KT	MDA(H)
A	R550m	R1200m	R1100m	R1500m	100	730' (472') V1500m
B			R1200m	R1900m	135	870' (612') V1600m
C					180	1160' (902') V2400m
D					205	1160' (902') V3600m

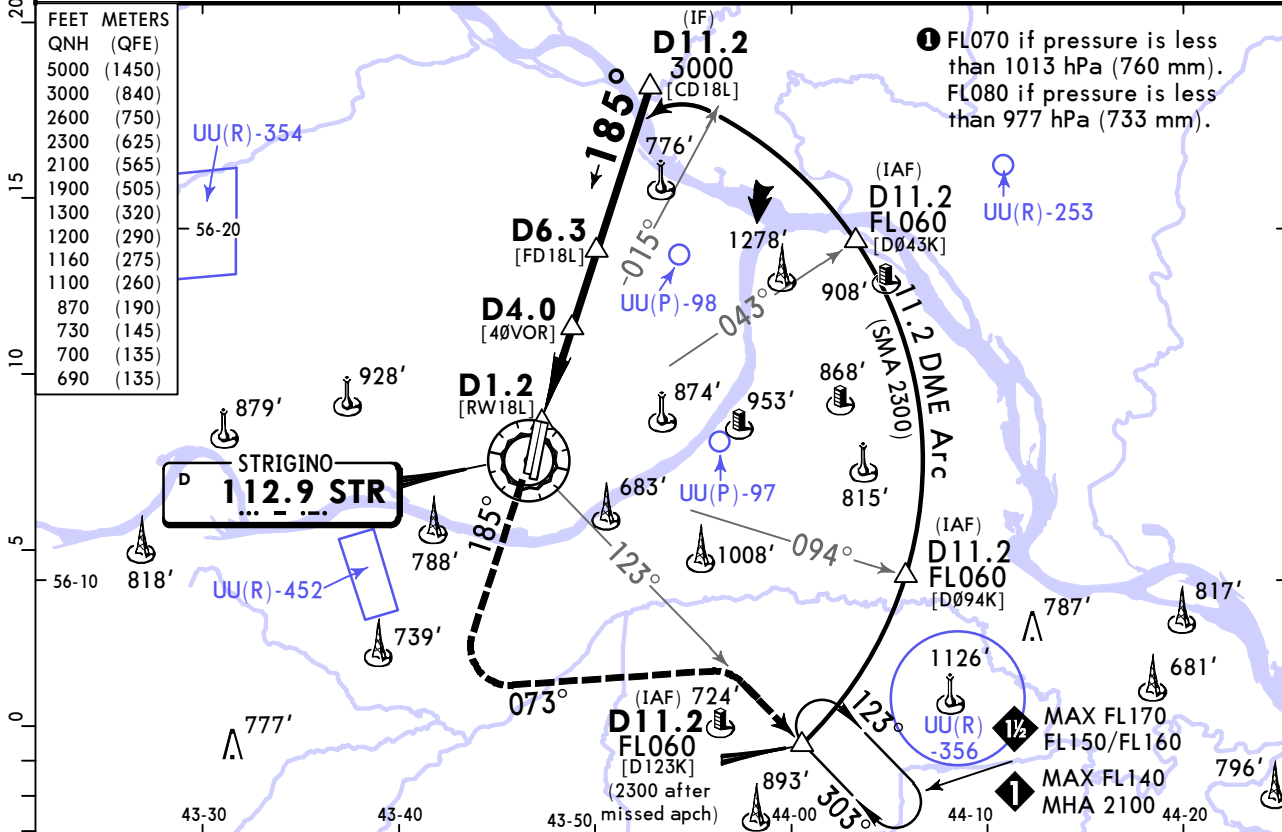
① R750m when a Flight Director or Autopilot or HUD to DA is not used.

UWGG/GOJ STRIGINO

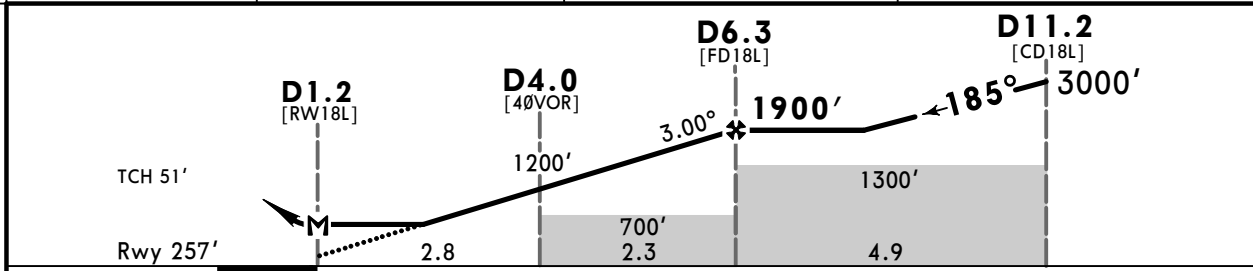
16 JAN 26 **(13-1)** Eff 22 Jan

NIZHNY NOVGOROD, RUSSIA VOR Rwy 18L

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
VOR STR 112.9	Final Apch Crs 185°	D6.3 1900' (1643')	DA/MDA(H) (CONDITIONAL) 690' (433')	Apt Elev 258' Rwy 257'
MISSED APCH: Climb STRAIGHT AHEAD to 1100' or above (MAX 215 KT), then turn LEFT onto track 073° to intercept R-123. Then proceed on R-123 to the holding area to D11.2 climbing to 2300' or above. Turn before passing VOR is prohibited.				2600 MSA STR VOR
Alt Set: hPa (MM on req)		Rwy Elev: 9 hPa	Trans level: FL060 1	Trans alt: 5000'
1. DME required. 2. Final apch track offset 6° from rwy centerline.				



STR DME	3.2	4.3	5.4
ALTITUDE	960'	1300'	1640'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT II PAPI 215 KT MAX 1100' or above
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.2							

Timing not authorized to define MAP.

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	with D4.0 CDFA	w/o D4.0 CDFA	Prohibited East of airport	
	1 DA/MDA(H) 690' (433')	1 DA/MDA(H) 700' (443')		
	ALS out	ALS out	Max KT	MDA(H)
A	R1300m	R1400m	100	730' (472') V1500m
B	R1500m	R1400m	135	870' (612') V1600m
C	R2000m	R1400m	180	1160' (902') V2400m
D	R2000m	R2100m	205	1160' (902') V3600m

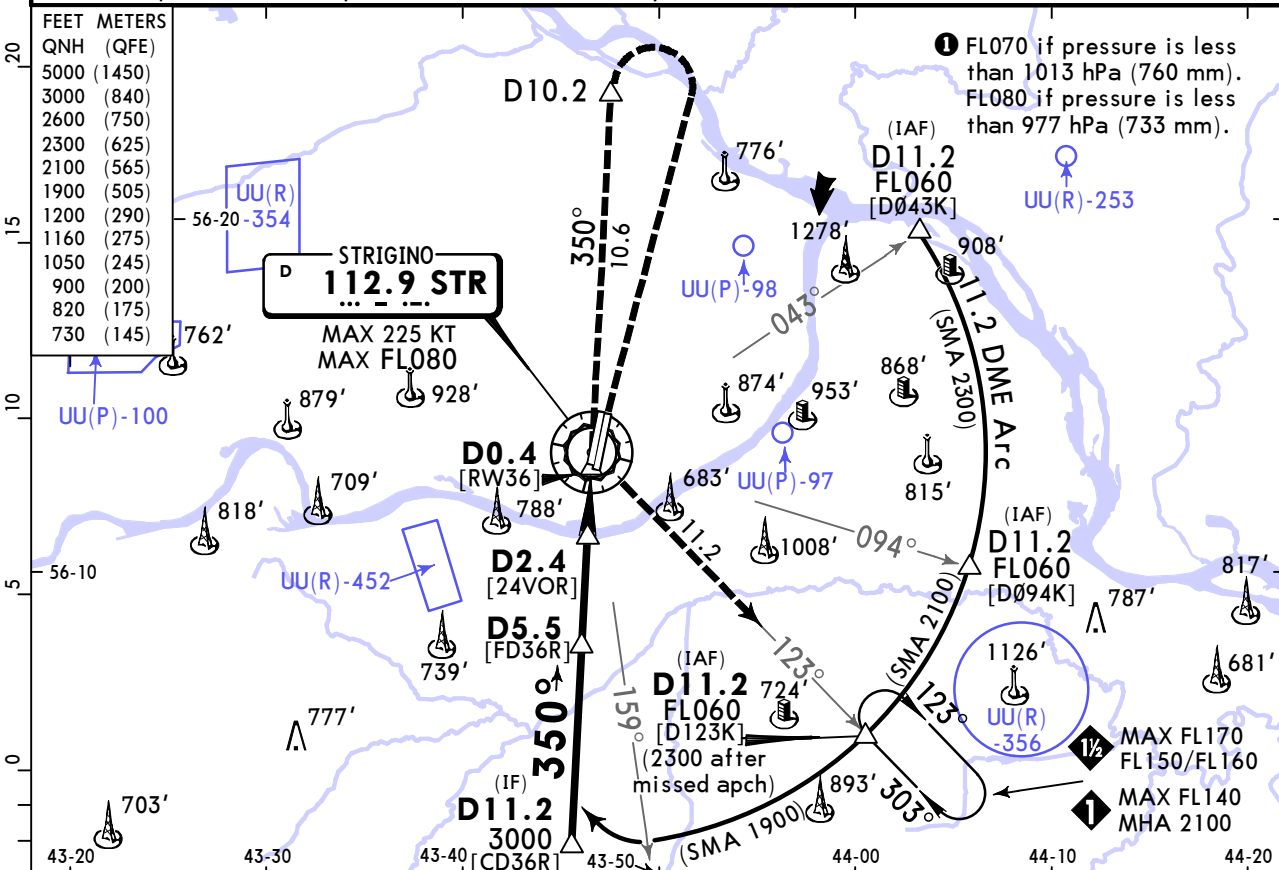
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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UWGG/GOJ STRIGINO

16 JAN 26 **13-2** Eff 22 Jan

NIZHNY NOVGOROD, RUSSIA VOR Rwy 36R

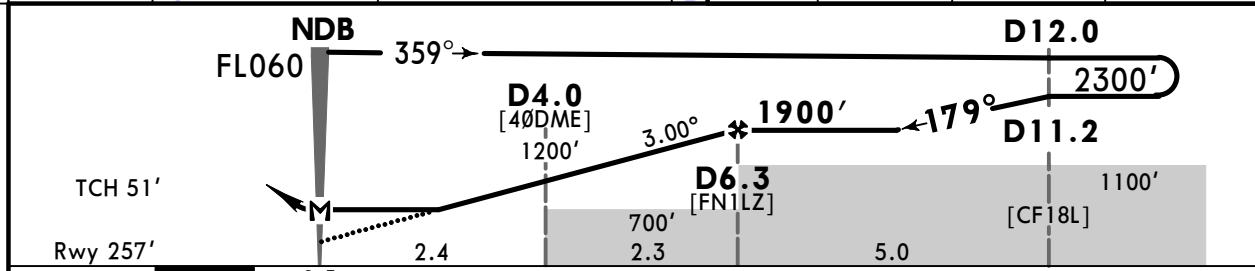
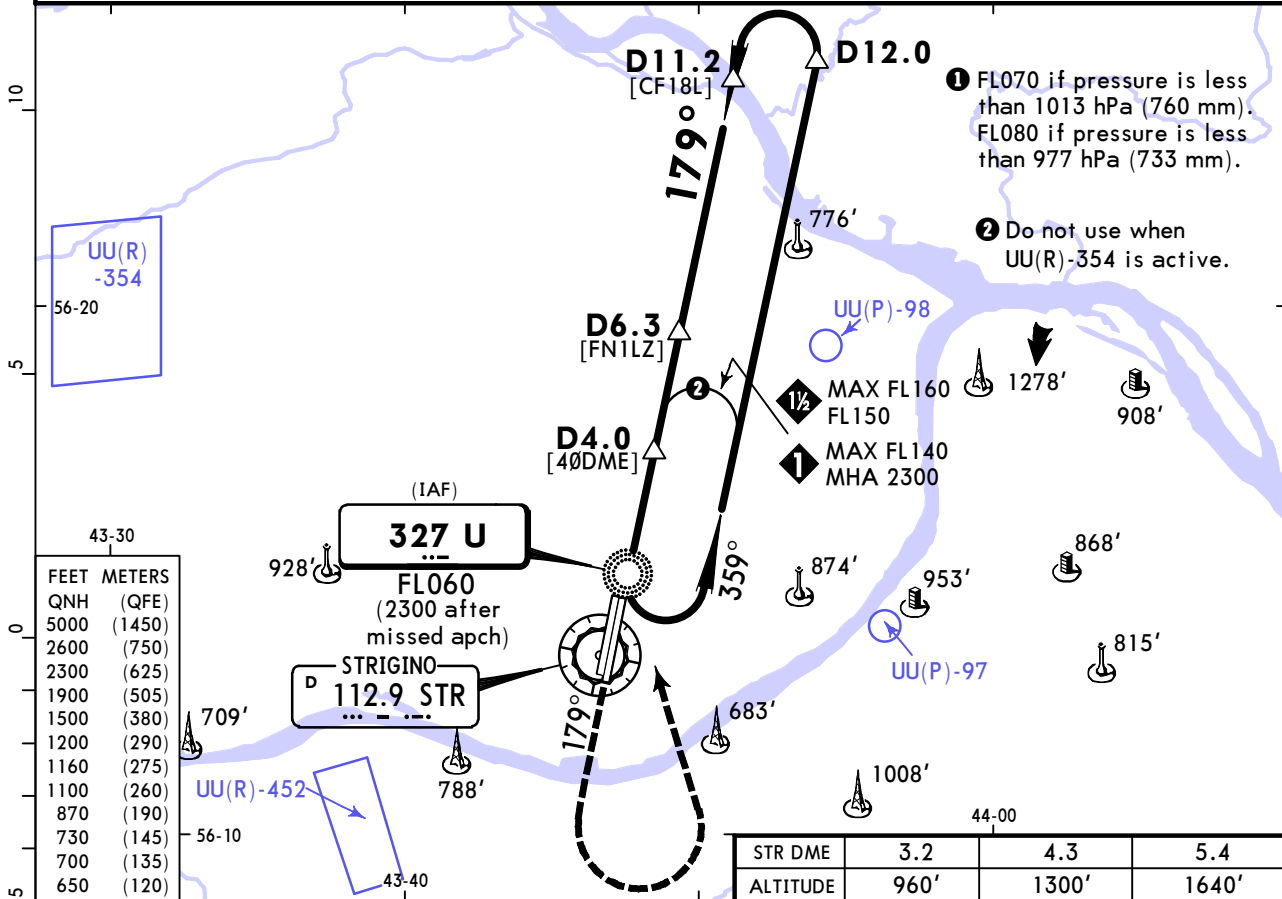
ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
VOR STR 112.9	Final Apch Crs 350°	D5.5 STR 1900' (1642')	DA/MDA(H) (CONDITIONAL) 730' (472')	Apt Elev 258' Rwy 258'
MISSED APCH: Climb STRAIGHT AHEAD to D10.2 (MAX 230 KT), turn RIGHT to VOR, then proceed on R-123 to D11.2 climbing to 2300' or above and hold. Refer to minimums for missed apch climb gradients.				
Alt Set: hPa (MM on req) Rwy Elev: 9 hPa Trans level: FL060 1 Trans alt: 5000'				
1. DME required. 2. Final apch track offset 9° from rwy centerline.				



UWGG/GOJ STRIGINO

JEPPesen NIZHNY NOVGOROD, RUSSIA 16 JAN 26 (16-1) Eff 22 Jan NDB Z Rwy 18L

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
NDB U 327	Final Apch Crs 179°	D6.3 1900' (1643')	DA/MDA(H) 650' (393')	Apt Elev 258' Rwy 257'
MISSED APCH: Climb STRAIGHT AHEAD to 1500' or above, then turn LEFT to NDB climbing to 2300' or above. Turn before passing MAP is prohibited.				2600 MSA U NDB
Alt Set: hPa (MM on req)		Rwy Elev: 9 hPa	Trans level: FL060	Trans alt: 5000'
1. DME required. 2. Racetrack restricted to MAX 205 KT.				



Gnd speed-KT	70	90	100	120	140	160	PALS CAT II 1500' or above PAPI
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at NDB							

Timing not authorized to define MAP.

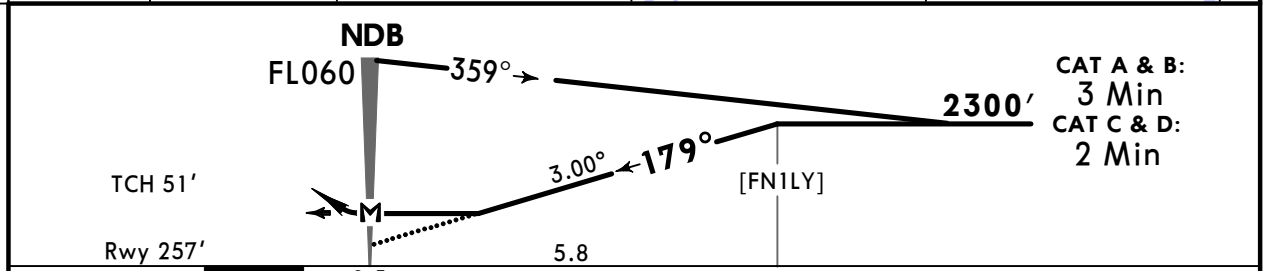
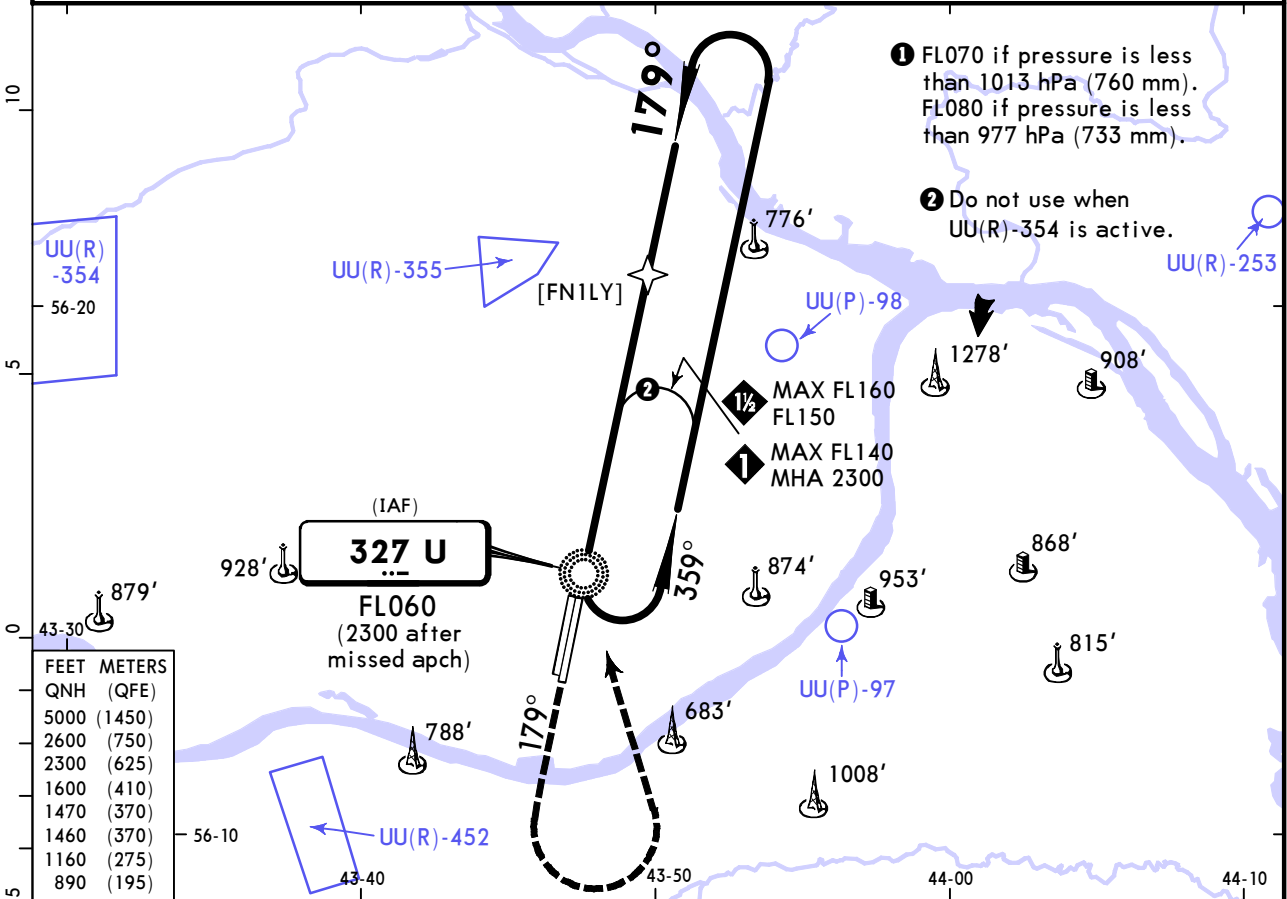
PANS OPS	Std	STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
		CDFA		Prohibited East of airport		
		DA/MDA(H) 650' (393')				
			ALS out	Max KT	MDA(H)	
	A	R1100m	R1500m	100	730' (472')	V1500m
B	R1800m		135	870' (612')	V1600m	
C			180	1160' (902')	V2400m	
D			205	1160' (902')	V3600m	

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

UWGG/GOJ STRIGINO

JEPPESSEN NIZHNY NOVGOROD, RUSSIA 16 JAN 26 (16-2) Eff 22 Jan NDB Y Rwy 18L

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
NDB U 327	Final Apch Crs 179°	[FN1LY] 2300' (2043')	DA/MDA(H) (CONDITIONAL) 890' (633')	Apt Elev 258' Rwy 257'
MISSED APCH: Climb STRAIGHT AHEAD to 1600' or above, then turn LEFT to NDB climbing to 2300' or above. Turn before passing MAP is prohibited.				2600 MSA U NDB
Alt Set: hPa (MM on req)		Rwy Elev: 9 hPa	Trans level: FL060 ①	Trans alt: 5000'
1. Warning: Descend below 2300' by ATS instruction. 2. Racetrack restricted to MAX 190 KT.				



Gnd speed-KT	70	90	100	120	140	160	PALS CAT II PAPI 1600' or above	
Descent Angle	3.00°	372	478	531	637	743		849
MAP at NDB								

Timing not authorized to define MAP.

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	CDFA		During UU(R)-355 activity CDFA		Prohibited East of airport	
	① DA/MDA(H) 890' (633')		① DA/MDA(H) 1460' (1203')			
	ALS out		ALS out		Max	
A	R1500m		R1500m		100	1160' (902') ② V1500m
B	R1500m		R1500m		135	1160' (902') ② V1600m
C	R2200m	R2400m	R2400m		180	1470' (1212') V2400m
D					205	1470' (1212') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy. ② or higher straight-in minimums.
 CHANGES: Note. © JEPPESSEN, 2018, 2026. ALL RIGHTS RESERVED.

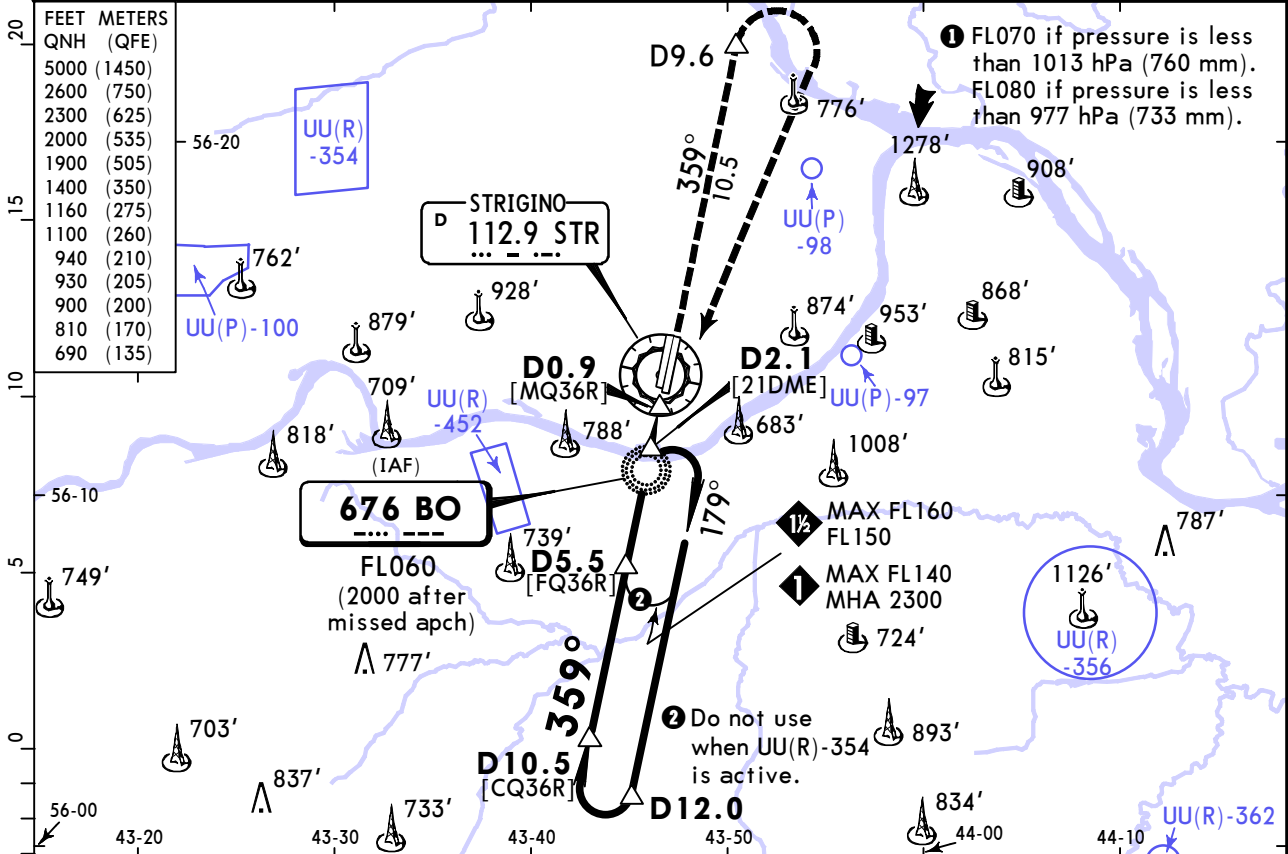
UWGG/GOJ STRIGINO

JEPPESSEN NIZHNY NOVGOROD, RUSSIA NDB X Rwy 36R

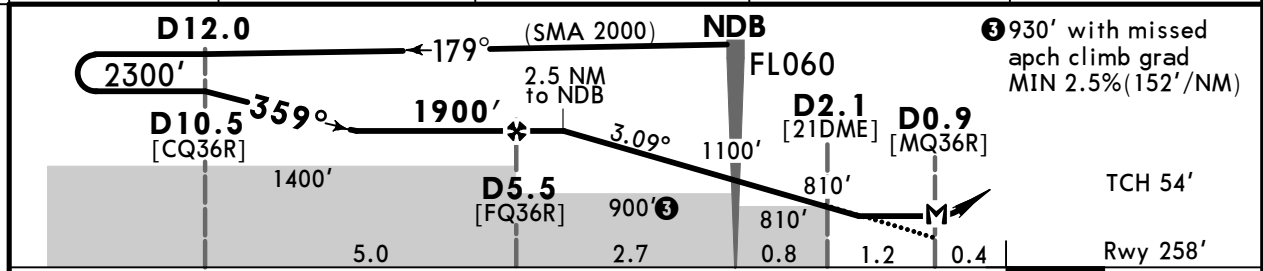
16 JAN 26 (16-3) Eff 22 Jan

ATIS 132.7		NIZHNY Approach 124.7		NIZHNY Radar 120.8		NIZHNY Tower 120.4		Ground 121.8	
NDB BO 676		Final Apch Crs 359°		D5.5 1900' (1642')		DA/MDA(H) (CONDITIONAL) 690' (432')		Apt Elev 258' Rwy 258'	
MISSED APCH: Climb STRAIGHT AHEAD to D9.6, then turn RIGHT to NDB climbing to 2000' or above. Refer to minimums for missed apch climb gradients.								2600 MSA BO NDB	
Alt Set: hPa (MM on req) Rwy Elev: 9 hPa Trans level: FL060 ① Trans alt: 5000'									

DME required.



STR DME	5.4	4.3	3.2	2.2
ALTITUDE	1870'	1530'	1190'	840'



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI D9.6
Descent Angle	3.09°	383	492	547	656	875	
MAP at D0.9							

Timing not authorized to define MAP.

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND Prohibited East of airport	
	with D2.1 MACG MIN 3.0% (183'/NM) CDFA ① DA/MDA(H) 690' (432')	w/o D2.1 MACG MIN 2.5% (152'/NM) CDFA ① DA/MDA(H) 930' (672')		
		ALS out	ALS out	Max KT
	A	R1500m	R1500m	100
B	R1300m	R1500m	135	
C			180	
D	R2000m	R2400m	205	

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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NIZHNY NOVGOROD, (STRIGINO - UWGG)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWGG