

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ULAA

Terminal Charts For ULAA

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Arkhangelsk Rus
IATA Code: ARH
Lat/Long: N64° 36.0' E040° 43.0'
Elevation: 62 ft

Airport Use: Joint
Magnetic Variation: 15.9°E

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

Sunrise: 0127 Z
Sunset: 1705 Z,

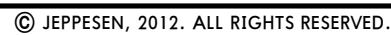
Runway Information

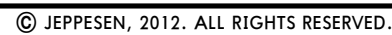
Runway: 08
Length x Width: 8202 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 33 ft
Lighting: Edge, ALS

Runway: 26
Length x Width: 8202 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 49 ft
Lighting: Edge, ALS

Communication Information

ATIS 126.675
Arkhangelsk Tower 121.8 MF
Arkhangelsk Approach Control 124.0 Secondary
Arkhangelsk Approach Control 122.0

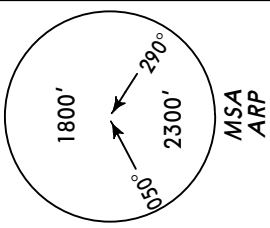




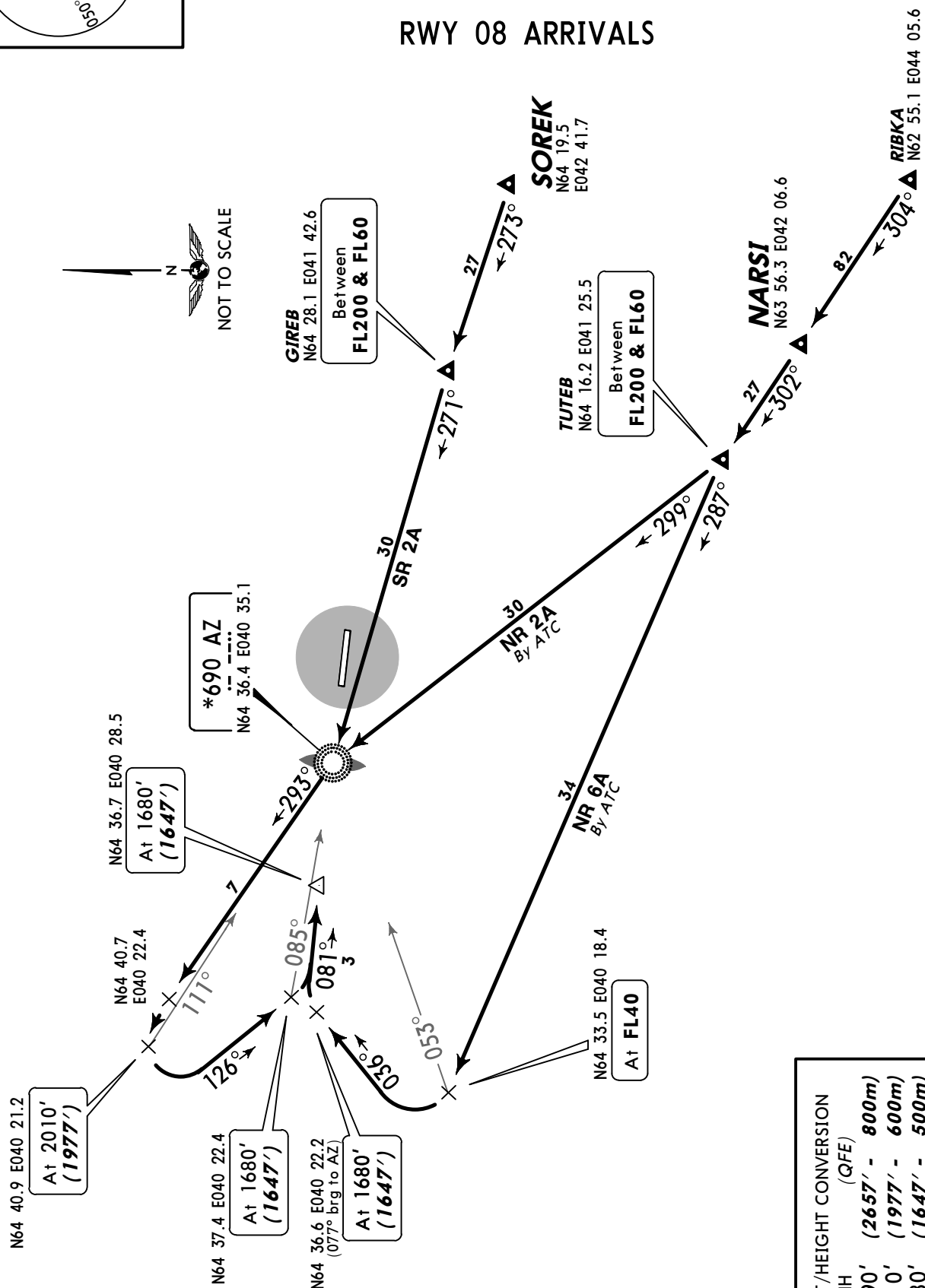
*ATIS
126.67

Apt Elev
62'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 760 mm (1013.3 hPa) and
733 mm (977.3 hPa) or above
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 2690' (2657')



NR 2A, NR 6A
BY ATC
SR 2A
RWY 08 ARRIVALS

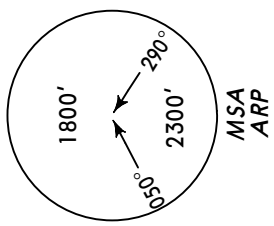


ALT/HEIGHT CONVERSION	
QNH	(QFE)
2690'	(2657' - 800m)
2010'	(1977' - 600m)
1680'	(1647' - 500m)

*ATIS
126.67

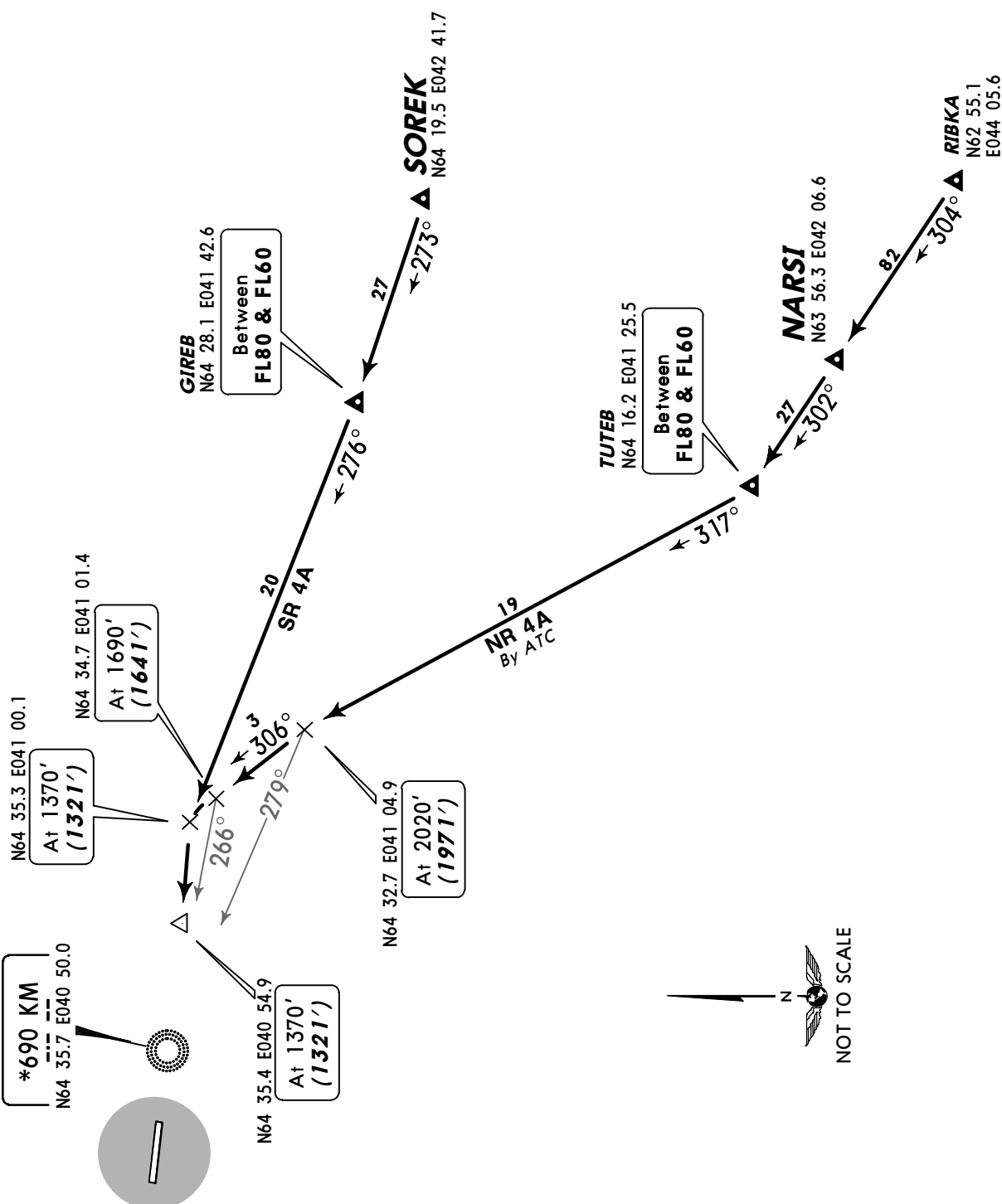
Apt Elev
62'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 760 mm (1013.3 hPa) and
733 mm (977.3 hPa) or above
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 2690' (2641')



NR 4A
BY ATC
SR 4A
RWY 26 ARRIVALS

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2690'	(2641' - 800m)
2020'	(1971' - 600m)
1690'	(1641' - 500m)
1370'	(1321' - 400m)

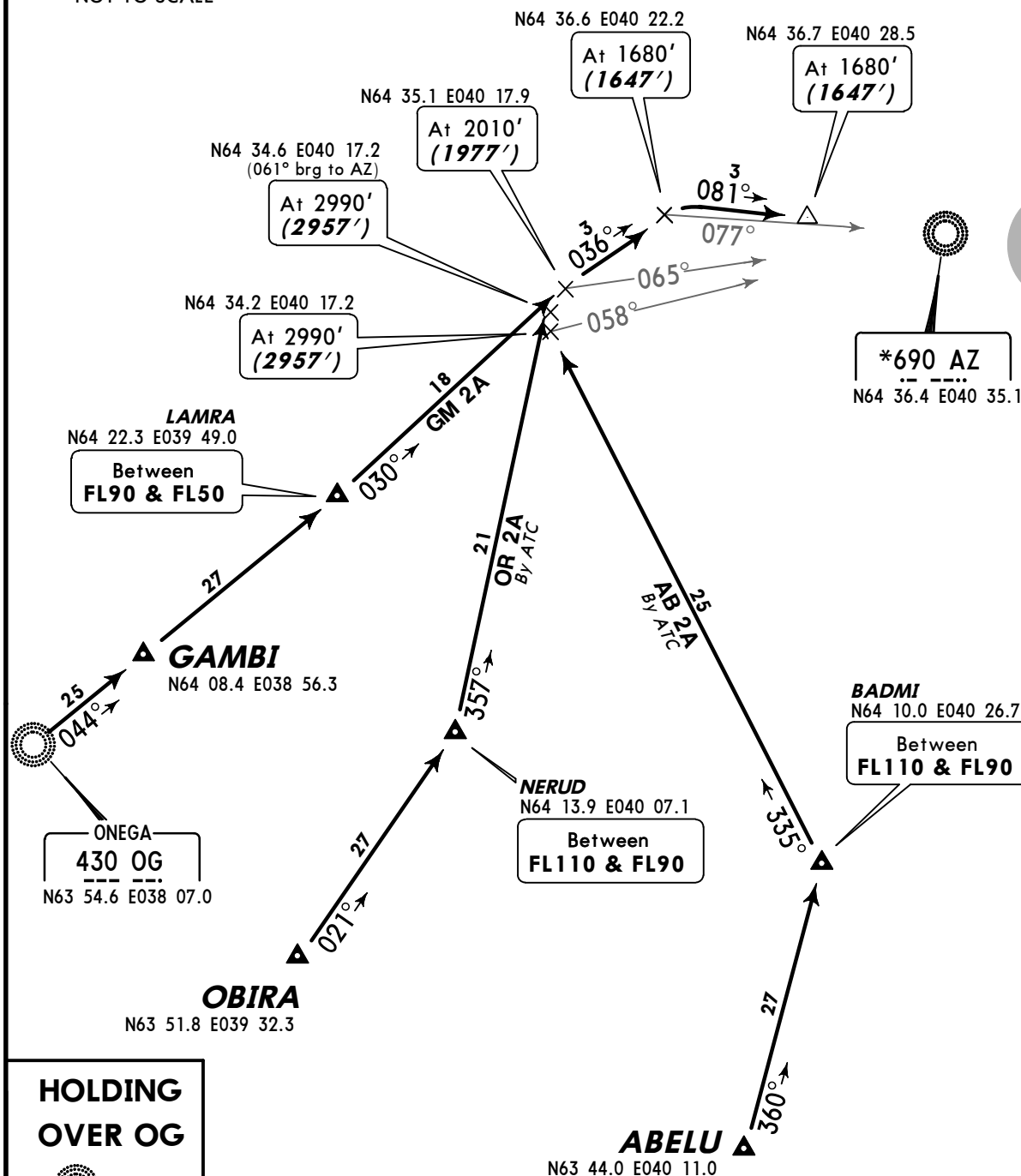
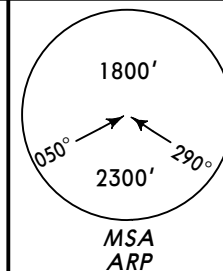


*ATIS
126.67

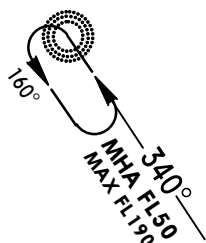
Apt Elev
62'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 760 mm (1013.3 hPa) and
733 mm (977.3 hPa) or above
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 2690' (2657')

AB 2A, OR 2A
BY ATC
GM 2A
RWY 08 ARRIVALS



HOLDING
OVER OG



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2990'	(2957' - 900m)
2690'	(2657' - 800m)
2010'	(1977' - 600m)
1680'	(1647' - 500m)

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40
 FL50 if pressure is less than 760 mm (1013.3 hPa) and
 733 mm (977.3 hPa) or above
 FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 2690' **(2641')**

RWY 26 ARRIVALS

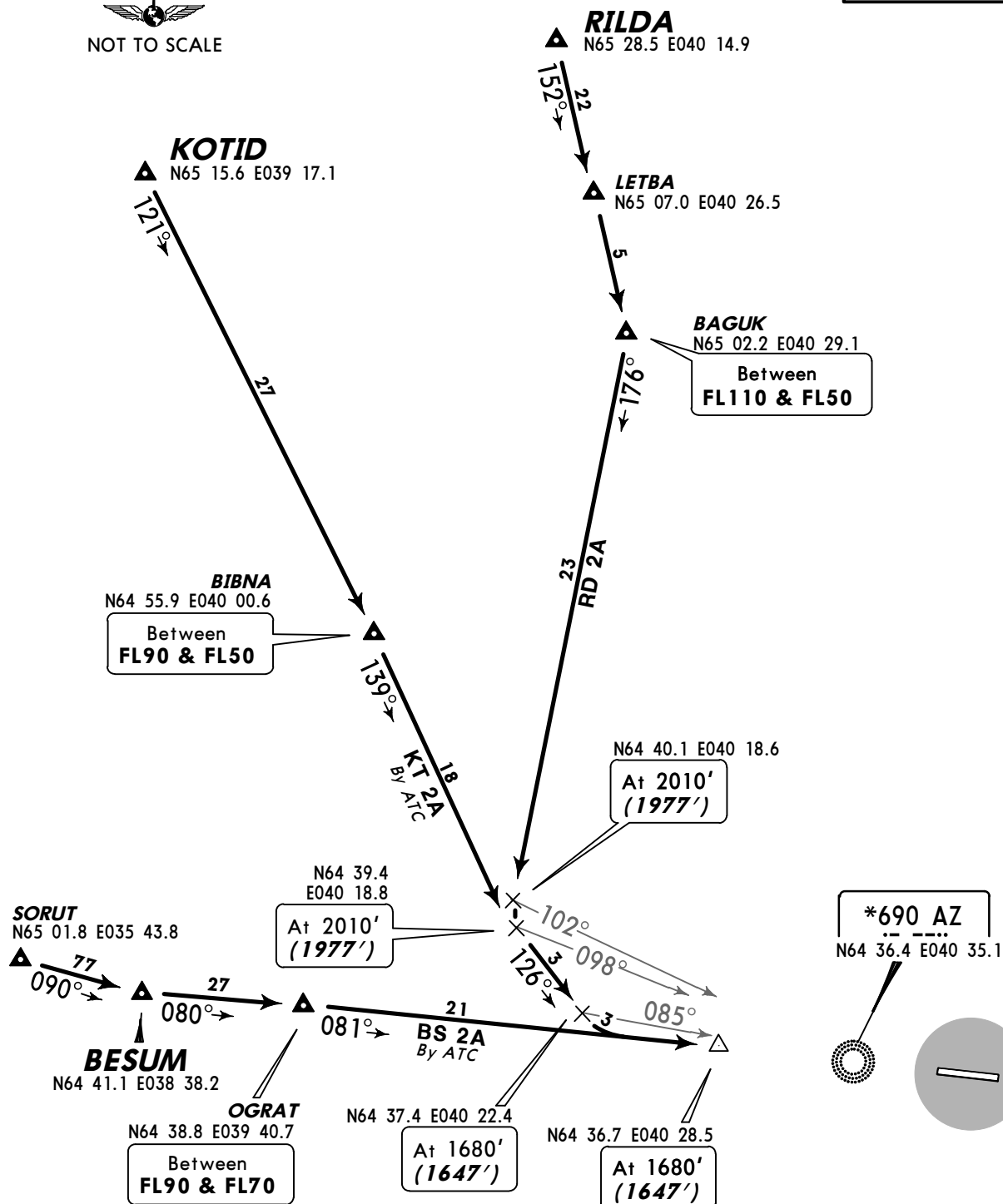
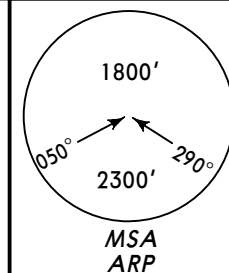


*ATIS
126.67

Apt Elev
62'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 760 mm (1013.3 hPa) and
733 mm (977.3 hPa) or above
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 2690' (2657')

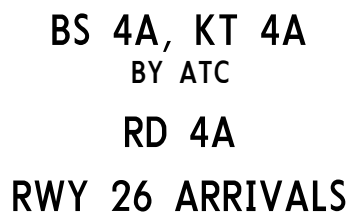
BS 2A, KT 2A
BY ATC
RD 2A
RWY 08 ARRIVALS



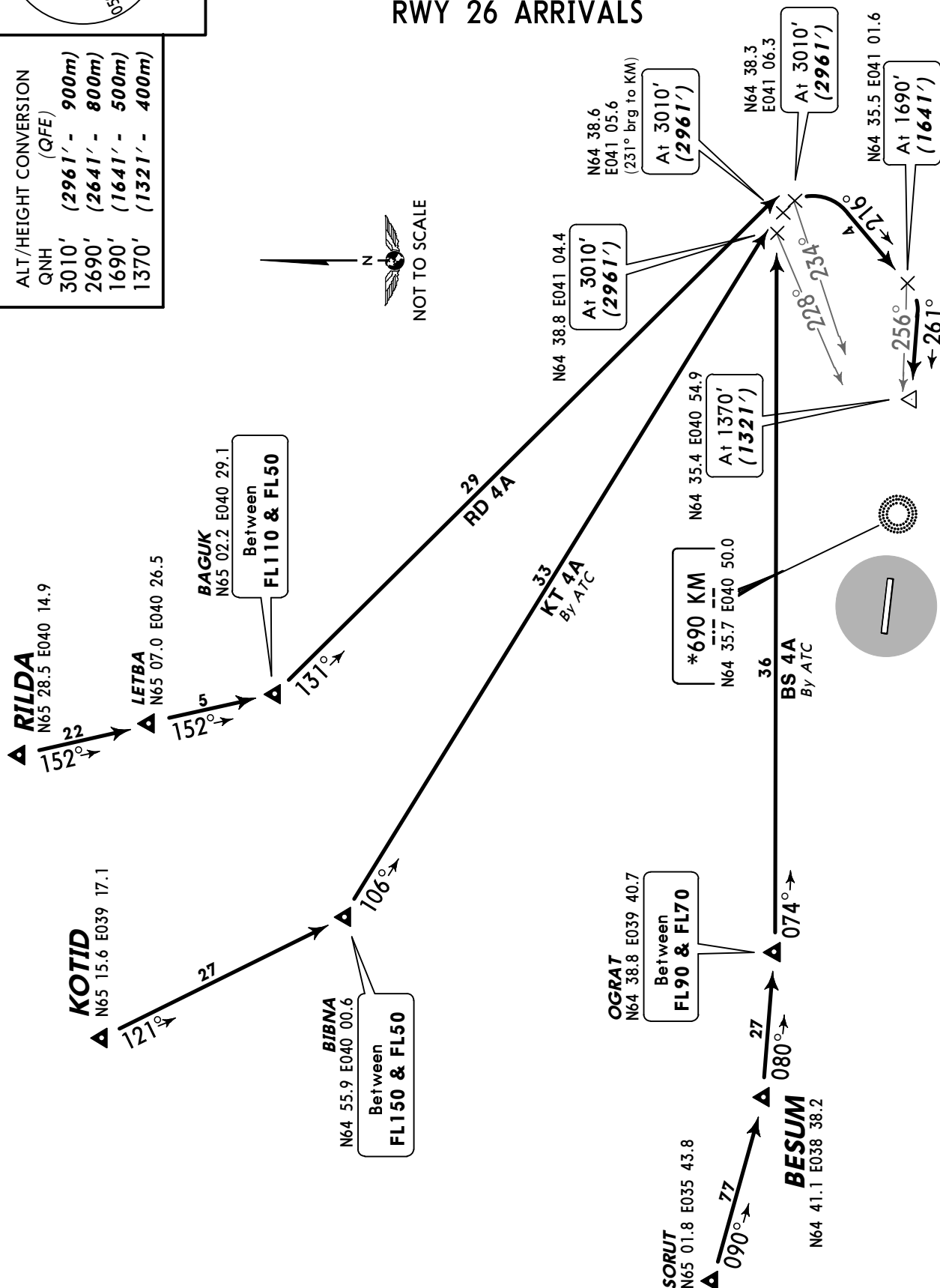
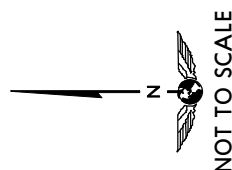
ALT/HEIGHT CONVERSION

2690'	(2657' - 800m)
2010'	(1977' - 600m)
1680'	(1647' - 500m)

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40
 FL50 if pressure is less than 760 mm (1013.3 hPa) and
 733 mm (977.3 hPa) or above
 FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 2690' **(2641')**



QNH	(QFE)	ALT/HEIGHT CONVERSION
5010'	(2961' - 900m)	
2690'	(2641' - 800m)	
1690'	(1641' - 500m)	
1370'	(1321' - 400m)	



Apt Elev
62'

QNH on request (QFE)

Trans level: FL40

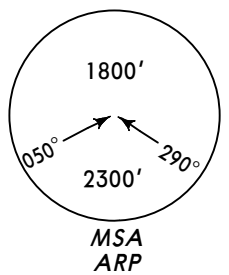
FL50 if pressure is less than 760 mm (1013.3 hPa) and

733 mm (977.3 hPa) or above

FL60 if pressure is less than 733 mm (977.3 hPa)

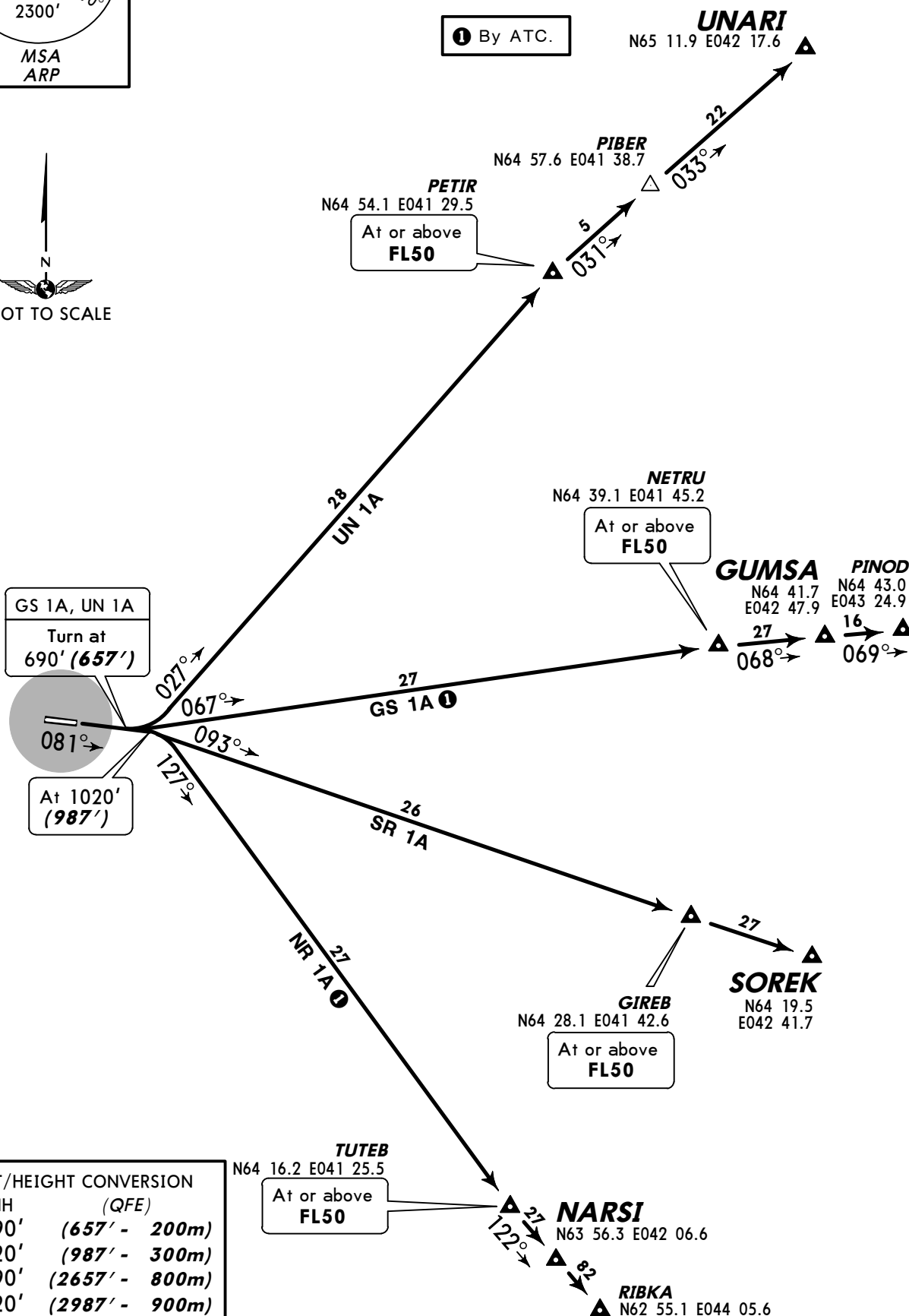
Trans alt: 2690' (2657')

3020' (2987') in case of military flights at the aerodrome.



GS 1A ①, NR 1A ①, SR 1A, UN 1A RWY 08 DEPARTURES

① By ATC.



Apt Elev
62'

QNH on request (QFE)

Trans level: FL40

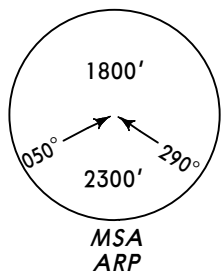
FL50 if pressure is less than 760 mm (1013.3 hPa) and

733 mm (977.3 hPa) or above

FL60 if pressure is less than 733 mm (977.3 hPa)

Trans alt: 2690' (2641')

3020' (2971') in case of military flights at the aerodrome.

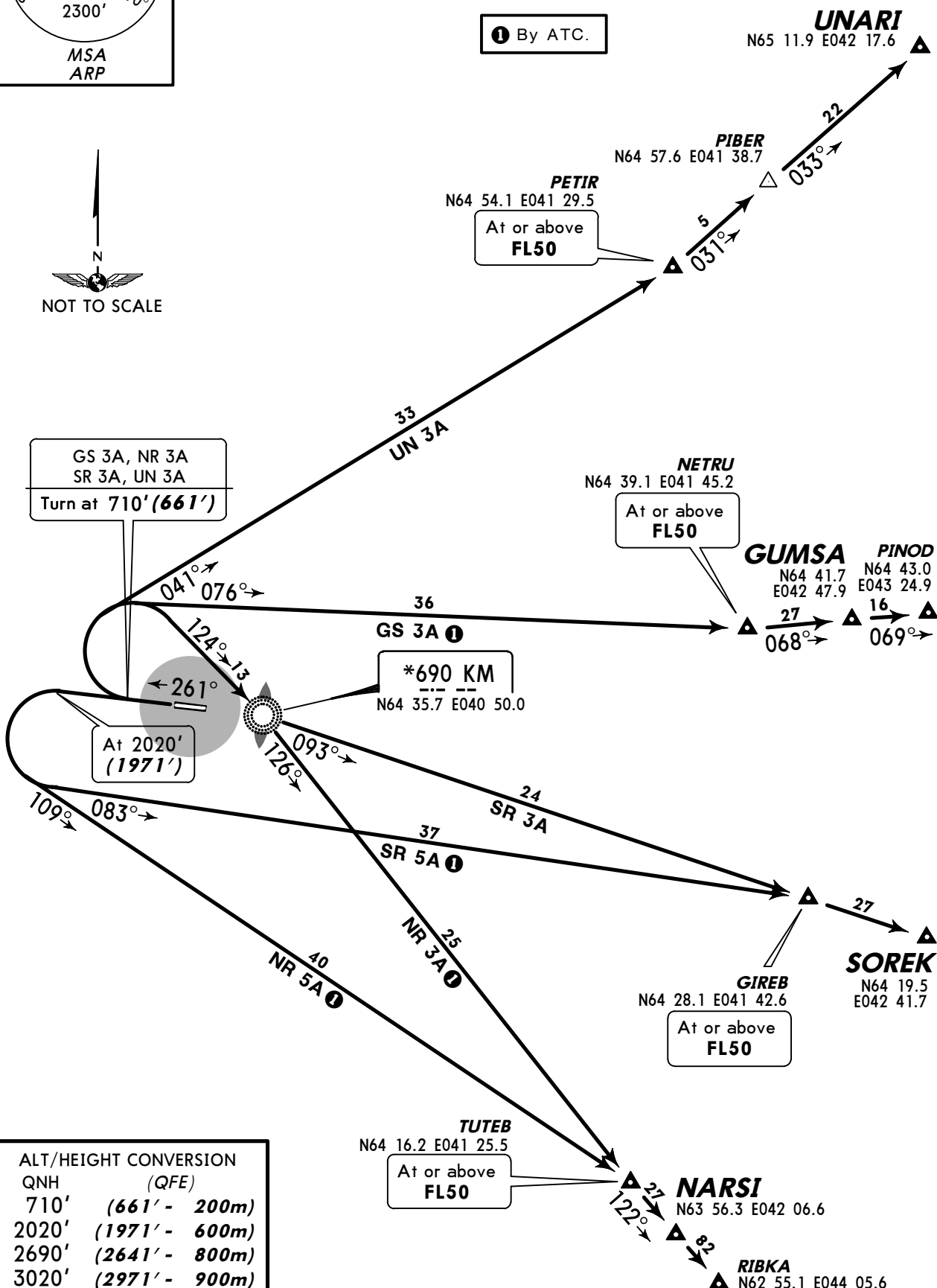


GS 3A ①, NR 3A ①, NR 5A ①, SR 3A, SR 5A ①, UN 3A
RWY 26 DEPARTURES

① By ATC.



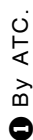
GS 3A, NR 3A
SR 3A, UN 3A
Turn at 710' (661')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
710'	(661' - 200m)
2020'	(1971' - 600m)
2690'	(2641' - 800m)
3020'	(2971' - 900m)

3020' (**2987'**) in case of military flights at the aerodrome.

Diagram of a circular well with a diameter of 1800' and a depth of 2300'. The well is labeled 'MSA APP'.



ALT/HEIGHT CONVERSION
(QFE)

QNH	
690'	(657' - 200m)
2690'	(2657' - 800m)
3020'	(2987' - 900m)

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Apt Elev
62'

QNH on request (QFE)

Trans level: FL40

FL50 if pressure is less than 760 mm (1013.3 hPa) and

733 mm (977.3 hPa) or above

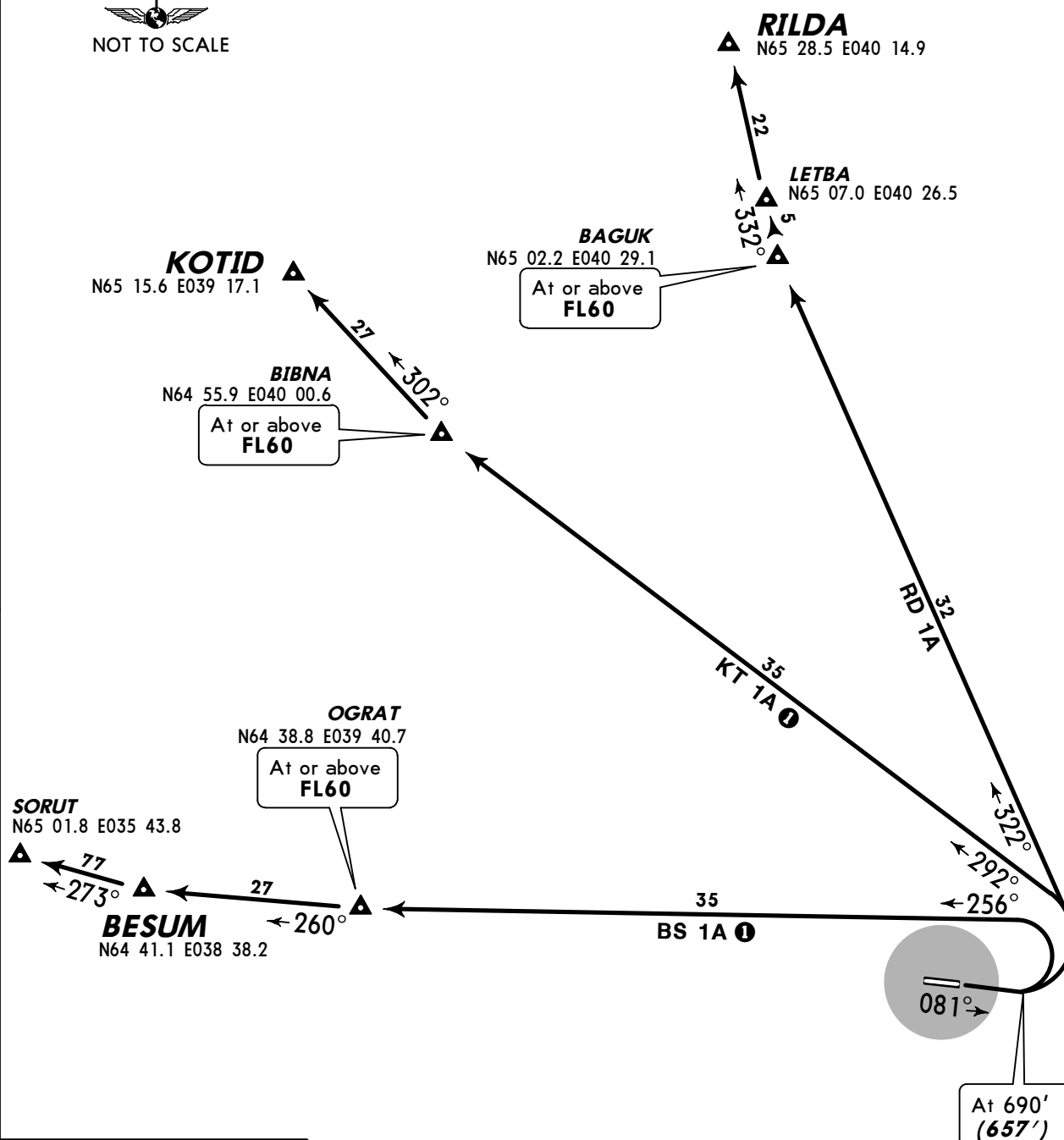
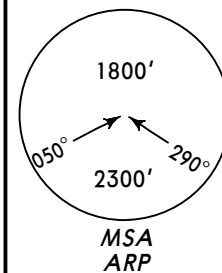
FL60 if pressure is less than 733 mm (977.3 hPa)

Trans alt: 2690' (2657')

3020' (2987') in case of military flights at the aerodrome.

BS 1A ①, KT 1A ①, RD 1A
RWY 08 DEPARTURES

① By ATC.



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
690'	(657' -	200m)
2690'	(2657' -	800m)
3020'	(2987' -	900m)

Apt Elev
62'

QNH on request (QFE)

Trans level: FL40

FL50 if pressure is less than 760 mm (1013.3 hPa) and

733 mm (977.3 hPa) or above

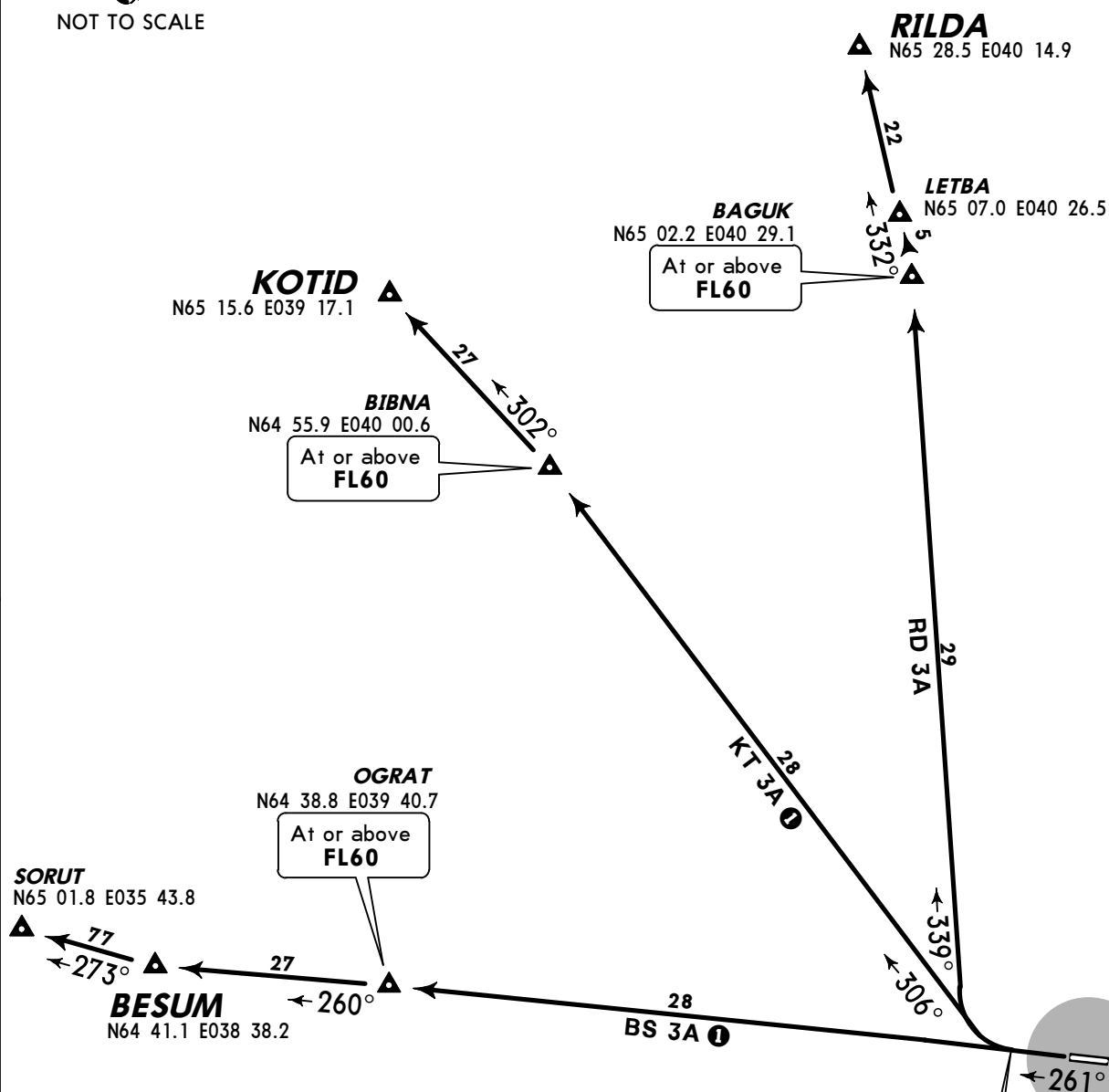
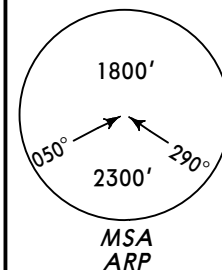
FL60 if pressure is less than 733 mm (977.3 hPa)

Trans alt: 2690' (2641')

3020' (2971') in case of military flights at the aerodrome.

BS 3A①, KT 3A①, RD 3A
RWY 26 DEPARTURES

① By ATC.



ALT/HEIGHT CONVERSION

QNH (QFE)

710' (661' - 200m)

2690' (2641' - 800m)

3020' (2971' - 900m)

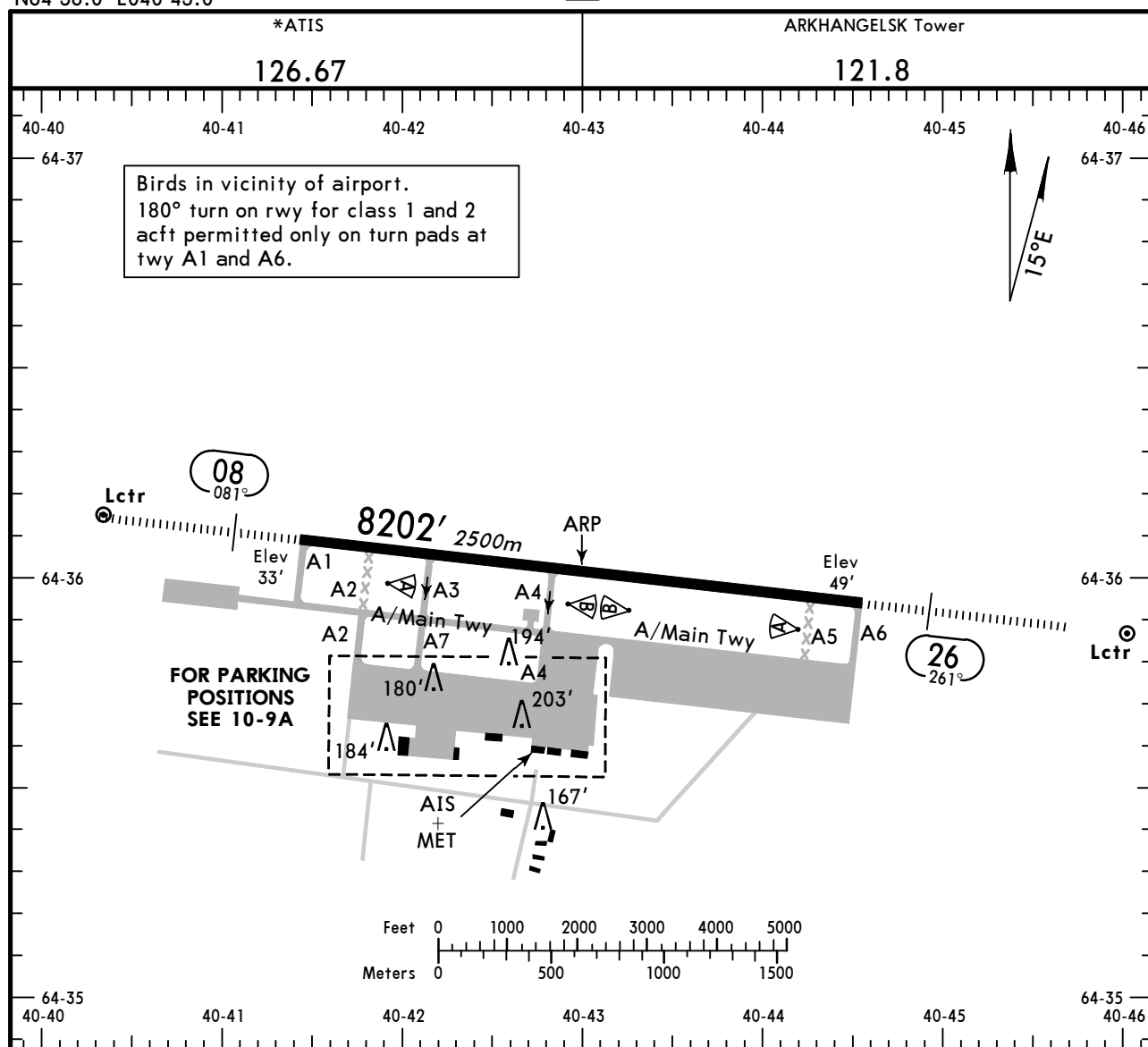
KT 3A, RD 3A

Turn at 710' (661')

ULAA/ARH
Apt Elev 62'
N64 36.0 E040 43.0

JEPPESEN
23 MAR 12 (10-9) Eff 5 Apr

ARKHANGELSK, RUSSIA
TALAGI



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Landing Beyond		
08	26	HIRL (60m)	HIALS	PAPI-L (angle 2.67°)	RVR	7351' 2241m		144'
						7169' 2185m		44m

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

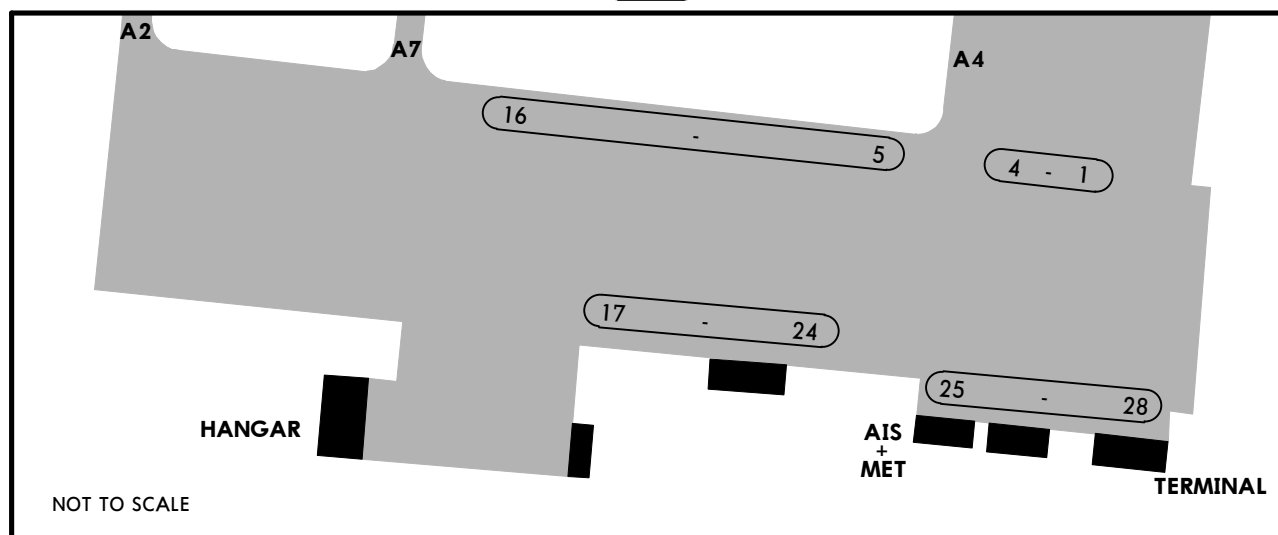
LVP must be in force
RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

CHANGES: Usable lengths.

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Taxiing is at reduced speed and strictly along centerline under inner engines power.
 Taxiing on the apron between Twys A3 and A4 is prohibited for acft with wingspan exceeding 105'/32m.
 B757-200 acft shall enter/exit rwy along twy A4 under own engines power or if not possible by towing.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N64 35.8 E040 43.0	17	N64 35.8 E040 42.3
2, 3	N64 35.8 E040 42.9	18, 19	N64 35.8 E040 42.4
4	N64 35.8 E040 42.8	20, 21	N64 35.8 E040 42.5
5	N64 35.9 E040 42.7	22, 23	N64 35.8 E040 42.6
6, 7	N64 35.9 E040 42.6	24, 25	N64 35.8 E040 42.7
8, 9	N64 35.9 E040 42.5	26, 27	N64 35.8 E040 42.8
10	N64 35.9 E040 42.4	28	N64 35.8 E040 42.9
11	N64 35.9 E040 42.5		
12 thru 14	N64 35.9 E040 42.3		
15, 16	N64 35.9 E040 42.2		

STRAIGHT-IN RWY		A	B	C	D
08	ILS	233'(200')	233'(200')	233'(200')	233'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	450'(417')	450'(417')	450'(417')	450'(417')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1900m	R1900m	R1900m	R1900m
26	ILS	249'(200')	249'(200')	249'(200')	249'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	400'(351')	400'(351')	400'(351')	400'(351')
		R1000m	R1000m	R1200m	R1200m
	ALS out	R1600m	R1600m	R1600m	R1600m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND ②	100 KT	135 KT	180 KT	205 KT
After apch to rwy 08 ③	530'(497') ceiling 200m - V1600m	760'(727') ceiling 450m - V4000m	990'(957') ceiling 450m - V4000m	990'(957') ceiling 450m - V4000m
After apch to rwy 26 ④	550'(501') ceiling 200m - V1600m	780'(731') ceiling 450m - V4000m	1010'(961') ceiling 450m - V4000m	1010'(961') ceiling 450m - V4000m

② Prohibited South of airport.

③ Circling height based on threshold elev of 33'.

④ Circling height based on threshold elev of 49'.

⑤ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 08, 26

LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

STRAIGHT-IN RWY		A	B	C	D
08	ILS	233' (200')	233' (200')	233' (200')	233' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	450' (417')	450' (417')	450' (417')	450' (417')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
26	ILS	249' (200')	249' (200')	249' (200')	249' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	380' (331')	380' (331')	380' (331')	380' (331')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

CIRCLE-TO-LAND ❶	100 KT	135 KT	180 KT	205 KT
After apch to rwy 08 ❷	530' (497')	760' (727')	990' (957')	990' (957')
	ceil200m- V1600m	ceil450m- V4000m	ceil450m- V4000m	ceil450m- V4000m
After apch to rwy 26 ❸	550' (501')	780' (731')	1010' (961')	1010' (961')
	ceil200m- V1600m	ceil450m- V4000m	ceil450m- V4000m	ceil450m- V4000m

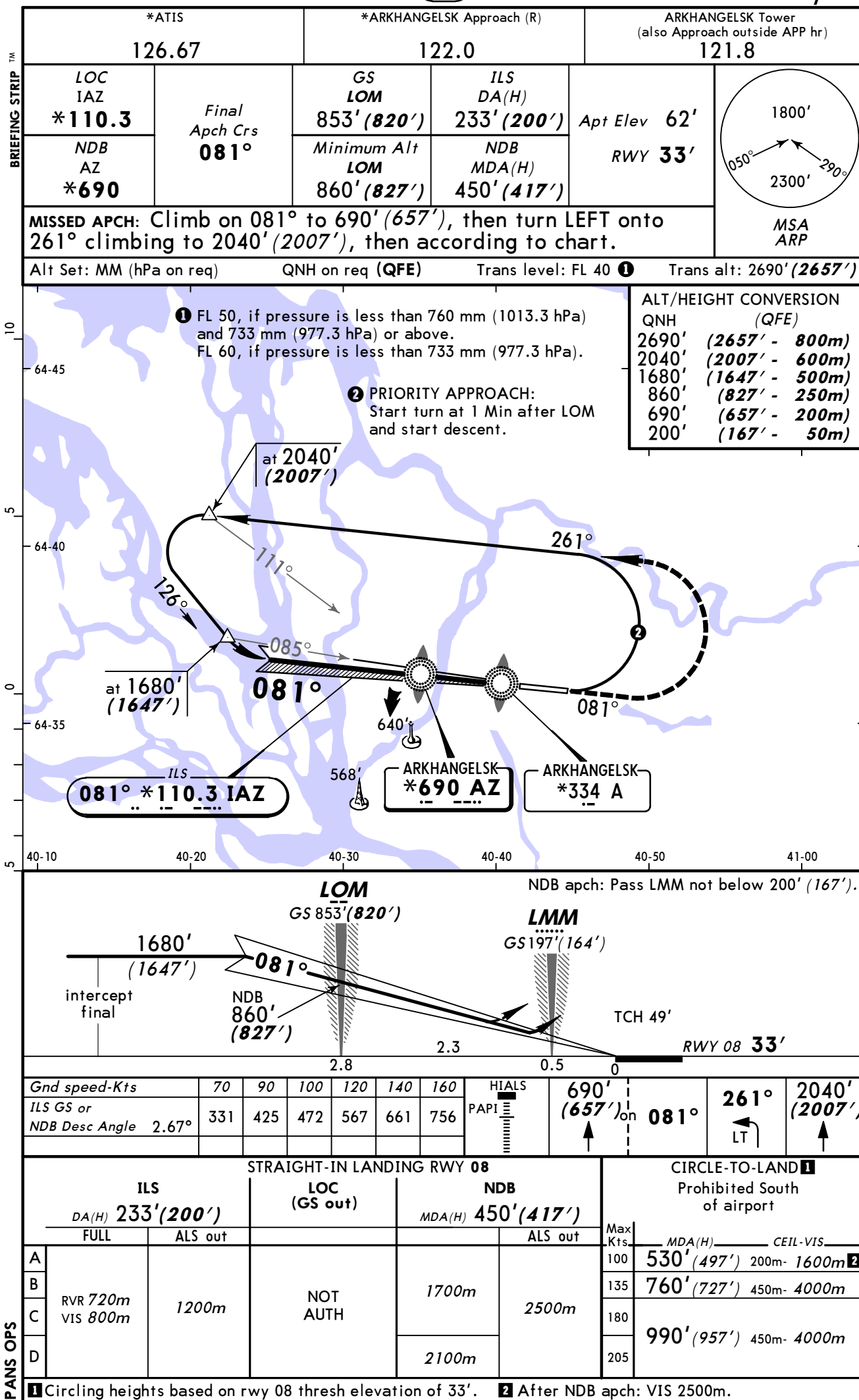
❶ Prohibited South of airport.

❷ Circling height based on threshold elev of 33'.

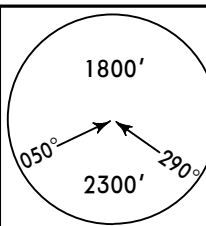
❸ Circling height based on threshold elev of 49'.

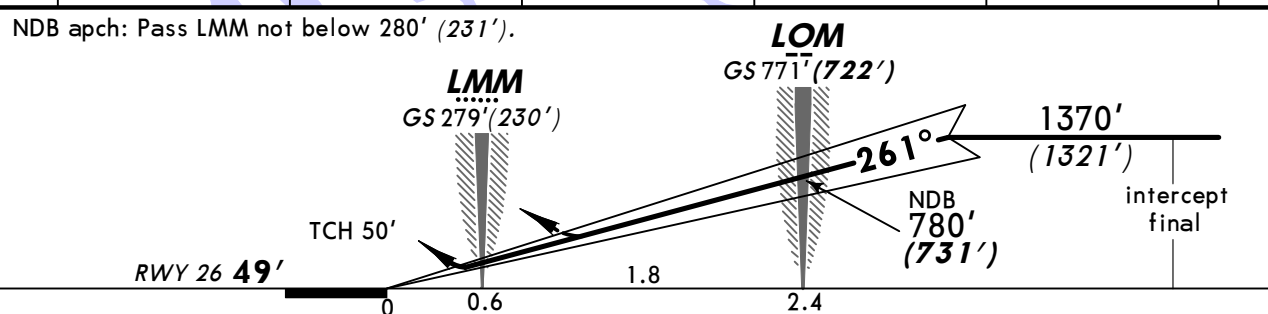
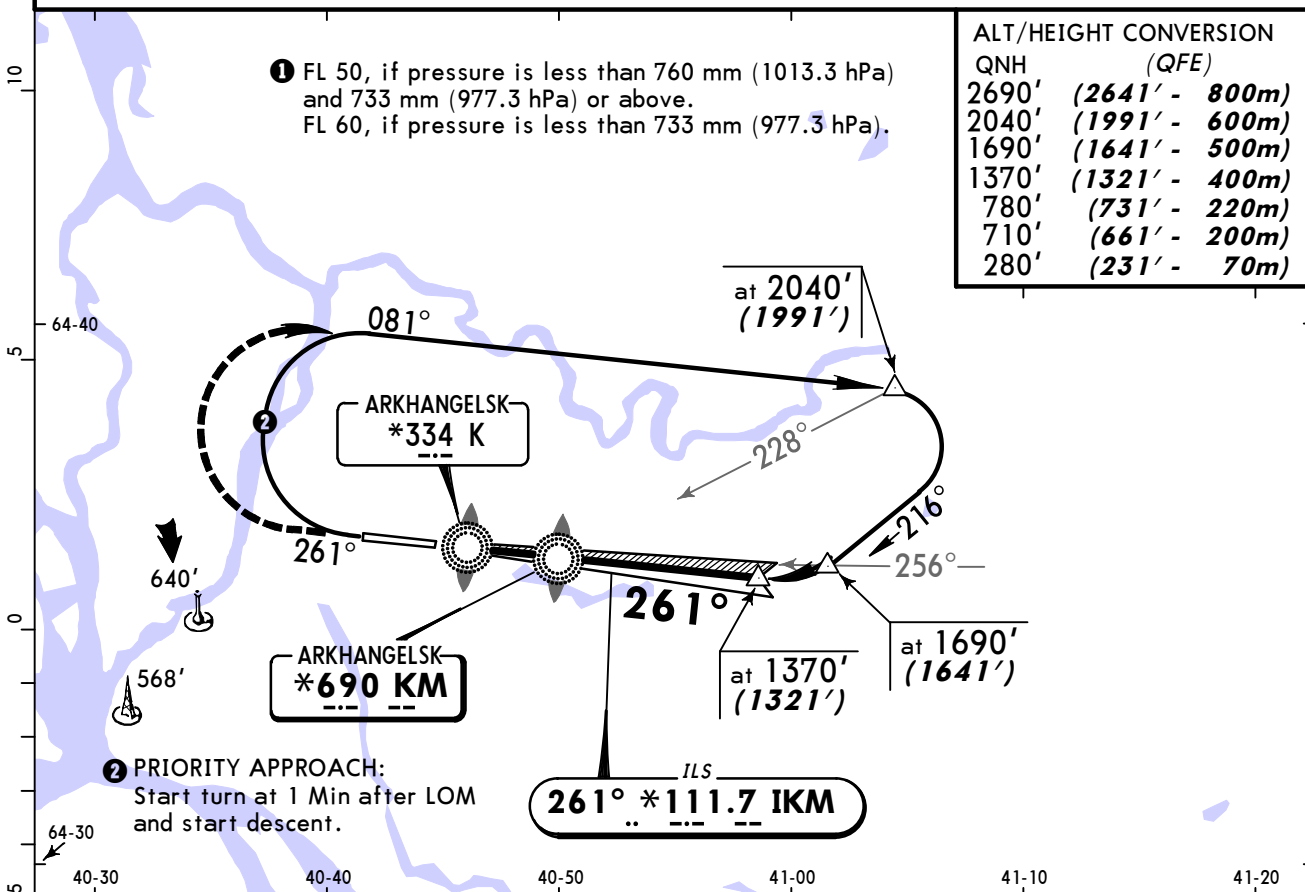
TAKE-OFF RWY 08, 26

LVP must be in Force		RCLM (DAY only) or RL	NIL (DAY only)
A	RCLM (DAY only) or RL		
B	250m	400m	500m
C			
D	300m		



BRIEFING STRIP

*ATIS 126.67		*ARKHANGELSK Approach (R) 122.0		ARKHANGELSK Tower (also Approach outside APP hr) 121.8	
LOC IKM *111.7	Final Apch Crs 261°	GS LOM 771' (722')	ILS DA(H) 249' (200')	Apt Elev 62' RWY 49'	
NDB KM *690		Minimum Alt LOM 780' (731')	NDB MDA(H) 380' (331')		
MISSED APCH: Climb on 261° to 710' (661'), then turn RIGHT onto 081° climbing to 2040' (1991'), then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 40 ① Trans alt: 2690' (2641')	



Gnd speed-Kts	70	90	100	120	140	160		710' (661') on	261°	081° RT	2040' (1991')
ILS GS or	331	425	472	567	661	756					
NDB Desc Angle 2.67°											

STRAIGHT-IN LANDING RWY 26					CIRCLE-TO-LAND ①	
ILS DA(H) 249' (200')		LOC (GS out)		NDB MDA(H) 380' (331')	Prohibited South of airport	
FULL	ALS out			ALS out	Max Kts	MDA(H) CEIL-VIS
A					100	550' (501') 200m- 1600m
B					135	780' (731') 450m- 4000m
C	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	180	1010' (961') 450m- 4000m
D				RVR 1500m VIS 1600m	205	

① Circling heights based on rwy 26 thresh elev of 49'.

Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ARKHANGELSK, (TALAGI - ULAA)				
DEL	GM, RD, SR & UN 2A ARRS	10-2	30 Mar 2012	05 Apr 2012
ADD	GS & UN 2A ARRS	10-2	30 Mar 2012	05 Apr 2012
DEL	GM 4A & 4D, RD, SR & UN 4...	10-2A	30 Mar 2012	05 Apr 2012
ADD	GS & UN 4A ARRS	10-2A	30 Mar 2012	05 Apr 2012
ADD	NR & SR 2A, NR 6A ARRS	10-2B	30 Mar 2012	05 Apr 2012
ADD	NR & SR 4A ARRS	10-2C	30 Mar 2012	05 Apr 2012
ADD	AB, GM & OR 2A ARRS	10-2D	30 Mar 2012	05 Apr 2012
ADD	AB 4A, GM & OR 4A & 4D AR...	10-2E	30 Mar 2012	05 Apr 2012
ADD	BS, KT & RD 2A ARRS	10-2F	30 Mar 2012	05 Apr 2012
ADD	BS, KT & RD 4A ARRS	10-2G	30 Mar 2012	05 Apr 2012
ADD	GS, NR, SR & UN 1A DEPS	10-3	30 Mar 2012	05 Apr 2012
DEL	MG, RD, SR & UN 1A DEPS	10-3	30 Mar 2012	05 Apr 2012
ADD	GS & UN 1A, NR & SR 3A & ...	10-3A	30 Mar 2012	05 Apr 2012
DEL	MG, RD & UN 3A, SR 3A & 5...	10-3A	30 Mar 2012	05 Apr 2012
ADD	AB, GM, MG & OR 1A DEPS	10-3B	30 Mar 2012	05 Apr 2012
ADD	AB, GM, MG & OR 3A DEPS	10-3C	30 Mar 2012	05 Apr 2012
ADD	BS, KT & RD 1A DEPS	10-3D	30 Mar 2012	05 Apr 2012
ADD	BS, KT & RD 3A DEPS	10-3E	30 Mar 2012	05 Apr 2012
REV	AIRPORT, AIRPORT INFO, TA...	10-9	23 Mar 2012	05 Apr 2012
REV	PARKING STANDS & COORDS	10-9A	23 Mar 2012	05 Apr 2012
REV	STANDARD MNMS	10-9S	23 Mar 2012	05 Apr 2012
REV	JAA MNMS	10-9X	23 Mar 2012	05 Apr 2012
REV	ILS OR 2 NDB RWY 08	11-1	23 Mar 2012	05 Apr 2012
REV	ILS OR 2 NDB RWY 26	11-2	23 Mar 2012	05 Apr 2012

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULAA

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jepesen.com/eurasiachange.