

List of pages in this Trip Kit

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Airport Information For UOOO

Terminal Charts For UOOO

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Norilsk Rus
IATA Code: NSK
Lat/Long: N69° 18.6' E087° 20.0'
Elevation: 594 ft

Airport Use: Public
Magnetic Variation: 18.7°E

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

Sunrise: 2150 Z
Sunset: 1430 Z,

Runway Information

Runway: 01
Length x Width: 11253 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 538 ft
Lighting: Edge, ALS

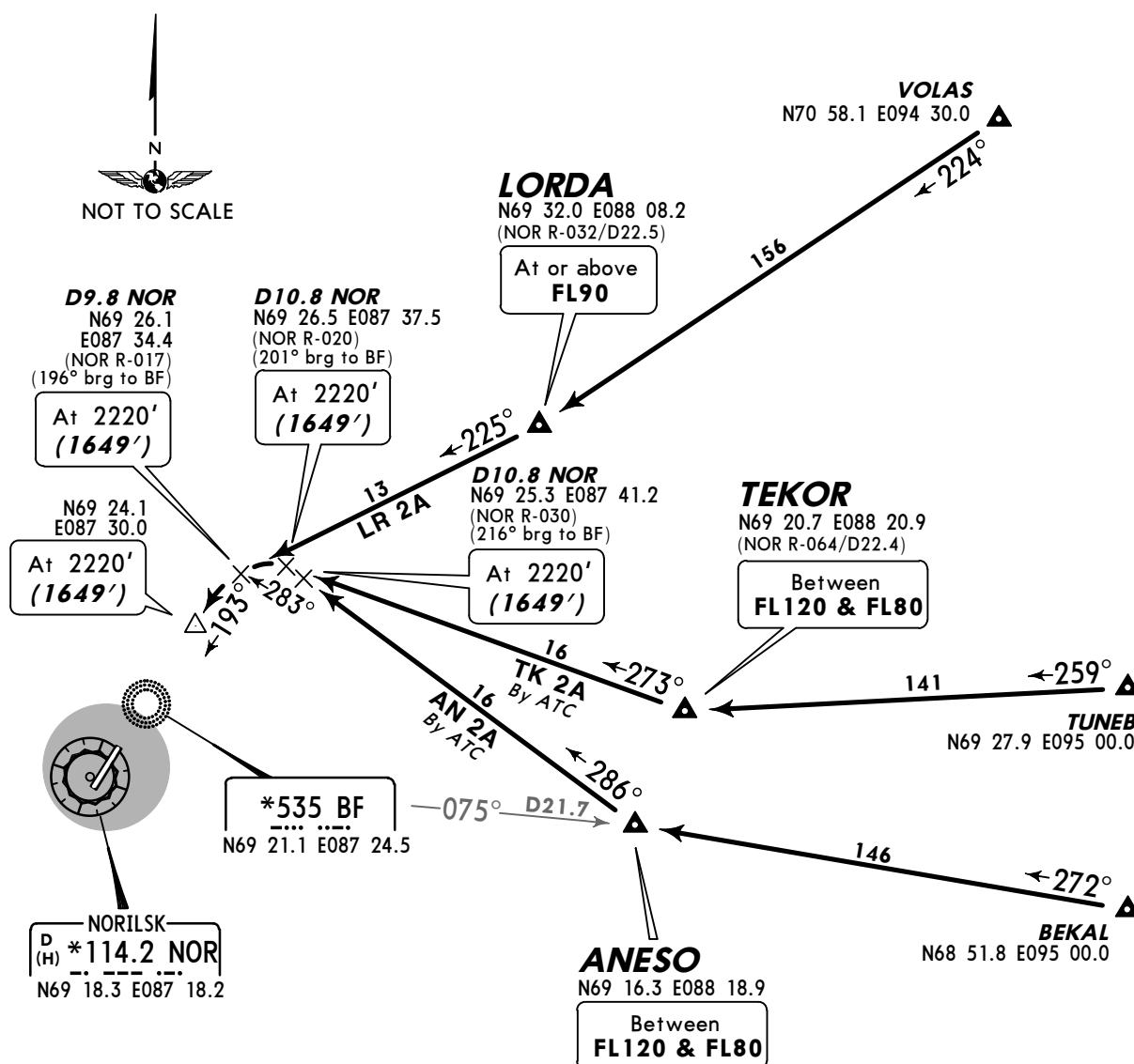
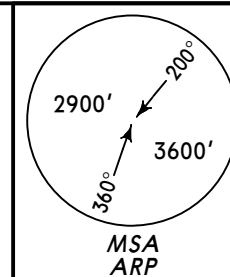
Runway: 19
Length x Width: 11253 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 571 ft
Lighting: Edge, ALS, TDZ

Communication Information

Norilsk Landing Tower 118.3
Norilsk Taxiing Ground Control 121.7
Norilsk Control Approach Control 132.5
Norilsk Krug Radar 120.4

Alt set: MM (hPa on request) QNH on request **(QFE)**
 Trans level: FL60
 FL70 if pressure is less than 744 mm (991.9 hPa)
 FL80 if pressure is less than 717 mm (955.9 hPa)
 Trans alt: 4540' **(3969')**

FOR RUSSIAN USERS ONLY

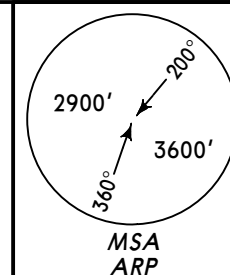


Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
ANESO	281°	18	201°	2220'(1649')
LORDA	224°	14	194°	2220'(1649')
TEKOR	268°	17	200°	2220'(1649')

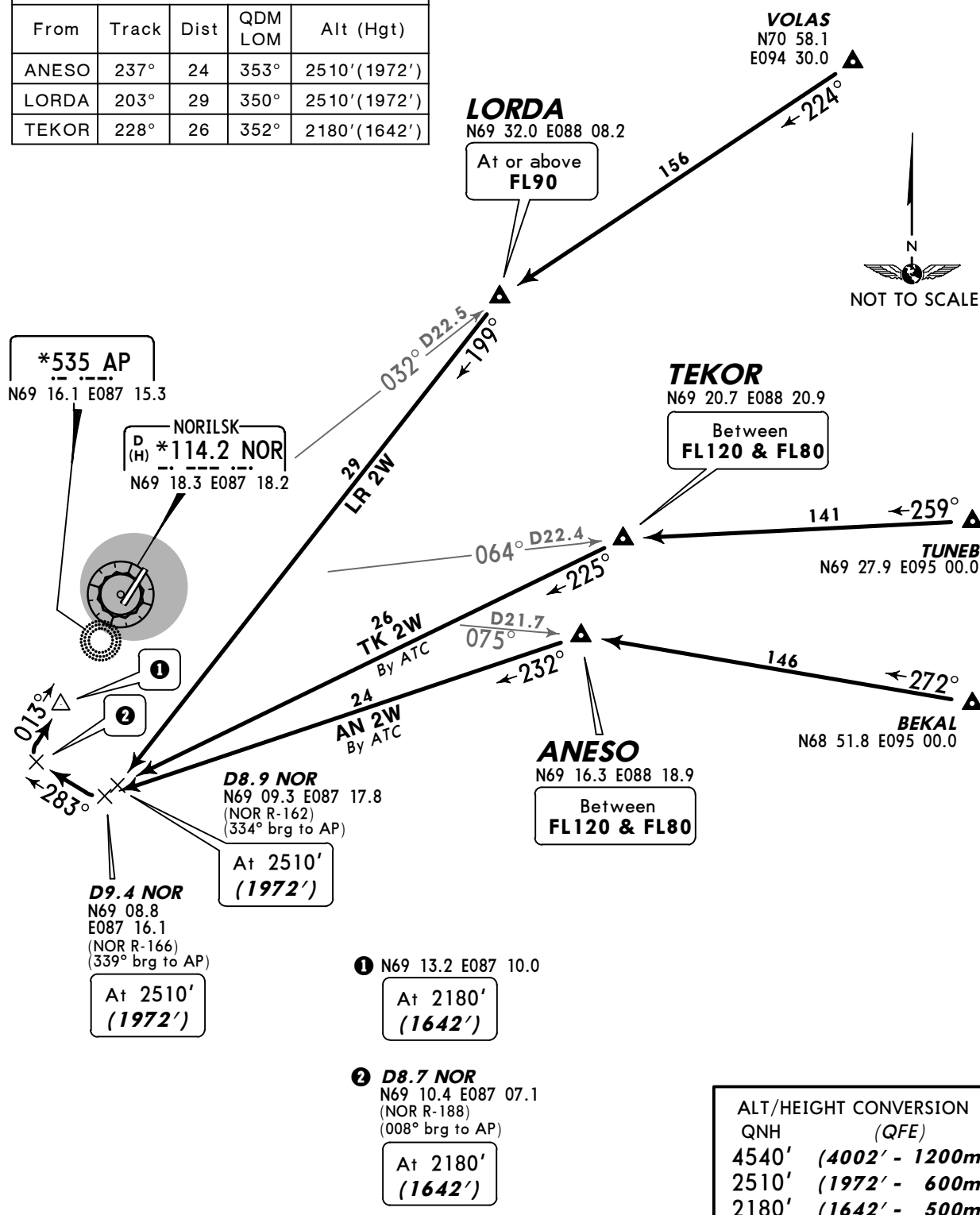
ALT/HEIGHT CONVERSION
QNH (QFE)
4540' (3969' - 1200m)
2220' (1649' - 500m)

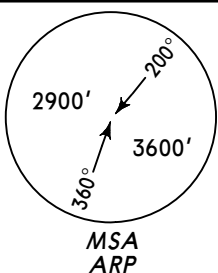
*NORILSK Control (ASR)
132.5 124.0XApt Elev
594'Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 744 mm (991.9 hPa)
FL80 if pressure is less than 717 mm (955.9 hPa)
Trans alt: 4540' (4002')AN 2W, LR 2W, TK 2W
RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY



Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
ANESO	237°	24	353°	2510' (1972')
LORDA	203°	29	350°	2510' (1972')
TEKOR	228°	26	352°	2180' (1642')



*NORILSK Control (ASR)
132.5 124.0XApt Elev
594'Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 744 mm (991.9 hPa)
FL80 if pressure is less than 717 mm (955.9 hPa)
Trans alt: 4540' (3969')GN 2A, OR 2A, RL 2A, SB 2A
RWY 19 ARRIVALS

FOR RUSSIAN USERS ONLY

Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
GINDA	358°	33	216°	2540' (1969')
OLURI	349°	32	214°	2540' (1969')
ROLGA	034°	30	171°	2540' (1969')
SUBOT	022°	33	169°	2540' (1969')

① **D10.8 NOR**
N69 26.5 E087 37.5
(NOR R-020)
(201° brg to BF)
At 2220'
(1649')

② **D10.5 NOR**
N69 23.8 E087 43.3
(NOR R-038)
(229° brg to BF)
At 2540'
(1969')

ROLGA
N69 08.4 E086 21.5
At or above
FL90

TANAM
N68 01.7 E080 54.1

NAPAD
N67 07.5 E082 02.2

SUBOT
N69 00.9 E086 25.1
At or above
FL90

GINDA
N68 52.2 E087 09.7
At or above
FL90

OLURI
N68 52.8 E087 25.1
At or above
FL90

NORILSK
D (H) *114.2 NOR
N69 18.3 E087 18.2

IGARKA
D 112.3 IGR
N67 26.2 E086 38.3

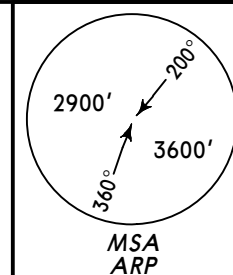
INDER
N67 03.2 E087 44.6

ALT/HEIGHT CONVERSION
QNH (QFE)
4540' (3969' - 1200m)
2540' (1969' - 600m)
2220' (1649' - 500m)

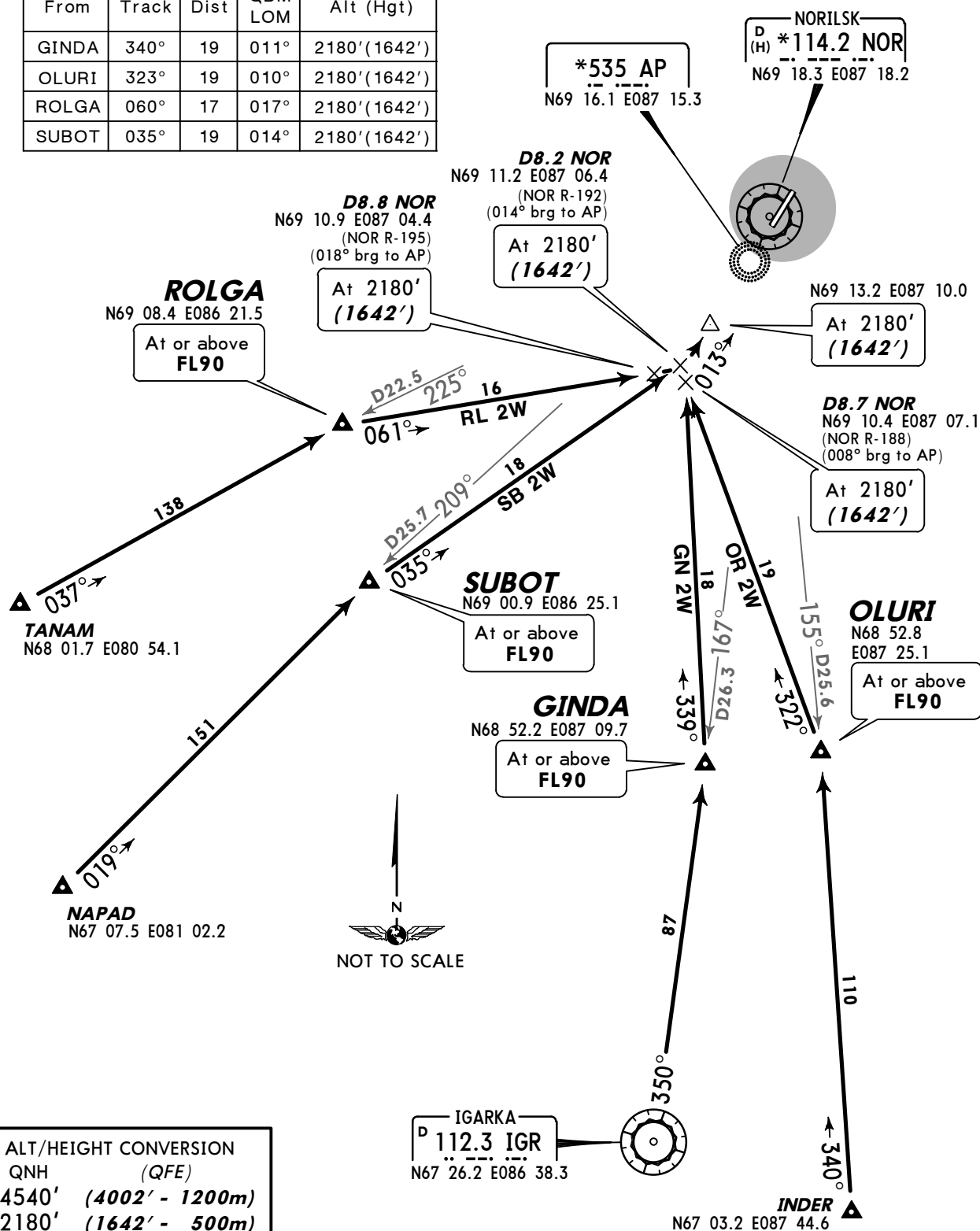
NOT TO SCALE

*NORILSK Control (ASR)
132.5 124.0XApt Elev
594'Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 744 mm (991.9 hPa)
FL80 if pressure is less than 717 mm (955.9 hPa)
Trans alt: 4540' (4002')GN 2W, OR 2W, RL 2W, SB 2W
RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY



Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
GINDA	340°	19	011°	2180' (1642')
OLURI	323°	19	010°	2180' (1642')
ROLGA	060°	17	017°	2180' (1642')
SUBOT	035°	19	014°	2180' (1642')

ALT/HEIGHT CONVERSION
QNH (QFE)
4540' (4002' - 1200m)
2180' (1642' - 500m)IGARKA
D 112.3 IGR
N67 26.2 E086 38.3

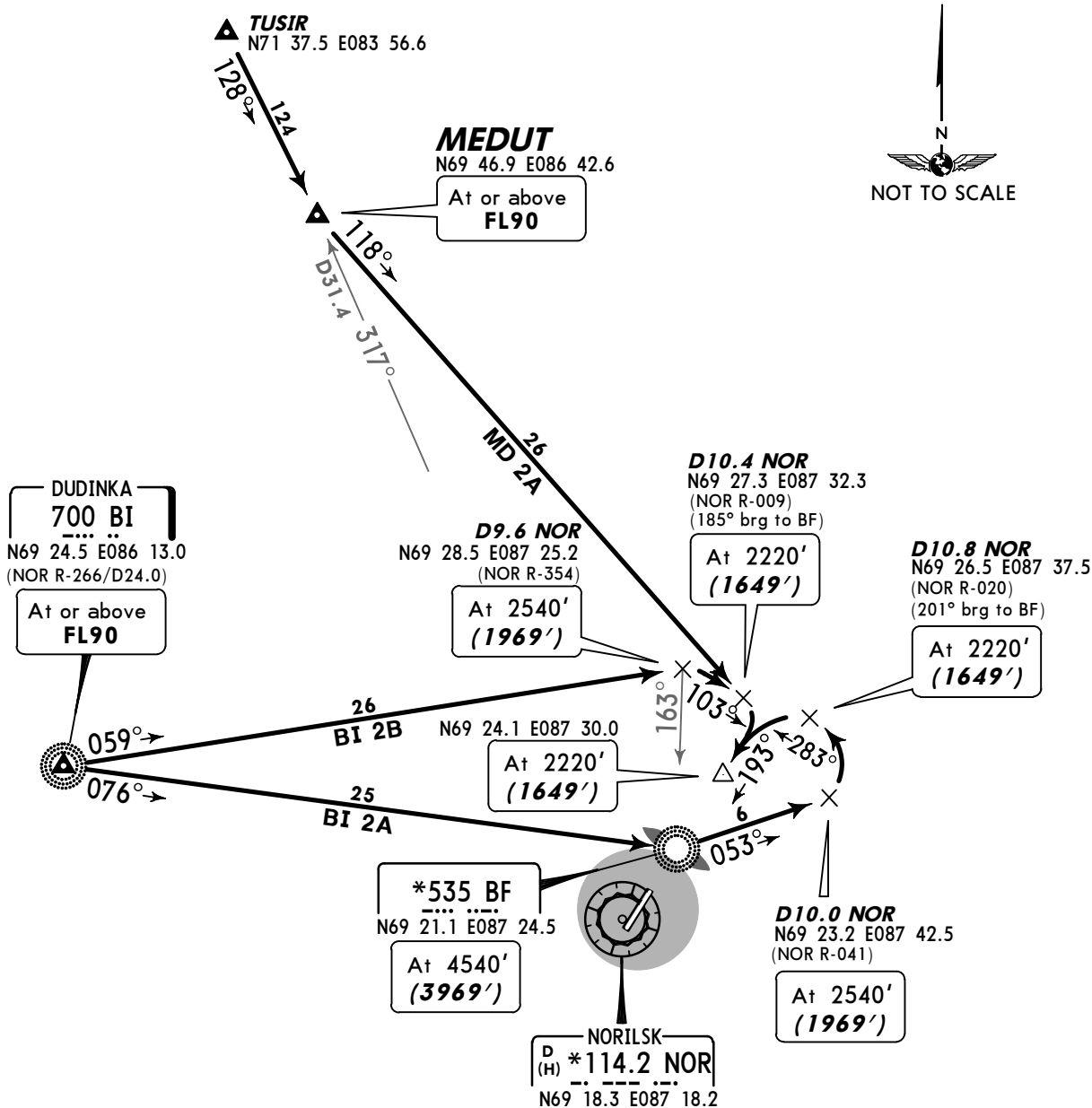
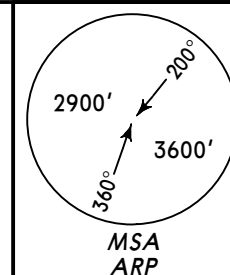
*NORILSK Control (ASR)
132.5 124.0X

Apt Elev
594'

Alt set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL60
FL70 if pressure is less than 744 mm (991.9 hPa)
FL80 if pressure is less than 717 mm (955.9 hPa)
Trans alt: 4540' **(3969')**

BI 2A, BI 2B, MD 2A RWY 19 ARRIVALS

FOR RUSSIAN USERS ONLY

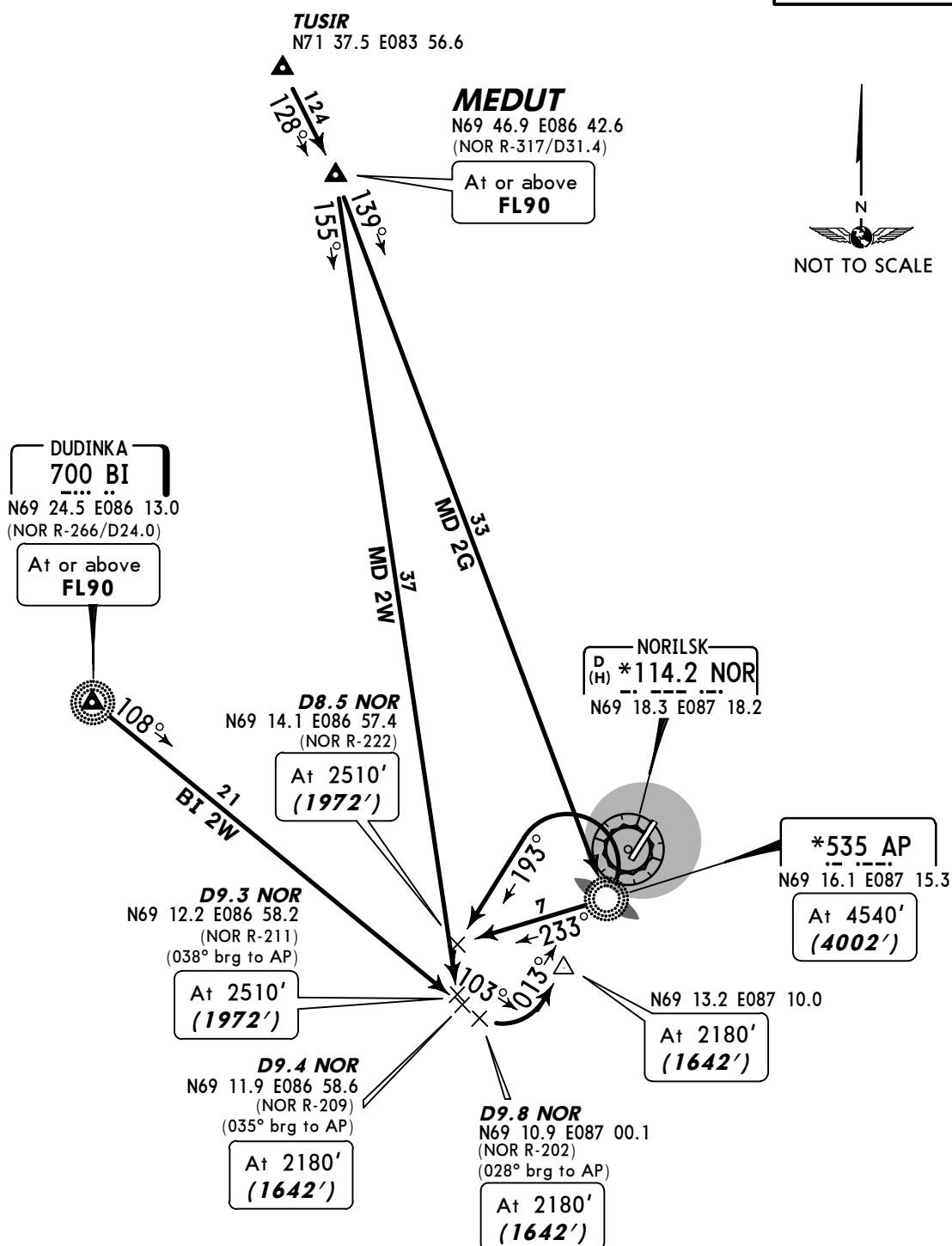
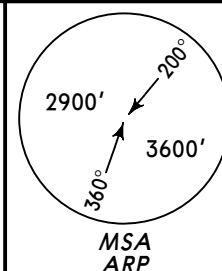


ALT/HEIGHT CONVERSION
QNH **(QFE)**
4540' **(3969' - 1200m)**
2540' **(1969' - 600m)**
2220' **(1649' - 500m)**

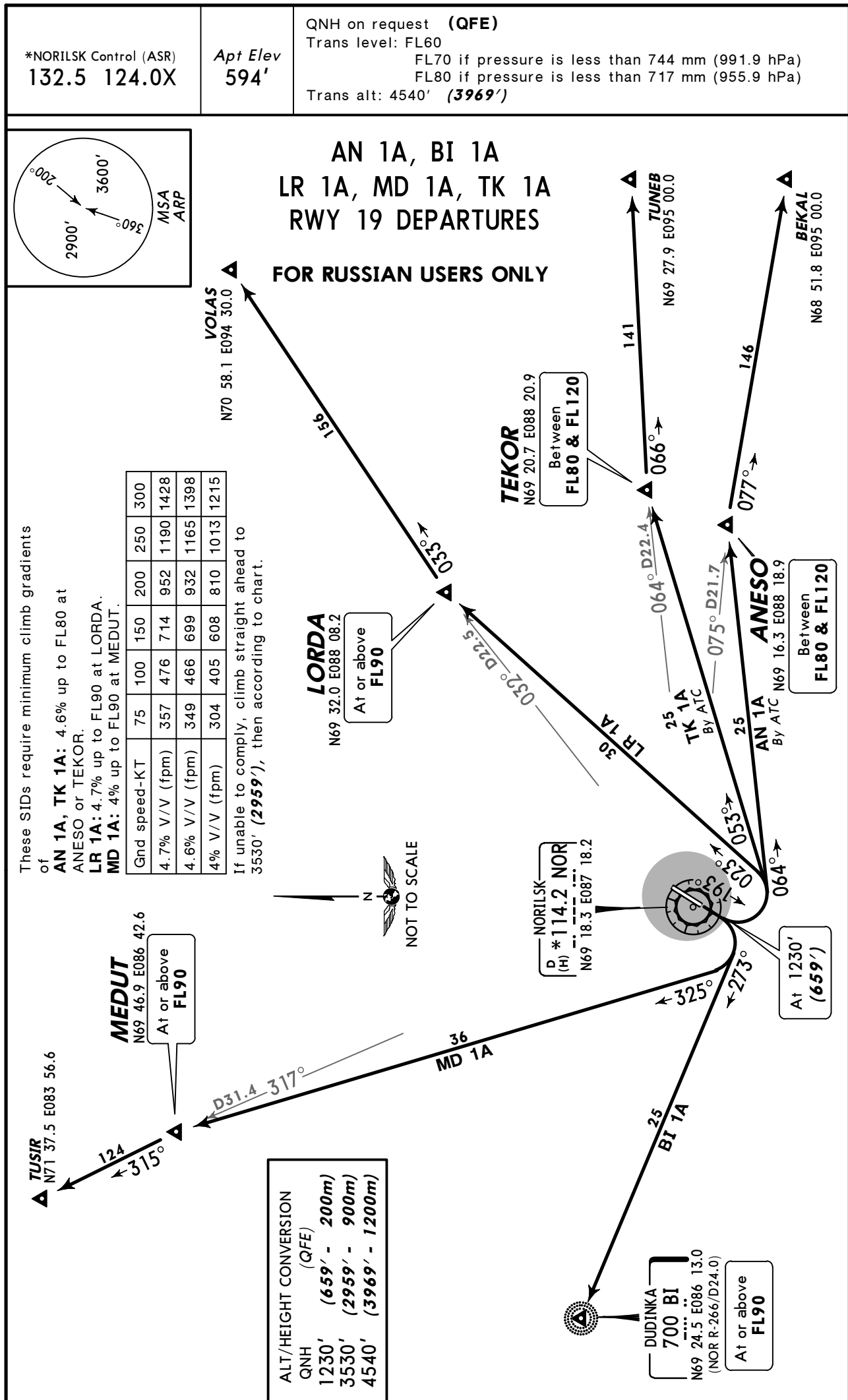
Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
BI	066°	27	175°	2540' (1969')
MEDUT	121°	27	187°	2220' (1649')

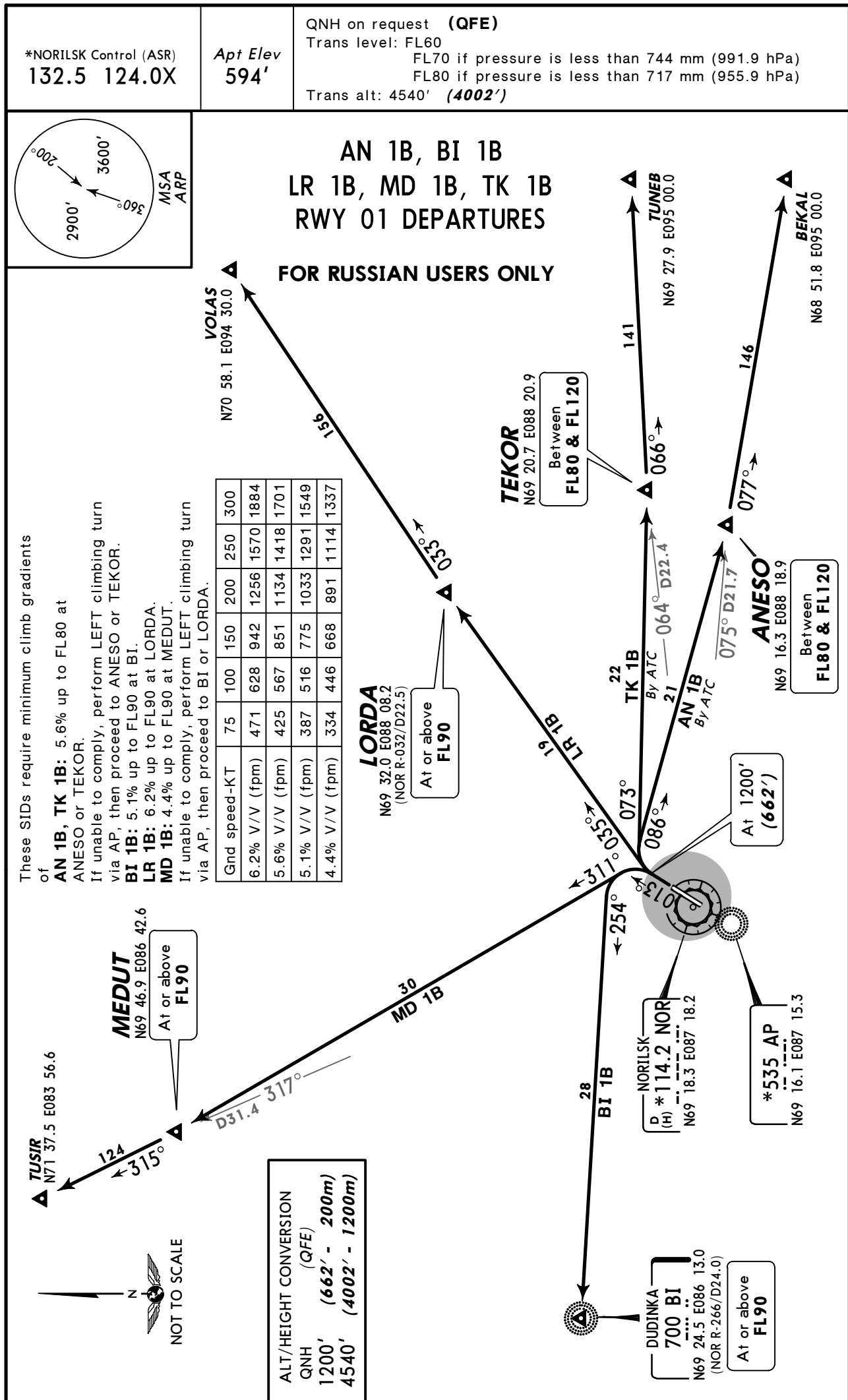
*NORILSK Control (ASR)
132.5 124.0XApt Elev
594'Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 744 mm (991.9 hPa)
FL80 if pressure is less than 717 mm (955.9 hPa)
Trans alt: 4540' (4002')BI 2W, MD 2G, MD 2W
RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY

ALT/HEIGHT CONVERSION
QNH (QFE)
4540' (4002' - 1200m)
2510' (1972' - 600m)
2180' (1642' - 500m)

Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
BI	105°	22	026°	2180'(1642')
MEDUT	149°	35	032°	2510'(1972')





*NORILSK Control (ASR)
132.5 124.0XApt Elev
594'

QNH on request (QFE)

Trans level: FL60

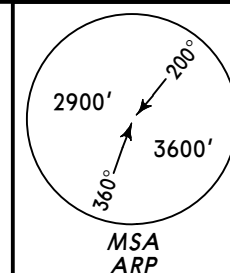
FL70 if pressure is less than 744 mm (991.9 hPa)

FL80 if pressure is less than 717 mm (955.9 hPa)

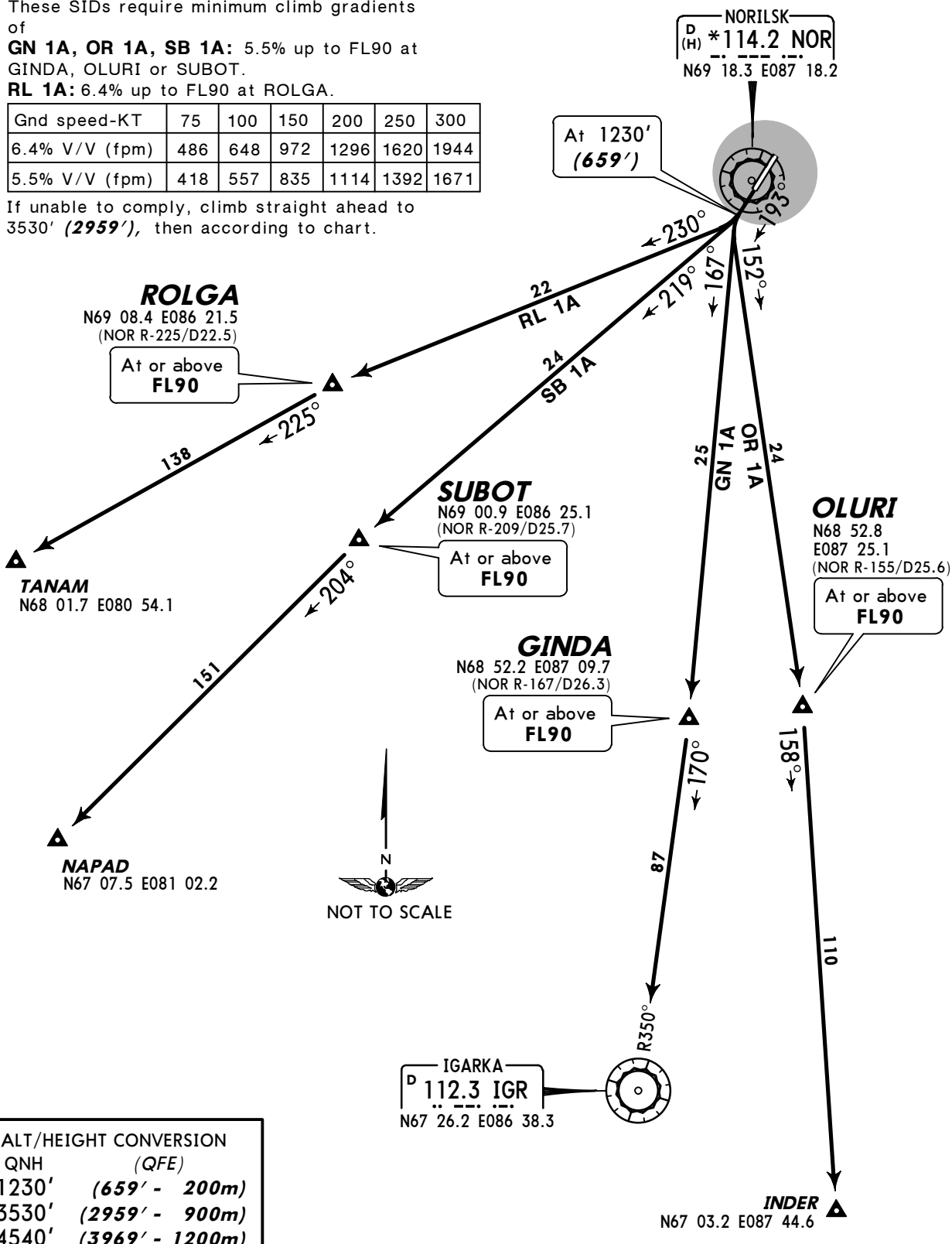
Trans alt: 4540' (3969')

GN 1A, OR 1A, RL 1A, SB 1A
RWY 19 DEPARTURES

FOR RUSSIAN USERS ONLY

These SIDs require minimum climb gradients
of**GN 1A, OR 1A, SB 1A:** 5.5% up to FL90 at
GINDA, OLURI or SUBOT.**RL 1A:** 6.4% up to FL90 at ROLGA.

Gnd speed-KT	75	100	150	200	250	300
6.4% V/V (fpm)	486	648	972	1296	1620	1944
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply, climb straight ahead to
3530' (2959'), then according to chart.

ALT/HEIGHT CONVERSION

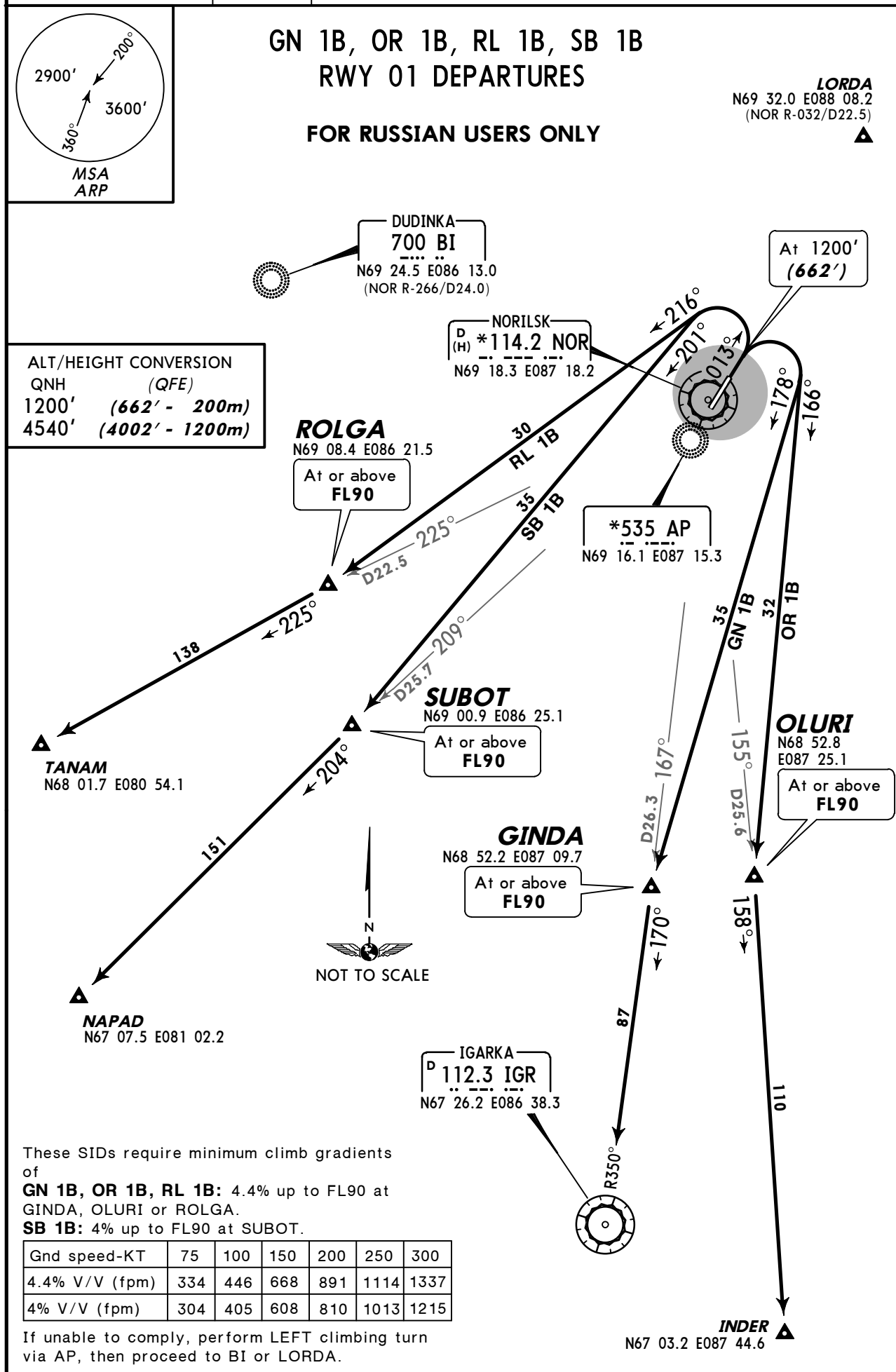
QNH (QFE)

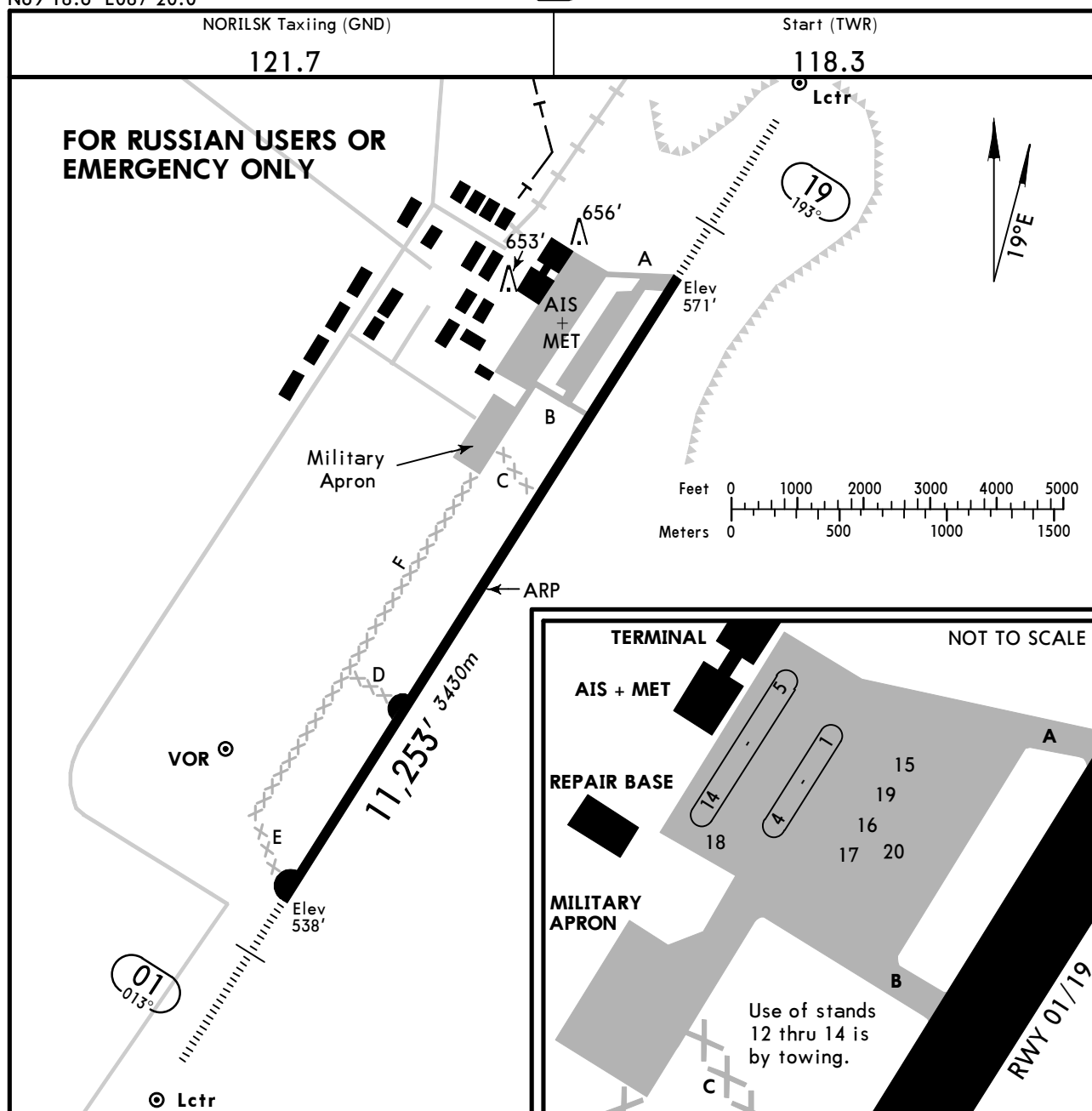
1230' (659' - 200m)

3530' (2959' - 900m)

4540' (3969' - 1200m)

*NORILSK Control (ASR) 132.5 124.0X	<i>Apt Elev</i> 594'	QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 744 mm (991.9 hPa) FL80 if pressure is less than 717 mm (955.9 hPa) Trans alt: 4540' (4002')
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GENERAL

RWY slope is beyond limits. Use extreme caution during landing.
Take-offs and landings for CAT B, C and D acft shall be carried out when the crosswind speed is 0.85 of the maximum value, at that the value of the crosswind component shall be reduced by 1m per sec under the appropriate friction coefficient specified in the AOM.

ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS			
RWY					LANDING BEYOND		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
01	HIRL (60m)	HIALS	PAPI-L (angle 2.67°)			10,170' 3100m	10,925' 3330m	148' 45m
19	HIRL (60m)	HIALS	TDZ PAPI-L (angle 2.67°)			10,072' 3070m		

① First 328'/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)
All Rwy's

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

RCLM (DAY only)
or RL

A	250m	400m
B		
C		
D	300m	

STRAIGHT-IN RWY		A	B	C	D
01	ILS	738' (200')	738' (200')	768' (230')	768' (230')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	840' (302')	870' (332')	870' (332')	870' (332')
		R750m	R800m	R800m	R800m
	<i>ALS out</i>	R1400m	R1500m	R1500m	R1500m
19	ILS	771' (200')	771' (200')	801' (230')	801' (230')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	920' (349')	920' (349')	920' (349')	920' (349')
		R900m	R900m	R900m	R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 01, 19

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		

U000/NSK
ALYKEL

JEPPESEN

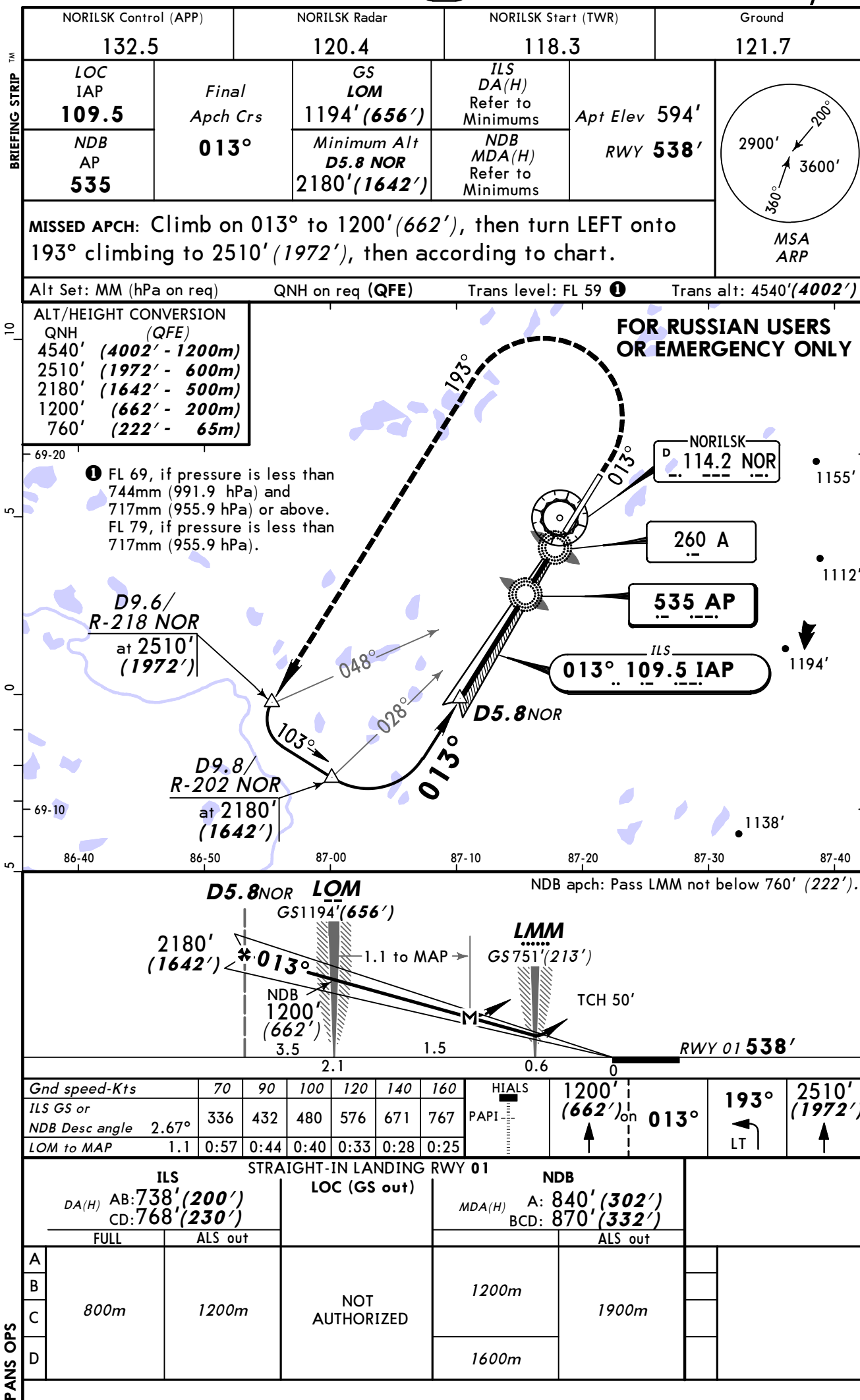
25 FEB 11

11-1

Eff 10 Mar

NORILSK, RUSSIA

ILS or 2 NDB Rwy 01



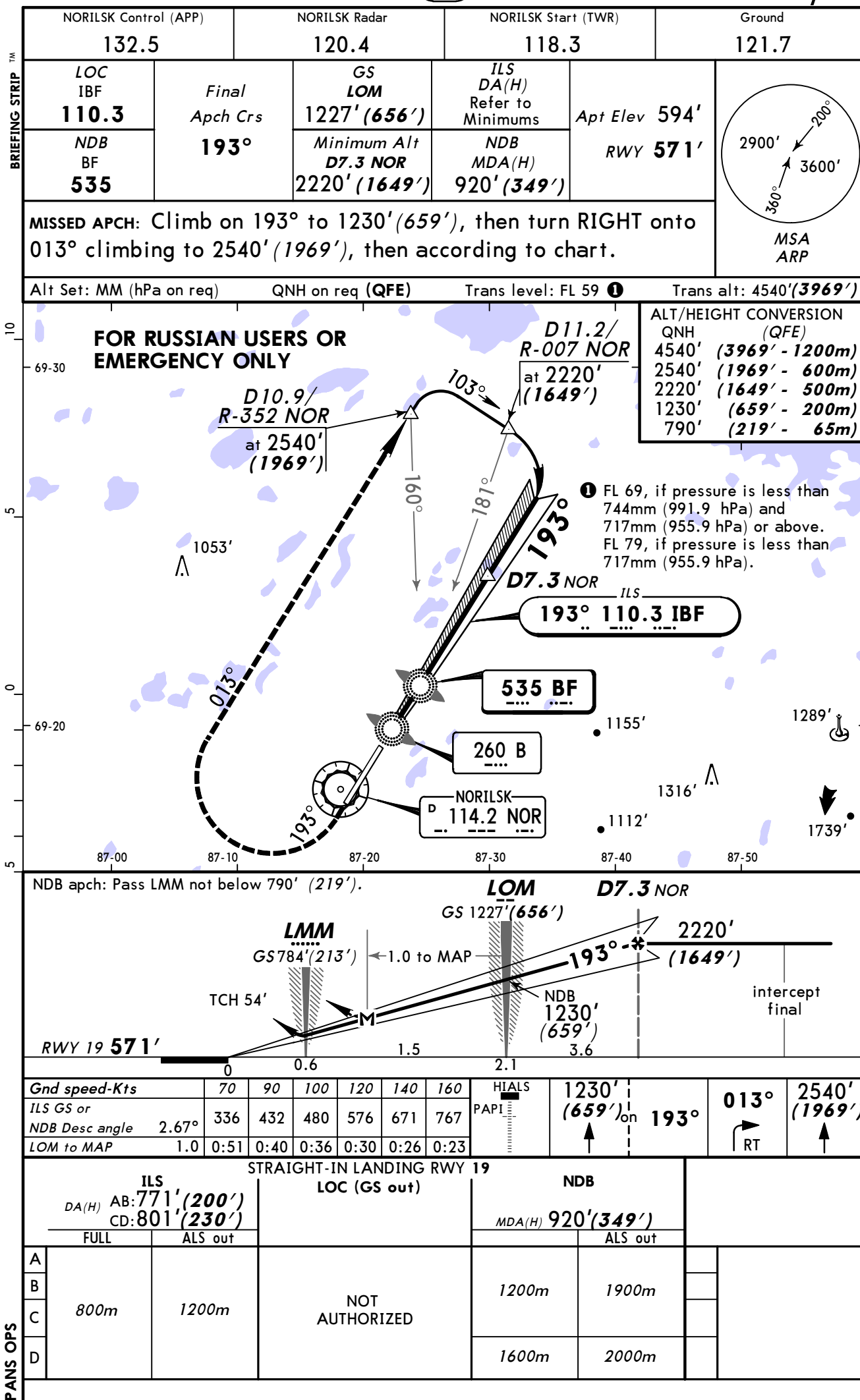
CHANGES: Procedure.

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U000/NSK
ALYKEL

JEPPESSEN
25 FEB 11 11-2

Eff 10 Mar ILS or 2 NDB Rwy 19
NORILSK, RUSSIA



NORILSK, (ALYKEL - U000)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UOOO

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.jeppesen.com/eurasiachange.