Page 1
Changed chart(s) since Disc 26-2012
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 26-2012

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UOOO

General Info

Norilsk, RUS
N 69° 18.6' E 87° 20.0' Mag Var: 20.0°E
Elevation: 594'

Public, IFR, Control Tower, No Customs, Landing Fee
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+8:00 no DST

Runway Info

Runway 01-19 11253' x 148' asphalt

Runway 01 (13.0°M) TDZE 538'
  Lights: Edge, ALS
Runway 19 (193.0°M) TDZE 571'
  Lights: Edge, ALS, TDZ

Communications Info

ATIS **126.8**
Norilsk Landing Tower **118.3**
Norilsk Taxiing Ground Control **121.7**
Norilsk Control Approach Control **132.5**
Norilsk Krug Radar **120.4**

Notebook Info

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U000/NSK
ALYKEL

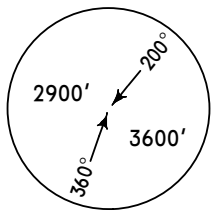
JEPPESEN
23 DEC 11 (10-2)

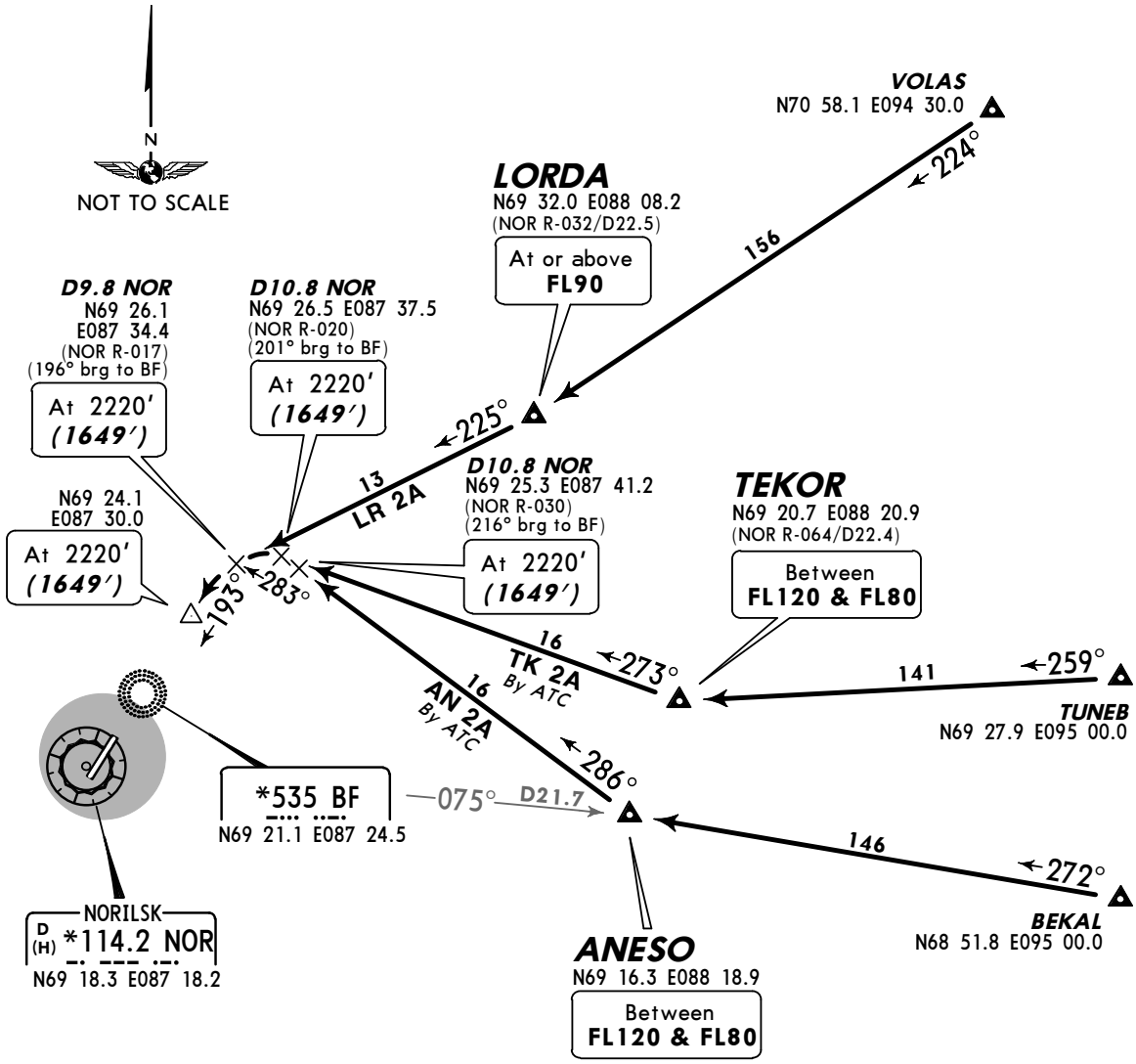
NORILSK, RUSSIA
STAR

*NORILSK Control (ASR)	Apt Elev	
132.5 124.0X	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′)***

AN 2A, LR 2A, TK 2A
RWY 19 ARRIVALS

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)***

CHANGES: FL conversion.

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U000/NSK
ALYKEL

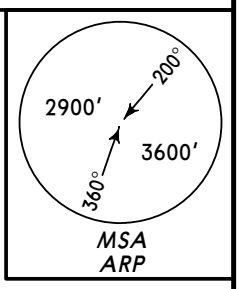
JEPPESEN
23 DEC 11 10-2A

NORILSK, RUSSIA
STAR

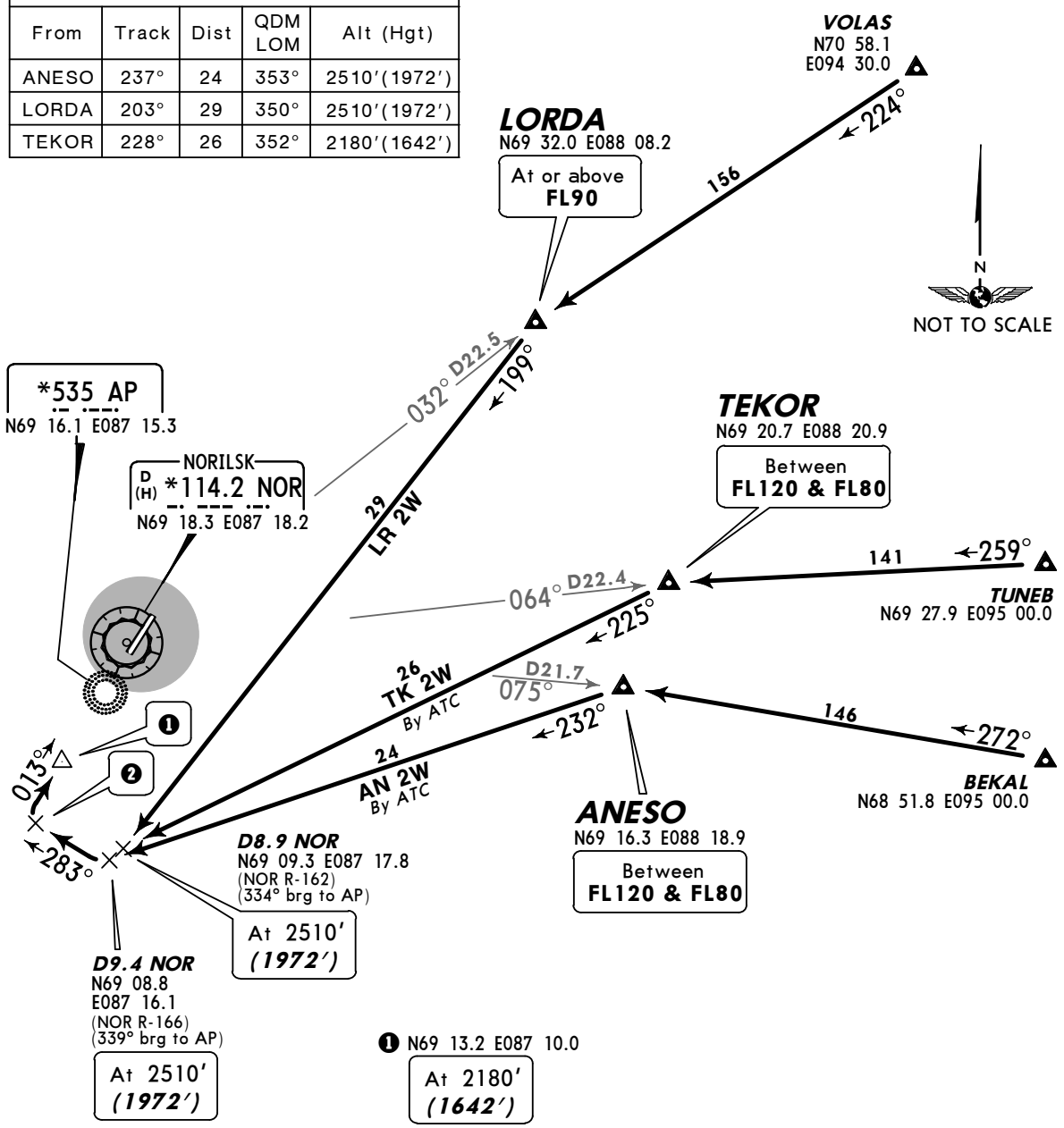
*NORILSK Control (ASR)	Apt Elev	
132.5 124.0X	594′	Alt set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 744 mm (991.9 hPa) FL80 if pressure is less than 717 mm (955.9 hPa) Trans alt: 4540′ ***(4002′)***

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′)



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

CHANGES: FL conversion.

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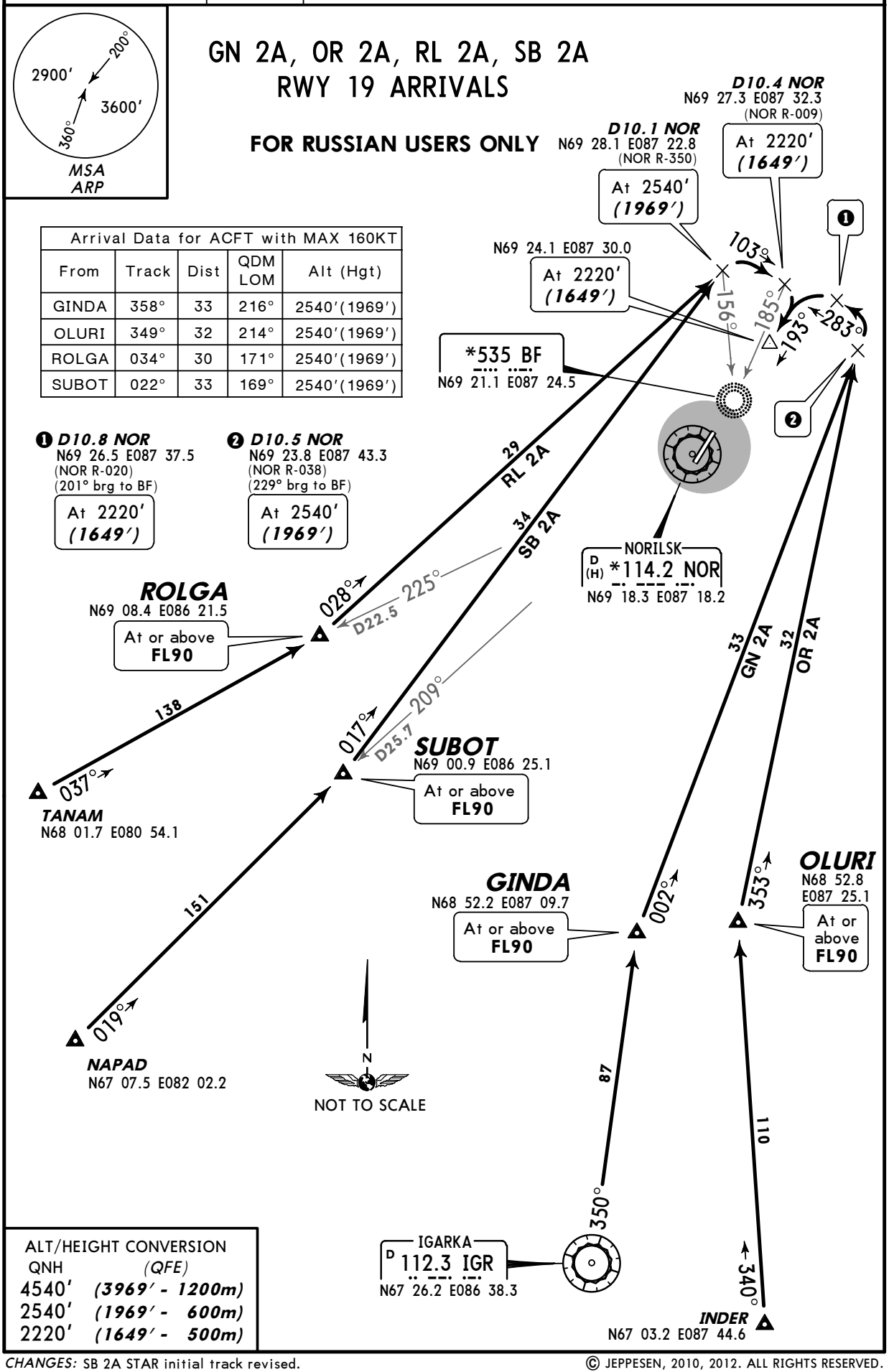
U000/NSK
ALYKEL

JEPPESEN
24 FEB 12 (10-2B) Eff 8 Mar

NORILSK, RUSSIA
STAR

*NORILSK Control (ASR)	Apt Elev	
132.5 124.0X	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′)***



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′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4540′	***(3969′ - 1200m)***
2540′	***(1969′ - 600m)***
2220′	***(1649′ - 500m)***

CHANGES: SB 2A STAR initial track revised.

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U000/NSK
ALYKEL

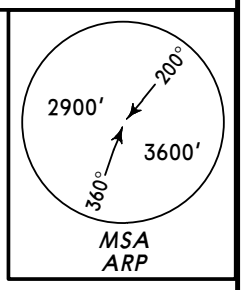
JEPPESEN
24 FEB 12 (10-2C) Eff 8 Mar

NORILSK, RUSSIA
STAR

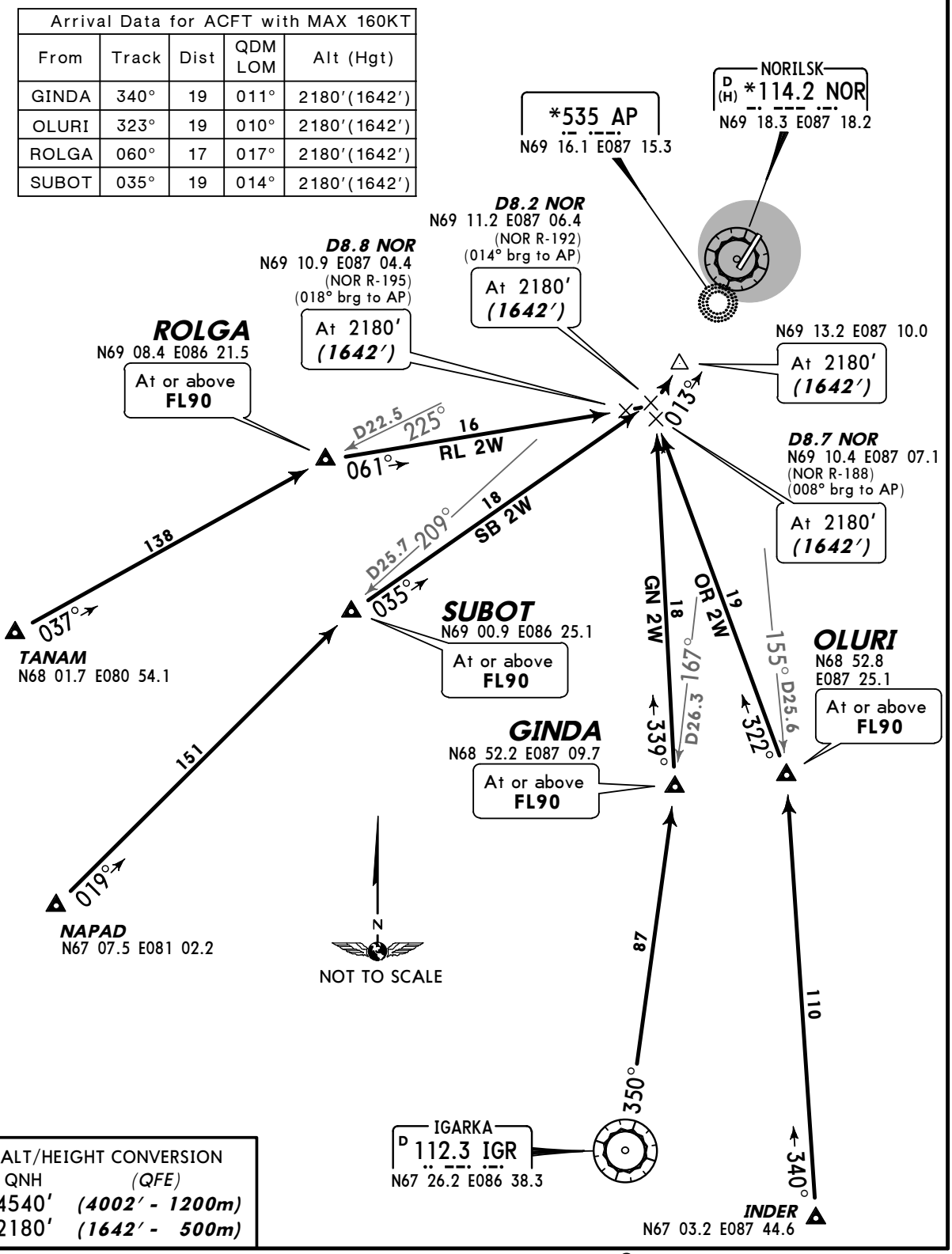
*NORILSK Control (ASR)	Apt Elev	
132.5 124.0X	594′	Alt set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 744 mm (991.9 hPa) FL80 if pressure is less than 717 mm (955.9 hPa) Trans alt: 4540′ ***(4002′)***

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)***

CHANGES: SB 2W STAR intial track revised.

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U000/NSK
ALYKEL

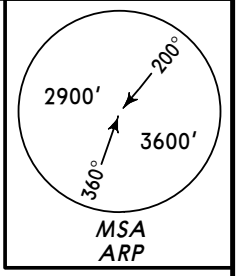
JEPPESEN
23 DEC 11 (10-2D)

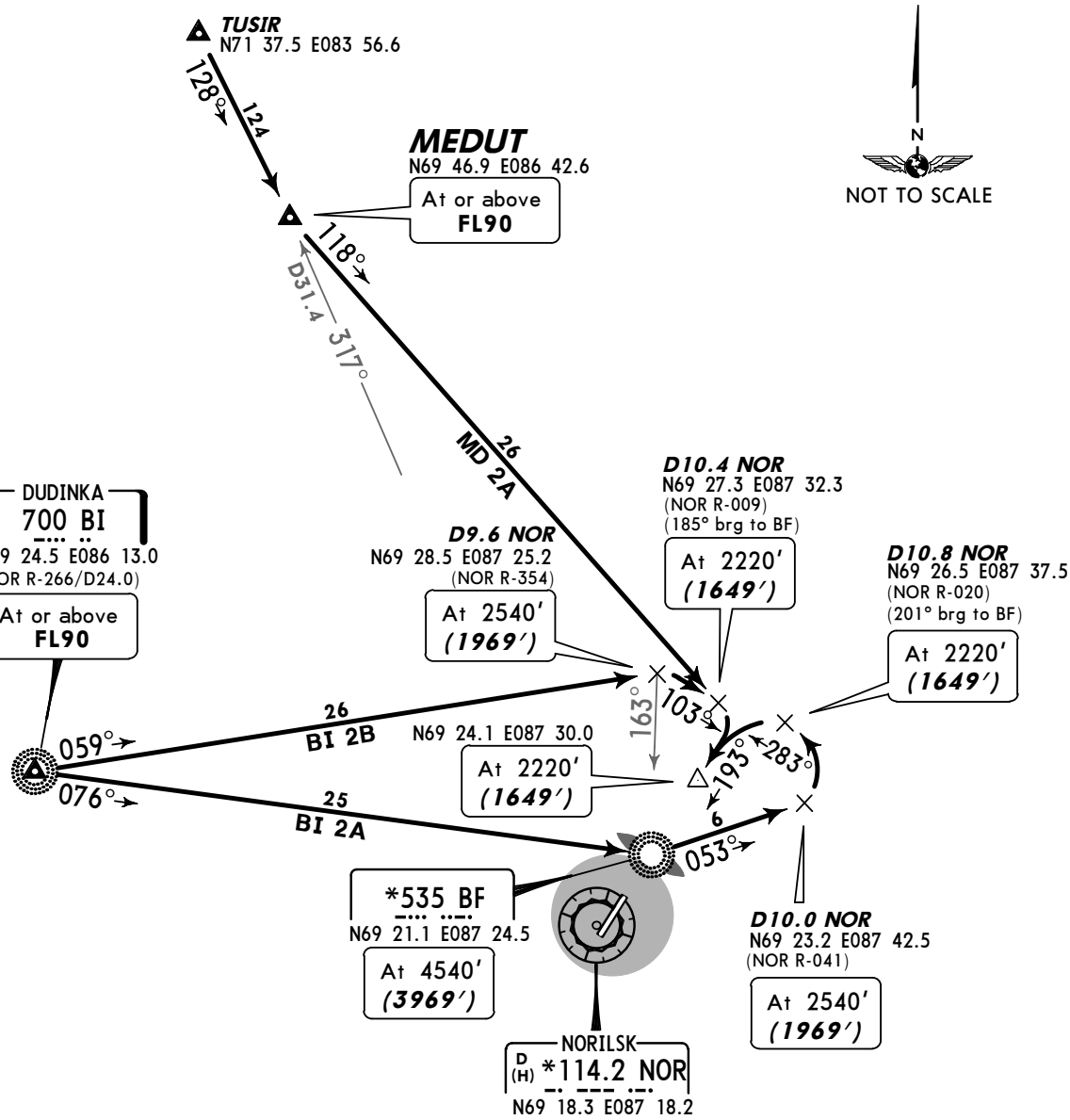
NORILSK, RUSSIA
STAR

*NORILSK Control (ASR)	Apt Elev	
132.5 124.0X	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





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′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4540′	***(3969′ - 1200m)***
2540′	***(1969′ - 600m)***
2220′	***(1649′ - 500m)***

CHANGES: FL conversion.

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U000/NSK
ALYKEL

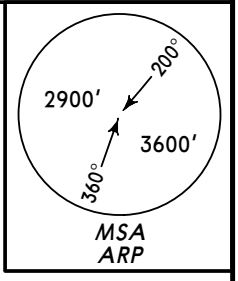
JEPPESEN
23 DEC 11 10-2E

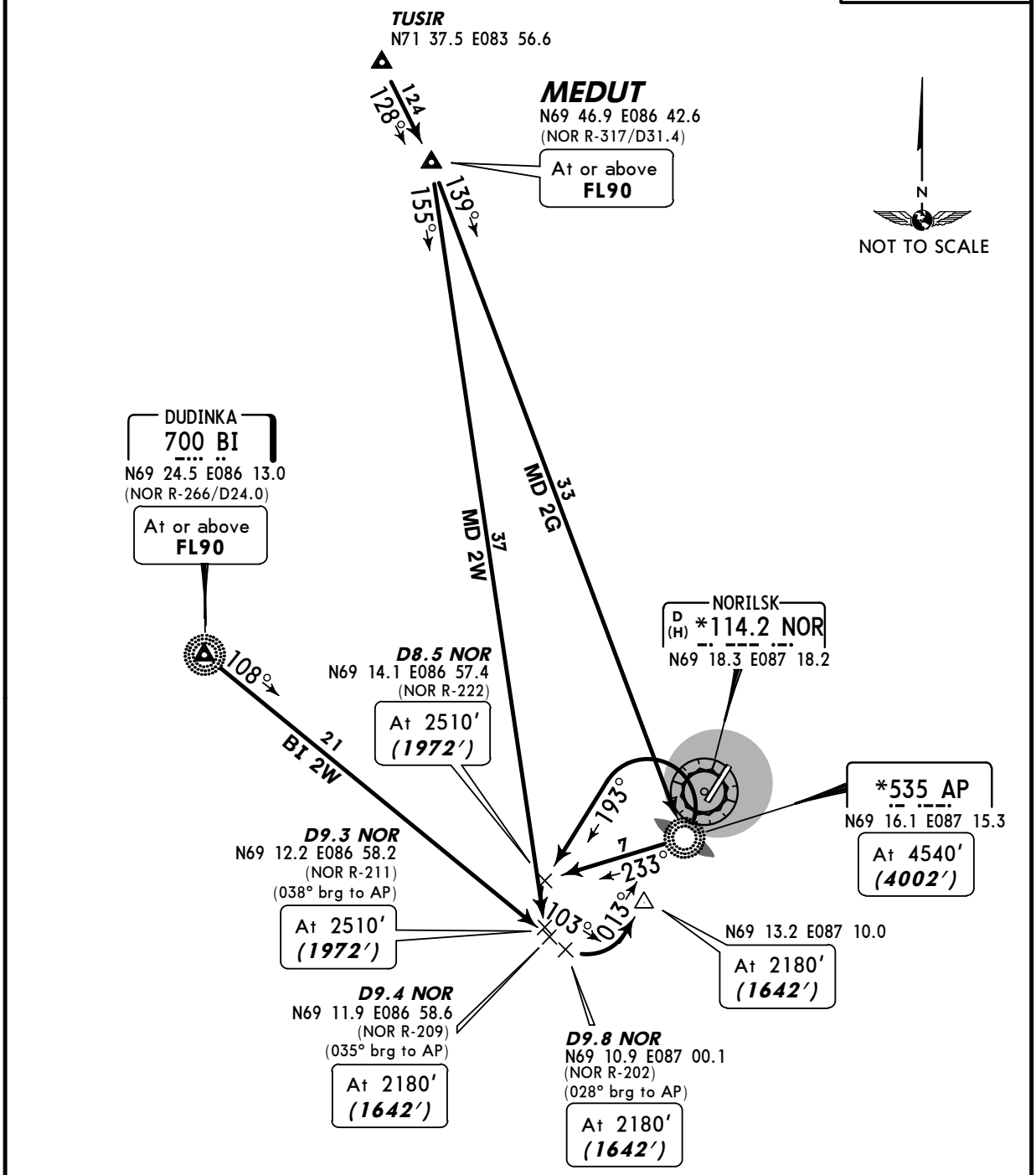
NORILSK, RUSSIA
STAR

*NORILSK Control (ASR)	Apt Elev	
132.5 124.0X	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′)

CHANGES: FL conversion.

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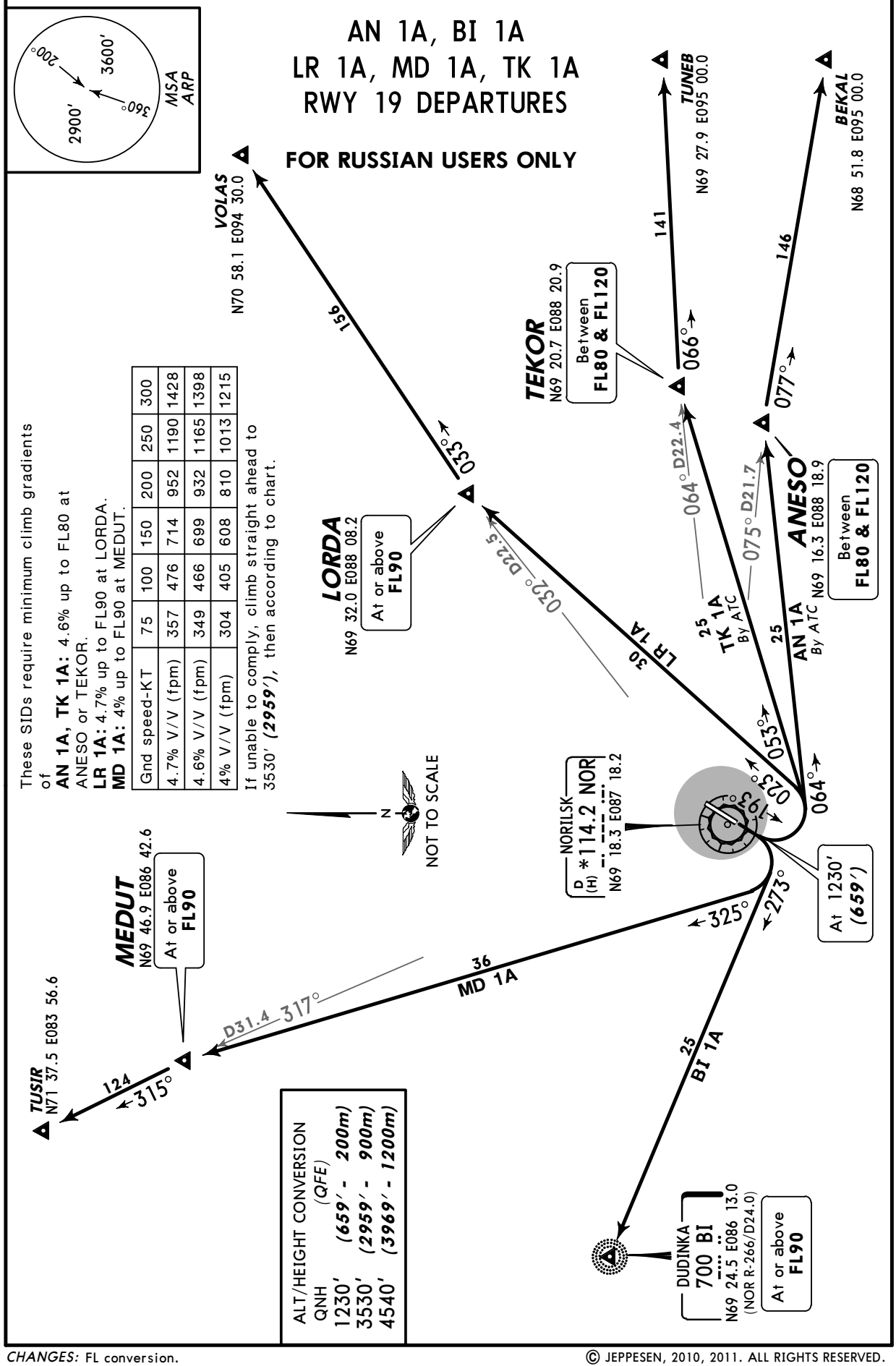
UOOO/NSK
ALYKEL

JEPPESEN
23 DEC 11 (10-3)

NORILSK, RUSSIA
SID

*NORILSK Control (ASR)	Apt Elev	
132.5 124.0X	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′)***



These SIDs require minimum climb gradients of
AN 1A, TK 1A: 4.6% up to FL80 at ANESO or TEKOR.
LR 1A: 4.7% up to FL90 at LORDA.
MD 1A: 4% up to FL90 at MEDUT.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
4.6% V/V (fpm)	349	466	699	932	1165	1398
4% V/V (fpm)	304	405	608	810	1013	1215

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

ALT/HEIGHT CONVERSION
(QFE)

QNH	
1230′	***(659′ - 200m)***
3530′	***(2959′ - 900m)***
4540′	***(3969′ - 1200m)***

CHANGES: FL conversion.

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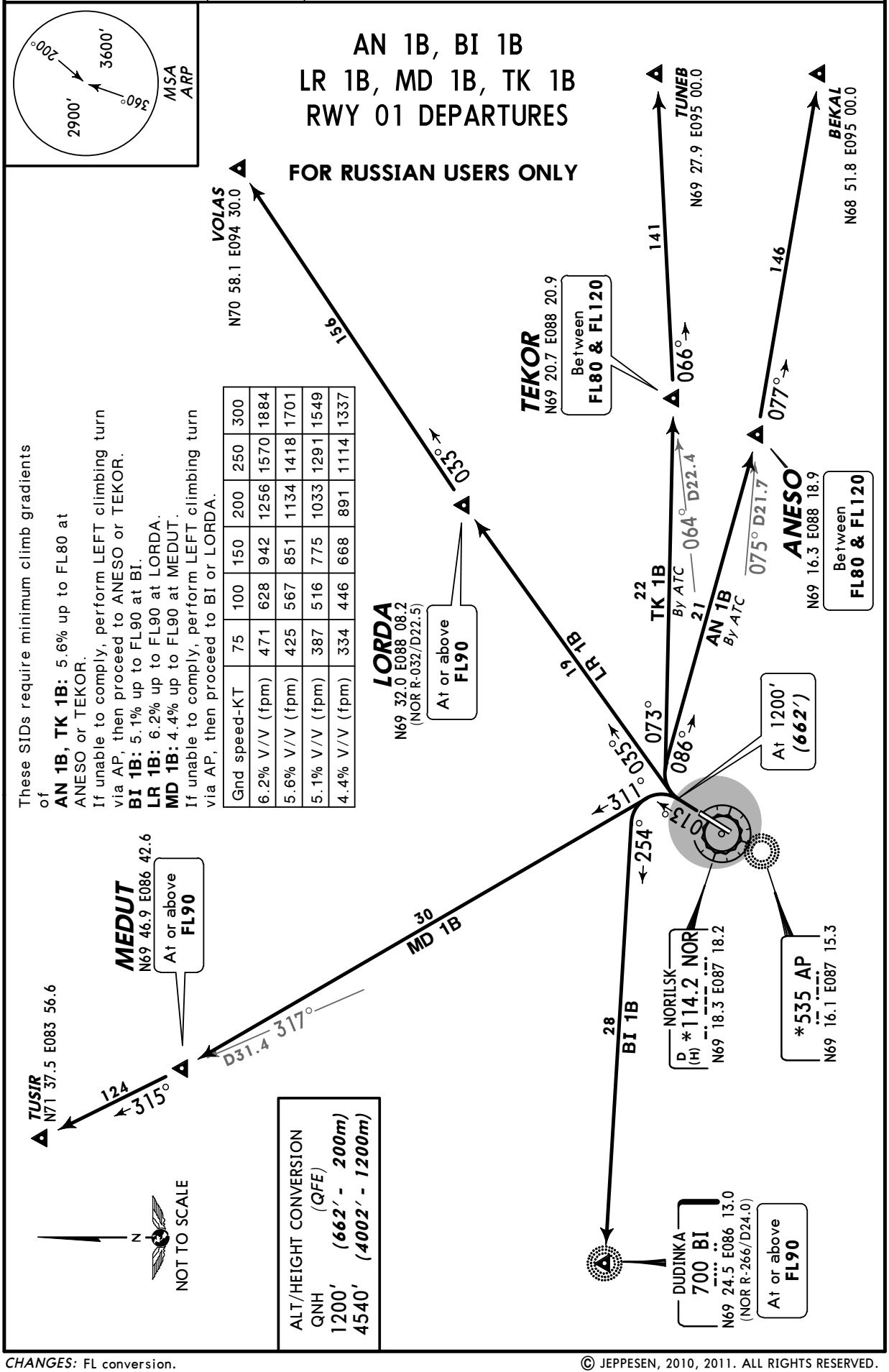
UOOO/NSK
ALYKEL

JEPPESEN
23 DEC 11 (10-3A)

NORILSK, RUSSIA
SID

*NORILSK Control (ASR)	Apt Elev	
132.5 124.0X	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′)***



These SIDs require minimum climb gradients of
AN 1B, TK 1B: 5.6% up to FL80 at ANESO or TEKOR.
If unable to comply, perform LEFT climbing turn via AP, then proceed to ANESO or TEKOR.
BI 1B: 5.1% up to FL90 at BI.
LR 1B: 6.2% up to FL90 at LORDA.
MD 1B: 4.4% up to FL90 at MEDUT.
If unable to comply, perform LEFT climbing turn via AP, then proceed to BI or LORDA.

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884
5.6% V/V (fpm)	425	567	851	1134	1418	1701
5.1% V/V (fpm)	387	516	775	1033	1291	1549
4.4% V/V (fpm)	334	446	668	891	1114	1337

CHANGES: FL conversion.

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U000/NSK
ALYKEL

JEPPESEN
24 FEB 12 (10-3B) Eff 8 Mar

NORILSK, RUSSIA
SID

*NORILSK Control (ASR)	Apt Elev	
132.5 124.0X	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

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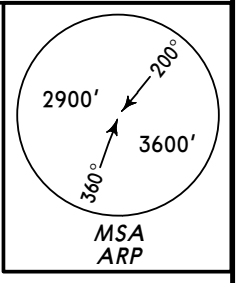
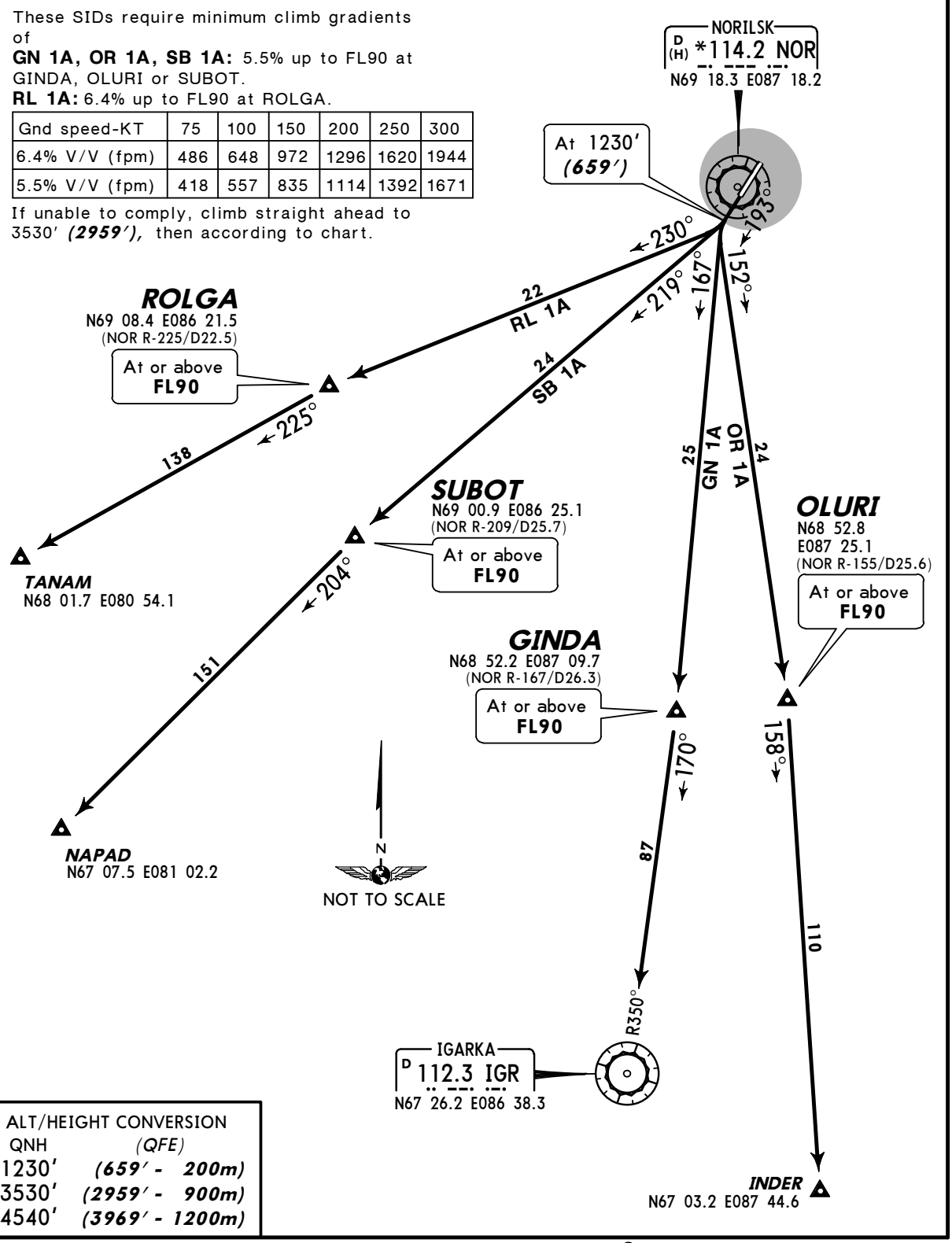


These SIDs require minimum climb gradients of
GN 1A, OR 1A, SB 1A: 5.5% up to FL90 at GINDA, OLURI or SUBOT.
RL 1A: 6.4% up to FL90 at ROLGA.

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)***

CHANGES: SB 1A SID final track revised.

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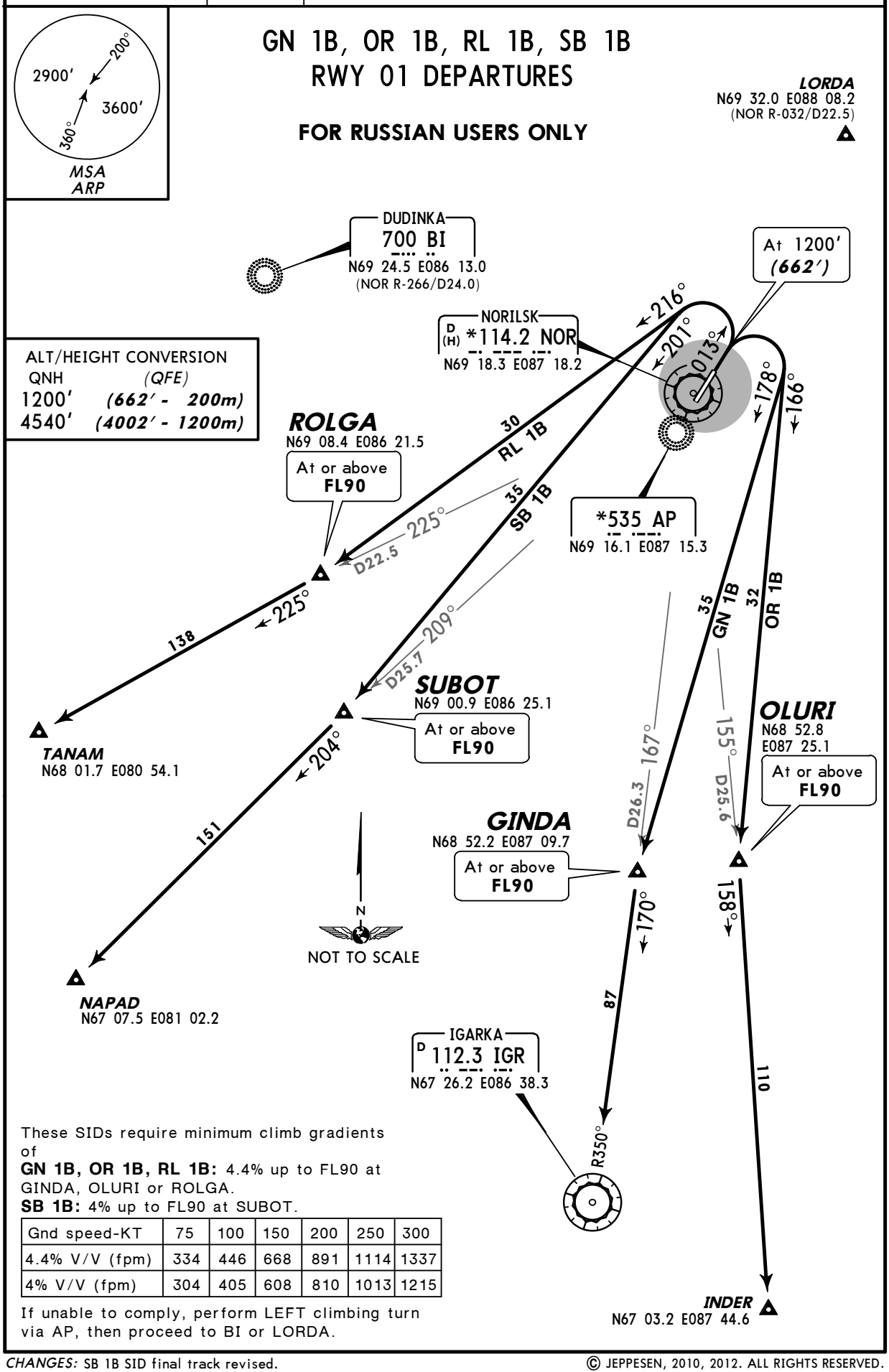
U000/NSK
ALYKEL

JEPPESEN
24 FEB 12 (10-3C) Eff 8 Mar

NORILSK, RUSSIA
SID

*NORILSK Control (ASR)	Apt Elev	
132.5 124.0X	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′)***



These SIDs require minimum climb gradients of
GN 1B, OR 1B, RL 1B: 4.4% up to FL90 at GINDA, OLURI or ROLGA.
SB 1B: 4% up to FL90 at SUBOT.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply, perform LEFT climbing turn via AP, then proceed to BI or LORDA.

CHANGES: SB 1B SID final track revised.

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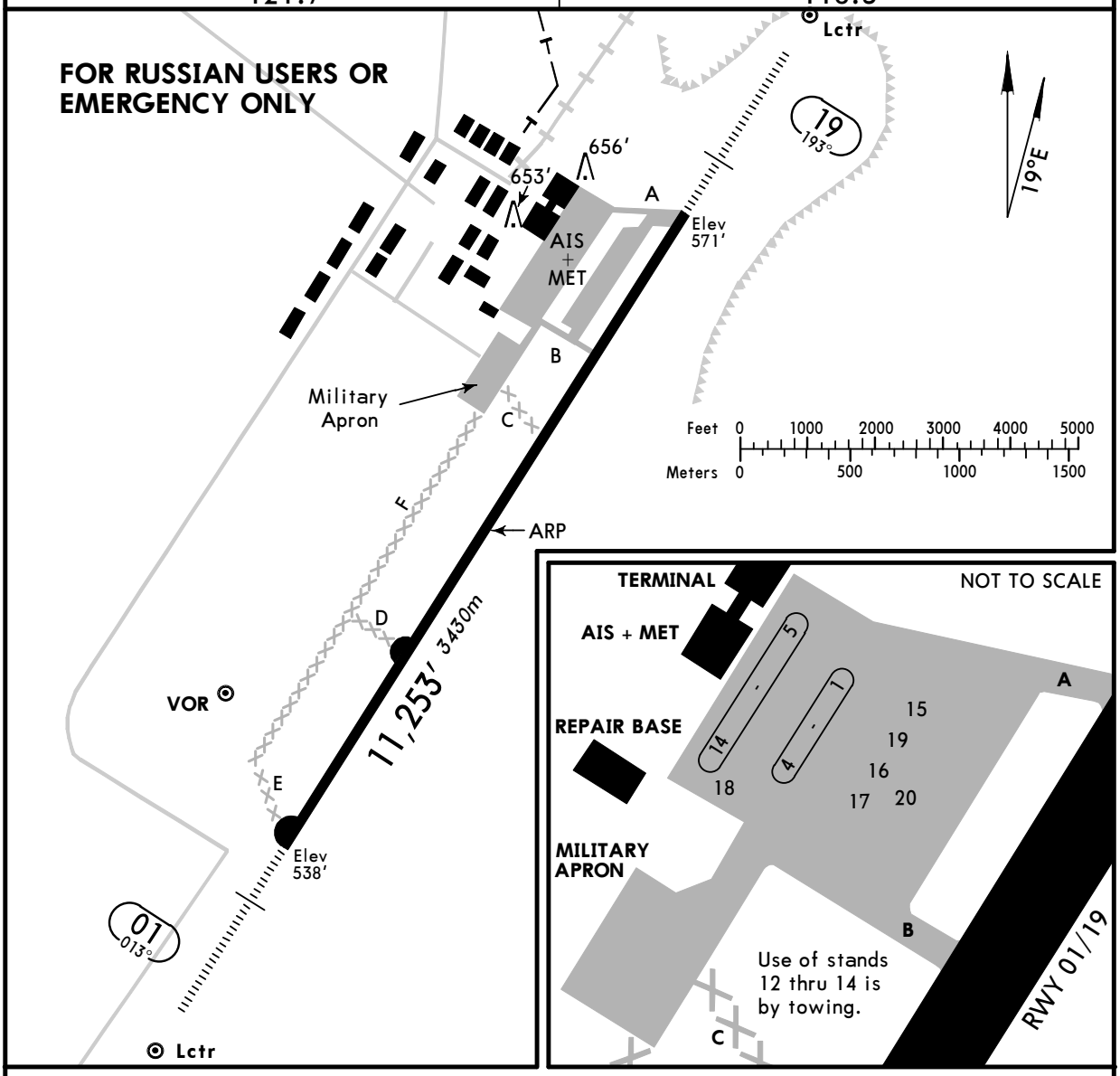
UOOO/NSK

Apt Elev **594'**
N69 18.6 E087 20.0

JEPPESEN
25 FEB 11 (10-9) Eff 10 Mar

NORILSK, RUSSIA
ALYKEL

NORILSK Taxiing (GND)	Start (TWR)
121.7	118.3



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

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

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

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*250m*	*400m*
B		
C		
D	*300m*	

CHANGES: Twy designations. Notes.

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STRAIGHT-IN RWY		A	B	C	D
01	ILS	**738**′(200′)	**738**′(200′)	**768**′(230′)	**768**′(230′)
	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 ❶	**840**′(302′)	**870**′(332′)	**870**′(332′)	**870**′(332′)
		R750m	**R800m**	**R800m**	**R800m**
	ALS out	R1400m	R1500m	R1500m	R1500m
19	ILS	**771**′(200′)	**771**′(200′)	**801**′(230′)	**801**′(230′)
	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 ❶	**920**′(349′)	**920**′(349′)	**920**′(349′)	**920**′(349′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	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, B, C	250m	400m	500m
D	300m		

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U000/NSK
ALYKEL

JEPPESEN
20 JUL 12
Eff 26 Jul
(11-1)

NORILSK, RUSSIA
ILS or 2 NDB Rwy 01

BRIEFING STRIP ™

NORILSK Control (APP)	NORILSK Radar	NORILSK Start (TWR)	Ground
132.5	120.4	118.3	121.7

LOC IAP **109.5**	Final Apch Crs **013°**	GS **LOM** 1194′ *(656′)*	ILS DA(H) Refer to Minimums	Apt Elev 594′
NDB AP **535**		Minimum Alt **D5.8 NOR** 2180′ *(1642′)*	NDB MDA(H) Refer to Minimums	RWY **538′**

MISSED APCH: Climb on 013° to 1200′ *(662′)*, then turn LEFT onto 193° climbing to 2510′ *(1972′)*, then according to chart.

MSA ARP: 2900′ (200°), 3600′ (360°)

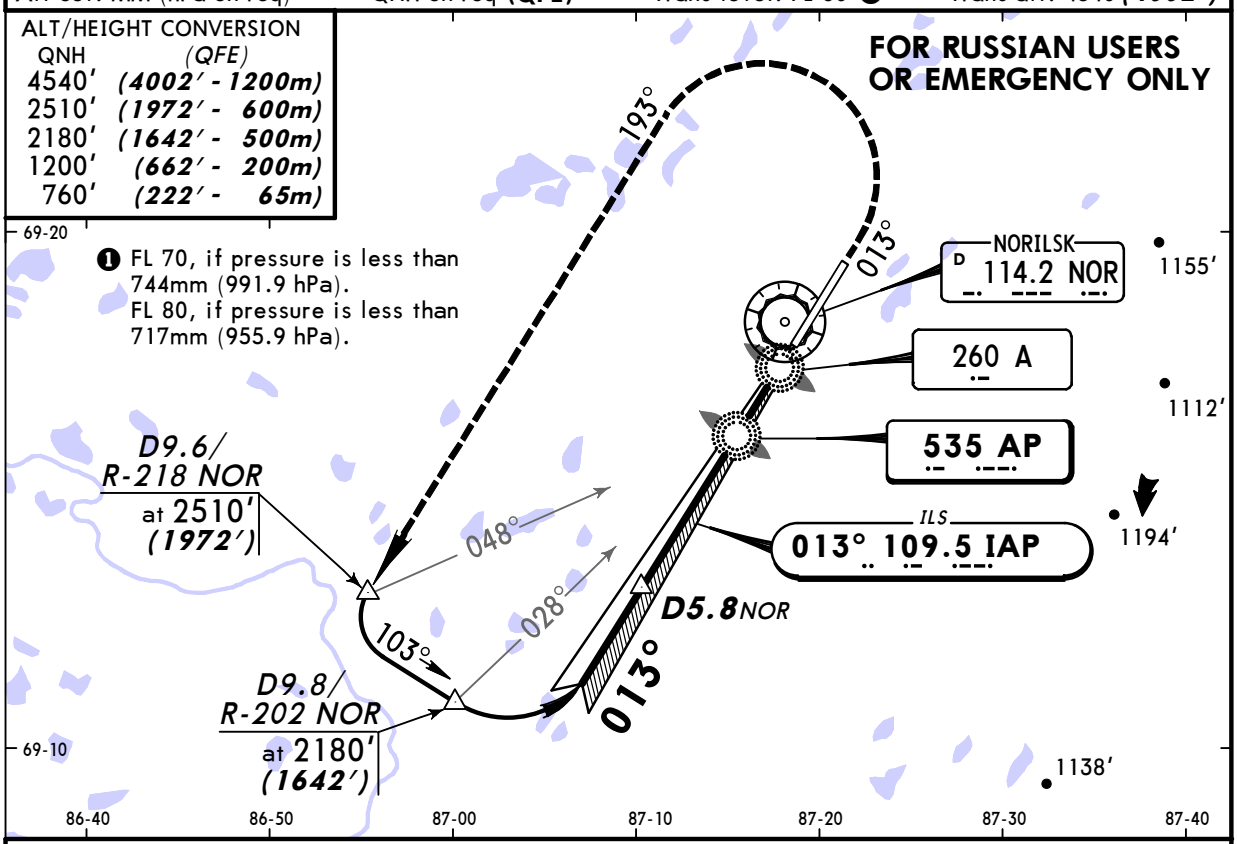
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 60 ❶ | Trans alt: 4540′ *(4002′)*

ALT/HEIGHT CONVERSION

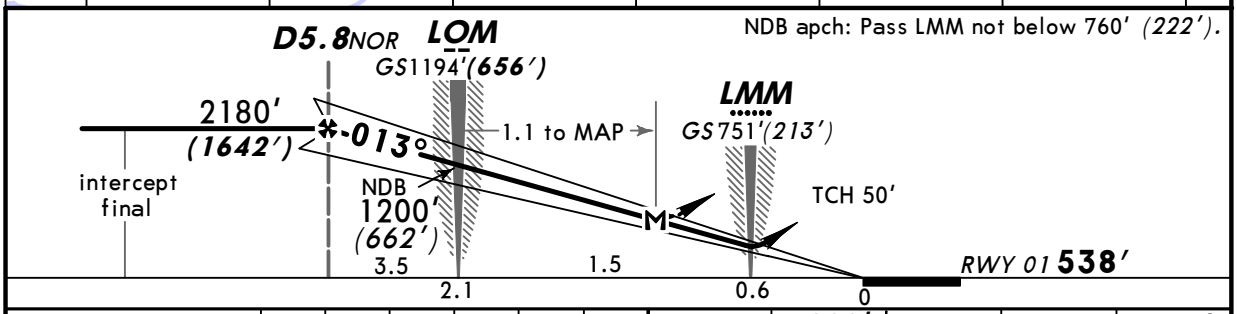
QNH	(QFE)
4540′	*(4002′ - 1200m)*
2510′	*(1972′ - 600m)*
2180′	*(1642′ - 500m)*
1200′	*(662′ - 200m)*
760′	*(222′ - 65m)*

FOR RUSSIAN USERS OR EMERGENCY ONLY

❶ FL 70, if pressure is less than 744mm (991.9 hPa).
FL 80, if pressure is less than 717mm (955.9 hPa).



NDB apch: Pass LMM not below 760′ *(222′)*.



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or NDB Desc angle	2.67°	331	425	472	567	661	756
LOM to MAP	1.1	0:57	0:44	0:40	0:33	0:28	0:25

HIALS / PAPI

1200′ *(662′)* on 013° | 193° LT | 2510′ *(1972′)*

STRAIGHT-IN LANDING RWY 01

ILS		LOC (GS out)	NDB	
DA(H) AB: 738′ *(200′)* CD: 768′ *(230′)*			MDA(H) A: 840′ *(302′)* BCD: 870′ *(332′)*	
FULL	ALS out			ALS out

PANS OPS

A	800m	1200m	NOT AUTHORIZED	1200m	1900m
B					
C					
D				1600m	

CHANGES: Transition level.

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Notice: After 25 Jan 2013 0901Z, this chart may no longer be valid. Disc 01-2013

U000/NSK
ALYKEL

JEPPESEN
20 JUL 12
Eff 26 Jul
(11-2)

NORILSK, RUSSIA
ILS or 2 NDB Rwy 19

BRIEFING STRIP ™

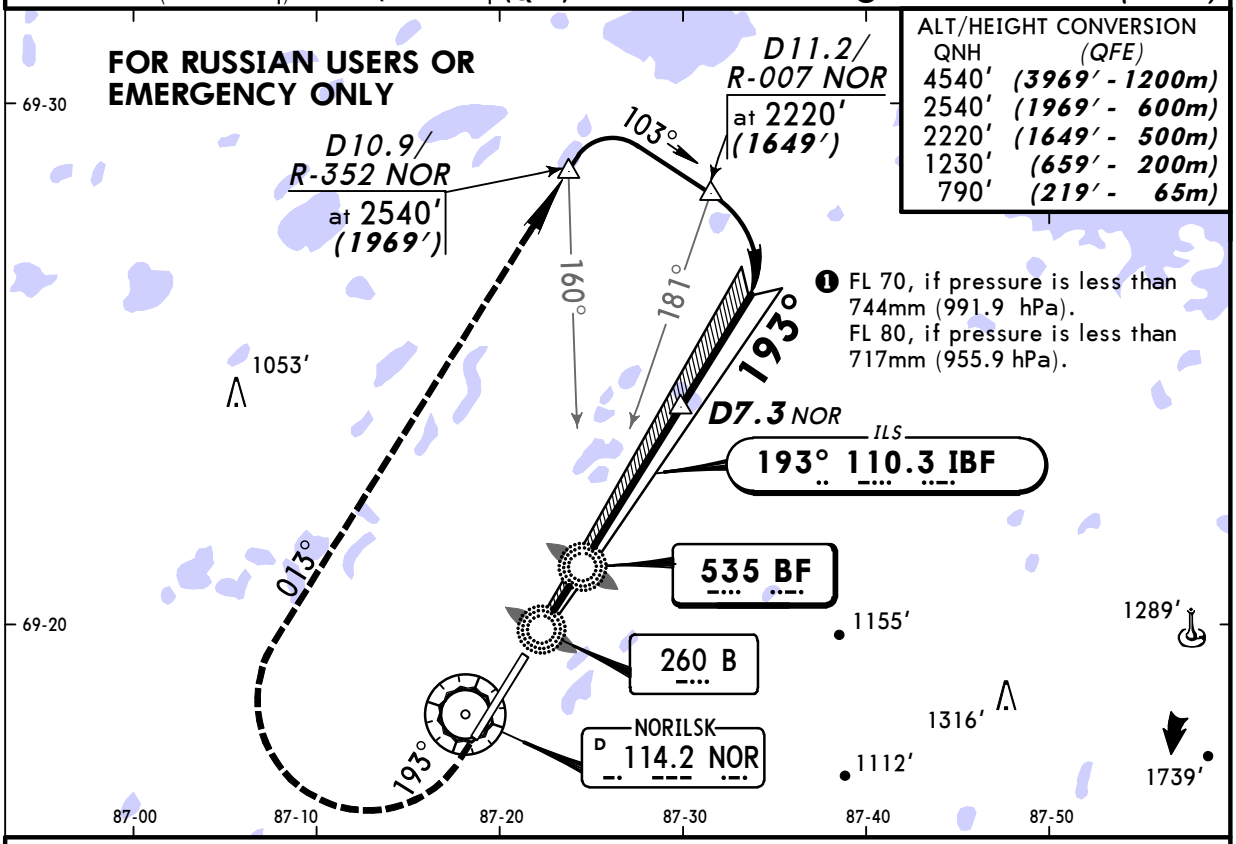
NORILSK Control (APP)	NORILSK Radar	NORILSK Start (TWR)	Ground
132.5	120.4	118.3	121.7

LOC IBF 110.3	Final Apch Crs 193°	GS LOM 1227′(656′)	ILS DA(H) Refer to Minimums	Apt Elev 594′
NDB BF 535		Minimum Alt D7.3 NOR 2220′(1649′)	NDB MDA(H) 920′(349′)	RWY 571′

MISSED APCH: Climb on 193° to 1230′(659′), then turn RIGHT onto 013° climbing to 2540′(1969′), then according to chart.

MSA ARP: 2900′ (200°), 3600′ (360°)

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4540′(3969′)

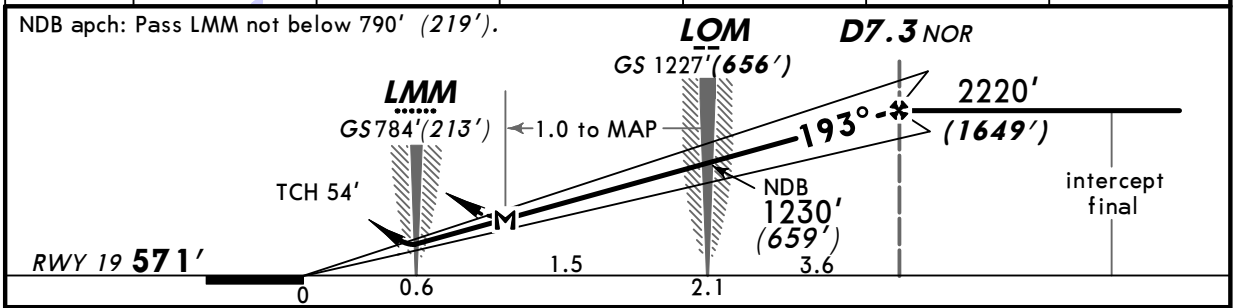


ALT/HEIGHT CONVERSION

QNH	(QFE)
4540′	(3969′ - 1200m)
2540′	(1969′ - 600m)
2220′	(1649′ - 500m)
1230′	(659′ - 200m)
790′	(219′ - 65m)

❶ FL 70, if pressure is less than 744mm (991.9 hPa).
FL 80, if pressure is less than 717mm (955.9 hPa).

NDB apch: Pass LMM not below 790′ (219′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc angle 2.67°	331	425	472	567	661	756
LOM to MAP 1.0	0:51	0:40	0:36	0:30	0:26	0:23

HIALS PAPI | 1230′ (659′) on 193° | 013° RT | 2540′ (1969′)

STRAIGHT-IN LANDING RWY 19

	ILS FULL	ILS ALS out	LOC (GS out)	NDB	NDB ALS out
DA(H)	AB:771′(200′) CD:801′(230′)			MDA(H) 920′(349′)	
A	800m	1200m	NOT AUTHORIZED	1200m	1900m
B					
C					
D				1600m	2000m

PANS OPS

CHANGES: Transition level.

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