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Revision Letter For Cycle 17-2013
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General Information

Location: Salekhard Rus
IATA Code: SLY
Lat/Long: N66° 35.4' E066° 36.7'
Elevation: 218 ft

Airport Use: Public
Magnetic Variation: 23.2°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: 2344 Z
Sunset: 1527 Z,

Runway Information

Runway: 04
Length x Width: 8934 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 212 ft
Lighting: Edge, ALS
Stopway: 164 ft

Runway: 22
Length x Width: 8934 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 170 ft
Lighting: Edge, ALS
Stopway: 164 ft

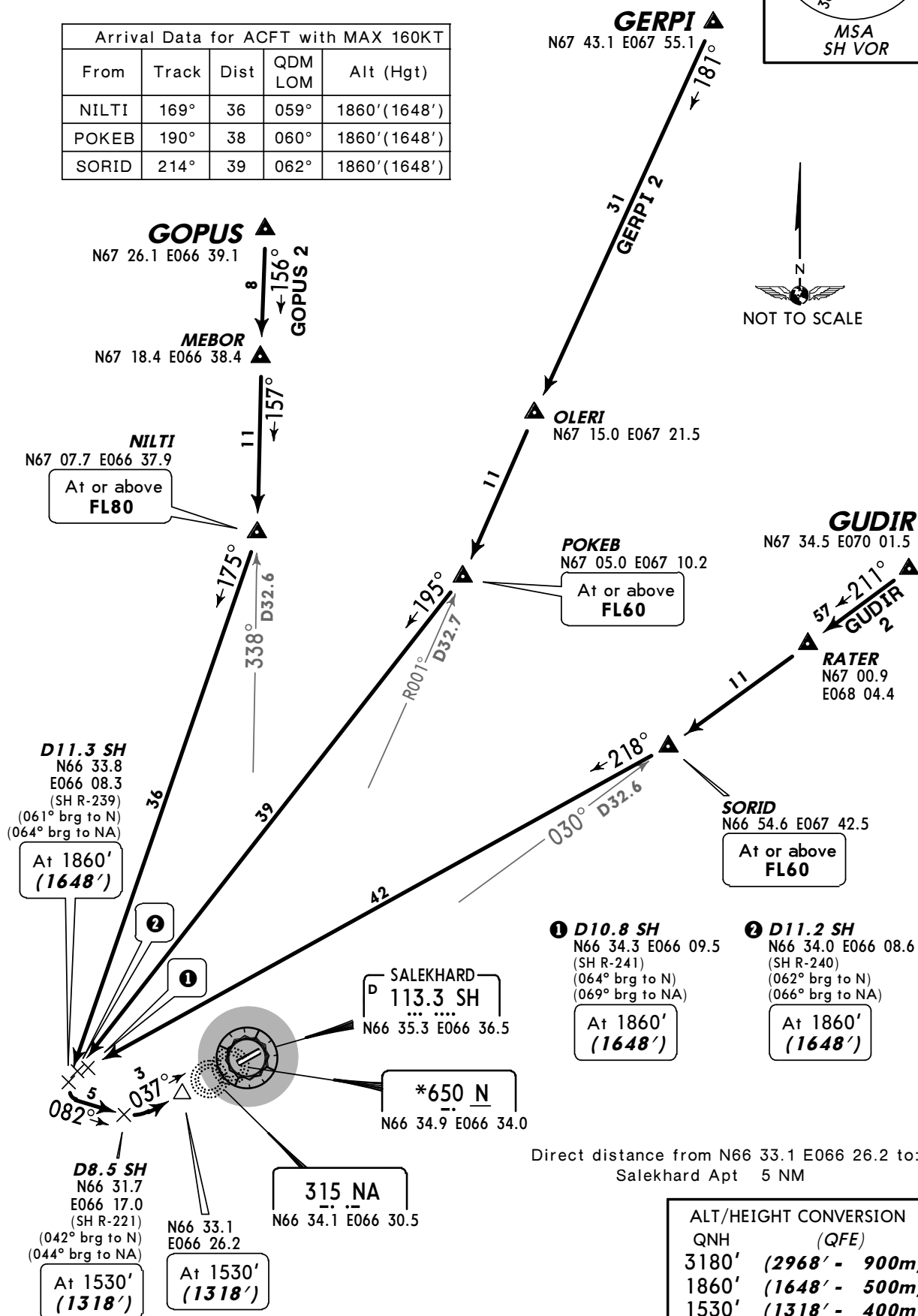
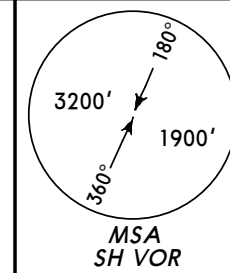
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*ATIS
Russian only
127.8Apt Elev
218'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (2968')GERPI 2, GOPUS 2, GUDIR 2
RWY 04 ARRIVALS
FOR RUSSIAN USERS ONLY

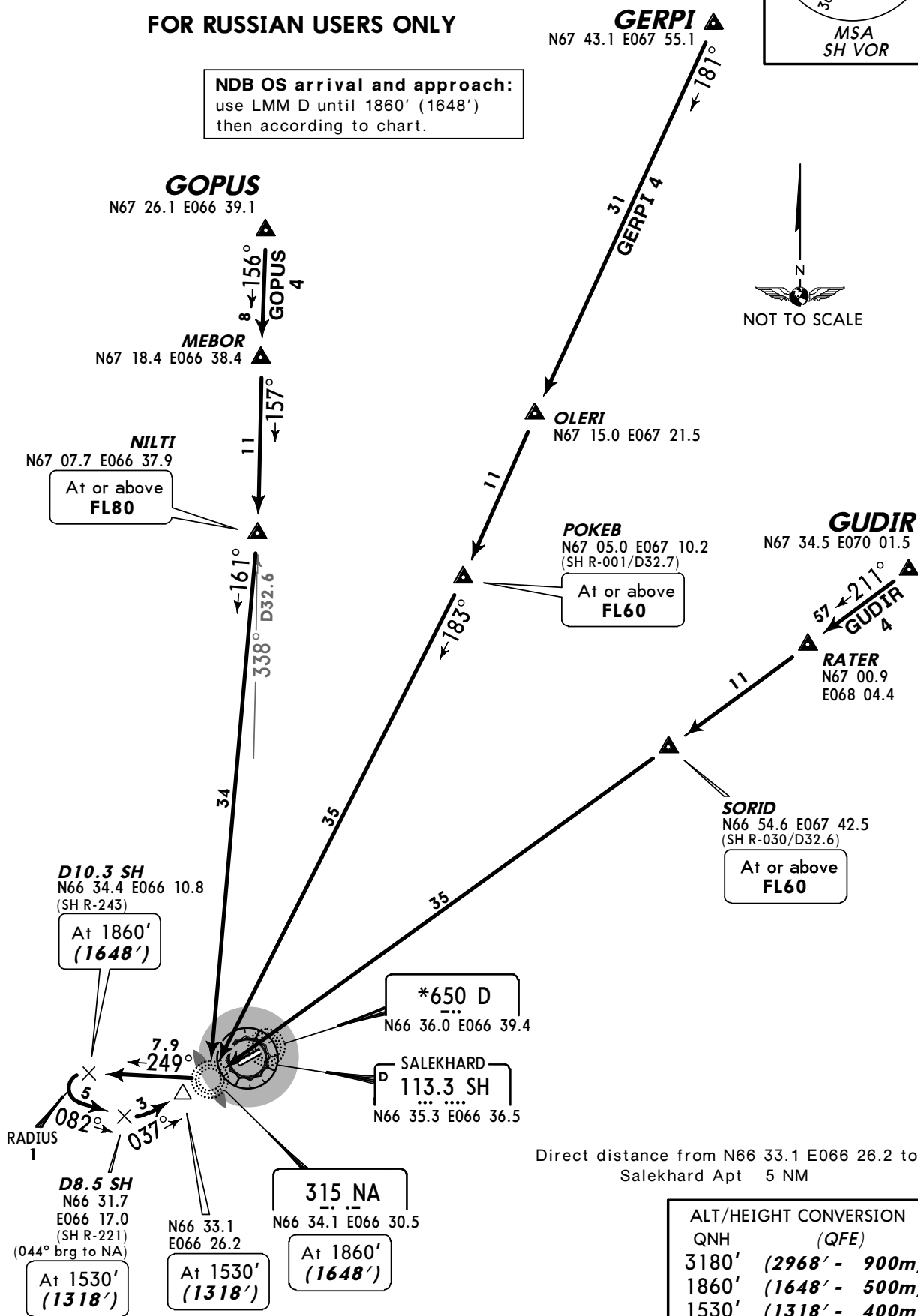
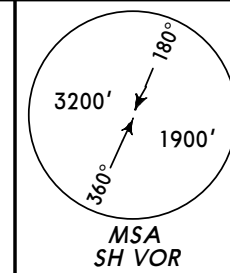
Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
NILTI	169°	36	059°	1860' (1648')
POKEB	190°	38	060°	1860' (1648')
SORID	214°	39	062°	1860' (1648')

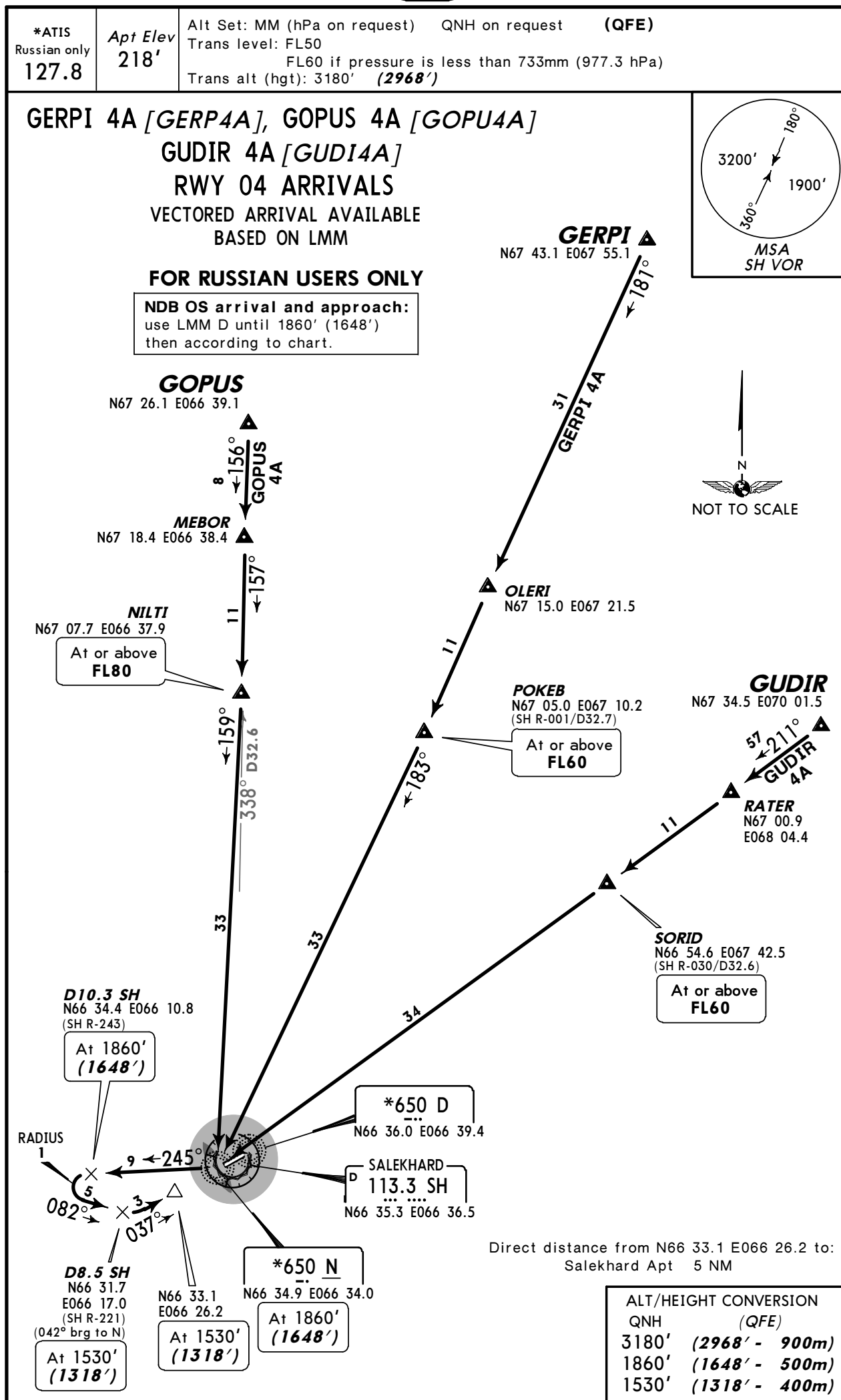


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218'Alt Set: MM (hPa on request) QNH on request (QFE)
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Trans alt (hgt): 3180' (2968')GERPI 4, GOPUS 4, GUDIR 4
RWY 04 ARRIVALS

VECTORED ARRIVAL AVAILABLE

FOR RUSSIAN USERS ONLY

NDB OS arrival and approach:
use LMM D until 1860' (1648')
then according to chart.



*ATIS
Russian only
127.8

Apt Elev
218'

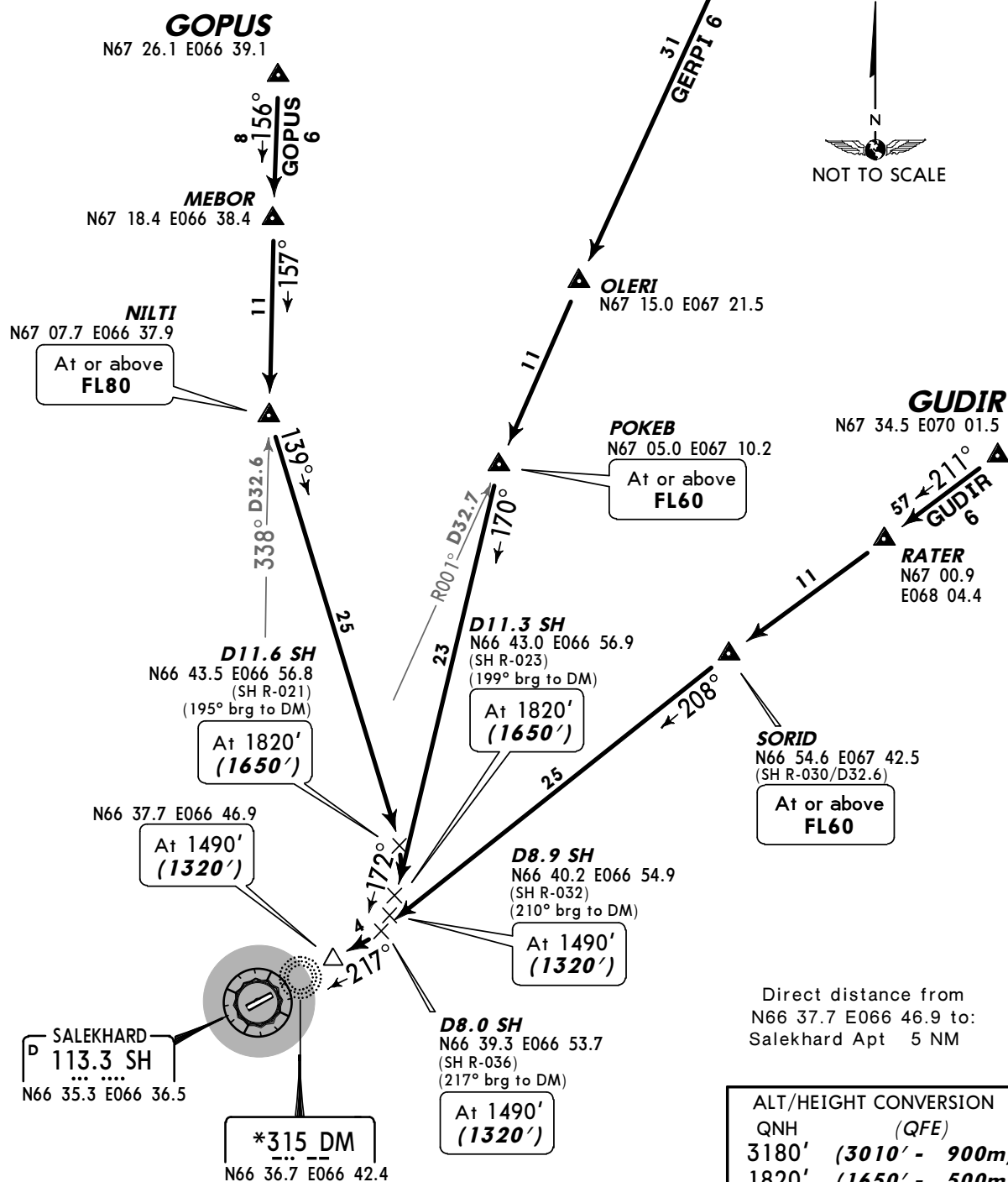
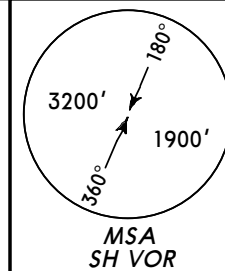
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (3010')

GERPI 6, GOPUS 6, GUDIR 6 RWY 22 ARRIVALS

FOR RUSSIAN USERS ONLY

Arrival Data for ACFT with MAX 160KT

From	Track	Dist	QDM LOM	Alt (Hgt)
NILTI	145°	28	204°	1820' (1650')
POKEB	173°	27	215°	1490' (1320')
SORID	208°	27	217°	1490' (1320')



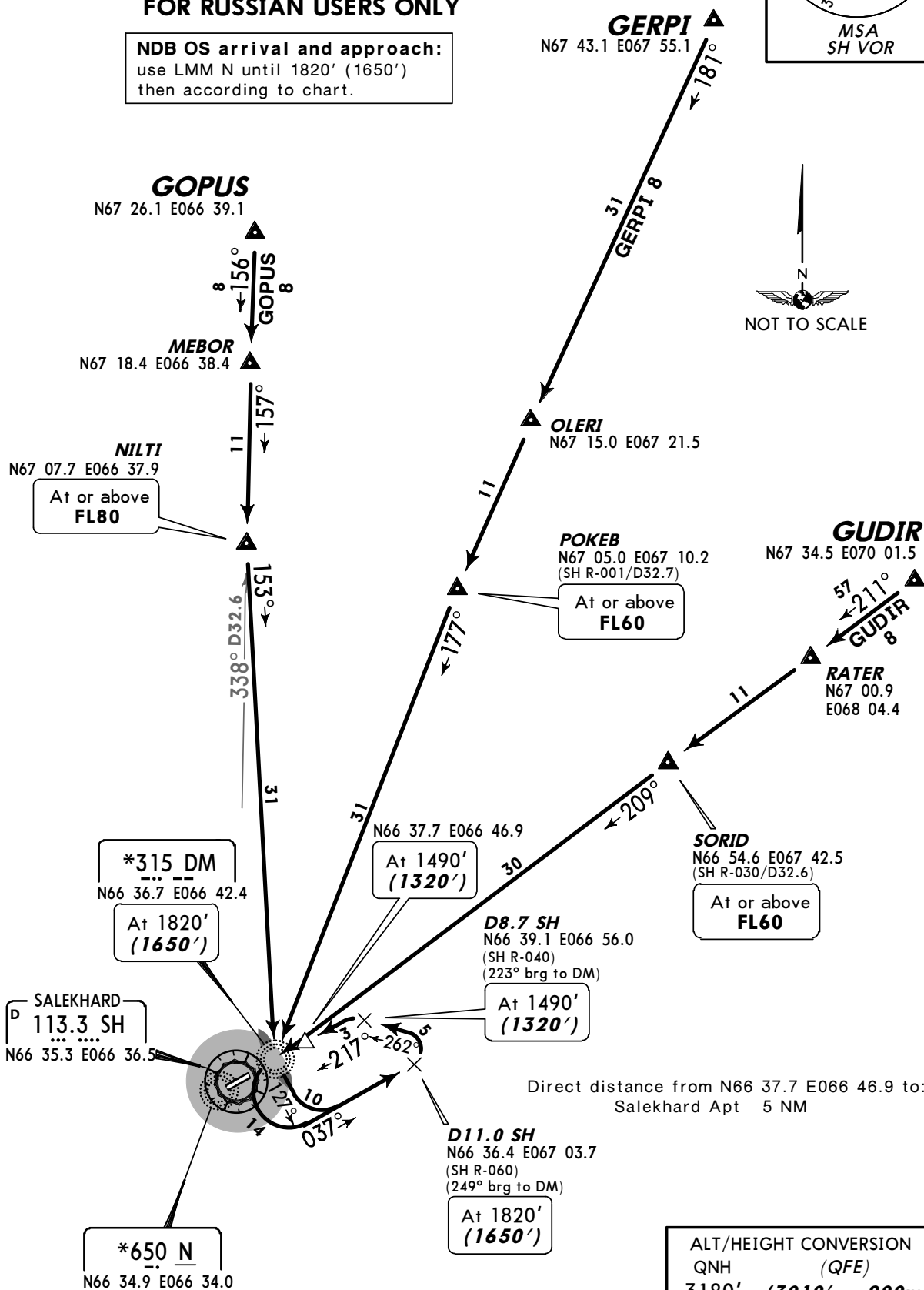
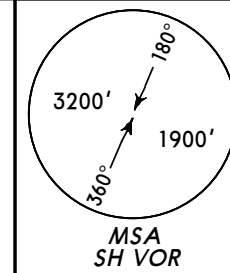
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Russian only
127.8Apt Elev
218'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (3010')

GERPI 8, GOPUS 8, GUDIR 8

RWY 22 ARRIVALS

VECTORED ARRIVAL AVAILABLE

FOR RUSSIAN USERS ONLY

NDB OS arrival and approach:
use LMM N until 1820' (1650')
then according to chart.

ALT/HEIGHT CONVERSION

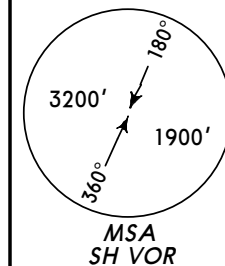
QNH	(QFE)
3180'	(3010' - 900m)
1820'	(1650' - 500m)
1490'	(1320' - 400m)

*ATIS
Russian only
127.8

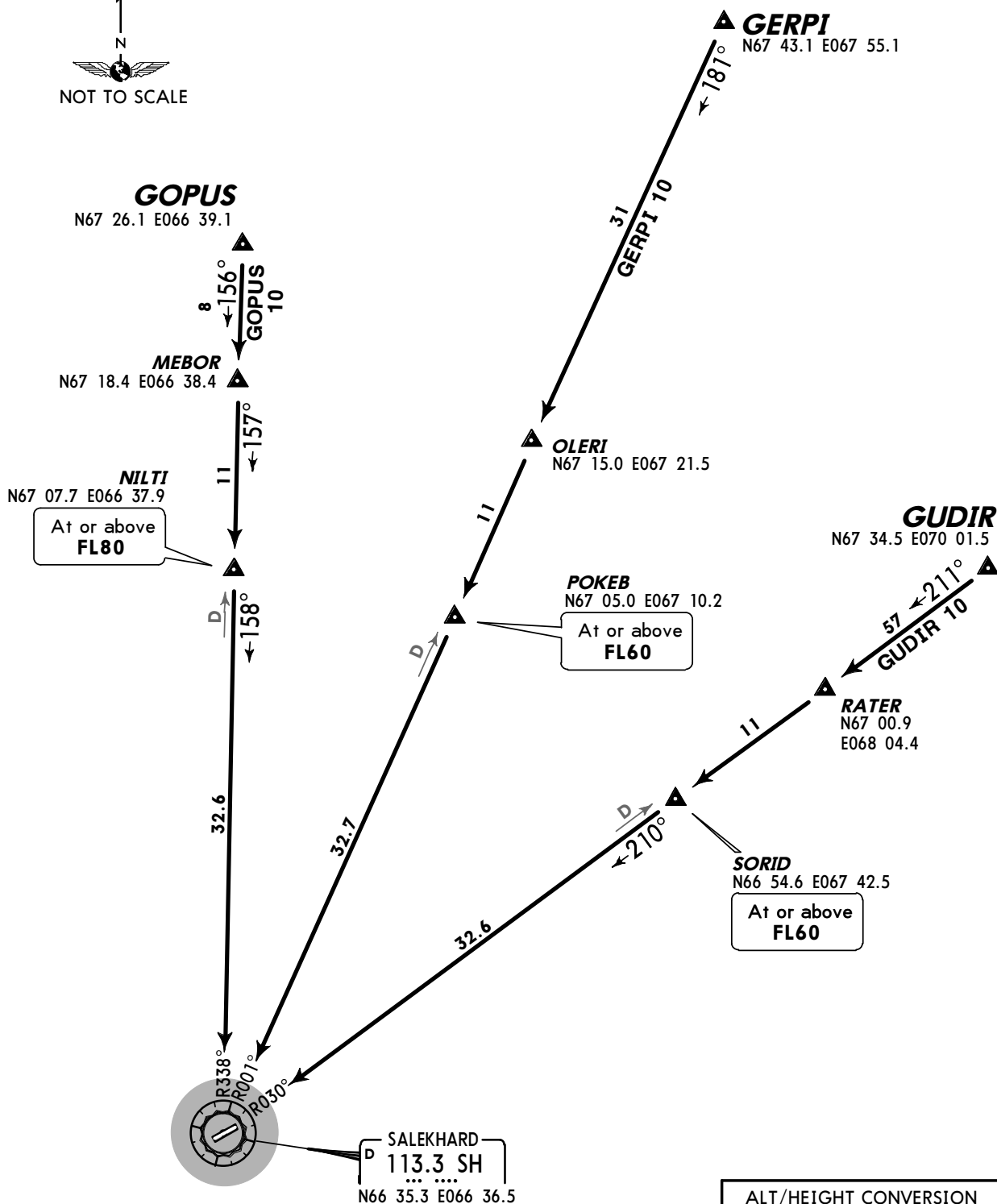
Apt Elev
218'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (2962')

GERPI 10 [GERP10]
GOPUS 10 [GOPU10]
GUDIR 10 [GUDI10]
RWYS 04, 22 ARRIVALS
BASED ON VORDME



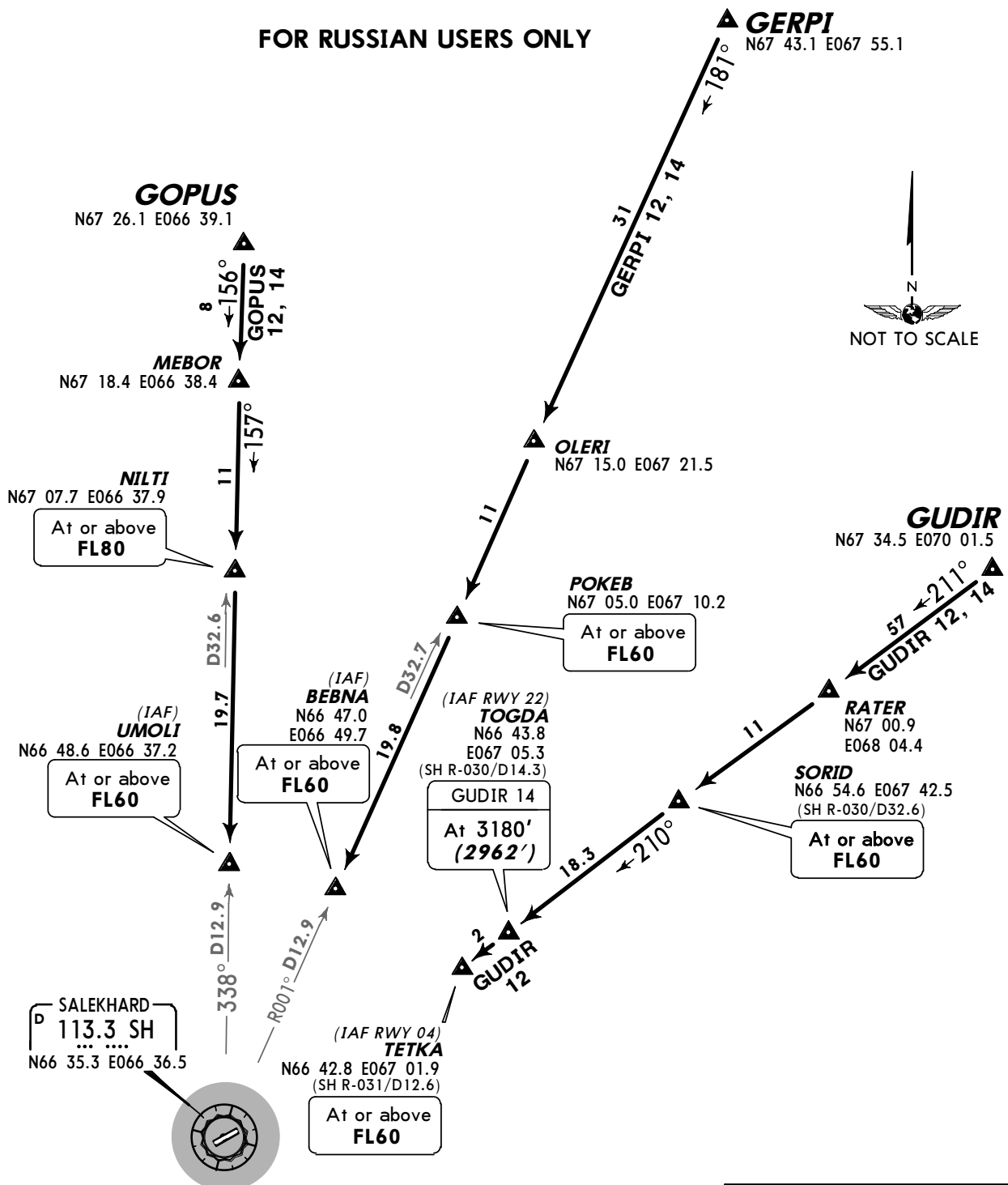
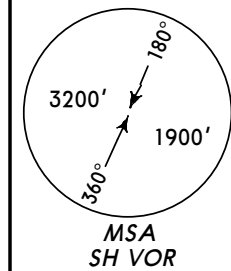
FOR RUSSIAN USERS ONLY

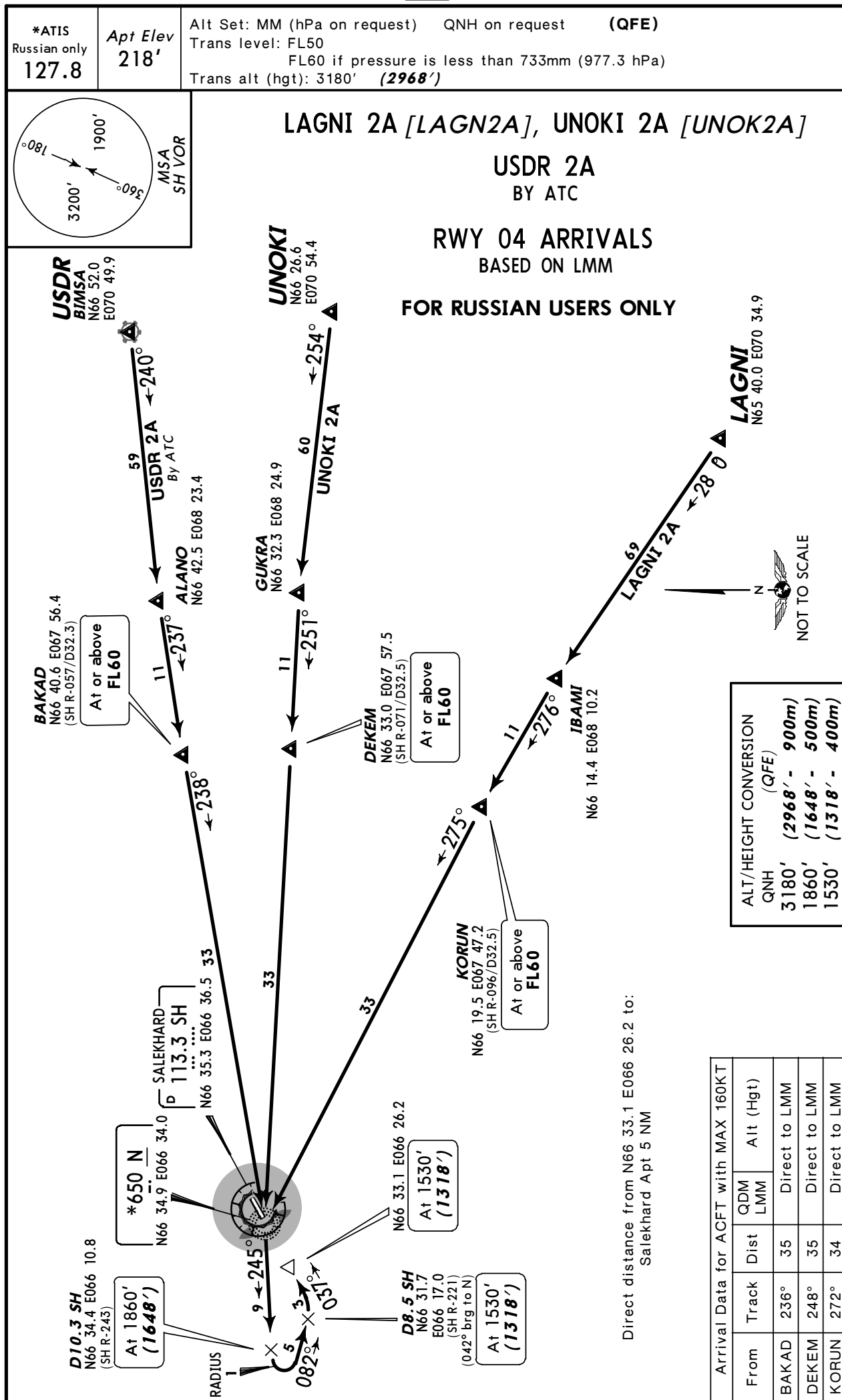


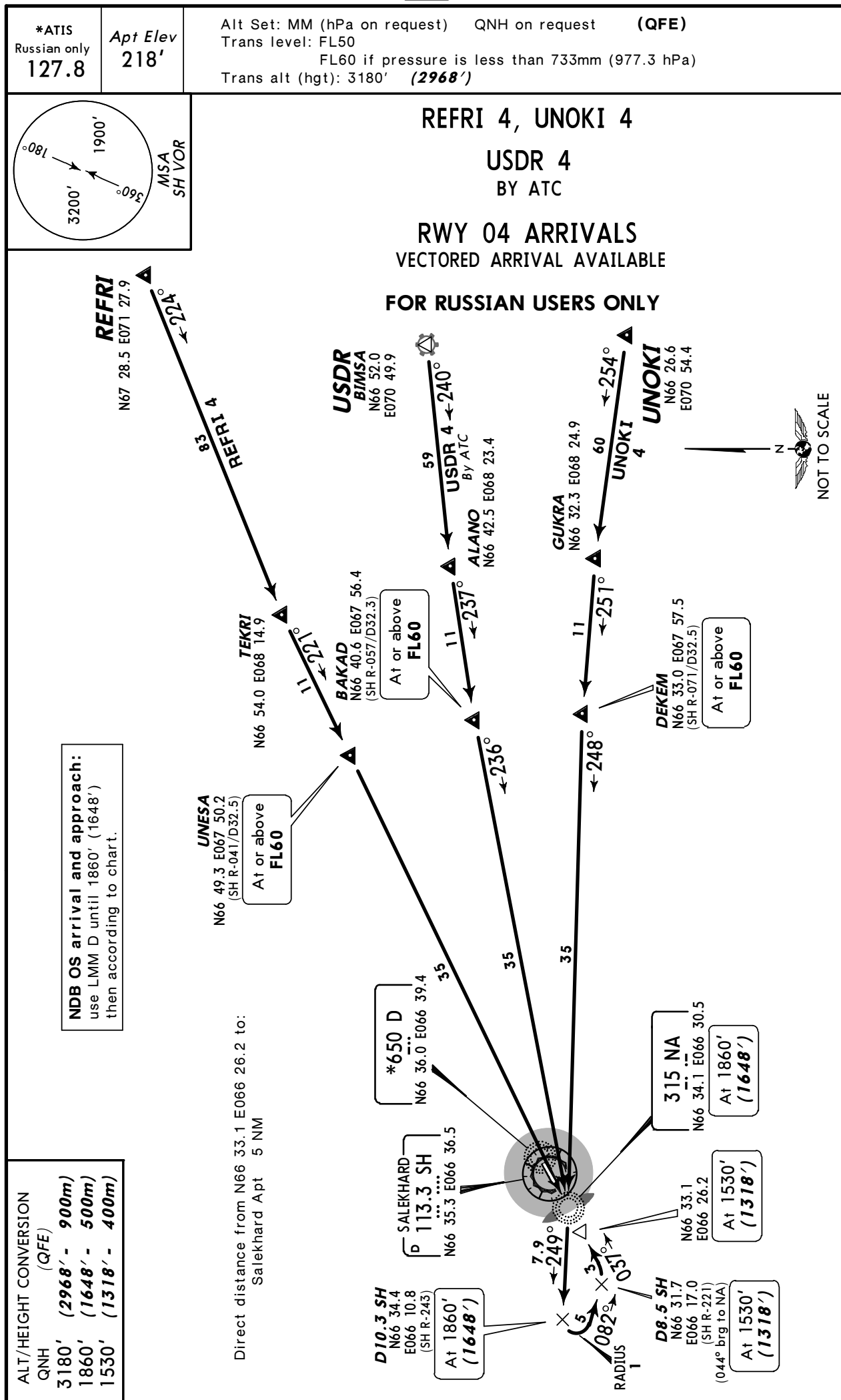
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Russian only
127.8Apt Elev
218'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (2962')GERPI 12 [GERP12], GOPUS 12 [GOPU12]
GUDIR 12 [GUDI12]
RWY 04 ARRIVALSGERPI 14 [GERP14], GOPUS 14 [GOPU14]
GUDIR 14 [GUDI14]
RWY 22 ARRIVALS

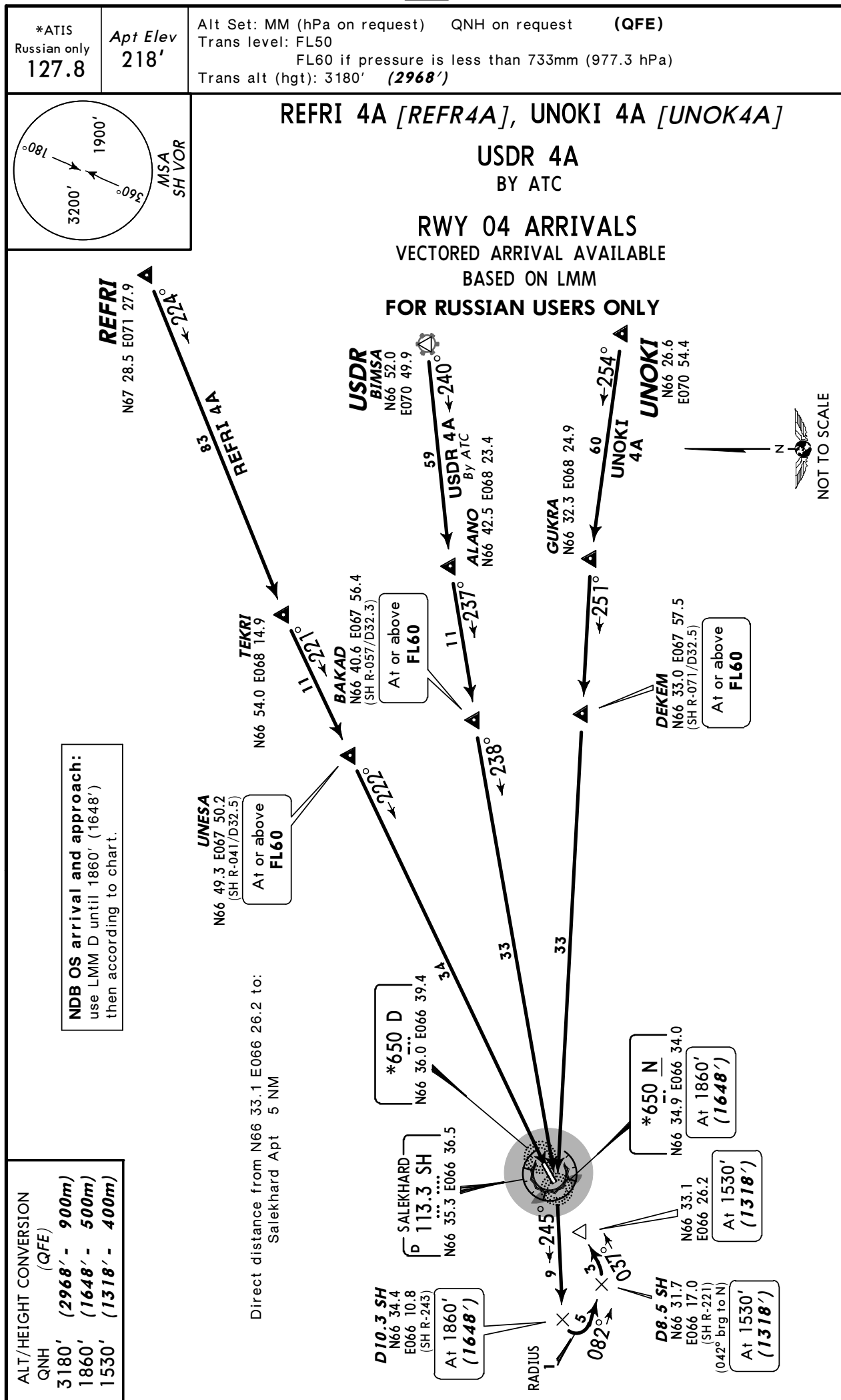
BASED ON VORDME

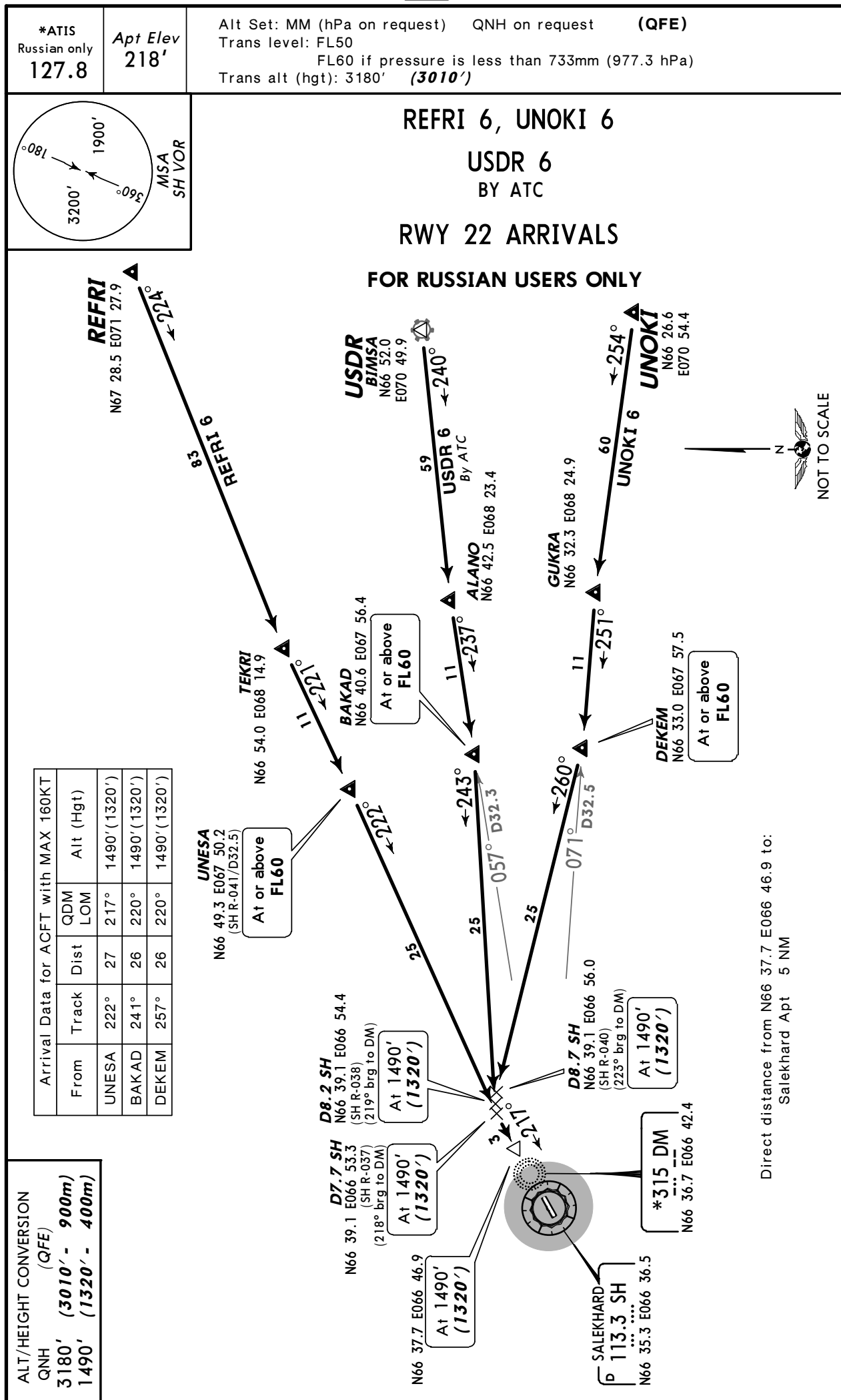
FOR RUSSIAN USERS ONLY

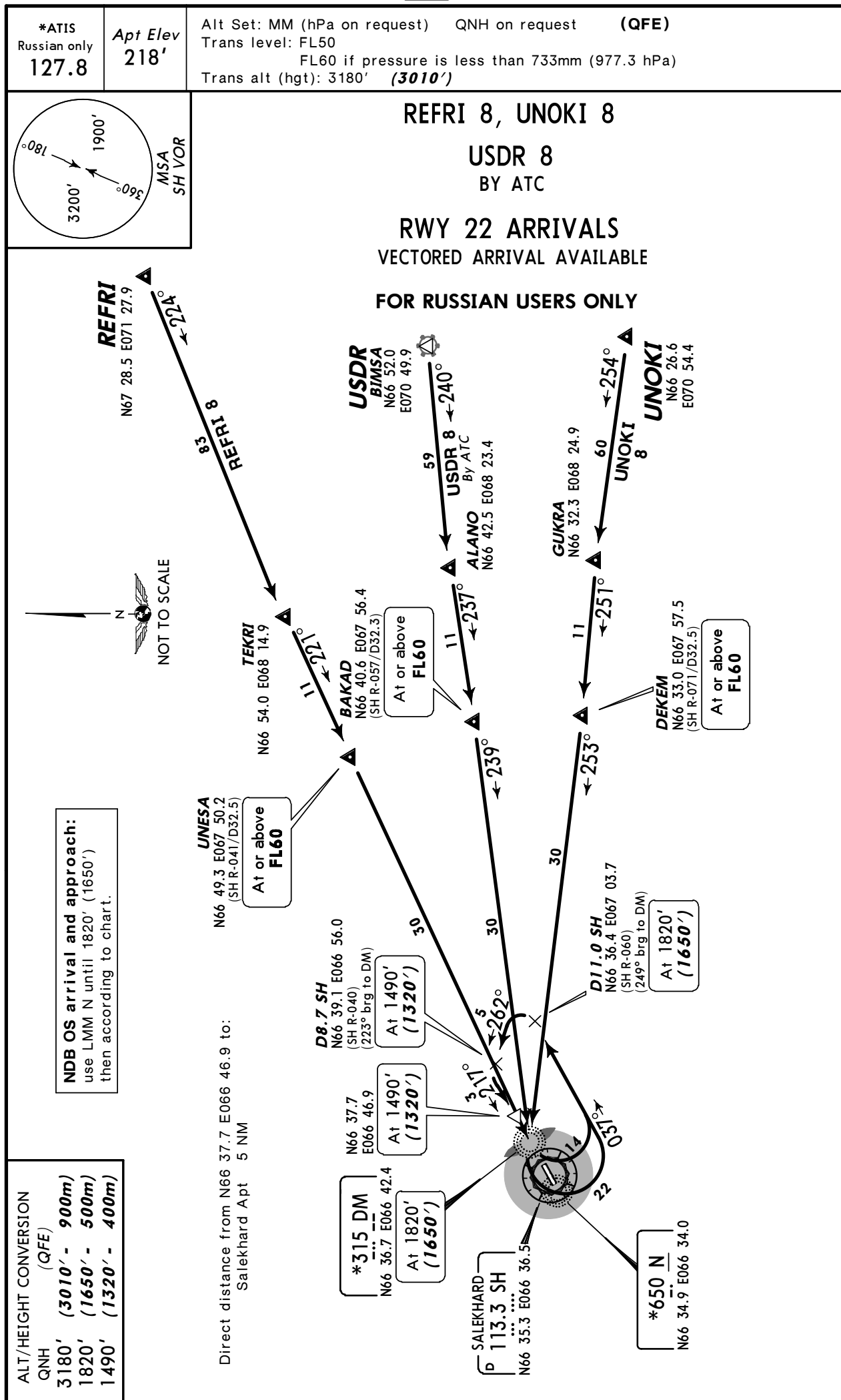
ALT/HEIGHT CONVERSION
QNH (QFE)
3180' (2962' - 900m)

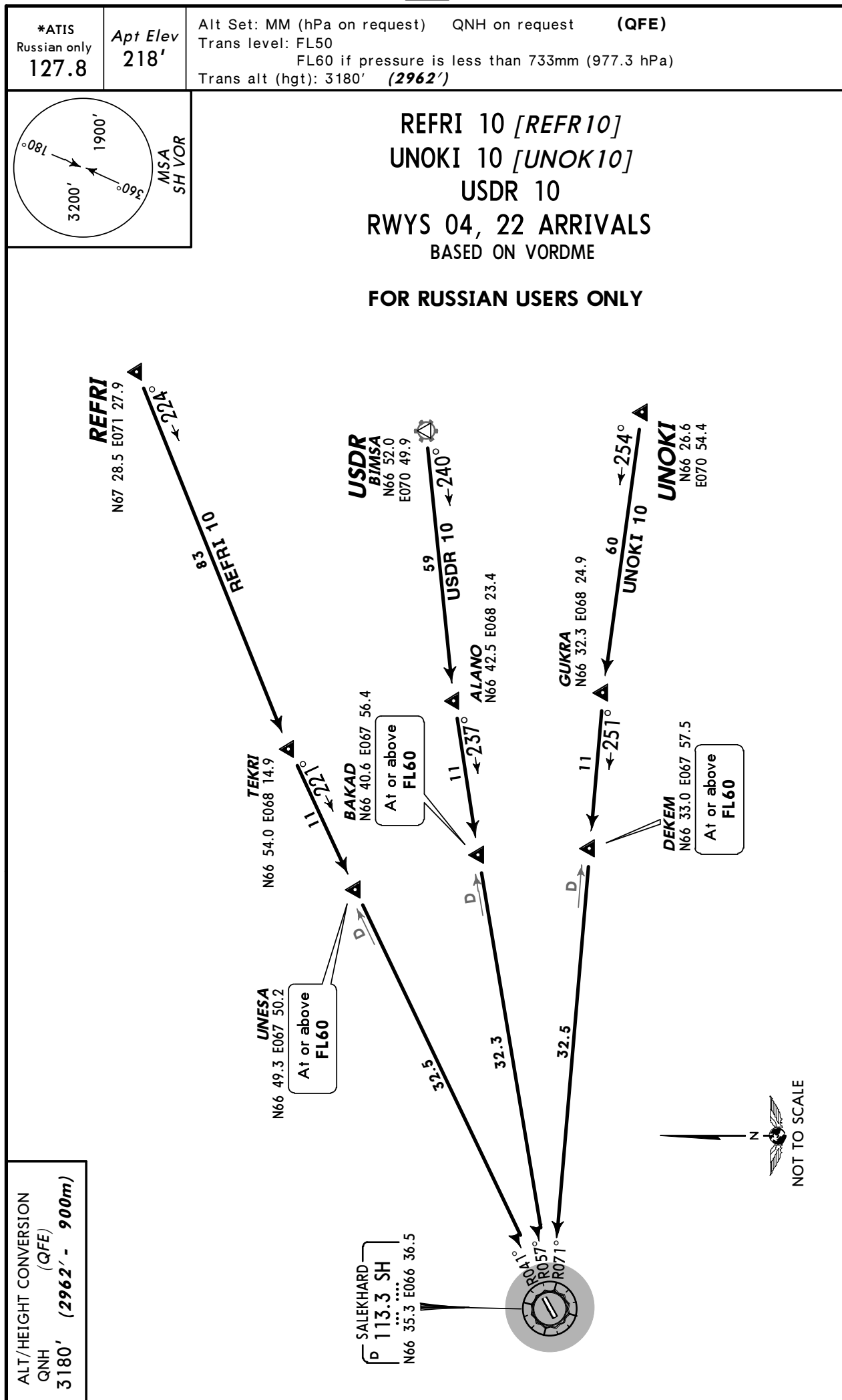


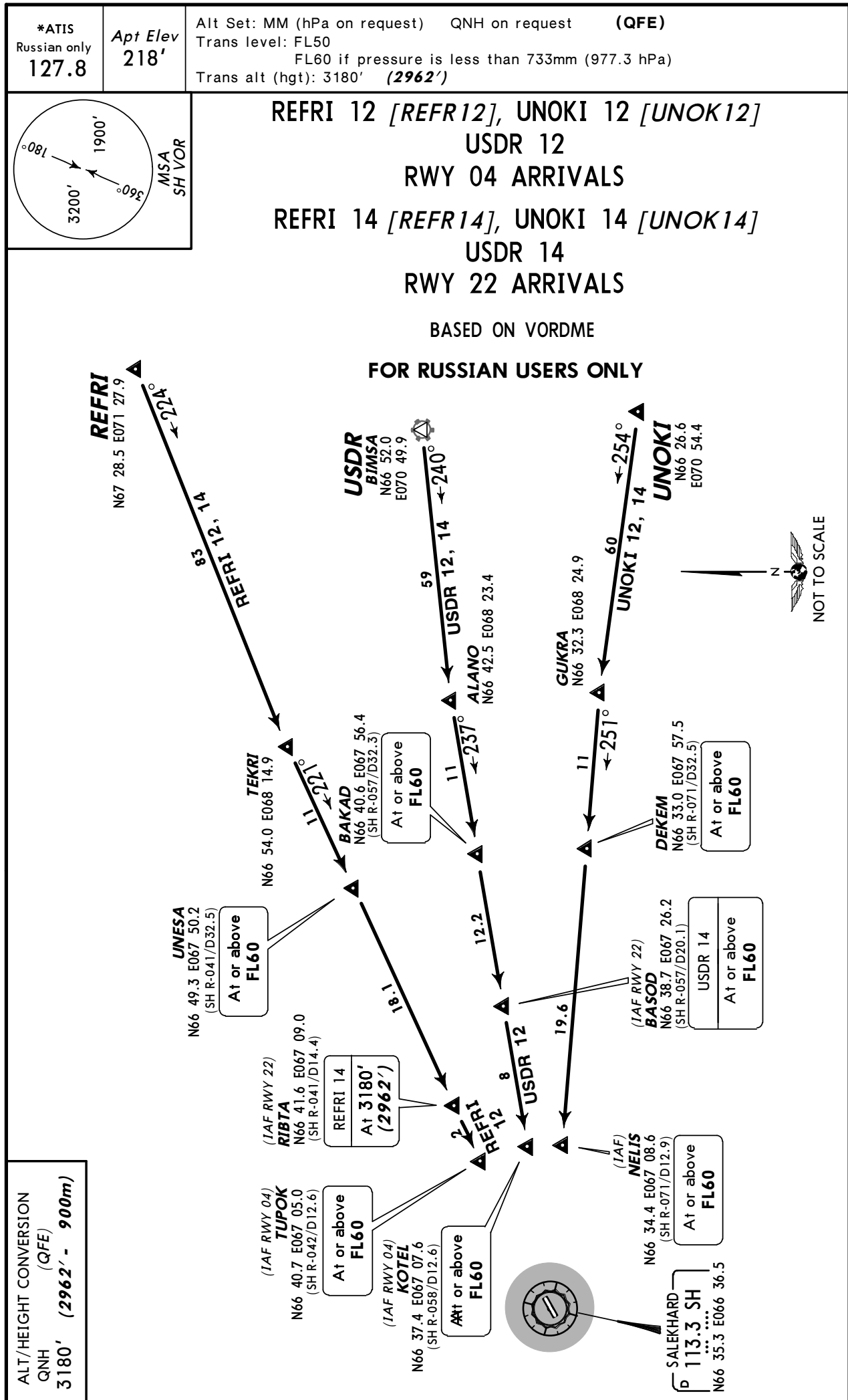












*ATIS
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127.8

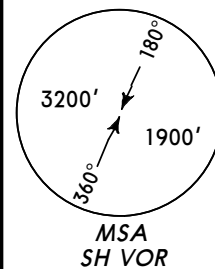
Apt Elev
218'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (2968')

LAGNI 2, MASUL 2, PIKOK 2 RWY 04 ARRIVALS

FOR RUSSIAN USERS ONLY

Direct distance from N66 33.1 E066 26.2 to:
Salekhard Apt 5 NM



D10.3 SH
N66 34.4 E066 10.8
(SH R-243)
(069° brg to N)

At 1860'
(1648')

315 NA
N66 34.1 E066 30.5

SALEKHARD
113.3 SH
N66 35.3 E066 36.5

***650 N**
N66 34.9 E066 34.0

D8.5 SH ①
N66 31.7 E066 17.0
(SH R-221)
(042° brg to N)
(044° brg to NA)

At 1530'
(1318')

D8.5 SH ②
N66 30.5 E066 18.8
(SH R-212)
(031° brg to N)
(029° brg to NA)

At 1530'
(1318')

RADIUS

1

5

082°

249°

037°

25

28

157°

D32.2

321°

338°

11

352°

60

PIKOK 2

PIKOK

N64 54.9 E065 34.9

MASUL

N64 55.1 E066 39.7

57

339°

2

MASUL

N65 52.3 E066 37.9

11

337°

11

352°

60

PIKOK 2

PIKOK

N64 54.9 E065 34.9

MASUL

N64 55.1 E066 39.7

57

339°

2

MASUL

N65 52.3 E066 37.9

11

337°

11

352°

60

PIKOK 2

PIKOK

N64 54.9 E065 34.9

MASUL

N64 55.1 E066 39.7

D8.7 SH
N66 30.0 E066 18.9
(SH R-209)

At 1530'
(1318')

ANABU
N66 03.2 E066 37.4

At or above
FL60

UTAMA
N66 04.1 E066 16.7

At or above
FL60

RUDAN
N65 53.5 E066 09.9

LATAL
N65 52.3 E066 37.9

PIKOK
N64 54.9 E065 34.9

MASUL
N64 55.1 E066 39.7

KORUN
N66 19.5 E067 47.2

At or above
FL60

IBAMI
N66 14.4 E068 10.2

LAGNI
N65 40.0 E070 34.9

Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
KORUN	272°	34	Direct to LOM/LMM	
ANABU	324°	29	031°	1530' (1318')
UTAMA	340°	28	033°	1530' (1318')



ALT/HEIGHT CONVERSION
QNH (QFE)
3180' (2968' - 900m)
1860' (1648' - 500m)
1530' (1318' - 400m)

*ATIS
Russian only
127.8

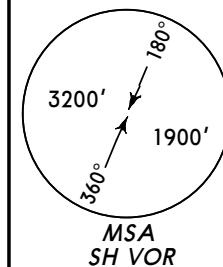
Apt Elev
218'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (2968')

LAGNI 4, MASUL 4, PIKOK 4 RWY 04 ARRIVALS

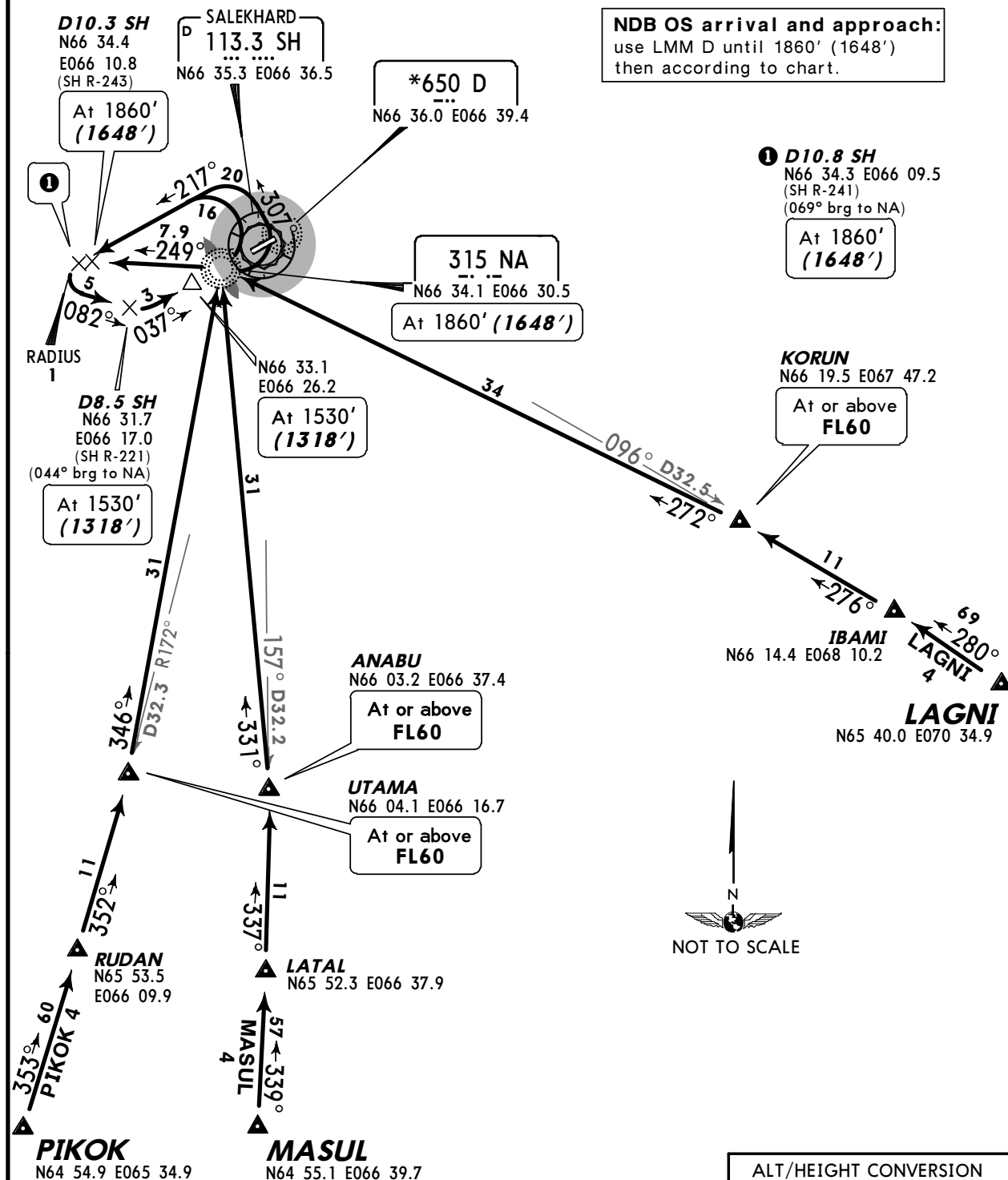
VECTORED ARRIVAL AVAILABLE

FOR RUSSIAN USERS ONLY



Direct distance from N66 33.1 E066 26.2 to:
Salekhard Apt 5 NM

NDB OS arrival and approach:
use LMM D until 1860' (1648')
then according to chart.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3180'	(2968' - 900m)
1860'	(1648' - 500m)
1530'	(1318' - 400m)

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127.8

Apt Elev
218'

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Trans alt (hgt): 3180' (2968')

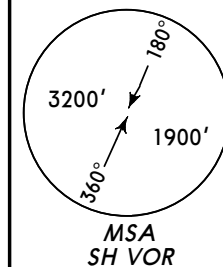
LAGNI 4A [LAGN4A], MASUL 4A [MASU4A]

PIKOK 4A [PIKO4A]

RWY 04 ARRIVALS

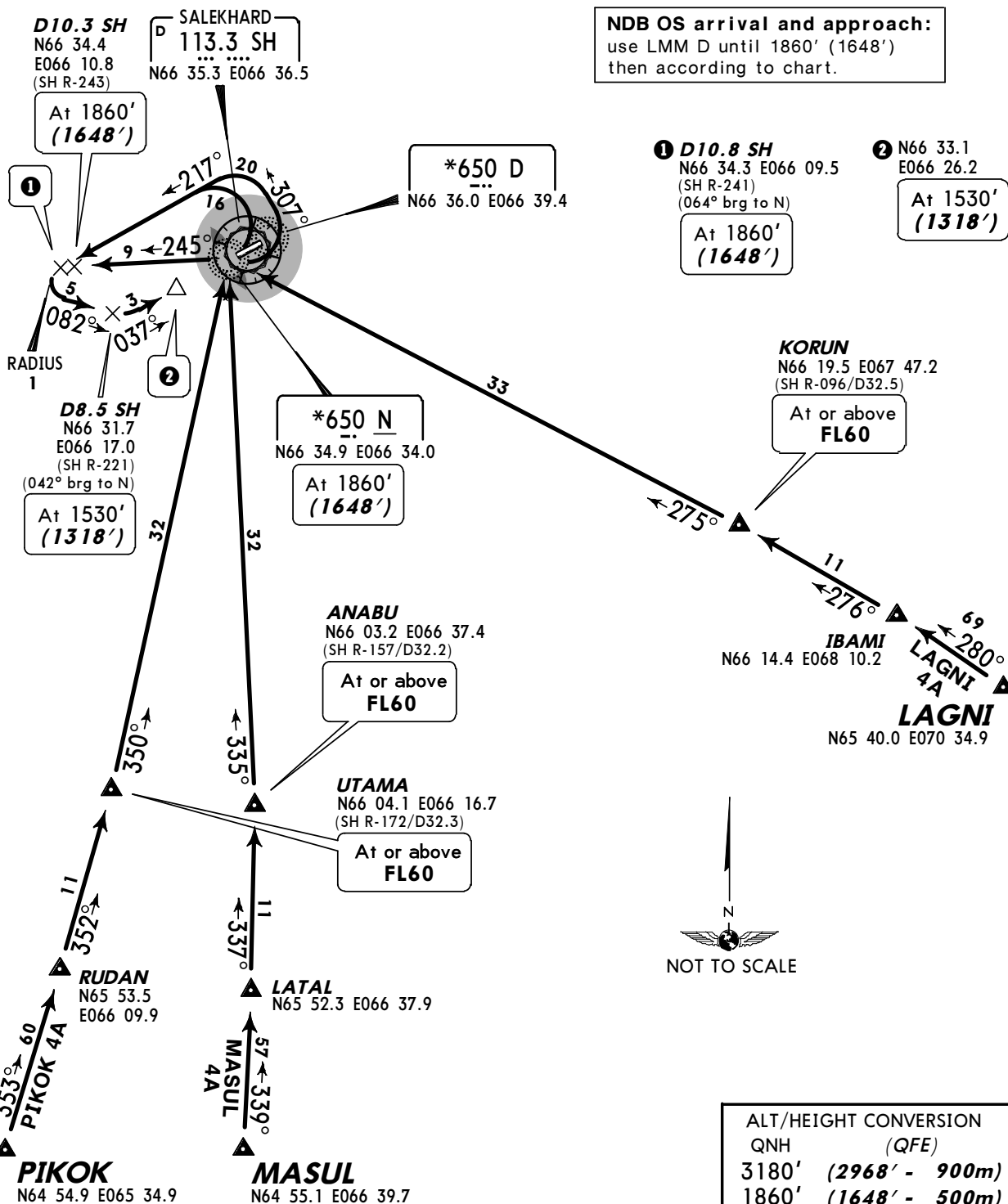
VECTORED ARRIVAL AVAILABLE
BASED ON LMM

FOR RUSSIAN USERS ONLY



Direct distance from N66 33.1 E066 26.2 to:
Salekhard Apt 5 NM

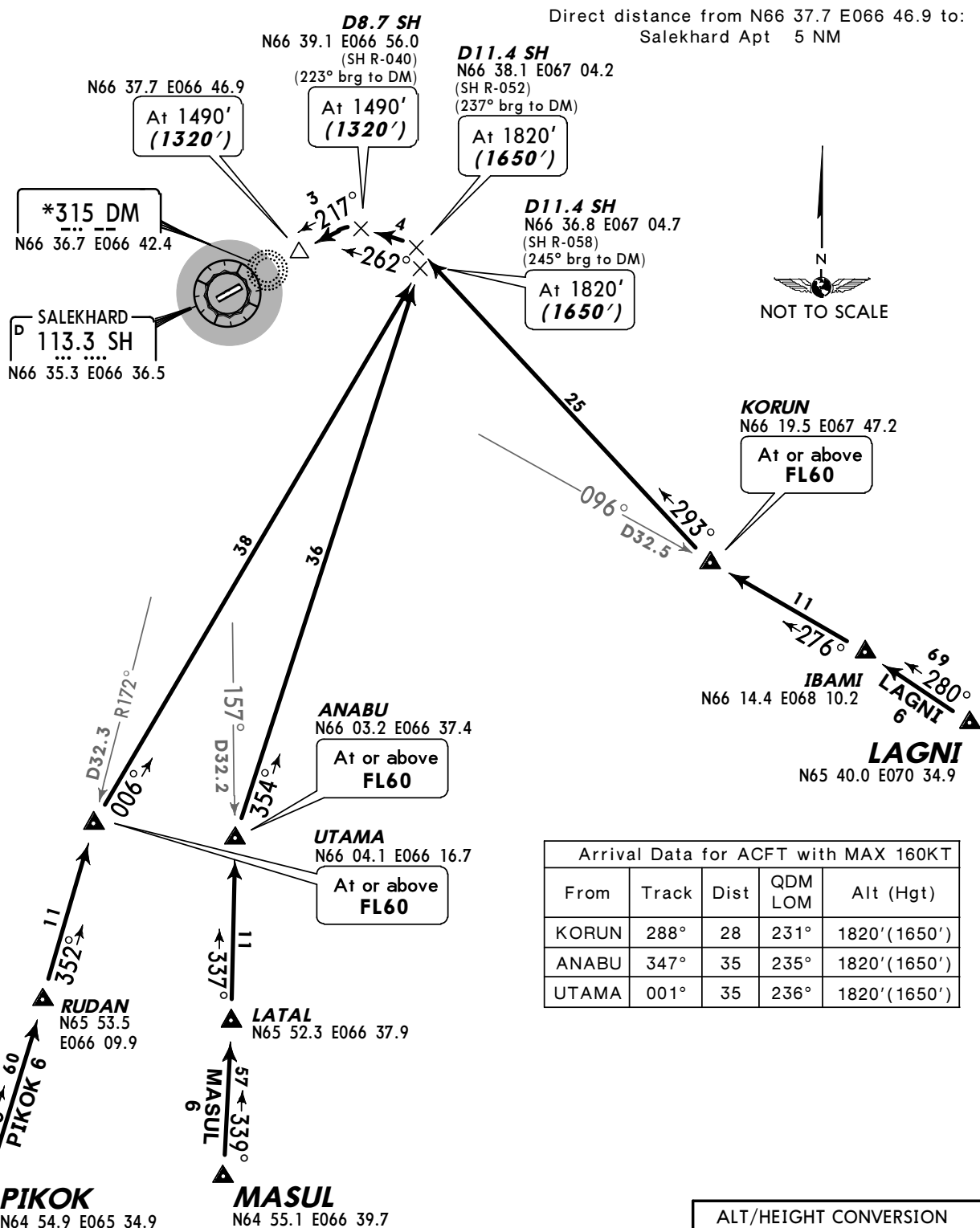
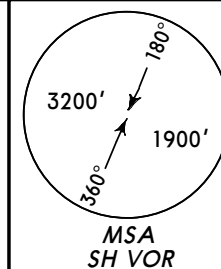
NDB OS arrival and approach:
use LMM D until 1860' (1648')
then according to chart.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3180'	(2968' - 900m)
1860'	(1648' - 500m)
1530'	(1318' - 400m)

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Russian only
127.8Apt Elev
218'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (3010')LAGNI 6, MASUL 6, PIKOK 6
RWY 22 ARRIVALS

FOR RUSSIAN USERS ONLY

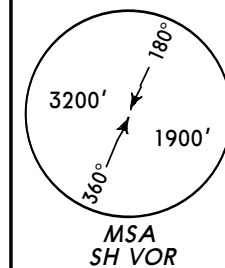


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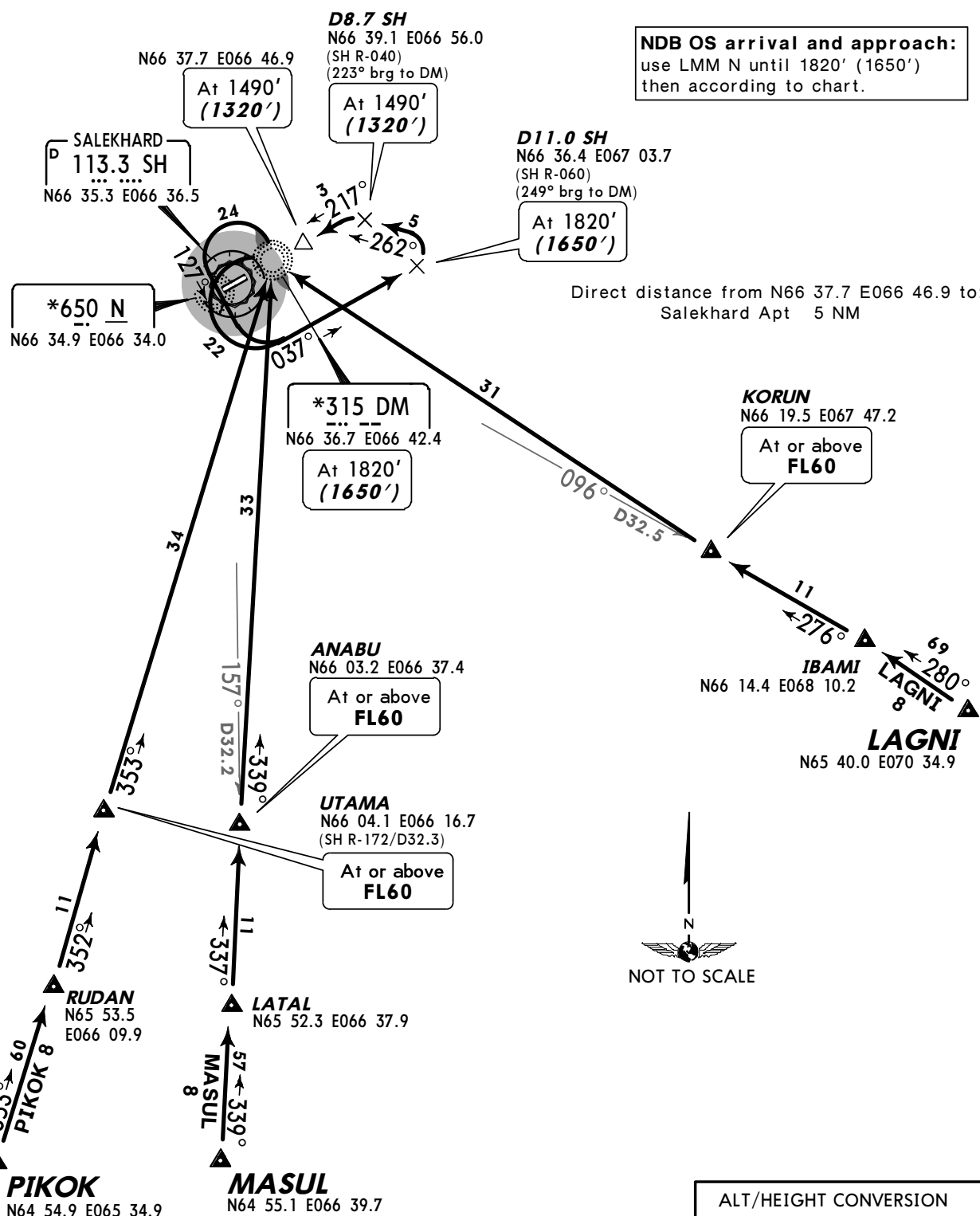
Apt Elev
218'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (3010')

LAGNI 8, MASUL 8, PIKOK 8
RWY 22 ARRIVALS
VECTORED ARRIVAL AVAILABLE
FOR RUSSIAN USERS ONLY



NDB OS arrival and approach:
use LMM N until 1820' (1650')
then according to chart.



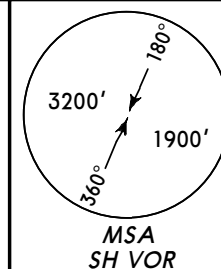
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3180'	(3010' - 900m)
1820'	(1650' - 500m)
1490'	(1320' - 400m)

*ATIS
Russian only
127.8

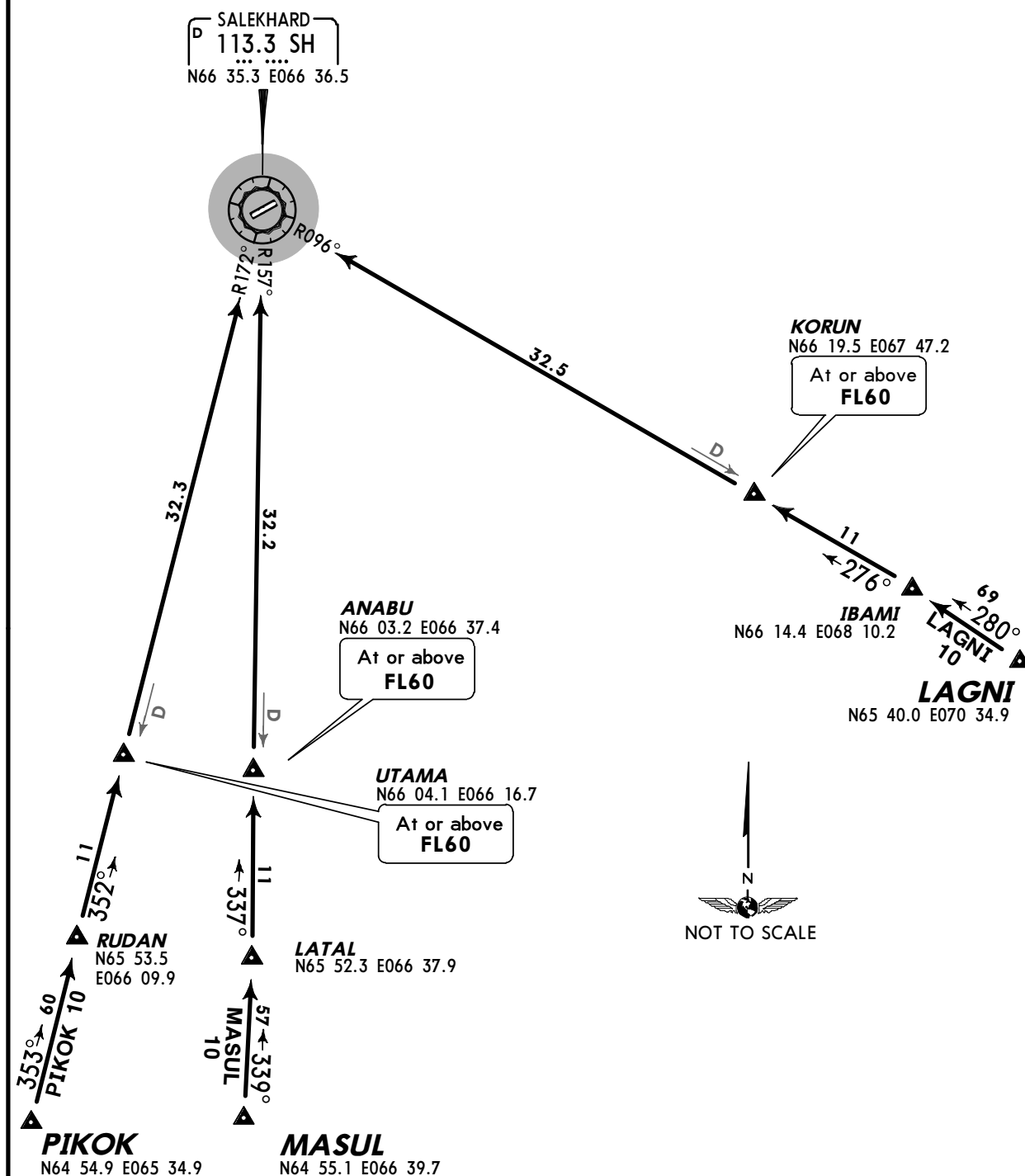
Apt Elev
218'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (2962')

LAGNI 10 [LAGN10]
MASUL 10 [MASU10]
PIKOK 10 [PIKO10]
RWYS 04, 22 ARRIVALS
BASED ON VORDME



FOR RUSSIAN USERS ONLY

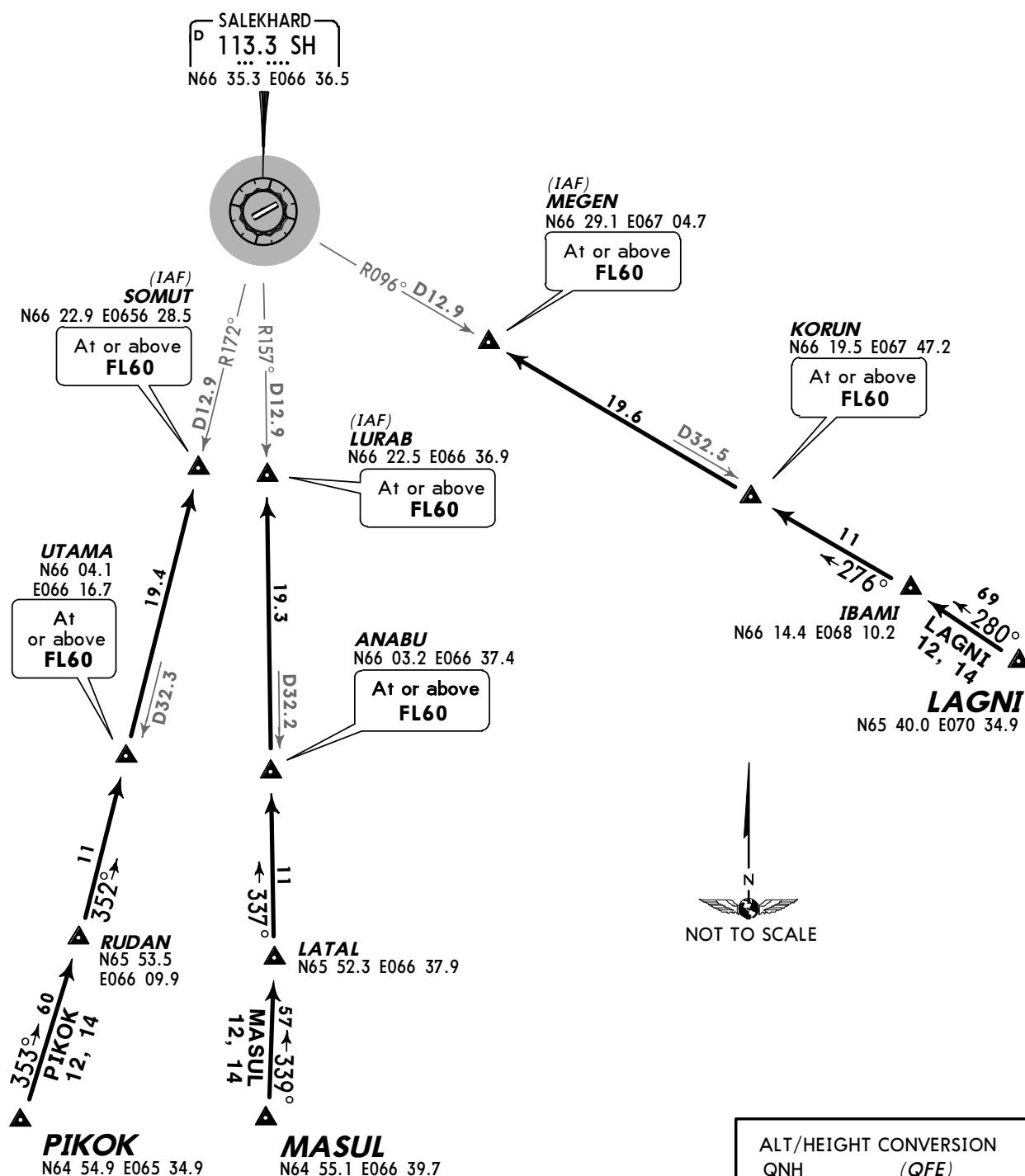
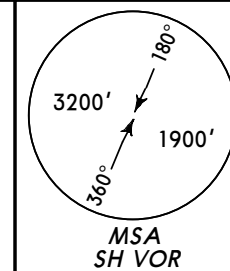


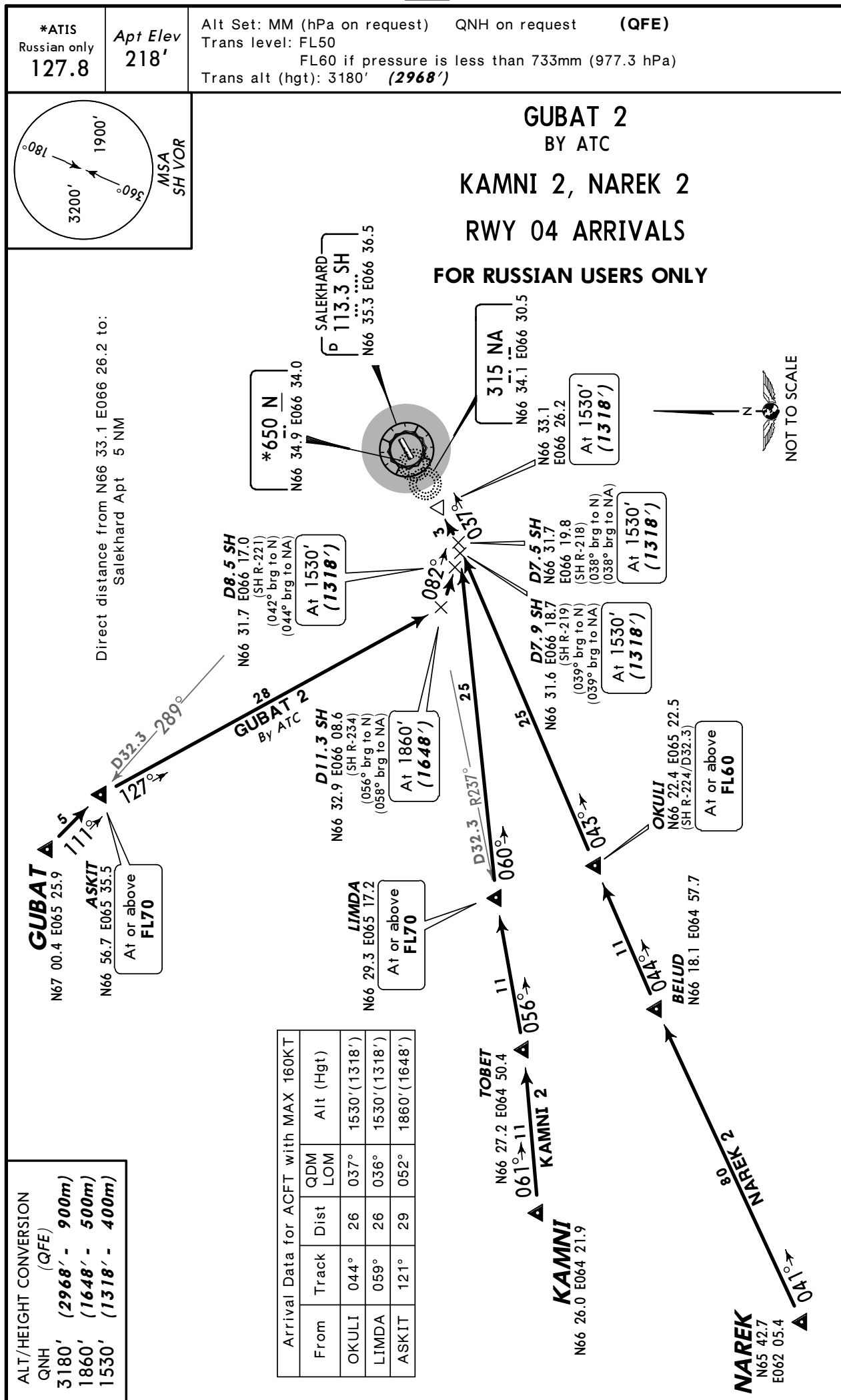
ALT/HEIGHT CONVERSION
QNH (QFE)
3180' (2962' - 900m)

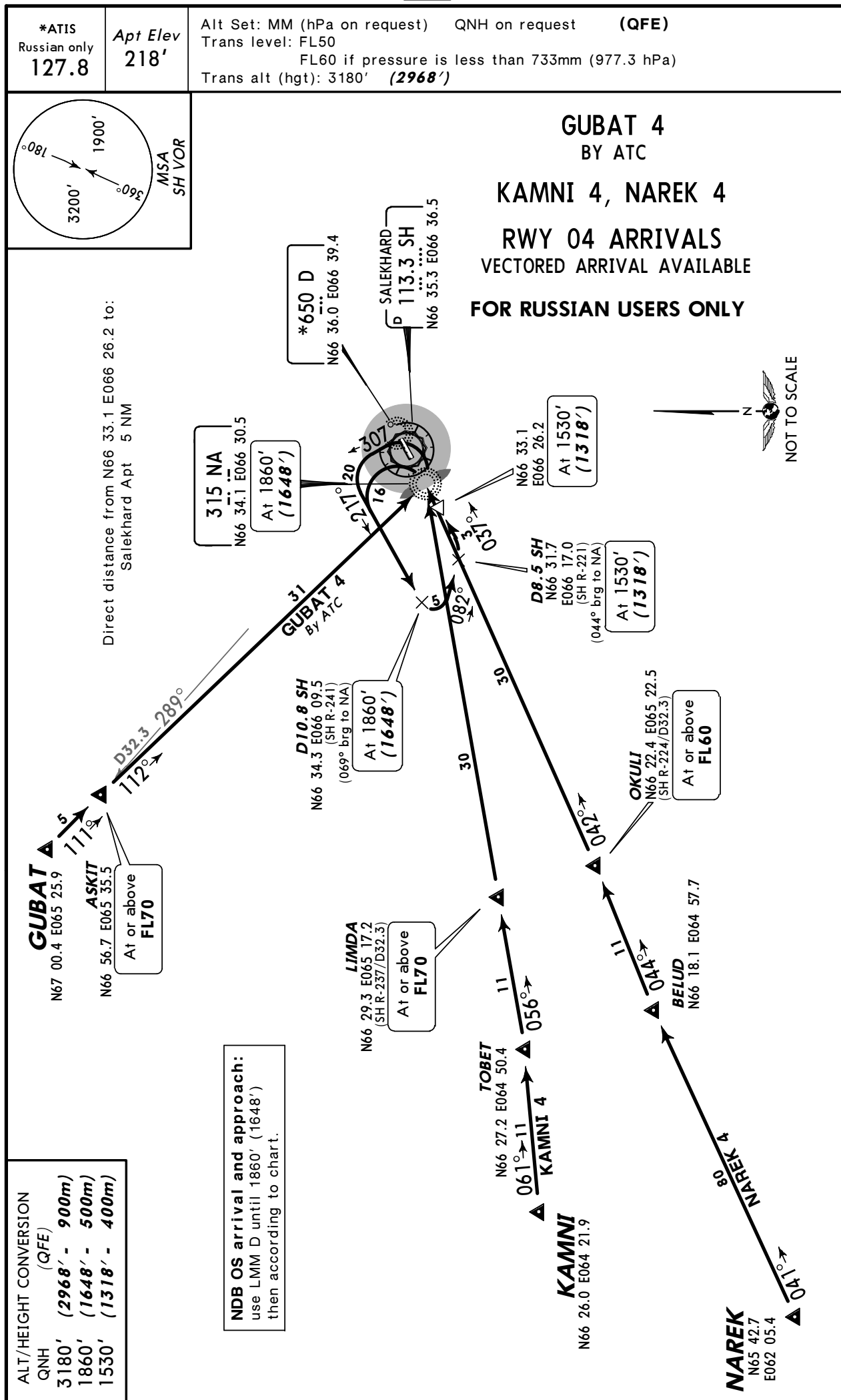
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127.8Apt Elev
218'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (2962')LAGNI 12 [LAGN12], MASUL 12 [MASU12]
PIKOK 12 [PIKO12]
RWY 04 ARRIVALSLAGNI 14 [LAGN14], MASUL 14 [MASU14]
PIKOK 14 [PIKO14]
RWY 22 ARRIVALS

BASED ON VORDME

FOR RUSSIAN USERS ONLY

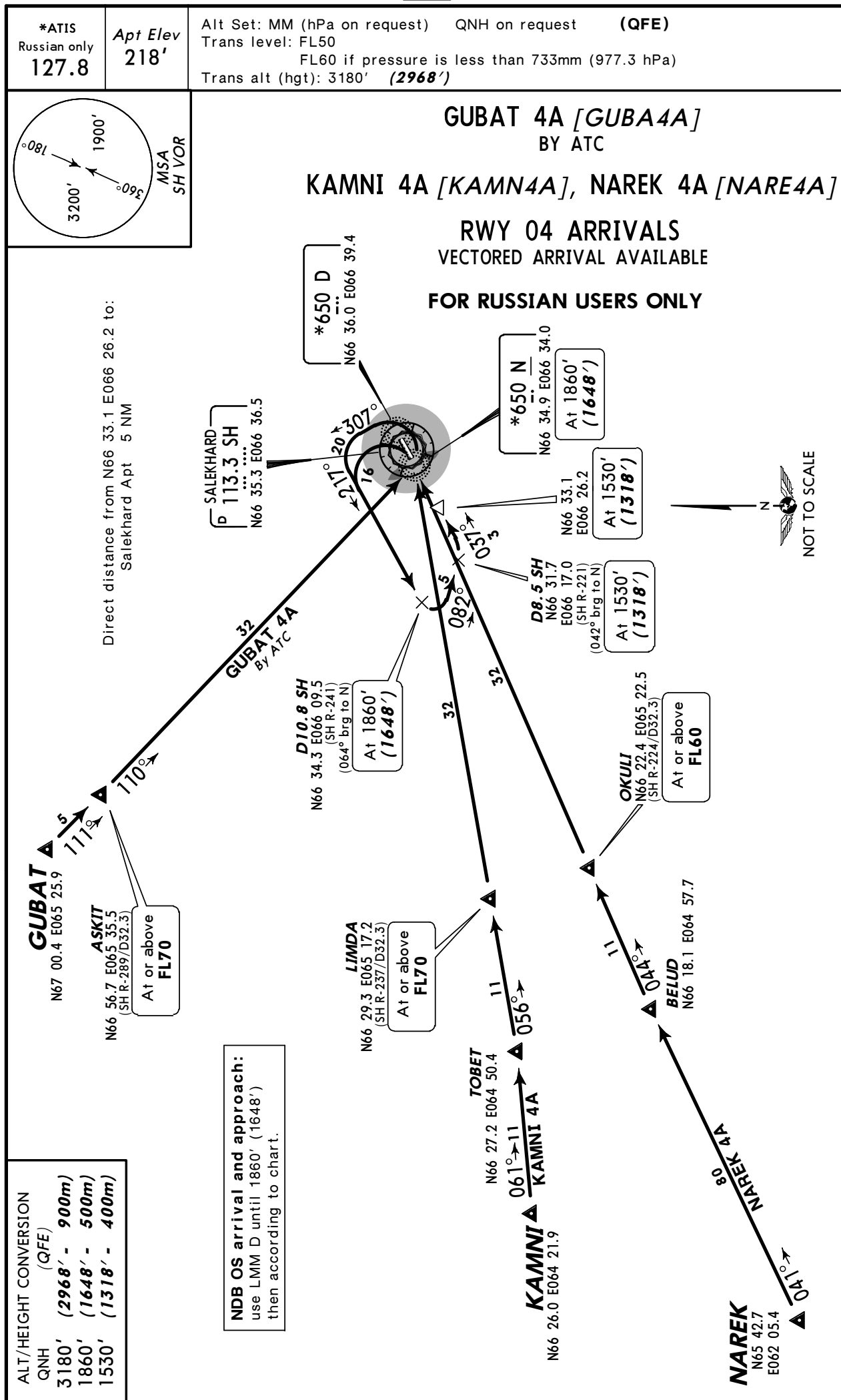




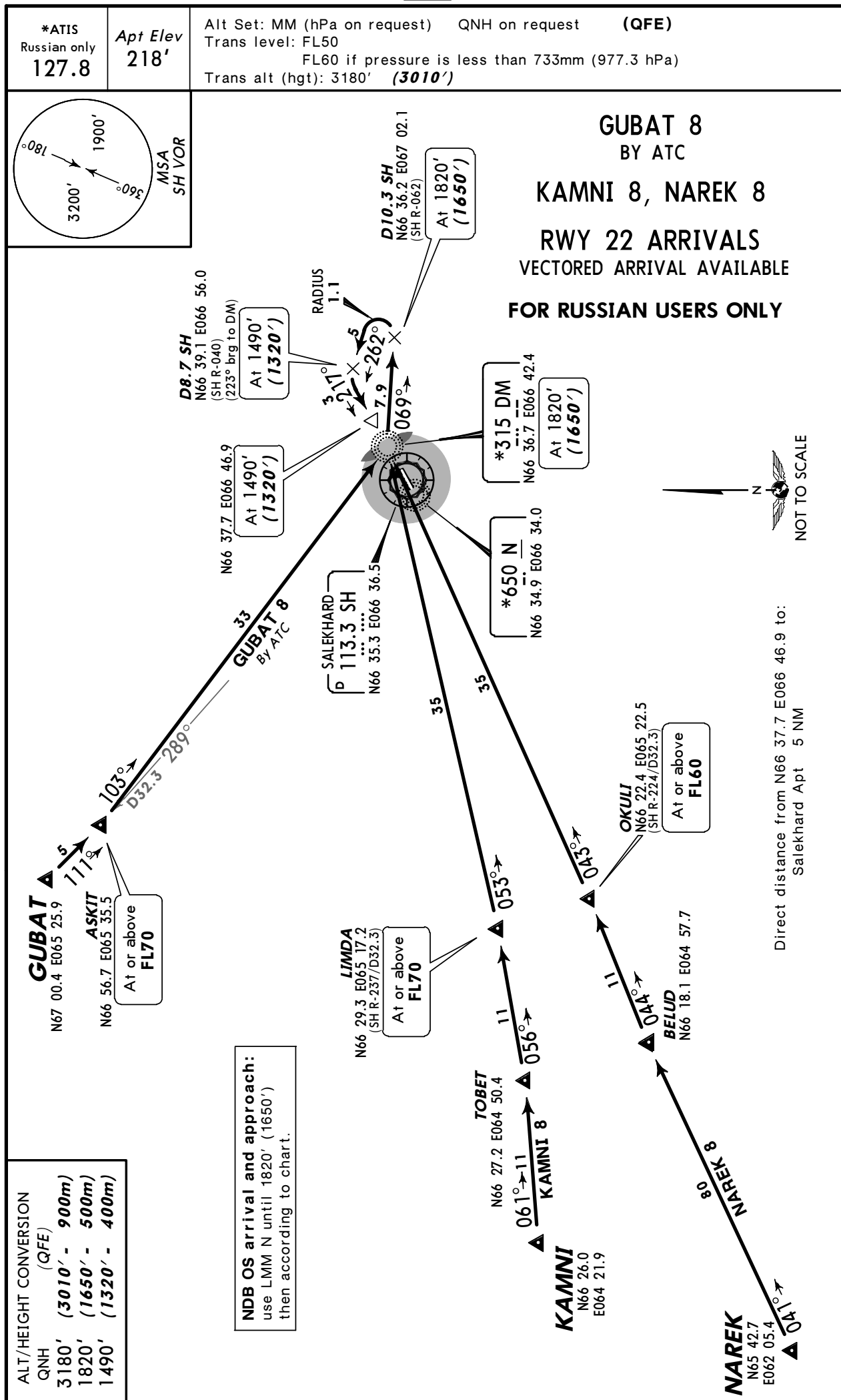


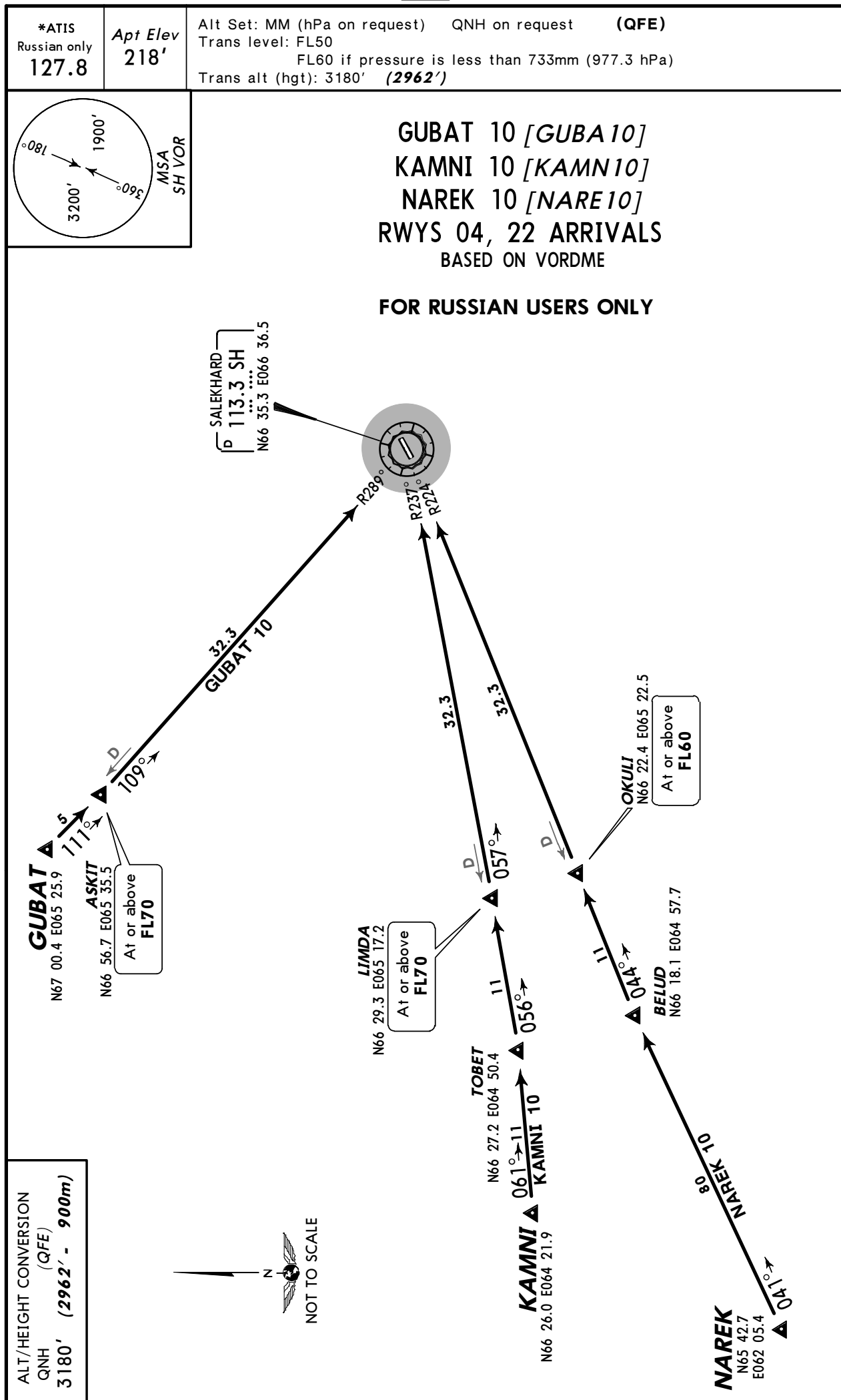
ALT/HEIGHT CONVERSION
(QFE)
QNH
3180' (2968' - 900m)
1860' (1648' - 500m)
1530' (1318' - 400m)

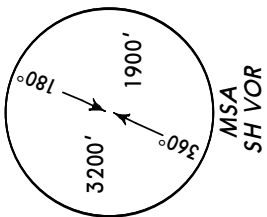
NDB OS arrival and approach:
use LMM D until 1860' (1648')
then according to chart.



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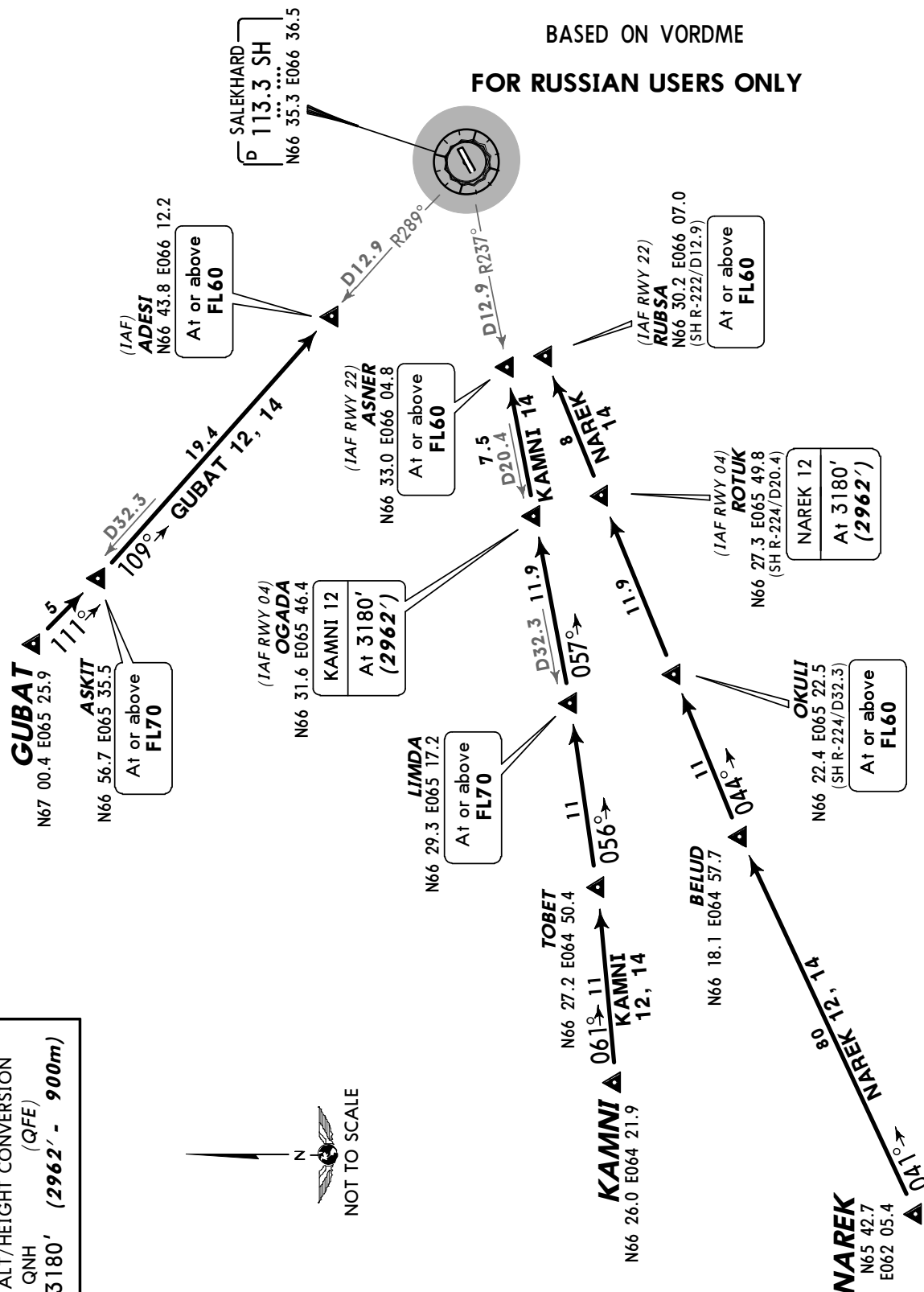




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218'Alt Set: MM (hPa on request) QNH on request (QFE)
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Trans alt (hgt): 3180' (2962')GUBAT 12 [GUBA12], KAMNI 12 [KAMN12]
NAREK 12 [NARE12]
RWY 04 ARRIVALSGUBAT 14 [GUBA14], KAMNI 14 [KAMN14]
NAREK 14 [NARE14]
RWY 22 ARRIVALS

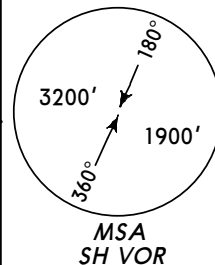
BASED ON VORDME

FOR RUSSIAN USERS ONLY

ALT/HEIGHT CONVERSION
QNH (QFE)
3180' (2962' - 900m)

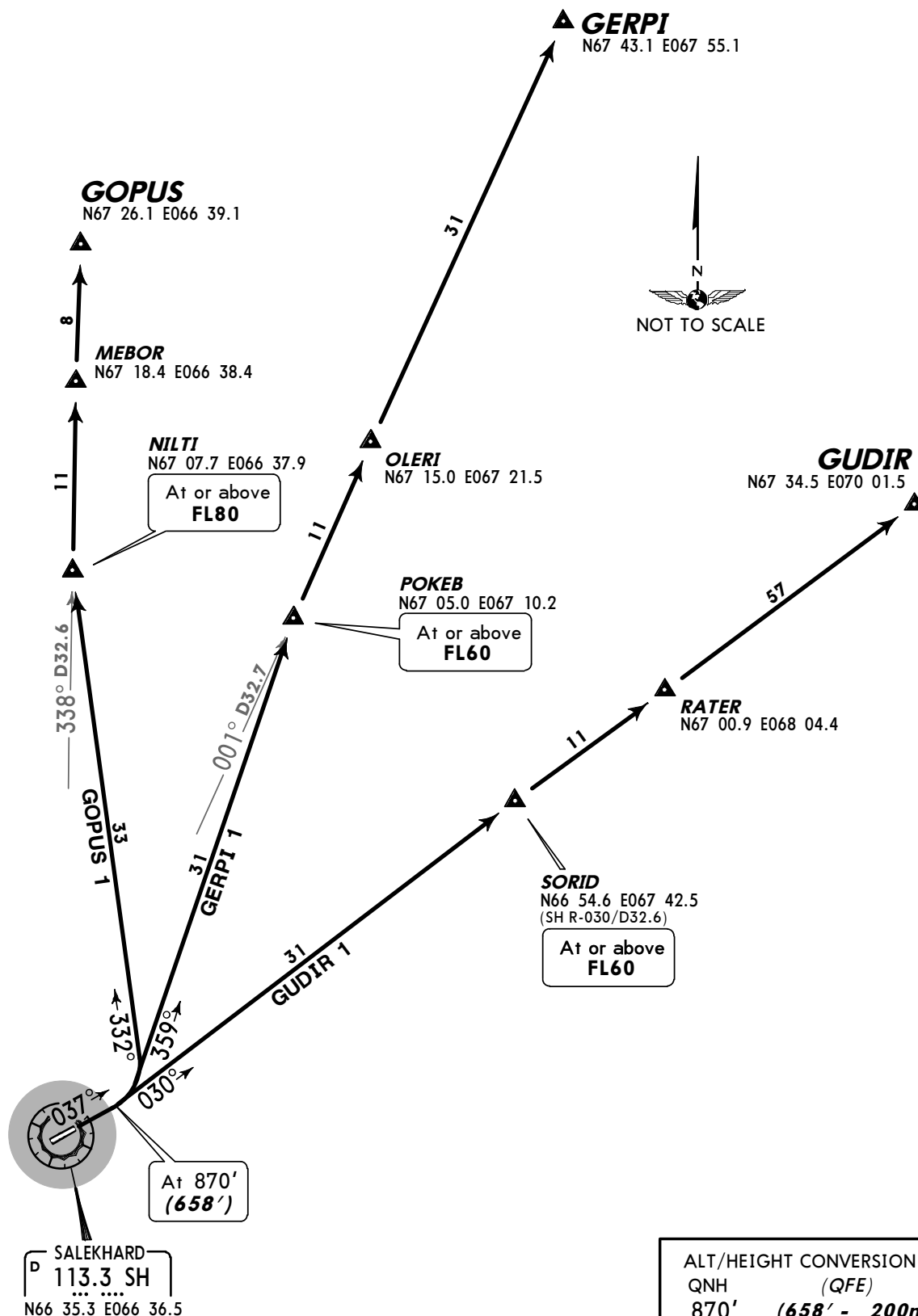
Apt Elev
218'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (2968')



GERPI 1, GOPUS 1, GUDIR 1 RWY 04 DEPARTURES

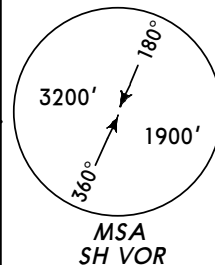
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
870'	(658' - 200m)
3180'	(2968' - 900m)

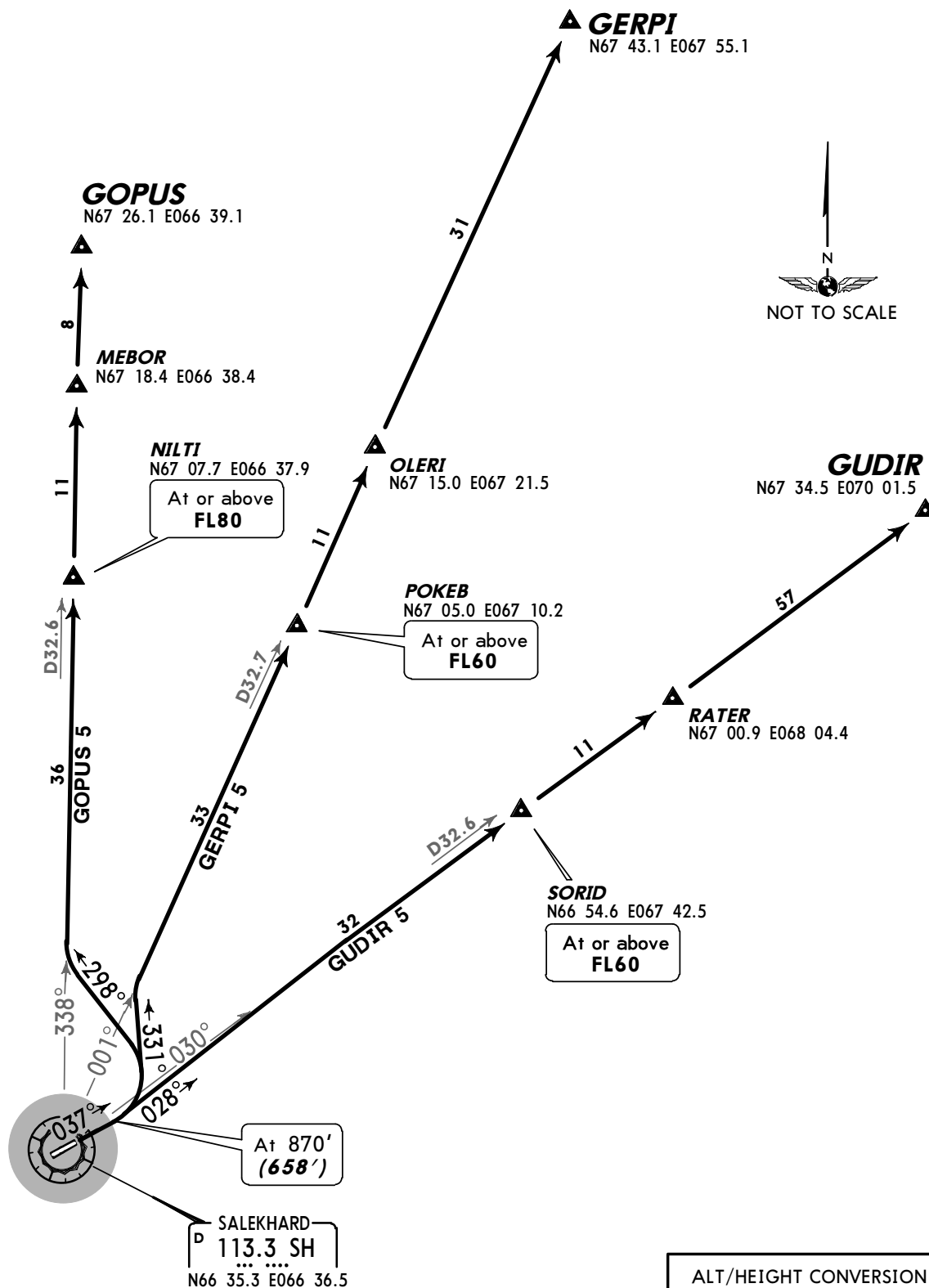
Apt Elev
218'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (2968')



GERPI 5, GOPUS 5, GUDIR 5
RWY 04 DEPARTURES
BASED ON VORDME

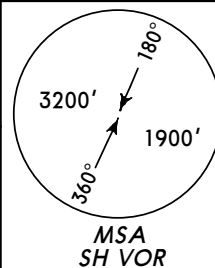
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
870'	(658' - 200m)
3180'	(2968' - 900m)

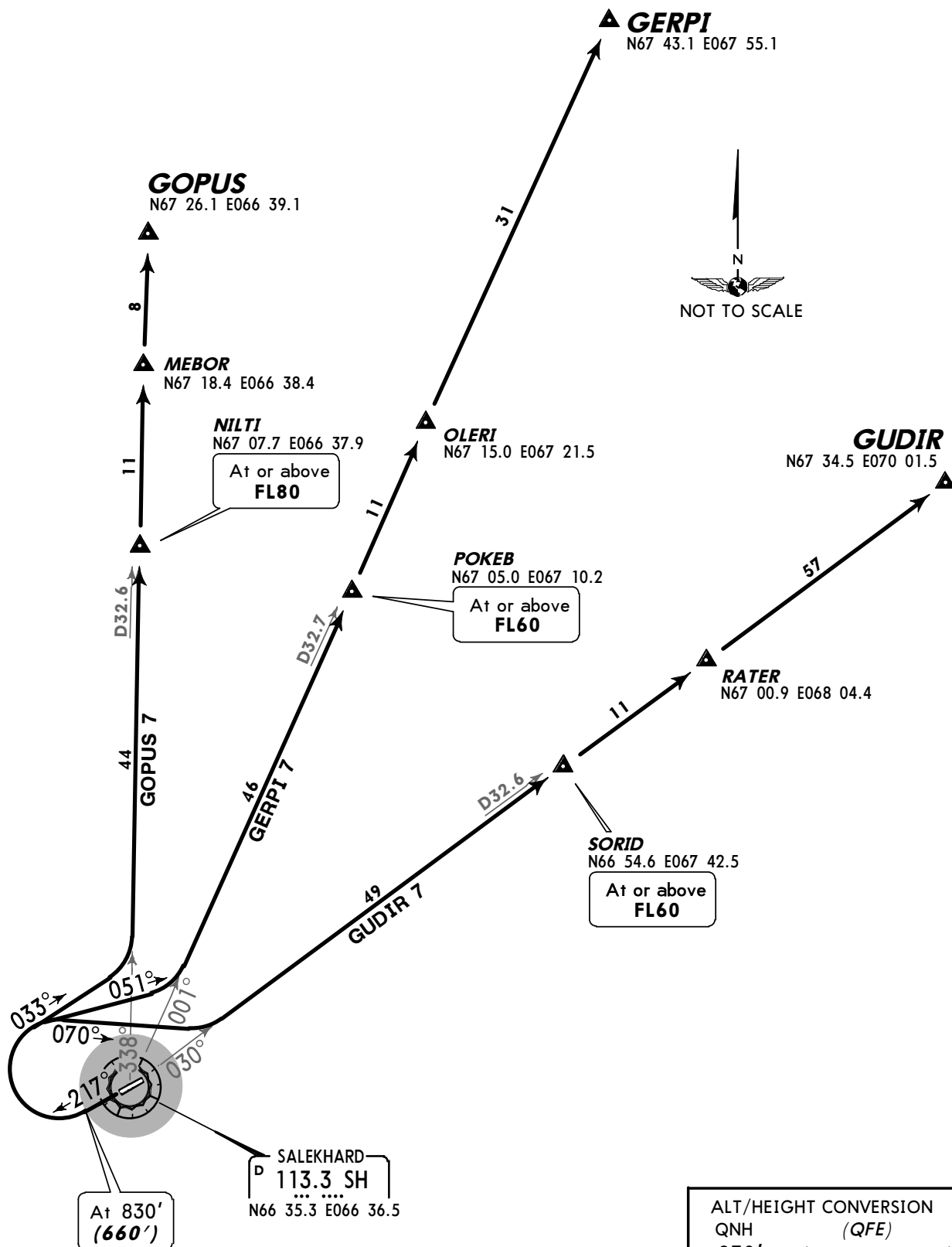
Apt Elev
218'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (3010')



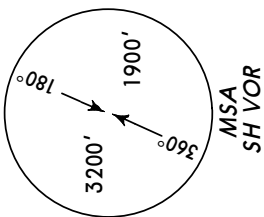
GERPI 7, GOPUS 7, GUDIR 7
RWY 22 DEPARTURES
BASED ON VORDME

FOR RUSSIAN USERS ONLY



Apt Elev
218'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (2968')

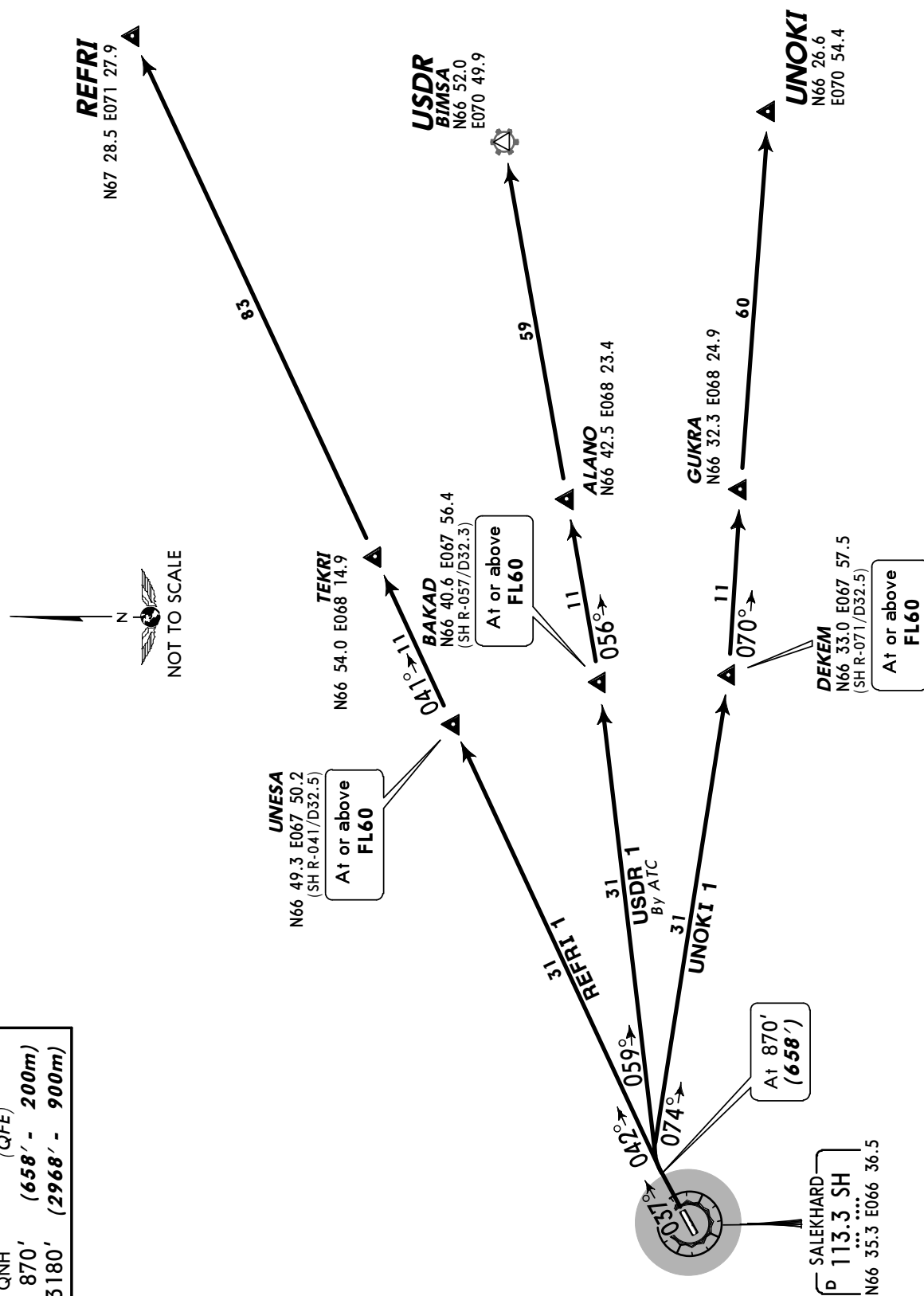


REFRI 1, UNOKI 1

USDR 1
BY ATC

RWY 04 DEPARTURES

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH (QFE)
870' (658' - 200m)
3180' (2968' - 900m)

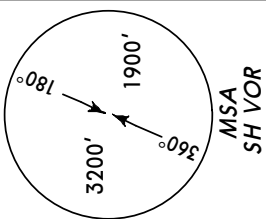
Apt Elev
218'

QNH on request (QFE)

Trans level: FL50

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

Trans alt (hgt): 3180' (3010')

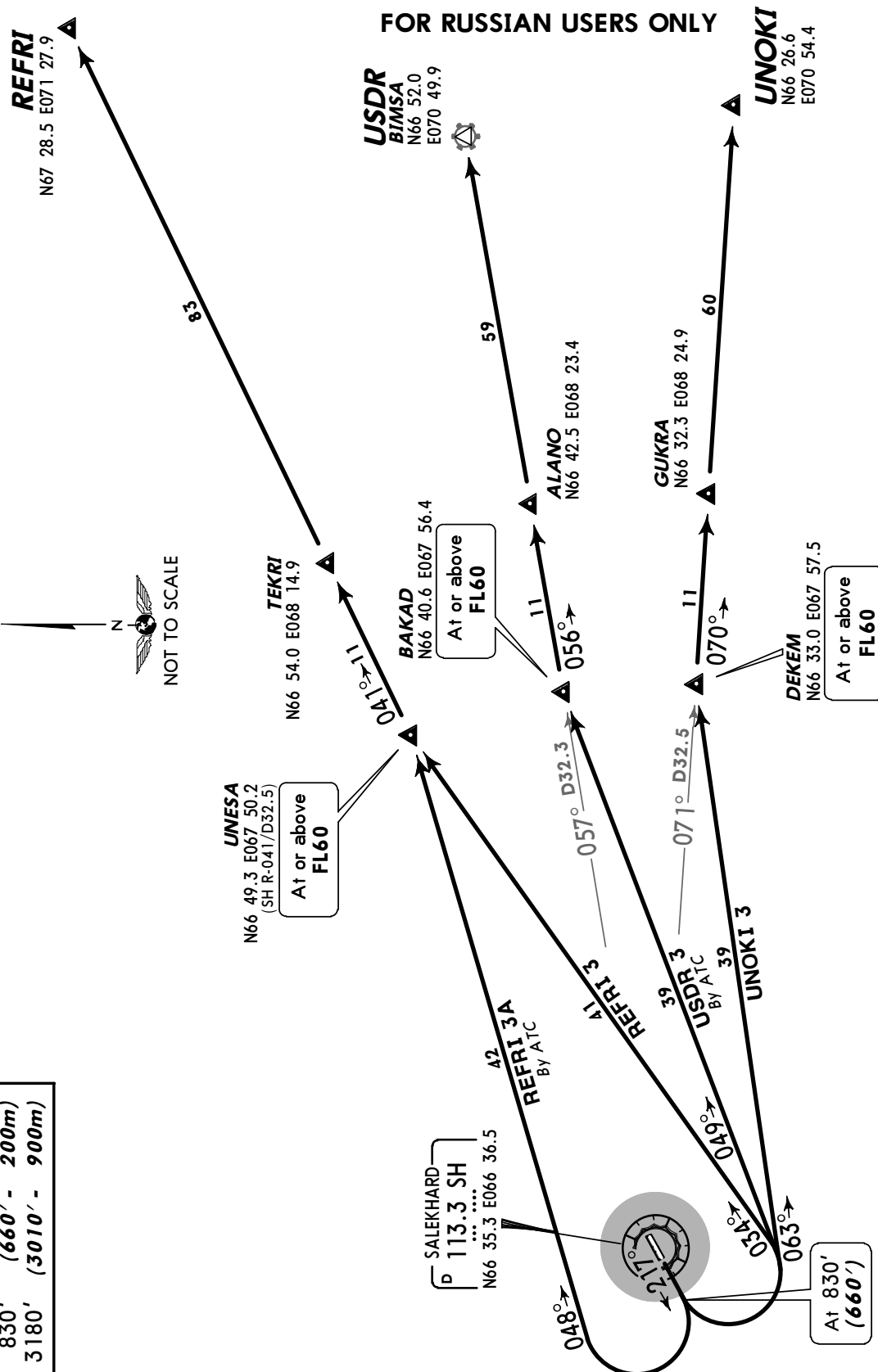


REFRI 3, UNOKI 3

REFRI 3A [REFR3A], USDR 3
BY ATC

RWY 22 DEPARTURES

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH (QFE)

830' (660' - 200m)

3180' (3010' - 900m)

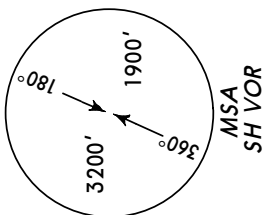
Apt Elev
218'

QNH on request (QFE)

Trans level: FL50

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

Trans alt (hgt): 3180' (2968')

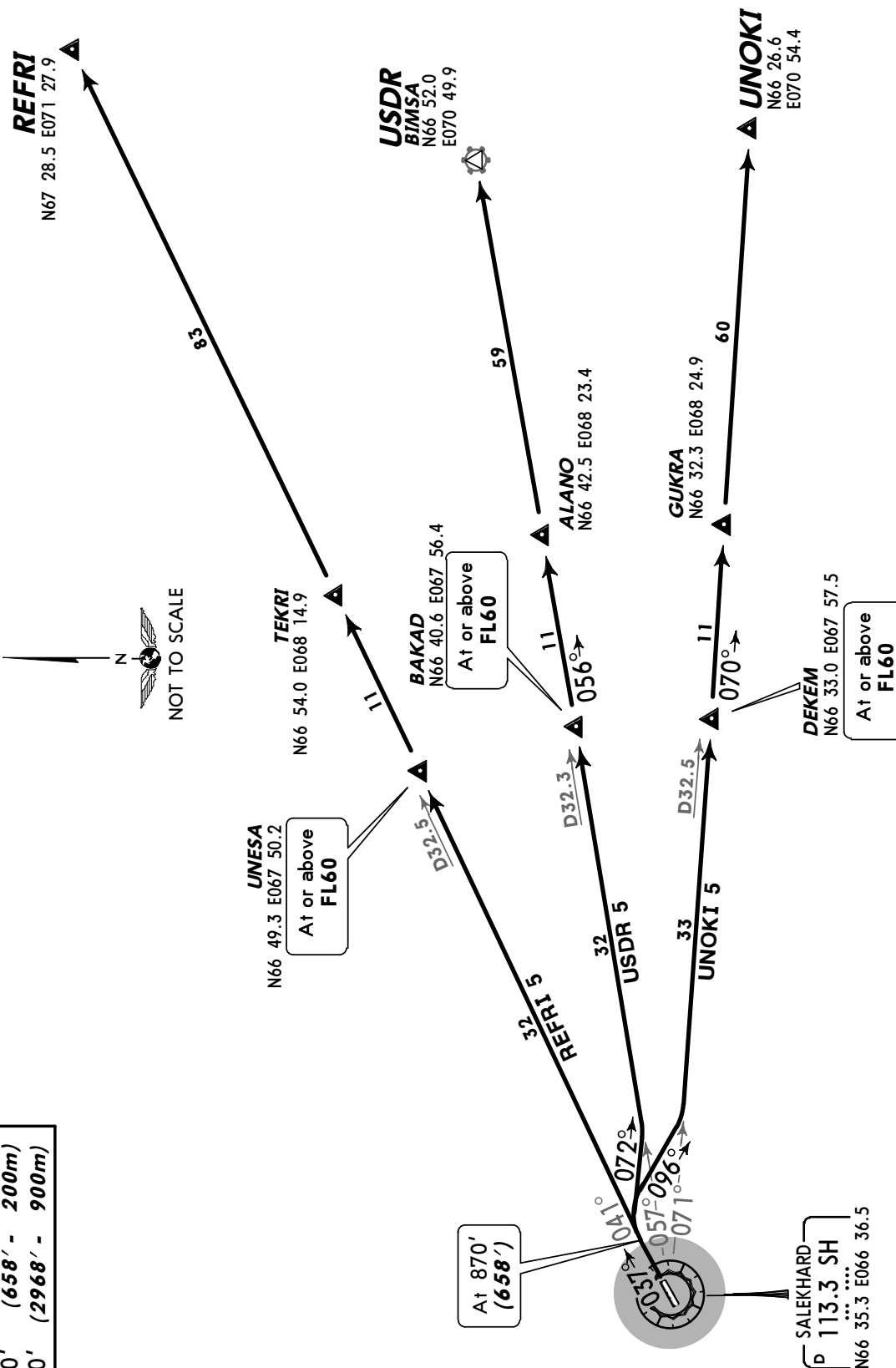


REFRI 5, UNOKI 5, USDR 5

RWY 04 DEPARTURES

BASED ON VORDME

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

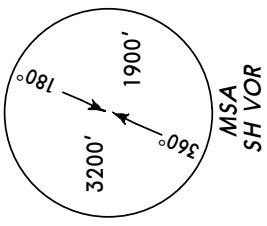
QNH (QFE)

870' (658' - 200m)

3180' (2968' - 900m)

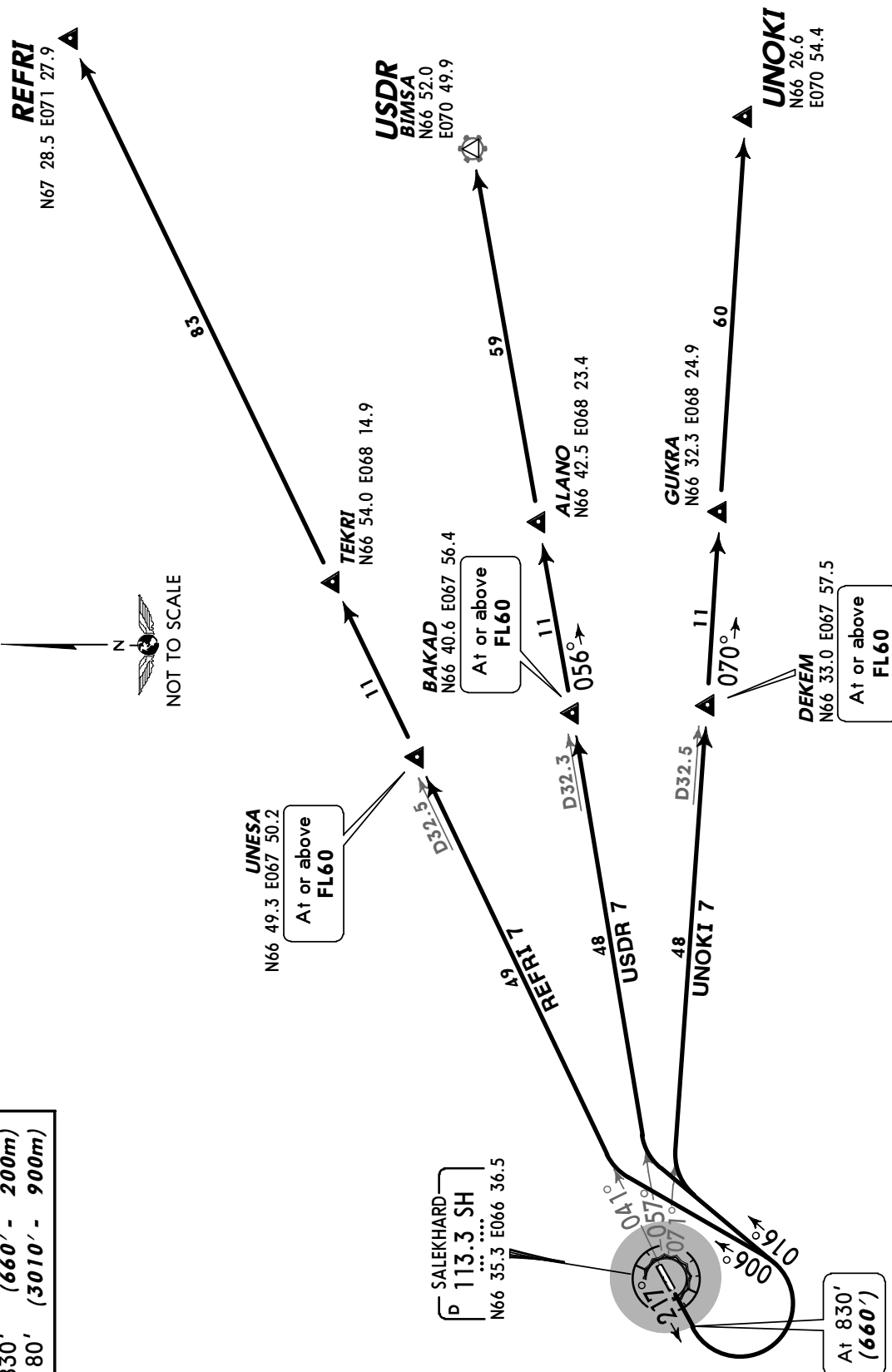
Apt Elev
218'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (3010')



REFRI 7, UNOKI 7, USDR 7
RWY 22 DEPARTURES
BASED ON VORDME

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
QNH (QFE)
830' (660' - 200m)
3180' (3010' - 900m)

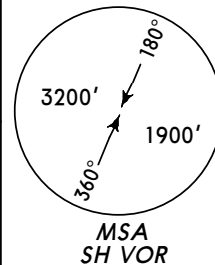
Apt Elev
218'

QNH on request (QFE)

Trans level: FL50

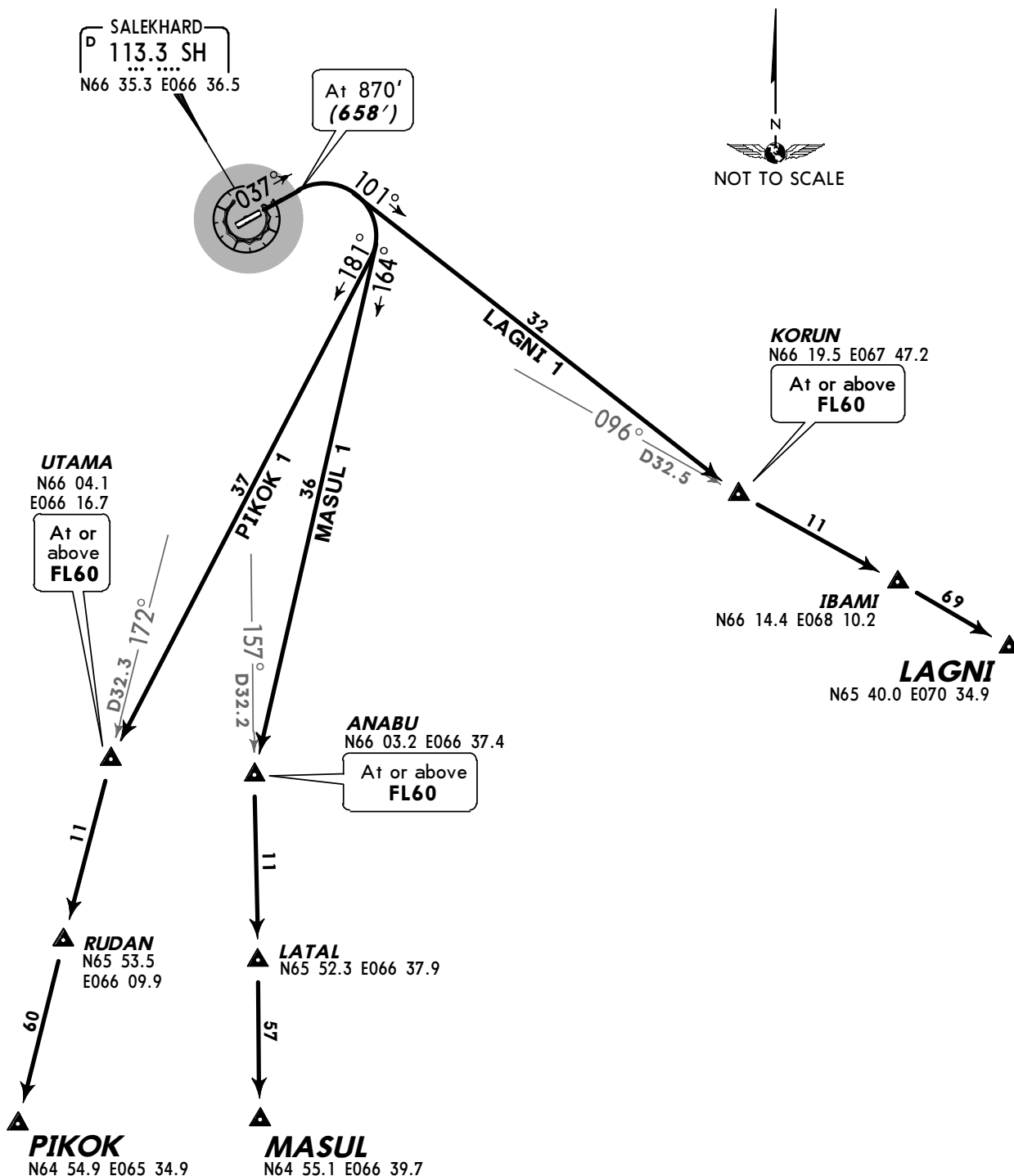
FL60 if pressure is less than 733mm (977.3 hPa)

Trans alt (hgt): 3180' (2968')



LAGNI 1, MASUL 1, PIKOK 1 RWY 04 DEPARTURES

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
870'	(658' - 200m)
3180'	(2968' - 900m)

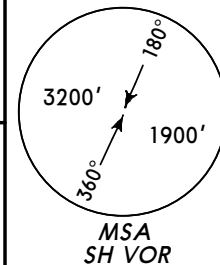
Apt Elev
218'

QNH on request (QFE)

Trans level: FL50

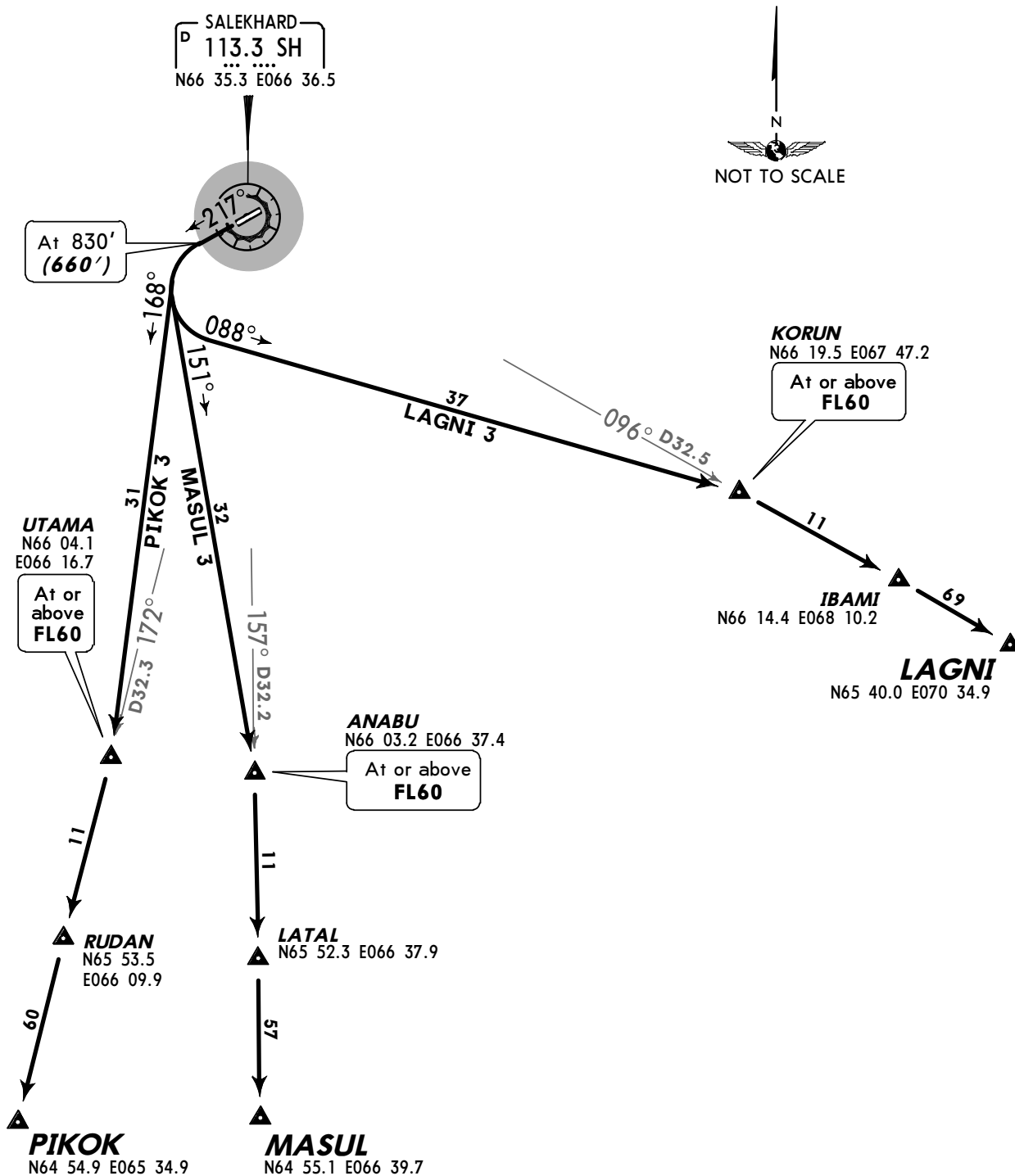
FL60 if pressure is less than 733mm (977.3 hPa)

Trans alt (hgt): 3180' (3010')



LAGNI 3, MASUL 3, PIKOK 3 RWY 22 DEPARTURES

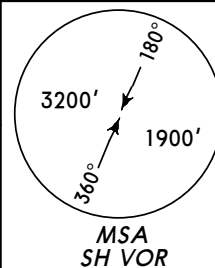
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
830'	(660' - 200m)
3180'	(3010' - 900m)

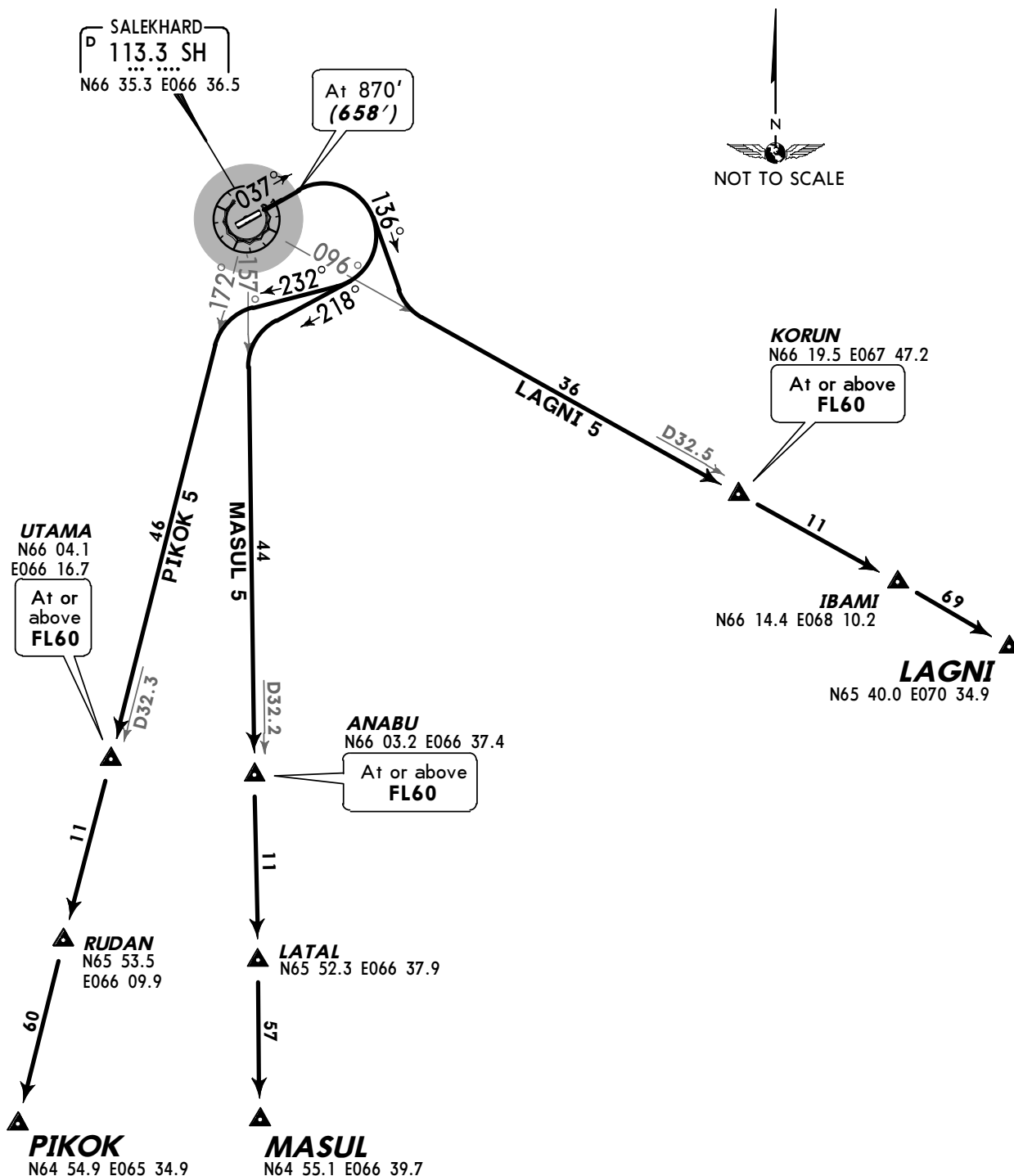
Apt Elev
218'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (2968')



LAGNI 5, MASUL 5, PIKOK 5
RWY 04 DEPARTURES
BASED ON VORDME

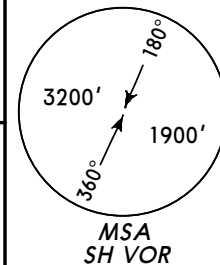
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
870'	(658' - 200m)
3180'	(2968' - 900m)

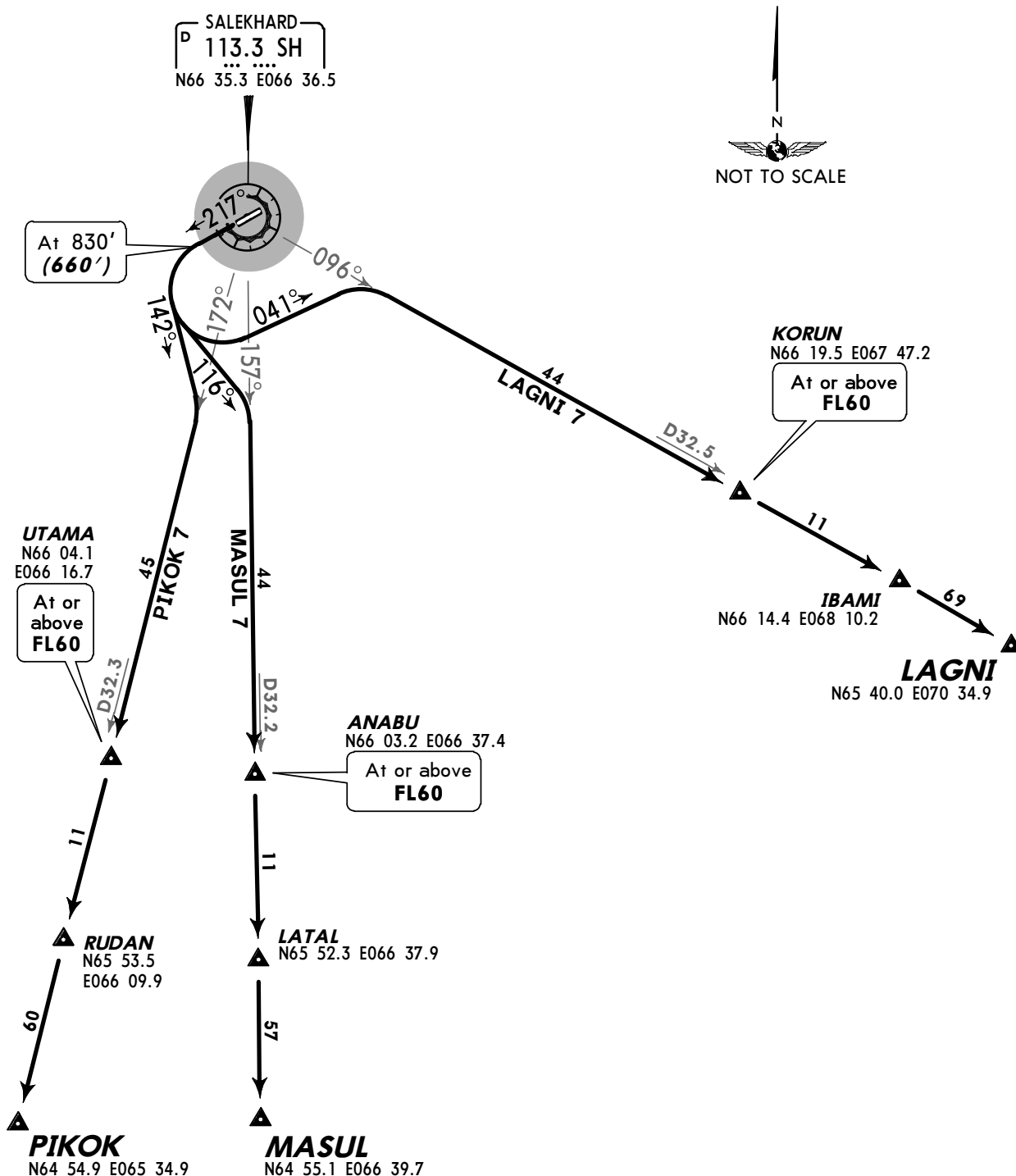
Apt Elev
218'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (3010')



LAGNI 7, MASUL 7, PIKOK 7 RWY 22 DEPARTURES BASED ON VORDME

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
830'	(660' - 200m)
3180'	(3010' - 900m)

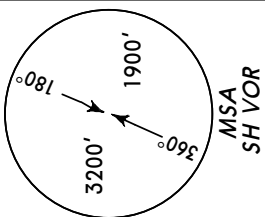
Apt Elev
218'

QNH on request (QFE)

Trans level: FL50

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

Trans alt (hgt): 3180' **(2968')**



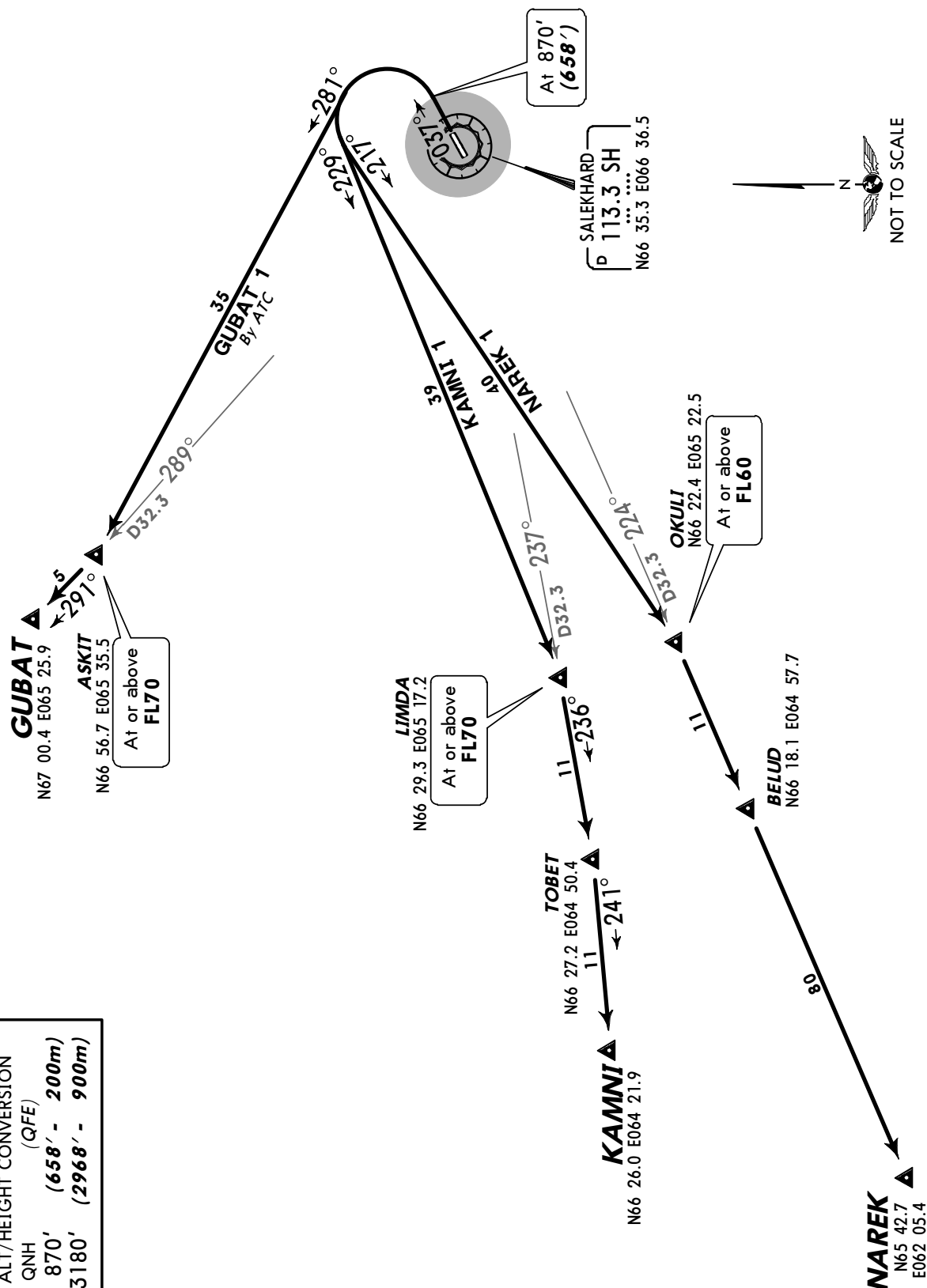
GUBAT 1

BY ATC

KAMNI 1, NAREK 1

RWY 04 DEPARTURES

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH
870'
3180'

^(QFE)
(658' - 200m)
(2968' - 900m)

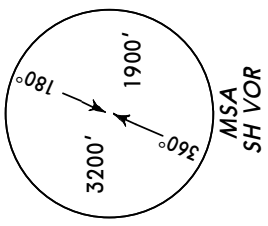
QNH

870' (658' - 200m)

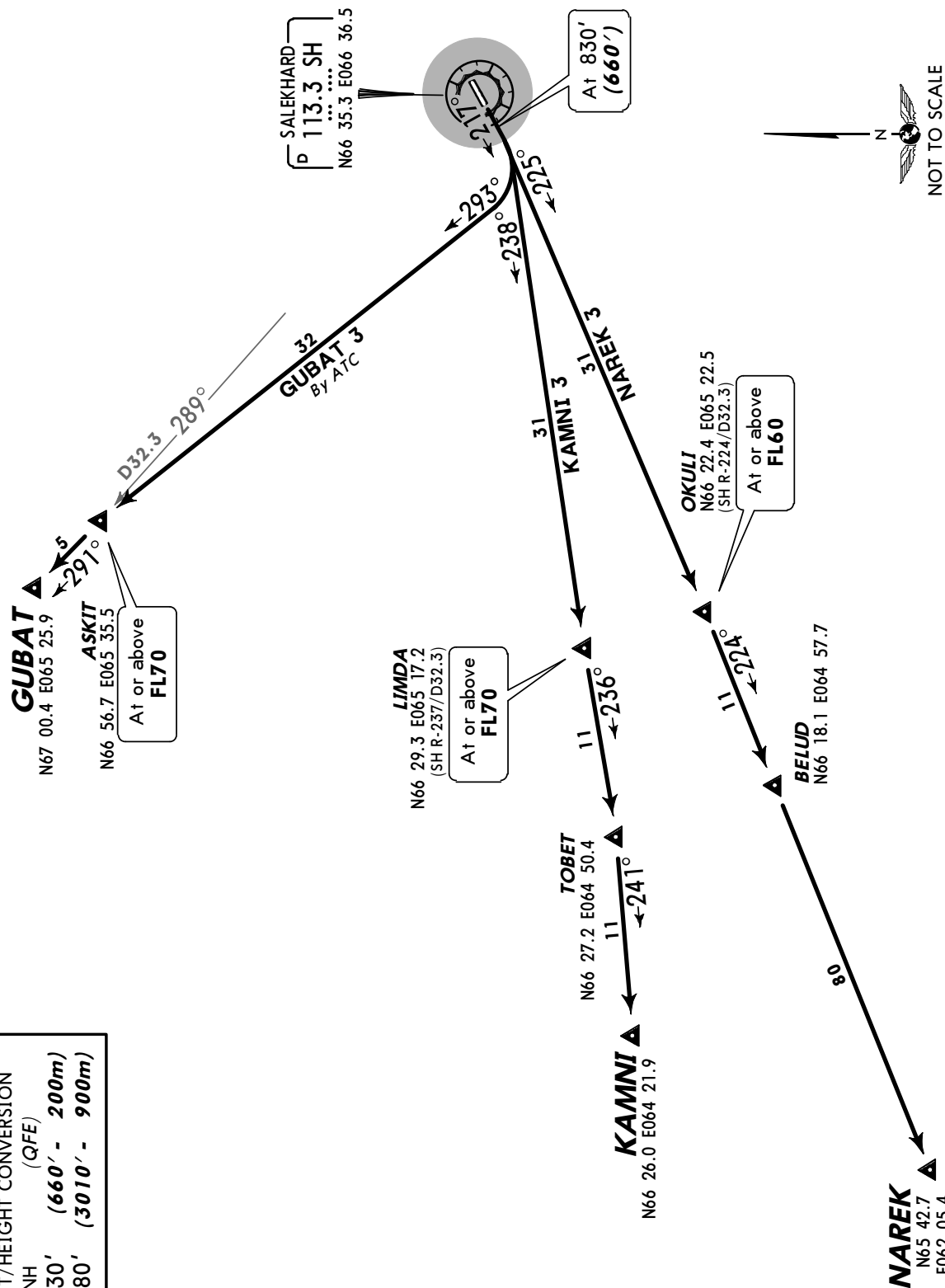
3180' (2968' - 900m)

Apt Elev
218'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (3010')



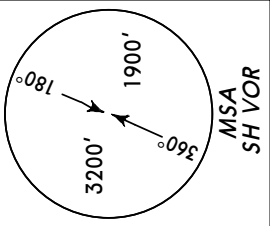
GUBAT 3
BY ATC
KAMNI 3, NAREK 3
RWY 22 DEPARTURES
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
(QFE)
QNH 830' (660' - 200m)
3180' (3010' - 900m)

Apt Elev
218'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (2968')

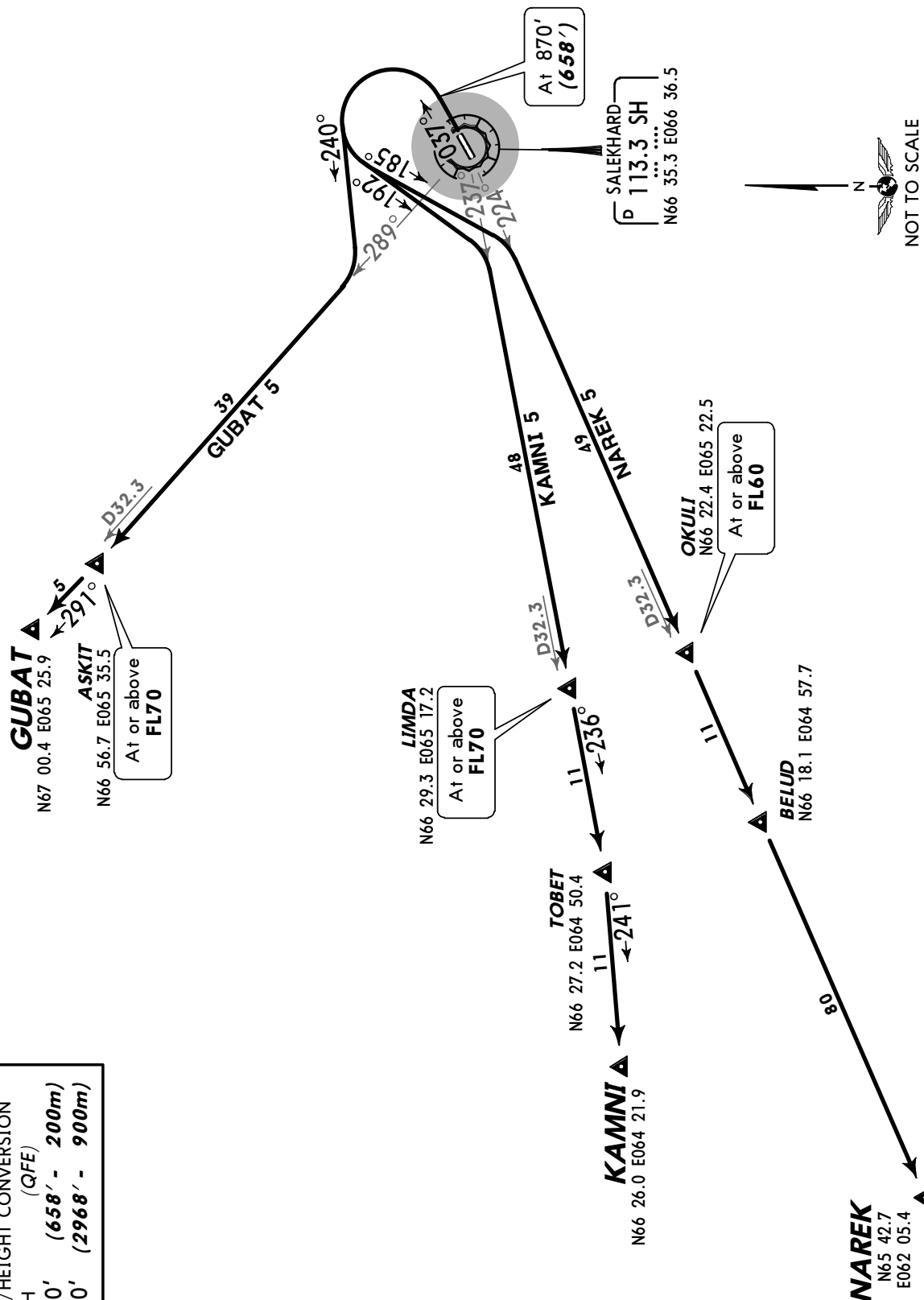


GUBAT 5, KAMNI 5, NAREK 5

RWY 04 DEPARTURES

BASED ON VORDME

FOR RUSSIAN USERS ONLY



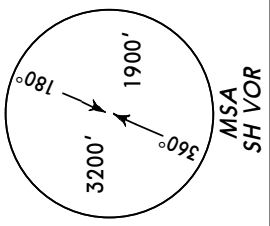
Apt Elev
218'

QNH on request (QFE)

Trans level: FL50

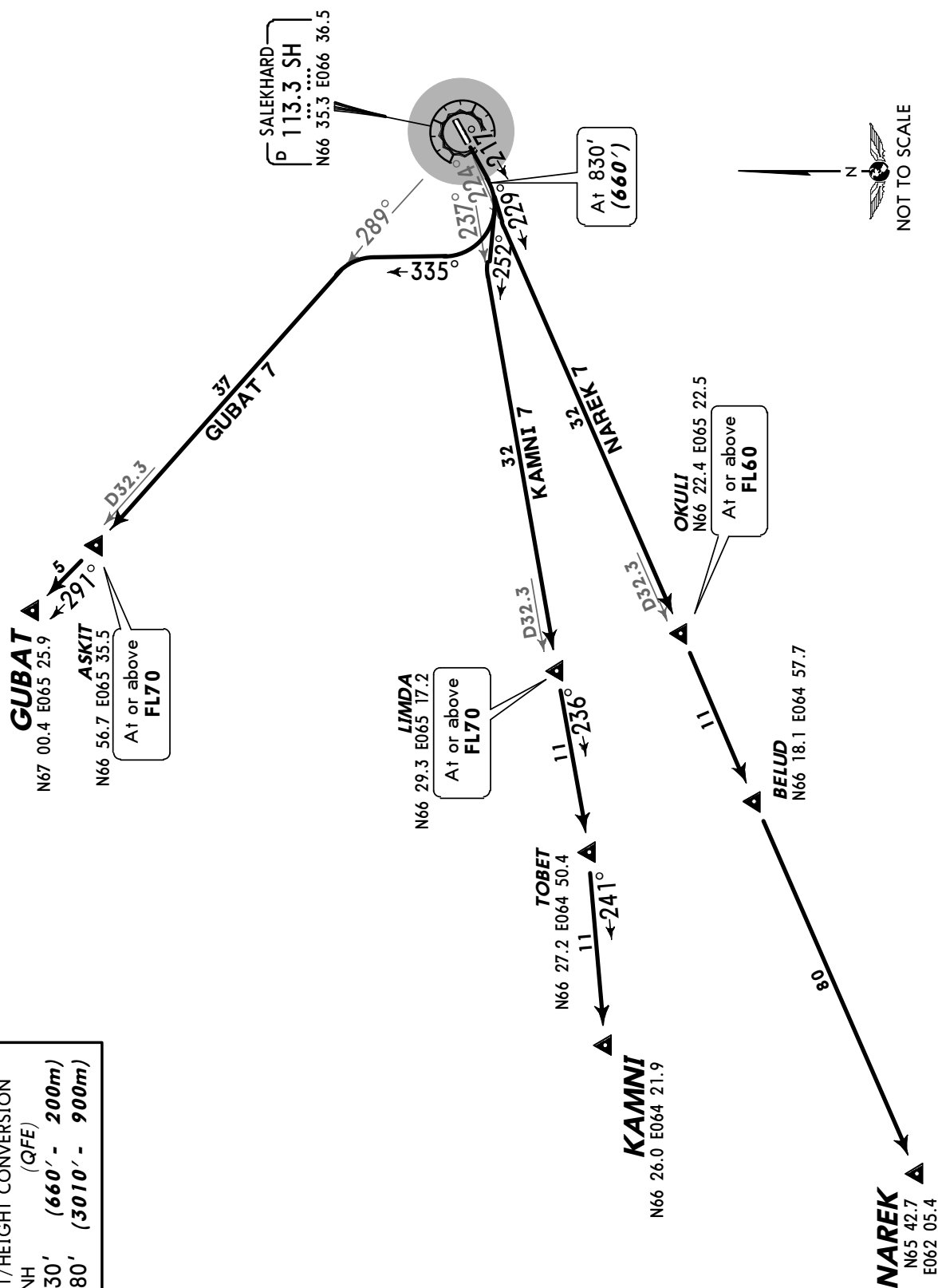
FL60 if pressure is less than 733mm (977.3 hPa)

Trans alt (hgt): 3180' (3010')



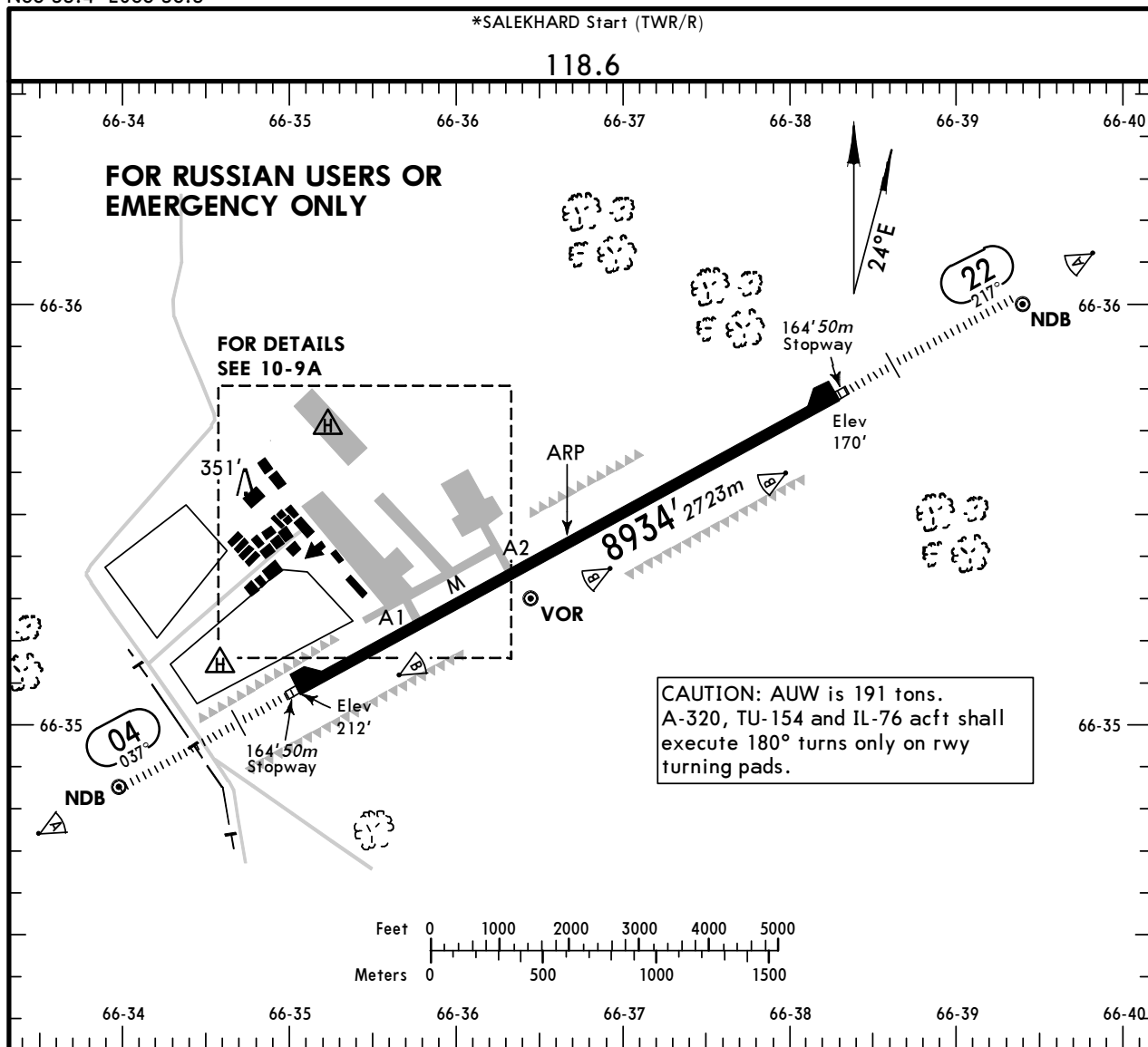
GUBAT 7, KAMNI 7, NAREK 7
RWY 22 DEPARTURES
BASED ON VORDME

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

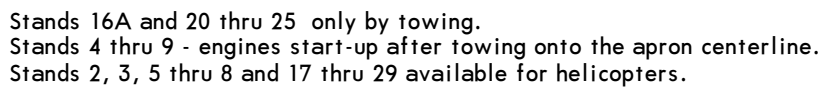
QNH (QFE)
830' (660' - 200m)
3180' (3010' - 900m)



ADDITIONAL RUNWAY INFORMATION						
RWY					USABLE LENGTHS	
					LANDING BEYOND	
					Threshold	TAKE-OFF
					Glide Slope	WIDTH
04	HIRL (60m)	HIALS	PAPI-L (angle 3.0°)	RVR	7966' 2428m	151'
22					8130' 2478m	46m

Rwy edge lights at a distance of 7'/2m from rwy edge.
Elevated rwy edge lights 1'/0.35m.

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
C	
D	300m
	400m

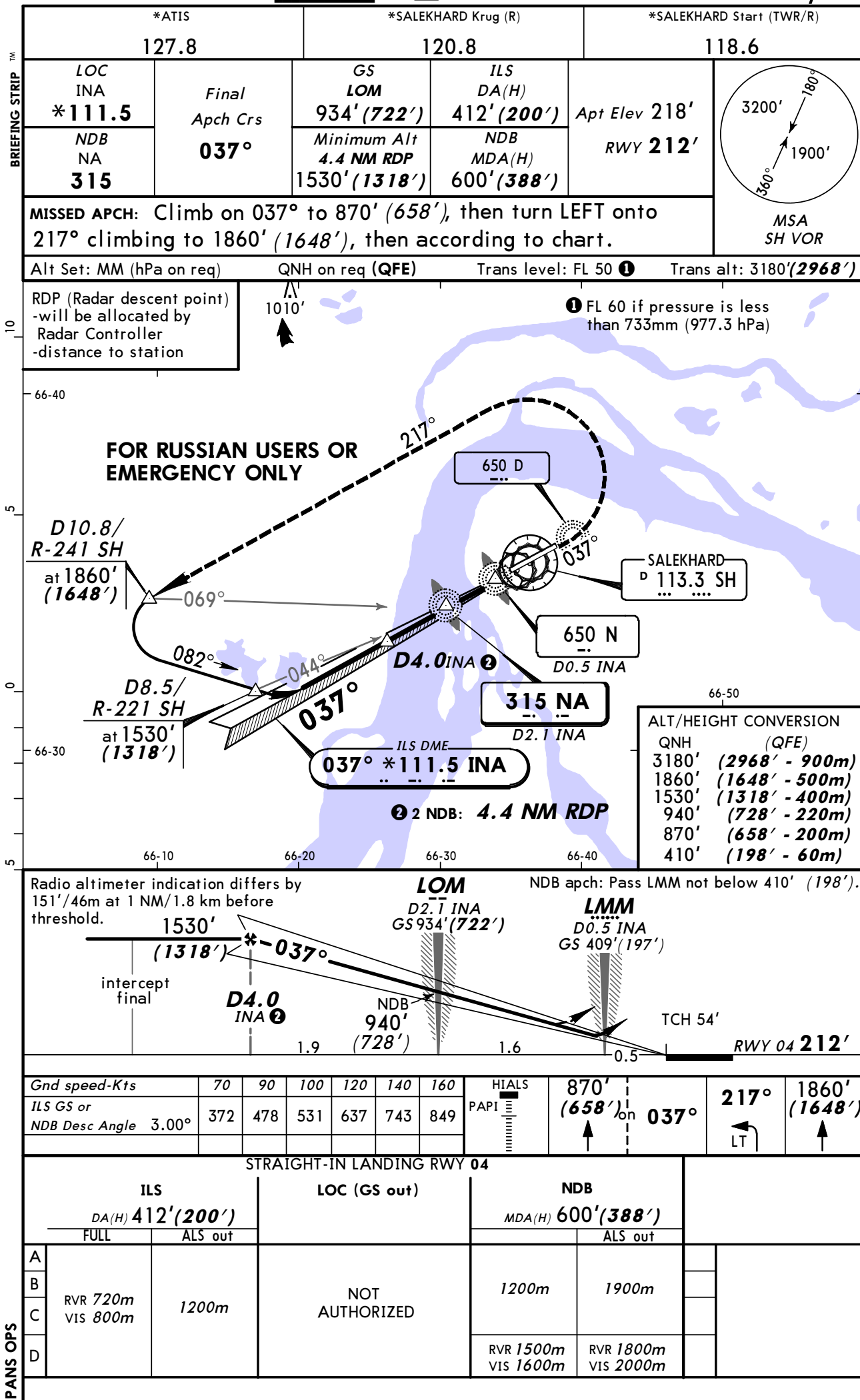


STRAIGHT-IN RWY		A	B	C	D
04	ILS	412'(200')	412'(200')	412'(200')	412'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR DME ①	560'(348')	560'(348')	560'(348')	560'(348')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB VOR ①	560'(348')	560'(348')	560'(348')	560'(348')
		R1000m	R1000m	R1200m	R1200m
	ALS out	R1600m	R1600m	R1600m	R1600m
	VOR	660'(448')	660'(448')	660'(448')	660'(448')
		R1600m	R1600m	R1800m	R1800m
	ALS out	C2300m	C2300m	C2500m	C2500m
22	2 NDB ①	600'(388')	600'(388')	600'(388')	600'(388')
		R1100m	R1100m	R1200m	R1200m
	ALS out	R1800m	R1800m	R1800m	R1800m
	D NDB ①	610'(398')	610'(398')	610'(398')	610'(398')
		R1100m	R1100m	R1200m	R1200m
	ALS out	R1800m	R1800m	R1800m	R1800m
	N NDB ①	830'(618')	830'(618')	830'(618')	830'(618')
		C2100m	C2100m	C2100m	C2100m
	ALS out	C2800m	C2800m	C2800m	C2800m
	ILS	370'(200')	370'(200')	370'(200')	370'(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
	VOR DME ①	510'(340')	510'(340')	510'(340')	510'(340')
		R800m	R800m	R800m	R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	NDB VOR ①	560'(390')	560'(390')	560'(390')	560'(390')
		R1100m	R1100m	R1200m	R1200m
	ALS out	R1800m	R1800m	R1800m	R1800m
	VOR	610'(440')	610'(440')	610'(440')	610'(440')
		R1500m	R1500m	R1700m	R1700m
	ALS out	C2200m	C2200m	C2400m	C2400m
	2 NDB ①	520'(350')	520'(350')	520'(350')	520'(350')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ①	520'(350')	520'(350')	520'(350')	520'(350')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m

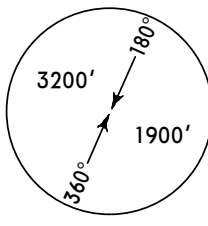
① Continuous Descent Final Approach.

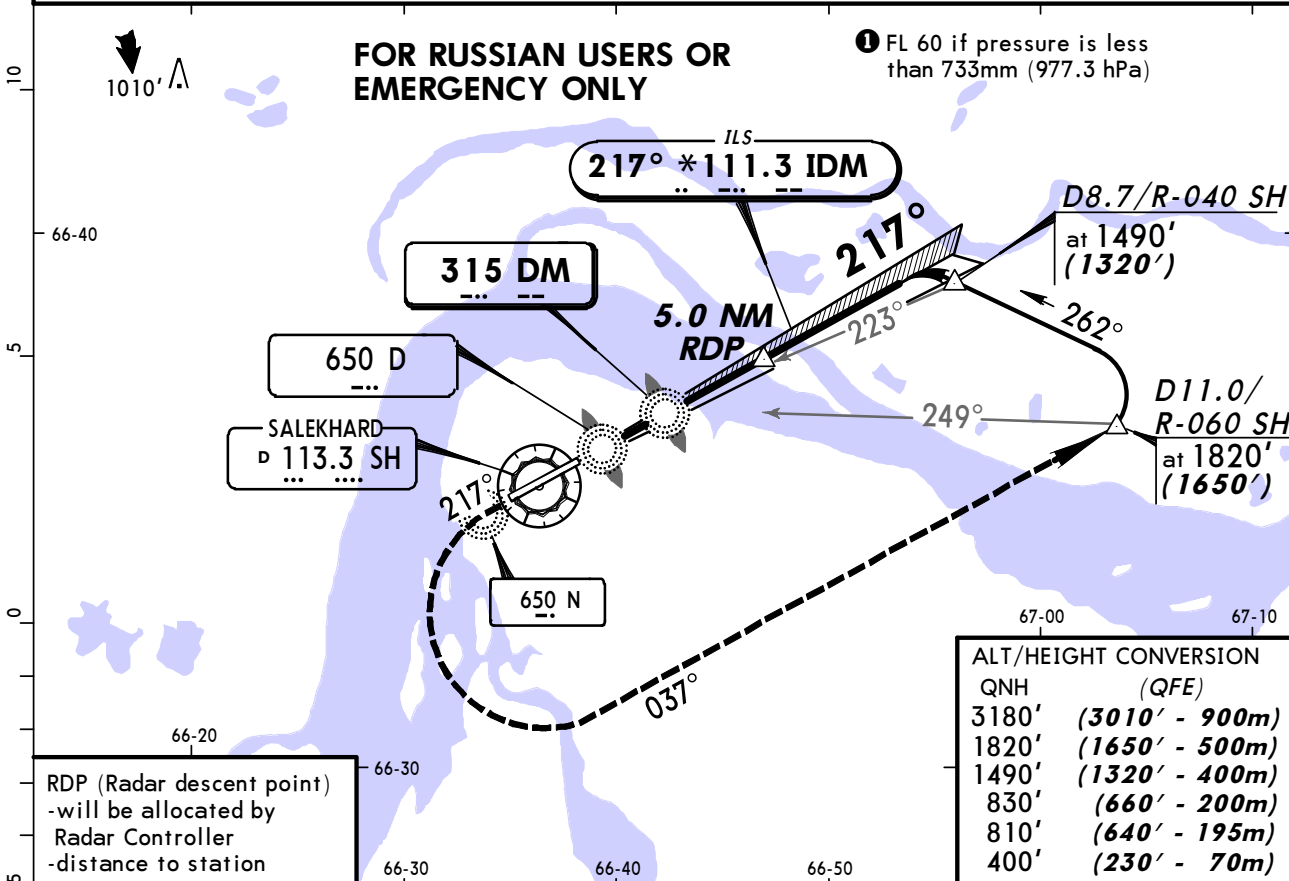
TAKE-OFF RWY 04, 22

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		

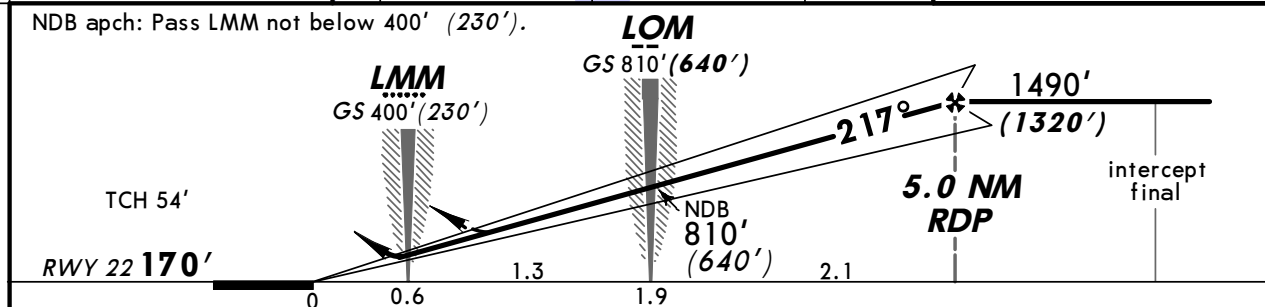


Briefing Strip

*ATIS 127.8		*SALEKHARD Krug (R) 120.8		*SALEKHARD Start (TWR/R) 118.6	
LOC IDM *111.3	Final Apch Crs 217°	GS LOM 810' (640')	ILS DA(H) 370' (200')	Apt Elev 218' RWY 170'	 MSA SH VOR
NDB DM 315		Minimum Alt 5.0 NM RDP 1490' (1320')	NDB MDA(H) 470' (300')		
MISSED APCH: Climb on 217° to 830' (660'), then turn LEFT onto 037° climbing to 1820' (1650'), then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 ①	
Trans alt: 3180' (3010')					

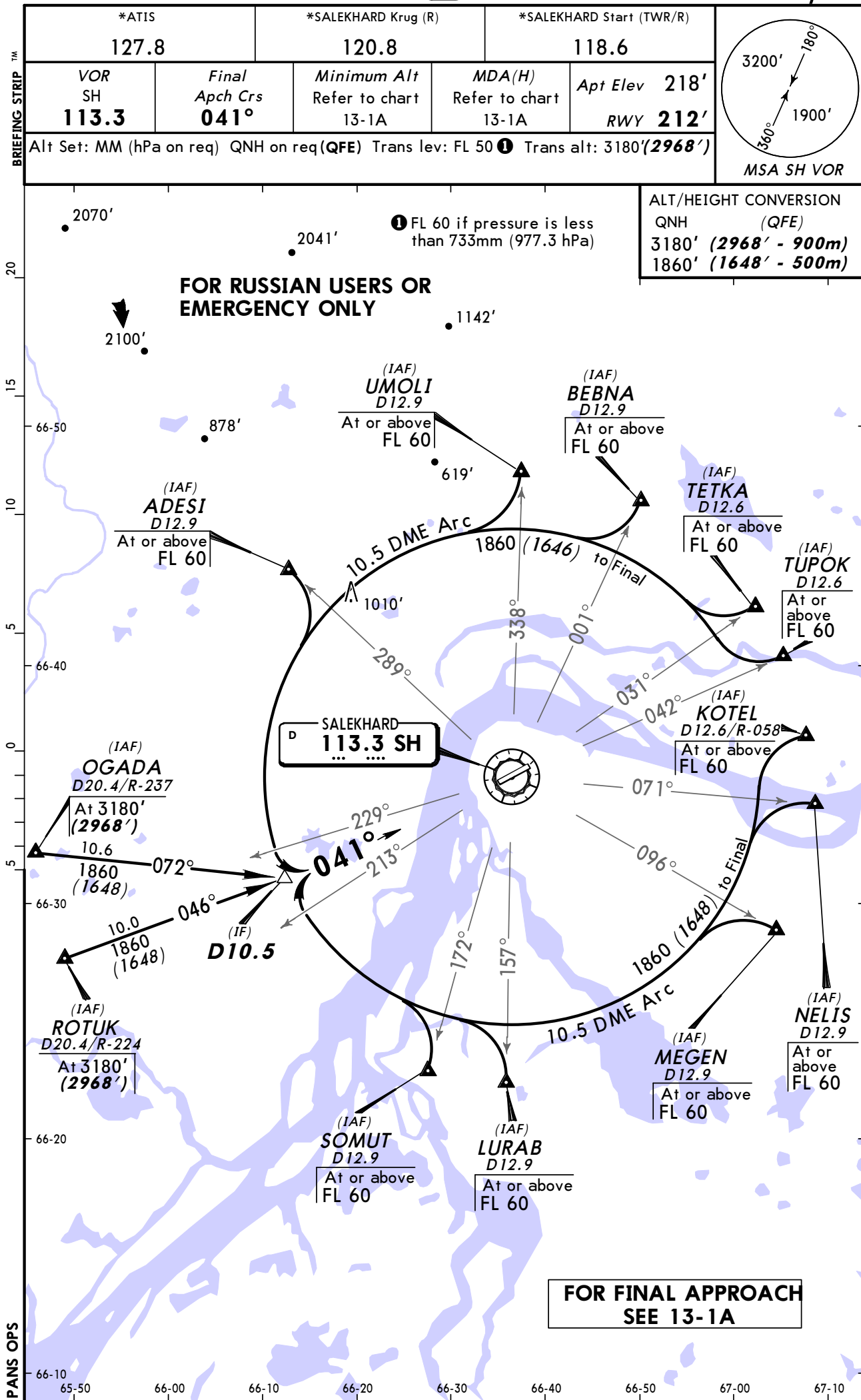


NDB apch: Pass LMM not below 400' (230').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	830' (660') on 217°	037°	1820' (1650')
ILS GS or							PAPI			
NDB Desc Angle 3.00°	372	478	531	637	743	849				

ILS		STRAIGHT-IN LANDING RWY 22		NDB	
DA(H) 370' (200')		LOC (GS out)		MDA(H) 470' (300')	
FULL	ALS out				ALS out
A					
B	RVR 720m VIS 800m	NOT AUTHORIZED		1200m	RVR 1500m VIS 1600m
C					
D					
				RVR 1500m VIS 1600m	



2

MSA SH VOR

ALT/HEIGHT CONVERSION

QNH	(QFE)
3180'	(2968' - 900m)
1860'	(1648' - 500m)
1530'	(1318' - 400m)
940'	(728' - 220m)
870'	(658' - 200m)

2 1860' (**1648'**) to Final



D10.5
1860'
(1648')

1530'
(1318')

***-041°**

D4.6
[FD04]

940'
(728')

D2.7
[27VOR]

3.00°

D1.3
[MD04]

M

037°

VOR

Radio altimeter indication differs by 151'/46m at 1 NM/1.8 km before threshold.

TCH 54'

RWY 04 212'

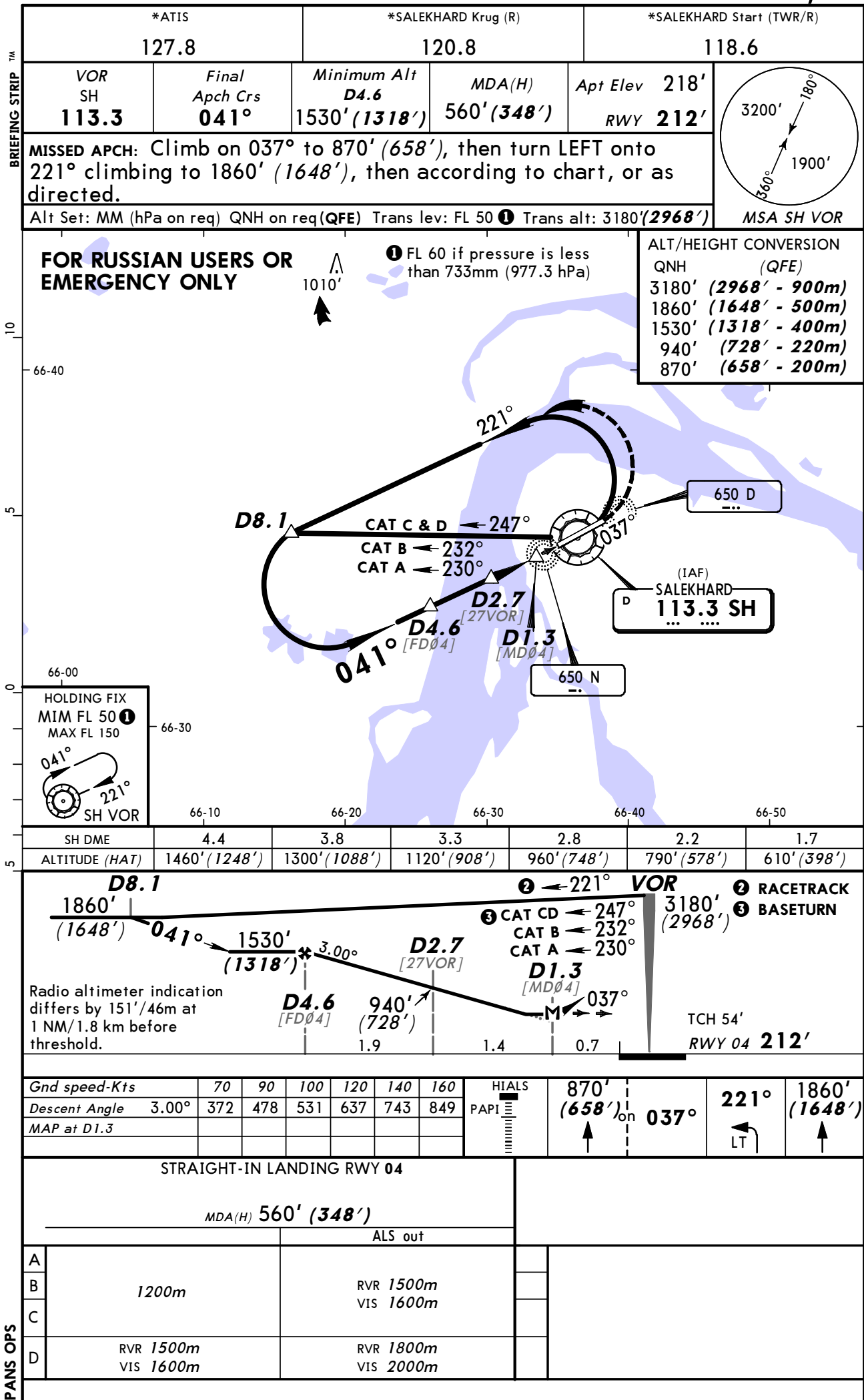
5.9 1.9 1.4 0.7

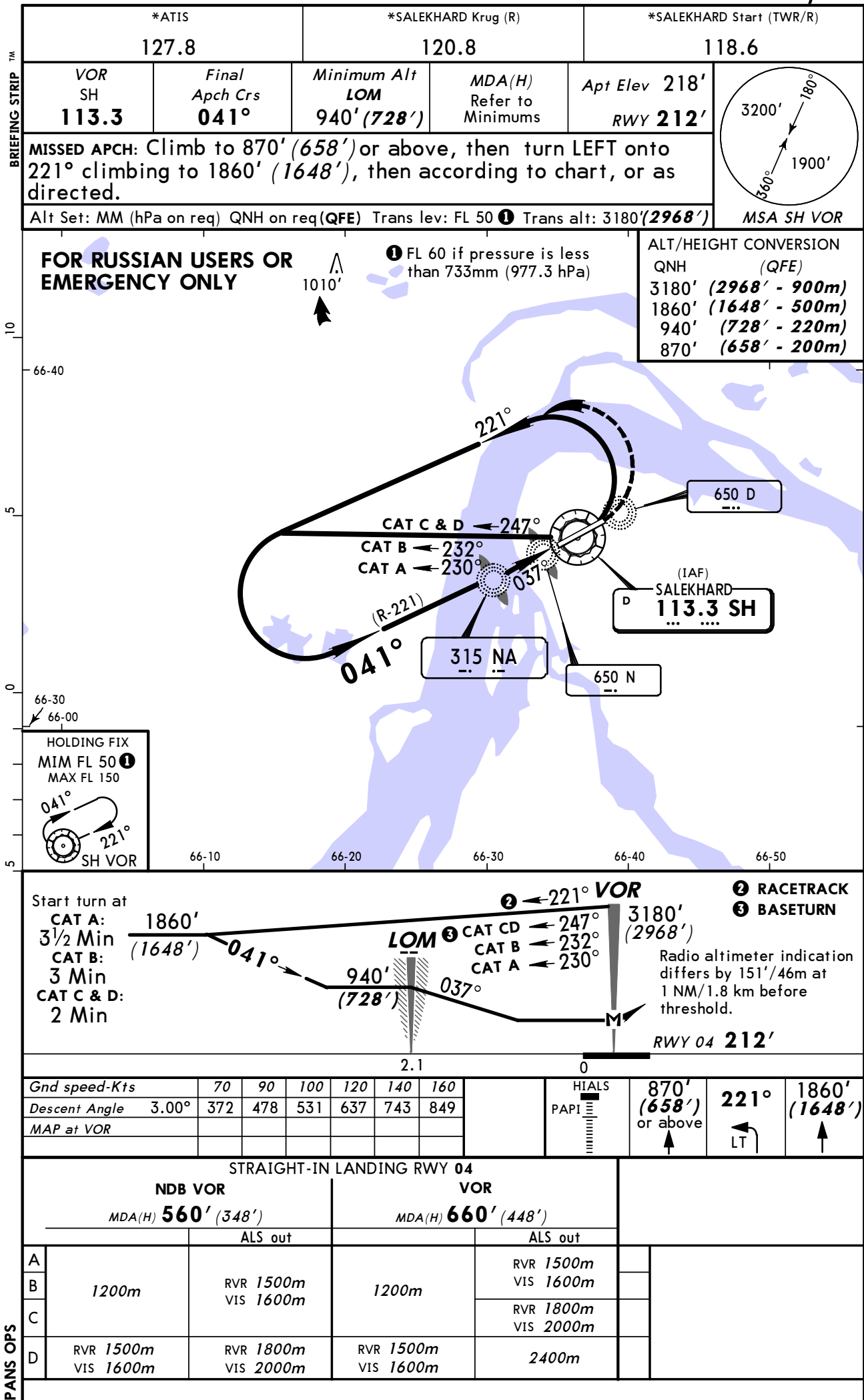
Refer to
Missed Apch
above

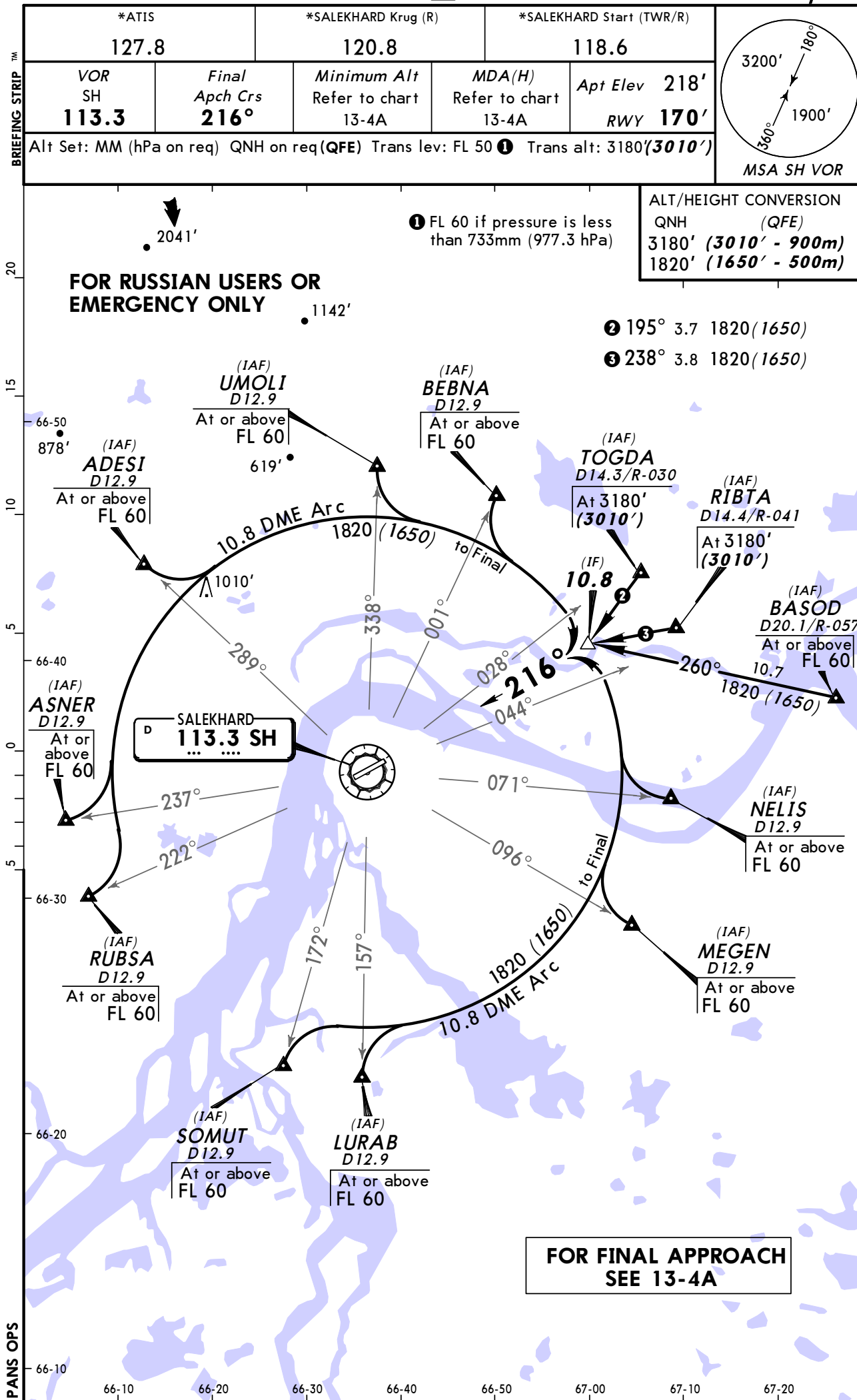
MDA(H) 560' (348')

ALS out

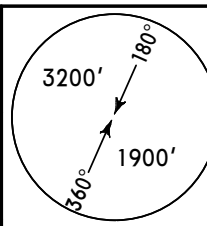
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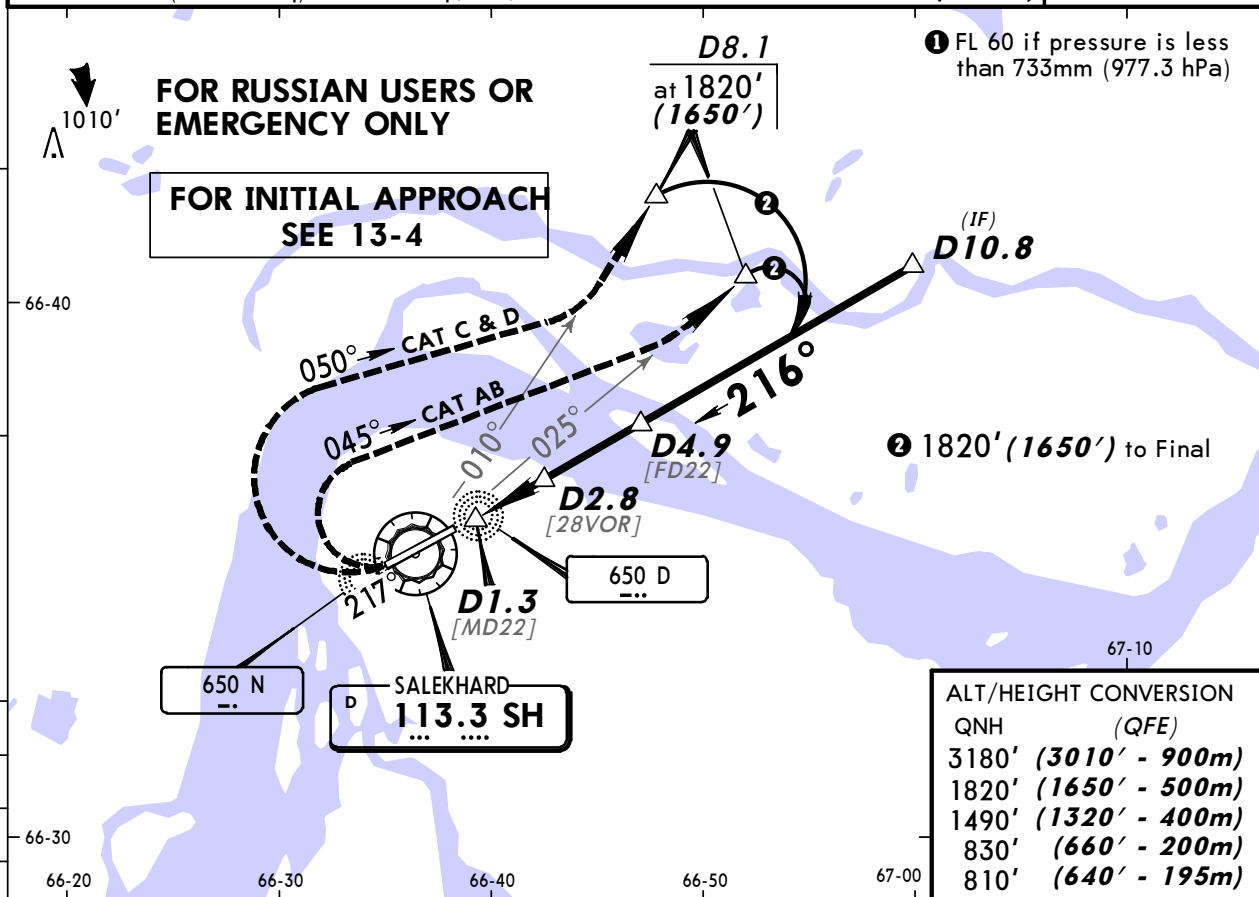




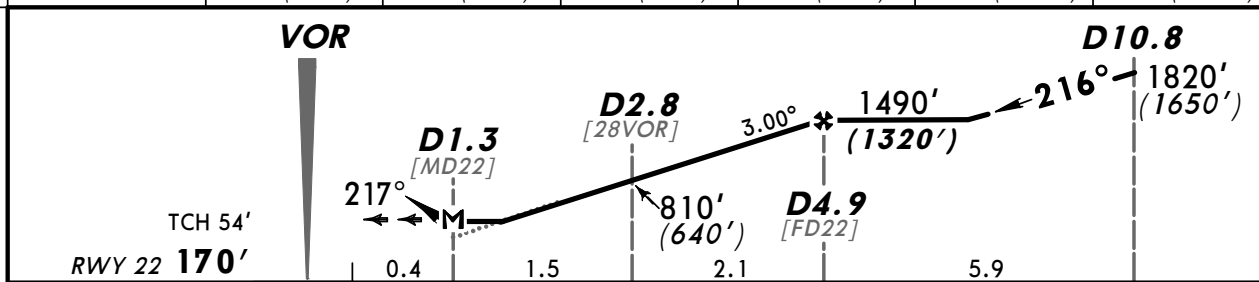


BRIEFING STRIP

*ATIS 127.8		*SALEKHARD Krug (R) 120.8		*SALEKHARD Start (TWR/R) 118.6	
VOR SH 113.3	Final Apch Crs 216°	Minimum Alt D4.9 1490' (1320')	MDA(H) 510' (340')	Apt Elev 218' RWY 170'	
MISSED APCH: Climb on 217° to 830' (660'), then turn RIGHT onto CAT A & B: 045°, CAT C & D: 050°, to intercept CAT A & B: R-025, CAT C & D: R-010, climbing to 1820' (1650'), then according to chart, or as directed.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans lev: FL 50 ❶ Trans alt: 3180' (3010')					



SH DME	1.9	2.5	3.0	3.6	4.1	4.6
ALTITUDE (HAT)	570' (400')	750' (580')	910' (740')	1080' (910')	1260' (1090')	1420' (1250')

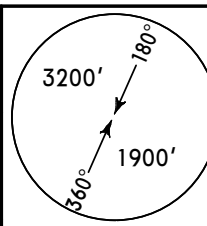


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.3						

STRAIGHT-IN LANDING RWY 22					
MDA(H) 510' (340')					
		ALS out			
A	1200m		RVR 1500m VIS 1600m		
B					
C					
D	RVR 1500m VIS 1600m				

PANS OPS

BRIEFING STRIP

*ATIS 127.8		*SALEKHARD Krug (R) 120.8		*SALEKHARD Start (TWR/R) 118.6	
VOR SH 113.3	Final Apch Crs 216°	Minimum Alt D4.9 1490'(1320')	MDA(H) 510'(340')	Apt Elev 218' RWY 170'	
MISSED APCH: Climb on 217° to 830' (660'), then turn RIGHT onto 036° climbing to 1820' (1650'), then according to chart, or as directed.					
Alt Set: MM (hPa on req) QNH on req(QFE) Trans lev: FL 50 ① Trans alt: 3180'(3010')					

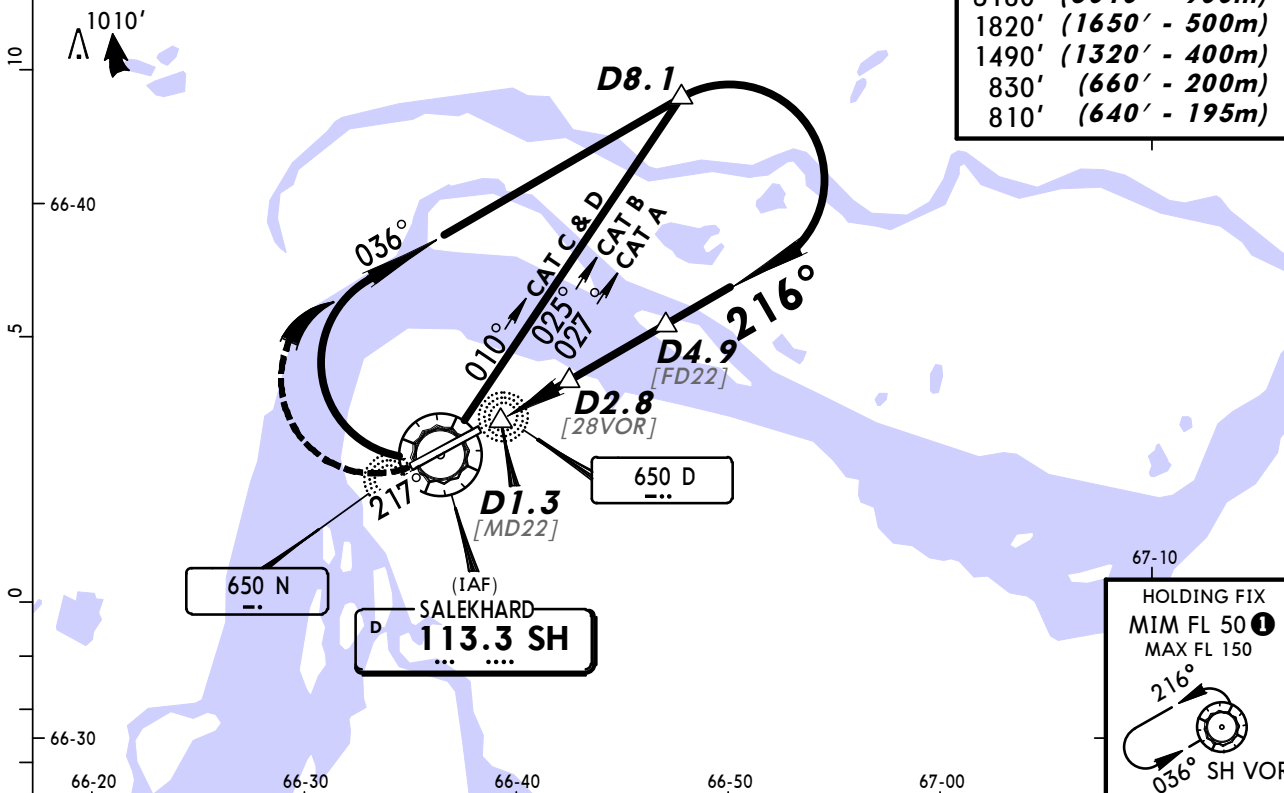
MSA SH VOR

FOR RUSSIAN USERS OR EMERGENCY ONLY

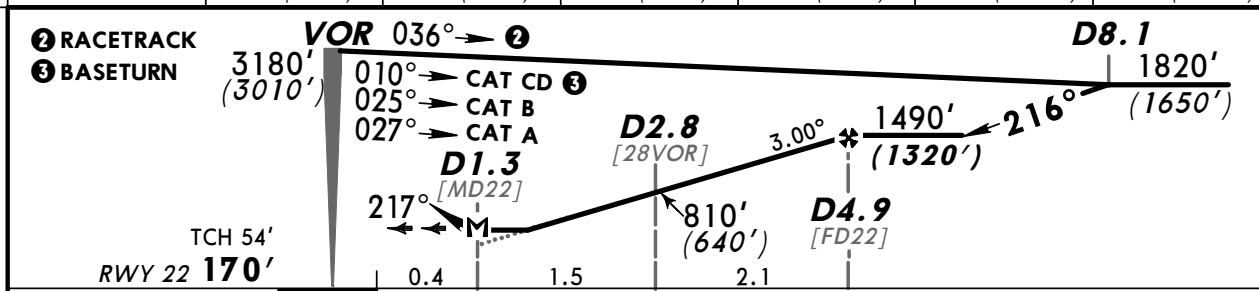
① FL 60 if pressure is less than 733mm (977.3 hPa)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3180'	(3010' - 900m)
1820'	(1650' - 500m)
1490'	(1320' - 400m)
830'	(660' - 200m)
810'	(640' - 195m)



SH DME	1.9	2.5	3.0	3.6	4.1	4.6
ALTITUDE (HAT)	570' (400')	750' (580')	910' (740')	1080' (910')	1260' (1090')	1420' (1250')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	830'	036°	1820'
Descent Angle	3.00°	372	478	531	637	743	PAPI	(660') on 217°	RT	(1650')
MAP at D1.3										

STRAIGHT-IN LANDING RWY 22

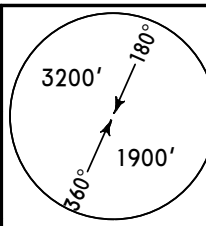
MDA(H) 510' (340')

ALS out

PANS OPS

A					
B	1200m				
C		RVR 1500m VIS 1600m			
D	RVR 1500m VIS 1600m				

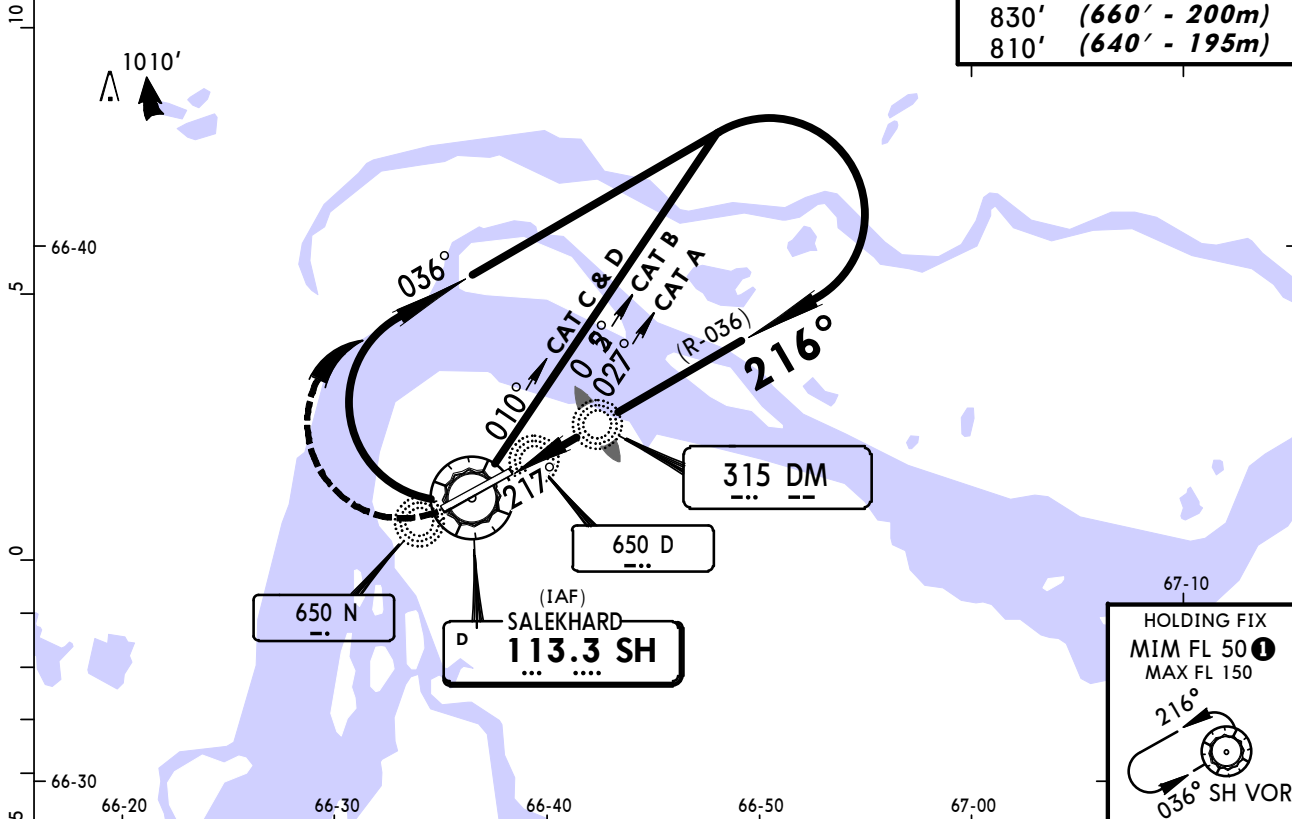
BRIEFING STRIP

*ATIS 127.8		*SALEKHARD Krug (R) 120.8		*SALEKHARD Start (TWR/R) 118.6	
VOR SH 113.3	Final Apch Crs 216°	Minimum Alt LOM 810' (640')	MDA(H) Refer to Minimums	Apt Elev 218' RWY 170'	
MISSED APCH: Climb to 830' (660') or above, then turn RIGHT onto 036° climbing to 1820' (1650'), then according to chart, or as directed.					
Alt Set: MM (hPa on req) QNH on req(QFE) Trans lev: FL 50 ① Trans alt: 3180'(3010')					

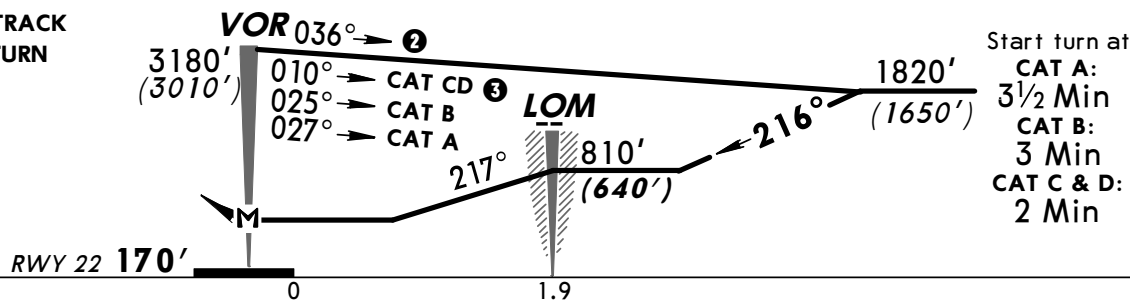
**FOR RUSSIAN USERS OR
EMERGENCY ONLY**

① FL 60 if pressure is less
than 733mm (977.3 hPa)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3180'	(3010' - 900m)
1820'	(1650' - 500m)
830'	(660' - 200m)
810'	(640' - 195m)



② RACETRACK
③ BASETURN

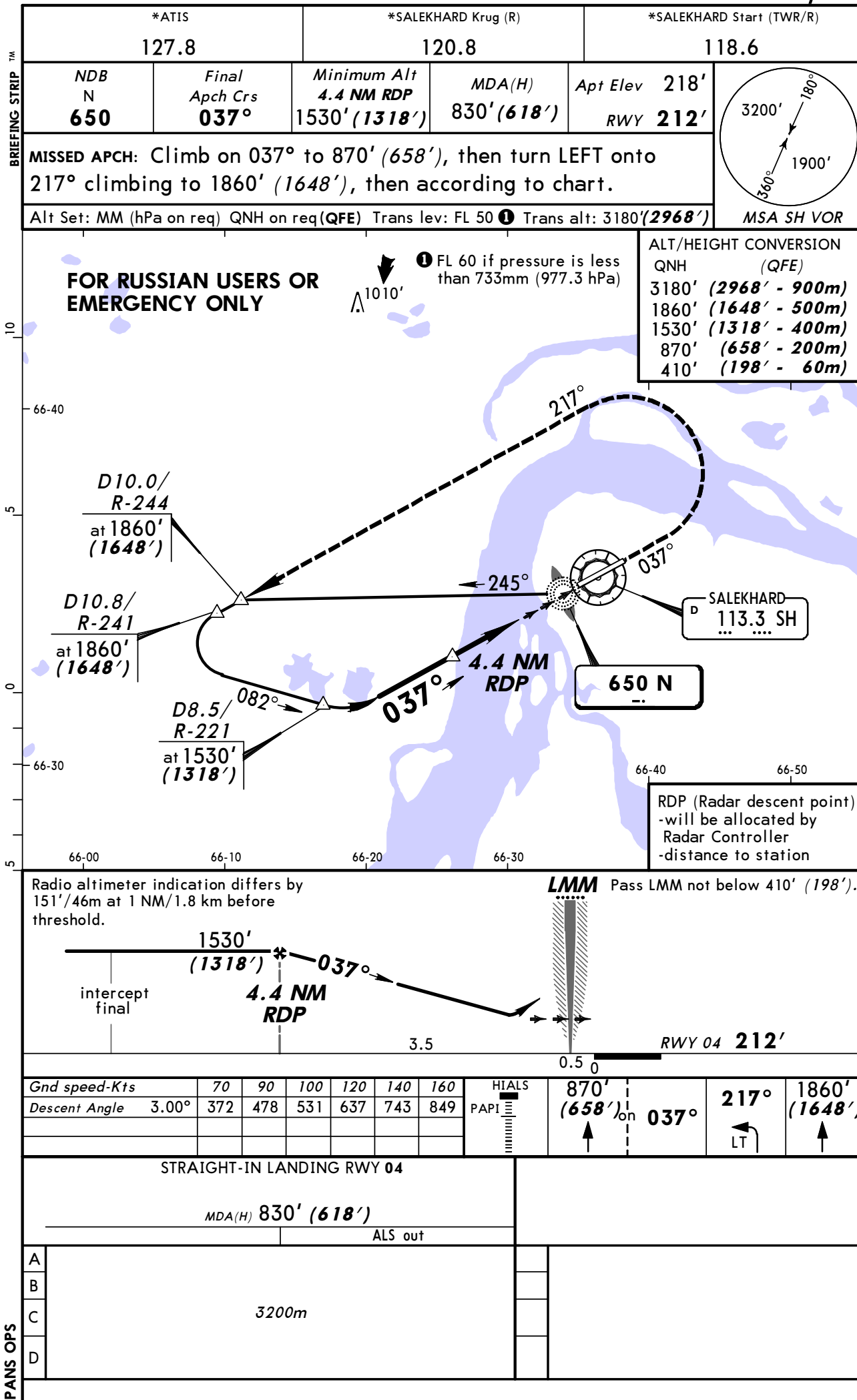


Gnd speed-Kts	70	90	100	120	140	160	HIALS		830' (660') or above	036°	1820' (1650')
Descent Angle 3.00°	372	478	531	637	743	849	PAPI		↑	RT	↑
MAP at VOR											

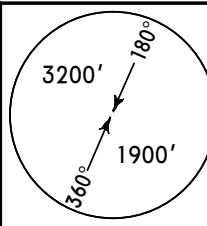
STRAIGHT-IN LANDING RWY 22

NDB VOR		VOR	
MDA(H) 560' (390')		MDA(H) 610' (440')	
ALS out		ALS out	
A			
B	1200m	RVR 1500m VIS 1600m	1200m
C			RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m

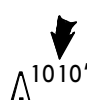
PANS OPS



BRIEFING STRIP

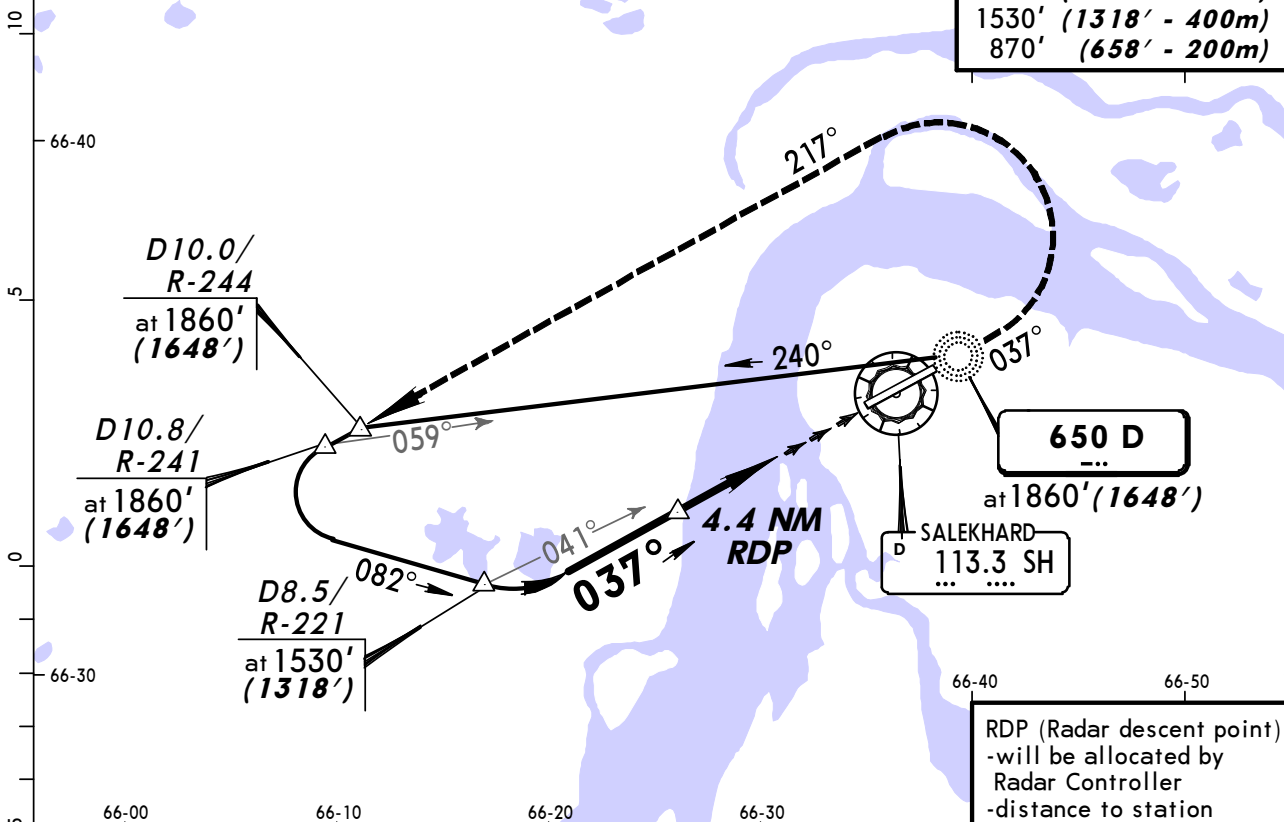
*ATIS 127.8		*SALEKHARD Krug (R) 120.8		*SALEKHARD Start (TWR/R) 118.6	
NDB D 650	Final Apch Crs 037°	Minimum Alt 4.4 NM RDP 1530' (1318')	MDA(H) 610' (398')	Apt Elev 218' RWY 212'	
MISSED APCH: Climb on 037° to 870' (658'), then turn LEFT onto 217° climbing to 1860' (1648'), then according to chart.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans lev: FL 50 ① Trans alt: 3180' (2968')					MSA SH VOR

FOR RUSSIAN USERS OR
EMERGENCY ONLY

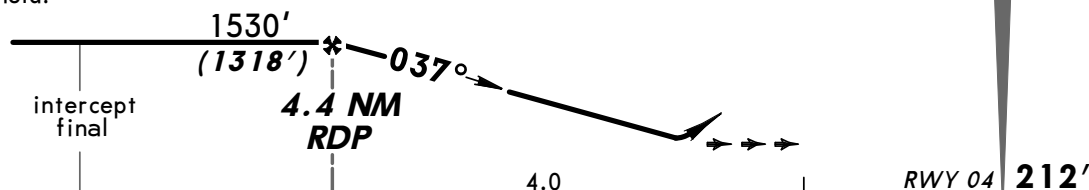


① FL 60 if pressure is less
than 733mm (977.3 hPa)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3180'	(2968' - 900m)
1860'	(1648' - 500m)
1530'	(1318' - 400m)
870'	(658' - 200m)



Radio altimeter indication differs by
151'/46m at 1 NM/1.8 km before
threshold.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	870' (658') on 037°	217°	1860' (1648')
Descent Angle 3.00°	372	478	531	637	743	849	PAPI	↑	LT	↑

STRAIGHT-IN LANDING RWY 04

MDA(H) 610' (398')

ALS out

A			
B	1200m		
C		RVR 1800m VIS 2000m	
D	RVR 1500m VIS 1600m		

PANS OPS

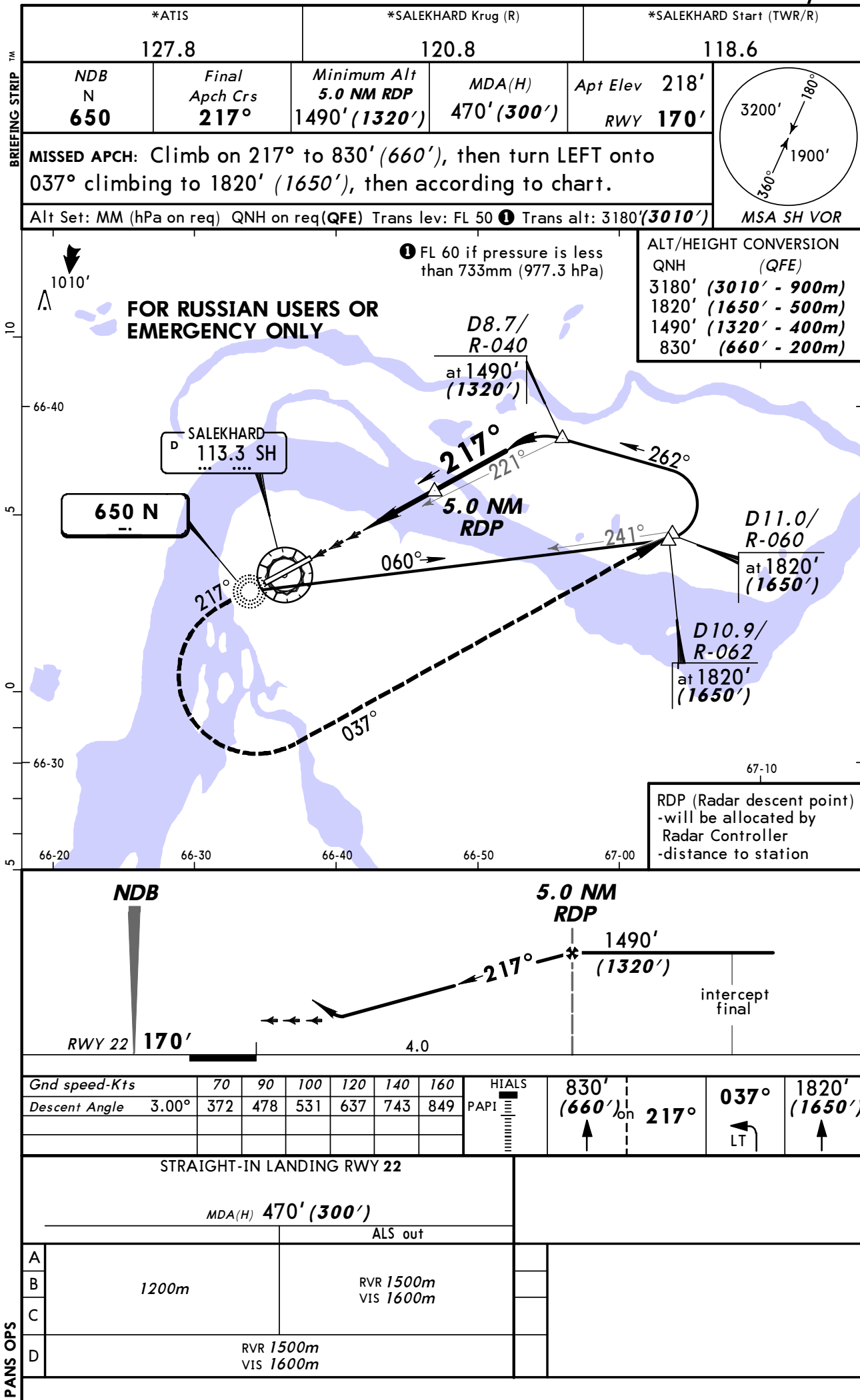




Chart changes since cycle 16-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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SALEKHARD, (SALEKHARD - USDD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USDD