

## List of pages in this Trip Kit

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Airport Information For ULAA

Terminal Charts For ULAA

Revision Letter For Cycle 01-2014

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: 16.1°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: 0710 Z  
Sunset: 1135 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

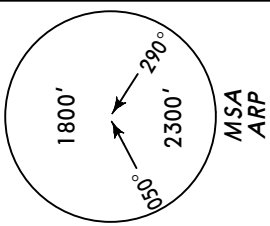
Communication Information

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

\*ATIS  
126.67

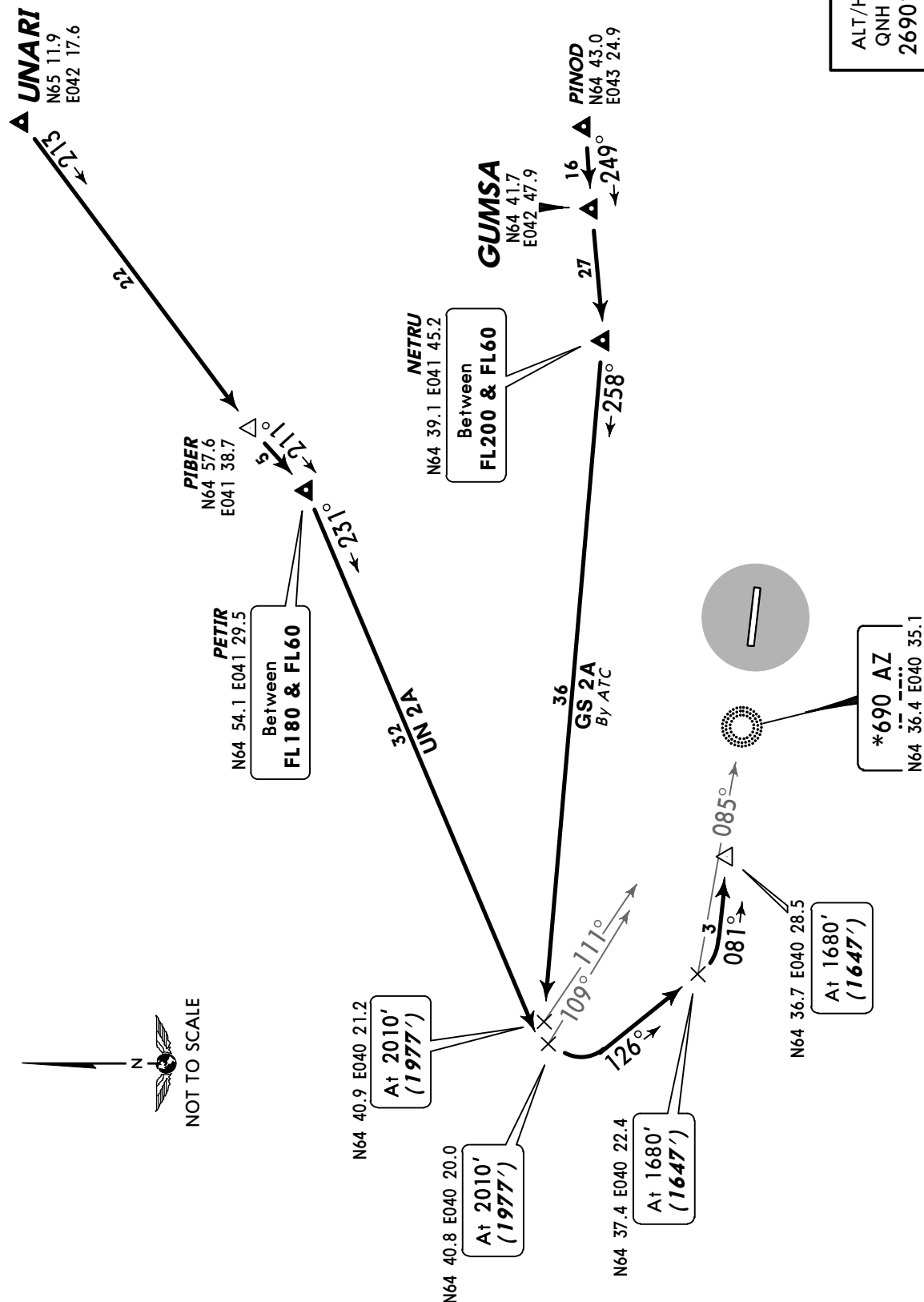
Apt Elev  
62'

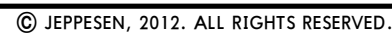
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL40  
FL50 if pressure is less than 760 mm (1013.3 hPa) and  
733 mm (977.3 hPa) or above  
FL60 if pressure is less than 733 mm (977.3 hPa)  
Trans alt: 2690' (2657')



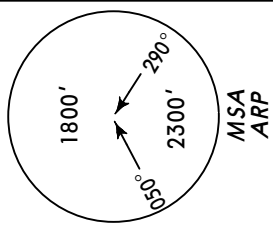
GS 2A  
BY ATC  
UN 2A  
RWY 08 ARRIVALS

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

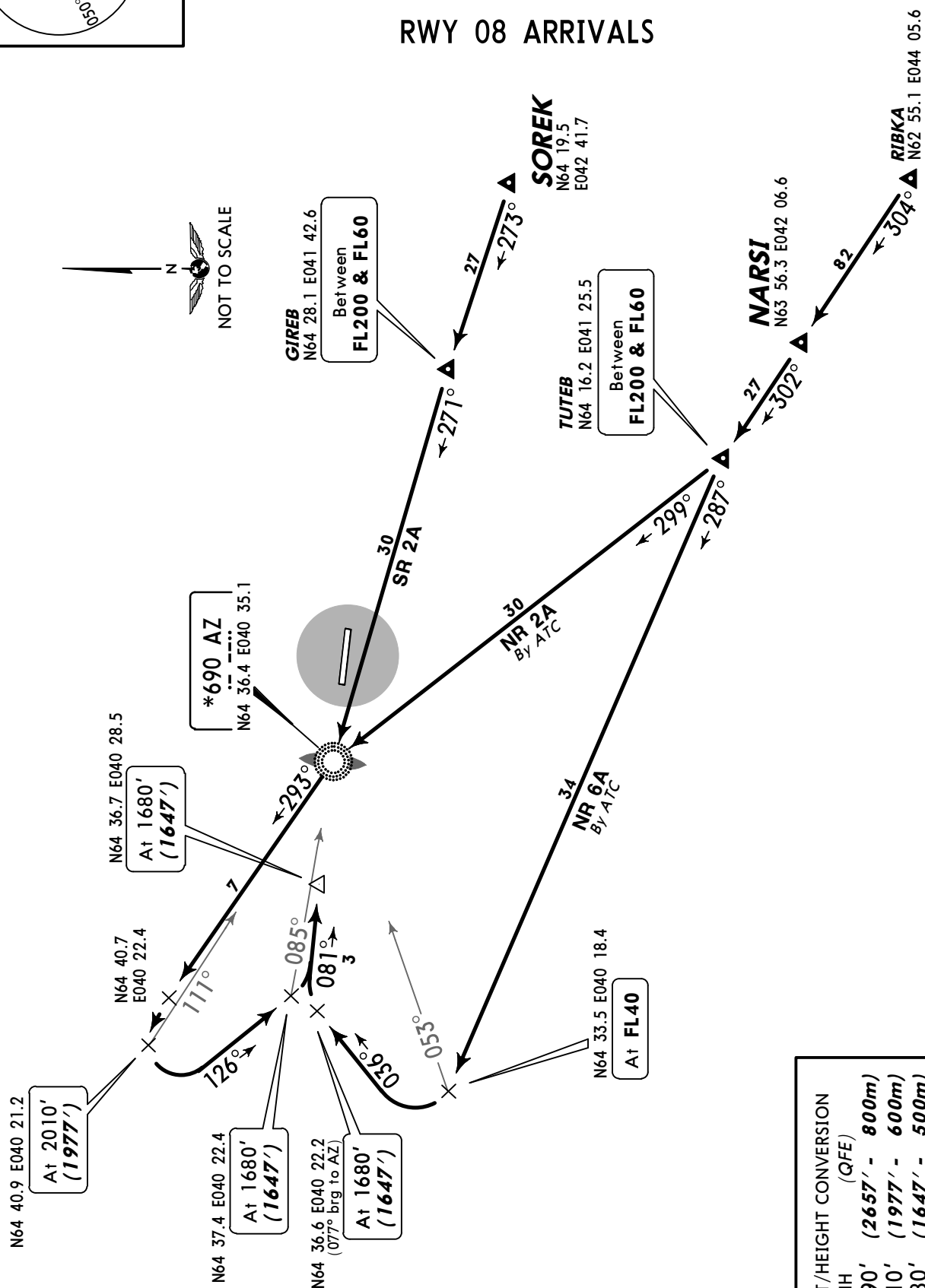




Alt Set: MM (hPa on request)    QNH on request    **(QFE)**  
Trans level: FL40  
                  FL50 if pressure is less than 760 mm (1013.3 hPa) and  
                  733 mm (977.3 hPa) or above  
                  FL60 if pressure is less than 733 mm (977.3 hPa)  
Trans alt: 2690' **(2657')**



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



ALT/HEIGHT CONVERSION  
QNH (QFE)

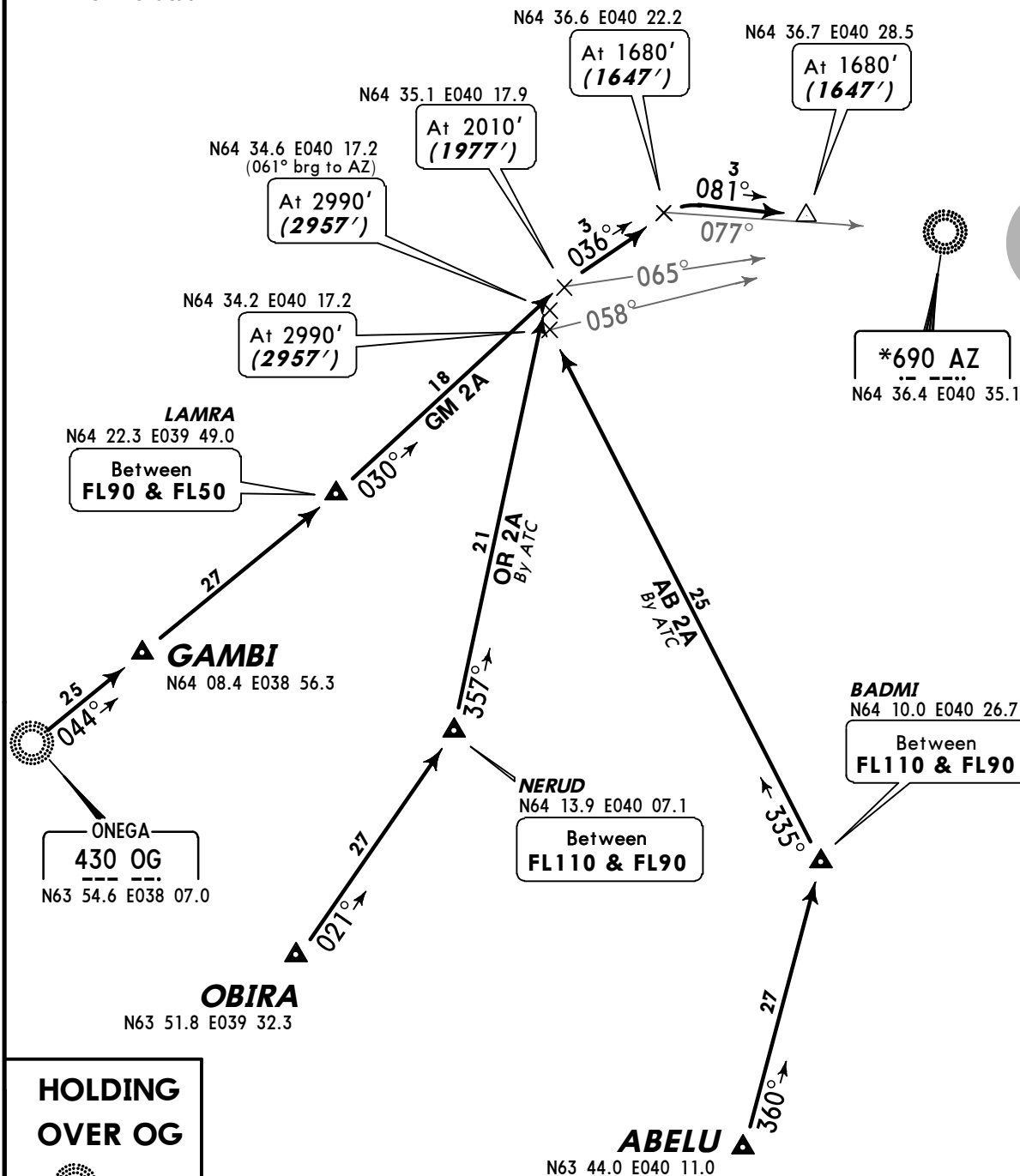
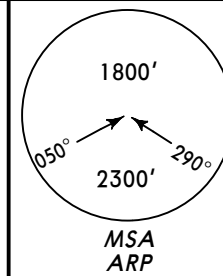


\*ATIS  
126.67

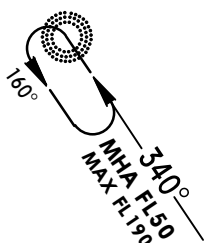
Apt Elev  
62'

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



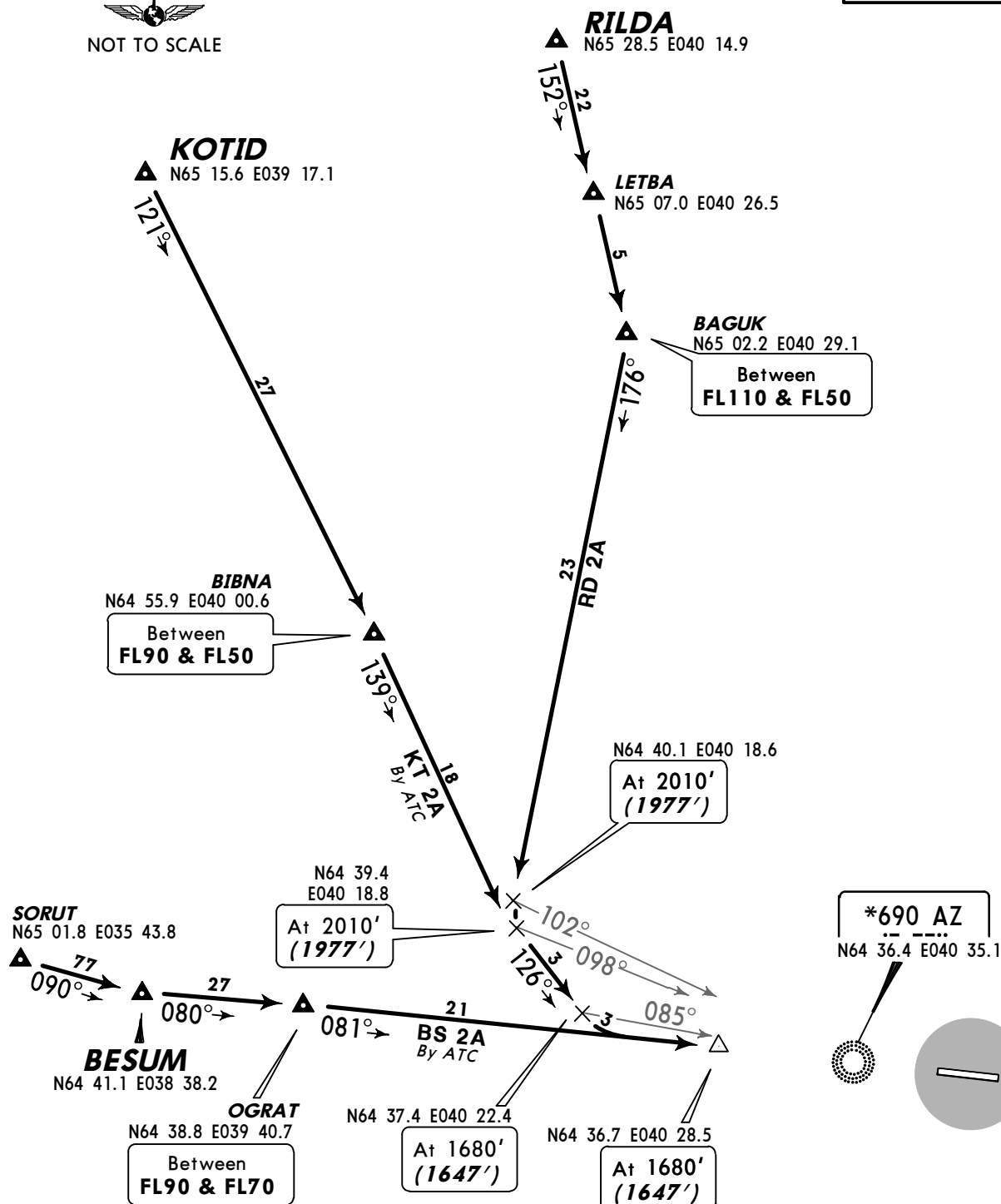
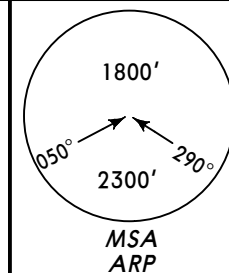


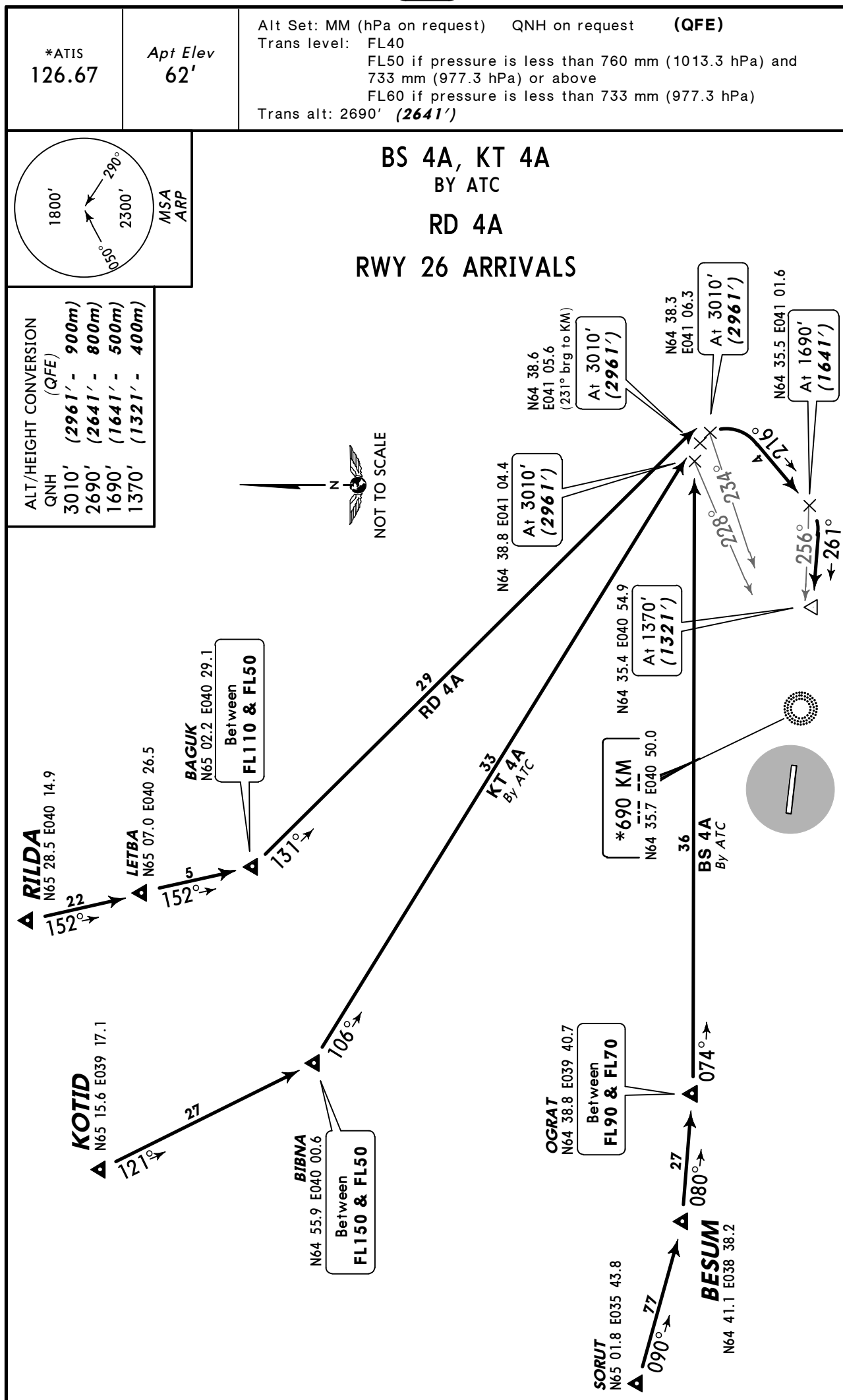
\*ATIS  
126.67

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





Apt Elev  
62'

QNH on request (QFE)

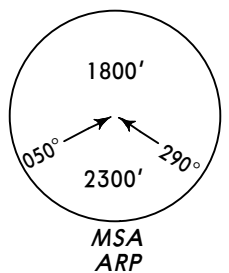
Trans level: FL40

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

By ATC.

**UNARI**  
N65 11.9 E042 17.6

**PIBER**  
N64 57.6 E041 38.7

**PETIR**  
N64 54.1 E041 29.5

At or above  
FL50

**NETRU**  
N64 39.1 E041 45.2

At or above  
FL50

**GUMSA**  
N64 41.7 E042 47.9

**PINOD**  
N64 43.0 E043 24.9

GS 1A, UN 1A

Turn at  
690' (657')

081°

At 1020'  
(987')

GS 1A

SR 1A

NR 1A

**GIREB**  
N64 28.1 E041 42.6

At or above  
FL50

**SOREK**  
N64 19.5 E042 41.7

**TUTEB**  
N64 16.2 E041 25.5

At or above  
FL50

**NARSI**  
N63 56.3 E042 06.6

**RIBKA**  
N62 55.1 E044 05.6

| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 690'                  | (657' - 200m)  |
| 1020'                 | (987' - 300m)  |
| 2690'                 | (2657' - 800m) |
| 3020'                 | (2987' - 900m) |

Apt Elev  
62'

QNH on request (QFE)

Trans level: FL40

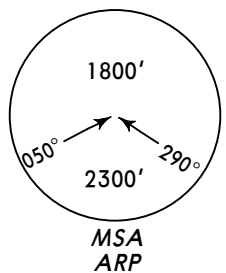
FL50 if pressure is less than 760 mm (1013.3 hPa) and

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.

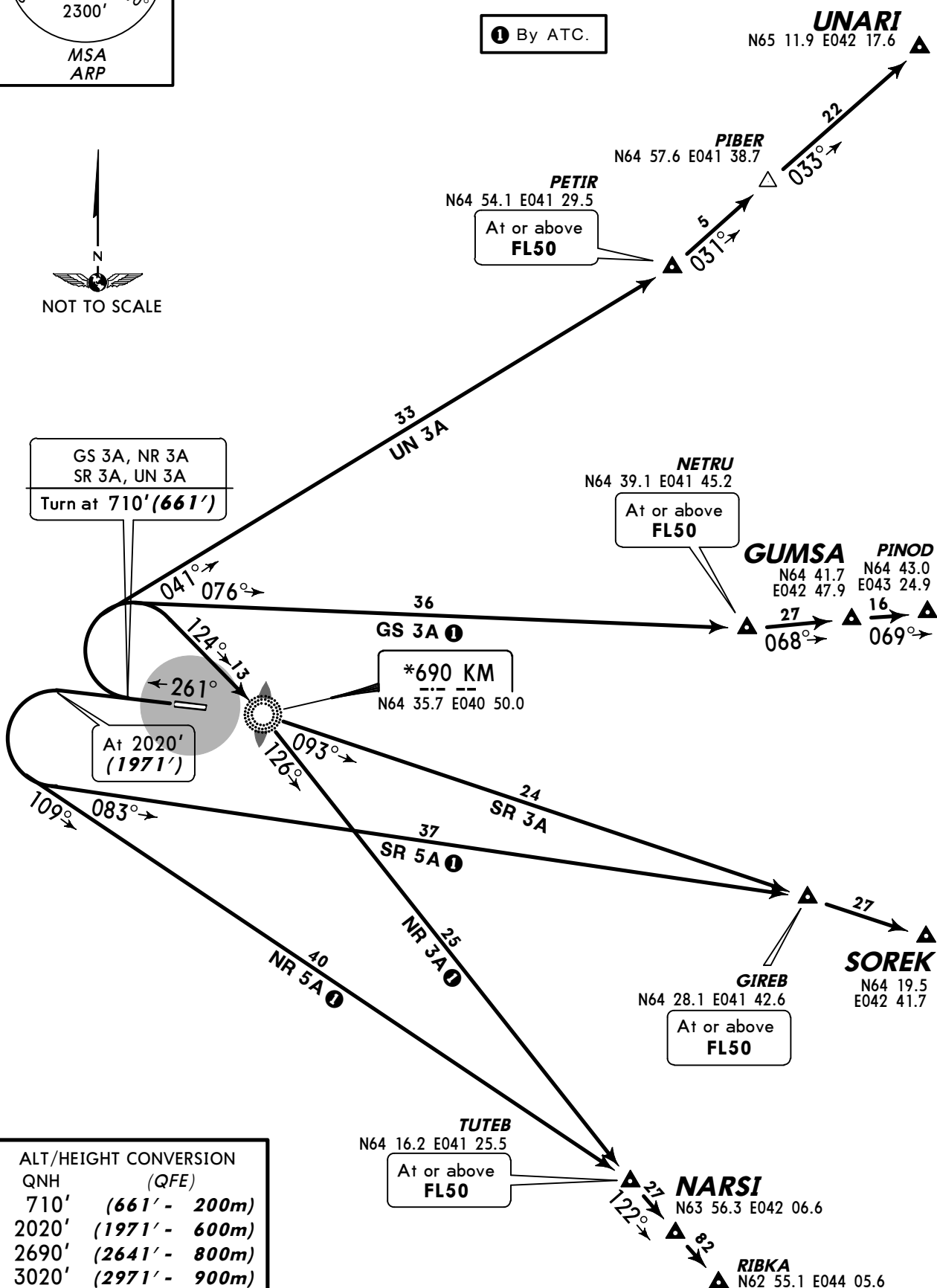


GS 3A①, NR 3A①, NR 5A①, SR 3A, SR 5A①, UN 3A  
RWY 26 DEPARTURES

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) |

Apt Elev  
62'

QNH on request (QFE)

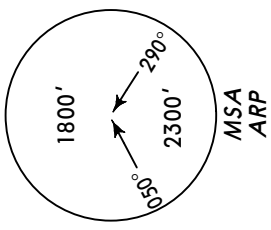
Trans level: FL40

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)

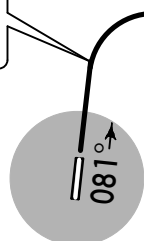
Trans alt: 2690' (2657')

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



AB 1A ①, GM 1A ①, MG 1A, OR 1A ①  
RWY 08 DEPARTURES

At 1020'  
(987')



192°  
244°  
212°  
236°

AB 1A ①  
33  
OR 1A ①  
35  
MG 1A ①  
37  
GM 1A ①  
38

BADMI  
N64 10.0 E040 26.7  
At or above  
FL80

ABELU  
N63 44.0 E040 11.0

① By ATC.

RUGOK  
N64 26.2 E039 44.6  
At or above  
FL60

PEMIL  
N64 19.0  
E039 03.8

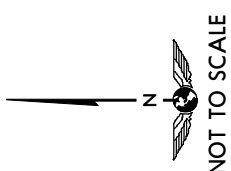
MAGEM  
N64 16.2 E038 47.1

LAMRA  
N64 22.3 E039 49.0  
At or above  
FL60

NERUD  
N64 13.9 E040 07.1  
At or above  
FL80

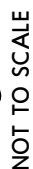
OBIRA  
N63 51.8 E039 32.3

GAMBI  
N64 08.4 E038 56.3



| ALT/HEIGHT CONVERSION | (QFE)          |
|-----------------------|----------------|
| QNH                   |                |
| 1020'                 | (987' - 300m)  |
| 2690'                 | (2657' - 800m) |
| 3020'                 | (2987' - 900m) |

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



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

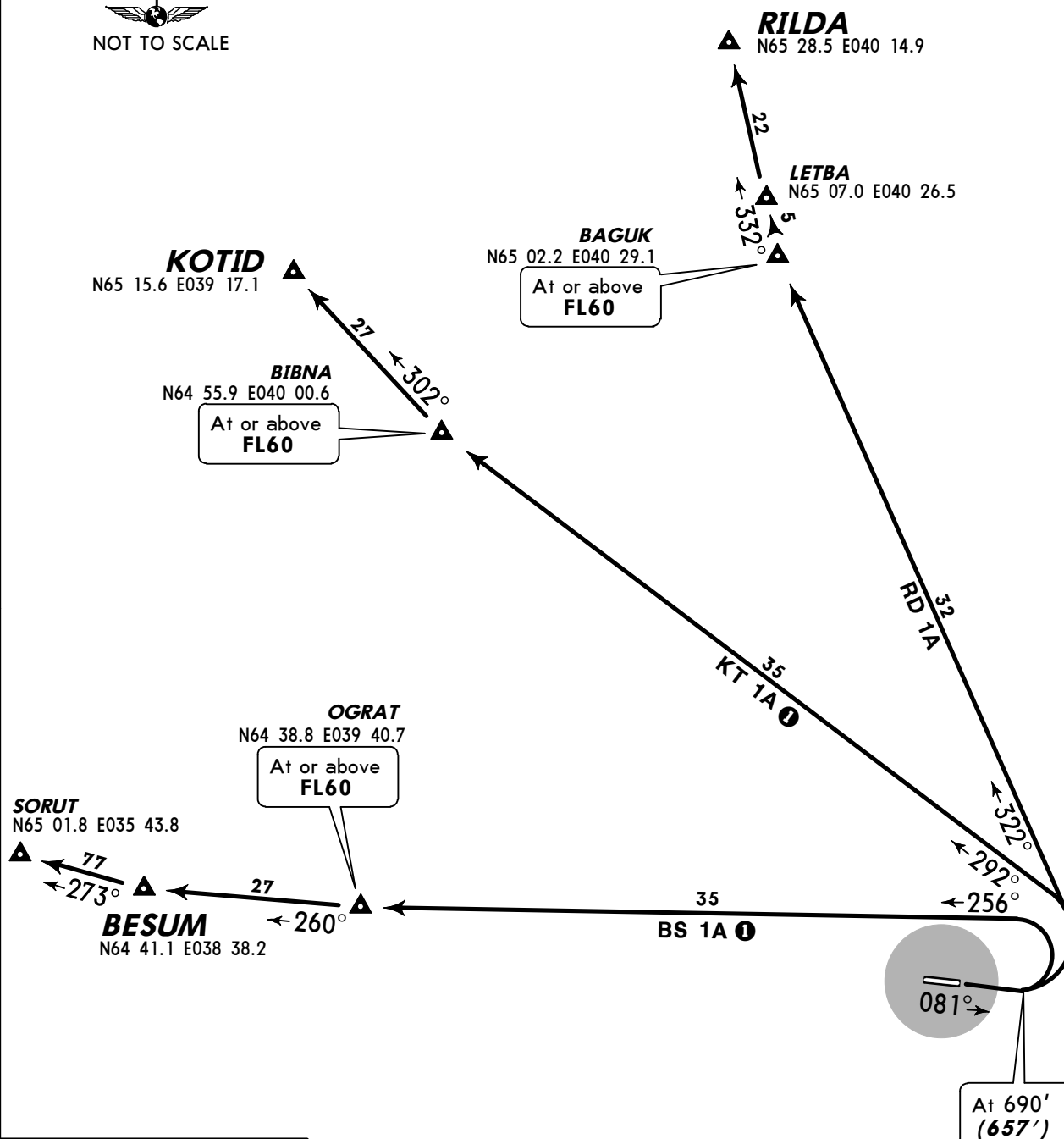
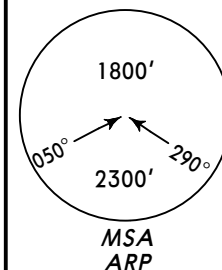
FL60 if pressure is less than 733 mm (977.3 hPa)

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.



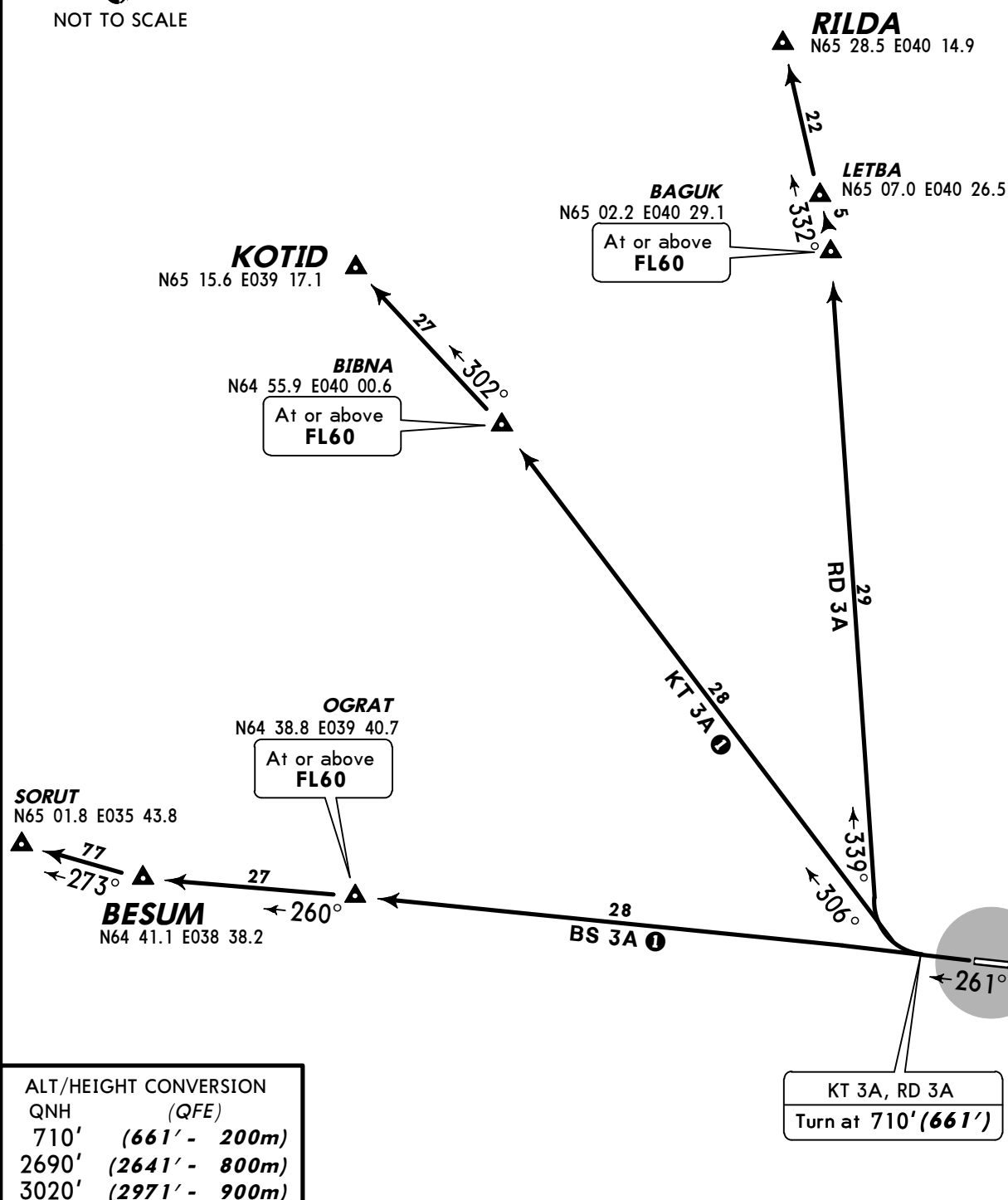
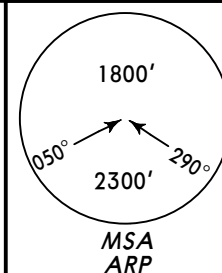
| ALT/HEIGHT CONVERSION |                |  |
|-----------------------|----------------|--|
| QNH                   | (QFE)          |  |
| 690'                  | (657' - 200m)  |  |
| 2690'                 | (2657' - 800m) |  |
| 3020'                 | (2987' - 900m) |  |

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

By ATC.



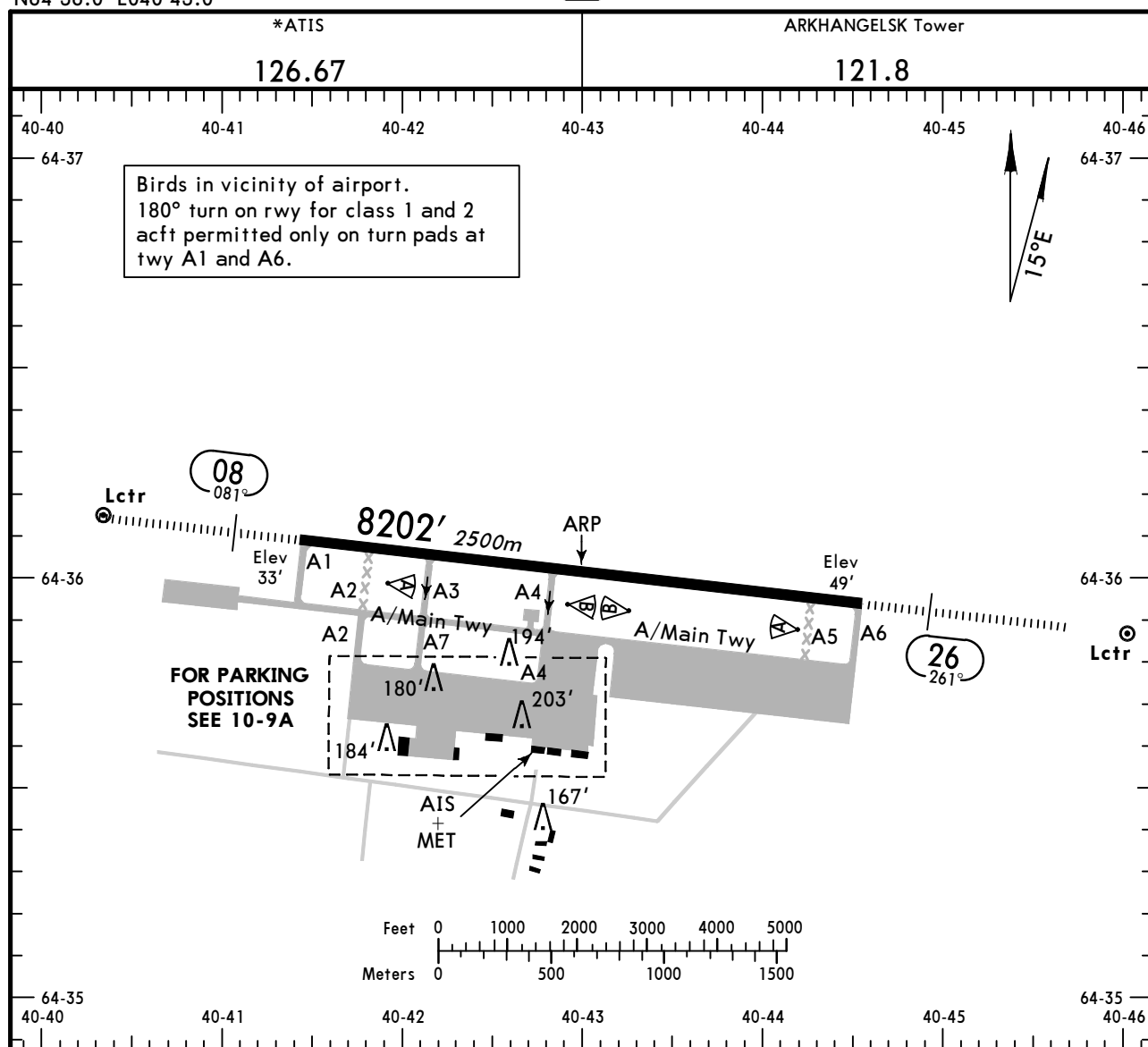
| ALT/HEIGHT CONVERSION |                |  |
|-----------------------|----------------|--|
| QNH                   | (QFE)          |  |
| 710'                  | (661' - 200m)  |  |
| 2690'                 | (2641' - 800m) |  |
| 3020'                 | (2971' - 900m) |  |



ULAA/ARH  
Apt Elev 62'  
N64 36.0 E040 43.0

JEPPESEN  
23 MAR 12 10-9 Eff 5 Apr

ARKHANGELSK, RUSSIA  
TALAGI

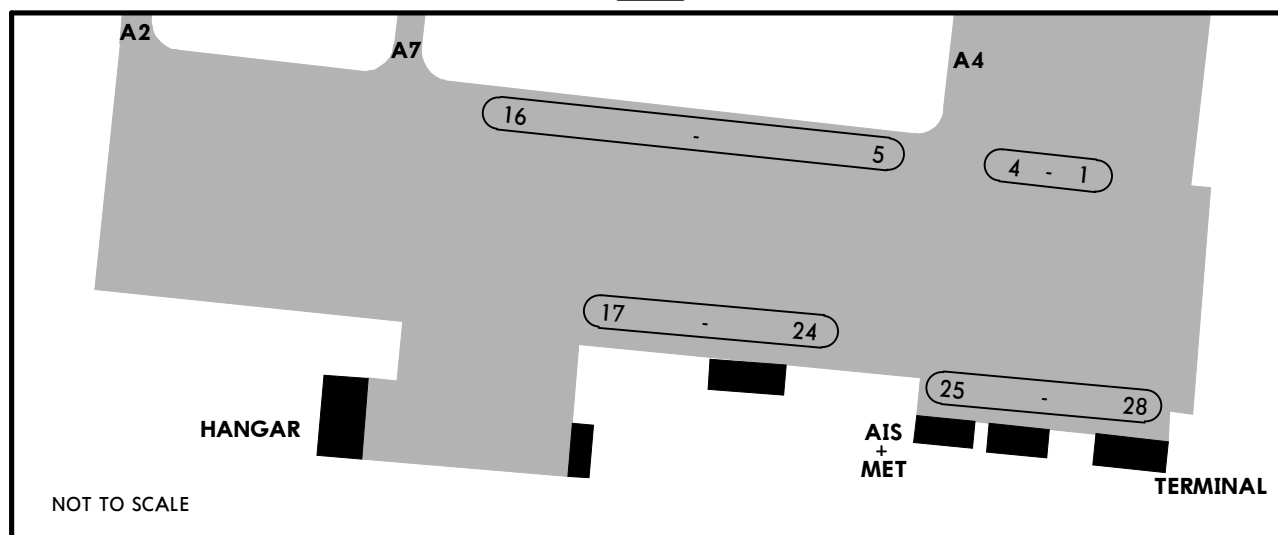


| ADDITIONAL RUNWAY INFORMATION |                                           |  |  |  |                |             |          |          |
|-------------------------------|-------------------------------------------|--|--|--|----------------|-------------|----------|----------|
| RWY                           |                                           |  |  |  | USABLE LENGTHS |             | TAKE-OFF | WIDTH    |
|                               |                                           |  |  |  | LANDING BEYOND |             |          |          |
|                               |                                           |  |  |  | Threshold      | Glide Slope |          |          |
| 08                            | HIRL (60m) HIALS PAPI-L (angle 2.67°) RVR |  |  |  |                | 7351' 2241m |          | 144' 44m |
| 26                            |                                           |  |  |  |                | 7169' 2185m |          |          |
|                               |                                           |  |  |  |                |             |          |          |
|                               |                                           |  |  |  |                |             |          |          |
|                               |                                           |  |  |  |                |             |          |          |
|                               |                                           |  |  |  |                |             |          |          |

| TAKE-OFF          |                                                  |
|-------------------|--------------------------------------------------|
| AIR CARRIER (JAA) |                                                  |
| All Rwys          |                                                  |
|                   | LVP must be in force<br>RCLM (DAY only)<br>or RL |
| A                 |                                                  |
| B                 | 250m                                             |
| 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')<br>ceiling 200m - V1600m | 760'(727')<br>ceiling 450m - V4000m | 990'(957')<br>ceiling 450m - V4000m  | 990'(957')<br>ceiling 450m - V4000m  |
| After apch to rwy 26 ④ | 550'(501')<br>ceiling 200m - V1600m | 780'(731')<br>ceiling 450m - V4000m | 1010'(961')<br>ceiling 450m - V4000m | 1010'(961')<br>ceiling 450m - V4000m |

② Prohibited South of airport.

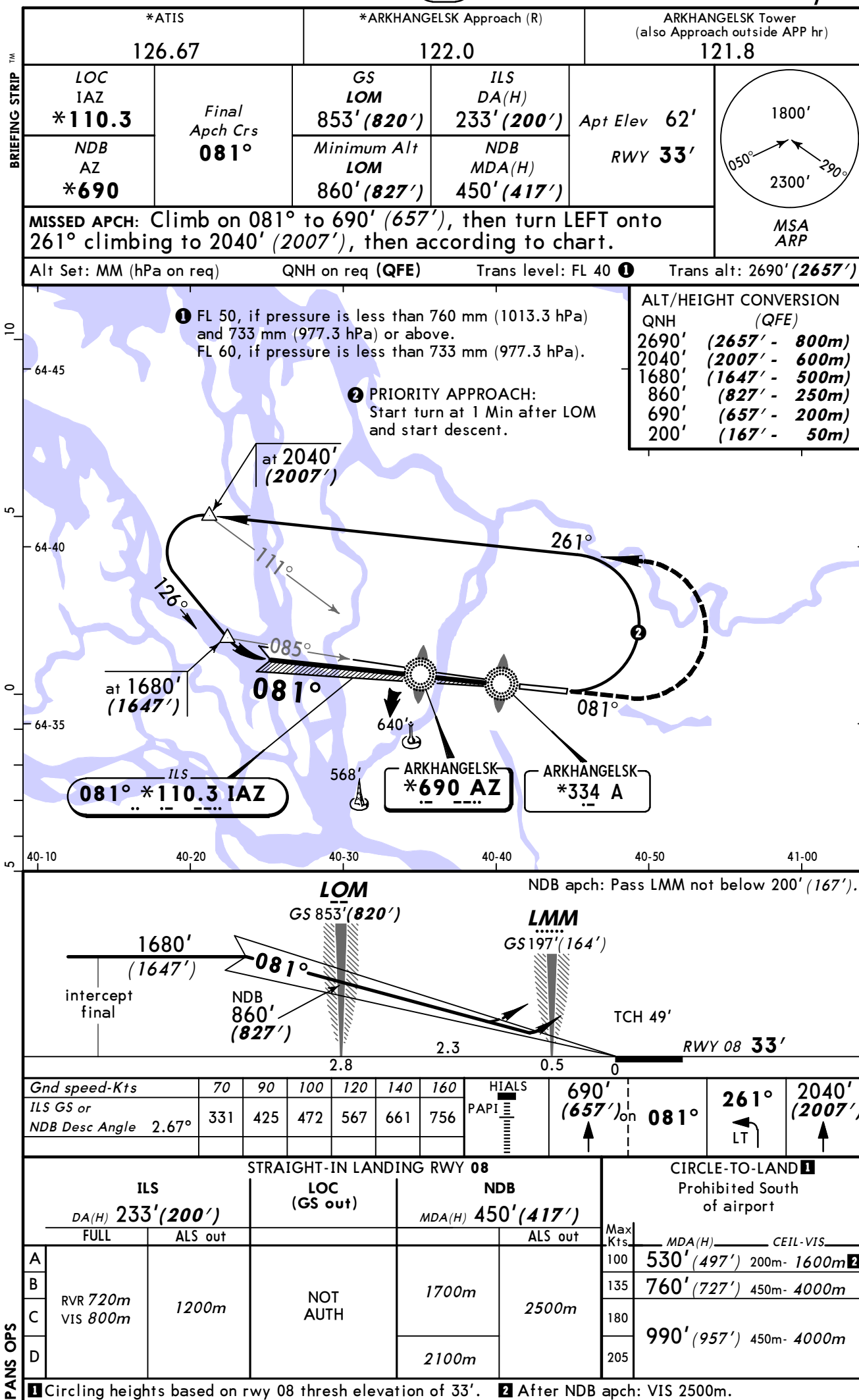
③ Circling height based on threshold elev of 33'.

④ Circling height based on threshold elev of 49'.

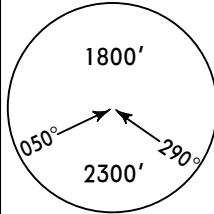
⑤ or higher minimums of preceding straight-in approach.

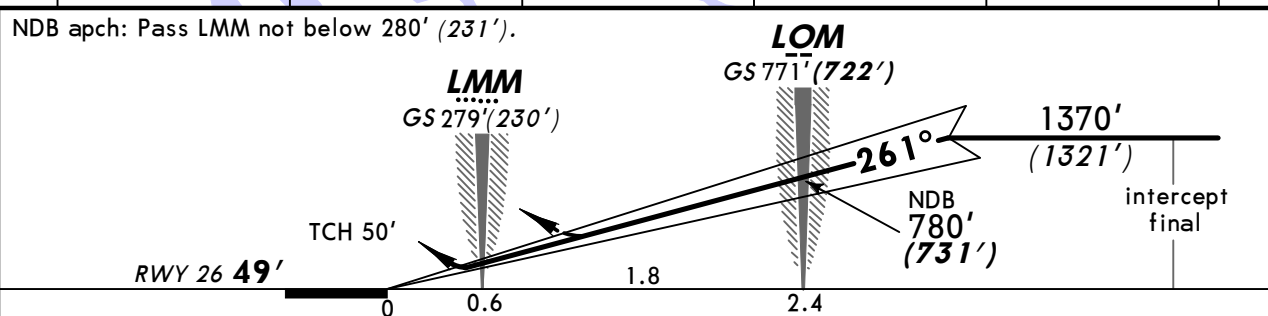
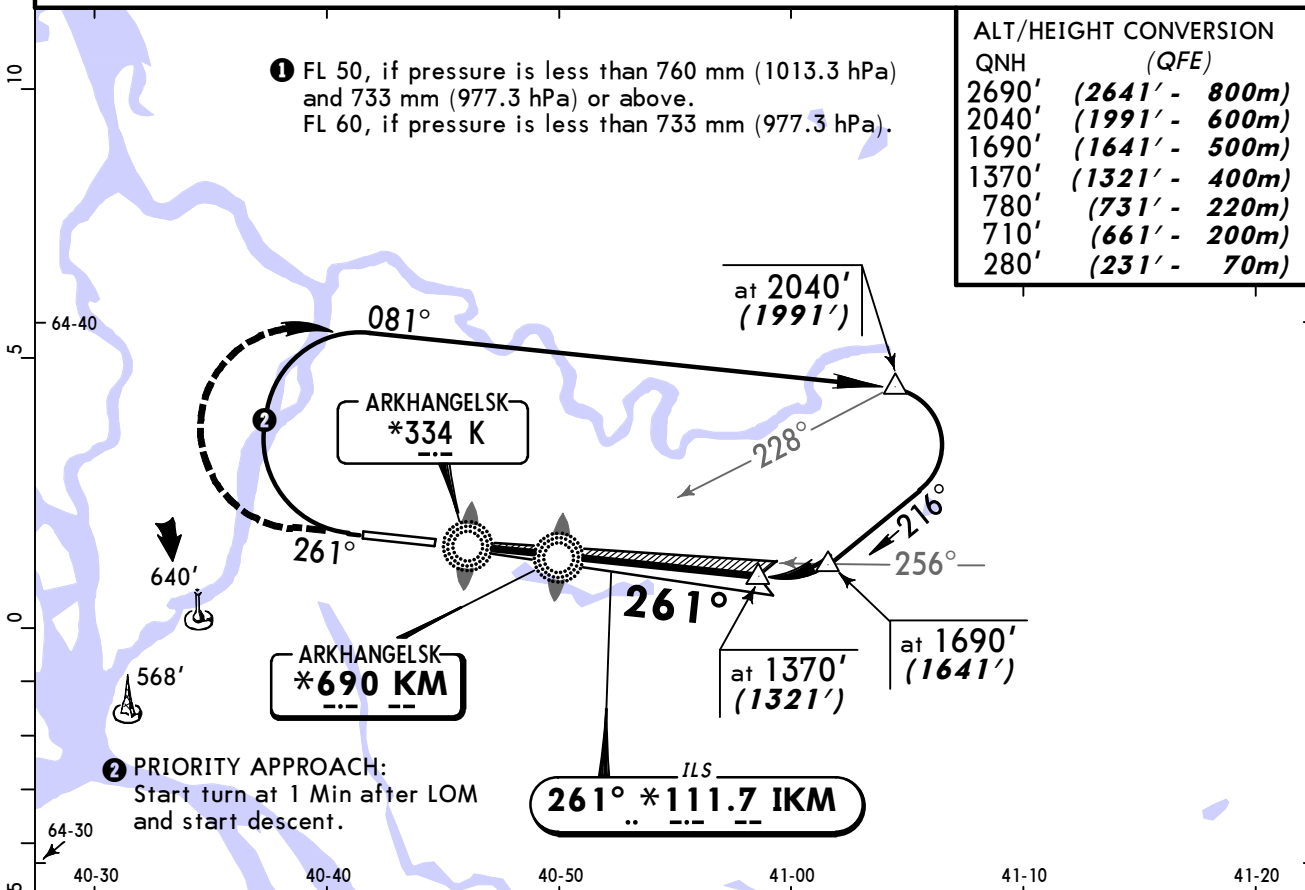
### TAKE-OFF RWY 08, 26

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



BRIEFING STRIP

|                                                                                                                          |                           |                                    |                              |                                                              |                                                                                     |
|--------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------------|------------------------------|--------------------------------------------------------------|-------------------------------------------------------------------------------------|
| *ATIS<br>126.67                                                                                                          |                           | *ARKHANGELSK Approach (R)<br>122.0 |                              | ARKHANGELSK Tower<br>(also Approach outside APP hr)<br>121.8 |                                                                                     |
| LOC<br>IKM<br>*111.7                                                                                                     | Final<br>Apch Crs<br>261° | GS<br>LOM<br>771' (722')           | ILS<br>DA(H)<br>249' (200')  | Apt Elev 62'<br>RWY 49'                                      |  |
| NDB<br>KM<br>*690                                                                                                        |                           | Minimum Alt<br>LOM<br>780' (731')  | NDB<br>MDA(H)<br>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 | HIALS | 710' (661') on 261° | 081° RT | 2040' (1991') |
| ILS GS or NDB Desc Angle 2.67° | 331 | 425 | 472 | 567 | 661 | 756 | PAPI  |                     |         |               |

| STRAIGHT-IN LANDING RWY 26 |                      |                 |          |                           | CIRCLE-TO-LAND ①            |                          |
|----------------------------|----------------------|-----------------|----------|---------------------------|-----------------------------|--------------------------|
| ILS<br>DA(H) 249' (200')   |                      | LOC<br>(GS out) |          | NDB<br>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<br>VIS 800m | 1200m           | NOT AUTH | 1200m                     | 180                         | 1010' (961') 450m- 4000m |
| D                          |                      |                 |          | RVR 1500m<br>VIS 1600m    | 205                         |                          |

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

**Chart changes since cycle 26-2013**

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

| ACT                          | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|------------------------------|-----------------|-------|----------|----------|
| ARKHANGELSK, (TALAGI - ULAA) |                 |       |          |          |

**TERMINAL CHART CHANGE NOTICES**

**No Chart Change Notices for Airport ULAA**