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Revision Letter For Cycle 01-2014

Change Notices

Notebook

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: 0607 Z
Sunset: 0912 Z,

Runway Information

Runway: 04
Length x Width: 8934 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 213 ft
Lighting: Edge, ALS
Stopway: 164 ft

Runway: 22
Length x Width: 8934 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 171 ft
Lighting: Edge, ALS
Stopway: 164 ft

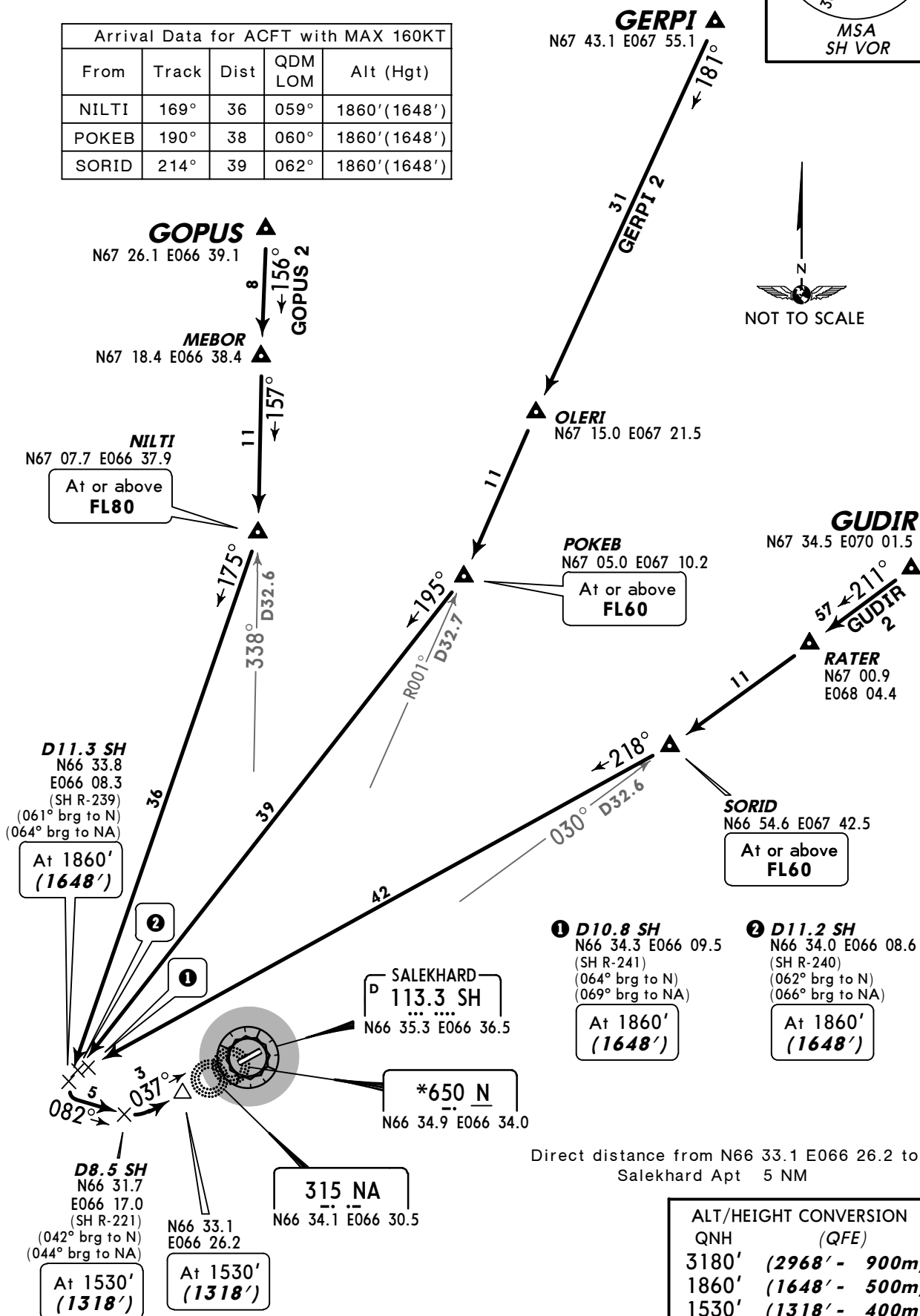
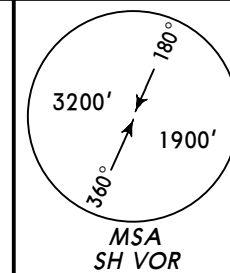
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*ATIS
Russian only
127.8Apt Elev
218'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (2968')GERPI 2, GOPUS 2, GUDIR 2
RWY 04 ARRIVALS
FOR RUSSIAN USERS ONLY

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')



*ATIS
Russian only
127.8

Apt Elev
218'

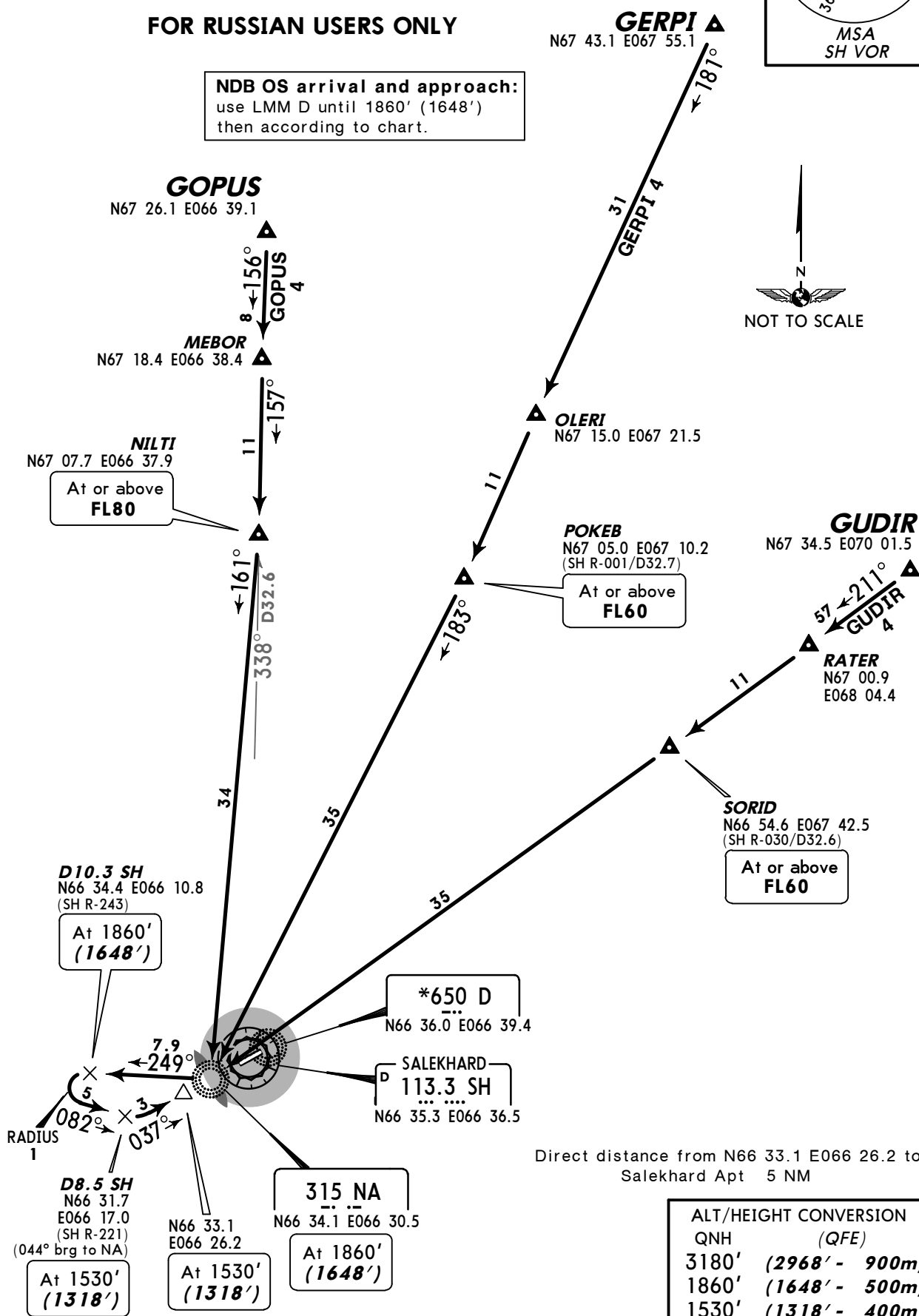
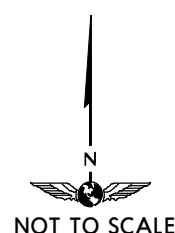
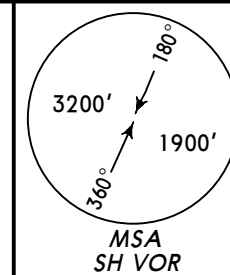
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (**2968'**)

GERPI 4, GOPUS 4, GUDIR 4 RWY 04 ARRIVALS

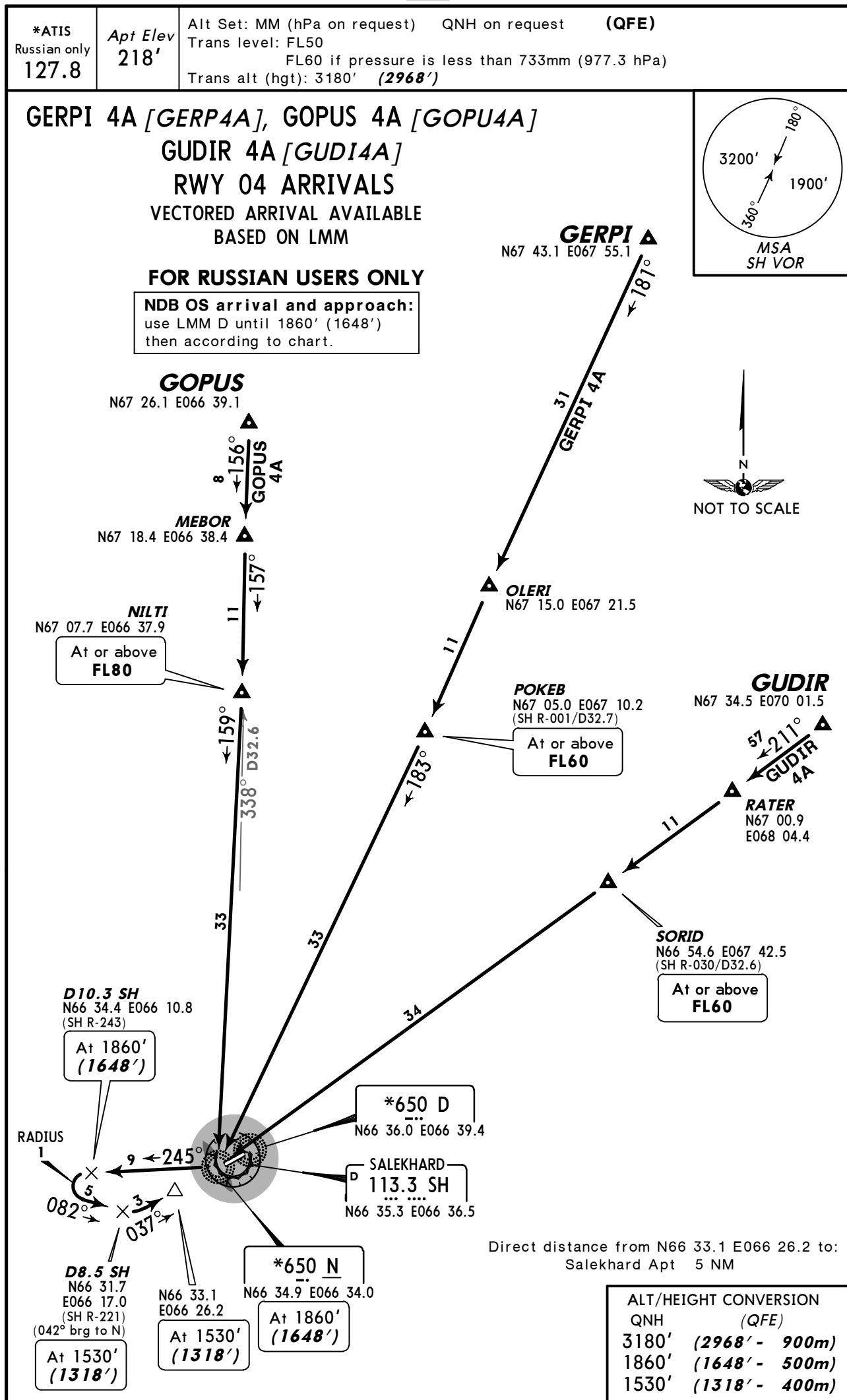
VECTORED ARRIVAL AVAILABLE

FOR RUSSIAN USERS ONLY

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



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

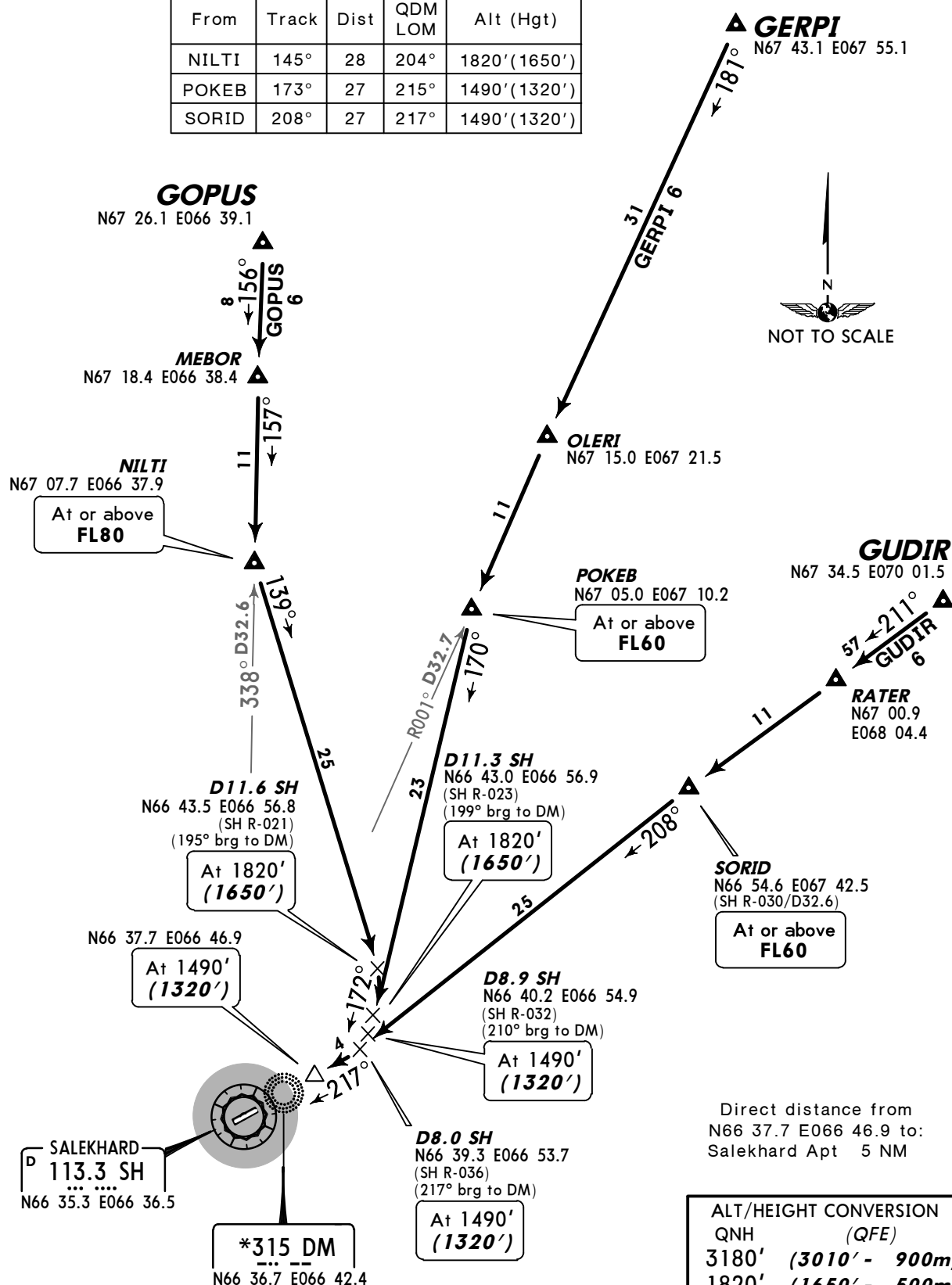
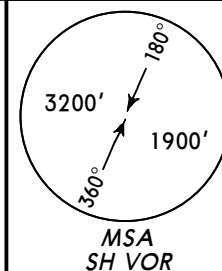


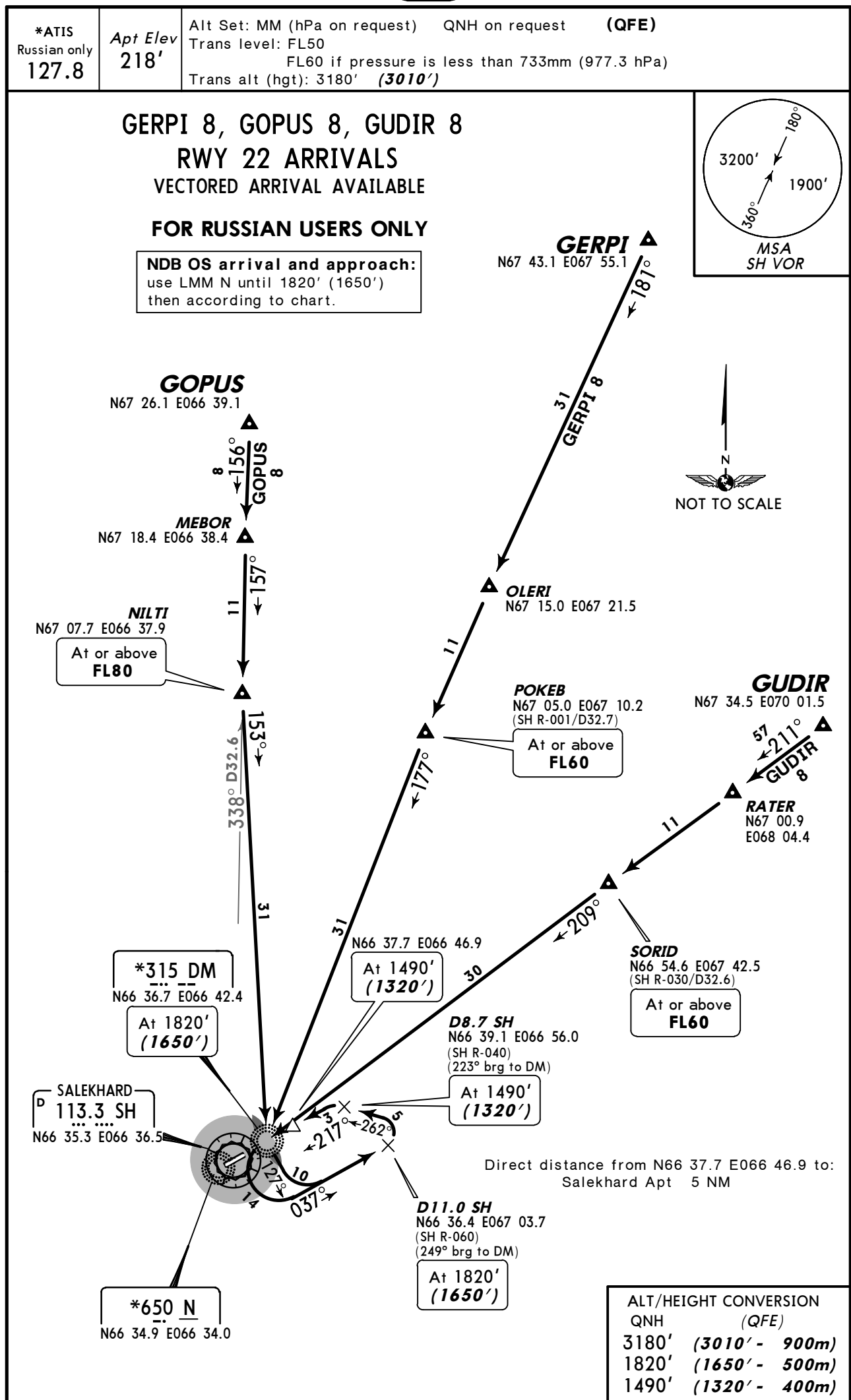
*ATIS
Russian only
127.8Apt Elev
218'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (3010')GERPI 6, GOPUS 6, GUDIR 6
RWY 22 ARRIVALS

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')



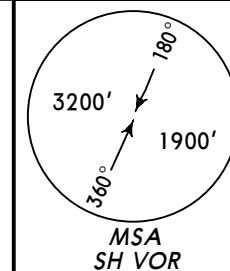


*ATIS
Russian only
127.8

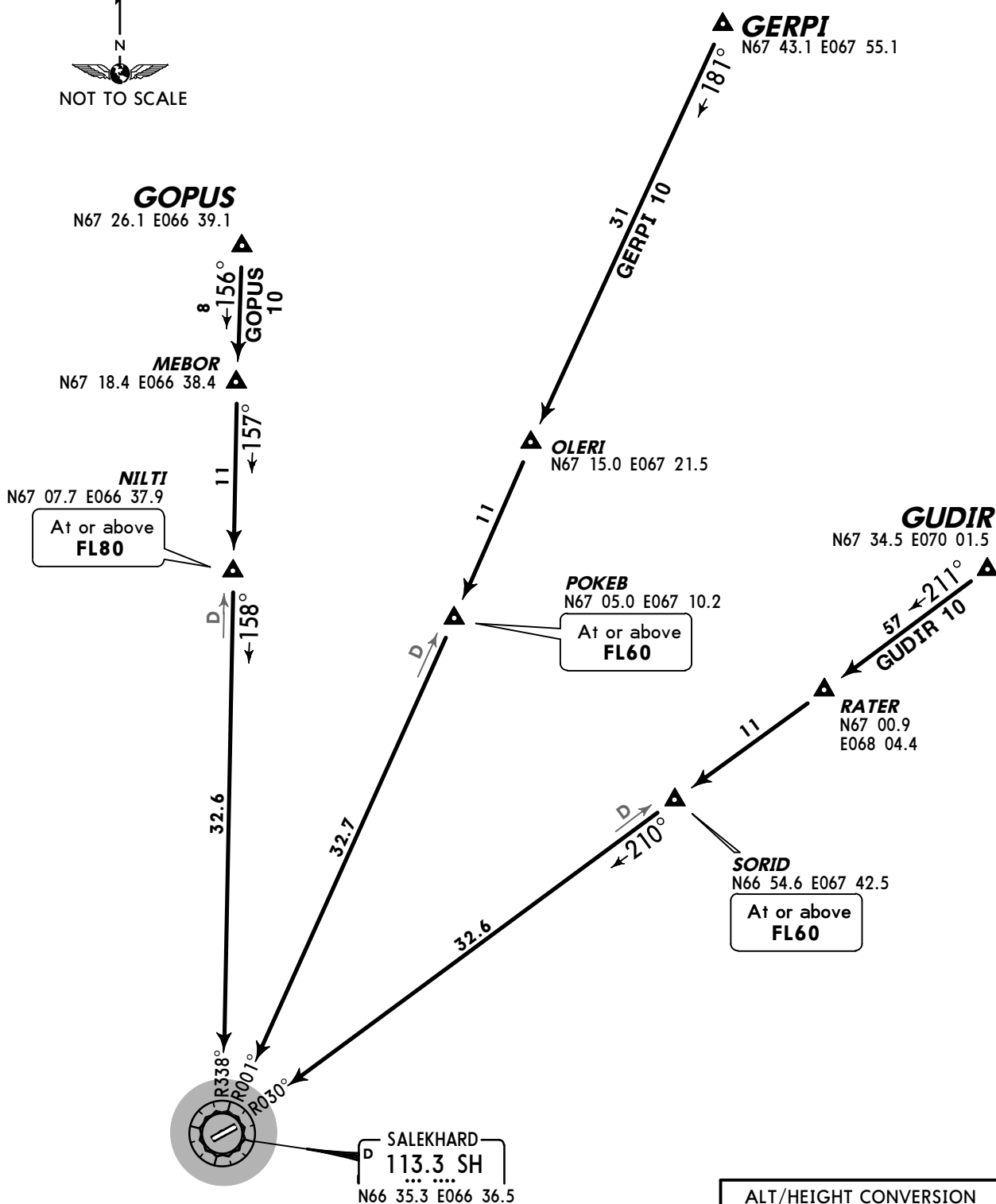
Apt Elev
218'

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')

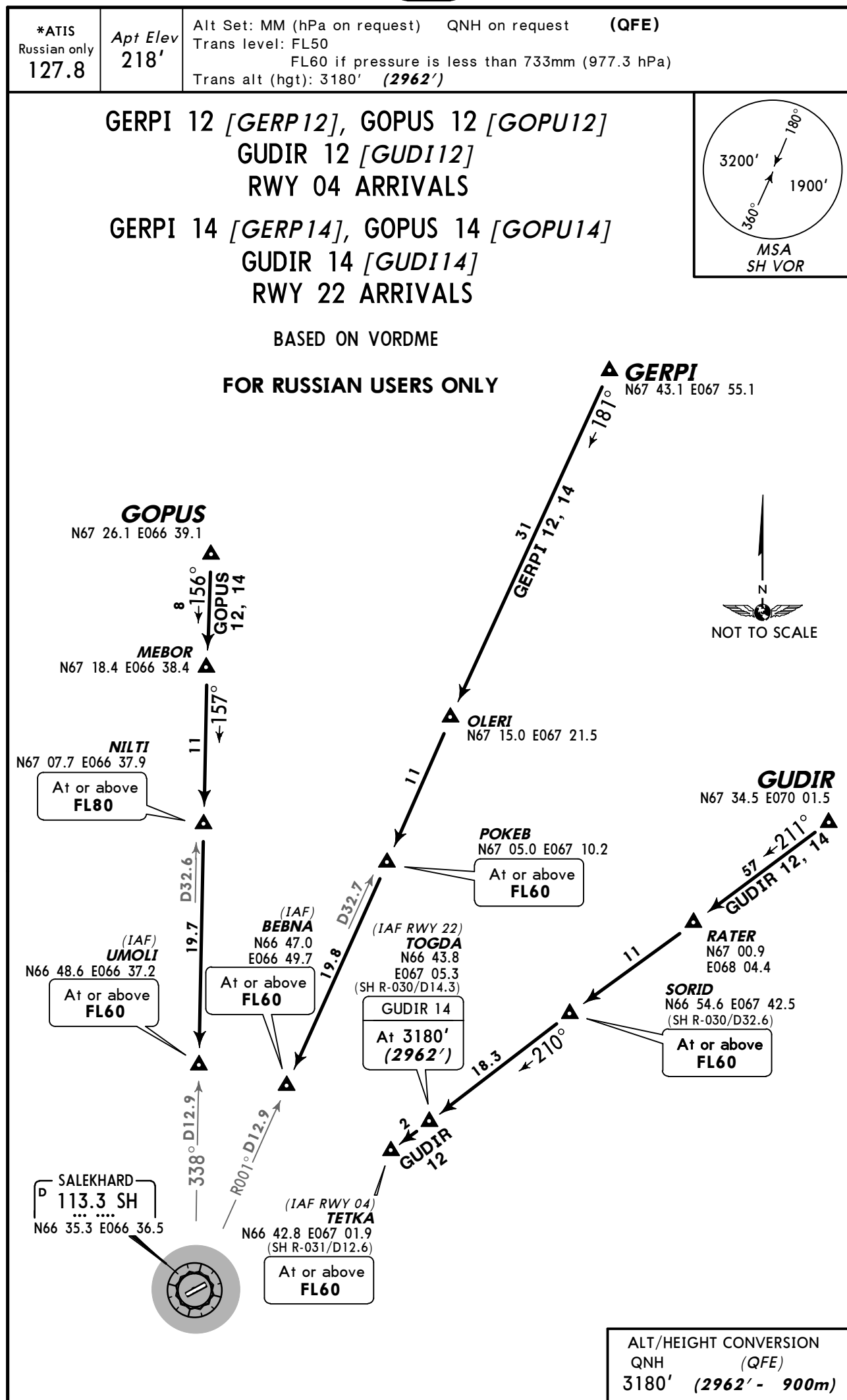
GERPI 10 [GERP10]
GOPUS 10 [GOPU10]
GUDIR 10 [GUDI10]
RWYS 04, 22 ARRIVALS
BASED ON VORDME



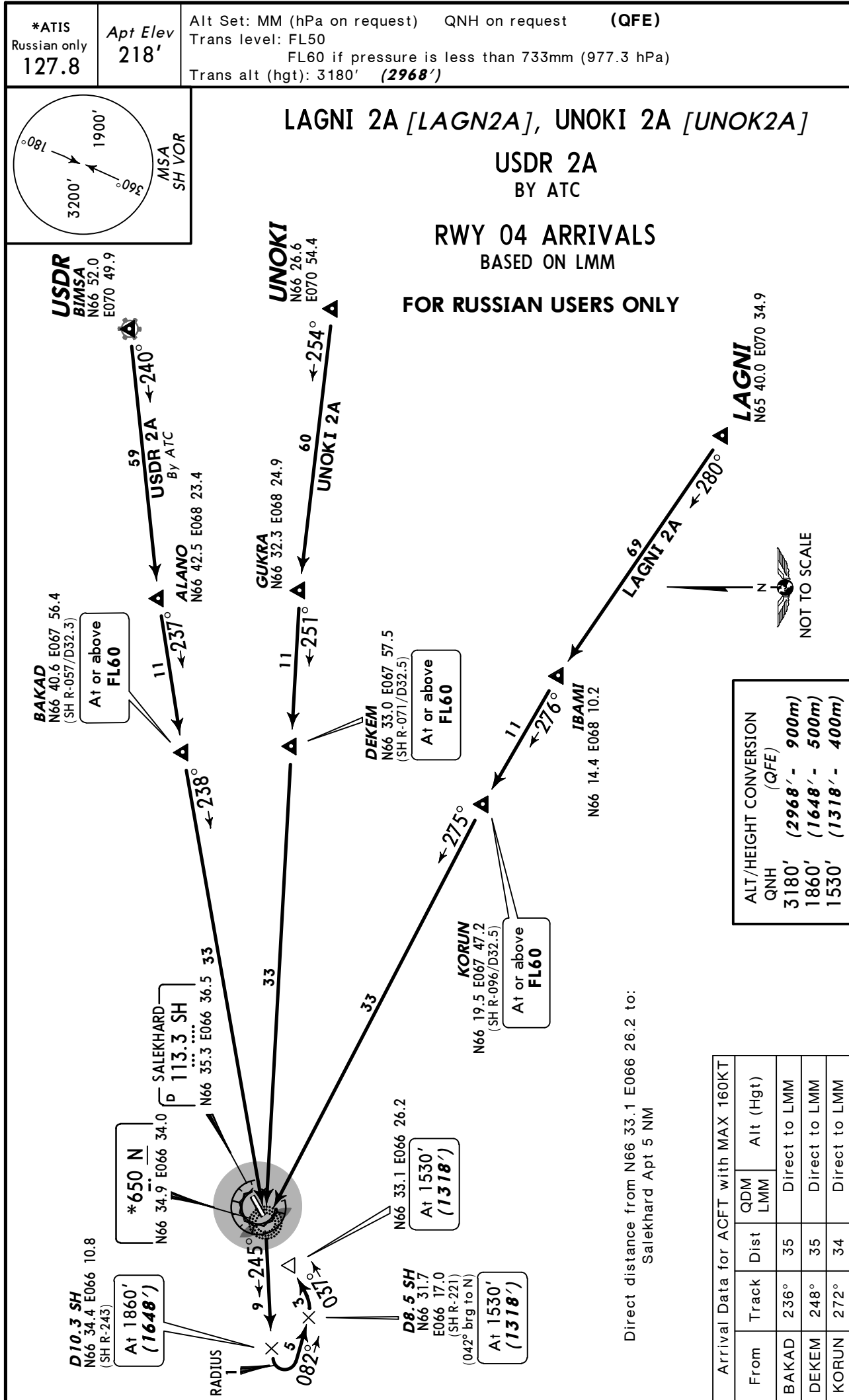
FOR RUSSIAN USERS ONLY



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



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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')**




 N67 28.5 E071 27.9

REFR 4
83

USDR
BIMSA
N66 52.0
E070 49.9

 240°

59
USDR
8. AT

ALANO
N66 42.5 E068 23.4

GUkRA
N66 32.3 E068 24.9

UNOKI
4

N66 26.6
E070 54.4

TEKRI
N66 54.0 E068 14.9

BAKAD
N66 40.6 E067 56.4
(SH R-057/D32.3)

At or above

17

$\leftarrow 251^\circ$

DEKEM
N66 330

(SH R-071/D32.5)

UNESA
N66 49.3 E067 50.2
(SH B-041/D32 5)

At or above

*650 D
...
N66 36 0 E066 39 4

3

— SALEKHARD —

113.3 SH

D10.3 SH
N66 34.4

E066 10.8
(SH R-243)

A+ 1860'

315 NA

66 34.1 E066 30.5

 $At\ 1860'$

(1648')

166 33.1
066 26.2

At 153

(1318')

D8.5 SH
N66 317

E066 17.0
(SH R-221)

• brg to NA)

At 1530' (1318')

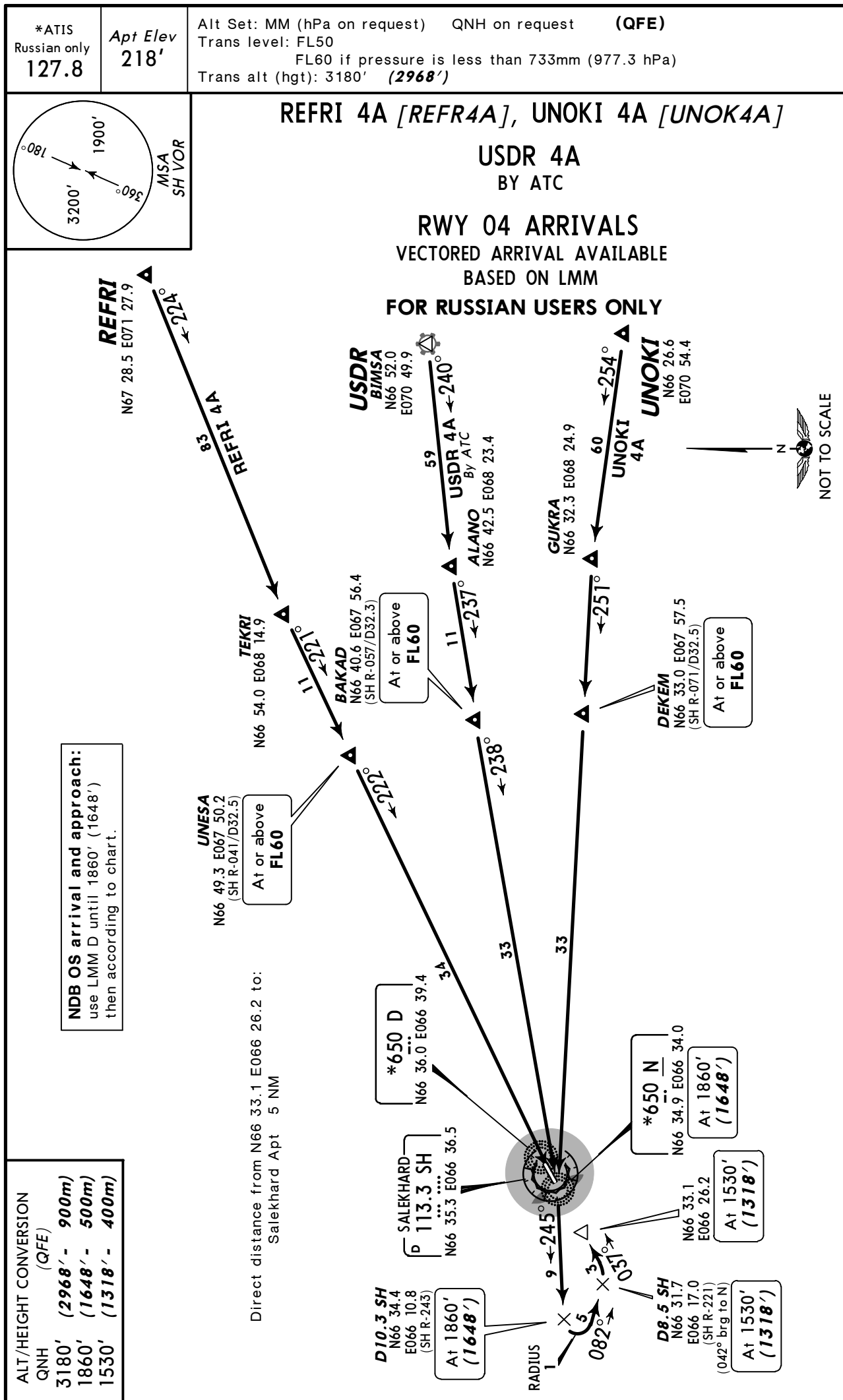
NDB OS arrival and approach:
use LMM D until 1860' (1648')
then according to chart.

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

ALT/HEIGHT CONVERSION
QNH (QFE)

3180' (2968' - 900m)
1860' (1648' - 500m)
1530' (1318' - 400m)

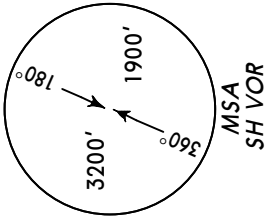
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*ATIS
Russian only
127.8

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')



REFRI 6, UNOKI 6

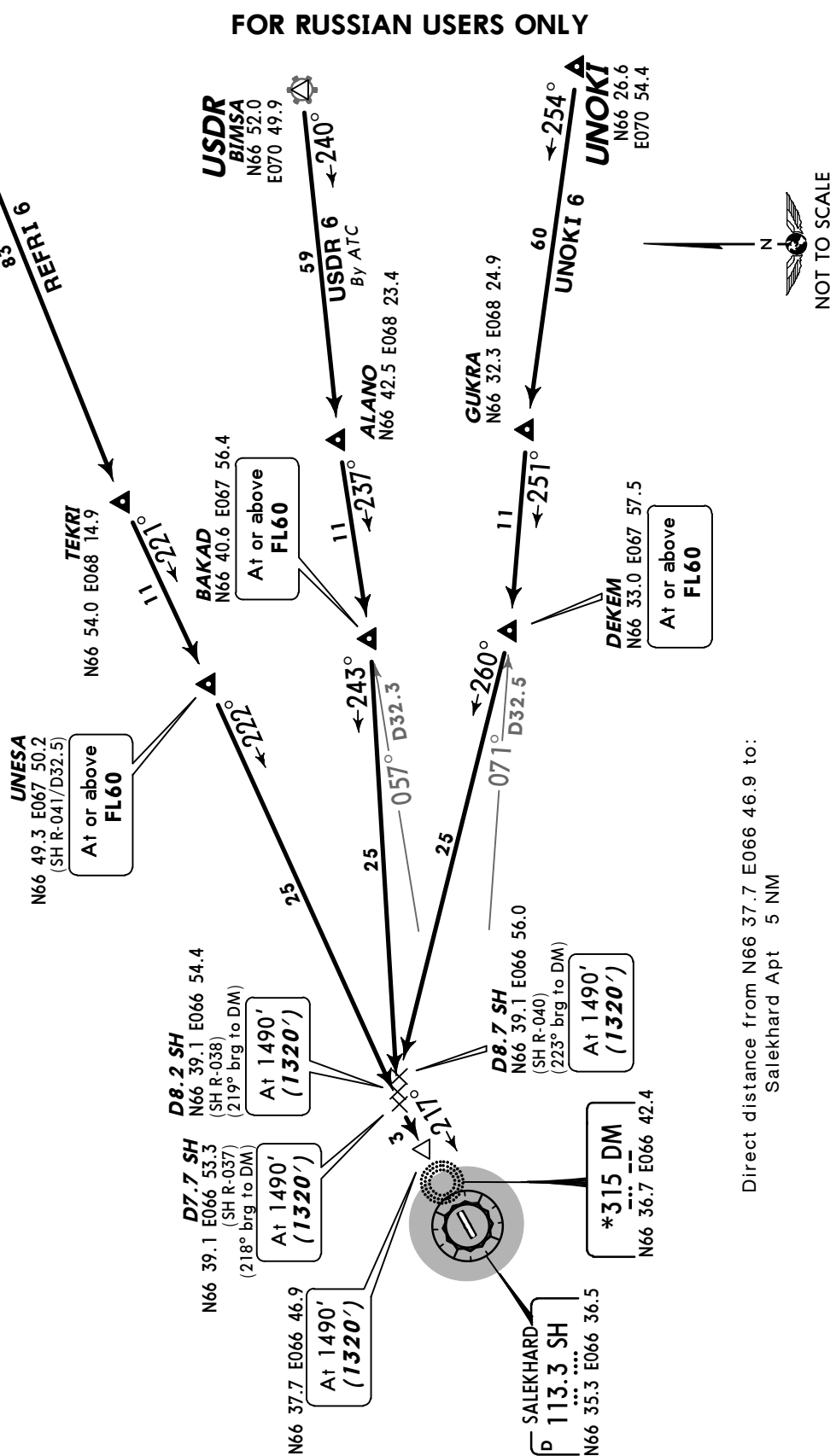
USDR 6
BY ATC

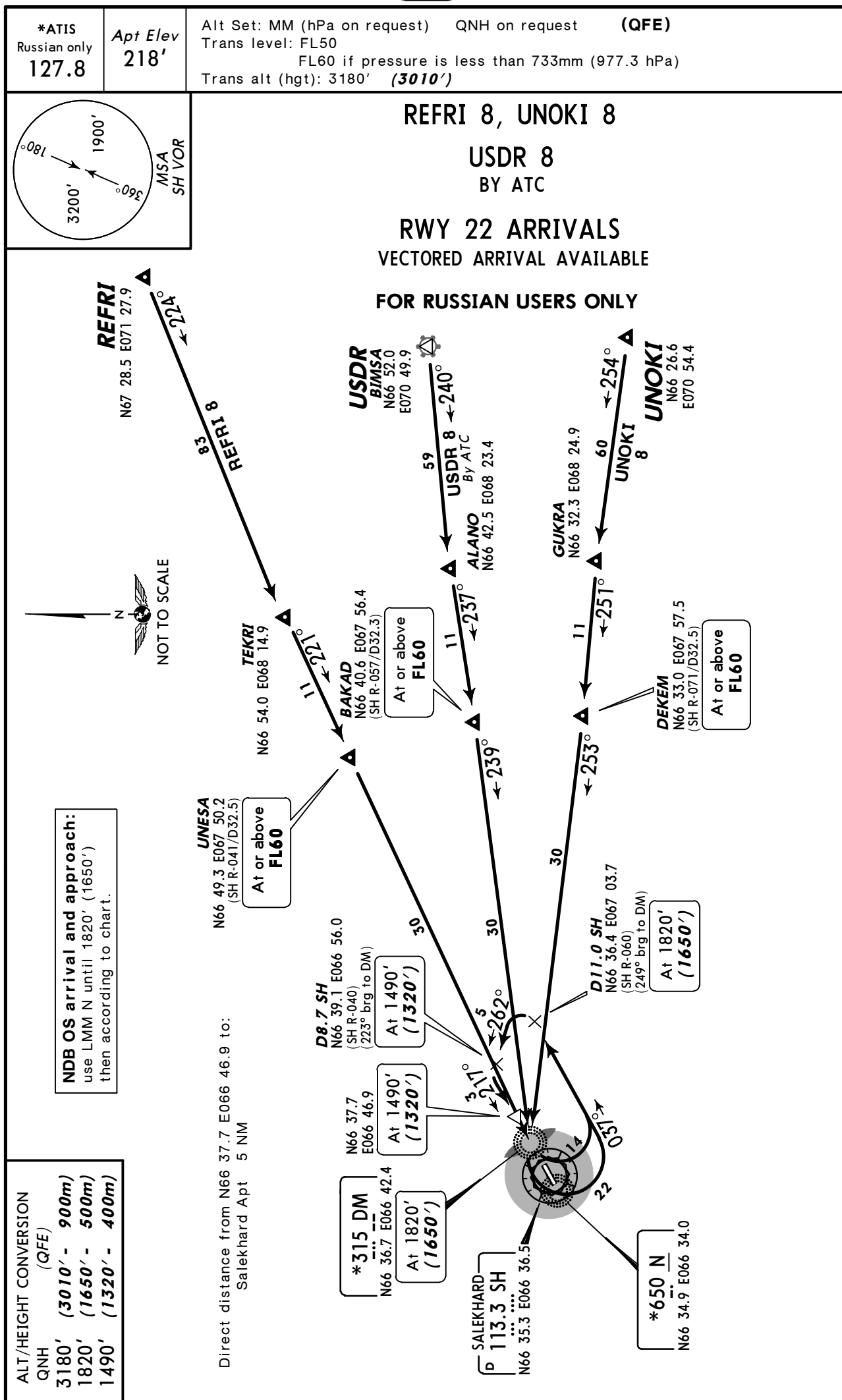
RWY 22 ARRIVALS

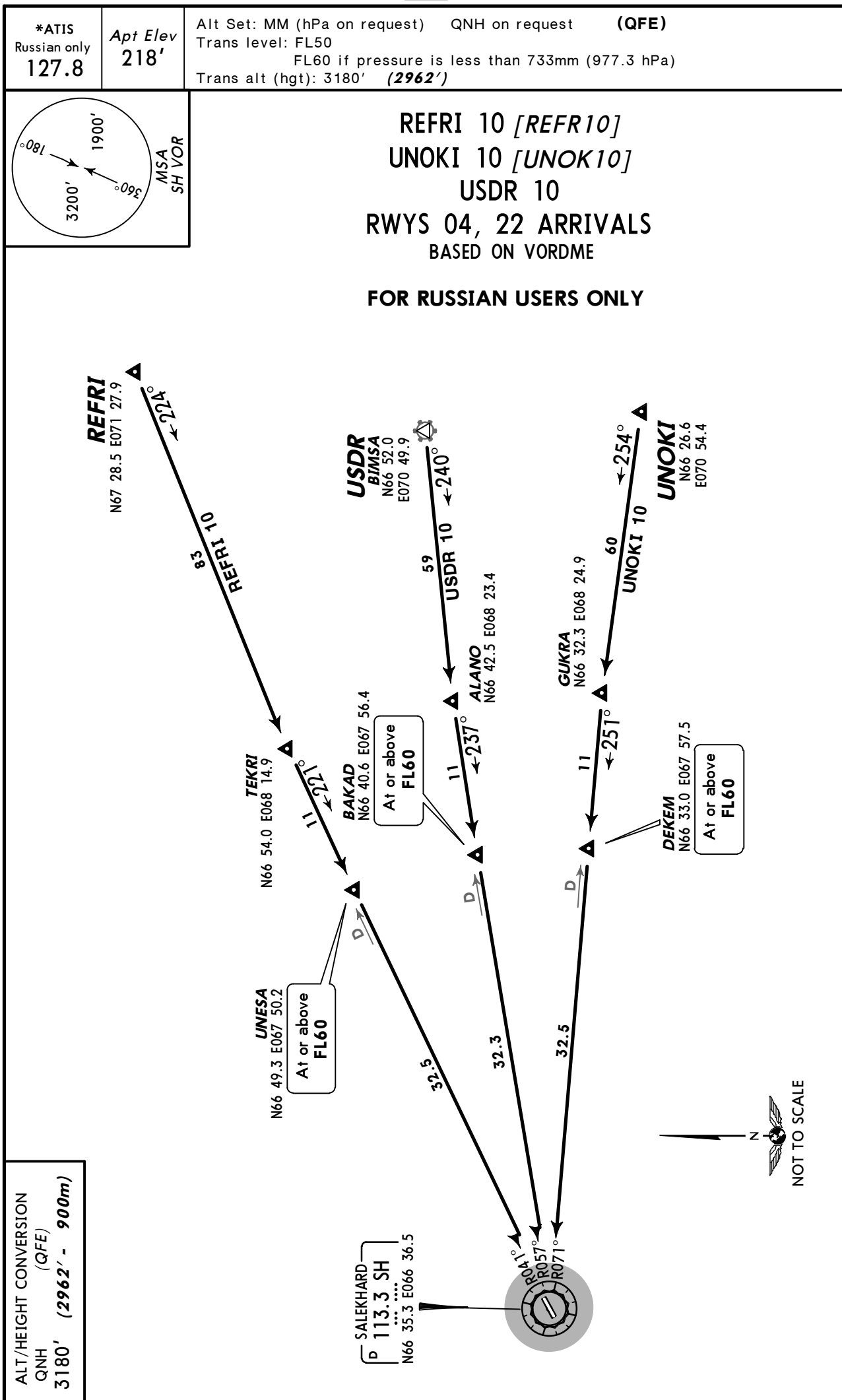
FOR RUSSIAN USERS ONLY

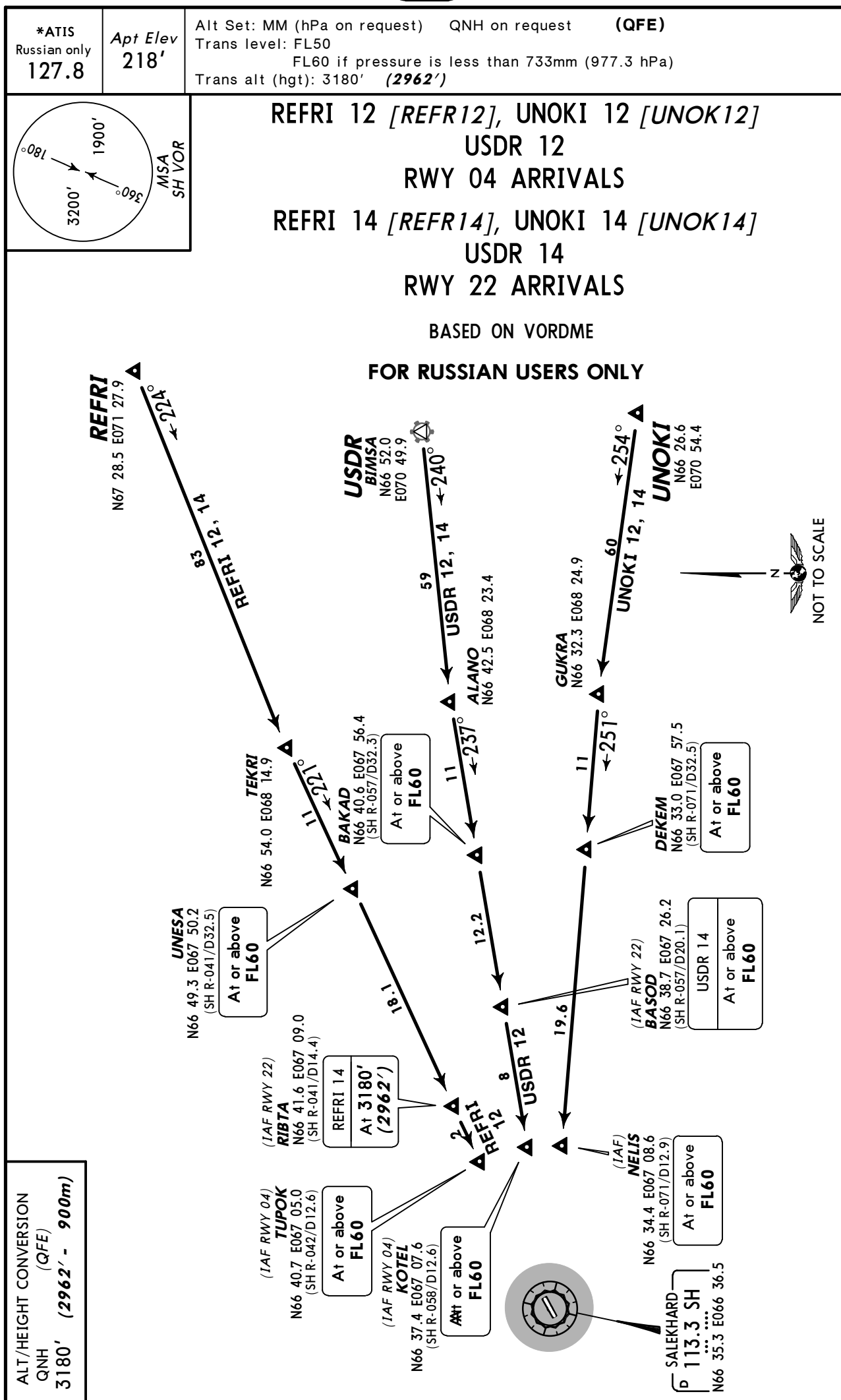
Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
UNESA	222°	27	217°	1490' (1320')
BAKAD	241°	26	220°	1490' (1320')
DEKEM	257°	26	220°	1490' (1320')

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







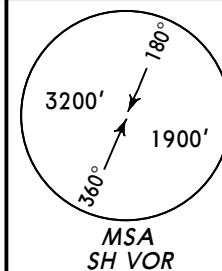


*ATIS
Russian only
127.8

Apt Elev
218'

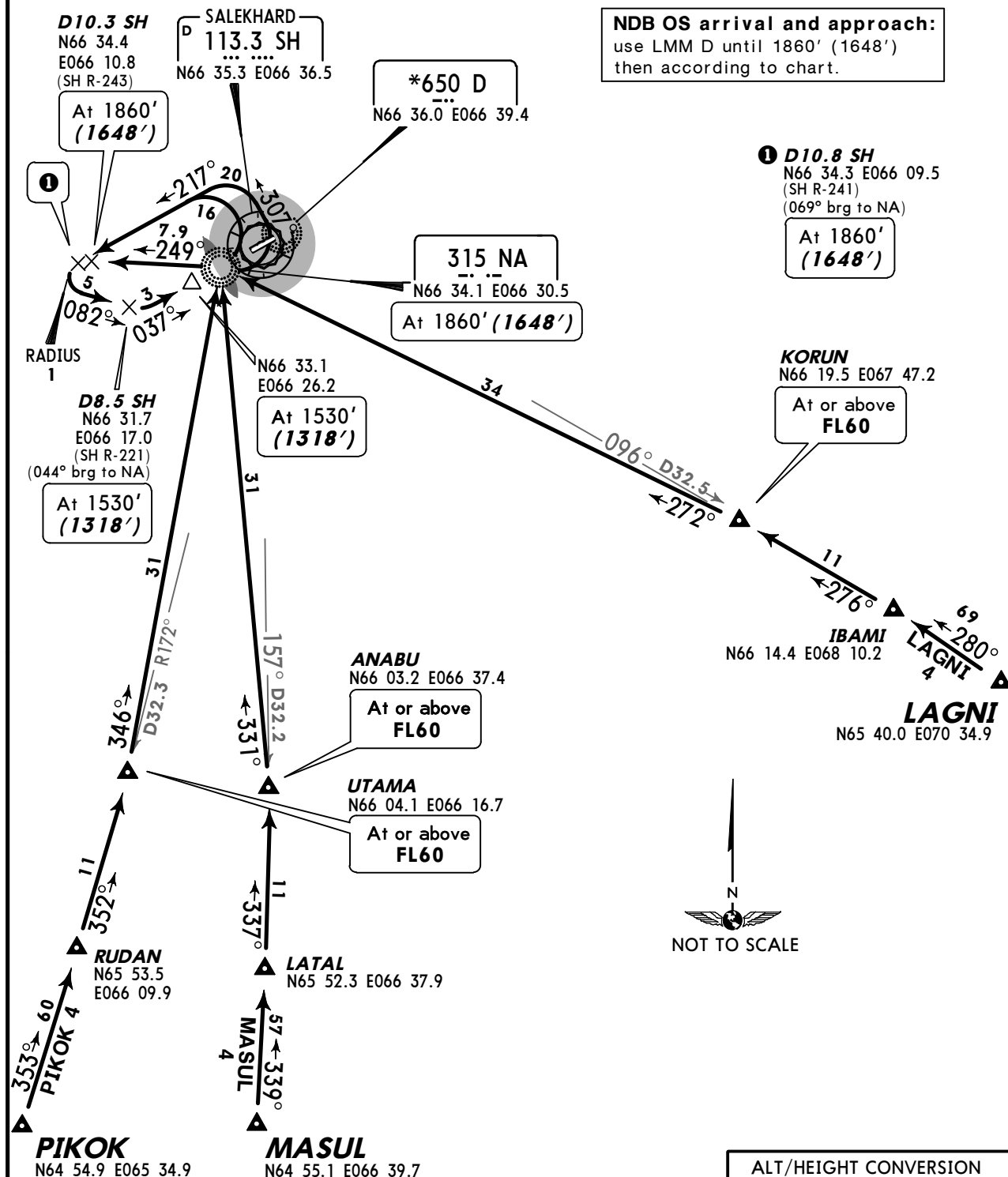
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (2968')

LAGNI 4, MASUL 4, PIKOK 4
RWY 04 ARRIVALS
VECTORED ARRIVAL AVAILABLE
FOR RUSSIAN USERS ONLY

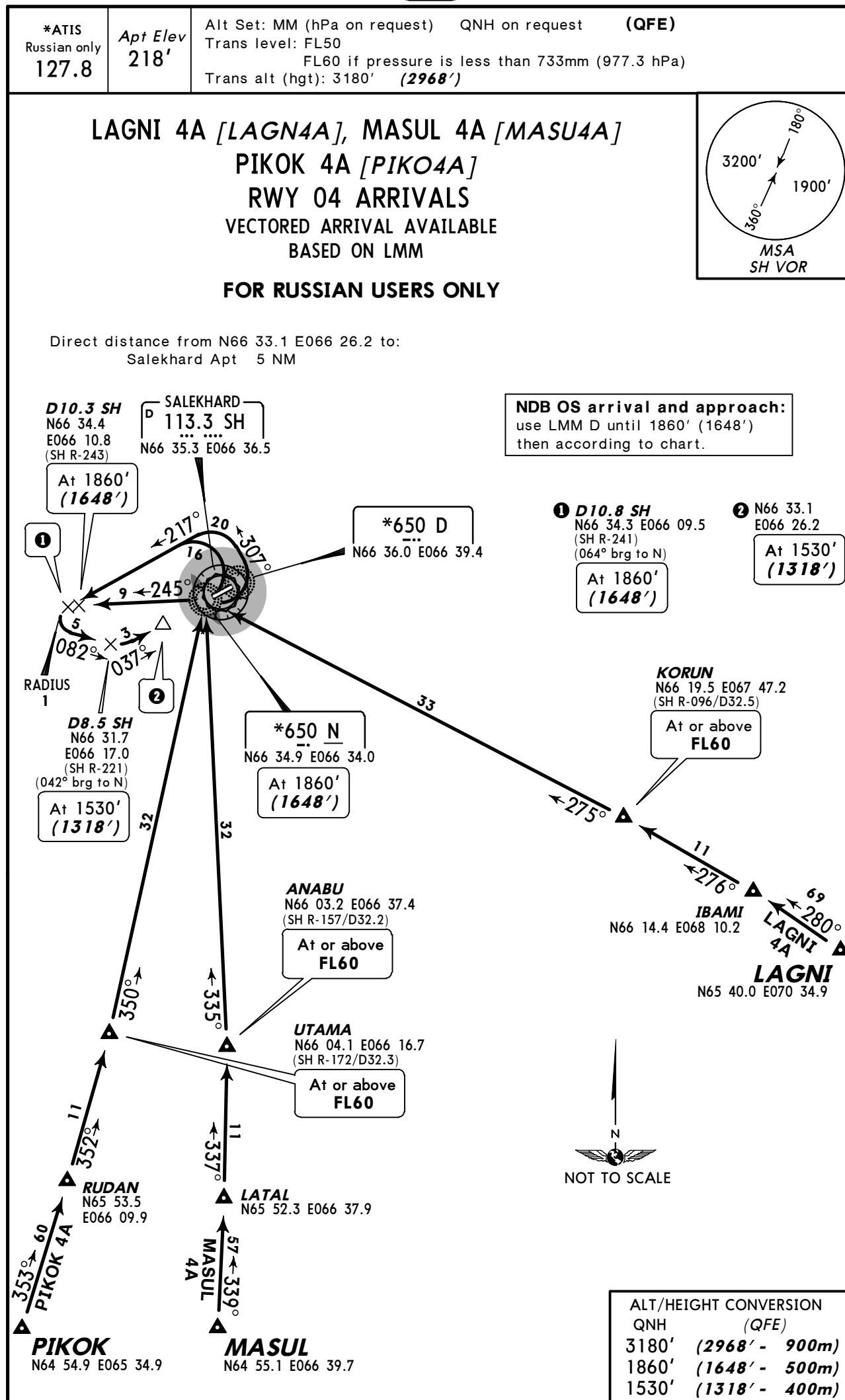


Direct distance from N66 33.1 E066 26.2 to:
Salekhard Apt 5 NM

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

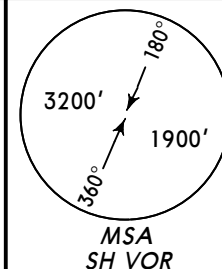
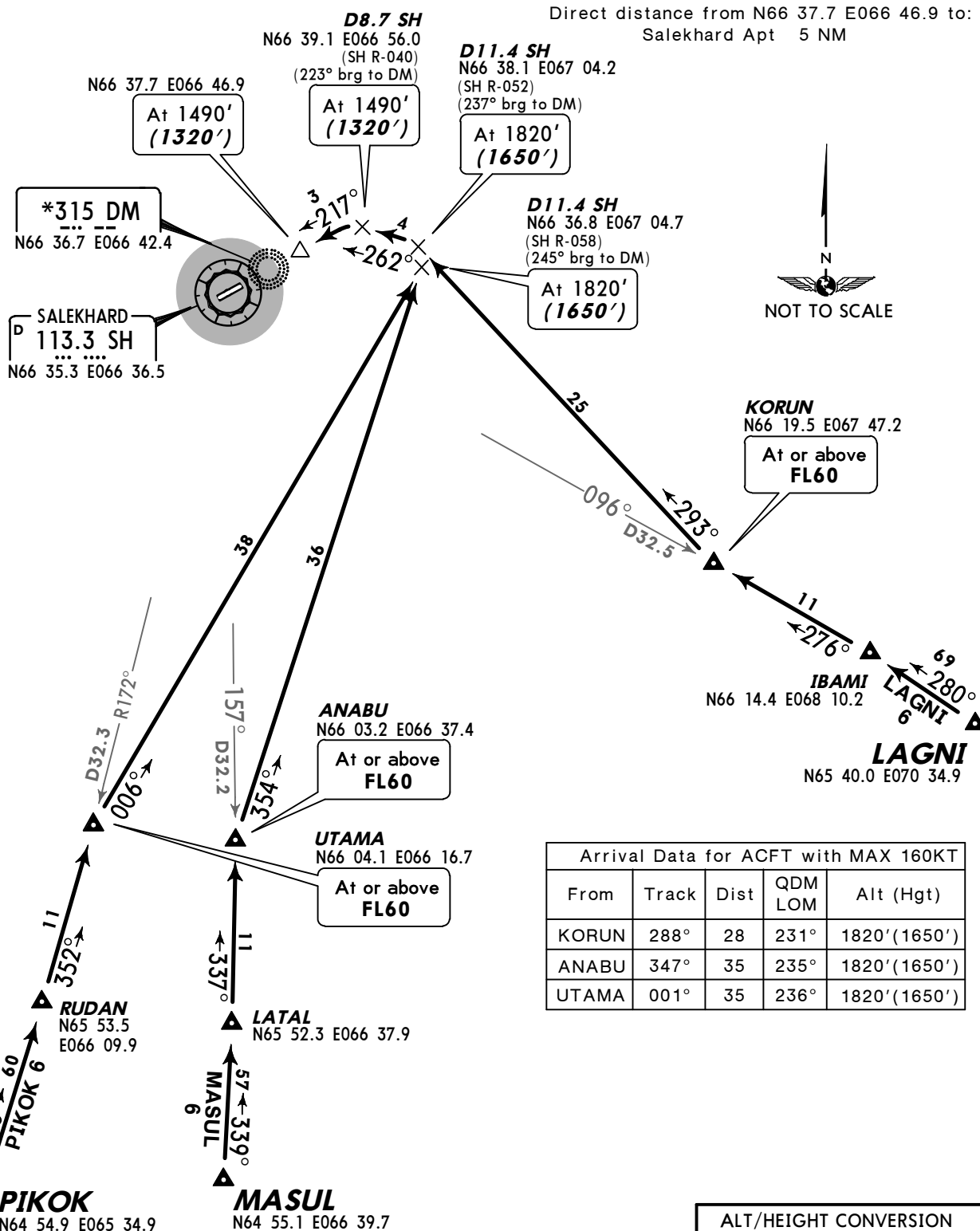


ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3180'	(2968' -	900m)
1860'	(1648' -	500m)
1530'	(1318' -	400m)



*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' (3010')LAGNI 6, MASUL 6, PIKOK 6
RWY 22 ARRIVALS

FOR RUSSIAN USERS ONLY

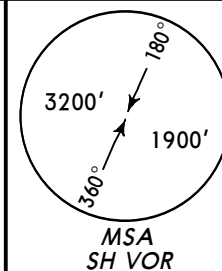
Direct distance from N66 37.7 E066 46.9 to:
Salekhard Apt 5 NMALT/HEIGHT CONVERSION
QNH (QFE)
3180' (3010' - 900m)
1820' (1650' - 500m)
1490' (1320' - 400m)

*ATIS
Russian only
127.8

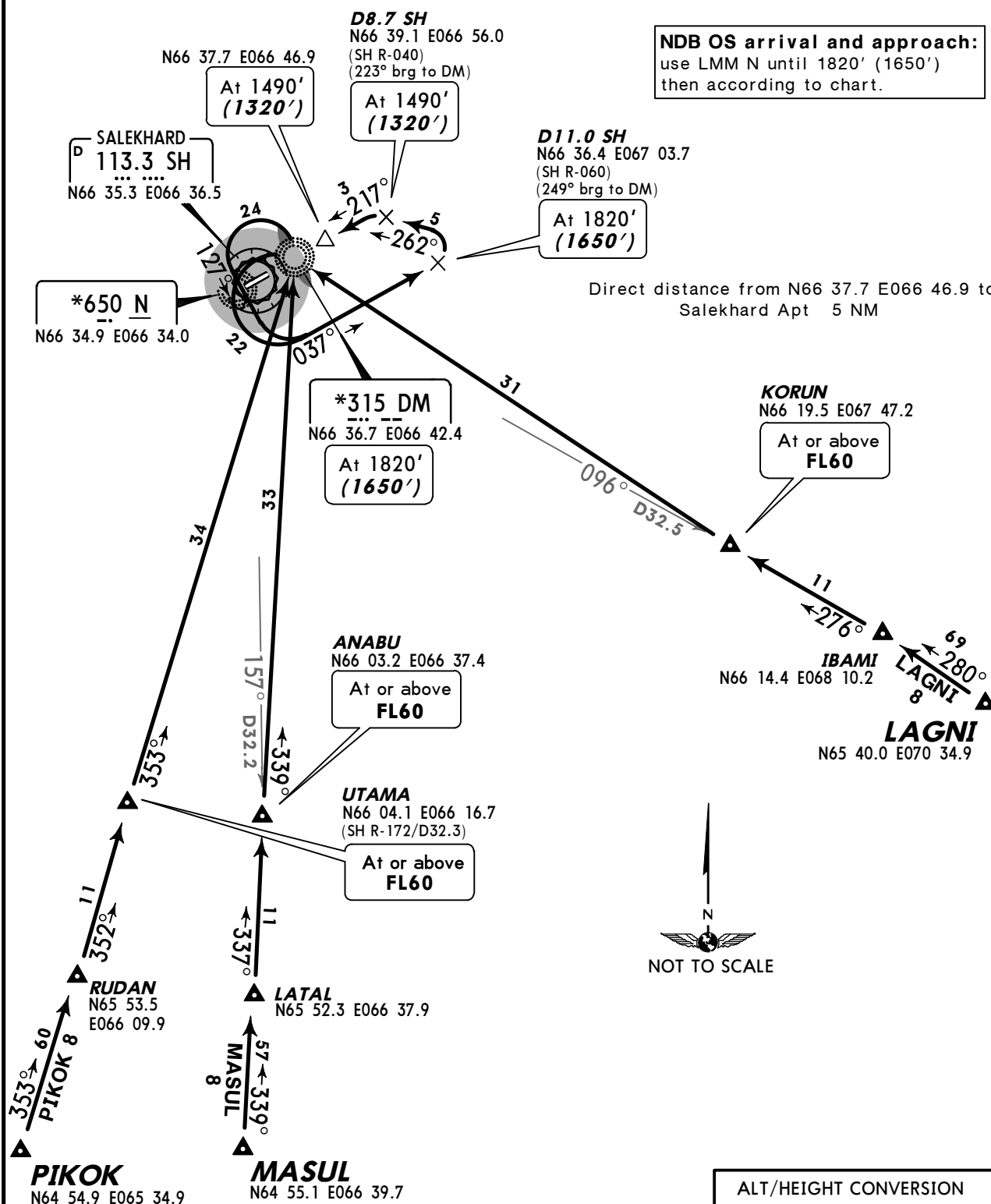
Apt Elev
218'

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' **(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.



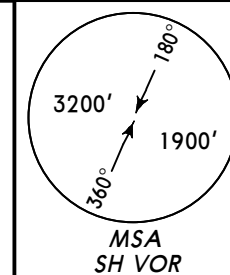
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3180'	(3010' - 900m)
1820'	(1650' - 500m)
1490'	(1320' - 400m)

*ATIS
Russian only
127.8

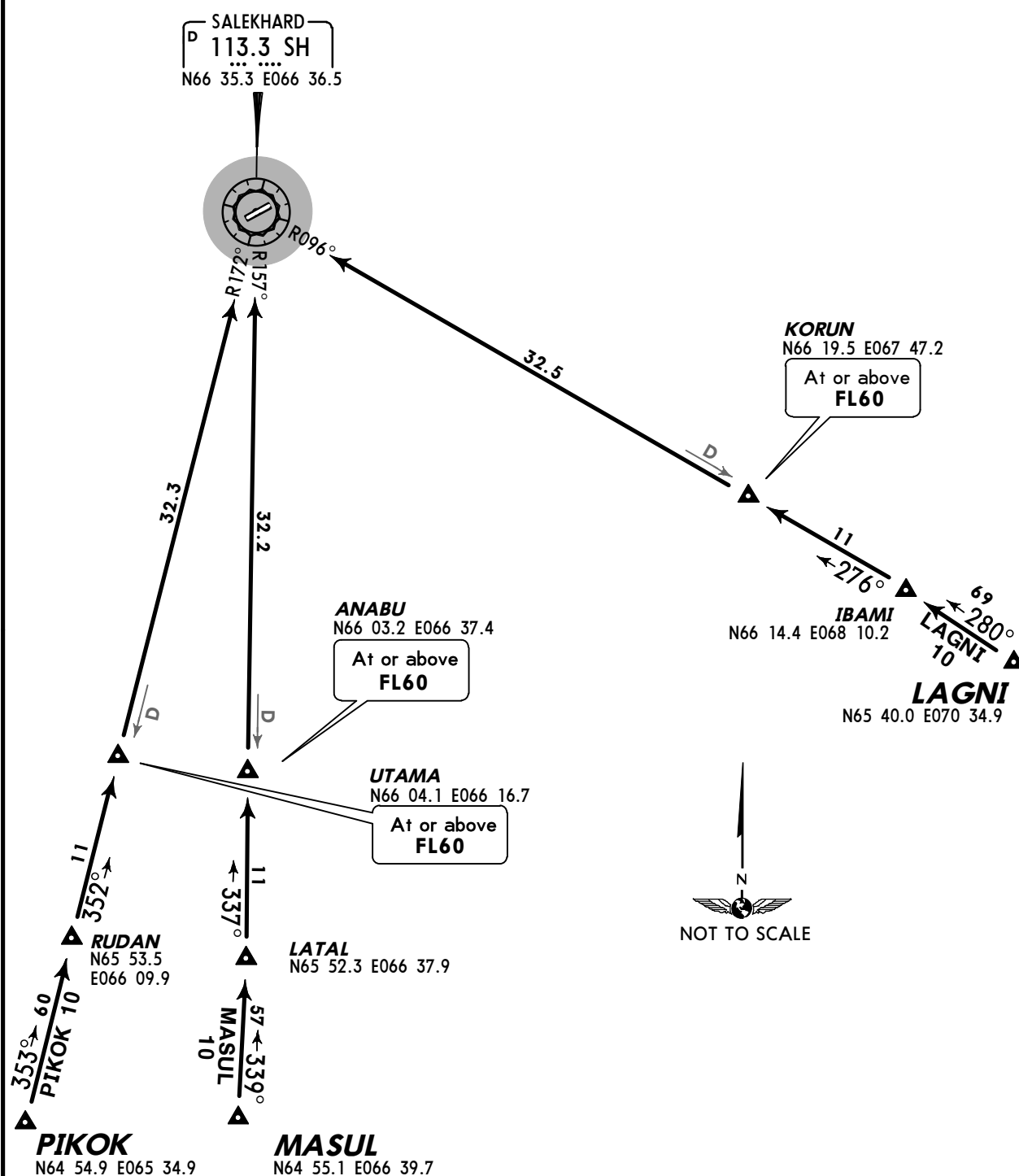
Apt Elev
218'

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')

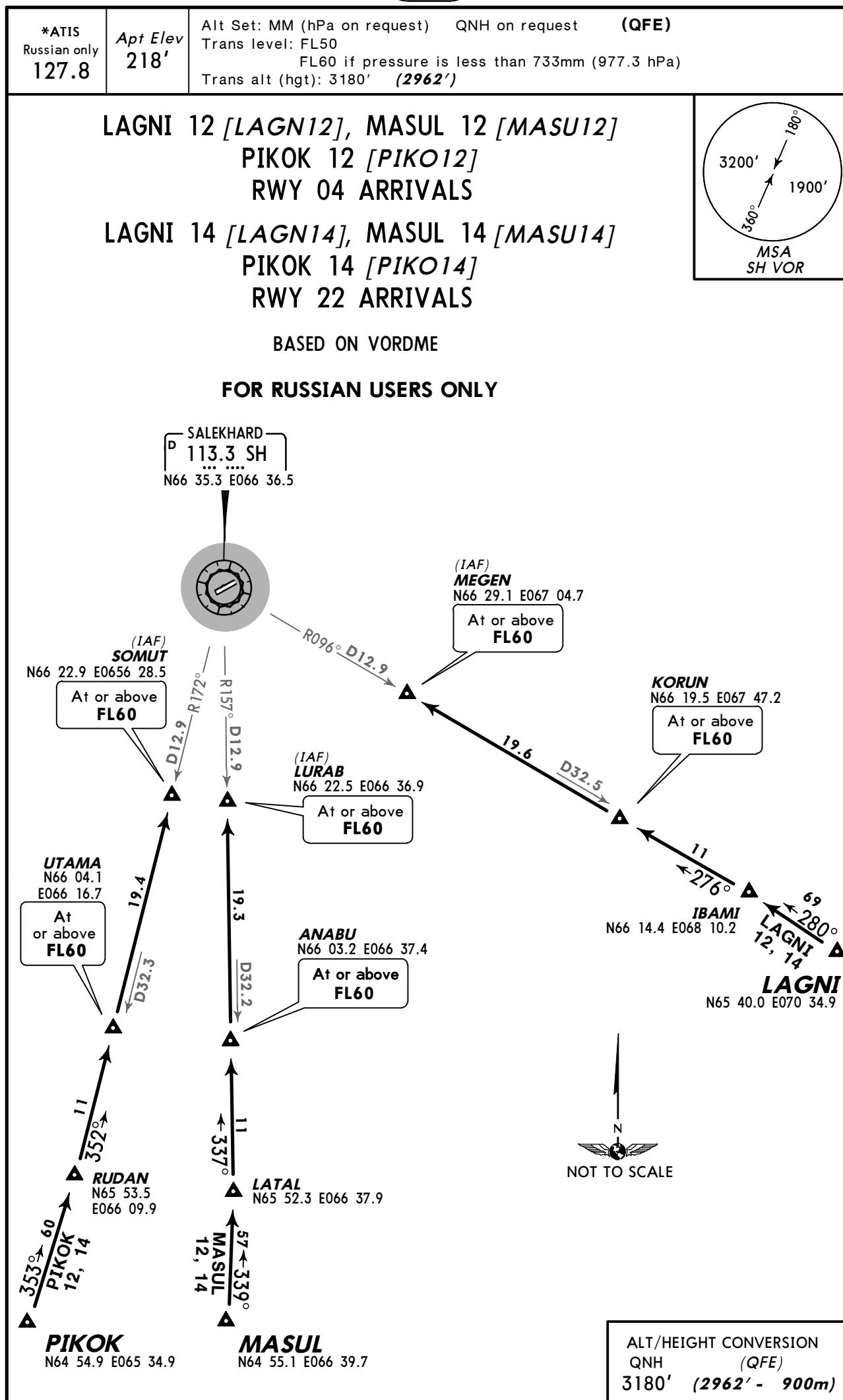
LAGNI 10 [LAGN10]
MASUL 10 [MASU10]
PIKOK 10 [PIKO10]
RWYS 04, 22 ARRIVALS
BASED ON VORDME

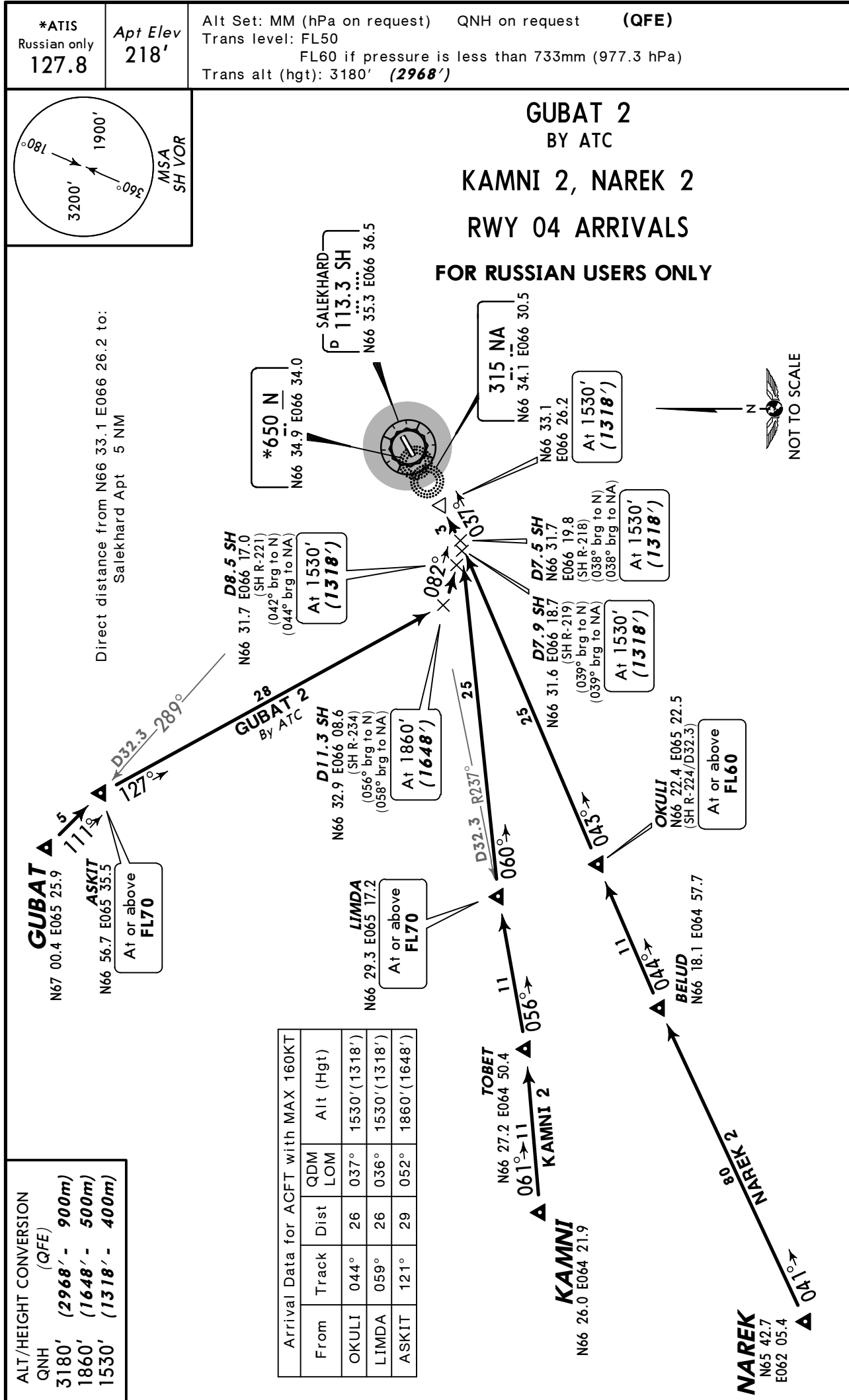


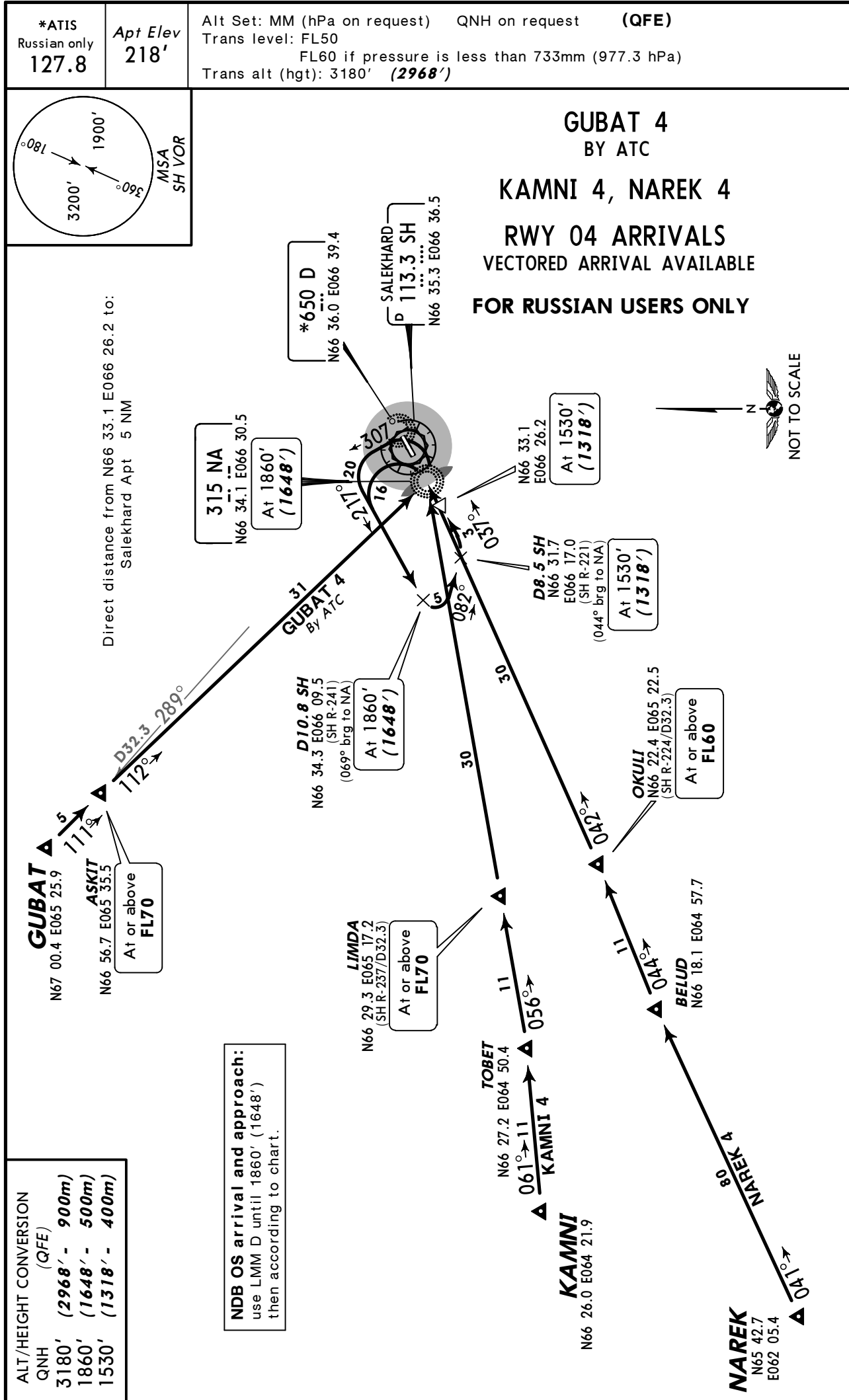
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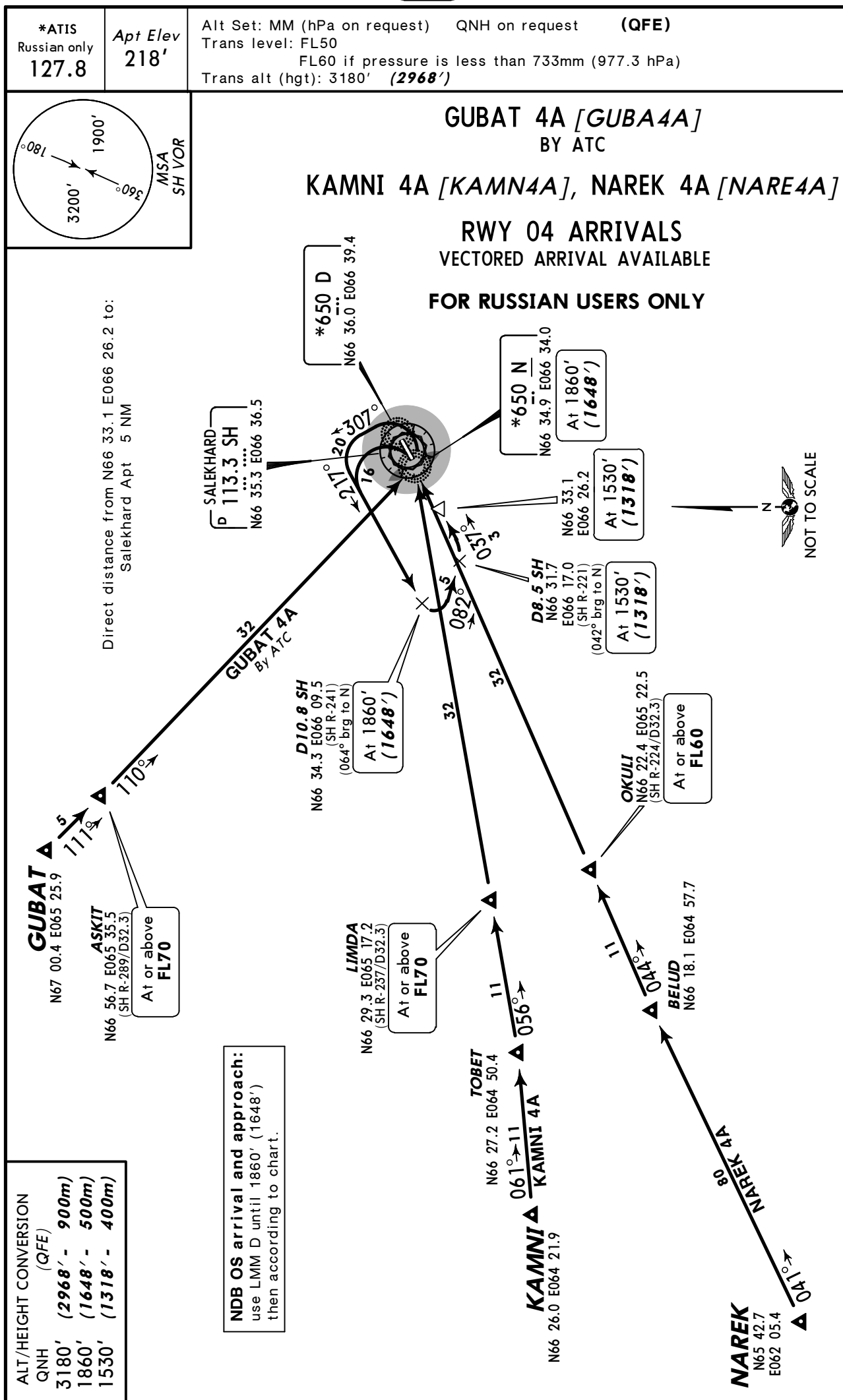


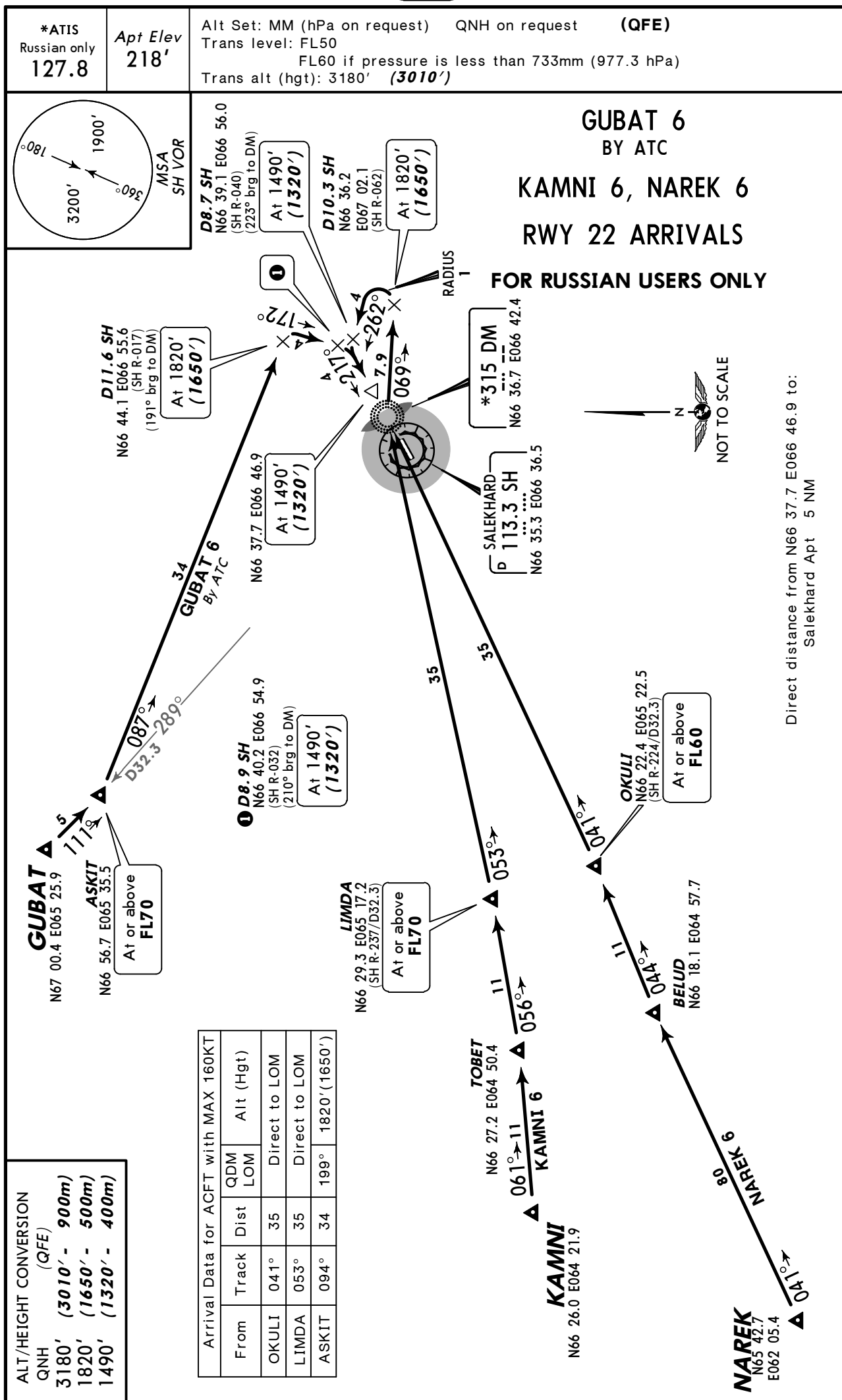
ALT/HEIGHT CONVERSION
QNH (QFE)
3180' (2962' - 900m)

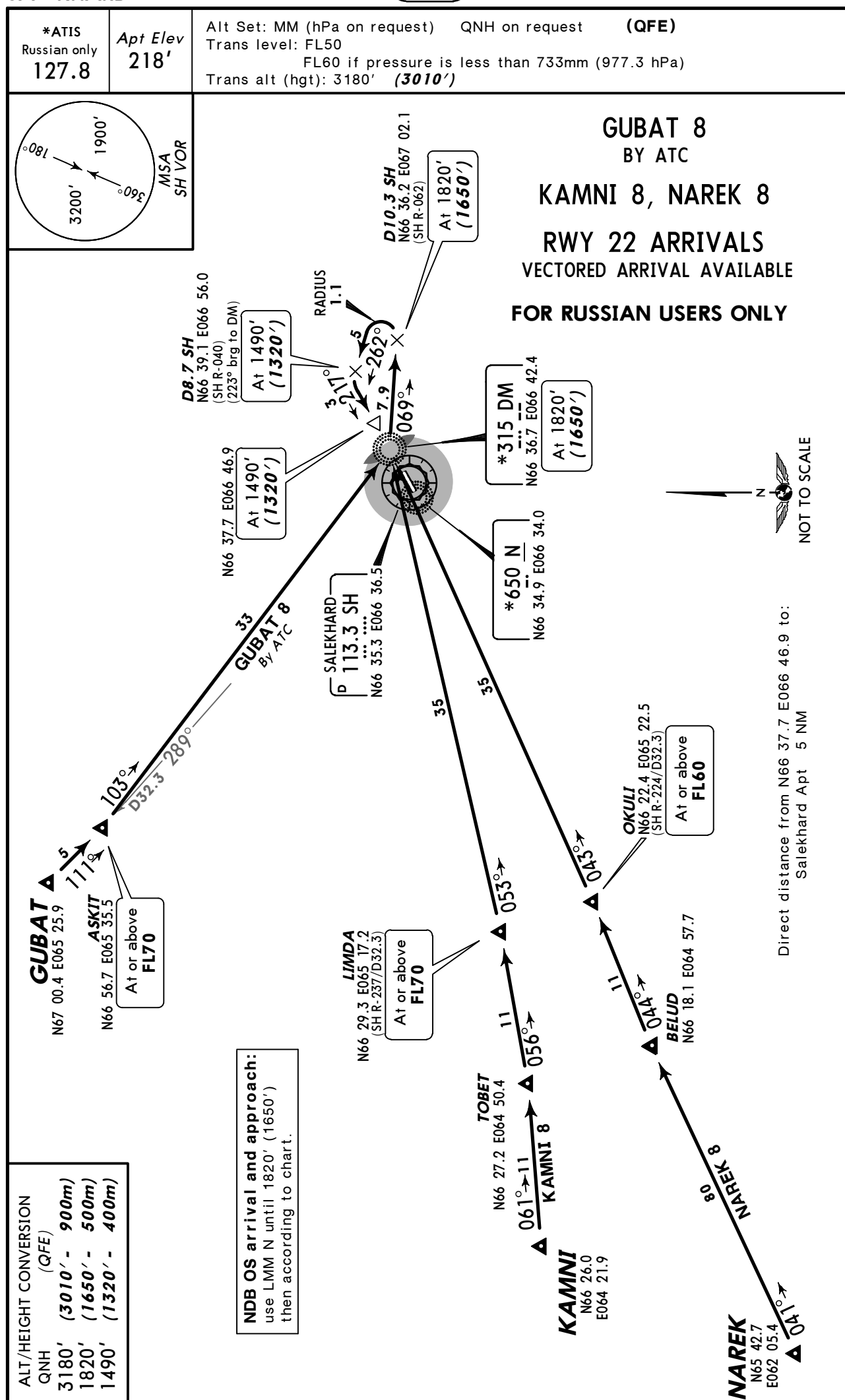


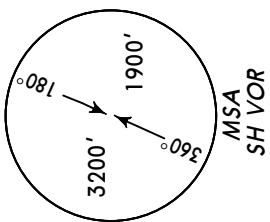






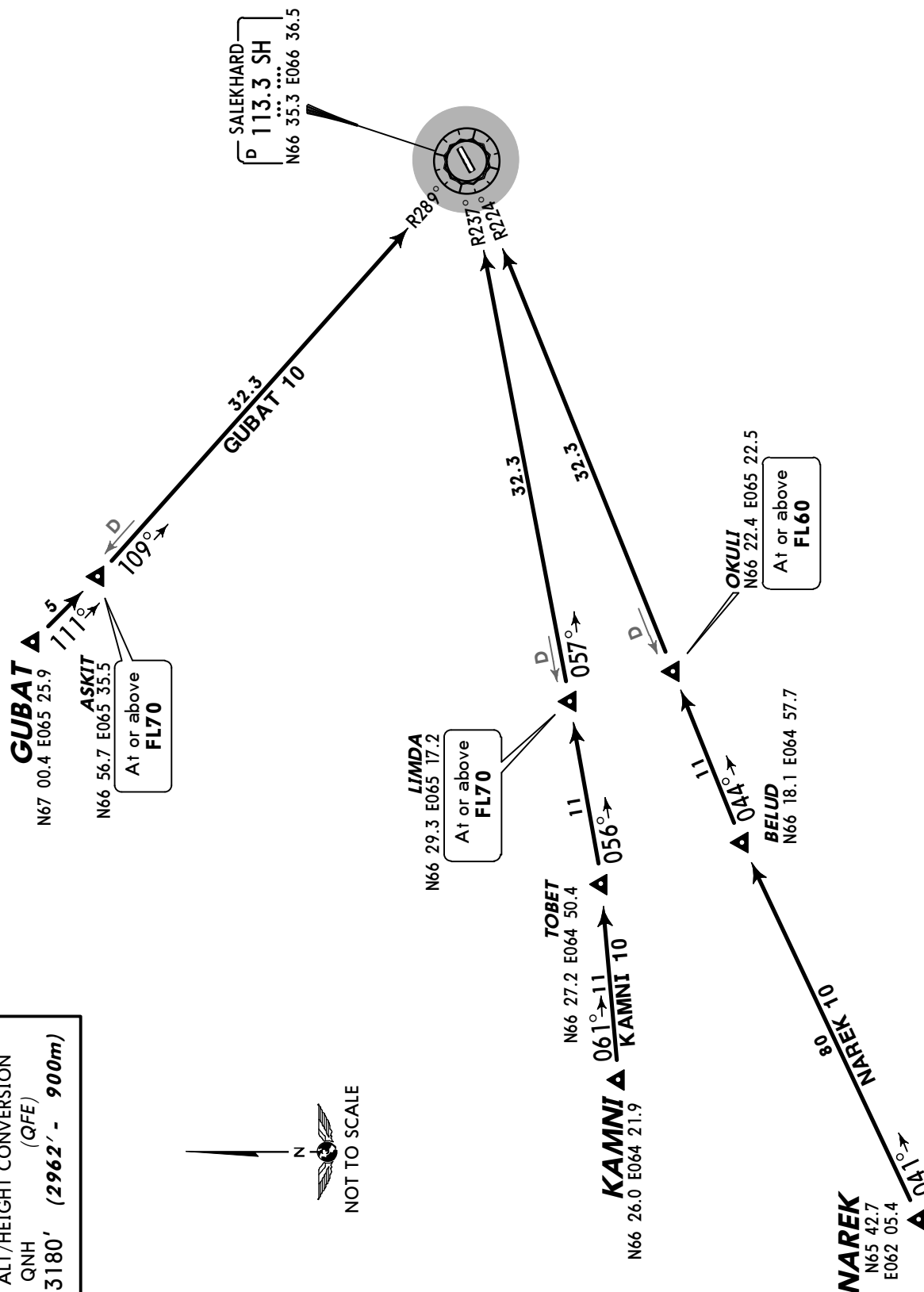


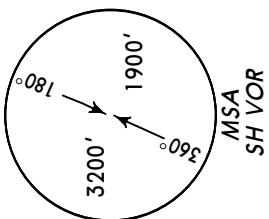


*ATIS
Russian only
127.8Apt Elev
218'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (**2962'**)

GUBAT 10 [GUBA10]
KAMNI 10 [KAMN10]
NAREK 10 [NARE10]
RWYS 04, 22 ARRIVALS
BASED ON VORDME

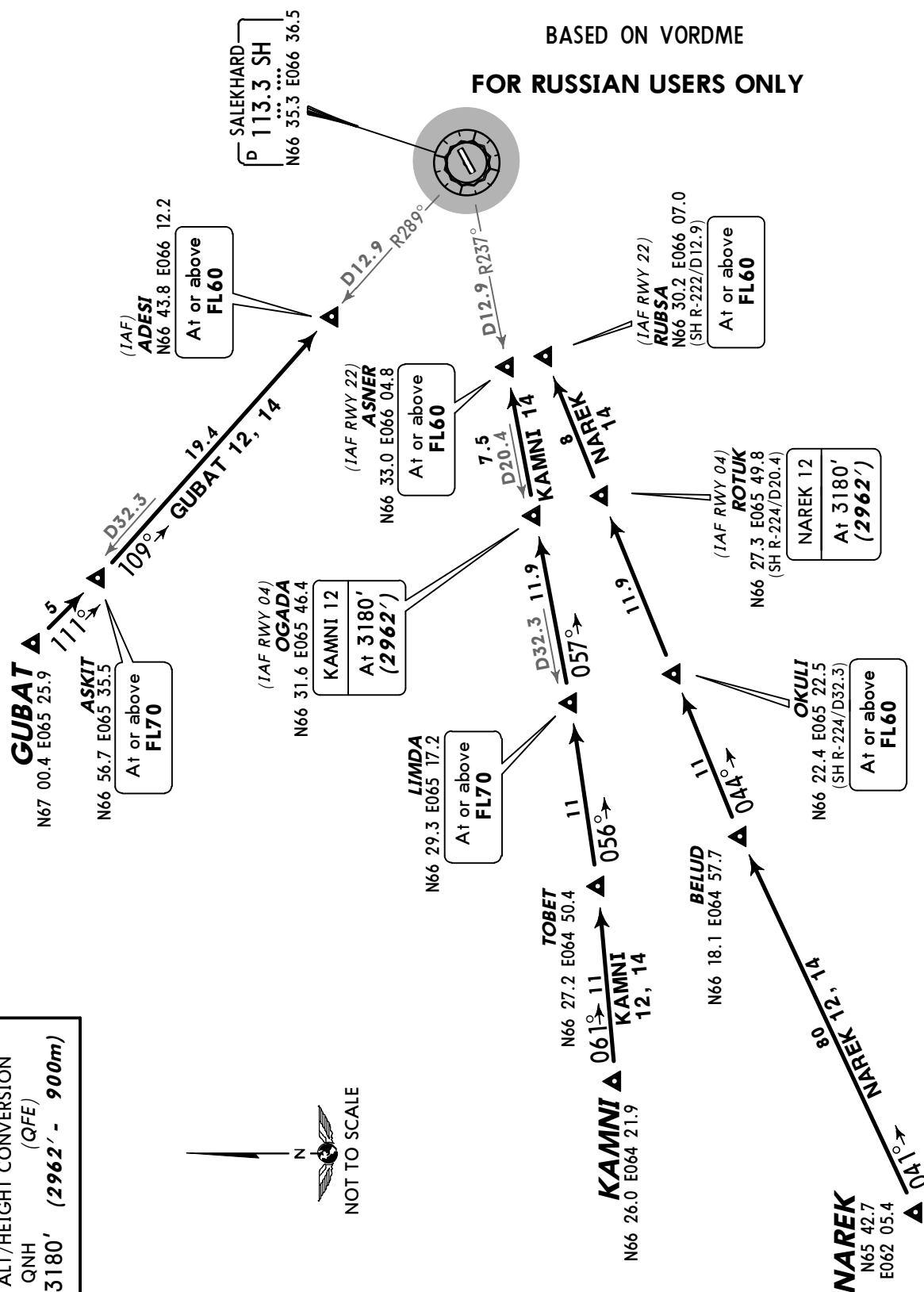
FOR RUSSIAN USERS ONLY



*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' (2962')GUBAT 12 [GUBA12], KAMNI 12 [KAMN12]
NAREK 12 [NARE12]
RWY 04 ARRIVALSGUBAT 14 [GUBA14], KAMNI 14 [KAMN14]
NAREK 14 [NARE14]
RWY 22 ARRIVALS

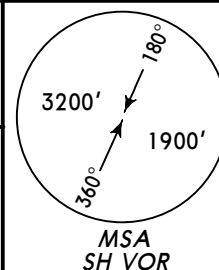
BASED ON VORDME

FOR RUSSIAN USERS ONLY



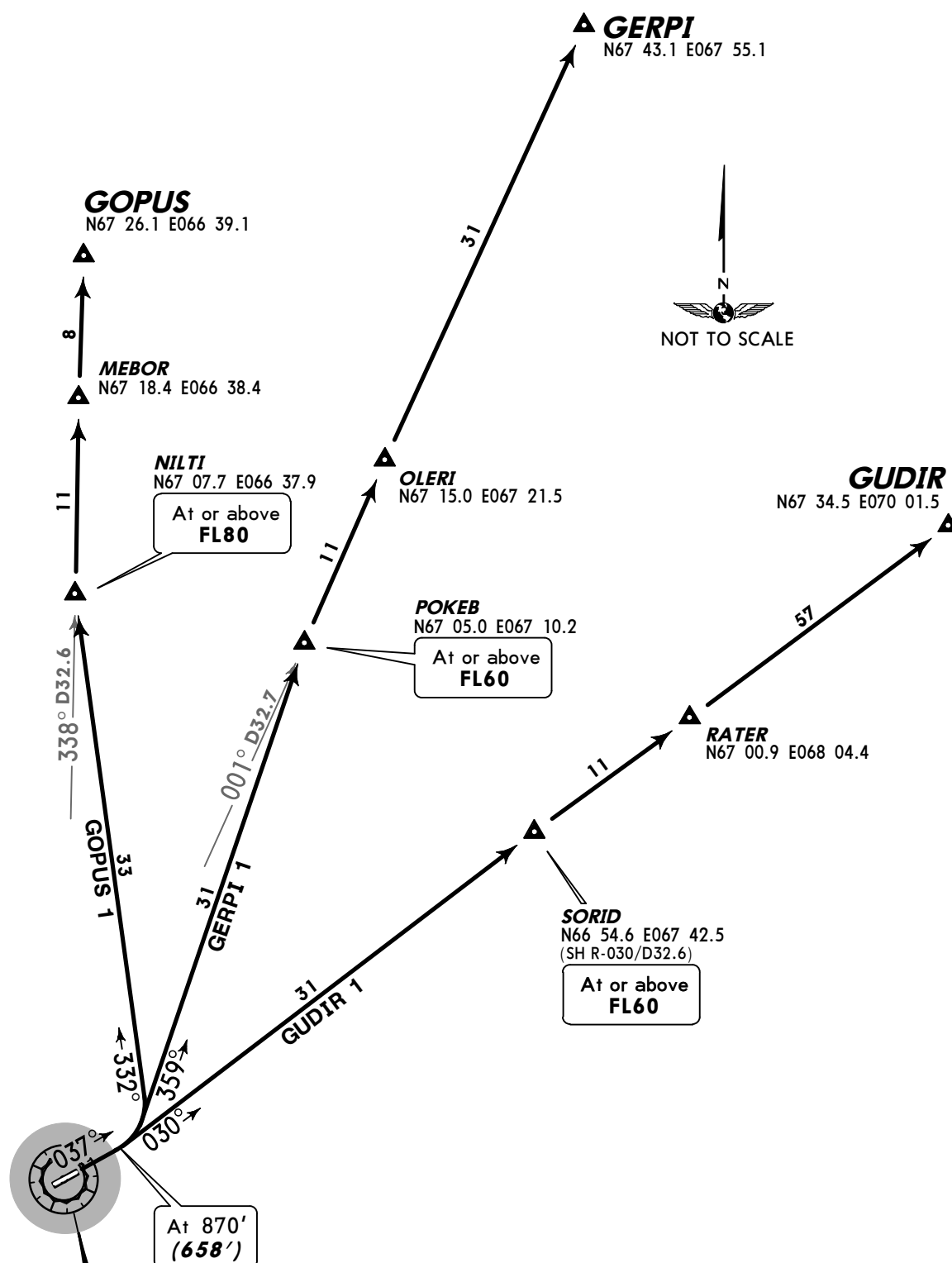
Apt Elev
218'

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

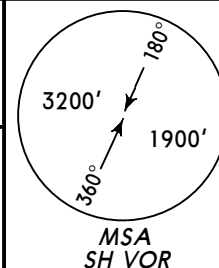


SALEKHARD
D 113.3 SH
N66 35.3 E066 36.5

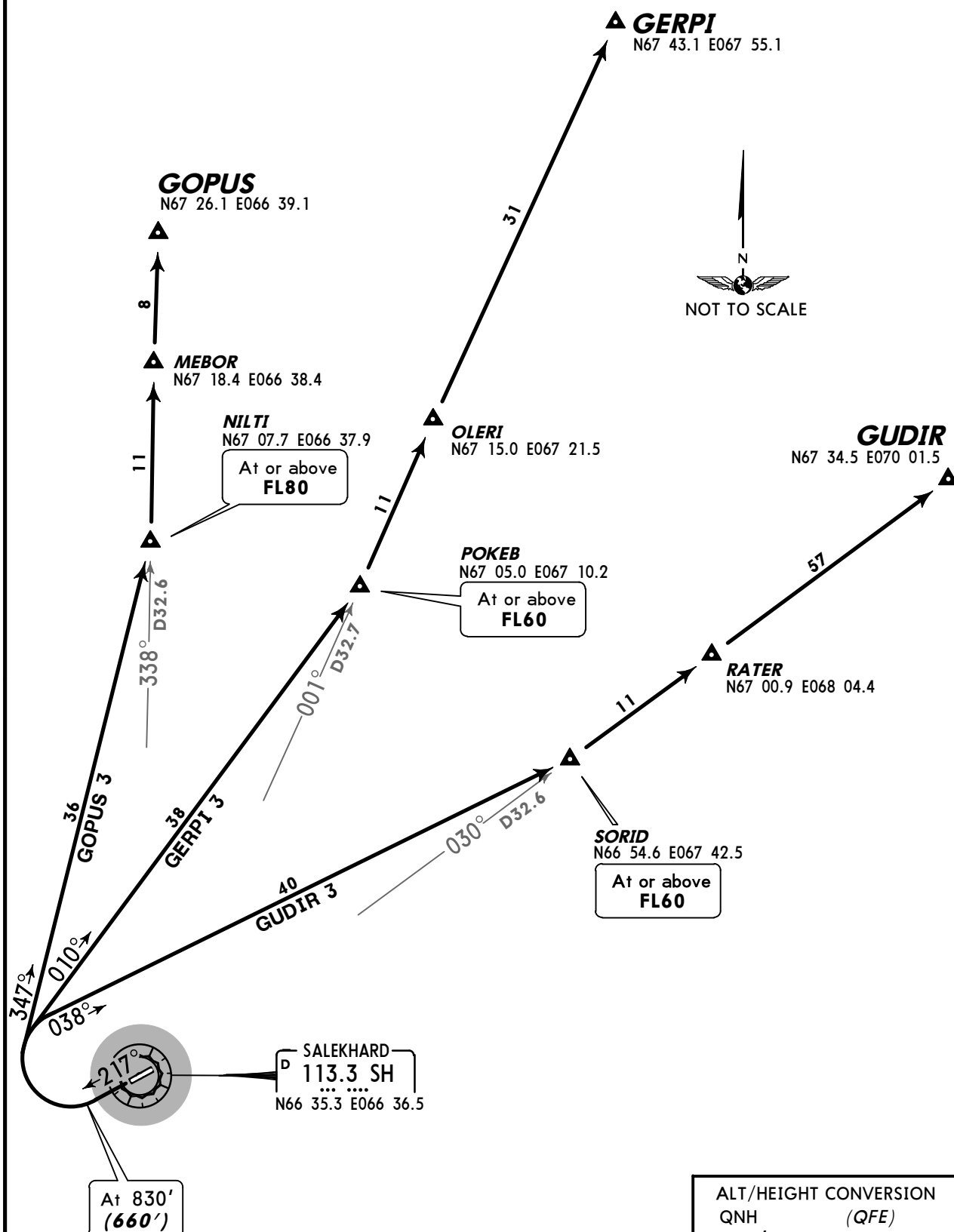
ALT/HEIGHT CONVERSION	
QNH	(QFE)
870'	(658' - 200m)
3180'	(2968' - 900m)

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')**

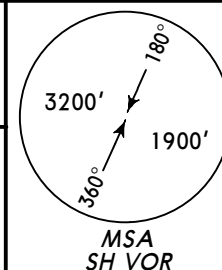


GERPI 3, GOPUS 3, GUDIR 3
RWY 22 DEPARTURES
FOR RUSSIAN USERS ONLY



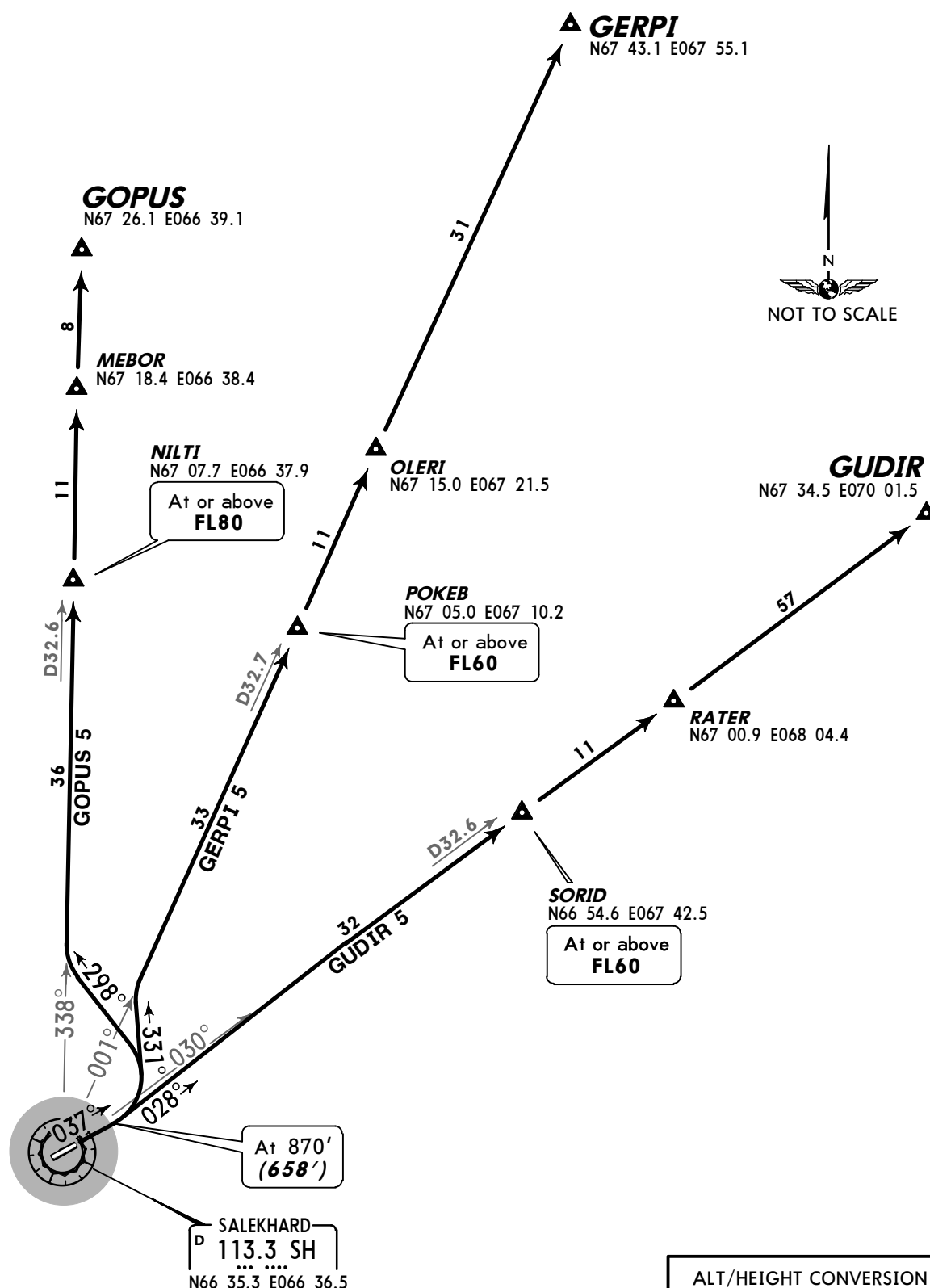
Apt Elev
218'

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



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

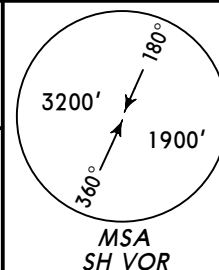
FOR RUSSIAN USERS ONLY



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

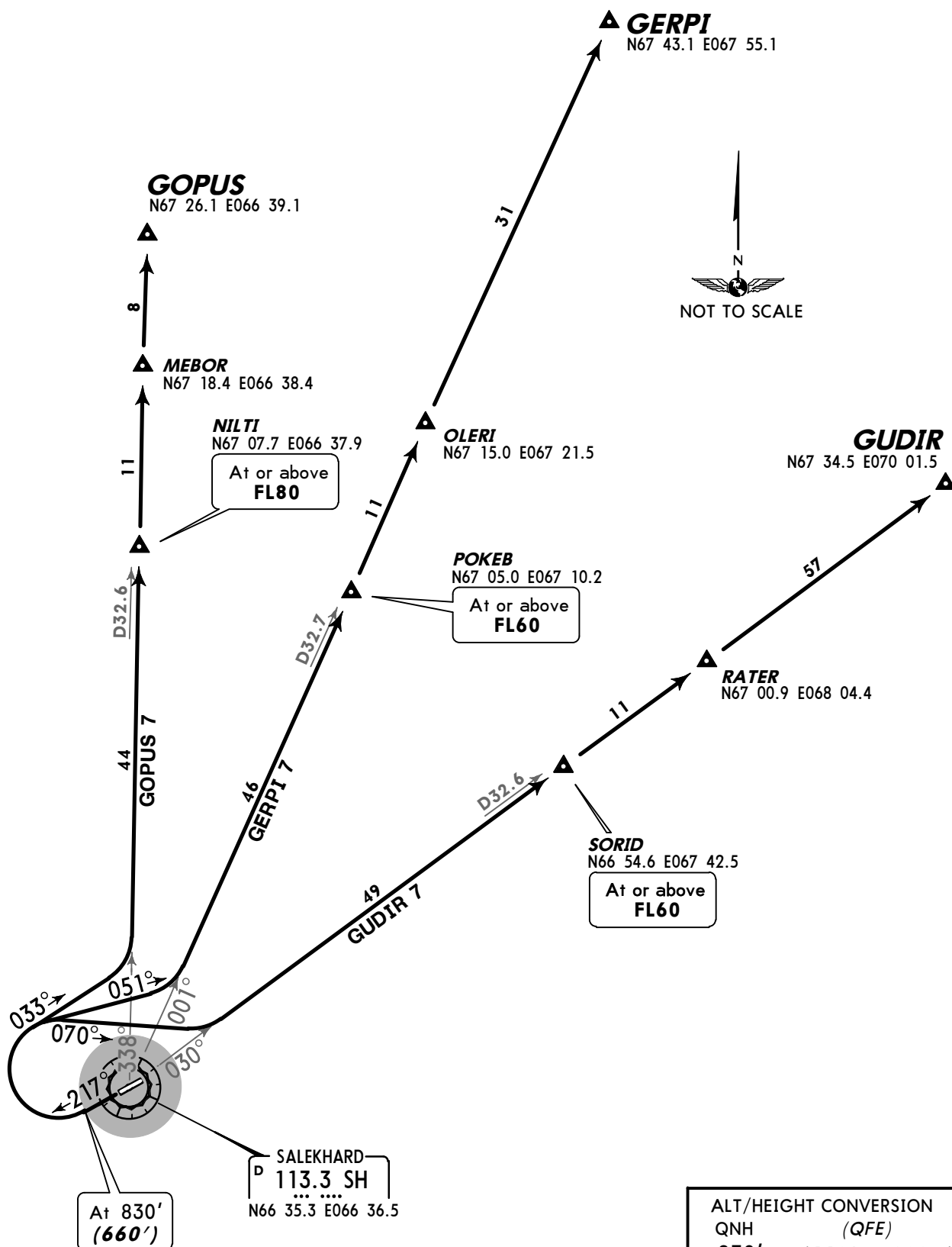
Apt Elev
218'

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



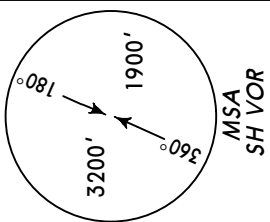
GERPI 7, GOPUS 7, GUDIR 7
RWY 22 DEPARTURES
BASED ON VORDME

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')

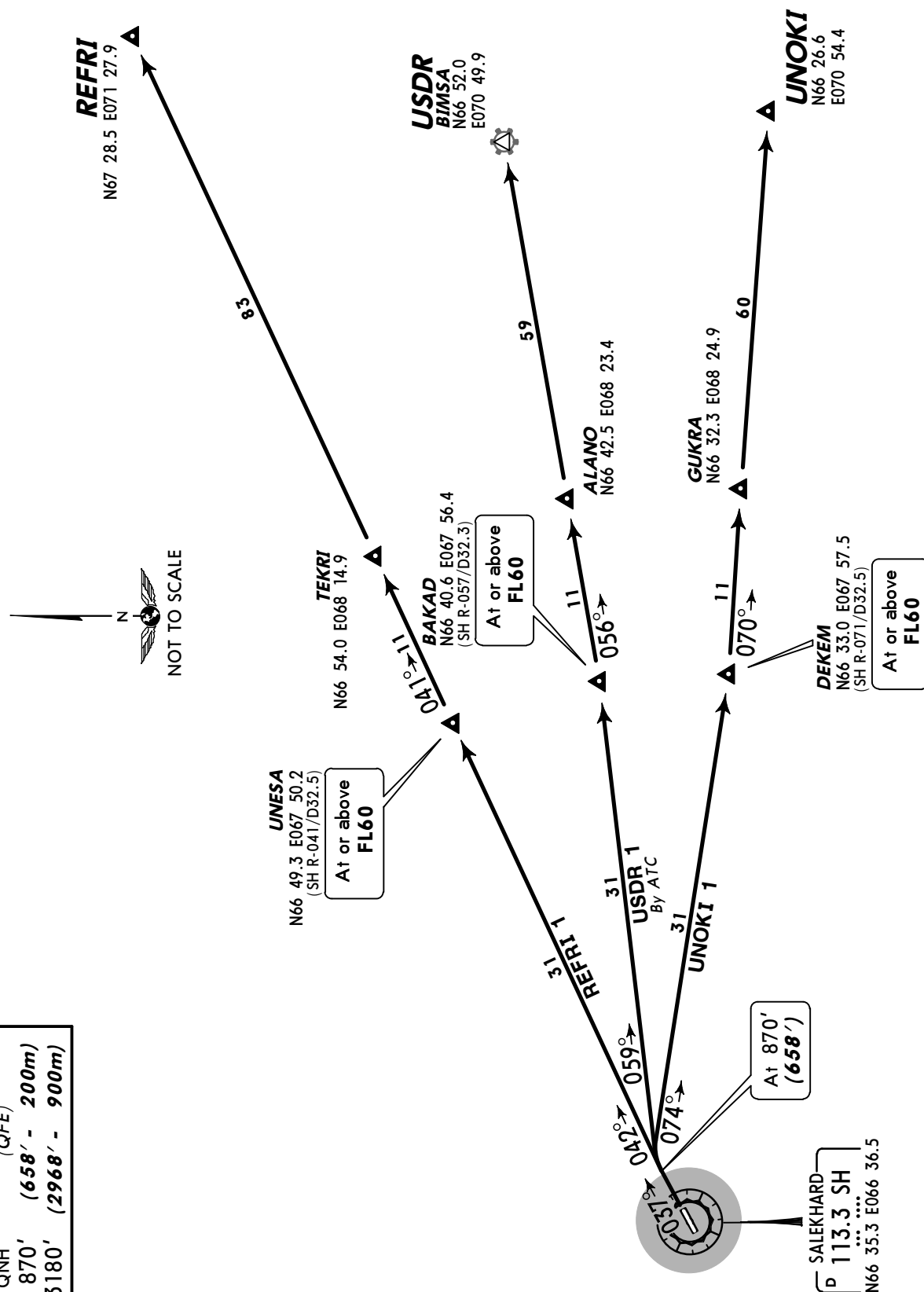


REFRI 1, UNOKI 1

USDR 1
BY ATC

RWY 04 DEPARTURES

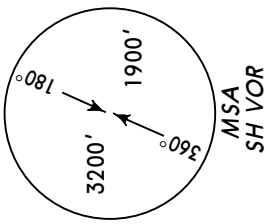
FOR RUSSIAN USERS ONLY



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

Apt Elev
218'

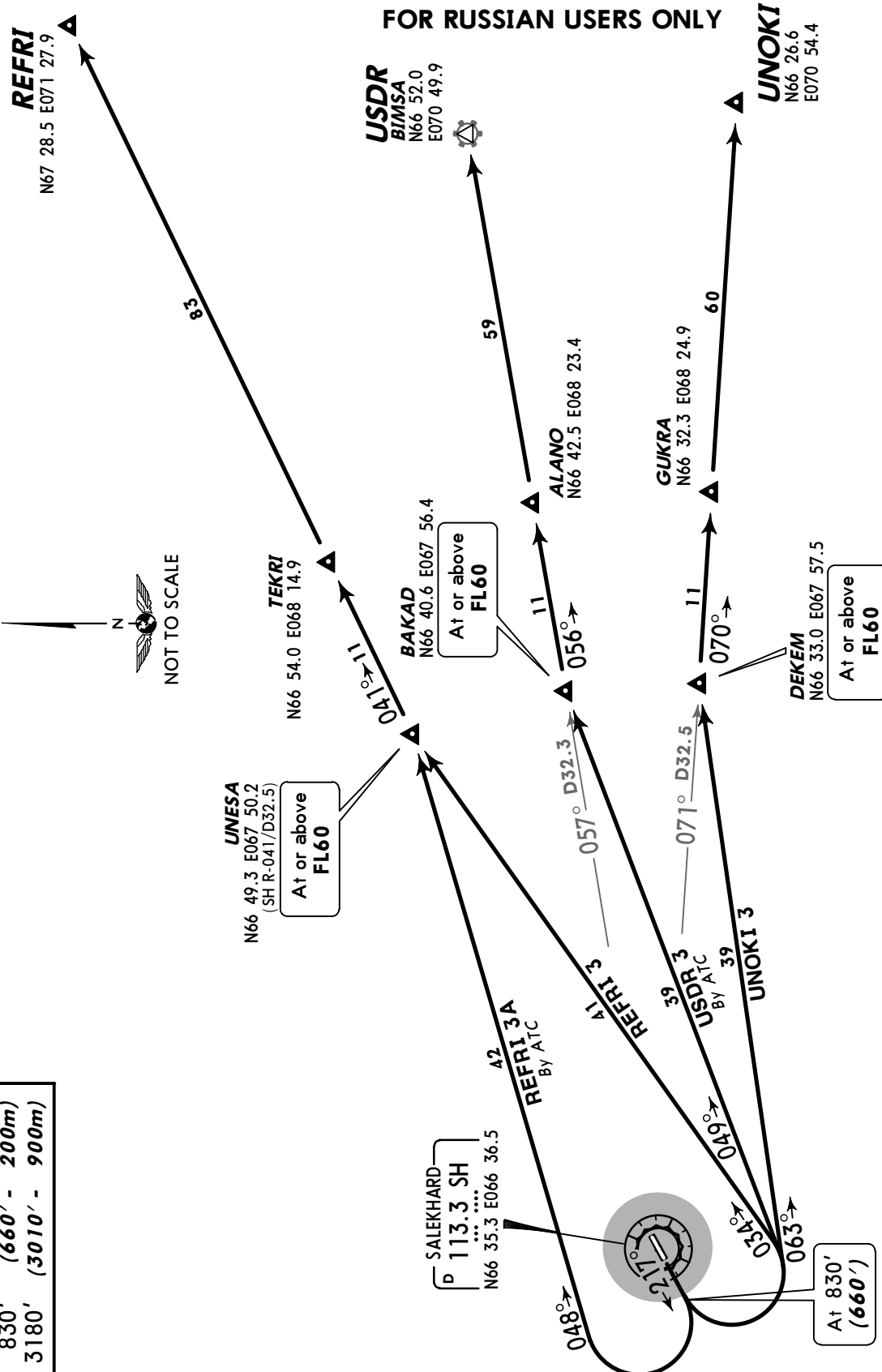
QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt (hgt): 3180' (3010')



REFRI 3, UNOKI 3
REFRI 3A [REFR3A], USDR 3
BY ATC

RWY 22 DEPARTURES

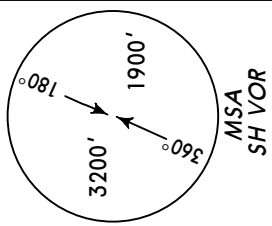
FOR RUSSIAN USERS ONLY



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

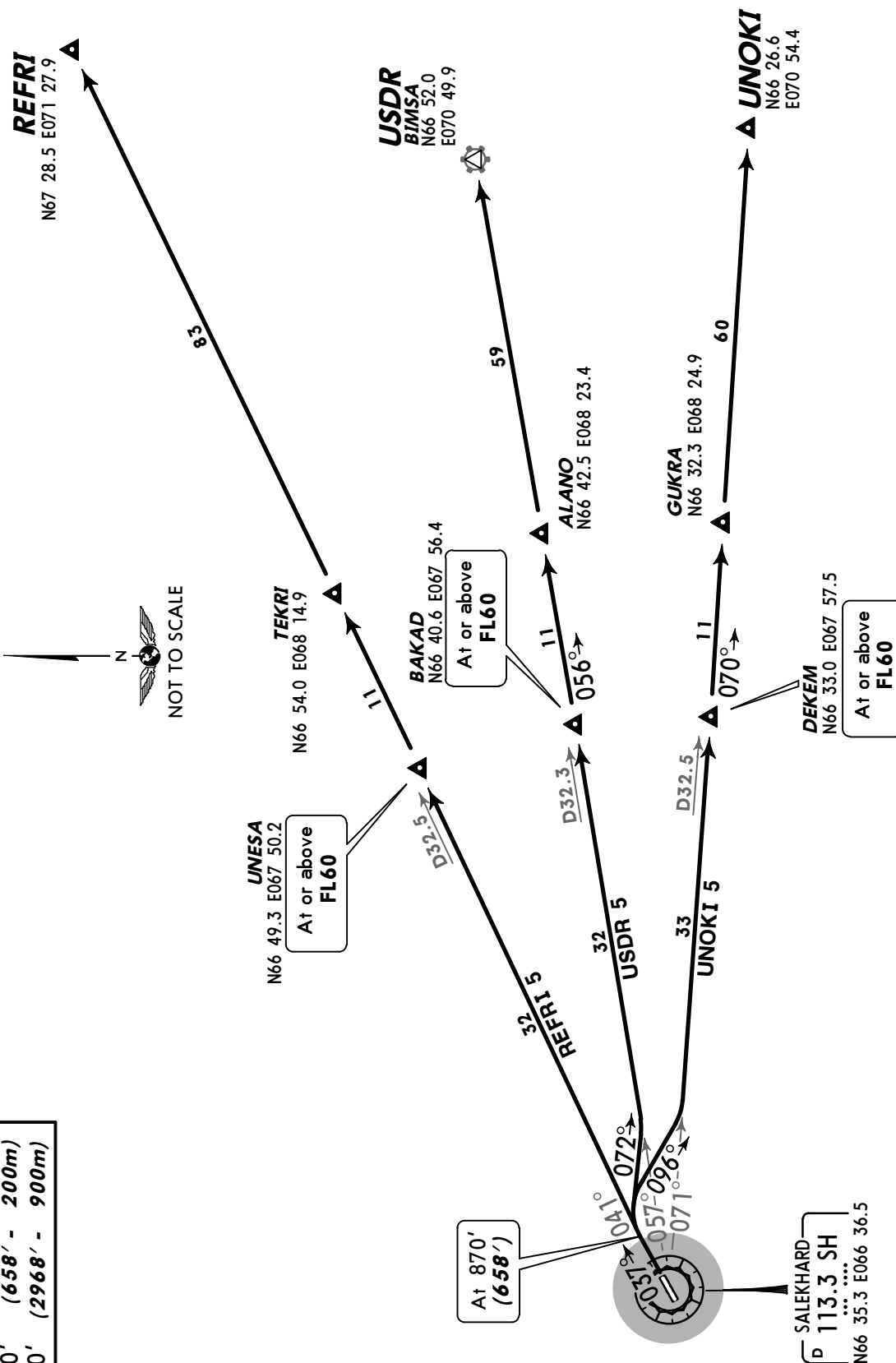
Apt Elev
218'

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



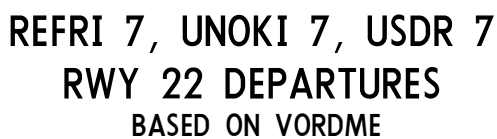
REFRI 5, UNOKI 5, USDR 5
RWY 04 DEPARTURES
BASED ON VORDME

FOR RUSSIAN USERS ONLY

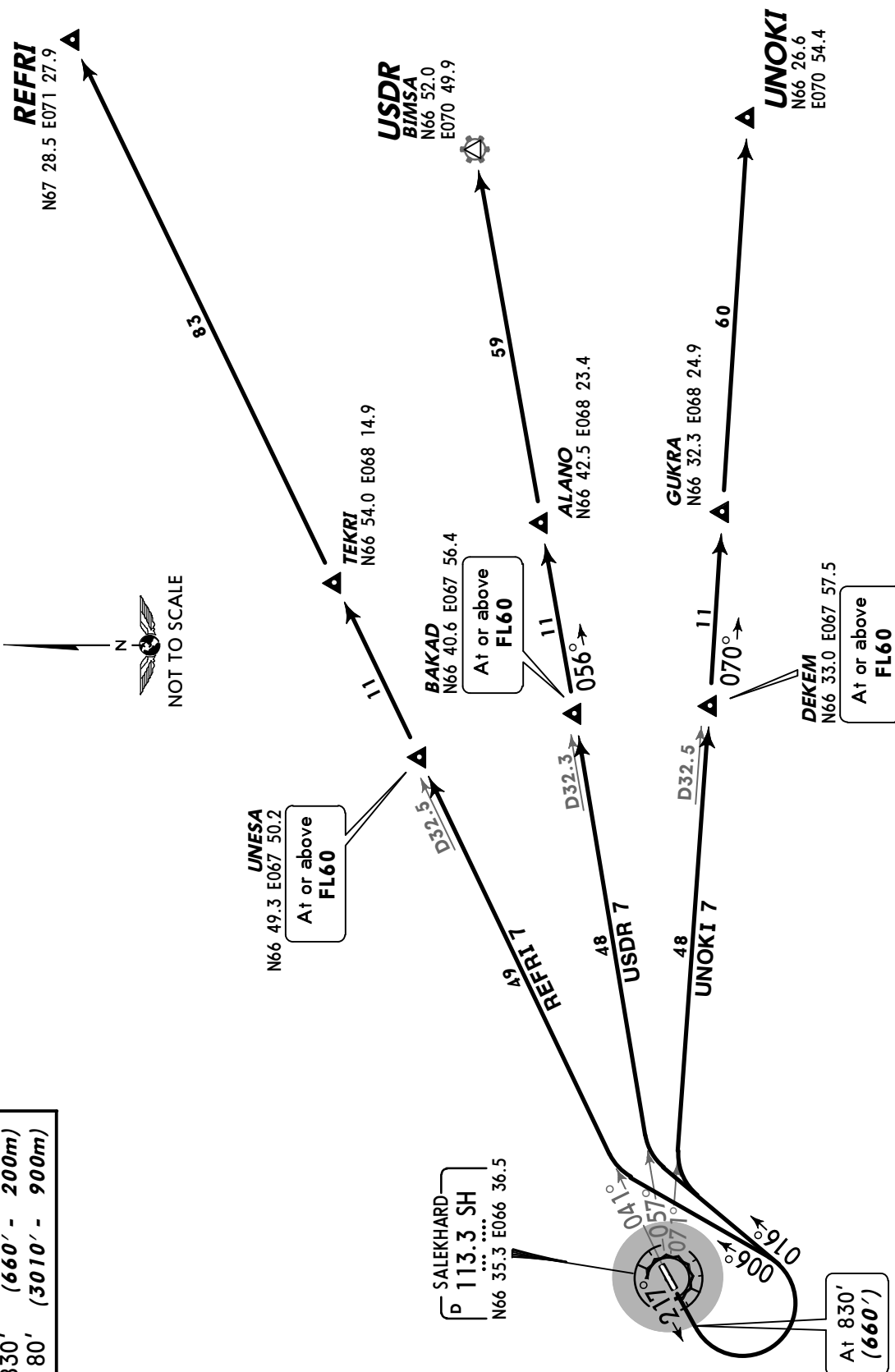


ALT/HEIGHT CONVERSION	
QNH	(QFE)
870'	(658' - 200m)
3180'	(2968' - 900m)

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



FOR RUSSIAN USERS ONLY

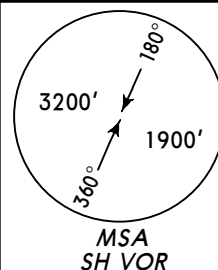


ALT/HEIGHT CONVERSION

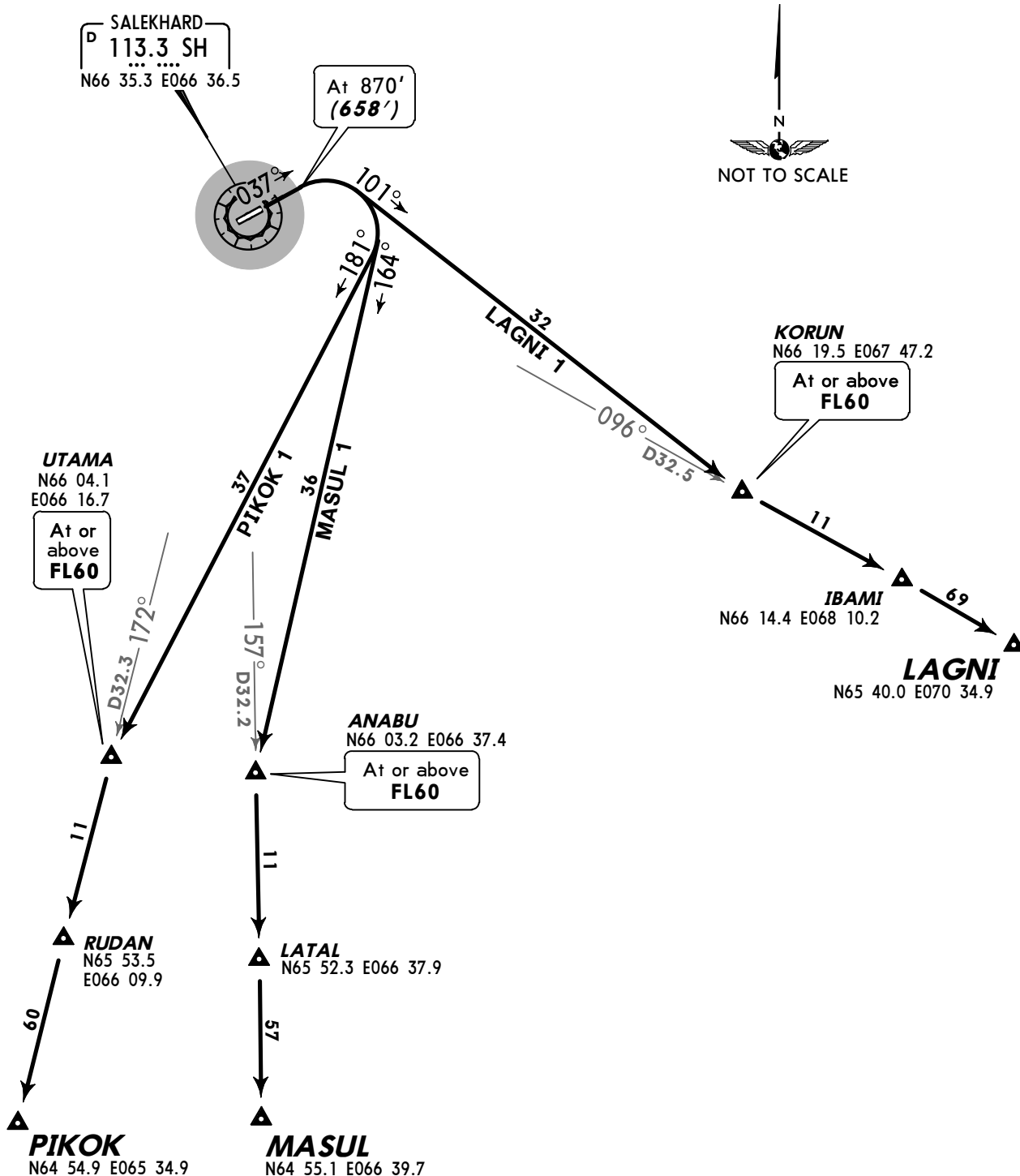
QNH	(QFE)
830'	(660' - 200m)
3180'	(3010' - 900m)

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')



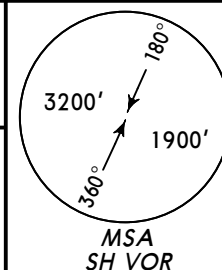
LAGNI 1, MASUL 1, PIKOK 1
RWY 04 DEPARTURES
FOR RUSSIAN USERS ONLY



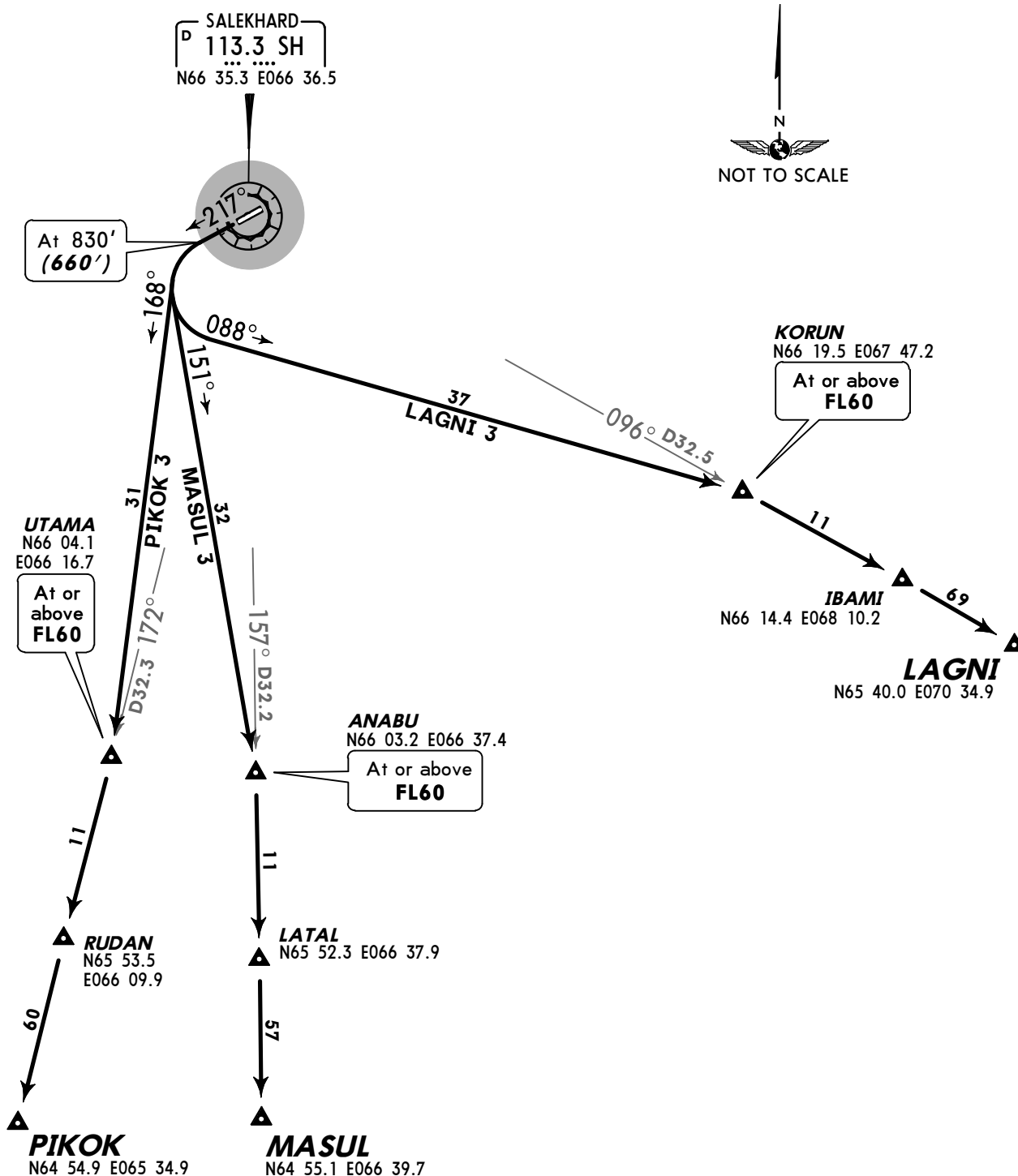
ALT/HEIGHT CONVERSION	
QNH	(QFE)
870'	(658' - 200m)
3180'	(2968' - 900m)

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')



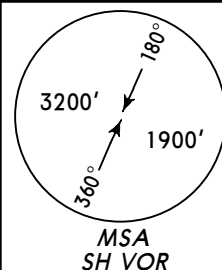
LAGNI 3, MASUL 3, PIKOK 3
RWY 22 DEPARTURES
FOR RUSSIAN USERS ONLY



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

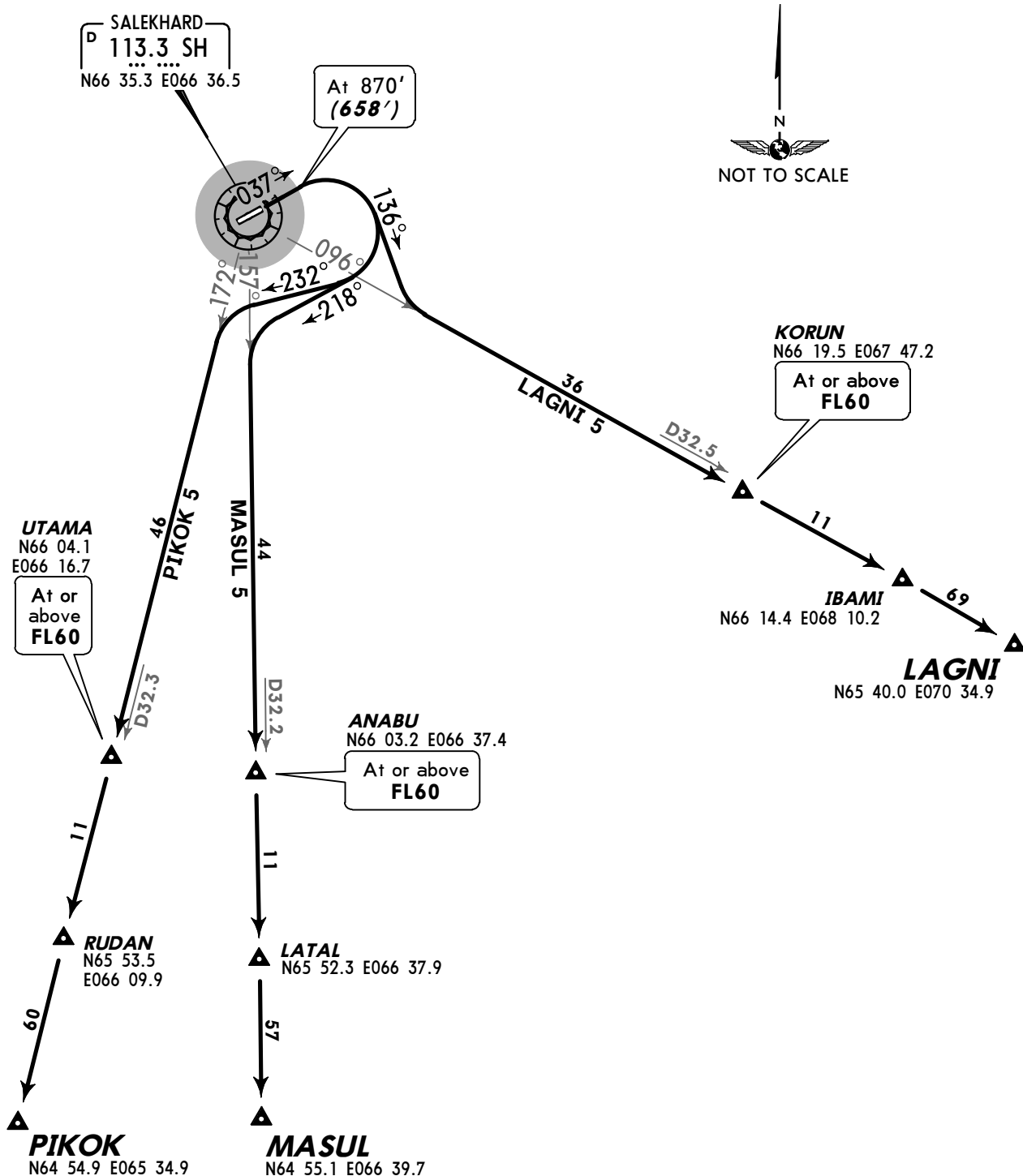
Apt Elev
218'

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

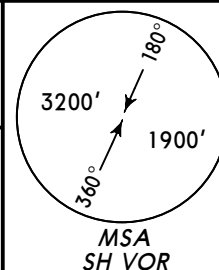


**LAGNI 5, MASUL 5, PIKOK 5
RWY 04 DEPARTURES
BASED ON VORDME**

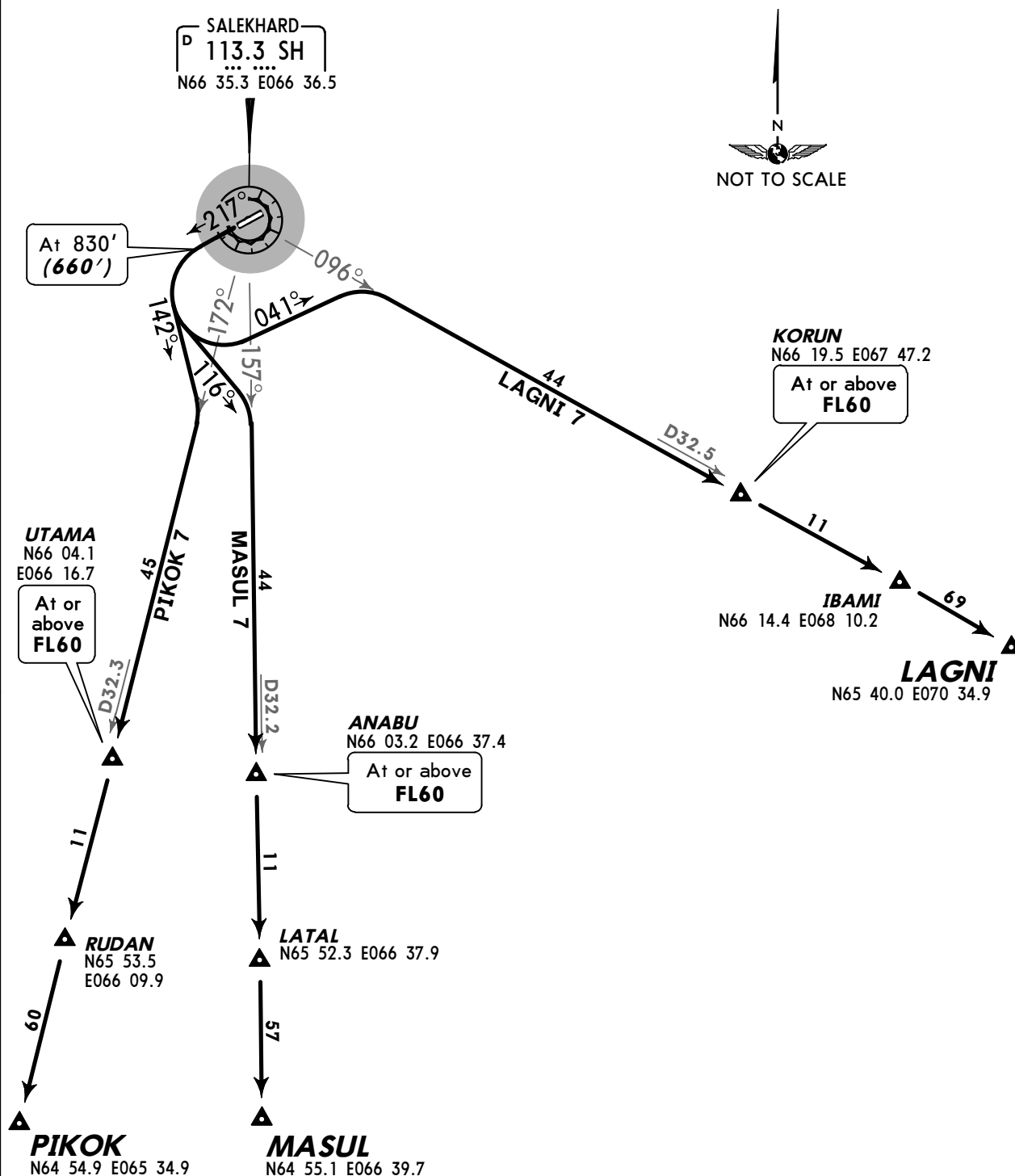
FOR RUSSIAN USERS ONLY



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

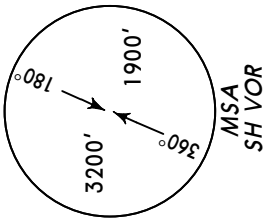
FOR RUSSIAN USERS ONLY



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' (3010')

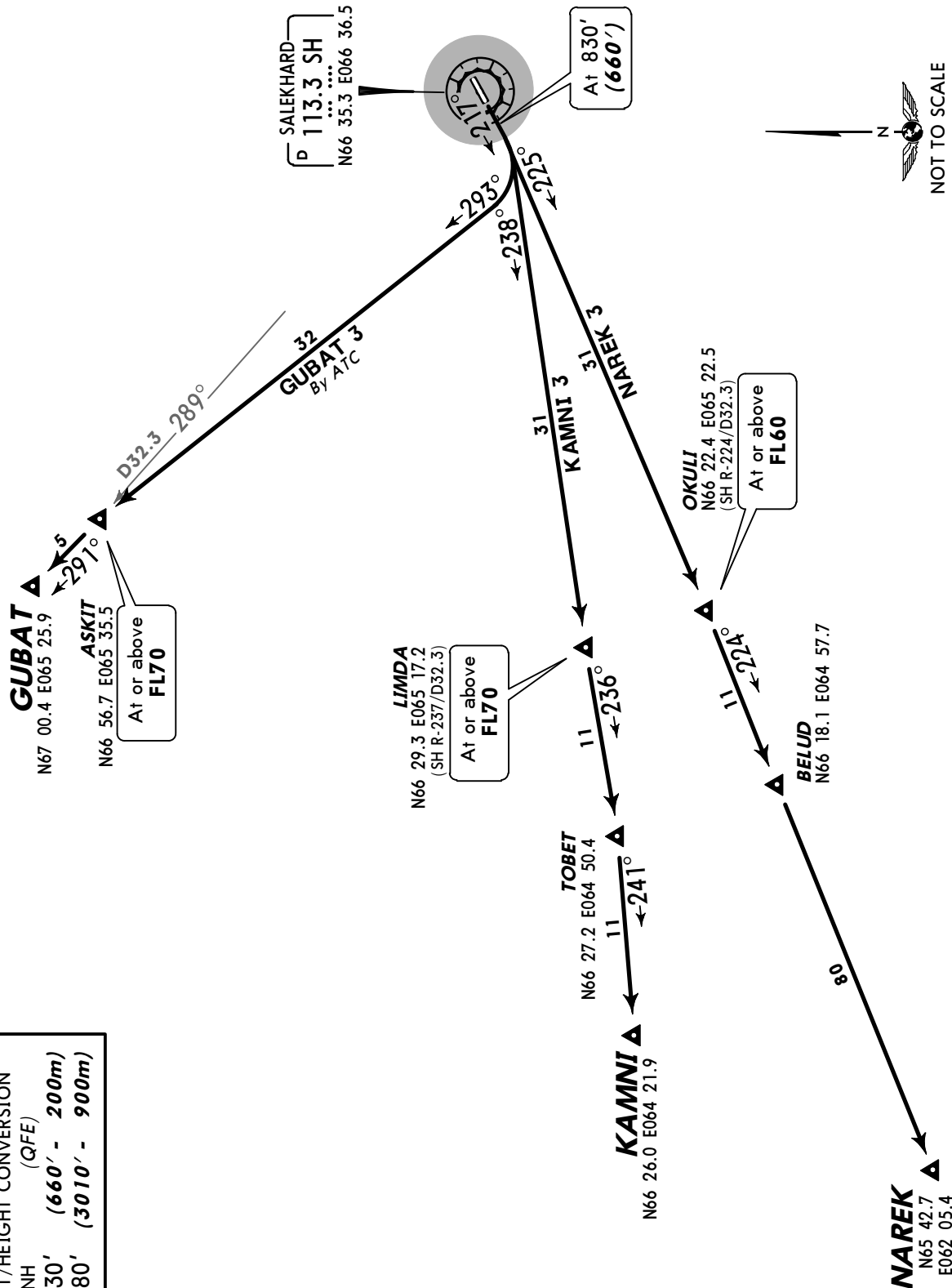


GUBAT 3
BY ATC

KAMNI 3, NAREK 3

RWY 22 DEPARTURES

FOR RUSSIAN USERS ONLY

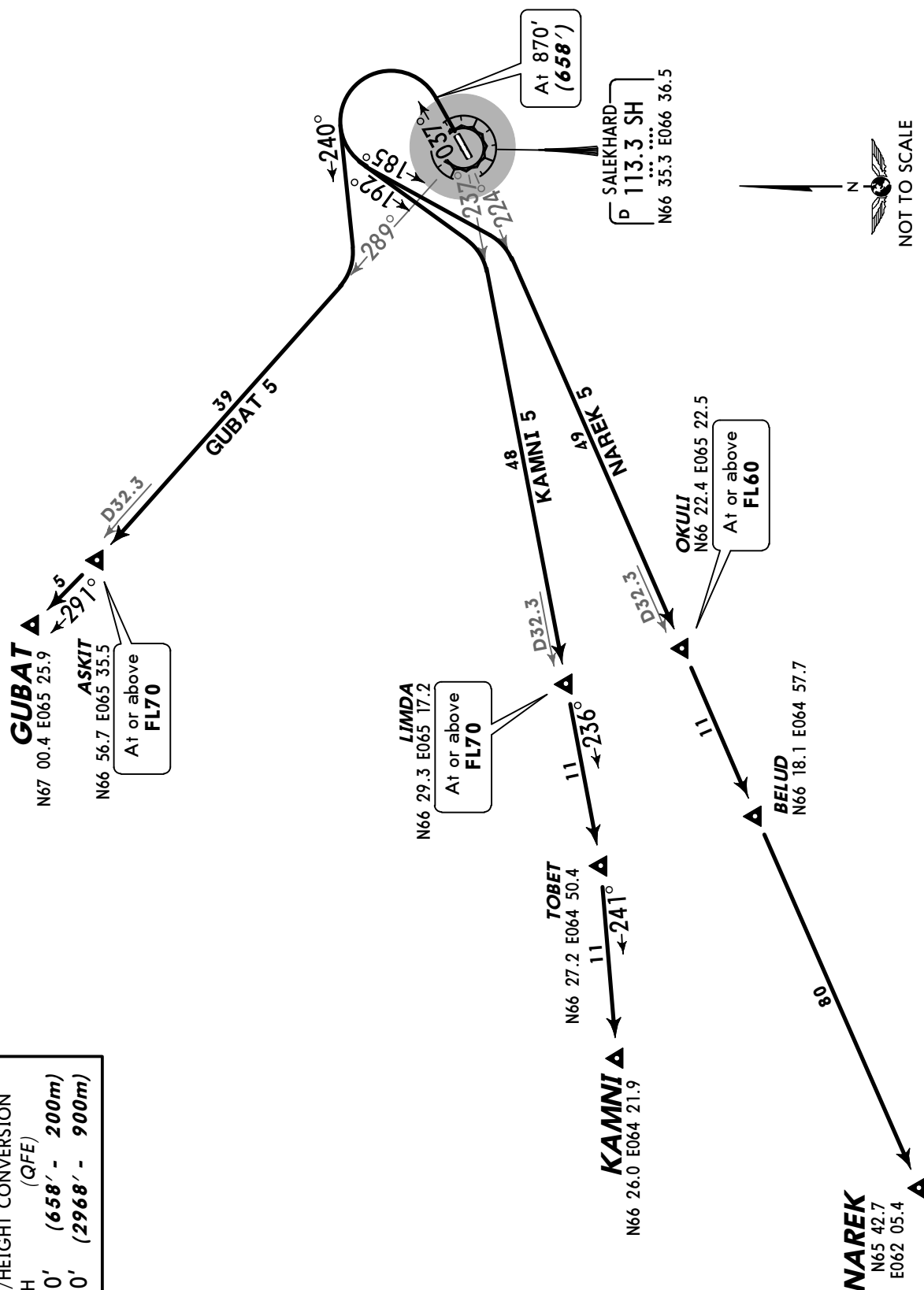


ALT/HEIGHT CONVERSION
(QFE)
QNH
830' (660' - 200m)
3180' (3010' - 900m)

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



FOR RUSSIAN USERS ONLY

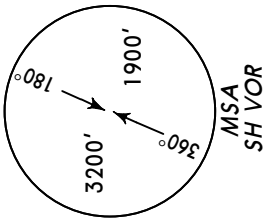


ALT/HEIGHT CONVERSION

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

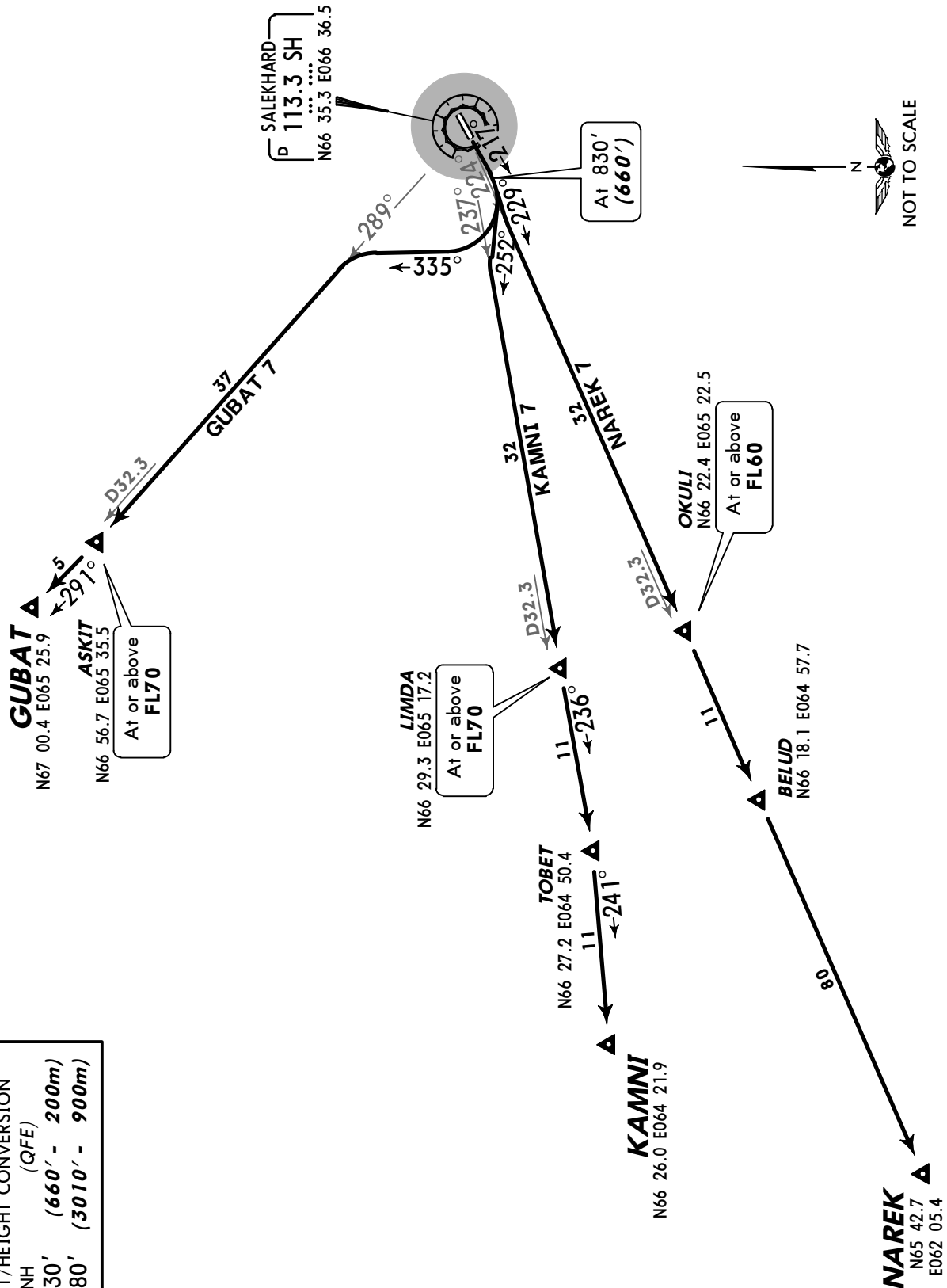
Apt Elev
218'

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



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

FOR RUSSIAN USERS ONLY

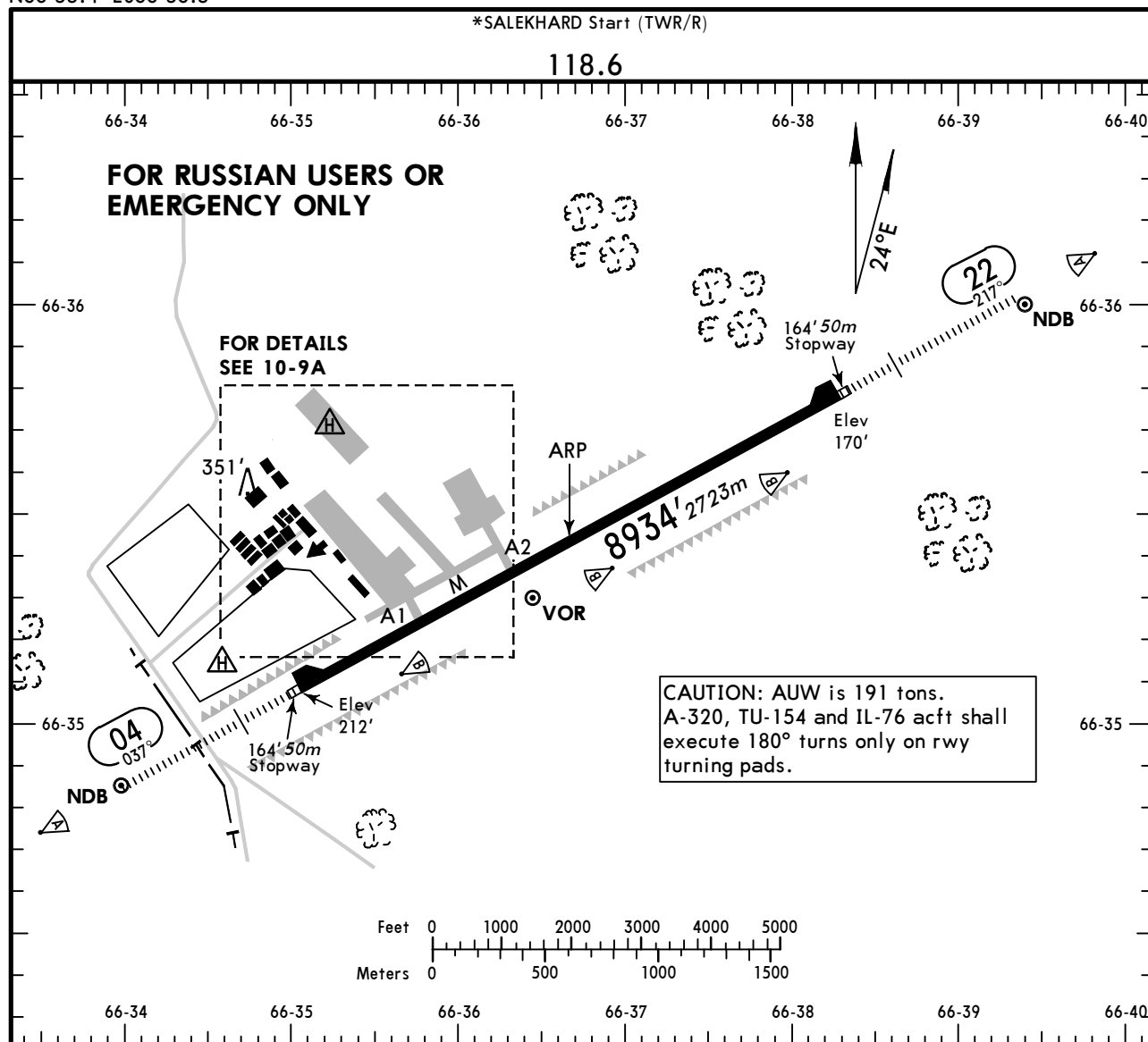


ALT/HEIGHT CONVERSION
(QFE)
QNH
830' (660' - 200m)
3180' (3010' - 900m)

USDD/SLY
Apt Elev 218'
N66 35.4 E066 36.5

JEPPESEN
20 JUL 12 (10-9) Eff 26 Jul

SALEKHARD, RUSSIA
SALEKHARD



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

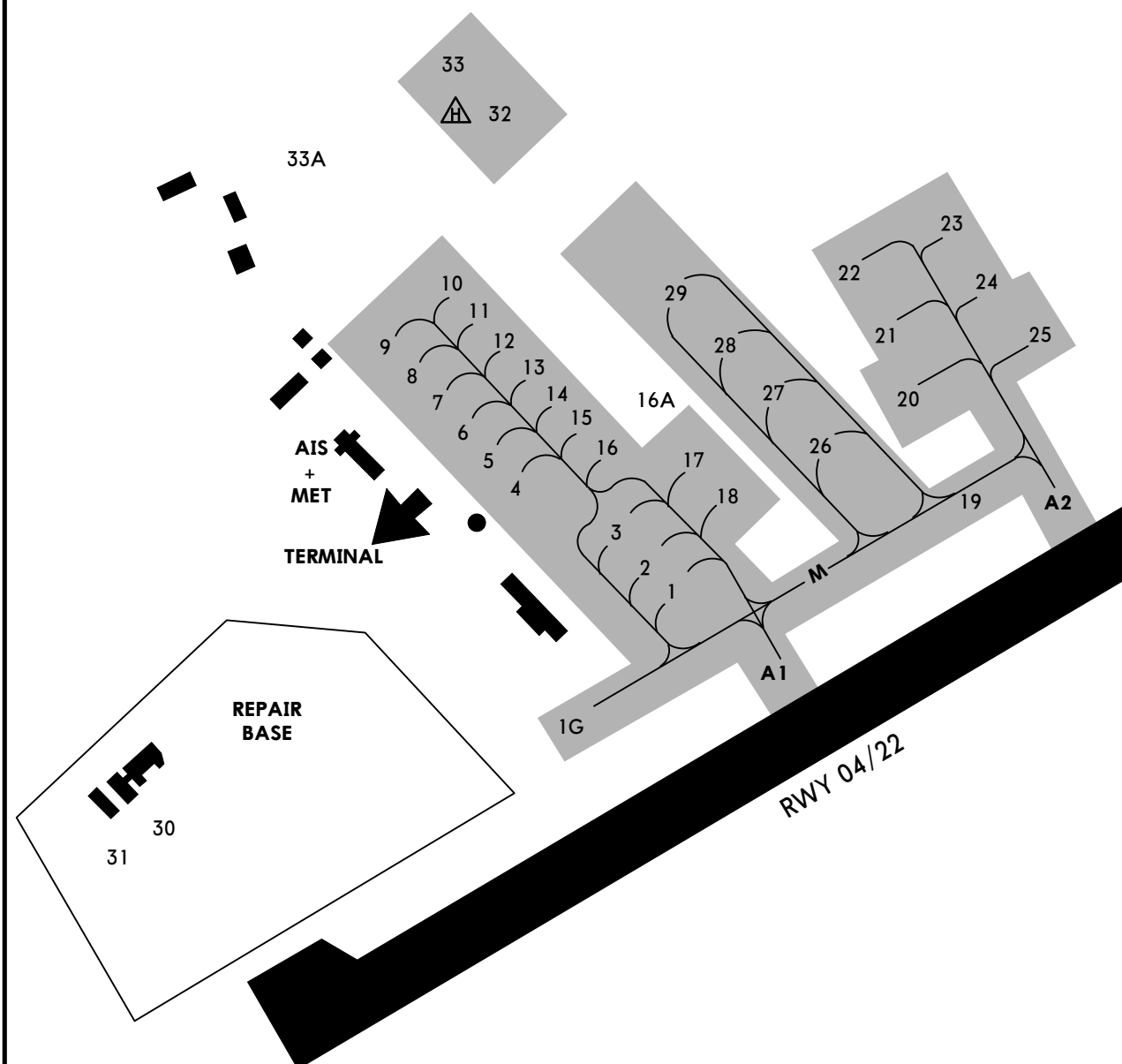
Rwy edge lights at a distance of 7'/2m from rwy edge.
Elevated rwy edge lights 1'/0.35m.

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	400m
C		
D	300m	

CHANGES: Apt elev. Rwy length. Twy designations. Note.

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NOT TO SCALE



Stands 16A and 20 thru 25 - only by towing.

Stands 4 thru 9 - engines start-up after towing onto the apron centerline.

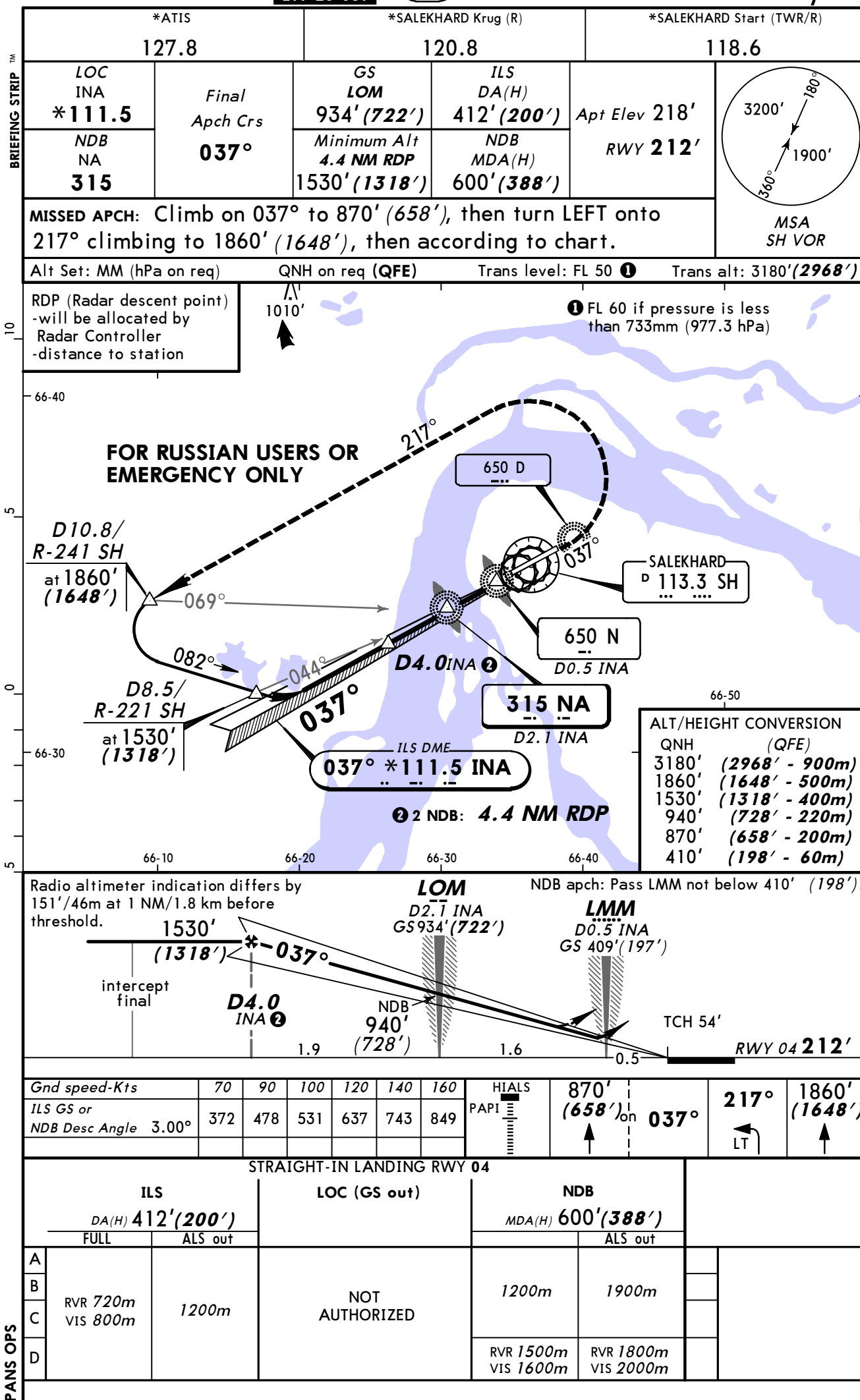
Stands 2, 3, 5 thru 8 and 17 thru 29 available for helicopters.

STRAIGHT-IN RWY	A	B	C	D
04				
ILS	412' (200')	412' (200')	412' (200')	412' (200')
<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
VOR DME ①	560' (348')	560' (348')	560' (348')	560' (348')
	R900m	R900m	R900m	R900m
<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
NDB VOR ①	560' (348')	560' (348')	560' (348')	560' (348')
	R1000m	R1000m	R1200m	R1200m
<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
VOR	660' (448')	660' (448')	660' (448')	660' (448')
	R1600m	R1600m	R1800m	R1800m
<i>ALS out</i>	C2300m	C2300m	C2500m	C2500m
2 NDB ①	600' (388')	600' (388')	600' (388')	600' (388')
	R1100m	R1100m	R1200m	R1200m
<i>ALS out</i>	R1800m	R1800m	R1800m	R1800m
D NDB ①	610' (398')	610' (398')	610' (398')	610' (398')
	R1100m	R1100m	R1200m	R1200m
<i>ALS out</i>	R1800m	R1800m	R1800m	R1800m
N NDB ①	830' (618')	830' (618')	830' (618')	830' (618')
	C2100m	C2100m	C2100m	C2100m
<i>ALS out</i>	C2800m	C2800m	C2800m	C2800m
22				
ILS	370' (200')	370' (200')	370' (200')	370' (200')
<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
VOR DME ①	510' (340')	510' (340')	510' (340')	510' (340')
	R800m	R800m	R800m	R800m
<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
NDB VOR ①	560' (390')	560' (390')	560' (390')	560' (390')
	R1100m	R1100m	R1200m	R1200m
<i>ALS out</i>	R1800m	R1800m	R1800m	R1800m
VOR	610' (440')	610' (440')	610' (440')	610' (440')
	R1500m	R1500m	R1700m	R1700m
<i>ALS out</i>	C2200m	C2200m	C2400m	C2400m
2 NDB ①	520' (350')	520' (350')	520' (350')	520' (350')
	R900m	R900m	R900m	R900m
<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
NDB ①	520' (350')	520' (350')	520' (350')	520' (350')
	R900m	R900m	R900m	R900m
<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m

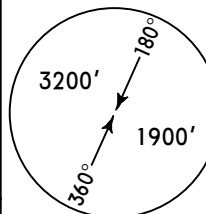
① Continuous Descent Final Approach.

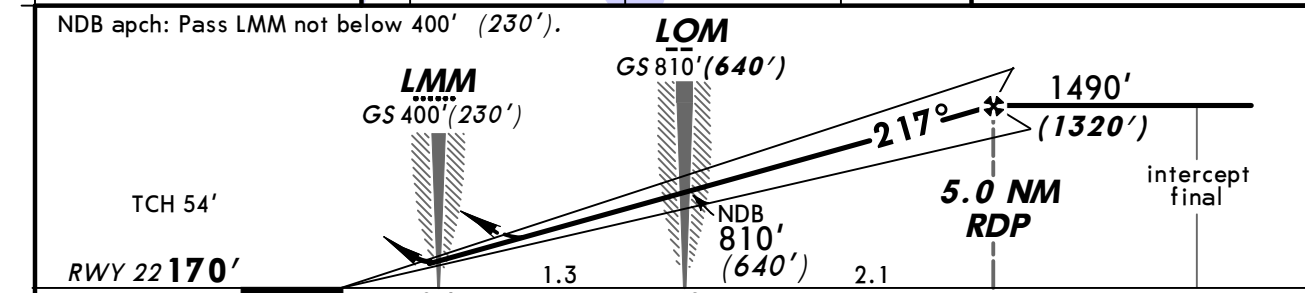
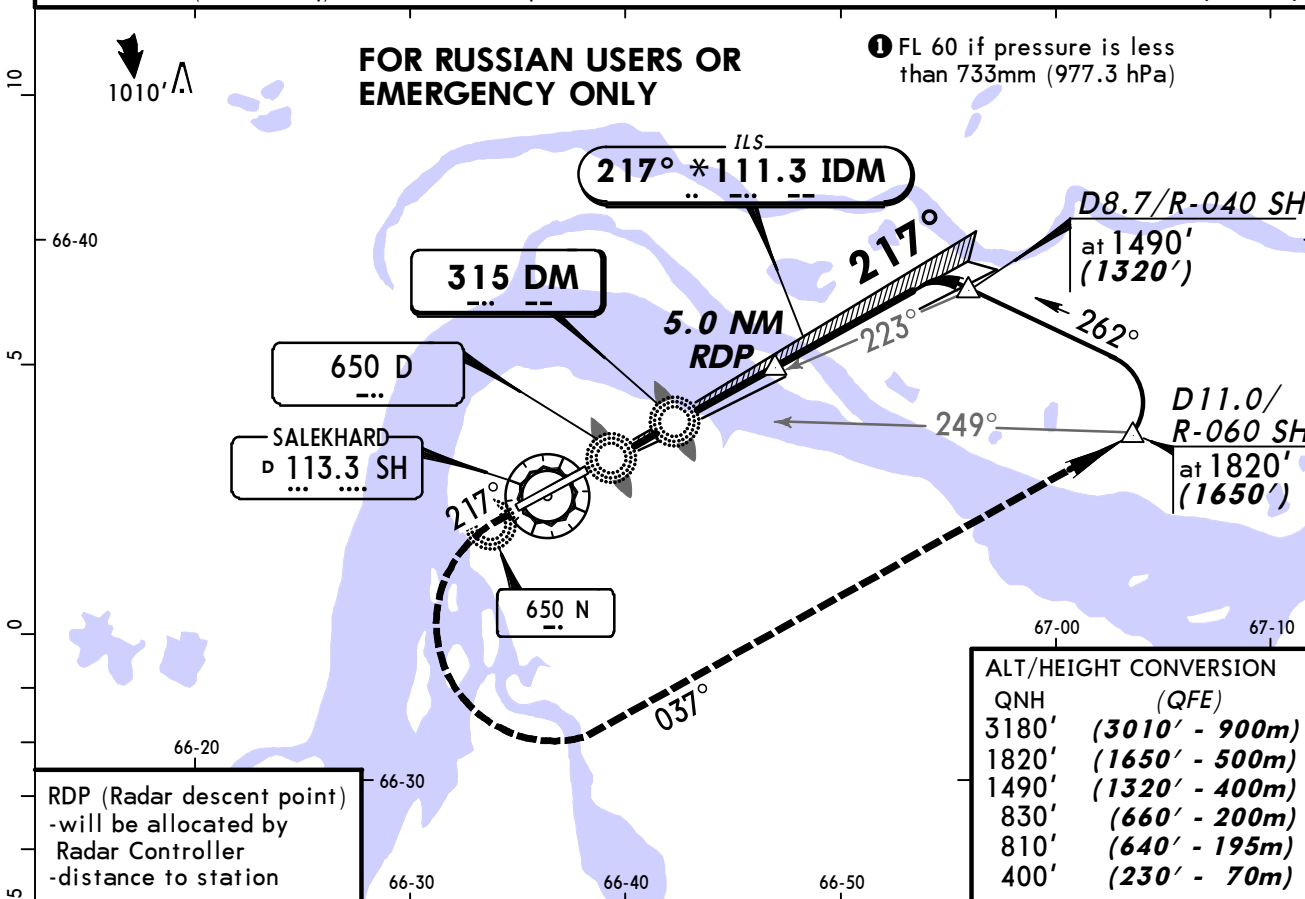
TAKE-OFF RWY 04, 22

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



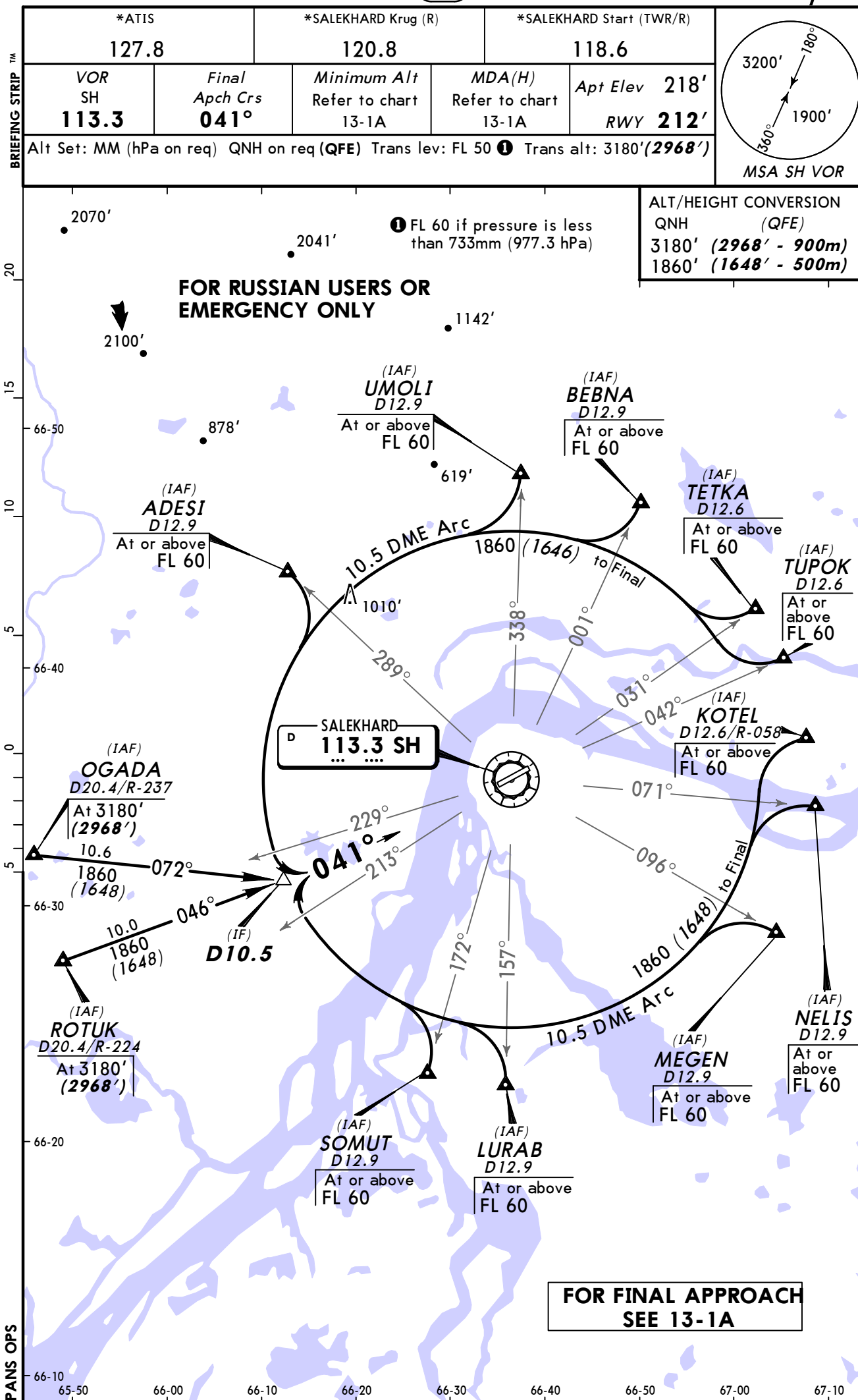
BRIEFING STRIP™

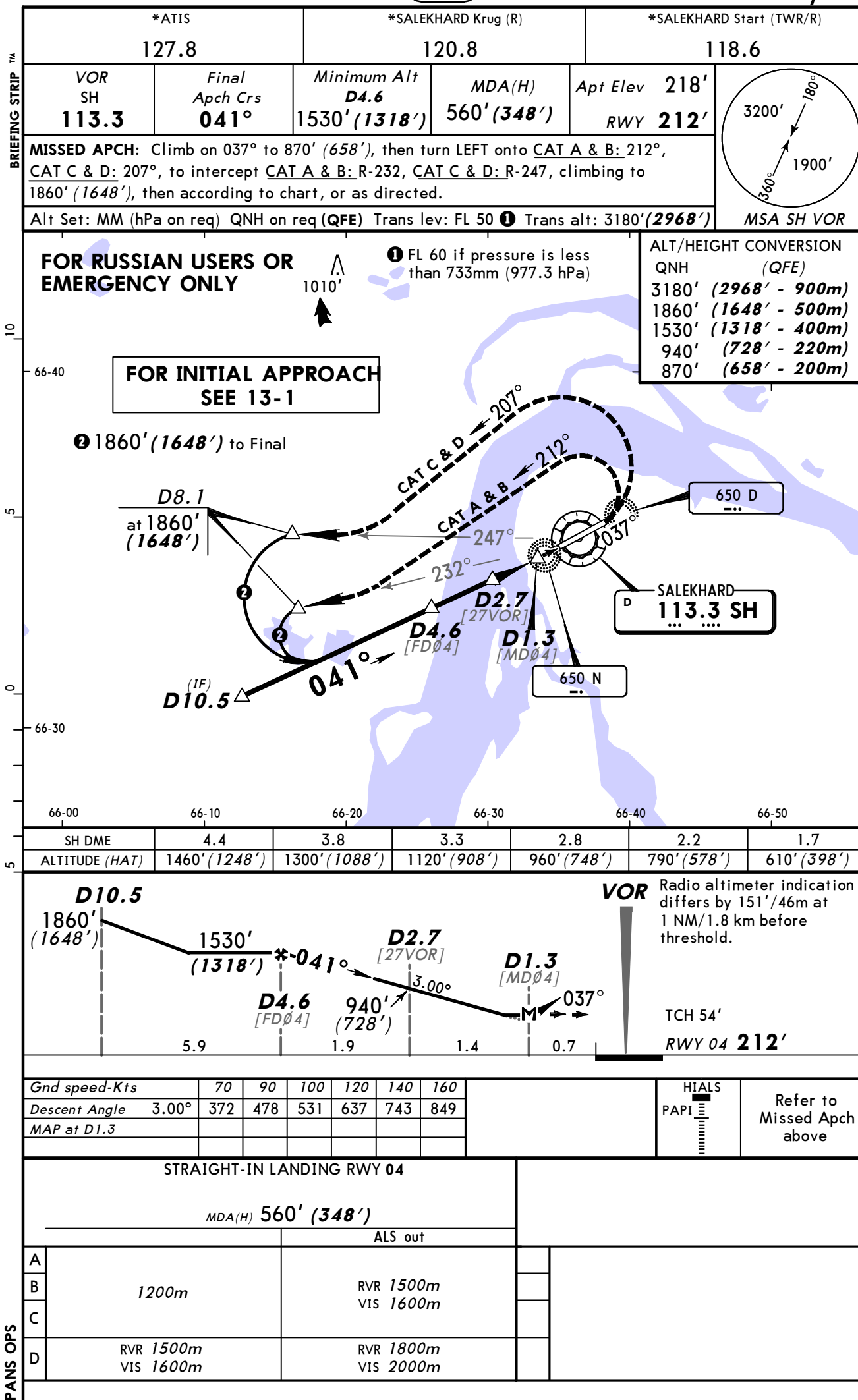
*ATIS 127.8		*SALEKHARD Krug (R) 120.8		*SALEKHARD Start (TWR/R) 118.6	
LOC IDM *111.3	Final Apch Crs 217°	GS LOM 810' (640')	ILS DA(H) 370' (200')	Apt Elev 218' RWY 170'	
NDB DM 315		Minimum Alt 5.0 NM RDP 1490' (1320')	NDB MDA(H) 470' (300')		
MISSED APCH: Climb on 217° to 830' (660'), then turn LEFT 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')	



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

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	NOT AUTHORIZED		1200m	RVR 1500m
C	VIS 800m				VIS 1600m
D	1200m				
				RVR 1500m	VIS 1600m





5

***ATIS**
127.8

***SALEKHARD Krug (R)**
120.8

***SALEKHARD Start (TWR/R)**
118.6

VOR SH **113.3**

Final Apch Crs **041°**

Minimum Alt **D4.6**
1530' (1318')

MDA(H) 560' (348')

Apt Elev 218'

RWY 212'

MISSED APCH: Climb on 037° to 870' (658'), then turn LEFT onto 221° climbing to 1860' (1648'), 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' (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)
940'	(728' - 220m)
870'	(658' - 200m)

66-40

66-30

66-20

66-10

66-00

66-50

SH DME 4.4 3.8 3.3 2.8 2.2 1.7

ALTITUDE (HAT) 1460' (1248') 1300' (1088') 1120' (908') 960' (748') 790' (578') 610' (398')

D8.1

1860' (1648')

041°

1530' (1318')

3.00°

D2.7 [27VOR]

D4.6 [FD04]

940' (728')

1.9

1.4

0.7

D1.3 [MD04]

037°

② ← 221° VOR

③ CAT CD ← 247°
CAT B ← 232°
CAT A ← 230°

② RACETRACK
③ BASETURN

3180' (2968')

TCH 54'

RWY 04 212'

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

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

HIALS

870' (658') on 037°

221°

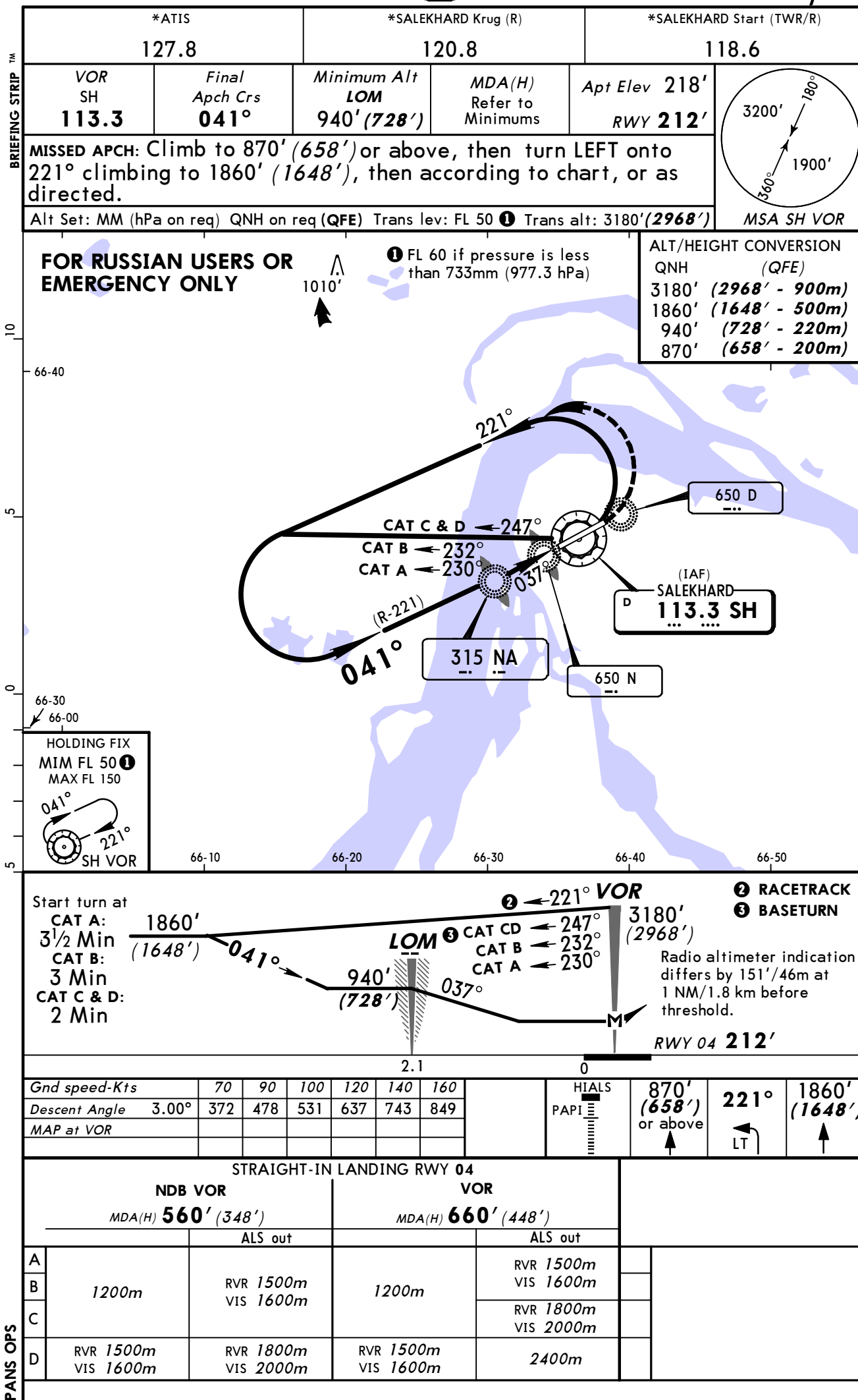
1860' (1648')

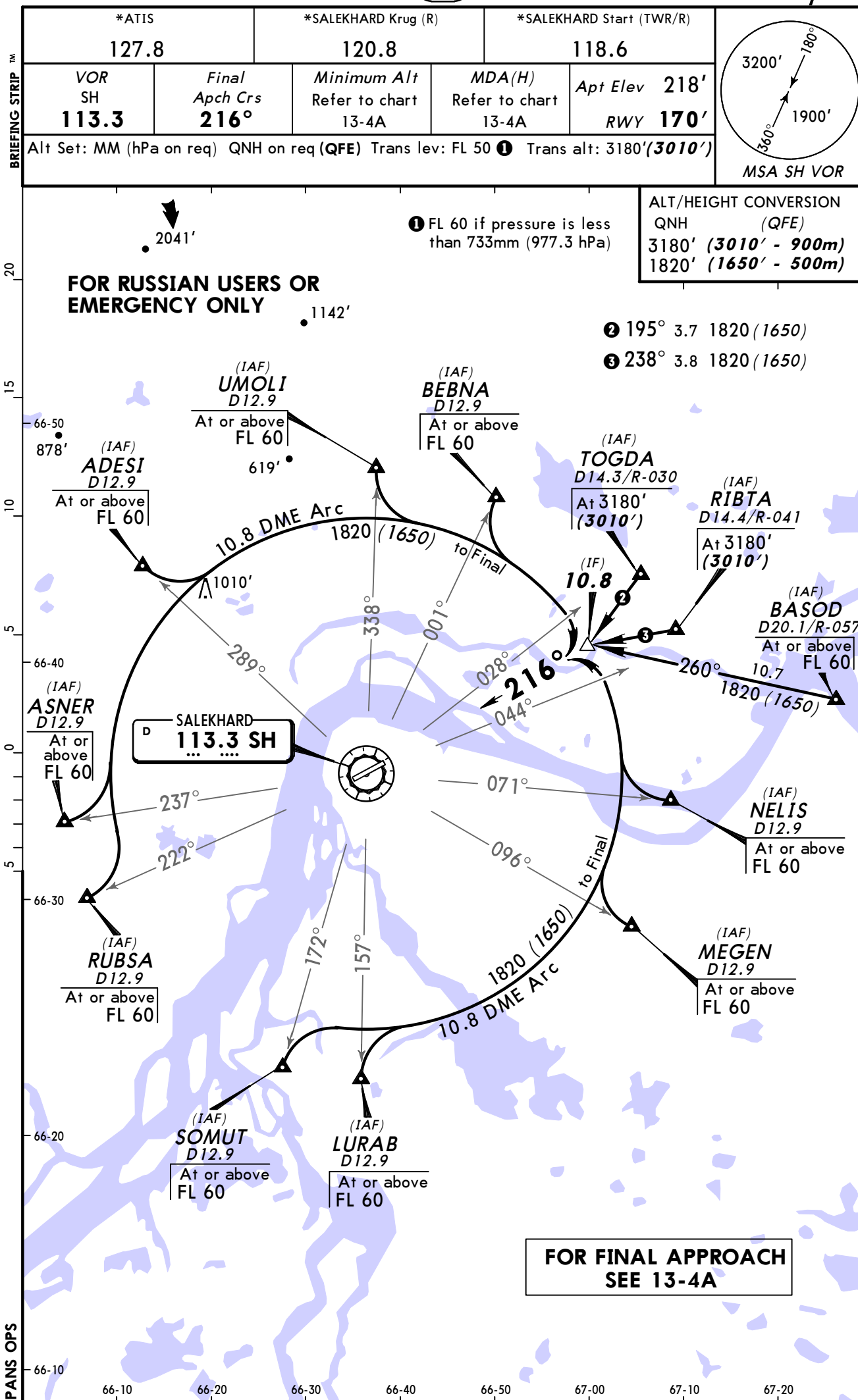
STRAIGHT-IN LANDING RWY 04

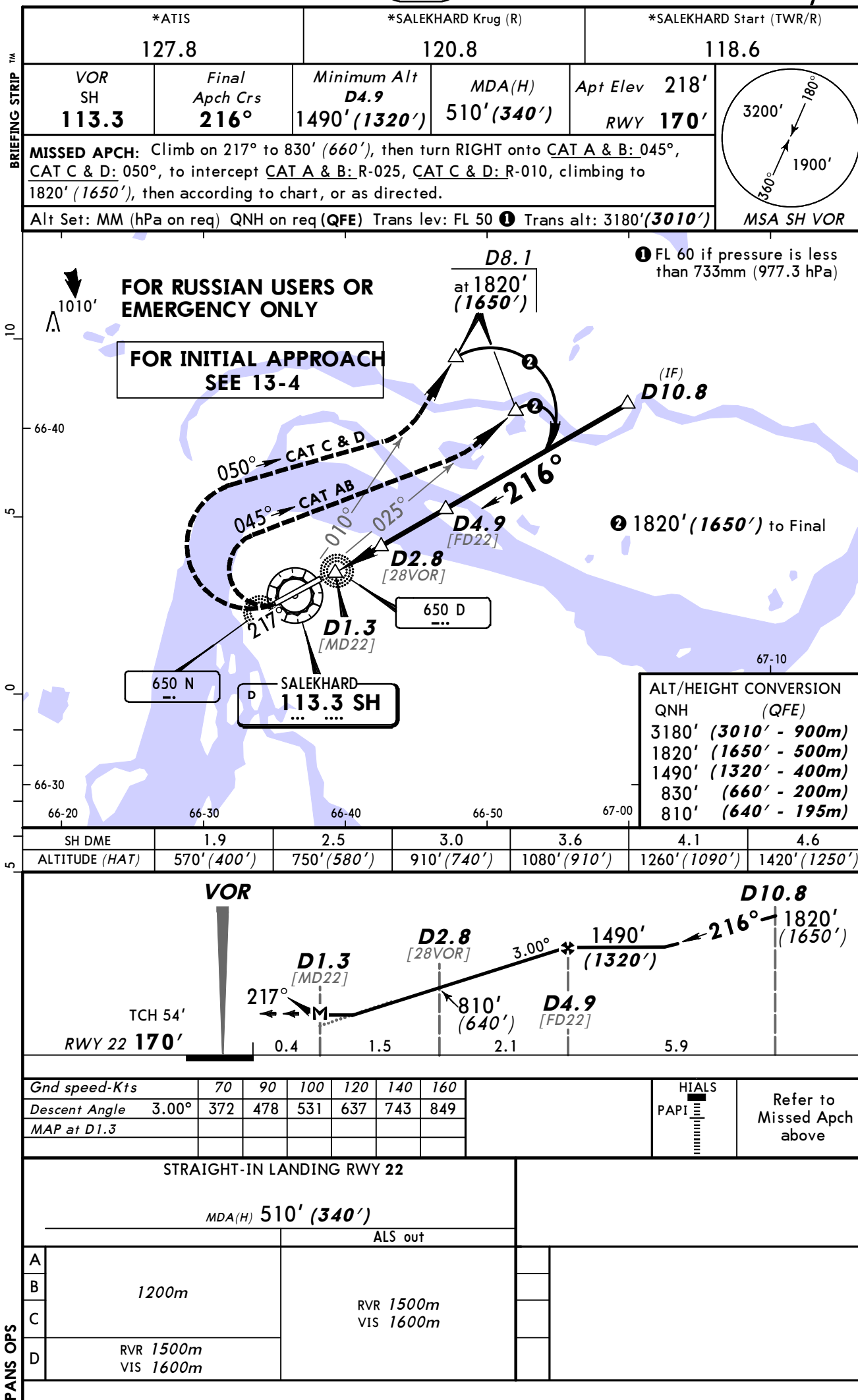
MDA(H) 560' (348')

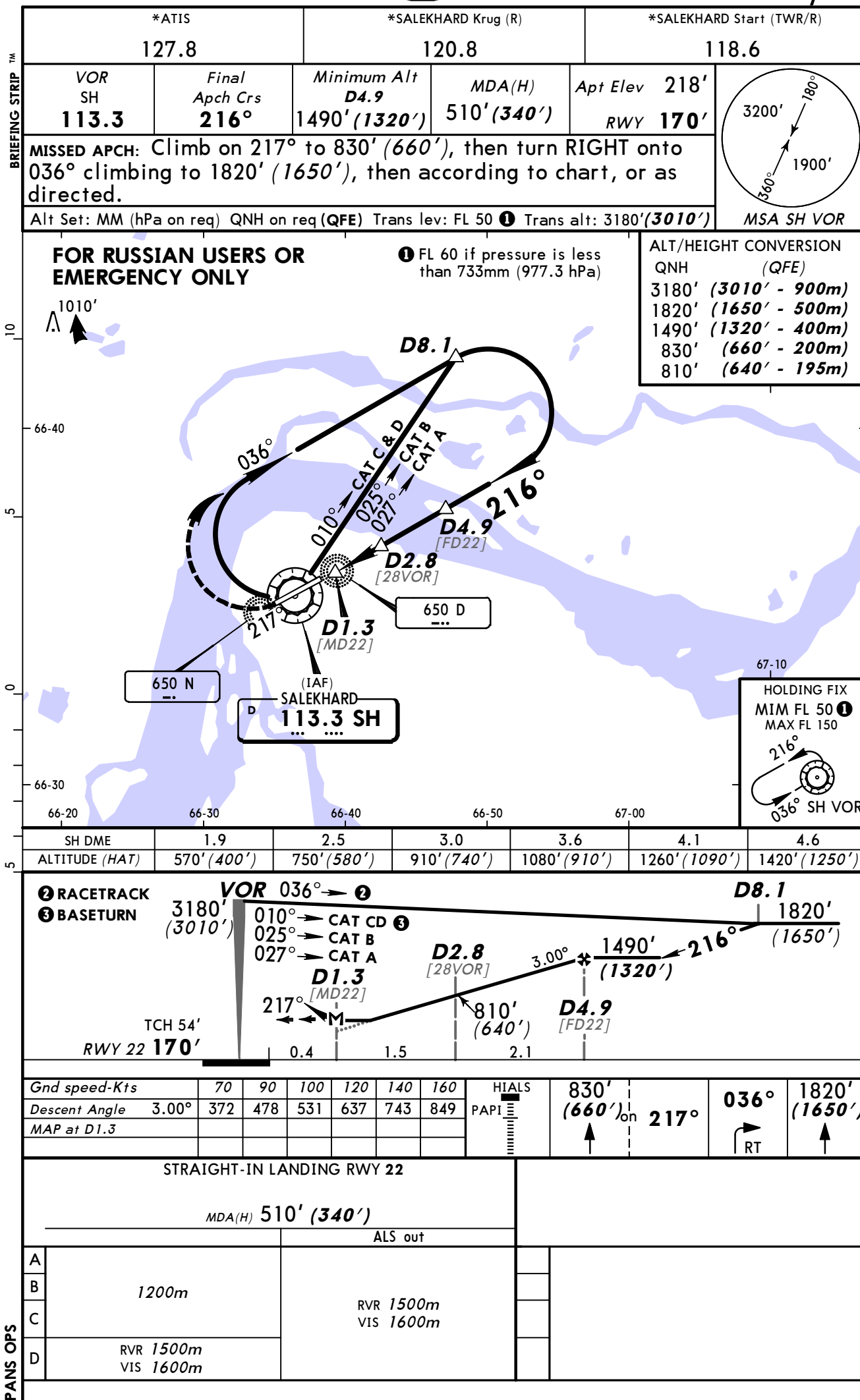
ALS out

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









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'	A circular diagram with two arrows. One arrow points from the center towards the top-right, labeled '180°' at its tip and '3200\'' near its tail. The other arrow points from the center towards the bottom-left, labeled '360°' at its tip and '1900\'' near its tail.
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')					

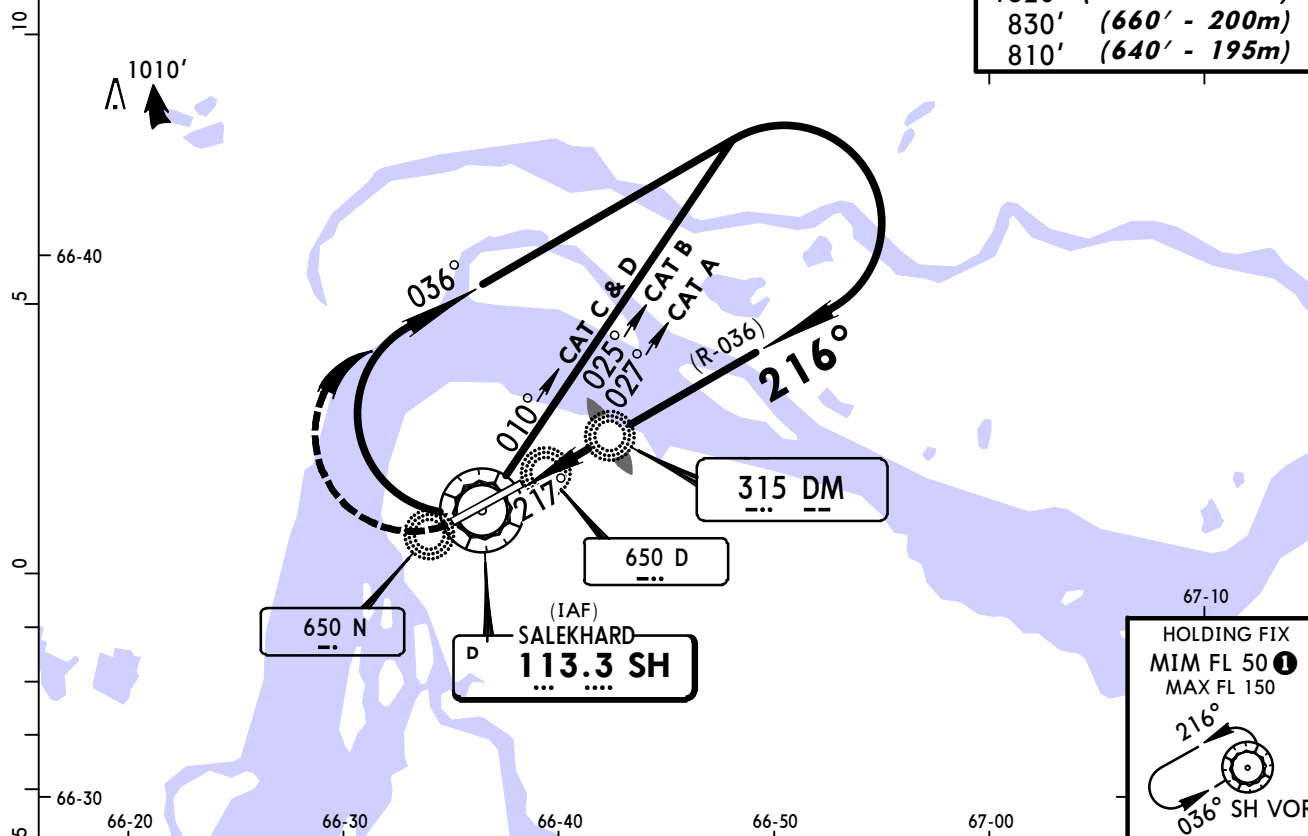
MSA SH VOR

**FOR RUSSIAN USERS OR
EMERGENCY ONLY**

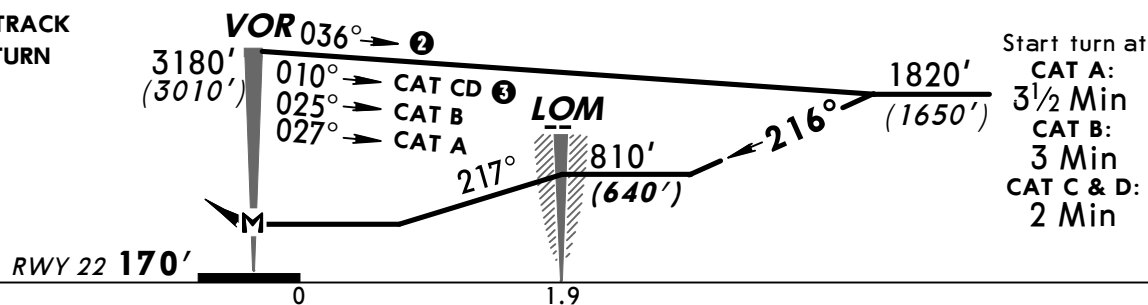
① FL 60 if pressure is less
than 733mm (977.3 hPa)

ALT/HEIGHT CONVERSION

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

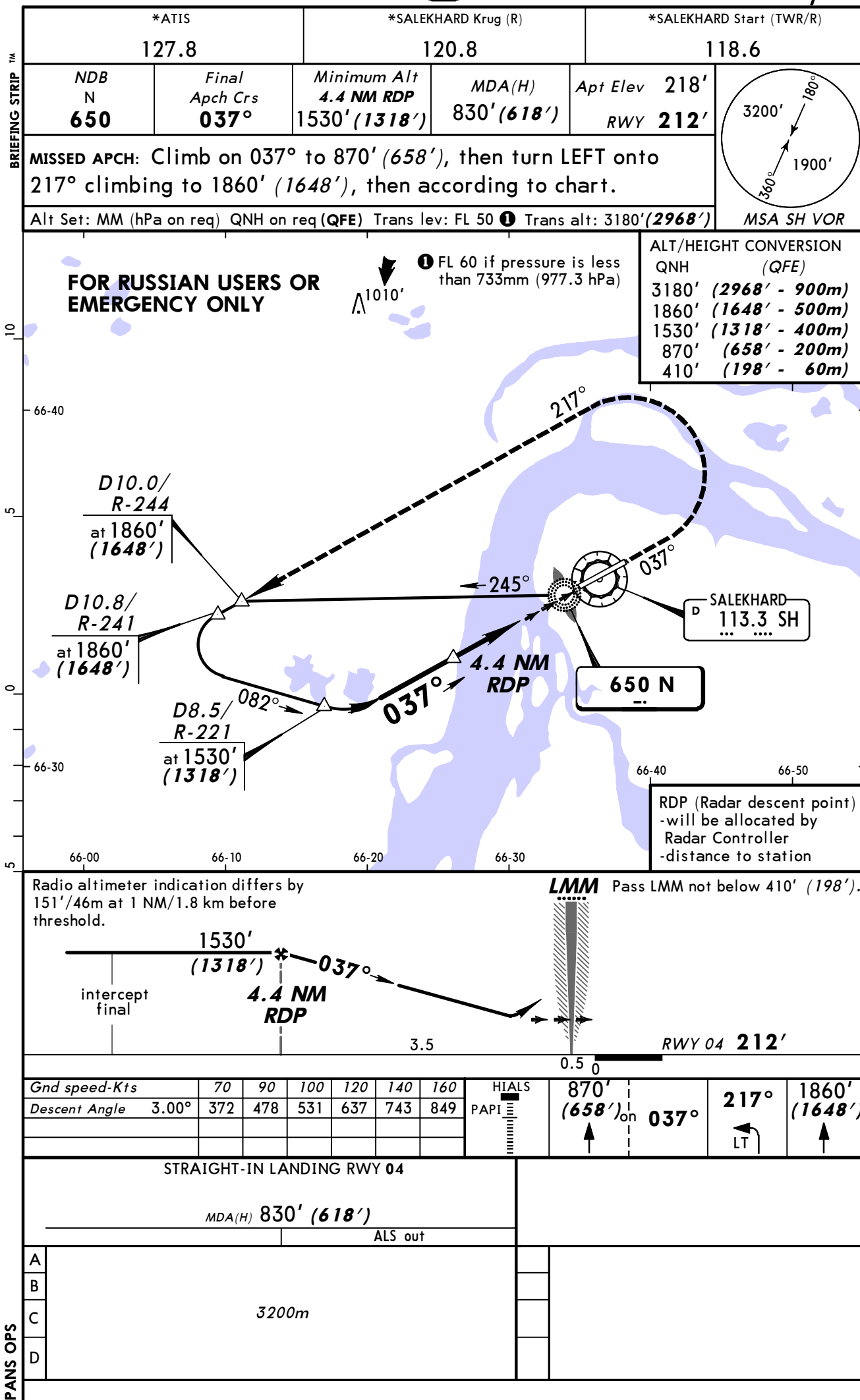


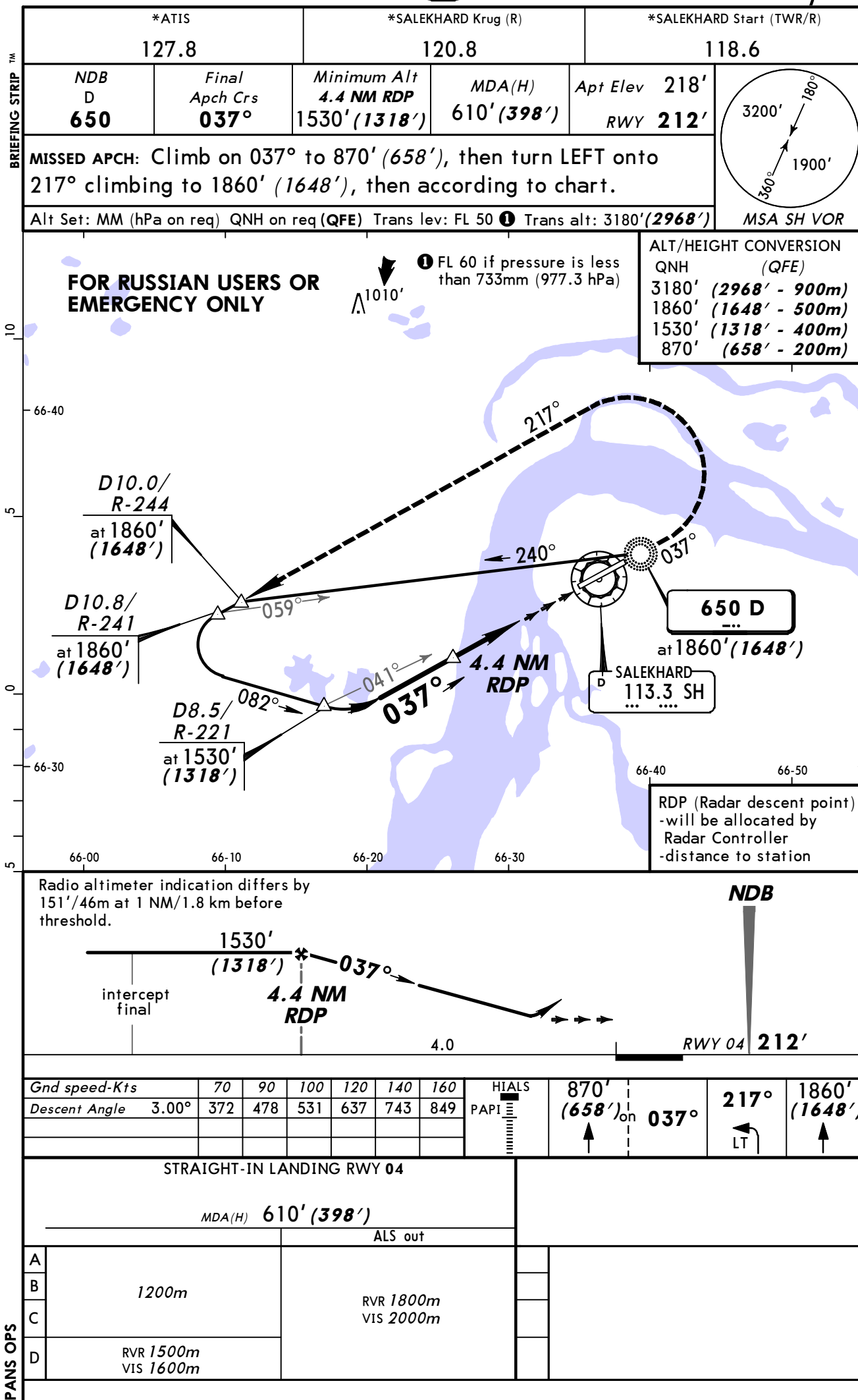
- ② RACETRACK
- ③ BASETURN

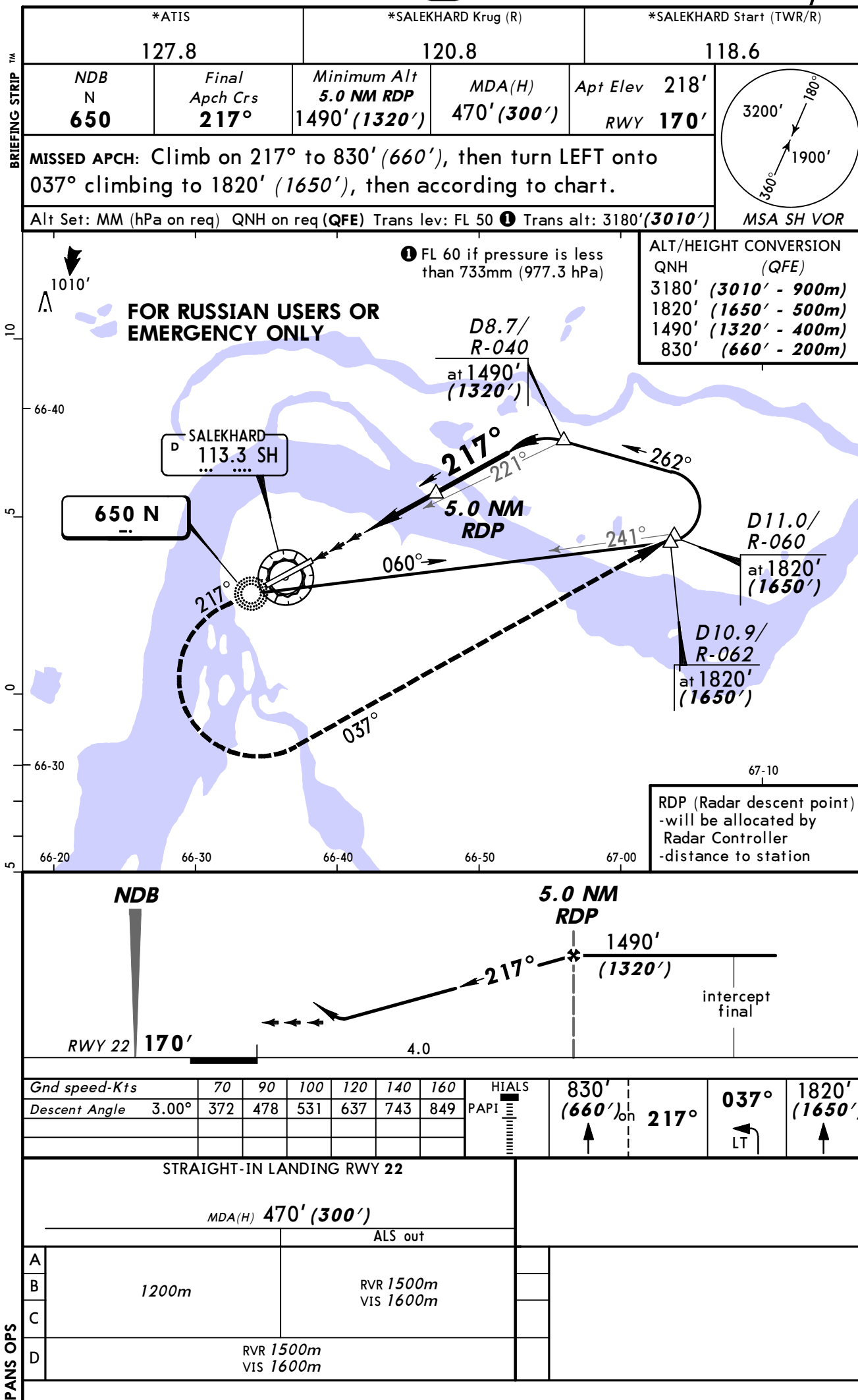


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at VOR							

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







SALEKHARD, (SALEKHARD - USDD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USDD