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Terminal Charts For UOOO
Revision Letter For Cycle 09-2019
Change Notices
Notebook

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General Information

Location: NORILSK RUS
ICAO/IATA: UOOO / NSK
Lat/Long: N69° 18.5', E087° 19.7'
Elevation: 573 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 19.0° E

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

Sunrise: 2002 Z
Sunset: 1612 Z

Runway Information

Runway: 01
Length x Width: 9255 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 538 ft
Lighting: Edge, ALS

Runway: 19
Length x Width: 9255 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 597 ft
Lighting: Edge, ALS

Communication Information

ATIS: 126.800 Non-English
Norilsk Start/Posadka Tower: 118.300 Non-English
Norilsk Start/Posadka Tower: 124.000 Secondary Non-English
Norilsk Start/Posadka Tower: 129.000 Secondary Non-English
Norilsk Rulenie Ground: 129.000 Secondary Non-English
Norilsk Rulenie Ground: 124.000 Secondary Non-English
Norilsk Rulenie Ground: 121.700 Non-English
Norilsk Transit Operations: 131.700 Non-English

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Norilsk Krug Radar: 120.400 Non-English
Norilsk Krug Radar: 129.000 Secondary Non-English
Norilsk Krug Radar: 124.000 Secondary Non-English

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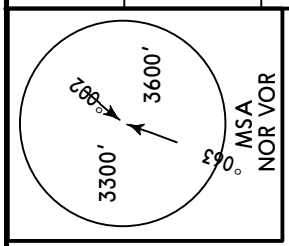
ATIS	Apt Elev
126.8	594′

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



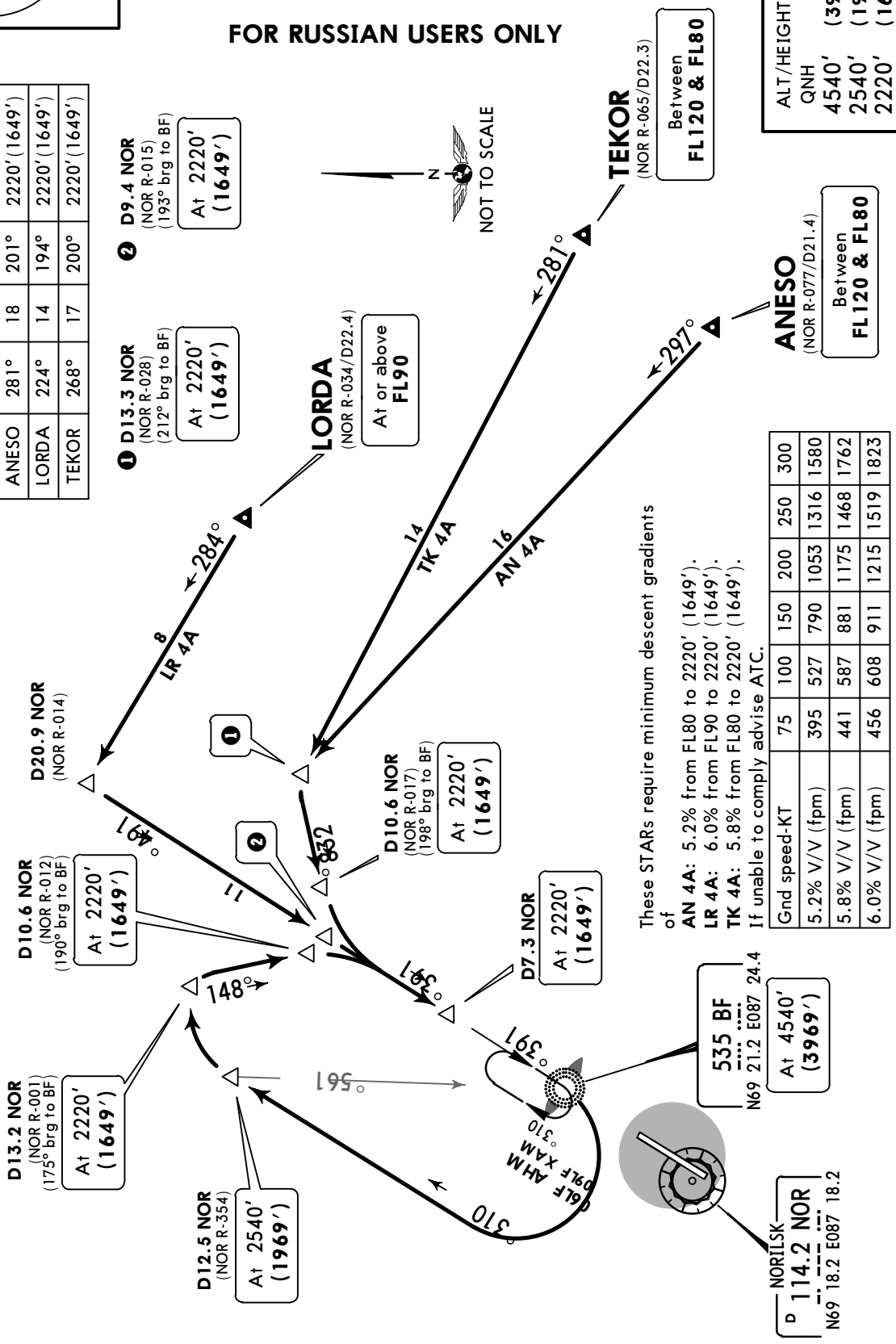
LR 4A AN 4A, TK 4A
By ATC

RWY 19 ARRIVALS

FOR RUSSIAN USERS ONLY

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

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



These STARs require minimum descent gradients of
AN 4A: 5.2% from FL80 to 2220′ (1649′).
LR 4A: 6.0% from FL90 to 2220′ (1649′).
TK 4A: 5.8% from FL80 to 2220′ (1649′).
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580
5.8% V/V (fpm)	441	587	881	1175	1468	1762
6.0% V/V (fpm)	456	608	911	1215	1519	1823

CHANGES: Coordinates.

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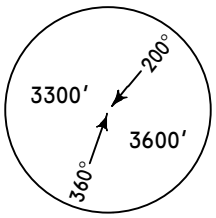
ATIS	Apt Elev	
126.8	594′	Alt set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 744 mm (991.9 hPa) FL80 if pressure is less than 717 mm (955.9 hPa) Trans alt: 4540′ **(4005′)**



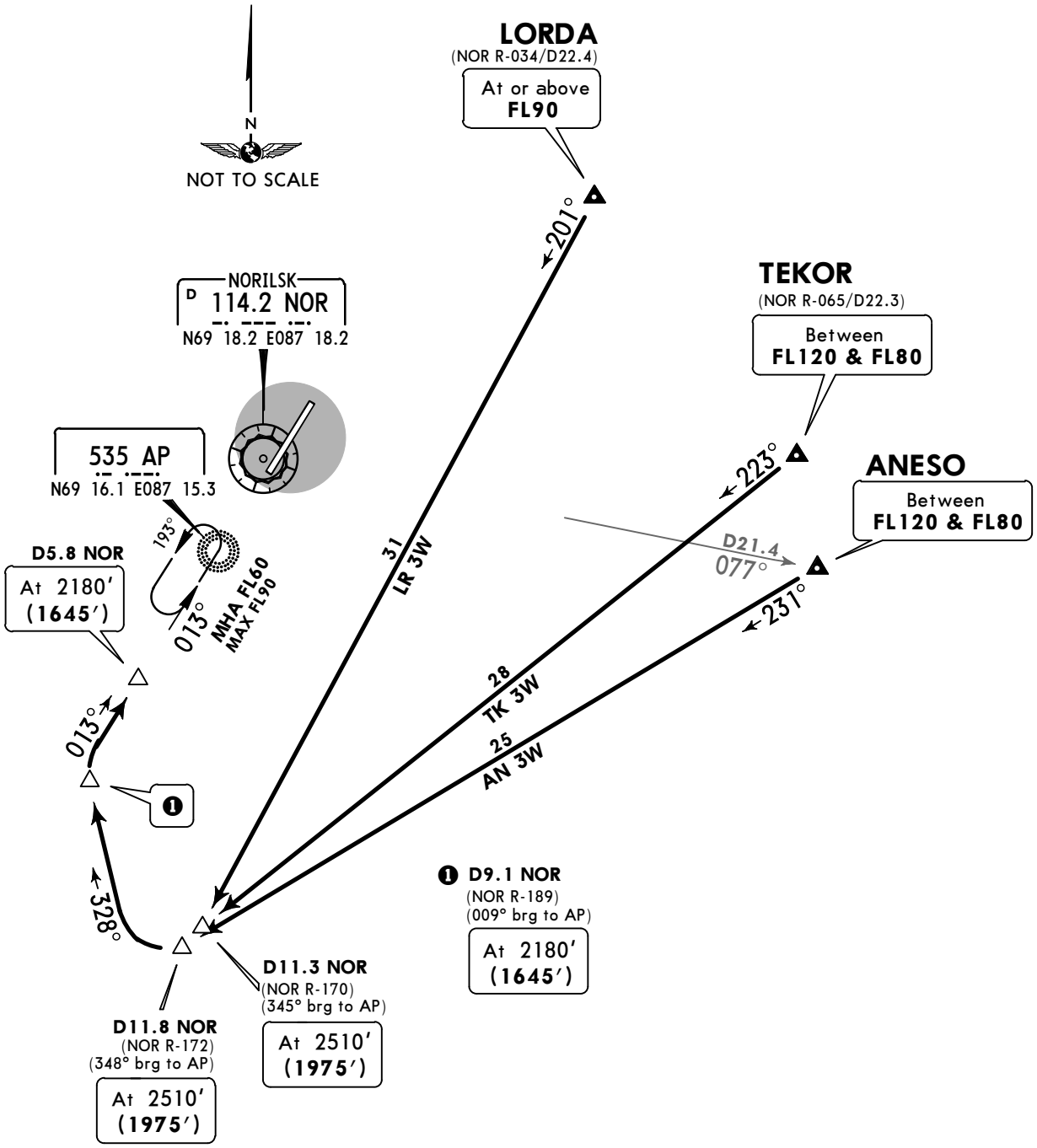
MSA
NOR VOR

LR 3W AN 3W, TK 3W

By ATC

RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4540′	**(4005′ - 1200m)**
2510′	**(1975′ - 600m)**
2180′	**(1645′ - 500m)**

Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
ANESO	237°	24	353°	2510′(1975′)
LORDA	203°	29	350°	2510′(1975′)
TEKOR	228°	26	352°	2180′(1645′)

CHANGES: Coordinates.

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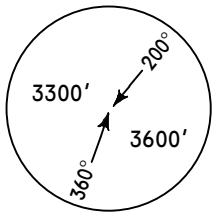
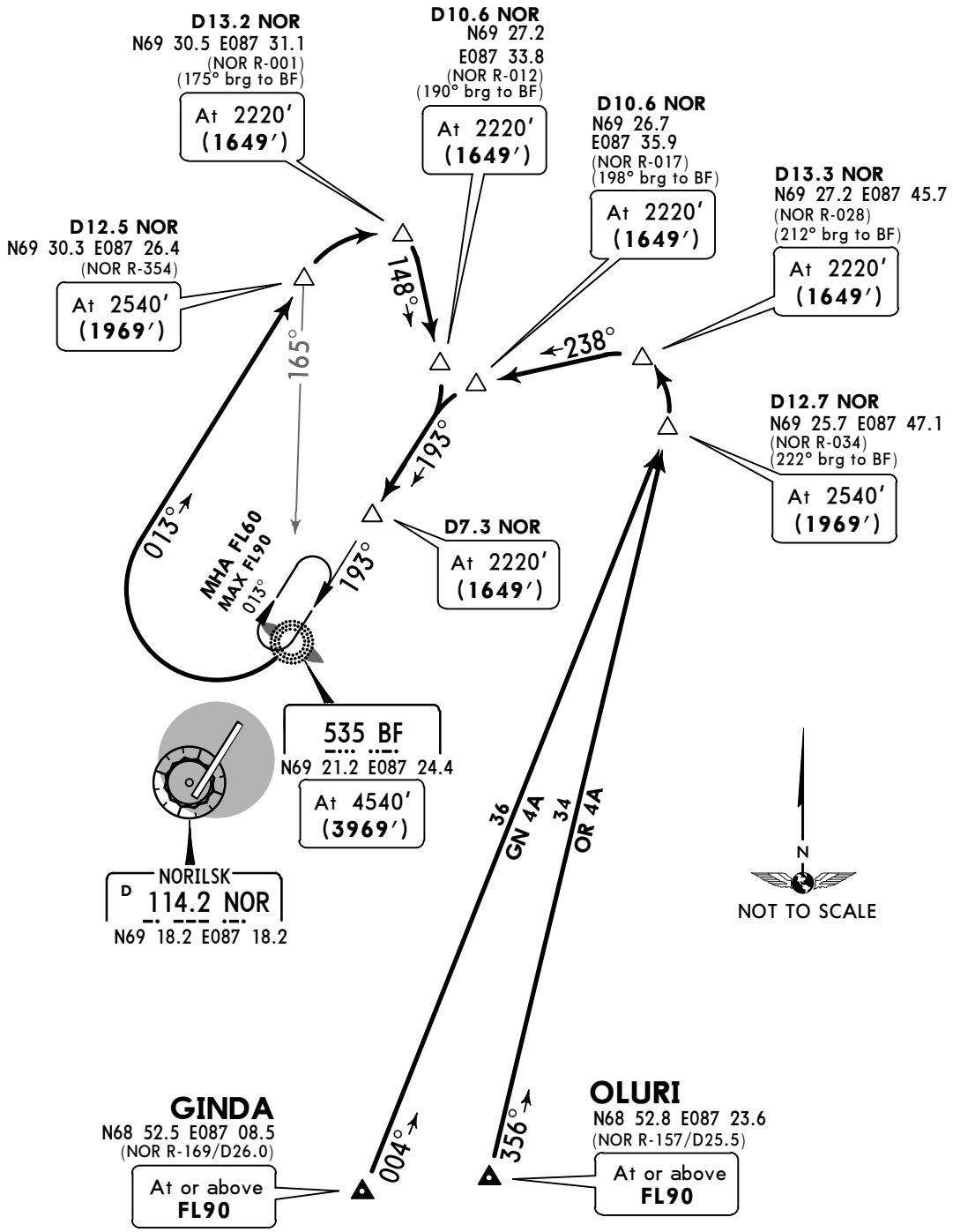
ATIS	Apt Elev	
126.8	594′	Alt set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 744 mm (991.9 hPa) FL80 if pressure is less than 717 mm (955.9 hPa) Trans alt: 4540′ **(3969′)**



MSA
NOR VOR

GN 4A, OR 4A
RWY 19 ARRIVALS

FOR RUSSIAN USERS ONLY



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

Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
GINDA	358°	33	216°	2540′(1969′)
OLURI	349°	32	214°	2540′(1969′)

CHANGES: Reissue.

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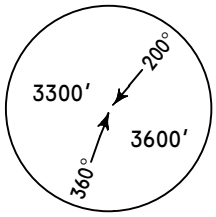
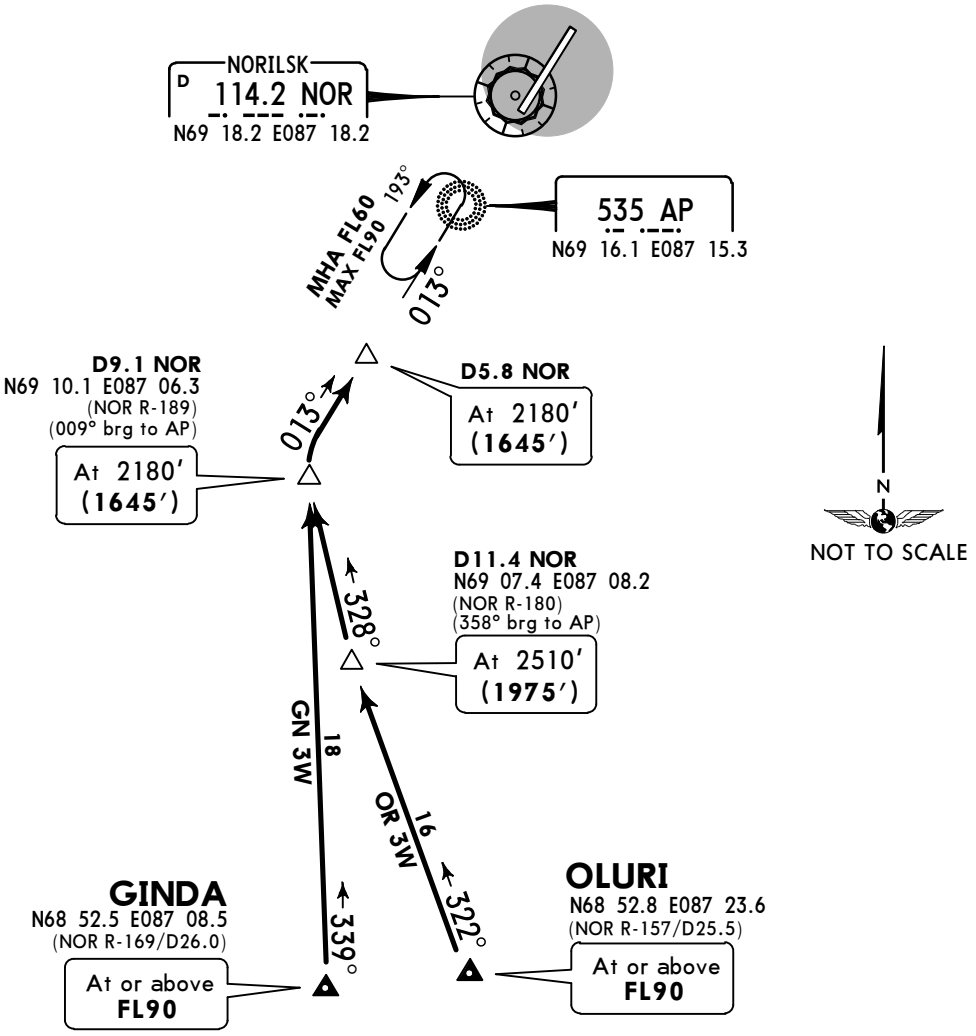
ATIS	Apt Elev	
126.8	594′	Alt set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 744 mm (991.9 hPa) FL80 if pressure is less than 717 mm (955.9 hPa) Trans alt: 4540′ **(4005′)**



MSA
NOR VOR

GN 3W, OR 3W
RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY



Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
GINDA	340°	19	011°	2180′(1645′)
OLURI	323°	19	010°	2180′(1645′)

These STARs require a minimum descent gradient of
6.1% from FL90 to 2180′ (1645′).
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853

ALT/HEIGHT CONVERSION

QNH	(QFE)
4540′	**(4005′ - 1200m)**
2510′	**(1975′ - 600m)**
2180′	**(1645′ - 500m)**

CHANGES: Reissue.

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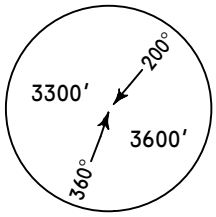
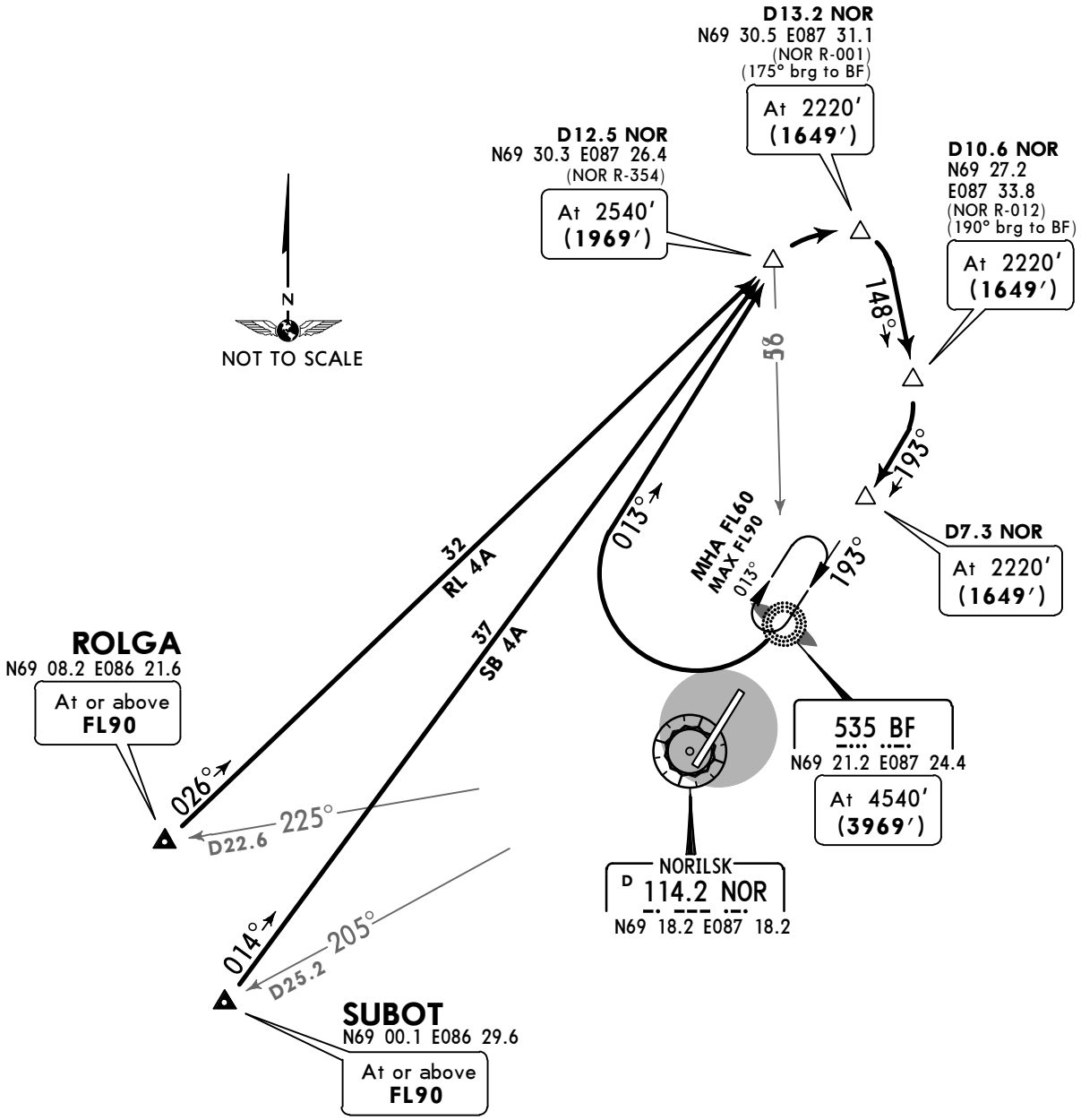
ATIS	Apt Elev	
126.8	594′	Alt set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 744 mm (991.9 hPa) FL80 if pressure is less than 717 mm (955.9 hPa) Trans alt: 4540′ **(3969′)**



MSA
NOR VOR

RL 4A, SB 4A
RWY 19 ARRIVALS

FOR RUSSIAN USERS ONLY



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

Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
ROLGA	034°	30	171°	2540′(1969′)
SUBOT	022°	33	169°	2540′(1969′)

CHANGES: Reissue.

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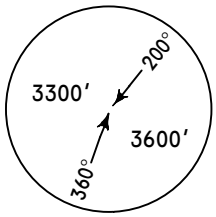
ATIS	Apt Elev	
126.8	594′	Alt set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 744 mm (991.9 hPa) FL80 if pressure is less than 717 mm (955.9 hPa) Trans alt: 4540′ **(4005′)**

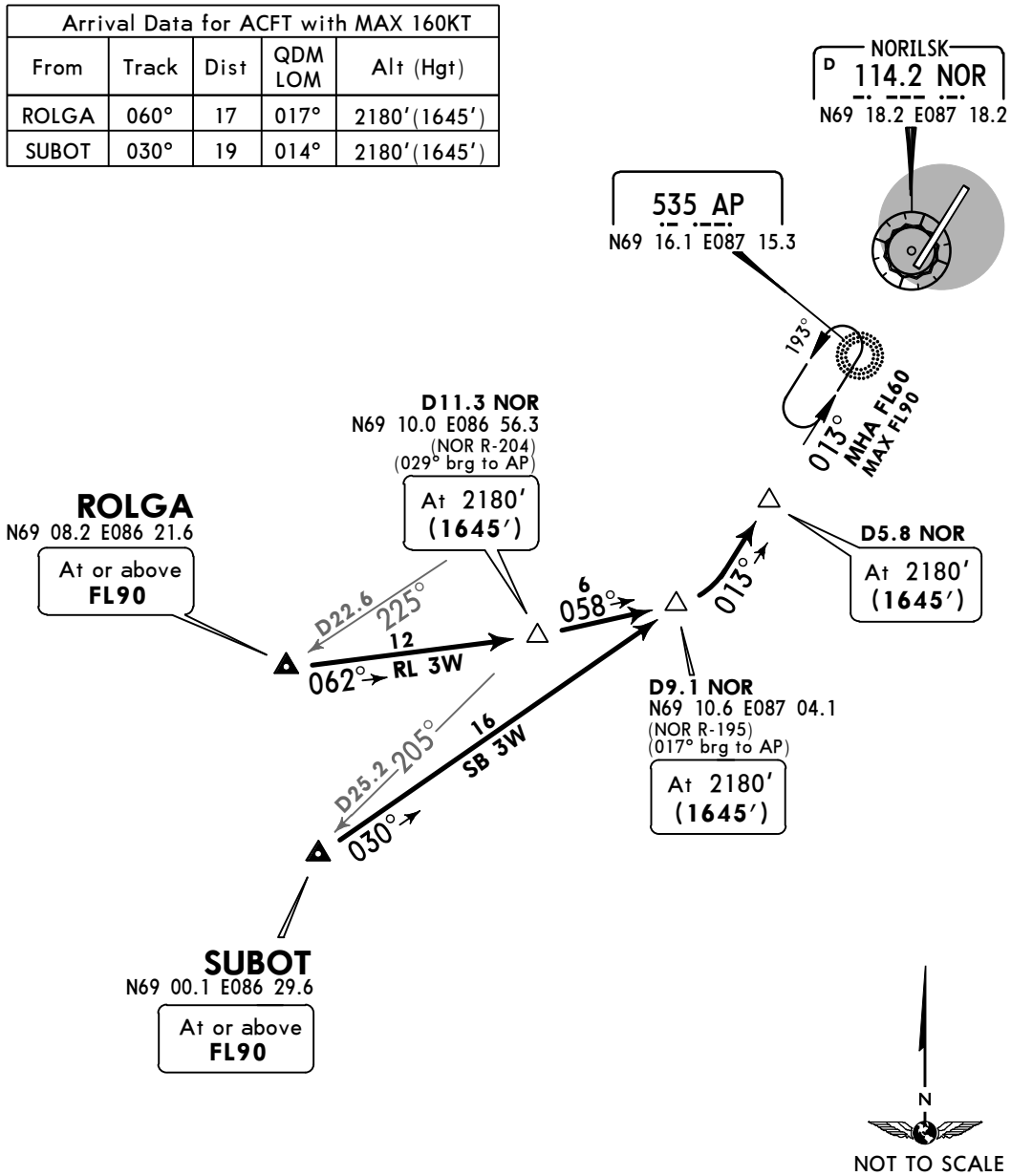


MSA
NOR VOR

RL 3W, SB 3W
RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY

Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
ROLGA	060°	17	017°	2180′(1645′)
SUBOT	030°	19	014°	2180′(1645′)



These STARs require minimum descent gradients of
RL 3W: 7.5% from FL90 to 2180′ (1645′).
SB 3W: 6.9% from FL90 to 2180′ (1645′).
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
6.9% V/V (fpm)	524	699	1048	1397	1747	2096
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

ALT/HEIGHT CONVERSION

QNH	(QFE)
4540′	**(4005′ - 1200m)**
2180′	**(1645′ - 500m)**

CHANGES: Reissue.

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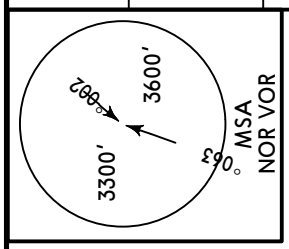
UOOO/NSK
ALYKEL

JEPPESEN
26 AUG 16 (10-2F)

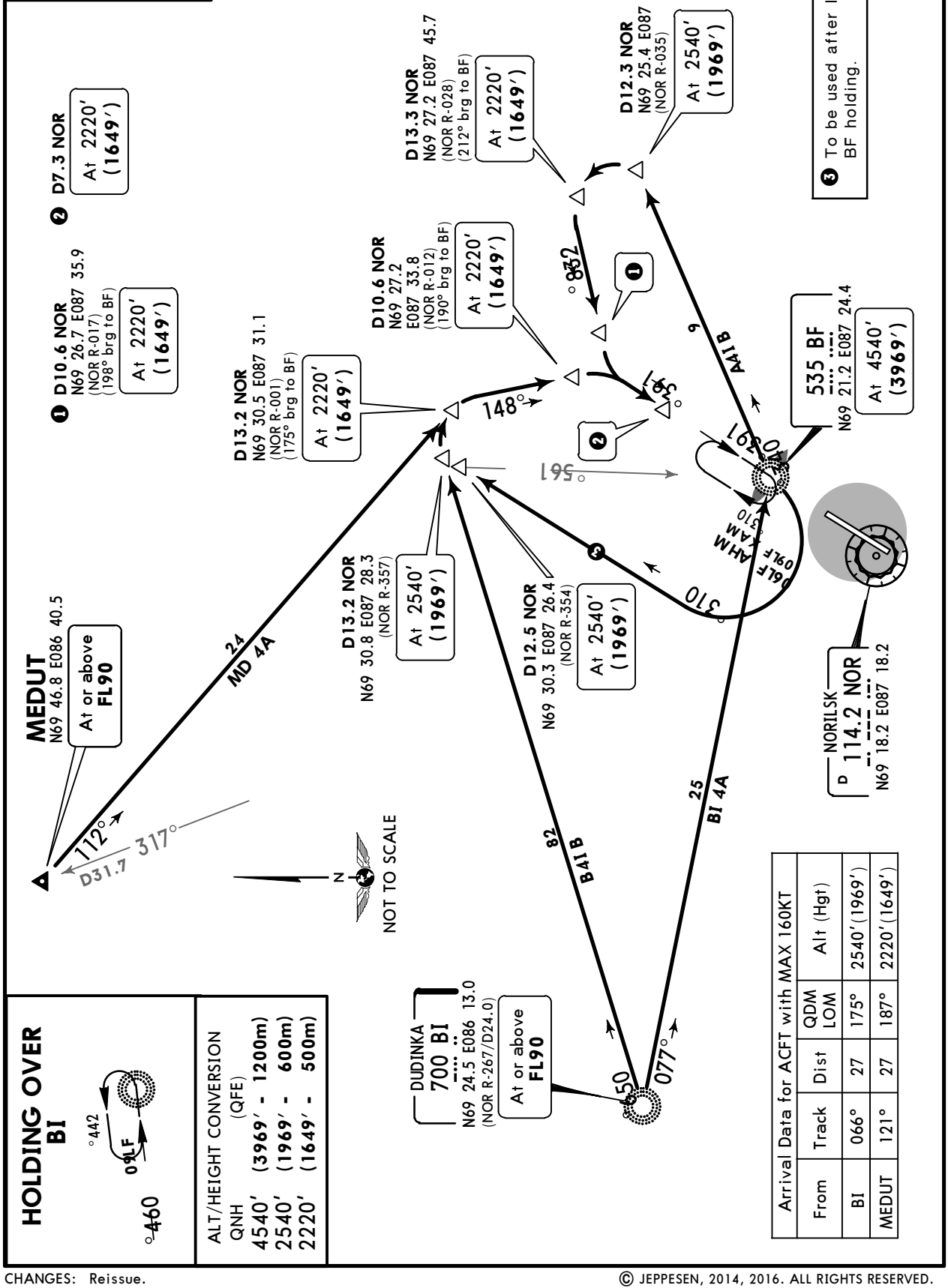
NORILSK, RUSSIA
STAR

ATIS	Apt Elev
126.8	594′

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



BI 4A, BI 4B, MD 4A
RWY 19 ARRIVALS
FOR RUSSIAN USERS ONLY



HOLDING OVER BI

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

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

CHANGES: Reissue.

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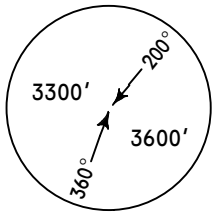
ATIS	Apt Elev	
126.8	594′	Alt set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 744 mm (991.9 hPa) FL80 if pressure is less than 717 mm (955.9 hPa) Trans alt: 4540′ **(4005′)**



MSA
NOR VOR

BI 3W, MD 3G, MD 3W
RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY

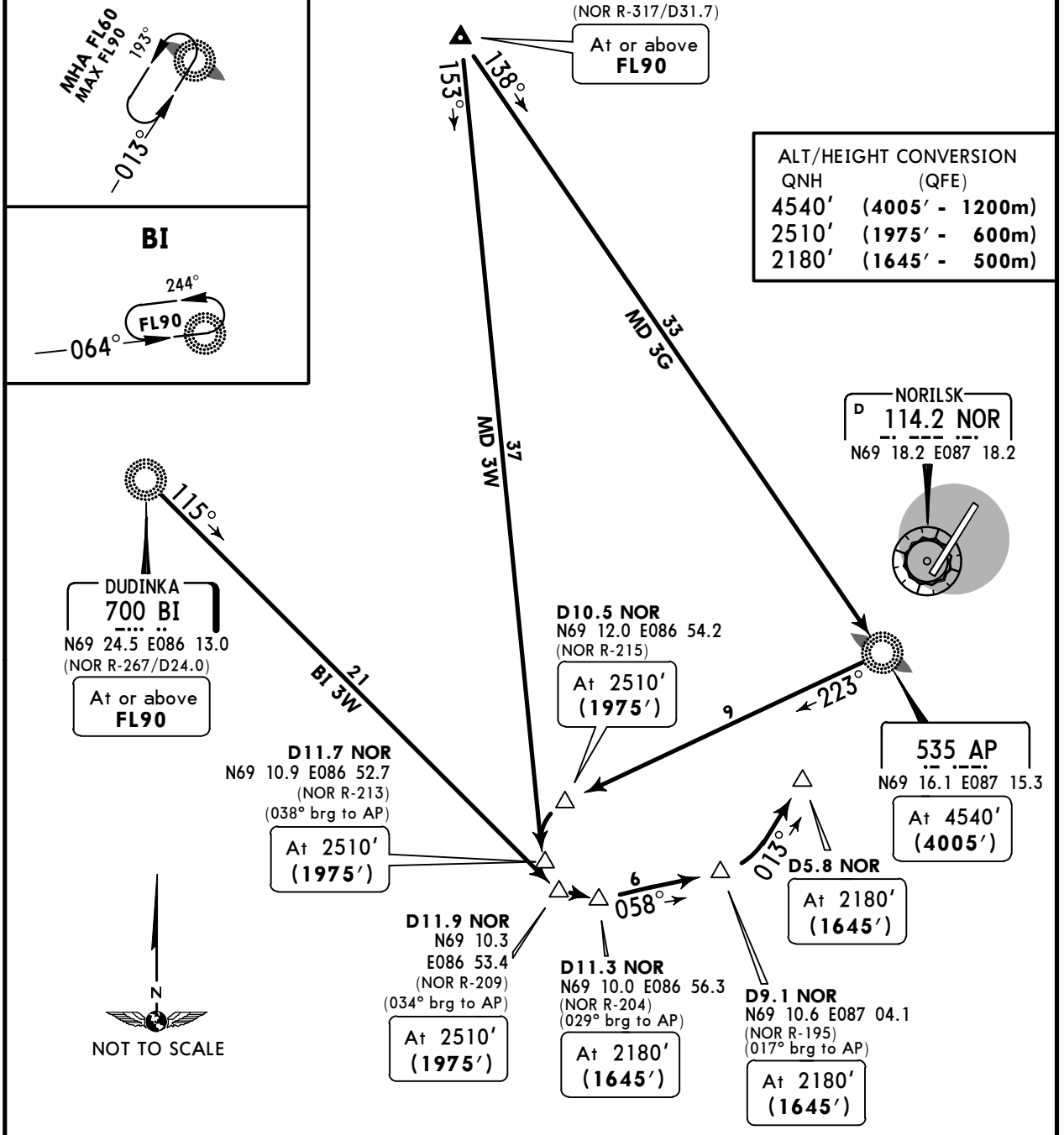
HOLDINGS OVER AP

BI

MEDUT
N69 46.8 E086 40.5
(NOR R-317/D31.7)
At or above **FL90**

ALT/HEIGHT CONVERSION

QNH	(QFE)
4540′	**(4005′ - 1200m)**
2510′	**(1975′ - 600m)**
2180′	**(1645′ - 500m)**



This STAR requires a minimum descent gradient of
BI 3W: 4.5% from FL90 to 2180′ (1645′).
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
BI	105°	22	026°	2180′(1645′)
MEDUT	149°	35	032°	2510′(1975′)

CHANGES: Reissue.

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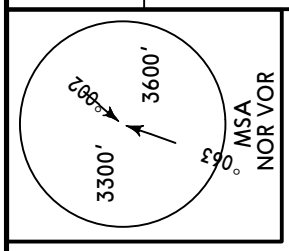
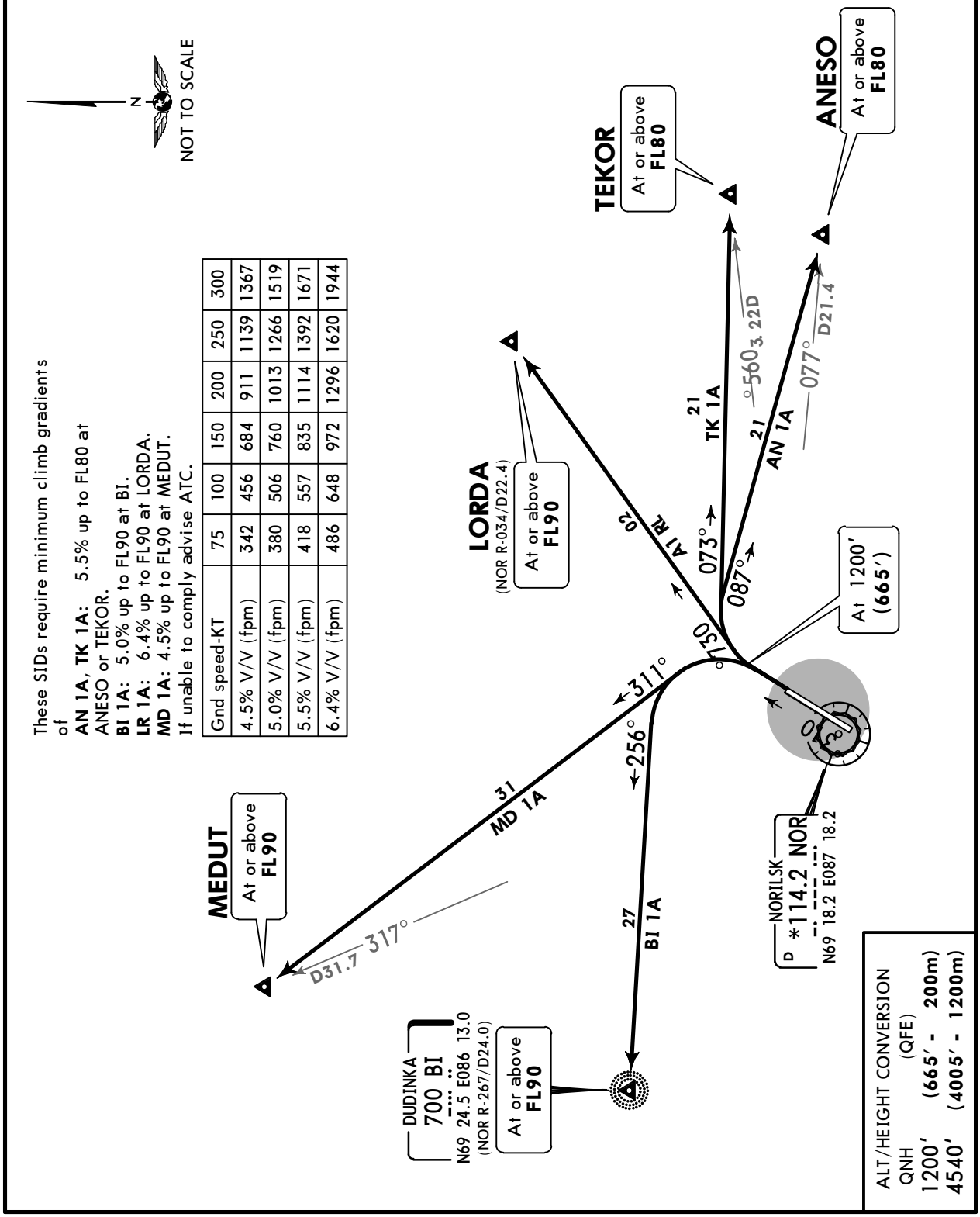
Apt Elev 594′	QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 744 mm (991.9 hPa) FL80 if pressure is less than 717 mm (955.9 hPa) Trans alt: 4540′ (4005′)



BI 1A, LR 1A
MD 1A AN 1A, TK 1A
By ATC

RWY 01 DEPARTURES
(SHORT PROCEDURE)

FOR RUSSIAN USERS ONLY



These SIDs require minimum climb gradients of
AN 1A, TK 1A: 5.5% up to FL80 at ANESO or TEKOR.
BI 1A: 5.0% up to FL90 at BI.
LR 1A: 6.4% up to FL90 at LORDA.
MD 1A: 4.5% up to FL90 at MEDUT.
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.4% V/V (fpm)	486	648	972	1296	1620	1944

ALT/HEIGHT CONVERSION (QFE)

QNH		
1200′	(665′ -	200m)
4540′	(4005′ -	1200m)

CHANGES: Coordinates.

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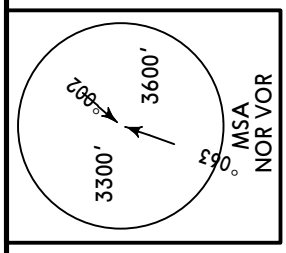
Apt Elev 594′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 744 mm (991.9 hPa) FL80 if pressure is less than 717 mm (955.9 hPa) Trans alt: 4540′ **(3969′)**



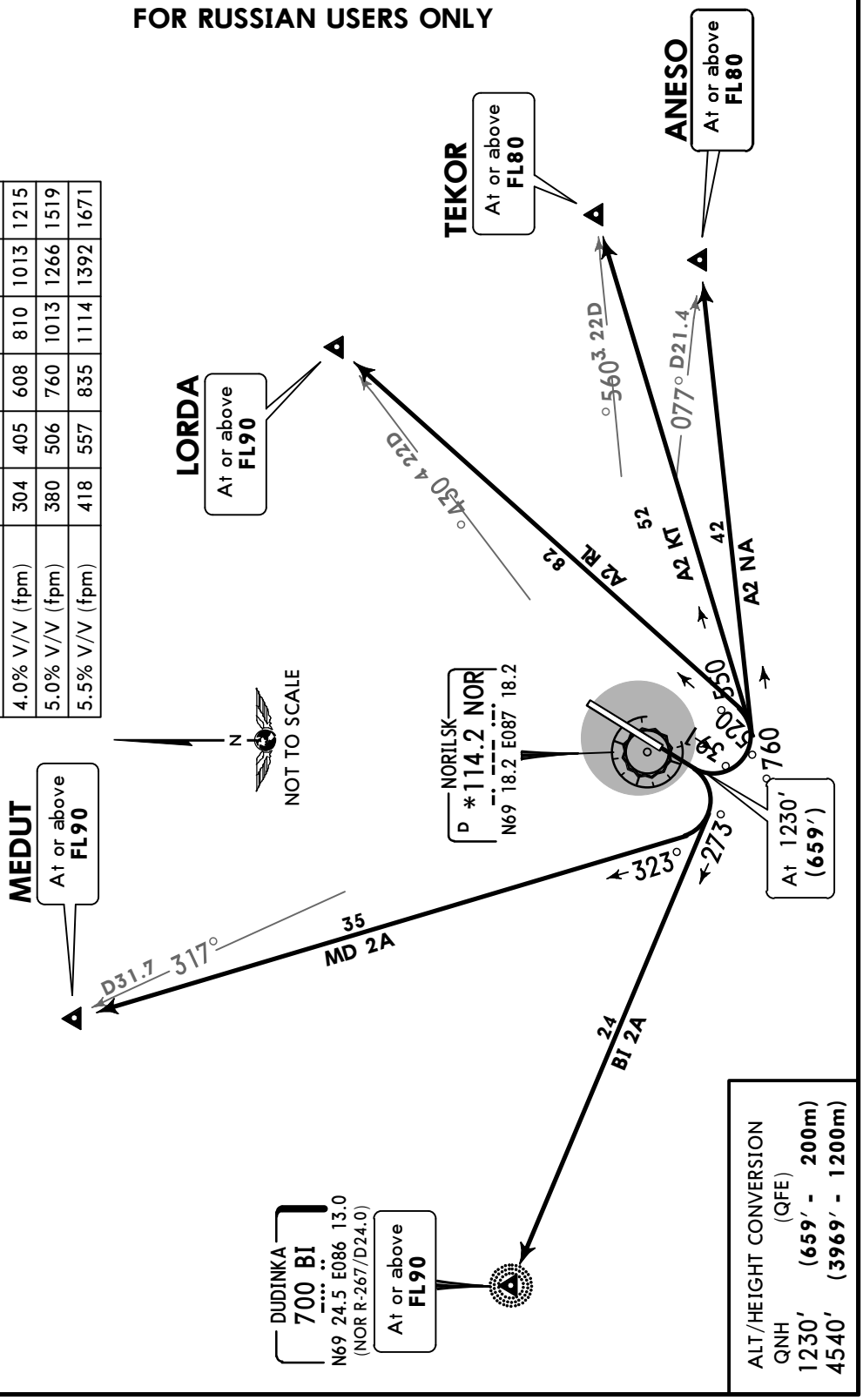
BI 2A, LR 2A
MD 2A AN 2A, TK 2A
By ATC

RWY 19 DEPARTURES
(SHORT PROCEDURE)

FOR RUSSIAN USERS ONLY

These SIDs require minimum climb gradients of
AN 2A, TK 2A: 5.0% up to FL80 at ANESO or TEKOR.
BI 2A: 5.5% up to FL90 at BI.
LR 2A: 5.0% up to FL90 at LORDA.
MD 2A: 4.0% up to FL90 at MEDUT.
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.5% V/V (fpm)	418	557	835	1114	1392	1671



ALT/HEIGHT CONVERSION (QFE)
QNH
1230′ (659′ - 200m)
4540′ (3969′ - 1200m)

CHANGES: Coordinates.

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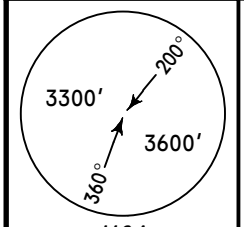
Apt Elev 594′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 744 mm (991.9 hPa) FL80 if pressure is less than 717 mm (955.9 hPa) Trans alt: 4540′ ***(4005′)***



MSA
NOR VOR

GN 1A, OR 1A, RL 1A, SB 1A
RWY 01 DEPARTURES
(SHORT PROCEDURE)

FOR RUSSIAN USERS ONLY

At 1200′
(665′)

215°
198°
29
RL 1A
33
SB 1A
013°
178°
167°
33
GN 1A
31
OR 1A
206°
151

ROLGA
N69 08.2 E086 21.6
(NOR R-225/D22.6)
At or above
FL90

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

SUBOT
N69 00.1 E086 29.6
(NOR R-205/D25.2)
At or above
FL90

OLURI
N68 52.8 E087 23.6
(NOR R-157/D25.5)
At or above
FL90

GINDA
N68 52.5 E087 08.5
(NOR R-169/D26.0)
At or above
FL90

NAPAD
N67 07.5 E081 02.2

N
NOT TO SCALE

These SIDs require minimum climb gradients of
GN 1A, OR 1A, SB 1A: 4.1% up to FL90 at GINDA, OLURI or SUBOT.
RL 1A: 4.5% up to FL90 at ROLGA.
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.5% V/V (fpm)	342	456	684	911	1139	1367

ALT/HEIGHT CONVERSION

QNH	(QFE)
1200′	***(665′ - 200m)***
4540′	***(4005′ - 1200m)***

CHANGES: MSA center; SID RL 1A awy continuation withdrawn.

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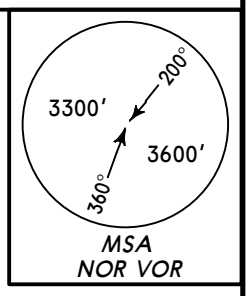
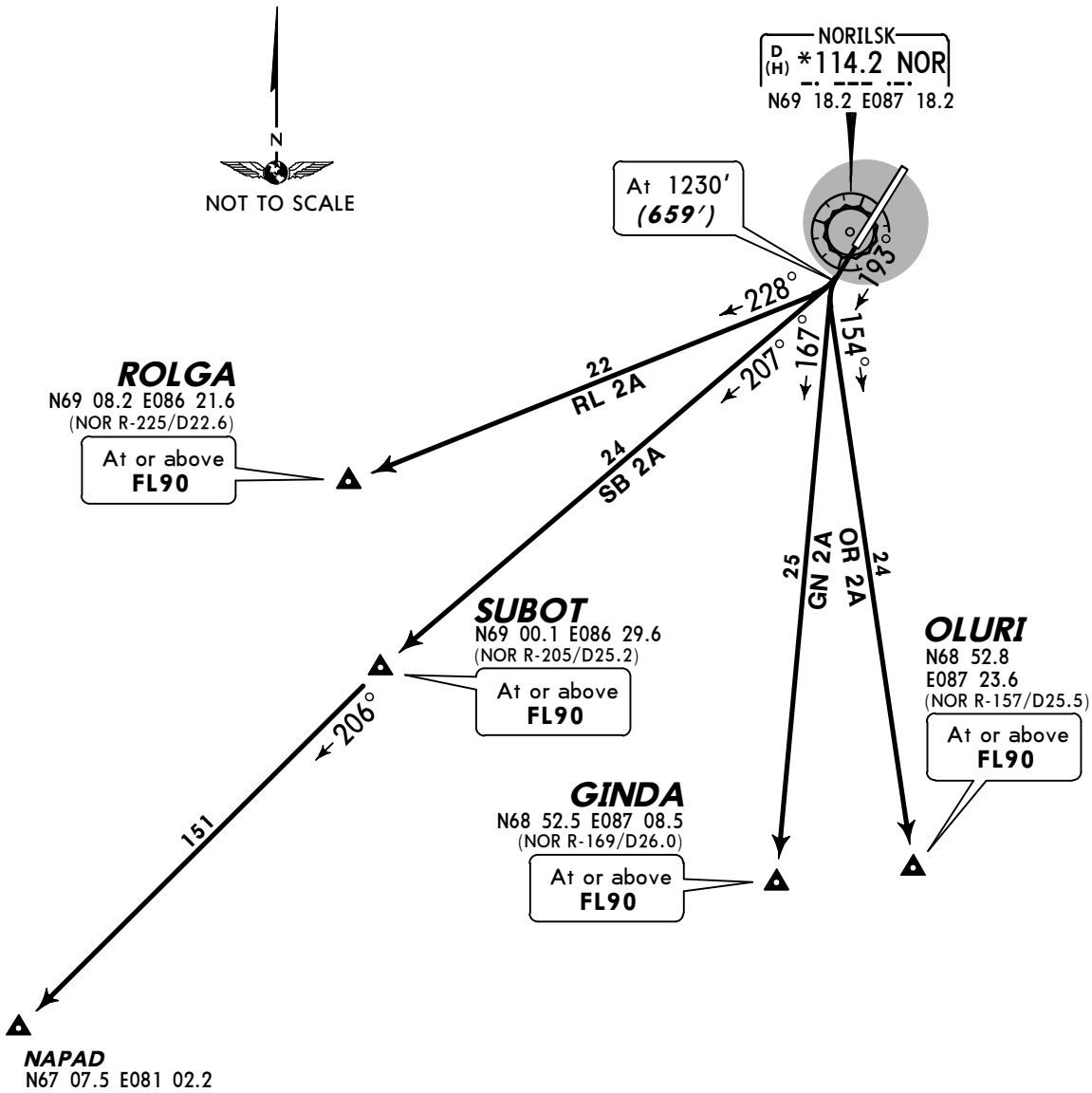
Apt Elev 594′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 744 mm (991.9 hPa) FL80 if pressure is less than 717 mm (955.9 hPa) Trans alt: 4540′ ***(3969′)***

GN 2A, OR 2A, RL 2A, SB 2A
RWY 19 DEPARTURES
(SHORT PROCEDURE)

FOR RUSSIAN USERS ONLY





These SIDs require minimum climb gradients of
GN 2A, OR 2A, SB 2A: 5.5% up to FL90 at GINDA, OLURI or SUBOT.
RL 2A: 6.0% up to FL90 at ROLGA.
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.0% V/V (fpm)	456	608	911	1215	1519	1823

ALT/HEIGHT CONVERSION

QNH	(QFE)
1230′	***(659′ - 200m)***
4540′	***(3969′ - 1200m)***

CHANGES: MSA center; SID RL 2A awy continuation withdrawn.

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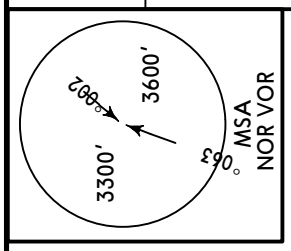
Apt Elev
594′

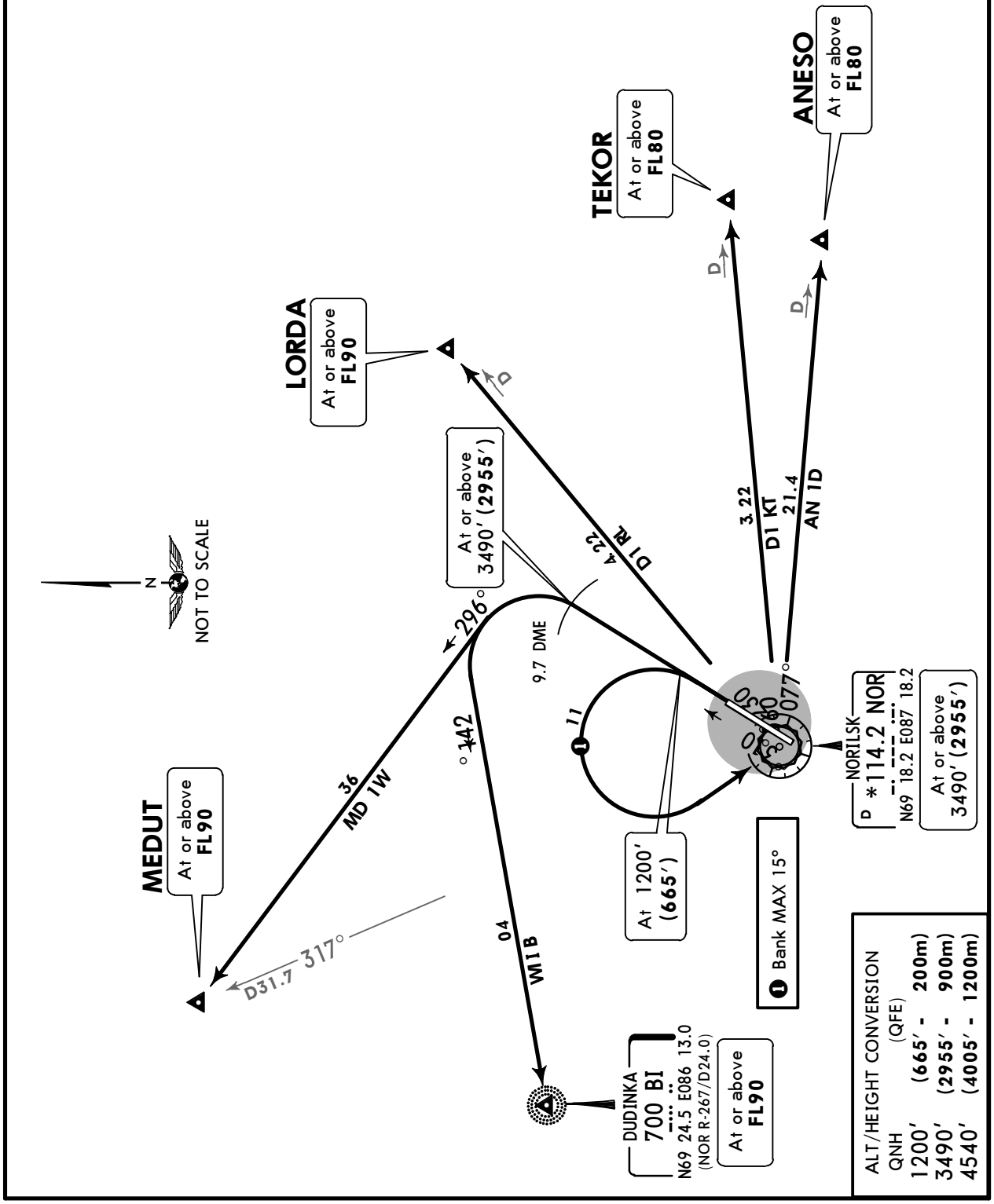
QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 744 mm (991.9 hPa)
FL80 if pressure is less than 717 mm (955.9 hPa)
Trans alt: 4540′ (4005′)



BI 1W
LR 1D, MD 1W AN 1D, TK 1D
By ATC

RWY 01 DEPARTURES
(LONG PROCEDURE)

FOR RUSSIAN USERS ONLY



CHANGES: Coordinates.

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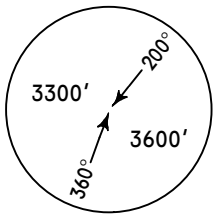
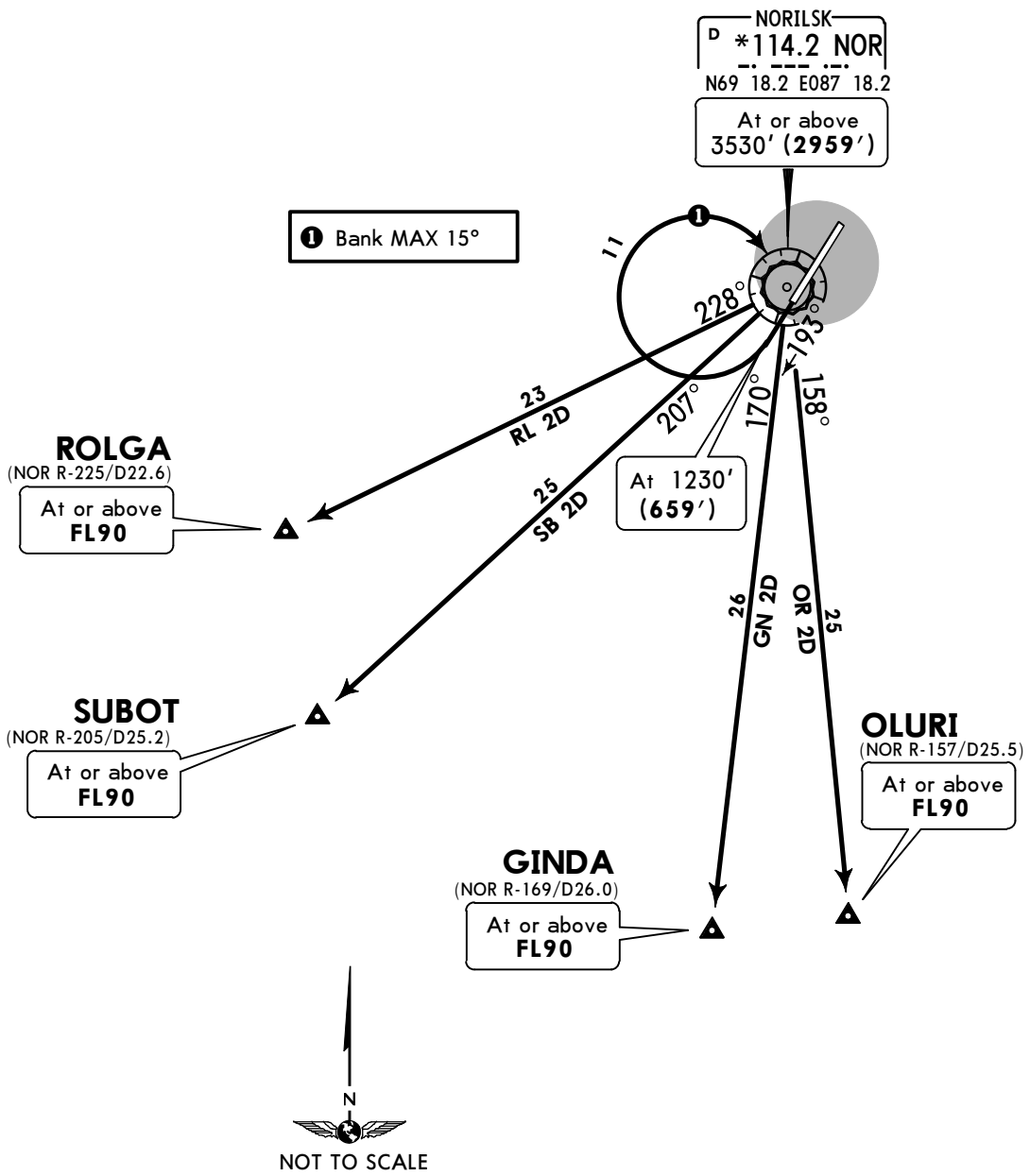
Apt Elev 594′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 744 mm (991.9 hPa) FL80 if pressure is less than 717 mm (955.9 hPa) Trans alt: 4540′ **(3969′)**



MSA
NOR VOR

GN 2D, OR 2D, RL 2D, SB 2D
RWY 19 DEPARTURES
(LONG PROCEDURE)

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

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

CHANGES: None.

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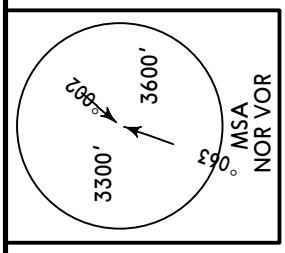
Apt Elev 594′	QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 744 mm (991.9 hPa) FL80 if pressure is less than 717 mm (955.9 hPa) Trans alt: 4540′ (3969′)



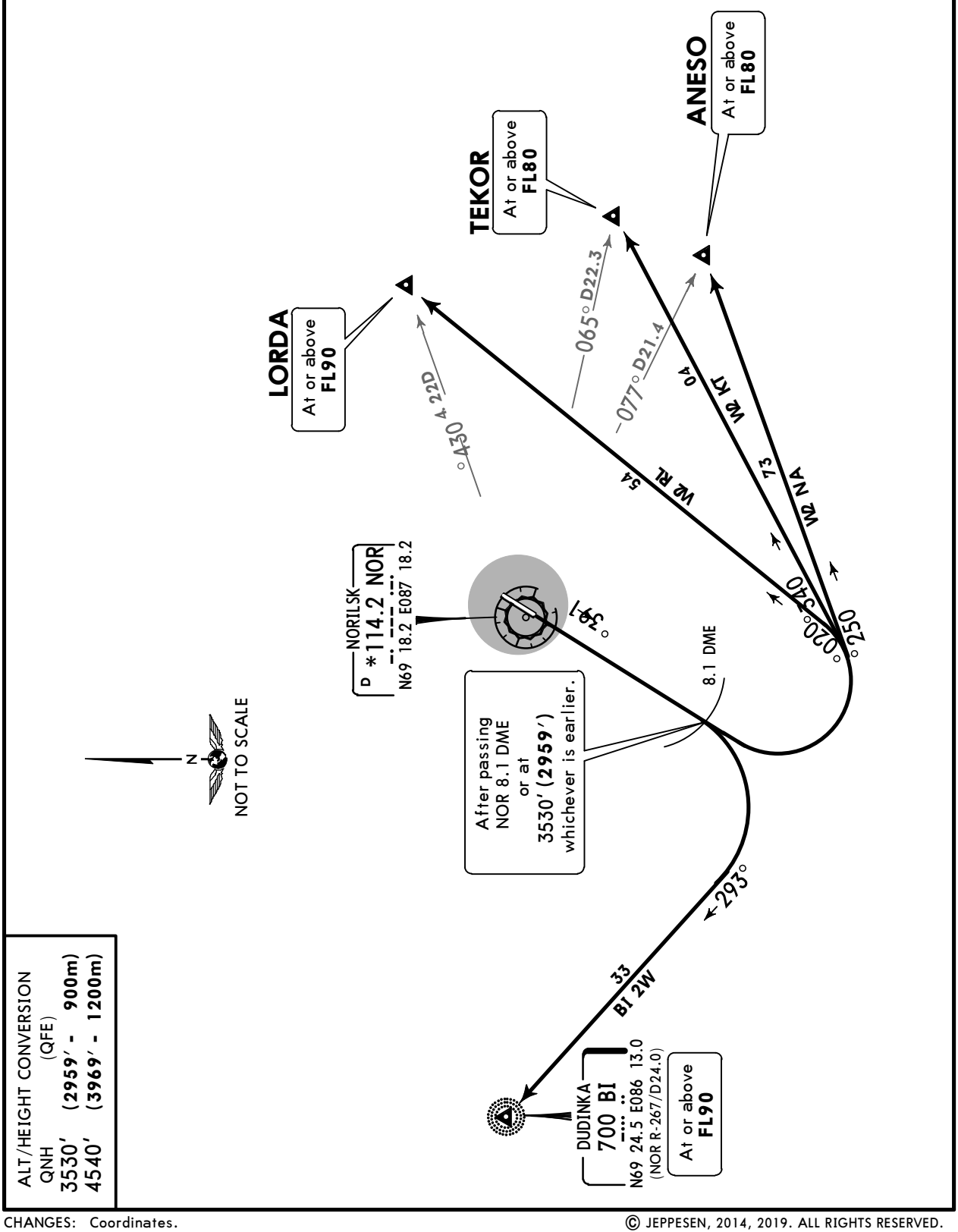
BI 2W, LR 2W AN 2W, TK 2W

By ATC

RWY 19 DEPARTURES

(LONG PROCEDURE)

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3530′	(2959′ - 900m)
4540′	(3969′ - 1200m)

CHANGES: Coordinates.

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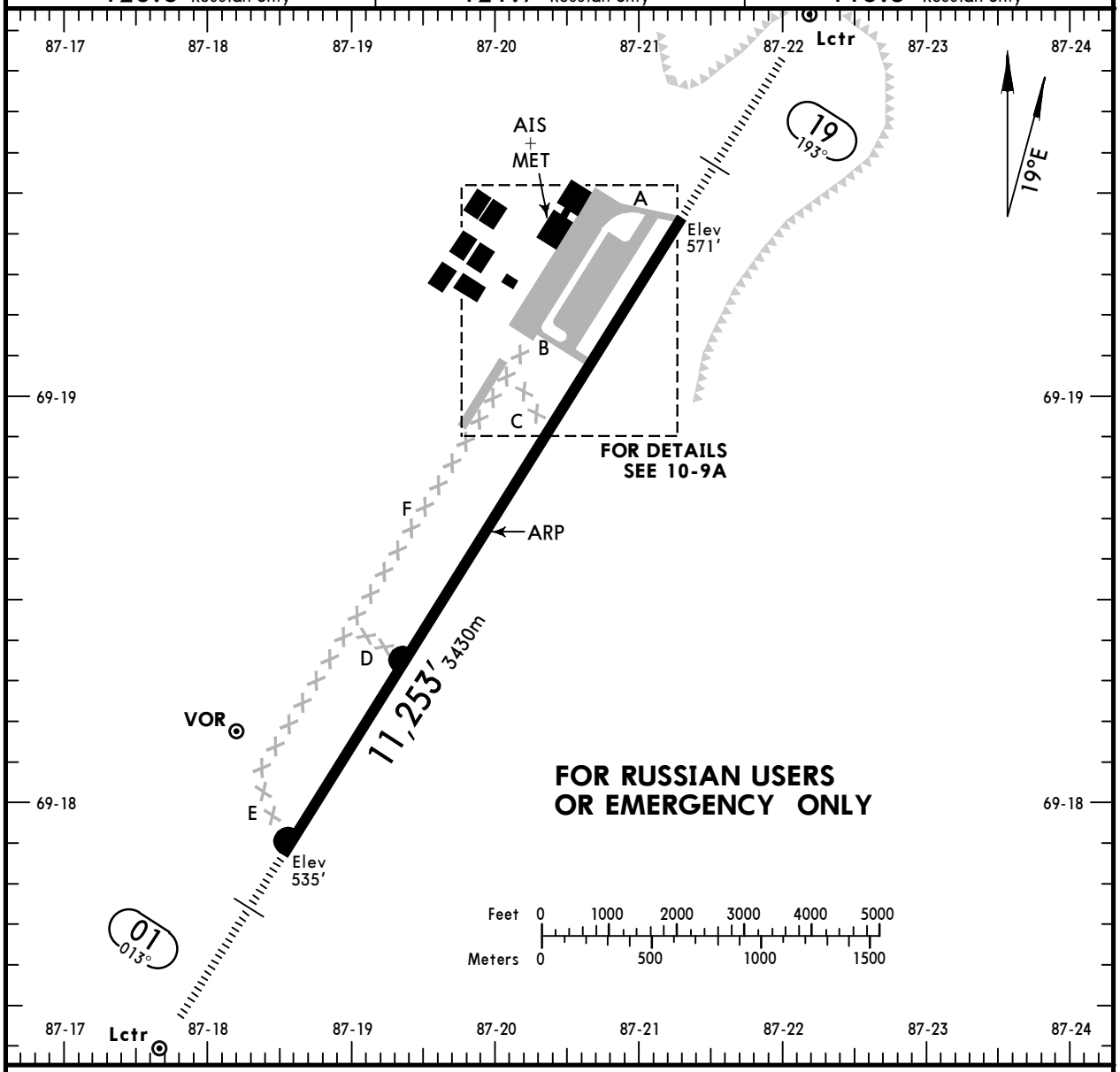
U000/NSK

Apt Elev **594'**
N69 18.7 E087 19.9

JEPPESEN
2 JUN 17 (10-9)

NORILSK, RUSSIA
ALYKEL

ATIS	NORILSK Rulenie (GND)	Start (TWR)
126.8 Russian only	121.7 Russian only	118.3 Russian only



GENERAL

Longitudinal slope of runway segment adjacent to threshold 19 exceeds the normative value.
Landing shall be carried out at the crew's good look-out.
Crosswind component value according to AOM for given friction coefficient should be reduced by 1m/sec for acft with MTOM exceeding 30 tons.

ADDITIONAL RUNWAY INFORMATION

RWY	(60m)	USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
01 19	HIALS HIRL (60) PAPI-L (angle 2.67°)		10,039' 3060m 10,341' 3152m	10,925' 3330m ❶	148' 45m

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

TAKE-OFF

	AIR CARRIER (JAA) All Rwys: LVP must be in force RCLM (DAY only) or RL	AIR CARRIER (JAA) All Rwys: RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	

CHANGES: Communications. Lights. Usable lengths.

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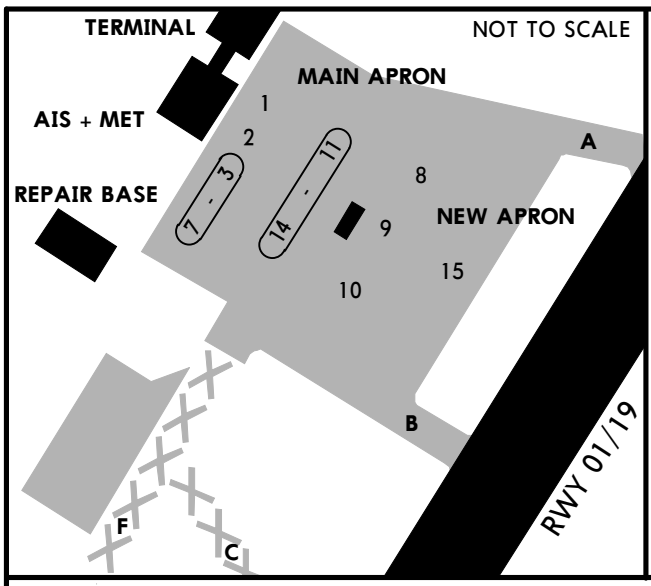

Taxiing of acft with low-mounted engines on apron shall be carried out by towing only.

180° turns for taxiing out from stands to twy A or twy B under own engines power forbidden.

Taxiing out of stand 7 and hangar stand by towing only.

Stand 7 for quarantine parking.
Stand 10 for dangerous goods.
Stand 15 for act of illegal intervention.
Stands 8, 10 and 15 available for helicopters.

FOR RUSSIAN USERS OR EMERGENCY ONLY

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N69 19.4 E087 20.6	9	N69 19.4 E087 20.7
2, 3	N69 19.4 E087 20.5	10	N69 19.3 E087 20.6
4	N69 19.4 E087 20.4	11	N69 19.4 E087 20.7
5	N69 19.3 E087 20.4	12	N69 19.4 E087 20.6
6, 7	N69 19.3 E087 20.3	13, 14	N69 19.3 E087 20.5
8	N69 19.4 E087 20.8	15	N69 19.3 E087 20.7

CHANGES: AIS + MET added.

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STRAIGHT-IN RWY		A	B	C	D
01	ILS	**735**′(200′)	**735**′(200′)	**735**′(200′)	**735**′(200′)
	FULL	❶ **R550m**	❶ **R550m**	❶ **R550m**	❶ **R550m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	❷ 2 NDB or AP NDB	**840**′(305′)	**840**′(305′)	**840**′(305′)	**840**′(305′)
		R750m	**R750m**	**R750m**	**R750m**
	ALS out	R1400m	R1400m	R1400m	R1400m
	❷ NDB	**840**′(305′)	**840**′(305′)	**840**′(305′)	**840**′(305′)
	with FAF	**R750m**	**R750m**	**R750m**	**R750m**
	ALS out	R1400m	R1400m	R1400m	R1400m
	NDB	**1080**′(545′)	**1080**′(545′)	**1080**′(545′)	**1080**′(545′)
	w/o FAF	**R2000m**	**R2000m**	**R2200m**	**R2200m**
	ALS out	R2700m	R2700m	R2900m	R2900m
19	ILS	**771**′(200′)	**771**′(200′)	**771**′(200′)	**771**′(200′)
	FULL	❶ **R550m**	❶ **R550m**	❶ **R550m**	❶ **R550m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	❷ 2 NDB	**930**′(359′)	**930**′(359′)	**930**′(359′)	**930**′(359′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	❷ BF NDB	**940**′(369′)	**940**′(369′)	**940**′(369′)	**940**′(369′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	❷ A NDB	**940**′(369′)	**940**′(369′)	**940**′(369′)	**940**′(369′)
	with FAF	**R1000m**	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	A NDB	**1180**′(609′)	**1180**′(609′)	**1180**′(609′)	**1180**′(609′)
	w/o FAF	**R2300m**	**R2300m**	**R2500m**	**R2500m**
	ALS out	R3000m	R3000m	R3200m	R3200m

❶ W/o HUD/AP/FD: RVR 750m.
❷ Continuous Descent Final Approach.

TAKE-OFF

	Low Visibility Take-off Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A B C D	RVR 300m	400m	500m

CHANGES: Minimums.

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STRAIGHT-IN RWY		A	B	C	D
01	ILS	**738**′(200′)	**738**′(200′)	**738**′(200′)	**738**′(200′)
	FULL	❶ **R550m**	❶ **R550m**	❶ **R550m**	❶ **R550m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	❷ 2 NDB	**840**′(302′)	**840**′(302′)	**840**′(302′)	**840**′(302′)
		R750m	**R750m**	**R750m**	**R750m**
	ALS out	R1400m	R1400m	R1400m	R1400m
	❷ NDB	**840**′(302′)	**840**′(302′)	**840**′(302′)	**840**′(302′)
	with FAF	**R750m**	**R750m**	**R750m**	**R750m**
	ALS out	R1400m	R1400m	R1400m	R1400m
	NDB	**890**′(352′)	**890**′(352′)	**890**′(352′)	**890**′(352′)
	w/o FAF	**R1100m**	**R1100m**	**R1300m**	**R1300m**
	ALS out	R1800m	R1800m	R2000m	R2000m
19	❷ 2 NDB	**920**′(323′)	**920**′(323′)	**920**′(323′)	**920**′(323′)
	with FAF	**R800m**	**R800m**	**R800m**	**R800m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	❷ 2 NDB	**950**′(353′)	**950**′(353′)	**950**′(353′)	**950**′(353′)
	w/o FAF	**R1000m**	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m
	❷ B NDB	**960**′(363′)	**960**′(363′)	**960**′(363′)	**960**′(363′)
	with FAF	**R1000m**	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	B NDB	**1010**′(413′)	**1010**′(413′)	**1010**′(413′)	**1010**′(413′)
	w/o FAF	**R1400m**	**R1400m**	**R1600m**	**R1600m**
	ALS out	R2100m	R2100m	R2300m	R2300m

❶ W/o HUD/AP/FD: RVR 750m.
❷ Continuous Descent Final Approach.

TAKE-OFF

	Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A B C D	RVR 300m	400m	500m

CHANGES: New temporary chart.

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U000/NSK
ALYKEL

JEPPESEN
2 JUN 17 (11-1)

NORILSK, RUSSIA
ILS or 2 NDB Rwy 01

BRIEFING STRIP

ATIS	NORILSK Krug (RDR)	NORILSK Posadka (TWR)	Rulenie (GND)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

LOC IAP	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 594′
109.5	013°	1191′(656′)	735′(200′)	Rwy 535′
NDB AP 535		Minimum Alt D5.8 NOR 2180′(1645′)	NDB MDA(H) 840′(305′)	

MISSED APCH: Climb to 1200′(665′), then turn LEFT onto 193° climbing to 2510′(1975′), then according to chart.

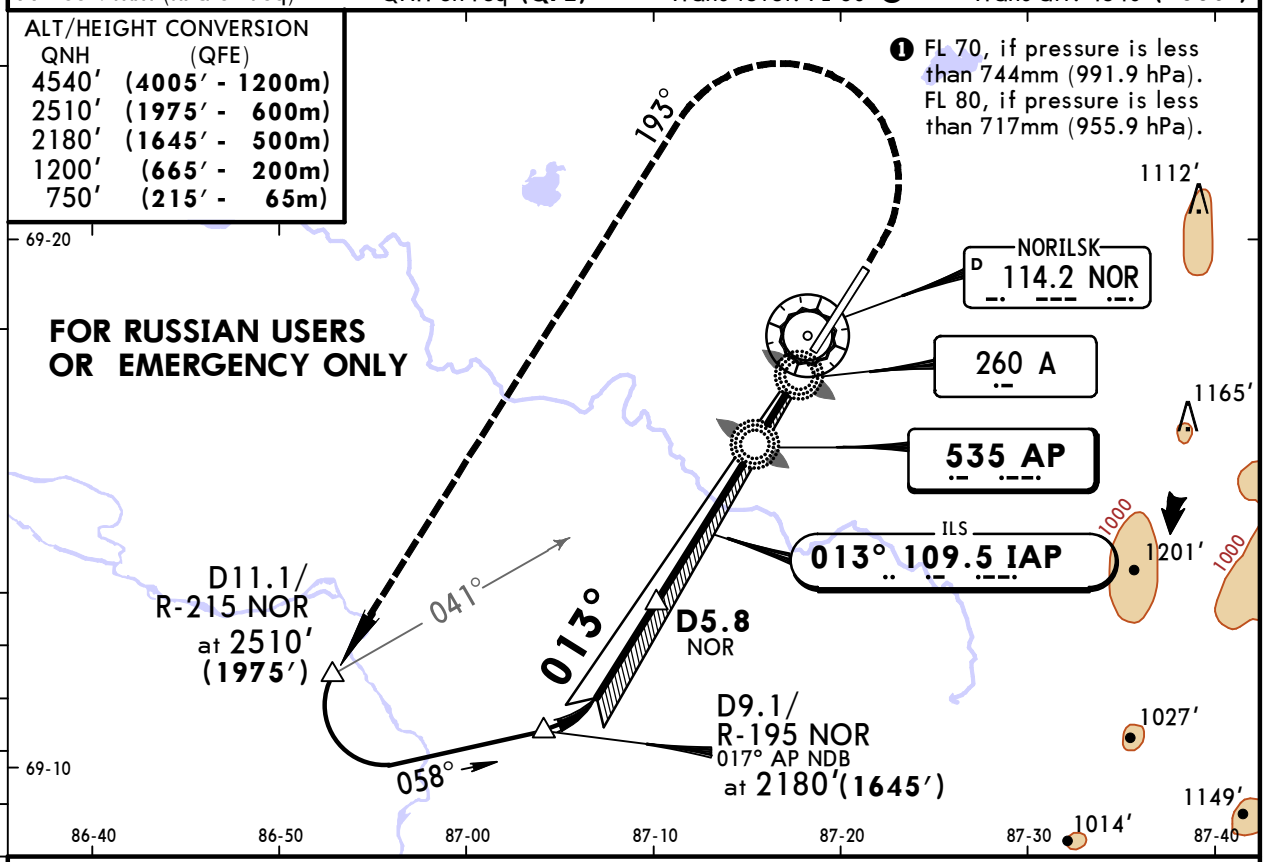
MSA NOR VOR within 27 NM (3300, 3600, 200°, 360°)

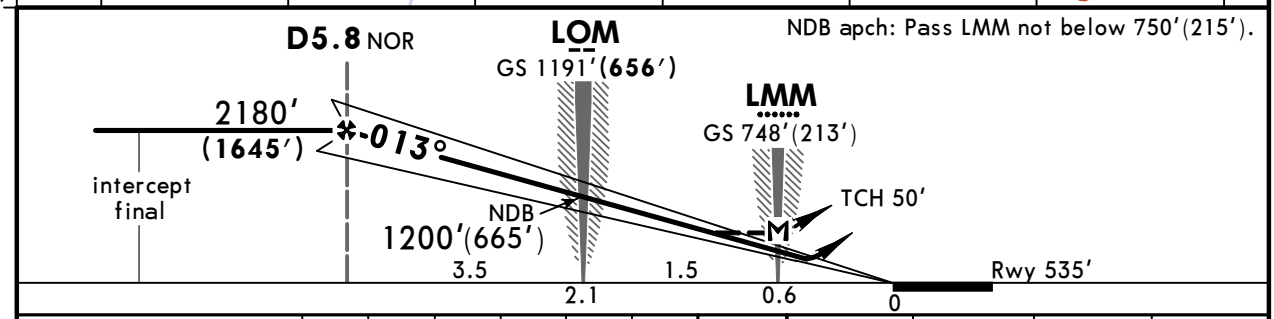
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 60 ❶ | Trans alt: 4540′(4005′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4540′	(4005′ - 1200m)
2510′	(1975′ - 600m)
2180′	(1645′ - 500m)
1200′	(665′ - 200m)
750′	(215′ - 65m)

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





Gnd speed-Kts		70	90	100	120	140	160
ILS GS or NDB Descent Angle	2.67°	331	425	472	567	661	756
MAP at LMM							

HIALS PAPI | 1200′(665′) | 193° LT | 2510′(1975′)

STRAIGHT-IN LANDING RWY 01

PANS OPS	ILS DA(H) 735′(200′) FULL	ILS DA(H) 735′(200′) ALS out	LOC (GS out)	2 NDB or AP NDB MDA(H) 840′(305′)	2 NDB or AP NDB MDA(H) 840′(305′) ALS out
A	800m	1200m	NOT AUTH	1200m	1600m
B					
C					
D				1600m	

CHANGES: Comms. Rwy elev. MSA. Procedure.

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U000/NSK
ALYKEL

JEPPESEN
12 OCT 18 (11-01)

NORILSK, RUSSIA
ILS Rwy 01

BRIEFING STRIP ™

ATIS	NORILSK Krug (RDR)	NORILSK Posadka (TWR)	Rulenie (GND)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

LOC IAP	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 594′ Rwy 538′
109.5	**013°**	1260′(**722′**)	738′(**200′**)	

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

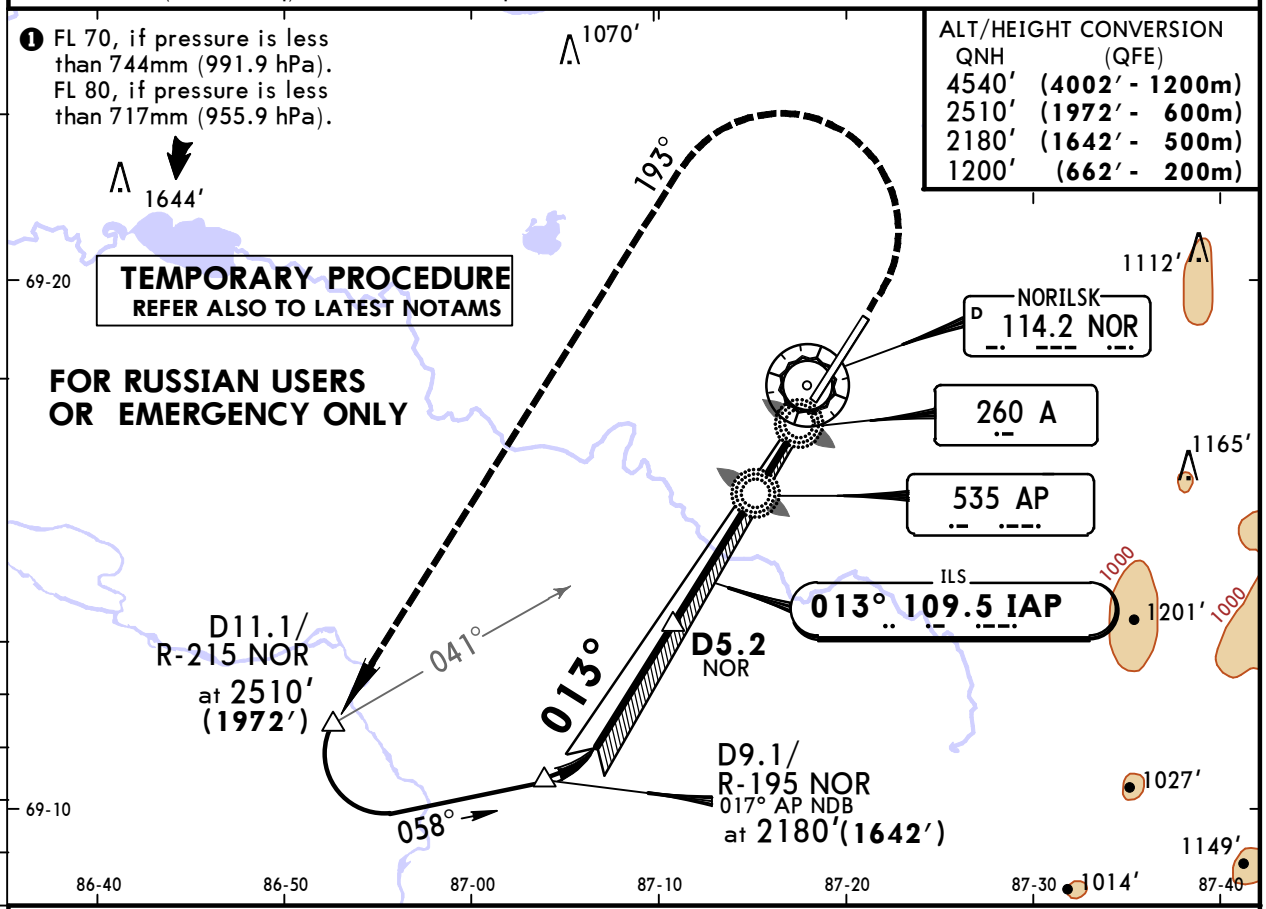
3300 200° 3600 360°
MSA NOR VOR within 27 NM

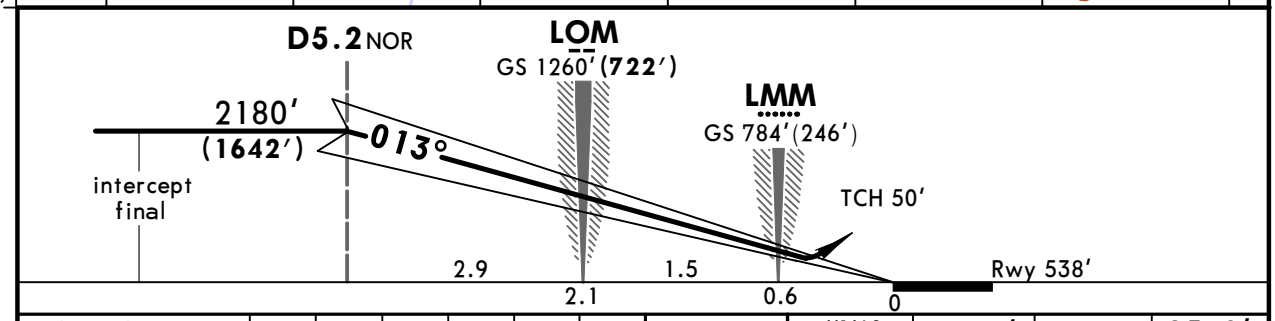
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 60 ❶ Trans alt: 4540′(**4002′**)

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

ALT/HEIGHT CONVERSION

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





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS PAPI | 1200′ (662′) | 193° LT | 2510′ (1972′)

STRAIGHT-IN LANDING RWY **01**

PANS OPS

	ILS DA(H) 738′(200′) FULL	ILS DA(H) 738′(200′) ALS out	LOC (GS out)
A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

CHANGES: New temporary procedure.

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U000/NSK
ALYKEL

JEPPESEN
2 JUN 17 (11-2)

NORILSK, RUSSIA
ILS or 2 NDB Rwy 19

BRIEFING STRIP

ATIS	NORILSK Krug (RDR)	NORILSK Posadka (TWR)	Rulenie (GND)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

LOC IBF **110.3**	Final Apch Crs **193°**	GS **LOM** 1227′(**656′**)	ILS DA(H) 771′(**200′**)	Apt Elev 594′ Rwy 571′
NDB BF **535**		Minimum Alt **D7.3 NOR** 2220′(**1649′**)	NDB MDA(H) Refer to Minimums	

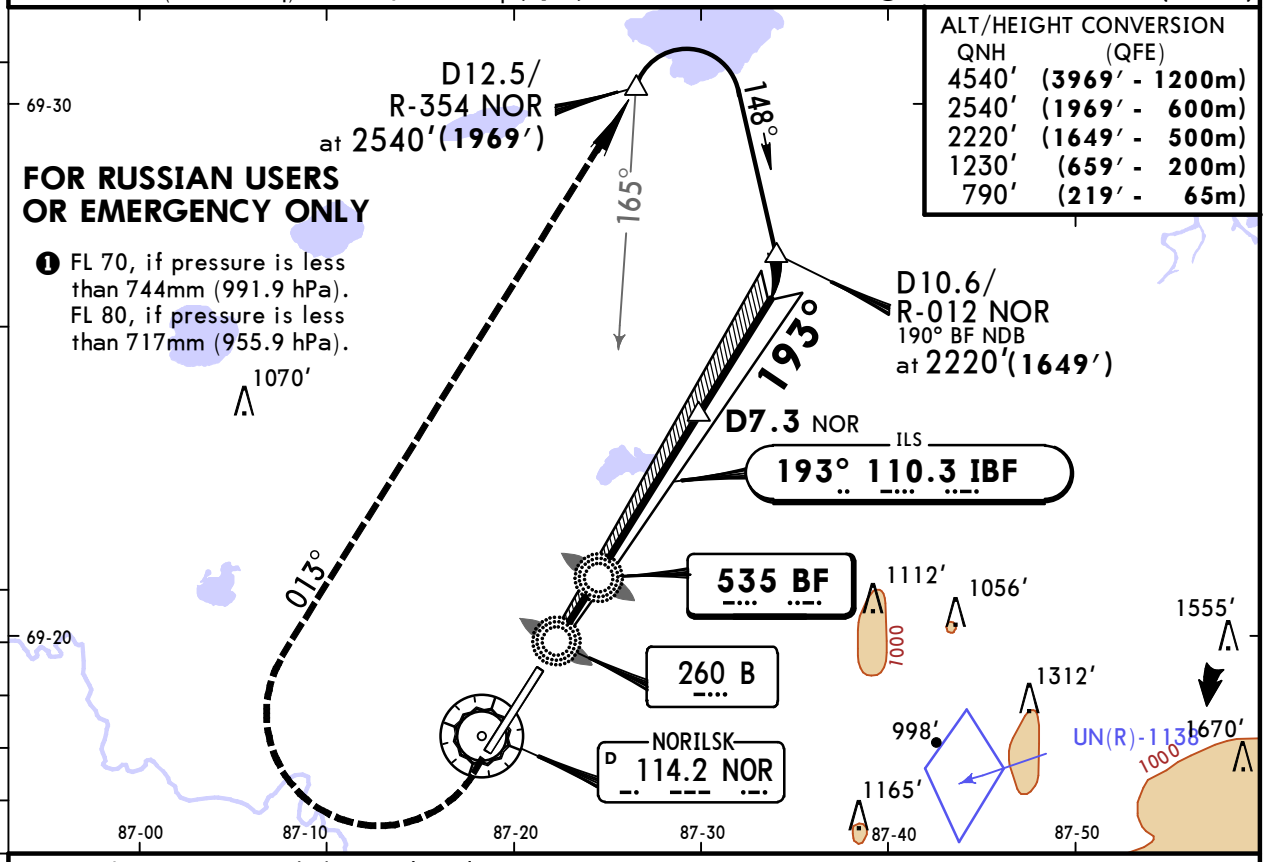
MISSED APCH: Climb to 1230′(659′), then turn RIGHT onto 013° climbing to 2540′(1969′), then according to chart.

3300 200° 3600 360°
MSA NOR VOR within 27 NM

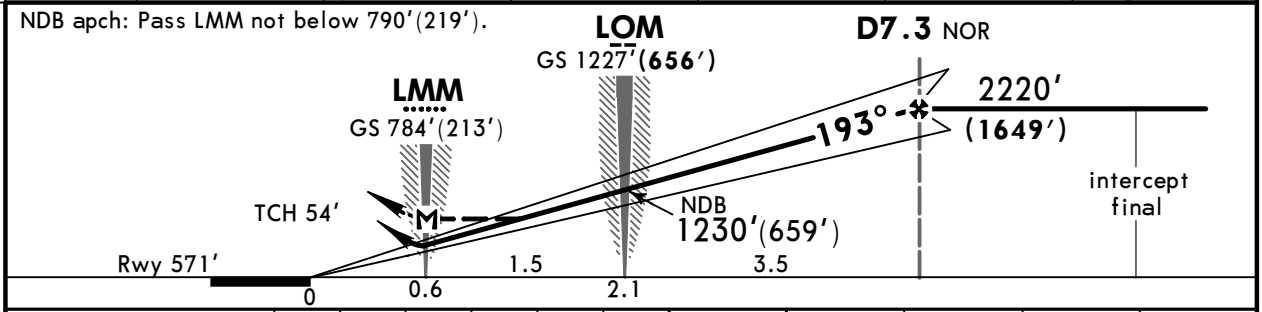
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 60 ❶ Trans alt: 4540′ (**3969′**)

ALT/HEIGHT CONVERSION

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



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



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or NDB Desc Angle	2.67°	331	425	472	567	661	756
MAP at LMM							

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

STRAIGHT-IN LANDING RWY 19

PANS OPS

	ILS DA(H) 771′(200′) FULL	ILS DA(H) 771′(200′) ALS out	LOC (GS out)	2 NDB MDA(H) 930′(359′)	2 NDB MDA(H) 930′(359′) ALS out	BF NDB MDA(H) 940′(369′)	BF NDB MDA(H) 940′(369′) ALS out
A	800m	1200m	NOT AUTH	1200m	1600m	1200m	1600m
B							
C							
D				1600m	2000m	1600m	2000m

CHANGES: Comms. MSA. Minimums.

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U000/NSK
ALYKEL

JEPPESEN
12 OCT 18 (16-01)

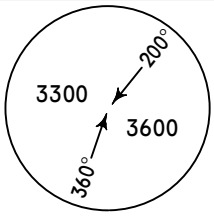
NORILSK, RUSSIA
2 NDB Rwy 01

BRIEFING STRIP TM

ATIS	NORILSK Krug (RDR)	NORILSK Posadka (TWR)	Rulenie (GND)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

NDB AP	Final Apch Crs	Minimum Alt D5.2	MDA(H)	Apt Elev 594'
535	013°	2180'(1642')	840' (302')	Rwy 538'

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



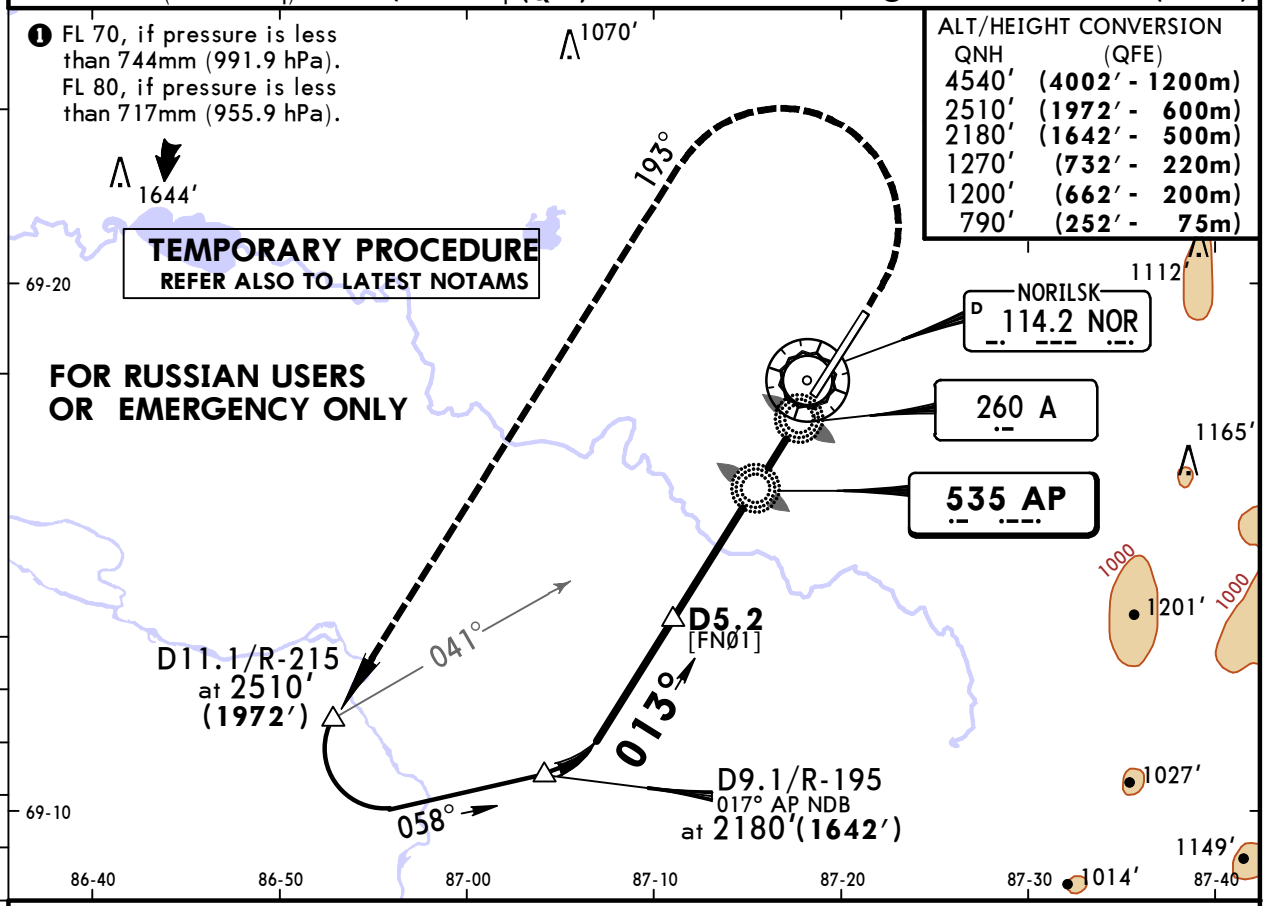
MSA NOR VOR within 27 NM

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

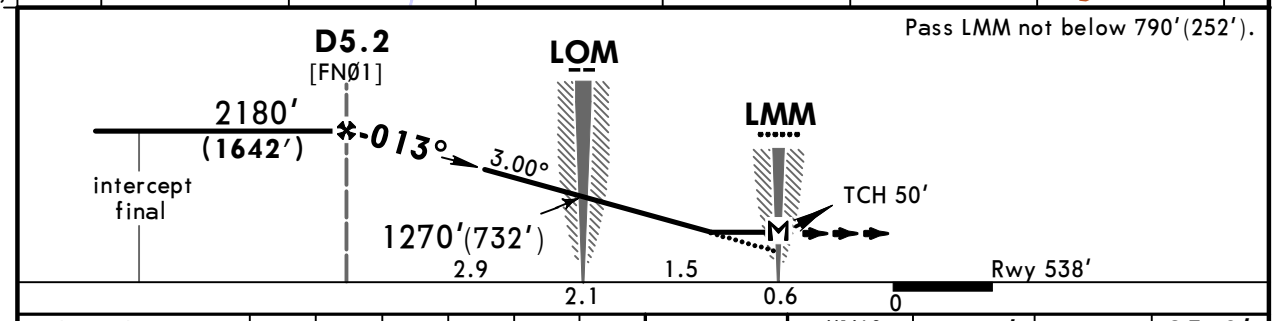
❶ FL 70, if pressure is less than 744mm (991.9 hPa). FL 80, if pressure is less than 717mm (955.9 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
4540'	(4002' - 1200m)
2510'	(1972' - 600m)
2180'	(1642' - 500m)
1270'	(732' - 220m)
1200'	(662' - 200m)
790'	(252' - 75m)



Pass LMM not below 790'(252').



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

HIALS
PAPI

1200' (662') | 193° LT | 2510' (1972')

STRAIGHT-IN LANDING RWY 01

MDA(H) 840'(302')

ALS out

PANS OPS

A	1200m	1600m
B		
C		
D	1600m	

CHANGES: New temporary procedure.

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U000/NSK
ALYKEL

JEPPESEN
2 JUN 17 (16-1)

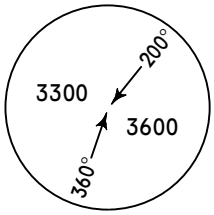
NORILSK, RUSSIA
NDB Rwy 01

BRIEFING STRIP ™

ATIS	NORILSK Krug (RDR)	NORILSK Posadka (TWR)	Rulenie (GND)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

Lctr	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 594′
A		D5.8		Rwy 535′
260	**013°**	2180′(**1645′**)	840′(**305′**)	

MISSED APCH: Climb to 1200′(665′), then turn LEFT onto 193° climbing to 2510′(1975′), then according to chart.



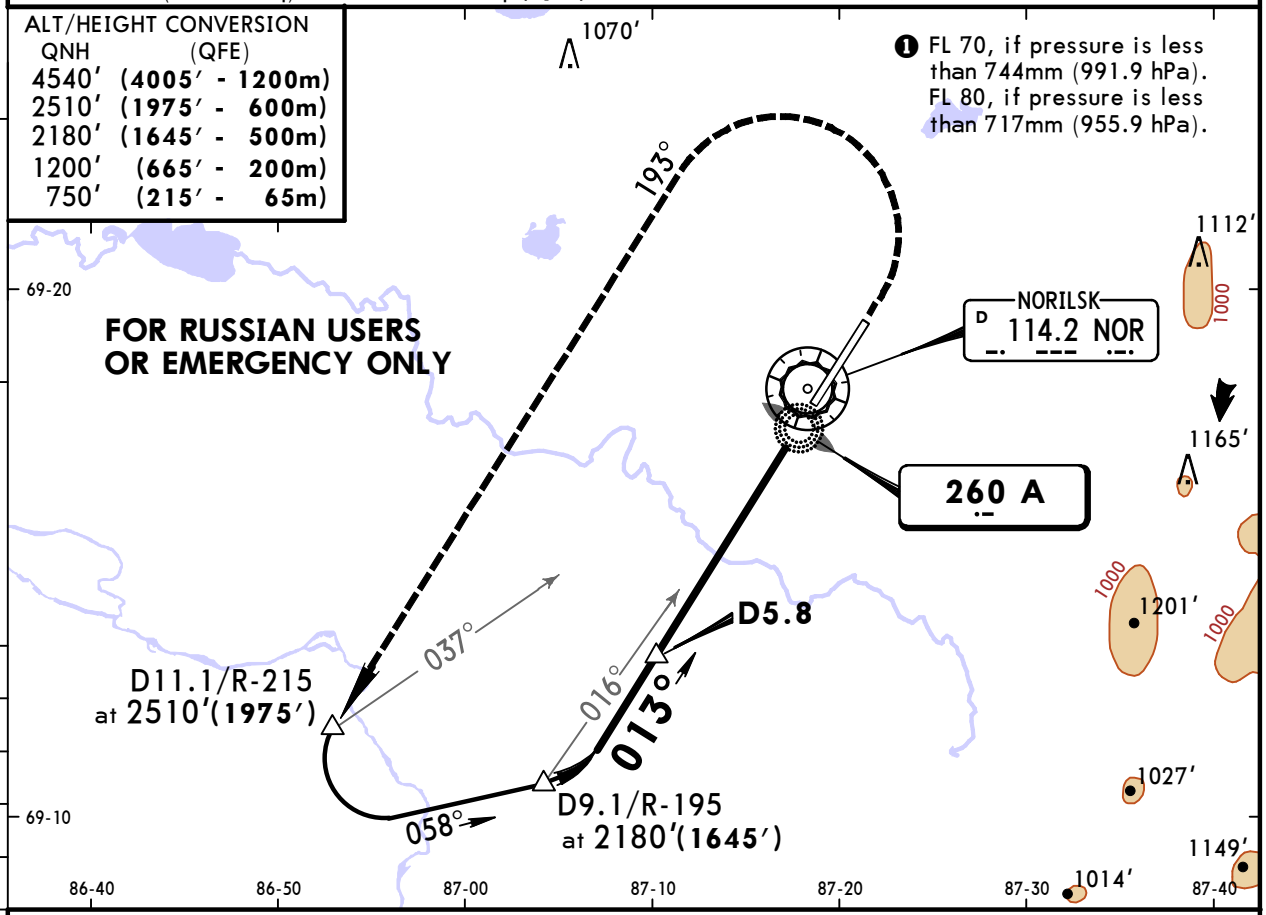
MSA NOR VOR within 27 NM

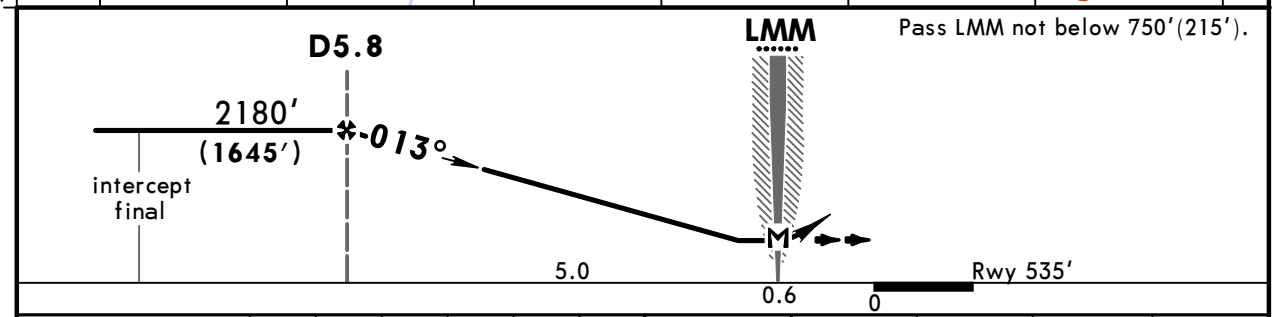
Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL 60 ❶ | Trans alt: 4540′(**4005′**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4540′	(**4005′ - 1200m**)
2510′	(**1975′ - 600m**)
2180′	(**1645′ - 500m**)
1200′	(**665′ - 200m**)
750′	(**215′ - 65m**)

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





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at LMM							

HIALS
PAPI

1200′ (665′)	193°	2510′ (1975′)
	LT	

STRAIGHT-IN LANDING RWY **01**

	with FAF MDA(H) 840′(**305′**)		w/o FAF MDA(H) 1080′(**545′**)	
		ALS out		ALS out
A	1200m	1600m	1200m	1600m
B				
C			1600m	2400m
D	1600m		2400m	2800m

PANS OPS

CHANGES: Comms. Rwy elev. MSA. Procedure. Minimums.

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U000/NSK
ALYKEL

JEPPESEN
12 OCT 18 (16-02)

NORILSK, RUSSIA
NDB Rwy 01

BRIEFING STRIP ™

ATIS	NORILSK Krug (RDR)	NORILSK Posadka (TWR)	Rulenie (GND)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

Lctr	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 594′
A		D5.2		Rwy 538′
260	**013°**	2180′(**1642′**)	840′ (**302′**)	

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

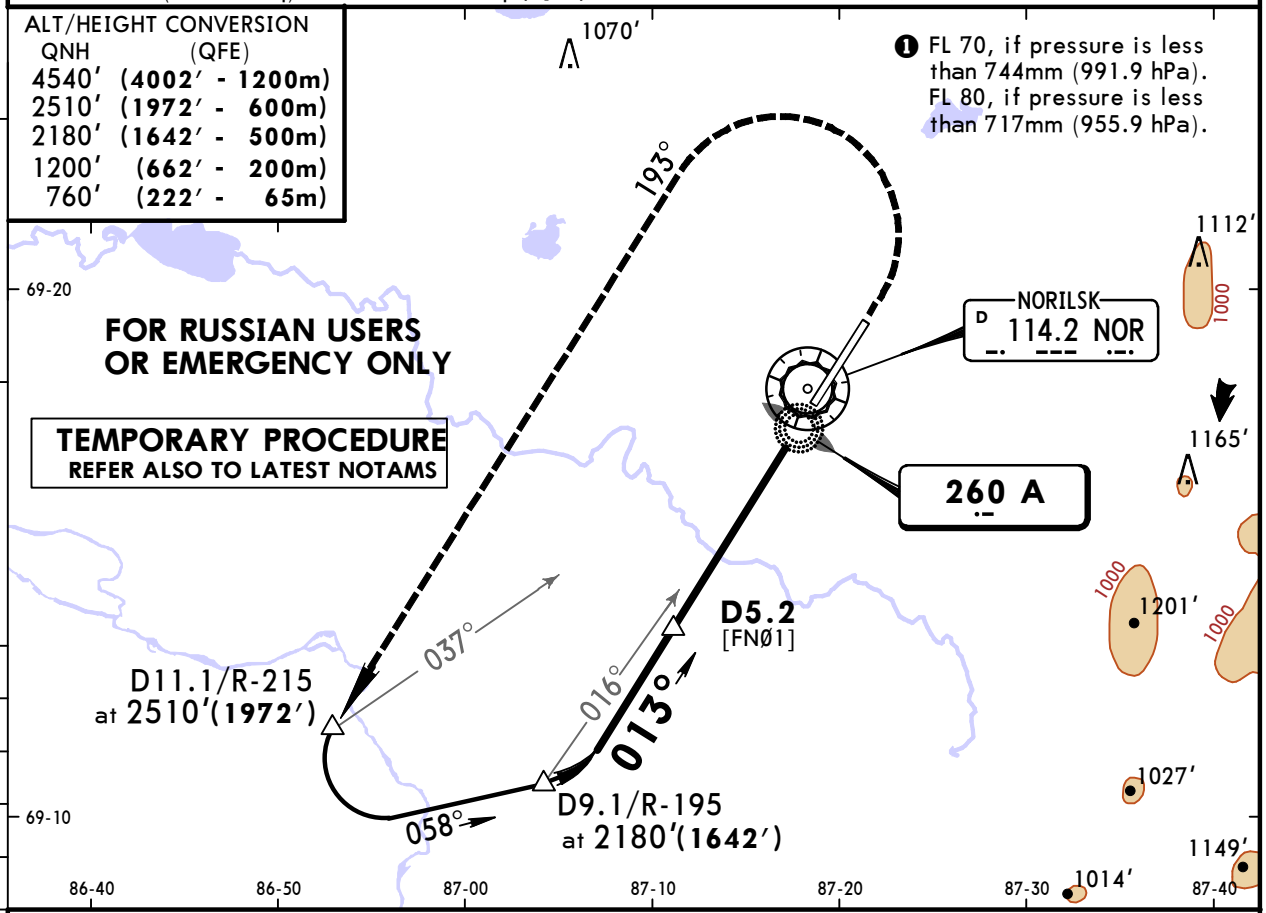
3300 200° 3600 360°
MSA NOR VOR within 27 NM

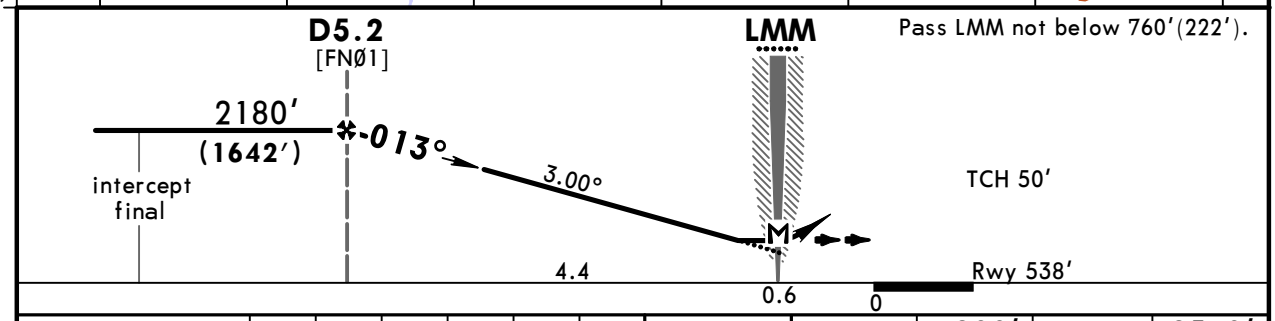
Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL 60 ❶ | Trans alt: 4540′(**4002′**)

ALT/HEIGHT CONVERSION

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

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





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

HIALS
PAPI

1200′ (662′)	193° LT	2510′ (1972′)

STRAIGHT-IN LANDING RWY **01**

	with FAF		w/o FAF	
	MDA(H) 840′(**302′**)		MDA(H) 890′(**352′**)	
		ALS out		ALS out
A	1200m	1600m	1200m	1600m
B				
C				
D	1600m		1600m	2000m

PANS OPS

CHANGES: New temporary procedure.

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U000/NSK
ALYKEL

JEPPESEN
2 JUN 17 (16-2)

NORILSK, RUSSIA
NDB Rwy 19

BRIEFING STRIP TM

ATIS	NORILSK Krug (RDR)	NORILSK Posadka (TWR)	Rulenie (GND)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

Lctr	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 594'
B **260**	**193°**	**D7.3** 2220'(**1649'**)	940'(**369'**)	Rwy 571'

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

3300 3600 200° 360°
MSA NOR VOR within 27 NM

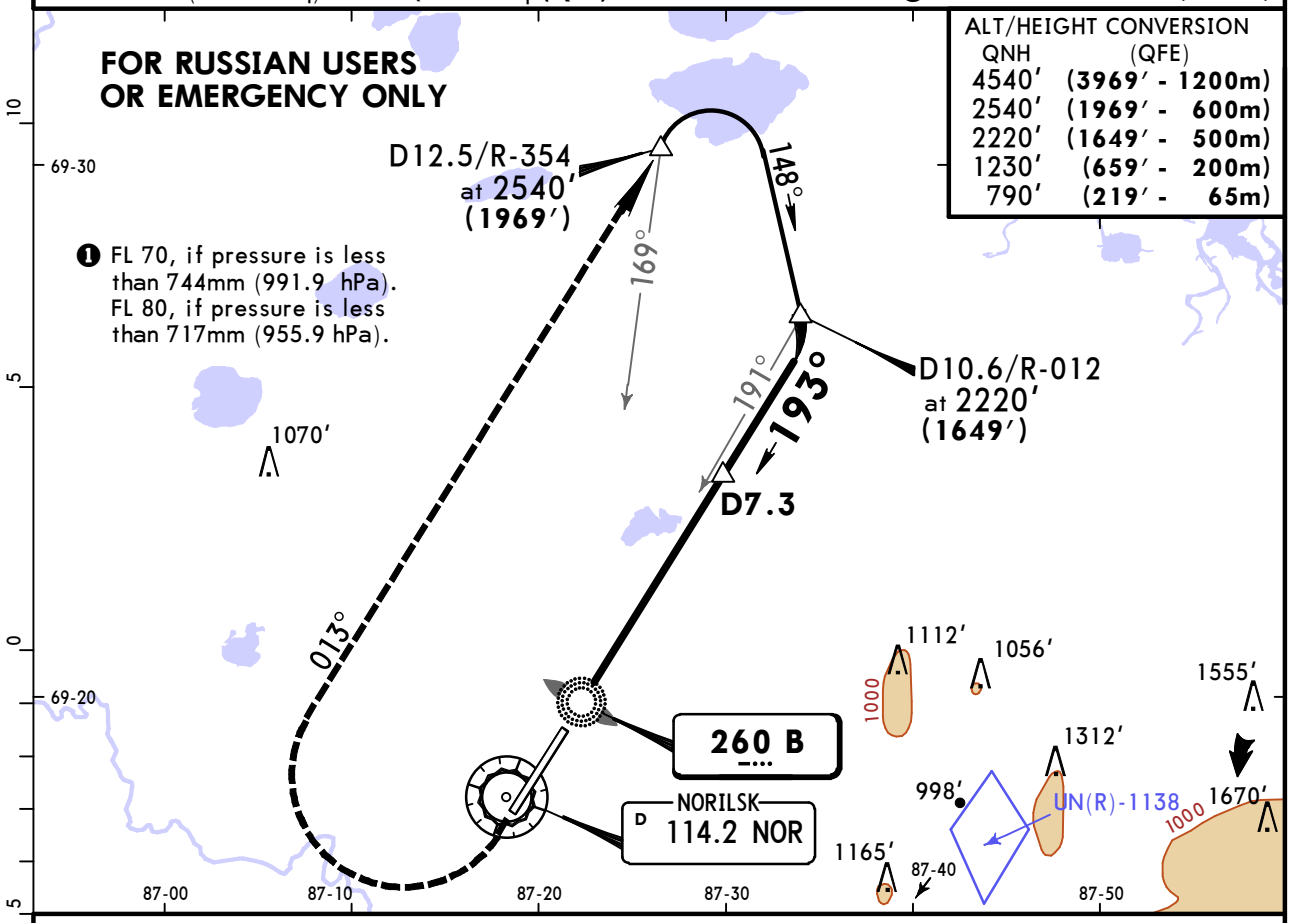
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❶ Trans alt: 4540'(**3969'**)

FOR RUSSIAN USERS OR EMERGENCY ONLY

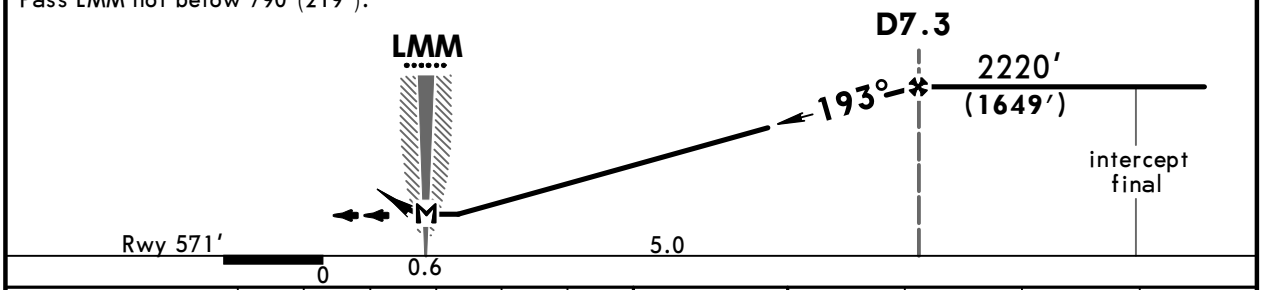
❶ FL 70, if pressure is less than 744mm (991.9 hPa). FL 80, if pressure is less than 717mm (955.9 hPa).

ALT/HEIGHT CONVERSION

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



Pass LMM not below 790'(219').



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.67°	331	425	472	567	661	756
MAP at LMM						

HIALS PAPI | 1230' (659') | 013° RT | 2540' (1969')

STRAIGHT-IN LANDING RWY **19**

	with FAF MDA(H) 940'(**369'**)		w/o FAF MDA(H) 1180'(**609'**)	
		ALS out		ALS out
A	1200m	1600m	1200m	1600m
B				
C			2000m	2800m
D	1600m	2000m	2800m	3200m

PANS OPS

CHANGES: Comms. MSA. Minimums.

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U000/NSK
ALYKEL

JEPPESEN
5 APR 19 (16-03)

NORILSK, RUSSIA
2 NDB or BF NDB Rwy 19

BRIEFING STRIP TM

ATIS	NORILSK Krug (RDR)	NORILSK Posadka (TWR)	Rulenie (GND)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

NDB BF	Final Apch Crs	Minimum Alt D6.4	MDA(H) (CONDITIONAL)	Apt Elev 594′ Rwy 597′
535	193°	2240′(1643′)	920′ (323′)	

MISSED APCH: Climb to 1260′(663′), then turn RIGHT onto 013° climbing to 2570′(1973′), then according to chart.

3300 200° 3600 360°
MSA NOR VOR within 27 NM

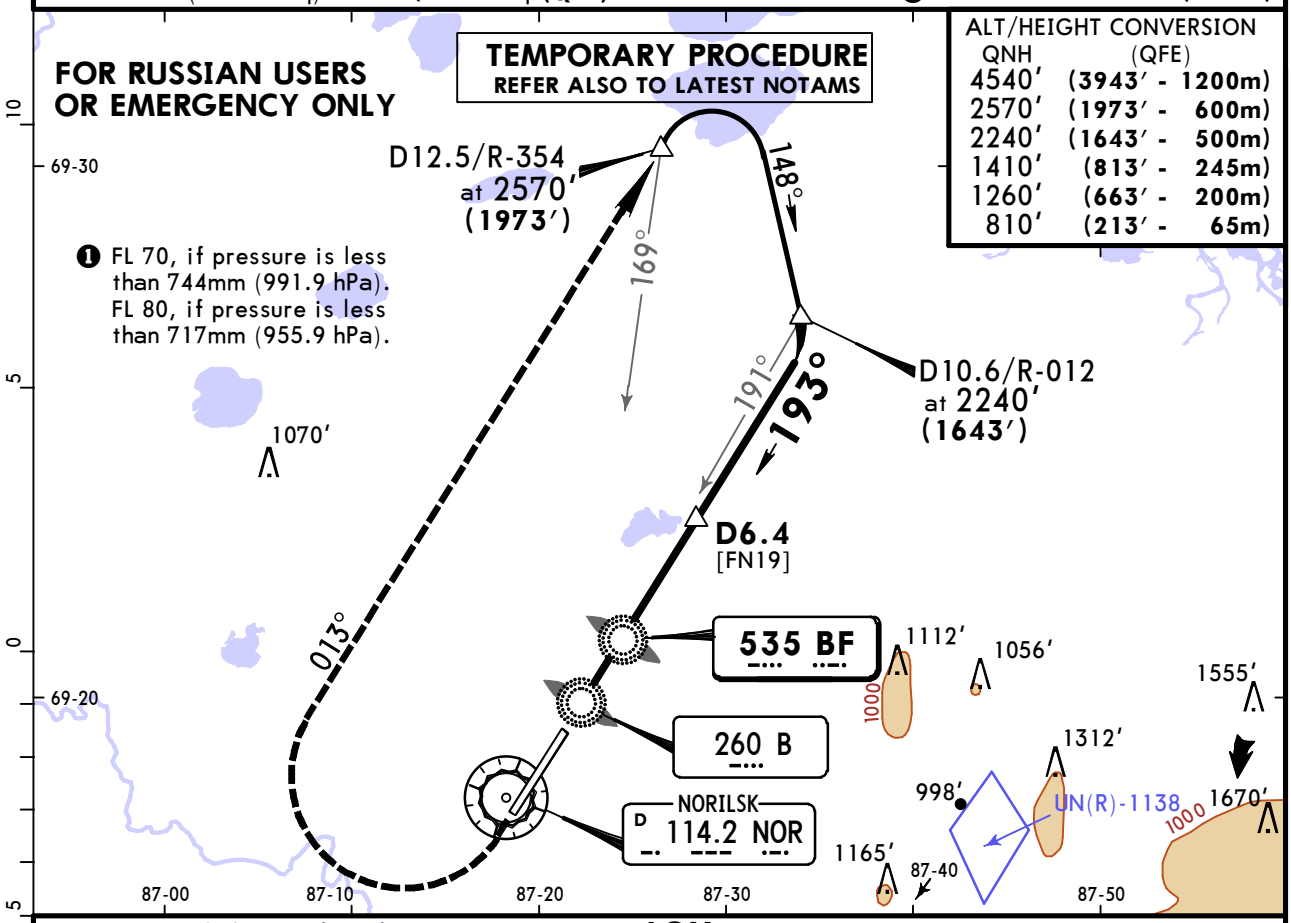
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4540′ (3943′)

FOR RUSSIAN USERS OR EMERGENCY ONLY

TEMPORARY PROCEDURE
REFER ALSO TO LATEST NOTAMS

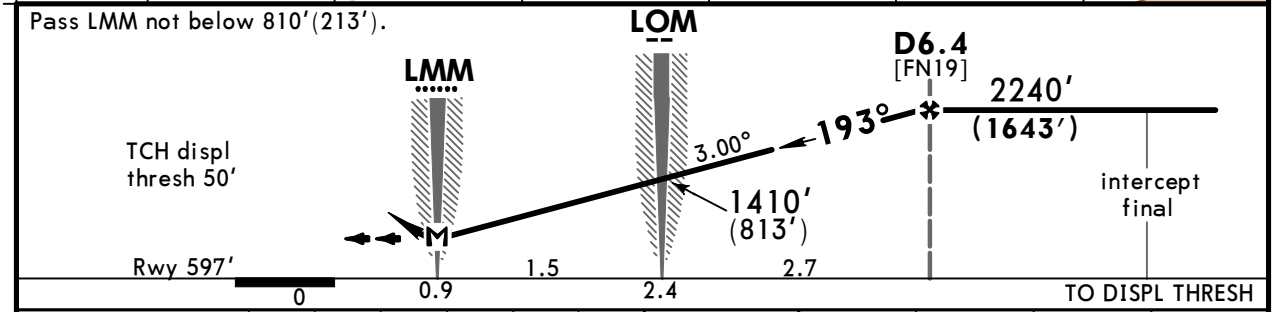
ALT/HEIGHT CONVERSION

QNH	(QFE)
4540′	(3943′ - 1200m)
2570′	(1973′ - 600m)
2240′	(1643′ - 500m)
1410′	(813′ - 245m)
1260′	(663′ - 200m)
810′	(213′ - 65m)



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

Pass LMM not below 810′(213′).



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

HIALS
PAPI

1260′ (663′)	013° RT	2570′ (1973′)

STRAIGHT-IN LANDING RWY 19

	with FAF MDA(H) 920′(323′)		w/o FAF MDA(H) 950′(353′)	
		ALS out		ALS out
A	1200m	1600m	1200m	1600m
B				
C				
D	1600m		1600m	2000m

PANS OPS

CHANGES: Procedure ident.

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U000/NSK
ALYKEL

JEPPESEN
5 APR 19 (16-04)

NORILSK, RUSSIA
B NDB Rwy 19

BRIEFING STRIP TM

ATIS	NORILSK Krug (RDR)	NORILSK Posadka (TWR)	Rulenie (GND)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

Lctr	Final Apch Crs	Minimum Alt D6.4	MDA(H) (CONDITIONAL)	Apt Elev 594'
B				Rwy 597'
260	**193°**	2240' (1643')	960' (363')	

MISSED APCH: Climb to 1260'(663'), then turn RIGHT onto 013° climbing to 2570'(1973'), then according to chart.

MSA NOR VOR within 27 NM: 3300, 3600, 200°, 360°

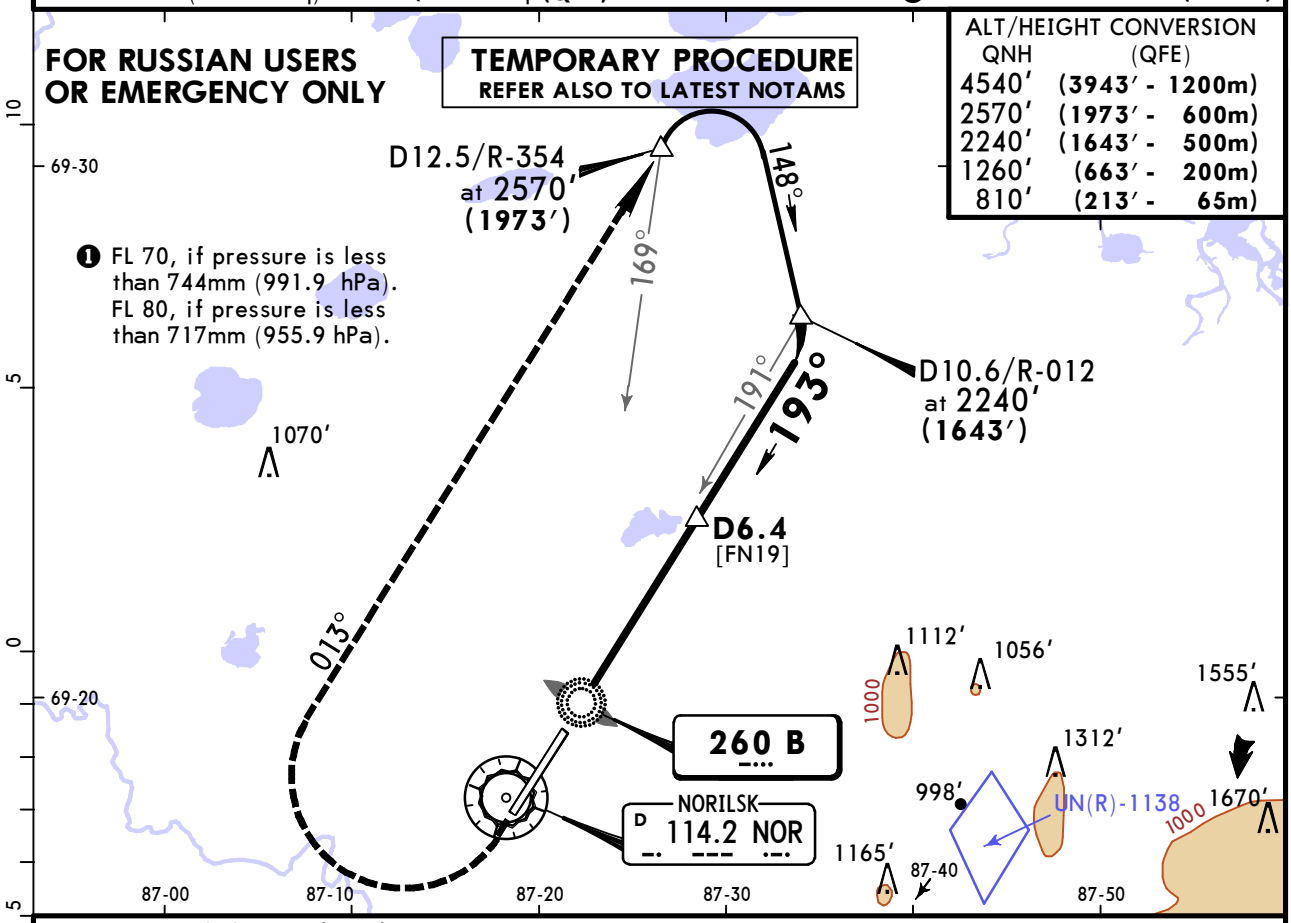
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 60 ❶ | Trans alt: 4540' (3943')

FOR RUSSIAN USERS OR EMERGENCY ONLY

TEMPORARY PROCEDURE
REFER ALSO TO LATEST NOTAMS

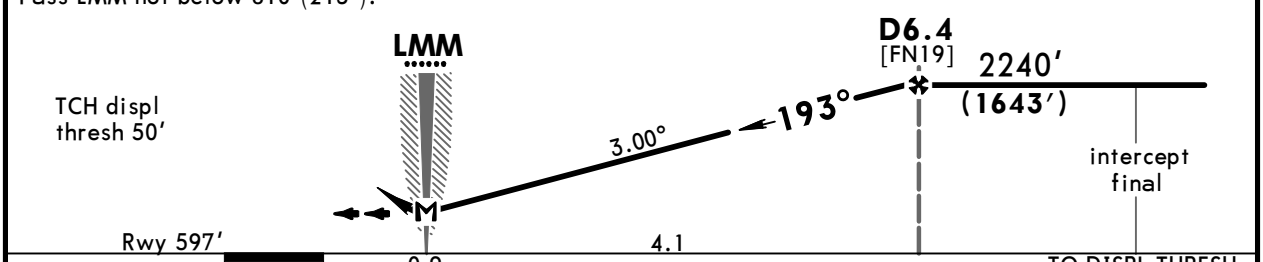
ALT/HEIGHT CONVERSION

QNH	(QFE)
4540'	(3943' - 1200m)
2570'	(1973' - 600m)
2240'	(1643' - 500m)
1260'	(663' - 200m)
810'	(213' - 65m)



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

Pass LMM not below 810'(213').



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

HIALS
PAPI

1260' (663')	013° RT	2570' (1973')

STRAIGHT-IN LANDING RWY 19

	with FAF MDA(H) 960'(363')		w/o FAF MDA(H) 1010'(413')	
		ALS out		ALS out
A	1200m	1600m	1200m	1600m
B				
C				2000m
D	1600m	2000m	1600m	

PANS OPS

CHANGES: Procedure ident.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

NORILSK, (ALYKEL - UOOO)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UOOO

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Threshold rwy 19 displaced by 1998'/609m. Rwy 01/19 LDA and TORA changed to 9255'/2821m.

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

For russian users or emergency only.