

General Information

Location: ORSK RUS
ICAO/IATA: UWOR / OSW
Lat/Long: N51° 04.3', E058° 35.7'
Elevation: 909 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 11.0° 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: 0351 Z
Sunset: 1246 Z

Runway Information

Runway: 07
Length x Width: 9514 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 909 ft
Lighting: Edge

Runway: 25
Length x Width: 9514 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 878 ft
Lighting: Edge, ALS

Communication Information

ATIS: 125.900
Orsk Tower: 129.000 Secondary
Orsk Tower: 123.100 Secondary
Orsk Tower: 122.700
Orsk Apron Ramp/Taxi: 118.000
Orsk Transit Operations: 131.700

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20 NOV 20 **(10-1R)** Eff 3 Dec

ORSK, RUSSIA
RADAR MINIMUM ALTITUDES

Apt Elev
909

Alt Set: hPa

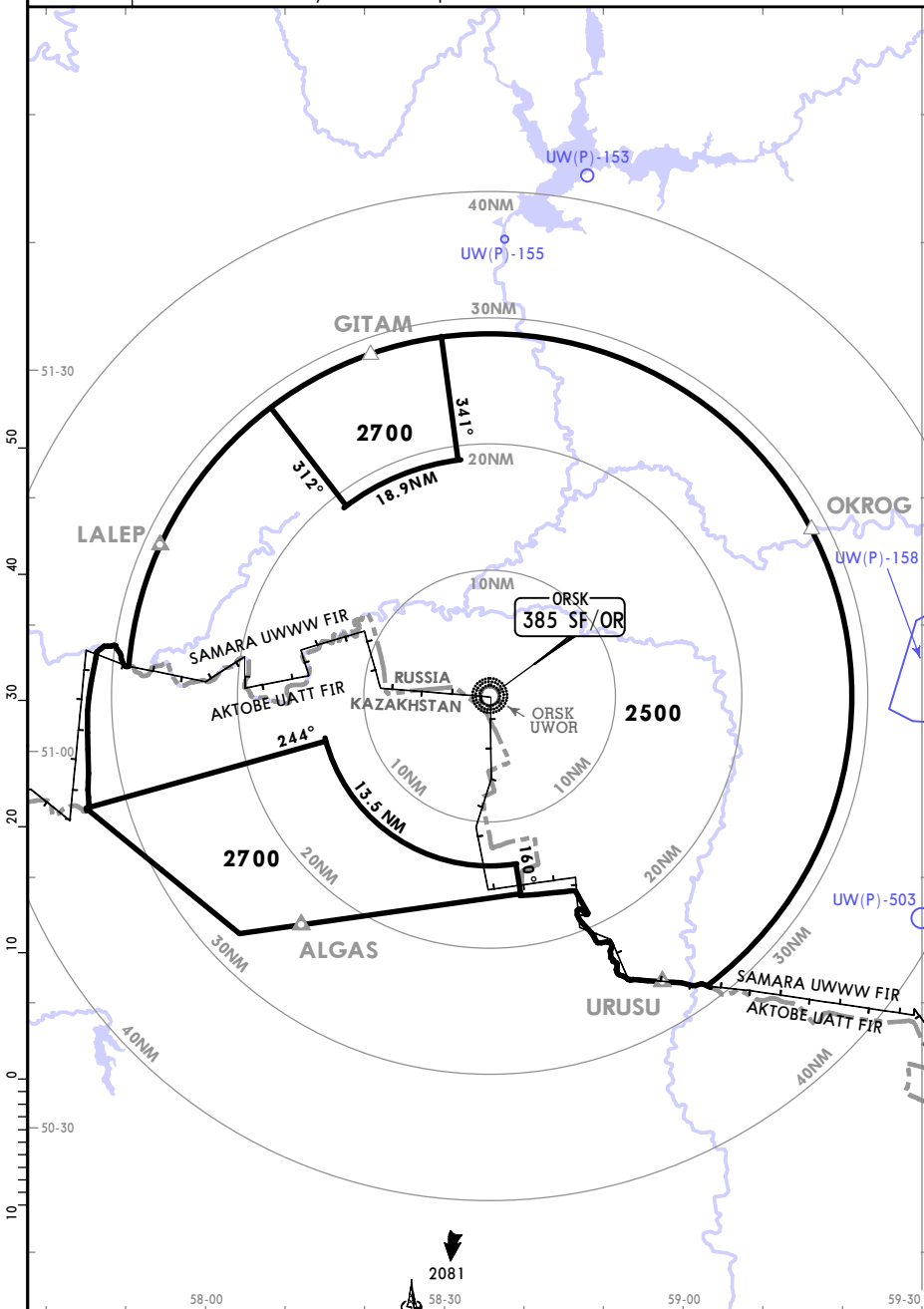
Trans level: FL40

FL50 if pressure is less than 1013 hPa (760mm)

FL60 if pressure is less than 977 hPa (733mm)

Trans alt: 3000

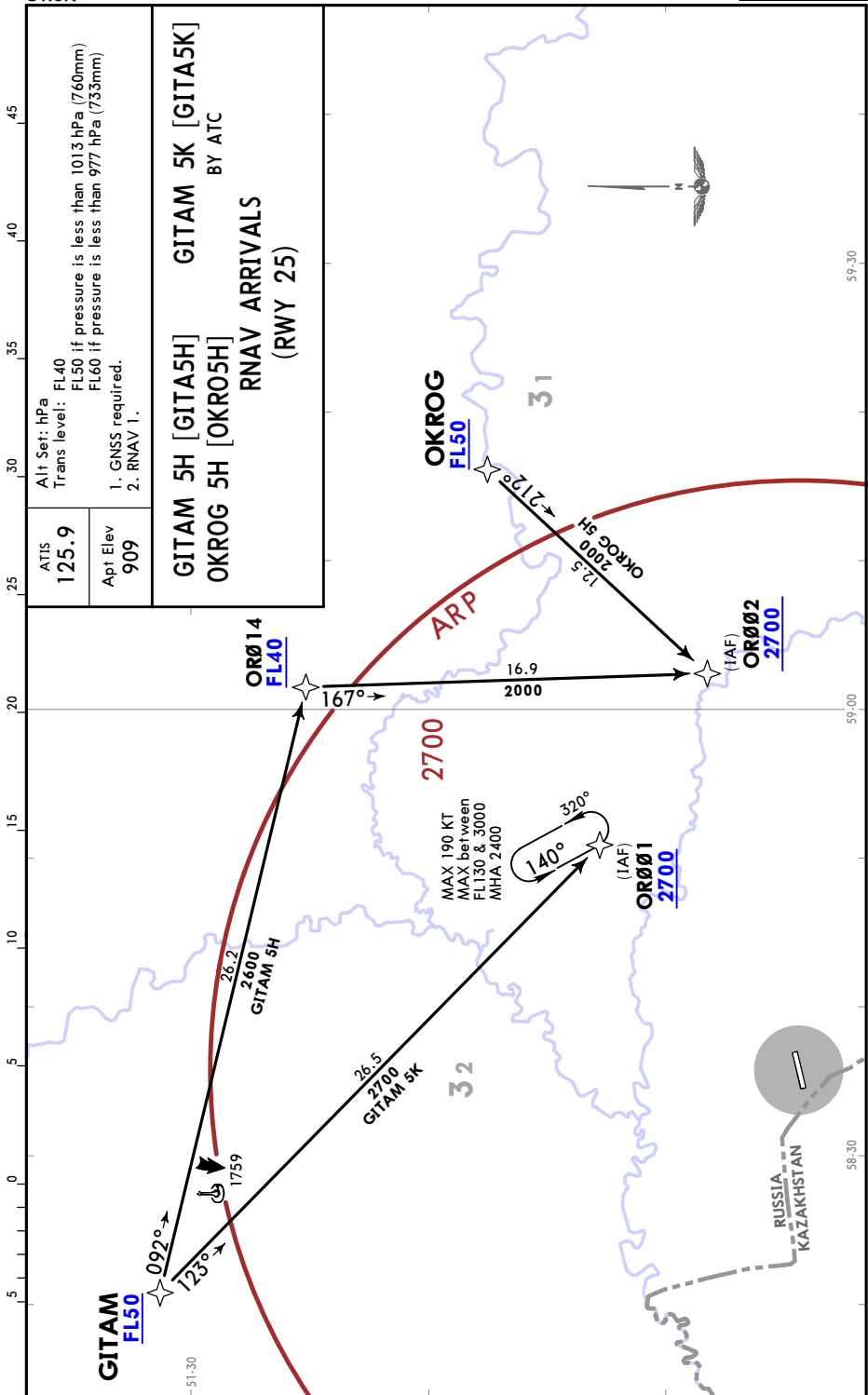
1. Chart only to be used for cross checking of assigned altitudes while under RADAR control.
2. In case of vectoring at a temperature of 0° or below, the minimum vectoring altitudes must be corrected by altimeter temperature correction.



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20 NOV 20 10-2B Eff 3 Dec

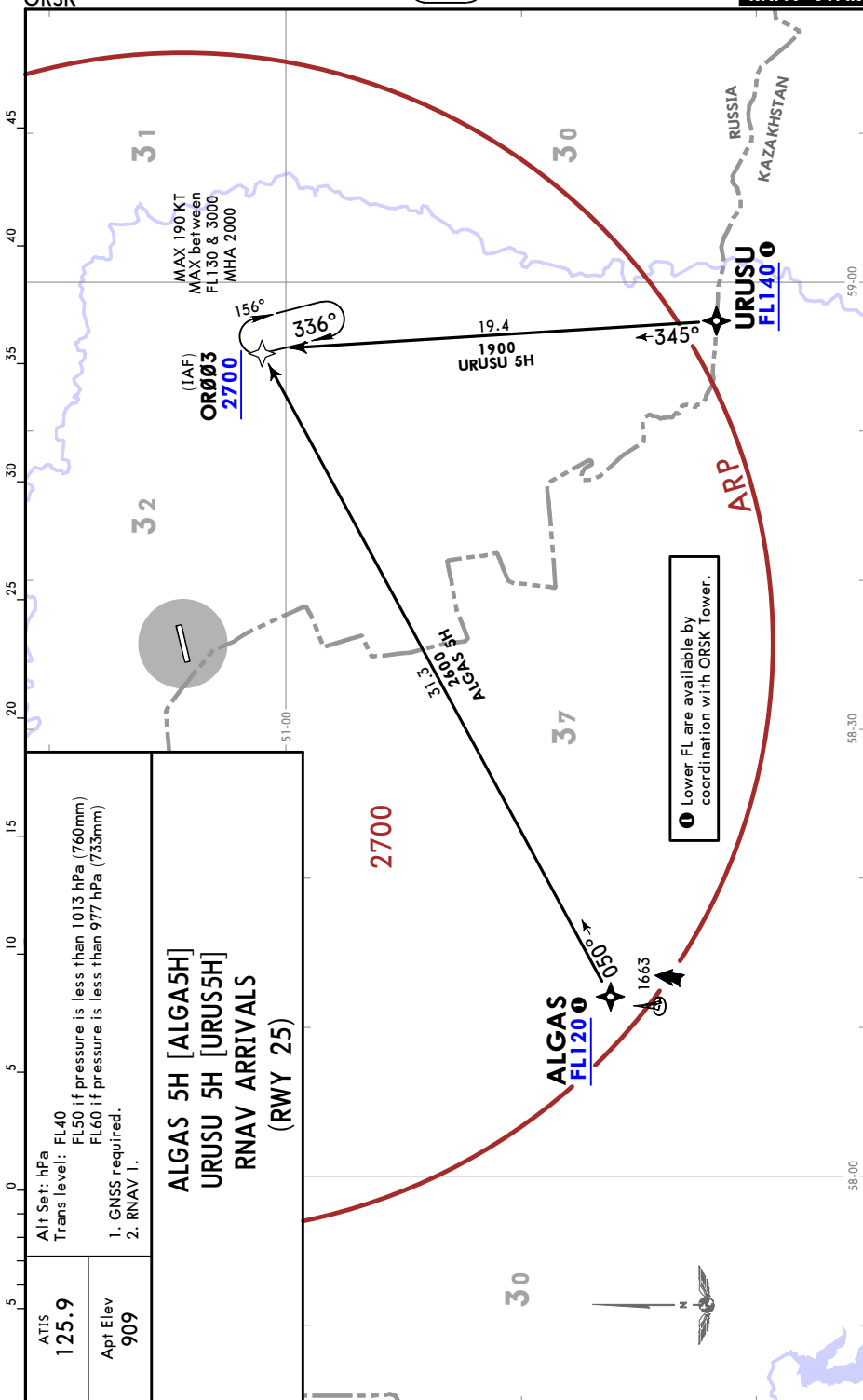
ORSK, RUSSIA
RNAV STAR



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20 NOV 20 10-2C Eff

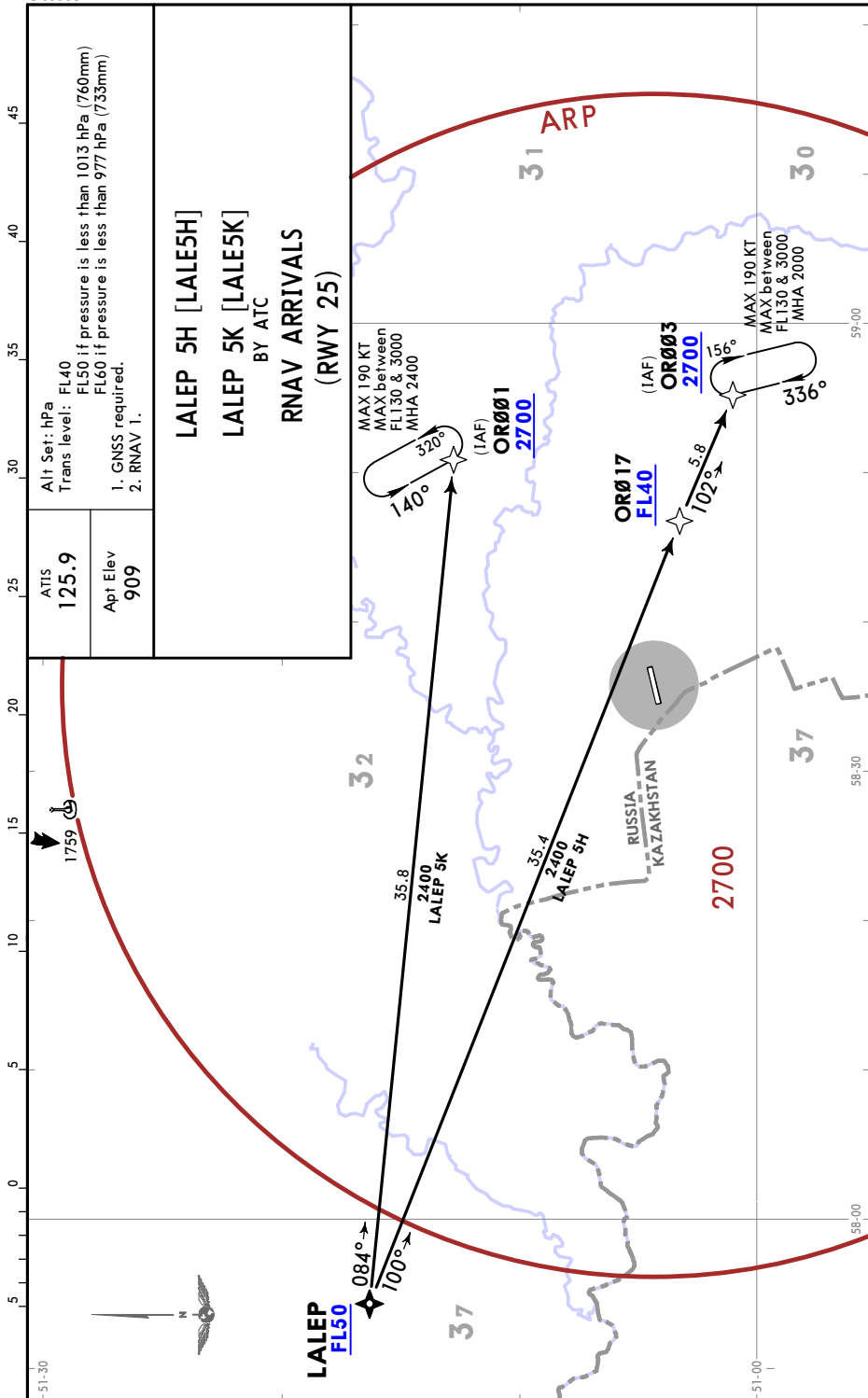
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20 NOV 20 **JEPPESSEN**
10-2D Eff 3 Dec

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RNAV STAR



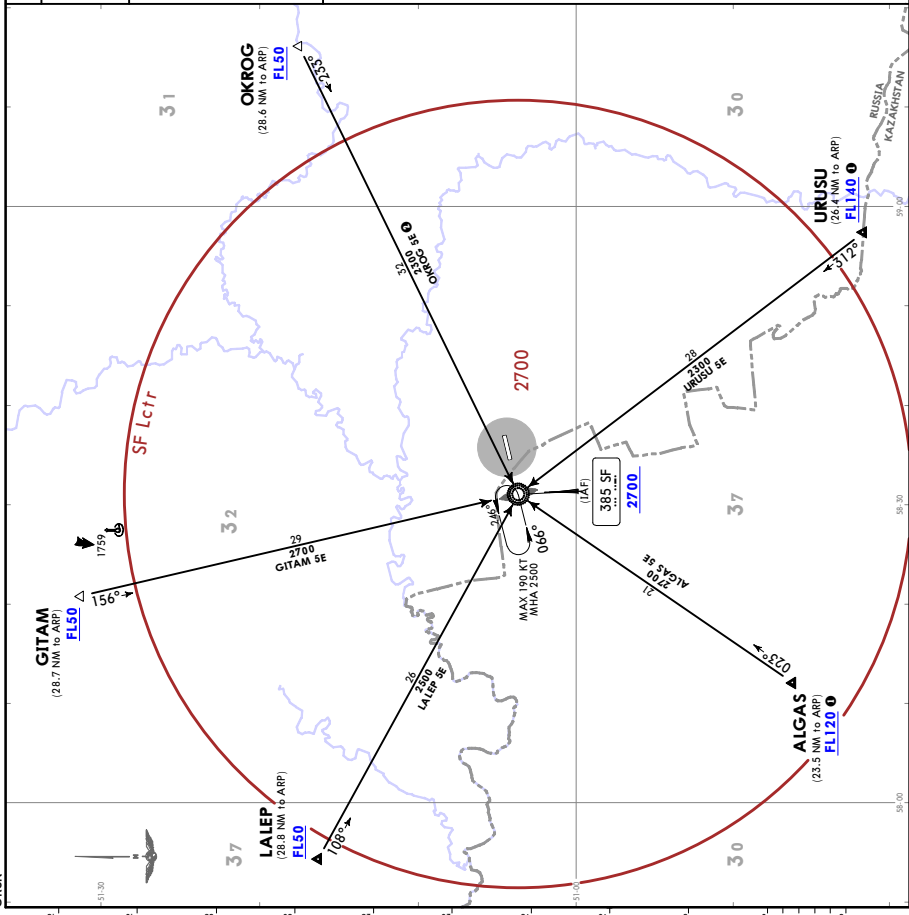
JEPPesen **ORSK, RUSSIA**
20 NOV 20 **(10-2E)** **EF 3.0-2** **STAR**

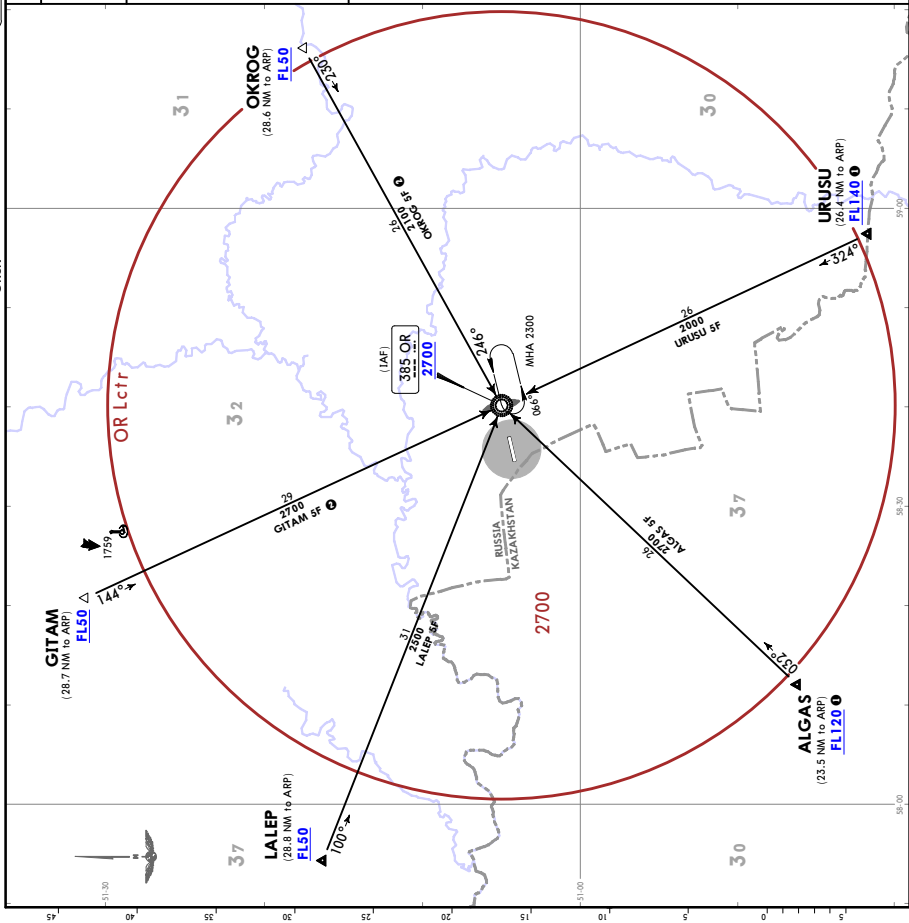
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ATIS	ORSK Tower	Apt Elev
125.9	122.7	909
Alt Set: hPa FL50		
Trans level: FL50 If pressure is less than		
1013 hPa (760mm)		
FL60 If pressure is less than		
977 hPa (735mm)		

ALGAS SE [ALGA5E]
GITAM SE [GITA5E]
LALEP SE [LALE5E]
OKROG SE [OKRO5E]
URUSU SE [URUS5E]
ARRIVALS
(RWY 07)
RADAR CONTROL REQUIRED

- ① Lower FL are available by coordination with ORSK tower.
- ② EL alt are available by coordination with ORSK Tower.





- ❶ Lower FL are available by coordination with ORSK Tower.
- ❷ FL (alt) are available by coordination with ORSK Tower.

RADAR CONTROL REQUIRED
(KWT 25)

ARRIVALS

BY ATC

5F [G

URUSU 3F [URUS3F]

UKRUG 3F [UKRUG3F]
LIBICU 5E [LIBIC5E]

ЛАЛЕП ОУ [LALLEST]
ОУРОС ОУ [OUROSE]

ALONG 51 [ALONG]
LAIER 5E [LAIER]

AIGAS 5E [AIGA5E]

Trans level: FL40
FL50 if pressure is less than
1013 hPa (760mm)
FL60 if pressure is less than
977 hPa (733mm)

ATIS	ORSK Tower	Apt Elev
1050	1000	1000

ESSEN ORSK, RUSSIA

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Printed from JeppView for Windows 5.3.0.0 on 27 Jan 2022; Terminal chart data cycle 01-2022 (Expired); Notice: After 20 Jan 2022, 0000Z, this chart may no longer be valid

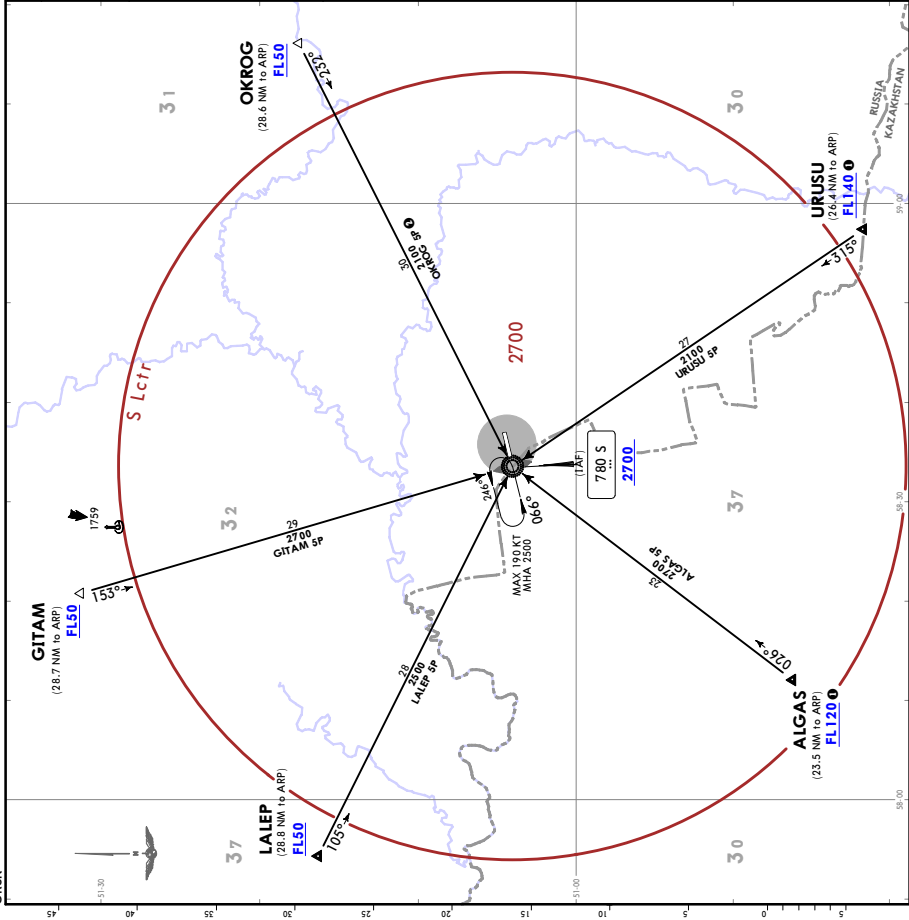
JEPPesen **ORSK, RUSSIA**
20 NOV 20 (10-2H) **EF 3.0-2** **STAR**

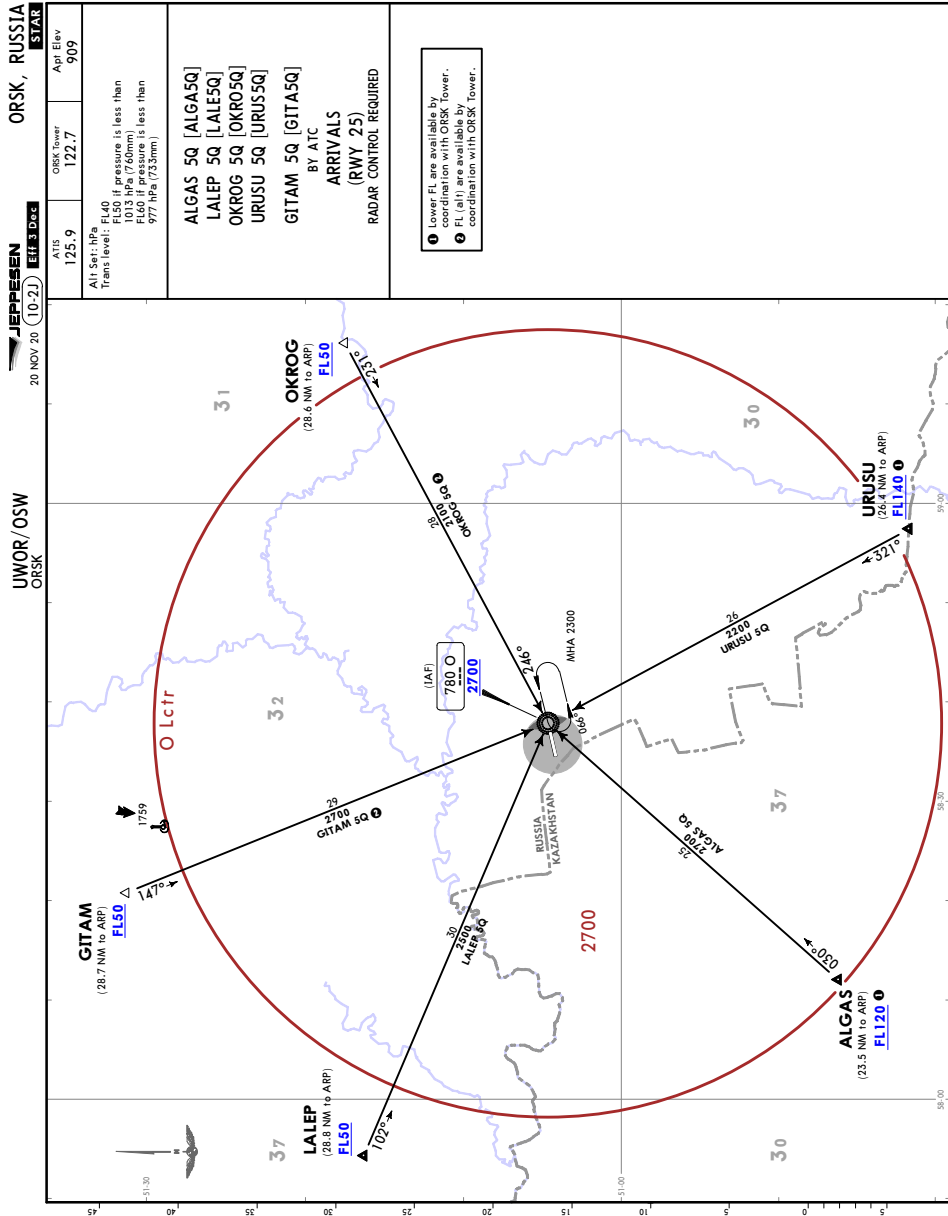
ATIS	ORSK Tower	Apt Elev
125.9	122.7	909
Alt Set: hPa FL50 Trans level: FL50 FL50 If pressure is less than 1013 hPa (760mm) FL60 If pressure is less than 977 hPa (735mm)		

ALGAS SP [ALGA5P]
GITAM SP [GITA5P]
LALEP SP [LALE5P]
OKROG SP [OKRO5P]
URUSU SP [URUS5P]
ARRIVALS
(RWY 07)
RADAR CONTROL REQUIRED

- 1 Lower FL are available by coordination with ORSK Tower.
- 2 FL (alt) are available by coordination with ORSK Tower.

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- 1 Lower FL are available by coordination with ORSK Tower.
- 2 FL (alt) are available by coordination with ORSK Tower.

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20 NOV 20 10-3 Eff 3 Dec

ORSK, RUSSIA
RNAV SID

Apt Elev
909

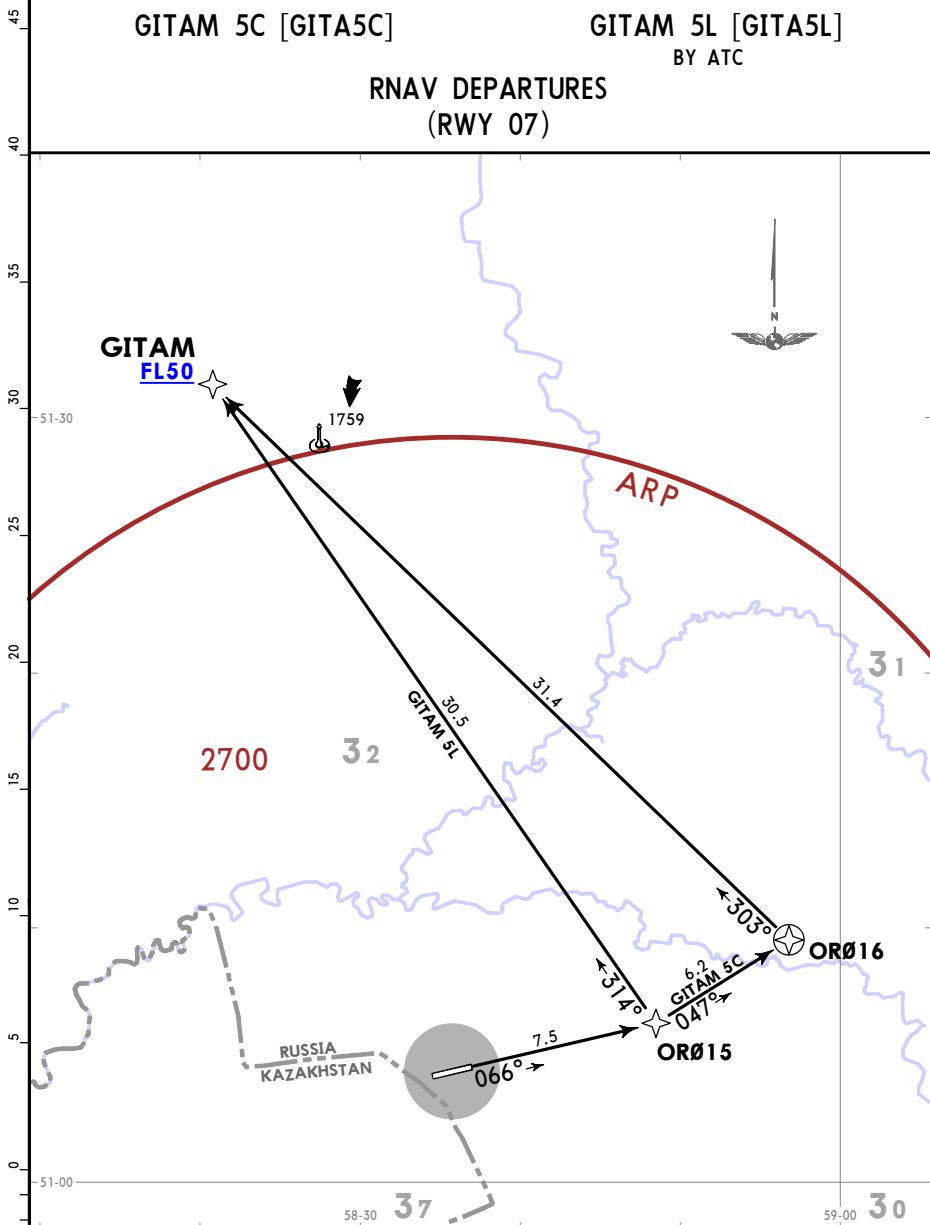
Trans alt: 3000
1. GNSS required.
2. RNAV 1.
3. Turn before DER is prohibited.

GITAM 5C [GITA5C]

GITAM 5L [GITA5L]

BY ATC

RNAV DEPARTURES
(RWY 07)



GITAM 5C:

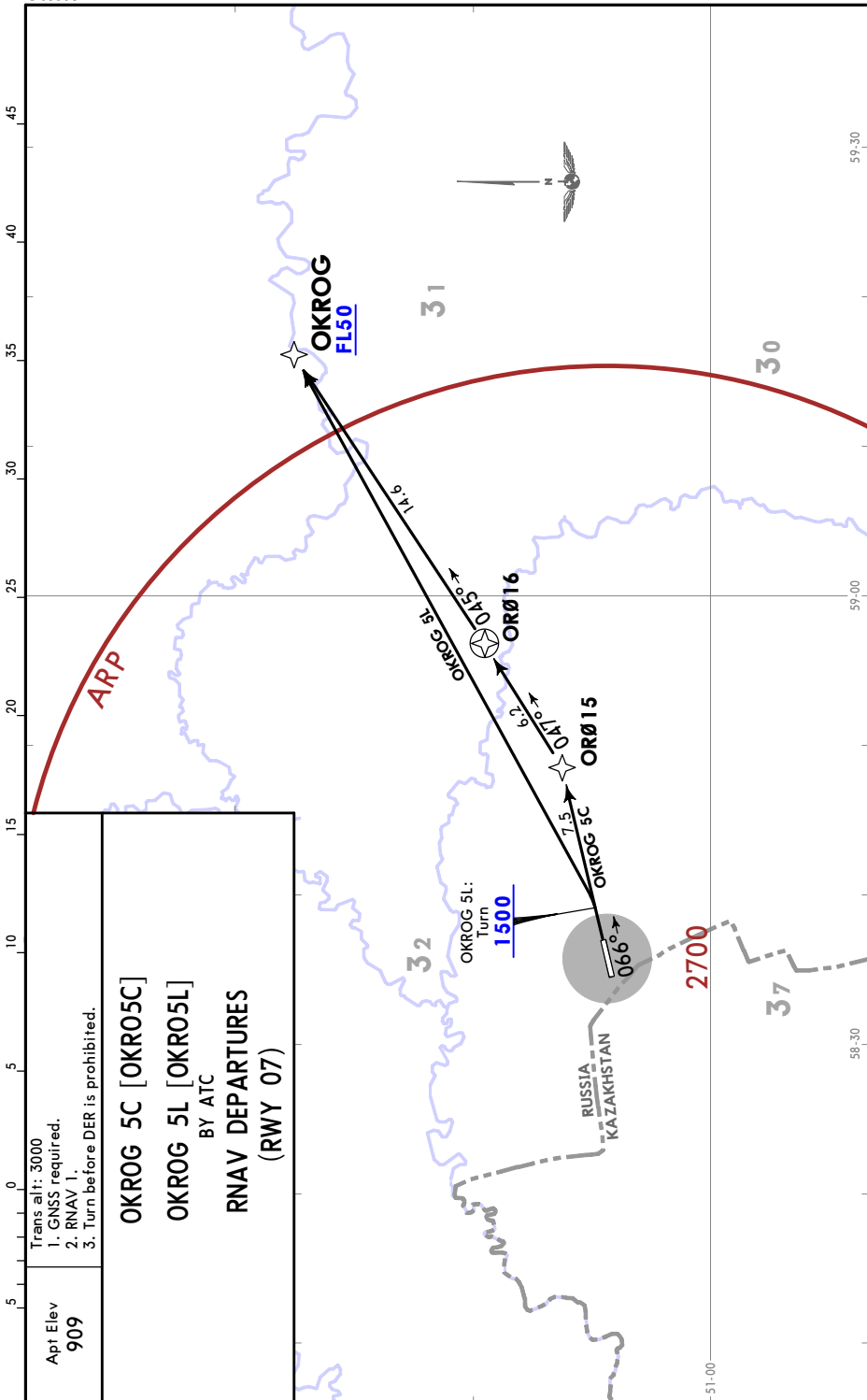
This SID requires a climb gradient
of
4.4% up to FL50 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337

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20 NOV 20 (10-3A) Eff 3 Dec

ORSK, RUSSIA
RNAV SID

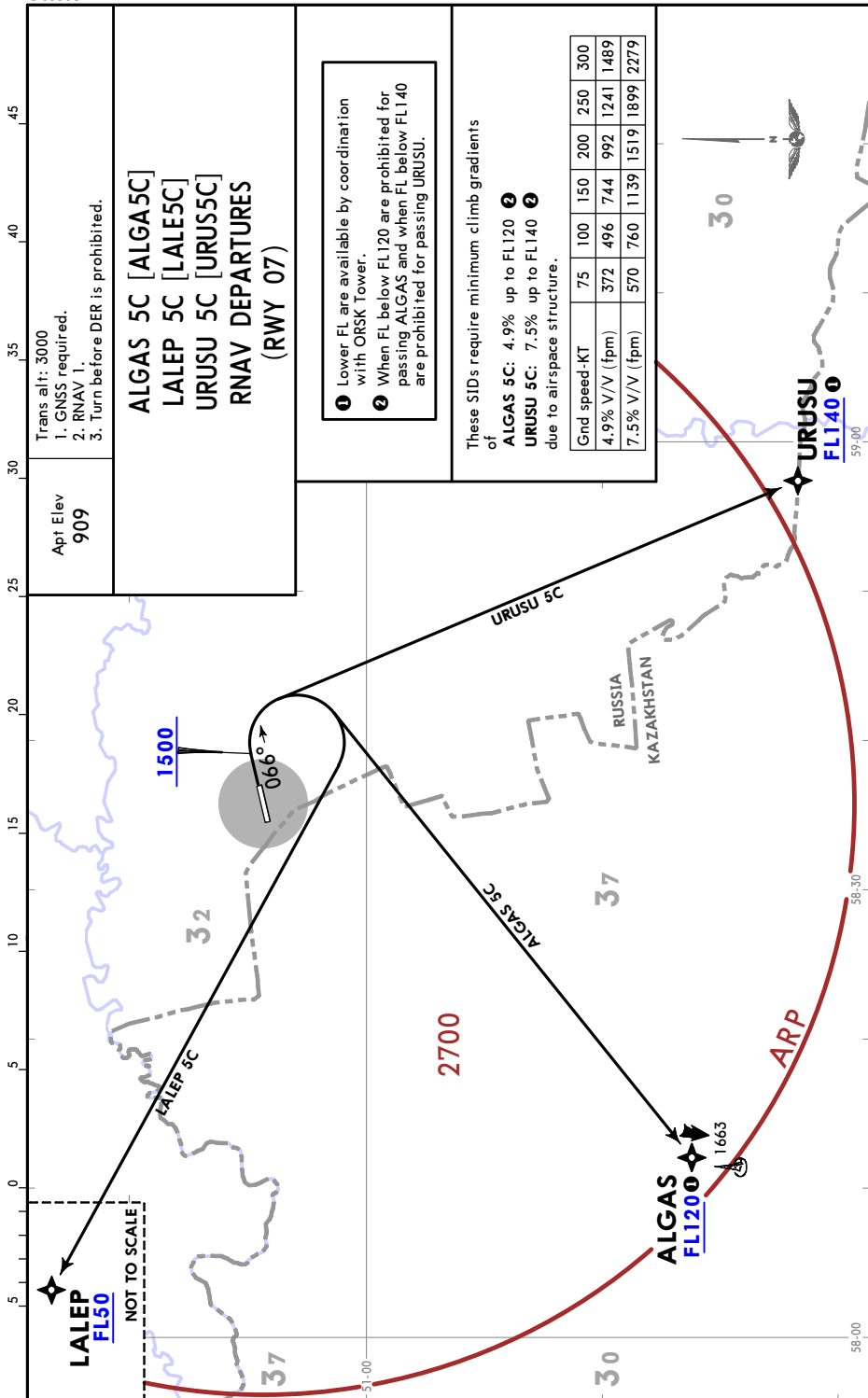


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20 NOV 20 10-3B

Eff 3 Dec

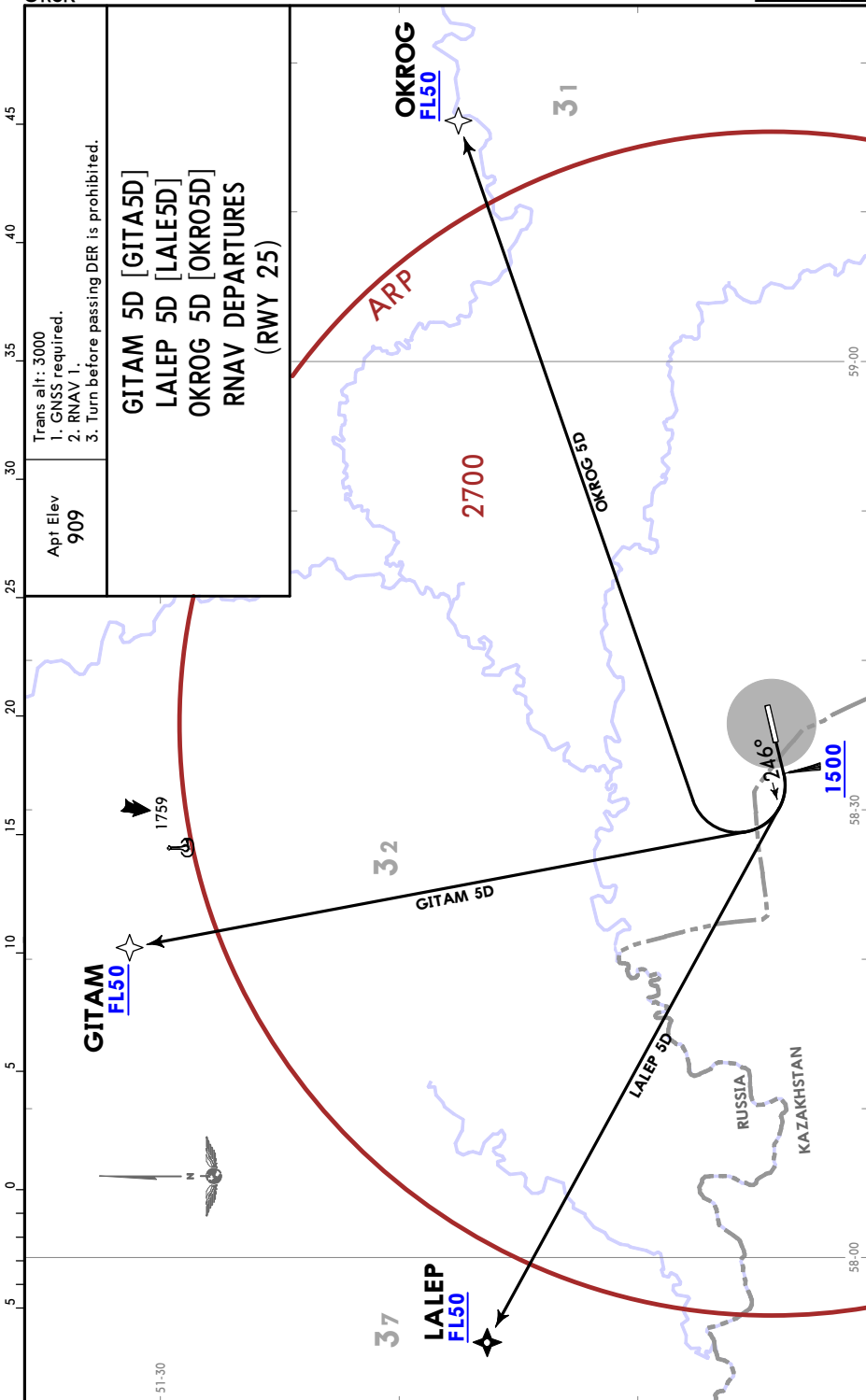
ORSK, RUSSIA
RNAV SID



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JEPPesen
20 NOV 20 (10-3C) Eff 3 Dec

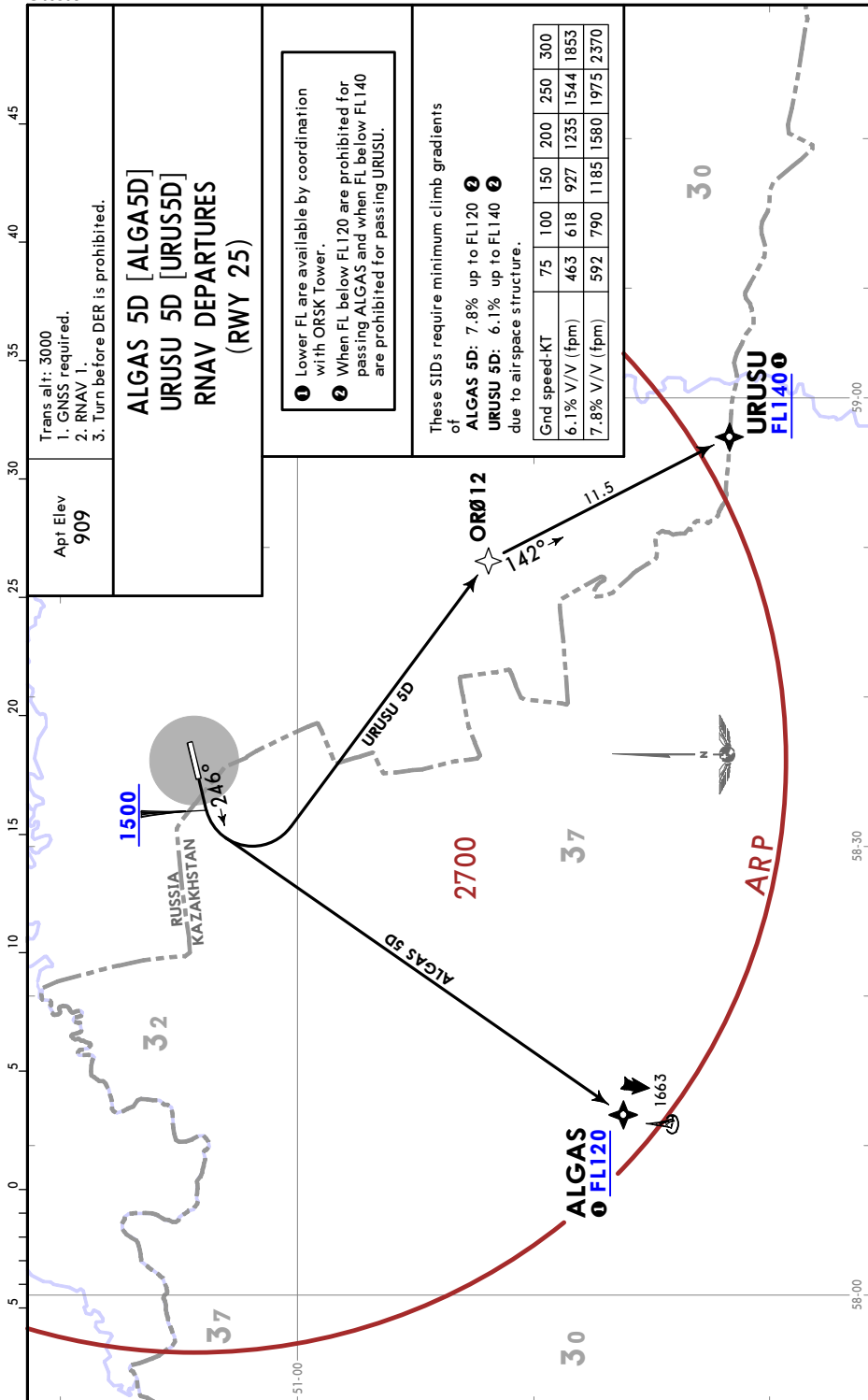
ORSK, RUSSIA
RNAV SID

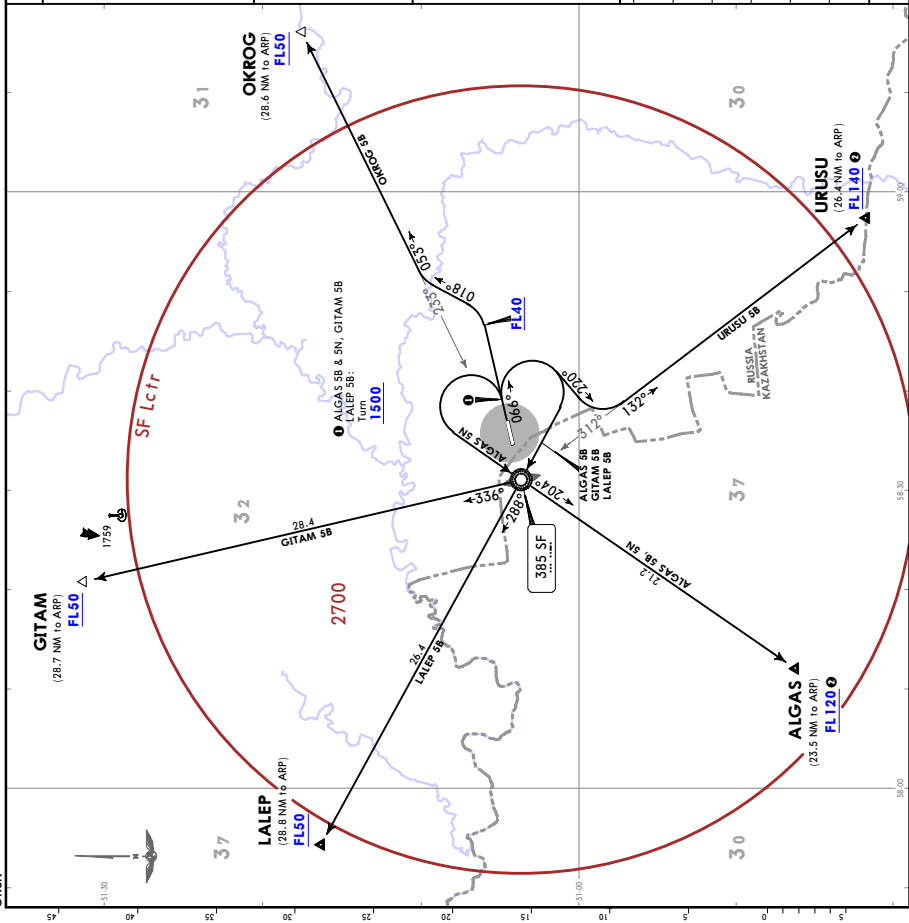


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20 NOV 20 (10-3D) Eff 3 Dec

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RNAV SID





Appt Elev 909	Turn left at 3000 Turn before DEB is prohibited.	ALGAS 5B [ALGA5B] ALGAS 5N [ALGA5N] GITAM 5B [GITA5B] LALP 5B [LAL5B] OKROG 5B [OKRO5B] URUSU 5B [URUS5B] DEPARTURES (RWY 07)	RADAR CONTROL REQUIRED
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- 2 Lower FL are available by coordination with ORSK Tower.

These 5Ds require minimum climb gradients

ALCAS 5B: 3.7% up to FL120	75	150	250	300
ALCAS 5B: 3.7% up to FL120	281	375	562	749
ALCAS 5N: 4.7% up to FL120	327	435	653	871
ALCAS 5N: 4.7% up to FL120	397	476	714	952
ORFEG 5B: 4.3% up to FL140	359	476	714	952
ORFEG 5B: 4.3% up to FL140	494	658	987	1316
URUSU 5B: 6.5% up to FL140	75	150	250	300
URUSU 5B: 6.5% up to FL140	281	375	562	749
URUSU 5B: 6.5% up to FL140	327	435	653	871
URUSU 5B: 6.5% up to FL140	397	476	714	952
URUSU 5B: 6.5% up to FL140	494	658	987	1316

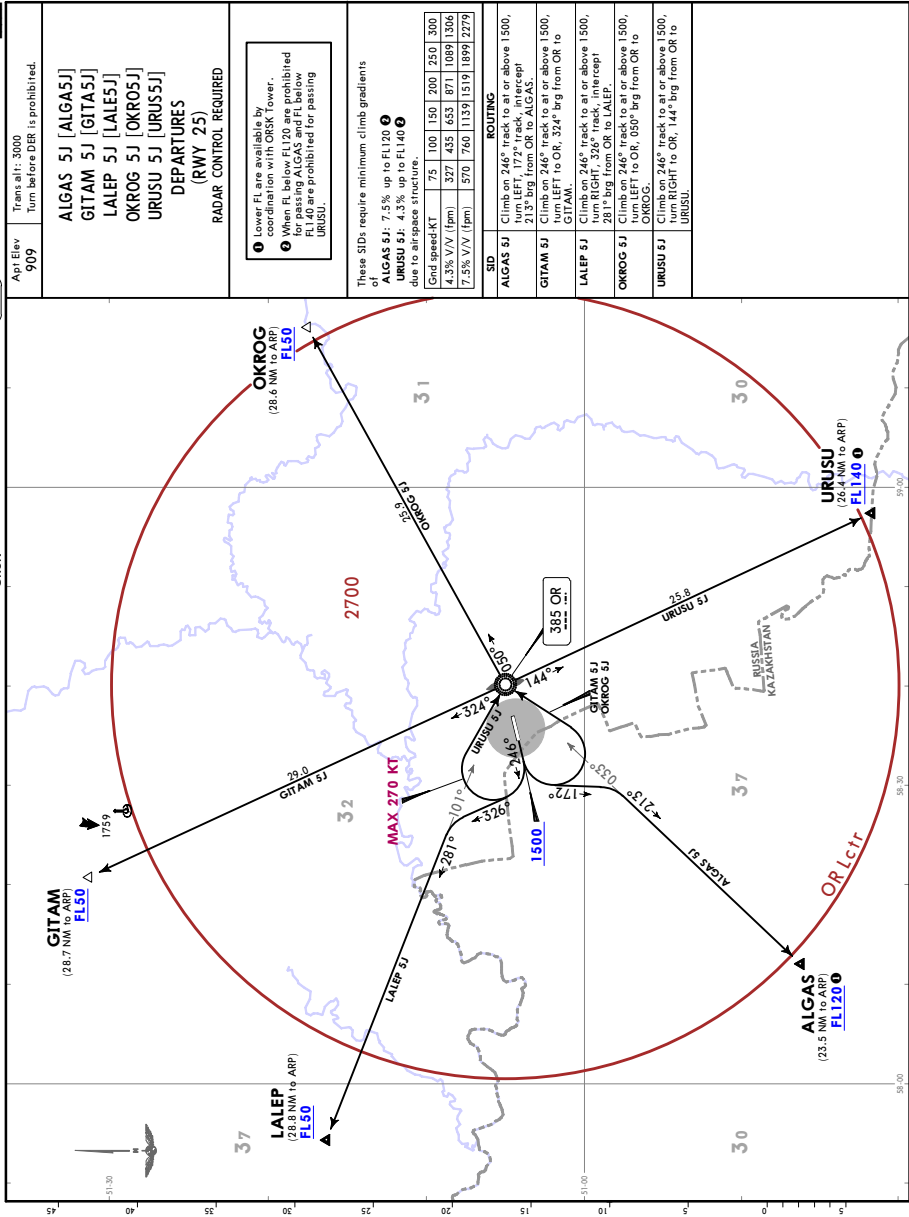
due to airspace structure.

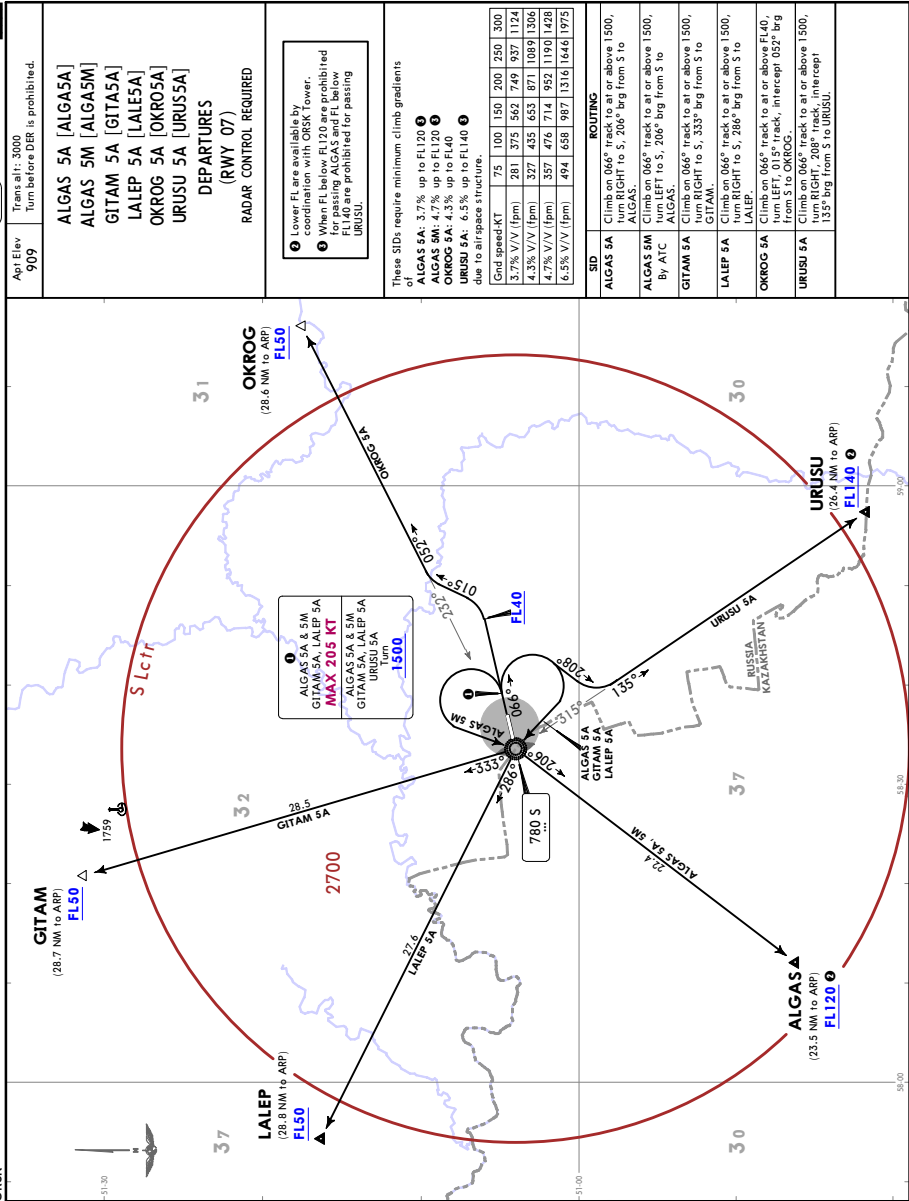
SID	ROUTING
ALGAS 5B	Climb on 064° track to 50' or above 1500, turn RIGHT to 5F, 204° big from 5F to AUGAS.
ALGAS 5B by AIC	Climb on 064° track to 50' or above 1500, turn RIGHT to 5F, 204° big from 5F to AUGAS.
GITAM 5B	Climb on 046° track to 50' or above 1300, turn RIGHT to 5F, 336° big from 5F to GITAM.
LALAP 5B	Climb on 064° track to 50' or above 1500, turn RIGHT to 5F, 288° big from 5F to LALAP.
OKROG 5B	Climb on 064° track to 50' or above 1400, turn LEFT, 018° track, intercept 053° big from 053° track to 50' or above 1500.
URUSU 5B	Climb 064° track to 50' or above 1500, turn RIGHT, 220° track, intercept 132° big from 5F to URUSU.

JEPPESSEN
20 NOV 20 10-3G EFF 3 Desc

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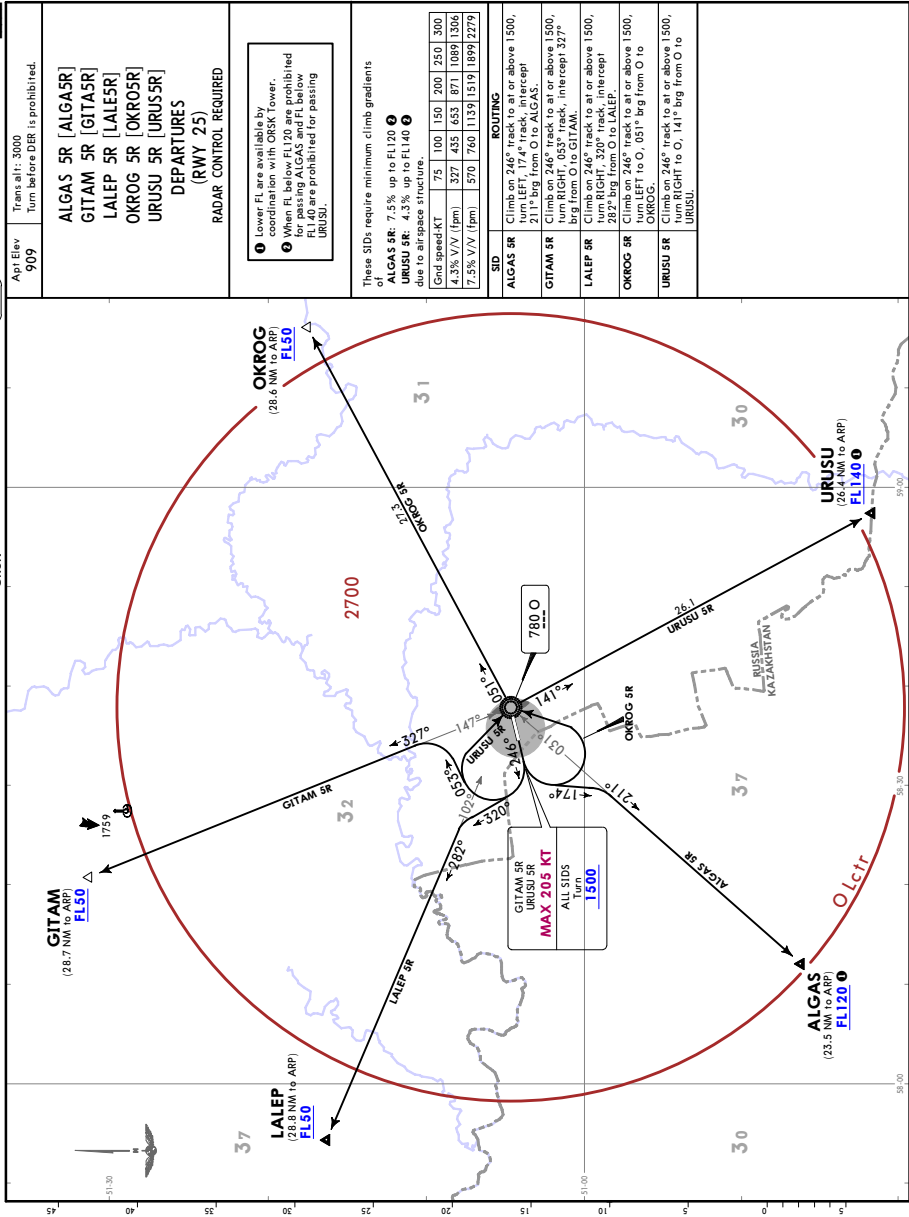
ORSK, RUSSIA
SID





JEPPESN
20 NOV 20 (10-3J) EFF 3 Desc
UWOR/OSW
ORSK

ORSK, RUSSIA
SID



UWOR/OSW

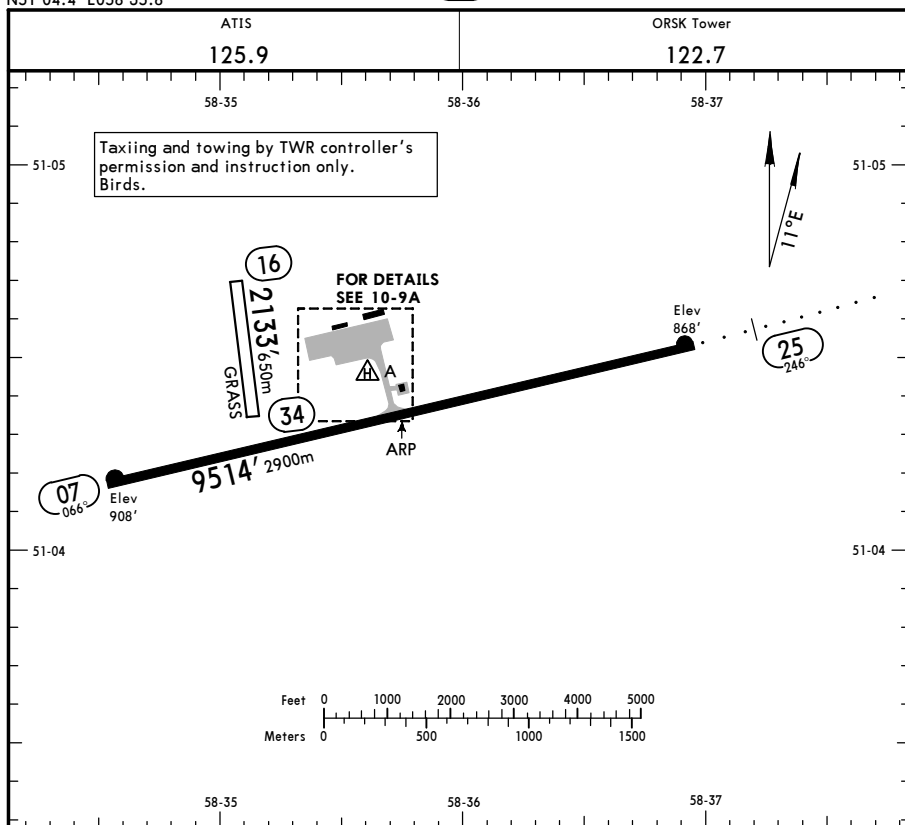
Apt Elev **909'**
N51 04.4 E058 35.8

 **JEPPESSEN**

20 NOV 20 **(10-9)** Eff 3 Dec

ORSK, RUSSIA

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ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		WIDTH
					Threshold	Glide Slope	
07	RL (60m)			RVR	8300'2530m	①	138'42m
25	RL (60m)	ALS	PAPI-L (angle 2.67°)	RVR	8481'2585m		
16							197'60m
34							

1 TAKE-OFF RUN AVAILABLE

RWY 07: From rwy head 9514' (2900m)
 twy A int 4820' (1469m)

RWY 25: From rwy head 9514' (2900m)
 twy A int 4695' (1431m)

Std TAKE-OFF					
Low Visibility Take-off		RL & RCLM	RL or CL	Adequate Vis Ref	
RL & RCLM	RL				
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R300m		R/V400m		R/V500m	NA

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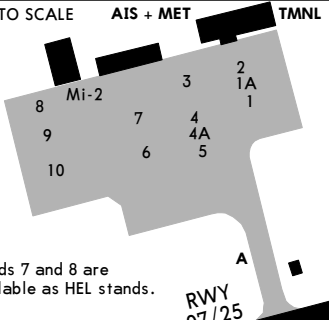
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20 NOV 20

(10-9A)

Eff 3 Dec

ORSK

NOT TO SCALE	AIS + MET	TMNL	INS COORDINATES	
			STAND No.	COORDINATES
			1 thru 2	N51 04.6 E058 35.7
			3, 4	N51 04.6 E058 35.6
			4A, 5	N51 04.5 E058 35.6
			6	N51 04.5 E058 35.5
			7	N51 04.6 E058 35.5
			8 thru 10	N51 04.5 E058 35.4

Stands 7 and 8 are available as HEL stands.

LOW VISIBILITY PROCEDURES (LVP)

Low visibility procedures are initiated when ceiling is 90m or lower, or RVR is 1200m or less by using the phrase: "Low visibility procedures in progress" transmitted by ATIS or TWR controller.

LVP phase A: RVR values are more than 550m but less than 1200m, or any RVR value and ceiling is between 90m and 60m;

LVP phase B: RVR values are more than 300m but less than 550m, or any RVR value on active RWY and ceiling is less than 60m.

Phases A and B are applied during arrivals on and departures from active RWY 25 and during departures from active RWY 07.

ACFT shall vacate RWY 25 via TWY A and then taxi to the apron.

Pilots may request "Follow-me" car for taxiing along TWYs and on the apron. TWR controller coordinates the place of commencement of ACFT escorting by "Follow-me" car with the flight crew.

LVP will be cancelled when RVR value is more than 1200m and ceiling is more than 90m.

LANDING

The flight crew must read back all TWR controllers' taxi instructions

Flight crew is responsible for RWY incursion and adherence to taxi routes provided by TWR controller.

It is prohibited to carry out take-off on heading opposite to active landing heading.

Departures from grass RWY 16/34 and RWY 01/19 with crossing RWY 25 take-off and landing headings are prohibited.

After landing in low visibility conditions the flight crew must report landing, RWY vacated and the vacated of ILS critical area after passing red stop bar lights located on each TWY side to TWR controller.

RWY is considered to be vacant when ACFT is fully located on TWY outside the holding position on TWY (red stop bar lights on TWY).

DEPARTURE

During phase A the interval between ACFT engines start-ups is established not less than 5 minutes.

During phase B the interval between ACFT engines start-ups is established not less than 10 minutes.

During phase B ACFT engines start-up should be carried out only on ACFT stand.

Engines start-up is prohibited when RVR value is less than appropriate ACFT take-off minimum.

TWY A is considered to be vacant when ACFT occupies RWY 07/25 by flight crew report.

The following is prohibited during LVP:

- take-off not from RWY beginning;
- take-off without stopping at the line-up position after taxiing onto the RWY.

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20 NOV 20 **10-9S** **Eff 3 Dec**
EASA AIR OPS
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STRAIGHT-IN RWY		A	B	C	D
07	ILS Z or Y	1108' (200') R1200m	1108' (200') R1200m	1108' (200') R1200m	1108' (200') R1200m
	GLS	1108' (200') R1200m	1108' (200') R1200m	1108' (200') R1200m	1108' (200') R1200m
	① LOC Z or Y	1360' (452') R1500m	1360' (452') R1500m	1360' (452') R2100m	1360' (452') R2100m
	RNP	1262' (354')	1303' (395')	1384' (476')	1395' (487')
	LNAV/VNAV	R1500m	R1500m	R2200m	R2300m
	① RNP	1360' (452')	1360' (452')	1360' (452')	1360' (452')
	LNAV	R1500m	R1500m	R2100m	R2100m
	① NDB Z	1370' (462') R1500m	1370' (462') R1500m	1370' (462') R2200m	1370' (462') R2200m
	① NDB Y	1700' (792') R1500m	1700' (792') R1500m	1700' (792') R2400m	1700' (792') R2400m
	① NDB X	1400' (492') R1500m	1400' (492') R1500m	1400' (492') R2300m	1400' (492') R2300m
25	ILS Z or X	1068' (200')	1073' (205')	1081' (213')	1091' (223')
	FULL	R1000m	R1000m	R1000m	R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	1068' (200')	1073' (205')	1081' (213')	1091' (223')
	FULL	R1000m	R1000m	R1000m	R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	① LOC Z or X	1130' (262') R1100m	1130' (262') R1100m	1130' (262') R1100m	1130' (262') R1100m
	ALS out	R1300m	R1300m	R1300m	R1300m
	RNP	1118' (250')	1118' (250')	1118' (250')	1136' (268')
	LNAV/VNAV	R1000m	R1000m	R1000m	R1100m
	ALS out	R1300m	R1300m	R1300m	R1300m
	① RNP	1180' (312')	1180' (312')	1180' (312')	1180' (312')
	LNAV	R1200m	R1200m	R1200m	R1200m
	ALS out	R1400m	R1400m	R1400m	R1400m
	① NDB Z or X	1220' (352') R1400m	1220' (352') R1400m	1220' (352') R1400m	1220' (352') R1400m
	ALS out	R1500m	R1500m	R1600m	R1600m
	① NDB Y	1290' (422') R1500m	1290' (422') R1500m	1290' (422') R1800m	1290' (422') R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After ILS Z or ILS Y, LOC Z or Y or RNP RWY 07	1310' (401')	1410' (501')	1620' (711')	1660' (751')
After NDB Z RWY 07	1360' (451')	1410' (501')	1620' (711')	1660' (751')
After NDB Y RWY 07	1370' (461')	1410' (501')	1620' (711')	1660' (751')
After NDB X RWY 07	1700' (791')	1700' (791')	1700' (791')	1700' (791')
After NDB Y RWY 07	1700' (791')	1700' (791')	1700' (791')	1700' (791')
After NDB X RWY 07	1400' (491')	1410' (501')	1620' (711')	1660' (751')
② V1500m		V1600m	V2400m	V3600m

② or higher minimums of preceding straight-in approach.

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20 NOV 20 **(10-9S)** **Eff 3 Dec**

EASA AIR OPS
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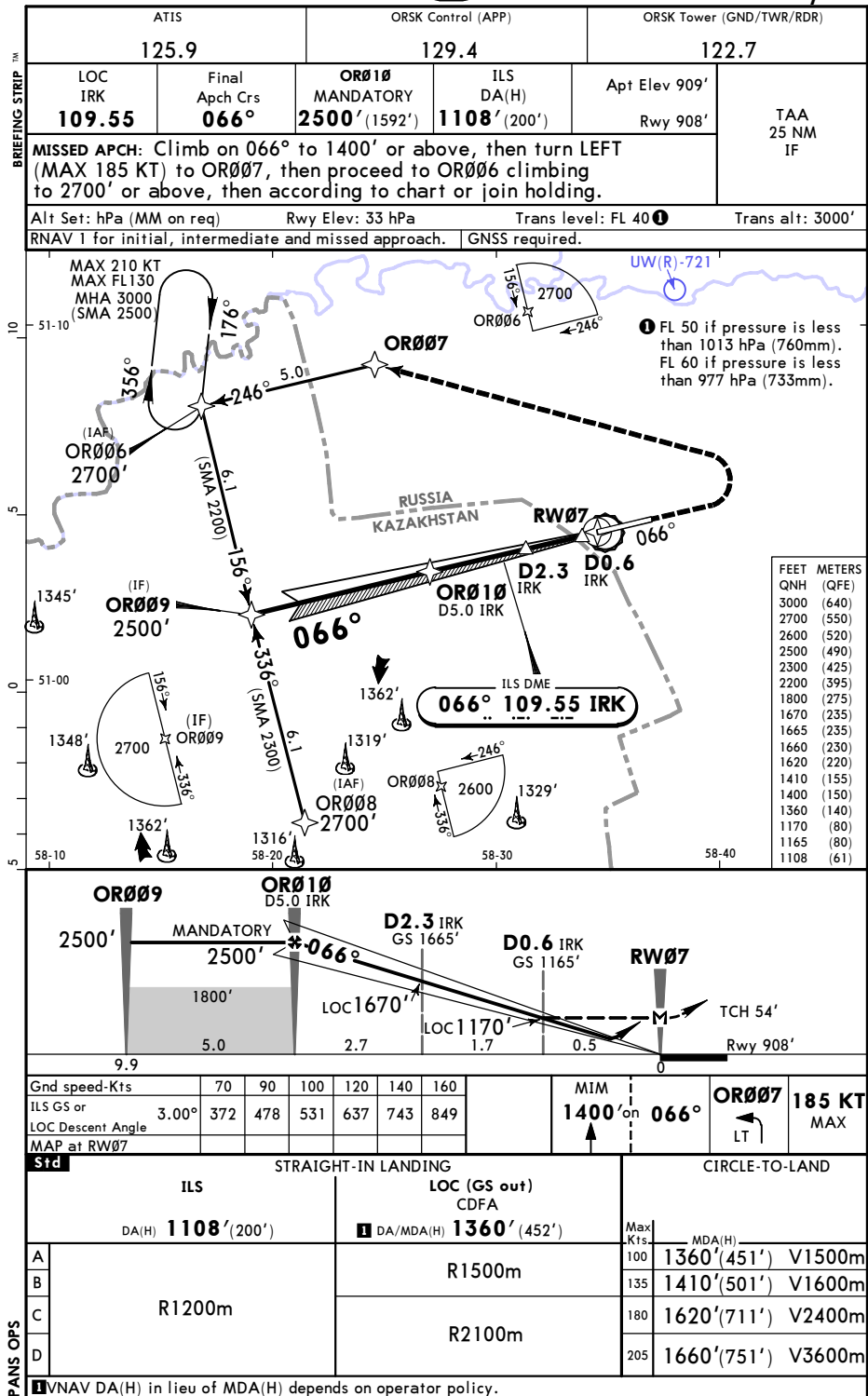
TAKE-OFF

Low Visibility Take-off		RL or RCLM	RL or CL	Adequate Vis Ref	
RL & RCLM	RL				
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R300m		R/V400m		R/V500m	NA

UWOR/OSW
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JEPPESSEN
4 DEC 20 11-1

ORSK, RUSSIA
ILS Z or LOC Z Rwy 07



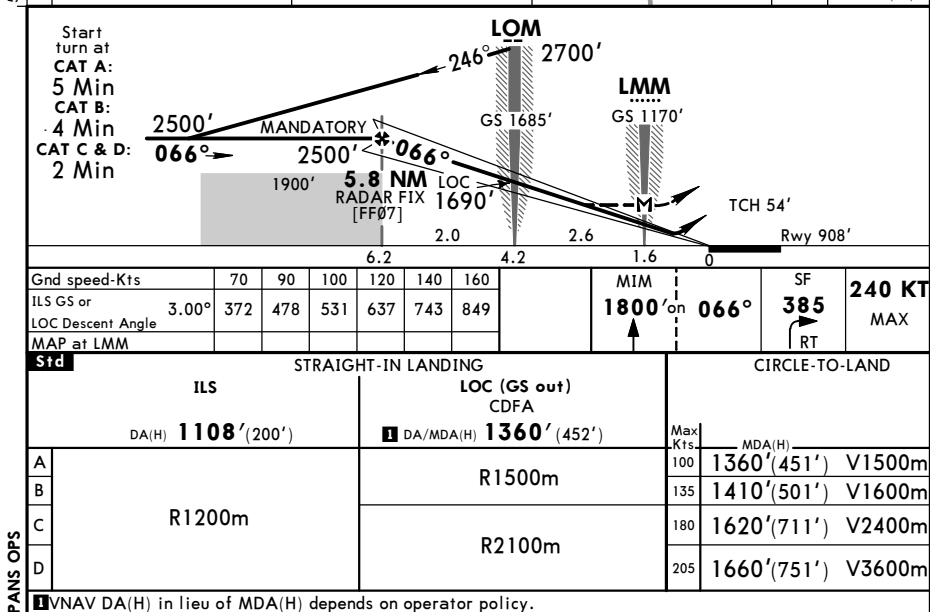
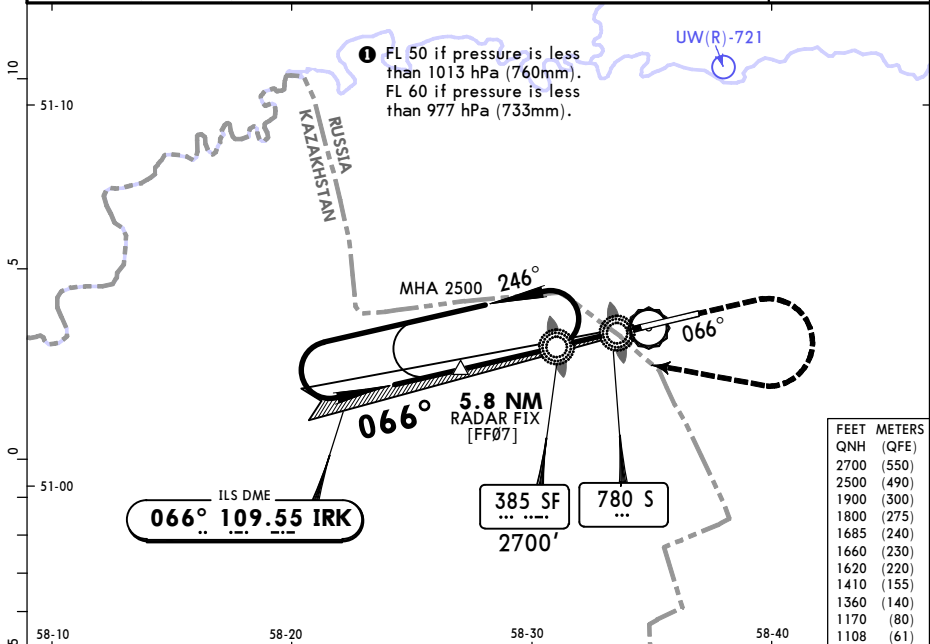
UWOR/OSW
ORSK

JEPPESSEN
4 DEC 20 11-2

ORSK, RUSSIA
ILS Y or LOC Y Rwy 07

BRIEFING STRIP TM

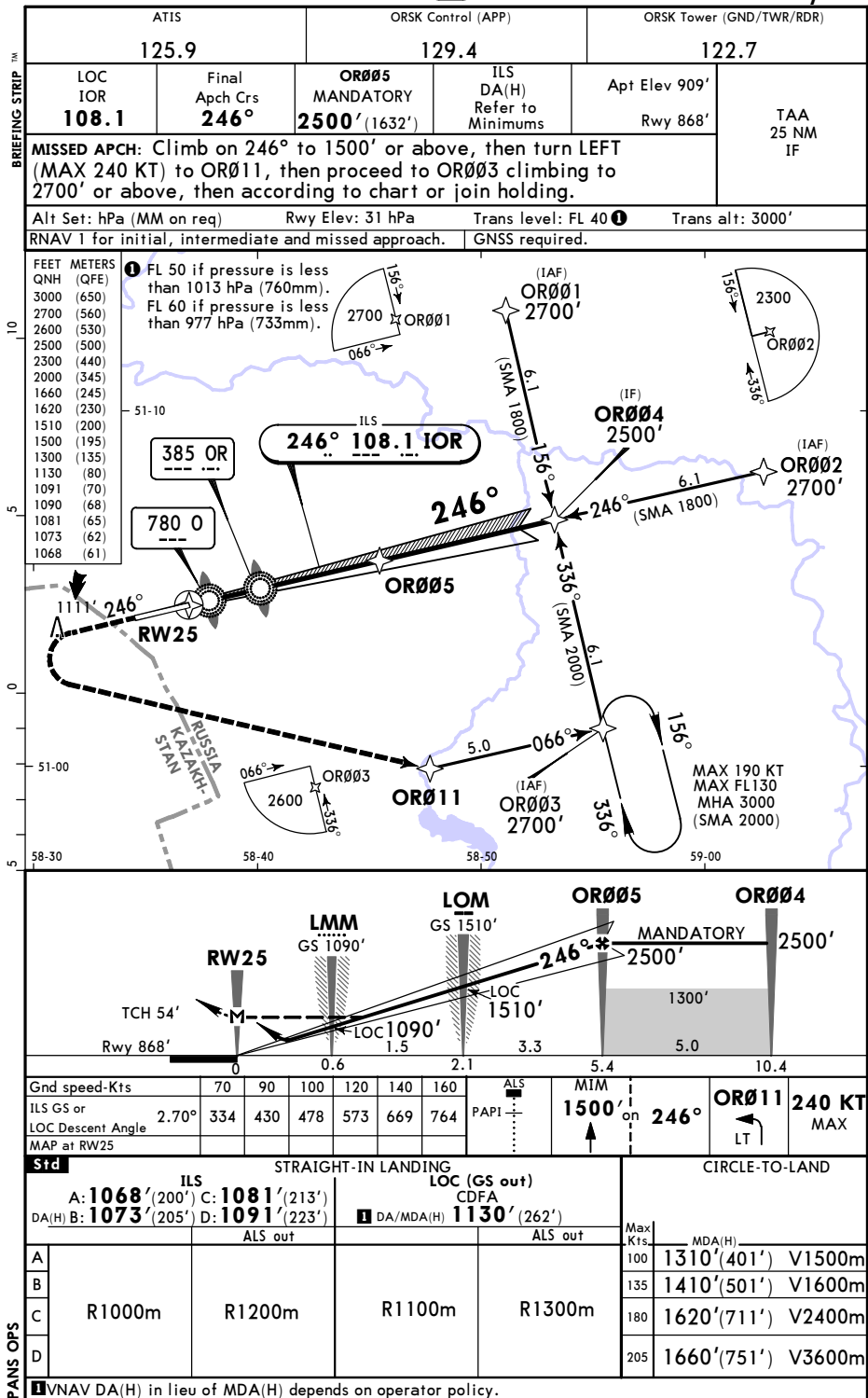
ATIS		ORSK Control (APP)		ORSK Tower (GND/TWR/RDR)	
125.9		129.4		122.7	
LOC IRK 109.55	Final Apch Crs 066°	5.8 NM RADAR FIX MANDATORY 2500' (1592')	ILS DA(H) 1108' (200')	Apt Elev 909' Rwy 908'	2700
MISSED APCH: Climb on 066° to 1800' or above, then turn RIGHT (MAX 240 KT) to SF NDB climbing to 2700' or above, then according to chart or join holding. Do not turn before passing MAP.					
Alt Set: hPa (MM on req) Rwy Elev: 33 hPa Trans level: FL 40 1 Trans alt: 3000'					
MSA SF Lctr					



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JEPPESSEN
4 DEC 20 11-3

ORSK, RUSSIA
ILS Z or LOC Z Rwy 25



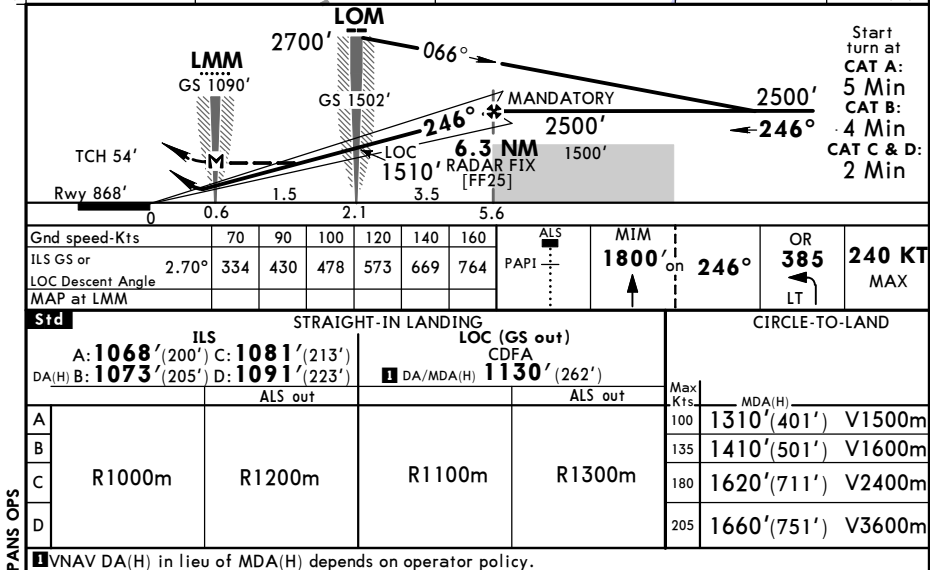
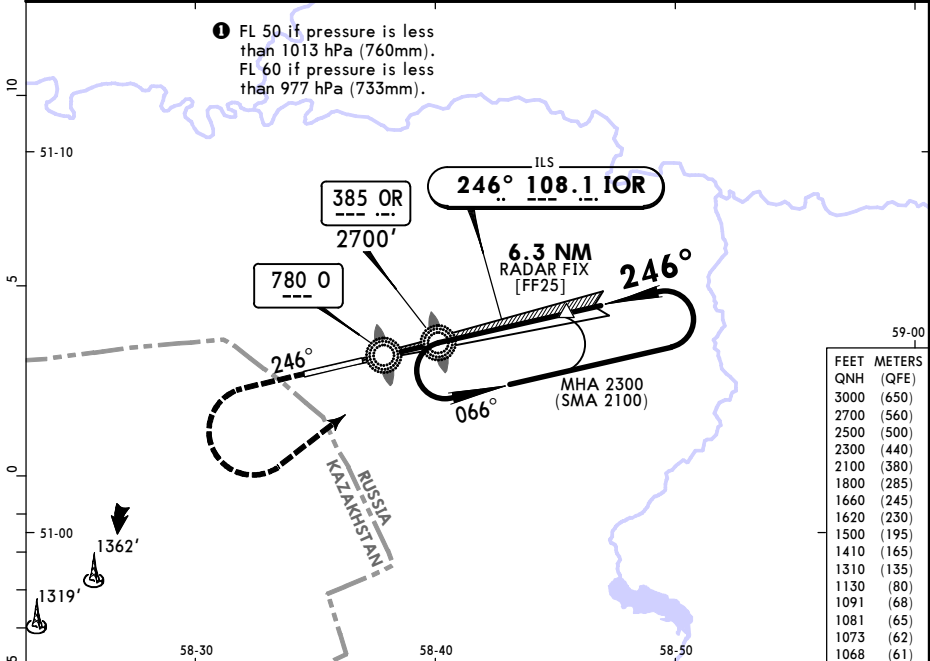
UWOR/OSW
ORSK

JEPPESSEN
4 DEC 20 11-4

ORSK, RUSSIA
ILS X or LOC X Rwy 25

BRIEFING STRIP TM

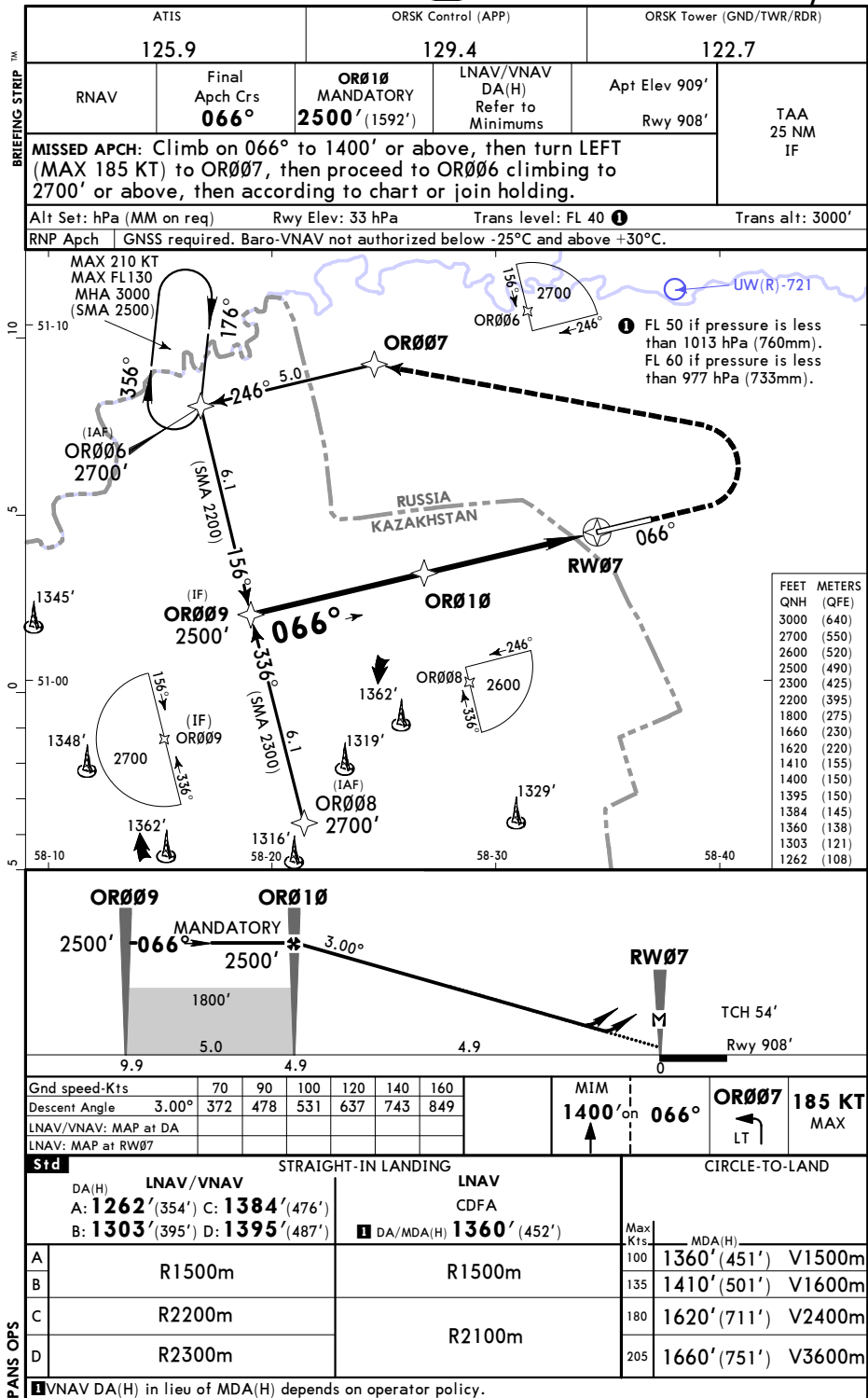
ATIS 125.9		ORSK Control (APP) 129.4		ORSK Tower (GND/TWR/RDR) 122.7	
LOC IOR 108.1	Final Apt Crs 246°	6.3 NM RADAR FIX MANDATORY 2500' (1632')	ILS DA(H) Refer to Minimums	Apt Elev 909' Rwy 868'	2700 MSA OR Lctr
MISSED APCH: Climb on 246° to 1800' or above, then turn LEFT (MAX 240 KT) to OR NDB climbing to 2700' or above, then according to chart or join holding. Do not turn before passing MAP.					
Alt Set: hPa (MM on req)		Rwy Elev: 31 hPa	Trans level: FL 40 ①	Trans alt: 3000'	



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20 NOV 20 (12-1) Eff 3 Dec

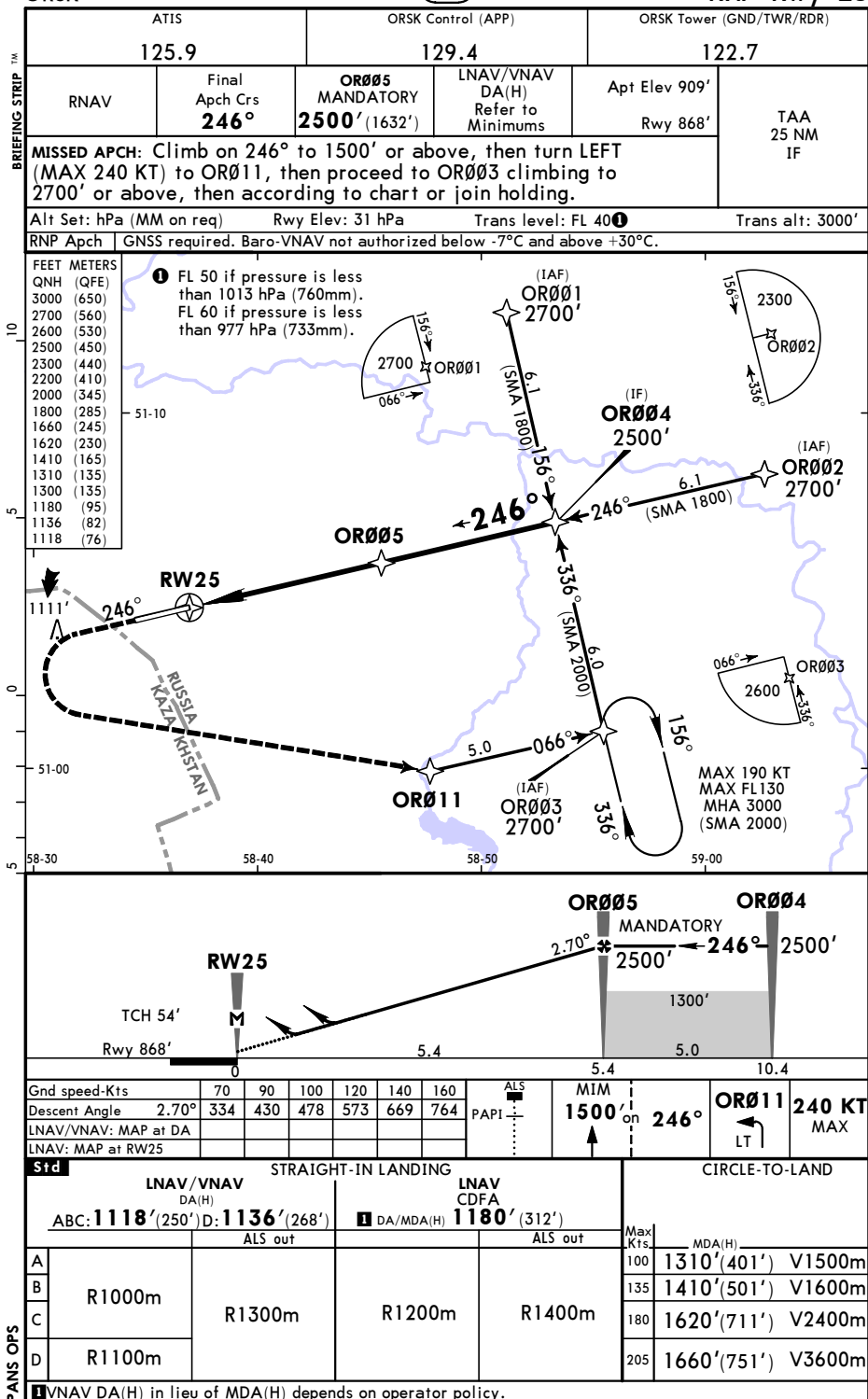
ORSK, RUSSIA
RNP Rwy 07



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JEPPESSEN
20 NOV 20 (12-2) Eff 3 Dec

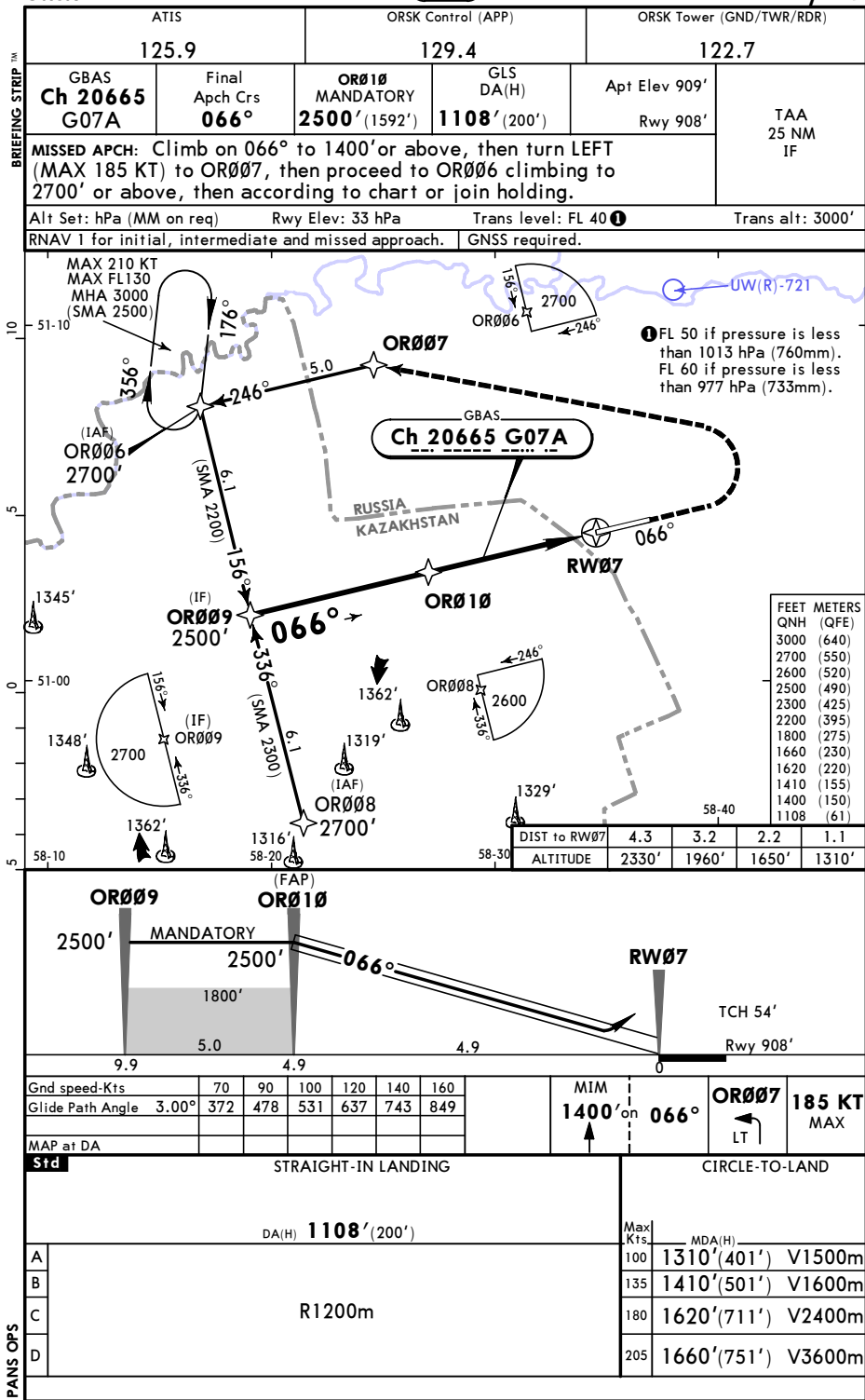
ORSK, RUSSIA
RNP Rwy 25



UWOR/OSW
ORSK

JEPPESSEN
20 NOV 20 (12-40) Eff 3 Dec

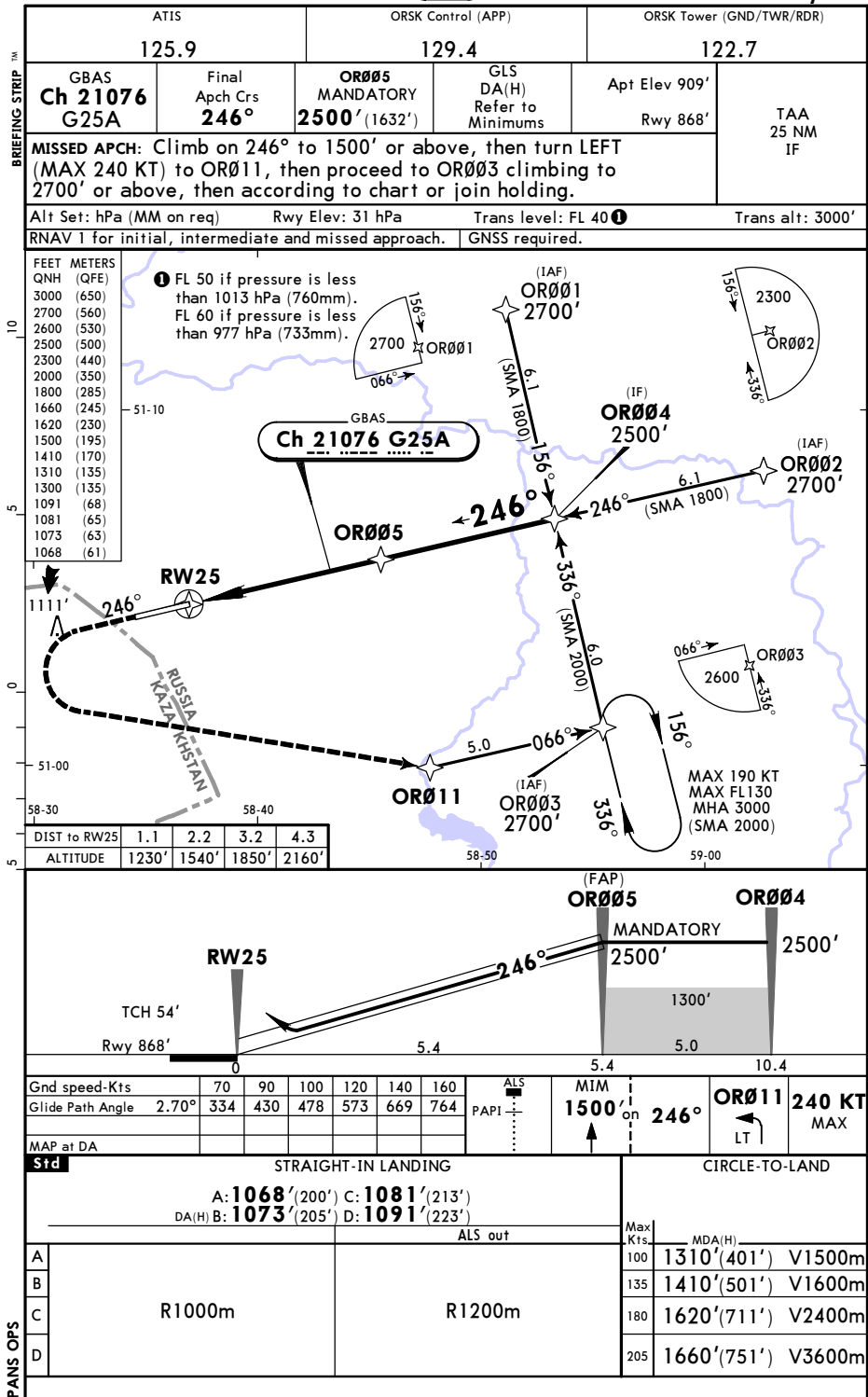
ORSK, RUSSIA
GLS Rwy 07



UWOR/OSW
ORSK

JEPPESSEN
20 NOV 20 (12-41) Eff 3 Dec

ORSK, RUSSIA
GLS Rwy 25

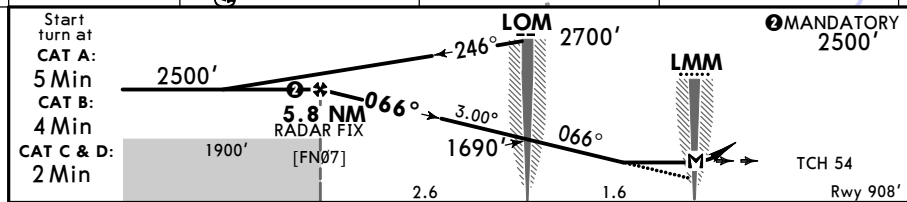
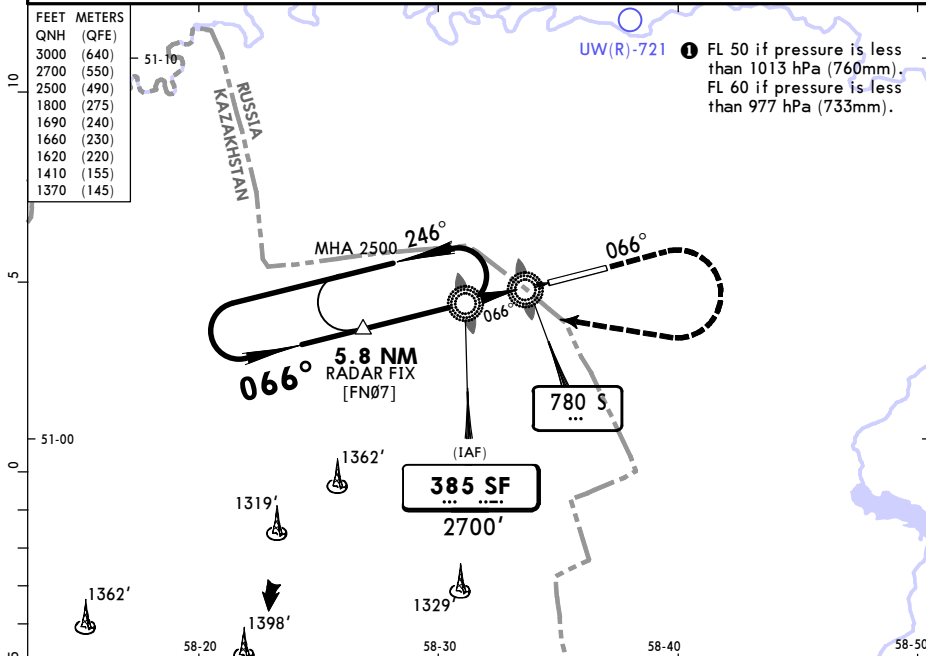


UWOR/OSW
ORSK

JEPPESEN
20 NOV 20 (16-1) Eff 3 Dec

ORSK, RUSSIA
NDB Z Rwy 07

ATIS 125.9		ORSK Control (APP) 129.4		ORSK Tower (GND/TWR/RDR) 122.7		2700 MSA SF NDB
NDB SF 385	Final ApcH Crs 066°	5.8 NM RADAR FIX MANDATORY 2500' (1592')	DA/MDA(H) 1370' (462')	Apt Elev 909' Rwy 908'		
MISSED APCH: Climb on 066° to 1800' or above, then turn RIGHT (MAX 240 KT) to SF NDB climbing to 2700' or above, then according to chart or join holding.						
Alt Set: hPa (MM on req)		Rwy Elev: 33 hPa		Trans level: FL 40 ①		
1. Turn before passing MAP prohibited.						
						Trans alt: 3000'



Gnd speed-Kts	70	90	100	120	140	160	MIM 1800' on 066° SF 385 RT 240 KT MAX
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM							

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	① DA/MDA(H) 1370' (462')		Max Kts	MDA(H)
A	R1500m		100	1370' (461') V1500m
B			135	1410' (501') V1600m
C	R2200m		180	1620' (711') V2400m
D			205	1660' (751') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

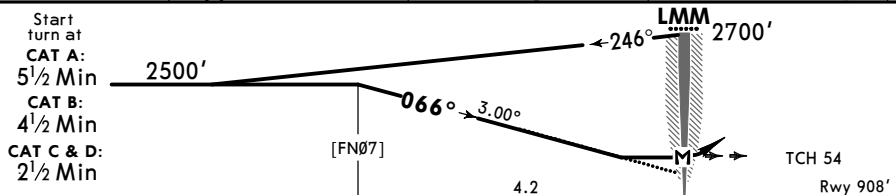
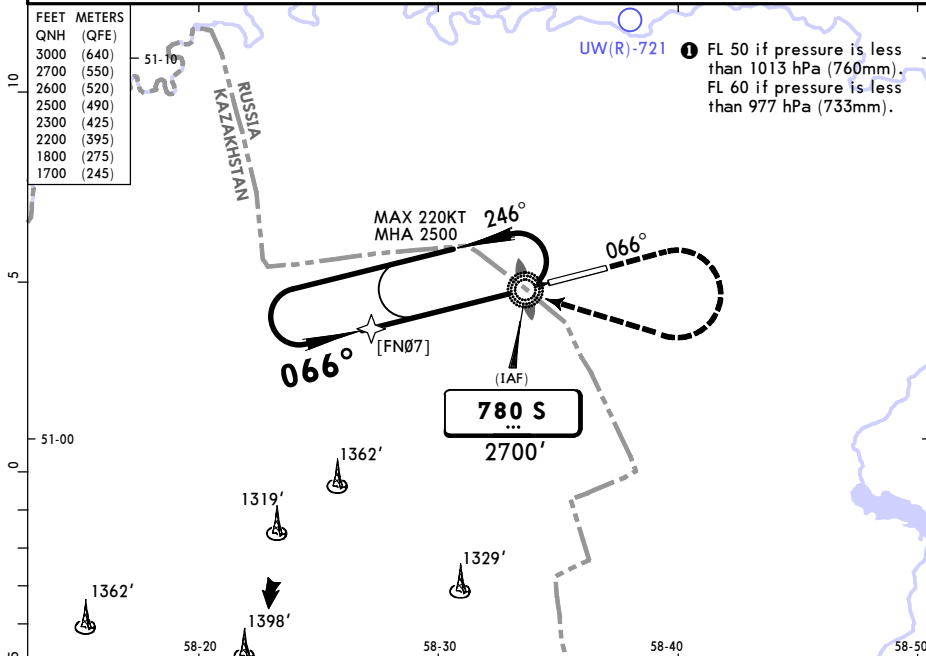
UWOR/OSW
ORSK

JEPPESSEN
20 NOV 20 **16-2** Eff 3 Dec

ORSK, RUSSIA
NDB Y Rwy 07

ATIS 125.9		ORSK Control (APP) 129.4		ORSK Tower (GND/TWR/RDR) 122.7		2700 MSA S NDB
NDB S 780	Final Apch Crs 066°	No FAF	DA/MDA(H) 1700' (792')	Apt Elev 909' Rwy 908'		
MISSED APCH: Climb on 066° to 1800' or above, then turn RIGHT (MAX 205 KT) to NDB climbing to 2700' or above, then according to chart or join holding.						
Alt Set: hPa (MM on req)		Rwy Elev: 33 hPa		Trans level: FL 40 ①	Trans alt: 3000'	

1. Turn before passing MAP prohibited.



Gnd speed-Kts	70	90	100	120	140	160	MIM 1800' on 066°		S 780	205 KT
Descent Angle 3.00°	372	478	531	637	743	849	RT		MAX	
MAP at LMM										

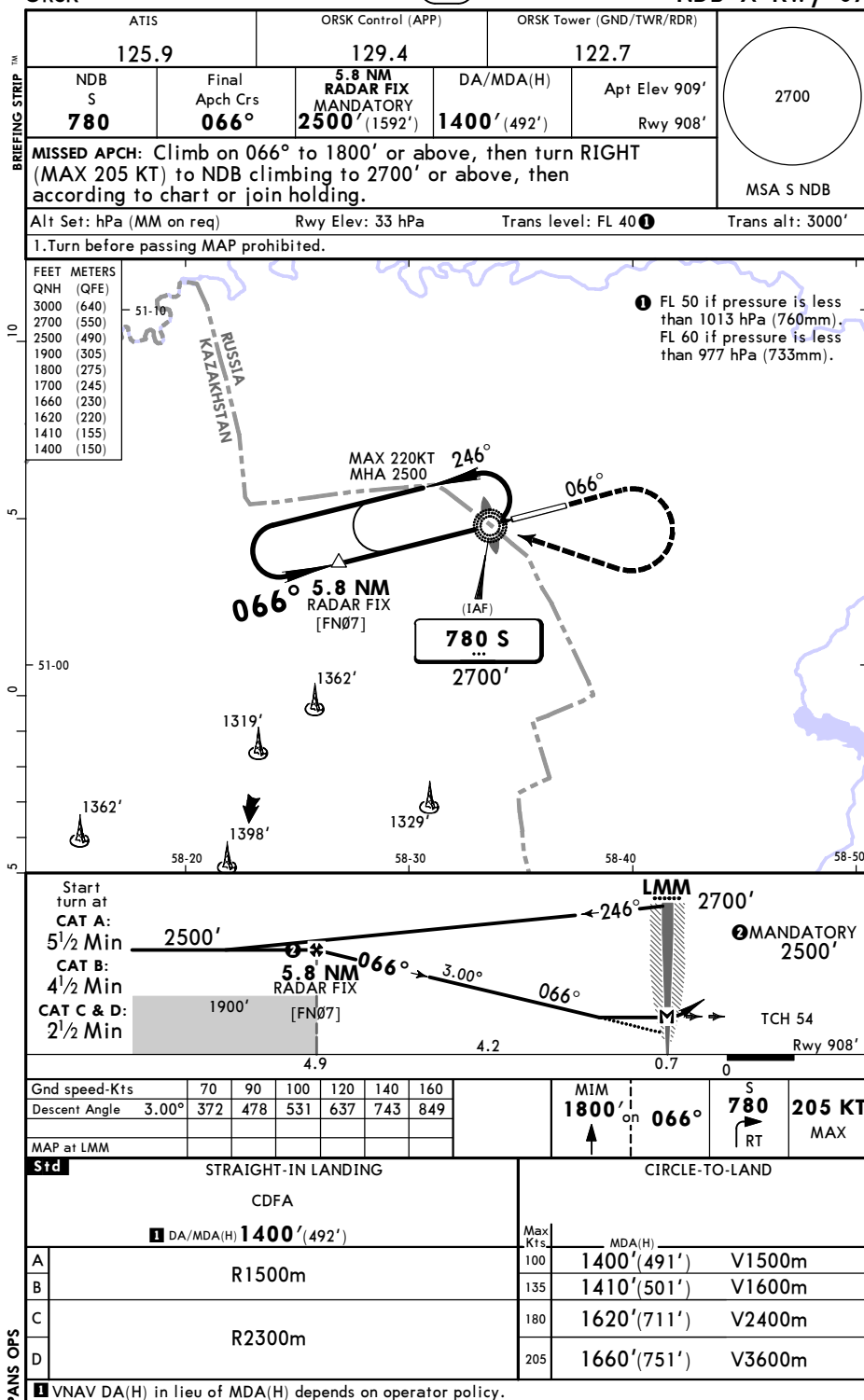
STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
CDFA					
① DA/MDA(H) 1700'(792')			Max Kts	MDA(H)	
A	R1500m		100	1700'(791')	V1500m
B			135	1700'(791')	V1600m
C	R2400m		180	1700'(791')	V2400m
D			205	1700'(791')	V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWOR/OSW
ORSK

JEPPESSEN
20 NOV 20 **16-3** Eff 3 Dec

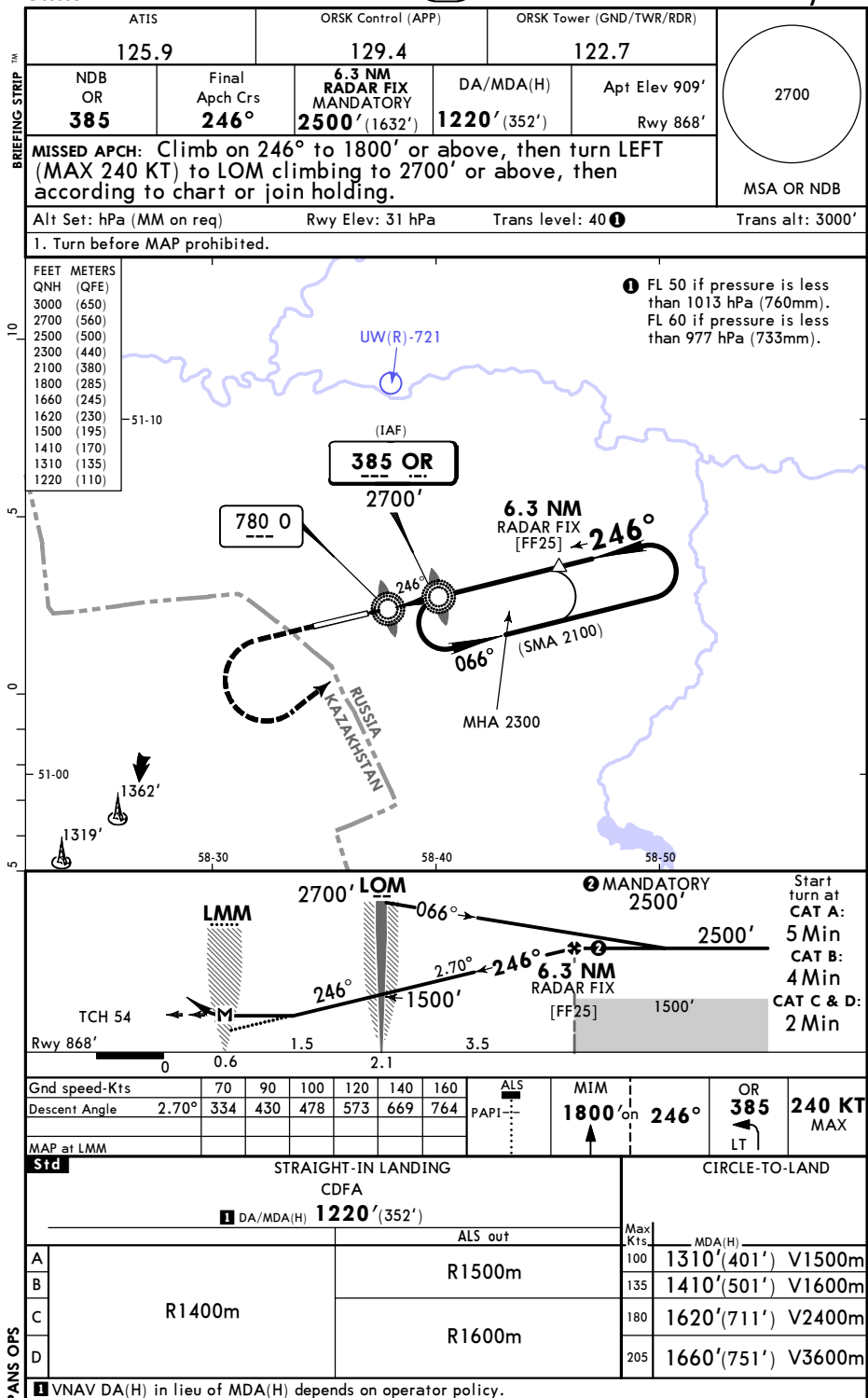
ORSK, RUSSIA
NDB X Rwy 07



UWOR/OSW
ORSK

JEPPESSEN
20 NOV 20 (16-4) Eff 3 Dec

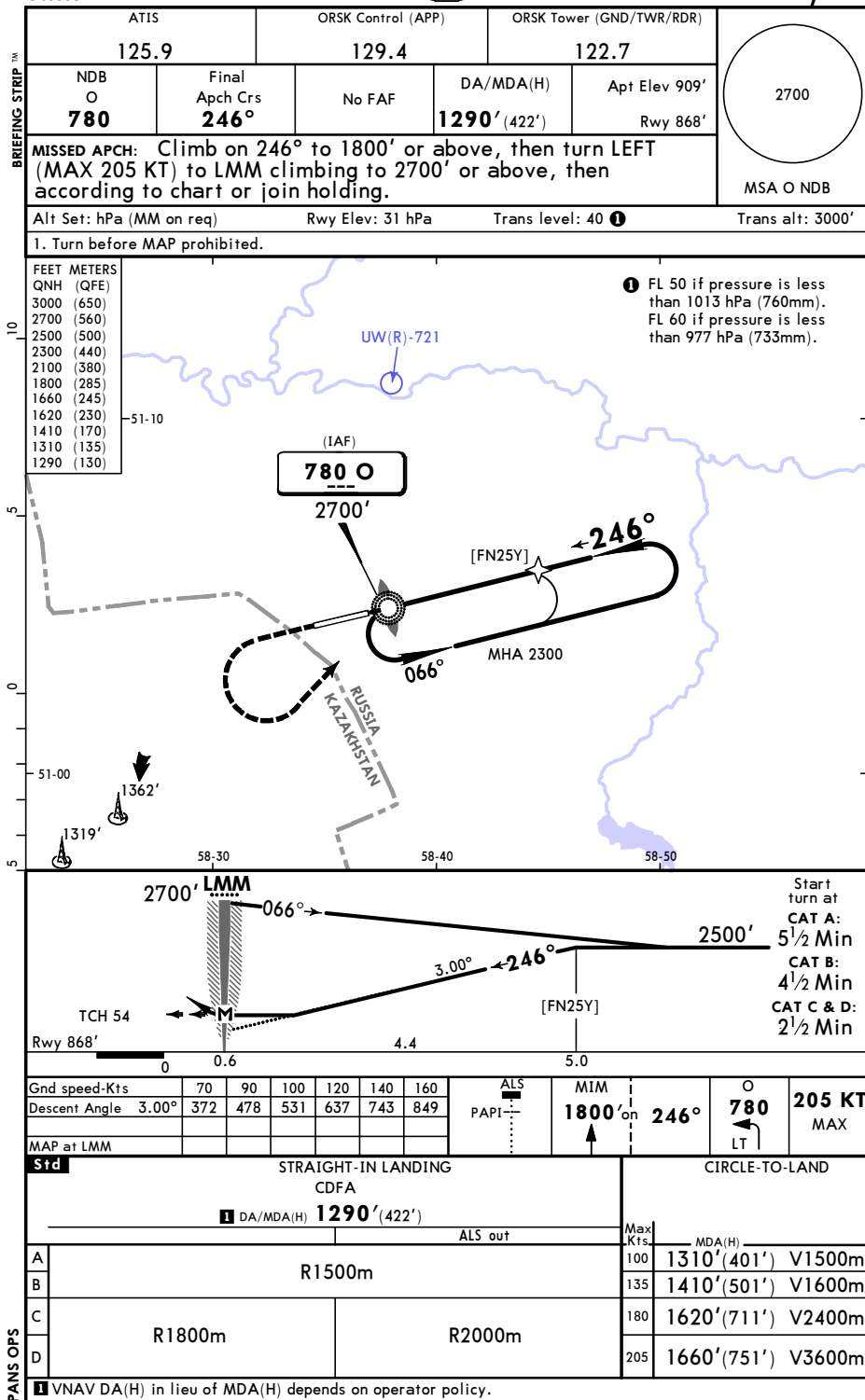
ORSK, RUSSIA
NDB Z Rwy 25



UWOR/OSW
ORSK

JEPPESSEN
20 NOV 20 **16-5** Eff 3 Dec

ORSK, RUSSIA
NDB Y Rwy 25



UWOR/OSW
ORSK

JEPPESSEN
20 NOV 20 16-6 Eff 3 Dec

ORSK, RUSSIA
NDB X Rwy 25

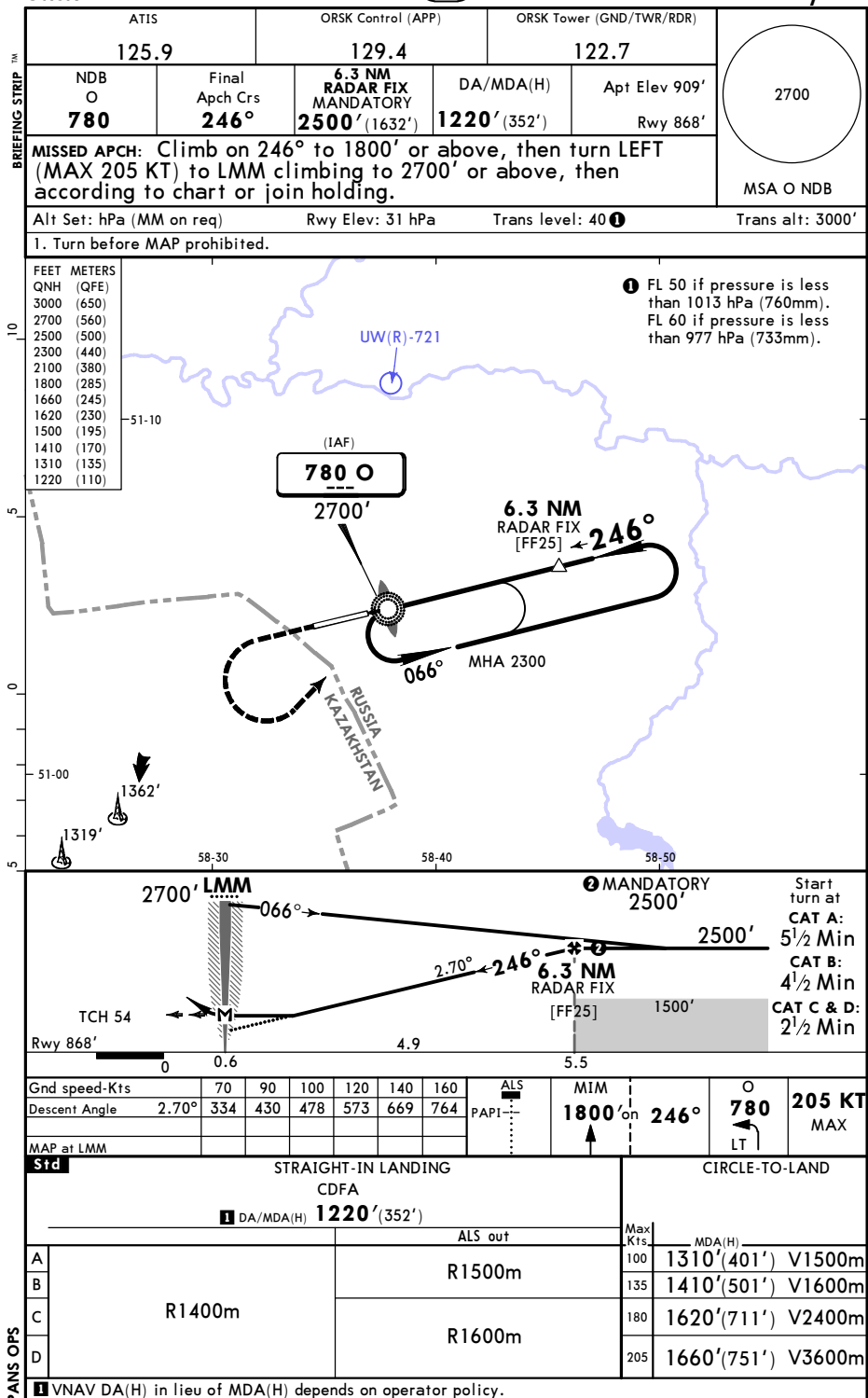


Chart changes since cycle 26-2021

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KALUGA, (GRABTSEVO - UUBC)				
IVANOVO, (YUZHNY - UUBI)				
BRYANSK, (BRYANSK - UUBP)				
RAMENSKOYE, (RAMENSKOYE - UUBW)				
MOSCOW, (DOMODEDOVO - UUDD)				
YAROSLAVL, (TUNOSHNA - UUDL)				
MOSCOW, (SHEREMETYEVO - UUEE)				
OSTAFYEVO, (OSTAFYEVO - UUMO)				
BELGOROD, (BELGOROD - UUOB)				
KURSK, (VOSTOCHNY - UUOK)				
LIPETSK, (LIPETSK - UUOL)				
REV	OSPER 1H RNP ARR	10-2	31 Dec 2021	
REV	OSPER 1J RNP ARR	10-2A	31 Dec 2021	
REV	RATGA 1H & UROBI 1S RNP A...	10-2B	31 Dec 2021	
REV	RATGA 1J & UROBI 1T RNP A...	10-2C	31 Dec 2021	
REV	OSPER 1F ARR	10-2D	31 Dec 2021	
REV	OSPER 1G ARR	10-2E	31 Dec 2021	
REV	RATGA 1F & UROBI 1Q ARRS	10-2F	31 Dec 2021	
REV	RATGA 1G & UROBI 1R ARRS	10-2G	31 Dec 2021	
REV	AIRPORT, AIRPORT INFO, TAK...	10-9	07 Jan 2022	
REV	PARKING STANDS, COORDINAT...	10-9A	07 Jan 2022	
REV	RNP RWY 15	12-1	07 Jan 2022	
REV	RNP RWY 33	12-2	07 Jan 2022	
REV	GLS RWY 15	12-40	07 Jan 2022	
REV	GLS RWY 33	12-41	07 Jan 2022	
REV	NDB Z RWY 15	16-1	07 Jan 2022	
REV	NDB Y RWY 15	16-2	07 Jan 2022	
REV	NDB Z RWY 33	16-3	07 Jan 2022	
REV	NDB Y RWY 33	16-4	07 Jan 2022	
VORONEZH, (CHERTOVITSKOYE - UUOO)				
TAMBOV, (DONSKOE - UUOT)				
MOSCOW, (VNUKOVO - UUWW)				
UKHTA, (UKHTA - UUYH)				
USINSK, (USINSK - UUYS)				
VORKUTA, (VORKUTA - UUYW)				
SYKTYVKAR, (SYKTYVKAR - UUYU)				
NIZHNY NOVGOROD, (STRIGINO - UWGG)				
BUGULMA, (BUGULMA - UWKB)				
KAZAN, (KAZAN - UWKD)				
NIZHNEKAMSK, (BEGISHEVO - UWKE)				
YOSHKAR-OLA, (YOSHKAR-OLA - UWKJ)				
CHEBOKSARY, (CHEBOKSARY - UWKS)				
ULYANOVSK, (BARATAYEVKA - UWLL)				

Revision Letter For Cycle 01-2022

Printed on 27 Jan 2022

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JeppView for Windows

ULYANOVSK, (VOSTOCHNY - UWLW)

ORENBURG, (ORENBURG - UWOO)

ORSK, (ORSK - UWOR)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UUBC

Type: Terminal

Effectivity: Temporary

Begin Date: 20210101

End Date: Until Further Notice

Do not use Racetrack on NDB Y RWY 13 (16-1). Racetrack under clarification.

No Chart Change Notices for Airport UUBI

No Chart Change Notices for Airport UUBP

No Chart Change Notices for Airport UUBW

No Chart Change Notices for Airport UUDD

No Chart Change Notices for Airport UUDL

No Chart Change Notices for Airport UUEE

Chart Change Notices for Airport UUMO

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

RNP Rwy 07 (12-1) minimums changed as follows: LNAV/VNAV: CAT A: DA(H) 852'(310'), RVR 1400m, CAT B: DA(H) 862'(320'), RVR 1400m, CAT C DA(H) 872'(330'), RVR 1500m, CAT D DA(H) 892'(350'), RVR 1600m. LNAV: ALL CAT DA/MDA(H) 890'(348'), CAT AB RVR 1500m, CAT CD RVR 1600m. RNP Rwy 25 (12-2) minimums changed as follows: LNAV/VNAV CAT A DA(H) 941'(380'), RVR 1000m, ALS out RVR 1500m, CAT B DA(H) 951'(390'), RVR 1100m, ALS out RVR 1500m, CAT CD DA(H) 981(420'), RVR 1200m, ALS out RVR 1900m. LNAV: ALL CAT DA/MDA(H): 1070'(509'), RVR and ALS out RVR as charted.

No Chart Change Notices for Airport UUOB

Chart Change Notices for Airport UUOK

Type: Terminal

Effectivity: Temporary

Begin Date: 20201225

End Date: Until Further Notice

(10-3A) Initial turn altitudes under clarification, caution is advised.

No Chart Change Notices for Airport UUOL

No Chart Change Notices for Airport UUOO

No Chart Change Notices for Airport UUOT

No Chart Change Notices for Airport UUWW

No Chart Change Notices for Airport UUYH

No Chart Change Notices for Airport UUYS

No Chart Change Notices for Airport UUYW

No Chart Change Notices for Airport UUYU

No Chart Change Notices for Airport UWGG

No Chart Change Notices for Airport UWKB

No Chart Change Notices for Airport UWKD

No Chart Change Notices for Airport UWKE

No Chart Change Notices for Airport UWKJ

No Chart Change Notices for Airport UWKS

No Chart Change Notices for Airport UWLL

No Chart Change Notices for Airport UWLW

No Chart Change Notices for Airport UWOO

Terminal Chart Change Notices

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Notice: After 20 Jan 2022, 0000Z, this data may no longer be valid

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No Chart Change Notices for Airport UWOR