

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UOOO

Terminal Charts For UOOO

Revision Letter For Cycle 05-2012

Change Notices

Notebook

General Information

Location: Norilsk Rus
IATA Code: NSK
Lat/Long: N69° 18.6' E087° 20.0'
Elevation: 594 ft

Airport Use: Public
Magnetic Variation: 18.7°E

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

Sunrise: 0102 Z
Sunset: 1141 Z,

Runway Information

Runway: 01
Length x Width: 11253 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 538 ft
Lighting: Edge, ALS

Runway: 19
Length x Width: 11253 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 571 ft
Lighting: Edge, ALS, TDZ

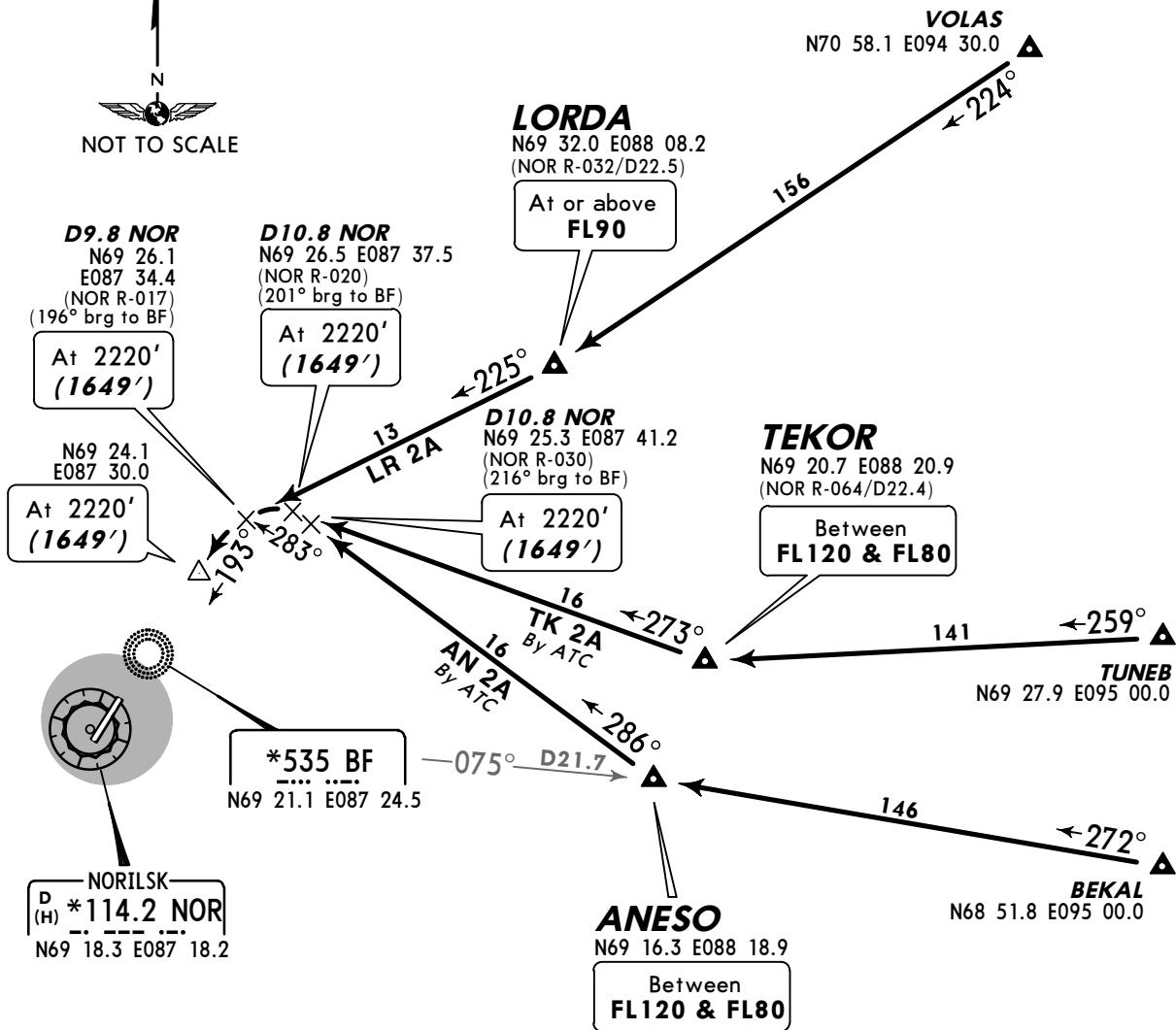
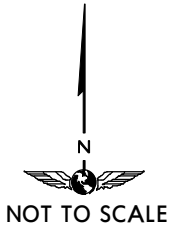
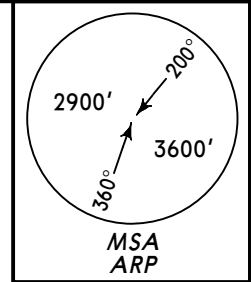
Communication Information

Norilsk Landing Tower 118.3
Norilsk Taxiing Ground Control 121.7
Norilsk Control Approach Control 132.5
Norilsk Krug Radar 120.4

*NORILSK Control (ASR) 132.5 124.0X	<i>Apt Elev</i> 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')
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**AN 2A, LR 2A, TK 2A
RWY 19 ARRIVALS**

FOR RUSSIAN USERS ONLY

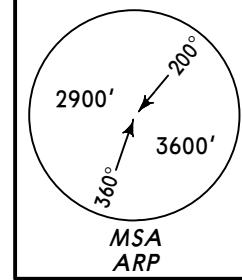


Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
ANESO	281°	18	201°	2220'(1649')
LORDA	224°	14	194°	2220'(1649')
TEKOR	268°	17	200°	2220'(1649')

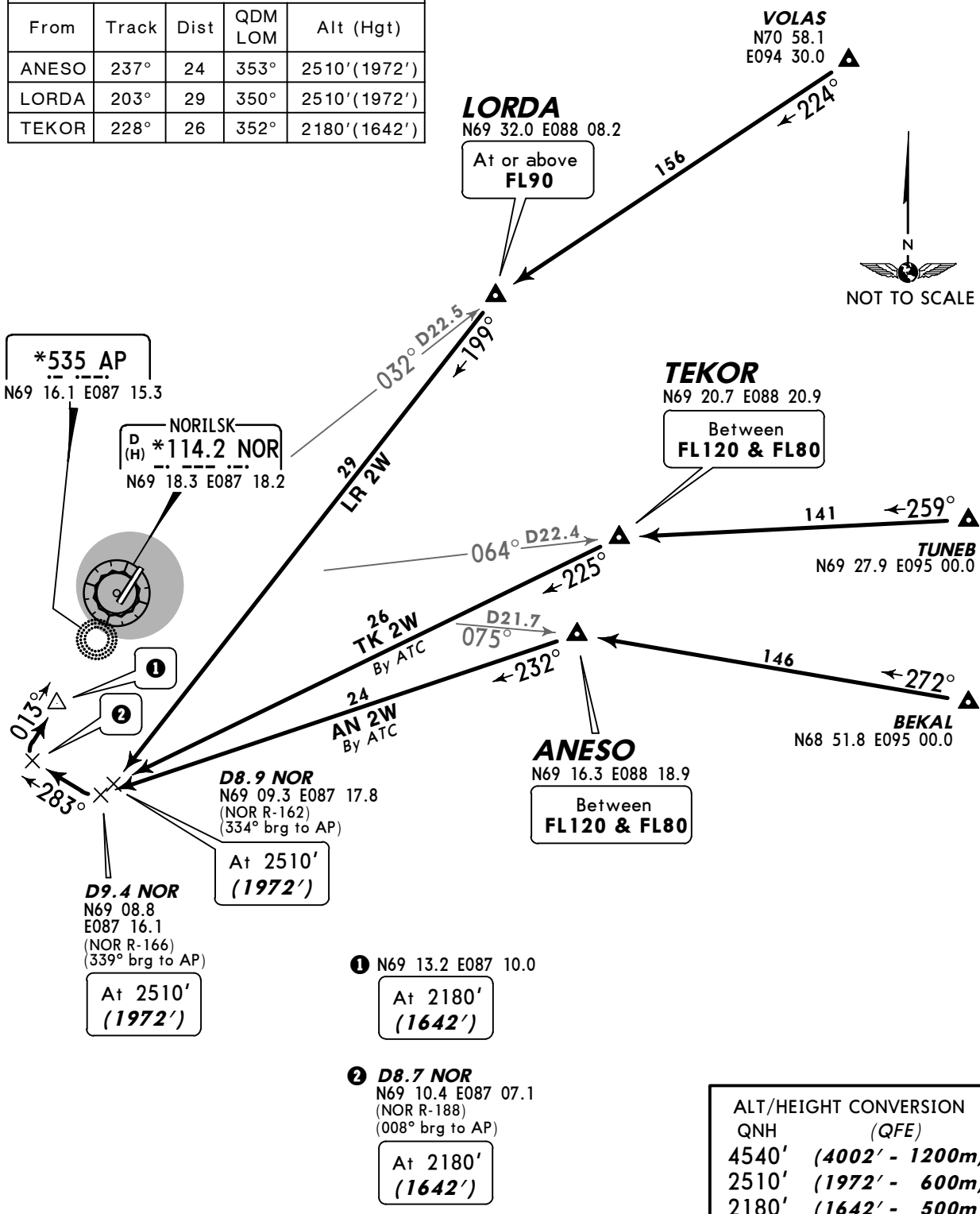
ALT/HEIGHT CONVERSION
QNH (QFE)
4540' (3969' - 1200m)
2220' (1649' - 500m)

*NORILSK Control (ASR) 132.5 124.0X	<i>Apt Elev</i> 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' (4002')
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**AN 2W, LR 2W, TK 2W
RWY 01 ARRIVALS**
FOR RUSSIAN USERS ONLY



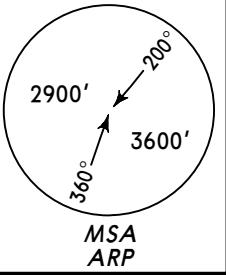
Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
ANESO	237°	24	353°	2510'(1972')
LORDA	203°	29	350°	2510'(1972')
TEKOR	228°	26	352°	2180'(1642')



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')

*NORILSK Control (ASR)
132.5 124.0X

Apt Elev
594'



GN 2A, OR 2A, RL 2A, SB 2A
RWY 19 ARRIVALS

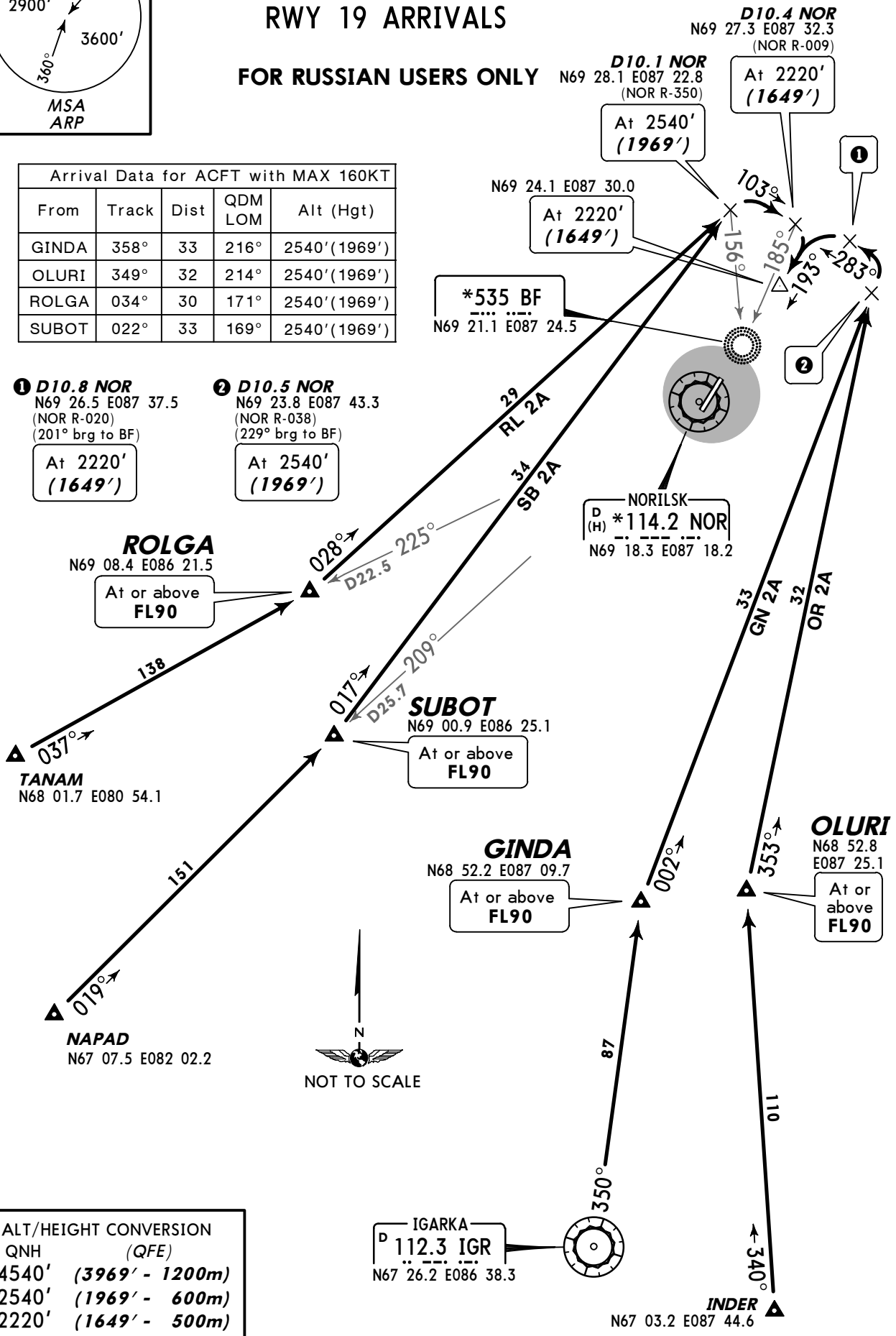
FOR RUSSIAN USERS ONLY

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')
ROLGA	034°	30	171°	2540'(1969')
SUBOT	022°	33	169°	2540'(1969')

① D10.8 NOR
N69 26.5 E087 37.5
(NOR R-020)
(201° brg to BF)
At 2220'
(1649')

② D10.5 NOR
N69 23.8 E087 43.3
(NOR R-038)
(229° brg to BF)
At 2540'
(1969')



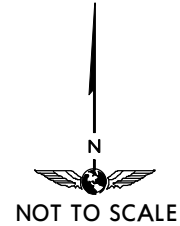
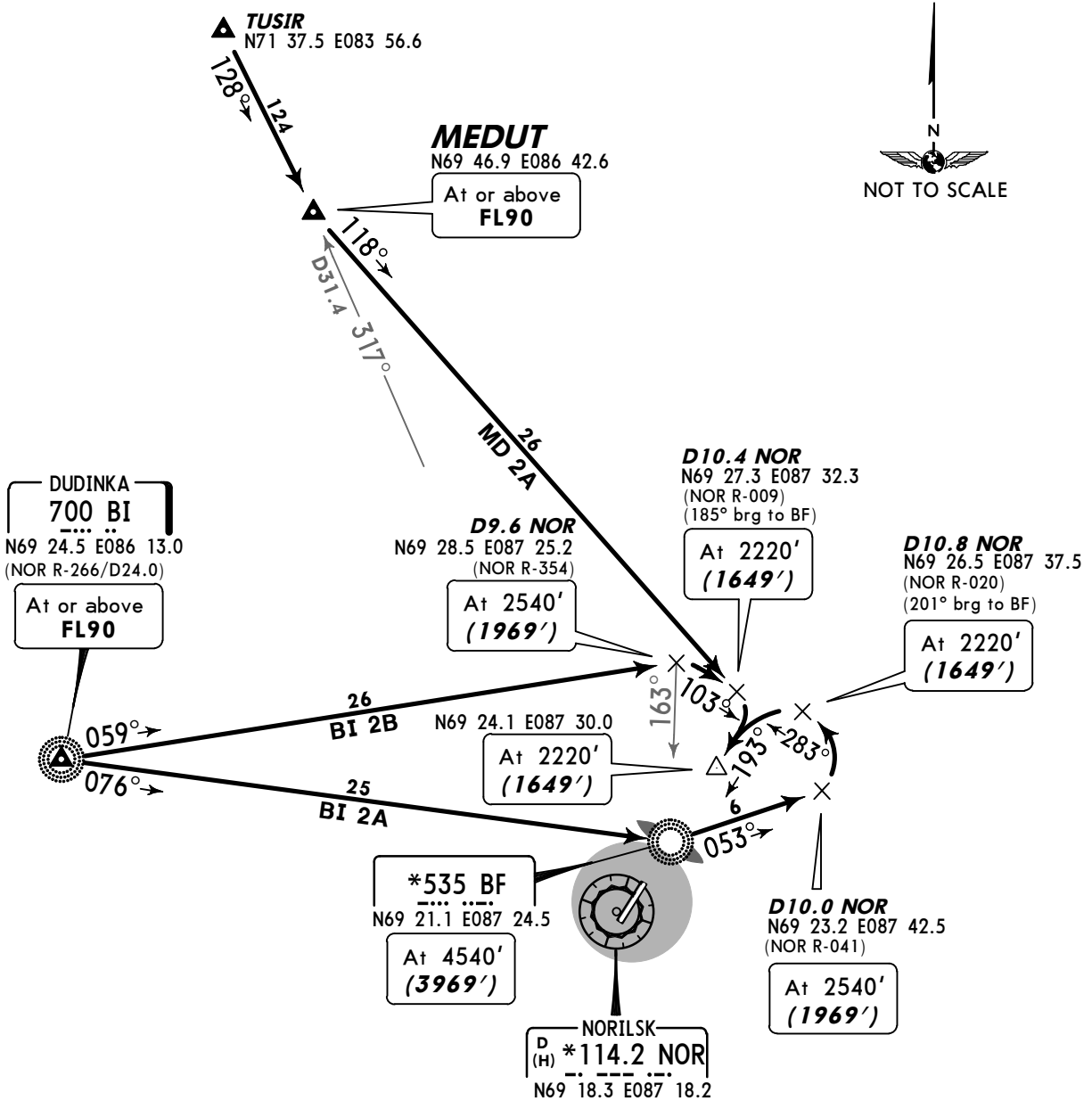
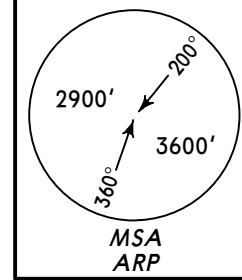
ALT/HEIGHT CONVERSION
QNH (QFE)

4540'	(3969' - 1200m)
2540'	(1969' - 600m)
2220'	(1649' - 500m)

*NORILSK Control (ASR) 132.5 124.0X	<i>Apt Elev</i> 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')
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**BI 2A, BI 2B, MD 2A
RWY 19 ARRIVALS**

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH (QFE)

4540'	(3969' - 1200m)
2540'	(1969' - 600m)
2220'	(1649' - 500m)

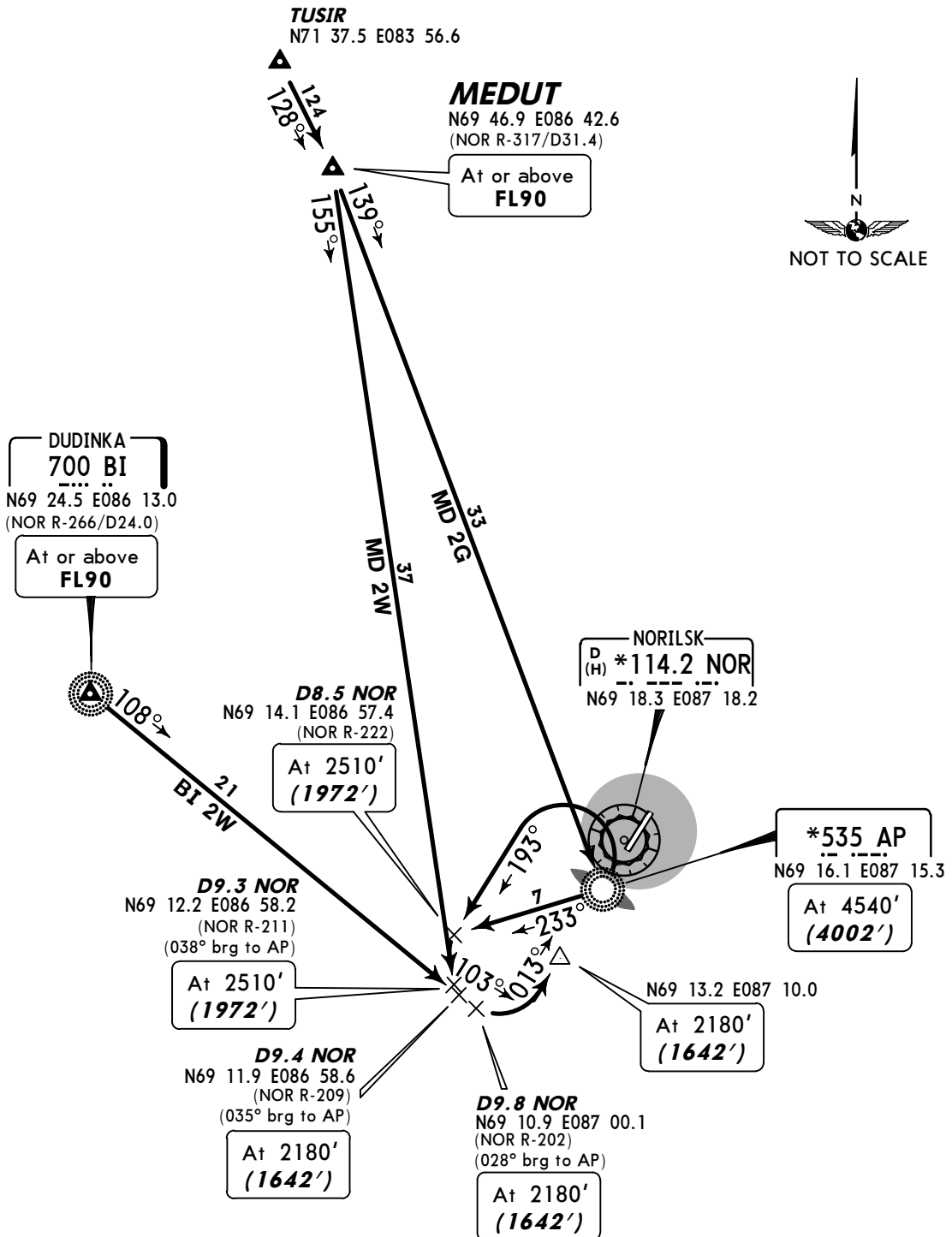
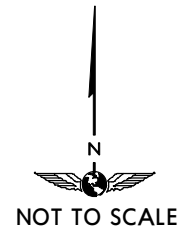
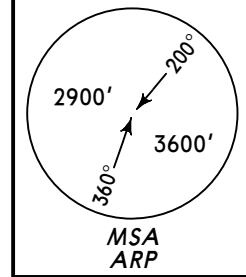
Arrival Data for ACFT with MAX 160KT

From	Track	Dist	QDM LOM	Alt (Hgt)
BI	066°	27	175°	2540'(1969')
MEDUT	121°	27	187°	2220'(1649')

*NORILSK Control (ASR) 132.5 124.0X	<i>Apt Elev</i> 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' (4002')
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**BI 2W, MD 2G, MD 2W
RWY 01 ARRIVALS**

FOR RUSSIAN USERS ONLY



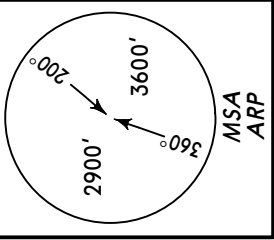
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4540'	(4002' - 1200m)
2510'	(1972' - 600m)
2180'	(1642' - 500m)

Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
BI	105°	22	026°	2180'(1642')
MEDUT	149°	35	032°	2510'(1972')

*NORILSK Control (ASR)
132.5 124.0X

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')



**AN 1A, BI 1A
LR 1A, MD 1A, TK 1A
RWY 19 DEPARTURES**

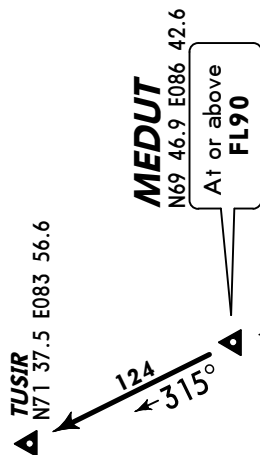
FOR RUSSIAN USERS ONLY

These SIDs require minimum climb gradients of

- AN 1A, TK 1A:** 4.6% up to FL80 at ANESO or TEKOR.
- LR 1A:** 4.7% up to FL90 at LORDA.
- MD 1A:** 4% up to FL90 at MEDUT.

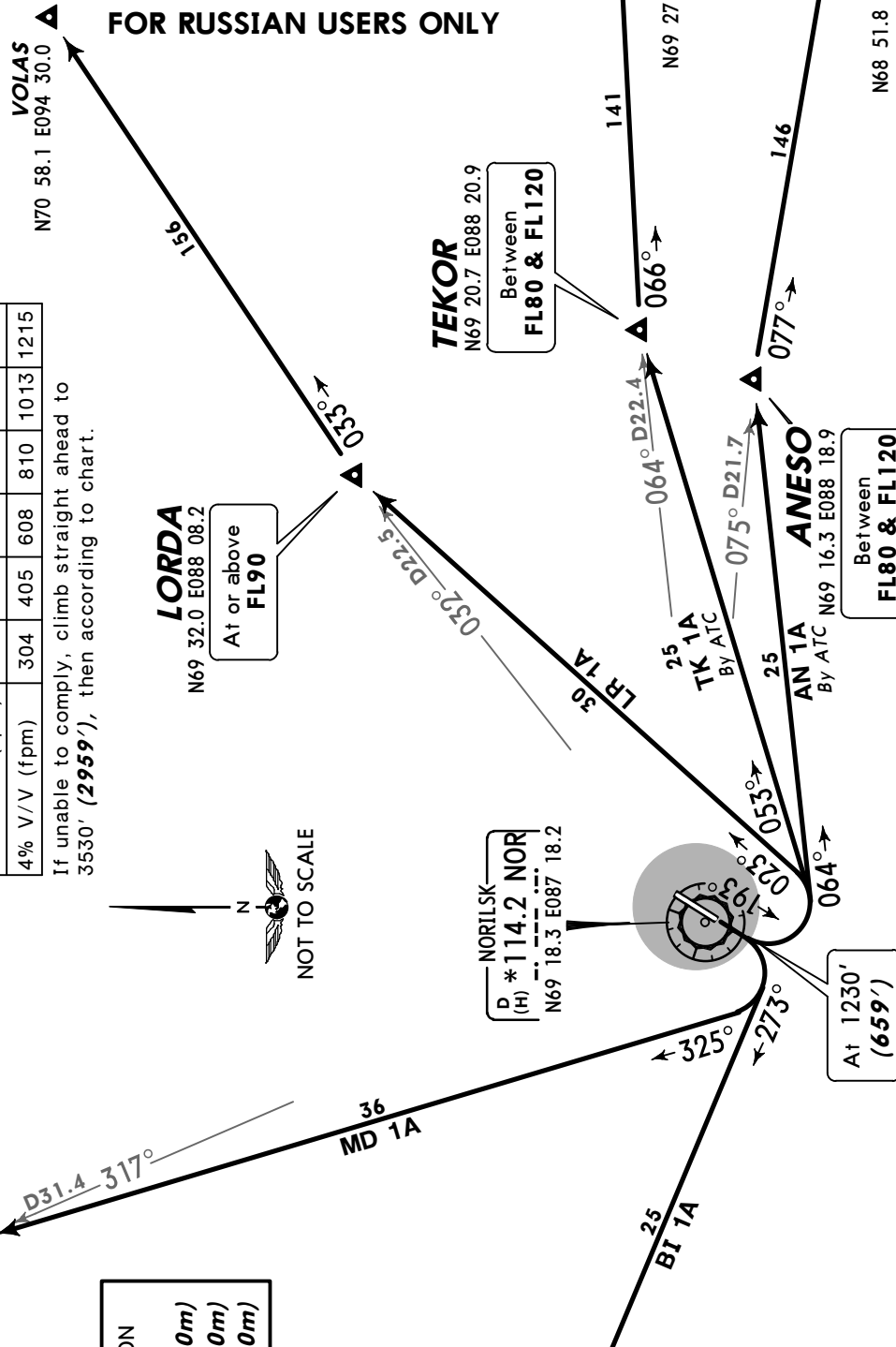
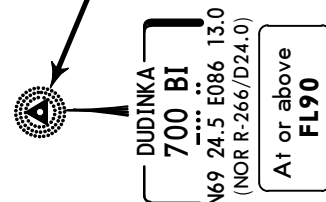
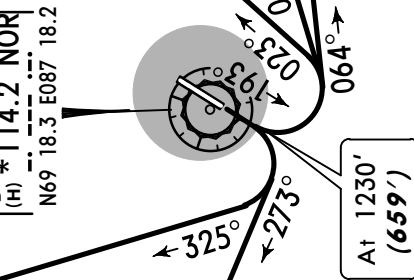
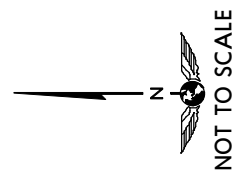
Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
4.6% V/V (fpm)	349	466	699	932	1165	1398
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply, climb straight ahead to 3530' (2959'), then according to chart.



ALT/HEIGHT CONVERSION

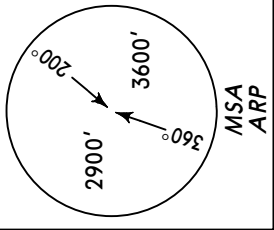
QNH (QFE)	
1230'	(659' - 200m)
3530'	(2959' - 900m)
4540'	(3969' - 1200m)



*NORILSK Control (ASR)
132.5 124.0X

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' (4002')



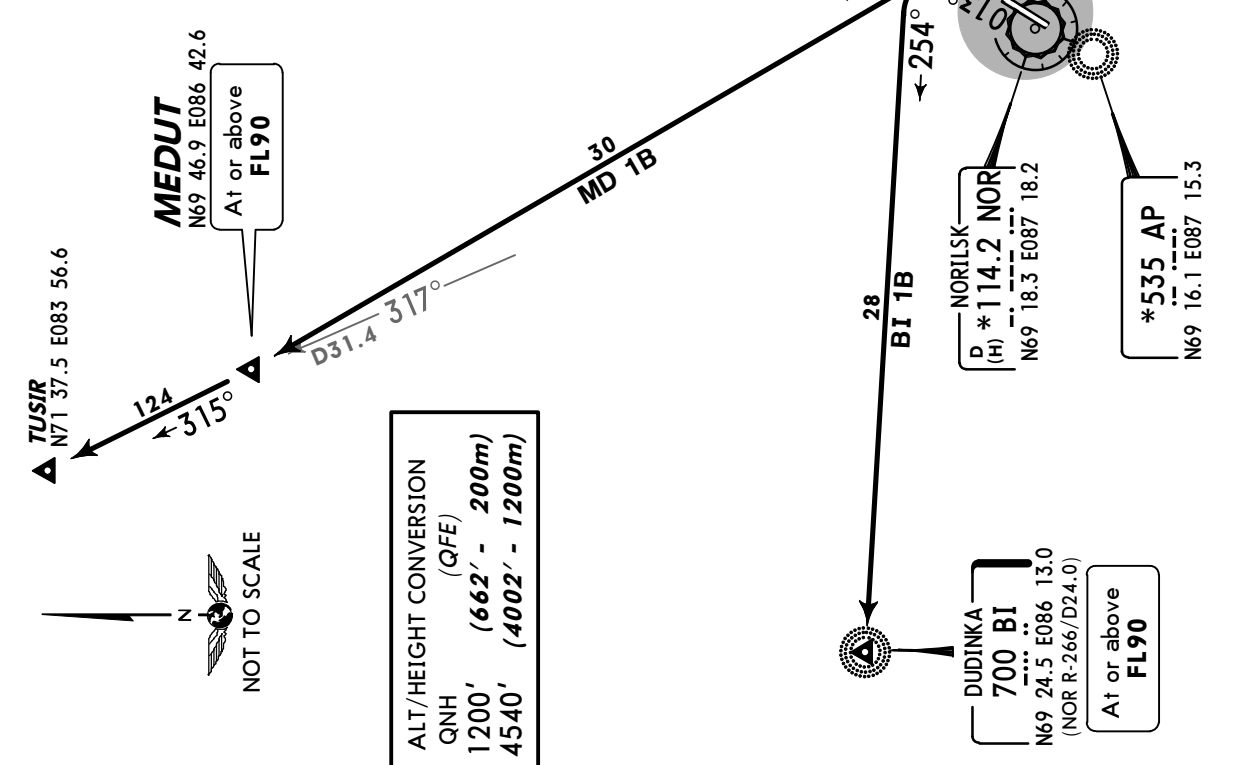
**AN 1B, BI 1B
LR 1B, MD 1B, TK 1B
RWY 01 DEPARTURES**

FOR RUSSIAN USERS ONLY

These SIDs require minimum climb gradients of

- AN 1B, TK 1B:** 5.6% up to FL80 at ANESO or TEKOR.
- If unable to comply, perform LEFT climbing turn via AP, then proceed to ANESO or TEKOR.
- BI 1B:** 5.1% up to FL90 at BI.
- LR 1B:** 6.2% up to FL90 at LORDA.
- MD 1B:** 4.4% up to FL90 at MEDUT.
- If unable to comply, perform LEFT climbing turn via AP, then proceed to BI or LORDA.

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884
5.6% V/V (fpm)	425	567	851	1134	1418	1701
5.1% V/V (fpm)	387	516	775	1033	1291	1549
4.4% V/V (fpm)	334	446	668	891	1114	1337



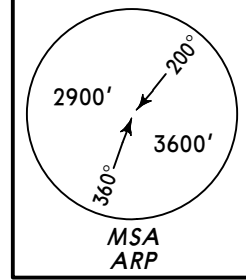
ALT/HEIGHT CONVERSION (QFE)

1200'	(662' - 200m)
4540'	(4002' - 1200m)

*NORILSK Control (ASR) 132.5 124.0X	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 1A, OR 1A, RL 1A, SB 1A
RWY 19 DEPARTURES**

FOR RUSSIAN USERS ONLY



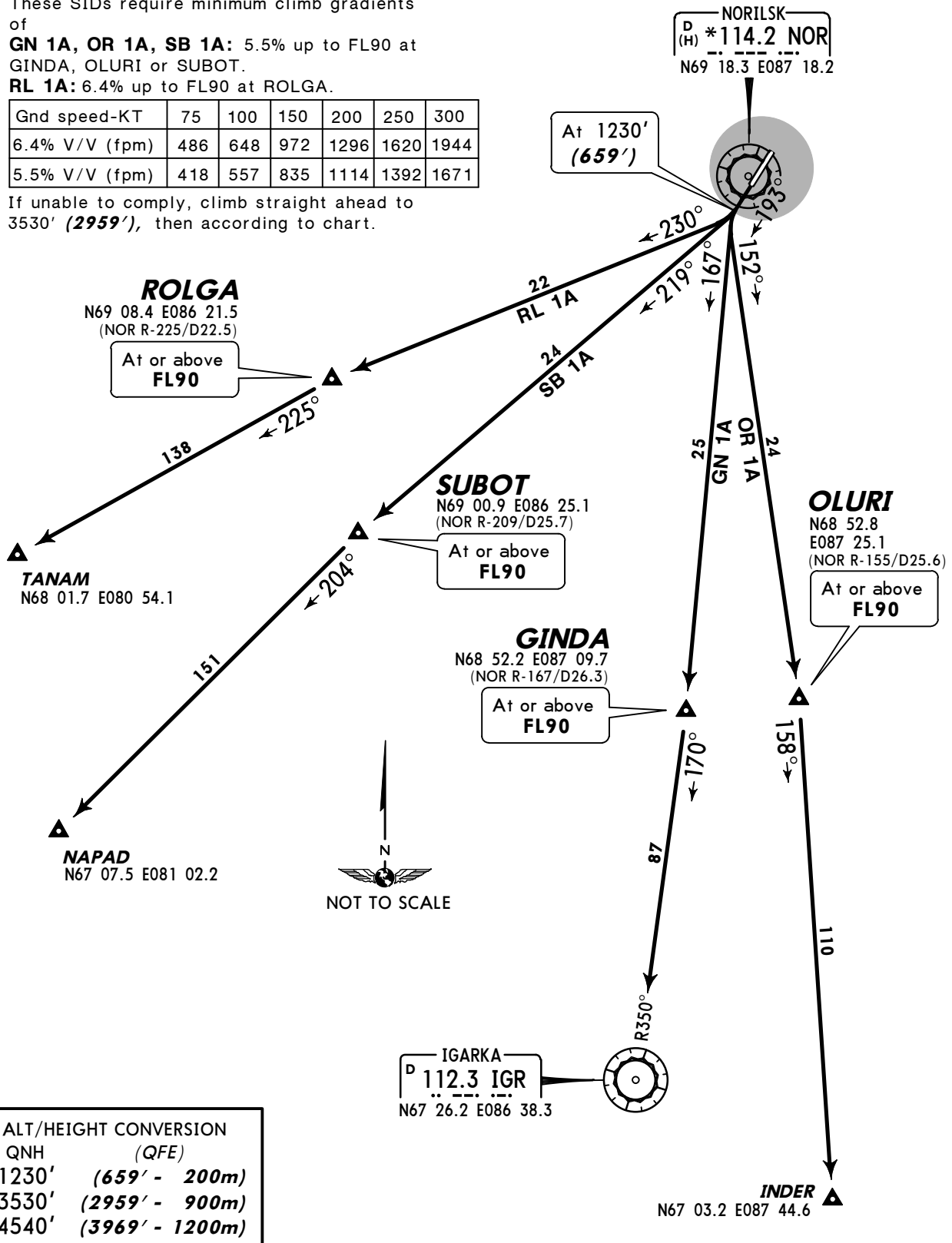
These SIDs require minimum climb gradients of

GN 1A, OR 1A, SB 1A: 5.5% up to FL90 at GINDA, OLURI or SUBOT.

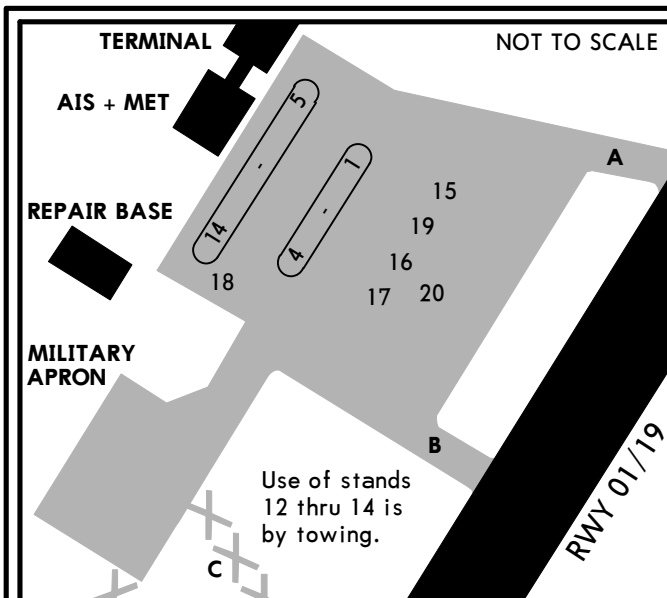
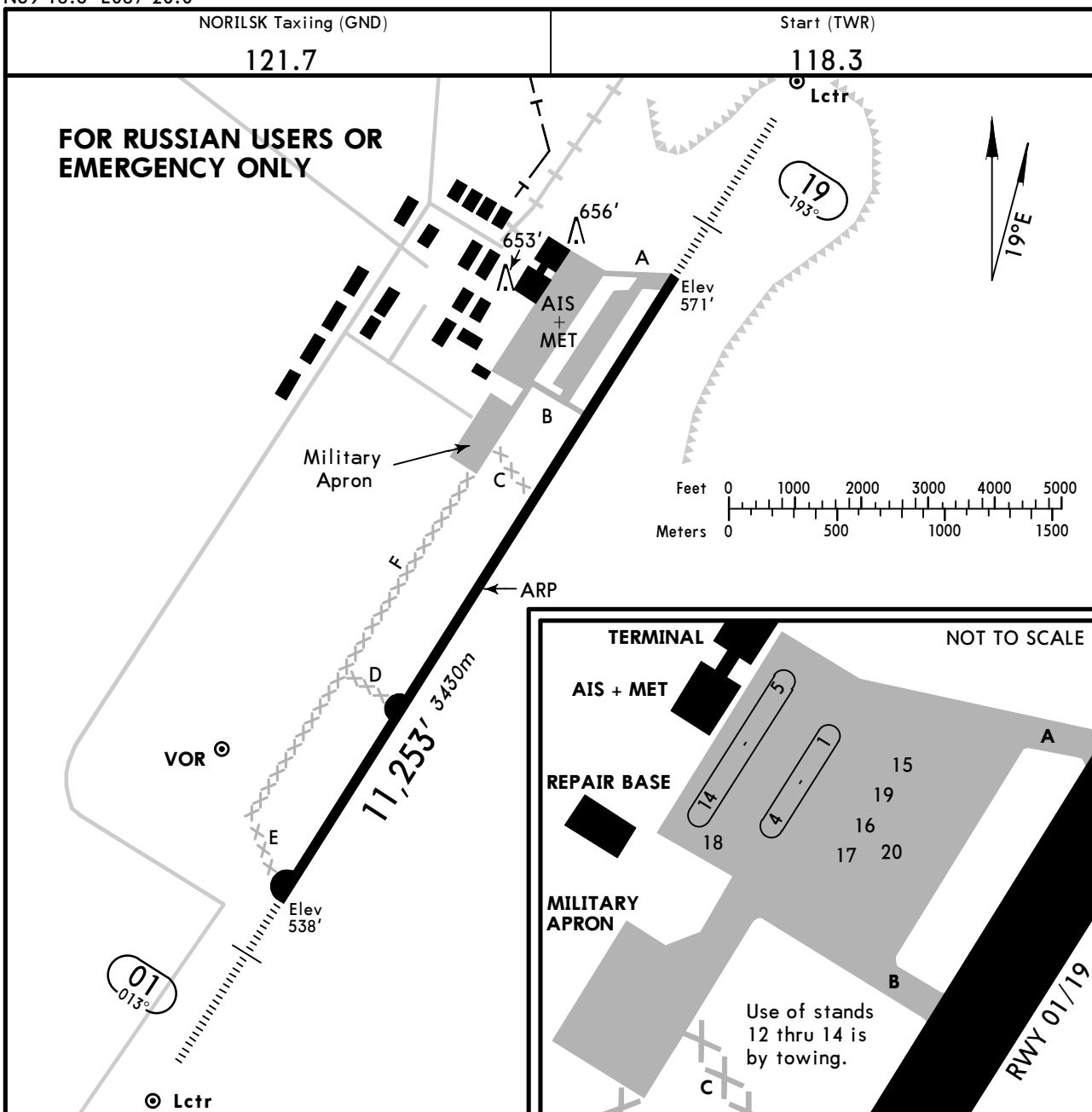
RL 1A: 6.4% up to FL90 at ROLGA.

Gnd speed-KT	75	100	150	200	250	300
6.4% V/V (fpm)	486	648	972	1296	1620	1944
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply, climb straight ahead to 3530' (2959'), then according to chart.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1230'	(659' - 200m)
3530'	(2959' - 900m)
4540'	(3969' - 1200m)



GENERAL

RWY slope is beyond limits. Use extreme caution during landing.
 Take-offs and landings for CAT B, C and D acct shall be carried out when the crosswind speed is 0.85 of the maximum value, at that the value of the crosswind component shall be reduced by 1m per sec under the appropriate friction coefficient specified in the AOM.

ADDITIONAL RUNWAY INFORMATION

RWY	LANDING BEYOND			USABLE LENGTHS		WIDTH
				TAKE-OFF		
01	HIRL (60m)	HIALS	PAPI-L (angle 2.67°)	10,170' 3100m	10,925' 3330m ①	148'
19	HIRL (60m)	HIALS	TDZ PAPI-L (angle 2.67°)	10,072' 3070m		45m

① First 328'/100m unusable for take-off.

TAKE-OFF

**AIR CARRIER (JAA)
 All Rwy's**

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

STRAIGHT-IN RWY		A	B	C	D
01	ILS	738' (200')	738' (200')	768' (230')	768' (230')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	840' (302')	870' (332')	870' (332')	870' (332')
	FULL	R750m	R800m	R800m	R800m
	Limited	R1400m	R1500m	R1500m	R1500m
	ALS out				
19	ILS	771' (200')	771' (200')	801' (230')	801' (230')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	920' (349')	920' (349')	920' (349')	920' (349')
	FULL	R900m	R900m	R900m	R900m
	Limited	R1500m	R1500m	R1600m	R1600m
	ALS out				

① Continuous Descent Final Approach.

TAKE-OFF RWY 01, 19

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

NORILSK Control (APP) 132.5		NORILSK Radar 120.4		NORILSK Start (TWR) 118.3		Ground 121.7	
LOC IAP 109.5	Final Apch Crs 013°	GS LOM 1194' (656')	ILS DA(H) Refer to Minimums	Apt Elev 594'			
NDB AP 535		Minimum Alt D5.8 NOR 2180' (1642')	NDB MDA(H) Refer to Minimums	RWY 538'			

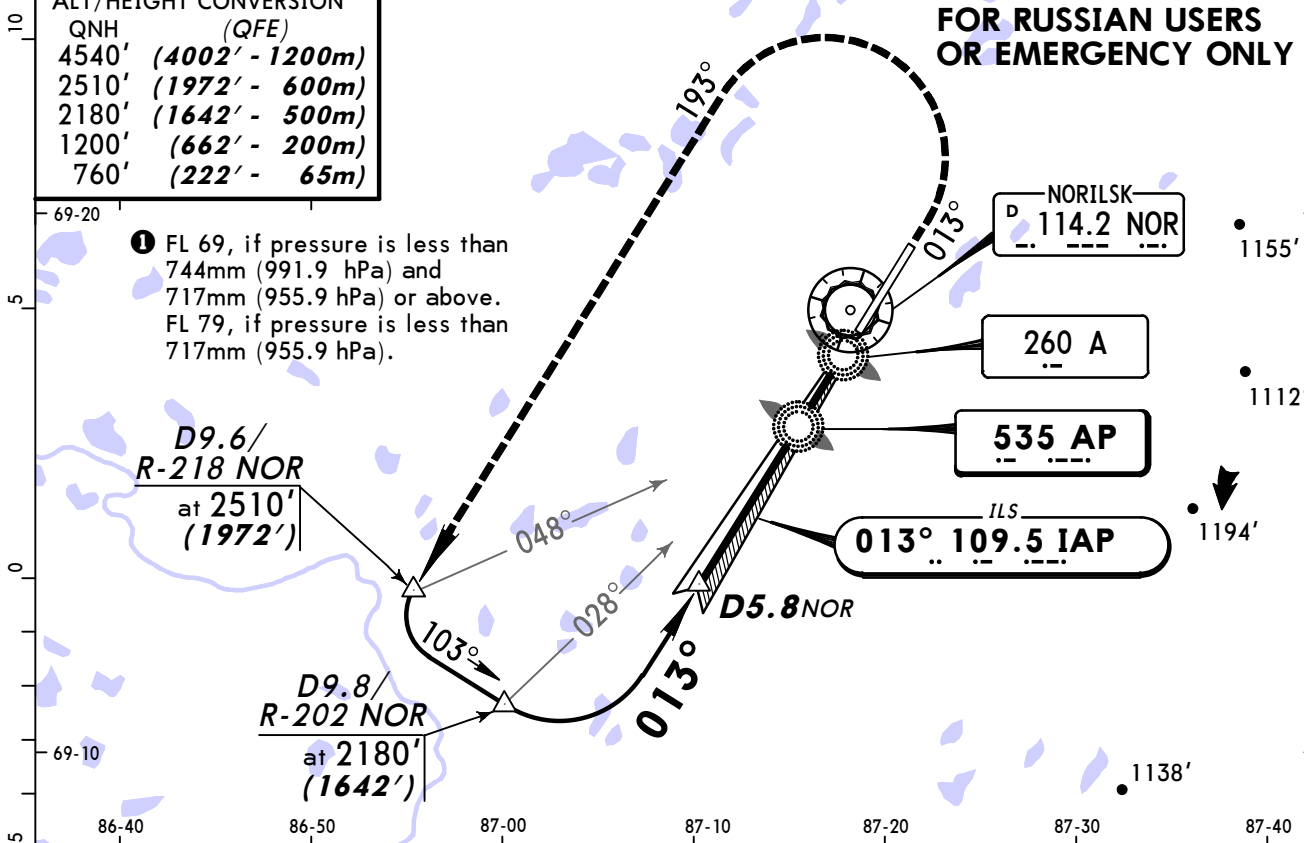
MISSED APCH: Climb on 013° to 1200' (662'), then turn LEFT onto 193° climbing to 2510' (1972'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 **1** Trans alt: 4540' (**4002'**)

ALT/HEIGHT CONVERSION

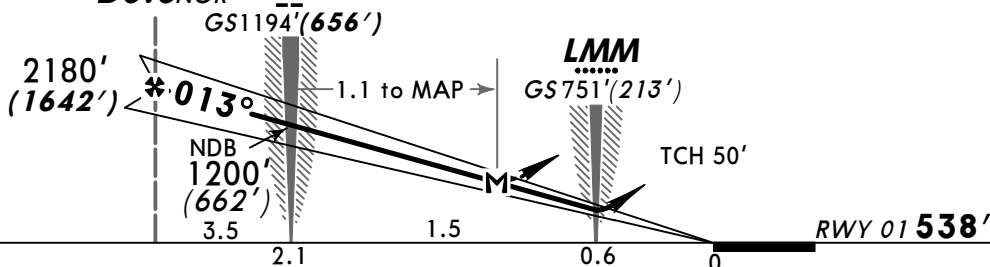
QNH	(QFE)
4540'	(4002' - 1200m)
2510'	(1972' - 600m)
2180'	(1642' - 500m)
1200'	(662' - 200m)
760'	(222' - 65m)

FOR RUSSIAN USERS OR EMERGENCY ONLY



1 FL 69, if pressure is less than 744mm (991.9 hPa) and 717mm (955.9 hPa) or above. FL 79, if pressure is less than 717mm (955.9 hPa).

D5.8 NOR LOM



Gnd speed-Kts	70	90	100	120	140	160		1200' (662') on 013°	193° LT	2510' (1972')
ILS GS or NDB Desc angle	2.67°	336	432	480	576	671		767		
LOM to MAP	1.1	0:57	0:44	0:40	0:33	0:28	0:25			

ILS		STRAIGHT-IN LANDING RWY 01		NDB	
DA(H)	AB: 738' (200') CD: 768' (230')	LOC (GS out)		MDA(H)	A: 840' (302') BCD: 870' (332')
FULL	ALS out				ALS out
A					
B				1200m	
C	800m	1200m	NOT AUTHORIZED	1900m	
D				1600m	

Chart changes since cycle 04-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
NORILSK, (ALYKEL - U000)				
REV	GN, OR, RL & SB 2A ARRS	10-2B	24 Feb 2012	08 Mar 2012
REV	GN, OR, RL & SB 2W ARRS	10-2C	24 Feb 2012	08 Mar 2012
REV	GN, OR, RL & SB 1A DEPS	10-3B	24 Feb 2012	08 Mar 2012
REV	GN, OR, RL & SB 1B DEPS	10-3C	24 Feb 2012	08 Mar 2012

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UOOO

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jepesen.com/eurasiachange.