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Airport Information For ULAA

Terminal Charts For ULAA

Revision Letter For Cycle 08-2026

Change Notices

Notebook

General Information

Location: ARKHANGELSK RUS
ICAO/IATA: ULAA / ARH
Lat/Long: N64° 36.02', E040° 43.00'
Elevation: 62 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 18.0° E

Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0033 Z
Sunset: 1755 Z

Runway Information

Runway: 08
Length x Width: 8212 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 57 ft
Lighting: Edge, ALS

Runway: 26
Length x Width: 8212 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 56 ft
Lighting: Edge, ALS

Communication Information

Arkhangelsk Approach: 124.000 Secondary
Arkhangelsk Approach: 122.000
Arkhangelsk Approach: 129.000 Secondary

ULAA/ARH
TALAGI

JEPPESEN

5 DEC 25

10-1P

ARKHANGELSK, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*ATIS 130.675
126.675 (Russian)

1.2. COMMUNICATION FAILURE PROCEDURES

In all cases, listen to information and ATIS unit instructions on LOM frequency 690kHz.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR is less than 550m.

The flight crew will be informed when LVP are in progress by ATIS or ATIS unit by phrase:

"LVP in progress, check your minimums."

Taxi routes shall be assigned by TWR controller.

Follow-me car or towing shall be provided by flight crew's request.

Flight crews shall be responsible for RWY incursion and for adherence to the assigned taxi routes during taxiing in the maneuvering area.

The following is prohibited during LVO:

- take-off not from the RWY beginning.
- take-off without stop on the line-up position.

1.4. TAXI PROCEDURES

Taxiing and towing on the maneuvering area and change of taxi route without clearance of TWR controller prohibited.

ACFT with MTOM over 30t U-turn permitted only in the area of TWY A1 and A6.

Taxiing of ACFT with wingspan of more the 123'/37.5m along western part of the apron between stand 7 and stand 13 is prohibited.

1.5. PARKING INFORMATION

Taxiing to and from stands shall be carried out by clearance of TWR controller. Enter stands by marshaller instructions.

1.6. OTHER INFORMATION

Bird in vicinity of APT.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure after entry into Arkhangelsk/Talagi CTA, continue to proceed at last assigned flight level cleared by ATC unit controller towards LOM.

Descending for approach shall be commenced after crossing LOM not earlier than estimated time of arrival (ETA) according to out-of-sequence approach pattern.

Landing shall be carried out not later than 30 minutes after ETA.

ULAA/ARH
TALAGI

JEPPESEN

5 DEC 25

10-1P1

ARKHANGELSK, RUSSIA
AIRPORT BRIEFING

3. DEPARTURE

3.1. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure after take-off (if at 500'/200m, communication with ARKHANGELSK Approach is not established) continue to climb to aerodrome traffic circuit height, proceed in accordance with approach pattern and land, or proceed to destination or alternate aerodrome depending on meteorological conditions and landing weight.

If necessary, on pilots decision, proceed along the route to alternate aerodrome indicated in flight plan without radio communication at one of flight levels FL140, FL150 or FL240, FL250 assigned for flights without radio communication depending on flight direction.

In case of radio communication failure during climbing to flight level (altitude), proceed at last altitude (FL) assigned by controller to CTA exit and then climb to assigned FL (according to flight plan, repetitive flight plan).

In case of radio communication failure during IFR flight, when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome according to flight plan. In this case maintain assigned FL till joining radio navigation facility of the planned landing aerodrome and initiate descending at ETA or, as close as possible to ETA, indicated in flight plan.

Approach shall be carried out with respect to procedure established for specified navigation facility. As far as possible landing shall be carried out within 30minutes after ETA.

**ULAA/ARH
TALAGI**

JEPPESEN
11 APR 25 **10-1R** Eff 17 Apr

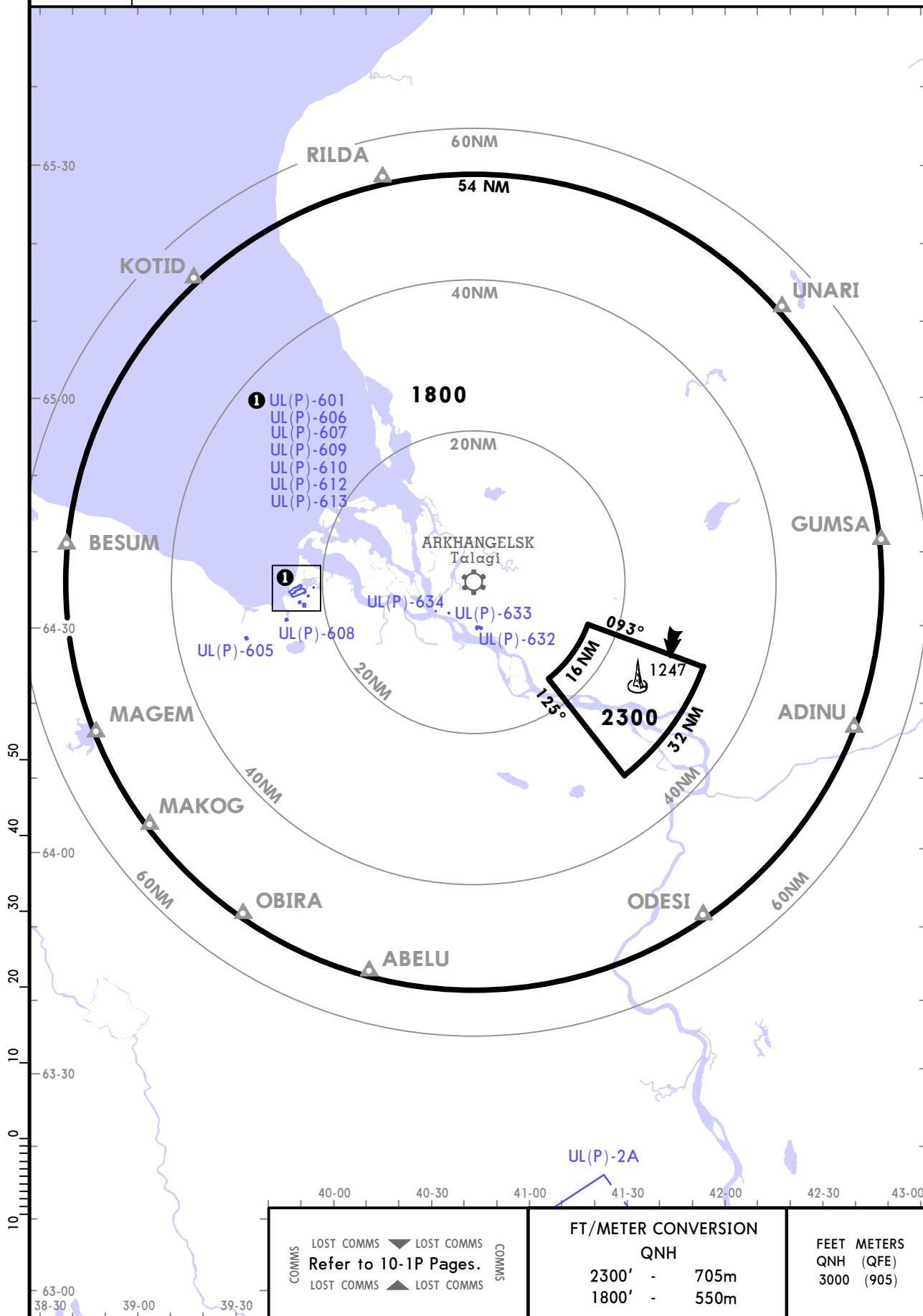
ARKHANGELSK, RUSSIA
RADAR MINIMUM ALTITUDES

Apt Elev
64

Alt Set: hPa (MM on request)
Trans level: FL040
FL050 if pressure is less than 1013 hPa (760 mm)
FL060 if pressure is less than 977 hPa (733 mm)

Trans alt: 3000

1. Chart only to be used for cross-checking of altitudes assigned while under RADAR control.
2. When vectoring is carried out under low-temperature conditions, minimum vectoring altitudes must be corrected by altimeter temperature correction.



COMMS LOST COMMS
Refer to 10-1P Pages.
COMMS LOST COMMS

FT/METER CONVERSION	
QNH	
2300'	705m
1800'	550m

FEET METERS	
QNH (QFE)	
3000	(905)

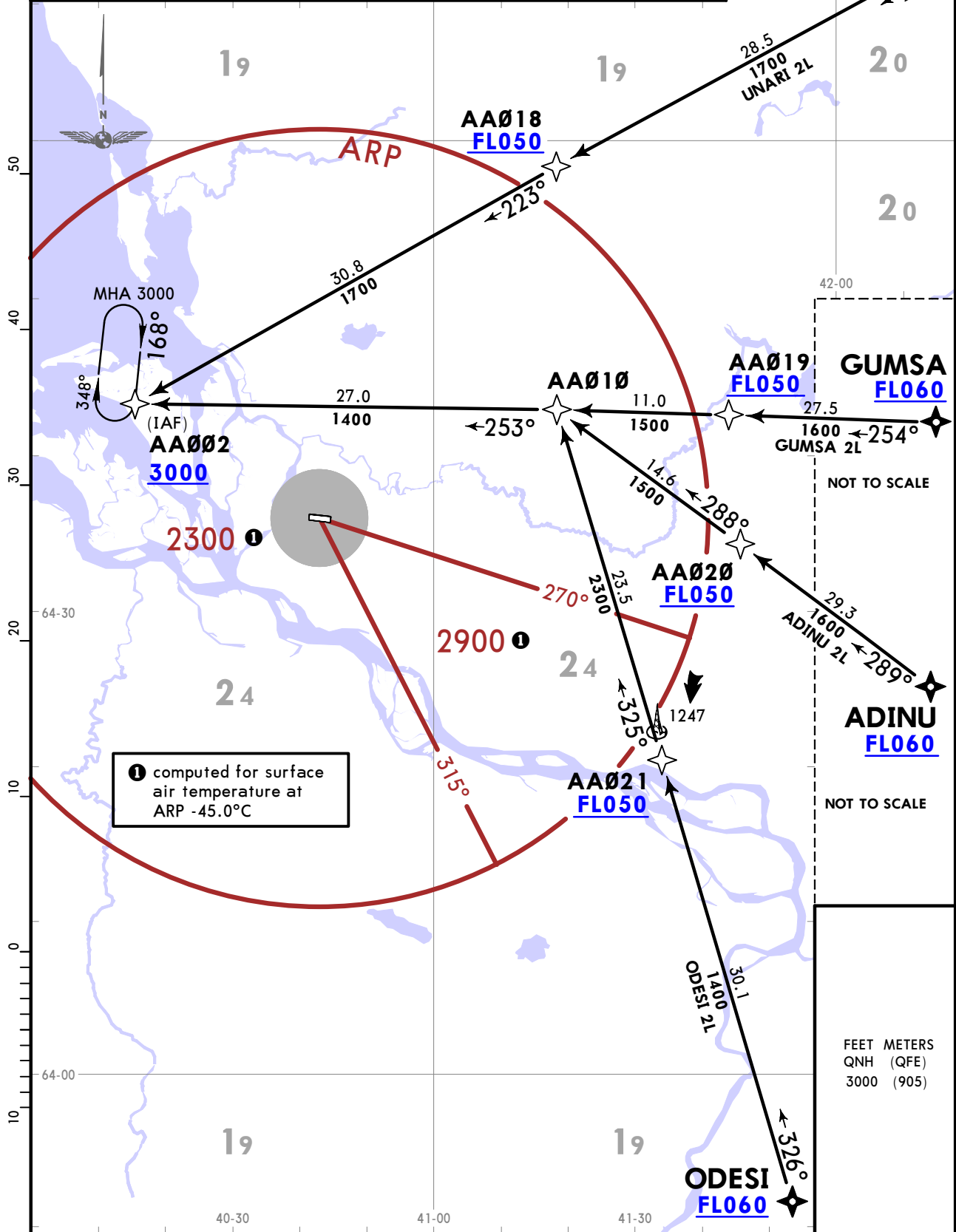
ULAA/ARH TALAGI

JEPPESSEN
11 APR 25 **10-2** Eff 17 Apr

ARKHANGELSK, RUSSIA
RNAV STAR

*ATIS 130.675 (Russian 126.675)	Apt Elev 64	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760 mm) FL060 if pressure is less than 977 hPa (733 mm)
RNAV 1 GNSS required		
Expect 'Direct to' procedure.		

**ADINU 2L [ADIN2L], GUMSA 2L [GUMS2L]
ODESI 2L [ODES2L], UNARI 2L [UNAR2L]
RNAV ARRIVALS
(RWY 08)**



① computed for surface air temperature at ARP -45.0°C

FEET METERS
QNH (QFE)
3000 (905)

ULAA/ARH
TALAGI

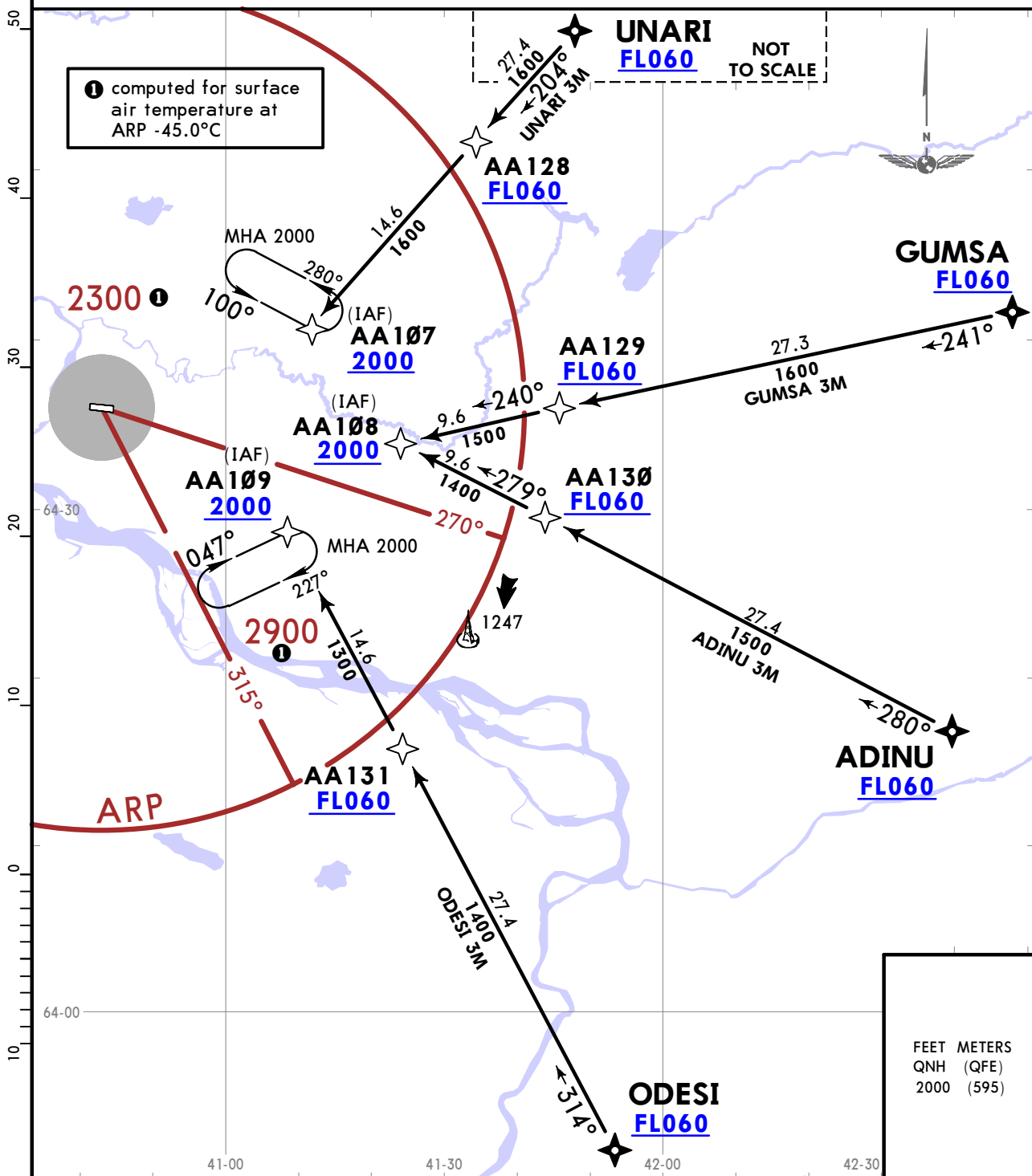
JEPPESEN
11 APR 25 10-2A Eff 17 Apr

ARKHANGELSK, RUSSIA

RNAV STAR

*ATIS 130.675 (Russian 126.675)	Apt Elev 64	Alt Set: hPa (MM on request) Trans level: FL040
		FL050 if pressure is less than 1013 hPa (760 mm) FL060 if pressure is less than 977 hPa (733 mm)
		RNAV 1 GNSS required
		Expect 'Direct to' procedure.

ADINU 3M [ADIN3M]
GUMSA 3M [GUMS3M]
ODESI 3M [ODES3M]
UNARI 3M [UNAR3M]
RNAV ARRIVALS
(RWY 26)



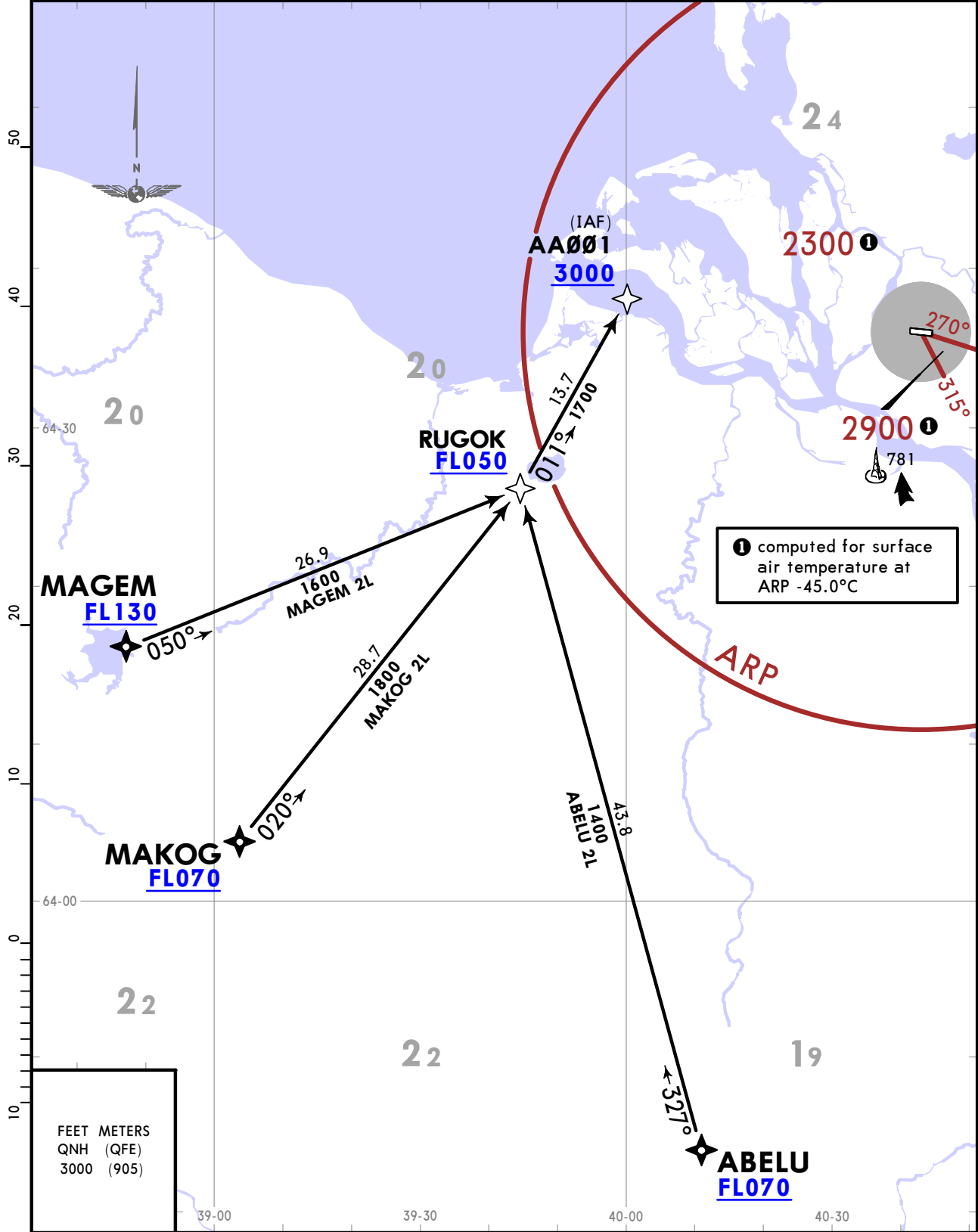
**ULAA/ARH
TALAGI**

JEPPESEN
11 APR 25 **(10-2B)** **Eff 17 Apr**

ARKHANGELSK, RUSSIA
RNAV STAR

*ATIS 130.675 (Russian 126.675)	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760 mm) FL060 if pressure is less than 977 hPa (733 mm)
Apt Elev 64	RNAV 1 GNSS required Expect 'Direct to' procedure.

**ABELU 2L [ABEL2L], MAGEM 2L [MAGE2L]
MAKOG 2L [MAK02L]
RNAV ARRIVALS
(RWY 08)**



CHANGES: Apt elevation, MEAs.

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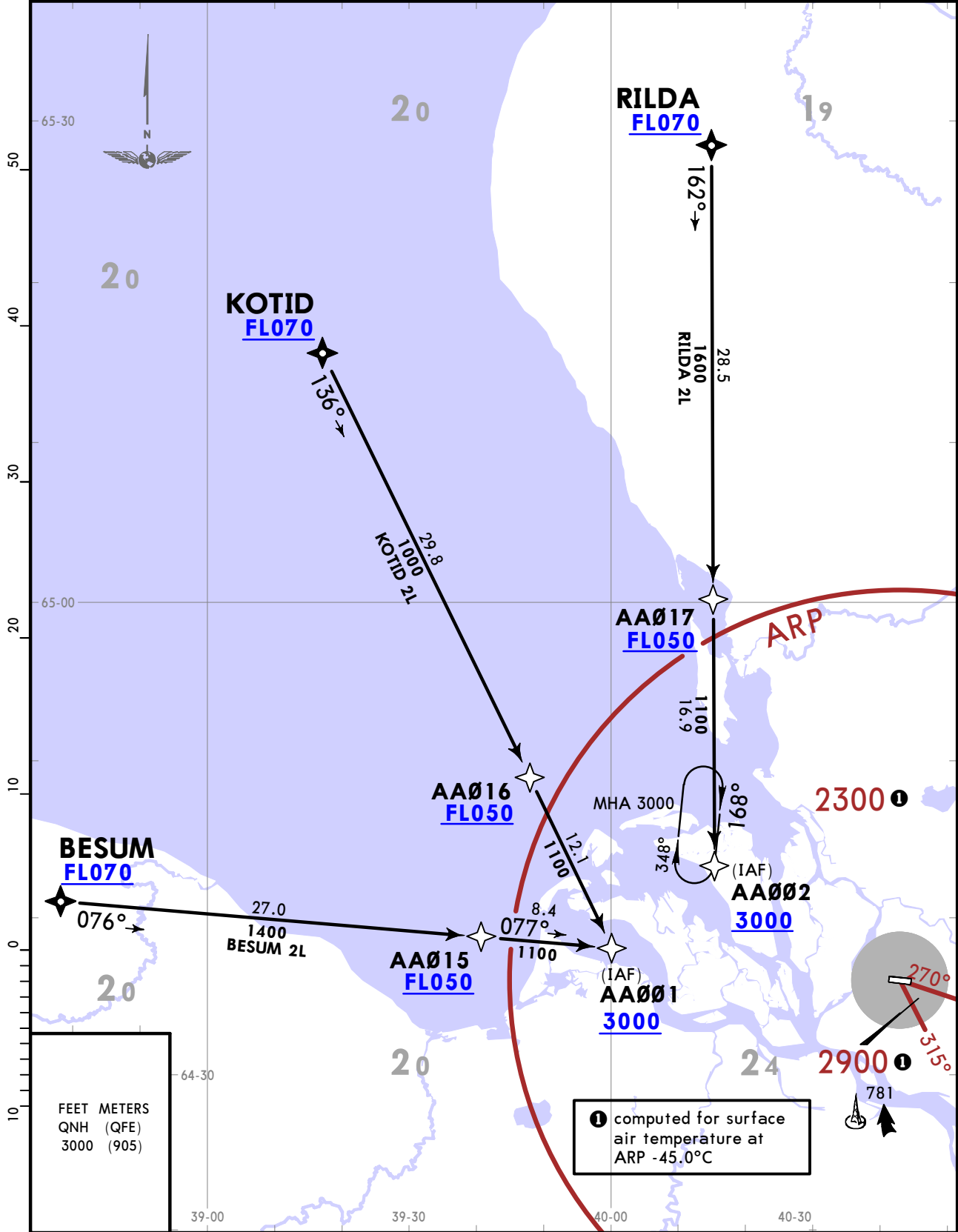
ULAA/ARH
TALAGI

JEPPESEN
11 APR 25 **(10-2D)** **Eff 17 Apr**

ARKHANGELSK, RUSSIA
RNAV STAR

*ATIS 130.675 (Russian 126.675)	Apt Elev 64	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760 mm) FL060 if pressure is less than 977 hPa (733 mm)
		RNAV 1 GNSS required Expect 'Direct to' procedure.

BESUM 2L [BESU2L], KOTID 2L [KOTI2L]
RILDA 2L [RILD2L]
RNAV ARRIVALS
(RWY 08)



ULAA/ARH
TALAGI

JEPPESEN
11 APR 25 **10-2E** **Eff 17 Apr**

ARKHANGELSK, RUSSIA
RNAV STAR

*ATIS 130.675 (Russian 126.675)	Apt Elev 64	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760 mm) FL060 if pressure is less than 977 hPa (733 mm)
		RNAV 1 GNSS required Expect 'Direct to' procedure.

BESUM 3M [BESU3M]
KOTID 3M [KOTI3M]
RILDA 3M [RILD3M]
RNAV ARRIVALS
(RWY 26)



ULAA/ARH TALAGI

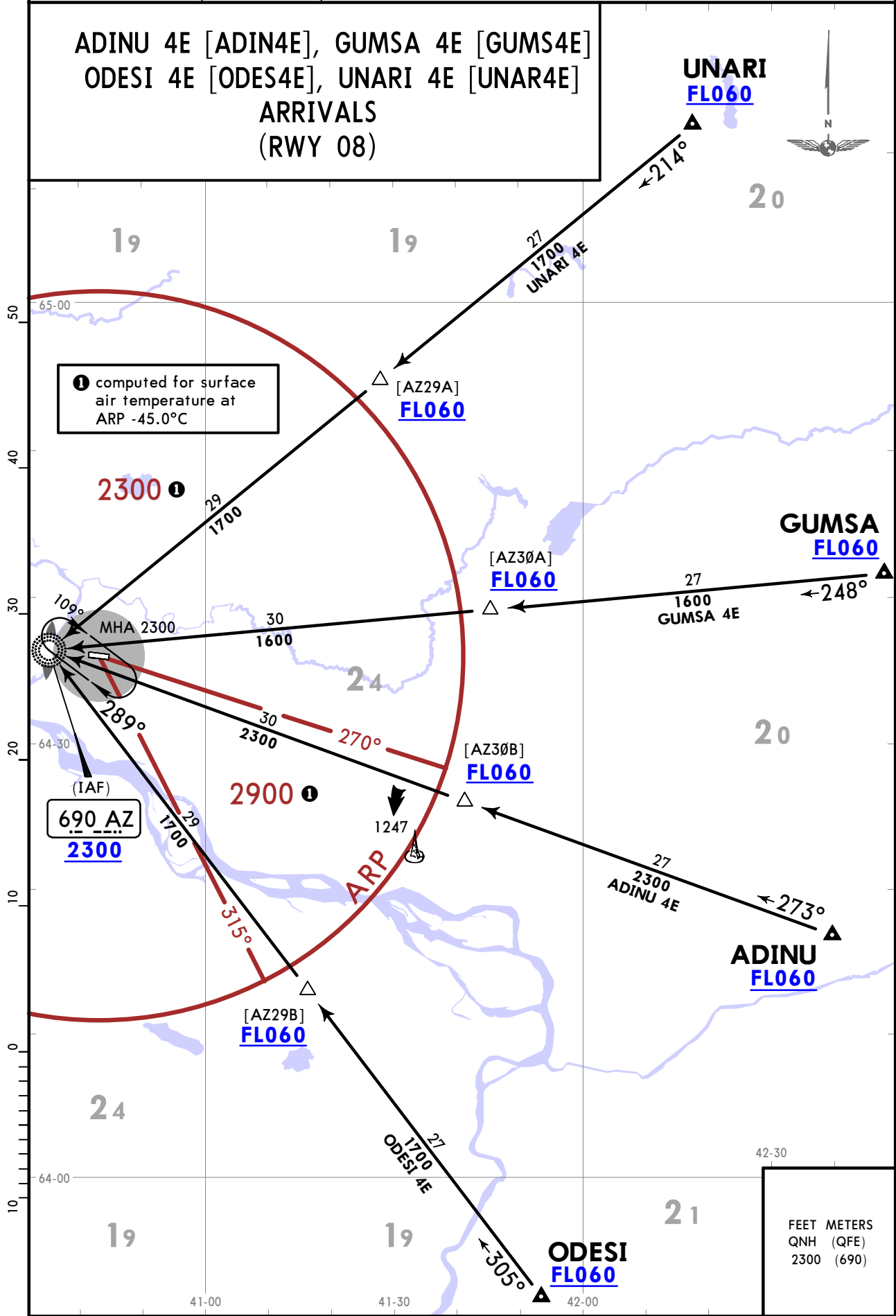
JEPPESEN
11 APR 25 **10-2F** Eff 17 Apr

ARKHANGELSK, RUSSIA

STAR

*ATIS 130.675 (Russian 126.675)	Apt Elev 64	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760 mm) FL060 if pressure is less than 977 hPa (733 mm) EXPECT 'Direct to' procedure.
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**ADINU 4E [ADIN4E], GUMSA 4E [GUMS4E]
ODESI 4E [ODES4E], UNARI 4E [UNAR4E]
ARRIVALS
(RWY 08)**



ULAA/ARH TALAGI

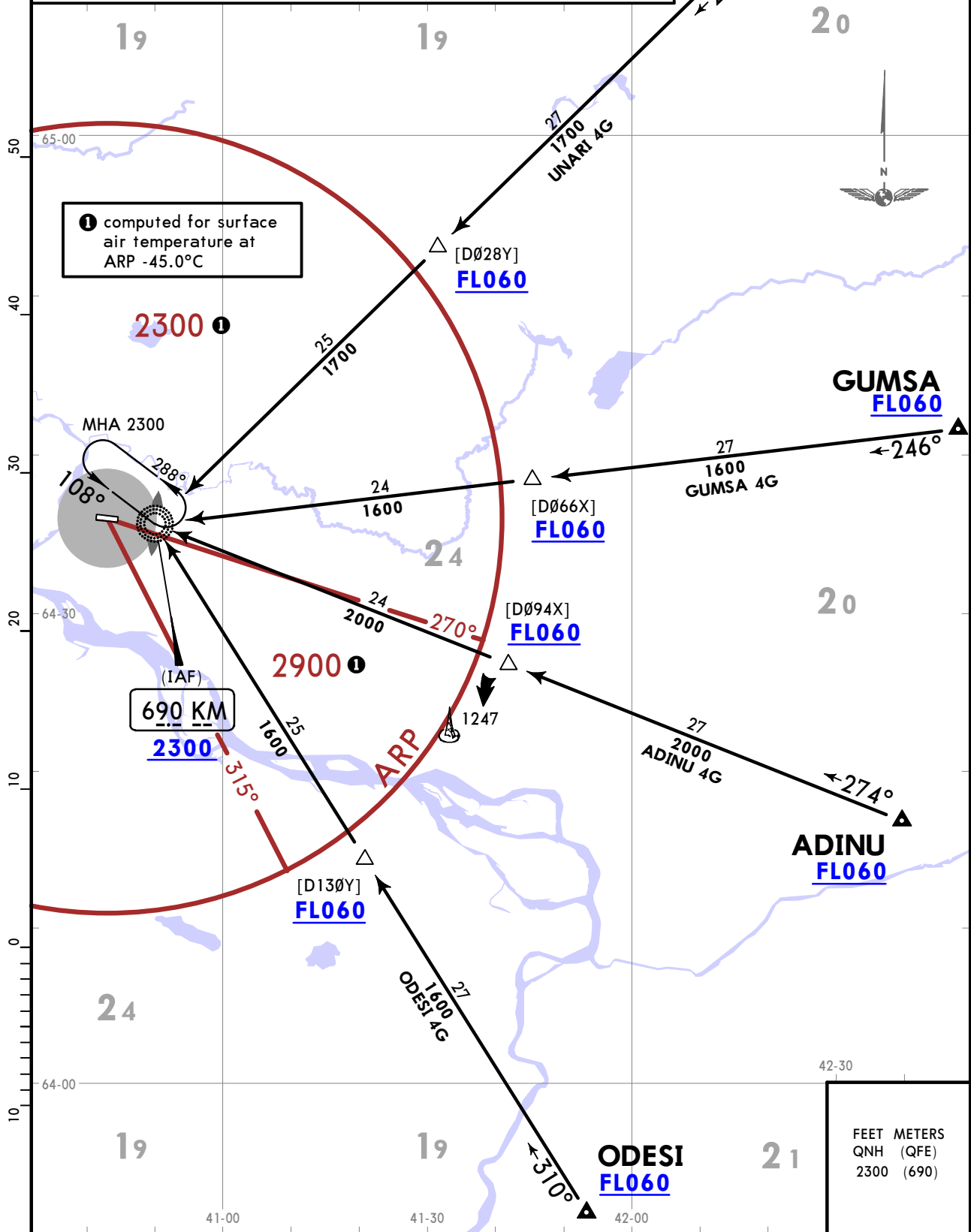
JEPPESEN
11 APR 25 **10-2G** Eff 17 Apr

ARKHANGELSK, RUSSIA

STAR

*ATIS 130.675 (Russian 126.675)	Apt Elev 64	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760 mm) FL060 if pressure is less than 977 hPa (733 mm) EXPECT 'Direct to' procedure.
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**ADINU 4G [ADIN4G], GUMSA 4G [GUMS4G]
ODESI 4G [ODES4G], UNARI 4G [UNAR4G]
ARRIVALS
(RWY 26)**



1 computed for surface air temperature at ARP -45.0°C

FEET METERS
QNH (QFE)
2300 (690)

ULAA/ARH
TALAGI

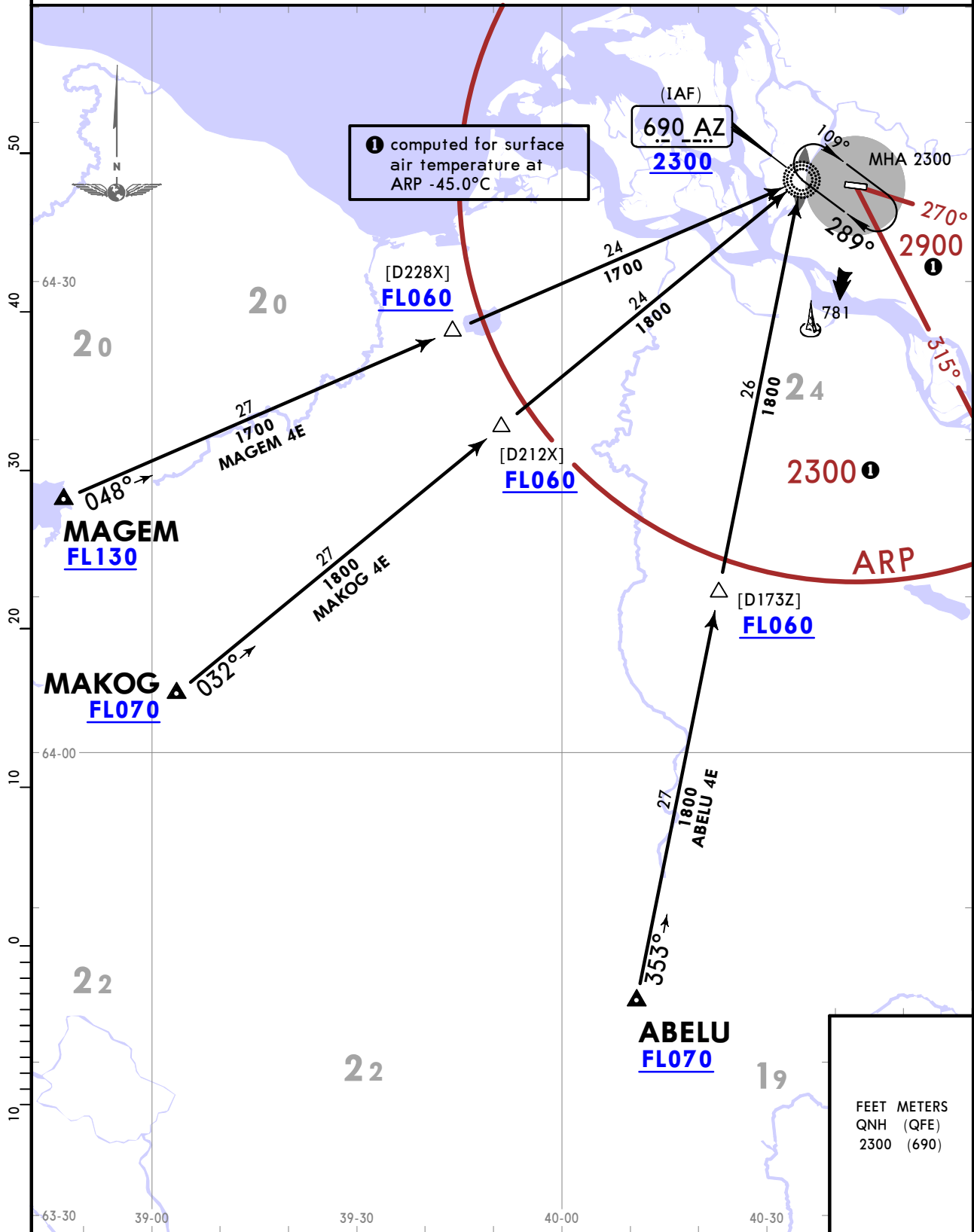
JEPPESEN
11 APR 25 10-2H Eff 17 Apr

ARKHANGELSK, RUSSIA

STAR

<p>*ATIS 130.675 (Russian 126.675)</p>	<p>Apt Elev 64</p>	<p>Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760 mm) FL060 if pressure is less than 977 hPa (733 mm) EXPECT 'Direct to' procedure.</p>
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ABELU 4E [ABEL4E], MAGEM 4E [MAGE4E]
MAKOG 4E [MAK04E]
ARRIVALS
(RWY 08)



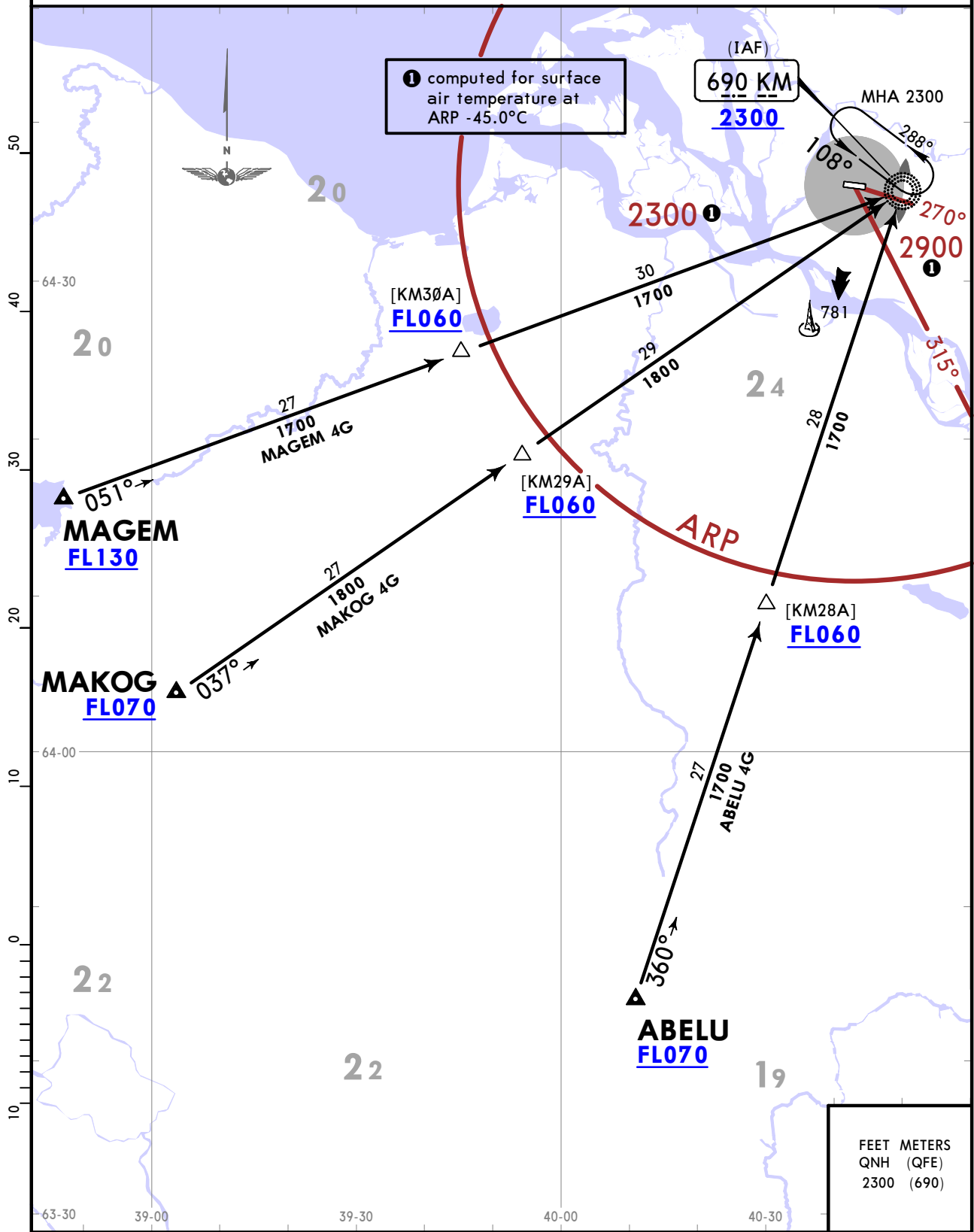
ULAA/ARH
TALAGI

JEPPESEN
11 APR 25 **(10-2J)** Eff 17 Apr

ARKHANGELSK, RUSSIA
STAR

<p>*ATIS 130.675 (Russian 126.675)</p>	<p>Apt Elev 64</p>	<p>Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760 mm) FL060 if pressure is less than 977 hPa (733 mm) EXPECT 'Direct to' procedure.</p>
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**ABELU 4G [ABEL4G], MAGEM 4G [MAGE4G]
MAKOG 4G [MAK04G]
ARRIVALS
(RWY 26)**



ULAA/ARH
TALAGI

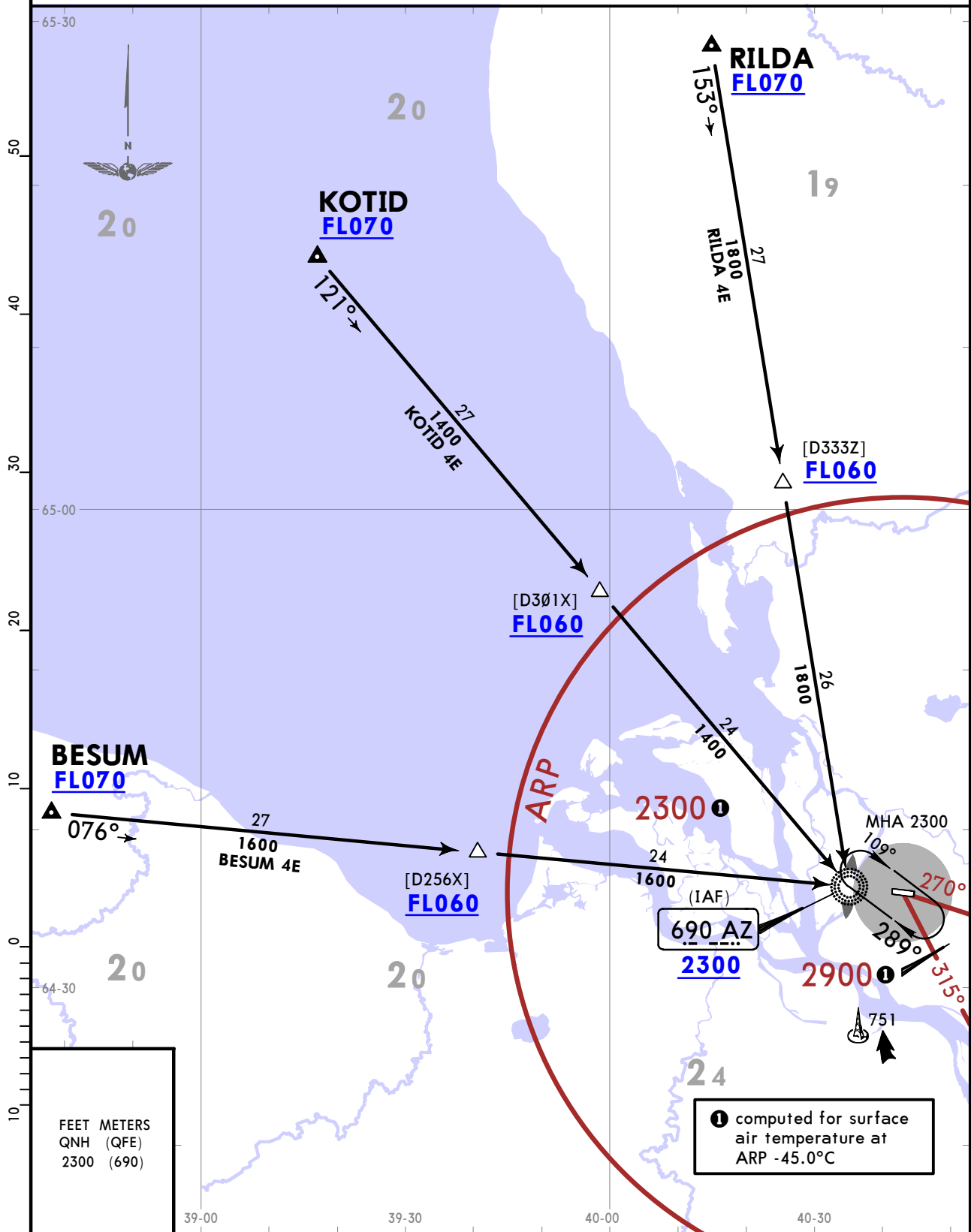
JEPPESEN
11 APR 25 10-2K Eff 17 Apr

ARKHANGELSK, RUSSIA

STAR

<p>*ATIS 130.675 (Russian 126.675)</p>	<p>Apt Elev 64</p>	<p>Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760 mm) FL060 if pressure is less than 977 hPa (733 mm) EXPECT 'Direct to' procedure.</p>
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BESUM 4E [BESU4E], KOTID 4E [KOTI4E]
RILDA 4E [RILD4E]
ARRIVALS
(RWY 08)



ULAA/ARH
TALAGI

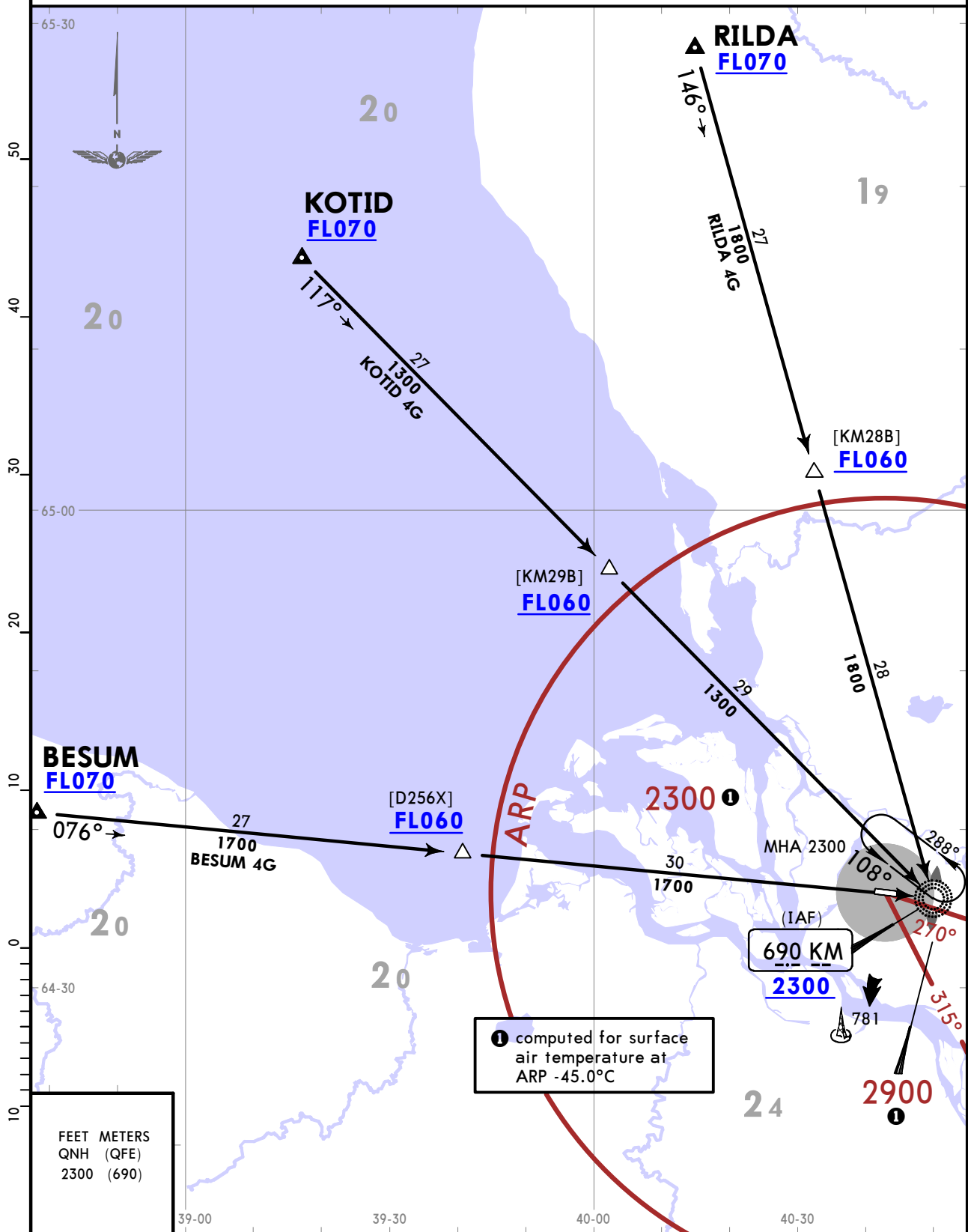
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11 APR 25 10-2L Eff 17 Apr

ARKHANGELSK, RUSSIA

STAR

<p>*ATIS 130.675 (Russian 126.675)</p>	<p>Apt Elev 64</p>	<p>Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760 mm) FL060 if pressure is less than 977 hPa (733 mm) EXPECT 'Direct to' procedure.</p>
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**BESUM 4G [BESU4G], KOTID 4G [KOTI4G]
RILDA 4G [RILD4G]
ARRIVALS
(RWY 26)**



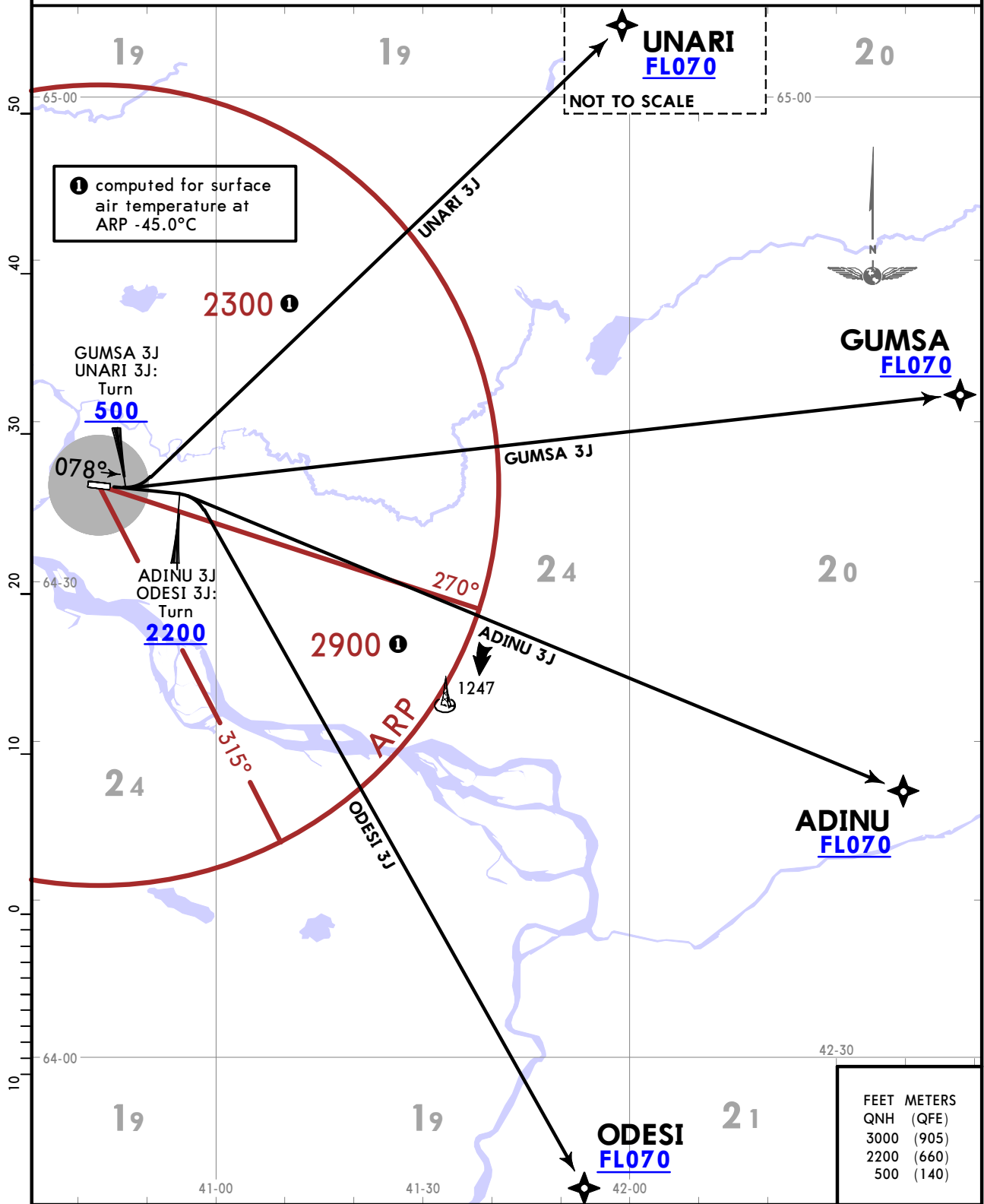
ULAA/ARH
TALAGI

JEPPESEN
27 OCT 23 10-3 Eff 2 Nov

ARKHANGELSK, RUSSIA
RNAV SID

Apt Elev 62	QNH (QFE on request) Trans alt: 3000
	RNAV 1 GNSS required.
	Expect 'Direct to' procedure.

ADINU 3J [ADIN3J]
 GUMSA 3J [GUMS3J]
 ODESI 3J [ODES3J]
 UNARI 3J [UNAR3J]
 RNAV DEPARTURES
 (RWY 08)



FEET	METERS
QNH (QFE)	
3000	(905)
2200	(660)
500	(140)

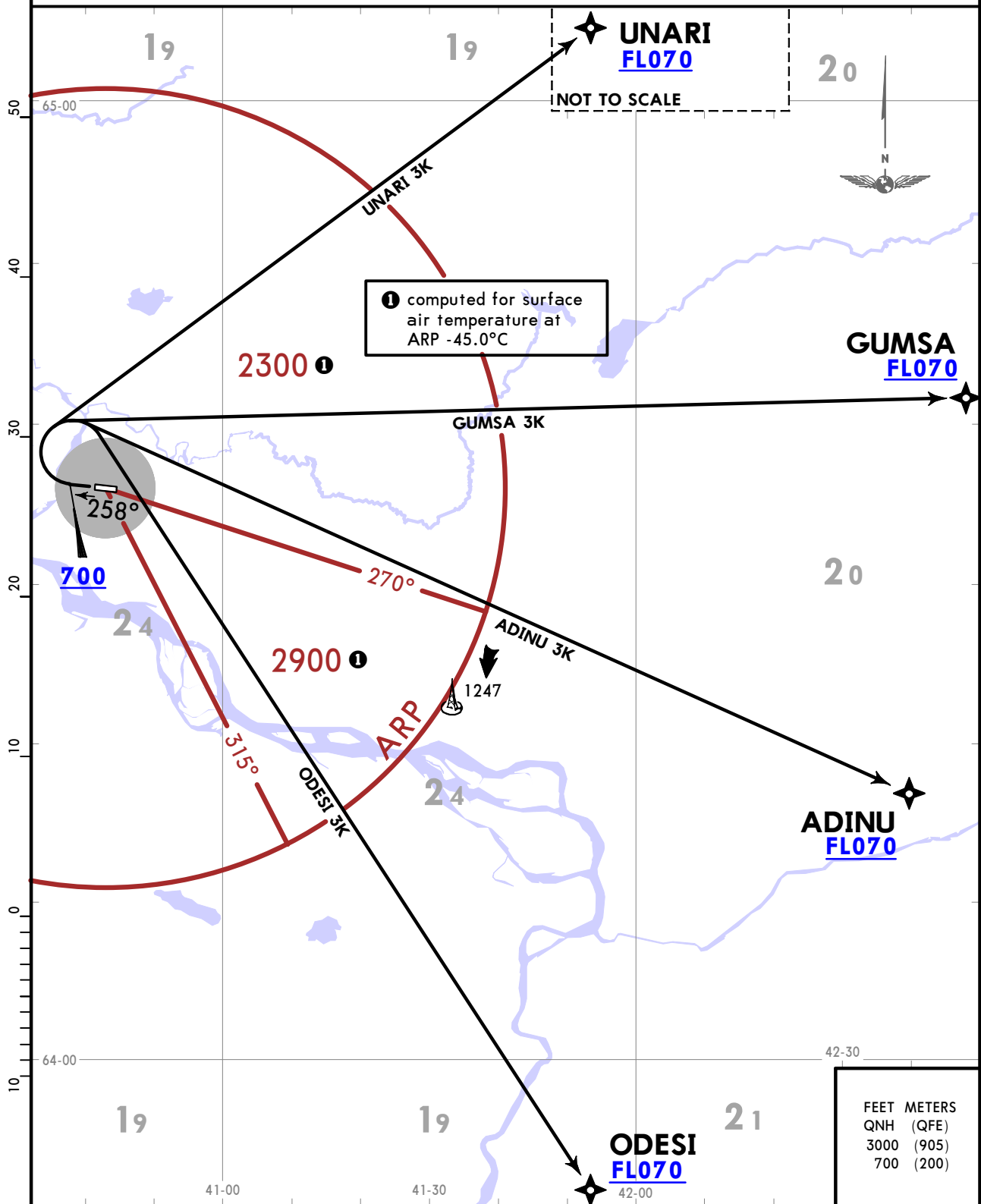
ULAA/ARH
TALAGI

JEPPESEN
27 OCT 23 (10-3A) Eff 2 Nov

ARKHANGELSK, RUSSIA
RNAV SID

Apt Elev 62	QNH (QFE on request) Trans alt: 3000
	RNAV 1 GNSS required
	Expect 'Direct to' procedure.

ADINU 3K [ADIN3K]
 GUMSA 3K [GUMS3K]
 ODESI 3K [ODES3K]
 UNARI 3K [UNAR3K]
 RNAV DEPARTURES
 (RWY 26)



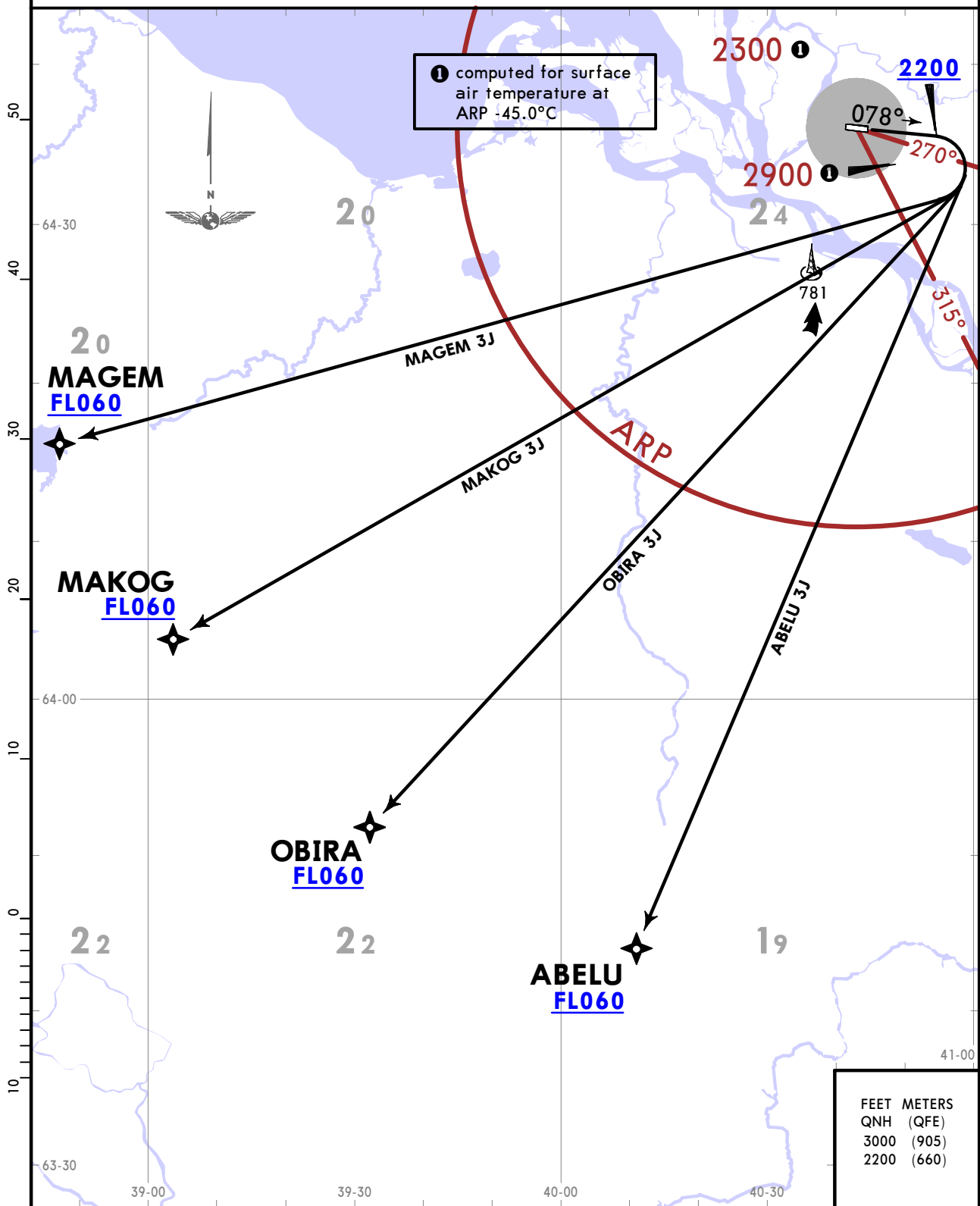
ULAA/ARH
TALAGI

JEPPESEN
11 APR 25 10-3B Eff 17 Apr

ARKHANGELSK, RUSSIA
RNAV SID

Apt Elev 64	QNH (QFE on request) Trans alt: 3000
	RNAV 1 GNSS required
	Expect 'Direct to' procedure.

ABELU 3J [ABEL3J]
MAGEM 3J [MAGE3J]
MAKOG 3J [MAK03J]
OBIRA 3J [OBIR3J]
RNAV DEPARTURES
(RWY 08)



CHANGES: Apt elevation.

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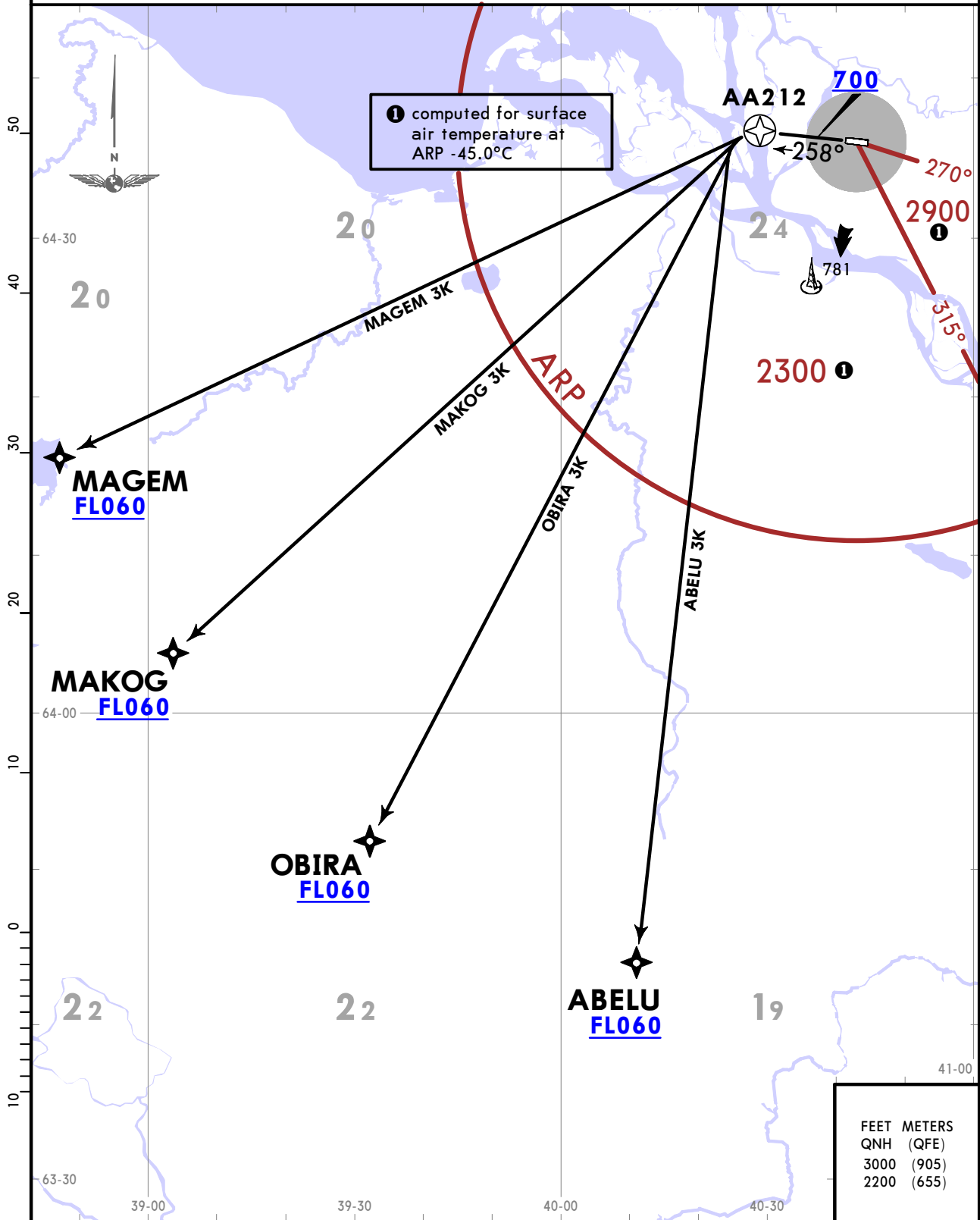
ULAA/ARH
TALAGI

JEPPESEN
11 APR 25 10-3C Eff 17 Apr

ARKHANGELSK, RUSSIA
RNAV SID

Apt Elev 64	QNH (QFE on request) Trans alt: 3000
	RNAV 1 GNSS required
	Expect 'Direct to' procedure.

ABELU 3K [ABEL3K]
MAGEM 3K [MAGE3K]
MAKOG 3K [MAK03K]
OBIRA 3K [OBIR3K]
RNAV DEPARTURES
(RWY 26)



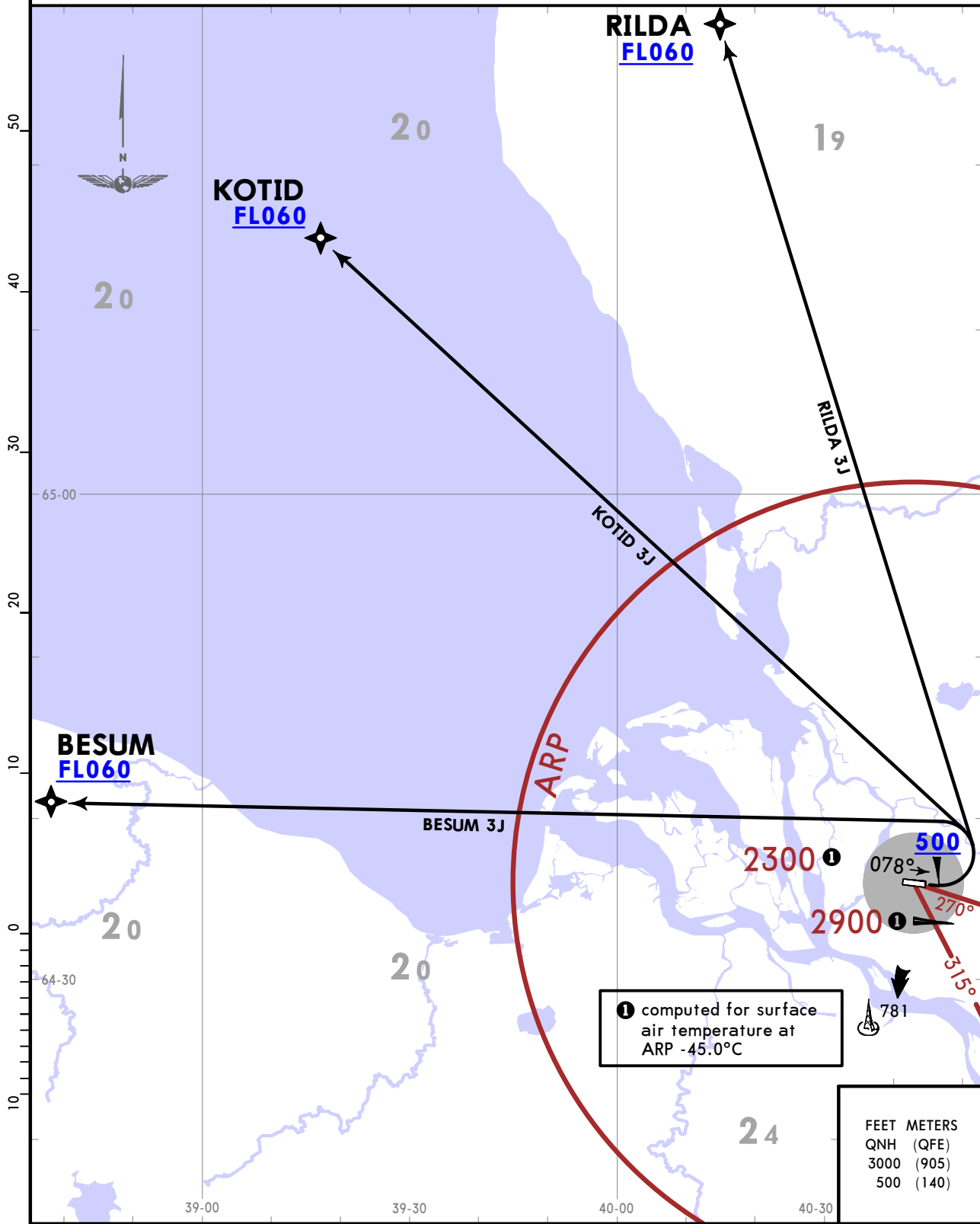
ULAA/ARH
TALAGI

JEPPESEN
11 APR 25 (10-3D) Eff 17 Apr

ARKHANGELSK, RUSSIA
RNAV SID

Apt Elev 64	QNH (QFE on request) Trans alt: 3000
	RNAV 1 GNSS required
	Expect 'Direct to' procedure.

BESUM 3J [BESU3J]
KOTID 3J [KOTI3J]
RILDA 3J [RILD3J]
RNAV DEPARTURES
(RWY 08)



CHANGES: Apt elevation.

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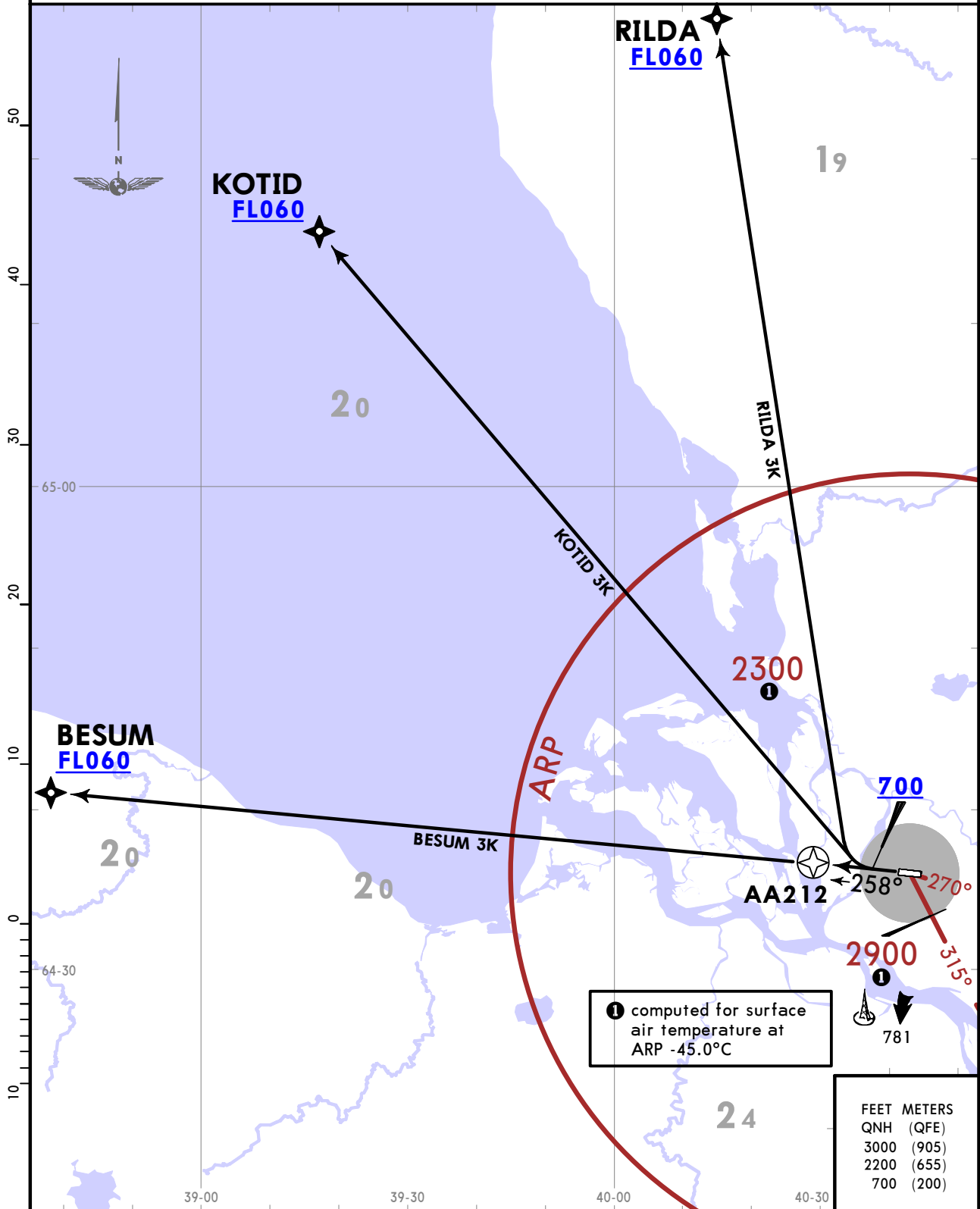
ULAA/ARH
TALAGI

JEPPESEN
11 APR 25 10-3E Eff 17 Apr

ARKHANGELSK, RUSSIA
RNAV SID

Apt Elev 64	QNH (QFE on request) Trans alt: 3000
	RNAV 1 GNSS required
	Expect 'Direct to' procedure.

BESUM 3K [BESU3K]
 KOTID 3K [KOTI3K]
 RILDA 3K [RILD3K]
 RNAV DEPARTURES
 (RWY 26)



① computed for surface air temperature at ARP -45.0°C

FEET	METERS
QNH (QFE)	
3000	(905)
2200	(655)
700	(200)

ULAA/ARH
TALAGI

JEPPESEN
11 APR 25 **(10-3H)** Eff 17 Apr

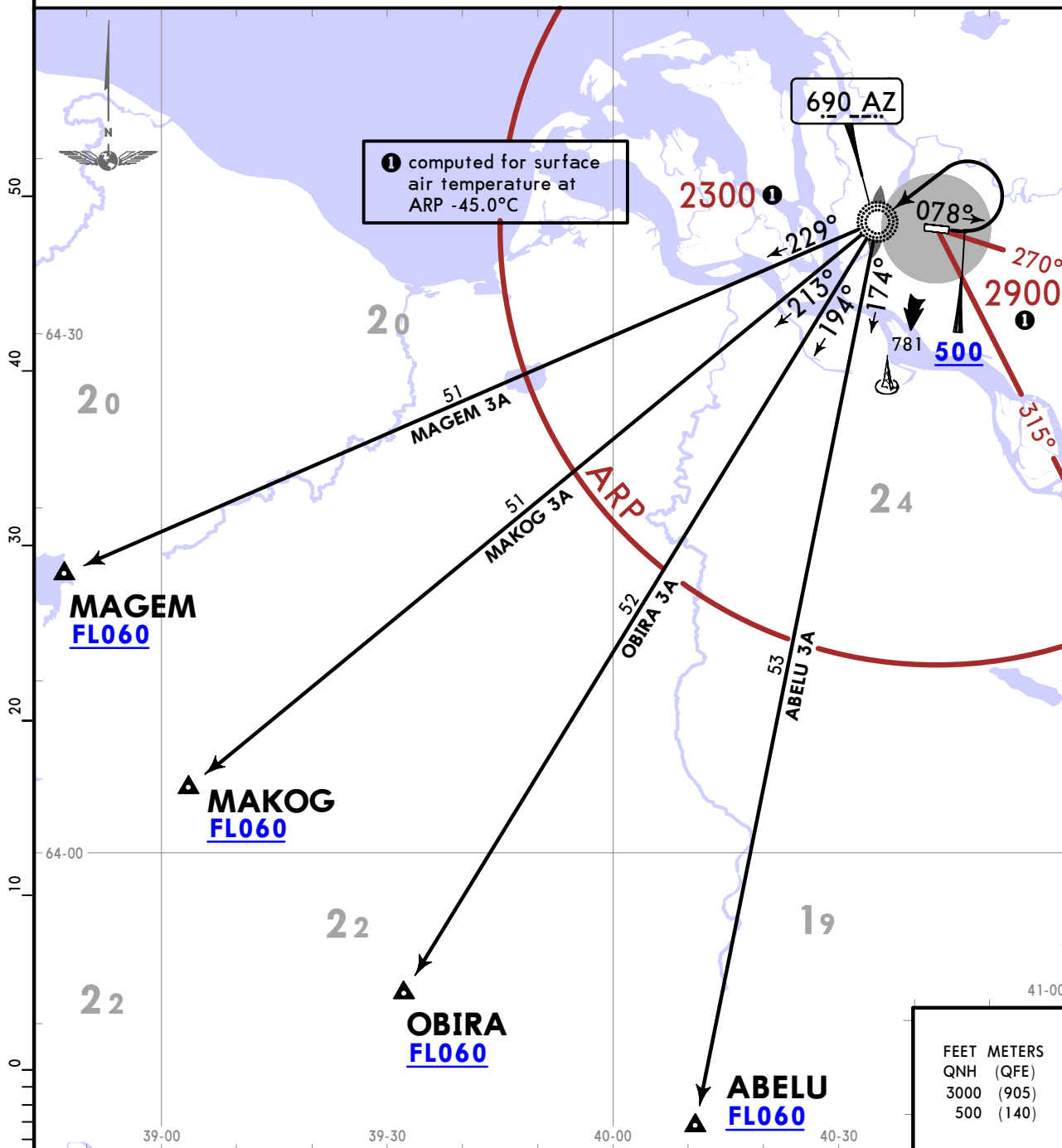
ARKHANGELSK, RUSSIA

SID

Apt Elev
64

QNH (QFE on request)
Trans alt: 3000
EXPECT 'Direct to' procedures.

**ABELU 3A [ABEL3A], MAGEM 3A [MAGE3A]
MAKOG 3A [MAKO3A], OBIRA 3A [OBIR3A]
DEPARTURES
(RWY 08)**



SID	ROUTING
ABELU 3A	Climb straight ahead to 500 or above, turn LEFT to AZ LOM, intercept 174° bearing from AZ LOM to ABELU.
MAGEM 3A	Climb straight ahead to 500 or above, turn LEFT, to AZ LOM, intercept 229° bearing from AZ LOM to MAGEM.
MAGOK 3A	Climb straight ahead to 500 or above, turn LEFT to AZ LOM, intercept 213° bearing from AZ LOM to MAGOK.
OBIRA 3A	Climb straight ahead to 500 or above, turn LEFT to AZ LOM, intercept 194° bearing from AZ LOM to OBIRA.

CHANGES: Apt elevation, availability.

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ULAA/ARH
TALAGI

JEPPESEN
11 APR 25 **(10-3J)** Eff 17 Apr

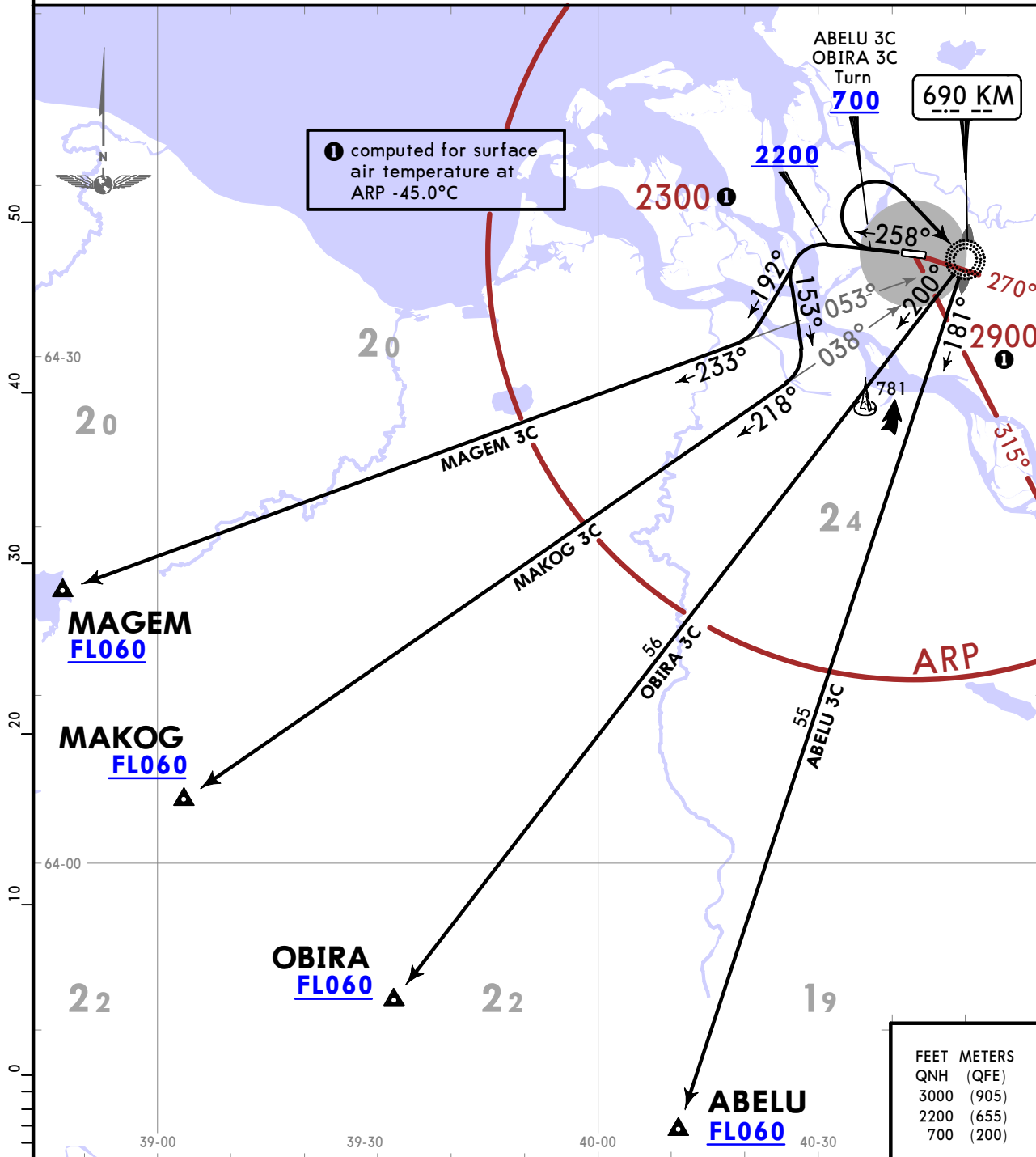
ARKHANGELSK, RUSSIA

SID

Apt Elev
64

QNH (QFE on request)
Trans alt: 3000
EXPECT 'Direct to' procedures.

**ABELU 3C [ABEL3C], MAGEM 3C [MAGE3C]
MAKOG 3C [MAK03C], OBIRA 3C [OBIR3C]
DEPARTURES
(RWY 26)**



SID	ROUTING
ABELU 3C	Climb straight ahead to 700 or above, turn RIGHT to KM LOM, intercept 181° bearing from KM LOM to ABELU.
MAGEM 3C	Climb straight ahead to 2200 or above, turn LEFT, 192° track to intercept 233° bearing from KM LOM to MAGEM.
MAKOG 3C	Climb straight ahead to 2200 or above, turn LEFT, 153° track to intercept 218° bearing from KM LOM to MAKOG.
OBIRA 3C	Climb straight ahead to 700 or above, turn RIGHT to KM LOM, intercept 200° bearing from KM LOM to OBIRA.

ULAA/ARH
TALAGI

JEPPESEN
11 APR 25 **(10-3K)** Eff 17 Apr

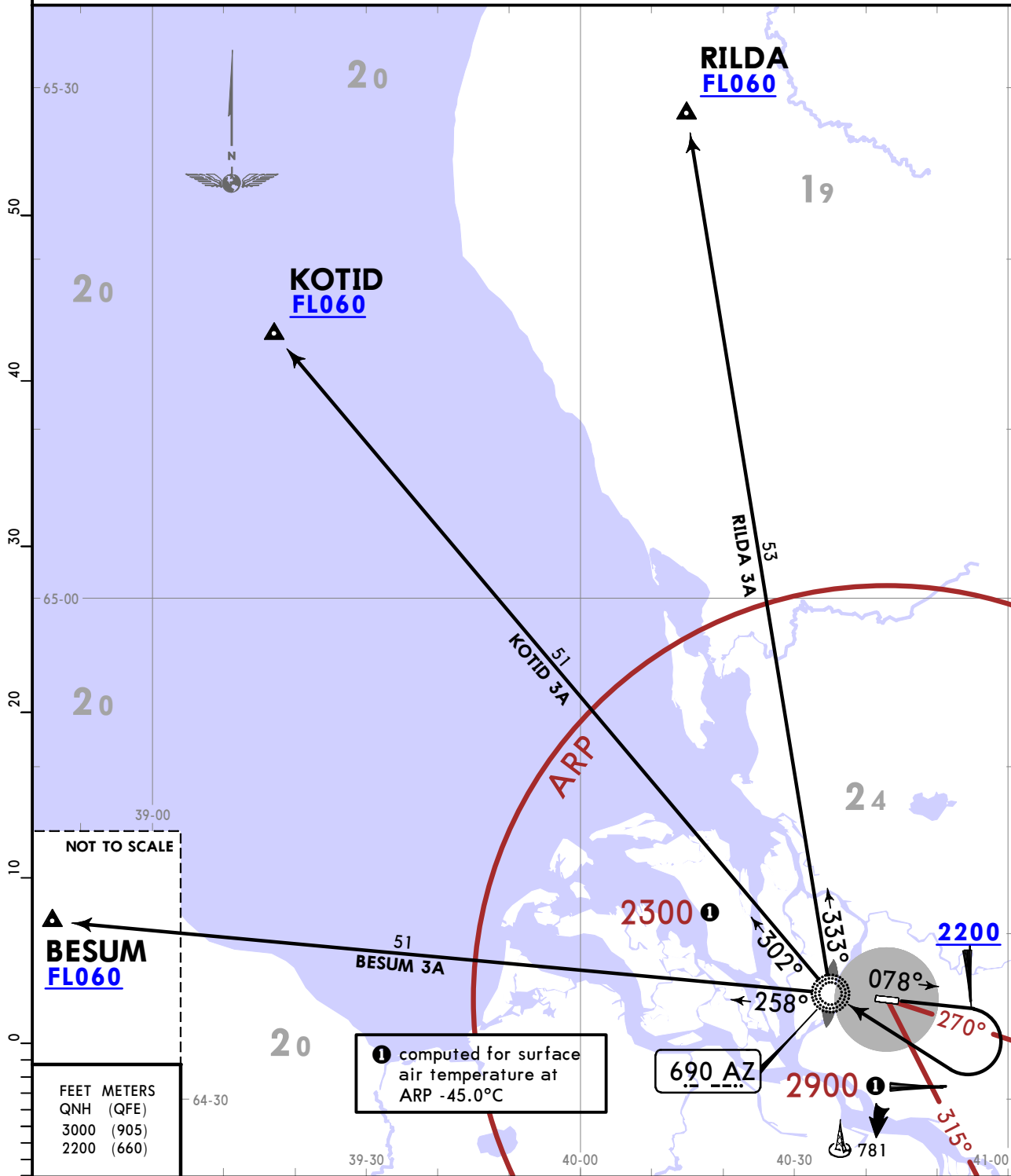
ARKHANGELSK, RUSSIA

SID

Apt Elev
64

QNH (QFE on request)
Trans alt: 3000
EXPECT 'Direct to' procedures.

**BESUM 3A [BESU3A], KOTID 3A [KOTI3A]
RILDA 3A [RILD3A]
DEPARTURES
(RWY 08)**



FEET METERS
QNH (QFE)
3000 (905)
2200 (660)

① computed for surface air temperature at ARP -45.0°C

SID	ROUTING
BESUM 3A	Climb straight ahead to 2200 or above, turn RIGHT to AZ LOM, intercept 258° bearing from AZ LOM to BESUM.
KOTID 3A	Climb straight ahead to 2200 or above, turn RIGHT to AZ LOM, intercept 302° bearing from AZ LOM to KOTID.
RILDA 3A	Climb straight ahead to 2200 or above, turn RIGHT to AZ LOM, intercept 333° bearing from AZ LOM to RILDA.

ULAA/ARH
TALAGI

JEPPESEN
11 APR 25 **10-3L** **Eff 17 Apr**

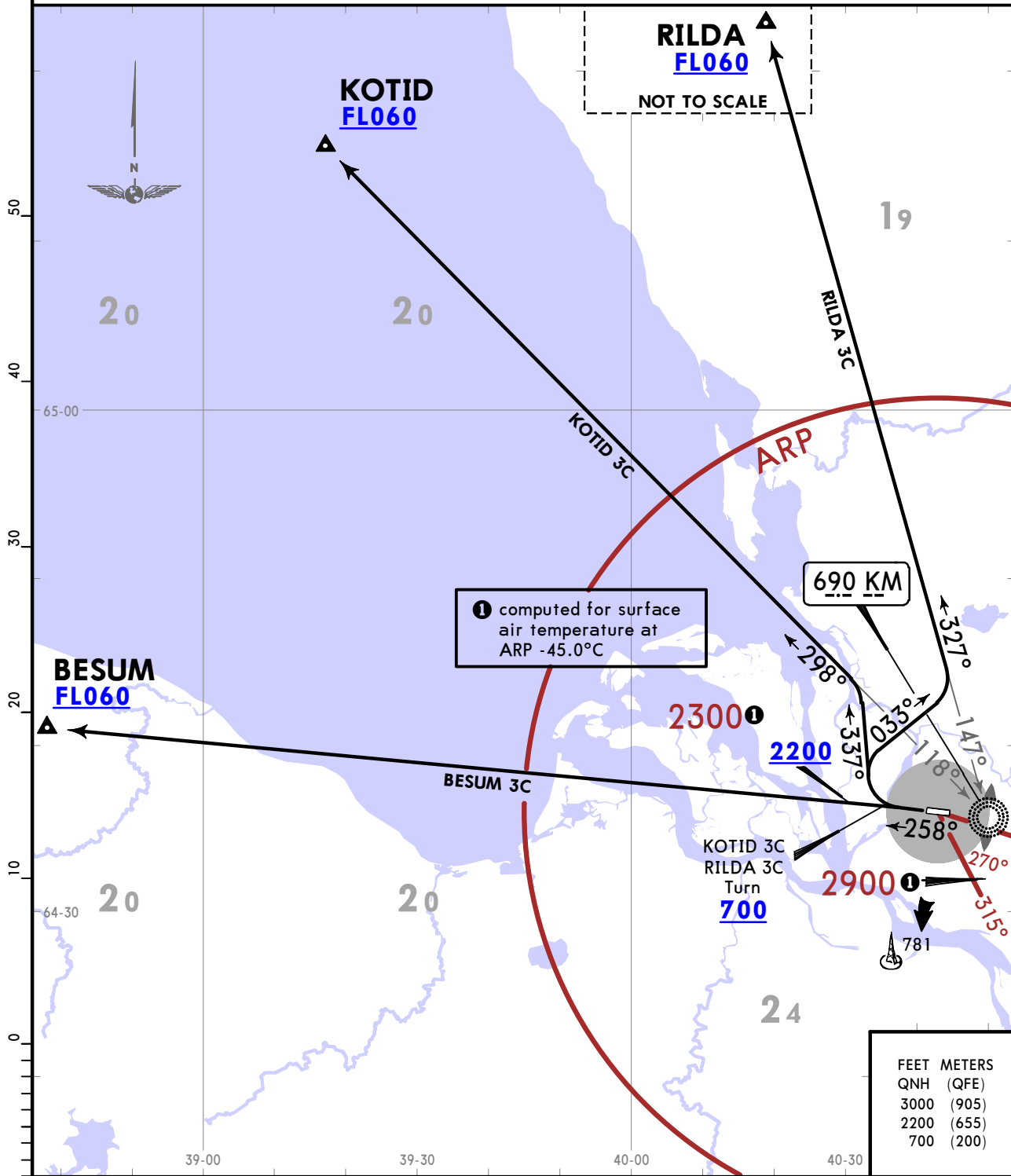
ARKHANGELSK, RUSSIA

SID

Apt Elev
64

QNH (QFE on request)
Trans alt: 3000
EXPECT 'Direct to' procedure.

**BESUM 3C [BESU3C], KOTID 3C [KOTI3C]
RILDA 3C [RILD3C]
DEPARTURES
(RWY 26)**



SID	ROUTING
BESUM 3C	Climb straight ahead to 2200 or above, proceed on 258° bearing from KM LOM to BESUM.
KOTID 3C	Climb straight ahead to 700 or above, turn RIGHT, 337° track to intercept 298° bearing from KM LOM to KOTID.
RILDA 3C	Climb straight ahead to 700 or above, turn RIGHT, 033° track to intercept 327° bearing from KM LOM to RILDA.

NOISE ABATEMENT

GENERAL

Noise abatement procedures during take-off and approach shall be carried out by all ACFT, but not at the expense of flight safety or in case of engine failure.

ARRIVALS

Noise abatement procedures over the overflowed terrain shall not be carried out:

- if there is ice, slush, water on RWY and friction coefficient is 0.4 or less;
- under meteorological conditions when cloud ceiling is less than 150m or horizontal visibility is less than 1800 m;
- when the cross-wind component on RWY (including gusts) exceeds 13.6 KT (7 m/s);
- when the tail-wind component on RWY exceeds 4.9 KT (2.5 m/s);
- when wind shear is forecasted or reported or if it is expected that unfavourable weather conditions (for example, thunder-storms) may influence the aircraft approach and landing.

When the friction coefficient is less than 0.5, landing, as a rule, shall be carried out upwind.

In case of unfavourable meteorological conditions, such as considerable wind speed, cumulonimbus clouds etc., in arrival and approach sectors, ATS unit can deviate from these provisions at its own discretion or according to pilots request.

During instrument approach flight below ILS glide path angle is not allowed.

No noise abatement procedures shall prescribe to exceed IAS during descent.

Displacement of RWY threshold shall not be used as a noise abatement measure.

Approach is carried out according to established patterns and aircraft shall lower landing gear and wing devices not earlier than at a distance of 6.5 NM (12 km) before glide path intercepting point, the airspeed with respect to pattern is not more than 215 KT (400 km/h).

DEPARTURES

When the friction coefficient is less than 0.5, take-off, as a rule, shall be carried out upwind.

Take-off RWY 26 : use NADP 1 or NADP 2 for reaching necessary effect.

Take-off RWY 08 : No restrictions.

Take-off heading 078° shall be used in appropriate meteorological conditions and air situation at night (after 2300 LT).

RUN-UP TESTS

Start-up of engines on stand 15-29 is prohibited.

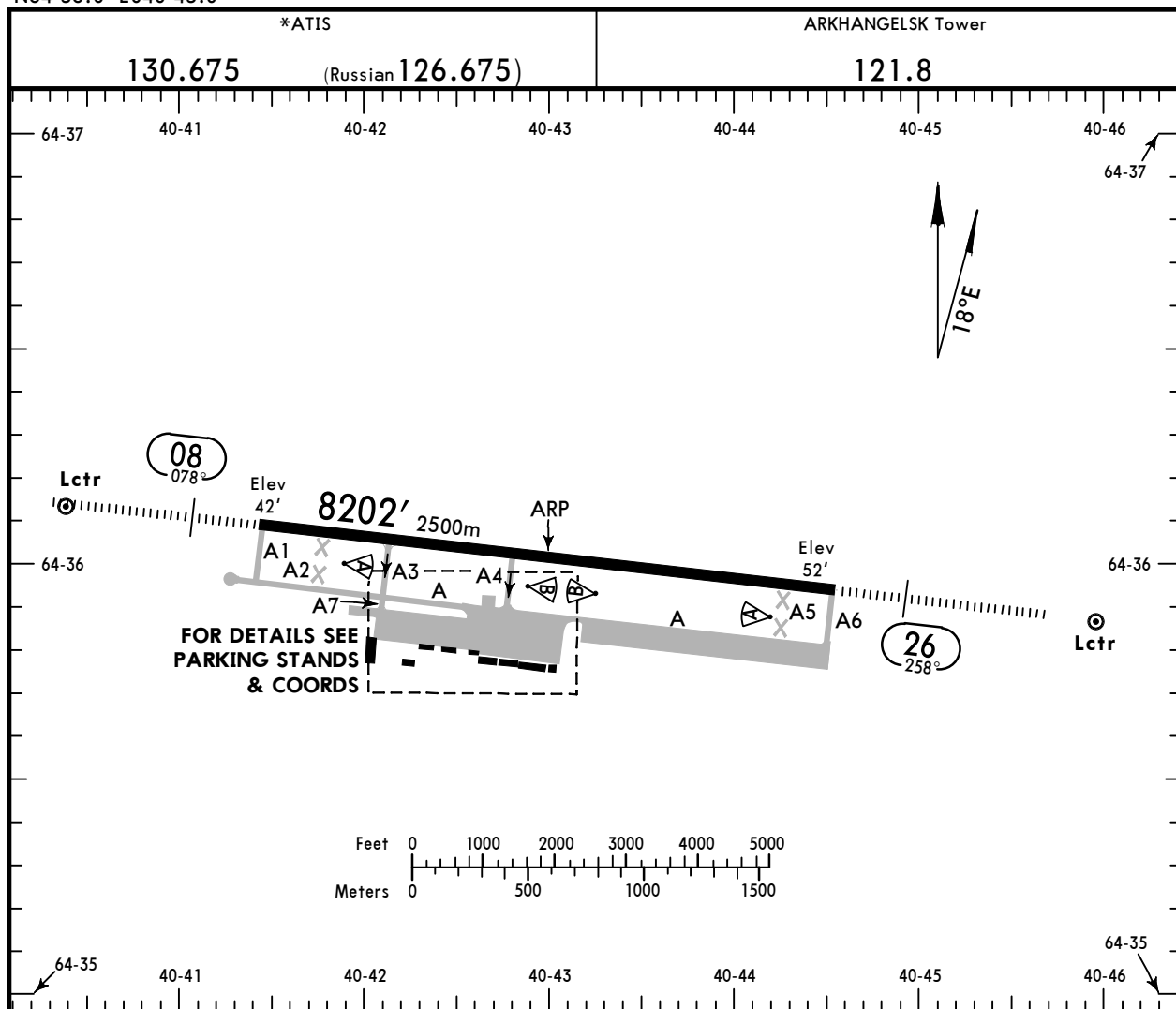
ULAA/ARH

Apt Elev **64'**
N64 36.0 E040 43.0

JEPPESEN
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TALAGI



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) ① PALS CAT I (LIH) PAPI-L(3.0°) RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
08 26			7352' 2241m 7169' 2185m	②	145' 45m

① length 900m

② TAKE-OFF RUN AVAILABLE

RWY 08: From RWY head 8202' (2500m)
TWY A3 int 6398' (1950m)
TWY A4 int 4593' (1400m)

RWY 26: From RWY head 8202' (2500m)
TWY A4 int 3609' (1100m)

Std TAKE-OFF			
① RL & RCLM	① RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT
R/V300m	R/V400m	R/V500m	NA

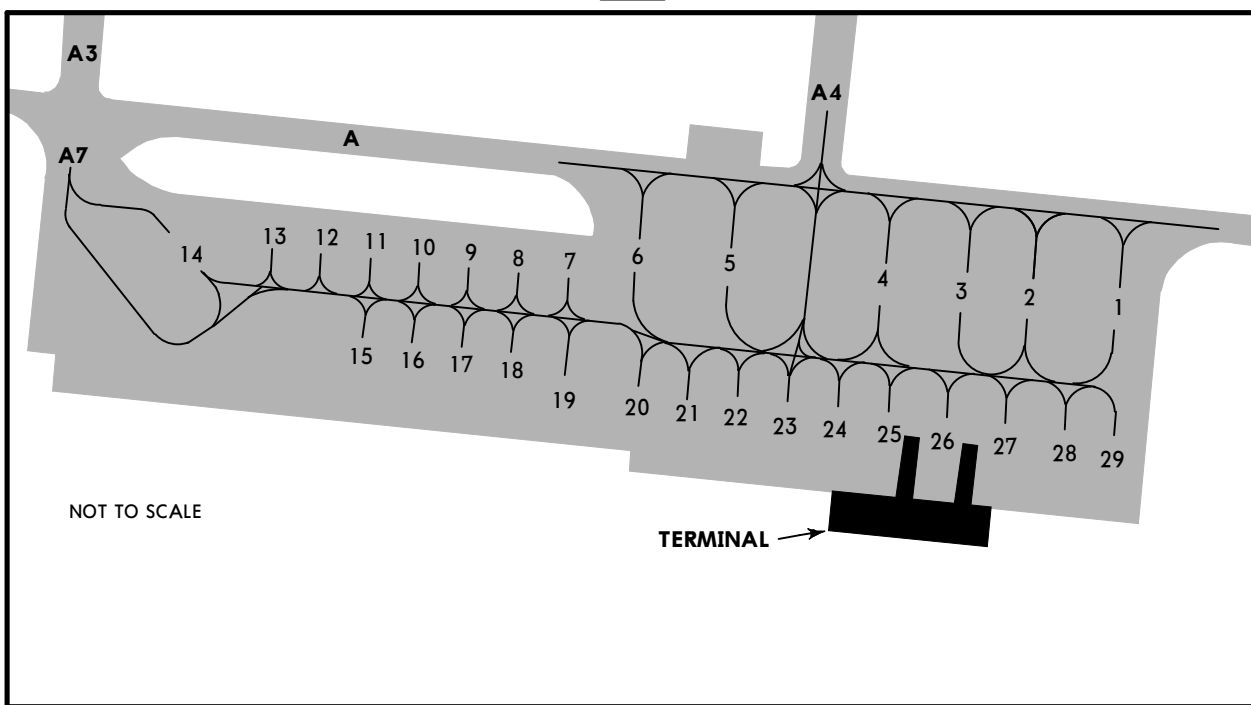
① For NIGHT operations, at least RL and RENL are required.

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JEPPESEN
11 APR 25 (10-9A) Eff 17 Apr

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N64 35.8 E040 43.0	18, 19	N64 35.8 E040 42.5
3	N64 35.8 E040 42.9	20	N64 35.8 E040 42.6
4	N64 35.9 E040 42.8	21 thru 23	N64 35.8 E040 42.7
5	N64 35.9 E040 42.7	24, 25	N64 35.8 E040 42.8
6	N64 35.9 E040 42.6	26, 27	N64 35.8 E040 42.9
7 thru 9	N64 35.9 E040 42.5	28, 29	N64 35.8 E040 43.0
10, 11	N64 35.9 E040 42.4		
12, 13	N64 35.9 E040 42.3		
14	N64 35.9 E040 42.2		
15 thru 17	N64 35.8 E040 42.4		

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EASA AIR OPS

11 APR 25

10-9S

Eff 17 Apr

ARKHANGELSK, RUSSIA
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STRAIGHT-IN RWY		A	B	C	D
08	ILS Z or Y	242'(200') ① R550m	242'(200') ① R550m	242'(200') ① R550m	242'(200') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	242'(200') ① R550m	242'(200') ① R550m	242'(200') ① R550m	242'(200') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	② LOC Z with OM	400'(358') R900m	400'(358') R900m	400'(358') R900m	400'(358') R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	② LOC Z w/o OM	550'(508') R1500m	550'(508') R1500m	550'(508') R1600m	550'(508') R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m
	② LOC Y	400'(358') R900m	400'(358') R900m	400'(358') R900m	400'(358') R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	RNP LNAV/VNAV	347'(305') R750m	359'(317') R750m	378'(336') R800m	406'(364') R1000m
	ALS out	R1400m	R1400m	R1500m	R1700m
	② RNP LNAV	430'(388') R1100m	430'(388') R1100m	430'(388') R1100m	430'(388') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	② NDB Z with LOM	400'(358') R900m	400'(358') R900m	400'(358') R900m	400'(358') R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
② NDB Z w/o LOM	550'(508') R1500m	550'(508') R1500m	550'(508') R1600m	550'(508') R1600m	
ALS out	R1500m	R1500m	R2400m	R2400m	
26	ILS Z or Y	252'(200') ① R550m	252'(200') ① R550m	252'(200') ① R550m	252'(200') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	252'(200') ① R550m	252'(200') ① R550m	252'(200') ① R550m	252'(200') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	② LOC Z or Y	420'(368') R1000m	420'(368') R1000m	420'(368') R1000m	420'(368') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	RNP LNAV/VNAV	302'(250') ① R550m	302'(250') ① R550m	302'(250') ① R550m	333'(281') ① R650m
	ALS out	R1300m	R1300m	R1300m	R1400m
	② RNP LNAV	380'(328') R800m	380'(328') R800m	380'(328') R800m	380'(328') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
② NDB Z	420'(368') R1000m	420'(368') R1000m	420'(368') R1000m	420'(368') R1000m	
ALS out	R1500m	R1500m	R1700m	R1700m	

① R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

② Continuous Descent Final Approach.

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EASA AIR OPS

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(10-9S)

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ARKHANGELSK, RUSSIA
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CIRCLE-TO-LAND ①	100 KT	135 KT	180 KT	205 KT
After ILS Z 08, GLS 08, LOC Z 08	470' (406')	570' (506')	670' (606')	810' (746')
	560' (496') ②	570' (506') ②	670' (606')	810' (746')
	V1500m	V1600m	V2400m	V3600m

① Prohibited SOUTH of airport.

② or higher minimums of preceding straight-in approach.

TAKE-OFF

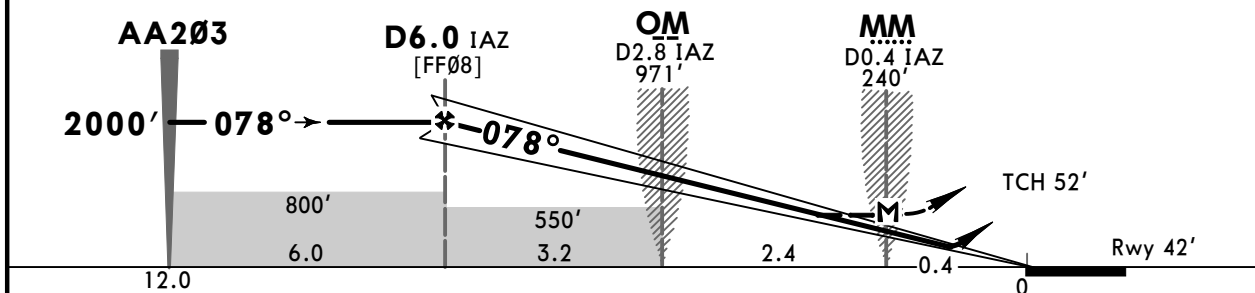
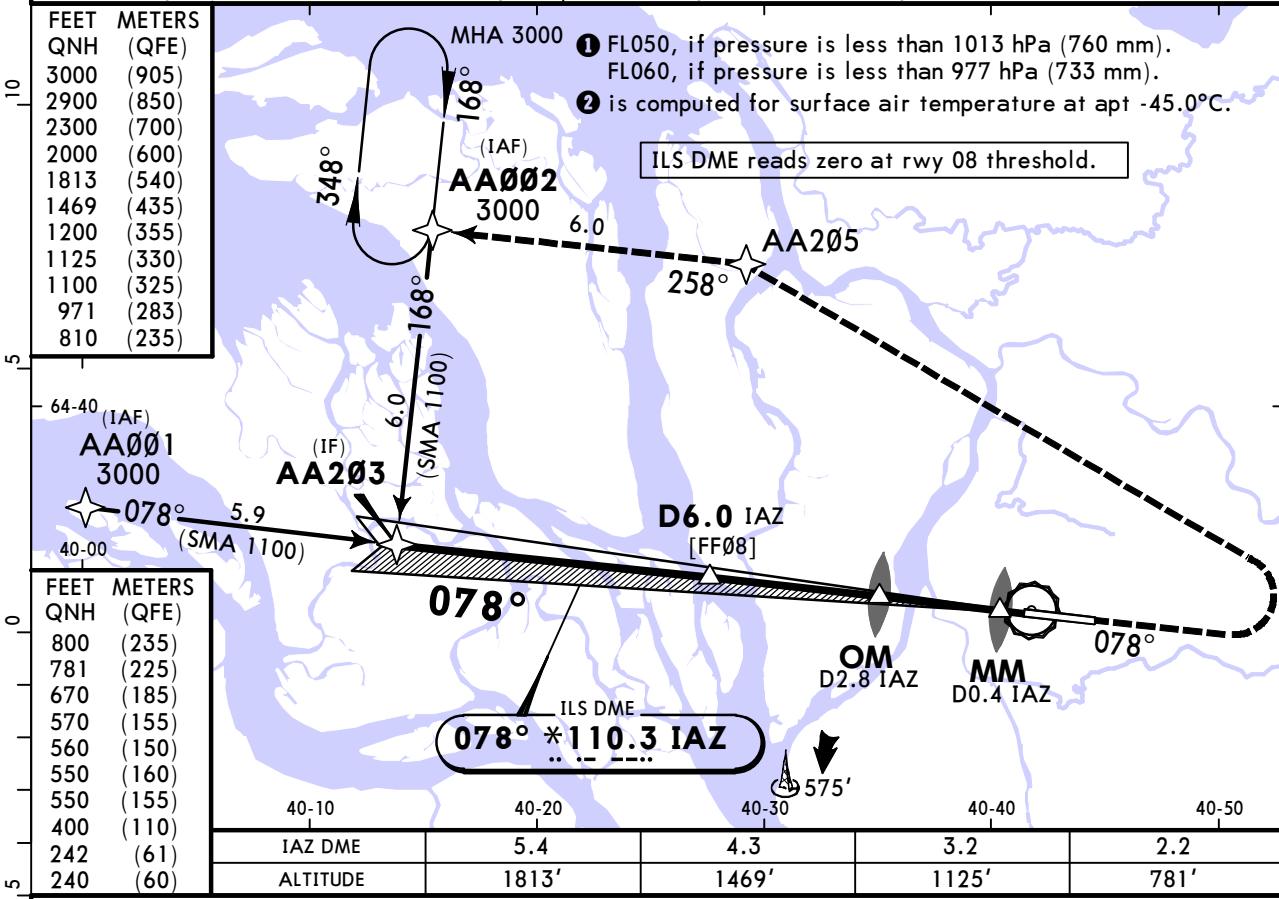
Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required				DAY	NIGHT
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT			DAY	NIGHT
R300m		R/V400m		R/V500m	NA

ULAA/ARH TALAGI

JEPPESEN
11 APR 25 **(11-1)** Eff 17 Apr

ARKHANGELSK, RUSSIA ILS Z or LOC Z Rwy 08

*ATIS 130.675 (Russian 126.675)		*ARKHANGELSK Approach 122.0		ARKHANGELSK Tower (APP) 121.8	
LOC IAZ *110.3	Final Apch Crs 078°	D6.0 IAZ 2000' (1958')	ILS DA(H) 242' (200')	Apt Elev 64' Rwy 42'	
MISSED APCH: Climb on track 078° to 1200' or above, then turn LEFT to AA205, then to AA002 climbing to 3000' or above.					
Alt Set: hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL040 ① Trans alt: 3000'				MSA ARP ②	
RNAV 1 required for initial and missed apch.			1. GNSS required. 2. DME required.		



MAP at MM/D0.4 IAZ	
Timing not authorized for defining the MAP.	

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND Prohibited SOUTH of the airport
	ILS	LOC (GS out)			
	DA(H) 242' (200')	with OM CDFA 400' (358')	w/o OM CDFA 550' (508')		
	ALS out	ALS out	ALS out		
A		R1500m	R1500m	Max KT	MDA(H) 560' (496') ③ V1500m
B	① R550m	R1200m	R900m	100	570' (506') ③ V1600m
C				135	670' (606') V2400m
D				180	810' (746') V3600m

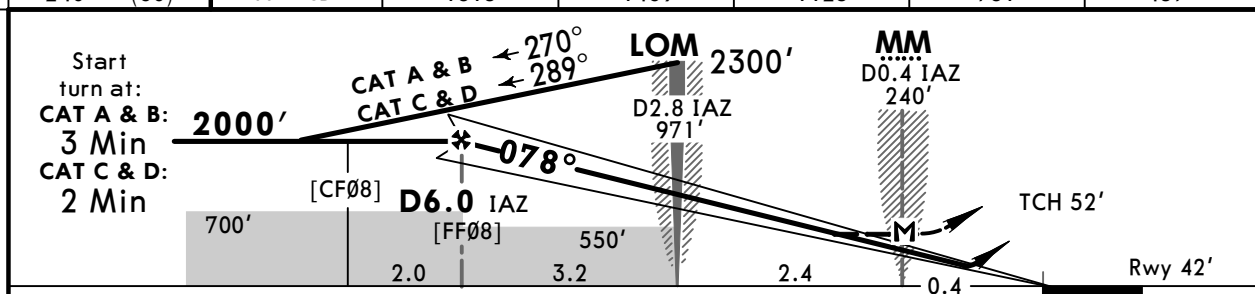
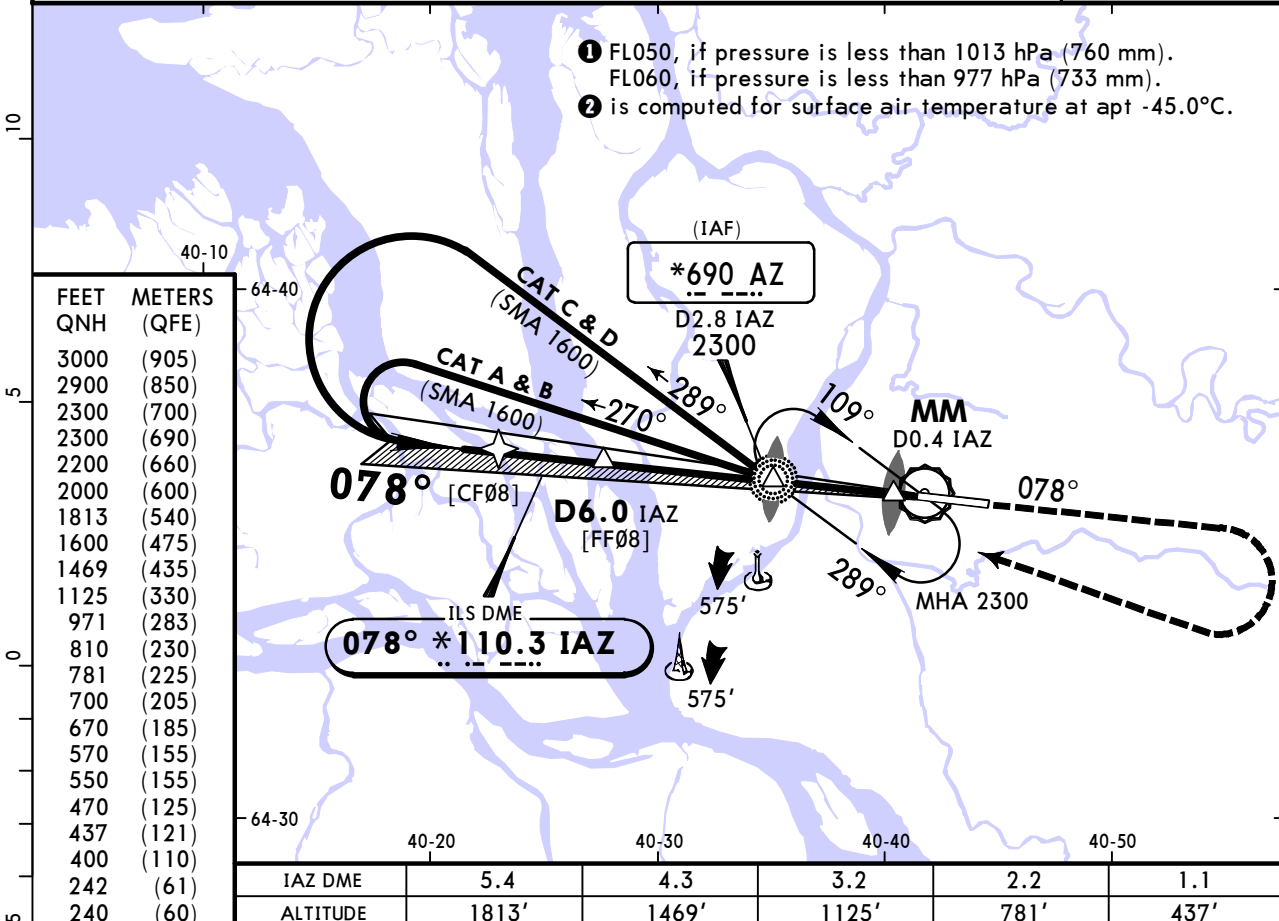
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
 ② VNAV DA(H) in lieu of MDA(H) depends on operator policy. ③ or higher straight-in minimums.
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**ULAA/ARH
TALAGI**

JEPPESEN
11 APR 25
Eff 17 Apr **(11-2)**

ARKHANGELSK, RUSSIA
ILS Y or LOC Y Rwy 08

*ATIS 130.675 (Russian 126.675)		*ARKHANGELSK Approach 122.0		ARKHANGELSK Tower (APP) 121.8	
LOC IAZ *110.3	Final Apch Crs 078°	D6.0 IAZ 2000' (1958')	ILS DA(H) 242' (200')	Apt Elev 64'	Rwy 42'
MISSED APCH: Climb on track 078° to 2200' or above, then turn RIGHT to AZ NDB climbing to 2300' or above. Turn before passing MAP is prohibited.					
Alt Set: hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL040 1 Trans alt: 3000'					
1. ILS DME reads zero at rwy 08 threshold. 2. DME required.					MSA ARP 2



Gnd speed-Kts	70	90	100	120	140	160	PALS PAPI 	2200' or above on 078°	
ILS GS or	3.00°	372	478	531	637	743			849
LOC Descent Angle									
MAP at MM/D0.4 IAZ									

Timing not authorized for defining the MAP.

PANS OPS	STRAIGHT-IN LANDING			CIRCLE-TO-LAND Prohibited SOUTH of the airport	
	ILS	LOC (GS out) CDFA			
	DA(H) 242' (200')	2 DA/MDA(H) 400' (358')		Max KT MDA(H) V	
A	ALS out	ALS out			
B	1 R550m	R1200m	R900m		100 470' (406') V1500m
C					135 570' (506') V1600m
D				180 670' (606') V2400m	
				205 810' (746') V3600m	

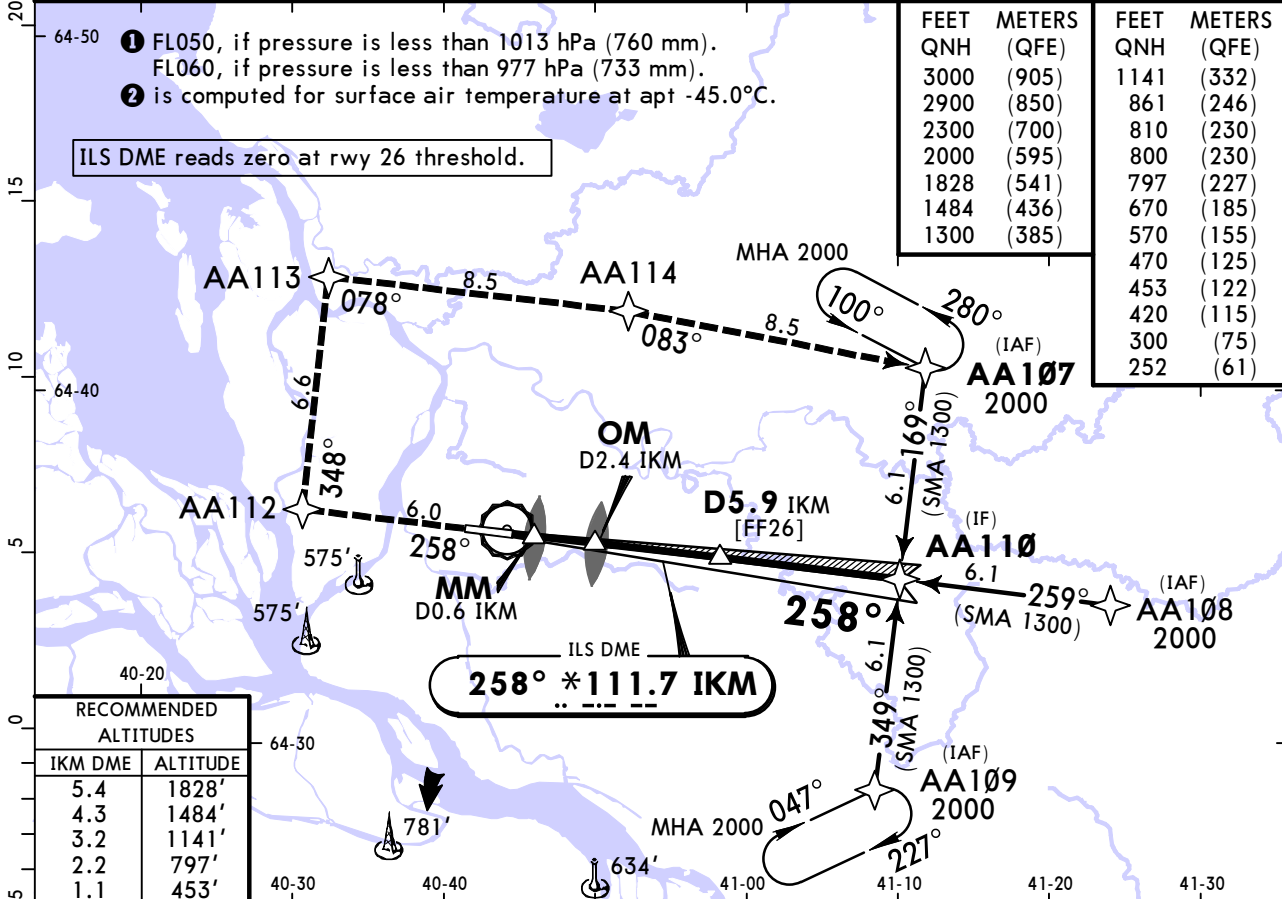
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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TALAGI**

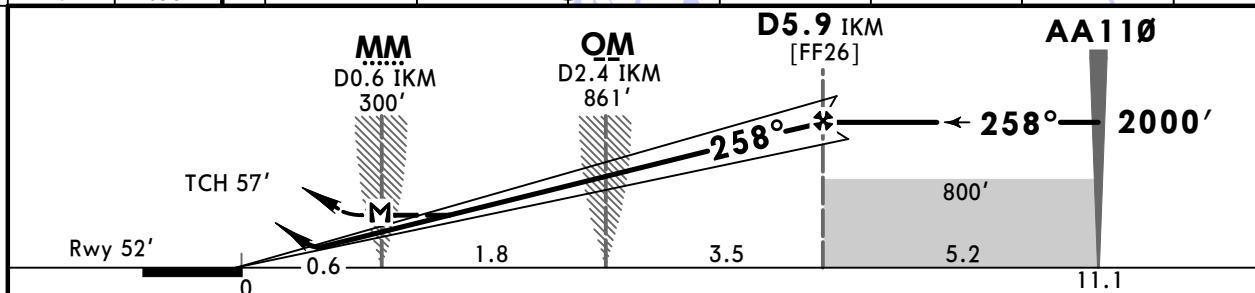
JEPPESEN
11 APR 25
Eff 17 Apr (11-3)

ARKHANGELSK, RUSSIA
ILS Z or LOC Z Rwy 26

*ATIS 130.675 (Russian 126.675)		*ARKHANGELSK Approach 122.0		ARKHANGELSK Tower (APP) 121.8	
LOC IKM *111.7	Final Apch Crs 258°	D5.9 IKM 2000' (1948')	ILS DA(H) 252' (200')	Apt Elev 64'	Rwy 52'
MISSED APCH: Climb on track 258° to AA112 (MAX 220 KT), turn RIGHT to AA113 (MAX 220 KT), then turn RIGHT to AA114, then to AA107 climbing to 2000' or above.					
Alt Set: hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL040 1 Trans alt: 3000' MSA ARP 2					
RNAV 1 required for initial and missed apch.			1. GNSS required. 2. DME required.		



RECOMMENDED ALTITUDES	
IKM DME	ALTITUDE
5.4	1828'
4.3	1484'
3.2	1141'
2.2	797'
1.1	453'



Gnd speed-Kts	70	90	100	120	140	160	PALS PAPI	AA112 ↑ 220 KT MAX on 258°	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at MM/D0.6 IKM									

Timing not authorized for defining the MAP.

PANS OPS	STRAIGHT-IN LANDING			CIRCLE-TO-LAND Prohibited SOUTH of the airport
	ILS	LOC (GS out) CDFA		
	DA(H) 252' (200')	2 DA/MDA(H) 420' (368')		Max KT MDA(H)
A	ALS out	ALS out		
B	1 R550m	R1200m	R1000m	135 570' (506') V1600m
C				180 670' (606') V2400m
D				205 810' (746') V3600m

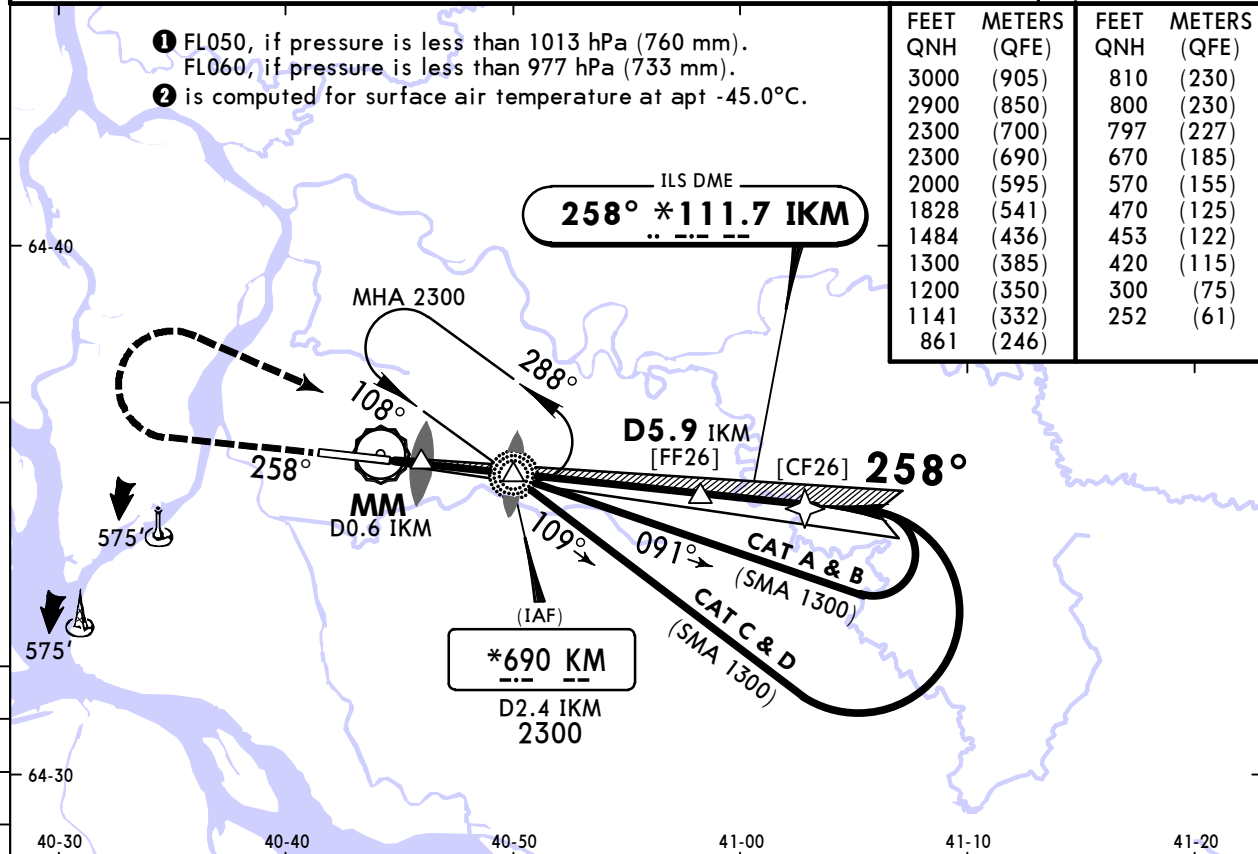
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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TALAGI**

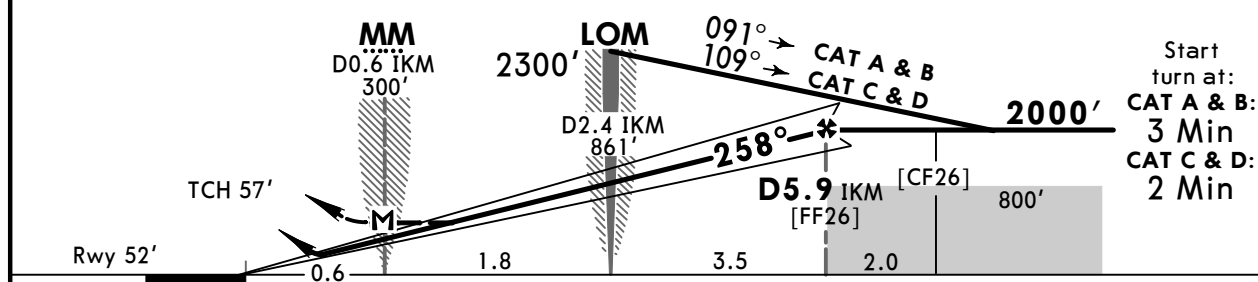
JEPPESEN
11 APR 25
Eff 17 Apr (11-4)

ARKHANGELSK, RUSSIA
ILS Y or LOC Y Rwy 26

*ATIS 130.675 (Russian 126.675)		*ARKHANGELSK Approach 122.0		ARKHANGELSK Tower (APP) 121.8	
LOC IKM *111.7	Final Apch Crs 258°	D5.9 IKM 2000' (1948')	ILS DA(H) 252' (200')	Apt Elev 64'	Rwy 52'
MISSED APCH: Climb on track 258° to 1200' or above, then turn RIGHT to KM NDB climbing to 2300' or above. Turn before passing MAP is prohibited.					
Alt Set: hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL040 ① Trans alt: 3000'					
1. ILS DME reads zero at rwy 26 threshold. 2. DME required.					



IKM DME	1.1	2.2	3.2	4.3	5.4
ALTITUDE	453'	797'	1141'	1484'	1828'



Gnd speed-Kts	70	90	100	120	140	160	PALS PAPI 1200' or above on 258°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at MM/DO.6 IKM							

Timing not authorized for defining the MAP.

PANS OPS	Std ILS STRAIGHT-IN LANDING		LOC (GS out) CDFA		CIRCLE-TO-LAND	
	DA(H)	ALS out	DA/MDA(H)	ALS out	Prohibited SOUTH of the airport	
A	252' (200')		② 420' (368')		Max KT	MDA(H)
B					100	470' (406') V1500m
C	① R550m	R1200m	R1000m		135	570' (506') V1600m
D					180	670' (606') V2400m
					205	810' (746') V3600m

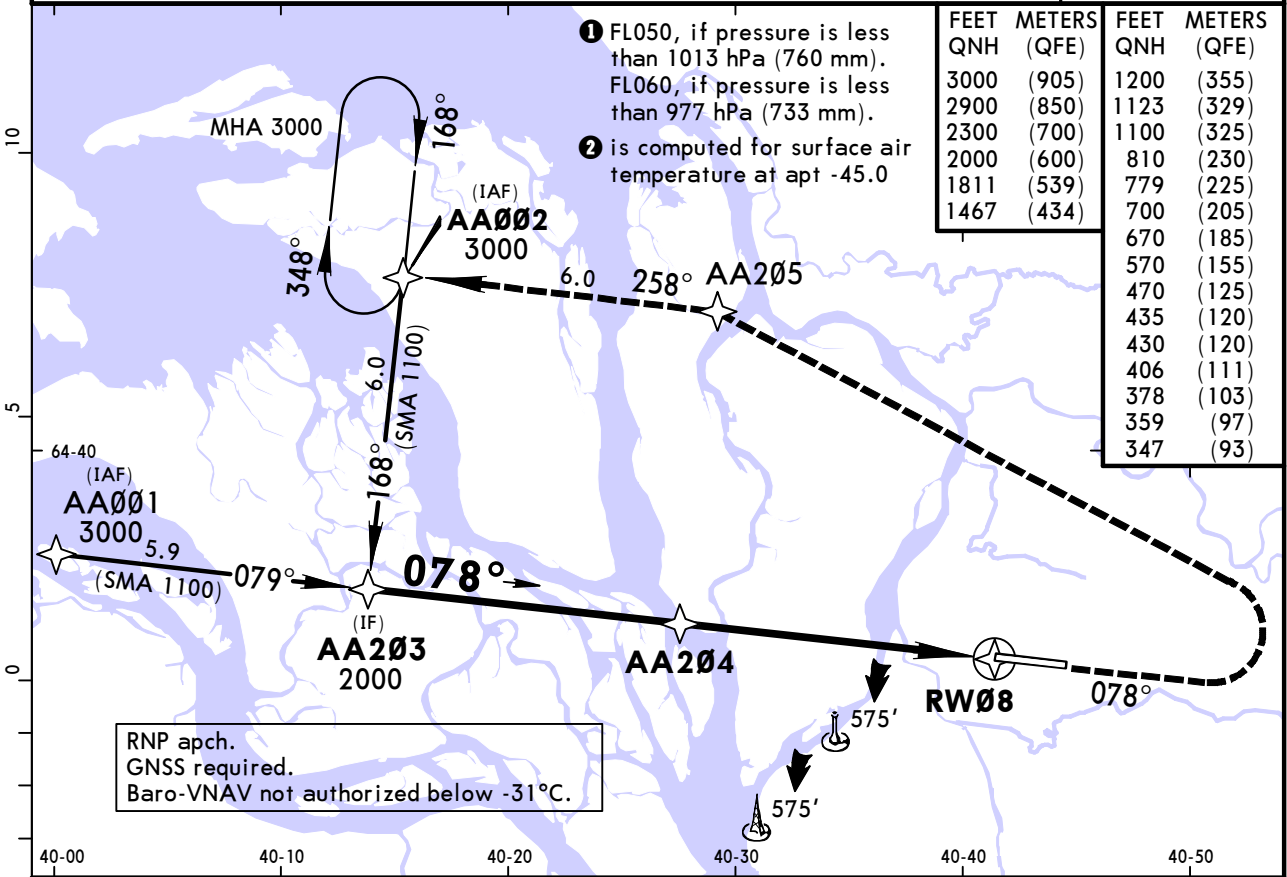
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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TALAGI**

JEPPESEN
11 APR 25 (12-1) Eff 17 Apr

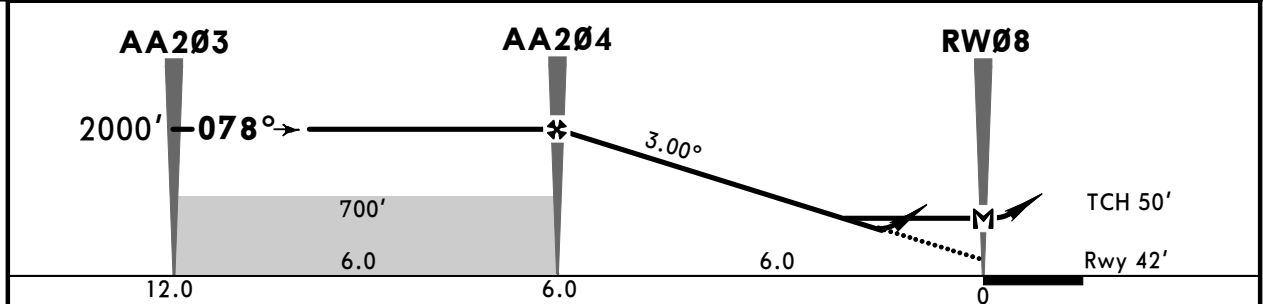
**ARKHANGELSK, RUSSIA
RNP Rwy 08**

*ATIS 130.675 (Russian 126.675)		*ARKHANGELSK Approach 122.0		ARKHANGELSK Tower (APP) 121.8	
RNAV	Final Apch Crs 078°	AA204 2000' (1958')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 64'	Rwy 42'
MISSED APCH: Climb on 078° on track 1200' or above, turn LEFT to AA205, then to AA002 climbing to 3000' or above.					
Alt Set: hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL040 ① Trans alt: 3000'					



RNP apch.
GNSS required.
Baro-VNAV not authorized below -31°C.

DIST to RW08	5.4	4.3	3.2	2.2	1.1
ALTITUDE	1811'	1467'	1123'	779'	435'



Gnd speed-Kts	70	90	100	120	140	160	PALS PAPI 1200' or above on 078°
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW08							

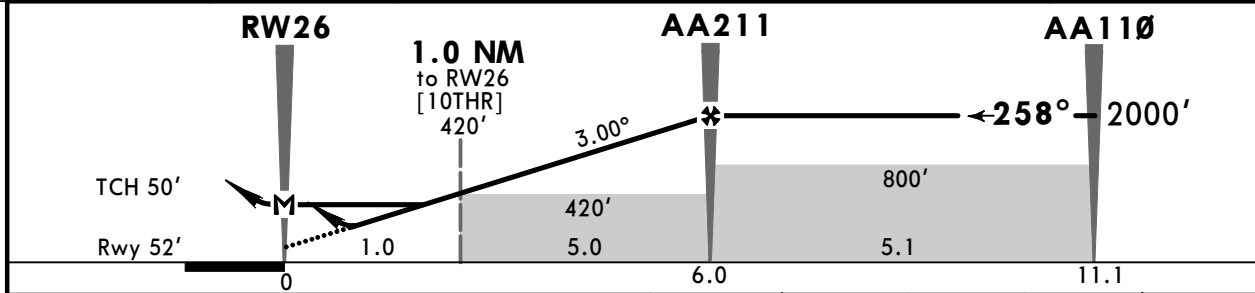
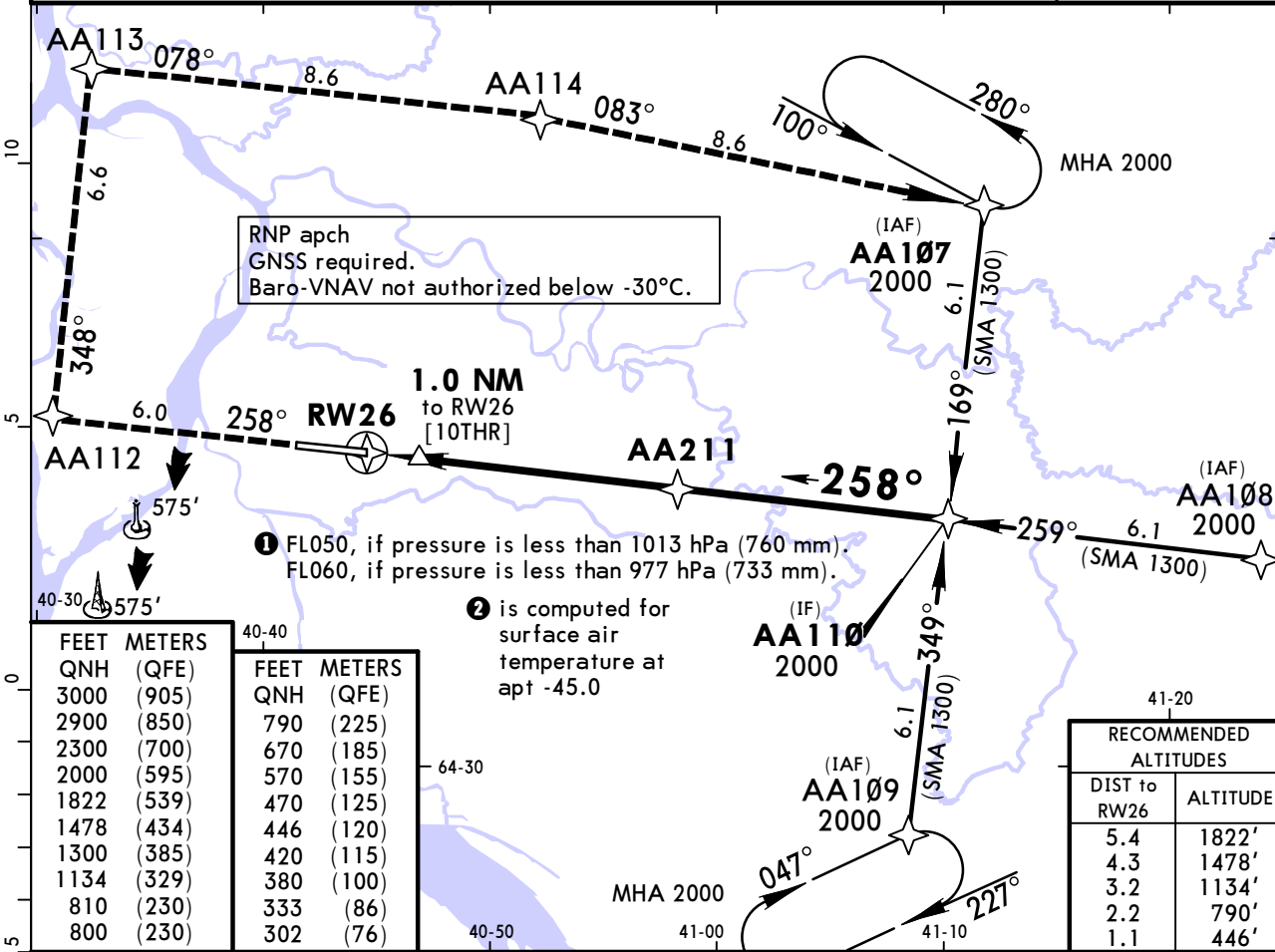
PANS OPS	Std LNAV/VNAV STRAIGHT-IN LANDING		LNAV CDFA		CIRCLE-TO-LAND		
	DA(H) A: 347' (305') B: 359' (317')	C: 378' (336') D: 406' (364')	DA/MDA(H) 430' (388')	ALS out	Prohibited SOUTH of the airport		
A	R750m	R1400m	R1100m	R1500m	Max KT	MDA(H)	
B				R1800m	100	470' (406')	V1500m
C					135	570' (506')	V1600m
D					180	670' (606')	V2400m
					205	810' (746')	V3600m

**ULAA/ARH
TALAGI**

JEPPESEN
11 APR 25 **(12-2)** Eff 17 Apr

ARKHANGELSK, RUSSIA
RNP Rwy 26

*ATIS 130.675 (Russian 126.675)		*ARKHANGELSK Approach 122.0		ARKHANGELSK Tower (APP) 121.8	
RNAV	Final Apch Crs 258°	AA009 2000' (1948')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 64'	
MISSED APCH: Climb on track 258° to AA112 (MAX 220 KT), turn RIGHT to AA113 (MAX 220 KT), then turn RIGHT to AA114, then to AA107 climbing to 2000' or above.					
Alt Set: hPa (mm on req)		Rwy Elev: 2 hPa	Trans level: FL040 ①	Trans alt: 3000'	



Gnd speed-Kts	70	90	100	120	140	160	PALS PAPI	AA112 220 KT MAX on 258°
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW26								

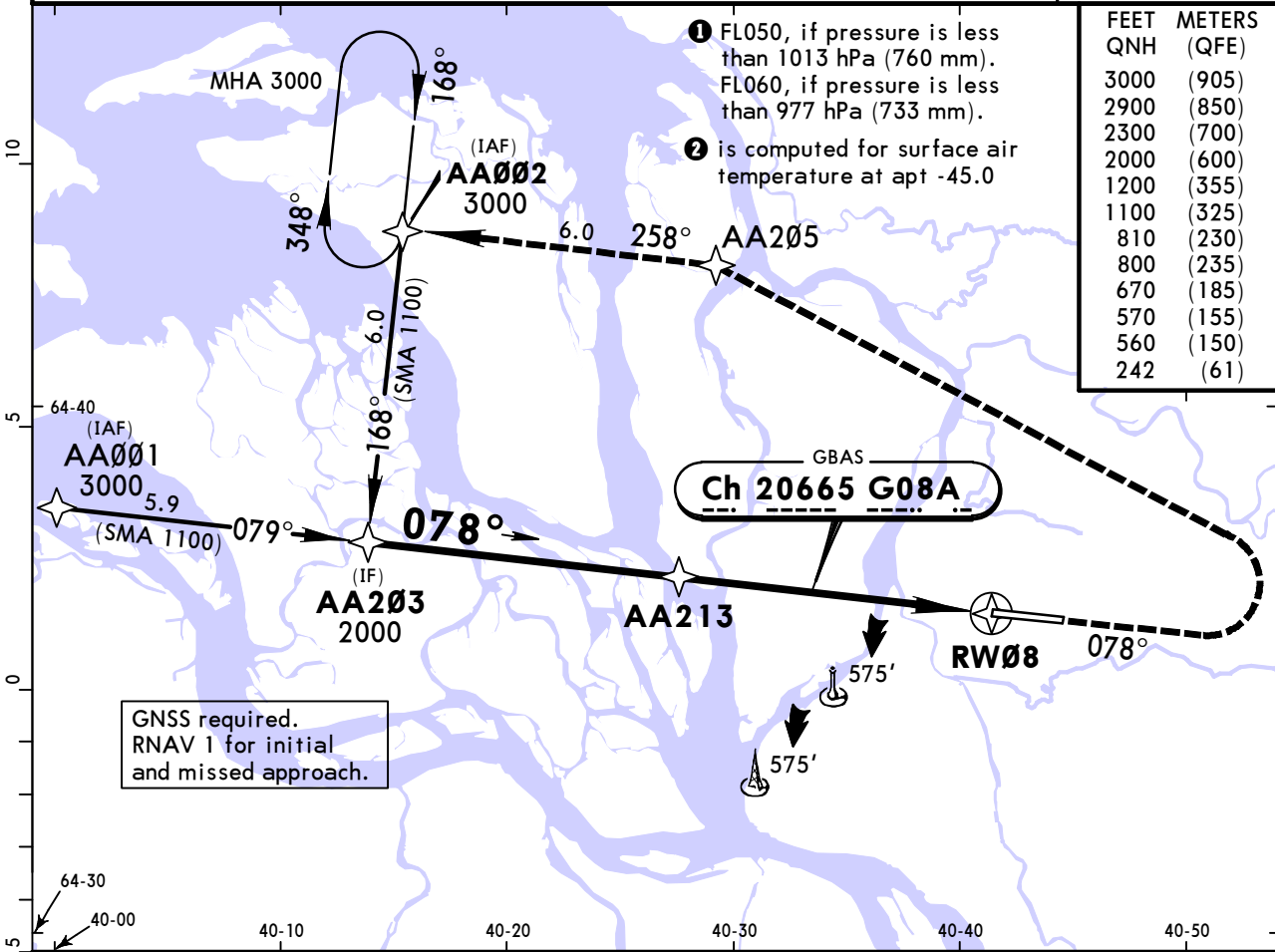
PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND				
	LNAV/VNAV DA(H)	ABC: 302' (250') D: 333' (281')	LNAV CDFA DA/MDA(H)	380' (328')			
A	R750m	ALS out	ALS out	Max KT	MDA(H)		
B		R1300m		100	470' (406')	V1500m	
C		R1400m	R800m	R1500m	135	570' (506')	V1600m
D					180	670' (606')	V2400m
				205	810' (746')	V3600m	

**ULAA/ARH
TALAGI**

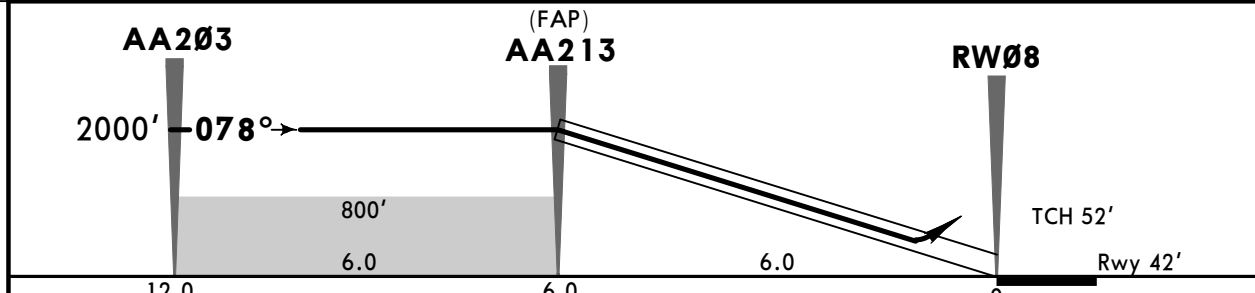
JEPPESEN
11 APR 25 **12-40** Eff 17 Apr

**ARKHANGELSK, RUSSIA
GLS Rwy 08**

*ATIS 130.675 (Russian 126.675)		*ARKHANGELSK Approach 122.0		ARKHANGELSK Tower (APP) 121.8	
GBAS Ch 20665 G08A	Final Apch Crs 078°	AA213 2000' (1958')	GLS DA(H) 242' (200')	Apt Elev 64' Rwy 42'	
MISSED APCH: Climb on 078° on track 1200' or above, turn LEFT to AA205, then to AA002 climbing to 3000' or above.					
Alt Set: hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL040 ① Trans alt: 3000'					



GNSS required.
RNAV 1 for initial
and missed approach.



Gnd speed-Kts	70	90	100	120	140	160	PALS PAPI 	1200' or above on 078°
Glide Path Angle 3.00°	372	478	531	637	743	849		

PANS OPS	Std STRAIGHT-IN LANDING GLS		CIRCLE-TO-LAND	
	DA(H) 242' (200')		Prohibited SOUTH of the airport	
	ALS out		Max KT	MDA(H)
	A	R550m R1200m	100	560' (496') V1500m
	B		135	570' (506') V1600m
C	180		670' (606') V2400m	
D	205		810' (746') V3600m	

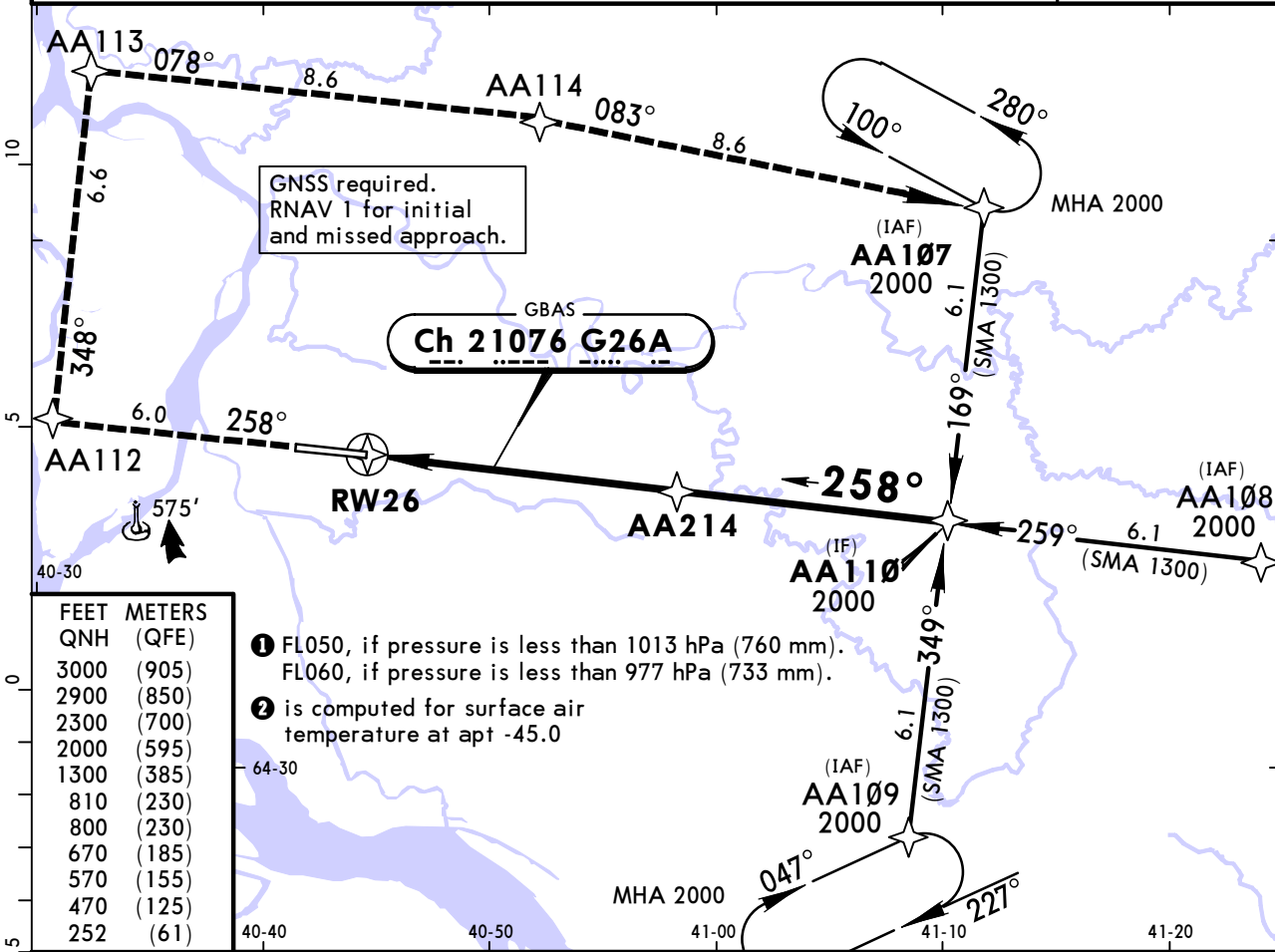
① R750m when a Flight Director or Autopilot or HUD to DA is not used.

ULAA/ARH TALAGI

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11 APR 25 **12-41** Eff 17 Apr

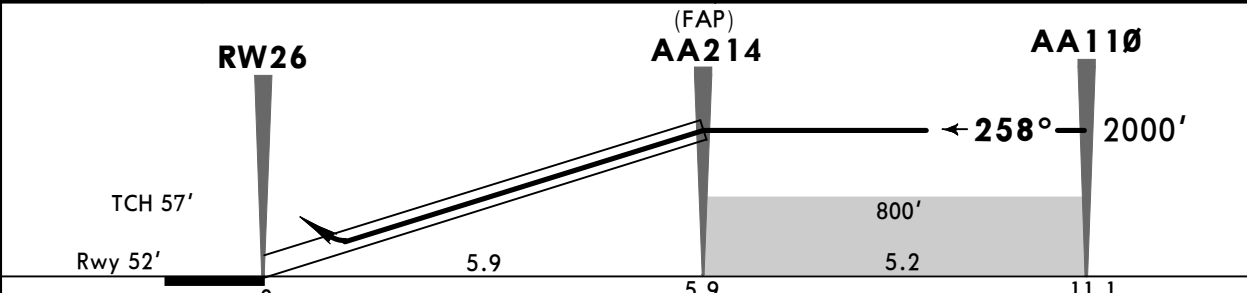
ARKHANGELSK, RUSSIA GLS Rwy 26

*ATIS 130.675 (Russian 126.675)		*ARKHANGELSK Approach 122.0		ARKHANGELSK Tower (APP) 121.8	
GBAS Ch 21076 G26A	Final Apch Crs 258°	AA214 2000' (1948')	GLS DA(H) 252' (200')	Apt Elev 64' Rwy 52'	
MISSED APCH: Climb on track 258° to AA112 (MAX 220 KT), turn RIGHT to AA113 (MAX 220 KT), then turn RIGHT to AA114, then to AA107 climbing to 2000' or above.					
Alt Set: hPa (mm on req)		Rwy Elev: 2 hPa	Trans level: FL040 ①	Trans alt: 3000'	



FEET	METERS
QNH (QFE)	
3000 (905)	
2900 (850)	
2300 (700)	
2000 (595)	
1300 (385)	
810 (230)	
800 (230)	
670 (185)	
570 (155)	
470 (125)	
252 (61)	

- ① FL050, if pressure is less than 1013 hPa (760 mm).
FL060, if pressure is less than 977 hPa (733 mm).
- ② is computed for surface air temperature at apt -45.0



Gnd speed-Kts	70	90	100	120	140	160	PALS PAPI	AA112 220 KT MAX on 258°
Glide Path Angle	3.00°	372	478	531	637	743		

PANS OPS	STRAIGHT-IN LANDING GLS		CIRCLE-TO-LAND	
	DA(H) 252' (200')	ALS out	Max KT	MDA(H)
A	R550m	R1200m	100	470' (406') V1500m
B			135	570' (506') V1600m
C			180	670' (606') V2400m
D			205	810' (746') V3600m

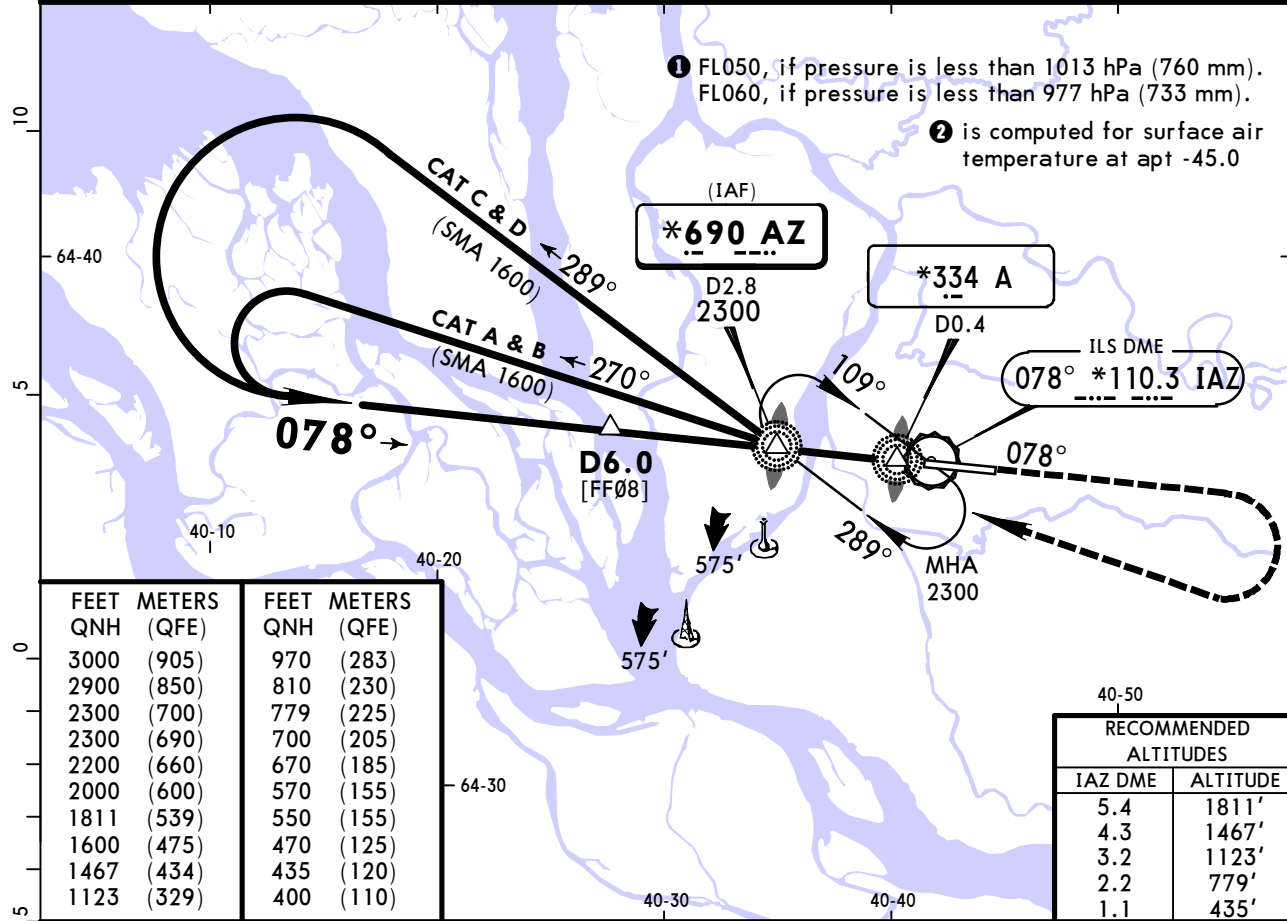
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Apt elev, bearings, FAP, MHA, TCH, minimums. © JEPPESEN, 2022, 2025. ALL RIGHTS RESERVED.

**ULAA/ARH
TALAGI**

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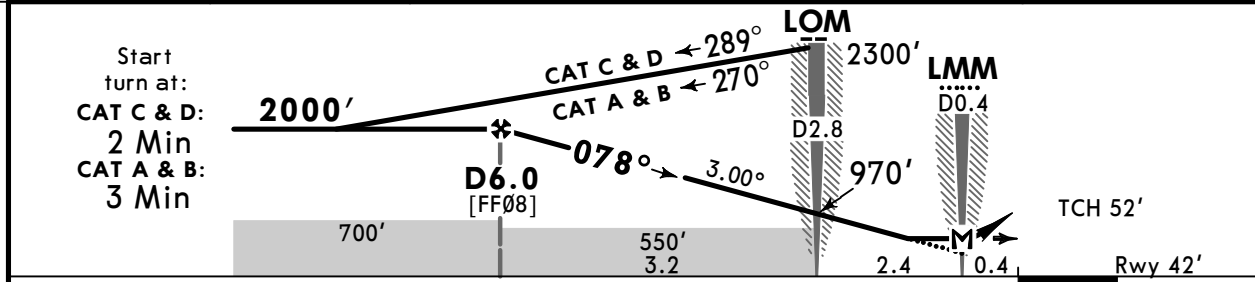
**ARKHANGELSK, RUSSIA
NDB Z Rwy 08**

*ATIS 130.675 (Russian 126.675)		*ARKHANGELSK Approach 122.0		ARKHANGELSK Tower (APP) 121.8	
NDB AZ *690	Final Apch Crs 078°	D6.0 2000' (1958')	DA/MDA(H) (CONDITIONAL) 400' (358')	Apt Elev 64'	Rwy 42'
MISSED APCH: Climb on 078° on track 2200' or above, turn RIGHT to AZ NDB climbing to 2300' or above. Turn before passing MAP is PROHIBITED.					
Alt Set: hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL040 ① Trans alt: 3000'					
1. DME required. 2. Dual ADF required. 3. ILS DME reads zero at RWY 08 threshold.					



FEET	METERS	FEET	METERS
QNH	(QFE)	QNH	(QFE)
3000	(905)	970	(283)
2900	(850)	810	(230)
2300	(700)	779	(225)
2300	(690)	700	(205)
2200	(660)	670	(185)
2000	(600)	570	(155)
1811	(539)	550	(155)
1600	(475)	470	(125)
1467	(434)	435	(120)
1123	(329)	400	(110)

RECOMMENDED ALTITUDES	
IAZ DME	ALTITUDE
5.4	1811'
4.3	1467'
3.2	1123'
2.2	779'
1.1	435'



Gnd speed-Kts	70	90	100	120	140	160	PALS PAPI 2200' or above on 078°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM/D0.4							

Timing not authorized for defining MAP

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	with LOM CDFA	w/o LOM CDFA	Prohibited SOUTH of the airport	
	DA/MDA(H) 400' (358')	DA/MDA(H) 550' (508')		
	ALS out	ALS out	Max KT	MDA(H)
A			100	470' (406') ② V1500m
B	R1500m	R1500m	135	570' (506') ② V1600m
C	R900m	R1600m	180	670' (606') V2400m
D	R1600m	R1600m	205	810' (746') V3600m

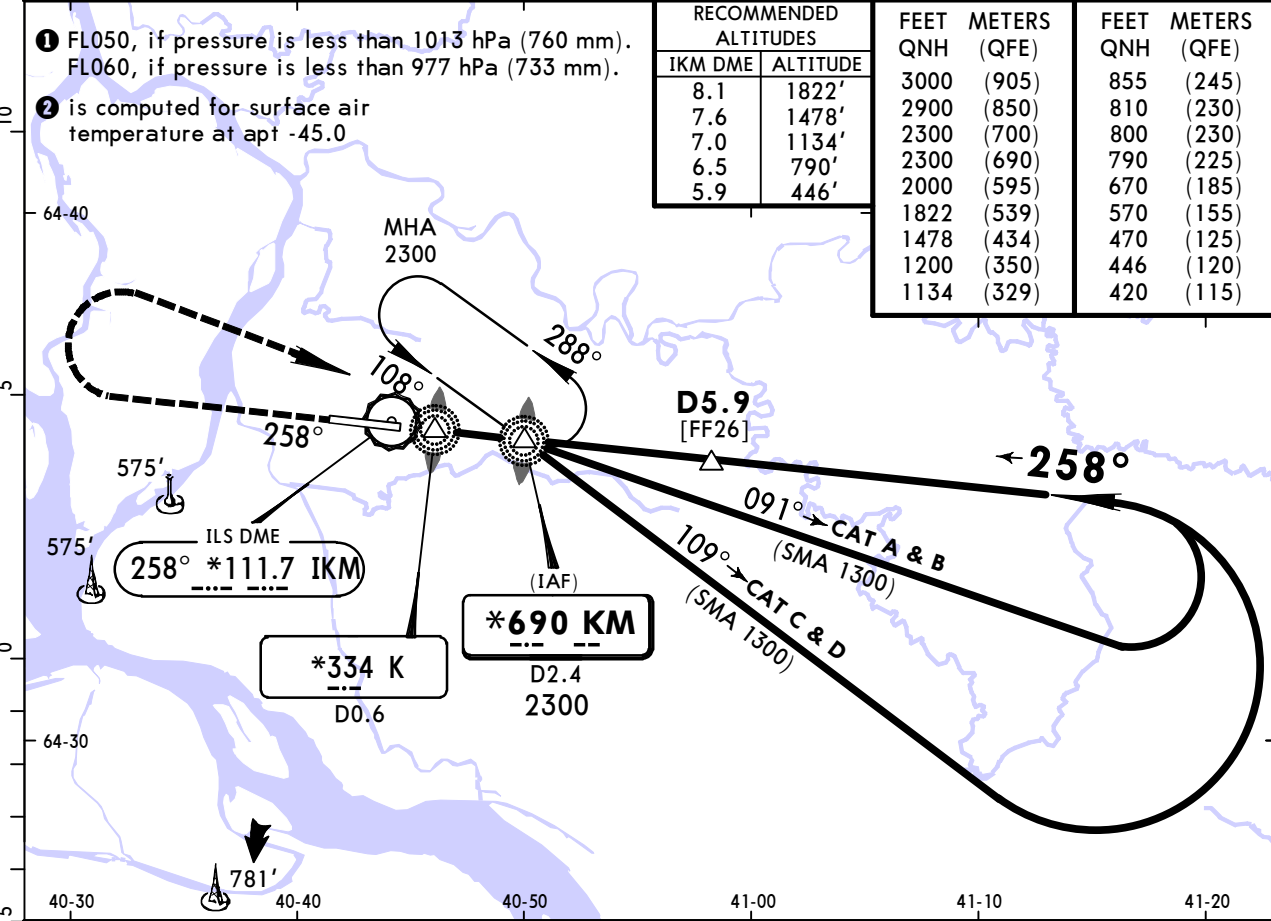
① VNAV DA(H) in lieu of MDA(H) depends on operator policy. ② or higher straight-in minimums.
 CHANGES: Apt elev, RWY elev, procedure, minimums. © JEPPESSEN, 2020, 2025. ALL RIGHTS RESERVED.

ULAA/ARH TALAGI

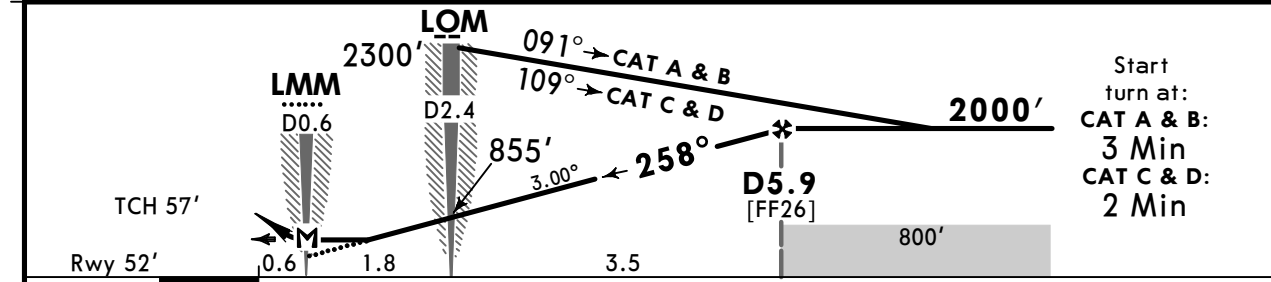
JEPPESSEN
11 APR 25 (16-2) Eff 17 Apr

ARKHANGELSK, RUSSIA NDB Z Rwy 26

*ATIS		*ARKHANGELSK Approach		ARKHANGELSK Tower (APP)	
130.675 (Russian 126.675)		122.0		121.8	
NDB KM *690	Final Apch Crs 258°	D5.9 2000' (1948')	DA/MDA(H) 420' (368')	Apt Elev 64' Rwy 52'	
MISSED APCH: Climb on 258° on track 1200' or above, turn RIGHT to KM NDB climbing to 2300' or above. Turn before passing MAP is PROHIBITED.					2300
Alt Set: hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL040 ① Trans alt: 3000'					
1. DME required. 2. Dual ADF required. 3. ILS DME reads zero at RWY 26 threshold.					MSA ARP ②



RECOMMENDED ALTITUDES		FEET METERS		FEET METERS	
IKM DME	ALTITUDE	QNH (QFE)	QNH (QFE)	QNH (QFE)	QNH (QFE)
8.1	1822'	3000 (905)	855 (245)		
7.6	1478'	2900 (850)	810 (230)		
7.0	1134'	2300 (700)	800 (230)		
6.5	790'	2300 (690)	790 (225)		
5.9	446'	2000 (595)	670 (185)		
		1822 (539)	570 (155)		
		1478 (434)	470 (125)		
		1200 (350)	446 (120)		
		1134 (329)	420 (115)		



Gnd speed-Kts	70	90	100	120	140	160	1200' or above on 258°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM/D0.6							

Timing not authorized for defining MAP

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Prohibited SOUTH of the airport	
	DA/MDA(H) 420' (368')			
	ALS out		Max KT	MDA(H)
A	R1500m		100	470' (406') V1500m
B			135	570' (506') V1600m
C	R1700m		180	670' (606') V2400m
D			205	810' (746') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Apt elev, procedure, minimums. © JEPPESSEN, 2020, 2025. ALL RIGHTS RESERVED.

Chart changes since cycle 07-2026

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

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

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ULAA

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20260609

(10-3 thru 10-3E) all RNAV SIDs not to be used.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20260609

(10-2 thru 10-2E) all RNAV STARs not to be used.