JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: NORILSK RUS
ICAO/IATA: UOOO / NSK
Lat/Long: N69° 18.52', E087° 19.67'
Elevation: 597 ft

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

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

Sunrise: 2032 Z
Sunset: 1543 Z

Runway Information

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

Runway: 01
Length x Width: 9255 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 562 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 126.800 Non-English
Norilsk Start Tower: 124.000 Non-English
Norilsk Start Tower: 129.000 Secondary Non-English
Norilsk Start Tower: 118.300 Non-English
Norilsk Ground: 121.700
Norilsk Ground: 124.000 Secondary
Norilsk Ground: 129.000 Secondary
Norilsk Apron Ramp/Taxi: 119.000 Non-English
Norilsk Radar: 129.000 Secondary

Norilsk Radar: 124.000 Secondary
Norilsk Radar: 120.400
Norilsk Precission Radar: 118.300
Norilsk Transit Operations: 131.700 Non-English

1. GENERAL

1.1. ATIS

ATIS 126.8 (Russian only)

1.2. COMMUNICATION FAILURE PROCEDURES

In all cases, flight crew can use mobile communication:

Radar Controller: +7(3919) 47-02-28
Flight Control Officer: +7(3919) 47-02-50
+7(913) 160-04-52

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP are applied when RVR is less than 550m at least at one of the three visibility measurement points (touchdown, mid-point and stop end of RWY).

Flight crews are informed about putting into LVP operation by ATS unit using following phrase: "Low visibility procedures in progress. Check your minimum".

When LVP are in force, it is prohibited:

- to take off without stop at the line-up position;
- to take off not from the RWY beginning;
- for more than one ACFT to be present on TWY or RWY.

Movement of ACFT on apron shall be carried out under assistance of Follow-me car or by towing.

Movement on the maneuvering area is provided by employed A-SMGCS "Vega", by controller's instructions and through reports of flight crew.

Flight crew shall report RWY vacation to Tower controller only after crossing the RWY holding position marking displayed on the TWY before the RWY or passing the last yellow light of exit TWY centerline indicating ILS critical area.

Flight crew is responsible for ILS critical area, RWY incursion and non adherence to the assigned taxi routes.

When LVP are in force, the decision to execute landing (take-off) shall be taken by the pilot-in-command.

ACFT navigation and flashing lights shall be switched on during towing.

1.4. QNH/QFE OPERATIONS

ATS unit assigns and flight crew shall maintain altitudes below the transition level in feet based upon QNH pressure. The value of QNH pressure in hPa is included in ATIS broadcast.

Flight crews of ACFT not equipped for maintaining altitude in feet based upon QNH pressure must have conversion tables, allowing to interpret the obtained instruction of ATS unit relating to the available equipment (for example, conversion table feet QNH - meters QFE). QFE pressure is issued by ATS unit upon request of the flight crew only.

During IFR approach below the transition level, ATS unit usually assigns ALT 6000'. If necessary, any altitude divisible by 100' can be assigned within the range from MSA up to 6000'.

During flights below the lower safe flight level, pressure scale of barometric altimeter shall be changed from the area QNH to the aerodrome QNH when ACFT enters CTR (pressure scale of barometric altimeter shall be changed from the aerodrome QNH to the area QNH when ACFT leaves CTR).

Height in meters based upon QFE can be assigned to state aviation ACFT upon request of the flight crew.

1. GENERAL

1.5. USE OF MODE S TRANSPONDER FOR GROUND TRAFFIC CONTROL

1.5.1. MULTILATERATION SYSTEM (MLAT) USING MODE S ON AERODROME

In order to improve ground movement control, the flight crew of ACFT equipped with the Mode S transponder must ensure that the Mode S transponder is able to operate during ACFT ground movement.

During departure - the flight crew shall:

- Select the assigned code (squawk) and activate the Mode S transponder from request for towing or taxiing whichever is earlier.

After landing - the flight crew shall:

- Keep the Mode S transponder activated until the ACFT is parked on stand;
- Set the Mode A code 2000 immediately after parking on the stand and before selecting OFF or STAND-BY.

Activation of the Mode S transponder means selecting AUTO, ON, XPNDR, or the equivalent mode according to specific installation. Selection of the STAND-BY mode will NOT activate the Mode S transponder.

The flight crew of ACFT equipped with Mode S having an ACFT identification feature must also set the ACFT identification specified in item 7 of ICAO flight plan.

The ACFT identification must be entered before the request for towing or taxiing, whichever is earlier, through the FMS or the transponder control panel.

1.6. TAXIING PROCEDURES

Movement of ACFT on the AD shall be carried out by taxiing under own engines power or towing provided by GND controller's clearance.

180° turns for taxiing out from stands under own engines power is prohibited.

Taxi procedures into/out of stands 8 thru 13:

- Index 4 ACFT (B737, A319, A320, A321/321neo, TU-134, TU-204, TU-214) - only under tow;
- ACFT of index up to 4 (not inclusive) shall taxi into the stands under own power, provided ACFT are parked on the stands in sequential order, or under tow, if ACFT are parked on the stands in random order.

1.7. PARKING INFORMATION

Stands 12A thru 13A available for helicopters.

1.8. BIRDS

Seasonal migrations of waterfowl birds are observed in spring (from the third decade of May to the second half of June) and in autumn (from the third decade of August to the end of September).

ALTs from 500' to 16400' AGL and North-South orientation of flight are typical for seasonal migrations as well as daily increase of migration intensity up to four flocks per hour between 0500-1000LT and 1500-2100LT.

In summer bird migration is observed H24 in Northwest and Southeast directions at ALTs up to 650' AGL.

In case of dangerous ornithological situation measures are taken to scare birds and provide additional information to the flight crews which should increase caution, switch on landing lights, follow instruction of the ATS unit.

If necessary, measures are taken to restrict flight operations. Radar control of bird migration in the vicinity of the aerodrome is not provided.

1. GENERAL

ATS unit conducts direct visual observation of bird migration within visual range on ACFT flight path and RWY strip over the course of ACFT take-off and landing operations (only in daylight hours). If birds are detected, ATS unit informs flight crew of arriving or departing ACFT.

1.9. OTHER INFORMATION

ACFT with low-mounted engines shall make a 180° turn on the RWY on RWY turn-pads only.

A special constructi on used for testing GP beacon is located within the graded portion of RWY strip, before RWY strip boundary on the Southeast side of the RWY at DIST 99m from RCL and 280m from RWY THR.

2. ARRIVAL

2.1. GNSS APPROACH PROCEDURE

During GLS, RNP approach, the flight crew shall inform ATS unit providing control on the final approach segment about the primary and back-up approach procedures.

2.2. COMMUNICATION FAILURE PROCEDURES

In the event of radio communication failure:

- continue the flight maintaining the route and profile of the cleared (basic shortest) STAR RNAV procedure;
- execute approach in accordance with the established procedure;
- maintain a listening watch on LOM FREQ (535 kHz) for information and ATS unit instructions;
- in case of adverse weather conditions at AD proceed to an alternate aerodrome.

2.2.1. AFTER MISSED APPROACH

Continue the flight maintaining the route and profile of the missed approach procedure to the nearest holding area.

2.3. OTHER INFORMATION

Flight crew must establish radio contact with NORILSK Transit controller on frequency 131.700 MHz 20 minutes prior to landing and report the following information:

- Payload;
- Number of flight crew members.

3. DEPARTURE

3.1. DE-ICING

If ACFT needs de/anti-icing treatment, it is permitted to request departure clearance before or over the course of ACFT de/anti-icing treatment.

If ATS pre-departure delay for more than 30 minutes from the moment ACFT is ready for departure is expected, the controller advises the estimated take-off time to the pilot. In this case pilot shall coordinate time of commencement of ACFT de/anti-icing treatment with the controller.

3.2. DEPARTURE CLEARANCE, START-UP AND TAXI PROCEDURES

Before towing or engines start-up, flight crew shall establish radio communication with GND controller (call sign NORILSK Ground) to obtain departure clearance, departure instructions, SSR squawk and report:

- ACFT call sign;
- Stand number;
- Destination aerodrome;
- Flight level (according to flight plan);
- Code letter of the latest ATIS broadcast;
- Ready to start engines.

Pilot shall request departure clearance 10 minutes prior to reporting ready to start engines, but not earlier than 30 minutes before the flight planned time of departure.

Submission of a request for ATC clearance by the flight crew implies that all planned ground handling, passport control and customs clearance procedures were simultaneously completed by the prescribed TOBT.

Departure clearance is valid within 30 minutes from the moment the clearance was obtained.

If ATS pre-departure delay for more than 30 minutes from the moment ACFT is ready for departure is expected, ATS unit controller advises the estimated take-off time to the pilot. In this case pilot shall coordinate engines start-up time with the controller.

Flight crew shall advise TWR controller (FREQ 118.300 MHz, call sign NORILSK Start) regarding time required to prepare for take-off before ACFT occupies line-up position.

Note: Flight crew of ACFT executing take-off from RWY 01 shall advise TWR controller (NORILSK Start) regarding time (in minutes) required to taxi to the line-up position.

3.3. RWY OPERATIONS

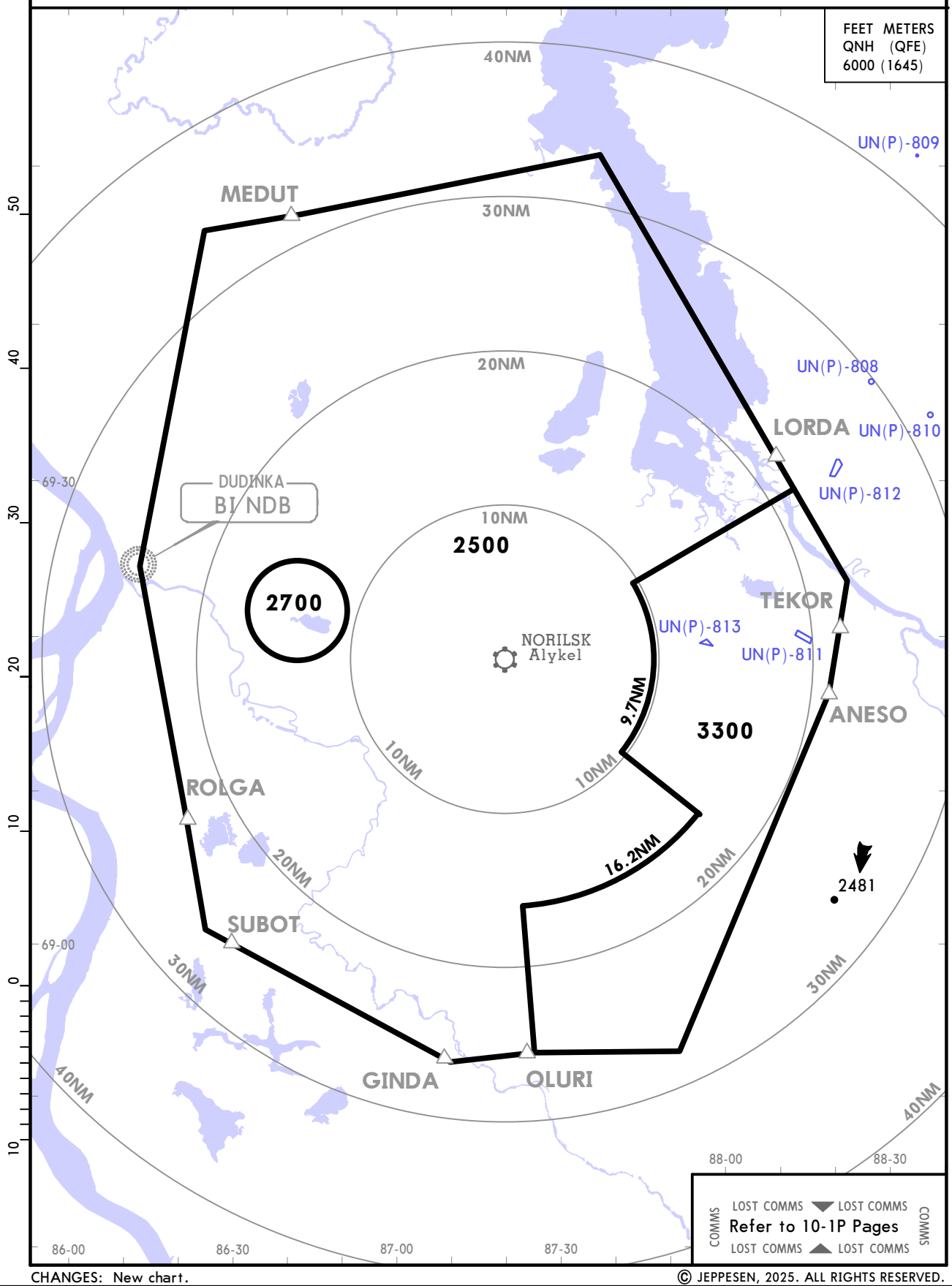
Take-off not from the RWY beginning shall be carried out upon request of the flight crew or at the initiative of the appropriate ATS unit. The responsibility for taking the decision to execute this type of take-off is imposed on the pilot-in-command.

3.4. COMMUNICATION FAILURE PROCEDURES

After take-off, fly the aerodrome traffic circuit and land.

NORILSK Radar (TWR)	Apt Elev	
120.4	597	Alt Set: hPa (MM on request) QNH (QFE on request) Trans level: FL070 FL080 if pressure is less than 1013 hPa (760 mm) FL090 if pressure is less than 977 hPa (733 mm) Trans alt: 6000 1. Chart may only be used for cross checking of altitudes while under RADAR control 2. When vectoring is carried out under low-temperature conditions, minimum vectoring altitudes must be corrected by altimeter temperature correction.

FOR RUSSIAN USERS ONLY



CHANGES: New chart.

ARRIVAL INSTRUCTIONS

1. Preferential Procedures

RNAV STAR are the preferential procedures at the aerodrome.
If no information on RNAV STAR available or if unable to maintain RNAV STAR inform ATC and request conventional navigation or vectoring.

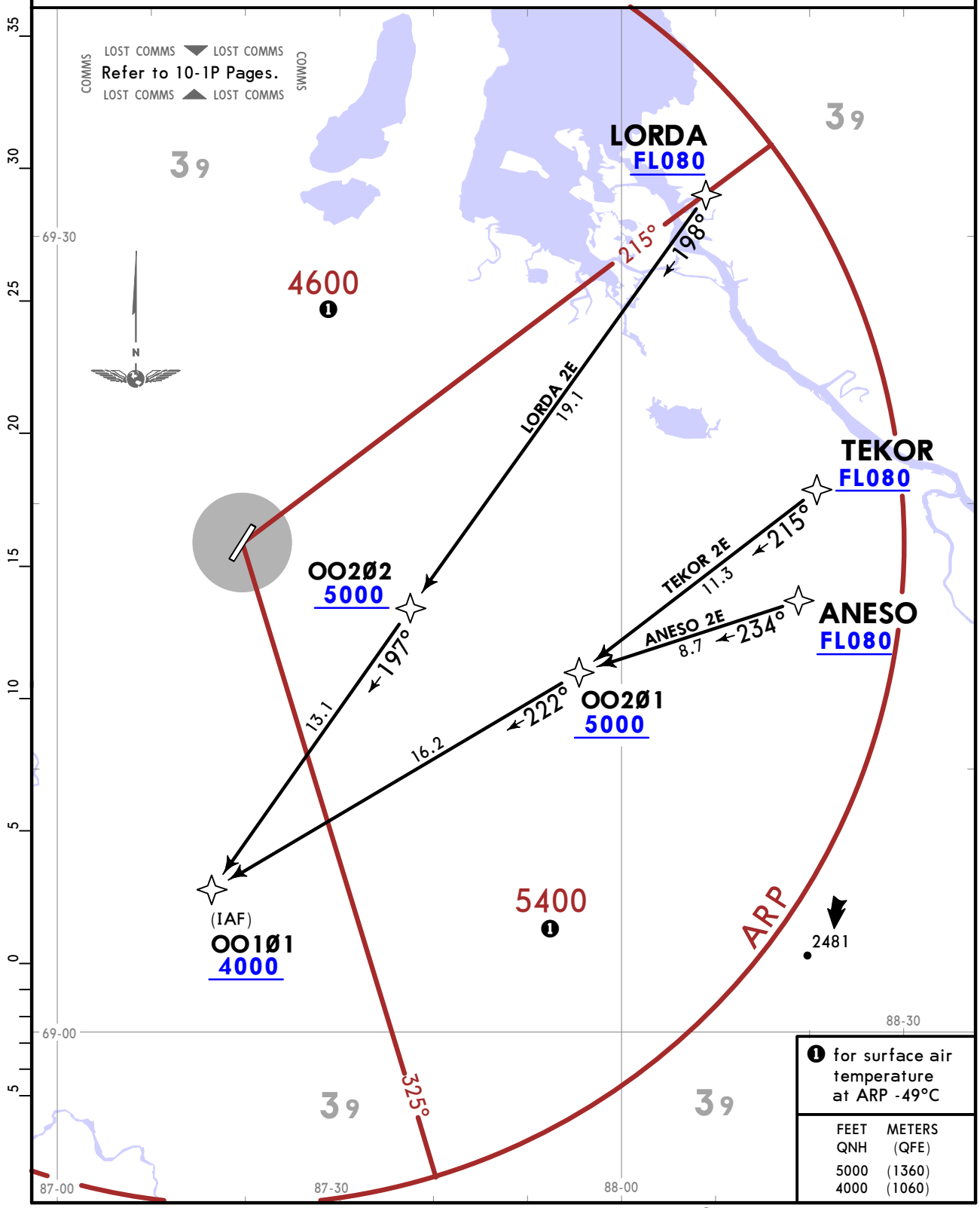
2. "Direct to" instructions.

ATS unit can apply "Direct to" instruction along with radar vectoring to optimize flight paths of ACFT proceeding along STAR and RNAV STAR routes.

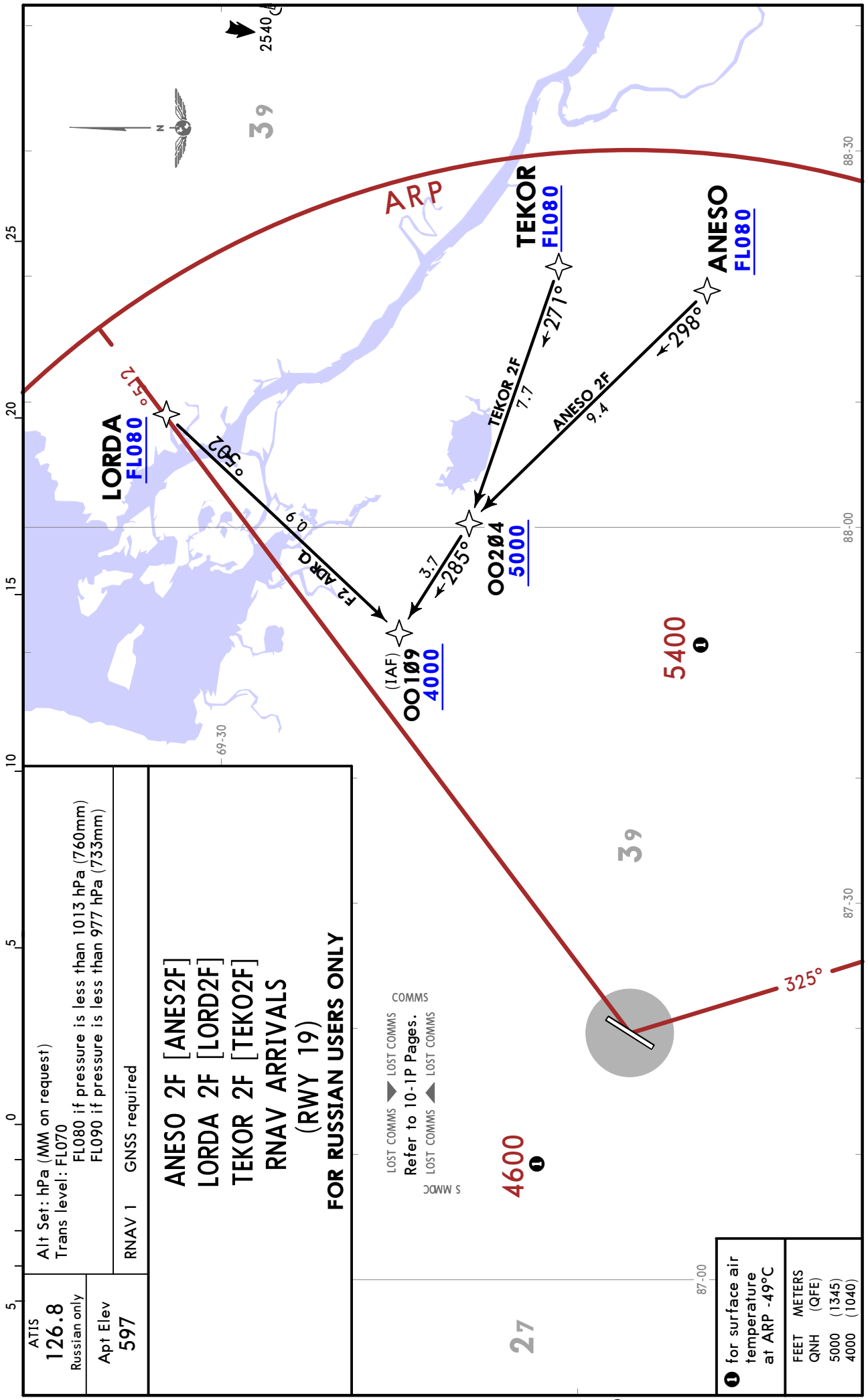
"Direct to" instructions are applied to direct the ACFT to a STAR waypoint.
Upon reaching the waypoint, ACFT shall resume own navigation and continue the flight along the standard route.
If a arriving ACFT is cleared to proceed directly to the published STAR waypoint, ALT and speed restrictions associated with the bypassed waypoints are cancelled.
All remaining published height and speed restrictions shall remain applicable.

ATIS 126.8 Russian only	Apt Elev 597	Alt Set: hPa (MM on request) Trans level: FL070 FL080 if pressure is less than 1013 hPa (760mm) FL090 if pressure is less than 977 hPa (733mm)
		RNAV 1 GNSS required

ANESO 2E [ANES2E]
LORDA 2E [LORD2E]
TEKOR 2E [TEKO2E]
RNAV ARRIVALS
(RWY 01)
FOR RUSSIAN USERS ONLY



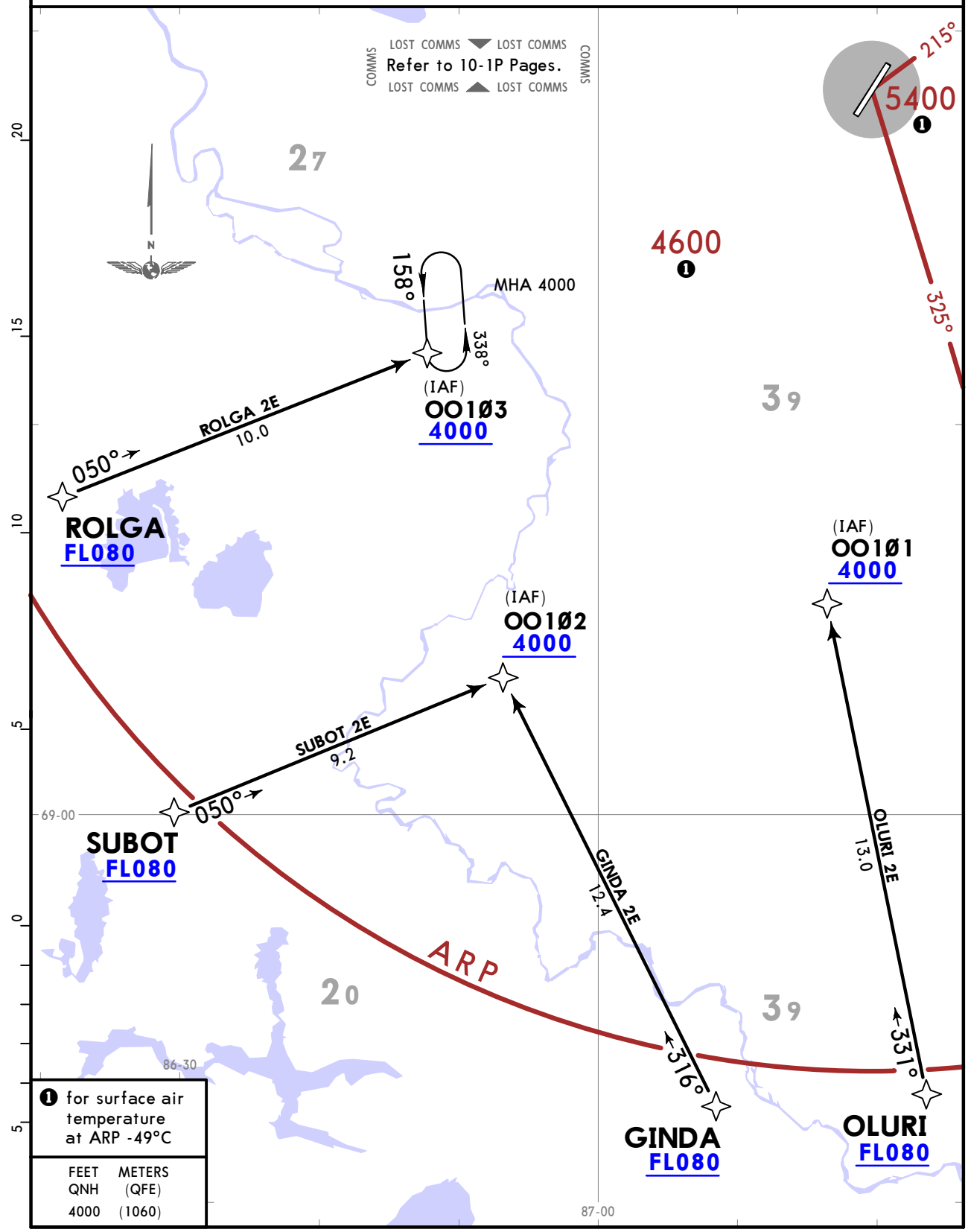
CHANGES: RNAV STARs completely revised.



CHANGES: RNAV STARs completely revised.

ATIS	Apt Elev	
126.8 Russian only	597	Alt Set: hPa (MM on request) Trans level: FL070 FL080 if pressure is less than 1013 hPa (760mm) FL090 if pressure is less than 977 hPa (733mm) RNAV 1 GNSS required

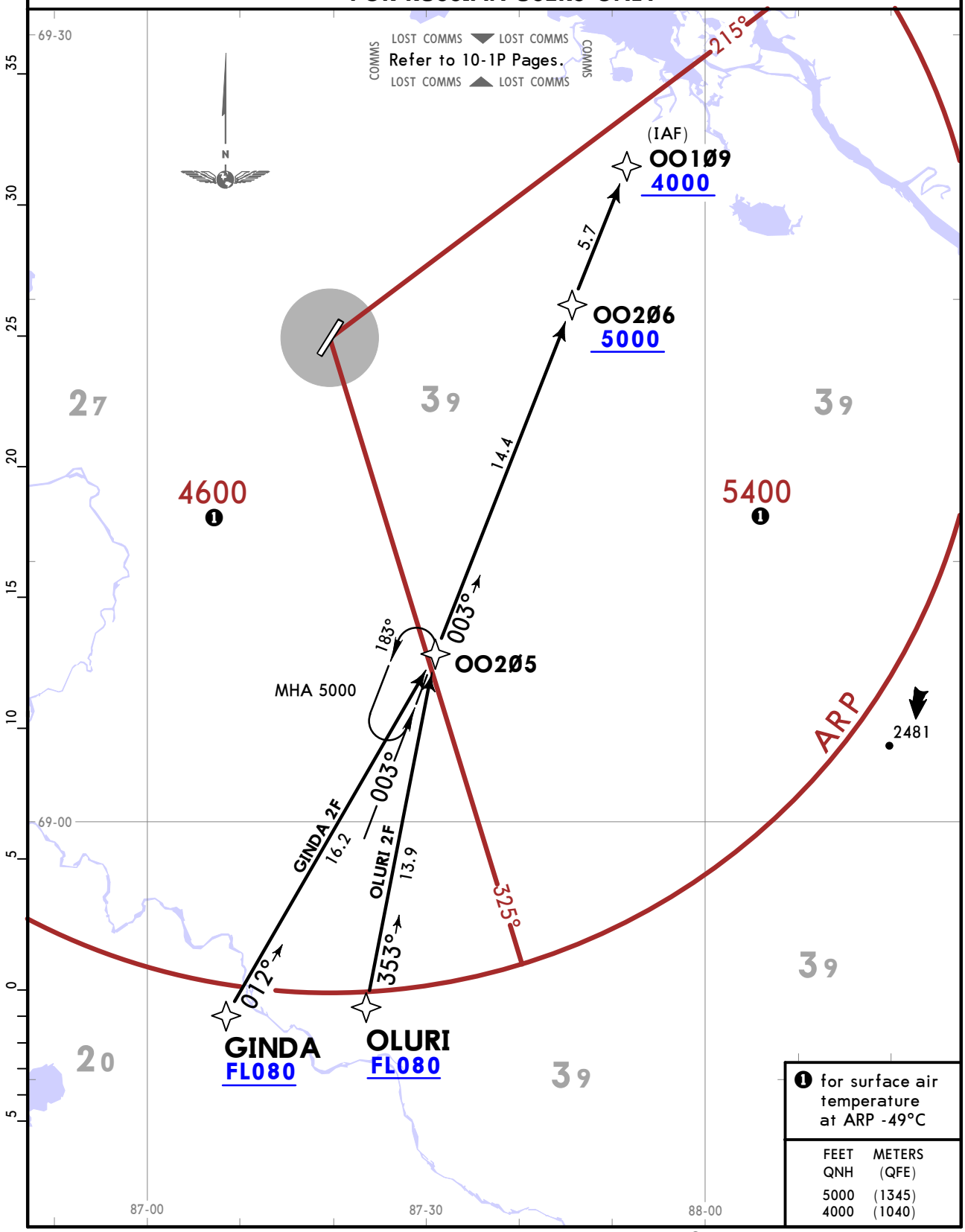
GINDA 2E [GIND2E], OLURI 2E [OLUR2E]
ROLGA 2E [ROLG2E], SUBOT 2E [SUBO2E]
RNAV ARRIVALS
(RWY 01)
FOR RUSSIAN USERS ONLY



CHANGES: RNAV STARs completely revised.

ATIS	Apt Elev	
126.8 Russian only	597	Alt Set: hPa (MM on request) Trans level: FL070 FL080 if pressure is less than 1013 hPa (760mm) FL090 if pressure is less than 977 hPa (733mm) RNAV 1 GNSS required

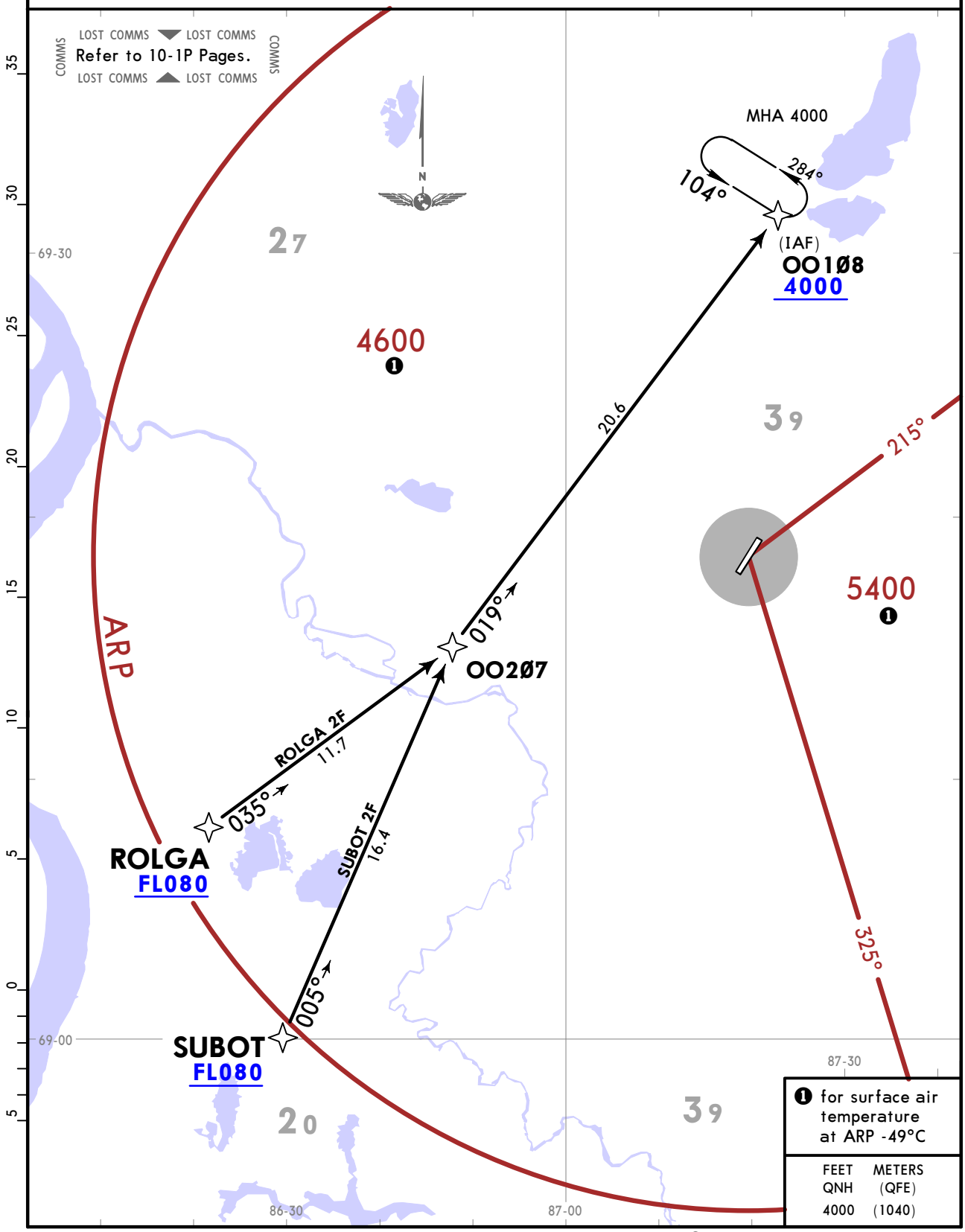
GINDA 2F [GIND2F]
OLURI 2F [OLUR2F]
RNAV ARRIVALS
(RWY 19)
FOR RUSSIAN USERS ONLY



CHANGES: RNAV STARs completely revised.

ATIS	Apt Elev	
126.8 Russian only	597	Alt Set: hPa (MM on request) Trans level: FL070 FL080 if pressure is less than 1013 hPa (760mm) FL090 if pressure is less than 977 hPa (733mm)
		RNAV 1 GNSS required

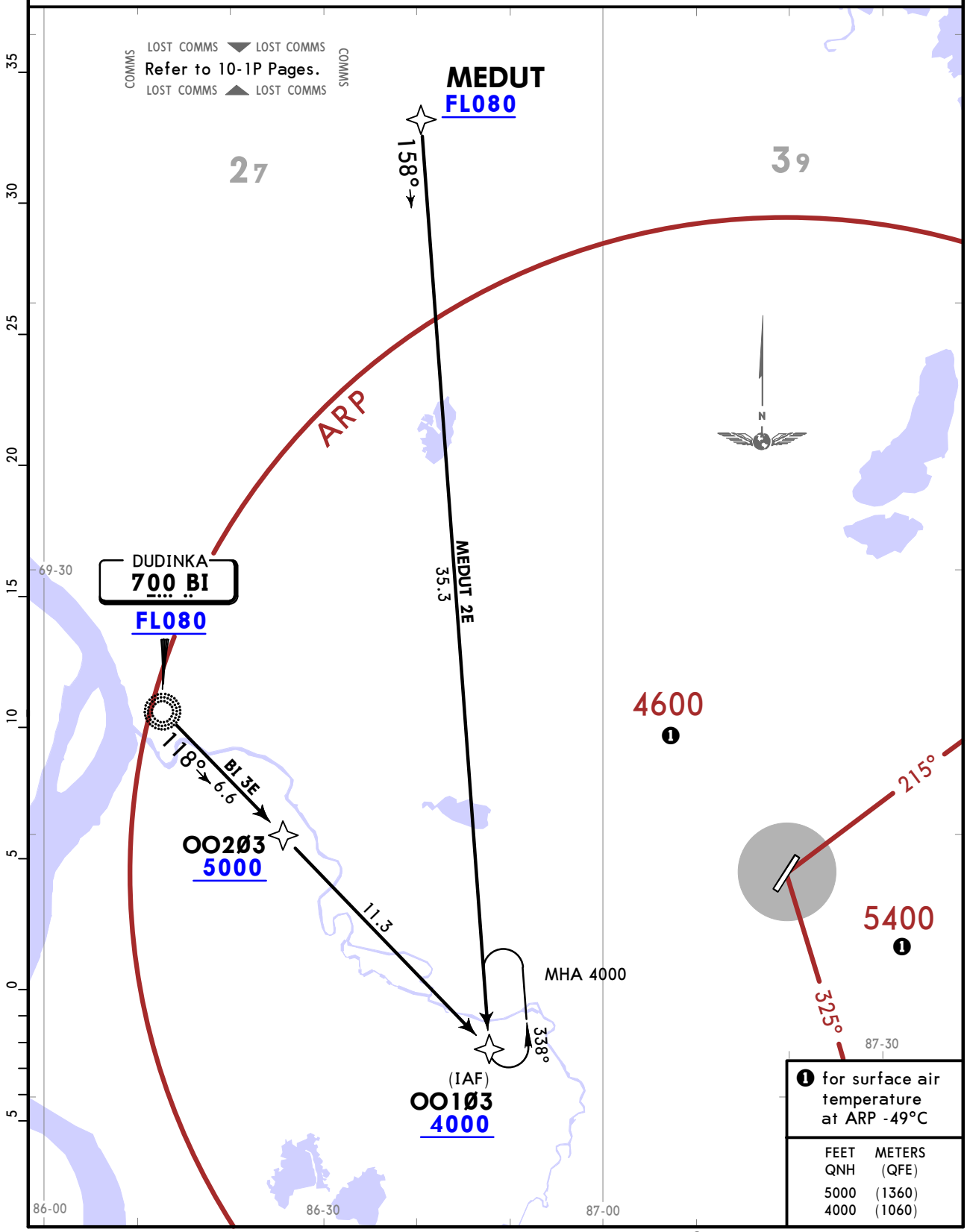
ROLGA 2F [ROLG2F]
SUBOT 2F [SUBO2F]
RNAV ARRIVALS
(RWY 19)
FOR RUSSIAN USERS ONLY



CHANGES: RNAV STARs completely revised.

ATIS	Apt Elev	
126.8 Russian only	597	Alt Set: hPa (MM on request) Trans level: FL070 FL080 if pressure is less than 1013 hPa (760mm) FL090 if pressure is less than 977 hPa (733mm)
		RNAV 1 GNSS required

BI 3E [BI3E]
MEDUT 2E [MEDU2E]
RNAV ARRIVALS
(RWY 01)
FOR RUSSIAN USERS ONLY



CHANGES: RNAV STARs completely revised.

ATIS 126.8 Russian only	Apt Elev 597	Alt Set: hPa (MM on request) Trans level: FL070 FL080 if pressure is less than 1013 hPa (760mm) FL090 if pressure is less than 977 hPa (733mm)
		RNAV 1 GNSS required

BI 3F [BI3F]
MEDUT 2F [MEDU2F]
RNAV ARRIVALS
(RWY 19)
FOR RUSSIAN USERS ONLY

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

MEDUT
FL080
118°
MEDUT 2F
21.4
ARP
27
39
MHA 4000
284°
104°
(IAF)
OO1Ø8
4000
69-30
DUDINKA
700 BI
FL080
21.0
BI 3F
056°
4.6
OO2Ø8
5000
4600
1
215°
5400
1
325°
87-30
86-30
87-00

1 for surface air temperature at ARP -49°C

FEET QNH	METERS (QFE)
5000	(1345)
4000	(1040)

CHANGES: RNAV STARs completely revised.

ANESO 2G [ANES2G], LORDA 2G [LORD2G] TEKOR 2G [TEKO2G] ARRIVALS (RWY 01)

FOR RUSSIAN USERS ONLY

Apt Elev 597

ATIS 126.8 Russian only

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH is less than 1013 hPa (760mm)
FL090 when QNH is less than 977 hPa (733mm)

FEET METERS
QNH (QFE)
5000 (1360)
4000 (1060)
2500 (600)

1 for surface air temperature at ARP -49°C

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

COMMS

LORDA FL080

ARP

TEKOR FL080

ANESO FL080

[D242N] (14.0 NM to ARP) 5000

[D252P] (16.2 NM to ARP) 5000

G2 ADRO

G2 ROKET

242°

252°

325° (IAF)

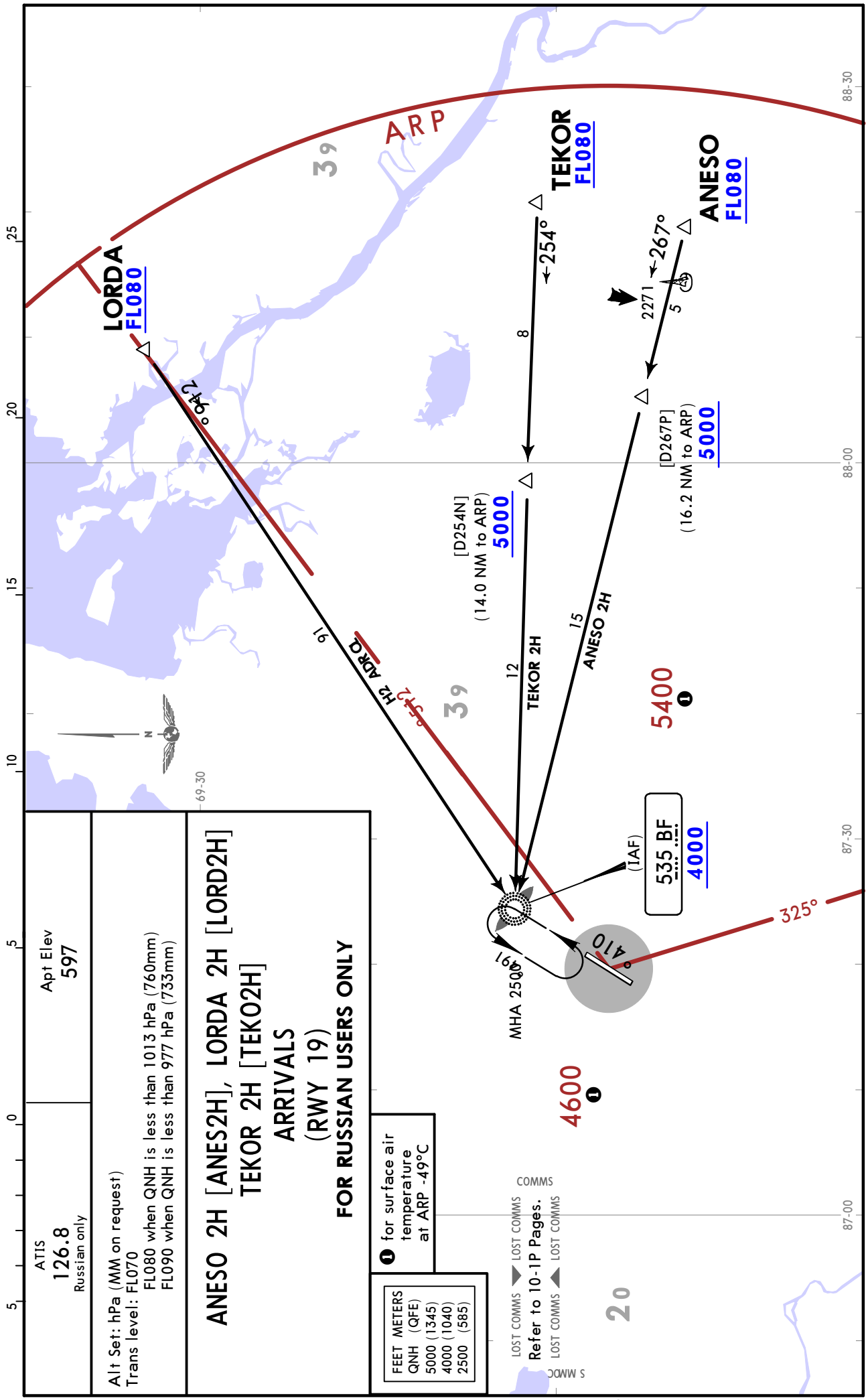
535 AP

4000

MHA 2500

5400

4600



ANESO 2H [ANES2H], LORDA 2H [LORD2H]
TEKOR 2H [TEKO2H]
ARRIVALS
(RWY 19)
FOR RUSSIAN USERS ONLY

Apt Elev
597

ATIS
126.8
Russian only

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH is less than 1013 hPa (760mm)
FL090 when QNH is less than 977 hPa (733mm)

❶ for surface air temperature at ARP -49°C

FEET	METERS
QNH	(QFE)
5000	(1345)
4000	(1040)
2500	(585)

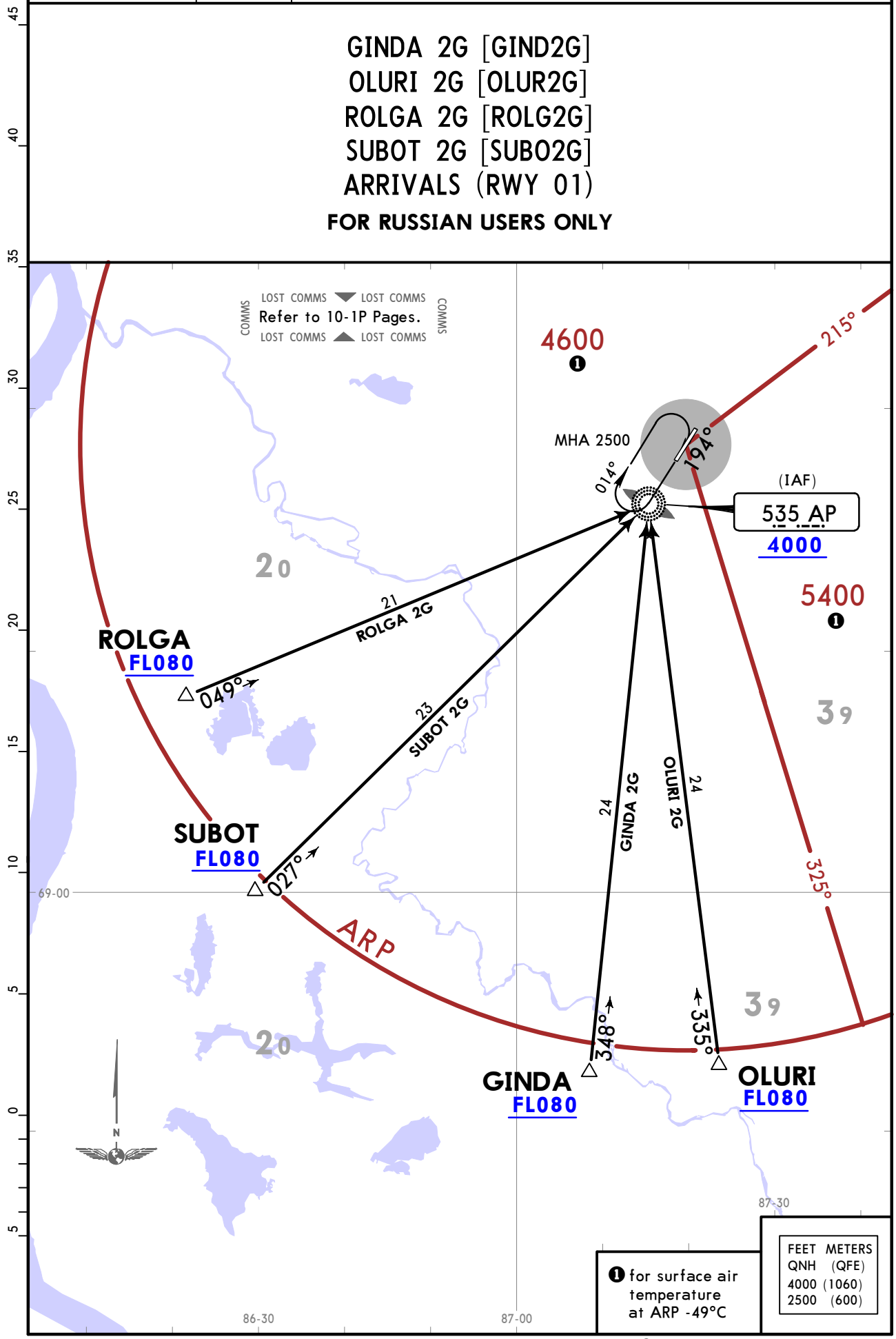
COMMS
LOST COMMS ▶ LOST COMMS
LOST COMMS ◀ LOST COMMS
Refer to 10-1P Pages.

CHANGES: CONV STARs completely revised.

ATIS	Apt Elev	
126.8 Russian only	597	Alt Set: hPa (MM on request) Trans level: FL070 FL080 when QNH is less than 1013 hPa (760mm) FL090 when QNH is less than 977 hPa (733mm)

GINDA 2G [GIND2G]
OLURI 2G [OLUR2G]
ROLGA 2G [ROLG2G]
SUBOT 2G [SUBO2G]
ARRIVALS (RWY 01)

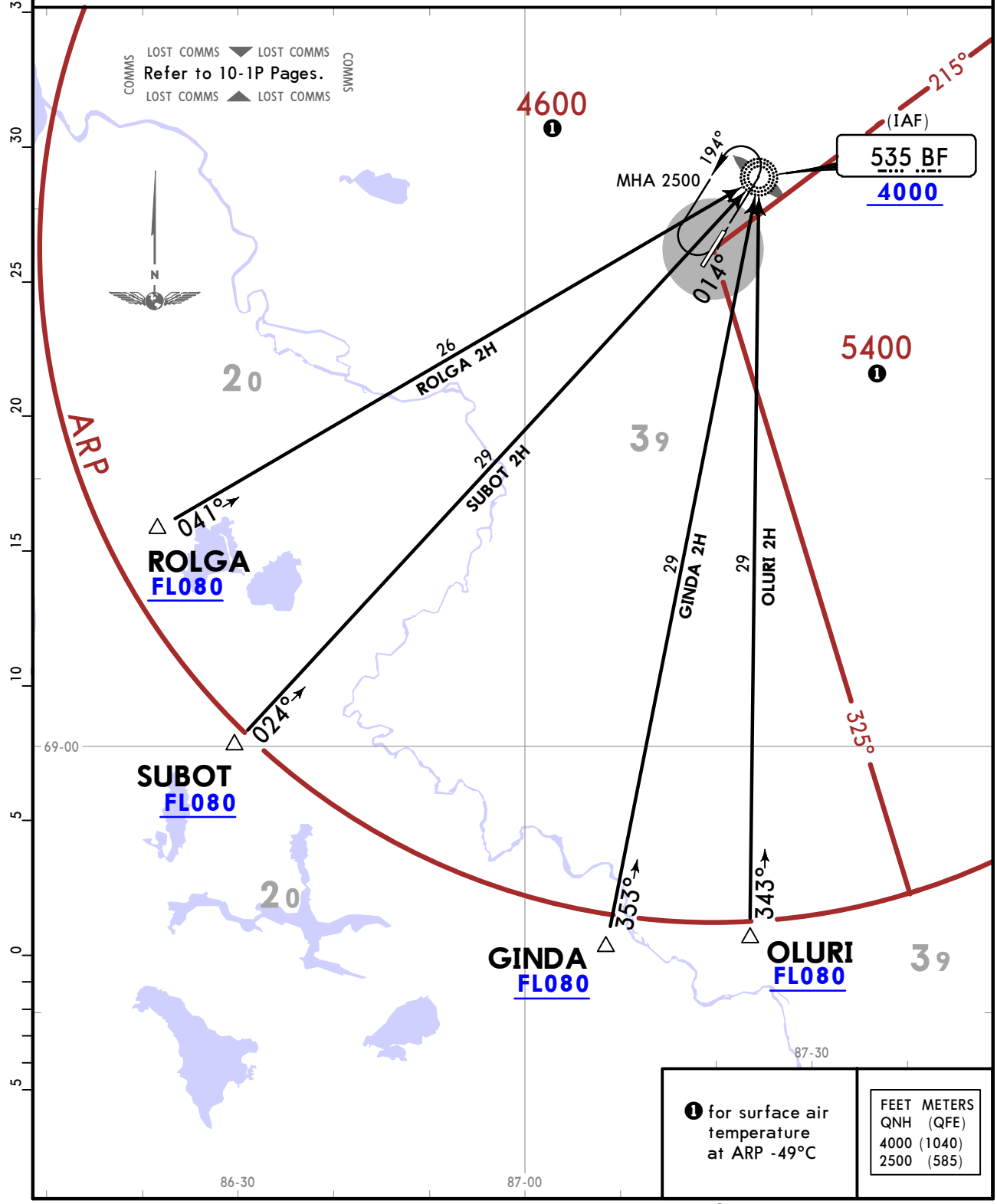
FOR RUSSIAN USERS ONLY



ATIS	Apt Elev	
126.8 Russian only	597	Alt Set: hPa (MM on request) Trans level: FL070 FL080 when QNH is less than 1013 hPa (760mm) FL090 when QNH is less than 977 hPa (733mm)

GINDA 2H [GIND2H]
OLURI 2H [OLUR2H]
ROLGA 2H [ROLG2H]
SUBOT 2H [SUBO2H]
ARRIVALS (RWY 19)

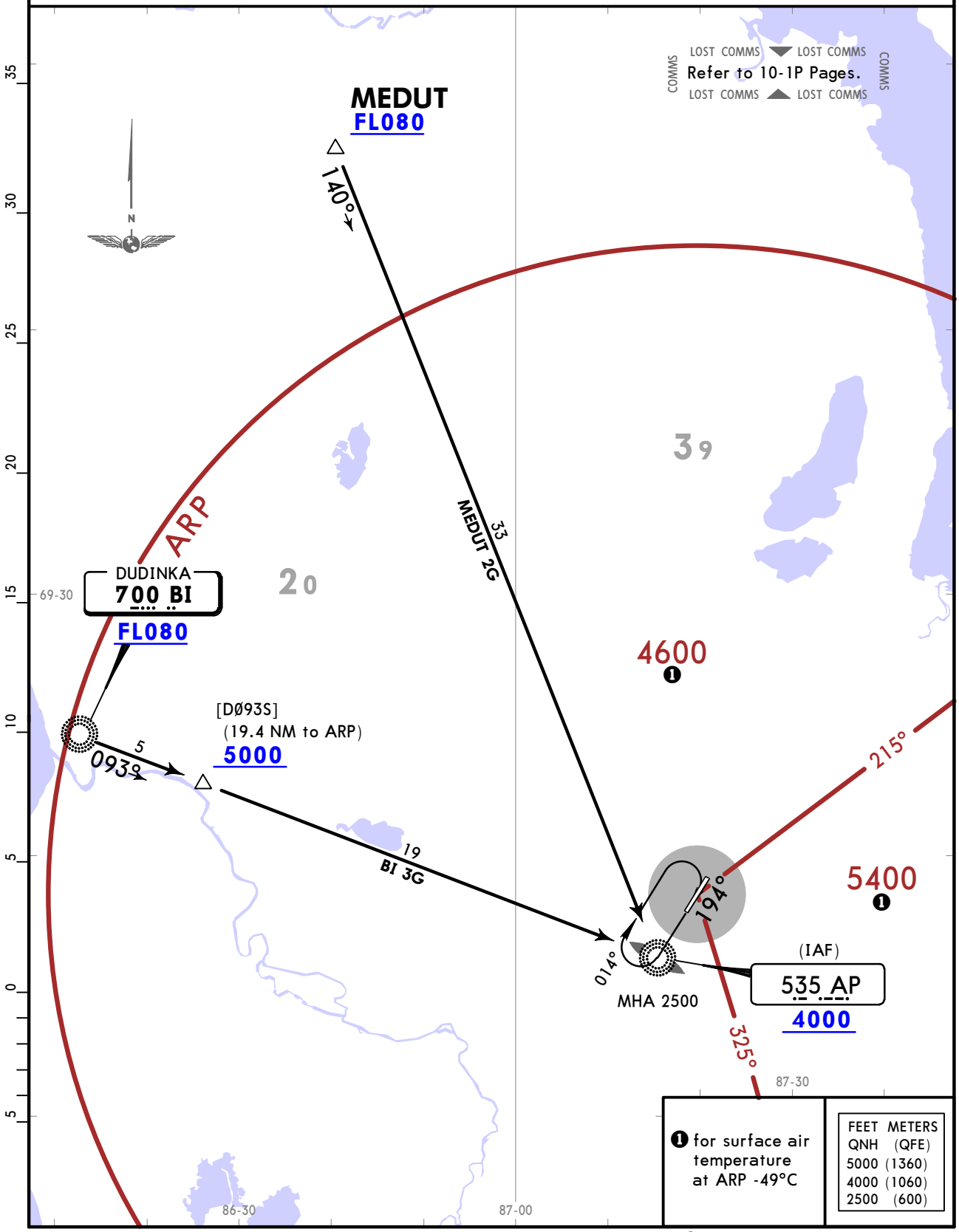
FOR RUSSIAN USERS ONLY



CHANGES: CONV STARs completely revised.

ATIS	Apt Elev	
126.8 Russian only	597	Alt Set: hPa (MM on request) Trans level: FL070 FL080 when QNH is less than 1013 hPa (760mm) FL090 when QNH is less than 977 hPa (733mm)

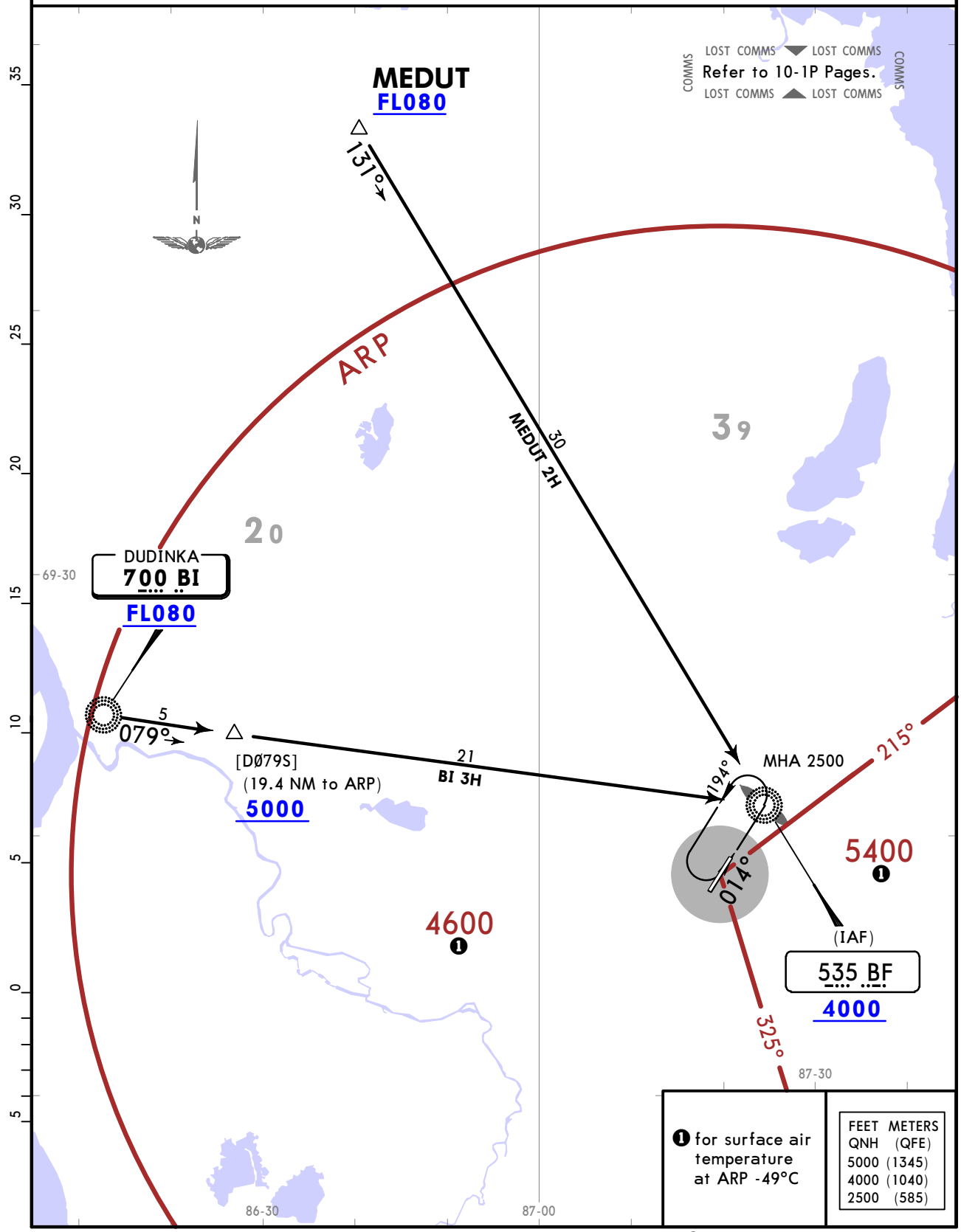
BI 3G [BI3G]
MEDUT 2G [MEDU2G]
ARRIVALS
(RWY 01)
FOR RUSSIAN USERS ONLY



CHANGES: CONV STARs completely revised.

ATIS	Apt Elev	
126.8 Russian only	597	Alt Set: hPa (MM on request) Trans level: FL070 FL080 when QNH is less than 1013 hPa (760mm) FL090 when QNH is less than 977 hPa (733mm)

BI 3H [BI3H]
MEDUT 2H [MEDU2H]
ARRIVALS
(RWY 19)
FOR RUSSIAN USERS ONLY



CHANGES: CONV STARs completely revised.

DEPARTURE INSTRUCTIONS

1. Preferential Procedures

RNAV SID are the preferential procedures at the aerodrome.
If no information on RNAV SID available or if unable to maintain RNAV SID inform ATC and request conventional navigation or vectoring.

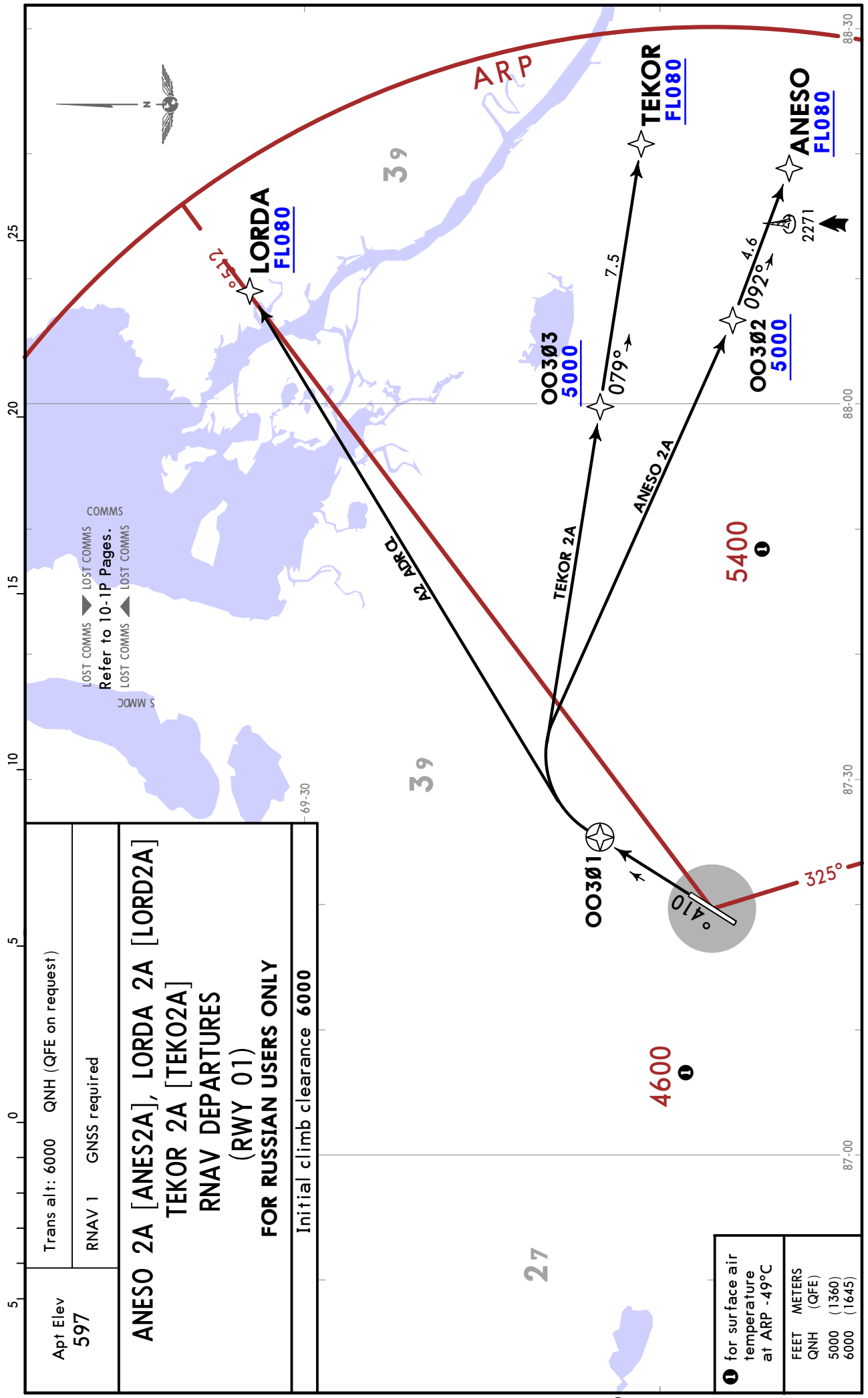
2. "Direct to" instructions.

ATS unit can apply "Direct to" instruction along with radar vectoring to optimize flight paths of ACFT proceeding along SID and RNAV SID routes.

"Direct to" instructions are applied to direct the ACFT to a SID waypoint.
Upon reaching the waypoint, ACFT shall resume own navigation and continue the flight along the standard route.
If a departing ACFT is cleared to proceed directly to the published SID waypoint, ALT and speed restrictions associated with the bypassed waypoints are cancelled.
All remaining published ALT and speed restrictions shall remain applicable.

3. Continuous climb.

ACFT cleared to execute continuous climb above transition level by the ATS unit, must maintain a listening watch on Radar controllers FREQ 120.4 MHz after take-off.
Having established radio communication with Krasnoyarsk-Control FREQ 132.5 MHz, report present ALT and ALT to be reached, unless otherwise instructed.



ANESO 2A [ANES2A], LORDA 2A [LORD2A]
TEKOR 2A [TEKO2A]
RNAV DEPARTURES
(RWY 01)
FOR RUSSIAN USERS ONLY

Apt Elev 597

Trans alt: 6000 QNH (QFE on request)

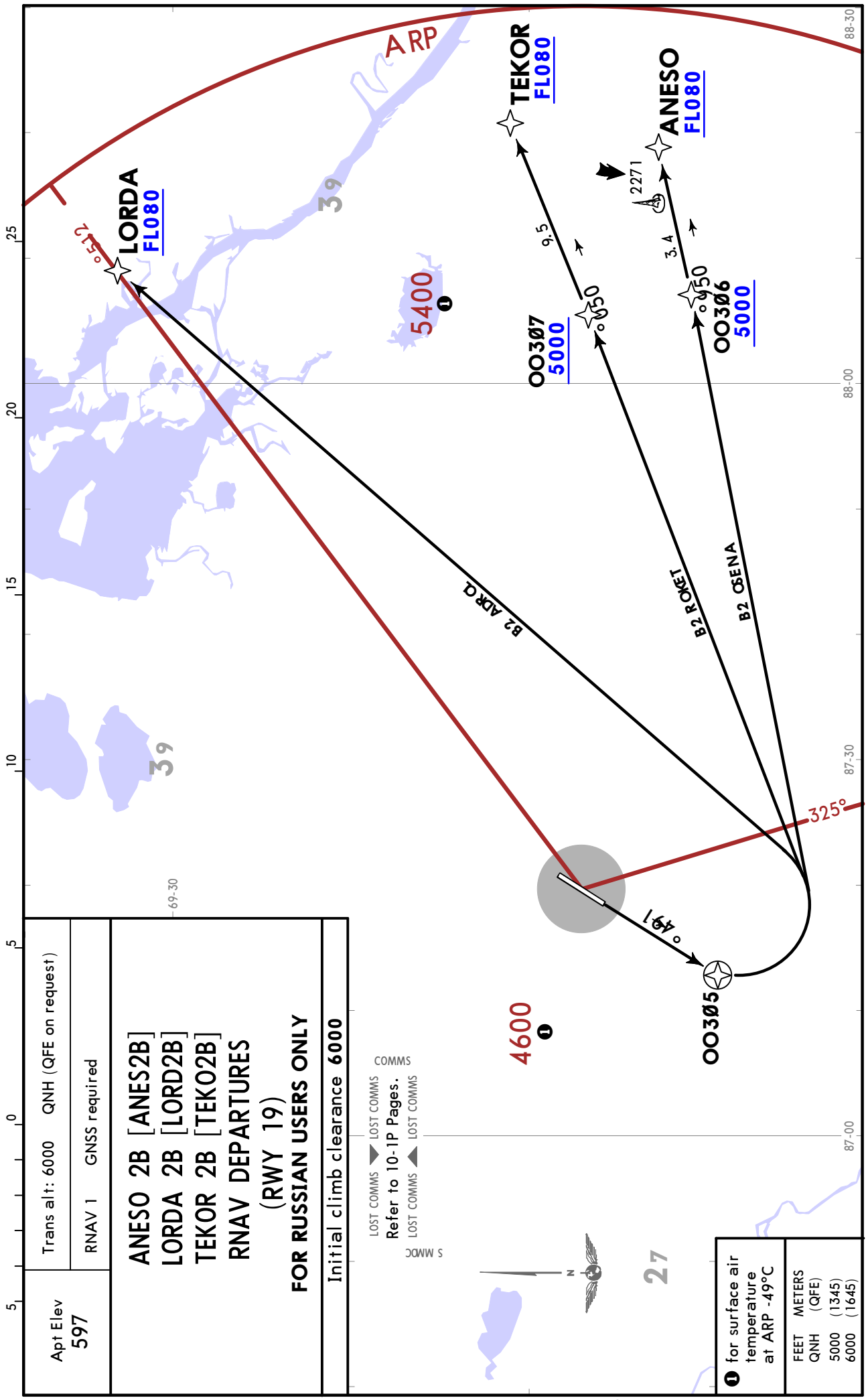
RNAV 1 GNSS required

Initial climb clearance **6000**

❶ for surface air temperature at ARP -49°C

FEET	METERS
QNH	(QFE)
5000	(1360)
6000	(1645)

CHANGES: RNAV SIDs completely revised.



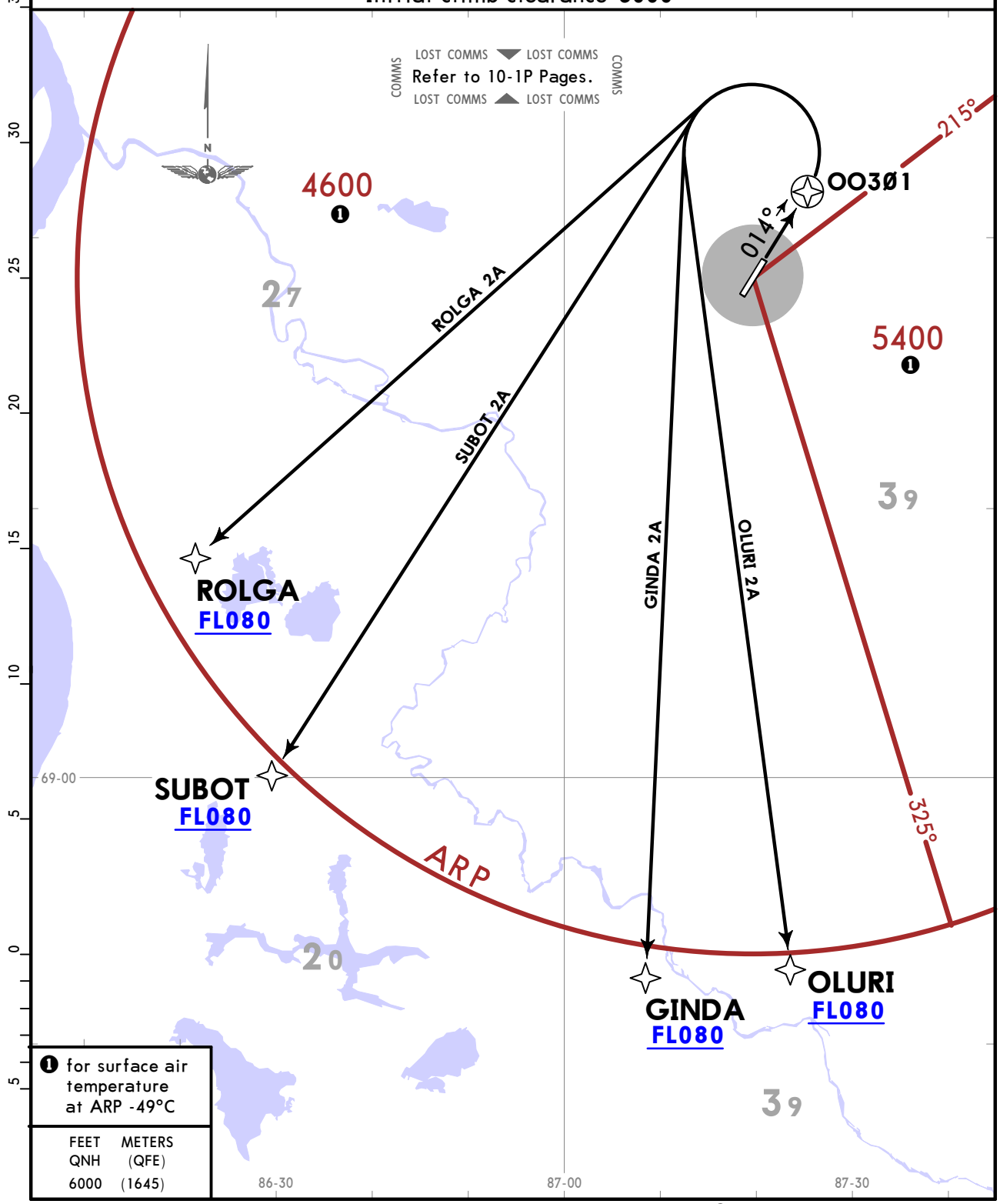
CHANGES: RNAV SIDs completely revised.

Apt Elev 597	Trans alt: 6000 QNH (QFE on request)
	RNAV 1 GNSS required

GINDA 2A [GIND2A]
OLURI 2A [OLUR2A]
ROLGA 2A [ROLG2A]
SUBOT 2A [SUBO2A]
RNAV DEPARTURES
(RWY 01)

FOR RUSSIAN USERS ONLY

Initial climb clearance **6000**



1 for surface air temperature at ARP -49°C

FEET QNH	METERS (QFE)
6000	(1645)

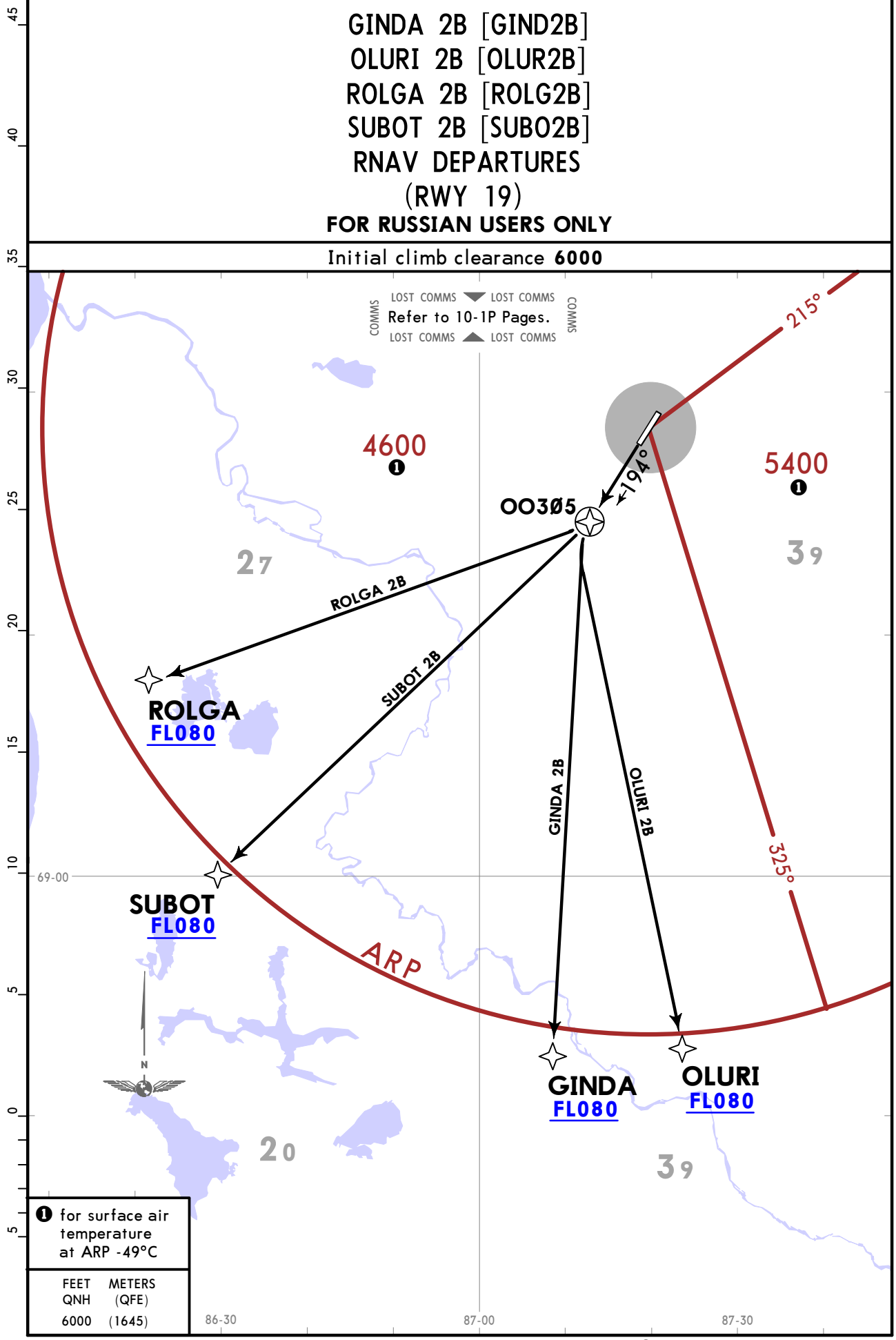
CHANGES: RNAV SIDs completely revised.

Apt Elev 597	Trans alt: 6000 QNH (QFE on request)
	RNAV 1 GNSS required

GINDA 2B [GIND2B]
OLURI 2B [OLUR2B]
ROLGA 2B [ROLG2B]
SUBOT 2B [SUBO2B]
RNAV DEPARTURES
(RWY 19)

FOR RUSSIAN USERS ONLY

Initial climb clearance **6000**



❶ for surface air temperature at ARP -49°C

FEET QNH	METERS (QFE)
6000	(1645)

CHANGES: RNAV SIDs completely revised.

Apt Elev 597	Trans alt: 6000 QNH (QFE on request)
	RNAV 1 GNSS required

BI 4A [BI4A]
MEDUT 2A [MEDU2A]
RNAV DEPARTURES
(RWY 01)

FOR RUSSIAN USERS ONLY

Initial climb clearance **6000**

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

MEDUT
FL080

39

27

MEDUT 2A

ARP

69-30

OO3Ø4
5000

BI 4A

4.9
252°

DUDINKA
700 BI
FL080

OO3Ø1

014°

215°

325°

4600
❶

5400
❶

❶ for surface air temperature at ARP -49°C

FEET QNH	METERS (QFE)
5000	(1360)
6000	(1645)

86-30 87-00 87-30

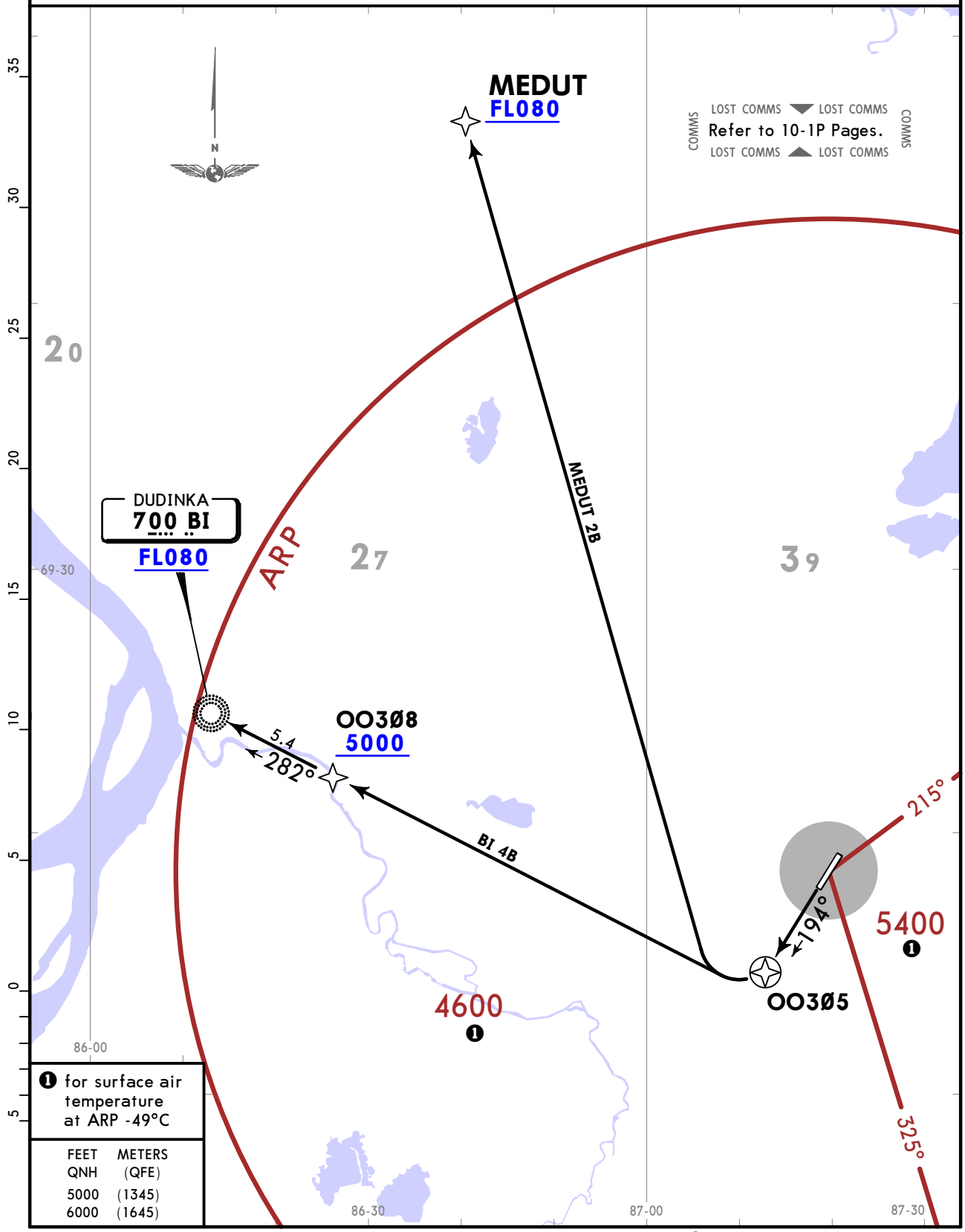
CHANGES: RNAV SIDs completely revised.

Apt Elev 597	Trans alt: 6000 QNH (QFE on request)
	RNAV 1 GNSS required

BI 4B [BI4B]
MEDUT 2B [MEDU2B]
RNAV DEPARTURES
(RWY 19)

FOR RUSSIAN USERS ONLY

Initial climb clearance **6000**



❶ for surface air temperature at ARP -49°C

FEET QNH	METERS (QFE)
5000	(1345)
6000	(1645)

CHANGES: RNAV SIDs completely revised.

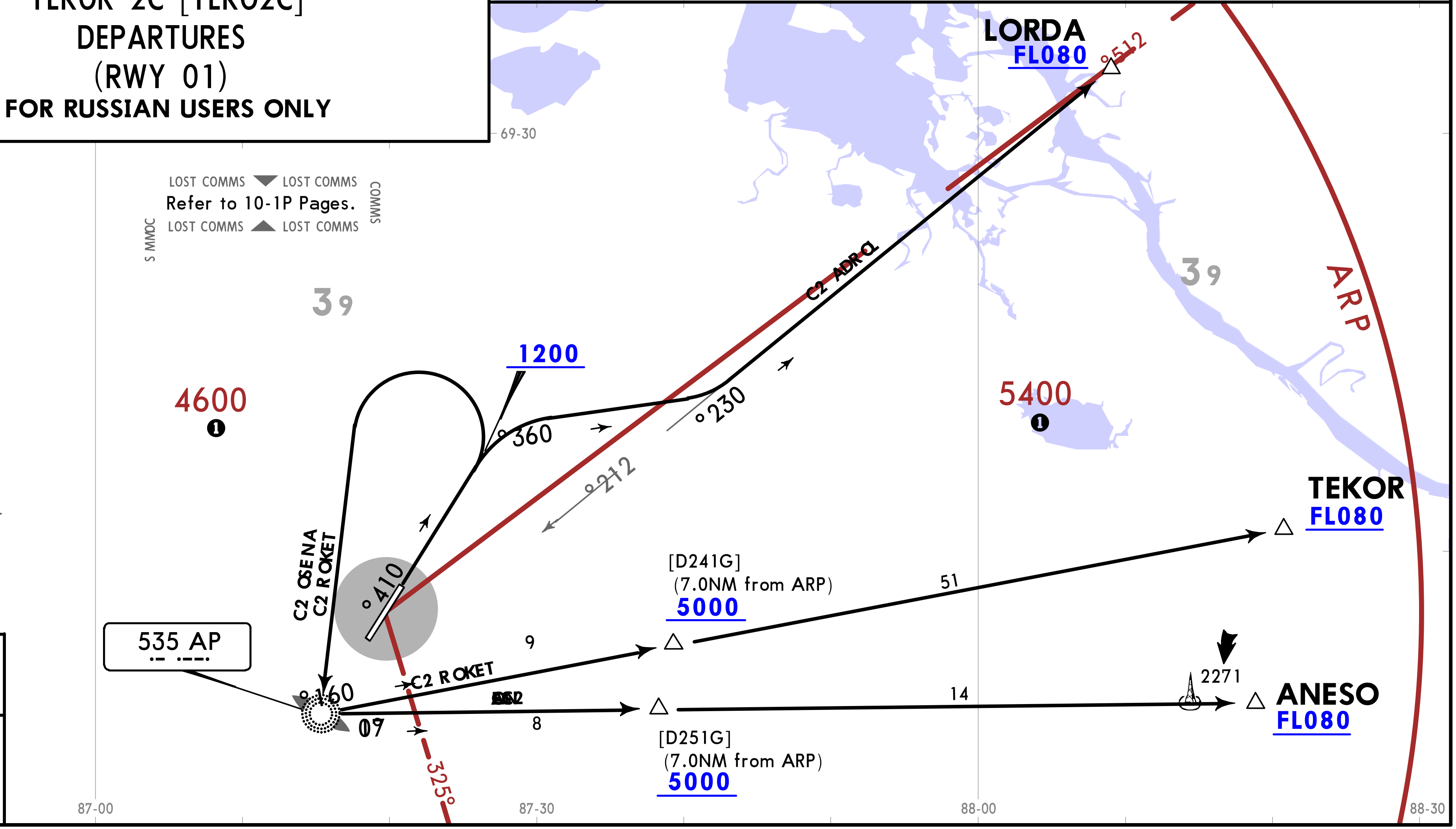
Apt Elev 597	Trans alt: 6000 QNH (QFE on request)

ANESO 2C [ANES2C], LORDA 2C [LORD2C] TEKOR 2C [TEKO2C] DEPARTURES (RWY 01)

FOR RUSSIAN USERS ONLY

Initial climb clearance **6000**

SID	ROUTING
ANESO 2C	Climb on 014° track to 1200 or above, turn LEFT to AP, 071° bearing via [D251G] to ANESO.
LORDA 2C	Climb on 014° track to 1200 or above, turn RIGHT onto track 063°, intercept 032° bearing from AP to LORDA.
TEKOR 2C	Climb on 014° track to 1200 or above, turn LEFT to AP, 061° bearing via [D241G] to TEKOR.



❶ for surface air temperature at ARP -49°C

FEET QNH	METERS (QFE)
1200	(205)
5000	(1360)
6000	(1645)

CHANGES: SIDs completely revised.

ANESO 2D [ANES2D], LORDA 2D [LORD2D] TEKOR 2D [TEKO2D] DEPARTURES (RWY 19)

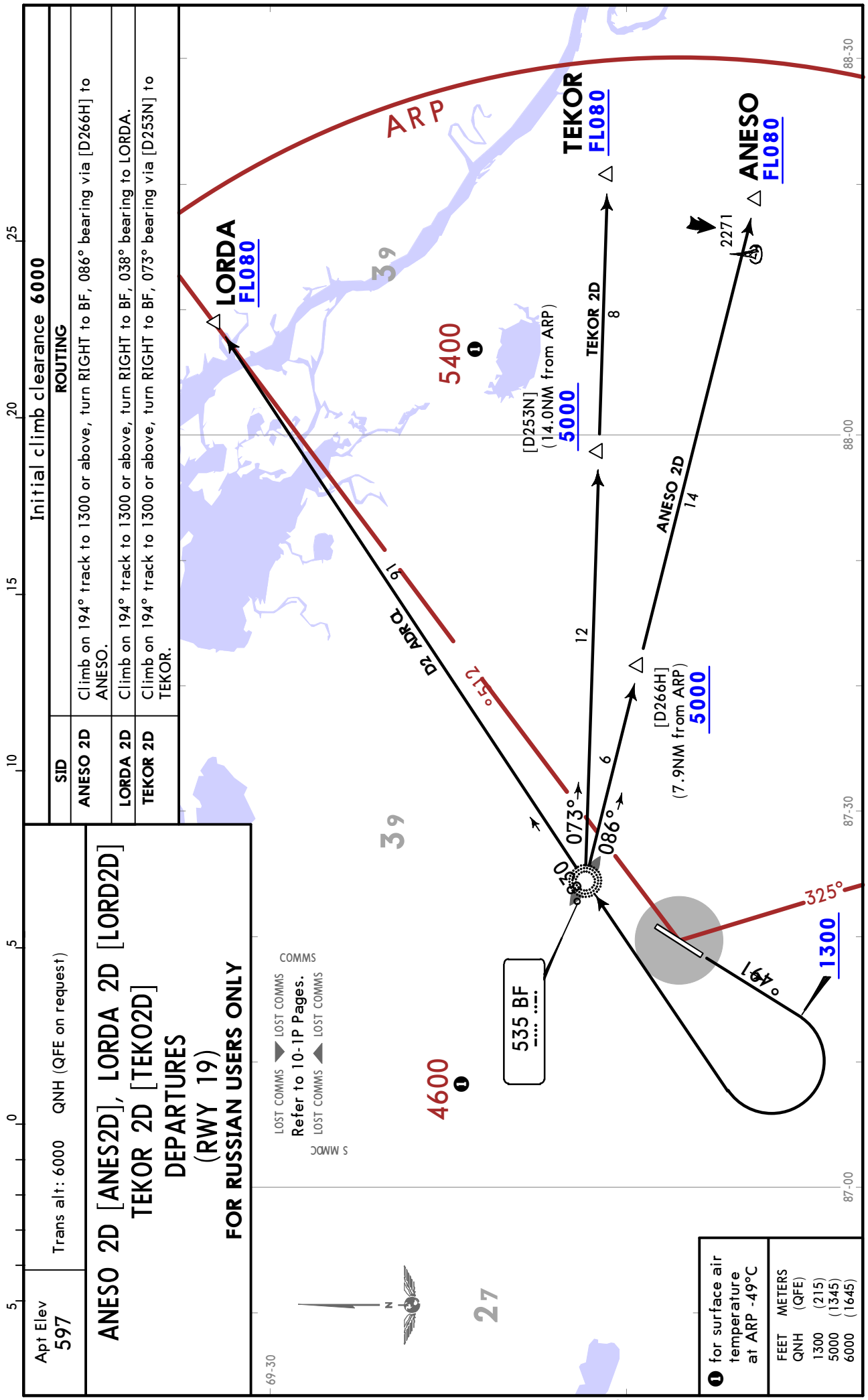
FOR RUSSIAN USERS ONLY

Apt Elev 597

Trans alt: 6000 QNH (QFE on request)

Initial climb clearance 6000

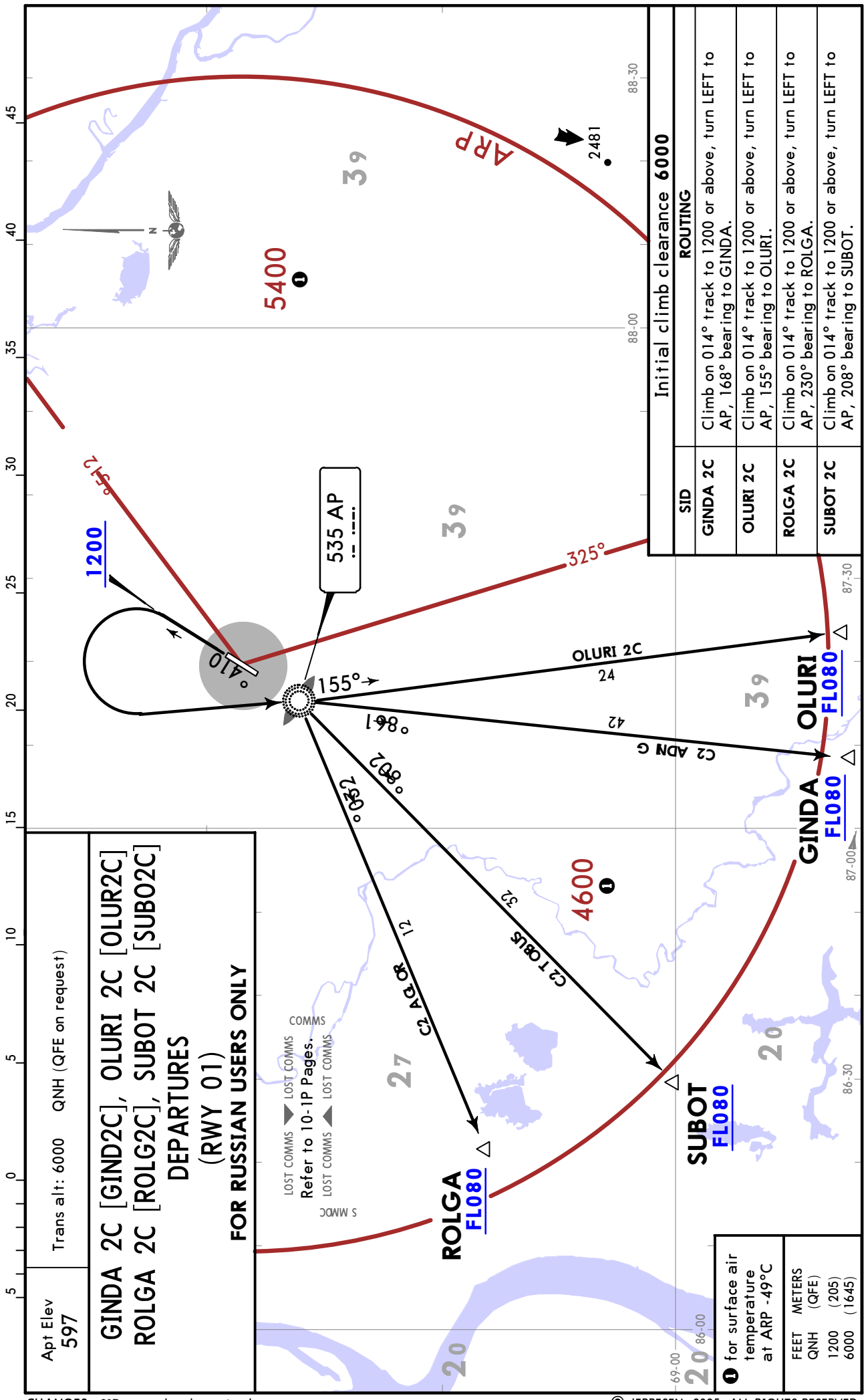
SID	ROUTING
ANESO 2D	Climb on 194° track to 1300 or above, turn RIGHT to BF, 086° bearing via [D266H] to ANESO.
LORDA 2D	Climb on 194° track to 1300 or above, turn RIGHT to BF, 038° bearing to LORDA.
TEKOR 2D	Climb on 194° track to 1300 or above, turn RIGHT to BF, 073° bearing via [D253N] to TEKOR.



UOOO/NSK
ALYKEL

JEPPESEN
21 NOV 25 (10-3H) Eff 27 Nov

NORILSK, ~~RUSSIA~~
SID

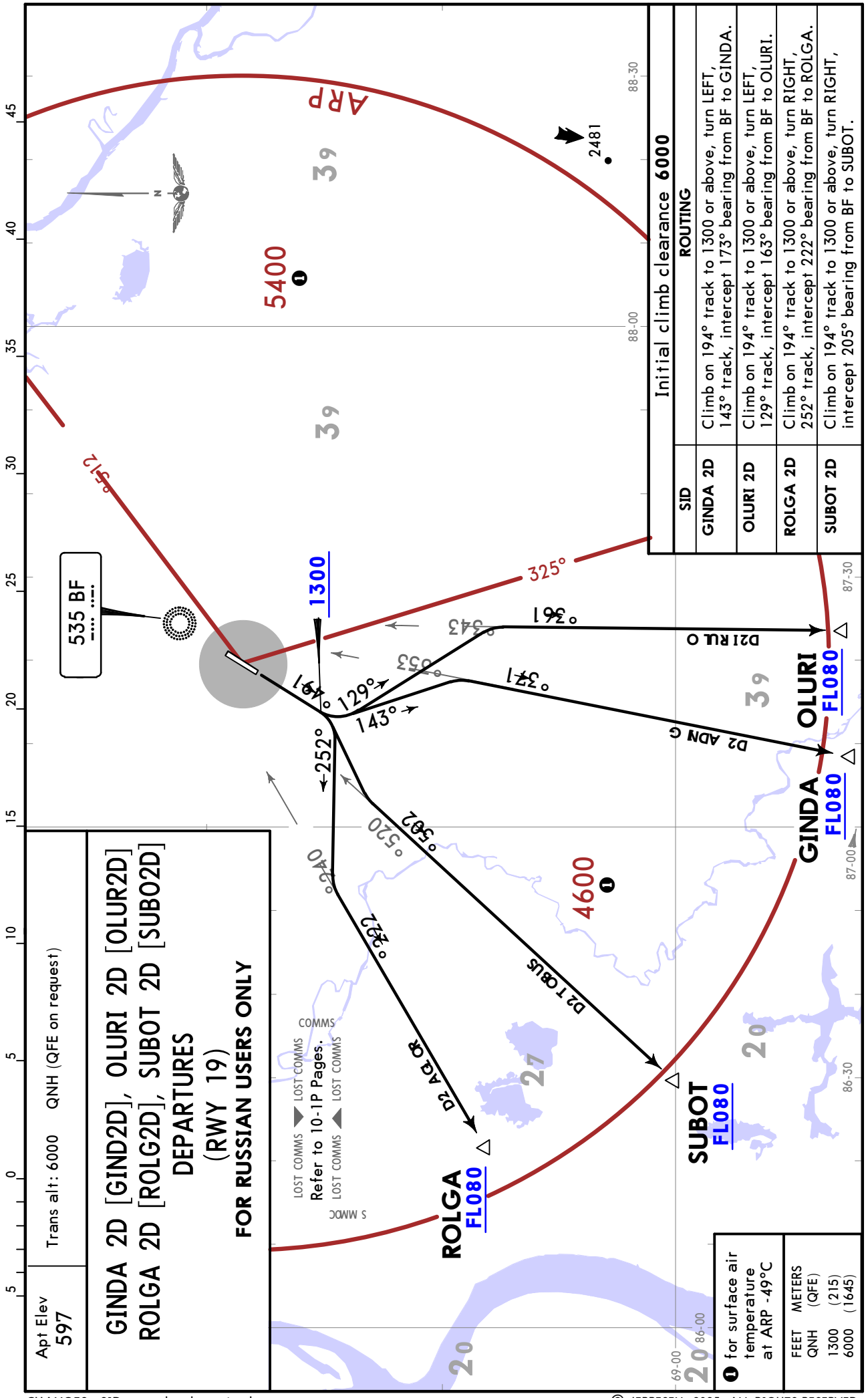


CHANGES: SIDs completely revised.

UOOO/NSK
ALYKEL

JEPPESEN
21 NOV 25 (10-3J) Eff 27 Nov

NORILSK, RUSSIA
SID



CHANGES: SIDs completely revised.

U000/NSK ALYKEL

JEPPESEN

21 NOV 25 (10-3K) Eff 27 Nov

NORILSK, RUSSIA

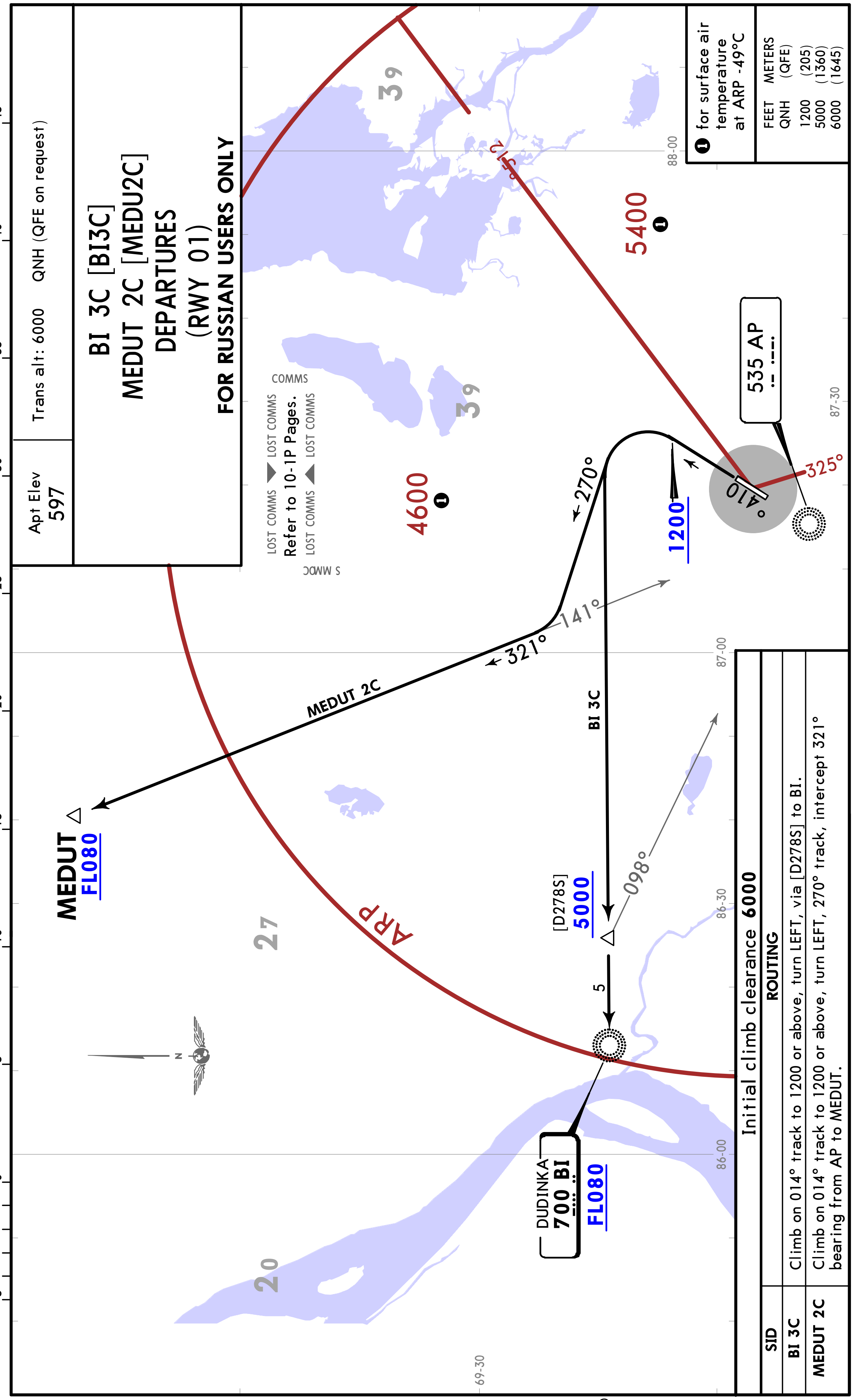
SID

Apt Elev 597

Trans alt: 6000 QNH (QFE on request)

BI 3C [BI3C] MEDUT 2C [MEDU2C] DEPARTURES (RWY 01)

FOR RUSSIAN USERS ONLY



FEET QNH	METERS (QFE)
1200	(205)
5000	(1360)
6000	(1645)

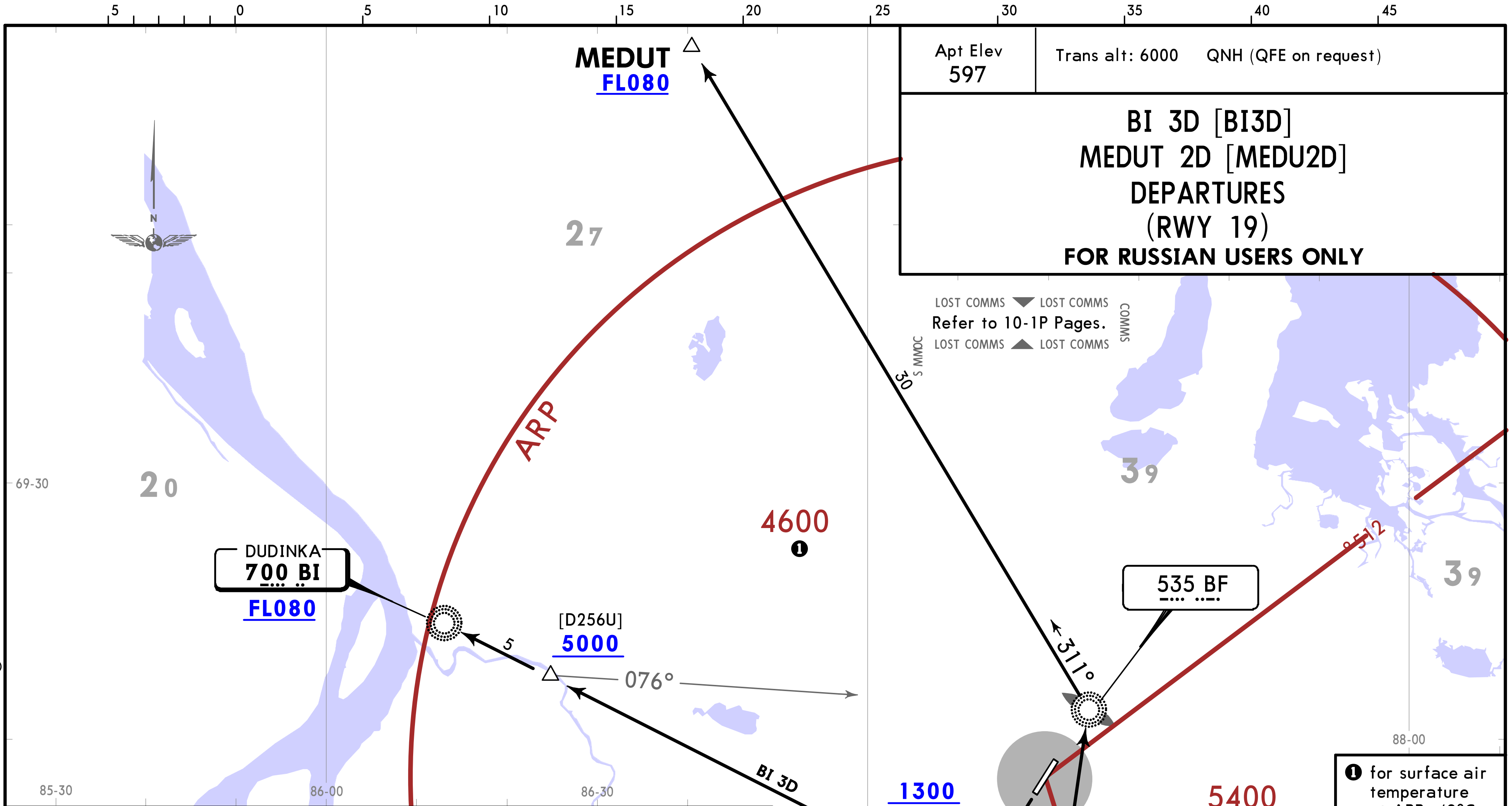
Initial climb clearance 6000

SID	ROUTING
BI 3C	Climb on 014° track to 1200 or above, turn LEFT, via [D278S] to BI.
MEDUT 2C	Climb on 014° track to 1200 or above, turn LEFT, 270° track, intercept 321° bearing from AP to MEDUT.

CHANGES: SIDs completely revised.

Apt Elev 597	Trans alt: 6000 QNH (QFE on request)

BI 3D [BI3D]
MEDUT 2D [MEDU2D]
DEPARTURES
(RWY 19)
FOR RUSSIAN USERS ONLY



❶ for surface air temperature at ARP -49°C

FEET QNH	METERS (QFE)
1300	(215)
5000	(1345)
6000	(1645)

Initial climb clearance **6000**

SID	ROUTING
BI 3D	Climb on 194° track to 1300 or above, turn RIGHT, via [D256U] to BI.
MEDUT 2D	Climb on 194° track to 1300 or above, turn LEFT to BF, 311° bearing to MEDUT.

CHANGES: SIDs completely revised.

FOR RUSSIAN USERS ONLY

NOISE ABATEMENT

ARRIVAL

LANDING RESTRICTIONS

Noise reduction is achieved by employing:

- CDO (continuous descent operations);
- RNAV-based conflict-free maneuvering procedures.

DEPARTURE

TAKE-OFF AND CLIMB RESTRICTIONS

Noise abatement procedures shall be employed by all ACFT, except at the expense of compromising flight safety, or in case of ACFT engine failure.

UOOO/NSK

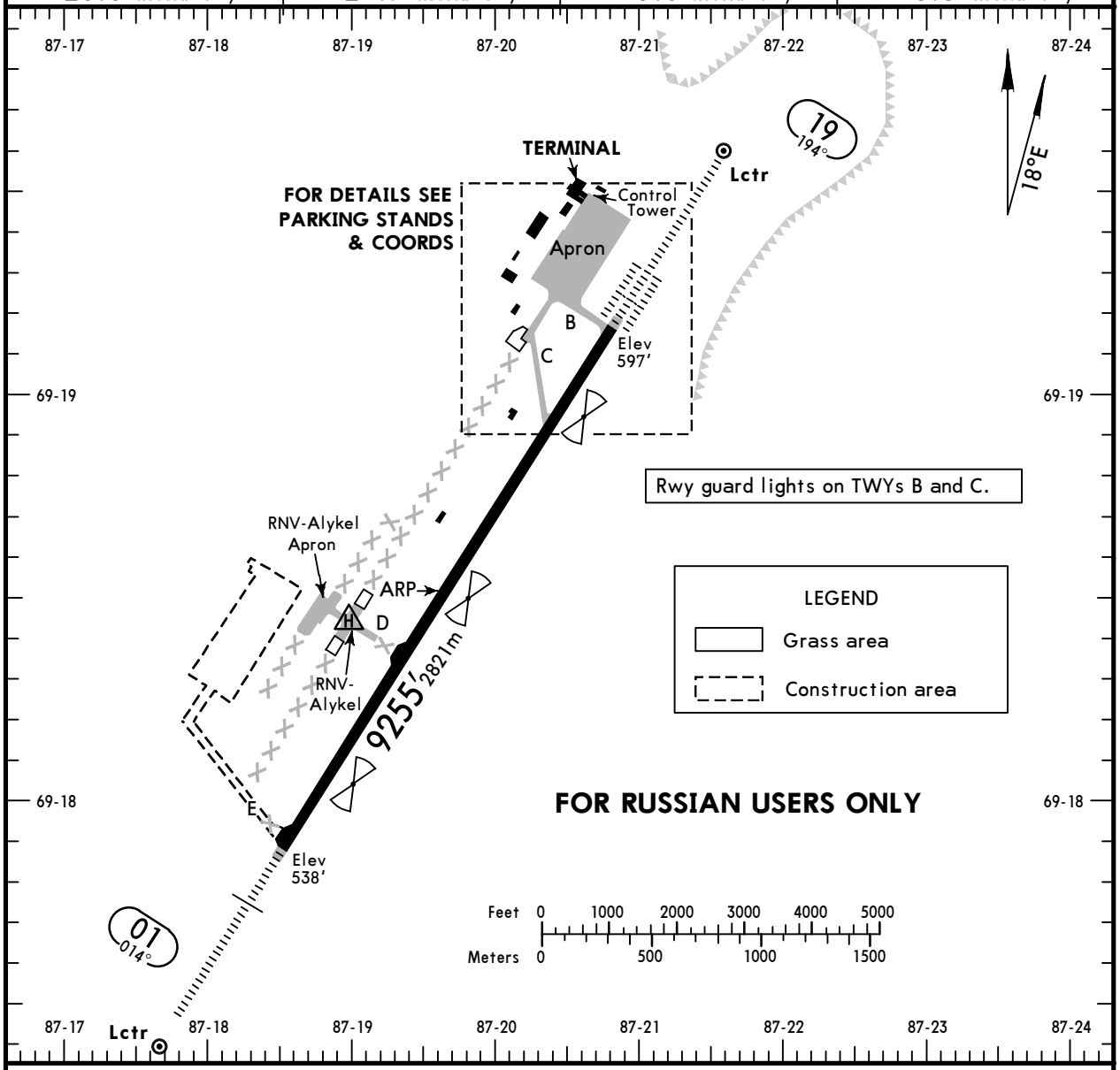
Apt Elev **597'**
N69 18.5 E087 19.7

JEPPESEN
21 NOV 25 (10-9) **Eff 27 Nov**

NORILSK, ~~RUSSIA~~

ALYKEL

ATIS	NORILSK Ground (TWR)	Apron	Start (TWR)
126.8 Russian only	121.7 Russian only	119.0 Russian only	118.3 Russian only



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
01	HIRL (60m) CL (15m) ❶PALS CAT I ❷ RVR		8222' 2506m	❸	148' 45m
19	HIRL (60m) CL (15m) ❶PALS CAT II TDZ ❷ RVR		8100' 2469m		

❶ length 900m
❷ PAPI-L (3.0°)
❸ TAKE-OFF RUN AVAILABLE

RWY 01:
From rwy head 9255'(2821m)
twy D 6204'(1891m)

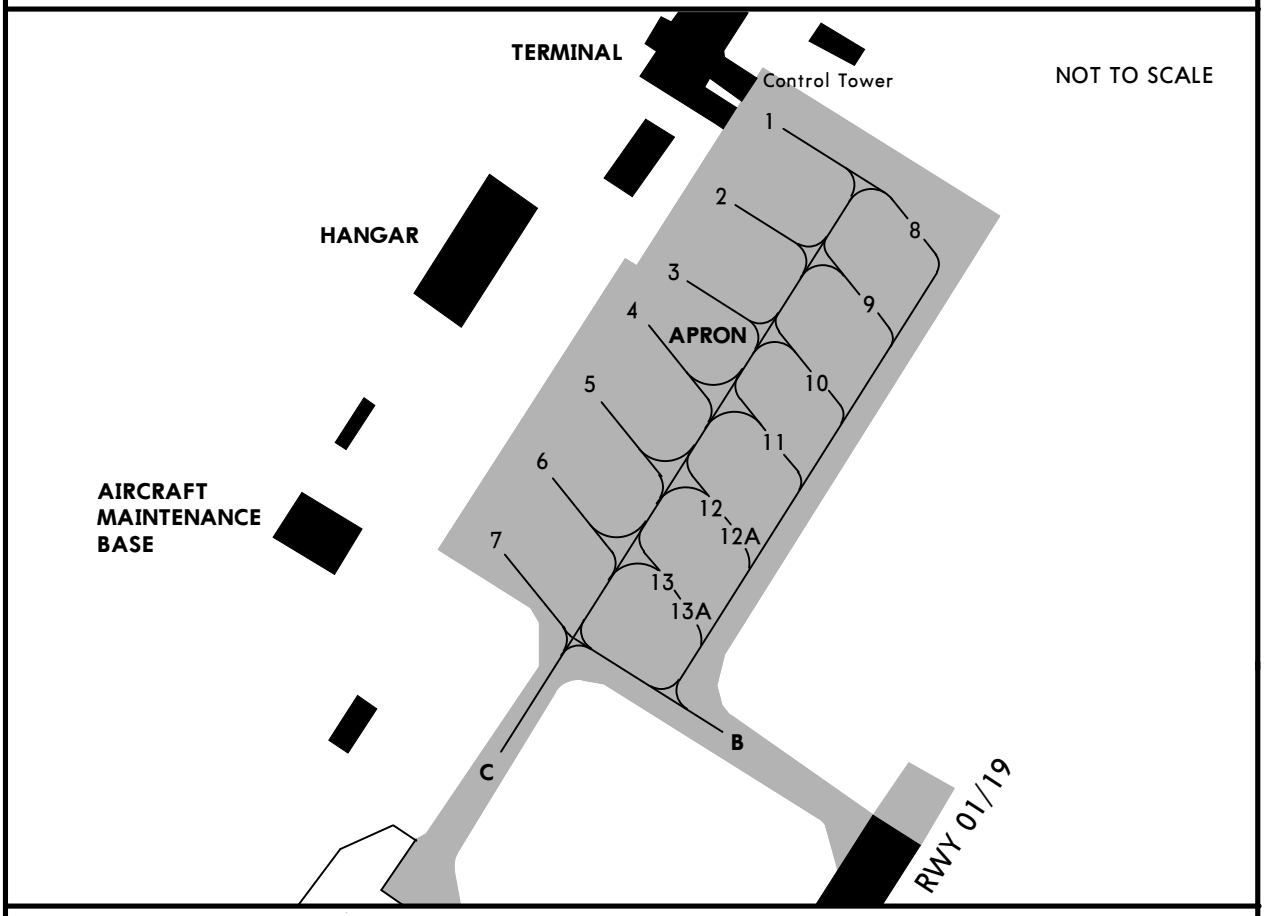
RWY 19:
From rwy head 9255'(2821m)
twy C 7677'(2340m)

Std TAKE-OFF

HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RCLM	Adequate Vis Ref	
			DAY	NIGHT	DAY	DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R400m	R/V500m	NA

CHANGES: VAR, comms, apron, TWYs, construction area, helipad.

FOR RUSSIAN USERS ONLY



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N69 19.5 E087 20.6	10**	N69 19.3 E087 20.7
3, 4	N69 19.4 E087 20.5	11*	N69 19.3 E087 20.6
5*	N69 19.4 E087 20.4	11**	N69 19.3 E087 20.7
5**	N69 19.3 E087 20.5	12, 12A	N69 19.3 E087 20.6
6	N69 19.3 E087 20.4	13*	N69 19.3 E087 20.5
7	N69 19.3 E087 20.3	13**	N69 19.3 E087 20.6
8*	N69 19.4 E087 20.8	13A	N69 19.3 E087 20.5
8**	N69 19.4 E087 20.9		
9	N69 19.4 E087 20.8		
10*	N69 19.4 E087 20.7		

* towards Northwest ** towards Southeast

CHANGES: Apron, TWYs, stands.

NORILSK, RUSSIA

ALYKEL

FOR RUSSIAN USERS ONLY

STRAIGHT-IN RWY		A	B	C	D
01	ILS Z, Y	**738**′(200′) ❶ R550m	**738**′(200′) ❶ R550m	**738**′(200′) ❶ R550m	**739**′(201′) ❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**738**′(200′) ❶ R550m	**738**′(200′) ❶ R550m	**738**′(200′) ❶ R550m	**739**′(201′) ❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷ LOC Z, Y	**820**′(282′) ❶❸ R650m	**820**′(282′) ❶❸ R650m	**820**′(282′) ❶❸ R650m	**820**′(282′) ❶❸ R650m
	ALS out	R1400m	R1400m	R1400m	R1400m
	RNP **LNAV/VNAV**	**788**′(250′) ❶ R550m	**788**′(250′) ❶ R550m	**788**′(250′) ❶ R550m	**788**′(250′) ❶ R550m
	ALS out	R1300m	R1300m	R1300m	R1300m
	❷ RNP **LNAV**	**840**′(302′) ❶❸ R700m	**840**′(302′) ❶❸ R700m	**840**′(302′) ❶❸ R700m	**840**′(302′) ❶❸ R700m
	ALS out	R1400m	R1400m	R1400m	R1400m
	❷ NDB Y	**820**′(282′) ❶❸ R650m	**820**′(282′) ❶❸ R650m	**820**′(282′) ❶❸ R650m	**820**′(282′) ❶❸ R650m
	ALS out	R1400m	R1400m	R1400m	R1400m
19	CAT 2 ILS Z, Y	**697**′(100′) **RA 109**′ R300m	**697**′(100′) **RA 109**′ R300m	**697**′(100′) **RA 109**′ R300m	**697**′(100′) **RA 109**′ ❹ R300m
	ILS	**797**′(200′) R550m	**797**′(200′) R550m	**797**′(200′) R550m	**797**′(200′) R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**797**′(200′) R550m	**797**′(200′) R550m	**797**′(200′) R550m	**797**′(200′) R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷ LOC Z, Y	**900**′(303′) ❸ R700m	**900**′(303′) ❸ R700m	**900**′(303′) ❸ R700m	**900**′(303′) ❸ R700m
	ALS out	R1400m	R1400m	R1400m	R1400m
	RNP **LNAV/VNAV**	**847**′(250′) R550m	**847**′(250′) R550m	**847**′(250′) R550m	**847**′(250′) R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1300m	R1300m	R1300m	R1300m
	❷ RNP **LNAV**	**890**′(293′) ❷ R650m	**890**′(293′) ❷ R650m	**890**′(293′) ❷ R650m	**890**′(293′) ❷ R650m
	TDZ or CL out	❶❸ R650m	❶❸ R650m	❶❸ R650m	❶❸ R650m
	ALS out	R1400m	R1400m	R1400m	R1400m
	❷ NDB Y	**920**′(323′) R800m	**920**′(323′) R800m	**920**′(323′) R800m	**920**′(323′) R800m
	ALS out	R1500m	R1500m	R1500m	R1500m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ Continuous Descent Final Approach.
❸ R750m for CDFA 2D operations.
❹ Requires autoland or HUDLS, otherwise: R350m.

NORILSK, RUSSIA

ALYKEL

FOR RUSSIAN USERS ONLY

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1000′(403′) V1500m	**1100**′(503′) V1600m	**1200**′(603′) V2400m	**1300**′(703′) V3600m

TAKE-OFF

Low Visibility Procedures required Approval for Low Visibility Take-off required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR DAY	RCLM & RVR & RL or CL NIGHT	DAY	NIGHT	DAY	NIGHT
R125m	R150m	R300m		R/V400m		R/V500m	NA

CHANGES: Minimums.

UOOO/NSK
ALYKEL

JEPPESEN
21 NOV 25
Eff 27 Nov
11-1

NORILSK, ~~RUSSIA~~
ILS Y or LOC Y Rwy 01

ATIS	NORILSK Radar (TWR)	NORILSK Precision (TWR)	Ground (TWR)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

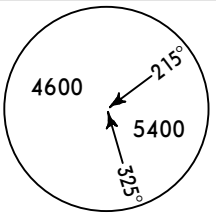
BRIEFING STRIP

LOC IAP	Final Apch Crs	D6.0 IAP	ILS DA(H)	Apt Elev 597′
*109.5	014°	2500′ (1962′)	738′ (200′)	Rwy 538′

MISSED APCH: Climb on 014° to 1500′ or above, then turn LEFT to LOM climbing to 2500′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: FL070 ❷ Trans alt: 6000′

ILS DME reads zero at rwy 01 thresh.



❶ MSA ARP

❶ is computed for surface air temperature at apt -49°C

❷ FL080, if pressure is less than 1013 hPa (760 mm). FL090, if pressure is less than 977 hPa (733 mm).

1690′

2000
1000
CONTOUR INTERVALS

1112′

MHA 2500

FOR RUSSIAN USERS ONLY

NOT TO SCALE

(IAF) DUDINKA
700 BI
FL080
9.3
075°
AP Lctr
[D123I]
5000

123°

CAT C & D 2 Min
CAT A & B 3 Min
194°

2 Min
CAT C & D 225°
CAT A & B 206°
3 Min

030°

014°

*260 A
D0.6 IAP

(IAF)
*535 AP
D2.1 IAP
4000

D6.0 IAP
6.8 NM RADAR FIX
[FFØ1]

ILS DME
014° *109.5 IAP

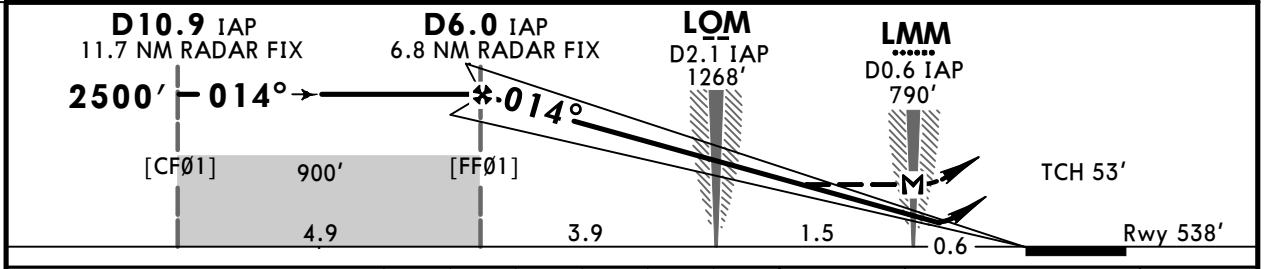
(IF)
D10.9 IAP
11.7 NM RADAR FIX
[CFØ1]
2500

FEET QNH	METERS (QFE)
6000	(1645)
5400	(1450)
5000	(1360)
4600	(1250)
4000	(1060)
2500	(600)
2311	(540)
1967	(436)
1623	(331)
1500	(295)
1300	(215)
1279	(226)
1268	(222)
1200	(185)
1100	(155)
1000	(125)
935	(121)
900	(115)
820	(90)
790	(75)
738	(61)

10 69-20 5 0 69-10 5

86-40 86-50 87-00 87-10 87-20 87-30

IAP DME	5.4	4.3	3.2	2.2	1.1
ALTITUDE	2311′	1967′	1623′	1279′	935′



Gnd speed-KT		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM/D0.6 IAP							

Timing not authorized for defining the MAP.

PALS CAT I
PAPI

1500′ or above on 014°

AP *535 LT

Std

STRAIGHT-IN LANDING

	ILS DA(H) 738′ (200′)		LOC (GS out) CDFA ❷ DA/MDA(H) 820′ (282′)	
		ALS out		ALS out
A	❶ R550m	R1200m	R750m	R1400m
B				
C				
D				

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1000′ (403′)	V1500m
135	1100′ (503′)	V1600m
180	1200′ (603′)	V2400m
205	1300′ (703′)	V3600m

PANS OPS

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

CHANGES: MSA, com, arrival, procedure, minimums.

UOOO/NSK
ALYKEL

JEPPESEN
21 NOV 25
Eff 27 Nov
11-2

NORILSK, ~~RUSSIA~~
ILS Z or LOC Z Rwy 01

ATIS	NORILSK Radar (TWR)	NORILSK Precision (TWR)	Ground (TWR)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

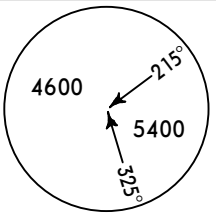
BRIEFING STRIP ™

LOC IAP	Final Apch Crs	D6.0 IAP	ILS DA(H)	Apt Elev 597′
*109.5	014°	2500′ (1962′)	738′ (200′)	Rwy 538′

MISSED APCH: Climb on 014° to OO1Ø6, then turn LEFT to OO1Ø7, then to OO1Ø3 climbing to 4000′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: FL070 ❷ Trans alt: 6000′

1. GNSS required. 2. ILS DME reads zero at rwy 01 thresh.



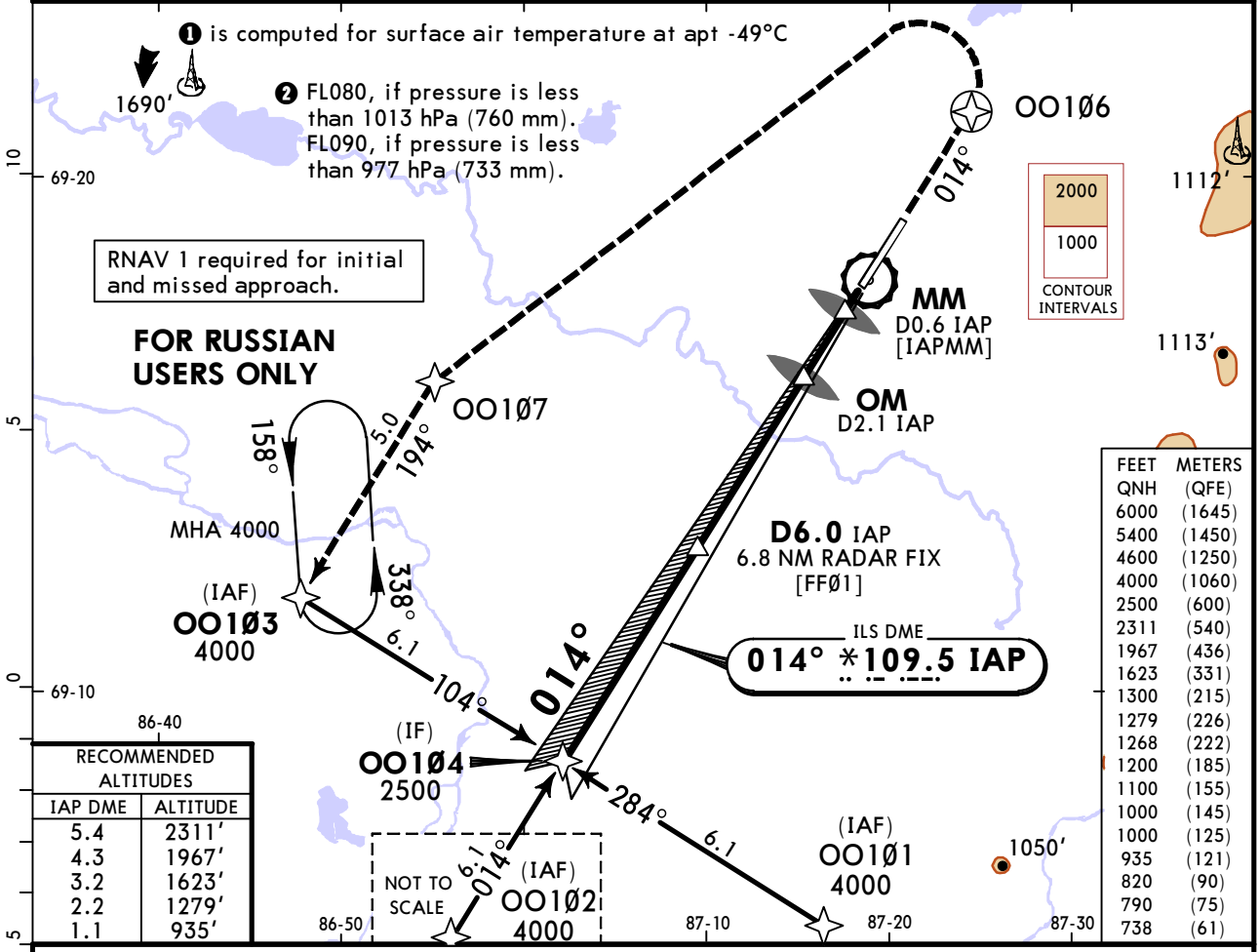
❶ MSA ARP

❶ is computed for surface air temperature at apt -49°C

❷ FL080, if pressure is less than 1013 hPa (760 mm). FL090, if pressure is less than 977 hPa (733 mm).

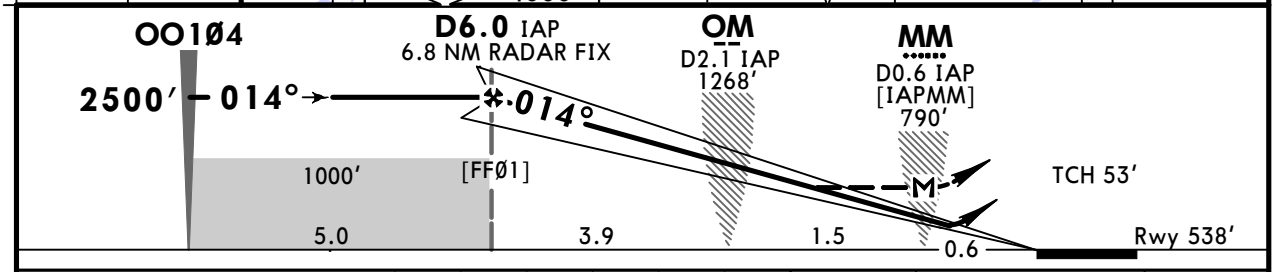
RNAV 1 required for initial and missed approach.

FOR RUSSIAN USERS ONLY



FEET QNH	METERS (QFE)
6000	(1645)
5400	(1450)
4600	(1250)
4000	(1060)
2500	(600)
2311	(540)
1967	(436)
1623	(331)
1300	(215)
1279	(226)
1268	(222)
1200	(185)
1100	(155)
1000	(145)
1000	(125)
935	(121)
820	(90)
790	(75)
738	(61)

RECOMMENDED ALTITUDES	
IAP DME	ALTITUDE
5.4	2311′
4.3	1967′
3.2	1623′
2.2	1279′
1.1	935′



Gnd speed-KT		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.6 IAP							

Timing not authorized for defining the MAP.

PALS CAT I
PAPI

OO1Ø6 on 014° OO1Ø7 LT

PANS OPS

Std

STRAIGHT-IN LANDING

	ILS		LOC (GS out) CDFA	
	DA(H) 738′ (200′)		❷ DA/MDA(H) 820′ (282′)	
		ALS out		ALS out
A	❶ R550m	R1200m	R750m	R1400m
B				
C				
D				

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1000′ (403′)	V1500m
135	1100′ (503′)	V1600m
180	1200′ (603′)	V2400m
205	1300′ (703′)	V3600m

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

CHANGES: New procedure.

UOOO/NSK
ALYKEL

JEPPESEN
21 NOV 25
Eff 27 Nov
11-3

NORILSK, ~~RUSSIA~~
ILS Y or LOC Y Rwy 19

ATIS	NORILSK Radar (TWR)	NORILSK Precision (TWR)	Ground (TWR)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

BRIEFING STRIP ™

LOC IBF	Final Apch Crs	D5.8 IBF	ILS DA(H)	Apt Elev 597′
*110.3	194°	2500′ (1903′)	797′ (200′)	Rwy 597′

MISSED APCH: Climb on 194° to 1500′ or above, then turn RIGHT to LOM climbing to 2500′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 22 hPa Trans level: FL070 ❷ Trans alt: 6000′

ILS DME reads zero at rwy 19 thresh.

4600 215° 5400 325°
❶ MSA ARP

NOT TO SCALE

(IAF)
DUDINKA
700 BI
FL080
9.5
091°
BF Lctr
[DØ55J]
5000

055°
173°
014°→ CAT C & D 2 Min CAT A & B 3 Min
344°→ CAT C & D 2 Min CAT A & B 3 Min
002°→ CAT A & B 3 Min
194°

(IF)
D10.8 IBF
11.6 NM RADAR FIX
[CF19]
2500

ILS DME
194° *110.3 IBF

D5.8 IBF
6.6 NM RADAR FIX
[FF19]

(IAF)
*535 BF
D2.4 IBF
4000

*260 B
D0.5 IBF

MHA 2500

❶ is computed for surface air temperature at apt -49°C

❷ FL080, if pressure is less than 1013 hPa (760 mm). FL090, if pressure is less than 977 hPa (733 mm).

86-50

FEET QNH	METERS (QFE)
6000	(1645)
5400	(1450)
5000	(1345)
4600	(1250)
4000	(1040)
2500	(585)
2368	(540)
2024	(435)
1680	(330)
1500	(280)
1411	(248)
1336	(226)
1300	(215)
1200	(185)
1100	(155)
1000	(125)
992	(121)
900	(95)
820	(70)
797	(61)

69-20

FOR RUSSIAN USERS ONLY

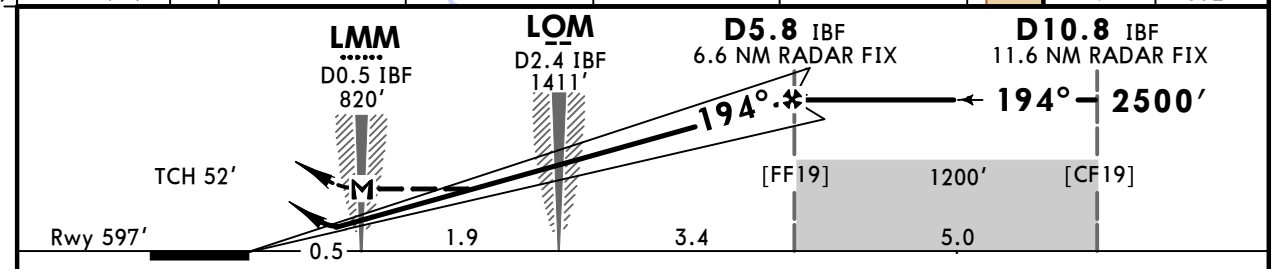
1004′ 1112′ 1056′ 1025′ 1113′

UN(R)-2051
UN(P)-813
87-50

2000
1000
CONTOUR INTERVALS

RECOMMENDED ALTITUDES	
IBF DME	ALTITUDE
5.4	2368′
4.3	2024′
3.2	1680′
2.2	1336′
1.1	992′

87-00 87-10 87-20 87-30 87-40



Gnd speed-KT		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM/D0.5 IBF							
Timing not authorized for defining the MAP.							

PALS CAT II
PAPI

1500′ or above on 194°

BF *535 RT

PANS OPS

Std

STRAIGHT-IN LANDING

	ILS DA(H) 797′ (200′)			LOC (GS out) CDFA ❷ DA/MDA(H) 900′ (303′)	
		TDZ or CL out	ALS out		ALS out
A	R550m	❶ R550m	R1200m	R750m	R1400m
B					
C					
D					

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1000′ (403′)	V1500m
135	1100′ (503′)	V1600m
180	1200′ (603′)	V2400m
205	1300′ (703′)	V3600m

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

CHANGES: MSA, com, arrival, procedure, minimums.

UOOO/NSK
ALYKEL

JEPPESEN
21 NOV 25
Eff 27 Nov
11-3A

NORILSK, ~~RUSSIA~~
CAT II ILS Y Rwy 19

ATIS	NORILSK Radar (TWR)	NORILSK Precision (TWR)	Ground (TWR)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

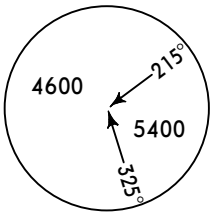
BRIEFING STRIP

LOC IBF	Final Apch Crs	D5.8 IBF	CAT II ILS	Apt Elev 597′
*110.3	194°	2500′ (1903′)	RA 109′ DA(H) 697′ (100′)	Rwy 597′

MISSED APCH: Climb on 194° to 1500′ or above, then turn RIGHT to LOM climbing to 2500′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 22 hPa Trans level: FL070 ❷ Trans alt: 6000′

ILS DME reads zero at rwy 19 thresh.



❶ MSA ARP

NOT TO SCALE

(IAF)
DUDINKA
700 BI
FL080
9.5
091°
BF Lctr
[DØ55J]
5000

055°
173°
014° CAT C & D 2 Min
CAT A & B 3 Min
344° CAT C & D 2 Min
002° CAT A & B 3 Min
194°

(IF)
D10.8 IBF
11.6 NM RADAR FIX
[CF19]
2500

ILS DME
194° *110.3 IBF

D5.8 IBF
6.6 NM RADAR FIX
[FF19]

❶ is computed for surface air temperature at apt -49°C

❷ FL080, if pressure is less than 1013 hPa (760 mm). FL090, if pressure is less than 977 hPa (733 mm).

1004′

86-50

FEET QNH	METERS (QFE)
6000	(1645)
5400	(1450)
5000	(1345)
4600	(1250)
4000	(1040)
2500	(585)
2368	(540)
2024	(435)
1680	(330)
1500	(280)
1411	(248)
1336	(226)
1200	(185)
992	(121)
820	(70)
697	(31)

FOR RUSSIAN USERS ONLY

69-20

MHA 2500

194°

(IAF)
*535 BF
D2.4 IBF
4000

*260 B
D0.5 IBF

UN(R)-2051
UN(P)-813

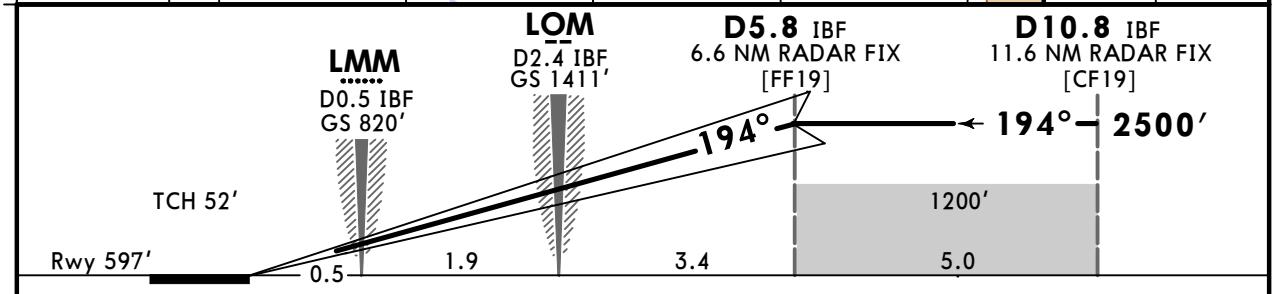
1112′
1056′
1025′
1113′

2000
1000
CONTOUR INTERVALS

87-50

RECOMMENDED ALTITUDES	
IBF DME	ALTITUDE
5.4	2368′
4.3	2024′
3.2	1680′
2.2	1336′
1.1	992′

87-00 87-10 87-20 87-30 87-40



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

PALS CAT II
PAPI

1500′ or above on 194°

BF *535 RT

Std

STRAIGHT-IN LANDING
CAT II ILS
RA 109′
DA(H) 697′ (100′)

PANS OPS

❶ R300m

❶ CAT D without autoland: R350m.

CHANGES: MSA, com, arrival, procedure, minimums.

UOOO/NSK ALYKEL

JEPPESEN
21 NOV 25
Eff 27 Nov
11-4

NORILSK, ~~RUSSIA~~
ILS Z or LOC Z Rwy 19

ATIS	NORILSK Radar (TWR)	NORILSK Precision (TWR)	Ground (TWR)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

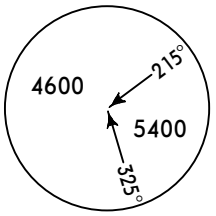
BRIEFING STRIP TM

LOC IBF	Final Apch Crs	D5.8 IBF	ILS DA(H)	Apt Elev 597′
				Rwy 597′
*110.3	194°	2500′ (1903′)	797′ (200′)	

MISSED APCH: Climb on 194° to OO113, then turn RIGHT to OO114, then to OO1Ø8 climbing to 4000′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 22 hPa Trans level: FL070 ❷ Trans alt: 6000′

1. GNSS required. 2. ILS DME reads zero at rwy 19 thresh.



❶ MSA ARP

❶ is computed for surface air temperature at apt -49°C

❷ FL080, if pressure is less than 1013 hPa (760 mm). FL090, if pressure is less than 977 hPa (733 mm).

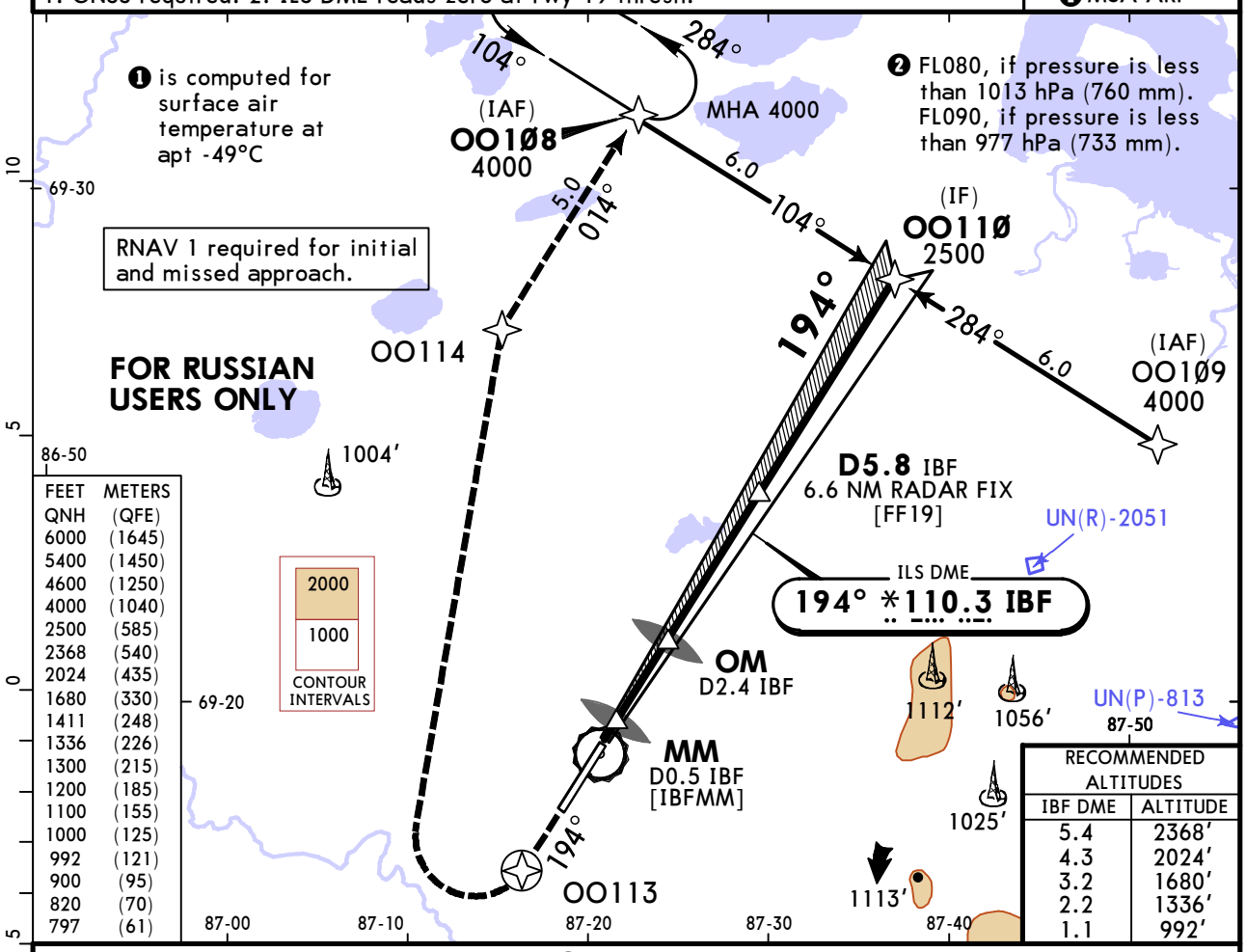
RNAV 1 required for initial and missed approach.

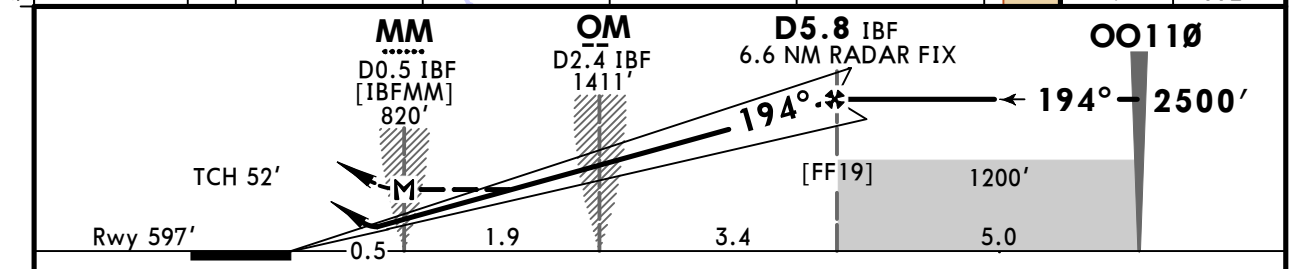
FOR RUSSIAN USERS ONLY

FEET QNH	METERS (QFE)
6000	(1645)
5400	(1450)
4600	(1250)
4000	(1040)
2500	(585)
2368	(540)
2024	(435)
1680	(330)
1411	(248)
1336	(226)
1300	(215)
1200	(185)
1100	(155)
1000	(125)
992	(121)
900	(95)
820	(70)
797	(61)

CONTOUR INTERVALS: 2000, 1000

RECOMMENDED ALTITUDES	
IBF DME	ALTITUDE
5.4	2368′
4.3	2024′
3.2	1680′
2.2	1336′
1.1	992′





Gnd speed-KT		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.5 IBF							

Timing not authorized for defining the MAP.

PALS CAT II
PAPI
OO113 on 194°

Std STRAIGHT-IN LANDING

	ILS DA(H) 797′ (200′)			LOC (GS out) CDFA ❷ DA/MDA(H) 900′ (303′)	
		TDZ or CL out	ALS out		ALS out
A	R550m	❶ R550m	R1200m	R750m	R1400m
B					
C					
D					

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1000′ (403′)	V1500m
135	1100′ (503′)	V1600m
180	1200′ (603′)	V2400m
205	1300′ (703′)	V3600m

PANS OPS

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

CHANGES: New procedure.

UOOO/NSK
ALYKEL

JEPPESEN
21 NOV 25
Eff 27 Nov
11-4A

NORILSK, ~~RUSSIA~~
CAT II ILS Z Rwy 19

ATIS	NORILSK Radar (TWR)	NORILSK Precision (TWR)	Ground (TWR)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

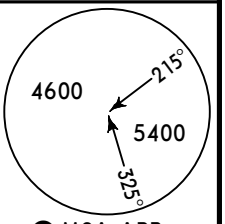
BRIEFING STRIP™

LOC IBF	Final Apch Crs	D5.8 IBF	CAT II ILS	Apt Elev 597′
*110.3	194°	2500′ (1903′)	RA 109′ DA(H) 697′ (100′)	Rwy 597′

MISSED APCH: Climb on 194° to OO113, then turn RIGHT to OO114, then to OO1Ø8 climbing to 4000′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 22 hPa Trans level: FL070 ❷ Trans alt: 6000′

1. GNSS required. 2. ILS DME reads zero at rwy 19 thresh.



❶ MSA ARP

❶ is computed for surface air temperature at apt -49°C

❷ FL080, if pressure is less than 1013 hPa (760 mm). FL090, if pressure is less than 977 hPa (733 mm).

RNAV 1 required for initial and missed approach.

FOR RUSSIAN USERS ONLY

104° (IAF) OO1Ø8 4000 MHA 4000 284°

6.0 104° (IF) OO11Ø 2500

5.0 014° OO114

194°

284° 6.0 (IAF) OO1Ø9 4000

D5.8 IBF 6.6 NM RADAR FIX [FF19]

UN(R)-2051

ILS DME 194° *110.3 IBF

OM D2.4 IBF

MM D0.5 IBF [IBFMM]

194° OO113

1004′ 1112′ 1056′ 1025′ 1113′

UN(P)-813

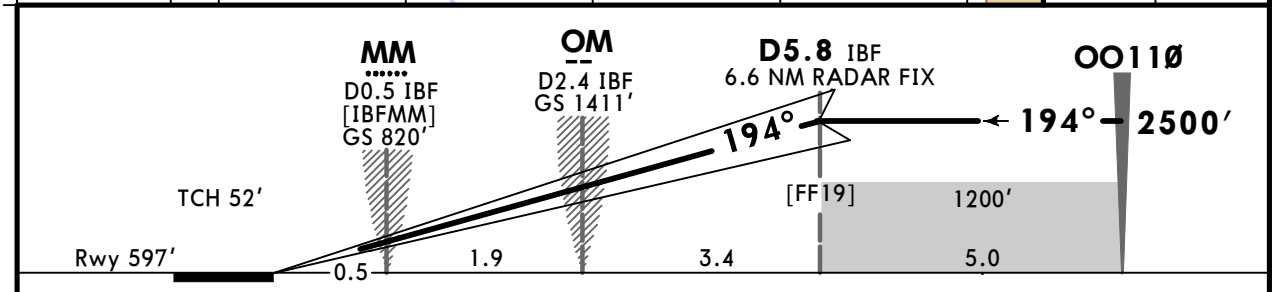
FEET QNH	METERS (QFE)
6000	(1645)
5400	(1450)
4600	(1250)
4000	(1040)
2500	(585)
2368	(540)
2024	(435)
1680	(330)
1411	(248)
1336	(226)
1200	(185)
992	(121)
900	(95)
820	(70)
797	(61)

2000 / 1000 CONTOUR INTERVALS

10 5 0 5

69-30 69-20 86-50 87-50 87-00 87-10 87-20 87-30 87-40

RECOMMENDED ALTITUDES	
IBF DME	ALTITUDE
5.4	2368′
4.3	2024′
3.2	1680′
2.2	1336′
1.1	992′



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

PALS CAT II PAPI

OO113 on 194°

Std

STRAIGHT-IN LANDING
CAT II ILS
RA 109′
DA(H) **697′** (100′)

PANS OPS

❶ R300m

❶ CAT D without autoland: R350m.

CHANGES: New procedure.

UOOO/NSK
ALYKEL

JEPPESEN
21 NOV 25 (12-1) Eff 27 Nov

NORILSK, ~~RUSSIA~~
RNP Rwy 01

BRIEFING STRIP™

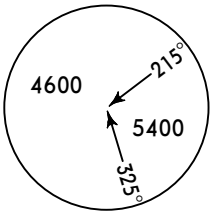
ATIS	NORILSK Radar (TWR)	NORILSK Precision (TWR)	Ground (TWR)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

RNAV	Final Apch Crs	OO1Ø5	LNAV/VNAV DA (H)	Apt Elev 597′
	014°	2500′ (1962′)	788′ (250′)	Rwy 538′

MISSED APCH: Climb on 014° to OO1Ø6, turn LEFT to OO1Ø7, then to 001Ø3 climbing to 4000 or above.

Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: FL070 ❶ Trans alt: 6000′

RNP Apch. 1. GNSS required. 2. Baro-VNAV not authorized below -34.0°C.



❷ MSA ARP

FEET QNH	METERS (QFE)
6000	(1645)
5400	(1450)
4600	(1250)
4000	(1060)
2500	(600)
2311	(540)
1967	(436)
1623	(331)
1300	(215)
1279	(226)
1200	(185)
1100	(155)
1000	(145)
1000	(125)
935	(121)
840	(95)
788	(65)

69-20
69-10

❶ FL080, if pressure is less than 1013 hPa (760 mm). FL090, if pressure is less than 977 hPa (733mm).

❷ is computed for surface air temperature at apt -49°C.

1004′ 1690′

UN(R)-2051

1112′ 1056′ 1025′ 1000

1113′ 1000

1199′ 1240′ 1000

1027′ 1000

1139′ 1000

1050′ 1264′ 1000

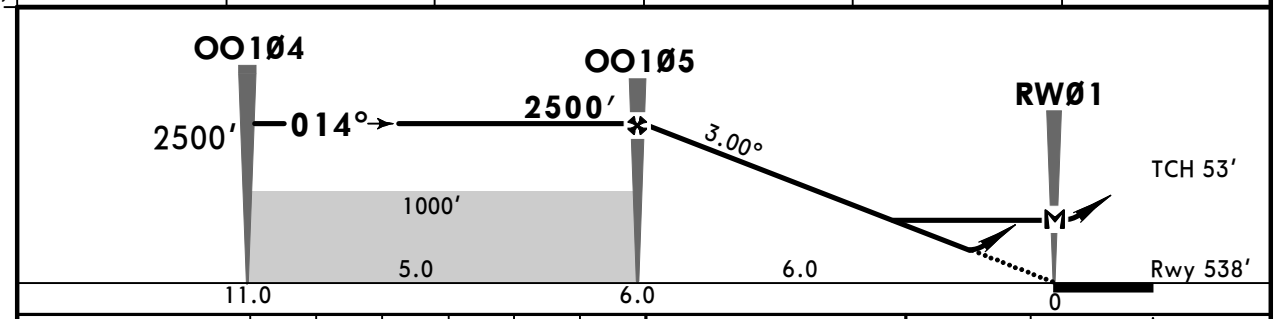
1127′ 1044′

OO1Ø6
014° 4.0
RWØ1
OO1Ø7
MHA 4000
5.0
194°
158°
338°
(IAF)
OO1Ø3
4000
6.0
104°
014°
OO1Ø5
(IF)
OO1Ø4
2500
014°
284°
6.0
(IAF)
OO1Ø2
4000
6.0
(IAF)
OO1Ø1
4000

FOR RUSSIAN USERS ONLY

86-10 86-20 86-30 86-40 86-50 87-00 87-10 87-20 87-30 87-40

DIST to RWØ1	5.4	4.3	3.2	2.2	1.1
ALTITUDE	2311′	1967′	1623′	1279′	935′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ1							

Timing not authorized for defining the MAP.

PALS CAT I
PAPI
OO1Ø6 on 014°

PANS OPS

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV	
	DA(H) 788′ (250′)		❶ CDFA DA/MDA(H) 840′ (302′)	
	ALS out		ALS out	
A	R750m	R1300m	R750m	R1400m
B				
C				
D				

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1000′ (403′)	V1500m
135	1100′ (503′)	V1600m
180	1200′ (603′)	V2400m
205	1300′ (703′)	V3600m

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

CHANGES: Communications, MSA, procedure, minimums.

UOOO/NSK
ALYKEL

JEPPESEN
21 NOV 25 (12-2) Eff 27 Nov

NORILSK, ~~RUSSIA~~
RNP Rwy 19

BRIEFING STRIP™

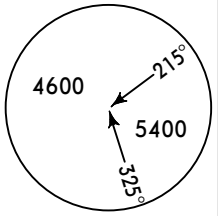
ATIS	NORILSK Radar (TWR)	NORILSK Precision (TWR)	Ground (TWR)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

RNAV	Final Apch Crs 194°	OO111 2500′ (1903′)	LNAV/VNAV DA (H) 847′ (250′)	Apt Elev 597′ Rwy 597′

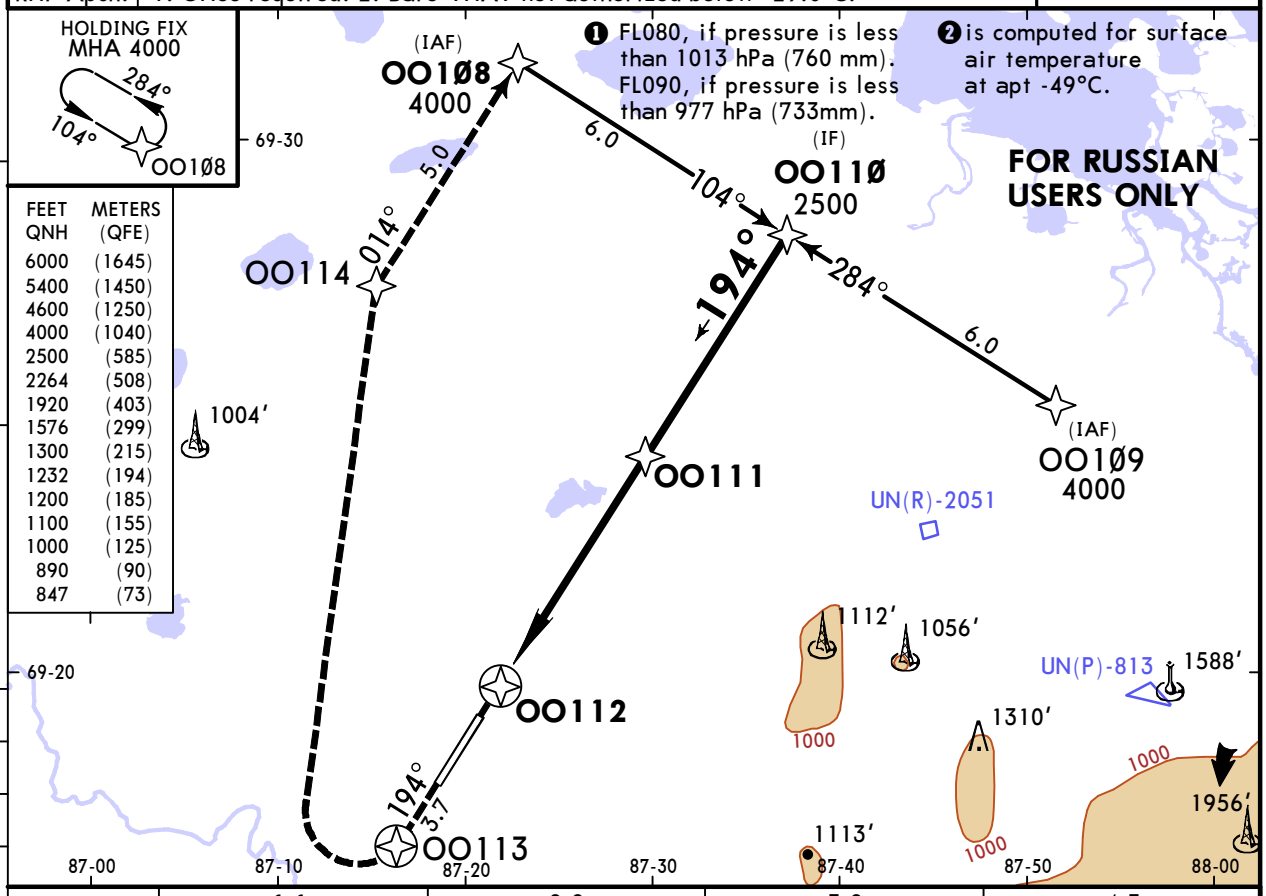
MISSED APCH: Climb on 194° to OO113, turn RIGHT to OO114, then to 001Ø8 climbing to 4000 or above.

Alt Set: hPa (MM on req) Rwy Elev: 22 hPa Trans level: FL070 ❶ Trans alt: 6000′

RNP Apch. 1. GNSS required. 2. Baro-VNAV not authorized below -29.0°C.



❷ MSA ARP

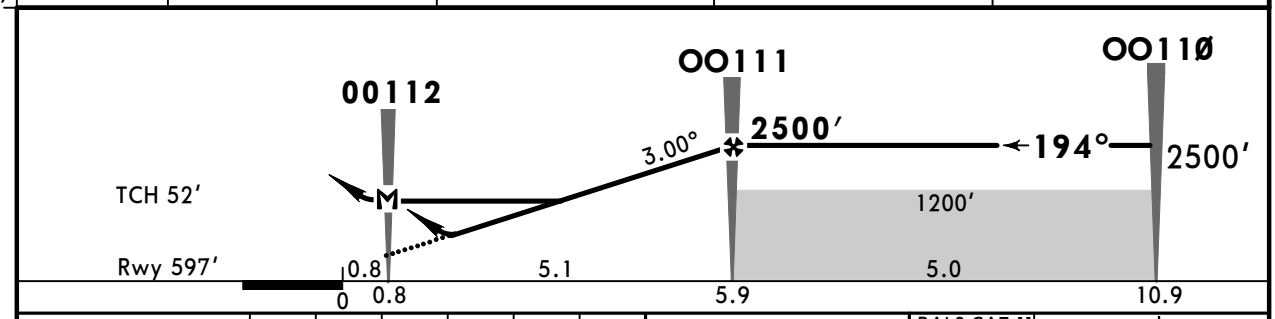


❶ FL080, if pressure is less than 1013 hPa (760 mm). FL090, if pressure is less than 977 hPa (733mm).

❷ is computed for surface air temperature at apt -49°C.

FEET QNH	METERS (QFE)
6000	(1645)
5400	(1450)
4600	(1250)
4000	(1040)
2500	(585)
2264	(508)
1920	(403)
1576	(299)
1300	(215)
1232	(194)
1200	(185)
1100	(155)
1000	(125)
890	(90)
847	(73)

DIST to OO112	1.1	2.2	3.2	4.3
ALTITUDE	1232′	1576′	1920′	2264′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at OO112							

Timing not authorized for defining the MAP.

PALS CAT II
PAPI
OO113 on 194°

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 847′ (250′)		LNAV CDFA ❶ DA/MDA(H) 890′ (293′)	
		ALS out		ALS out
A	R750m	R1300m	R750m	R1400m
B				
C				
D				

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1000′ (403′)	V1500m
135	1100′ (503′)	V1600m
180	1200′ (603′)	V2400m
205	1300′ (703′)	V3600m

PANS OPS

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

CHANGES: Communications, MSA, procedure, minimums.

UOOO/NSK
ALYKEL

JEPPESEN
21 NOV 25 (12-40) Eff 27 Nov

NORILSK, ~~RUSSIA~~
GLS Rwy 01

ATIS	NORILSK Radar (TWR)	NORILSK Precision (TWR)	Ground (TWR)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

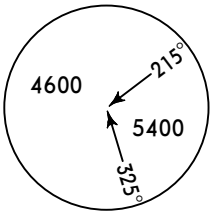
BRIEFING STRIP ™

GBAS	Final Apch Crs	OO1Ø5	DA(H)	Apt Elev 597′
Ch 20421 G01A	014°	2500′ (1962′)	738′ (200′)	Rwy 538′

MISSED APCH: Climb on 014° to OO1Ø6, turn LEFT to OO1Ø7, then to 001Ø3 climbing to 4000 or above.

Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: FL070 ❶ Trans alt: 6000′

1. GNSS required. 2. RNAV 1 required for initial and missed apch.



❷ MSA ARP

FEET QNH	METERS (QFE)
6000	(1645)
5400	(1450)
4600	(1250)
4000	(1060)
2500	(600)
1300	(215)
1200	(185)
1100	(155)
1000	(145)
1000	(125)
738	(61)

69-20

❶ FL080, if pressure is less than 1013 hPa (760 mm). FL090, if pressure is less than 977 hPa (733mm).

❷ is computed for surface air temperature at apt -49°C.

UN(R)-2051

1004′ 1690′ 1112′ 1056′ 1025′ 1113′ 1199′ 1240′ 1027′ 1139′ 1050′ 1264′ 1127′ 1044′

1000

OO1Ø6 014° 4.0 RWØ1

OO1Ø7 MHA 4000 5.0 194° 158° 338°

(IAF) OO1Ø3 4000 6.0 104°

OO1Ø5 014°

GBAS Ch 20421 G01A

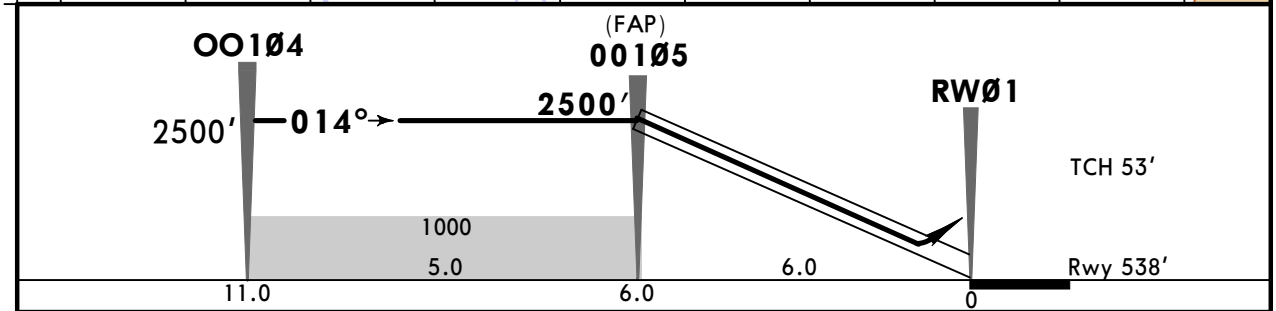
(IF) OO1Ø4 2500 014° 284° 6.0

(IAF) OO1Ø2 4000 6.0

(IAF) OO1Ø1 4000

FOR RUSSIAN USERS ONLY

69-10 86-10 69-00 86-20 86-30 86-40 86-50 87-00 87-10 87-20 87-30 87-40



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

PALS CAT I PAPI OO1Ø6 on 014°

PANS OPS

Std STRAIGHT-IN LANDING

GLS

DA(H) **738′** (200′)

	ALS out
A	❶ R550m
B	❶ R550m
C	R1200m
D	R1200m

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1000′ (403′)	V1500m
135	1100′ (503′)	V1600m
180	1200′ (603′)	V2400m
205	1300′ (703′)	V3600m

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

CHANGES: Communications, MSA, procedure, minimums.

UOOO/NSK
ALYKEL

JEPPESEN
21 NOV 25 (12-41) Eff 27 Nov

NORILSK, ~~RUSSIA~~
GLS Rwy 19

ATIS	NORILSK Radar (TWR)	NORILSK Precision (TWR)	Ground (TWR)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

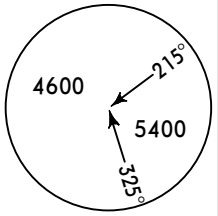
BRIEFING STRIP™

GBAS	Final Apch Crs	OO111	DA(H)	Apt Elev 597′
Ch 20832 G19A	194°	2500′(1903′)	797′(200′)	Rwy 597′

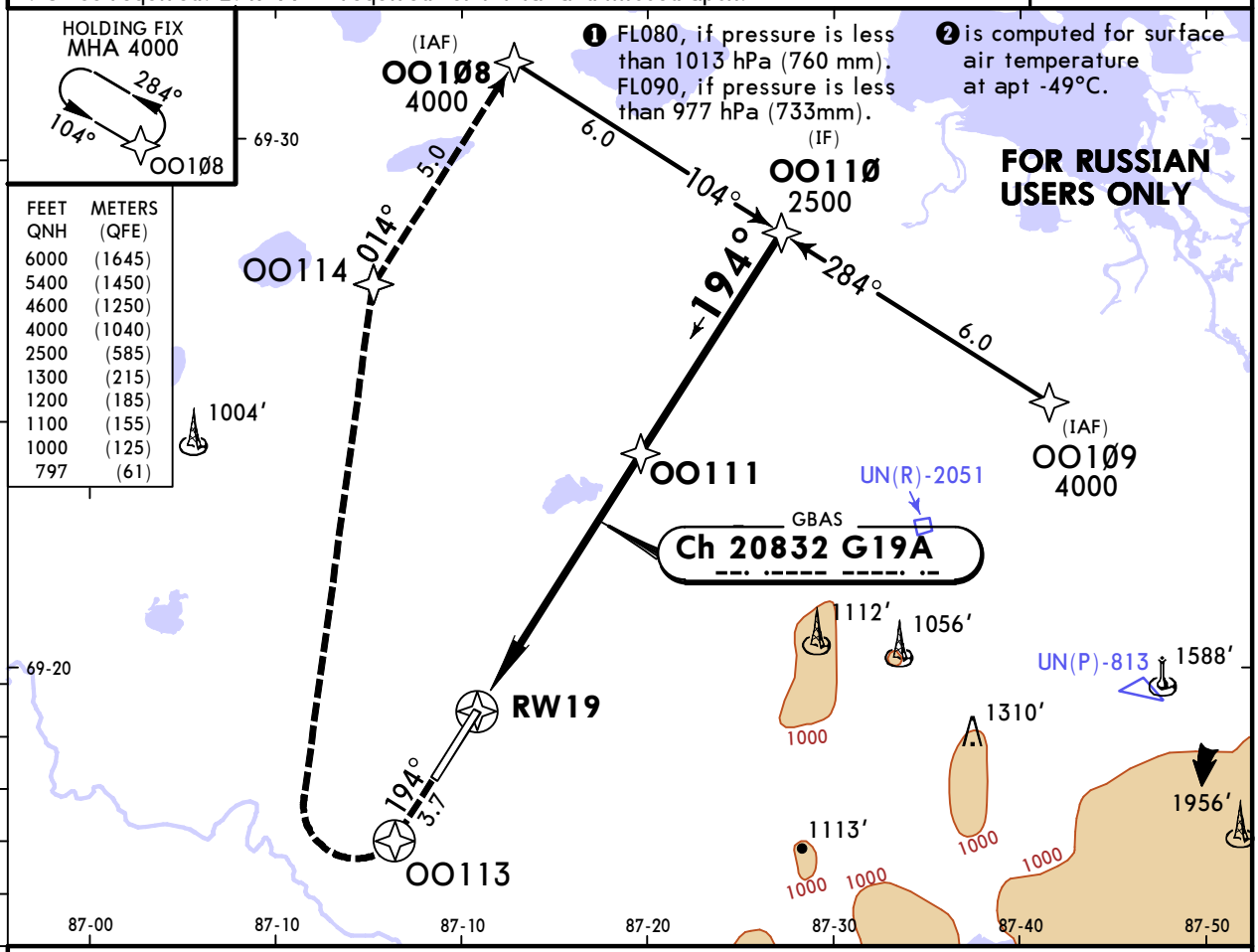
MISSED APCH: Climb on 194° to OO113, turn RIGHT to OO114, then to 001Ø8 climbing to 4000 or above.

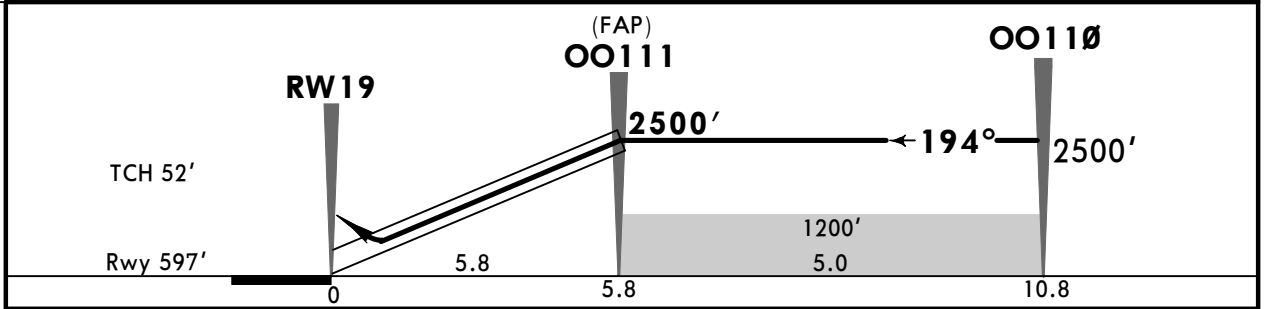
Alt Set: hPa (MM on req) Rwy Elev: 22 hPa Trans level: FL070 ❶ Trans alt: 6000′

1. GNSS required. 2. RNAV 1 required for initial and missed apch.



❷ MSA ARP





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

PALS CATII
PAPI
OO113 on 194°

Std STRAIGHT-IN LANDING

GLS

DA(H) **797′**(200′)

	TDZ or CL out	ALS out
A	R550m	R1200m
B		
C		
D		

	TDZ or CL out	ALS out
A	R550m	R1200m
B	❶ R550m	
C		
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1000′(403′)	V1500m
135	1100′(503′)	V1600m
180	1200′(603′)	V2400m
205	1300′(703′)	V3600m

PANS OPS

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

CHANGES: Communications, MSA, procedure, minimums.

U000/NSK
ALYKEL

JEPPESEN
21 NOV 25 (16-1) Eff 27 Nov

NORILSK, ~~RUSSIA~~
NDB Y Rwy 01

ATIS	NORILSK Radar (TWR)	NORILSK Precision (TWR)	Ground (TWR)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

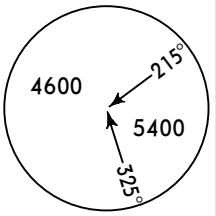
BRIEFING STRIP™

Lctr AP	Final Apch Crs	D6.0	DA/MDA(H)	Apt Elev 597′
*535	014°	2500′ (1962′)	820′ (282′)	Rwy 538′

MISSED APCH: Climb on 014° to 1500′ or above, then turn LEFT to LOM climbing to 2500′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: FL070 ❷ Trans alt: 6000′

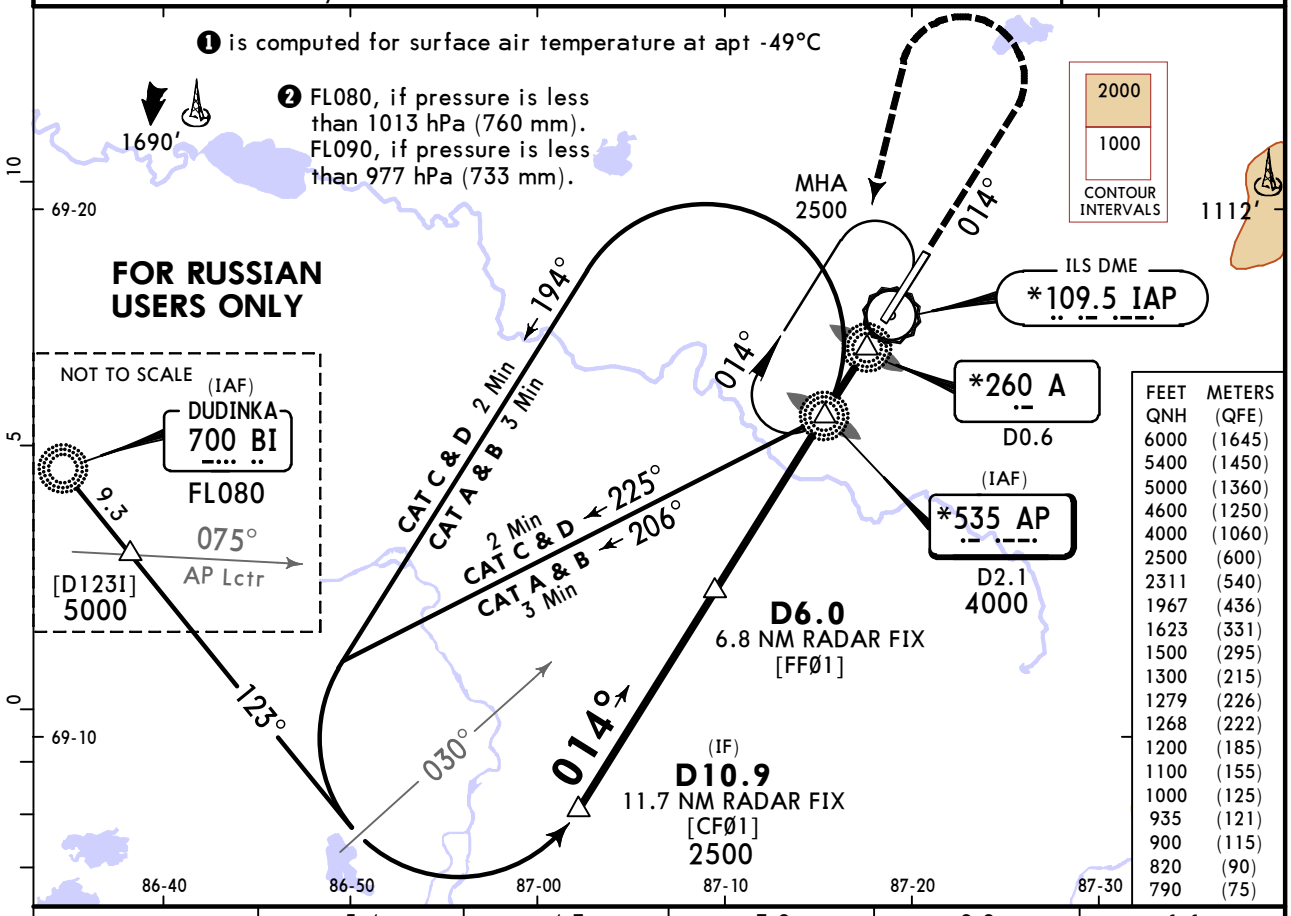
ILS DME reads zero at rwy 01 thresh.



❶ MSA ARP

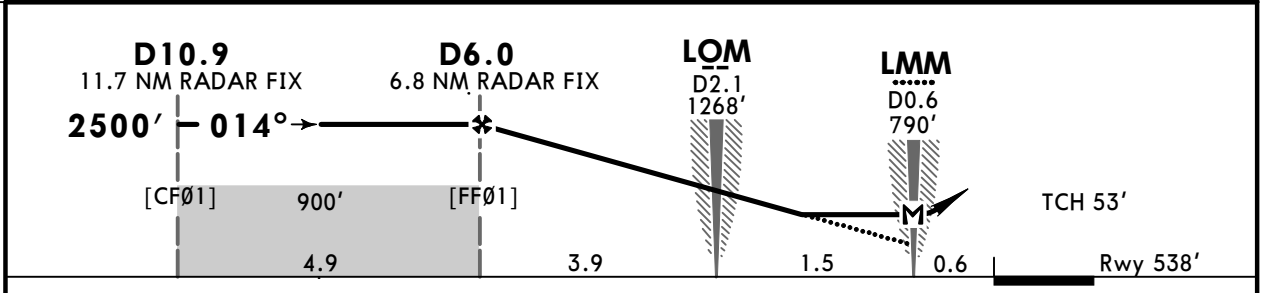
❶ is computed for surface air temperature at apt -49°C

❷ FL080, if pressure is less than 1013 hPa (760 mm). FL090, if pressure is less than 977 hPa (733 mm).



FEET QNH	METERS (QFE)
6000	(1645)
5400	(1450)
5000	(1360)
4600	(1250)
4000	(1060)
2500	(600)
2311	(540)
1967	(436)
1623	(331)
1500	(295)
1300	(215)
1279	(226)
1268	(222)
1200	(185)
1100	(155)
1000	(125)
935	(121)
900	(115)
820	(90)
790	(75)

IAP DME	5.4	4.3	3.2	2.2	1.1
ALTITUDE	2311′	1967′	1623′	1279′	935′



Gnd speed-KT		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM/D0.6							

Timing not authorized for defining the MAP.

PALS CAT I
PAPI

1500′ or above on 014°

AP *535 LT

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 820′ (282′)

	ALS out	
A	R750m	R1400m
B		
C		
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1000′ (403′)	V1500m
135	1100′ (503′)	V1600m
180	1200′ (603′)	V2400m
205	1300′ (703′)	V3600m

PANS OPS

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

CHANGES: MSA, com, arrival, procedure, minimums.

U000/NSK ALYKEL

JEPPESEN 21 NOV 25 16-2 Eff 27 Nov

NORILSK, ~~RUSSIA~~ NDB Y Rwy 19

ATIS	NORILSK Radar (TWR)	NORILSK Precision (TWR)	Ground (TWR)
126.8 Russian only	120.4 Russian only	118.3 Russian only	121.7 Russian only

BRIEFING STRIP ™

Lctr BF	Final Apch Crs	D5.8	DA/MDA(H)	Apt Elev 597′ Rwy 597′
*535	194°	2500′ (1903′)	920′ (323′)	

MISSED APCH: Climb on 194° to 1500′ or above, then turn RIGHT to LOM climbing to 2500′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 22 hPa Trans level: FL070 ❷ Trans alt: 6000′

ILS DME reads zero at rwy 19 thresh.

4600 215° 5400 325°

❶ MSA ARP

NOT TO SCALE

(IAF) DUDINKA 700 BI FL080

9.5 091° BF Lctr [DØ55J] 5000

055° 173°

❶ is computed for surface air temperature at apt -49°C

❷ FL080, if pressure is less than 1013 hPa (760 mm). FL090, if pressure is less than 977 hPa (733 mm).

014° CAT C & D 2 Min CAT A & B 3 Min

344° CAT C & D 2 Min 002° CAT A & B 3 Min

194°

(IF) D10.8 11.6 NM RADAR FIX [CF19] 2500

D5.8 6.6 NM RADAR FIX [FF19]

(IAF) *535 BF D2.4 4000

*260 B D0.5

MHA 2500

ILS DME *110.3 IBF

194°

86-50 69-20 87-00 87-10 87-20 87-30 87-40 87-50

1004′ 1112′ 1056′ 1025′ 1113′

UN(R)-2051 UN(P)-813

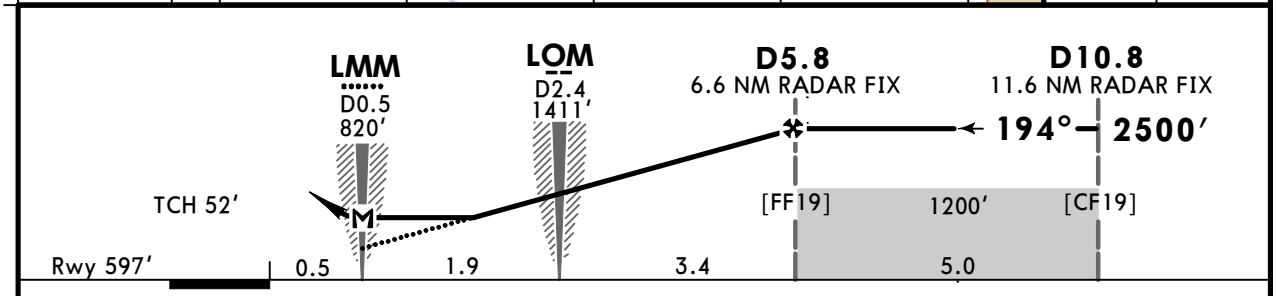
2000 1000 CONTOUR INTERVALS

FOR RUSSIAN USERS ONLY

FEET QNH	METERS (QFE)
6000	(1645)
5400	(1450)
5000	(1345)
4600	(1250)
4000	(1040)
2500	(585)
2368	(540)
2024	(435)
1680	(330)
1500	(280)
1411	(248)
1336	(226)
1300	(215)
1200	(185)
1100	(155)
1000	(125)
992	(121)
920	(105)
820	(70)

RECOMMENDED ALTITUDES

IBF DME	ALTITUDE
5.4	2368′
4.3	2024′
3.2	1680′
2.2	1336′
1.1	992′



Gnd speed-KT	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM/D0.5						

Timing not authorized for defining the MAP.

PALS CAT II PAPI

1500′ or above on 194°

BF *535 RT

PANS OPS

Std

STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
CDFA ❶ DA/MDA(H) 920′ (323′)				
	ALS out	Max KT	MDA(H)	
A	R800m	100	1000′ (403′)	V1500m
B		135	1100′ (503′)	V1600m
C	R1500m	180	1200′ (603′)	V2400m
D		205	1300′ (703′)	V3600m

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

CHANGES: MSA, com, arrival, procedure, minimums.

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

NORILSK, (ALYKEL - UOOO)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UOOO

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

Charts might be outdated. Please refer to chart alert on "www.jeppesen.com".