

List of pages in this Trip Kit

Trip Kit Index

Airport Information For URMN

Terminal Charts For URMN

Revision Letter For Cycle 08-2026

Change Notices

Notebook

General Information

Location: NALCHIK RUS
ICAO/IATA: URMN / NAL
Lat/Long: N43° 30.78', E043° 38.20'
Elevation: 1463 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 7.0° E

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

Sunrise: 0153 Z
Sunset: 1611 Z

Runway Information

Runway: 06
Length x Width: 7218 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 1463 ft
Lighting: Edge

Runway: 24
Length x Width: 7218 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 1401 ft
Lighting: Edge, ALS

Communication Information

Nalchik Start Tower: 124.000 Secondary
Nalchik Start Tower: 118.300
Nalchik Start Tower: 129.000 Secondary
Nalchik Approach: 124.000 Secondary
Nalchik Approach: 126.900
Nalchik Approach: 129.000 Secondary
Nalchik Transit Operations: 119.200

1. GENERAL

1.1. COMMUNICATION FAILURE PROCEDURES

In the event of radio communication failure follow radio communication failure procedures set forth in ICAO Annex 2 and ENR 1.6 section of the AIP.

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Noise abatement procedures during take-off, climb and approach shall be executed by all ACFT.

Noise abatement procedures shall not be executed at the expense of compromising flight safety.

Noise abatement procedures shall not be executed in case of one of ACFT engines failure during take-off and landing.

Deviation from SID/STAR routes are possible if weather conditions requires, reporting to ATS unit is mandatory.

1.2.2. ENGINE RUN-UP

Engine run-up above idle thrust is prohibited between 2200-0700LT.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP are implemented when RVR is less than 550m.

Pilot is informed by TOWER using phrase: "Low Visibility Procedures in progress".

RWY 24 is not equipped for ICAO category flight operations. RWY 24 is not available for executing approach.

LVP will be canceled when visibility is 550m or above with the phrase: "Low Visibility Procedures canceled".

1.3.1. DEPARTURE

During towing, ACFT navigation and flashing lights shall be switched on.

Taxiing of ACFT on apron and TWY shall be executed after Follow-me car.

Pilot should not request run-up clearance when RVR value is lower than T/O minimum.

1.4. TAXI PROCEDURES

180° turns shall be carried out with the MIM radius of turn equal to 74'/22.5m on turning pad at THR 06.

Taxiing of index 4 ACFT via TWYs 1 and 2 shall be executed at reduced speed, strictly along centerline and with increased caution.

Taxiing of ACFT B737 (all modifications), A-319 and A-320 on Main TWY is prohibited.

1.5. PARKING INFORMATION

Enter and exit stands by marshaller assistance.

De-icing/anti-icing on stands in accordance with ACFT operator.

Stands 1 thru 3, 5 thru 6B, 16 and 17 available for helicopter.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

In the event of radio communication failure after entry in Nalchik CTA, continue the flight at the last assigned flight level cleared by the ATS unit controller towards NF LOM and then execute approach to Nalchik AD.

If unable to land at Nalchik AD, proceed to the alternate AD selected when making the decision to depart.

Instrument approach shall be executed in accordance with the procedure established for the given navigation aid.

Landing, if possible, shall be carried out within 30 minutes after ETA.

2.2. NOISE ABATEMENT PROCEDURES

The required noise abatement procedures shall not be observed over the overflown areas in the following cases:

- If there are ice, slush, water or dirt, rubber, oil etc. on RWY and friction coefficient is 0.4 or less;
- Under meteorological conditions, when ceiling is below 1500' (150m) or horizontal visibility is less than 1800m;
- When crosswind component on RWY (including gusts) is above 7m/sec;
- When tailwind component on RWY is more than 2.5m/sec;
- When wind shears are forecasted or reported, or it is expected that unfavourable weather conditions (for example thunderstorms) may affect ACFT approach and landing.

Flying below GP is prohibited during approach.

Noise abatement procedures must not envisage exceeding of the indicated speed of descent.

Warning: Mi-2 helicopters flights are permitted to execute approach to the RWY on landing heading 236° MAG with a tailwind component up to 5m/sec and then air taxi to execute upwind landing onto RWY, helipads and TWY 2.

3. DEPARTURE

3.1. COMMUNICATION FAILURE PROCEDURES

In the event of radio communication failure after take-off (if at 2035' (200 m) and communication with NALCHIK Approach controller is not established), continue climbing and proceed in accordance with instrument approach procedure and land at Nalchik AD depending on meteorological conditions and ACFT landing mass, or proceed to the alternate AD selected when making the decision to depart.

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

In the event of radio communication failure during climb to FL (altitude), proceed at the last assigned altitude (FL) to CRP of exit route from CTA and after passing, climb to the assigned FL (according to flight plan).

In the event of radio communication failure during IFR, when it is not possible to change to a visual flight, ACFT shall proceed to the destination aerodrome in accordance with the flight plan.

In this case maintain the assigned FL till passing the radio navigation fix of the planned aerodrome of landing and commence descending at the ETA or as close as possible to this time.

URMN/NAL
NALCHIK

JEPPESEN

17 DEC 21

10-1P2

Eff 30 Dec

NALCHIK, RUSSIA
AIRPORT BRIEFING

3. DEPARTURE

3.2. NOISE ABATEMENT PROCEDURES

Tailwind take-off taking into account friction coefficient is permitted, provided this direction is preferable with regard to noise reduction over the city or in case upwind take-off does not provide safety or take-off in this direction is prohibited.

In this case tailwind component must not exceed the norms established in the ACFT Flight Manual.

Minimum speed of steady climb must not be less than $V_2 + 20\text{km/h}$ or less than the speed prescribed in the ACFT Flight Manual, if it has greater value.

Maintaining of the minimum indicated air speed during climb is not required if it leads to exceeding of the maximum permissible angle of attack.

The reduction of engines power shall not be applied until:

- the established standard power mode enables to maintain climb gradient of not less than 4% at speed specified above with maximum certificated take-off mass.
- take-off flight path does not provide overlying of all obstacles located under the flight path with sufficient clearance when all engines are operating and also taking into account possible engine failure and time required for the rest of the engines to develop full power.

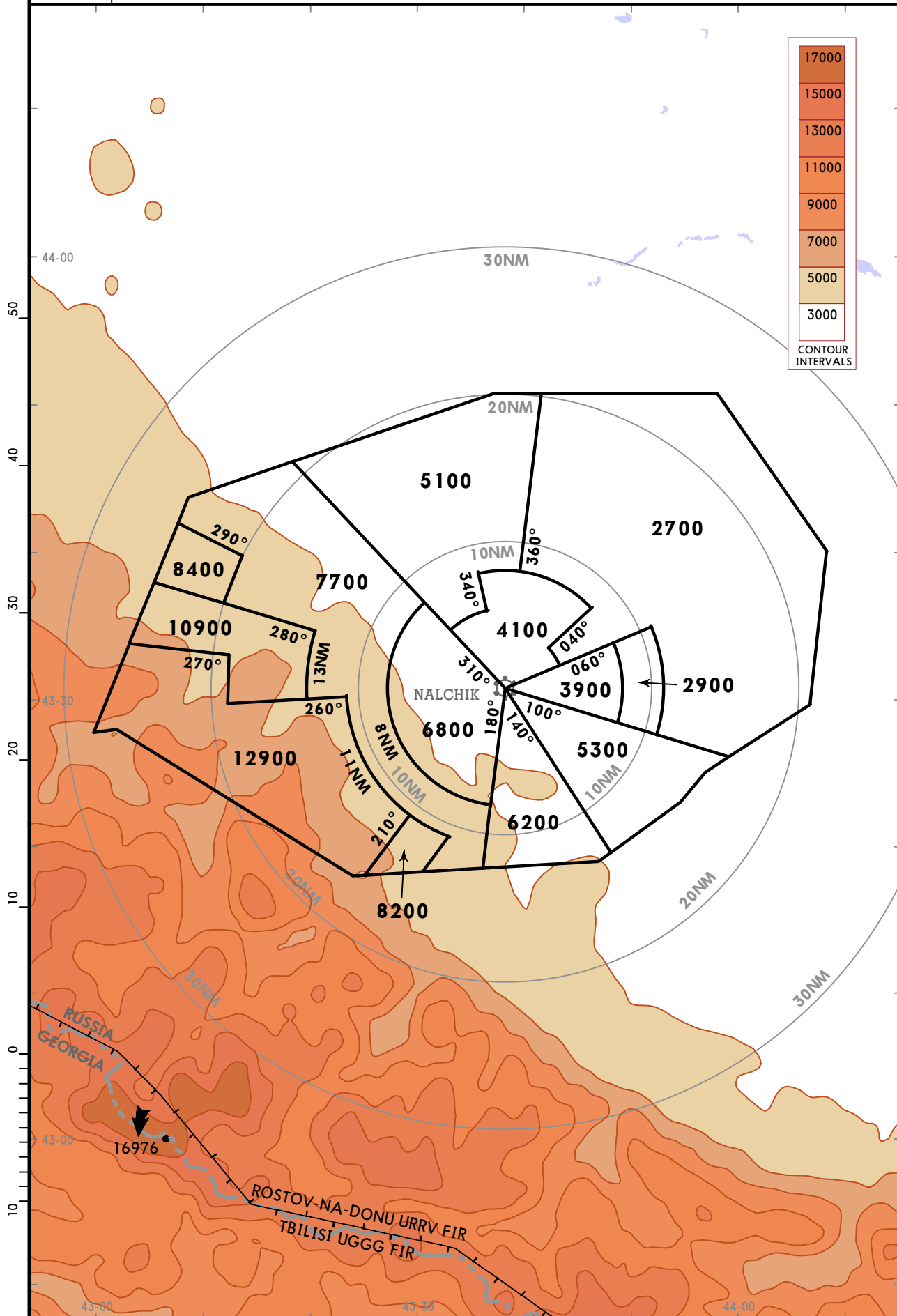
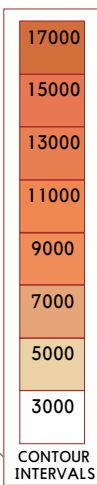
URMN/NAL NALCHIK

JEPPESEN
15 JAN 21 (10-1R)

NALCHIK, RUSSIA RADAR MINIMUM ALTITUDES

Alt Set: hPa (MM on request) Trans alt: 5000 QNH (QFE on request)
 Apt Elev 1463
 Trans level: FL70
 FL80 if pressure is less than 977 hPa (733 mm)

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



Alt Set: hPa (MM on request)
Trans level: FL070
FL080 if pressure is less than 977 hPa (733 mm)

RNAV 1 GNSS is required

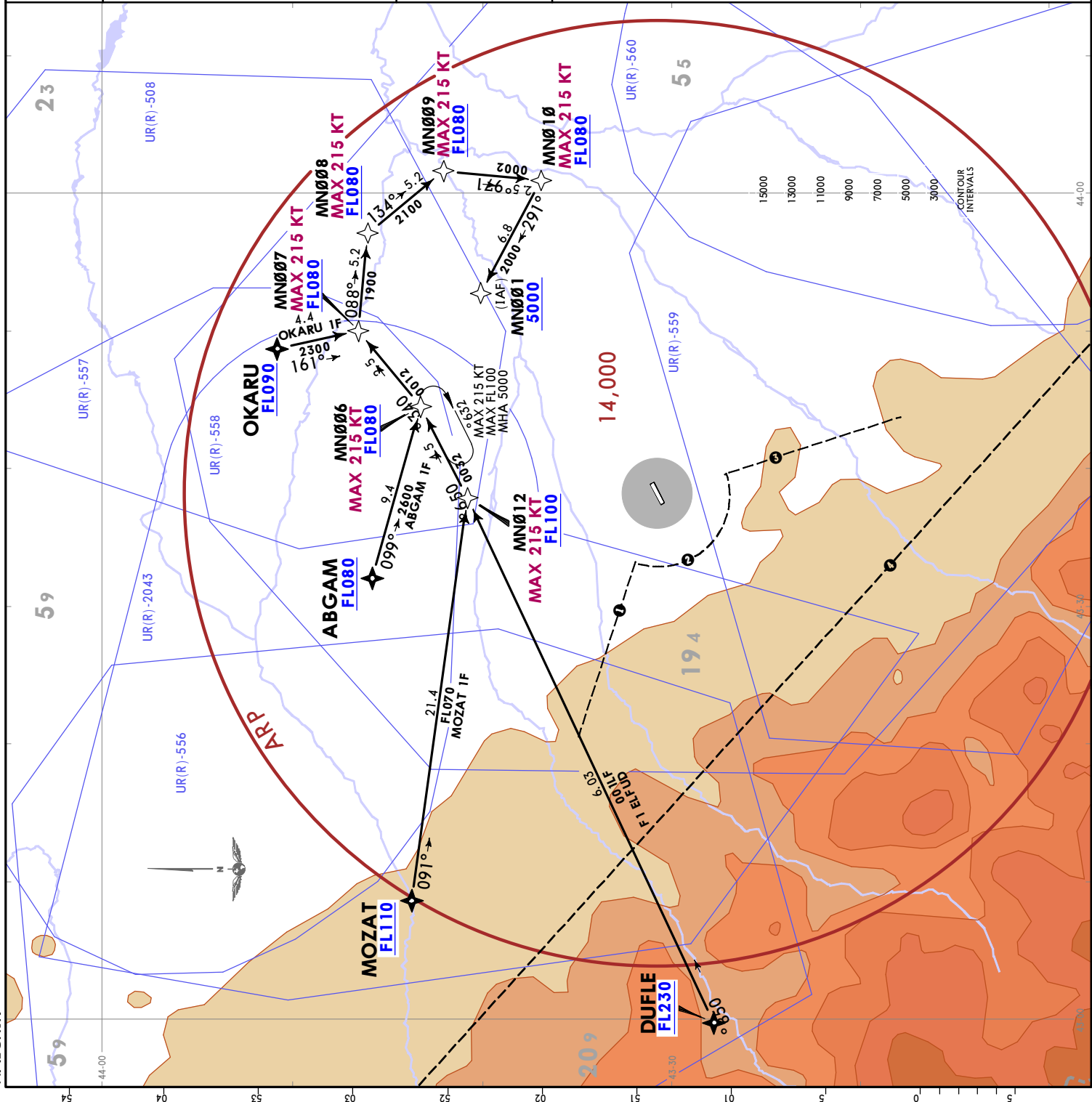
ABGAM 1F [ABGA 1F]
MOZAT 1F [MOZA 1F]
OKARU 1F [OKAR 1F]

DUFLE 1F [DUFL 1F]
NOT AVAILABLE WHEN UR(R)-556 IS ACTIVE

RNAV ARRIVALS (RWY 24)
NOT AVAILABLE WHEN UR(R)-508, UR(R)-557, UR(R)-558, UR(R)-559, UR(R)-560, UR(R)-2043 ARE ACTIVE

- 1 101° to ARP between 13.5 NM and 3.8 NM do not fly south below FL110.
- 2 3.8 NM between 335° and 101° to ARP do not fly south below FL110.
- 3 335° to ARP between 13.5 NM and 3.8 NM do not fly west below FL110.
- 4 Do not fly southwest below FL200.

FEET METERS
QNH (QFE)
5000 (1105)



URMN/NAL
NALCHIK, RUSSIA

JEPPESEN
12 APR 24 10-2A Eff 18 Apr

RNAV STAR

Alt Set: hPa (MM on request)
Trans level: FL070
FL080, if pressure is less than 977 hPa (733 mm)

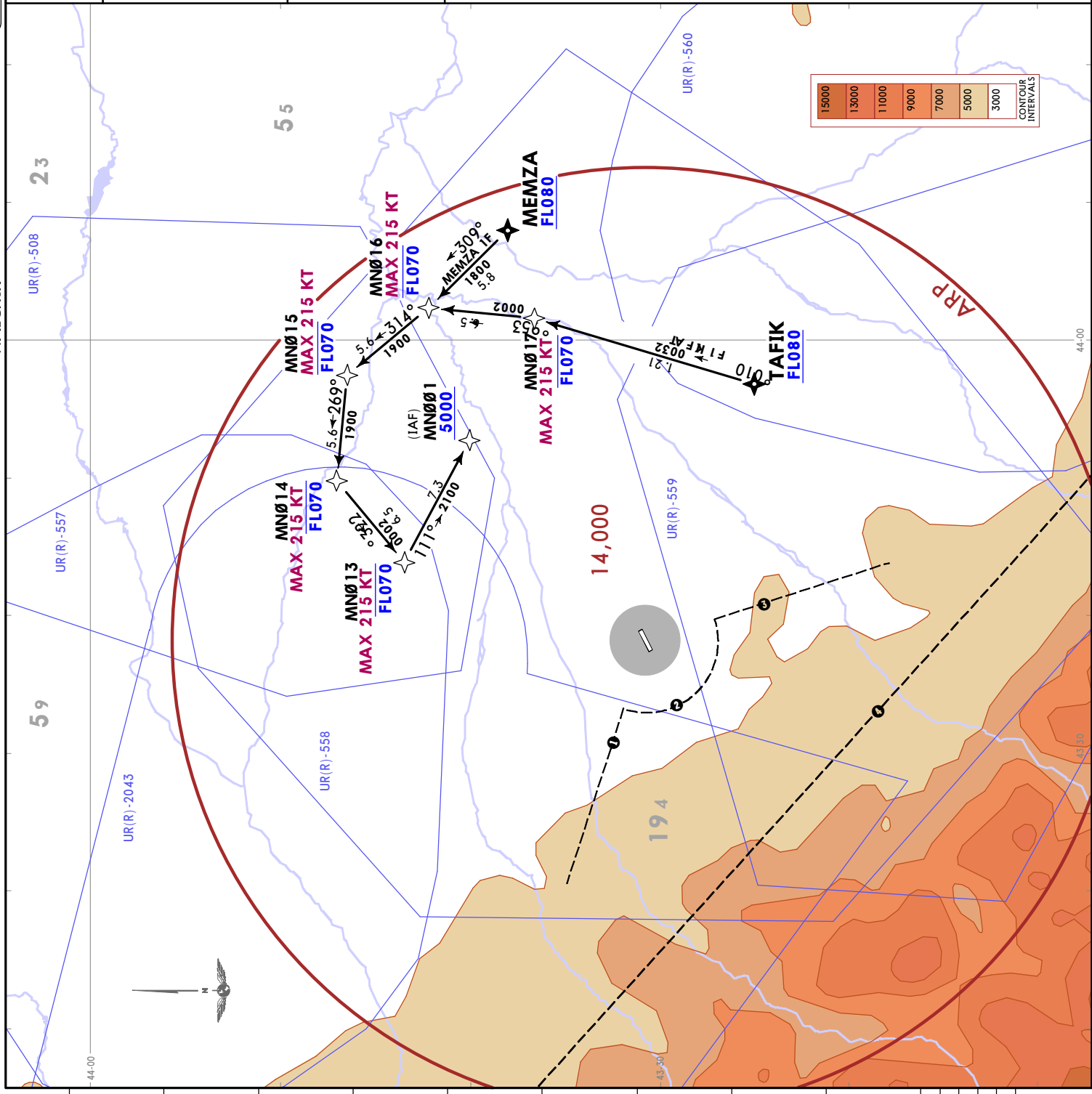
RNAV 1 GNSS is required

MEMZA 1F [MEMZ1F]
TAFIK 1F [TAFI1F]
RNAV ARRIVALS
(RWY 24)

NOT AVAILABLE WHEN UR(R)-508, UR(R)-557, UR(R)-558, UR(R)-559, UR(R)-560, UR(R)-2043 ARE ACTIVE

- 1 101° to ARP between 13.5 NM and 3.8 NM do not fly south below FL110.
- 2 3.8 NM between 335° and 101° to ARP do not fly south below FL110.
- 3 335° to ARP between 13.5 NM and 3.8 NM do not fly west below FL110.
- 4 Do not fly southwest below FL200.

FEET METERS
QNH (QFE)
5000 (1105)

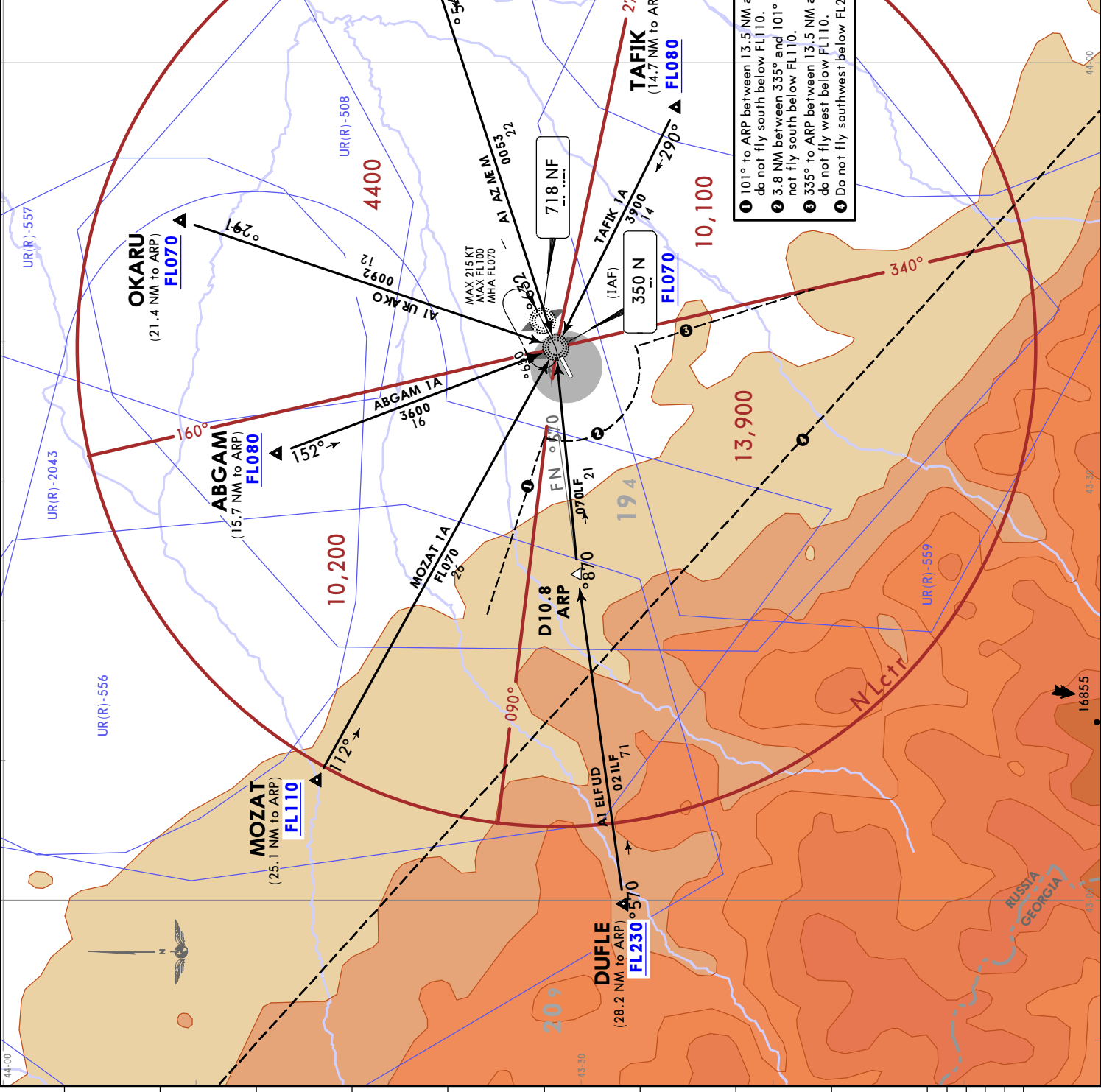


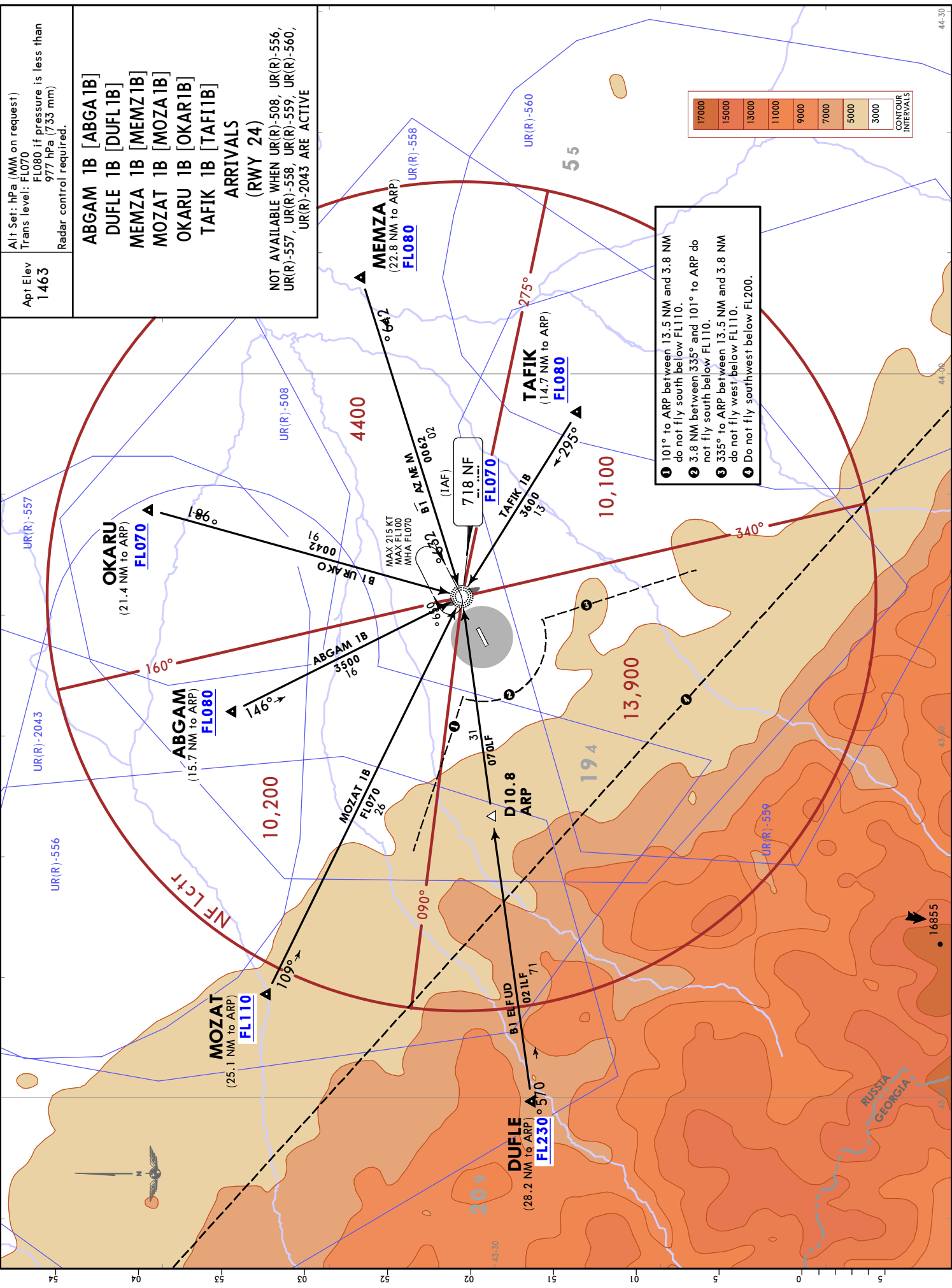
Alt Set: hPa (MM on request)
 Trans level: FL070
 977 hPa (733 mm)
 Radar control required.

ABGAM 1A [ABGA1A]
DUFLE 1A [DUFL1A]
MEMZA 1A [MEMZ1A]
MOZAT 1A [MOZA1A]
OKARU 1A [OKAR1A]
TAFIK 1A [TAFI1A]

ARRIVALS (RWY 24)

NOT AVAILABLE WHEN UR(R)-508, UR(R)-556, UR(R)-557, UR(R)-558, UR(R)-559, UR(R)-560, UR(R)-2043 ARE ACTIVE





Alt Set: hPa (MM on request)
 Trans level: FL070
 FLO80 if pressure is less than 977 hPa (733 mm)
 Radar control required.

ARRIVALS (RWY 24)
 NOT AVAILABLE WHEN UR(R)-508, UR(R)-556, UR(R)-557, UR(R)-558, UR(R)-559, UR(R)-560, UR(R)-2043 ARE ACTIVE

- 1 101° to ARP between 13.5 NM and 3.8 NM do not fly south below FL110.
- 2 3.8 NM between 335° and 101° to ARP do not fly south below FL110.
- 3 335° to ARP between 13.5 NM and 3.8 NM do not fly west below FL110.
- 4 Do not fly southwest below FL200.

Trans alt: 5000 QNH (QFE on request)
 RNAV 1 GNSS is required
 Turn before DER is PROHIBITED.

MEMZA 1E [MEMZ1E]
 NOT AVAILABLE WHEN UR(R)-559, UR(R)-560 ARE ACTIVE

OKARU 1E [OKAR1E]
 NOT AVAILABLE WHEN UR(R)-508, UR(R)-557, UR(R)-2043 ARE ACTIVE

TAFIK 1E [TAFI1E]
 NOT AVAILABLE WHEN UR(R)-560, UR(R)-2043 ARE ACTIVE

RNAV DEPARTURES (RWY 06)
 NOT AVAILABLE WHEN UR(R)-558 IS ACTIVE

- 1 281° from ARP between 13.5 NM and 3.8 NM do not fly SOUTH below FL110.
- 2 3.8 NM between 155° and 281° from ARP do not fly SOUTH below FL110.
- 3 155° from ARP between 13.5 NM and 3.8 NM do not fly WEST below FL110.
- 4 Do not fly SOUTHWEST below FL200.

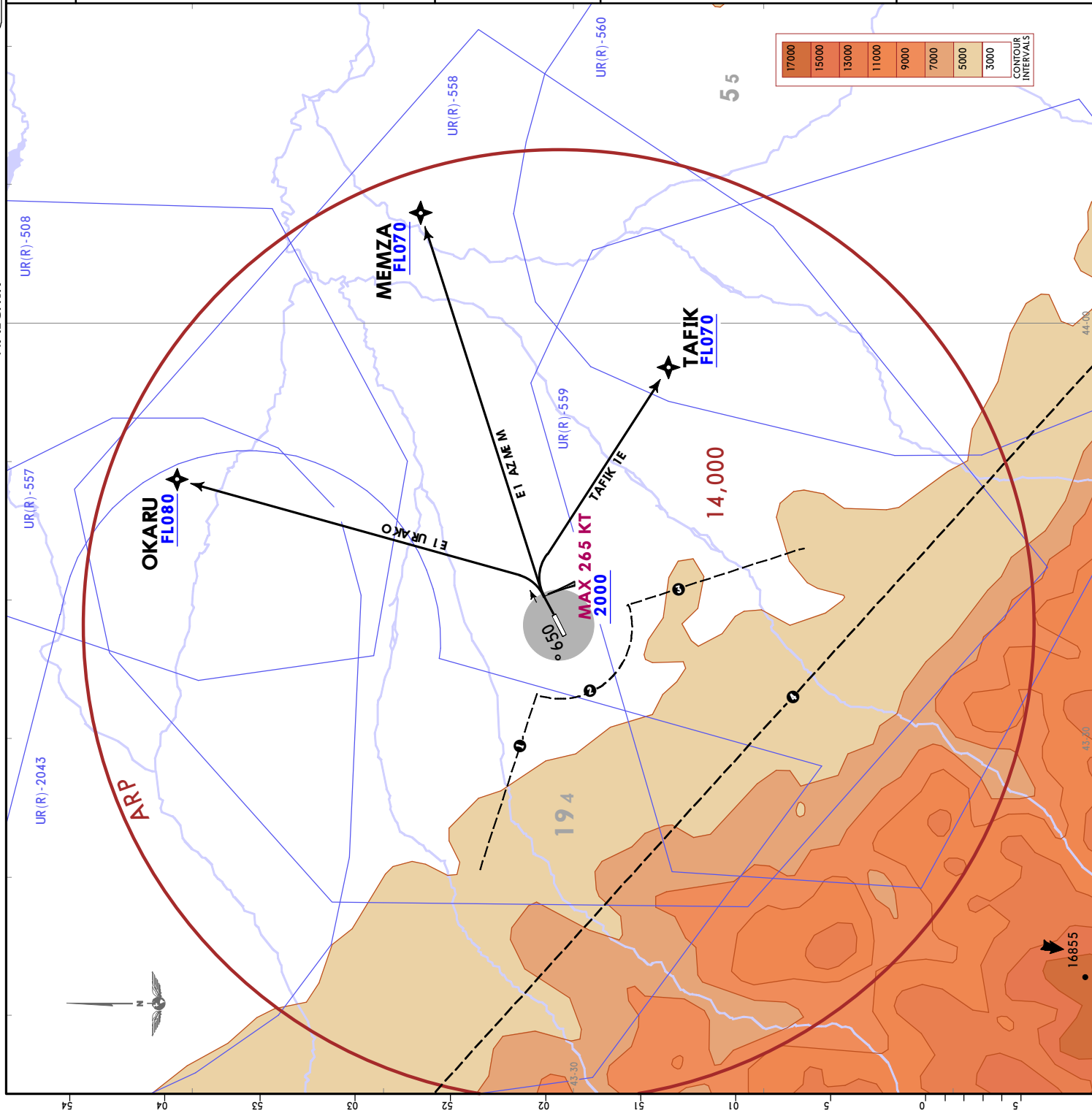
These SIDs require minimum climb gradients of

MEMZA 1E:
 4.2% up to FL070 due to airspace structure.

OKARU 1E:
 5.1% up to FL080 due to airspace structure.

TAFIK 1E:
 6.0% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
5.1% V/V (fpm)	387	516	775	1033	1291	1549
6.0% V/V (fpm)	456	608	911	1215	1519	1823



Trans alt: 5000 QNH (QFE on request)
Apt Elev **1463** RNAV 1 GNSS is required

ABGAM 1J [ABGA1J]
OKARU 1J [OKAR1J]
NOT AVAILABLE WHEN UR(R)-508, UR(R)-557, UR(R)-558, UR(R)-2043 ARE ACTIVE

MEMZA 1J [MEMZ1J]
NOT AVAILABLE WHEN UR(R)-558 IS ACTIVE

MOZAT 1J [MOZA1J]
NOT AVAILABLE WHEN UR(R)-508, UR(R)-556, UR(R)-557, UR(R)-558, UR(R)-2043 ARE ACTIVE

TAFIK 1J [TAFI1J]
NOT AVAILABLE WHEN UR(R)-558, UR(R)-559, UR(R)-560 ARE ACTIVE

RNAV DEPARTURES (RWY 06)

- 1 281° from ARP between 13.5 NM and 3.8 NM do not fly SOUTH below FL110.
- 2 3.8 NM between 155° and 281° from ARP do not fly SOUTH below FL110.
- 3 155° from ARP between 13.5 NM and 3.8 NM do not fly WEST below FL110.
- 4 Do not fly SOUTHWEST below FL200.

FEET METERS	
QNH (QFE)	QFE
5000 (1105)	5000
4500 (955)	4500

QFE values are based on RWY 24 THR elevation

These SIDs require minimum climb gradients of

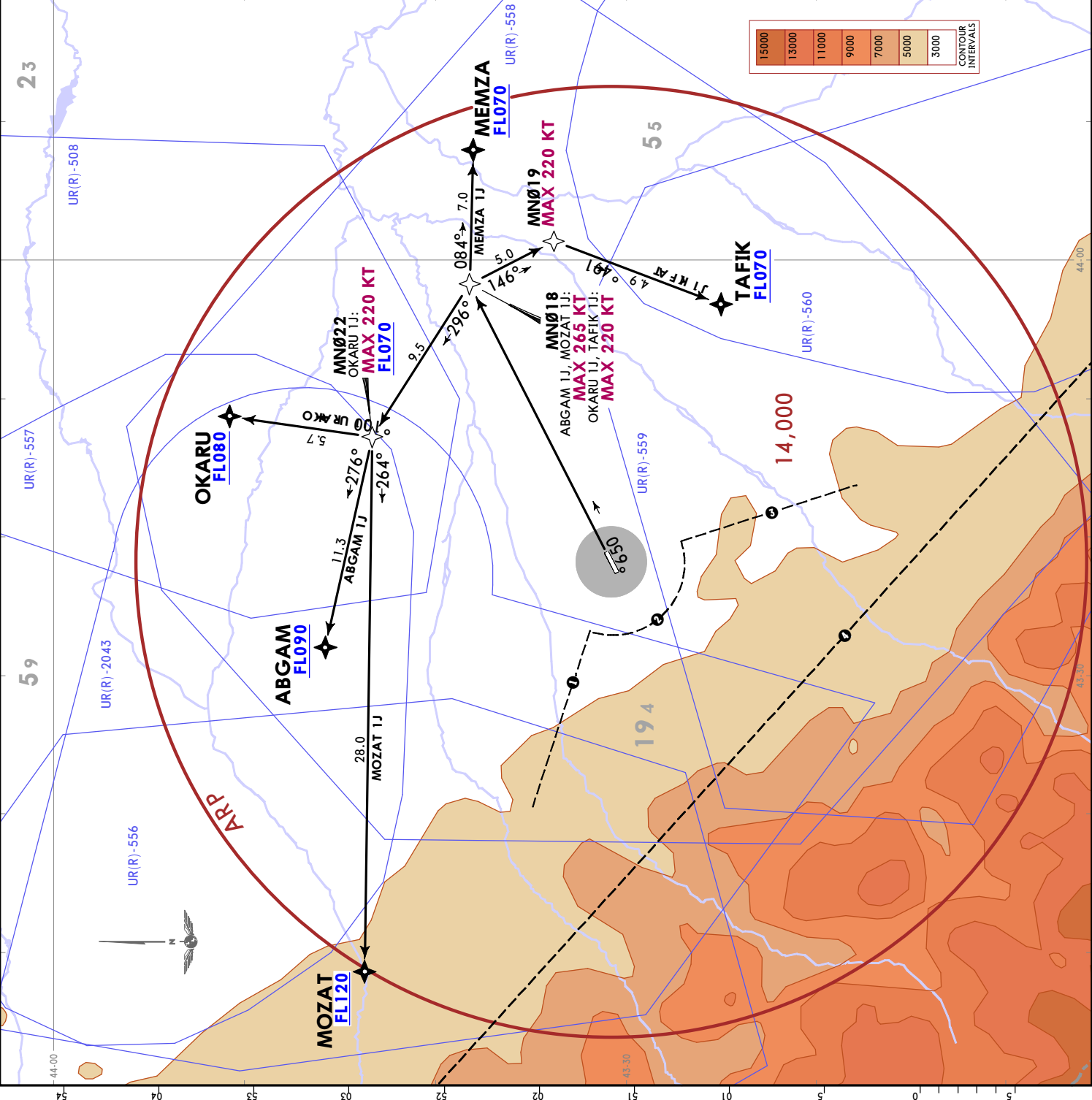
ABGAM 1J:
3.8% up to FL090 due to airspace structure.

MEMZA 1J:
4.2% up to FL070 due to airspace structure.

MOZAT 1J:
3.5% up to FL120 due to airspace structure.

OKARU 1J:
4.3% up to 4500 due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
3.8% V/V (fpm)	289	385	577	770	962	1154
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.3% V/V (fpm)	327	435	653	871	1089	1306



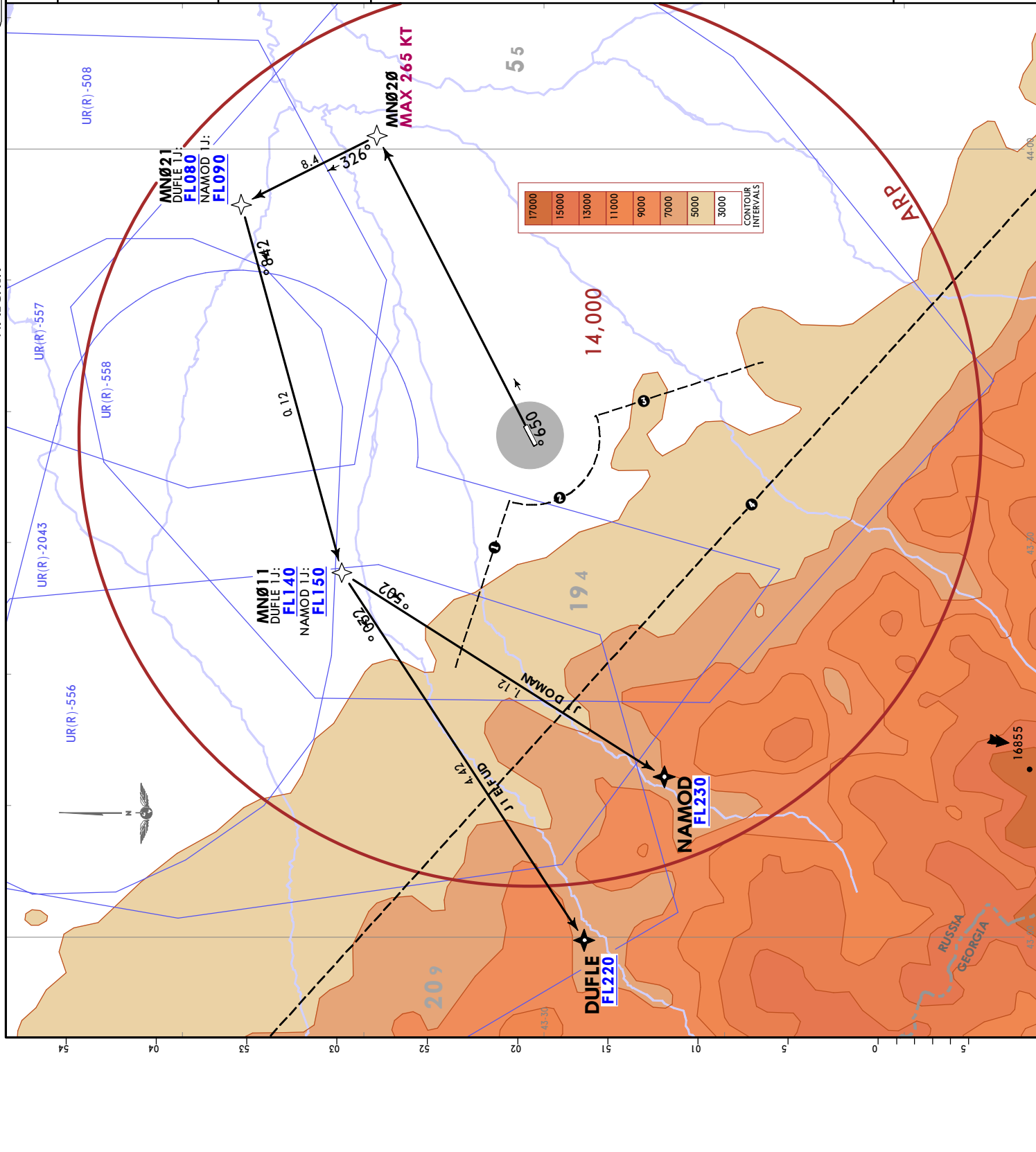
Apt Elev 1463	Trans alt: 5000 QNH (QFE on request)
RNAV 1	GNSS is required

**DUFLE 1J [DUFLE1J]
NAMOD 1J [NAMOD1J]
RNAV DEPARTURES
(RWY 06)**

NOT AVAILABLE WHEN UR(R)-508, UR(R)-556, UR(R)-557, UR(R)-558, UR(R)-2043 ARE ACTIVE

- 281° from ARP between 13.5 NM and 3.8 NM do not fly SOUTH below FL110.
- 3.8 NM between 155° and 281° from ARP do not fly SOUTH below FL110.
- 155° from ARP between 13.5 NM and 3.8 NM do not fly WEST below FL110.
- Do not fly SOUTHWEST below FL200.

FEET METERS
QNH (QFE)
5000 (1105)
QFE values are based on RWY 24 THR elevation



Trans alt: 5000 GNH (QFE on request)
Turn before NF is PROHIBITED.

1463

ABGAM 1C [ABGA1C]
MOZAT 1C [MOZA1C]
NOT AVAILABLE WHEN UR(R)-556, UR(R)-557
UR(R)-2043 ARE ACTIVE

DUFLE 1C [DUF1C]
NAMOD 1C [NAM01C]
NOT AVAILABLE WHEN UR(R)-556, UR(R)-2043
ARE ACTIVE

DEPARTURES
(RWY 06)

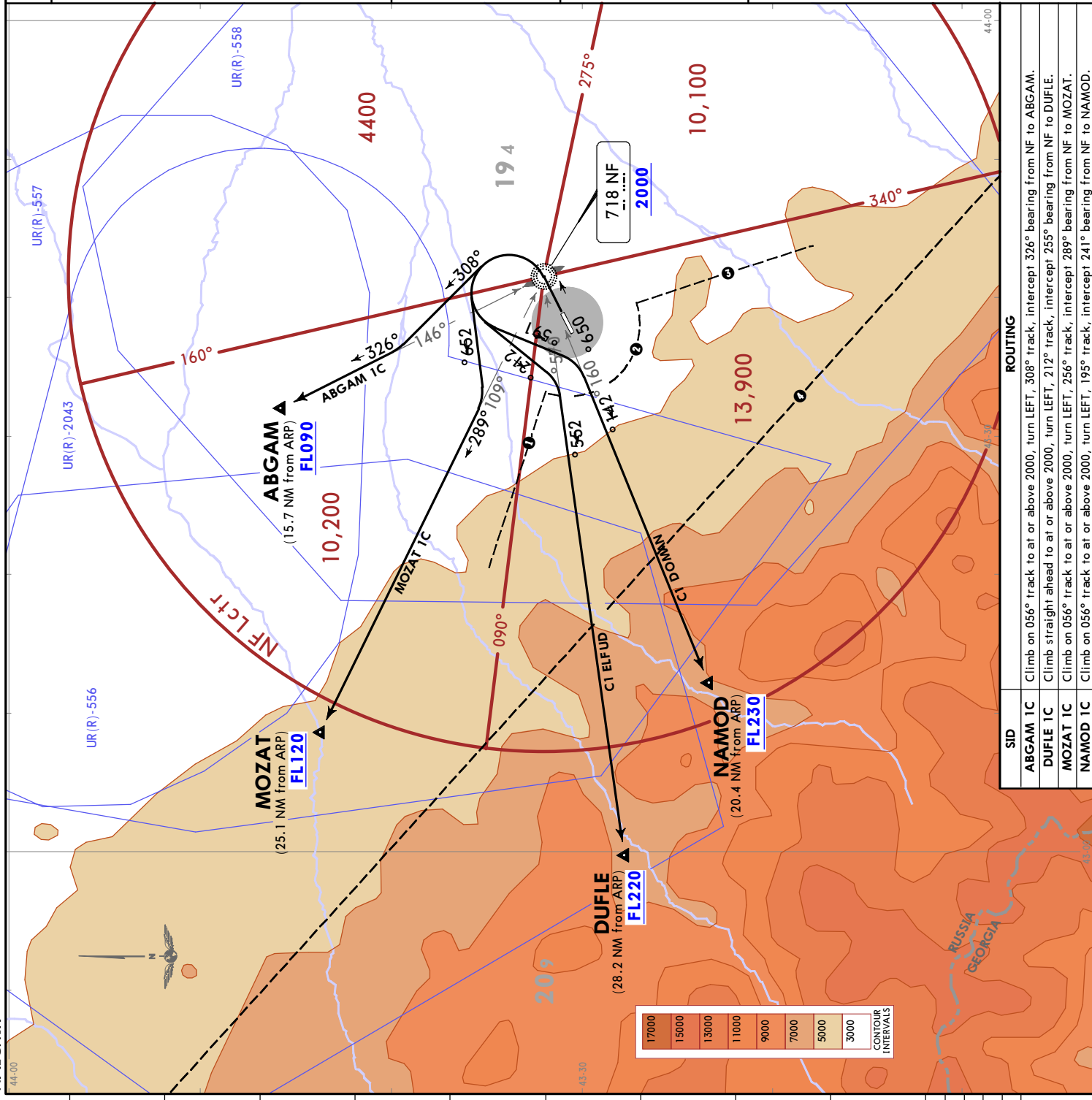
NOT AVAILABLE WHEN UR(R)-558 IS ACTIVE
UNDER RADAR CONTROL

- 281° from ARP between 13.5 NM and 3.8 NM do not fly SOUTH below FL110.
- 3.8 NM between 155° and 281° from ARP do not fly SOUTH below FL110.
- 135° from ARP between 13.5 NM and 3.8 NM do not fly WEST below FL110.
- Do not fly SOUTHWEST below FL200.

FEET METERS
GNH (QFE)
5000 (1105)
2000 (190)
QFE values are based on RWY 24 THR elevation

These SIDs require minimum climb gradients of
ABGAM 1C:
 7.0% up to FL090 due to airspace structure.
DUFLE 1C:
 6.3% up to FL100 due to obstacles.
 8.8% up to FL220 due to airspace structure.
MOZAT 1C:
 3.7% up to FL070 due to obstacles.
 5.5% up to FL120 due to airspace structure.
NAMOD 1C:
 7.8% up to FL120 due to obstacles.
 11.0% up to FL230 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.3% V/V (fpm)	478	638	957	1276	1595	1914
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
7.8% V/V (fpm)	592	790	1185	1580	1975	2370
8.8% V/V (fpm)	668	891	1337	1782	2228	2673
11.0% V/V (fpm)	835	1114	1671	2228	2785	3342



SID	ROUTING
ABGAM 1C	Climb on 056° track to at or above 2000, turn LEFT, 308° track, intercept 326° bearing from NF to ABGAM.
DUFLE 1C	Climb straight ahead to at or above 2000, turn LEFT, 212° track, intercept 255° bearing from NF to DUFLE.
MOZAT 1C	Climb on 056° track to at or above 2000, turn LEFT, 256° track, intercept 289° bearing from NF to MOZAT.
NAMOD 1C	Climb on 056° track to at or above 2000, turn LEFT, 195° track, intercept 241° bearing from NF to NAMOD.

21 NOV 25 10-3F EFF 27 NOV

Apt Elev 1463
Trans alt: 5000
Turn before N is PROHIBITED.

ABGAM 1D [ABGA 1D]
MOZAT 1D [MOZA 1D]
NOT AVAILABLE WHEN UR(R)-556, UR(R)-557
UR(R)-2043 ARE ACTIVE

DUFLE 1D [DUFL 1D]
NAMOD 1D [NAMO 1D]
NOT AVAILABLE WHEN UR(R)-556, UR(R)-2043
ARE ACTIVE

DEPARTURES
(RWY 06)
NOT AVAILABLE WHEN UR(R)-558 IS ACTIVE
UNDER RADAR CONTROL

- 1 281° from ARP between 13.5 NM and 3.8 NM do not fly SOUTH below FL110.
- 2 3.8 NM between 155° and 281° from ARP do not fly SOUTH below FL110.
- 3 155° from ARP between 13.5 NM and 3.8 NM do not fly WEST below FL110.
- 4 Do not fly SOUTHWEST below FL200.

FEET METERS	
QNH (QFE)	5400 (1230)
QFE (QNE)	5000 (1105)
QFE values are based on RWY 24 THR elevation	2000 (190)

These SIDs require minimum climb gradients of

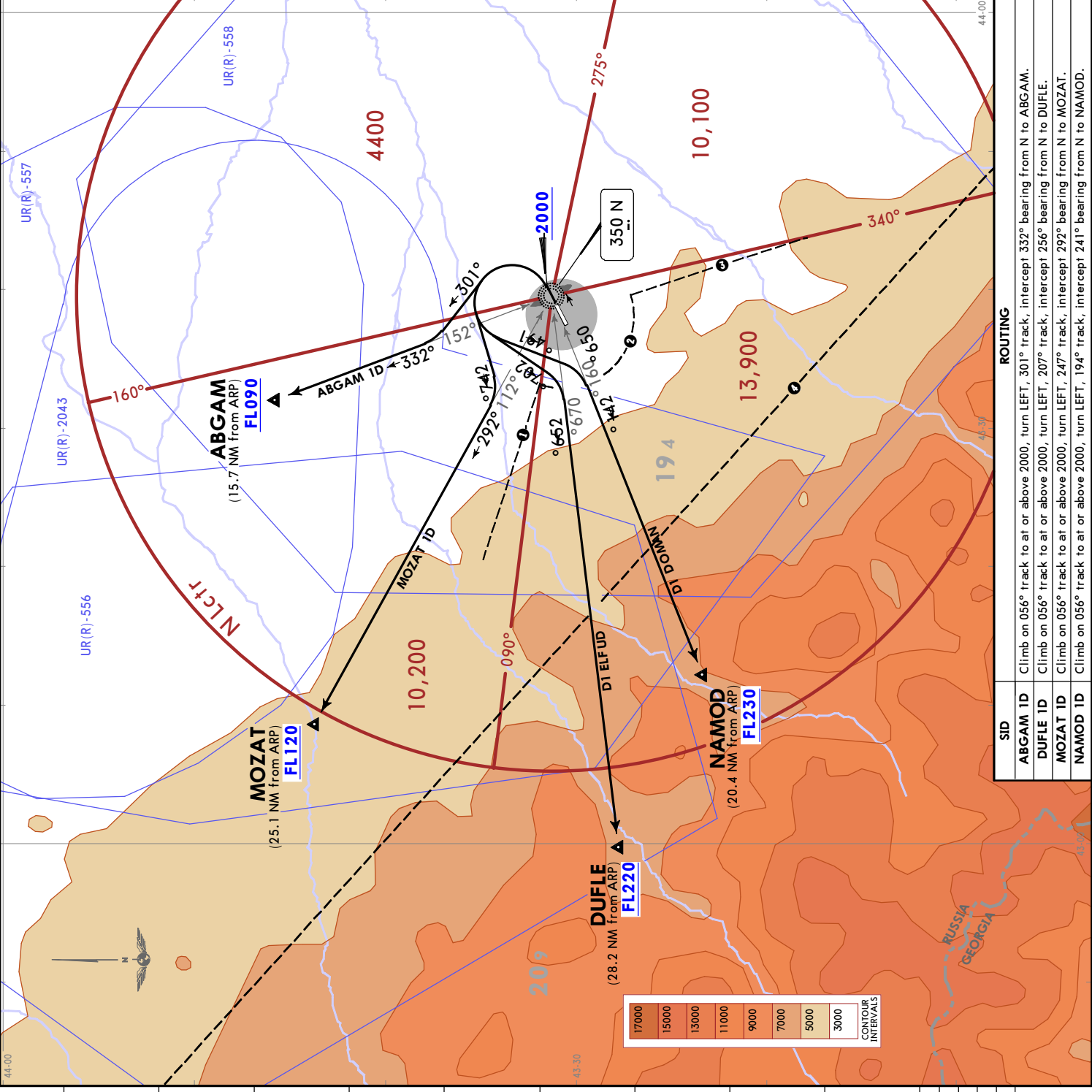
ABGAM 1D:
6.7% up to FL090 due to airspace structure.

DUFLE 1D:
6.6% up to FL100 due to obstacles.
8.7% up to FL220 due to airspace structure.

MOZAT 1D:
3.8% up to 5400 due to obstacles.
5.4% up to FL120 due to airspace structure.

NAMOD 1D:
7.8% up to FL120 due to obstacles.
11.0% up to FL230 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
5.4% V/V (fpm)	410	547	820	1094	1367	1641
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
6.7% V/V (fpm)	509	678	1018	1357	1696	2035
7.8% V/V (fpm)	592	790	1185	1580	1975	2370
8.7% V/V (fpm)	661	881	1322	1762	2203	2643
11.0% V/V (fpm)	835	1114	1671	2228	2785	3342



ROUTING	
ABGAM 1D	Climb on 056° track to at or above 2000, turn LEFT, 301° track, intercept 332° bearing from N to ABGAM.
DUFLE 1D	Climb on 056° track to at or above 2000, turn LEFT, 207° track, intercept 256° bearing from N to DUFLE.
MOZAT 1D	Climb on 056° track to at or above 2000, turn LEFT, 247° track, intercept 292° bearing from N to MOZAT.
NAMOD 1D	Climb on 056° track to at or above 2000, turn LEFT, 194° track, intercept 241° bearing from N to NAMOD.

Apt Elev 1463
Trans alt: 5000 GNH (QFE on request)
Turn before N is PROHIBITED.

MEMZA 1D [MEMZ 1D]
NOT AVAILABLE WHEN UR(R)-560 IS ACTIVE

OKARU 1D [OKAR 1D]
NOT AVAILABLE WHEN UR(R)-508, UR(R)-557, UR(R)-2043 ARE ACTIVE

TAFIK 1D [TAFI 1D]
NOT AVAILABLE WHEN UR(R)-560, UR(R)-2043 ARE ACTIVE

DEPARTURES (RWY 06)
NOT AVAILABLE WHEN UR(R)-558 IS ACTIVE UNDER RADAR CONTROL

- 281° from ARP between 13.5 NM and 3.8 NM do not fly SOUTH below FL110.
- 3.8 NM between 155° and 281° from ARP do not fly SOUTH below FL110.
- 155° from ARP between 13.5 NM and 3.8 NM do not fly WEST below FL110.
- Do not fly SOUTHWEST below FL200.

FEET METERS
GNH (QFE)
5000 (1105)
2000 (190)
QFE values are based on RWY 24 THR elevation

These SIDs require minimum climb gradients of
MEMZA 1D: 4.2% up to FL070 due to airspace structure.
OKARU 1D: 5.0% up to FL080 due to airspace structure.
TAFIK 1D: 5.9% up to FL070 due to airspace structure.

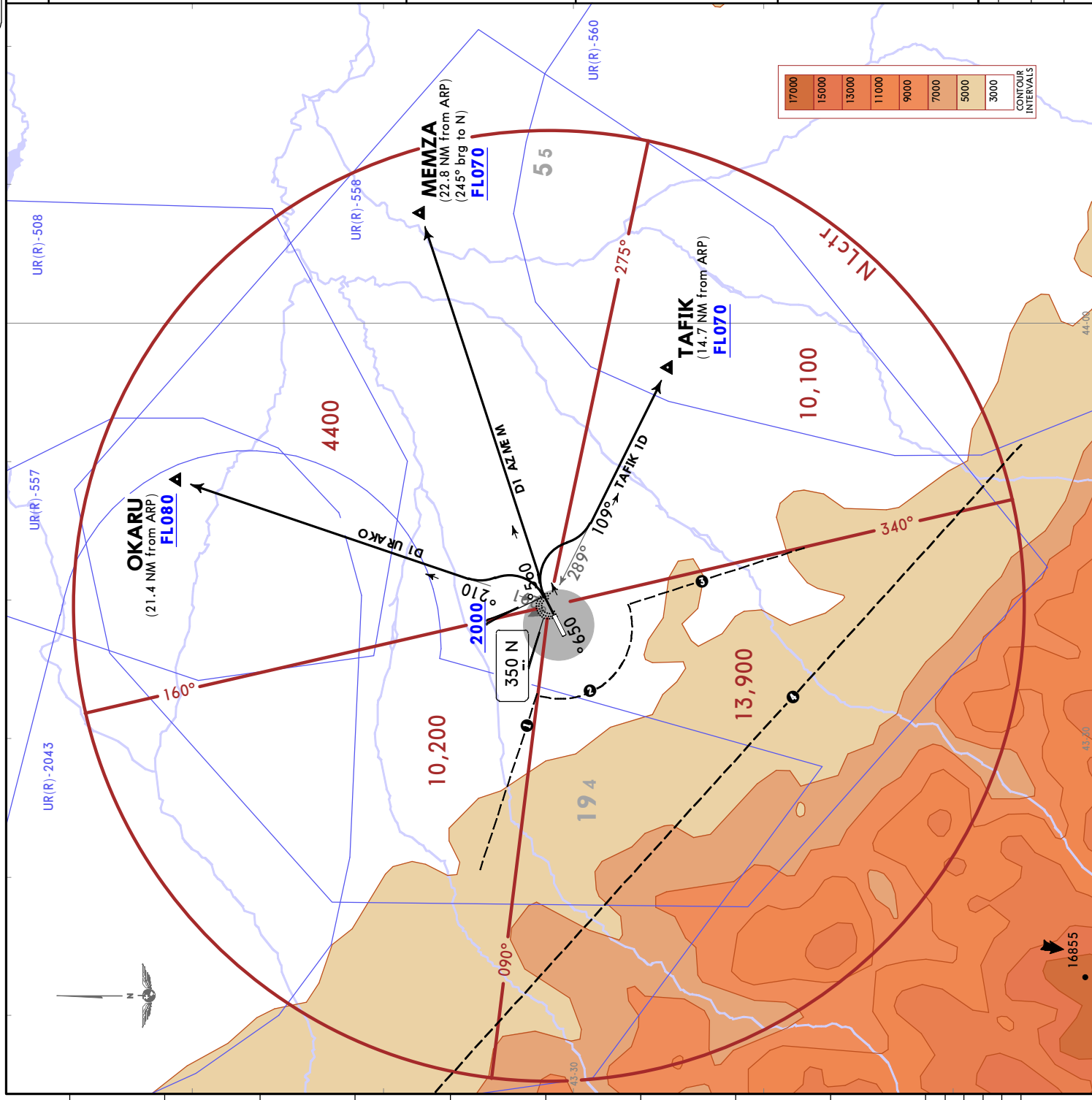
Grnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.9% V/V (fpm)	448	597	896	1195	1494	1792

SID ROUTING

MEMZA 1D Climb on 056° track to at or above 2000, 065° bearing from N to MEMZA.

OKARU 1D Climb on 056° track to at or above 2000, 012° bearing from N to OKARU.

TAFIK 1D Climb on 056° track to at or above 2000, 109° bearing from N to TAFIK.



21 NOV 25 (10-3H) EFF 27 NOV

Apt Elev 1463
Trans alt: 5000 GNH (QFE on request)
Turn before NF is PROHIBITED.

ABGAM 1G [ABGA 1G]
NOT AVAILABLE WHEN UR(R)-508, UR(R)-556, UR(R)-557, UR(R)-558, UR(R)-2043 ARE ACTIVE

OKARU 1G [OKAR 1G]
NOT AVAILABLE WHEN UR(R)-508, UR(R)-557, UR(R)-558, UR(R)-2043 ARE ACTIVE

TAFIK 1G [TAFI 1G]
NOT AVAILABLE WHEN UR(R)-508, UR(R)-557, UR(R)-558, UR(R)-559, UR(R)-560, UR(R)-2043 ARE ACTIVE

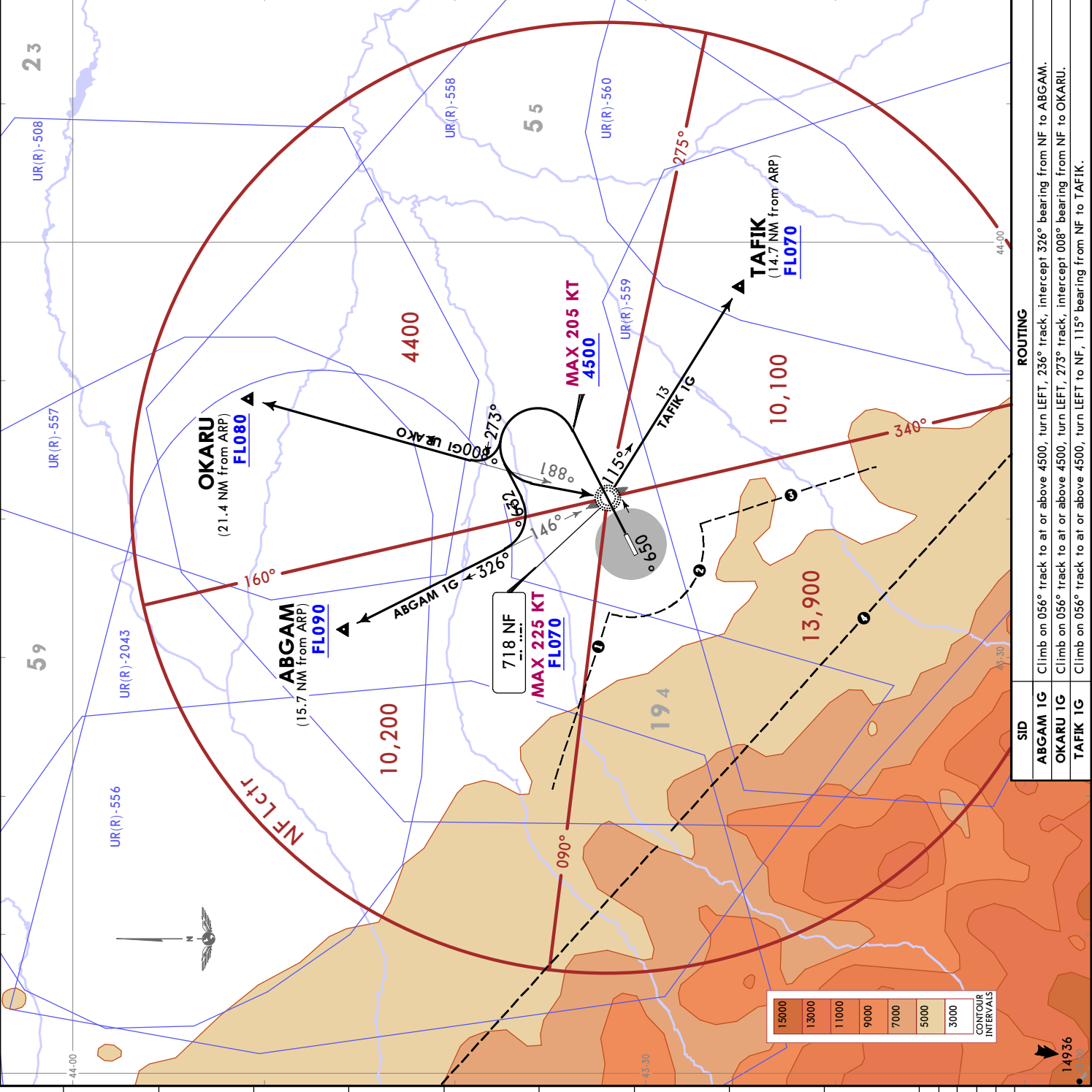
DEPARTURES (RWY 06)
UNDER RADAR CONTROL

- 1 281° from ARP between 13.5 NM and 3.8 NM do not fly SOUTH below FL110.
- 2 3.8 NM between 155° and 281° from ARP do not fly SOUTH below FL110.
- 3 155° from ARP between 13.5 NM and 3.8 NM do not fly WEST below FL110.
- 4 Do not fly SOUTHWEST below FL200.

FEET METERS
QNH (QFE)
5000 (1105)
4500 (955)
QFE values are based on RWY 24 THR elevation

These SIDs require minimum climb gradients of
ABGAM 1G:
 4.4% up to FL090 due to airspace structure.
OKARU 1G:
 4.0% up to FL080 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.4% V/V (fpm)	334	446	668	891	1114	1337



SID	ROUTING
ABGAM 1G	Climb on 056° track to at or above 4500, turn LEFT, 236° track, intercept 326° bearing from NF to ABGAM.
OKARU 1G	Climb on 056° track to at or above 4500, turn LEFT, 273° track, intercept 008° bearing from NF to OKARU.
TAFIK 1G	Climb on 056° track to at or above 4500, turn LEFT to NF, 115° bearing from NF to TAFIK.

Trans alt: 5000 QNH (QFE on request)
 Turn before NF is PROHIBITED.

DUFLE 1G [DUFL1G]
NAMOD 1G [NAMO1G]
 NOT AVAILABLE WHEN UR(R)-508, UR(R)-556, UR(R)-557, UR(R)-558, UR(R)-559, UR(R)-560, UR(R)-2043 ARE ACTIVE

MOZAT 1G [MOZA1G]
 NOT AVAILABLE WHEN UR(R)-508 UR(R)-556, UR(R)-557, UR(R)-558, UR(R)-559, UR(R)-2043 ARE ACTIVE

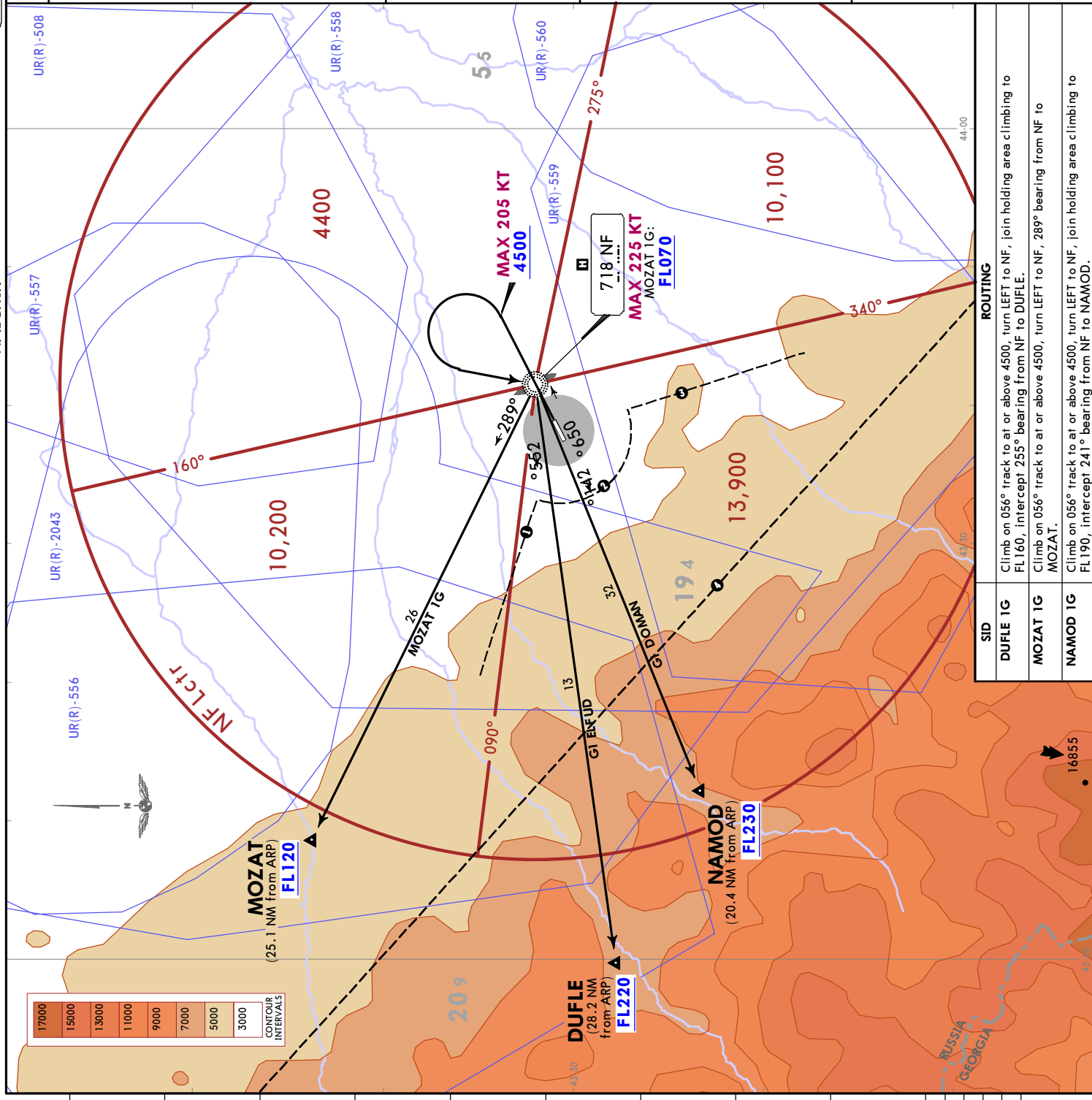
DEPARTURES (RWY 06)
 UNDER RADAR CONTROL

- 281° from ARP between 13.5 NM and 3.8 NM do not fly SOUTH below FL110.
- 3.8 NM between 155° and 281° from ARP do not fly SOUTH below FL110.
- 155° from ARP between 13.5 NM and 3.8 NM do not fly WEST below FL110.
- Do not fly SOUTHWEST below FL200.

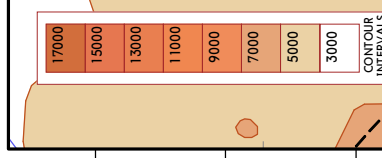
NF

MAX 260 KT
 MHA FL070
 DUFLE 1G:
 leave holding AT FL160
 NAMOD 1G:
 leave holding AT FL190

FEET METERS
 QNH (QFE)
 5000 (1105)
 4500 (955)
 QFE values are based on RWY 24
 THR elevation



SID	ROUTING
DUFLE 1G	Climb on 056° track to at or above 4500, turn LEFT to NF, join holding area climbing to FL160, intercept 255° bearing from NF to DUFLE.
MOZAT 1G	Climb on 056° track to at or above 4500, turn LEFT to NF, 289° bearing from NF to MOZAT.
NAMOD 1G	Climb on 056° track to at or above 4500, turn LEFT to NF, join holding area climbing to FL190, intercept 241° bearing from NF to NAMOD.



Apt Elev 1463
Trans alt: 5000 QNH (QFE on request)
Turn before N is PROHIBITED.

ABGAM 1H [ABGA1H]
NOT AVAILABLE WHEN UR(R)-508, UR(R)-556, UR(R)-557, UR(R)-558, UR(R)-2043 ARE ACTIVE

OKARU 1H [OKAR1H]
NOT AVAILABLE WHEN UR(R)-508, UR(R)-557, UR(R)-558, UR(R)-2043 ARE ACTIVE

TAFIK 1H [TAFI1H]
NOT AVAILABLE WHEN UR(R)-508, UR(R)-557, UR(R)-558, UR(R)-559, UR(R)-560, UR(R)-2043 ARE ACTIVE

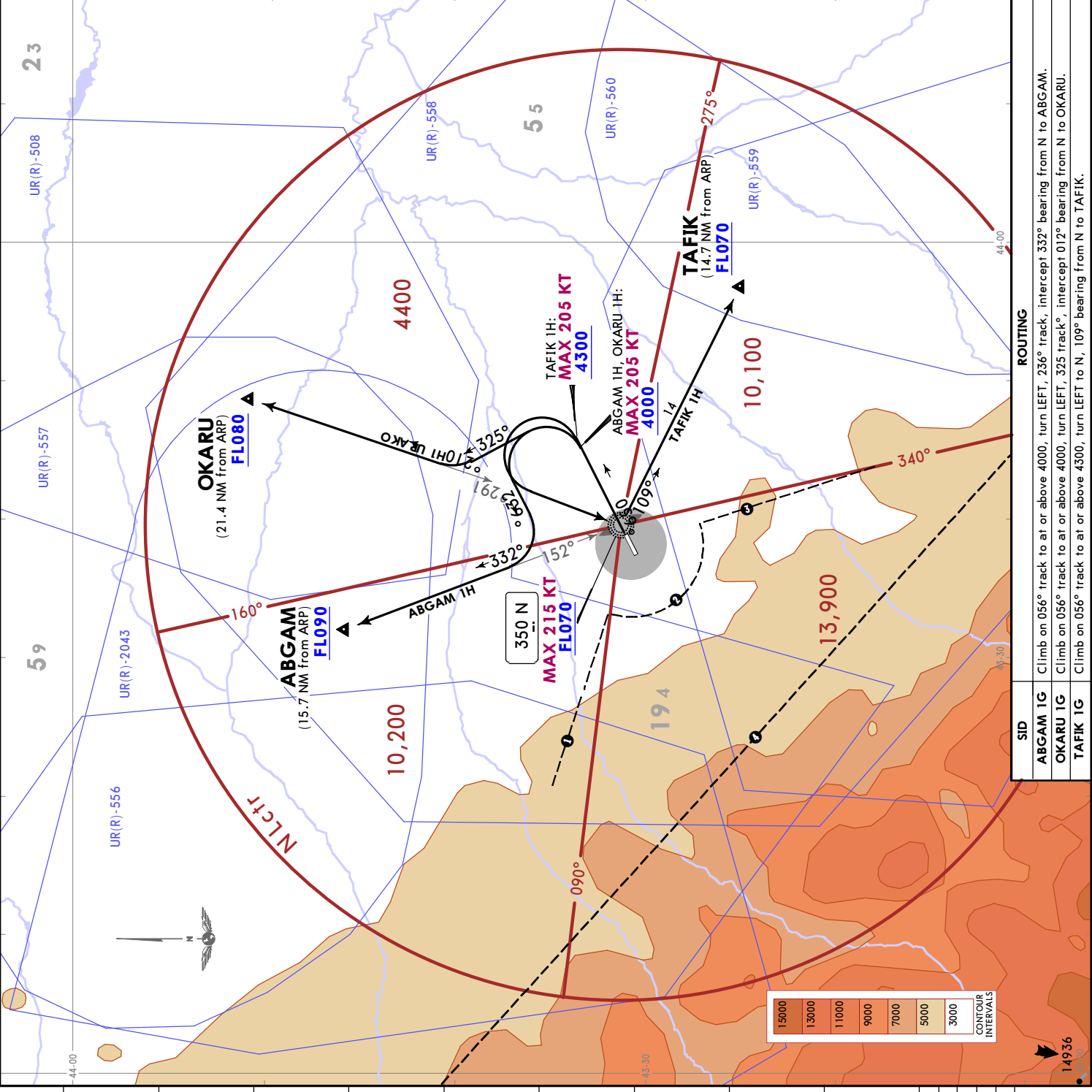
DEPARTURES (RWY 06)
UNDER RADAR CONTROL

- 281° from ARP between 13.5 NM and 3.8 NM do not fly SOUTH below FL110.
- 3.8 NM between 155° and 281° from ARP do not fly SOUTH below FL110.
- 155° from ARP between 13.5 NM and 3.8 NM do not fly WEST below FL110.
- Do not fly SOUTHWEST below FL200.

FEET METERS
QNH (QFE)
5000 (1105)
4300 (895)
4000 (800)
QFE values are based on RWY 24 THR elevation

These SIDs require minimum climb gradients of
ABGAM 1H: 4.6% up to FL090 due to airspace structure.
OKARU 1H: 4.5% up to FL080 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.6% V/V (fpm)	349	466	699	932	1165	1397



SID	ROUTING
ABGAM 1G	Climb on 056° track to at or above 4000, turn LEFT, 236° track, intercept 332° bearing from N to ABGAM.
OKARU 1G	Climb on 056° track to at or above 4000, turn LEFT, 325 track°, intercept 012° bearing from N to OKARU.
TAFIK 1G	Climb on 056° track to at or above 4300, turn LEFT to N, 109° bearing from N to TAFIK.

Apt Elev 1463
 Trans alt: 5000
 Turn before N is PROHIBITED.

DUFLE 1H [DUFL1H]
NAMOD 1H [NAMO1H]
 NOT AVAILABLE WHEN UR(R)-508, UR(R)-556, UR(R)-557, UR(R)-558, UR(R)-559, UR(R)-560, UR(R)-2043 ARE ACTIVE

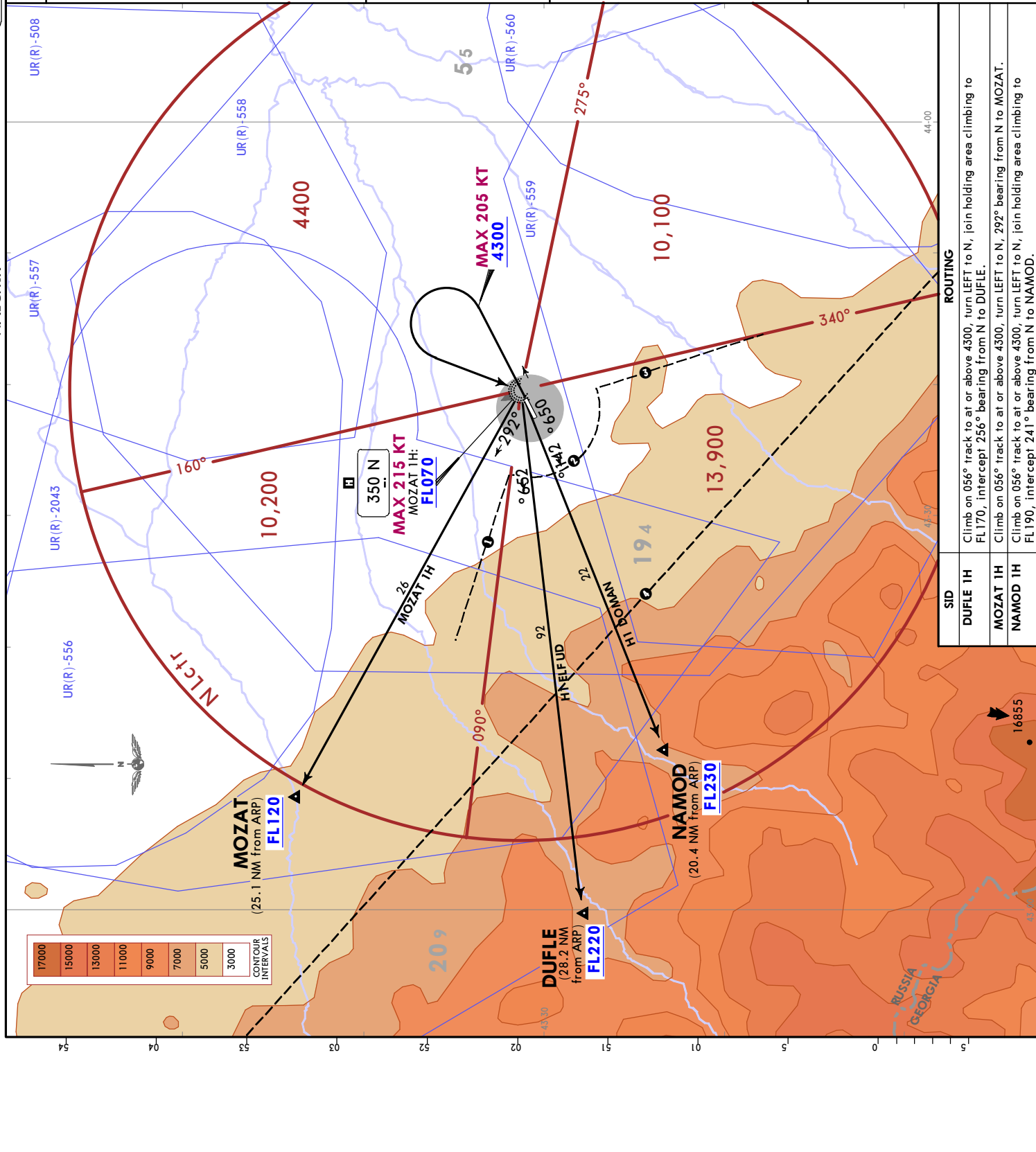
MOZAT 1H [MOZA1H]
 NOT AVAILABLE WHEN UR(R)-508 UR(R)-556, UR(R)-557, UR(R)-558, UR(R)-559, UR(R)-2043 ARE ACTIVE

DEPARTURES (RWY 06)
 UNDER RADAR CONTROL

- 281° from ARP between 13.5 NM and 3.8 NM do not fly SOUTH below FL110.
- 3.8 NM between 155° and 281° from ARP do not fly SOUTH below FL110.
- 155° from ARP between 13.5 NM and 3.8 NM do not fly WEST below FL110.
- Do not fly SOUTHWEST below FL200.

MAX 260 KT
 MHA, FL070
 DUFLE 1H:
 leave holding AT FL170
 NAMOD 1H:
 leave holding AT FL190

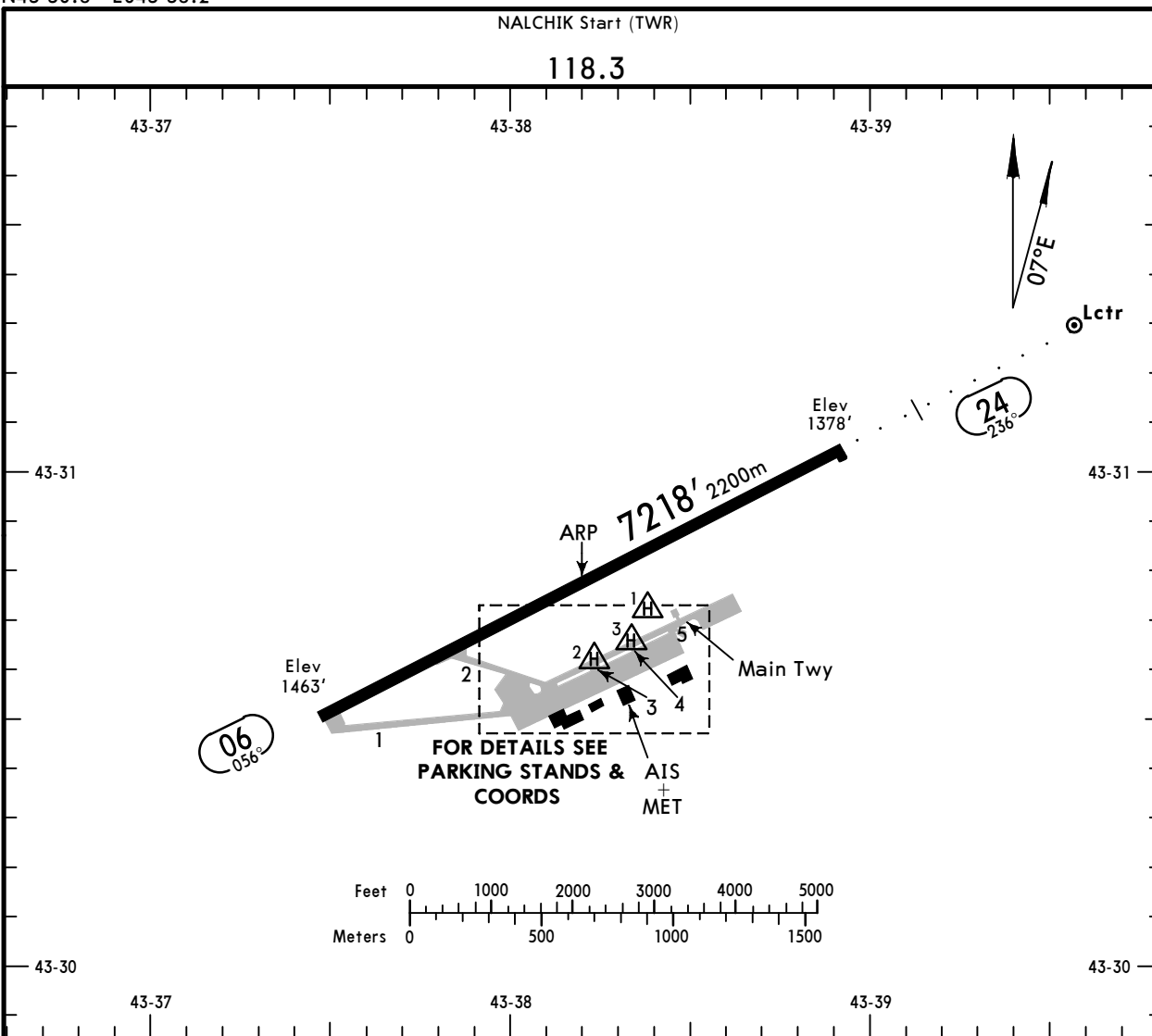
FEET METERS
 QNH (QFE)
 5000 (1105)
 4300 (895)
 QFE values are based on RWY 24
 THR elevation



URMN/NAL
 Apt Elev **1463'**
 N43 30.8 E043 38.2

JEPPesen
 28 NOV 25 **(10-9)**

NALCHIK, RUSSIA
NALCHIK



ADDITIONAL RUNWAY INFORMATION

RWY	LANDING BEYOND	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
06	RL (60m) RVR	NA			138'
24	RL (60m) 1 ALS PAPI-L (angle 2.67°) RVR		6247' 1904m	NA	42m

1 length 900m

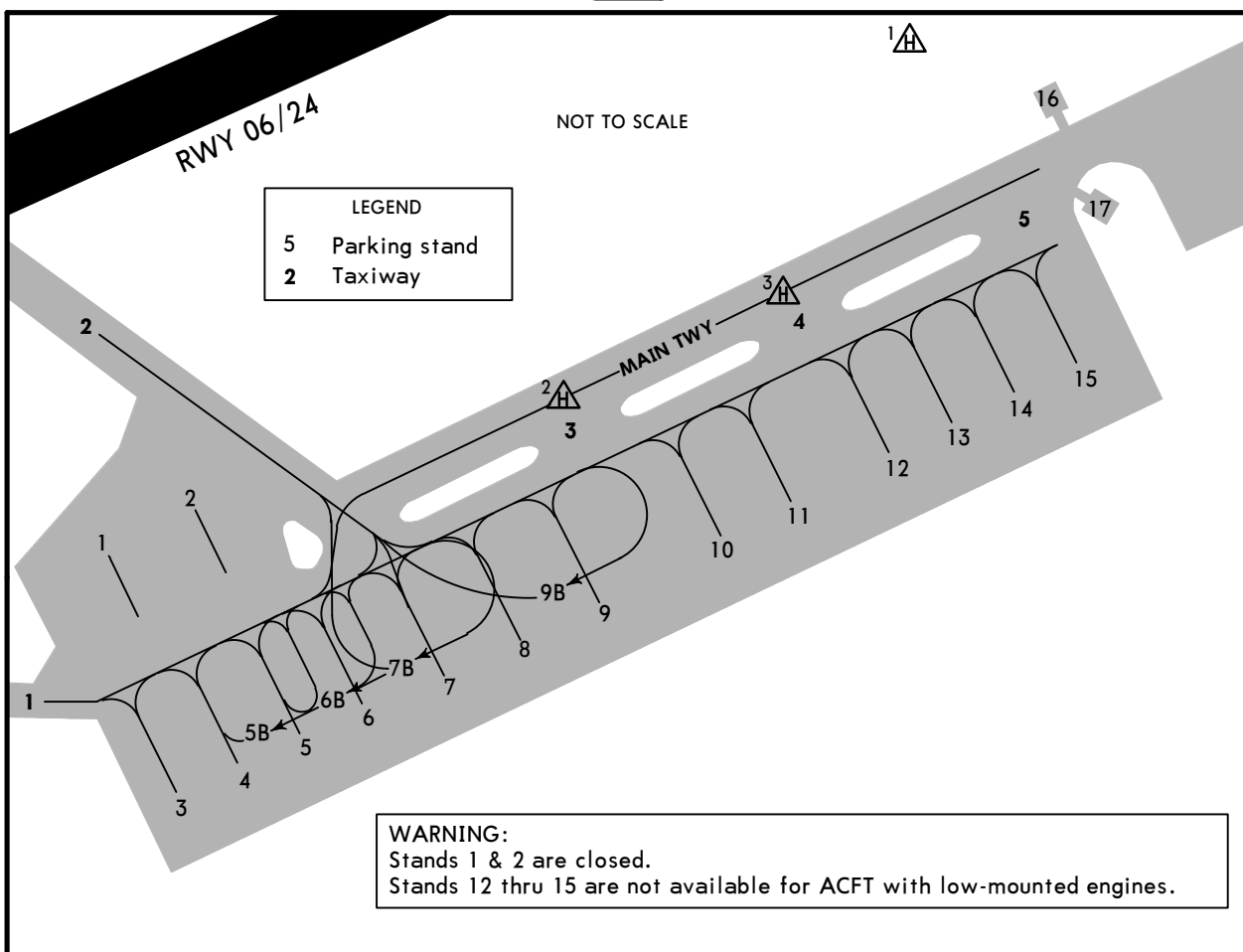
Std		TAKE-OFF	
1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT
R/V300m	R/V400m	R/V500m	NA

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

URMN/NAL

JEPPESEN
28 NOV 25 (10-9A)

NALCHIK, RUSSIA
NALCHIK



INS COORDINATES

STAND No.	COORDINATES
1 thru 3	N43 30.5 E043 38.0
4 thru 6B, 7B	N43 30.5 E043 38.1
7, 8, 9	N43 30.5 E043 38.2
9B	N43 30.6 E043 38.2
10, 11	N43 30.6 E043 38.3
12 thru 15	N43 30.6 E043 38.4

URMN/NAL

 JEPPesen

EASA AIR OPS

29 MAR 24 **10-9S**

NALCHIK, RUSSIA
NALCHIK

STRAIGHT-IN RWY		A	B	C	D
24	① ILS Z or Y	1611' (233') R1000m	1621' (243') R1000m	1631' (253') R1100m	1641' (263') R1100m
	ALS out	R1200m	R1300m	R1300m	R1300m
	② ILS Z or Y	1670' (292') R1200m	1680' (302') R1200m	1690' (312') R1200m	1700' (322') R1300m
	ALS out	R1400m	R1400m	R1400m	R1500m
	③ ILS Z or Y	1743' (365') R1500m	1752' (374') R1500m	1762' (384') R1600m	1772' (394') R1600m
	ALS out	R1500m	R1500m	R1800m	R1800m
	④ ILS Z or Y	1814' (436') R1500m	1826' (448') R1500m	1834' (456') R1900m	1845' (467') R2000m
	ALS out	R1500m	R1500m	R2100m	R2200m
	① GLS	1611' (233') R1000m	1621' (243') R1000m	1631' (253') R1100m	1641' (263') R1100m
	ALS out	R1200m	R1300m	R1300m	R1300m
	② GLS	1670' (292') R1200m	1680' (302') R1200m	1690' (312') R1200m	1700' (322') R1300m
	ALS out	R1400m	R1400m	R1400m	R1500m
	③ GLS	1743' (365') R1500m	1752' (374') R1500m	1762' (384') R1600m	1772' (394') R1600m
	ALS out	R1500m	R1500m	R1800m	R1800m
	④ GLS	1814' (436') R1500m	1826' (448') R1500m	1834' (456') R1900m	1845' (467') R2000m
	ALS out	R1500m	R1500m	R2100m	R2200m
	⑤ LOC Z or Y	1860' (482') R1500m	1860' (482') R1500m	1860' (482') R2100m	1880' (502') R2100m
	ALS out	R1500m	R1500m	R2300m	R2400m
	① RNP LNAV/VNAV	1708' (330') R1300m	1728' (350') R1400m	1748' (370') R1500m	1778' (400') R1600m
	ALS out	R1500m	R1500m	R1700m	R1800m
	④ RNP LNAV/VNAV	1805' (427') R1500m	1818' (440') R1500m	1838' (460') R1900m	1864' (486') R2100m
	ALS out	R1500m	R1500m	R2100m	R2300m
	⑤ RNP LNAV	1790' (412') R1500m	1820' (442') R1500m	1840' (462') R2000m	1860' (482') R2100m
	ALS out	R1500m	R1500m	R2200m	R2300m
	⑤ NDB Z	1900' (522') R1500m	1900' (522') R1500m	2020' (642') R2400m	2030' (652') R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m
	⑤ NDB Y	1990' (612') R1500m	1990' (612') R1500m	2120' (742') R2400m	2130' (752') R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m
	⑤ NDB X	1960' (582') R1500m	1960' (582') R1500m	2020' (642') R2400m	2030' (652') R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m

- ① Missed apch Climb gradient 5%.
- ② Missed apch Climb gradient 4%.
- ③ Missed apch Climb gradient 3%.
- ④ Missed apch Climb gradient 2.5%.
- ⑤ Continuous Descent Final Approach.

URMN/NAL



29 MAR 24 (10-9S1)

EASA AIR OPS

NALCHIK, RUSSIA
NALCHIK

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	2390'(927')	2610'(1147')	3570'(2107')	4160'(2697')
	V1500m	V1600m	V2400m	V3600m

TAKE-OFF

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

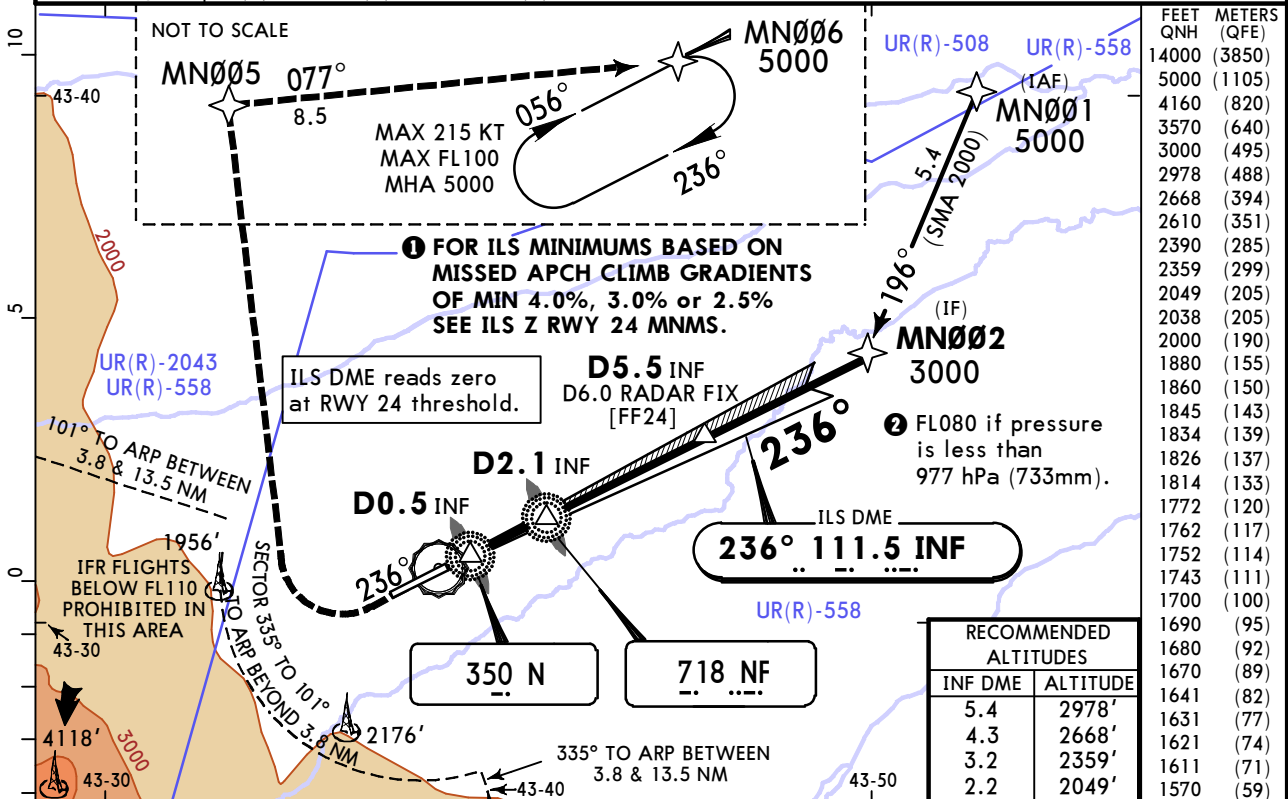
URMN/NAL NALCHIK

JEPPESSEN
28 NOV 25 (11-1)

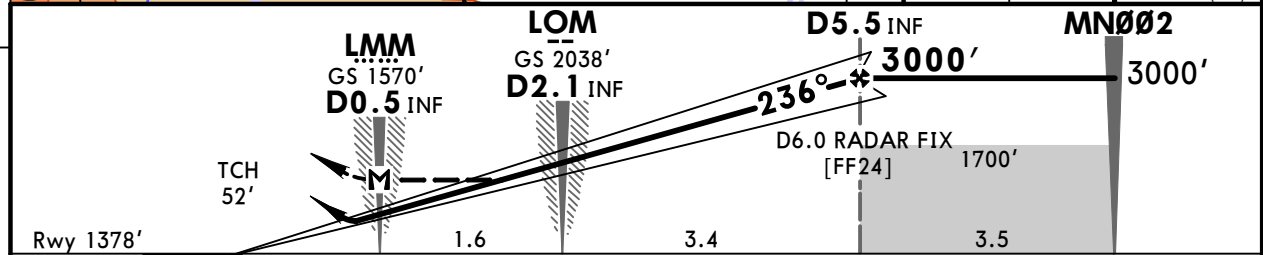
NALCHIK, RUSSIA

ILS Z or LOC Z Rwy 24

NALCHIK Approach				NALCHIK Start (TWR)		
126.9				118.3		
LOC INF 111.5	Final Apch Crs 236°	D5.5 INF 3000' (1622')	ILS DA(H) Refer to Minimums	Apt Elev 1463' Rwy 1378'	14,000 MSA ARP	
MISSED APCH: Climb on 236° to 2000' or above (MAX 190 KT), then turn RIGHT to MN005, (MAX 215 KT) then proceed to MN006 (MAX 215 KT) climbing to 5000' or above, then proceed to holding or as instructed. Do not turn before MAP.						
Alt Set: hPA (MM on req)		Rwy Elev: 49 hPa		Trans level: FL070 ②		Trans alt: 5000'
RNAV 1 for initial and missed apch.		1. GNSS required. 2. RADAR control or DME is required (LOC) 3. CAUTION: Do not mistake lighted highway, located Southeast of apt, for rwy. 4. When UR(R)-508, UR(R)-556, UR(R)-557, UR(R)-558 and UR(R)-2043 are active, the chart is not available.				



RECOMMENDED ALTITUDES	
INF DME	ALTITUDE
5.4	2978'
4.3	2668'
3.2	2359'
2.2	2049'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	MIN 2000' on 236° 190 KT MAX	
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669			764
MAP at LMM/Timing not authorized for defining the MAP.									

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND Prohibited South of airport
	ILS MACG MIN 5.0% (304'/NM) DA(H) A: 1611' (233') B: 1621' (243') C: 1631' (253') D: 1641' (263')	LOC (GS out) CDFA DA/MDA(H) ABC: 1860' (482') D: 1880' (502')	
A	R1000m	R1200m	100 2390' (927') V1500m
B	R1000m	R1200m	135 2610' (1147') V1600m
C	R1100m	R1300m	180 3570' (2107') V2400m
D	R1100m	R2100m	205 4160' (2697') V3600m

ILS Z Rwy 24 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIN 4.0% (243' /NM)

Std		STRAIGHT-IN LANDING	
		A: 1670' (292')	C: 1690' (312')
DA(H)		B: 1680' (302')	D: 1700' (322')
		ALS out	
A	R1200m		R1400m
B	R1200m		R1400m
C	R1200m		R1400m
D	R1300m		R1500m

MISSED APCH CLIMB GRADIENT MIN 3.0% (182' /NM)

Std		STRAIGHT-IN LANDING	
		A: 1743' (365')	C: 1762' (384')
DA(H)		B: 1752' (374')	D: 1772' (394')
		ALS out	
A	R1500m		
B	R1500m		
C	R1600m	R1800m	
D	R1600m	R1800m	

MISSED APCH CLIMB GRADIENT MIN 2.5% (152' /NM)

Std		STRAIGHT-IN LANDING	
		A: 1814' (436')	C: 1834' (456')
DA(H)		B: 1826' (448')	D: 1845' (467')
		ALS out	
A	R1500m		
B	R1500m		
C	R1900m	R2100m	
D	R2000m	R2200m	

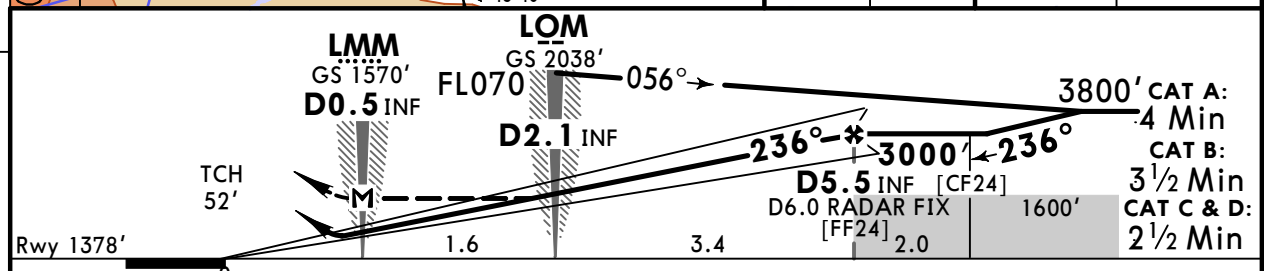
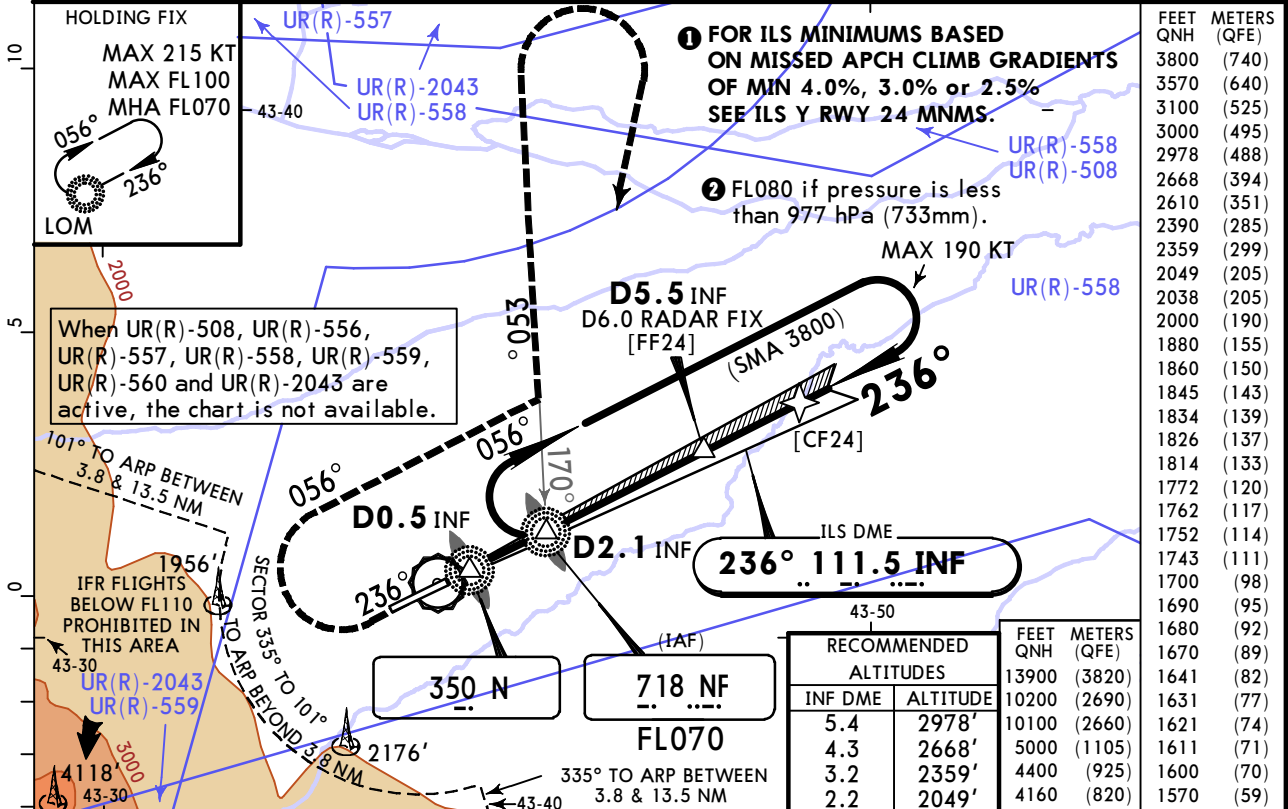
URMN/NAL NALCHIK

JEPPesen
28 NOV 25 **(11-2)**

NALCHIK, RUSSIA

ILS Y or LOC Y Rwy 24

NALCHIK Approach				NALCHIK Start (TWR)		
126.9				118.3		
LOC INF 111.5	Final Apch Crs 236°	D5.5 INF 3000' (1622')	ILS DA(H) Refer to Minimums	Apt Elev 1463' Rwy 1378'		<p>MSA NF Lctr</p>
MISSED APCH: Climb on track 236° to 2000' or above, then turn RIGHT (MAX 185 KT) on track 056°, then turn onto 350° outbound NF NDB climbing to 3100' or above, then turn RIGHT to LOM climbing to 3800' or above, then proceed according to chart. Do not turn before MAP.						
Alt Set: hPA (MM on req)		Rwy Elev: 49 hPa	Trans level: FL070		Trans alt: 5000'	
1. Radar control or DME required (LOC). 2. CAUTION: Do not mistake lighted highway, located Southeast of apt, for rwy. 2. ILS DME reads zero at RWY 24 threshold.						



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI MIN 2000' on 236°
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669	
MAP at LMM/Timing not authorized for defining the MAP.							

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS	LOC (GS out)	Prohibited South of airport	
	MACG MIN 5.0% (304'/NM)	CDFA DA/MDA(H)		
	A: 1611'(233') C: 1631'(253')	ABC: 1860'(482')		
	DA(H) B: 1621'(243') D: 1641'(263')	D: 1880'(502')		
	ALS out	ALS out	Max KT	MDA(H)
A	R1000m	R1200m	100	2390'(927') V1500m
B	R1000m	R1200m	135	2610'(1147') V1600m
C	R1100m	R1300m	180	3570'(2107') V2400m
D	R1100m	R2100m	205	4160'(2697') V3600m

ILS Y Rwy 24 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIN 4.0% (243' /NM)

Std		STRAIGHT-IN LANDING	
DA(H)		A: 1670' (292')	C: 1690' (312')
		B: 1680' (302')	D: 1700' (322')
		ALS out	
A	R1200m		R1400m
B	R1200m		R1400m
C	R1200m		R1400m
D	R1300m		R1500m

MISSED APCH CLIMB GRADIENT MIN 3.0% (182' /NM)

Std		STRAIGHT-IN LANDING	
DA(H)		A: 1743' (365')	C: 1762' (384')
		B: 1752' (374')	D: 1772' (394')
		ALS out	
A	R1500m		
B	R1500m		
C	R1600m	R1800m	
D	R1600m	R1800m	

MISSED APCH CLIMB GRADIENT MIN 2.5% (152' /NM)

Std		STRAIGHT-IN LANDING	
DA(H)		A: 1814' (436')	C: 1834' (456')
		B: 1826' (448')	D: 1845' (467')
		ALS out	
A	R1500m		
B	R1500m		
C	R1900m	R2100m	
D	R2000m	R2200m	

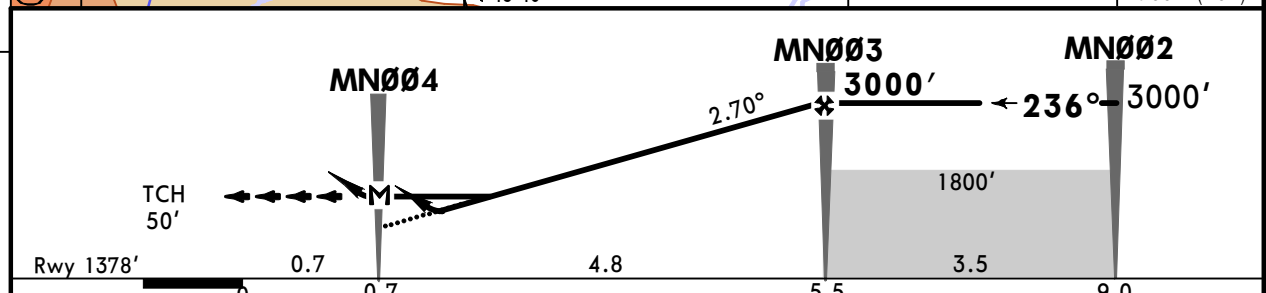
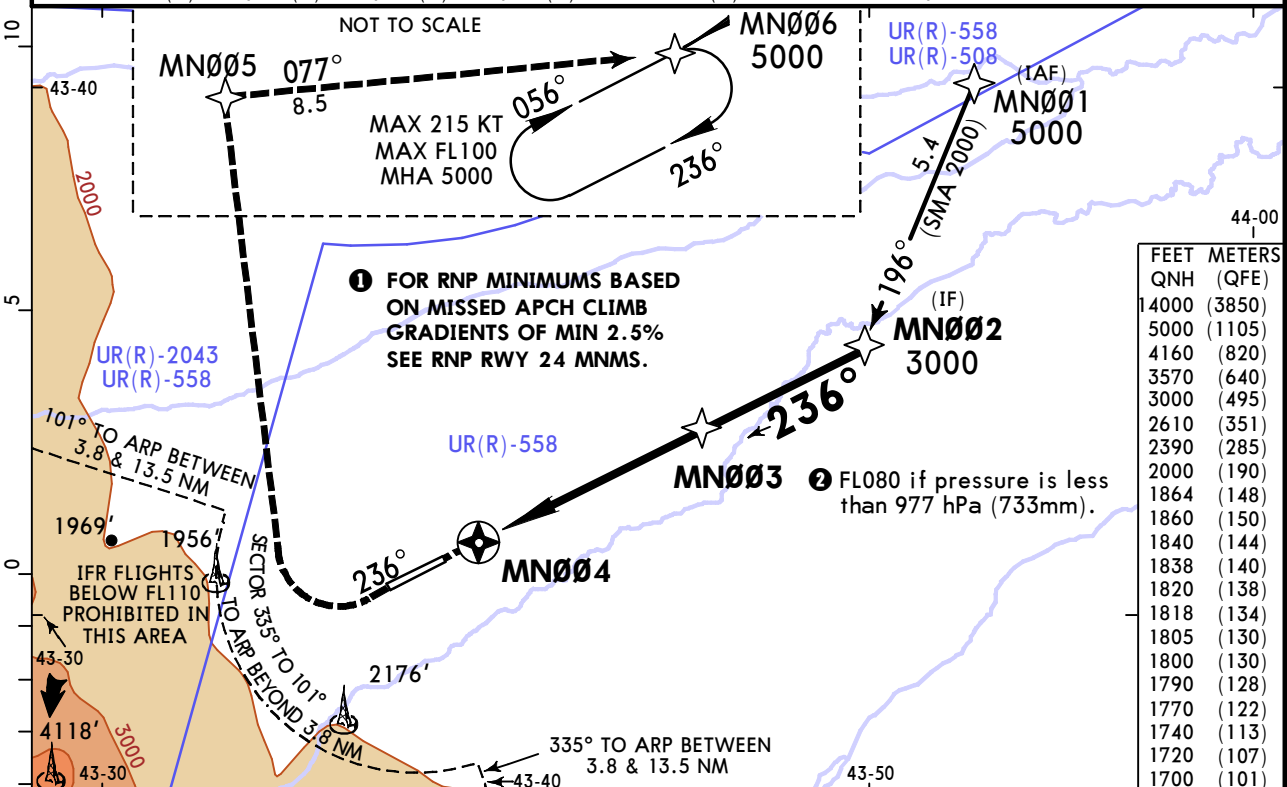
URMN/NAL NALCHIK

JEPPESSEN
28 NOV 25 (12-1)

NALCHIK, RUSSIA

RNP Rwy 24

NALCHIK Approach				NALCHIK Start (TWR)	
126.9				118.3	
RNAV	Final Apch Crs 236°	MN003 3000' (1622')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1463' Rwy 1378'	14,000 MSA ARP
MISSED APCH: Climb on 236° to 2000' or above (MAX 190 KT), then turn RIGHT to MN005, (MAX 215 KT) then proceed to MN006 (MAX 215 KT) climbing to 5000' or above, then proceed to holding or as instructed. Do not turn before MAP.					
Alt Set: hPa (MM on req)		Rwy Elev: 49 hPa		Trans level: FL070 ② Trans alt: 5000'	
RNP Apch. 1. GNSS required. 2. Baro-VNAV not authorized below -10°C. VPA exceeds 3.5° above 50°C. 3. CAUTION: Do not mistake lighted highway, located Southeast of apt, for runway. 4. When UR(R)-508, UR(R)-556, UR(R)-557, UR(R)-558 and UR(R)-2043 are active, the chart is not available.					



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	MIN 2000' on 236° MAX 190 KT
Glide Path Angle 2.70°	334	430	478	573	669	764		
MAP at MN004/Timing not authorized for defining the MAP.								

Std	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		DA/MDA(H)		Prohibited South of airport	
	MACG MIN 5.0% (304'/NM)		A: 1790' (412') C: 1840' (462)			
	A: 1708' (330') C: 1748' (370')		B: 1820' (442') D: 1860' (482')			
	DA(H) B: 1728' (350') D: 1778' (400')					
	ALS out		ALS out		Max KT	MDA(H)
A	R1300m	R1500m	R1500m		100	2390' (927') V1500m
B	R1400m	R1500m	R1500m		135	2610' (1147') V1600m
C	R1500m	R1700m	R2000m	R2200m	180	3570' (2107') V2400m
D	R1600m	R1800m	R2100m	R2300m	205	4160' (2697') V3600m

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

URMN/NAL
NALCHIK

 **JEPPESEN**
28 NOV 25 (12-1A)

NALCHIK, RUSSIA

RNP Rwy 24 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIN 2.5% (152' /NM)

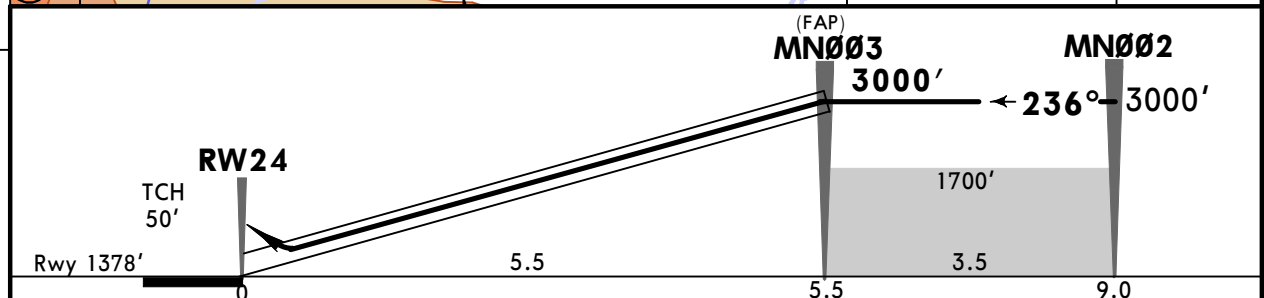
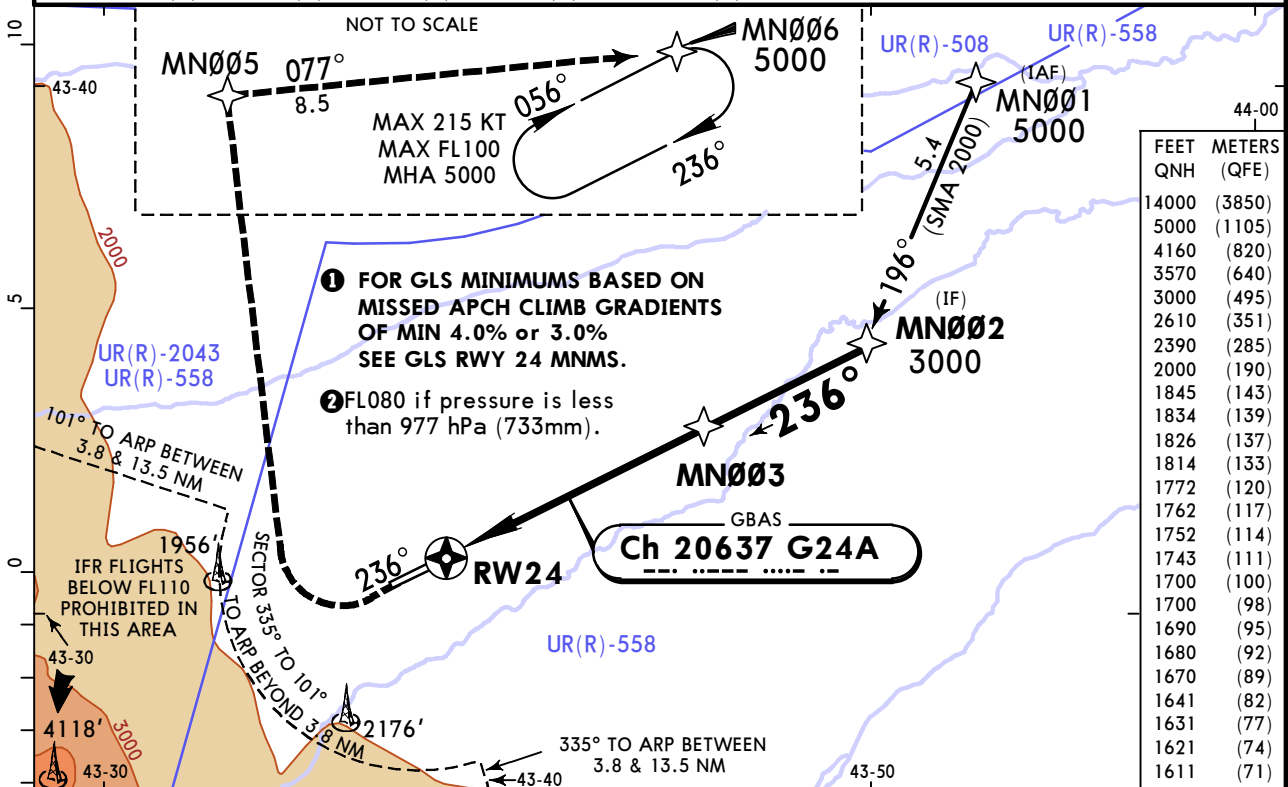
Std		STRAIGHT-IN LANDING LNAV/VNAV	
DA(H)		A: 1805' (427') C: 1838' (460') B: 1818' (440') D: 1864' (486')	
		ALS out	
A	R1500m		
B	R1500m		
C	R1900m	R2100m	
D	R2100m	R2300m	

URMN/NAL NALCHIK

JEPPESSEN
28 NOV 25 **(12-40)**

NALCHIK, RUSSIA
● **GLS Rwy 24**

NALCHIK Approach				NALCHIK Start (TWR)		
126.9				118.3		
GBAS Ch 20637 G24A	Final Apch Crs 236°	MN003 3000' (1622')	DA(H) Refer to Minimums	Apt Elev 1463'	Rwy 1378'	14,000 MSA ARP
MISSED APCH: Climb on 236° to 2000' or above (MAX 190 KT), then turn RIGHT to MN005, (MAX 215 KT) then proceed to MN006 (MAX 215 KT) climbing to 5000' or above, then proceed to holding or as instructed.						
Alt Set: hPa (MM on req)		Rwy Elev: 49 hPa		Trans level: FL070		Trans alt: 5000'
RNAV 1 for initial and missed apch.			1. GNSS required.			
2. CAUTION: Do not mistake lighted highway, located Southeast of apt, for runway.						
3. When UR(R)-508, UR(R)-556, UR(R)-557, UR(R)-558 and UR(R)-2043 are active, the chart is not available.						



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	MIN 2000' on 236° 190 KT MAX
Glide Path Angle	2.70°	334	430	478	573	764		

Std	STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
	DA(H) MACG MIN 5.0% (304'/NM) A: 1611' (233') C: 1631' (253') B: 1621' (243') D: 1641' (263')		DA(H) MACG MIN 2.5% (152'/NM) A: 1814' (436') C: 1834' (456') B: 1826' (448') D: 1845' (467')		Prohibited South of airport		
PANS OPS	A	R1000m	ALS out	ALS out	Max KT	MDA(H)	
			R1200m	R1500m		100	2390' (927') V1500m
	B	R1100m	R1300m	R1900m	R2100m	135	2610' (1147') V1600m
						R2000m	R2200m
D					205	4160' (2697') V3600m	

URMN/NAL
NALCHIK

 **JEPPESEN**
28 NOV 25 (12-40A)

NALCHIK, RUSSIA

GLS Rwy 24 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIN 4.0% (243' /NM)

Std		STRAIGHT-IN LANDING	
DA(H)		A: 1670' (292')	C: 1690' (312')
		B: 1680' (302')	D: 1700' (322')
		ALS out	
A	R1200m		R1400m
B	R1200m		R1400m
C	R1200m		R1400m
D	R1300m		R1500m

MISSED APCH CLIMB GRADIENT MIN 3.0% (182' /NM)

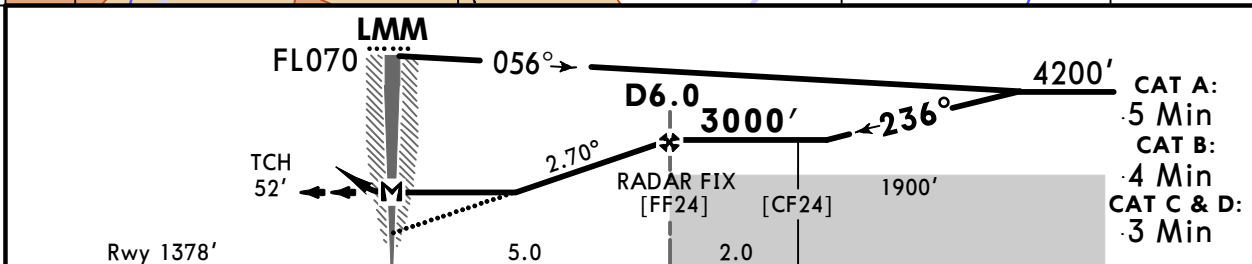
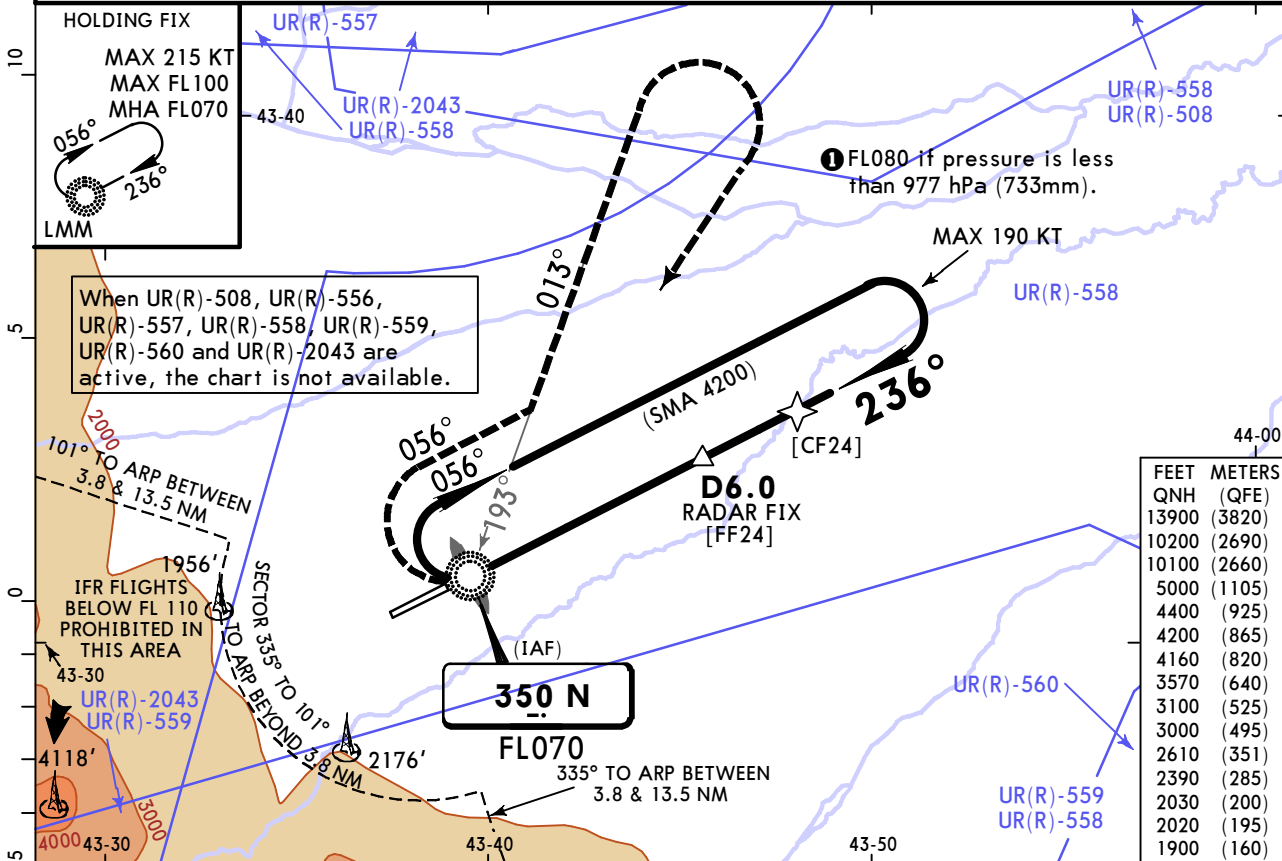
Std		STRAIGHT-IN LANDING	
DA(H)		A: 1743' (365')	C: 1762' (384')
		B: 1752' (374')	D: 1772' (394')
		ALS out	
A	R1500m		
B	R1500m		
C	R1600m	R1800m	
D	R1600m	R1800m	

URMN/NAL NALCHIK

JEPPESSEN
28 NOV 25 (16-1)

NALCHIK, RUSSIA NDB Z Rwy 24

NALCHIK Approach				NALCHIK Start (TWR)		
126.9				118.3		
NDB N 350	Final Apch Crs 236°	D6.0 RADAR FIX 3000' (1622')	DA/MDA(H) Refer to Minimums	Apt Elev 1463' Rwy 1378'		
MISSED APCH: Turn RIGHT on track 056° (MAX 185 KT), then turn onto 013° outbound N NDB climbing to 3100' or above, then turn RIGHT to LMM climbing to 4200' or above, then according to chart. Do not turn before MAP.						MSA N NDB
Alt Set: hPA (MM on req)		Rwy Elev: 49 hPa		Trans level: FL 070 1		Trans alt: 5000'
1. Radar control required. 2. CAUTION: Do not mistake lighted highway, located Southeast of apt, for rwy.						



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI		185 KT MAX
Descent Angle 2.70°	334	430	478	573	669	764			

MAP at LMM/Timing not authorized for defining the MAP.

PANS OPS	Std		STRAIGHT-IN LANDING CDFA		CIRCLE-TO-LAND Prohibited South of airport	
	1 DA/MDA(H)		C: 2020' (642')		Max KT	
	AB: 1900' (522')		D: 2030' (652')		MDA(H)	
	ALS out				ALS out	
	A	R1500m				100
B	R1500m				135	2610' (1147') V1600m
C	R2400m				180	3570' (2107') V2400m
D	R2400m				205	4160' (2697') V3600m

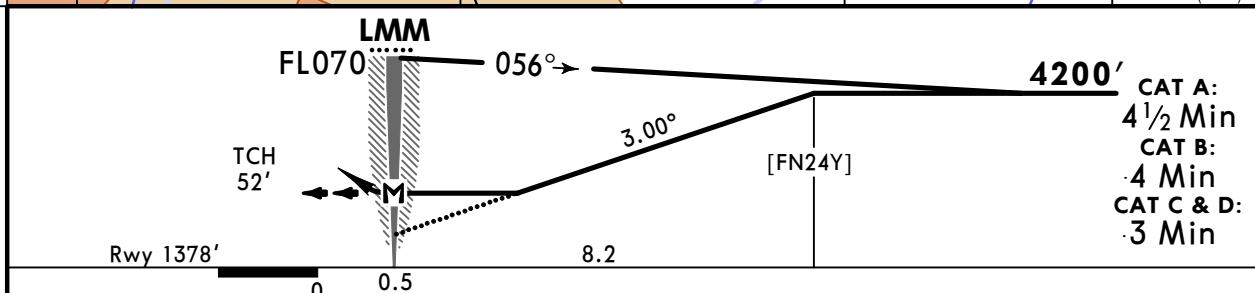
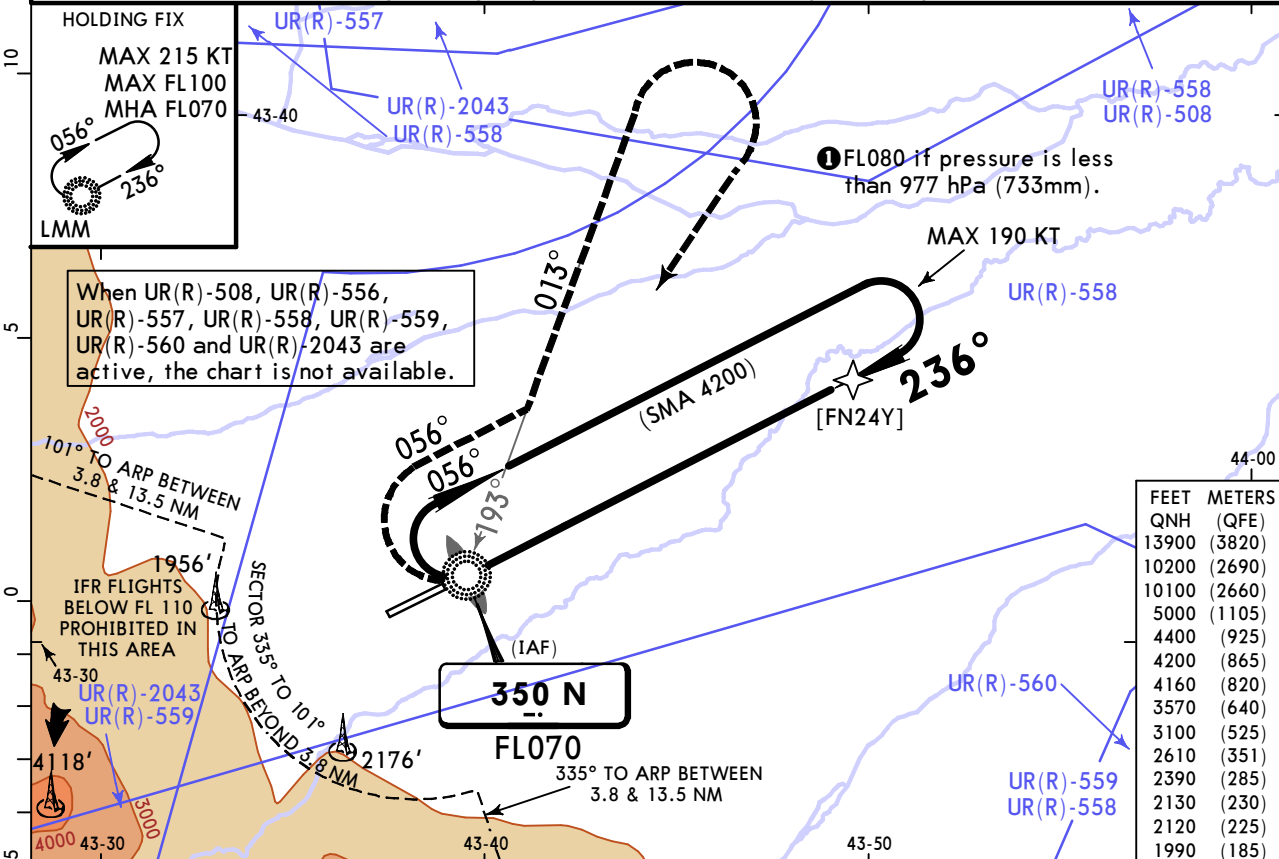
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Fix definition, note, circling restriction. © JEPPESSEN, 2017, 2025. ALL RIGHTS RESERVED.

URMN/NAL NALCHIK

JEPPESSEN
28 NOV 25 (16-2)

NALCHIK, RUSSIA NDB Y Rwy 24

NALCHIK Approach				NALCHIK Start (TWR)		
126.9				118.3		
NDB N 350	Final Apch Crs 236°	[FN24Y] 4200' (2822')	DA/MDA(H) Refer to Minimums	Apt Elev 1463' Rwy 1378'		
MISSED APCH: Turn RIGHT on track 056° (MAX 185 KT), then turn onto 013° outbound N NDB, climbing to 3100' or above, then turn RIGHT to LMM climbing to 4200' or above, then according to chart. Do not turn before MAP.						
Alt Set: hPA (MM on req)		Rwy Elev: 49 hPa		Trans level: FL070		Trans alt: 5000'
1. Radar control required. 2. CAUTION: Do not mistake lighted highway, located Southeast of apt, for rwy.						



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	onto 056° 185 KT MAX
Descent Angle 3.00°	372	478	531	637	743	849		

MAP at LMM/Timing not authorized for defining the MAP.

PANS OPS	Std		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA				Prohibited South of airport	
	DA/MDA(H)		C: 2120' (742')		Max	
	AB: 1990' (612')		D: 2130' (752')		MDA(H)	
	ALS out				Max	
A	R1500m				100	2390' (927') V1500m
B	R1500m				135	2610' (1147') V1600m
C	R2400m				180	3570' (2107') V2400m
D	R2400m				205	4160' (2697') V3600m

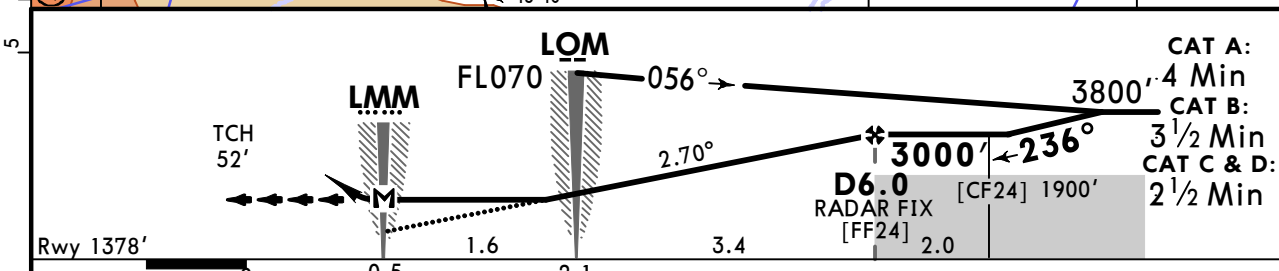
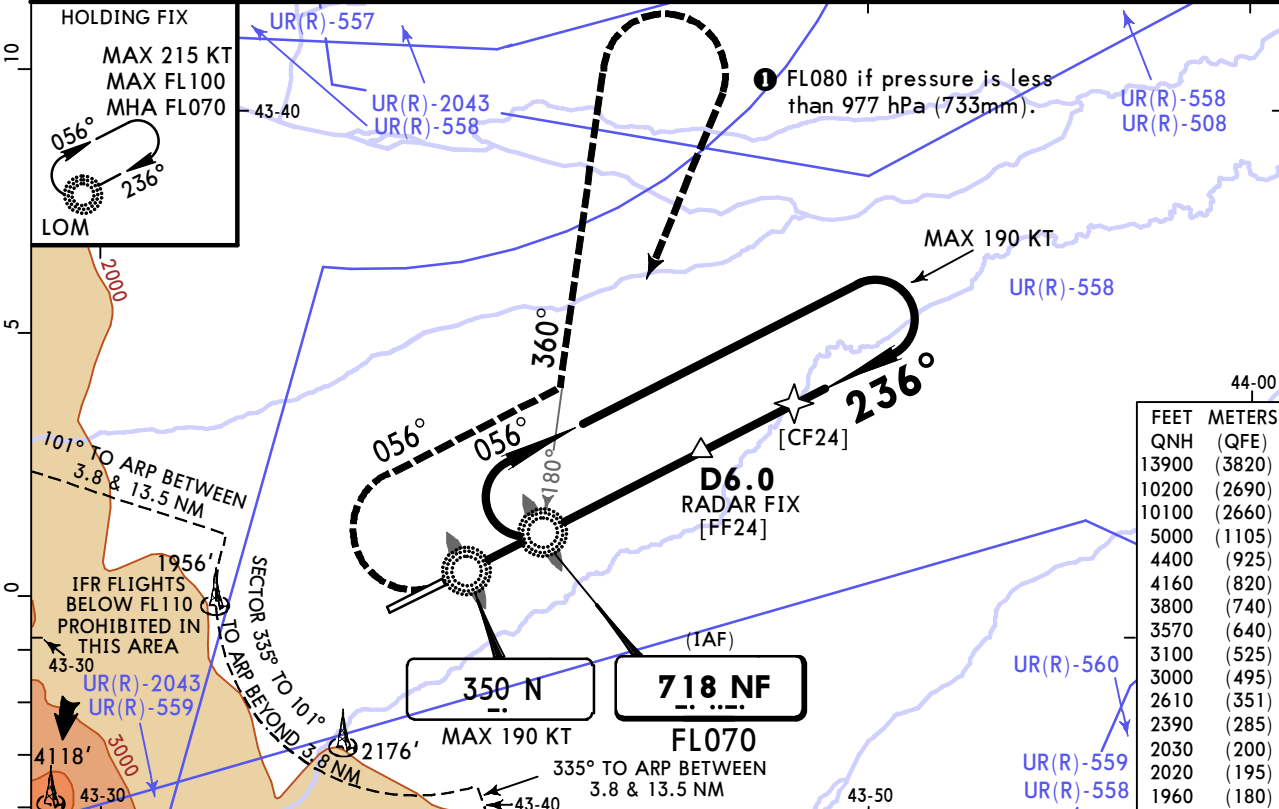
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

URMN/NAL NALCHIK

JEPPESSEN
28 NOV 25 **(16-3)**

NALCHIK, RUSSIA NDB X RWY 24

NALCHIK Approach				NALCHIK Start (TWR)		
126.9				118.3		
Lctr NF 718	Final Apch Crs 236°	D6.0 RADAR FIX 3000' (1622')	DA/MDA(H) Refer to Minimums	Apt Elev 1463' Rwy 1378'		<p>MSA NF Lctr</p>
<p>MISSED APCH: Turn RIGHT on track 056°, then turn onto 360° outbound NF NDB climbing to 3100' or above, then turn RIGHT to LOM climbing to 3800' or above, then according to chart.</p> <p>Do not turn before MAP.</p>						
Alt Set: hPA (MM on req)		Rwy Elev: 49 hPa		Trans level: FL070 1		Trans alt: 5000'
<p>1. Radar control required. 2. CAUTION: Do not mistake lighted highway, located Southeast of apt, for rwy. 2. When UR(R)-508, UR(R)-556, UR(R)-557, UR(R)-558 and UR(R)-2043 are active, the chart is not available.</p>						



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764

Std STRAIGHT-IN LANDING CDFA		CIRCLE-TO-LAND Prohibited South of airport	
1 DA/MDA(H) C: 2020' (642') AB: 1960' (582') D: 2030' (652') ALS out		Max KT _____ MDA(H) _____	

A	R1500m	100	2390' (927')	V1500m
B		135	2610' (1147')	V1600m
C	R2400m	180	3570' (2107')	V2400m
D		205	4160' (2697')	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Fix definition, note, circling restriction. © 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
NALCHIK, (NALCHIK - URMN)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URMN