

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UWOR

Terminal Charts For UWOR

Revision Letter For Cycle 08-2026

Change Notices

Notebook

General Information

Location: ORSK RUS
ICAO/IATA: UWOR / OSW
Lat/Long: N51° 04.35', E058° 35.75'
Elevation: 909 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 11.0° E

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

Sunrise: 0033 Z
Sunset: 1532 Z

Runway Information

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

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

Communication Information

ATIS: 125.900
Orsk Tower: 122.700
Orsk Tower: 129.000 Secondary
Orsk Tower: 123.100 Secondary
Orsk Apron Ramp/Taxi: 118.800
Orsk Transit Operations: 131.700

1. GENERAL

1.1. ATIS

ATIS 125.9

1.2. NOISE ABATEMENT PROCEDURES

To reduce noise level at Orsk aerodrome, operational procedures should be applied in accordance with the requirements of the AFM.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP are implemented when RVR is less than 550m (at least at one of the three observation sites) by using the phrase: "Low visibility procedures in progress. Check your minimum" transmitted by TWR controller.

Movement on the apron shall be carried out by TWR controller's clearance only after Follow-me vehicle.

LVP will be terminated when RVR is 550m or above (at all three observation sites).

1.3.2. ARRIVAL

Flight crew shall report landing and RWY vacated after crossing the line of red omnidirectional lights and day marking designating ILS critical area.

1.3.3. DEPARTURE

The following is prohibited during LVP:

- Take off not from RWY beginning;
- Take off without stopping at the line-up position;
- Cross the RWY holding position limit when holding at RWY.

1.4. TAXI PROCEDURES

ACFT shall cross ILS critical areas by clearance of ATC controller.

CAT B, C and D ACFT shall carry out u-turn for take-off and landing on turning pads at RWY 07/25 extremity. U-turn prohibited on other RWY segments.

1.5. PARKING INFORMATION

Enter stands by the instruction of TWR controller, following the signals of the specialist coordinating movement of arriving ACFT on the ground and under the supervision of the engineering service specialist.

Exit stands following the signals of the engineering service specialist or by the instructions of APRON controller on freq 118.8 MHz.

Stands 1 thru 4 are cul-de-sac.

All stands available for helicopters.

Stand 6 is available for parking of quarantine ACFT.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

In the event of radio communication failure after ACFT enters Orsk CTR, proceed at the FL last assigned by ORSK Tower controller towards TMA. ACFT shall commence descending from LOM at ETA or as close to this time as possible.

After that execute approach in accordance with the established priority approach procedure.

If unable to land pilot-in-command has the right to take the decision to proceed to an alternate aerodrome at the lower (safe) FL or at FLs specially established for flights without radio communication - 4250m (FL140), 4550m (FL150) or 7300m (FL240), 7600m (FL250) depending on flight direction.

3. DEPARTURE

3.1. DE-ICING

De-icing is available on stand 1.

It is prohibited for ACFT to execute take-off, if critical surfaces are covered with any kind of ice or frost formations. Flight crew must inform TWR controller, if de-icing treatment is required. Over the course of de-icing treatment operations communication with the engineering service specialist shall be maintained on freq 118.8 MHz.

It is permitted to conduct de-icing of ACFT with operating APU.

3.2. COMMUNICATION FAILURE PROCEDURES

In the event of radio communication failure immediately after take-off or during climbing to the assigned FL (altitude) pilot-in-command has the right to execute the established approach procedure and land at the aerodrome of departure.

If unable to immediately land at the aerodrome of departure (due to ACFT mass or weather conditions) join the holding area climbing to the aerodrome traffic circuit altitude and hold for the required period of time. After that, leave the holding area and proceed following the assigned approach procedures to Orsk aerodrome, or proceed to an alternate aerodrome.

If unable to land at the aerodrome of departure after take-off proceed to the destination aerodrome following departure instructions issued by ORSK Tower controller or to an alternate aerodrome at FL (altitude) assigned by the ATS unit or at the nearest lower FL (in accordance with vertical separation minimum), but not below the lower (safe) FL (altitude).

UWOR/OSW ORSK



ORSK, RUSSIA

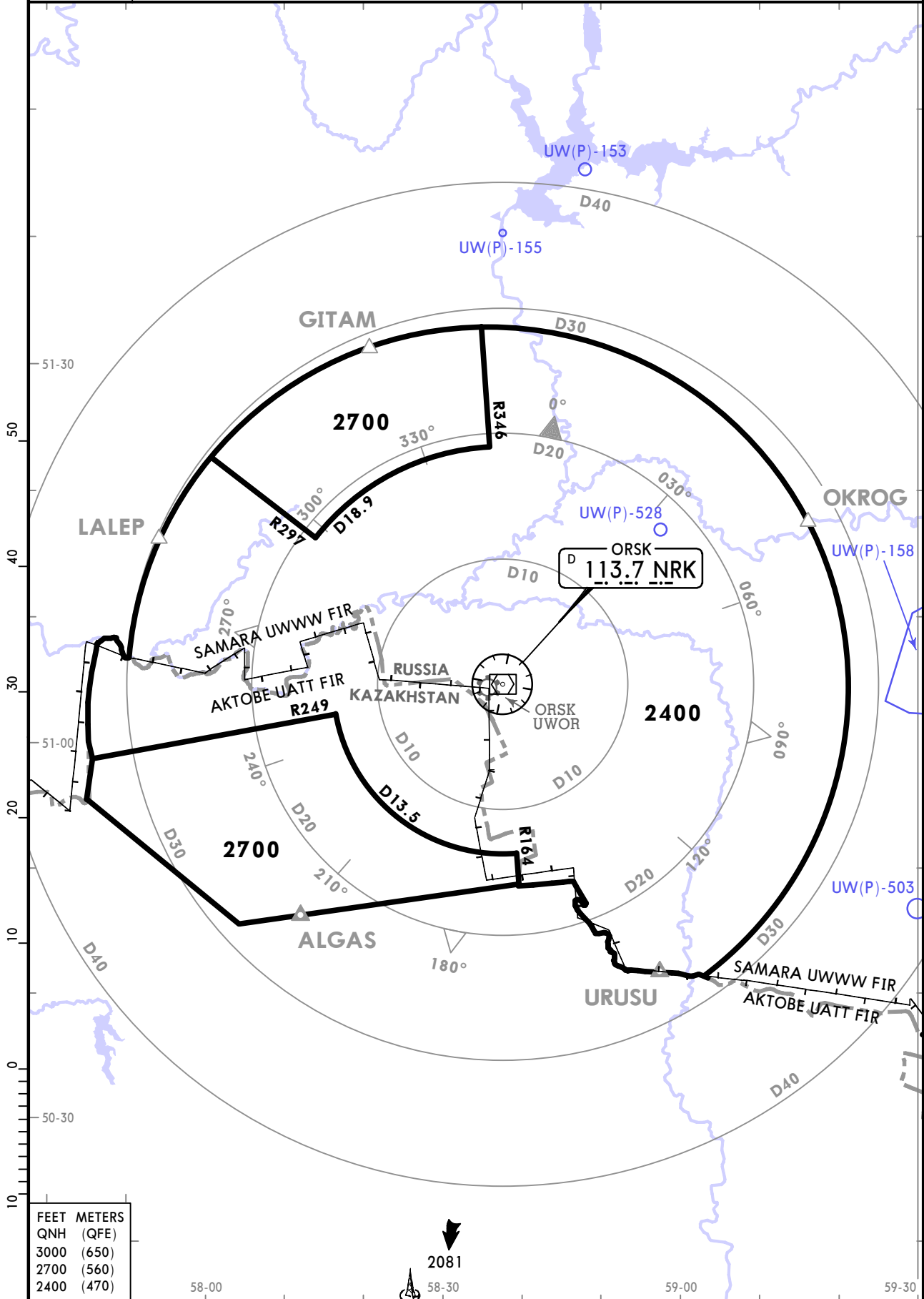
7 FEB 25

10-1R

Eff 20 Feb

RADAR MINIMUM ALTITUDES

Alt Set: hPa (MM on request)
 Trans level: FL040
 FL050 if pressure is less than 1013 hPa (760mm)
 FL060 if pressure is less than 977 hPa (733mm)
 Apt Elev **909**
 Trans alt: 3000 QNH (QFE on request)
 1. Chart only to be used for cross checking of assigned altitudes while under RADAR control.
 2. In case of vectoring at a temperature of 0° or below, the minimum vectoring altitudes must be corrected by altimeter temperature correction.



FEET	METERS
3000	(914)
2700	(823)
2400	(731)

CHANGES: Prohibited Areas added.

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UWOR/OSW
ORSK

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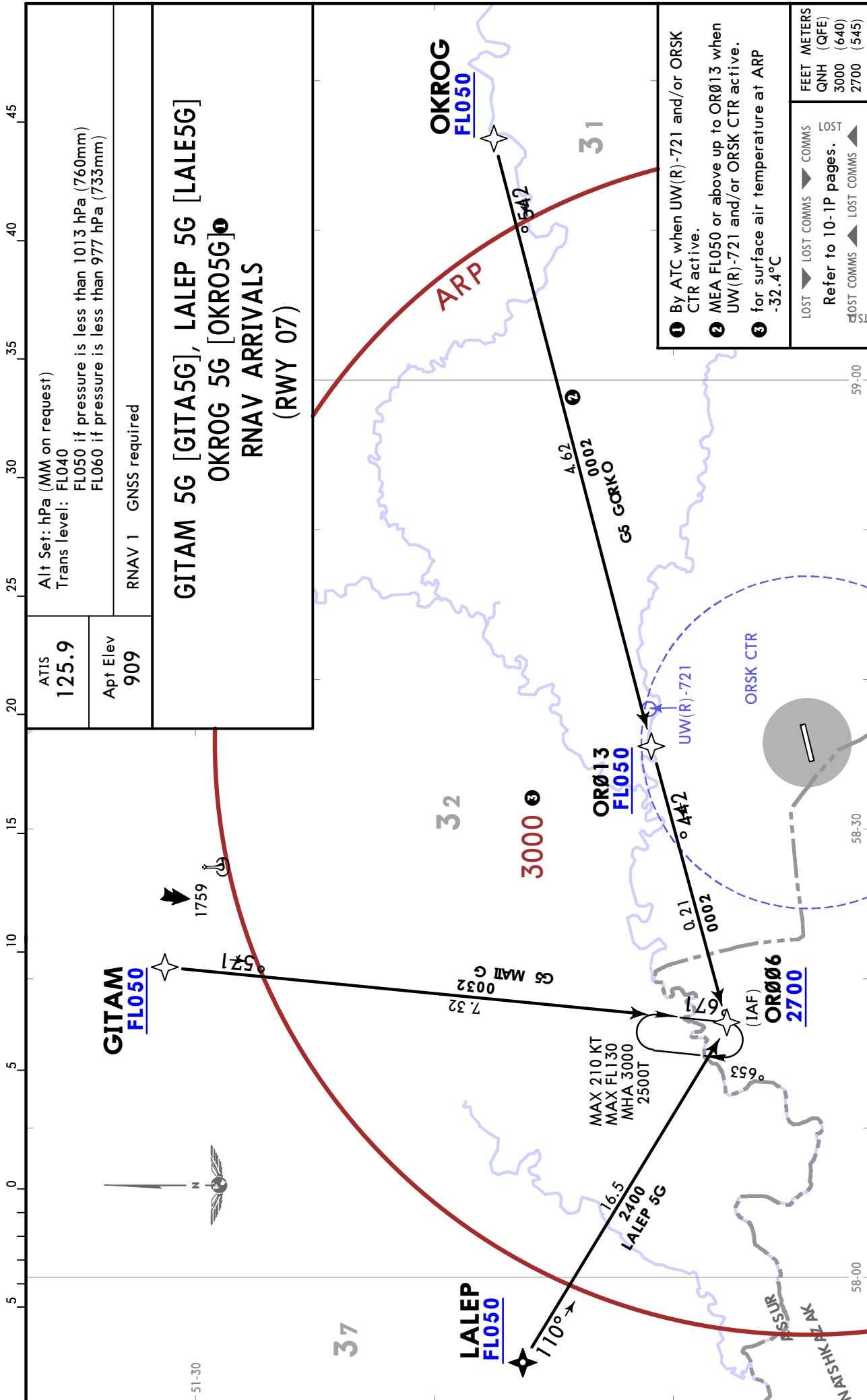
ORSK, RUSSIA

4 AUG 23

10-2

Eff 10 Aug

RNAV STAR



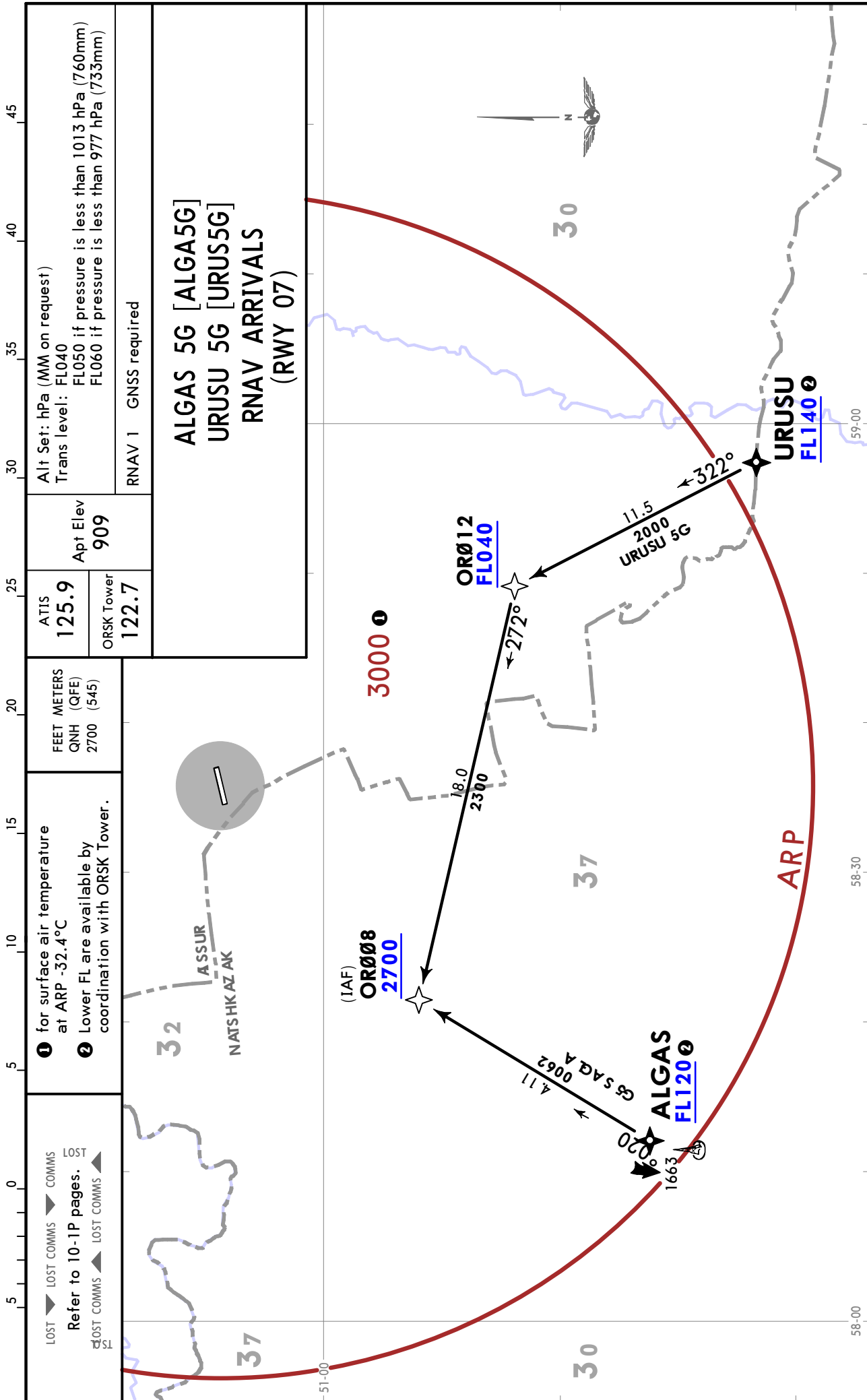
CHANGES: MSA, notes established.

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UWOR/OSW
ORSK

JEPPESEN
4 AUG 23 10-2A Eff 10 Aug

ORSK, RUSSIA
RNAV STAR



CHANGES: MSA.

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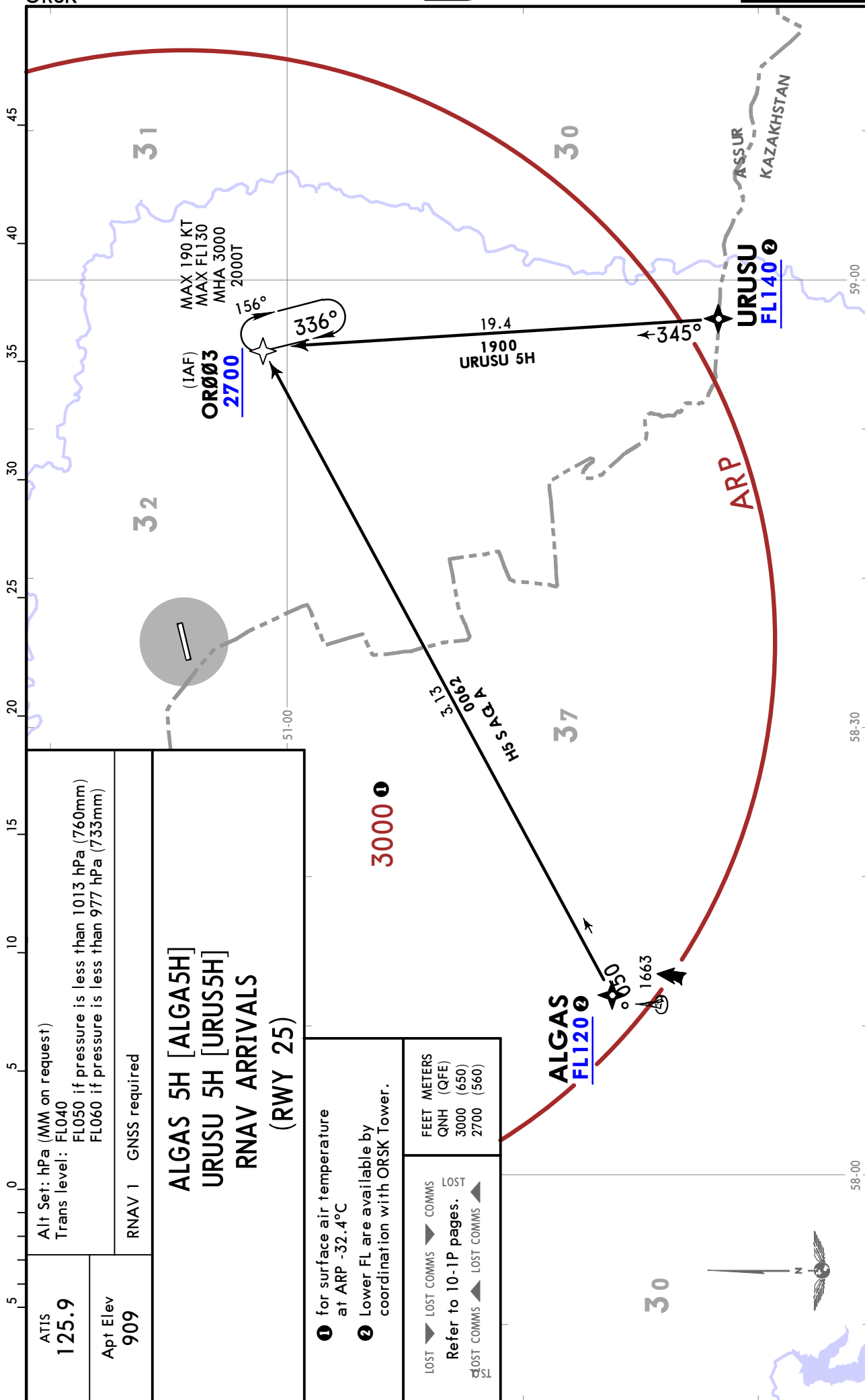
UWOR/OSW
ORSK

4 AUG 23

10-2C

Eff 10 Aug

RNAV STAR



ATIS 125.9	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760mm) FL060 if pressure is less than 977 hPa (733mm)
Apt Elev 909	RNAV 1 GNSS required
ALGAS 5H [ALGA5H] URUSU 5H [URUS5H] RNAV ARRIVALS (RWY 25)	

1 for surface air temperature at ARP -32.4°C	FEET METERS QNH (QFE) 3000 (650) 2700 (560)
2 Lower FL are available by coordination with ORSK Tower.	LOST COMMS ▼ COMMS ▲ LOST COMMS ▲ LOST COMMS ▼
Refer to 10-1P pages.	

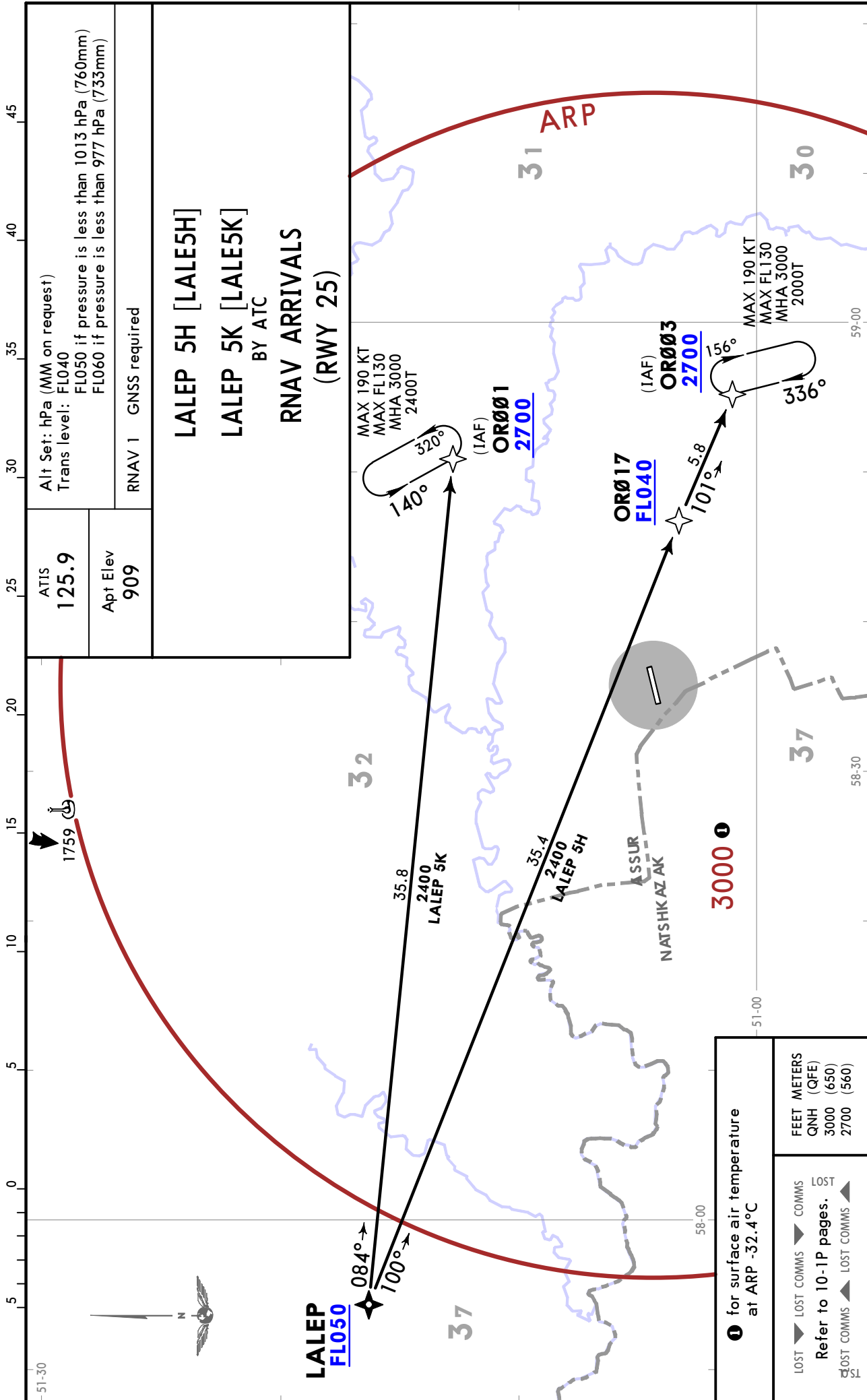
UWOR/OSW
ORSK

4 AUG 23

10-2D

Eff 10 Aug

RNAV STAR



Alt Set: hPa (MM on request)
Trans level: FLO40
FLO50 if pressure is less than 1013 hPa (760mm)
FLO60 if pressure is less than 977 hPa (733mm)

ATIS
125.9

Apt Elev
909

RNAV 1 GNSS required

LALEP 5H [LALE5H]
LALEP 5K [LALE5K]
BY ATC
RNAV ARRIVALS
(RWY 25)

MAX 190 KT
MAX FL130
MHA 3000
2400T

MAX 190 KT
MAX FL130
MHA 3000
2000T

320°
140°

OR001 (IAF) **2700**

OR017 **FLO40**

OR003 (IAF) **2700**

156°
336°

5.8
101°

3000

SSUR
NATSHK AZ AK

CHANGES: MSA.

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1 for surface air temperature at ARP -32.4°C

LOST	LOST COMMS	COMMS	LOST
LOST COMMS	LOST COMMS	LOST COMMS	LOST COMMS

Refer to 10-1P pages.

FEET	METERS
QNH	QFE
3000	(650)
2700	(560)

JEPPESSEN ORSK, RUSSIA **STAR**
 4 AUG 23 (10-2F) Eff 10 Aug

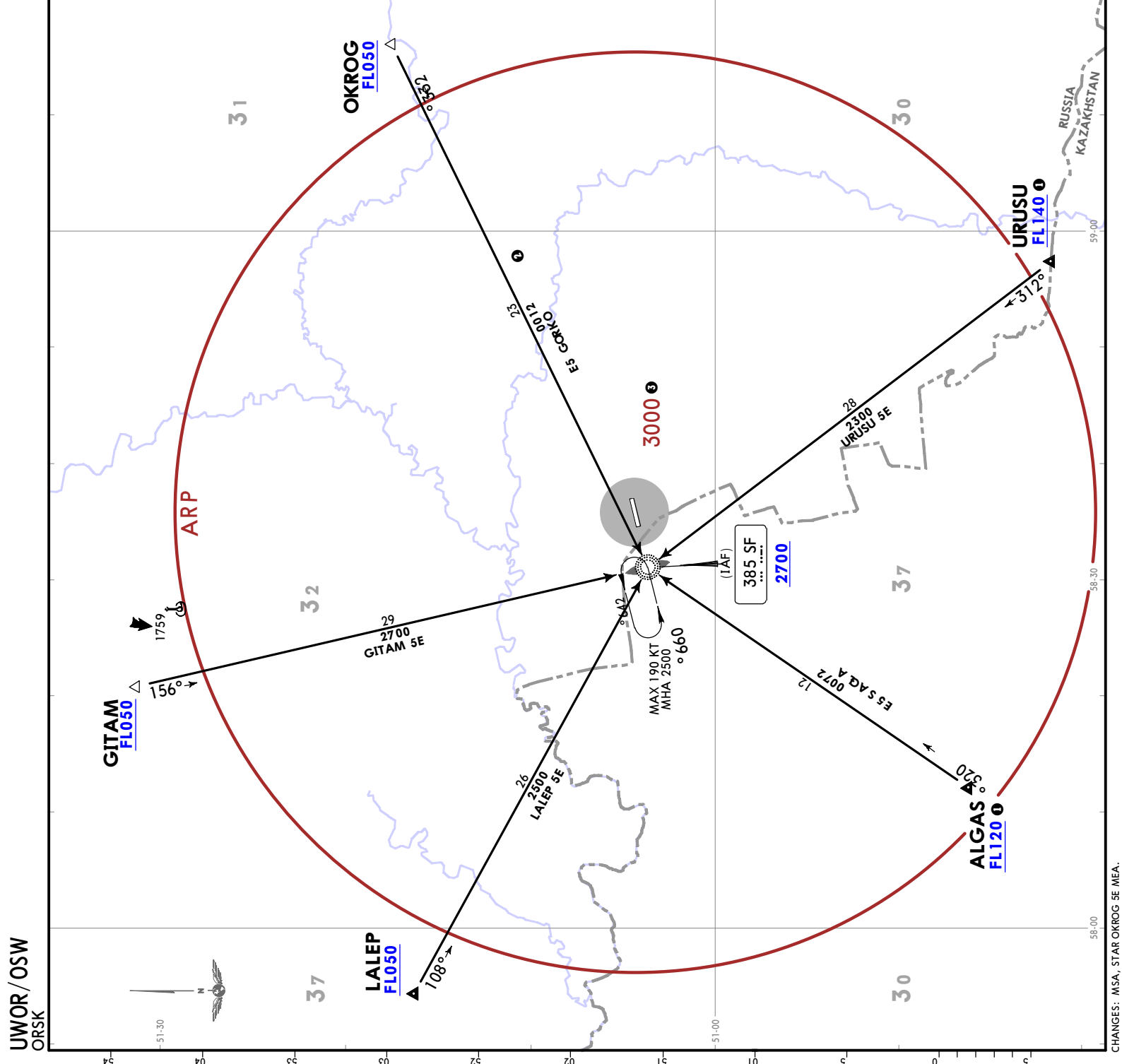
ATIS **125.9** ORSK Tower **122.7** Apt Elev **909**
 Alt Set: hPa (MM on request)
 Trans level: **FL040**
 FL050 if pressure is less than 1013 hPa (760mm)
 FL060 if pressure is less than 977 hPa (733mm)

ALGAS 5E [ALGA5E]
GITAM 5E [GITASE]
LALEP 5E [LALE5E]
OKROG 5E [OKRO5E]
URUSU 5E [URUS5E]
ARRIVALS (RWY 07)
RADAR CONTROL REQUIRED

- 1 Lower FL are available by coordination with ORSK Tower.
- 2 FL (alt) are available by coordination with ORSK Tower.
- 3 for surface air temperature at ARP -32.4°C

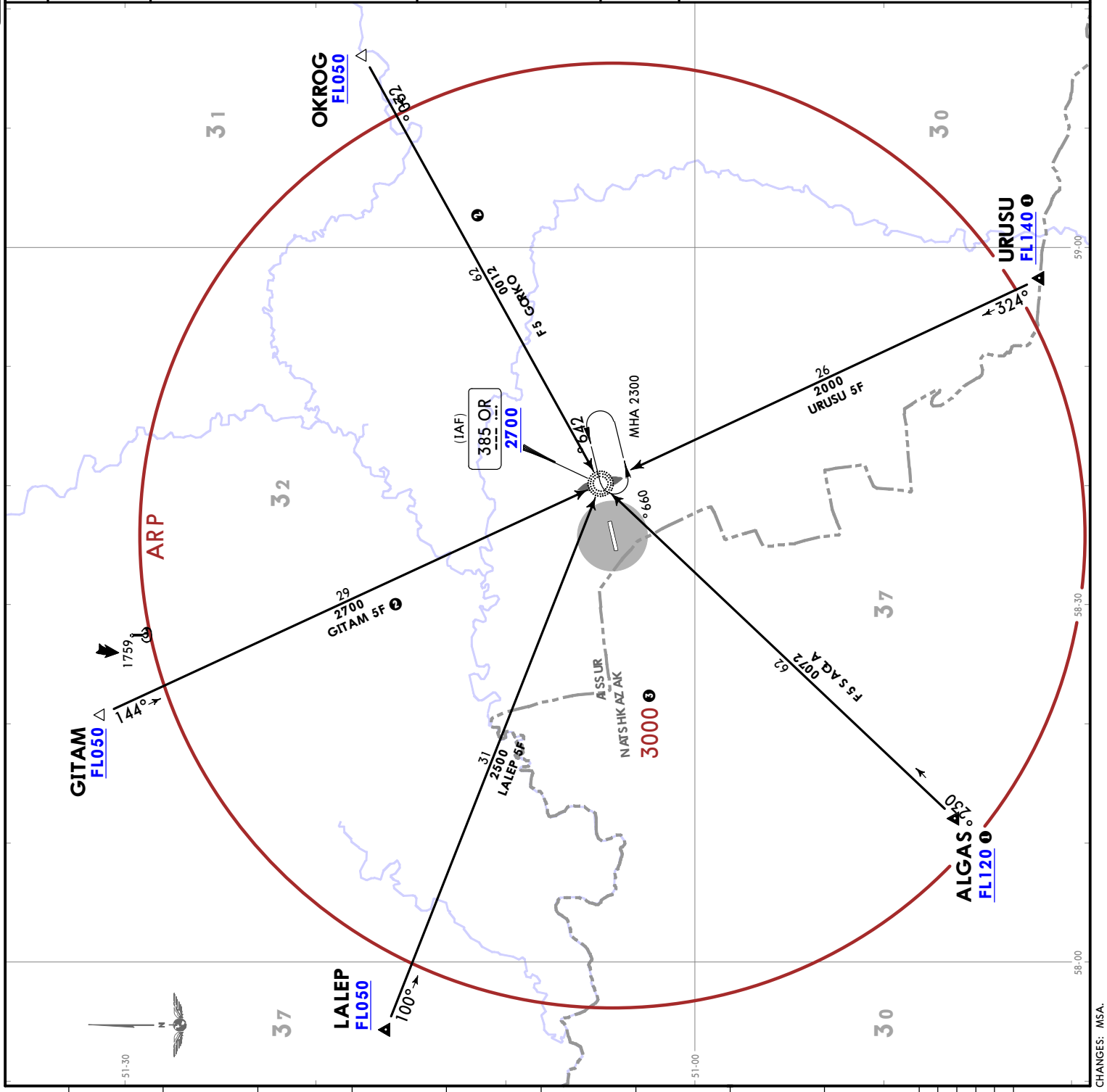
FEET METERS
 QNH (QFE)
 2700 (545)
 2500 (485)

LOST **LOST COMMS** **COMMS**
 Refer to 10-1P pages. LOST
LOST COMMS **LOST COMMS**



UWOR/OSW
 ORSK

ATIS	125.9	ORSK Tower	122.7	Apt Elev	909
Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760mm) FL060 if pressure is less than 977 hPa (733mm)					
ALGAS 5F [ALGA5F] LALEP 5F [LALE5F] OKROG 5F [OKRO5F] URUSU 5F [URUS5F] GITAM 5F [GITA5F] BY ATC ARRIVALS (RWY 25) RADAR CONTROL REQUIRED					
1 Lower FL are available by coordination with ORSK Tower. 2 FL (alt) are available by coordination with ORSK Tower. 3 for surface air temperature at ARP -32.4°C					
LOST <input type="checkbox"/> LOST COMMS <input type="checkbox"/> COMMS <input type="checkbox"/> LOST Refer to 10-1P pages.			FEET METERS QNH (QFE) 2700 (560) 2300 (440)		



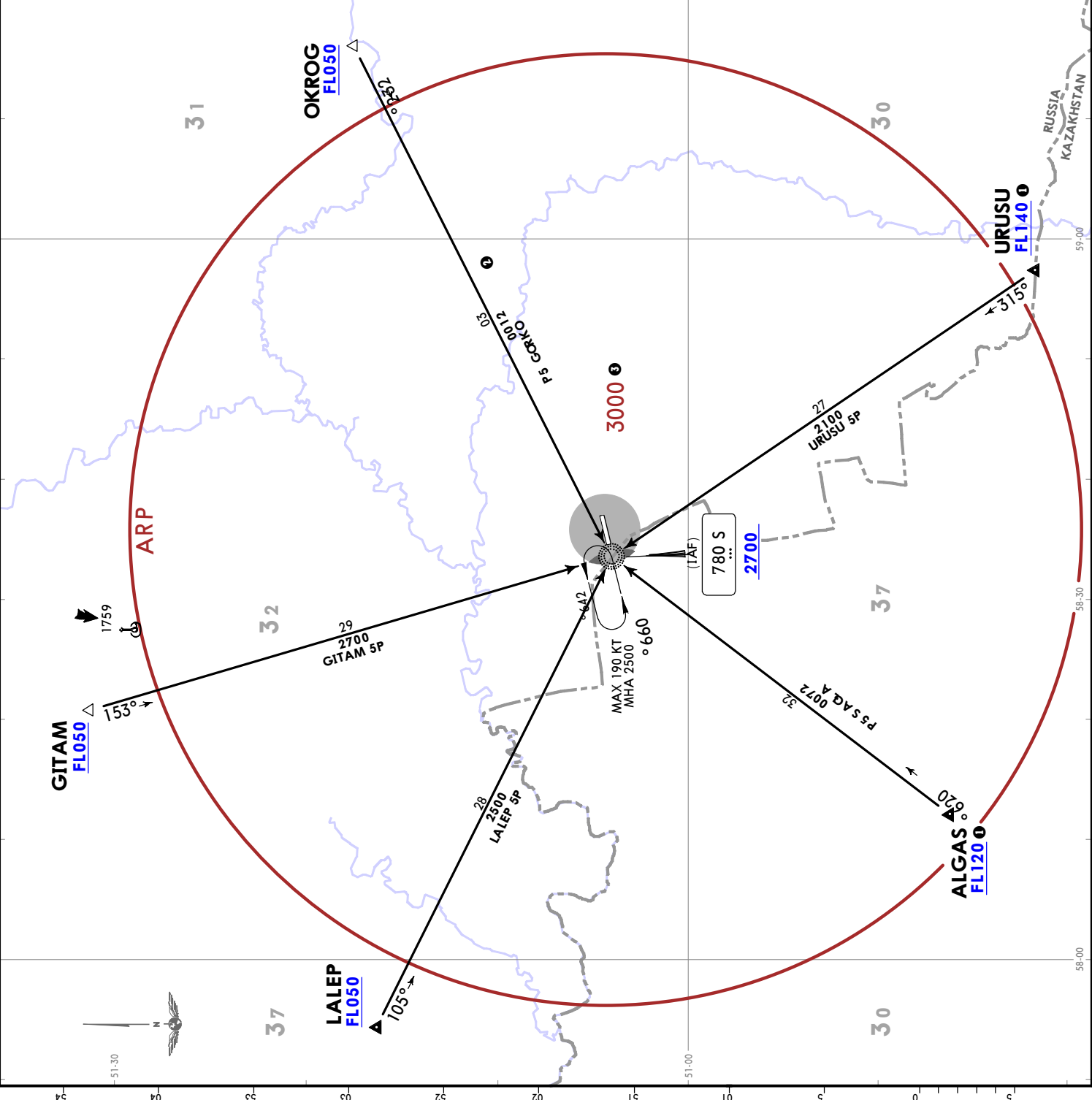
JEPPesen **ORSK, RUSSIA** **STAR**
 4 AUG 23 (10-2H) Eff 10 Aug

ATIS **125.9** ORSK Tower **122.7** Apt Elev **909**
 Alt Set: hPa (MM on request)
 Trans level: **FL040**
 FL050 if pressure is less than 1013 hPa (760mm)
 FL060 if pressure is less than 977 hPa (733mm)

ALGAS 5P [ALGA5P]
GITAM 5P [GITA5P]
LALEP 5P [LALE5P]
OKROG 5P [OKRO5P]
URUSU 5P [URUS5P]
ARRIVALS (RWY 07)
RADAR CONTROL REQUIRED

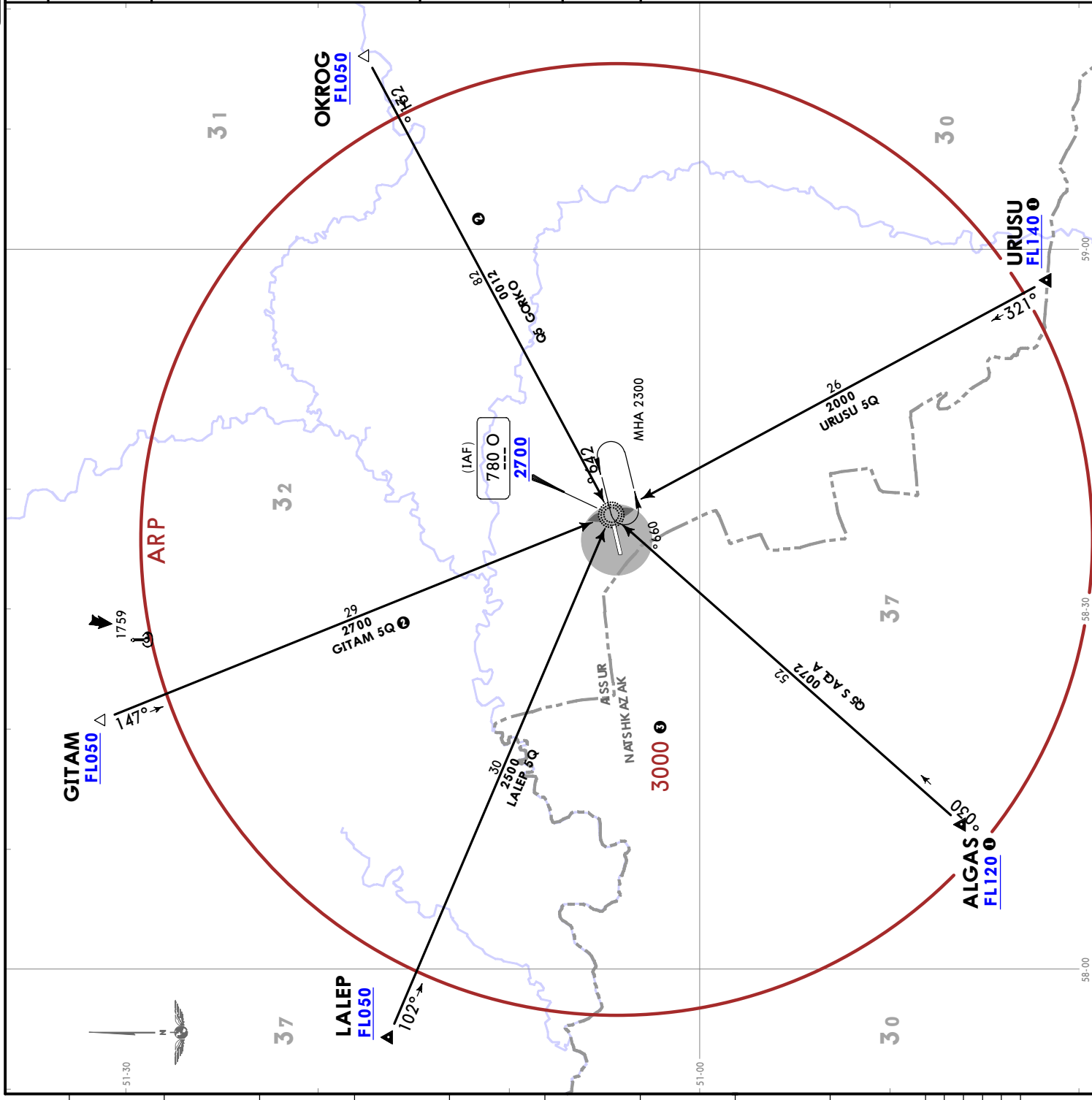
- ① Lower FL are available by coordination with ORSK Tower.
- ② FL (alt) are available by coordination with ORSK Tower.
- ③ for surface air temperature at ARP -32.4°C

FEET METERS
 QNH (QFE) 2700 (545)
 2500 (485)
 LOST COMMS COMMS
 Refer to 10-1P pages.
 LOST COMMS LOST COMMS



UWOR/OSW
ORSK

ATIS	125.9	ORSK Tower	122.7	Apt Elev	909
Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760mm) FL060 if pressure is less than 977 hPa (733mm)					
ALGAS 5Q [ALGA5Q] LALEP 5Q [LALE5Q] OKROG 5Q [OKRO5Q] URUSU 5Q [URUS5Q] GITAM 5Q [GITA5Q] BY ATC ARRIVALS (RWY 25) RADAR CONTROL REQUIRED					
① Lower Fl are available by coordination with ORSK Tower. ② Fl (alt) are available by coordination with ORSK Tower. ③ for surface air temperature at ARP -32.4°C					
LOST ▼ LOST COMMS ▼ COMMS Refer to 10-1P pages. LOST LOST COMMS ▲ LOST COMMS ▲			FEET METERS CNH (QFE) 2700 (560) 2300 (440)		



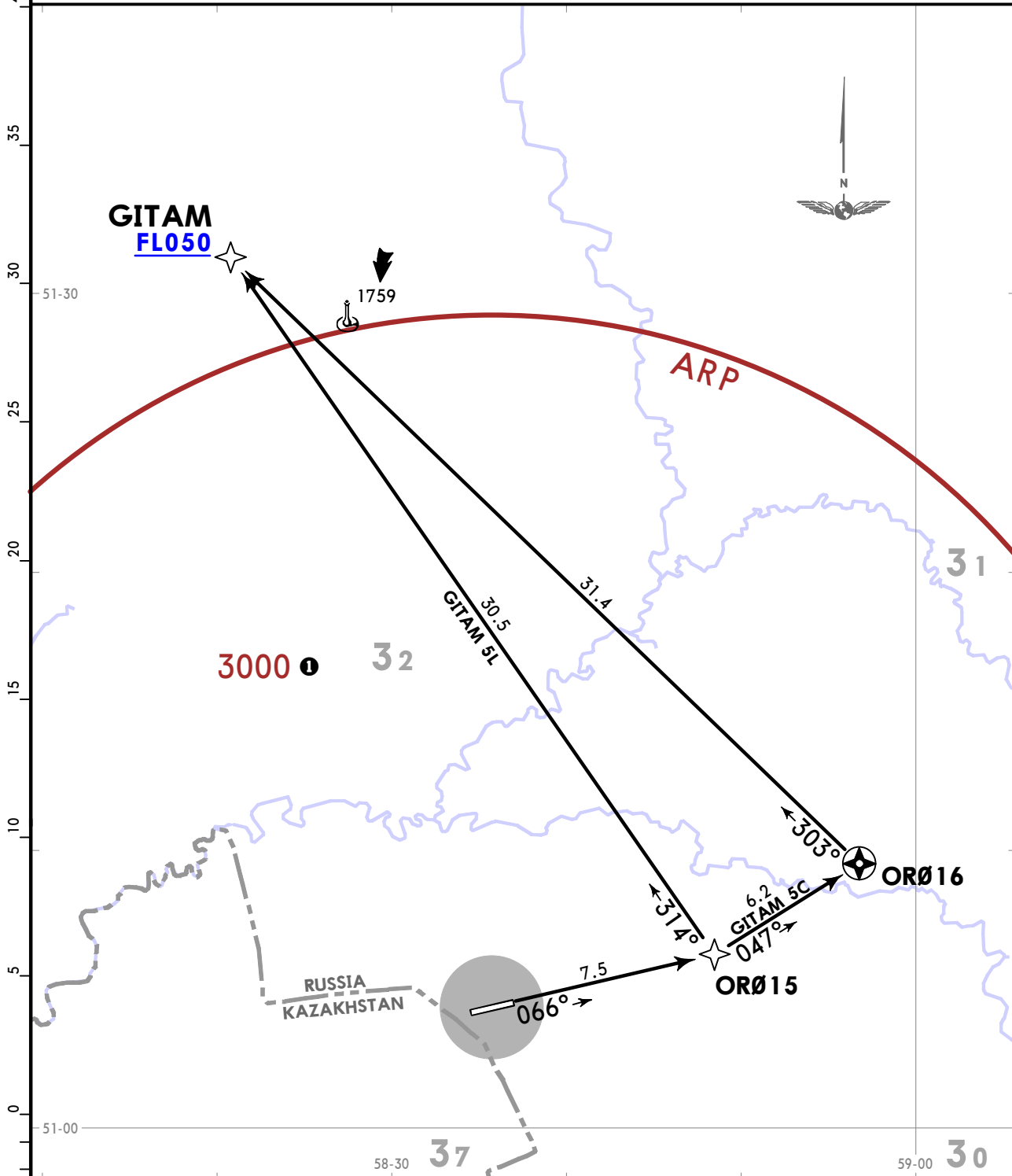
UWOR/OSW
ORSK

JEPPESEN
4 AUG 23 10-3 Eff 10 Aug

ORSK, RUSSIA
RNAV SID

Apt Elev 909	Trans alt: 3000 QNH (QFE on request)
	RNAV 1 GNSS required
	Turn before DER is prohibited.

GITAM 5C [GITA5C] GITAM 5L [GITA5L]
BY ATC
RNAV DEPARTURES
(RWY 07)



GITAM 5C:
This SID requires a climb gradient of 4.4% up to FL50 due to airspace structure.

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

① for surface air temperature at ARP -32.4°C

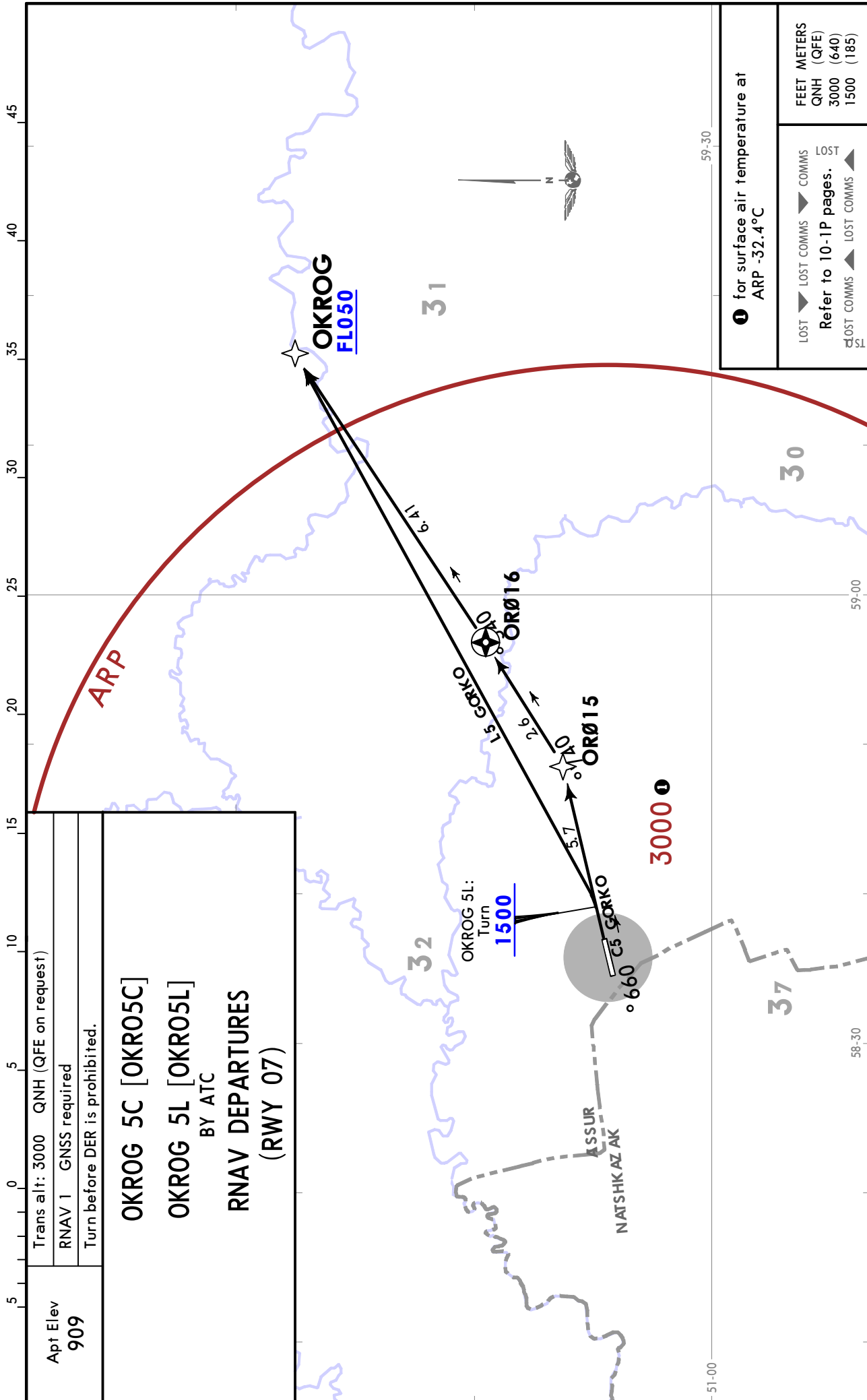
LOST	▼	LOST COMMS	▼	COMMS	LOST
LOST	Refer to 10-1P pages.				LOST
LOST COMMS	▲	LOST COMMS	▲	LOST	LOST

FEET	METERS
QNH (QFE)	QNH (QFE)
3000 (640)	3000 (640)
1500 (185)	1500 (185)

UWOR/OSW
ORSK

JEPPESSEN
4 AUG 23 **10-3A** Eff 10 Aug

ORSK, RUSSIA
RNAV SID



Apt Elev 909	Trans alt: 3000 QNH (QFE on request)
	RNAV 1 GNSS required
	Turn before DER is prohibited.
OKROG 5C [OKRO5C] OKROG 5L [OKRO5L] BY ATC RNAV DEPARTURES (RWY 07)	

❶ for surface air temperature at ARP -32.4°C	
LOST COMMS ▼ COMMS ▲ Refer to 10-1P pages.	LOST COMMS ▼ COMMS ▲
FEET METERS QNH (QFE) 3000 (640) 1500 (185)	15

CHANGES: MSA, ORØ16 changed to CRP.

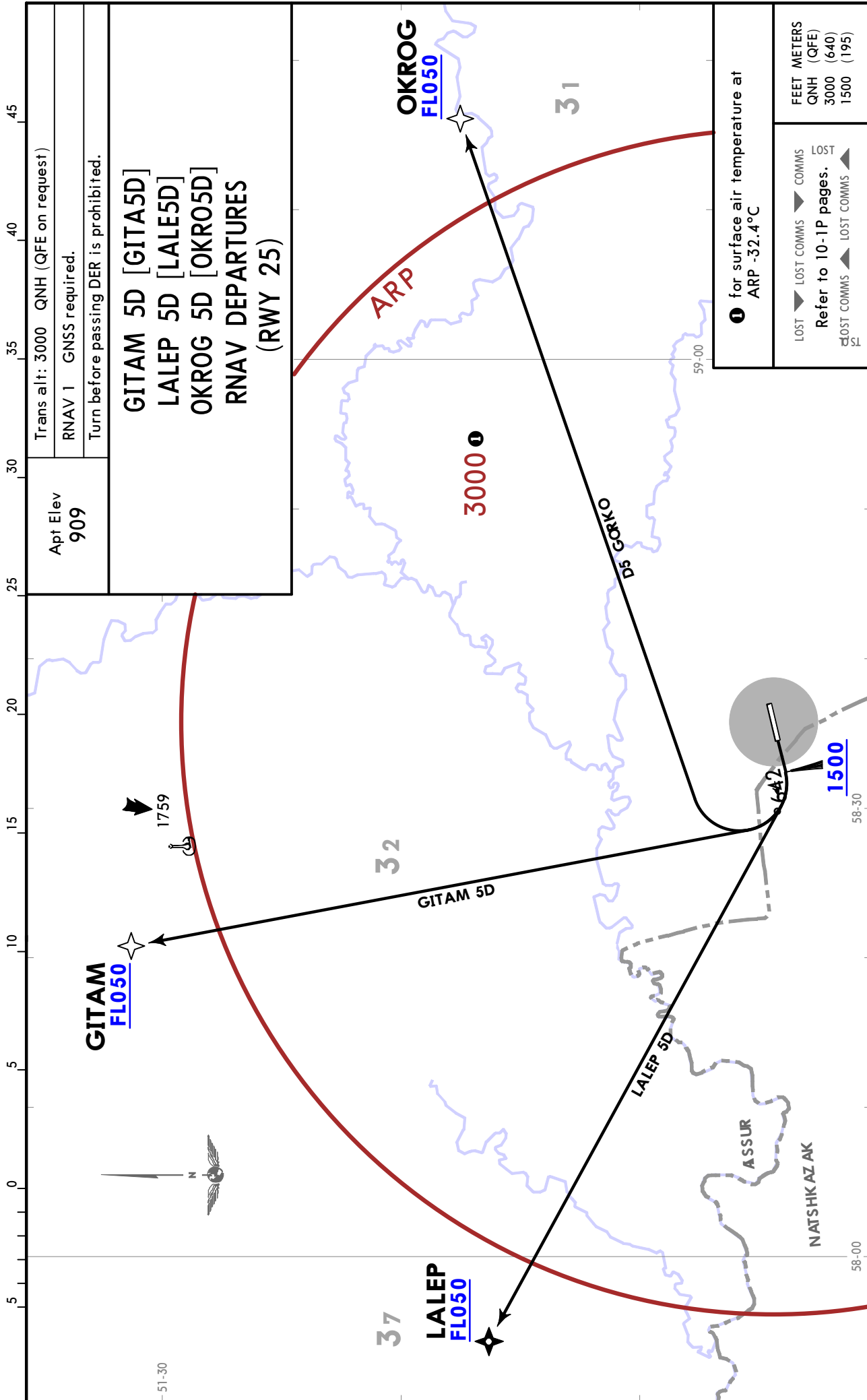
UWOR/OSW
ORSK

4 AUG 23

10-3C

Eff 10 Aug

RNAV SID



UWOR/OSW
ORSK

JEPPESEN

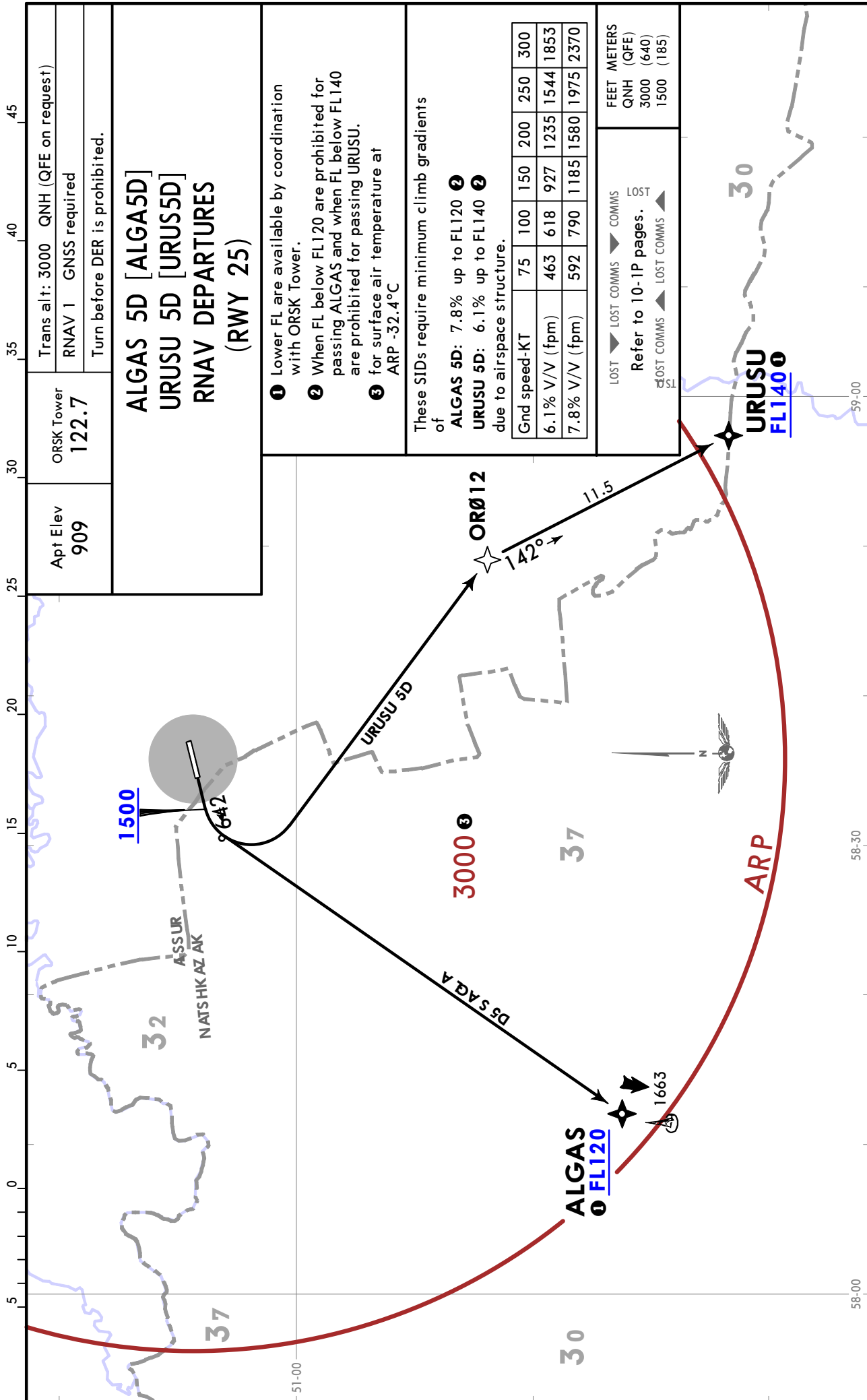
ORSK, RUSSIA

4 AUG 23

10-3D

Eff 10 Aug

RNAV SID



ORSK Tower
 122.7
 Apt Elev
 909

ALGAS 5B [ALGA5B]
ALGAS 5N [ALGA5N]
GITAM 5B [GITA5B]
LALEP 5B [LALE5B]
OKROG 5B [OKRO5B]
URUSU 5B [URUS5B]
DEPARTURES
(RWY 07)
RADAR CONTROL REQUIRED

② Lower FL are available by coordination with ORSK Tower.
 ③ When FL below FL120 are prohibited for passing ALGAS and FL below FL140 are prohibited for passing URUSU.
 ④ for surface air temperature at ARP -32.4°C

FEET METERS	
QNH (QFE)	QNH (QFE)
3000 (640)	3000 (640)
1500 (185)	1500 (185)

Refer to 10-IP pages. LOST
 LOST COMMS ▲ LOST COMMS ▲

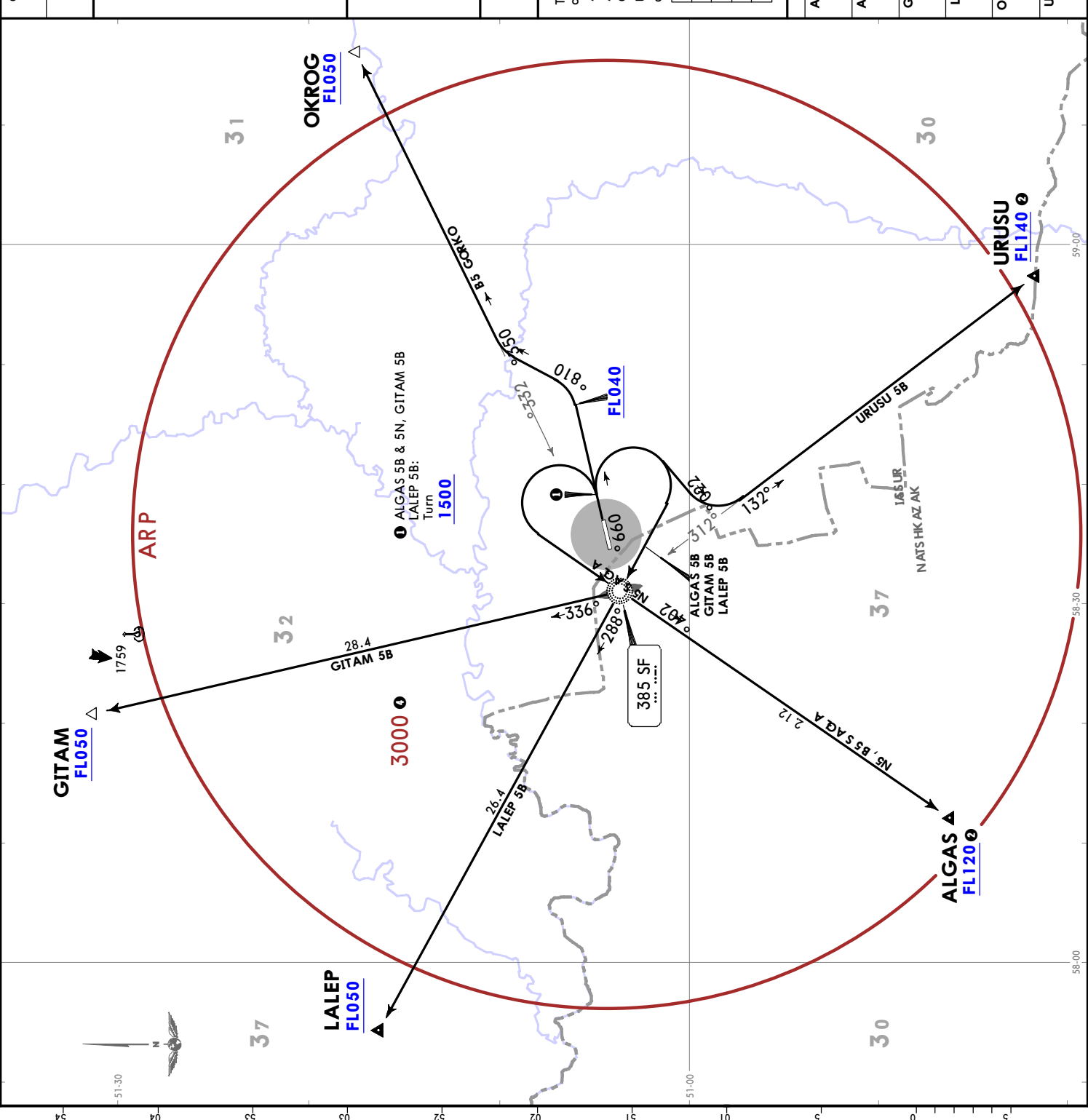
These SIDs require minimum climb gradients of

- ALGAS 5B:** 3.7% up to FL120 ③
- ALGAS 5N:** 4.7% up to FL120 ③
- OKROG 5B:** 4.3% up to FL050
- URUSU 5B:** 6.5% up to FL140 ③

due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.3% V/V (fpm)	327	435	653	871	1089	1306
4.7% V/V (fpm)	357	476	714	952	1190	1428
6.5% V/V (fpm)	494	658	987	1316	1646	1975

SID	ROUTING
ALGAS 5B	Climb on 066° track to at or above 1500, turn RIGHT to SF, 204° brg from SF to ALGAS.
ALGAS 5N By ATC	Climb on 066° track to at or above 1500, turn LEFT to SF, 204° brg from SF to ALGAS.
GITAM 5B	Climb on 066° track to at or above 1500, turn RIGHT to SF, 336° brg from SF to GITAM.
LALEP 5B	Climb on 066° track to at or above 1500, turn RIGHT to SF, 288° brg from SF to LALEP.
OKROG 5B	Climb on 066° track to at or above FL40, turn LEFT, 018° track, intercept 053° brg from SF to OKROG.
URUSU 5B	Climb on 066° track to at or above 1500, turn RIGHT, 220° track, intercept 132° brg from SF to URUSU.



ORSK Tower
122.7
Apt Elev
909

Trans alt: 3000 QNH (QFE on request)
Turn before DER is prohibited.

ALGAS 5J [ALGA5J]
GITAM 5J [GITA5J]
LALEP 5J [LALE5J]
OKROG 5J [OKRO5J]
URUSU 5J [URUS5J]

**DEPARTURES
(RWY 25)**

RADAR CONTROL REQUIRED

- 1 Lower FL are available by coordination with ORSK Tower.
- 2 When FL below FL120 are prohibited for passing ALGAS and FL below FL140 are prohibited for passing URUSU.
- 3 for surface air temperature at ARP -32.4°C

LOST	LOST COMMS	COMMS	LOST
LOST COMMS	LOST COMMS	LOST COMMS	LOST COMMS

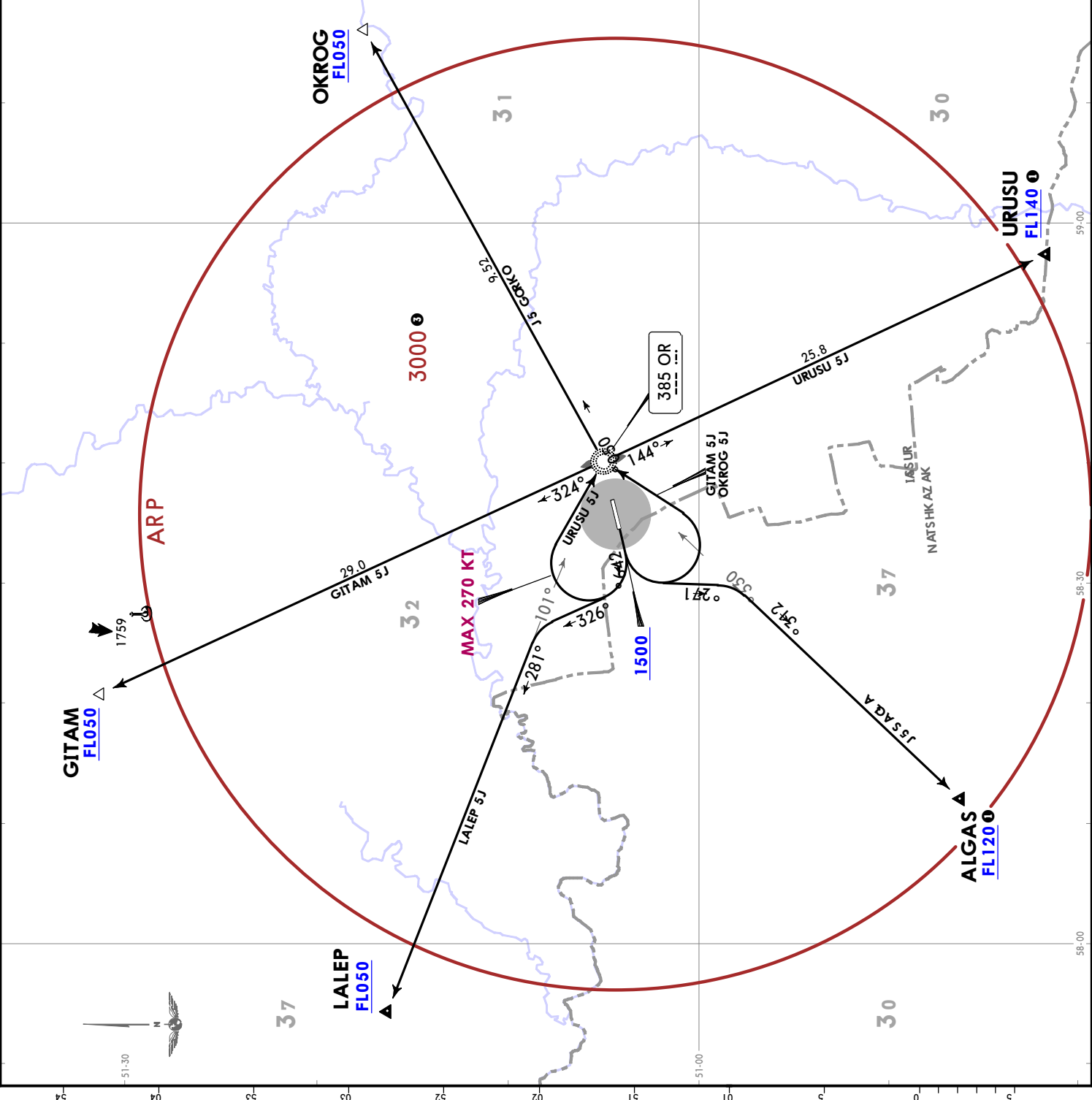
FEET METERS
QNH (QFE)
3000 (640)
1500 (195)

These SIDs require minimum climb gradients of

ALGAS 5J: 7.5% up to FL120
URUSU 5J: 4.3% up to FL140
due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

SID	ROUTING
ALGAS 5J	Climb on 246° track to at or above 1500, turn LEFT, 172° track, intercept 213° brg from OR to ALGAS.
GITAM 5J	Climb on 246° track to at or above 1500, turn LEFT to OR, 324° brg from OR to GITAM.
LALEP 5J	Climb on 246° track to at or above 1500, turn RIGHT, 326° track, intercept 281° brg from OR to LALEP.
OKROG 5J	Climb on 246° track to at or above 1500, turn LEFT to OR, 050° brg from OR to OKROG.
URUSU 5J	Climb on 246° track to at or above 1500, turn RIGHT to OR, 144° brg from OR to URUSU.



ORSK Tower
 122.7
 Apt Elev
 909

ALGAS 5A [ALGA5A]
ALGAS 5M [ALGA5M]
GITAM 5A [GITA5A]
LALEP 5A [LALE5A]
OKROG 5A [OKRO5A]
URUSU 5A [URUS5A]
DEPARTURES
(RWY 07)
RADAR CONTROL REQUIRED

- ② Lower FL are available by coordination with ORSK Tower.
- ③ When FL below FL120 are prohibited for passing ALGAS and FL below FL140 are prohibited for passing URUSU.
- ④ for surface air temperature at ARP -32.4°C

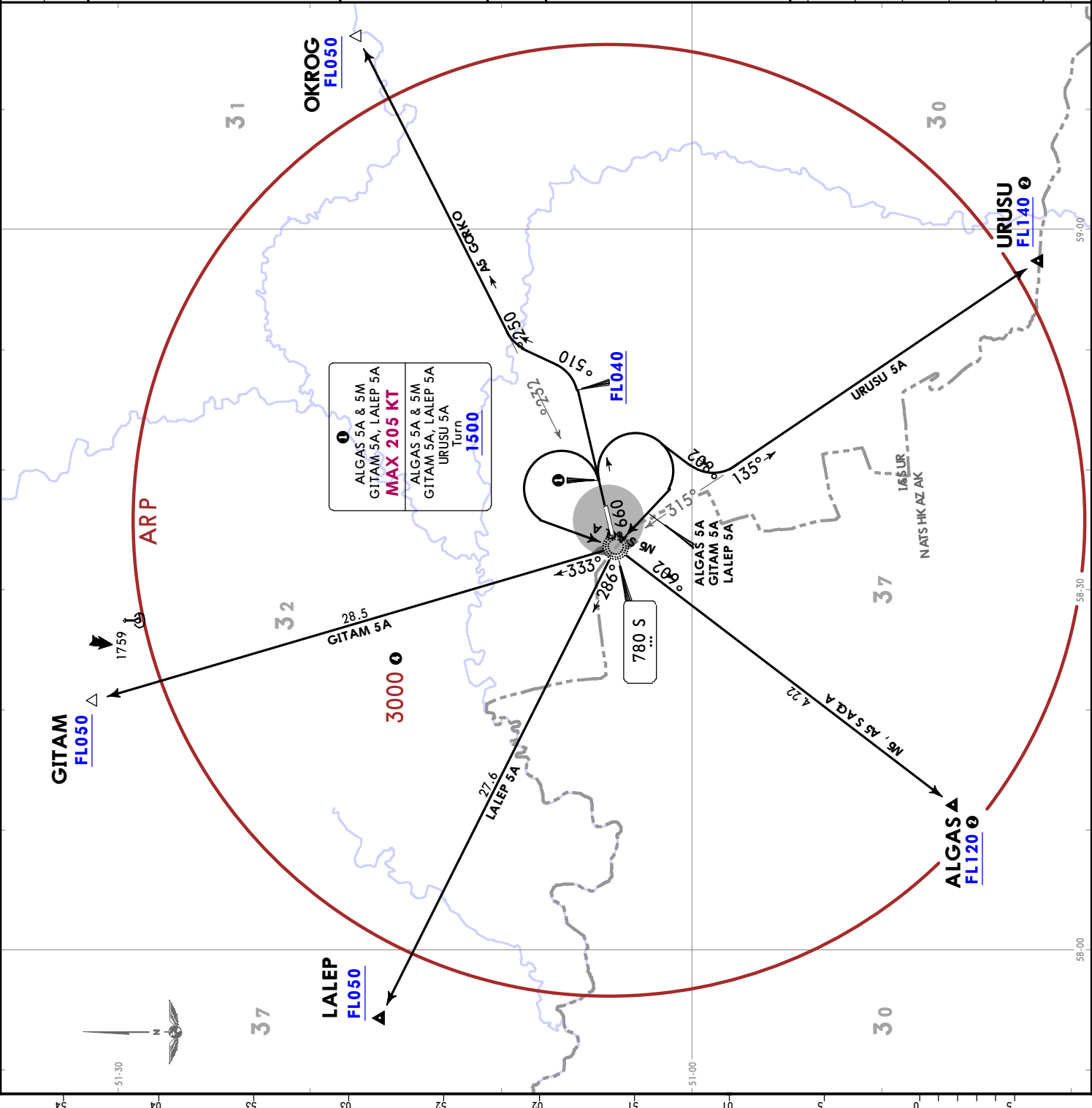
LOST	LOST COMMS	COMMS	LOST
Refer to 10-1P pages.	Refer to 10-1P pages.	Refer to 10-1P pages.	Refer to 10-1P pages.
3000 (640)	3000 (640)	3000 (640)	3000 (640)
1500 (185)	1500 (185)	1500 (185)	1500 (185)

These SIDs require minimum climb gradients of

- ALGAS 5A:** 4.8% up to FL120 ③
- ALGAS 5M:** 5.1% up to FL120 ③
- OKROG 5A:** 4.3% up to FL050
- URUSU 5A:** 6.5% up to FL140 ③

Grnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.1% V/V (fpm)	387	516	775	1033	1291	1549
6.5% V/V (fpm)	494	658	987	1316	1646	1975

SID	ROUTING
ALGAS 5A	Climb on 066° track to at or above 1500, turn RIGHT to S, 206° brg from S to ALGAS.
ALGAS 5M By ATC	Climb on 066° track to at or above 1500, turn LEFT to S, 206° brg from S to ALGAS.
GITAM 5A	Climb on 066° track to at or above 1500, turn RIGHT to S, 333° brg from S to GITAM.
LALEP 5A	Climb on 066° track to at or above 1500, turn RIGHT to S, 286° brg from S to LALEP.
OKROG 5A	Climb on 066° track to at or above FL40, turn LEFT, 015° track, intercept 052° brg from S to OKROG.
URUSU 5A	Climb on 066° track to at or above 1500, turn RIGHT, 208° track, intercept 135° brg from S to URUSU.



ORSK Tower
 122.7
 Apt Elev
 909

Trans alt: 3000 QNH (QFE on request)
 Turn before DER is prohibited.

ALGAS 5R [ALGA5R]
 GITAM 5R [GITA5R]
 LALEP 5R [LALE5R]
 OKROG 5R [OKRO5R]
 URUSU 5R [URUS5R]
 DEPARTURES
 (RWY 25)
 RADAR CONTROL REQUIRED

- ① Lower FL are available by coordination with ORSK Tower.
- ② When FL below FL120 are prohibited for passing ALGAS and FL below FL140 are prohibited for passing URUSU.
- ③ for surface air temperature at ARP -32.4°C

FEET METERS	
QNH (QFE)	QNH (QFE)
3000 (640)	1500 (195)
1500 (195)	1500 (195)

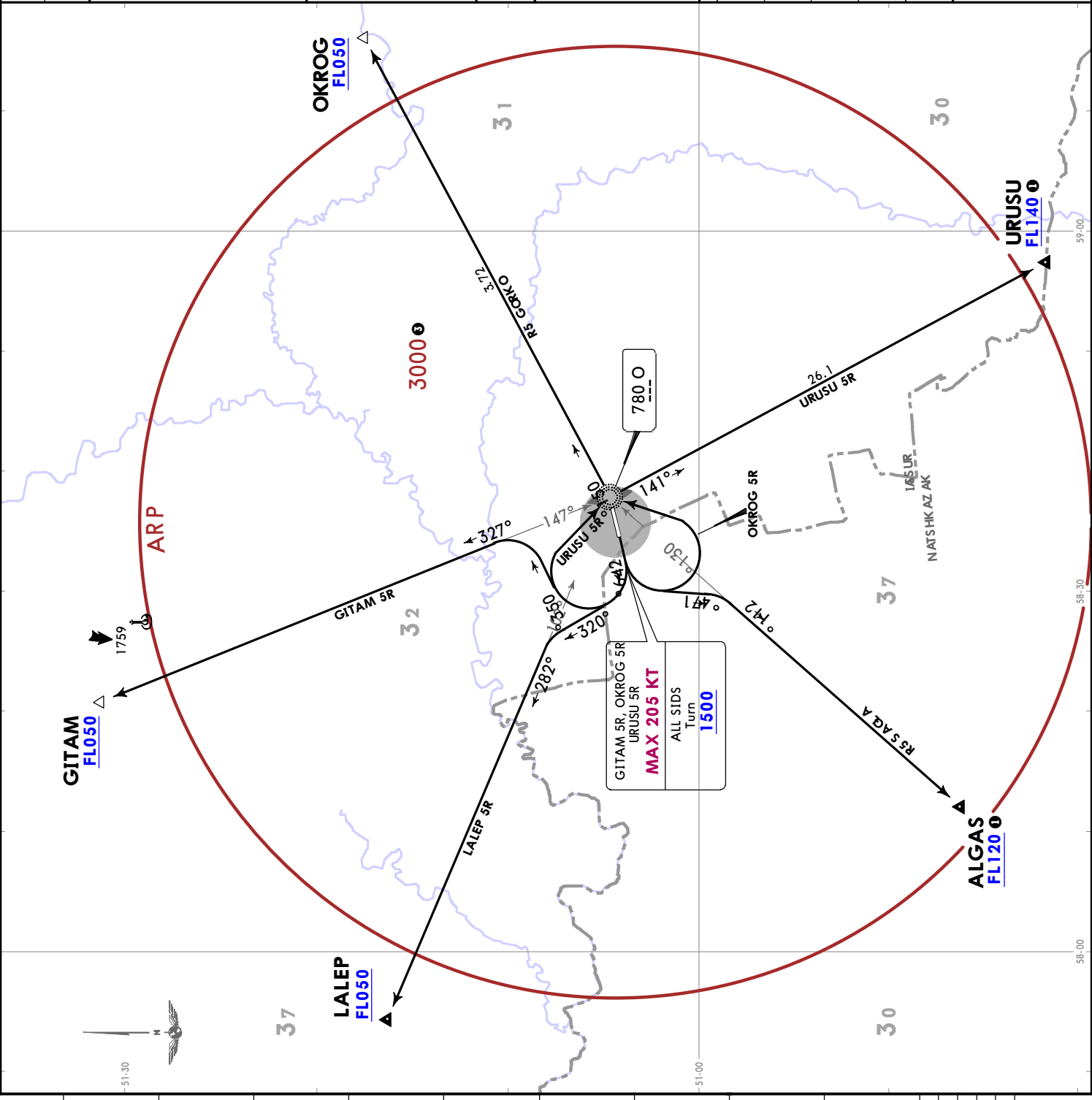
These SIDs require minimum climb gradients of

- ALGAS 5R: 7.5% up to FL120 ②
- URUSU 5R: 5.5% up to FL140 ②

due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

SID	ROUTING
ALGAS 5R	Climb on 246° track to at or above 1500, turn LEFT, 174° track, intercept 211° brg from O to ALGAS.
GITAM 5R	Climb on 246° track to at or above 1500, turn RIGHT, 053° track, intercept 327° brg from O to GITAM.
LALEP 5R	Climb on 246° track to at or above 1500, turn RIGHT, 320° track, intercept 282° brg from O to LALEP.
OKROG 5R	Climb on 246° track to at or above 1500, turn LEFT to O, 051° brg from O to OKROG.
URUSU 5R	Climb on 246° track to at or above 1500, turn RIGHT to O, 141° brg from O to URUSU.



ORSK Tower
 122.7
 Apt Elev
 909

Trans alt: 3000 QNH (QFE on request)
 1. DME required.
 2. Turn before DER is prohibited.

ALGAS 5Z [ALGA5Z]
GITAM 5Z [GITA5Z]
LALEP 5Z [LALE5Z]
OKROG 5Z [OKRO5Z]
URUSU 5Z [URUS5Z]

DEPARTURES
(RWY 07)

- ① Lower FL are available by coordination with ORSK Tower.
- ② When FL below FL120 are prohibited for passing ALGAS and FL below FL140 are prohibited for passing URUSU.
- ③ for surface air temperature at ARP -32.4°C

FEET	METERS
QNH (QFE)	3000 (650)
LOST COMMS	LOST COMMS
LOST COMMS	LOST COMMS

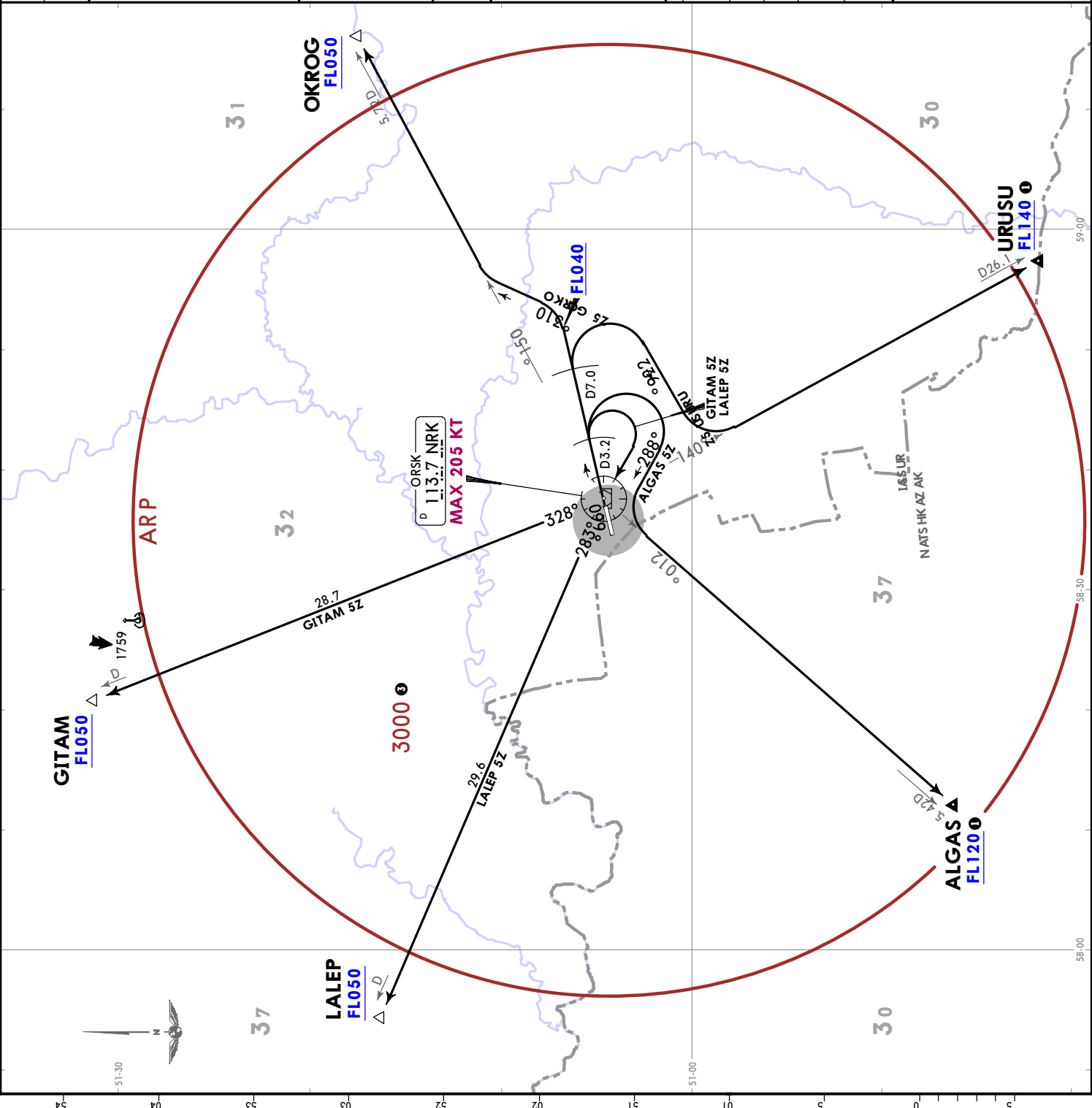
Refer to 10-IP pages.

These SIDs require minimum climb gradients of

ALGAS 5Z: 4.5% up to FL120
URUSU 5Z: 5.6% up to FL140
 due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.6% V/V (fpm)	425	567	851	1134	1418	1701

SID	ROUTING
ALGAS 5Z	Climb on 066° track to D3.2 NRK, turn RIGHT, 288° track, intercept NRK R210 to ALGAS.
GITAM 5Z	Climb on 066° track to D3.2 NRK, turn RIGHT to NRK, NRK R328 to GITAM.
LALEP 5Z	Climb on 066° track to D3.2 NRK, turn RIGHT to NRK, NRK R253 to LALEP.
OKROG 5Z	Climb on 066° track to FL040 or above, turn LEFT, 013° track, intercept NRK R051 to OKROG.
URUSU 5Z	Climb on 066° track to D7.0 NRK, turn RIGHT, 229° track, intercept NRK R140 to URUSU.



ORSK Tower
 122.7
 Apt Elev
 909

Trans alt: 3000 QNH (QFE on request)
 1. DME required.
 2. Turn before DER is prohibited.

ALGAS 5Y [ALGA5Y]
GITAM 5Y [GITA5Y]
LALEP 5Y [LALE5Y]
OKROG 5Y [OKRO5Y]
URUSU 5Y [URUS5Y]
DEPARTURES
(RWY 25)

- 1 Lower FL are available by coordination with ORSK Tower.
- 2 When FL below FL120 are prohibited for passing ALGAS and FL below FL140 are prohibited for passing URUSU.
- 3 for surface air temperature at ARP -32.4°C

FEET METERS	
QNH (QFE)	QNH (QFE)
3000 (650)	1500 (195)
1500 (195)	3000 (650)

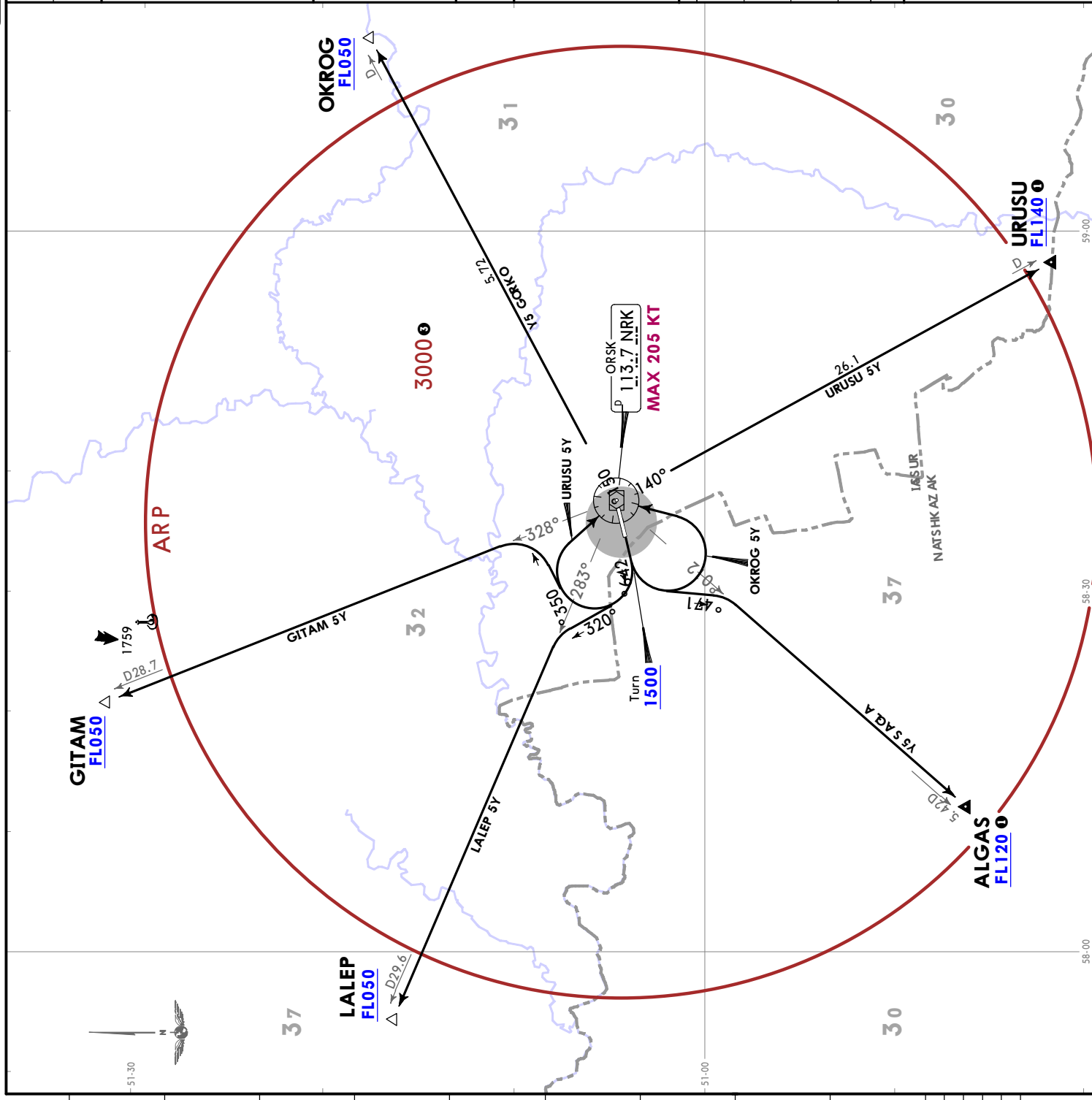
Refer to 10-IP pages. LOST
 LOST COMMS LOST COMMS

These SIDs require minimum climb gradients of

ALGAS 5Y: 7.7% up to FL120
URUSU 5Y: 5.5% up to FL140
 due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

SID	ROUTING
ALGAS 5Y	Climb on 246° track to at or above 1500, turn LEFT, 174° track, intercept NRR R210 to ALGAS.
GITAM 5Y	Climb on 246° track to at or above 1500, turn RIGHT, 053° track, intercept NRR 328 to GITAM.
LALEP 5Y	Climb on 246° track to at or above 1500, turn RIGHT, 320° track, intercept NRR R283 to LALEP.
OKROG 5Y	Climb on 246° track to at or above 1500, turn LEFT to NRR, NRR R051 to OKROG.
URUSU 5Y	Climb on 246° track to at or above 1500, turn RIGHT to NRR, NRR R140 to URUSU.



UWOR/OSW

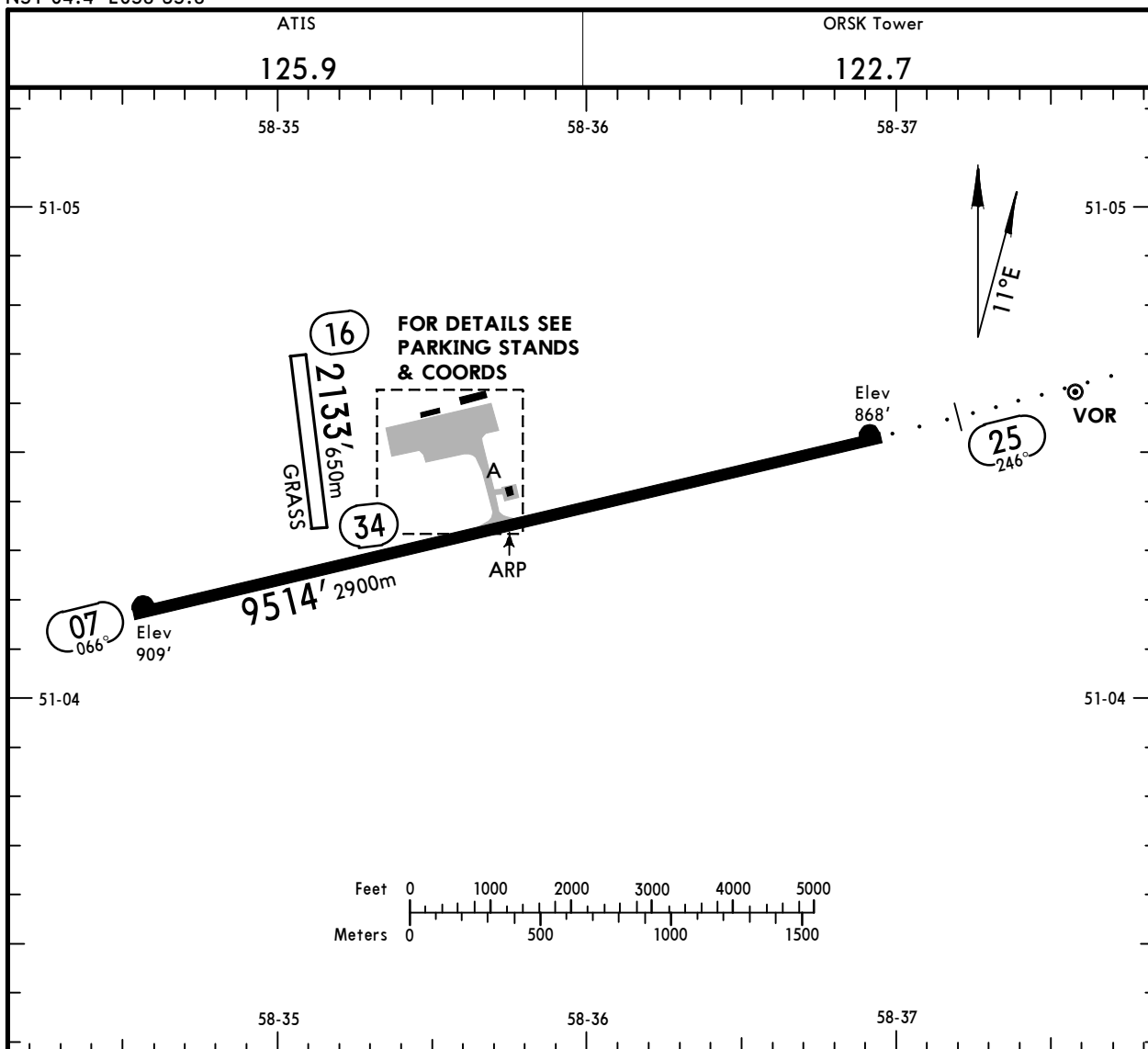
Apt Elev **909'**
N51 04.4 E058 35.8

JEPPESEN

25 OCT 24 **(10-9)** Eff 31 Oct

ORSK, RUSSIA

ORSK



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING BEYOND		Threshold	Glide Slope		
07	RL (60m)		RVR		①	8300' 2530m	②	138'
25	RL (60m)	ALS PAPI-L (angle 2.67°)	RVR			8481' 2585m		42m
16								197'
34								60m

① In Low visibility conditions: NA.

② TAKE-OFF RUN AVAILABLE

RWY 07: From rwy head 9514' (2900m)
twy A int 4820' (1469m) ③

RWY 25: From rwy head 9514' (2900m)
twy A int 4695' (1431m) ③

③ CAT A ACFT and helicopter only.

Std		TAKE-OFF			
RL & RCLM	RL	RL & RCLM	Adequate Vis Ref		
DAY	NIGHT	DAY	DAY	NIGHT	
R300m		R400m		R/V500m	NA

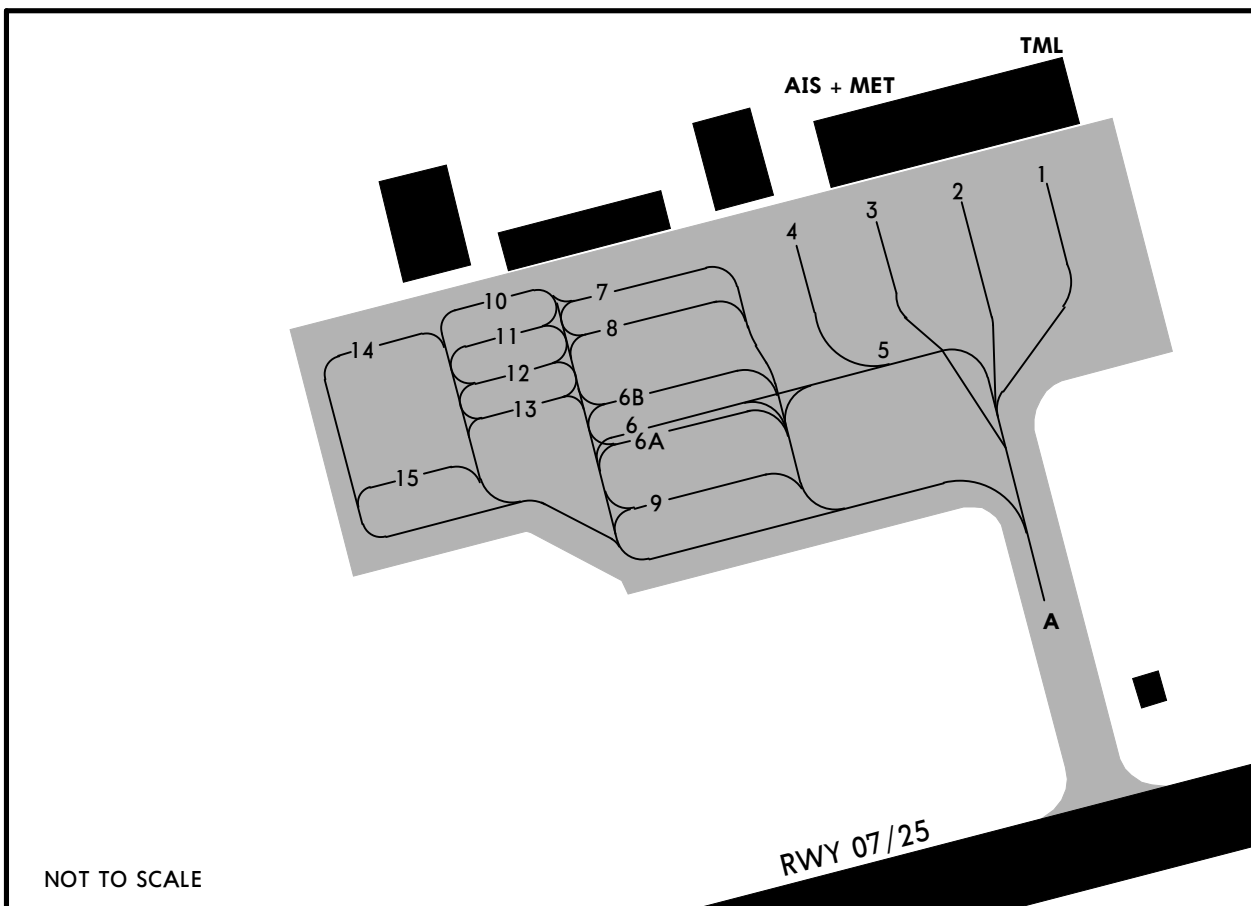
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ORSK, RUSSIA

25 OCT 24 (10-9A) Eff 31 Oct

ORSK



NOT TO SCALE

INS COORDINATES

STAND No.	COORDINATES
1	N51 04.6 E058 35.7
2, 3, 4	N51 04.6 E058 35.6
5	N51 04.5 E058 35.6
6 thru 6B	N51 04.5 E058 35.5
7	N51 04.6 E058 35.5
8, 9	N51 04.5 E058 35.5
10	N51 04.6 E058 35.4
11 thru 15	N51 04.5 E058 35.4

UWOR/OSW

JEPESEN
14 FEB 25 **10-9S** Eff 20 Feb

EASA AIR OPS
ORSK, RUSSIA
ORSK

STRAIGHT-IN RWY		A	B	C	D
07	ILS Z, Y or X	1109' (200') R1200m	1109' (200') R1200m	1110' (201') R1200m	1120' (211') R1200m
	GLS	1109' (200') R1200m	1109' (200') R1200m	1110' (201') R1200m	1120' (211') R1200m
	① LOC Z, Y or X	1360' (451') R1500m	1360' (451') R1500m	1360' (451') R2100m	1360' (451') R2100m
	RNP LNAV/VNAV	1159' (250') R1300m	1159' (250') R1300m	1159' (250') R1300m	1159' (250') R1300m
	①RNP LNAV	1370' (461') R1500m	1370' (461') R1500m	1370' (461') R2200m	1370' (461') R2200m
	①VOR	1410' (501') R1500m	1410' (501') R1500m	1410' (501') R2400m	1410' (501') R2400m
	①NDB	1360' (451') R1500m	1360' (451') R1500m	1360' (451') R2100m	1360' (451') R2100m
	①NDB Y	1700' (791') R1500m	1700' (791') R1500m	1700' (791') R2400m	1700' (791') R2400m
	①NDB X	1410' (501') R1500m	1410' (501') R1500m	1410' (501') R2400m	1410' (501') R2400m
	25	ILS Z, Y or X	1068' (200') R1000m	1073' (205') R1000m	1082' (214') R1000m
ALS out		R1200m	R1200m	R1200m	R1200m
GLS		1068' (200') R1000m	1073' (205') R1000m	1081' (213') R1000m	1091' (223') R1000m
ALS out		R1200m	R1200m	R1200m	R1200m
① LOC Z, Y or X		1120' (252') R1100m	1120' (252') R1100m	1120' (252') R1100m	1120' (252') R1100m
ALS out		R1300m	R1300m	R1300m	R1300m
RNP LNAV/VNAV ALS out		1118' (250') R1000m R1300m	1118' (250') R1000m R1300m	1118' (250') R1000m R1300m	1138' (270') R1100m R1300m
①RNP LNAV ALS out		1130' (262') R1100m R1300m	1130' (262') R1100m R1300m	1130' (262') R1100m R1300m	1130' (262') R1100m R1300m
①VOR ALS out		1130' (262') R1100m R1300m	1130' (262') R1100m R1300m	1130' (262') R1100m R1300m	1130' (262') R1100m R1300m
① NDB Z or X ALS out		1220' (352') R1400m R1500m	1220' (352') R1400m R1500m	1220' (352') R1400m R1600m	1220' (352') R1400m R1600m
① NDB Y ALS out		1290' (422') R1500m R1500m	1290' (422') R1500m R1500m	1290' (422') R1800m R2000m	1290' (422') R1800m R2000m

① Continuous Descent Final Approach.

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JEPPESEN
 14 FEB 25 **(10-9S)** Eff 20 Feb

EASA AIR OPS
ORSK, RUSSIA
 ORSK

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1310' (401')	1410' (501')	1630' (721')	1660' (751')
After ILS Z, Y or X, LOC Z, Y or X or NDB 07	1360' (451')	1410' (501')	1630' (721')	1660' (751')
After RNP or NDB Z 07	1370' (461')	1410' (501')	1630' (721')	1660' (751')
After NDB Y 07	1700' (791')	1700' (791')	1700' (791')	1700' (791')
After VOR or X RWY 07	1410' (501')	1410' (501')	1630' (721')	1660' (751')
	① V1500m	V1600m	V2400m	V3600m

① or higher minimums of preceding straight-in approach.

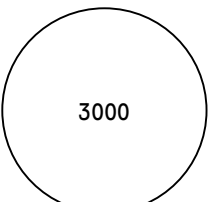
TAKE-OFF

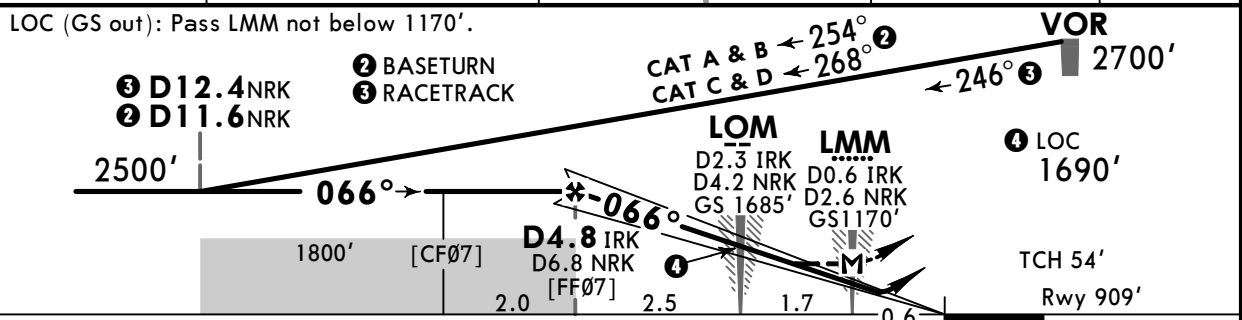
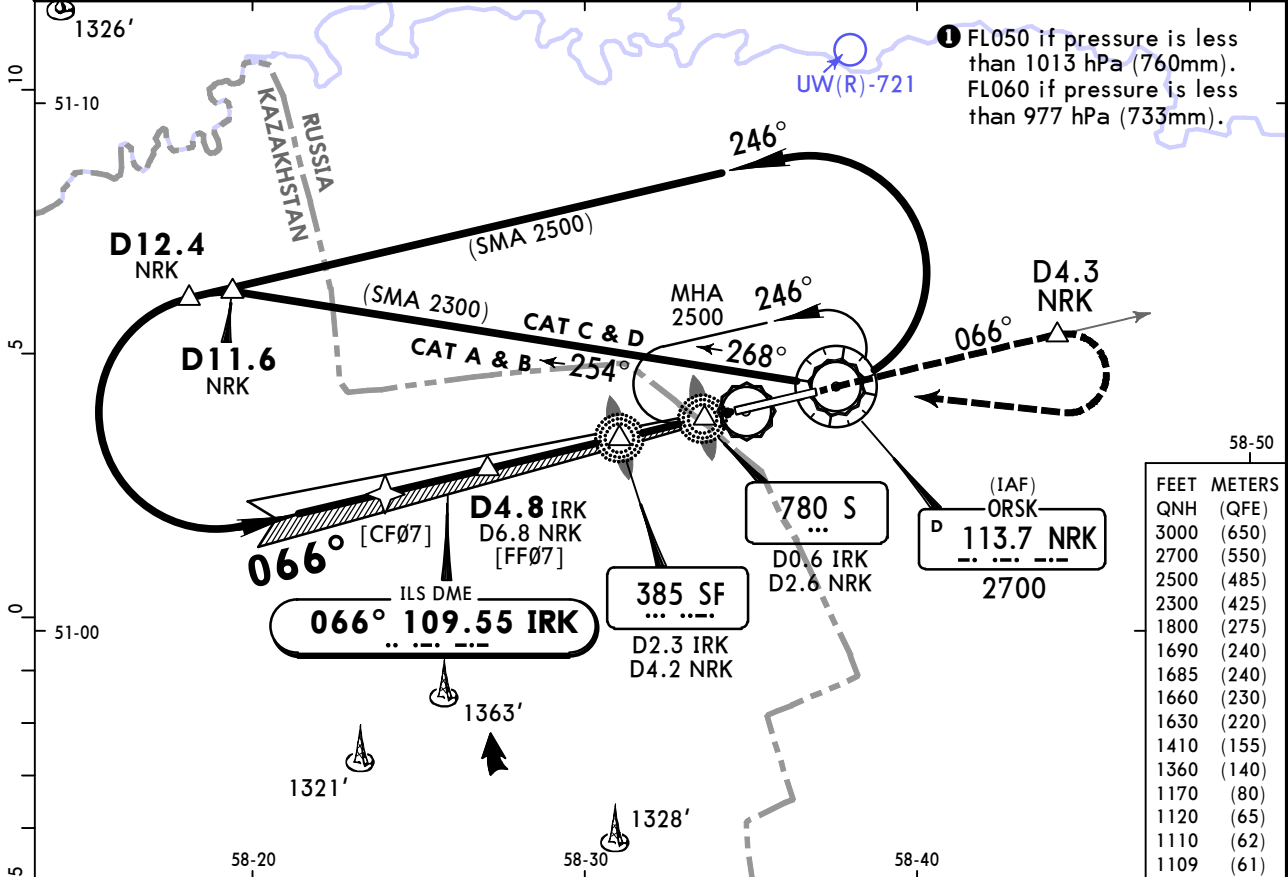
Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required				DAY	NIGHT
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

UWOR/OSW ORSK

JEPPESEN
14 FEB 25
Eff 20 Feb (11-2)

ORSK, RUSSIA ILS Y or LOC Y Rwy 07

ATIS 125.9			ORSK Tower 122.7		 <p>3000</p> <p>MSA ARP is computed for surface air temperature at apt -32.4°C</p>
LOC IRK 109.55	Final Apch Crs 066°	D4.8 IRK 2500' (1591')	ILS DA(H) Refer to Minimums	Apt Elev 909' Rwy 909'	
MISSED APCH: Climb STRAIGHT AHEAD on R-066 NRK to D4.3 NRK, turn RIGHT (MAX 215 KT) to VOR climbing to 2700' or above, then proceed according to chart or to join holding, or as directed. Turn before passing MAP is prohibited.					
Alt Set: hPa (MM on req) Rwy Elev: 33 hPa Trans level: FL040 ① Trans alt: 3000' 1. DME required. 2. ILS DME reads zero at rwy 07 threshold.					



Gnd speed-Kts	70	90	100	120	140	160	D4.3 NRK on 113.7 NRK R-066°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at LMM/Timing not authorized for defining MAP							

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS	LOC (GS out)	Max KT	MDA(H)
A	AB: 1109' (200') DA(H) C: 1110' (201') D: 1120' (211')	CDFA ① DA/MDA(H) 1360' (451')	100	1360' (451') V1500m
B	R1200m	R1500m	135	1410' (501') V1600m
C			180	1630' (721') V2400m
D			205	1660' (751') V3600m

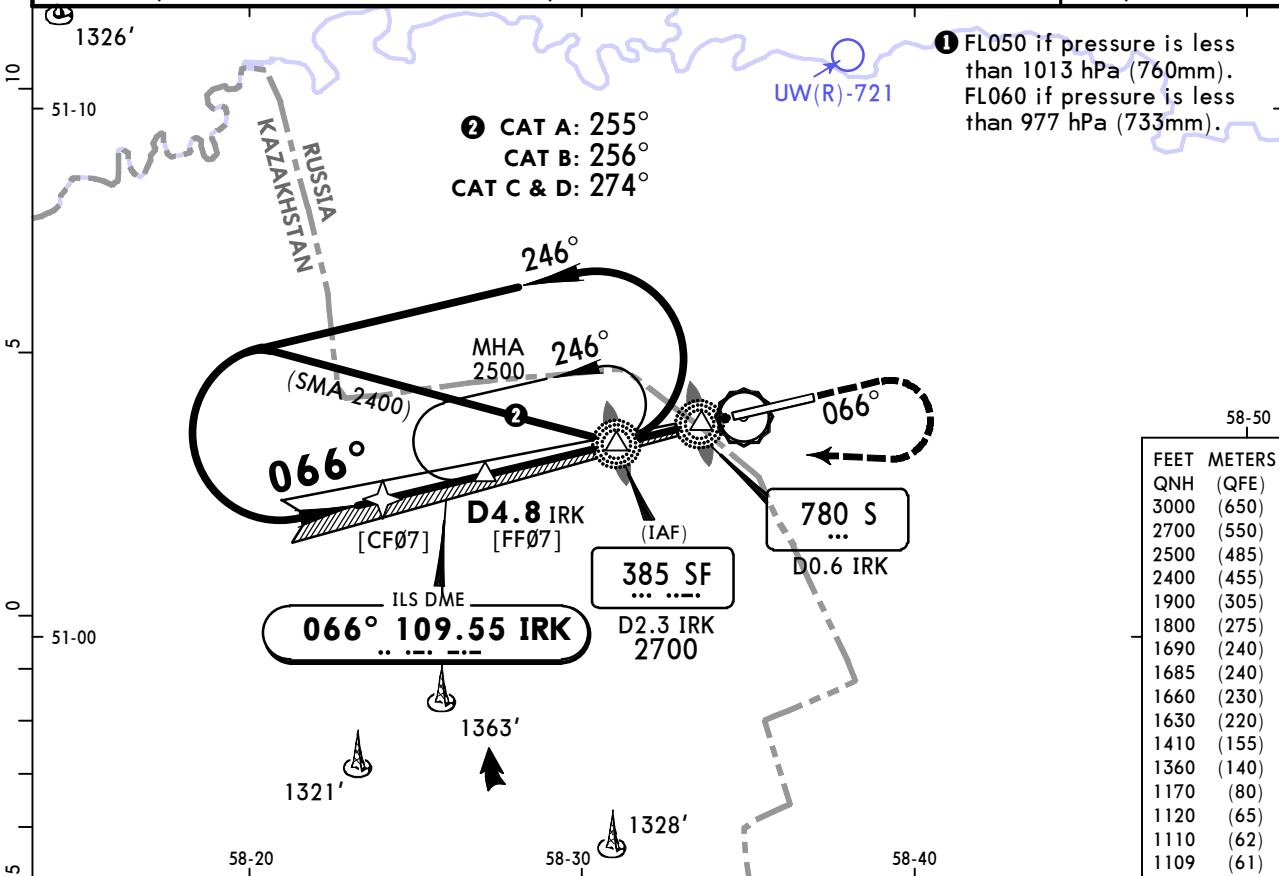
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWOR/OSW
ORSK

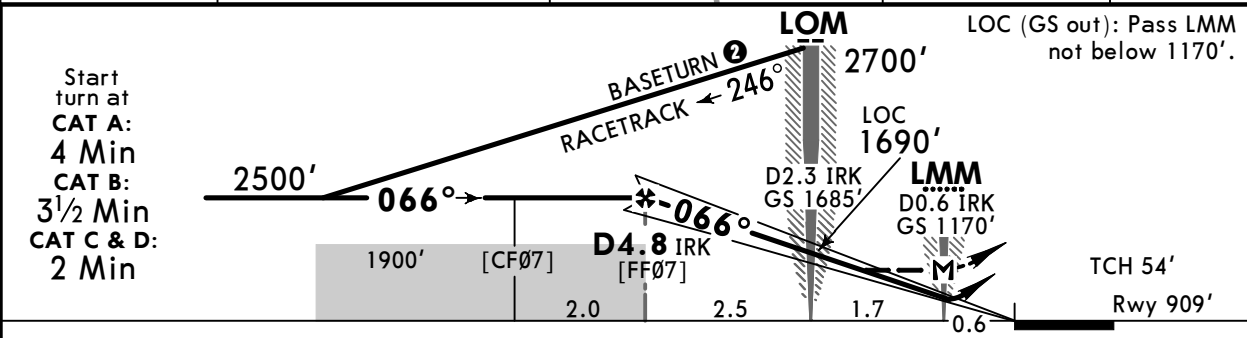
JEPPESEN
14 FEB 25
Eff 20 Feb **(11-3)**

ORSK, RUSSIA
ILS X or LOC X Rwy 07

ATIS 125.9			ORSK Tower 122.7		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> 3000 </div> <p>MSA ARP is computed for surface air temperature at apt -32.4°C</p>
LOC IRK 109.55	Final Apch Crs 066°	D4.8 IRK 2500' (1591')	ILS DA(H) Refer to Minimums	Apt Elev 909' Rwy 909'	
MISSED APCH: Climb STRAIGHT AHEAD to 1800' or above, turn RIGHT (MAX 240 KT) to SF NDB climbing to 2700' or above, then proceed according to chart or to join holding, or as directed. Turn before passing MAP is prohibited.					
Alt Set: hPa (MM on req) Rwy Elev: 33 hPa Trans level: FL040 1 Trans alt: 3000'					
1. DME required. 2. ILS DME reads zero at rwy 07 threshold.					



FEET	METERS
3000	(650)
2700	(550)
2500	(485)
2400	(455)
1900	(305)
1800	(275)
1690	(240)
1685	(240)
1660	(230)
1630	(220)
1410	(155)
1360	(140)
1170	(80)
1120	(65)
1110	(62)
1109	(61)



Gnd speed-Kts	70	90	100	120	140	160	MIN 1800' ↑	SF 385 RT	240 KT MAX
ILS GS or	3.00°	372	478	531	637	743			
LOC Descent Angle									
MAP at LMM/Timing not authorized for defining MAP									

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS	LOC (GS out)	Max KT	MDA(H)
Std	AB: 1109' (200') DA(H) C: 1110' (201') D: 1120' (211')	CDFA 1 DA/MDA(H) 1360' (451')		
A	R1200m	R1500m	100	1360' (451') V1500m
B			135	1410' (501') V1600m
C			180	1630' (721') V2400m
D			205	1660' (751') V3600m

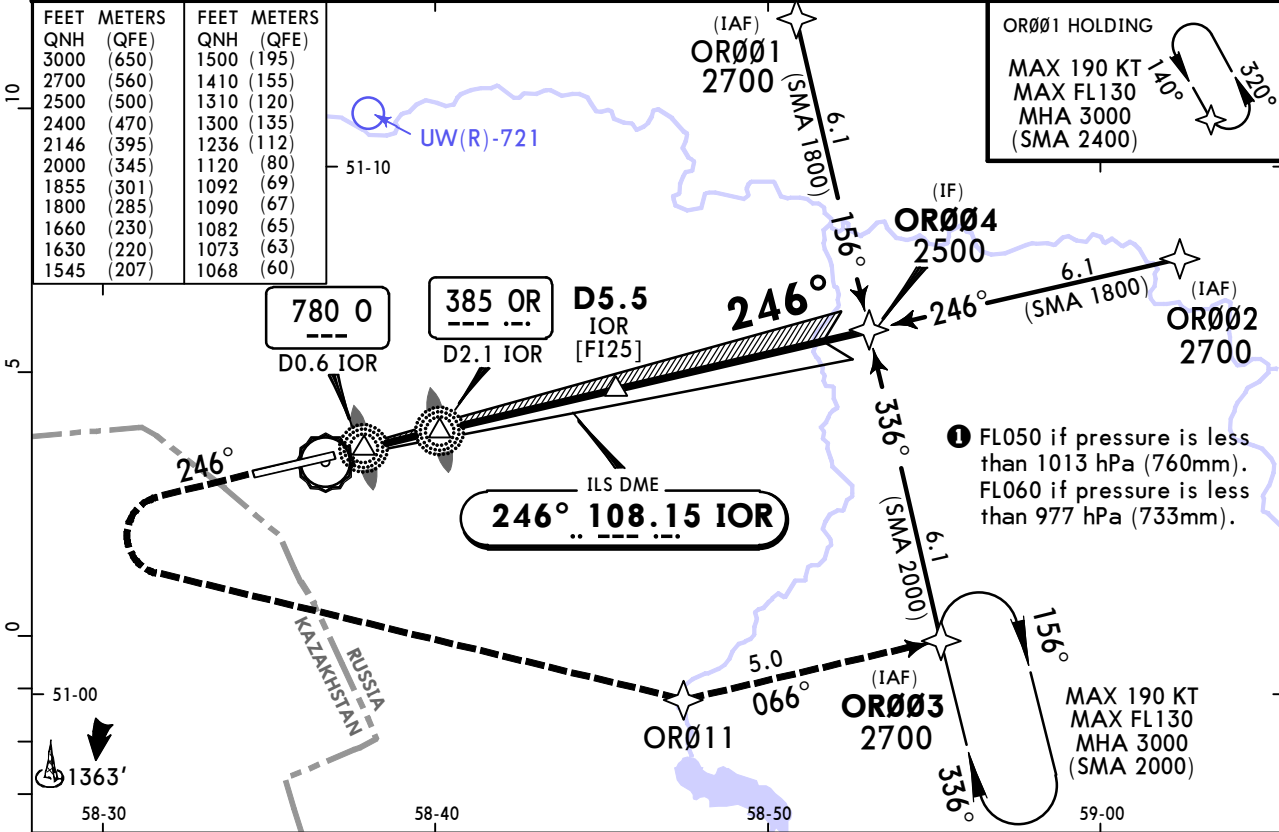
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
CHANGES: Notes. © JEPPESEN, 2020, 2025. ALL RIGHTS RESERVED.

UWOR/OSW ORSK

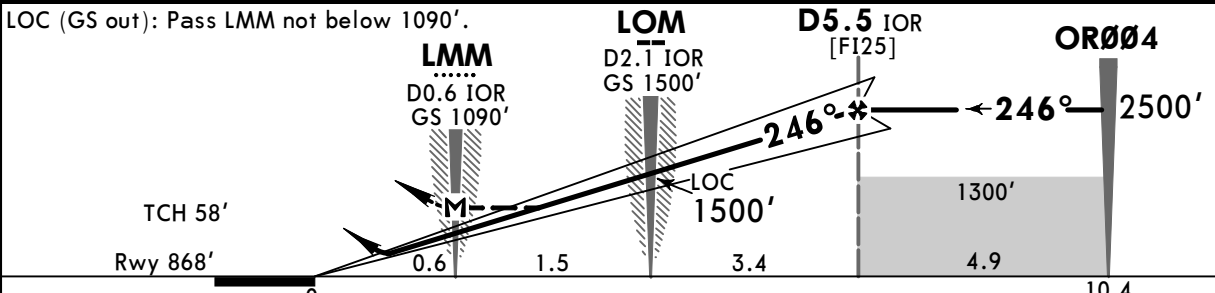
JEPPESEN
14 FEB 25
Eff 20 Feb (11-4)

ORSK, RUSSIA ILS Z or LOC Z Rwy 25

ATIS 125.9			ORSK Tower 122.7		3000 MSA ARP is computed for surface air temperature at apt -32.4°C
LOC IOR 108.15	Final Apch Crs 246°	D5.5 IOR 2500' (1632')	ILS DA(H) Refer to Minimums	Apt Elev 909' Rwy 868'	
MISSED APCH: Climb on track 246° to 1500' or above, then turn LEFT (MAX 240 KT) to ORØ11, then to ORØØ3 climbing to 2700' or above. Turn before passing MAP is prohibited.					
Alt Set: hPa (MM on req) Rwy Elev: 31 hPa Trans level: FL040 ① Trans alt: 3000'					
RNAV 1 for initial and missed approach.					
1. DME required. 2. GNSS required. 3. ILS DME reads zero at rwy 25 threshold.					



IOR DME	1.1	2.2	3.2	4.3
ALTITUDE	1236'	1545'	1855'	2164'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 1500' on 246°
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669	
MAP at LMM/D0.6 IOR/Timing not authorized for defining MAP							

PANS OPS	ILS		STRAIGHT-IN LANDING LOC (GS out)		CIRCLE-TO-LAND	
	DA(H) A: 1068' (200') C: 1082' (214') B: 1073' (205') D: 1092' (224')		CDFA ① DA/MDA(H) 1120' (252')		Max KT MDA(H)	
A					100	1310' (401') V1500m
B	R1000m	R1200m	R1100m	R1300m	135	1410' (501') V1600m
C					180	1630' (721') V2400m
D					205	1660' (751') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
CHANGES: Missed apch, ILS DME, notes, minimums. © JEPPESEN, 2019, 2025. ALL RIGHTS RESERVED.

UWOR/OSW ORSK

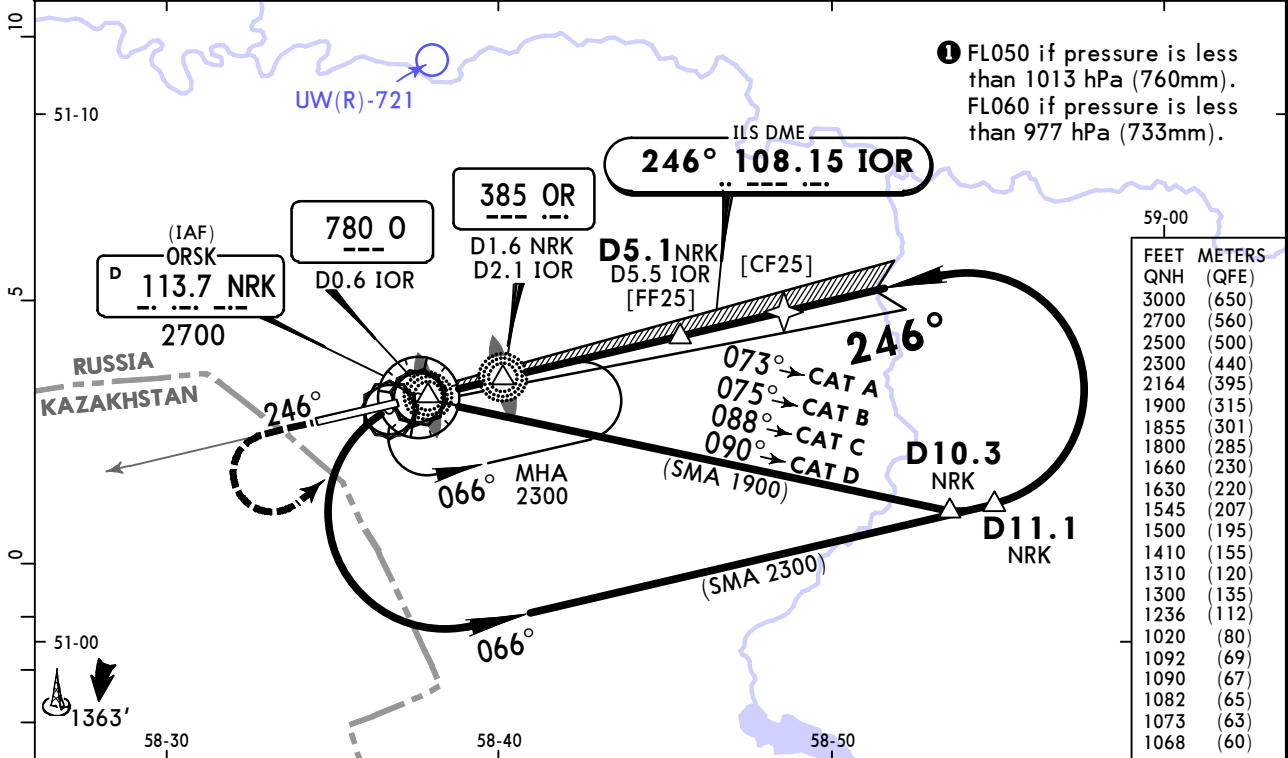
JEPPESEN
14 FEB 25
Eff 20 Feb **(11-5)**

ORSK, RUSSIA ILS Y or LOC Y Rwy 25

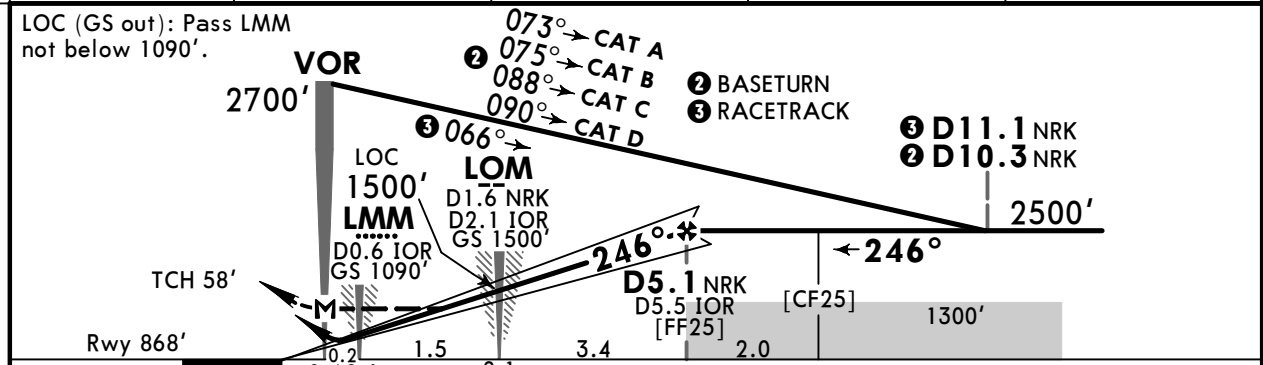
ATIS 125.9		ORSK Tower 122.7		
LOC IOR 108.15	Final Apch Crs 246°	D5.1 NRK 2500' (1632')	ILS DA(H) Refer to Minimums	Apt Elev 909' Rwy 868'
MISSED APCH: Climb on track 246° to 1800' or above, then turn LEFT (MAX 205 KT) to VOR climbing to 2700' or above. Turn before passing MAP is prohibited.				
Alt Set: hPa (MM on req) Rwy Elev: 31 hPa Trans level: FL040 1 Trans alt: 3000'				
1. DME required. 2. ILS DME reads zero at rwy 25 threshold.				

3000

MSA ARP is computed for surface air temperature at apt -32.4°C



IOR DME	1.1	2.2	3.2	4.3
ALTITUDE	1236'	1545'	1855'	2164'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	MIN 1800' on 246°
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669		

MAP at VOR/Timing not authorized for defining MAP

PANS OPS	ILS		STRAIGHT-IN LANDING LOC (GS out)		CIRCLE-TO-LAND	
	DA(H)	ALS out	DA(H)	ALS out	Max KT	MDA(H)
A	A: 1068' (200') B: 1073' (205')	R1000m	C: 1082' (214') D: 1092' (224')	R1200m	100	1310' (401') V1500m
B					135	1410' (501') V1600m
C					180	1630' (721') V2400m
D					205	1660' (751') V3600m

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

UWOR/OSW
ORSK

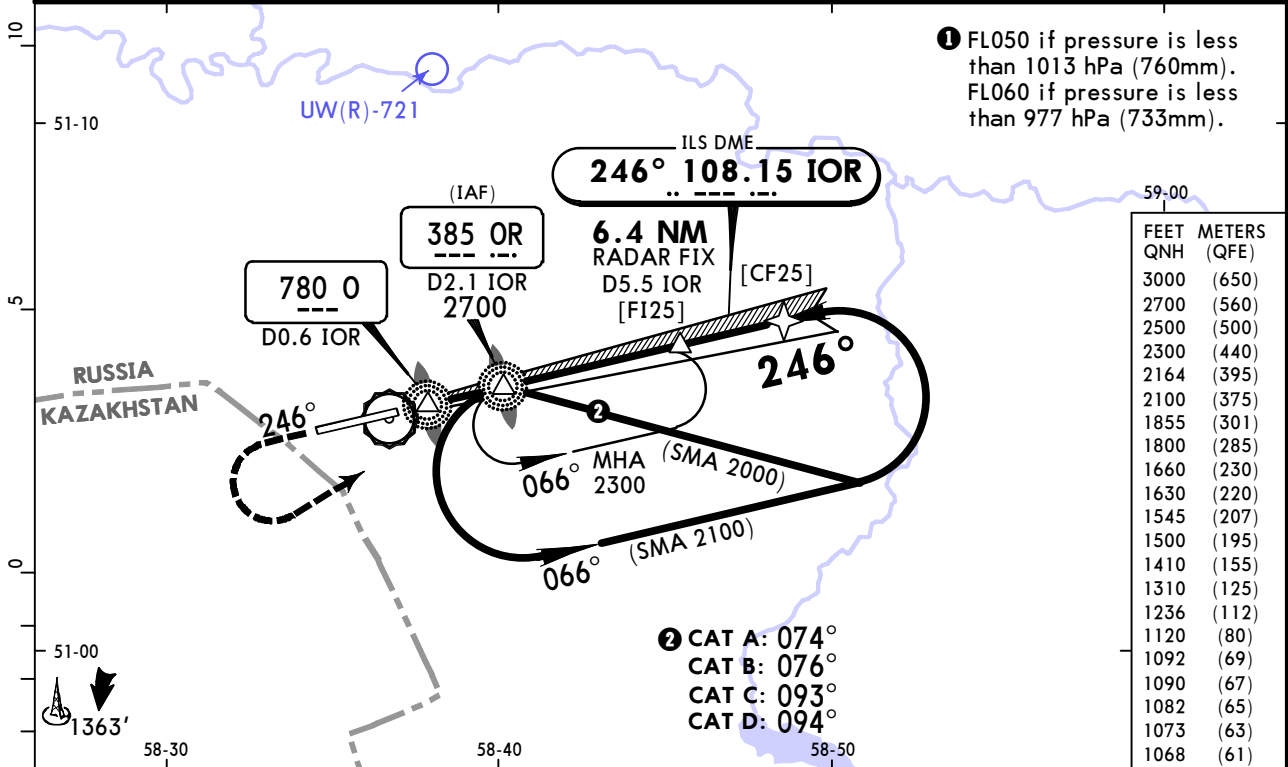
JEPPESEN
14 FEB 25
Eff 20 Feb (11-6)

ORSK, RUSSIA
ILS X or LOC X Rwy 25

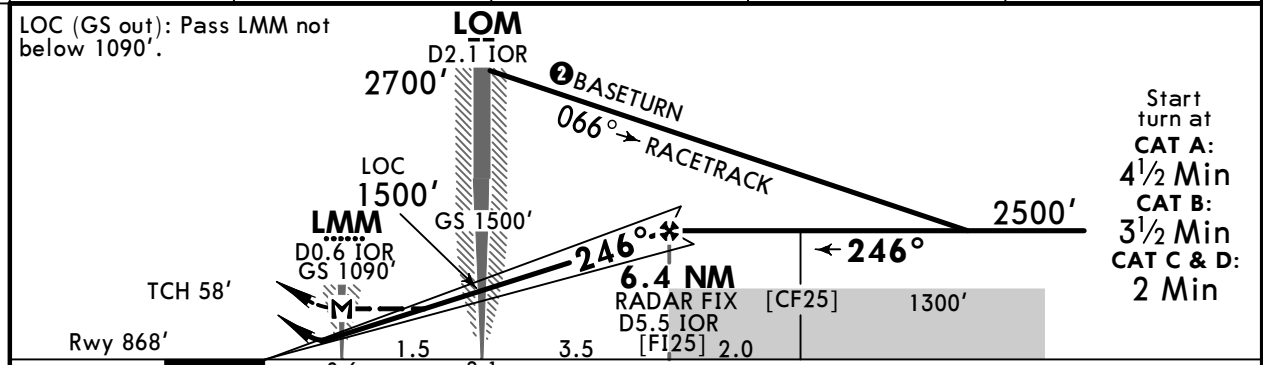
ATIS 125.9			ORSK Tower 122.7	
LOC IOR 108.15	Final Apch Crs 246°	6.4 NM RADAR FIX 2500' (1632')	ILS DA(H) Refer to Minimums	Apt Elev 909' Rwy 868'
MISSED APCH: Climb on track 246° to 1800' or above, then turn LEFT (MAX 240 KT) to LOM OR climbing to 2700' or above. Turn before passing MAP is prohibited.				
Alt Set: hPa (MM on req) Rwy Elev: 31 hPa Trans level: FL040 ① Trans alt: 3000'				
1. LOC: DME or Radar control required. 2. ILS DME reads zero at rwy 25 threshold.				

3000

MSA ARP is computed for surface air temperature at apt -32.4°C



IOR DME	1.1	2.2	3.2	4.3
ALTITUDE	1236'	1545'	1855'	2164'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI MIN 1800' on 246°
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669	

MAP at LMM/Timing not authorized for defining MAP

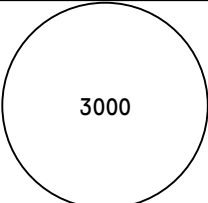
PAINS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS	LOC (GS out)	ALS out	ALS out
A	A: 1068' (200') B: 1073' (205')	C: 1082' (214') D: 1092' (224')	1120' (252')	1310' (401')
B	R1000m	R1100m	R1200m	1410' (501')
C				1630' (721')
D				1660' (751')

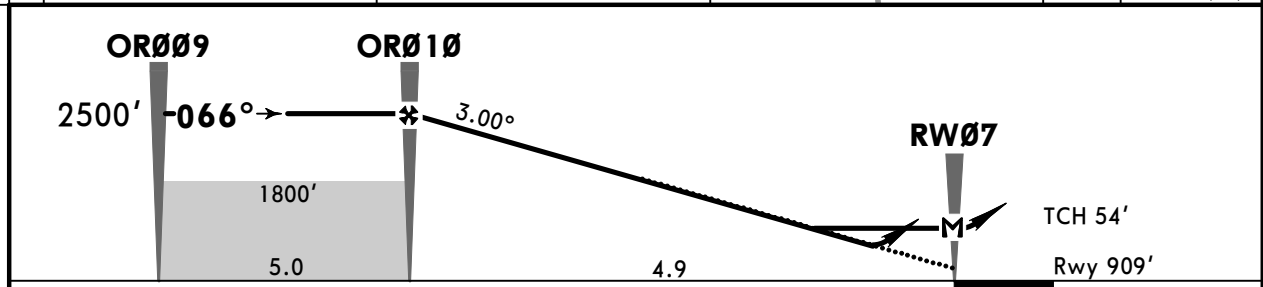
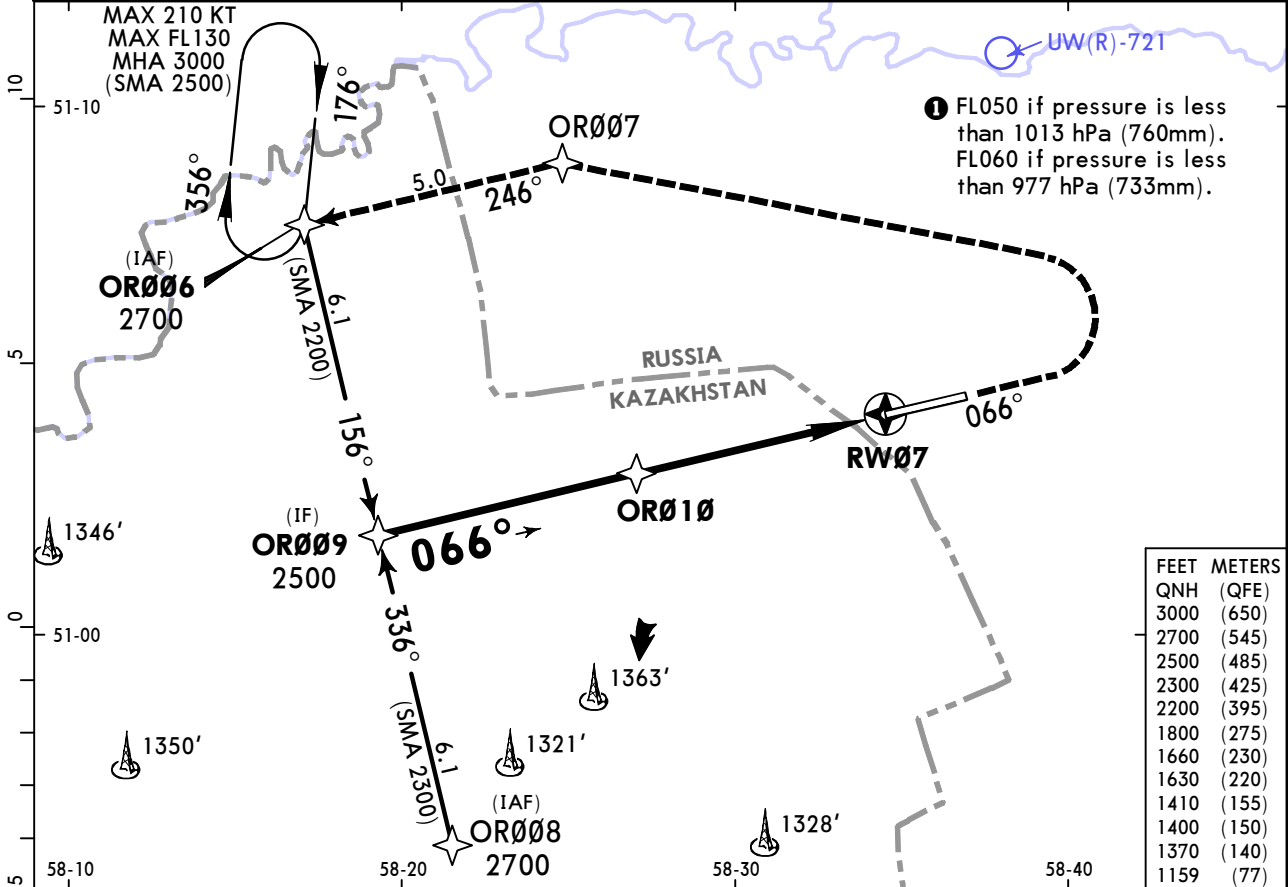
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWOR/OSW ORSK

JEPPESEN
14 FEB 25 **(12-1)** Eff 20 Feb

ORSK, RUSSIA RNP Rwy 07

ATIS 125.9			ORSK Tower 122.7		
RNAV	Final Apch Crs 066°	OR010 2500' (1591')	LNAV/VNAV DA(H) 1159' (250')	Apt Elev 909'	 <p>3000</p> <p>MSA ARP is computed for surface air temperature at apt -32.4°C</p>
MISSED APCH: Climb STRAIGHT AHEAD to 1400' or above, turn LEFT (MAX 185 KT) to OR007, then proceed to OR006 climbing to 2700' or above, then according to chart or join holding, or as directed.					
Alt Set: hPa (MM on req) Rwy Elev: 33 hPa Trans level: FL040 1 Trans alt: 3000'					
RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -25°C and above +30°C.					



Gnd speed-Kts	70	90	100	120	140	160	MIN 1400'	OR007 ← LT	185 KT MAX
Glide Path Angle	3.00°	372	478	531	637	849			

MAP at RW07/Timing not authorized for defining MAP

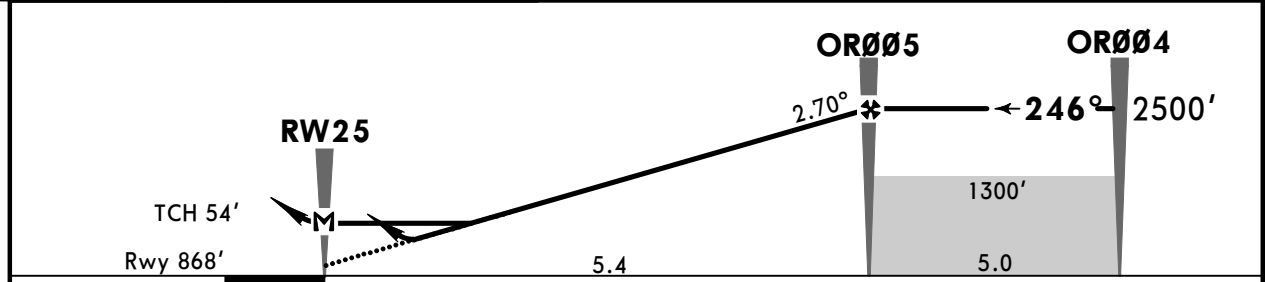
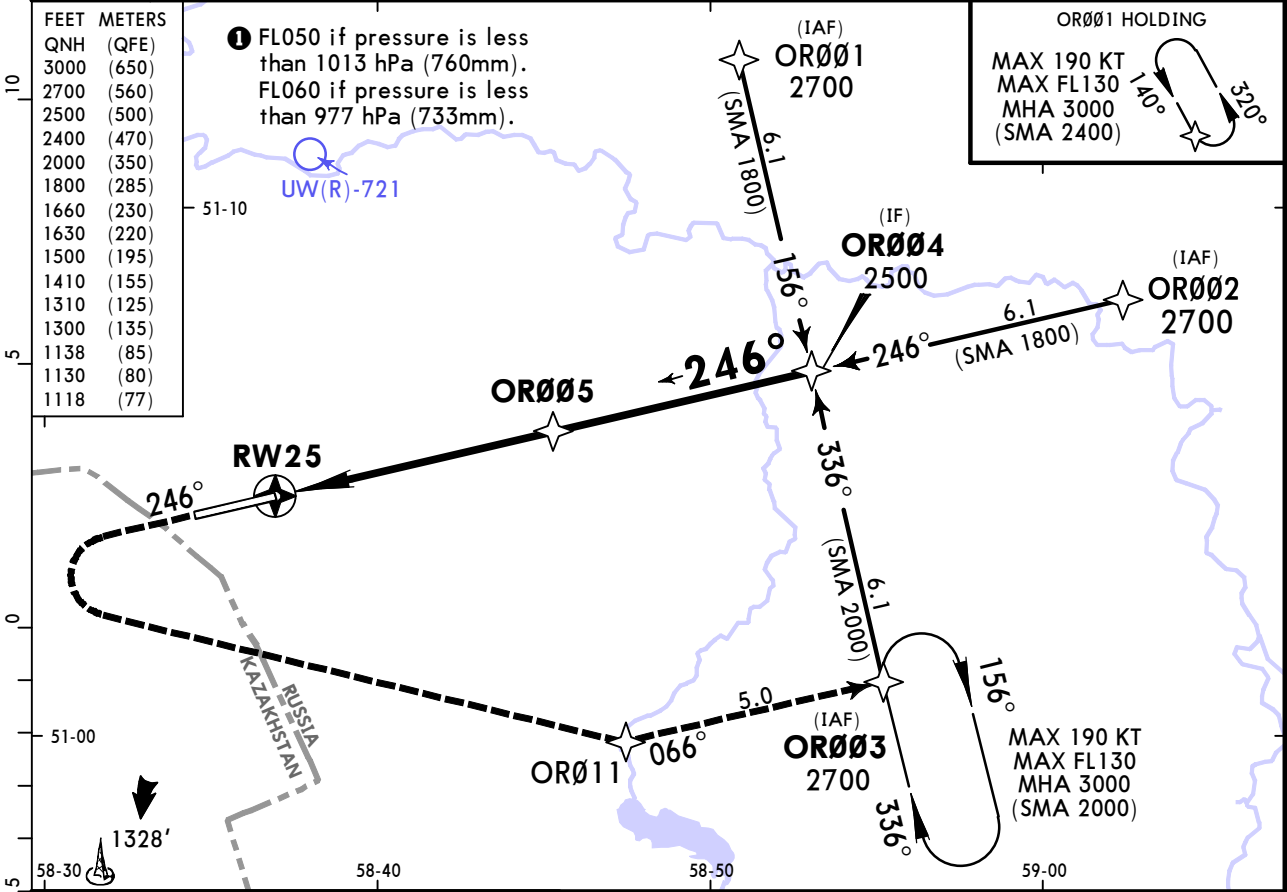
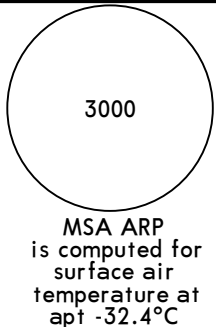
PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	LNAV/VNAV	LNAV CDFA	Max KT	MDA(H)
A	DA(H) 1159' (250')	1 DA/MDA(H) 1370' (461')	100	1370' (461') V1500m
B	R1300m	R1500m	135	1410' (501') V1600m
C			180	1630' (721') V2400m
D			205	1660' (751') V3600m

UWOR/OSW ORSK

JEPPESEN
14 FEB 25 **(12-2)** Eff 20 Feb

ORSK, RUSSIA
RNP Rwy 25

ATIS 125.9			ORSK Tower 122.7		
RNAV	Final Apch Crs 246°	OR005 2500' (1632')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 909'	Rwy 868'
MISSED APCH: Climb STRAIGHT AHEAD to 1500' or above, turn LEFT (MAX 240 KT) to OR011, then proceed to OR003 climbing to 2700' or above, then according to chart or join holding, or as directed.					
Alt Set: hPa (MM on req) Rwy Elev: 31 hPa Trans level: FL040 1 Trans alt: 3000'					
RNP apch.	1. GNSS required. 2. Baro-VNAV not authorized below -25°C and above +30°C.				



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	MIN 1500'	OR011 ←	240 KT MAX
Glide Path Angle	2.70°	334	430	478	573	764				

MAP at RW25/Timing not authorized for defining MAP

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV		CDFA	
	DA(H) ABC: 1118' (250')		DA(H) 1130' (262')		DA(H)	
	D: 1138' (270')		ALS out		ALS out	
A					Max 100	1310' (401') V1500m
B	R1000m	R1300m	R1100m	R1300m	135	1410' (501') V1600m
C					180	1630' (721') V2400m
D	R1100m				205	1660' (751') V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
CHANGES: Note. © JEPPESEN, 2020, 2025. ALL RIGHTS RESERVED.

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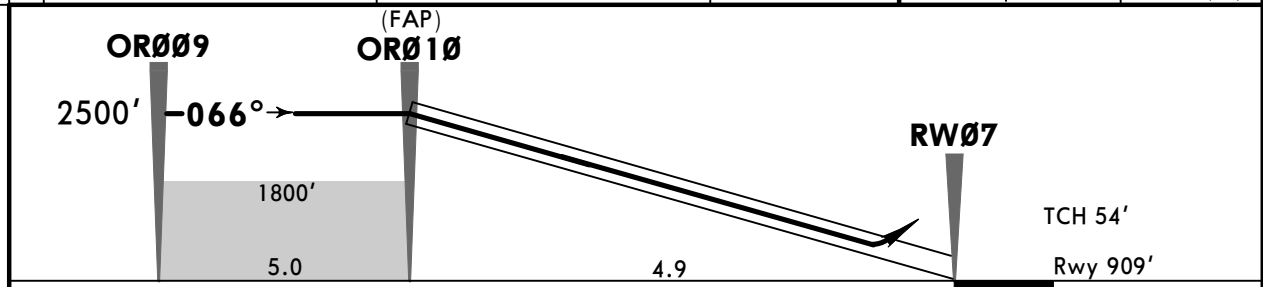
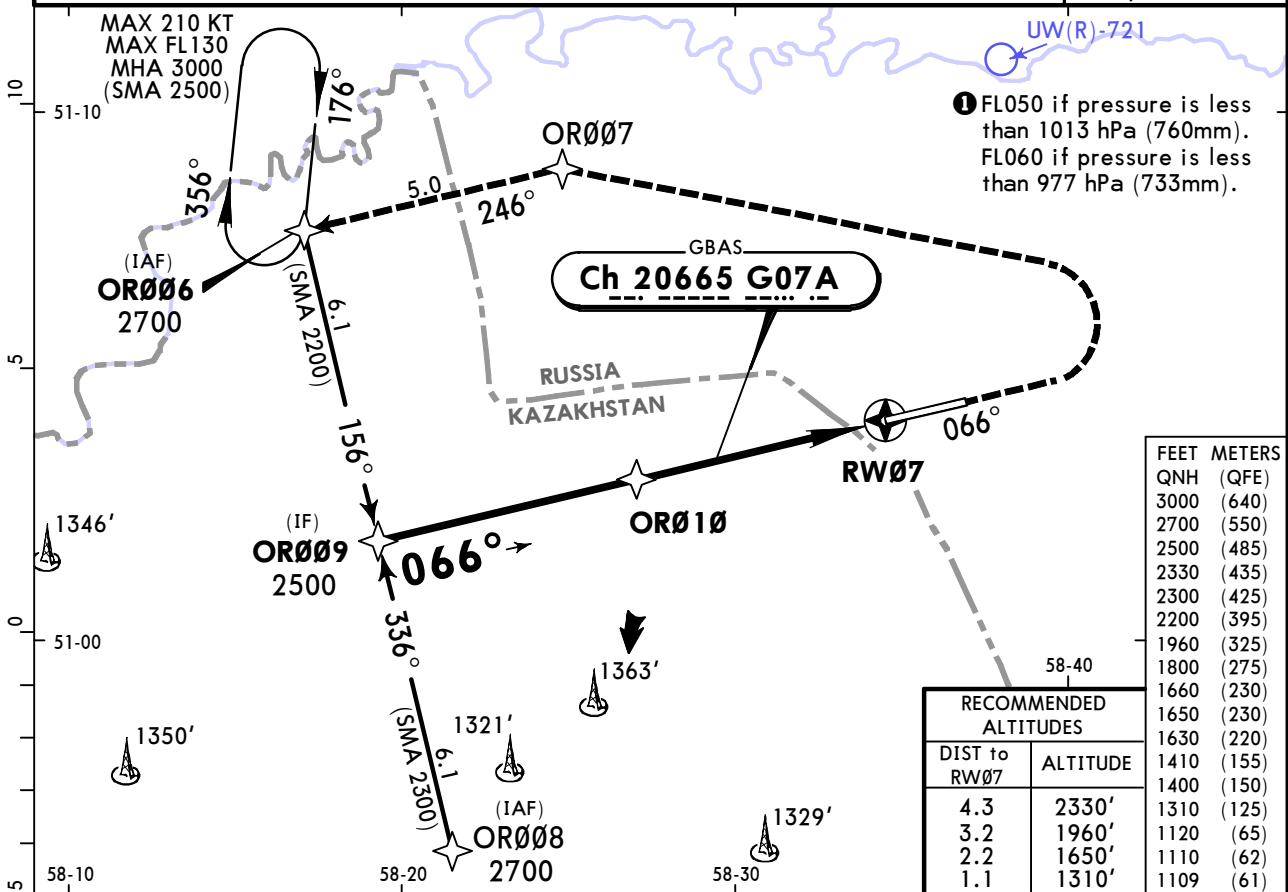
JEPPESEN
11 AUG 23 **12-40**

ORSK, RUSSIA
GLS Rwy 07

ATIS 125.9			ORSK Tower 122.7		
BRIEFING STRIP™	GBAS Ch 20665 G07A	Final Apch Crs 066°	OR010 2500' (1592')	DA(H) Refer to Miniums	Apt Elev 909' Rwy 909'
	MISSED APCH: Climb STRAIGHT AHEAD to 1400' or above, turn LEFT (MAX 185 KT) to OR007, then proceed to OR006 climbing to 2700' or above, then according to chart or join holding, or as directed.				
	Alt Set: hPa (MM on req) Rwy Elev: 33 hPa Trans level: FL040 1 Trans alt: 3000'				
	RNAV 1 for initial, intermediate and missed approach.				
GNSS required.					

3000

MSA ARP is computed for surface air temperature at apt -32.4°C



Gnd speed-Kts	70	90	100	120	140	160	MIN 1400'	OR007 ← LT	185 KT MAX
Glide Path Angle	3.00°	372	478	531	637	743			

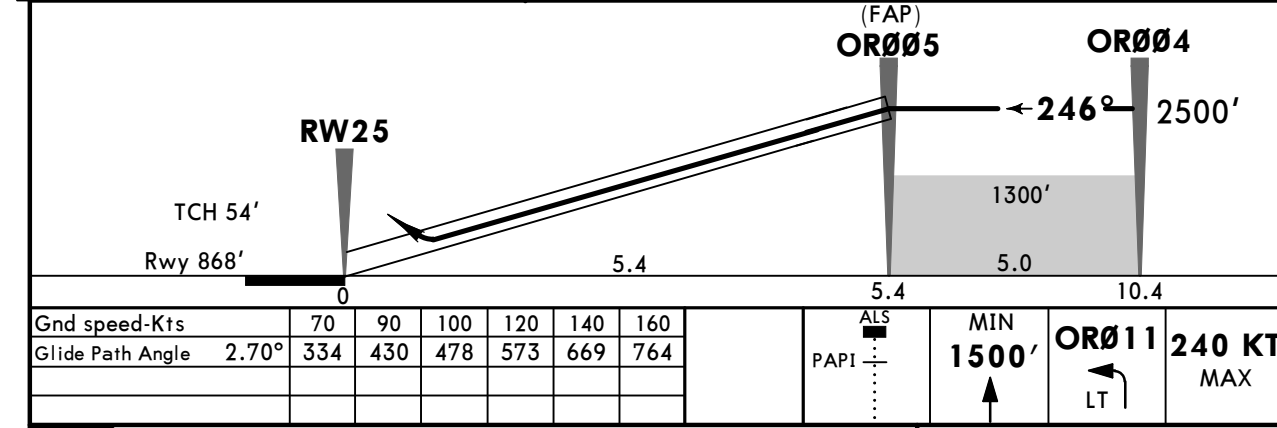
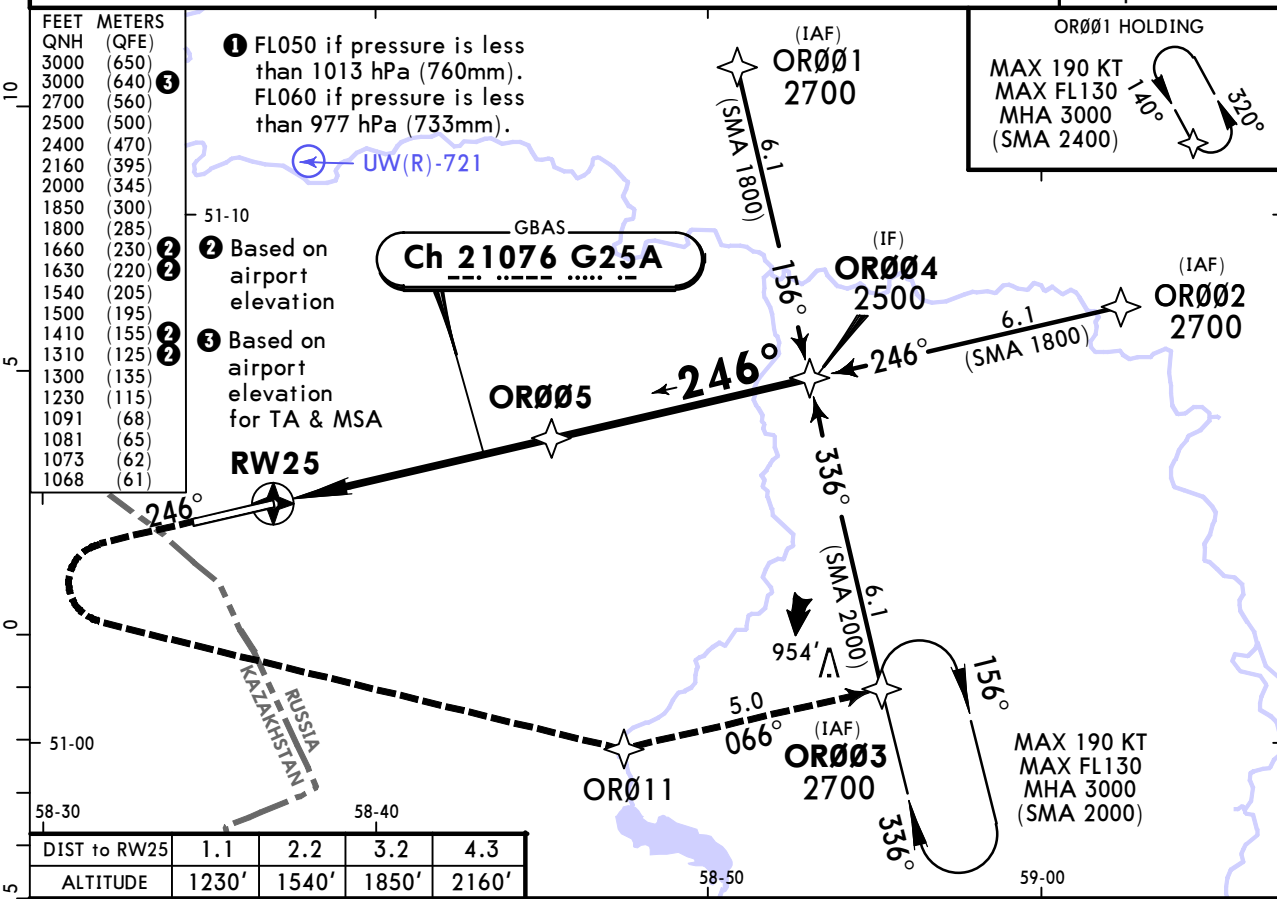
PANS OPS	Std	STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
		GLS				
		AB: 1109' (200')		Max Kts		
		DA(H) C: 1110' (201')		MDA(H)		
		D: 1120' (211')		R1200m		
A			100	1310' (401')	V1500m	
B			135	1410' (501')	V1600m	
C			180	1630' (721')	V2400m	
D			205	1660' (751')	V3600m	

UWOR/OSW ORSK

JEPPESSEN
11 AUG 23 (12-41)

ORSK, RUSSIA GLS Rwy 25

ATIS 125.9			ORSK Tower 122.7		
GBAS Ch 21076 G25A	Final Apch Crs 246°	OR005 2500' (1632')	DA(H) Refer to Minimums	Apt Elev 909' Rwy 868'	<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3000</div> <p>MSA ARP is computed for surface air temperature at apt -32.4°C</p>
MISSED APCH: Climb STRAIGHT AHEAD to 1500' or above, turn LEFT (MAX 240 KT) to OR011, then proceed to OR003 climbing to 2700' or above, then according to chart or join holding, or as directed.					
Alt Set: hPa (MM on req) Rwy Elev: 31 hPa Trans level: FL040 ① Trans alt: 3000'					
RNAV 1 for initial, intermediate and missed approach.					
GNSS required.					



PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	GLS			
DA(H) A: 1068' (200') C: 1081' (213')		ALS out		Max Kts
B: 1073' (205') D: 1091' (223')				MDA(H)
A	R1000m	R1200m	100	1310' (401') V1500m
B			135	1410' (501') V1600m
C			180	1630' (721') V2400m
D			205	1660' (751') V3600m

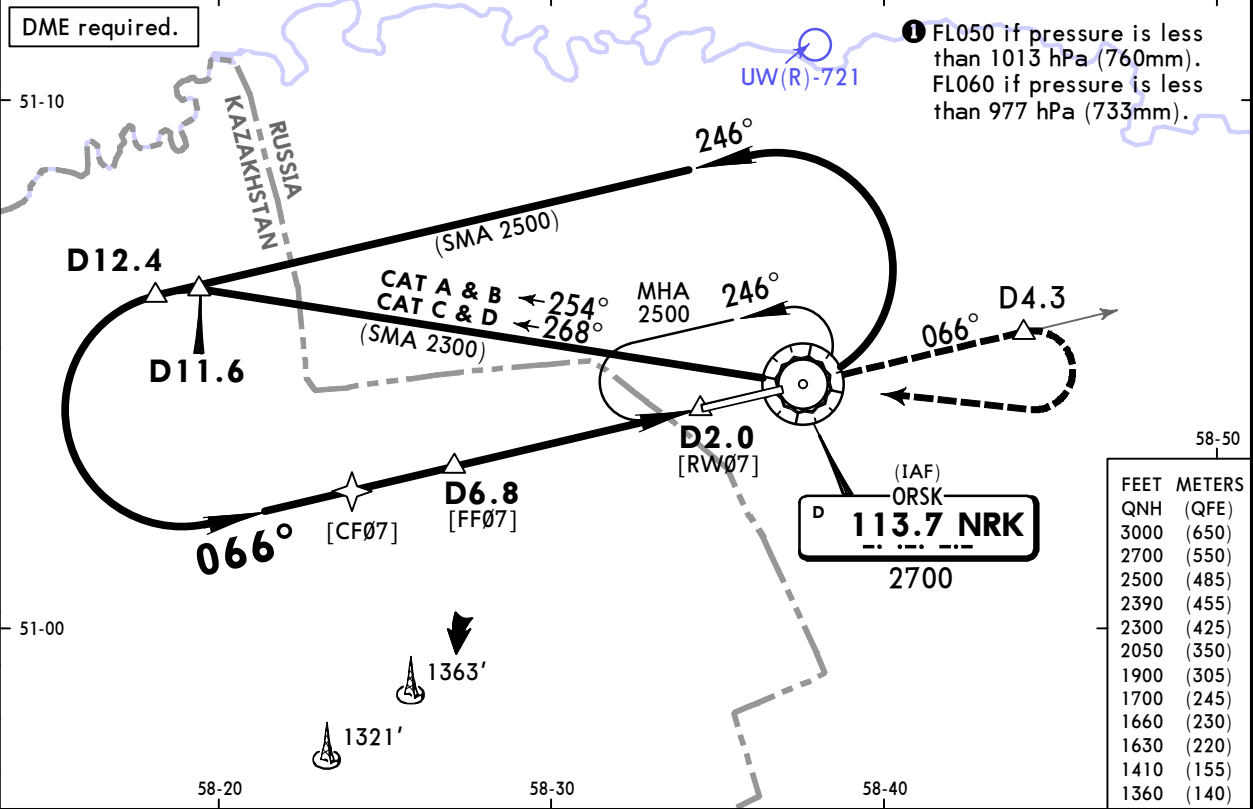
UWOR/OSW ORSK

JEPPESEN
14 FEB 25 (13-1) Eff 20 Feb

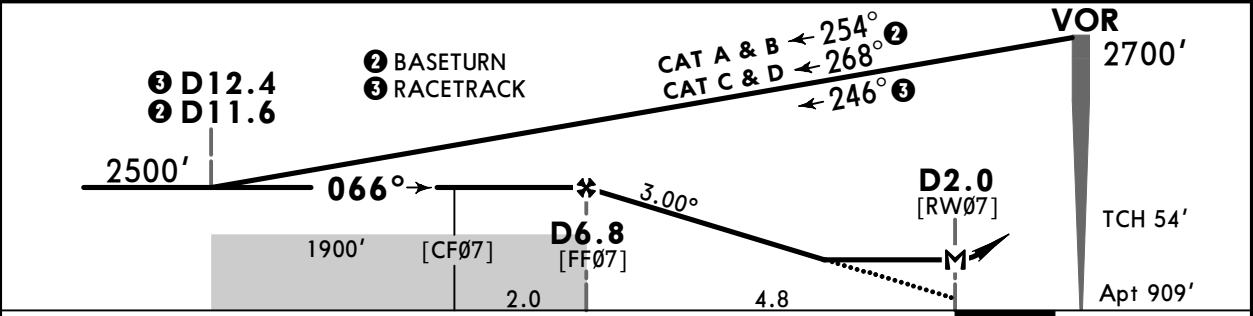
ORSK, RUSSIA VOR Rwy 07

ATIS 125.9			ORSK Tower 122.7		3000
VOR NRK 113.7	Final Apch Crs 066°	D6.8 2500' (1591')	DA/MDA(H) 1410' (501')	Apt Elev 909'	
MISSED APCH: Climb STRAIGHT AHEAD to VOR, then on R-066 to D4.3, turn RIGHT (MAX 215 KT) to VOR climbing to 2700' or above, then proceed according to chart or to join holding, or as directed. Turn before passing MAP is prohibited.					
Alt Set: hPa (MM on req) Apt Elev: 33 hPa Trans level: FL040 ① Trans alt: 3000'					

MSA ARP is computed for surface air temperature at apt -32.4°C



NRK DME	6.5	5.4	4.3	3.2
ALTITUDE	2390'	2050'	1700'	1360'



Gnd speed-Kts	70	90	100	120	140	160		NRK 113.7	D4.3	NRK on 113.7 R-066°
Descent Angle	3.00°	372	478	531	637	743	849	↑	↑	

MAP at D2.0/Timing not authorized for defining MAP

PAINS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	CDFA				
	DA/MDA(H) 1410' (501')				
	A	R1500m		Max 100	1410' (501') V1500m
	B	R1500m		135	1410' (501') V1600m
C	R2400m		180	1630' (721') V2400m	
D	R2400m		205	1660' (751') V3600m	

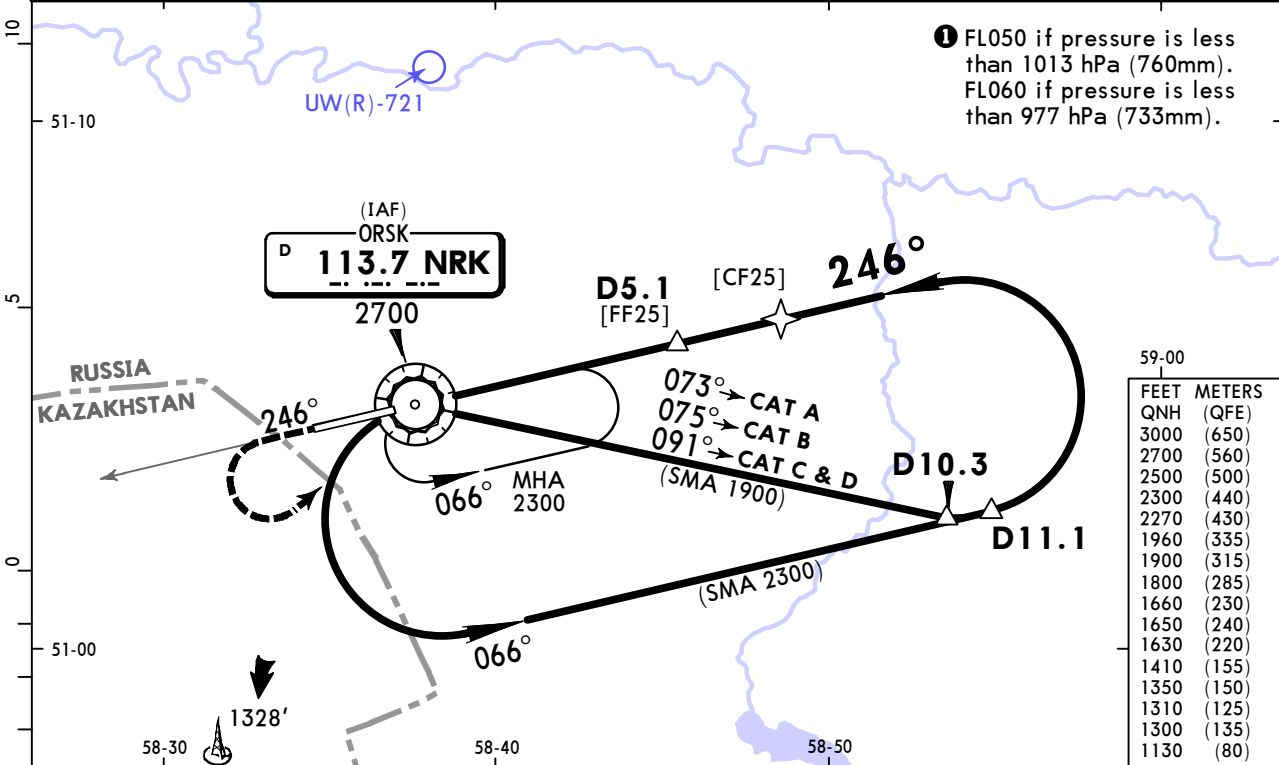
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWOR/OSW ORSK

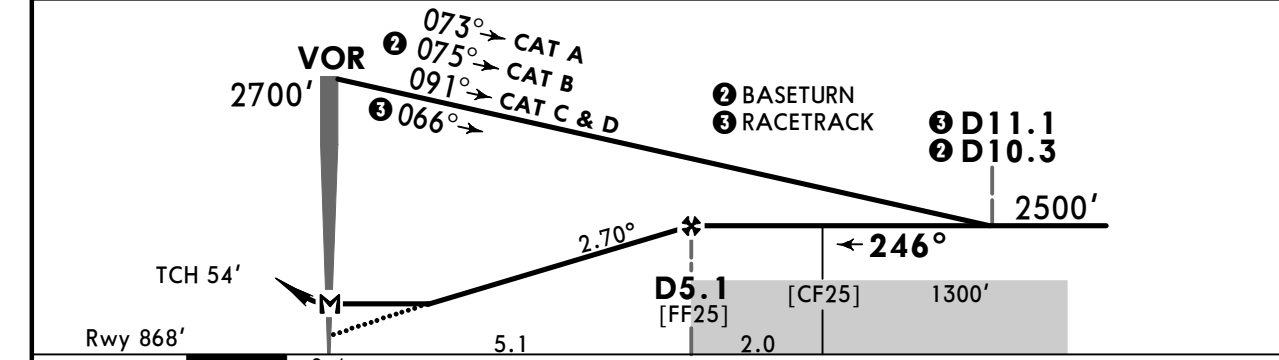
JEPPESEN
14 FEB 25 **13-2** Eff 20 Feb

ORSK, RUSSIA VOR Rwy 25

ATIS 125.9		ORSK Tower 122.7			<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3000</p> <p>MSA ARP is computed for surface air temperature at apt -32.4°C</p>
VOR NRK 113.7	Final Apch Crs 246°	D5.1 2500' (1632')	DA/MDA(H) 1130' (262')	Apt Elev 909' Rwy 868'	
<p>MISSED APCH: Climb on R-246 to 1800' or above, turn LEFT (MAX 205 KT) to VOR climbing to 2700' or above, then proceed according to chart or to join holding, or as directed. Turn before passing MAP is prohibited.</p>					
<p>Alt Set: hPa (MM on req) Rwy Elev: 31 hPa Trans level: FL040 1 Trans alt: 3000'</p> <p>DME required.</p>					



NRK DME	1.1	2.2	3.2	4.3
ALTITUDE	1350'	1650'	1960'	2270'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI MIN 1800' on NRK 113.7 R-246°
Descent Angle	2.70°	334	430	478	573	764	

MAP at VOR/Timing not authorized for defining MAP

PAINS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	① DA/MDA(H) 1130' (262')			
			ALS out	
	A	R1100m	R1300m	Max Kts
B			100	1310' (401') V1500m
C			135	1410' (501') V1600m
D			180	1630' (721') V2400m
			205	1660' (751') V3600m

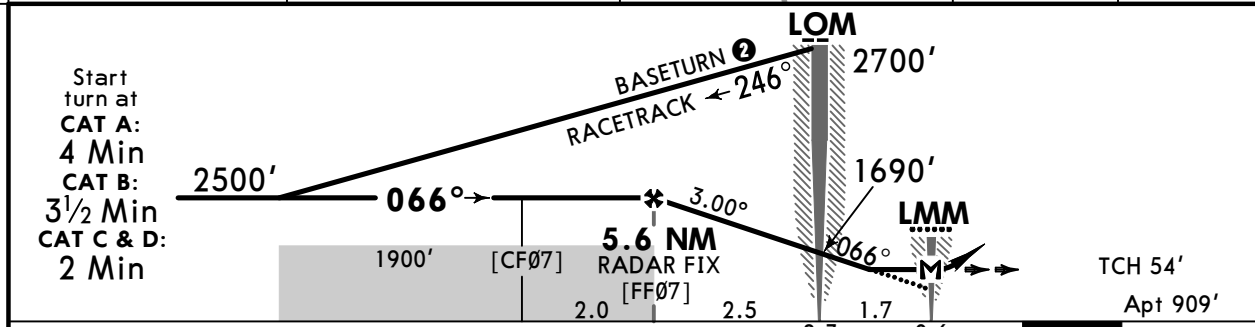
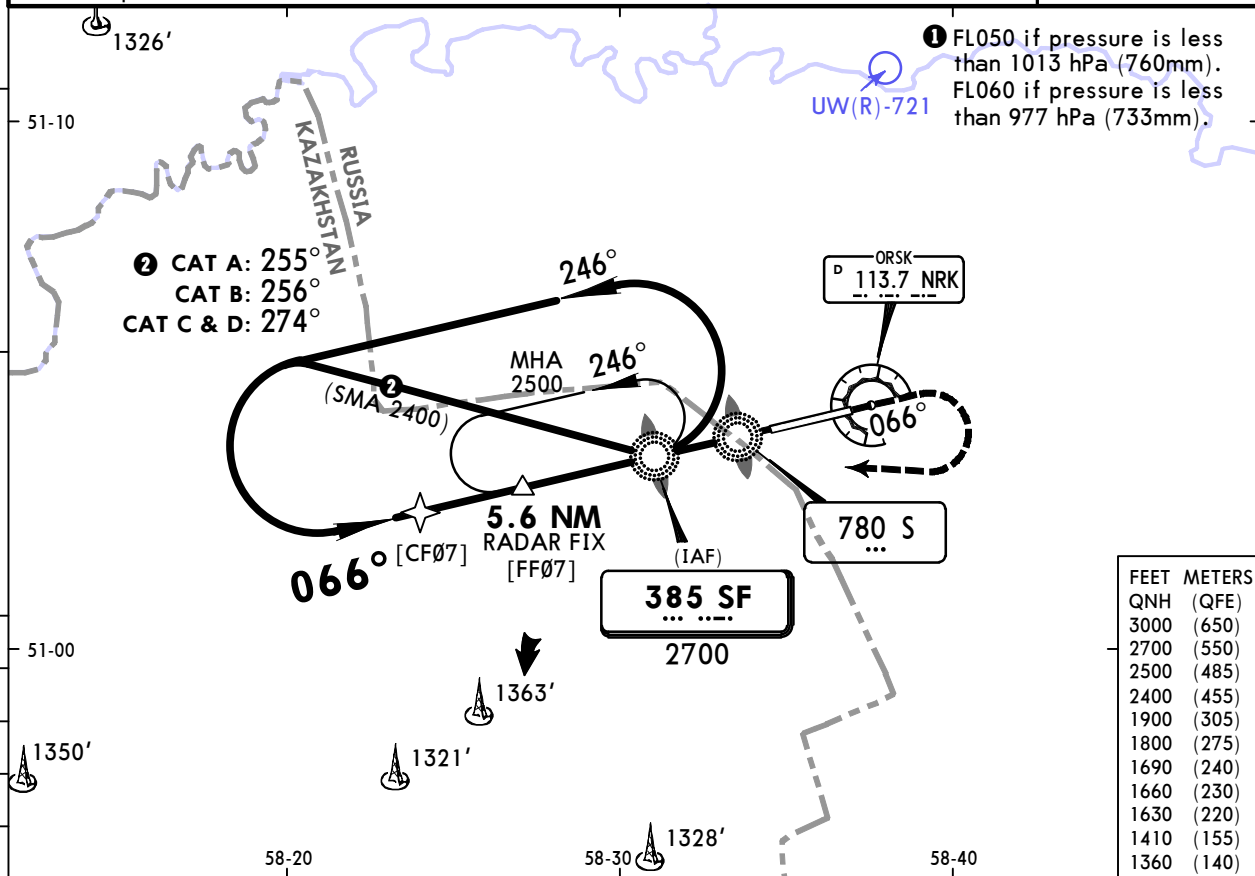
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWOR/OSW ORSK

JEPPESEN
14 FEB 25 (16-1) Eff 20 Feb

ORSK, RUSSIA NDB Rwy 07

ATIS 125.9			ORSK Tower 122.7		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 3000 </div> <p>MSA ARP is computed for surface air temperature at apt -32.4°C</p>
NDB SF 385	Final Apch Crs 066°	5.6 NM RADAR FIX 2500' (1591')	DA/MDA(H) 1360' (451')	Apt Elev 909'	
MISSED APCH: Climb STRAIGHT AHEAD to 1800' or above, turn RIGHT (MAX 240 KT) to SF NDB climbing to 2700' or above, then proceed according to chart or to join holding, or as directed. Turn before MAP is prohibited.					
Alt Set: hPa (MM on req) Apt Elev: 33 hPa Trans level: FL040 ① Trans alt: 3000'					



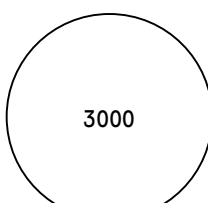
Gnd speed-Kts	70	90	100	120	140	160	MIN 1800' ↑
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM/Timing not authorized for defining MAP							

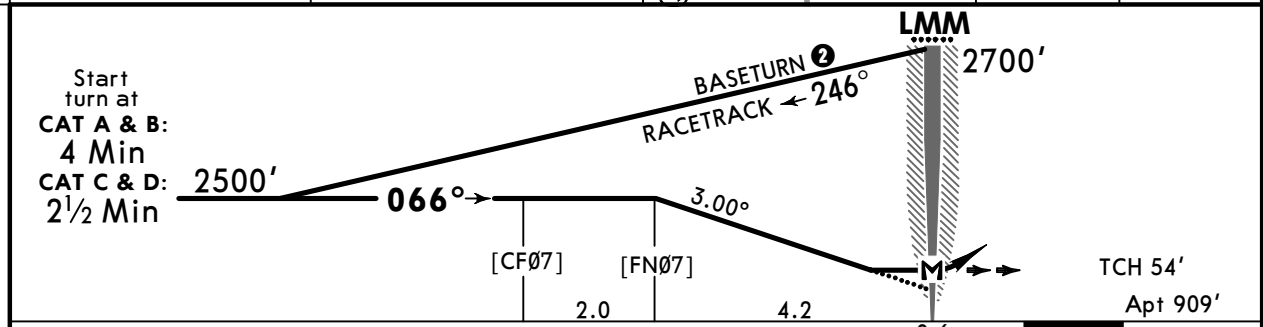
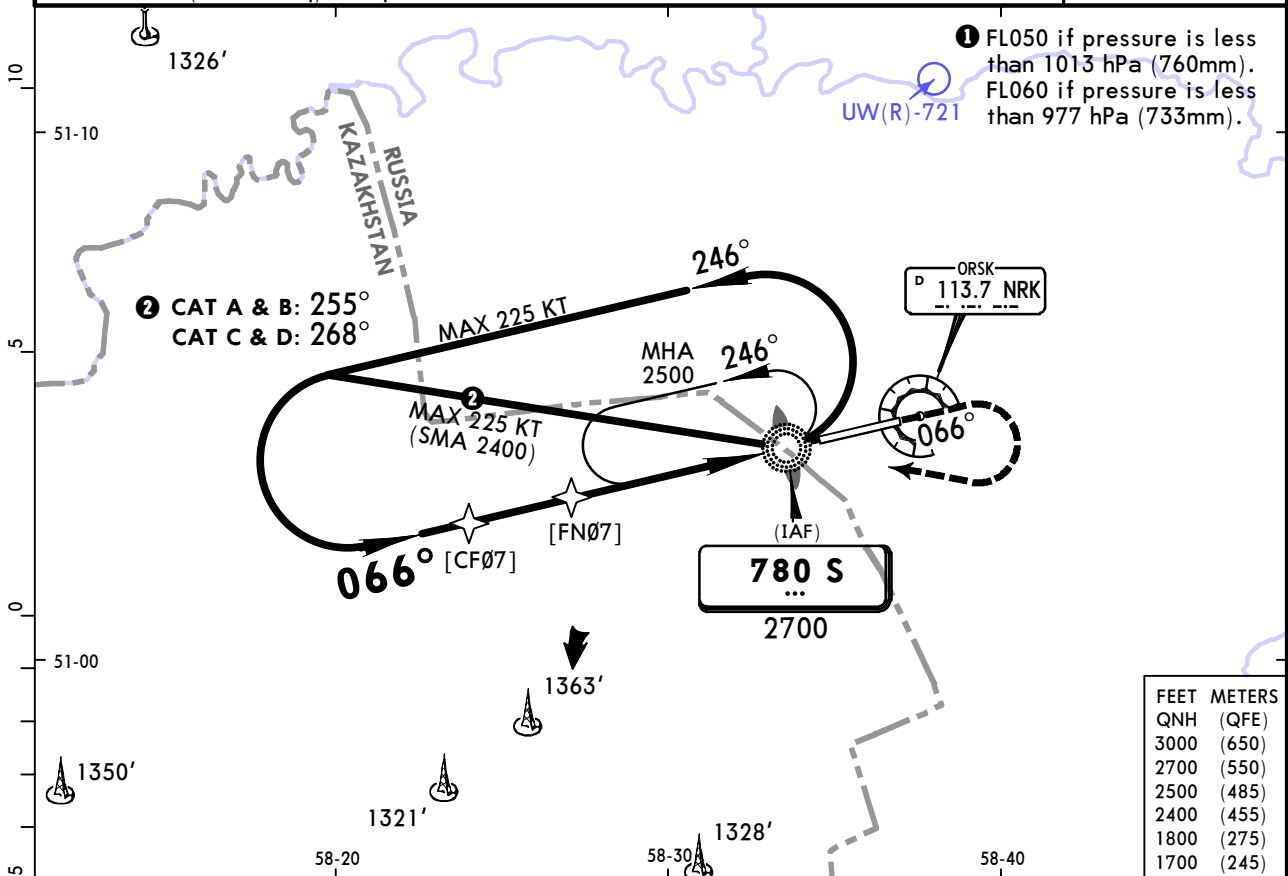
	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA	DA/MDA(H)	Max KT	MDA(H)
A	R1500m	1360' (451')	100	1360' (451') V1500m
B	R1500m		135	1410' (501') V1600m
C	R2100m		180	1630' (721') V2400m
D	R2100m		205	1660' (751') V3600m

UWOR/OSW
ORSK

JEPPESEN
14 FEB 25 **16-2** Eff 20 Feb

ORSK, RUSSIA
NDB Y Rwy 07

ATIS 125.9			ORSK Tower 122.7		 3000 MSA ARP is computed for surface air temperature at apt -32.4°C
Lctr S 780	Final Apch Crs 066°	[FN07] 2500' (1591')	DA/MDA(H) 1700' (791')	Apt Elev 909'	
MISSED APCH: Climb STRAIGHT AHEAD to 1800' or above, turn RIGHT (MAX 205 KT) to Lctr climbing to 2700' or above, then proceed according to chart or to join holding, or as directed. Turn before passing MAP is prohibited.					
Alt Set: hPa (MM on req) Apt Elev: 33 hPa Trans level: FL040 ① Trans alt: 3000'					



Gnd speed-Kts	70	90	100	120	140	160	MIN 1800' ↑
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM/Timing not authorized for defining MAP							

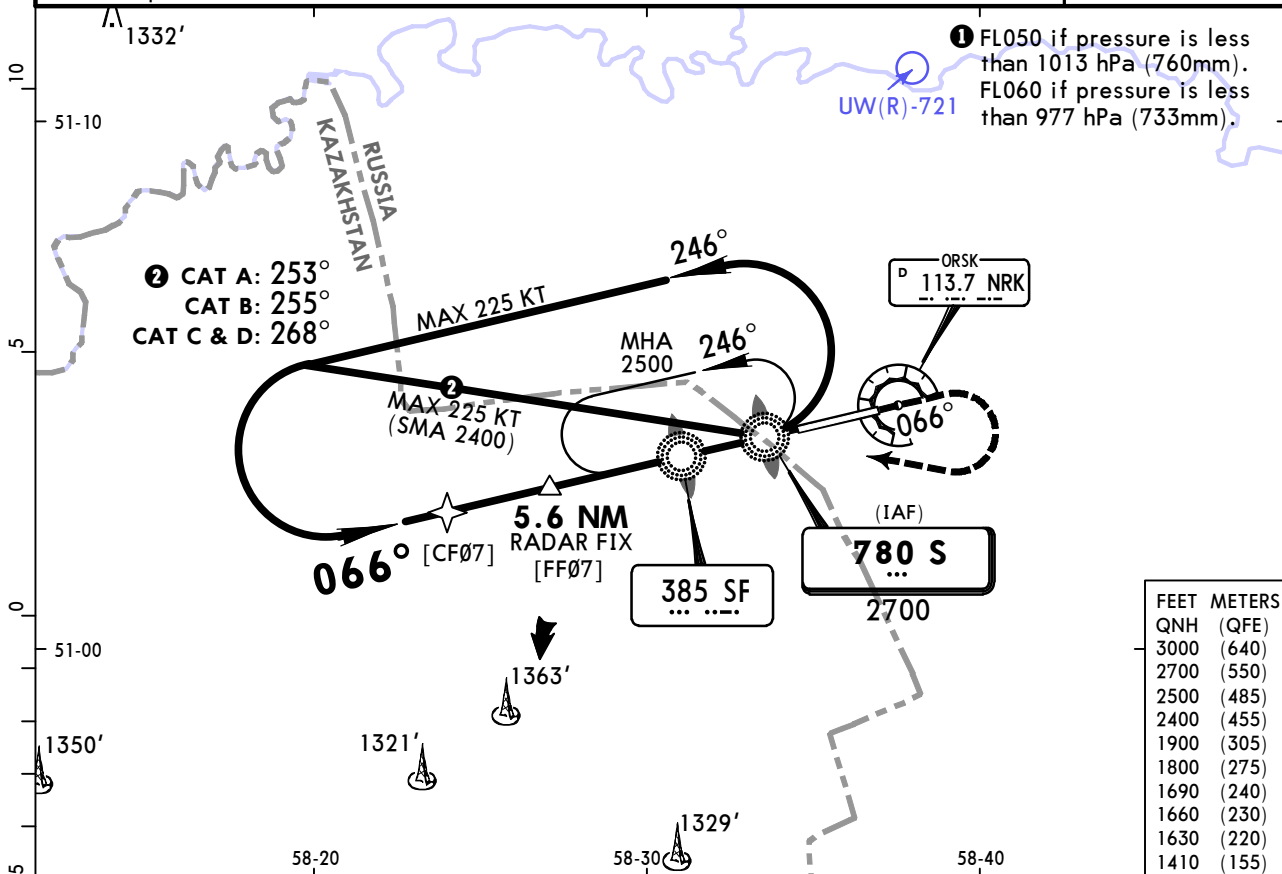
PAINS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	DA/MDA(H) 1700' (791')			
	A	R1500m	Max KT 100	1700' (791') V1500m
	B	R2400m	135	1700' (791') V1600m
C		180	1700' (791') V2400m	
D		205	1700' (791') V3600m	
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.				

UWOR/OSW
ORSK

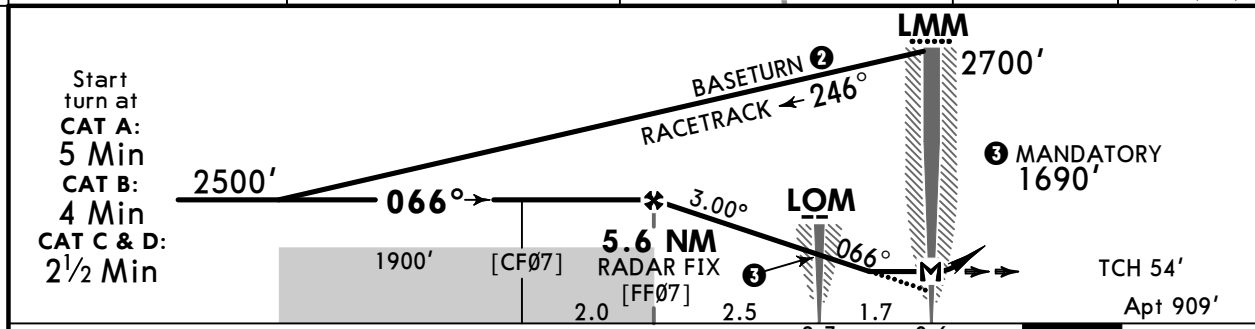
JEPPESEN
11 AUG 23 **(16-3)**

ORSK, RUSSIA
NDB X Rwy 07

ATIS 125.9			ORSK Tower 122.7		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> 3000 </div> <p>MSA ARP is computed for surface air temperature at apt -32.4°C</p>
Lctr S 780	Final Apch Crs 066°	5.6 NM RADAR FIX 2500' (1591')	DA/MDA(H) 1410' (501')	Apt Elev 909'	
MISSED APCH: Climb STRAIGHT AHEAD to 1800' or above, turn RIGHT (MAX 205 KT) to S Lctr climbing to 2700' or above, then proceed according to chart or to join holding, or as directed. Turn before MAP is prohibited.					
Alt Set: hPa (MM on req) Apt Elev: 33 hPa Trans level: FL040 ① Trans alt: 3000' Radar required.					



FEET	METERS
3000	(914)
2700	(823)
2500	(762)
2400	(731)
1900	(579)
1800	(549)
1690	(515)
1660	(506)
1630	(497)
1410	(430)



Gnd speed-Kts	70	90	100	120	140	160	MIN 1800'
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM							

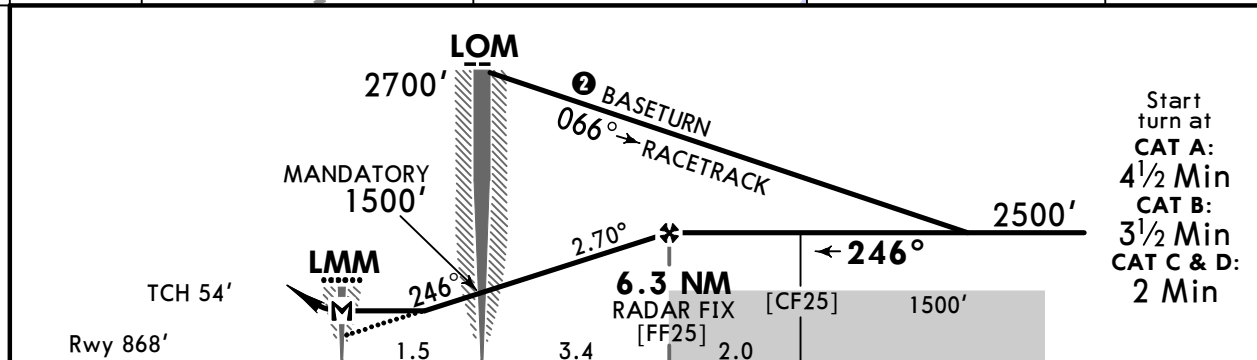
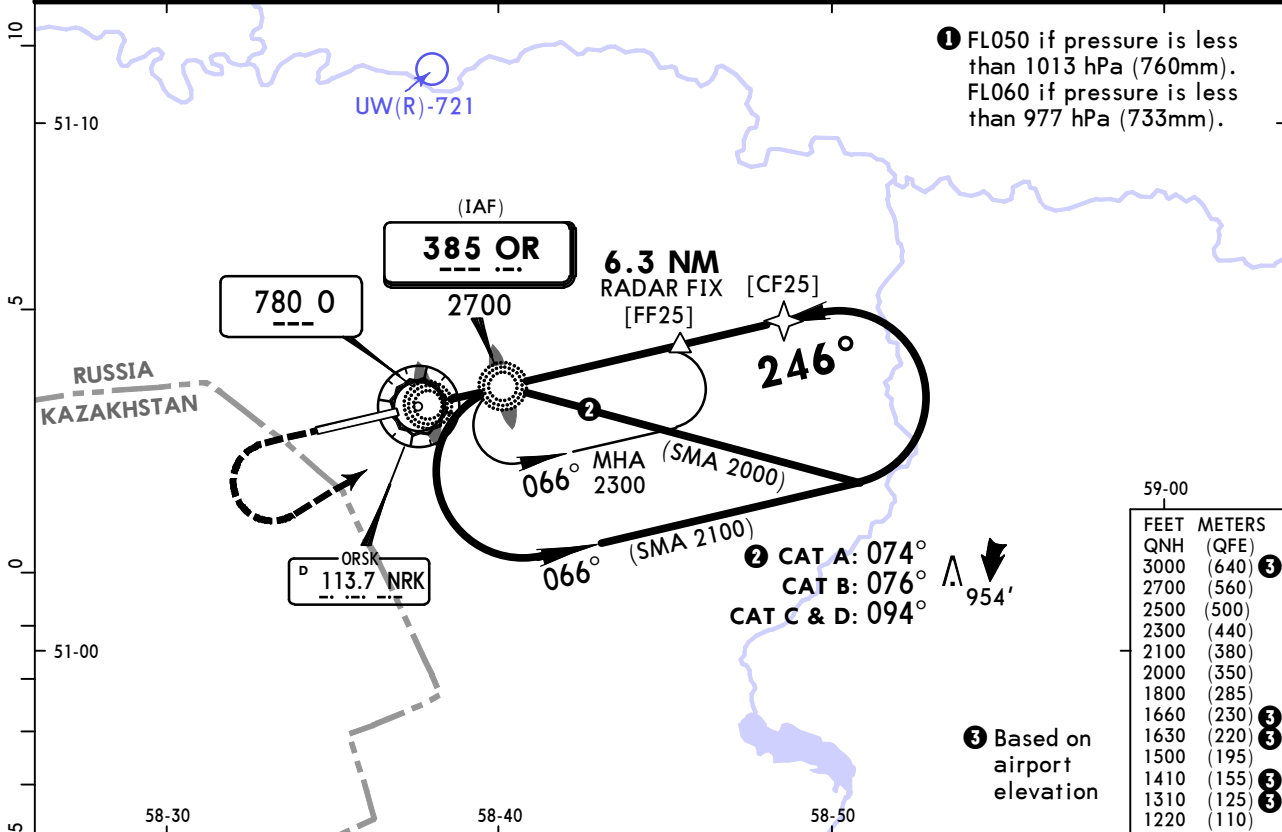
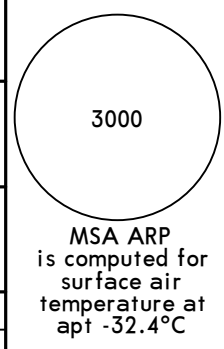
	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA	DA/MDA(H)	Max Kts	MDA(H)
A	R1500m	1410' (501')	100	1410' (501') V1500m
B	R1500m		135	1410' (501') V1600m
C	R2400m		180	1630' (721') V2400m
D	R2400m		205	1660' (751') V3600m

UWOR/OSW
ORSK

JEPPESEN
11 AUG 23 **(16-4)**

ORSK, RUSSIA
NDB Rwy 25

ATIS 125.9			ORSK Tower 122.7		
NDB OR 385	Final Apch Crs 246°	6.3 NM RADAR FIX 2500' (1632')	DA/MDA(H) 1220' (352')	Apt Elev 909' Rwy 868'	
MISSED APCH: Climb STRAIGHT AHEAD to 1800' or above, turn LEFT (MAX 240 KT) to OR NDB climbing to 2700' or above, then proceed according to chart or to join holding, or as directed. Turn before MAP is prohibited.					
Alt Set: hPa (MM on req) Rwy Elev: 31 hPa Trans level: FL040 1 Trans alt: 3000'					
Radar required.					



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	MIN 1800'
Descent Angle	2.70°	334	430	478	573	764		
MAP at LMM								

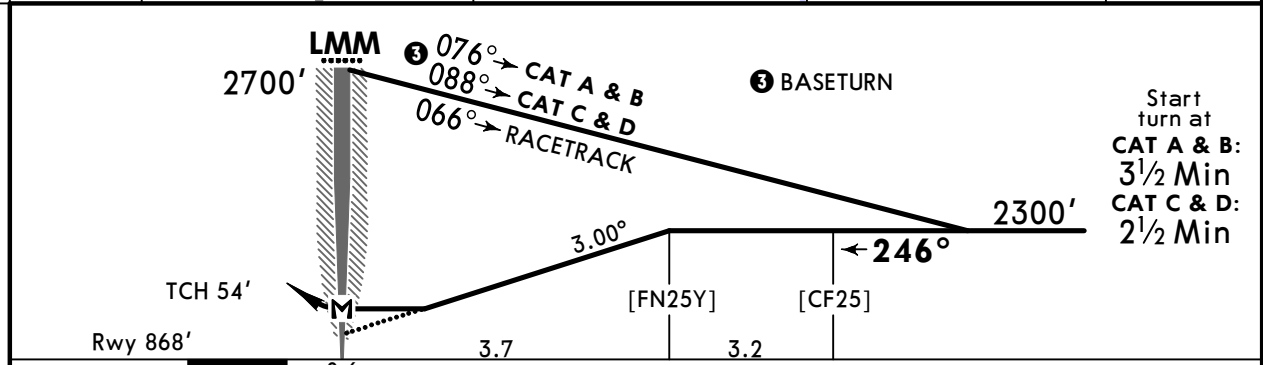
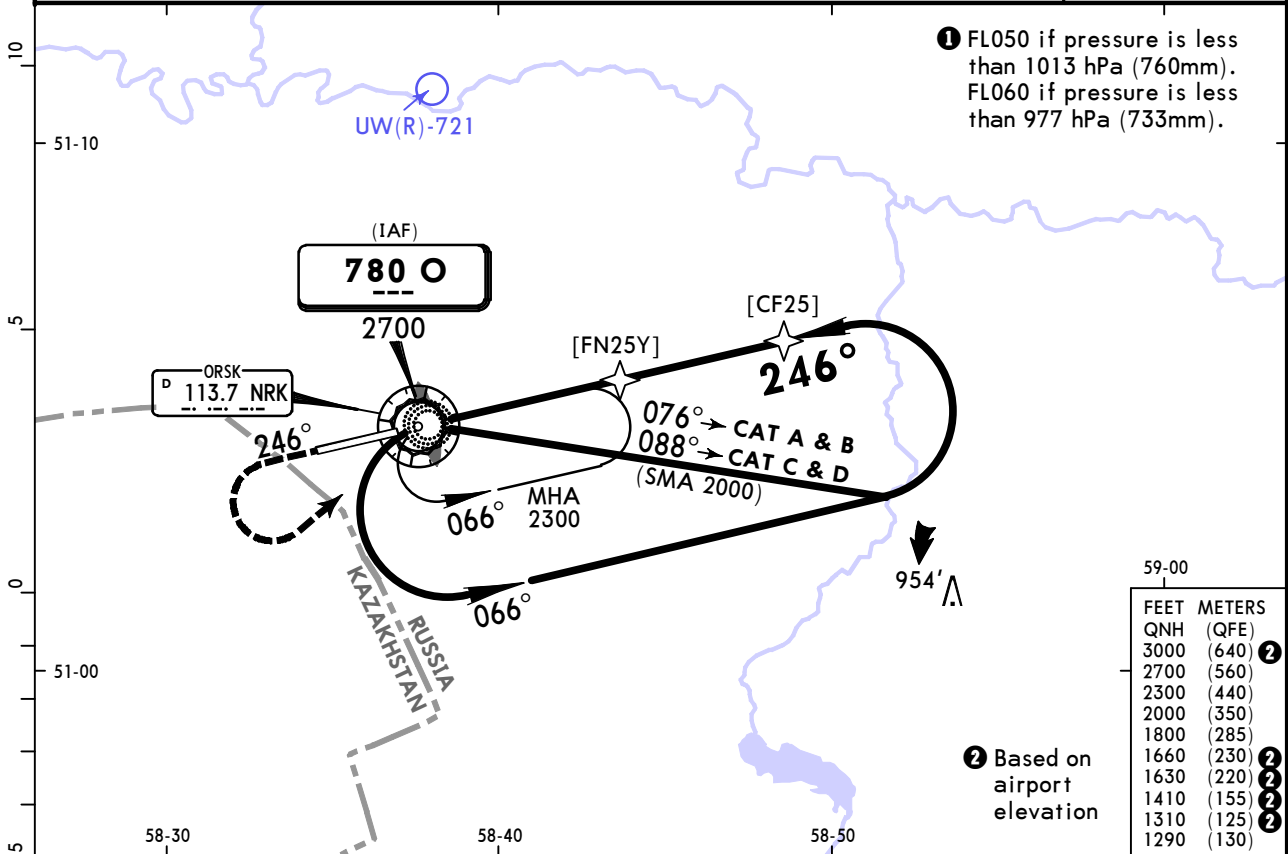
PAINS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	1 DA/MDA(H) 1220' (352')			
	ALS out		Max Kts	MDA(H)
	A	R1400m	100	1310' (401') V1500m
B	135		1410' (501') V1600m	
C	180		1630' (721') V2400m	
D	205		1660' (751') V3600m	

UWOR/OSW
ORSK

JEPPESEN
11 AUG 23 (16-5)

ORSK, RUSSIA
NDB Y Rwy 25

ATIS 125.9			ORSK Tower 122.7		3000 MSA ARP is computed for surface air temperature at apt -32.4°C
Lctr O 780	Final Apch Crs 246°	[FN25Y] 2300' (1432')	DA/MDA(H) 1290' (422')	Apt Elev 909' Rwy 868'	
MISSED APCH: Climb STRAIGHT AHEAD to 1800' or above, turn LEFT (MAX 205 KT) to Lctr climbing to 2700' or above, then proceed according to chart or to join holding, or as directed. Turn before MAP is prohibited.					
Alt Set: hPa (MM on req) Rwy Elev: 31 hPa Trans level: FL040 ① Trans alt: 3000'					



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	MIN 1800'
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

PAINS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	① DA/MDA(H) 1290' (422')			
	ALS out		Max Kts	MDA(H)
	A	R1500m		100 1310' (401') ② V1500m
B	R1500m		135 1410' (501') V1600m	
C	R1800m	R2000m	180 1630' (721') V2400m	
D	R1800m	R2000m	205 1660' (751') V3600m	

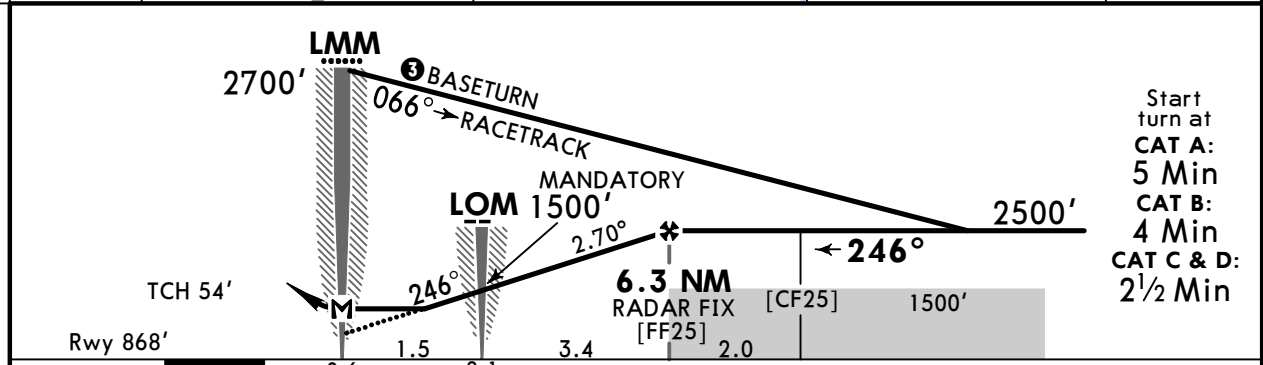
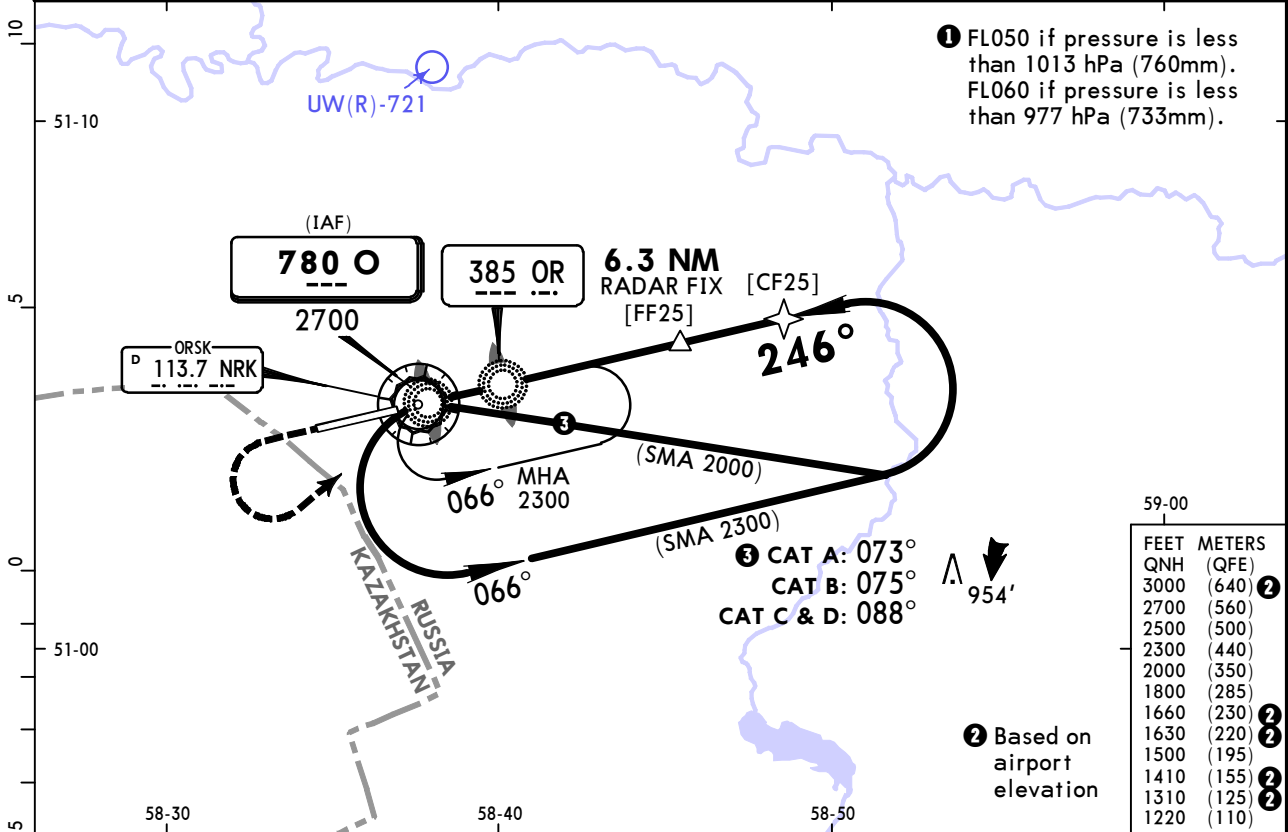
① VNAV DA(H) in lieu of MDA(H) depends on operator policy. ② or higher straight-in minimums.

UWOR/OSW
ORSK

JEPPESEN
11 AUG 23 (16-6)

ORSK, RUSSIA
NDB X Rwy 25

ATIS 125.9			ORSK Tower 122.7		3000 MSA ARP is computed for surface air temperature at apt -32.4°C
Lctr O 780	Final Apch Crs 246°	6.3 NM RADAR FIX 2500' (1632')	DA/MDA(H) 1220' (352')	Apt Elev 909' Rwy 868'	
MISSED APCH: Climb STRAIGHT AHEAD to 1800' or above, turn LEFT (MAX 205 KT) to O Lctr climbing to 2700' or above, then proceed according to chart or to join holding, or as directed. Turn before MAP is prohibited.					
Alt Set: hPa (MM on req) Rwy Elev: 31 hPa Trans level: FL040 1 Trans alt: 3000' Radar required.					



MAP at LMM							ALS	MIN 1800'
------------	--	--	--	--	--	--	-----	---------------------

Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
CDFA 1 DA/MDA(H) 1220' (352')			
		ALS out	Max Kts MDA(H)
A	R1400m	R1500m	100 1310' (401') 2 V1500m
B		R1500m	135 1410' (501') V1600m
C		R1600m	180 1630' (721') V2400m
D			205 1660' (751') V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minimums.

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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ORSK, (ORSK - UWOR)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWOR