

## List of pages in this Trip Kit

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Airport Information For ULAA

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Revision Letter For Cycle 06-2012

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Notebook

## General Information

Location: Arkhangelsk Rus  
IATA Code: ARH  
Lat/Long: N64° 36.0' E040° 43.1'  
Elevation: 62 ft

Airport Use: Joint  
Magnetic Variation: 15.9°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: 0251 Z  
Sunset: 1554 Z,

## Runway Information

Runway: 08  
Length x Width: 8202 ft x 144 ft  
Surface Type: concrete  
TDZ-Elev: 33 ft  
Lighting: Edge, ALS

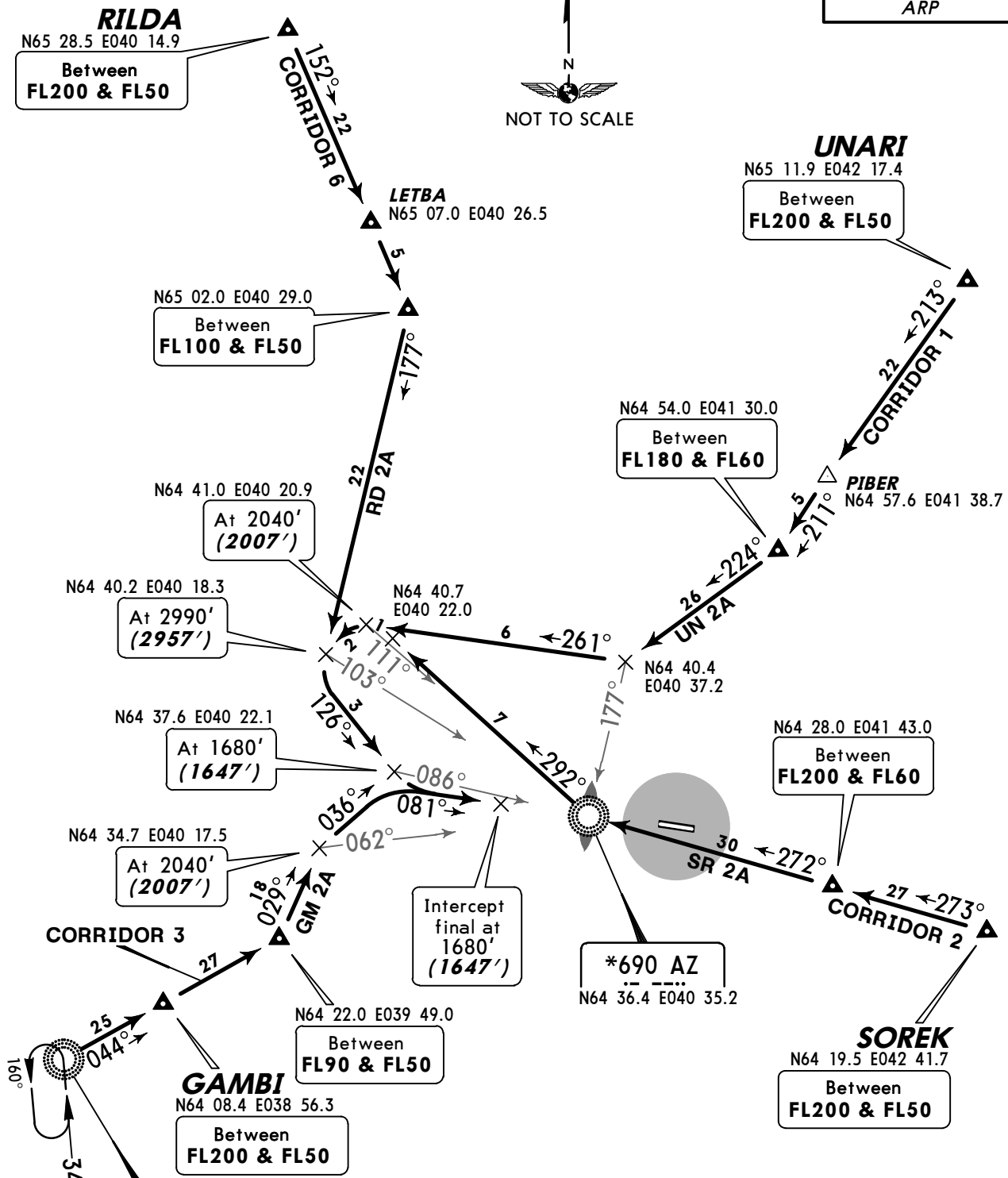
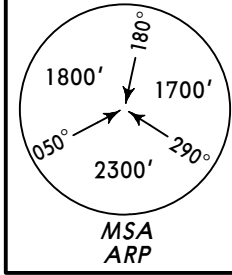
Runway: 26  
Length x Width: 8202 ft x 144 ft  
Surface Type: concrete  
TDZ-Elev: 49 ft  
Lighting: Edge, ALS

## Communication Information

ATIS 126.675  
Arkhangelsk Tower 121.8 MF  
Arkhangelsk Approach Control 124.0 Secondary  
Arkhangelsk Approach Control 122.0

*ATIS 126.67	Apt Elev 62'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 760 mm (1013.3 hPa) and 733 mm (977.3 hPa) or above FL60 if pressure is less than 733 mm (977.3 hPa) Trans alt: 2040' (2007')
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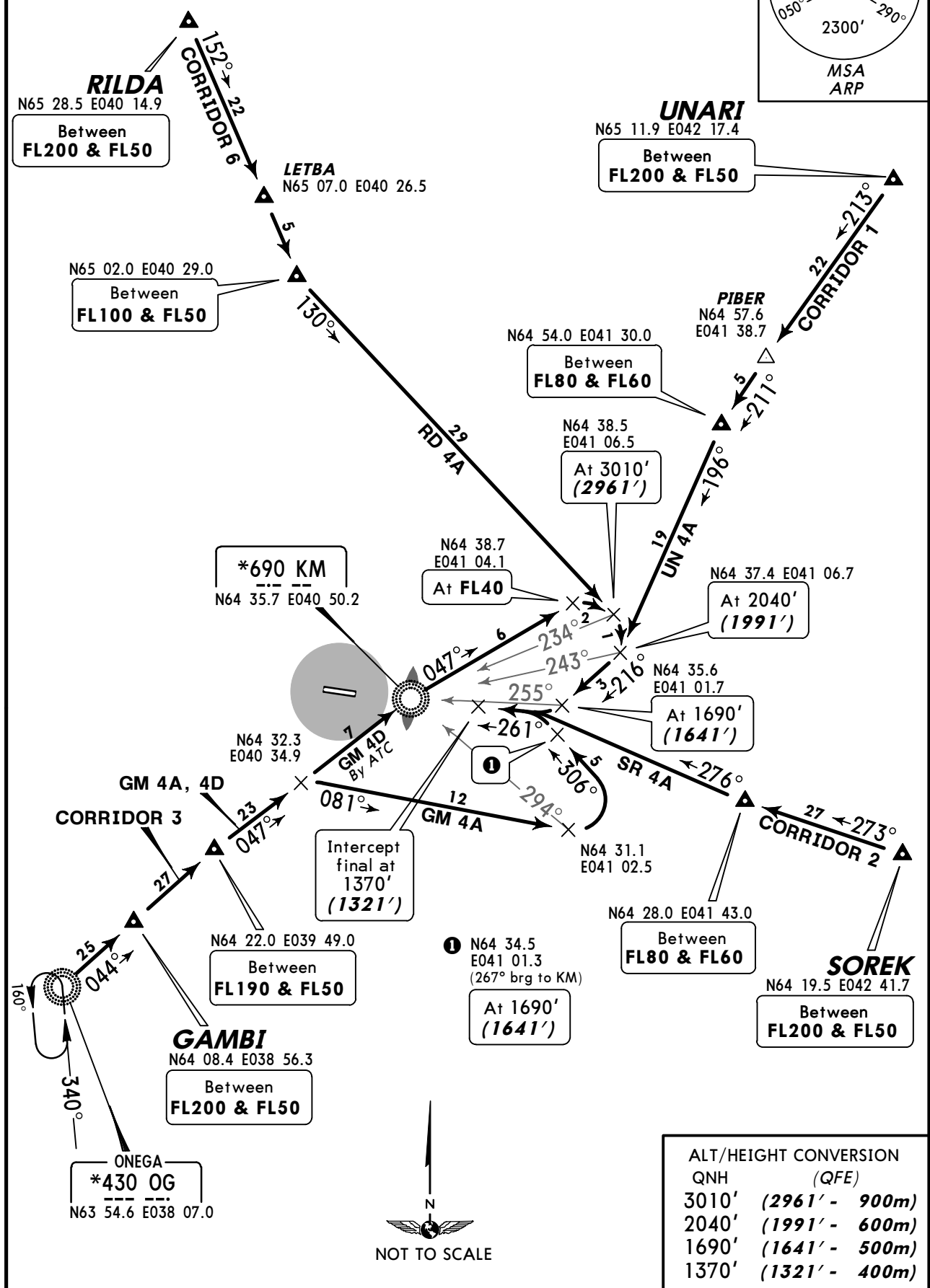
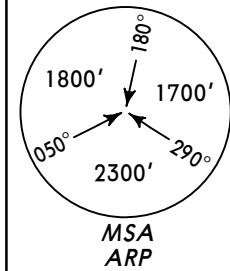
GM 2A, RD 2A, SR 2A, UN 2A  
RWY 08 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2990'	(2957' - 900m)
2040'	(2007' - 600m)
1680'	(1647' - 500m)

*ATIS 126.67	Apt Elev 62'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 760 mm (1013.3 hPa) and 733 mm (977.3 hPa) or above FL60 if pressure is less than 733 mm (977.3 hPa) Trans alt: 2040' (1991')
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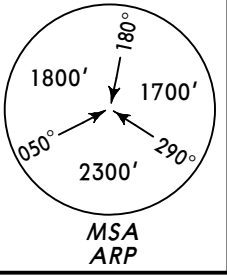
GM 4A, GM 4D, RD 4A, SR 4A, UN 4A  
RWY 26 ARRIVALS



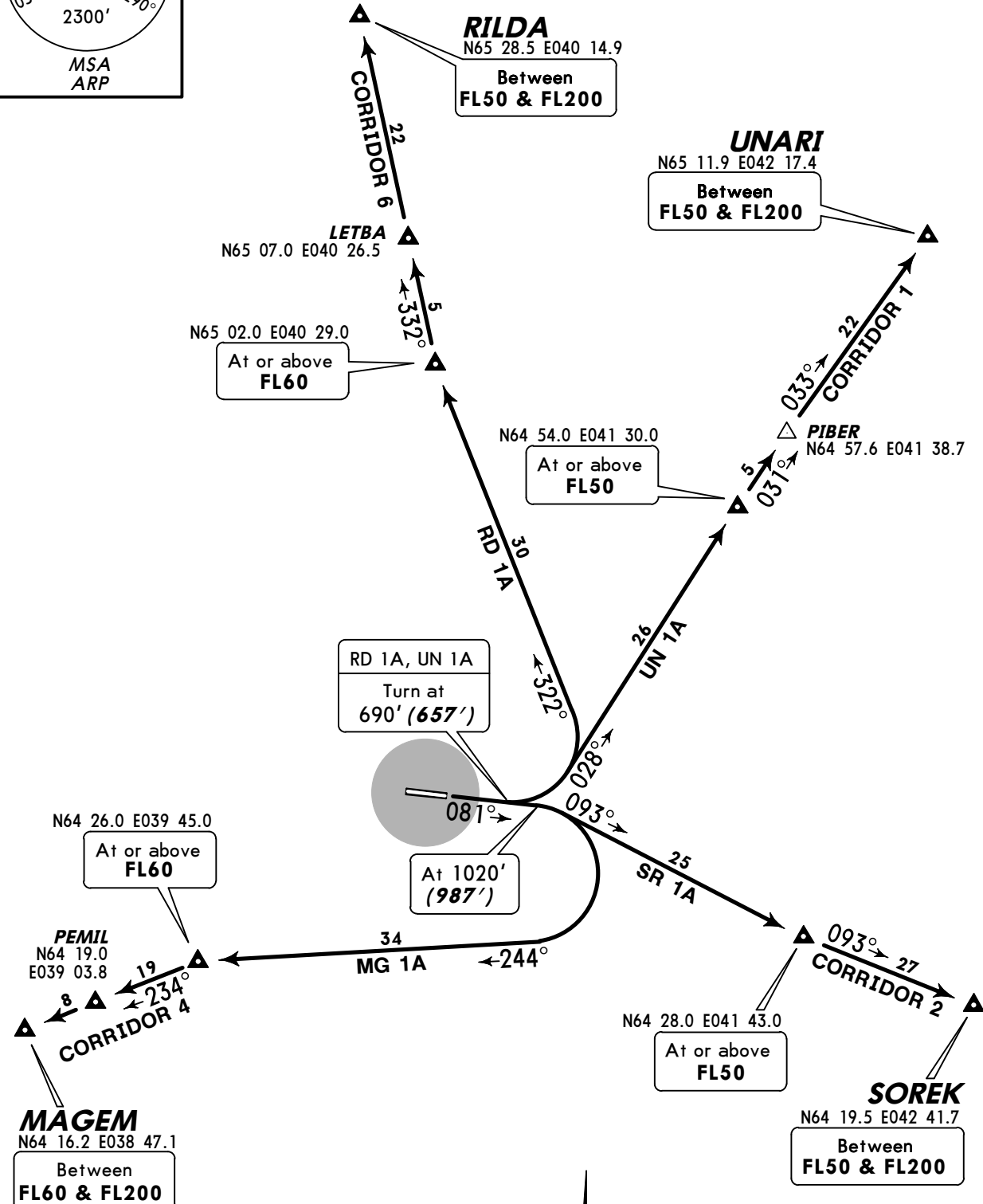
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3010'	(2961' - 900m)
2040'	(1991' - 600m)
1690'	(1641' - 500m)
1370'	(1321' - 400m)

Apt Elev  
62'

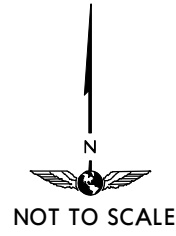
QNH on request (QFE)  
Trans level: FL40  
FL50 if pressure is less than 760 mm (1013.3 hPa) and  
733 mm (977.3 hPa) or above  
FL60 if pressure is less than 733 mm (977.3 hPa)  
Trans alt: 2040' (2007')  
3020' (2987') in case of military flights at the aerodrome.



MG 1A, RD 1A, SR 1A, UN 1A  
RWY 08 DEPARTURES



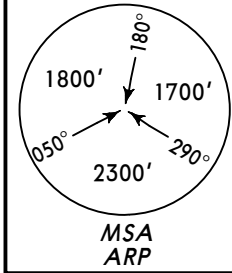
ALT/HEIGHT CONVERSION	
QNH	(QFE)
690'	(657' - 200m)
1020'	(987' - 300m)
2040'	(2007' - 600m)
3020'	(2987' - 900m)



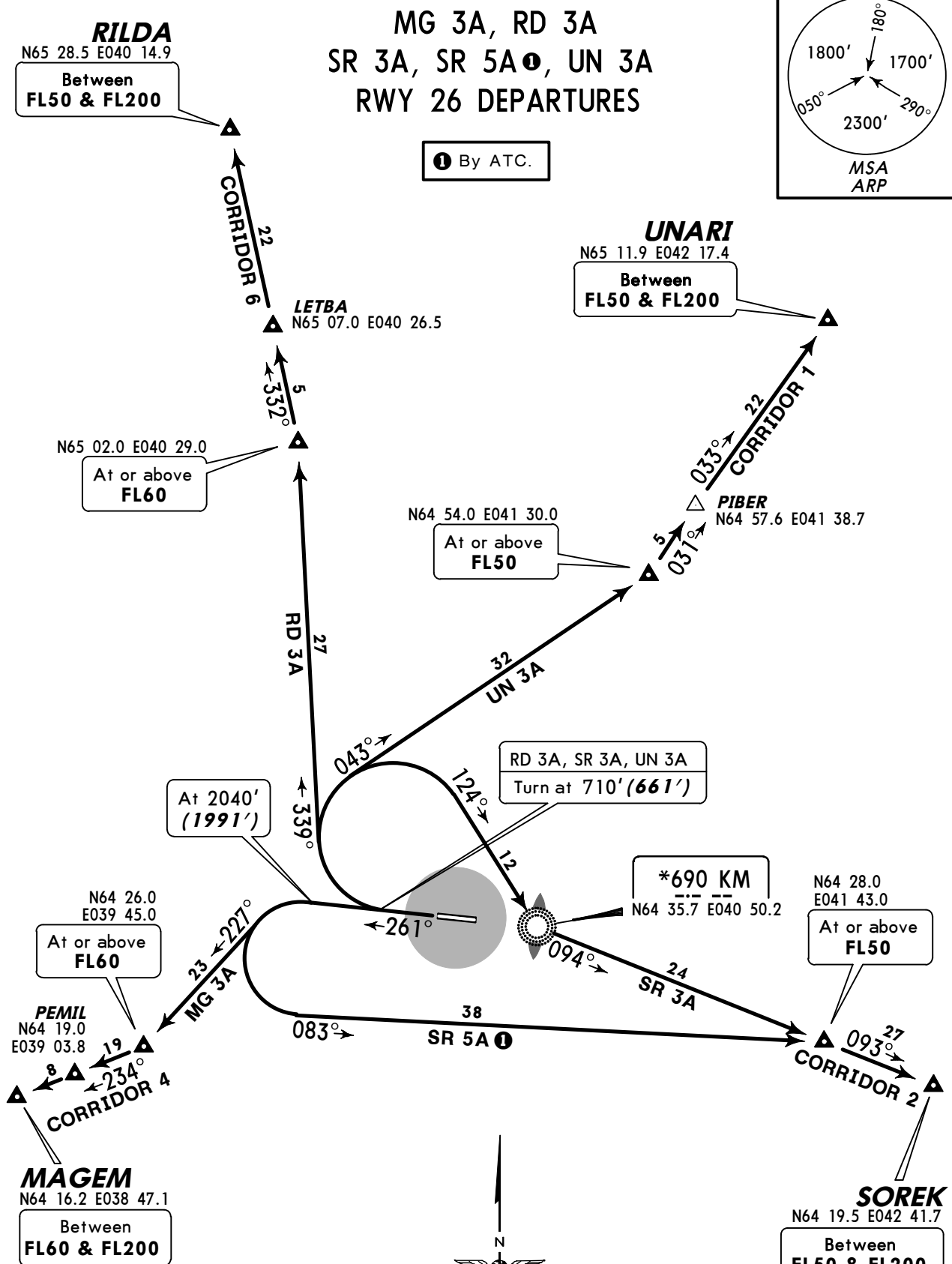
Apt Elev  
62'

QNH on request (QFE)  
Trans level: FL40  
FL50 if pressure is less than 760 mm (1013.3 hPa) and  
733 mm (977.3 hPa) or above  
FL60 if pressure is less than 733 mm (977.3 hPa)  
Trans alt: 2040' (1991')  
3020' (2971') in case of military flights at the aerodrome.

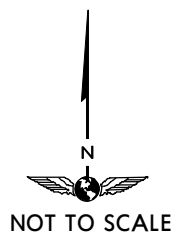
MG 3A, RD 3A  
SR 3A, SR 5A, UN 3A  
RWY 26 DEPARTURES



① By ATC.

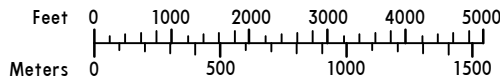
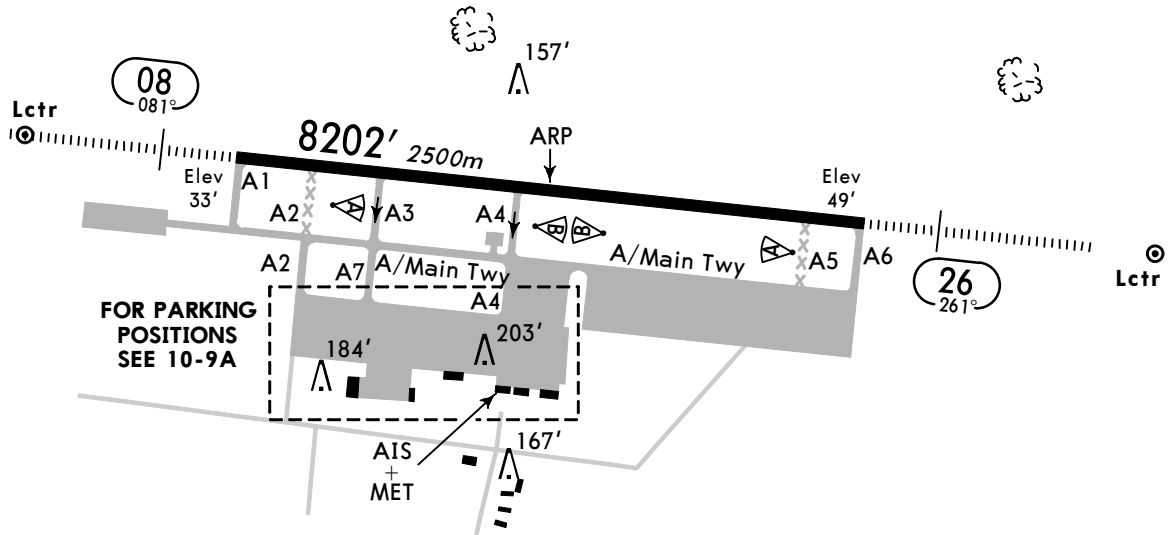


ALT/HEIGHT CONVERSION	
QNH	(QFE)
710'	(661' - 200m)
2040'	(1991' - 600m)
3020'	(2971' - 900m)



*ATIS <b>126.67</b>	ARKHANGELSK Tower <b>121.8</b>
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Birds in vicinity of airport.  
 180° turns on rwy prohibited for acft classes 1 and 2. If it is impossible for acft to taxi along main twy 180° turns authorized in vicinity of twy A1 and twy A6 only.



**ADDITIONAL RUNWAY INFORMATION**

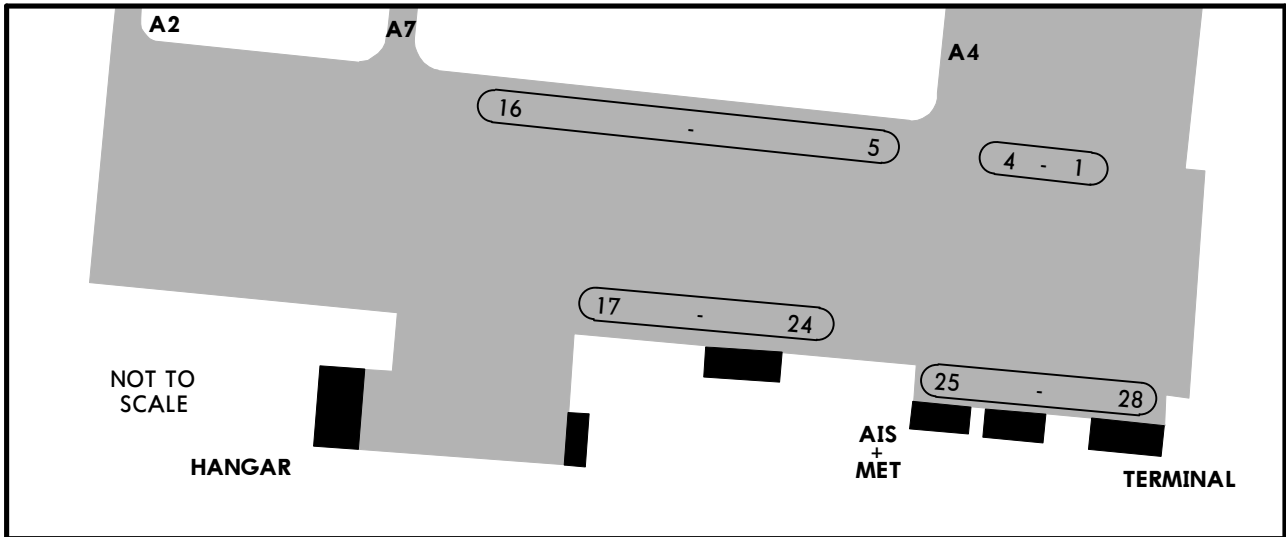
RWY	HIRL (60m)	HIALS	PAPI-L (angle 2.67°)	RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
08 26						7534' 2296m 6987' 2130m		144' 44m

**TAKE-OFF**

**AIR CARRIER (JAA)**

**All Rwys**

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



Taxiing is at reduced speed and strictly along centerline under inner engines power.  
Taxiing on the apron between Twys A3 and A4 is prohibited for acft with wingspan exceeding 105'/32m.

**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N64 35.8 E040 43.1	19, 20	N64 35.8 E040 42.5
3	N64 35.8 E040 43.0	21, 22	N64 35.8 E040 42.6
4	N64 35.8 E040 42.9	23, 24	N64 35.8 E040 42.7
5	N64 35.8 E040 42.8	25, 26	N64 35.8 E040 42.9
6, 7	N64 35.8 E040 42.7	27, 28	N64 35.8 E040 43.0
8, 9	N64 35.8 E040 42.6		
10 thru 12	N64 35.8 E040 42.5		
13, 14	N64 35.8 E040 42.4		
15, 16	N64 35.8 E040 42.3		
17, 18	N64 35.8 E040 42.4		



STRAIGHT-IN RWY		A	B	C	D
<b>08</b>	ILS	<b>233'</b> (200')	<b>233'</b> (200')	<b>233'</b> (200')	<b>233'</b> (200')
	<i>FULL</i>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB <b>①</b>	<b>450'</b> (417')	<b>450'</b> (417')	<b>450'</b> (417')	<b>450'</b> (417')
		<b>R1200m</b>	<b>R1200m</b>	<b>R1200m</b>	<b>R1200m</b>
	<i>ALS out</i>	R1900m	R1900m	R1900m	R1900m
<b>26</b>	ILS	<b>249'</b> (200')	<b>249'</b> (200')	<b>249'</b> (200')	<b>249'</b> (200')
	<i>FULL</i>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB <b>①</b>	<b>400'</b> (351')	<b>400'</b> (351')	<b>400'</b> (351')	<b>400'</b> (351')
		<b>R1000m</b>	<b>R1000m</b>	<b>R1200m</b>	<b>R1200m</b>
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m

**①** Continuous Descent Final Approach.

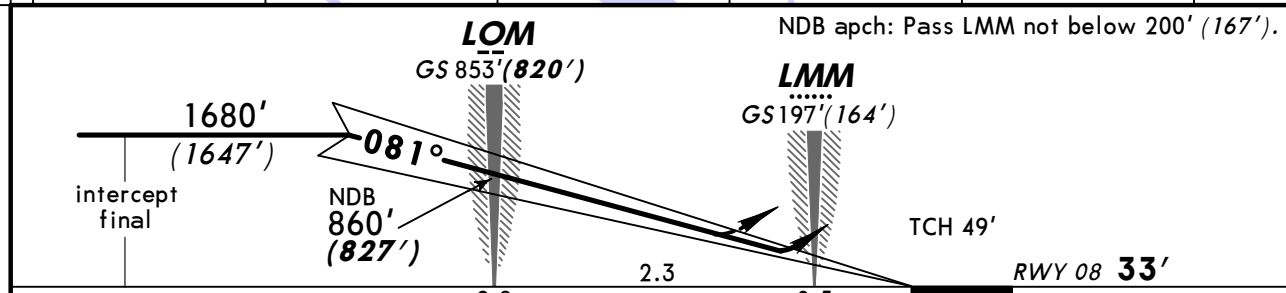
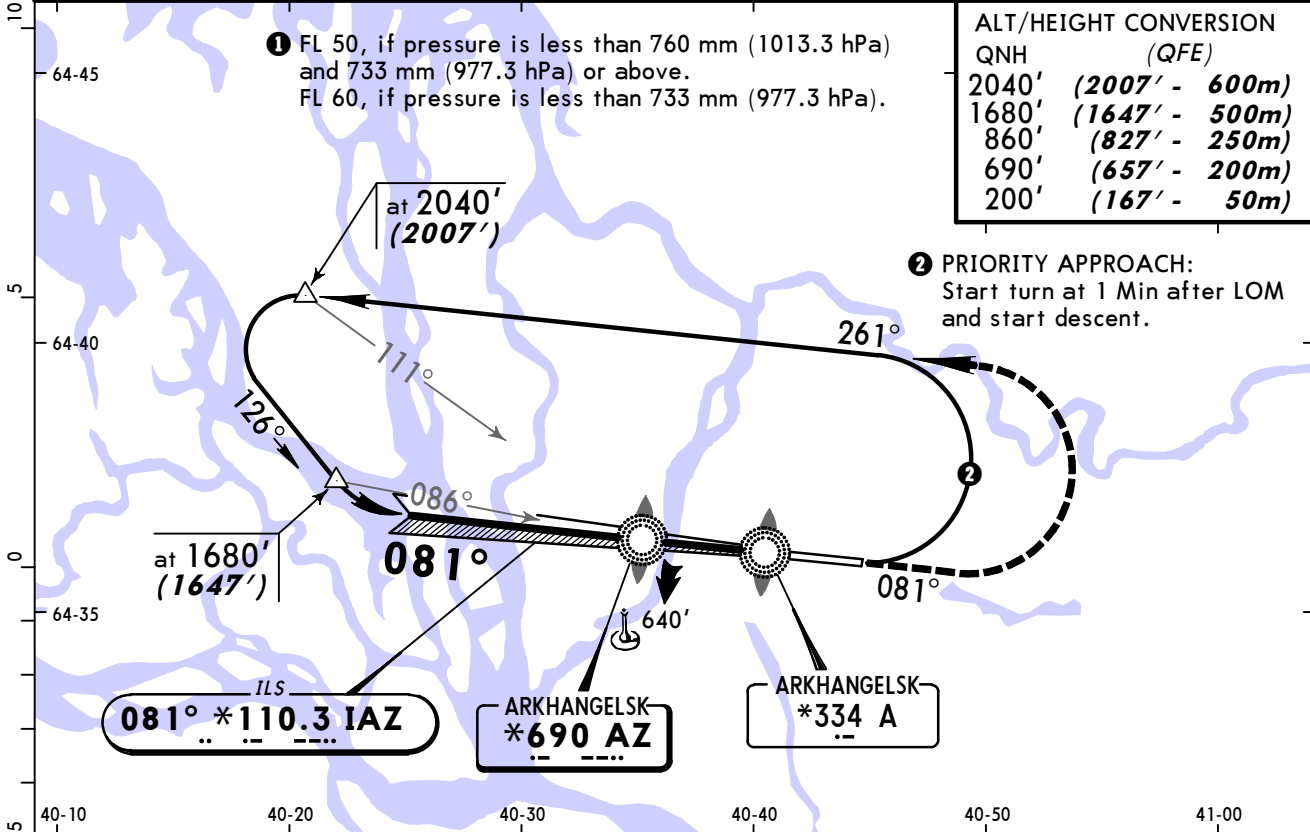
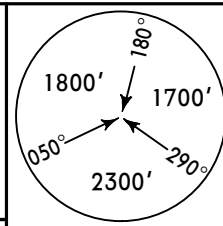
**TAKE-OFF RWY 08, 26**

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

STRAIGHT-IN RWY		A	B	C	D
08	ILS	<b>233'</b> (200')	<b>233'</b> (200')	<b>233'</b> (200')	<b>233'</b> (200')
	<i>ALS out</i>	<b>R550m</b> R1000m	<b>R550m</b> R1000m	<b>R550m</b> R1000m	<b>R550m</b> R1000m
	LOC	NOT AUTHORIZED			
	NDB	<b>450'</b> (417')	<b>450'</b> (417')	<b>450'</b> (417')	<b>450'</b> (417')
	<i>ALS out</i>	<b>R900m</b> R1500m	<b>R1000m</b> R1500m	<b>R1000m</b> R1800m	<b>R1400m</b> R2000m
26	ILS	<b>249'</b> (200')	<b>249'</b> (200')	<b>249'</b> (200')	<b>249'</b> (200')
	<i>ALS out</i>	<b>R550m</b> R1000m	<b>R550m</b> R1000m	<b>R550m</b> R1000m	<b>R550m</b> R1000m
	LOC	NOT AUTHORIZED			
	NDB	<b>380'</b> (331')	<b>380'</b> (331')	<b>380'</b> (331')	<b>380'</b> (331')
	<i>ALS out</i>	<b>R900m</b> R1500m	<b>R1000m</b> R1500m	<b>R1000m</b> R1800m	<b>R1400m</b> R2000m

TAKE-OFF RWY 08, 26		
LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	400m
C		
D	300m	
		NIL (DAY only)

*ATIS 126.67		*ARKHANGELSK Approach (R) 122.0		ARKHANGELSK Tower (also Approach outside APP hr) 121.8	
LOC IAZ *110.3	Final Apch Crs 081°	GS LOM 853' (820')	ILS DA(H) 233' (200')	Apt Elev 62'	
NDB AZ *690		Minimum Alt LOM 860' (827')	NDB MDA(H) 450' (417')	RWY 33'	
MISSED APCH: Climb on 081° to 690' (657'), then turn LEFT onto 261° climbing to 2040' (2007'), then according to chart.					MSA ARP
Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL 40 ①    Trans alt: 2040' (2007')					
WARNING: Lowering the landing gear and extending flaps shall be made at a distance not more than 6.5 NM to FAP, MAX 215 KT.					

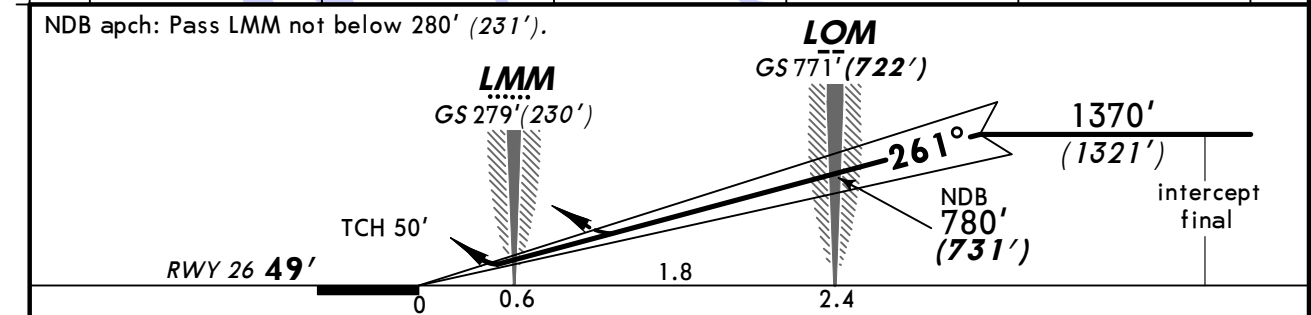
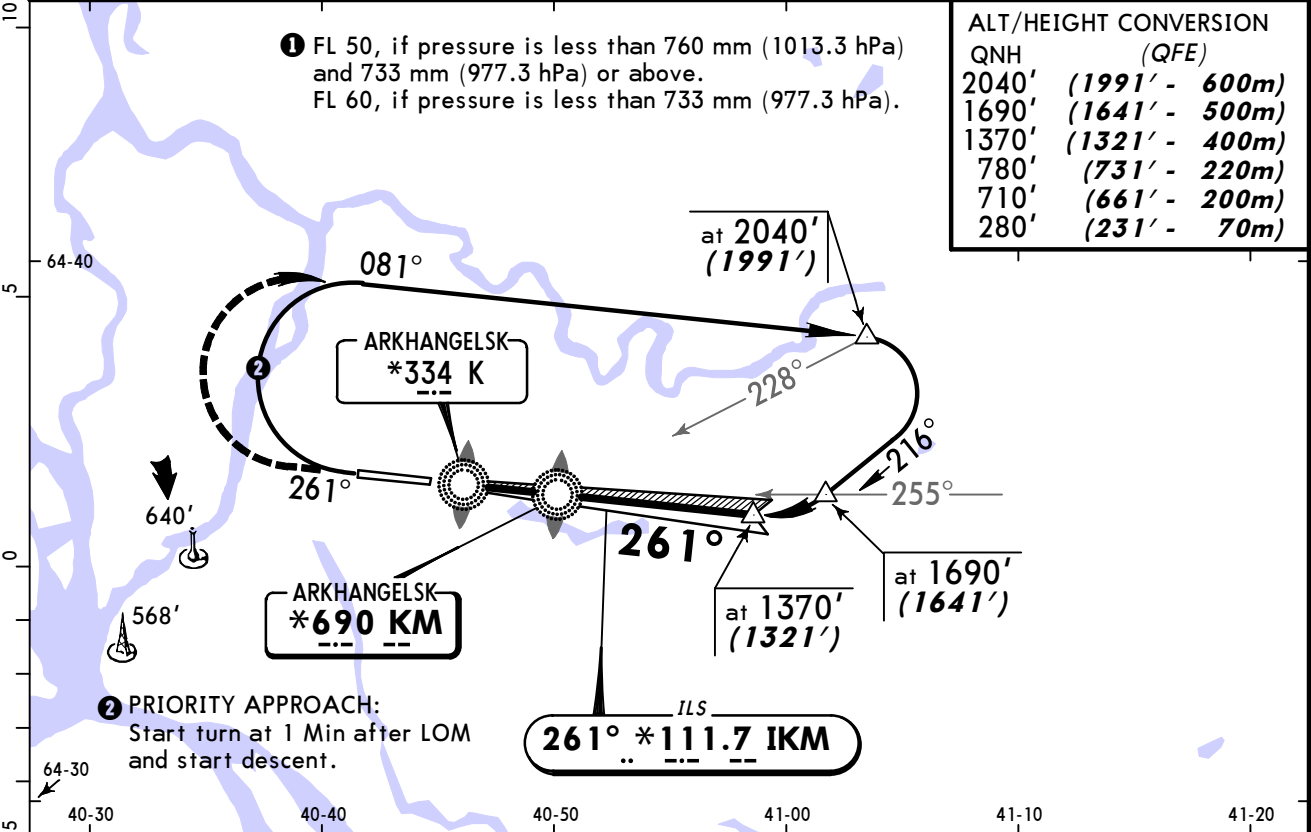


Gnd speed-Kts	70	90	100	120	140	160	HIALS	690' (657') on	081°	261°	2040' (2007')
ILS GS or NDB Desc Angle 2.67°	336	433	481	577	673	769	PAPI	↑	←	↑	

STRAIGHT-IN LANDING RWY 08					
ILS DA(H) 233' (200')		LOC (GS out)		NDB MDA(H) 450' (417')	
FULL		ALS out		ALS out	
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTH	1700m	2500m
D				2100m	

PANS OPS

*ATIS 126.67		*ARKHANGELSK Approach (R) 122.0		ARKHANGELSK Tower (also Approach outside APP hr) 121.8	
LOC IKM *111.7	Final Apch Crs 261°	GS LOM 771' (722')	ILS DA(H) 249' (200')	Apt Elev 62'	
NDB KM *690		Minimum Alt LOM 780' (731')	NDB MDA(H) 380' (331')	RWY 49'	
<b>MISSED APCH:</b> Climb on 261° to 710' (661'), then turn RIGHT onto 081° climbing to 2040' (1991'), then according to chart.					 MSA ARP
Alt Set: MM (hPa on req)      QNH on req (QFE)      Trans level: FL 40 ①      Trans alt: 2040' (1991') WARNING: Lowering the landing gear and extending flaps shall be made at a distance not more than 6.5 NM to FAP, MAX 215 KT.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 710' (661') on 261° 081° RT 2040' (1991')
ILS GS or NDB Desc Angle	2.67°	336	433	481	577	673	

STRAIGHT-IN LANDING RWY 26					
ILS DA(H) 249' (200')		LOC (GS out)		NDB MDA(H) 380' (331')	
FULL		ALS out		ALS out	
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
D				RVR 1500m VIS 1600m	

## Chart changes since cycle 05-2012

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

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

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport ULAA

### Chart Change Notices for Country RUS

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

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