

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

**No revision activity since Disc 04-2011**

## **TERMINAL CHART NOTAMs**

**No Chart NOTAMs for Airport UNBB**

## General Info

Barnaul, RUS

N 53° 21.8' E 83° 32.4' Mag Var: 8.3°E

Elevation: 838'

Public, IFR, Control Tower, Customs

Fuel: 115-145, Jet A-1

Time Zone Info: GMT+6:00 uses DST

## Runway Info

Runway 06-24 9350' x 164' concrete

Runway 06 (59.0°M) TDZE 825'

Lights: Edge, ALS

Displaced Threshold Distance 1148'

Runway 24 (239.0°M) TDZE 820'

Lights: Edge, ALS

## Communications Info

Barnaul Tower **123.5**

## Notebook Info

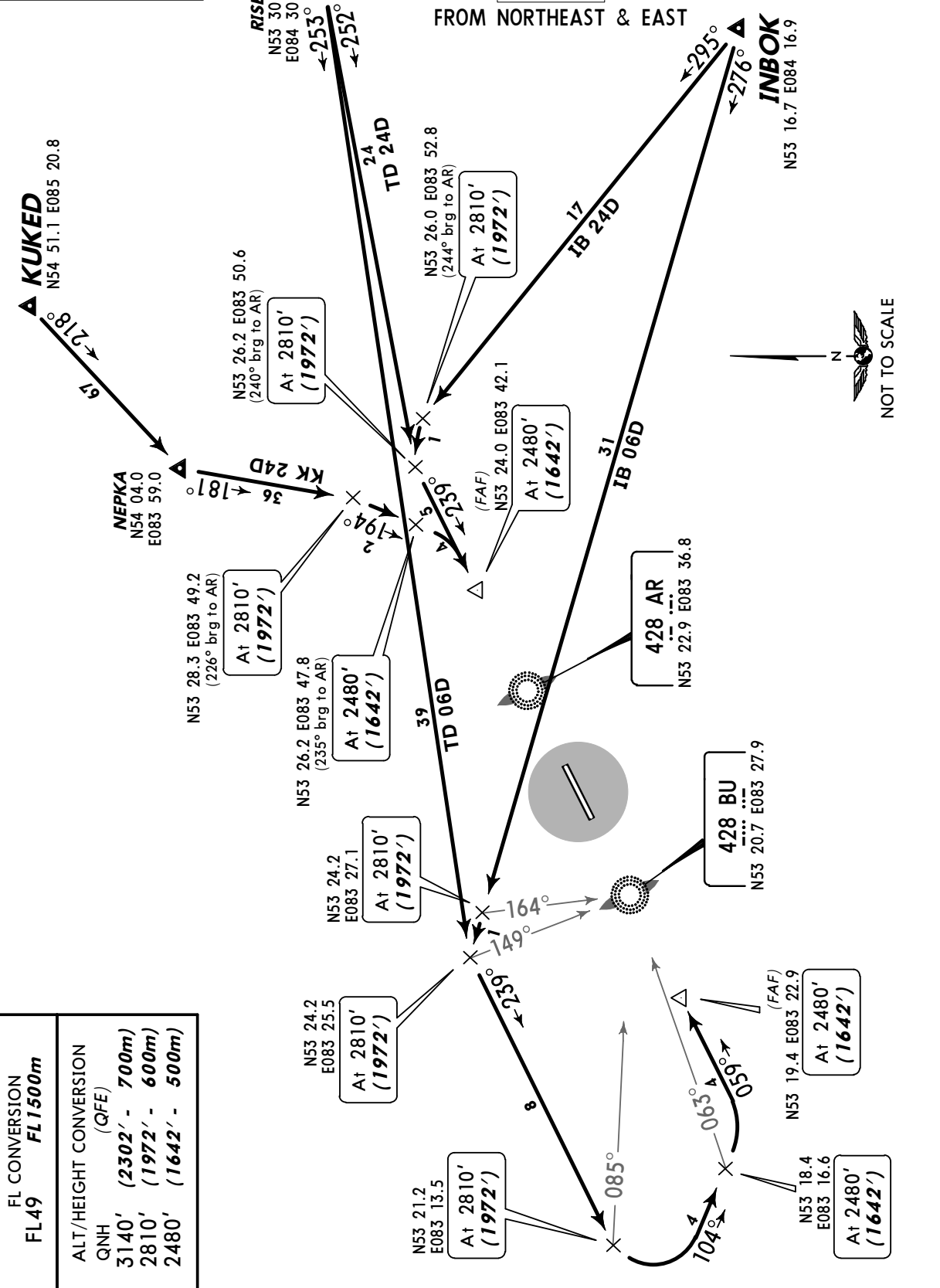
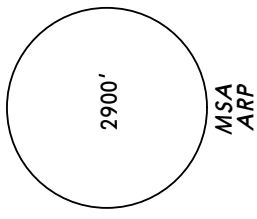
**UNBB/BAX**  
**BARNAUL**

**JEPPESEN**  
12 NOV 10 **10-2** Eff 18 Nov

**BARNAUL, RUSSIA**  
**STAR**

**Apt Elev**  
**838'**

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL49 Trans alt: 3140' (2302')  
1. FL by ATC. 2. Due to no guidance in heading at the initial approach, the procedure parameters are maintained by radar vectoring.



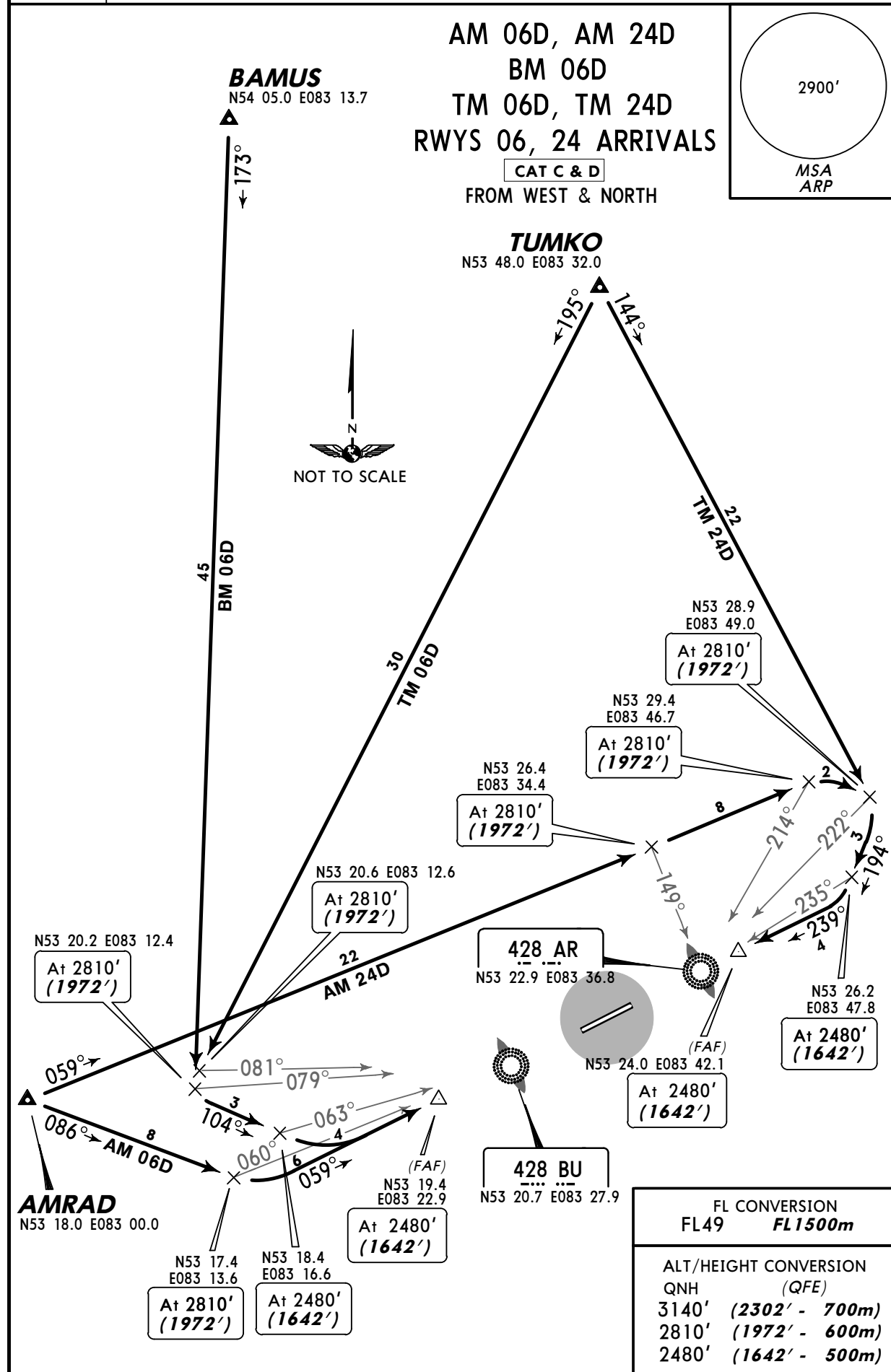
**UNBB/BAX**  
**BARNAUL**

**JEPPESEN**  
12 NOV 10 **(10-2A)** **Eff 18 Nov**

**BARNAUL, RUSSIA**  
**STAR**

**Apt Elev**  
**838'**

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL49 Trans alt: 3140' (2302')  
1. FL by ATC. 2. Due to no guidance in heading at the initial approach, the procedure parameters are maintained by radar vectoring.



**UNBB/BAX**  
**BARNAUL**

12 NOV 10

**JEPPESEN****Eff 18 Nov**

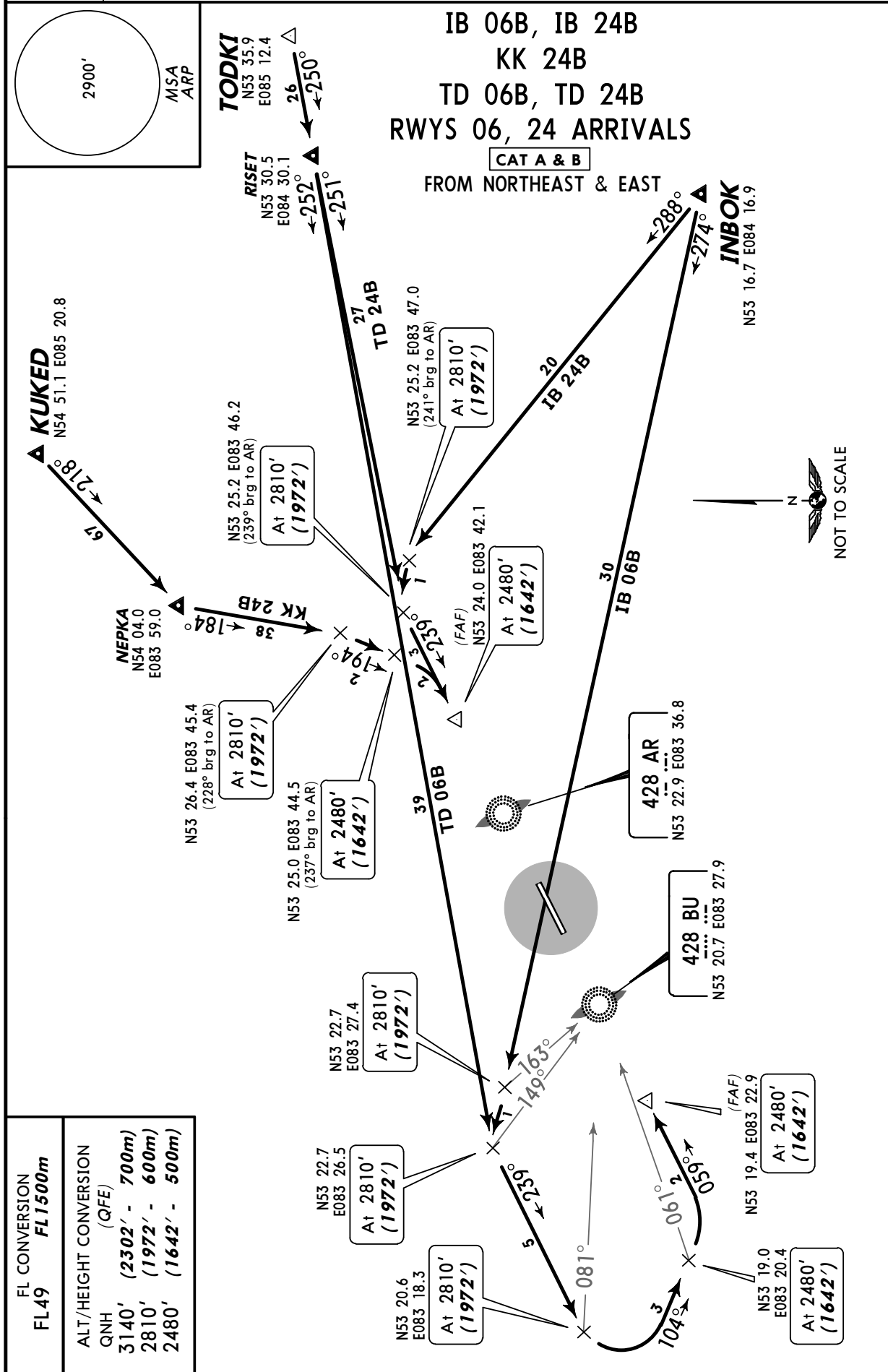
## BARNAUL, RUSSIA

**STAR**

*Apt Elev*  
838'

Alt Set: MM (hPa on request)    QNH on request    **(QFE)**Trans level: FL49      Trans alt: 3140'      **(2302')**

1. FL by ATC. 2. Due to no guidance in heading at the initial approach, the procedure parameters are maintained by radar vectoring.



**CHANGES:** New procedures at this airport.

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

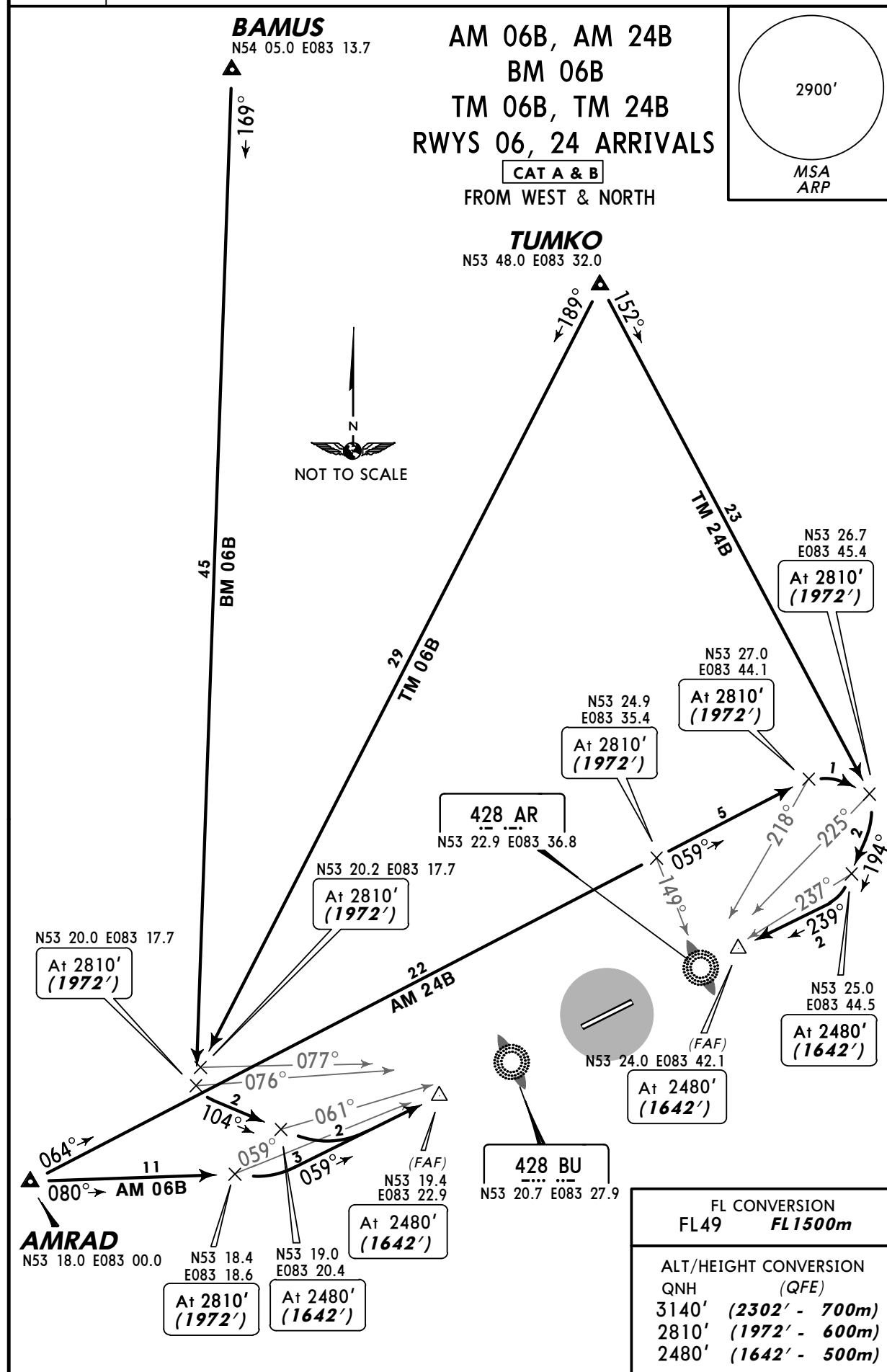
**UNBB/BAX**  
**BARNAUL**

**JEPPesen**  
12 NOV 10 **10-2C** **Eff 18 Nov**

**BARNAUL, RUSSIA**  
**STAR**

**Apt Elev**  
**838'**

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL49 Trans alt: 3140' (2302')  
1. FL by ATC. 2. Due to no guidance in heading at the initial approach, the procedure parameters are maintained by radar vectoring.



**UNBB/BAX**  
**BARNAUL**

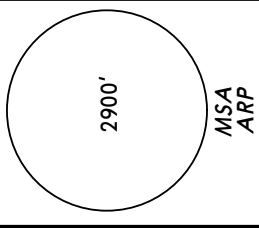
**JEPPESSEN**  
12 NOV 10 **10-3** **Eff 18 Nov**

**BARNAUL, RUSSIA**

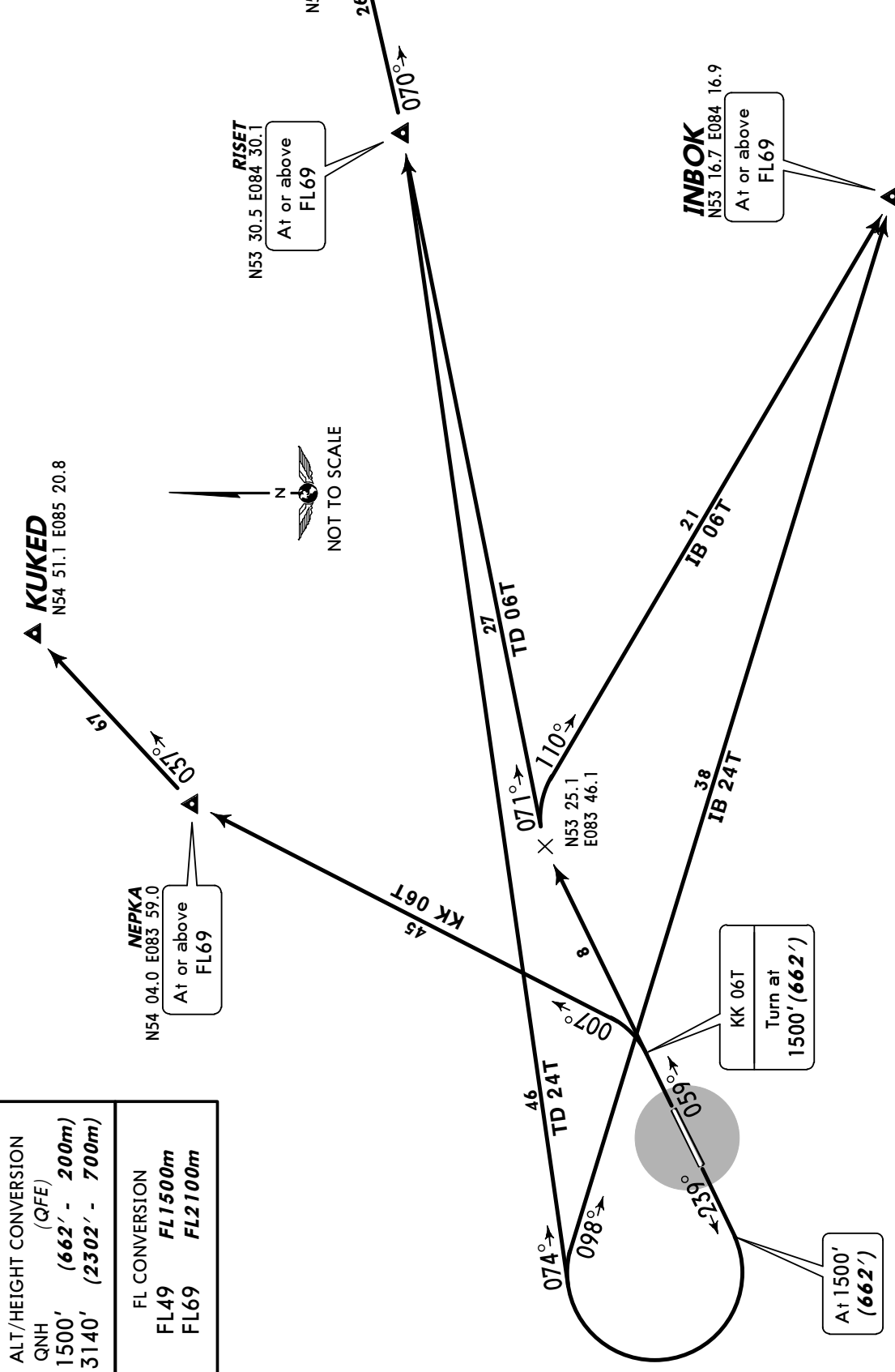
**SID**

Apt Elev  
**838'**

QNH on request (QFE)  
Trans level: FL49 Trans alt: 3140' **(2302')**



**IB 06T, IB 24T**  
**KK 06T**  
**TD 06T, TD 24T**  
**RWYS 06, 24 DEPARTURES**  
**TO NORTHEAST & EAST**

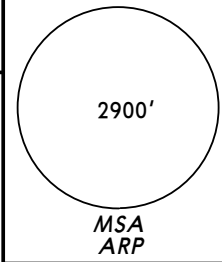


**UNBB/BAX**  
**BARNAUL**

**JEPPESEN**  
12 NOV 10 **(10-3A)** **Eff 18 Nov**

**BARNAUL, RUSSIA**  
**SID**

*Apt Elev*  
**838'**  
QNH on request (QFE)  
Trans level: FL49 Trans alt: 3140' (2302')



**AM 06T, AM 24T**  
**BM 24T**  
**TM 06T, TM 24T**  
**RWYS 06, 24 DEPARTURES**  
**TO WEST & NORTH**

**BAMUS**  
N54 05.0 E083 13.7

At or above  
FL59

**TUMKO**  
N53 48.0 E083 32.0

At or above  
FL59



**ALT/HEIGHT CONVERSION**  
QNH (QFE)  
1500' (662' - 200m)  
3140' (2302' - 700m)

**FL CONVERSION**  
FL49 **FL1500m**  
FL69 **FL2100m**

**AMRAD**  
N53 18.0 E083 00.0

At or above  
FL59



**20**  
**AM 24T**

**30**  
**AM 06T**

**50**  
**BM 24T**

**31**  
**TM 24T**

**29**  
**TM 06T**

**239°**

**345°**

At  
1500' (662')

**003°**

**239°**

**253°**

At  
1500' (662')

**UNBB/BAX**

Apt Elev **838'**  
N53 21.8 E083 32.4

5 FEB 10

**10-9**

**Eff 11 Feb**

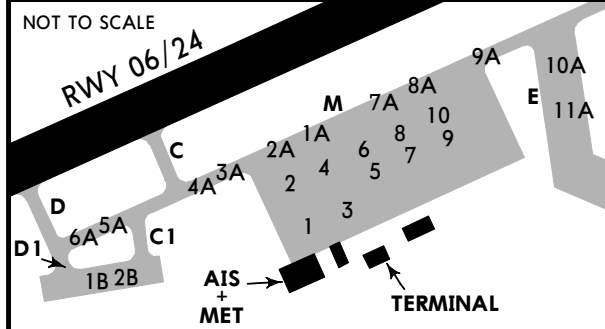
**BARNAUL, RUSSIA**

**BARNAUL**

BARNAUL Tower (GND/TWR)

**123.5**

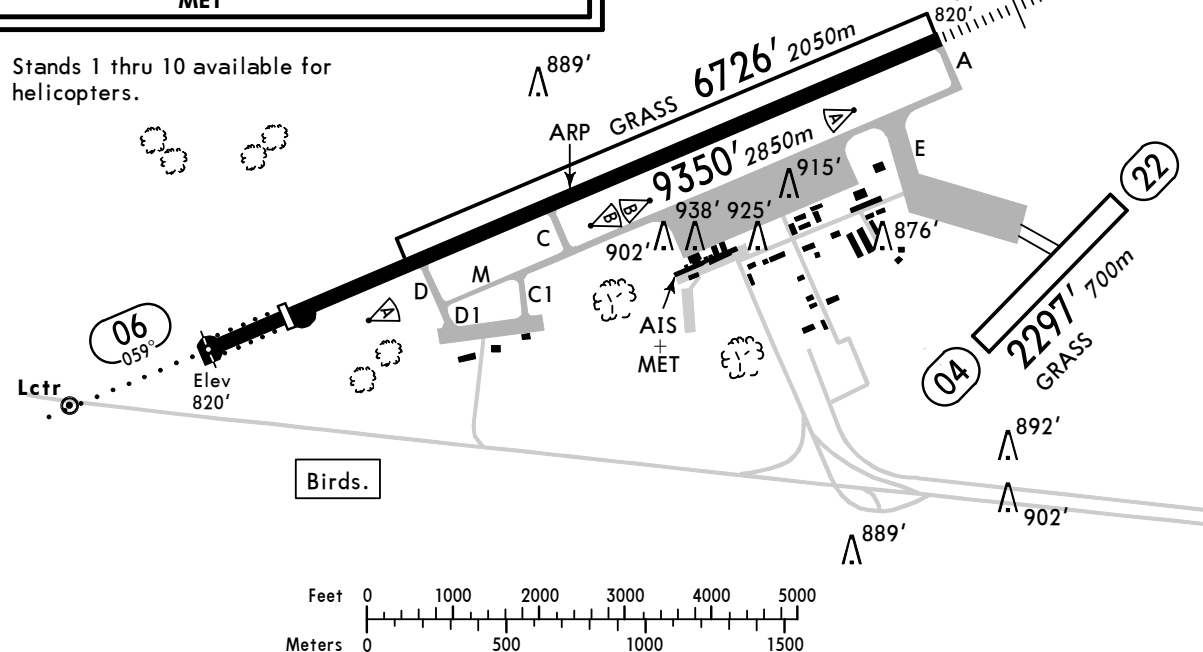
NOT TO SCALE



**PARKING POSITIONS**

| STAND | COORDINATES |           |
|-------|-------------|-----------|
| 1     | N53 21.7    | E083 32.8 |
| 2     | N53 21.8    | E083 32.8 |
| 3     | N53 21.7    | E083 32.9 |
| 4     | N53 21.8    | E083 32.9 |
| 5, 6  | N53 21.8    | E083 33.0 |
| 7, 8  | N53 21.8    | E083 33.1 |
| 9     | N53 21.8    | E083 33.2 |
| 10    | N53 21.9    | E083 33.2 |

Stands 1 thru 10 available for helicopters.



**ADDITIONAL RUNWAY INFORMATION**

| RWY |    | USABLE LENGTHS                               |                | TAKE-OFF    | WIDTH         |
|-----|----|----------------------------------------------|----------------|-------------|---------------|
|     |    | Threshold                                    | Landing Beyond |             |               |
| 04  | 22 |                                              |                |             | 262'<br>80m   |
| 06  | 24 | HIRL (60m) ALS(white/red) PAPI-L (2.67°) RVR | 8202' 2500m    | 7048' 2148m | 9022' 2750m ① |
| 06  | 24 | HIRL (60m) HIALS PAPI-L (2.67°) RVR          |                | 8682' 2646m | 164'<br>50m   |
| 06  | 24 | Grass runway                                 |                |             | 279'<br>85m   |
|     |    |                                              |                |             |               |
|     |    |                                              |                |             |               |

① First 328'/100m unusable for take-off.

**TAKE-OFF**

**AIR CARRIER**  
**Main rwy 06/24**

**LVP must be in force**  
RCLM (DAY only)  
or RL

RCLM (DAY only)  
or RL

A  
B  
C  
D

250m

300m

400m

**UNBB/BAX** **JEPPESEN**  
6 AUG 10 **10-9S****Standard**  
**BARNAUL, RUSSIA**  
**BARNAUL**

| STRAIGHT-IN RWY |                | A                    | B                    | C                    | D                    |
|-----------------|----------------|----------------------|----------------------|----------------------|----------------------|
| <b>06</b>       | ILS            | <b>1025'</b> (200')  | <b>1027'</b> (202')  | <b>1037'</b> (212')  | <b>1047'</b> (222')  |
|                 |                | <b>R1000m</b>        | <b>R1000m</b>        | <b>R1000m</b>        | <b>R1000m</b>        |
|                 | <i>ALS out</i> | R1200m               | R1200m               | R1200m               | R1200m               |
|                 | LOC            | NOT AUTH             | NOT AUTH             | NOT AUTH             | NOT AUTH             |
|                 | NDB ❶❷         | <b>1180'</b> (355')  | <b>1180'</b> (355')  | <b>1180'</b> (355')  | <b>1180'</b> (355')  |
|                 |                | <b>R1400m</b>        | <b>R1400m</b>        | <b>R1400m</b>        | <b>R1400m</b>        |
| <b>24</b>       | <i>ALS out</i> | R1600m               | R1600m               | R1600m               | R1600m               |
|                 | NDB ❸          | <b>1570'</b> (745')  | <b>1570'</b> (745')  | <b>1570'</b> (745')  | <b>1570'</b> (745')  |
|                 |                | <b>C3500m</b>        | <b>C3500m</b>        | <b>C3700m</b>        | <b>C3700m</b>        |
|                 | <i>ALS out</i> | C3700m               | C3700m               | C3900m               | C3900m               |
|                 | ILS            | <b>1020'</b> (200')  | <b>1027'</b> (207')  | <b>1037'</b> (217')  | <b>1047'</b> (227')  |
|                 | <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             |
|                 | 2 NDB ❶❷       | <b>1180'</b> (360')  | <b>1180'</b> (360')  | <b>1180'</b> (360')  | <b>1180'</b> (360')  |
|                 |                | <b>R1000m</b>        | <b>R1000m</b>        | <b>R1200m</b>        | <b>R1200m</b>        |
|                 | <i>ALS out</i> | R1600m               | R1600m               | R1600m               | R1600m               |
|                 | 2 NDB ❸        | <b>1650'</b> (830')  | <b>1650'</b> (830')  | <b>1650'</b> (830')  | <b>1650'</b> (830')  |
|                 |                | <b>C3300m</b>        | <b>C3300m</b>        | <b>C3500m</b>        | <b>C3500m</b>        |
|                 | <i>ALS out</i> | C4000m               | C4000m               | C4200m               | C4200m               |
|                 | AR NDB ❶❷      | <b>1180'</b> (360')  | <b>1180'</b> (360')  | <b>1180'</b> (360')  | <b>1180'</b> (360')  |
|                 |                | <b>R1000m</b>        | <b>R1000m</b>        | <b>R1200m</b>        | <b>R1200m</b>        |
|                 | <i>ALS out</i> | R1600m               | R1600m               | R1600m               | R1600m               |
|                 | AR NDB ❸       | <b>1820'</b> (1000') | <b>1820'</b> (1000') | <b>1820'</b> (1000') | <b>1820'</b> (1000') |
|                 |                | <b>C4000m</b>        | <b>C4000m</b>        | <b>C4200m</b>        | <b>C4200m</b>        |
|                 | <i>ALS out</i> | C4700m               | C4700m               | C4900m               | C4900m               |

❶ Continuous Descent Final Approach.

❷ with Radar control.

❸ w/o Radar control.

**TAKE-OFF RWY 06, 24**

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

**UNBB/BAX** **JEPPESEN**

5 FEB 10

**10-9X****Eff 11 Feb****JAA MINIMUMS****BARNAUL, RUSSIA**  
**BARNAUL**

| STRAIGHT-IN RWY |                | A                    | B                    | C                    | D                    |
|-----------------|----------------|----------------------|----------------------|----------------------|----------------------|
| 06              | ILS            | <b>1025'</b> (200')  | <b>1027'</b> (202')  | <b>1037'</b> (212')  | <b>1047'</b> (222')  |
|                 |                | <b>R800m</b>         | <b>R800m</b>         | <b>R800m</b>         | <b>R800m</b>         |
|                 | <i>ALS out</i> | R1000m               | R1000m               | R1000m               | R1000m               |
|                 | LOC            | NOT<br>AUTHORIZED    |                      |                      |                      |
|                 | 2 NDB          | <b>1150'</b> (325')  | <b>1150'</b> (325')  | <b>1150'</b> (325')  | <b>1150'</b> (325')  |
|                 | with FAF       | <b>R1300m</b>        | <b>R1400m</b>        | <b>R1600m</b>        | <b>R1800m</b>        |
|                 | <i>ALS out</i> | R1500m               | R1500m               | R1800m               | R2000m               |
|                 | 2 NDB          | <b>1570'</b> (745')  | <b>1570'</b> (745')  | <b>1570'</b> (745')  | <b>1570'</b> (745')  |
|                 | w/o FAF        | <b>R1500m</b>        | <b>R1500m</b>        | <b>R2000m</b>        | <b>R2000m</b>        |
|                 | BU NDB         | <b>1150'</b> (325')  | <b>1150'</b> (325')  | <b>1150'</b> (325')  | <b>1150'</b> (325')  |
| 24              | with FAF       | <b>R1300m</b>        | <b>R1400m</b>        | <b>R1600m</b>        | <b>R1800m</b>        |
|                 | <i>ALS out</i> | R1500m               | R1500m               | R1800m               | R2000m               |
|                 | BU NDB         | <b>1570'</b> (745')  | <b>1570'</b> (745')  | <b>1570'</b> (745')  | <b>1570'</b> (745')  |
|                 | w/o FAF        | <b>R1500m</b>        | <b>R1500m</b>        | <b>R2000m</b>        | <b>R2000m</b>        |
|                 | ILS            | <b>1020'</b> (200')  | <b>1027'</b> (207')  | <b>1037'</b> (217')  | <b>1047'</b> (227')  |
|                 |                | <b>R550m</b>         | <b>R600m</b>         | <b>R600m</b>         | <b>R600m</b>         |
|                 | <i>ALS out</i> | R1000m               | R1000m               | R1000m               | R1000m               |
|                 | LOC            | NOT<br>AUTHORIZED    |                      |                      |                      |
|                 | 2 NDB          | <b>1180'</b> (360')  | <b>1180'</b> (360')  | <b>1180'</b> (360')  | <b>1180'</b> (360')  |
|                 | with FAF       | <b>R900m</b>         | <b>R1000m</b>        | <b>R1000m</b>        | <b>R1400m</b>        |
|                 | <i>ALS out</i> | R1500m               | R1500m               | R1800m               | R2000m               |
|                 | 2 NDB          | <b>1650'</b> (830')  | <b>1650'</b> (830')  | <b>1650'</b> (830')  | <b>1650'</b> (830')  |
|                 | w/o FAF        | <b>R1200m</b>        | <b>R1400m</b>        | <b>R1400m</b>        | <b>R1800m</b>        |
|                 | <i>ALS out</i> | R1500m               | R1500m               | R2000m               | R2000m               |
|                 | AR NDB         | <b>1180'</b> (360')  | <b>1180'</b> (360')  | <b>1180'</b> (360')  | <b>1180'</b> (360')  |
|                 | with FAF       | <b>R900m</b>         | <b>R1000m</b>        | <b>R1000m</b>        | <b>R1400m</b>        |
|                 | <i>ALS out</i> | R1500m               | R1500m               | R1800m               | R2000m               |
|                 | AR NDB         | <b>1820'</b> (1000') | <b>1820'</b> (1000') | <b>1820'</b> (1000') | <b>1820'</b> (1000') |
|                 | w/o FAF        | <b>R1200m</b>        | <b>R1400m</b>        | <b>R1400m</b>        | <b>R1800m</b>        |
|                 | <i>ALS out</i> | R1500m               | R1500m               | R2000m               | R2000m               |

**TAKE-OFF RWY 06, 24**

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

**UNBB/BAX**  
**BARNAUL**

**JEPPESSEN**  
5 NOV 10  
Eff 18 Nov **(11-1)**

**BARNAUL, RUSSIA**  
**ILS or 2 NDB Rwy 06**

BARNAUL Tower (APP/SRE/TWR/GND)

123.5

BRIEFING STRIP

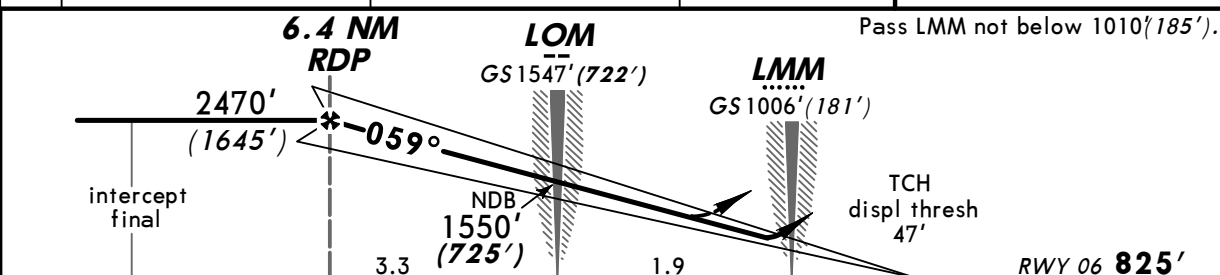
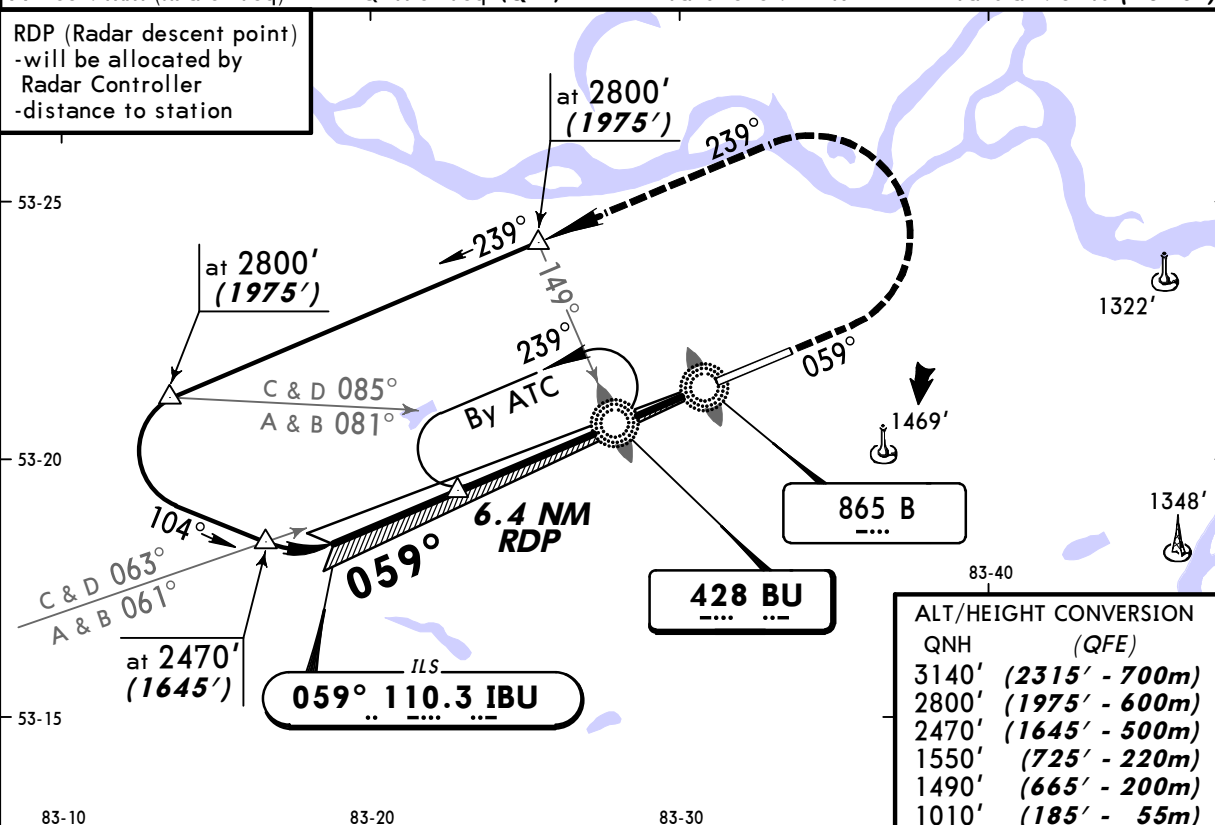
|                            |                                  |                                    |                                         |                 |       |
|----------------------------|----------------------------------|------------------------------------|-----------------------------------------|-----------------|-------|
| LOC<br>IBU<br><b>110.3</b> | Final<br>Apch Crs<br><b>059°</b> | GS<br>LOM<br>1547' (722')          | ILS<br>DA(H)<br>Refer to<br>Minimums    | Apt Elev 838'   | 2900' |
| NDB<br>BU<br><b>428</b>    |                                  | Minimum Alt<br>LOM<br>1550' (725') | 2 NDB<br>MDA(H)<br>Refer to<br>Minimums | RWY <b>825'</b> |       |

**MISSED APCH:** Climb on 059° to 1490' (665'), then turn LEFT onto 239° climbing to 2800' (1975'), then according to chart.

MSA  
Airport

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3140' (2315')

RDP (Radar descent point)  
-will be allocated by  
Radar Controller  
-distance to station



|                          |       |     |     |     |     |                                  |     |              |
|--------------------------|-------|-----|-----|-----|-----|----------------------------------|-----|--------------|
| TO DISPLACED THRESHOLD   |       |     |     |     |     | Pass LMM not below 1010' (185'). |     |              |
| Gnd speed-Kts            | 70    | 90  | 100 | 120 | 140 | 160                              | ALS | 1490' (665') |
| ILS GS or NDB Desc angle | 2.67° | 336 | 432 | 480 | 576 | 671                              | 767 | PAPI: 059°   |

| STRAIGHT-IN LANDING RWY 06 |                 |              |              | BU NDB       |              |              |  |
|----------------------------|-----------------|--------------|--------------|--------------|--------------|--------------|--|
| ILS                        |                 | LOC (GS out) | With FAF     | W/o FAF      | With FAF     | W/o FAF      |  |
| DA(H)                      |                 |              | MDA(H)       | MDA(H)       | MDA(H)       | MDA(H)       |  |
| A: 1025' (200')            | C: 1037' (212') |              | 1150' (325') | 1570' (745') | 1150' (325') | 1570' (745') |  |
| B: 1027' (202')            | D: 1047' (222') |              | ALS out      | ALS out      | ALS out      | ALS out      |  |
| FULL                       |                 | ALS out      |              |              |              |              |  |
| A                          | 1200m           |              | NOT AUTH     | 3200m        |              | 3200m        |  |
| B                          |                 |              |              | 3600m        |              | 3600m        |  |
| C                          |                 |              |              | 4000m        |              | 4000m        |  |
| D                          |                 |              |              |              |              |              |  |

**UNBB/BAX**  
**BARNAUL**

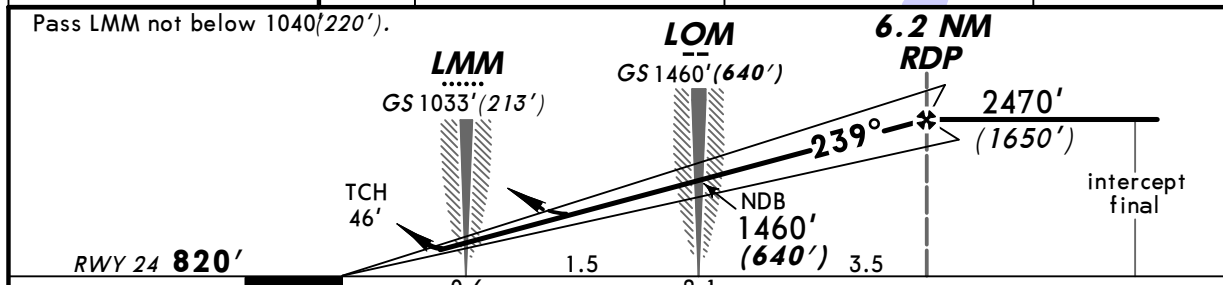
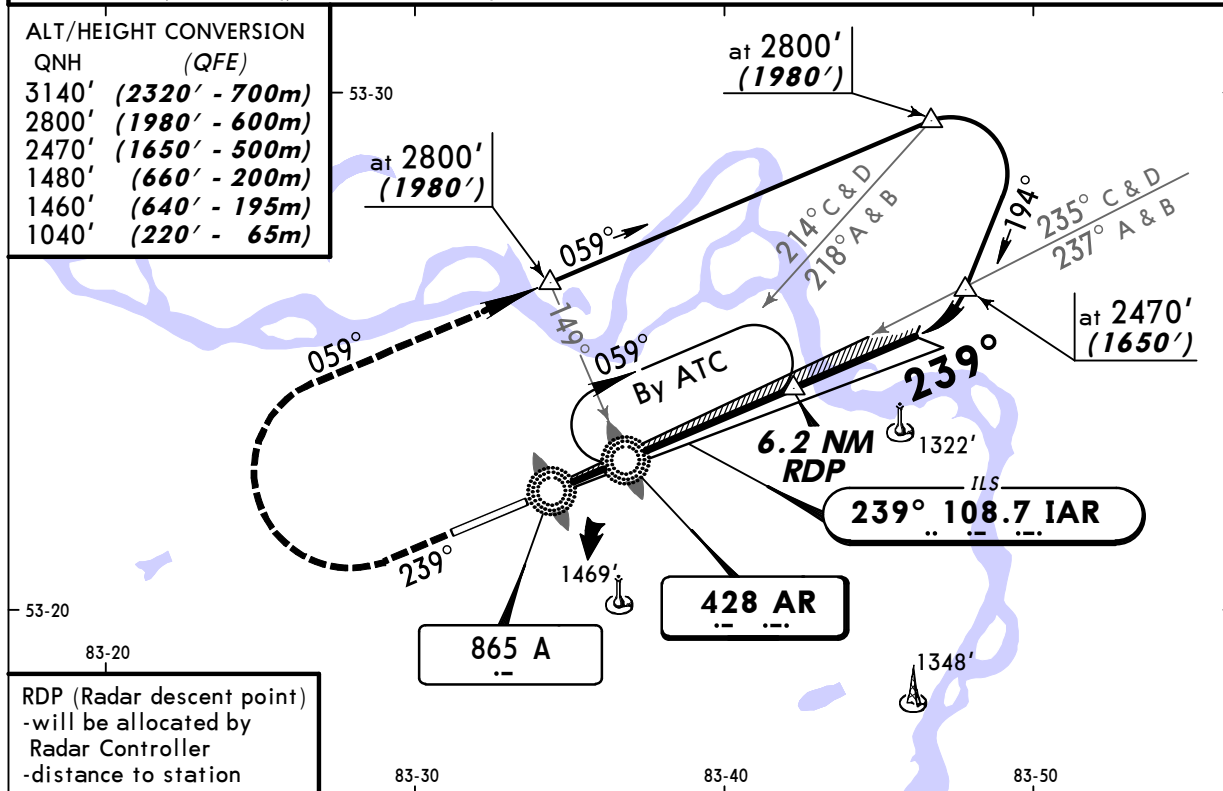
**JEPPESSEN**  
5 NOV 10  
Eff 18 Nov **(11-2)**

**BARNAUL, RUSSIA**  
**ILS or 2 NDB Rwy 24**

BARNAUL Tower (APP/SRE/TWR/GND)

BRIEFING STRIP

|                                                                                                                           |                           |                                           |                                         |                               |                                             |
|---------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------------------------|-----------------------------------------|-------------------------------|---------------------------------------------|
| BARNaul Tower (APP/SRE/TWR/GND)                                                                                           |                           |                                           |                                         |                               |                                             |
| 123.5                                                                                                                     |                           |                                           |                                         |                               |                                             |
| LOC<br>IAR<br>108.7                                                                                                       | Final<br>Apch Crs<br>239° | GS/<br>Minimum Alt<br>LOM<br>1460' (640') | ILS<br>DA(H)<br>Refer to<br>Minimums    | Apt Elev 838'<br><br>RWY 820' | <div>2900'</div> <div>MSA<br/>Airport</div> |
| NDB<br>AR<br>428                                                                                                          |                           |                                           | 2 NDB<br>MDA(H)<br>Refer to<br>Minimums |                               |                                             |
| MISSED APCH: Climb on 239° to 1480' (660'), then turn RIGHT onto 059° climbing to 2800' (1980'), then according to chart. |                           |                                           |                                         |                               |                                             |
| Alt Set: MM (hPa on req)                                                                                                  |                           | QNH on req (QFE)                          | Trans level: FL 49                      | Trans alt: 3140' (2320')      |                                             |



| Gnd speed-Kts                     | 70  | 90  | 100 | 120 | 140 | 160 | HIALS | 1480' (660') | 239° | 059° | 2800' (1980') |
|-----------------------------------|-----|-----|-----|-----|-----|-----|-------|--------------|------|------|---------------|
| ILS GS or<br>NDB Desc angle 2.67° | 336 | 432 | 480 | 576 | 671 | 767 | PAPI  | ↑ on         | ↑    | ↑ RT | ↑             |

| ILS                             |  | 2 NDB                  |  | AR NDB                 |  |
|---------------------------------|--|------------------------|--|------------------------|--|
| DA(H)                           |  | With FAF               |  | With FAF               |  |
| A: 1020' (200') C: 1037' (217') |  | MDA(H) 1180' (360')    |  | MDA(H) 1180' (360')    |  |
| B: 1027' (207') D: 1047' (227') |  | W/o FAF 1650' (830')   |  | W/o FAF 1820' (1000')  |  |
| FULL                            |  | ALS out                |  | ALS out                |  |
| A                               |  |                        |  |                        |  |
| B                               |  | 1200m                  |  | 3200m                  |  |
| C                               |  | 1200m                  |  | 1200m                  |  |
| D                               |  | 2000m                  |  | 2000m                  |  |
| RVR 720m<br>VIS 800m            |  | RVR 1500m<br>VIS 1600m |  | RVR 1500m<br>VIS 1600m |  |
|                                 |  | 4000m                  |  | 4000m                  |  |
|                                 |  | 4400m                  |  | 4400m                  |  |
|                                 |  |                        |  | 4800m                  |  |

**LOC (GS out): NOT AUTHORIZED.**

CHANGES: MSA. Trans alt. Bearings.

© JEPPESSEN, 1999, 2010. ALL RIGHTS RESERVED.