

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

No revision activity since Disc 09-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UNWW

UNWW (Spichenkovo)**General Info**

Novokuznetsk, RUS

N 53° 48.6' E 86° 52.7' Mag Var: 7.4°E

Elevation: 1024'

Public, IFR, Control Tower, No Customs

Fuel: Jet A-1

Time Zone Info: GMT+6:00 uses DST

Runway Info

Runway 01-19 8793' x 148' concrete

Runway 01 (13.0°M) TDZE 1004'

Lights: Edge

Runway 19 (193.0°M) TDZE 1001'

Lights: Edge, ALS

Communications InfoNovokuznetsk Start Tower **124.0** Non-EnglishNovokuznetsk Start Tower **121.2** Non-EnglishNovokuznetsk Approach Control **124.0** Non-EnglishNovokuznetsk Approach Control **118.6** Non-EnglishNovokuznetsk Transit Operations **131.7** Non-English**Notebook Info**

UNWW/NOZ

Apt Elev **1024'**
N53 48.6 E086 52.7

JEPPESEN

17 DEC 10 **(10-9)**

NOVOKUZNETSK, RUSSIA

SPICHENKOVO

*NOVOKUZNETSK Start (TWR)
Russian only

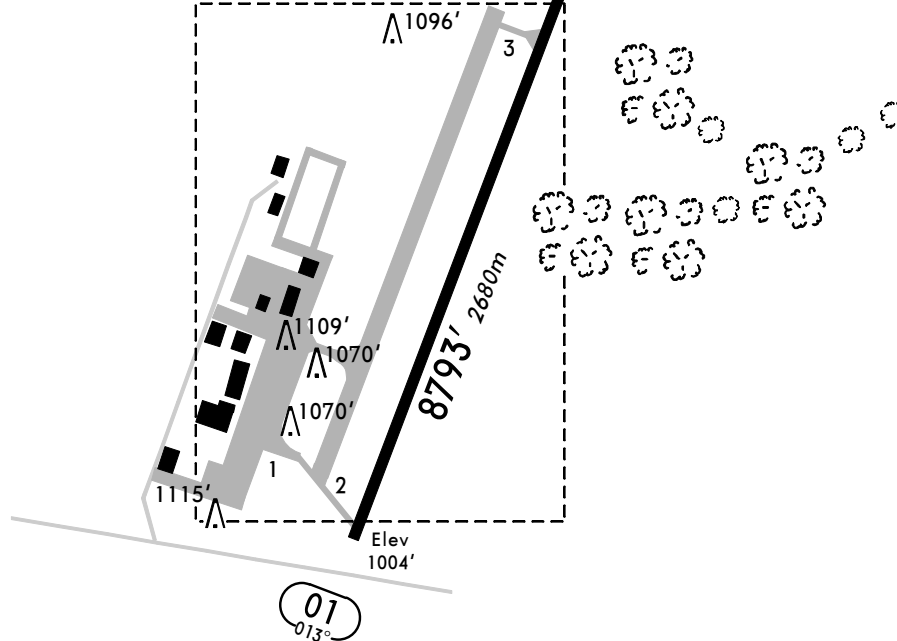
121.2

124.0X

FOR RUSSIAN USERS ONLY

Terrain beyond Rwy 01 and Rwy 19
descending steeply to 115'/35m
below threshold elevation.

**FOR PARKING
POSITIONS SEE 10-9A**



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
01	19	RL	ALS	8465' 2580m	148' 45m

① For IL-76 during summer restricted to 10 landings/take-offs per day.

② First 328'/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

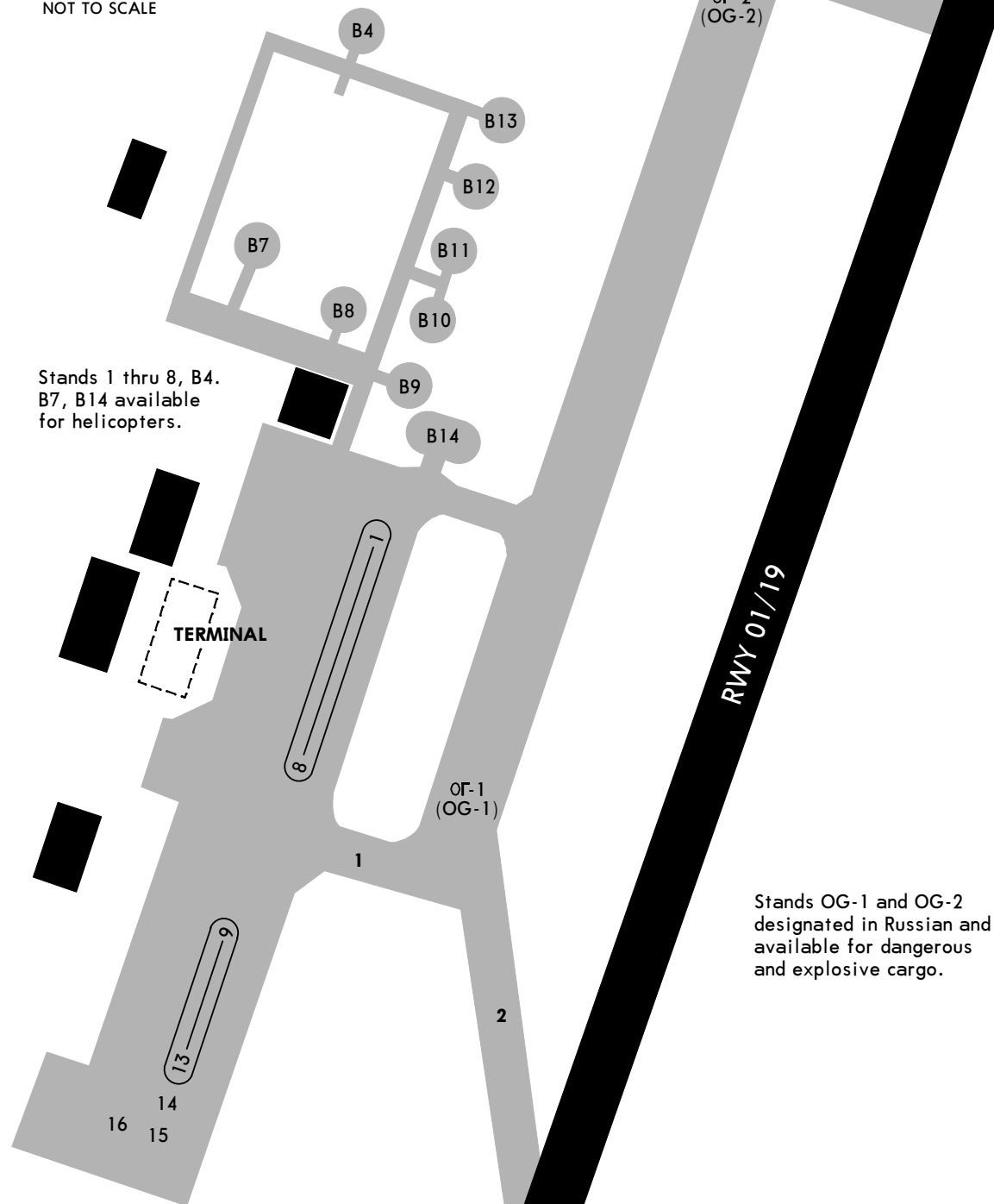
UNWW/NOZ

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 17 DEC 10 (10-9A)

NOVOKUZNETSK, RUSSIA
 SPICHENKOVO

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NOT TO SCALE



Stands 1 thru 8, B4.
 B7, B14 available
 for helicopters.

Stands OG-1 and OG-2
 designated in Russian and
 available for dangerous
 and explosive cargo.

INS COORDINATES

STAND No.	COORDINATES	
3	N53 48.3	E086 52.0
8	N53 48.2	E086 52.0

Taxiing of IL-76 via twy 1 and twy 3 is at reduced speed strictly along the centerline under inner engines power.

Taxiing into stands 5, 6 is only by towing for acft over 30t MTOW.

Taxiing into/out of stands 9 thru 16 is by towing.

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14 JAN 11 (11-1)

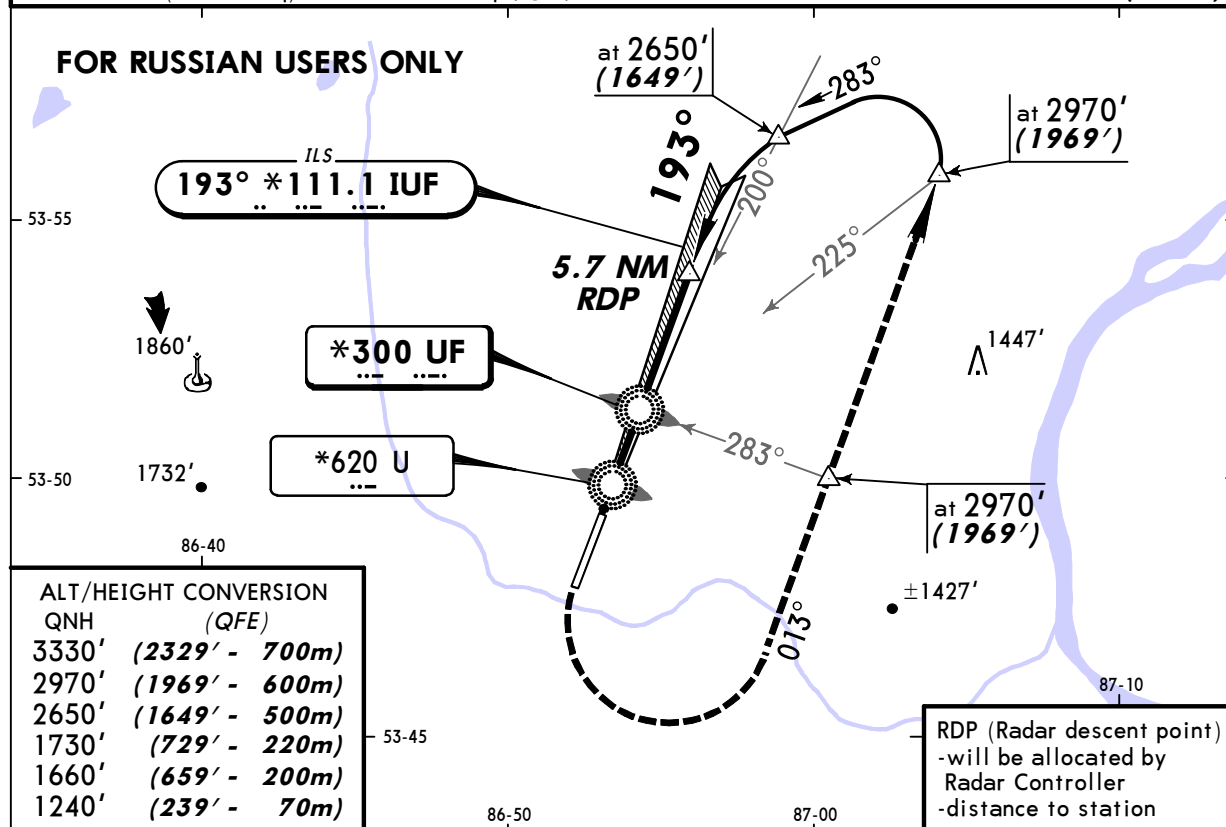
NOVOKUZNETSK, RUSSIA
ILS or 2 NDB Rwy 19

BRIEFING STRIP

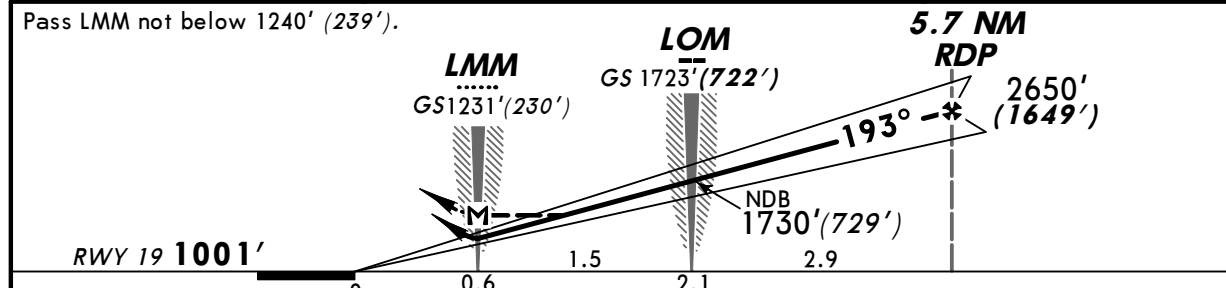
DATE/TIME START

*NOVOKUZNETSK Approach Russian only 118.6		*NOVOKUZNETSK Krug (RDR) Russian only 118.6 124.0X		*NOVOKUZNETSK Start (TWR) Russian only 121.2 124.0X		
LOC IUF *111.1	Final Apch Crs 193°	GS LOM 1723'(722')	ILS DA(H) Refer to Minimums	Apt Elev 1024' RWY 1001'	3300'	
NDB UF *300		Minimum Alt 5.7 NM RDP 2650'(1649')	NDB MDA(H) 1330'(329')			
MISSED APCH: Climb to 1660'(659'), then turn LEFT onto 013° climbing to 2970'(1969'), then according to chart or as directed.						MSA ARP
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49		
				Trans alt: 3330'(2329')		

FOR RUSSIAN USERS ONLY



Pass LMM not below 1240' (239').



Gnd speed-Kts	70	90	100	120	140	160	ALS	1660' (659')	013°	2970' (1969')
ILS GS or NDB Descent Angle 3.00°	377	484	538	646	753	861			LT	
MAP at LMM										

ILS		STRAIGHT-IN LANDING RWY 19		NDB	
B: 1214' (213')		LOC (GS out)		MDA(H) 1330' (329')	
CD: 1231' (230')				ALS out	
FULL	ALS out				
A	NOT APPLICABLE				
B					
C	1200m	NOT AUTHORIZED		1600m	
D					

PANS OPS

For CAT A no DA(H) published.

CHANGES: MAP.

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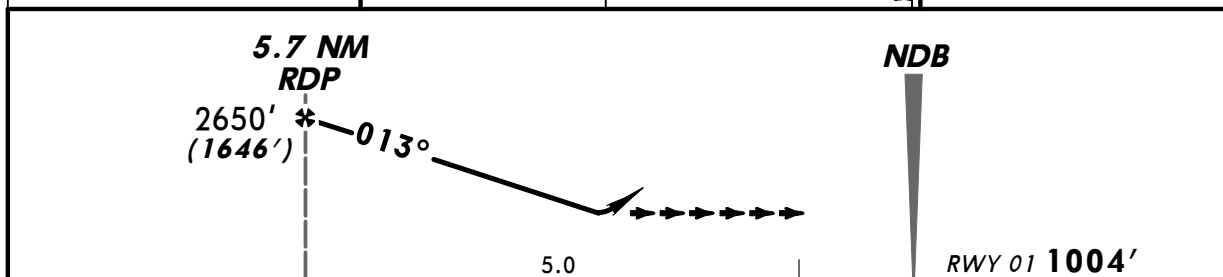
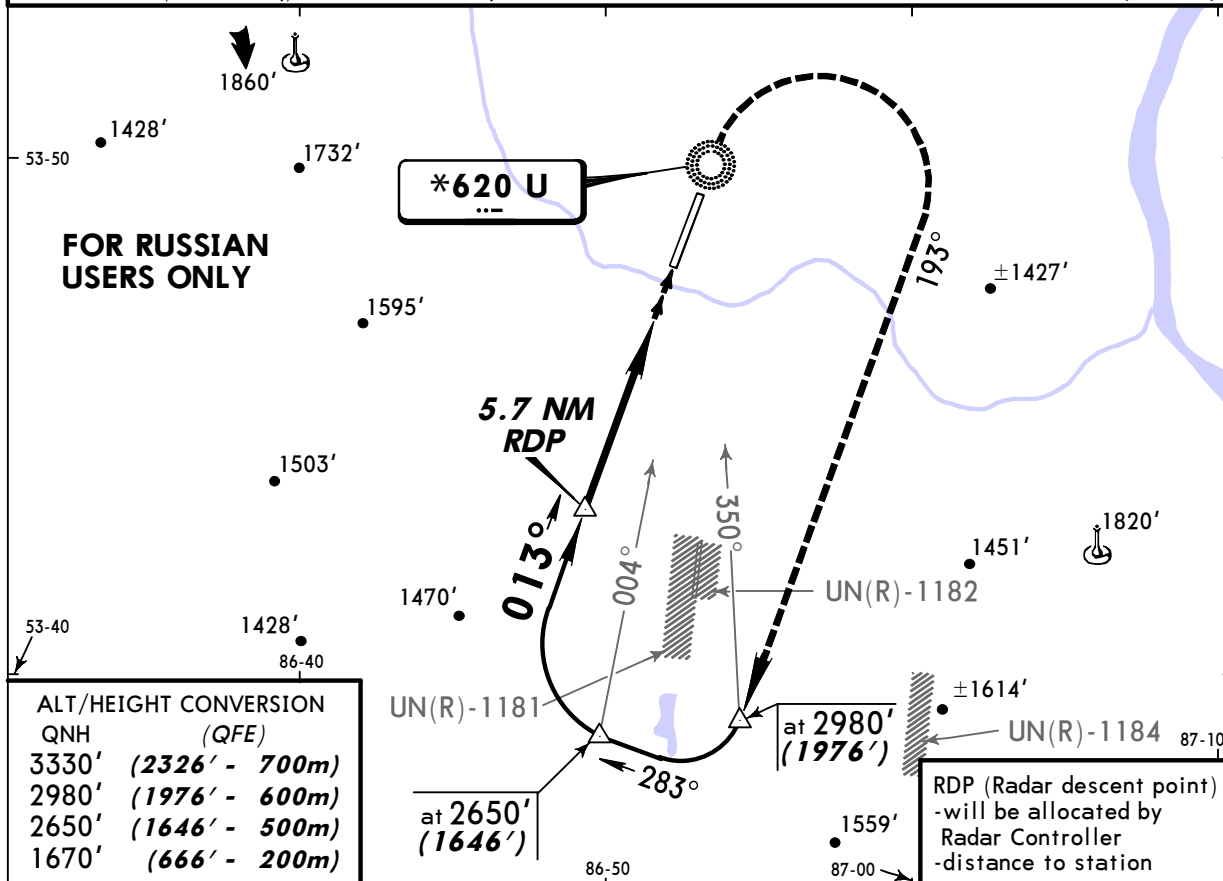
UNWW/NOZ
SPICHENKOVO

JEPPesen
14 JAN 11 (16-1)

NOVOKUZNETSK, RUSSIA
NDB Rwy 01

BRIEFING STRIP

*NOVOKUZNETSK Approach Russian only 118.6		*NOVOKUZNETSK Krug (RDR) Russian only 118.6 124.0X		*NOVOKUZNETSK Start (TWR) Russian only 121.2 124.0X	
NDB U *620	Final Apch Crs 013°	Minimum Alt 5.7 NM RDP 2650' (1646')	MDA(H) Refer to Minimums	Apt Elev 1024' RWY 1004'	3300' MSA ARP
MISSED APCH: Climb to 1670' (666'), then turn RIGHT onto 193° climbing to 2980' (1976'), then according to chart or as directed.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49	
				Trans alt: 3330' (2326')	



Gnd speed-Kts	70	90	100	120	140	160		1670' (666')	193° RT	2980' (1976')
Descent Angle	3.00°	372	478	531	637	743	849			

STRAIGHT-IN LANDING RWY 01		AB: 1660' (656')		CD: 1990' (986')	
A					
B	3200m				
C					
D	4800m				

PANS OPS