

## List of pages in this Trip Kit

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Terminal Charts For UNWW

Revision Letter For Cycle 08-2012

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Notebook

## General Information

Location: Novokuznetsk Rus  
IATA Code: NOZ  
Lat/Long: N53° 48.6' E086° 52.7'  
Elevation: 1024 ft

Airport Use: Public  
Magnetic Variation: 6.3°E

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

Sunrise: 2302 Z  
Sunset: 1321 Z,

## Runway Information

Runway: 01  
Length x Width: 8793 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 1004 ft  
Lighting: Edge

Runway: 19  
Length x Width: 8793 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 1001 ft  
Lighting: Edge, ALS

## Communication Information

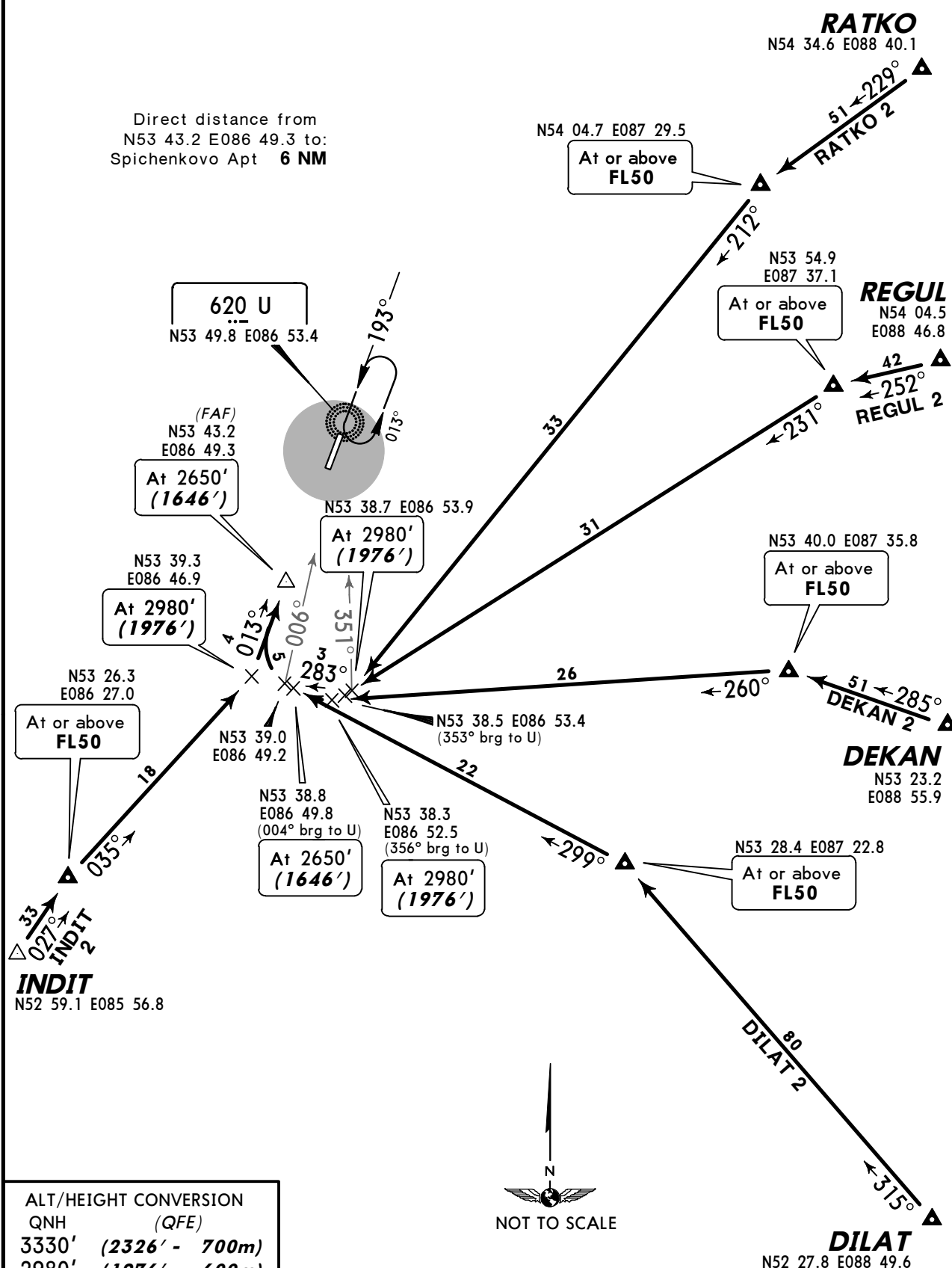
Novokuznetsk Start Tower 124.0 Non-English  
Novokuznetsk Start Tower 121.2 Non-English  
Novokuznetsk Approach Control 124.0 Non-English  
Novokuznetsk Approach Control 118.6 Non-English  
Novokuznetsk Transit Operations 131.7 Non-English

Apt Elev  
1024'Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50 Trans alt (hgt): 3330' (2326')

3300'

MSA  
ARPDEKAN 2, DILAT 2, INDIT 2  
RATKO 2, REGUL 2  
RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY

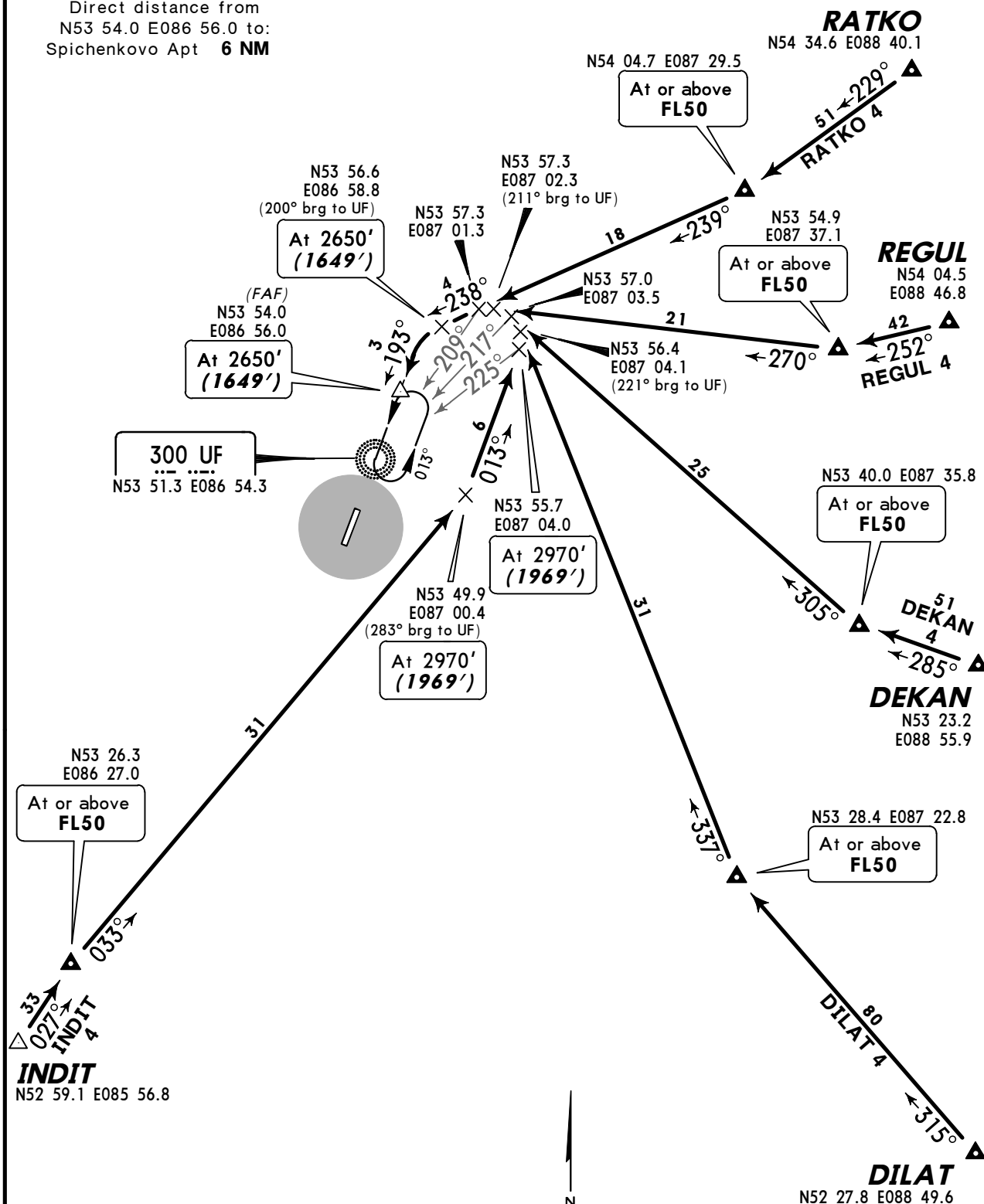
Direct distance from  
N53 43.2 E086 49.3 to:  
Spichenkovo Apt 6 NM

Apt Elev  
1024'Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50 Trans alt (hgt): 3330' (2329')

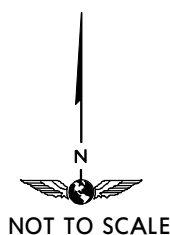
3300'

MSA  
ARPDEKAN 4, DILAT 4, INDIT 4  
RATKO 4, REGUL 4  
RWY 19 ARRIVALS

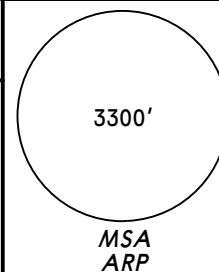
FOR RUSSIAN USERS ONLY

Direct distance from  
N53 54.0 E086 56.0 to:  
Spichenkovo Apt 6 NM

| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 3330'                 | (2329' - 700m) |
| 2970'                 | (1969' - 600m) |
| 2650'                 | (1649' - 500m) |

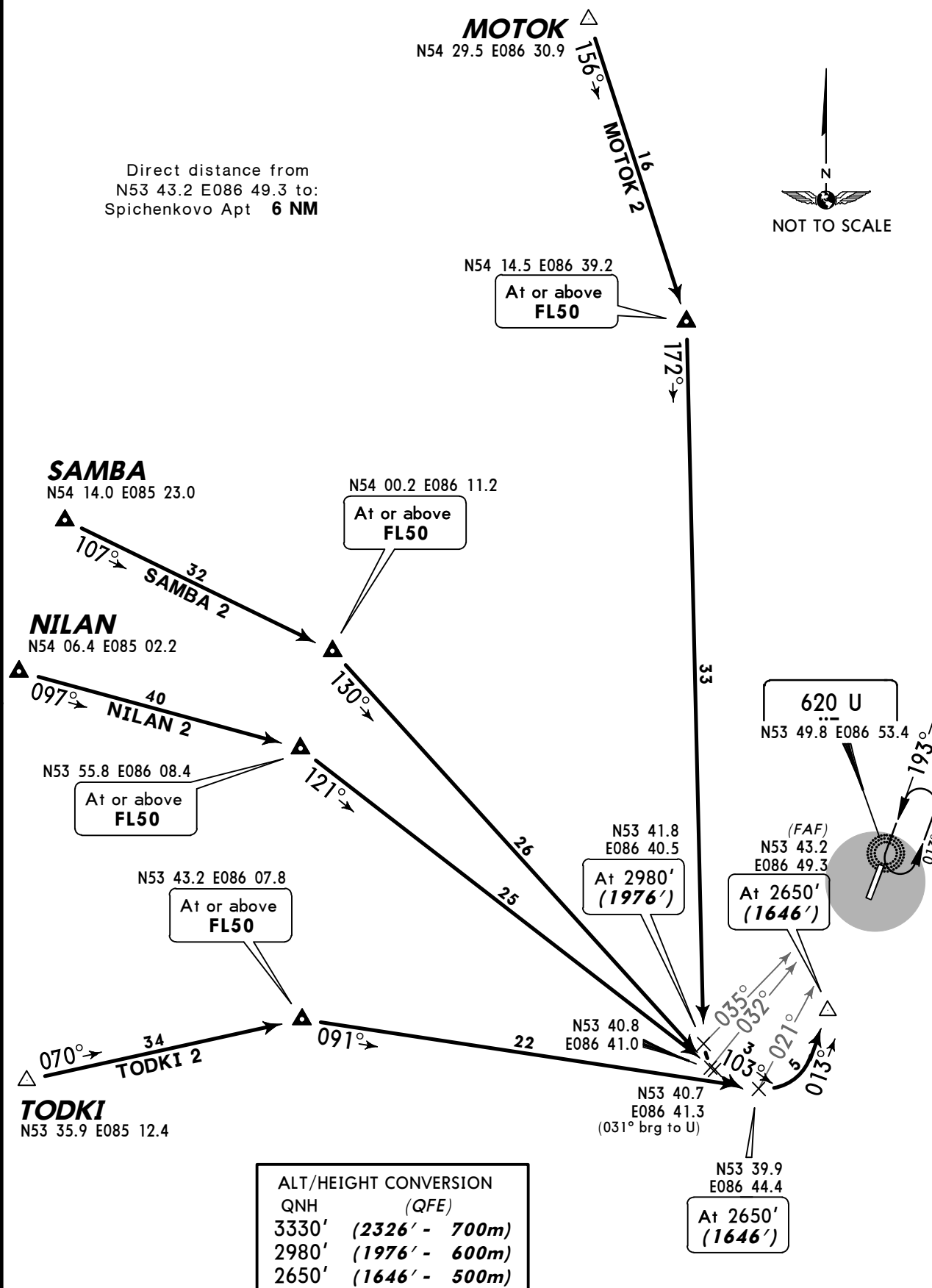


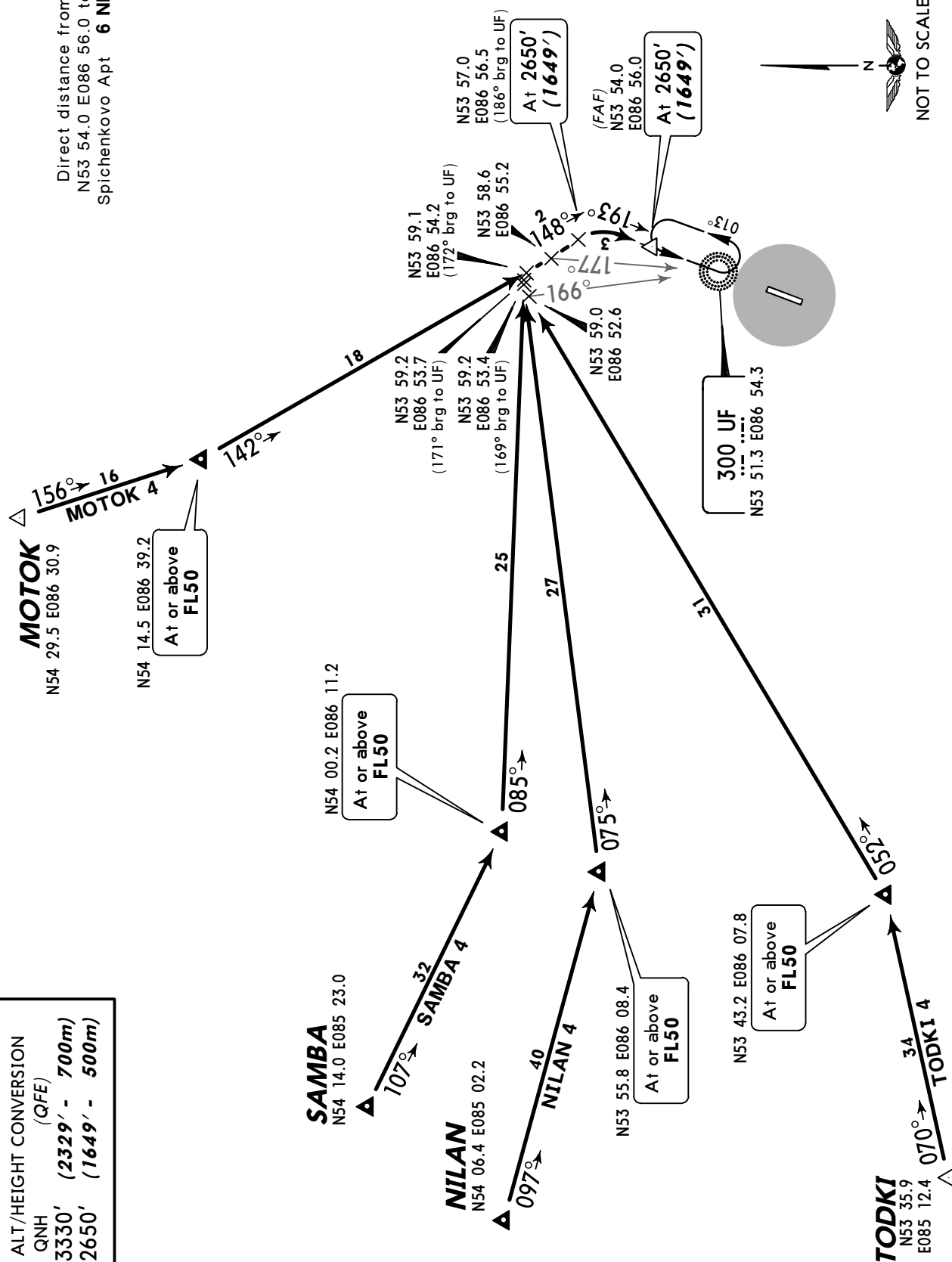
NOT TO SCALE

Apt Elev  
1024'Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50 Trans alt (hgt): 3330' (2326')

MOTOK 2, NILAN 2  
SAMBA 2, TODKI 2  
RWY 01 ARRIVALS  
FOR RUSSIAN USERS ONLY

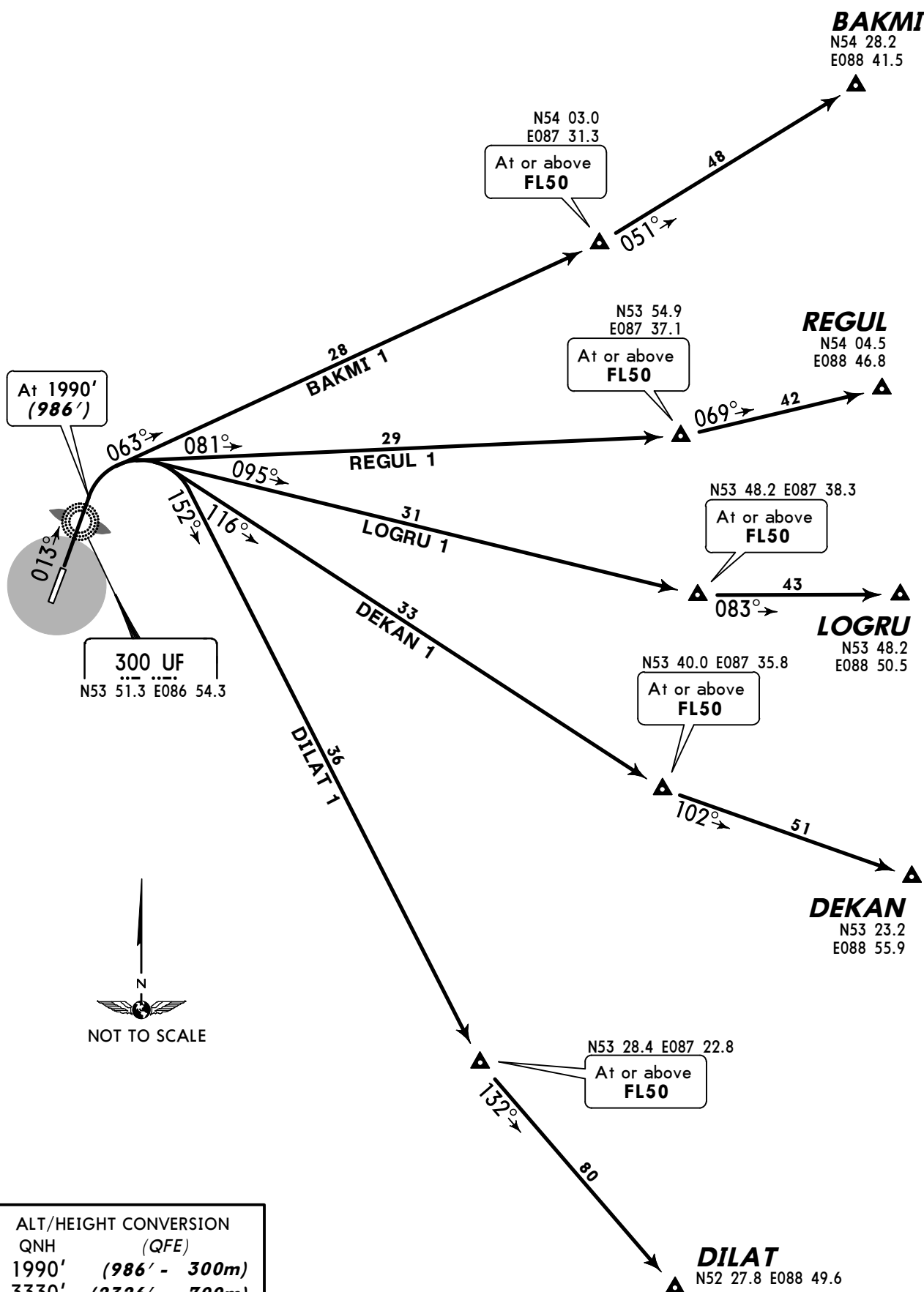
Direct distance from  
N53 43.2 E086 49.3 to:  
Spichenkovo Apt 6 NM



Apt Elev  
1024'Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50 Trans alt (hgt): 3330' (2329')3300'  
MSA  
ARPMOTOK 4, NILAN 4  
SAMBA 4, TODKI 4  
RWY 19 ARRIVALS  
FOR RUSSIAN USERS ONLYDirect distance from  
N53 54.0 E086 56.0 to:  
Spichenkovo Apt 6 NM

Apt Elev  
1024'QNH on request (QFE)  
Trans level: FL50 Trans alt (hgt): 3330' (2326')

3300'

MSA  
ARPBAKMI 1, DEKAN 1, DILAT 1  
LOGRU 1, REGUL 1  
RWY 01 DEPARTURES  
FOR RUSSIAN USERS ONLY



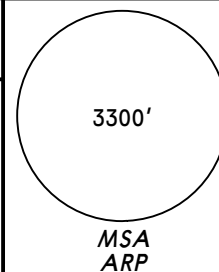


Apt Elev  
1024'

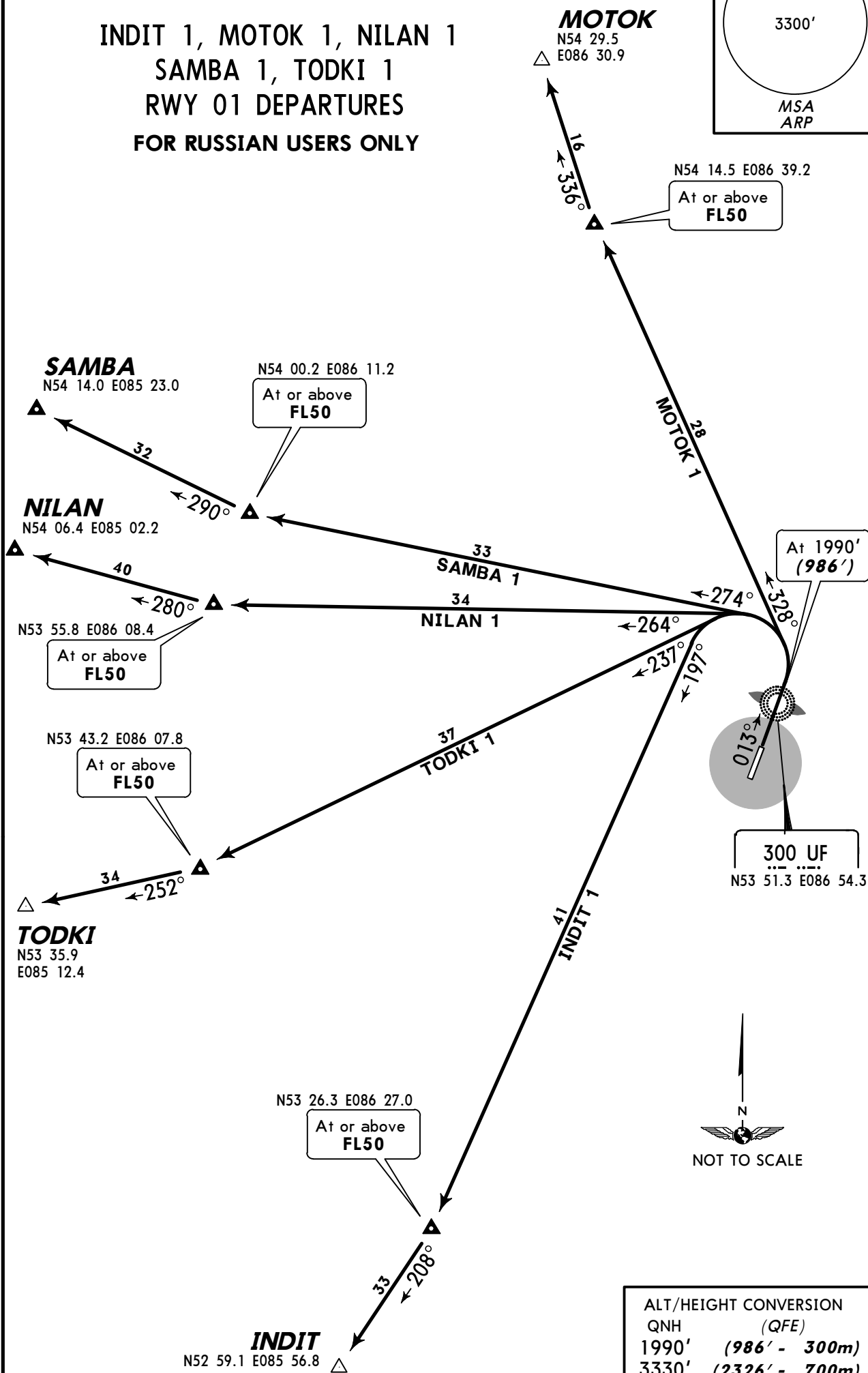
QNH on request (QFE)

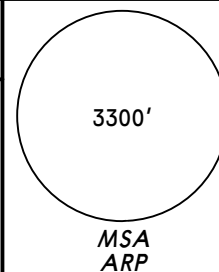
Trans level: FL50 Trans alt (hgt): 3330'

(2326')

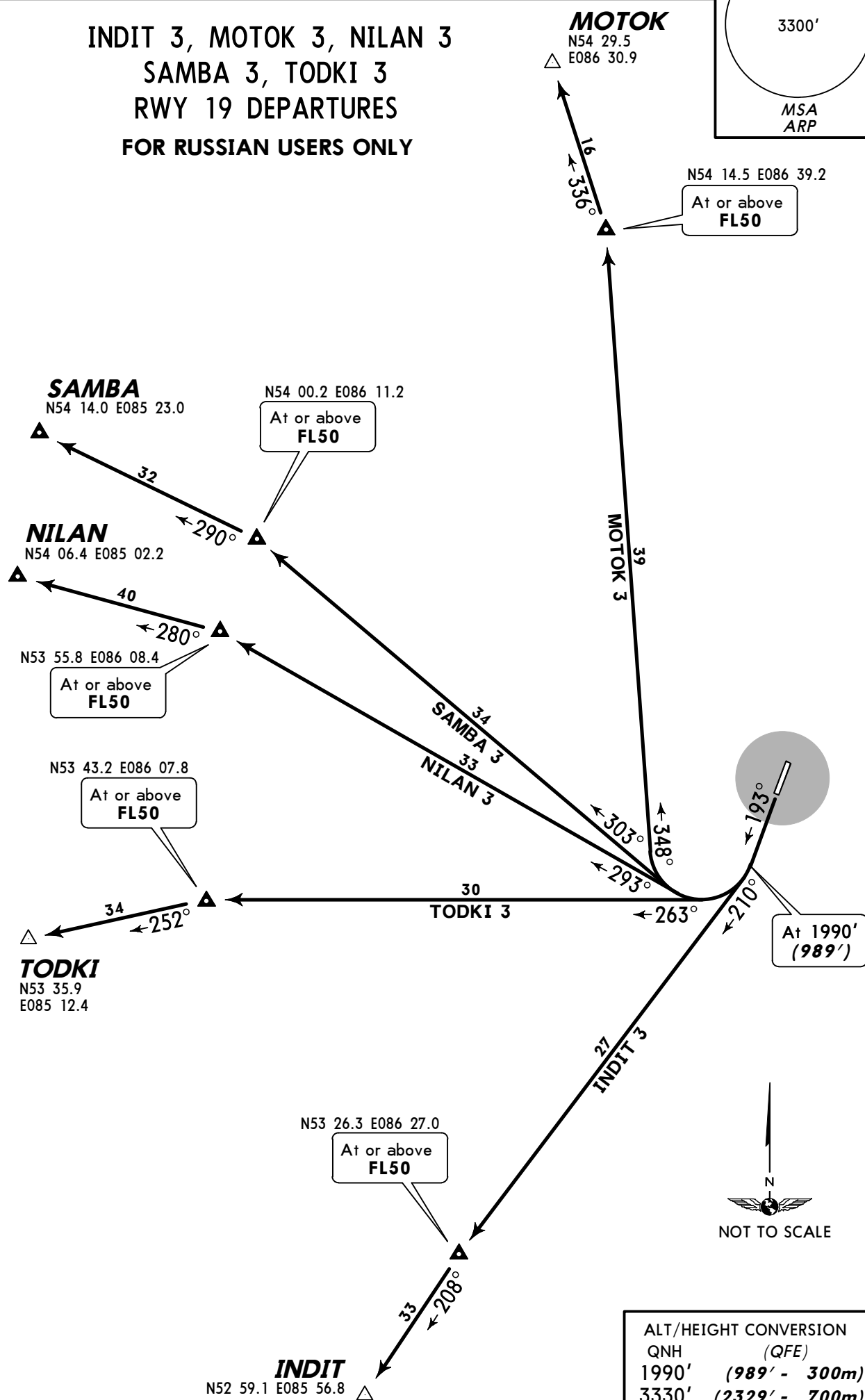


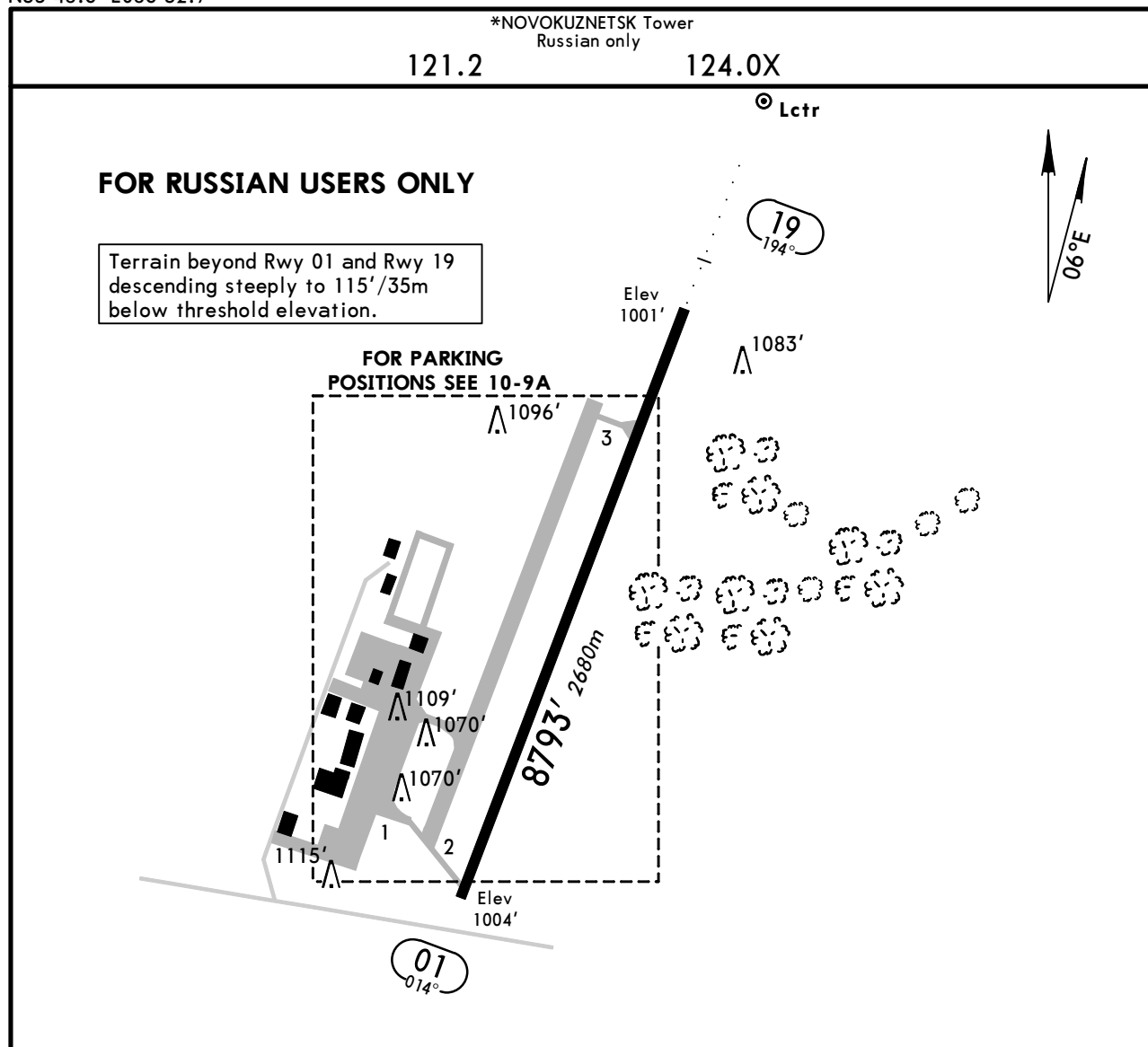
INDIT 1, MOTOK 1, NILAN 1  
SAMBA 1, TODKI 1  
RWY 01 DEPARTURES  
FOR RUSSIAN USERS ONLY



Apt Elev  
1024'QNH on request (QFE)  
Trans level: FL50 Trans alt (hgt): 3330' (2329')

INDIT 3, MOTOK 3, NILAN 3  
SAMBA 3, TODKI 3  
RWY 19 DEPARTURES  
FOR RUSSIAN USERS ONLY





ADDITIONAL RUNWAY INFORMATION

| RWY   |        | USABLE LENGTHS |               | WIDTH    |
|-------|--------|----------------|---------------|----------|
|       |        | Threshold      | TAKE-OFF      |          |
| 01 19 | RL ALS |                | 8465' 2580m 2 | 148' 45m |
|       |        |                |               |          |
|       |        |                |               |          |
|       |        |                |               |          |
|       |        |                |               |          |

1 For IL-76 and B737-400 during summer restricted to 10 landings/take-offs per day.

For B737-800 during summer restricted to 1 landing/take-off per day.

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

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

**FOR RUSSIAN USERS ONLY**

NOT TO SCALE

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

TERMINAL

RWY 01/19

Stands OG-1 and OG-2 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 in/out of stands 1 thru 4, OG-1 and OG-2  
under own engines power.

Taxiing in stands 5 and 6 under own engines power,  
towing out of class 1 and 2 acft only. Taxiing out  
under own engines power and engine start allowed  
for class 3 and 4 acft.

On twy 1 and twy 2 IL-76 has to follow lines  
precisely at minimums speed of inboard engines.

| STRAIGHT-IN RWY |         | A                               | B                               | C                               | D                               |
|-----------------|---------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| 19              | ILS     | NOT<br>APPLICABLE               | 1214'(213')<br>R1000m<br>R1200m | 1231'(230')<br>R1000m<br>R1200m | 1231'(230')<br>R1000m<br>R1200m |
|                 | ALS out |                                 |                                 |                                 |                                 |
|                 | LOC     | NOT<br>AUTH                     | NOT<br>AUTH                     | NOT<br>AUTH                     | NOT<br>AUTH                     |
|                 | NDB ①   | 1360'(359')<br>R1400m<br>R1500m | 1360'(359')<br>R1400m<br>R1500m | 1360'(359')<br>R1400m<br>R1600m | 1360'(359')<br>R1400m<br>R1600m |
|                 | ALS out |                                 |                                 |                                 |                                 |

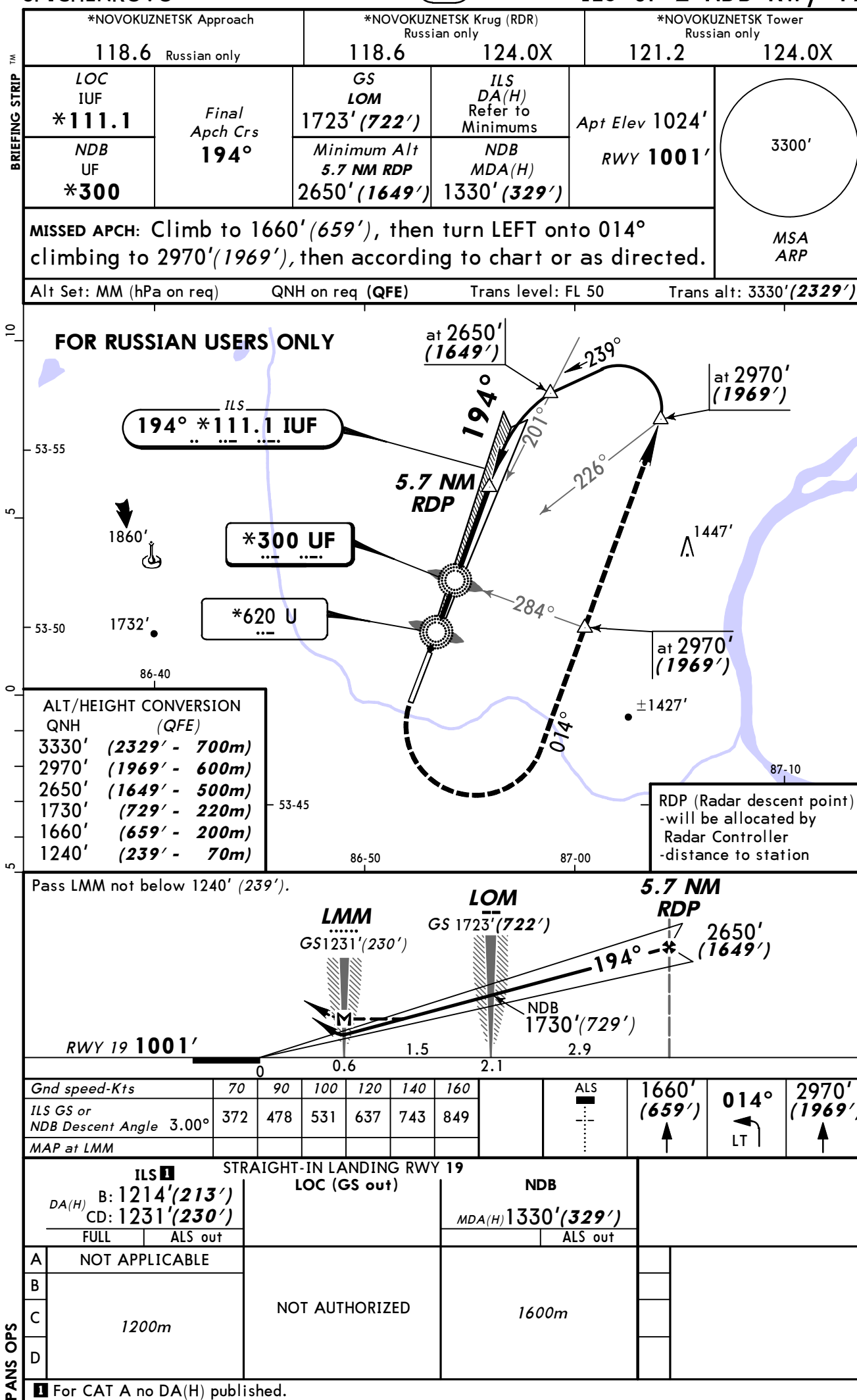
① Continuous Descent Final Approach.

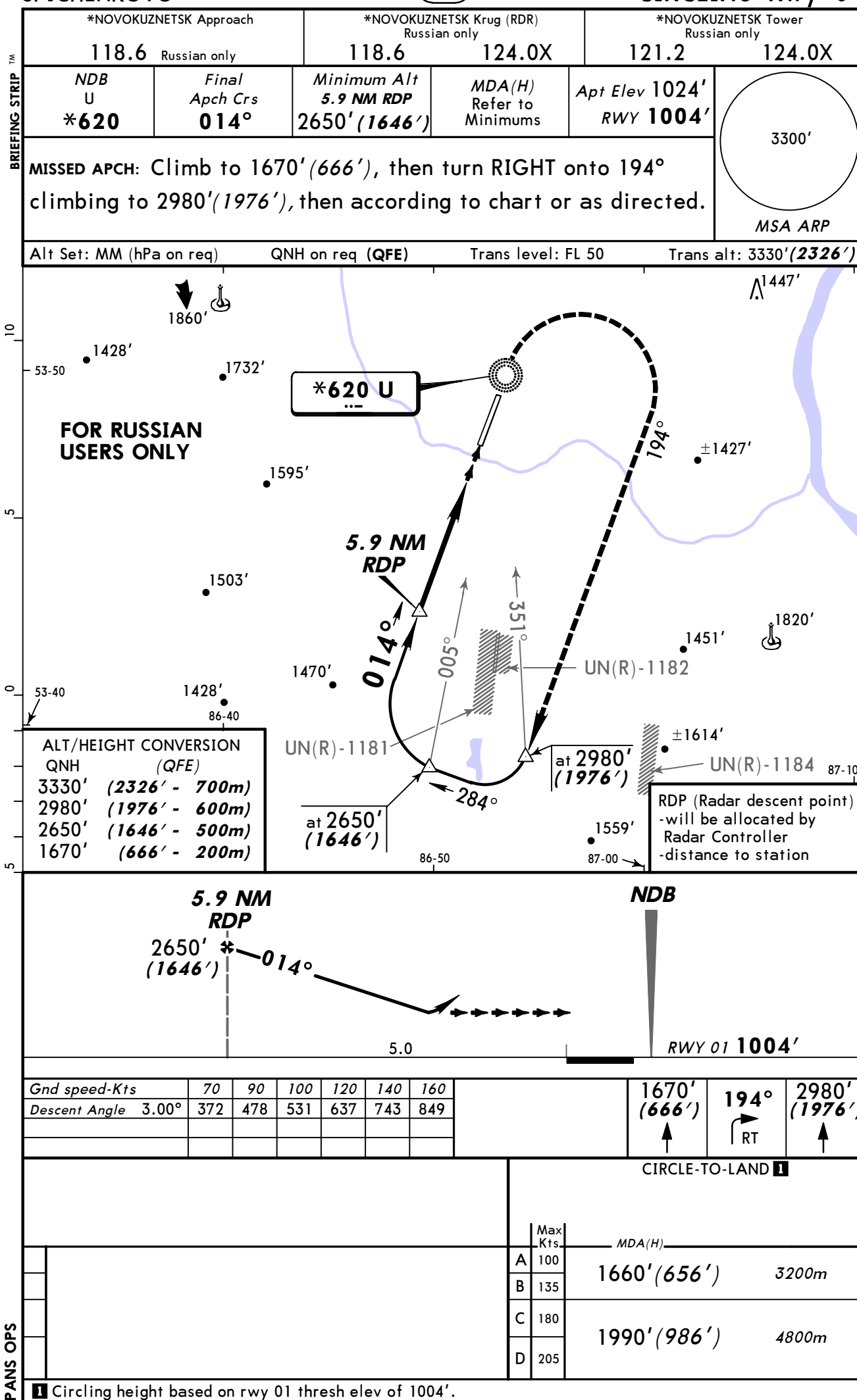
| CIRCLE-TO-LAND ②③ | 100 KT                | 135 KT                | 180 KT                | 205 KT                |
|-------------------|-----------------------|-----------------------|-----------------------|-----------------------|
|                   | 1660'(656')<br>V1500m | 1660'(656')<br>V1600m | 1990'(986')<br>V2400m | 1250'(986')<br>V3600m |

② After NDB 19: NOT APPLICABLE.

③ Circling height based on rwy 01 thresh elev of 1004'.

| TAKE-OFF RWY 01, 19      |      |                          |                   |
|--------------------------|------|--------------------------|-------------------|
| 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 |                          |                   |





**NOVOKUZNETSK, (SPICHENKOVO - UNWW)**



## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport UNWW

### 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.jeppesen.com/eurasiachange](http://www.jeppesen.com/eurasiachange).