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Trip Kit Index

Airport Information For UNNT

Terminal Charts For UNNT

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

Location: Novosibirsk Rus
IATA Code: OVB
Lat/Long: N55° 02.0' E082° 36.0'
Elevation: 368 ft

Airport Use: Public
Magnetic Variation: 8.8°E

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

Sunrise: 0255 Z
Sunset: 1010 Z,

Runway Information

Runway: 07
Length x Width: 11801 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 365 ft
Lighting: Edge, ALS

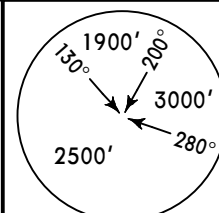
Runway: 16
Length x Width: 11818 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 362 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25
Length x Width: 11801 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 363 ft
Lighting: Edge, ALS

Runway: 34
Length x Width: 11818 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 368 ft
Lighting: Edge, ALS, Centerline

Communication Information

- ATIS 131.3
- ATIS 127.4 Non-English
- Novosibirsk Start Tower 118.5
- Novosibirsk Taxiing Ground Control 121.7
- Novosibirsk Approach Control 127.5
- Novosibirsk Approach Control 127.1
- Novosibirsk Krug Radar 122.0

ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4275')GV 07D, KD 07D, KG 07D
RWY 07 ARRIVALSMSA
NSK VORDo not overfly central part
of city below 4310' (3945').KENG
N56 19.2 E080 42.1126°
43

KEGAV

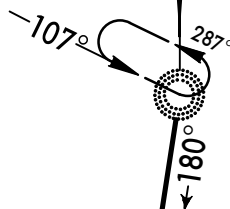
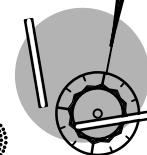
N55 47.6 E081 35.1

141°

KG 07D
53

NOT TO SCALE

NOVOTYRSHKINO

715 KD
N55 16.9 E082 24.3KD 07D
15KOLYVAN
660 GV
N55 19.3 E082 42.2GV 07D
21D10.6 NSK
N55 02.0 E082 20.0
(NSK R-268)At 3650'
(3285')D10.5 NSK
N55 01.2 E082 20.2
(NSK R-262)At 3650'
(3285')D10.5 NSK
N55 02.5 E082 20.4
(NSK R-271)At 3650'
(3285')D8.8 NSK
N54 59.8 E082 23.2
(NSK R-255)At 2670'
(2305')Intercept
final at
2010'
(1645')NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4

310 RO

N55 00.2 E082 33.7

ALT/HEIGHT CONVERSION

QNH (QFE)

4640' (4275' - 1300m)

4310' (3945' - 1200m)

3650' (3285' - 1000m)

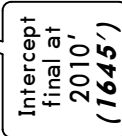
2670' (2305' - 700m)

2010' (1645' - 500m)

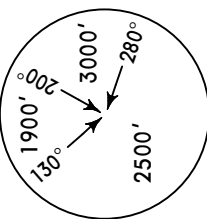
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL60 Trans alt: 4640' **(4275')**



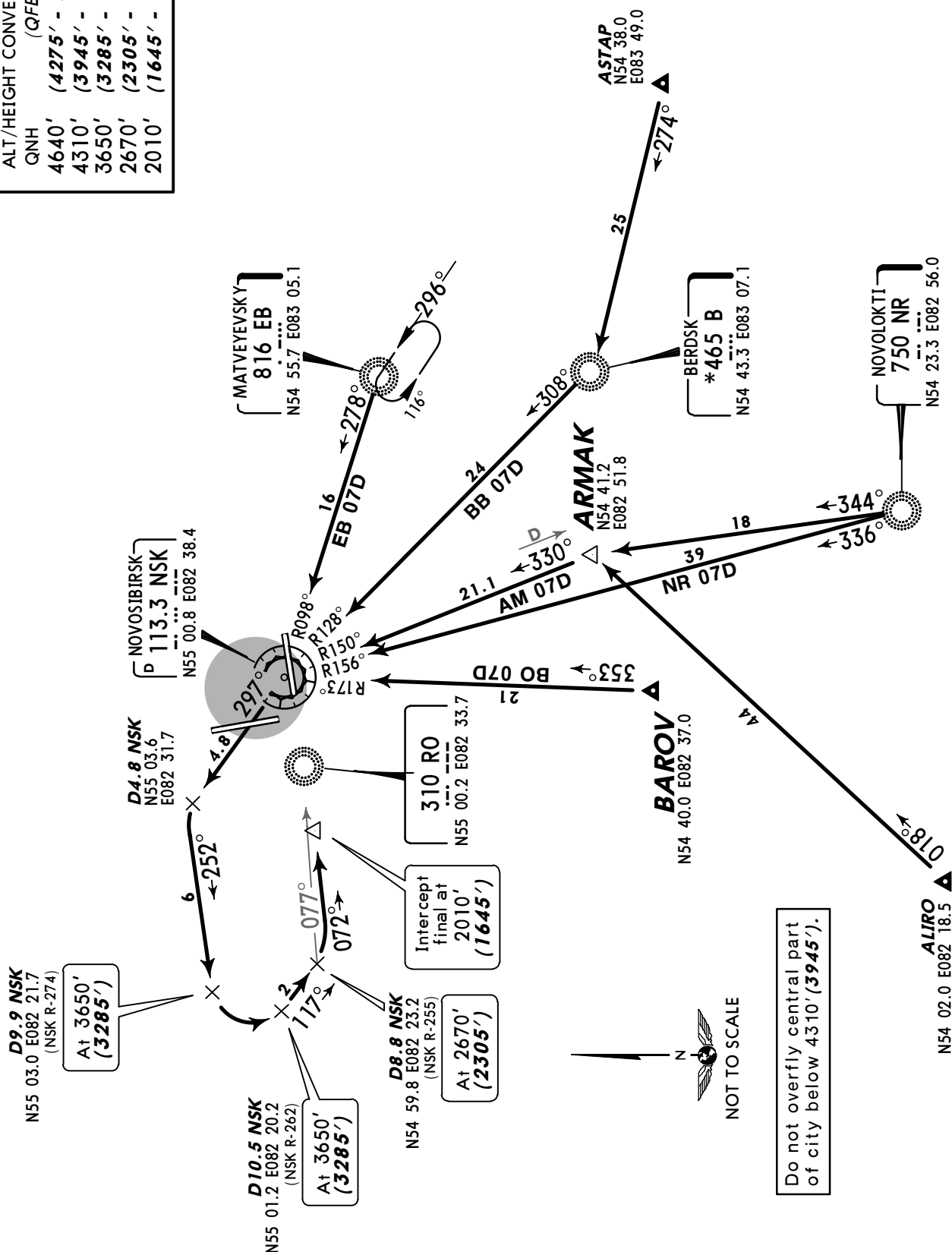
Do not overfly central part of city below 4310' (**3945'**).



QNH	(QFE)
4640'	(4275' - 1300m)
4310'	(3945' - 1200m)
3650'	(3285' - 1000m)
2670'	(2305' - 700m)
2010'	(1645' - 500m)

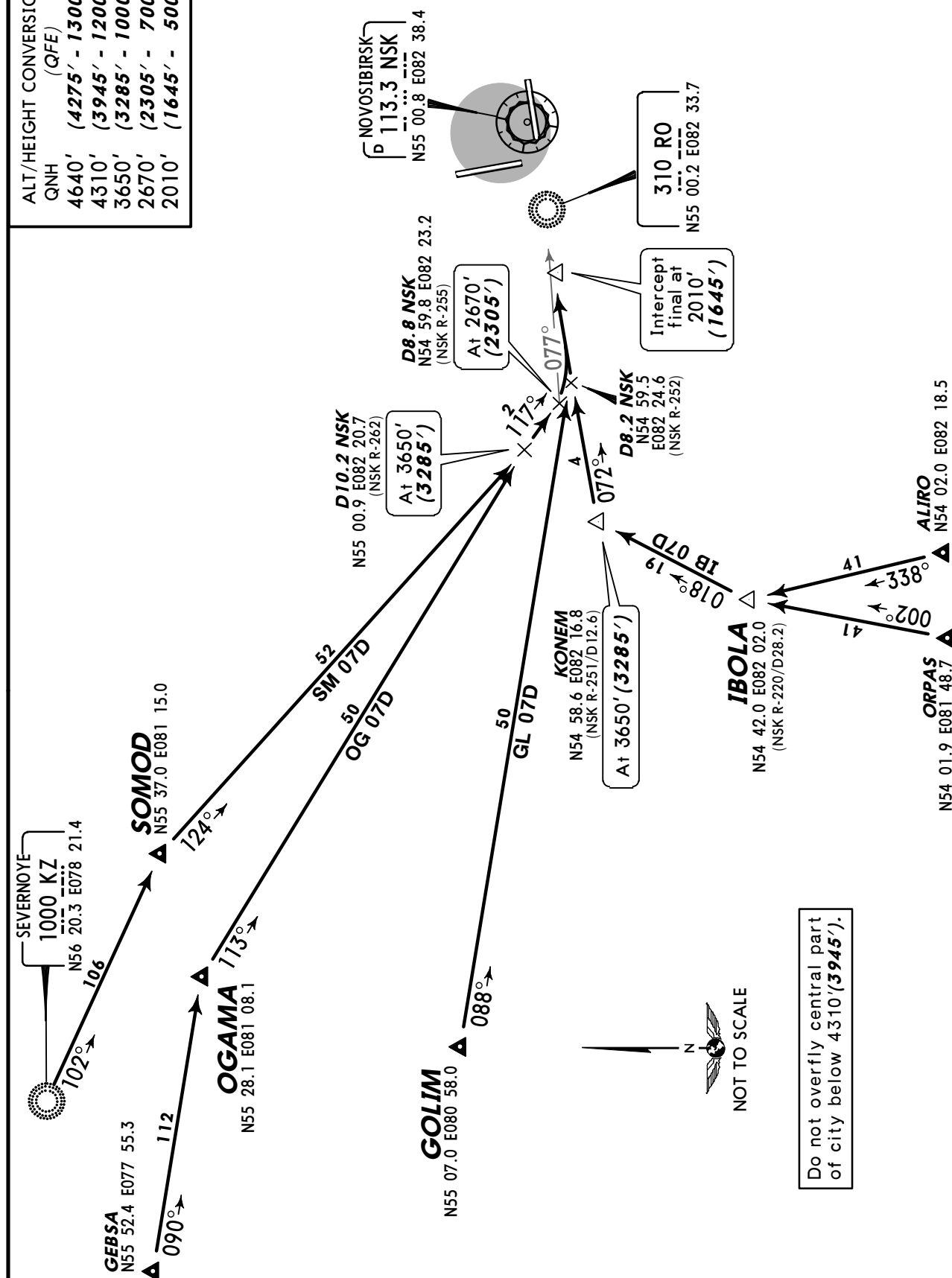
ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4275')MSA
NSK VORAM 07D, BB 07D, BO 07D, EB 07D, NR 07D
RWY 07 ARRIVALS

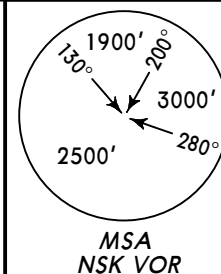
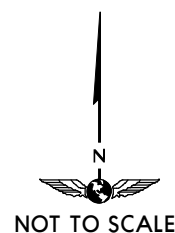
ALT/HEIGHT CONVERSION (QFE)	
QNH	
4640'	(4275' - 1300m)
4310'	(3945' - 1200m)
3650'	(3285' - 1000m)
2670'	(2305' - 700m)
2010'	(1645' - 500m)



Alt Set: MM (hPa on request) QNH on request(**QFE**)
Trans level: FL60 Trans alt: 4640'(**4275'**)

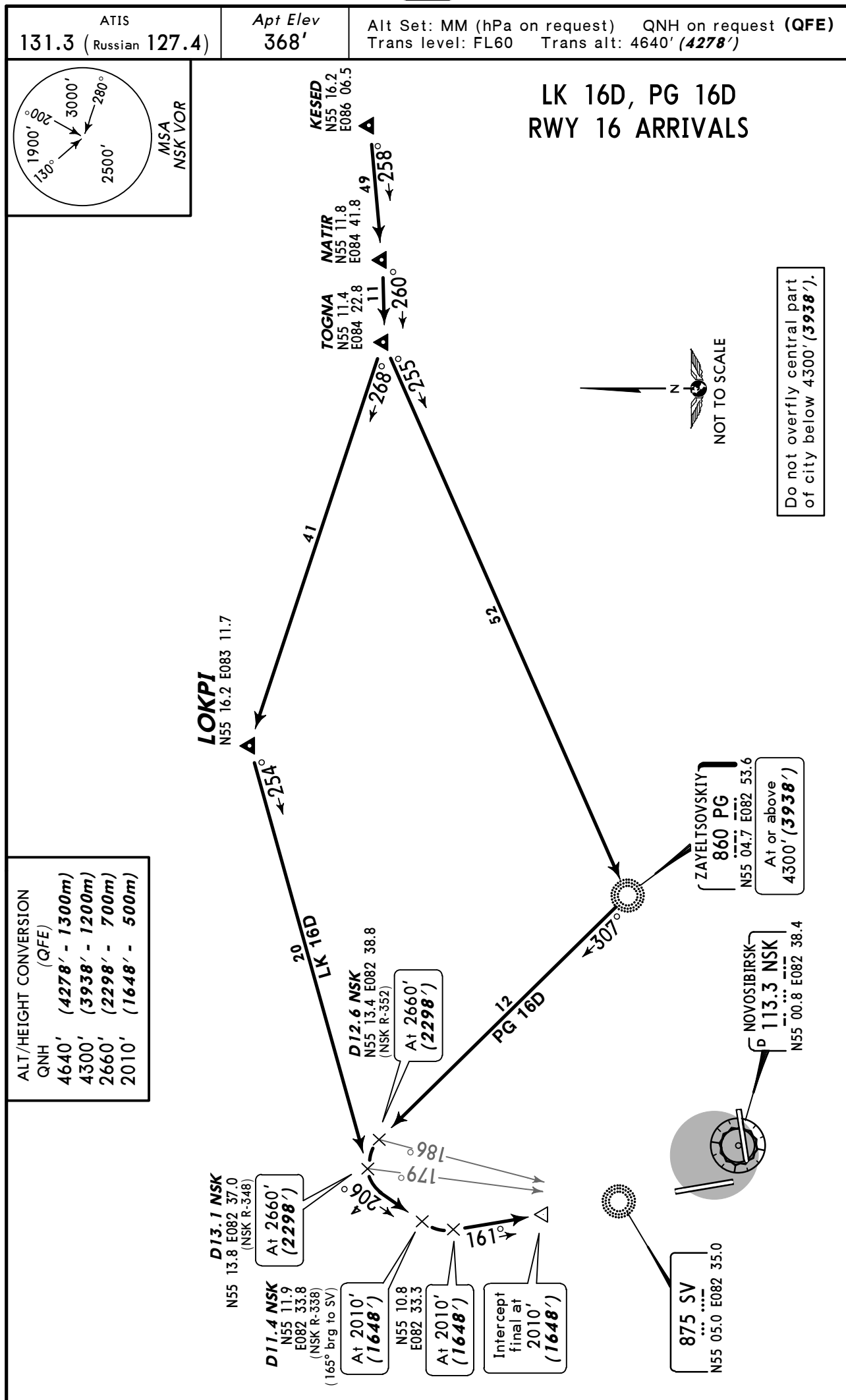
ALT/HEIGHT CONVERSION (<i>QFE</i>)
QNH
4640' (4275' - 1300m)
4310' (3945' - 1200m)
3650' (3285' - 1000m)
2670' (2305' - 700m)
2010' (1645' - 500m)

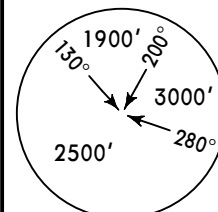


ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4278')GV 16D, KD 16D, LG 16D, OR 16D
RWY 16 ARRIVALSDo not overfly central part
of city below 4300' (3938').BAKCHAR
605 BA
N57 00.4 E082 03.6LAMGA
N56 01.2 E082 15.7ORTIK
N56 03.5 E082 26.4NOVOTYRYSHKINO
715 KD
N55 16.9 E082 24.3KOLYVAN
660 GV
N55 19.3 E082 42.2D11.4 NSK
N55 11.7 E082 32.3
(NSK R-333)
(158° brg to SV)At 2010'
(1648')N55 10.8 E082 33.3
At 2010'
(1648')D11.4 NSK
N55 11.9 E082 33.8
(NSK R-338)
(165° brg to SV)At 2010'
(1648')Intercept
final at
2010'
(1648')875 SV
N55 05.0 E082 35.0

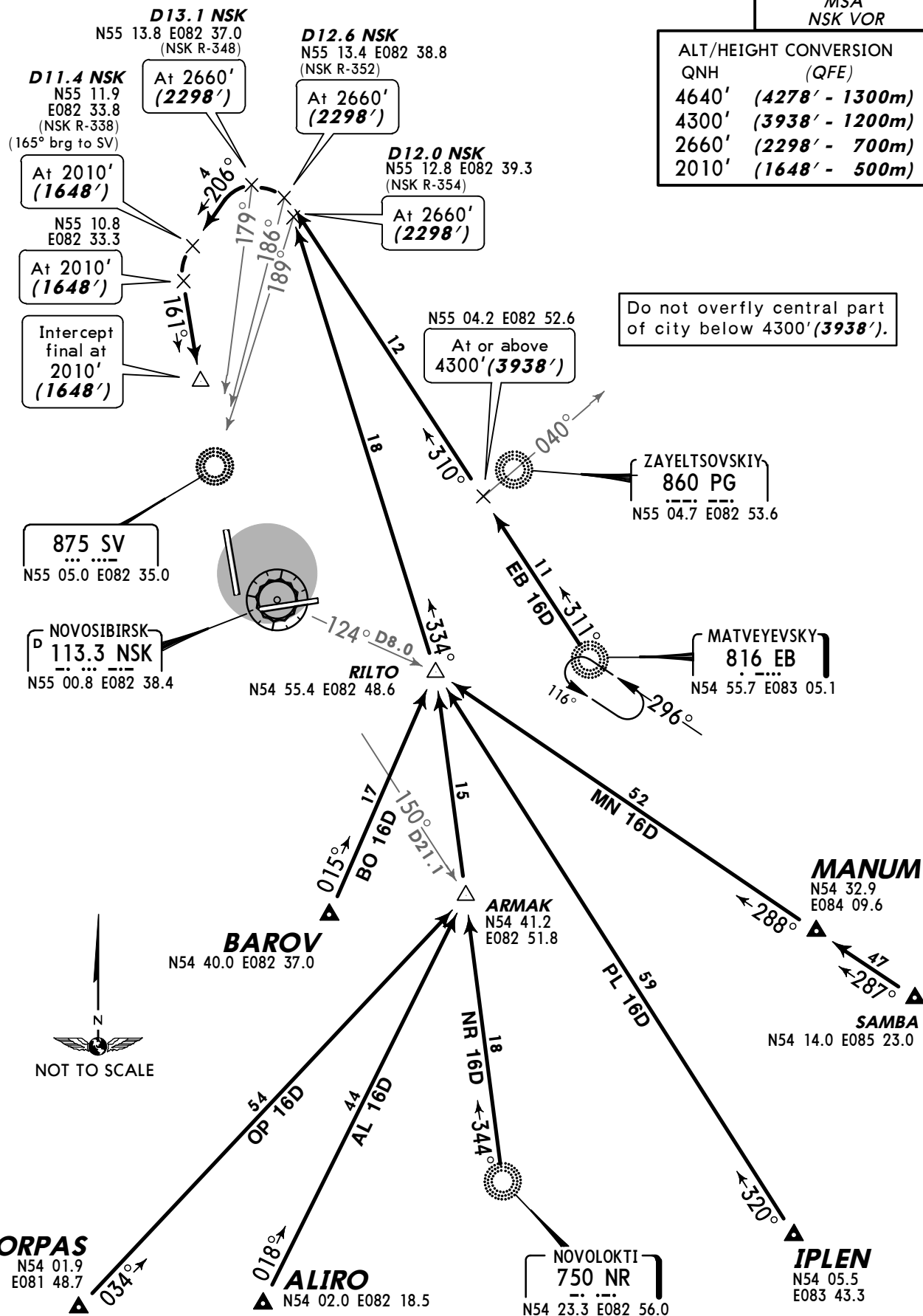
ALT/HEIGHT CONVERSION
QNH (QFE)
4640' (4278' - 1300m)
4300' (3938' - 1200m)
2010' (1648' - 500m)

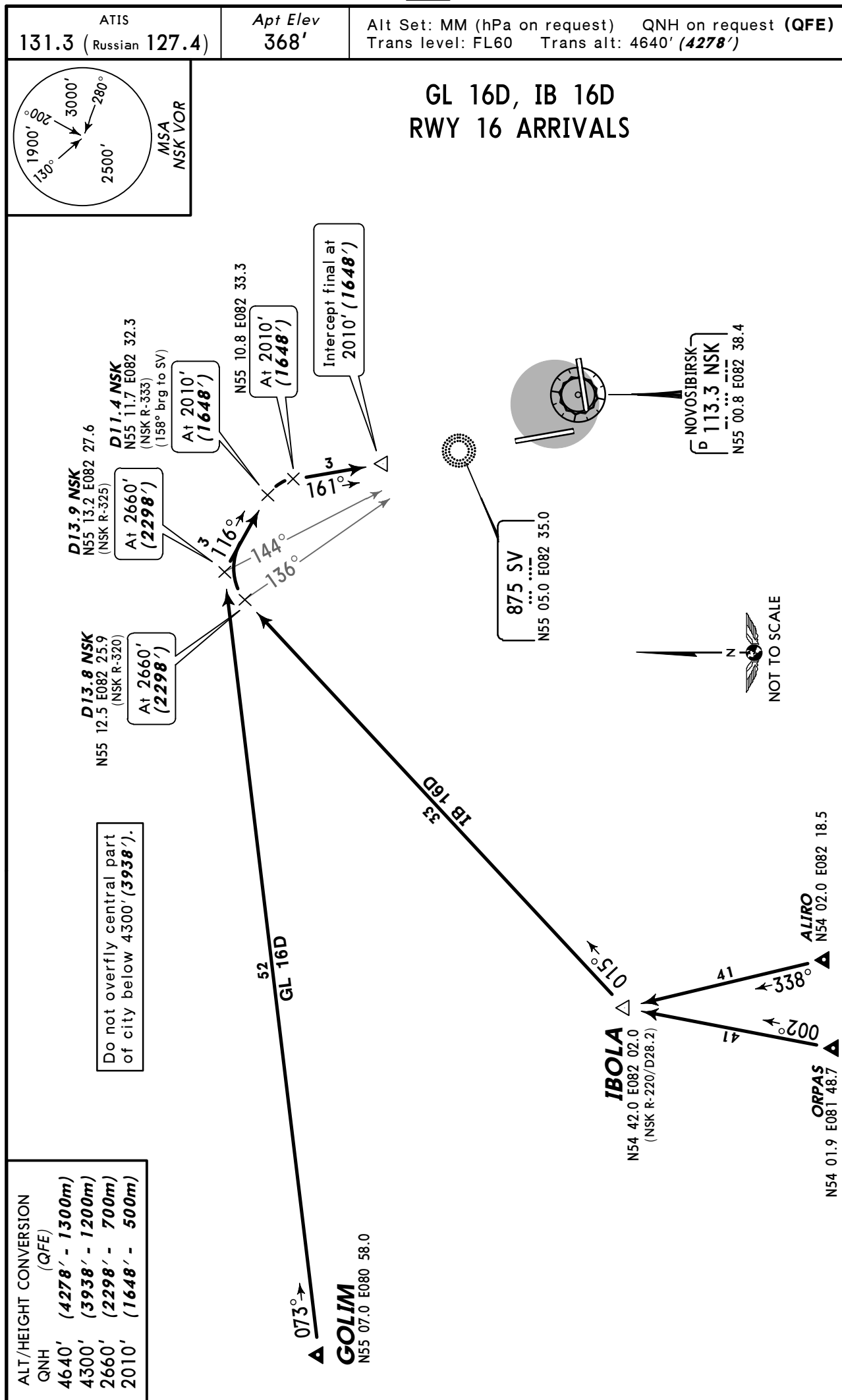
NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4



ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4278')AL 16D, BO 16D, EB 16D, MN 16D
NR 16D, OP 16D, PL 16D
RWY 16 ARRIVALSMSA
NSK VOR

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4640'	(4278' - 1300m)
4300'	(3938' - 1200m)
2660'	(2298' - 700m)
2010'	(1648' - 500m)





Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL60 Trans alt: 4640' **(4277')**

The diagram illustrates the Soviet nuclear attack on the USS Kitty Hawk on May 25, 1968. It shows the flight paths of several Soviet bombers and their interceptors over the North Pacific Ocean.

Key Locations and Coordinates:

- KOLYVAN 660 GV**: N55 19.3 E082 42.2
- NOVOTYRYSHKINO 715 KD**: N55 16.9 E082 24.3
- NOVOSIBIRSK 113.3 NSK**: N55 00.8 E082 38.4
- 310 KT**: N55 01.2 E082 44.5
- ZAYELTSOVSKIY 860 PG**: N55 04.7 E082 53.6
- D12.9 NSK**: N55 08.2 E082 56.7 (NSK R-045)
- D13.9 NSK**: N55 10.0 E082 56.6 (NSK R-039)
- D10.0 NSK**: N55 01.4 E082 52.3 (259° brg to KT)
- D11.6 NSK**: N54 54.9 E082 56.6

Altitudes and Intercepts:

- At 3650' (3287')**: Intercepted by D12.9 NSK.
- At 2010' (1647')**: Intercepted by D13.9 NSK.
- At 2660' (2297')**: Intercepted by D10.0 NSK.
- At 2010' (1647')**: Intercepted by D11.6 NSK.

Flight Paths and Angles:

- KD 25D**: Path from Novotyrshkino to the intercept area.
- GV 25D**: Path from Kolyvan to the intercept area.
- 130°**: Angle from Kolyvan to the intercept area.
- 107°**: Angle from Novotyrshkino to the intercept area.
- 144°**: Angle from Novotyrshkino to the intercept area.
- 188°**: Angle from D12.9 NSK to the intercept area.
- 197°**: Angle from D13.9 NSK to the intercept area.
- 197°**: Angle from D10.0 NSK to the intercept area.
- 252°**: Angle from D11.6 NSK to the intercept area.
- 085°**: Angle from D12.0 NSK to the intercept area.
- 090°**: Angle from D12.0 NSK to the intercept area.
- 297°**: Angle from D11.6 NSK to the intercept area.

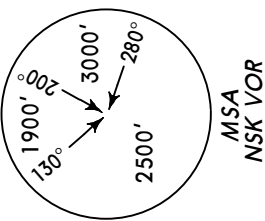
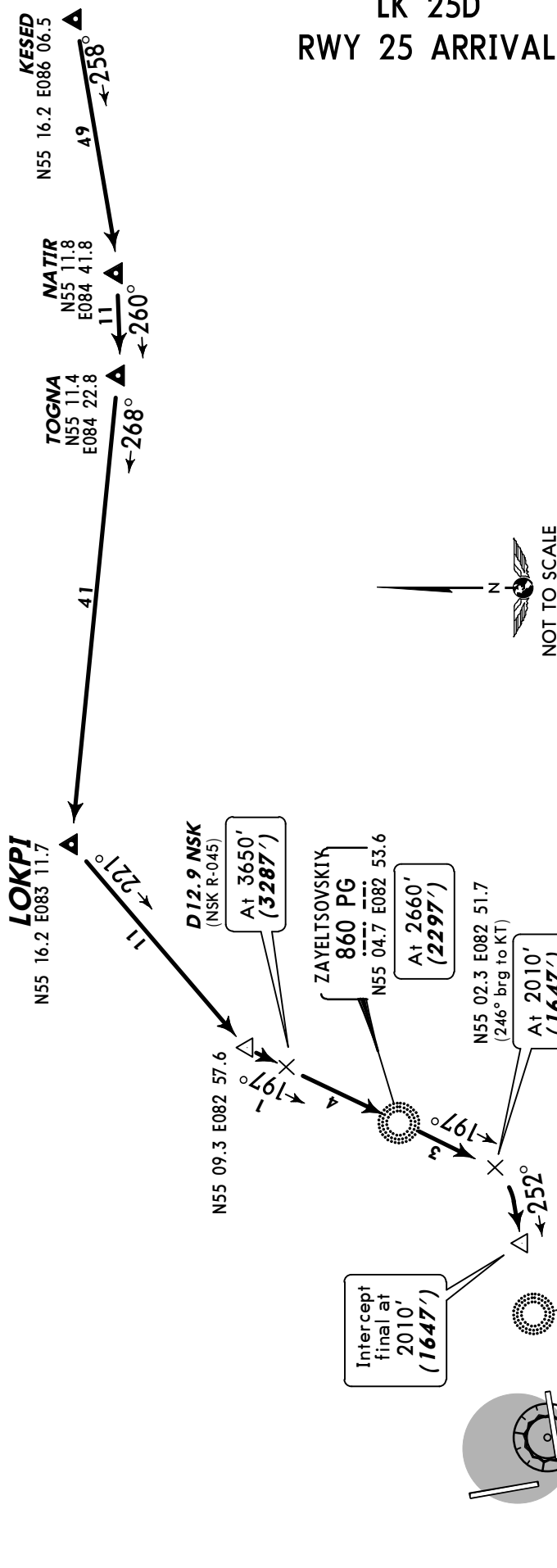
Other Symbols and Notes:

- Intercept final at 2010' (1647')**: Note indicating the final intercept point.
- 246° brg to KT**: Bearing from D12.9 NSK to the USS Kitty Hawk.
- 259° brg to KT**: Bearing from D10.0 NSK to the USS Kitty Hawk.
- R324°**: Angle from Novosibirsk to the intercept area.
- 110°**: Angle from 310 KT to the intercept area.
- 12**: Angle from 310 KT to the intercept area.
- 6**: Angle from D11.6 NSK to the intercept area.

ALT/HEIGHT CONVERSION

QNH	(QFE)
4640'	(4277' - 1300m)
4300'	(3937' - 1200m)
3650'	(3287' - 1000m)
2660'	(2297' - 700m)
2010'	(1647' - 500m)

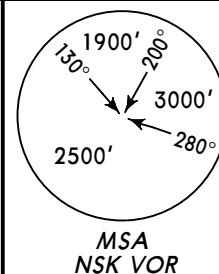
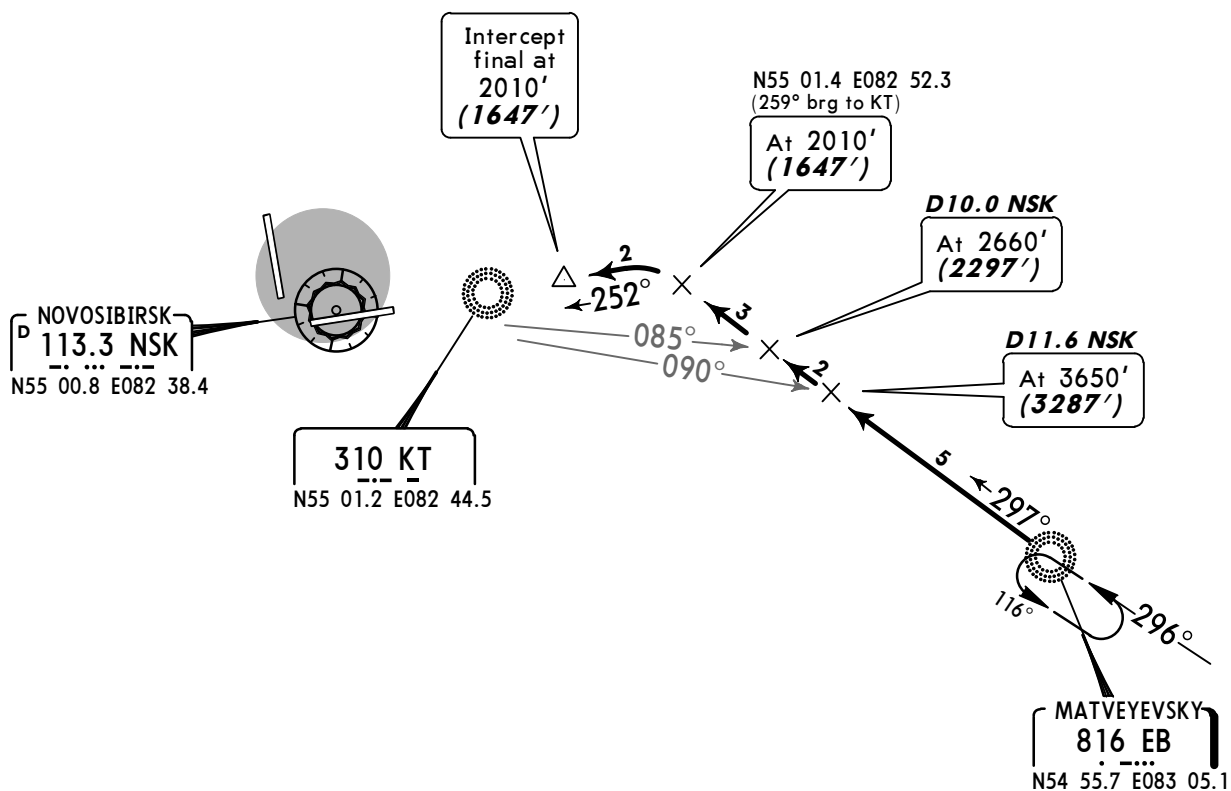


ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4277')LK 25D
RWY 25 ARRIVAL

ALT/HEIGHT CONVERSION

QNH (QFE)

4640'	(4277' - 1300m)
4300'	(3937' - 1200m)
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ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4277')EB 25D
RWY 25 ARRIVALDo not overfly central part
of city below 4300' (3937').

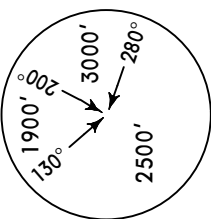
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4640'	(4277' - 1300m)
4300'	(3937' - 1200m)
3650'	(3287' - 1000m)
2660'	(2297' - 700m)
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ATIS
131.3 (Russian 127.4)

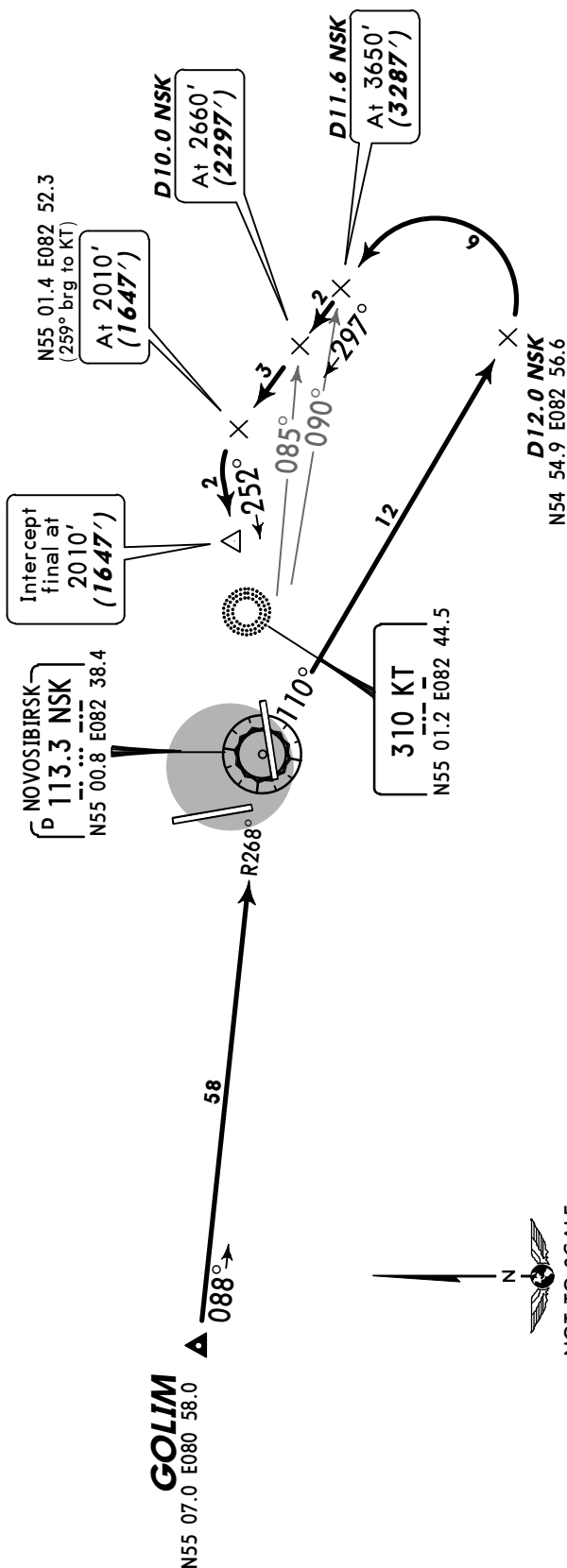
Apt Elev
368'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4277')



MSA
NSK VOR

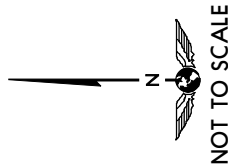
GL 25D RWY 25 ARRIVAL

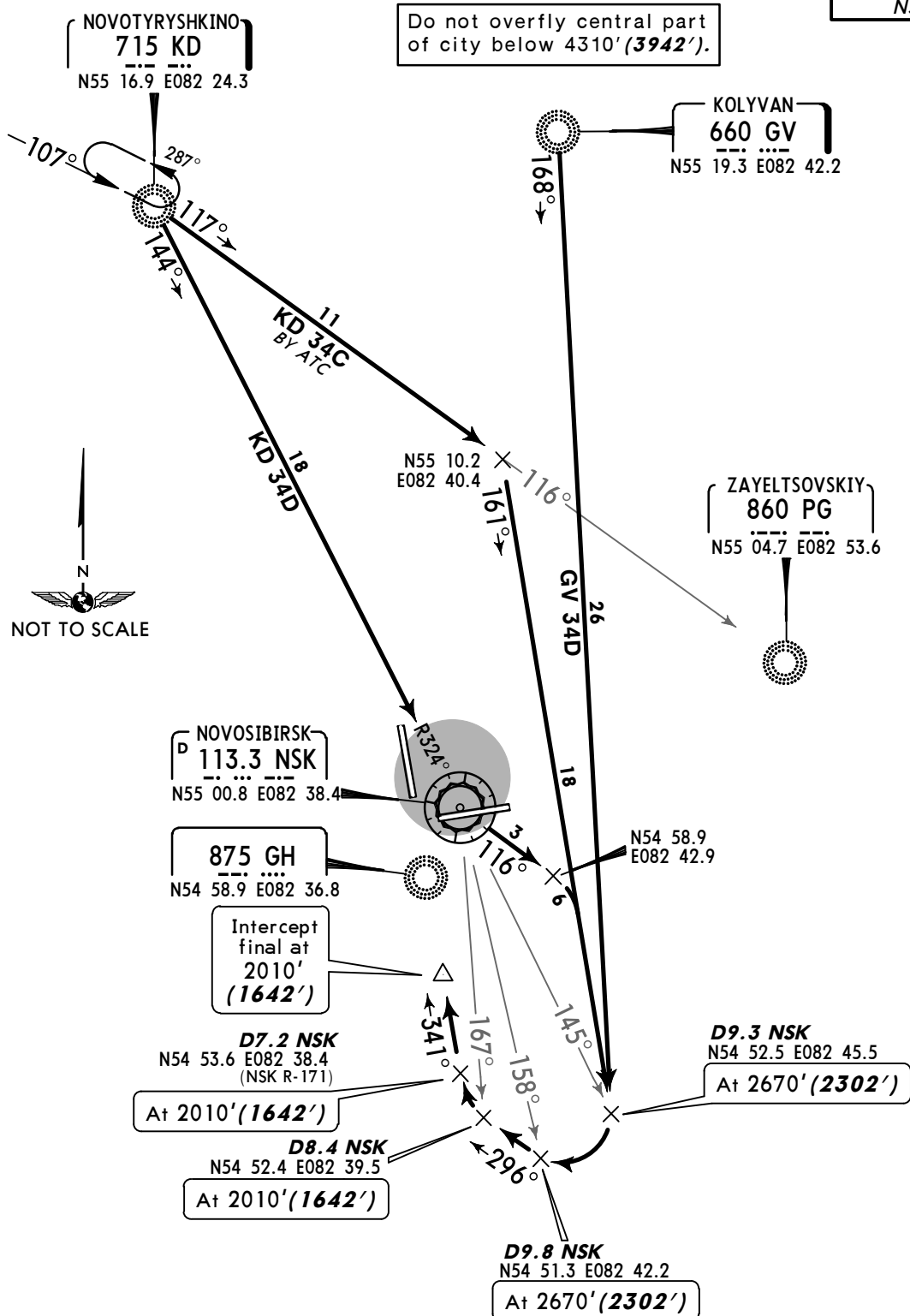
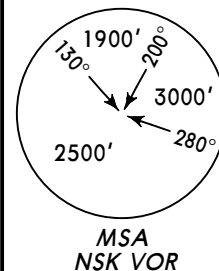


ALT/HEIGHT CONVERSION

QNH	(QFE)
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3650'	(3287' - 1000m)
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2010'	(1647' - 500m)

Do not overfly central part
of city below 4300' (3937').



ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4272')GV 34D, KD 34C, KD 34D
RWY 34 ARRIVALS

ALT/HEIGHT CONVERSION

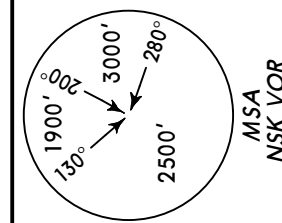
QNH (QFE)

4640' (4272' - 1300m)

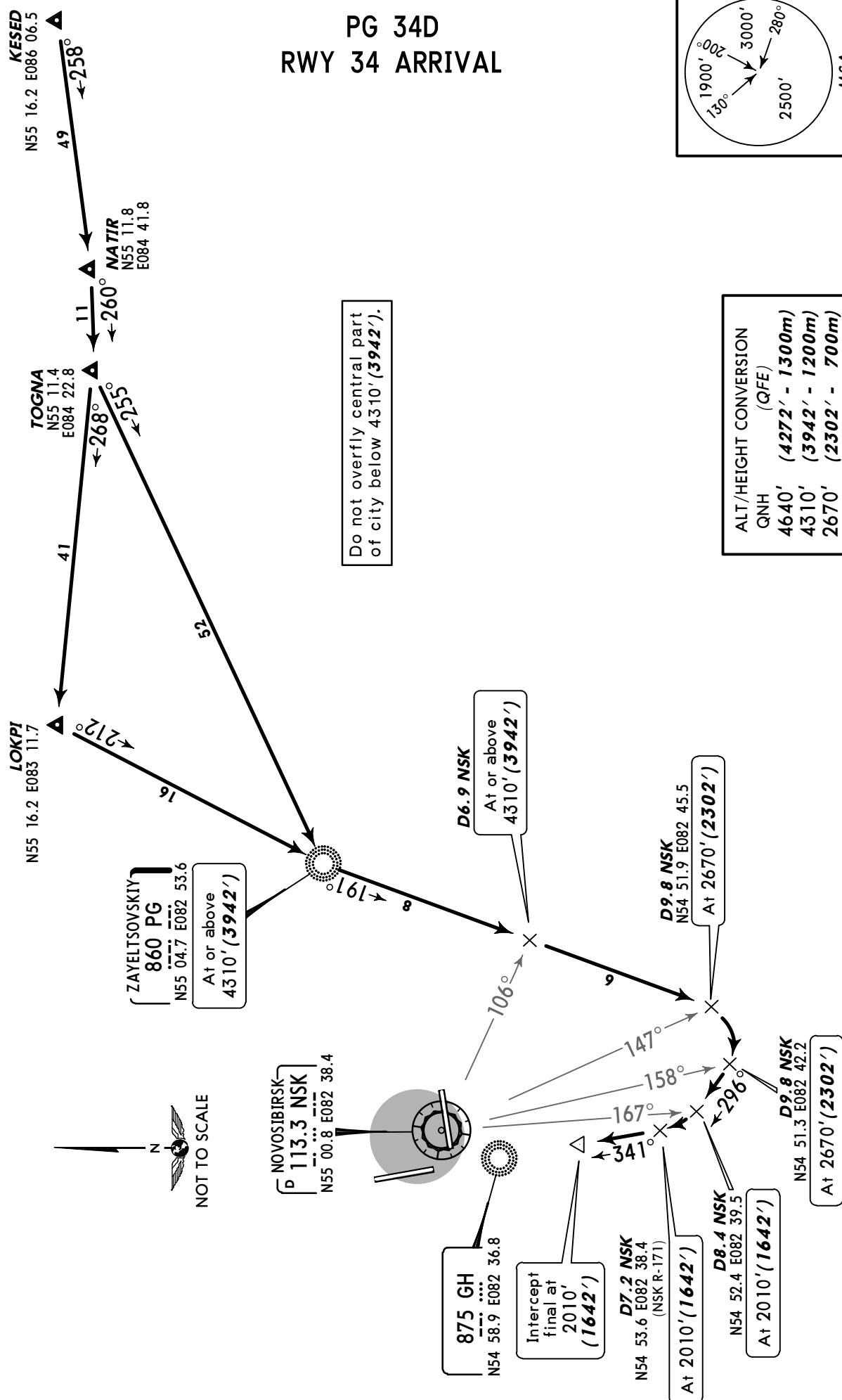
4310' (3942' - 1200m)

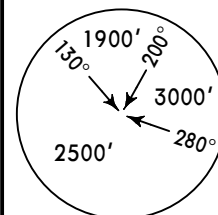
2670' (2302' - 700m)

2010' (1642' - 500m)

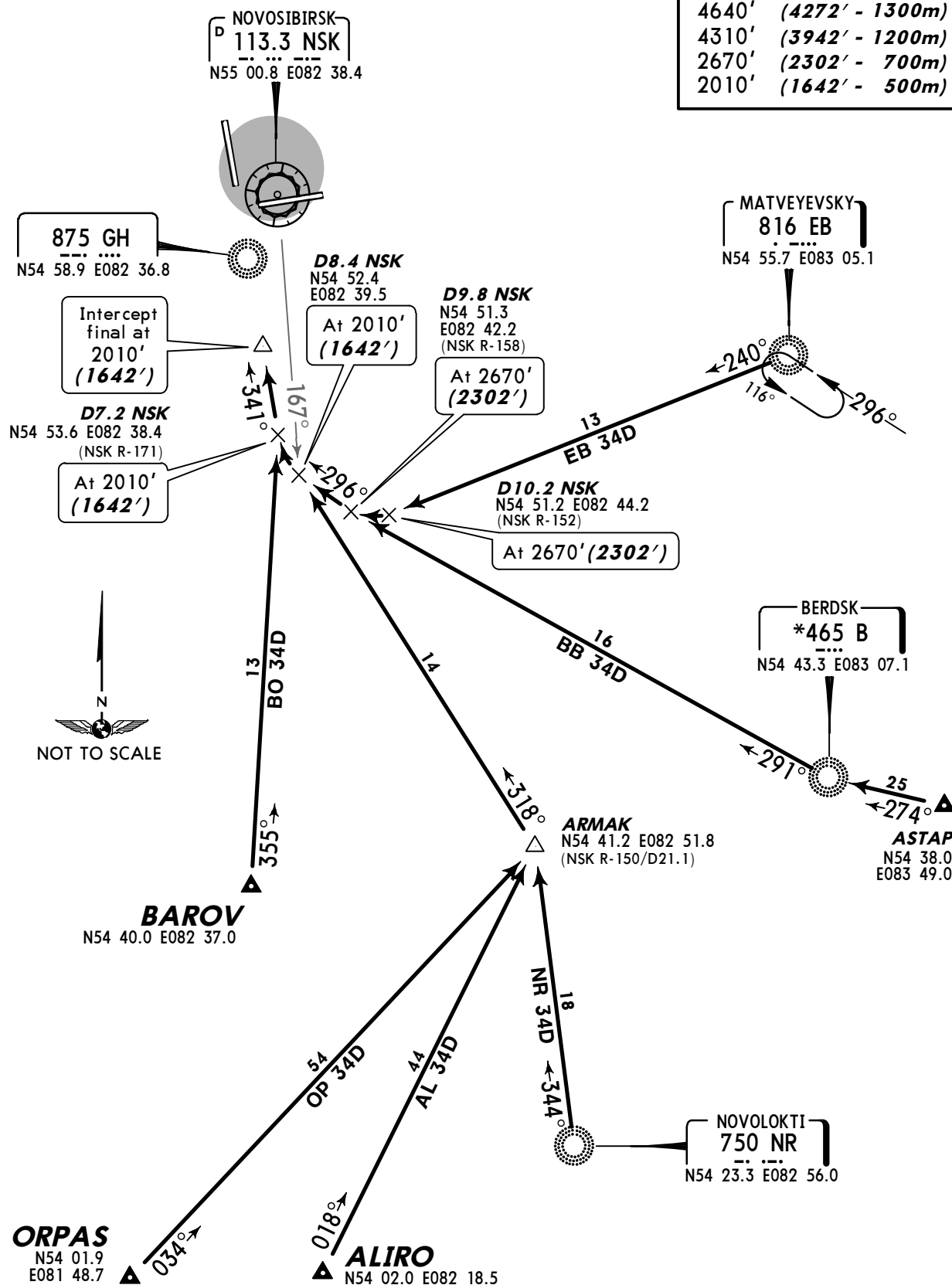
ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4272')PG 34D
RWY 34 ARRIVAL

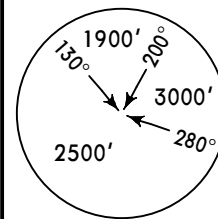
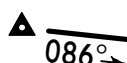
ALT/HEIGHT CONVERSION	
QNH	(QFE)
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368'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4272')AL 34D, BB 34D, BO 34D, EB 34D, NR 34D, OP 34D
RWY 34 ARRIVALSMSA
NSK VORDo not overfly central part
of city below 4310' (3942').

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4640'	(4272' - 1300m)
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ATIS
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368'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4272')GL 34D
RWY 34 ARRIVALMSA
NSK VORDo not overfly central part
of city below 4310' (3942').GOLIM
N55 07.0
E080 58.0

58

NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4

R266°

875 GH

N54 58.9 E082 36.8

Intercept
final at
2010'
(1642')

D7.2 NSK

N54 53.6 E082 38.4
(NSK R-171)

At 2010' (1642')

D8.4 NSK

N54 52.4 E082 39.5

At 2010' (1642')

N54 58.9 E082 42.9

D9.3 NSK

N54 52.5
E082 45.5At 2670'
(2302')D9.8 NSK
N54 51.3 E082 42.2

At 2670' (2302')

ALT/HEIGHT CONVERSION

QNH (QFE)

4640' (4272' - 1300m)

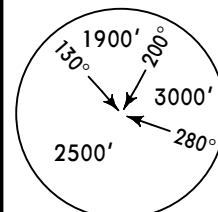
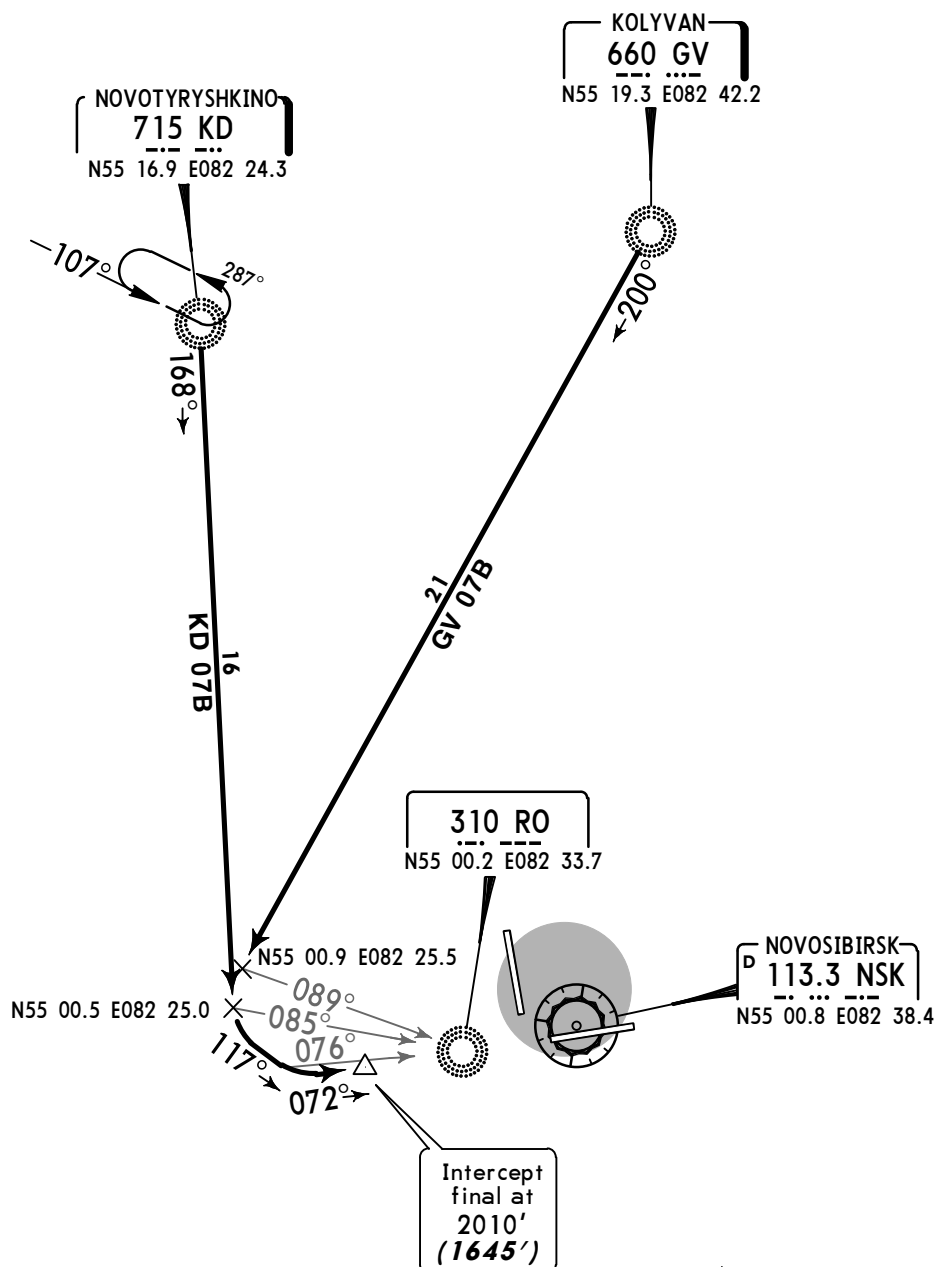
4310' (3942' - 1200m)

2670' (2302' - 700m)

2010' (1642' - 500m)

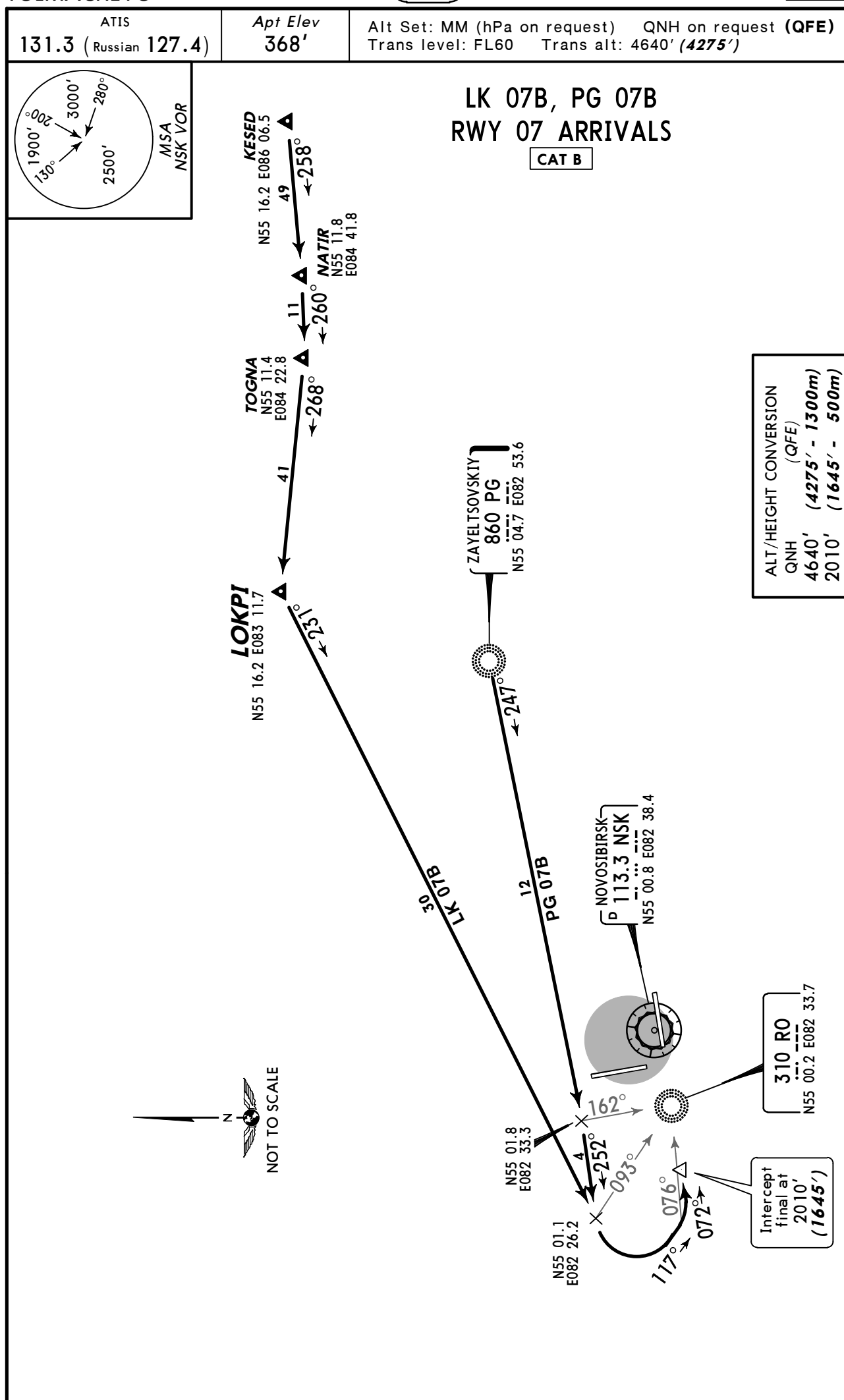
ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4275')GV 07B, KD 07B
RWY 07 ARRIVALS

CAT B

MSA
NSK VOR

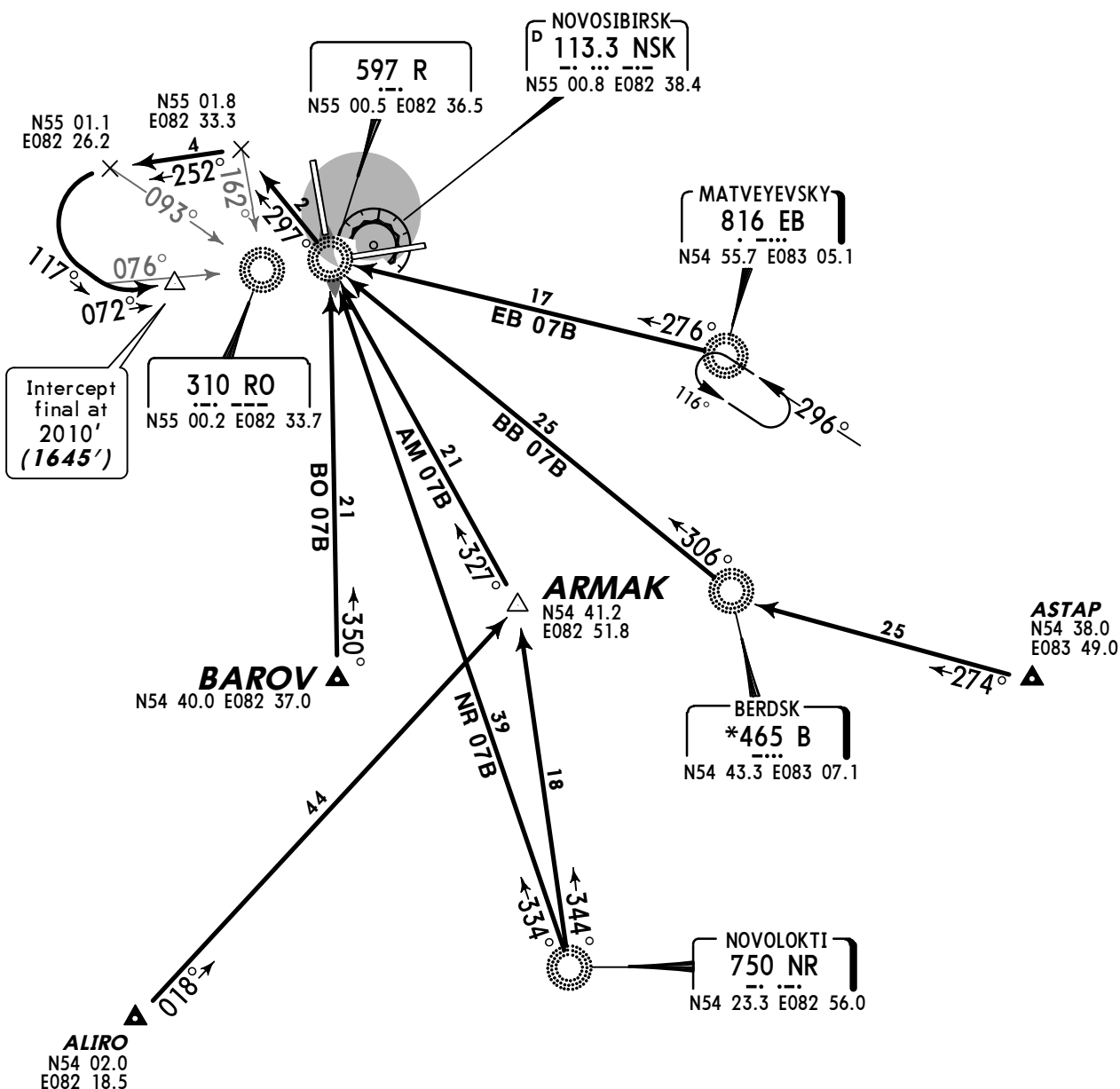
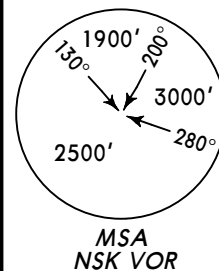
NOT TO SCALE

ALT/HEIGHT CONVERSION
QNH (QFE)
4640' (4275' - 1300m)
2010' (1645' - 500m)

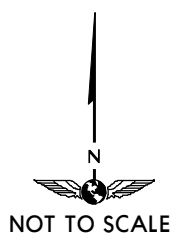


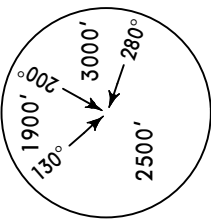
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Trans level: FL60 Trans alt: 4640' (4275')AM 07B, BB 07B, BO 07B, EB 07B, NR 07B
RWY 07 ARRIVALS

CAT B

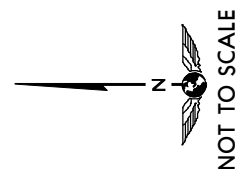
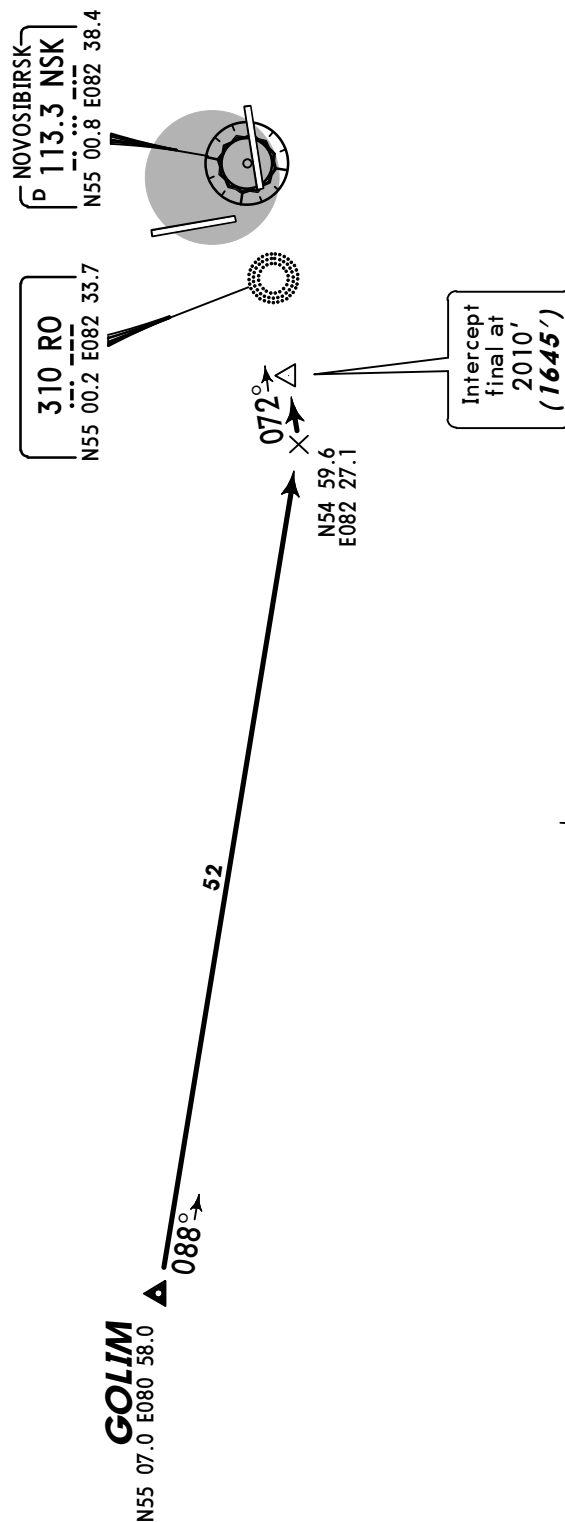


ALT/HEIGHT CONVERSION
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ATIS
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Trans level: FL60 Trans alt: 4640' (4275')GL 07B
RWY 07 ARRIVAL

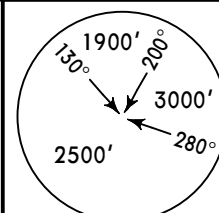
CAT B

ALT/HEIGHT CONVERSION
QNH (QFE)
4640' (4275' - 1300m)
2010' (1645' - 500m)

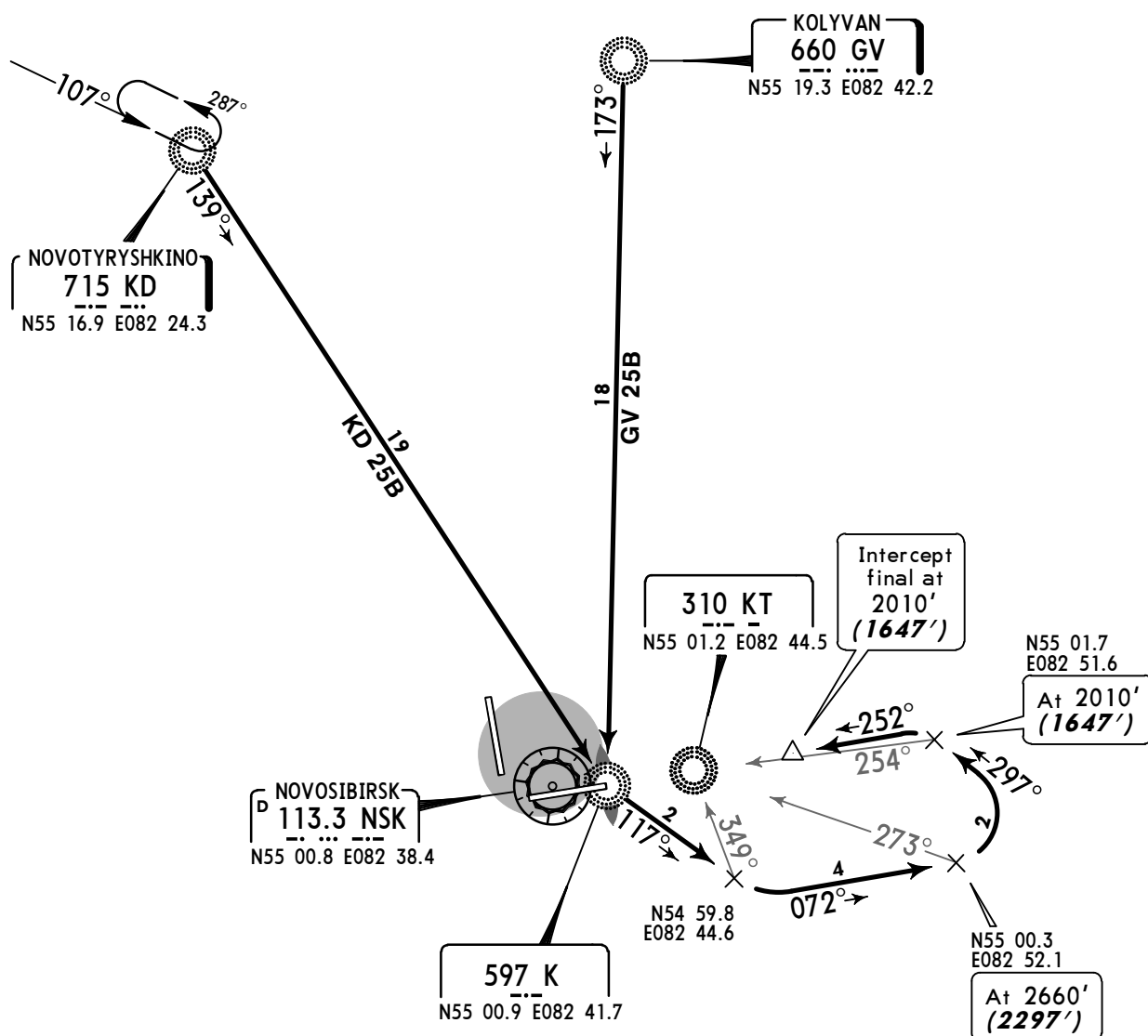
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL60 Trans alt: 4640' **(4277')**

CAT B

Do not overfly central part
of city below 4300' (**3937'**).

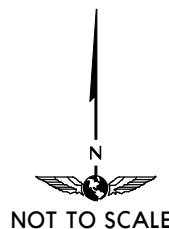


MSA
NSK VOR



ALT/HEIGHT CONVERSION
QNH (QFE)

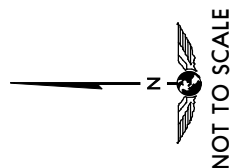
4640'	(4277' - 1300m)
4300'	(3937' - 1200m)
2660'	(2297' - 700m)
2010'	(1647' - 500m)



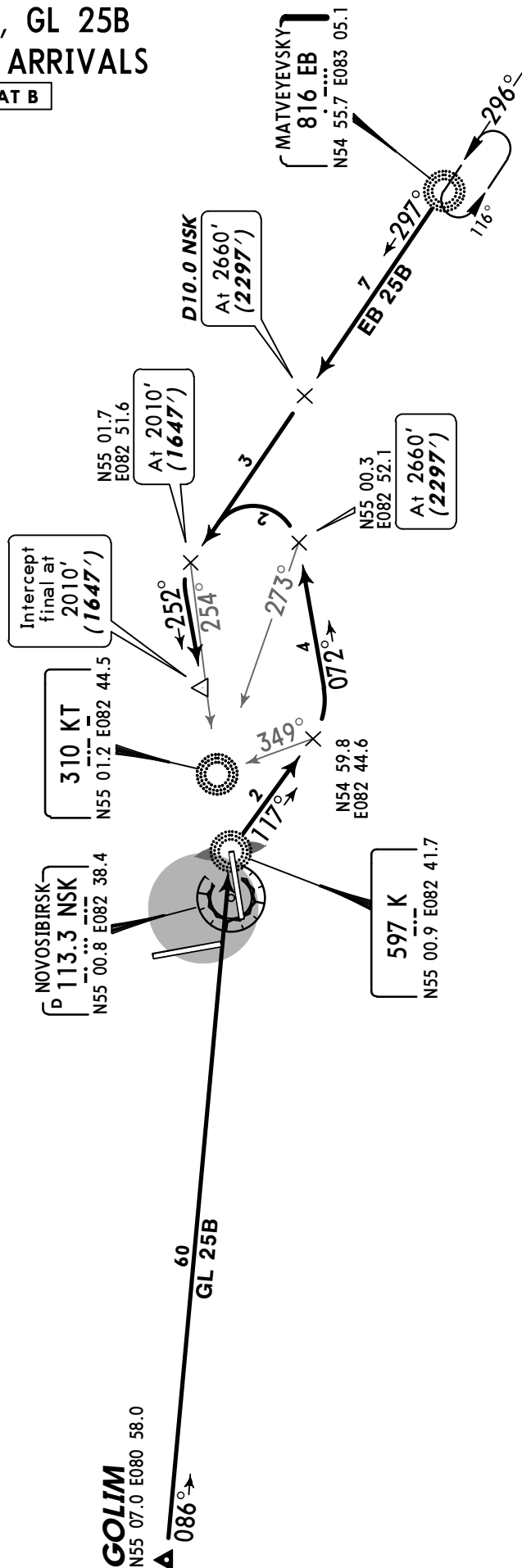
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL60 Trans alt: 4640' **(4277')**



— MATVEYEVSKY
816 EB
...
N54 55.7 E083 05.1



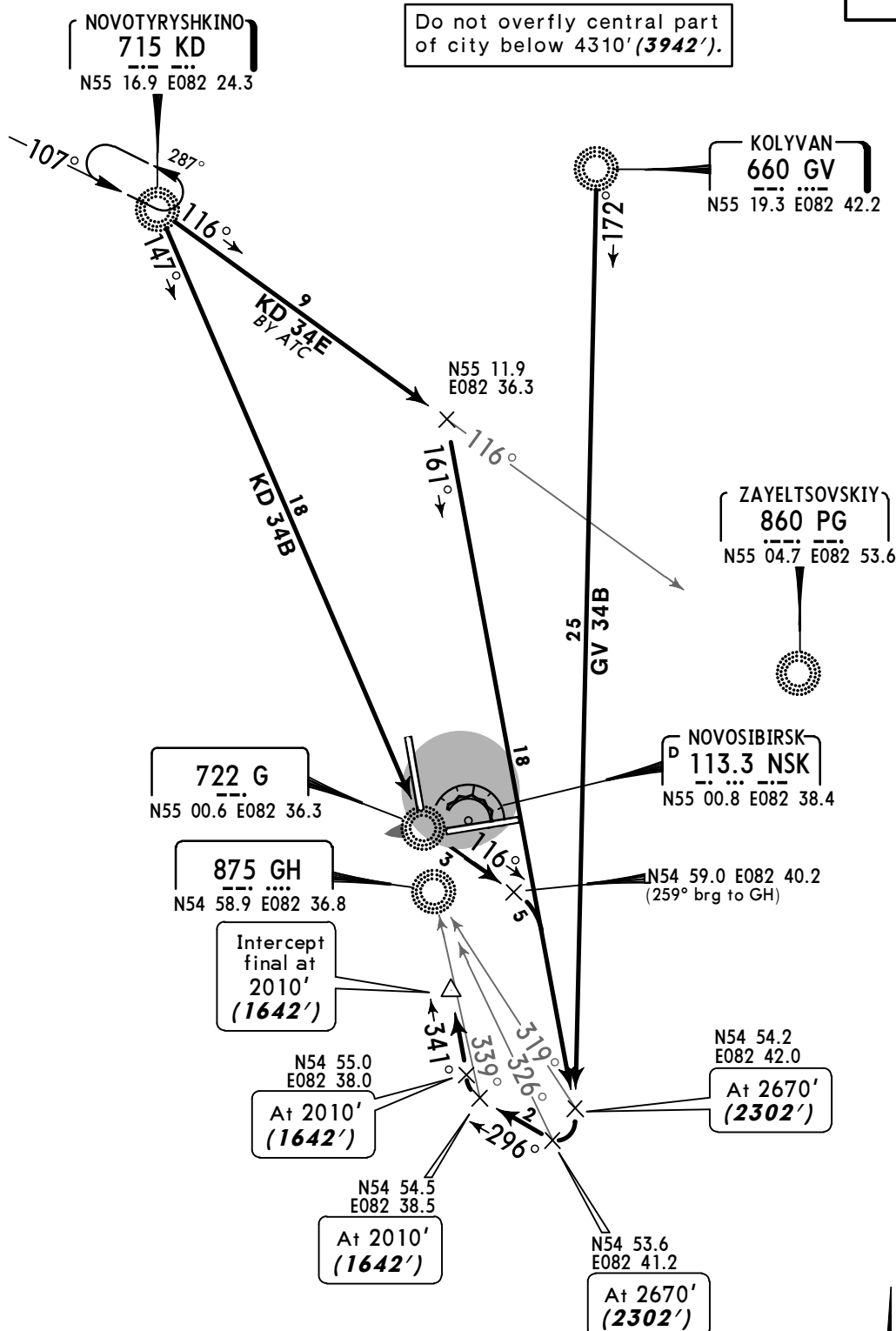
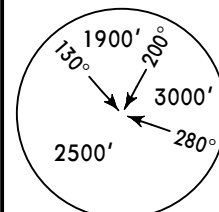
Do not overfly central part of city below 4300' (**3937'**).



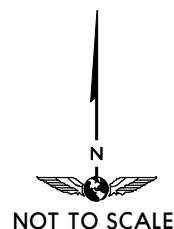
ALT/HEIGHT CONVERSION	QNH	(QFE)
	4640'	(4277' - 1300m)
	4300'	(3937' - 1200m)
	2660'	(2297' - 700m)
	2010'	(1647' - 500m)

ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4272')GV 34B, KD 34B, KD 34E
RWY 34 ARRIVALS

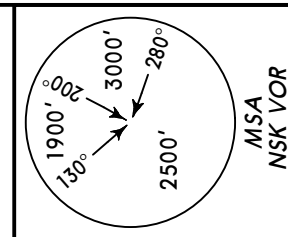
CAT B



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4640'	(4272' - 1300m)
4310'	(3942' - 1200m)
2670'	(2302' - 700m)
2010'	(1642' - 500m)



Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL60 Trans alt: 4640' **(4272')**

CAT B

LOKPI
N55 16.2 E083 11.7

ZAYELTSOVSKIY
860 PG
N55 04.7 E082 53.6
At or above
4310' (3942')

NOVOSIBIRSK
D 113.3 NSK
N55 00.8 E082 38.4

At or above
4310' (3942')

N54 53.8
E082 41.9
At 2670'
(2302')

N54 53.6
E082 41.2
A+ 2670'
(2302')

875 GH
N54 58.9 E082 36.8

Intercept
final at
2010'
(1642')

N54 55.0
E082 38.0
A+ 2010'
(1642')

N54 54.5	At 2010' (1642')
E082 38.5	

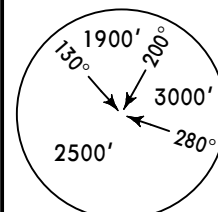
55

Do not overfly central part of city below 4310' (**3942'**).

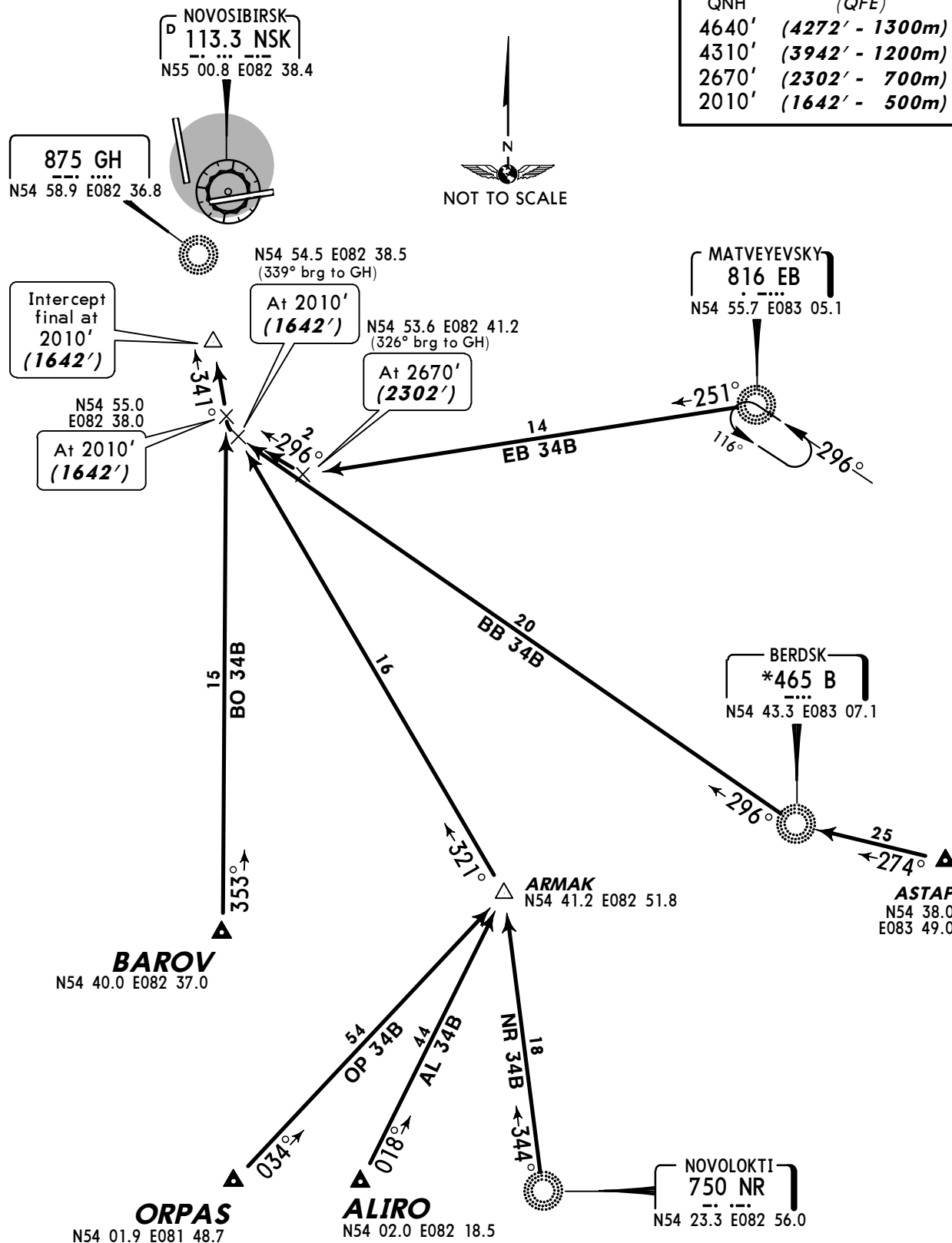
ALT/HEIGHT CONVERSION	QNH	(QFE)
	4640'	(4272' - 1300m)
	4310'	(3942' - 1200m)
	22670'	(2302' - 700m)
	2010'	(1642' - 500m)

ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4272')AL 34B, BB 34B, BO 34B, EB 34B, NR 34B, OP 34B
RWY 34 ARRIVALS

CAT B

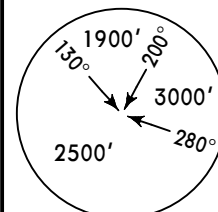
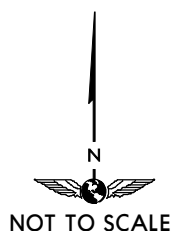
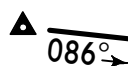
Do not overfly central part
of city below 4310' (3942').MSA
NSK VOR

ALT/HEIGHT	QNH	(QFE)
4640'	(4272' - 1300m)	
4310'	(3942' - 1200m)	
2670'	(2302' - 700m)	
2010'	(1642' - 500m)	



ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4272')GL 34B
RWY 34 ARRIVAL

CAT B

Do not overfly central part
of city below 4310' (3942').MSA
NSK VOR**GOLIM**
N55 07.0
E080 58.0

57

722 G

N55 00.6 E082 36.3

NOVOSIBIRSK
113.3 NSK

N55 00.8 E082 38.4

875 GH

N54 58.9 E082 36.8

Intercept
final at
2010'
(1642')N54 59.0 E082 40.2
(259° brg to GH)N54 54.2
E082 42.0At 2670'
(2302')N54 55.0
E082 38.0
At 2010'
(1642')N54 54.5
E082 38.5
At 2010'
(1642')N54 53.6
E082 41.2
At 2670'
(2302')

ALT/HEIGHT CONVERSION

QNH (QFE)

4640' (4272' - 1300m)

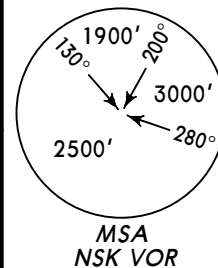
4310' (3942' - 1200m)

2670' (2302' - 700m)

2010' (1642' - 500m)

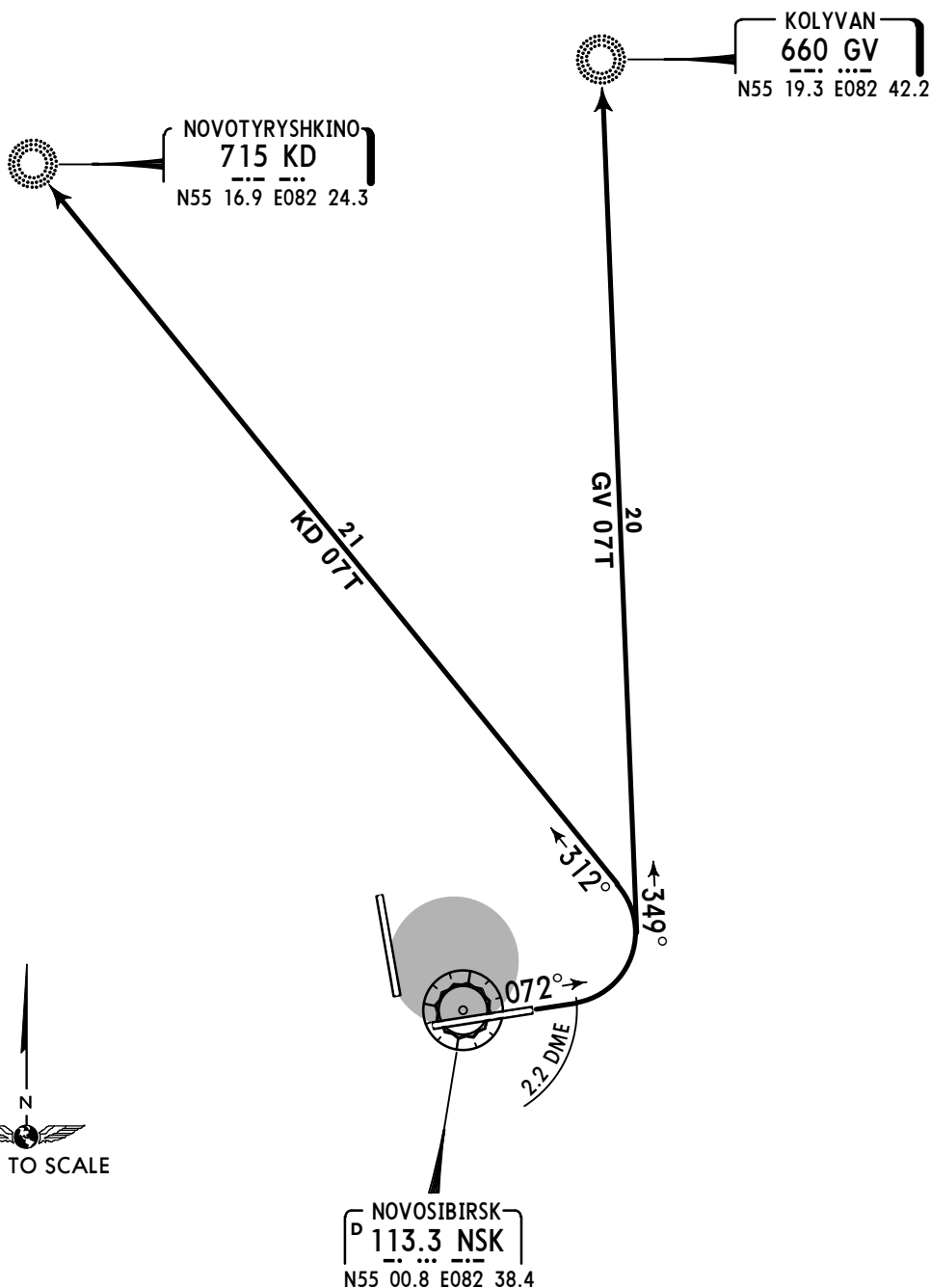
Apt Elev
368'

QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4275')
Take-off shall be carried out with noise abatement
procedures according to Flight Operation Manual.



GV 07T, KD 07T RWY 07 DEPARTURES

Do not overfly central part
of city below 4310' (3945').



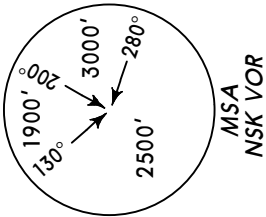
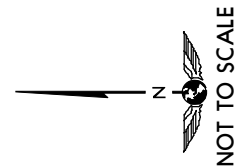
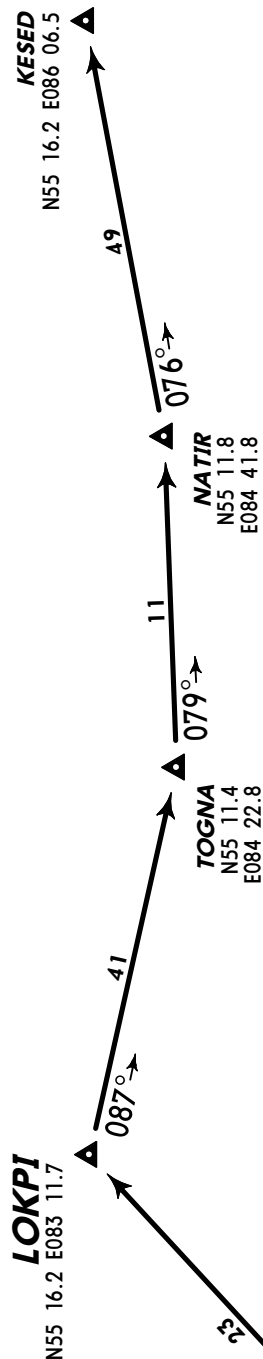
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4310'	(3945' - 1200m)
4640'	(4275' - 1300m)

Apt Elev
368'

QNH on request (QFE)

Trans level: FL60 Trans alt: 4640' (4275')

Take-off shall be carried out with noise abatement procedures according to Flight Operation Manual.

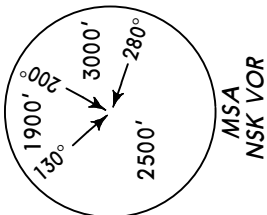
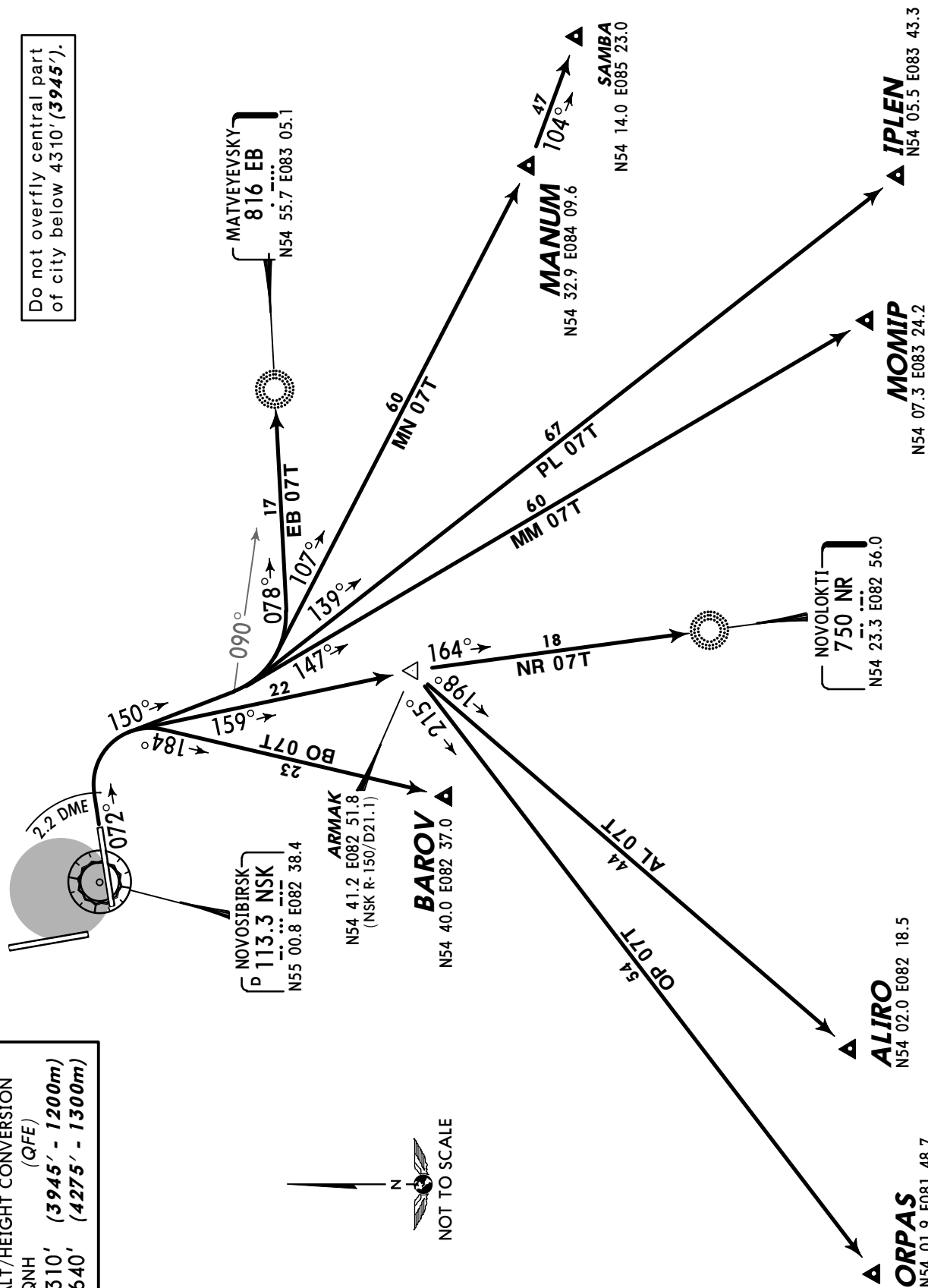
MSA
NSK VORLK 07T
RWY 07 DEPARTUREDo not overfly central part
of city below 4310' (3945').ALT/HEIGHT CONVERSION
QNH (QFE)
4310' (3945' - 1200m)
4640' (4275' - 1300m)NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4

Apt Elev
368'

QNH on request (QFE)

Trans level: FL60 Trans alt: 4640' (4275')

Take-off shall be carried out with noise abatement procedures according to Flight Operation Manual.

AL 07T, BO 07T, EB 07T, MM 07T, MN 07T
NR 07T, OP 07T, PL 07T
RWY 07 DEPARTURESDo not overfly central part
of city below 4310' (3945').

ALT/HEIGHT CONVERSION

QNH (QFE)

4310' (3945' - 1200m)

4640' (4275' - 1300m)

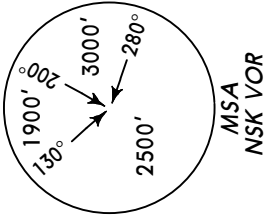
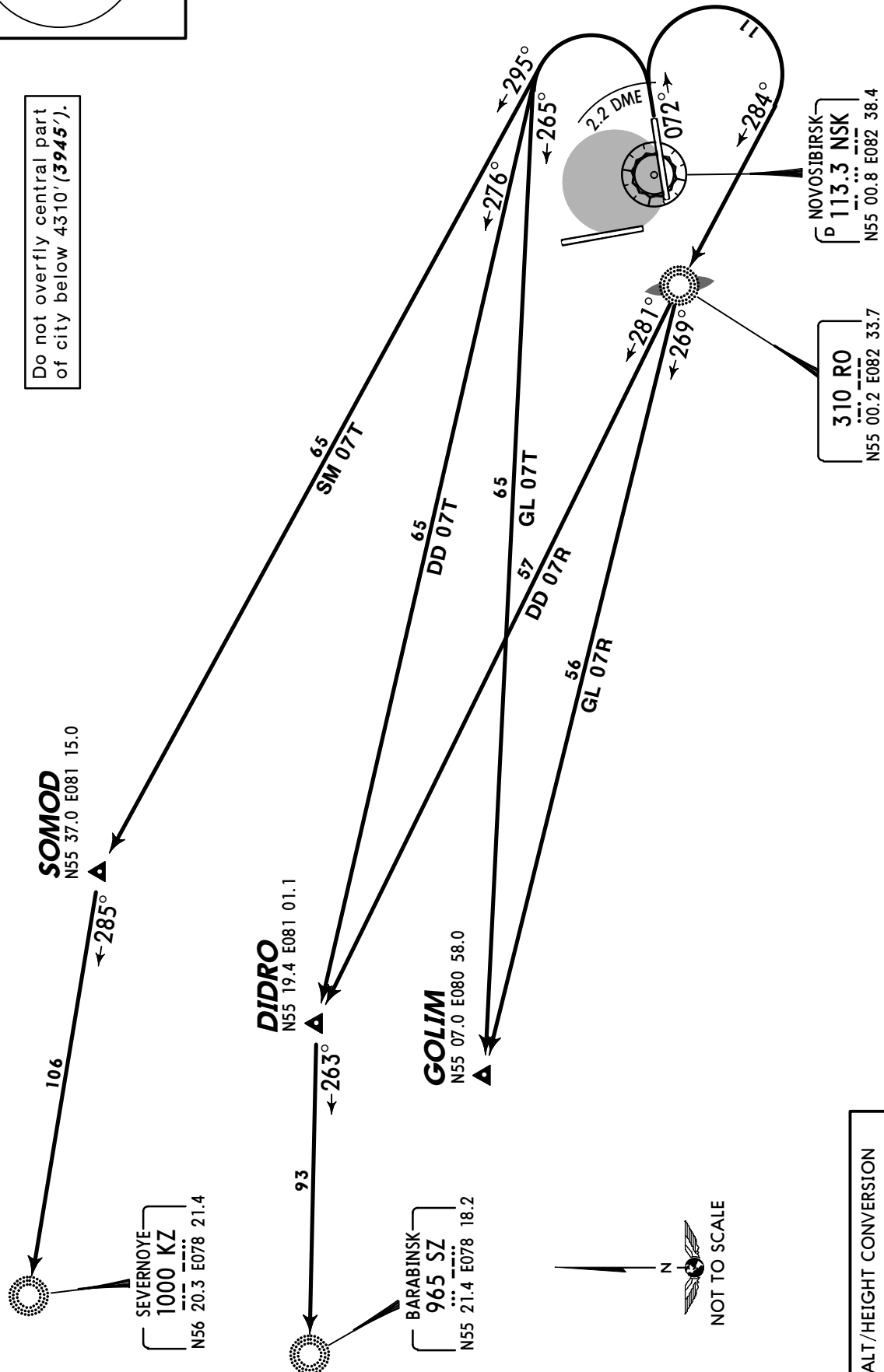
NOT TO SCALE

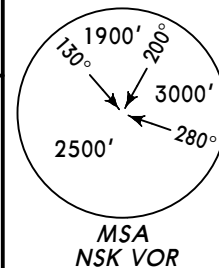
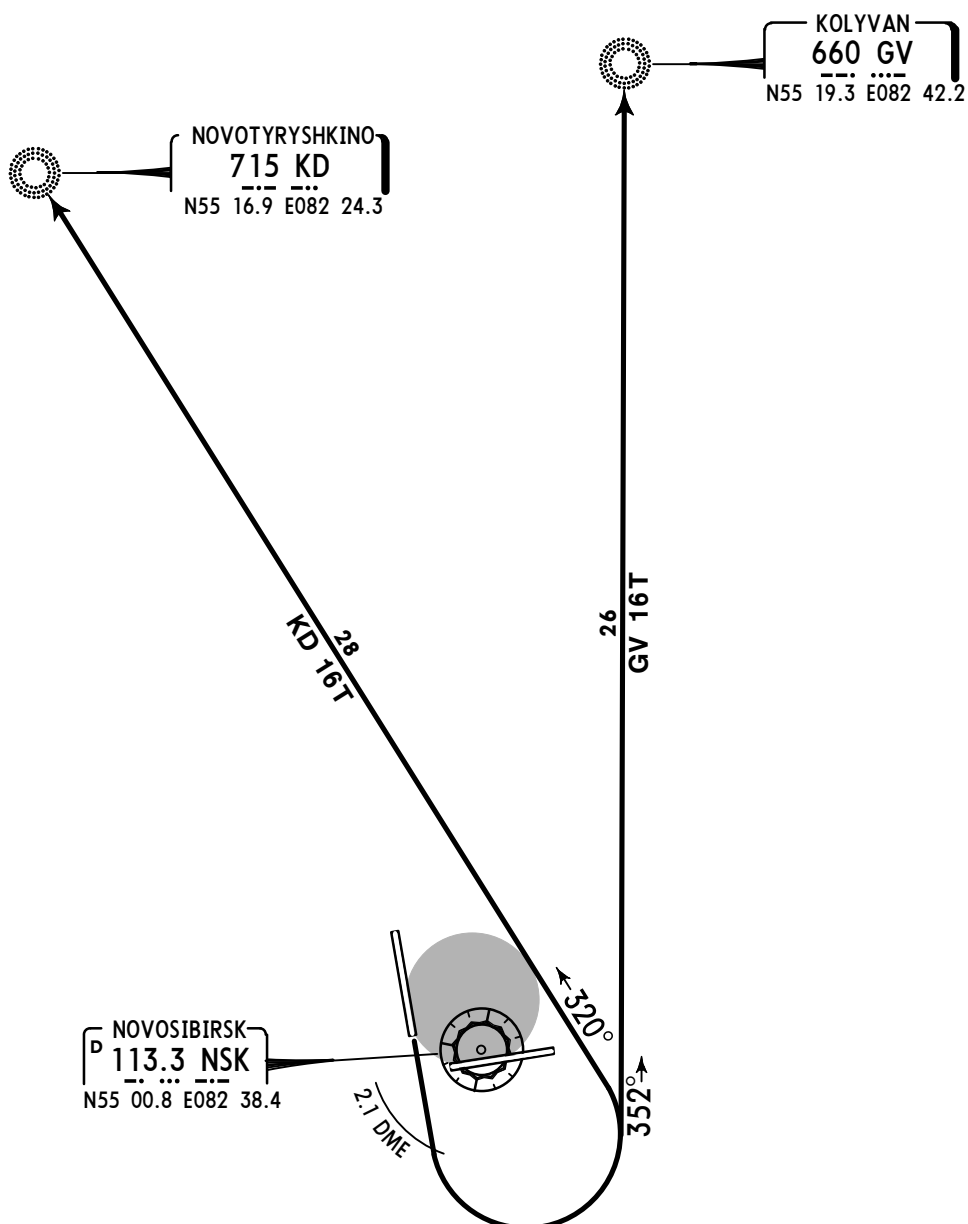
Apt Elev
368'

QNH on request (QFE)

Trans level: FL60 Trans alt: 4640' (4275')

Take-off shall be carried out with noise abatement procedures according to Flight Operation Manual.

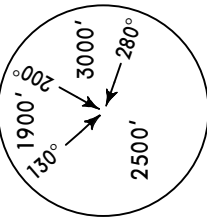
DD 07R, DD 07T, GL 07R, GL 07T, SM 07T
RWY 07 DEPARTURESDo not overfly central part
of city below 4310' (3945').ALT/HEIGHT CONVERSION
QNH (QFE)
4310' (3945' - 1200m)
4640' (4275' - 1300m)

Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4278')GV 16T, KD 16T
RWY 16 DEPARTURESDo not overfly central part
of city below 4300' (3938').

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4300'	(3938' - 1200m)
4640'	(4278' - 1300m)

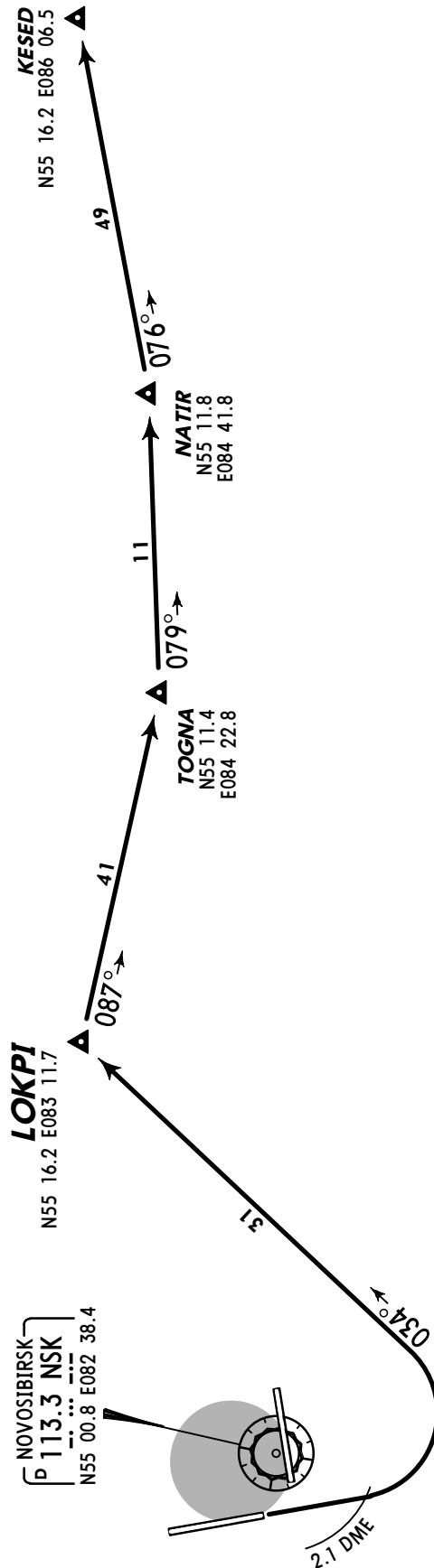
Apt Elev
368'

QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4278')



Do not overfly central part
of city below 4300' (3938').

LK 16T RWY 16 DEPARTURE

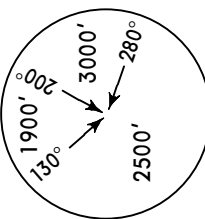
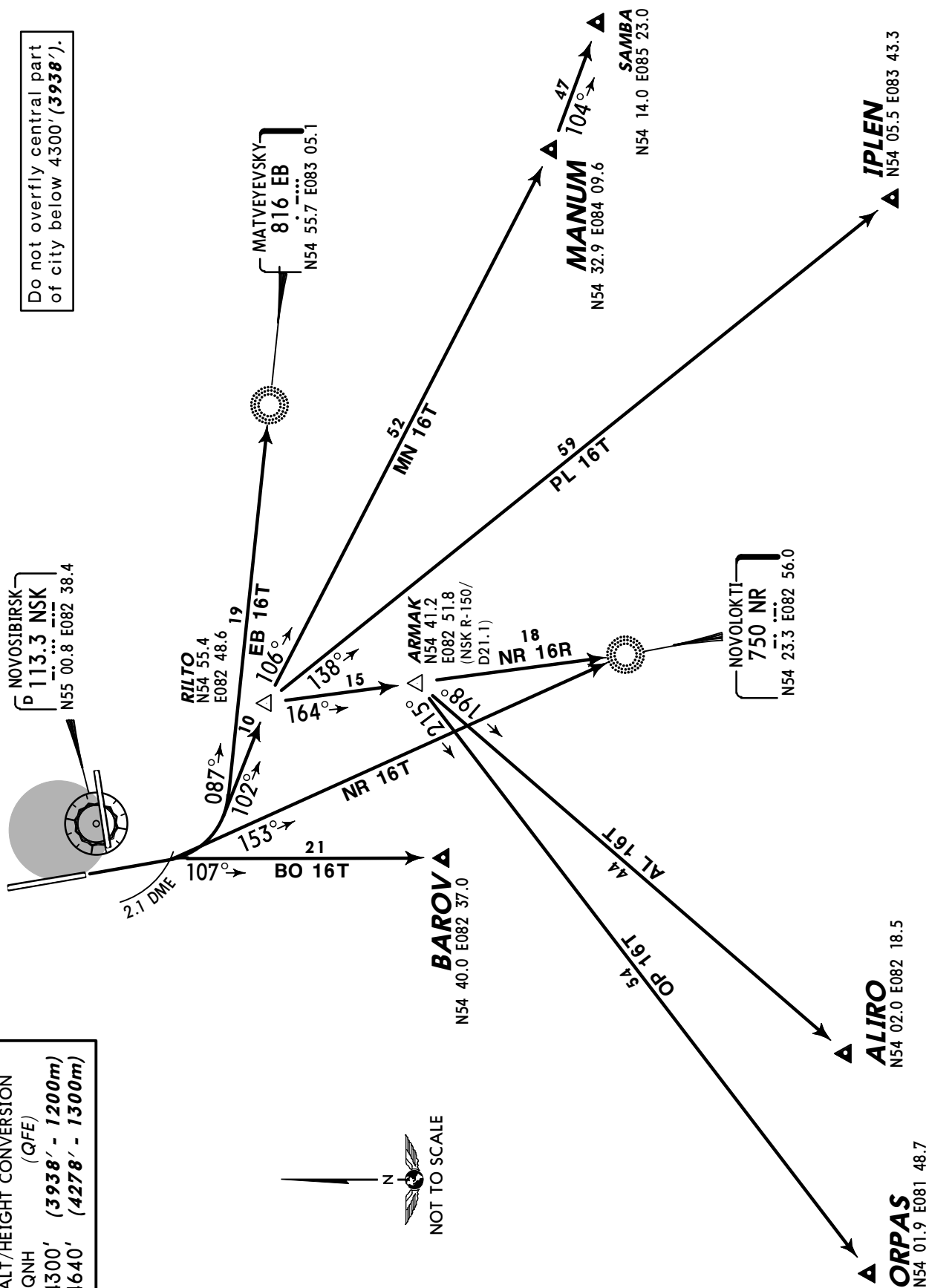


ALT/HEIGHT CONVERSION
QNH (QFE)
4300' (3938' - 1200m)
4640' (4278' - 1300m)

Apt Elev
368'

QNH on request (QFE)

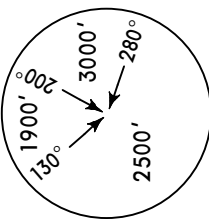
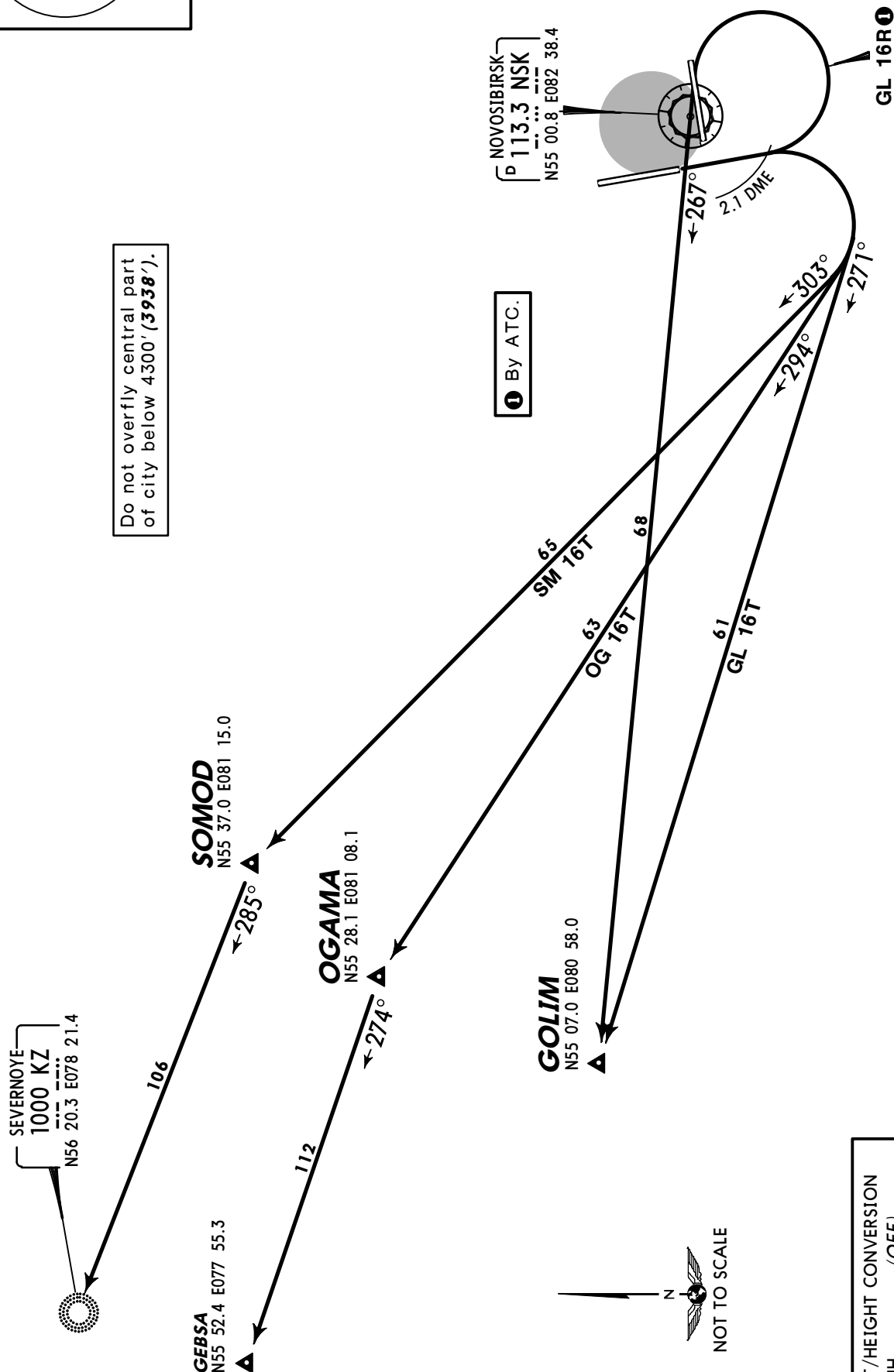
Trans level: FL60 Trans alt: 4640' (4278')

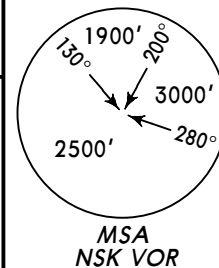
MSA
NSK VORAL 16T, BO 16T, EB 16T, MN 16T
NR 16R, NR 16T, OP 16T, PL 16T
RWY 16 DEPARTURESDo not overfly central part
of city below 4300' (3938').ALT/HEIGHT CONVERSION
(QFE)
4300' (3938' - 1200m)
4640' (4278' - 1300m)

Apt Elev
368'

QNH on request (QFE)

Trans level: FL60 Trans alt: 4640' (4278')

MSA
NSK VORGL 16R **1**, GL 16T, OG 16T, SM 16T
RWY 16 DEPARTURESALT/HEIGHT CONVERSION
QNH (QFE)
4300' (3938' - 1200m)
4640' (4278' - 1300m)

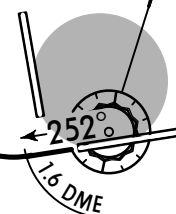
Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4277')GV 25T, KD 25T, KG 25T
RWY 25 DEPARTURESDo not overfly central part
of city below 4300' (3937').**KENGA**
N56 19.2 E080 42.1

43

← 307°

KEGAV
N55 47.6 E081 35.1NOVOTYRYSKINO
715 KD
N55 16.9 E082 24.3KG 25T
60KD 25T
19KOLYVAN
660 GV
N55 19.3 E082 42.222
GV 25TNOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4

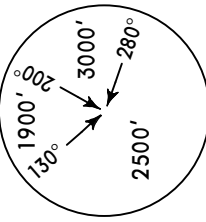
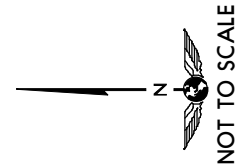
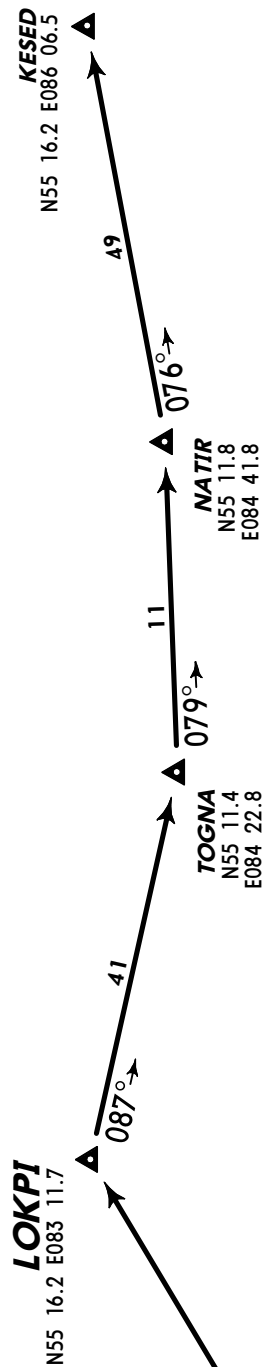
NOT TO SCALE

← 333°
← 316°
010°ALT/HEIGHT CONVERSION
QNH (QFE)
4300' (3937' - 1200m)
4640' (4277' - 1300m)

Apt Elev
368'

QNH on request (QFE)

Trans level: FL60 Trans alt: 4640' (4277')

MSA
NSK VORDo not overfly central part
of city below 4300' (3937').LK 25T, PG 25T
RWY 25 DEPARTURES

ZAYELTSOVSKIY
860 PG
N55 04.7 E082 53.6
At or above
4300' (3937')

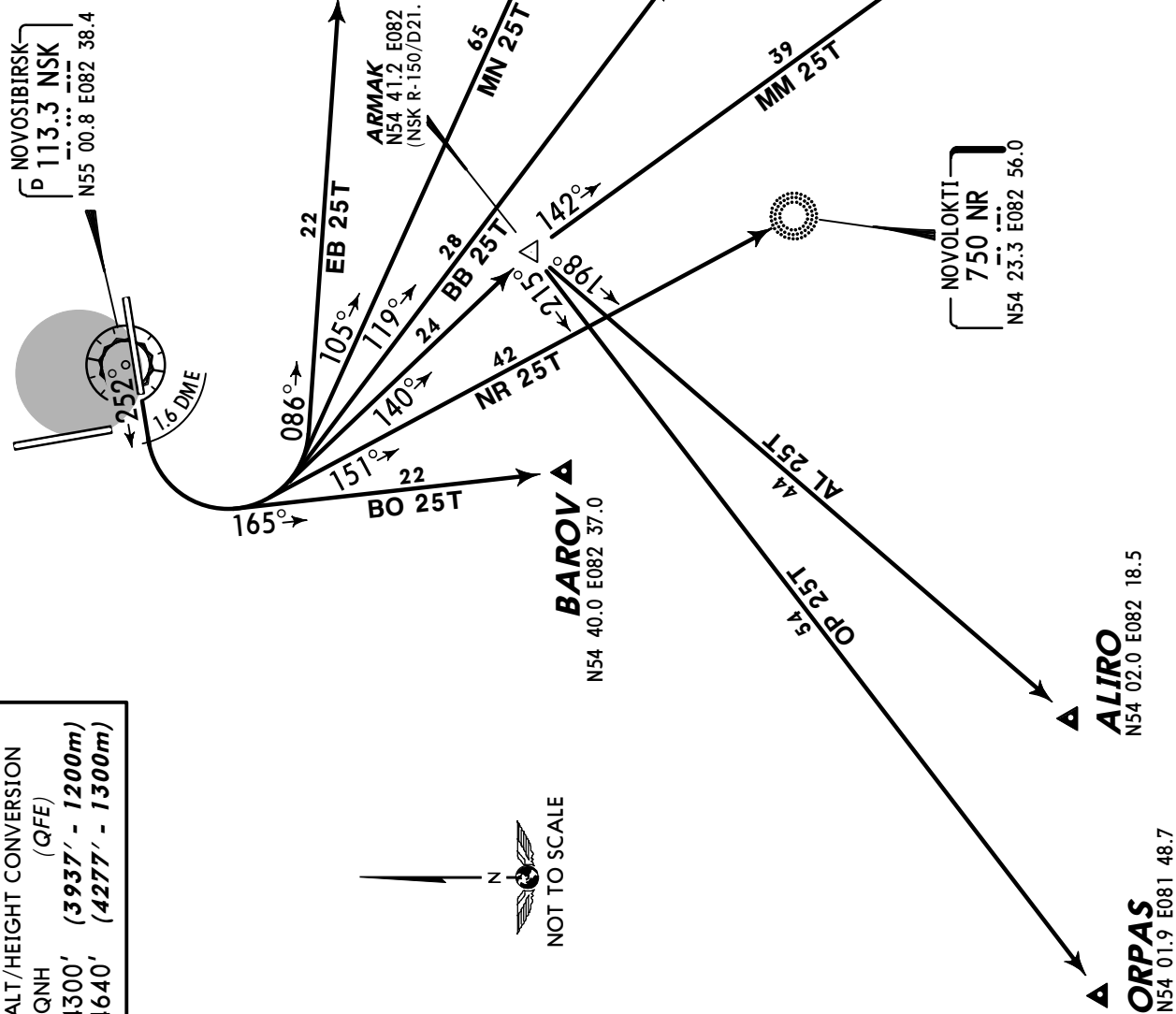
NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4

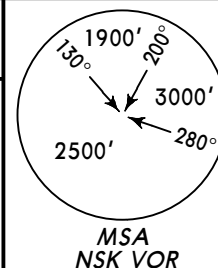
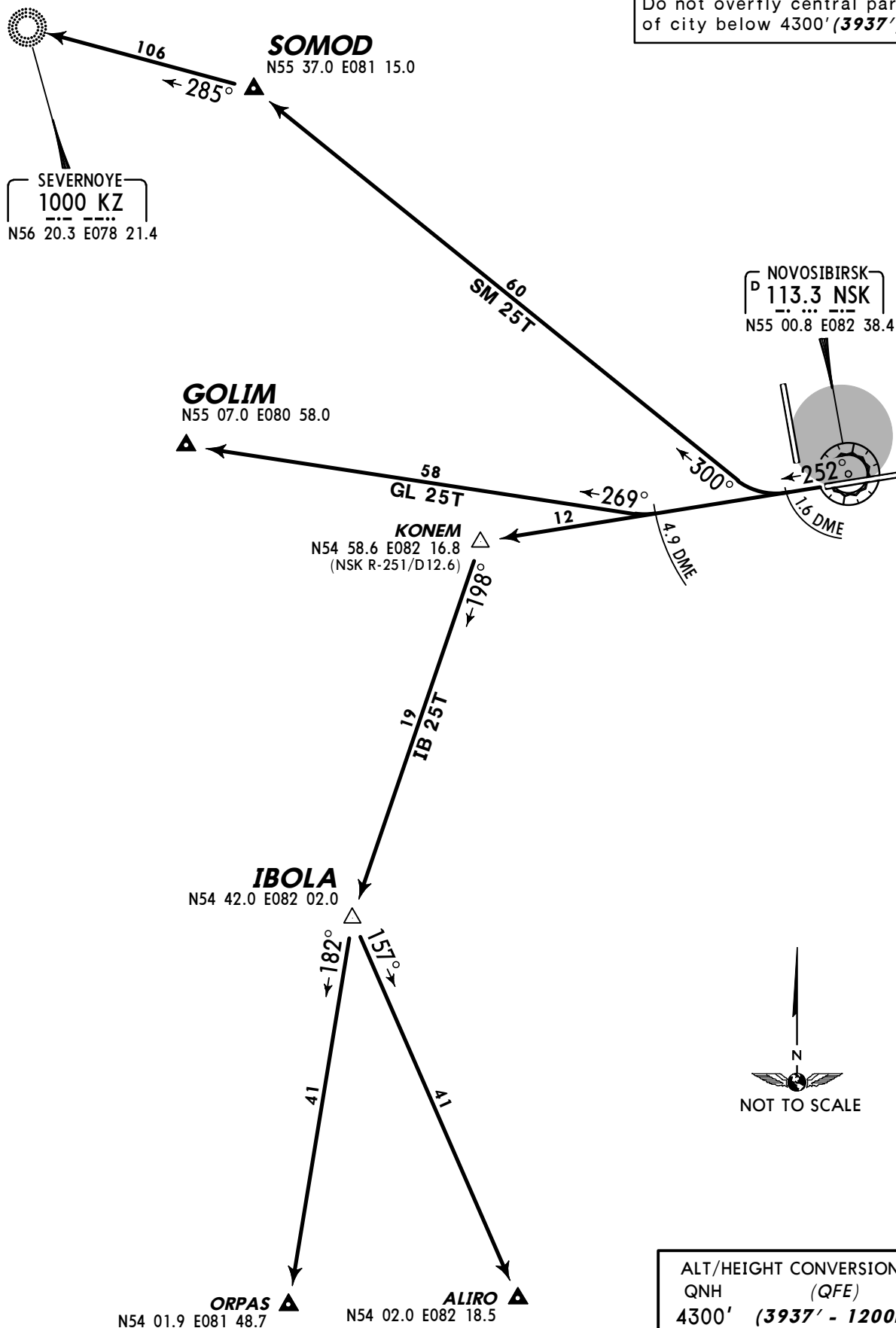
ALT/HEIGHT CONVERSION
QNH (QFE)
4300' (3937' - 1200m)
4640' (4277' - 1300m)

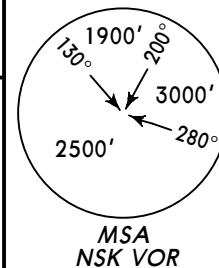
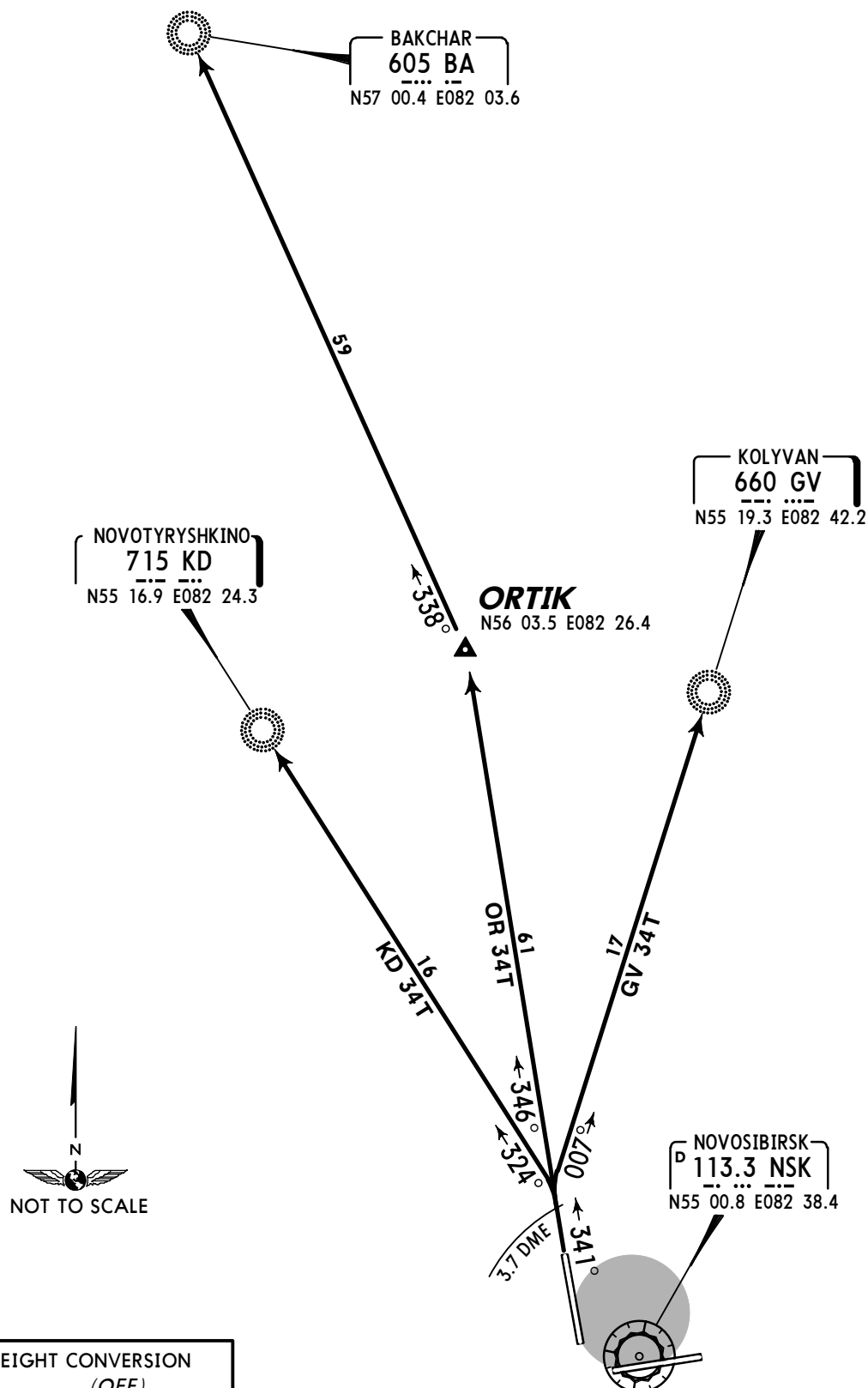
Apt Elev
368'

QNH on request (QFE)

Trans level: FL60 Trans alt: 4640' (4277')

AL 25T, BB 25T, BO 25T, EB 25T
MM 25T, MN 25T, NR 25T, OP 25T
RWY 25 DEPARTURESDo not overfly central part
of city below 4300' (3937').

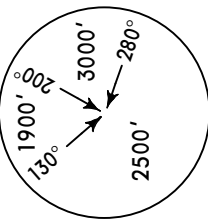
Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4277')Do not overfly central part
of city below 4300' (3937').

Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4272')GV 34T, KD 34T, OR 34T
RWY 34 DEPARTURESDo not overfly central part
of city below 4310' (3942').

ALT/HEIGHT CONVERSION
QNH (QFE)
4310' (3942' - 1200m)
4640' (4272' - 1300m)

Apt Elev
368'

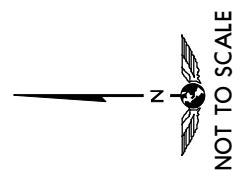
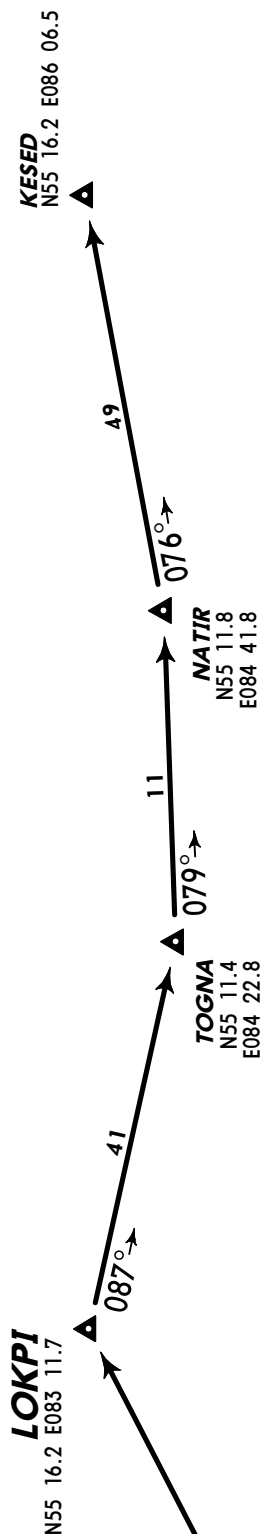
QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4272')



MSA
NSK VOR

LK 34T RWY 34 DEPARTURE

Do not overfly central part
of city below 4310' (3942').



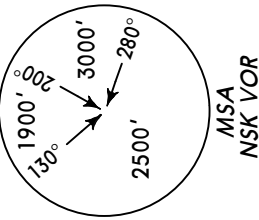
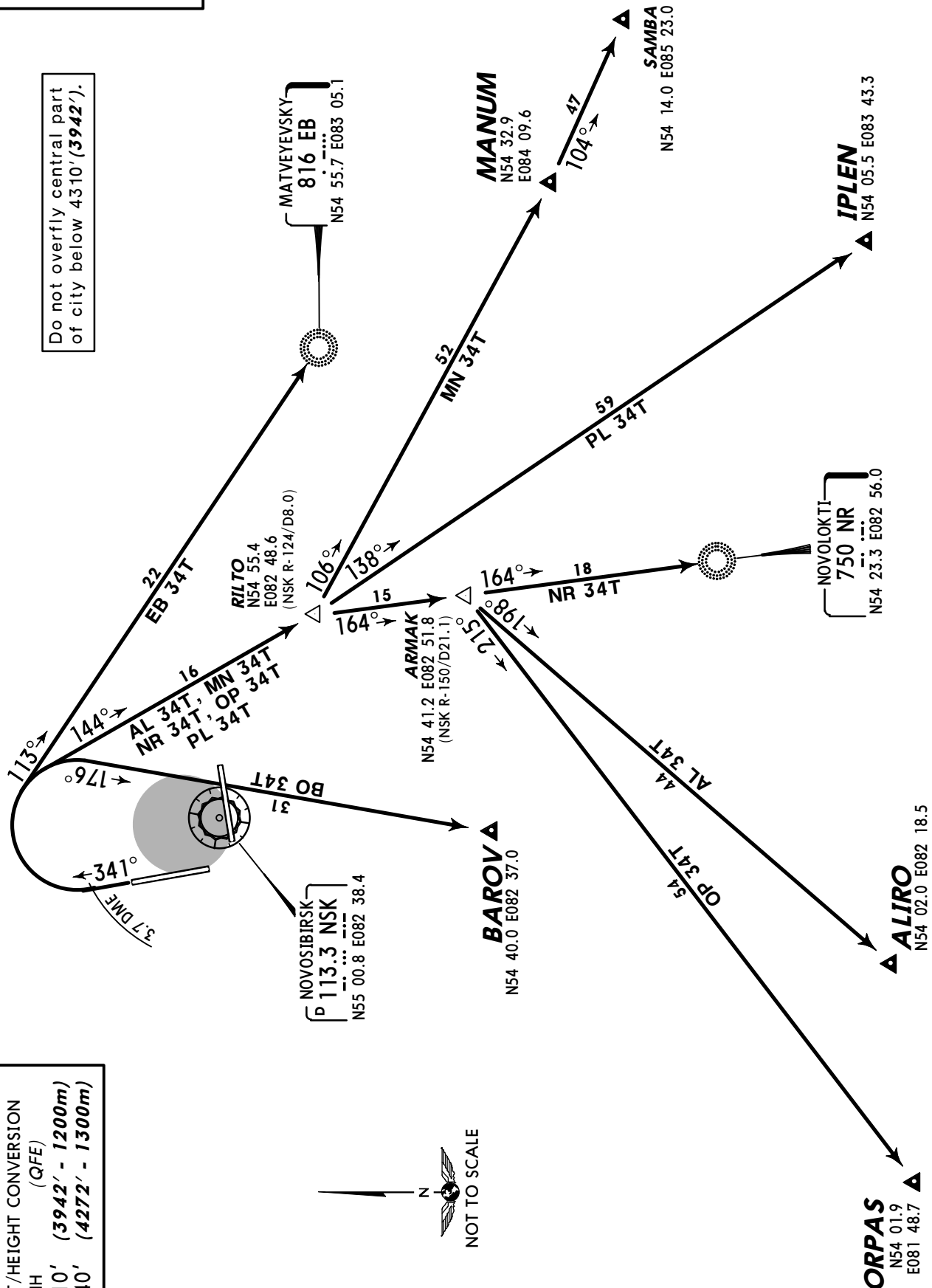
ALT/HEIGHT CONVERSION
(QFE)
QNH 4310' (3942' - 1200m)
4640' (4272' - 1300m)

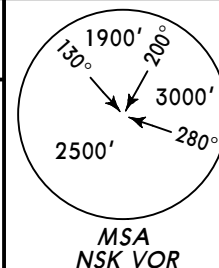
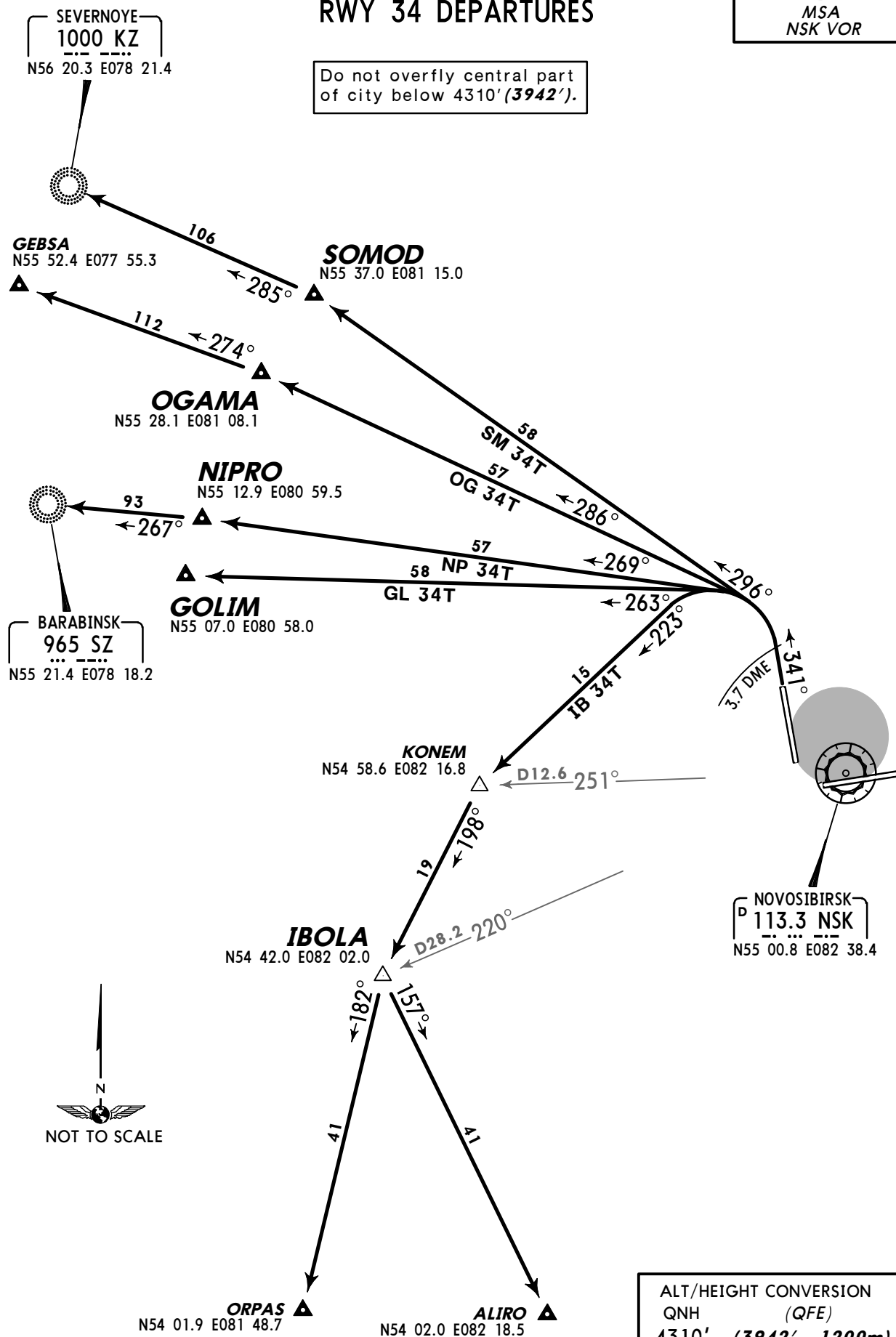
NOVOSIBIRSK
D 113.3 NSK
N55 00.8 E082 38.4

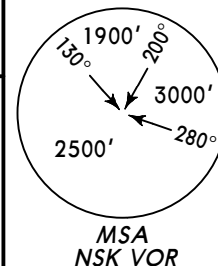
Apt Elev
368'

QNH on request (QFE)

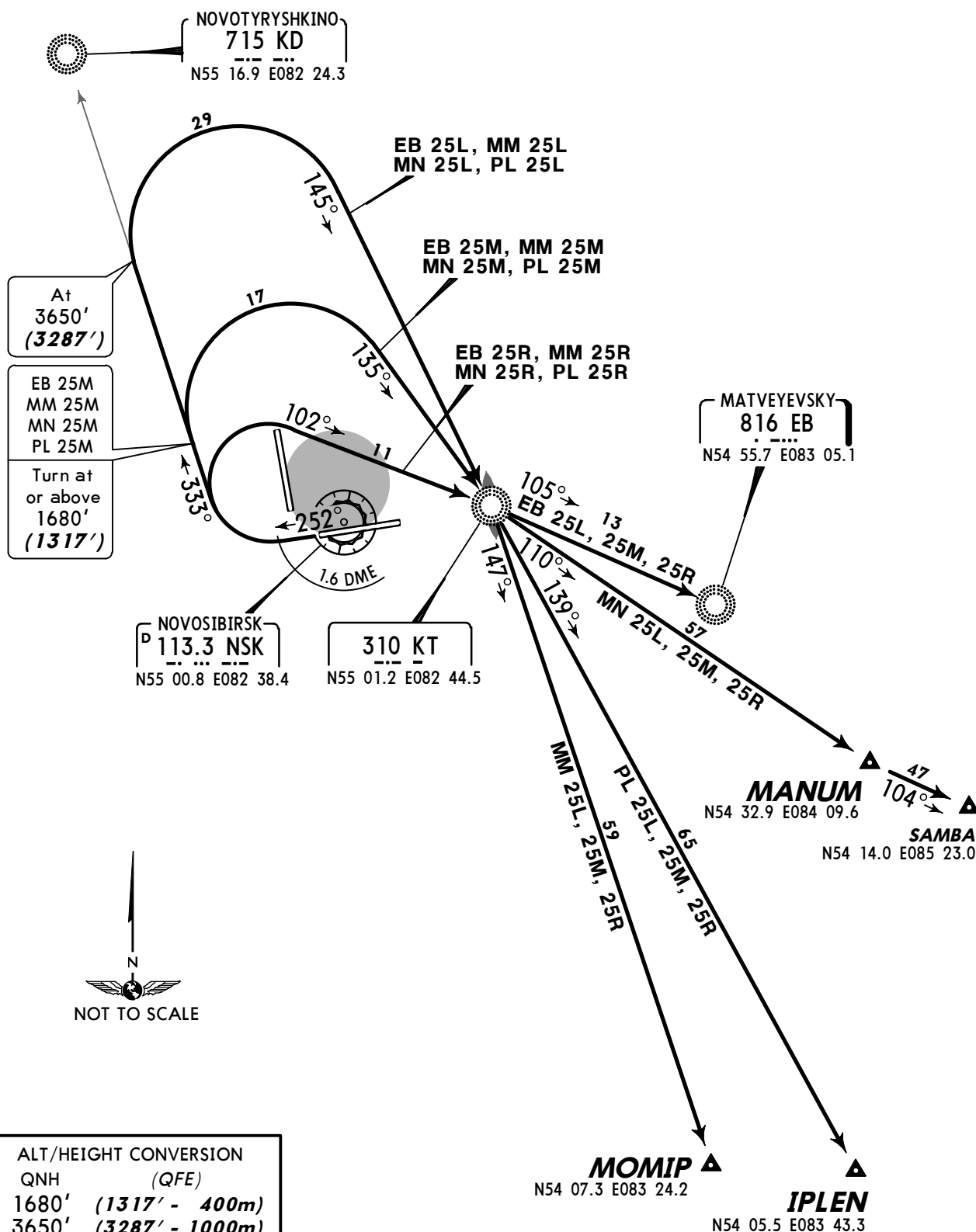
Trans level: FL60 Trans alt: 4640' (4272')

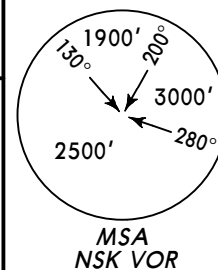
AL 34T, BO 34T, EB 34T, MN 34T
NR 34T, OP 34T, PL 34T
RWY 34 DEPARTURESDo not overfly central part
of city below 4310' (3942').ALT/HEIGHT CONVERSION
(QFE)
4310' (3942' - 1200m)
4640' (4272' - 1300m)

Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4272')GL 34T, IB 34T, NP 34T
OG 34T, SM 34T
RWY 34 DEPARTURESDo not overfly central part
of city below 4310' (3942').

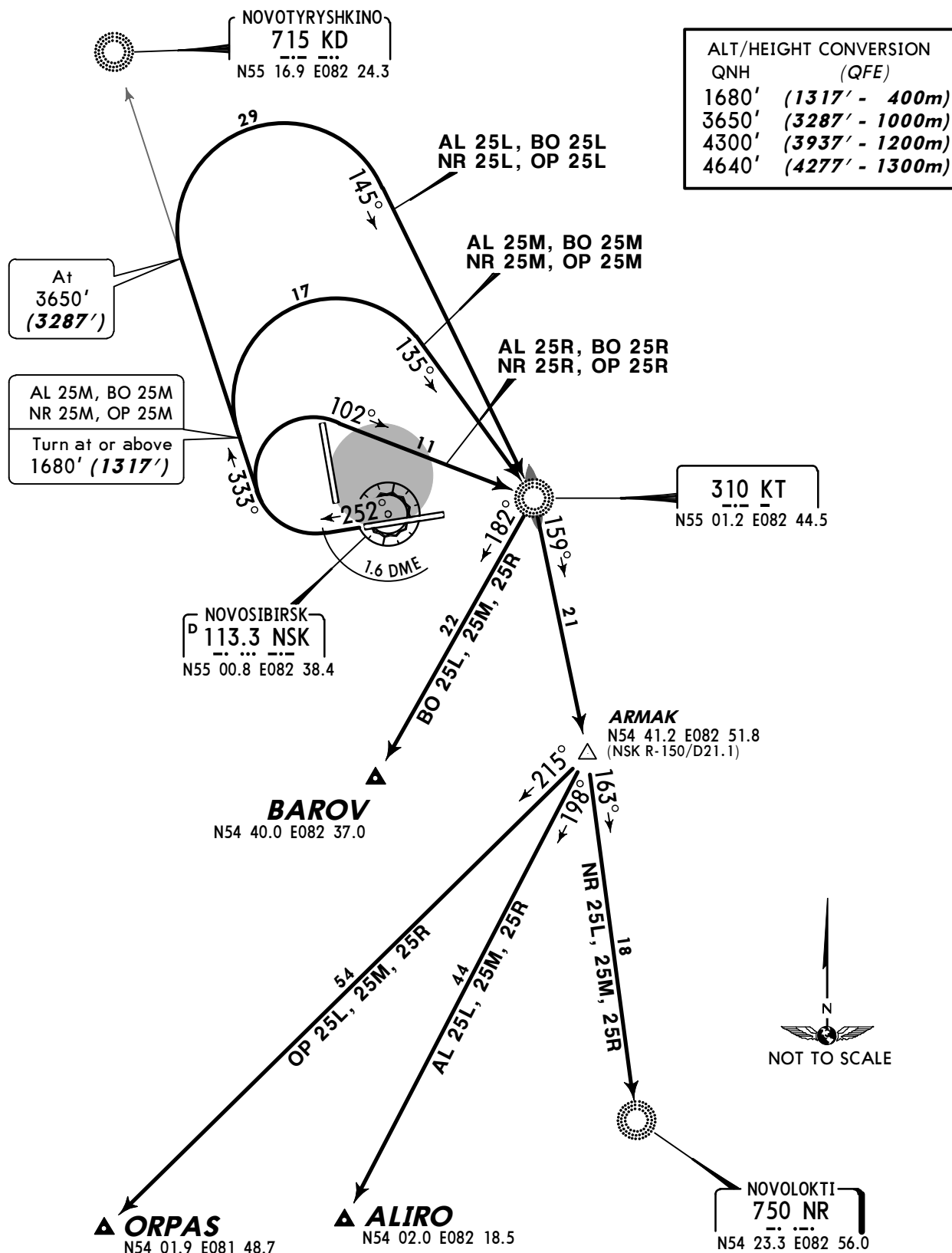
Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4277')

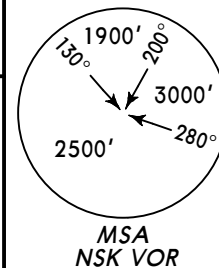
EB 25L, EB 25M, EB 25R
MM 25L, MM 25M, MM 25R
MN 25L, MN 25M, MN 25R
PL 25L, PL 25M, PL 25R
RWY 25 DEPARTURES
BY ATC

Do not overfly central part
of city below 4300' (3937').

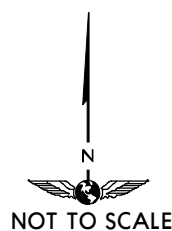
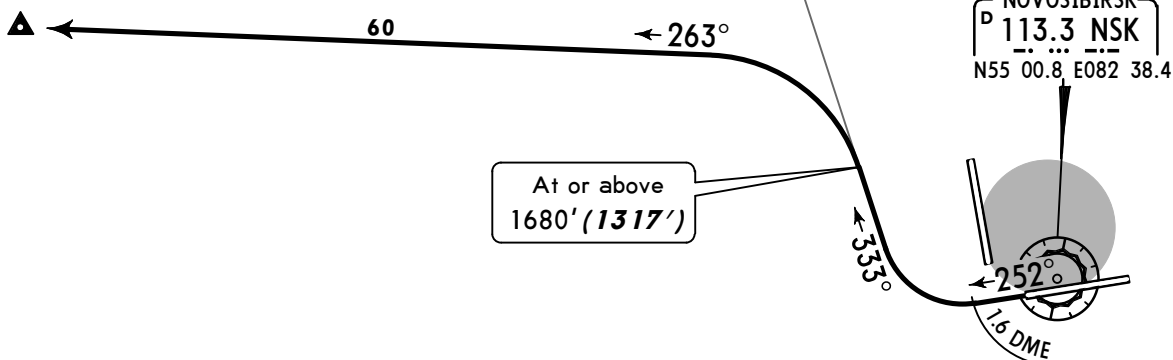
Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4277')

AL 25L, AL 25M, AL 25R
BO 25L, BO 25M, BO 25R
NR 25L, NR 25M, NR 25R
OP 25L, OP 25M, OP 25R
RWY 25 DEPARTURES
BY ATC

Do not overfly central part
of city below 4300' (3937').

Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4277')GL 25R
RWY 25 DEPARTURE
BY ATCDo not overfly central part
of city below 4300' (3937').

NOVOTYRYSHKINO
715 KD
N55 17.0 E082 24.0

GOLIM
N55 07.0 E080 58.0

ALT/HEIGHT CONVERSION

QNH (QFE)

1680' (1317' - 400m)

4300' (3937' - 1200m)

4640' (4277' - 1300m)

NOISE ABATEMENT PROCEDURES

GENERAL

Noise abatement procedures shall be executed by crews of all aircraft. Overflying the central part of the city at or below 4310' (3945' - 1200m) is prohibited.

ARRIVALS

Runway 07 is noise preferential and shall be used for approach to the greatest extent possible.

Restrictions

Restrictions for cross-wind and tail-wind components are as in accordance with the Airplane Flight Manual for the specified aircraft type. It is allowed to land on runway when friction coefficient is 0.3 or more.

Straight-in approach is allowed on landing heading 072° when transition level has been reached before a distance of 16.2 NM or more.

DEPARTURES

The noise abatement procedures stated below shall not be executed at the expense of reduction of flight safety or in case of engine failure during take-off.

Restrictions

Restrictions on maximum cross-wind and tail-wind components are as in accordance with the Airplane Flight Manual for the specified aircraft type. It is allowed to take-off from dry and wet runway when friction coefficient is 0.3 or more.

Runway 07 special take-off procedure

During take-off the initial turn shall be carried out at 1.1 NM from departure threshold.

UNNT/OVB

Apt Elev **368'**
N55 02.0 E082 35.9

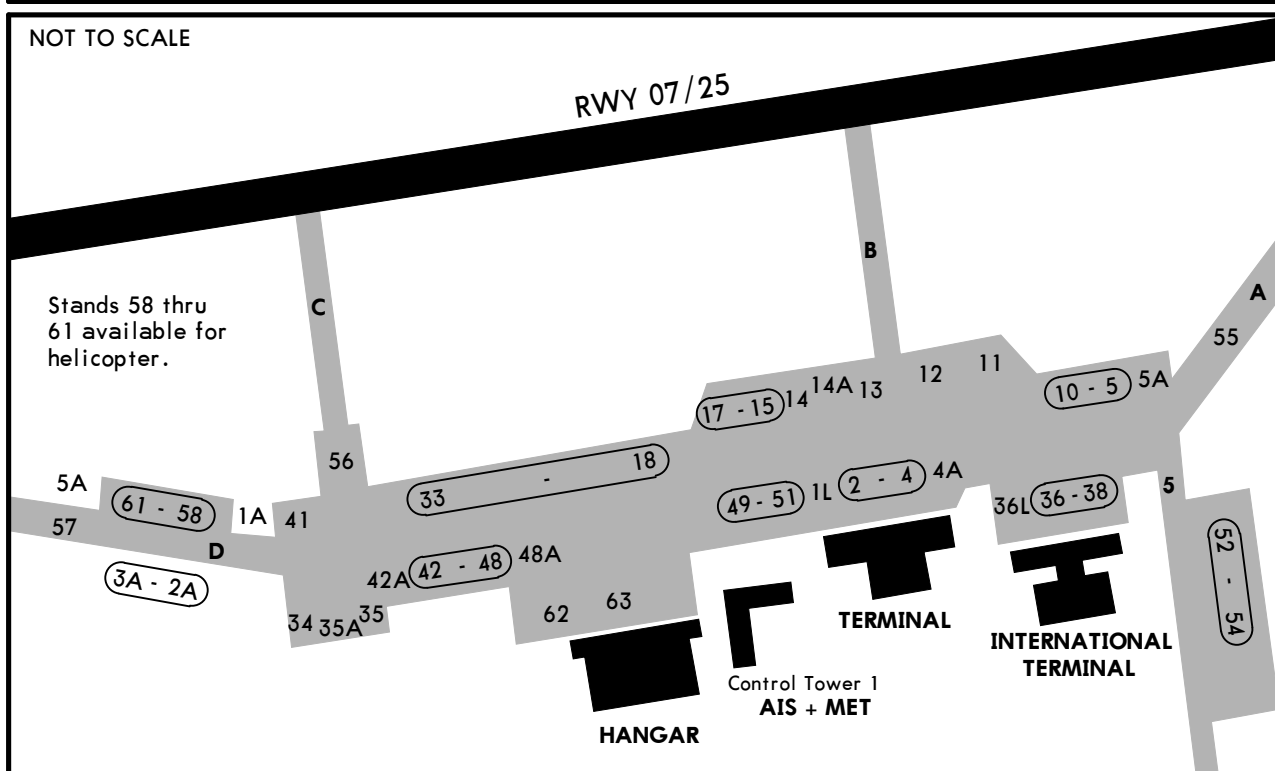
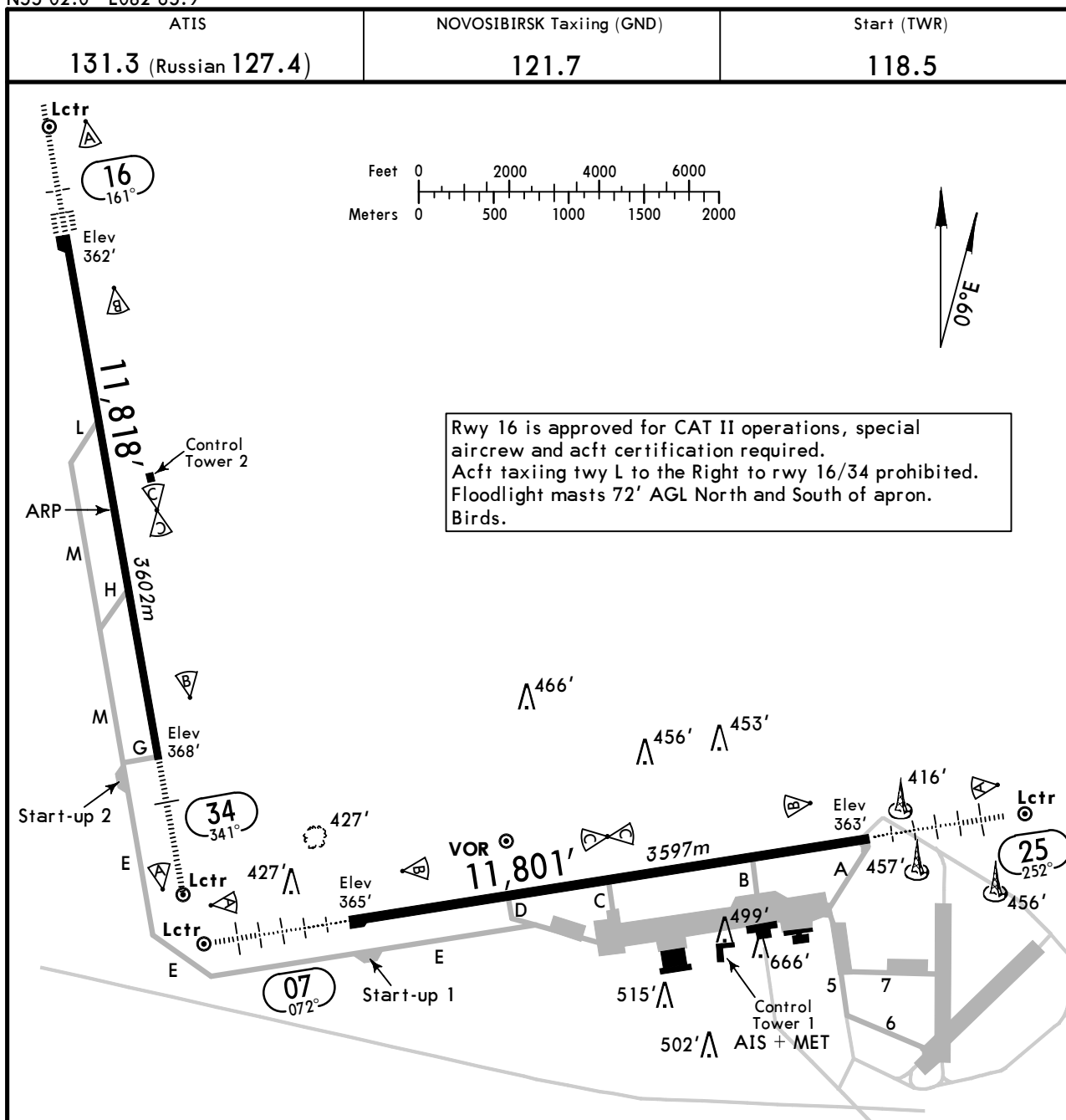
27 JUL 12

(10-9)

JEPPESEN

NOVOSIBIRSK, RUSSIA

TOLMACHEVO



CHANGES: Twy designations. Notes.

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STRAIGHT-IN RWY		A	B	C	D
07	ILS	565' (200')	565' (200')	565' (200')	565' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<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 ①	710' (345')	710' (345')	710' (345')	710' (345')
	with FAF	R900m	R900m	R900m	R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
	NDB ①	1110' (745')	1110' (745')	1110' (745')	1110' (745')
	w/o FAF	C2700m	C2700m	C2700m	C2700m
	<i>ALS out</i>	C3500m	C3500m	C3500m	C3500m
16	CAT 2 ILS	462' (100')	462' (100')	462' (100')	462' (100')
		RA104' R350m	RA104' R350m	RA104' R350m	RA104' R350m
	ILS	562' (200')	562' (200')	562' (200')	562' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<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 ①	680' (318')	680' (318')	680' (318')	680' (318')
	with FAF	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1400m	R1400m	R1400m	R1400m
	NDB ①	720' (358')	720' (358')	720' (358')	720' (358')
	w/o FAF	R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
25	ILS	563' (200')	563' (200')	563' (200')	563' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<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 ①	720' (357')	720' (357')	720' (357')	720' (357')
	with FAF	R900m	R900m	R900m	R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
	NDB ①	1320' (957')	1320' (957')	1320' (957')	1320' (957')
	w/o FAF	C3800m	C3800m	C3800m	C3800m
	<i>ALS out</i>	C4500m	C4500m	C4500m	C4500m
34	ILS	568' (200')	568' (200')	568' (200')	568' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<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 ①	700' (332')	700' (332')	700' (332')	700' (332')
	with FAF	R800m	R800m	R800m	R800m
	<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
	NDB ①	1010' (642')	1010' (642')	1010' (642')	1010' (642')
	w/o FAF	C2300m	C2300m	C2300m	C2300m
	<i>ALS out</i>	C3000m	C3000m	C3000m	C3000m

① Continuous Descent Final Approach.

TAKE-OFF RWY 07, 16, 25, 34

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in force			RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

STRAIGHT-IN RWY		A	B	C	D
07	ILS	565' (200')	565' (200')	565' (200')	565' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	710' (345')	710' (345')	710' (345')	710' (345')
	with FAF	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	1110' (745')	1110' (745')	1110' (745')	1110' (745')
	w/o FAF	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
16	CAT 2 ILS	462' (100')	462' (100')	462' (100')	462' (100')
		RA104' R350m	RA104' R350m	RA104' R350m	RA104' R350m
	ILS	562' (200')	562' (200')	562' (200')	562' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	680' (318')	680' (318')	680' (318')	680' (318')
	with FAF	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	680' (318')	680' (318')	680' (318')	680' (318')
	w/o FAF	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
25	ILS	563' (200')	563' (200')	563' (200')	563' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	720' (357')	720' (357')	720' (357')	720' (357')
	with FAF	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	1320' (957')	1320' (957')	1320' (957')	1320' (957')
	w/o FAF	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
34	ILS	568' (200')	568' (200')	568' (200')	568' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	700' (332')	700' (332')	700' (332')	700' (332')
	with FAF	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	1010' (642')	1010' (642')	1010' (642')	1010' (642')
	w/o FAF	R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

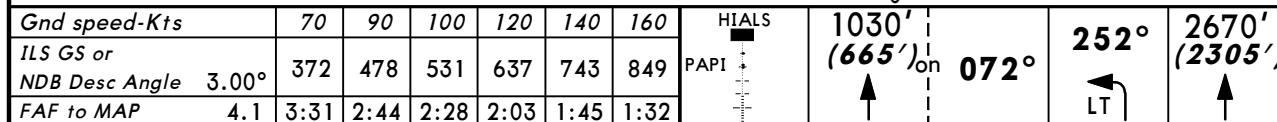
TAKE-OFF RWY 07, 25

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

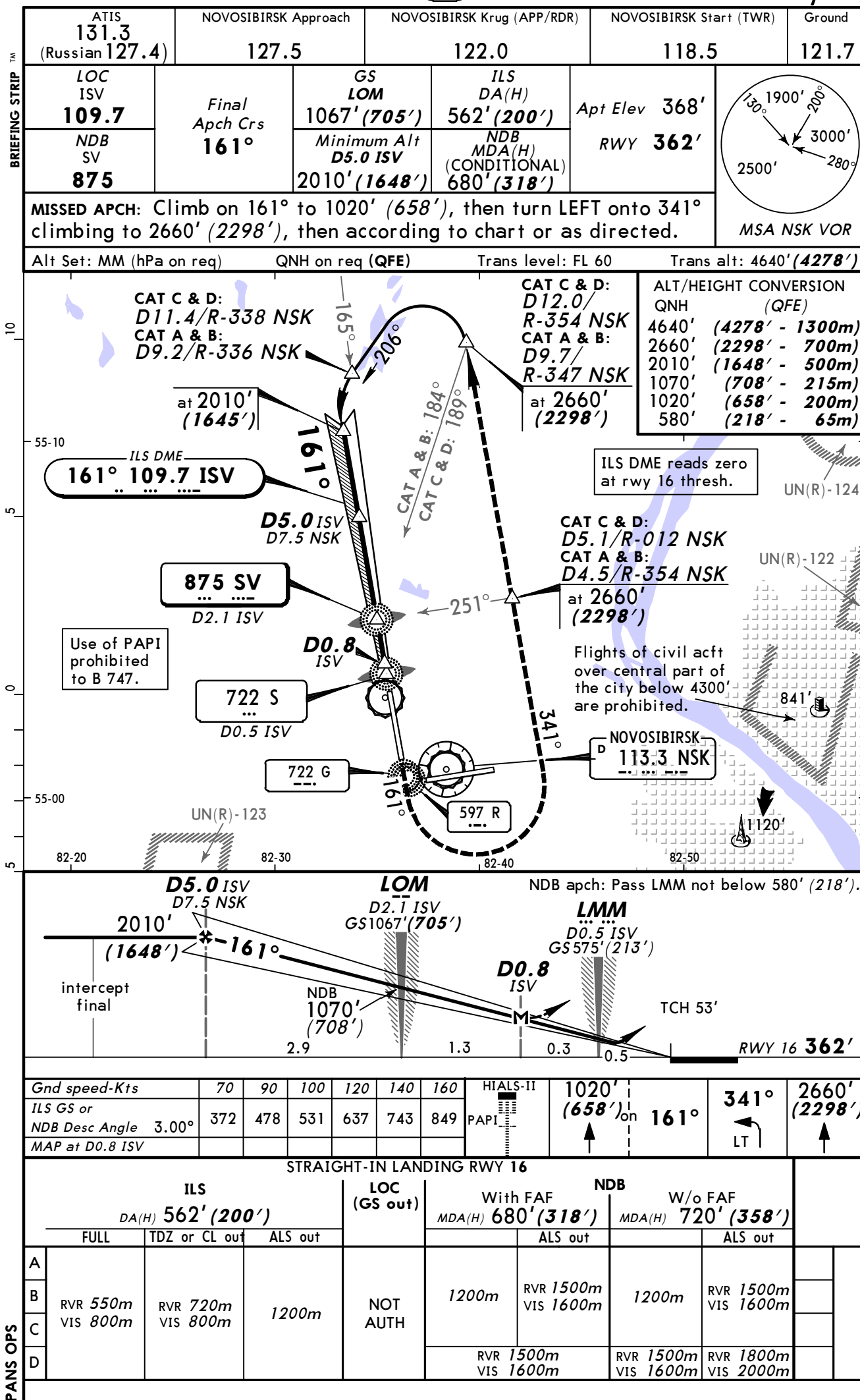
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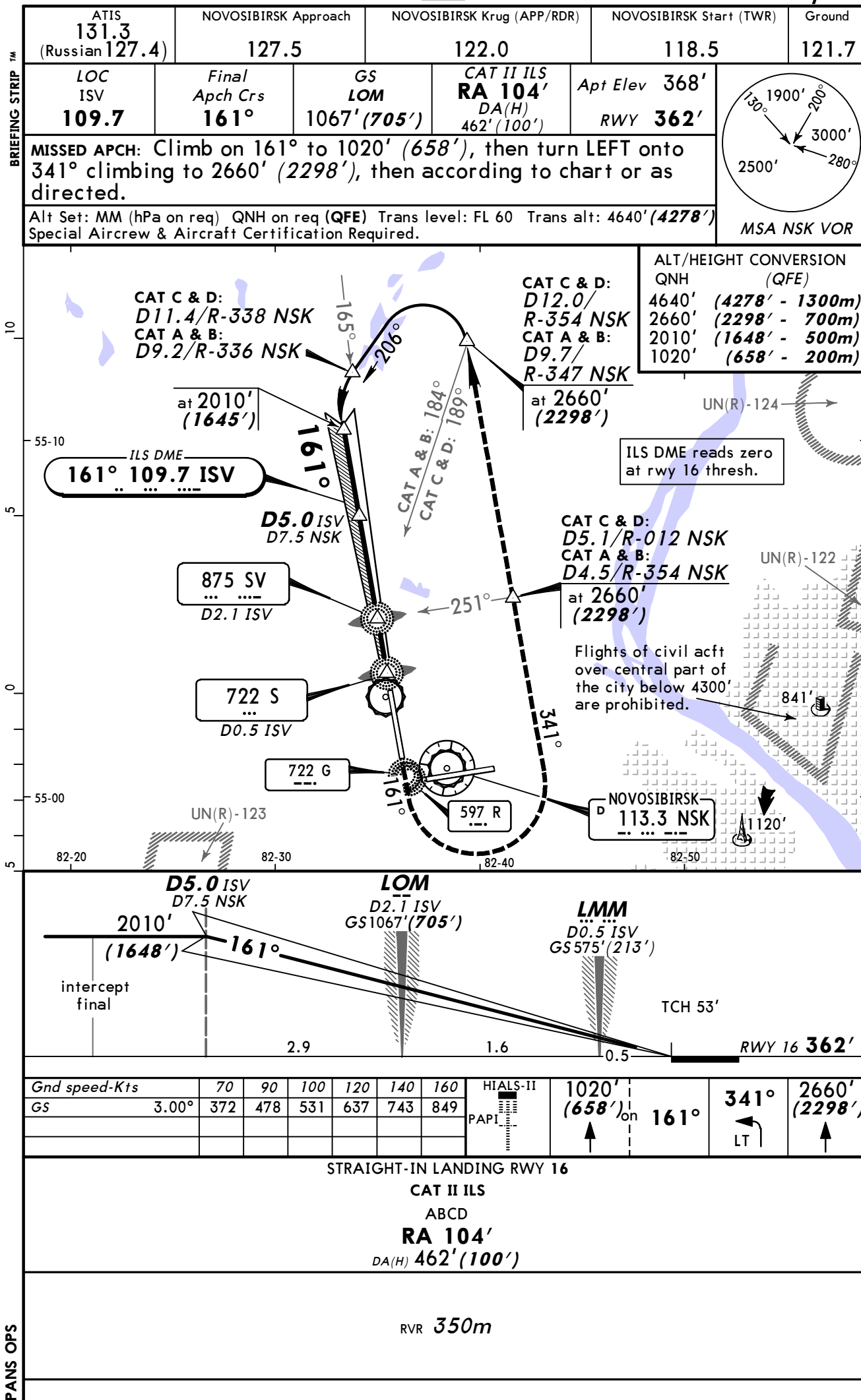
		LVP must be in force				
Approved Operators						
HIRL, CL & mult. RVR req		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

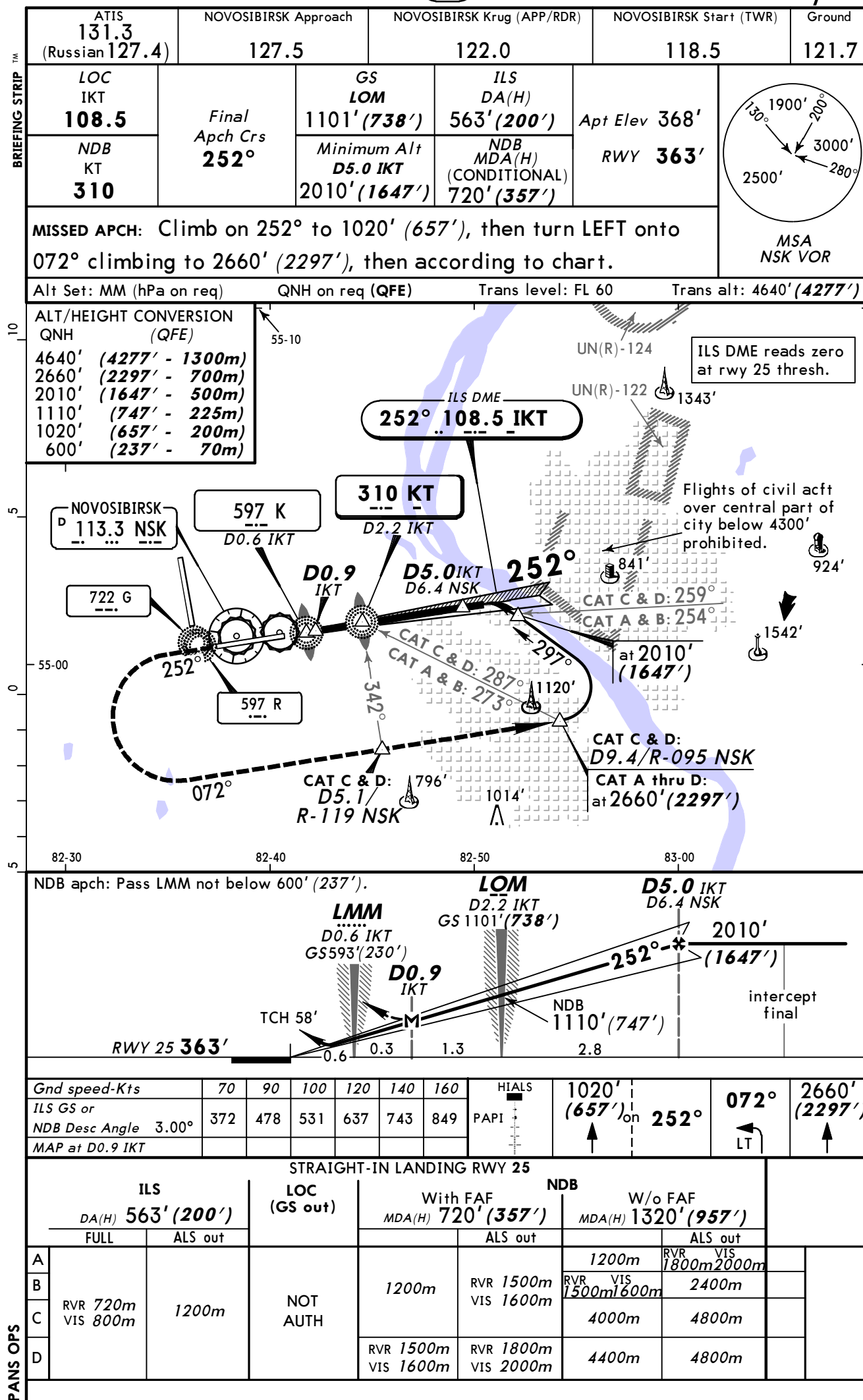
Flights of civil aircraft
over central part of
city below 4300'
prohibited.

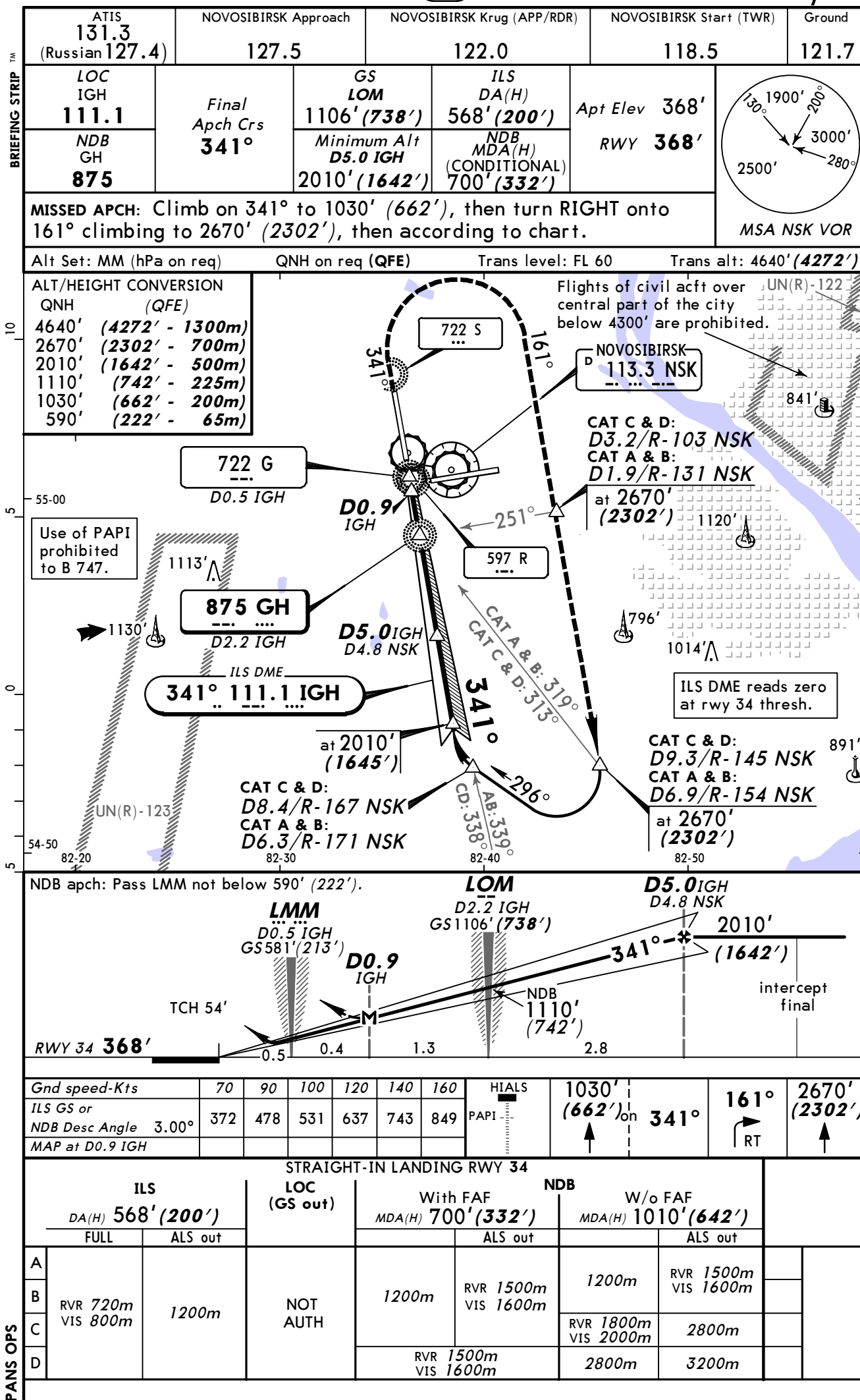


PANS OPS









NOVOSIBIRSK, (TOLMACHEVO - UNNT)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNNT