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Airport Information For UNNT
Terminal Charts For UNNT
Revision Letter For Cycle 17-2013
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Notebook

General Information

Location: Novosibirsk Rus
IATA Code: OVB
Lat/Long: N55° 02.0' E082° 35.9'
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: 2323 Z
Sunset: 1340 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

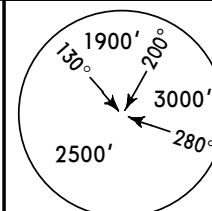
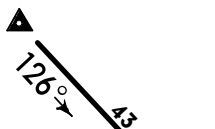
Runway: 34
Length x Width: 11818 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 368 ft
Lighting: Edge, ALS, Centerline

Communication Information

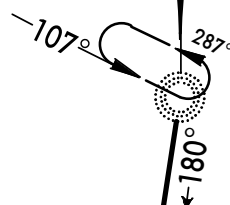
ATIS 131.3
ATIS 127.4 Non-English
Novosibirsk Start Tower 118.5
Novosibirsk Taxiing Ground Control 121.7
Novosibirsk Approach Control 127.1
Novosibirsk Approach Control 127.5
Novosibirsk Krug Radar 122.0

ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4275')

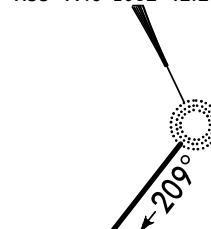
(QFE)

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 42.1KEGAV
N55 47.6 E081 35.1

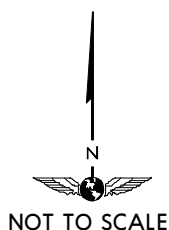
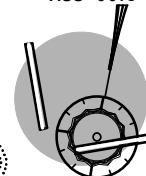
KG 07D

NOVOTYRYSKINO
715 KD
N55 16.9 E082 24.3

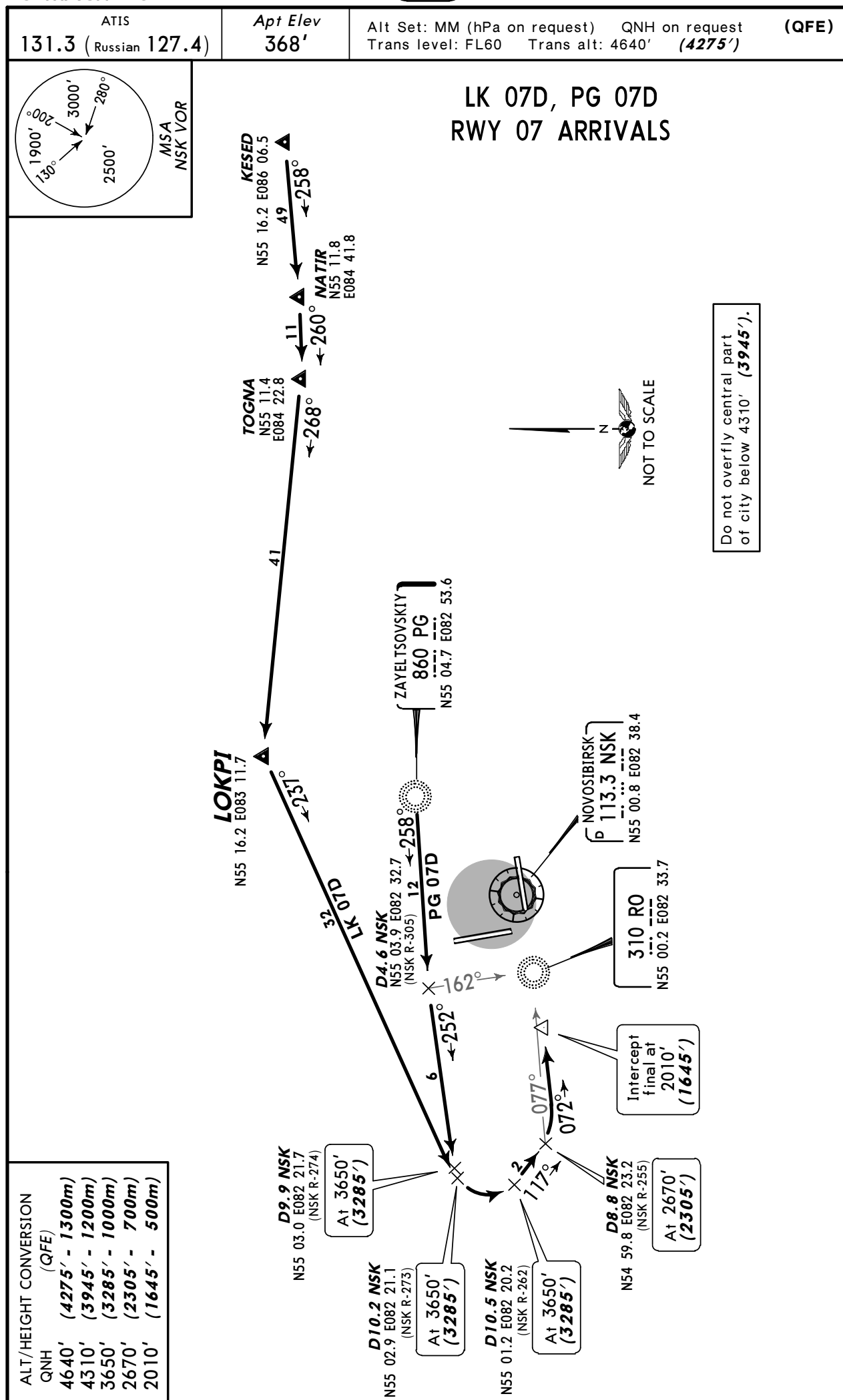
KD 07D

KOLYVAN
660 GV
N55 19.3 E082 42.2

GV 07D

D10.6 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 38.4310 RO
N55 00.2 E082 33.7

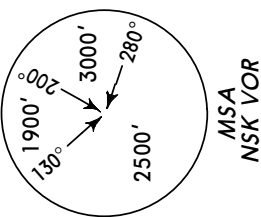
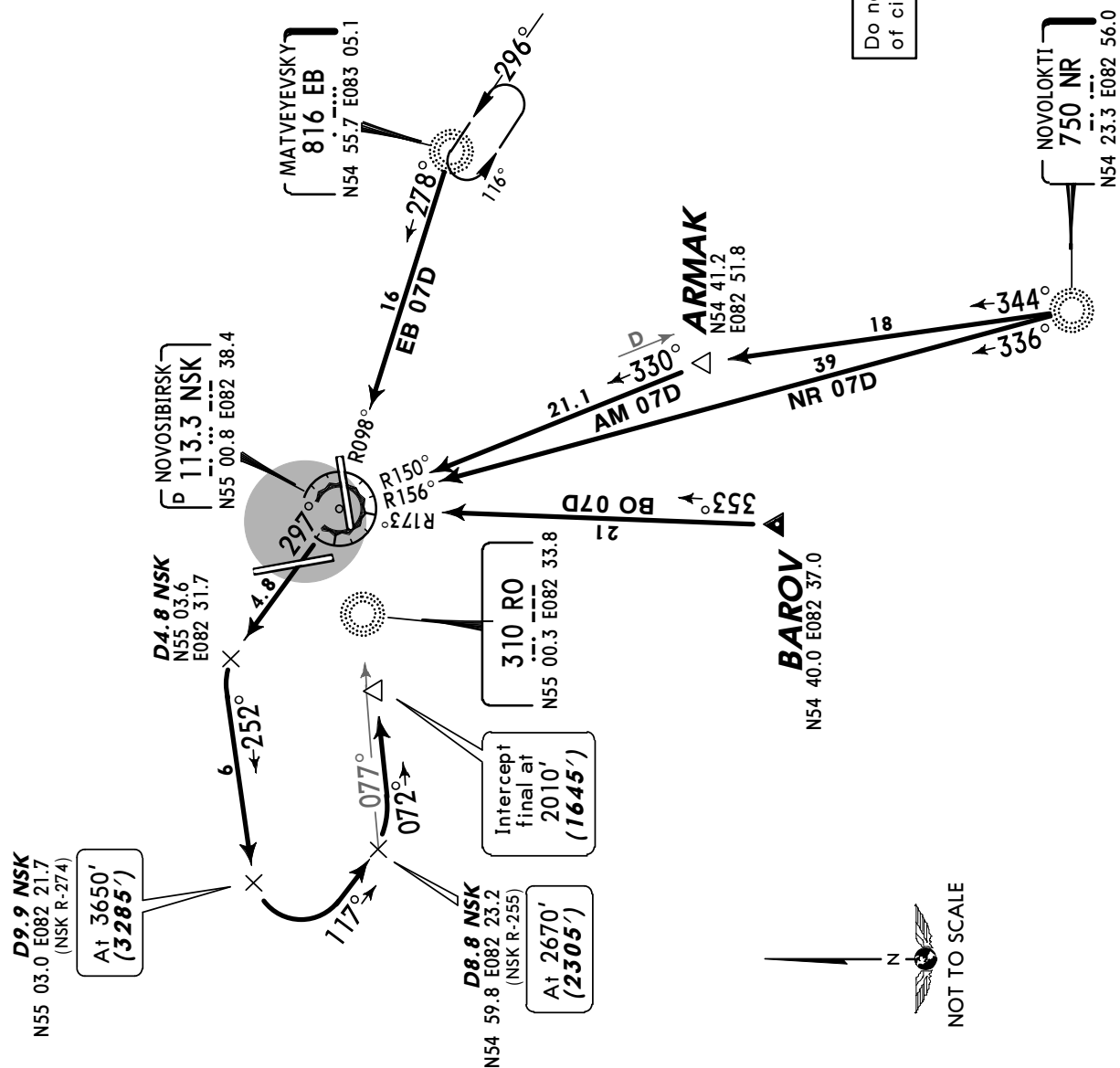
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4640'	(4275' - 1300m)
4310'	(3945' - 1200m)
3650'	(3285' - 1000m)
2670'	(2305' - 700m)
2010'	(1645' - 500m)

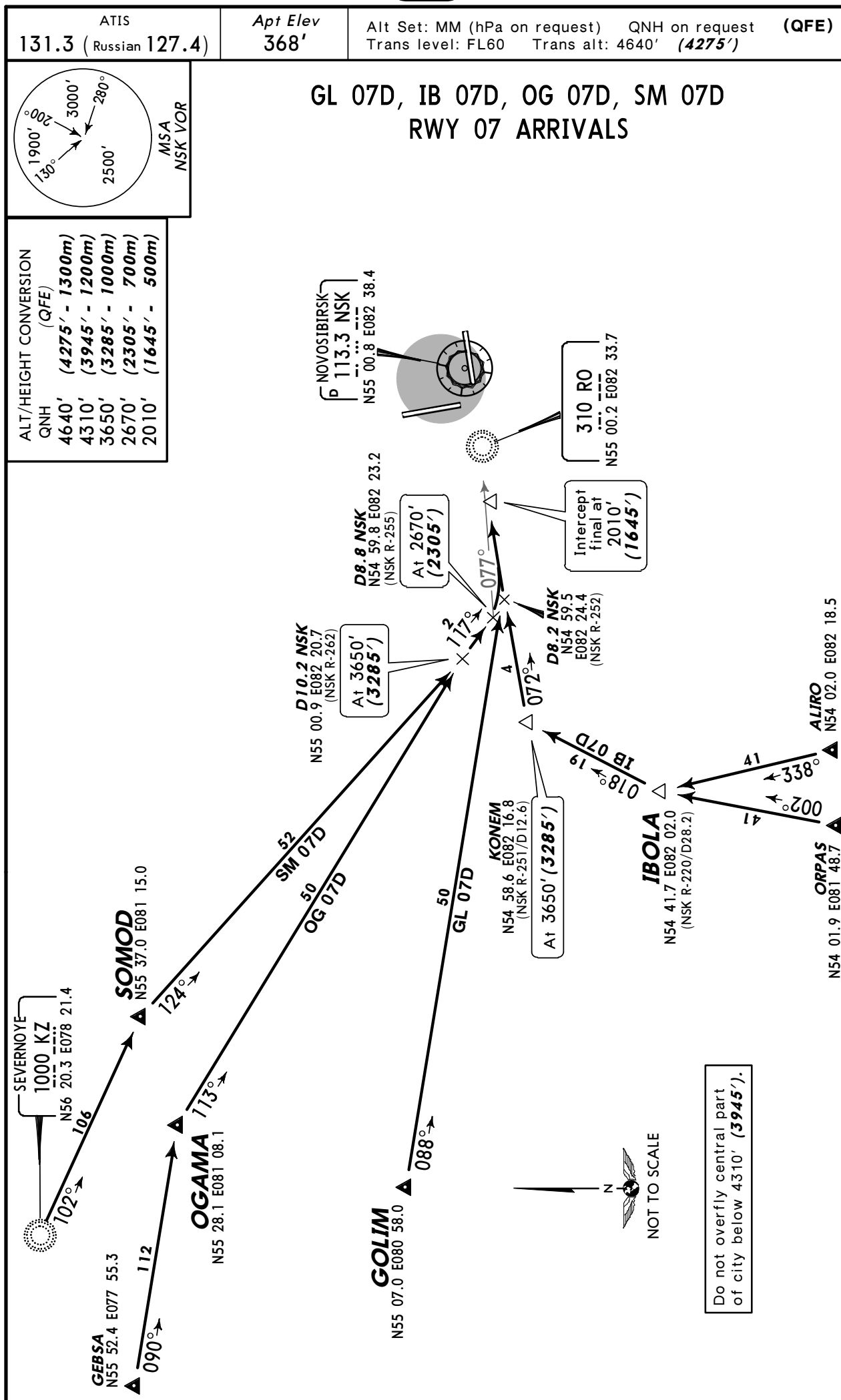


ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4275')

(QFE)

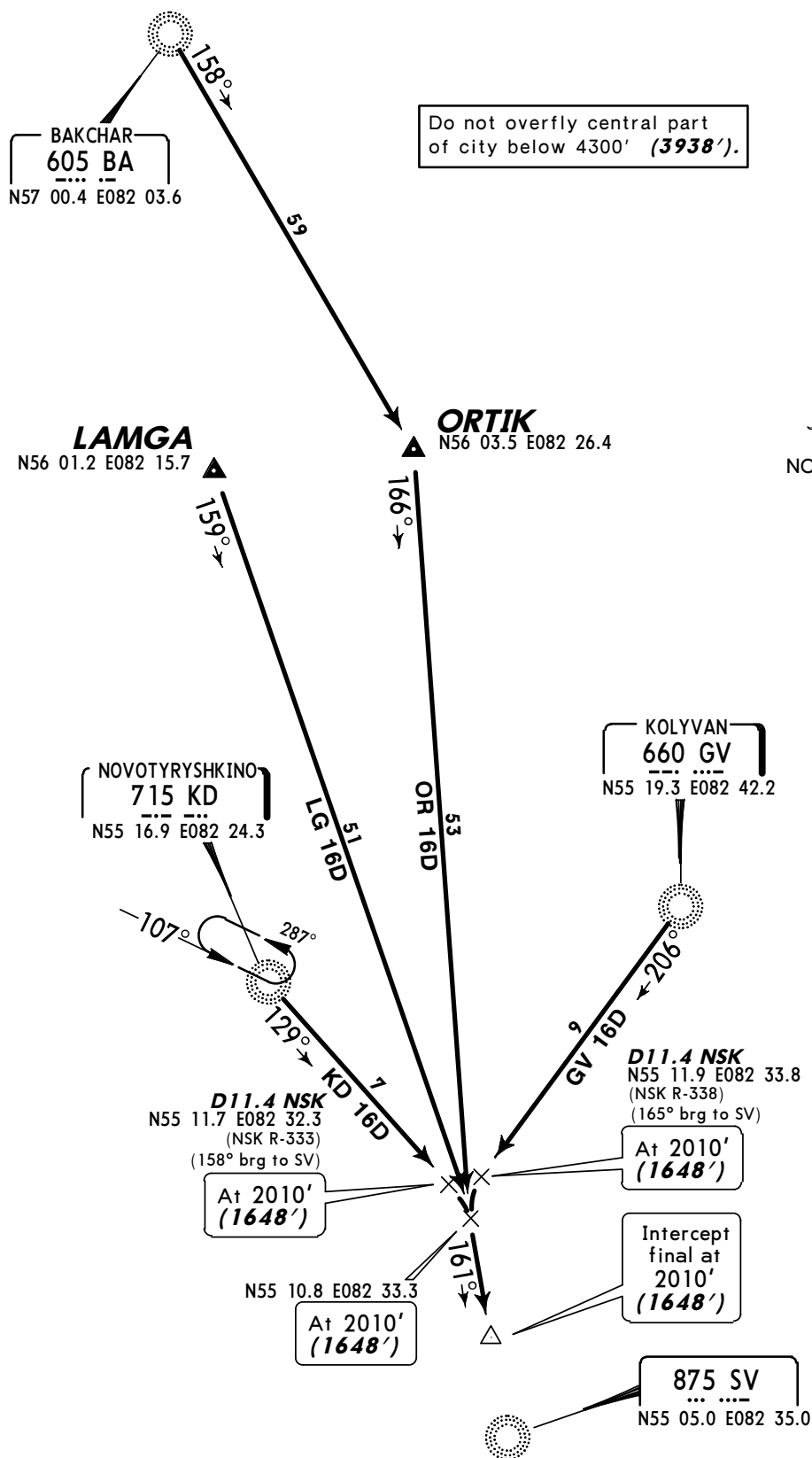
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4640'	(4275' - 1300m)
4310'	(3945' - 1200m)
3650'	(3285' - 1000m)
2670'	(2305' - 700m)
2010'	(1645' - 500m)

AM 07D, BO 07D, EB 07D, NR 07D
RWY 07 ARRIVALS

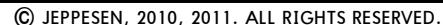


ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4278')

(QFE)

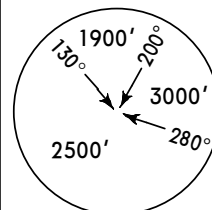
GV 16D, KD 16D, LG 16D, OR 16D
RWY 16 ARRIVALS

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



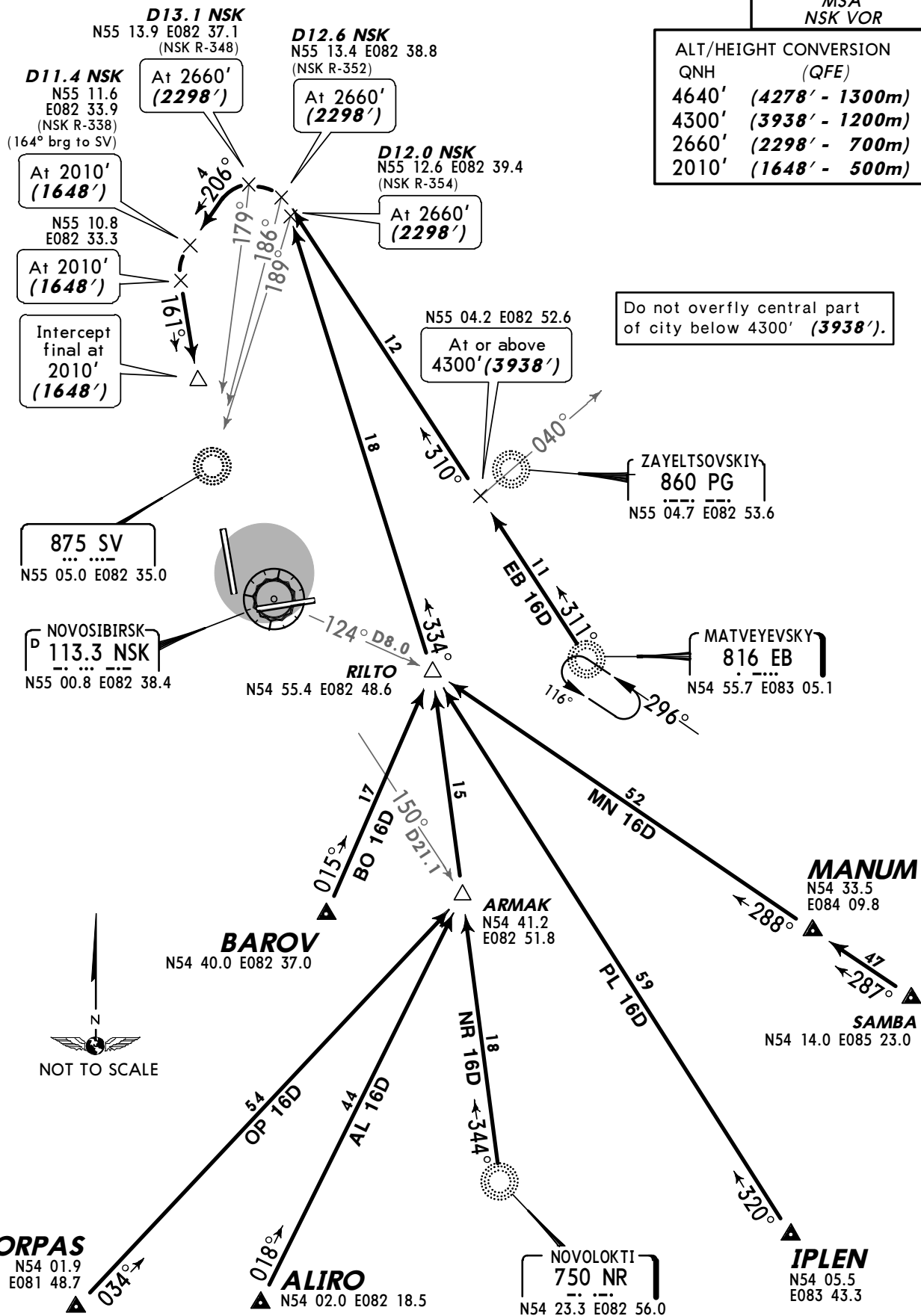
ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4278')

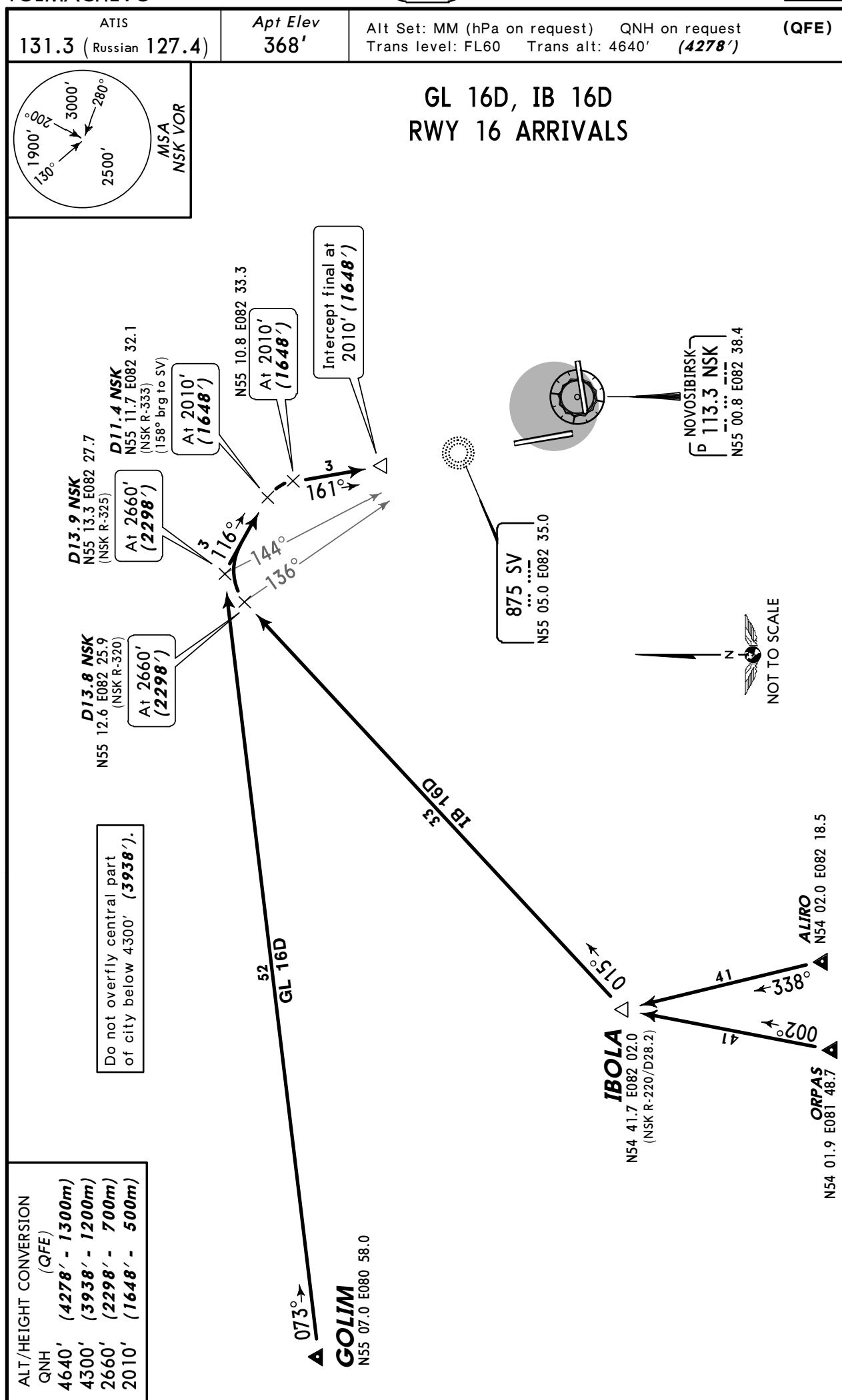
(QFE)

AL 16D, BO 16D, EB 16D, MN 16D
NR 16D, OP 16D, PL 16D
RWY 16 ARRIVALSMSA
NSK VOR

ALT/HEIGHT CONVERSION

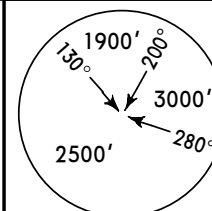
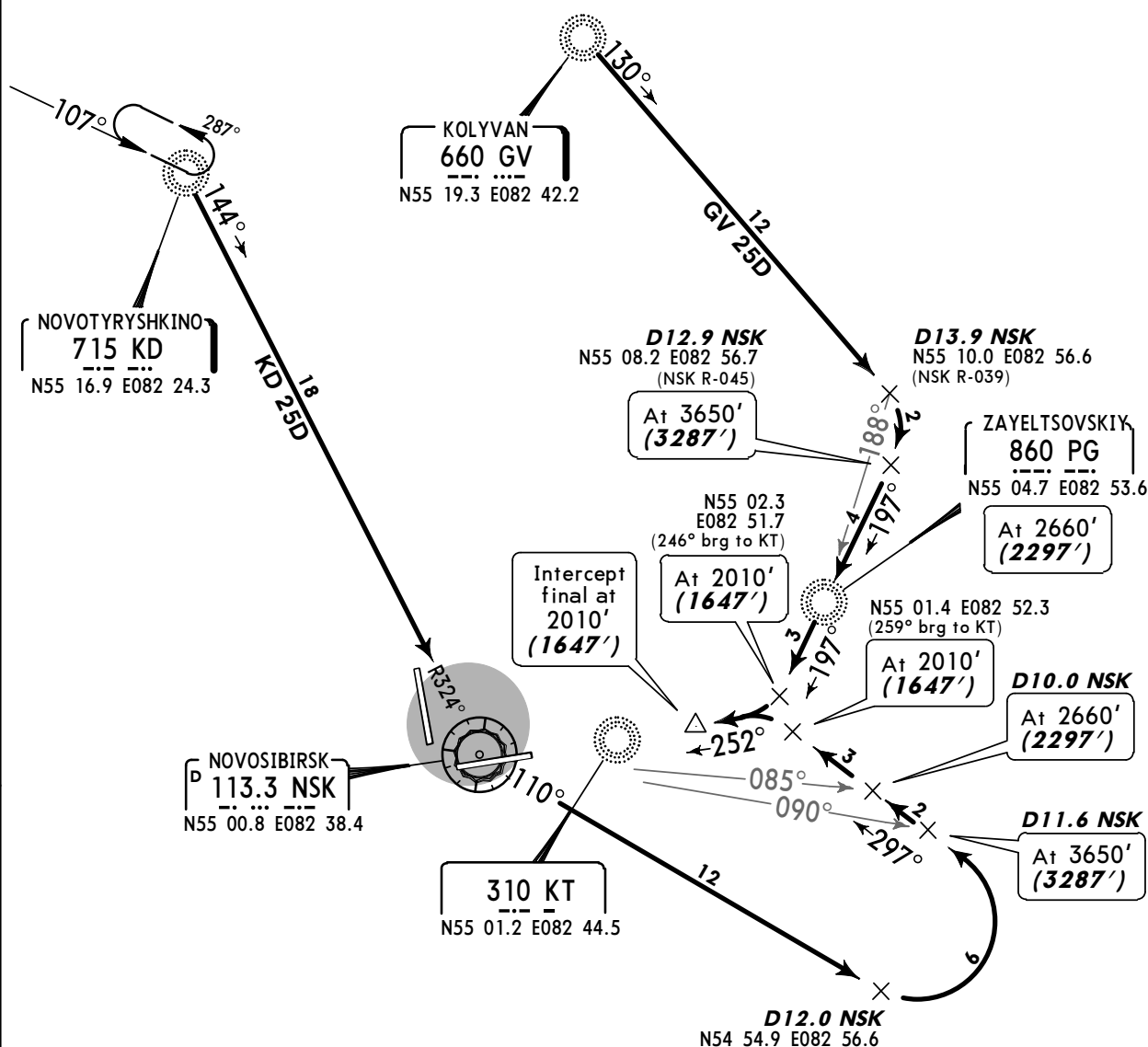
QNH	(QFE)
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4300'	(3938' - 1200m)
2660'	(2298' - 700m)
2010'	(1648' - 500m)



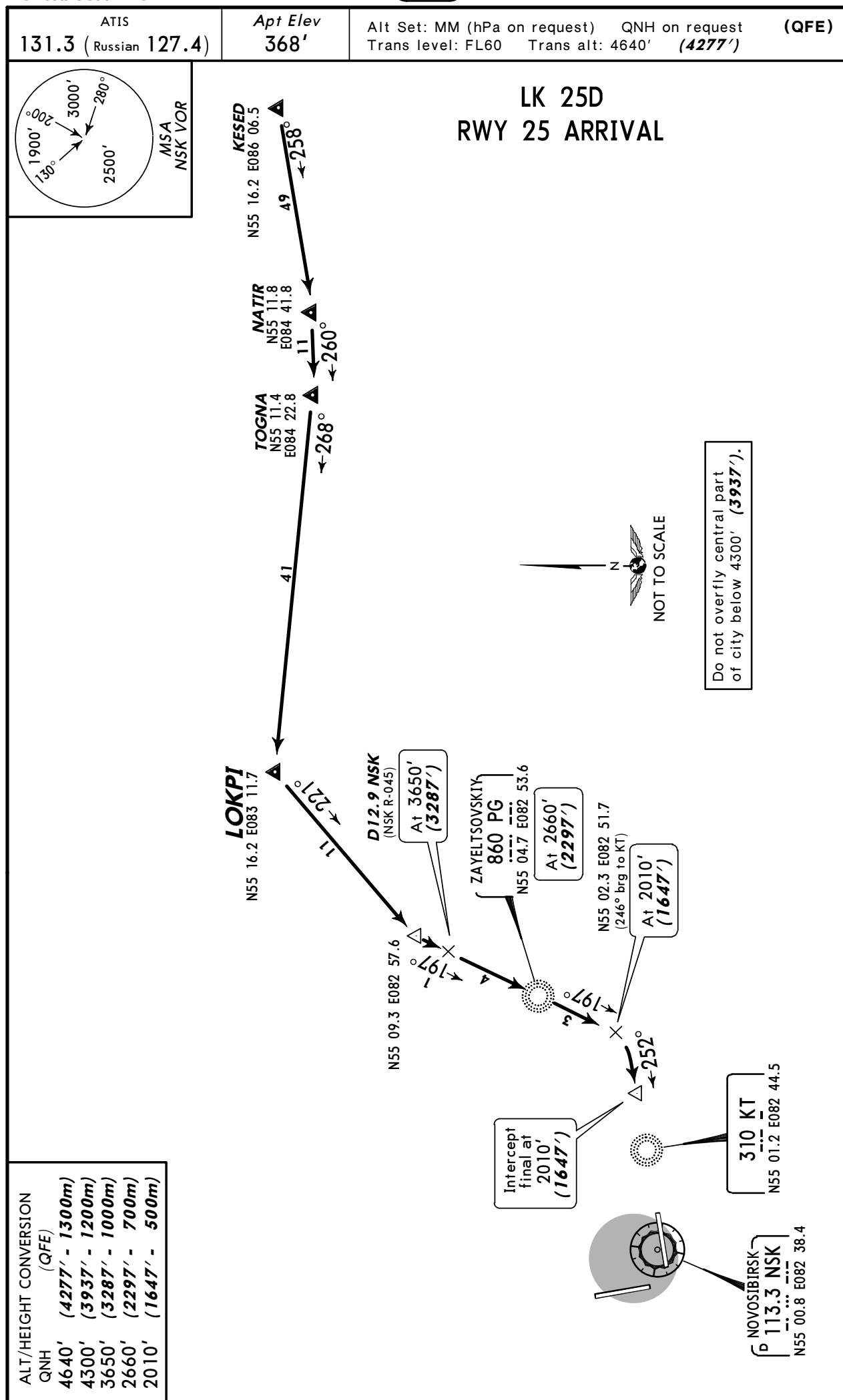


ATIS
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368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4277')

(QFE)

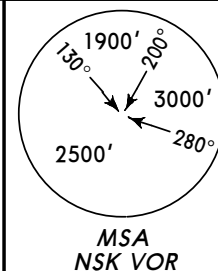
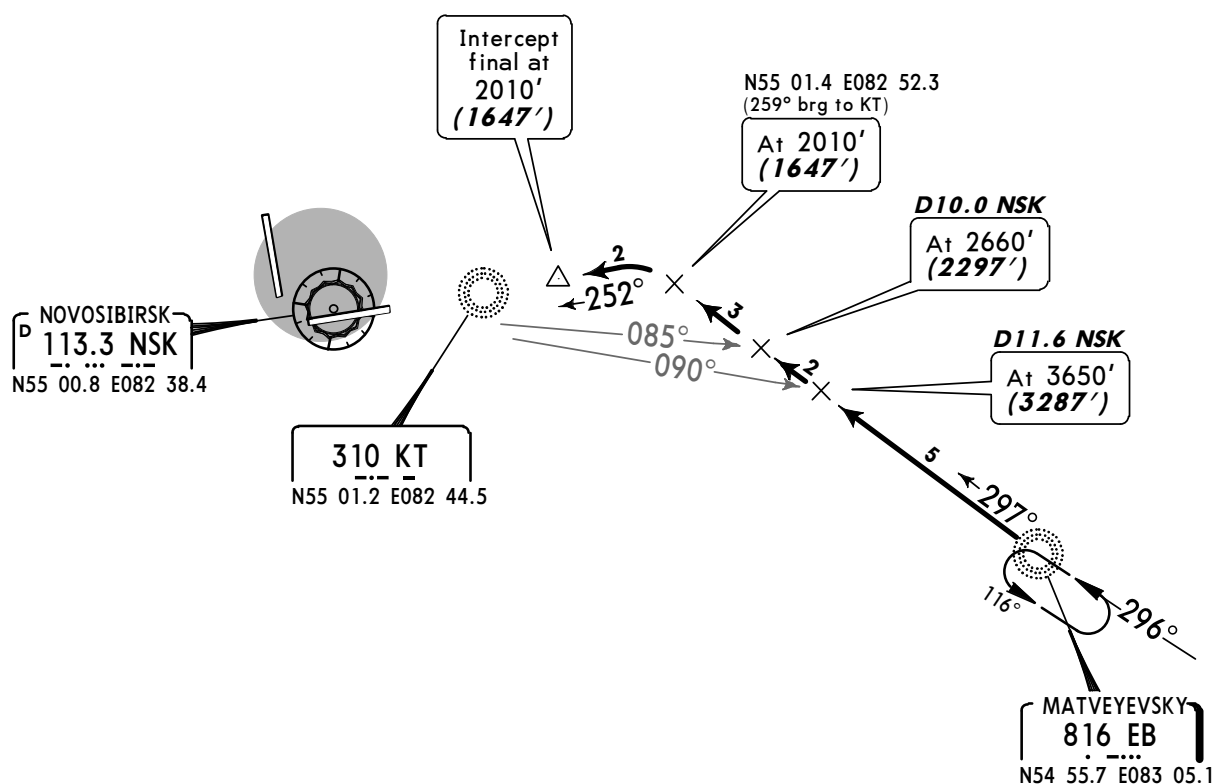
GV 25D, KD 25D
RWY 25 ARRIVALSMSA
NSK VORDo not overfly central part
of city below 4300' (3937').

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



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

(QFE)

EB 25D
RWY 25 ARRIVALDo not overfly central part
of city below 4300' (3937').

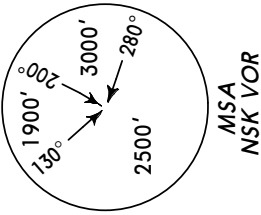
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4640'	(4277' - 1300m)
4300'	(3937' - 1200m)
3650'	(3287' - 1000m)
2660'	(2297' - 700m)
2010'	(1647' - 500m)

ATIS
131.3 (Russian 127.4)

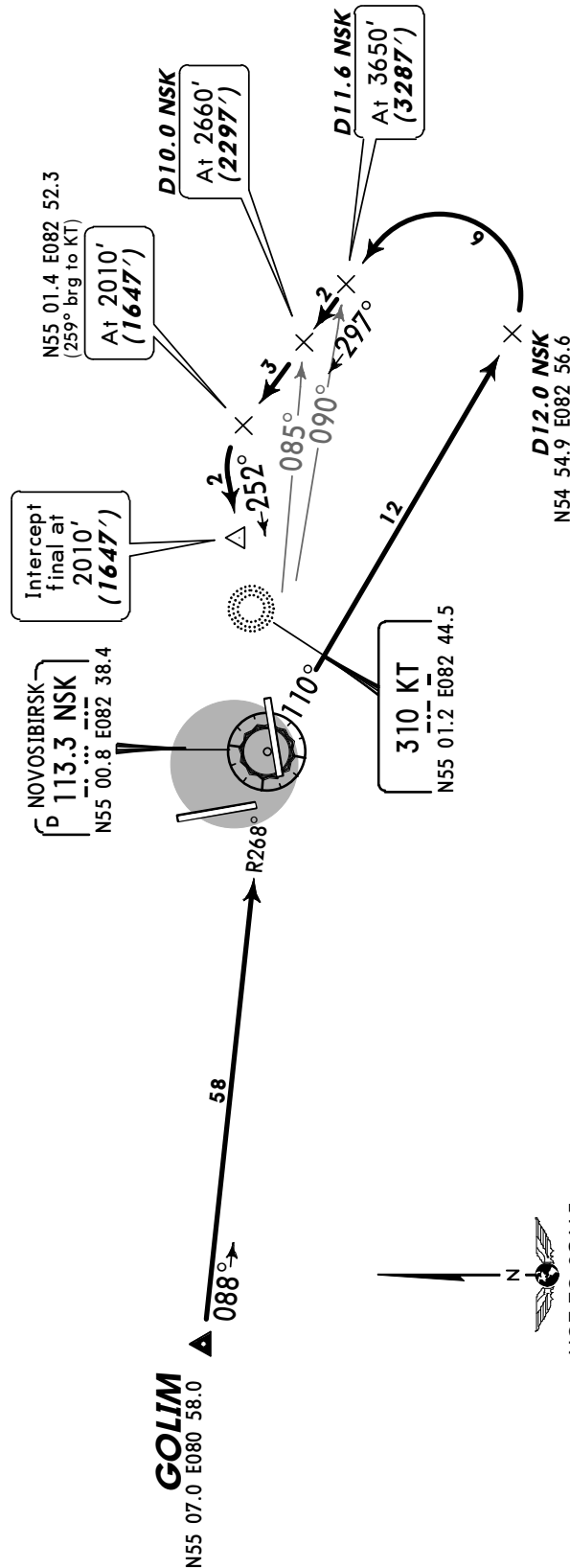
Apt Elev
368'

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

(QFE)



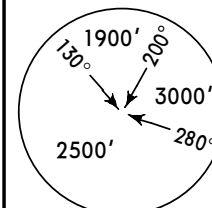
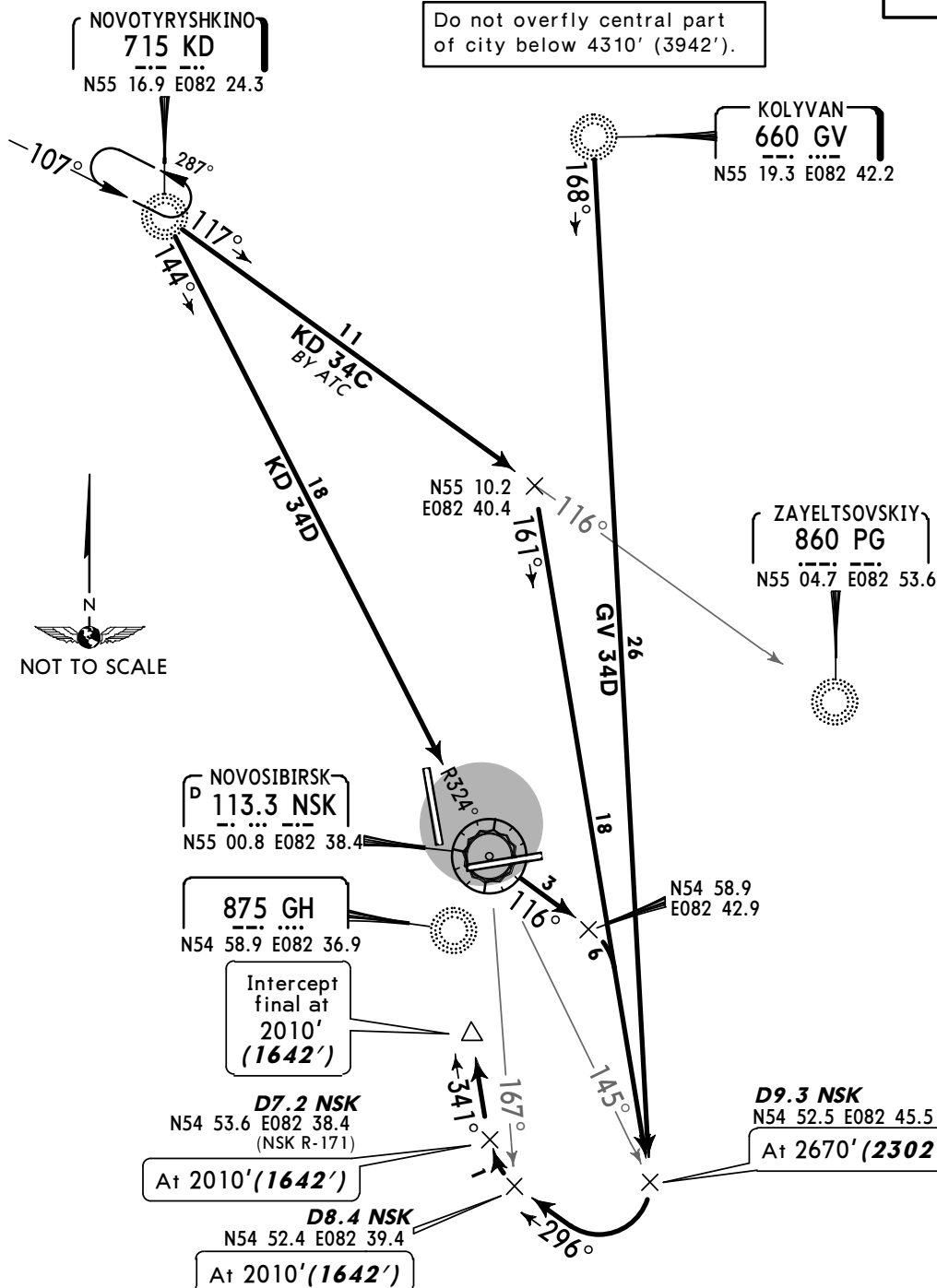
GL 25D RWY 25 ARRIVAL



ALT/HEIGHT CONVERSION	(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
Trans level: FL60 Trans alt: 4640' (4272')

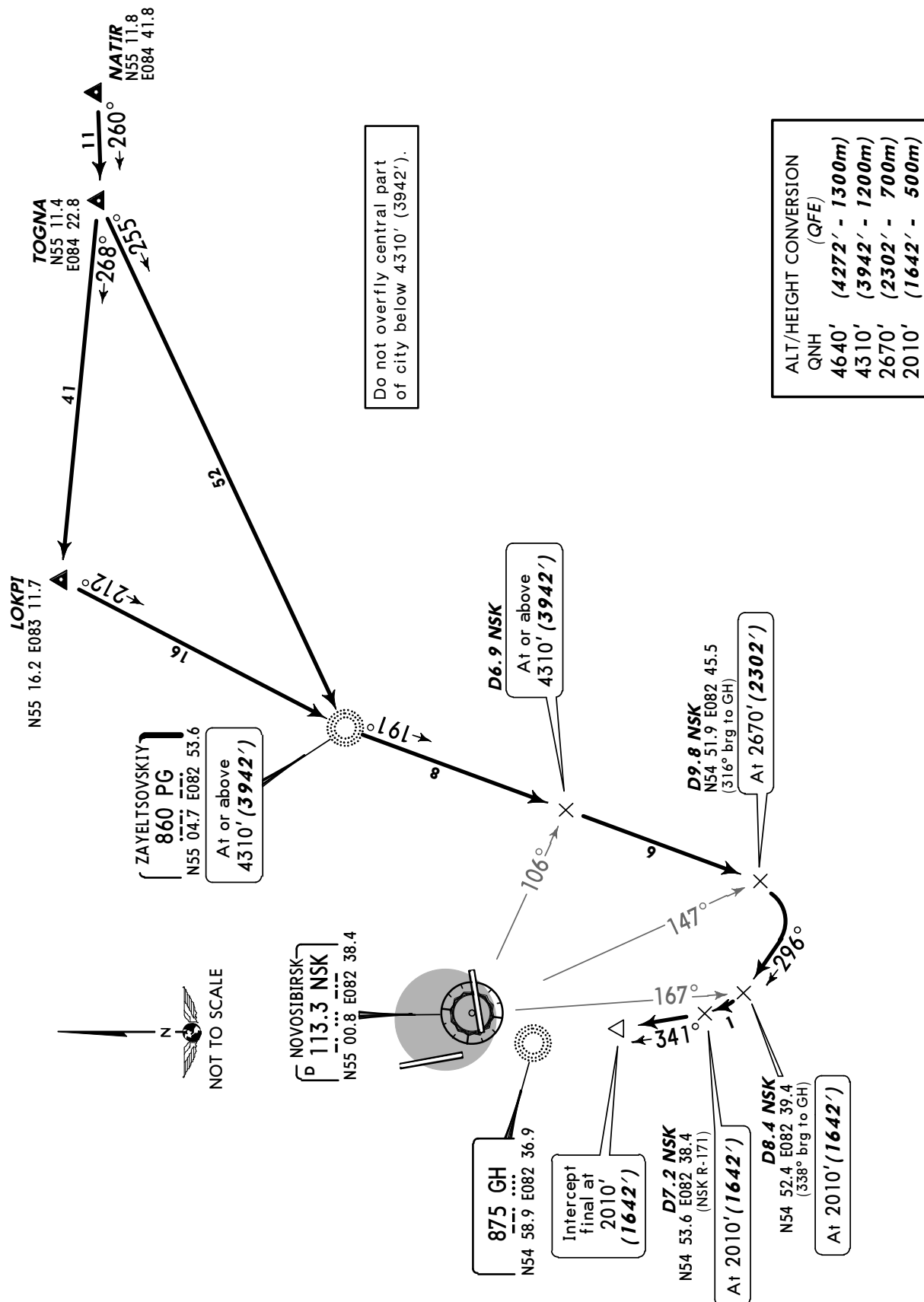
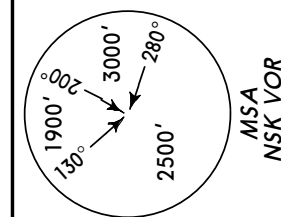
(QFE)

GV 34D, KD 34C, KD 34D
RWY 34 ARRIVALSMSA
NSK VORDo not overfly central part
of city below 4310' (3942').

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

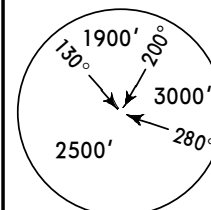
ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4272')

(QFE)

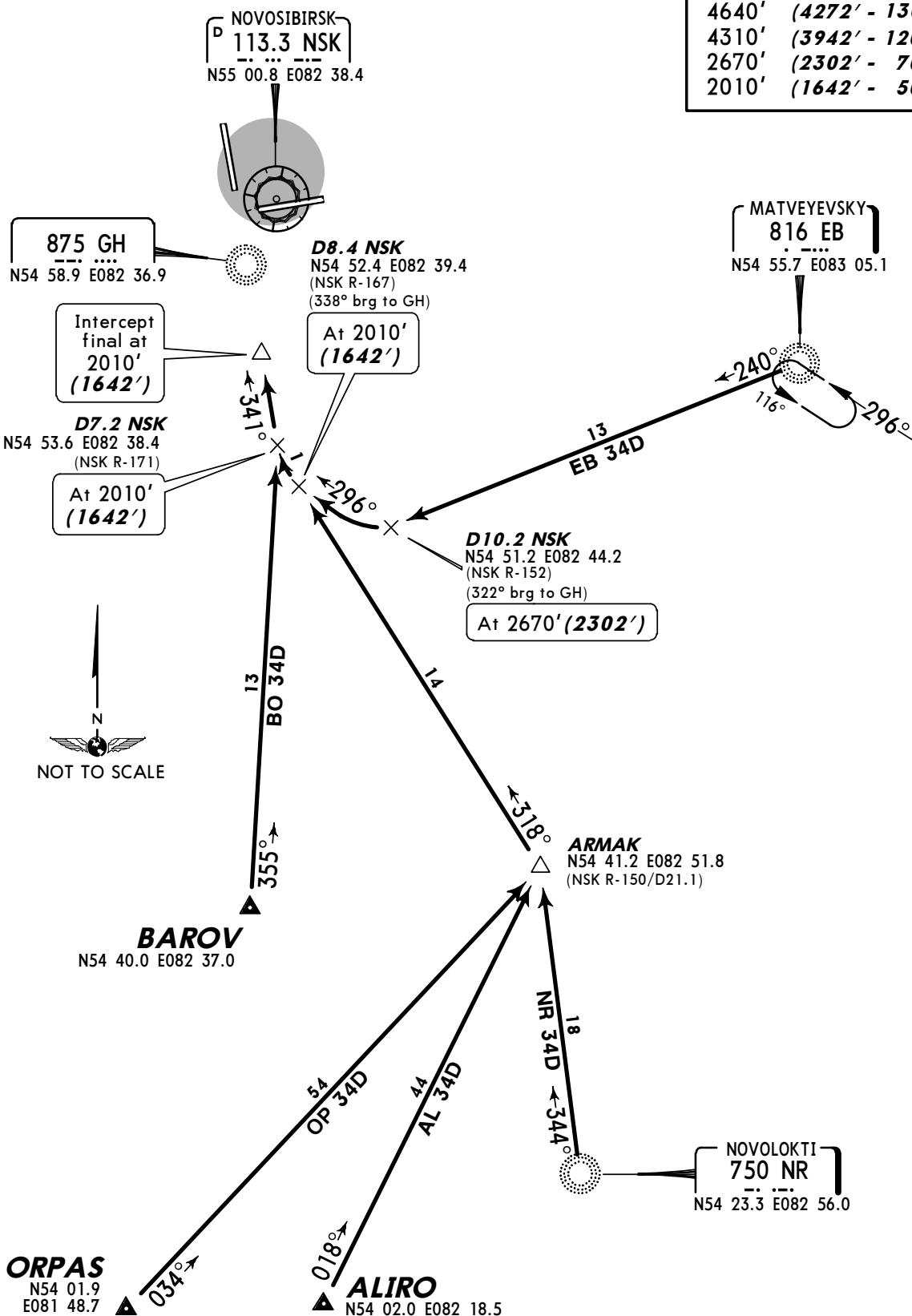
PG 34D
RWY 34 ARRIVAL

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

(QFE)

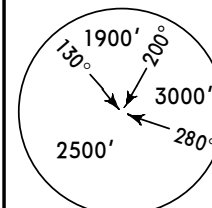
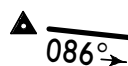
AL 34D, BO 34D, EB 34D, NR 34D, OP 34D
RWY 34 ARRIVALSDo not overfly central part
of city below 4310' (3942').

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

(QFE)

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 36.9

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 39.4
(338° brg to GH)

At 2010' (1642')

N54 58.9 E082 42.9

D9.3 NSK

N54 52.5
E082 45.4
(313° brg to GH)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)

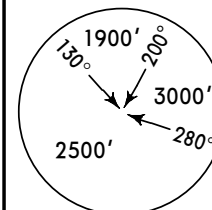
Apt Elev
368'

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

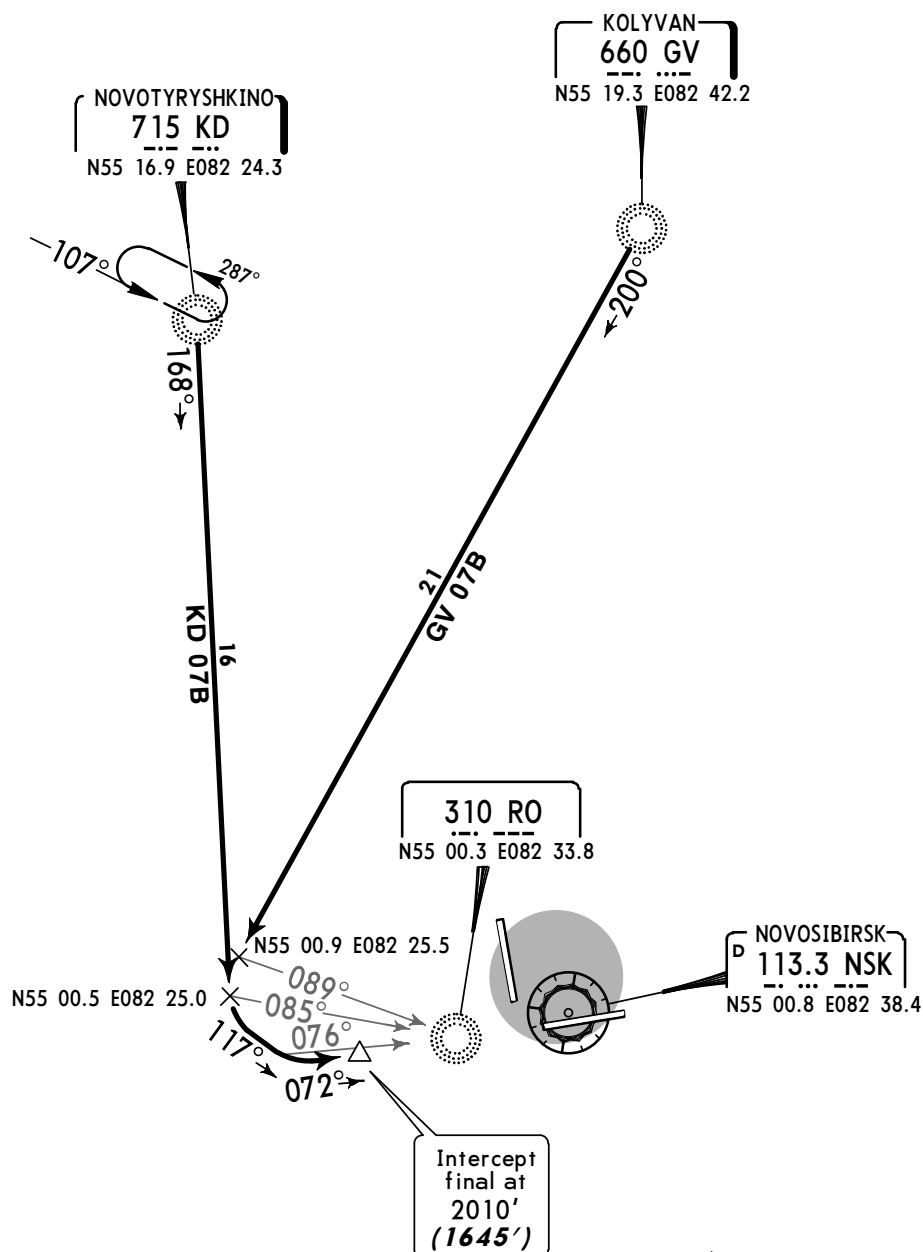
(QFE)

GV 07B, KD 07B
RWY 07 ARRIVALS

CAT A & B



MSA
NSK VOR



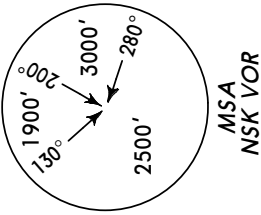
ALT/HEIGHT CONVERSION
QNH (QFE)
4640' (4275' - 1300m)
2010' (1645' - 500m)

ATIS
131.3 (Russian 127.4)

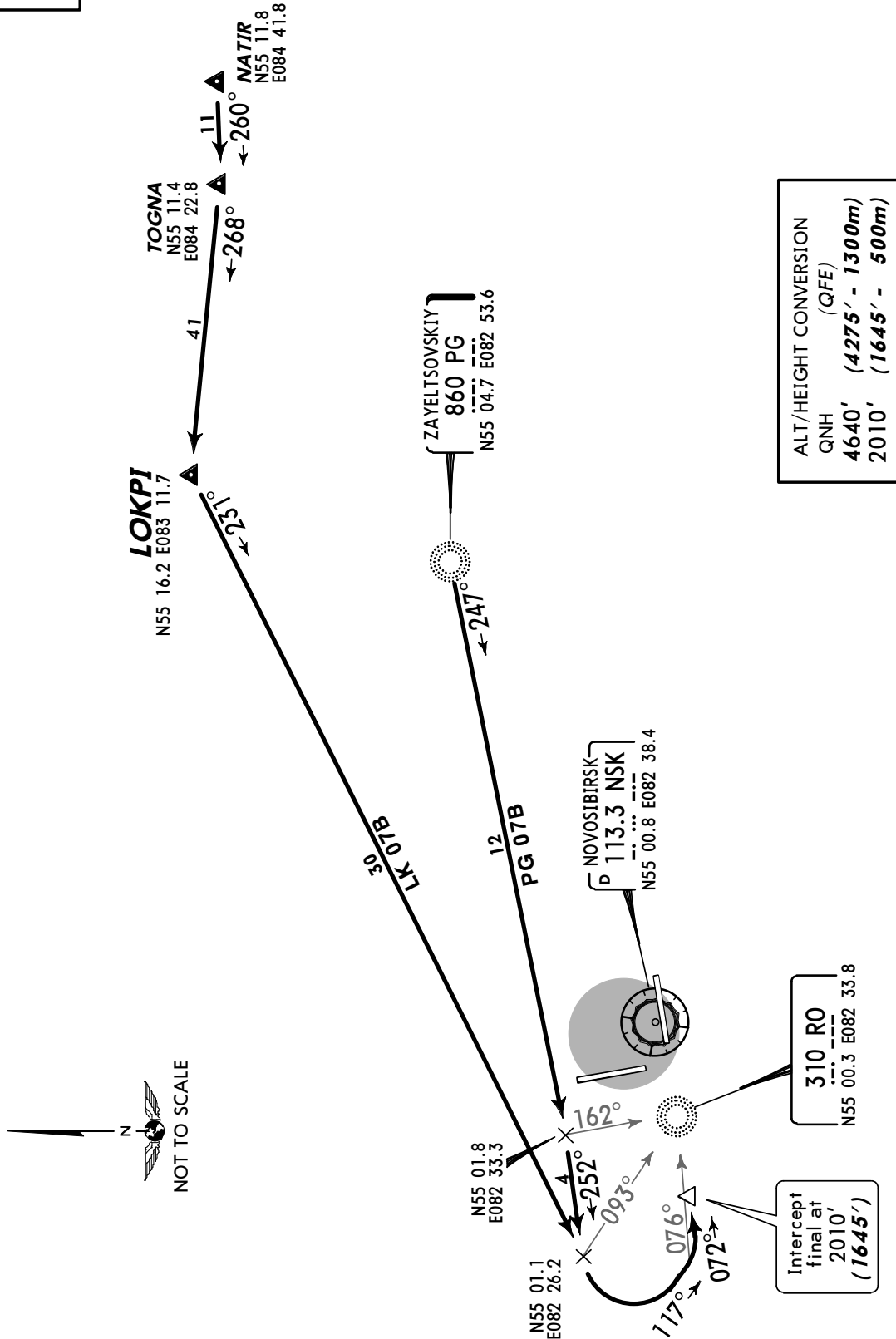
Apt Elev
368'

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

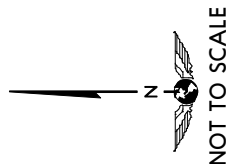
(QFE)



LK 07B, PG 07B
RWY 07 ARRIVALS
CAT A & B



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

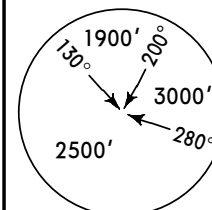
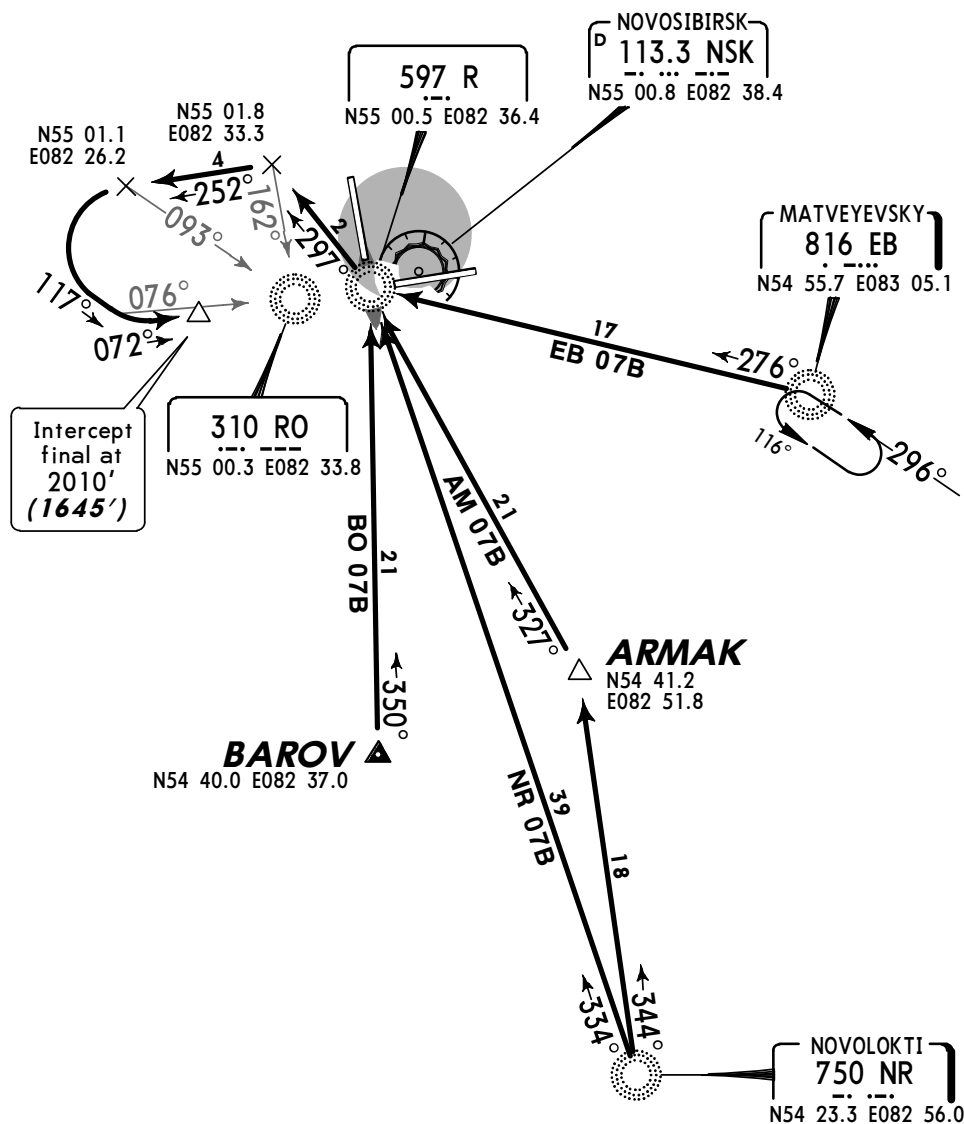


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131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4275')

(QFE)

AM 07B, BO 07B, EB 07B, NR 07B
RWY 07 ARRIVALS

CAT A & B

MSA
NSK VOR

NOT TO SCALE

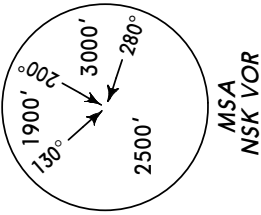
ALT/HEIGHT CONVERSION
QNH (QFE)
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ATIS
131.3 (Russian 127.4)

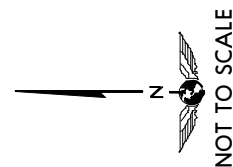
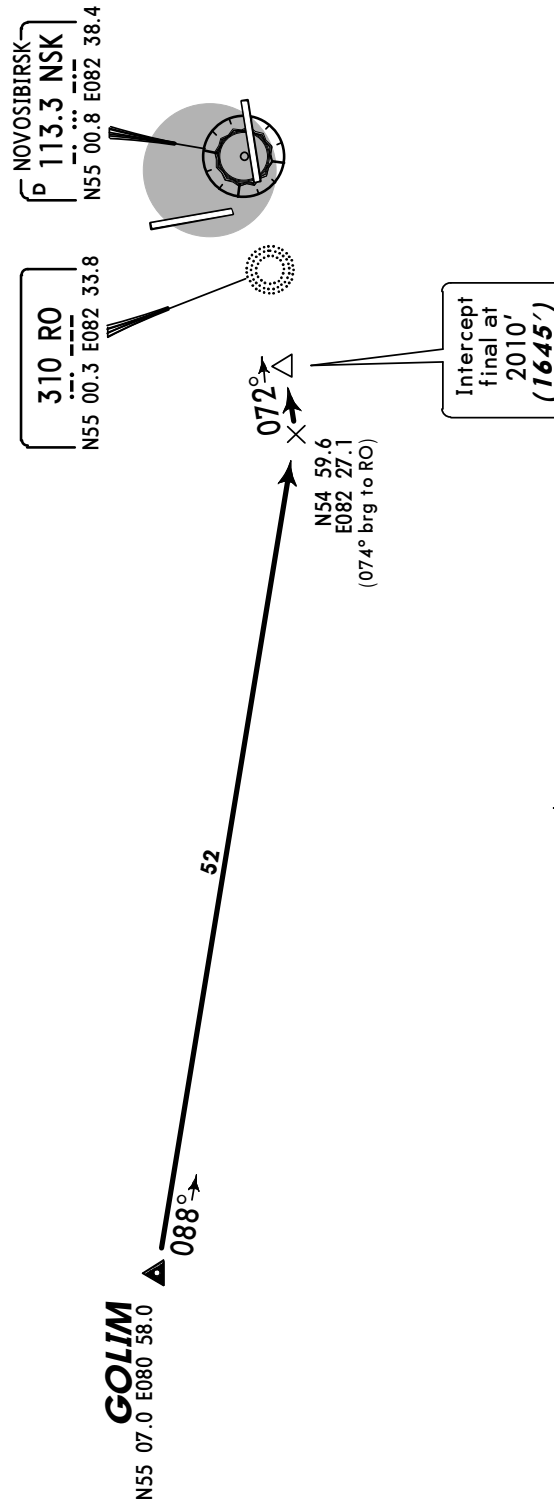
Apt Elev
368'

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

(QFE)



GL 07B
RWY 07 ARRIVAL
CAT A & B



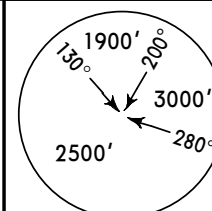
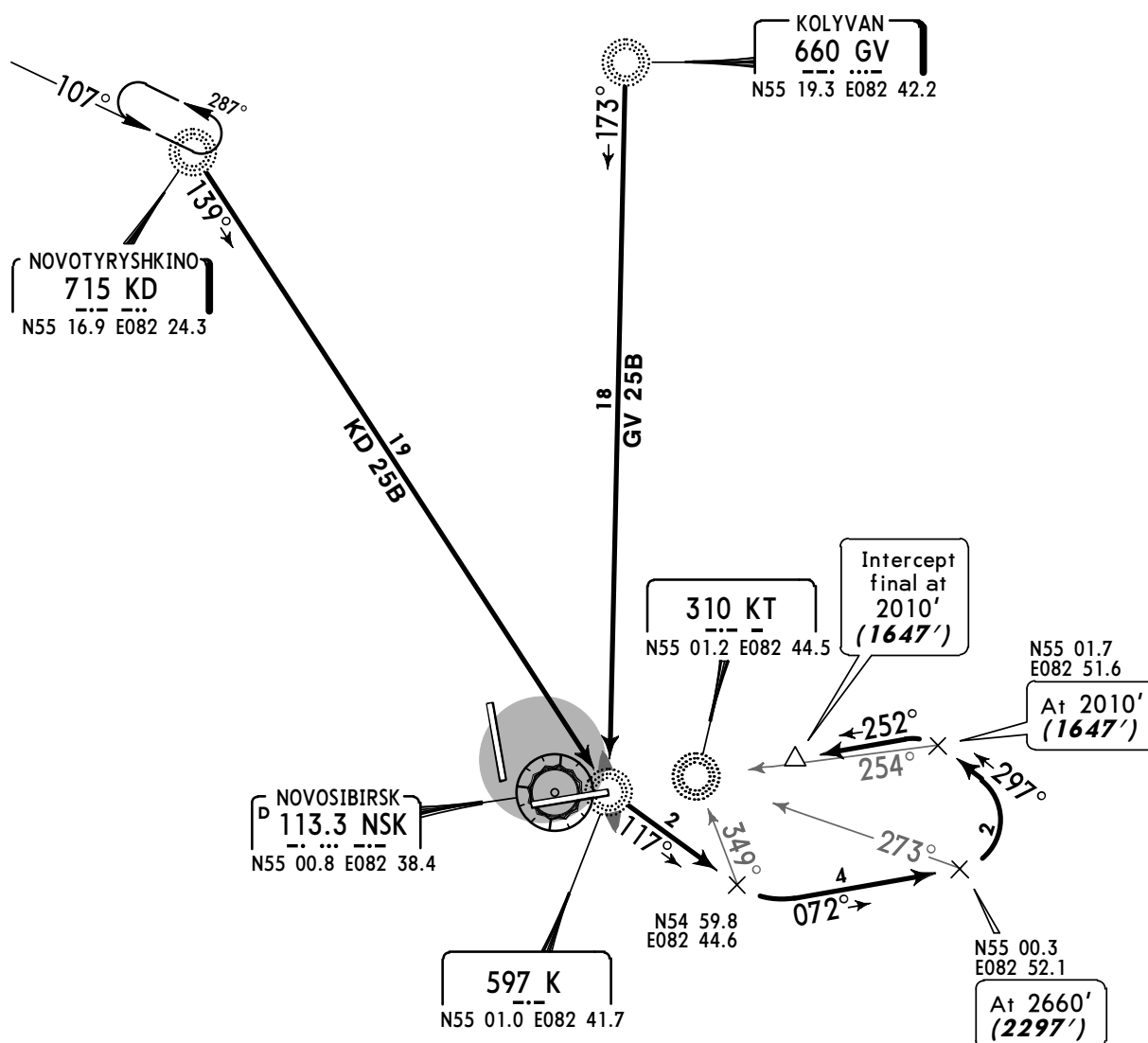
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2010' (1645' - 500m)

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

(QFE)

GV 25B, KD 25B
RWY 25 ARRIVALS

CAT A & 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)

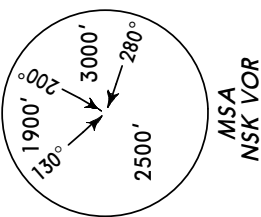


ATIS
131.3 (Russian 127.4)

Apt Elev
368'

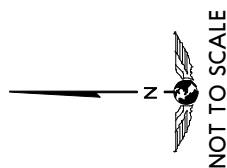
Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4277')

(QFE)



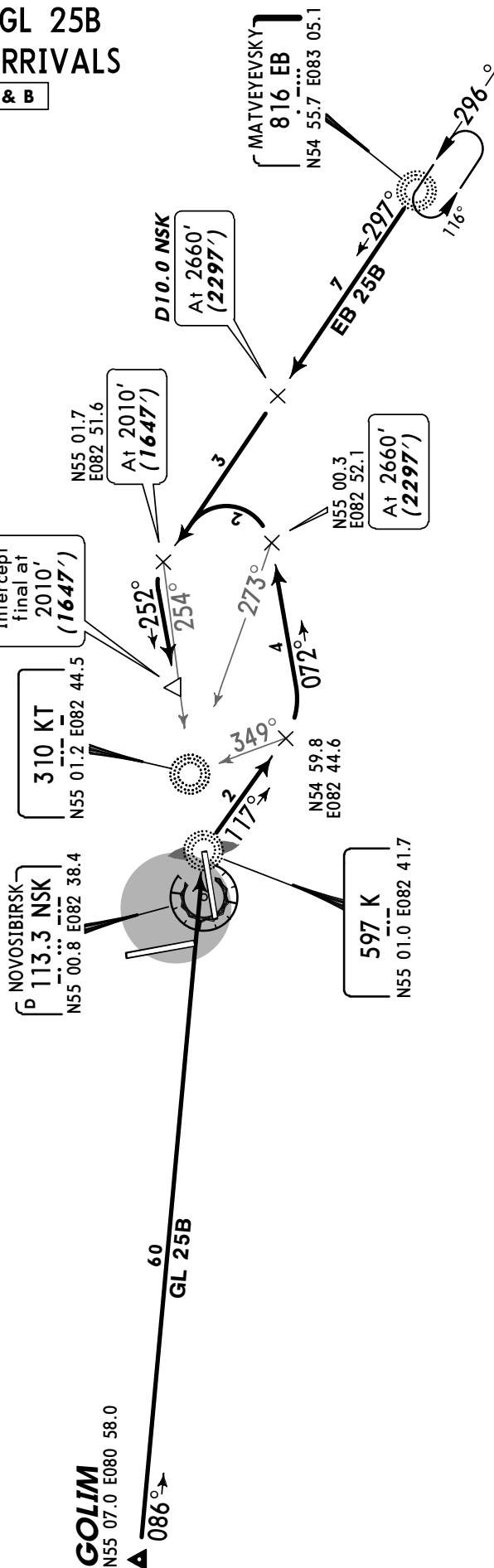
EB 25B, GL 25B RWY 25 ARRIVALS

CAT A & B



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

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

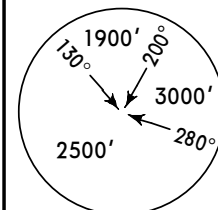
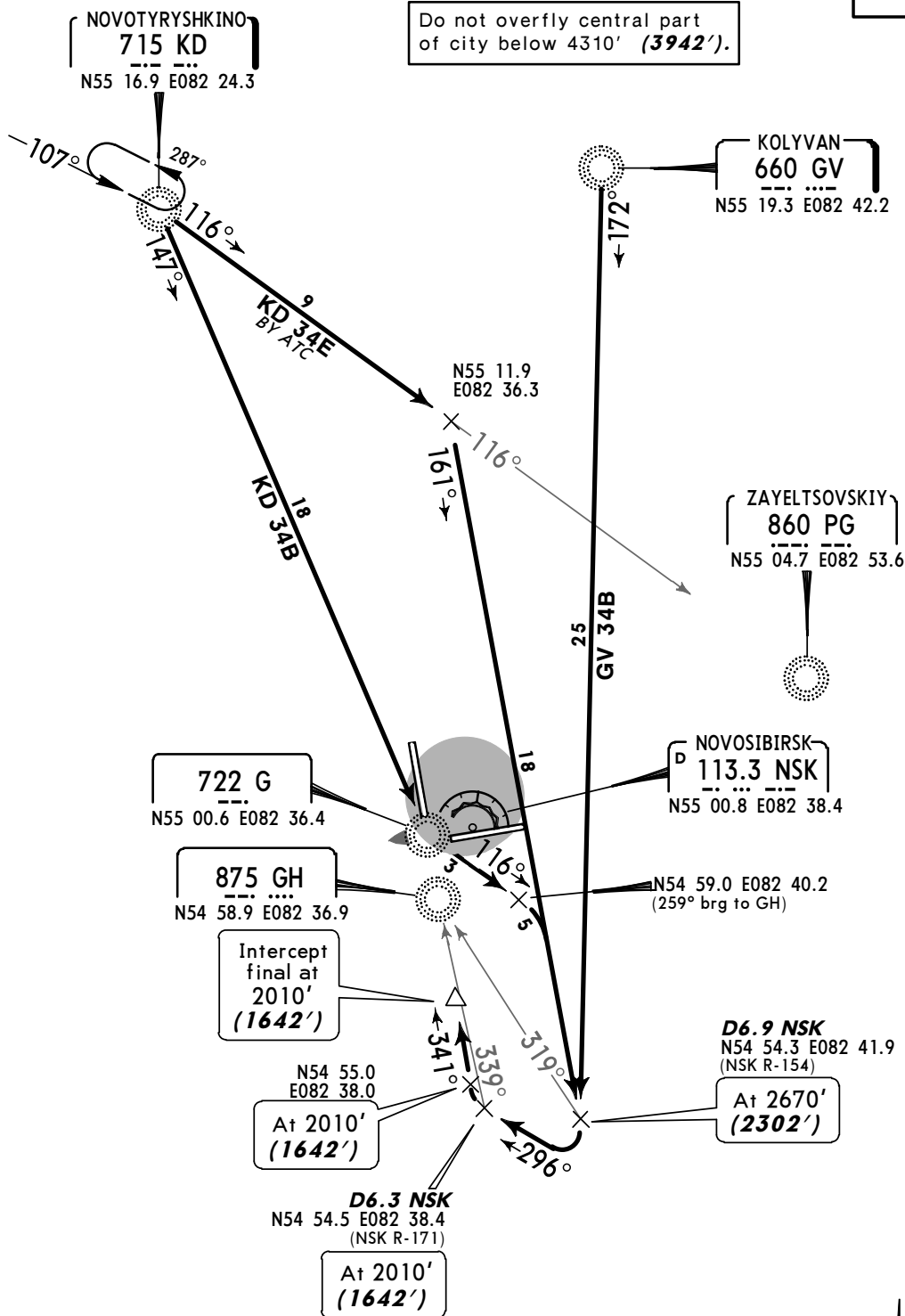


ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4272')

(QFE)

GV 34B, KD 34B, KD 34E
RWY 34 ARRIVALS

CAT A & B

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

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



NOT TO SCALE

ATIS
131.3 (Russian 127.4)

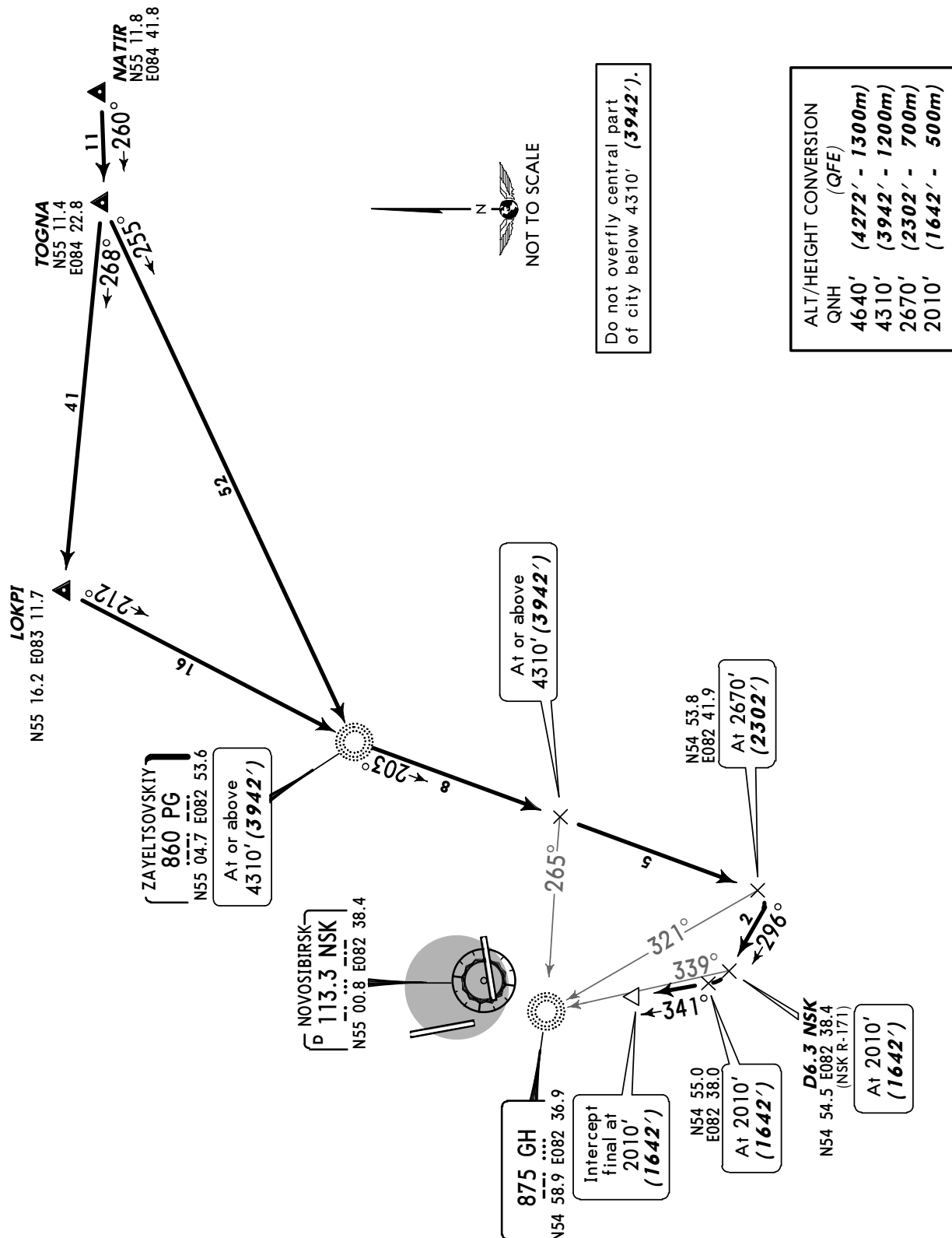
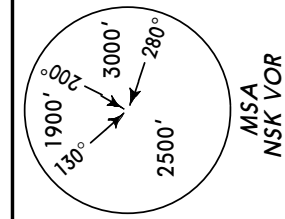
Apt Elev
368'

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

(QFE)

PG 34B
RWY 34 ARRIVAL

CAT A & B

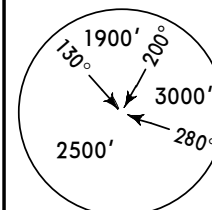


ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4272')

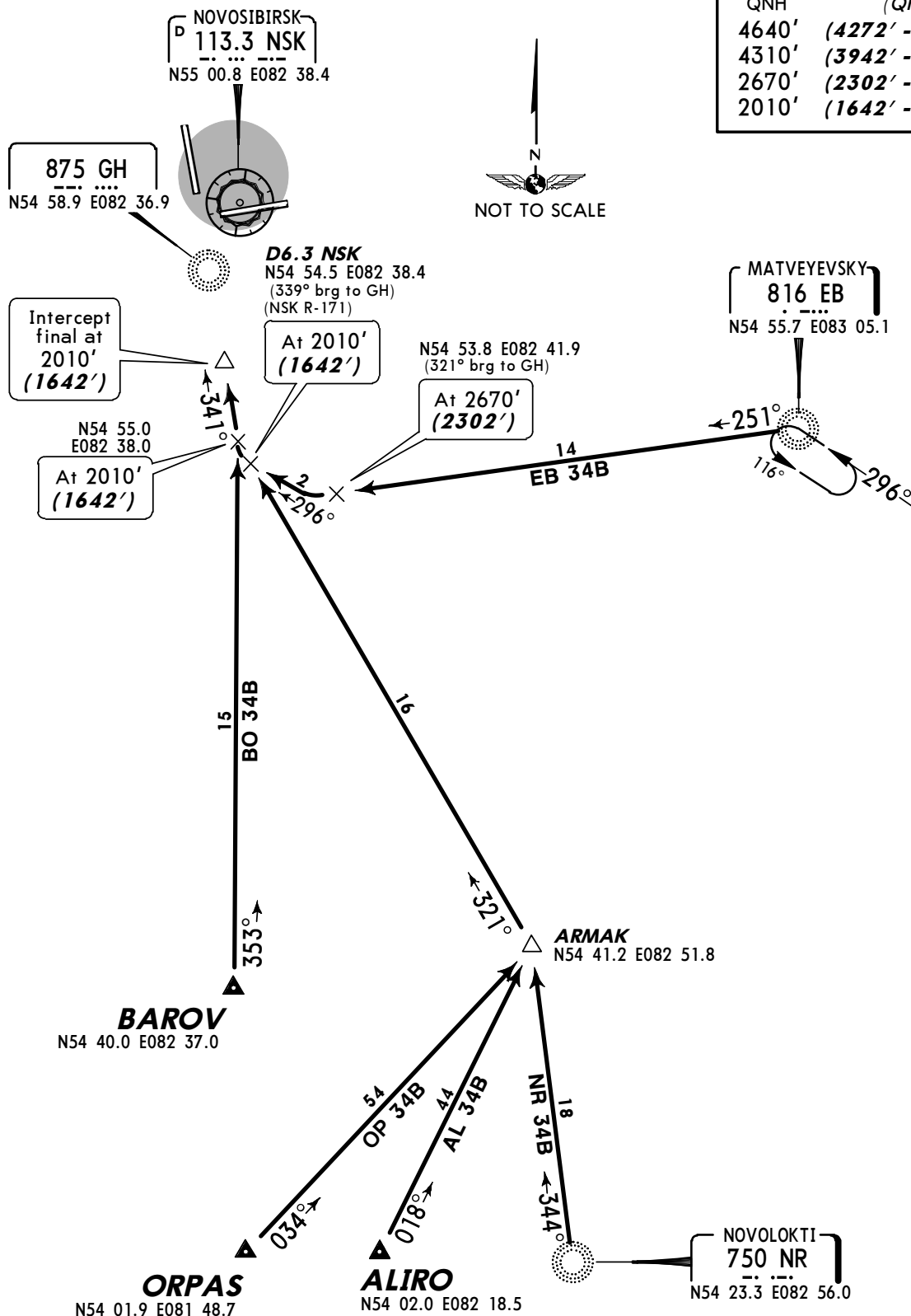
(QFE)

AL 34B, BO 34B, EB 34B, NR 34B, OP 34B
RWY 34 ARRIVALS

CAT A & B

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

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

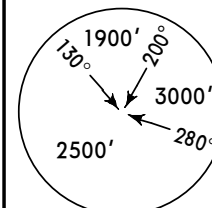
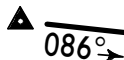


ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4272')

(QFE)

GL 34B
RWY 34 ARRIVAL

CAT A & 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 36.4

NOVOSIBIRSK
113.3 NSK

N55 00.8 E082 38.4

875 GH

N54 58.9 E082 36.9

Intercept
final at
2010'
(1642')N54 55.0
E082 38.0At 2010'
(1642')

D6.3 NSK

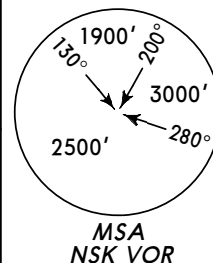
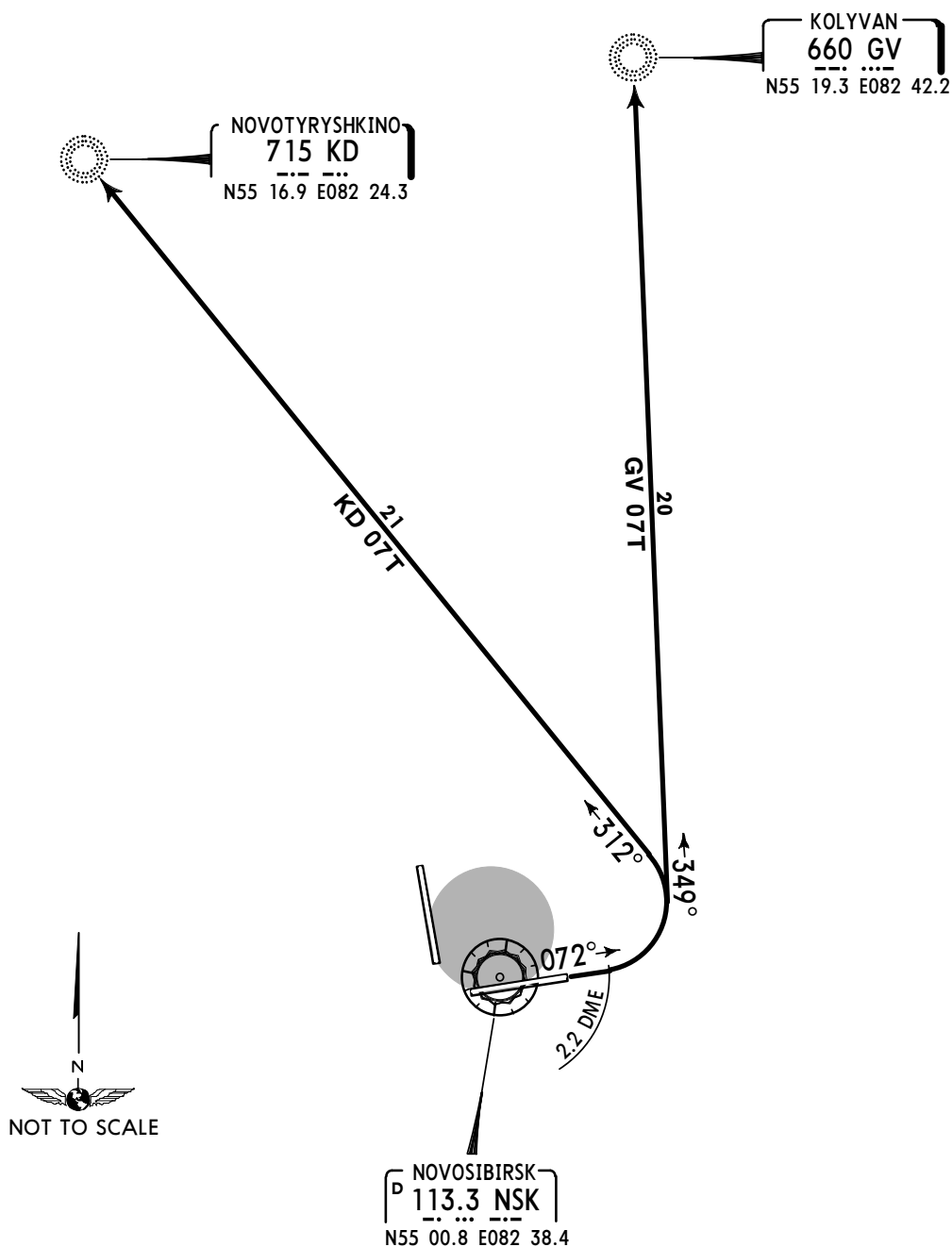
N54 54.5 E082 38.4
(NSK R-171)At 2010'
(1642')N54 59.0 E082 40.2
(259° brg to GH)D6.9 NSK
N54 54.3
E082 41.9
(NSK R-154)At 2670'
(2302')

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

ALT/HEIGHT CONVERSION

QNH (QFE)

4310' (3945' - 1200m)

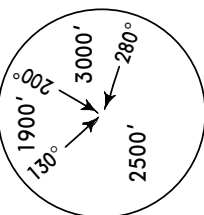
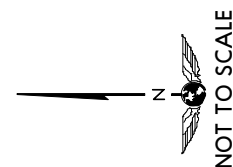
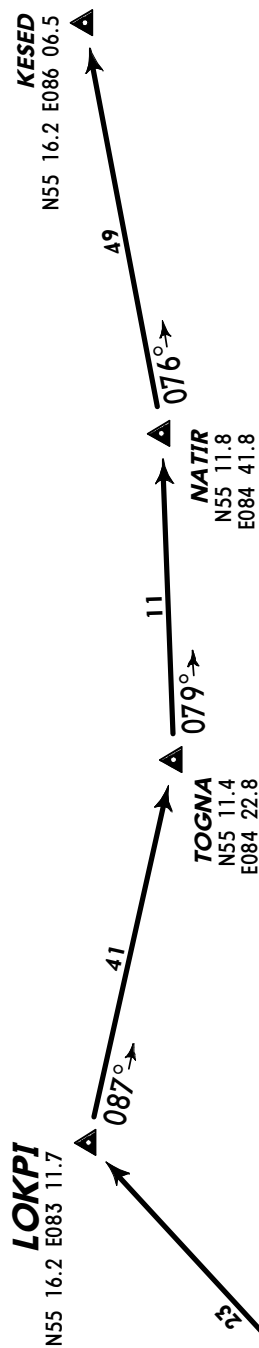
4640' (4275' - 1300m)

Apt Elev
368'

QNH on request (QFE)

Trans level: FL60 Trans alt: 4640' (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)

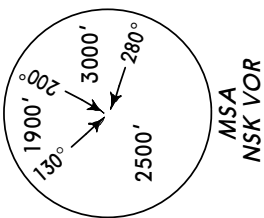
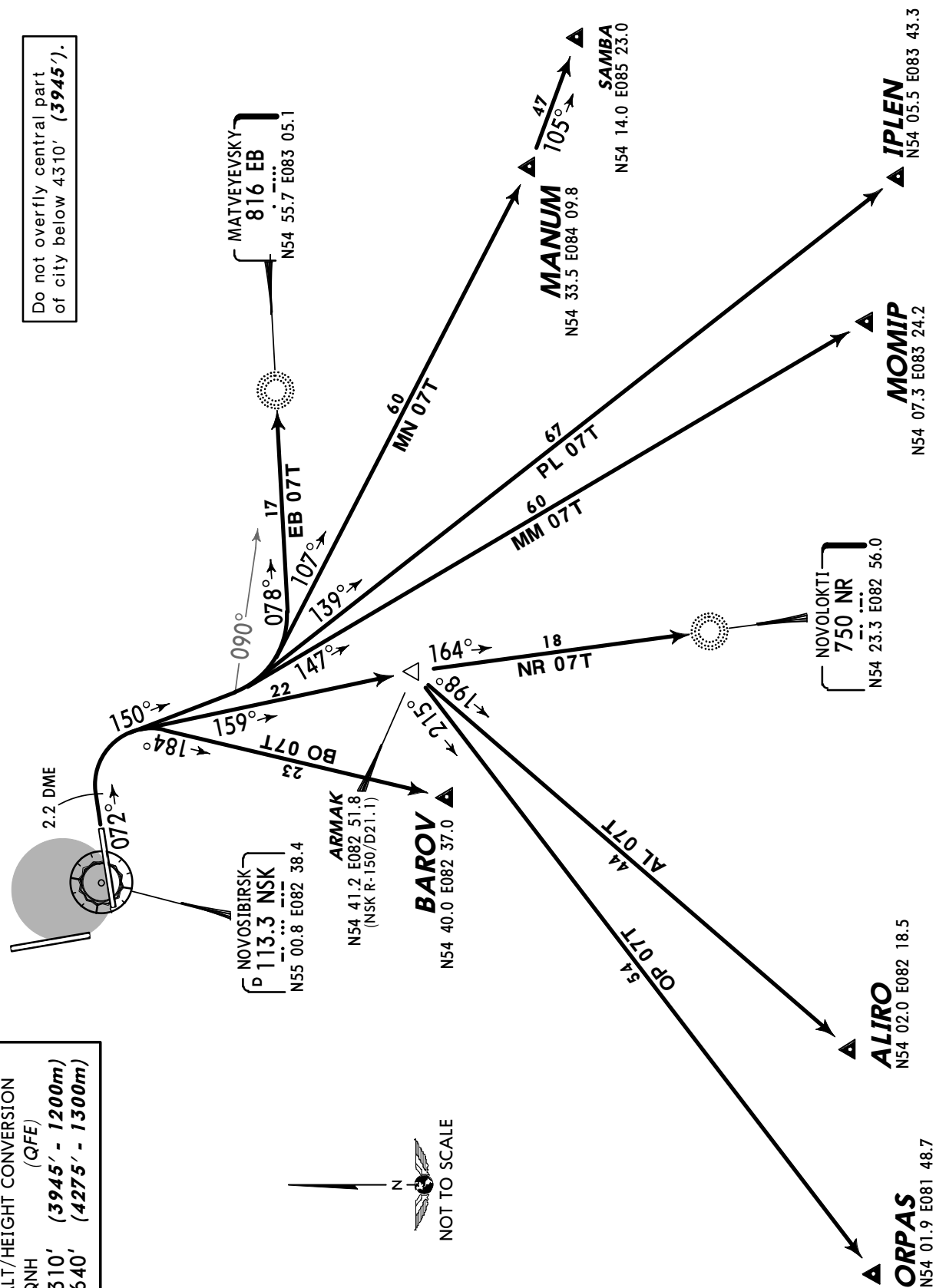
NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4

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.

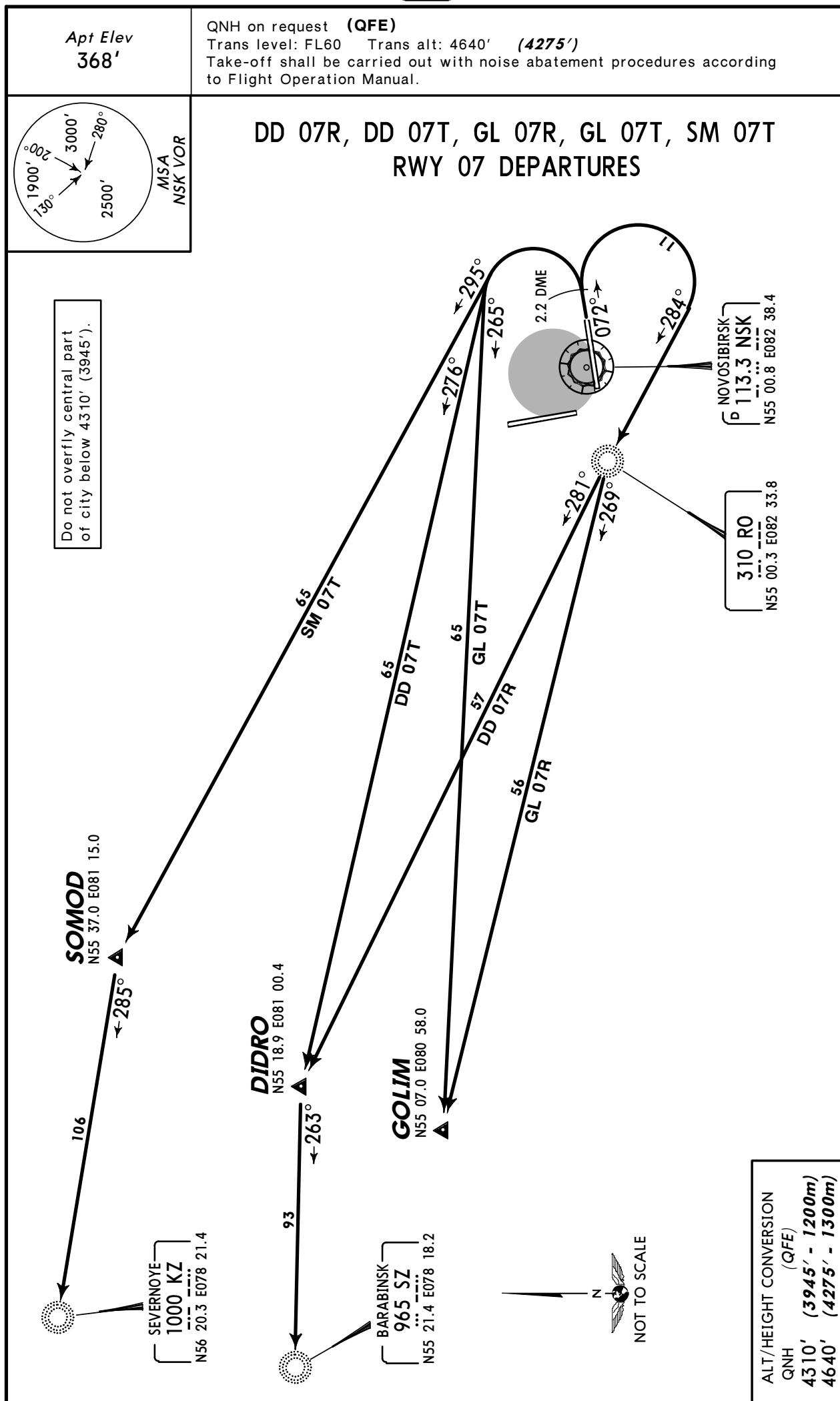
AL 07T, BO 07T, EB 07T, MM 07T, MN 07T
NR 07T, OP 07T, PL 07T
RWY 07 DEPARTURESDo not overfly central part
of city below 4310' (3945').

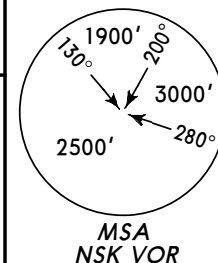
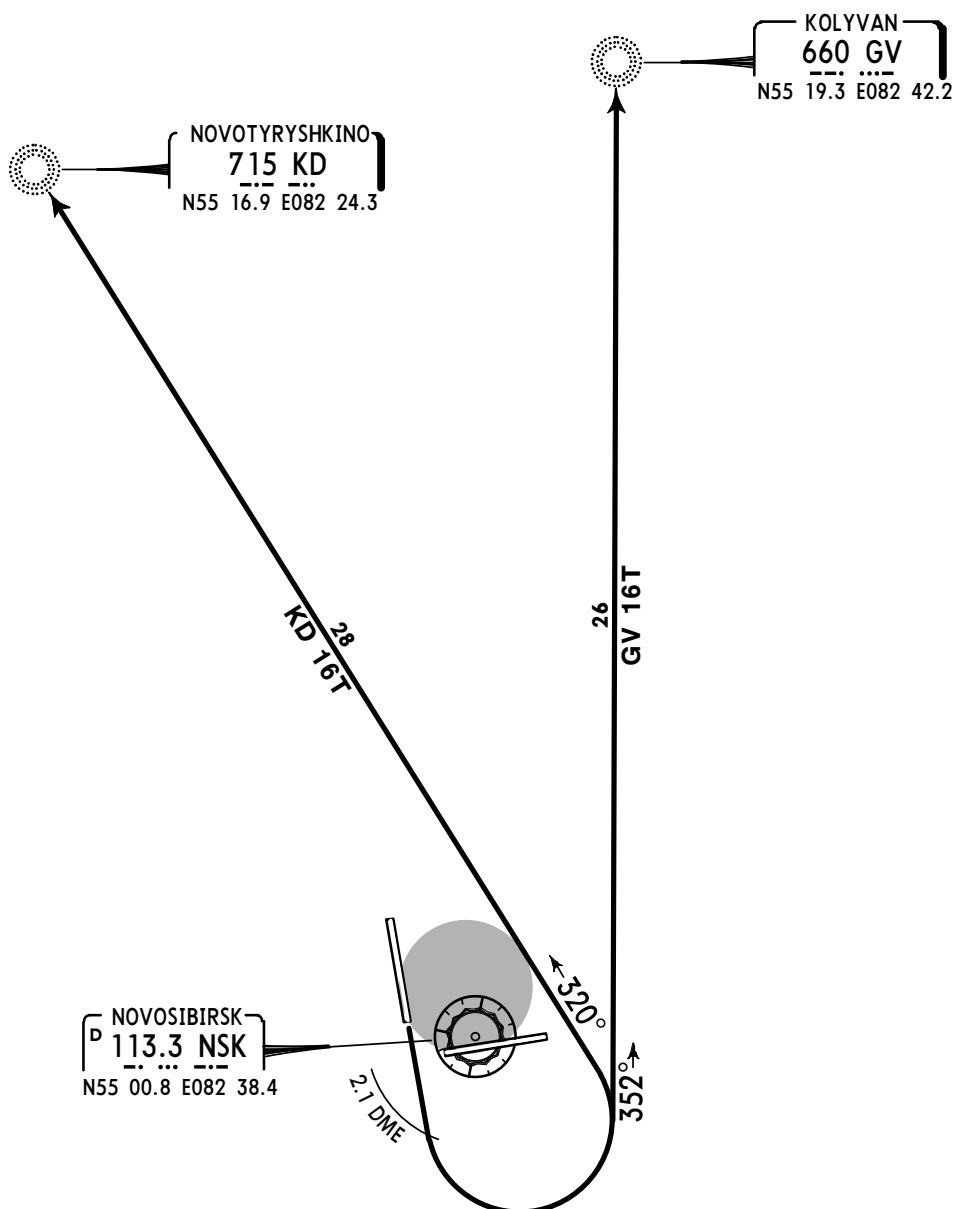
ALT/HEIGHT CONVERSION

QNH (QFE)

4310' (3945' - 1200m)

4640' (4275' - 1300m)

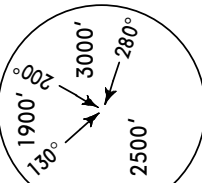


Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4278')GV 16T, KD 16T
RWY 16 DEPARTURESDo not overfly central part
of city below 4300' (3938').

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

Apt Elev
368'

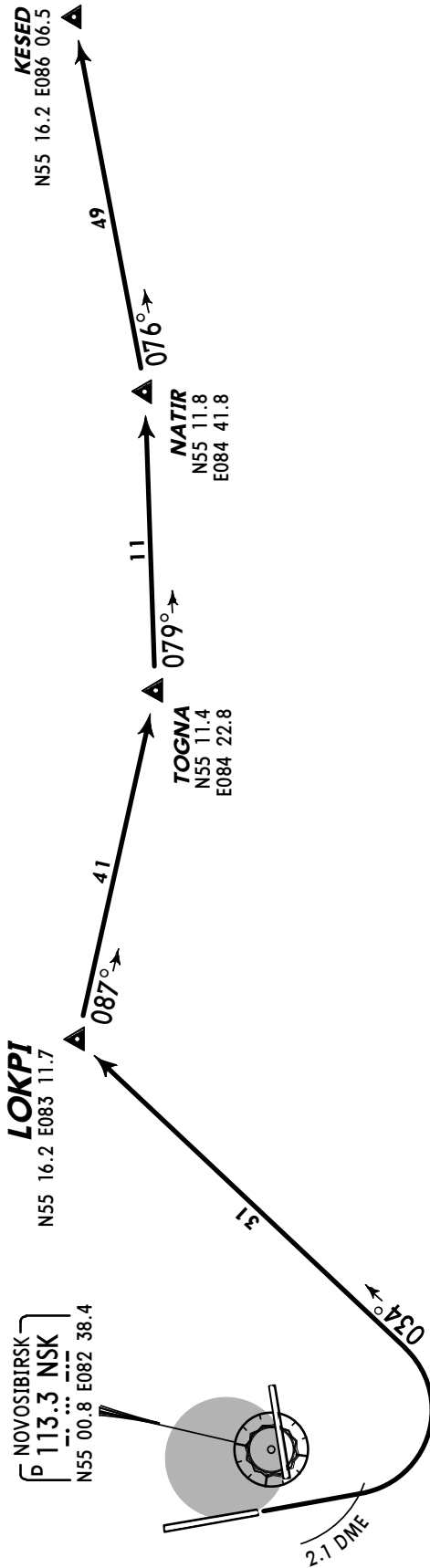
QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4278')



MSA
NSK VOR

LK 16T
RWY 16 DEPARTURE

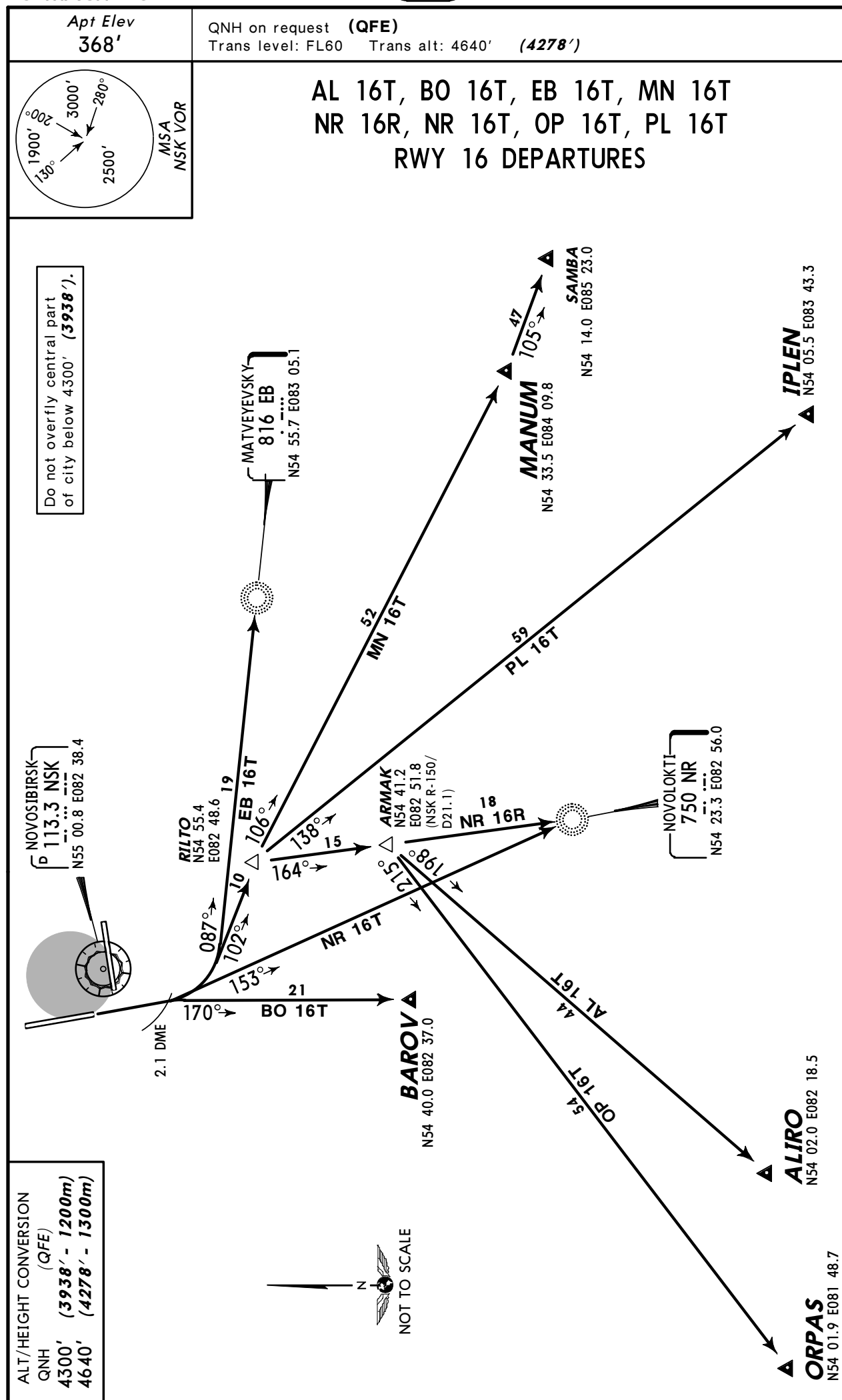
Do not overfly central part
of city below 4300' (3938').

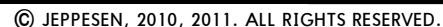


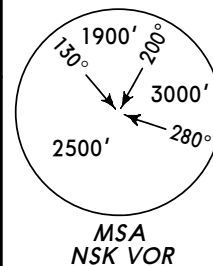
NOT TO SCALE

NOVOSIBIRSK
D 113.3 NSK
N55 00.8 E082 38.4

ALT/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 35.1



NOVOTYRYSHKINO

715 KD

N55 16.9 E082 24.3



KOLYVAN

660 GV

N55 19.3 E082 42.2

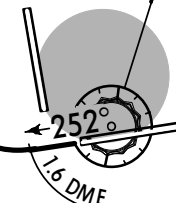
KG 25T
60KD 25T
19GV 25T
22

NOT TO SCALE

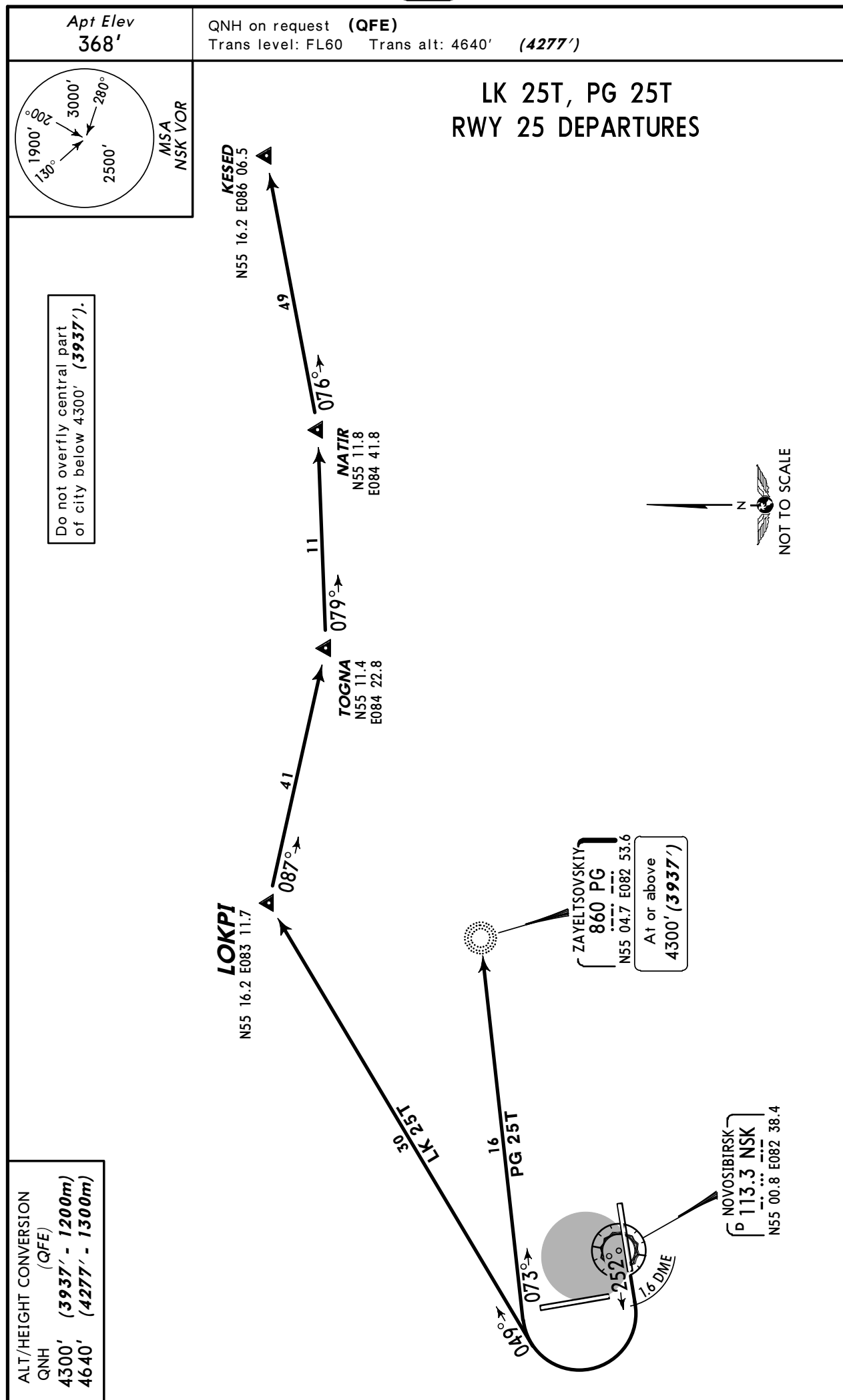
NOVOSIBIRSK

P 113.3 NSK

N55 00.8 E082 38.4



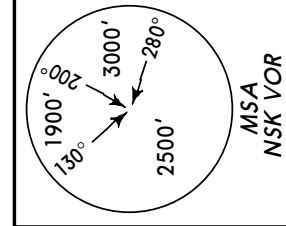
ALT/HEIGHT CONVERSION
QNH (QFE)
4300' (3937' - 1200m)
4640' (4277' - 1300m)



Apt Elev
368'

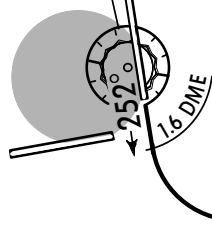
QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4277')

AL 25T, BO 25T, EB 25T, MM 25T
MN 25T, NR 25T, OP 25T
RWY 25 DEPARTURES



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

NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4



MATVEYEVSKY
816 EB
N54 55.7 E083 05.1

EB 25T
22

ARMAK
N54 41.2
E082 51.8
(NSK R-150/D21.1)

NR 25T
42

BO 25T
22

BAROV
N54 40.0 E082 37.0

MANUM
N54 33.5
E084 09.8

SAMBA
N54 14.0 E085 23.0

MM 25T
39

NOVOLOKTI
750 NR
N54 23.3 E082 56.0

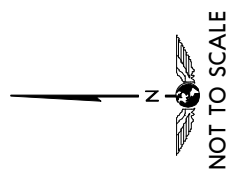
MOMIP
N54 07.3 E083 24.2

AL 25T
44

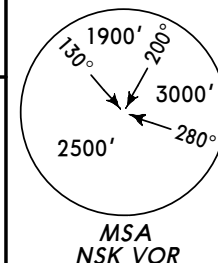
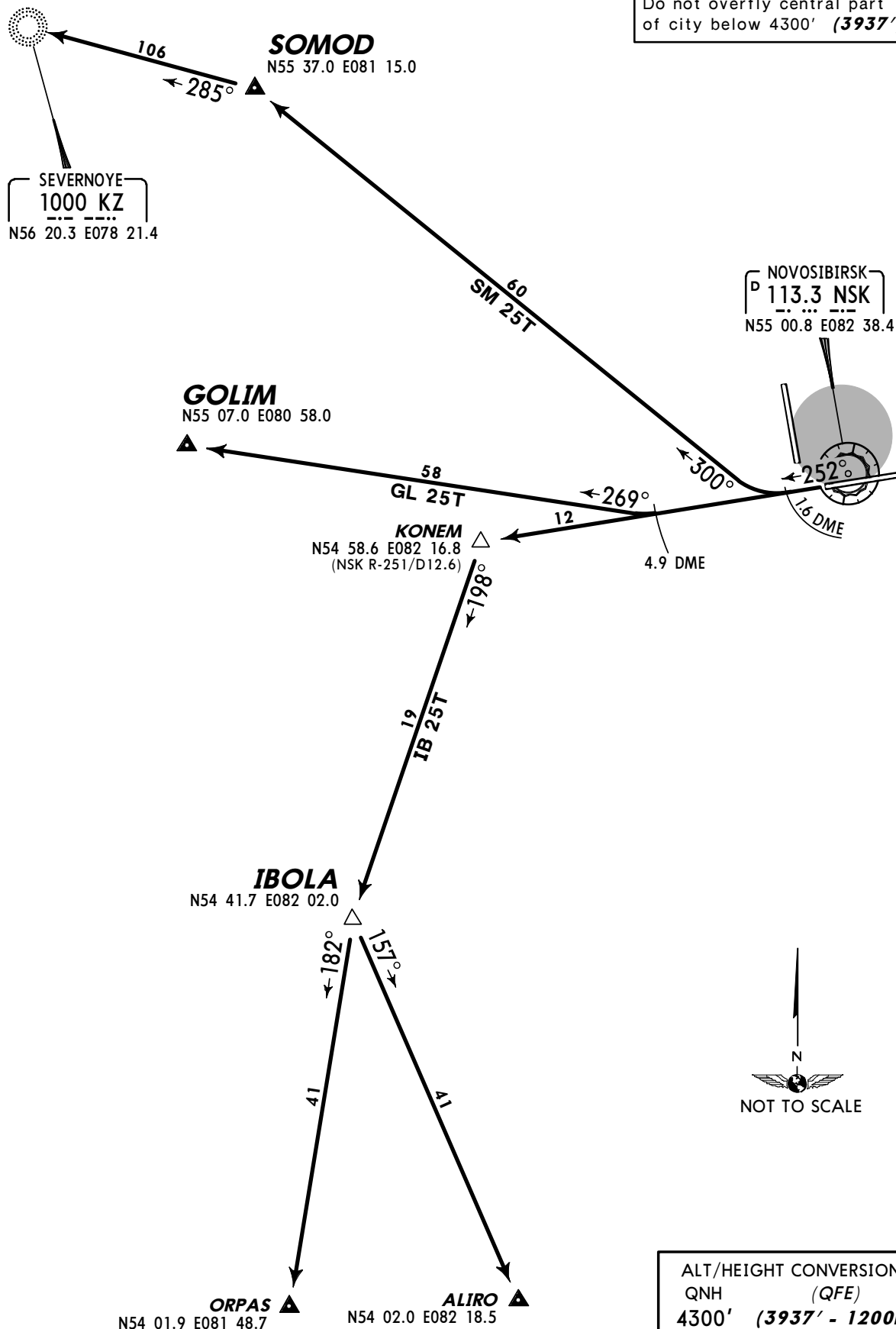
OP 25T
54

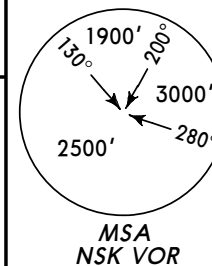
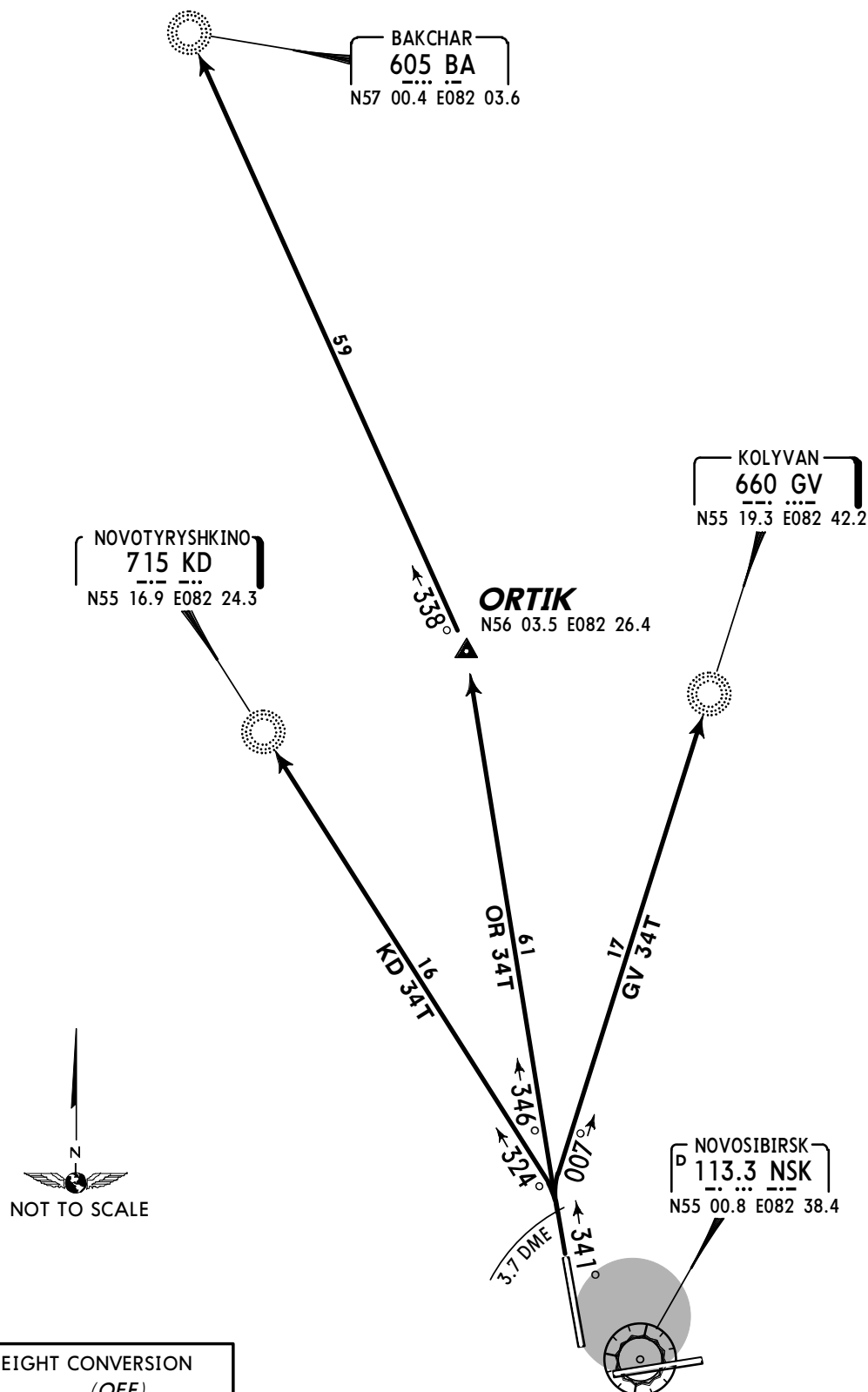
ALIRO
N54 02.0 E082 18.5

ORPAS
N54 01.9 E081 48.7



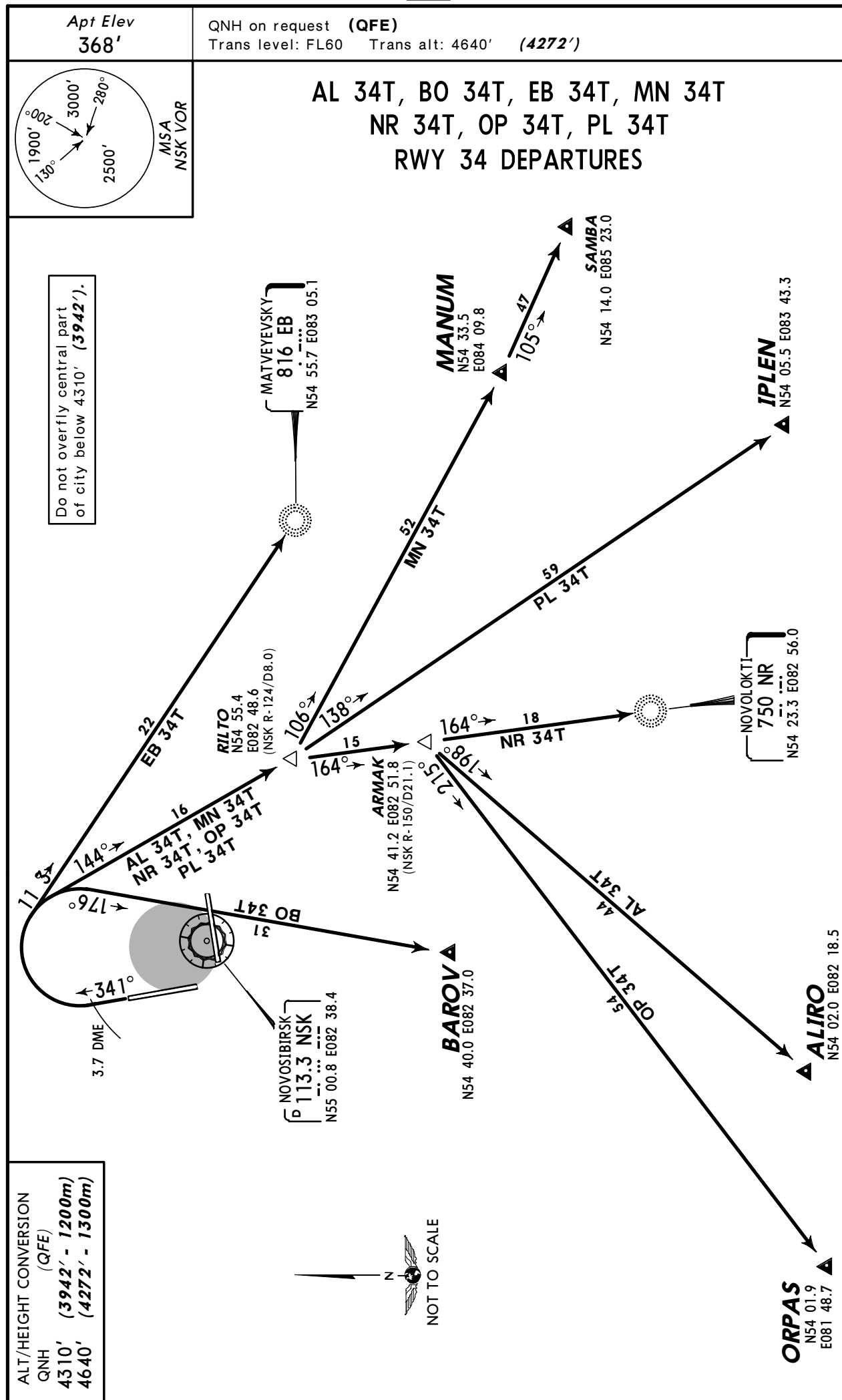
ALT/HEIGHT CONVERSION
QNH (QFE)
4300' (3937' - 1200m)
4640' (4277' - 1300m)

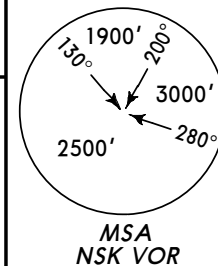
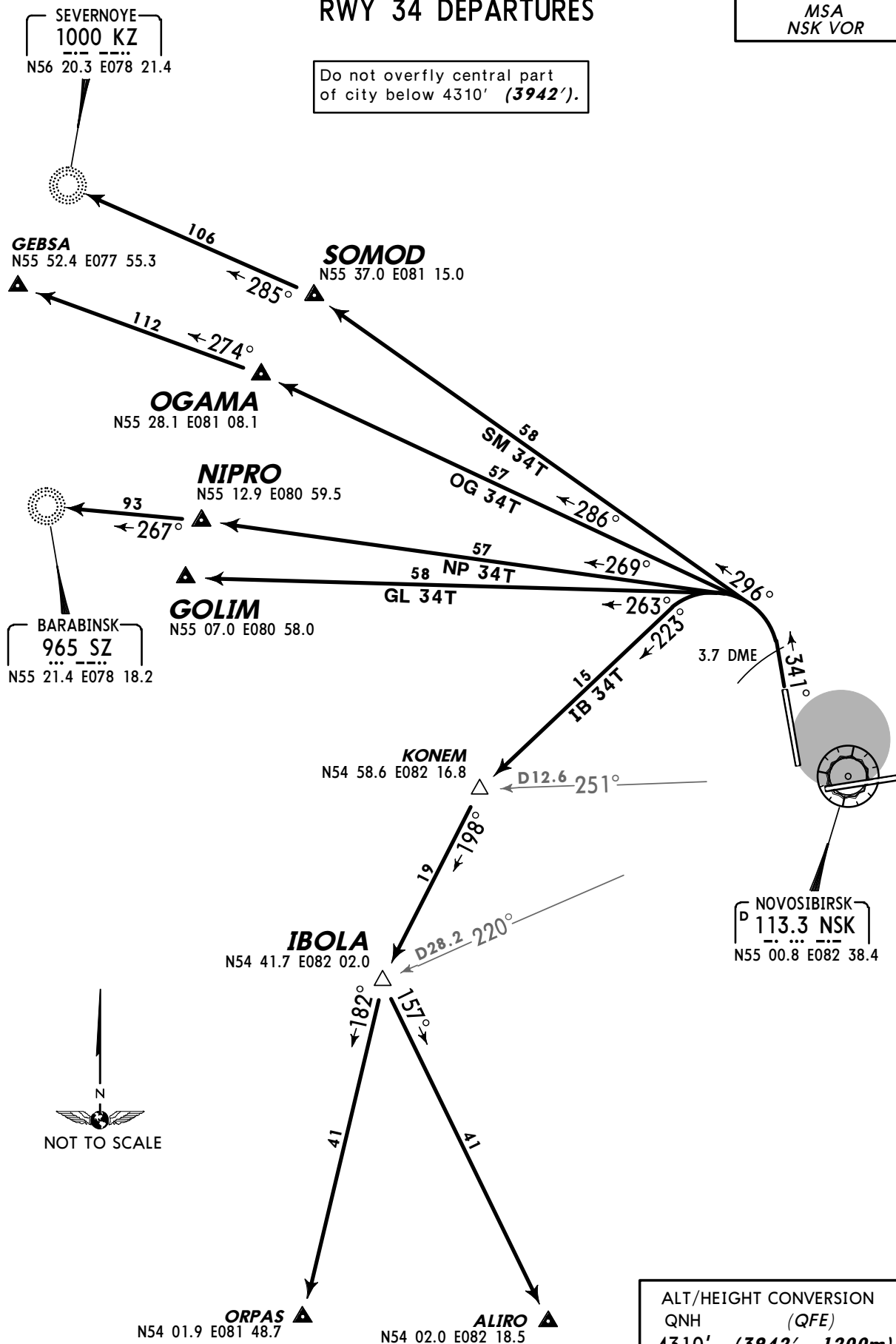
Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4277')GL 25T, IB 25T, SM 25T
RWY 25 DEPARTURESDo not overfly central part
of city below 4300' (3937').

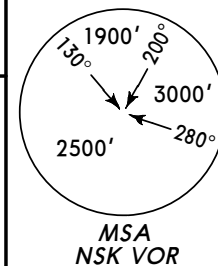
Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4272')GV 34T, KD 34T, OR 34T
RWY 34 DEPARTURESDo not overfly central part
of city below 4310' (3942').

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

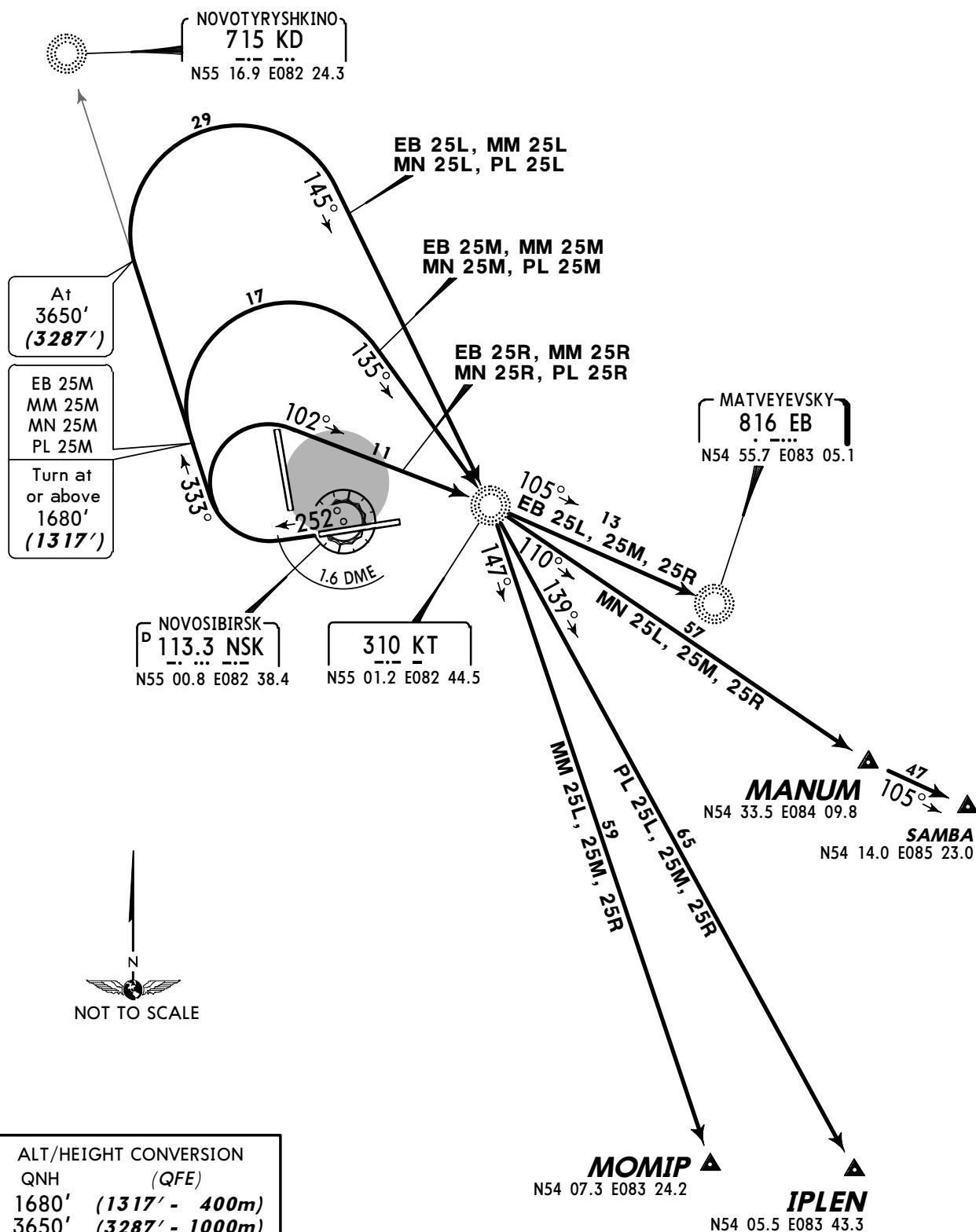
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Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4272')GL 34T, IB 34T, NP 34T
OG 34T, SM 34T
RWY 34 DEPARTURESDo not overfly central part
of city below 4310' (3942').

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

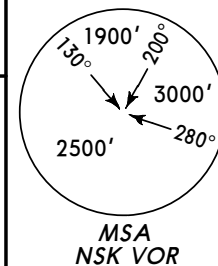
Do not overfly central part
of city below 4300' (3937').

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1680'	(1317' - 400m)
3650'	(3287' - 1000m)
4300'	(3937' - 1200m)
4640'	(4277' - 1300m)

Apt Elev
368'

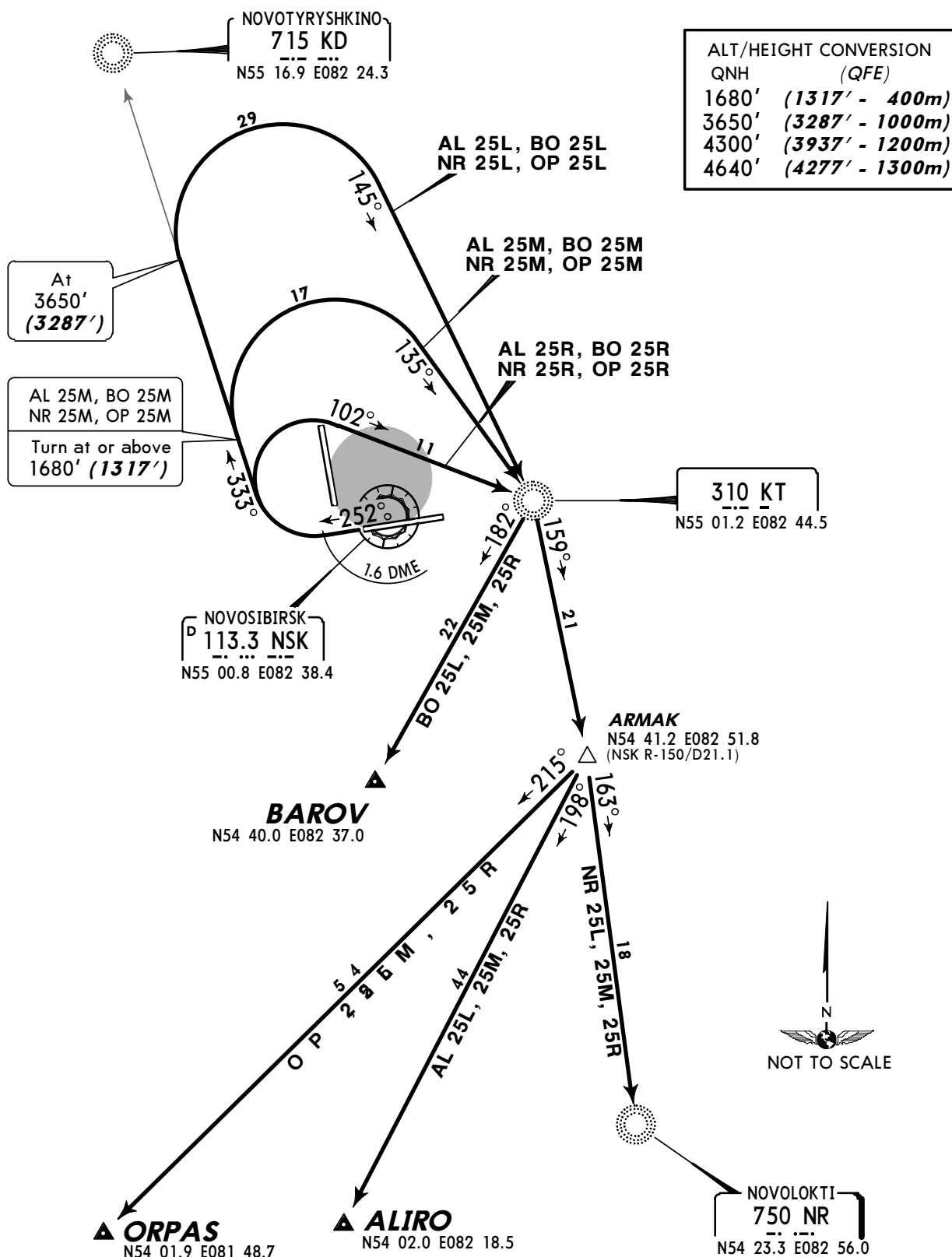
QNH on request (QFE)

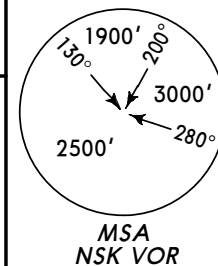
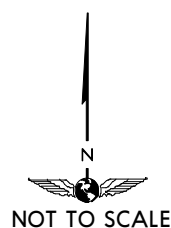
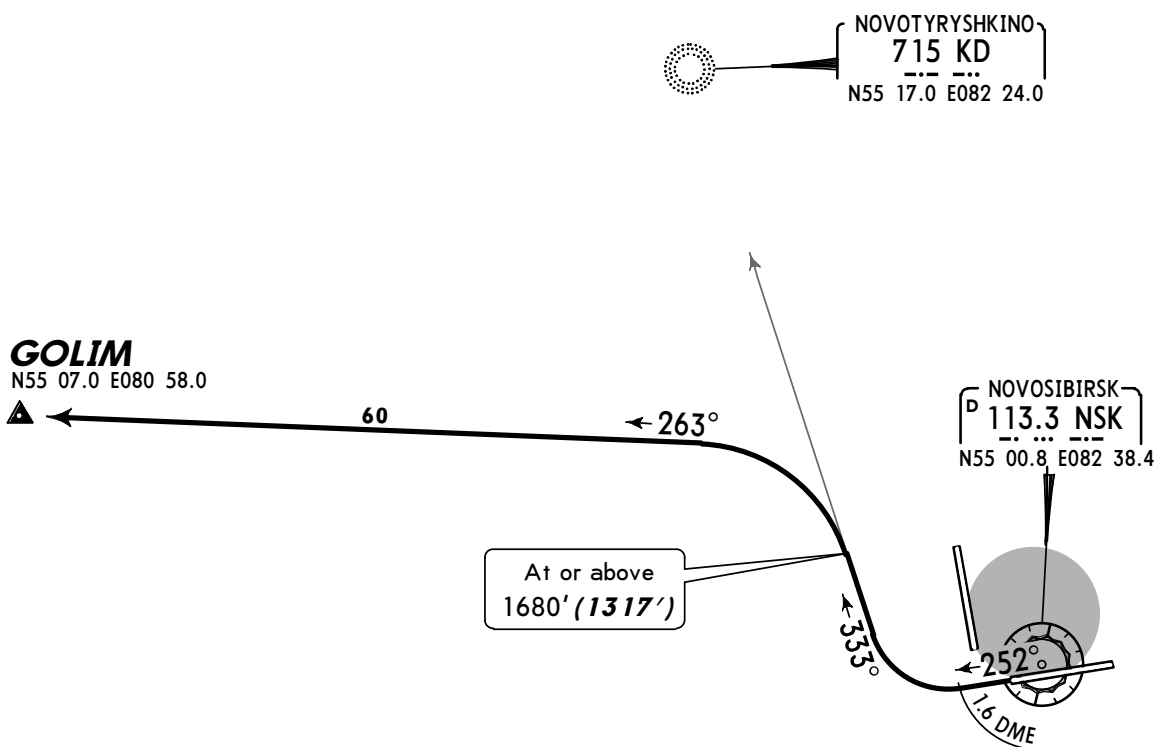
Trans level: FL60 Trans alt: 4640' (4277')



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').

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

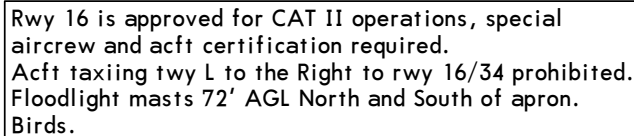
The noise abatement procedures stated below shall not be executed at the expense of reduction of flight safety or in case of engine failure during take-off.

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.

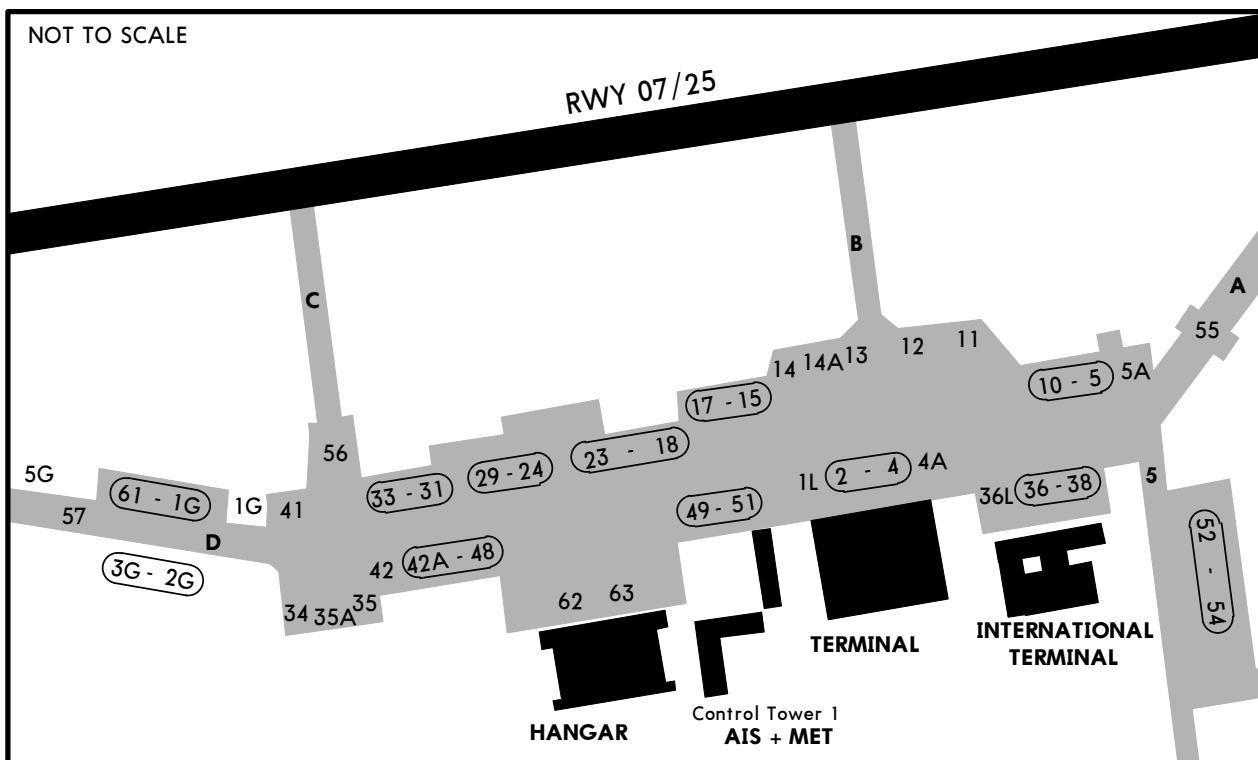
Runway 07 special take-off procedure

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



A			
B	200m (150m)	250m	400m
C			
D	250m (200m)	300m	

NOT TO SCALE

**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
2	N55 00.6 E082 40.0	37	N55 00.6 E082 40.3
3	N55 00.6 E082 40.1	55	N55 00.7 E082 40.5
5	N55 00.7 E082 40.4	56	N55 00.6 E082 39.1
10	N55 00.7 E082 40.2	57, 61	N55 00.6 E082 38.7
11	N55 00.7 E082 40.1		
12	N55 00.7 E082 40.0		
13	N55 00.7 E082 39.9		
14	N55 00.6 E082 39.9		
15 thru 17	N55 00.6 E082 39.8		
36	N55 00.6 E082 40.2		

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		

ATIS 131.3 (Russian 127.4)		NOVOSIBIRSK Approach	NOVOSIBIRSK Krug (APP/RDR)	NOVOSIBIRSK Start (TWR)	Ground
		127.5	122.0	118.5	121.7
LOC IRO 110.1	<i>Final Apch Crs</i> 072°	<i>GS LOM</i> 1102' (738')	<i>ILS DA(H)</i> 564' (200')	<i>Apt Elev 368'</i> <i>RWY 364'</i>	
<i>NDB RO</i> 310		<i>Minimum Alt D5.6 NSK</i> 2010' (1646')	<i>NDB MDA(H) (CONDITIONAL)</i> 710' (346')		

MISSED APCH: Climb on 072° to 1020' (656'), then turn LEFT onto 252° climbing to 2670' (2306'), then according to chart, or as directed.

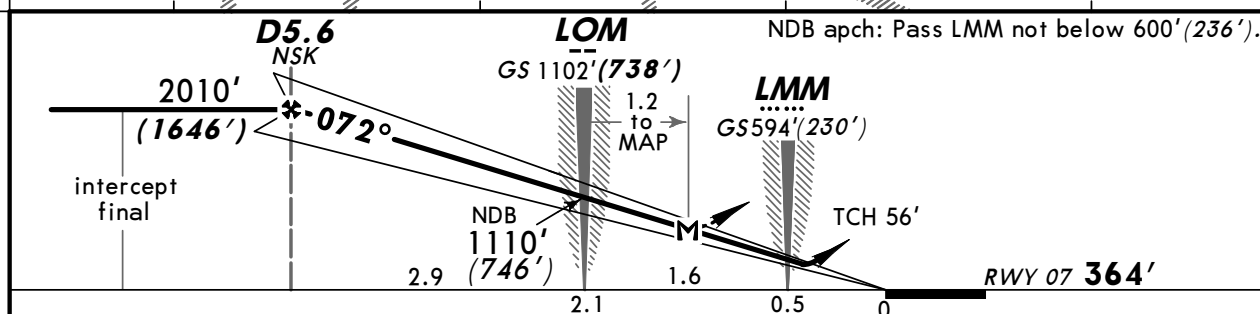
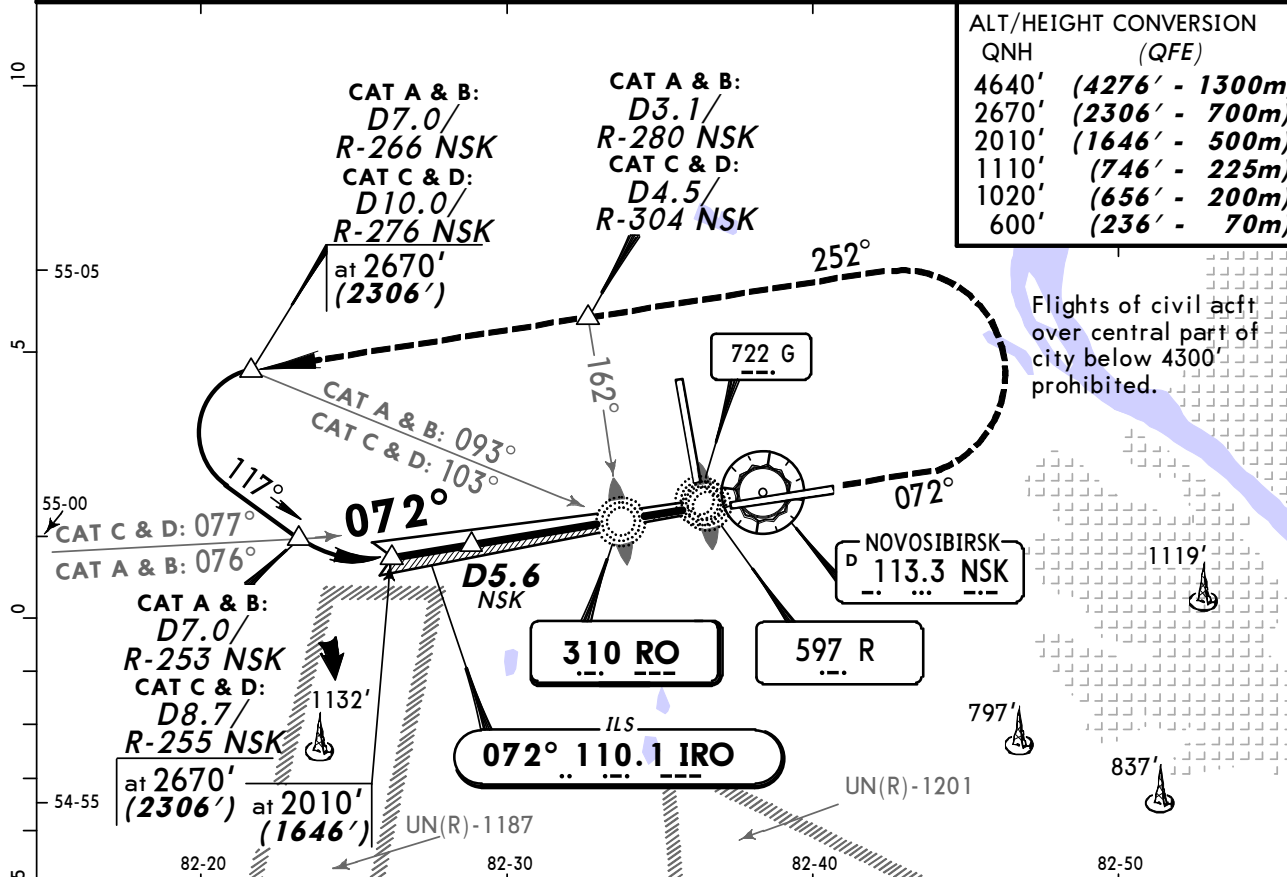
Alt Set: MM (hPa on req)

QNH on req (**QFE**)

Trans level: FL 60

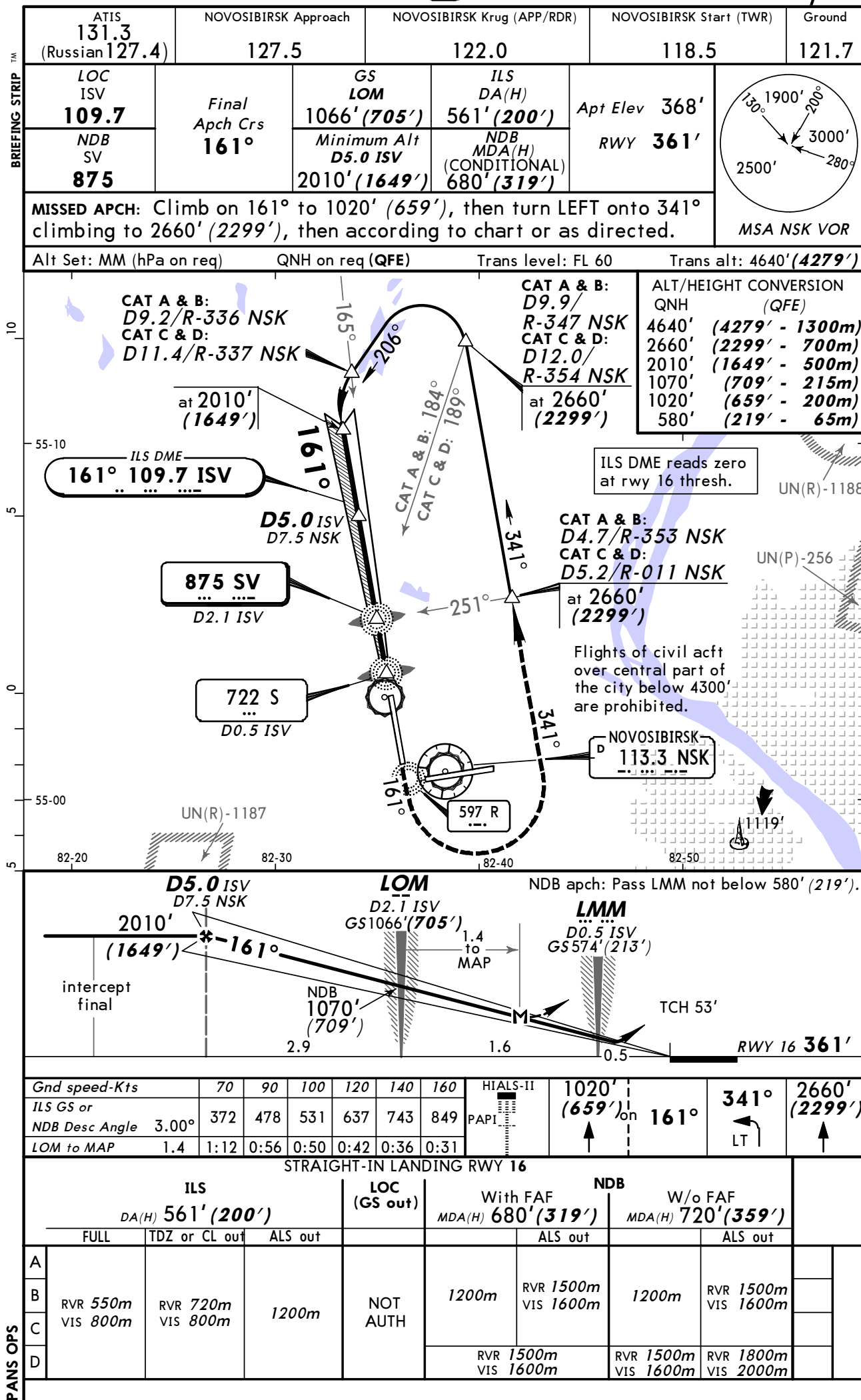
Trans alt: 4640' (**4276'**)

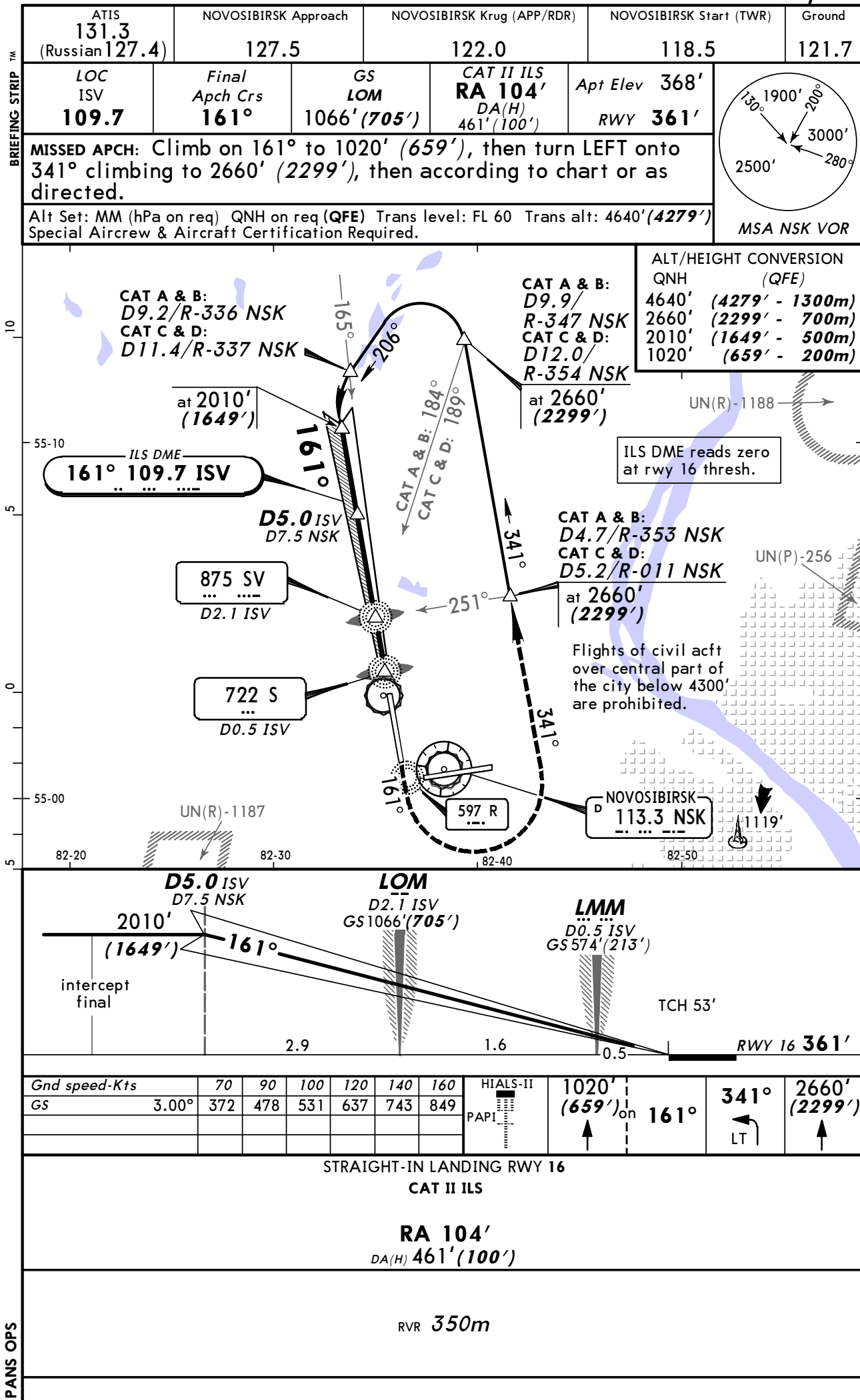
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4640'	(4276' - 1300m)
2670'	(2306' - 700m)
2010'	(1646' - 500m)
1110'	(746' - 225m)
1020'	(656' - 200m)
600'	(236' - 70m)

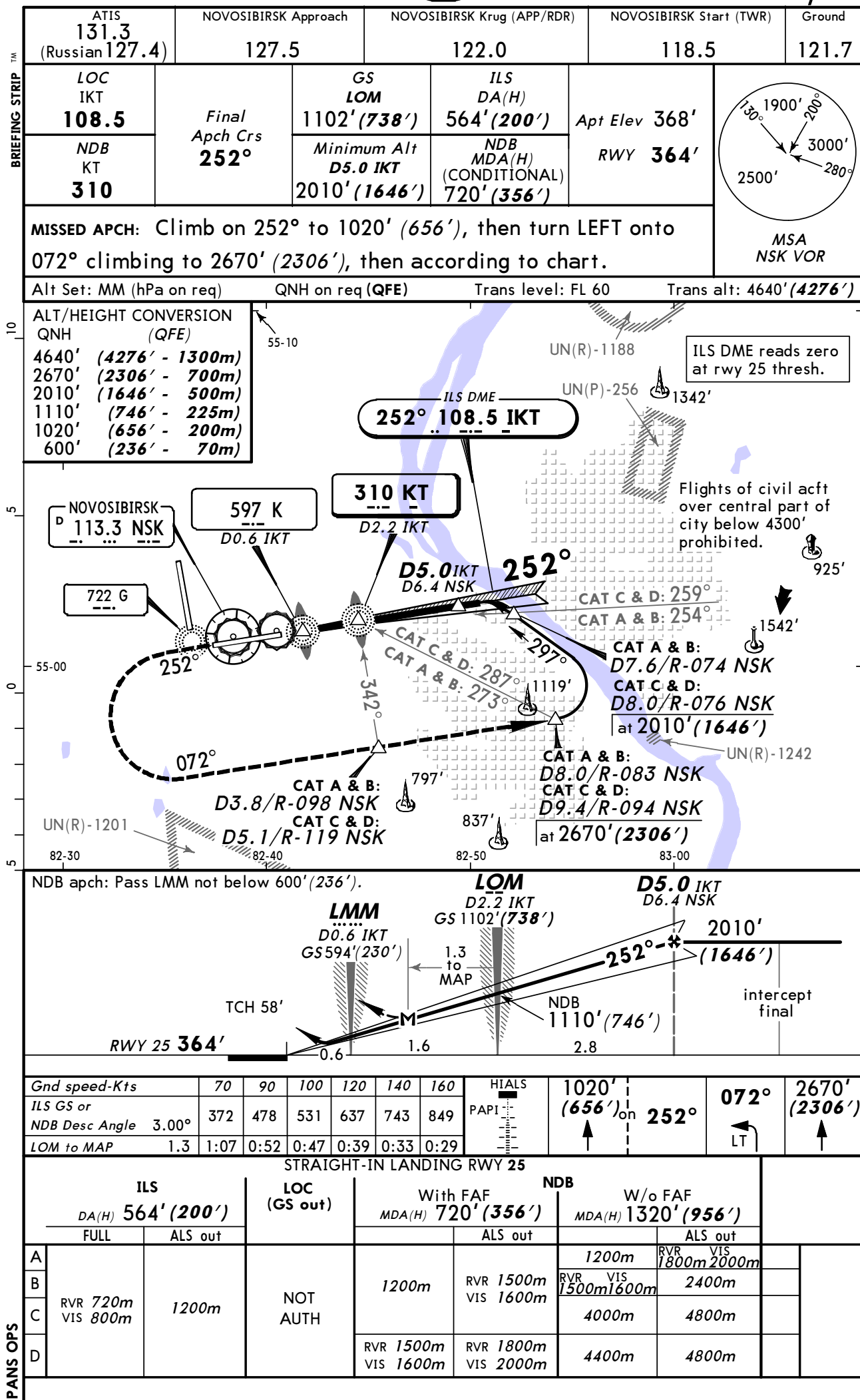


<i>Gnd speed-Kts</i>	70	90	100	120	140	160		
<i>ILS GS or NDB Desc Angle</i> 3.00°	372	478	531	637	743	849		
<i>LOM to MAP</i> 1.2	1:02	0:48	0:43	0:36	0:31	0:27		

STRAIGHT-IN LANDING RWY 07									
ILS			LOC		NDB				
DA(H) 564' (200')			(GS out)		With D5.6 NSK MDA(H) 710' (346')		W/o D5.6 NSK MDA(H) 1110' (746')		
FULL		ALS out			ALS out		ALS out		
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m		
B							RVR 1800m VIS 2000m		
C						2800m	3600m		
D						RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3600m	







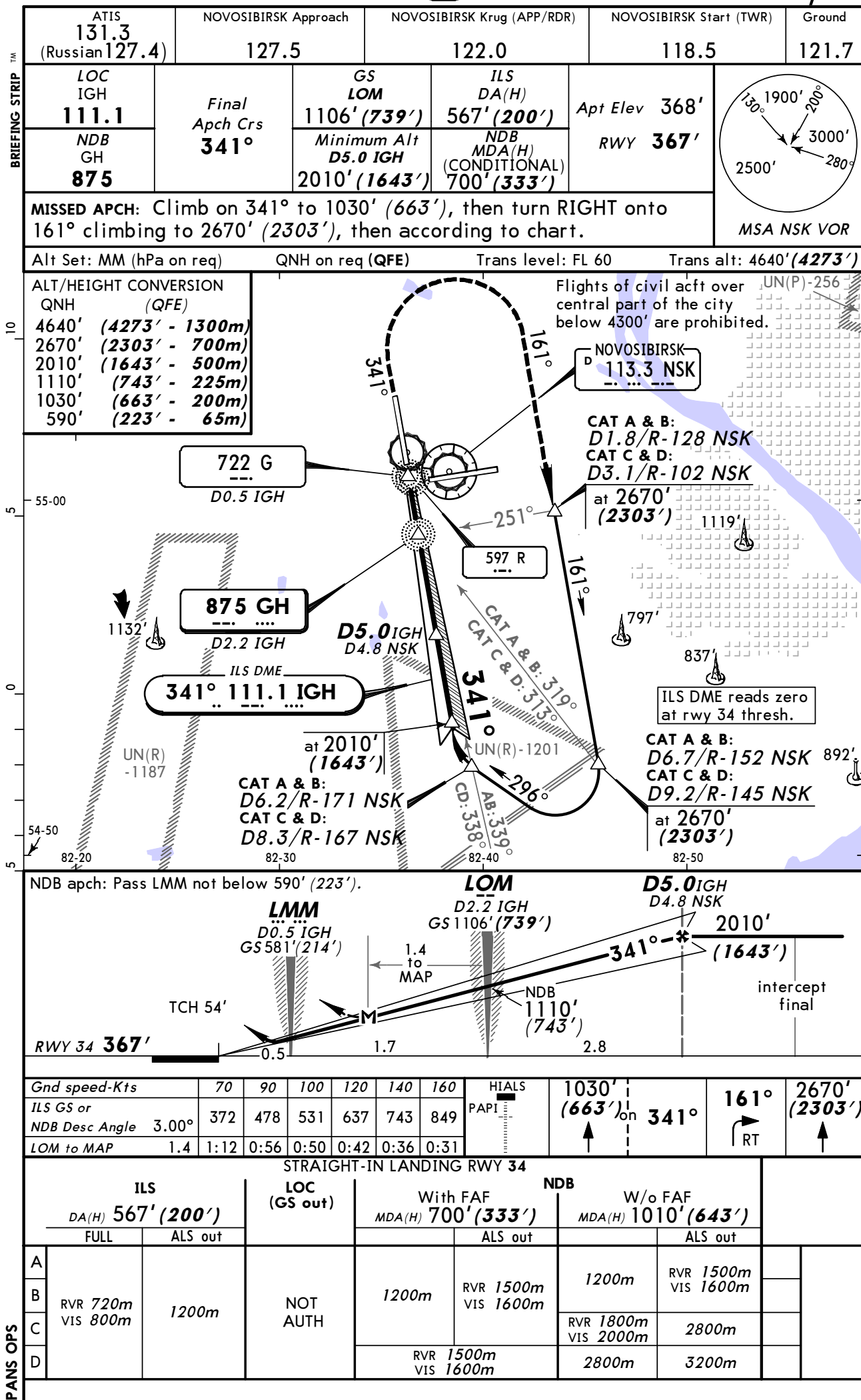


Chart changes since cycle 16-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
NOVOSIBIRSK, (TOLMACHEVO - UNNT)				
REV	AIRPORT, AIRPORT INFO, TA...	10-9	16 Aug 2013	
REV	PARKING STANDS & COORDS	10-9A	16 Aug 2013	
REV	ILS OR 2 NDB RWY 07	11-1	16 Aug 2013	
REV	ILS DME OR 2 NDB RWY 16	11-2	16 Aug 2013	
REV	CAT II ILS DME RWY 16	11-2A	16 Aug 2013	
REV	ILS DME OR 2 NDB RWY 25	11-3	16 Aug 2013	
REV	ILS DME OR 2 NDB RWY 34	11-4	16 Aug 2013	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNNT