

## List of pages in this Trip Kit

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Airport Information For UNNT

Terminal Charts For UNNT

Revision Letter For Cycle 23-2013

Change Notices

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: 0157 Z  
Sunset: 1031 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

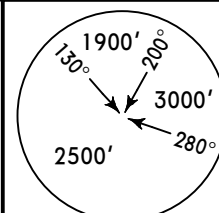
Runway: 34  
Length x Width: 11818 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 368 ft  
Lighting: Edge, ALS, Centerline

**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 42.1126°  
43

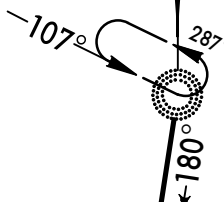
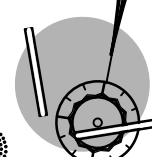
KEGAV

N55 47.6 E081 35.1

141°

KG 07D  
53KD 07D  
15GV 07D  
21KOLYVAN  
660 GV  
N55 19.3 E082 42.2

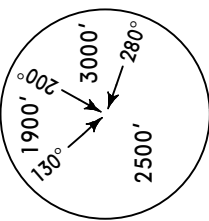
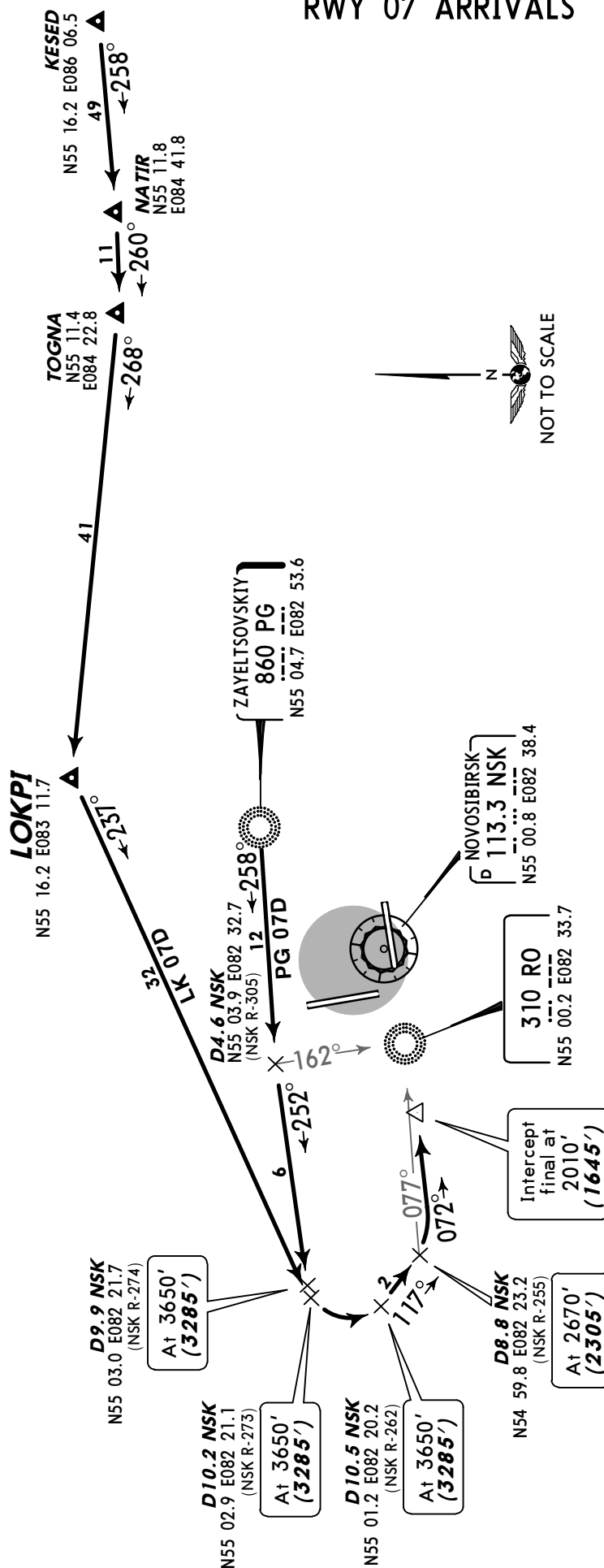
209°

NOVOTYRSHKINO  
715 KD  
N55 16.9 E082 24.3D10.6 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)

MSA  
NSK VORLK 07D, PG 07D  
RWY 07 ARRIVALS

## ALT/HEIGHT CONVERSION

QNH (QFE)

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

Do not overfly central part of city below 4310' (3946').

**D9.8 NSK**  
N55 03.0 E082 21.7  
(NSK R-274)  
At 3650' (3286')

**D4.8 NSK**  
N55 03.6 E082 31.7  
4.8

**D8.8 NSK**  
N54 59.8 E082 23.2  
(NSK R-255)  
At 2670' (2306')

**NOVOSIBIRSK**  
113.3 NSK  
N55 00.8 E082 38.4

**MATVEYEVSKY**  
816 EB  
N54 55.7 E083 05.1

**310 RO**  
N55 00.3 E082 33.8

Intercept final at 2010' (1646')

**BAROV**  
N54 40.0 E082 37.0

**ARMAK**  
N54 41.2 E082 51.8

**BERDSK**  
\*465 B  
N54 43.3 E083 07

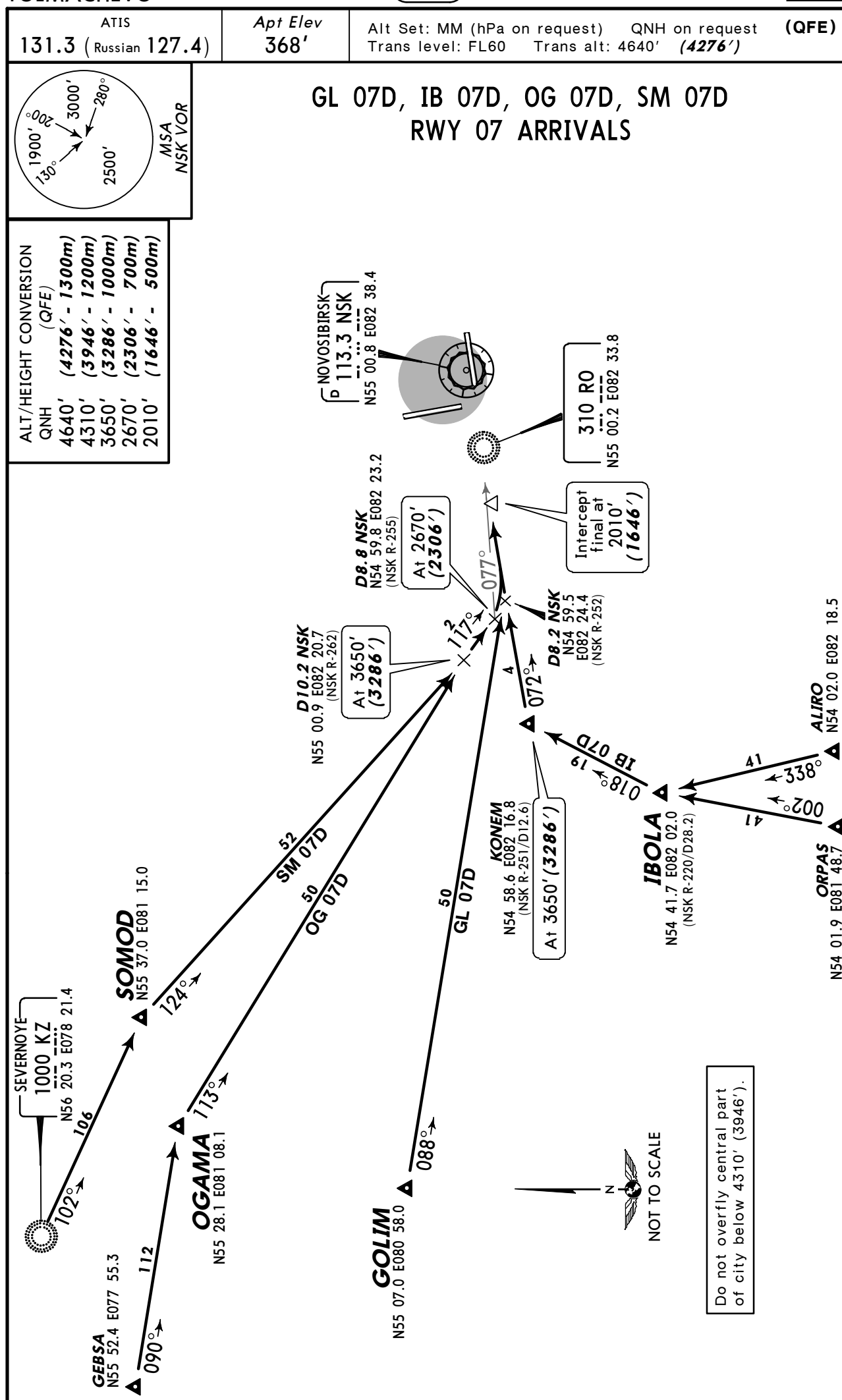
**NOVOLOKTI**  
750 NR  
N54 23.3 E082 56.0

EB 07D, BB 07D, AM 07D, NR 07D, BO 07D

297°, 278°, 296°, 308°, 330°, 336°, 344°, 353°, 117°, 072°, 077°

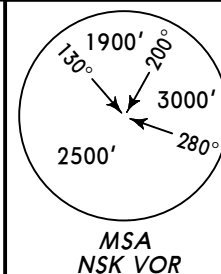
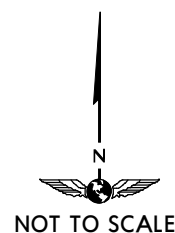
6, 4.8, 16, 24, 21.1, 18, 39, 21

NOT TO SCALE



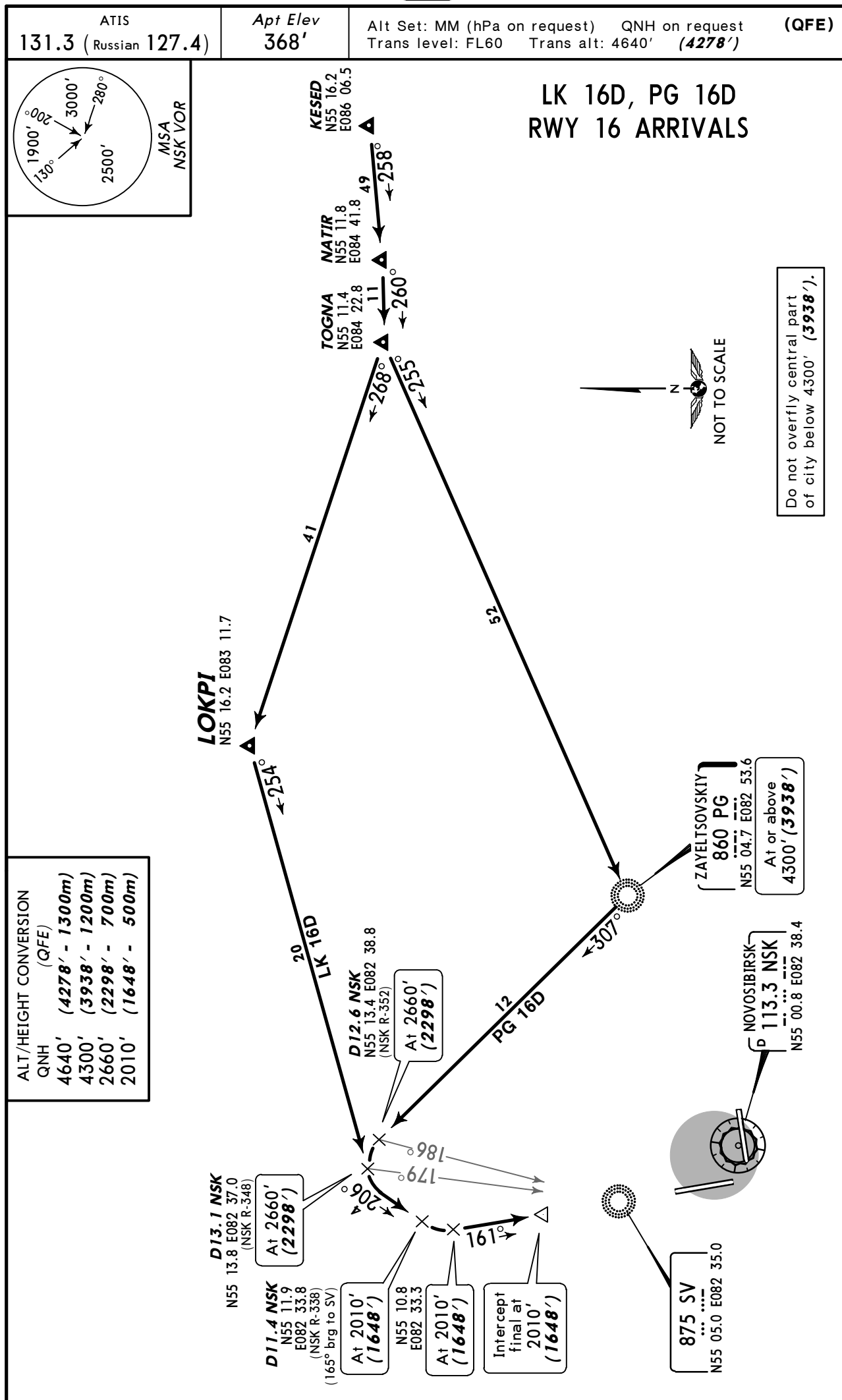
ATIS  
131.3 (Russian 127.4)Apt Elev  
368'Alt Set: MM (hPa on request) QNH on request  
Trans level: FL60 Trans alt: 4640' (4278')

(QFE)

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

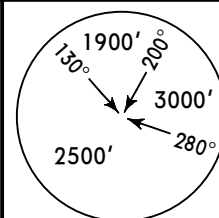
| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 4640'                 | (4278' - 1300m) |
| 4300'                 | (3938' - 1200m) |
| 2010'                 | (1648' - 500m)  |

NOVOSIBIRSK  
113.3 NSK  
N55 00.8 E082 38.4



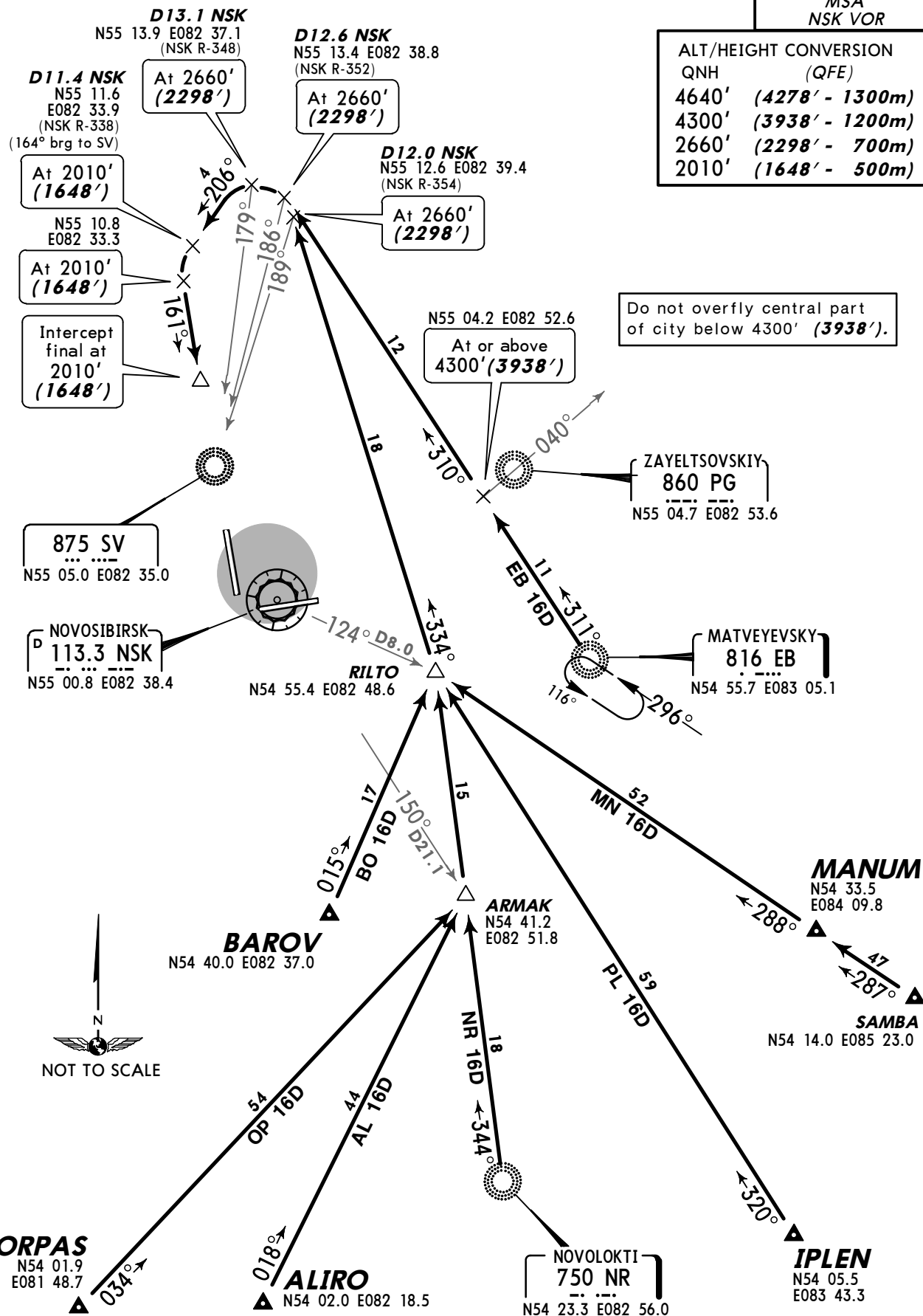
ATIS  
131.3 (Russian 127.4)Apt Elev  
368'Alt Set: MM (hPa on request) QNH on request  
Trans level: FL60 Trans alt: 4640' (4278')

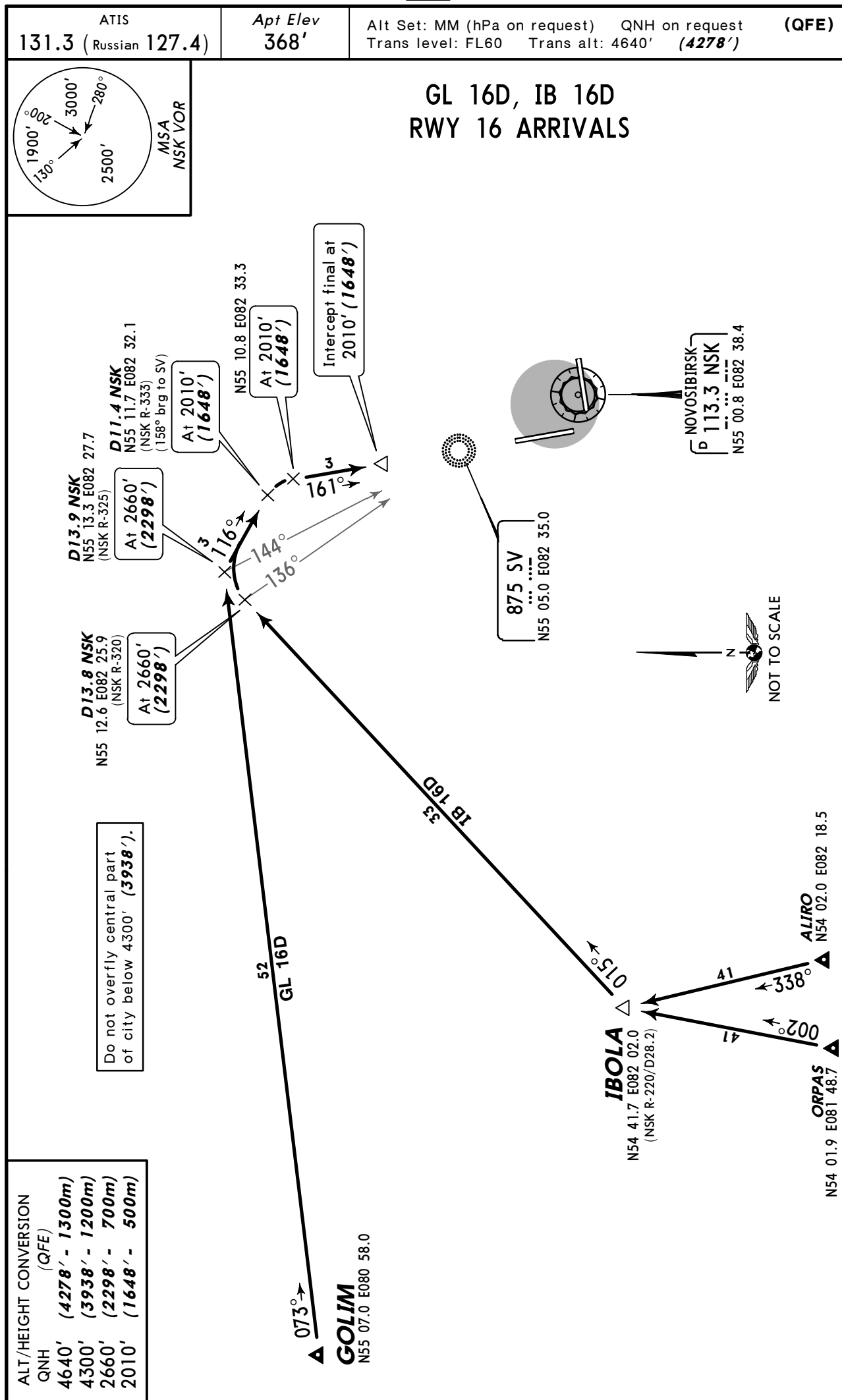
(QFE)

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

ALT/HEIGHT CONVERSION

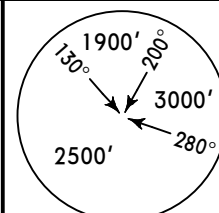
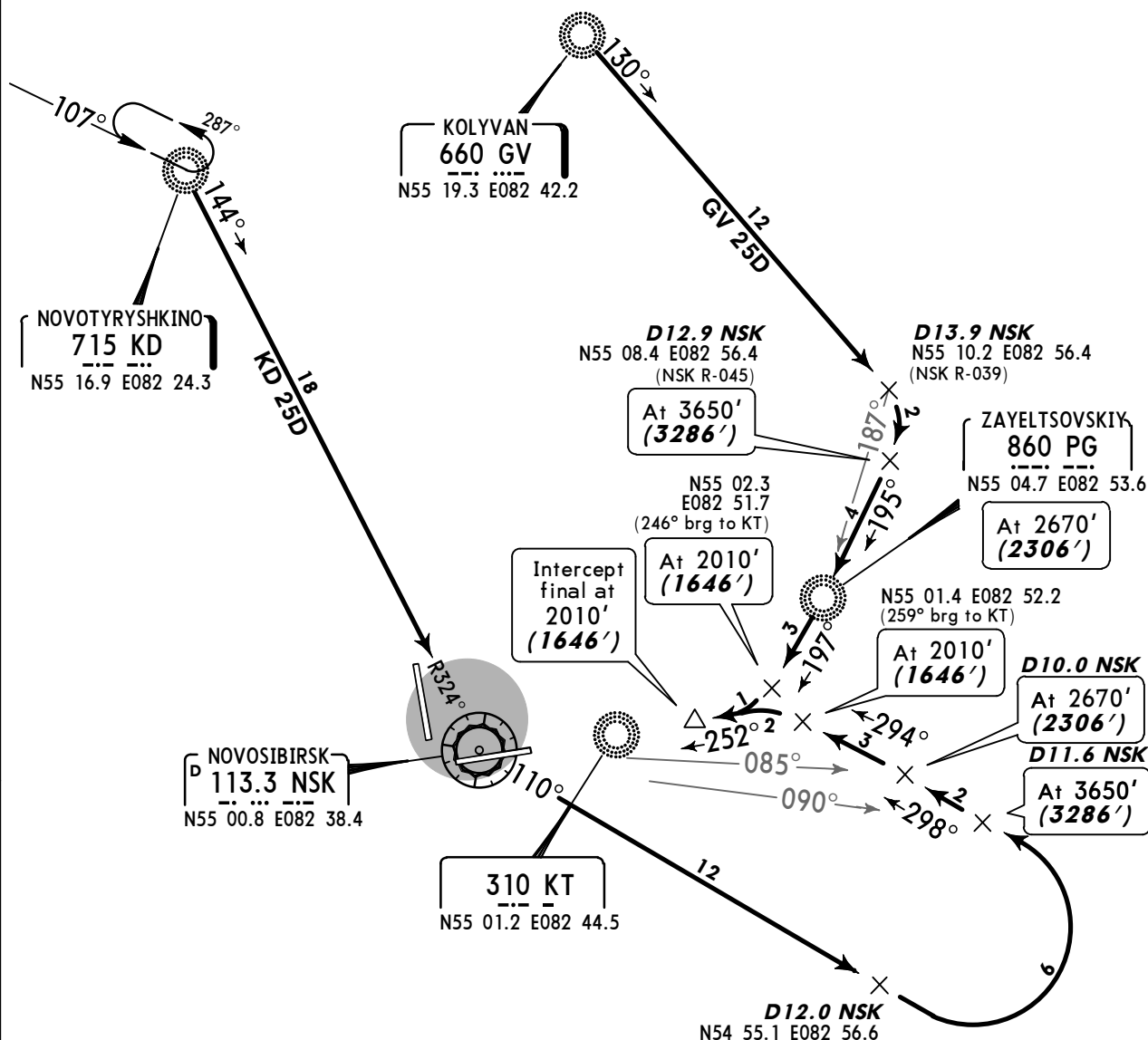
| QNH   | (QFE)           |
|-------|-----------------|
| 4640' | (4278' - 1300m) |
| 4300' | (3938' - 1200m) |
| 2660' | (2298' - 700m)  |
| 2010' | (1648' - 500m)  |





ATIS  
131.3 (Russian 127.4)Apt Elev  
367'Alt Set: MM (hPa on request) QNH on request  
Trans level: FL60 Trans alt: 4640' (4276')

(QFE)

GV 25D, KD 25D  
RWY 25 ARRIVALSMSA  
NSK VORDo not overfly central part  
of city below 4310' (3946').

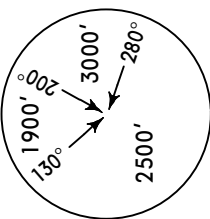
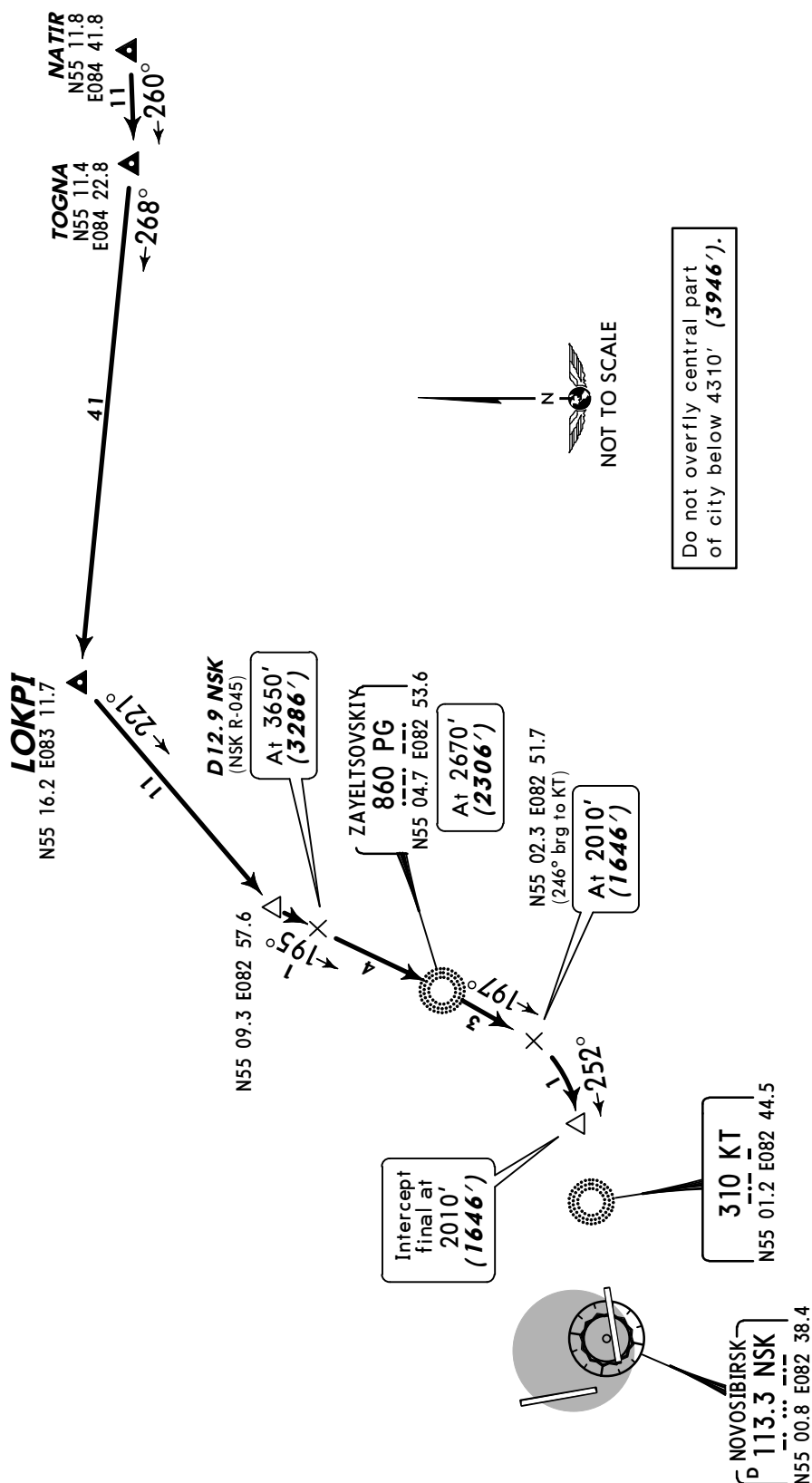
## ALT/HEIGHT CONVERSION

QNH (QFE)

|       |                 |
|-------|-----------------|
| 4640' | (4276' - 1300m) |
| 4310' | (3946' - 1200m) |
| 3650' | (3286' - 1000m) |
| 2670' | (2306' - 700m)  |
| 2010' | (1646' - 500m)  |

ATIS  
131.3 (Russian 127.4)Apt Elev  
367'Alt Set: MM (hPa on request) QNH on request  
Trans level: FL60 Trans alt: 4640' (4276')

(QFE)

MSA  
NSK VORLK 25D  
RWY 25 ARRIVAL

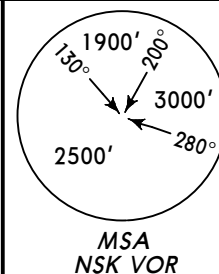
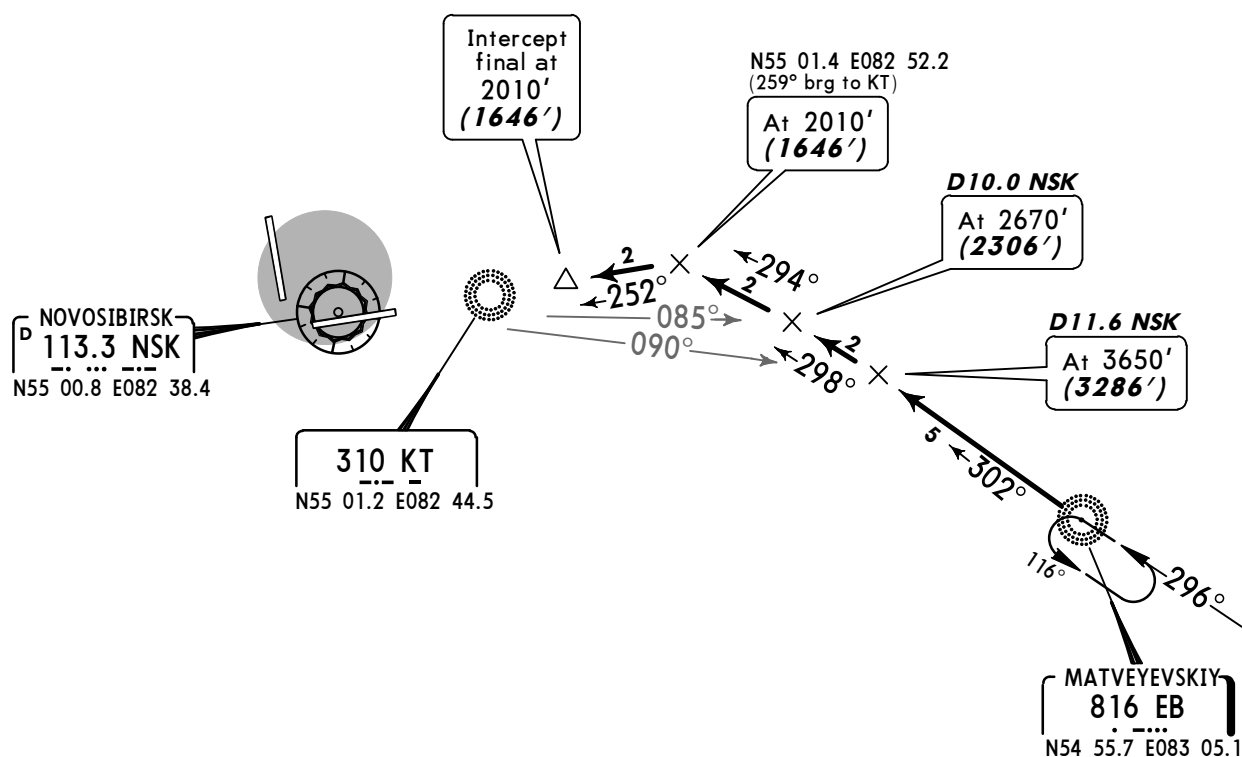
## ALT/HEIGHT CONVERSION

QNH (QFE)

|       |                 |
|-------|-----------------|
| 4640' | (4276' - 1300m) |
| 4310' | (3946' - 1200m) |
| 3650' | (3286' - 1000m) |
| 2670' | (2306' - 700m)  |
| 2010' | (1646' - 500m)  |

ATIS  
131.3 (Russian 127.4)Apt Elev  
367'Alt Set: MM (hPa on request) QNH on request  
Trans level: FL60 Trans alt: 4640' (4276')

(QFE)

EB 25D  
RWY 25 ARRIVALDo not overfly central part  
of city below 4310' (3946').

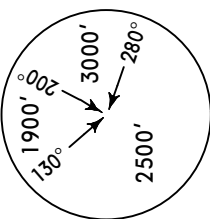
| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 4640'                 | (4276' - 1300m) |
| 4310'                 | (3946' - 1200m) |
| 3650'                 | (3286' - 1000m) |
| 2670'                 | (2306' - 700m)  |
| 2010'                 | (1646' - 500m)  |

ATIS  
131.3 (Russian 127.4)

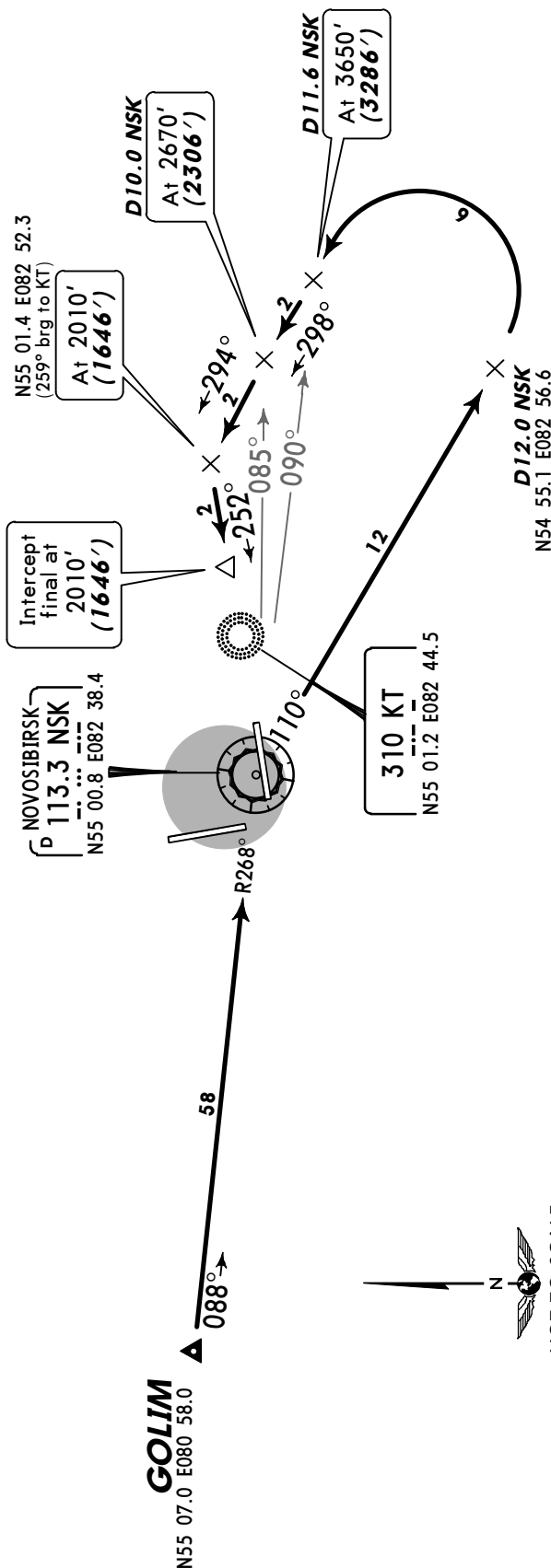
Apt Elev  
367'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL60 Trans alt: 4640' (4276')

(QFE)



# GL 25D RWY 25 ARRIVAL

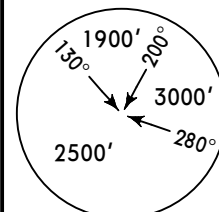
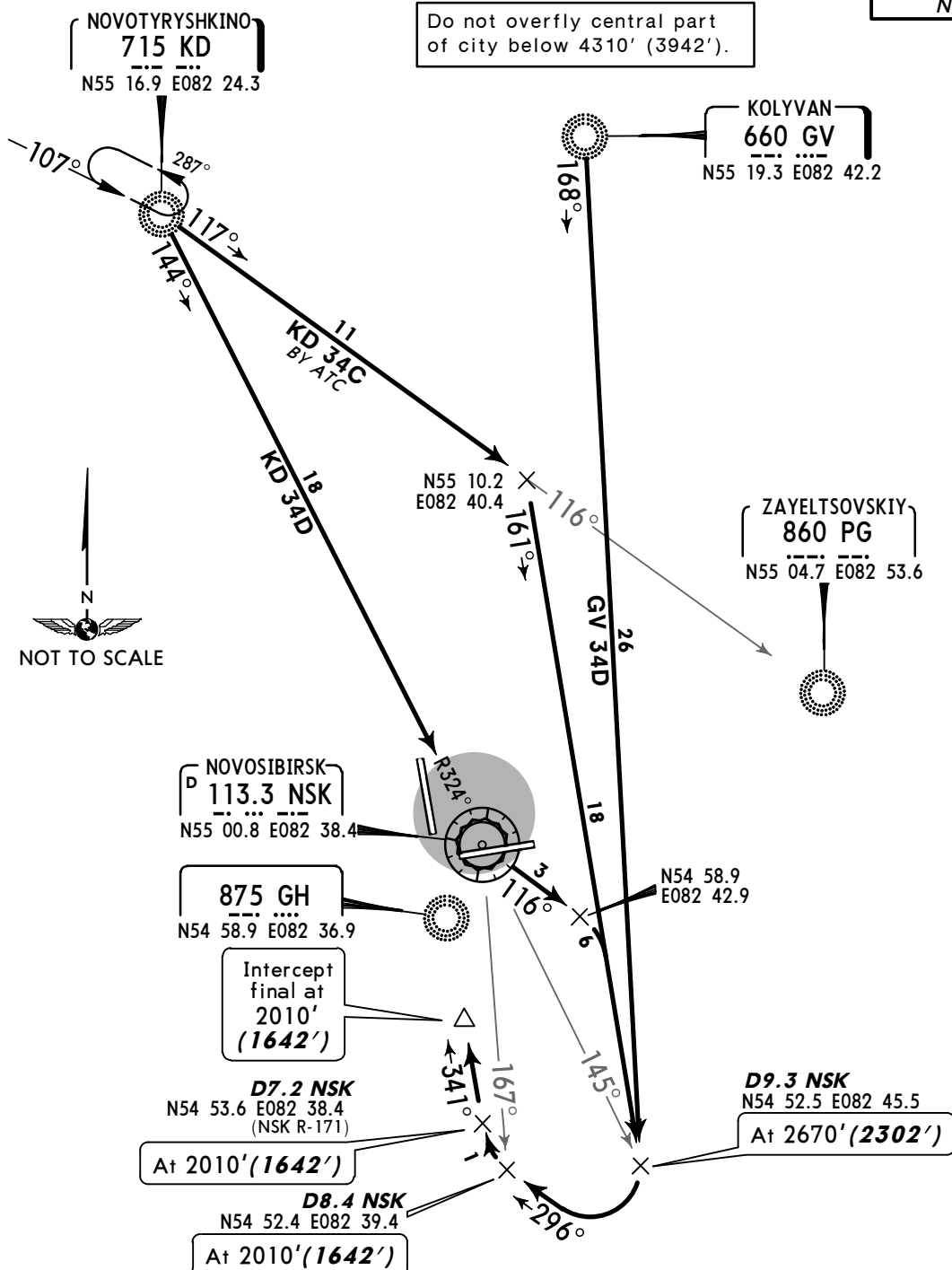


Do not overfly central part  
of city below 4310' (3946').

| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 4640'                 | (4276' - 1300m) |
| 4310'                 | (3946' - 1200m) |
| 3650'                 | (3286' - 1000m) |
| 2670'                 | (2306' - 700m)  |
| 2010'                 | (1646' - 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)

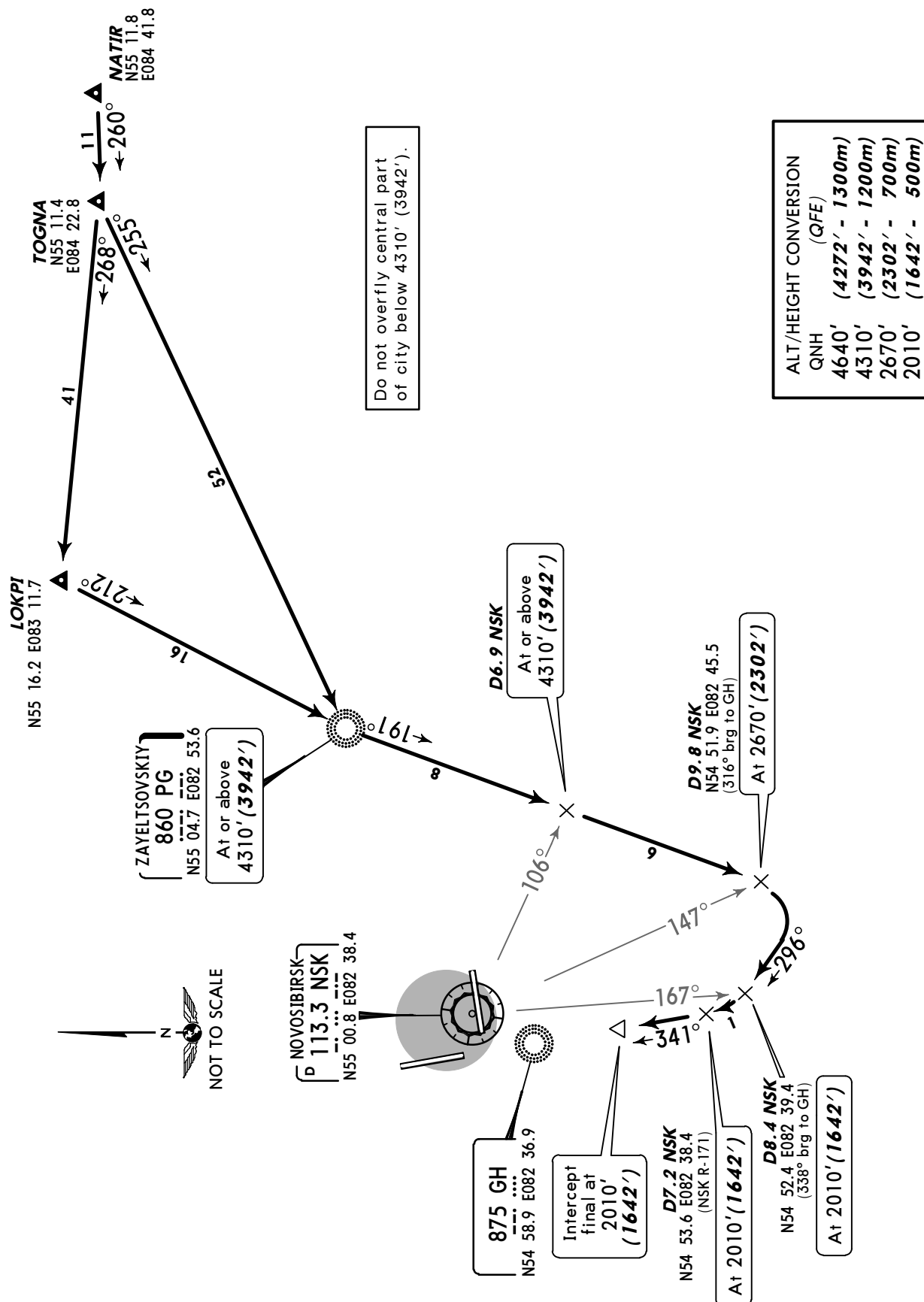
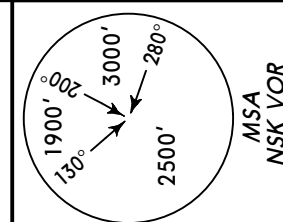
4310' (3942' - 1200m)

2670' (2302' - 700m)

2010' (1642' - 500m)

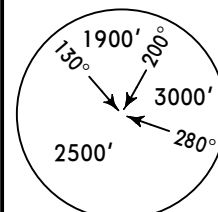
ATIS  
131.3 (Russian 127.4)Apt Elev  
368'Alt Set: MM (hPa on request) QNH on request  
Trans level: FL60 Trans alt: 4640' (4272')

(QFE)

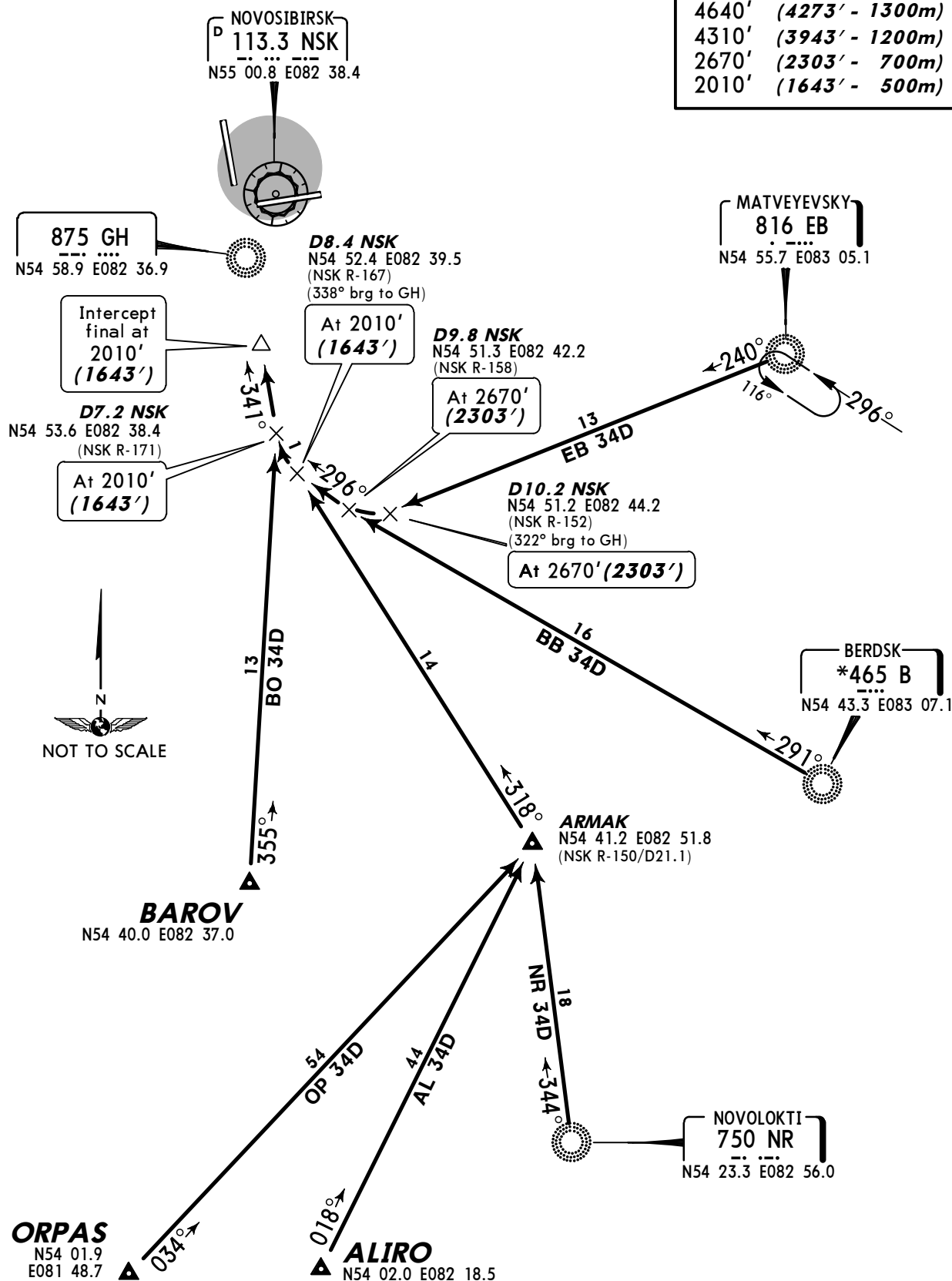
PG 34D  
RWY 34 ARRIVAL

ATIS  
131.3 (Russian 127.4)Apt Elev  
368'Alt Set: MM (hPa on request) QNH on request  
Trans level: FL60 Trans alt: 4640' (4273')

(QFE)

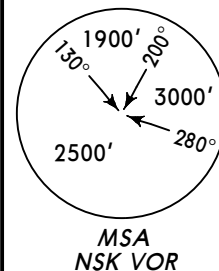
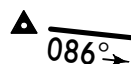
AL 34D, BB 34D, BO 34D  
EB 34D, NR 34D, OP 34D  
RWY 34 ARRIVALSMSA  
NSK VORDo not overfly central part  
of city below 4310' (3943').ALT/HEIGHT CONVERSION  
QNH (QFE)

|       |                 |
|-------|-----------------|
| 4640' | (4273' - 1300m) |
| 4310' | (3943' - 1200m) |
| 2670' | (2303' - 700m)  |
| 2010' | (1643' - 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' (4273')

(QFE)

GL 34D  
RWY 34 ARRIVALDo not overfly central part  
of city below 4310' (3943').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'

(1643')

D7.2 NSK

N54 53.6 E082 38.4  
(NSK R-171)

At 2010' (1643')

D8.4 NSK

N54 52.4 E082 39.5  
(338° brg to GH)

At 2010' (1643')

N54 58.9 E082 42.9

D9.3 NSK

N54 52.5  
E082 45.5

(313° brg to GH)

At 2670'  
(2303')

## ALT/HEIGHT CONVERSION

QNH (QFE)

4640' (4273' - 1300m)

4310' (3943' - 1200m)

2670' (2303' - 700m)

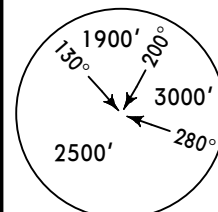
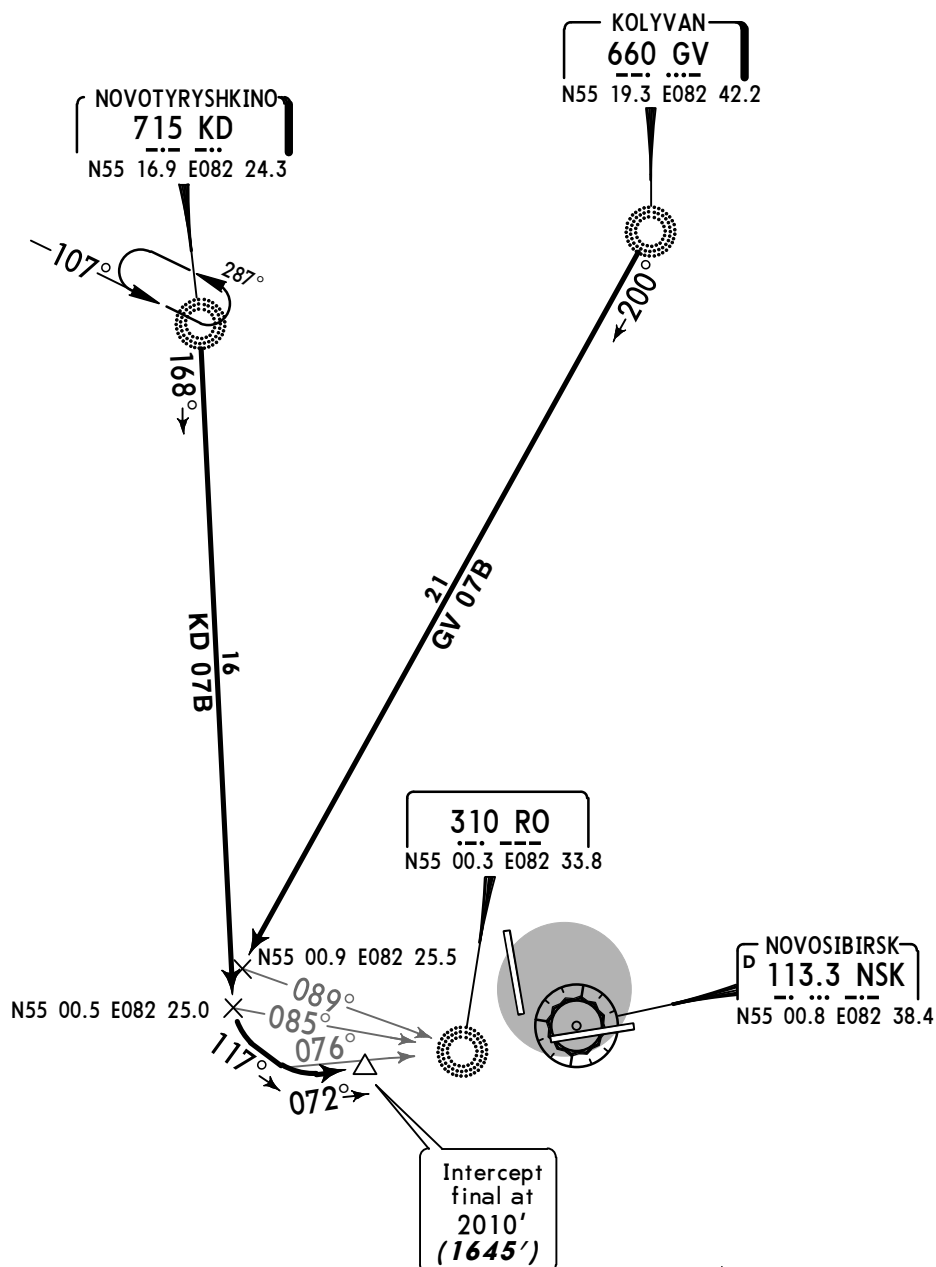
2010' (1643' - 500m)

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)

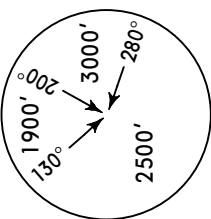
GV 07B, KD 07B  
RWY 07 ARRIVALS

CAT A &amp; B

MSA  
NSK VORALT/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)

MSA  
NSK VORLK 07B, PG 07B  
RWY 07 ARRIVALS

CAT A &amp; B

**LOKPI**  
N55 16.2 E083 11.7

**TOGNA**  
N55 11.4 E084 22.8

**NATIR**  
N55 11.8 E084 41.8

41

268°

260°

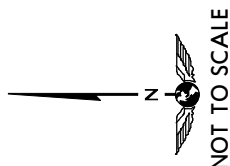
11

**ZAYELTSOVSKIY**  
860 PG  
N55 04.7 E082 53.6

LK 07B  
30PG 07B  
12

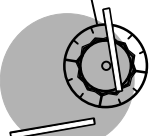
**NOVOSIBIRSK**  
113.3 NSK  
N55 00.8 E082 38.4

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



N55 01.8 E082 33.3

N55 01.1 E082 26.2



**310 RO**  
N55 00.3 E082 33.8

Intercept  
final at  
2010'  
(1645')

162°

252°

093°

076°

072°

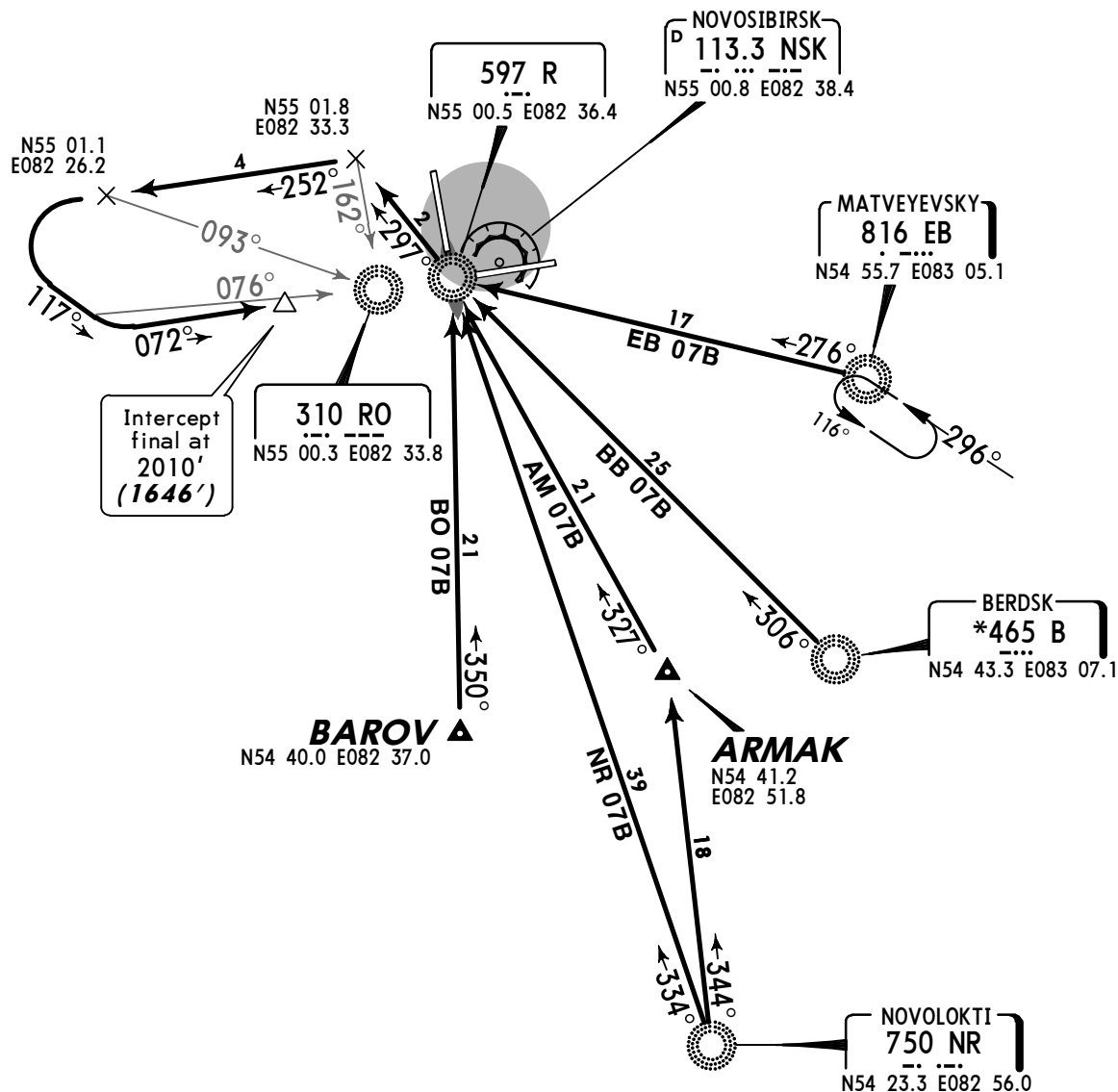
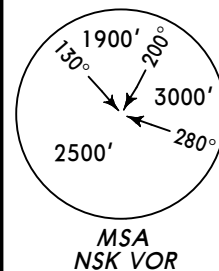
117°

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)

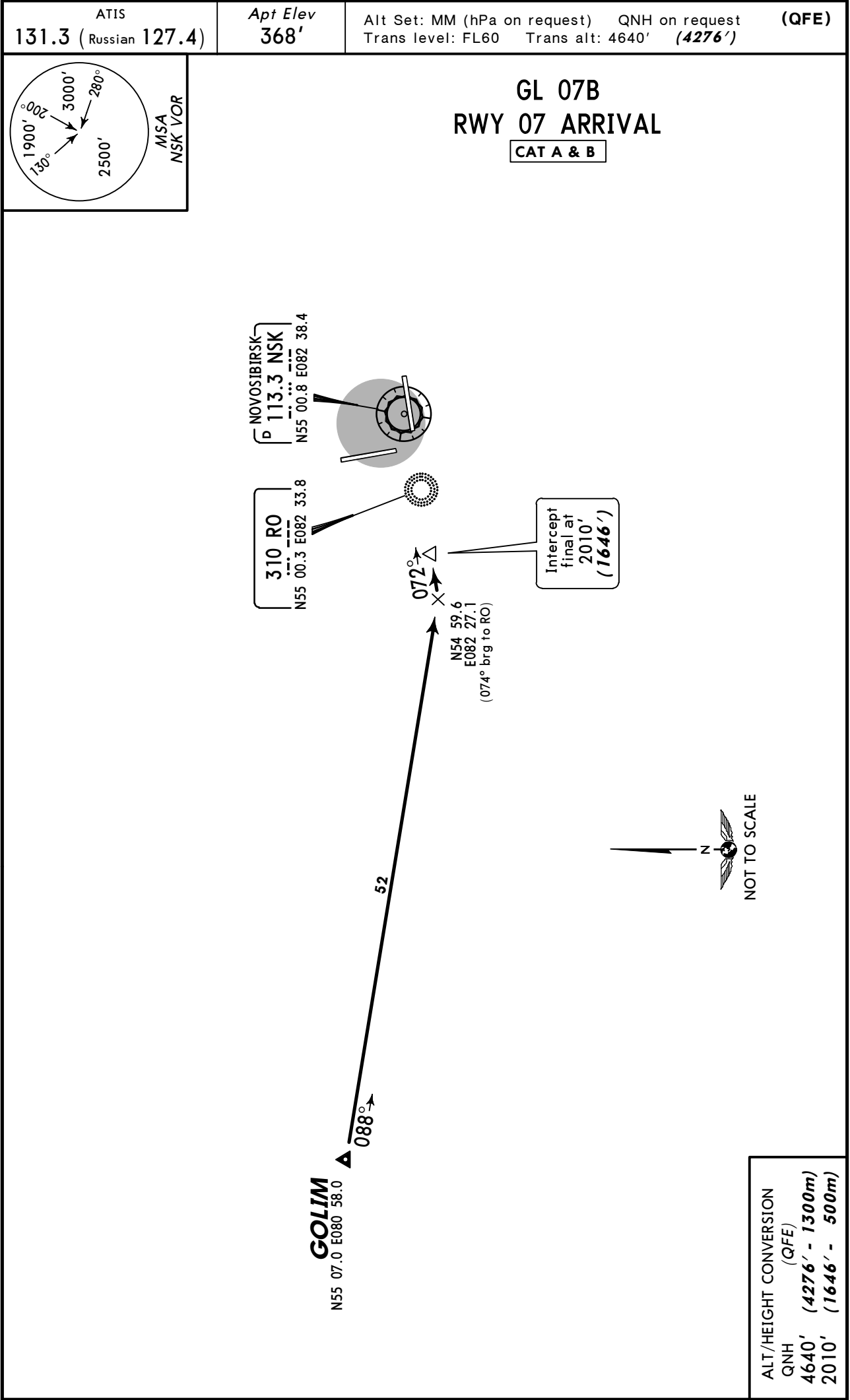
AM 07B, BB 07B, BO 07B, EB 07B, NR 07B  
RWY 07 ARRIVALS

CAT A &amp; B



ALT/HEIGHT CONVERSION  
QNH (QFE)  
4640' (4276' - 1300m)  
2010' (1646' - 500m)



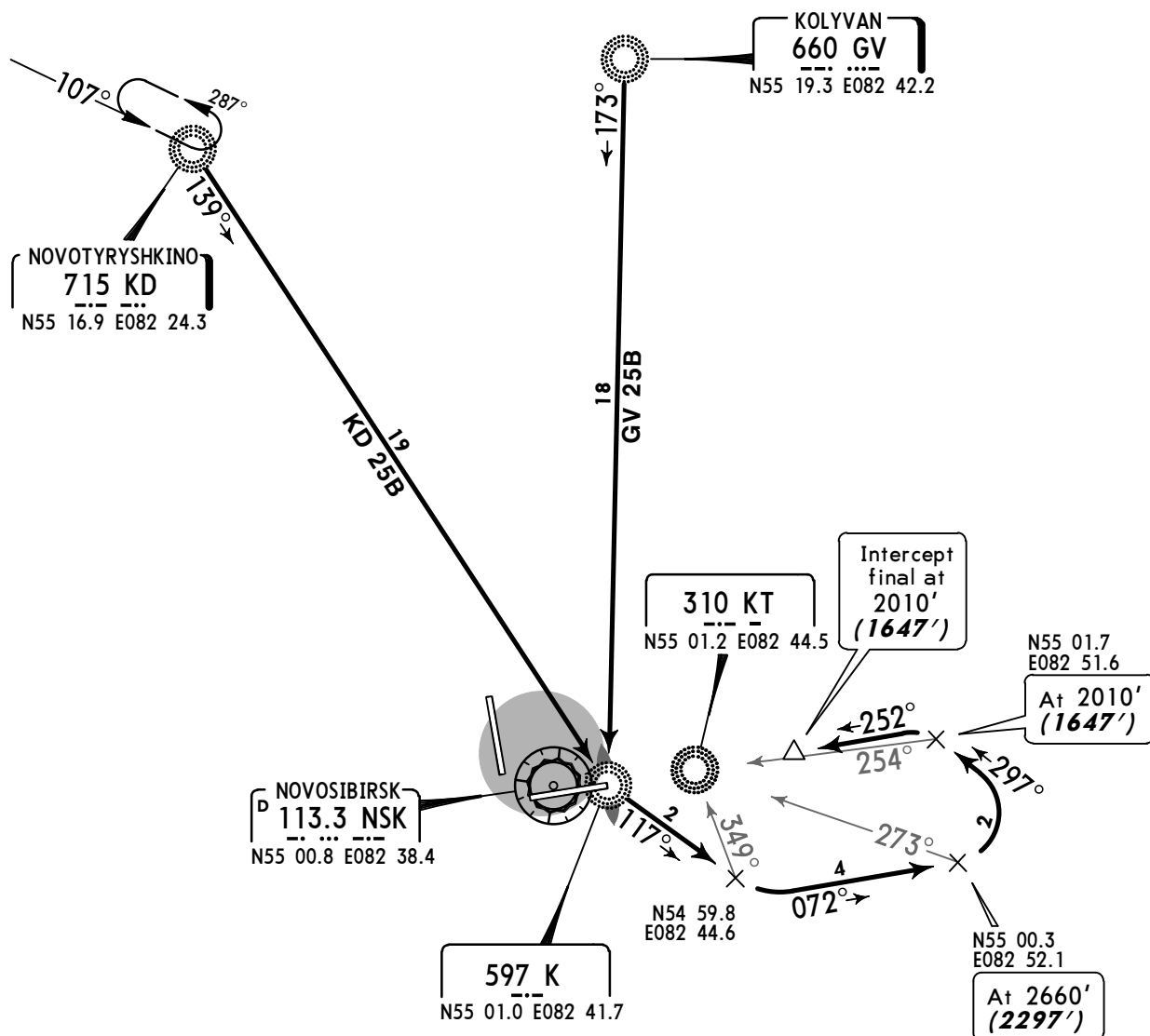
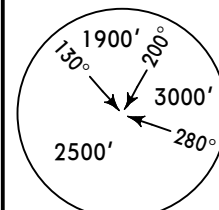


ATIS  
131.3 (Russian 127.4)Apt Elev  
368'Alt Set: MM (hPa on request) QNH on request  
Trans level: FL60 Trans alt: 4640' (4277')

(QFE)

GV 25B, KD 25B  
RWY 25 ARRIVALS

CAT A &amp; B

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)  |

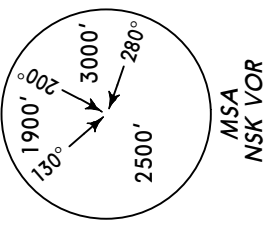


ATIS  
131.3 (Russian 127.4)

Apt Elev  
368'

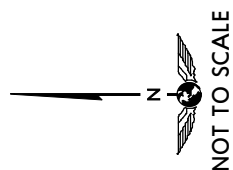
Alt Set: MM (hPa on request) QNH on request  
Trans level: FL60 Trans alt: 4640' (4277')

(QFE)



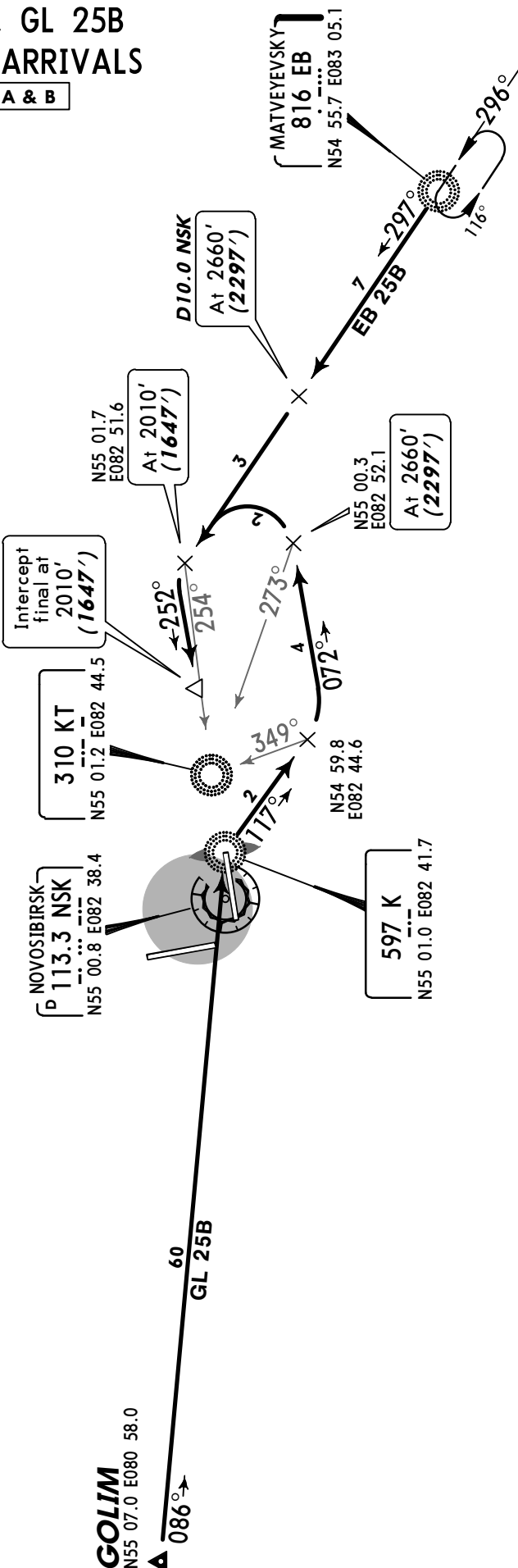
EB 25B, GL 25B  
RWY 25 ARRIVALS

CAT A & B



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

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

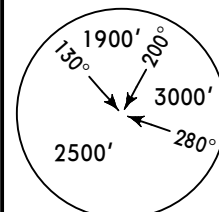
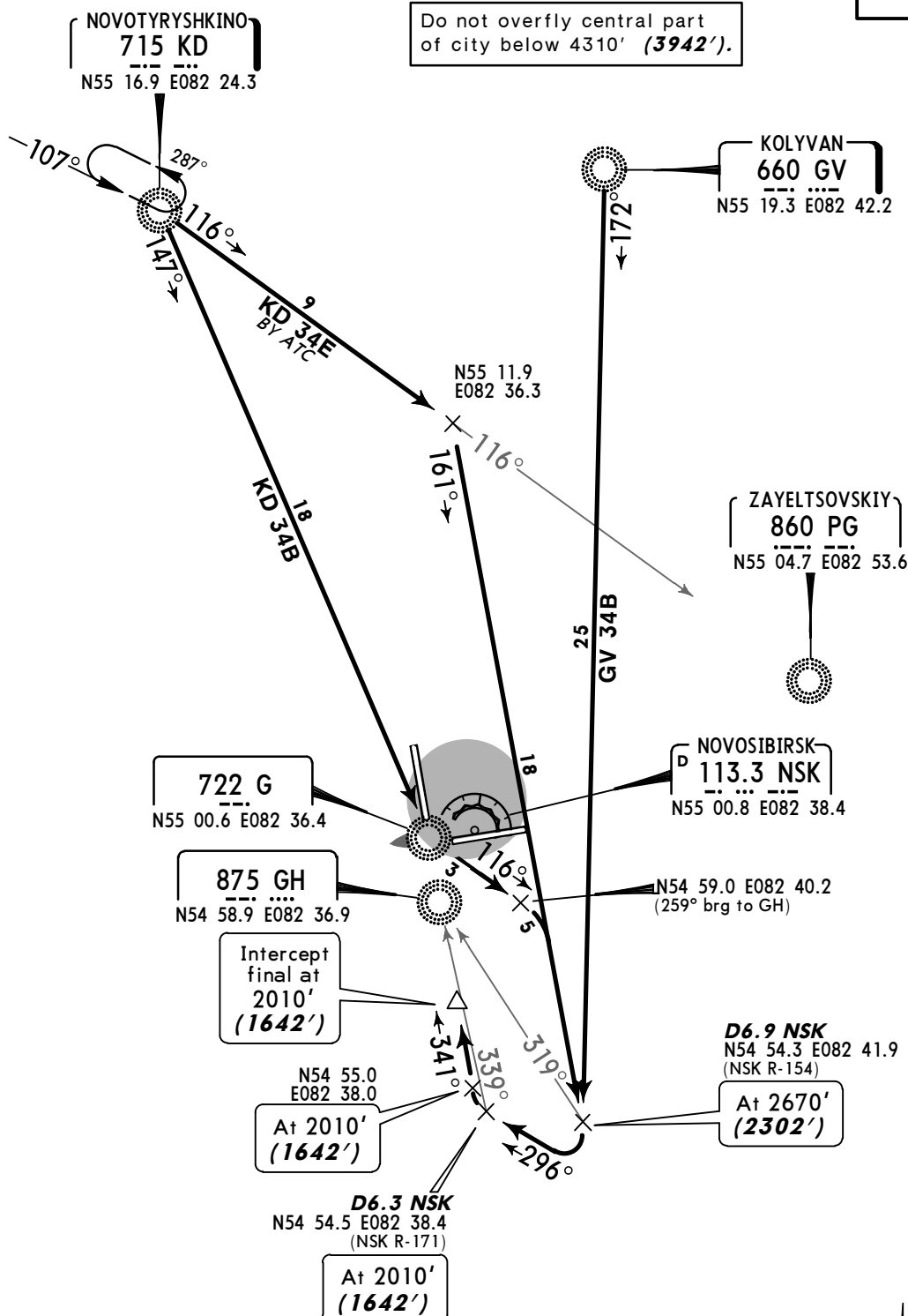


ATIS  
131.3 (Russian 127.4)Apt Elev  
368'Alt Set: MM (hPa on request) QNH on request  
Trans level: FL60 Trans alt: 4640' (4272')

(QFE)

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

CAT A &amp; B

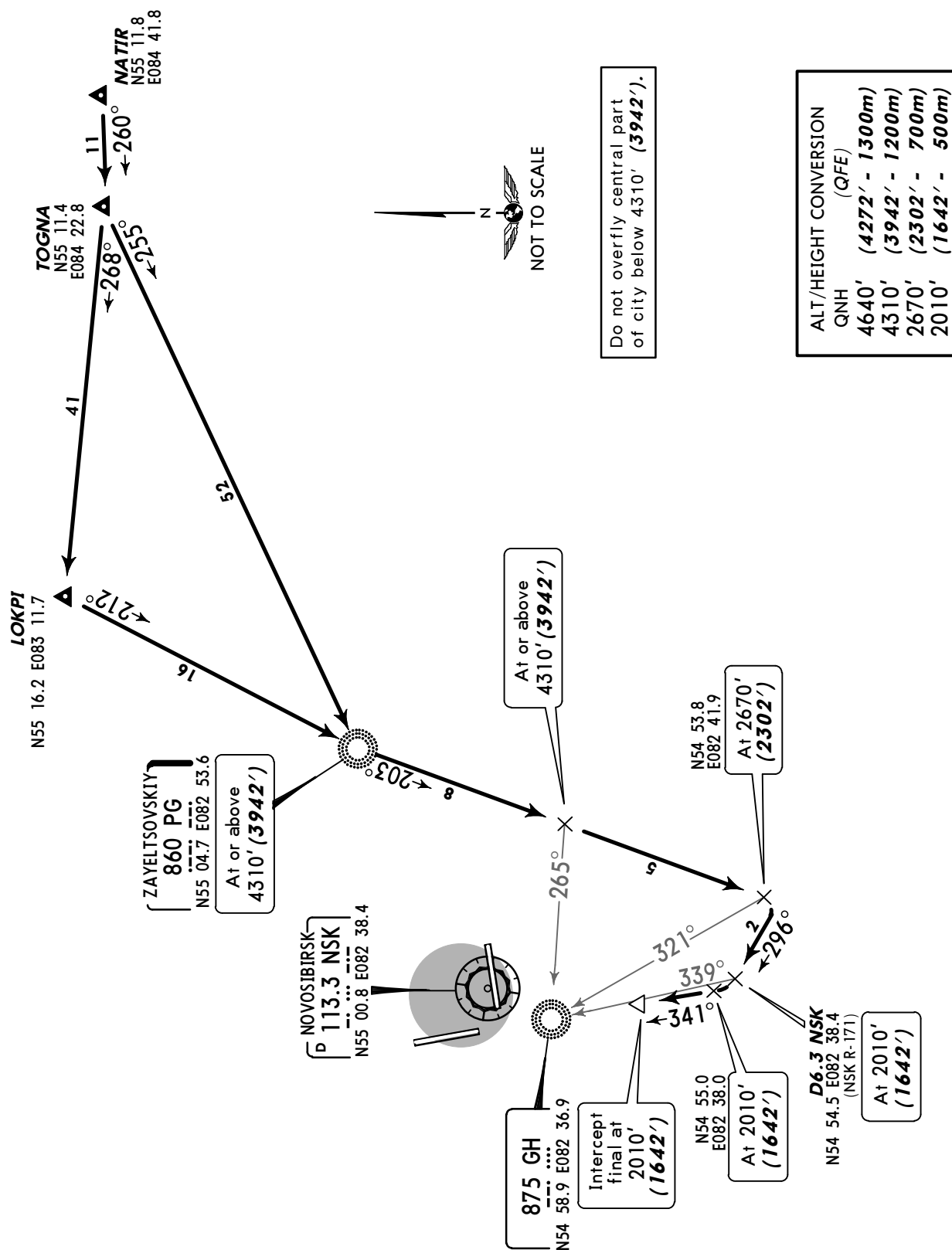
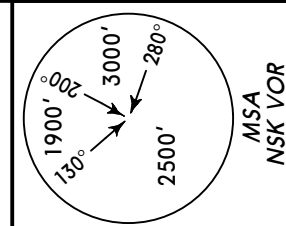
MSA  
NSK VORDo not overfly central part  
of city below 4310' (3942').

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



NOT TO SCALE

**(QFE)**

**CAT A & B**

**(QFE)**

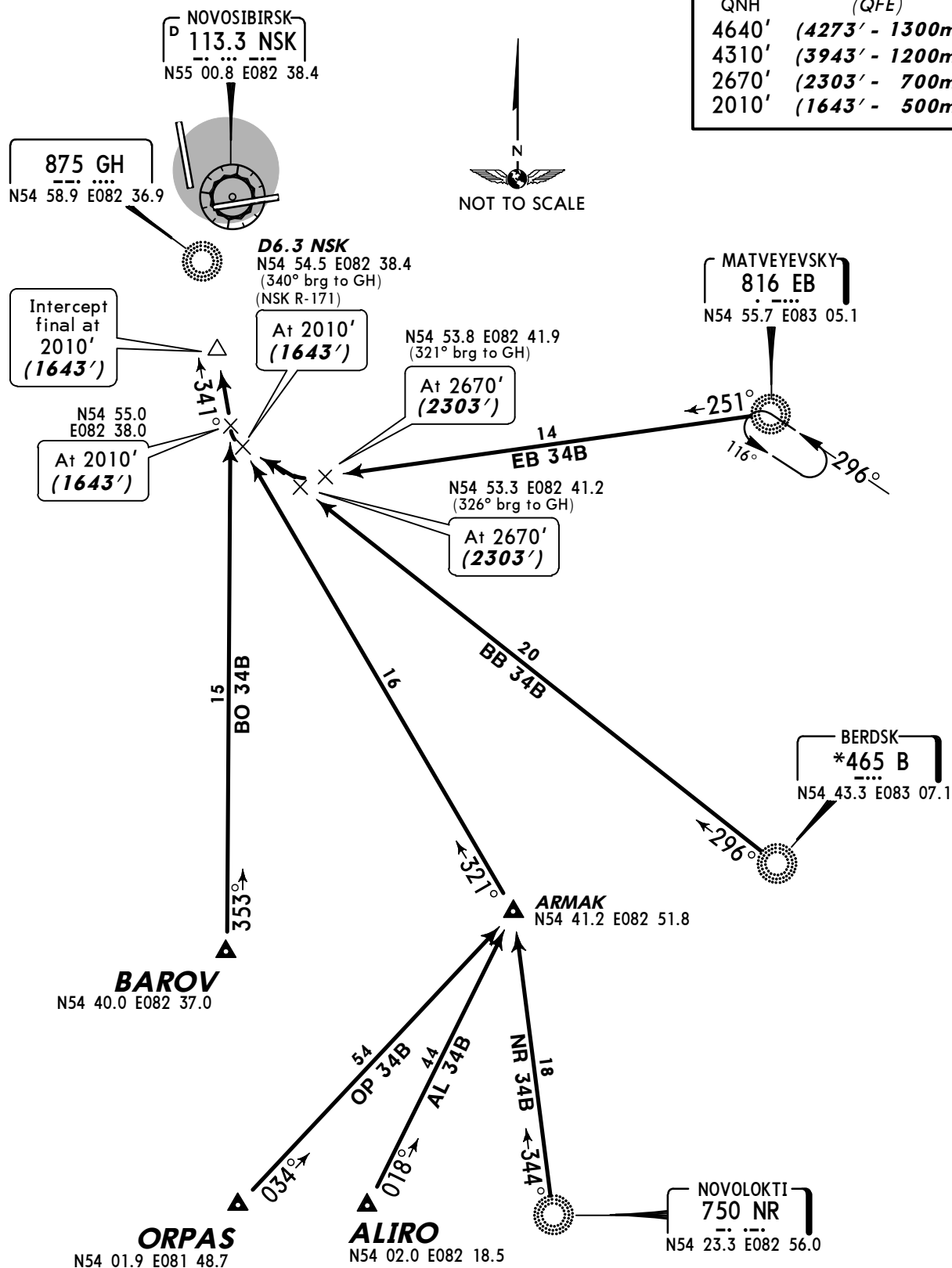
**CAT A & B**

A diagram of a circular sector. Three radii are drawn from the center to the circumference, labeled 1900', 2500', and 3000'. The central angles between these radii are labeled 130°, 200°, and 280°.

MSA  
NSK VOR

**ALT/HEIGHT CONVERSION**  
QNH (QFE)

|       |                 |
|-------|-----------------|
| 4640' | (4273' - 1300m) |
| 4310' | (3943' - 1200m) |
| 2670' | (2303' - 700m)  |
| 2010' | (1643' - 500m)  |

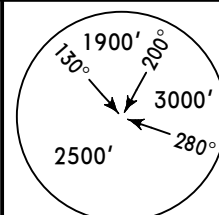


ATIS  
131.3 (Russian 127.4)Apt Elev  
368'Alt Set: MM (hPa on request) QNH on request  
Trans level: FL60 Trans alt: 4640' (4273')

(QFE)

GL 34B  
RWY 34 ARRIVAL

CAT A &amp; B

Do not overfly central part  
of city below 4310' (3943').MSA  
NSK VOR**GOLIM**N55 07.0  
E080 58.0086°  
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'  
(1643')N54 55.0  
E082 38.0At 2010'  
(1643')

D6.3 NSK

N54 54.5 E082 38.5  
(NSK R-171)At 2010'  
(1643')N54 59.0 E082 40.2  
(259° brg to GH)

D6.9 NSK

N54 54.3  
E082 41.9  
(NSK R-154)At 2670'  
(2303')

## ALT/HEIGHT CONVERSION

QNH (QFE)

4640' (4273' - 1300m)

4310' (3943' - 1200m)

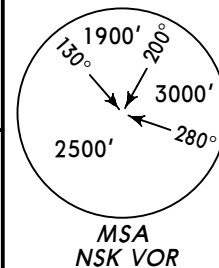
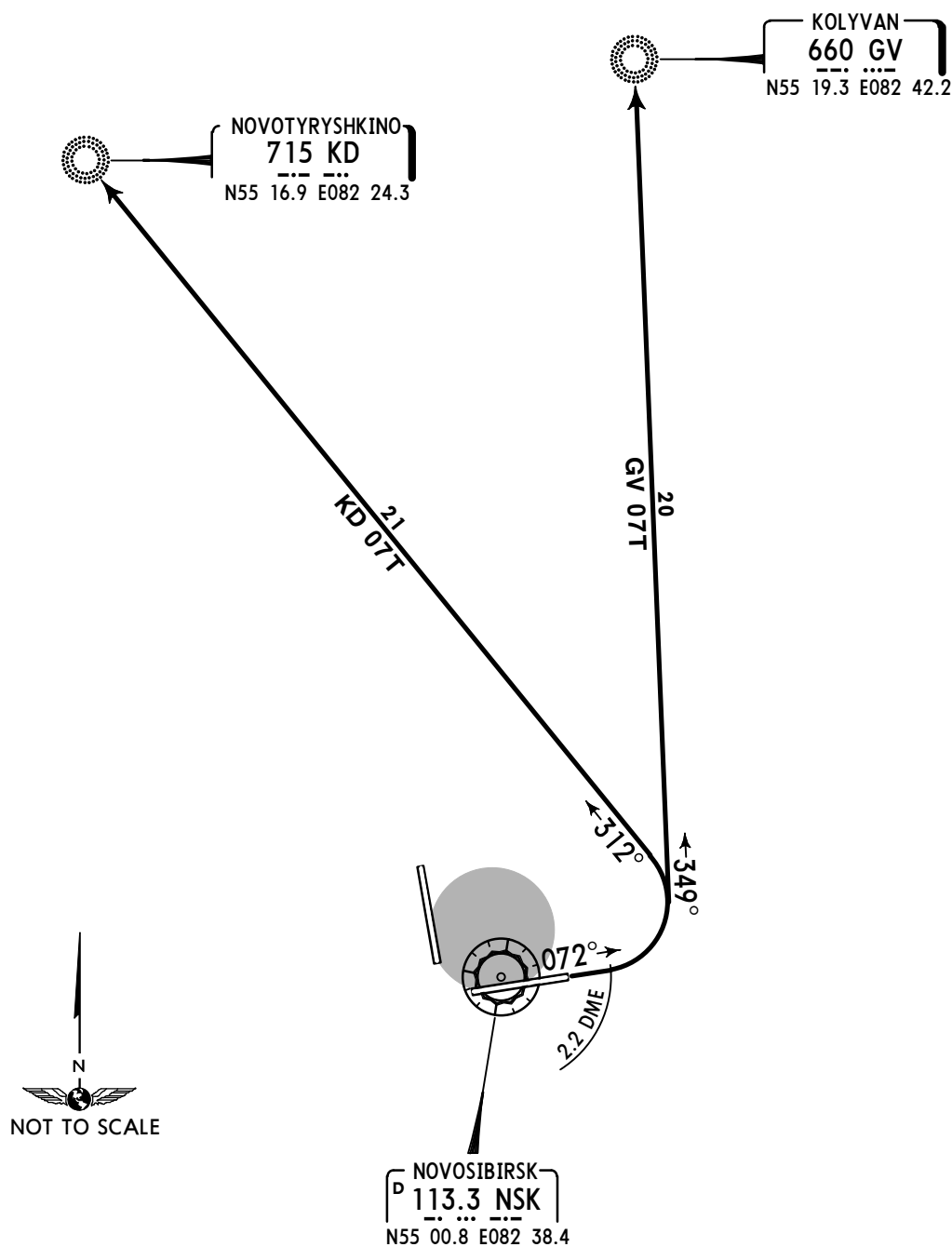
2670' (2303' - 700m)

2010' (1643' - 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').

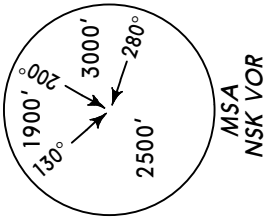
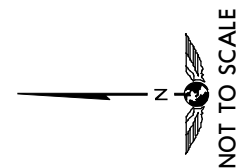
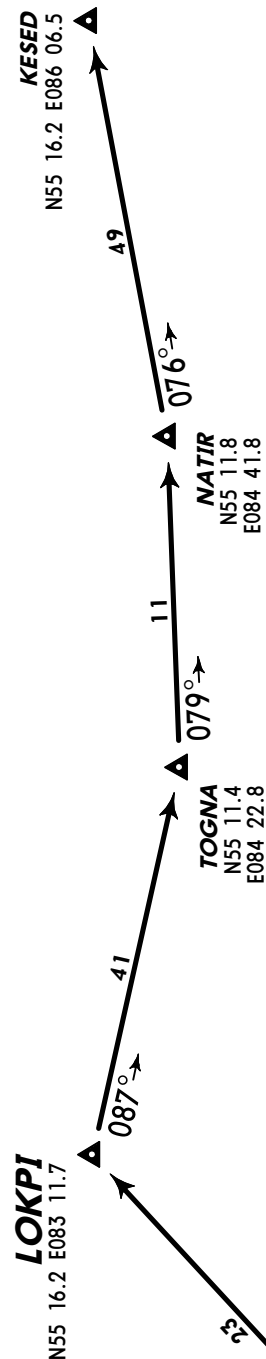
ALT/HEIGHT CONVERSION  
QNH (QFE)  
4310' (3945' - 1200m)  
4640' (4275' - 1300m)

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.

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

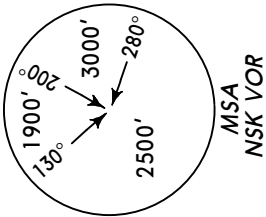
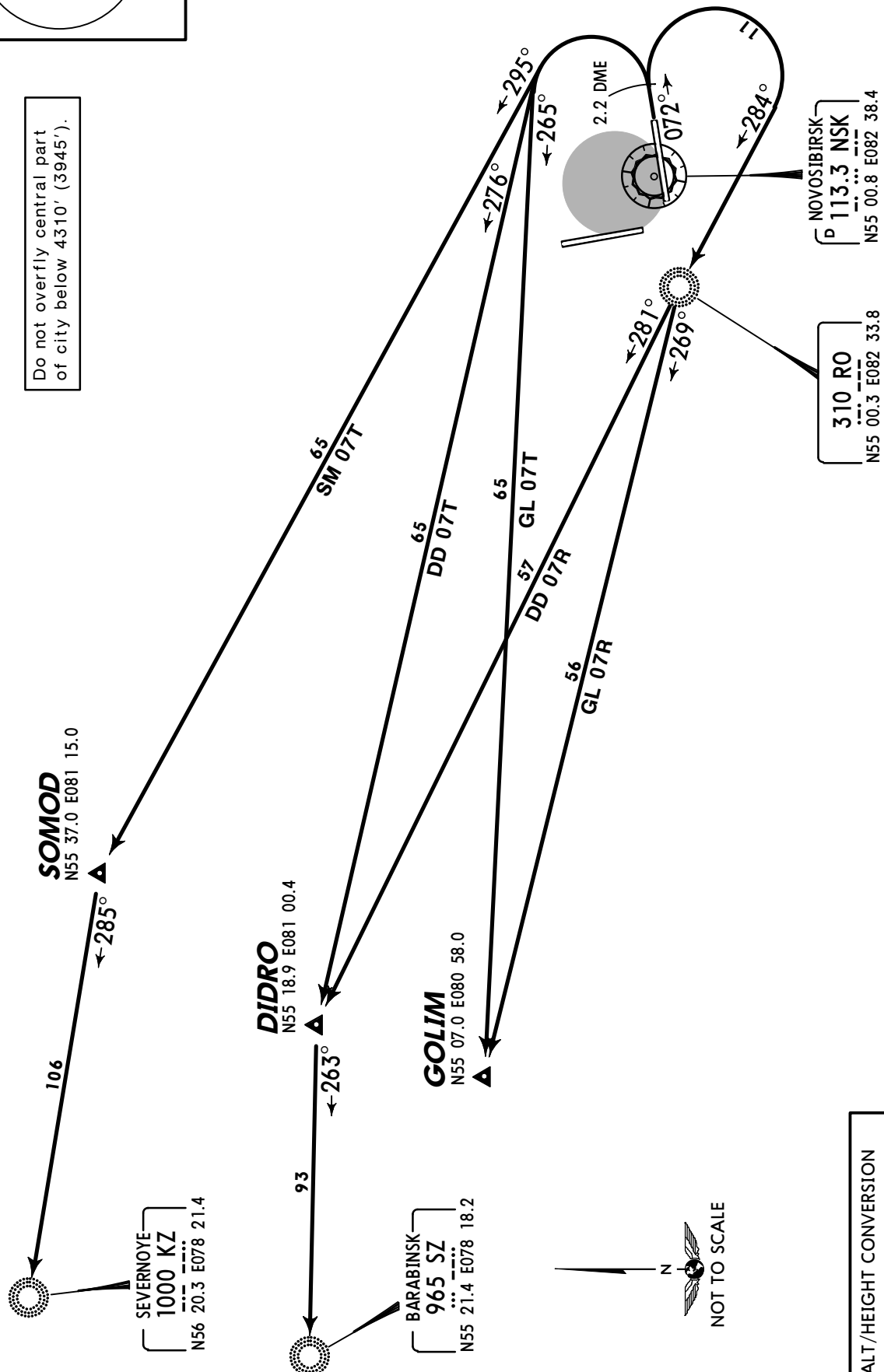
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Apt Elev  
368'

QNH on request (QFE)

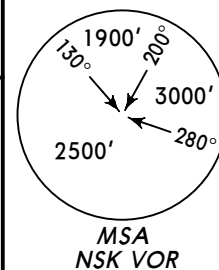
Trans level: FL60 Trans alt: 4640' (4275')

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)

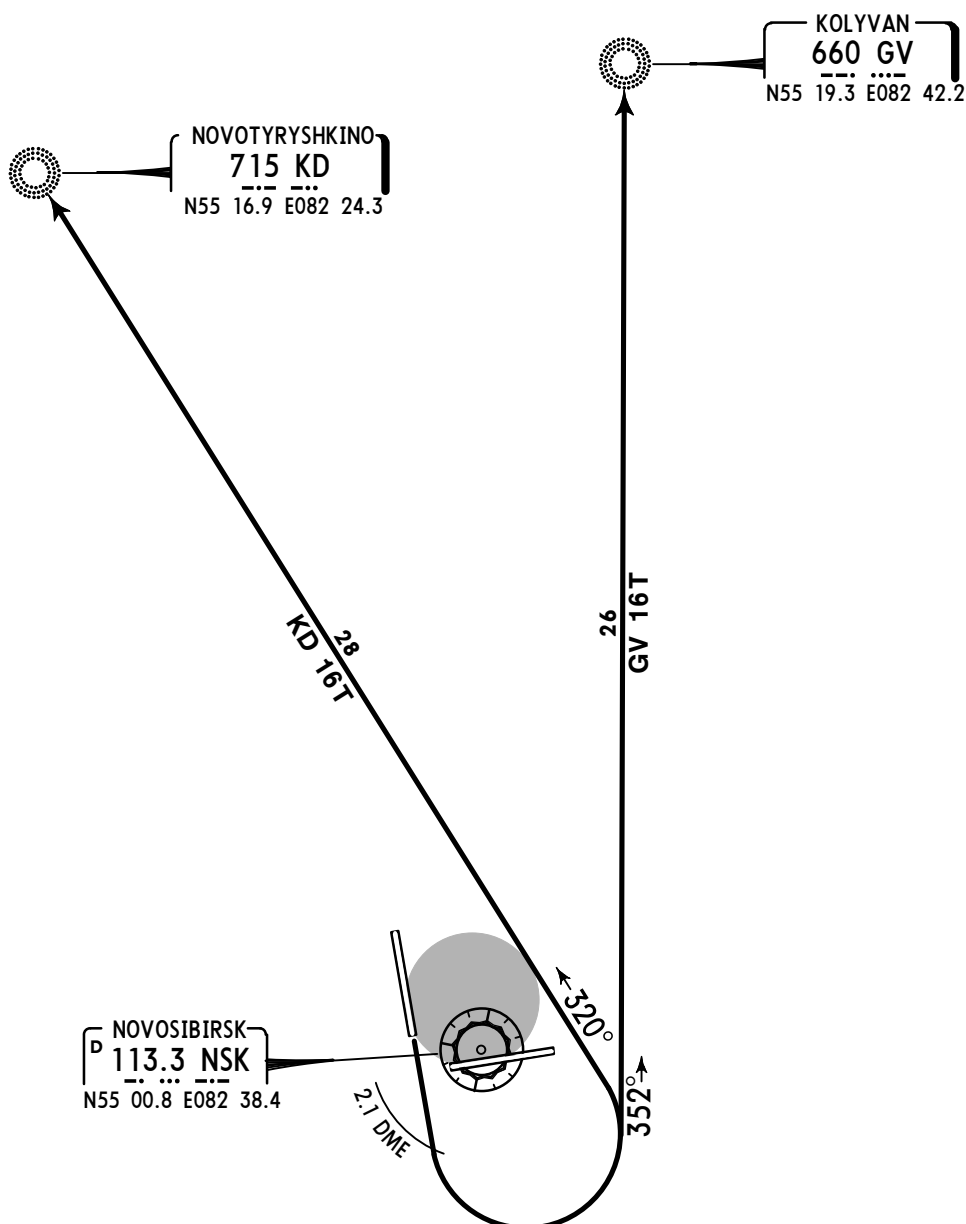
Apt Elev  
368'

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



# GV 16T, KD 16T RWY 16 DEPARTURES

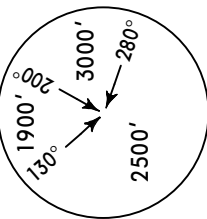
Do not overfly central part  
of city below 4300' (3938').



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

Apt Elev  
368'

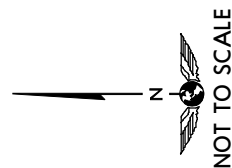
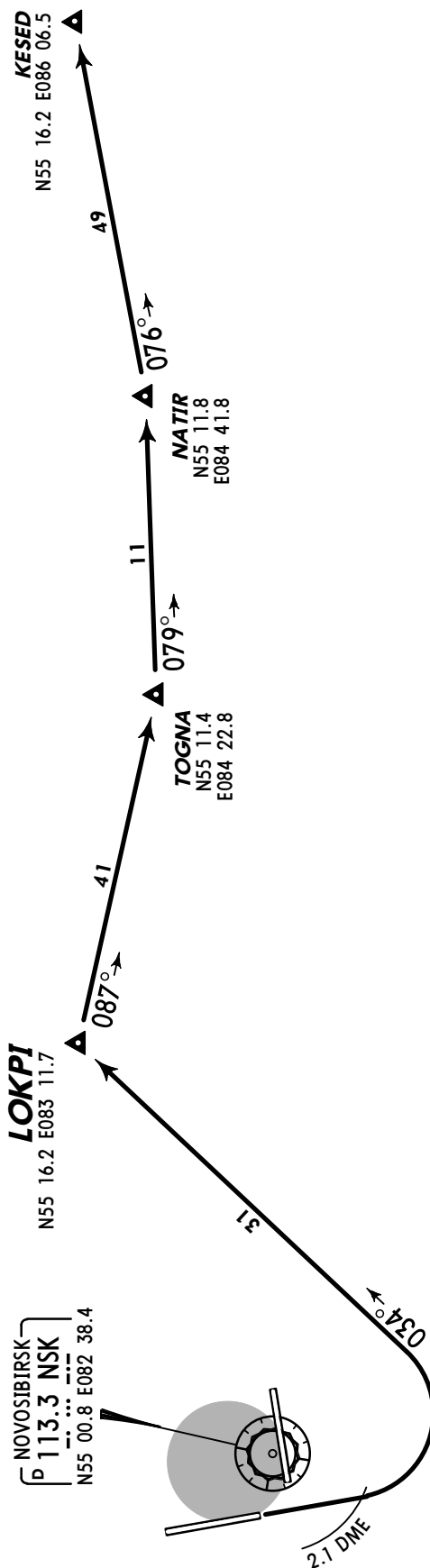
QNH on request (QFE)  
Trans level: FL60 Trans alt: 4640' (4278')



MSA  
NSK VOR

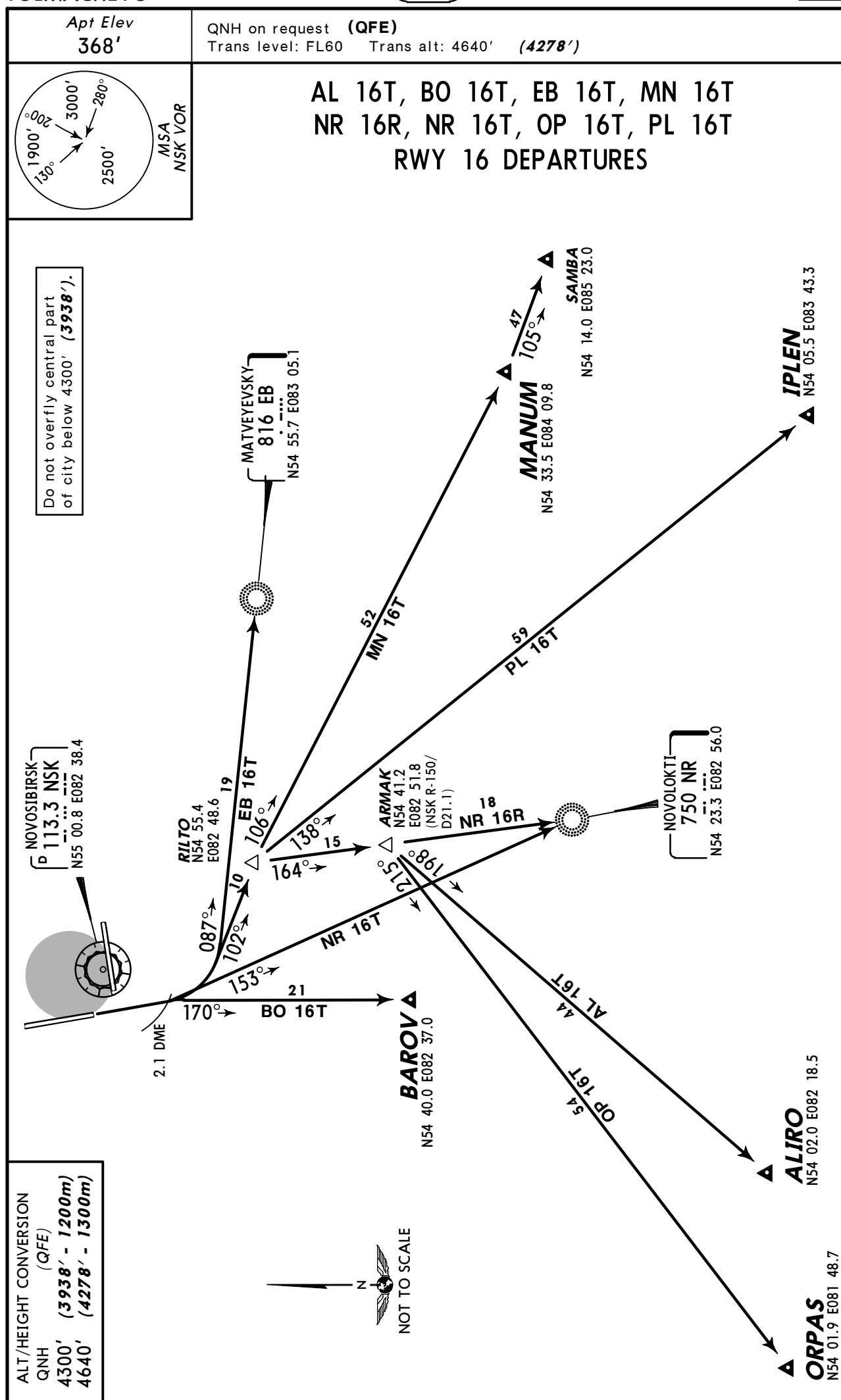
# LK 16T RWY 16 DEPARTURE

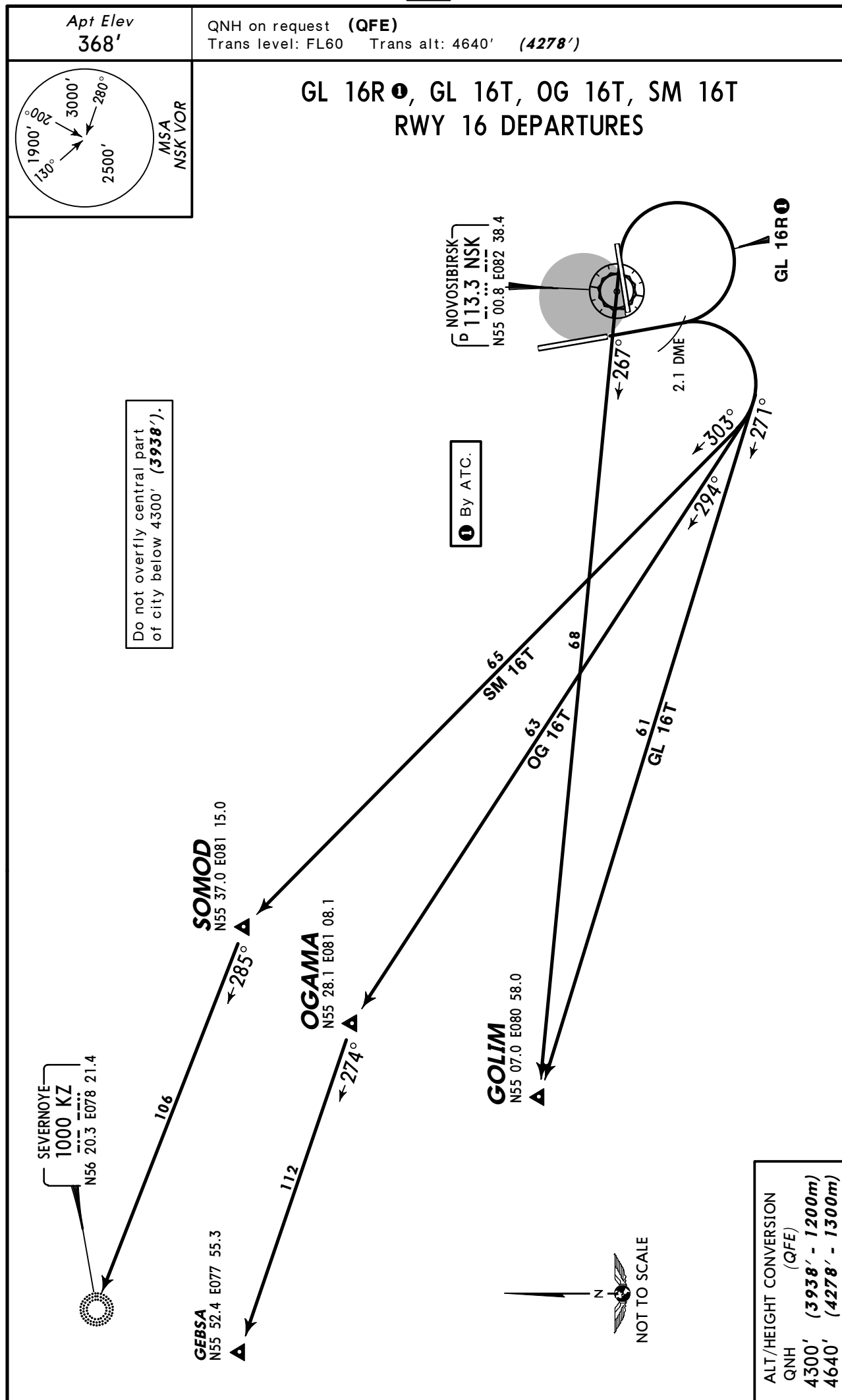
Do not overfly central part  
of city below 4300' (3938').



NOVOSIBIRSK  
D 113.3 NSK  
N55 00.8 E082 38.4

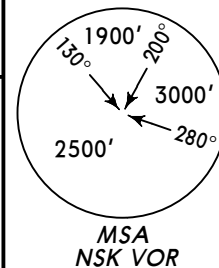
ALT/HEIGHT CONVERSION  
QNH (QFE)  
4300' (3938' - 1200m)  
4640' (4278' - 1300m)





Apt Elev  
368'

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



GV 25T, KD 25T, KG 25T  
RWY 25 DEPARTURES

Do 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

NOVOTYRYSKINO  
715 KD  
N55 16.9 E082 24.3



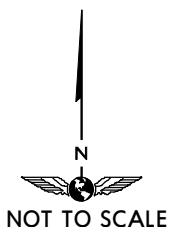
KOLYVAN  
660 GV  
N55 19.3 E082 42.2



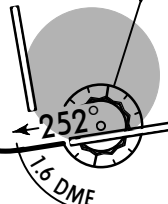
KG 25T  
60

KD 25T  
19

GV 25T  
22



NOVOSIBIRSK  
113.3 NSK  
N55 00.8 E082 38.4

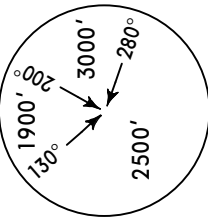
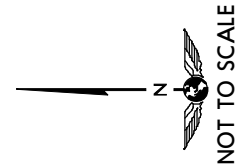
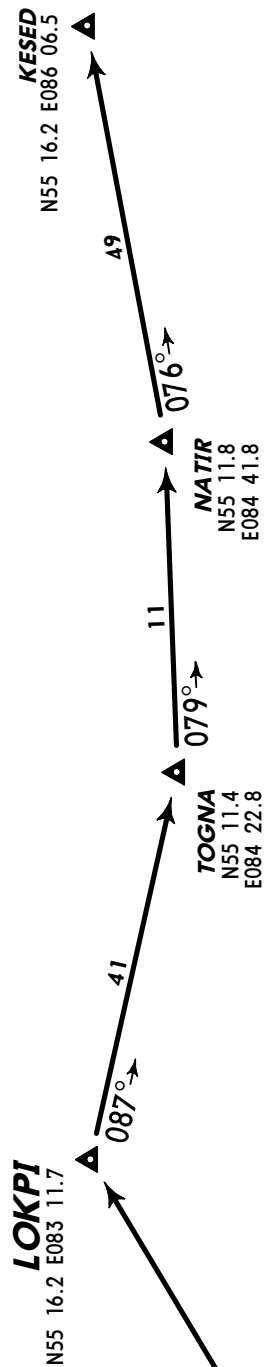


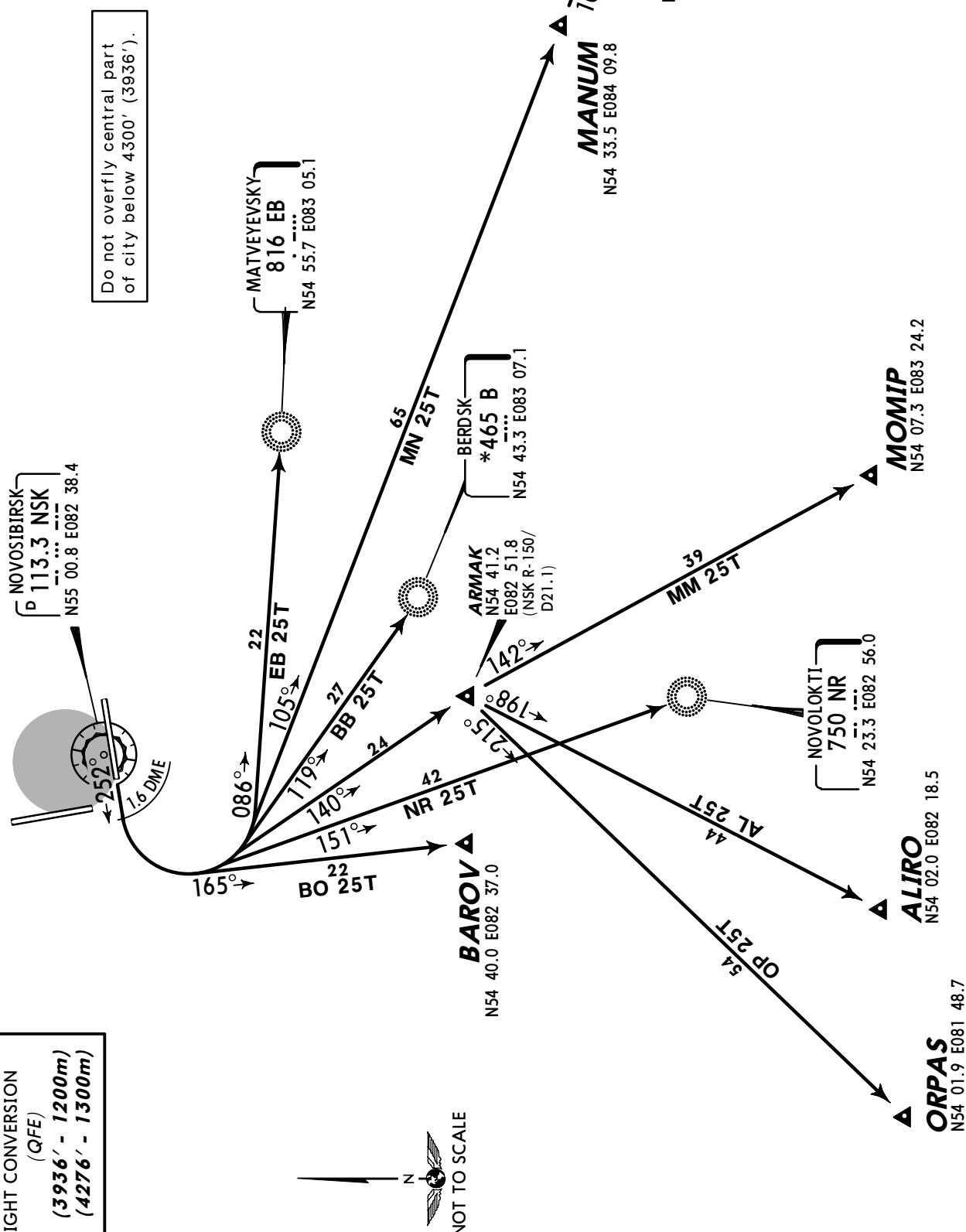
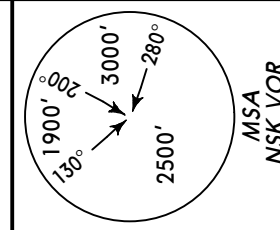
ALT/HEIGHT CONVERSION  
QNH (QFE)  
4300' (3937' - 1200m)  
4640' (4277' - 1300m)

Apt Elev  
368'

QNH on request (QFE)

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

MSA  
NSK VORDo not overfly central part  
of city below 4300' (3937').LK 25T, PG 25T  
RWY 25 DEPARTURESALT/HEIGHT CONVERSION  
QNH (QFE)4300' (3937' - 1200m)  
4640' (4277' - 1300m)ZAYELTSOVSKIY  
860 PG  
N55 04.7 E082 53.6At or above  
4300' (3937')NOVOSIBIRSK  
113.3 NSK  
N55 00.8 E082 38.4

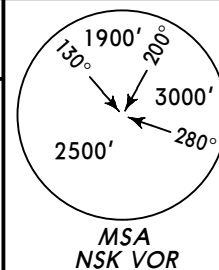
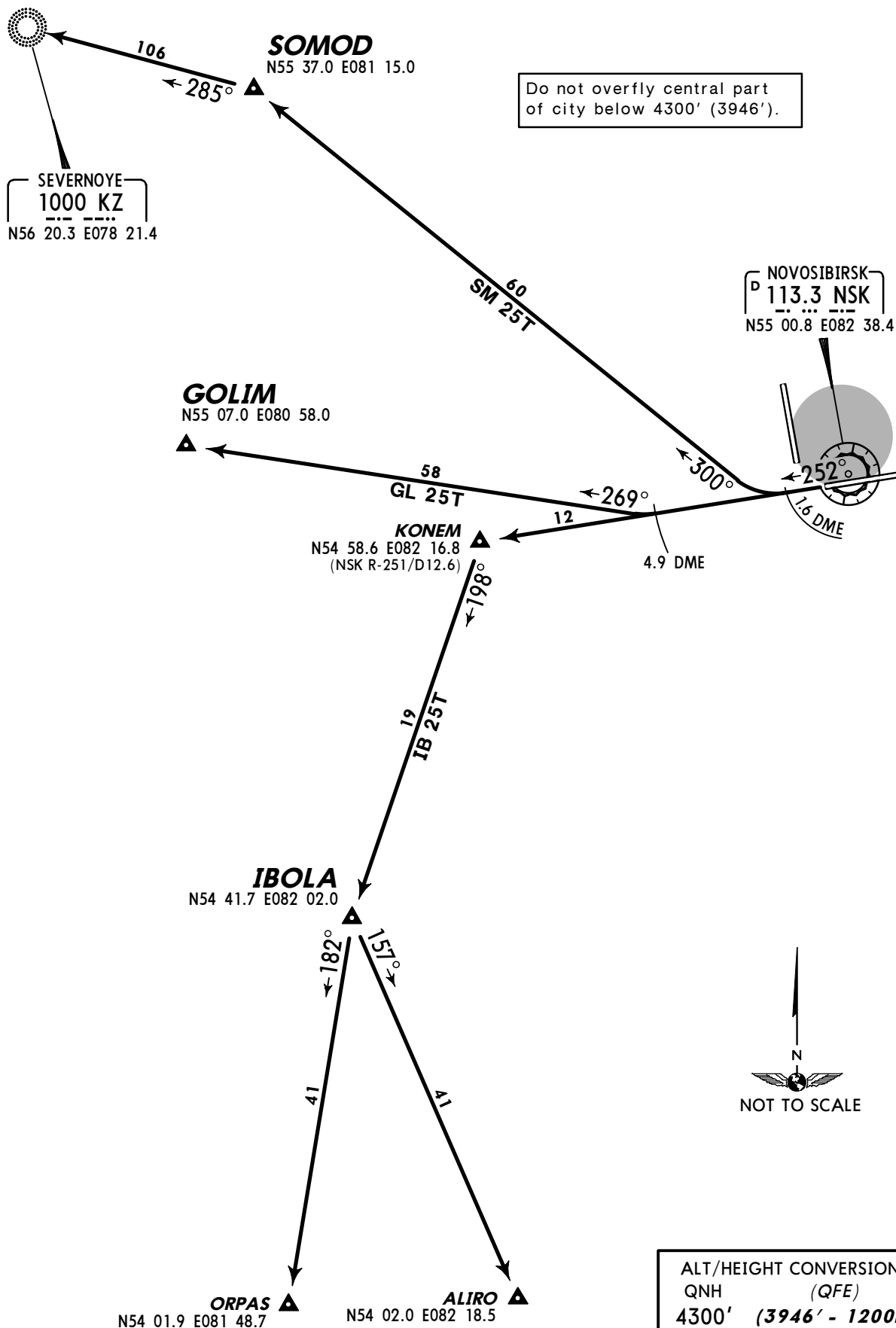
Apt Elev  
368'QNH on request (QFE)  
Trans level: FL60 Trans alt: 4640' (4276')AL 25T, BB 25T, BO 25T, EB 25T  
MM 25T, MN 25T, NR 25T, OP 25T  
RWY 25 DEPARTURES

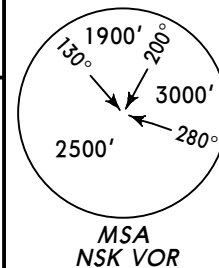
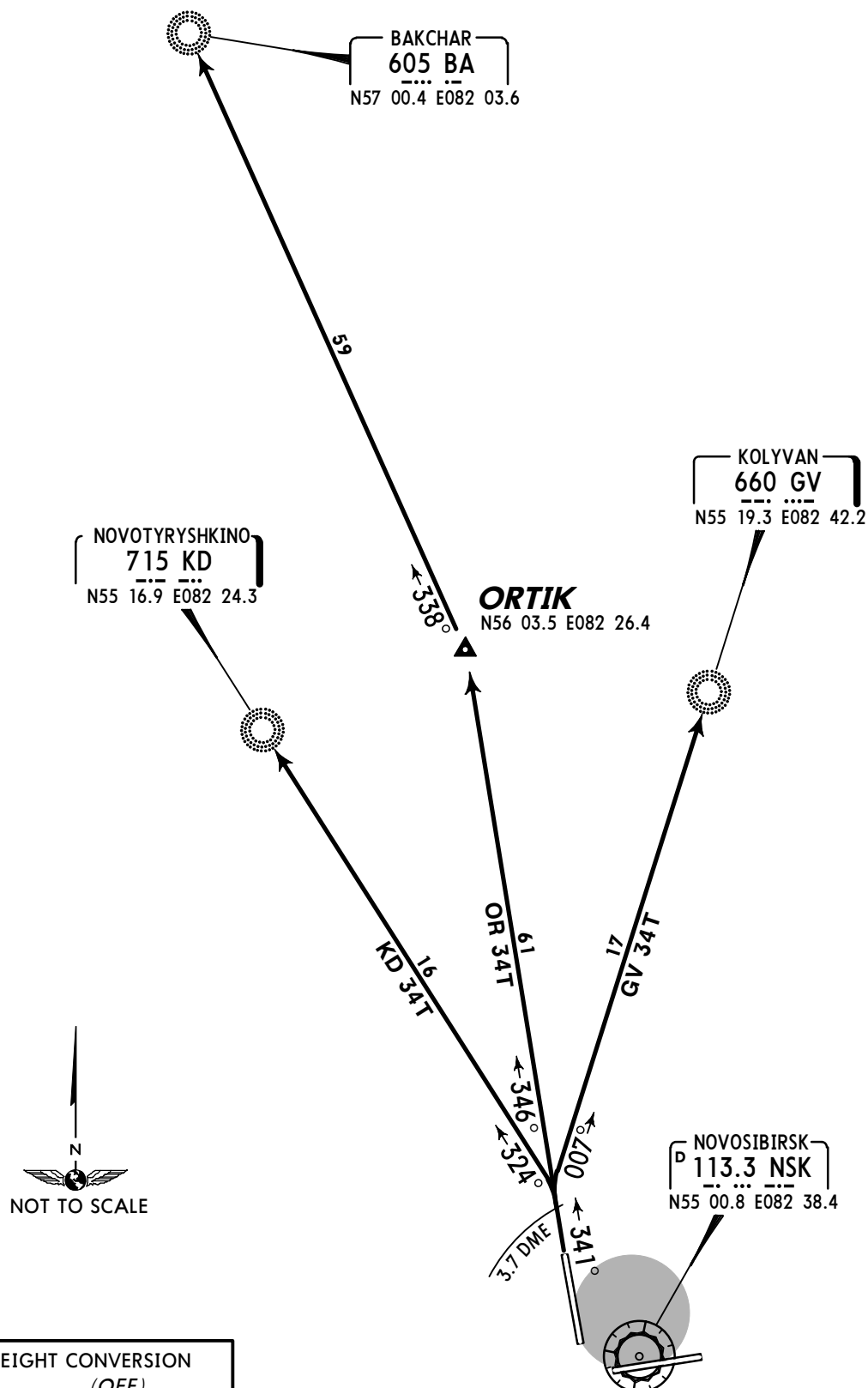
ALT/HEIGHT CONVERSION

QNH (QFE)

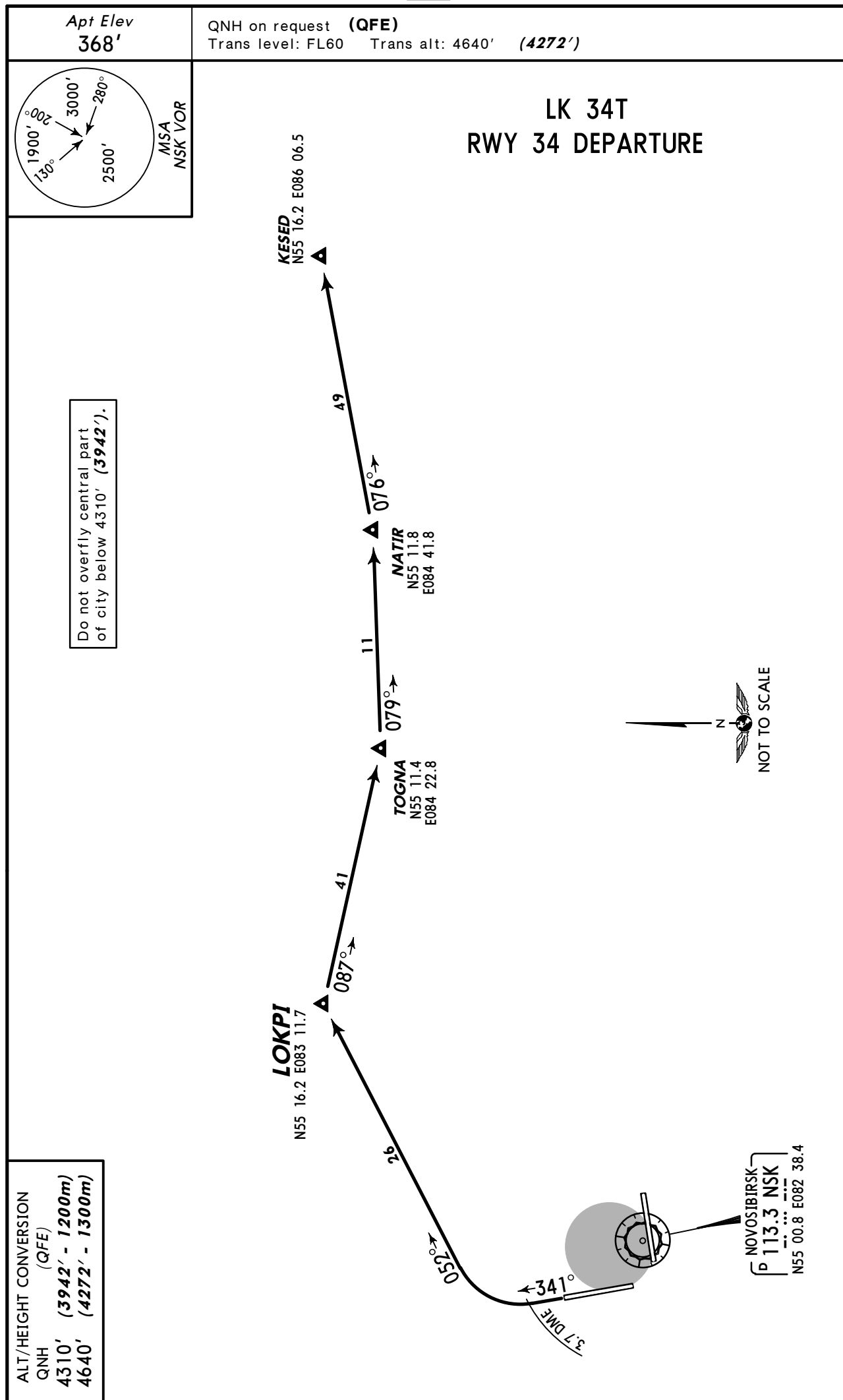
4300' (3936' - 1200m)

4640' (4276' - 1300m)

Apt Elev  
368'QNH on request (QFE)  
Trans level: FL60 Trans alt: 4640' (4276')GL 25T, IB 25T, SM 25T  
RWY 25 DEPARTURES

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)

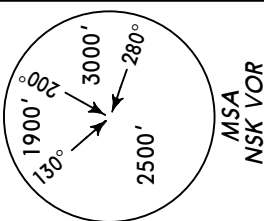
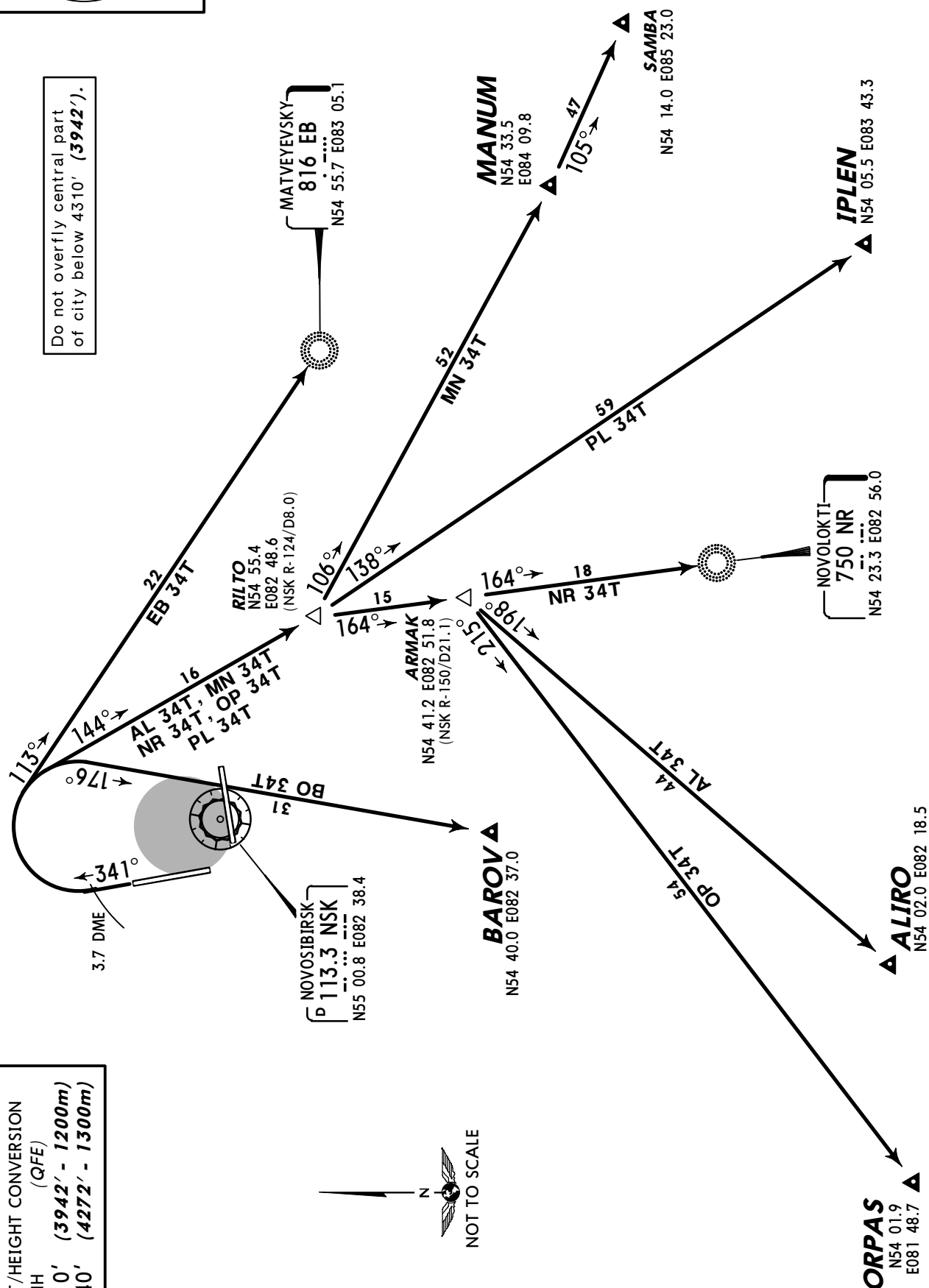


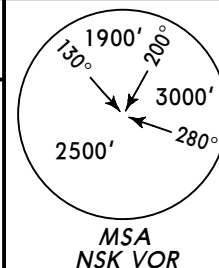
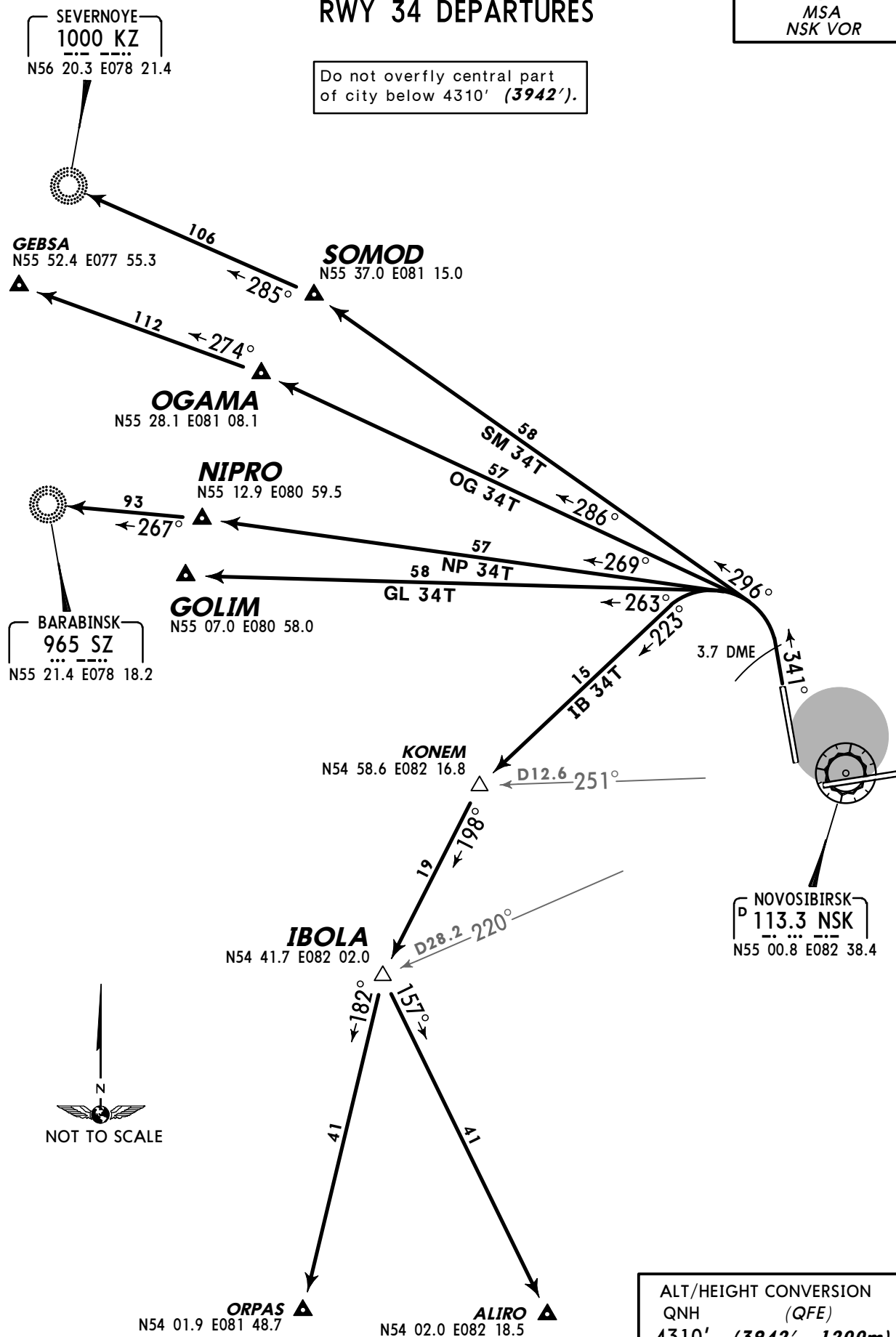
ALT/HEIGHT CONVERSION  
(QFE)  
4310' (3942' - 1200m)  
4640' (4272' - 1300m)

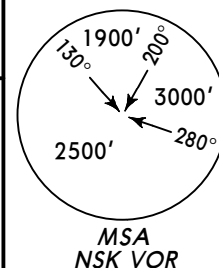
Apt Elev  
368'

QNH on request (QFE)

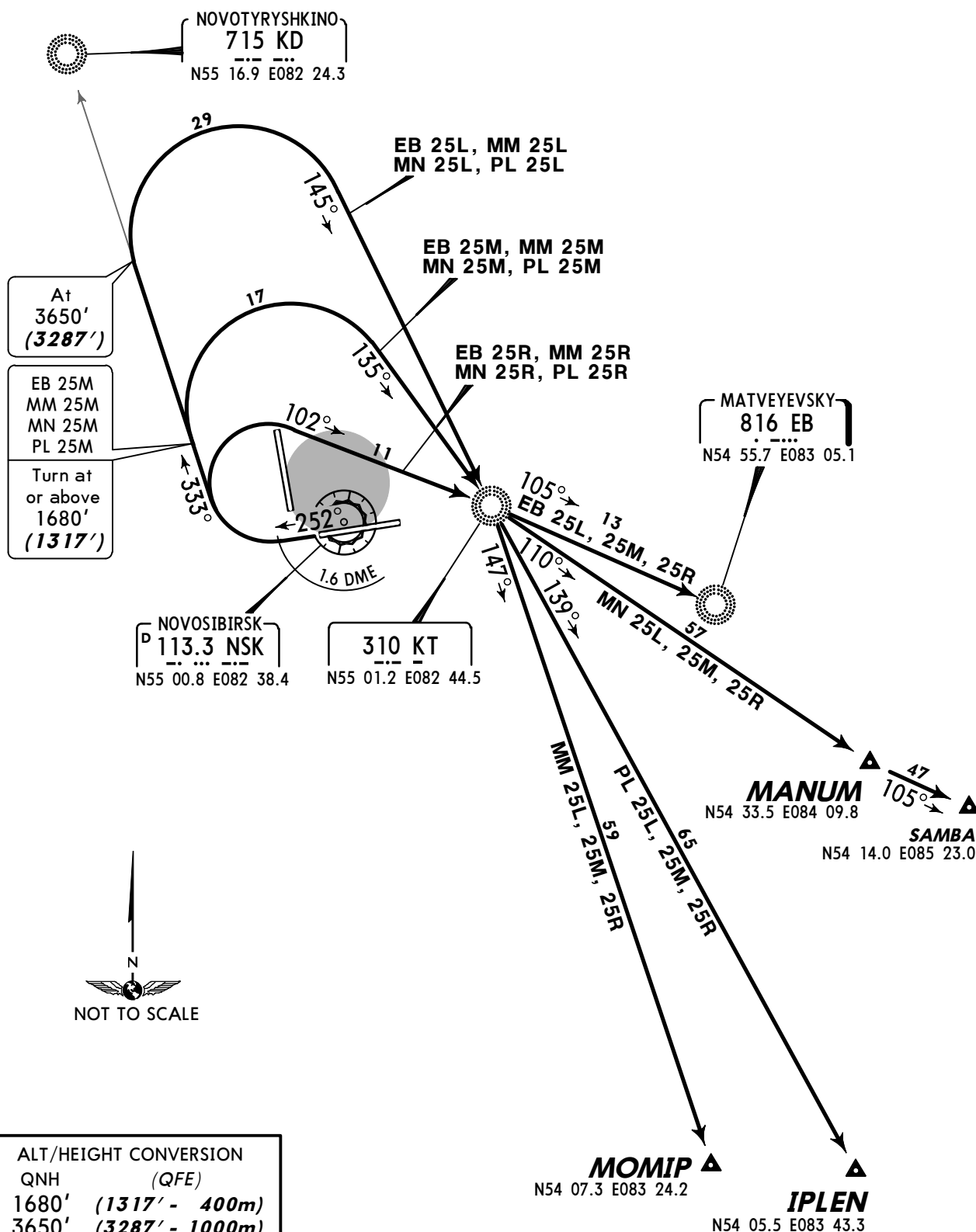
Trans level: FL60 Trans alt: 4640' (4272')

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)  
QNH 4310' (3942' - 1200m)  
4640' (4272' - 1300m)

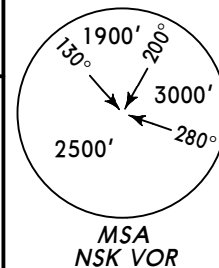
Apt Elev  
368'QNH on request (QFE)  
Trans level: FL60 Trans alt: 4640' (4272')GL 34T, IB 34T, NP 34T  
OG 34T, SM 34T  
RWY 34 DEPARTURESDo not overfly central part  
of city below 4310' (3942').

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').

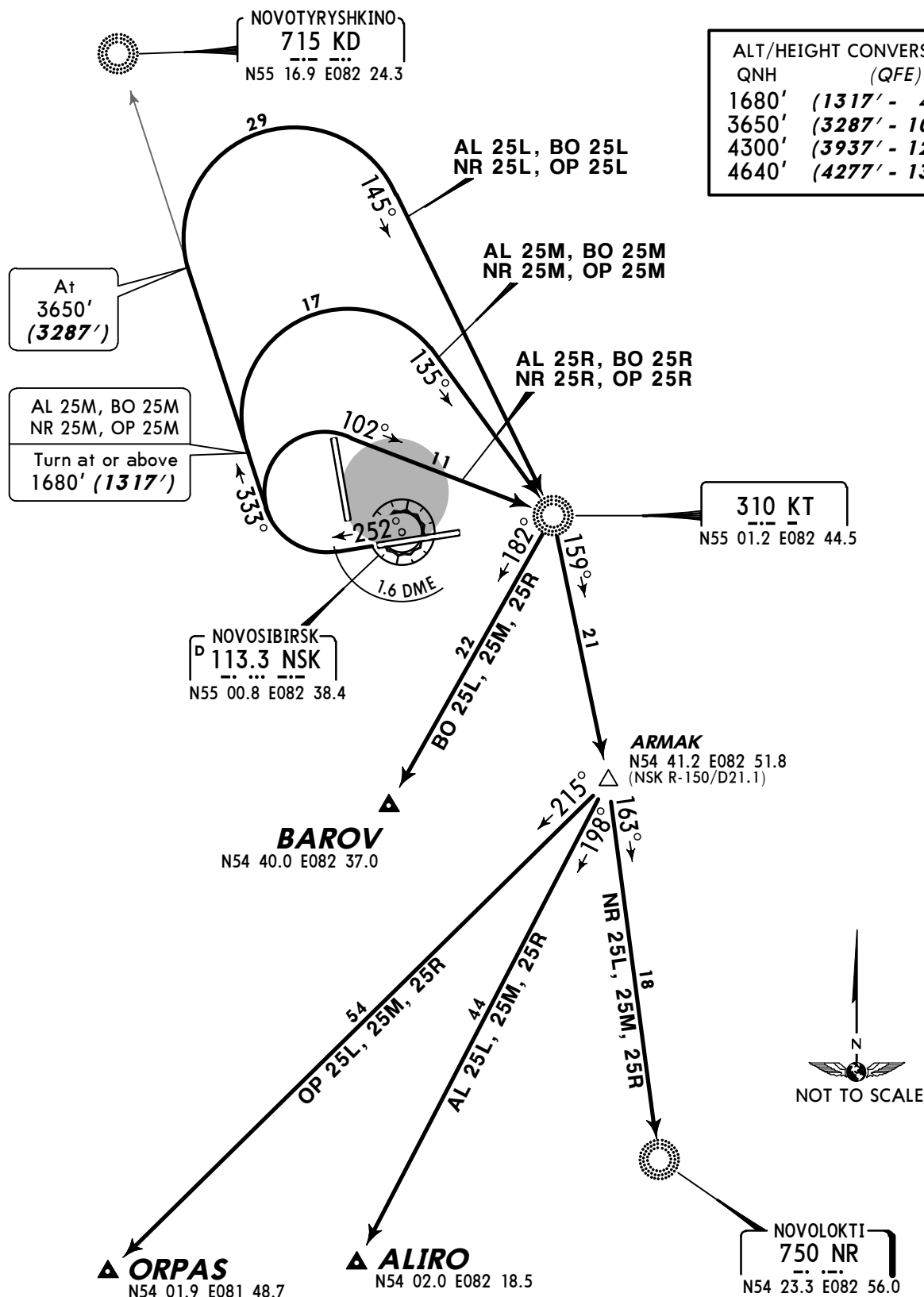
| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 1680'                 | (1317' - 400m)  |
| 3650'                 | (3287' - 1000m) |
| 4300'                 | (3937' - 1200m) |
| 4640'                 | (4277' - 1300m)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

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

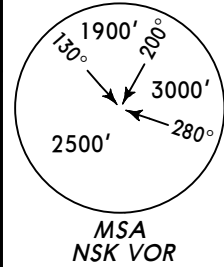
Do not overfly central part  
of city below 4300' (3937').

| 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')

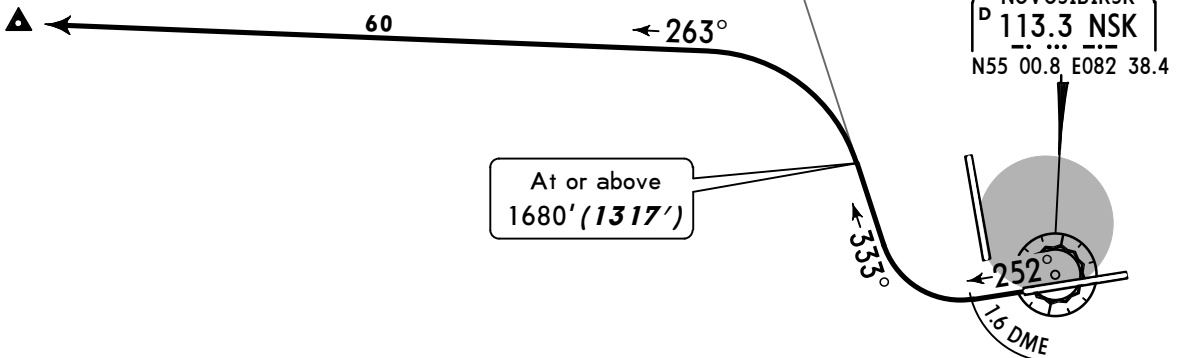


GL 25R  
RWY 25 DEPARTURE  
BY ATC

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

NOVOTYRYSKINO  
715 KD  
N55 17.0 E082 24.0

GOLIM  
N55 07.0 E080 58.0



At or above  
1680' (1317')



| 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**

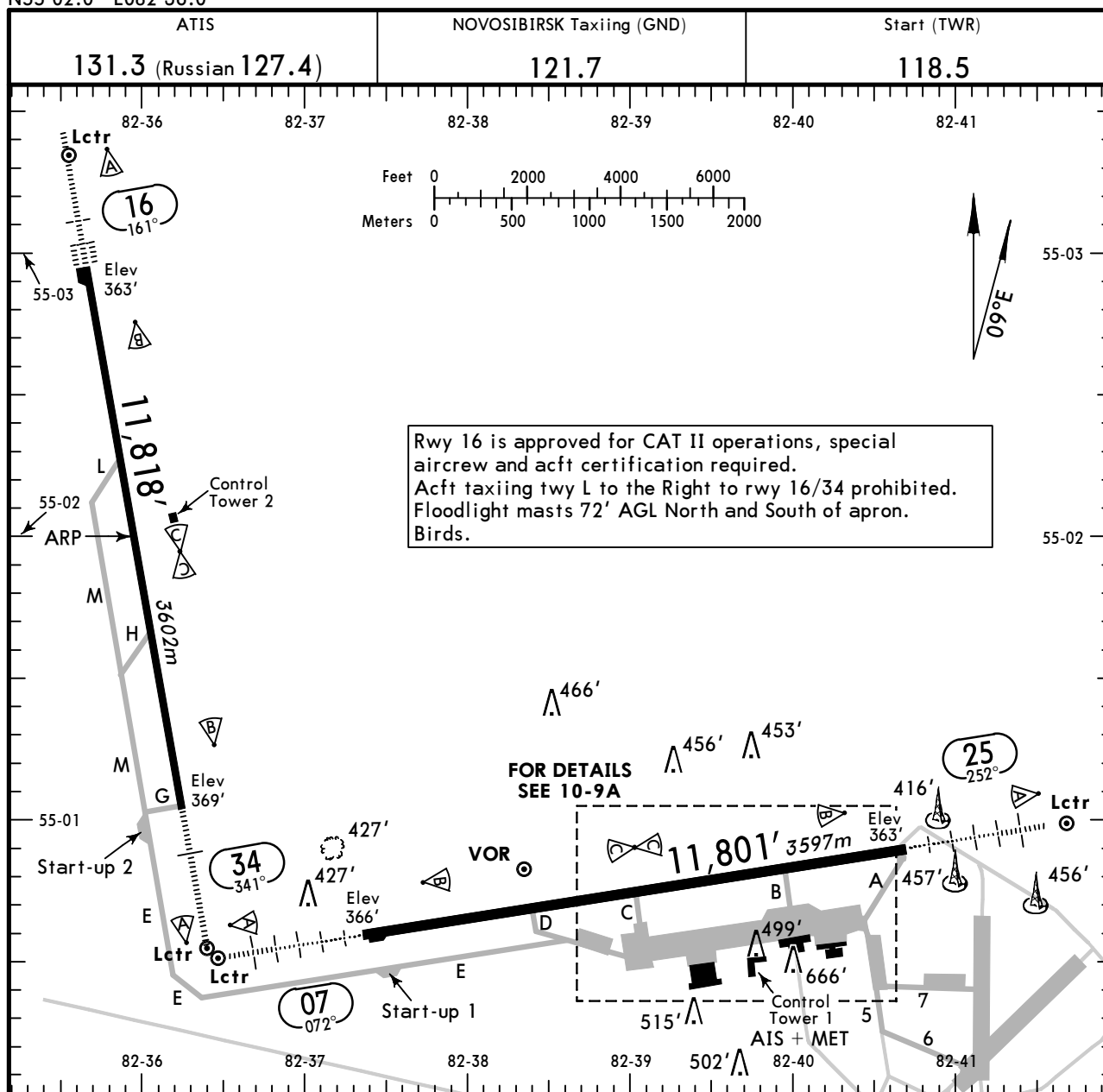
The noise abatement procedures stated below shall not be executed at the expense of reduction of flight safety or in case of engine failure during take-off.

**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.



ADDITIONAL RUNWAY INFORMATION

| RWY |    |                                          |  |  | USABLE LENGTHS |                                | TAKE-OFF | WIDTH       |
|-----|----|------------------------------------------|--|--|----------------|--------------------------------|----------|-------------|
|     |    |                                          |  |  | Threshold      | Landing Beyond                 |          |             |
| 07  | 25 | HIRL (60m) HIALS PAPI-L (angle 3.0°) RVR |  |  |                | 10,768' 3282m<br>11,194' 3412m | 1        | 197'<br>60m |

1 TAKE-OFF RUN AVAILABLE

RWY 07:

From rwy head 11,801' (3597m)  
twy D int 7864' (2397m)  
twy C int 5902' (1799m)

RWY 25:

From rwy head 11,801' (3597m)  
twy B int 9012' (2747m)  
twy C int 5899' (1798m)

|    |                                                    |               |      |
|----|----------------------------------------------------|---------------|------|
| 16 | HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR | 10,664' 3250m | 148' |
| 34 | HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) RVR        | 11,210' 3417m | 45m  |

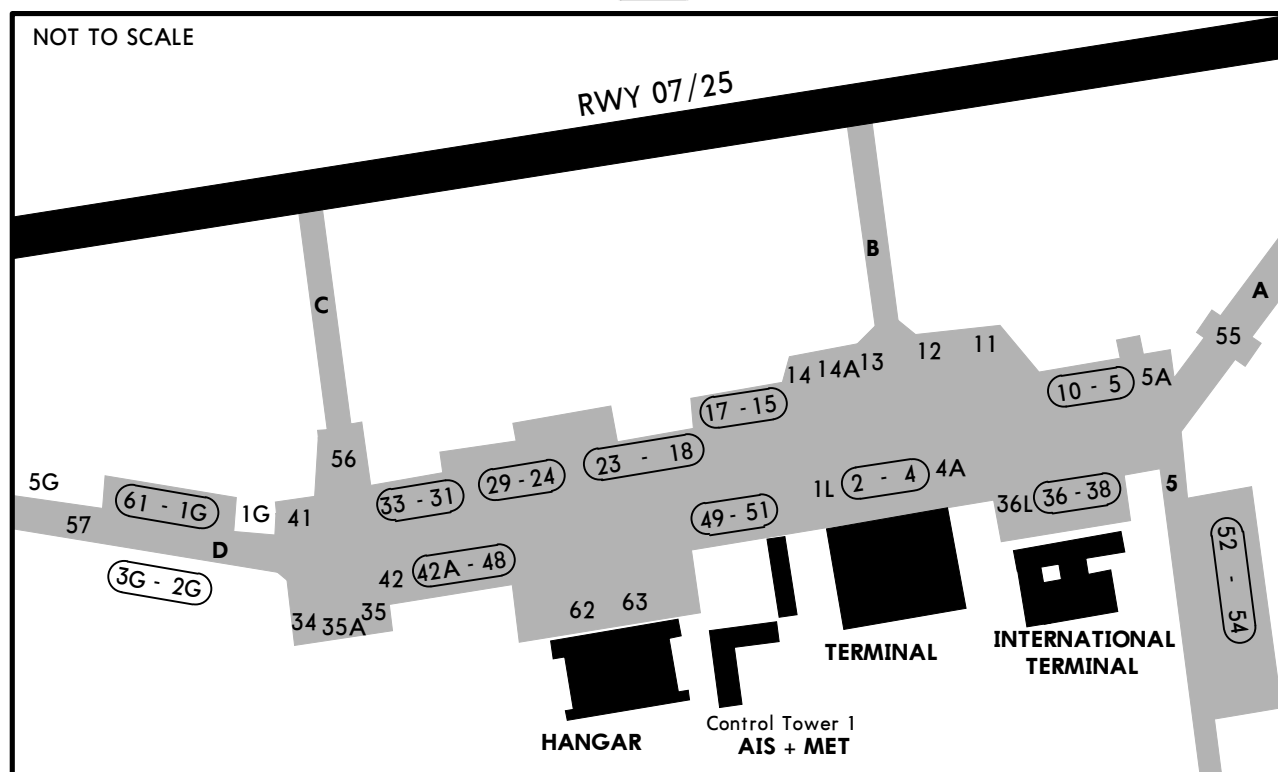
2 TAKE-OFF RUN AVAILABLE

RWY 34:

From rwy head 11,818' (3602m)  
twy H int 7546' (2300m)

TAKE-OFF

|   | AIR CARRIER (JAA)                             |                                                  | All Rwy's |
|---|-----------------------------------------------|--------------------------------------------------|-----------|
|   | Rwys 16/34<br>LVP must be in force<br>RL & CL | LVP must be in force<br>RCLM (DAY only)<br>or RL |           |
| A |                                               |                                                  |           |
| B | 200m (150m)                                   | 250m                                             | 400m      |
| C |                                               |                                                  |           |
| D | 250m (200m)                                   | 300m                                             |           |



## 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 |           |                    |

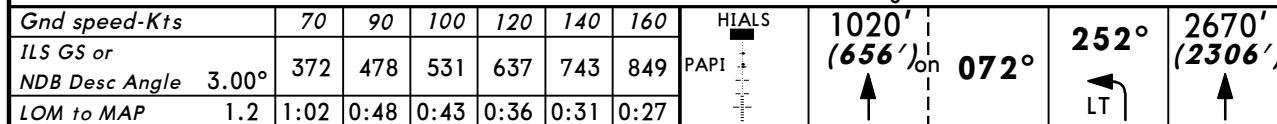
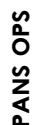
| STRAIGHT-IN RWY |                | A                   | B                   | C                   | D                   |
|-----------------|----------------|---------------------|---------------------|---------------------|---------------------|
| <b>07</b>       | ILS            | <b>565'</b> (200')  | <b>565'</b> (200')  | <b>565'</b> (200')  | <b>565'</b> (200')  |
|                 | <i>FULL</i>    | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        |
|                 | <i>Limited</i> | R750m               | R750m               | R750m               | R750m               |
|                 | <i>ALS out</i> | R1200m              | R1200m              | R1200m              | R1200m              |
|                 | LOC            | NOT AUTH            | NOT AUTH            | NOT AUTH            | NOT AUTH            |
|                 | NDB ①          | <b>710'</b> (345')  | <b>710'</b> (345')  | <b>710'</b> (345')  | <b>710'</b> (345')  |
|                 | with FAF       | <b>R900m</b>        | <b>R900m</b>        | <b>R900m</b>        | <b>R900m</b>        |
|                 | <i>ALS out</i> | R1500m              | R1500m              | R1600m              | R1600m              |
|                 | NDB ①          | <b>1110'</b> (745') | <b>1110'</b> (745') | <b>1110'</b> (745') | <b>1110'</b> (745') |
|                 | w/o FAF        | <b>C2700m</b>       | <b>C2700m</b>       | <b>C2700m</b>       | <b>C2700m</b>       |
|                 | <i>ALS out</i> | C3500m              | C3500m              | C3500m              | C3500m              |
| <b>16</b>       | CAT 2 ILS      | <b>462'</b> (100')  | <b>462'</b> (100')  | <b>462'</b> (100')  | <b>462'</b> (100')  |
|                 |                | <b>RA104' R350m</b> | <b>RA104' R350m</b> | <b>RA104' R350m</b> | <b>RA104' R350m</b> |
|                 | ILS            | <b>562'</b> (200')  | <b>562'</b> (200')  | <b>562'</b> (200')  | <b>562'</b> (200')  |
|                 | <i>FULL</i>    | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        |
|                 | <i>Limited</i> | R750m               | R750m               | R750m               | R750m               |
|                 | <i>ALS out</i> | R1200m              | R1200m              | R1200m              | R1200m              |
|                 | LOC            | NOT AUTH            | NOT AUTH            | NOT AUTH            | NOT AUTH            |
|                 | NDB ①          | <b>680'</b> (318')  | <b>680'</b> (318')  | <b>680'</b> (318')  | <b>680'</b> (318')  |
|                 | with FAF       | <b>R750m</b>        | <b>R750m</b>        | <b>R750m</b>        | <b>R750m</b>        |
|                 | <i>ALS out</i> | R1400m              | R1400m              | R1400m              | R1400m              |
|                 | NDB ①          | <b>720'</b> (358')  | <b>720'</b> (358')  | <b>720'</b> (358')  | <b>720'</b> (358')  |
|                 | w/o FAF        | <b>R1000m</b>       | <b>R1000m</b>       | <b>R1200m</b>       | <b>R1200m</b>       |
|                 | <i>ALS out</i> | R1600m              | R1600m              | R1600m              | R1600m              |
| <b>25</b>       | ILS            | <b>563'</b> (200')  | <b>563'</b> (200')  | <b>563'</b> (200')  | <b>563'</b> (200')  |
|                 | <i>FULL</i>    | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        |
|                 | <i>Limited</i> | R750m               | R750m               | R750m               | R750m               |
|                 | <i>ALS out</i> | R1200m              | R1200m              | R1200m              | R1200m              |
|                 | LOC            | NOT AUTH            | NOT AUTH            | NOT AUTH            | NOT AUTH            |
|                 | NDB ①          | <b>720'</b> (357')  | <b>720'</b> (357')  | <b>720'</b> (357')  | <b>720'</b> (357')  |
|                 | with FAF       | <b>R900m</b>        | <b>R900m</b>        | <b>R900m</b>        | <b>R900m</b>        |
|                 | <i>ALS out</i> | R1500m              | R1500m              | R1600m              | R1600m              |
|                 | NDB ①          | <b>1320'</b> (957') | <b>1320'</b> (957') | <b>1320'</b> (957') | <b>1320'</b> (957') |
|                 | w/o FAF        | <b>C3800m</b>       | <b>C3800m</b>       | <b>C3800m</b>       | <b>C3800m</b>       |
|                 | <i>ALS out</i> | C4500m              | C4500m              | C4500m              | C4500m              |
| <b>34</b>       | ILS            | <b>568'</b> (200')  | <b>568'</b> (200')  | <b>568'</b> (200')  | <b>568'</b> (200')  |
|                 | <i>FULL</i>    | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        |
|                 | <i>Limited</i> | R750m               | R750m               | R750m               | R750m               |
|                 | <i>ALS out</i> | R1200m              | R1200m              | R1200m              | R1200m              |
|                 | LOC            | NOT AUTH            | NOT AUTH            | NOT AUTH            | NOT AUTH            |
|                 | NDB ①          | <b>700'</b> (332')  | <b>700'</b> (332')  | <b>700'</b> (332')  | <b>700'</b> (332')  |
|                 | with FAF       | <b>R800m</b>        | <b>R800m</b>        | <b>R800m</b>        | <b>R800m</b>        |
|                 | <i>ALS out</i> | R1500m              | R1500m              | R1500m              | R1500m              |
|                 | NDB ①          | <b>1010'</b> (642') | <b>1010'</b> (642') | <b>1010'</b> (642') | <b>1010'</b> (642') |
|                 | w/o FAF        | <b>C2300m</b>       | <b>C2300m</b>       | <b>C2300m</b>       | <b>C2300m</b>       |
|                 | <i>ALS out</i> | C3000m              | C3000m              | C3000m              | C3000m              |

① Continuous Descent Final Approach.

**TAKE-OFF RWY 07, 16, 25, 34**

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

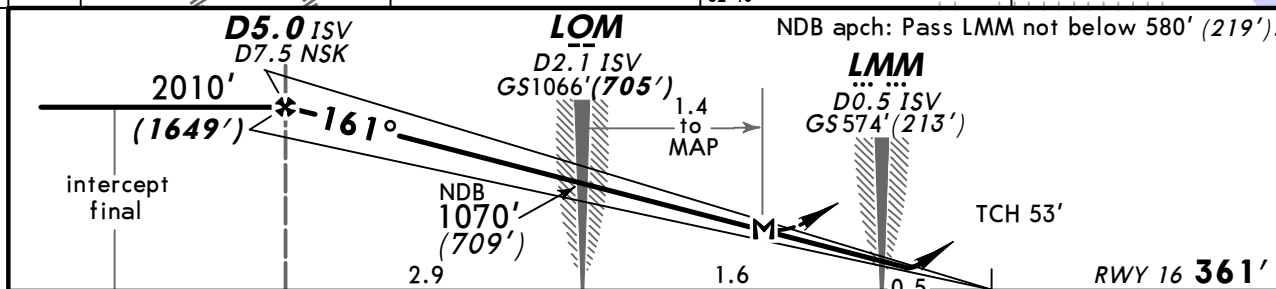
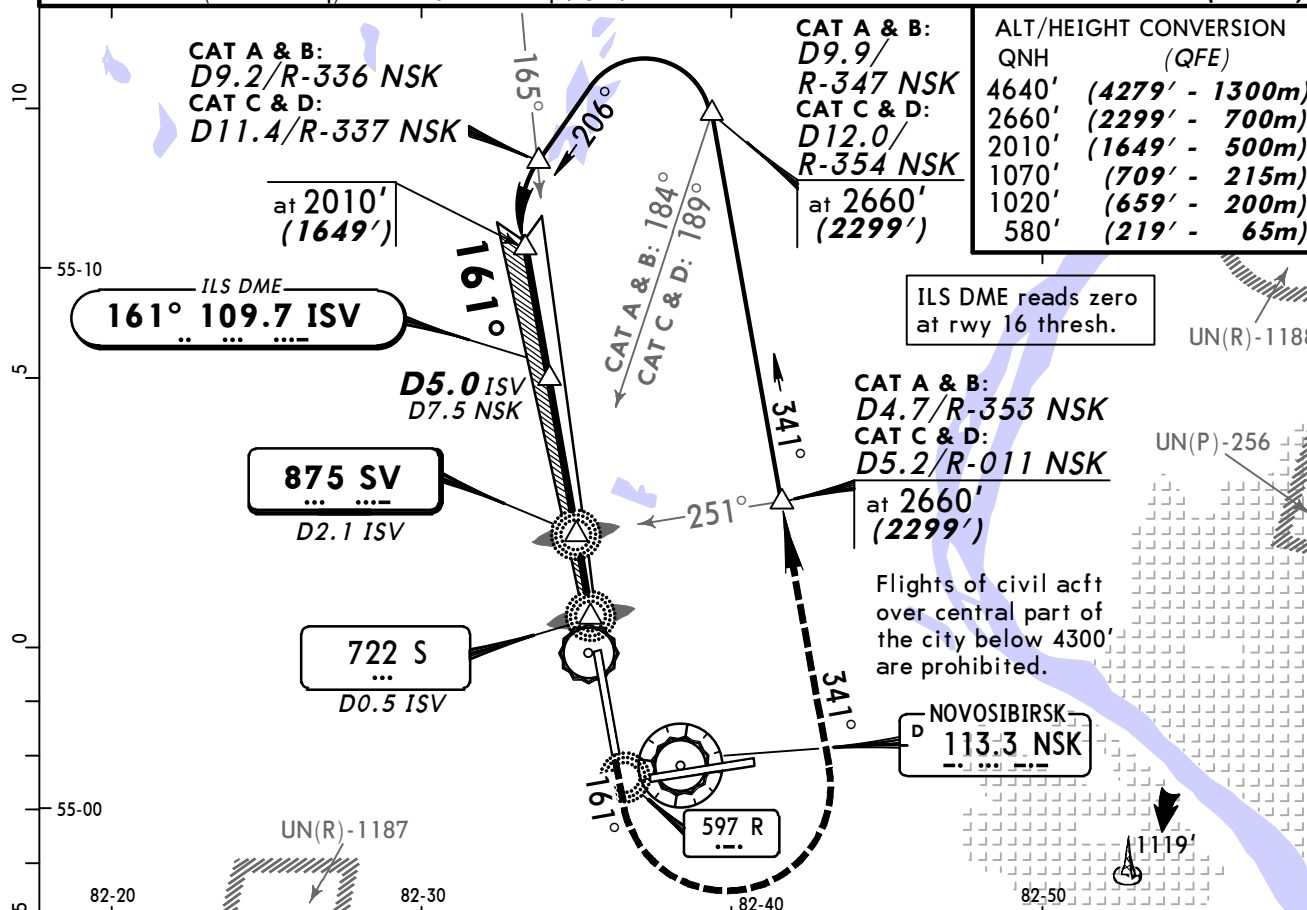
Flights of civil aircraft  
over central part of  
city below 4300'  
prohibited.



**CHANGES:** Rwy elev. Arrival fix definition.

MSA NSK VOR

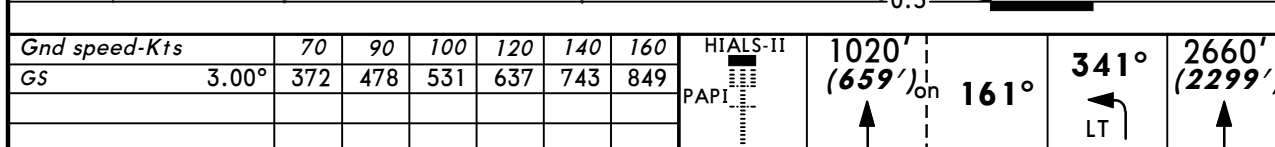
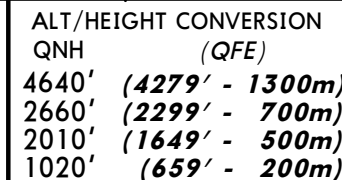
| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 4640'                 | (4279' - 1300m) |
| 2660'                 | (2299' - 700m)  |
| 2010'                 | (1649' - 500m)  |
| 1070'                 | (709' - 215m)   |
| 1020'                 | (659' - 200m)   |
| 580'                  | (219' - 65m)    |



|                                       |      |      |      |      |      |      |                  |                      |         |                 |                       |
|---------------------------------------|------|------|------|------|------|------|------------------|----------------------|---------|-----------------|-----------------------|
| <i>Gnd speed-Kts</i>                  | 70   | 90   | 100  | 120  | 140  | 160  | HIALS-II<br>PAPI | 1020'<br>(659')<br>↑ | on 161° | 341°<br>LT<br>↙ | 2660'<br>(2299')<br>↑ |
| <i>ILS GS or NDB Desc Angle 3.00°</i> | 372  | 478  | 531  | 637  | 743  | 849  |                  |                      |         |                 |                       |
| <i>LOM to MAP 1.4</i>                 | 1:12 | 0:56 | 0:50 | 0:42 | 0:36 | 0:31 |                  |                      |         |                 |                       |

| STRAIGHT-IN LANDING RWY 16      |                      |                      |         |                 |                                       |                        |                                             |                        |                        |
|---------------------------------|----------------------|----------------------|---------|-----------------|---------------------------------------|------------------------|---------------------------------------------|------------------------|------------------------|
| ILS<br><i>DA(H)</i> 561' (200') |                      |                      |         | LOC<br>(GS out) | With FAF<br><i>MDA(H)</i> 680' (319') |                        | NDB<br>W/o FAF<br><i>MDA(H)</i> 720' (359') |                        |                        |
| FULL                            |                      | TDZ or CL out        | ALS out |                 |                                       | ALS out                |                                             | ALS out                |                        |
| A                               | RVR 550m<br>VIS 800m | RVR 720m<br>VIS 800m | 1200m   | NOT<br>AUTH     | 1200m                                 | RVR 1500m<br>VIS 1600m | 1200m                                       | RVR 1500m<br>VIS 1600m |                        |
| B                               |                      |                      |         |                 |                                       |                        |                                             |                        |                        |
| C                               |                      |                      |         |                 |                                       |                        |                                             |                        |                        |
| D                               |                      |                      |         |                 |                                       |                        |                                             |                        | RVR 1500m<br>VIS 1600m |

A circular sector is shown with a radius of 3000' and a central angle of 130°. The arc length is 1900' and the chord length is 2500'.



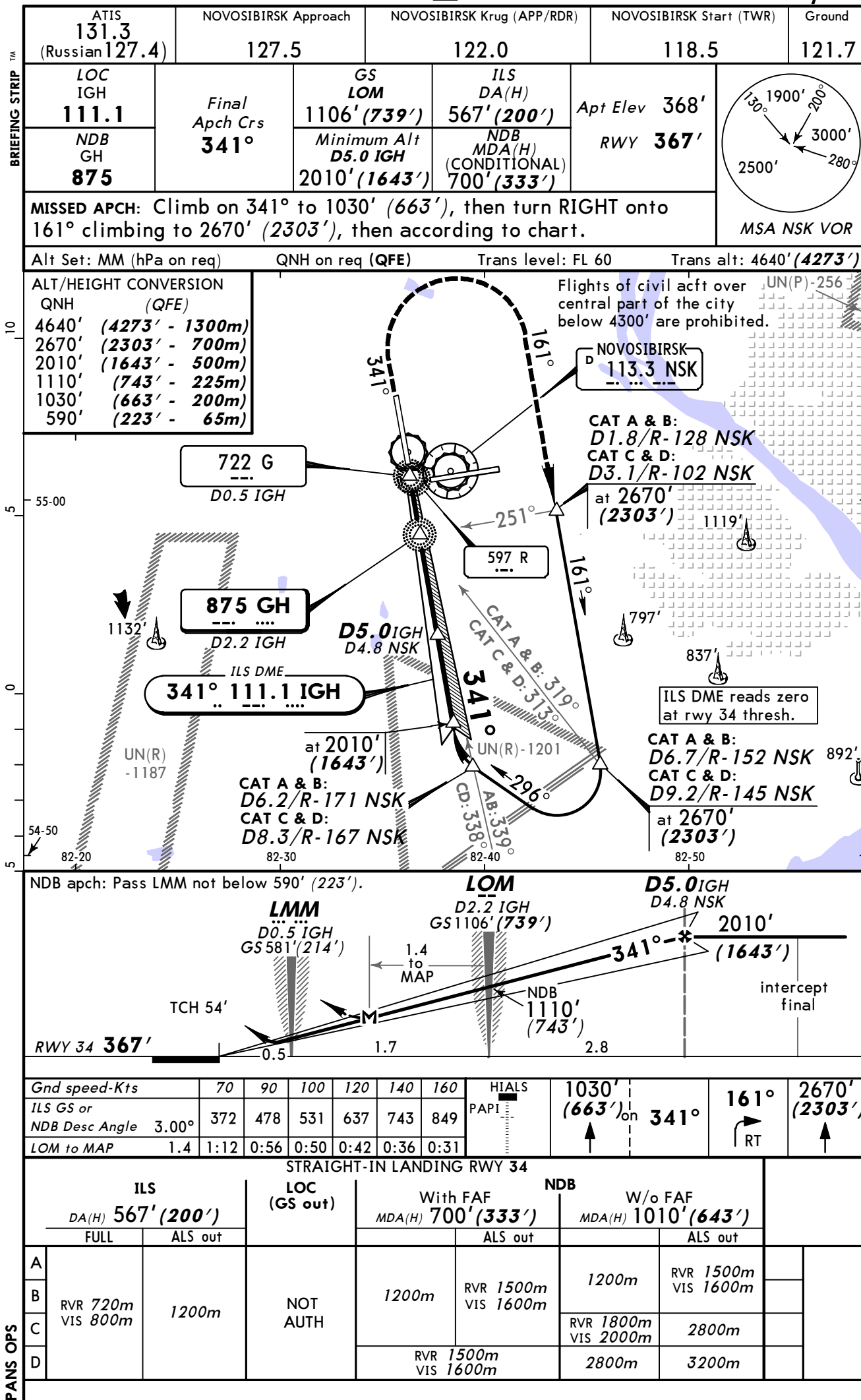
**RA 104'**  
*DA(H)* **461' (100')**

**PANS OPS**

**BRIEFING STRIP** <sup>TM</sup>

1010

**PANS OPS**



**Chart changes since cycle 22-2013**

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

| ACT                              | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|----------------------------------|-----------------|-------|----------|----------|
| NOVOSIBIRSK, (TOLMACHEVO - UNNT) |                 |       |          |          |

## **TERMINAL CHART CHANGE NOTICES**

### **Chart Change Notices for Airport UNNT**

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** 20131115

(10-2D) Awy connection to LAMGA is via 164°/60 from BA NDB.