

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UNNT

Terminal Charts For UNNT

Revision Letter For Cycle 01-2014

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: 0253 Z
Sunset: 1017 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

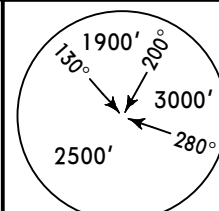
Runway: 34
Length x Width: 11818 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 368 ft
Lighting: Edge, ALS, Centerline

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' (4276')

(QFE)

GV 07D, KD 07D, KG 07D
RWY 07 ARRIVALSMSA
NSK VORDo not overfly central part
of city below 4310' (3946').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 42.2NOVOTYRSHKINO
715 KD
N55 16.9 E082 24.3-107°
287°
180°D10.6 NSK
N55 02.0 E082 20.0
(NSK R-268)At 3650'
(3286')D10.5 NSK
N55 01.2 E082 20.2
(NSK R-262)At 3650'
(3286')D10.5 NSK
N55 02.5 E082 20.4
(NSK R-271)At 3650'
(3286')D8.8 NSK
N54 59.8 E082 23.2
(NSK R-255)At 2670'
(2306')Intercept
final at
2010'
(1646')NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4310 RO
N55 00.3 E082 33.8

ALT/HEIGHT CONVERSION

QNH (QFE)

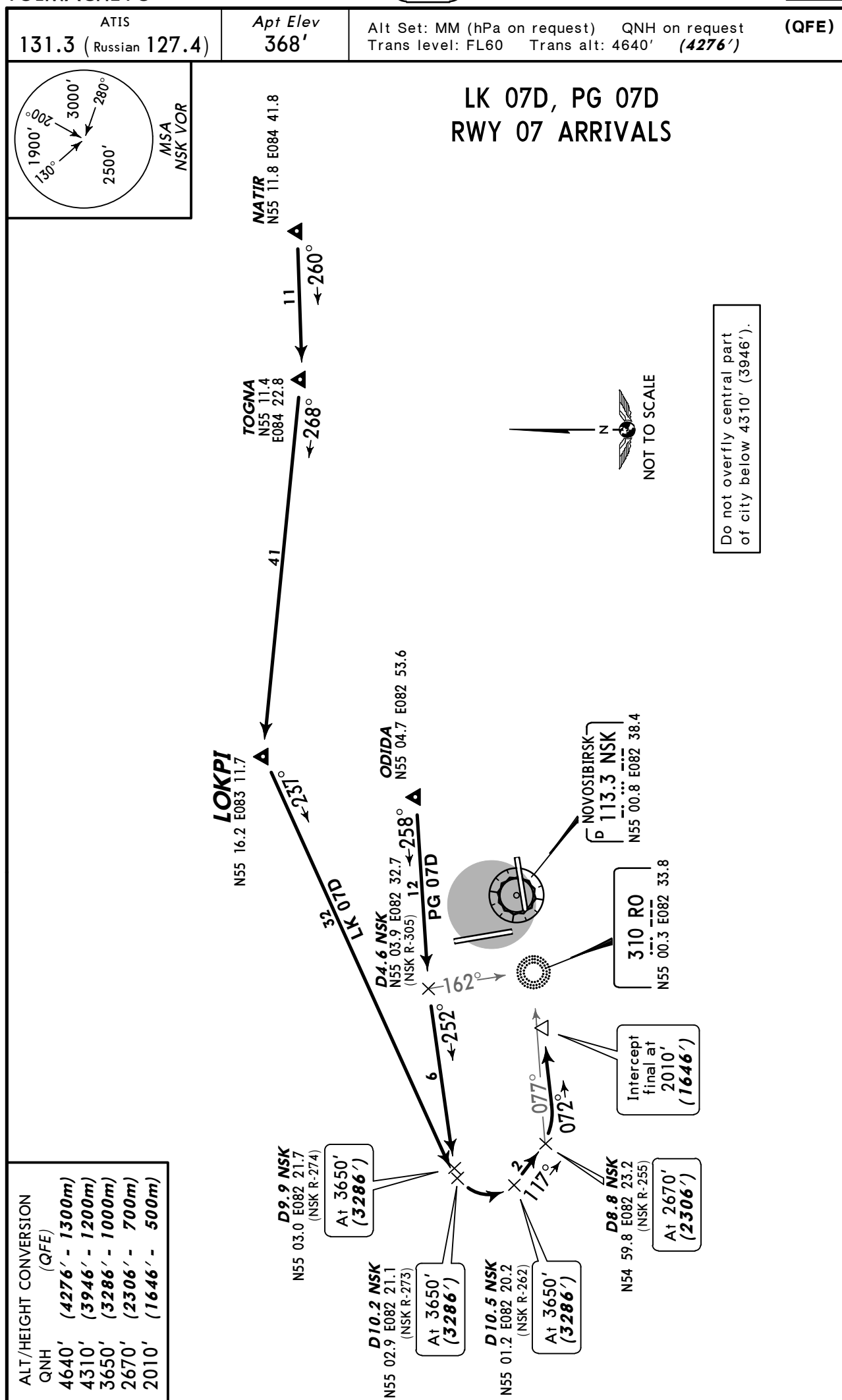
4640' (4276' - 1300m)

4310' (3946' - 1200m)

3650' (3286' - 1000m)

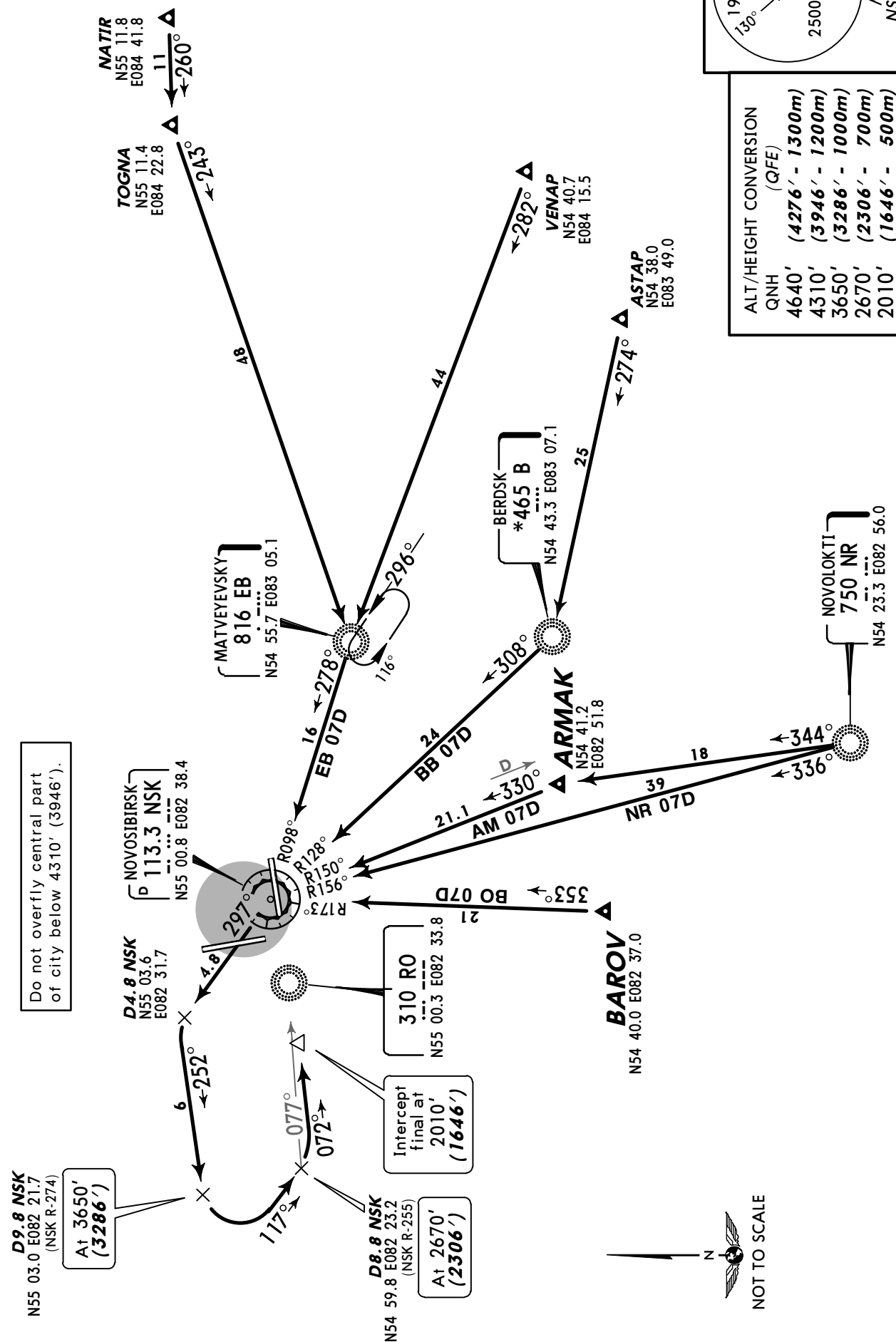
2670' (2306' - 700m)

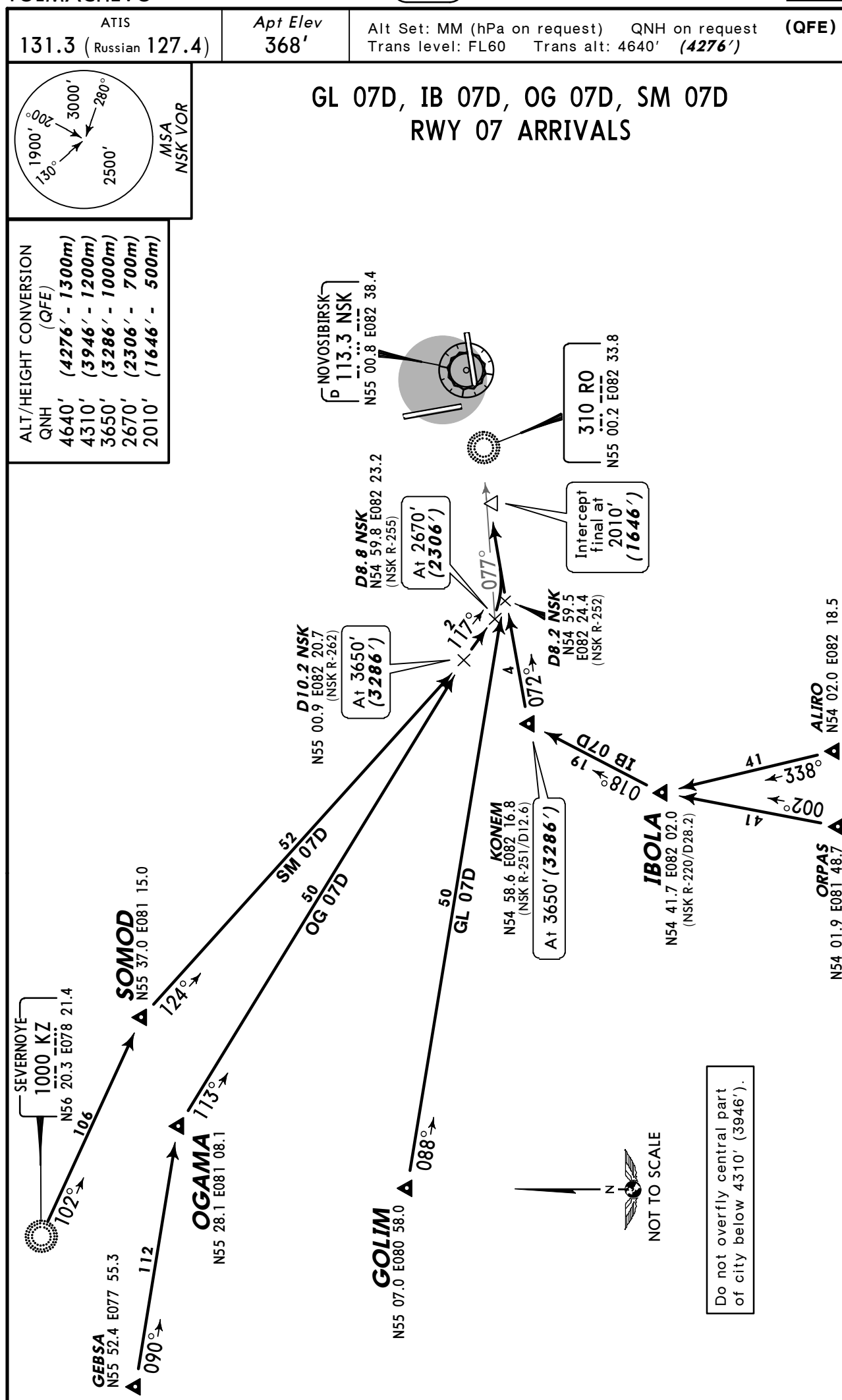
2010' (1646' - 500m)



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

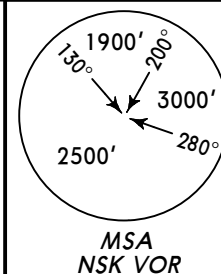
(QFE)

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



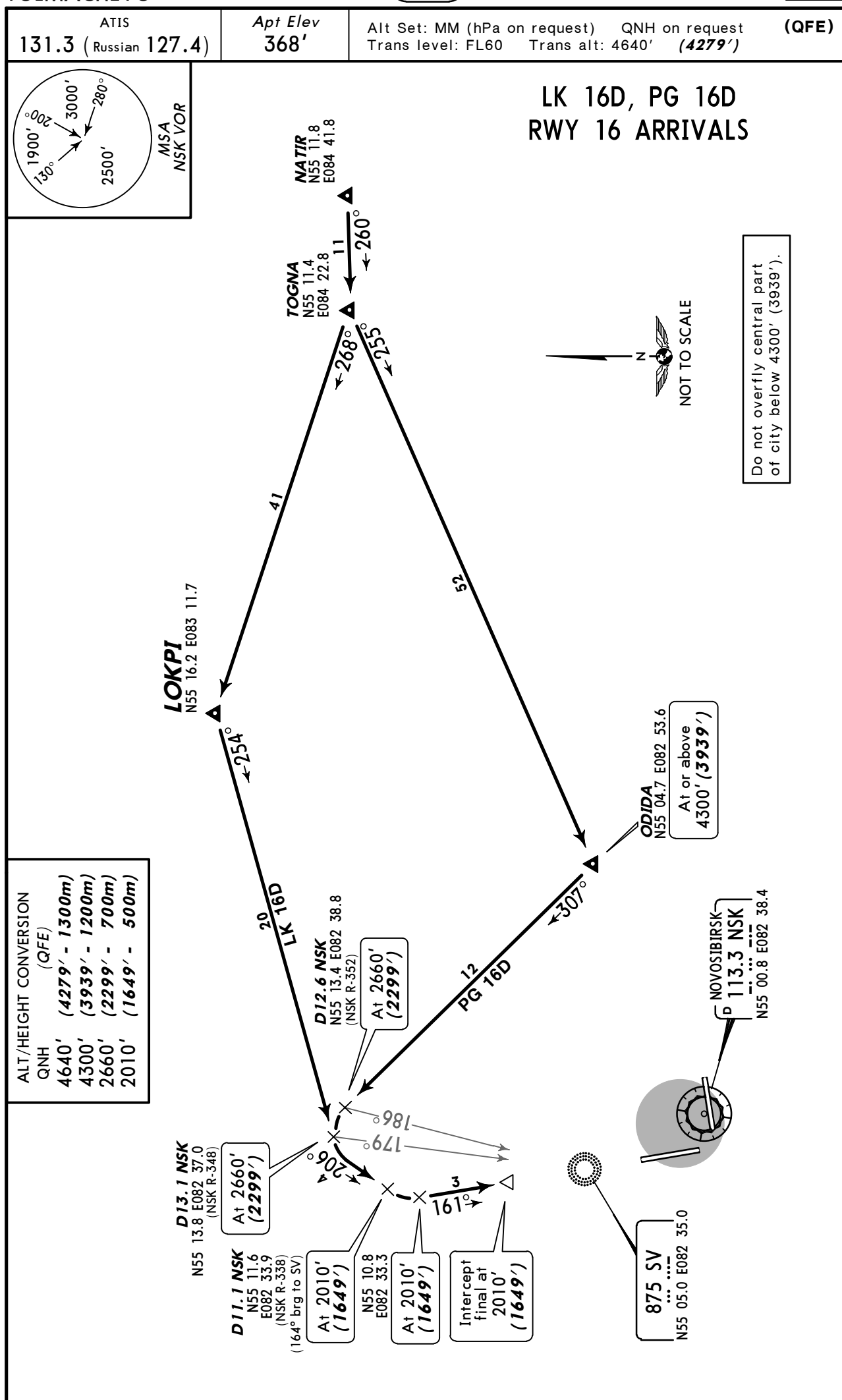
ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4279')

(QFE)

GV 16D, KD 16D, LG 16D, OR 16D
RWY 16 ARRIVALSDo not overfly central part
of city below 4300' (3939').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'
(1649')N55 10.8 E082 33.3
At 2010'
(1649')D11.1 NSK
N55 11.6 E082 33.9
(NSK R-338)
(164° brg to SV)At 2010'
(1649')Intercept
final at
2010'
(1649')875 SV
N55 05.0 E082 35.0

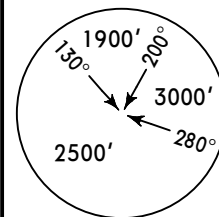
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4640'	(4279' - 1300m)
4300'	(3939' - 1200m)
2010'	(1649' - 500m)

NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4

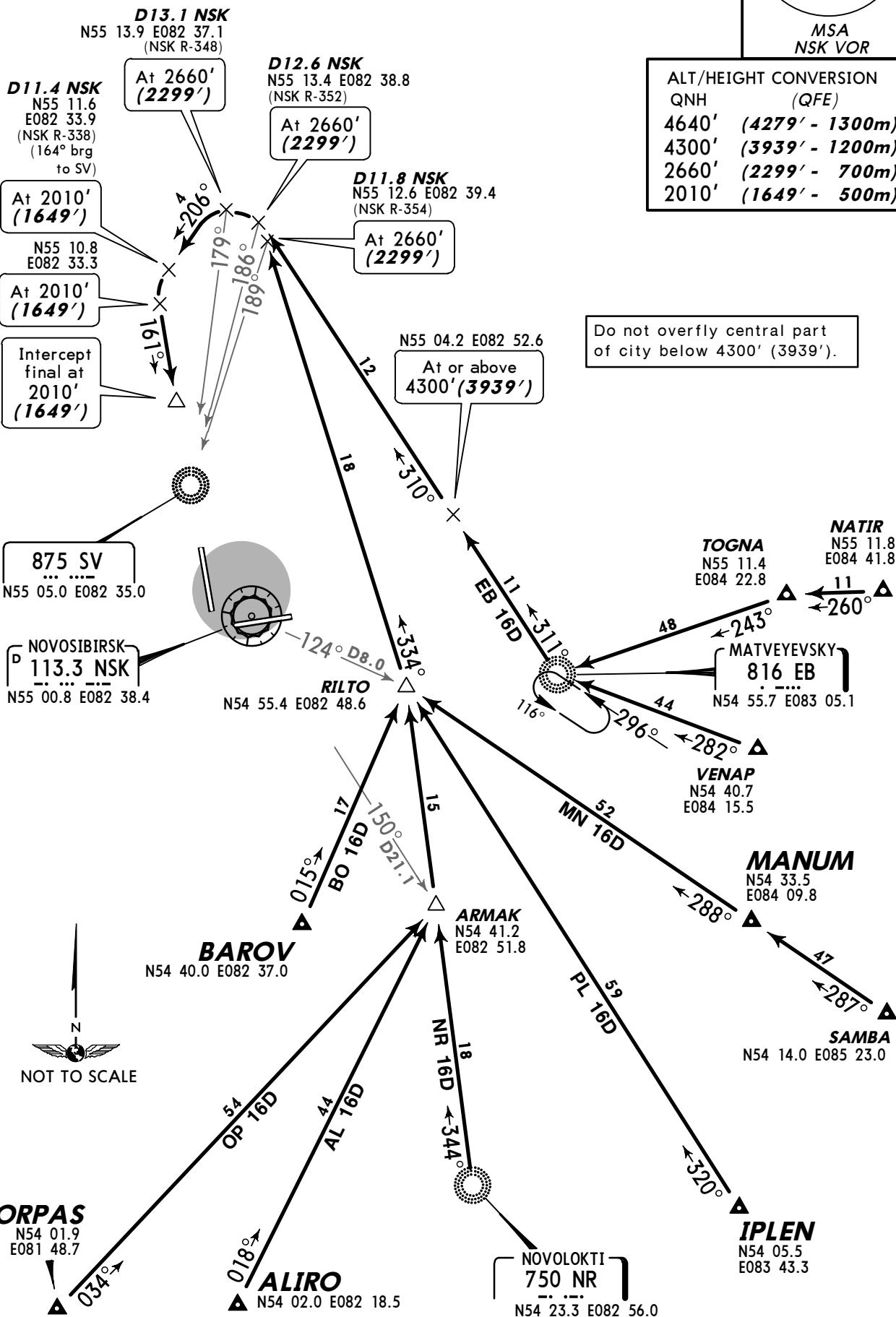


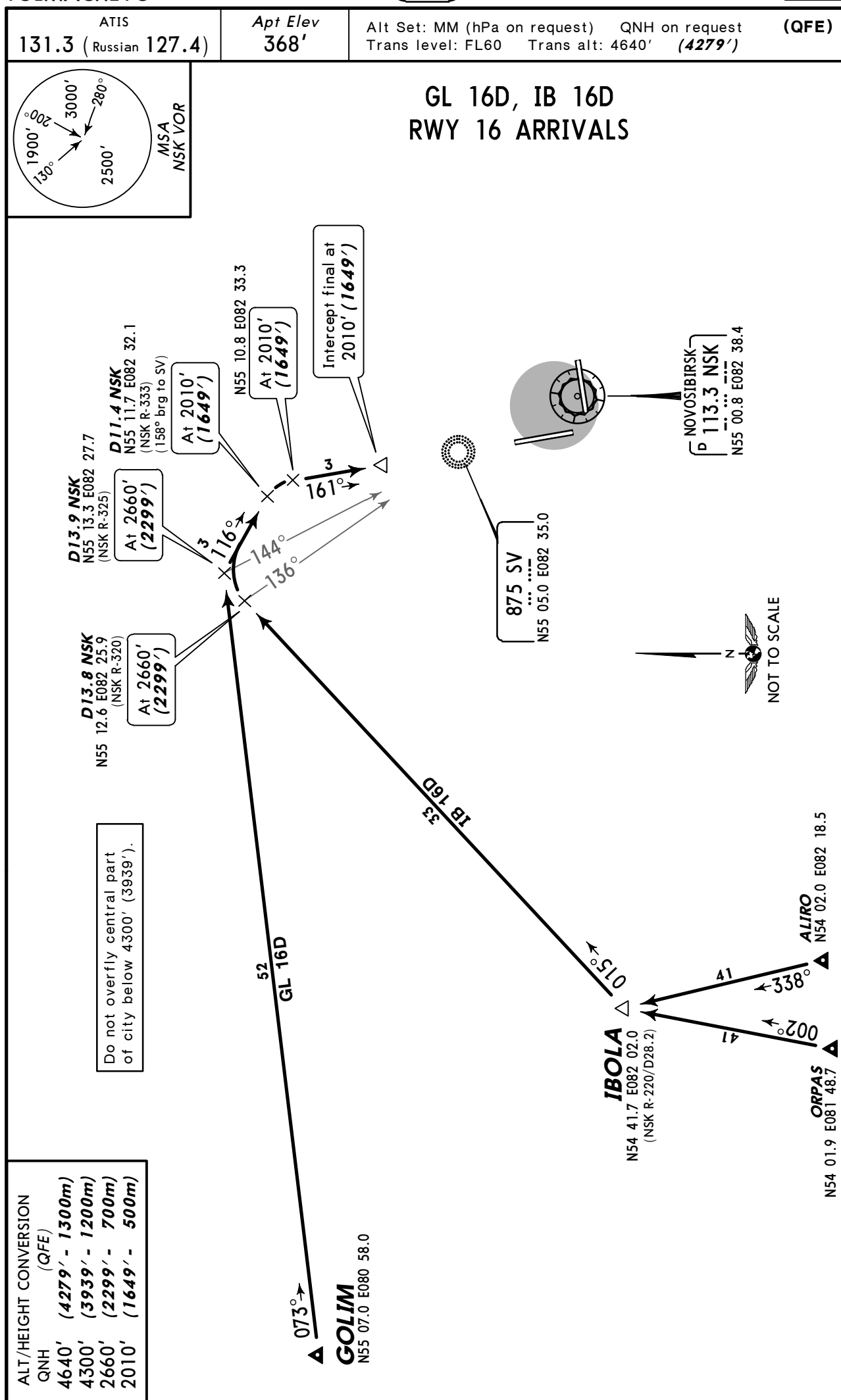
ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4279')

(QFE)

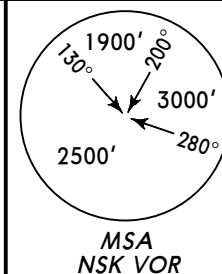
AL 16D, BO 16D, EB 16D, MN 16D
NR 16D, OP 16D, PL 16D
RWY 16 ARRIVALSMSA
NSK VOR

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4640'	(4279' - 1300m)
4300'	(3939' - 1200m)
2660'	(2299' - 700m)
2010'	(1649' - 500m)





(QFE)



D12.0 NSK
N54 55.1 E082 56.6

ALT/HEIGHT CONVERSION

QNH	(<i>QFE</i>)
4640'	(4276' - 1300m)
4310'	(3946' - 1200m)
3650'	(3286' - 1000m)
2670'	(2306' - 700m)
2010'	(1646' - 500m)

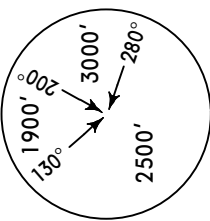
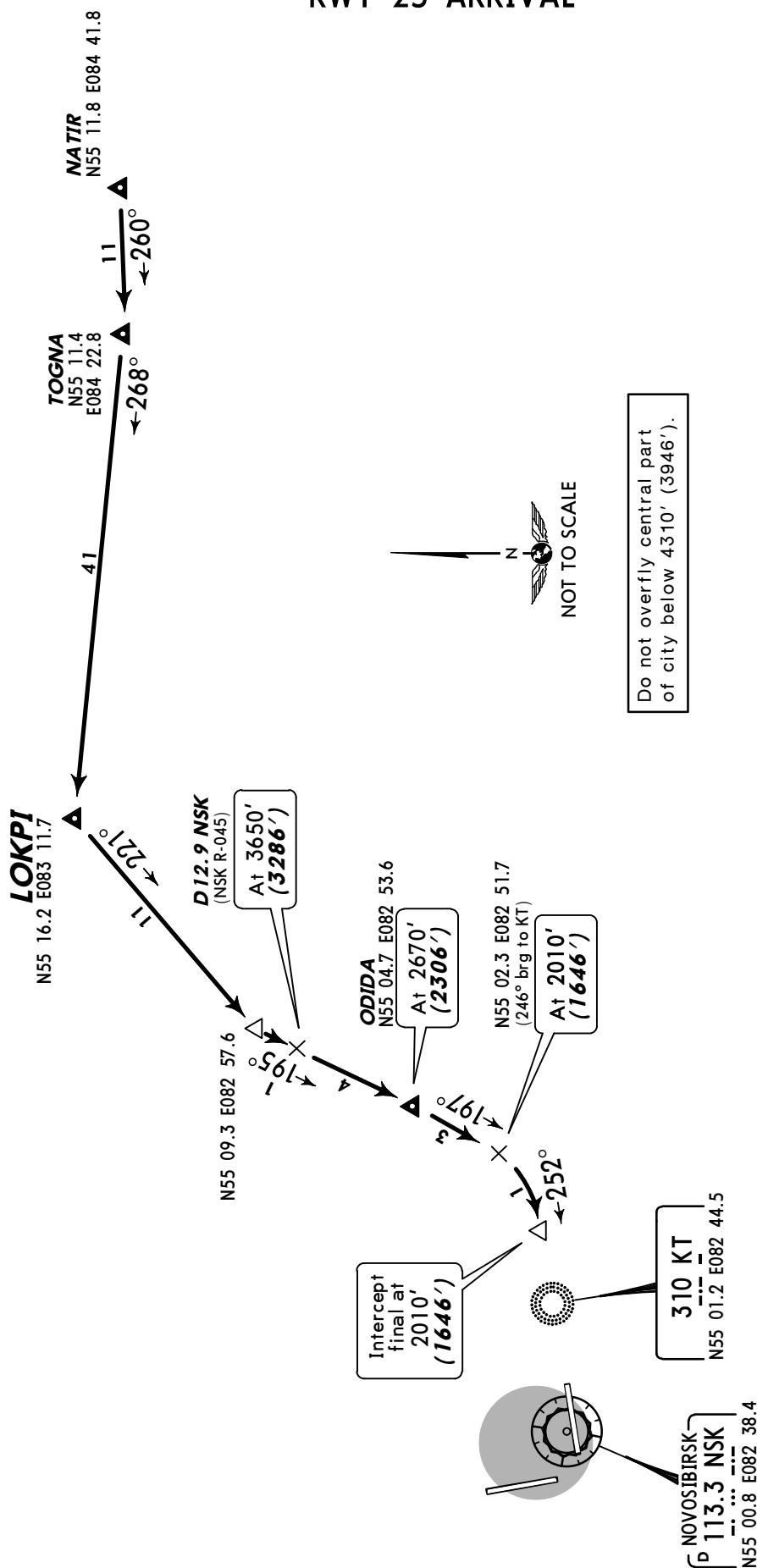


NOT TO SCALE

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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' (4276')

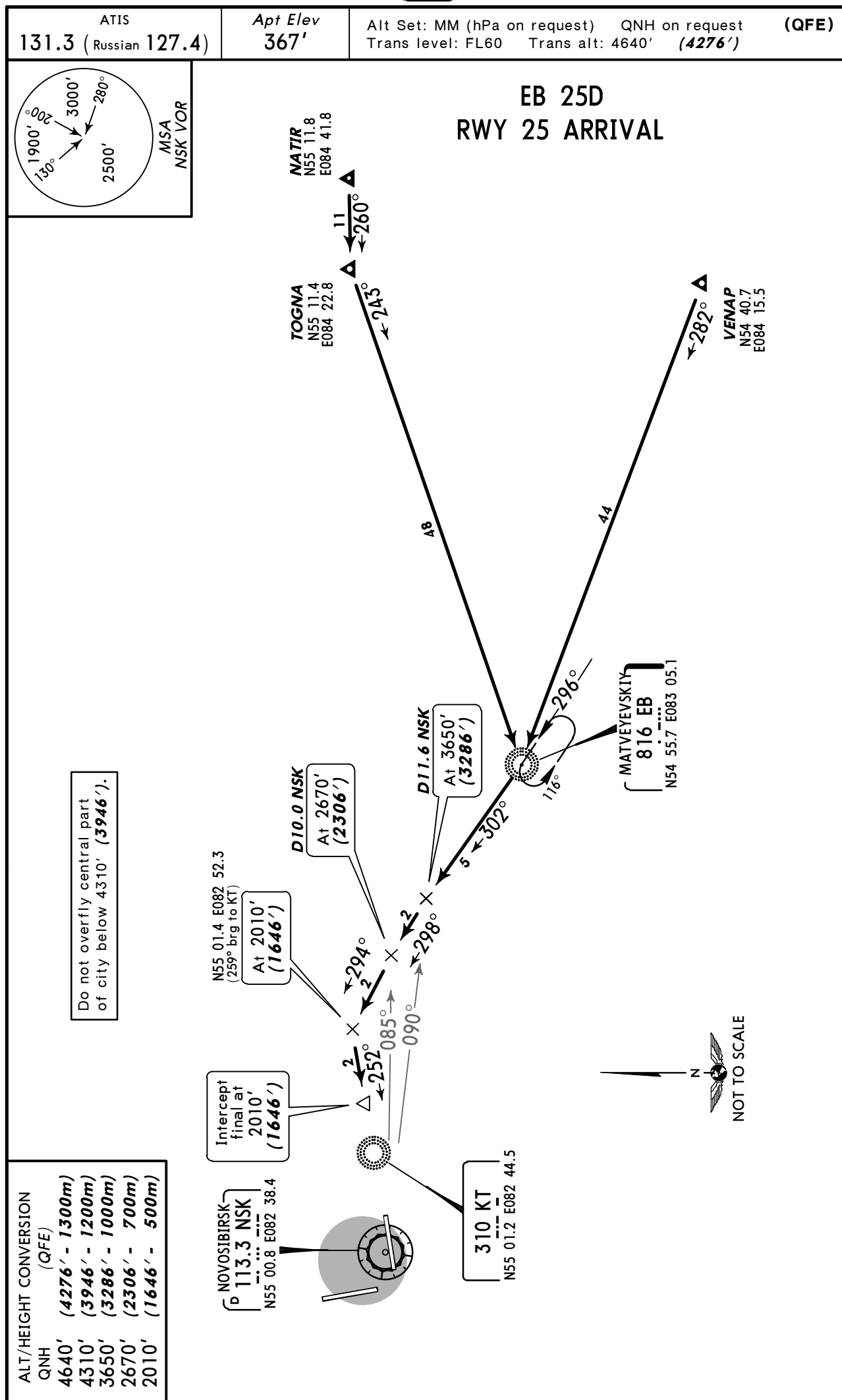
(QFE)

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)

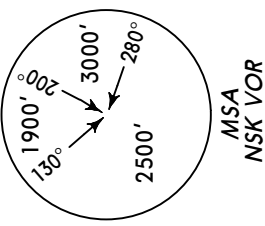


ATIS
131.3 (Russian 127.4)

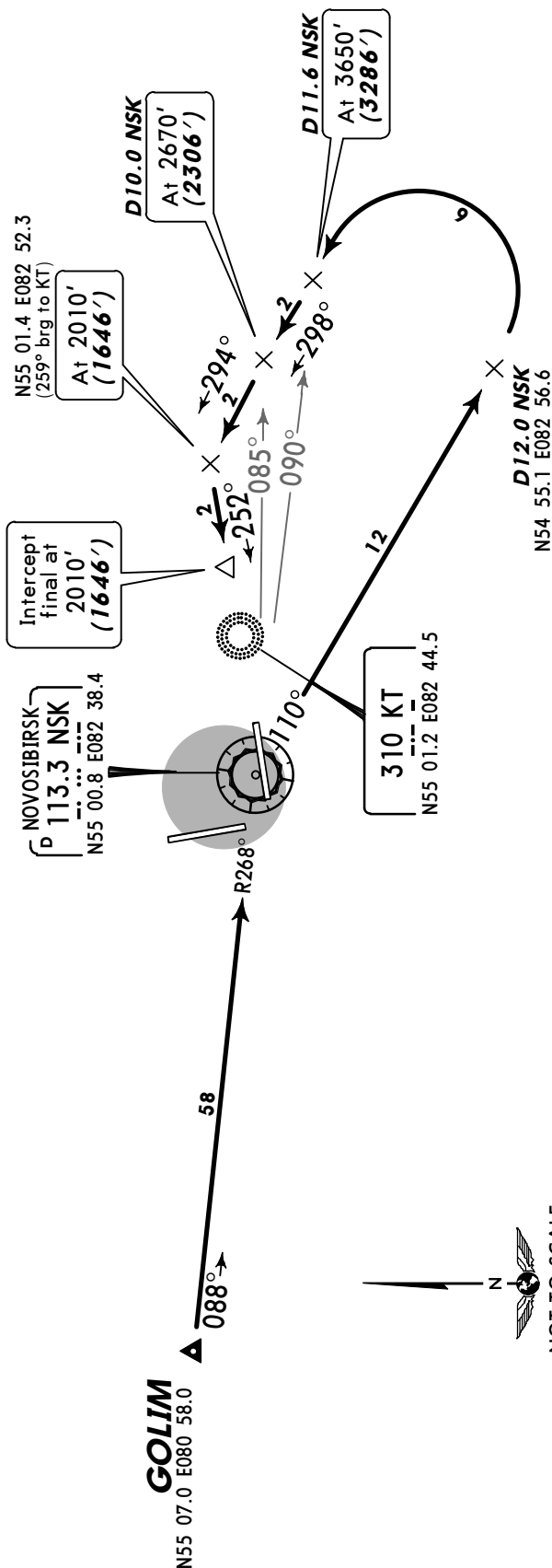
Apt Elev
367'

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

(QFE)

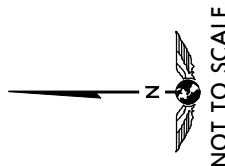


GL 25D RWY 25 ARRIVAL



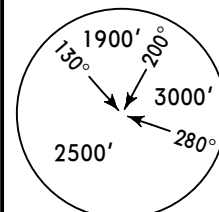
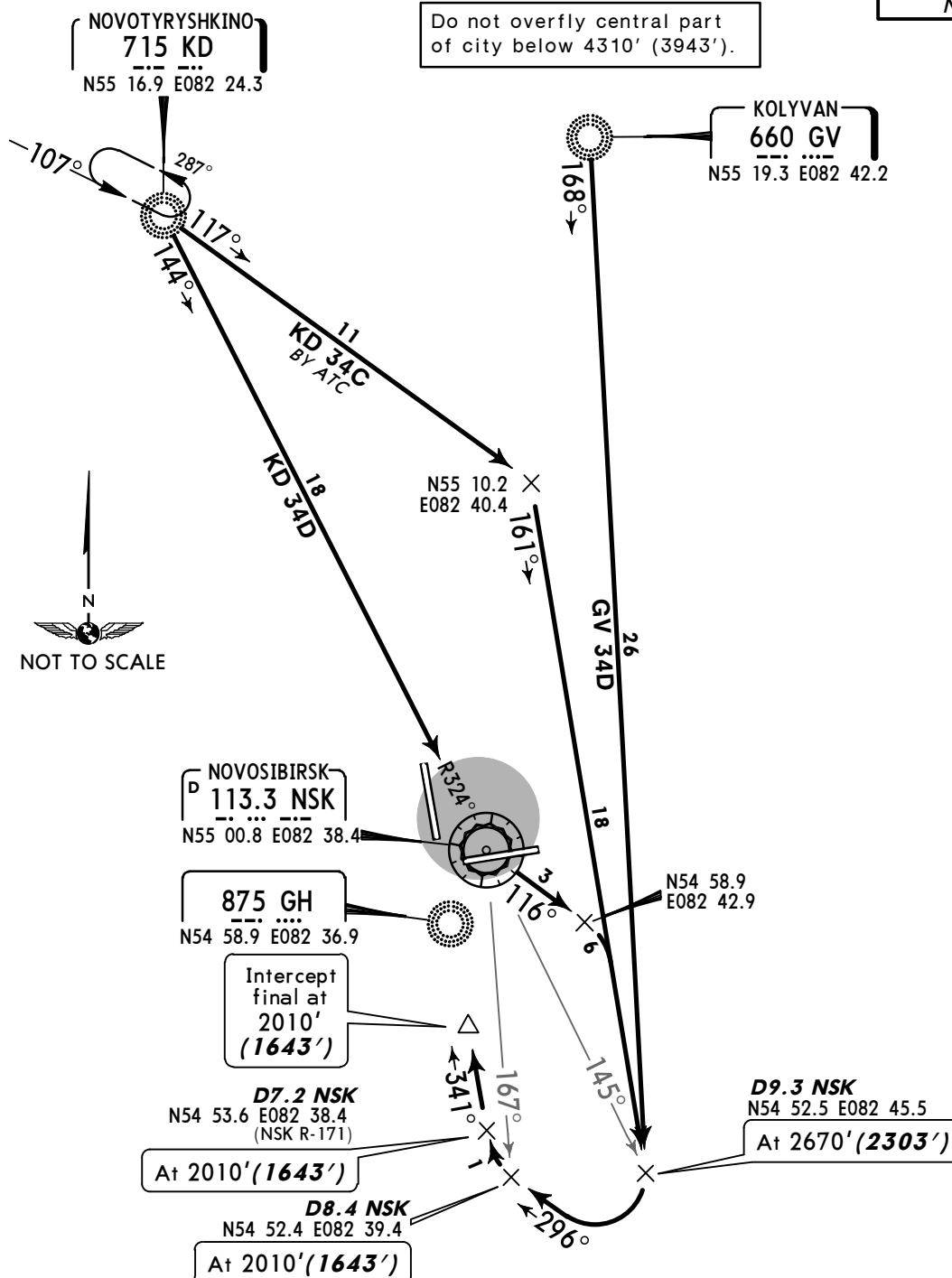
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4640'	(4276' - 1300m)
4310'	(3946' - 1200m)
3650'	(3286' - 1000m)
2670'	(2306' - 700m)
2010'	(1646' - 500m)

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



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)

GV 34D, KD 34C, KD 34D
RWY 34 ARRIVALSMSA
NSK VORDo not overfly central part
of city below 4310' (3943').

ALT/HEIGHT CONVERSION

QNH (QFE)

4640' (4273' - 1300m)

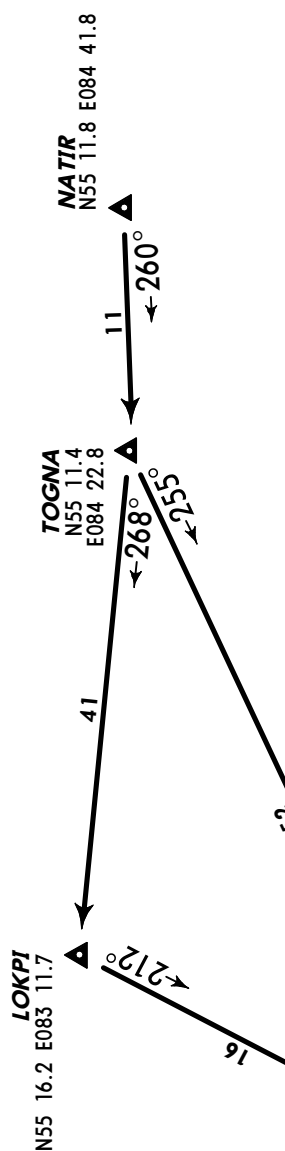
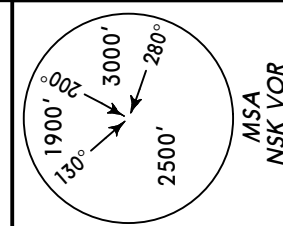
4310' (3943' - 1200m)

2670' (2303' - 700m)

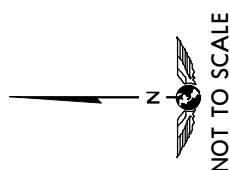
2010' (1643' - 500m)

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)

PG 34D
RWY 34 ARRIVALDo 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)

ODIDA
N55 04.7 E082 53.6
At or above
4310' (3943')NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4D6.9 NSK
At or above
4310' (3943')D9.8 NSK
N54 51.9 E082 45.5
(316° brg to GH)
At 2670' (2303')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 39.4
(338° brg to GH)
At 2010' (1643')

(QFE)

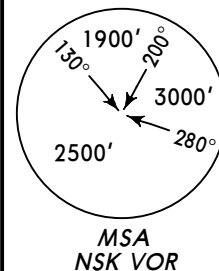
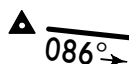
ALT/HEIGHT CONVERSION

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

ALIRO
N54 02.0 E082 18.5

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

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)

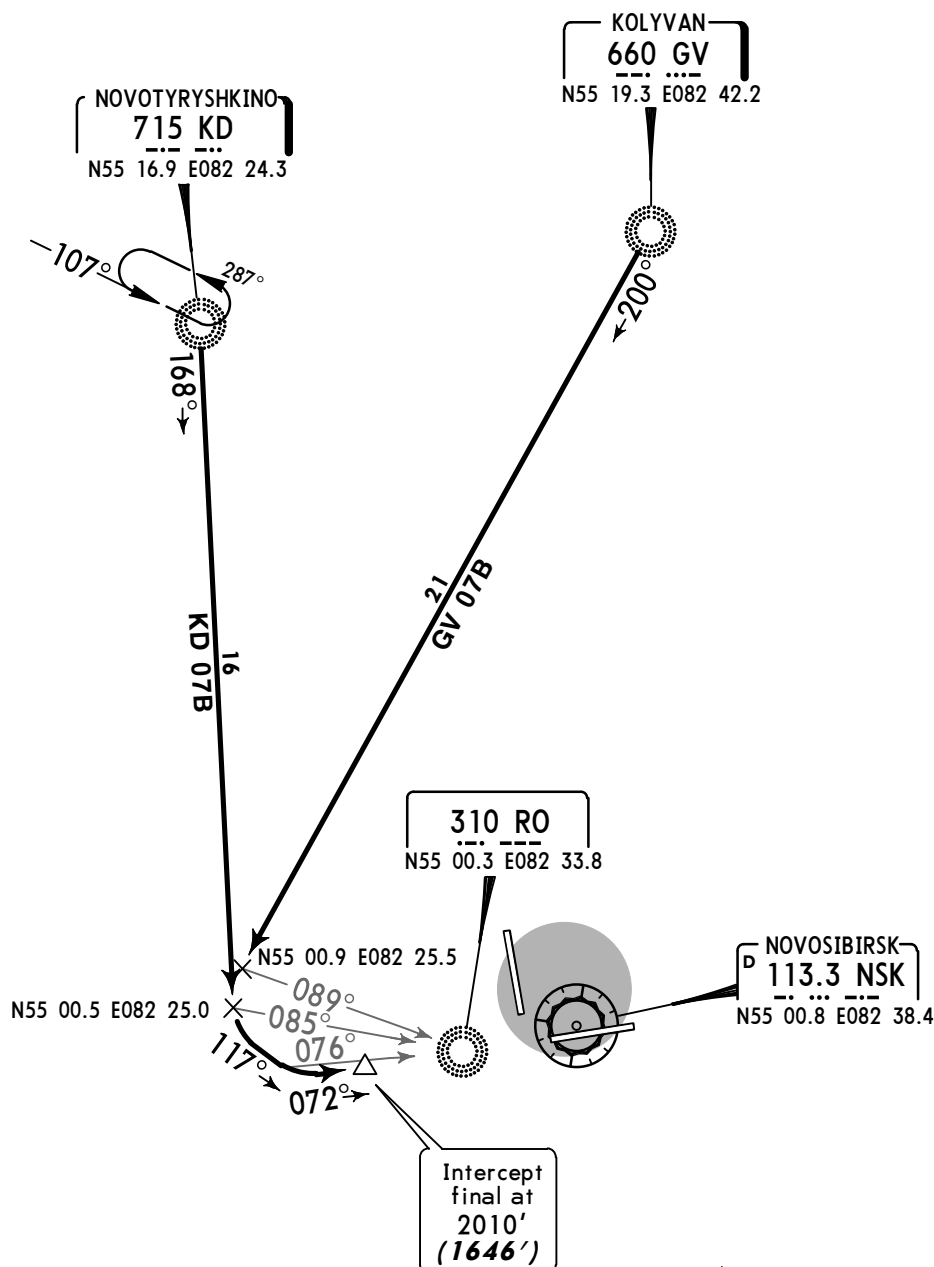
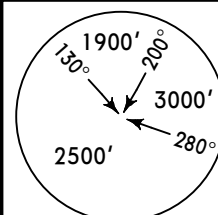
2010' (1643' - 500m)

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

(QFE)

GV 07B, KD 07B
RWY 07 ARRIVALS

CAT A & B



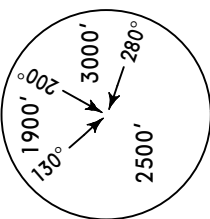
ALT/HEIGHT CONVERSION
QNH (QFE)
4640' (4276' - 1300m)
2010' (1646' - 500m)

ATIS
131.3 (Russian 127.4)

Apt Elev
368'

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

(QFE)



MSA
NSK VOR

LK 07B, PG 07B RWY 07 ARRIVALS

CAT A & B

LOKPI
N55 16.2 E083 11.7
N55 11.4 E084 22.8
N55 11.8 E084 41.8
N55 11.8 E084 41.8

268°
260°

41
11

ODIDA
N55 04.7 E082 53.6

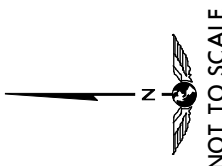
247°

LK 07B
PG 07B

12
30

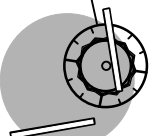
NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4

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

162°

252°

093°

076°

072°

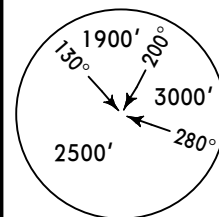
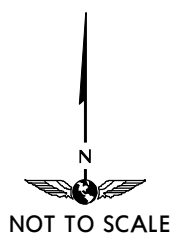
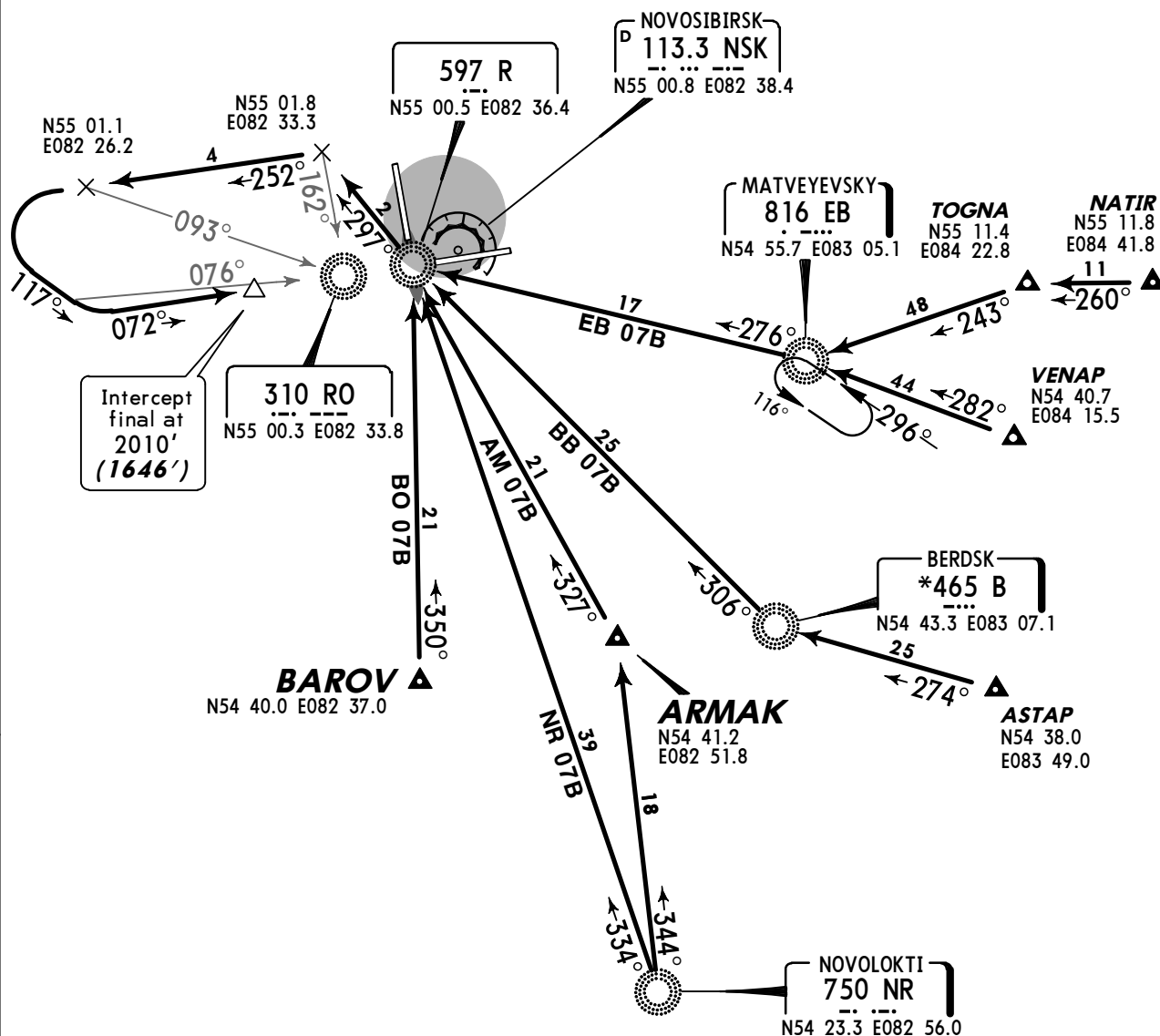
117°

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 & B

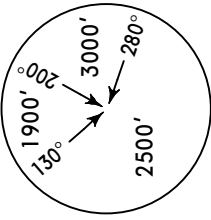
MSA
NSK VORALT/HEIGHT CONVERSION
QNH (QFE)
4640' (4276' - 1300m)
2010' (1646' - 500m)

ATIS
131.3 (Russian 127.4)

Apt Elev
368'

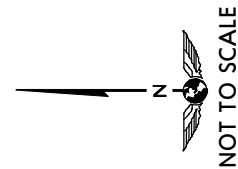
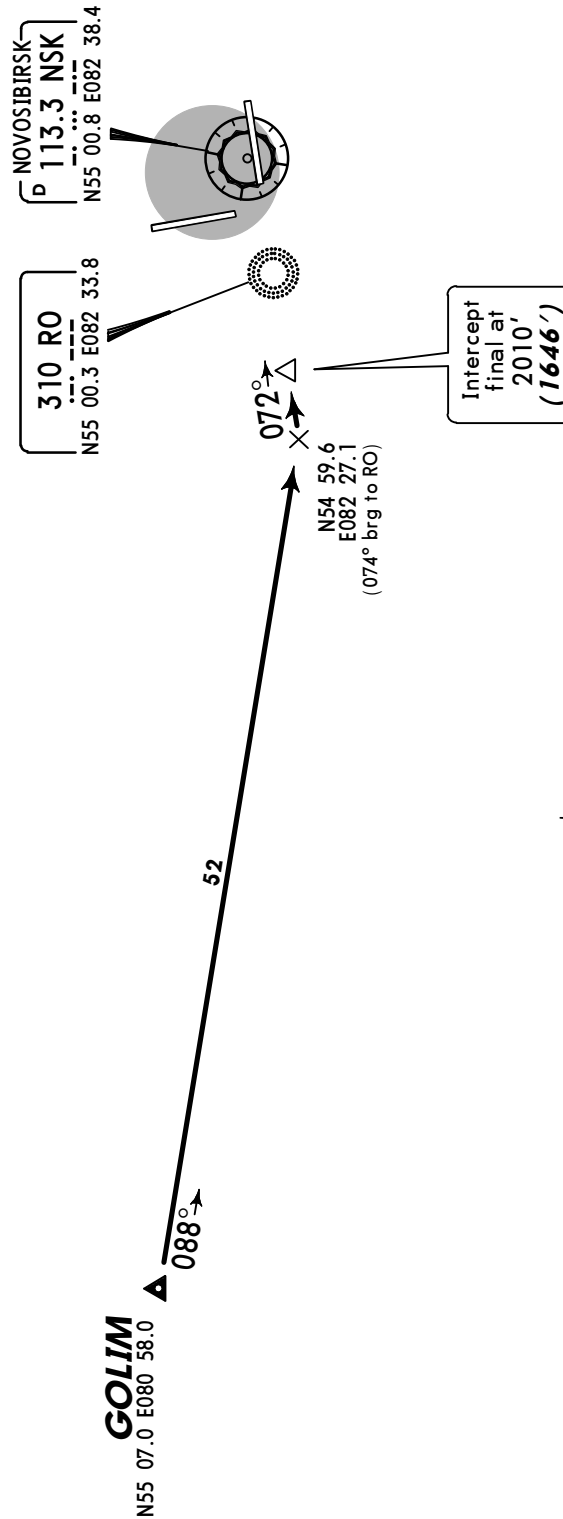
Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4276')

(QFE)



MSA
NSK VOR

GL 07B
RWY 07 ARRIVAL
CAT A & B



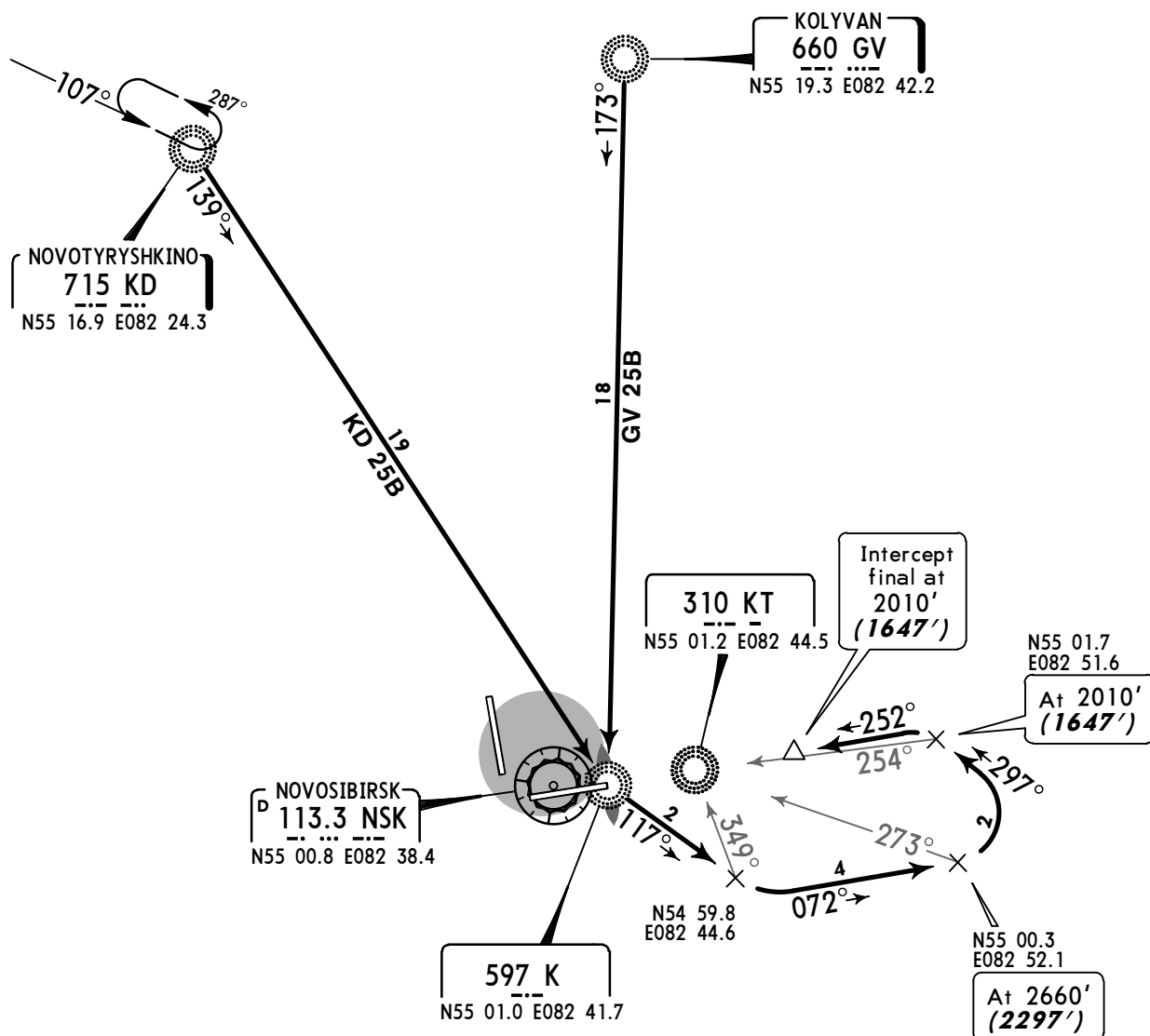
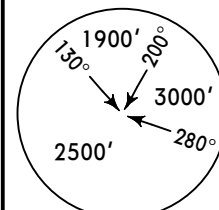
ALT/HEIGHT CONVERSION
QNH (QFE)
4640' (4276' - 1300m)
2010' (1646' - 500m)

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 & 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)

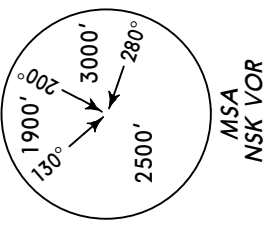


ATIS
131.3 (Russian 127.4)

Apt Elev
368'

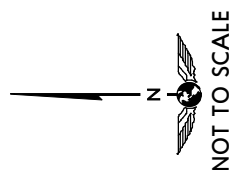
Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4277')

(QFE)



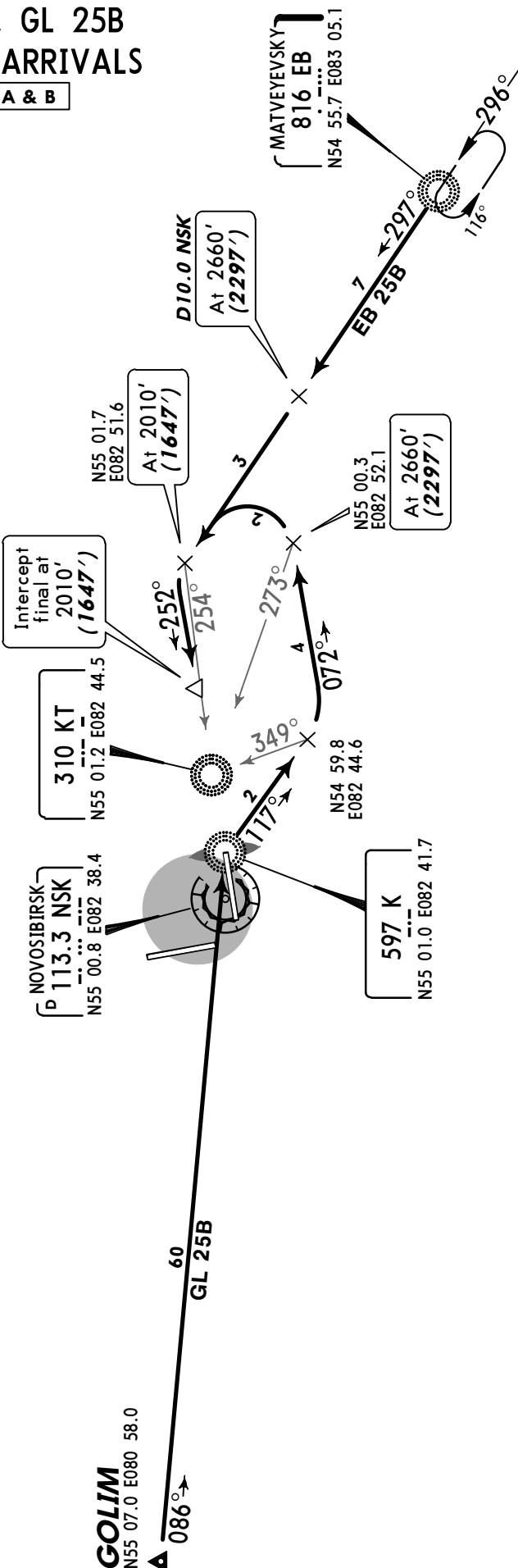
EB 25B, GL 25B
RWY 25 ARRIVALS

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)

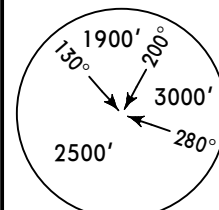
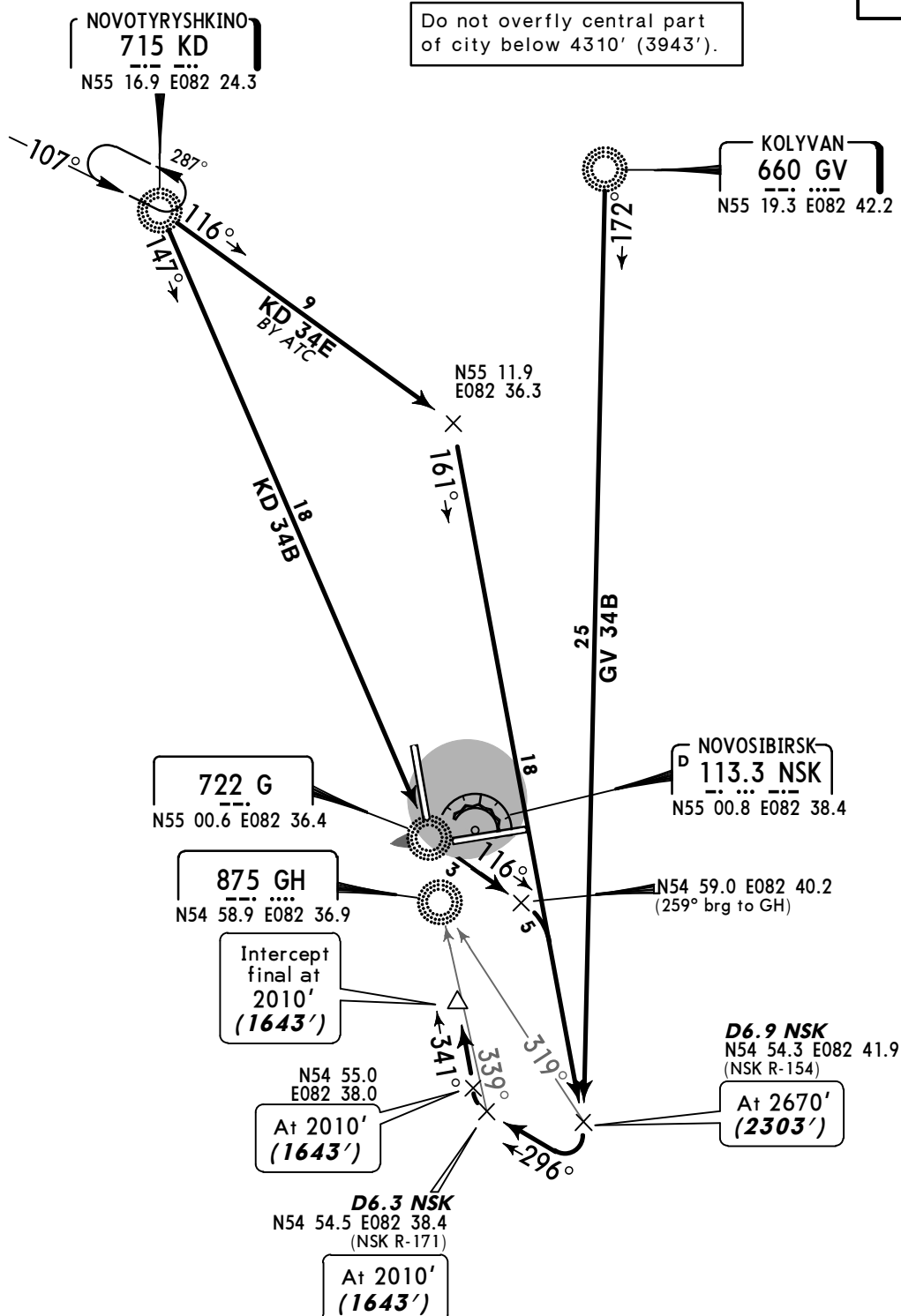


ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4273')

(QFE)

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

CAT A & B

MSA
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)

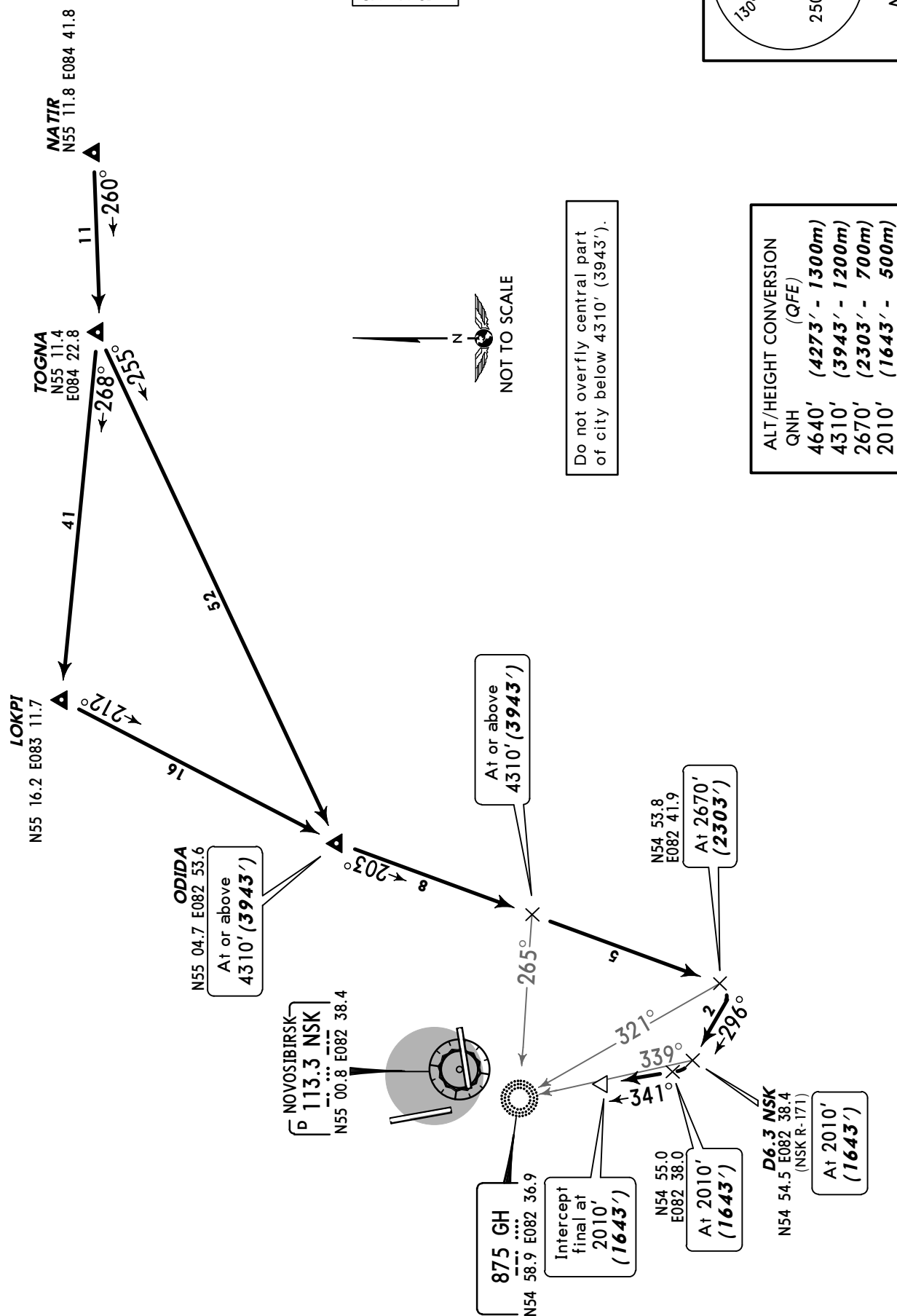
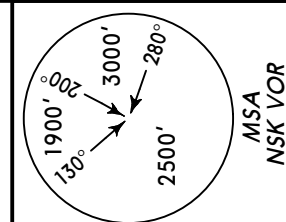


ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4273')

(QFE)

PG 34B
RWY 34 ARRIVAL

CAT A & B

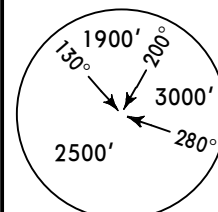


ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4273')

(QFE)

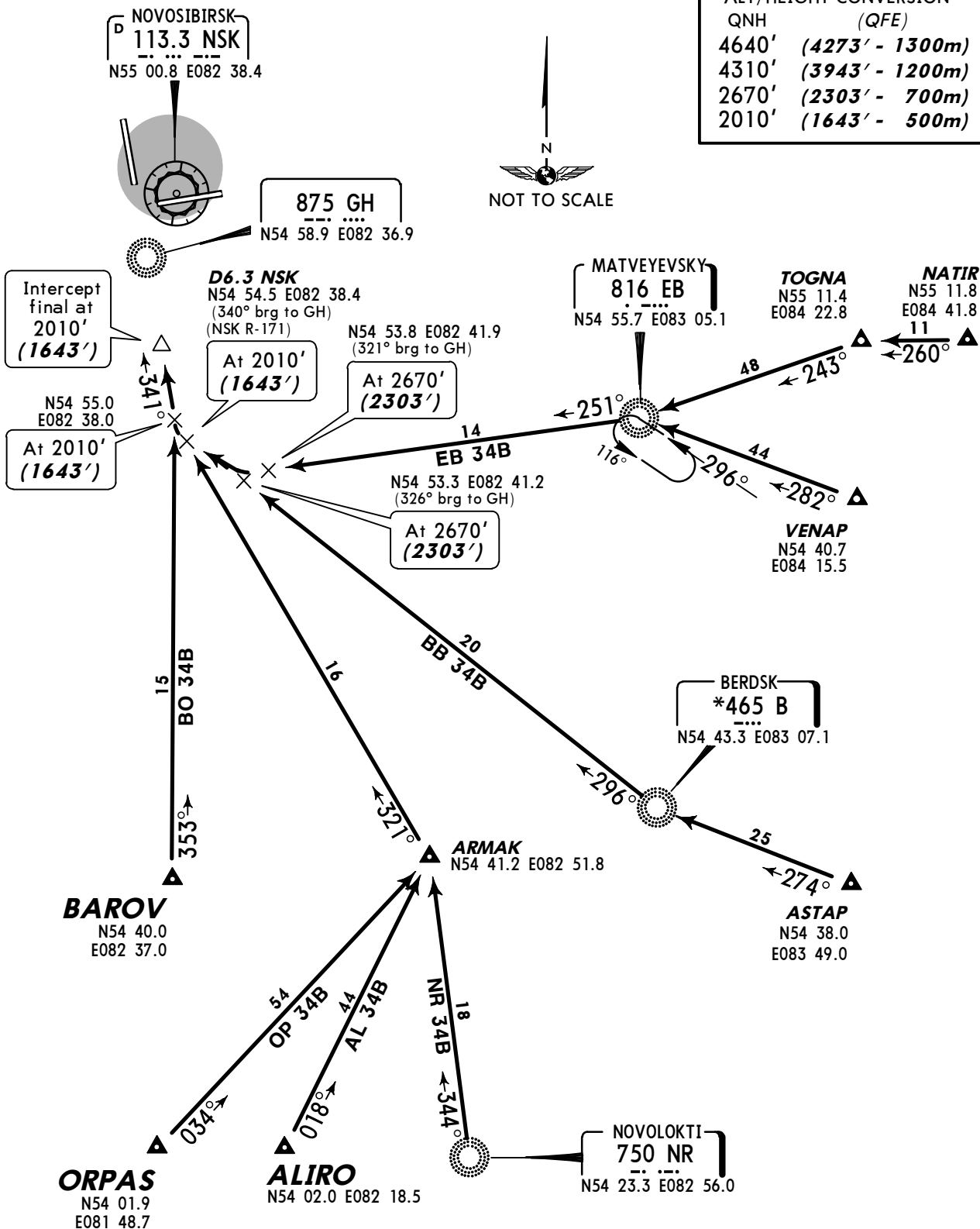
AL 34B, BB 34B, BO 34B, EB 34B, NR 34B, OP 34B
RWY 34 ARRIVALS

CAT A & B

Do not overfly central part
of city below 4310' (3943').MSA
NSK VOR

ALT/HEIGHT CONVERSION

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

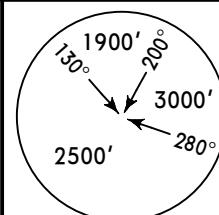


ATIS
131.3 (Russian 127.4)Apt Elev
368'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4640' (4273')

(QFE)

GL 34B
RWY 34 ARRIVAL

CAT A & 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)

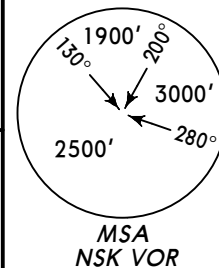
4310' (3943' - 1200m)

2670' (2303' - 700m)

2010' (1643' - 500m)

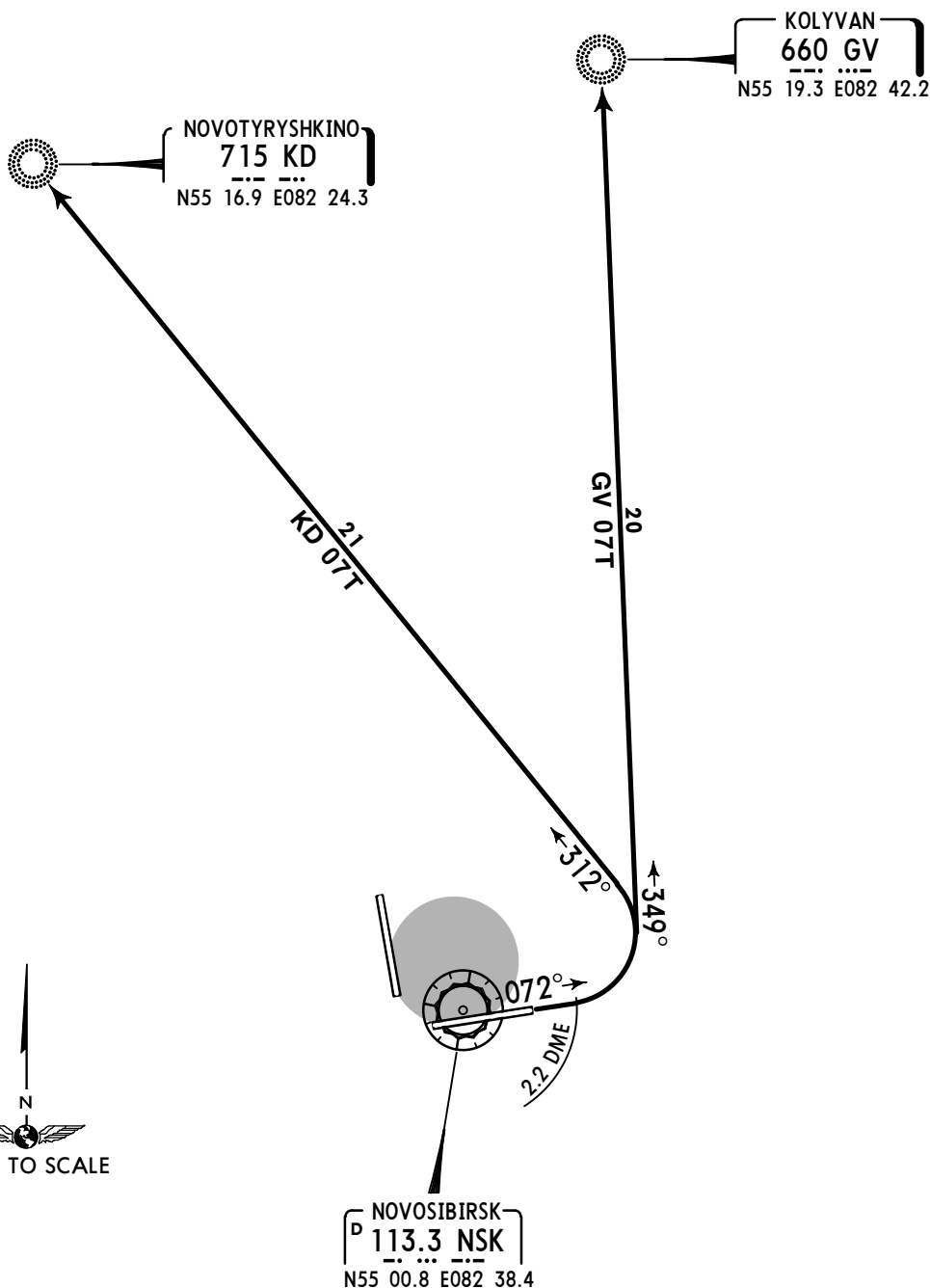
Apt Elev
368'

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 DEPARTURES

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



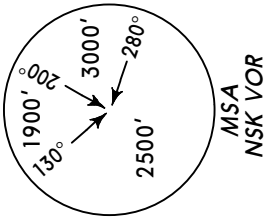
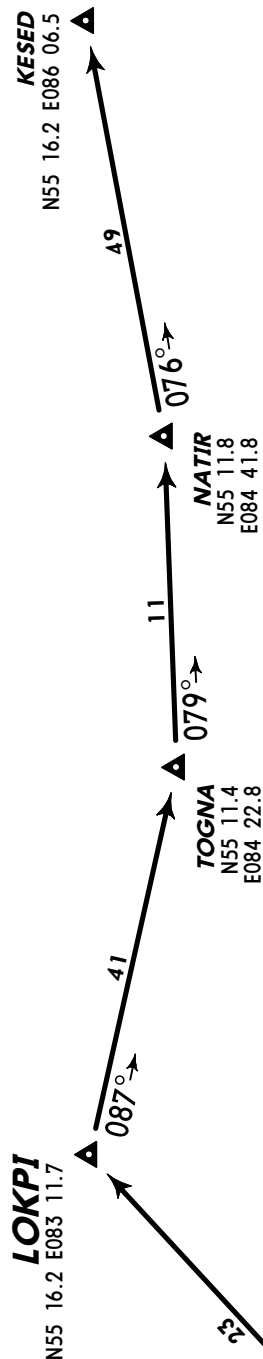
ALT/HEIGHT CONVERSION
QNH (QFE)
4310' (3945' - 1200m)
4640' (4275' - 1300m)

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.

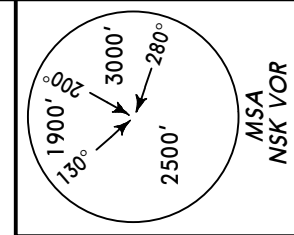
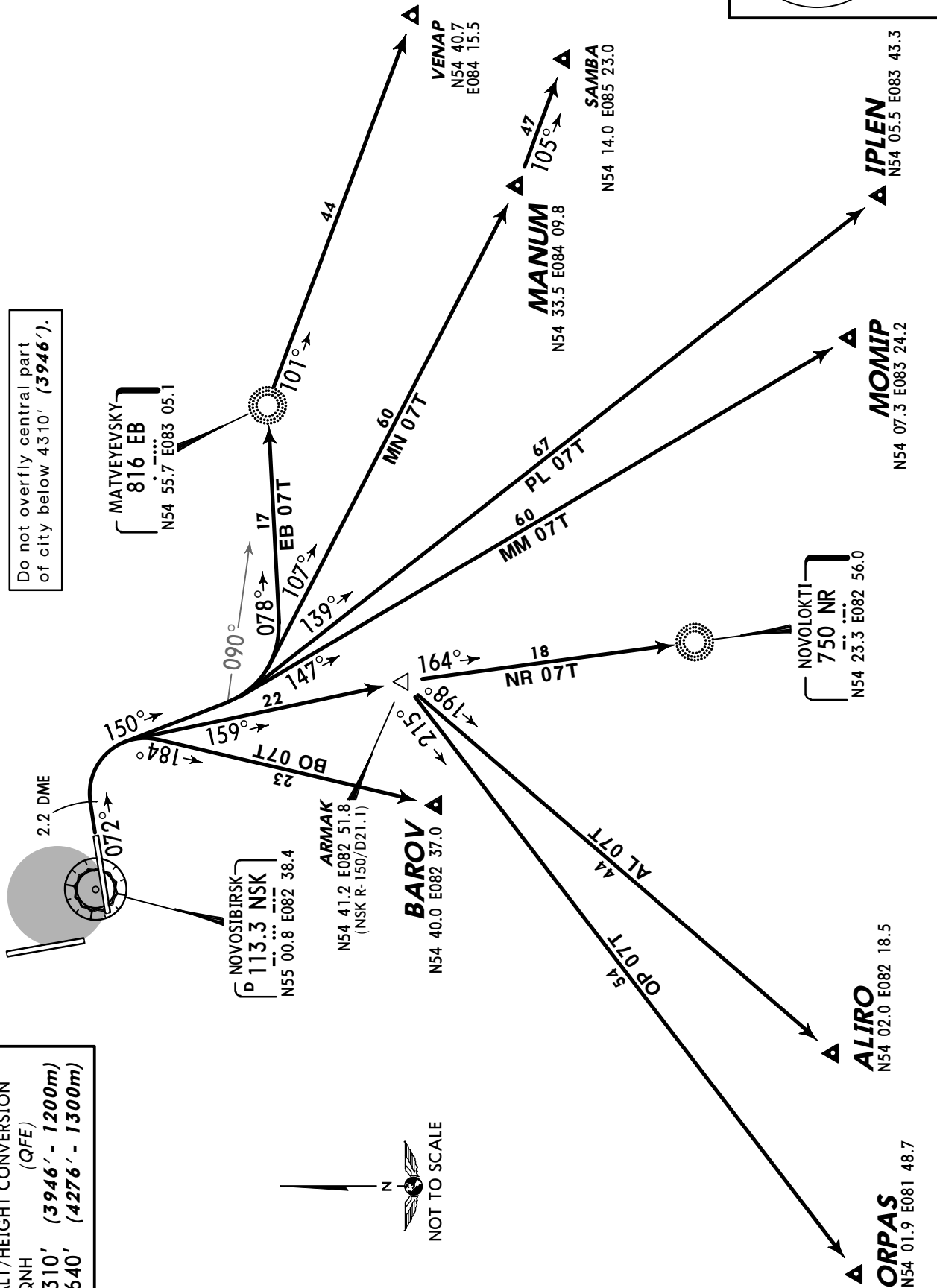
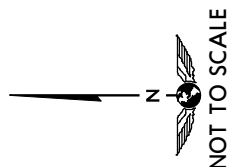
Do not overfly central part
of city below 4310' (3945').LK 07T
RWY 07 DEPARTUREALT/HEIGHT CONVERSION
(QFE)
QNH
4310' (3945' - 1200m)
4640' (4275' - 1300m)NOVOSIBIRSK
D 113.3 NSK
N55 00.8 E082 38.4

Apt Elev
368'

QNH on request (QFE)

Trans level: FL60 Trans alt: 4640' (4276')

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

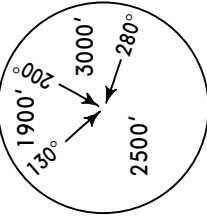
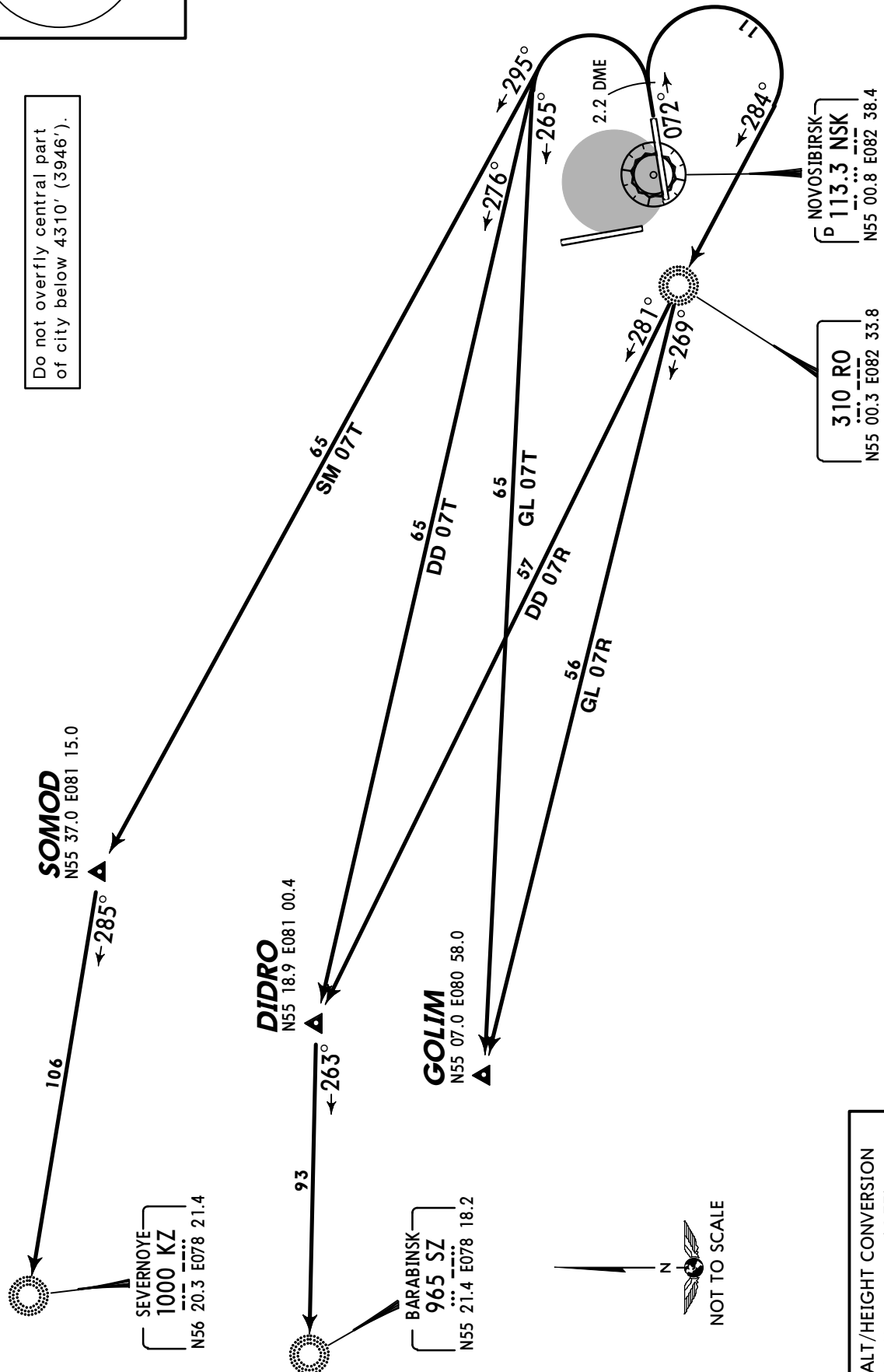
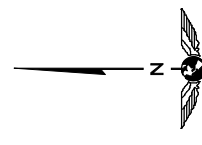
AL 07T, BO 07T, EB 07T, MM 07T, MN 07T
NR 07T, OP 07T, PL 07T
RWY 07 DEPARTURESDo not overfly central part
of city below 4310' (3946').ALT/HEIGHT CONVERSION
(QFE)
QNH 4310' (3946' - 1200m)
4640' (4276' - 1300m)

Apt Elev
368'

QNH on request (QFE)

Trans level: FL60 Trans alt: 4640' (4276')

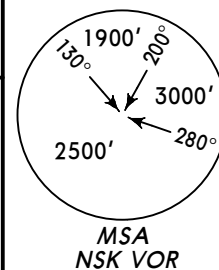
Take-off shall be carried out with noise abatement procedures according to Flight Operation Manual.

MSA
NSK VORDD 07R, DD 07T, GL 07R, GL 07T, SM 07T
RWY 07 DEPARTURESDo not overfly central part
of city below 4310' (3946').ALT/HEIGHT CONVERSION
QNH (QFE)
4310' (3946' - 1200m)
4640' (4276' - 1300m)

NOT TO SCALE

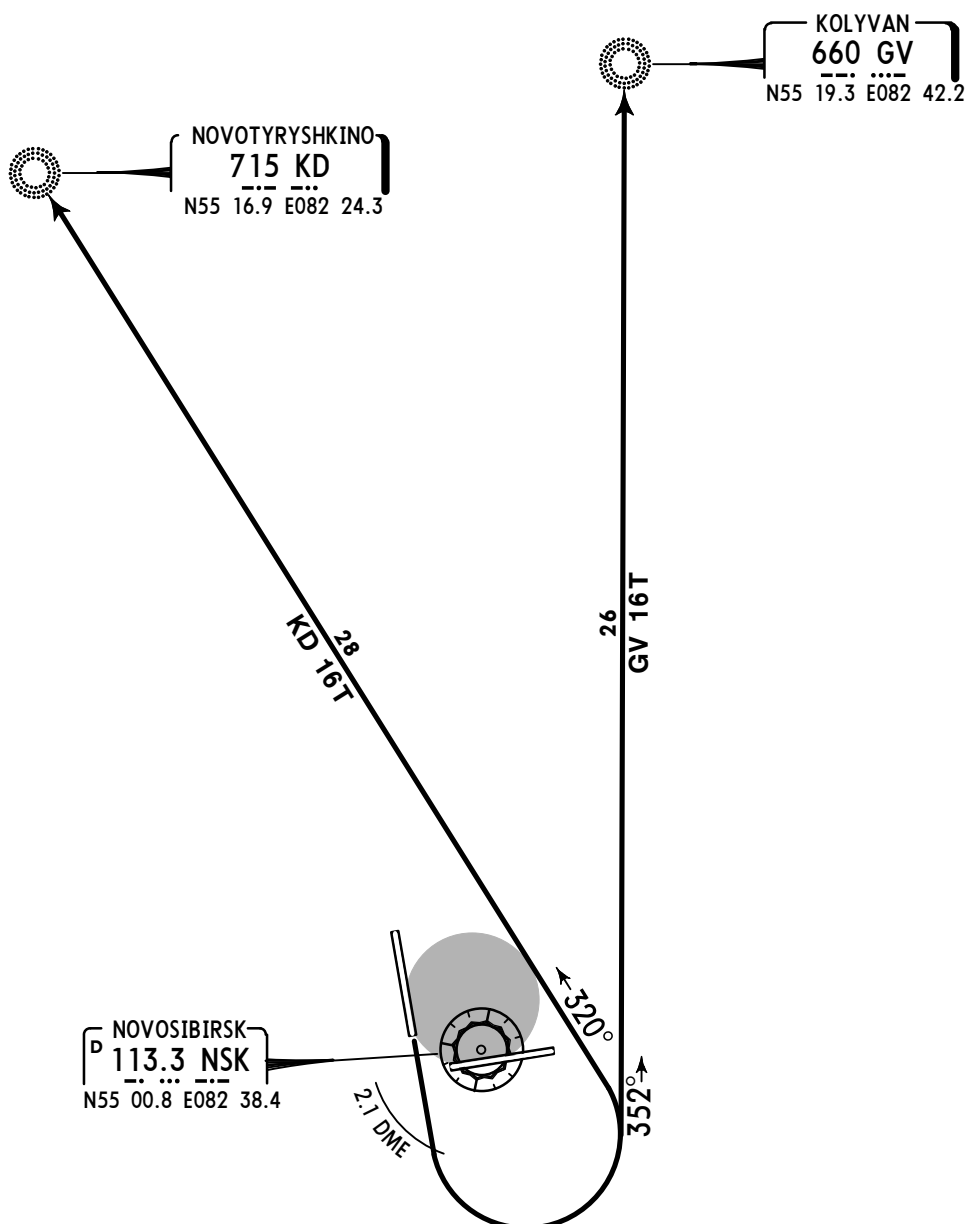
Apt Elev
368'

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').

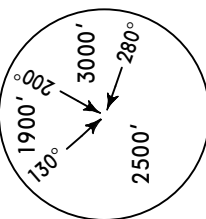
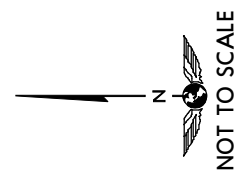
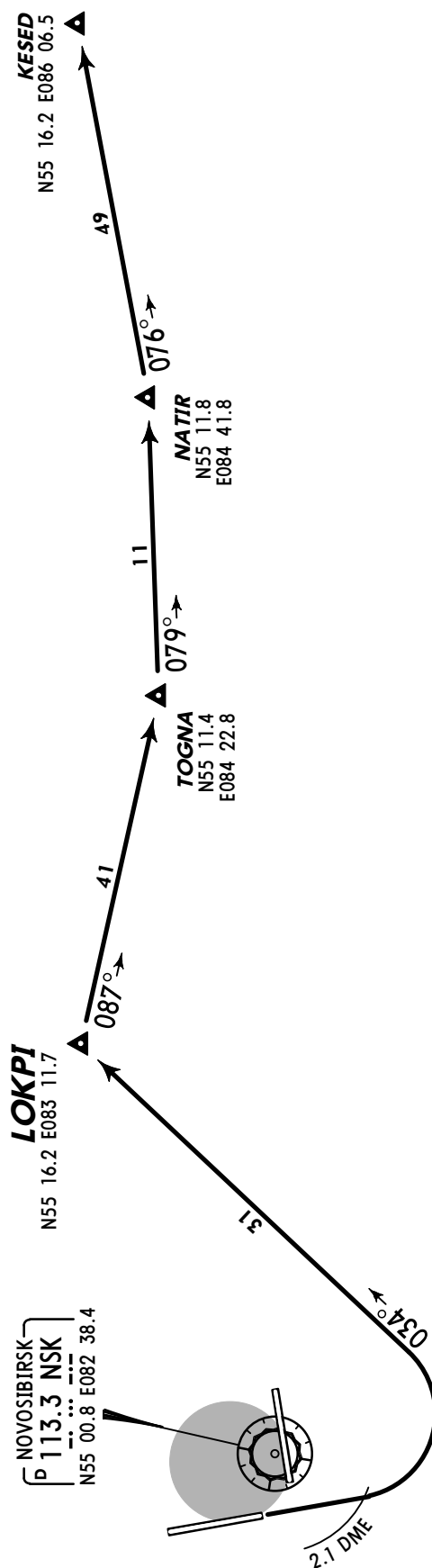


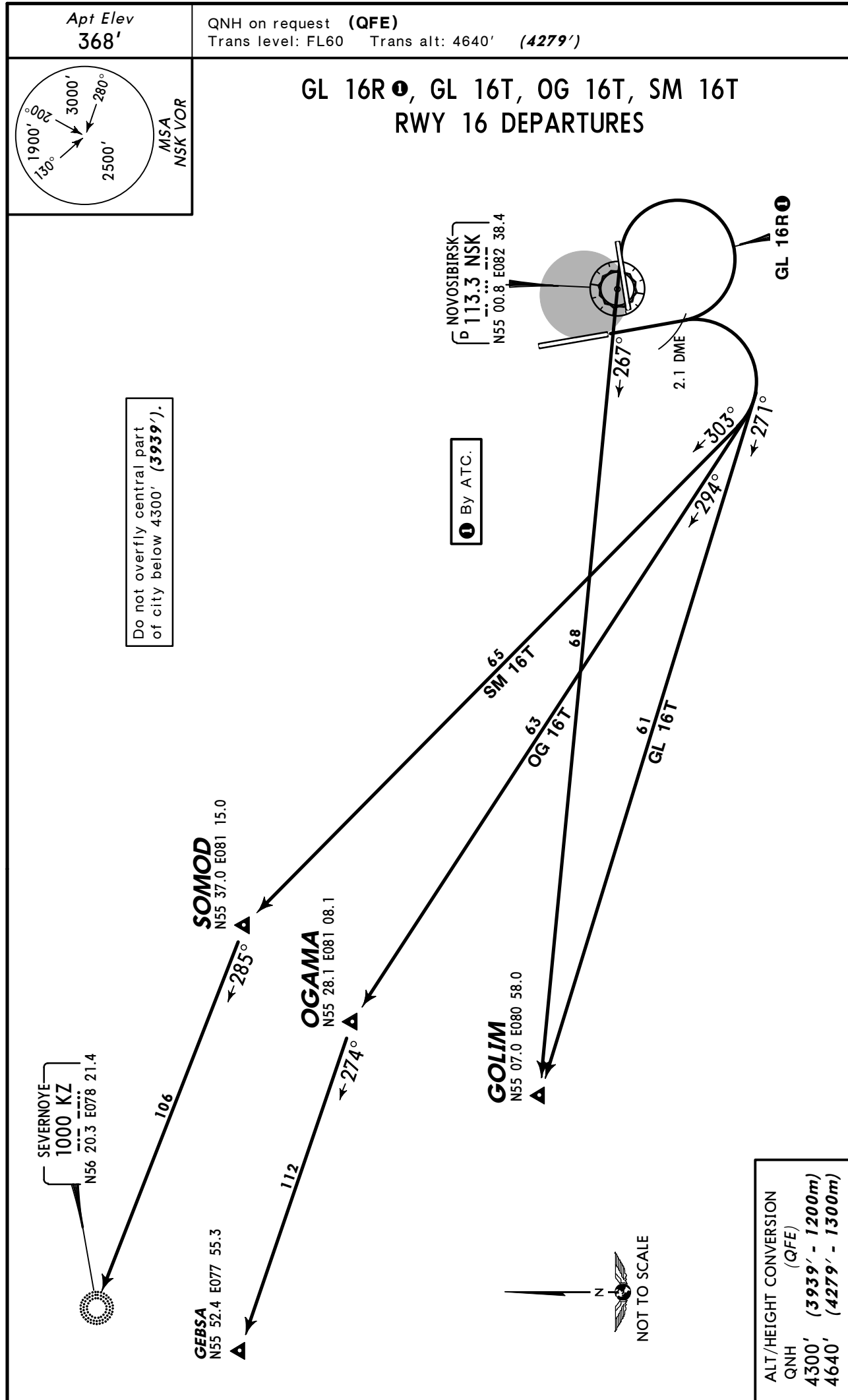
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4300'	(3938' - 1200m)
4640'	(4278' - 1300m)

Apt Elev
368'

QNH on request (QFE)

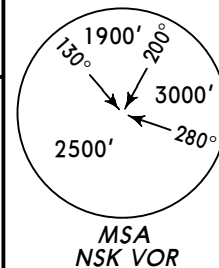
Trans level: FL60 Trans alt: 4640' (4278')

LK 16T
RWY 16 DEPARTUREDo 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' (4276')



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

Do not overfly central part
of city below 4300' (3936').

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



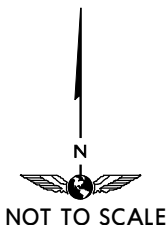
KOLYVAN
660 GV
N55 19.3 E082 42.2



KG 25T
60

KD 25T
19

GV 25T
22

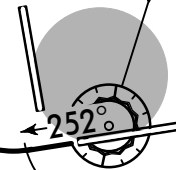


NOT TO SCALE

NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4



←333°
←316°
010°

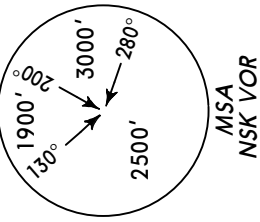


1.6 DME

ALT/HEIGHT CONVERSION
QNH (QFE)
4300' (3936' - 1200m)
4640' (4276' - 1300m)

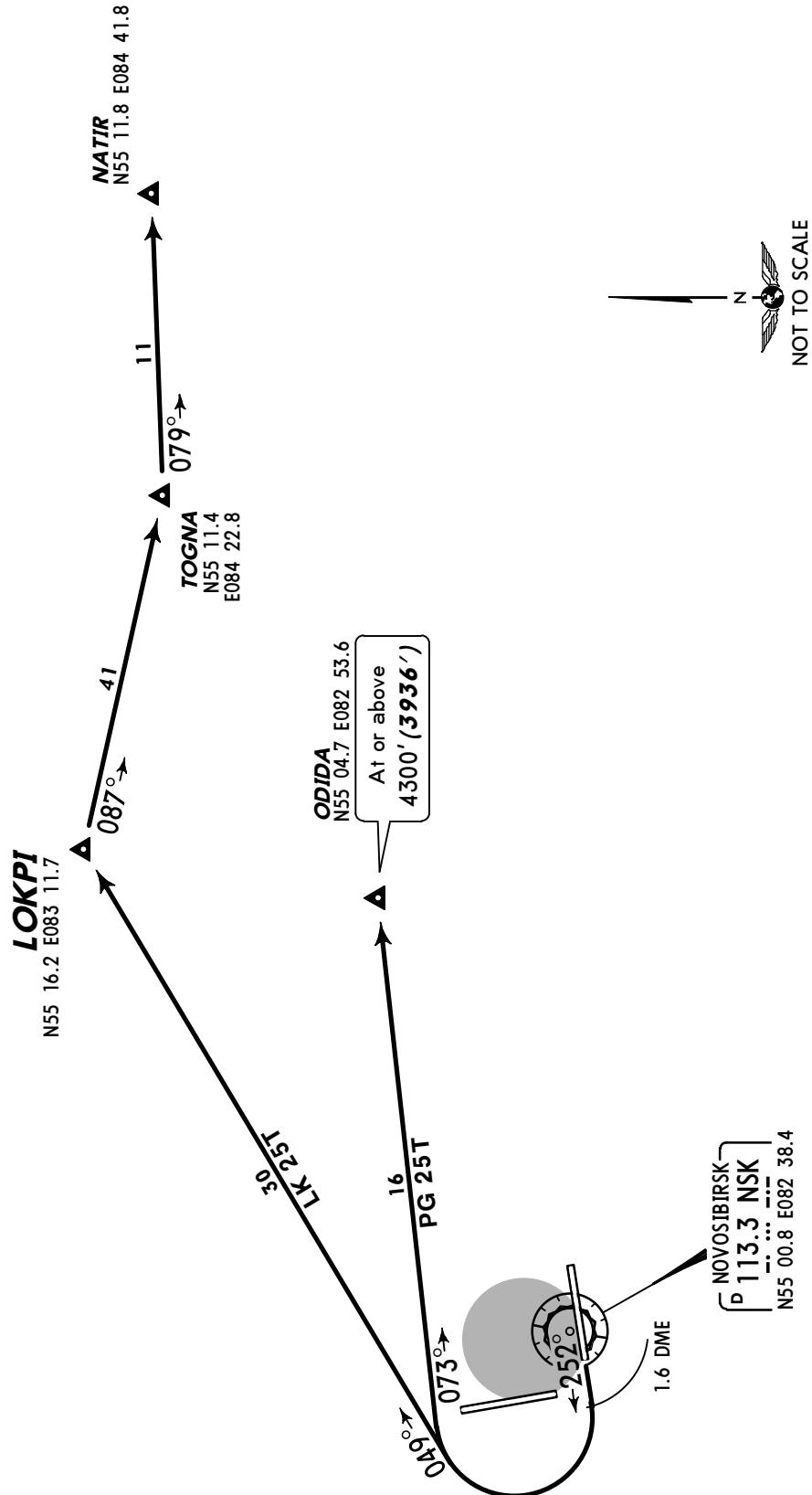
Apt Elev
368'

QNH on request **(QFE)**
Trans level: FL60 Trans alt: 4640' **(4276')**



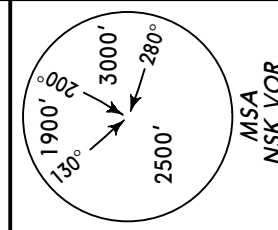
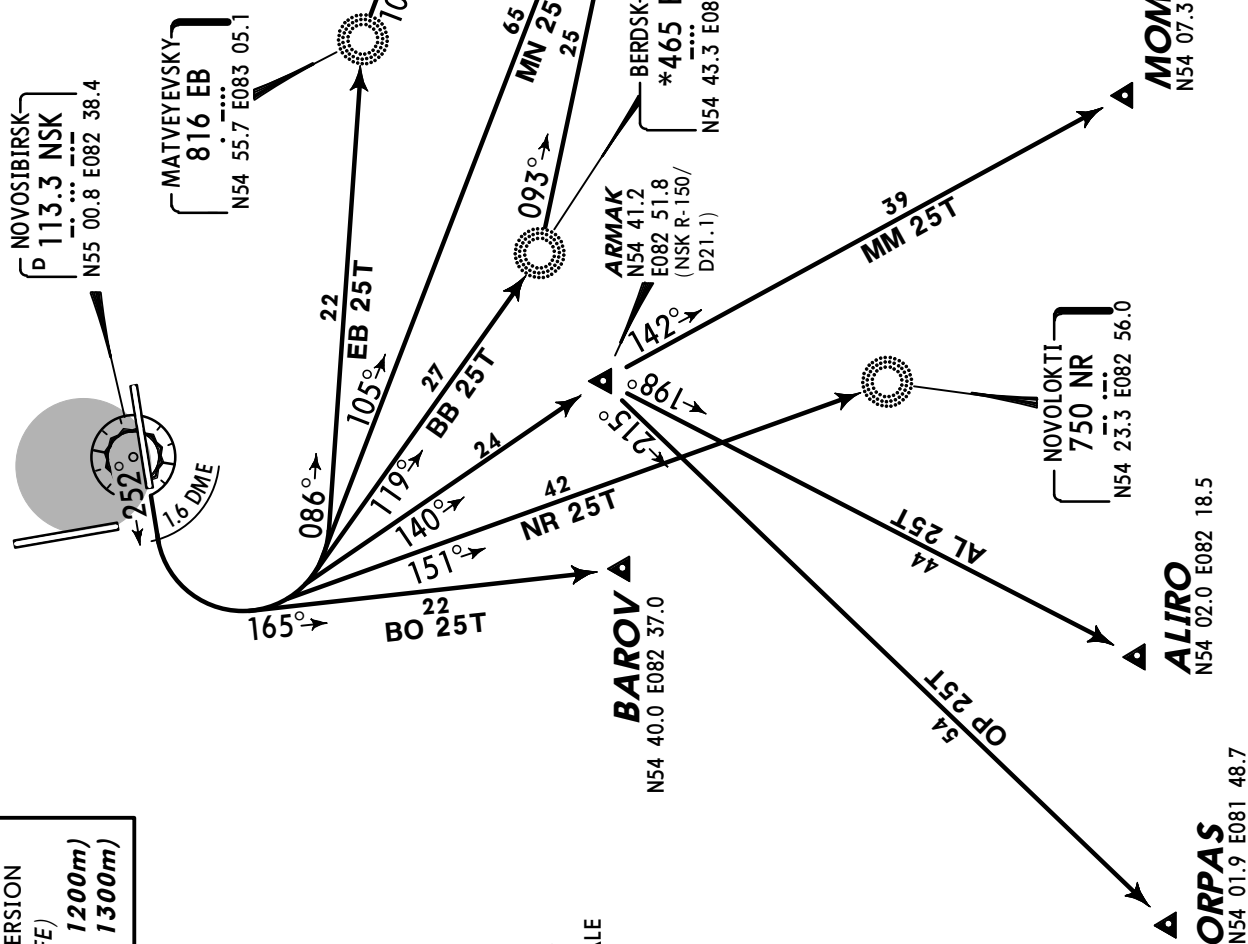
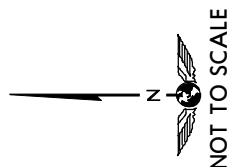
**LK 25T, PG 25T
RWY 25 DEPARTURES**

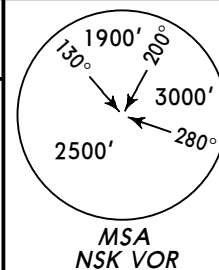
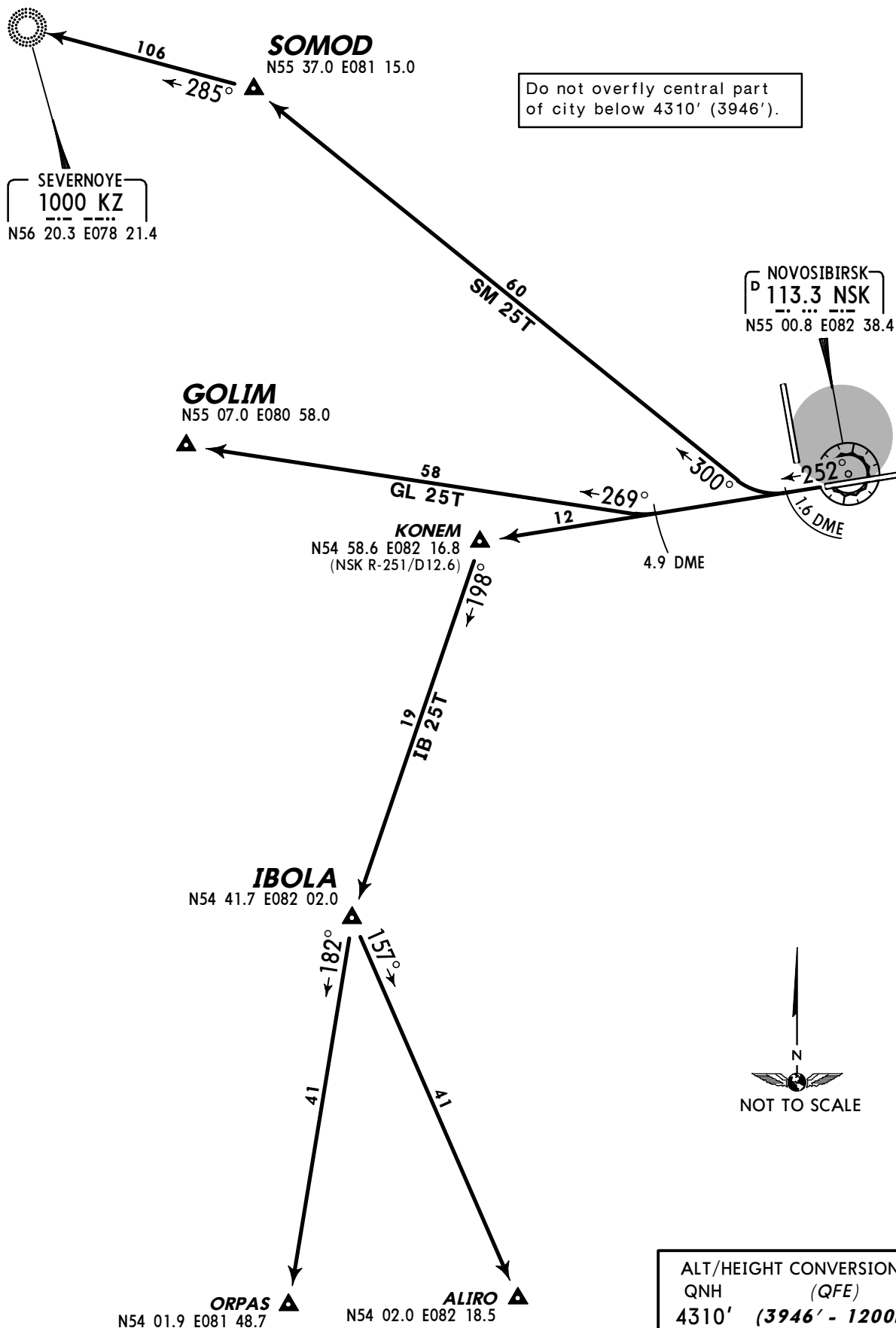
Do not overfly central part
of city below 4300' (3936').

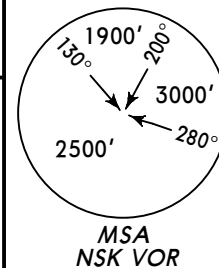
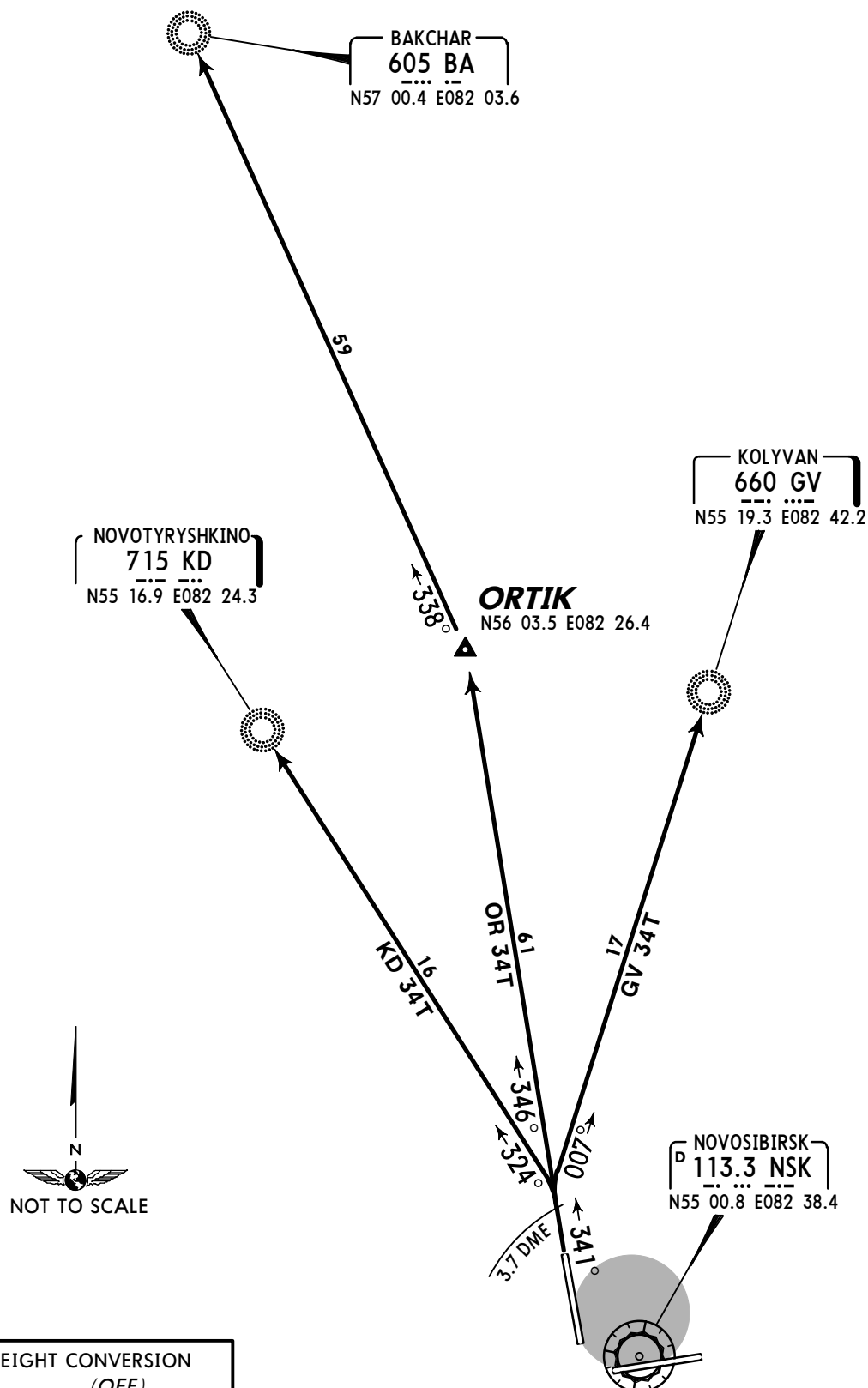


ALT/HEIGHT CONVERSION
QNH
4300' (3936' - 1200m)
4640' (4276' - 1300m)

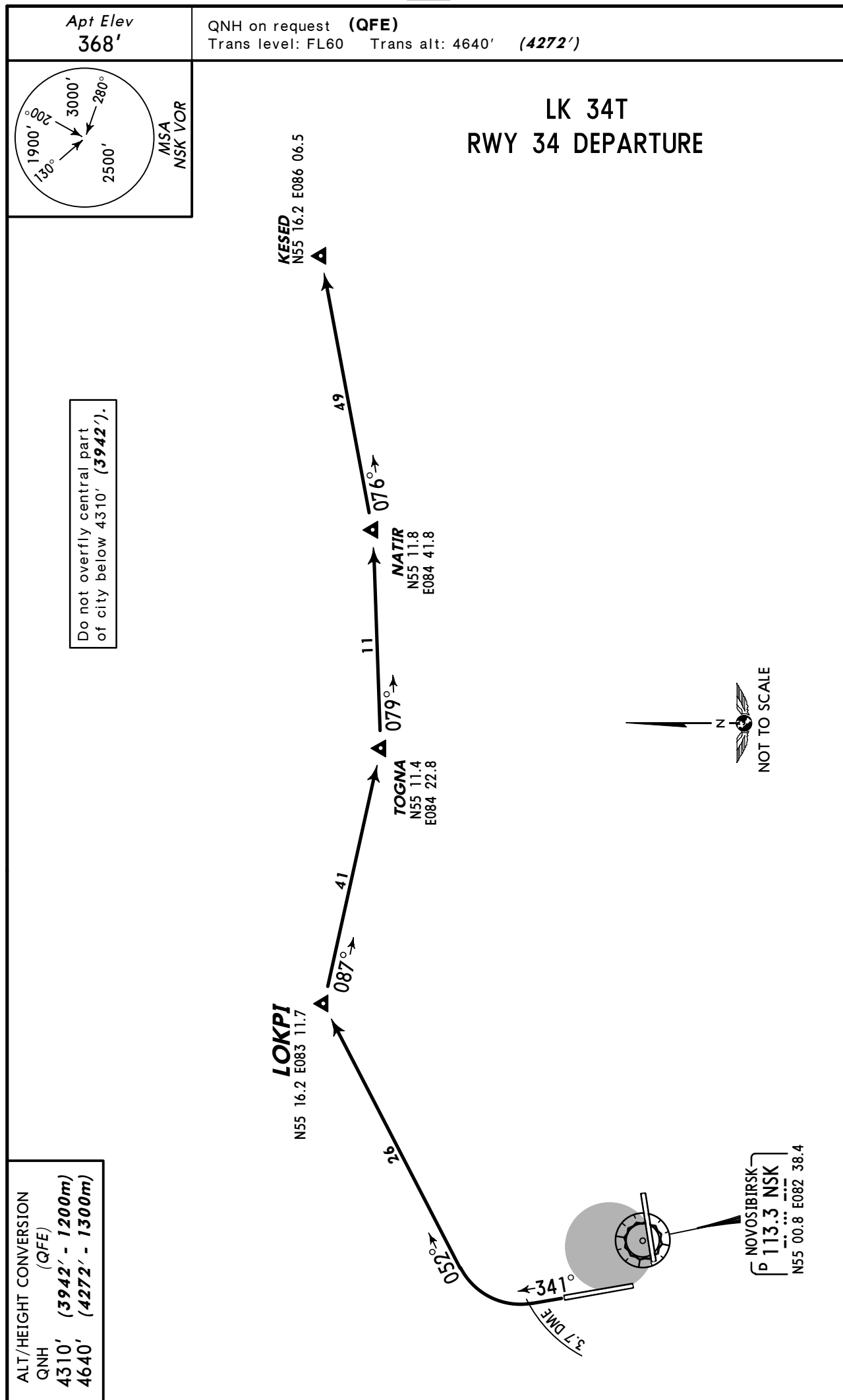
NOVOSIBIRSK
D 113.3 NSK
N55 00.8 E082 38.4

Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4276')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 4310' (3946').ALT/HEIGHT CONVERSION
QNH (QFE)
4310' (3946' - 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').

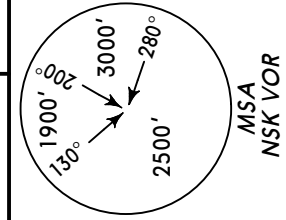
ALT/HEIGHT CONVERSION
QNH (QFE)
4310' (3942' - 1200m)
4640' (4272' - 1300m)



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

Apt Elev
368'

QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4273')



AL 34T, BO 34T, EB 34T, MN 34T
NR 34T, OP 34T, PL 34T
RWY 34 DEPARTURES

Do not overfly central part
of city below 4310' (3943').

MATVEYEVSKY
816 EB
N54 55.7 E083 05.1

RILTO
N54 55.4
E082 48.6
(NSK R-124/D8.0)

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

NOVOLOKTI
750 NR
N54 23.3 E082 56.0

NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4

BAROVA
N54 40.0 E082 37.0

ORPAS
N54 01.9
E081 48.7

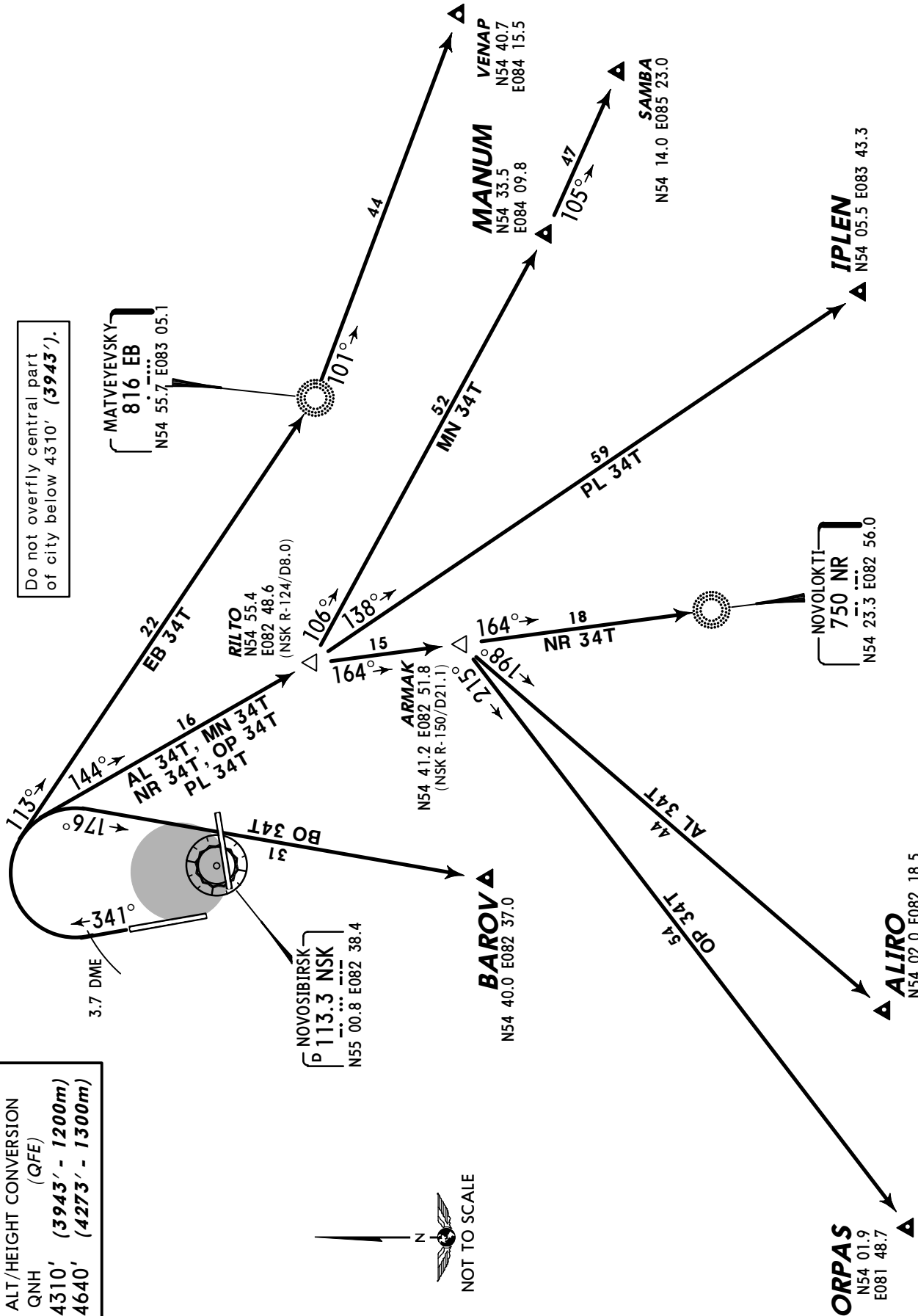
ALIRO
N54 02.0 E082 18.5

IPLIN
N54 05.5 E083 43.3

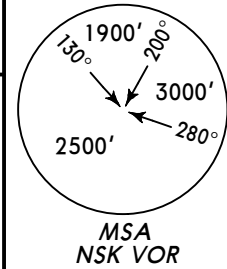
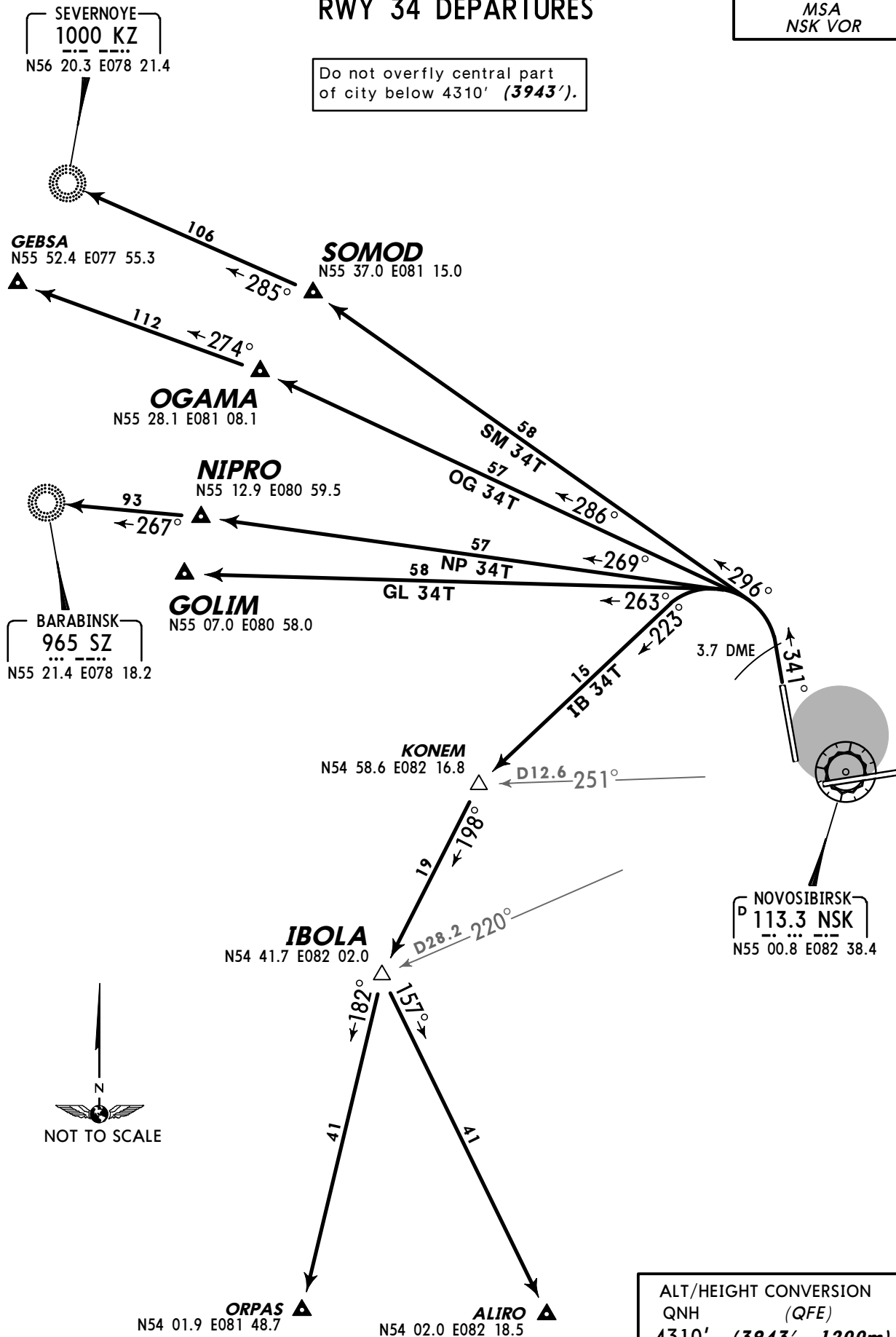
SAMBA
N54 14.0 E085 23.0

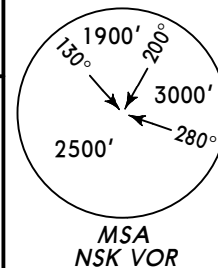
MANUM
N54 33.5
E084 09.8

VENAP
N54 40.7
E084 15.5

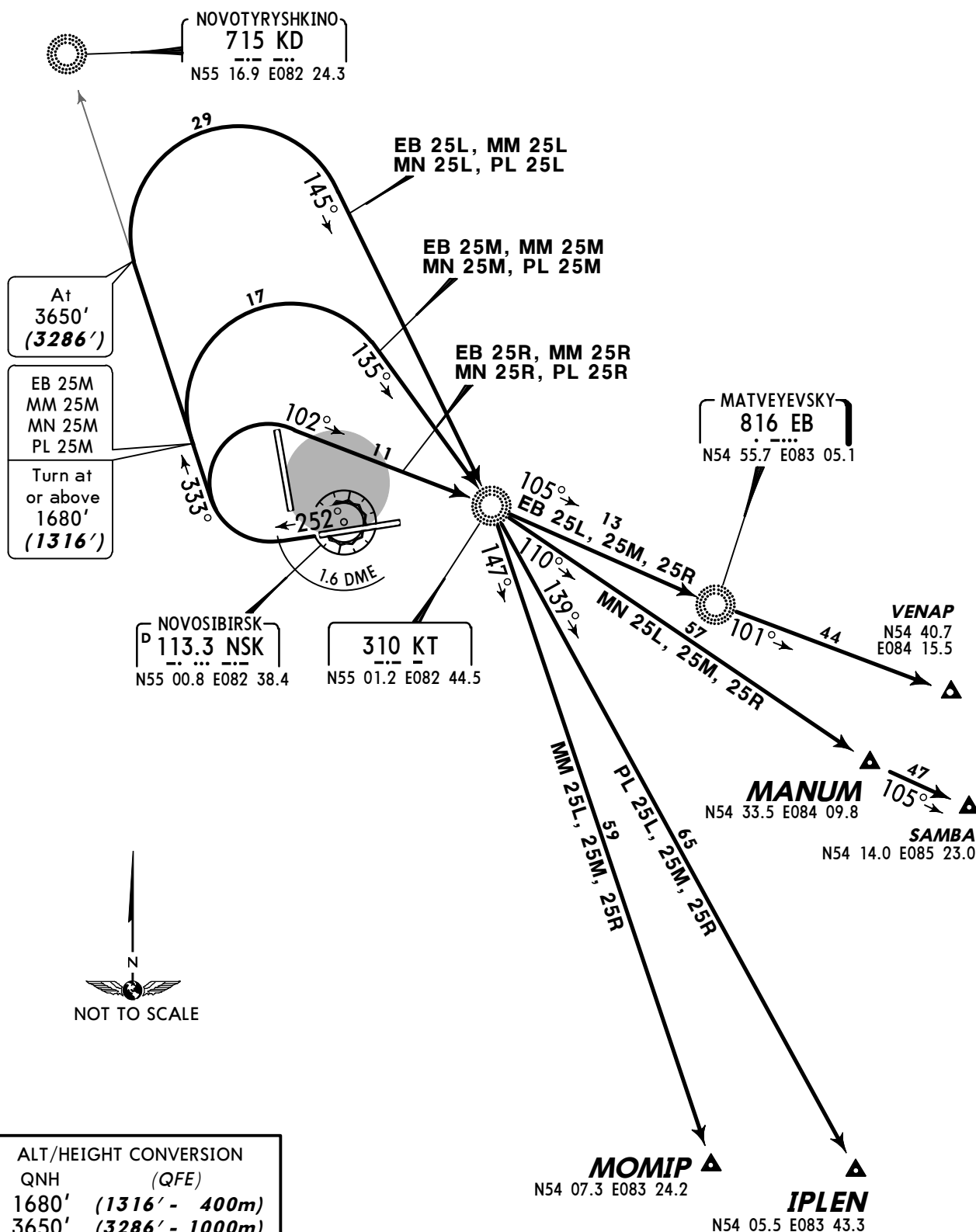


ALT/HEIGHT CONVERSION
(QFE)
4310' (3943' - 1200m)
4640' (4273' - 1300m)

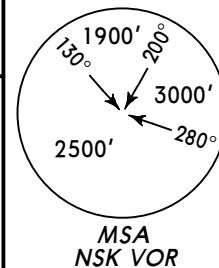
Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4273')GL 34T, IB 34T, NP 34T
OG 34T, SM 34T
RWY 34 DEPARTURESDo not overfly central part
of city below 4310' (3943').

Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4276')

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' (3936').

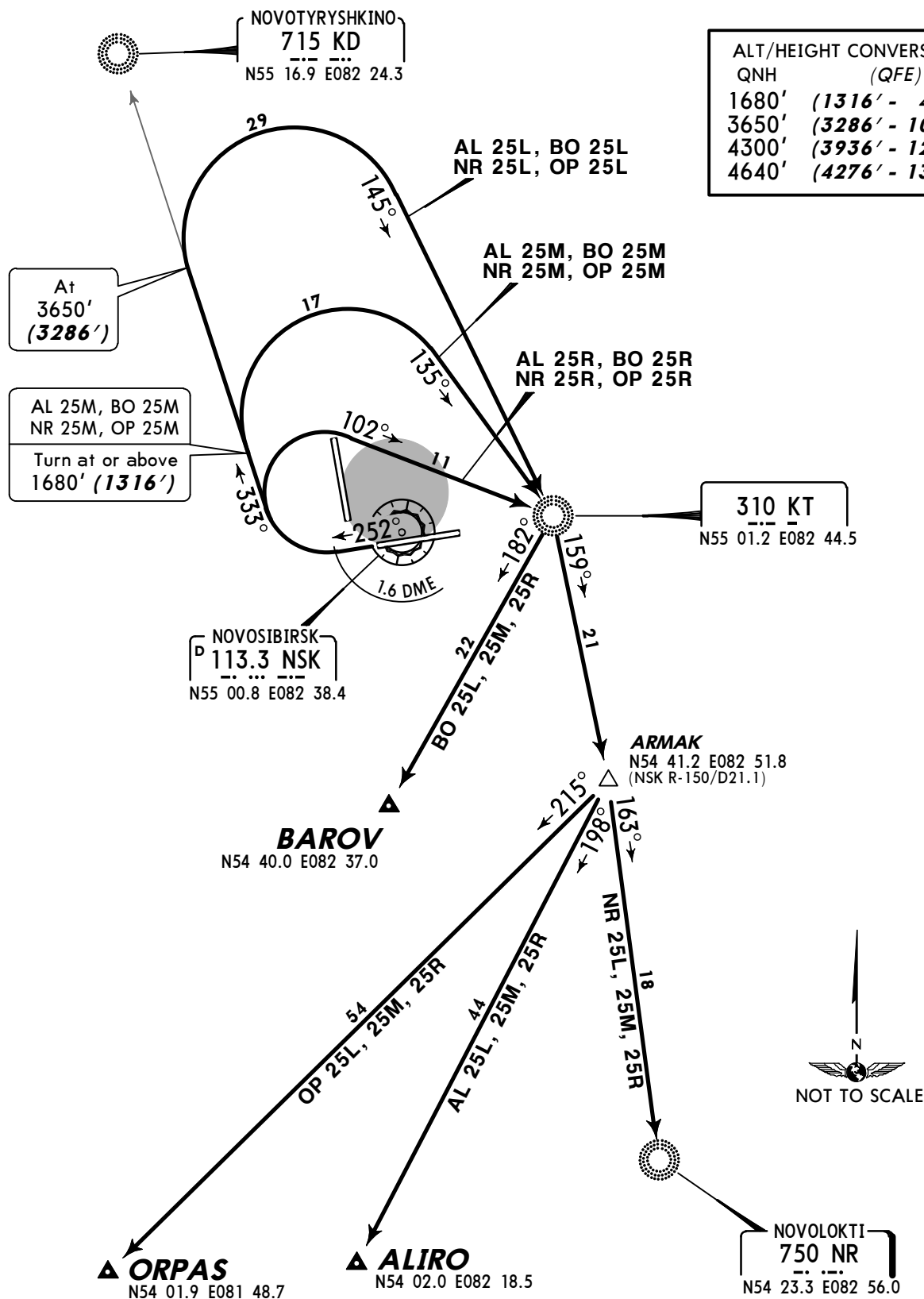
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1680'	(1316' - 400m)
3650'	(3286' - 1000m)
4300'	(3936' - 1200m)
4640'	(4276' - 1300m)

Apt Elev
368'QNH on request (QFE)
Trans level: FL60 Trans alt: 4640' (4276')

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

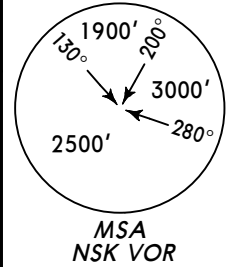
Do not overfly central part
of city below 4300' (3936').

QNH	(QFE)
1680'	(1316' - 400m)
3650'	(3286' - 1000m)
4300'	(3936' - 1200m)
4640'	(4276' - 1300m)



Apt Elev
368'

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

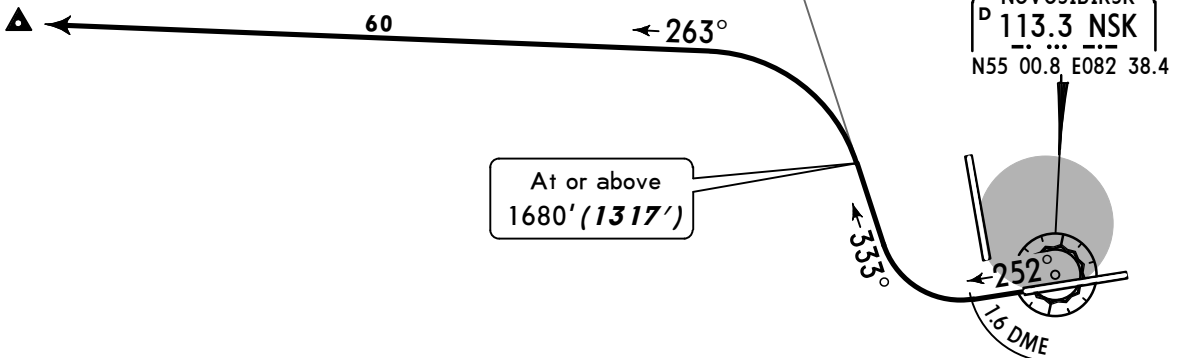


GL 25R
RWY 25 DEPARTURE
BY ATC

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

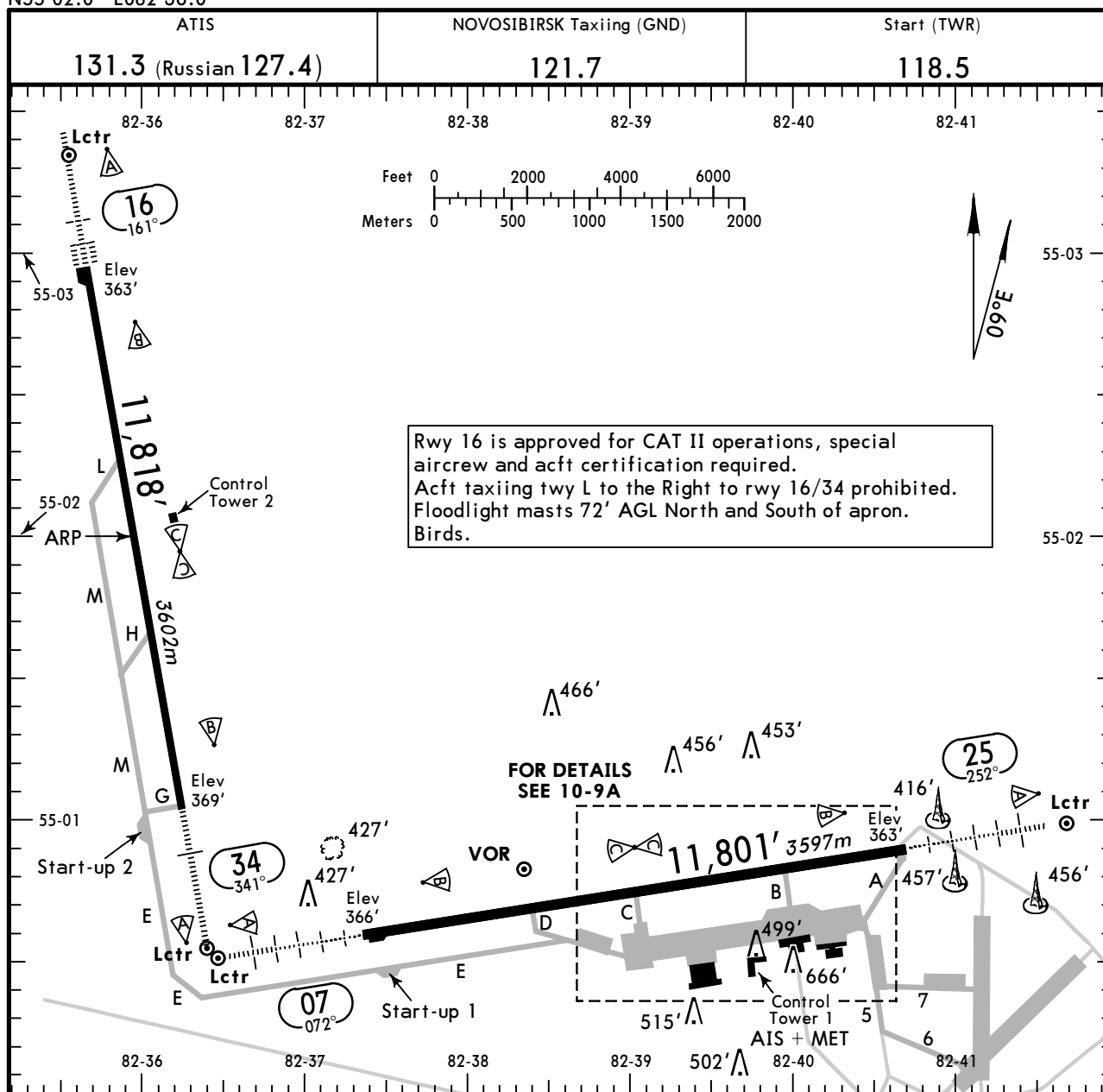
The noise abatement procedures stated below shall not be executed at the expense of reduction of flight safety or in case of engine failure during take-off.

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 11,194' 3412m	1	197' 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

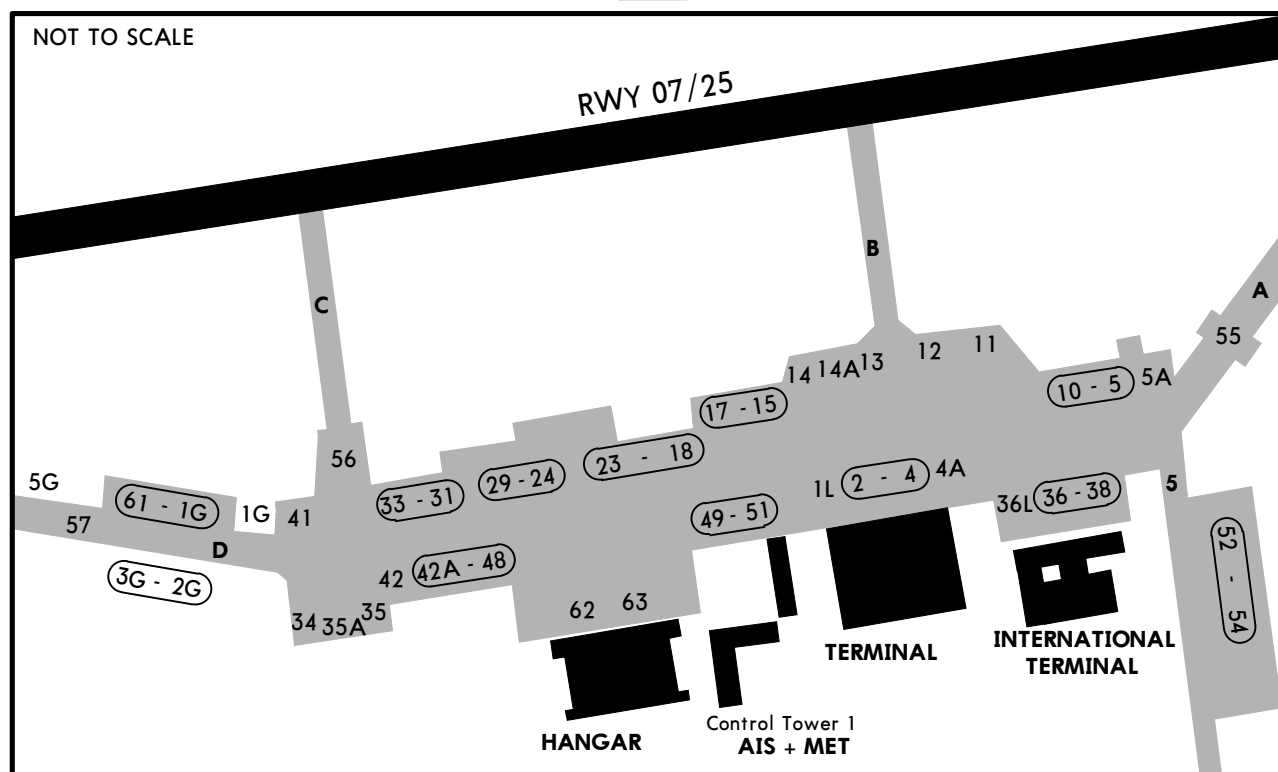
2 TAKE-OFF RUN AVAILABLE

RWY 34:

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

TAKE-OFF

	Rwys 16/34	AIR CARRIER (JAA)	
	LVP must be in force	LVP must be in force	All Rwys
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) 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		

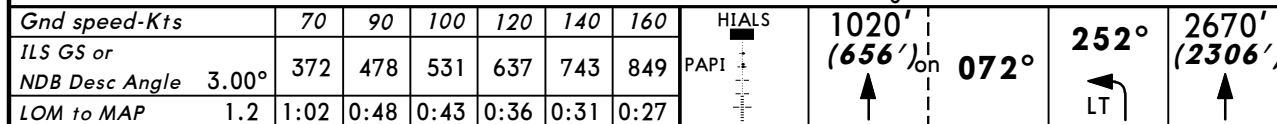
STRAIGHT-IN RWY		A	B	C	D
07	ILS	565' (200')	565' (200')	565' (200')	565' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	710' (345')	710' (345')	710' (345')	710' (345')
	with 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
16	<i>ALS out</i>	C3500m	C3500m	C3500m	C3500m
	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.

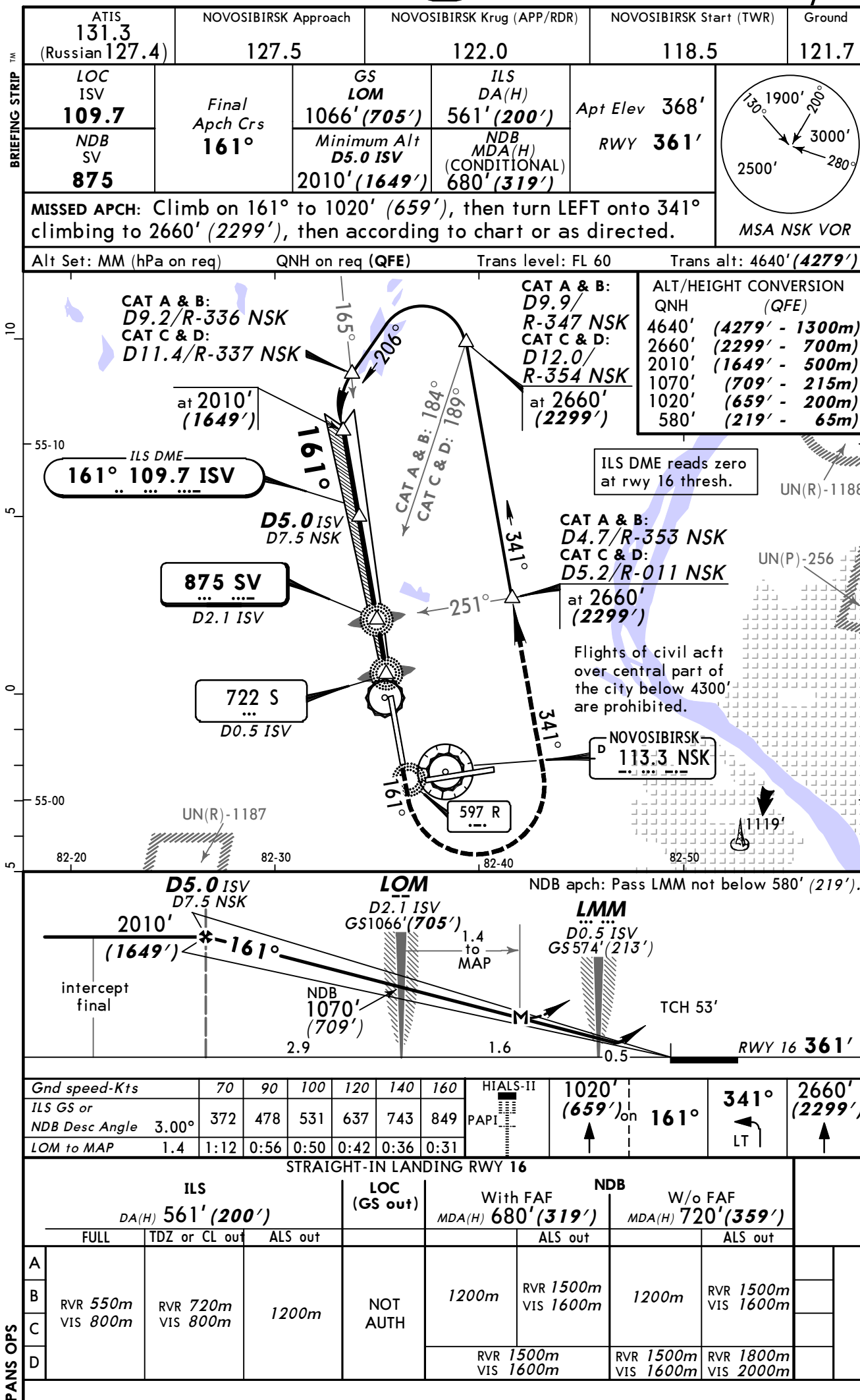
TAKE-OFF RWY 07, 16, 25, 34

	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		

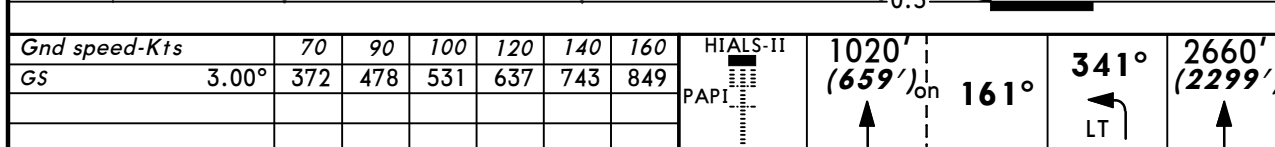
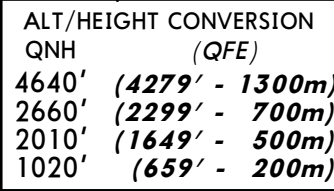
Flights of civil aircraft
over central part of
city below 4300'
prohibited.



CHANGES: Rwy elev. Arrival fix definition.



A circular sector is shown with a central angle of 130° . The radius is labeled $3000'$. The arc length is labeled $1900'$. The two radii are labeled $2500'$ and $2800'$.



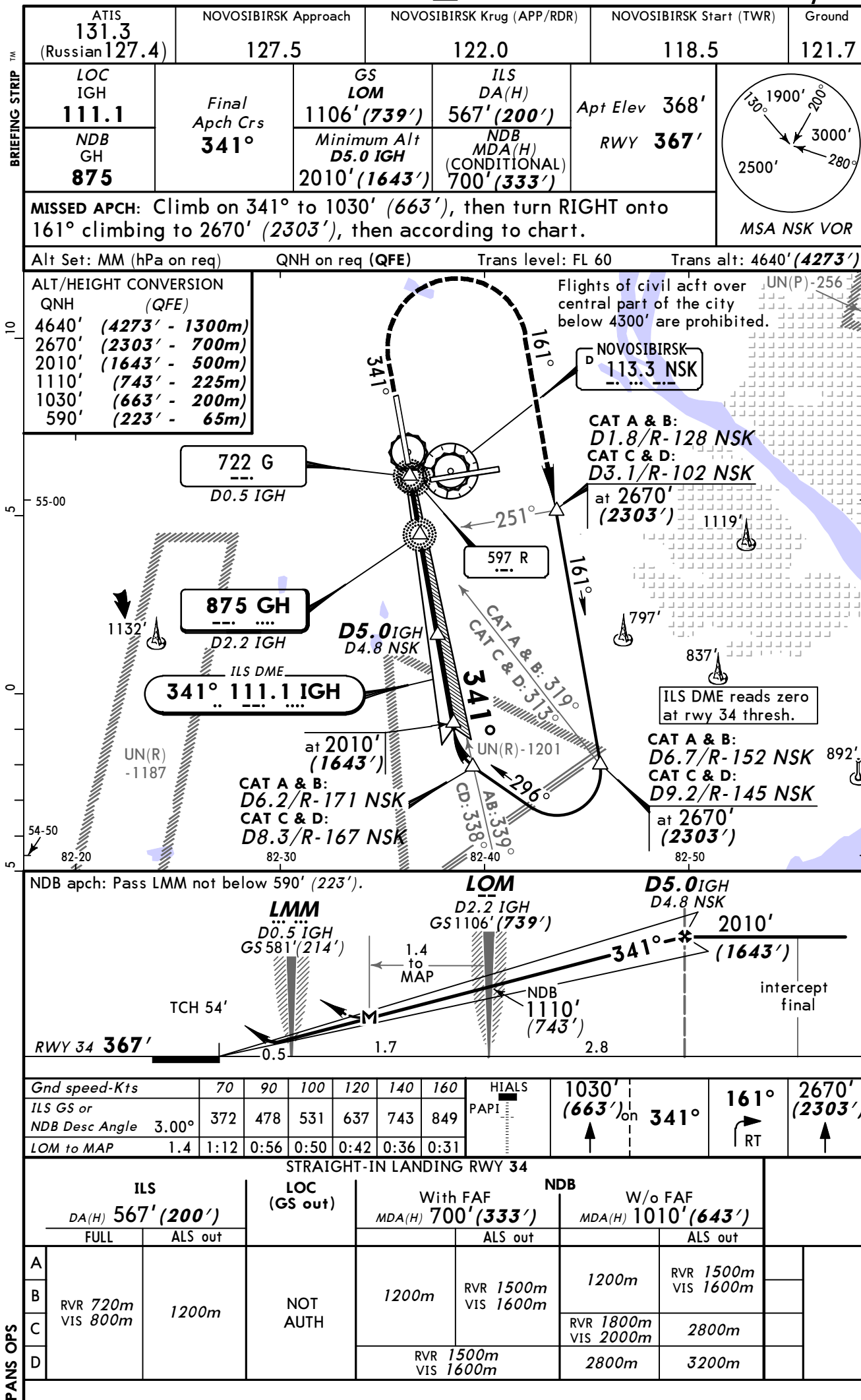
RA 104'
DA(H) **461' (100')**

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BRIEFING STRIP™

1010

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NOVOSIBIRSK, (TOLMACHEVO - UNNT)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNNT