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Airport Information For UNBB

Terminal Charts For UNBB

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: BARNAUL RUS
ICAO/IATA: UNBB / BAX
Lat/Long: N53° 21.8', E083° 32.4'
Elevation: 837 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 8.0° E

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

Sunrise: 2236 Z
Sunset: 1409 Z

Runway Information

Runway: 06
Length x Width: 9360 ft x 164 ft
Surface Type: concrete
TDZ-Elev: 825 ft
Lighting: Edge, ALS
Displaced Threshold: 1142 ft

Runway: 24
Length x Width: 9360 ft x 164 ft
Surface Type: concrete
TDZ-Elev: 820 ft
Lighting: Edge, ALS

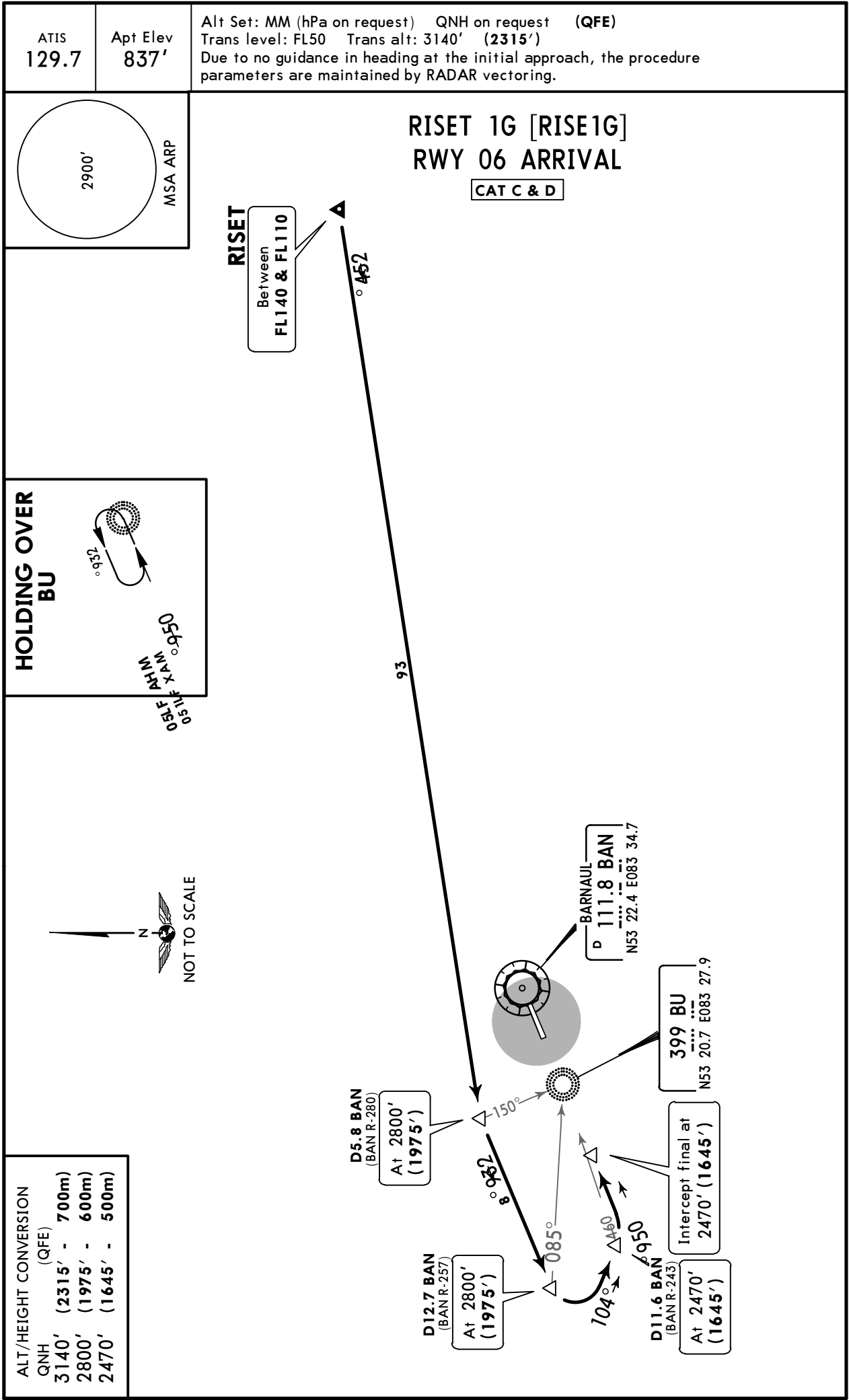
Communication Information

ATIS: 129.700
Barnaul Tower: 129.000 Secondary
Barnaul Tower: 124.000 Secondary
Barnaul Tower: 123.500
Barnaul Ground Ramp/Taxi: 118.800

UNBB/BAX
MIKHAYLOVKA

JEPPESSEN
29 SEP 17 10-2 Eff 12 Oct

BARNAUL, RUSSIA
STAR



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3140'	(2315' - 700m)	
2800'	(1975' - 600m)	
2470'	(1645' - 500m)	

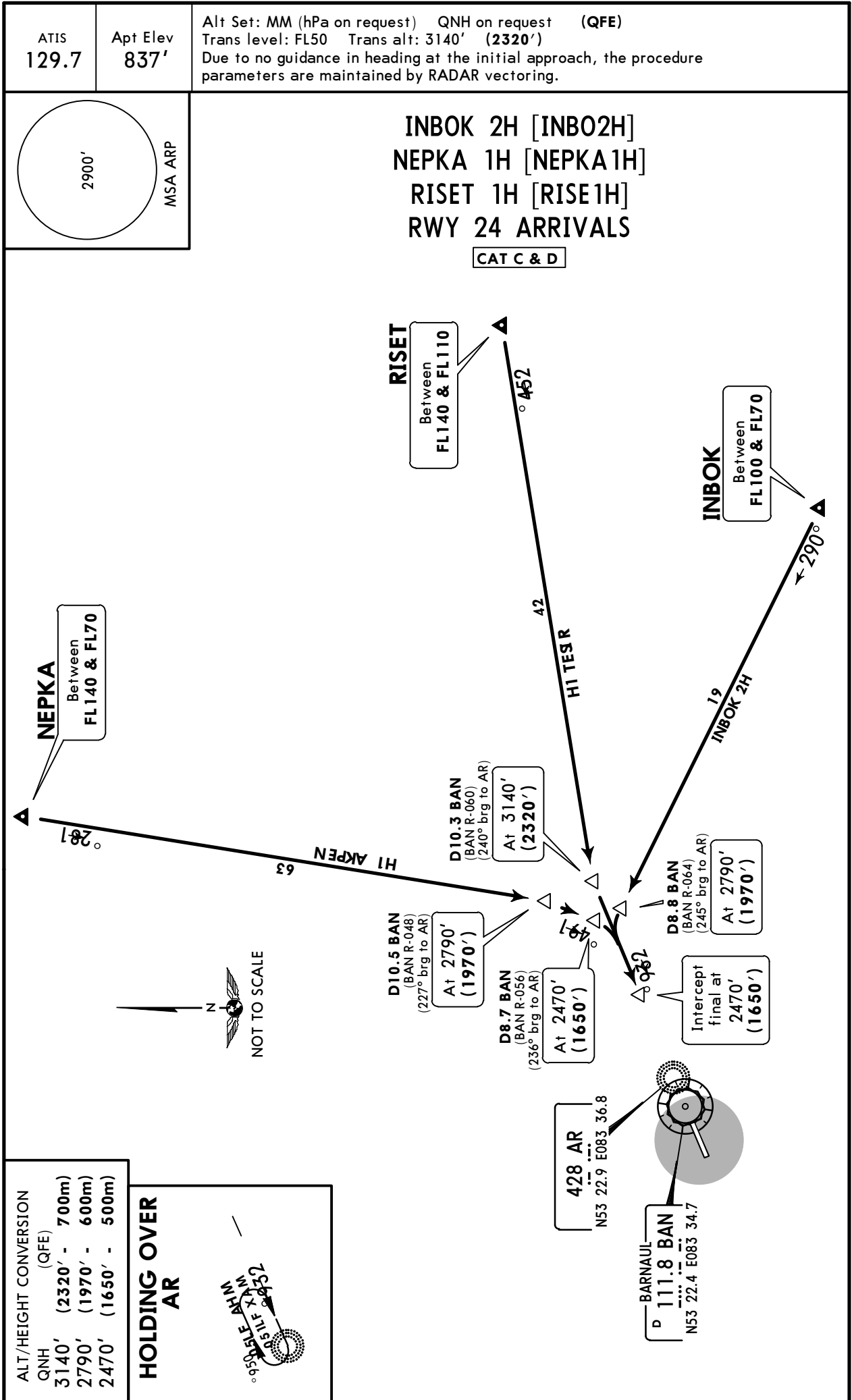
CHANGES: STAR INBOK 1G withdrawn.

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UNBB/BAX
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JEPPESEN
29 SEP 17 10-2A Eff 12 Oct

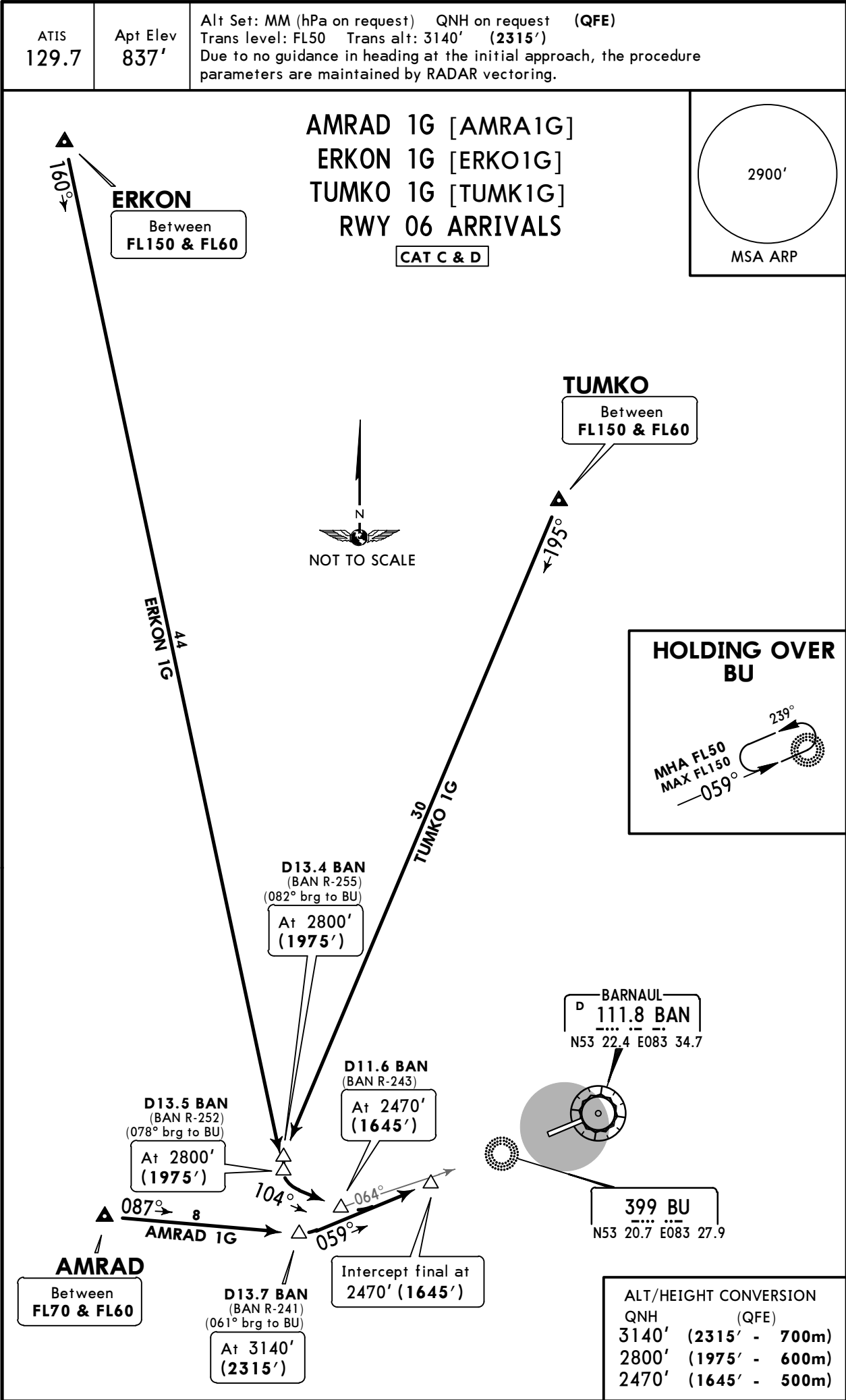
BARNAUL, RUSSIA
STAR



UNBB/BAX
MIKHAYLOVKA

JEPPESSEN
29 SEP 17 10-2B Eff 12 Oct

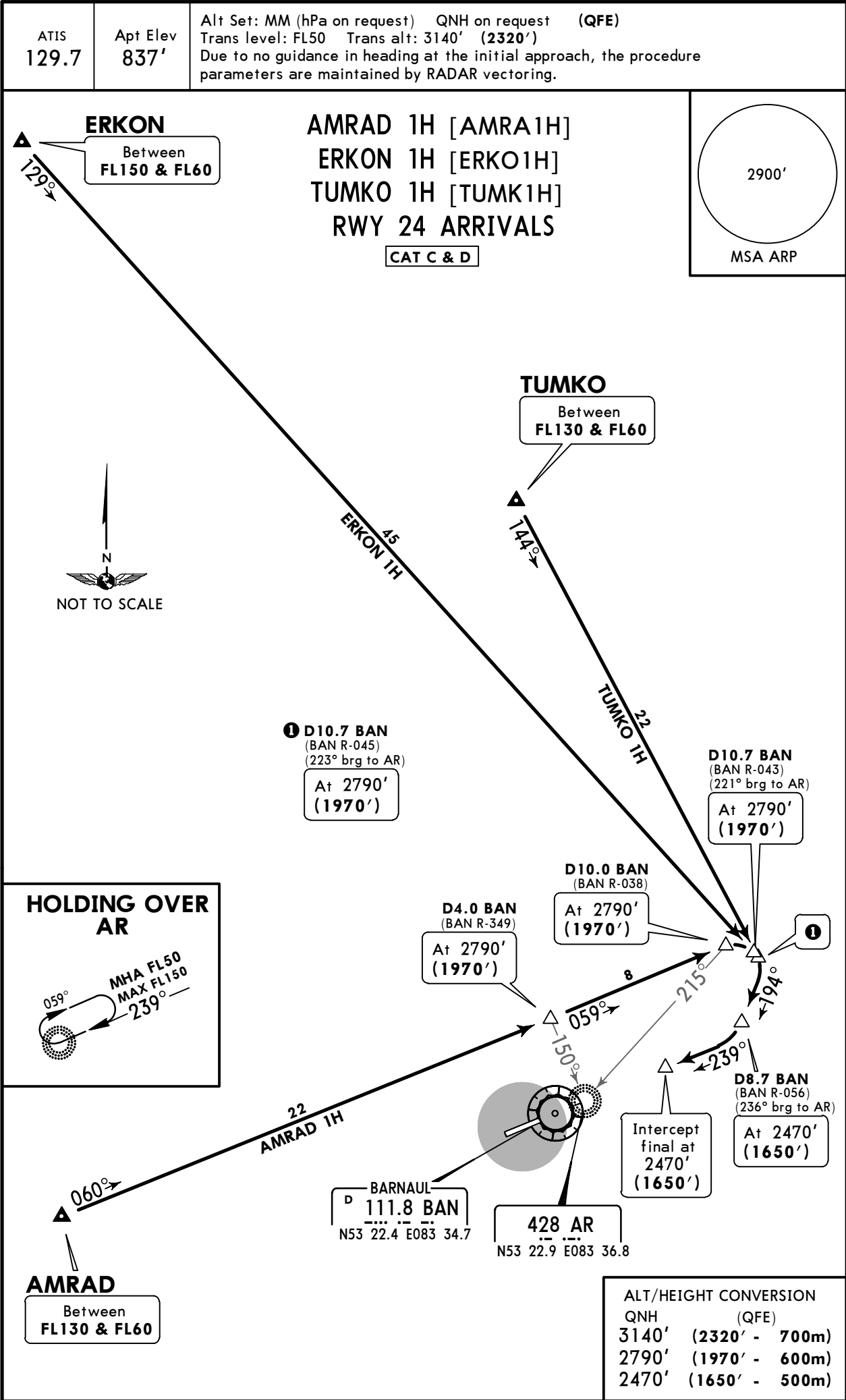
BARNAUL, RUSSIA
STAR



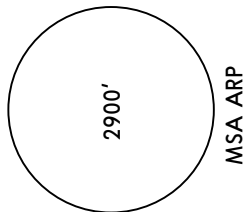
UNBB/BAX
MIKHAYLOVKA

JEPPESSEN
29 SEP 17 10-2C Eff 12 Oct

BARNAUL, RUSSIA
STAR



Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3140' (2315')
Due to no guidance in heading at the initial approach, the procedure parameters are maintained by RADAR vectoring.



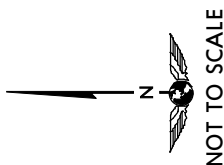
**RISET 1J [RISE1J]
RWY 06 ARRIVAL**

CAT A & B

RISET
Between
FL140 & FL110

252

83



NOT TO SCALE

—BARNaul—
D 111.8 BAN
—... ..—
N53 22.4 E083 34.7

N53 20.7 E083 27.9

D4.9 BAN
(BAN R-266)
150° brg to BU)

A+ 2800'
(1975')

Intercept final at
2470' (1645')

D10.0 BAN
(BAN R-252)
082° brg to BU

A+ 2800'
(1975')

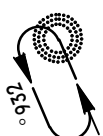
D9.2 BAN
(BAN R-241)
062° brg to BU)

A† 2470'
(1645')

ALT/HEIGHT CONVERSION
QNH (QFE)

QNH (QFE)

3140'	(2315' - 700m)
2800'	(1975' - 600m)
2470'	(1645' - 500m)

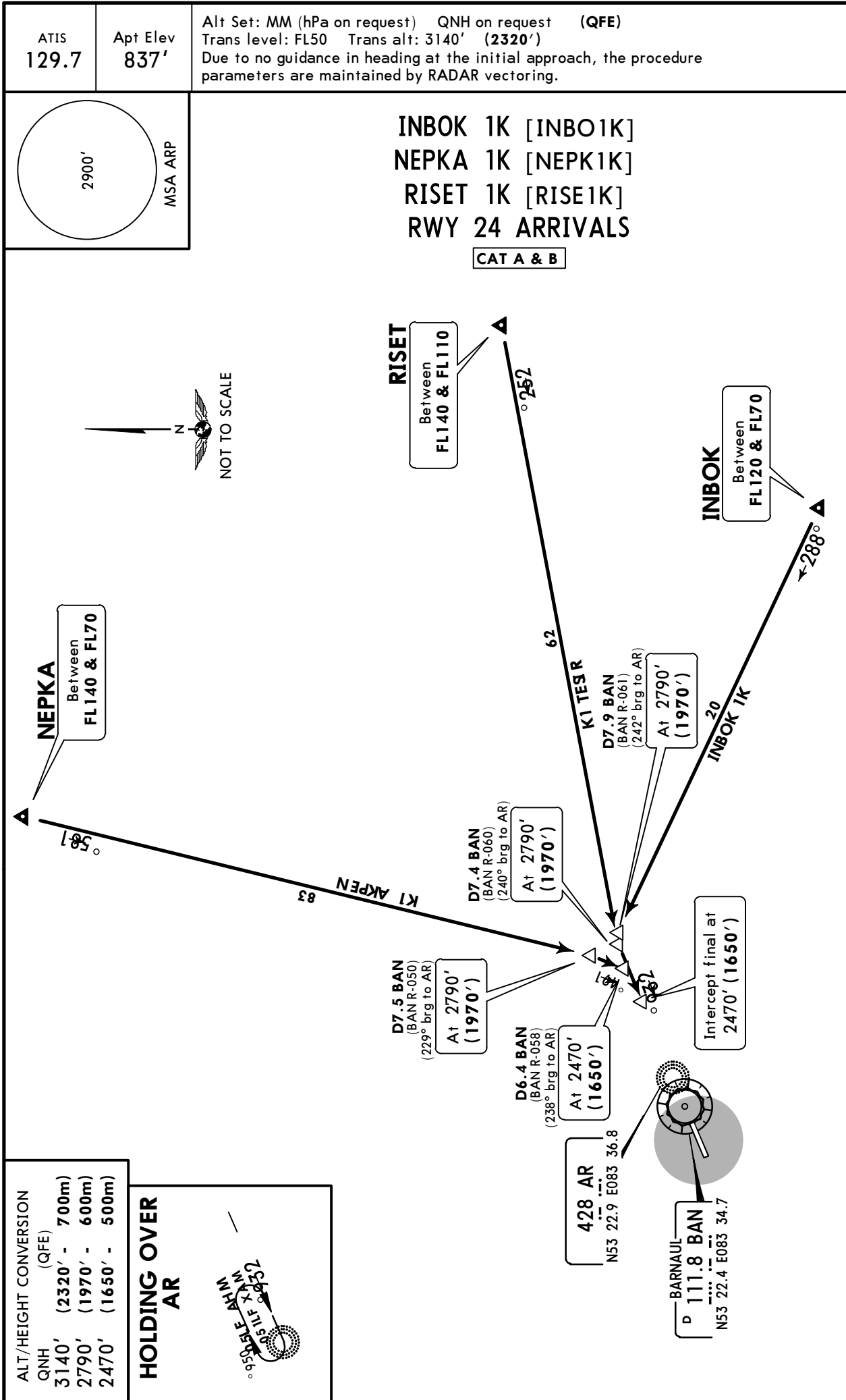
**HOLDING OVER
BU**

0560950
HMAx

UNBB/BAX
MIKHAYLOVKA

JEPPESSEN
29 SEP 17 10-2E Eff 12 Oct

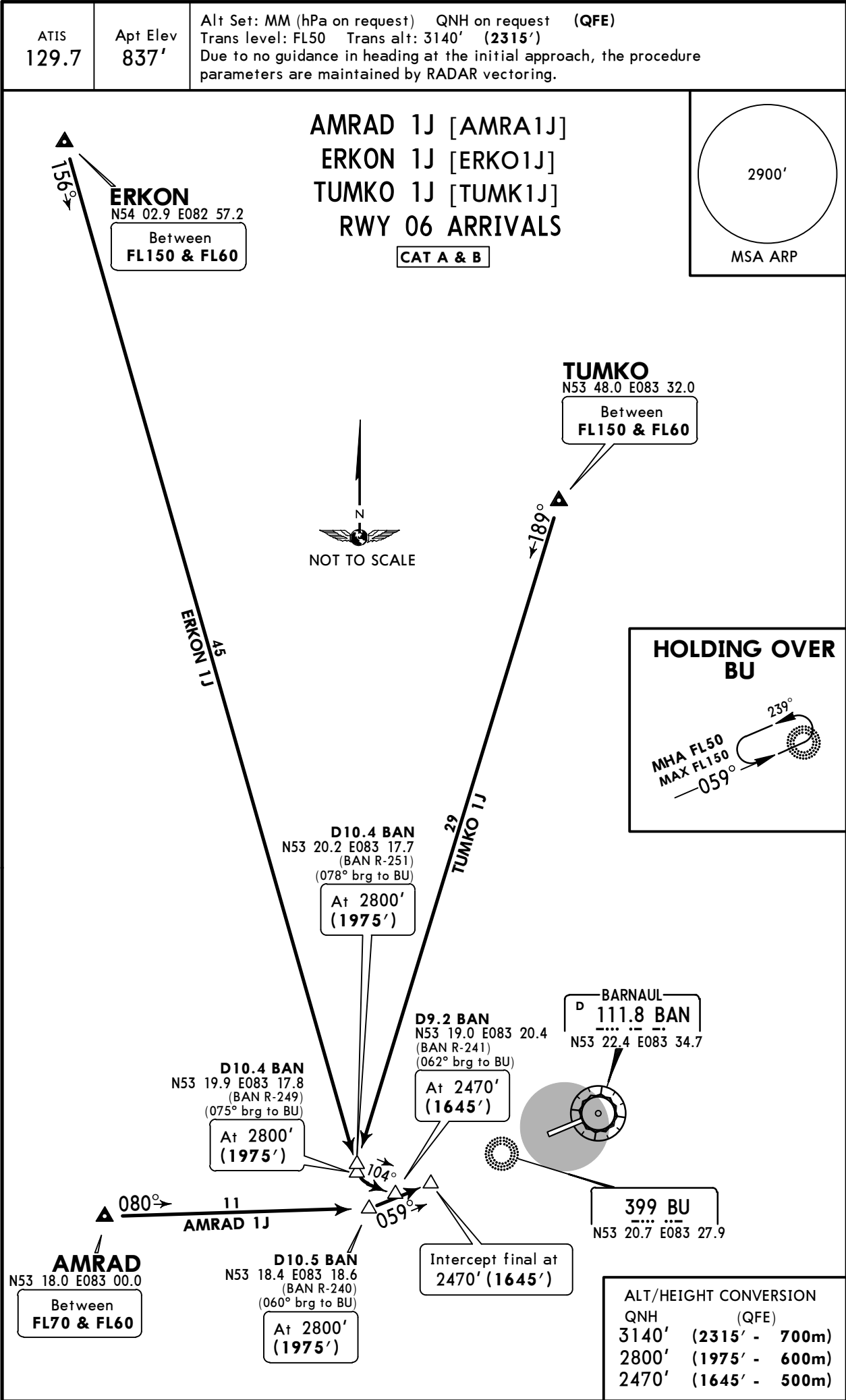
BARNAUL, RUSSIA
STAR



UNBB/BAX
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JEPPESSEN
26 AUG 16 10-2F

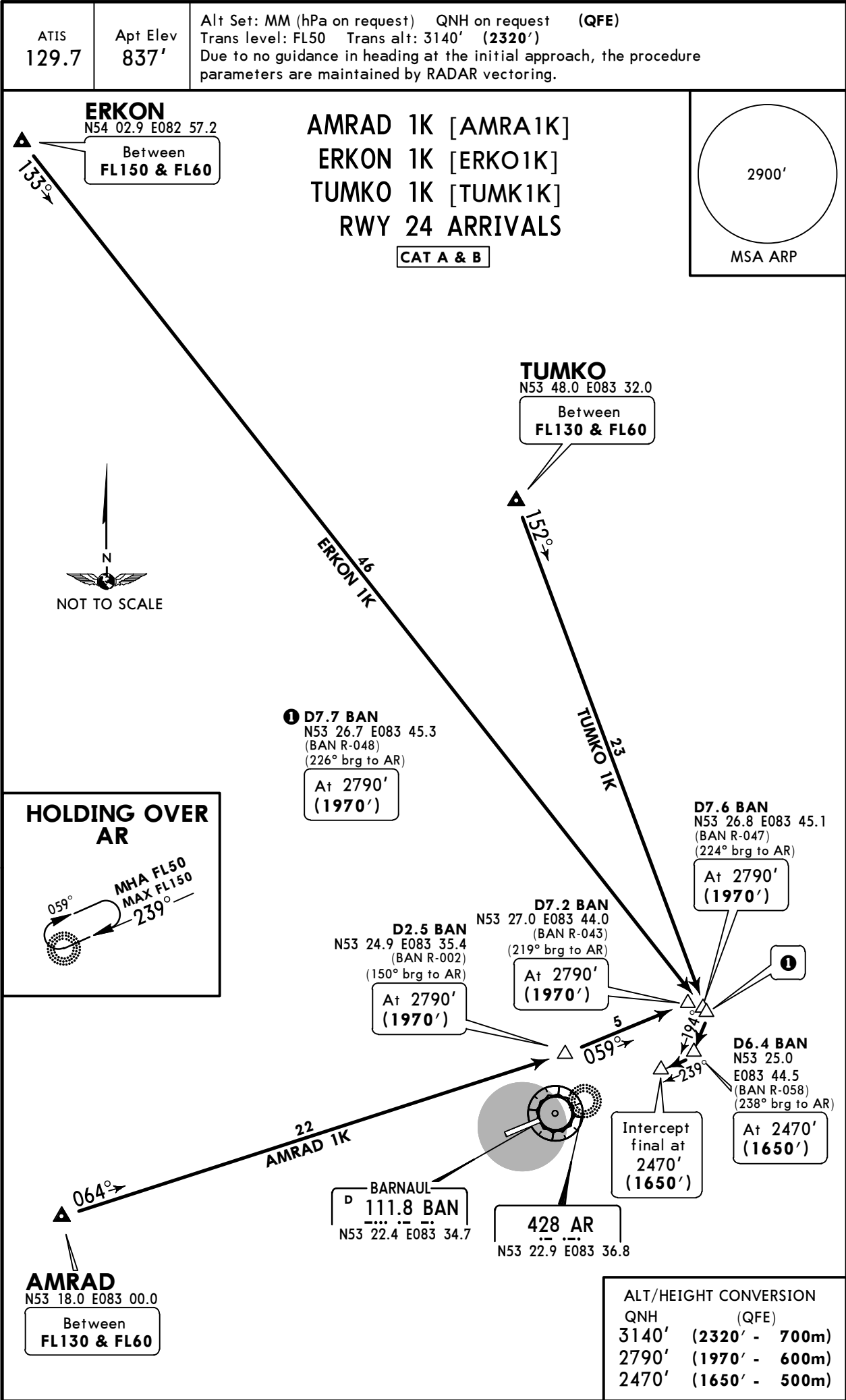
BARNAUL, RUSSIA
STAR



UNBB/BAX
MIKHAYLOVKA

JEPPESSEN
26 AUG 16 10-2G

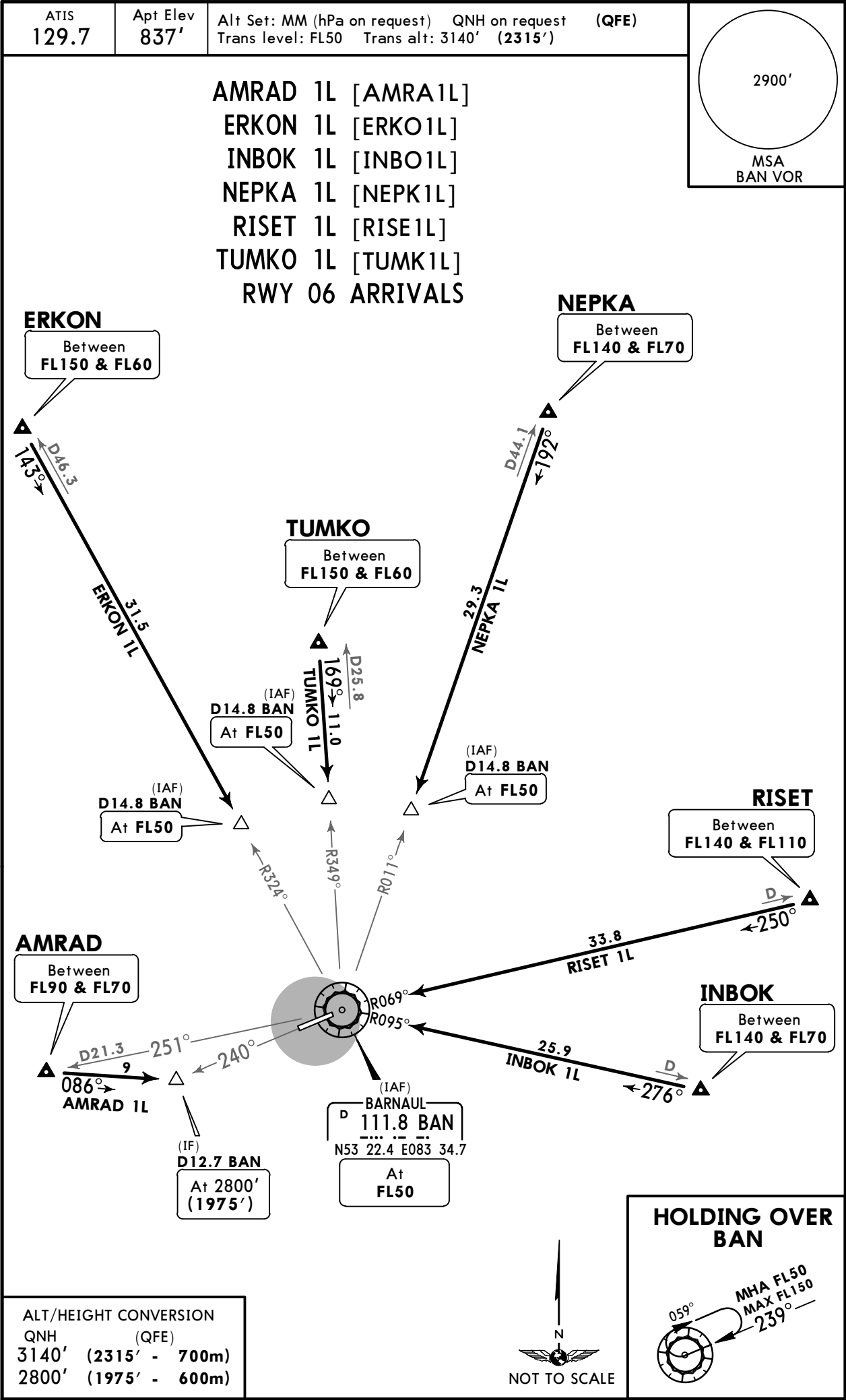
BARNAUL, RUSSIA
STAR



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MIKHAYLOVKA

JEPPESSEN
29 SEP 17 10-2H Eff 12 Oct

BARNAUL, RUSSIA
STAR



2900'

MSA
BAN VOR

1 Under RADAR control

NEPKA
Between
FL140 & FL70

TUMKO
Between
FL150 & FL60

(IAF)
D12.0 BAN
At FL50

(IAF)
D12.0 BAN
At FL50

RISET

AMRAD
Between
FL90 & FL70

(IAF)
BARNaul
D 111.8 BAN
N53 22.4 E083 34.7
At
FL50

HOLDING OVER BAN

Diagram illustrating the angles of the circular saw blade: 059° and 239°.

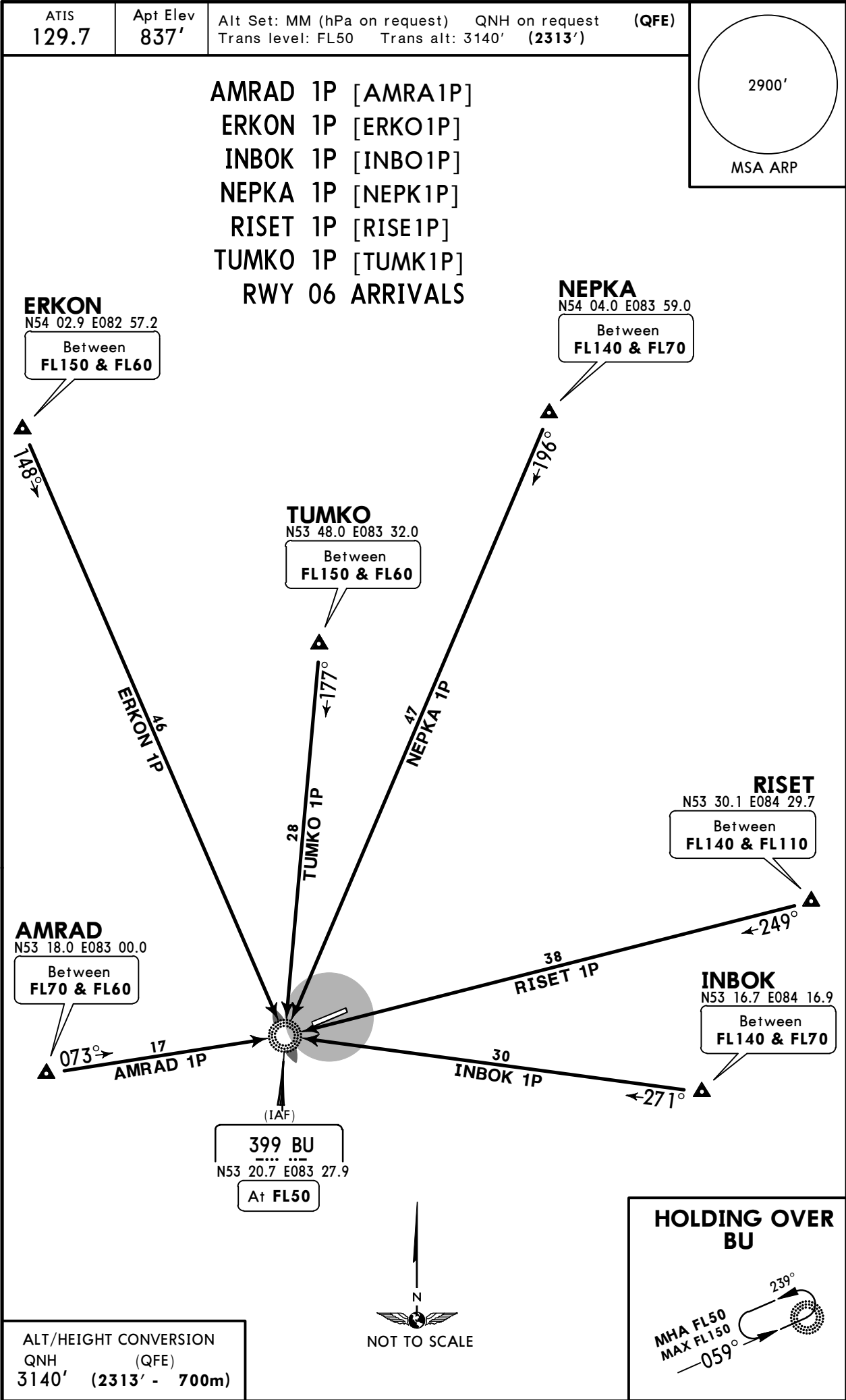
ALT/HEIGHT CONVERSION
QNH (QFE)
3140' (2320' - 700m)
2790' (1970' - 600m)

UNBB/BAX
MIKHAYLOVKA

JEPPESSEN
20 MAR 15 10-2K Eff 2 Apr

BARNAUL, RUSSIA

STAR

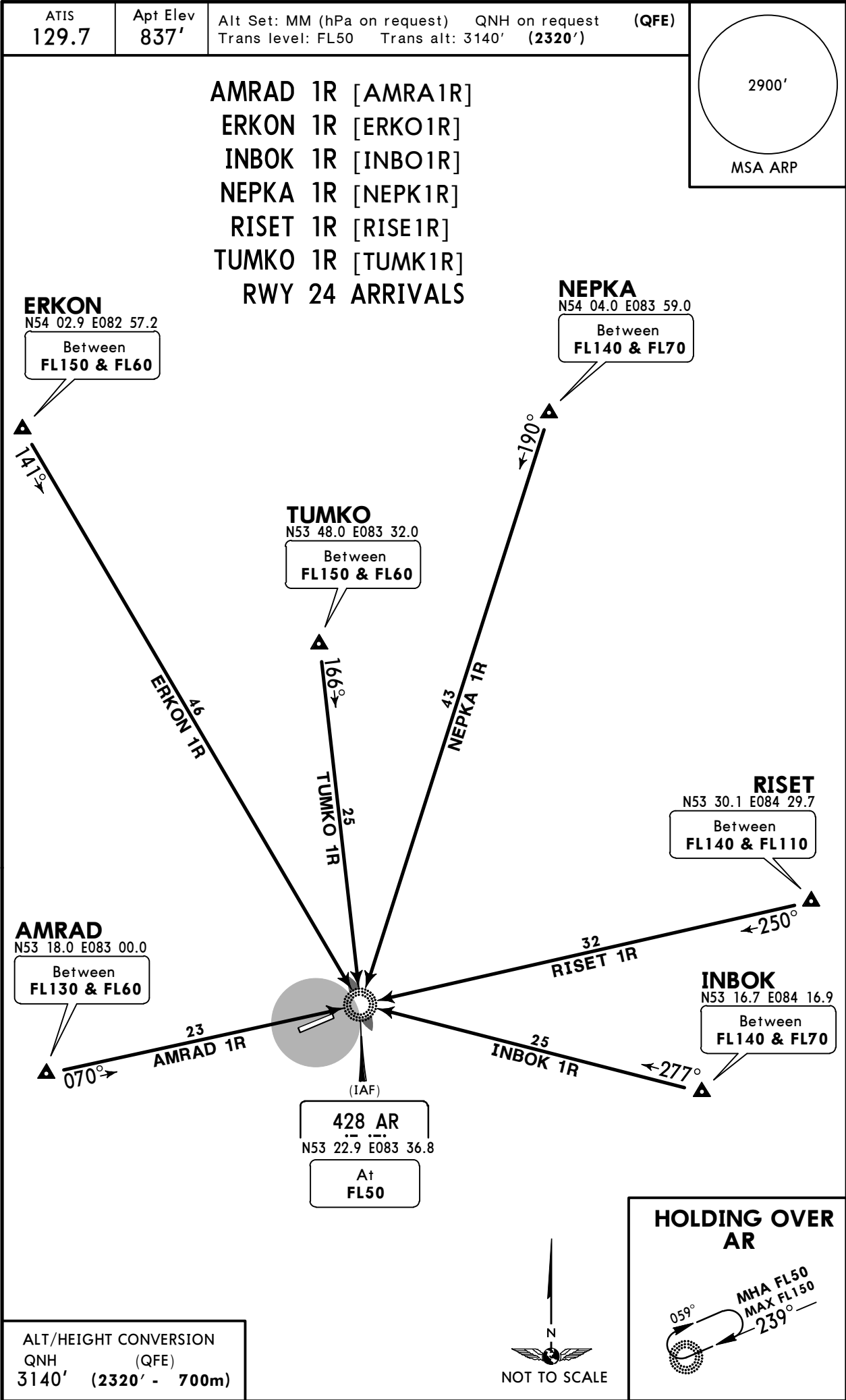


UNBB/BAX
MIKHAYLOVKA

JEPPESSEN
20 MAR 15 10-2L Eff 2 Apr

BARNAUL, RUSSIA

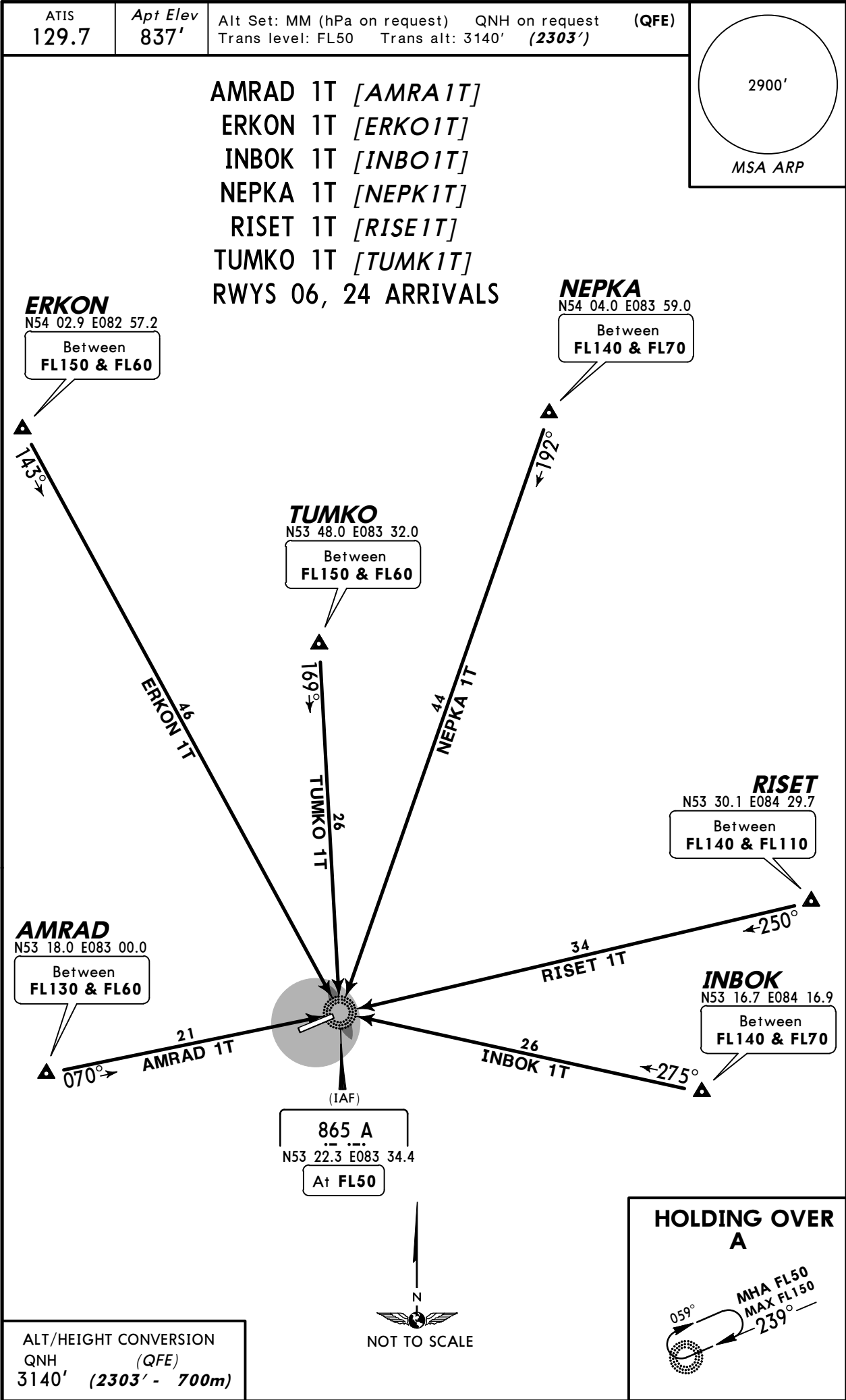
STAR



UNBB/BAX
MIKHAYLOVKA

JEPPESSEN
27 FEB 15 10-2M Eff 5 Mar

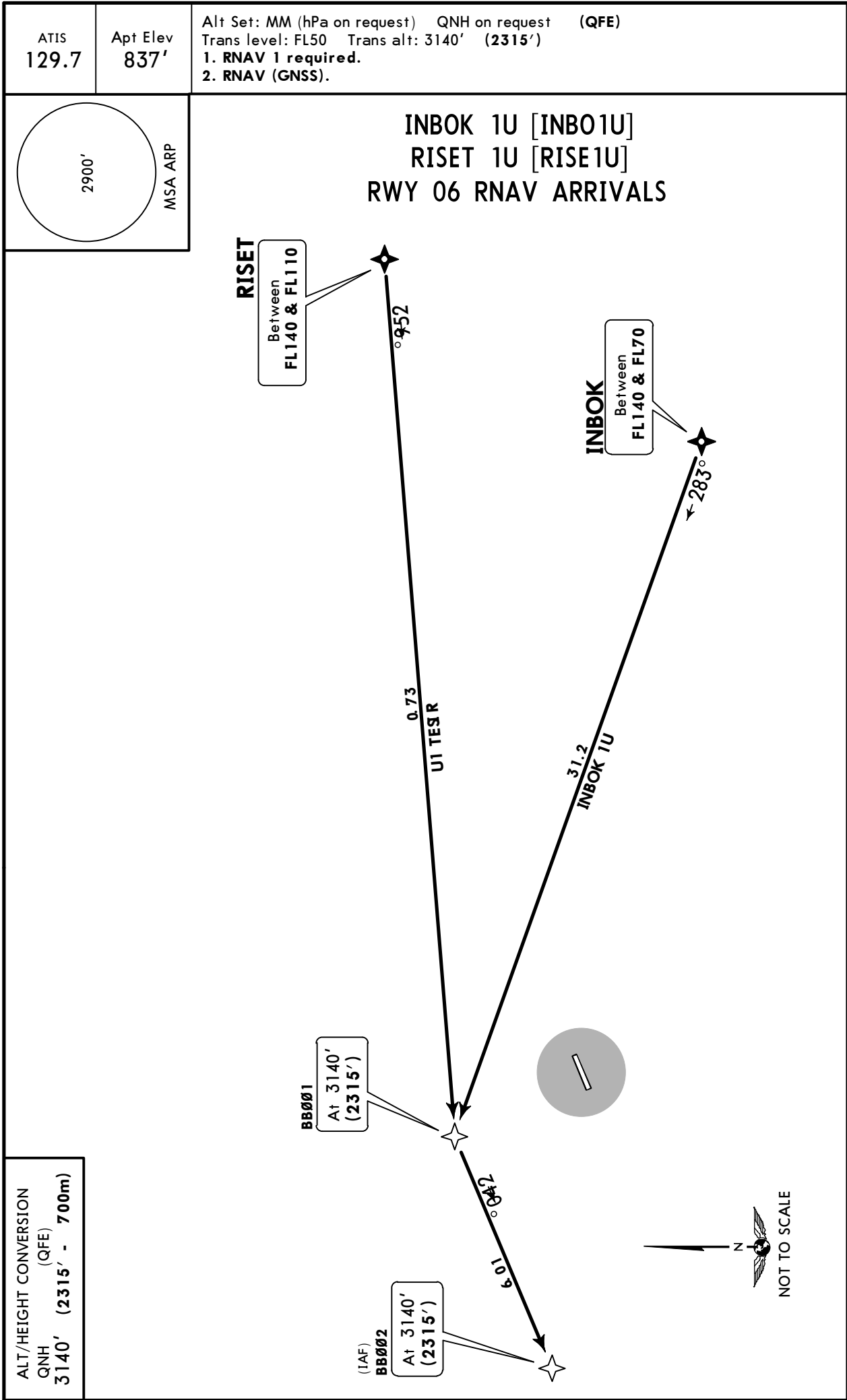
BARNAUL, RUSSIA
STAR



UNBB/BAX
MIKHAYLOVKA

JEPPESEN
20 JAN 17 10-2P Eff 2 Feb

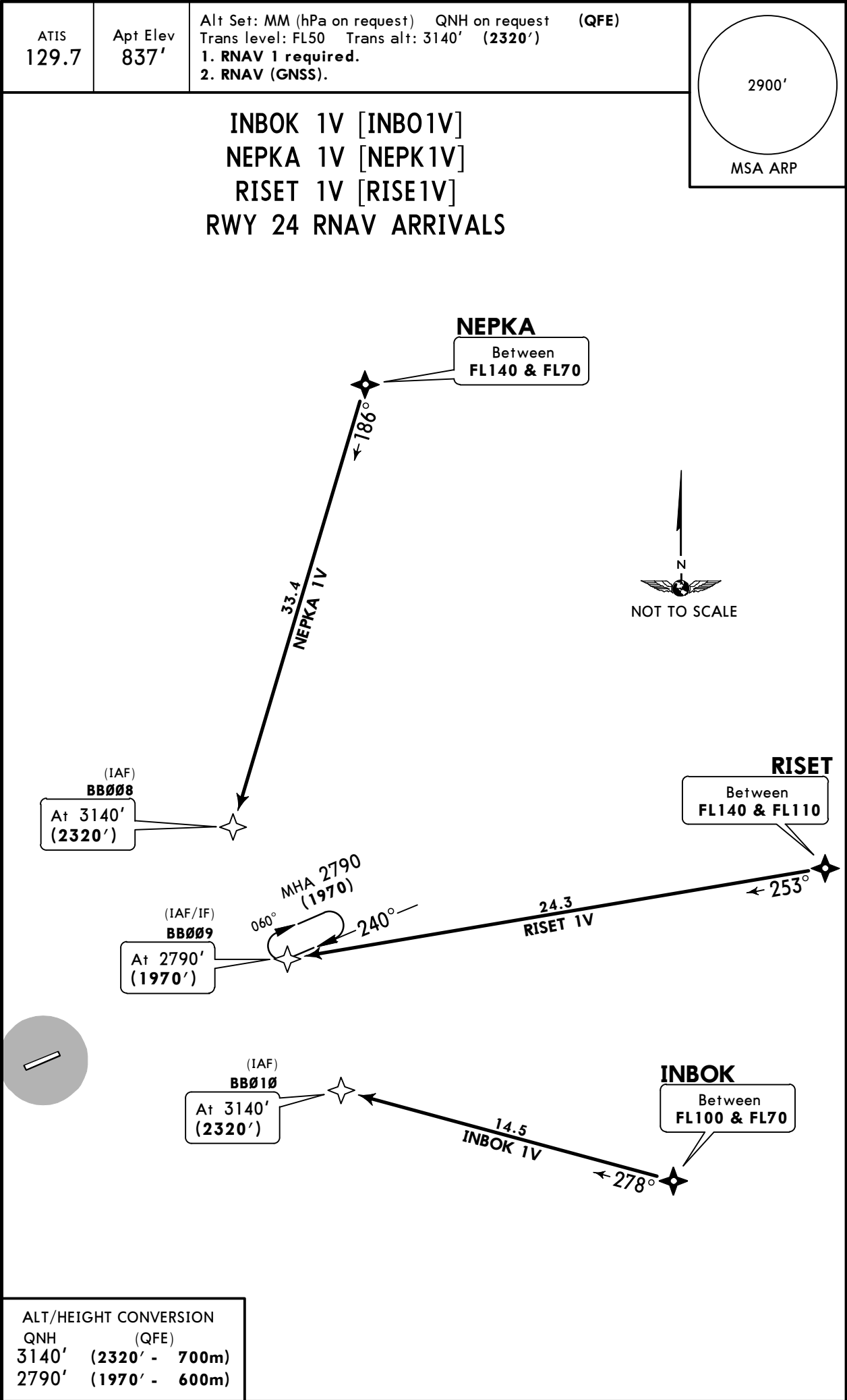
BARNAUL, RUSSIA
RNAV STAR



UNBB/BAX
MIKHAYLOVKA

JEPPESEN
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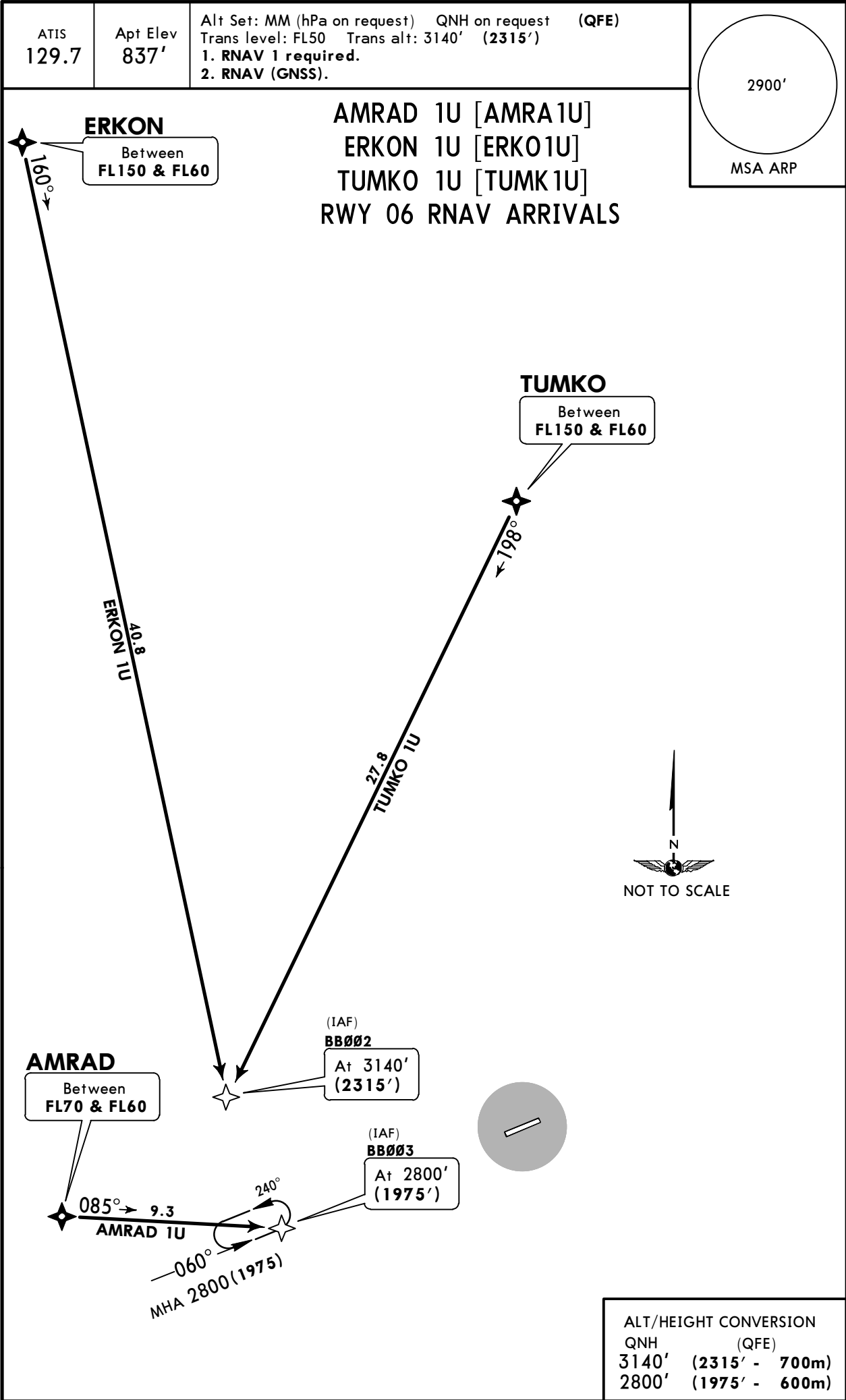
BARNAUL, RUSSIA
RNAV STAR



UNBB/BAX
MIKHAYLOVKA

JEPPESEN
20 JAN 17 10-2S Eff 2 Feb

BARNAUL, RUSSIA
RNAV STAR

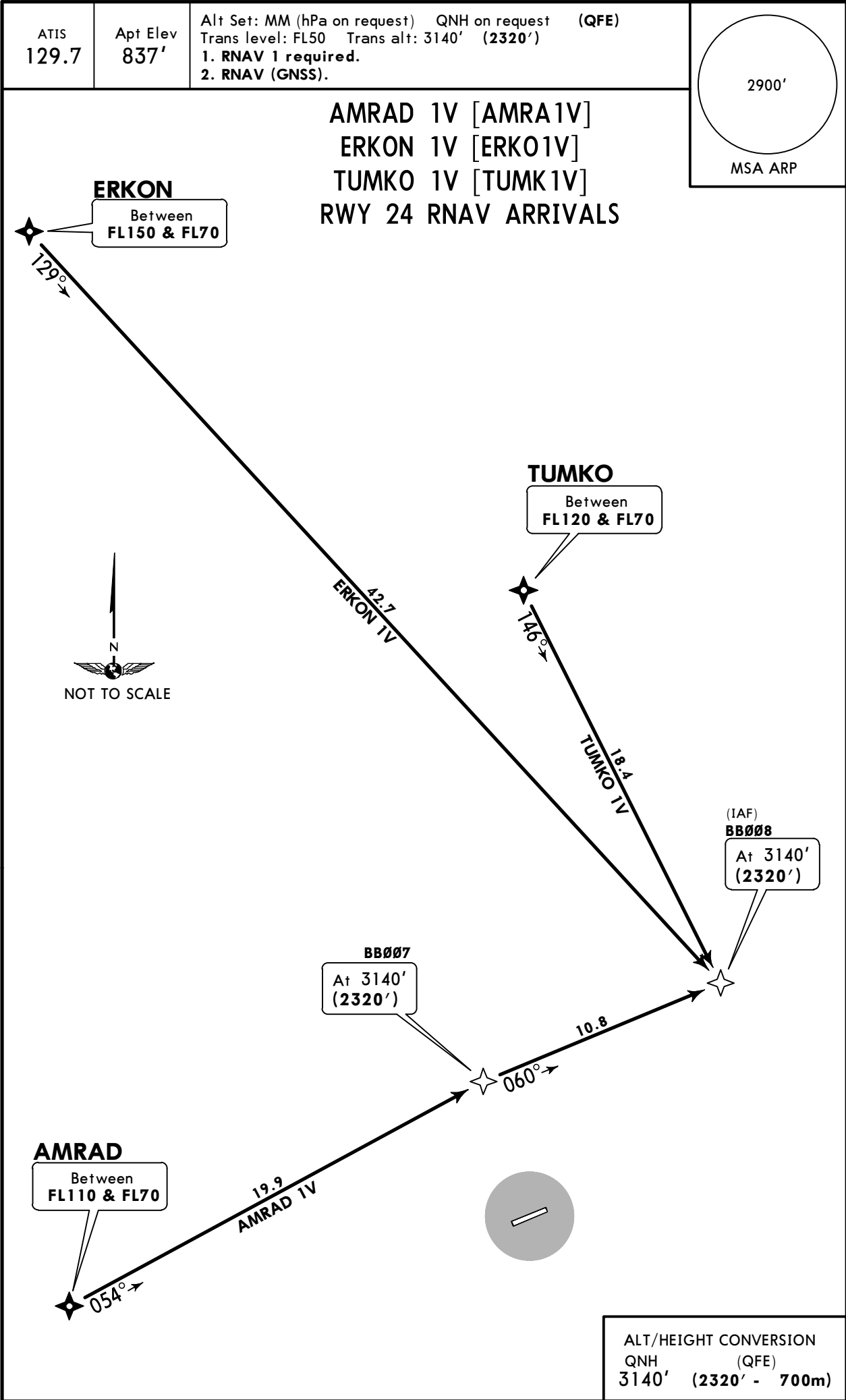


CHANGES: New procedures at this airport.

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JEPPESEN
20 JAN 17 10-2T Eff 2 Feb

BARNAUL, RUSSIA
RNAV STAR



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MIKHAYLOVKA

JEPPESSEN

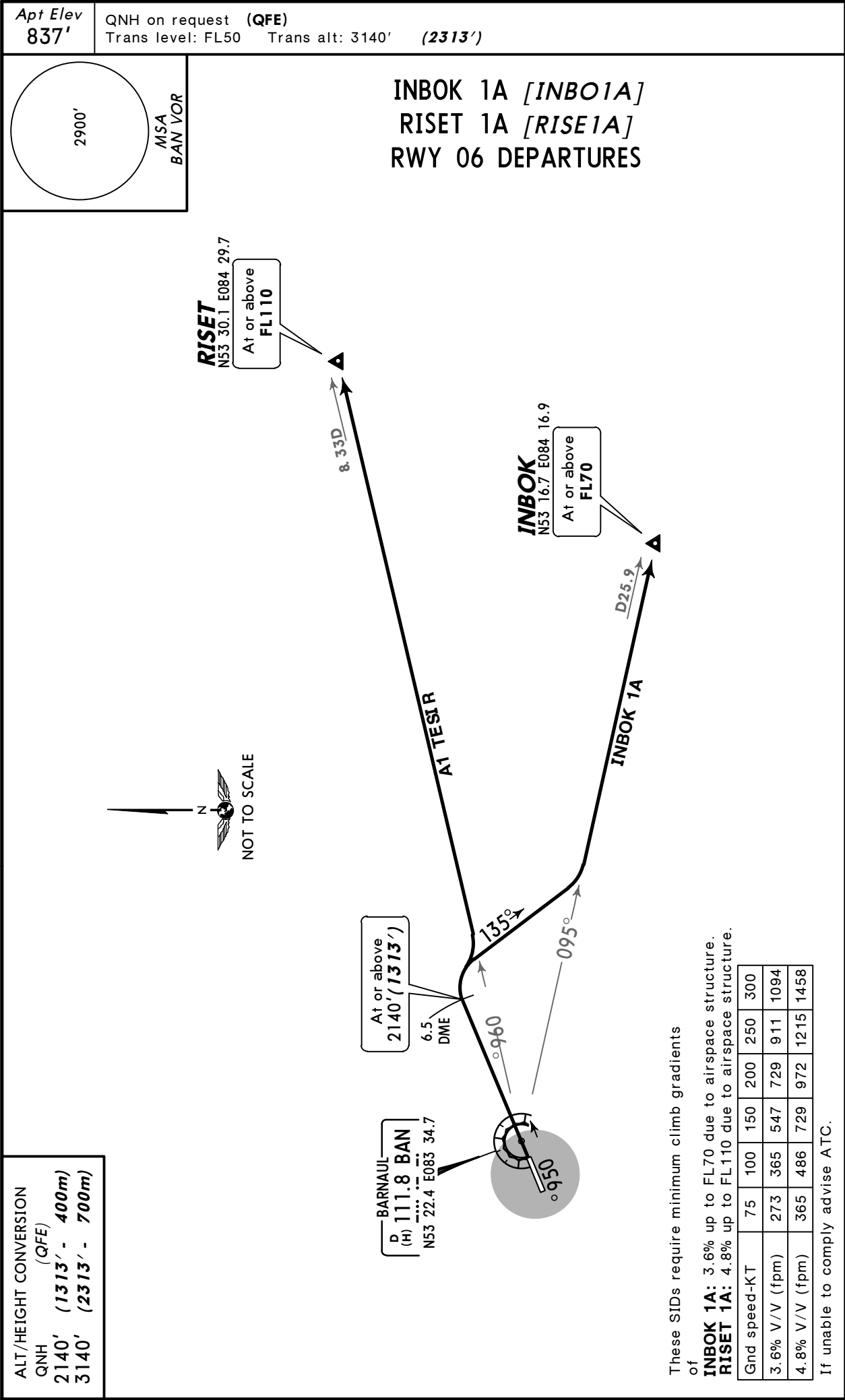
BARNAUL, RUSSIA

27 FEB 15

10-3

Eff 5 Mar

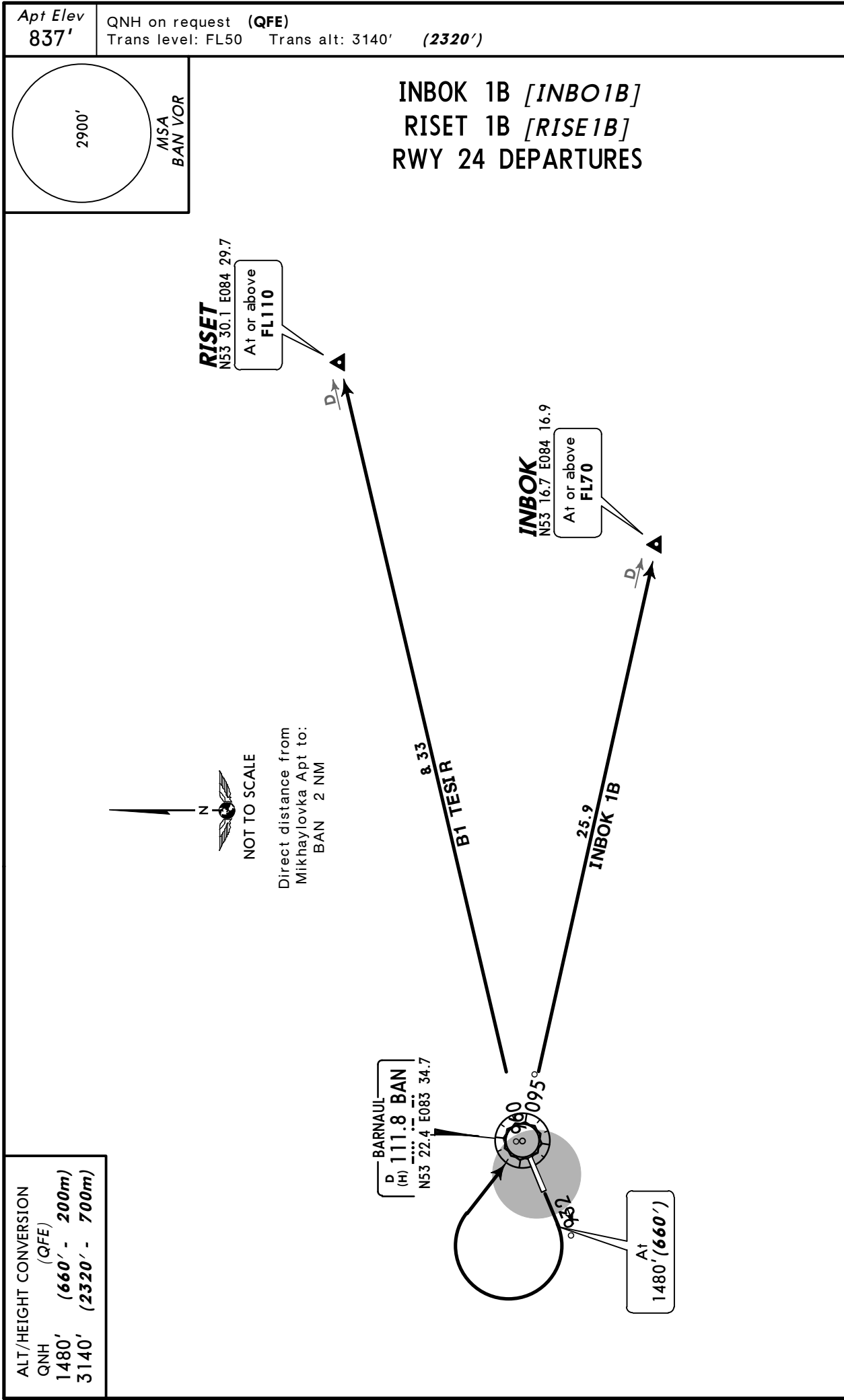
SID



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JEPPESSEN
27 FEB 15 (10-3A) Eff 5 Mar

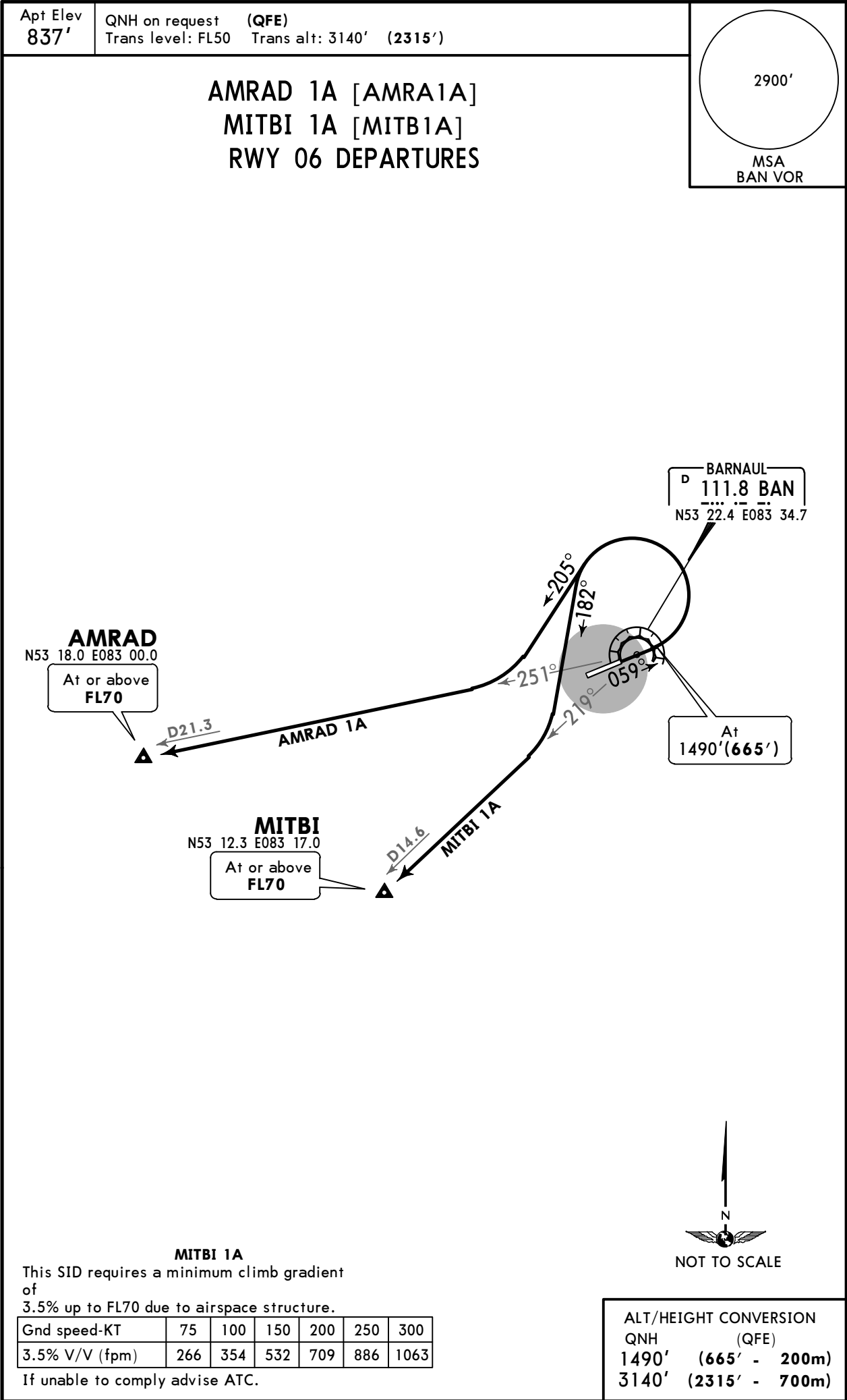
BARNAUL, RUSSIA
SID



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JEPPESEN
5 AUG 16 10-3B Eff 18 Aug

BARNAUL, RUSSIA
SID



UNBB/BAX
MIKHAYLOVKA

JEPPESEN
5 AUG 16 10-3C Eff 18 Aug

BARNAUL, RUSSIA
SID

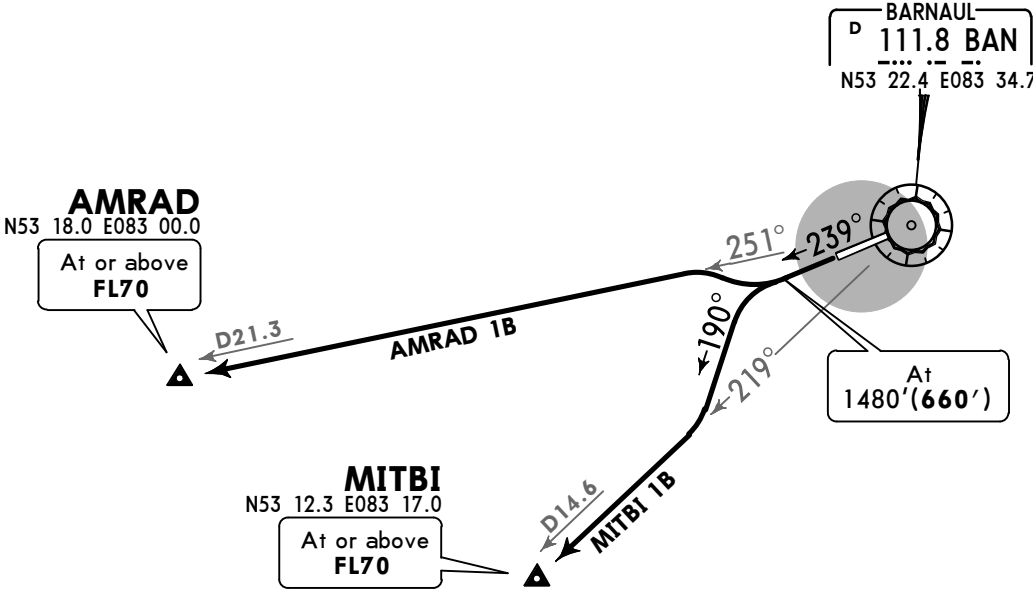
Apt Elev
837'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3140' (2320')

2900'

MSA
BAN VOR

AMRAD 1B [AMRA1B]
MITBI 1B [MITB1B]
RWY 24 DEPARTURES



These SIDs require minimum climb gradients of

AMRAD 1B: 5.3% up to FL70 due to airspace structure.

MITBI 1B: 7.7% up to FL70 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

If unable to comply advise ATC.



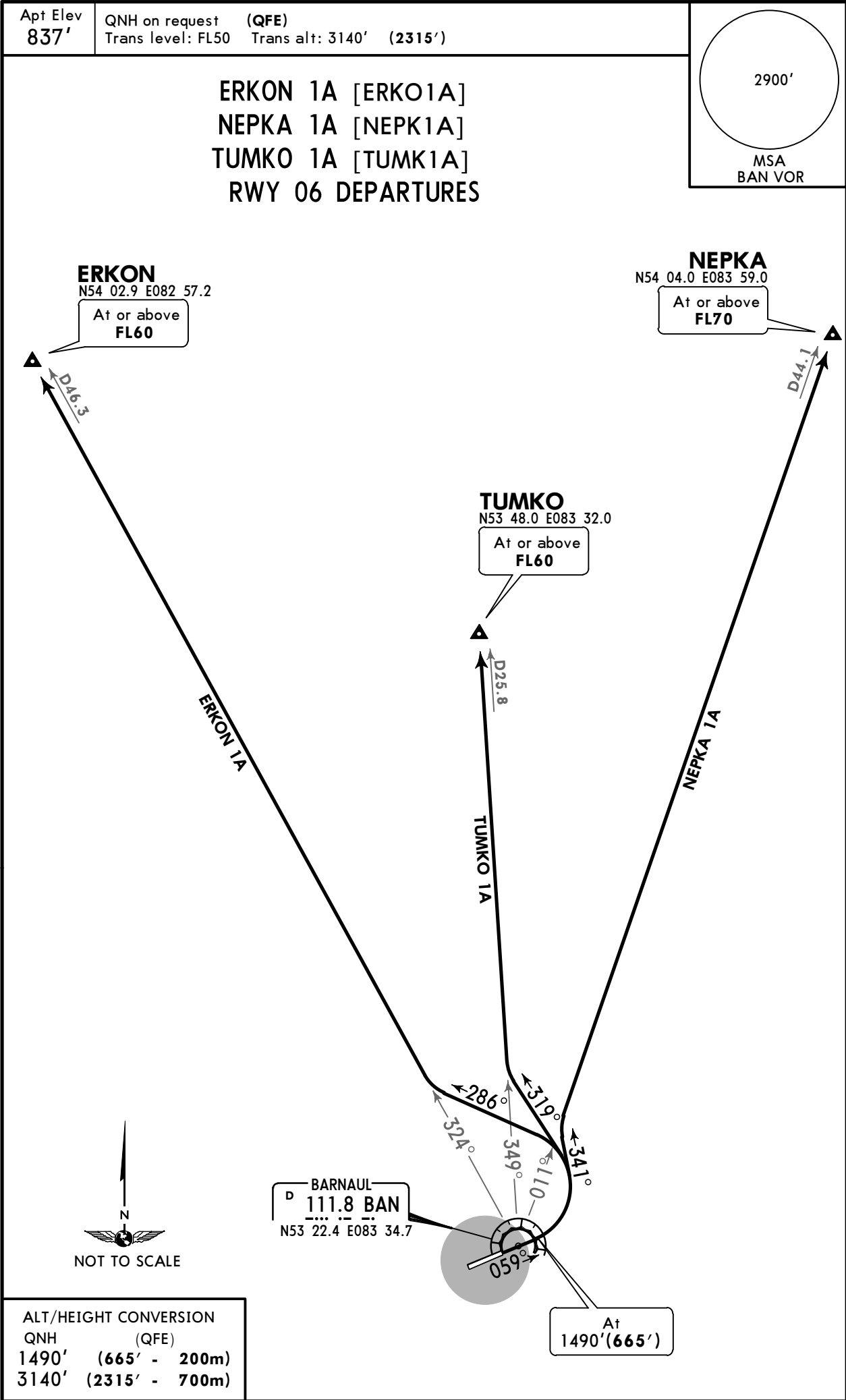
ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1480'	(660' - 200m)	
3140'	(2320' - 700m)	

UNBB/BAX
MIKHAYLOVKA

JEPPESEN
5 AUG 16 (10-3D) Eff 18 Aug

BARNAUL, RUSSIA

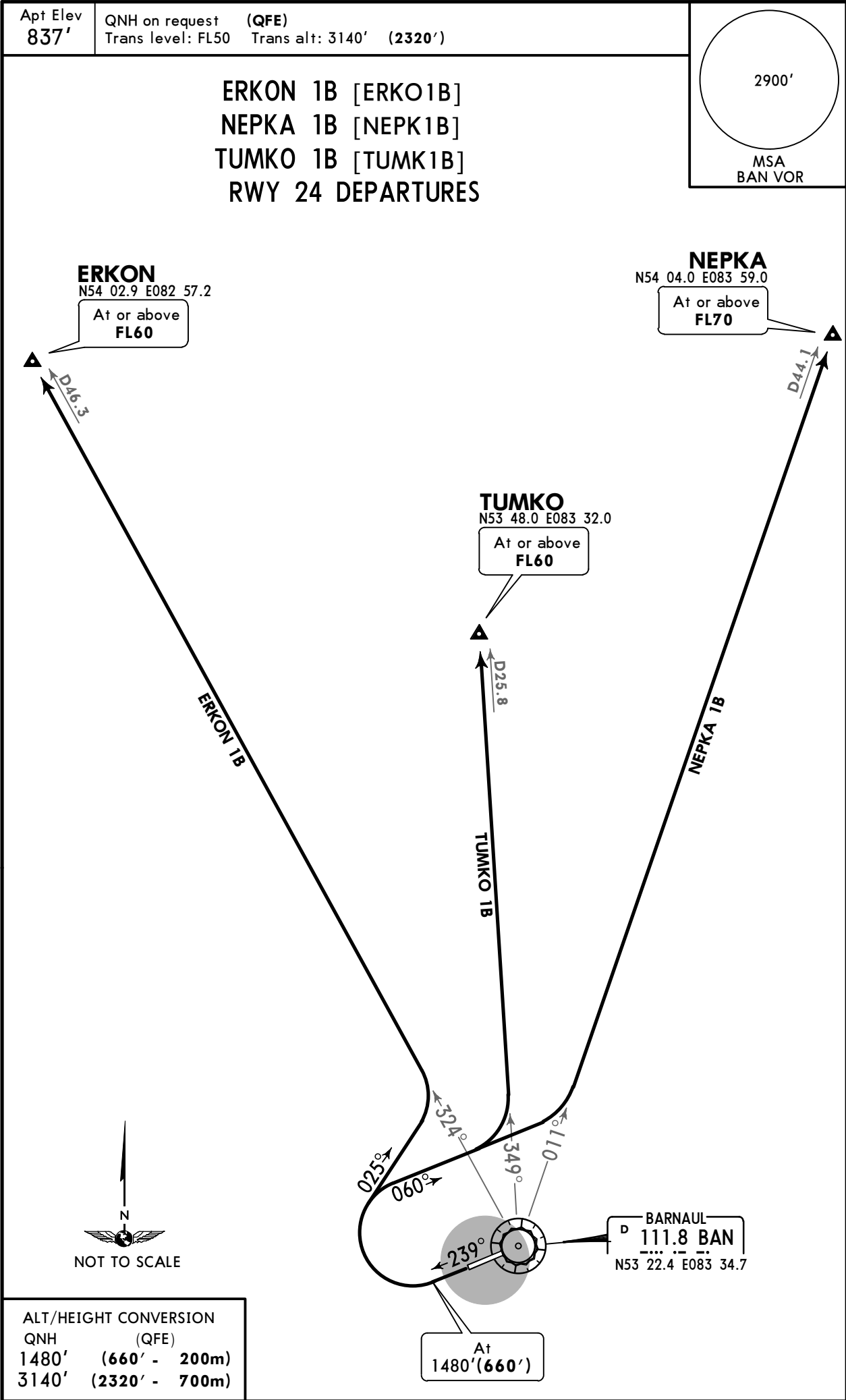
SID



UNBB/BAX
MIKHAYLOVKA

JEPPesen
5 AUG 16 (10-3E) Eff 18 Aug

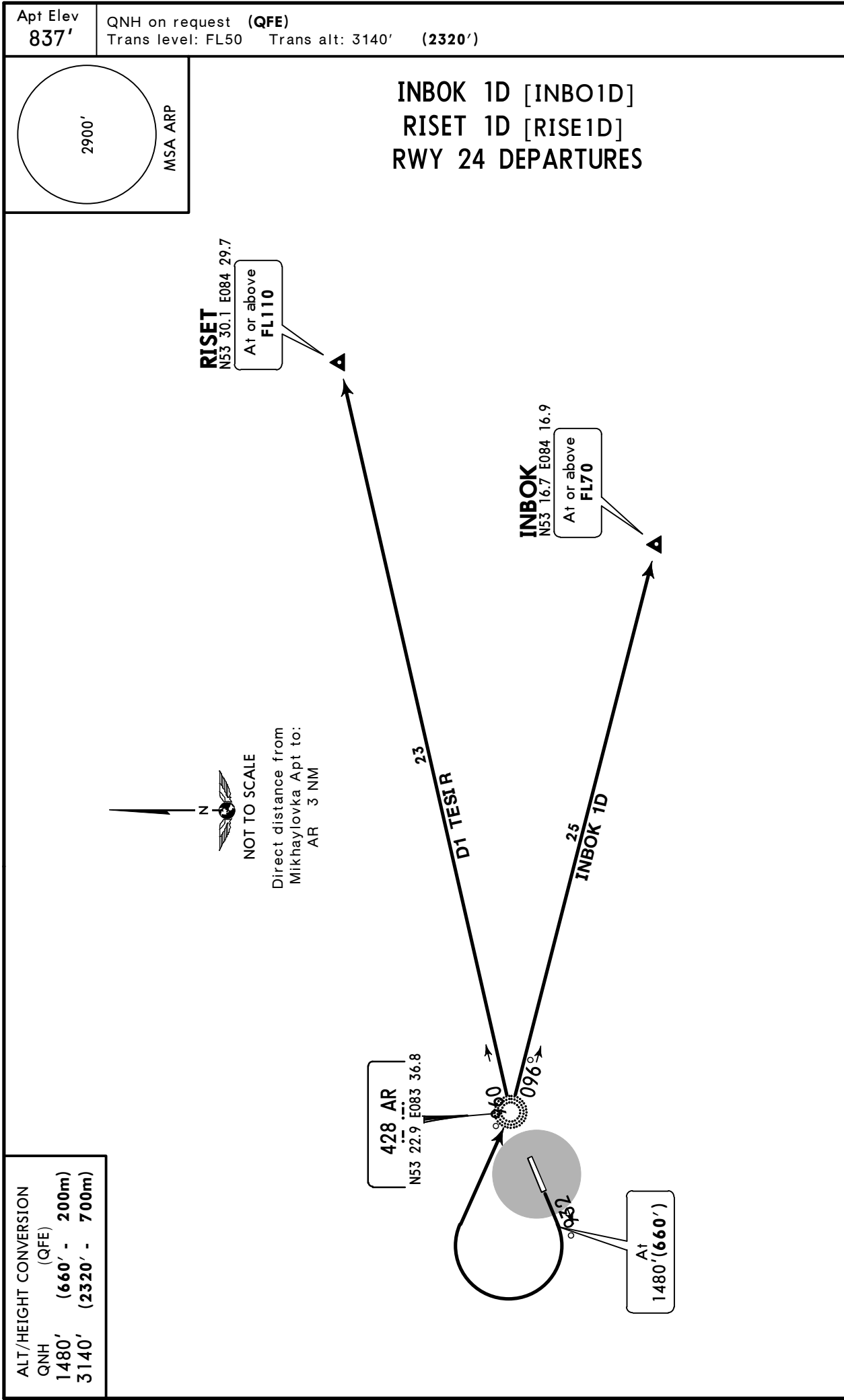
BARNAUL, RUSSIA
SID



UNBB/BAX
MIKHAYLOVKA

JEPPESEN
17 APR 15 (10-3G) Eff 30 Apr

BARNAUL, RUSSIA
SID



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JEPPESEN
17 APR 15 (10-3H)

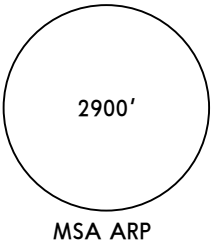
Eff 30 Apr

BARNAUL, RUSSIA

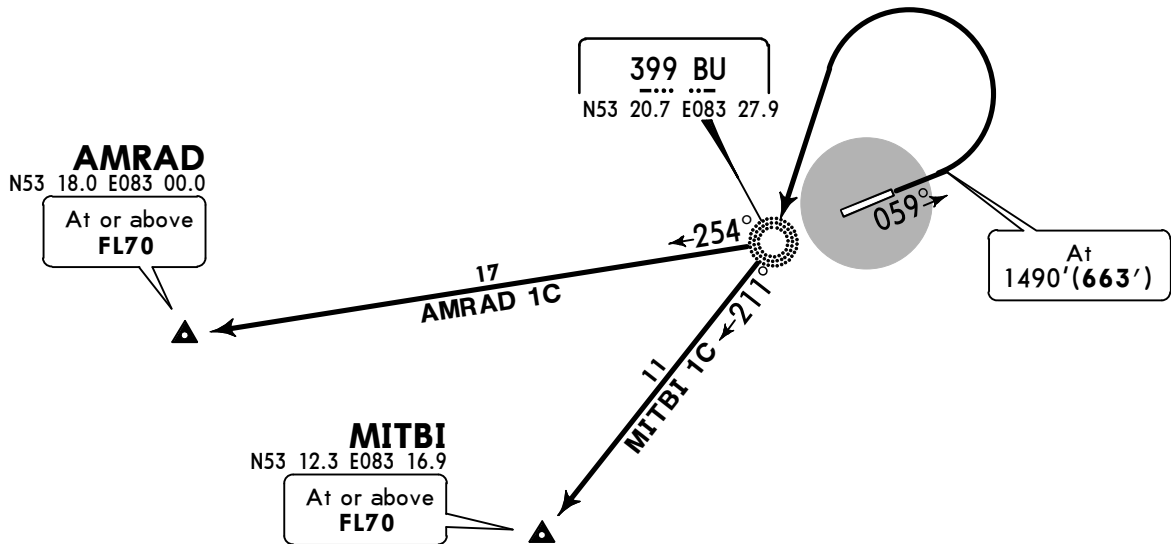
SID

Apt Elev
837'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3140' (2313')



AMRAD 1C [AMRA1C]
MITBI 1C [MITB1C]
RWY 06 DEPARTURES



Direct distance from
Mikhaylovka Apt to:
BU 3 NM



NOT TO SCALE

MITBI 1C

This SID requires a minimum climb gradient
of
3.5% up to FL70 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

If unable to comply advise ATC.

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1490'	(663' -	200m)
3140'	(2313' -	700m)

UNBB/BAX
MIKHAYLOVKA

JEPPESEN

BARNAUL, RUSSIA

17 APR 15

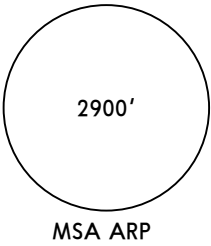
10-3J

Eff 30 Apr

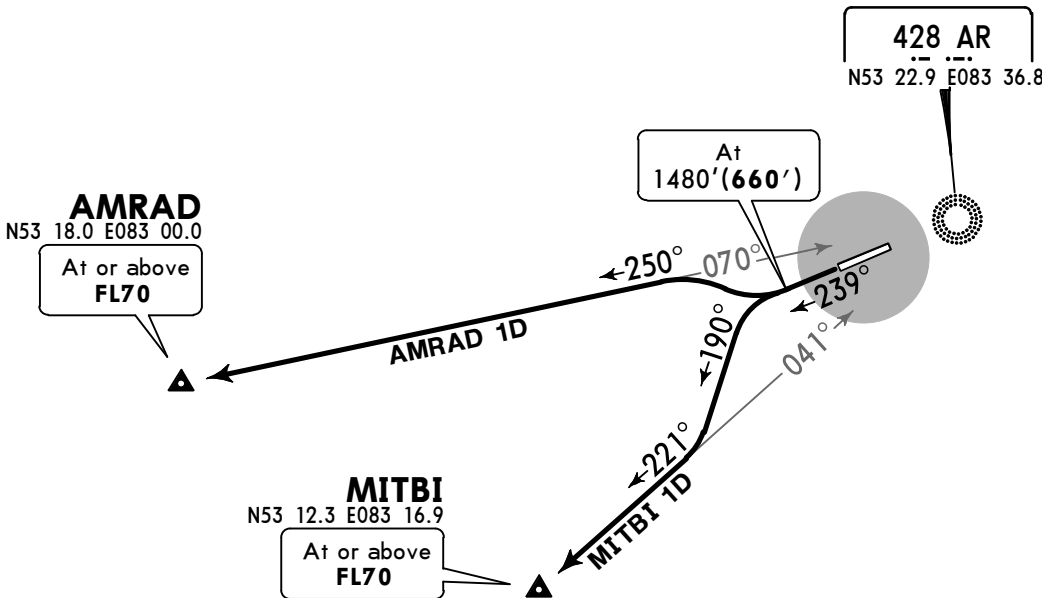
SID

Apt Elev
837'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3140' (2320')



AMRAD 1D [AMRA1D]
MITBI 1D [MITB1D]
RWY 24 DEPARTURES



Direct distance from
Mikhaylovka Apt to:
AMRAD 20 NM
MITBI 13 NM



These SIDs require minimum climb gradients
of
AMRAD 1D: 5.3% up to FL70 due to airspace structure.
MITBI 1D: 7.6% up to FL70 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610
7.6% V/V (fpm)	577	770	1154	1539	1924	2309

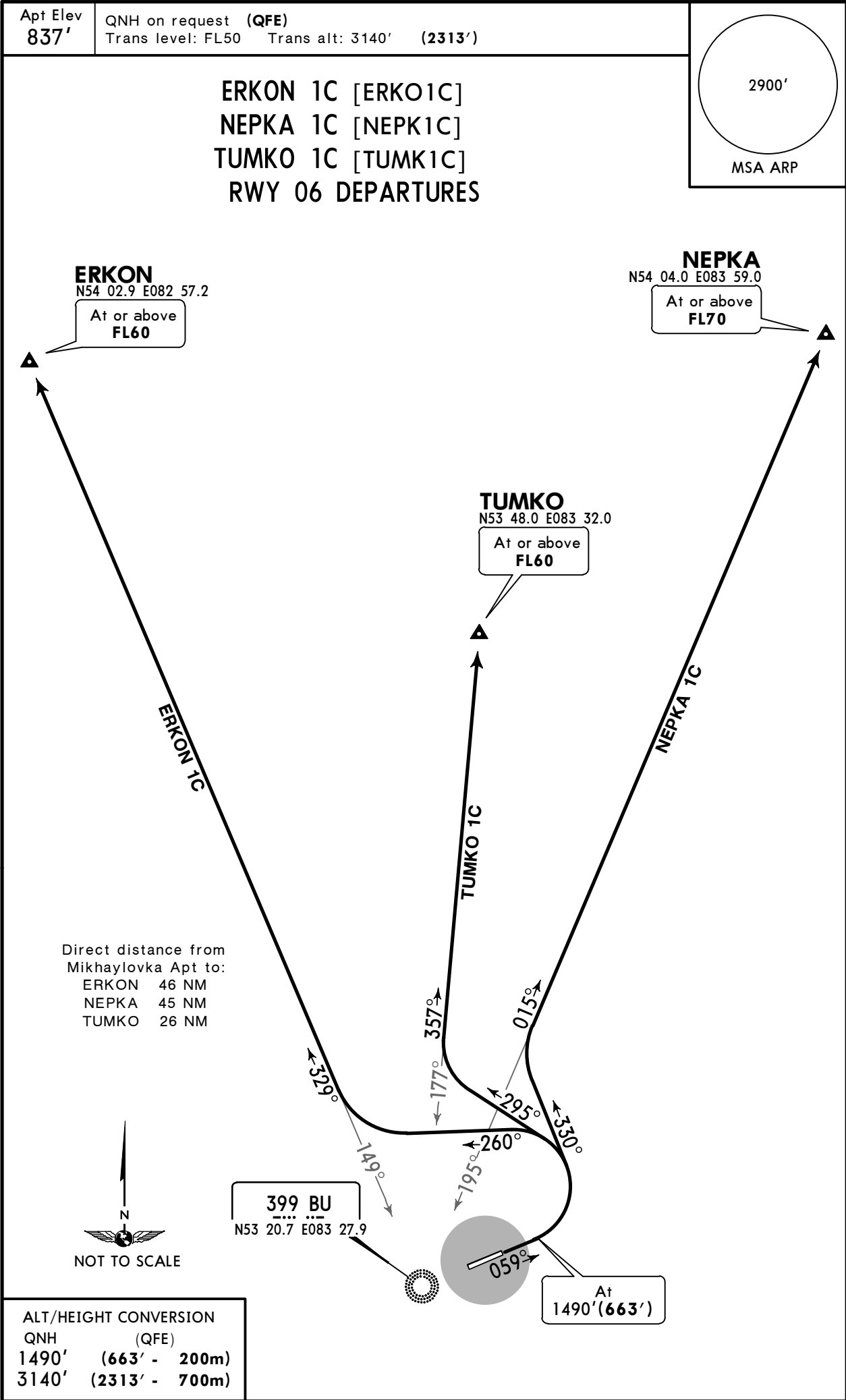
If unable to comply advise ATC.

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1480'	(660' -	200m)
3140'	(2320' -	700m)

UNBB/BAX
MIKHAYLOVKA

JEPPESEN
17 APR 15 10-3K Eff 30 Apr

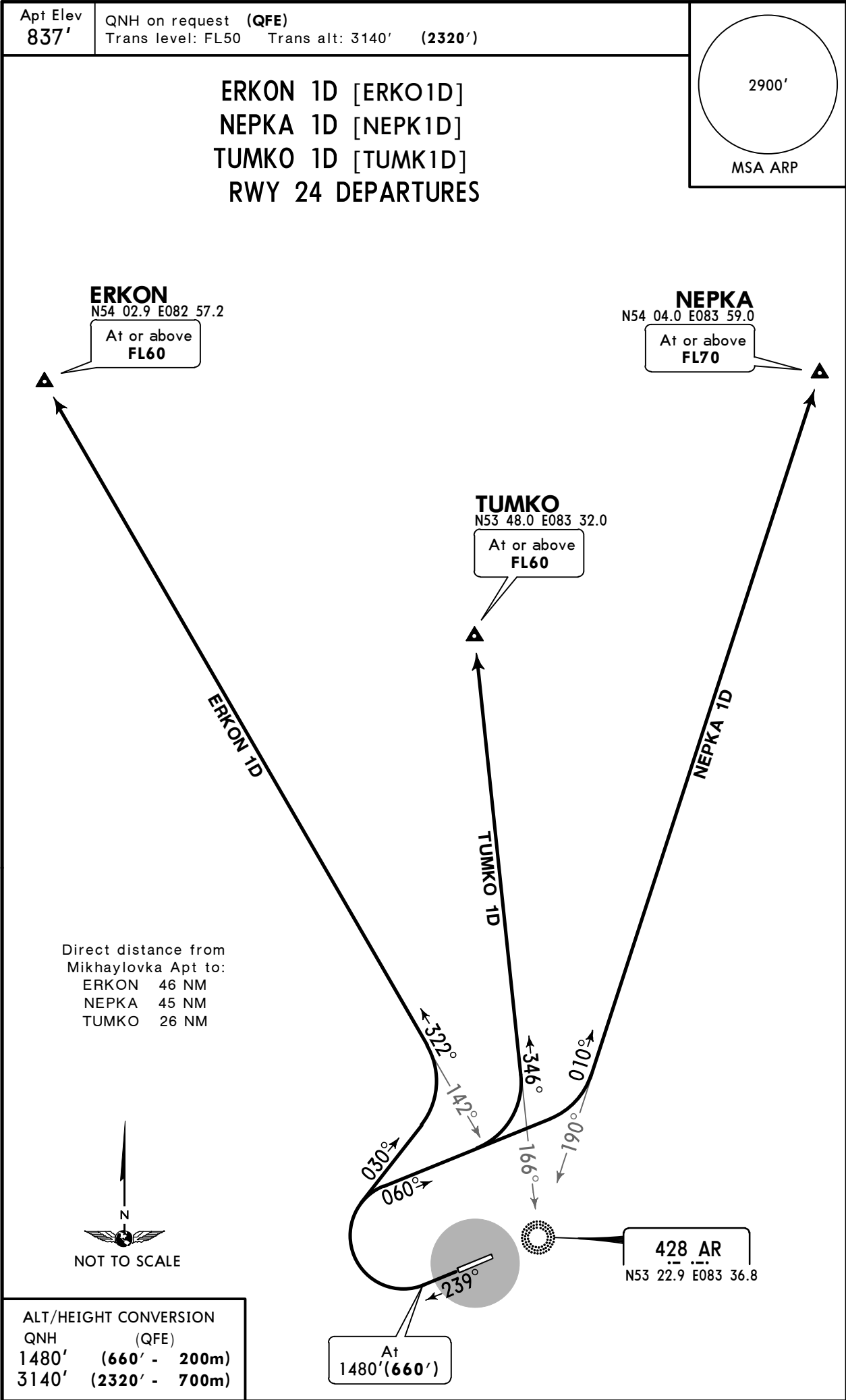
BARNAUL, RUSSIA
SID



UNBB/BAX
MIKHAYLOVKA

JEPPESEN
17 APR 15 10-3L Eff 30 Apr

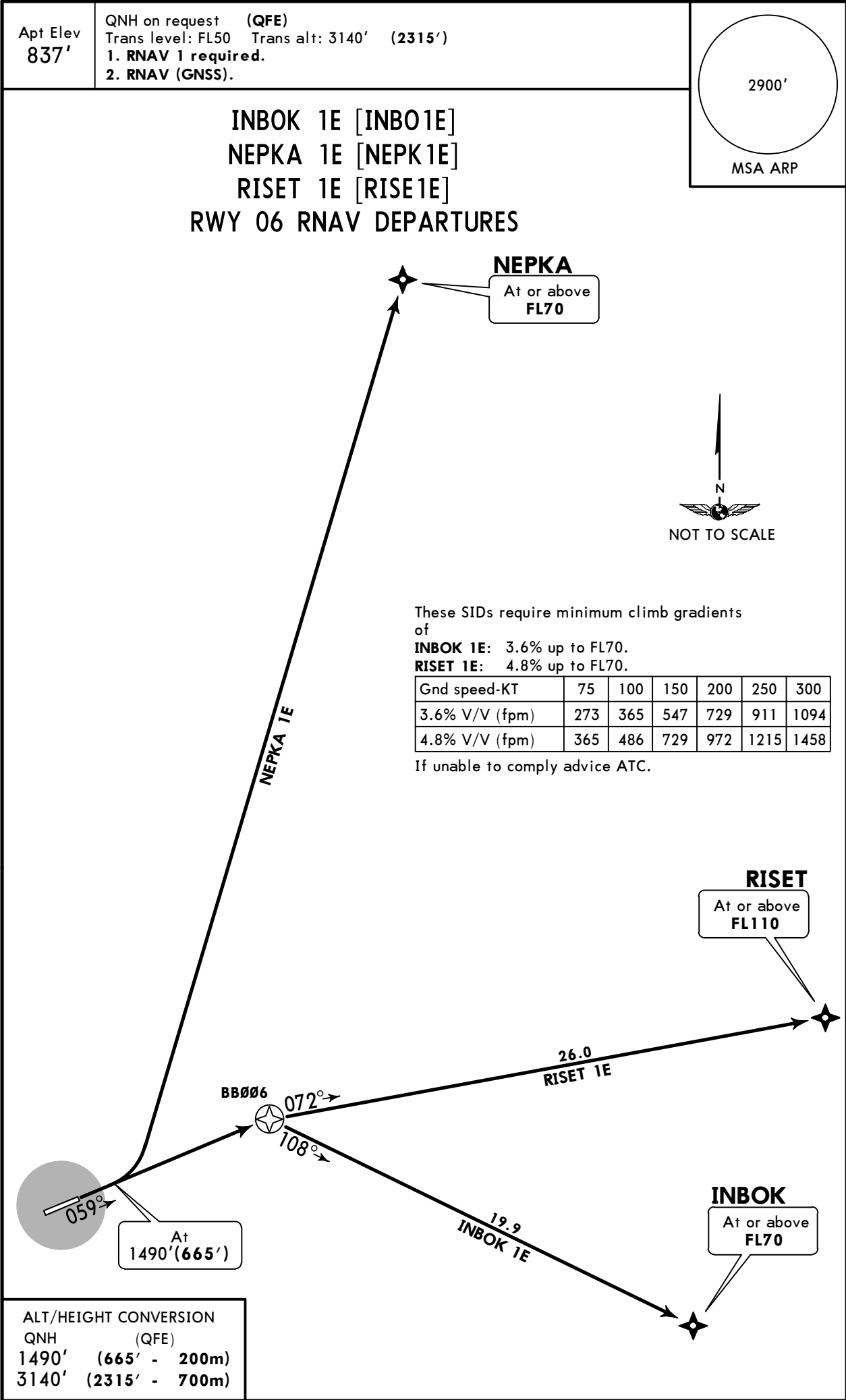
BARNAUL, RUSSIA
SID



UNBB/BAX
MIKHAYLOVKA

JEPPESEN
20 JAN 17 (10-3M) Eff 2 Feb

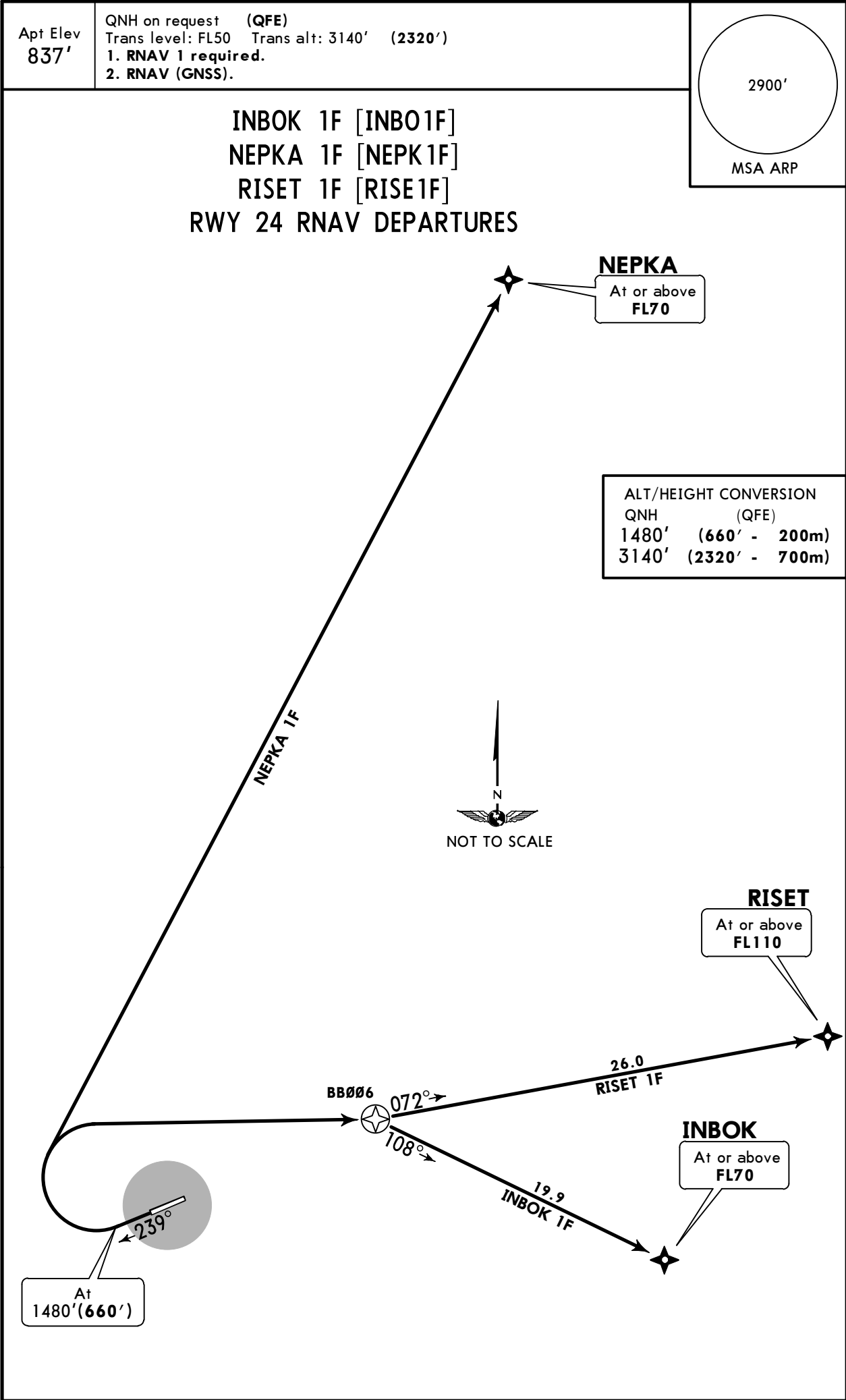
BARNAUL, RUSSIA
RNAV SID



UNBB/BAX
MIKHAYLOVKA

JEPPESEN
20 JAN 17 10-3N Eff 2 Feb

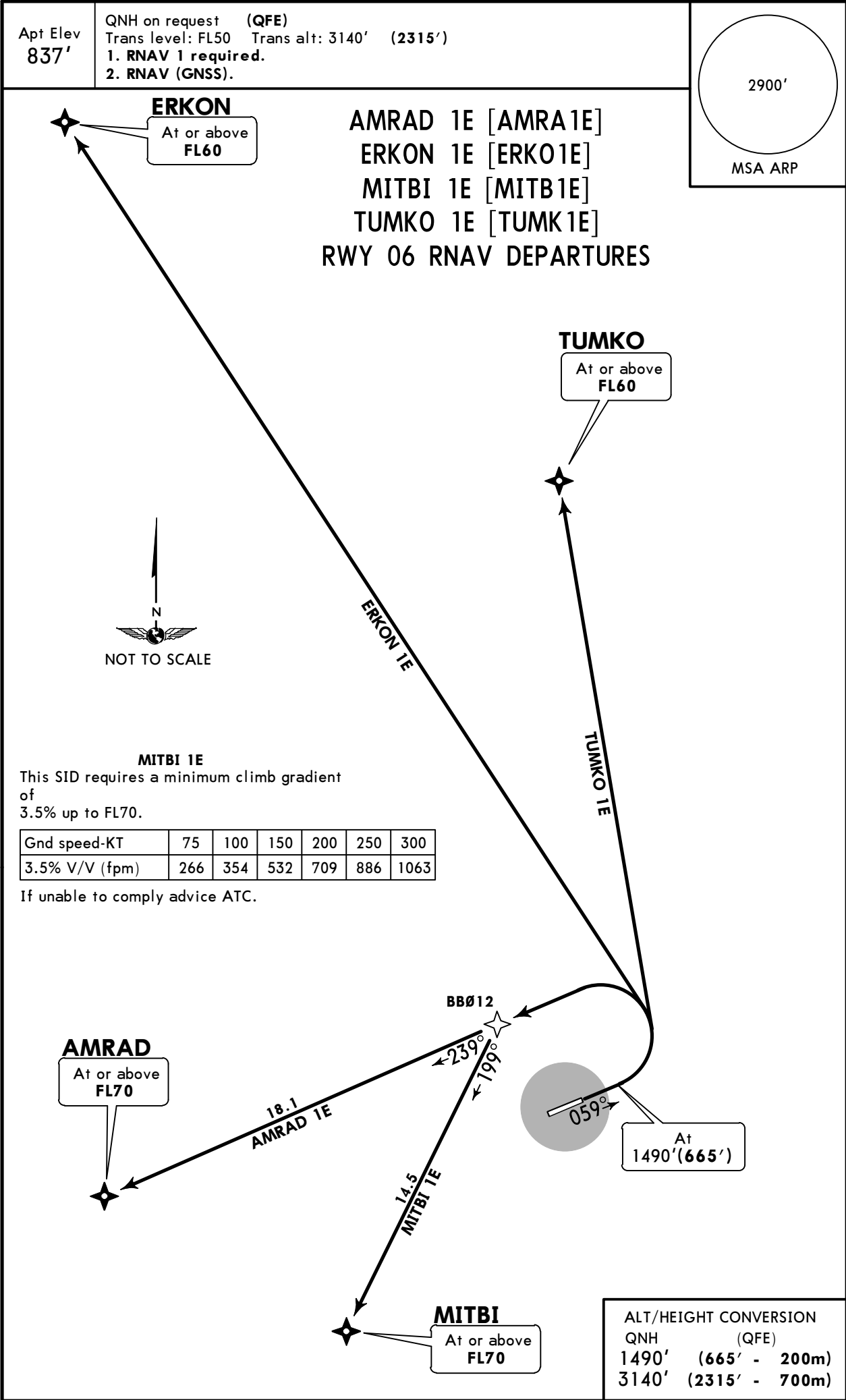
BARNAUL, RUSSIA
RNAV SID



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MIKHAYLOVKA

JEPPESEN
20 JAN 17 10-3P Eff 2 Feb

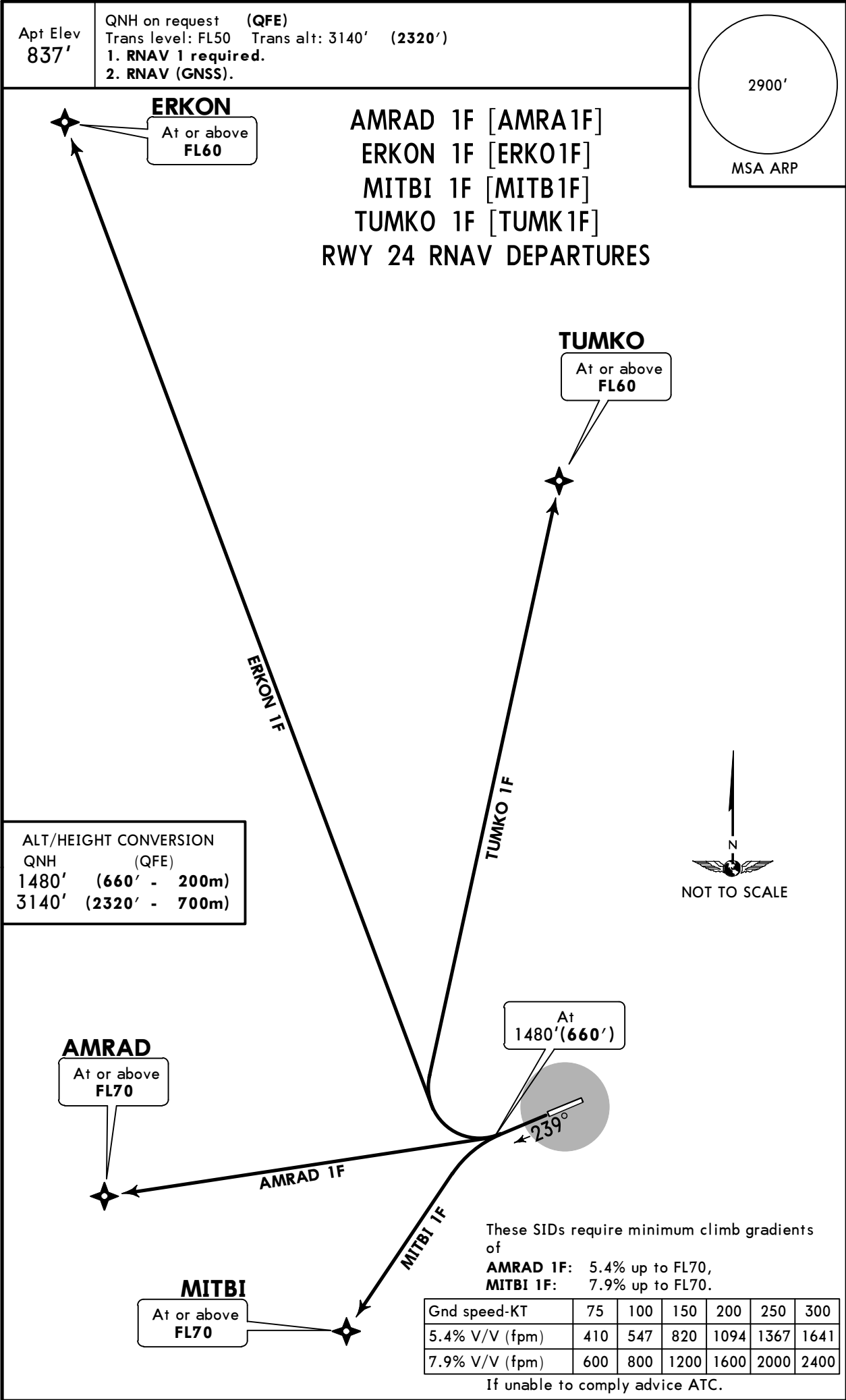
BARNAUL, RUSSIA
RNAV SID



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MIKHAYLOVKA

JEPPESEN
20 JAN 17 10-3Q Eff 2 Feb

BARNAUL, RUSSIA
RNAV SID



UNBB/BAX

Apt Elev **837'**
N53 21.8 E083 32.4

JEPPesen

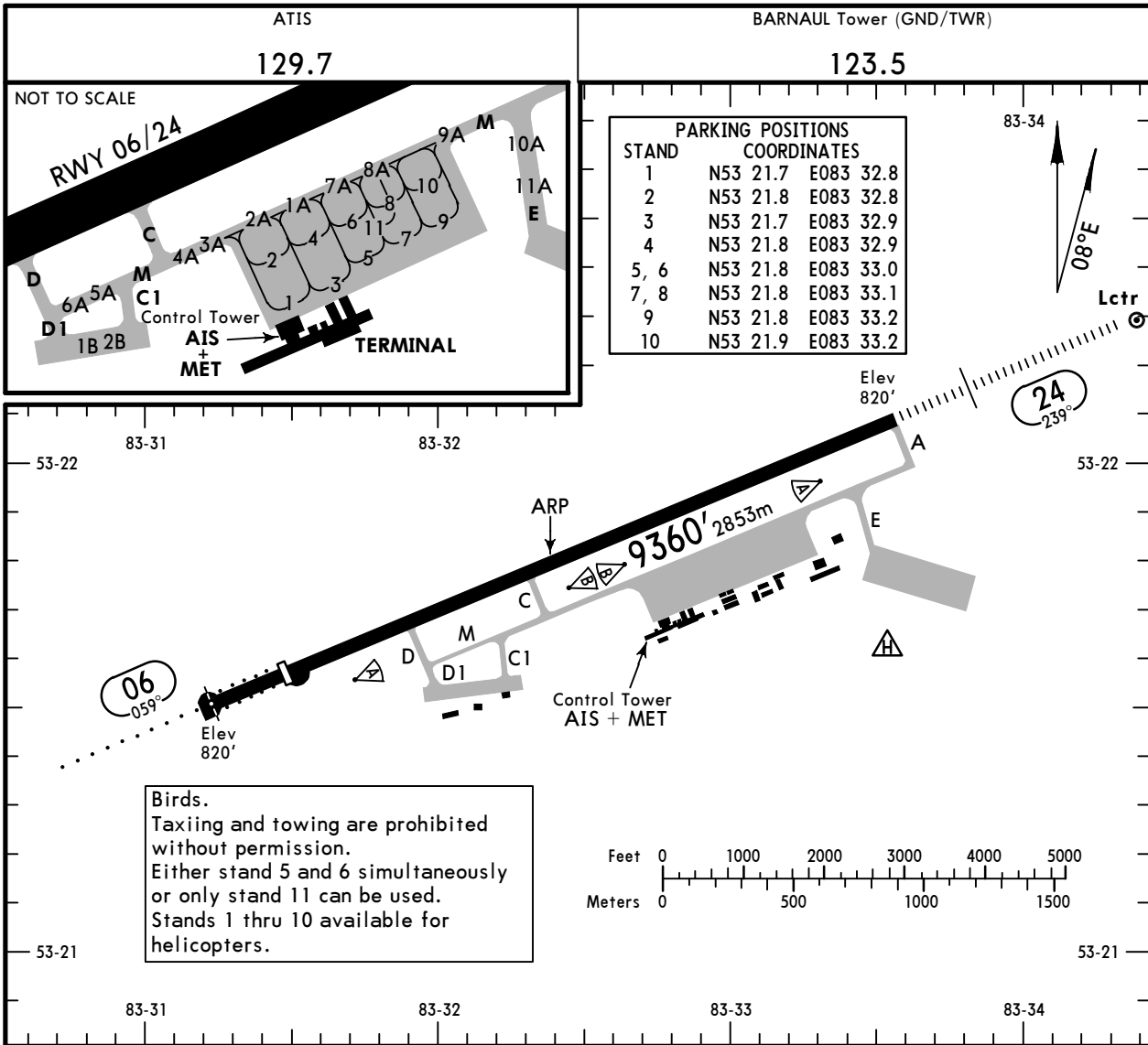
21 DEC 18

10-9

Eff 3 Jan

BARNAUL, RUSSIA

MIKHAYLOVKA



ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
					Threshold	Glide Slope		
06	HIRL (60m)	ALS(white/red)	PAPI-L (2.67°)	RVR	8218' 2505m	7185' 2190m	1	164'
24	HIRL (60m)	HIALS	PAPI-L (2.67°)	RVR		8449' 2575m		50m

1 TAKE-OFF RUN AVAILABLE

RWY 06:

From rwy head 9360' (2853m)
displ thresh 8219' (2505m)
twy D int 6529' (1990m)
twy C int 4921' (1500m)

RWY 24:

From rwy head 9360' (2853m)
twy C int 4429' (1350m)

LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR less than 550m. ATC will use phraseology: "LVP in progress. Check your minimum."

Taxiing to the rwy holding position line for take-off from rwy 06 shall be carried out along Twy M with holding before Twy D, from rwy 24 along Twy M with holding before Twy A.

Flight crew should read back all instructions on holding near the rwy before Twy A, C or D.

Take-off not from runway beginning is prohibited.

Take-off without stopping at line-up position after taxiing onto runway is prohibited.

TAKE-OFF		
AIR CARRIER (JAA)		
All Rwys		
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	400m
C		
D	300m	

UNBB/BAX

JEPPesen

27 JAN 17

10-9S

Eff 2 Feb

Standard

BARNaul, RUSSIA
MIKHAYLOVKA

STRAIGHT-IN RWY	A	B	C	D
06 ILS Z or Y or X or W FULL ALS out	1025' (200') R1000m R1200m	1025' (200') R1000m R1200m	1025' (200') R1000m R1200m	1025' (200') R1000m R1200m
GLS FULL ALS out	1025' (200') R1000m R1200m	1025' (200') R1000m R1200m	1025' (200') R1000m R1200m	1025' (200') R1000m R1200m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNAV ① ALS out	1170' (345') R1400m R1500m	1170' (345') R1400m R1500m	1170' (345') R1400m R1600m	1170' (345') R1400m R1600m
VOR ① ALS out	1150' (325') R1300m R1500m	1150' (325') R1300m R1500m	1150' (325') R1300m R1500m	1150' (325') R1300m R1500m
NDB Z or X or V ① ②	1190' (365') R1500m R1500m	1190' (365') R1500m R1500m	1190' (365') R1500m R1700m	1190' (365') R1500m R1700m
NDB V ③	1580' (755') C3500m C3700m	1580' (755') C3500m C3700m	1580' (755') C3700m C3900m	1580' (755') C3700m C3900m
NDB T ③	1380' (555') C2500m C2700m	1380' (555') C2500m C2700m	1380' (555') C2700m C2900m	1380' (555') C2700m C2900m
24 ILS Z or Y or X or W FULL Limited ALS out	1020' (200') R550m R750m R1200m	1020' (200') R550m R750m R1200m	1020' (200') R550m R750m R1200m	1020' (200') R550m R750m R1200m
GLS FULL Limited ALS out	1020' (200') R550m R750m R1200m	1020' (200') R550m R750m R1200m	1020' (200') R550m R750m R1200m	1020' (200') R550m R750m R1200m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNAV ① ALS out	1170' (350') R900m R1500m	1170' (350') R900m R1500m	1170' (350') R900m R1600m	1170' (350') R900m R1600m
VOR ① ALS out	1150' (330') R800m R1500m	1150' (330') R800m R1500m	1150' (330') R800m R1500m	1150' (330') R800m R1500m
2 NDB Y/W or U ① ②	1190' (370') R1000m R1500m	1190' (370') R1000m R1500m	1190' (370') R1000m R1700m	1190' (370') R1000m R1700m
2 NDB U ③	1660' (840') C3300m C4000m	1660' (840') C3300m C4000m	1660' (840') C3500m C4200m	1660' (840') C3500m C4200m
NDB Y/W ① ALS out	1190' (370') R1000m R1500m	1190' (370') R1000m R1500m	1190' (370') R1000m R1700m	1190' (370') R1000m R1700m

① Continuous Descent Final Approach.

② with FAF.

③ w/o FAF.

CHANGES: Minimums.

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UNBB/BAX

 **JEPPESSEN**

27 JAN 17

(10-9S)

Eff 2 Feb

Standard

BARNAUL, RUSSIA
MIKHAYLOVKA

STRAIGHT-IN RWY		A	B	C	D
24 (contd)	NDB U ❶	1830'(1010')	1830'(1010')	1830'(1010')	1830'(1010')
		C4300m	C4300m	C4500m	C4500m
	ALS out	C5000m	C5000m	C5000m	C5000m
	NDB S ❶	1550'(730')	1550'(730')	1550'(730')	1550'(730')
		C2900m	C2900m	C3100m	C3100m
	ALS out	C3600m	C3600m	C3800m	C3800m

❶ w/o FAF.

CIRCLE-TO-LAND ❷	A	B	C	D
to rwy 06 ❸	1770'(945')	1770'(945')	1870'(1045')	1870'(1045')
to rwy 24 ❹	1770'(950') ❺	1770'(950') ❺	1870'(1050') ❺	1870'(1050') ❺
	V1500m	V1600m	V2400m	V3600m

- ❷ Prohibited South of airport.
- ❸ Circling height based on rwy 06 displ thresh elev of 825'.
- ❹ Circling height based on rwy 24 thresh elev of 820'.
- ❺ or higher minimums of preceding straight-in approach.

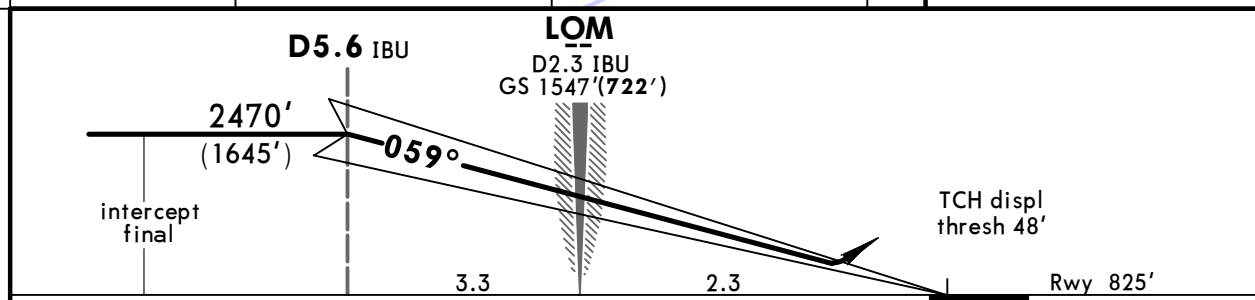
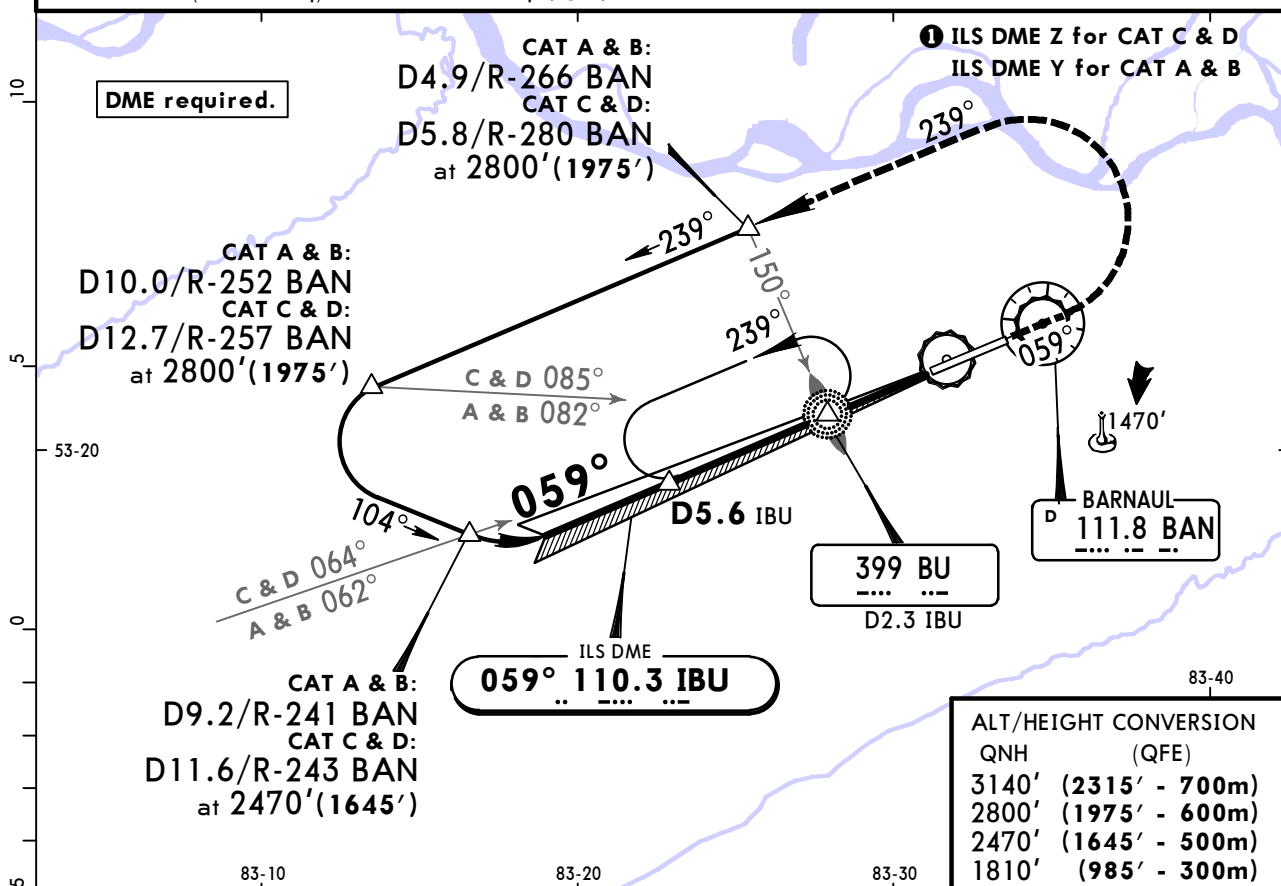
TAKE-OFF RWY 06, 24			
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

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27 JAN 17
Eff 2 Feb (11-1)

BARNAUL, RUSSIA
① ILS Z or Y Rwy 06

BRIEFING STRIP ™	ATIS 129.7		BARNAUL Tower (APP/SRE/TWR) 123.5		Ground 123.5	
	LOC IBU 110.3	Final Apch Crs 059°	GS LOM 1547'(722')	ILS DA(H) 1025'(200')	Apt Elev 837' Rwy 825'	2900' MSA ARP
	MISSED APCH: Climb on 059° to 1810'(985'), then turn LEFT onto 239° climbing to 2800'(1975'), then according to chart.					
	Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50	



Gnd speed-Kts	70	90	100	120	140	160	ALS	1810'(985')	on 059°	239°	2800'(1975')
GS	2.67°	331	425	472	567	661	756	PAPI		LT	

STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND ①	
ILS		LOC (GS out)		Prohibited South of airport	
DA(H) 1025'(200')					
FULL		ALS out			
A					Max Kts
B					100
C					135
D					180
					205
					1770'(945') 2000m
					1870'(1045') 4800m

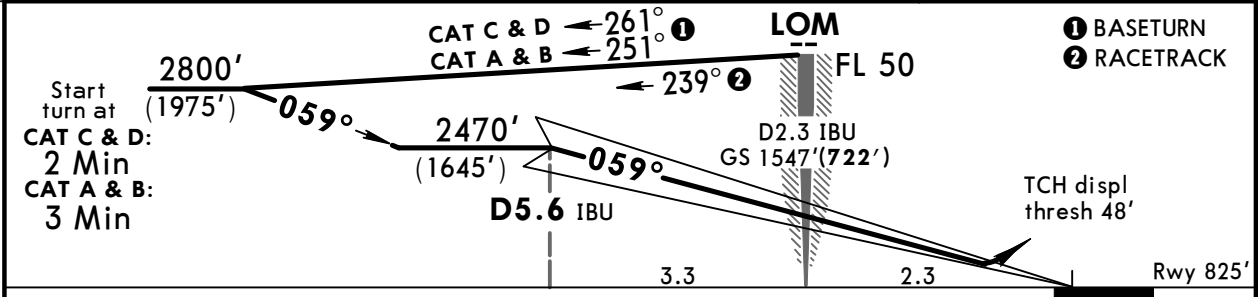
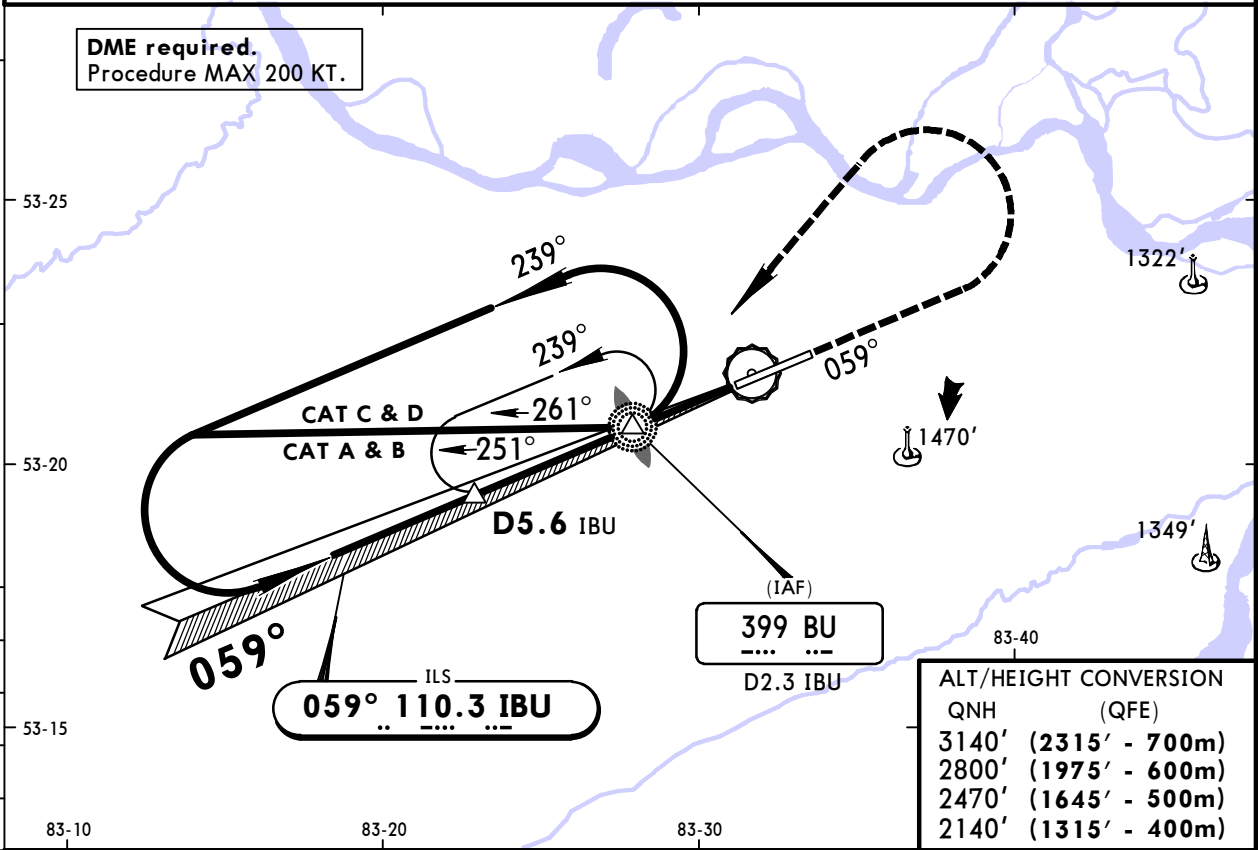
① Circling height based on rwy 06 displaced thresh elev of 825'.

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JEPPESSEN
27 JAN 17 11-2 Eff 2 Feb

BARNAUL, RUSSIA
ILS X Rwy 06

ATIS 129.7		BARNAUL Tower (APP/SRE/TWR) 123.5		Ground 123.5	
LOC IBU 110.3	Final Apch Crs 059°	GS LOM 1547'(722')	ILS DA(H) 1025'(200')	Apt Elev 837' Rwy 825'	2900' MSA ARP
MISSED APCH: Climb on 059° to 2140'(1315'), then turn LEFT to NDB climbing to 2800'(1975'), then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50	
					Trans alt: 3140' (2315')



Gnd speed-Kts	70	90	100	120	140	160	ALS	2140' (1315') on 059°	BU 399	2800' (1975')
GS	2.67°	331	425	472	567	661	756	PAPI	LT	

STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND 1			
ILS		LOC (GS out)		Prohibited South of airport			
DA(H) 1025'(200')							
FULL		ALS out					
A	1200m		NOT AUTH		Max Kts		
B					100	1770' (945') 2000m	
C					135		
D					180	1870' (1045') 4800m	
					205		

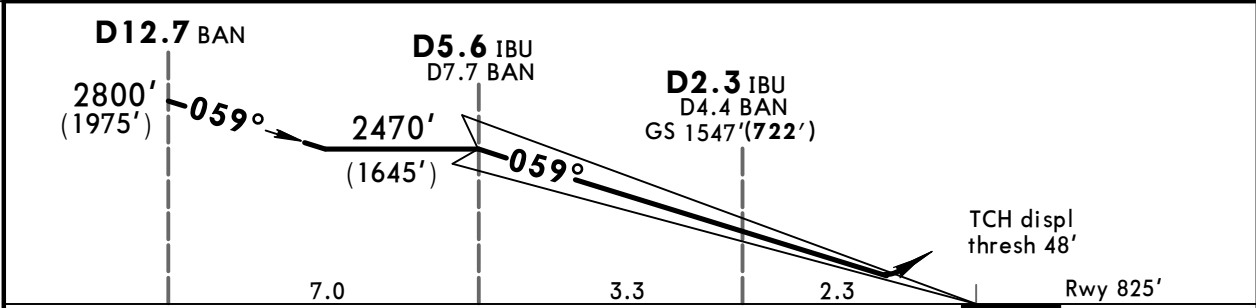
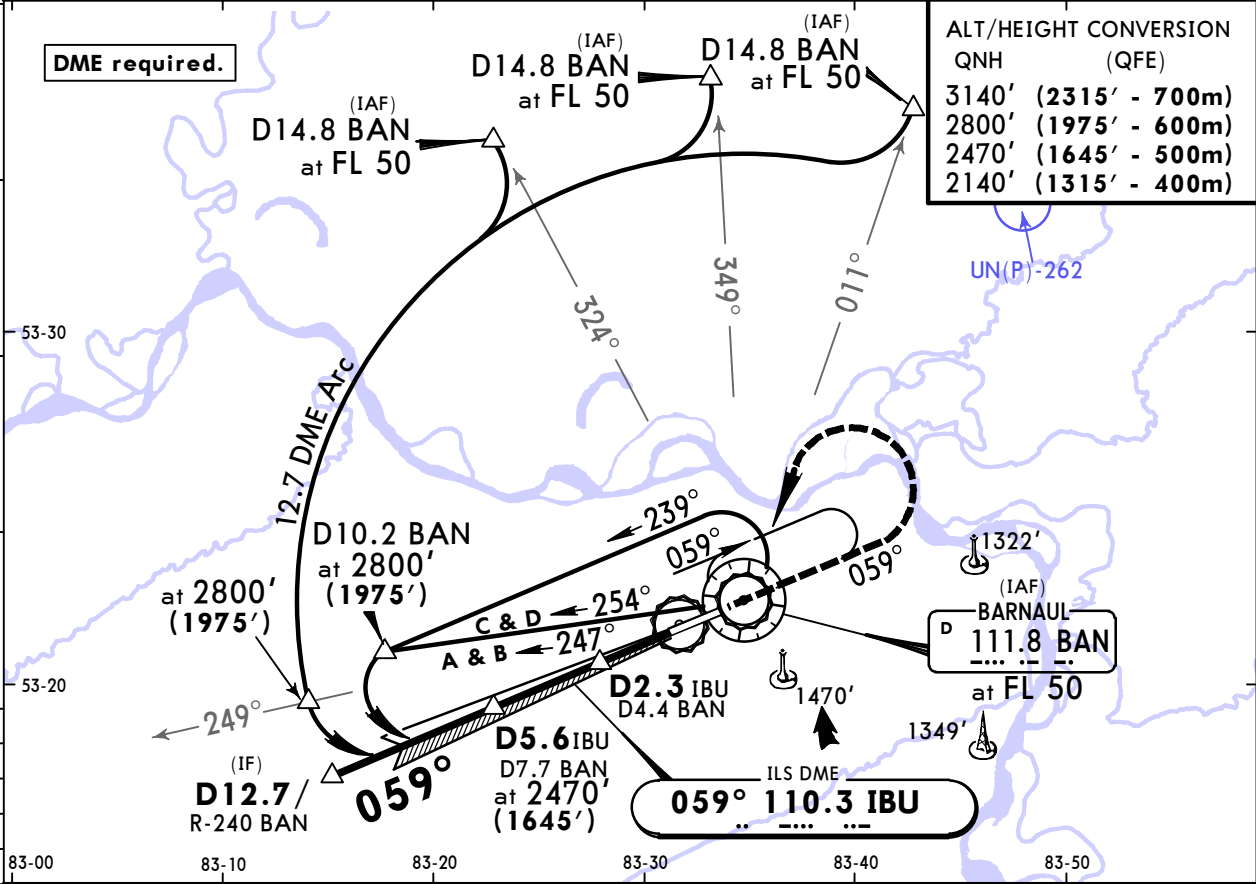
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JEPPESSEN
27 JAN 17 **11-3** Eff 2 Feb

BARNAUL, RUSSIA
ILS W Rwy 06

ATIS 129.7		BARNAUL Tower (APP/SRE/TWR) 123.5		Ground 123.5	
LOC IBU 110.3	Final Apch Crs 059°	GS D2.3 IBU 1547'(722')	ILS DA(H) 1025'(200')	Apt Elev 837' Rwy 825'	2900' MSA BAN VOR
MISSED APCH: Climb on 059° to 2140'(1315'), then turn LEFT to VOR climbing to 2800'(1975'), then according to chart.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3140' (2315')



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	2140' (1315')	059°	BAN 111.8	2800' (1975')
GS	2.67°	331	425	472	567	756		↑ on		LT	↑

STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND I Prohibited South of airport			
MDA(H) 1025'(200')				Max Kts			
ALS out				MDA(H)			
1200m				100	1770' (945')		
				135	2000m		
				180	1870' (1045')		
				205	4800m		

I Circling height based on rwy 06 displaced thresh elev of 825'.

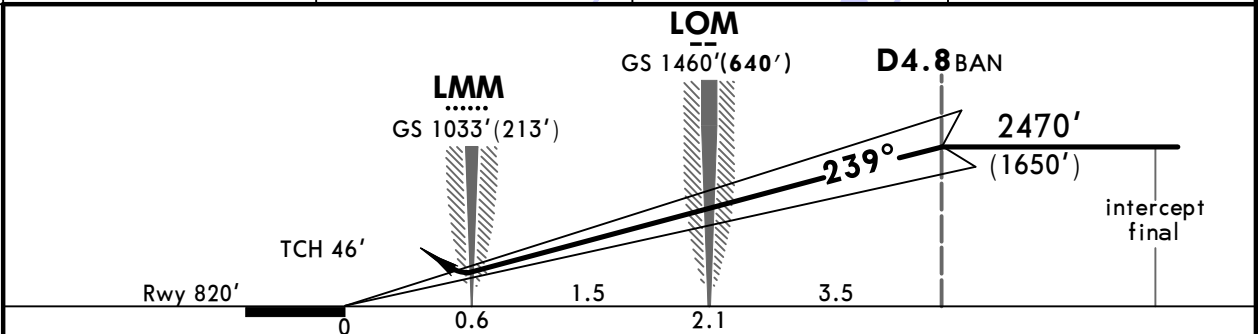
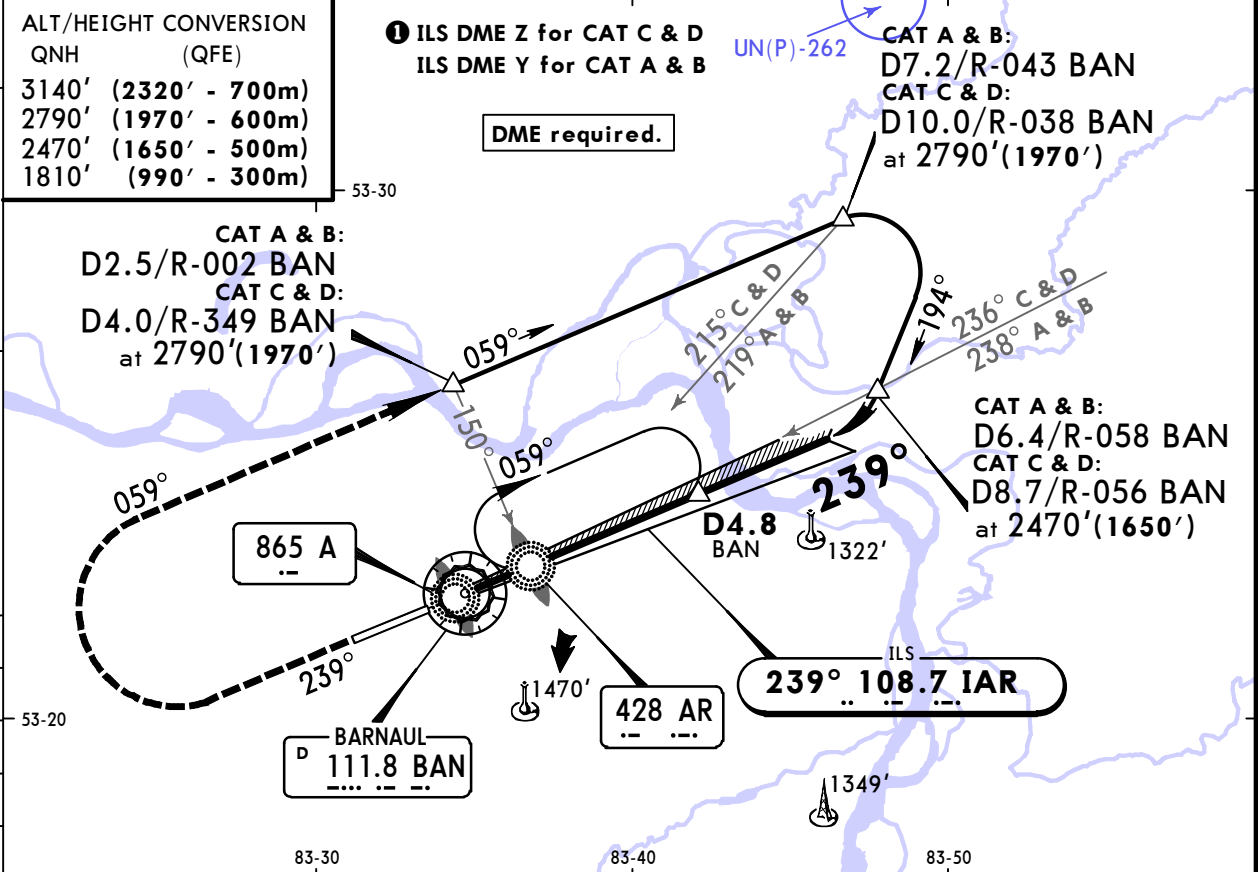
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JEPPESEN
27 JAN 17 11-4

BARNAUL, RUSSIA
Eff 2 Feb 1 ILS Z or Y Rwy 24

ATIS		BARNAUL Tower (APP/SRE/TWR)		Ground	
129.7		123.5		123.5	
LOC IAR 108.7	Final Apch Crs 239°	GS LOM 1460'(640')	ILS DA(H) 1020'(200')	Apt Elev 837' Rwy 820'	2900' MSA ARP
MISSED APCH: Climb on 239° to 1810'(990'), then turn RIGHT onto 059° climbing to 2790'(1970'), then according to chart.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3140' (2320')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1810' (990') on 239°	059° RT	2790' (1970')
GS	2.67°	331	425	472	567	756				

STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND 1	
ILS		LOC (GS out)		Prohibited South of airport	
DA(H) 1020'(200')					
FULL		ALS out		Max Kts	MDA(H)
A	RVR 720m VIS 800m	1200m	NOT AUTH	100	1770' (950') 2000m
B				135	
C				180	1870'(1050') 4800m
D				205	

1 Circling height based on rwy 24 thresh elev of 820'.

CHANGES: Note.

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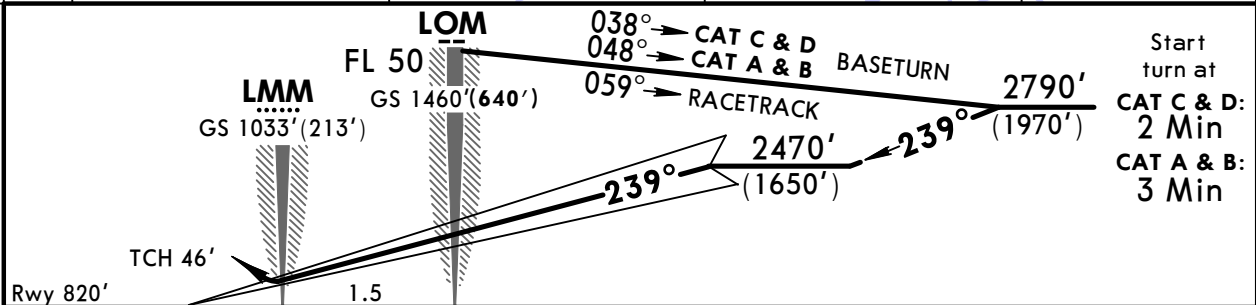
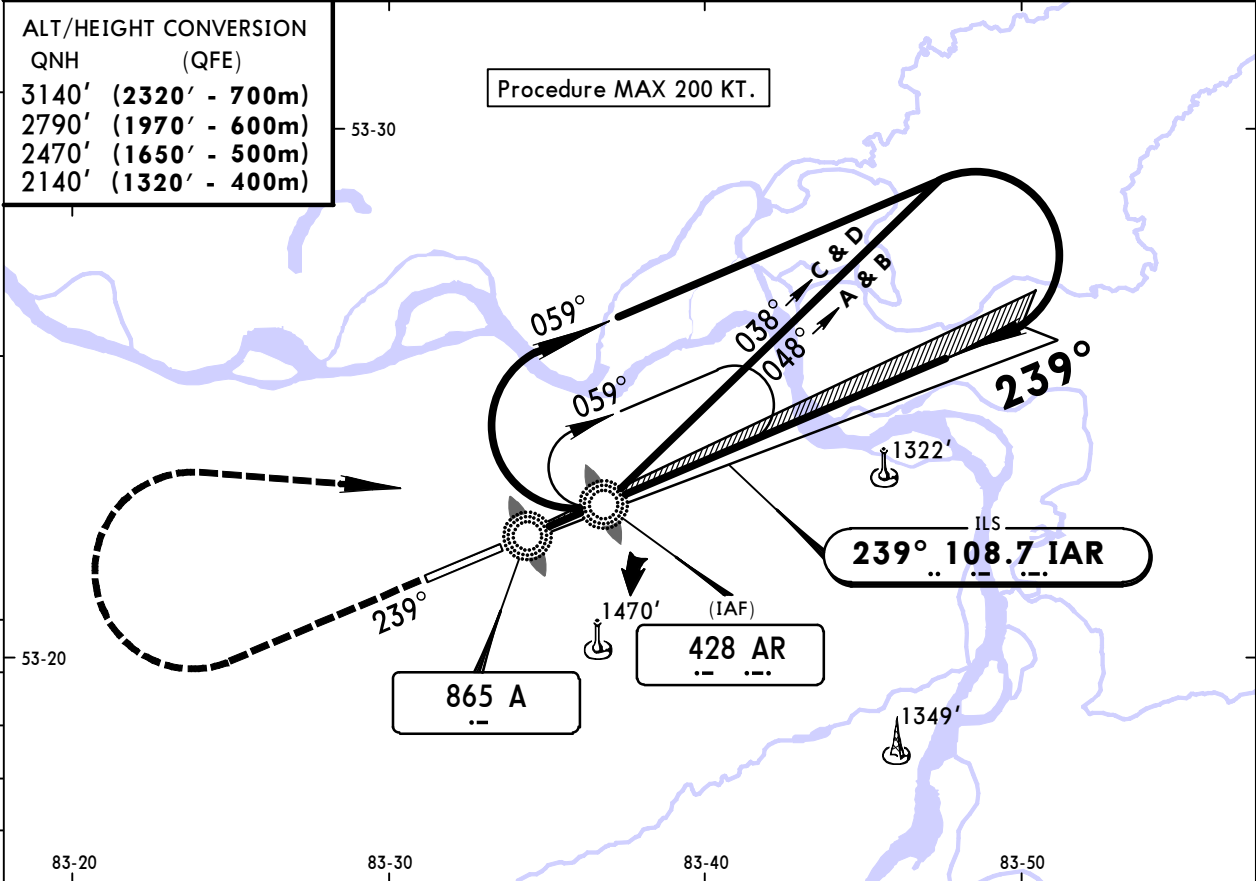
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JEPPesen
3 MAR 17 (11-5)

BARNAUL, RUSSIA
ILS X Rwy 24

ATIS 129.7		BARNAUL Tower (APP/SRE/TWR) 123.5		Ground 123.5	
LOC IAR 108.7	Final Apch Crs 239°	GS LOM 1460'(640')	ILS DA(H) 1020'(200')	Apt Elev 837' Rwy 820'	2900' MSA ARP
MISSED APCH: Climb on 239° to 2140'(1320'), then turn RIGHT to AR NDB climbing to 2790'(1970'), then according to chart.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3140' (2320')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2140' (1320') on 239°	AR 428	2790' (1970')
GS	2.67°	331	425	472	567	661	PAPI		RT	

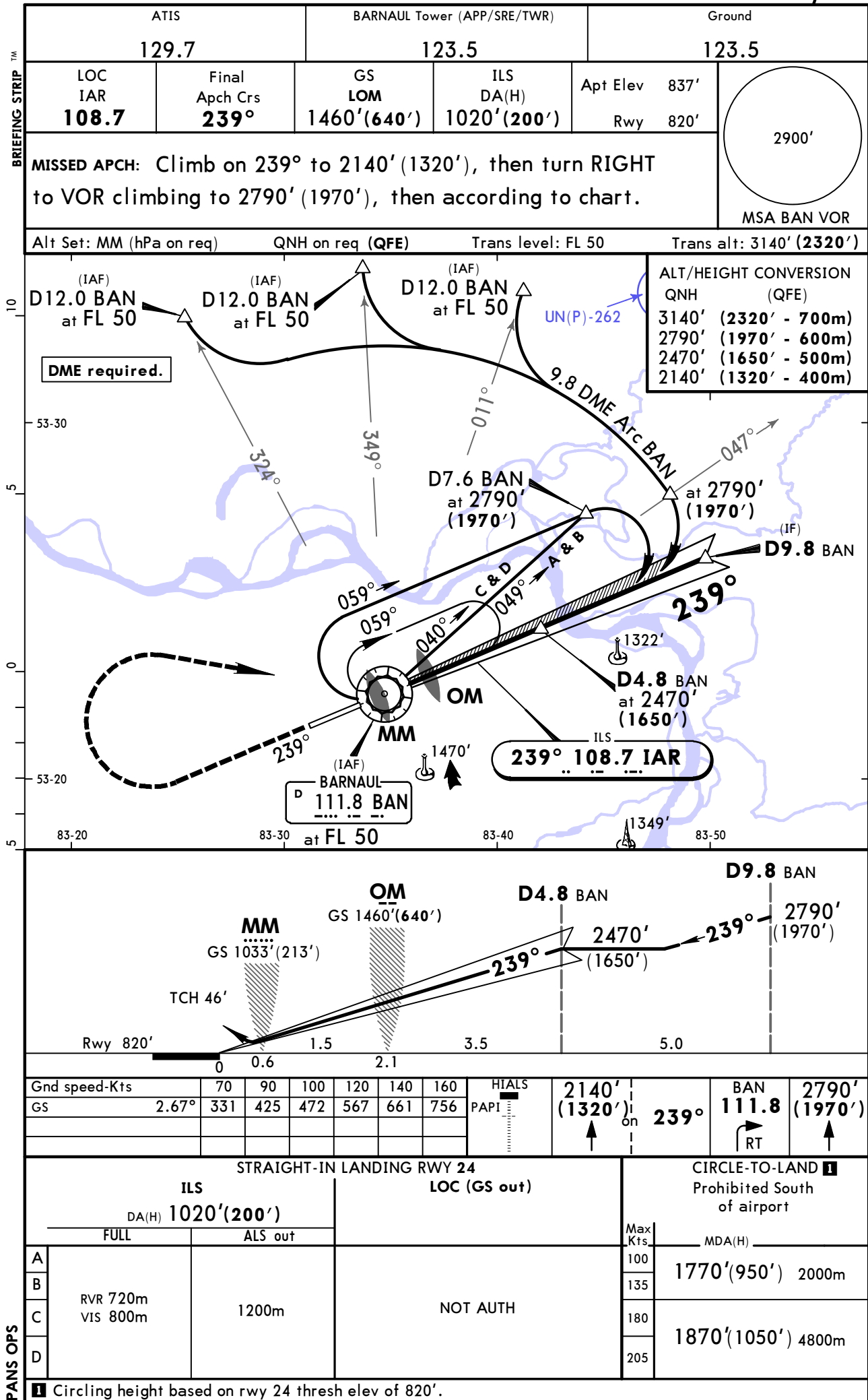
STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND 1	
ILS		LOC (GS out)	Prohibited South of airport	
DA(H) 1020'(200')				
FULL	ALS out			
A			Max Kts	MDA(H)
B			100	1770' (950') 2000m
C	RVR 720m VIS 800m	1200m	135	
D			180	1870'(1050') 4800m
			205	

1 Circling height based on rwy 24 thresh elev of 820'.

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JEPPESSEN
3 MAR 17 (11-6)

BARNAUL, RUSSIA
ILS W Rwy 24



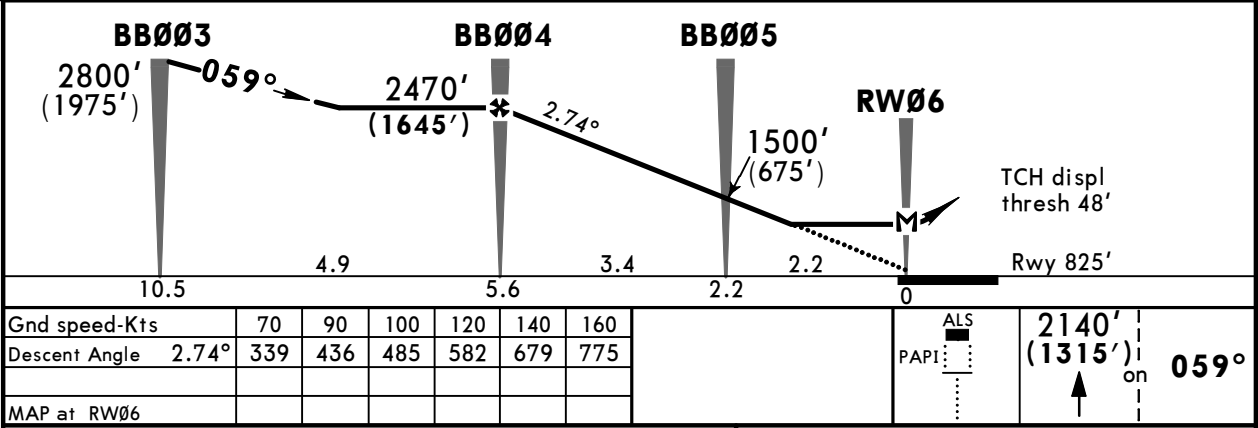
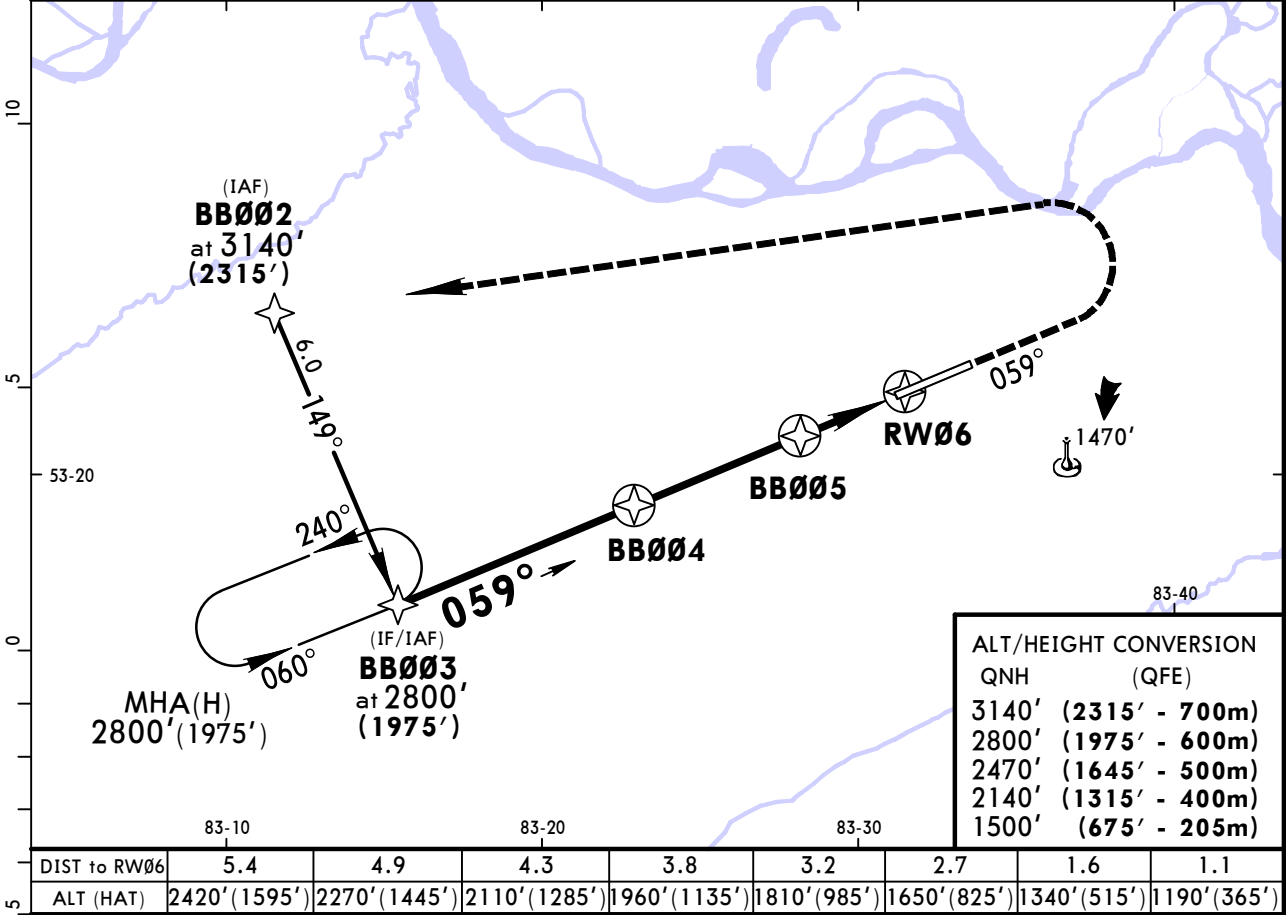
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27 JAN 17 (12-1)

Eff 2 Feb
RNAV (GNSS) Rwy 06

BARNAUL, RUSSIA

ATIS 129.7		BARNAUL Tower (APP/SRE/TWR) 123.5		Ground 123.5	
RNAV	Final Apch Crs 059°	Minimum Alt BB004 2470'(1645')	MDA(H) 1170'(345')	Apt Elev 837' Rwy 825'	2900' MSA ARP
MISSED APCH: Climb on 059° to 2140'(1315'), then turn LEFT to BB002 climbing to 3140'(2315'), then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50	
					Trans alt: 3140' (2315')



STRAIGHT-IN LANDING RWY 06			CIRCLE-TO-LAND 1		
MDA(H) 1170'(345')			Prohibited South of airport		
		ALS out	Max Kts	MDA(H)	
A	RVR 1500m VIS 1600m		100	1770' (945') 2000m	
B			135		
C			180	1870'(1045') 4800m	
D	RVR 1800m VIS 2000m		205		
1 Circling height based on rwy 06 displaced thresh elev of 825'.					

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27 JAN 17

(12-2)

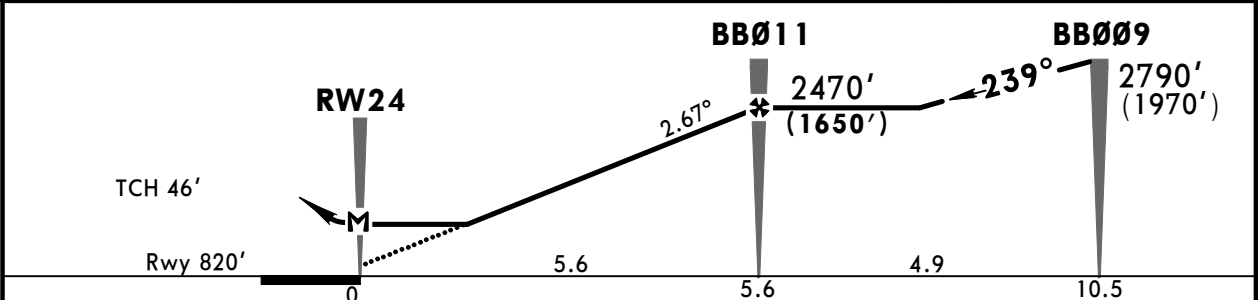
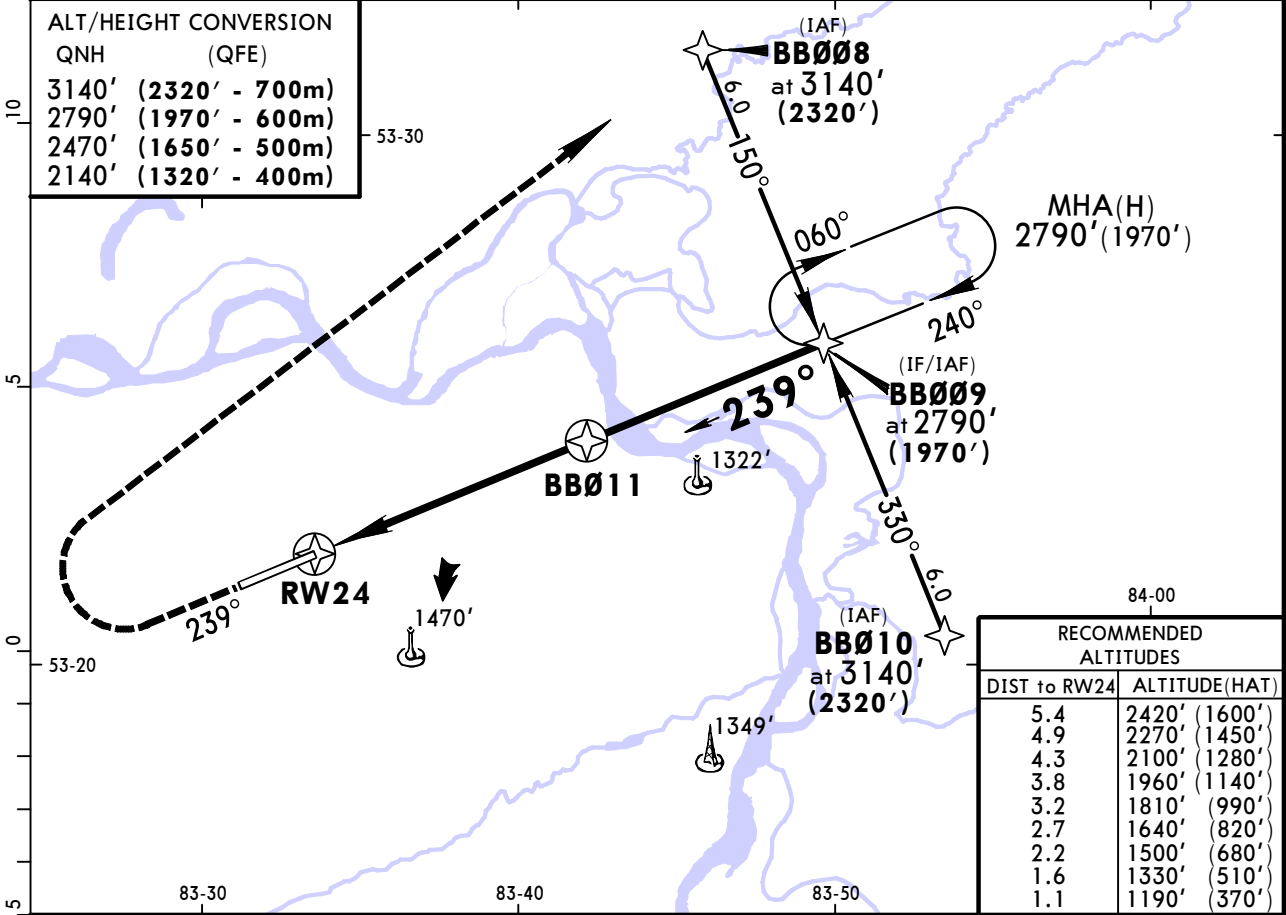
Eff 2 Feb

BARNAUL, RUSSIA
RNAV (GNSS) Rwy 24

ATIS 129.7		BARNAUL Tower (APP/SRE/TWR) 123.5		Ground 123.5	
RNAV	Final Apch Crs 239°	Minimum Alt BB011 2470'(1650')	MDA(H) 1170'(350')	Apt Elev 837' Rwy 820'	2900' MSA ARP
MISSED APCH: Climb on 239° to 2140'(1320'), then turn RIGHT to BB008 climbing to 3140'(2320'), then according to chart.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3140' (2320')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3140' (2320' - 700m)	
2790' (1970' - 600m)	
2470' (1650' - 500m)	
2140' (1320' - 400m)	



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	756
MAP at RW24						

STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND I	
MDA(H) 1170' (350')			Prohibited South of airport	
ALS out			MDA(H)	
A			100	
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	135	1770' (950') 2000m
C			180	
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	205	1870' (1050') 4800m

I Circling height based on rwy 24 thresh elev of 820'.

CHANGES: New procedure.

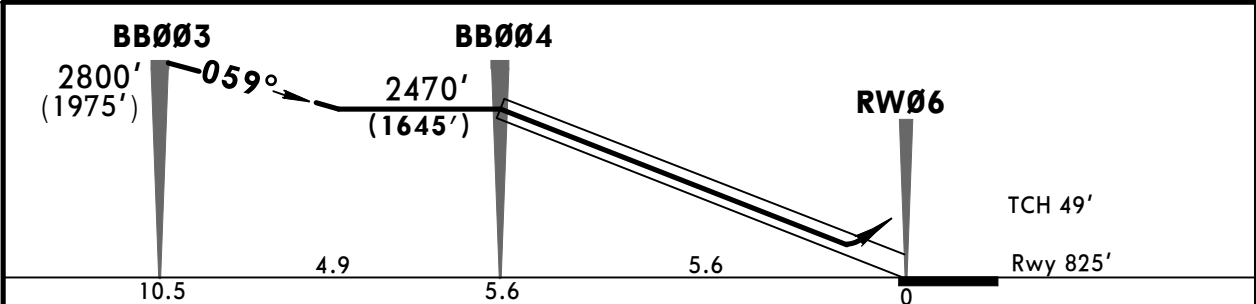
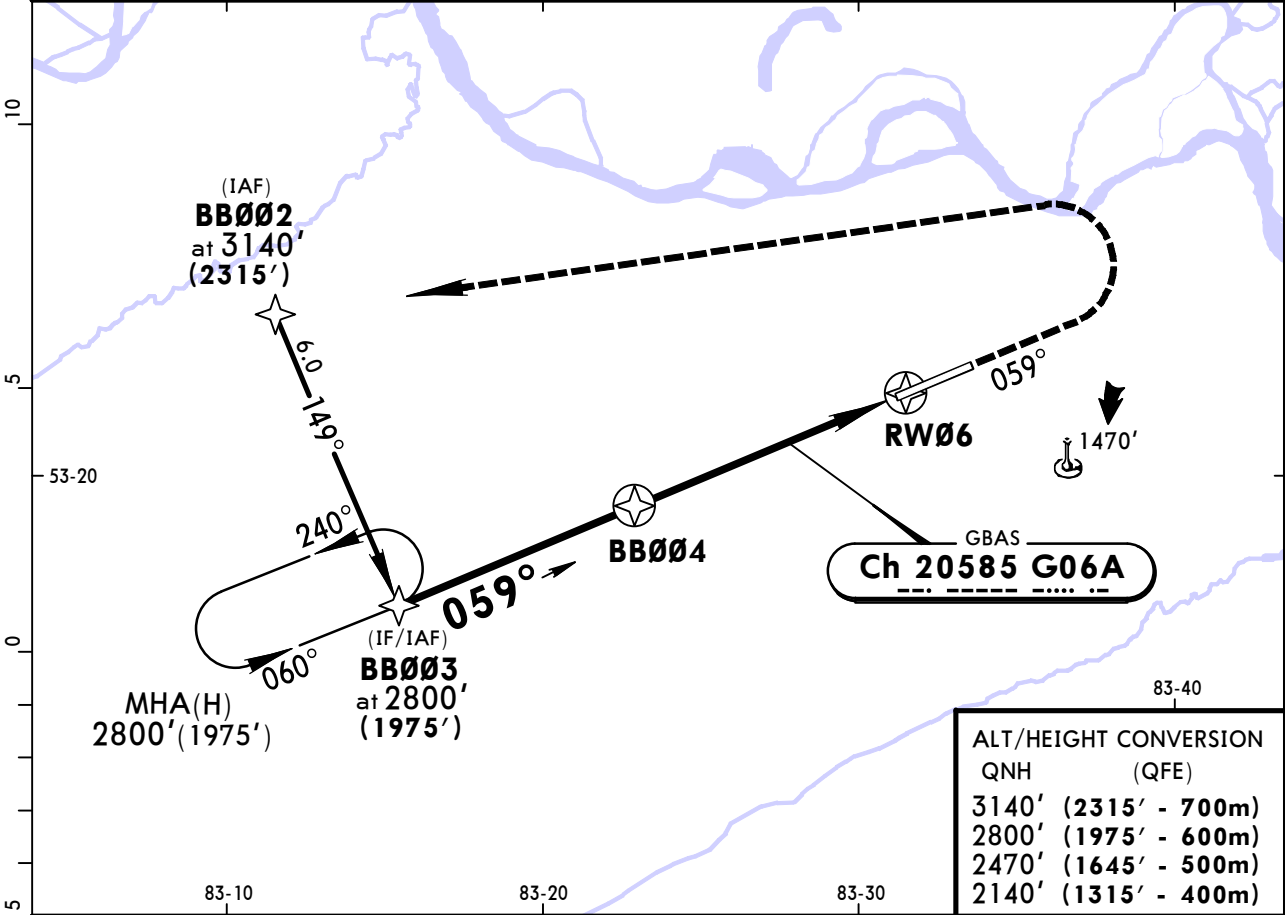
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27 JAN 17 **12-40** Eff 2 Feb

BARNAUL, RUSSIA
GLS Rwy 06

ATIS 129.7		BARNAUL Tower (APP/SRE/TWR) 123.5		Ground 123.5	
GBAS Ch 20585 G06A	Final Apch Crs 059°	Minimum Alt BB004 2470'(1645')	GLS DA(H) 1025'(200')	Apt Elev 837' Rwy 825'	2900' MSA ARP
MISSED APCH: Climb on 059° to 2140'(1315'), then turn LEFT to BB002 climbing to 3140'(2315'), then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50	
					Trans alt: 3140' (2315')



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 2140' (1315') on 059°
Glide Path Angle 2.67°	331	425	472	567	661	756	
MAP at DA							

STRAIGHT-IN LANDING RWY 06			CIRCLE-TO-LAND I Prohibited South of airport		
DA(H) 1025'(200')			MDA(H)		
ALS out					
A	1200m		Max Kts 100	1770' (945')	2000m
B			135		
C			180	1870'(1045')	4800m
D			205		

I Circling height based on rwy 06 displaced thresh elev of 825'.

CHANGES: New procedure.

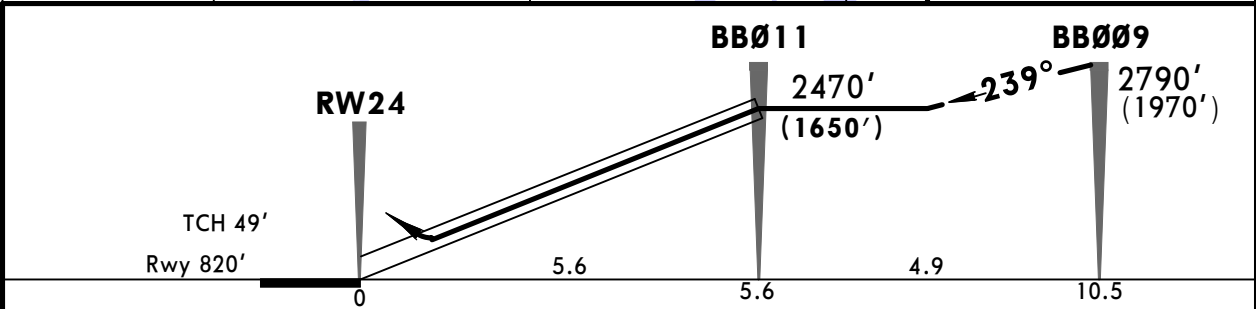
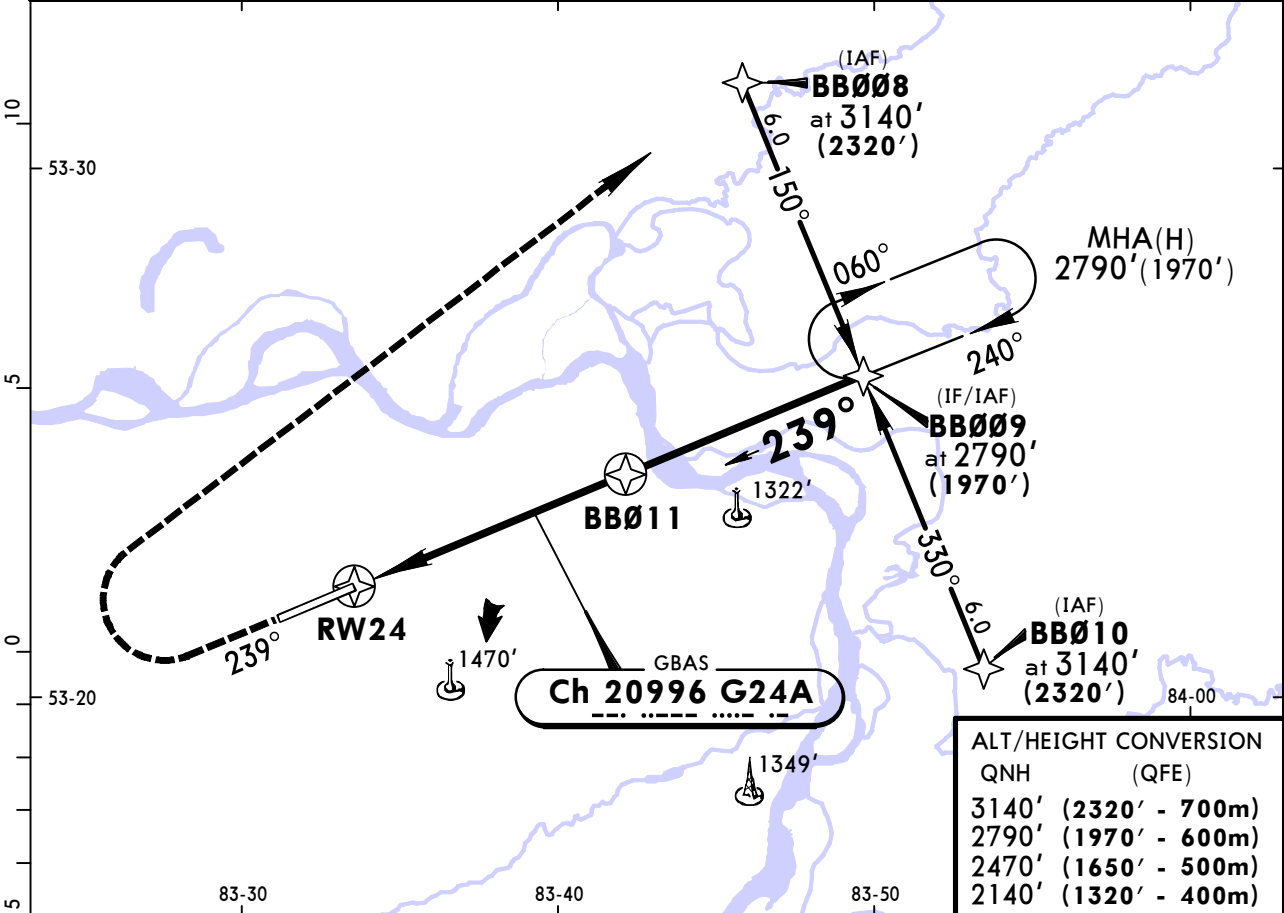
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JEPPESSEN
27 JAN 17 12-41 Eff 2 Feb

BARNAUL, RUSSIA
GLS Rwy 24

ATIS		BARNAUL Tower (APP/SRE/TWR)		Ground	
129.7		123.5		123.5	
GBAS Ch 20996 G24A	Final Apch Crs 239°	Minimum Alt BB011 2470'(1650')	GLS DA(H) 1020'(200')	Apt Elev 837' Rwy 820'	2900' MSA ARP
MISSED APCH: Climb on 239° to 2140'(1320'), then turn RIGHT to BB008 climbing to 3140'(2320'), then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50	
					Trans alt: 3140' (2320')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2140' (1320') on 239°
Glide Path Angle 2.67°	331	425	472	567	661	756	
MAP at DA							

STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND 1	
DA(H) 1020'(200')				Prohibited South of airport	
		ALS out		Max Kts	
				100	1770' (950') 2000m
				135	
				180	1870' (1050') 4800m
				205	
A					
B					
C	RVR 720m VIS 800m		1200m		
D					

1 Circling height based on rwy 24 thresh elev of 820'.

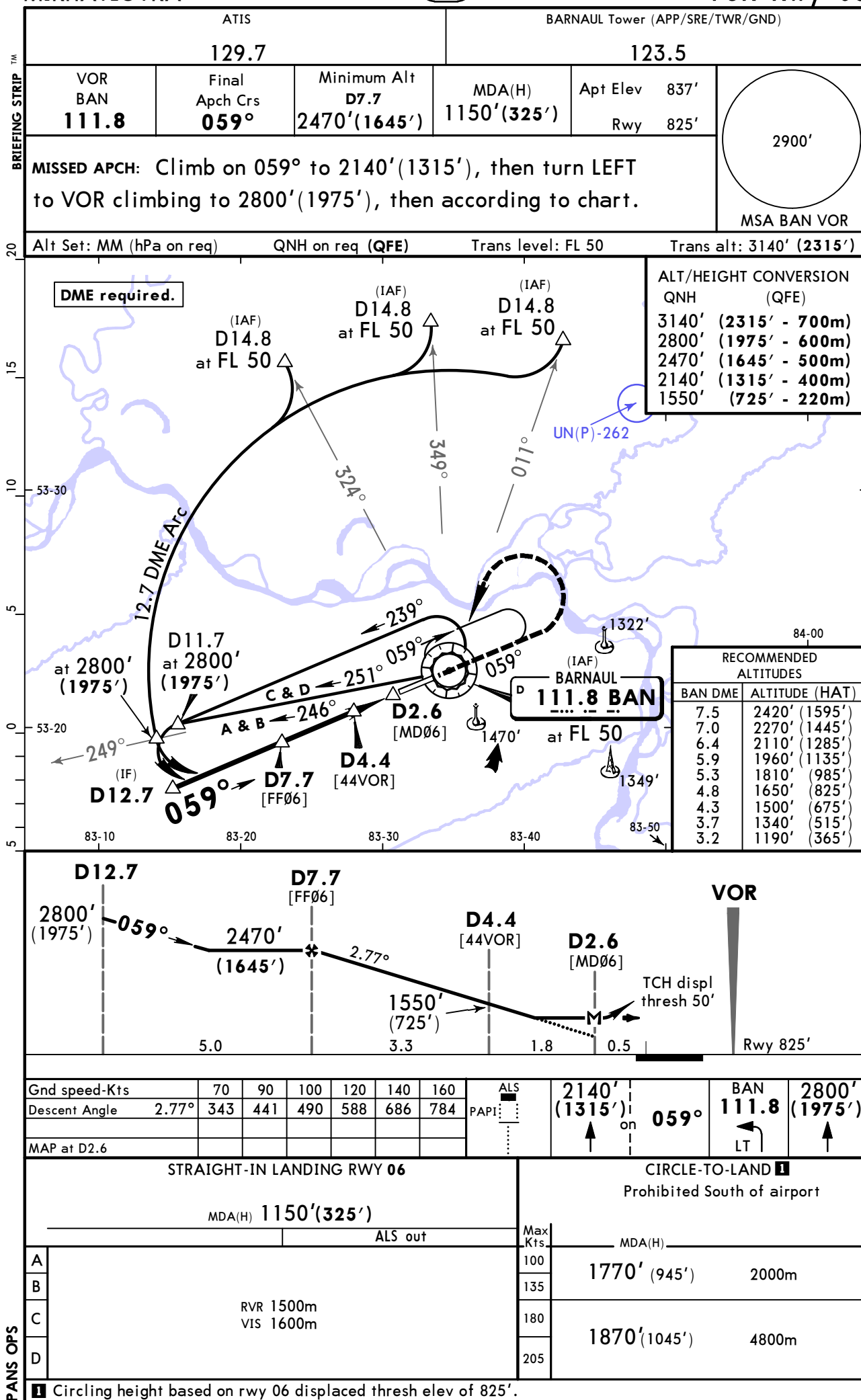
CHANGES: New procedure.

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27 JAN 17 **(13-1)** **Eff 2 Feb**

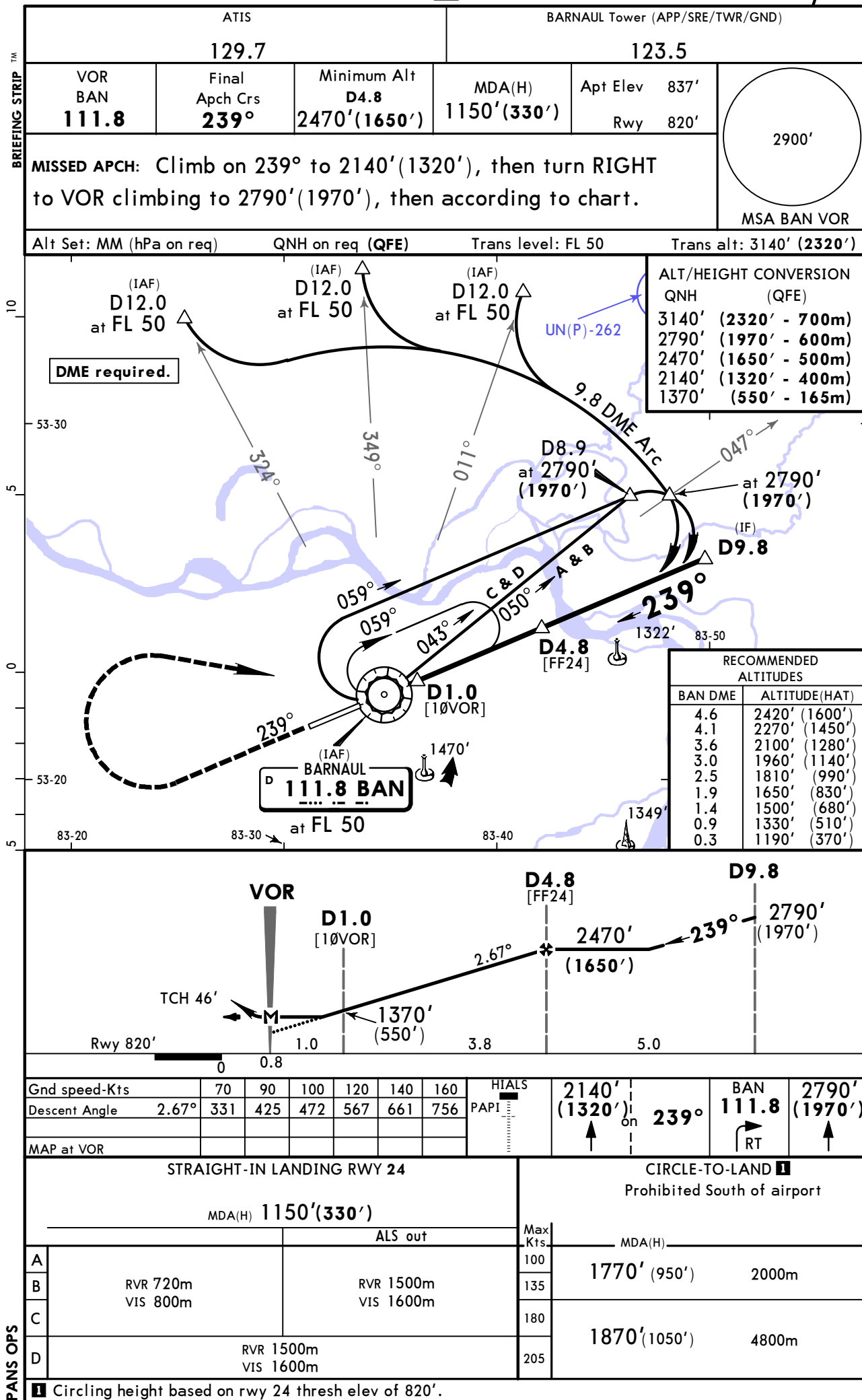
BARNAUL, RUSSIA
VOR Rwy 06



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27 JAN 17 **(13-2)** **Eff 2 Feb**

BARNAUL, RUSSIA
VOR Rwy 24



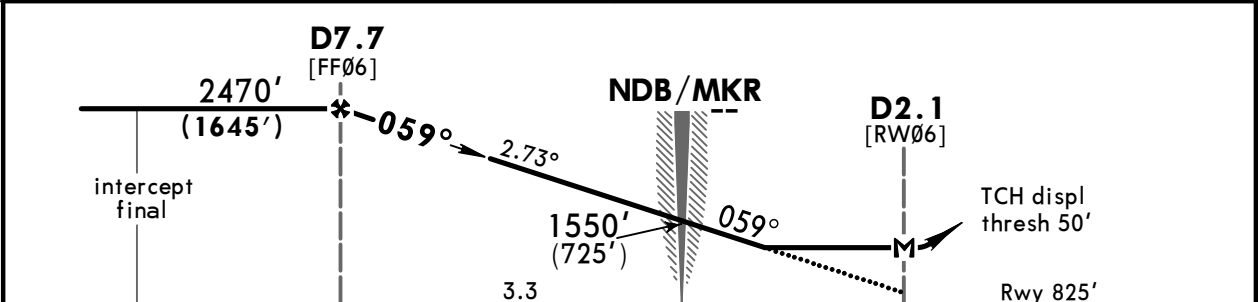
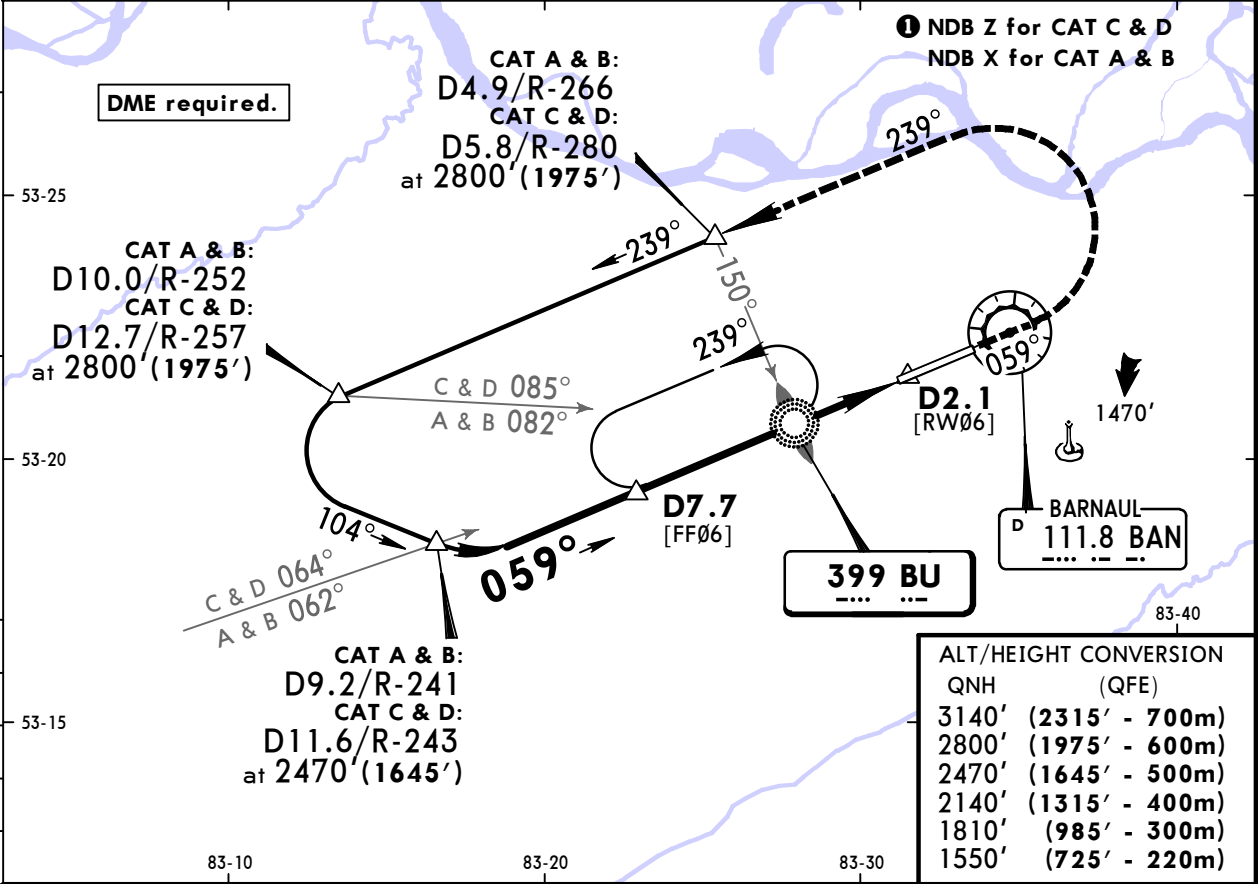
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JEPPESSEN
27 JAN 17 (16-1) Eff 2 Feb

BARNAUL, RUSSIA
NDB Z or X Rwy 06

ATIS		BARNAUL Tower (APP/SRE/TWR)		Ground	
129.7		123.5		123.5	
NDB BU 399	Final Apch Crs 059°	Minimum Alt D7.7 2470'(1645')	MDA(H) 1190'(365')	Apt Elev 837' Rwy 825'	2900' MSA ARP
MISSED APCH: Climb on 059° to CAT A & B: 1810' (985'), CAT C & D: 2140' (1315'), then turn LEFT onto 239° climbing to 2800'(1975'), then according to chart.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3140'(2315')



TO DISPLACED THRESHOLD							2.3	0	ALS PAPI:	Refer to Missed Apch above
Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle 2.73°	338	435	483	579	676	773				
MAP at D2.1										

STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND 1	
MDA(H) 1190'(365')				Prohibited South of airport	
ALS out				Max Kts	
A				100	
B	RVR 1500m VIS 1600m			135	1770' (945') 2000m
C				180	
D	RVR 1800m VIS 2000m			205	1870'(1045') 4800m

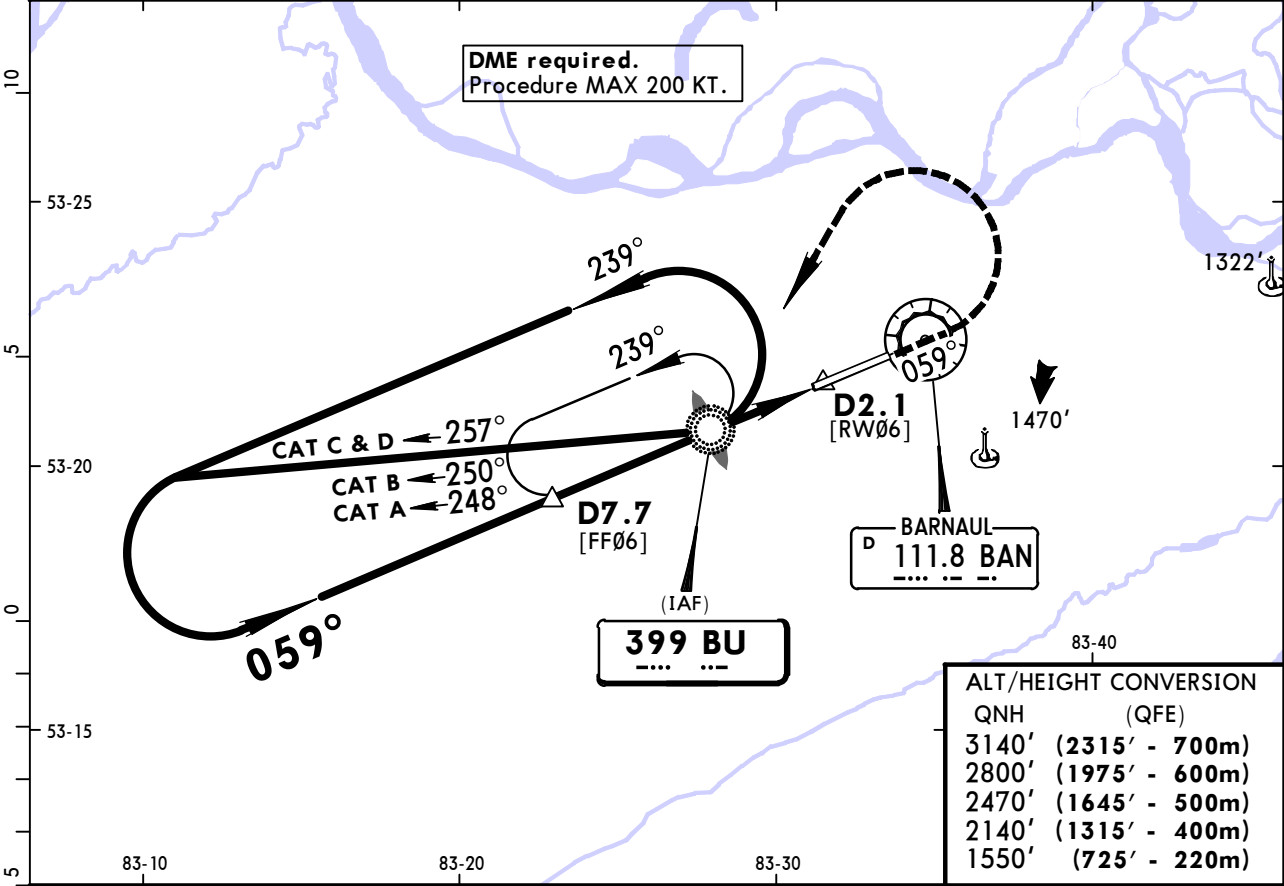
1 Circling height based on rwy 06 displaced thresh elev of 825'.

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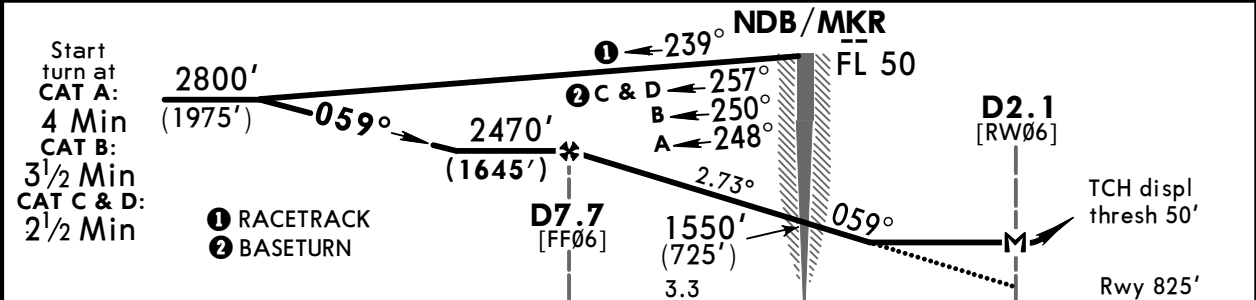
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27 JAN 17 **16-2** Eff 2 Feb

BARNAUL, RUSSIA
NDB V Rwy 06

ATIS		BARNAUL Tower (APP/SRE/TWR)		Ground	
129.7		123.5		123.5	
NDB BU 399	Final Apch Crs 059°	Minimum Alt D7.7 2470'(1645')	MDA(H) (CONDITIONAL) 1190'(365')	Apt Elev 837' Rwy 825'	2900' MSA ARP
MISSED APCH: Climb on 059° to 2140'(1315'), then turn LEFT to NDB/MKR climbing to 2800'(1975'), then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50	
					Trans alt: 3140'(2315')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3140'	(2315' - 700m)
2800'	(1975' - 600m)
2470'	(1645' - 500m)
2140'	(1315' - 400m)
1550'	(725' - 220m)



TO DISPLACED THRESHOLD							2140' (1315') on 059°		BU 399	2800' (1975')
Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle	2.73°	338	435	483	579	676				
MAP at D2.1										

STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND 1	
with FAF		w/o FAF		Prohibited South of airport	
MDA(H) 1190'(365')		MDA(H) 1580'(755')		MDA(H)	
ALS out		ALS out		Max Kts	
A		RVR 1500m	VIS 1600m	100	1770' (945') 2000m
B	RVR 1500m	RVR 1800m	VIS 2000m	135	
C	VIS 1600m	3600m		180	1870' (1045') 4800m
D	RVR 1800m	4000m		205	
	VIS 2000m				

1 Circling height based on rwy 06 displaced thresh elev of 825'.

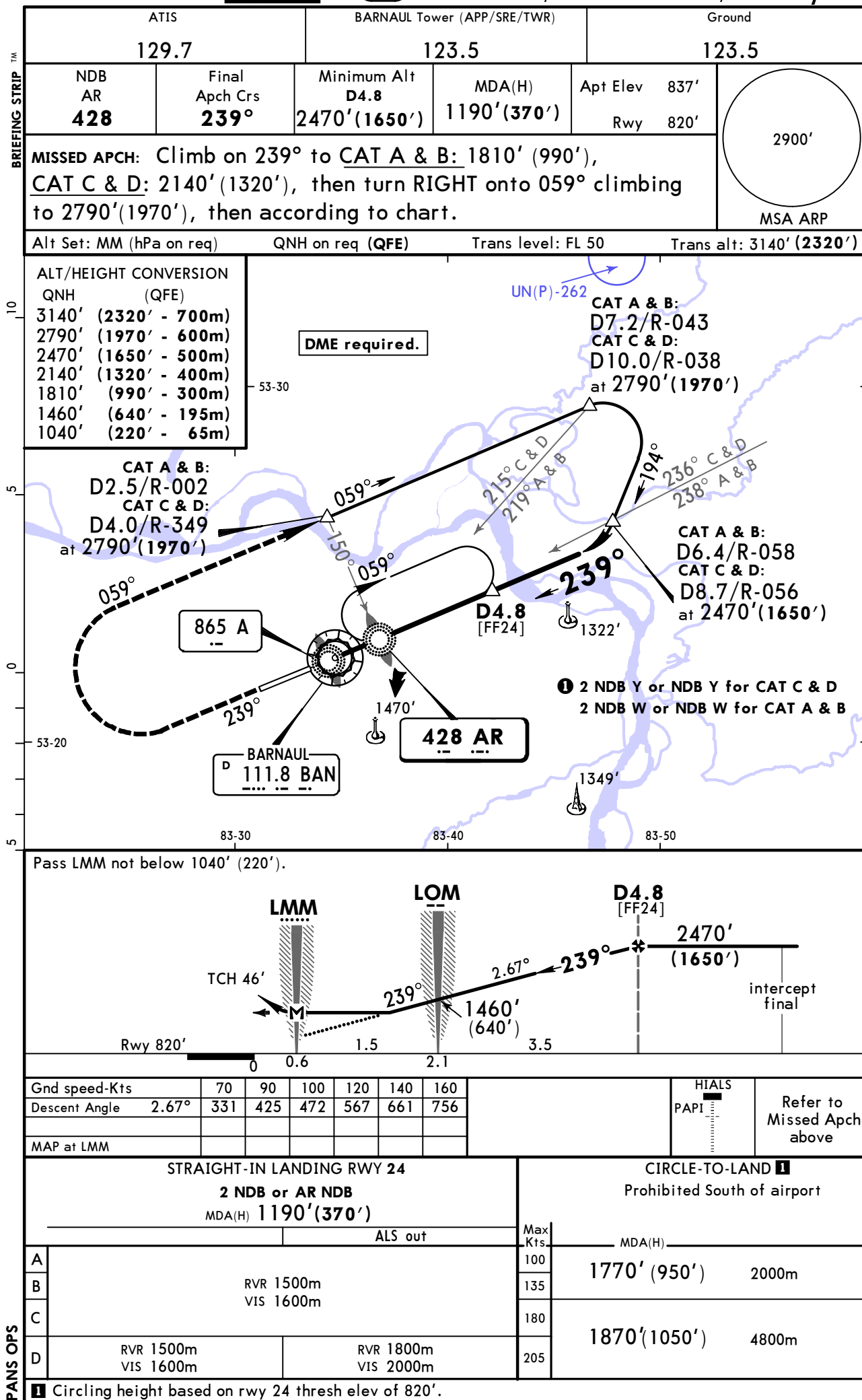
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27 JAN 17
Eff 2 Feb

JEPPesen
16-4 02 NDB Y/W or NDB Y/W Rwy 24

BARNAUL, RUSSIA
16-4 02 NDB Y/W or NDB Y/W Rwy 24

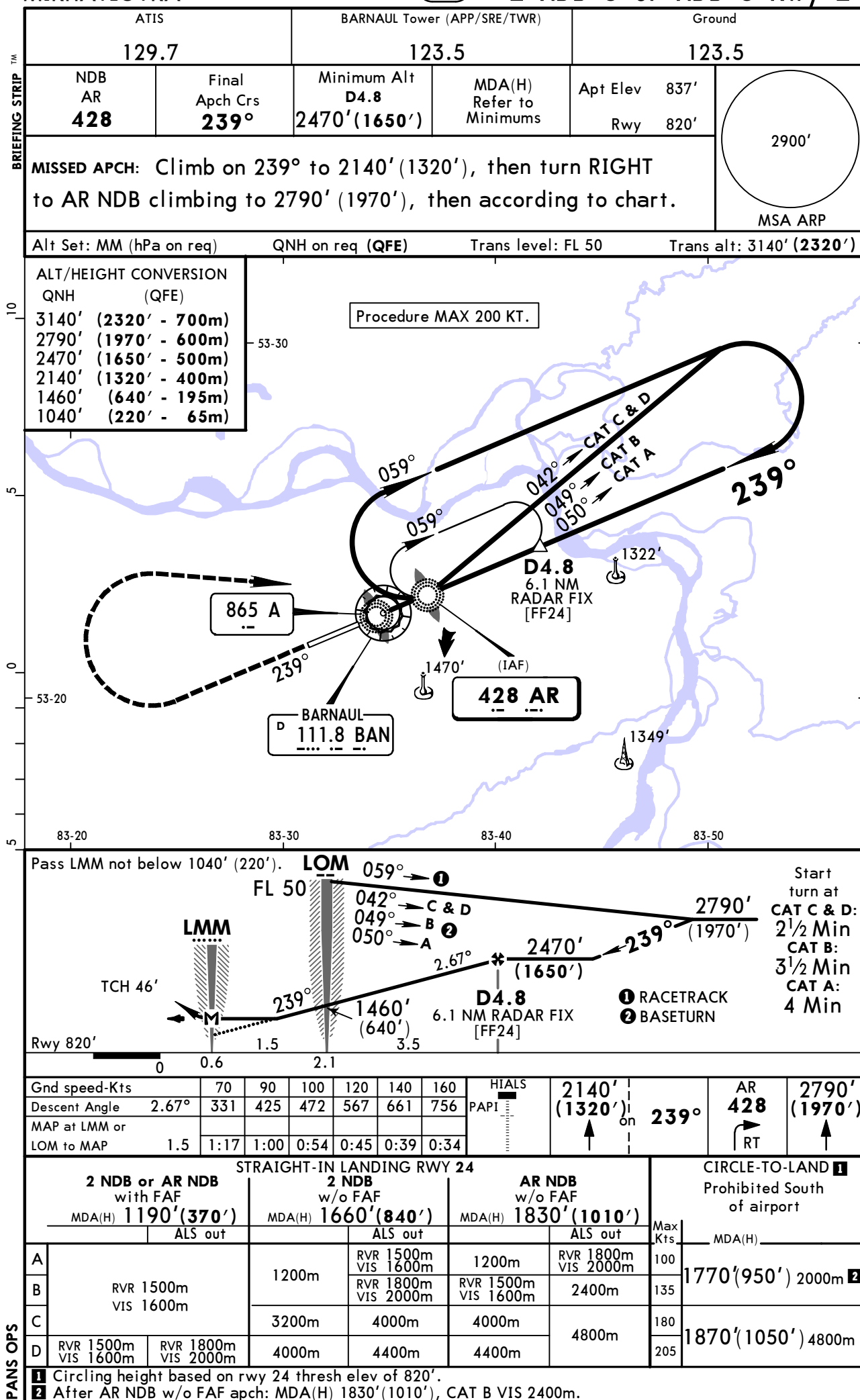


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3 MAR 17 **(16-5)**

BARNAUL, RUSSIA
2 NDB U or NDB U Rwy 24

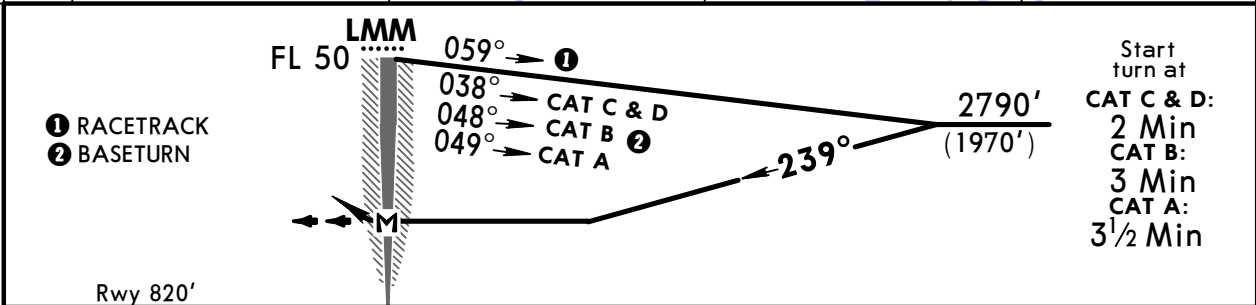
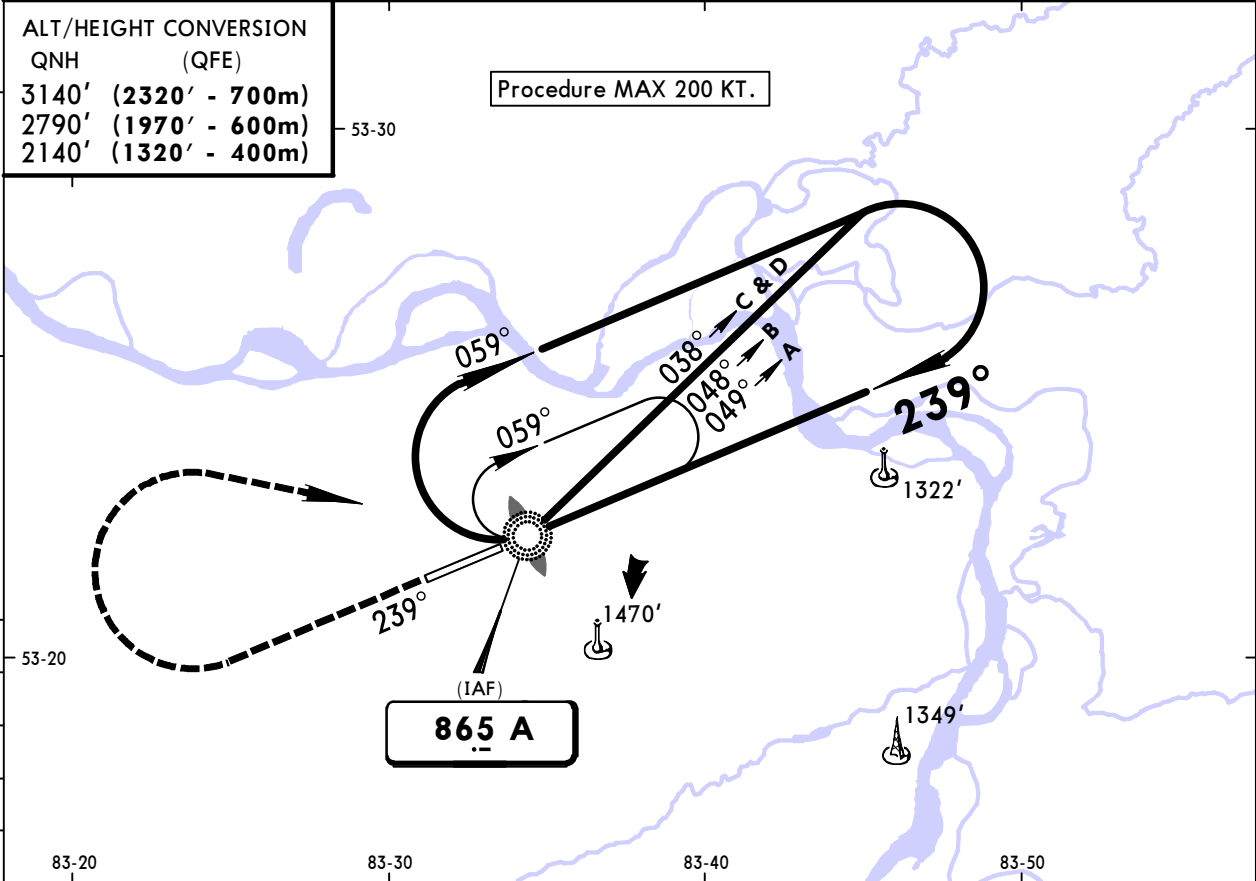


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JEPPESSEN
3 MAR 17 (16-6)

BARNAUL, RUSSIA
NDB S Rwy 24

ATIS 129.7		BARNAUL Tower (APP/SRE/TWR) 123.5		Ground 123.5	
Lctr A 865	Final Apch Crs 239°	No FAF	MDA(H) 1550' (730')	Apt Elev 837' Rwy 820'	2900' MSA ARP
MISSED APCH: Climb on 239° to 2140' (1320'), then turn RIGHT to Lctr climbing to 2790' (1970'), then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL 50	Trans alt: 3140' (2320')	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2140' (1320') on	239°	A 865	2790' (1970')
Descent Angle	2.67°	331	425	472	567	661	756	PAPI		RT	
MAP at LMM											

STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND ①	
MDA(H) 1550' (730')				Prohibited South of airport	
		ALS out		Max Kts	
A	1200m	RVR 1500m		100	1770' (950') 2000m
B		VIS 1600m		135	
C	2400m	3200m		180	1870' (1050') 4800m
D	3200m	3600m		205	

① Circling height based on rwy 24 thresh elev of 820'.

Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BARNAUL, (MIKHAYLOVKA - UNBB)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNBB