

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For UNBB

Terminal Charts For UNBB

Revision Letter For Cycle 08-2026

Change Notices

Notebook

## General Information

Location: BARNAUL RUS  
ICAO/IATA: UNBB / BAX  
Lat/Long: N53° 21.80', E083° 32.38'  
Elevation: 838 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: 2245 Z  
Sunset: 1400 Z

## Runway Information

Runway: 06  
Length x Width: 9360 ft x 164 ft  
Surface Type: asphalt  
TDZ-Elev: 836 ft  
Lighting: Edge, ALS  
Displaced Threshold: 1142 ft

Runway: 24  
Length x Width: 9360 ft x 164 ft  
Surface Type: asphalt  
TDZ-Elev: 833 ft  
Lighting: Edge, ALS

## Communication Information

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

UNBB/BAX  
MIKHAYLOVKA

JEPPESEN

22 NOV 24

10-1P

Eff 28 Nov

BARNAUL, RUSSIA  
AIRPORT BRIEFING

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## 1. GENERAL

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### 1.1. ATIS

ATIS 129.7

### 1.2. NOISE ABATEMENT PROCEDURES

Use noise abatement requirements prescribed by the Flight Manual and/or described in ICAO Doc. 8168 PANS-OPS, Noise abatements procedures shall not be executed at the expense of flight safety.

### 1.3. 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, D or M.

Take-off not from RWY beginning is prohibited.

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

### 1.4. TAXI PROCEDURES

Movement about APT directed by TWR. Taxiing and towing prohibited without TWR controller's clearance.

### 1.5. PARKING INFORMATION

Parking onto stands by responsible marshaller.

Exit stands shall be carried out after obtaining TWR controller's clearance.

Stands 1 thru 10 available for helicopters.

### 1.6. OTHER INFORMATION

Birds in vicinity of APT.

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## 2. ARRIVAL

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### 2.1. COMMUNICATION FAILURE PROCEDURES

In case of communication failure while entering CTA proceed at last assigned FL towards radio navigation fix of RWY 06/24 active direction and hold descending to FL 50 over navigation facility.

Carry out landing according to procedures established for specified navigation facility at the estimated time of arrival or as close to it as possible but not later than 30 minutes after ETA.

If unable to land proceed to alternate after missed approach climbing according to SID to minimum safe FL or at FL established for flight without communication depending on flight direction.

**UNBB/BAX**  
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22 NOV 24

10-1P1

Eff 28 Nov

**BARNAUL, RUSSIA**  
**AIRPORT BRIEFING**

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### 3. DEPARTURE

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#### 3.1. DE-ICING

De-icing is executed on stands right before departure with engines turned off.

#### 3.2. COMMUNICATION FAILURE PROCEDURES

In case of communication failure after take-off (if at 1500'/200m communication with Barnaul-Tower is not established) climb to aerodrome traffic circuit height and land according to instrument procedure.

If landing is not possible, after missed approach pilot can:

- proceed to destination climbing to altitude (FL) according to SID;
- proceed to alternate at minimum safe FL or at FL established for flight without communication depending on flight direction;
- enter holding and hold at minimum safe FL until defueling and obtaining allowed ACFT mass, then land.

In case of communication failure while climbing to FL (altitude) proceed at the last assigned FL (altitude) to the exit corridor boundary and afterwards climb to the assigned FL according to flight plan.

While proceeding to the destination maintain assigned FL till passing radio navigation facility.

Descend not earlier than estimated time of arrival indicated in flight plan.

Approach-to-land shall be carried out according to procedures established for specified navigation facility not later than 30 minutes after ETA.

# UNBB/BAX MIKHAYLOVKA

22 NOV 24 **10-1R** Eff 28 Nov

# BARNAUL, RUSSIA

**RADAR MINIMUM ALTITUDES**

**BARNAUL Tower (R)**  
**123.5**

**Apt Elev**  
**838**

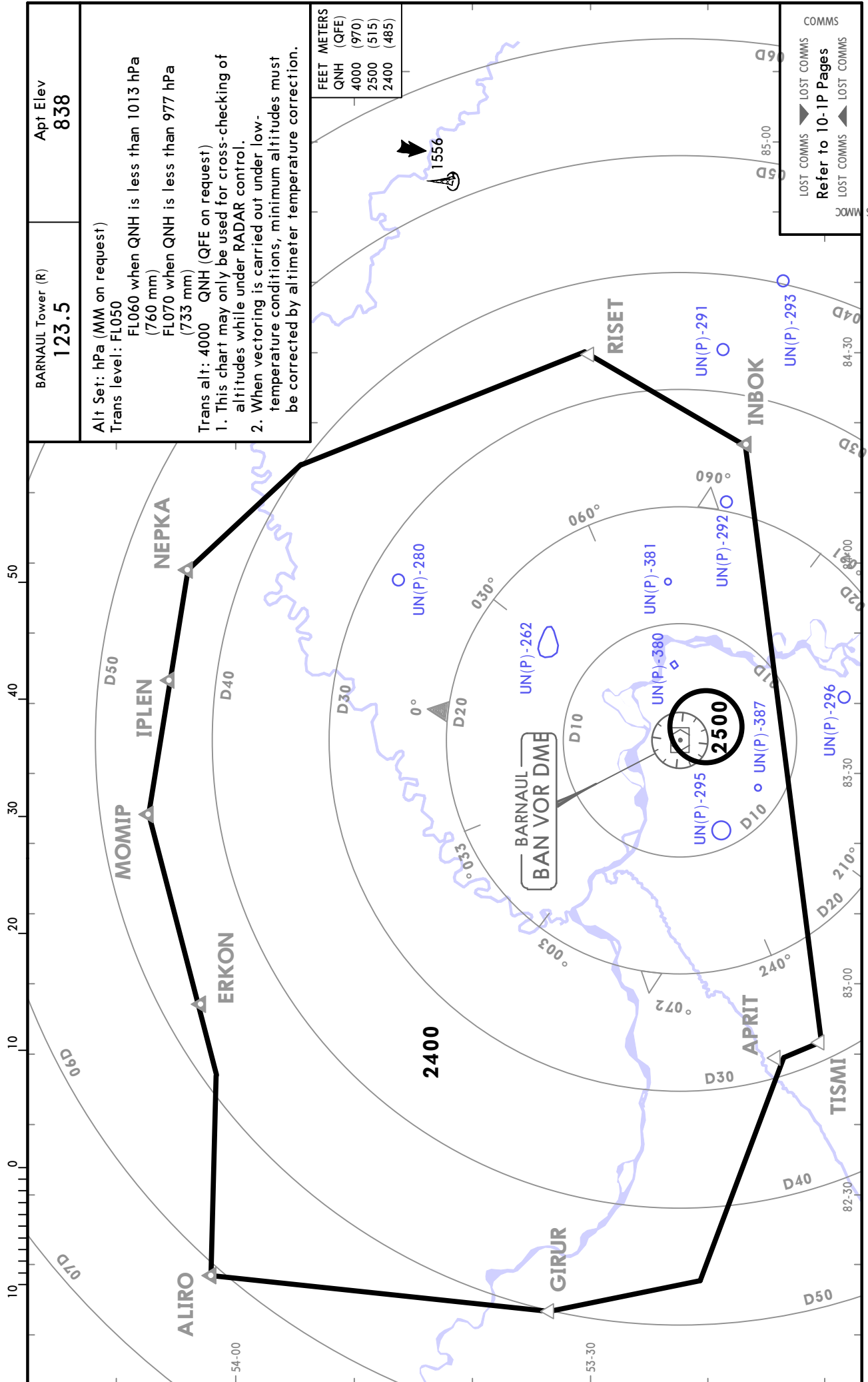
Alt Set: hPa (MM on request)  
Trans level: FL050  
FL060 when QNH is less than 1013 hPa (760 mm)  
FL070 when QNH is less than 977 hPa (733 mm)

Trans alt: 4000 QNH (QFE on request)  
1. This chart may only be used for cross-checking of altitudes while under RADAR control.  
2. When vectoring is carried out under low-temperature conditions, minimum altitudes must be corrected by altimeter temperature correction.

FEET	METERS
QNH	(QFE)
4000	(970)
2500	(515)
2400	(485)

COMMS

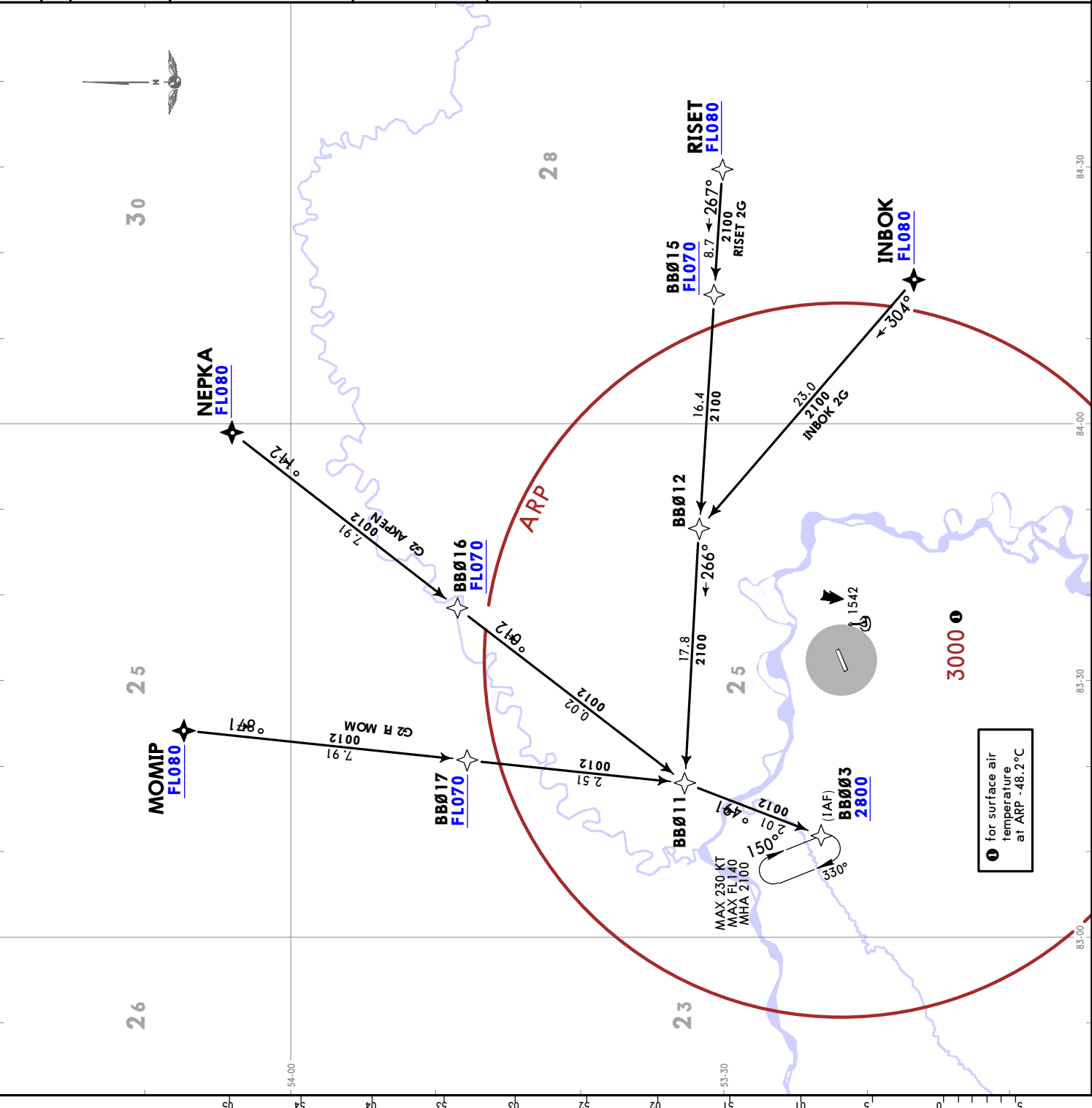
LOST COMMS **▶** LOST COMMS  
Refer to 10-1P Pages  
LOST COMMS **◀** LOST COMMS



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**JEPPESEN BARNAUL, RUSSIA**  
2 FEB 24 10-2 **RNAV STAR**

ATIS 129.7	Apt Elev 838
RNAV 1 GNSS required	
Alt Set: hPa (MM on request) Trans level: FL050 FL060 when QNH is less than 1013 hPa (760 mm) FL070 when QNH is less than 977 hPa (733 mm)	
<b>INBOK 2G [INB02G]</b> <b>MOMIP 2G [MOMI2G]</b> <b>NEPKA 2G [NEPK2G]</b> <b>RISET 2G [RISE2G]</b> <b>RNAV ARRIVALS</b> <b>(RWY 06)</b>	
LOST COMMS ▲ LOST COMMS ▲ LOST Refer to 10-1P Pages SWW00 LS01 SWW00	FEET METERS QNH (QFE) 2800 (605) 2100 (390)



① for surface air temperature at ARP -48.2°C

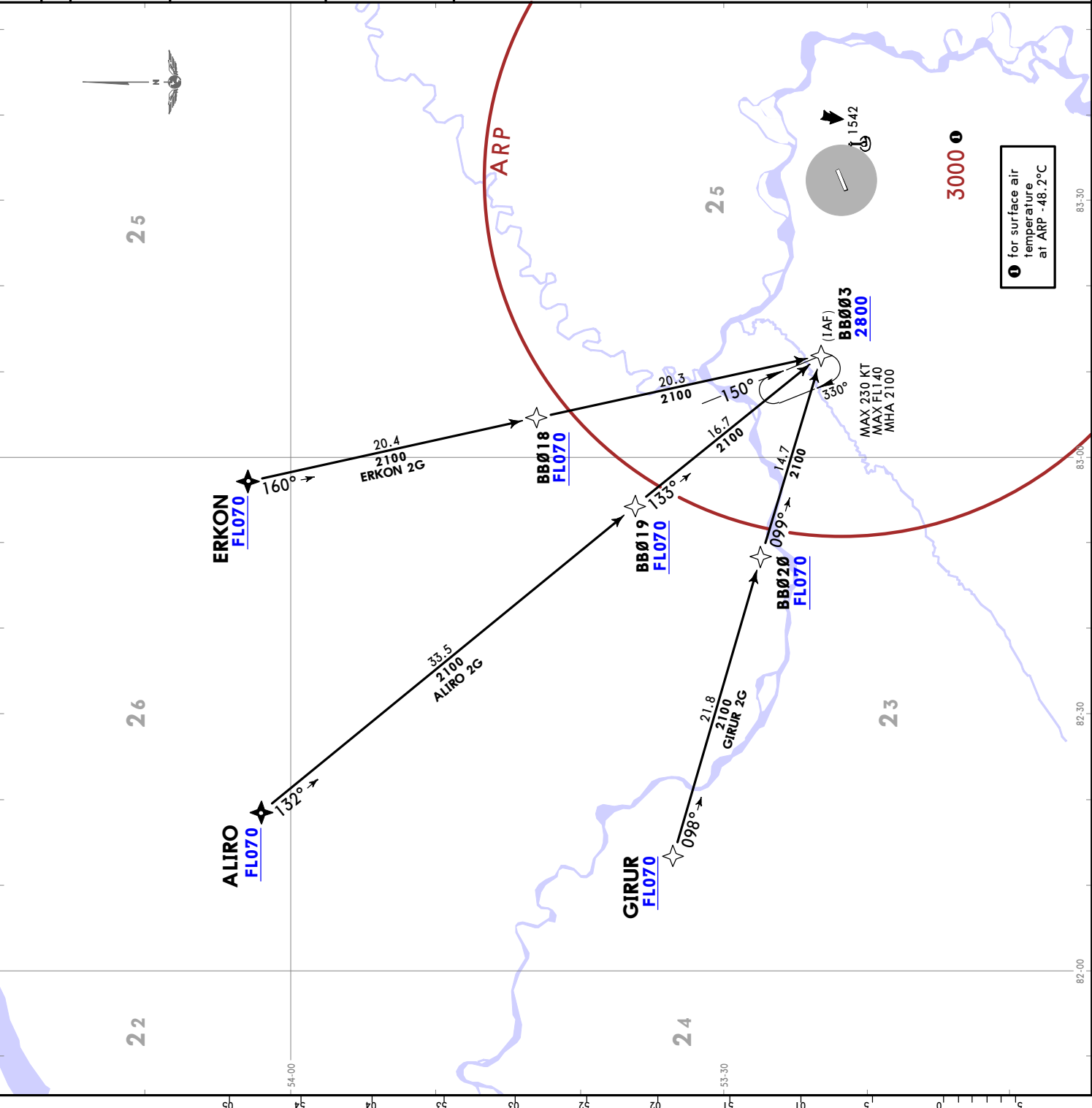


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MIKHAYLOVKA

2 FEB 24 (10-2B)

**JEYPESEN BARNAUL, RUSSIA**  
RNAV STAR

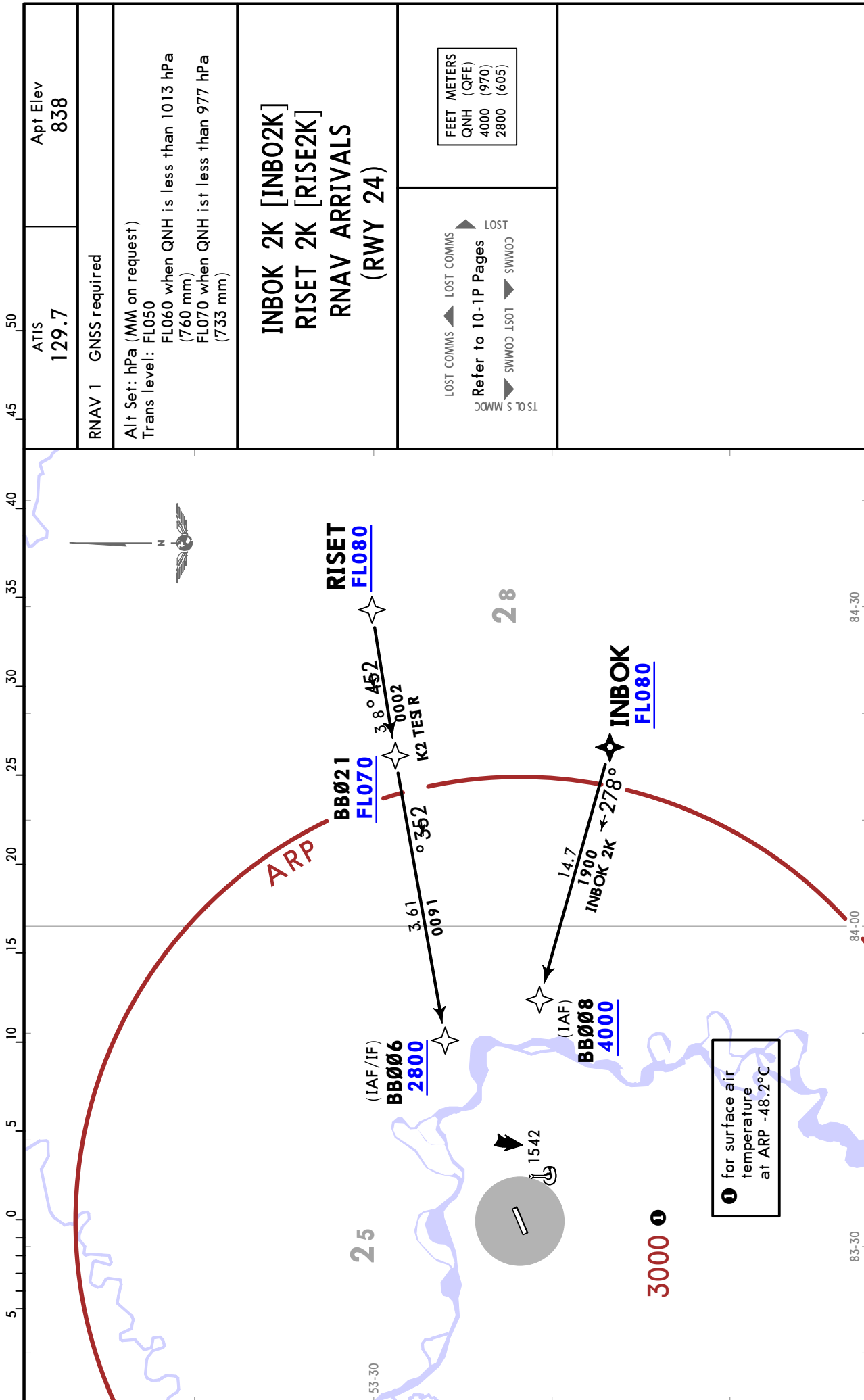
ATIS 129.7	Apt Elev 838
RNAV 1 GNS required	
Alt Set: hPa (MM on request) Trans level: FL050 FL060 when QNH is less than 1013 hPa (760 mm) FL070 when QNH is less than 977 hPa (733 mm)	
<b>ALIRO 2G [ALIR2G]</b> <b>ERKON 2G [ERK02G]</b> <b>GIRUR 2G [GIRU2G]</b> <b>RNAV ARRIVALS (RWY 06)</b>	
LOST COMMS ▲ LOST COMMS ▲ LOST Refer to 10-1P Pages SWWOD LS01 ▼ SWWOD	FEET METERS QNH (QFE) 2800 (605) 2100 (390)



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**JEPPESSEN**  
2 FEB 24 **10-2C**

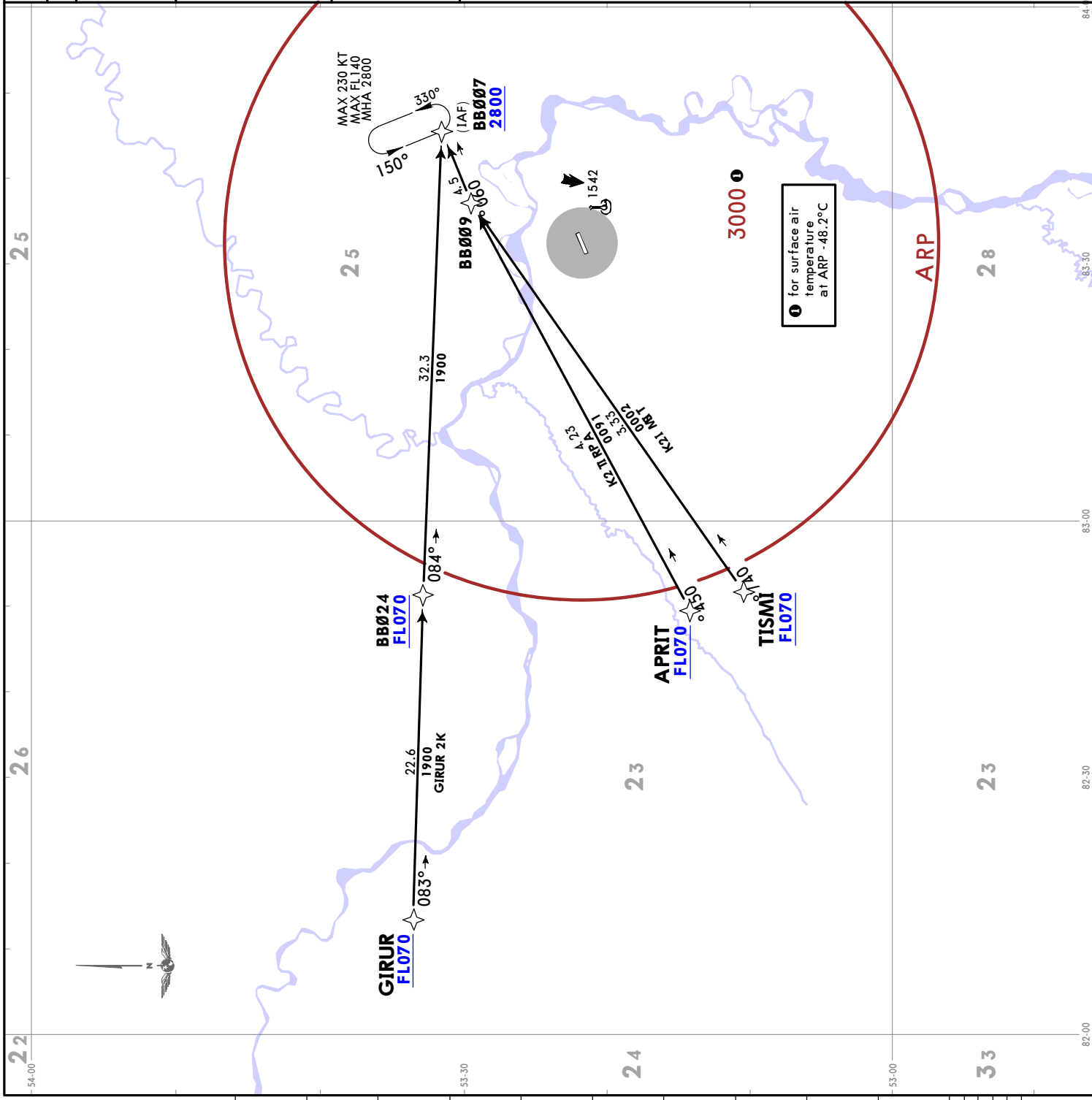
**BARNAUL, RUSSIA**  
**RNAV STAR**




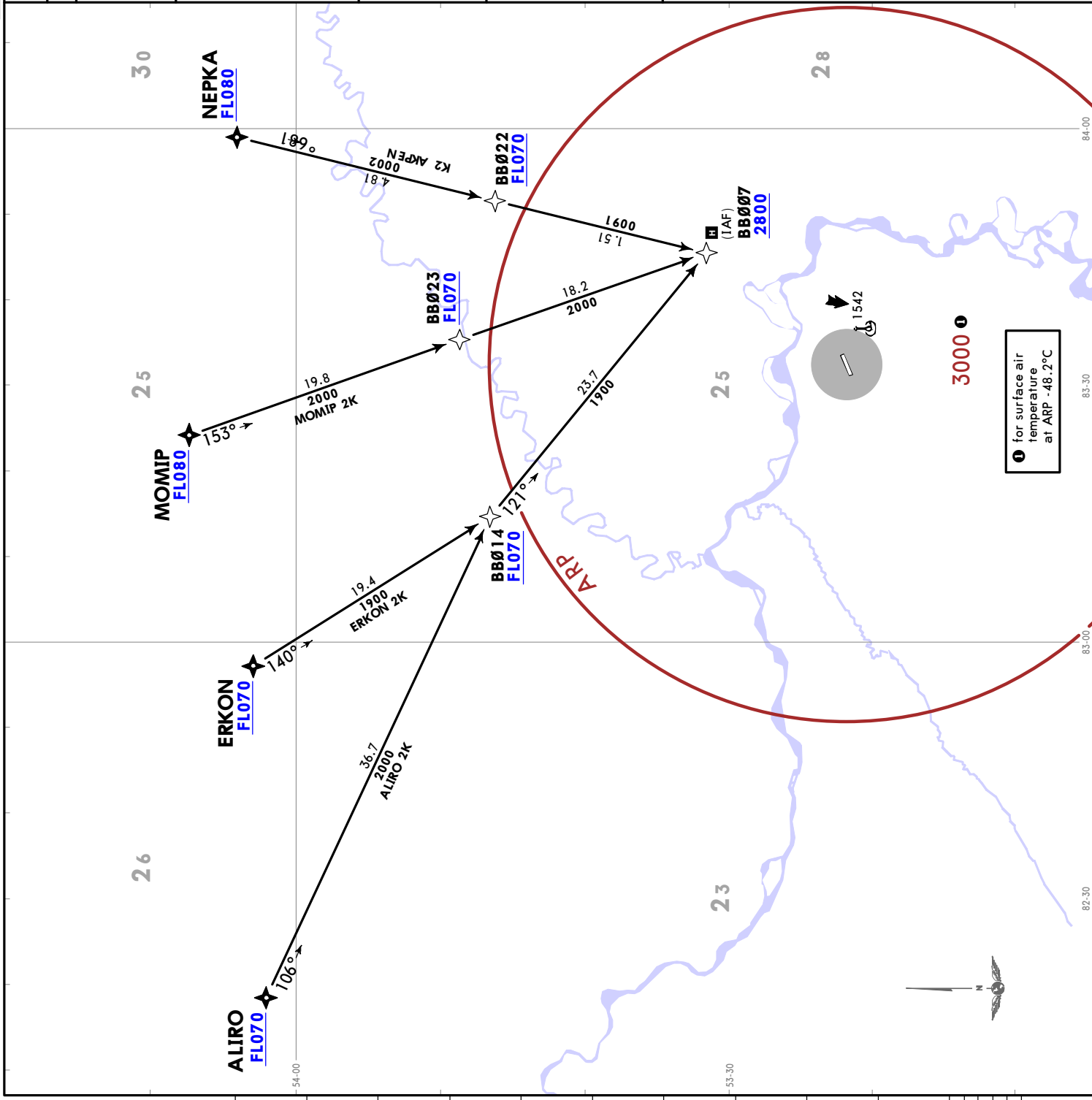
**UNBB/BAX**  
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**JEYPESEN BARNAUL, RUSSIA**  
2 FEB 24 (10-2D) **RNAV STAR**

ATIS 129.7	Apl Elev 838
RNAV 1 GNSS required	
Alt Set: hPa (MM on request) Trans level: F1050 F1060 when QNH is less than 1013 hPa (760 mm) F1070 when QNH is less than 977 hPa (733 mm)	
<b>APRIT 2K [APRI2K]</b> <b>GIRUR 2K [GIRU2K]</b> <b>TISMI 2K [TISM2K]</b> <b>RNAV ARRIVALS</b> <b>(RWY 24)</b>	
LOST COMMS ▲ LOST COMMS ▲ LOST Refer to 10-IP Pages SWW00 LS01 ▼ SWW00	
FEET METERS QNH (QFE) 2800 (605)	



ATIS 129.7	Apt Elev 838
RNAV 1 GNSs required	
Alt Set: hPa (MM on request) Trans level: FL050 FL060 when QNH is less than 1013 hPa (760 mm) FL070 when QNH is less than 977 hPa (733 mm)	
<b>ALIRO 2K [ALIR2K]</b> <b>ERKON 2K [ERK02K]</b> <b>MOMIP 2K [MOMI2K]</b> <b>NEPKA 2K [NEPK2K]</b> <b>RNAV ARRIVALS</b> <b>(RWY 24)</b>	
LOST COMMS Refer to 10-1P Pages SWW03 LS01 SWW03	FEET METERS QNH (QFE) 2800 (605)
<b>BB007</b> MAX 230 KT MAX FL140 MHA 2800 	

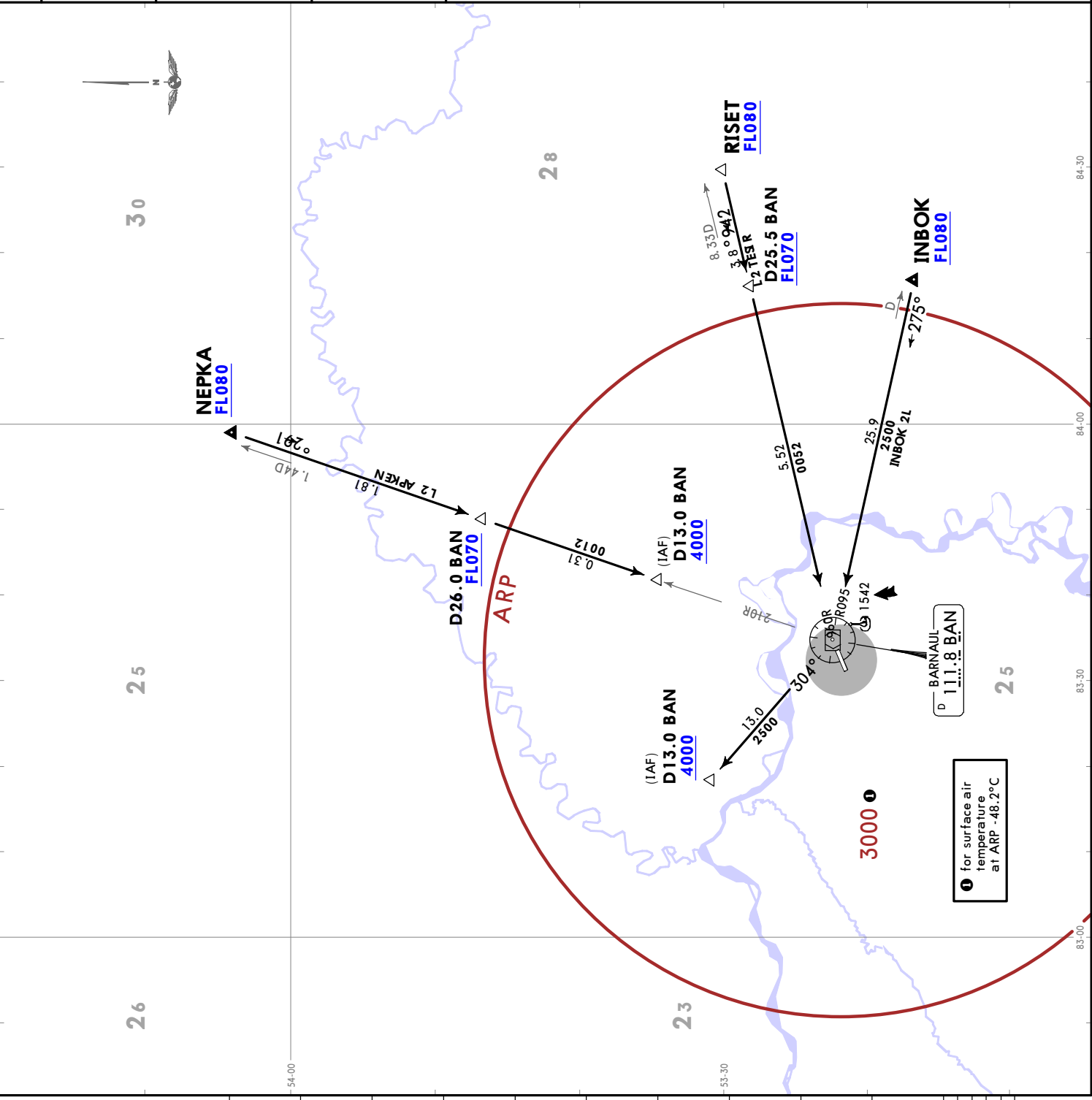


**UNBB/BAX**  
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2 FEB 24 (10-2F) **STAR**

**JEYPESEN BARNAUL, RUSSIA**

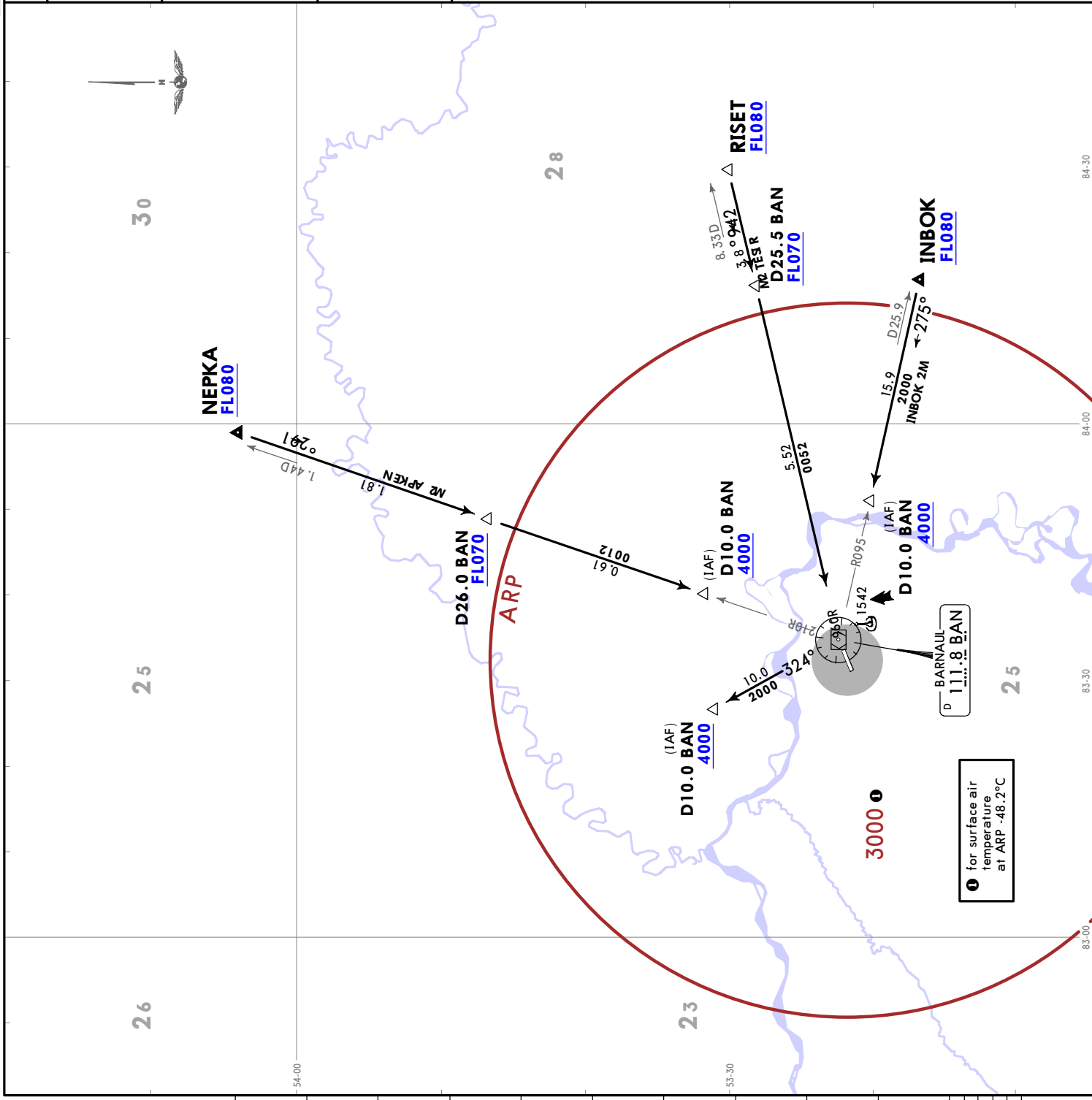
ATIS 129.7	Apt Elev 838
Alt Set: hPa (MM on request) Trans level: FLO50 FLO60 when QNH is less than 1013 hPa (760 mm) FLO70 when QNH is less than 977 hPa (733 mm) DME required.	
<b>INBOK 2L [INB02L]</b> <b>NEPKA 2L [NEPK2L]</b> <b>RISET 2L [RISE2L]</b> <b>ARRIVALS</b> <b>(RWY 06)</b>	
LOST COMMS ▲ LOST COMMS ▲ Refer to 10-IP Pages SWWOD_LOST ▼ SWWOD_LOST ▼	FEET METERS QNH (QFE) 4000 (970)



**JEPPESSEN**  
2 FEB 24 10-2G  
**UNBB/BAX**  
MIKHAYLOVKA

**BARNAUL, RUSSIA**  
**STAR**

ATIS 129.7	Apt Elev 838
Alt Set: hPa (MM on request) Trans level: FLO50 FLO60 when QNH is less than 1013 hPa (760 mm) FLO70 when QNH is less than 977 hPa (733 mm) DME required.	
INBOK 2M [INBO2M] NEPKA 2M [NEPK2M] RISET 2M [RISE2M] ARRIVALS (RWY 24)	
LOST COMMS ▲ LOST COMMS ▲ LOST Refer to 10-IP Pages SWWOD .LSOT ▼ SWWOD TSL 5 MMDC	FEET METERS QNH (QFE) 4000 (970)

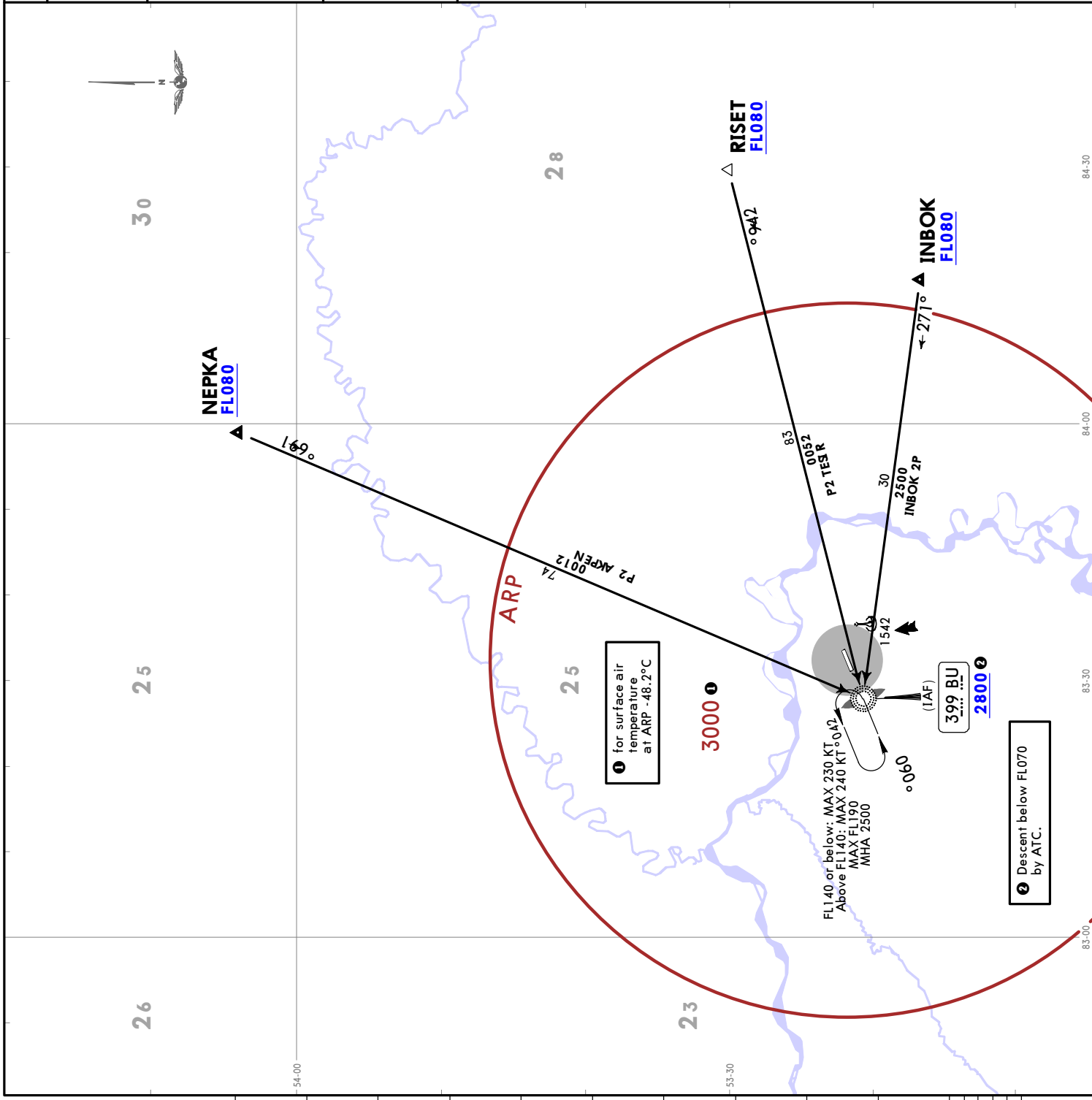


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**STAR**  
2 FEB 24 (10-2H)

**JEPESEN BARNAUL, RUSSIA**

ATIS 129.7	Apt Elev 838
Alt Set: hPa (MM on request) Trans level: FLO50 FLO60 when QNH is less than 1013 hPa (760 mm) FLO70 when QNH is less than 977 hPa (733 mm)	
<b>INBOK 2P [INBOK2P]</b> <b>NEPKA 2P [NEPK2P]</b> <b>RISET 2P [RISE2P]</b> <b>ARRIVALS</b> <b>(RWY 06)</b> <b>UNDER RADAR CONTROL</b>	
LOST COMMS ◀ LOST COMMS ▶ LOST Refer to 10-1P Pages SWW00 JS01 ▶ SWW03	FEET METERS QNH (QFE) 2800 (605) 2500 (515)



**UNBB/BAX**  
MIKHAYLOVKA

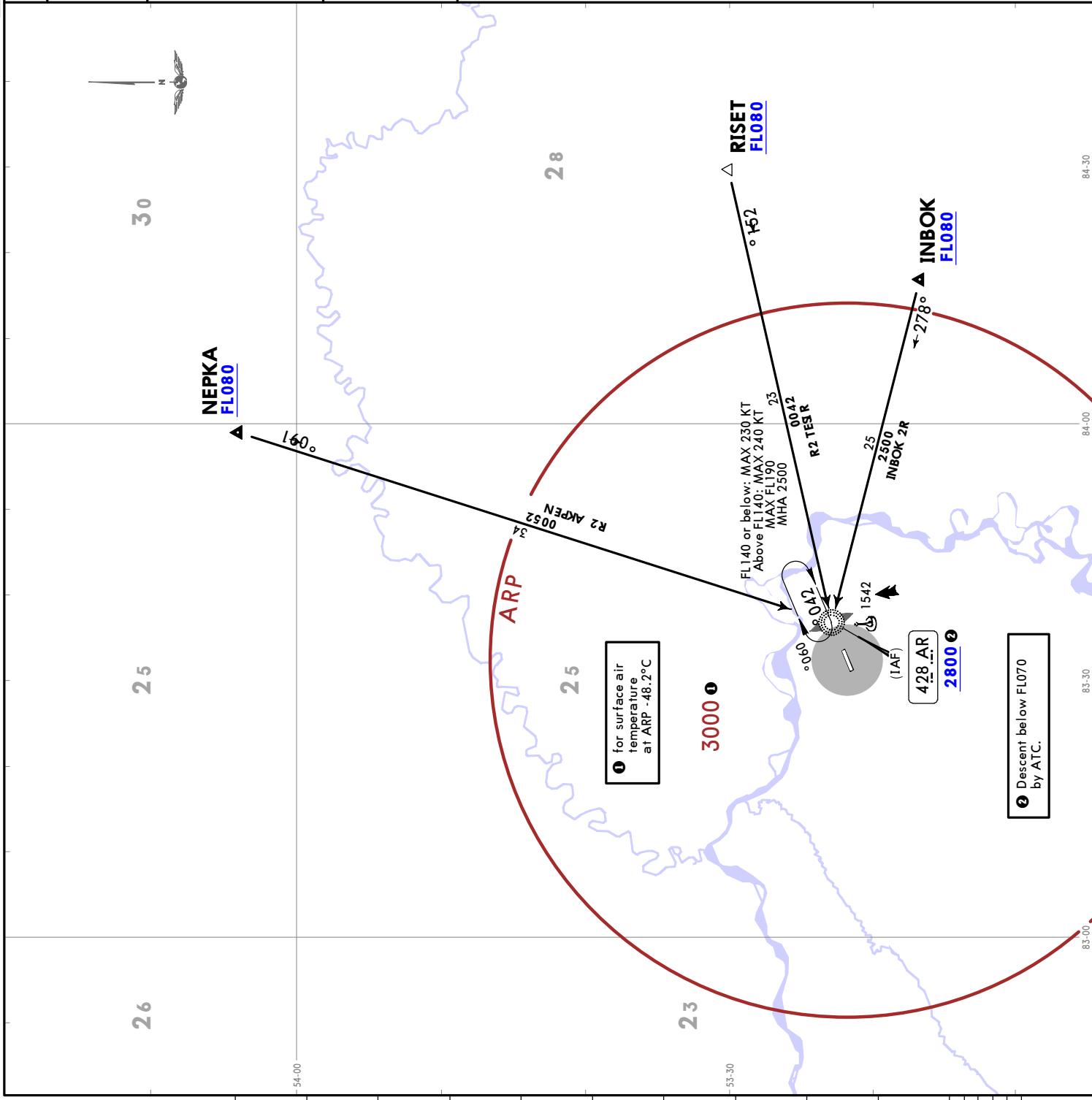
2 FEB 24 (10-2)

**JEPESEN**

**BARNAUL, RUSSIA**

**STAR**

ATIS 129.7	Apt Elev 838
Alt Set: hPa (MM on request) Trans level: FLO50 FLO60 when QNH is less than 1013 hPa (760 mm) FLO70 when QNH is less than 977 hPa (733 mm)	
<b>INBOK 2R [INB02R]</b> <b>NEPKA 2R [NEPK2R]</b> <b>RISET 2R [RISE2R]</b> <b>ARRIVALS</b> <b>(RWY 24)</b> <b>UNDER RADAR CONTROL</b>	
LOST COMMS ◀ LOST COMMS ▶ LOST Refer to 10-1P Pages SWW00 LS01 ▶ SWW00	FEET METERS QNH (QFE) 2800 (605) 2500 (515)

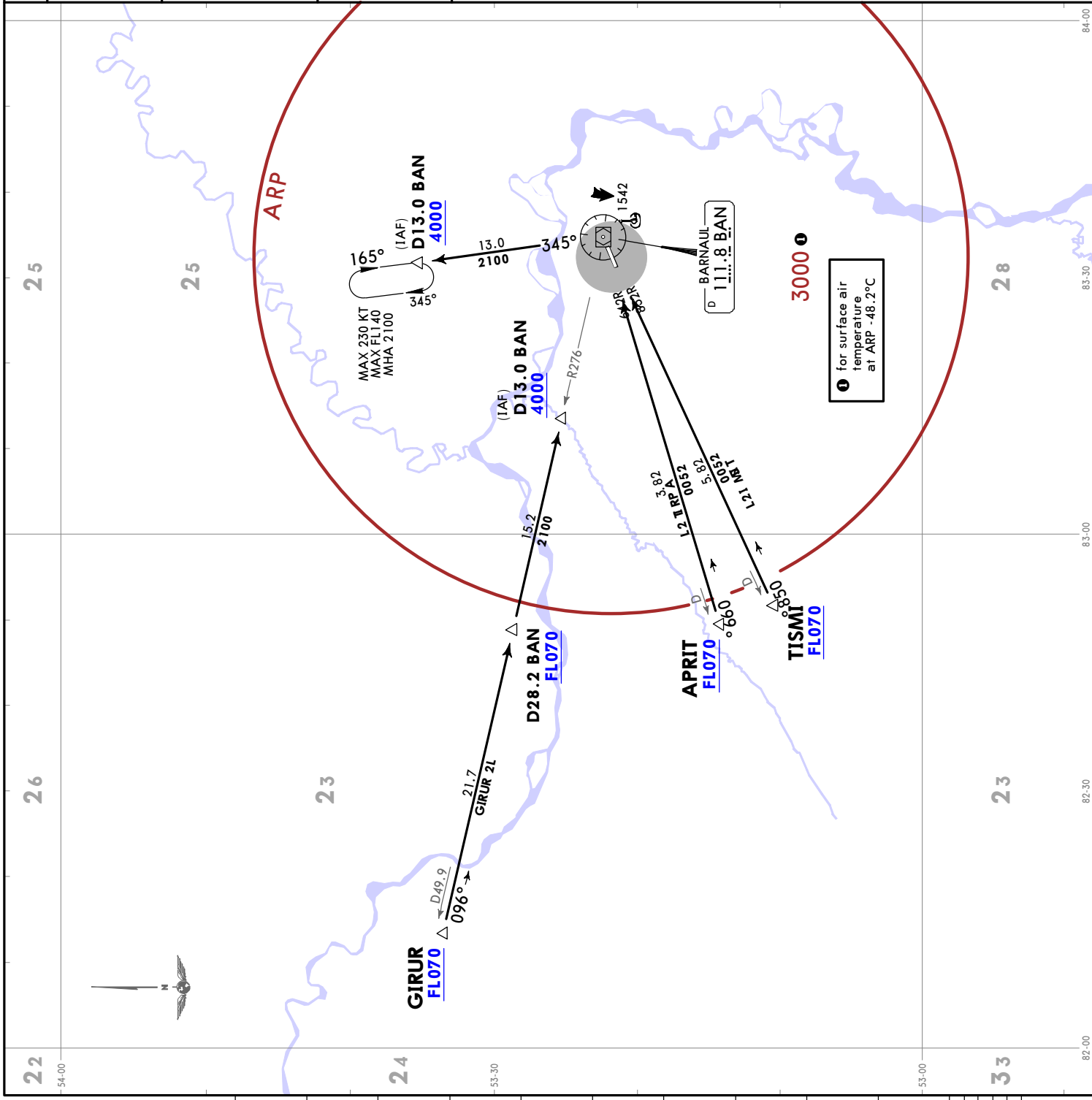


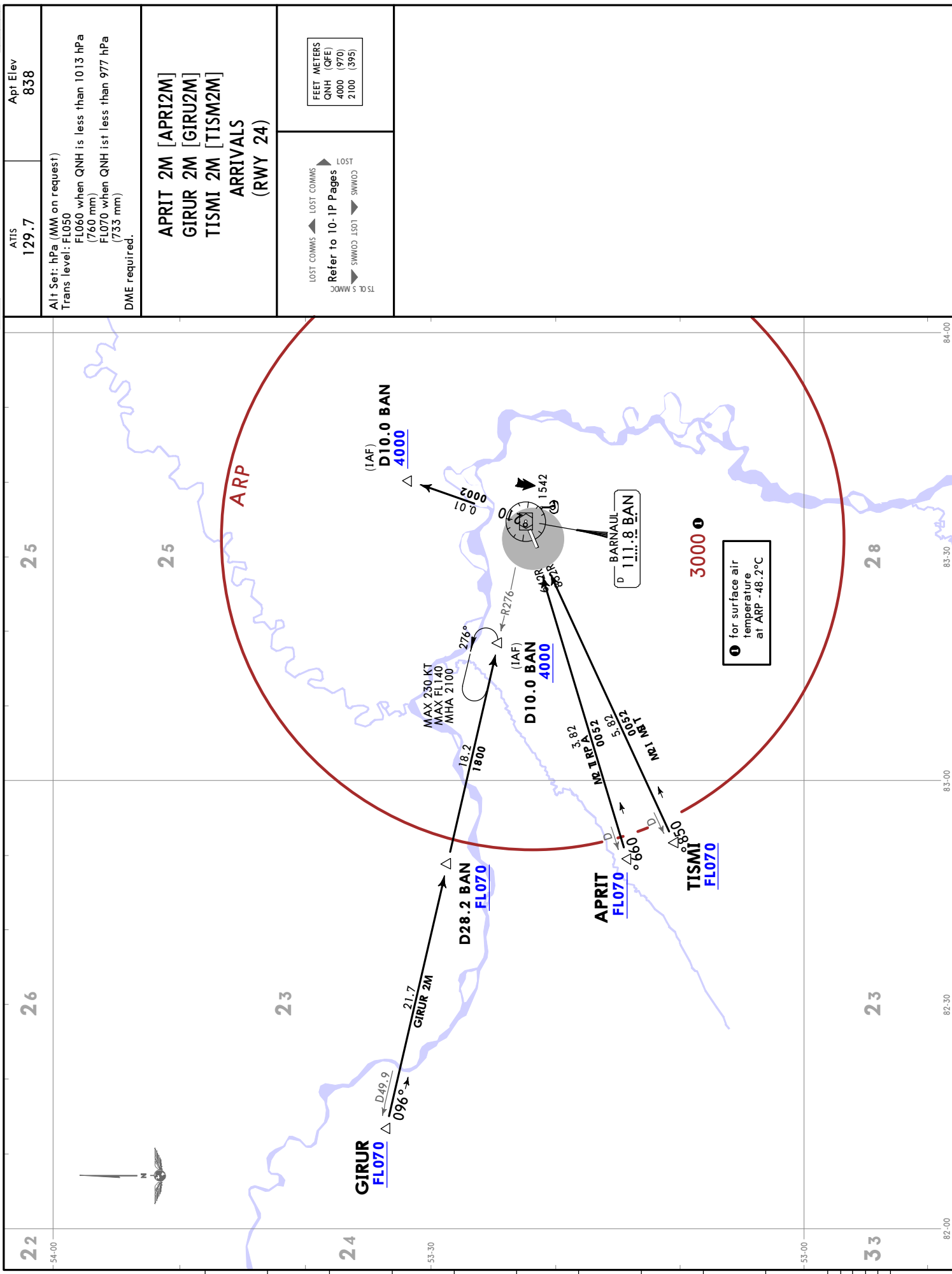
**UNBB/BAX**  
MIKHAYLOVKA

**STAR**  
2 FEB 24 (10-2K)

**RUSSIA**  
JEYPESEN BARNAUL, RUSSIA

ATIS 129.7	Apt Elev 838
Alt Set: hPa (MM on request) Trans level: F1050 F1060 when QNH is less than 1013 hPa (760 mm) F1070 when QNH is less than 977 hPa (733 mm) DME required.	
<b>APRIT 2L [APRI2L]</b> <b>GIRUR 2L [GIRU2L]</b> <b>TISMI 2L [TISM2L]</b> <b>ARRIVALS</b> <b>(RWY 06)</b>	
LOST COMMS ▲ LOST COMMS Refer to 10-IP Pages SWWOD .LSOT ▼ SWWOD LOST SWWOD	FEET METERS QNH (QFE) 4000 (970) 2100 (390)





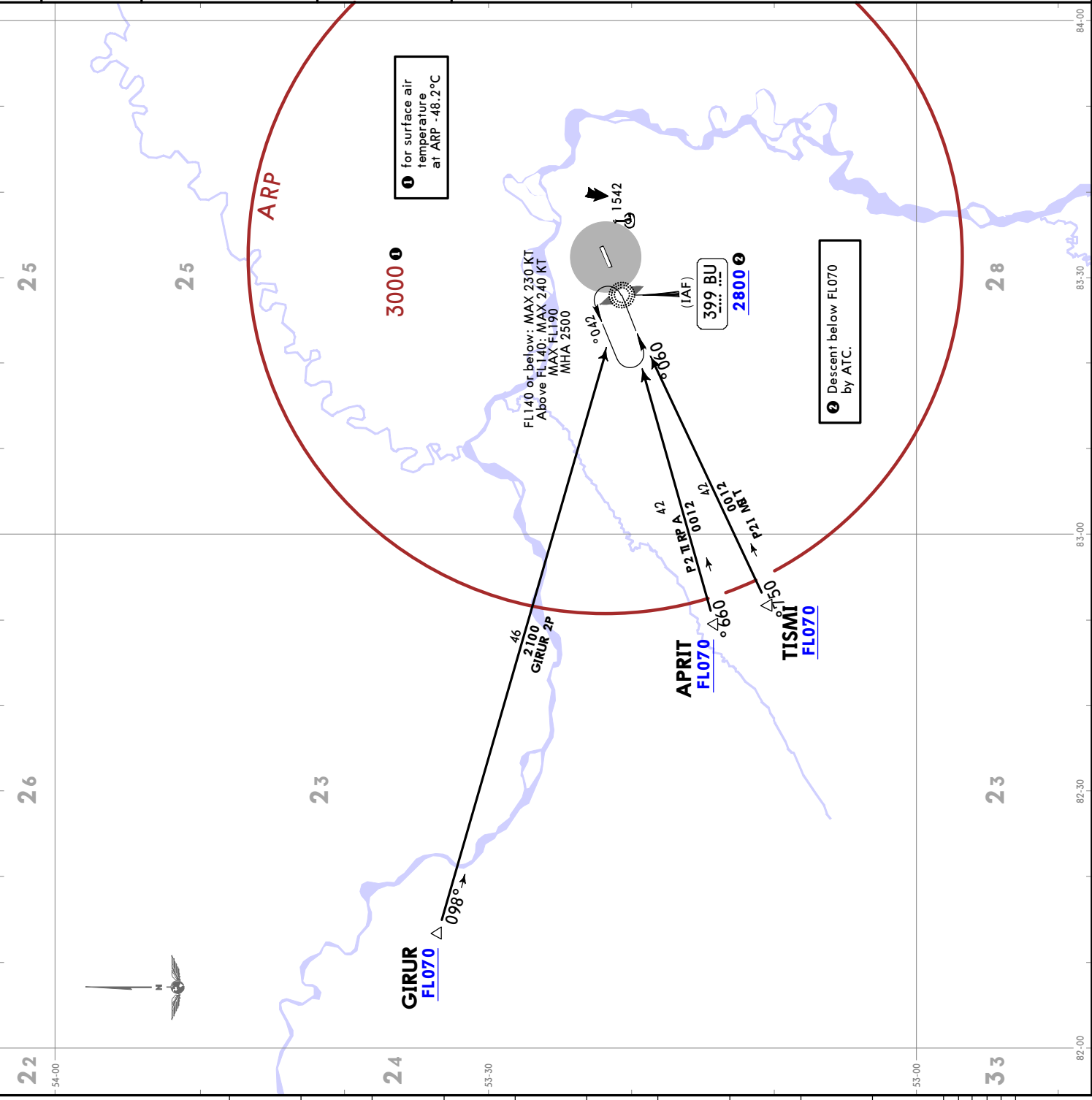
**UNBB/BAX**  
MIKHAYLOVKA

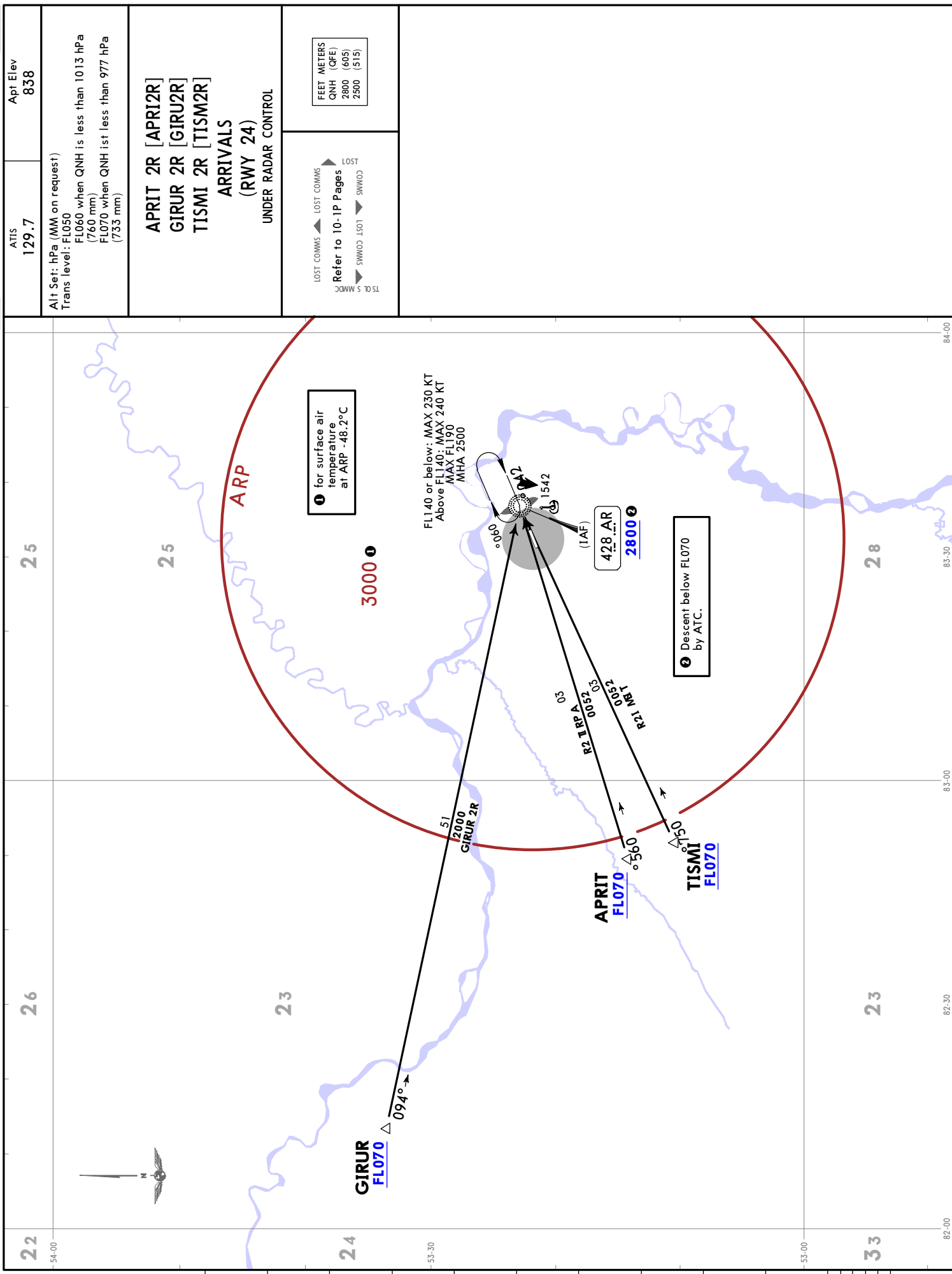
**STAR**

2 FEB 24 (10-2M)

**JEPPESEN BARNAUL, RUSSIA**

ATIS 129.7	Apt Elev 838
Alt Set: hPa (MM on request) Trans level: FLO50 FLO60 when QNH is less than 1013 hPa (760 mm) FLO70 when QNH is less than 977 hPa (733 mm)	
<b>APRIT 2P [APRI2P]</b> <b>GIRUR 2P [GIRU2P]</b> <b>TISMI 2P [TISM2P]</b> <b>ARRIVALS</b> <b>(RWY 06)</b> <b>UNDER RADAR CONTROL</b>	
LOST COMMS ◀ LOST COMMS ▶ Refer to 10-1P Pages SWW00 JS01 ▶ SWW00	FEET METERS QNH (QFE) 2800 (605) 2500 (515)





ATIS  
 129.7

Apt Elev  
 838

Alt Set: hPa (MM on request)  
 Trans level: FLO50  
 FLO60 when QNH is less than 1013 hPa  
 (760 mm)  
 FLO70 when QNH is less than 977 hPa  
 (733 mm)

APRIT 2R [APRI2R]  
 GIRUR 2R [GIRU2R]  
 TISMI 2R [TISM2R]  
 ARRIVALS  
 (RWY 24)  
 UNDER RADAR CONTROL

LOST COMMS  
 Refer to 10-1P Pages

LOST COMMS  
 SWW00 LS01  
 SWW00

LOST COMMS  
 LOST COMMS  
 LOST

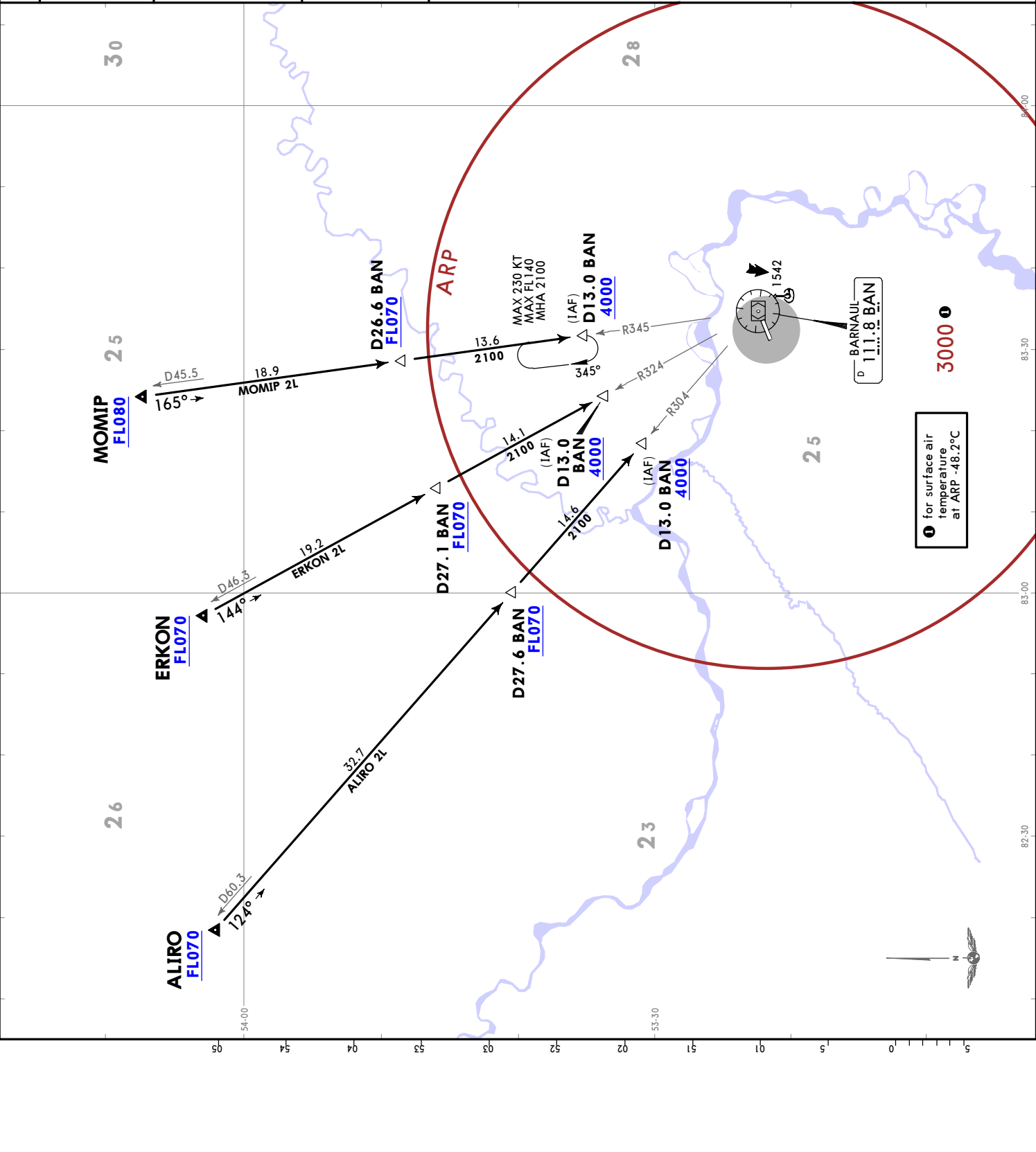
FEET METERS  
 QNH (QFE)  
 2800 (605)  
 2500 (515)

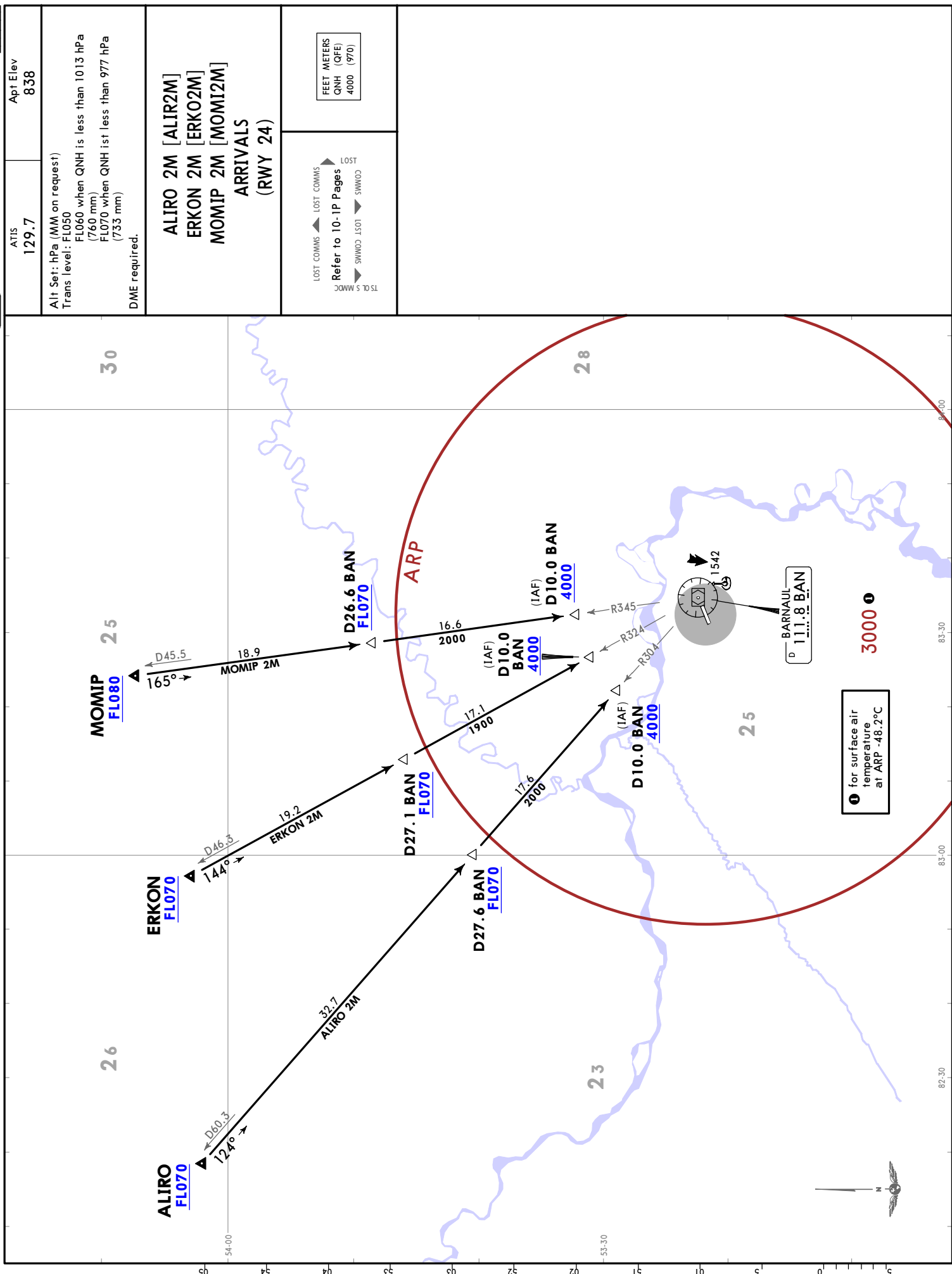
**UNBB/BAX**  
MIKHAYLOVKA

2 FEB 24 (10-2P) **STAR**

**JEPPesen BARNaul, RUSSIA**

ATIS 129.7	Apt Elev 838
Alt Set: hPa (MM on request) Trans level: F1050 F1060 when QNH is less than 1013 hPa (760 mm) F1070 when QNH is less than 977 hPa (733 mm) DME required.	
<b>ALIRO 2L [ALIR2L]</b> <b>ERKON 2L [ERK02L]</b> <b>MOMIP 2L [MOMI2L]</b> <b>ARRIVALS</b> <b>(RWY 06)</b>	
LOST COMMS ◀ LOST COMMS ▶ Refer to 10-1P Pages SWW03 LSOT ▶ SWW03	FEET METERS QNH (QFE) 4000 (970) 2100 (390)





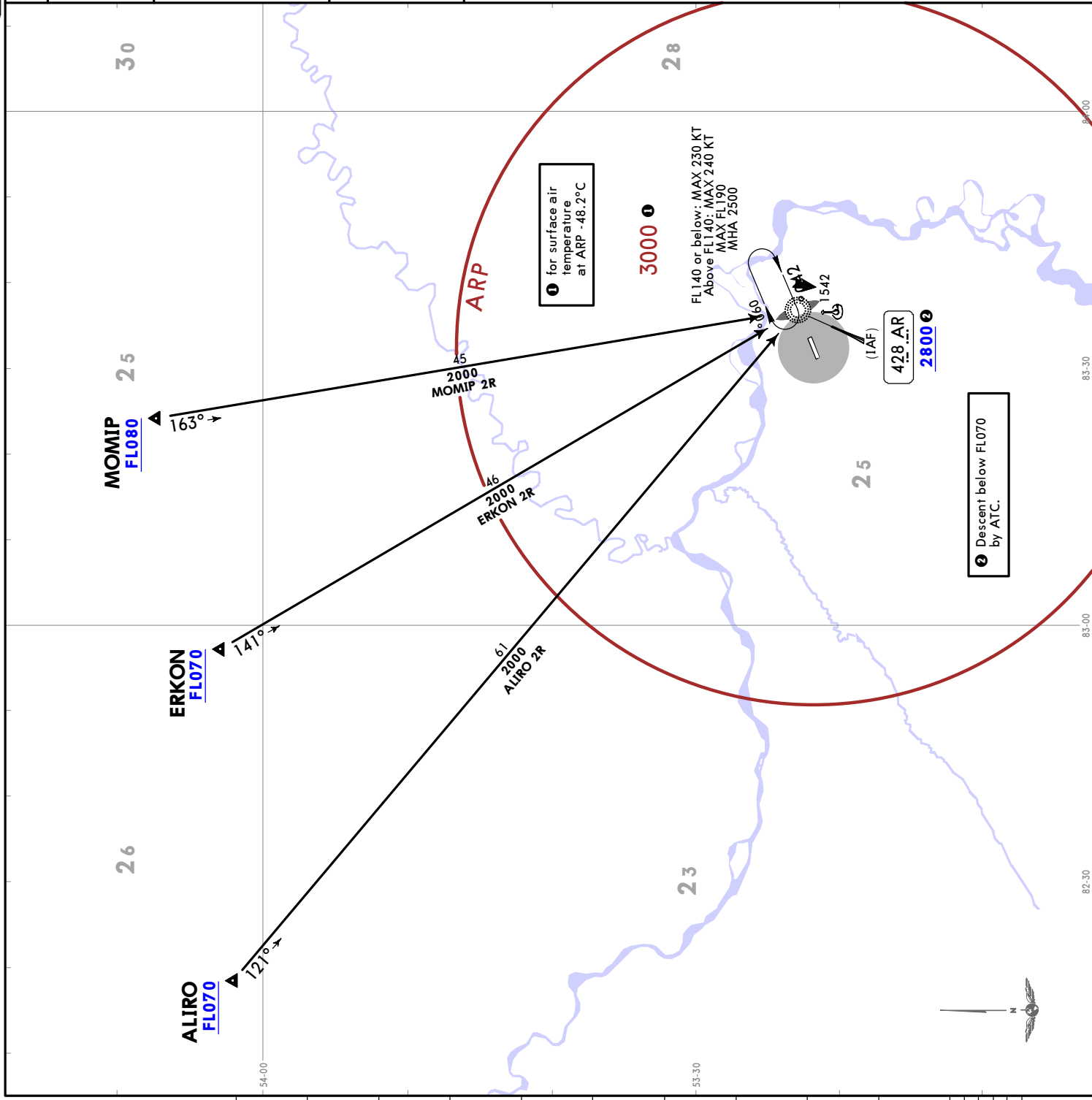


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**JEPPesen**  
2 FEB 24 (10-2T)

**BARNAUL, RUSSIA**  
**STAR**

ATIS 129.7	Apt Elev 838
Alt Set: hPa (MM on request) Trans level: FL050 FL060 when QNH is less than 1013 hPa (760 mm) FL070 when QNH is less than 977 hPa (733 mm)	
<b>ALIRO 2R [ALIR2R]</b> <b>ERKON 2R [ERKO2R]</b> <b>MOMIP 2R [MOMI2R]</b> <b>ARRIVALS</b> <b>(RWY 24)</b> <b>UNDER RADAR CONTROL</b>	
LOST COMMS ▲ LOST COMMS ▲ LOST Refer to 10-IP Pages SWWOD LSOT ▼ SWWOD	FEET METERS QNH (QFE) 2800 (605) 2500 (515)



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**JEPPESEN BARNAUL, RUSSIA**  
RNVA SID

2 FEB 24 10-3

Apt Elev  
838

Trans alt: 4000 QFE on request (QNH)

RNAV 1 GNSS required

Turn before DER is prohibited.

**INBOK 2E [INB02E]**  
**RISET 2E [RISE2E]**  
**RNAV DEPARTURES**  
**(RWY06)**

These SIDs require minimum climb gradients of

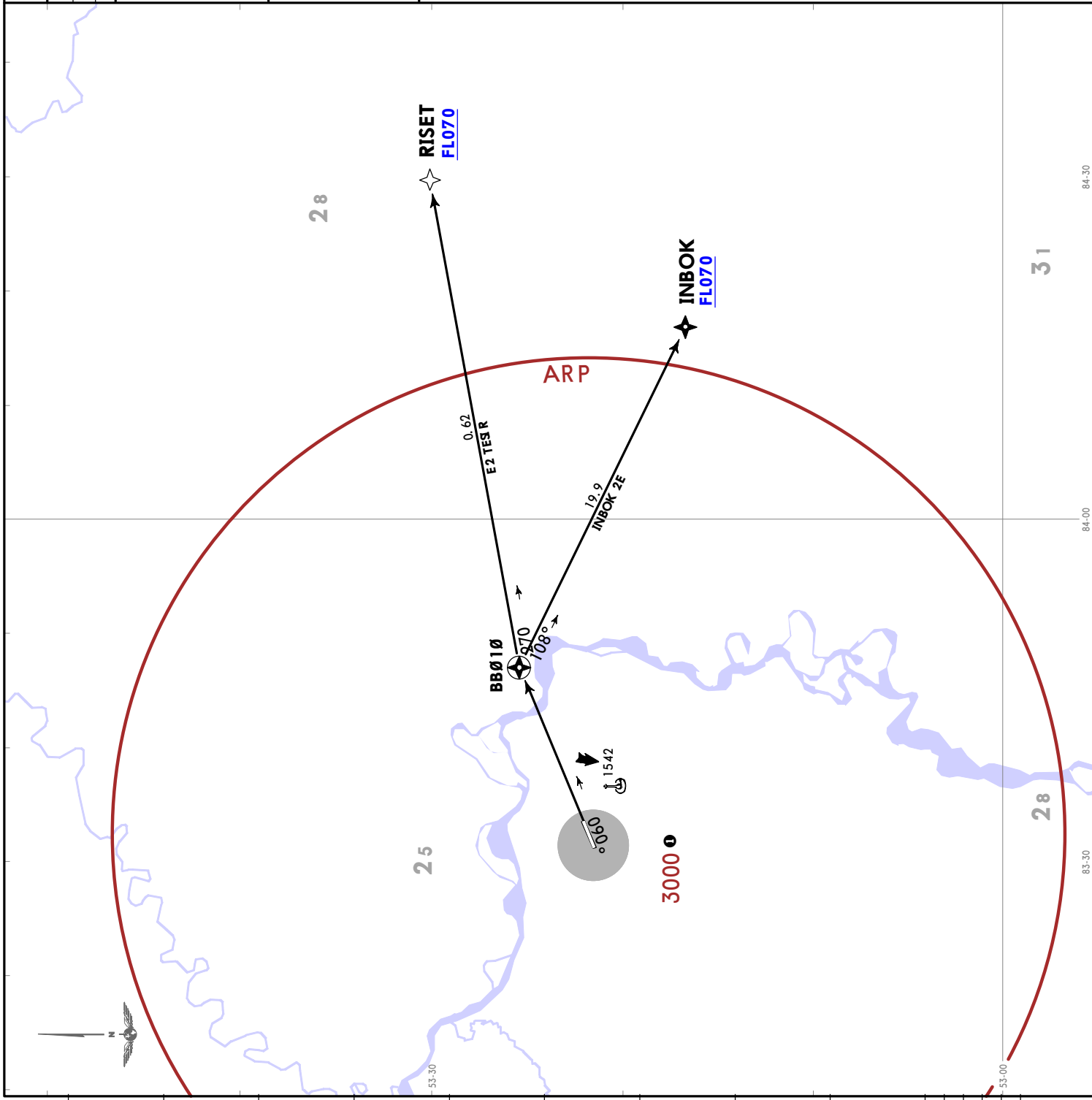
INBOK 2E 9.7% up to FL110;  
RISET 2E: 5.0% up to FL060;  
due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
9.7% V/V (fpm)	737	982	1473	1965	2456	2947

LOST COMMS ▼ LOST COMMS COMMS  
Refer to 10-1P Pages  
LOST COMMS ▲ LOST COMMS

① calculated for surface air temperature at ARP -48.2 °C.

FEET METERS  
QNH (QFE)  
4000 (970)



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MIKHAYLOVKA

**JEPPESEN BARNAUL, RUSSIA**  
RNAV SID

2 FEB 24 (10-3A)

Apt Elev  
838

Trans alt: 4000 QFE on request (QNH)

RNAV 1 GNSS required

Turn before DER is prohibited.

**INBOK 2F [INB02F]**  
**RISER 2F [RISE2F]**  
**RNAV DEPARTURES**  
**(RWY24)**

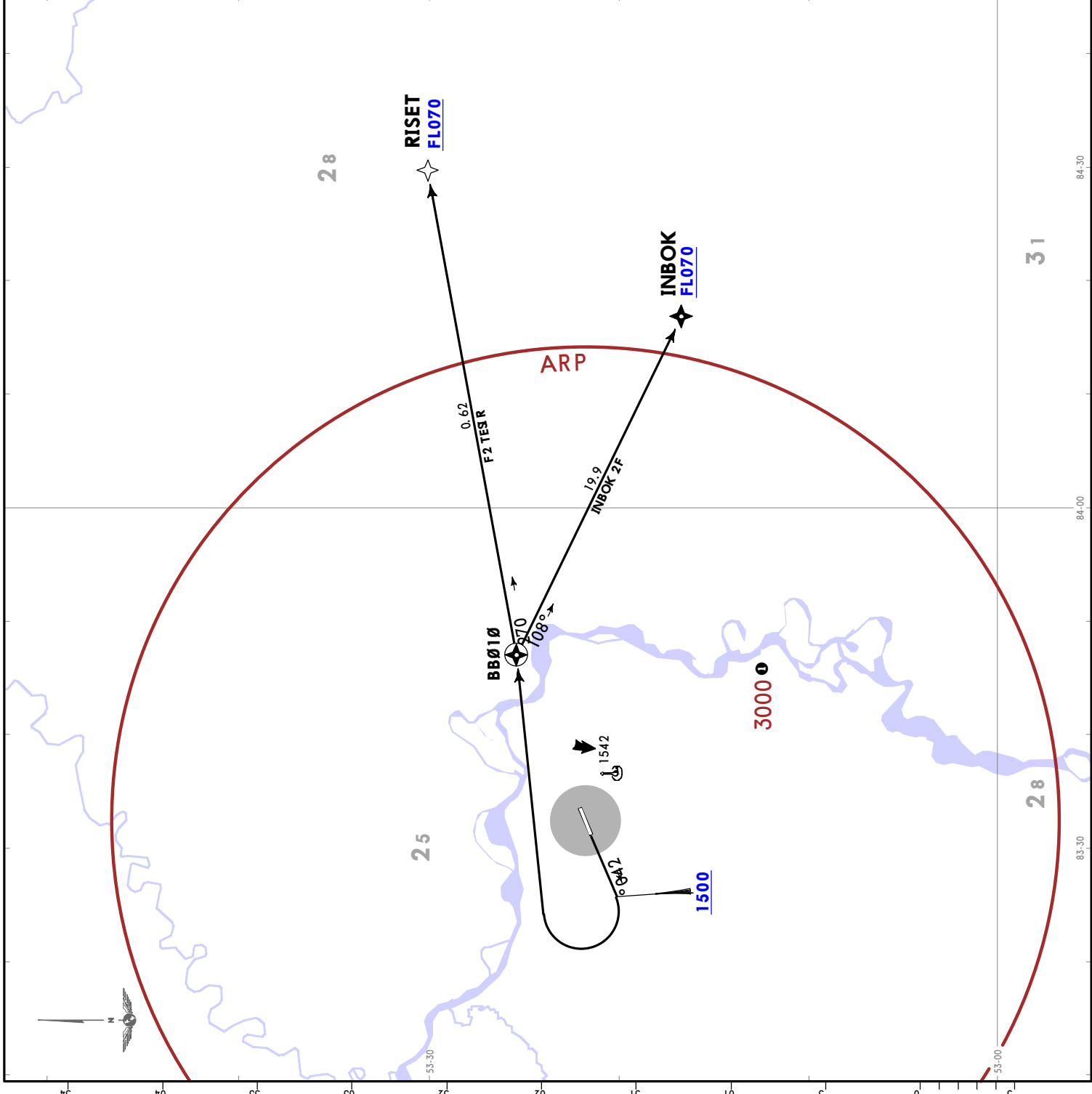
**INBOK 2F:**  
This SID requires a minimum climb gradient of 5.6% up to FL110 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

LOST COMMS ▼ LOST COMMS  
COMMS  
Refer to 10-1P Pages  
LOST COMMS ▲ LOST COMMS

① calculated for surface air temperature at ARP -48.2 °C.

FEET	METERS
QNH (QFE)	1500 (210)
	4000 (970)



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2 FEB 24 (10-3B)

JEPPESEN BARNAUL, RUSSIA

RNAV SID

Apt Elev  
838

Trans alt: 4000 QFE on request (QNH)

RNAV 1 GNSS required

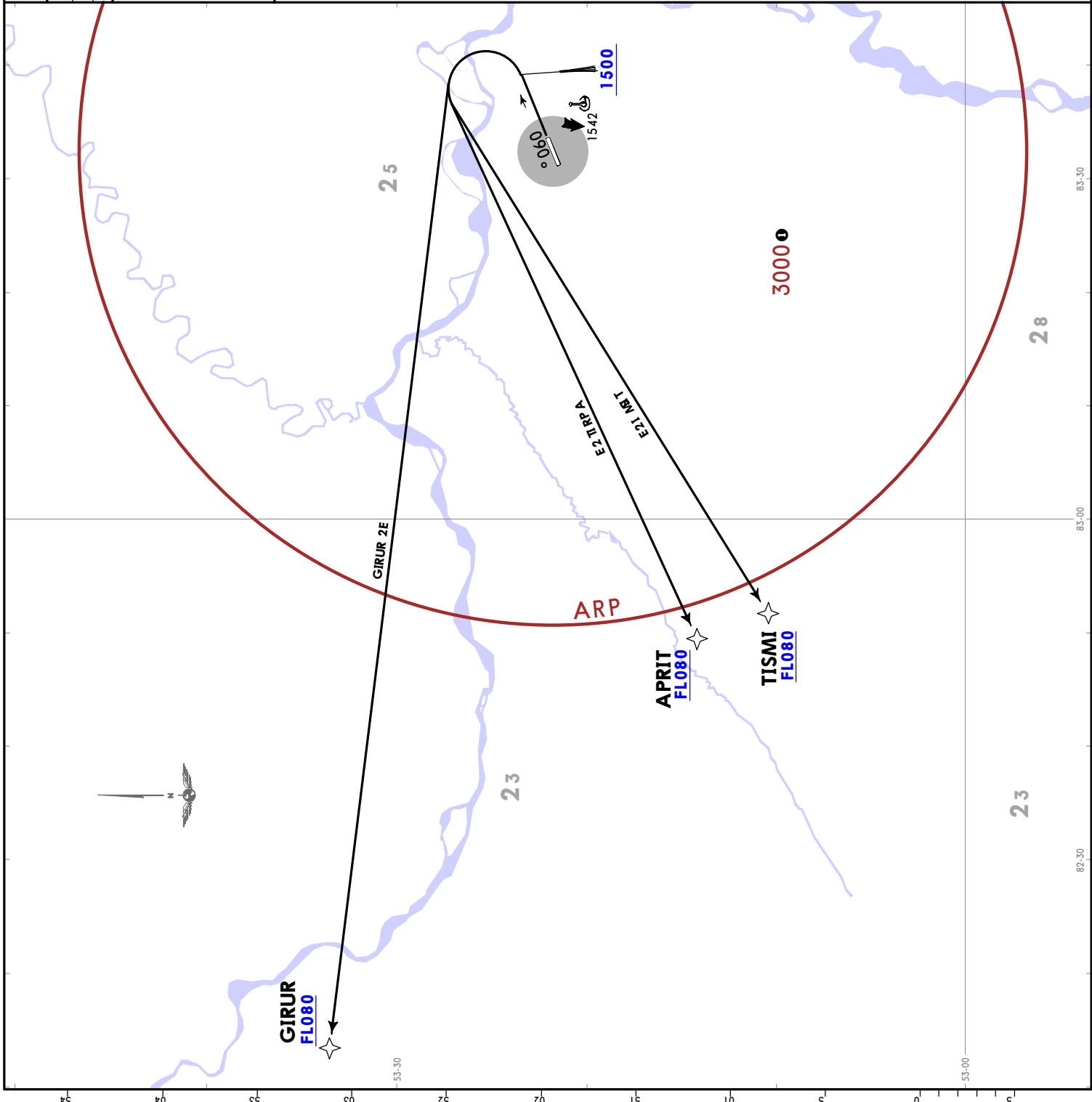
Turn before DER is prohibited.

APRIT 2E [APRI2E]  
GIRUR 2E [GIRU2E]  
TISMI 2E [TISM2E]  
RNAV DEPARTURES  
(RWY06)

LOST COMMS ▼ LOST COMMS  
COMMS  
Refer to 10-1P Pages  
LOST COMMS ▲ LOST COMMS

① calculated for surface air temperature at ARP -48.2 °C.

FEET METERS  
QNH (QFE)  
1500 (210)  
4000 (970)



**JEPPESEN**  
 2 FEB 24 (10-3C)  
**UNBB/BAX**  
 MIKHAYLOVKA

**BARNAUL, RUSSIA**  
**RNAV SID**

Apt Elev  
 838

Trans alt: 4000 QFE on request (QNH)

RNAV 1 GNSS required

Turn before DER is prohibited.

**APRIT 2F [APRI2F]**  
**GIRUR 2F [GIRU2F]**  
**TISMI 2F [TISM2F]**  
**RNAV DEPARTURES**  
**(RWY24)**

These SIDs require minimum climb gradients of

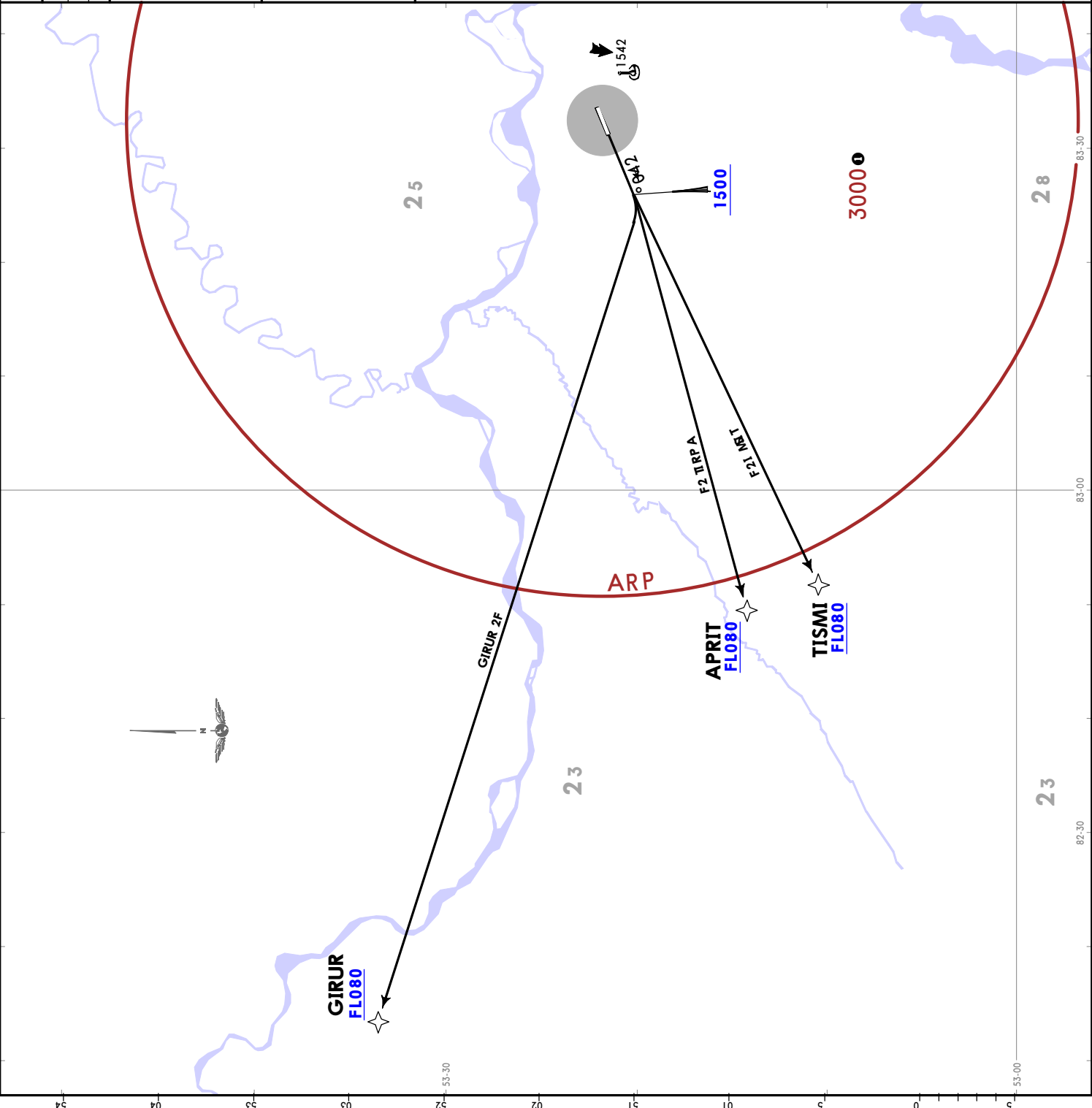
APRIT 2F: 4.6% up to FL080,  
 GIRUR 2F: 3.8% up to FL070;  
 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
4.6% V/V (fpm)	349	466	699	932	1165	1397

LOST COMMS ▼ LOST COMMS  
 Refer to 10-1P Pages  
 LOST COMMS ▲ LOST COMMS

① calculated for surface air temperature at ARP - 48.2 °C.

FEET	METERS
QNH (QFE)	
1500 (210)	
4000 (970)	



**UNBB/BAX**  
MIKHAYLOVKA

**JEPPESEN BARNAUL, RUSSIA**

2 FEB 24 (10-3D) **RNAV SID**

Apt Elev  
838

Trans alt: 4000 QFE on request (QNH)

RNAV 1 GNSS required

Turn before DER is prohibited.

**ERKON 2E [ERKO2E]**  
**IPLEN 2E [IPLE2E]**  
**MOMIP 2E [MOMI2E]**  
**NEPKA 2E [NEPK2E]**  
**RNAV DEPARTURES (RWY06)**

These SIDs require minimum climb gradients of

**IPLEN 2E:** 3.7% up to FL070;  
**MOMIP 2E:** 3.6% up to FL070;  
**NEPKA 2E:** 5.5% up to FL060;  
due to airspace structure.

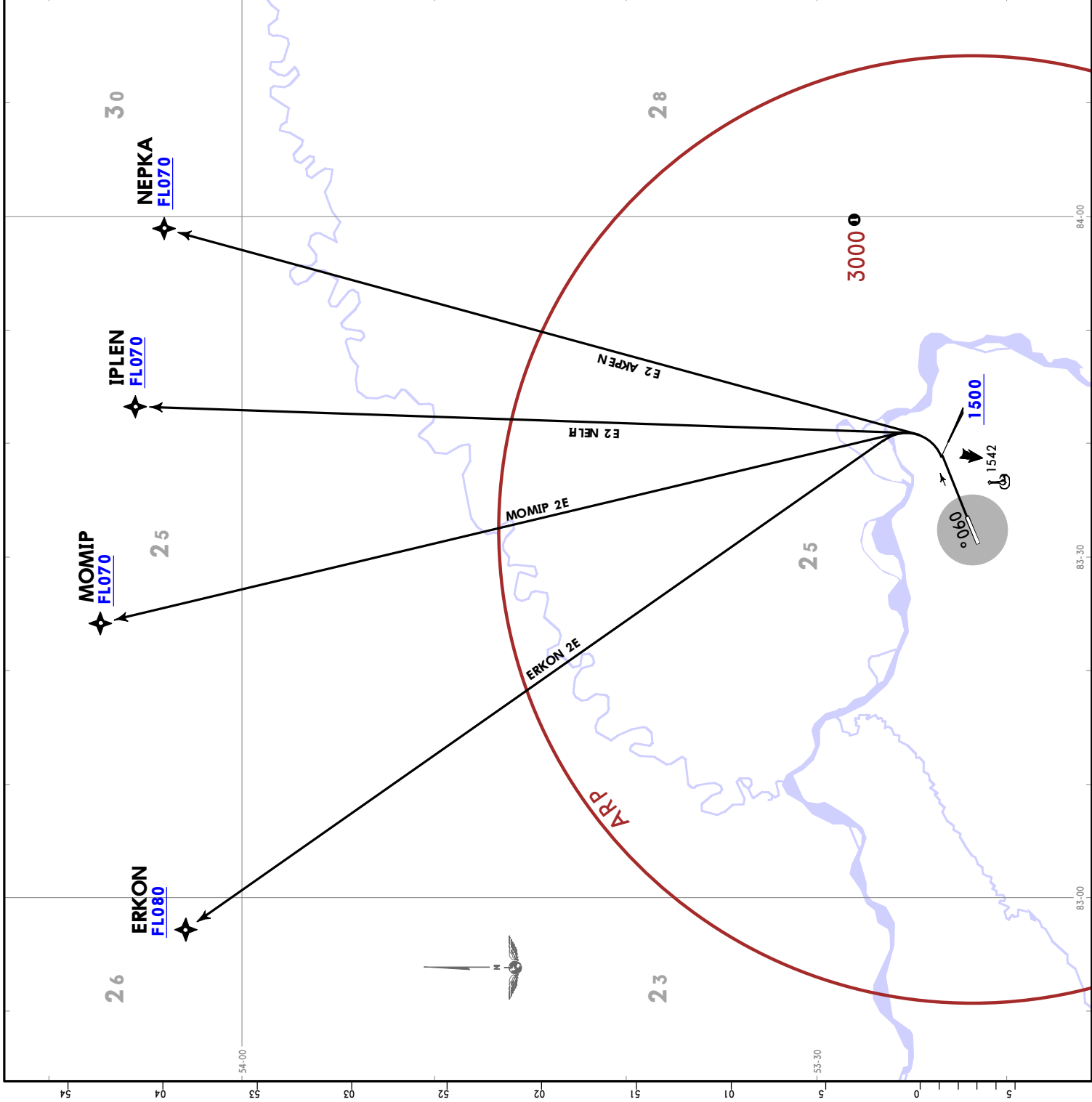
Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
3.7% V/V (fpm)	281	375	562	749	937	1124
5.5% V/V (fpm)	418	557	835	1114	1392	1671

LOST COMMS **▶** LOST COMMS COMMS  
**Refer to 10-1P Pages**  
LOST COMMS **◀** LOST COMMS

5 MNDCC

**1** calculated for surface air temperature at ARP -48.2 °C.

FEET METERS  
QNH (QFE)  
1500 (210)  
4000 (970)



Apt Elev  
 838

Trans alt: 4000 QFE on request (QNH)

RNAV 1 GNSS required

Turn before DER is prohibited.

**ERKON 2F [ERKO2F]**  
**IPLN 2F [IPLE2F]**  
**MOMIP 2F [MOMI2F]**  
**NEPKA 2F [NEPK2F]**  
**RNAV DEPARTURES**  
**(RWY24)**

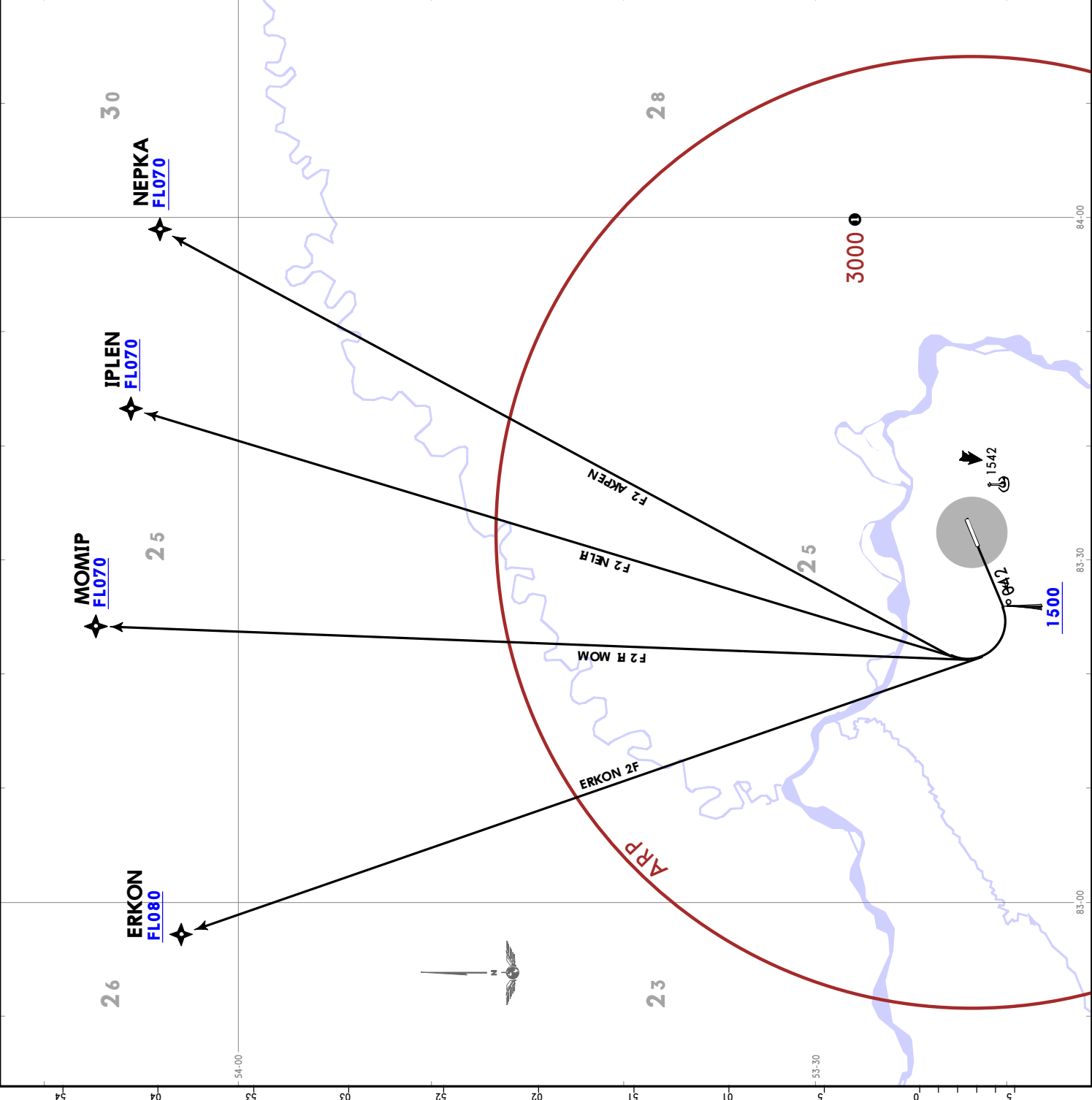
**ERKON 2F:**  
 This SID requires a minimum climb gradient of 3.5% up to FL070 due to airspace structure.

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

LOST COMMS ▼ LOST COMMS  
 COMMS  
 Refer to 10-1P Pages  
 LOST COMMS ▲ LOST COMMS  
 MMW S

**1** calculated for surface air temperature at ARP -48.2 °C.

FEET	METERS
QNH (QFE)	
1500 (210)	
4000 (970)	



Apt Elev  
838

Trans alt: 4000 QFE on request (QNH)  
1. DME required.  
2. Turn before DER is prohibited.

**INBOK 2A [INB02A]**  
**RISSET 2A [RISE2A]**  
**DEPARTURES**  
**(RWY06)**

These SIDs require minimum climb gradients of  
INBOK 2A: 3.5% up to FL070  
RISSET 2A: 4.7% up to FL060  
due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.7% V/V (fpm)	357	476	714	952	1190	1428

**SID ROUTING**

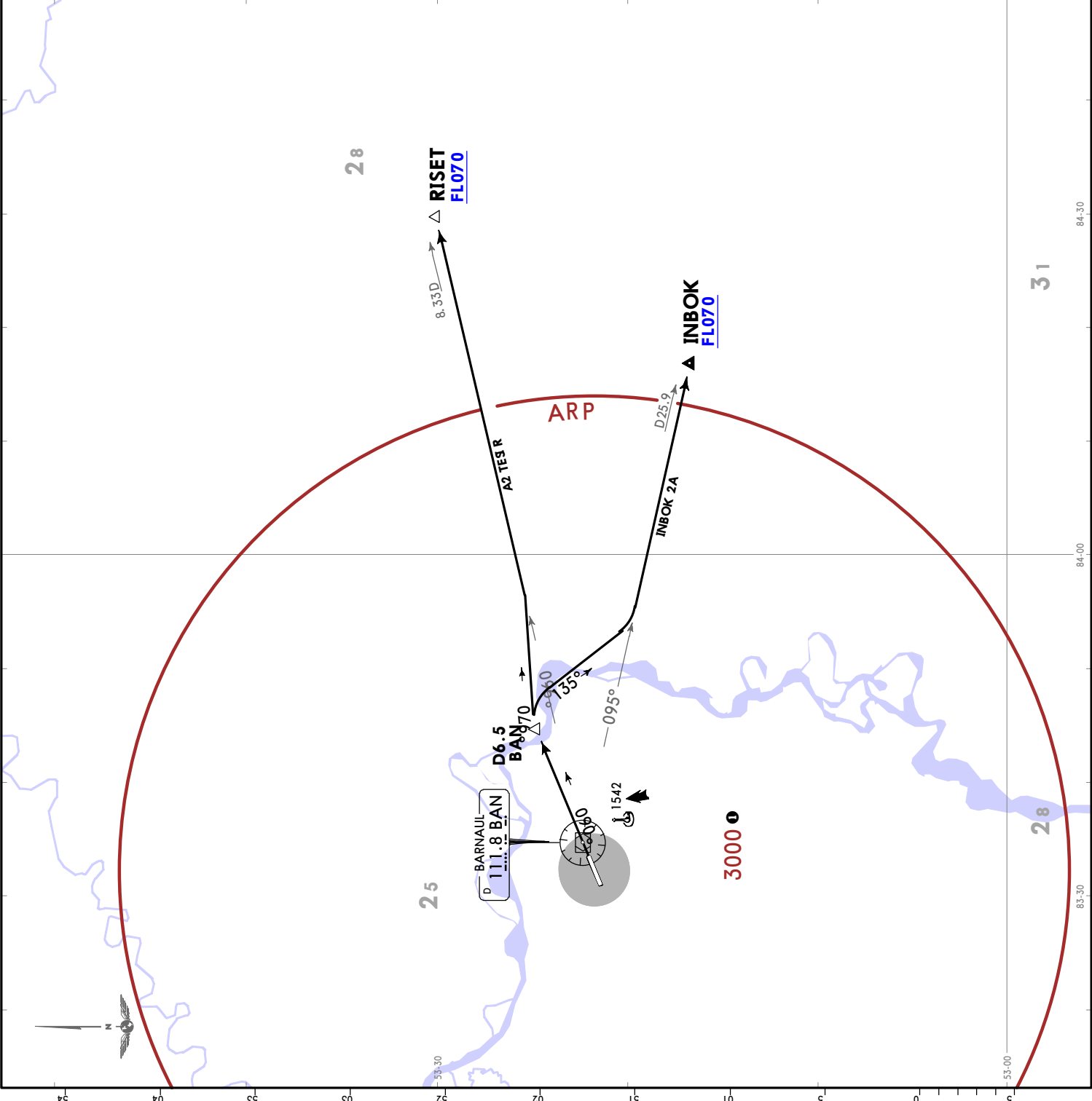
**INBOK 2A**  
Climb on 060° track to D6.5 BAN, turn RIGHT, 135° track, intercept BAN R095 to INBOK.

**RISSET 2A**  
Climb on 060° track to D6.5 BAN turn RIGHT, 079° track, intercept BAN R069 to RISSET.

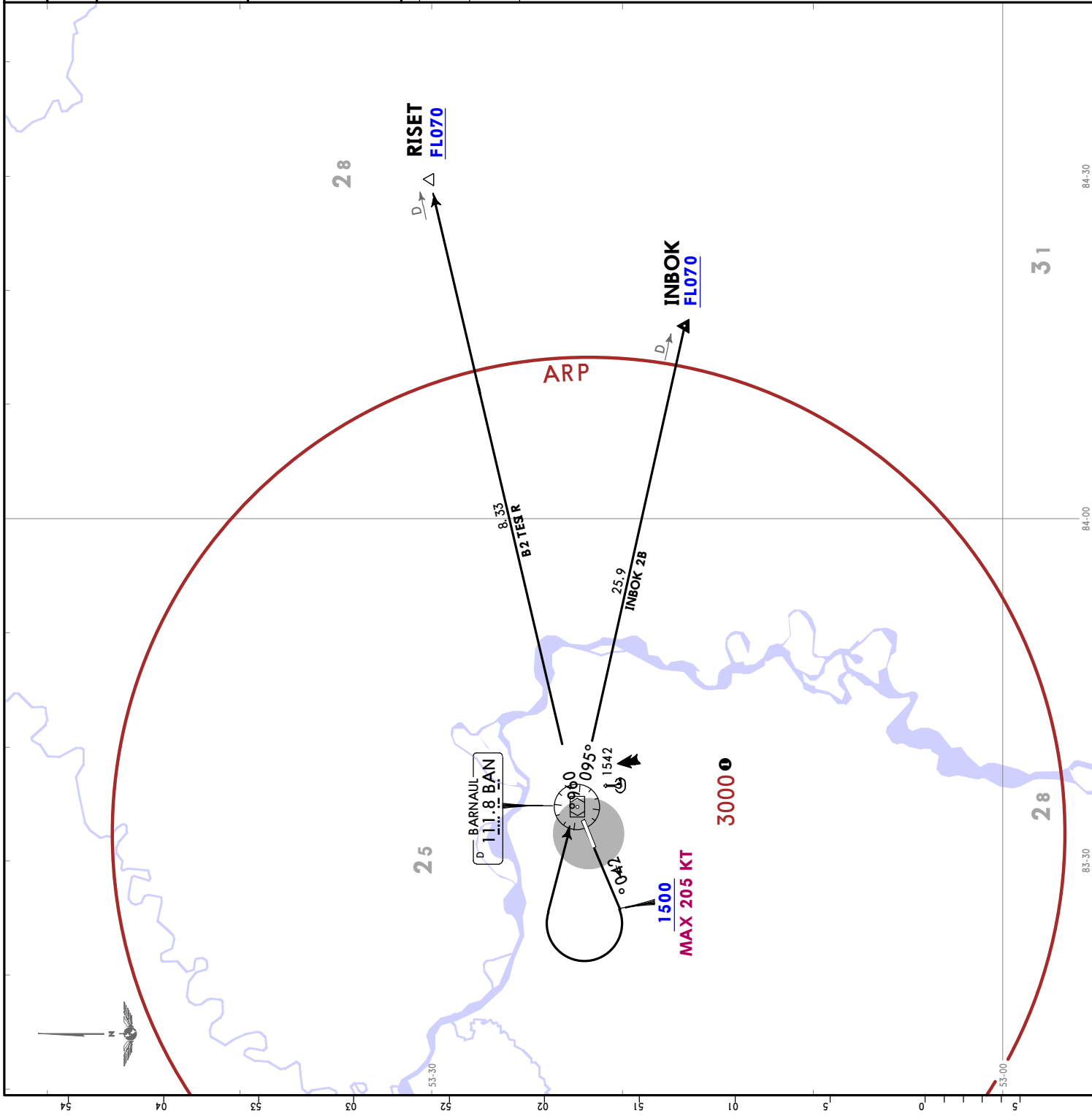
LOST COMMS  
Refer to 10-1P Pages  
LOST COMMS

1 calculated for surface air temperature at ARP -48.2 °C.

FEET METERS  
QNH (QFE)  
4000 (970)



Apt Elev 838	
Trans alt: 4000 QFE on request (QNH) 1. DME required. 2. Turn before DER is prohibited.	
<b>INBOK 2B [INB02B]</b> <b>RISET 2B [RISE2B]</b> <b>DEPARTURES</b> <b>(RWY24)</b>	
INBOK 2B: This SID requires a minimum climb gradient of 7.1% up to FL110 due to airspace structure.	
Gnd speed-KT	75 100 150 200 250 300
7.1% V/V (fpm)	539 719 1079 1438 1798 2157
<b>SID</b>	<b>ROUTING</b>
<b>INBOK 2B</b>	Climb on 240° track to 1500 or above, turn RIGHT to BAN VORDME, BAN R095 to INBOK.
<b>RISET 2B</b>	Climb on 240° track to 1500 or above, turn RIGHT to BAN VORDME, BAN R069 to RISET.
LOST COMMS ▼ LOST COMMS COMMS Refer to 10-1P Pages LOST COMMS ▲ LOST COMMS COMMS	
❶ calculated for surface air temperature at ARP -48.2 °C.	
FEET METERS QNH (QFE) 1500 (210) 4000 (970)	



Apt Elev 838

Trans alt: 4000 QFE on request (QNH)  
Turn before DER is prohibited.

**INBOK 2C [INB02C]**  
**RISET 2C [RISE2C]**  
**DEPARTURES**  
**(RWY06)**  
**UNDER RADAR CONTROL**

These SIDs require minimum climb gradients of  
INBOK 2C 6.0% up to FL110  
RISET 2C: 4.6% up to FLO60  
due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397
6.0% V/V (fpm)	456	608	911	1215	1519	1823

**SID ROUTING**

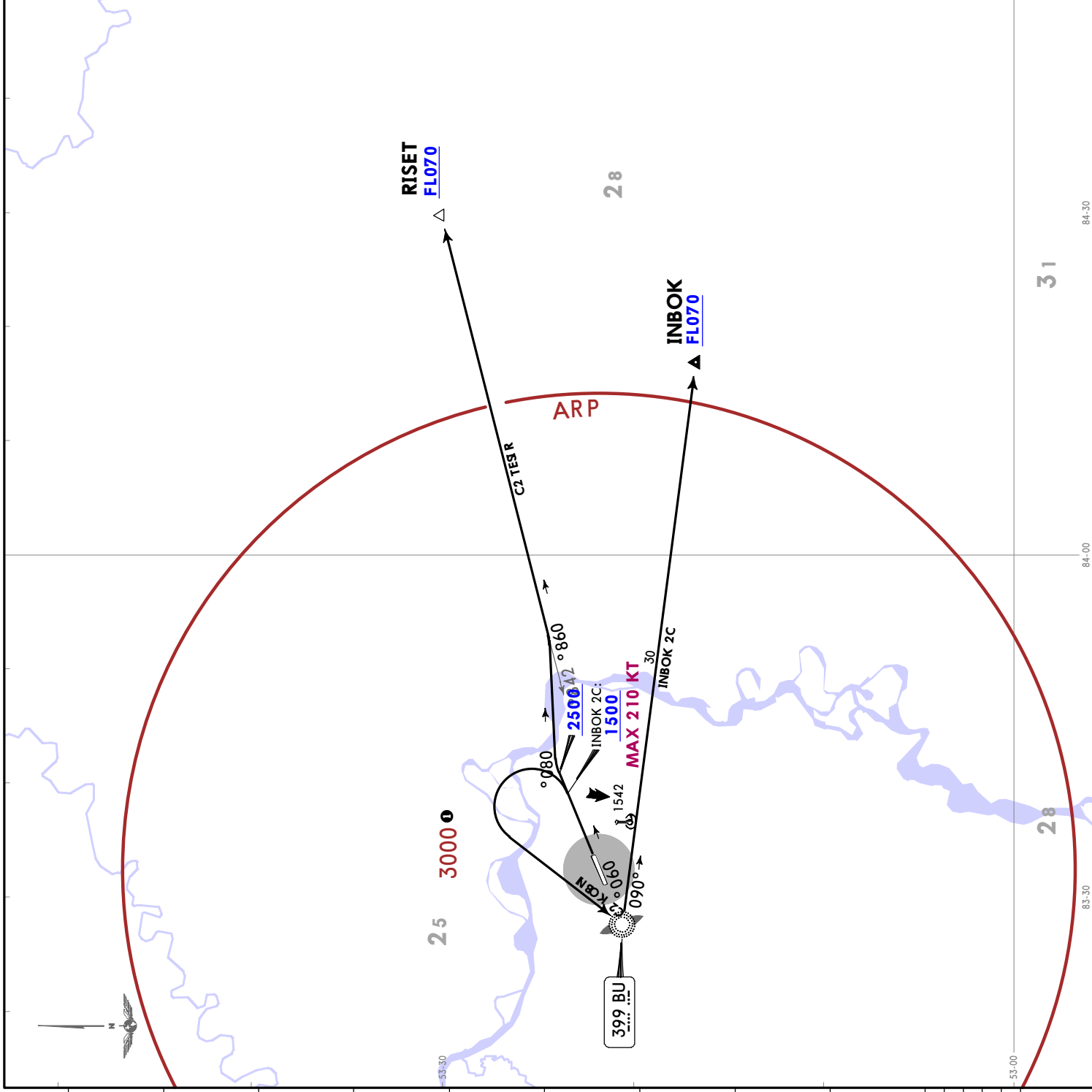
**INBOK 2C** Climb on 060° track to 1500 or above, turn LEFT to BU, 090° bearing from BU to INBOK.

**RISET 2C** Climb on 060° track to 2500 or above, turn RIGHT, 080° track, intercept 068° bearing from BU to RISET.

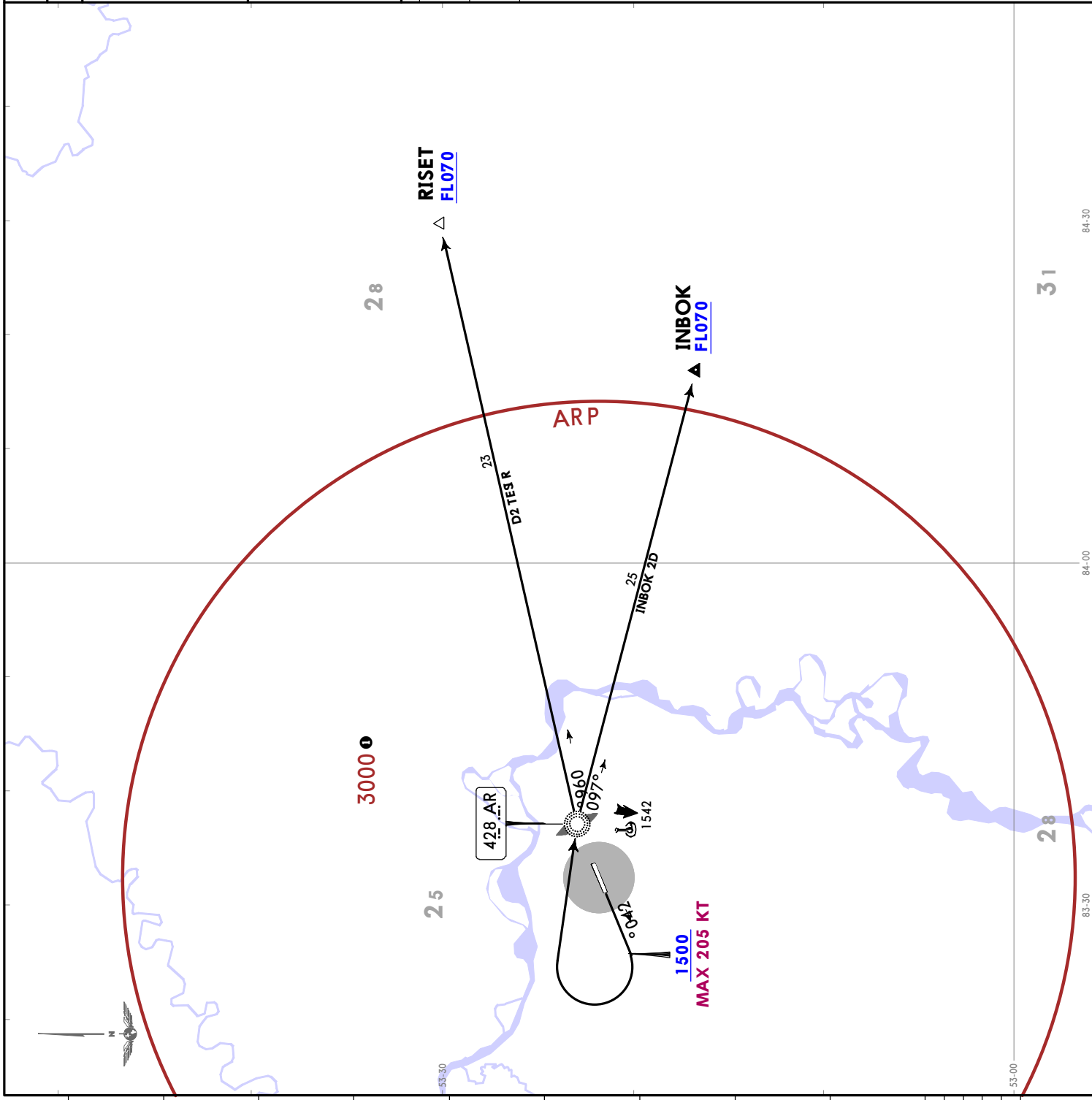
LOST COMMS ▼ LOST COMMS COMMS  
Refer to 10-1P Pages  
LOST COMMS ▲ LOST COMMS

① calculated for surface air temperature at ARP -48.2 °C.

FEET METERS  
QNH (QFE)  
1500 (210)  
2500 (315)  
4000 (970)



Apt Elev <b>838</b>	Trans alt: 4000 QFE on request (QNH) Turn before DER is prohibited.														
<b>INBOK 2D [INB02D]</b> <b>RISET 2D [RISE2D]</b> <b>DEPARTURES</b> <b>(RWY24)</b> UNDER RADAR CONTROL															
INBOK 2D: This SID requires a minimum climb gradient of 7.2% up to FL110 due to airspace structure.															
<table border="1" style="width:100%; border-collapse: collapse; text-align: center;"> <tr> <td>Gnd speed-KT</td> <td>75</td> <td>100</td> <td>150</td> <td>200</td> <td>250</td> <td>300</td> </tr> <tr> <td>7.2% V/V (fpm)</td> <td>547</td> <td>729</td> <td>1094</td> <td>1458</td> <td>1823</td> <td>2187</td> </tr> </table>		Gnd speed-KT	75	100	150	200	250	300	7.2% V/V (fpm)	547	729	1094	1458	1823	2187
Gnd speed-KT	75	100	150	200	250	300									
7.2% V/V (fpm)	547	729	1094	1458	1823	2187									
<b>ROUTING</b>															
<b>INBOK 2D</b> Climb on 240° track to 1500 or above, turn RIGHT to AR, 097° bearing from AR to INBOK.	<b>RISET 2D</b> Climb on 060° track to 1500 or above, turn RIGHT, to AR, 069° bearing from AR to RISET.														
LOST COMMS ▼ LOST COMMS Refer to 10-1P Pages LOST COMMS ▲ LOST COMMS															
① calculated for surface air temperature at ARP -48.2 °C.															
<table border="1" style="width:100%; border-collapse: collapse; text-align: center;"> <tr> <td>FEET</td> <td>METERS</td> </tr> <tr> <td>QNH (QFE)</td> <td>1500 (210)</td> </tr> <tr> <td>4000</td> <td>(970)</td> </tr> </table>		FEET	METERS	QNH (QFE)	1500 (210)	4000	(970)								
FEET	METERS														
QNH (QFE)	1500 (210)														
4000	(970)														



**JEPPESEN BARNAUL, RUSSIA**  
 2 FEB 24 (10-3K) **SID**

Apt Elev  
 838

Trans alt: 4000 QFE on request (QNH)  
 1. DME required.  
 2. Turn before DER is prohibited.

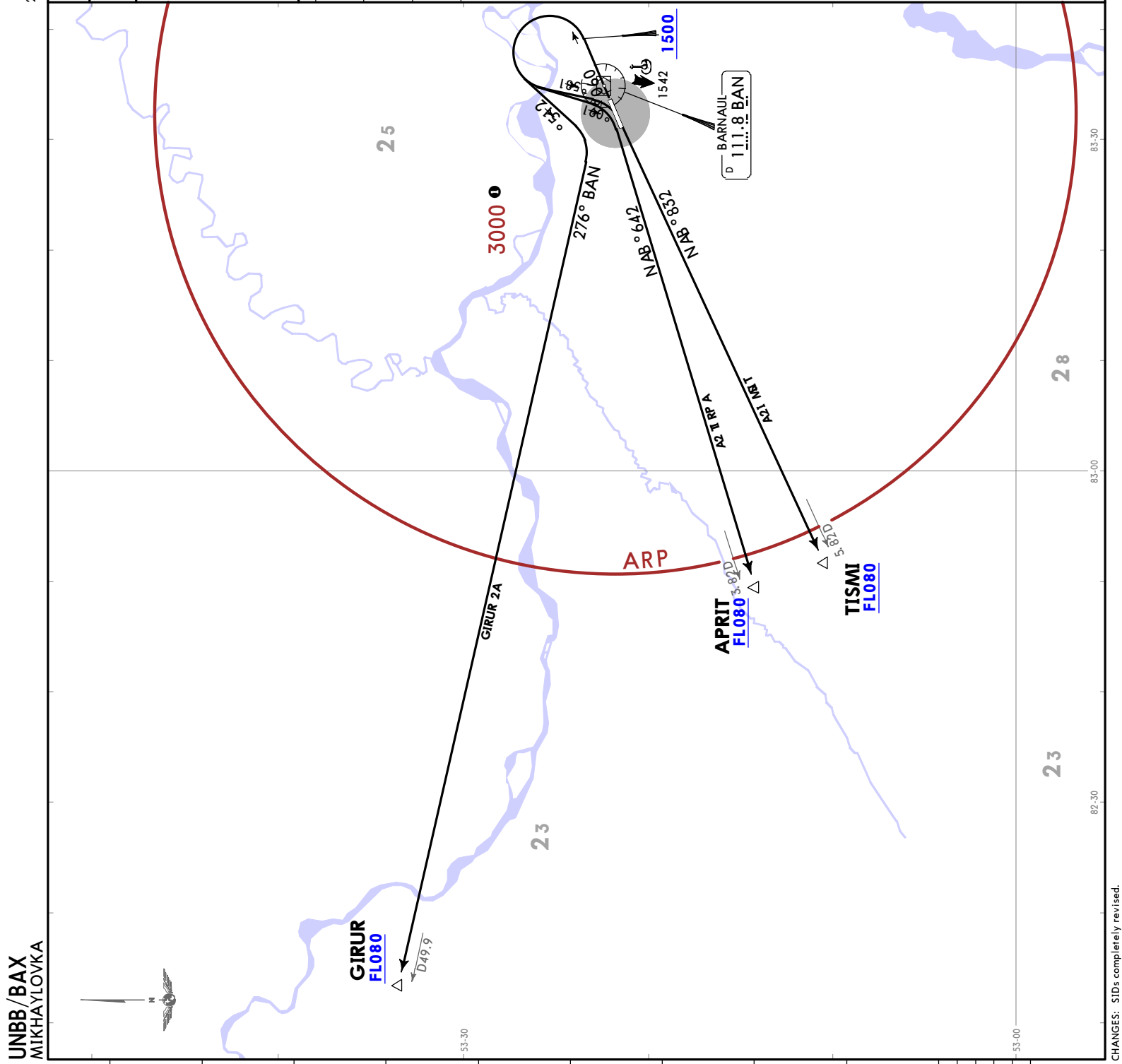
**APRIT 2A [APRI2A]**  
**GIRUR 2A [GIRU2A]**  
**TISMI 2A [TISM2A]**  
**DEPARTURES**  
**(RWY06)**

SID	ROUTING
<b>APRIT 2A</b>	Climb on 060° track to 1500 or above, turn LEFT, 190° track, intercept BAN R246 to APRIT.
<b>GIRUR 2A</b>	Climb on 060° track to 1500 or above, turn LEFT, 215° track, intercept BAN R276 to GIRUR.
<b>TISMI 2A</b>	Climb on 060° track to 1500 or above, turn LEFT, 185° track, intercept BAN R238 to APRIT.

LOST COMMS ▼ LOST COMMS  
 Refer to 10-1P Pages  
 LOST COMMS ▲ LOST COMMS

① calculated for surface air temperature at ARP -48.2 °C.

FEET METERS  
 QNH (QFE)  
 1500 (210)  
 4000 (970)



**UNBB/BAX**  
 MIKHAYLOVKA

Apt Elev  
838

Trans alt: 4000 QFE on request (QNH)  
1. DME required.  
2. Turn before DER is prohibited.

**APRIT 2B [APRI2B]**  
**GIRUR 2B [GIRU2B]**  
**TISMI 2B [TISM2B]**  
**DEPARTURES**  
**(RWY24)**

These SIDs require minimum climb gradients of  
APRIT 2B, TISMI 2B: 4.6% up to FL080  
GIRUR 2B: 3.7% up to FL070  
due to airspace structure.

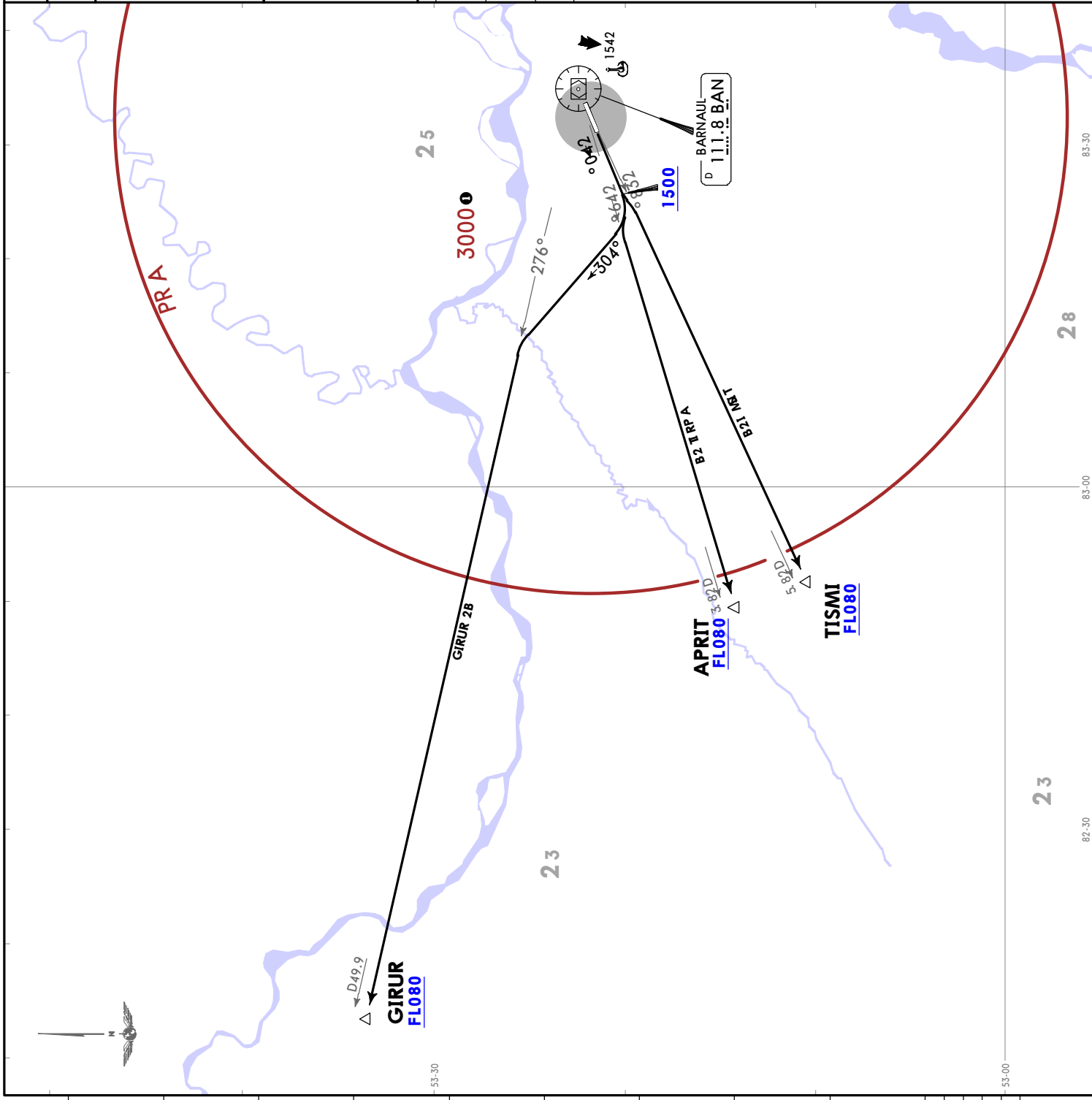
Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.6% V/V (fpm)	349	466	699	932	1165	1397

SID	ROUTING
<b>APRIT 2B</b>	Climb on 240° track to 1500 or above, turn RIGHT to intercept BAN R246 to APRIT.
<b>GIRUR 2B</b>	Climb on 240° track to 1500 or above, turn RIGHT, 304° track, intercept BAN R276 to GIRUR.
<b>TISMI 2B</b>	Climb on 240° track to 1500 or above, intercept BAN R238 to TISMI.

LOST COMMS ▼ LOST COMMS  
COMMS  
Refer to 10-IP Pages  
LOST COMMS ▲ LOST COMMS  
S MNC

① calculated for surface air temperature at ARP -48.2 °C.

FEET METERS	QNH (QFE)
1500 (210)	4000 (970)



**UNBB/BAX**  
MIKHAYLOVKA

2 FEB 24 (10-3M)

**JEPPESEN BARNAUL, RUSSIA**  
SID

Apt Elev  
838

Trans alt: 4000 QFE on request (QNH)  
Turn before DER is prohibited.

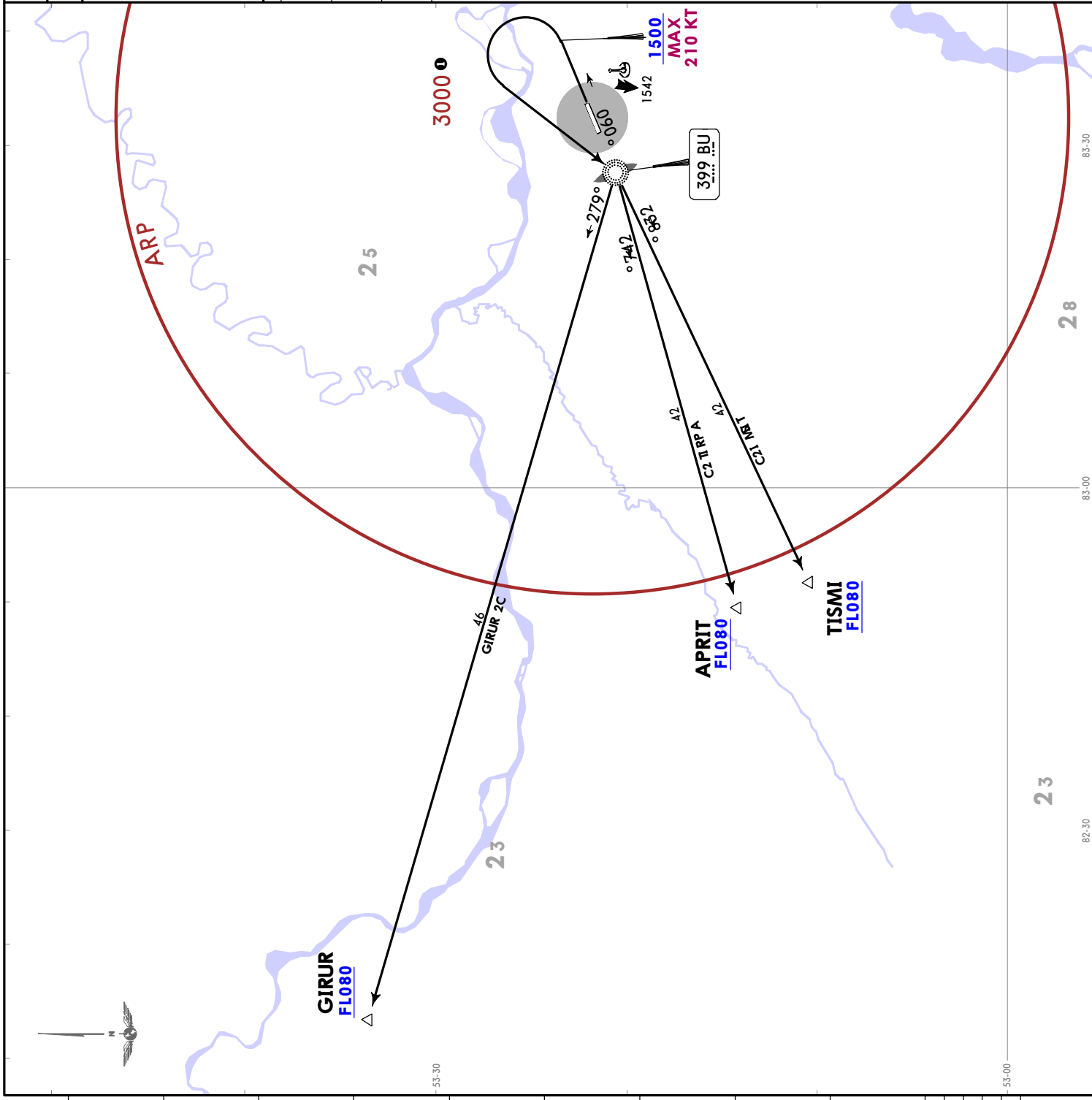
**APRIT 2C [APRI2C]**  
**GIRUR 2C [GIRU2C]**  
**TISMI 2C [TISM2C]**  
**DEPARTURES**  
**(RWY06)**  
**UNDER RADAR CONTROL**

SID	ROUTING
<b>APRIT 2C</b>	Climb on 060° track to 1500 or above, turn LEFT to BU, 247° bearing from BU to APRIT.
<b>GIRUR 2C</b>	Climb on 060° track to 1500 or above, turn LEFT to BU, 279° bearing from BU to GIRUR.
<b>TISMI 2C</b>	Climb on 060° track to 1500 or above, turn LEFT to BU, 238° bearing from BU to TISMI.

LOST COMMS ▼ LOST COMMS  
COMMS  
Refer to 10-IP Pages  
LOST COMMS ▲ LOST COMMS

① calculated for surface air temperature at ARP -48.2 °C.

FEET	METERS
QNH (0FE)	1500 (210)
4000 (970)	4000 (970)



Apt Elev  
 838

Trans alt: 4000 QFE on request (QNH)  
 Turn before DER is prohibited.

**APRIT 2D [APRI2D]**  
**GIRUR 2D [GIRU2D]**  
**TISMI 2D [TISM2D]**  
**DEPARTURES**  
**(RWY24)**  
**UNDER RADAR CONTROL**

These SIDs require minimum climb gradients of  
 APRIT 2D, TISMI 2D: 4.6% up to FL080  
 GIRUR 2D: 3.7% up to FL070  
 due to air-space structure.

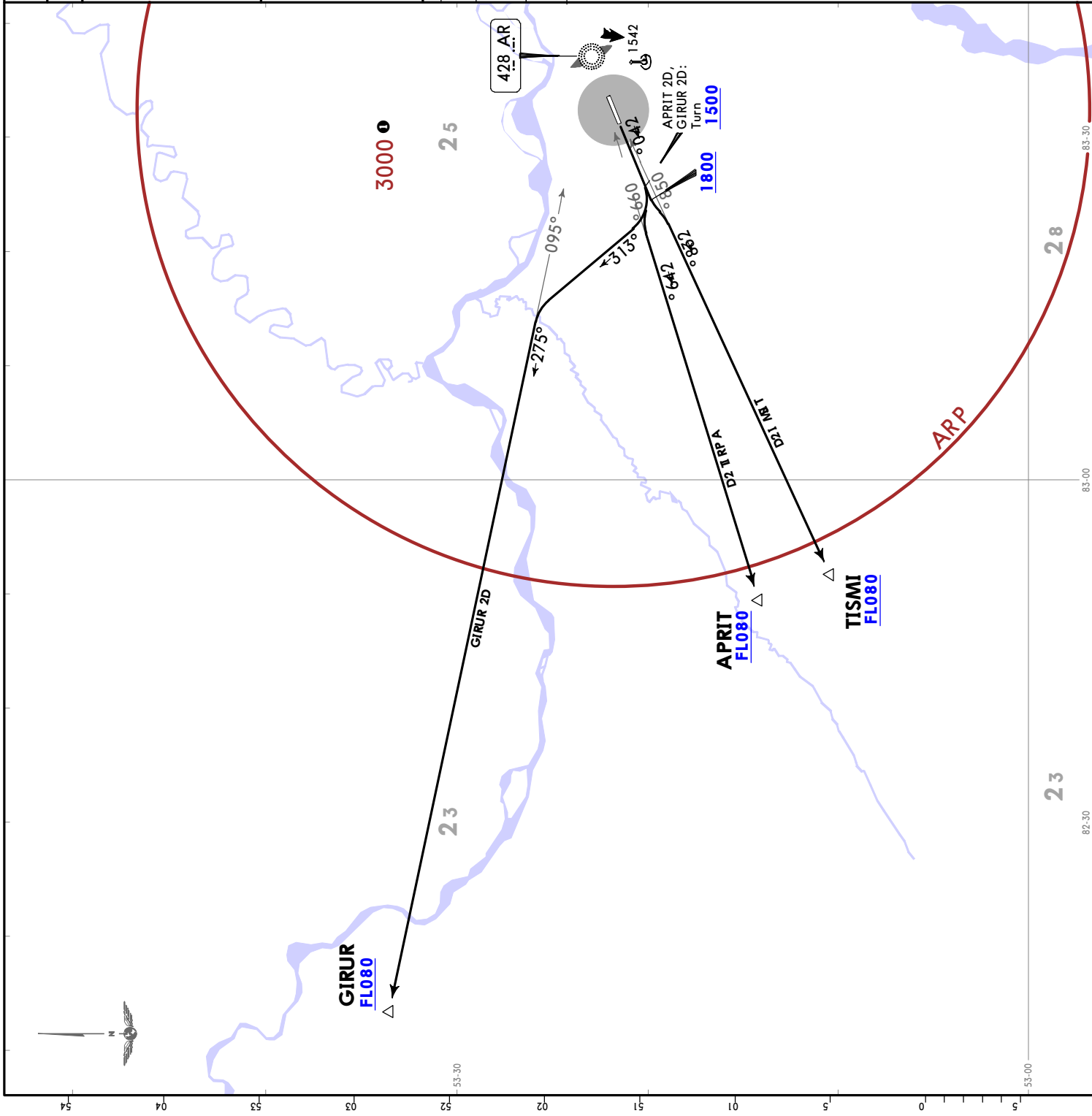
Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.6% V/V (fpm)	349	466	699	932	1165	1397

SID		ROUTING
APRIT 2D	Climb on 240° track to 1500 or above, intercept 246° bearing from AR to APRIT.	
GIRUR 2D	Climb on 240° track to 1500 or above, turn RIGHT, 313° track to intercept 275° bearing from AR to GIRUR.	
TISMI 2D	Climb on 240° track to 1800 or above, intercept 238° bearing from AR to TISMI.	

LOST COMMS ▼ LOST COMMS  
 Refer to 10-IP Pages  
 LOST COMMS ▲ LOST COMMS

① calculated for surface air temperature at ARP -48.2 °C.

FEET METERS	
QNH (QFE)	
1500 (210)	
1800 (300)	
4000 (970)	



Apt Elev  
838

Trans alt: 4000 QFE on request (QNH)  
1. DME required.  
2. Turn before DER is prohibited.

**ERKON 2A [ERKO2A]**  
**IPLN 2A [IPLN2A]**  
**MOMIP 2A [MOMI2A]**  
**NEPKA 2A [NEPK2A]**  
**DEPARTURES**  
**(RWY06)**

These SIDs require minimum climb gradients of  
IPLN 2A: 3.7% up to FLO70  
MOMIP 2A: 3.5% up to FLO70  
NEPKA 2A: 5.0% up to FLO60  
due to airspace structure.

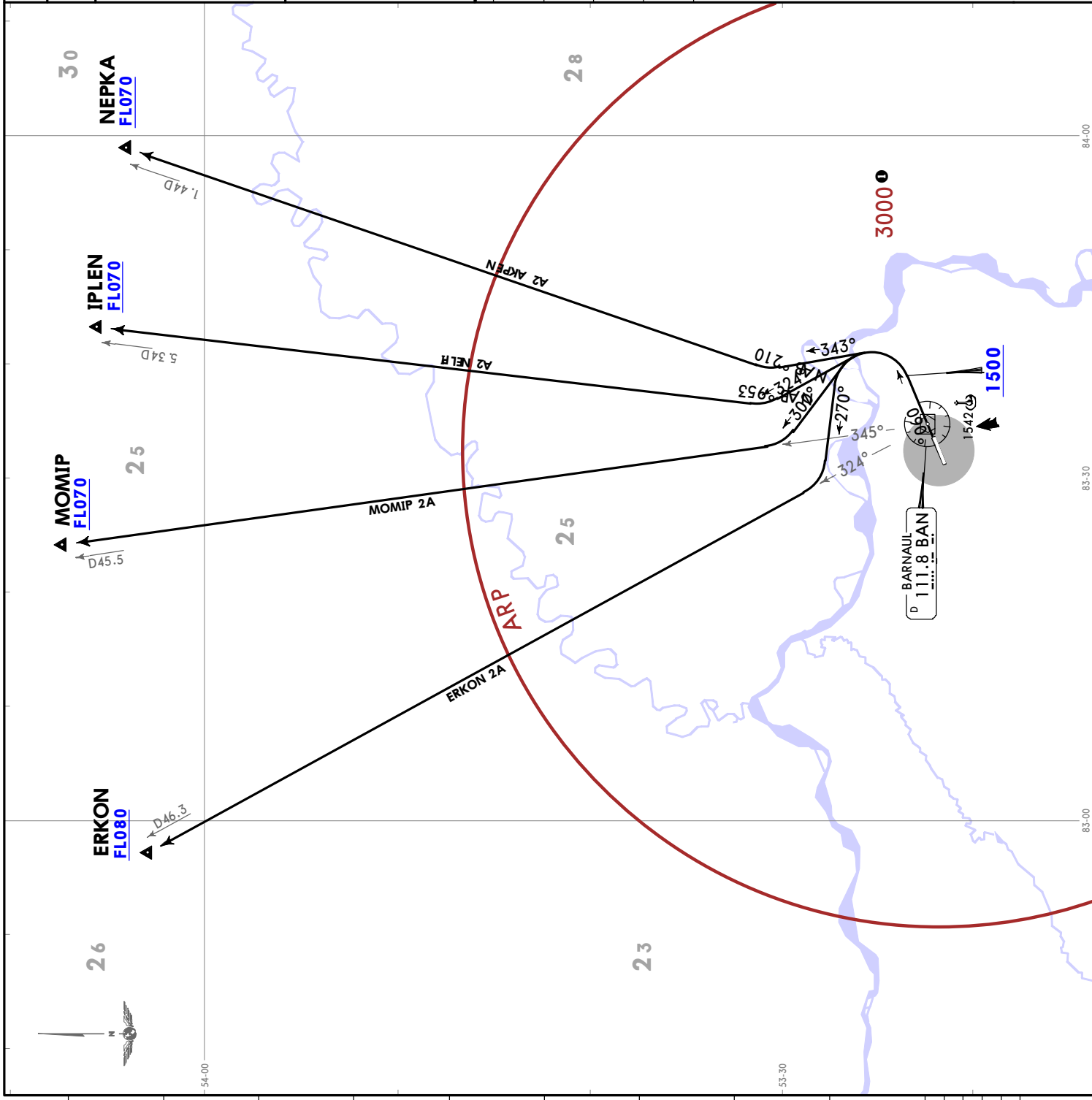
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
3.7% V/V (fpm)	281	375	562	749	937	1124
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	ROUTING
<b>ERKON 2A</b>	Climb on 060° track to 1500 or above, turn LEFT, 270° track, intercept BAN R324 to ERKON.
<b>IPLN 2A</b>	Climb on 060° track to 1500 or above, turn LEFT, 324° track, intercept BAN R359 to IPLN.
<b>MOMIP 2A</b>	Climb on 060° track to 1500 or above, turn LEFT, 300° track, intercept BAN R345 to MOMIP
<b>NEPKA 2A</b>	Climb on 060° track to 1500 or above, turn LEFT, 343° track, intercept BAN R012 to NEPKA.

LOST COMMS ▼ LOST COMMS  
COMMS ▲ LOST COMMS  
Refer to 10-1P Pages  
LOST COMMS ▲ LOST COMMS

1 calculated for surface air temperature at ARP -48.2 °C.

FEET METERS
QNH (QFE)
1500 (210)
4000 (970)



Apt Elev  
838

Trans alt: 4000 QFE on request (QNH)  
 1. DME required.  
 2. Turn before DER is prohibited.

**ERKON 2B [ERKO2B]**  
**IPLN 2B [IPLN2B]**  
**MOMIP 2B [MOMI2B]**  
**NEPKA 2B [NEPK2B]**  
**DEPARTURES**  
**(RWY24)**

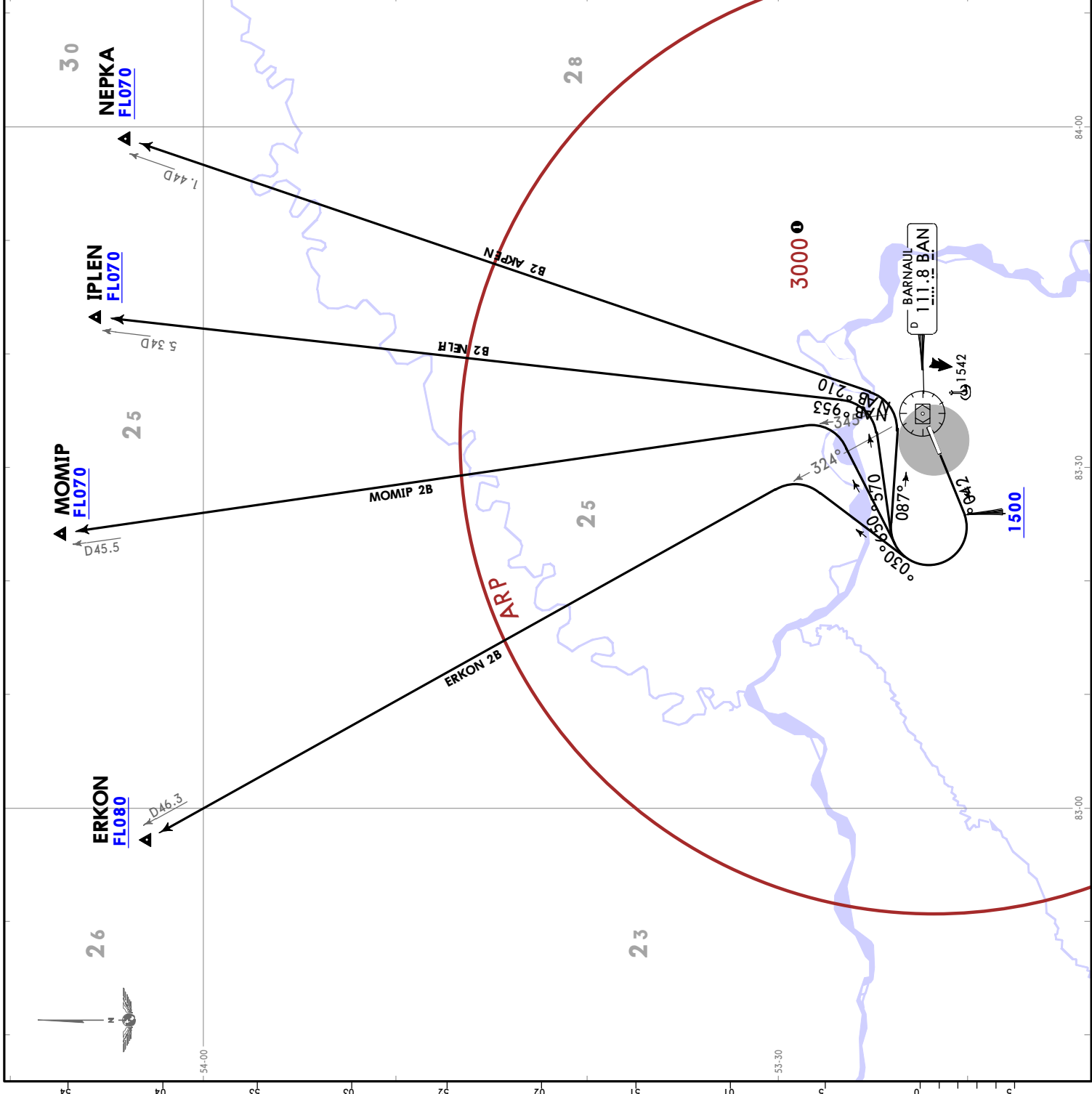
SID	ROUTING
<b>ERKON 2B</b>	Climb on 240° track to 1500 or above, turn RIGHT, 030° track to intercept BAN R324 to ERKON.
<b>IPLN 2B</b>	Climb on 240° track to 1500 or above, turn RIGHT, 075° track to intercept BAN R359 to IPLN.
<b>MOMIP 2B</b>	Climb on 240° track to 1500 or above, turn RIGHT, 056° track to intercept BAN R345 to MOMIP.
<b>NEPKA 2B</b>	Climb on 240° track to 1500 or above, turn RIGHT, 087° track to intercept BAN R012 to NEPKA.

LOST COMMS ▼ LOST COMMS  
 Refer to 10-1P Pages  
 LOST COMMS ▲ LOST COMMS

5 MROC

① calculated for surface air temperature at ARP -48.2 °C.

FEET METERS  
 QNH (QFE)  
 1500 (210)  
 4000 (970)



2 FEB 24 10-35

Apt Elev  
838

Trans alt: 4000 QFE on request (QNH)  
Turn before DER is prohibited.

**ERKON 2C [ERK02C]**  
**IPLN 2C [IPL02C]**  
**MOMIP 2C [MOMI2C]**  
**NEPKA 2C [NEPK2C]**

**DEPARTURES**  
**(RWY06)**  
**UNDER RADAR CONTROL**

These SIDs require minimum climb gradients of

IPLN 2C: 3.4% up to FL070  
NEPKA 2C: 3.9% up to FL060  
due to airspace structure.

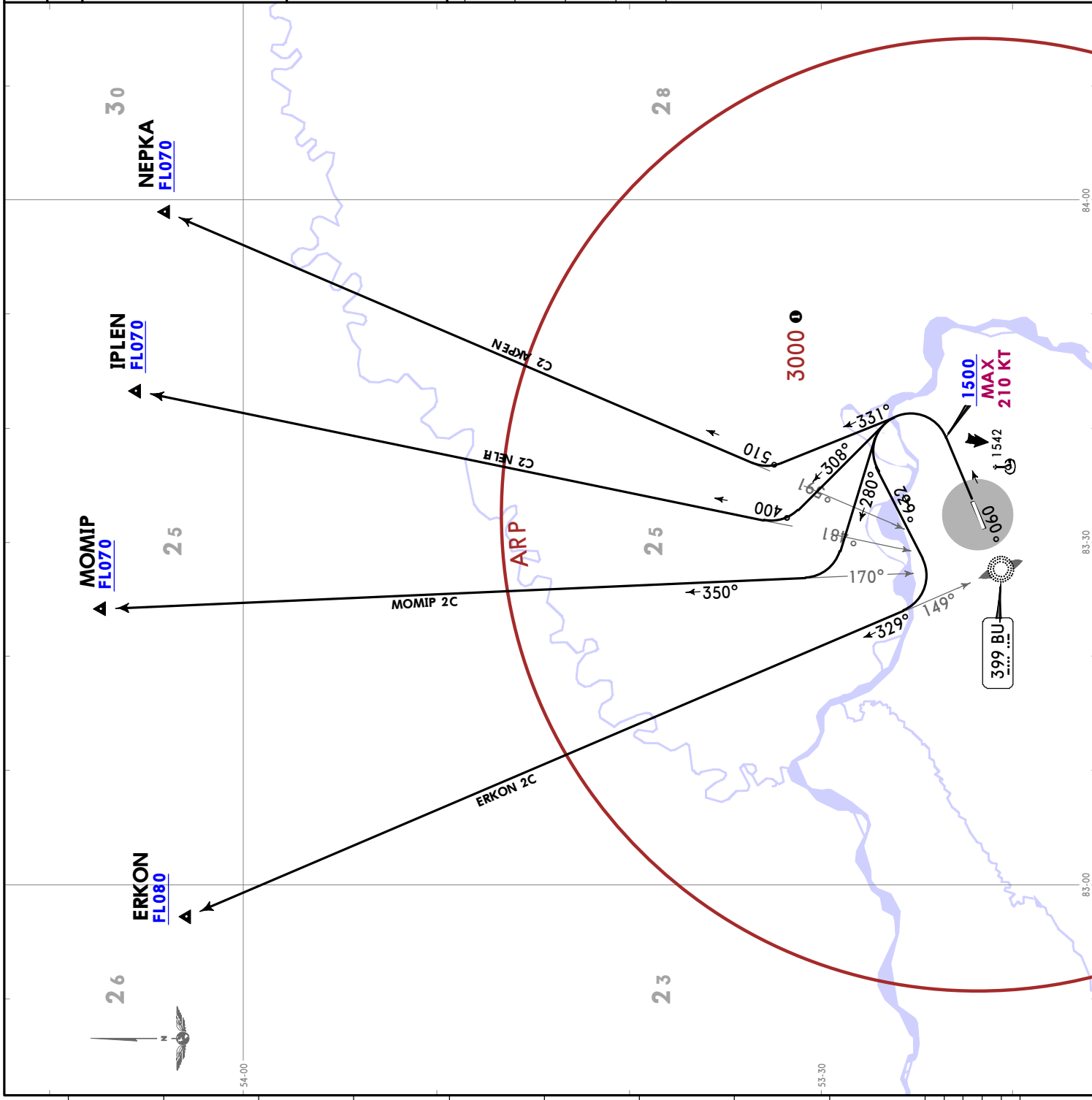
Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
3.9% V/V (fpm)	296	395	592	790	987	1185

SID	ROUTING
<b>ERKON 2C</b>	Climb on 060° track to 1500 or above, turn LEFT, 236° track to intercept 329° bearing from BU to ERKON.
<b>IPLN 2C</b>	Climb on 060° track to 1500 or above, turn LEFT, 308° track to intercept 004° bearing from BU to IPLN.
<b>MOMIP 2C</b>	Climb on 060° track to 1500 or above, turn LEFT, 280° track to intercept 350° bearing from BU to MOMIP.
<b>NEPKA 2C</b>	Climb on 060° track to 1500 or above, turn LEFT, 331° track to intercept 015° bearing from BU to NEPKA.

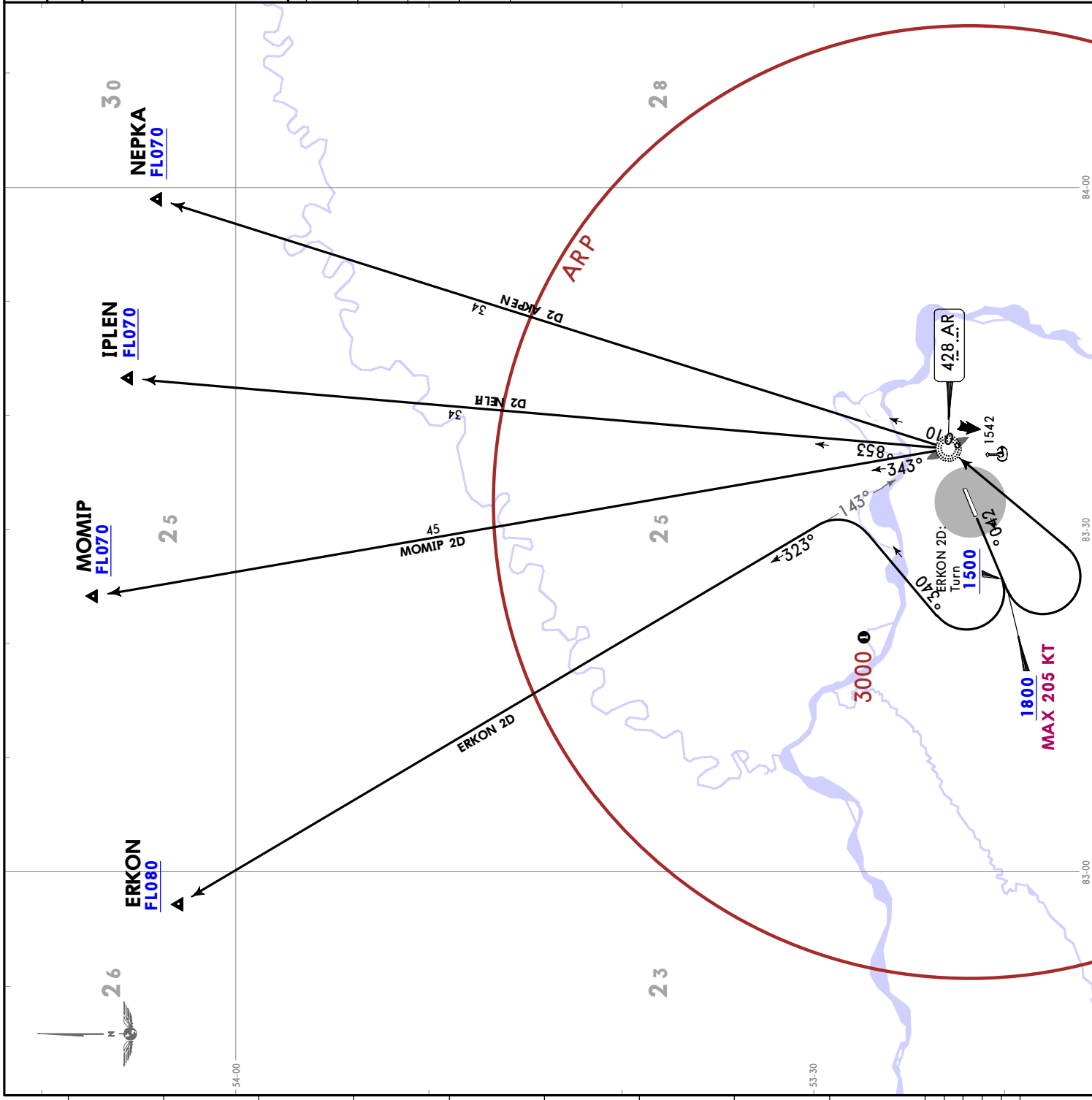
LOST COMMS  
Refer to 10-IP Pages  
LOST COMMS

① calculated for surface air temperature at ARP -48.2 °C.

FEET	METERS
QNH (0FE)	1500 (210)
4000 (970)	



Apt Elev 838	
Trans alt: 4000 QFE on request (QNH) Turn before DER is prohibited.	
<b>ERKON 2D [ERK02D]</b> <b>IPLEN 2D [IPLE2D]</b> <b>MOMIP 2D [MOMI2D]</b> <b>NEPKA 2D [NEPK2D]</b> <b>DEPARTURES</b> <b>(RWY24)</b> <b>UNDER RADAR CONTROL</b>	
SID	ROUTING
<b>ERKON 2D</b>	Climb on 240° track to 1500 or above, turn RIGHT, 043° track to intercept 323° bearing from AR to ERKON.
<b>IPLEN 2D</b>	Climb on 240° track to 1800 or above, turn LEFT to AR, 358° bearing from AR to IPLEN.
<b>MOMIP 2D</b>	Climb on 240° track to 1800 or above, turn LEFT to AR, 343° bearing from AR to MOMIP.
<b>NEPKA 2D</b>	Climb on 240° track to 1800 or above, turn LEFT to AR, 010° bearing from AR to NEPKA.



CHANGES: SIDs completely revised.

# UNBB/BAX

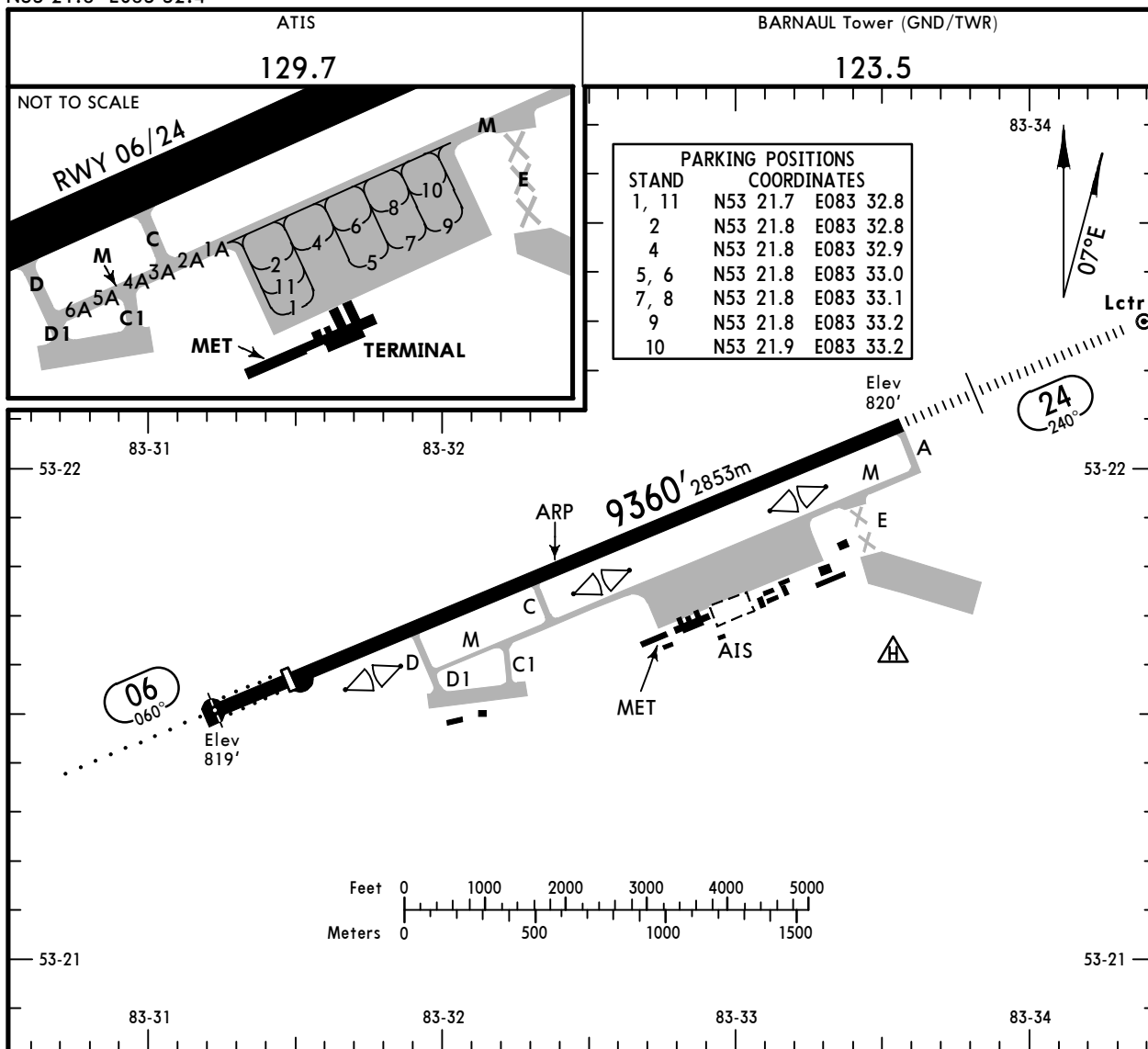
Apt Elev **838'**  
N53 21.8 E083 32.4



22 NOV 24 **(10-9)** Eff 28 Nov

# BARNAUL, RUSSIA

MIKHAYLOVKA



STAND	COORDINATES
1, 11	N53 21.7 E083 32.8
2	N53 21.8 E083 32.8
4	N53 21.8 E083 32.9
5, 6	N53 21.8 E083 33.0
7, 8	N53 21.8 E083 33.1
9	N53 21.8 E083 33.2
10	N53 21.9 E083 33.2

### ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
06	HIRL (60m) <b>1</b> ALS(white/red) PAPI-L (2.67°) RVR	8215' 2504m		<b>2</b>	164' 50m
24	HIRL (60m) <b>1</b> ALS PAPI-L (2.67°) RVR	8327' 2538m			

**1** length 900m

**2** TAKE-OFF RUN AVAILABLE

RWY 06:

From rwy head	9360' (2853m)
displ thresh	8215' (2504m)
twy D int	6581' (2006m)
twy C int	4970' (1515m)

RWY 24:

From rwy head	9360' (2853m)
twy C int	4462' (1360m)

TAKE-OFF			
<b>1</b> RL & RCLM	<b>1</b> RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT
R/V300m	R/V400m	R/V500m	NA

**1** For NIGHT operations, at least RL and RENL are required.

UNBB/BAX

**JEPESEN**  
22 NOV 24 **10-9S** Eff 28 Nov

**EASA AIR OPS**  
**BARNAUL, RUSSIA**  
MIKHAYLOVKA

STRAIGHT-IN RWY	A	B	C	D
<b>06</b> GLS	<b>1025'</b> (200') R1000m	<b>1025'</b> (200') R1000m	<b>1025'</b> (200') R1000m	<b>1025'</b> (200') R1000m
ALS out	R1200m	R1200m	R1200m	R1200m
RNP LNAV/VNAV	<b>1075'</b> (250') R1000m	<b>1075'</b> (250') R1000m	<b>1075'</b> (250') R1000m	<b>1095'</b> (270') R1100m
ALS out	R1300m	R1300m	R1300m	R1300m
① RNP LNAV	<b>1160'</b> (335') R1300m	<b>1160'</b> (335') R1300m	<b>1160'</b> (335') R1300m	<b>1160'</b> (335') R1300m
ALS out	R1500m	R1500m	R1500m	R1500m
① VOR with D4.0	<b>1160'</b> (335') R1300m	<b>1160'</b> (335') R1300m	<b>1160'</b> (335') R1300m	<b>1160'</b> (335') R1300m
ALS out	R1500m	R1500m	R1500m	R1500m
① VOR w/o D4.0	<b>1220'</b> (395') R1500m	<b>1220'</b> (395') R1500m	<b>1220'</b> (395') R1600m	<b>1220'</b> (395') R1600m
ALS out	R1500m	R1500m	R1800m	R1800m
① NDB	<b>1180'</b> (355') R1400m	<b>1180'</b> (355') R1400m	<b>1180'</b> (355') R1400m	<b>1180'</b> (355') R1400m
ALS out	R1500m	R1500m	R1600m	R1600m
<b>24</b> ILS Z, Y or X	<b>1020'</b> (200') ② R550m	<b>1020'</b> (200') ② R550m	<b>1020'</b> (200') ② R550m	<b>1020'</b> (200') ② R550m
ALS out	R1200m	R1200m	R1200m	R1200m
GLS	<b>1020'</b> (200') ② R550m	<b>1020'</b> (200') ② R550m	<b>1020'</b> (200') ② R550m	<b>1020'</b> (200') ② R550m
ALS out	R1200m	R1200m	R1200m	R1200m
① LOC Z, Y or X with OM/D2.1 IAR	<b>1160'</b> (340') R800m	<b>1160'</b> (340') R800m	<b>1160'</b> (340') R800m	<b>1160'</b> (340') R800m
ALS out	R1500m	R1500m	R1500m	R1500m
① LOC Z, Y or X w/o OM/D2.1 IAR	<b>1340'</b> (520') R1500m	<b>1340'</b> (520') R1500m	<b>1340'</b> (520') R1600m	<b>1340'</b> (520') R1600m
ALS out	R1500m	R1500m	R2400m	R2400m
RNP LNAV/VNAV	<b>1070'</b> (250') ② R550m	<b>1070'</b> (250') ② R550m	<b>1080'</b> (260') ② R600m	<b>1090'</b> (270') ② R600m
ALS out	R1300m	R1300m	R1300m	R1300m
① RNP LNAV	<b>1170'</b> (350') R900m	<b>1170'</b> (350') R900m	<b>1170'</b> (350') R900m	<b>1170'</b> (350') R900m
ALS out	R1500m	R1500m	R1600m	R1600m
① VOR with D1.4	<b>1160'</b> (340') R800m	<b>1160'</b> (340') R800m	<b>1160'</b> (340') R800m	<b>1160'</b> (340') R800m
ALS out	R1500m	R1500m	R1500m	R1500m
① VOR w/o D1.4	<b>1340'</b> (520') R1500m	<b>1340'</b> (520') R1500m	<b>1340'</b> (520') R1600m	<b>1340'</b> (520') R1600m
ALS out	R1500m	R1500m	R2400m	R2400m
① NDB	<b>1160'</b> (340') R800m	<b>1160'</b> (340') R800m	<b>1160'</b> (340') R800m	<b>1160'</b> (340') R800m
ALS out	R1500m	R1500m	R1500m	R1500m

① Continuous Descent Final Approach.

② RVR 750m when a Flight Director or Autopilot or HUDLS to DA is not used.

**UNBB/BAX**

**JEPPESEN**  
 22 NOV 24 **(10-9S)** Eff 28 Nov

**EASA AIR OPS**  
**BARNAUL, RUSSIA**  
**MIKHAYLOVKA**

<b>CIRCLE-TO-LAND</b>	<b>100 KT</b>	<b>135 KT</b>	<b>180 KT</b>	<b>205 KT</b>
Prohibited South of airport	<b>1240'</b> (402') ① V1500m	<b>1500'</b> (602') V1600m	<b>1870'</b> (1032') V2400m	<b>1870'</b> (1032') V3600m

① or higher straight-in minimums.

**TAKE-OFF**

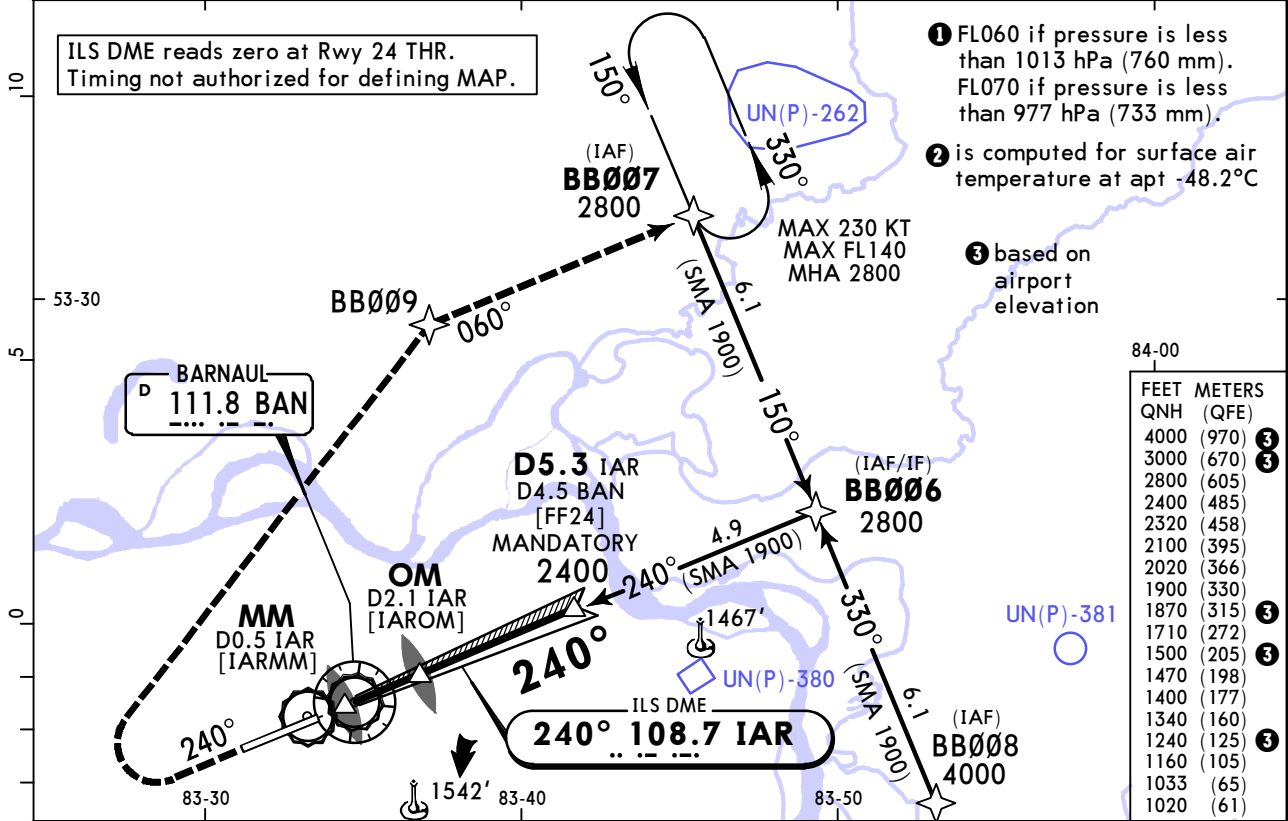
Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required				DAY	NIGHT
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

**UNBB/BAX**  
MIKHAYLOVKA

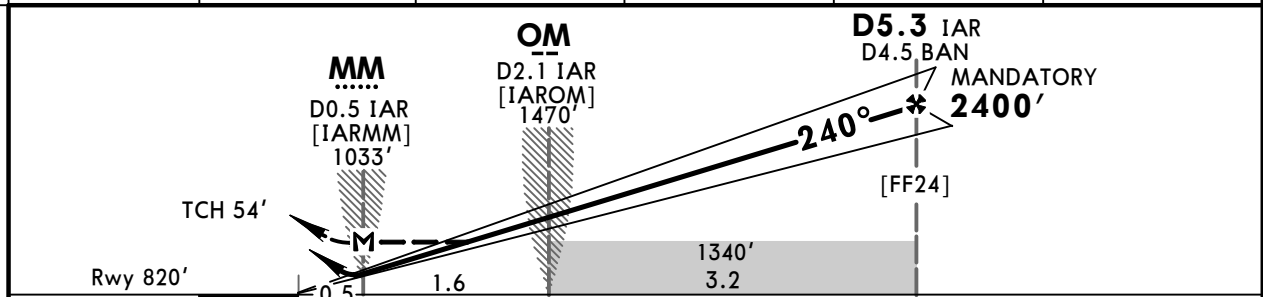
**JEPPESEN**  
22 NOV 24  
Eff 28 Nov (11-1)

**BARNAUL, RUSSIA**  
ILS Z or LOC Z Rwy 24

ATIS 129.7		BARNAUL Tower (APP/SRE/TWR) 123.5			Ground 123.5
LOC IAR <b>108.7</b>	Final Apch Crs <b>240°</b>	D5.3 IAR MANDATORY <b>2400'</b> (1580')	ILS DA(H) <b>1020'</b> (200')	Apt Elev 838' Rwy 820'	3000 MSA ARP ②
<b>MISSED APCH:</b> Climb on track 240° to 2100' or above (MAX 215 KT), then turn RIGHT to BB009, then to BB007 climbing to 2800' or above, then according to chart or to the holding area.					
Alt Set: hPa (MM on req)		Rwy Elev: 30 hPa	Trans level: FL050 ①	Trans alt: 4000'	
RNAV 1 for initial and missed approach.		1. GNSS required. 2. LOC: DME required.			



LOC (GS out)	BAN DME	1.1	2.2	3.2	4.3
	ALTITUDE	1400'	1710'	2020'	2320'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MIN 2100'	on 240°	215 KT MAX	
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669					764
MAP at MM/D0.5 IAR											

PANS OPS	STRAIGHT-IN LANDING LOC (GS out)				CIRCLE-TO-LAND	
	ILS		with OM/D2.1 IAR		Prohibited South of airport	
	DA(H) <b>1020'</b> (200')	② CDFA DA/MDA(H) <b>1160'</b> (340')	② CDFA DA/MDA(H) <b>1340'</b> (520')			
	ALS out	ALS out	ALS out	Max Kts	MDA(H)	
A				100	<b>1240'</b> (402')	③ V1500m
B	R550m	R1200m	R800m	135	<b>1500'</b> (662')	V1600m
C				180	<b>1870'</b> (1032')	V2400m
D				205	<b>1870'</b> (1032')	V3600m

① R750m when a Flight Director or Autopilot or HUD to DA is not used.  
② VNAV DA(H) in lieu of MDA(H) depends on operator policy. ③ or higher straight-in minimums.

**UNBB/BAX**  
MIKHAYLOVKA

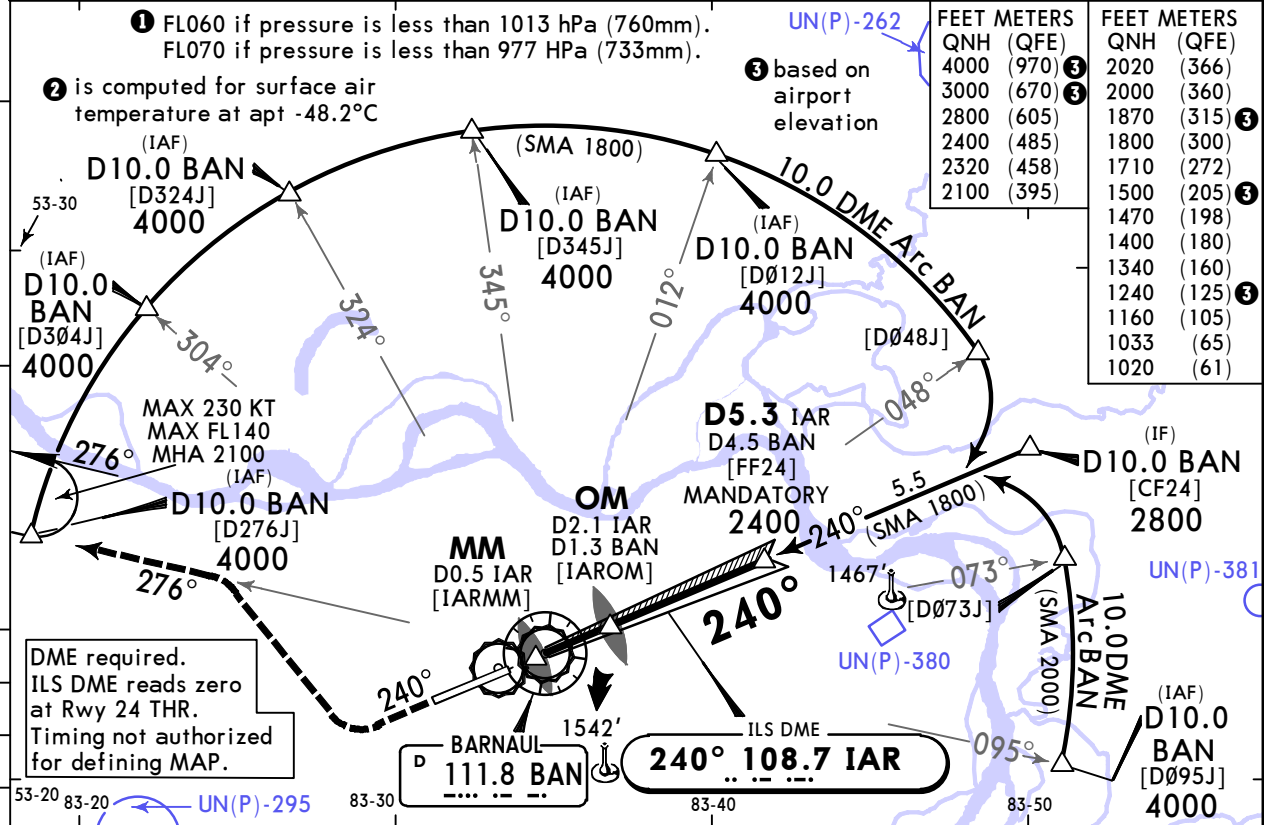
**JEPPESSEN**  
22 NOV 24  
Eff 28 Nov **(11-2)**

**BARNAUL, RUSSIA**  
ILS Y or LOC Y Rwy 24

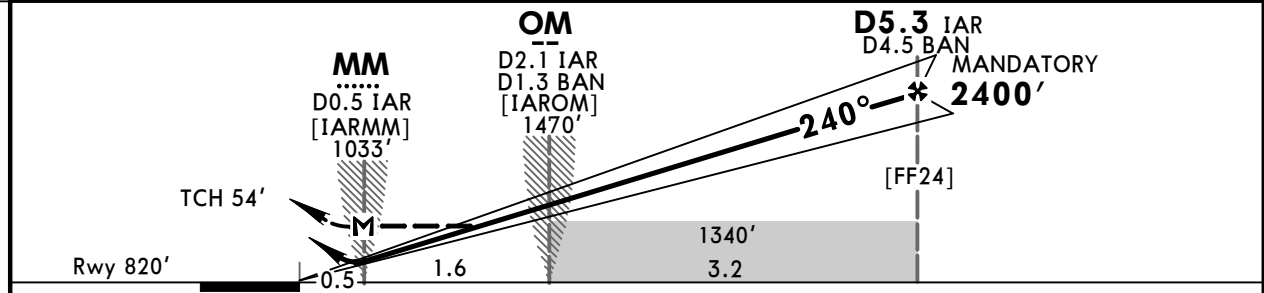
ATIS <b>129.7</b>		BARNAUL Tower (APP/SRE/TWR) <b>123.5</b>			Ground <b>123.5</b>
LOC IAR <b>108.7</b>	Final Apch Crs <b>240°</b>	<b>D5.3 IAR MANDATORY</b> 2400' (1580')	ILS DA(H) <b>1020' (200')</b>	Apt Elev 838' Rwy 820'	3000 MSA ARP <b>2</b>

**MISSED APCH:** Climb STRAIGHT AHEAD to 1400' or above, then turn RIGHT onto R-276 BAN proceed to D10.0/R-276 BAN climbing to 2800' or above, then according to chart or holding area. Turn before passing VOR is prohibited.

Alt Set: hPa (MM on req) Rwy Elev: 30 hPa Trans level: FL050 **1** Trans alt: 4000'



LOC (GS out)	BAN DME ALTITUDE	1.1	2.2	3.2	4.3
		1400'	1710'	2020'	2320'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MIN 1400' on 240°
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669		

MAP at MM/D0.5 IAR

PANS OPS	STRAIGHT-IN LANDING LOC (GS out)				CIRCLE-TO-LAND	
	ILS		with OM/D2.1 IAR		Prohibited South of airport	
	DA(H) <b>1020' (200')</b>	<b>2</b> CDFA DA/MDA(H) <b>1160' (340')</b>	w/o OM/D2.1 IAR <b>2</b> CDFA DA/MDA(H) <b>1340' (520')</b>			
A	ALS out	ALS out	ALS out		Max Kts	MDA(H)
B	R550m	R1200m	R800m	R1500m	100	1240' (402') <b>3</b> V1500m
C					135	1500' (662') V1600m
D					180	1870' (1032') V2400m
				R1600m R2400m	205	1870' (1032') V3600m

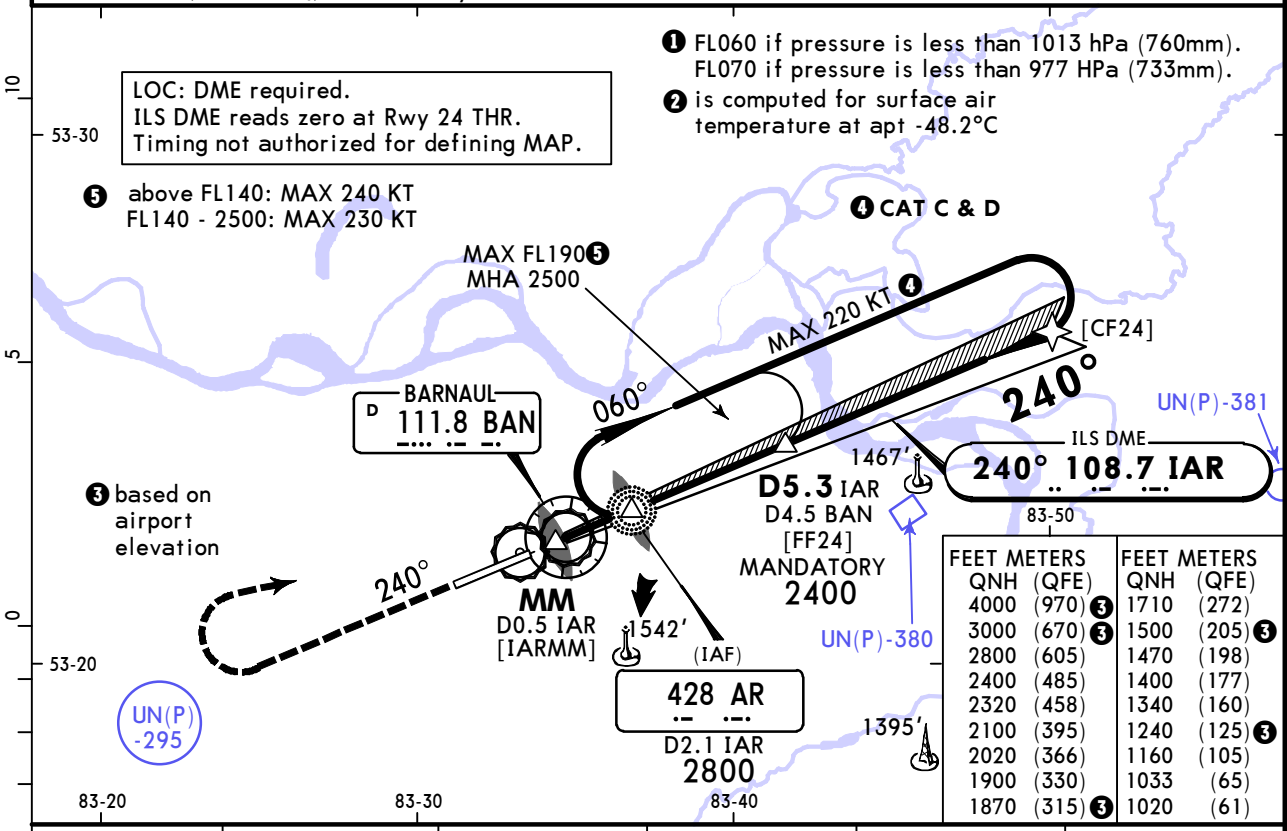
**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.  
**2** VNAV DA(H) in lieu of MDA(H) depends on operator policy. **3** or higher straight-in minimums.

**UNBB/BAX**  
**MIKHAYLOVKA**

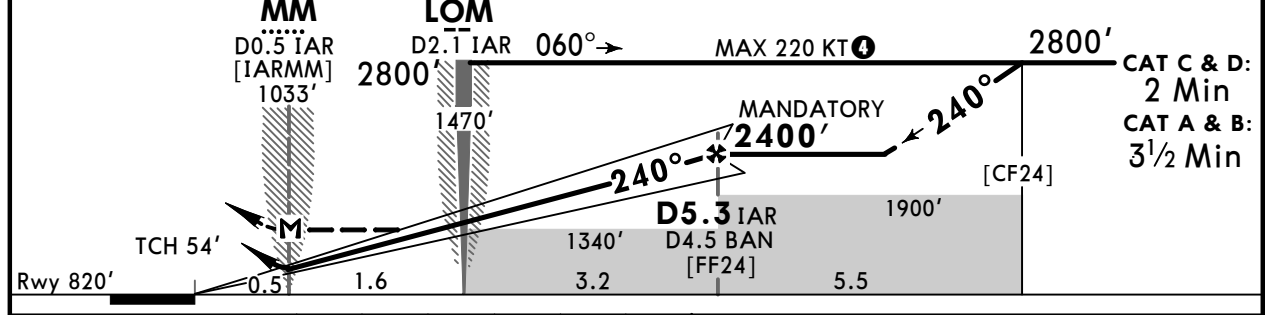
**JEPPESSEN**  
22 NOV 24  
Eff 28 Nov **(11-3)**

**BARNAUL, RUSSIA**  
**ILS X or LOC X Rwy 24**

ATIS <b>129.7</b>		BARNAUL Tower (APP/SRE/TWR) <b>123.5</b>		Ground <b>123.5</b>	
LOC IAR <b>108.7</b>	Final Apch Crs <b>240°</b>	<b>D5.3 IAR</b> MANDATORY <b>2400'</b> (1580')	ILS DA(H) <b>1020'</b> (200')	Apt Elev 838' Rwy 820'	3000 MSA ARP ②
<b>MISSED APCH:</b> Climb on track 240° to 2100' or above, then turn RIGHT to NDB climbing to 2800' or above, then according to chart or to the holding area.					
Alt Set: hPa (MM on req)		Rwy Elev: 30 hPa		Trans level: FL050 ①	
				Trans alt: 4000'	



LOC (GS out)	BAN DME ALTITUDE	1.1 1400'	2.2 1710'	3.2 2020'	4.3 2320'
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Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIN 2100' on 240°
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669	PAPI	
MAP at MM/D0.5 IAR								

PANS OPS	Std ILS STRAIGHT-IN LANDING LOC (GS out)				CIRCLE-TO-LAND	
	with LOM/D2.1 IAR ② CDFA DA/MDA(H) 1160' (340')		w/o LOM/D2.1 IAR ② CDFA DA/MDA(H) 1340' (520')		Prohibited South of airport	
A					Max Kts	MDA(H) 1240' (402') ③ V1500m
B	R550m	R1200m	R800m	R1500m	100	1500' (662') V1600m
C					135	1870' (1032') V2400m
D					180	1870' (1032') V3600m

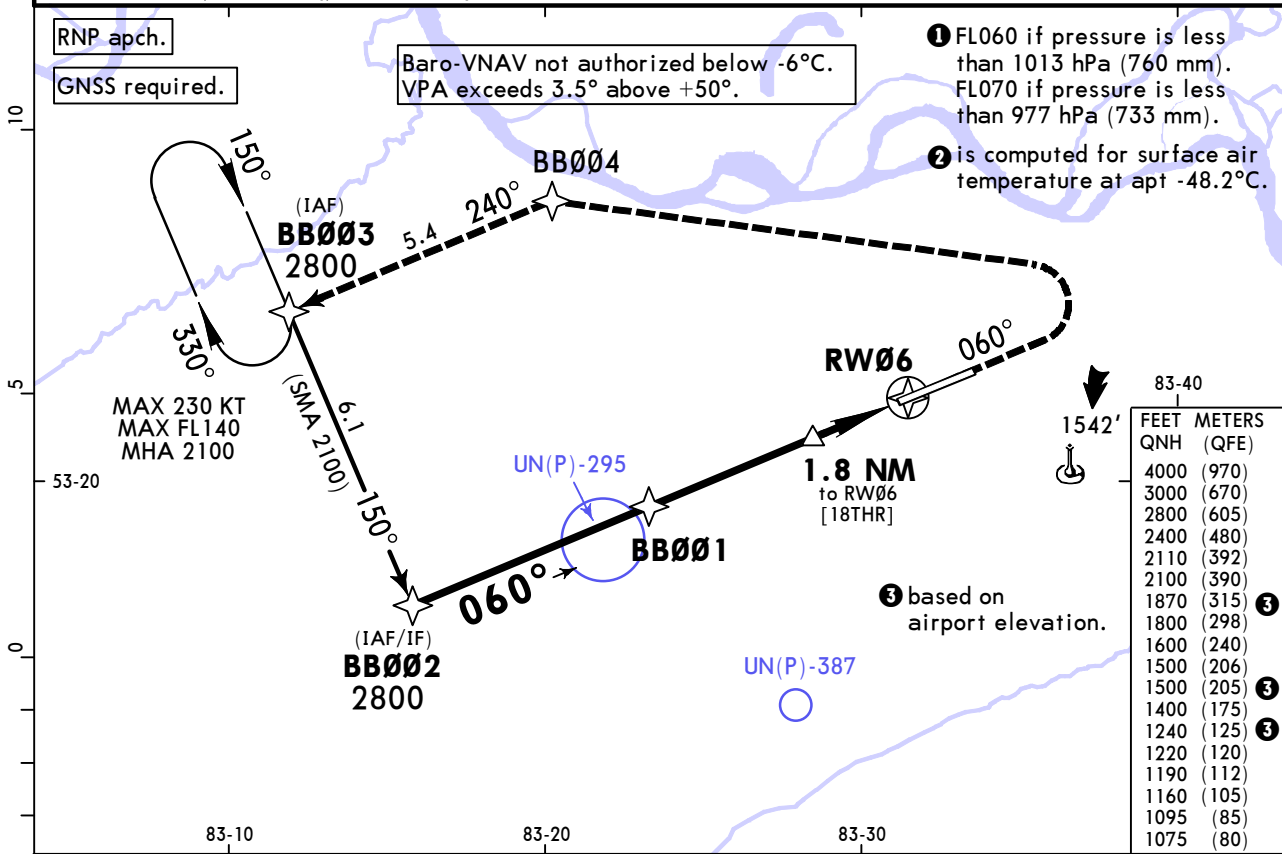
① R750m when a Flight Director or Autopilot or HUD to DA is not used.  
② VNAV DA(H) in lieu of MDA(H) depends on operator policy. ③ or higher straight-in minimums.  
CHANGES: Areas added, SMA, minimums. © JEPPESSEN, 2013, 2024. ALL RIGHTS RESERVED.

**UNBB/BAX**  
**MIKHAYLOVKA**

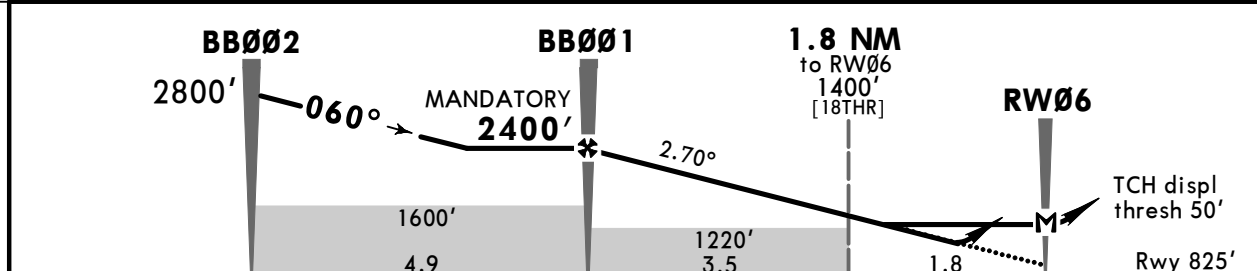
**JEPPESEN**  
22 NOV 24 **(12-1) Eff 28 Nov**

**BARNAUL, RUSSIA**  
**RNP Rwy 06**

ATIS <b>129.7</b>		BARNAUL Tower (APP/SRE/TWR) <b>123.5</b>		Ground <b>123.5</b>	
RNAV	Final Apch Crs <b>060°</b>	<b>BB001</b> MANDATORY <b>2400'</b> (1575')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 838' Rwy 825'	3000 MSA ARP ②
<b>MISSED APCH:</b> Climb on track 060° to 2100' or above (MAX 225 KT), then turn LEFT to BB004, then to BB003 climbing to 2800' or above, then according to chart or to the holding area.					
Alt Set: hPa (MM on req)		Rwy Elev: 30 hPa		Trans level: FL050 ①	



DIST to RW06	5.4	4.3	3.2	2.2	1.1
ALTITUDE	2400'	2110'	1800'	1500'	1190'



TO DISPL THRESH	10.2	5.3	0				
Gnd speed-Kts	70	90	100	120	140	160	
Glide Path Angle	2.70°	334	430	478	573	669	764
MAP at RW06							

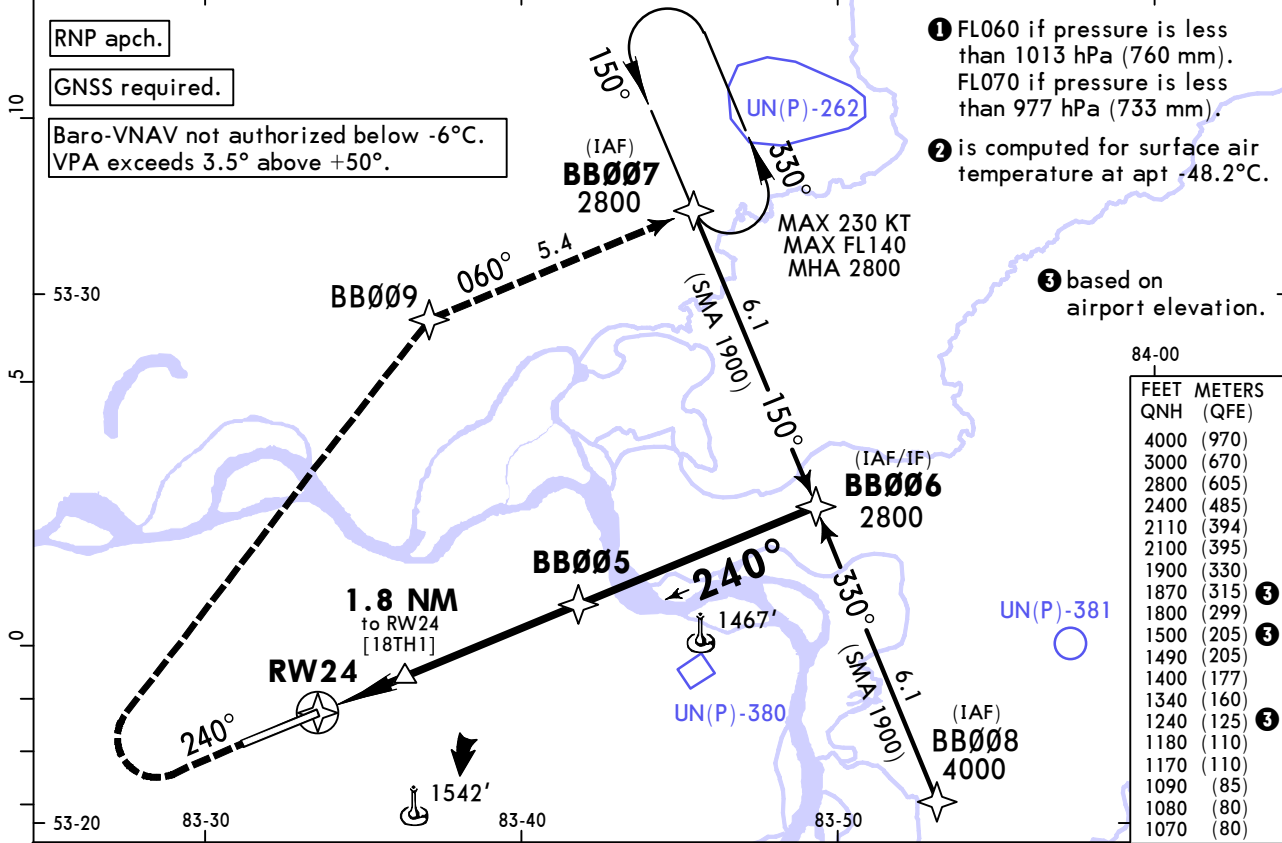
PANS OPS	<b>Std</b> STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV		Prohibited South of airport	
	DA(H) ABC: <b>1075'</b> (250') D: <b>1095'</b> (270')		CDFA DA/MDA(H) <b>1160'</b> (335')			
	ALS out		ALS out		Max Kts	
A				100	<b>1240'</b> (402') V1500m	
B	R1000m			135	<b>1500'</b> (662') V1600m	
C		R1300m	R1300m	180	<b>1870'</b> (1032') V2400m	
D	R1100m			205	<b>1870'</b> (1032') V3600m	

# UNBB/BAX MIKHAYLOVKA

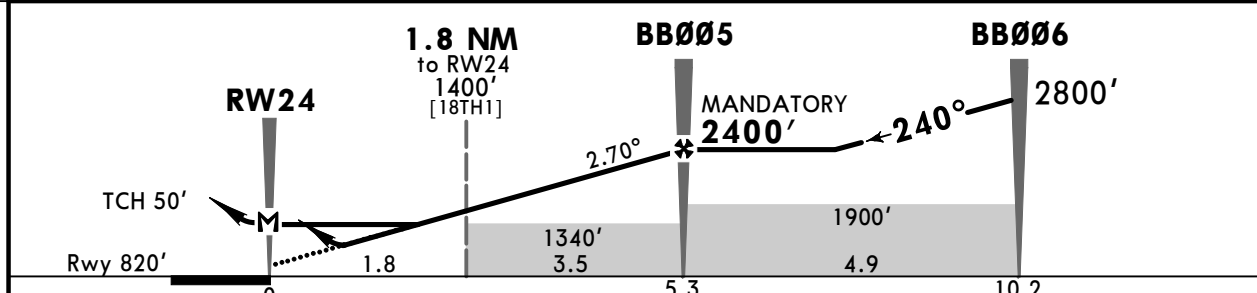
**JEPPESEN**  
22 NOV 24 **(12-2) Eff 28 Nov**

# BARNAUL, RUSSIA RNP Rwy 24

ATIS <b>129.7</b>		BARNAUL Tower (APP/SRE/TWR) <b>123.5</b>		Ground <b>123.5</b>	
RNAV	Final Apch Crs <b>240°</b>	<b>BB005</b> MANDATORY <b>2400'</b> (1580')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 838' Rwy 820'	3000  MSA ARP ②
<b>MISSED APCH:</b> Climb on track 240° to 2100' or above (MAX 215 KT), then turn RIGHT to BB009, then to BB007 climbing to 2800' or above, then according to chart or to the holding area.					
Alt Set: hPa (MM on req)		Rwy Elev: 30 hPa		Trans level: FL050 ①	
				Trans alt: 4000'	



DIST to RW24	1.1	2.2	3.2	4.3	5.4
ALTITUDE	1180'	1490'	1800'	2110'	2400'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MIN 2100'	on 240°	215 KT MAX
Glide Path Angle	2.70°	334	430	478	573	669				
MAP at RW24										

PANS OPS	STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV	Prohibited South of airport	
	DA(H) AB: <b>1070'</b> (250')	C: <b>1080'</b> (260') D: <b>1090'</b> (270')	CDFA DA/MDA(H) <b>1170'</b> (350')	Max Kts	MDA(H)
A		ALS out	ALS out	100	<b>1240'</b> (402') V1500m
B	R750m	R1300m	R1500m	135	<b>1500'</b> (662') V1600m
C				180	<b>1870'</b> (1032') V2400m
D				205	<b>1870'</b> (1032') V3600m

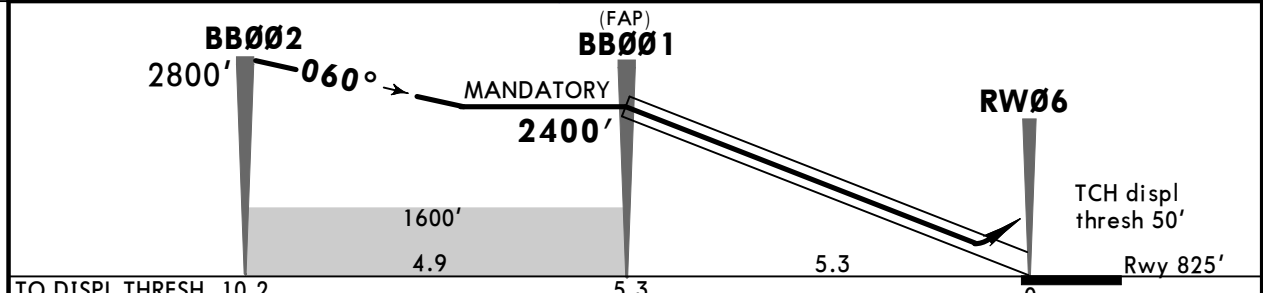
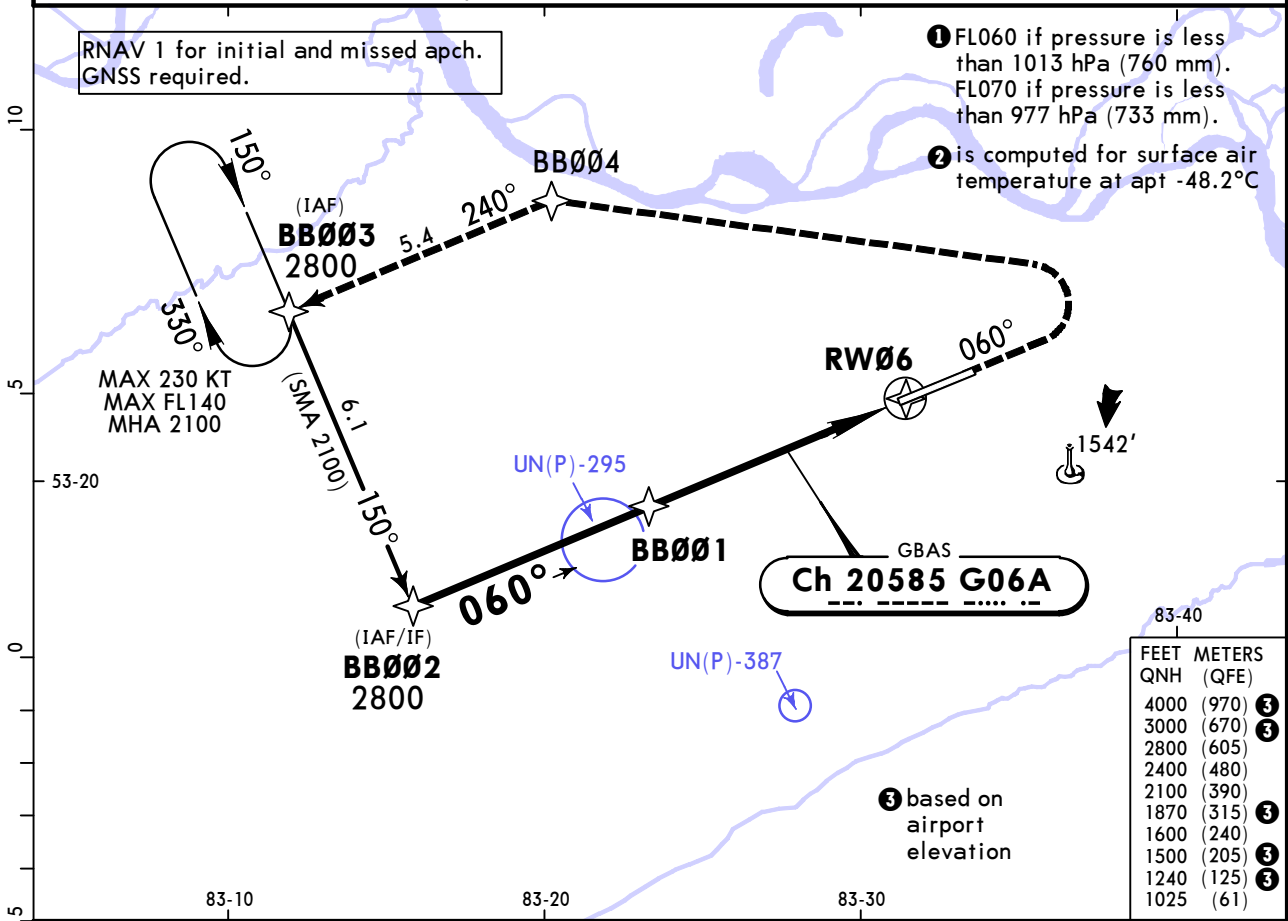
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UNBB/BAX**  
MIKHAYLOVKA

**JEPPESEN**  
22 NOV 24 **(12-40)** Eff 28 Nov

**BARNAUL, RUSSIA**  
GLS Rwy 06

ATIS <b>129.7</b>		BARNAUL Tower (APP/SRE/TWR) <b>123.5</b>		Ground <b>123.5</b>	
GBAS <b>Ch 20585</b> <b>G06A</b>	Final Apch Crs <b>060°</b>	<b>BB001</b> MANDATORY <b>2400'</b> (1575')	DA(H) <b>1025'</b> (200')	Apt Elev 838'	3000  MSA ARP ②
<b>MISSED APCH:</b> Climb on track 060° to 2100' or above (MAX 225 KT), then turn LEFT to BB004, then to BB003 climbing to 2800' or above, then according to chart or to the holding area.					
Alt Set: hPa (MM on req)		Rwy Elev: 30 hPa		Trans level: FL050 ①	
				Trans alt: 4000'	



Gnd speed-Kts	70	90	100	120	140	160		ALS	MIN	2100'	on	060°	225 KT
Glide Path Angle	2.70°	334	430	478	573	669	764	PAPI:					MAX

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	DA(H) <b>1025'</b> (200')		Prohibited South of airport	
	ALS out		Max Kts	MDA(H)
	A	R1000m	100	1240' (402') V1500m
B		135	1500' (662') V1600m	
C		180	1870' (1032') V2400m	
D		205	1870' (1032') V3600m	

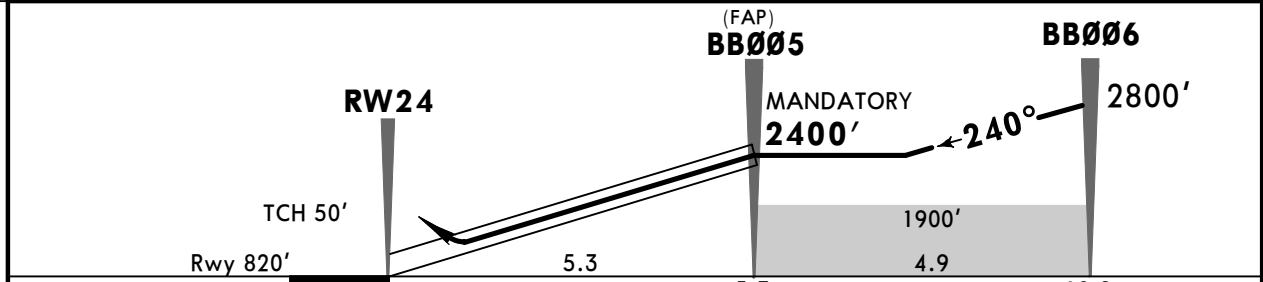
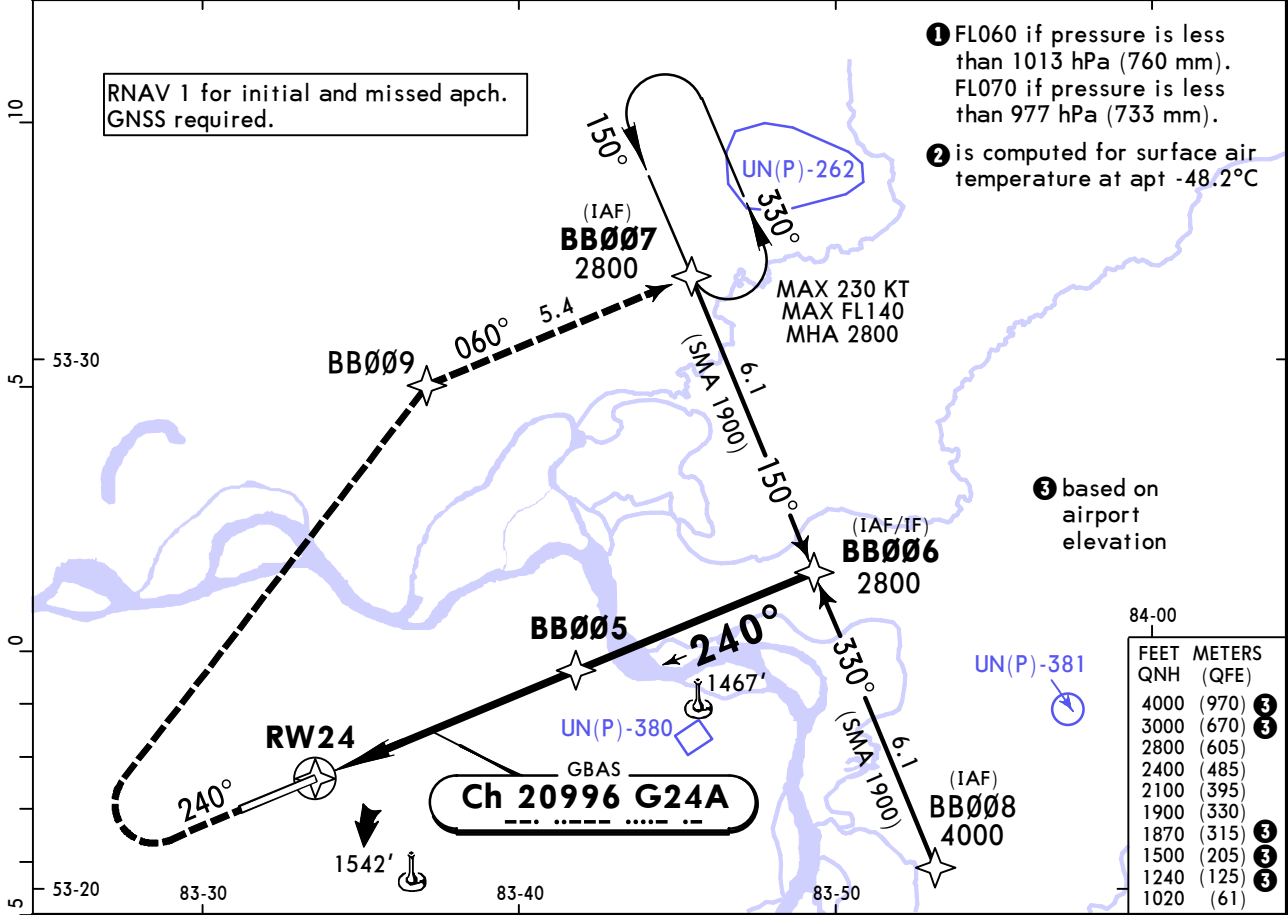
CHANGES: Area added.

**UNBB/BAX**  
**MIKHAYLOVKA**

**JEPPESEN**  
22 NOV 24 **(12-41)** Eff 28 Nov

**BARNAUL, RUSSIA**  
**GLS Rwy 24**

ATIS <b>129.7</b>		BARNAUL Tower (APP/SRE/TWR) <b>123.5</b>		Ground <b>123.5</b>	
GBAS <b>Ch 20996</b> G24A	Final Apch Crs <b>240°</b>	<b>BB005</b> MANDATORY <b>2400'</b> (1580')	DA(H) <b>1020'</b> (200')	Apt Elev 838'	3000  MSA ARP ②
<b>MISSED APCH:</b> Climb on track 240° to 2100' or above (MAX 215 KT), then turn RIGHT to BB009, then to BB007 climbing to 2800' or above, then according to chart or to the holding area.					
Alt Set: hPa (MM on req)		Rwy Elev: 30 hPa	Trans level: FL050 ①	Trans alt: 4000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MIN <b>2100'</b> on <b>240°</b> <b>215 KT</b> MAX
Glide Path Angle	2.70°	334	430	478	573	669		

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	DA(H) <b>1020'</b> (200')		Prohibited South of airport	
	ALS out		Max Kts	MDA(H)
	A		100	<b>1240'</b> (402') V1500m
B		135	<b>1500'</b> (662') V1600m	
C	<b>① R550m</b>		180	<b>1870'</b> (1032') V2400m
D		<b>R1200m</b>	205	<b>1870'</b> (1032') V3600m

① R750m when a Flight Director or Autopilot or HUD to DA is not used.

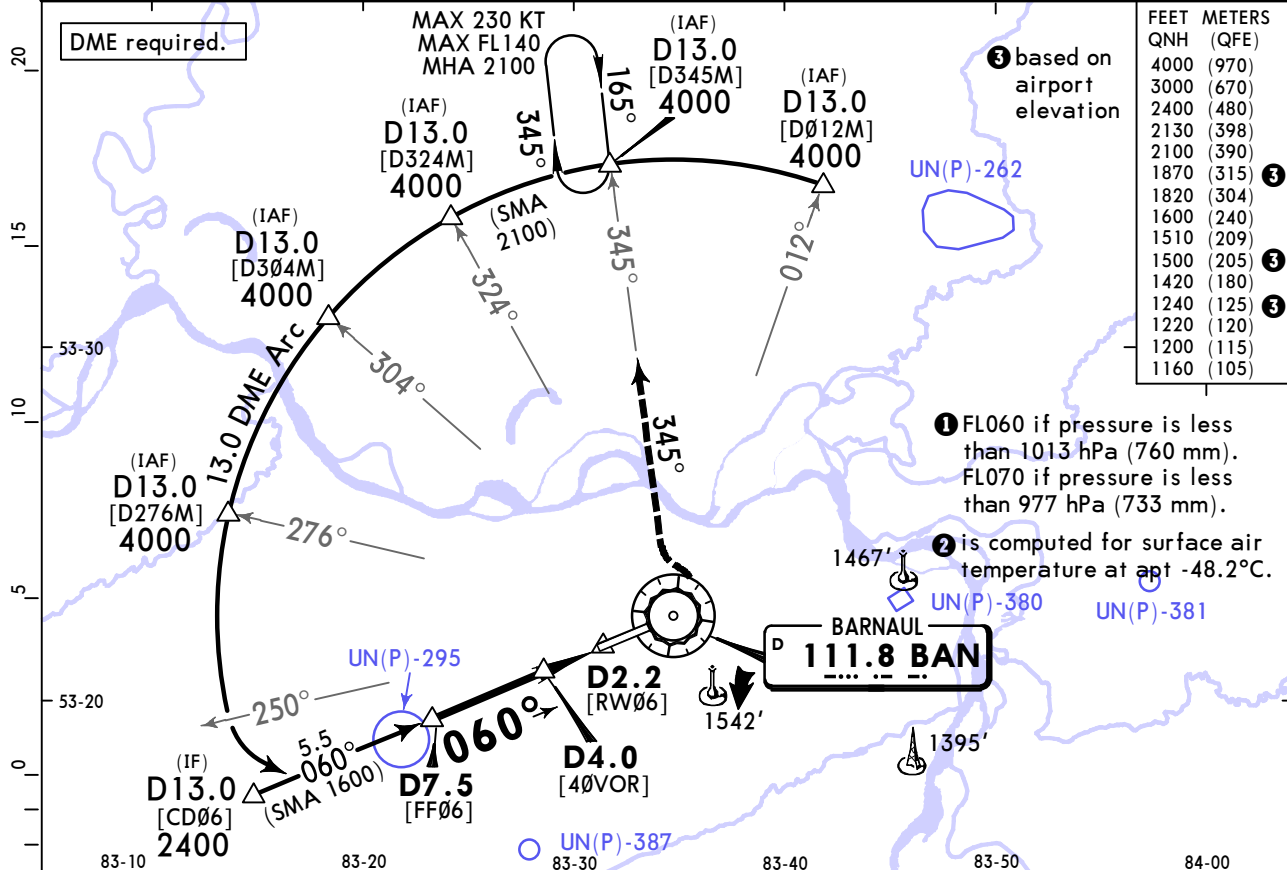
**UNBB/BAX**  
MIKHAYLOVKA

**JEPPESSEN**  
22 NOV 24 **(13-1)** Eff 28 Nov

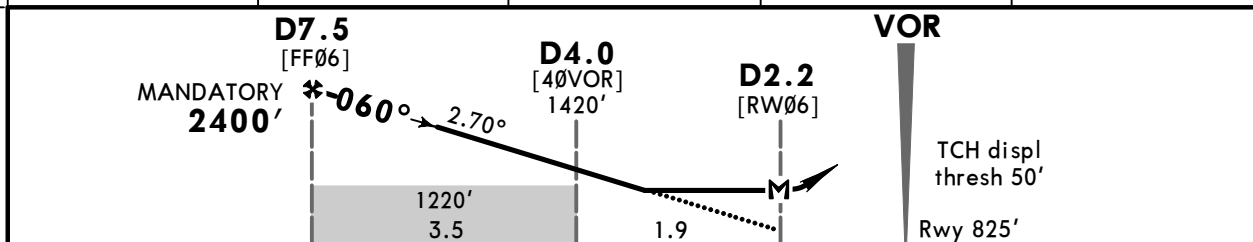
**BARNAUL, RUSSIA**  
VOR Rwy 06

ATIS <b>129.7</b>		BARNAUL Tower (APP/SRE/TWR) <b>123.5</b>		Ground <b>123.5</b>	
VOR BAN <b>111.8</b>	Final Apch Crs <b>060°</b>	<b>D7.5</b> MANDATORY <b>2400'</b> (1575')	DA/MDA(H) (CONDITIONAL) <b>1160'</b> (335')	Apt Elev 838'	3000 MSA ARP ②
<b>MISSED APCH: Climb STRAIGHT AHEAD to VOR, then turn LEFT onto R-345 and proceed to D13.0/R-345 climbing to 2400' or above, then according to chart or to the holding area.</b>					

Alt Set: hPa (MM on req)      Rwy Elev: 30 hPa      Trans level: FL050 ①      Trans alt: 4000'



BAN DME	6.5	5.4	4.3	3.2
ALTITUDE	2130'	1820'	1510'	1200'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 111.8 BAN	
Descent Angle	2.70°	334	430	478	573	669		764
MAP at D2.2								

Timing not authorized to define MAP.

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND
	with D4.0 CDFA	w/o D4.0 CDFA	
	DA/MDA(H) <b>1160'</b> (335')	DA/MDA(H) <b>1220'</b> (395')	Prohibited South of airport
	ALS out	ALS out	
A			Max Kts   MDA(H)
B	R1300m	R1500m	100   <b>1240'</b> (402') V1500m
C			135   <b>1500'</b> (662') V1600m
D			180   <b>1870'</b> (1032') V2400m
			205   <b>1870'</b> (1032') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UNBB/BAX**  
MIKHAYLOVKA

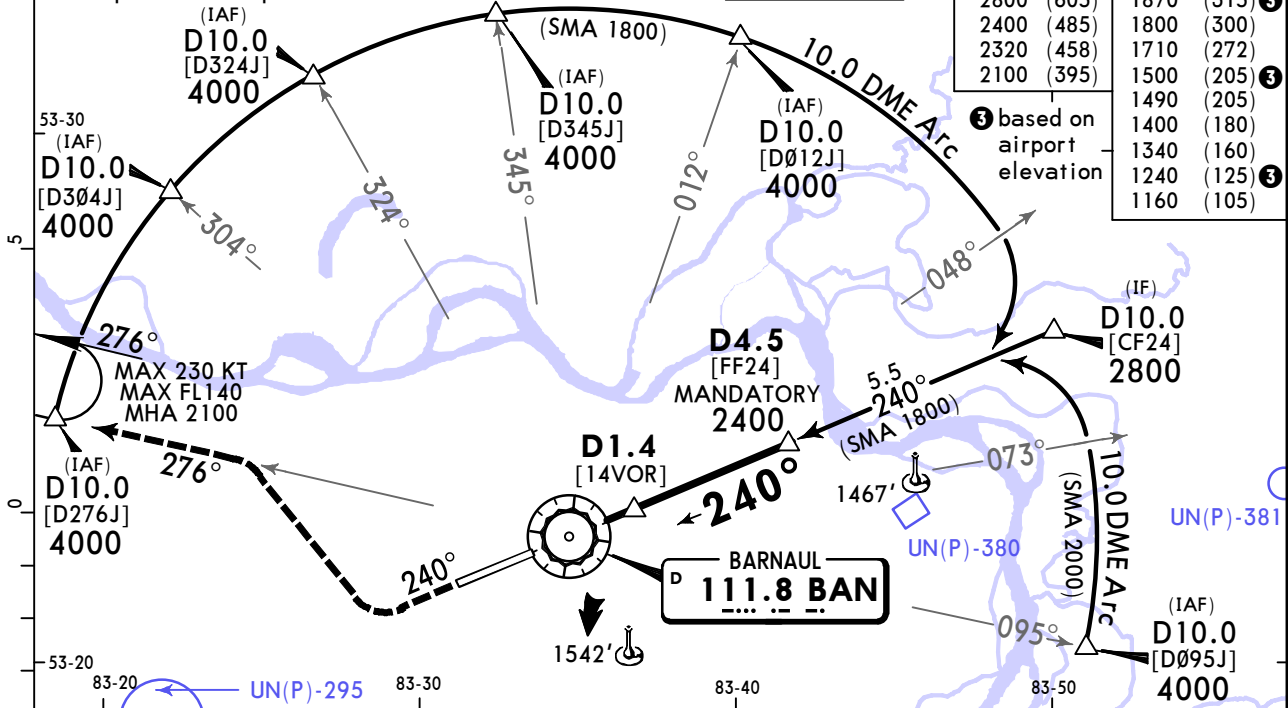
**JEPPESSEN**  
22 NOV 24 **(13-2)** Eff 28 Nov

**BARNAUL, RUSSIA**  
VOR Rwy 24

ATIS <b>129.7</b>		BARNAUL Tower (APP/SRE/TWR) <b>123.5</b>		Ground <b>123.5</b>	
VOR BAN <b>111.8</b>	Final Apch Crs <b>240°</b>	<b>D4.5</b> MANDATORY <b>2400'</b> (1580')	DA/MDA(H) (CONDITIONAL) <b>1160'</b> (340')	Apt Elev 838' Rwy 820'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 1400' or above, then turn RIGHT onto R-276 proceed to D10.0/R-276 climbing to 2800' or above, then according to chart or to the holding area.</b> Turn before passing VOR is prohibited.					3000 MSA ARP <b>2</b>

Alt Set: hPa (MM on req)      Rwy Elev: 30 hPa      Trans level: FL050 **1**      Trans alt: 4000'

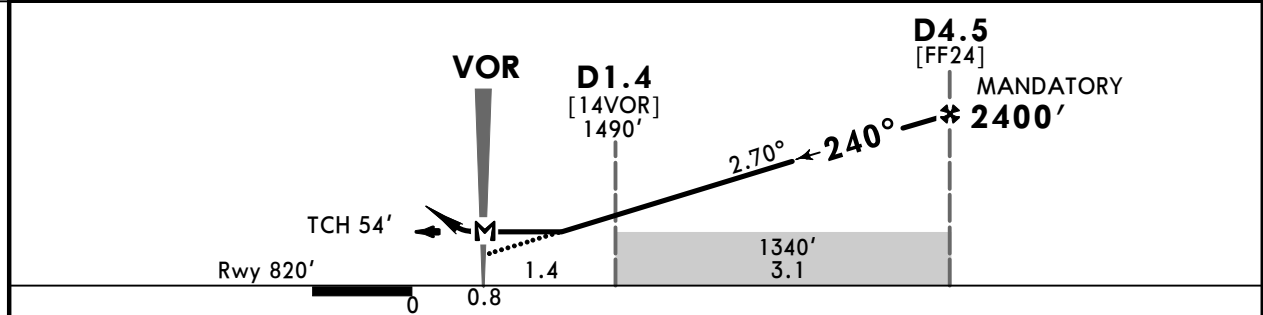
**1** FL060 if pressure is less than 1013 hPa (760mm).  
FL070 if pressure is less than 977 HPa (733mm).  
**2** is computed for surface air temperature at apt -48.2°C



FEET METERS		FEET METERS	
QNH	(QFE)	QNH	(QFE)
4000	(970)	2020	(366)
3000	(670)	2000	(360)
2800	(605)	1870	(315)
2400	(485)	1800	(300)
2320	(458)	1710	(272)
2100	(395)	1500	(205)
		1490	(205)
		1400	(180)
		1340	(160)
		1240	(125)
		1160	(105)

**3** based on airport elevation

BAN DME	1.1	2.2	3.2	4.3
ALTITUDE	1400'	1710'	2020'	2320'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	MIN	1400'	on	240°
Descent Angle	2.70°	334	430	478	573	669	764	PAPI				
MAP at VOR												

Timing not authorized to define MAP.

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	with D1.4 CDFA	w/o D1.4 CDFA	Prohibited South of airport	
	<b>1</b> DA/MDA(H) <b>1160'</b> (340')	<b>1</b> DA/MDA(H) <b>1340'</b> (520')		
	ALS out	ALS out		
A			Max Kts	MDA(H)
B			100	<b>1240'</b> (402') <b>2</b> V1500m
C	R800m	R1500m	135	1500' (662') V1600m
D			180	1870' (1032') V2400m
			205	1870' (1032') V3600m

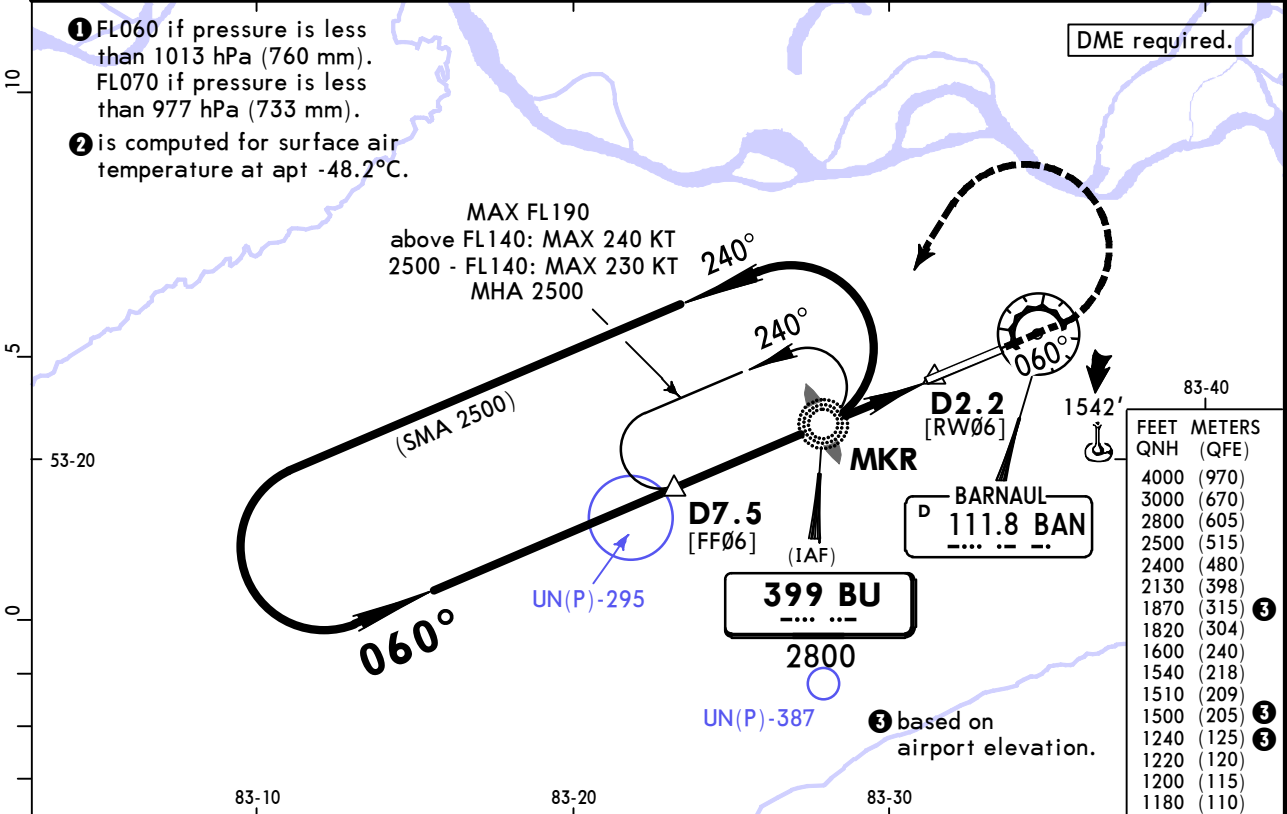
**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minimums.

**UNBB/BAX**  
MIKHAYLOVKA

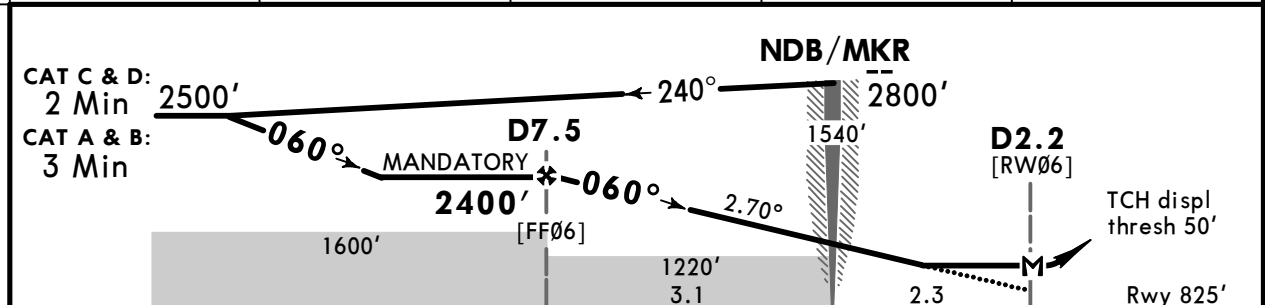
**JEPESEN**  
22 NOV 24 **(16-1)** Eff 28 Nov

**BARNAUL, RUSSIA**  
NDB Rwy 06

ATIS 129.7		BARNAUL Tower (APP/SRE/TWR) 123.5		Ground 123.5	
NDB BU <b>399</b>	Final Apch Crs <b>060°</b>	<b>D7.5</b> MANDATORY 2400' (1575')	DA/MDA(H) <b>1180'</b> (355')	Apt Elev 838' Rwy 825'	3000 MSA ARP <sup>②</sup>
<b>MISSED APCH:</b> Climb on track 060° to 1600' or above, then turn LEFT to NDB climbing to 2500' or above, then according to chart or to the holding area.					
Alt Set: hPa (MM on req)		Rwy Elev: 30 hPa	Trans level: FL050 <sup>①</sup>		Trans alt: 4000'



BAN DME	6.5	5.4	4.3	3.2
ALTITUDE	2130'	1820'	1510'	1200'



TO DISPLACED THRESHOLD							2.3	0		
Gnd speed-Kts	70	90	100	120	140	160	ALS	MIN 1600' on 060°	BU 399	MIN 2500'
Descent Angle	2.70°	334	430	478	573	764	PAPI		LT	
MAP at D2.2										
Timing not authorized to define MAP.										

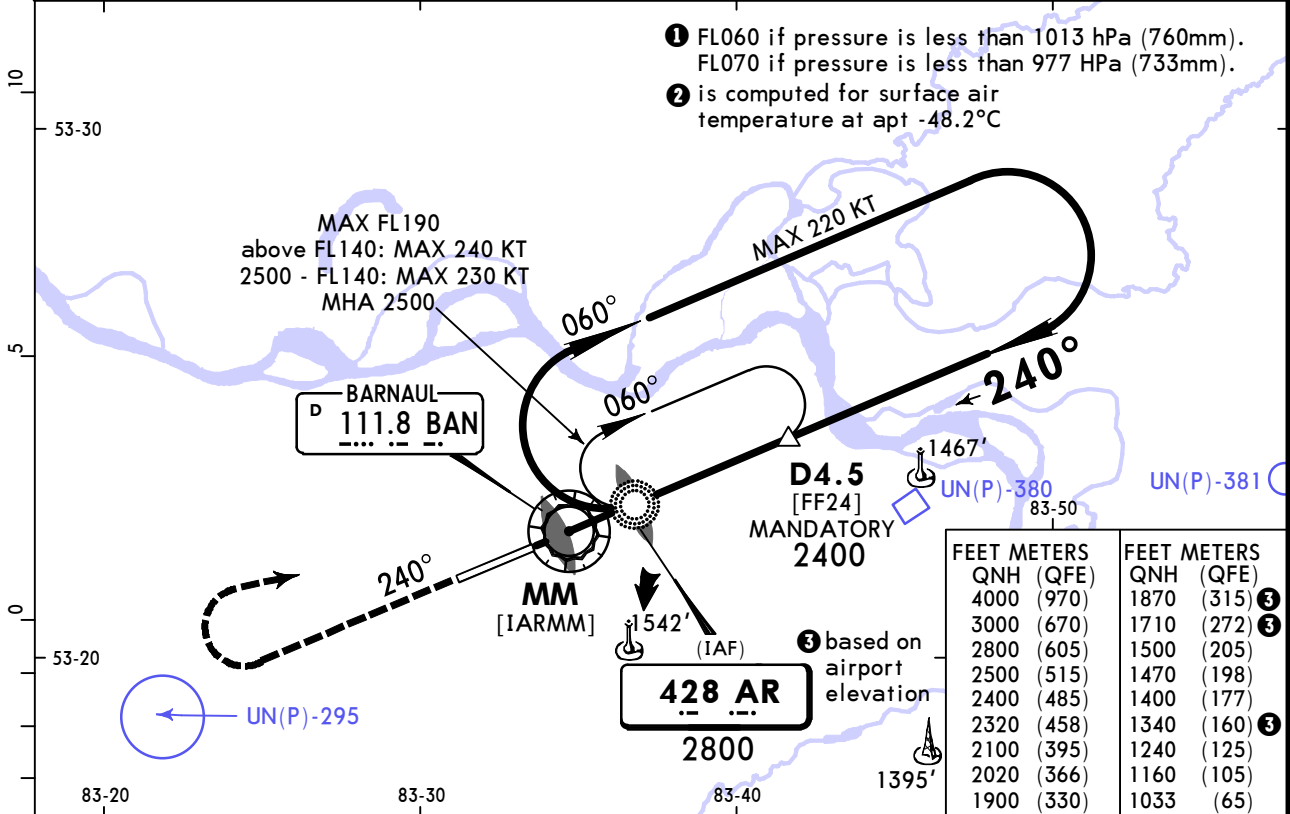
PANS OPS	<b>Std</b> STRAIGHT-IN LANDING				CIRCLE-TO-LAND					
	CDFA									
	DA/MDA(H) <b>1180'</b> (355')									
	ALS out				Max Kts					
A	R1400m				100 1240' (402') V1500m					
B	R1500m				135 1500' (662') V1600m					
C	R1600m				180 1870' (1032') V2400m					
D	R1600m				205 1870' (1032') V3600m					
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.										

**UNBB/BAX**  
MIKHAYLOVKA

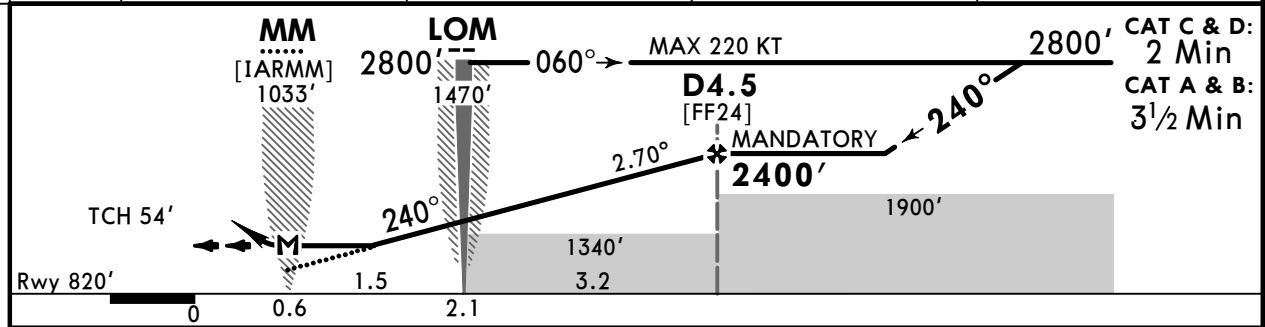
**JEPPESSEN**  
22 NOV 24 **16-2** Eff 28 Nov

**BARNAUL, RUSSIA**  
NDB Rwy 24

ATIS <b>129.7</b>		BARNAUL Tower (APP/SRE/TWR) <b>123.5</b>		Ground <b>123.5</b>	
NDB AR <b>428</b>	Final Apch Crs <b>240°</b>	<b>D4.5</b> MANDATORY <b>2400'</b> (1580')	DA/MDA(H) <b>1160'</b> (340')	Apt Elev 838' Rwy 820'	3000 MSA ARP ②
<b>MISSED APCH:</b> Climb on track 240° to 2100' or above, then turn RIGHT to NDB climbing to 2800' or above, then according to chart or to the holding area.					
Alt Set: hPa (MM on req)		Rwy Elev: 30 hPa		Trans level: FL050 ①	
				Trans alt: 4000'	



BAN DME	1.1	2.2	3.2	4.3
ALTITUDE	1400'	1710'	2020'	2320'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MIN 2100' on 240°
Descent Angle 2.70°	334	430	478	573	669	764	
MAP at MM							

Timing not authorized to define MAP.

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Prohibited South of airport	
	DA/MDA(H) <b>1160'</b> (340')			
	ALS out		Max Kts	MDA(H)
	A		100	<b>1240'</b> (402') V1500m
B		135	<b>1500'</b> (662') V1600m	
C	R800m	180	<b>1870'</b> (1032') V2400m	
D	R1500m	205	<b>1870'</b> (1032') V3600m	

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

## Chart changes since cycle 07-2026

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

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

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport UNBB

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** 20260416

**End Date:** 20260514

(10-9) Airport chart and all approach procedures outdated and not usable. The revised chart will be published in revision 17 April 2026. Please refer to chart alert on [www.jepesen.com](http://www.jepesen.com).