JEPPESEN
JeppView for Windows

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General Information

Location: NOVOSIBIRSK RUS
ICAO/IATA: UNNT / OVB
Lat/Long: N55° 02.00', E082° 35.95'
Elevation: 367 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 9.0° 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: 2242 Z
Sunset: 1411 Z

Runway Information

Runway: 07
Length x Width: 11801 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 365 ft
Lighting: Edge, ALS

Runway: 16
Length x Width: 11818 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 362 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25
Length x Width: 11801 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 363 ft
Lighting: Edge, ALS

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

Communication Information

ATIS: 131.300
ATIS: 127.400 Non-English
Novosibirsk Tower: 126.700
Novosibirsk Tower: 129.000 Secondary
Novosibirsk Tower: 124.000 Secondary
Novosibirsk Tower: 118.500
Novosibirsk Ground: 121.700
Tolmachevo Apron Ramp/Taxi: 118.800
Novosibirsk Clearance Delivery: 135.400
Novosibirsk Approach: 129.000 Secondary
Novosibirsk Approach: 127.500
Novosibirsk Approach: 127.100 Secondary
Novosibirsk Approach: 124.000 Secondary
Novosibirsk Radar: 124.000 Secondary
Novosibirsk Radar: 122.000
Novosibirsk Krug Radar: 133.800
Novosibirsk Radar: 129.000 Secondary

1. GENERAL

1.1. ATIS

ATIS 131.3
127.4 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

ACFT downwind take-off and landing are permitted, if tailwind component does not exceed the limit established in the AFM, taking into consideration RWY condition.

Change of ACFT configuration and flight speed shall be carried out in accordance with the requirements of the AFM.

1.2.2. RWY USAGE

RWY 07 and RWY 16/34 are noise-preferential.

RWYs shall be used as follows, provided wind conditions and air traffic situation are suitable:

- RWY 25 or RWY 16/34 shall be used for take-off;
- RWY 07 or RWY 16/34 shall be used for landing;
- RWY 07 shall be used for take-off and RWY 16 shall be used for landing simultaneously.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP are applied when RVR is 550m or less at least at one of the three observation sites and/or the height of the cloud base (vertical visibility) is below 197'/60m on the active RWYs.

LVP are implemented using the phrase: "LVP in progress".

1.3.2. ARRIVAL

The flight crews are guaranteed that the LOC and GP signals are fully protected from an interference, when the ACFT is on the final approach from the moment of initiation of LVP till cancellation of LVP.

After landing on RWY 16 under low visibility conditions the flight crew must report the TWR controller about execution of landing and vacation of the RWY.

Flight crew shall report RWY vacation after ACFT turns onto TWY M.

ILS critical areas must be clear from the moment arriving ACFT passes FAP till landing run is completed.

The landed ACFT shall be met by a Follow-me car.

1.3.3. DEPARTURE

ACFT shall taxi out of stands only after obtaining TWR controller's clearance under assistance of Follow-me car. Assistance of Follow-me car is provided to departing ACFT within apron boundaries in the event of take-off from RWY 07/25 and up to the junction of RWY with TWY G, H, L in the event of take-off from RWY16/34.

1. GENERAL

1.4. ADVANCED SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (A-SMGCS)

A-SMGCS using mode S is in operation at the APT.

The flight crews of ACFT equipped with mode S must provide its serviceability during ACFT movement on the ground as follows:

- Before departure the flight crew shall set the transponder to code assigned by ATS unit and activate mode S when making a request for taxi (or towing) clearance.
- After landing the flight crew shall keep mode S activated until ACFT taxiing onto the stand or parking on the stand by towing.

The flight crew of mode S equipped ACFT having an ACFT identification feature shall set the ACFT identification in the transponder, when ready for taxi. This setting shall correspond to the ACFT identification specified in item 7 of the ICAO FPL.

1.5. RWY OPERATIONS

RWYs 07/25 and 16/34 can be used simultaneously in the following mode:

- RWY 07 - for take-off;
- RWY 16 - for landing.

Information via ATIS or ATS unit.

1.6. TAXI PROCEDURES

Taxi and tow operations shall be carried out by the instruction of TWR controller (NOVOSIBIRSK Ground).

Taxiing via TWY E:

- permitted for ACFT with wingspan exceeding 138'/42m only when start-up and holding position is not occupied, stopping prohibited;
- permitted for ACFT with MAX wingspan of 138'/42m (inclusive) when start-up and holding position is occupied by ACFT with MAX wingspan of 138'/42m.

Taxiing via apron taxi route:

- prohibited on the segment from abeam TWY B to abeam TWY C for ACFT with wingspan exceeding 157'/48m;
- permitted on the segment from TWY C to TWY D between stand 41 and stands31 thru 33 for ACFT with a wingspan of 157'/48m to 213'/65m only when stand 33 is vacant;
- permitted on the segment from TWY C to TWY D between stand 41 and stands31 thru 33 for ACFT with a wingspan of 213'/65m to 241'/73.5m only when stands 33 and 41 are vacant;
- permitted on the segment from TWY C to TWY D between stand 41 and stands34, 35 and 35A for ACFT with a wingspan of 213'/65m to 241'/73.5m only when stand 41 is vacant.

1.7. PARKING INFORMATION

Grass stands in the vicinity of TWY D available for helicopters.

Taxiing and towing by ground personal.

1. GENERAL

1.8. COMMUNICATION FAILURE PROCEDURES

Take measures to re-establish communication using, among other resources, HF channel 4672 kHz, emergency FREQ 121.500 MHz, reserve FREQ 129.000 MHz, radio communication with other ACFT and ATS units.

In the event of radio communication failure flight crew must in all cases:

- Follow controller's instructions, if received, confirming execution by pressing the IDENT button;
- Monitor and respond appropriately to signals of the Selective Calling system (SELCAL), if available.

In all cases flight crew can:

- Use mobile communication to contact the Flight Control Officer: + 7 (964) 095-42-47 or +7 (383) 359-90-25;
- Maintain a listening watch on LOM FREQ of the active RWY for information and ATS unit controller's instructions.

1.9. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure, when ACFT enters CTR and if unable to change to a visual flight, ACFT shall proceed at the flight level last assigned by the controller to NSK, then hold over NSK. At ETA or as close to ETA as possible ACFT shall start descending to execute approach in accordance with the established procedure:

- RWY 07 - ILS Y RWY 07;
- RWY 25 - ILS Y RWY 25;
- RWY 16 - ILS Y RWY 16;
- RWY 34 - ILS Y RWY 34.

Landing must be carried out not later than in 30 minutes after ETA.

If unable to land at Novosibirsk/Tolmachevo AD due to weather conditions or other reasons, flight crew shall proceed to an alternate aerodrome along the preferred flight route at FL140, FL150 or FL240 and FL250.

2.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures should not involve employment of speed greater than the indicated airspeed of descent.

Maintain the assigned STAR routes.

2.3. CAT II OPERATIONS

RWY 16 is approved for CAT II operations, special aircrew and ACFT certification required.

2.4. TAXI PROCEDURES

It is permitted to execute 180° turn after landing at RWY 25 THR on fillet of adjoining TWY A.

3. DEPARTURE

3.1. DE-ICING

De-icing available on stands 5 thru 14A, 15 thru 29, 31 thru 33, 42 thru 48, 55, 56, 58 thru 61, 84 thru 87, at start-up and holding position and on taxi route opposite stand 5.

3.2. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure after take-off, carry out landing at the aerodrome of departure. If due to meteorological conditions it is impossible to carry out landing proceed to alternate aerodrome chosen when making decision for departure at one of the flight levels FL140, FL150 or FL240 and FL250, established for the flights without radio communication depending on flight direction.

3.3. NOISE ABATEMENT PROCEDURES

Noise abatement procedures during take-off and climb shall be employed by flight crews of all ACFT. But not at the expense of compromising flight safety or in case of failure of one of the ACFT engines during take-off.

Flight crews of ACFT executing take-off from RWY 07 must strictly maintain the established departure procedures to avoid overflying the city.

3.4. PROCEDURE FOR OBTAINING DEPARTURE CLEARANCE

The flight crew shall request departure clearance from NOVOSIBIRSK Delivery controller for departure from Novosibirsk/Tolmachevo AD.

Departure clearance shall be requested within 5-15 minutes before target off-block time.

The request must include:

- AFCT call sign;
- destination aerodrome;
- stand number;
- latest ATIS code letter; and
- preferred position for start of take-off (TWY designation) if the flight crew is ready for take-off not from the RWY beginning.

After the obtained clearance is acknowledged, the flight crew shall change over to communication with NOVOSIBIRSK Ground controller.

3.5. TAXI PROCEDURES

ACFT taxiing from TWYs L and H to the Right to RWY 16/34 prohibited.

It is permitted to execute 180° turn for take-off at RWY 25 THR on fillet of adjoining TWY A.

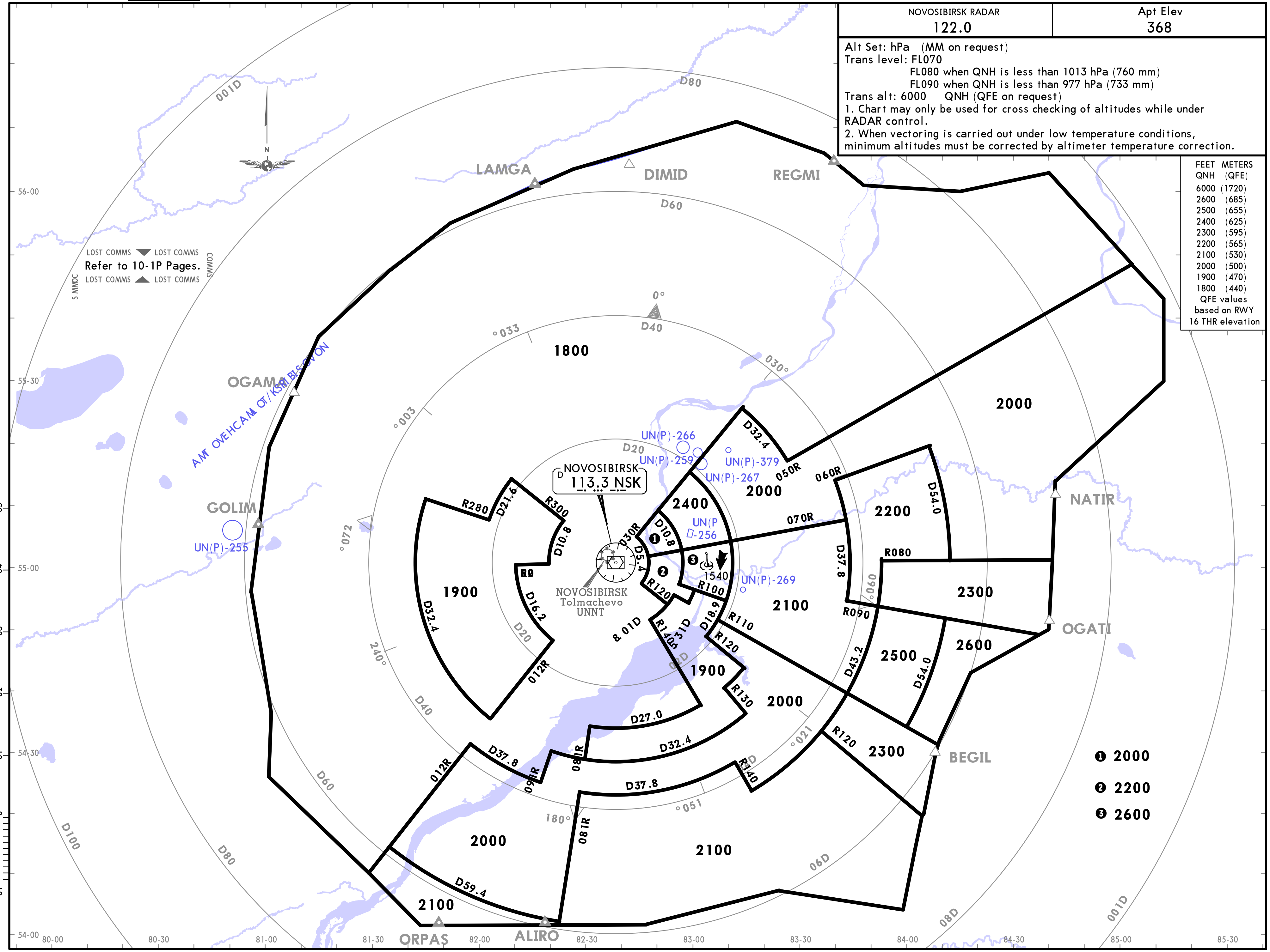
NOVOSIBIRSK, RUSSIA
RADAR MINIMUM ALTITUDES

NOVOSIBIRSK RADAR	Apt Elev
122.0	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH is less than 1013 hPa (760 mm)
FL090 when QNH is less than 977 hPa (733 mm)
Trans alt: 6000 QNH (QFE on request)
1. 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 QNH	METERS (QFE)
6000	(1720)
2600	(685)
2500	(655)
2400	(625)
2300	(595)
2200	(565)
2100	(530)
2000	(500)
1900	(470)
1800	(440)

QFE values based on RWY 16 THR elevation



CHANGES: UN(P)-379 established.

NOVOSIBIRSK, RUSSIA

RNAV STAR

ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH is less than 1013 hPa (760 mm)
FL090 when QNH is less than 977 hPa (733 mm)

RNAV 1 GNSS required

LAMGA 1K [LAMG1K]
REGMI 1K [REMG1K]
REGMI 1X [REMG1X]
RNAV ARRIVALS
(RWY 25)

❶ Holding over NT049 shall be used, if clearance to cross UN(R)-1197, UN(R)-1974 or arrangement with ATS unit are available.

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

LAMGA FL070
REGMI FL070
NT049
NT052 FL070
NT135 FL070
NT172
NT162 FL070
NT047 FL070 6000
NT075 6000
NT077 5000
NT072 5000 4000 (IAF)

MAX 235 KT
MAX FL190
MHA FL070
1600T

MAX 230 KT
MAX FL130
MHA FL070
1600T

UN(R)-1974
UN(R)-1197
UN(R)-1974

ARP
130°
295°

2200 ❷
2600 ❷
3100 ❷
1540

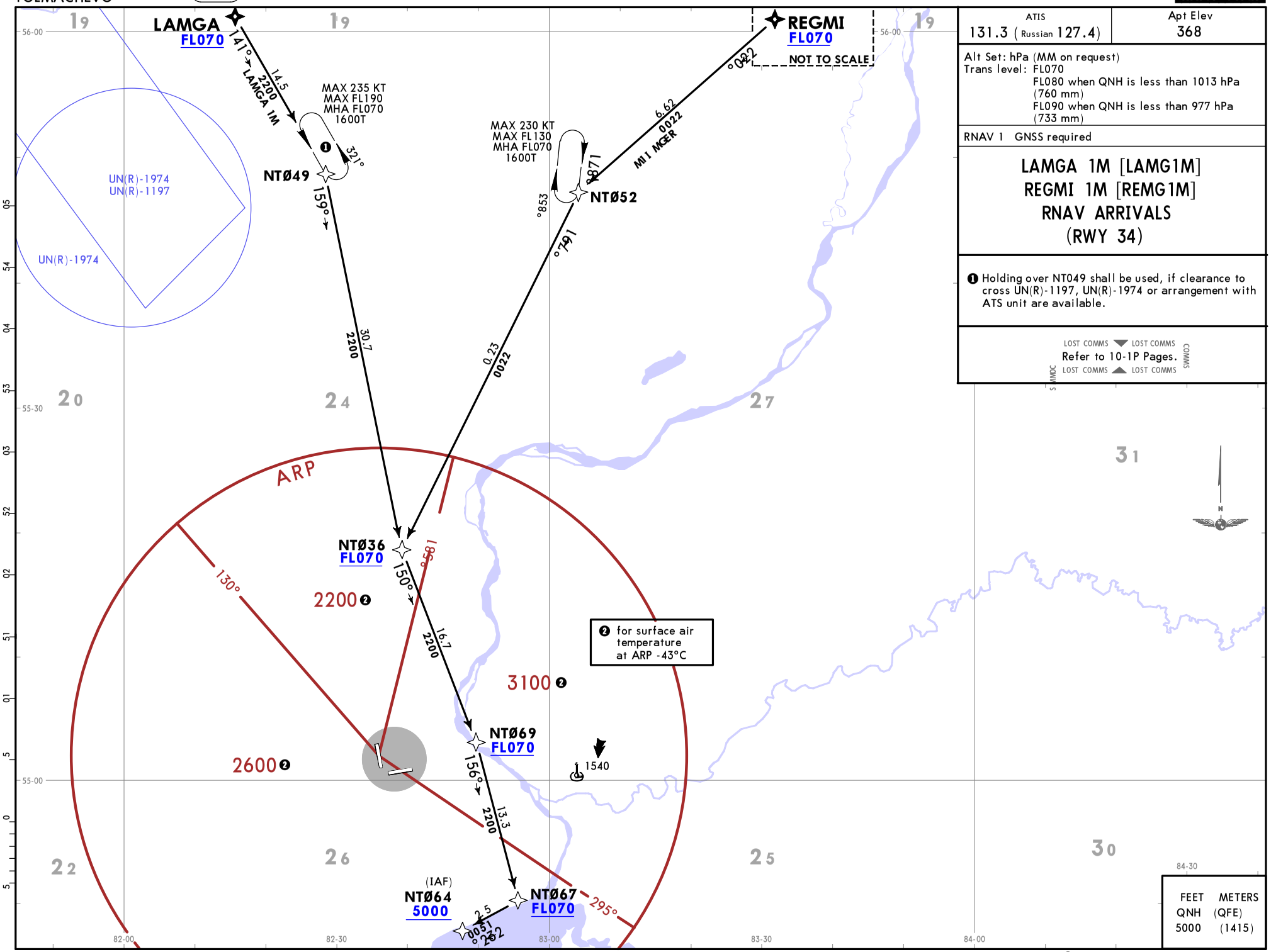
❷ for surface air temperature at ARP -43°C

FEET QNH	METERS (QFE)
6000	(1720)
5000	(1415)
4000	(1110)

CHANGES: Chart reindexed (RNAV STARs 1J withdrawn).

NOVOSIBIRSK, RUSSIA

RNAV STAR



ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH is less than 1013 hPa (760 mm)
FL090 when QNH is less than 977 hPa (733 mm)

RNAV 1 GNSS required

LAMGA 1M [LAMG1M]
REGMI 1M [REMG1M]
RNAV ARRIVALS
(RWY 34)

❶ Holding over NT049 shall be used, if clearance to cross UN(R)-1197, UN(R)-1974 or arrangement with ATS unit are available.

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

❷ for surface air temperature at ARP -43°C

FEET	METERS
QNH	(QFE)
5000	(1415)

CHANGES: Chart reindexed (1L STARs withdrawn).

NOVOSIBIRSK, RUSSIA

RNAV STAR

ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH is less than 1013 hPa (760 mm)
FL090 when QNH is less than 977 hPa (733 mm)

RNAV 1 GNSS required

LAMGA 1N [LAMG1N]
REGMI 1N [REMG1N]
RNAV ARRIVALS
(RWY 16)

❶ Holding over NT049 shall be used, if clearance to cross UN(R)-1197, UN(R)-1974 or arrangement with ATS unit are available.

LAMGA FL070

REGMI FL070

NT049 FL070

NT052

NT165 FL070

NT114 ❸

NT115 ❸

NT113 ❸

NT116 ❸

NT117 ❸

NT042
5000
4000

(IAF)

❸ MAX 240 KT
5000

MAX 235 KT
MAX FL190
MHA FL070
1600T

MAX 230 KT
MAX FL130
MHA FL070
1600T

UN(R)-1974
UN(R)-1197

UN(R)-1974

ARP

2200 ❷

3100 ❷

2600 ❷

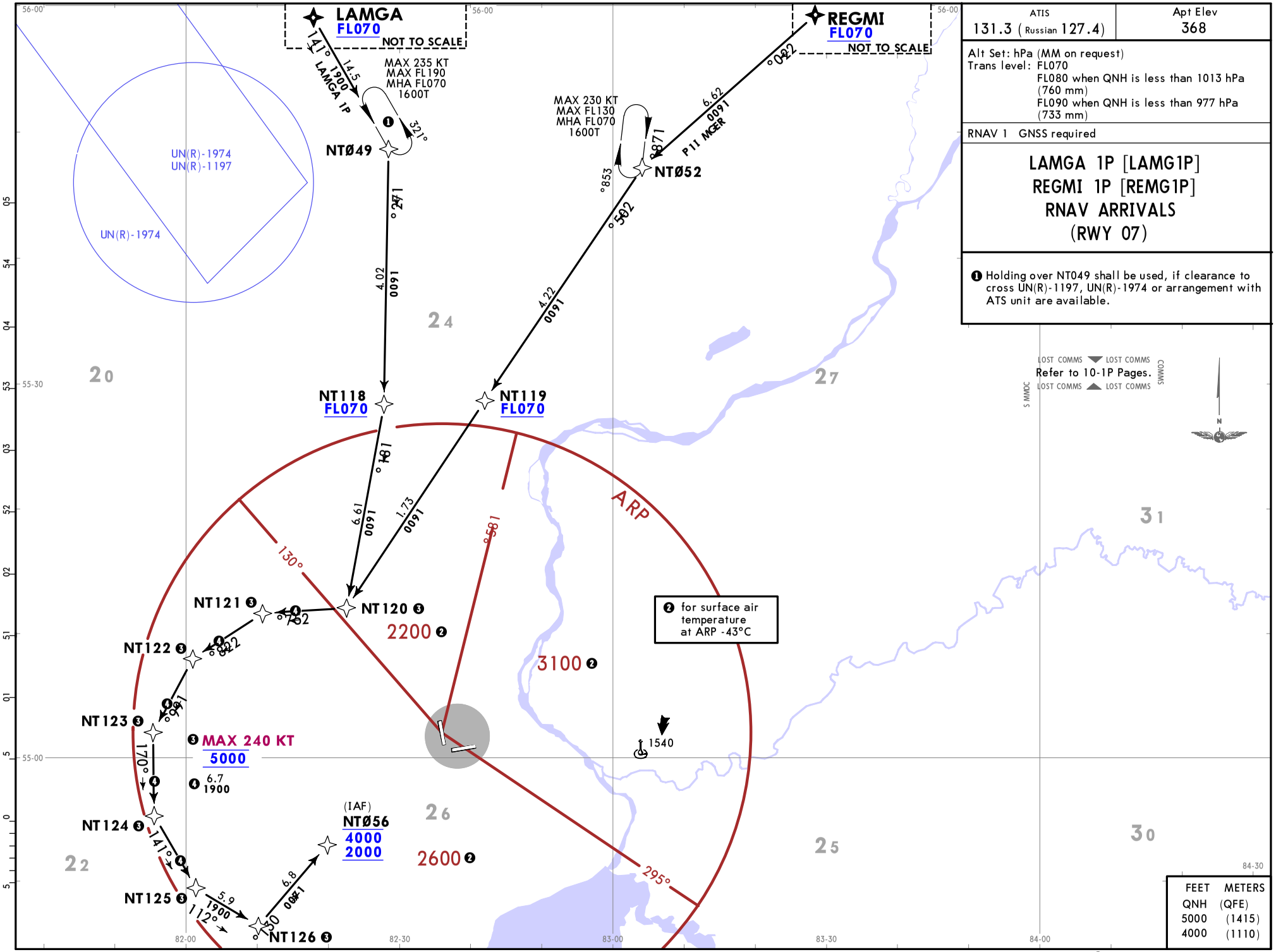
❷ for surface air temperature at ARP -43°C

1540

LOST COMMS LOST COMMS
Refer to 10-1P Pages.
LOST COMMS LOST COMMS
S MMOC
COMMS

FEET	METERS
QNH	(QFE)
5000	(1415)
4000	(1110)

CHANGES: New RNAV STARs (STARs moved).



ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH is less than 1013 hPa (760 mm)
FL090 when QNH is less than 977 hPa (733 mm)

RNAV 1 GNSS required

LAMGA 1P [LAMG1P]
REGMI 1P [REMG1P]
RNAV ARRIVALS
(RWY 07)

❶ Holding over NT049 shall be used, if clearance to cross UN(R)-1197, UN(R)-1974 or arrangement with ATS unit are available.

FEET	METERS
QNH	(QFE)
5000	(1415)
4000	(1110)

CHANGES: New RNAV STARs (STARs moved).

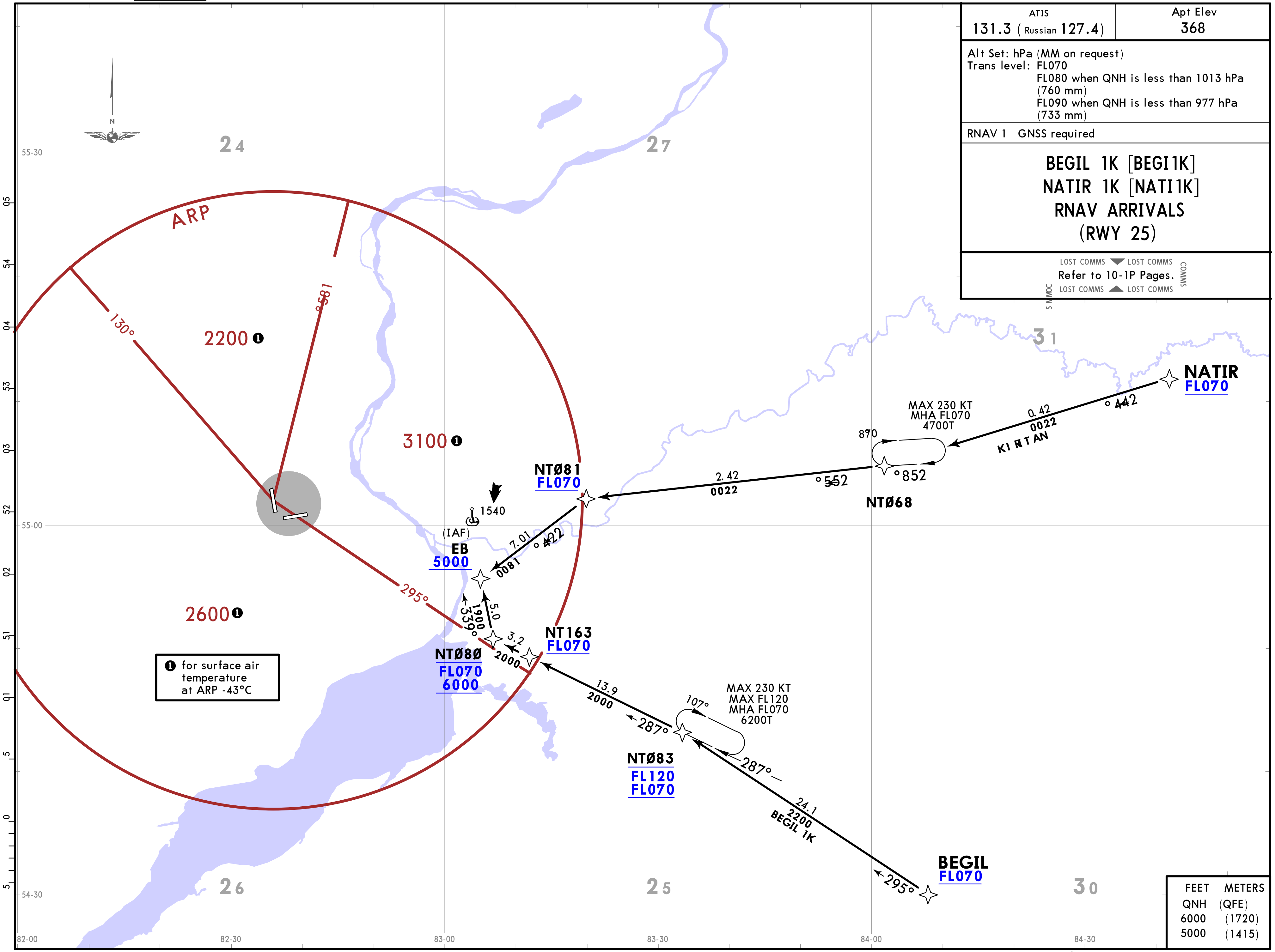
ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH is less than 1013 hPa (760 mm)
FL090 when QNH is less than 977 hPa (733 mm)

RNAV 1 GNSS required

BEGIL 1K [BEGI1K]
NATIR 1K [NATI1K]
RNAV ARRIVALS
(RWY 25)

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



FEET	METERS
QNH	(QFE)
6000	(1720)
5000	(1415)

CHANGES: Chart reindexed (RNAV STARs 1J withdrawn).

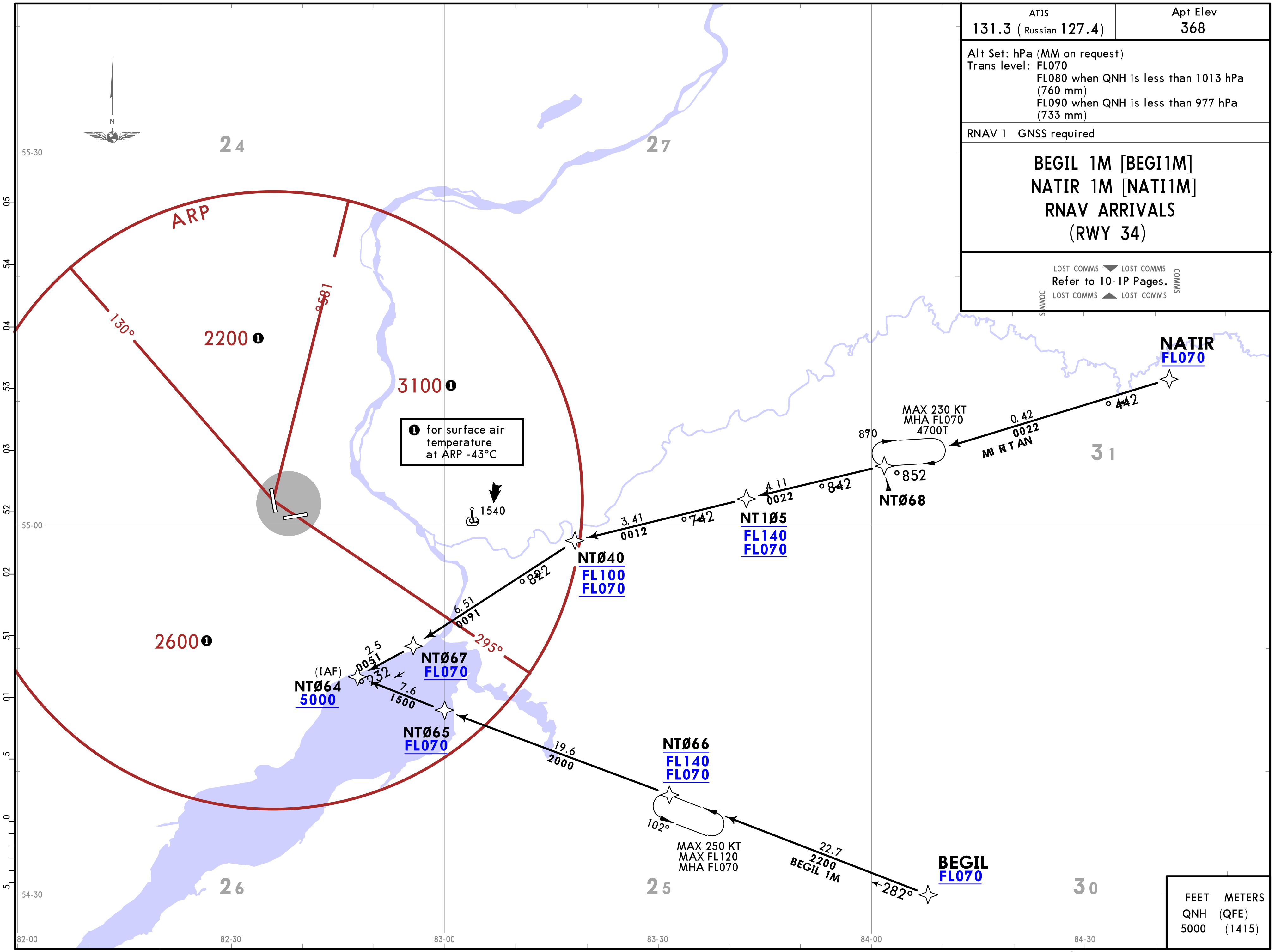
ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH is less than 1013 hPa (760 mm)
FL090 when QNH is less than 977 hPa (733 mm)

RNAV 1 GNSS required

BEGIL 1M [BEGI1M]
NATIR 1M [NATI1M]
RNAV ARRIVALS
(RWY 34)

LOST COMMS Refer to 10-1P Pages.


NATIR
FL070
442
0.42
0022
MI RTAN
MAX 230 KT
MHA FL070
4700T
870
852
NTØ68
842
4.11
0022
NT1Ø5
FL140
FL070
742
3.41
0012
NTØ40
FL100
FL070
822
6.51
0091
NTØ67
FL070
2.5
0051
232
(IAF)
NTØ64
5000
7.6
1500
NTØ65
FL070
19.6
2000
NTØ66
FL140
FL070
102°
MAX 250 KT
MAX FL120
MHA FL070
22.7
2200
BEGIL 1M
282°
BEGIL
FL070
ARP
130°
181°
295°
2200
3100
2600
for surface air temperature at ARP -43°C
1540
24
27
31
26
25
30
55-30
55-00
54-30
82-00
82-30
83-00
83-30
84-00
84-30
FEET METERS
QNH (QFE)
5000 (1415)

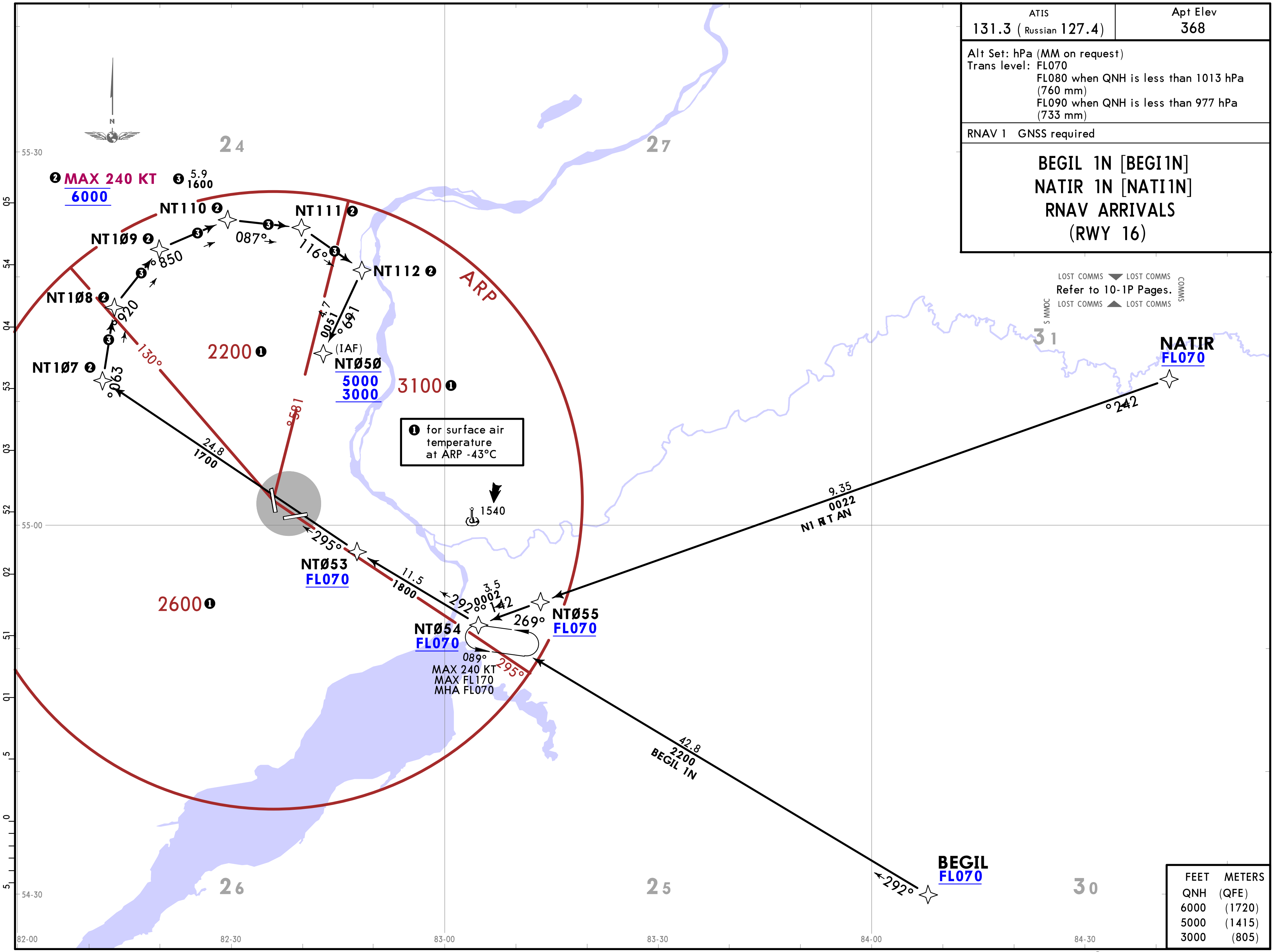
CHANGES: Chart reindexed (1L STARs withdrawn).

ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH is less than 1013 hPa (760 mm)
FL090 when QNH is less than 977 hPa (733 mm)

RNAV 1 GNSS required

BEGIL 1N [BEGI1N]
NATIR 1N [NATI1N]
RNAV ARRIVALS
(RWY 16)


LOST COMMS
Refer to 10-1P Pages.
MAX 240 KT
6000
5.9
1600
NT110
NT111
NT109
NT108
NT107
NT112
087°
116°
850
920
063
130°
2200
3100
2600
4.7
0051
169°
(IAF)
NTØ5Ø
5000
3000
ARP
181°
for surface air temperature at ARP -43°C
1540
24.8
1700
295°
NTØ53
FL070
11.5
1800
292°
3.5
0002
142
269°
NTØ55
FL070
NTØ54
FL070
089°
MAX 240 KT
MAX FL170
MHA FL070
9.35
0022
NATI1N
NATIR
FL070
242°
42.8
2200
BEGIL 1N
BEGIL
FL070
292°

FEET QNH	METERS (QFE)
6000	(1720)
5000	(1415)
3000	(805)

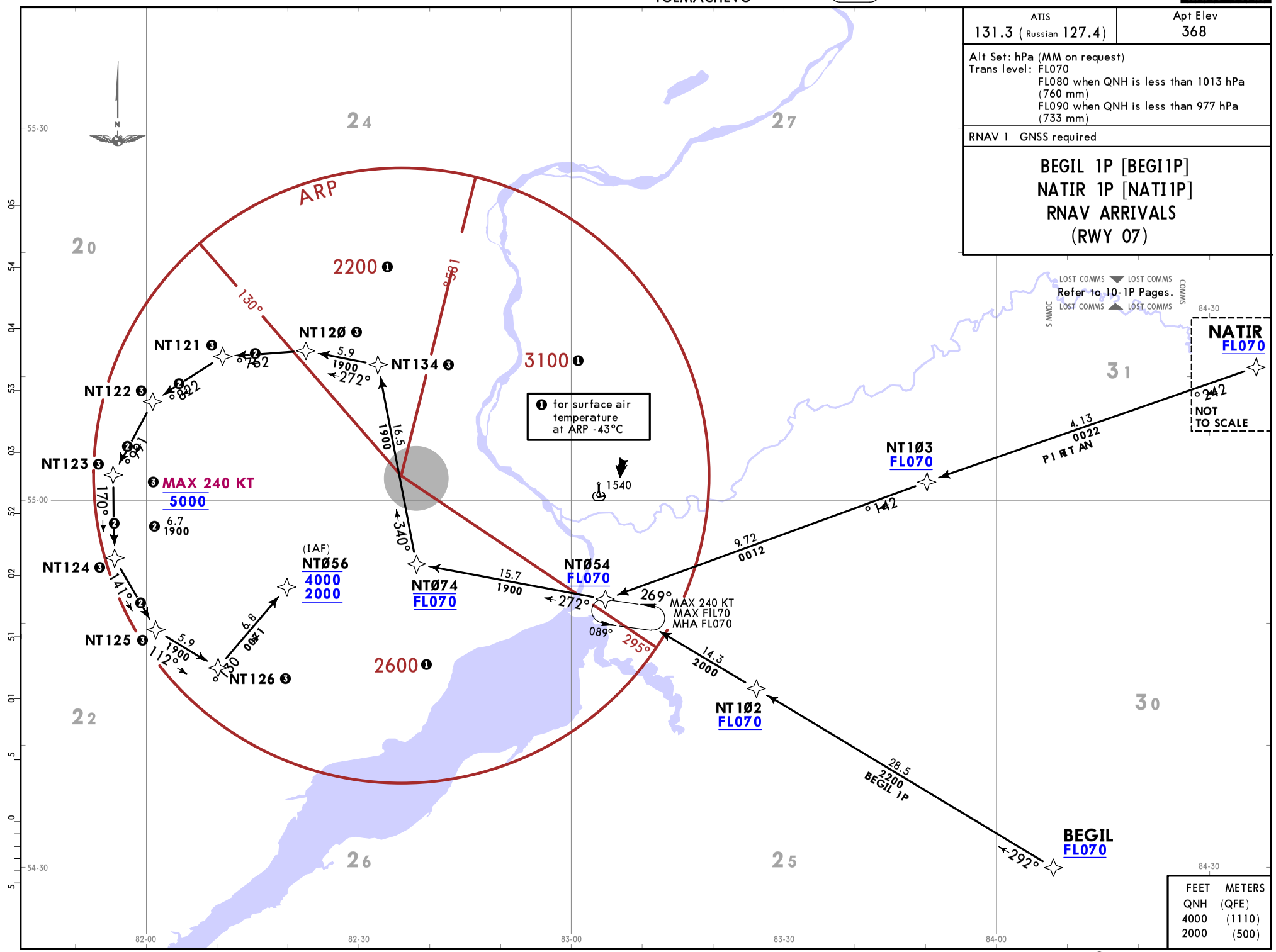
CHANGES: New RNAV STARs (STARs moved).

ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH is less than 1013 hPa (760 mm)
FL090 when QNH is less than 977 hPa (733 mm)

RNAV 1 GNSS required

BEGIL 1P [BEGI1P]
NATIR 1P [NATI1P]
RNAV ARRIVALS
(RWY 07)



FEET	METERS
QNH	(QFE)
4000	(1110)
2000	(500)

CHANGES: New RNAV STARs (STARs moved).

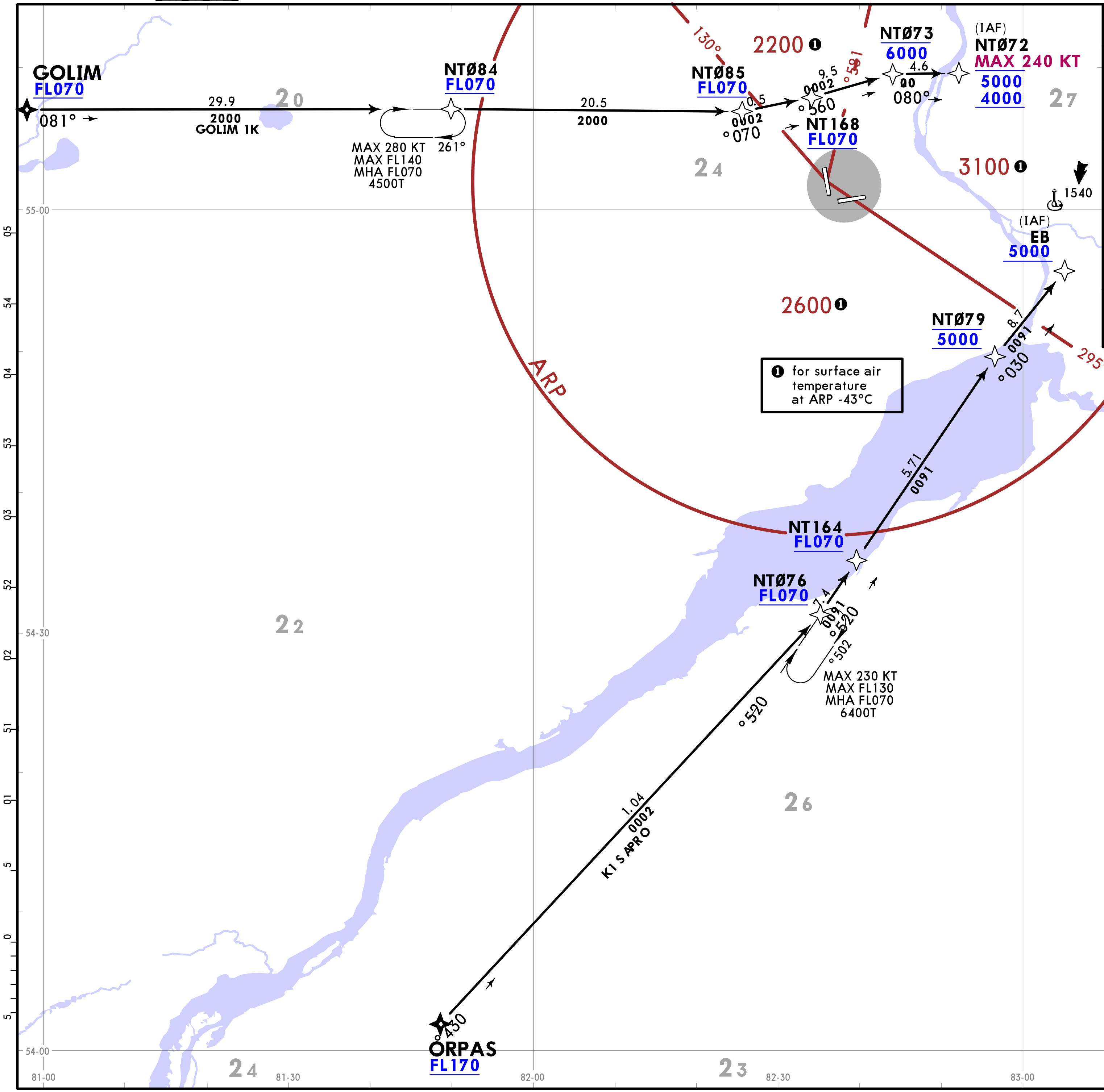
ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH is less than 1013 hPa (760 mm)
FL090 when QNH is less than 977 hPa (733 mm)

RNAV 1 GNSS required

GOLIM 1K [GOLI1K]
ORPAS 1K [ORPA1K]
RNAV ARRIVALS
(RWY 25)

LOST COMMS Refer to 10-1P Pages.



❶ for surface air temperature at ARP -43°C

FEET QNH	METERS (QFE)
6000	(1720)
5000	(1415)
4000	(1110)

CHANGES: Chart reindexed (RNAV STARs 1J withdrawn).

NOVOSIBIRSK, RUSSIA

RNAV STAR

ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH is less than 1013 hPa (760 mm)
FL090 when QNH is less than 977 hPa (733 mm)

RNAV 1 GNSS required

GOLIM 1M [GOLI1M]
ORPAS 1M [ORPA1M]
RNAV ARRIVALS
(RWY 34)

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

GOLIM
FL070
119°
55.5
1800
GOLIM 1M
NTØ63
086°
11.8
1800
NTØ62
MAX 275 KT
FL130
FL070
NTØ61
5000
(IAF)
4.01
1800
NT161
FL070
500
169°
MAX 230 KT
MAX FL130
MHA FL070
6300T
610°
1.93
0002
MI S APRO
ORPAS
FL170
230°
ARP
130°
295°
2200
2600
3100
1342
for surface air temperature at ARP -43°C

FEET METERS
QNH (QFE)
5000 (1415)

CHANGES: Chart reindexed (1L STARs withdrawn).

NOVOSIBIRSK, RUSSIA

RNAV STAR

ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH is less than 1013 hPa (760 mm)
FL090 when QNH is less than 977 hPa (733 mm)

RNAV 1 GNSS required

GOLIM 1N [GOLI1N]
ORPAS 1N [ORPA1N]
RNAV ARRIVALS
(RWY 16)

❷ MAX 240 KT ❸ 5.9 1600
6000

GOLIM
FL070

NT156
FL070

NT1Ø9 ❷
NT11Ø ❷
NT111 ❷
NT112 ❷
NT1Ø8 ❷
NT1Ø7 ❷
NTØ44
FL080
NTØ45
FL130
NTØ5Ø
5000
3000
(IAF)

ORPAS
FL170

2200 ❶
2600 ❶
3100 ❶

❶ for surface air temperature at ARP -43°C

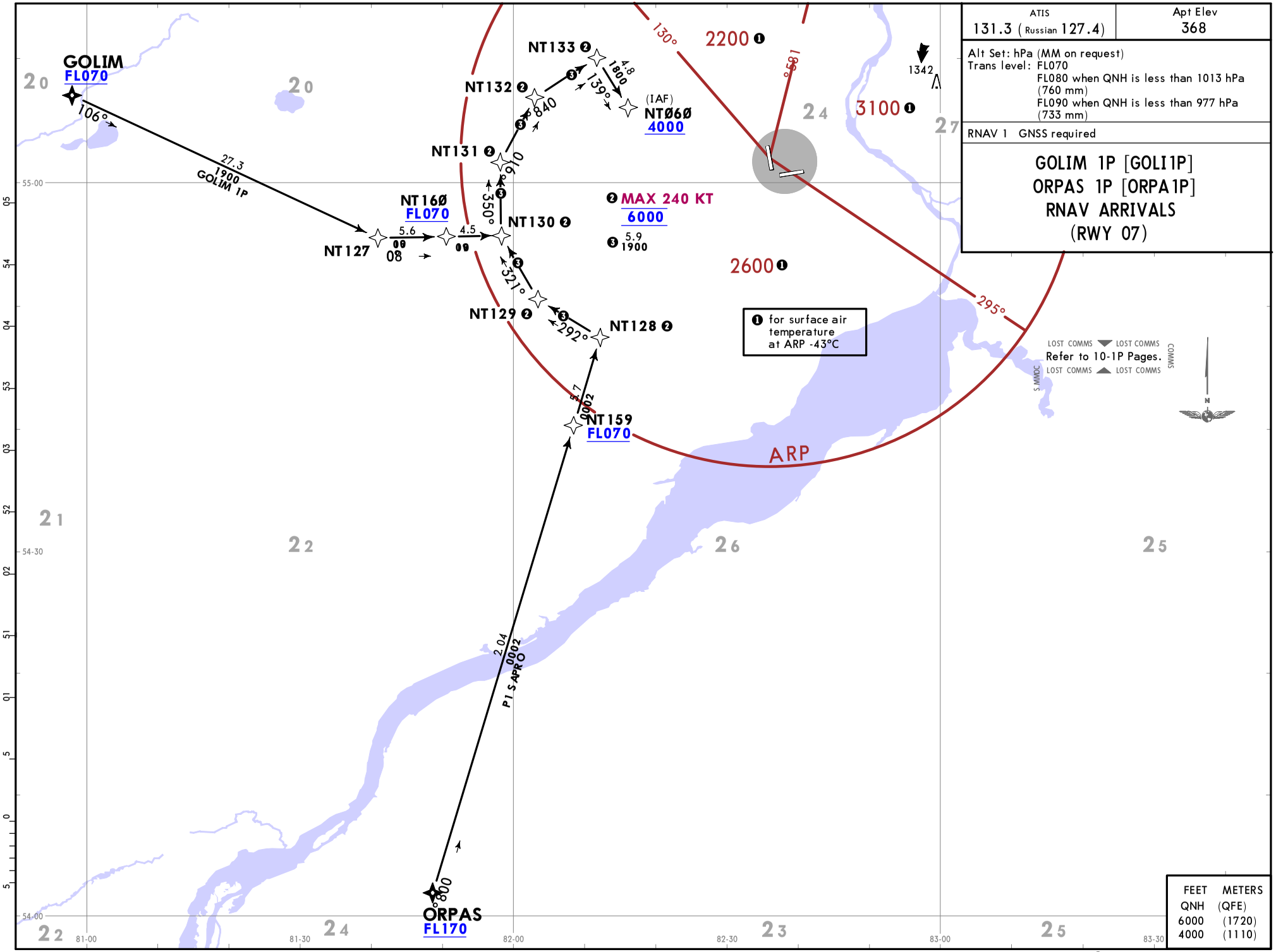
ARP

LOST COMMS Refer to 10-1P Pages. LOST COMMS

NOT TO SCALE

FEET	METERS
QNH	(QFE)
6000	(1720)
5000	(1415)
3000	(805)

CHANGES: New RNAV STARs (STARs moved).



ATIS	Apt Elev
131.3 (Russian 127.4)	368

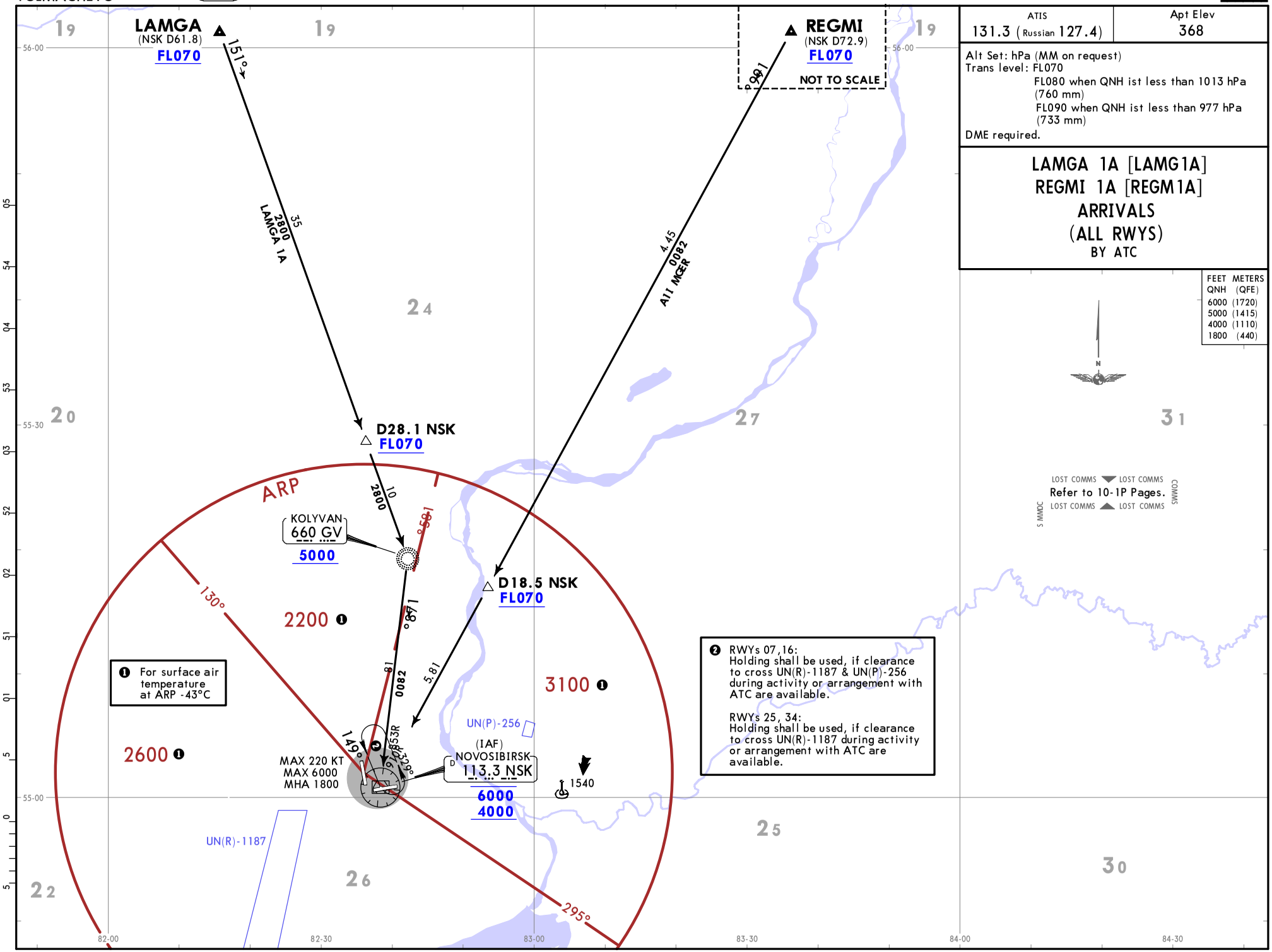
Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH is less than 1013 hPa (760 mm)
FL090 when QNH is less than 977 hPa (733 mm)

RNAV 1 GNSS required

GOLIM 1P [GOLI1P]
ORPAS 1P [ORPA1P]
RNAV ARRIVALS
(RWY 07)

FEET	METERS
QNH	(QFE)
6000	(1720)
4000	(1110)

CHANGES: New RNAV STARs (STARs moved).



ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH ist less than 1013 hPa (760 mm)
FL090 when QNH ist less than 977 hPa (733 mm)
DME required.

LAMGA 1A [LAMG1A]
REGMI 1A [REGM1A]
ARRIVALS
(ALL RWYS)
BY ATC

FEET	METERS
QNH	(QFE)
6000	(1720)
5000	(1415)
4000	(1110)
1800	(440)

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

CHANGES: None.

ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH ist less than 1013 hPa (760 mm)
FL090 when QNH ist less than 977 hPa (733 mm)
DME required or RADAR control required.

LAMGA 1E [LAMG1E]
REGMI 1E [REGM1E]
ARRIVALS
(RWY 07)
BY ATC

FEET	METERS
QNH	(QFE)
6000	(1720)
4000	(1110)
1900	(470)

LAMGA
(NSK D61.8)
FL070

REGMI
(NSK D72.9)
FL070

NOT TO SCALE

151°
35
1900
LAMGA 1E

702°
65
1600
E11 MCER

D28.1 NSK
FL070

ARP

10
1900

591°

KOLYVAN
660 GV
FL120
FL070

181°

16
1600

130°

295°

2200 ❶

3100 ❶

2600 ❶

❶ For surface air temperature at ARP -43°C

(IAF)
597 R
6000
4000

252°

NOVOSIBIRSK
D 113.3 NSK

1540

270°

MAX 230 KT
MAX FL100
MHA 1900

UN(R)-1187

UN(R)-1193

❷ Holding shall be used, if clearance to cross UN(R)-1187 & UN(R)-1193 during activity or arrangement with ATC are available.

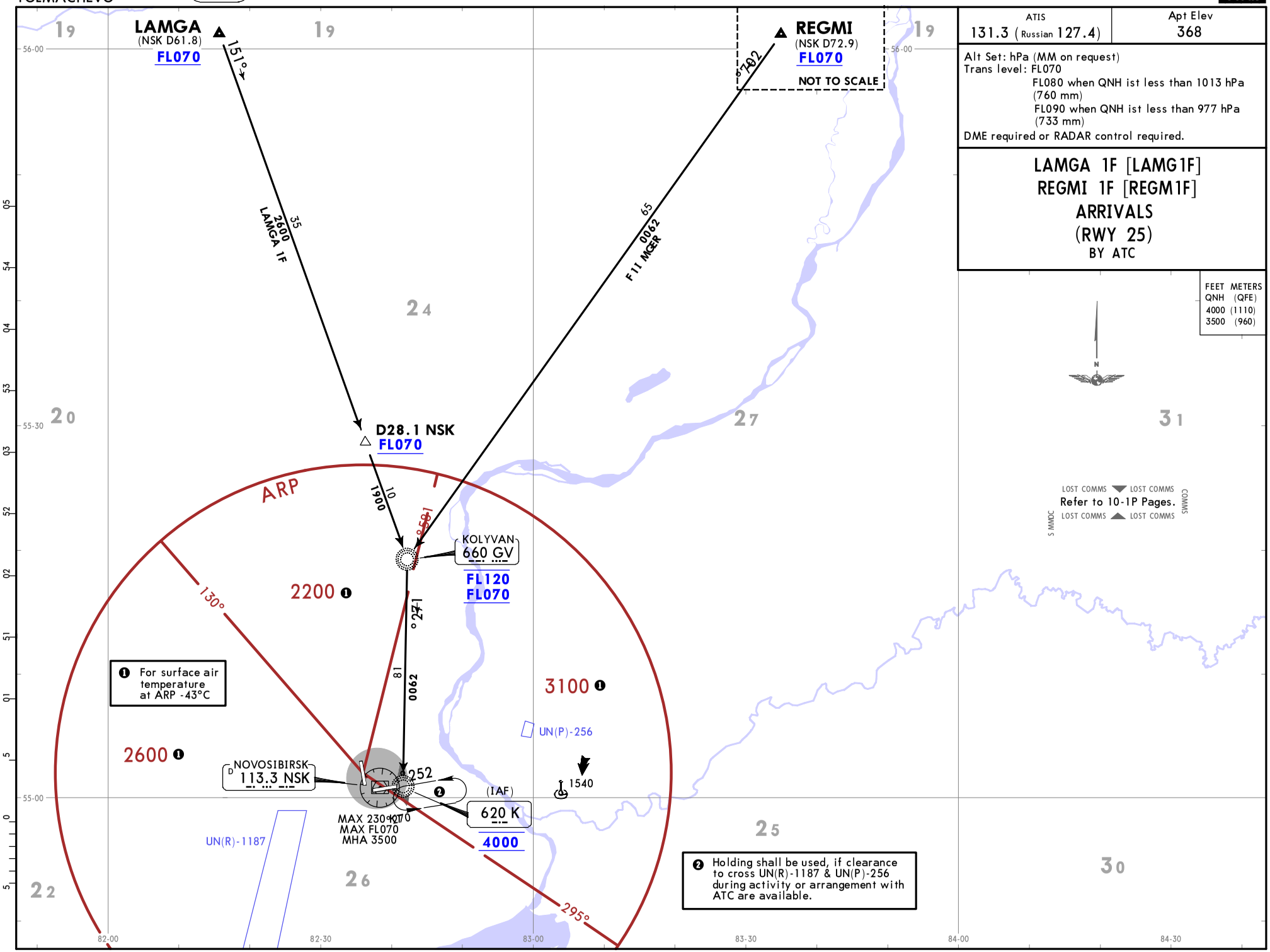
LOST COMMS ▼ LOST COMMS
Refer to 10-1P Pages.
LOST COMMS ▲ LOST COMMS
S MMOC COMMS

19 20 21 22 23 24 25 26 27 28 29 30 31

56-00 55-30 55-00

82-00 82-30 83-00 83-30 84-00 84-30

CHANGES: Crossing at GV.



ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH ist less than 1013 hPa (760 mm)
FL090 when QNH ist less than 977 hPa (733 mm)
DME required or RADAR control required.

LAMGA 1F [LAMG1F]
REGMI 1F [REGM1F]
ARRIVALS
(RWY 25)
BY ATC

FEET	METERS
QNH	(QFE)
4000	(1110)
3500	(960)

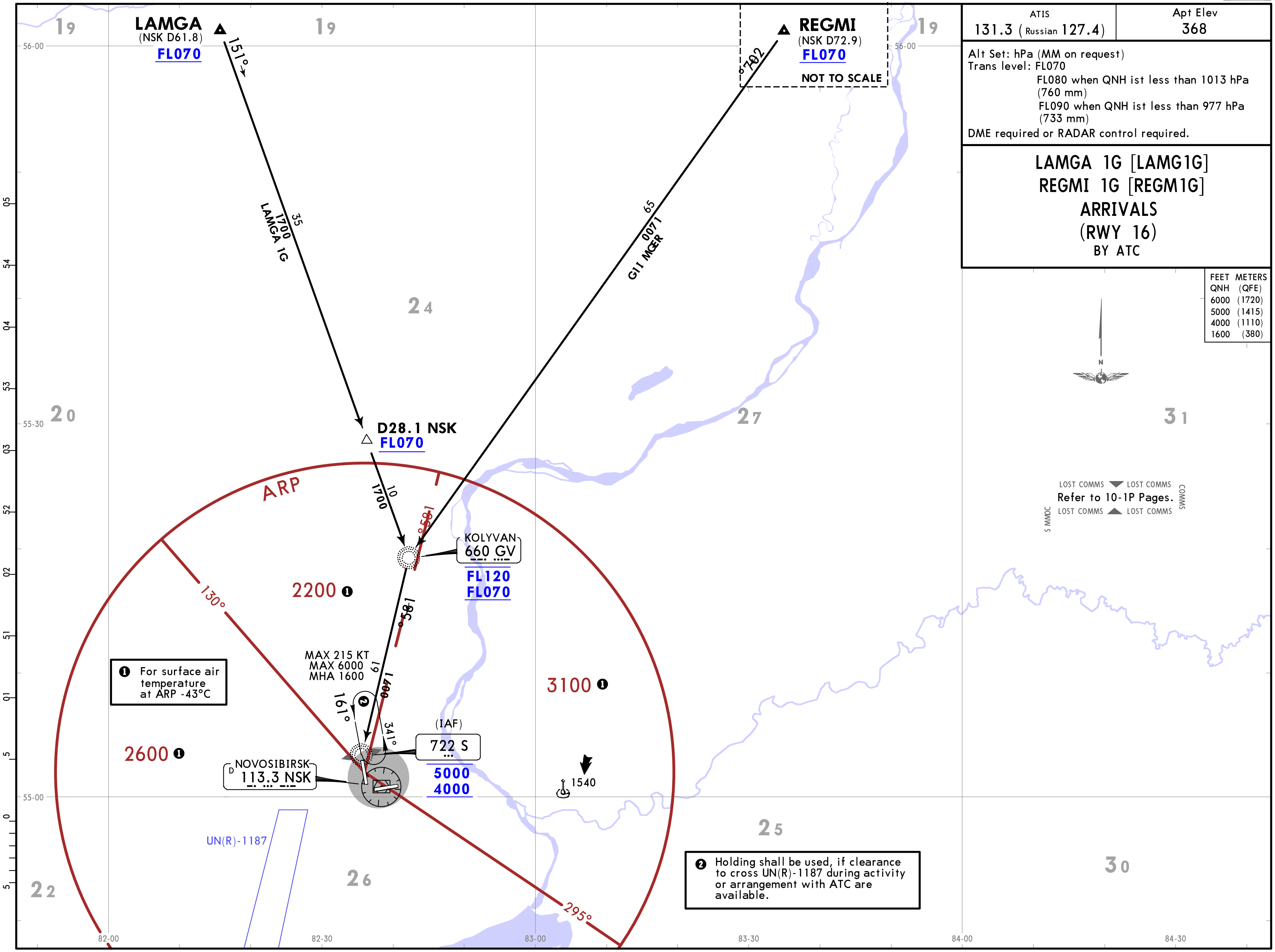
CHANGES: Crossing at GV.

ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH ist less than 1013 hPa (760 mm)
FL090 when QNH ist less than 977 hPa (733 mm)
DME required or RADAR control required.

LAMGA 1G [LAMG1G]
REGMI 1G [REGM1G]
ARRIVALS
(RWY 16)
BY ATC

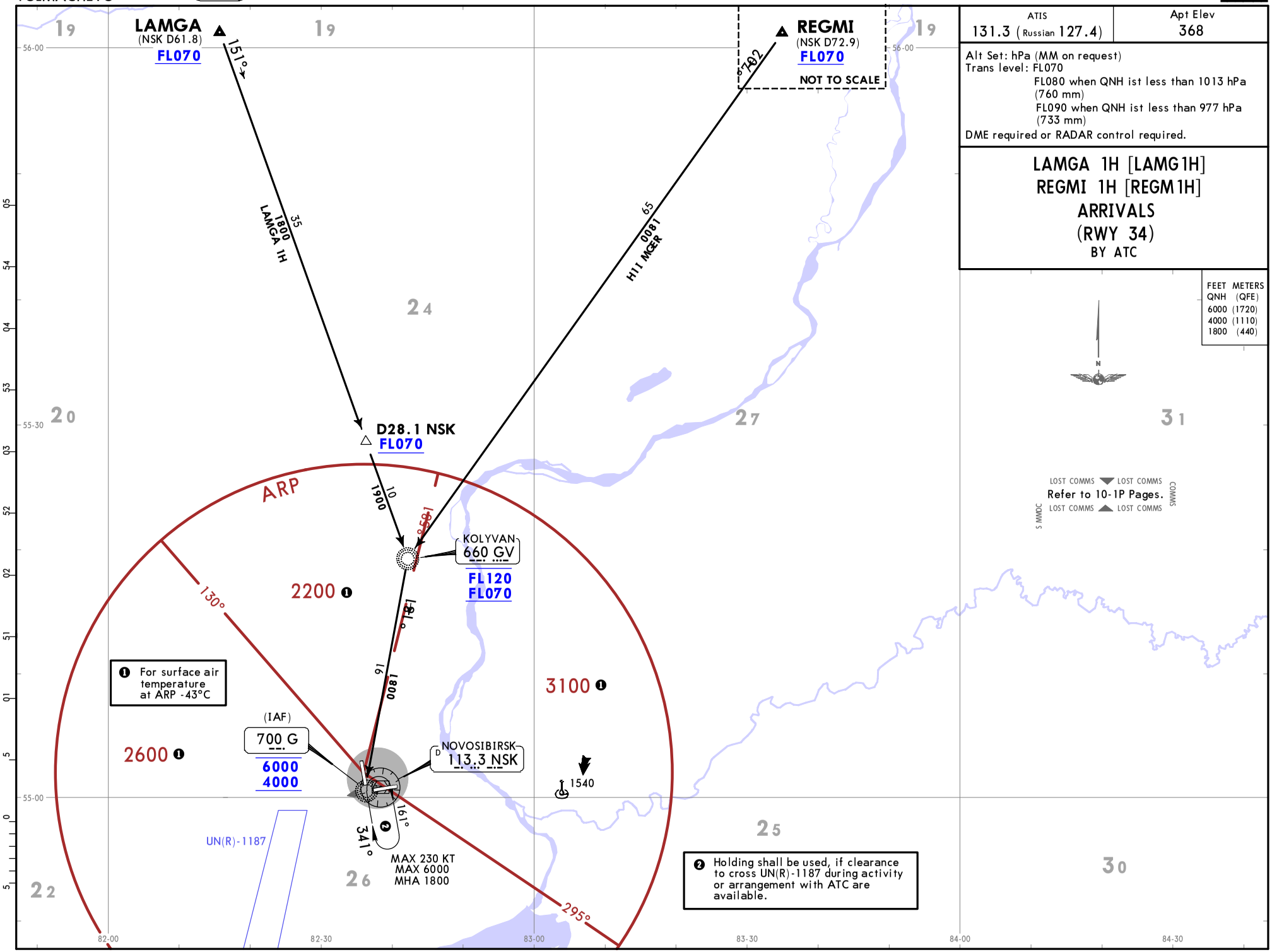
FEET QNH	METERS (QFE)
6000	(1720)
5000	(1415)
4000	(1110)
1600	(380)



❶ For surface air temperature at ARP -43°C

❷ Holding shall be used, if clearance to cross UN(R)-1187 during activity or arrangement with ATC are available.

CHANGES: Crossing at GV.



ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH ist less than 1013 hPa (760 mm)
FL090 when QNH ist less than 977 hPa (733 mm)
DME required or RADAR control required.

LAMGA 1H [LAMG1H]
REGMI 1H [REGM1H]
ARRIVALS
(RWY 34)
BY ATC

FEET	METERS
QNH	(QFE)
6000	(1720)
4000	(1110)
1800	(440)

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

CHANGES: Crossing at GV.

ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH ist less than 1013 hPa (760 mm)
FL090 when QNH ist less than 977 hPa (733 mm)
DME required.

BEGIL 1A [BEGI1A]

NATIR 1A [NATI1A]
BY ATC

ARRIVALS (ALL RWYS)

FEET QNH	METERS (QFE)
6000	(1720)
4000	(1110)
1800	(440)

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

ARP

130°

°581

2200 ❶

3100 ❶

2600 ❶

❶ For surface air temperature at ARP -43°C

❷ RWYs 07,16:
Holding shall be used, if clearance to cross UN(R)-1187 & UN(P)-256 during activity or arrangement with ATC are available.

RWYs 25, 34:
Holding shall be used, if clearance to cross UN(R)-1187 during activity or arrangement with ATC are available.

MAX 220 KT
MAX 6000
MHA 1800

149°
329°
R099
295°

UN(P)-256
UN(R)-1187

MATVEYEVSKIY
816 EB
FL150
FL070

1540

(IAF)
D NOVOSIBIRSK
113.3 NSK
6000
4000

16
2800
279°

85
0082
AIRTAN

°542

NATIR
(NSK D71.8)
FL070

45
2800
BEGIL 1A

297°

BEGIL
(NSK D60.4)
FL070

2 4 2 7 2 0 3 1 2 2 2 6 2 5 3 0

55-30 55-00 54-30
82-00 82-30 83-00 83-30 84-00 84-30

CHANGES: None.

NOVOSIBIRSK, RUSSIA

STAR

ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH ist less than 1013 hPa (760 mm)
FL090 when QNH ist less than 977 hPa (733 mm)
DME required or RADAR control required.

BEGIL 1E [BEGI1E]
NATIR 1E [NATI1E]
BY ATC

ARRIVALS (RWY 07)

FEET QNH	METERS (QFE)
6000	(1720)
4000	(1110)
1900	(470)

ARP
130°
°581
2200 ❶
3100 ❶
2600 ❶
❶ For surface air temperature at ARP -43°C
(IAF)
597 R
6000
4000
°252
°270
MAX 230 KT
MAX FL100
MHA 1900
NOVOSIBIRSK
113.3 NSK
MATVEYEVSKIY
816 EB
FL150
FL070
1540
D5.4 NSK
6
1800
11
2600
277°
D21.3 NSK
FL070
25
0062
E1 RT AN
°542
NATIR
(NSK D71.8)
FL070
45
2600
BEGIL 1E
297°
BEGIL
(NSK D60.4)
FL070
UN(R)-1187
UN(R)-1193
295°
❷ Holding shall be used, if clearance to cross UN(R)-1187 & UN(R)-1193 during activity or arrangement with ATC are available.
LOST COMMS ▼ LOST COMMS
Refer to 10-1P Pages.
LOST COMMS ▲ LOST COMMS
S MMOC
COMMS
2 4
2 7
2 0
3 1
2 2
2 6
2 5
3 0
55-30
55-00
54-30
82-00
82-30
83-00
83-30
84-00
84-30

CHANGES: Crossing at EB.

ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH ist less than 1013 hPa (760 mm)
FL090 when QNH ist less than 977 hPa (733 mm)
DME required or RADAR control required.

BEGIL 1F [BEGI1F]
NATIR 1F [NATI1F]
BY ATC

ARRIVALS (RWY 25)

FEET QNH (QFE)	METERS QNH (QFE)
4000	(1110)
3500	(960)

ARP

130°

°581

2200 ❶

3100 ❶

2600 ❶

❶ For surface air temperature at ARP -43°C

(IAF)
620 K
4000

NOVOSIBIRSK
113.3 NSK

252

MAX 230 KT
MAX FL070
MHA 3500

UN(P)-256

MATVEYEVSKIY
816 EB
FL150
FL070

1540

UN(R)-1187

15
2600
283°

6

D21.3 NSK
FL070

295°

❷ Holding shall be used, if clearance to cross UN(R)-1187 & UN(P)-256 during activity or arrangement with ATC are available.

25
0062
FIRTAN

°542

NATIR
(NSK D71.8)
FL070

45
2600
BEGIL 1F

297°

BEGIL
(NSK D60.4)
FL070

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

2 4 2 7 2 0 3 1 2 2 2 6 2 5 3 0

55-30 54-30 55-00
82-00 82-30 83-00 83-30 84-00 84-30

CHANGES: Crossing at EB.

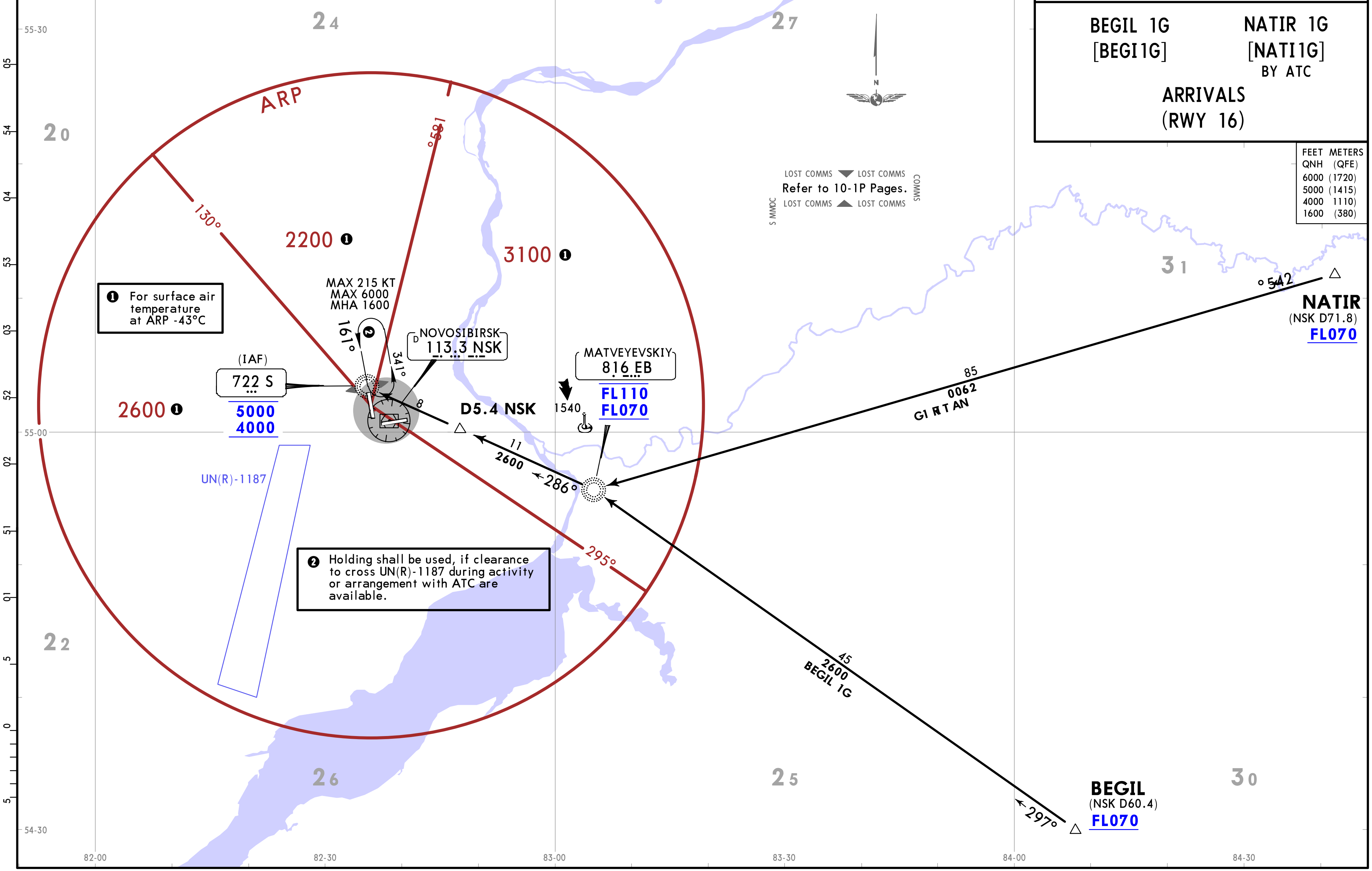
ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH ist less than 1013 hPa (760 mm)
FL090 when QNH ist less than 977 hPa (733 mm)
DME required or RADAR control required.

BEGIL 1G [BEGI1G]
NATIR 1G [NATI1G]
BY ATC

ARRIVALS (RWY 16)

FEET QNH	METERS (QFE)
6000	(1720)
5000	(1415)
4000	1110)
1600	(380)


LOST COMMS
Refer to 10-1P Pages.
LOST COMMS
ARP
130°
185°
295°
2200 ❶
3100 ❶
2600 ❶
MAX 215 KT
MAX 6000
MHA 1600
161°
341°
❷
NOVOSIBIRSK
D 113.3 NSK
(IAF)
722 S
5000
4000
D5.4 NSK
1540
MATVEYEVSKIY
816 EB
FL110
FL070
11
2600
286°
85
0062
GI RT AN
NATIR
(NSK D71.8)
FL070
542
45
2600
BEGIL 1G
297°
BEGIL
(NSK D60.4)
FL070
UN(R)-1187
❶ For surface air temperature at ARP -43°C
❷ Holding shall be used, if clearance to cross UN(R)-1187 during activity or arrangement with ATC are available.

CHANGES: None.

ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH ist less than 1013 hPa (760 mm)
FL090 when QNH ist less than 977 hPa (733 mm)
DME required or RADAR control required.

BEGIL 1H [BEGI1H]
NATIR 1H [NATI1H]
BY ATC

ARRIVALS
(RWY 34)

FEET QNH	METERS (QFE)
6000	(1720)
4000	1110)
1800	(440)

ARP

130°

°581

2200 ❶

3100 ❶

2600 ❶

❶ For surface air temperature at ARP -43°C

(IAF)
700 G
6000
4000

NOVOSIBIRSK
D 113.3 NSK

MATVEYEVSKIY
816 EB
FL150
FL070

1540

17
2600
278°

6

D21.3 NSK
FL070

161°
341°
❷

MAX 230 KT
MAX 6000
MHA 1800

UN(R)-1187

❷ Holding shall be used, if clearance to cross UN(R)-1187 during activity or arrangement with ATC are available.

295°

25
0062
HIRTAN

°542

NATIR
(NSK D71.8)
FL070

45
2600
BEGIL 1H

297°

BEGIL
(NSK D60.4)
FL070

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

2 4 2 7 2 0 3 1 2 2 2 6 2 5 3 0

55-30 54-30 55-00
82-00 82-30 83-00 83-30 84-00 84-30

CHANGES: Crossing at EB.

CHANGES: STARs completely revised.

ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH ist less than 1013 hPa (760 mm)
FL090 when QNH ist less than 977 hPa (733 mm)
DME required.

FEET	METERS
QNH	(QFE)
6000	(1720)
5000	(1415)
4000	(1110)
1800	(440)

GOLIM 1A [GOLI1A]
ORPAS 1A [ORPA1A]
ORPAS 1Z [ORPA1Z]
BY ATC
ARRIVALS (ALL RWYS)

NOT TO SCALE

GOLIM
(NSK D58.0)
FL070
069°
32
GOLIM 1A

D28.7 NSK
FL070
18
2800

NOVOTYRYSHKINO
715 KD
FL110
5000

ARP
2200 ❶
3100 ❶
2600 ❶
❶ For surface air temperature at ARP -43°C

130°
185°
144°
149°
329°
R324
R150
R156
295°
330°
336°

MAX 220 KT
MAX 6000
MHA 1800

(IAF)
NOVOSIBIRSK
113.3 NSK
6000
4000

1540

MATVEYEVSKIY
816 EB

UN(P)-256
UN(R)-1187

D8.1 NSK
FL070
8.1
9.2
19.0
2800

D17.3 NSK
FL160
FL070

D19.0 NSK
FL070

20
2800

NOVOLOKTI
750 NR
MAX 270 KT
FL130
FL070

56
2800
ORPAS 1Z

45
2800
ORPAS 1A

030°
052°

ORPAS
(NSK D65.7)
FL170

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

❷ RWYs 07,16:
Holding shall be used, if clearance to cross UN(R)-1187 & UN(P)-256 during activity or arrangement with ATC are available.

RWYs 25, 34:
Holding shall be used, if clearance to cross UN(R)-1187 during activity or arrangement with ATC are available.

2 4
2 7
2 0
2 5
2 6
2 2

55-30
55-00
54-30
54-00
81-30
82-00
82-30
83-00

GOLIM 1A [GOLI1A]
ORPAS 1A [ORPA1A]
ORPAS 1Z [ORPA1Z]
BY ATC
ARRIVALS (ALL RWYS)

NOVOSIBIRSK, RUSSIA
STAR

CHANGES: STARs completely revised.

ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH ist less than 1013 hPa (760 mm)
FL090 when QNH ist less than 977 hPa (733 mm)
DME required or RADAR control required.

FEET	METERS
QNH	(QFE)
6000	(1720)
5000	(1415)
4000	(1110)
1900	(470)

GOLIM 1E [GOLI1E]
ORPAS 1E [ORPA1E]
ARRIVALS
(RWY 07)

NOT TO SCALE

GOLIM
(NSK D58.0)
FL070

069°
32
GOLIM 1E

D28.7 NSK
FL070

18
1900

NOVOTYRYSHKINO
715 KD
FL110
5000

130°
148°
185°

ARP
2200 ❶
3100 ❶
2600 ❶

❶ For surface air temperature at ARP -43°C

(IAF)
597 R
6000
4000

NOVOSIBIRSK
113.3 NSK

MATVEYEVSKIY
816 EB
FL150
FL070

D5.4 NSK
6000

1540

252°
072°
MAX 230 KT
MAX FL100
MHA 1900

6
1800

11
2600
277°

❷ Holding shall be used, if clearance to cross UN(R)-1187 & UN(R)-1193 during activity or arrangement with ATC are available.

UN(R)-1187
UN(R)-1193

295°

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

33
2600

360°

NOVOLOKTI
750 NR
MAX 270 KT
FL130
FL070

45
2600
ORPAS 1E

ORPAS
(NSK D65.7)
FL170
052°

24 27 20 25 26 22

55-30 55-00 54-30 54-00
81-30 82-00 82-30 83-00

UNNT/OVB
TOLMACHEVO

29 SEP 23 (10-2X4) Eff 5 Oct

JEPPESEN

NOVOSIBIRSK, RUSSIA
STAR

GOLIM 1E [GOLI1E]
ORPAS 1E [ORPA1E]
ARRIVALS
(RWY 07)

CHANGES: GOLIM 1F MEA added.

ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH ist less than 1013 hPa (760 mm)
FL090 when QNH ist less than 977 hPa (733 mm)
DME required or RADAR control required.

GOLIM 1F [GOLI1F]
ORPAS 1F [ORPA1F]
ARRIVALS
(RWY 25)

FEET	METERS
QNH	(QFE)
5000	(1415)
4000	(1110)
3500	(960)

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

NOT TO SCALE

GOLIM
(NSK D58.0)
FL070

069°
GOLIM 1F
2600
32

D28.7 NSK
FL070

18
2600

ARP

NOVOTYRYSHKINO
715 KD
FL110
5000

130°
185°
139°
19
2600

2200 ❶
3100 ❶
2600 ❶

❶ For surface air temperature at ARP -43°C

(IAF)
620 K
4000

UN(P)-256

NOVOSIBIRSK
113.3 NSK

252°
072°
MAX 230 KT
MAX FL070
MHA 3500
11
2600

1540

UN(R)-1187

❷ Holding shall be used, if clearance to cross UN(R)-1187 & UN(P)-256 during activity or arrangement with ATC are available.

[D339K]
FL070

055°
295°

MATVEYEVSKIY
816 EB

28
2600

339°

NOVOLOKTI
750 NR
MAX 270 KT
FL120
FL070

ORPAS 1F
2600
45

ORPAS
(NSK D65.7)
FL170

052°

2 0 2 2 2 4 2 5 2 6 2 7

55-30 55-00 54-30 54-00
81-30 82-00 82-30 83-00

GOLIM 1F [GOLI1F]
ORPAS 1F [ORPA1F]
ARRIVALS
(RWY 25)

NOVOSIBIRSK, RUSSIA
STAR

CHANGES: None.

ATIS	Apt Elev
131.3 (Russian 127.4)	368

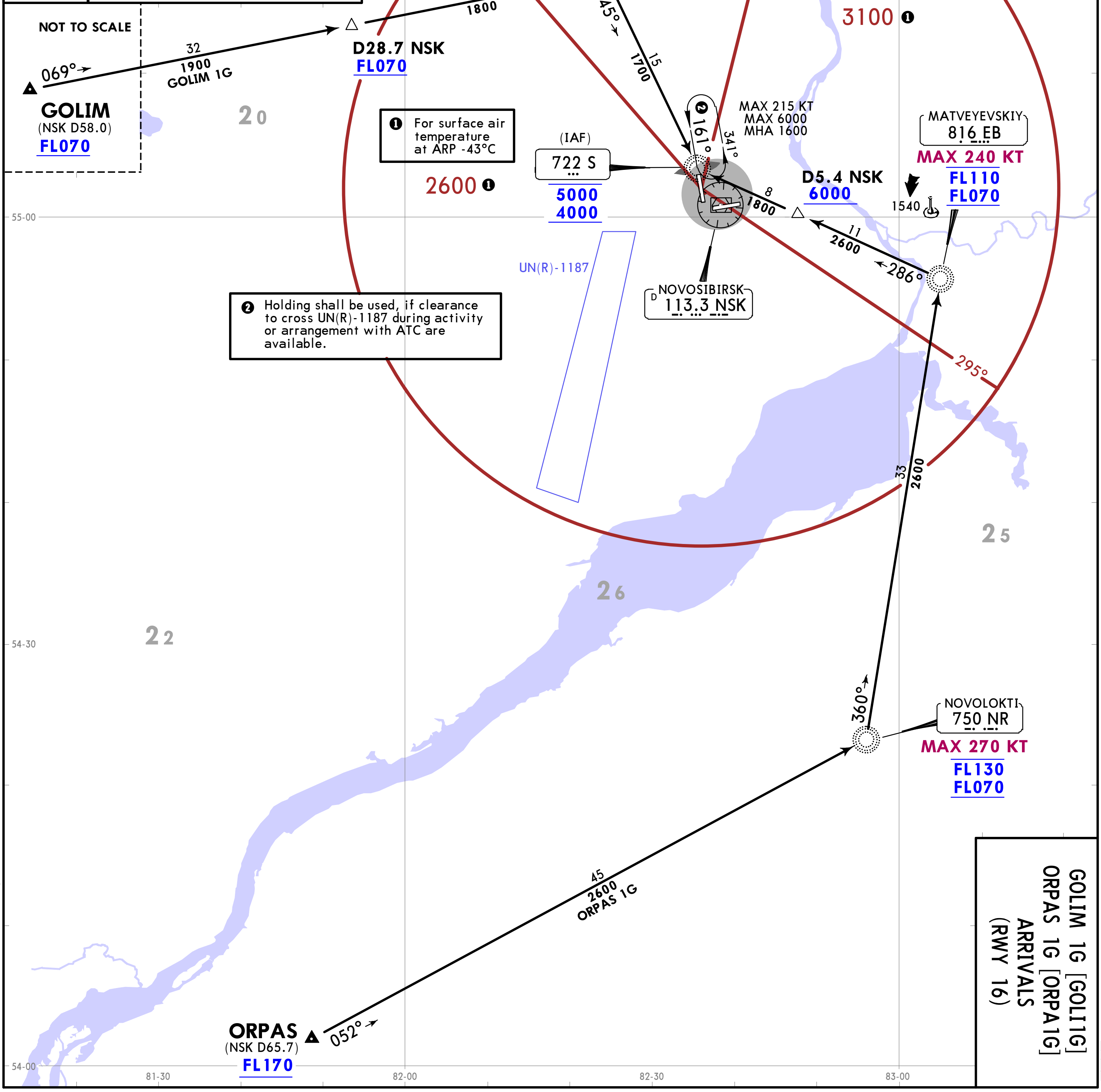
Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH ist less than 1013 hPa (760 mm)
FL090 when QNH ist less than 977 hPa (733 mm)

DME required or RADAR control required.

GOLIM 1G [GOLI1G]
ORPAS 1G [ORPA1G]
ARRIVALS
(RWY 16)

FEET	METERS
QNH	(QFE)
6000	(1720)
5000	(1415)
4000	(1110)
1600	(380)

COMMS LOST COMMS / LOST COMMS Refer to 10-1P Pages. LOST COMMS / LOST COMMS COMMS



NOT TO SCALE
GOLIM
(NSK D58.0)
FL070
069°
32
1900
GOLIM 1G
D28.7 NSK
FL070
18
1800
NOVOTYRYSHKINO
715 KD
FL110
5000
145°
15
1700
ARP
185°
130°
2200 ❶
3100 ❶
2600 ❶
❶ For surface air temperature at ARP -43°C
❷ 161°
341°
MAX 215 KT
MAX 6000
MHA 1600
(IAF)
722 S
5000
4000
D5.4 NSK
6000
8
1800
MATVEYEVSKIY
816 EB
MAX 240 KT
FL110
FL070
1540
11
2600
286°
295°
UN(R)-1187
NOVOSIBIRSK
113.3 NSK
❷ Holding shall be used, if clearance to cross UN(R)-1187 during activity or arrangement with ATC are available.
33
2600
360°
NOVOLOKTI
750 NR
MAX 270 KT
FL130
FL070
45
2600
ORPAS 1G
ORPAS
(NSK D65.7)
FL170
052°
55-30
55-00
54-30
54-00
81-30
82-00
82-30
83-00

UNNT/OVB
TOLMACHEVO

20 OCT 23 (10-2X6) Eff 2 Nov

JEPPESEN

NOVOSIBIRSK, RUSSIA
STAR

GOLIM 1G [GOLI1G]
ORPAS 1G [ORPA1G]
ARRIVALS
(RWY 16)

CHANGES: New chart.

ATIS	Apt Elev
131.3 (Russian 127.4)	368

Alt Set: hPa (MM on request)
Trans level: FL070
FL080 when QNH ist less than 1013 hPa (760 mm)
FL090 when QNH ist less than 977 hPa (733 mm)
DME required or RADAR control required.

FEET	METERS
QNH	(QFE)
6000	(1720)
5000	(1415)
4000	(1110)
1800	(440)

GOLIM 1H [GOLI1H]
ORPAS 1H [ORPA1H]
ARRIVALS
(RWY 34)

NOT TO SCALE

GOLIM
(NSK D58.0)
FL070
069°
32
GOLIM 1H

D28.7 NSK
FL070
18
1800

NOVOTYRYSHKINO
715 KD
FL110
5000

ARP
2200 ❶
3100 ❶
2600 ❶
❶ For surface air temperature at ARP -43°C

130°
185°
148°
18
1800

NOVOSIBIRSK
113.3 NSK

MATVEYEVSKIY
816 EB
FL150
FL070
1540

UN(R)-1187

(IAF)
700 G
GOLIM 1H:
6000
4000
ORPAS 1H:
6000

161°
341°
❷
MAX 230 KT
MAX 6000
MHA 1800

17
2600
278°

❷ Holding shall be used, if clearance to cross UN(R)-1187 during activity or arrangement with ATC are available.

295°

33
2600

360°

NOVOLOKTI
750 NR
MAX 270 KT
FL130
FL070

45
2600
ORPAS 1H

ORPAS
(NSK D65.7)
FL170
052°

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

2 4
2 7
2 0
2 5
2 6
2 2

55-30
55-00
54-30
54-00
81-30
82-00
82-30
83-00

NOVOSIBIRSK, RUSSIA

RNAV SID

Apt Elev
368

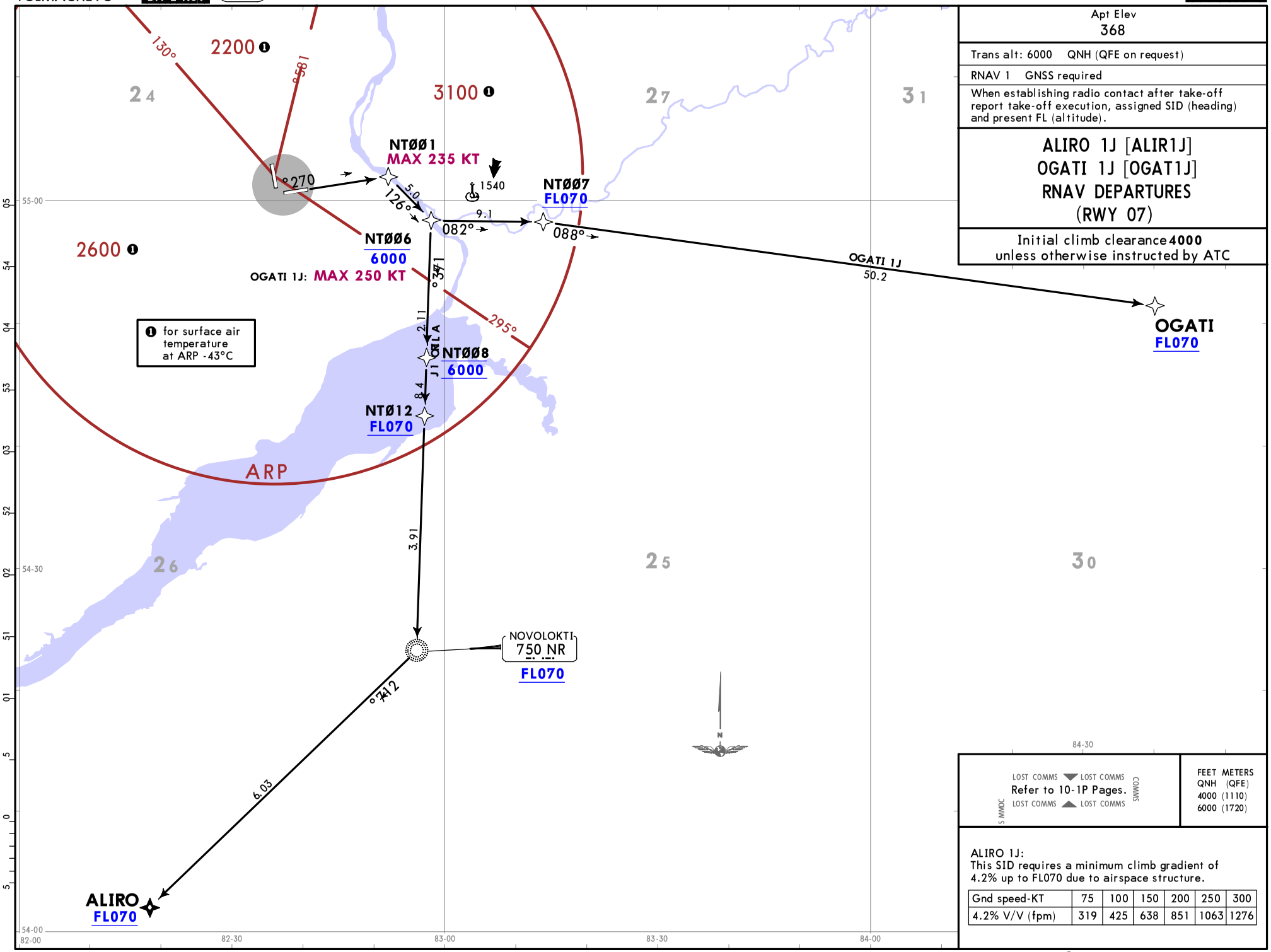
Trans alt: 6000 QNH (QFE on request)

RNAV 1 GNSS required

When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

ALIRO 1J [ALIR1J]
OGATI 1J [OGAT1J]
RNAV DEPARTURES
(RWY 07)

Initial climb clearance **4000** unless otherwise instructed by ATC



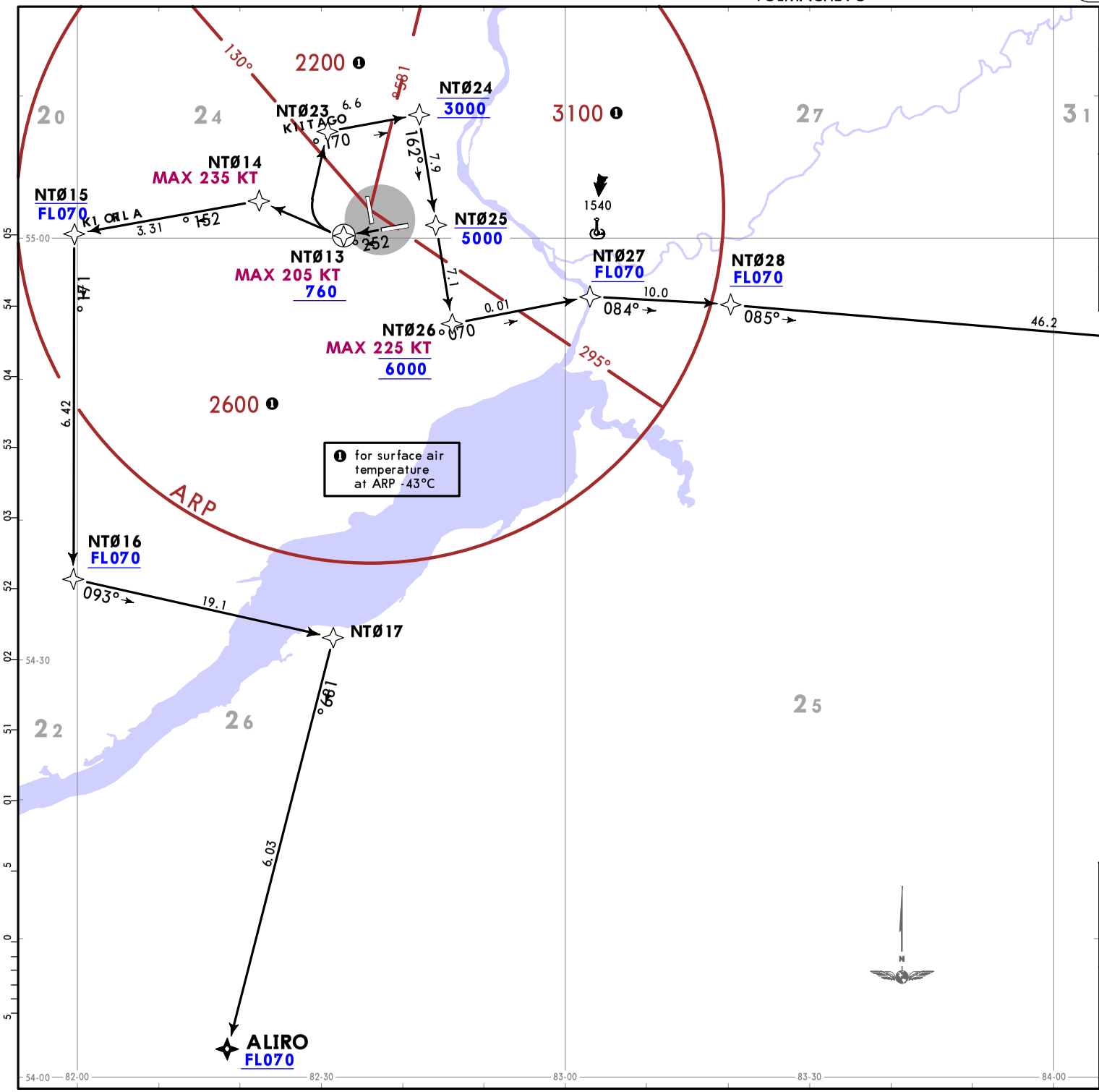
LOST COMMS ▼ LOST COMMS
Refer to 10-1P Pages.
LOST COMMS ▲ LOST COMMS
COMMS
S MMOC

FEET	METERS
QNH	(QFE)
4000	(1110)
6000	(1720)

ALIRO 1J:
This SID requires a minimum climb gradient of 4.2% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

CHANGES: Speed restriction at NTØ7 and OGATI withdrawn.



Apt Elev
368

Trans alt: 6000 QNH (QFE on request)

RNAV 1 GNSS required

When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

ALIRO 1K [ALIR1K]
OGATI 1K [OGAT1K]
RNAV DEPARTURES
(RWY 25)

Initial climb clearance **4000** unless otherwise instructed by ATC

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

FEET	METERS
QNH	(QFE)
760	(125)
3000	(805)
4000	(1110)
5000	(1415)
6000	(1720)

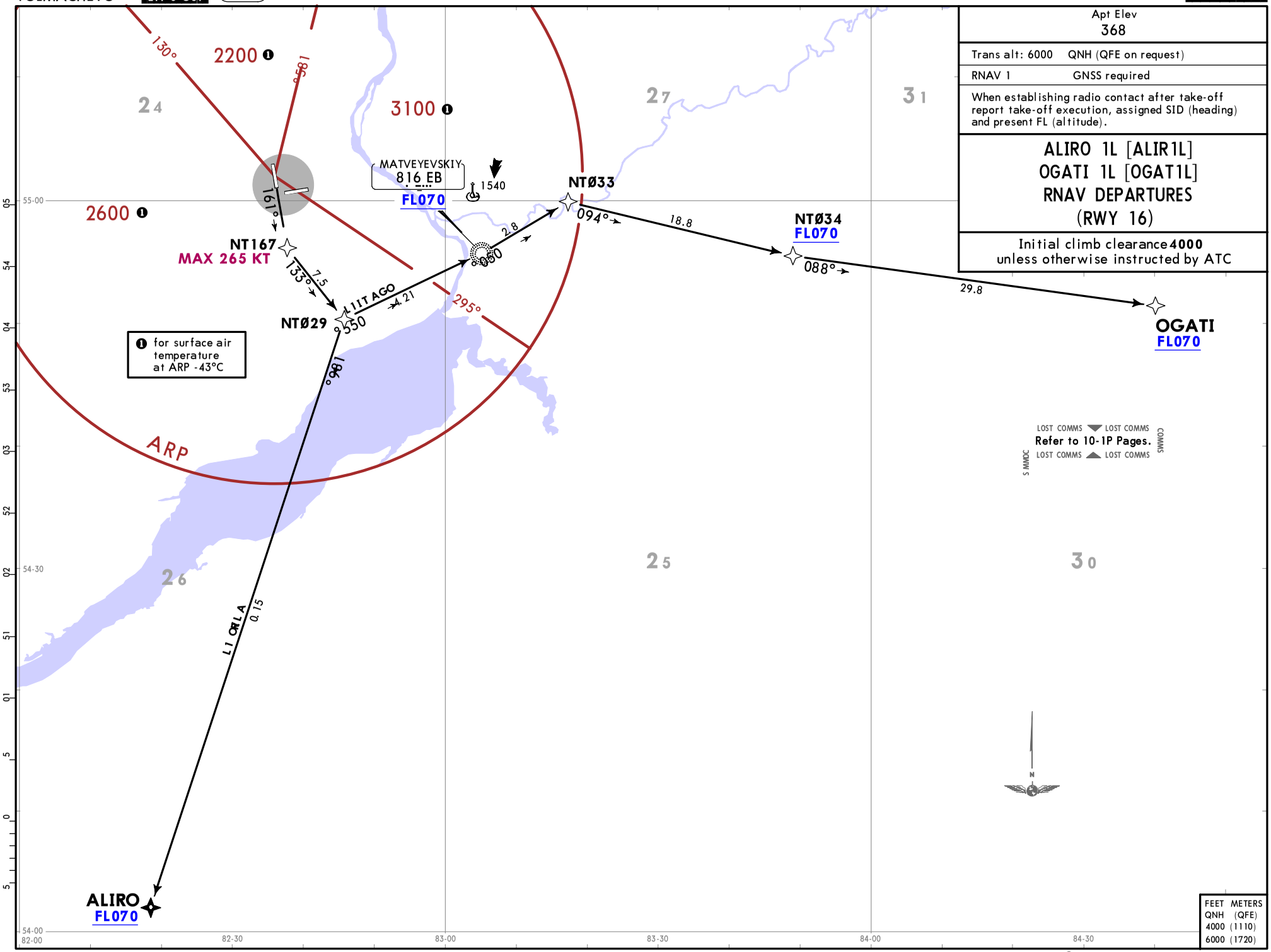
These SIDs require a minimum climb gradient of 3.9% up to NTØ13 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

CHANGES: None.

NOVOSIBIRSK, RUSSIA

RNAV SID



CHANGES: RNAV SIDs established, SIDs transferred.

Apt Elev
368

Trans alt: 6000 QNH (QFE on request)

RNAV 1
GNSS required

1. EXPECT close-in obstacles.
2. When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

ALIRO 1M [ALIR1M]
OGATI 1M [OGAT1M]
RNAV DEPARTURES
(RWY 34)

Initial climb clearance **4000** unless otherwise instructed by ATC

NT036
5000

NT003
FL070

NT166
4000

NT168

NT038
FL070

NT039
FL070

NT040
FL070

NT041
FL070

OGATI
FL070

ALIRO
FL070

2200 ❶

3100 ❶

2600 ❶

ARP

130°

295°

OGATI 1M: MAX 235 KT

ALIRO 1M: MAX 235 KT

❶ for surface air temperature at ARP -43°C

NOT TO SCALE

FEET	METERS
QNH	(QFE)
4000	(1110)
5000	(1415)
6000	(1720)

These SIDs require a minimum climb gradient of 4.6% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397

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

Apt Elev
368

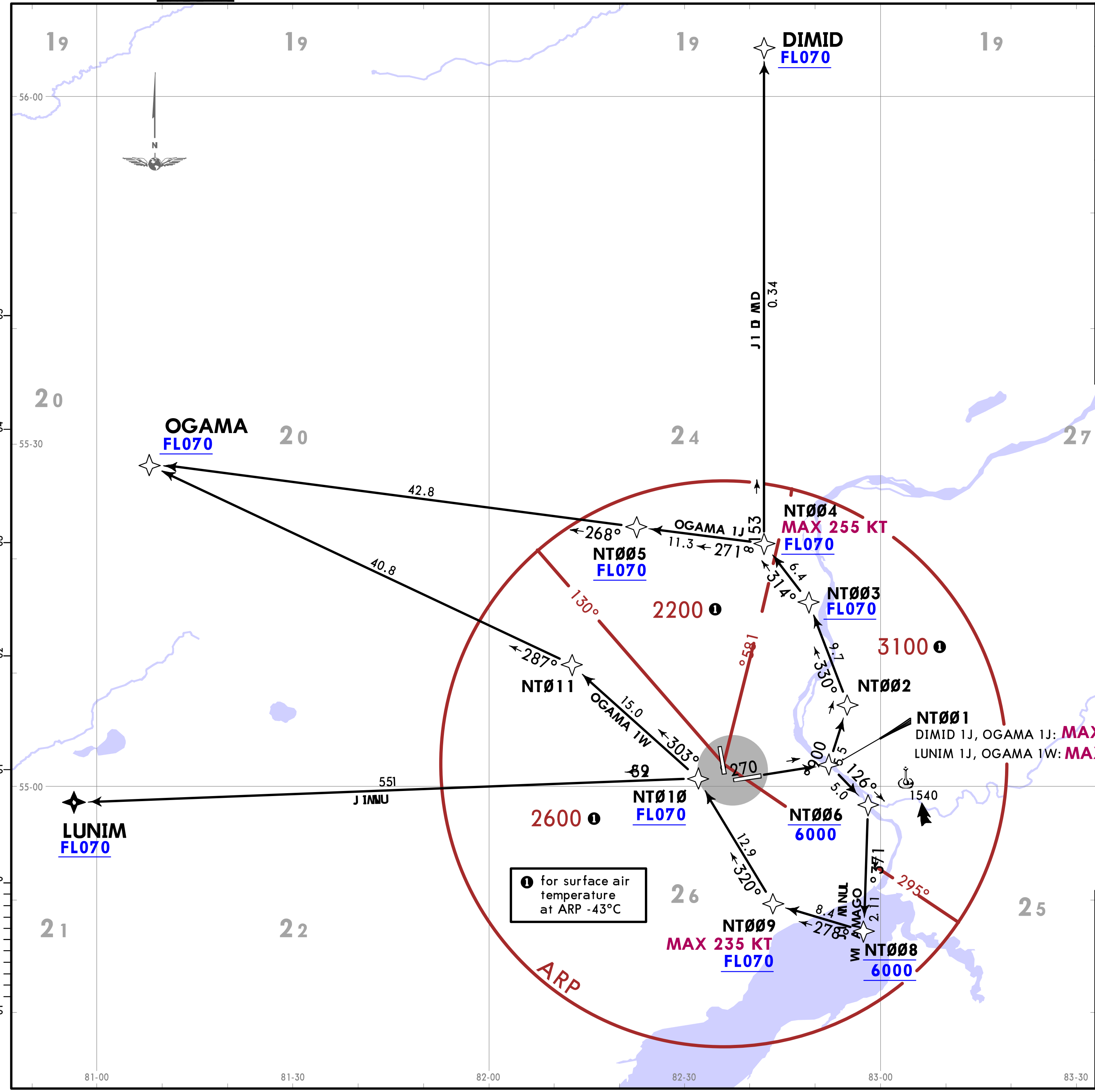
Trans alt: 6000 QNH (QFE on request)

RNAV 1
GNSS required

When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

DIMID 1J [DIMI1J]
LUNIM 1J [LUNI1J]
OGAMA 1J [OGAM1J]
OGAMA 1W [OGAM1W]
RNAV DEPARTURES
(RWY 07)

Initial climb clearance **4000** unless otherwise instructed by ATC



These SIDs require minimum climb gradients of
DIMID 1J, OGAMA 1J: 5.2% up to FL070 due to airspace structure.
LUNIM 1J, OGAMA 1W: 4.4% up to FL080 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
5.2% V/V (fpm)	395	527	790	1053	1316	1580

CHANGES: LUNIM 1J added.

Apt Elev 368

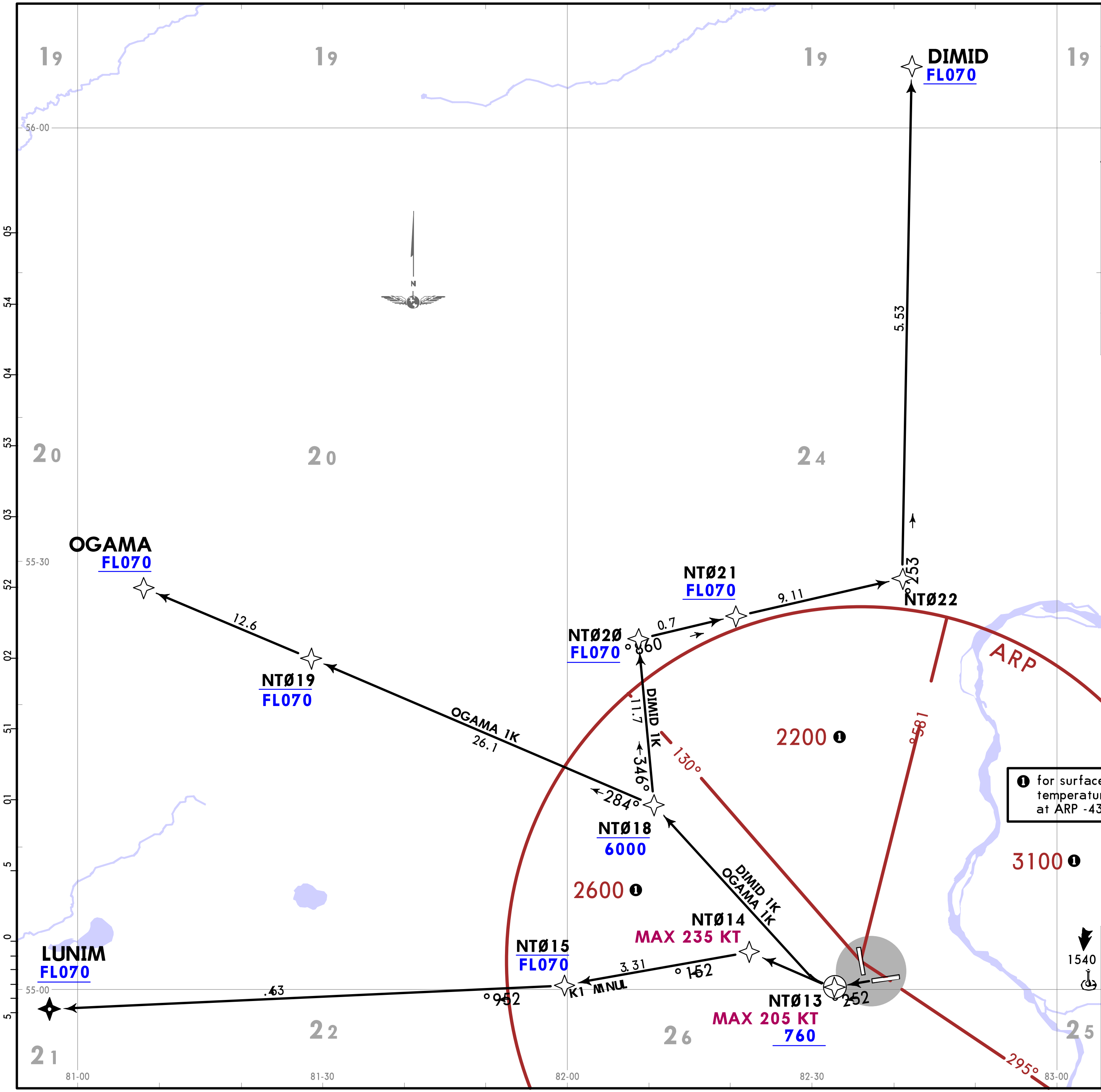
Trans alt: 6000 QNH (QFE on request)

RNAV 1
GNSS required

When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

DIMID 1K [DIMI1K]
LUNIM 1K [LUNI1K]
OGAMA 1K [OGAM1K]
RNAV DEPARTURES (RWY 25)

Initial climb clearance **4000** unless otherwise instructed by ATC



These SIDs require a minimum climb gradient of 3.9% up to NTØ13 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

CHANGES: LUNIM 1K added.

Apt Elev
368

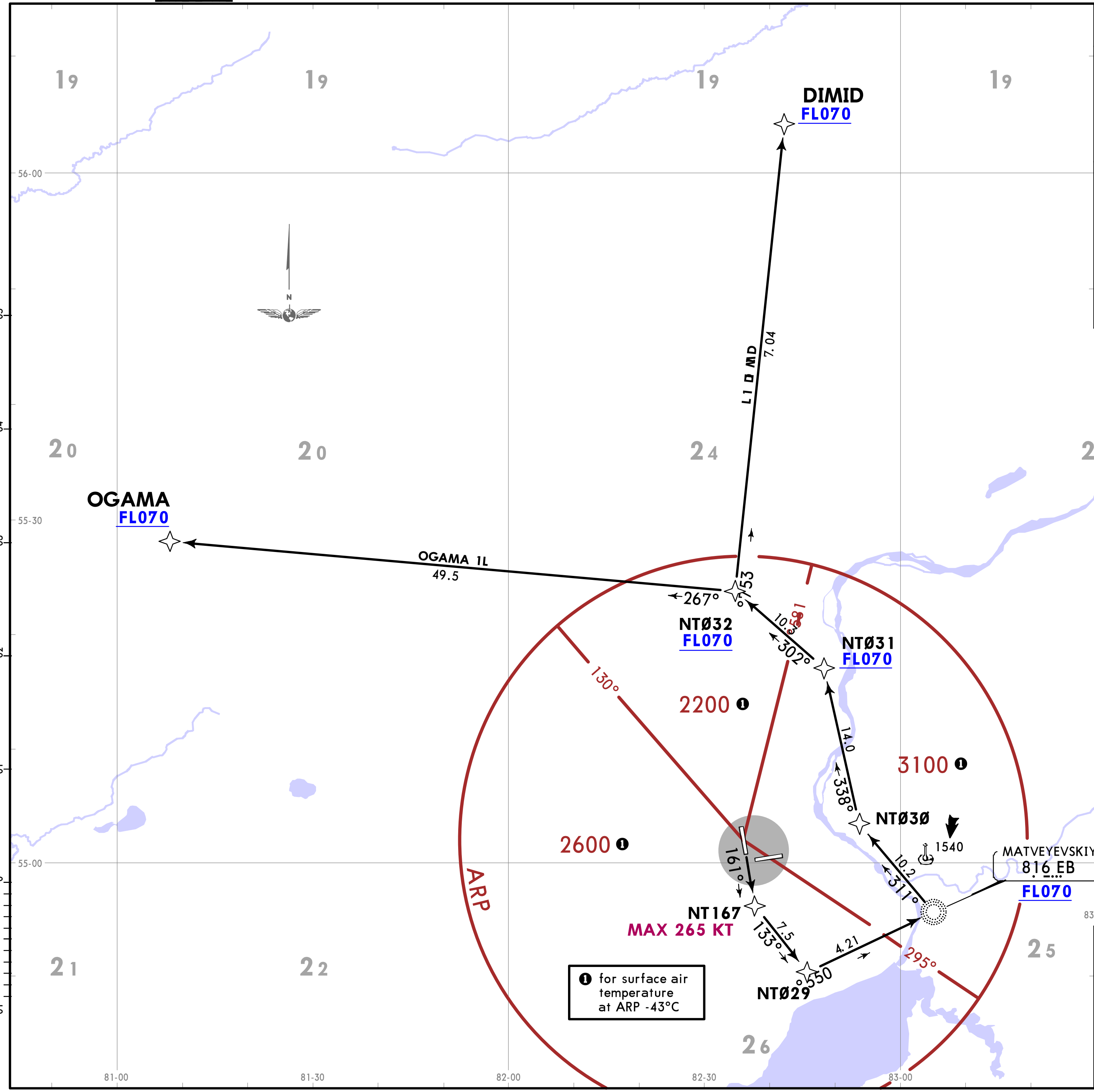
Trans alt: 6000 QNH (QFE on request)

RNAV 1
GNSS required

When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

DIMID 1L [DIMI1L]
OGAMA 1L [OGAM1L]
RNAV DEPARTURES
(RWY 16)

Initial climb clearance **4000** unless otherwise instructed by ATC



FEET	METERS
QNH	(QFE)
4000	(1110)
6000	(1720)

These SIDs require a minimum climb gradient of
5.6% up to FL070 due to airspace structure.

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

CHANGES: RNAV SIDs established, SIDs transferred.

Apt Elev
368

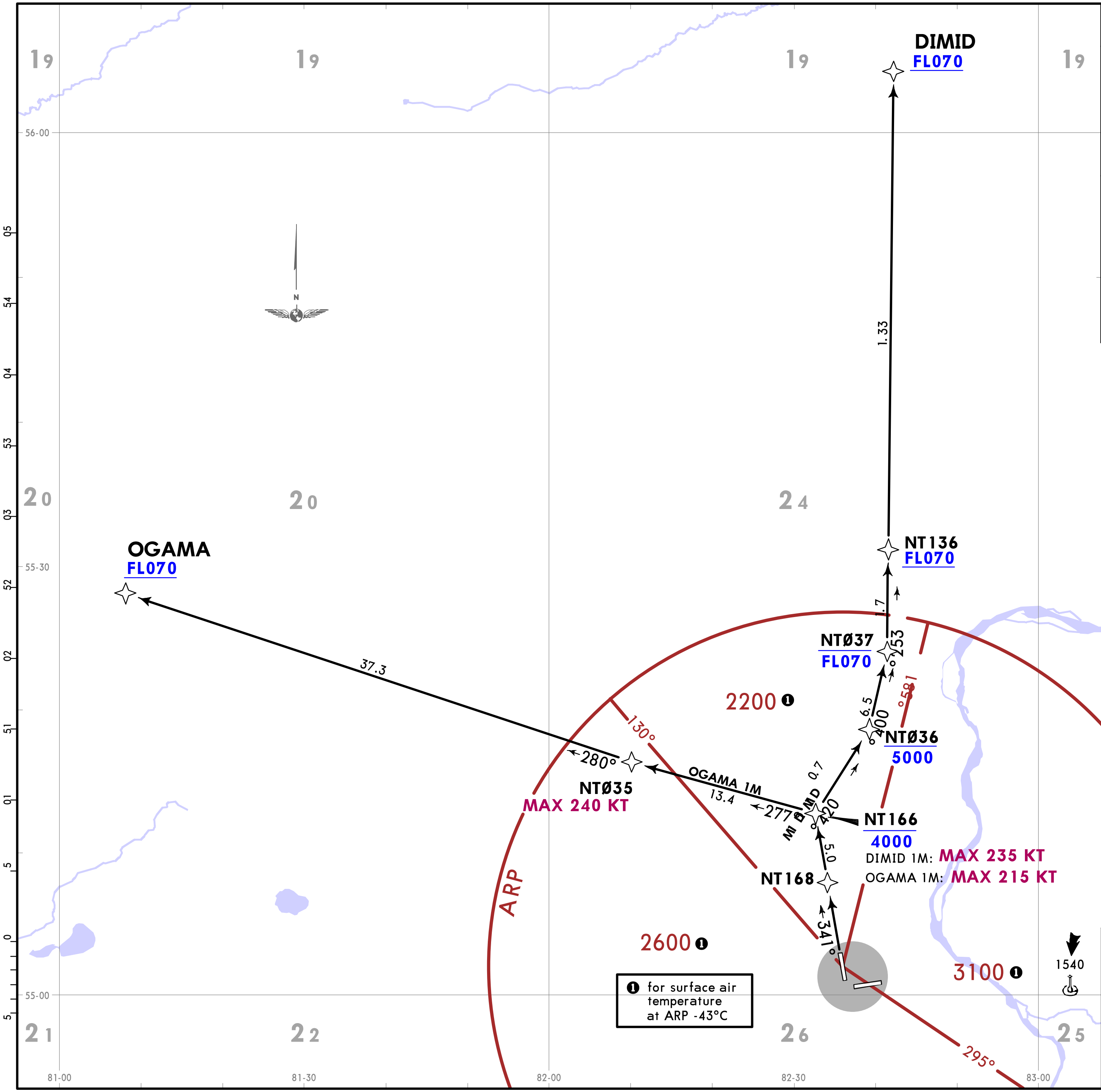
Trans alt: 6000 QNH (QFE on request)

RNAV 1
GNSS required

1. EXPECT close-in obstacles.
2. When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

DIMID 1M [DIMI1M]
OGAMA 1M [OGAM1M]
RNAV DEPARTURES
(RWY 34)

Initial climb clearance **4000**
unless otherwise instructed by ATC



FEET	METERS
QNH	(QFE)
4000	(1110)
5000	(1415)
6000	(1720)

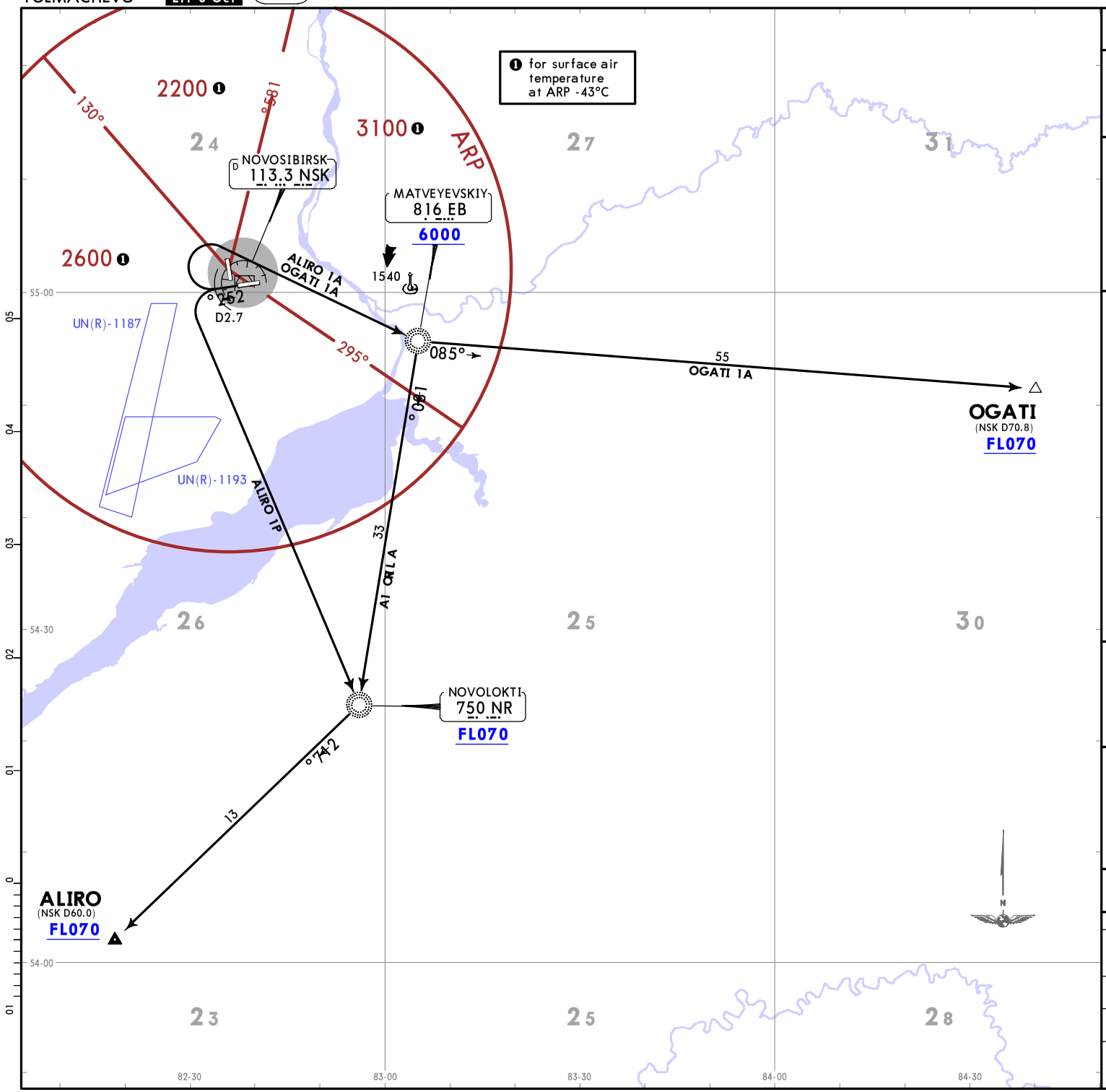
This SID requires a minimum climb gradient of
DIMID 1M: 3.9% up to FL070 due to airspace structure.

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

CHANGES: RNAV SIDs established, SIDs transferred.

NOVOSIBIRSK, RUSSIA

SID



Apt Elev
368

Trans alt: 6000 QNH (QFE on request)
1. DME required.
2. When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

ALIRO 1A [ALIR1A]
ALIRO 1P [ALIR1P]
OGATI 1A [OGAT1A]
DEPARTURES
(RWY 25)

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

FEET	METERS
QNH	(QFE)
4000	(1110)
6000	(1720)

These SIDs require minimum climb gradients of
ALIRO 1A: 4.5% up to FL070 due to airspace structure.
OGATI 1A: 3.9% up to 6000 due to airspace structre.

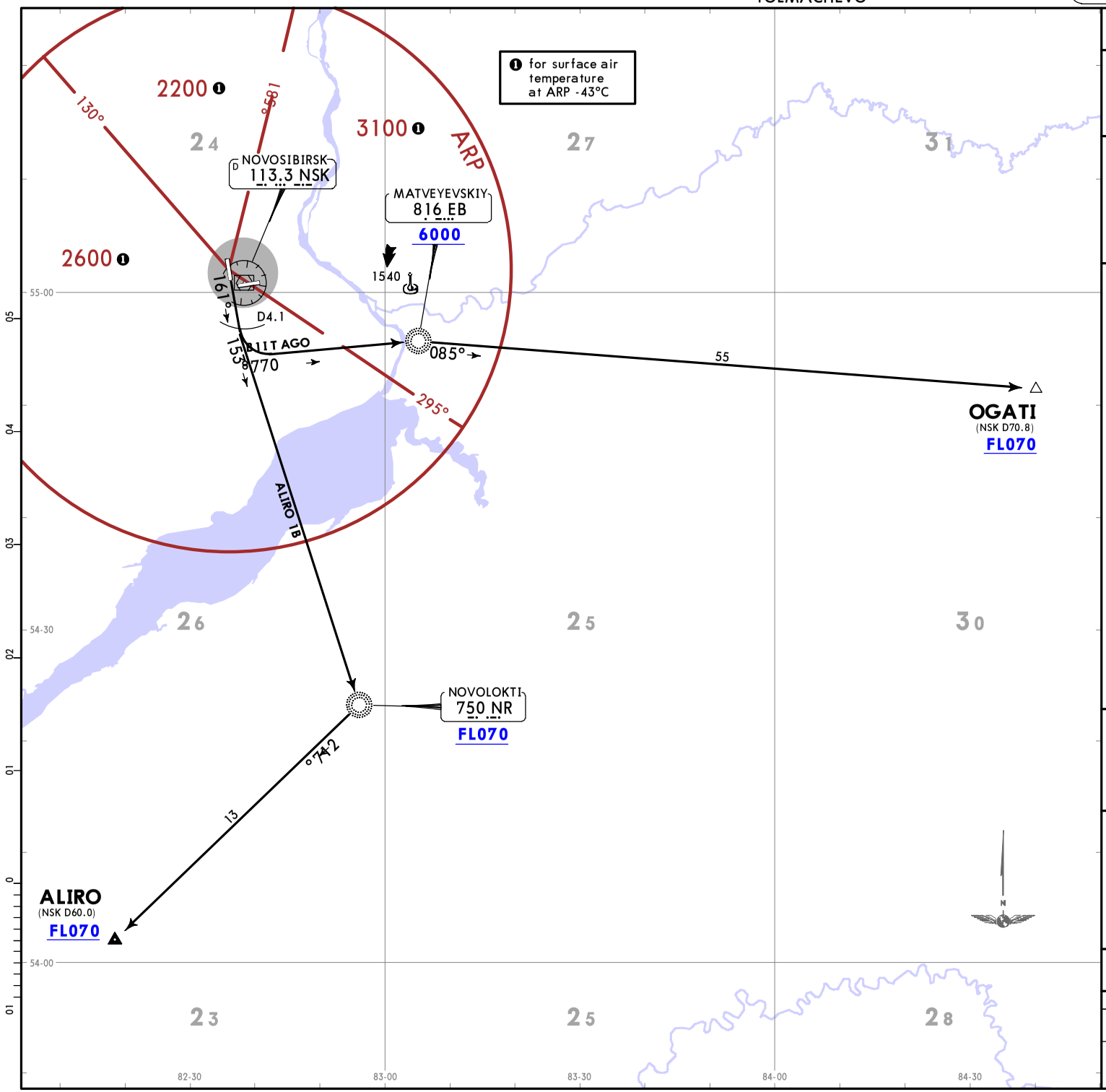
Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.5% V/V (fpm)	342	456	684	911	1139	1367

Initial climb clearance **4000**
unless otherwise instructed by ATC

SID	ROUTING
ALIRO 1A	Climb on 252° track to D2.7 NSK, turn RIGHT to EB, 180° bearing to NR, 217° bearing to ALIRO.
ALIRO 1P 2 By ATC	Climb on 252° track to D2.7 NSK, turn LEFT to NR, 217° bearing to ALIRO.
OGATI 1A	Climb on 252° track to D2.7 NSK, turn RIGHT to EB, 085° bearing to OGATI.

2 requires permission to overfly UN(R)-1187 and UN(R)-1193 (during activity) or ATS unit coordination.

CHANGES: SIDs completely revised.



Apt Elev
368

Trans alt: 6000 QNH (QFE on request)
1. DME required.
2. When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

ALIRO 1B [ALIR1B]
OGATI 1B [OGAT1B]
DEPARTURES
(RWY 16)

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

FEET	METERS
QNH	(QFE)
4000	(1110)
6000	(1720)

These SIDs require minimum climb gradients of
ALIRO 1B: 4.7% up to FL070 due to airspace structure.
OGATI 1B: 4.1% up to 6000 due to airspace structre.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.7% V/V (fpm)	357	476	714	952	1190	1428

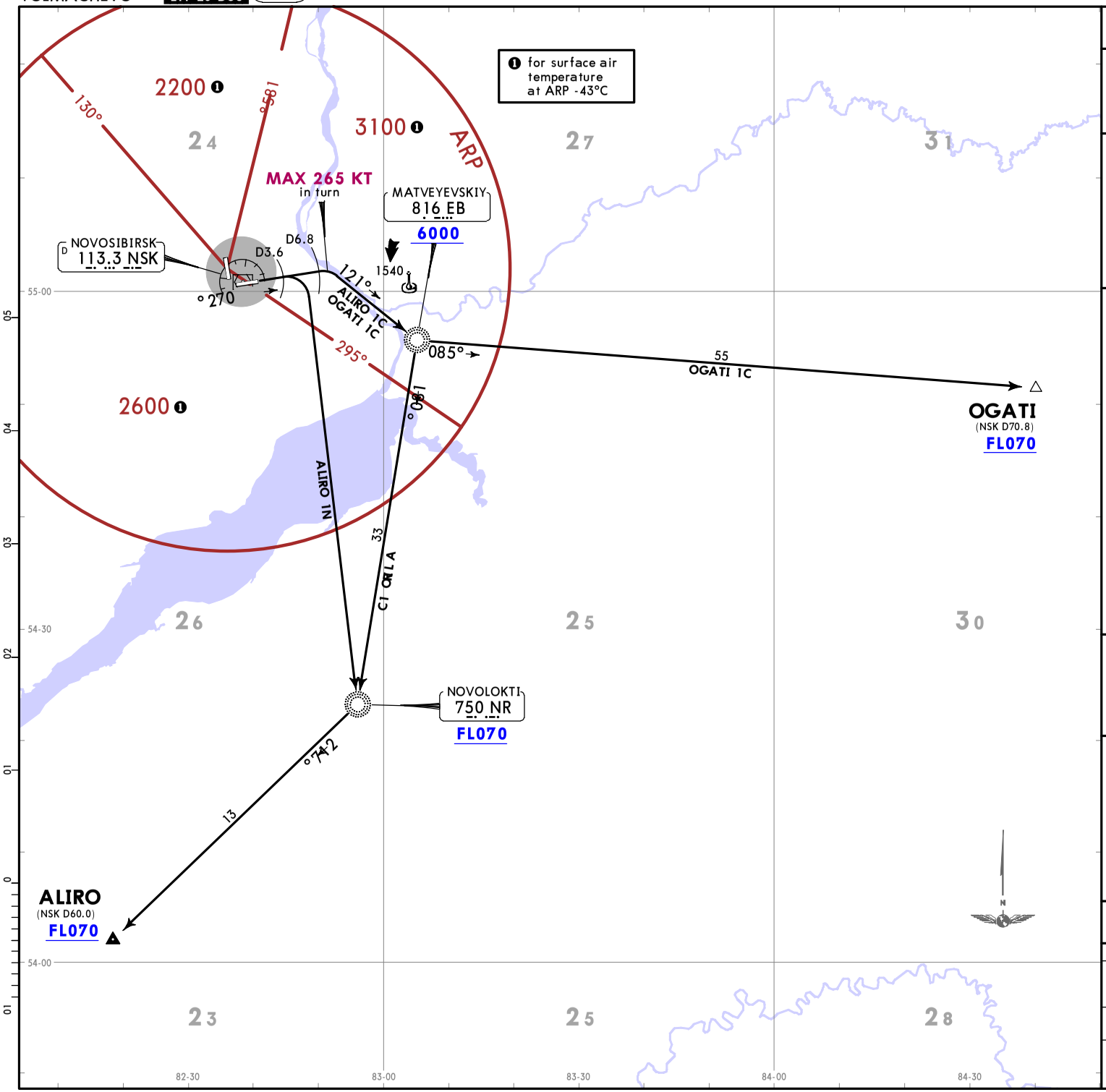
Initial climb clearance **4000**
unless otherwise instructed by ATC

SID	ROUTING
ALIRO 1B	Climb on 161° track to D4.1 NSK, 153° bearing to NR, 217° bearing to ALIRO.
OGATI 1B	Climb on 161° track to D4.1 NSK, turn LEFT, 077° bearing to EB, 085° bearing to OGATI.

CHANGES: SIDs completely revised.

NOVOSIBIRSK, RUSSIA

SID



Apt Elev
368

Trans alt: 6000 QNH (QFE on request)
1. DME required.
2. When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

ALIRO 1C [ALIR1C]
ALIRO 1N [ALIR1N]
OGATI 1C [OGAT1C]
DEPARTURES
(RWY 07)

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

FEET	METERS
QNH	(QFE)
4000	(1110)
6000	(1720)

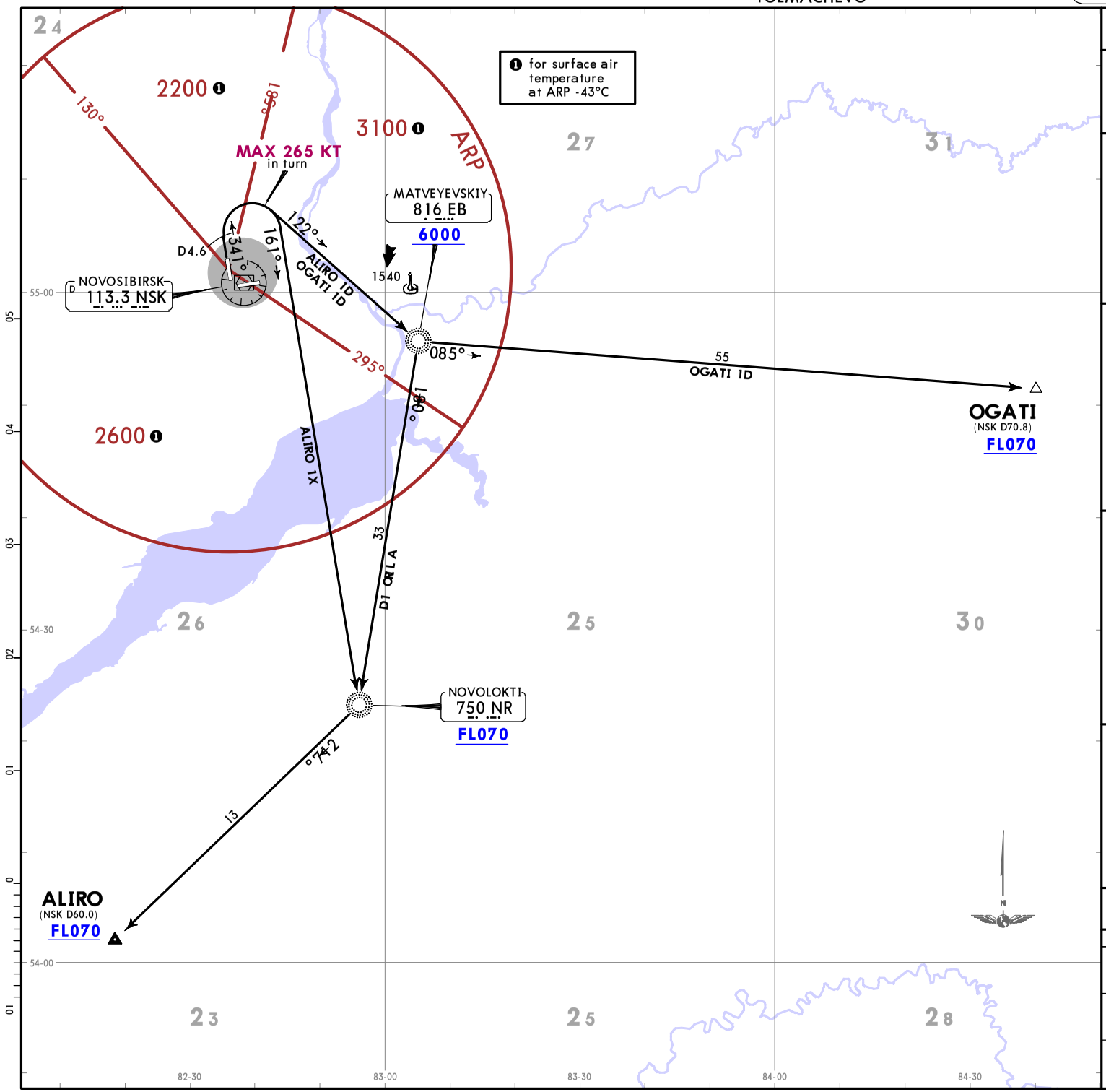
These SIDs require minimum climb gradients of
ALIRO 1C: 5.0% up to FL070 due to airspace structure.
ALIRO 1N: 3.9% up to FL070 due to airspace structure.
OGATI 1C: 4.9% up to 6000 due to airspace structre.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.9% V/V (fpm)	372	496	744	992	1241	1489
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000**
unless otherwise instructed by ATC

SID	ROUTING
ALIRO 1C	Climb on 072° track to D6.8 NSK, turn RIGHT, 121° bearing to EB, 180° bearing to NR, 217° bearing to ALIRO.
ALIRO 1N By ATC	Climb on 072° track to D3.6 NSK, turn RIGHT to NR, 217° bearing to ALIRO.
OGATI 1C	Climb on 072° track to D6.8 NSK, turn RIGHT, 121° bearing to EB, 085° bearing to OGATI.

CHANGES: None.



Apt Elev
368

Trans alt: 6000 QNH (QFE on request)
1. DME required.
2. When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

ALIRO 1D [ALIR1D]
ALIRO 1X [ALIR1X]
OGATI 1D [OGAT1D]
DEPARTURES
(RWY 34)

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

FEET	METERS
QNH	(QFE)
4000	(1110)
6000	(1720)

These SIDs require minimum climb gradients of ALIRO 1D, ALIRO 1X: 4.1% up to FL070 due to airspace structure.
OGATI 1D: 3.9% up to 6000 due to airspace structre.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.1% V/V (fpm)	311	415	623	830	1038	1246

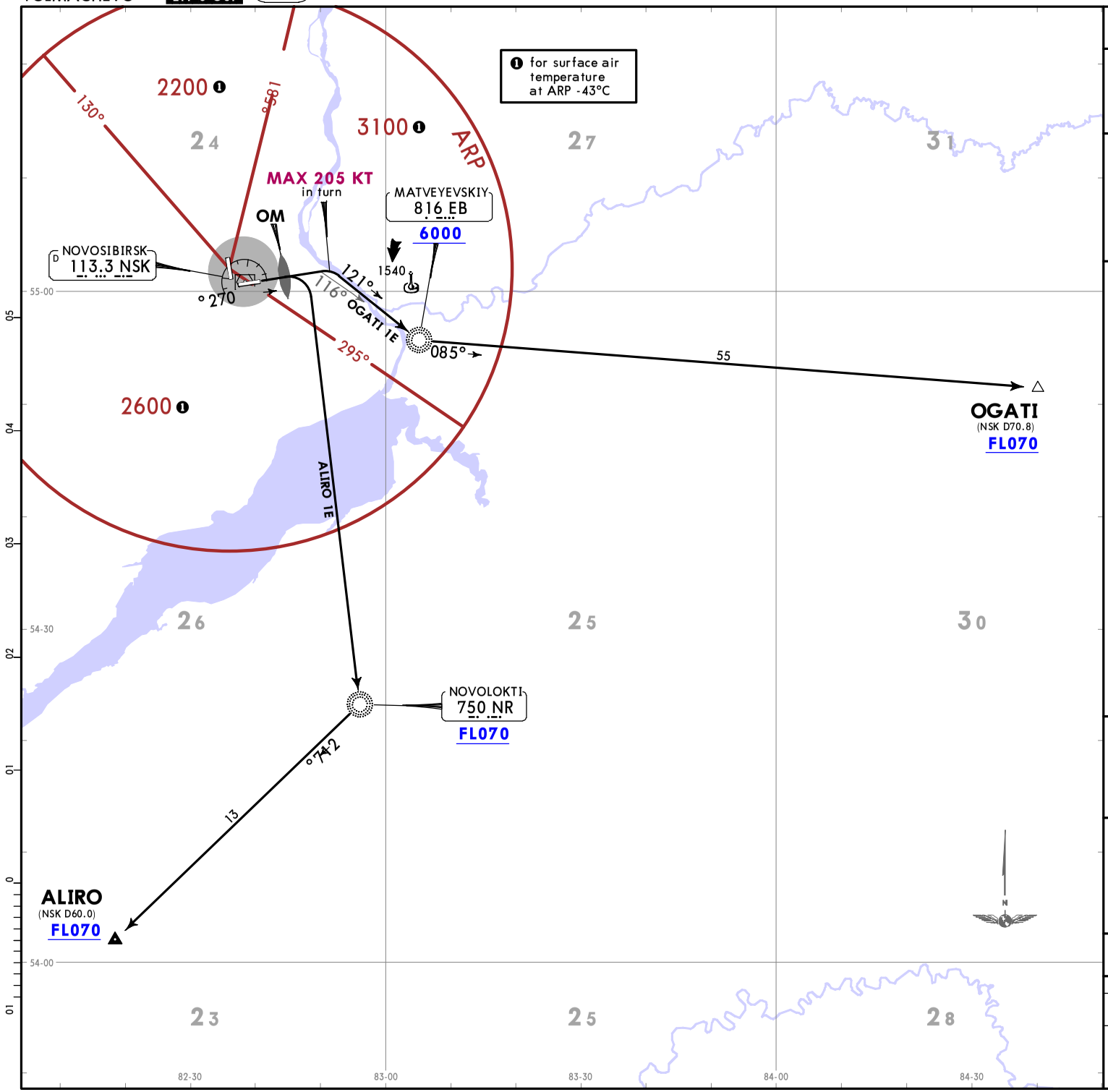
Initial climb clearance **4000**
unless otherwise instructed by ATC

SID	ROUTING
ALIRO 1D	Climb on 341° track to D4.6 NSK, turn RIGHT, 122° bearing to EB, 180° bearing to NR, 217° bearing to ALIRO.
ALIRO 1X By ATC	Climb on 341° track to D4.6 NSK, turn RIGHT, 161° bearing to NR, 217° bearing to ALIRO.
OGATI 1D	Climb on 341° track to D4.6 NSK, turn RIGHT, 122° bearing to EB, 085° bearing to OGATI.

CHANGES: Close-in obstacles note removed.

NOVOSIBIRSK, RUSSIA

SID



Apt Elev
368

Trans alt: 6000 QNH (QFE on request)
1. DME or radar control required.
2. When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

ALIRO 1E [ALIR1E]
OGATI 1E [OGAT1E]
DEPARTURES
(RWY 07)

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

FEET	METERS
QNH	(QFE)
4000	(1110)
6000	(1720)

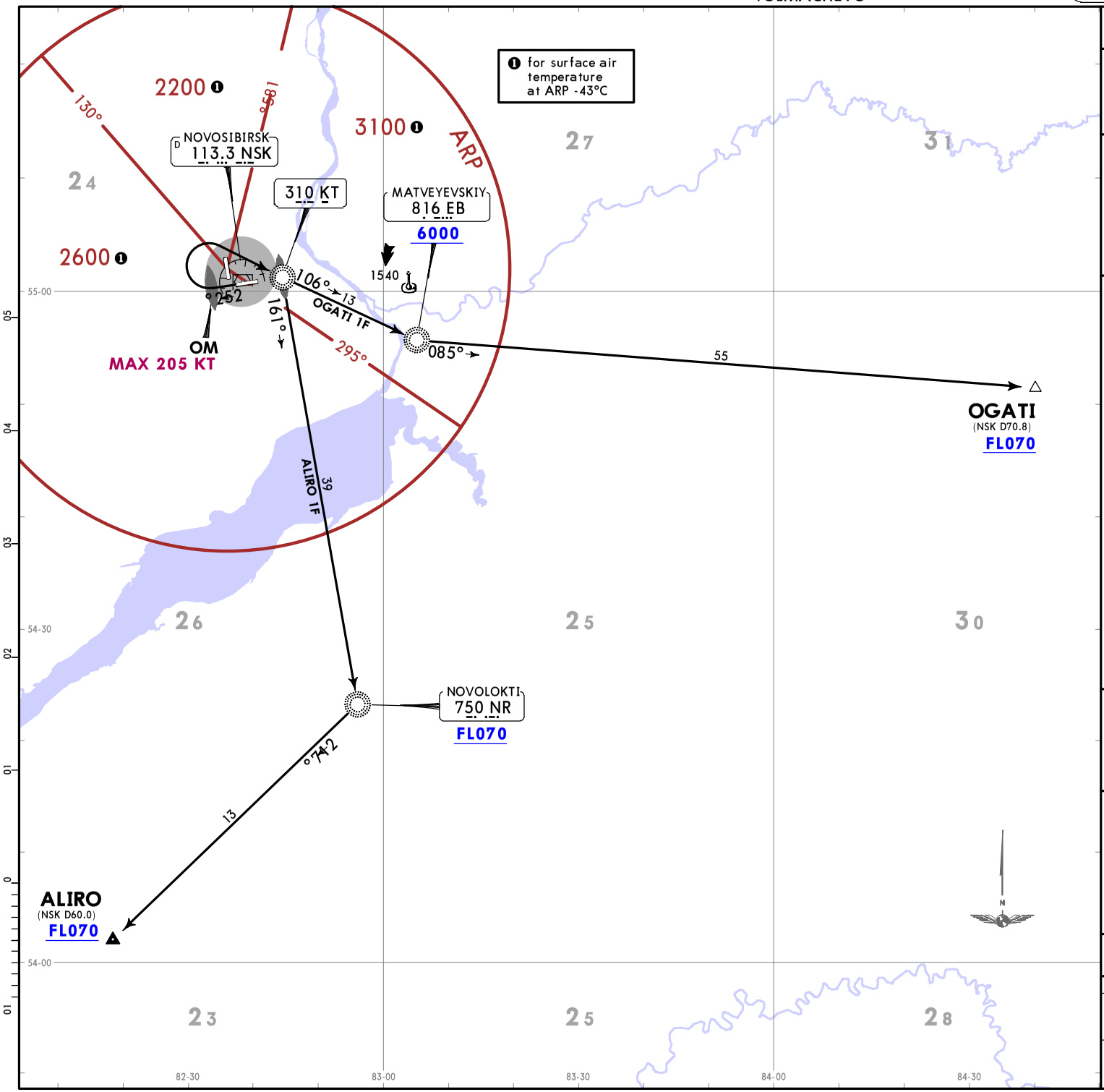
These SIDs require a minimum climb gradient of
ALIRO 1E: 4.9% up to FL070 due to airspace structure.
OGATI 1E: 4.9% up to 6000 due to airspace structre.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

Initial climb clearance **4000**
unless otherwise instructed by ATC

SID	ROUTING
ALIRO 1E	Climb on 072° track to OM, turn RIGHT to NR, 217° bearing to ALIRO.
OGATI 1E	Climb on 072° track to intercept 116° bearing to EB, turn RIGHT, intercept 121° bearing to EB, 085° bearing to OGATI.

CHANGES: SIDs completely revised.



Apt Elev
368

Trans alt: 6000 QNH (QFE on request)
1. DME or radar control required.
2. When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

ALIRO 1F [ALIR1F]
OGATI 1F [OGAT1F]
DEPARTURES
(RWY 25)

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

FEET	METERS
QNH	(QFE)
4000	(1110)
6000	(1720)

These SIDs require minimum climb gradients of
ALIRO 1F: 4.4% up to FL070 due to airspace structure.
OGATI 1F: 3.8% up to 6000 due to airspace structre.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
4.4% V/V (fpm)	334	446	668	891	1114	1337

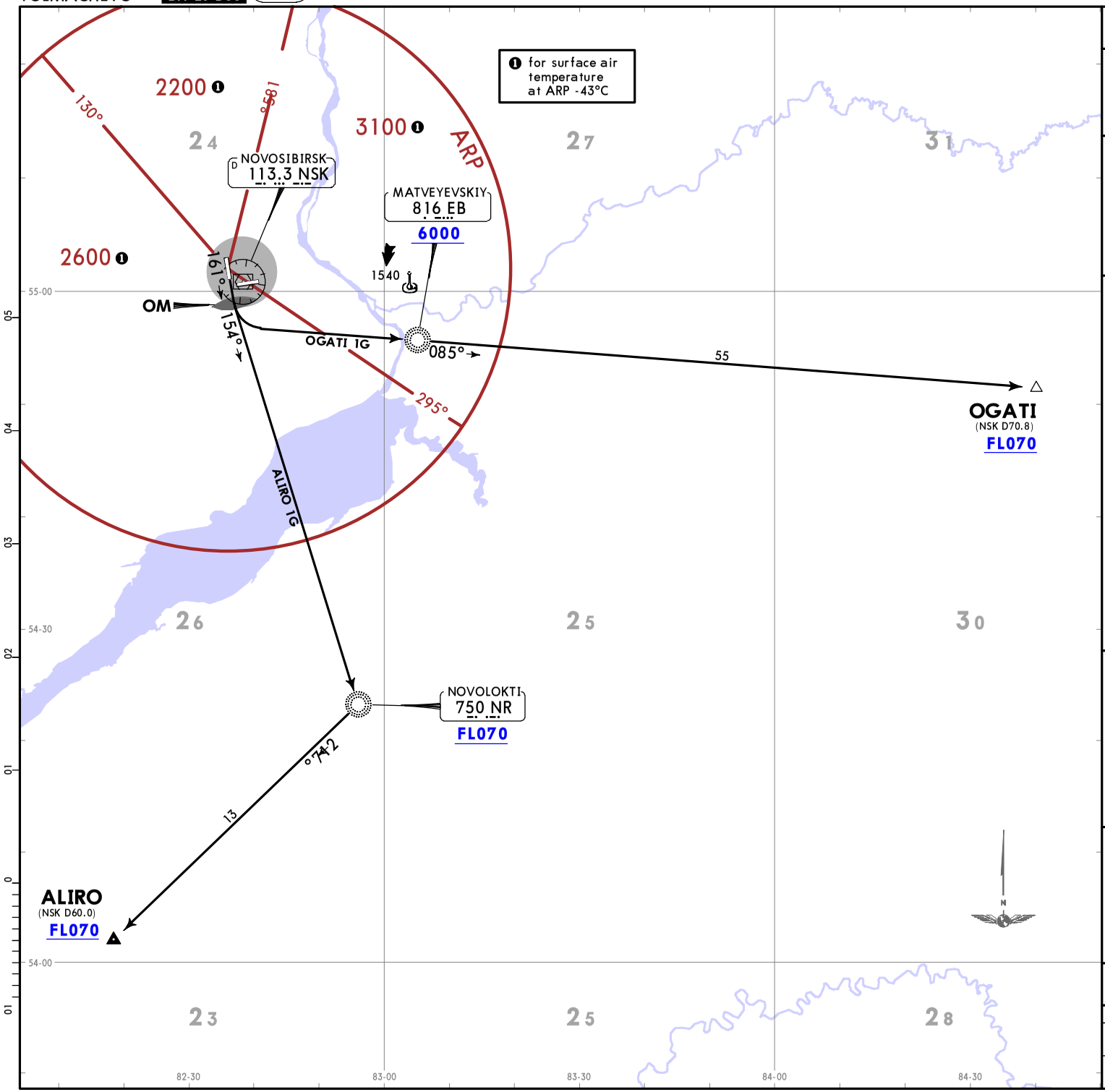
Initial climb clearance **4000**
unless otherwise instructed by ATC

SID	ROUTING
ALIRO 1F	Climb on 252° track to OM, turn RIGHT to KT, 161° bearing to NR, 217° bearing to ALIRO.
OGATI 1F	Climb on 252° track to OM, turn RIGHT to KT, 106° bearing to EB, 085° bearing to OGATI.

CHANGES: SIDs completely revised.

NOVOSIBIRSK, RUSSIA

SID



Apt Elev
368

Trans alt: 6000 QNH (QFE on request)
1. DME or radar control required.
2. When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

ALIRO 1G [ALIR1G]
OGATI 1G [OGAT1G]
DEPARTURES
(RWY 16)

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

FEET	METERS
QNH	(QFE)
4000	(1110)
6000	(1720)

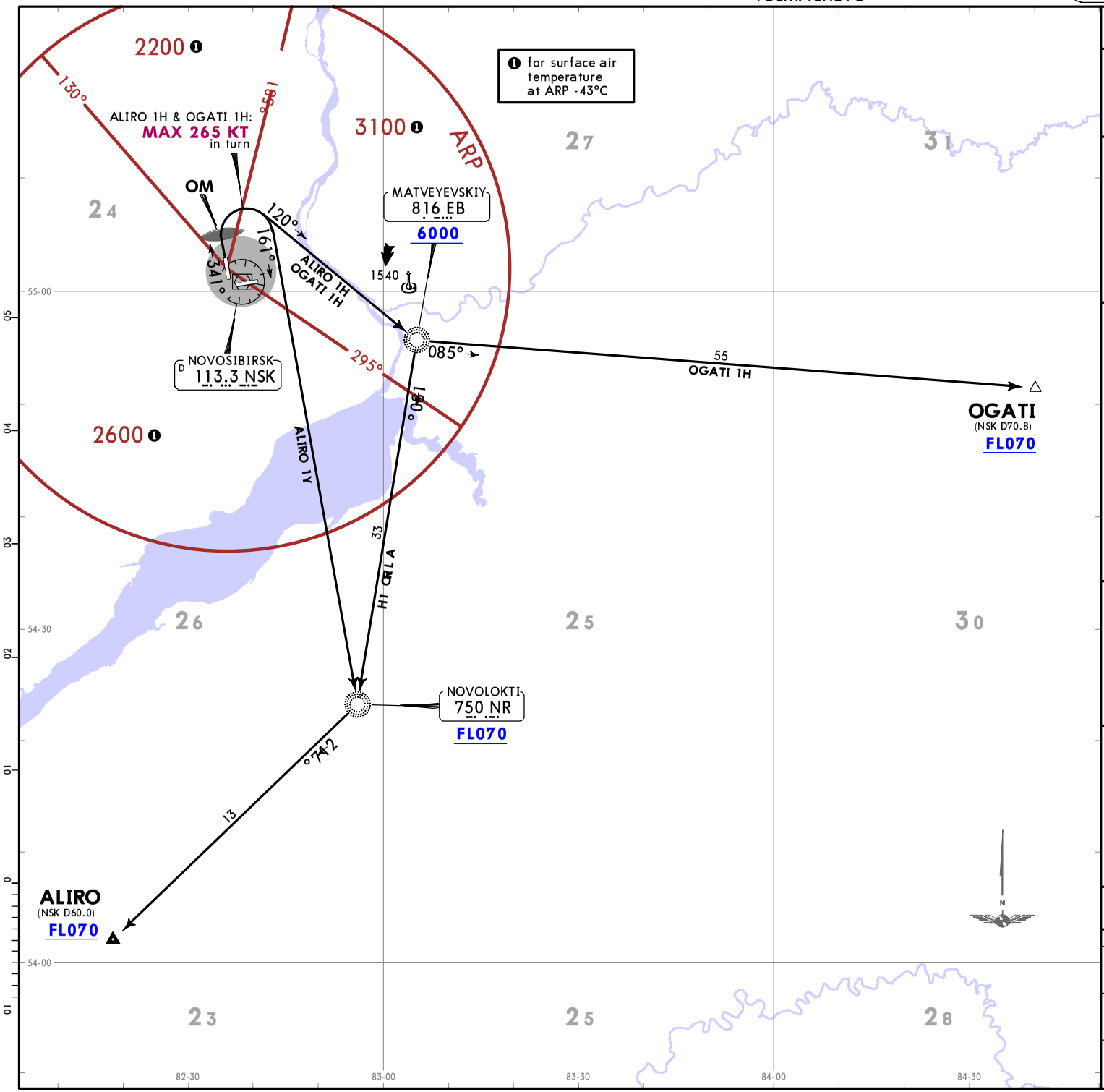
These SIDs require minimum climb gradients of
ALIRO 1G: 4.7% up to FL070 due to airspace structure.
OGATI 1G: 4.2% up to 6000 due to airspace structre.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.7% V/V (fpm)	357	476	714	952	1190	1428

Initial climb clearance **4000**
unless otherwise instructed by ATC

SID	ROUTING
ALIRO 1G	Climb on 161° track to OM, 154° bearing to NR, 217° bearing to ALIRO.
OGATI 1G	Climb on 161° track to OM, turn LEFT to EB, 085° bearing to OGATI.

CHANGES: None.



Apt Elev
368

Trans alt: 6000 QNH (QFE on request)
1. DME or radar control required.
2. When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

ALIRO 1H [ALIR1H]
ALIRO 1Y [ALIR1Y]
OGATI 1H [OGAT1H]
DEPARTURES
(RWY 34)

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

FEET	METERS
QNH	(QFE)
4000	(1110)
6000	(1720)

These SIDs require minimum climb gradients of ALIRO 1H, ALIRO 1Y: 4.0% up to FL070 due to airspace structure.
OGATI 1H: 3.7% up to 6000 due to airspace structre.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.0% V/V (fpm)	304	405	608	810	1013	1215

Initial climb clearance **4000**
unless otherwise instructed by ATC

SID	ROUTING
ALIRO 1H	Climb on 341° track to OM, turn RIGHT, 120° bearing to EB, 180° bearing to NR, 217° bearing to ALIRO.
ALIRO 1Y By ATC	Climb on 341° track to OM, turn RIGHT, 161° bearing to NR, 217° bearing to ALIRO.
OGATI 1H	Climb on 341° track to OM, turn RIGHT, 120° bearing to EB, 085° bearing to OGATI.

CHANGES: Close-in obstacles note removed.

Apt Elev
368

Trans alt: 6000 QNH (QFE on request)

1. DME required.
2. When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

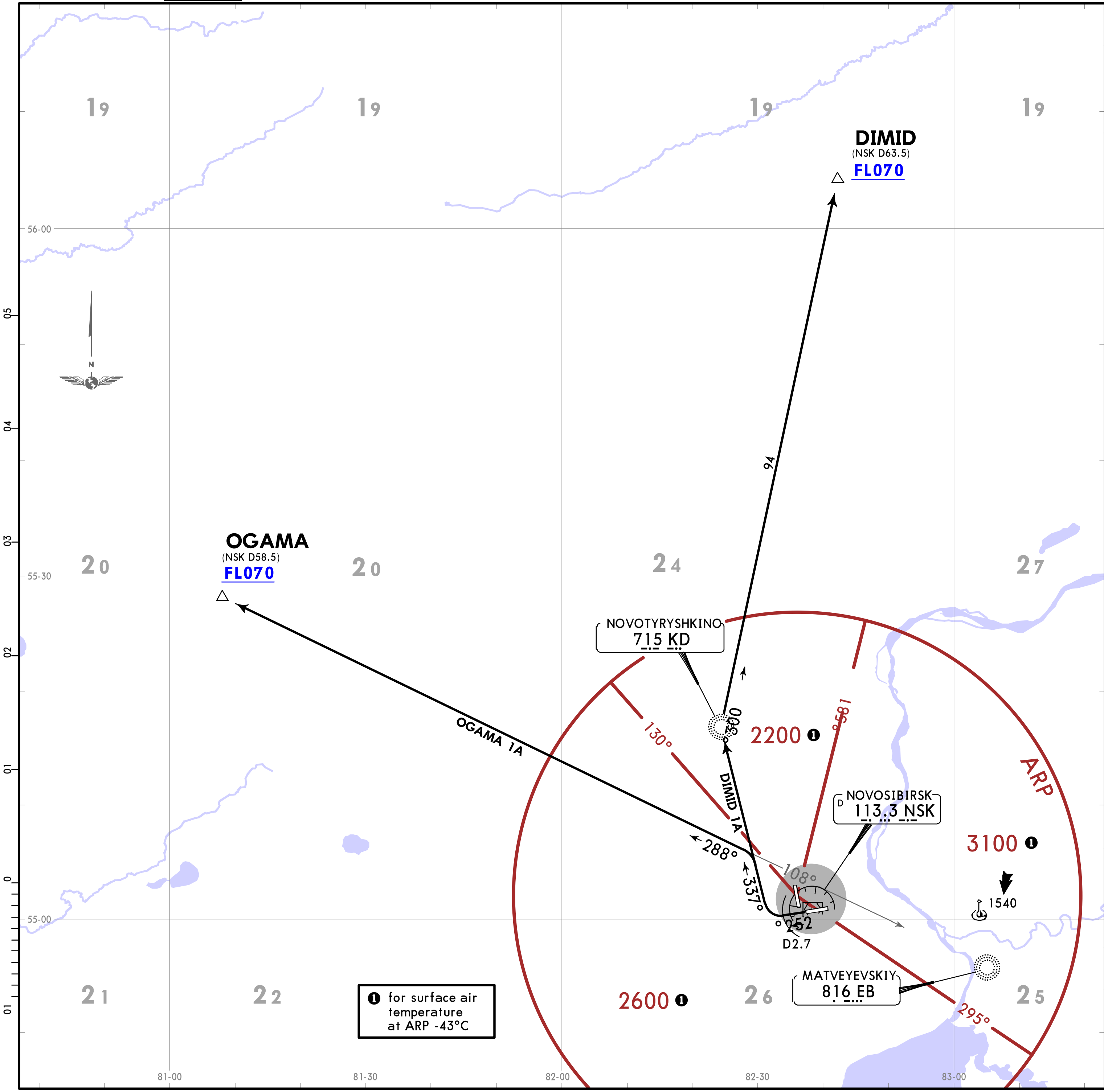
DIMID 1A [DIMI1A] OGAMA 1A [OGAM1A] DEPARTURES (RWY 25)

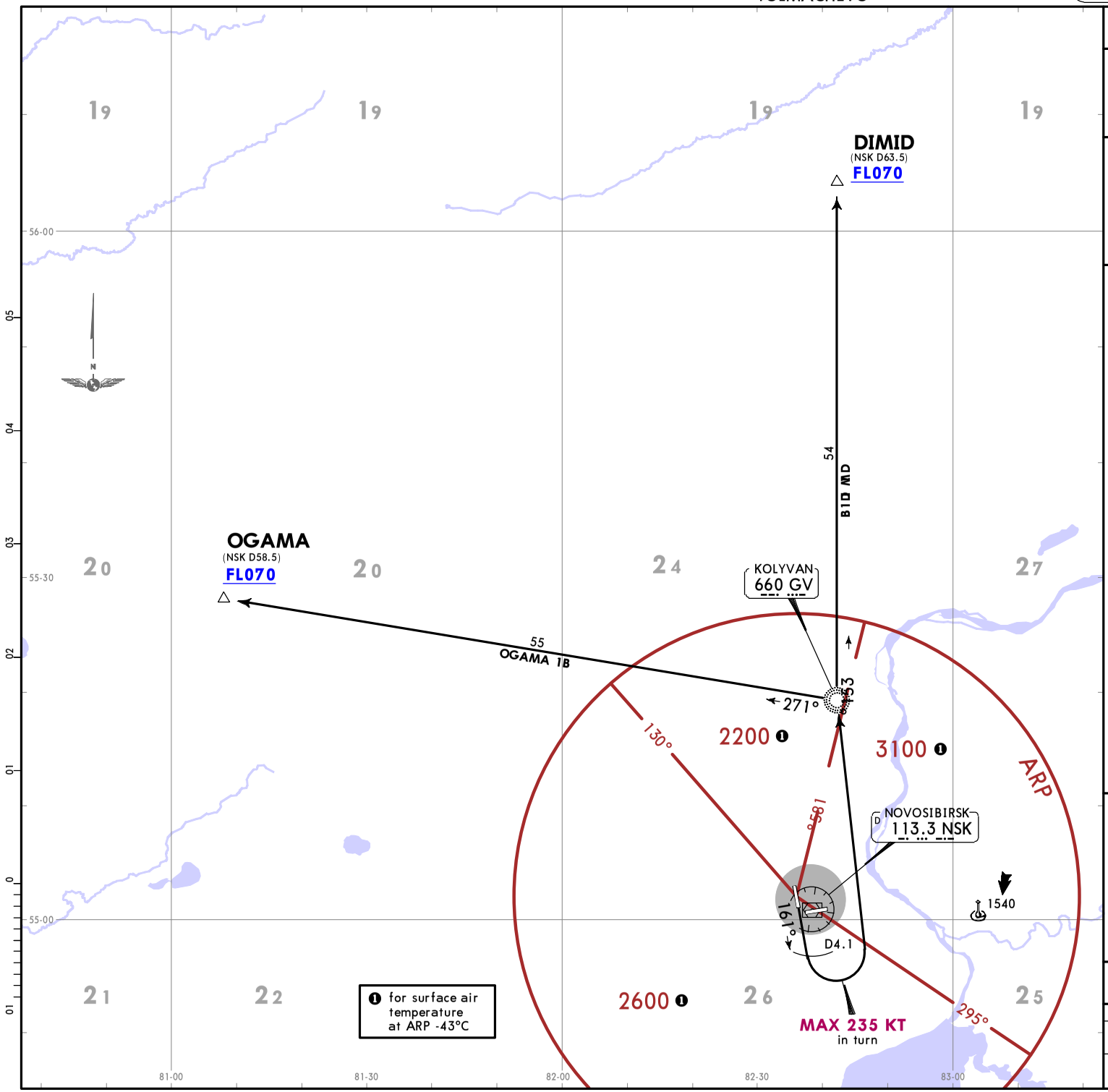
LOST COMMS LOST COMMS
Refer to 10-1P Pages.
LOST COMMS LOST COMMS

FEET	METERS
QNH	(QFE)
4000	(1110)
6000	(1720)

Initial climb clearance 4000 unless otherwise instructed by ATC

SID	ROUTING
DIMID 1A	Climb on 252° track to D2.7 NSK, turn RIGHT to KD, 003° bearing to DIMID.
OGAMA 1A	Climb on 252° track to D2.7 NSK, turn RIGHT, 337° track, intercept 288° bearing from EB to OGAMA.





Apt Elev
368

Trans alt: 6000 QNH (QFE on request)
1. DME required.
2. When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

DIMID 1B [DIMI1B]
OGAMA 1B [OGAM1B]
DEPARTURES
(RWY 16)

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

FEET	METERS
QNH	(QFE)
4000	(1110)
6000	(1720)

Initial climb clearance **4000**
unless otherwise instructed by ATC

SID	ROUTING
DIMID 1B	Climb on 161° track to D4.1 NSK, turn LEFT to GV, 351° bearing to DIMID.
OGAMA 1B	Climb on 161° track to D4.1 NSK, turn LEFT to GV, 271° bearing to OGAMA.

CHANGES: SIDs completely revised.

NOVOSIBIRSK, RUSSIA

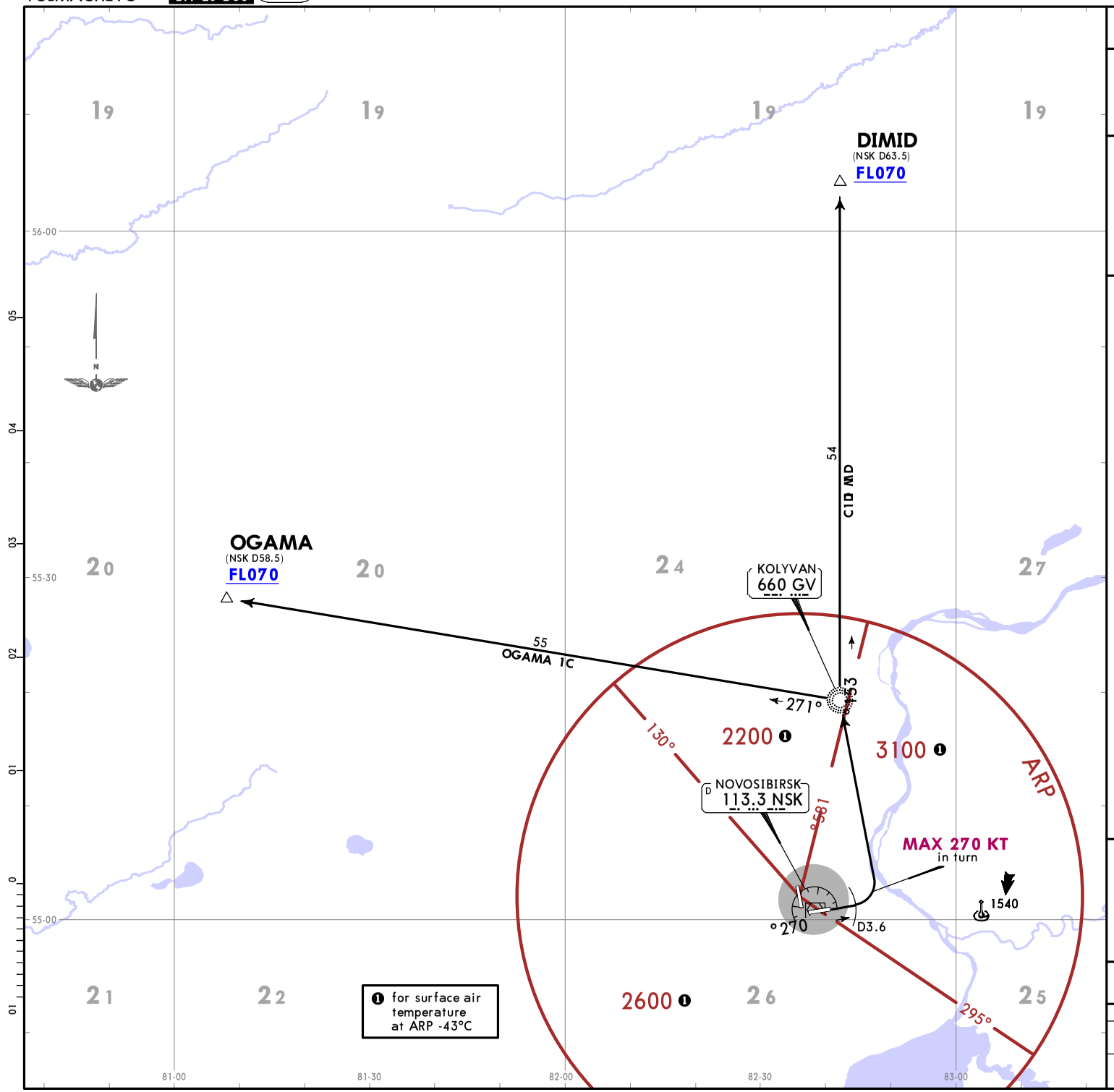
SID

Apt Elev
368

Trans alt: 6000 QNH (QFE on request)
1. DME required.
2. When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

DIMID 1C [DIMI1C]
OGAMA 1C [OGAM1C]
DEPARTURES
(RWY 07)

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

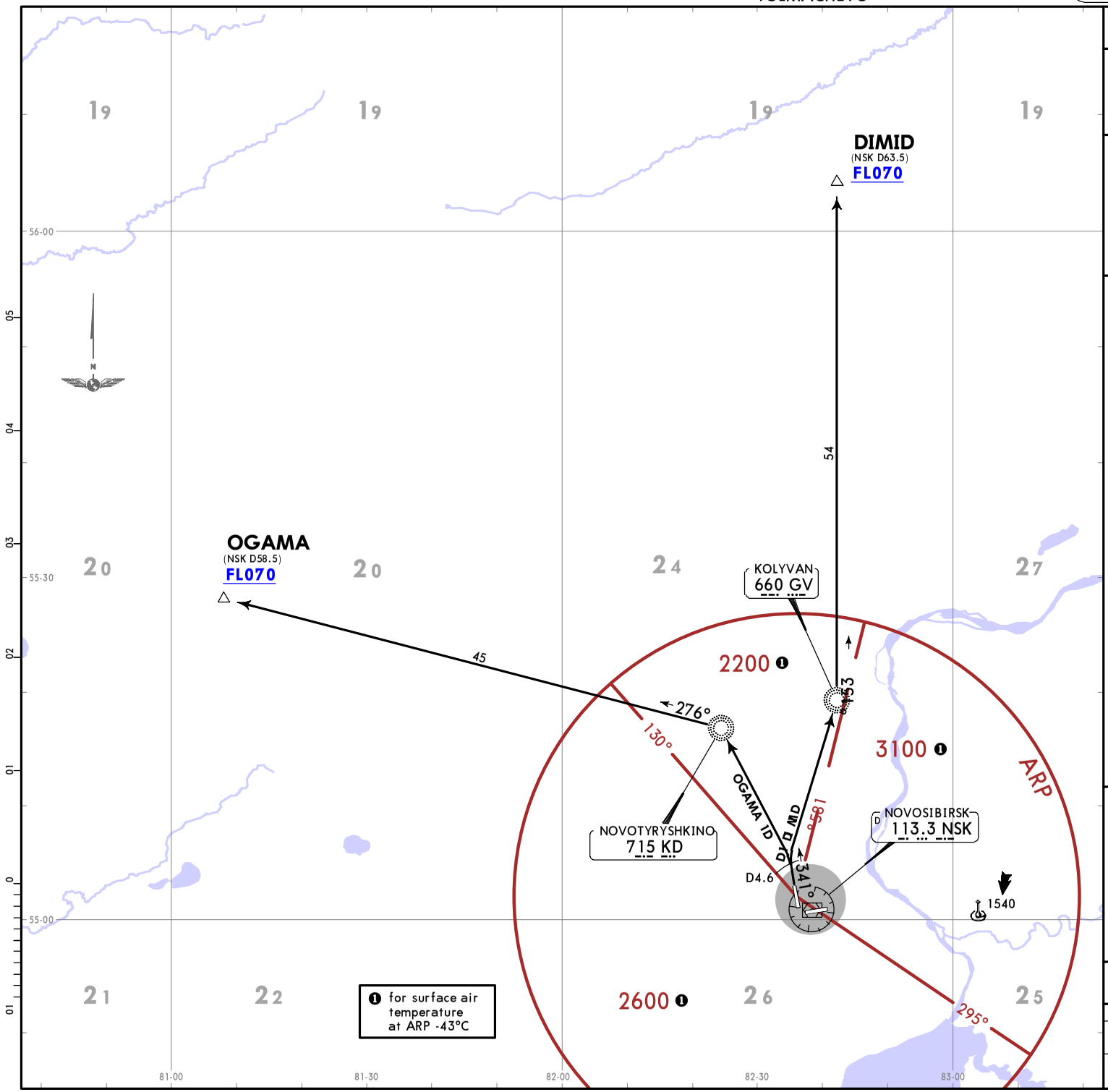


FEET	METERS
QNH	(QFE)
4000	(1110)
6000	(1720)

Initial climb clearance **4000**
unless otherwise instructed by ATC

SID	ROUTING
DIMID 1C	Climb on 072° track to D3.6 NSK, turn LEFT to GV, 351° bearing to DIMID.
OGAMA 1C	Climb on 072° track to D3.6 NSK, turn LEFT to GV, 271° bearing to OGAMA.

CHANGES: None.



Apt Elev
368

Trans alt: 6000 QNH (QFE on request)
1. DME required.
2. When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

DIMID 1D [DIMI1D]
OGAMA 1D [OGAM1D]
DEPARTURES
(RWY 34)

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

FEET	METERS
QNH	(QFE)
4000	(1110)
6000	(1720)

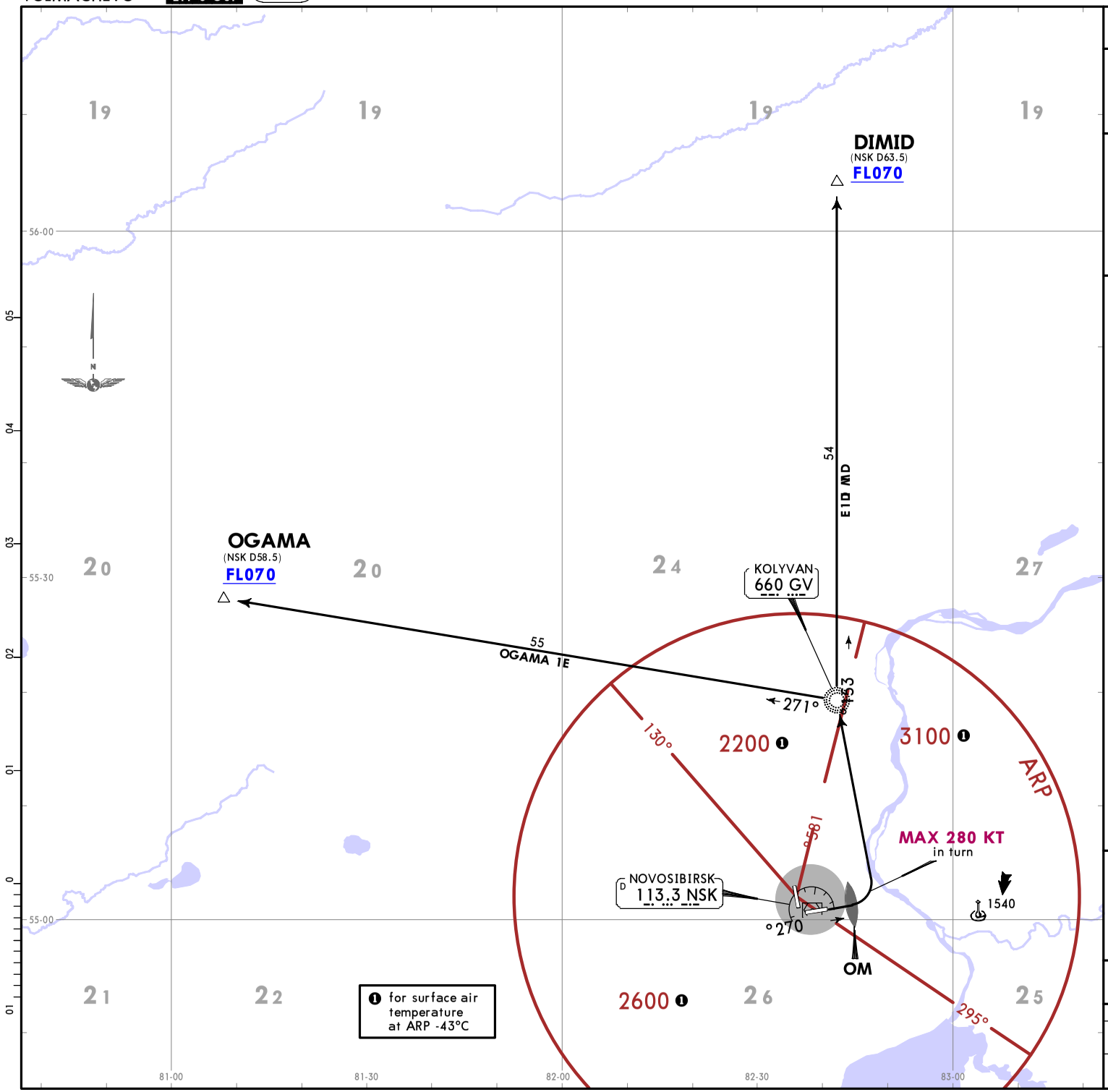
Initial climb clearance **4000**
unless otherwise instructed by ATC

SID	ROUTING
DIMID 1D	Climb on 341° track to D4.6 NSK, turn RIGHT to GV, 351° bearing to DIMID.
OGAMA 1D	Climb on 341° track to D4.6 NSK, turn LEFT to KD, 276° bearing to OGAMA.

CHANGES: Close-in obstacles note removed.

NOVOSIBIRSK, RUSSIA

SID



Apt Elev
368

Trans alt: 6000 QNH (QFE on request)
1. DME or radar control required.
2. When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

DIMID 1E [DIMI1E]
OGAMA 1E [OGAM1E]
DEPARTURES
(RWY 07)

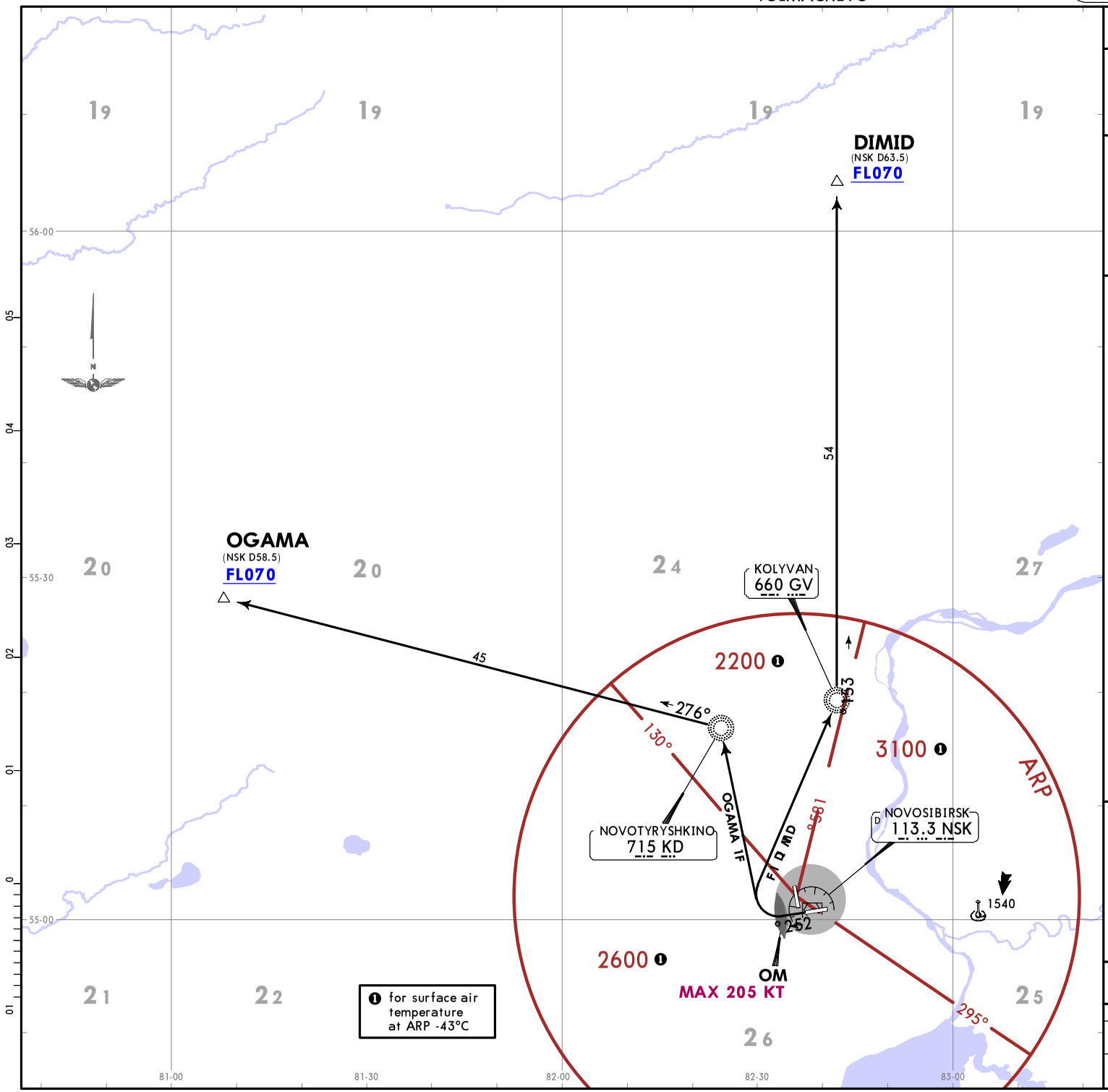
LOST COMMS ▼ LOST COMMS
Refer to 10-1P Pages.
LOST COMMS ▲ LOST COMMS
S MMOC COMMS

FEET	METERS
QNH	(QFE)
4000	(1110)
6000	(1720)

Initial climb clearance **4000**
unless otherwise instructed by ATC

SID	ROUTING
DIMID 1E	Climb on 072° track to OM, turn LEFT to GV, 351° bearing to DIMID.
OGAMA 1E	Climb on 072° track to OM, turn LEFT to GV, 271° bearing to OGAMA.

CHANGES: SIDs completely revised.



Apt Elev
368

Trans alt: 6000 QNH (QFE on request)
1. DME or radar control required.
2. When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

DIMID 1F [DIMI1F]
OGAMA 1F [OGAM1F]
DEPARTURES
(RWY 25)

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

FEET	METERS
QNH	(QFE)
4000	(1110)
6000	(1720)

Initial climb clearance **4000**
unless otherwise instructed by ATC

SID	ROUTING
DIMID 1F	Climb on 252° track to OM, turn RIGHT to GV, 351° bearing to DIMID.
OGAMA 1F	Climb on 252° track to OM, turn RIGHT to KD, 276° bearing to OGAMA.

CHANGES: SIDs completely revised.

NOVOSIBIRSK, RUSSIA

SID

Apt Elev
368

Trans alt: 6000 QNH (QFE on request)
1. DME or radar control required.
2. When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

DIMID 1G [DIMI1G]
OGAMA 1G [OGAM1G]
DEPARTURES
(RWY 16)

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

DIMID
(NSK D63.5)
FL070

OGAMA
(NSK D58.5)
FL070

KOLYVAN
660 GV

NOVOSIBIRSK
113.3 NSK

OM

GID MD

54

55
OGAMA 1G

271°

161°

130°

295°

ARP

2200 ❶

2600 ❶

3100 ❶

1540

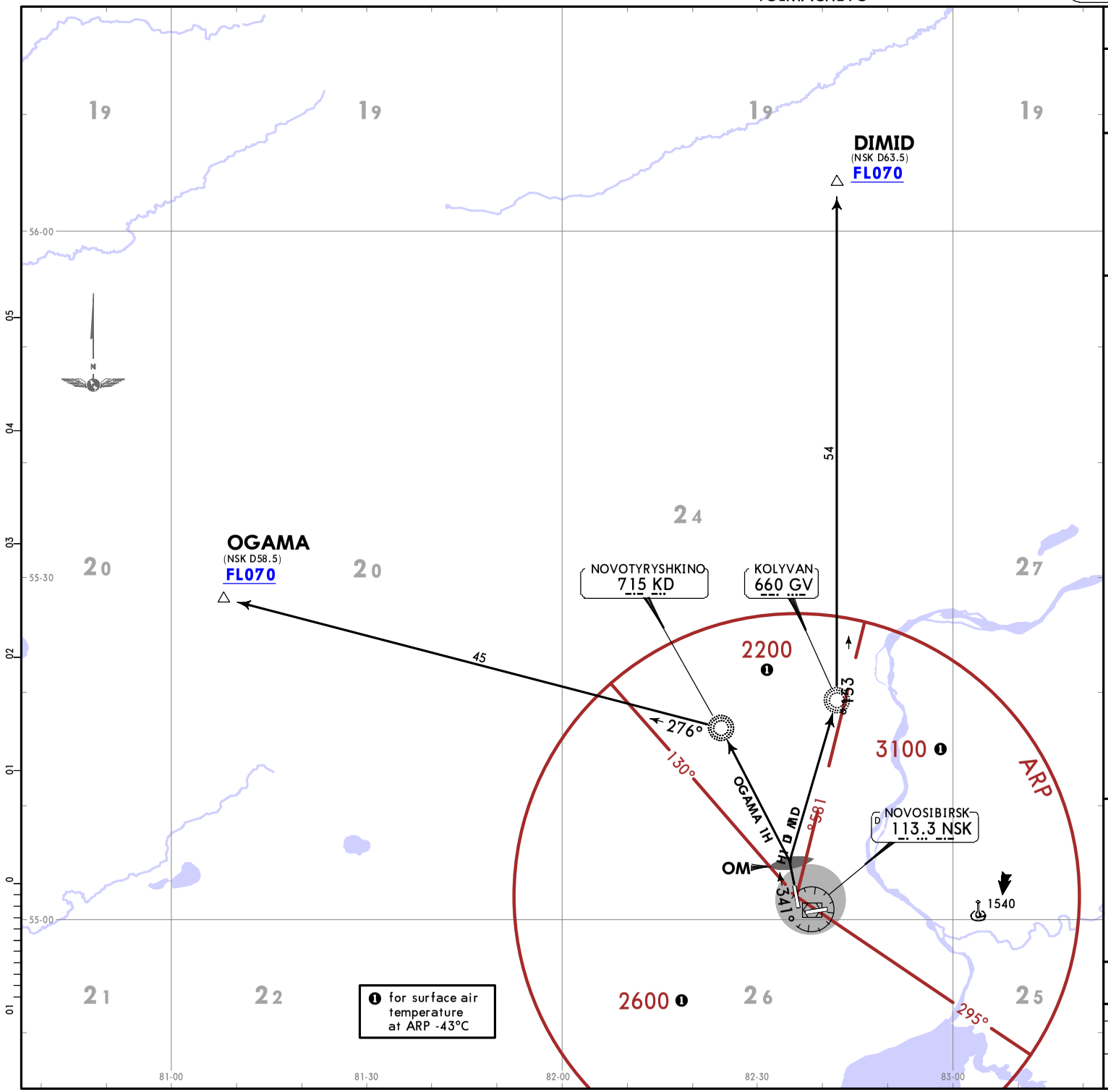
❶ for surface air temperature at ARP -43°C

FEET METERS
QNH (QFE)
4000 (1110)
6000 (1720)

Initial climb clearance **4000**
unless otherwise instructed by ATC

SID	ROUTING
DIMID 1G	Climb on 161° track to OM, turn LEFT to GV, 351° bearing to DIMID.
OGAMA 1G	Climb on 161° track to OM, turn LEFT to GV, 271° bearing to OGAMA.

CHANGES: None.



Apt Elev
368

Trans alt: 6000 QNH (QFE on request)
1. DME or radar control required.
2. When establishing radio contact after take-off report take-off execution, assigned SID (heading) and present FL (altitude).

DIMID 1H [DIMI1H]
OGAMA 1H [OGAM1H]
DEPARTURES
(RWY 34)

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

FEET	METERS
QNH	(QFE)
4000	(1110)
6000	(1720)

Initial climb clearance **4000**
unless otherwise instructed by ATC

SID	ROUTING
DIMID 1H	Climb on 341° track to OM, turn RIGHT to GV, 351° bearing to DIMID.
OGAMA 1H	Climb on 341° track to OM, turn LEFT to KD, 276° bearing to OGAMA.

CHANGES: Close-in obstacles note removed.

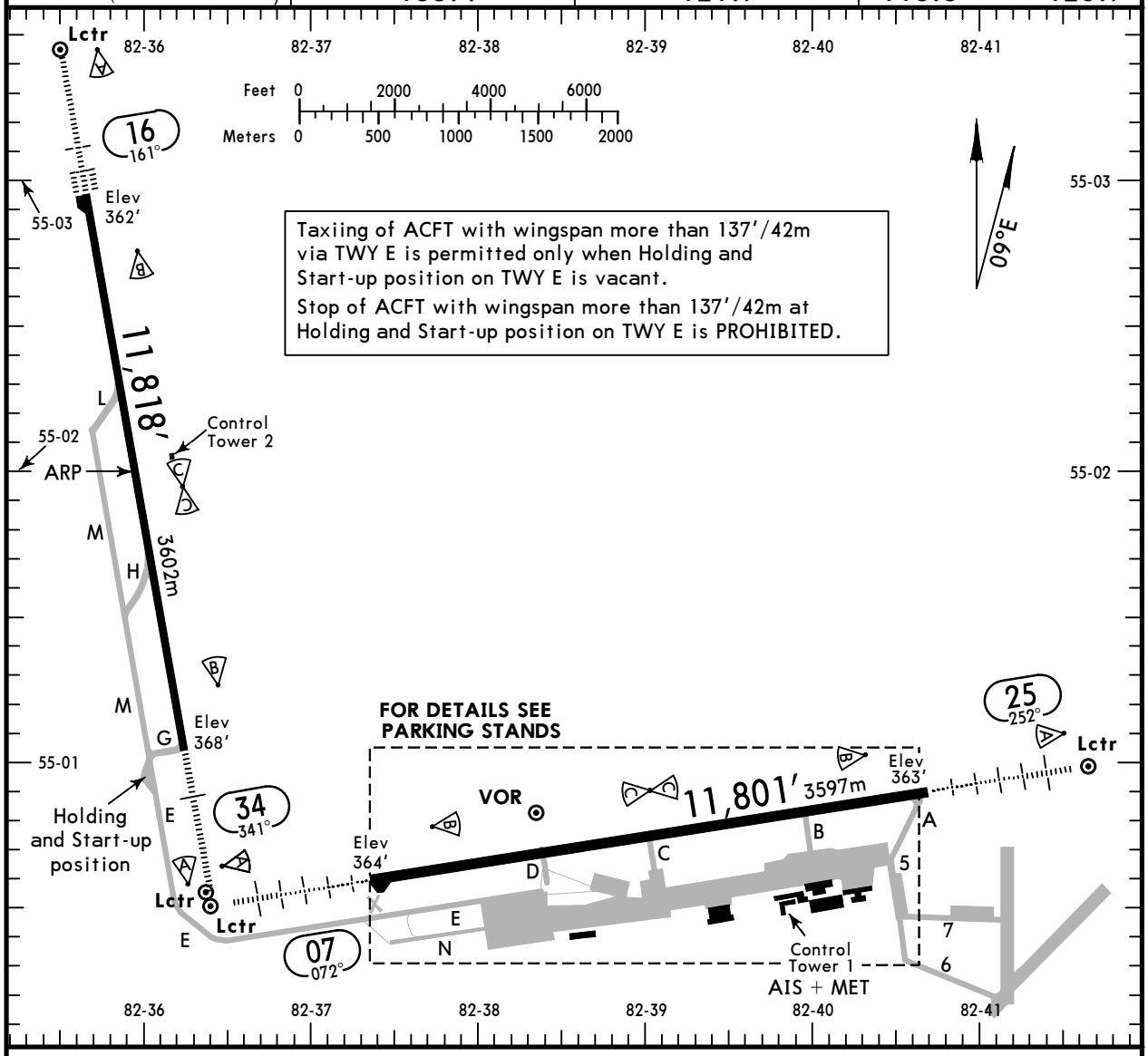
UNNT/OVB

Apt Elev **368′**
N55 02.0 E082 36.0

JEPPESEN
24 JAN 25 (10-9)

NOVOSIBIRSK, ~~RUSSIA~~
TOLMACHEVO

ATIS	NOVOSIBIRSK Clearance	NOVOSIBIRSK Ground	Tower	
			RWY 07/25	RWY 16/34
131.3 (Russian 127.4)	135.4	121.7	118.5	126.7



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
07 25	HIRL (60m) HIALS PAPI-L (angle 3.0°) RVR		10,768′ 3282m	❶	197′ 60m

❶ TAKE-OFF RUN AVAILABLE

RWY 07:
From rwy head 11,801′ (3597m)
twy D int 8202′ (2500m)
twy C int 5938′ (1810m)

RWY 25:
From rwy head 11,801′ (3597m)
twy B int 9219′ (2810m)
twy C int 5938′ (1810m)

16	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR		10,846′ 3306m		148′ 45m
34	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) RVR			❷	

❷ TAKE-OFF RUN AVAILABLE

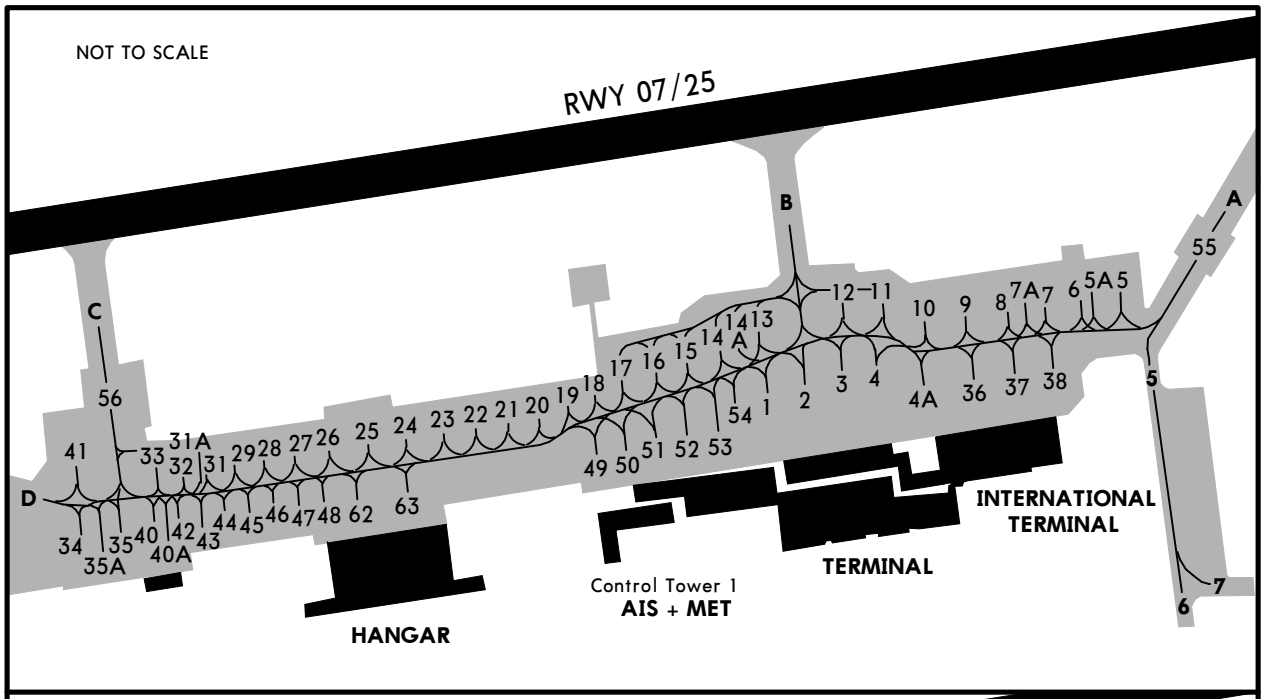
RWY 34: From rwy head 11,818′ (3602m)
twy H int 7546′ (2300m)

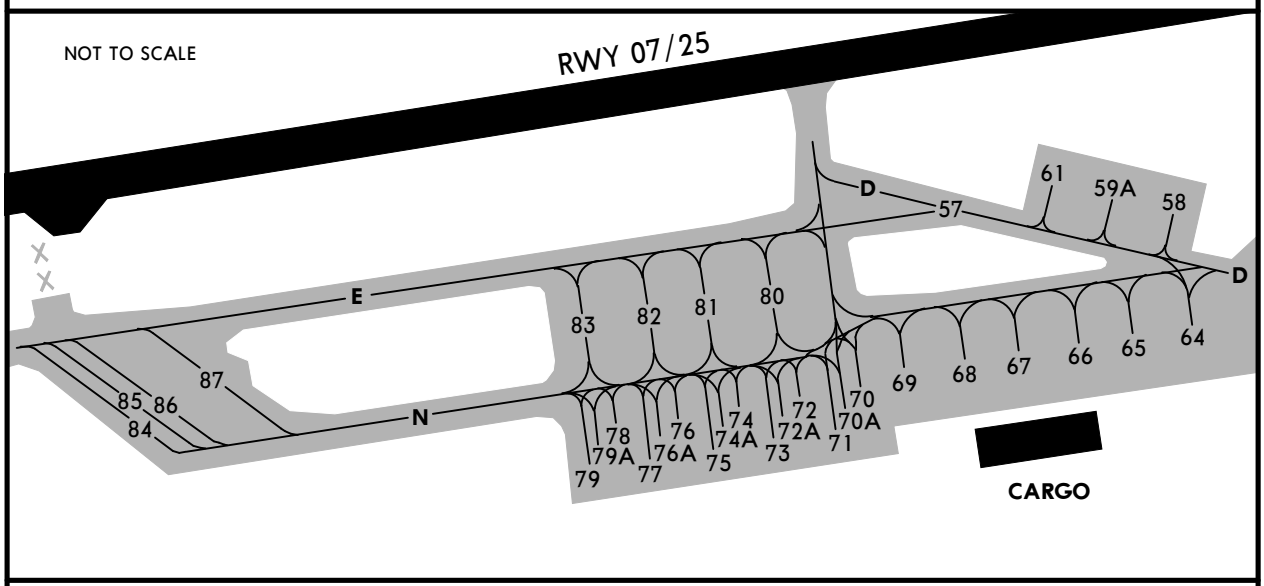
Std TAKE-OFF

HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R/V200m	R/V300m	R/V400m	R/V500m	NA

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

CHANGES: Holding and Start-up position, wingspan restrictions added.





INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N55 00.6 E082 40.0	53, 54	N55 00.6 E082 39.9
3, 4	N55 00.6 E082 40.1	55	N55 00.7 E082 40.5
4A	N55 00.6 E082 40.2	56	N55 00.6 E082 39.1
5 thru 6	N55 00.7 E082 40.4	57	N55 00.6 E082 38.7
7 thru 8	N55 00.7 E082 40.3	58	N55 00.6 E082 38.9
9, 10	N55 00.7 E082 40.2	59A	N55 00.6 E082 38.8
11	N55 00.7 E082 40.1	61	N55 00.6 E082 38.7
12	N55 00.7 E082 40.0	62	N55 00.5 E082 39.4
13	N55 00.7 E082 39.9	63	N55 00.5 E082 39.5
14	N55 00.6 E082 39.9	64	N55 00.5 E082 38.9
14A	N55 00.7 E082 39.9	65, 66	N55 00.5 E082 38.8
15 thru 17	N55 00.6 E082 39.8	67	N55 00.4 E082 38.7
18, 19	N55 00.6 E082 39.7	68	N55 00.4 E082 38.6
20 thru 22	N55 00.6 E082 39.6	69 thru 70A	N55 00.4 E082 38.5
23, 24	N55 00.6 E082 39.5	71 thru 73	N55 00.4 E082 38.4
25, 26	N55 00.6 E082 39.4	74 thru 75	N55 00.4 E082 38.3
27, 28	N55 00.7 E082 39.3	76 thru 78	N55 00.4 E082 38.2
29 thru 32	N55 00.6 E082 39.2	78A, 79	N55 00.4 E082 38.1
33	N55 00.6 E082 39.1	80	N55 00.5 E082 38.4
34	N55 00.5 E082 39.0	81	N55 00.5 E082 38.3
35, 35A	N55 00.5 E082 39.1	82	N55 00.5 E082 38.2
36	N55 00.6 E082 40.2	83	N55 00.5 E082 38.1
37, 38	N55 00.6 E082 40.3	84 thru 86	N55 00.4 E082 37.5
40, 40A	N55 00.5 E082 39.2	87	N55 00.5 E082 37.6
41	N55 00.6 E082 39.0		
42 thru 44	N55 00.5 E082 39.2		
45 thru 47	N55 00.5 E082 39.3		
48	N55 00.5 E082 39.4		
49	N55 00.6 E082 39.7		
50 thru 52	N55 00.6 E082 39.8		

NOVOSIBIRSK, RUSSIA
TOLMACHEVO

STRAIGHT-IN RWY		A	B	C	D
07	ILS Z	**564**′(200′)	**564**′(200′)	**564**′(200′)	**564**′(200′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷ ILS Y	**564**′(200′)	**564**′(200′)	**564**′(200′)	**564**′(200′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❸ ILS Y	**564**′(200′)	**564**′(200′)	**564**′(200′)	**564**′(200′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❹ ILS Y	**564**′(200′)	**564**′(200′)	**741**′(377′)	**751**′(387′)
		❶ R550m	❶ R550m	R1000m	R1100m
	ALS out	R1200m	R1200m	R1700m	R1800m
	ILS X	**564**′(200′)	**564**′(200′)	**571**′(207′)	**581**′(217′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**564**′(200′)	**564**′(200′)	**571**′(207′)	**581**′(217′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNAV	**634**′(270′)	**644**′(280′)	**654**′(290′)	**664**′(300′)
	LNAV/VNAV	❶ R600m	❶ R600m	❶ R650m	❶ R650m
	ALS out	R1300m	R1300m	R1400m	R1400m
	❺ RNAV	**750**′(382′)	**750**′(382′)	**750**′(382′)	**750**′(382′)
	LNAV	R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	❺❻ VOR	**720**′(352′)	**720**′(352′)	**720**′(352′)	**720**′(352′)
	with D2.3	R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	❺❼ VOR	**910**′(542′)	**910**′(542′)	**910**′(542′)	**910**′(542′)
	w/o D2.3	R1500m	R1500m	R1800m	R1800m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❺ NDB Z	**870**′(502′)	**870**′(502′)	**870**′(502′)	**870**′(502′)
		R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❺ NDB Y	**990**′(622′)	**990**′(622′)	**990**′(622′)	**990**′(622′)
		R1500m	R1500m	R2200m	R2200m
	ALS out	R1500m	R1500m	R2400m	R2400m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ Missed apch climb gradient MIN 3.0% (183′/NM), when UN(R)-1160 is active.
❸ Missed apch climb gradient MIN 2.5% (152′/NM), when UN(R)-1160 is inactive.
❹ Missed apch climb gradient MIN 2.5% (152′/NM), when UN(R)-1160 is active.
❺ Continuous Descent Final Approach.
❻ Missed apch climb gradient MIN 2.8% (171′/NM).
Missed apch climb gradient MIN 2.5% (152′/NM), when UN(R)-1160 is inactive.
❼ Missed apch climb gradient MIN 2.5% (152′/NM).

NOVOSIBIRSK, RUSSIA
TOLMACHEVO

STRAIGHT-IN RWY		A	B	C	D
16	CAT 2 ILS Z, Y or X	**462**′(100′) **RA104**′ R300m	**471**′(109′) **RA114**′ R300m	**486**′(124′) **RA127**′ R400m	**499**′(137′) **RA141**′ R400m
	ILS Z, Y or X	**562**′(200′) R550m	**562**′(200′) R550m	**564**′(202′) R550m	**574**′(212′) R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**562**′(200′) R550m	**562**′(200′) R550m	**564**′(202′) R550m	**574**′(212′) R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNAV	**612**′(250′)	**612**′(250′)	**612**′(250′)	**612**′(250′)
	LNAV/VNAV	R550m	R550m	R550m	R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1300m	R1300m	R1300m	R1300m
	❷ RNAV	**690**′(322′)	**690**′(322′)	**690**′(322′)	**690**′(322′)
	LNAV	R800m	R800m	R800m	R800m
	TDZ or CL out	R800m	R800m	R800m	R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	❷ VOR	**1180**′(812′)	**1180**′(812′)	**1180**′(812′)	**1180**′(812′)
		R1500m	R1500m	R2400m	R2400m
	TDZ or CL out	R1500m	R1500m	R2400m	R2400m
	ALS out	R2400m	R2400m	R2400m	R2400m
	❷ NDB Z	**750**′(382′)	**750**′(382′)	**750**′(382′)	**750**′(382′)
		R1100m	R1100m	R1100m	R1100m
	TDZ or CL out	R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	❷ NDB Y	**740**′(372′)	**740**′(372′)	**740**′(372′)	**740**′(372′)
		R1000m	R1000m	R1000m	R1000m
	TDZ or CL out	R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
25	ILS Z, Y or X	**563**′(200′)	**563**′(200′)	**563**′(200′)	**563**′(200′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**563**′(200′)	**563**′(200′)	**563**′(200′)	**563**′(200′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNAV	**613**′(250′)	**623**′(260′)	**653**′(290′)	**683**′(320′)
	LNAV/VNAV	❶ R550m	❶ R600m	❶ R650m	❶ R700m
	ALS out	R1300m	R1300m	R1400m	R1400m
	❷ RNAV	**760**′(392′)	**760**′(392′)	**760**′(392′)	**760**′(392′)
	LNAV	R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	❷ NDB Z	**950**′(582′)	**950**′(582′)	**950**′(582′)	**950**′(582′)
		R1500m	R1500m	R2000m	R2000m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷ NDB Y	**1710**′(1342′)	**1710**′(1342′)	**1710**′(1342′)	**1710**′(1342′)
		R1500m	R1500m	R2400m	R2400m
	ALS out	R2400m	R2400m	R2400m	R2400m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ Continuous Descent Final Approach.

NOVOSIBIRSK, RUSSIA
TOLMACHEVO

STRAIGHT-IN RWY		A	B	C	D
34	❶ ILS Z, Y or X	**568**′(200′)	**568**′(200′)	**568**′(200′)	**568**′(200′)
		❷ R550m	❷ R550m	❷ R550m	❷ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❸ ILS Z, Y or X	**568**′(200′)	**568**′(200′)	**570**′(202′)	**580**′(212′)
		❷ R550m	❷ R550m	❷ R550m	❷ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❶ GLS	**568**′(200′)	**568**′(200′)	**568**′(200′)	**568**′(200′)
		❷ R550m	❷ R550m	❷ R550m	❷ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❸ GLS	**568**′(200′)	**568**′(200′)	**570**′(202′)	**580**′(212′)
		❷ R550m	❷ R550m	❷ R550m	❷ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNAV	**638**′(270′)	**648**′(280′)	**658**′(290′)	**668**′(300′)
	LNAV/VNAV	❷ R600m	❷ R600m	❷ R650m	❷ R650m
	ALS out	R1300m	R1300m	R1400m	R1400m
	❹ RNAV	**750**′(382′)	**750**′(382′)	**750**′(382′)	**750**′(382′)
	LNAV	R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	❹ NDB Z	**770**′(402′)	**770**′(402′)	**770**′(402′)	**770**′(402′)
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	❹ NDB Y	**890**′(522′)	**890**′(522′)	**890**′(522′)	**890**′(522′)
		R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	R2400m	R2400m

❶ Missed apch climb gradient MIN 3.0% (183′/NM).
❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ Missed apch climb gradient MIN 2.5% (152′/NM).
❹ Continuous Descent Final Approach.

TAKE-OFF

Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required							
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
		DAY	NIGHT				
R125m	R150m	R300m		R/V400m		R/V500m	NA

CHANGES: New chart.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25 (11-1) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
ILS Z Rwy 07

BRIEFING STRIP

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	118.5	121.7

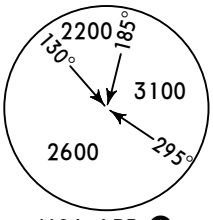
LOC IRO	Final Apch Crs	[FFØ7]	DA(H)	Apt Elev 368′
110.1	072°	2000′ (1636′)	564′ (200′)	Rwy 364′

MISSED APCH: Climb on track 072° to NTØ95 (MAX 220 KT), turn RIGHT to NTØ88 (MAX 220 KT), then to NT17Ø (MAX 220 KT), NTØ93, NTØ56 climbing to 2000′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′

RNAV 1 required for initial, intermediate and missed approach. GNSS required.

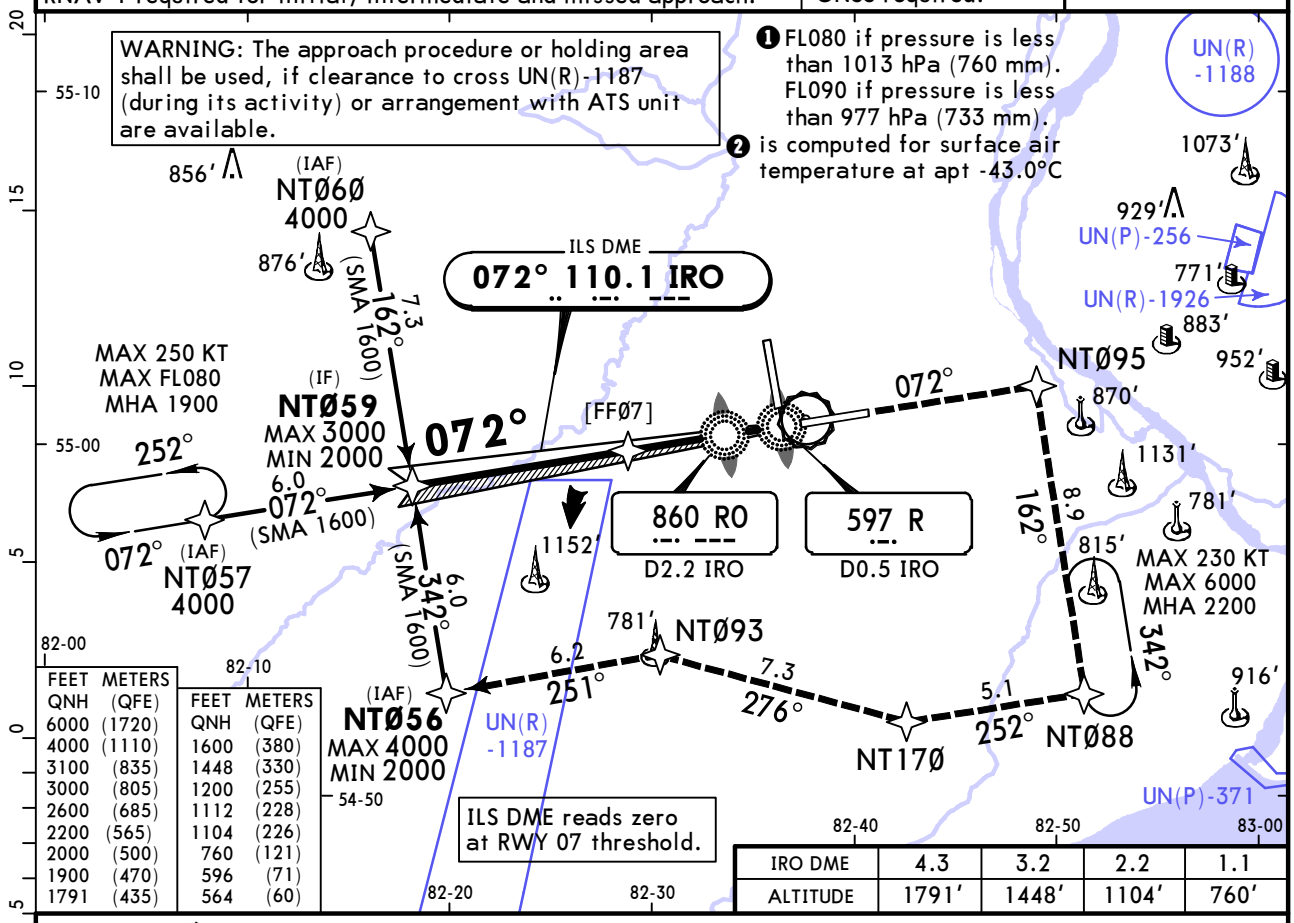
MSA ARP ❷



WARNING: The approach procedure or holding area shall be used, if clearance to cross UN(R)-1187 (during its activity) or arrangement with ATS unit are available.

❶ FL080 if pressure is less than 1013 hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).

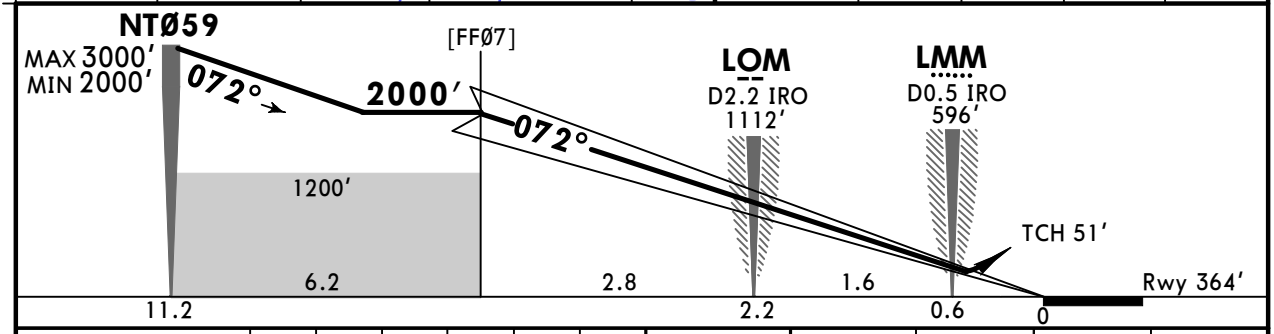
❷ is computed for surface air temperature at apt -43.0°C



FEET QNH	METERS (QFE)
6000	(1720)
4000	(1110)
3100	(835)
3000	(805)
2600	(685)
2200	(565)
2000	(500)
1900	(470)
1791	(435)

FEET QNH	METERS (QFE)
1600	(380)
1448	(330)
1200	(255)
1112	(228)
1104	(226)
760	(121)
596	(71)
564	(60)

IRO DME	4.3	3.2	2.2	1.1
ALTITUDE	1791′	1448′	1104′	760′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

NTØ95 on 072°

220 KT MAX

PANS OPS

Std STRAIGHT-IN LANDING

ILS

DA(H) **564′** (200′)

		ALS out
A	❶ R550m	R1200m
B		
C		
D		

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

CHANGES: ILS DME & distances added, altitudes, airspaces, TCH.

UNNT/OVB TOLMACHEVO

JEPPESEN 19 DEC 25 (11-2) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~ ILS Y Rwy 07

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	118.5	121.7

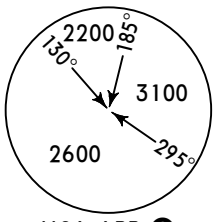
BRIEFING STRIP ™

LOC IRO	Final Apch Crs	[FFØ7]	DA(H) Refer to Minimums	Apt Elev 368′ Rwy 364′
110.1	072°	2000′ (1636′)		

MISSED APCH: Climb on track 072° to D7.2 NSK (MAX 205 KT), turn LEFT to VOR climbing to 2800′ or above, then as directed.
Refer to minimums for missed apch climb gradient.

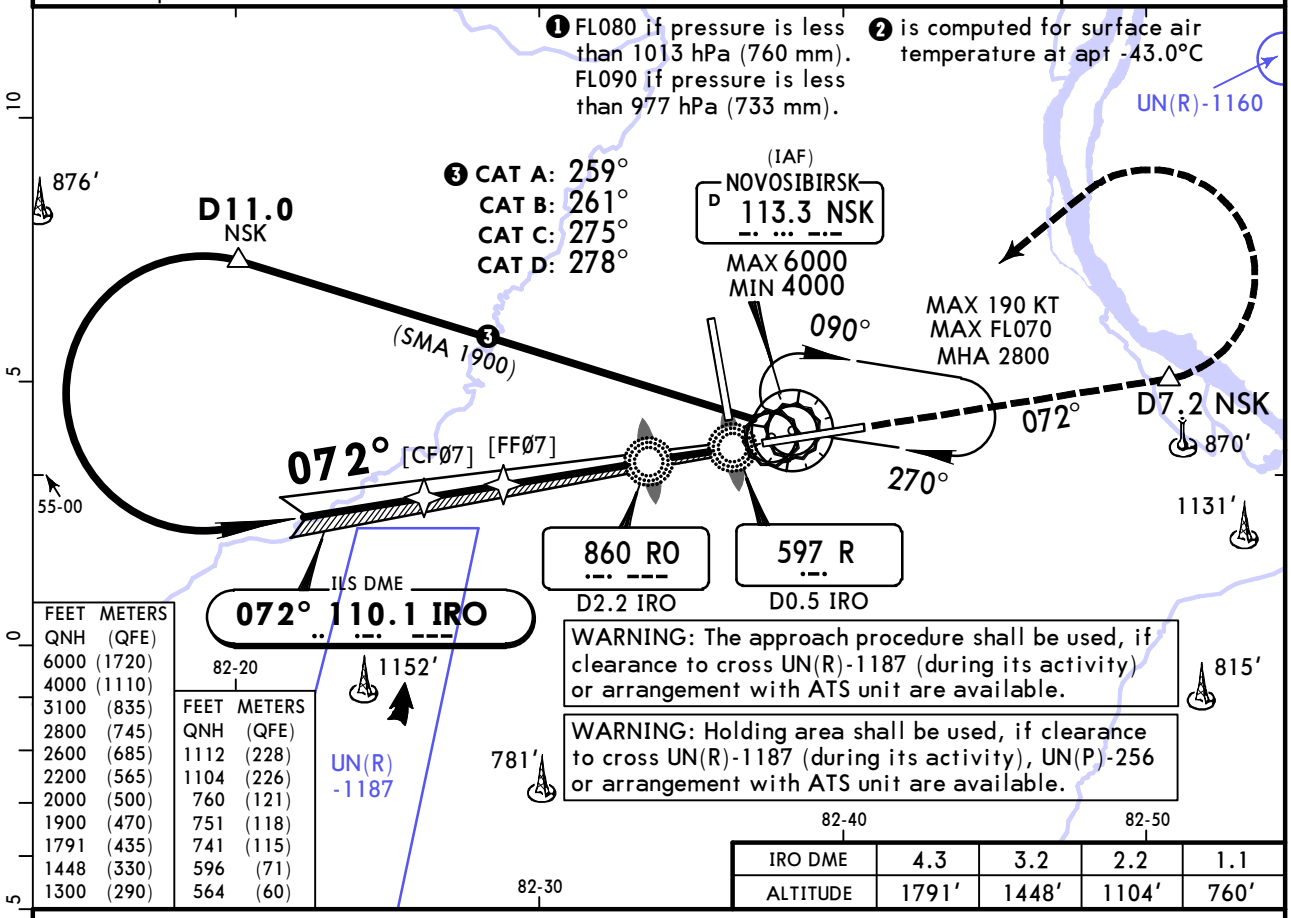
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′

1. DME required. 2. ILS DME reads zero at RWY 07 threshold.



❶ FL080 if pressure is less than 1013 hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).

❷ is computed for surface air temperature at apt -43.0°C



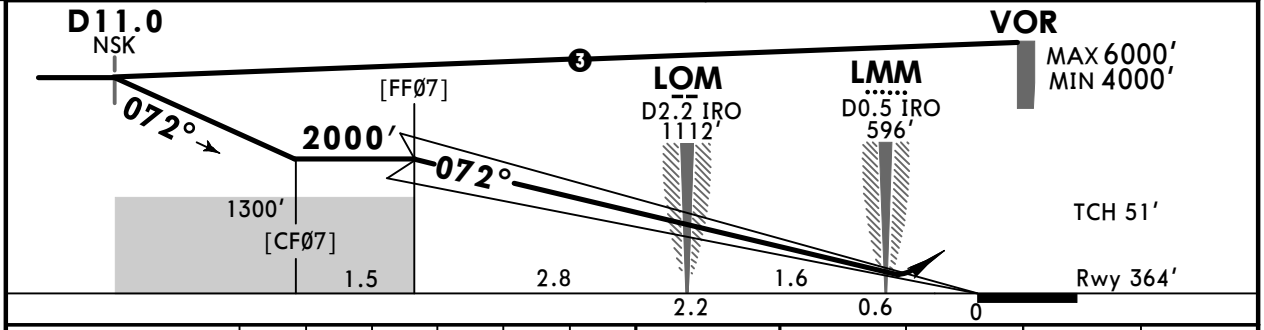
FEET	METERS (QNH)	(QFE)
6000	(1720)	
4000	(1110)	
3100	(835)	
2800	(745)	
2600	(685)	
2200	(565)	
2000	(500)	
1900	(470)	
1791	(435)	
1448	(330)	
1300	(290)	

FEET	METERS (QNH)	(QFE)
1112	(228)	
1104	(226)	
760	(121)	
751	(118)	
741	(115)	
596	(71)	
564	(60)	

WARNING: The approach procedure shall be used, if clearance to cross UN(R)-1187 (during its activity) or arrangement with ATS unit are available.

WARNING: Holding area shall be used, if clearance to cross UN(R)-1187 (during its activity), UN(P)-256 or arrangement with ATS unit are available.

IRO DME	4.3	3.2	2.2	1.1
ALTITUDE	1791′	1448′	1104′	760′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS PAPI

D7.2 NSK on 072°

205 KT MAX

Std STRAIGHT-IN LANDING ILS

❶ MACG MIN 3.0% (183′/NM) DA(H) 564′ (200′)		❷ MACG MIN 2.5% (152′/NM) DA(H) 564′ (200′)		❶ MACG MIN 2.5% (152′/NM) DA(H) AB: 564′ (200′) C: 741′ (377′) D: 751′ (387′)	
	ALS out		ALS out		ALS out
A, B	❸ R550m	R1200m	❸ R550m	R1200m	❸ R550m	R1200m
C					R1000m	R1700m
D					R1100m	R1800m

❶ when UN(R)-1160 is active. ❷ when UN(R)-1160 is inactive.
❸ R750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: ILS DME & distances added, altitudes, TCH, minimums.

UNNT/OVB TOLMACHEVO

JEPPESEN 19 DEC 25 (11-3) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~ ILS X Rwy 07

BRIEFING STRIP

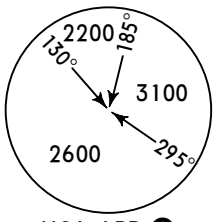
ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	118.5	121.7

LOC IRO	Final Apch Crs	[FFØ7]	DA(H) Refer to Minimums	Apt Elev 368′ Rwy 364′
110.1	072°	2000′ (1636′)		

MISSED APCH: Climb on track 072° to 1100′ or above, then turn LEFT to R Lctr climbing to 1900′ or above, then as directed.

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′

MSA ARP ❷

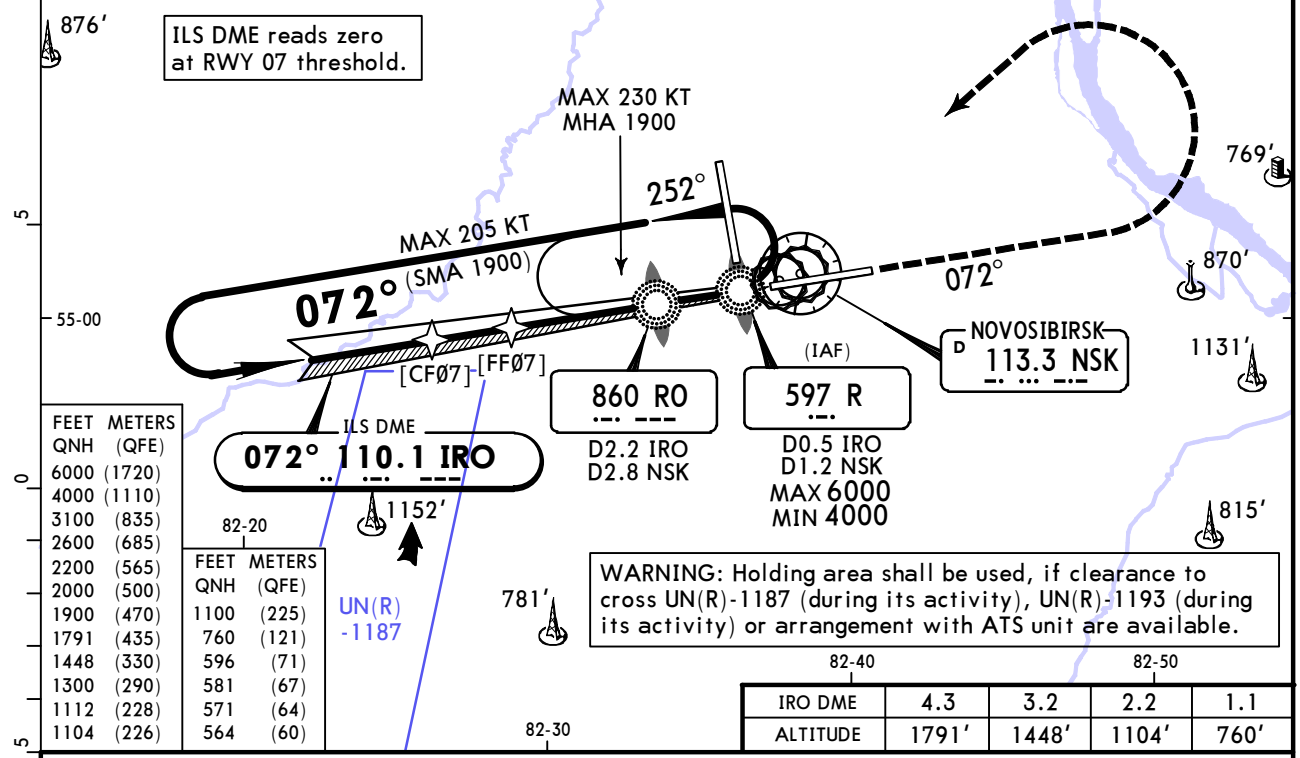


WARNING: The approach procedure shall be used, if clearance to cross UN(R)-1187 (during its activity) or arrangement with ATS unit are available.

❶ FL080 if pressure is less than 1013 hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).

❷ is computed for surface air temperature at apt -43.0°C

ILS DME reads zero at RWY 07 threshold.

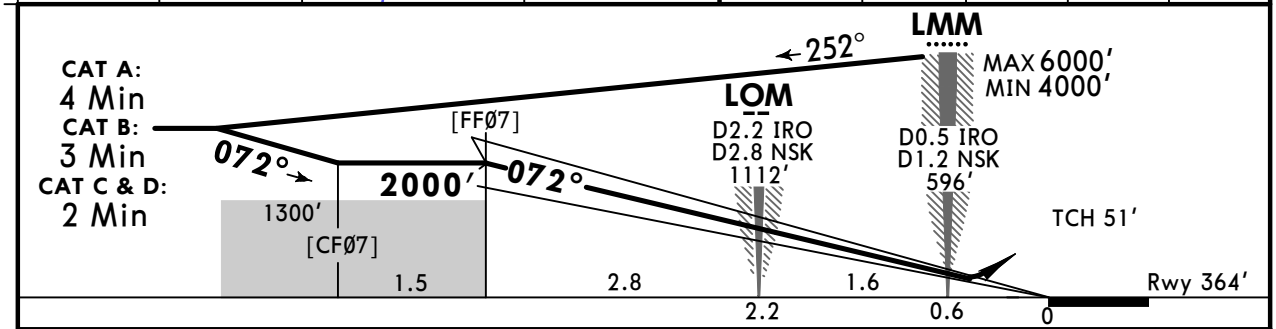


FEET QNH	METERS (QFE)
6000	(1720)
4000	(1110)
3100	(835)
2600	(685)
2200	(565)
2000	(500)
1900	(470)
1791	(435)
1448	(330)
1300	(290)
1112	(228)
1104	(226)

FEET QNH	METERS (QFE)
1100	(225)
760	(121)
596	(71)
581	(67)
571	(64)
564	(60)

WARNING: Holding area shall be used, if clearance to cross UN(R)-1187 (during its activity), UN(R)-1193 (during its activity) or arrangement with ATS unit are available.

IRO DME	4.3	3.2	2.2	1.1
ALTITUDE	1791′	1448′	1104′	760′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS PAPI

MIN 1100′ on 072°

Std STRAIGHT-IN LANDING

ILS

DA(H) AB: 564′ (200′)
C: 571′ (207′)
D: 581′ (217′)

	ALS out
A B C D	❶ R550m
	R1200m

PANS OPS

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

CHANGES: NSK VOR DME, ILS DME & distances added, alts, airspace, minimums.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25 (11-4) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
ILS Z Rwy 16

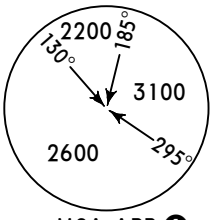
ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	126.7	121.7

BRIEFING STRIP

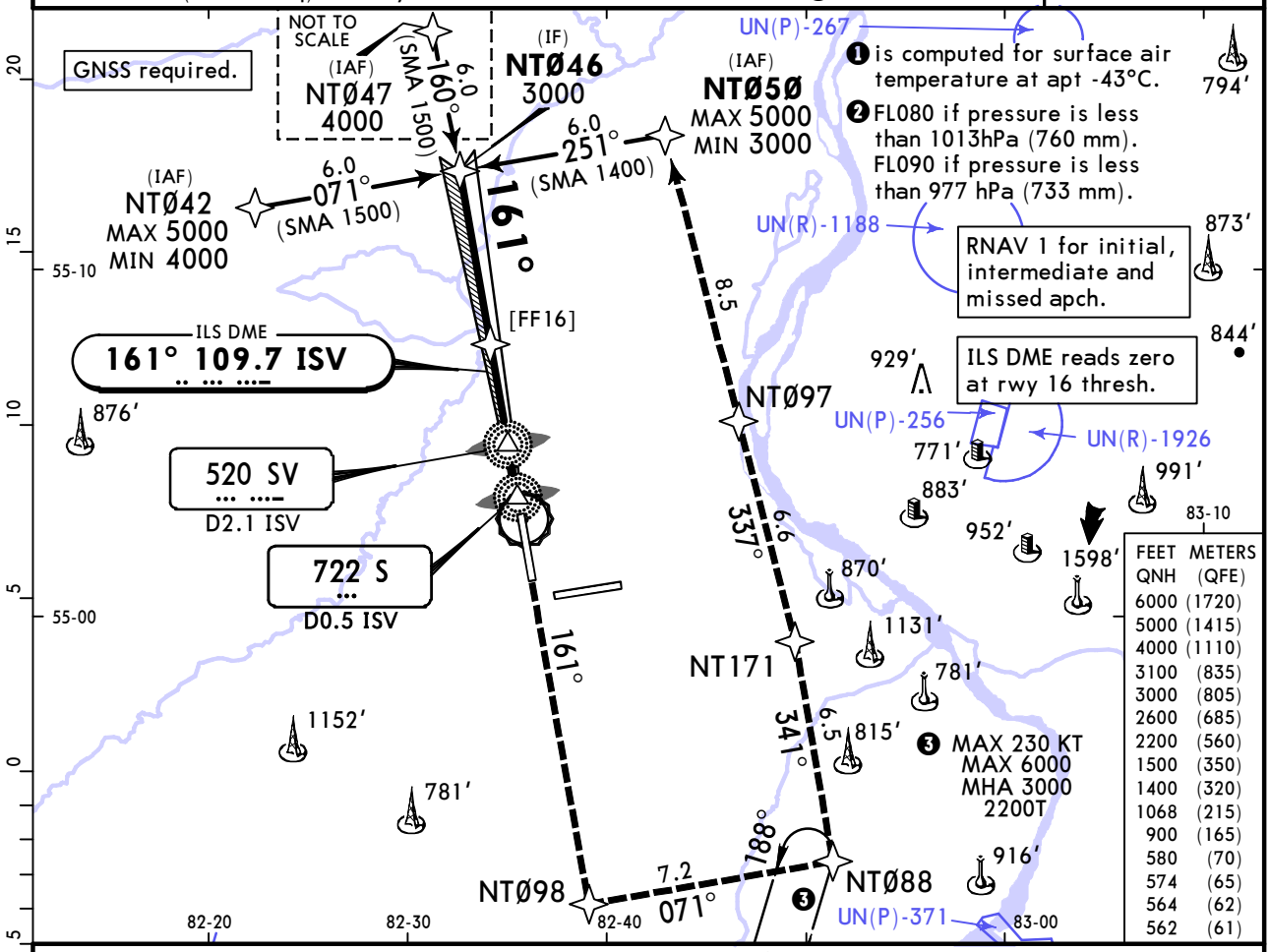
LOC ISV	Final Apch Crs	[FF16]	DA(H) Refer to Minimums	Apt Elev 368′ Rwy 362′
109.7	161°	2000′ (1638′)		

MISSED APCH: Climb on track 161° to NTØ98 (MAX 200 KT), turn LEFT to NTØ88 (MAX 200 KT), then to NT171, NTØ97, NTØ5Ø climbing to MAX 5000′ and MIN 3000′.

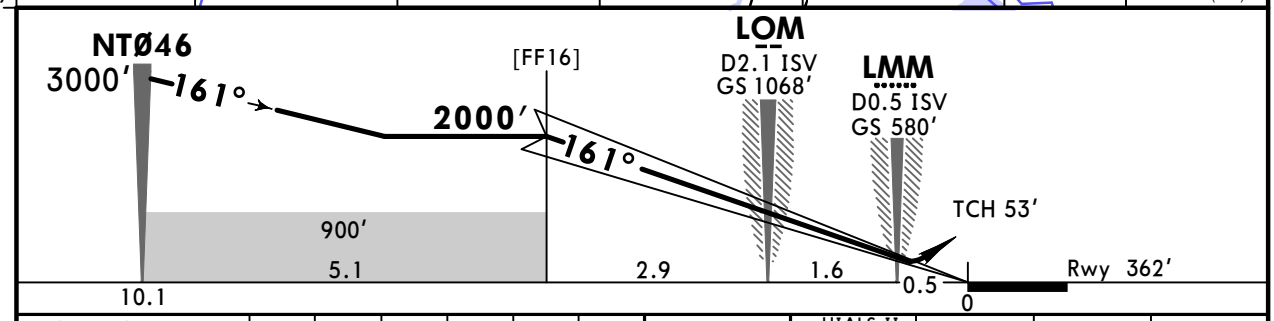
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❷ Trans alt: 6000′



MSA ARP ❶



FEET	METERS (QFE)
QNH	
6000	(1720)
5000	(1415)
4000	(1110)
3100	(835)
3000	(805)
2600	(685)
2200	(560)
1500	(350)
1400	(320)
1068	(215)
900	(165)
580	(70)
574	(65)
564	(62)
562	(61)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI
161°
NTØ98
200 KT MAX

Std STRAIGHT-IN LANDING
ILS

DA(H) AB: **562′** (200′) C: **564′** (202′) D: **574′** (212′)

	TDZ or CL out	ALS out
A B C D	R550m	❶ R550m	R1200m

PANS OPS

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

CHANGES: Areas withdrawn, distances established.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25
Eff 25 Dec
11-4A

NOVOSIBIRSK, ~~RUSSIA~~
CAT II ILS Z Rwy 16

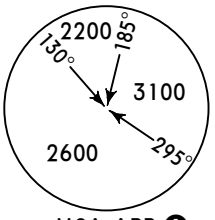
ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	126.7	121.7

BRIEFING STRIP

LOC ISV	Final Apch Crs	[FF16]	CAT II ILS	Apt Elev 368′
109.7	161°	2000′ (1638′)	Refer to Minimums	Rwy 362′

MISSED APCH: Climb on track 161° to NTØ98 (MAX 200 KT), turn LEFT to NTØ88 (MAX 200 KT), then to NT171, NTØ97, NTØ5Ø climbing to MAX 5000′ and MIN 3000′.

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❷ Trans alt: 6000′



MSA ARP ❶

NOT TO SCALE

GNSS required.

(IAF) NTØ47 4000
160° 6.0 (SMA 1500)

(IF) NTØ46 3000
6.0 251° (SMA 1400)

(IAF) NTØ5Ø MAX 5000 MIN 3000

(IAF) NTØ42 MAX 5000 MIN 4000
6.0 071° (SMA 1500)

161°

[FF16]

ILS DME
161° 109.7 ISV

520 SV
D2.1 ISV

722 S
D0.5 ISV

8.5

NTØ97

6.6 337°

NT171

6.5 341°

NTØ98 071° 7.2

188°

NTØ88

UN(P)-267

❶ is computed for surface air temperature at apt -43°C.

❷ FL080 if pressure is less than 1013hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).

UN(R)-1188

RNAV 1 for initial, intermediate and missed apch.

ILS DME reads zero at rwy 16 thresh.

UN(R)-1926

UN(P)-256

UN(P)-371

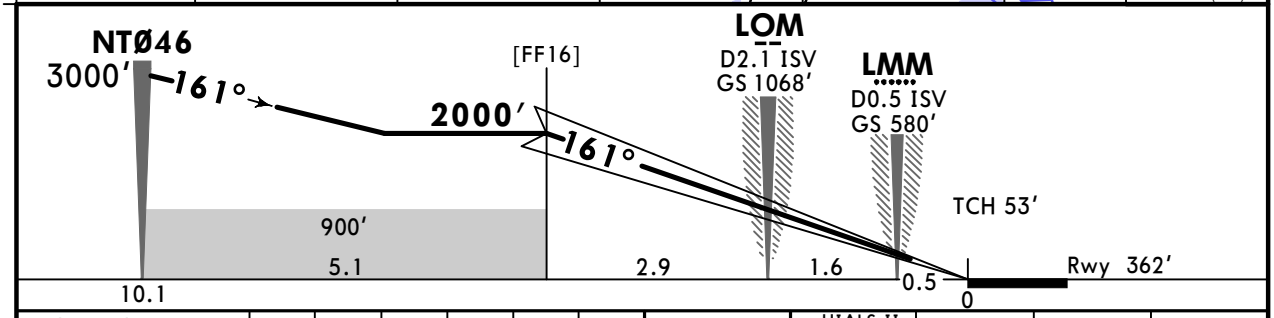
❸ MAX 230 KT MAX 6000 MHA 3000 2200T

FEET QNH	METERS (QFE)
6000	(1720)
5000	(1415)
4000	(1110)
3100	(835)
3000	(805)
2600	(685)
2200	(565)
1500	(350)
1400	(320)
1068	(215)
900	(165)
580	(70)
499	(42)
486	(38)
471	(34)
462	(31)

844′ 929′ 768′ 830′ 952′ 870′ 1598′ 1132′ 841′ 916′ 876′ 1152′ 781′

55-10 55-00 82-20 82-30 82-40 83-00

20 15 10 5 0 5



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI

161° | NTØ98 | 200 KT MAX

PANS OPS

Std STRAIGHT-IN LANDING
CAT II ILS

A:	B:	C:	D:
RA 104′	RA 114′	RA 127′	RA 141′
DA(H) 462′ (100′)	DA(H) 471′ (109′)	DA(H) 486′ (124′)	DA(H) 499′ (137′)
R300m	R300m	R400m	R400m

CHANGES: Areas withdrawn, distances established.

UNNT/OVB TOLMACHEVO

JEPPESEN 19 DEC 25 (11-5) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~ ILS Y Rwy 16

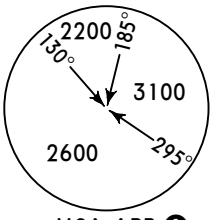
BRIEFING STRIP

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	126.7	121.7

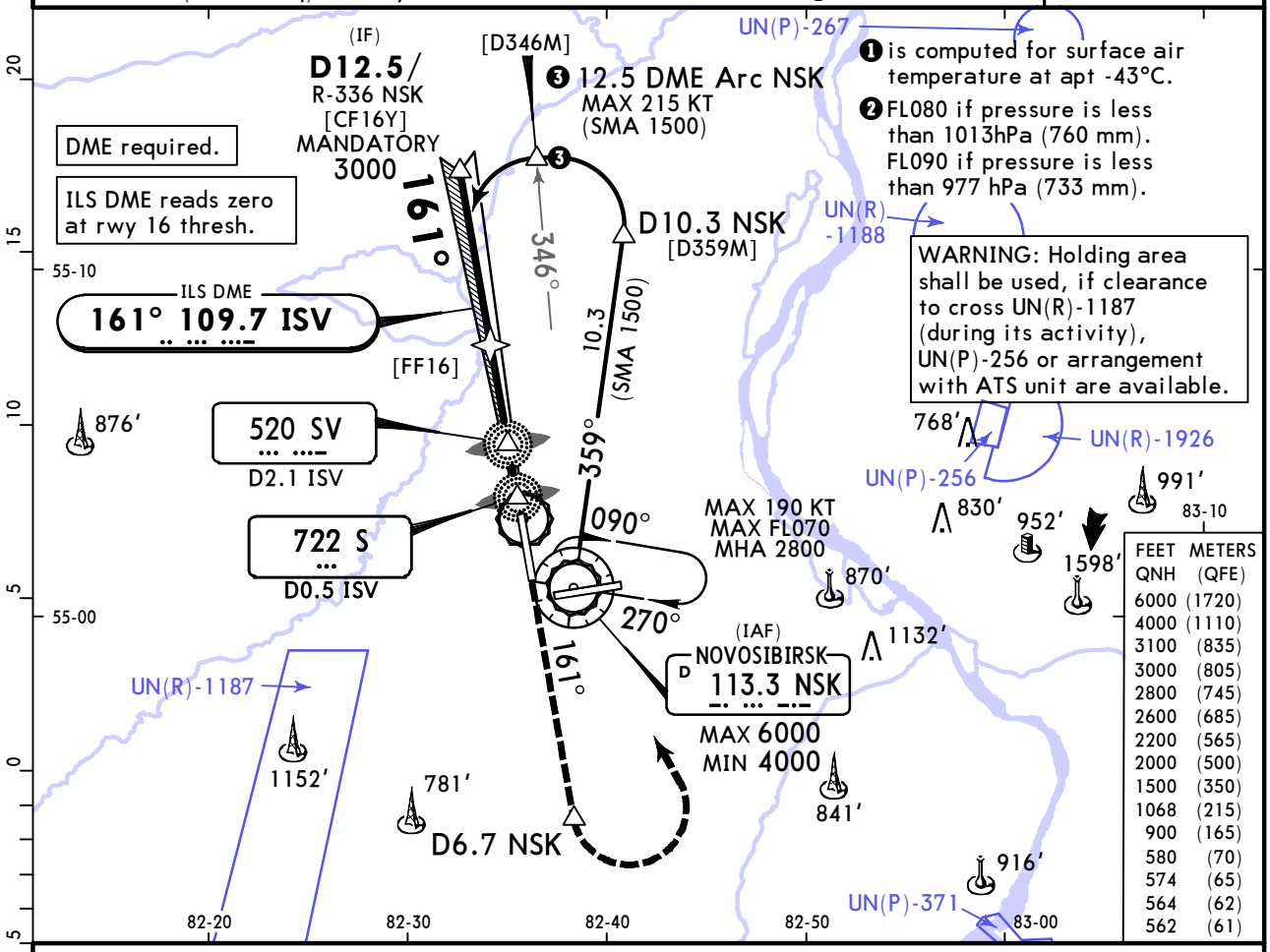
LOC ISV	Final Apch Crs	[FF16]	DA(H)	Apt Elev 368′
109.7	**161°**	**2000′** (1638′)	Refer to Minimums	Rwy 362′

MISSED APCH: Climb on track 161° to D6.7 NSK (MAX 225 KT), turn LEFT to VOR climbing to 2800′ or above, then as directed.

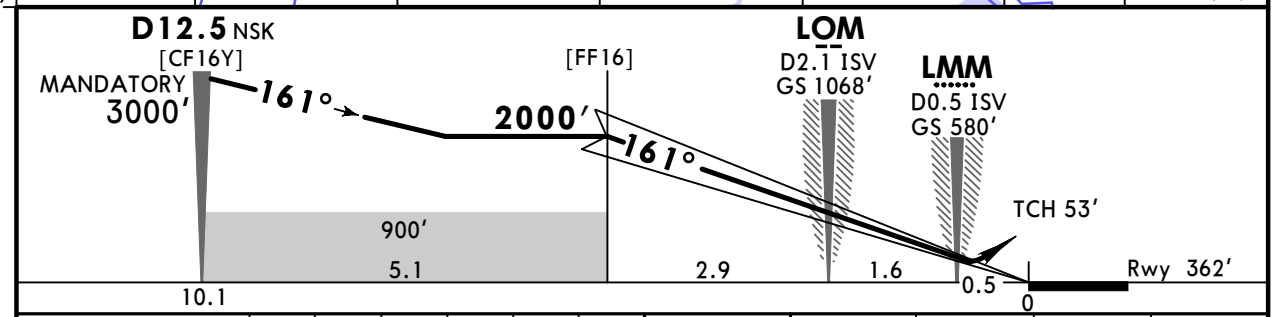
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❷ Trans alt: 6000′



MSA ARP ❶



FEET QNH	METERS (QFE)
6000	(1720)
4000	(1110)
3100	(835)
3000	(805)
2800	(745)
2600	(685)
2200	(565)
2000	(500)
1500	(350)
1068	(215)
900	(165)
580	(70)
574	(65)
564	(62)
562	(61)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

161°	D6.7 NSK	225 KT MAX

Std STRAIGHT-IN LANDING **ILS**

DA(H) AB: **562′** (200′) C: **564′** (202′) D: **574′** (212′)

PANS OPS	TDZ or CL out	ALS out
A B C D	R550m	❶ R550m	R1200m

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

CHANGES: Areas withdrawn.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25
Eff 25 Dec
11-5A

NOVOSIBIRSK, ~~RUSSIA~~
CAT II ILS Y Rwy 16

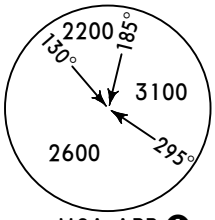
ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	126.7	121.7

BRIEFING STRIP

LOC ISV	Final Apch Crs	[FF16]	CAT II ILS Refer to Minimums	Apt Elev 368′ Rwy 362′
109.7	**161°**	**2000′** (1638′)		

MISSED APCH: Climb on track 161° to D6.7 NSK (MAX 225 KT), turn LEFT to VOR climbing to 2800′ or above, then as directed.

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❷ Trans alt: 6000′



MSA ARP ❶

DME required.

ILS DME reads zero at rwy 16 thresh.

(IF) **D12.5** / R-336 NSK [CF16Y] MANDATORY 3000

❸ 12.5 DME Arc NSK MAX 215 KT (SMA 1500)

[D346M]

161°

346°

D10.3 NSK [D359M]

10.3 (SMA 1500)

359°

090°

270°

191°

ILS DME 161° 109.7 ISV

[FF16]

520 SV D2.1 ISV

722 S D0.5 ISV

MAX 190 KT
MAX FL070
MHA 2800

(IAF) NOVOSIBIRSK D 113.3 NSK

MAX 6000
MIN 4000

D6.7 NSK

UN(P)-267

❶ is computed for surface air temperature at apt -43°C.

❷ FL080 if pressure is less than 1013hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).

UN(R)-1188

WARNING: Holding area shall be used, if clearance to cross UN(R)-1187 (during its activity), UN(P)-256 or arrangement with ATS unit are available.

UN(R)-1926

UN(P)-256

UN(R)-1187

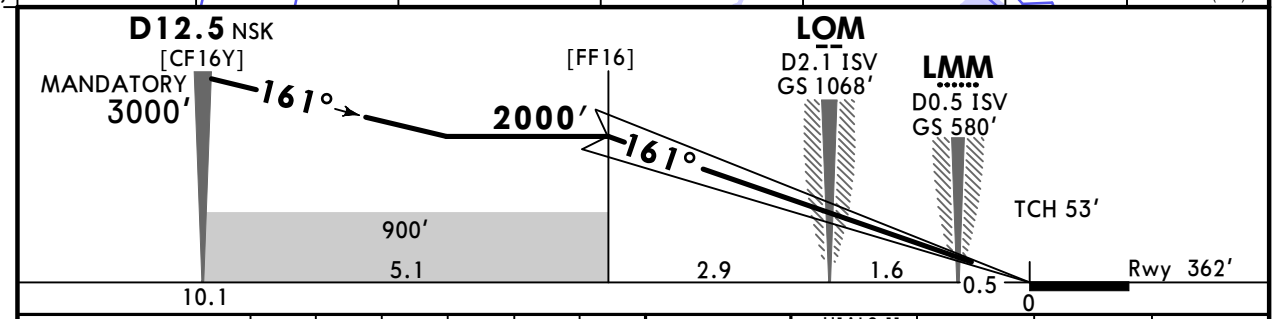
UN(P)-371

876′ 768′ 991′ 830′ 952′ 870′ 1598′ 1132′ 1152′ 781′ 841′ 916′

55-10 55-00 83-10 82-20 82-30 82-40 82-50 83-00

20 15 10 5 0 5

FEET QNH	METERS (QFE)
6000	(1720)
4000	(1110)
3100	(835)
3000	(805)
2800	(745)
2600	(685)
2200	(565)
2000	(500)
1500	(350)
1068	(215)
900	(165)
580	(70)
499	(42)
486	(38)
471	(34)
462	(31)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

161° | D6.7 NSK | 225 KT MAX

Std STRAIGHT-IN LANDING
CAT II ILS

A:	B:	C:	D:
RA 104′ DA(H) **462′** (100′)	**RA 114′** DA(H) **471′** (109′)	**RA 127′** DA(H) **486′** (124′)	**RA 141′** DA(H) **499′** (137′)
R300m	R300m	R400m	R400m

PANS OPS

CHANGES: Areas withdrawn.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25 (11-6) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
ILS X Rwy 16

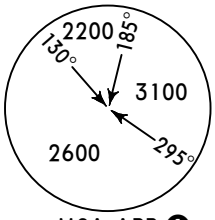
BRIEFING STRIP TM

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	126.7	121.7

LOC ISV	Final Apch Crs	[FF16]	DA(H) Refer to Minimums	Apt Elev 368′ Rwy 362′
109.7	**161°**	**2000′** (1638′)		

MISSED APCH: Climb on track 161° to 1500′ or above, turn LEFT to S Lctr climbing to 2700′ or above, then as directed.

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❷ Trans alt: 6000′



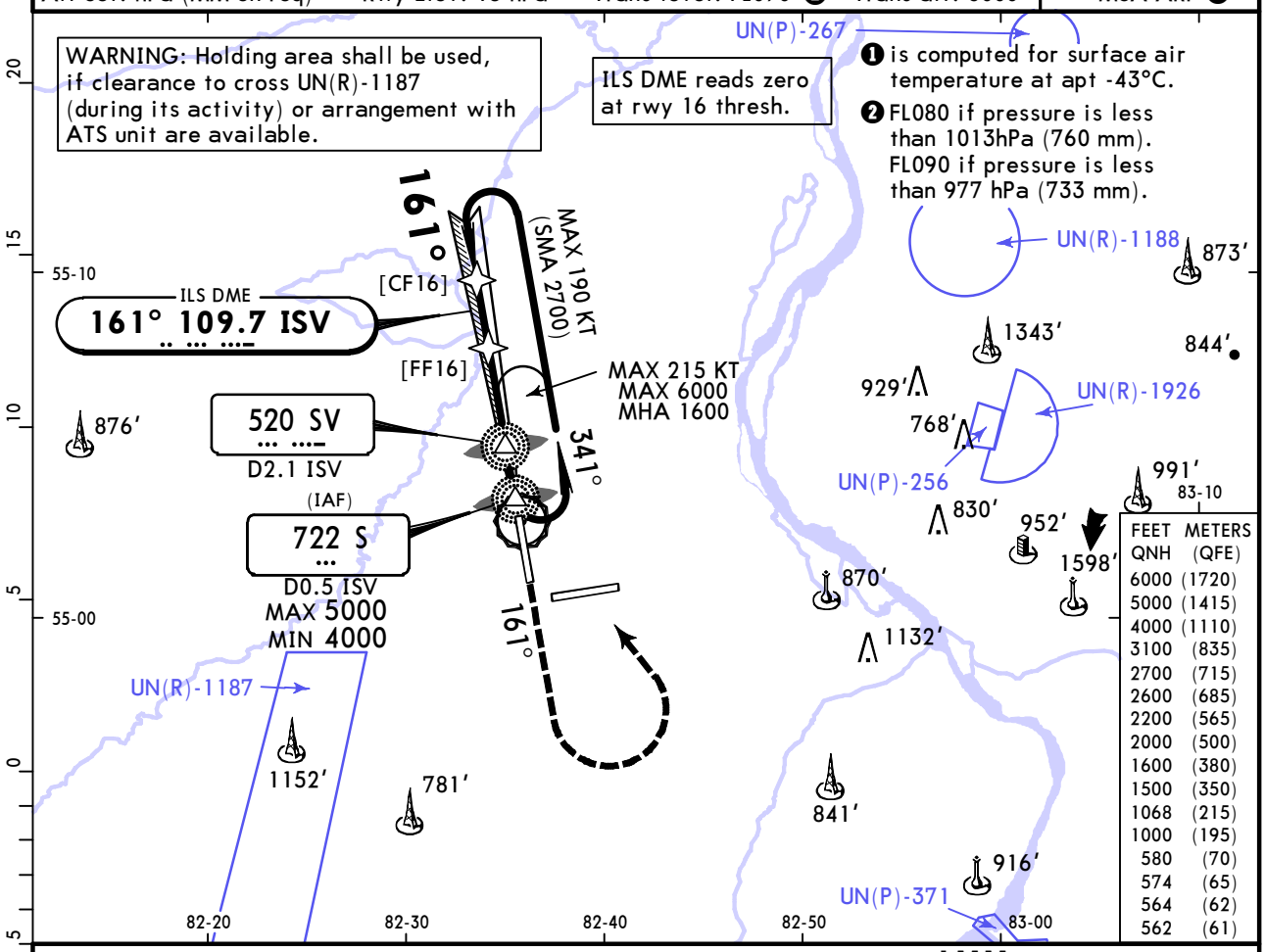
MSA ARP ❶

WARNING: Holding area shall be used, if clearance to cross UN(R)-1187 (during its activity) or arrangement with ATS unit are available.

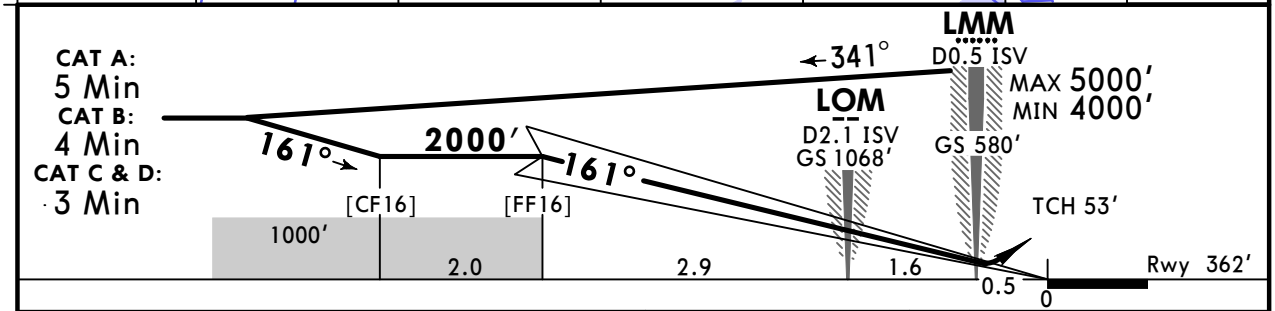
ILS DME reads zero at rwy 16 thresh.

❶ is computed for surface air temperature at apt -43°C.

❷ FL080 if pressure is less than 1013hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).



FEET QNH	METERS (QFE)
6000	(1720)
5000	(1415)
4000	(1110)
3100	(835)
2700	(715)
2600	(685)
2200	(565)
2000	(500)
1600	(380)
1500	(350)
1068	(215)
1000	(195)
580	(70)
574	(65)
564	(62)
562	(61)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

161°

MIN 1500′

PANS OPS

Std STRAIGHT-IN LANDING
ILS

DA(H) AB: **562′** (200′) C: **564′** (202′) D: **574′** (212′)

	TDZ or CL out	ALS out
A B C D	R550m	❶ R550m	R1200m

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

CHANGES: Areas withdrawn.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25
Eff 25 Dec
11-6A

NOVOSIBIRSK, ~~RUSSIA~~
CAT II ILS X Rwy 16

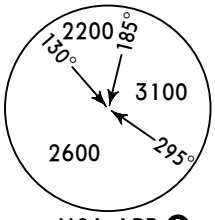
ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	126.7	121.7

LOC ISV	Final Apch Crs	[FF16]	CAT II ILS Refer to Minimums	Apt Elev 368′ Rwy 362′
109.7	**161°**	**2000′** (1638′)		

MISSED APCH: Climb on track 161° to 1500′ or above, turn LEFT to S Lctr climbing to 2700′ or above, then as directed.

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❷ Trans alt: 6000′

MSA ARP ❶



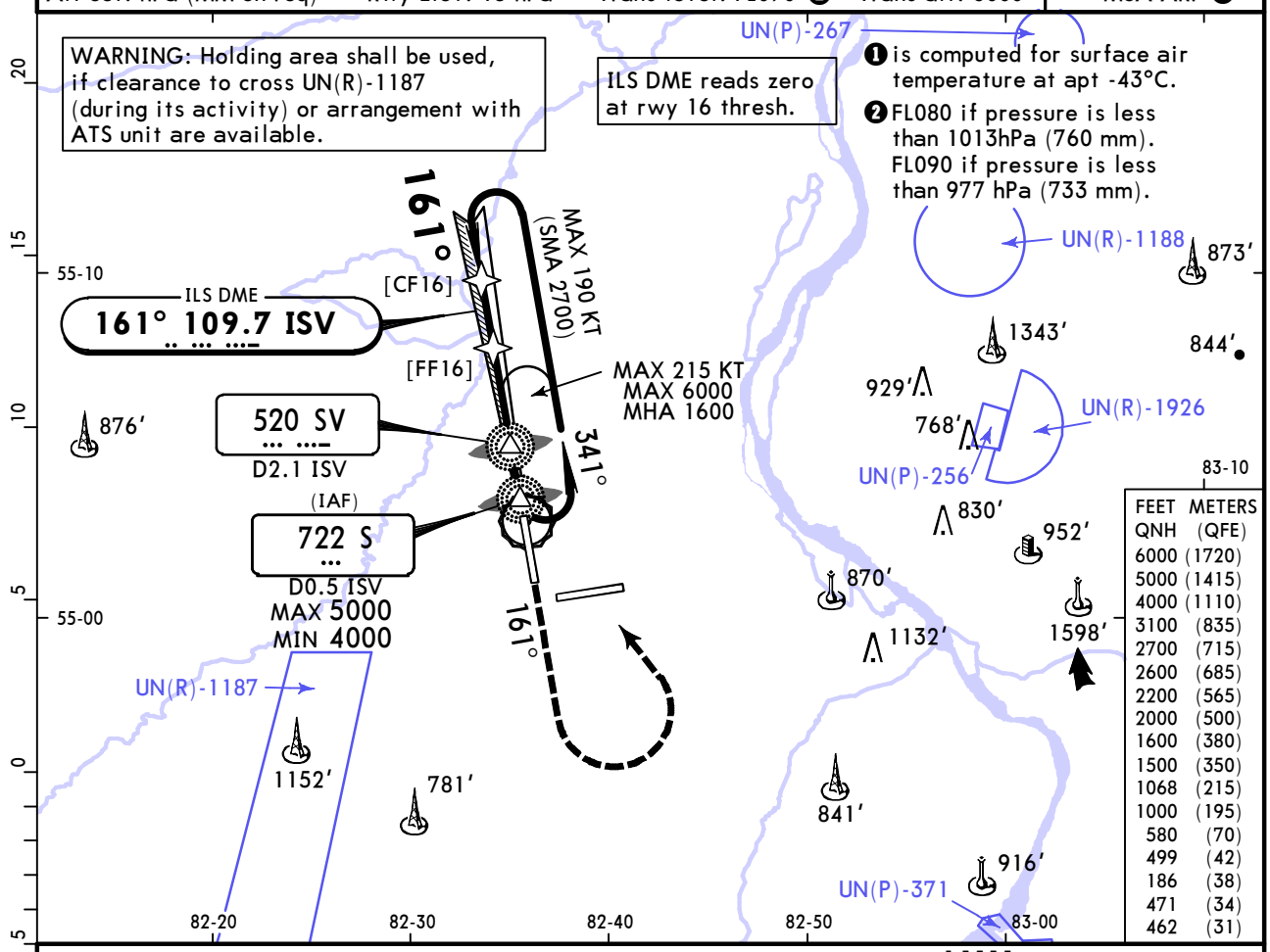
BRIEFING STRIP™

WARNING: Holding area shall be used, if clearance to cross UN(R)-1187 (during its activity) or arrangement with ATS unit are available.

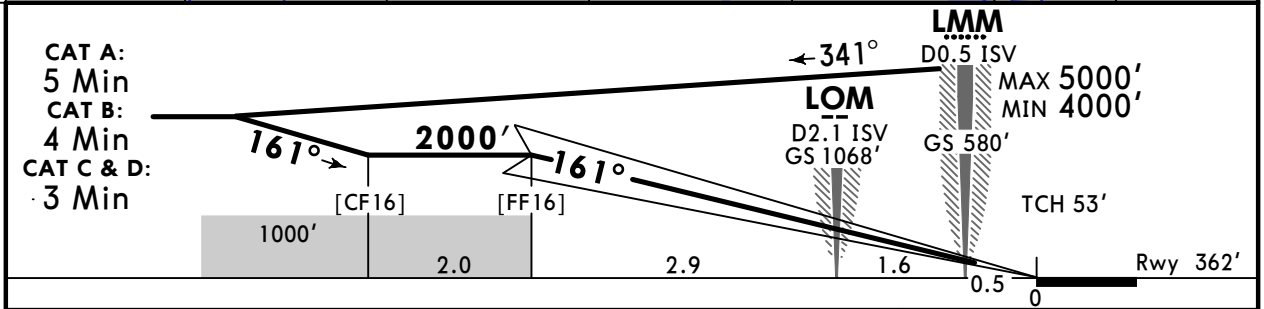
ILS DME reads zero at rwy 16 thresh.

❶ is computed for surface air temperature at apt -43°C.

❷ FL080 if pressure is less than 1013hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).



FEET QNH	METERS (QFE)
6000	(1720)
5000	(1415)
4000	(1110)
3100	(835)
2700	(715)
2600	(685)
2200	(565)
2000	(500)
1600	(380)
1500	(350)
1068	(215)
1000	(195)
580	(70)
499	(42)
186	(38)
471	(34)
462	(31)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

161°

MIN 1500′

Std STRAIGHT-IN LANDING
CAT II ILS

A:	B:	C:	D:
RA 104′ DA(H) **462′** (100′)	**RA 114′** DA(H) **471′** (109′)	**RA 127′** DA(H) **486′** (124′)	**RA 141′** DA(H) **499′** (137′)
R300m	R300m	R400m	R400m

PANS OPS

CHANGES: Areas withdrawn.

UNNT/OVB TOLMACHEVO

JEPPESEN 19 DEC 25 (11-7) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~ ILS Z Rwy 25

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	118.5	121.7

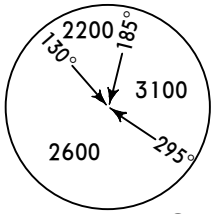
BRIEFING STRIP ™

LOC IKT	Final Apch Crs	[FF25Z]	DA(H)	Apt Elev 368′
108.5	252°	1600′ (1237′)	563′ (200′)	Rwy 363′

MISSED APCH: Climb on track 252° to NTØ87 (MAX 185 KT), turn LEFT to NTØ88 climbing to MAX 4000′, then to EB NDB climbing to 5000′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′

RNAV 1 required for initial, intermediate and missed approach. GNSS required.



MSA ARP ❷

❶ FL080 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).

❷ is computed for surface air temperature at apt -43.0°C

ILS DME reads zero at rwy 25 thresh.

(IAF) NTØ72 MAX 5000 MIN 4000

155° 2.9 (SMA 2900)

NTØ71 MAX 190 KT 3300

177° 4.9 (SMA 1900)

310 KT D2.2 IKT

620 K D0.5 IKT

(IF) NTØ7Ø MAX 185 KT 2000

[FF25Z] 252°

NTØ87 252°

ILS DME 252° 108.5 IKT

NTØ78 3000

4.1 (SMA 1900)

5.4 302° (SMA 1900)

(IAF) MATVEYEVSKIY 816 EB 5000

NTØ88 061°

8.4

UN(R)-1188

UN(R)-1926

UN(P)-256

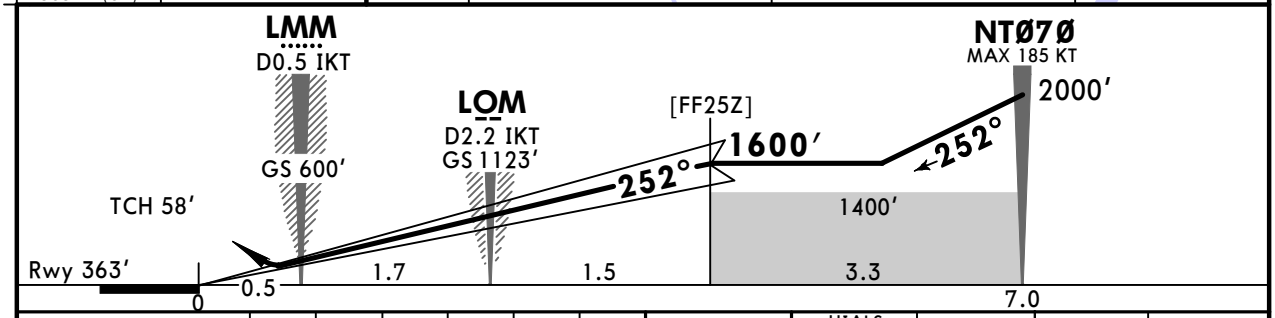
1343′ 929′ 768′ 952′ 1598′ 870′ 1132′ 841′

FEET QNH	METERS (QFE)
6000	(1720)
5000	(1415)
4000	(1110)
3300	(900)
3100	(835)
3000	(805)
2900	(775)
2600	(685)
2200	(565)
2000	(500)
1900	(470)
1600	(380)
1400	(320)
1123	(232)
600	(75)
563	(61)

55-00 82-30 82-40 82-50 83-00

HOLDING FIX NTØ88 109° 289° MAX 230 KT MAX 4000 MHA 2200

10 5 0 5



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS PAPI

NTØ87 on 252°

185 KT MAX

Std STRAIGHT-IN LANDING

ILS

DA(H) 563′ (200′)

	ALS out
A	❶ R550m
B	
C	
D	R1200m

PANS OPS

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

CHANGES: Areas withdrawn, distance established.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25 (11-8) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
ILS Y Rwy 25

BRIEFING STRIP ™

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	118.5	121.7

LOC IKT	Final Apch Crs	[FF25]	DA(H)	Apt Elev 368′ / Rwy 363′
108.5	252°	1800′ (1437′)	563′ (200′)	

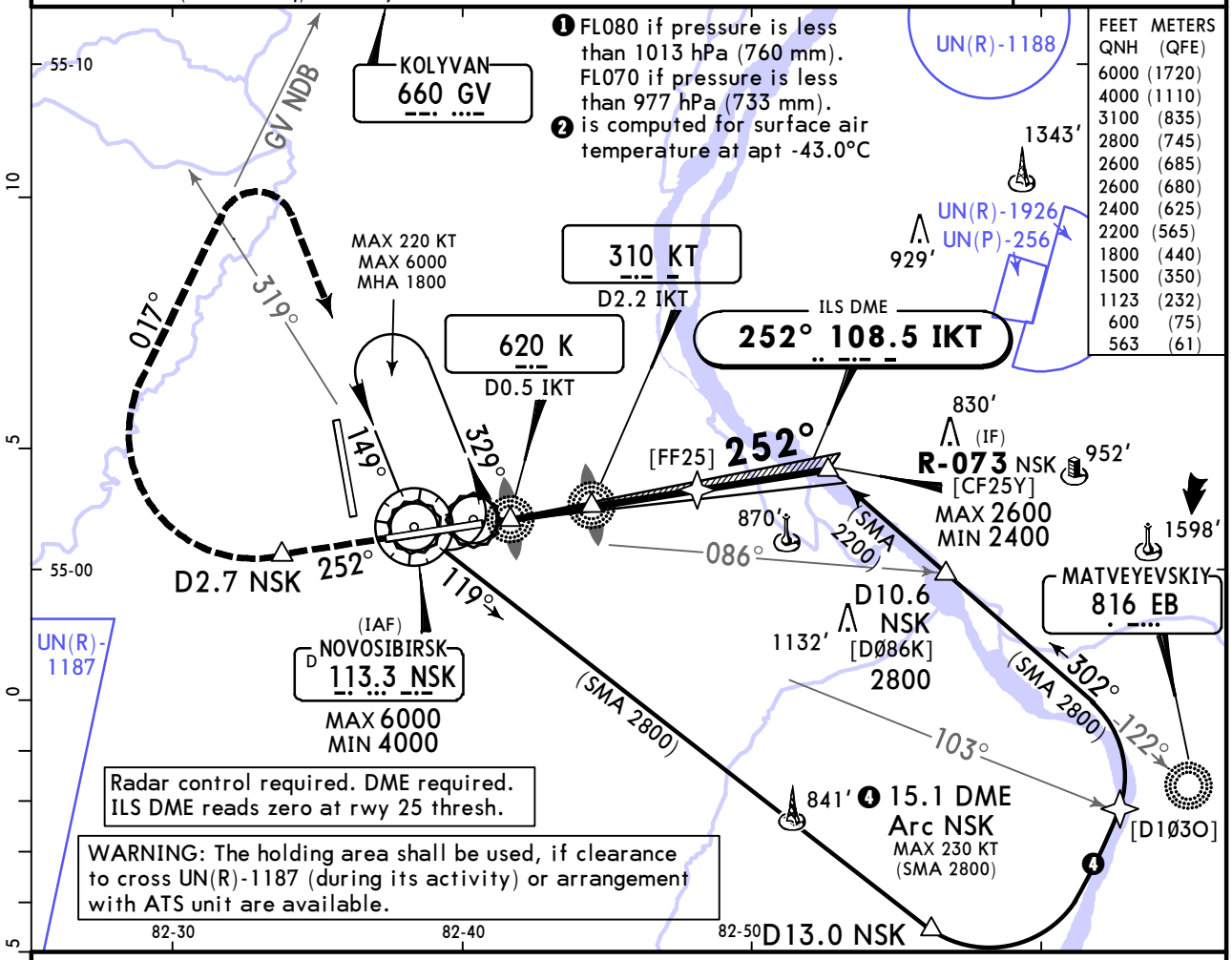
MISSED APCH: Climb on track 252° to D2.7 NSK (MAX 230 KT), turn RIGHT onto 017° GV NDB and proceed until R-319 NSK (MAX 225 KT), then turn RIGHT to VOR climbing to 1800′ or above, then as directed.

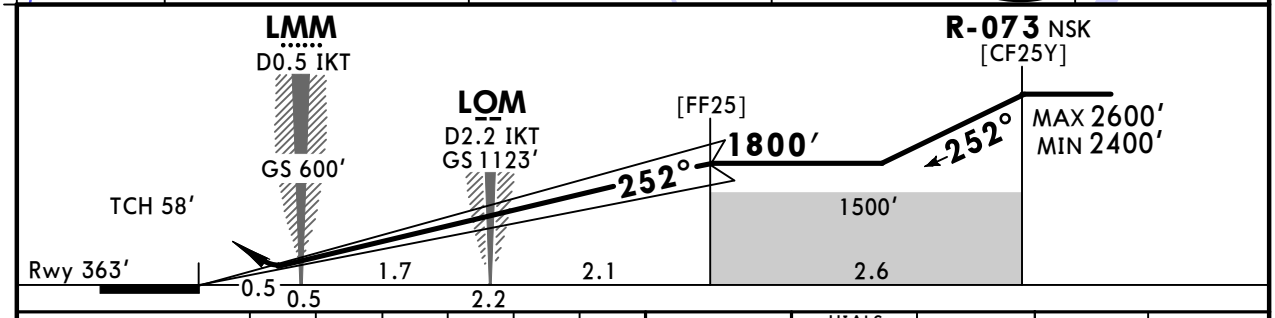
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′

MSA ARP ❷: 2200 (130°–185°), 3100, 2600, 295°

❶ FL080 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).
❷ is computed for surface air temperature at apt -43.0°C

FEET QNH	METERS (QFE)
6000	(1720)
4000	(1110)
3100	(835)
2800	(745)
2600	(685)
2600	(680)
2400	(625)
2200	(565)
1800	(440)
1500	(350)
1123	(232)
600	(75)
563	(61)





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

D2.7 NSK on 252°

230 KT MAX

Std STRAIGHT-IN LANDING

ILS

DA(H) 563′ (200′)

		ALS out
A	❶ R550m	R1200m
B		
C		
D		

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

PANS OPS

CHANGES: Areas withdrawn.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25 (11-9) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
ILS X Rwy 25

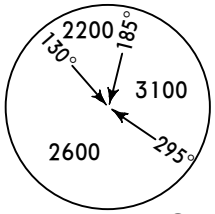
BRIEFING STRIP™

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	118.5	121.7

LOC IKT	Final Apch Crs	[FF25]	DA(H)	Apt Elev 368′ / Rwy 363′
108.5	252°	1800′ (1437′)	563′ (200′)	

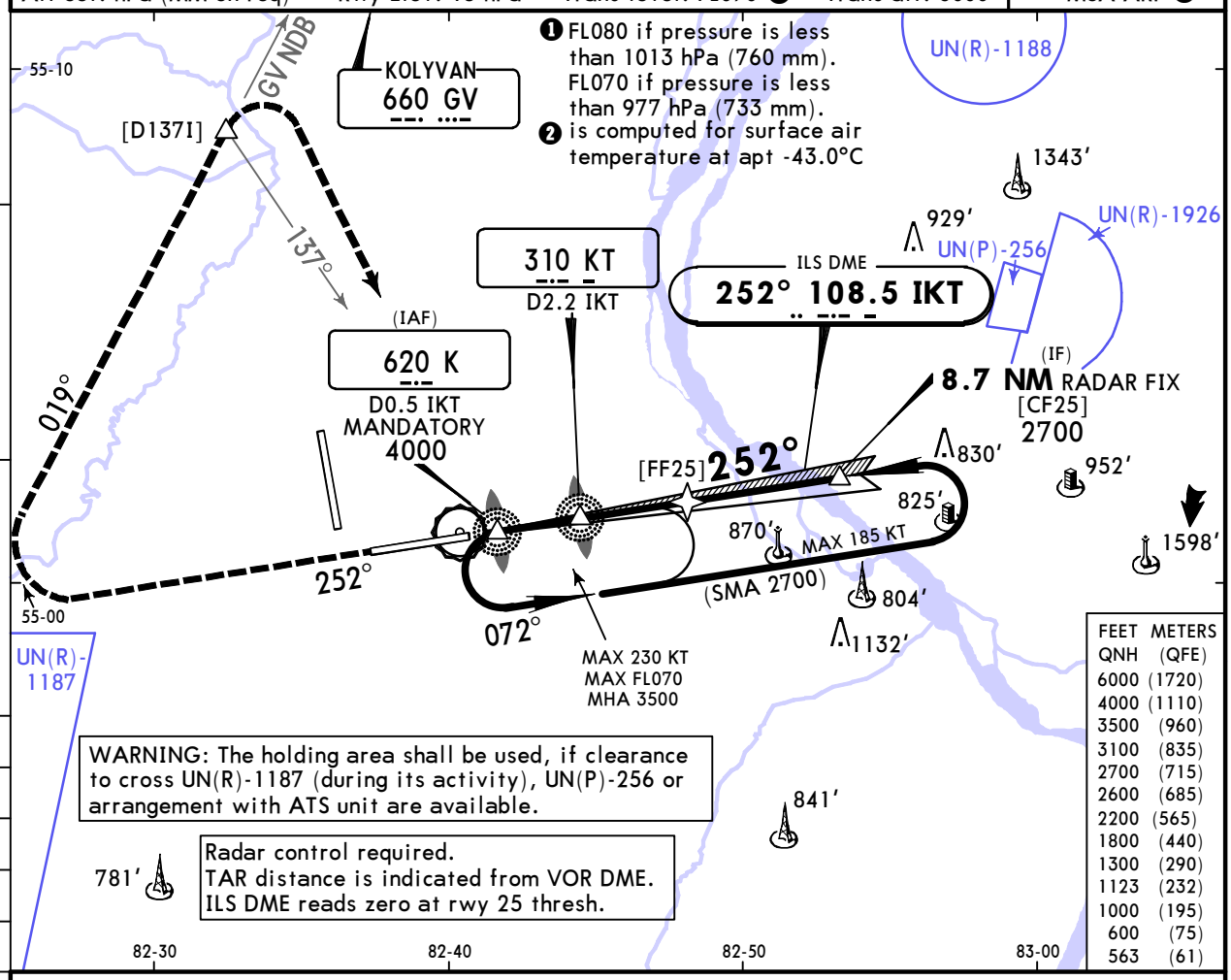
MISSED APCH: Climb on track 252° to 1000′ or above (MAX 215 KT), then turn RIGHT onto 019° GV NDB and proceed until 137° K Lctr, then turn RIGHT (MAX 215 KT) to K Lctr climbing to 2700′ or above, then as directed.

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′



MSA ARP ❷

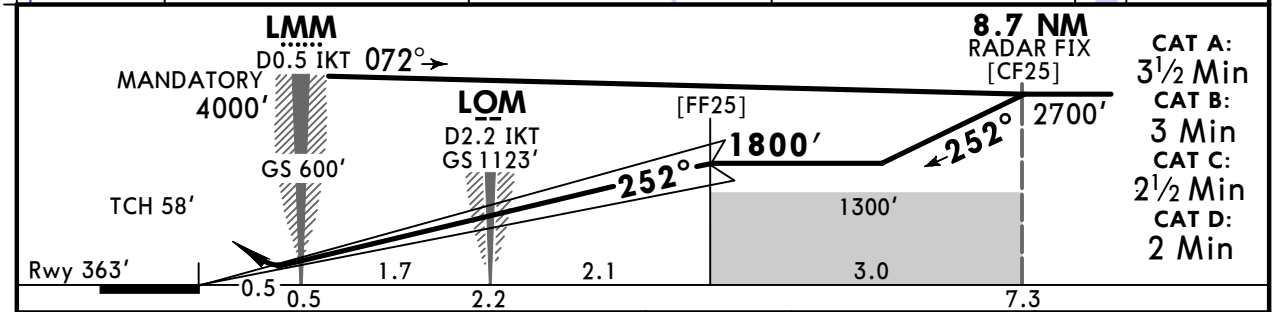
❶ FL080 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).
❷ is computed for surface air temperature at apt -43.0°C



WARNING: The holding area shall be used, if clearance to cross UN(R)-1187 (during its activity), UN(P)-256 or arrangement with ATS unit are available.

Radar control required.
TAR distance is indicated from VOR DME.
ILS DME reads zero at rwy 25 thresh.

FEET QNH	METERS (QFE)
6000	(1720)
4000	(1110)
3500	(960)
3100	(835)
2700	(715)
2600	(685)
2200	(565)
1800	(440)
1300	(290)
1123	(232)
1000	(195)
600	(75)
563	(61)



CAT A: 3½ Min
CAT B: 3 Min
CAT C: 2½ Min
CAT D: 2 Min

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

MIN 1000′ on 252°

215 KT MAX

Std STRAIGHT-IN LANDING
ILS
DA(H) 563′ (200′)

PANS OPS

		ALS out
A	❶ R550m	R1200m
B		
C		
D		

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

CHANGES: Areas wihdrawn.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25 | 11-10 | Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
ILS Z Rwy 34

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	126.7	121.7

LOC IGH	Final Apch Crs	[FF34]	DA(H) Refer to Minimums	Apt Elev 368′ Rwy 368′
111.1	341°	2000′(1632′)		

MISSED APCH: Climb on 341° to NTØ9Ø, turn RIGHT to GV NDB climbing to 3000′ or above to join holding, execute holding procedure and exit the holding proceeding to NT091, then to NTØ67 (MAX 190 KT), NTØ64 climbing to 5000′ or above. Refer to minimums for missed apch climb gradients.

Alt Set: hPa (MM on req) | Rwy Elev: 13 hPa | Trans level: FL070 ❶ | Trans alt: 6000′

MSA ARP ❷: 2200 (130°–185°), 3100, 2600, (295°–130°)

BRIEFING STRIP ™

55-10

RNAV1 required for initial, intermediate and missed approach.

856′ ❶ FL080 if pressure is less than 1013 hPa (760 mm).
876′ FL090 if pressure is less than 977 hPa (733 mm).

❷ is computed for surface air temperature at apt -43.0°C.

MAX 230 KT
MAX FL070
MHA 3000
1700T

NOT TO SCALE

NTØ9Ø
700 G
D0.5 IGH
875 GH
D2.2 IGH

55-00

GNSS required. ILS DME reads zero at rwy 34 thresh.

ILS DME
341° 111.1 IGH

1152′
781′

[FF34]

(IF)
NT169
MAX 190 KT
3000

(IAF)
NTØ61
5000

(IAF)
NTØ64
5000

NT091
NTØ67

KOLYVAN
660 GV

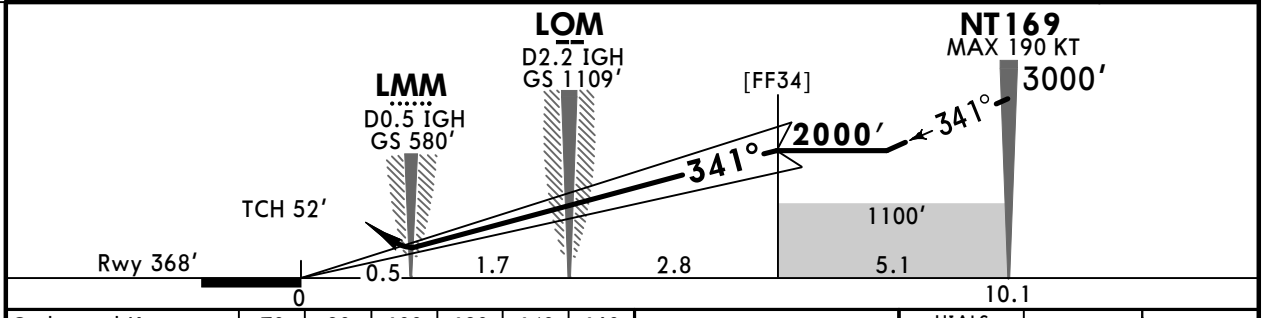
UN(R)-1188
UN(R)-1926
UN(P)-256
UN(P)-371

1343′
929′
768′
991′
952′
830′
772′
870′
1132′
1598′
841′
916′
778′

344° 164° 341° 164° 21.3 138° 9.4 296° 6.0 (SMA 1500) 232° 5.2 354° 6.0 (SMA 1600)

FEET QNH	METERS (QFE)
6000	(1720)
5000	(1415)
3100	(835)
3000	(805)
2600	(685)
2200	(565)
2000	(500)
1700	(410)
1600	(380)
1500	(350)
1109	(226)
1100	(225)
580	(65)
570	(62)
568	(61)

82-10 82-20 82-30 82-40 82-50 83-00



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

NTØ9Ø on 341°

Std STRAIGHT-IN LANDING
ILS

	MACG MIN 3.0% (183′/NM)		MACG MIN 2.5% (152′/NM)	
	DA(H) 568′(200′)		DA(H) AB: 568′(200′) C: 570′(202′) D: 580′(212′)	
	ALS out		ALS out	
A	❶ R550m	R1200m	❶ R550m	R1200m
B				
C				
D				

PANS OPS

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

CHANGES: Areas withdrawn, distances established.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25 | 11-11 | Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
ILS Y Rwy 34

BRIEFING STRIP

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	126.7	121.7

LOC IGH	Final Apch Crs	[FF34]	DA(H) Refer to Minimums	Apt Elev 368′ Rwy 368′
111.1	341°	2000′(1632′)		

MISSED APCH: Climb on 341° to D6.5 NSK (MAX 240 KT), turn RIGHT to VOR climbing to 1800′ or above, then as directed.
Refer to minimums for missed apch climb gradients.

MSA ARP ❷: 2200 (130°–185°), 3100 (185°–295°), 2600 (295°–130°)

Alt Set: hPa (MM on req) | Rwy Elev: 13 hPa | Trans level: FL070 ❶ | Trans alt: 6000′

WARNING: Holding area shall be used, if clearance to cross UN(R)-1187 (during its activity) or arrangement with ATS unit are available.

DME required. ILS DME reads zero at rwy 34 thresh.

❶ FL080 if pressure is less than 1013 hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).
❷ is computed for surface air temperature at apt -43.0°C.

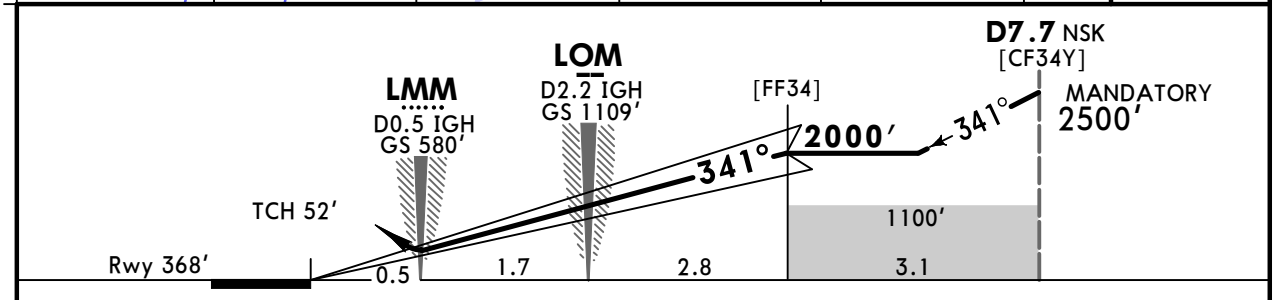
UN(R)-1188
UN(R)-1926
UN(P)-256
UN(P)-371
UN(R)-1187

D6.5 NSK
MAX 220 KT
MAX 6000
MHA 1800
341°
329°
(IAF) NOVOSIBIRSK D 113.3 NSK
MAX 6000
MIN 4000
700 G
D0.5 IGH
875 GH
D2.2 IGH
130° → 5.5 D5.5 NSK
(SMA 1700)
154°
ILS DME
341° 111.1 IGH
[FF34]
341°
(IF)
[D154H]
[D130H]
❸ 7.7 DME Arc NSK
MAX 230 KT
(SMA 1700)
D7.7 / R-170 NSK
[CF34Y]
MANDATORY
2500

873′ 844′ 1343′ 929′ 768′ 991′ 830′ 952′ 772′ 870′ 1598′ 1132′ 876′ 1152′ 781′ 841′ 916′ 778′

FEET QNH	METERS (QFE)
6000	(1720)
4000	(1110)
3100	(835)
2600	(685)
2500	(650)
2200	(565)
2000	(500)
1800	(440)
1700	(410)
1109	(226)
1100	(225)
580	(65)
570	(62)
568	(61)

55-10 | 55-00 | 54-50 | 83-10 | 82-20 | 82-30 | 82-40 | 82-50 | 83-00



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS | PAPI | 341° | D6.5 NSK | 240 KT MAX

Std STRAIGHT-IN LANDING
ILS

	MACG MIN 3.0% (183′/NM)		MACG MIN 2.5% (152′/NM)	
	DA(H) 568′(200′)		DA(H) AB: 568′(200′) C: 570′(202′) D: 580′(212′)	
		ALS out		ALS out
A	❶ R550m	R1200m	❶ R550m	R1200m
B				
C				
D				

PANS OPS

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

CHANGES: Areas withdrawn.

UNNT/OVB TOLMACHEVO

JEPPESEN 19 DEC 25 11-12 Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~ ILS X Rwy 34

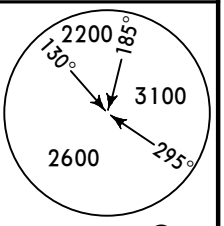
ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	126.7	121.7

BRIEFING STRIP ™

LOC IGH	Final Apch Crs	[FF34]	DA(H) Refer to Minimums	Apt Elev 368′ Rwy 368′
111.1	341°	2000′(1632′)		

MISSED APCH: Climb on 341° to 1100′ or above (MAX 190 KT), turn RIGHT to G Lctr climbing to 1800′ or above, then as directed.
Refer to minimums for missed apch climb gradients.

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′



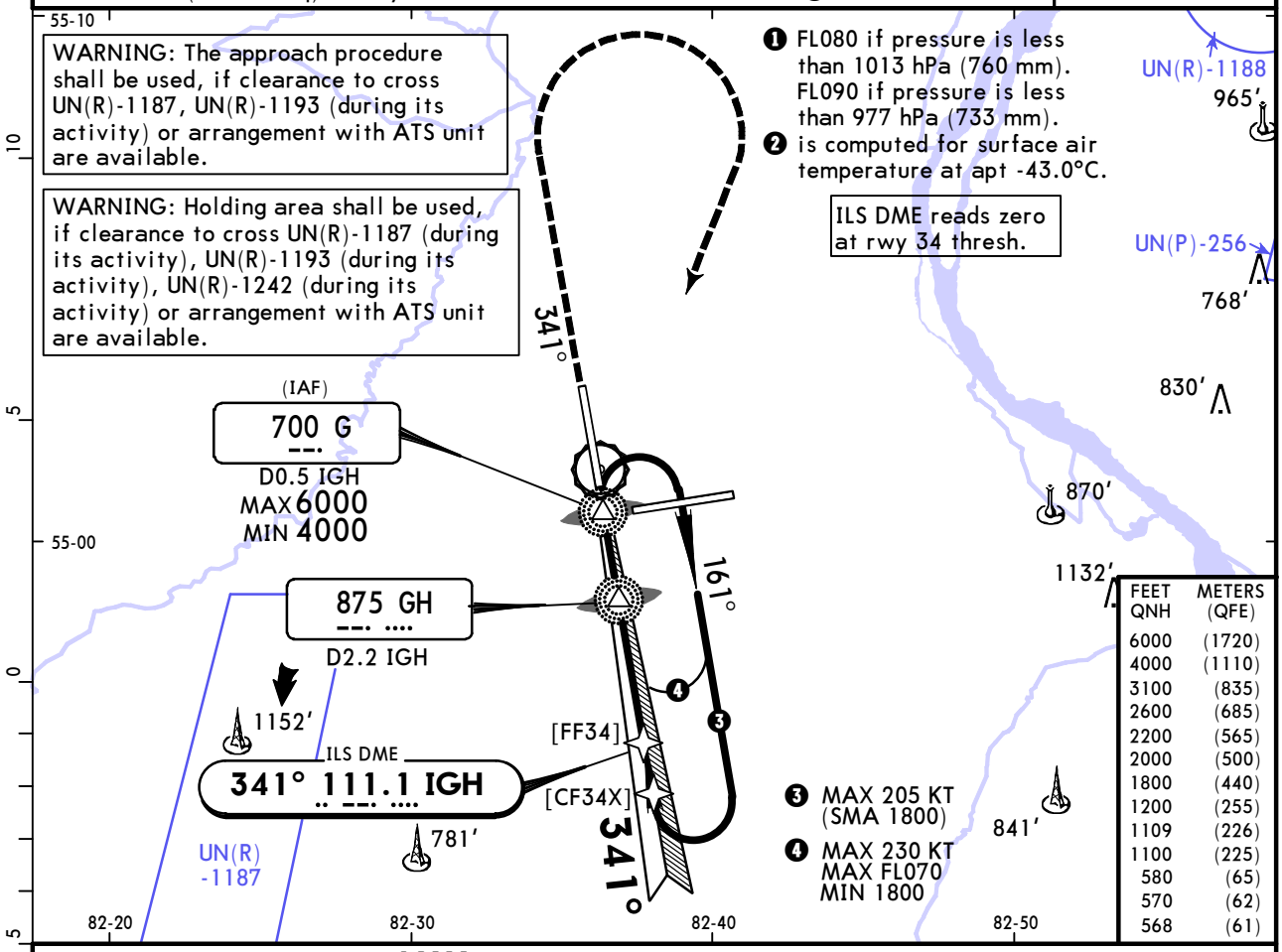
MSA ARP ❷

WARNING: The approach procedure shall be used, if clearance to cross UN(R)-1187, UN(R)-1193 (during its activity) or arrangement with ATS unit are available.

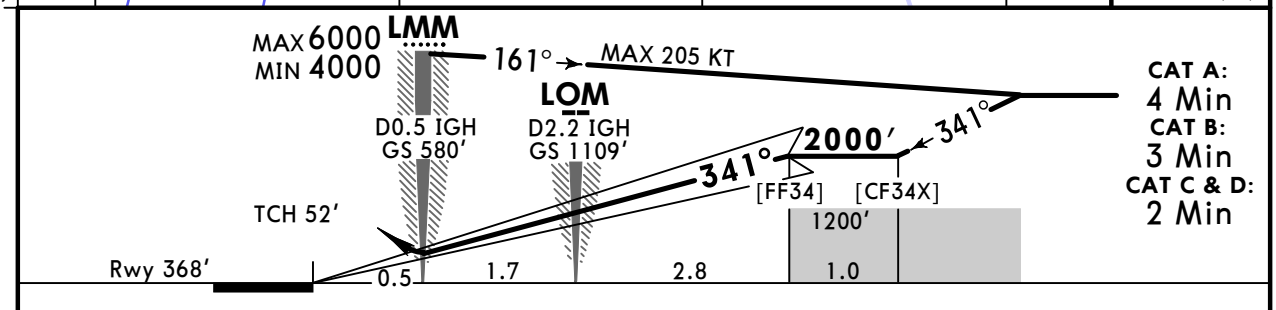
WARNING: Holding area shall be used, if clearance to cross UN(R)-1187 (during its activity), UN(R)-1193 (during its activity), UN(R)-1242 (during its activity) or arrangement with ATS unit are available.

❶ FL080 if pressure is less than 1013 hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).
❷ is computed for surface air temperature at apt -43.0°C.

ILS DME reads zero at rwy 34 thresh.



FEET QNH	METERS (QFE)
6000	(1720)
4000	(1110)
3100	(835)
2600	(685)
2200	(565)
2000	(500)
1800	(440)
1200	(255)
1109	(226)
1100	(225)
580	(65)
570	(62)
568	(61)



CAT A: 4 Min
CAT B: 3 Min
CAT C & D: 2 Min

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS PAPI | MIN 1100′ on 341° | 190 KT MAX

Std STRAIGHT-IN LANDING **ILS**

	MACG MIN 3.0% (183′/NM)		MACG MIN 2.5% (152′/NM)	
	DA(H) 568′(200′)		DA(H) AB: 568′(200′) C: 570′(202′) D: 580′(212′)	
		ALS out		ALS out
A	❶ R550m	R1200m	❶ R550m	R1200m
B				
C				
D				

PANS OPS

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

CHANGES: Area withdrawn.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25 (12-1) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
RNAV Rwy 07

BRIEFING STRIP™

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	118.5	121.7

RNAV	Final Apch Crs 072°	NTØ94 2000′ (1636′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 368′ Rwy 364′

MISSED APCH: Climb on track 072° to NTØ95 (MAX 220 KT), turn RIGHT to NTØ88 (MAX 220 KT), then to NT17Ø (MAX 220 KT), NTØ93, NTØ56 climbing to MAX 4000′ and MIN 2000′.

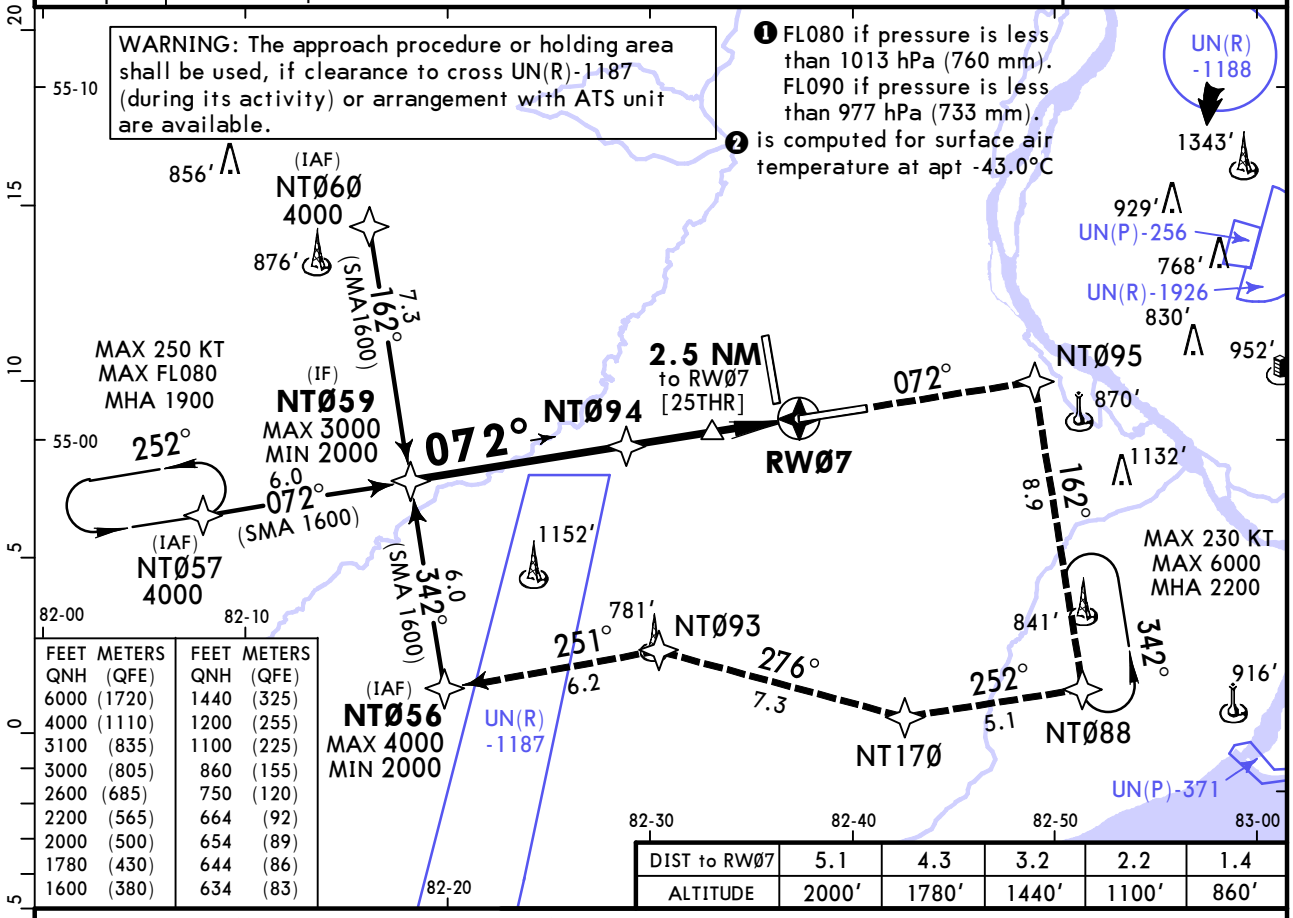
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′

RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -30°C.

2200 185° 130° 3100 295° 2600
MSA ARP ❷

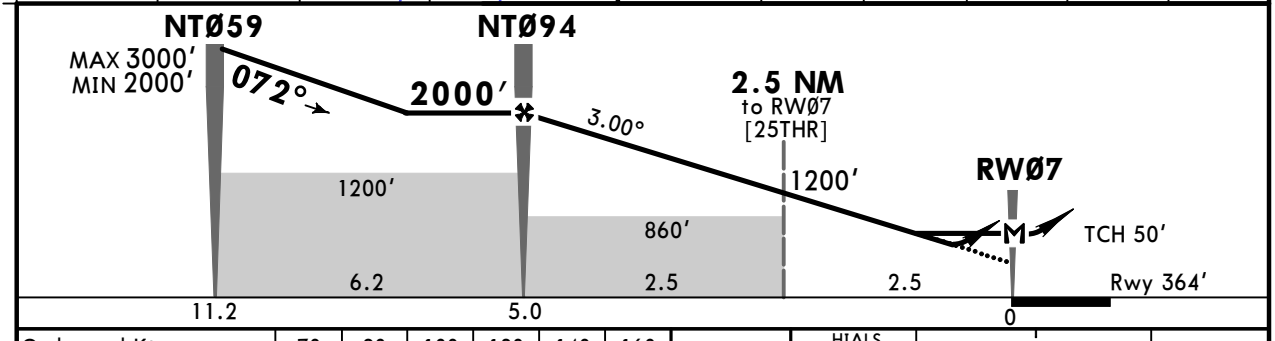
WARNING: The approach procedure or holding area shall be used, if clearance to cross UN(R)-1187 (during its activity) or arrangement with ATS unit are available.

❶ FL080 if pressure is less than 1013 hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).
❷ is computed for surface air temperature at apt -43.0°C



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
6000	(1720)	1440	(325)
4000	(1110)	1200	(255)
3100	(835)	1100	(225)
3000	(805)	860	(155)
2600	(685)	750	(120)
2200	(565)	664	(92)
2000	(500)	654	(89)
1780	(430)	644	(86)
1600	(380)	634	(83)

DIST to RWØ7	5.1	4.3	3.2	2.2	1.4
ALTITUDE	2000′	1780′	1440′	1100′	860′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ7							

HIALS
PAPI

NTØ95 on 072°

220KT MAX

Std STRAIGHT-IN LANDING

LNAV/VNAV		LNAV	
DA(H) A: 634′(270′) C: 654′(290′) B: 644′(280′) D: 664′(300′)		CDFA ❶ DA/MDA(H) 750′(382′)	
	ALS out		ALS out
A, B	R750m	R1300m	R1100m	R1500m
C, D		R1400m		R1800m

PANS OPS

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

CHANGES: Areas withdrawn.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25 (12-2) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
RNAV Rwy 16

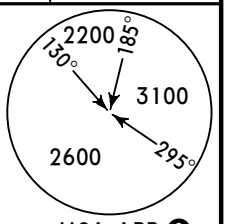
ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	126.7	121.7

BRIEFING STRIP

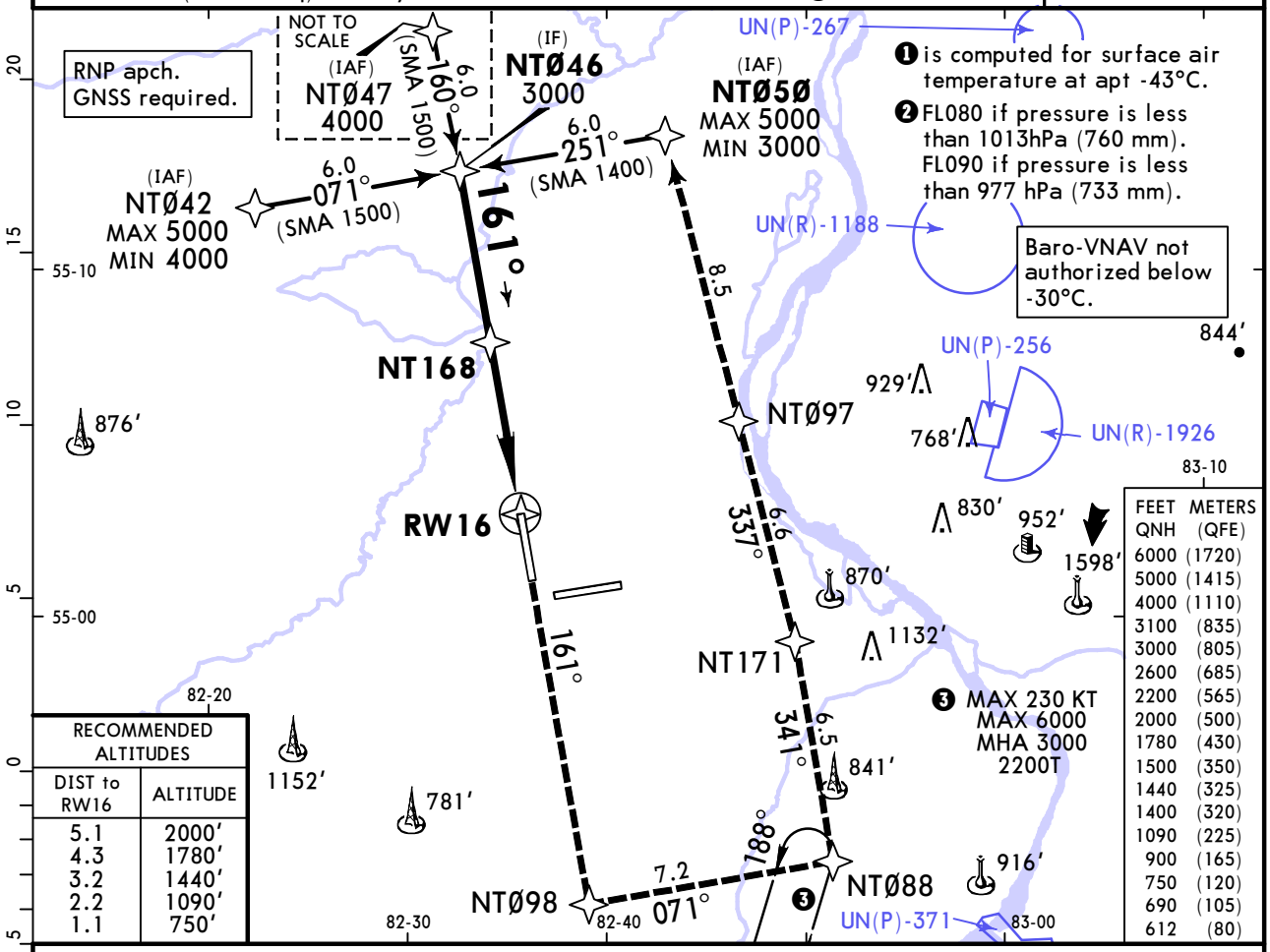
RNAV	Final Apch Crs	NT168	LNAV/VNAV DA(H)	Apt Elev 368′
	161°	2000′ (1638′)	612′ (250′)	Rwy 362′

MISSED APCH: Climb on track 161° to NTØ98 (MAX 200 KT), turn LEFT to NTØ88 (MAX 200 KT), then to NT171, NTØ97, NTØ5Ø climbing to MAX 5000′ and MIN 3000′.

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❷ Trans alt: 6000′

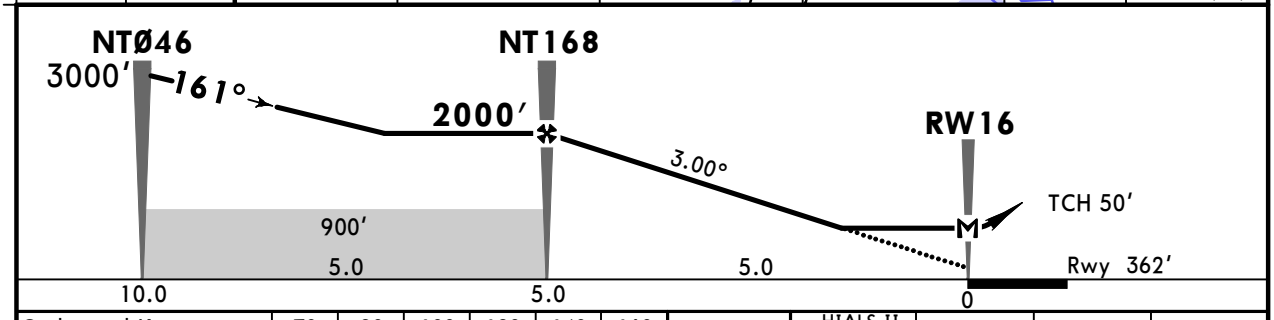


MSA ARP ❶



RECOMMENDED ALTITUDES	
DIST to RW16	ALTITUDE
5.1	2000′
4.3	1780′
3.2	1440′
2.2	1090′
1.1	750′

FEET QNH	METERS (QFE)
6000	(1720)
5000	(1415)
4000	(1110)
3100	(835)
3000	(805)
2600	(685)
2200	(565)
2000	(500)
1780	(430)
1500	(350)
1440	(325)
1400	(320)
1090	(225)
900	(165)
750	(120)
690	(105)
612	(80)



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW16							

HIALS-II
PAPI
161°
NTØ98
200 KT MAX

Std STRAIGHT-IN LANDING

LNAV/VNAV		LNAV CDFA	
DA(H) 612′ (250′)		❶ DA/MDA(H) 690′ (322′)	
	ALS out		ALS out
A	R750m	R1300m	R800m	R1500m
B				
C				
D				

PANS OPS

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

CHANGES: Areas withdrawn.

UNNT/OVB TOLMACHEVO

JEPPESEN 19 DEC 25 (12-3) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~ RNAV Rwy 25

BRIEFING STRIP

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	118.5	121.7

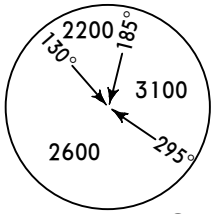
RNAV	Final Apch Crs 252°	NTØ86 1600′ (1237′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 368′ Rwy 363′

MISSED APCH: Climb on track 252° to NTØ87 (MAX 185 KT), turn LEFT to NTØ88 climbing to MAX 4000′, then to NDB climbing to 5000′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′

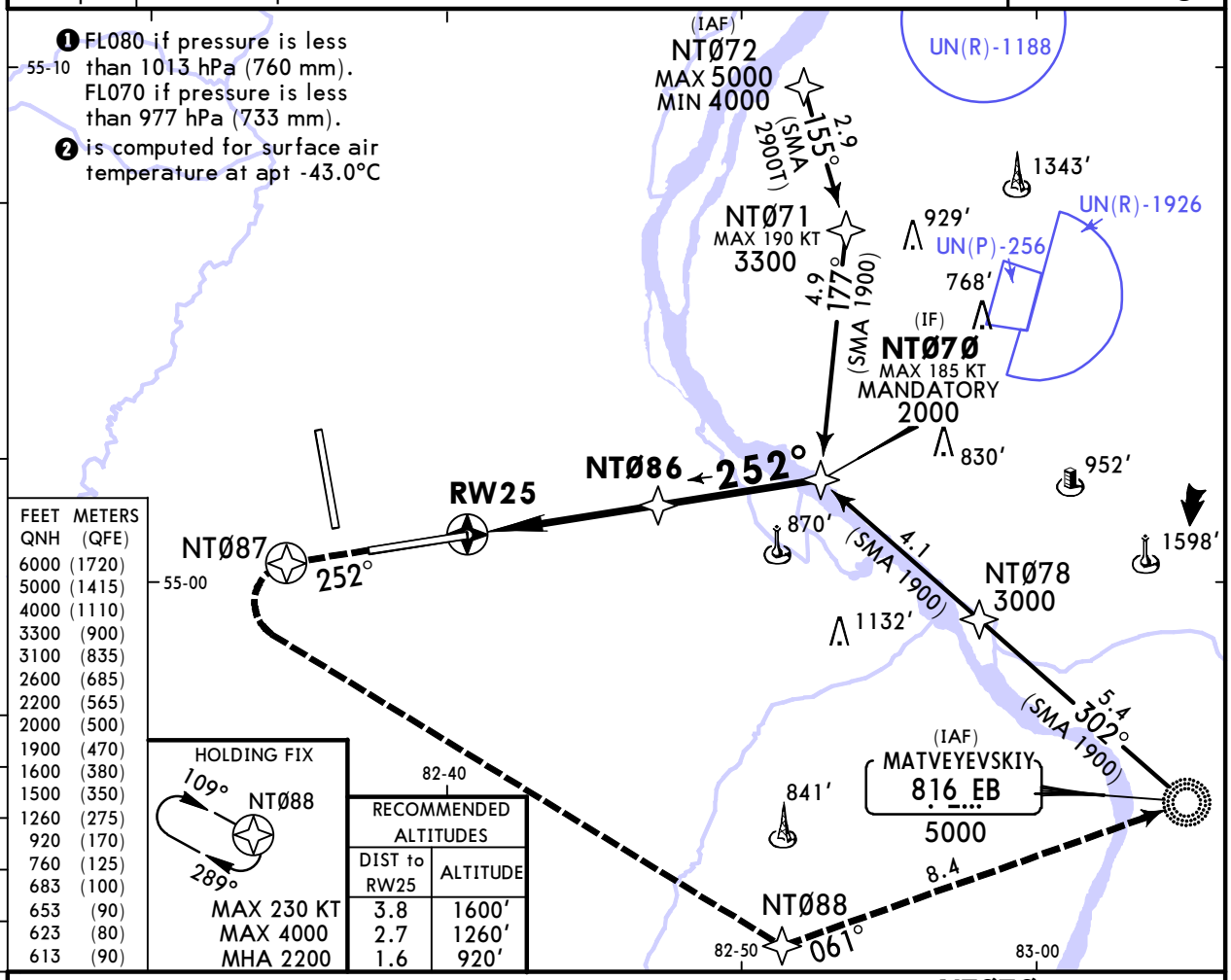
RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -30°C.

MSA ARP ❷



❶ FL080 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).

❷ is computed for surface air temperature at apt -43.0°C

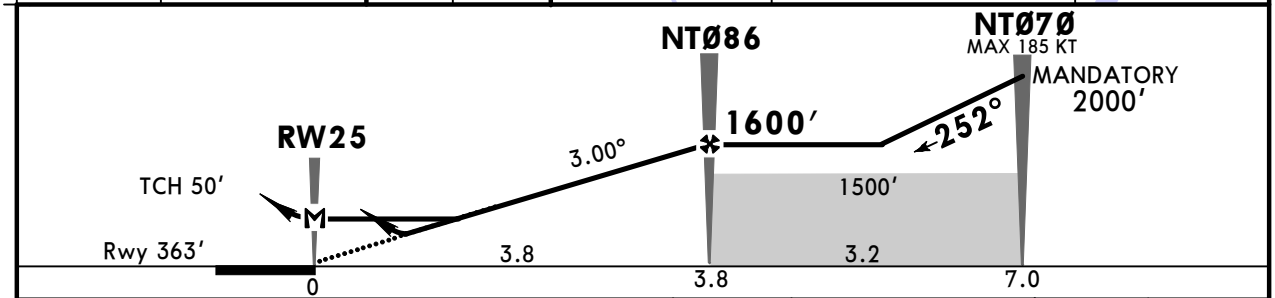


FEET QNH	METERS (QFE)
6000	(1720)
5000	(1415)
4000	(1110)
3300	(900)
3100	(835)
2600	(685)
2200	(565)
2000	(500)
1900	(470)
1600	(380)
1500	(350)
1260	(275)
920	(170)
760	(125)
683	(100)
653	(90)
623	(80)
613	(90)

HOLDING FIX NTØ88 109° 289°
MAX 230 KT
MAX 4000
MHA 2200

RECOMMENDED ALTITUDES

DIST to RW25	ALTITUDE
3.8	1600′
2.7	1260′
1.6	920′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW25							

HIALS PAPI

NTØ87 on 252°

185 KT MAX

PANS OPS

Std STRAIGHT-IN LANDING

LNAV/VNAV		LNAV	
DA(H)	A: 613′ (250′) C: 653′ (290′) B: 623′ (260′) D: 683′ (320′)	CDFA ❶ DA/MDA(H)	760′ (392′)

	ALS out		ALS out
A	R750m	R1300m	R1100m	R1500m
B				
C		R1400m		R1800m
D				

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

CHANGES: Areas withdrawn.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25 (12-4) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
RNAV Rwy 34

BRIEFING STRIP ™

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	126.7	121.7

RNAV	Final Apch Crs 341°	NTØ89 2000′(1632′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 368′ Rwy 368′

MISSED APCH: Climb on 341° to NTØ9Ø, turn RIGHT to NDB climbing to 3000′ or above to join holding, execute holding procedure and exit the holding proceeding to NTØ91, then to NTØ67 (MAX 190 KT), NTØ64 climbing to 5000′ or above.

MSA ARP ❷: 2200 (130°–185°), 3100, 2600, 295°

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′

❶ FL080 if pressure is less than 1013 hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).
❷ is computed for surface air temperature at apt -43.0°C.

GNSS required.

Baro-VNAV not authorized below -30°C.

MAX 230 KT
MAX FL070
MHA 3000
1700T

NOT TO SCALE

NTØ9Ø
341°
164°
21.3
RW34
2.4 NM to RW34 [24THR]
NTØ91
NTØ89
341°
9.4
138°
(IF)
NT169
MAX 190 KT
3000
6.0
296°
(SMA 1500)
5.2
232°
NTØ67
(IAF)
NTØ64
5000
354°
6.0
(SMA 1600)
(IAF)
NTØ61
5000

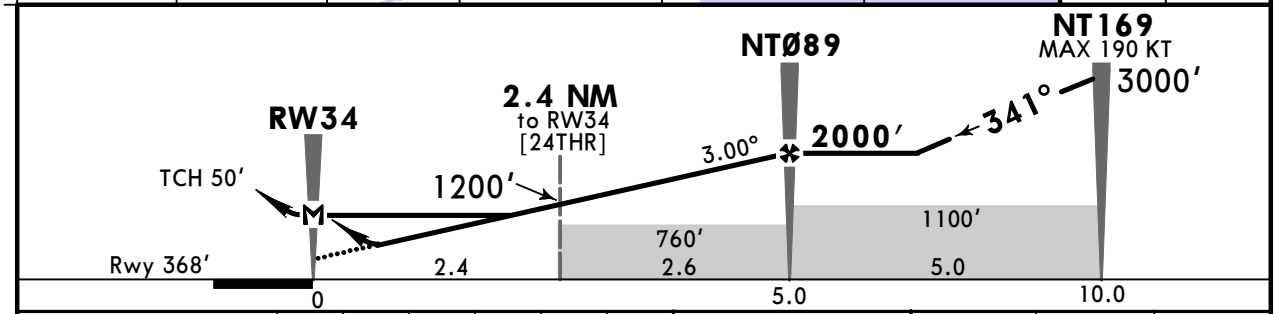
KOLYVAN
660 GV

UN(R)-1188
UN(R)-1926
UN(P)-256
UN(P)-371

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
6000	(1720)	1500	(350)
5000	(1415)	1440	(325)
3100	(835)	1200	(255)
3000	(805)	1100	(225)
2600	(685)	760	(120)
2200	(565)	750	(120)
2000	(500)	668	(95)
1780	(430)	658	(90)
1700	(410)	648	(90)
1600	(380)	638	(85)

82-10 82-20 82-30 82-40 82-50 83-00 55-10 55-00 54-50

RECOMMENDED ALTITUDES	
DIST to RW34	ALTITUDE
5.0	2000′
4.3	1780′
3.2	1440′
2.2	1100′
1.1	760′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW34							

HIALS PAPI

NTØ9Ø on 341°

Std STRAIGHT-IN LANDING

LNAV/VNAV		LNAV CDFA	
DA(H)	A: 638′(270′) C: 658′(290′) B: 648′(280′) D: 668′(300′)	❶ DA/MDA(H)	750′(382′)

PANS OPS

	ALS out		ALS out
A	R750m	R1300m	R1100m R1500m
B			
C		R1400m	R1800m
D			

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

CHANGES: Areas withdrawn.

UNNT/OVB
TOLMACHEVO

JEPPESEN 19 DEC 25 (12-40) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
GLS Rwy 07

BRIEFING STRIP ™

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	118.5	121.7

GBAS	Final Apch Crs	NTØ96	DA(H) Refer to Minimums	Apt Elev 368′ Rwy 364′
Ch 20665 G07A	072°	2000′ (1636′)		

MISSED APCH: Climb on track 072° to NTØ95 (MAX 220 KT), turn RIGHT to NTØ88 (MAX 220 KT), then to NT17Ø (MAX 220 KT), NTØ93, NTØ56 climbing to 2000′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′

1. GNSS required. 2. RNAV 1 for initial, intermediate and missed apch.

2200 185° 130° 3100 295° 2600
MSA ARP ❷

WARNING: The approach procedure or holding area shall be used, if clearance to cross UN(R)-1187 (during its activity) or arrangement with ATS unit are available.

❶ FL080 if pressure is less than 1013 hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).
❷ is computed for surface air temperature at apt -43.0°C

UN(R) -1188

856′ (IAF) NTØ6Ø 4000 876′ (SMA 1600) 162° 7.3

GBAS Ch 20665 G07A

MAX 250 KT MAX FL080 MHA 1900

(IF) NTØ59 MAX 3000 MIN 2000

252° 072° 6.0 072° (SMA 1600) (IAF) NTØ57 4000

072° NTØ96 RWØ7

NTØ95 870′ 072°

1073′ 929′ UN(P)-256 771′ UN(R)-1926 883′ 952′

1131′ 781′ 815′ 162° 8.9

MAX 230 KT MAX 6000 MHA 2200

342° (SMA 1600) 6.0 1152′

781′ NTØ93 251° 6.2 276° 7.3 252° 5.1 342°

916′ NTØ88

(IAF) NTØ56 MAX 4000 MIN 2000

UN(R) -1187

NT17Ø

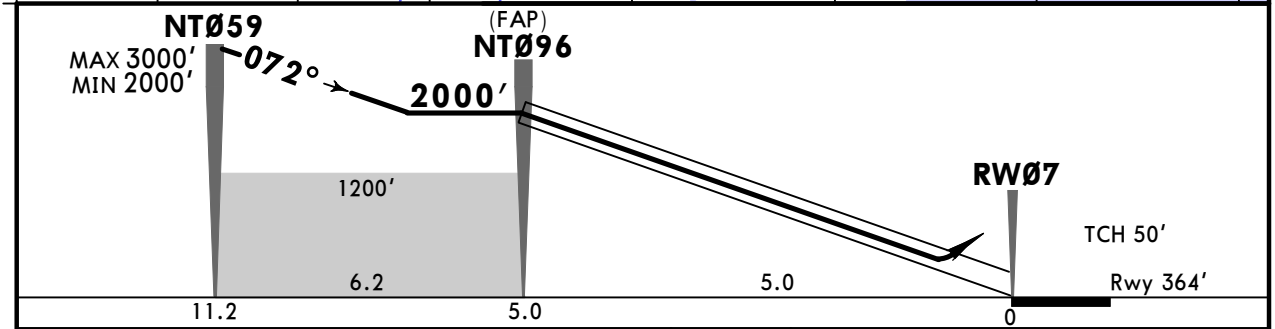
778′

UN(P)-371

FEET QNH	METERS (QFE)
6000	(1720)
4000	(1110)
3100	(835)
3000	(805)
2600	(685)
2200	(565)
2000	(500)

FEET QNH	METERS (QFE)
1900	(470)
1600	(380)
1200	(255)
581	(67)
571	(64)
564	(60)

82-00 82-10 82-20 82-30 82-40 82-50 83-00 54-50 55-10 55-00



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

HIALS PAPI

NTØ95 on 072°

220KT MAX

Std

STRAIGHT-IN LANDING
GLS
DA(H) AB: 564′ (200′)
C: 571′ (207′)
D: 581′ (217′)

	ALS out
A B C D	❶ R550m
	R1200m

PANS OPS

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

CHANGES: Airspaces withdrawn, altitude at NTØ56, minimums.

UNNT/OVB
TOLMACHEVO

JEPPESEN 19 DEC 25 (12-41) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
GLS Rwy 16

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	126.7	121.7

BRIEFING STRIP TM

GBAS	Final Apch Crs	NTØ99	DA(H) Refer to Minimums	Apt Elev 368′ Rwy 362′
Ch 21076 G16A	161°	2000′ (1638′)		

MISSED APCH: Climb on track 161° to NTØ98 (MAX 200 KT), turn LEFT to NTØ88 (MAX 200 KT), then to NT171, NTØ97, NTØ5Ø climbing to MAX 5000′ and MIN 3000′.

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❷ Trans alt: 6000′

MSA ARP ❶: 2200 (130°–185°), 3100 (185°–295°), 2600 (295°–130°)

GNSS required.

NOT TO SCALE

(IAF) NTØ47 4000 — 160° 6.0 (SMA 1500)

(IF) NTØ46 3000

(IAF) NTØ42 MAX 5000 MIN 4000 — 071° 6.0 (SMA 1500)

(IAF) NTØ5Ø MAX 5000 MIN 3000 — 251° 6.0 (SMA 1400)

161° 8.5

NTØ99

NTØ97

337° 6.6

NT171

161°

341° 6.5

NTØ98 — 071° 7.2 — NTØ88

188°

GBAS Ch 21076 G16A

RW16

UN(P)-267

❶ is computed for surface air temperature at apt -43°C.

❷ FL080 if pressure is less than 1013hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).

UN(R)-1188

RNAV 1 for initial, intermediate and missed apch.

UN(R)-1926

UN(P)-256

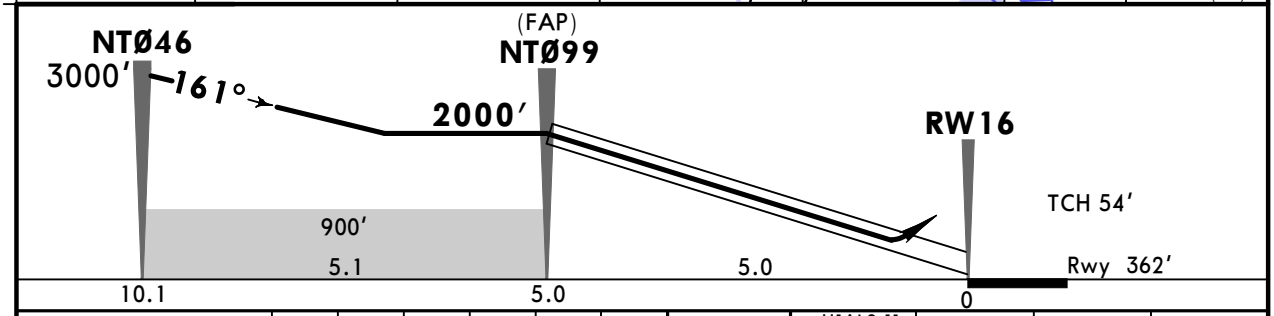
UN(P)-371

❸ MAX 230 KT MAX 6000 MHA 3000 2200T

55-10 55-00 82-20 82-30 82-40 83-10 83-00

876′ 1152′ 781′ 1131′ 781′ 815′ 916′ 1073′ 844′ 929′ 873′ 771′ 883′ 991′ 952′ 1598′ 870′

FEET QNH	METERS (QFE)
6000	(1720)
5000	(1415)
4000	(1110)
3100	(835)
3000	(805)
2600	(685)
2200	(565)
2000	(500)
1500	(350)
1400	(320)
900	(165)
574	(65)
564	(62)
562	(61)



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

HIALS-II PAPI

161°

NTØ98

MAX 200 KT

Std

STRAIGHT-IN LANDING
GLS

DA(H) AB: **562′** (200′) C: **564′** (202′) D: **574′** (212′)

PANS OPS

	TDZ or CL out	ALS out
A B C D	R550m	❶ R550m	R1200m

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

CHANGES: Airspaces withdrawn.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25 (12-42) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
GLS Rwy 25

BRIEFING STRIP™

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	118.5	121.7

GBAS	Final Apch Crs	NTØ92	DA(H)	Apt Elev 368′
Ch 21487 G25A	252°	1600′ (1237′)	563′ (200′)	Rwy 363′

MISSED APCH: Climb on track 252° to NTØ87 (MAX 185 KT), turn LEFT to NTØ88 climbing to MAX 4000′, then to NDB climbing to 5000′ or above.

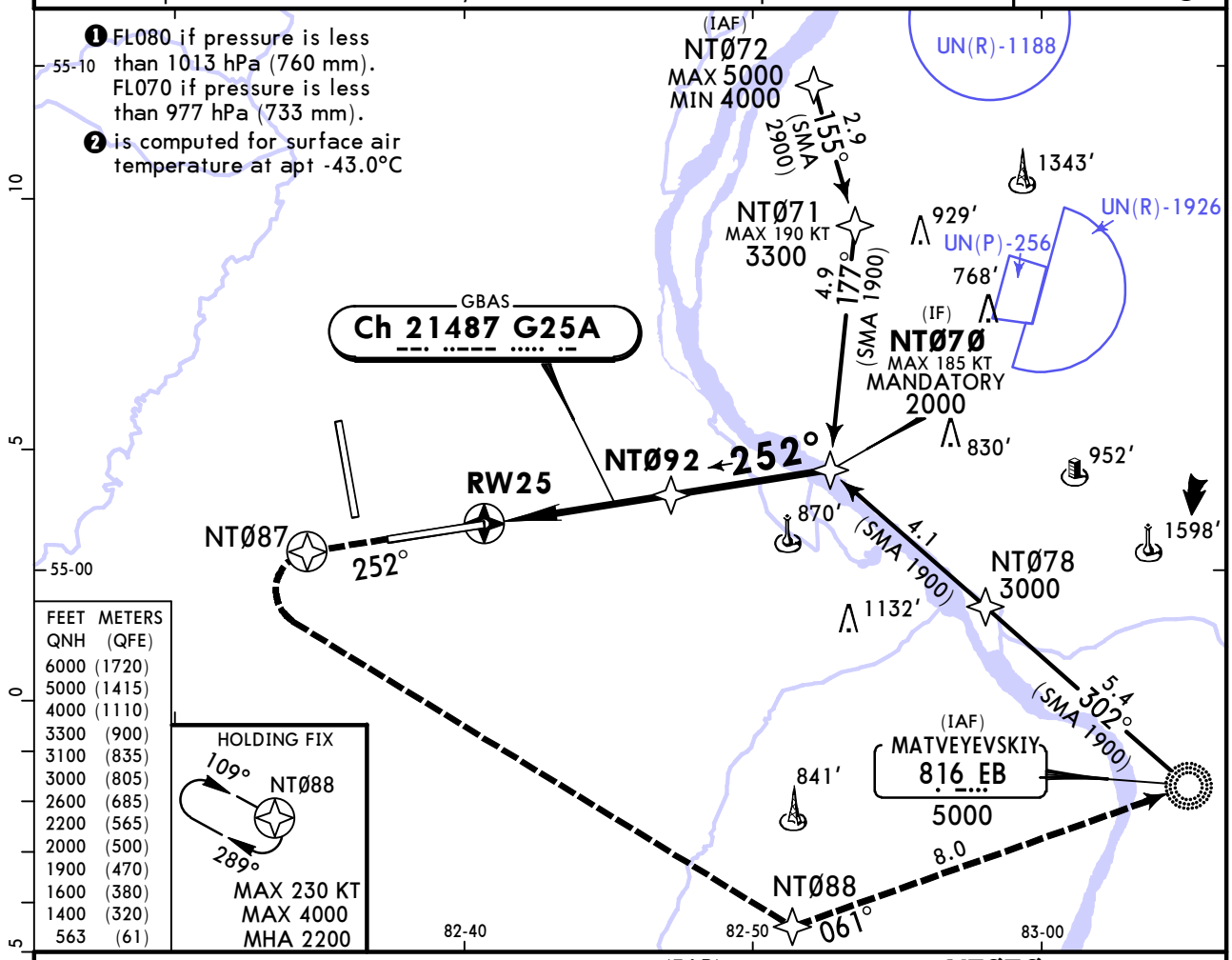
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′

1. GNSS required. 2. RNAV 1 for initial, intermediate and missed apch.

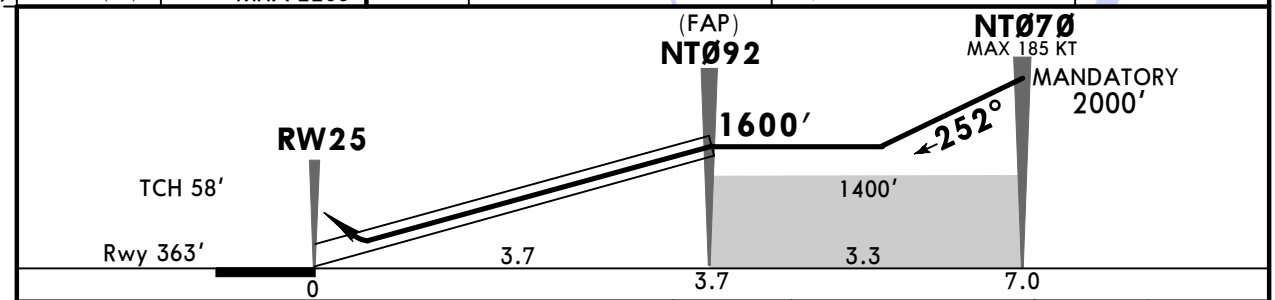
MSA ARP ❷
2200 (130°–185°)
3100 (185°–295°)
2600 (295°–130°)

❶ FL080 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).

❷ is computed for surface air temperature at apt -43.0°C



FEET QNH	METERS (QFE)
6000	(1720)
5000	(1415)
4000	(1110)
3300	(900)
3100	(835)
3000	(805)
2600	(685)
2200	(565)
2000	(500)
1900	(470)
1600	(380)
1400	(320)
563	(61)



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

HIALS
PAPI

NTØ87 on 252°

185 KT MAX

Std

STRAIGHT-IN LANDING
GLS

DA(H) **563′** (200′)

PANS OPS

	ALS out
A, B, C, D	❶ R550m
	R1200m

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

CHANGES: Areas withdrawn.

UNNT/OVB TOLMACHEVO

JEPPESEN

19 DEC 25 (12-43) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
GLS Rwy 34

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	126.7	121.7

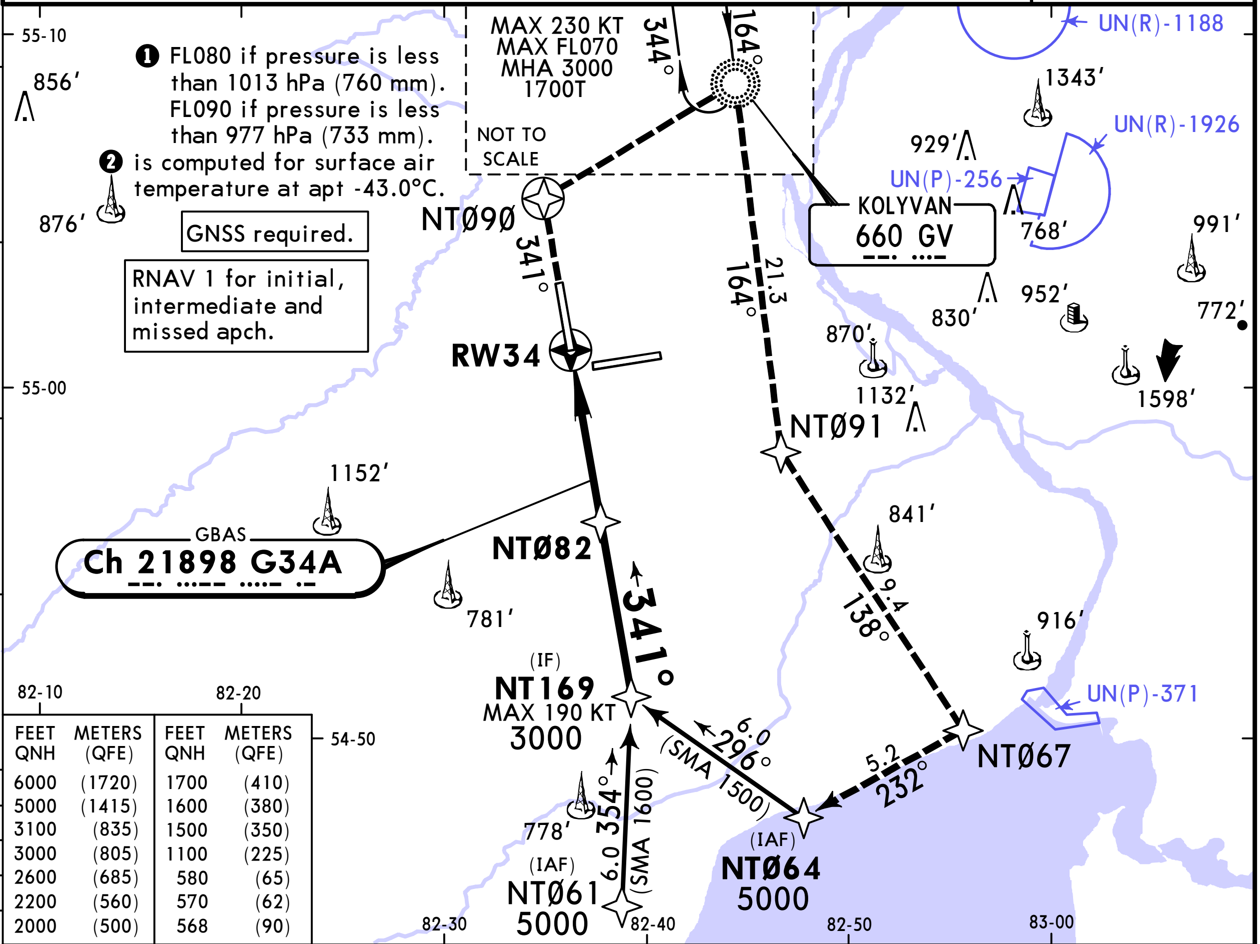
GBAS	Final Apch Crs	NTØ82	DA(H)	Apt Elev 368'
Ch 21898 G34A	341°	2000'(1632')	Refer to Minimums	Rwy 368'

MISSED APCH: Climb on 341° to NTØ9Ø, turn RIGHT to NDB climbing to 3000' or above to join holding, execute holding procedure and exit the holding proceeding to NTØ91, then to NTØ67 (MAX 190 KT), NTØ64 climbing to 5000' or above. Refer to minimums for missed apch climb gradients.

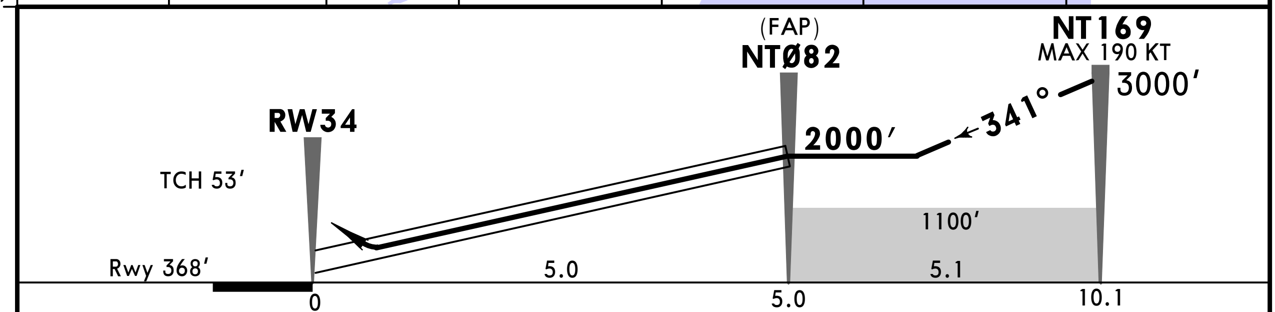
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000'

MSA ARP ❷: 2200 (130°–185°), 3100 (185°–295°), 2600 (295°–130°)

BRIEFING STRIP ™



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
6000	(1720)	1700	(410)
5000	(1415)	1600	(380)
3100	(835)	1500	(350)
3000	(805)	1100	(225)
2600	(685)	580	(65)
2200	(560)	570	(62)
2000	(500)	568	(90)



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

HIALS
PAPI

NTØ9Ø on 341°

Std

STRAIGHT-IN LANDING
GLS

MACG MIN 3.0% (183'/NM)		MACG MIN 2.5% (152'/NM)	
DA(H) **568'**(200')		DA(H) AB: **568'**(200') C: **570'**(202') D: **580'**(212')	
	ALS out		ALS out
A B C D: ❶ R550m	R1200m	❶ R550m	R1200m

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

PANS OPS

CHANGES: Areas withdrawn.

UNNT/OVB TOLMACHEVO

JEPPESEN 19 DEC 25 (13-1) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~ VOR Rwy 07

BRIEFING STRIP

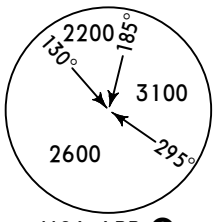
ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	118.5	121.7

VOR NSK	Final Apch Crs	D5.6	DA/MDA(H) (CONDITIONAL)	Apt Elev 368′
113.3	066°	2000′ (1632′)	720′ (352′)	

MISSED APCH: Climb on track 066° to D7.4 (MAX 205 KT), turn LEFT to VOR climbing to 2800′ or above, then proceed to holding area. Refer to minimums for missed apch climb gradient.

Alt Set: hPa (MM on req) Apt Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′

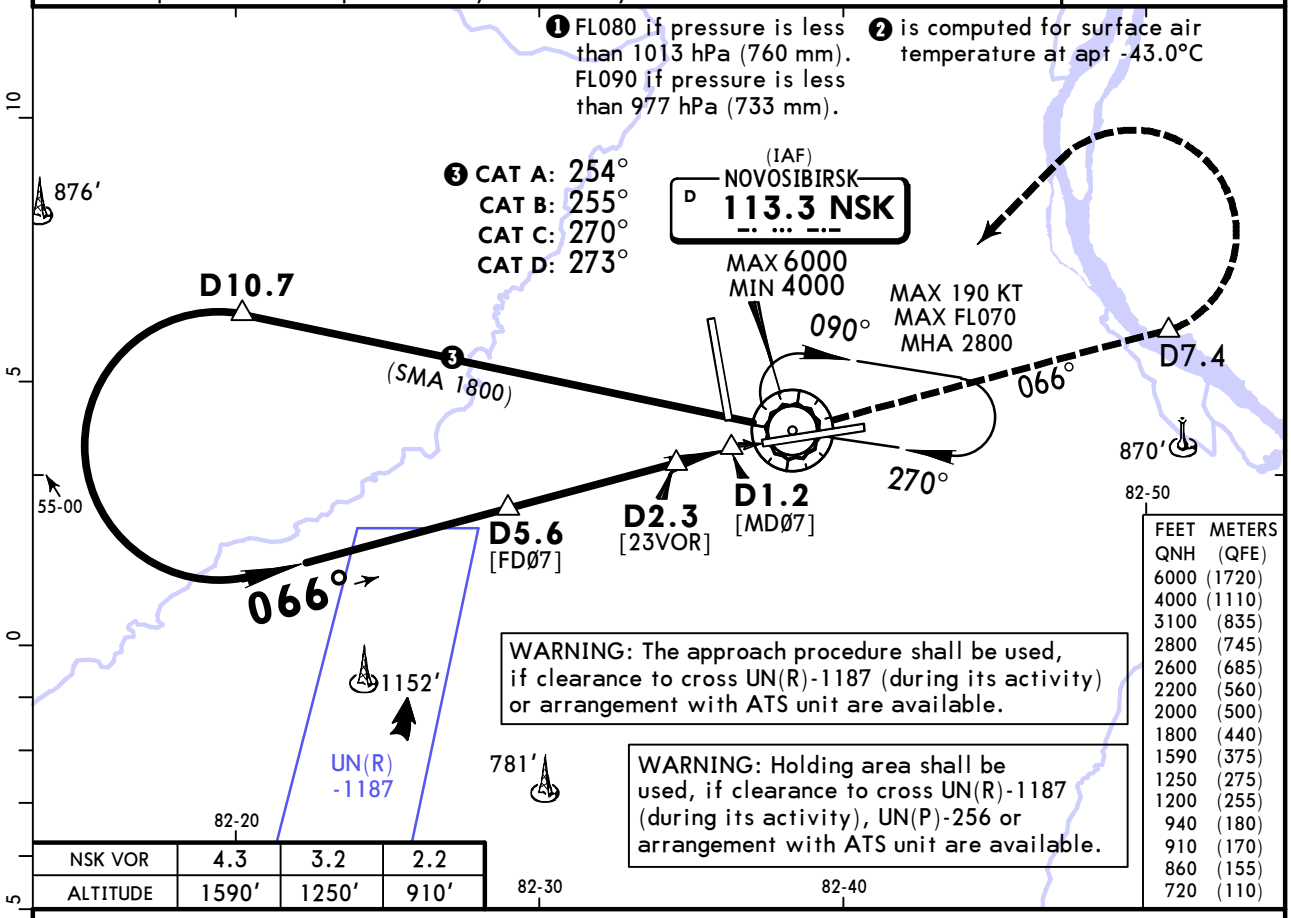
1. DME required. 2. Final apch offset by 6° from rwy centerline.



MSA ARP ❷

❶ FL080 if pressure is less than 1013 hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).

❷ is computed for surface air temperature at apt -43.0°C

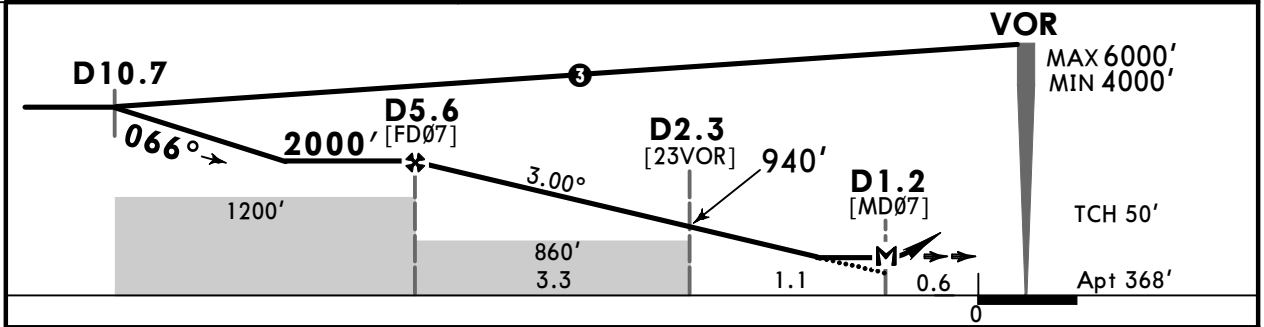


WARNING: The approach procedure shall be used, if clearance to cross UN(R)-1187 (during its activity) or arrangement with ATS unit are available.

WARNING: Holding area shall be used, if clearance to cross UN(R)-1187 (during its activity), UN(P)-256 or arrangement with ATS unit are available.

NSK VOR	4.3	3.2	2.2
ALTITUDE	1590′	1250′	910′

FEET QNH	METERS (QFE)
6000	(1720)
4000	(1110)
3100	(835)
2800	(745)
2600	(685)
2200	(560)
2000	(500)
1800	(440)
1590	(375)
1250	(275)
1200	(255)
940	(180)
910	(170)
860	(155)
720	(110)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.2							

HIALS PAPI

D7.4 on 066°

205 KT MAX

Std STRAIGHT-IN LANDING

	❶ Missed apch climb gradient MIN 2.8% (171′/NM) with D2.3 CDFA ❷ DA/MDA(H) 720′ (352′)		Missed apch climb gradient MIN 2.5% (152′/NM) w/o D2.3 CDFA ❷ DA/MDA(H) 910′ (542′)	
		ALS out		ALS out
A B	R900m	R1500m	R1500m	
C D	R1000m	R1600m	R1800m	R2500m

PANS OPS

❶ when UN(R)-1160 is not active, Missed apch climb gradient MIN 2.5% (152′/NM).

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

CHANGES: Areas withdrawn, recommended altitudes.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25 (13-2) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
VOR Rwy 16

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	126.7	121.7

BRIEFING STRIP TM

VOR NSK	Final Apch Crs	D7.6	DA/MDA(H)	Apt Elev 368′
113.3	146°	2000′ (1632′)	1180′ (812′)	

MISSED APCH: Climb on track 146° to D4.7 (MAX 235 KT), turn LEFT to VOR climbing to 2800′ or above, then proceed to holding area.

Alt Set: hPa (MM on req) Apt Elev: 13 hPa Trans level: FL070 ❷ Trans alt: 6000′

MSA ARP ❶: 2200 (130°–185°), 3100 (185°–295°), 2600 (295°–130°)

UN(P)-267

❶ is computed for surface air temperature at apt -43°C.

❷ FL080 if pressure is less than 1013hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).

UN(R)-1188

WARNING: Holding area shall be used, if clearance to cross UN(R)-1187 (during its activity), UN(P)-256 or arrangement with ATS unit are available.

DME required. Final apch offset by 15° from rwy centerline.

D12.7

146°

(SMA 1700)

D7.6 [FD16]

❸ CAT A: 332°
CAT B: 334°
CAT C: 346°
CAT D: 348°

D2.5 [MD16]

090°

MAX 190 KT
MAX FL070
MHA 2800

(IAF)
D NOVOSIBIRSK
113.3 NSK

270°

146°

D4.7

MAX 6000
MIN 4000

UN(R)-1187

UN(R)-1926

UN(P)-256

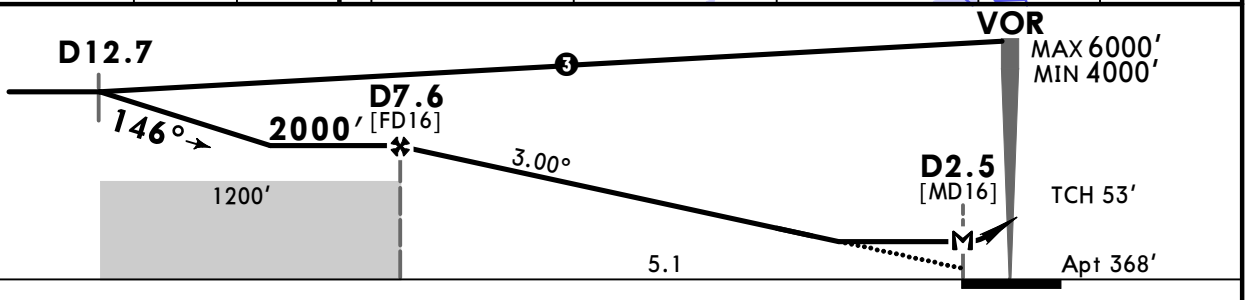
UN(P)-371

876′ 1152′ 781′ 768′ 830′ 952′ 991′ 772′ 1598′ 870′ 1132′ 841′ 916′

55-10 55-00 82-20 82-30 82-40 82-50 83-00 83-10

NSK VOR	6.5	5.4
ALTITUDE	1660′	1320′

FEET QNH	METERS (QFE)
6000	(1720)
4000	(1110)
3100	(835)
2800	(745)
2600	(685)
2200	(565)
2000	(500)
1700	(410)
1660	(400)
1320	(295)
1200	(260)
1180	(250)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.5						

HIALS-II
PAPI

D4.7 on 146°

235 KT MAX

PANS OPS

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1180′ (812′)

	ALS out
A	R3100m
B	
C	
D	R3800m

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

CHANGES: Areas withdrawn, recommended altitudes.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25 (16-1) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
NDB Z Rwy 07

BRIEFING STRIP ™

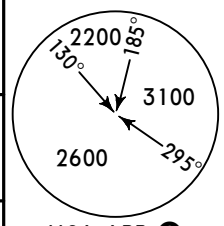
ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	118.5	121.7

Lctr	Final Apch Crs	5.6 NM RADAR FIX	DA/MDA(H)	Apt Elev 368′
R 597	072°	2000′ (1632′)	870′ (502′)	

MISSED APCH: Climb on track 072° to 1100′ or above, then turn LEFT to LMM climbing to 1900′ or above, then as directed.
Turn before passing MAP is prohibited.

Alt Set: hPa (MM on req) Apt Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′

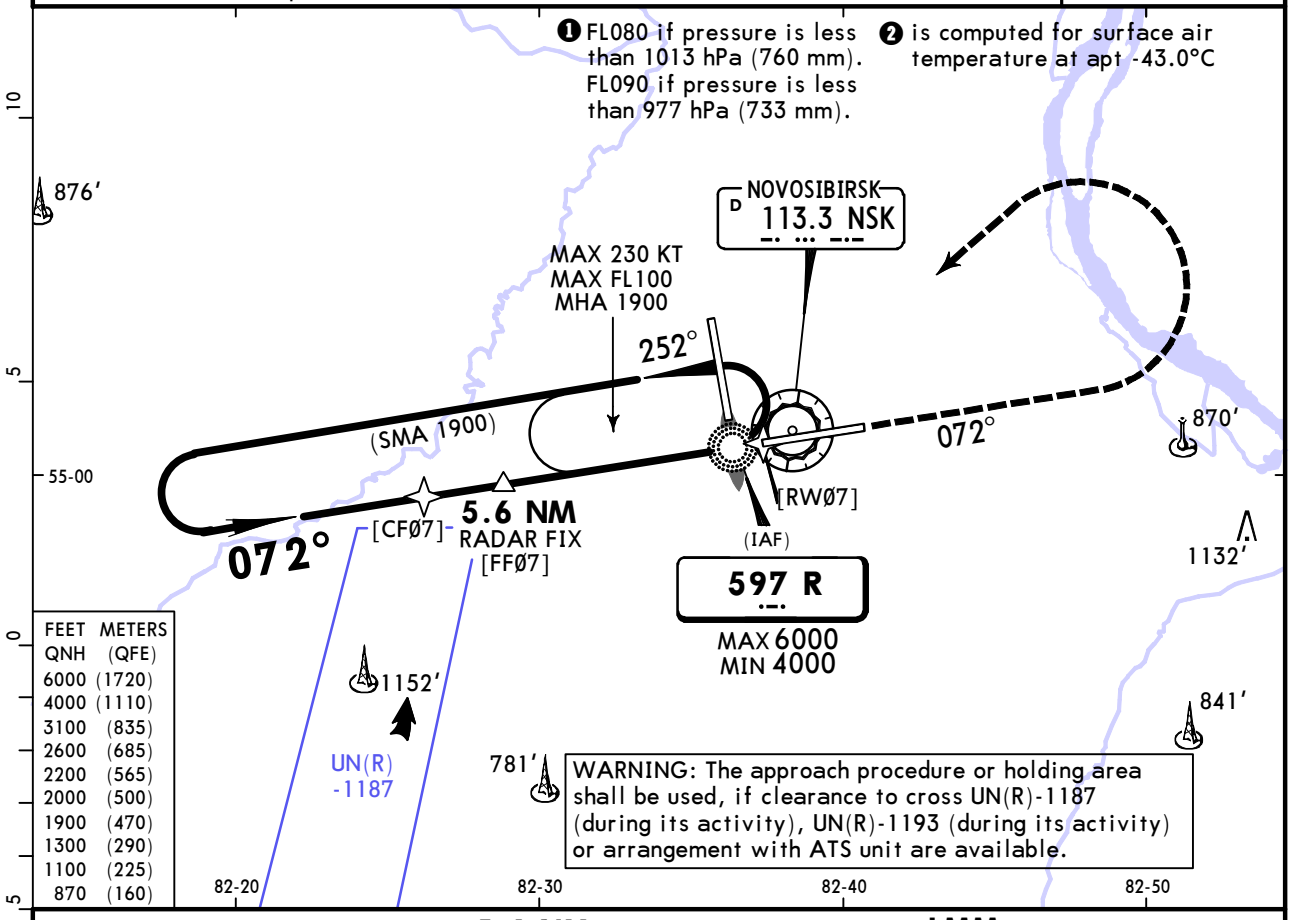
1. Radar control is required. 2. TAR distance is indicated from VOR DME.



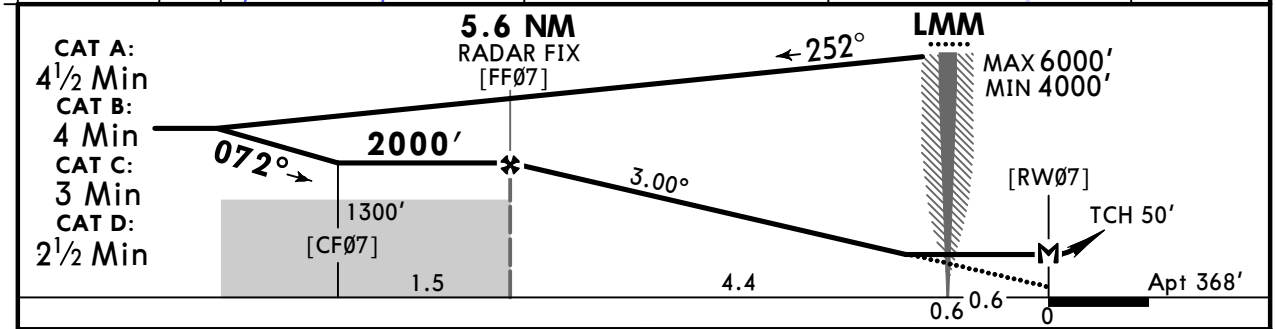
MSA ARP ❷

❶ FL080 if pressure is less than 1013 hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).

❷ is computed for surface air temperature at apt -43.0°C



WARNING: The approach procedure or holding area shall be used, if clearance to cross UN(R)-1187 (during its activity), UN(R)-1193 (during its activity) or arrangement with ATS unit are available.



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ7							

HIALS
PAPI

1100′ on 072°

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) **870′** (502′)

ALS out

A B	R1500m	
C D	R1600m	R2400m

PANS OPS

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

CHANGES: Area withdrawn.

UNNT/OVB TOLMACHEVO

JEPPESEN 19 DEC 25 16-2 Eff 25 Dec

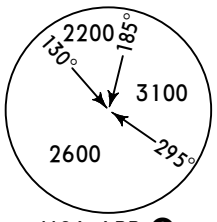
NOVOSIBIRSK, ~~RUSSIA~~ NDB Y Rwy 07

BRIEFING STRIP ™

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	118.5	121.7

Lctr R 597	Final Apch Crs 072°	No FAF	DA/MDA(H) 990′ (622′)	Apt Elev 368′

MISSED APCH: Climb on track 072° to 1500′ or above, then turn LEFT to LMM climbing to 1900′ or above, then as directed.
Turn before passing MAP is prohibited.



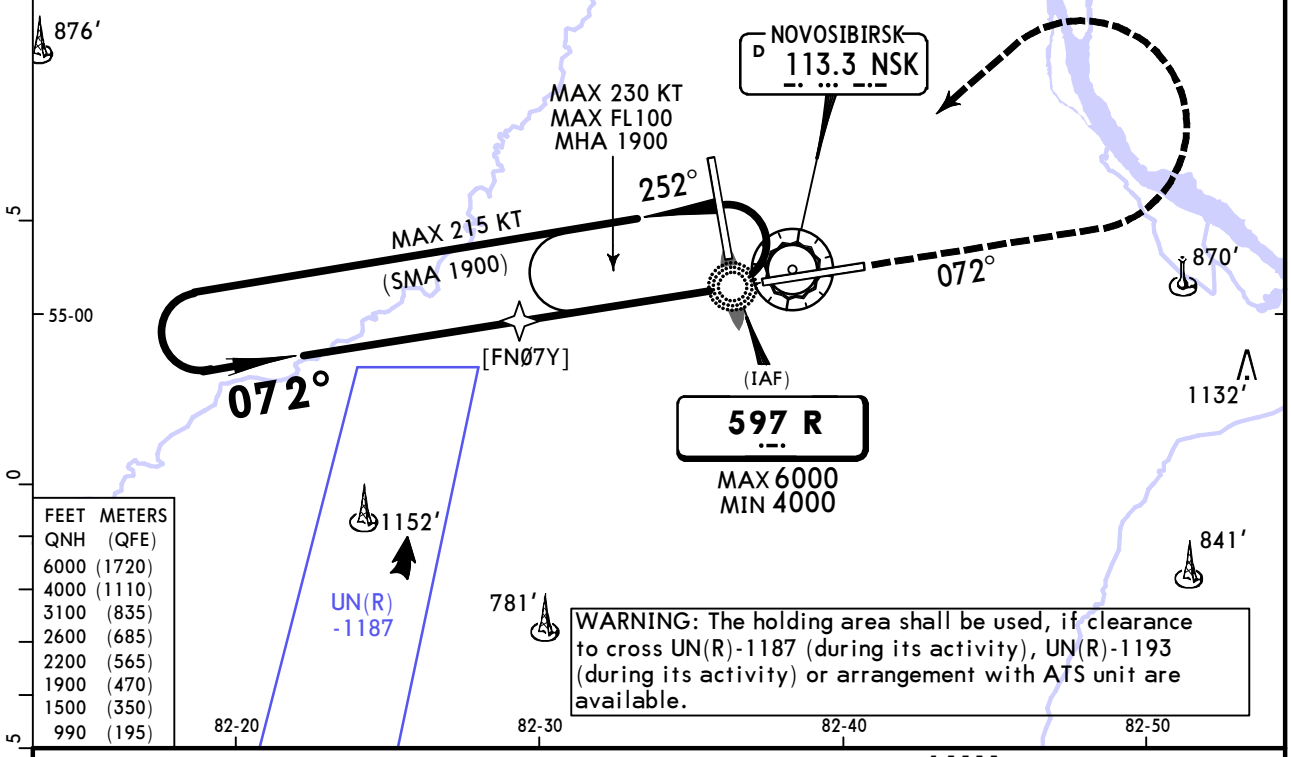
MSA ARP ❷

Alt Set: hPa (MM on req) Apt Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′

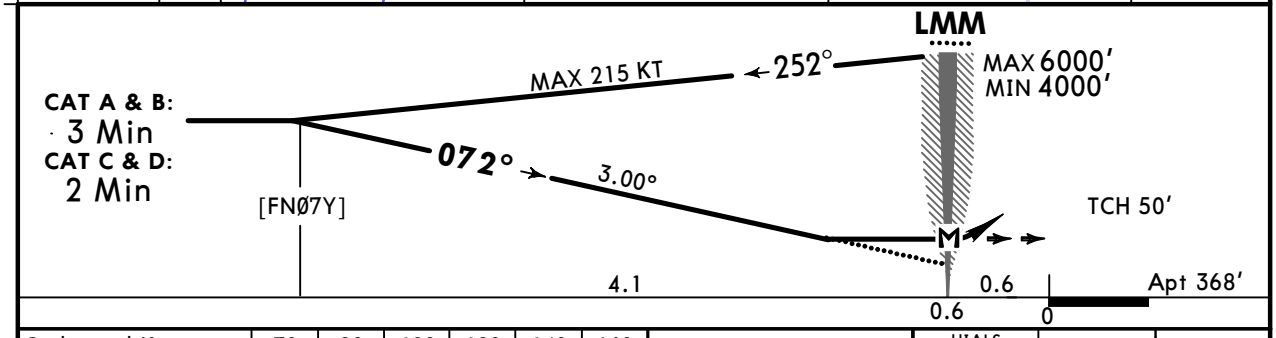
WARNING: The approach procedure shall be used, if clearance to cross UN(R)-1187 (during its activity) or arrangement with ATS unit are available.

❶ FL080 if pressure is less than 1013 hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).

❷ is computed for surface air temperature at apt -43.0°C



WARNING: The holding area shall be used, if clearance to cross UN(R)-1187 (during its activity), UN(R)-1193 (during its activity) or arrangement with ATS unit are available.



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM							

Timing not authorized for defining the MAP.

HIALS
PAPI

1500′ on 072°

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 990′ (622′)

ALS out

PANS OPS

A B	R1500m	
C D	R2200m	R2400m

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

CHANGES: Area withdrawn.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25 16-3 Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
NDB Z Rwy 16

BRIEFING STRIP TM

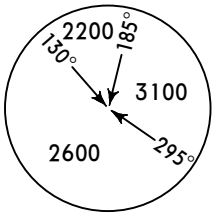
ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	126.7	121.7

Lctr	Final Apch Crs	7.5 NM RADAR FIX	DA/MDA(H)	Apt Elev 368′
S 722	161°	2000′ (1632′)	750′ (382′)	

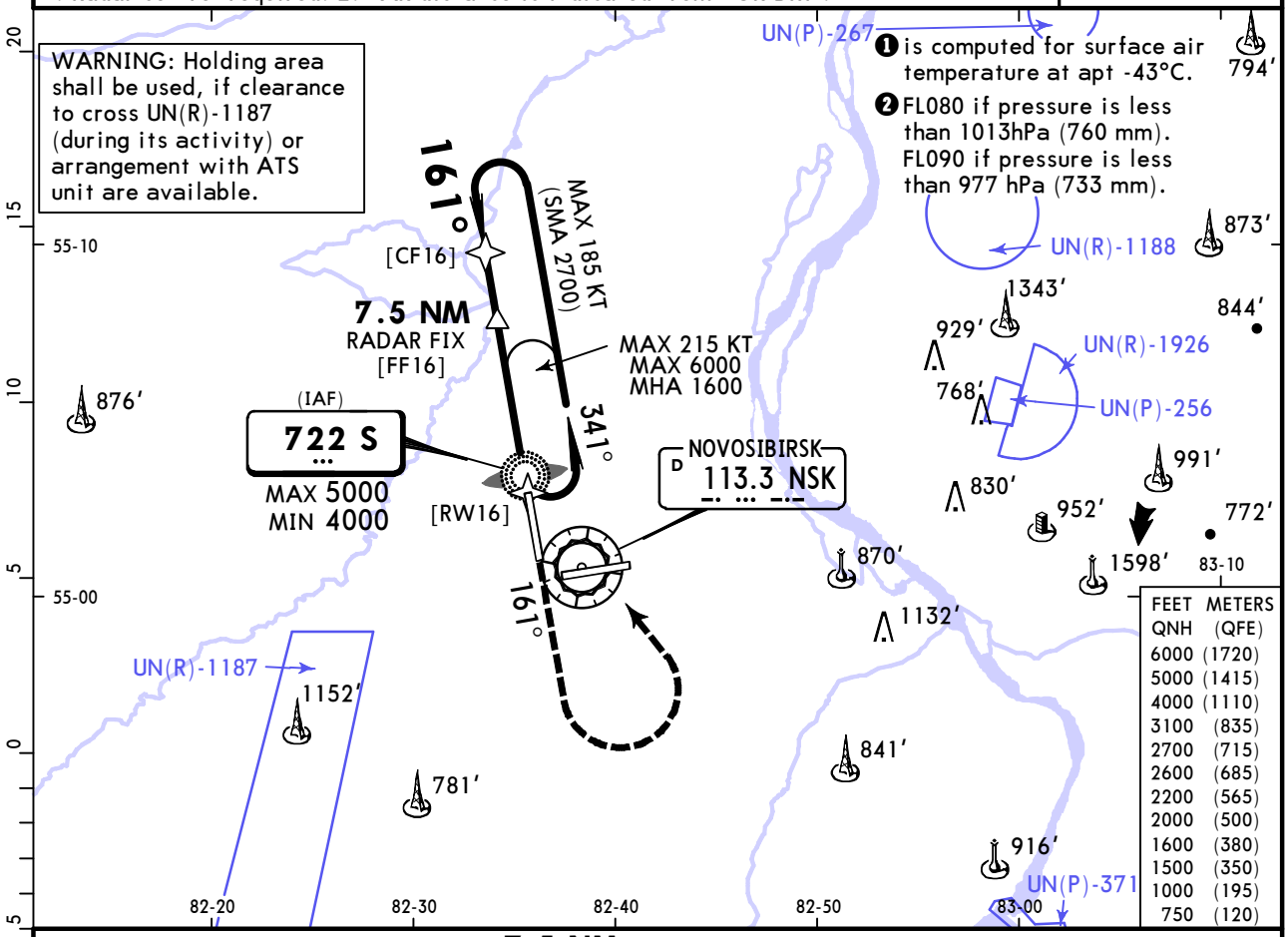
MISSED APCH: Climb on track 161° to 1500′ or above, turn LEFT to NDB climbing to 2700′ or above, then as directed.
Turn before passing MAP is prohibited.

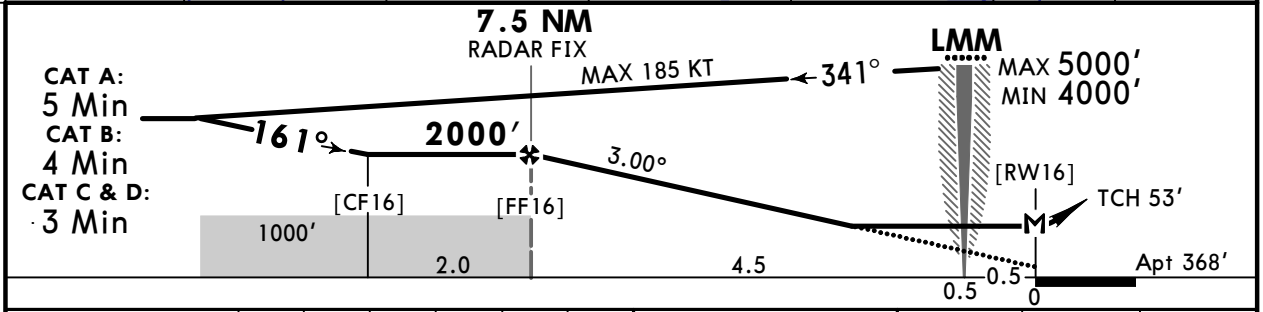
Alt Set: hPa (MM on req) Apt Elev: 13 hPa Trans level: FL070 ❷ Trans alt: 6000′

1. Radar control required. 2. TAR distance is indicated from VOR DME.



MSA ❶
ARP





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW16							

HIALS-II
PAPI
161°
MIN 1500′

PANS OPS

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 750′ (382′)

		ALS out
A	R1100m	R1500m
B		
C		R1800m
D		

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

CHANGES: Areas withdrawn.

UNNT/OVB TOLMACHEVO

JEPPESEN 19 DEC 25 (16-4) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
NDB Y Rwy 16

BRIEFING STRIP ™

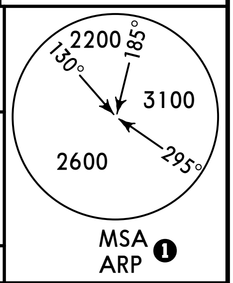
ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	126.7	121.7

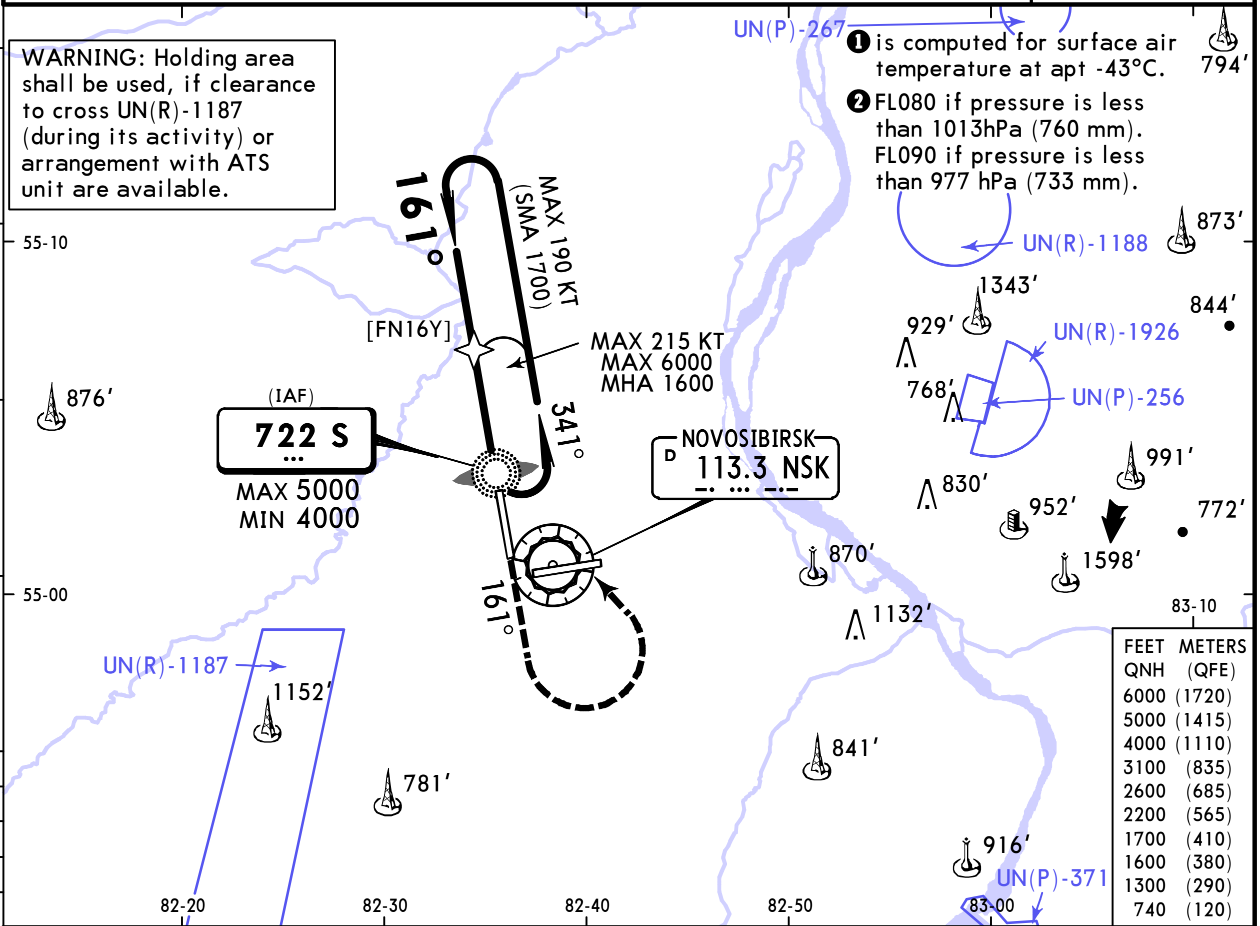
Lctr S	Final Apch Crs		DA/MDA(H)	
722	161°	No FAF	740′ (372′)	Apt Elev 368′

MISSED APCH: Climb on track 161° to 1300′ or above, turn LEFT to NDB climbing to 1700′ or above, then as directed.

Turn before passing MAP is prohibited.

Alt Set: hPa (MM on req) Apt Elev: 13 hPa Trans level: FL070 ❷ Trans alt: 6000′



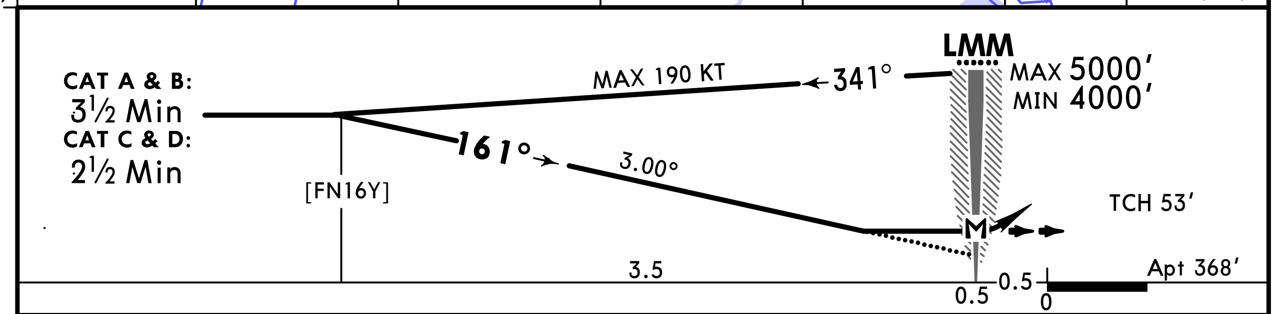


WARNING: Holding area shall be used, if clearance to cross UN(R)-1187 (during its activity) or arrangement with ATS unit are available.

❶ is computed for surface air temperature at apt -43°C.

❷ FL080 if pressure is less than 1013hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).

FEET QNH	METERS (QFE)
6000	(1720)
5000	(1415)
4000	(1110)
3100	(835)
2600	(685)
2200	(565)
1700	(410)
1600	(380)
1300	(290)
740	(120)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM						
Timing not authorized for defining the MAP.						

HIALS-II PAPI

161° MIN 1300′

Std

STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 740′ (372′)

		ALS out
A	R1000m	R1500m
B		
C		R1700m
D		

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

PANS OPS

CHANGES: Areas withdrawn.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25 (16-5) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
NDB Z Rwy 25

BRIEFING STRIP

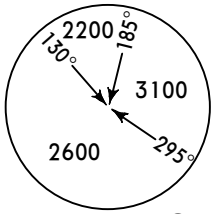
ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	118.5	121.7

Lctr	Final Apch Crs	6.4 NM RADAR FIX	DA/MDA(H)	Apt Elev 368′
K	252°	2000′ (1632′)	950′ (582′)	

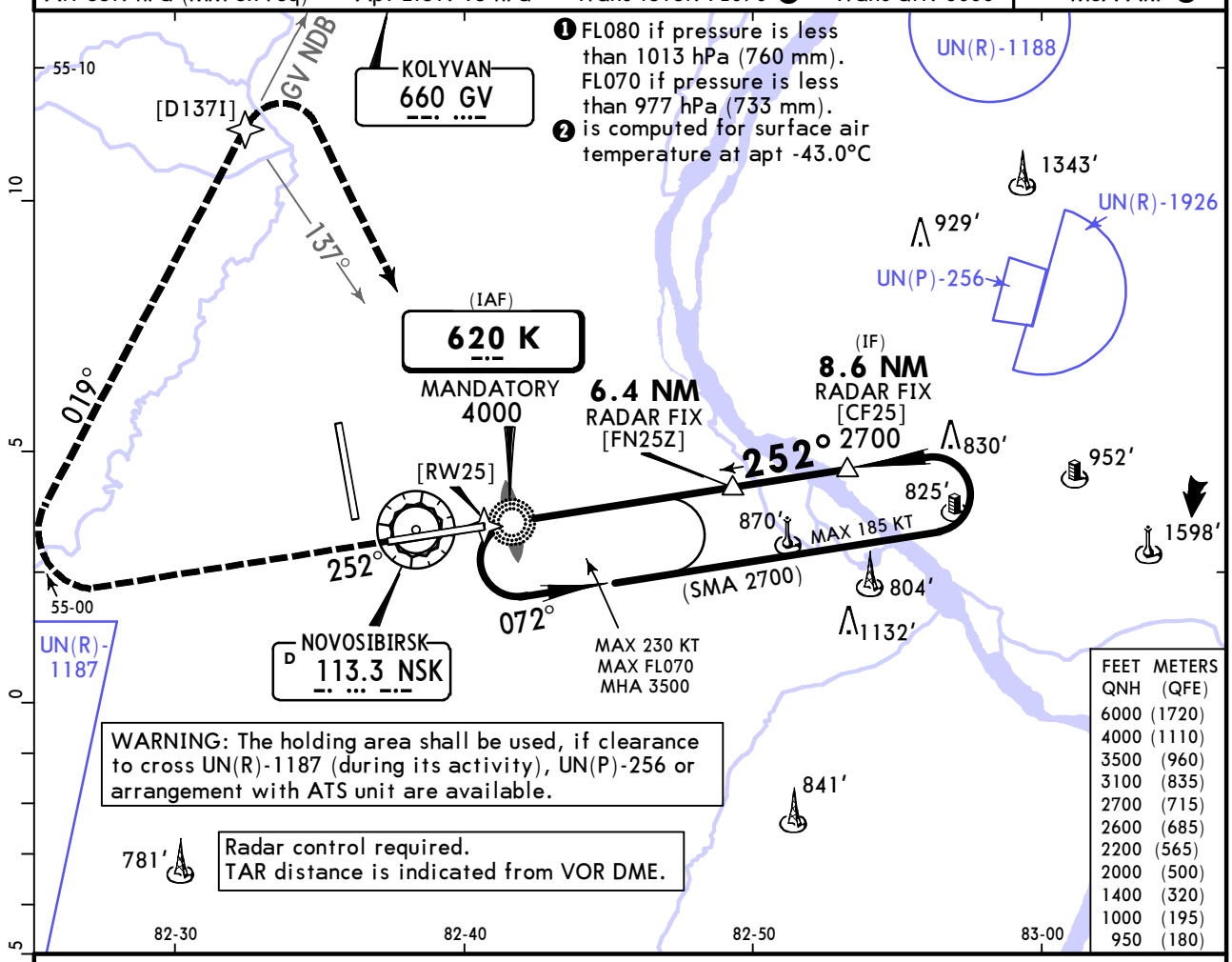
MISSED APCH: Climb on track 252° to 1000′ or above (MAX 230 KT), turn RIGHT onto 019° GV NDB and proceed until 137° K Lctr, then turn RIGHT (MAX 230 KT) to LMM climbing to 2700′ or above, then as directed. Turn before passing MAP is prohibited.

Alt Set: hPa (MM on req) Apt Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′

MSA ARP ❷



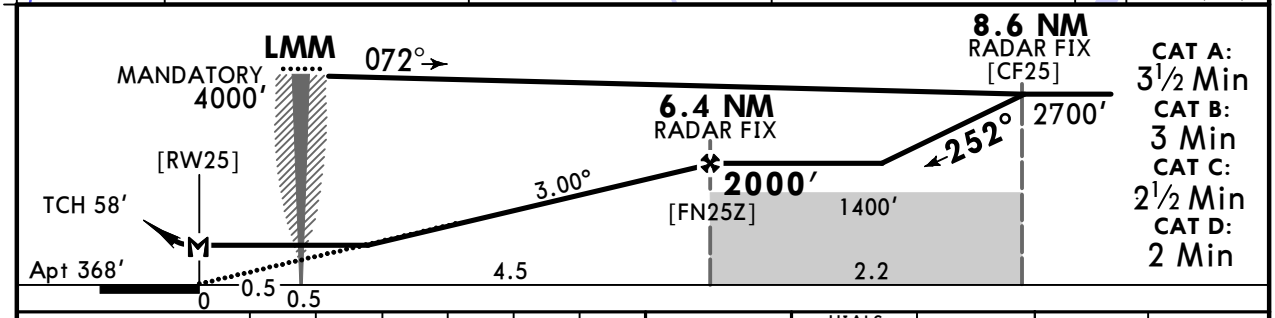
❶ FL080 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).
❷ is computed for surface air temperature at apt -43.0°C



WARNING: The holding area shall be used, if clearance to cross UN(R)-1187 (during its activity), UN(P)-256 or arrangement with ATS unit are available.

Radar control required.
TAR distance is indicated from VOR DME.

FEET QNH	METERS (QFE)
6000	(1720)
4000	(1110)
3500	(960)
3100	(835)
2700	(715)
2600	(685)
2200	(565)
2000	(500)
1400	(320)
1000	(195)
950	(180)



CAT A: 3½ Min
CAT B: 3 Min
CAT C: 2½ Min
CAT D: 2 Min

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW25						

HIALS
PAPI

MIN 1000′ on 252°

230 KT MAX

Std STRAIGHT-IN LANDING
CDFA
❶ DA/MDA(H) 950′ (582′)

ALS out

PANS OPS

A, B	R1500m	
C, D	R2000m	R2400m

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

CHANGES: Areas withdrawn.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25 (16-6) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
NDB Y Rwy 25

BRIEFING STRIP

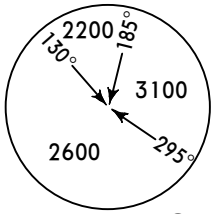
ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	118.5	121.7

Lctr	Final Apch Crs		DA/MDA(H)	
K	252°	No FAF	1710′ (1342′)	Apt Elev 368′
620				

MISSED APCH: Climb on track 252° to 2200′ or above (MAX 220 KT), turn RIGHT to LMM climbing to 2600′ or above, then as directed.
Turn before passing MAP is prohibited.

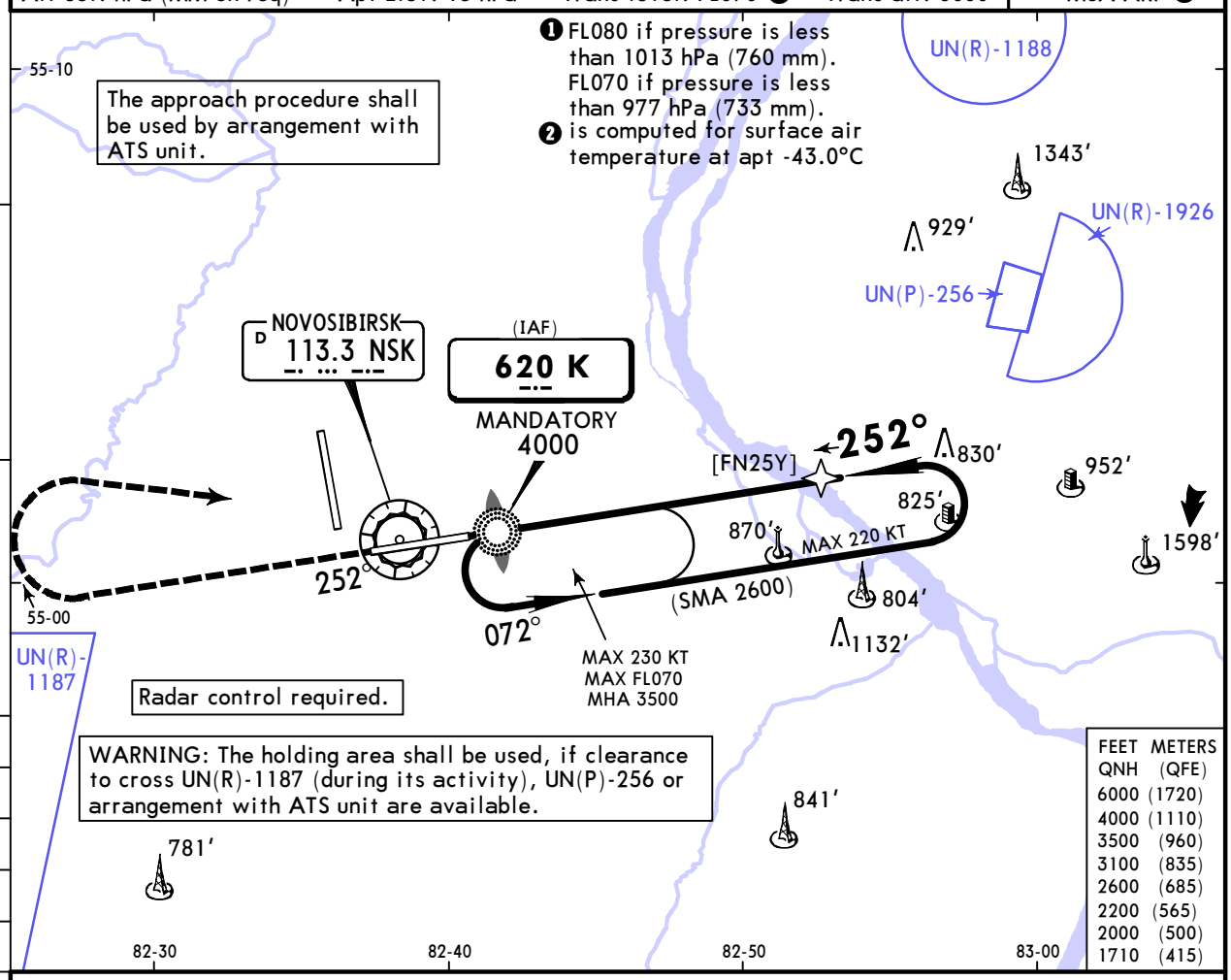
Alt Set: hPa (MM on req) Apt Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′

MSA ARP ❷

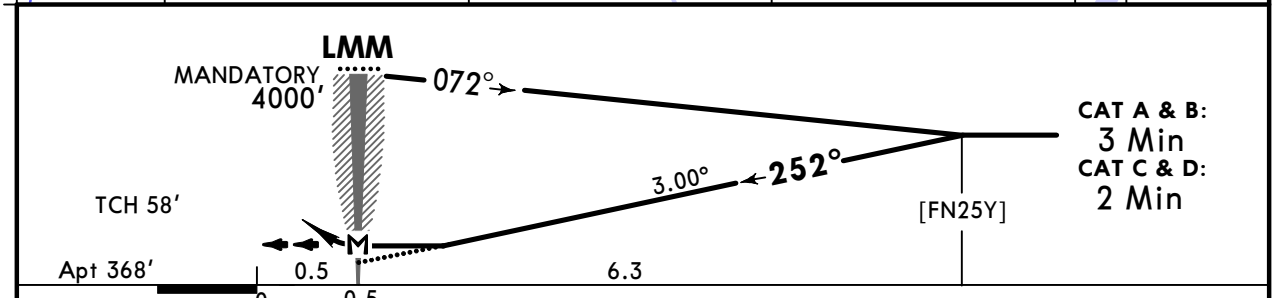


❶ FL080 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).
❷ is computed for surface air temperature at apt -43.0°C

The approach procedure shall be used by arrangement with ATS unit.



FEET	METERS
QNH	(QFE)
6000	(1720)
4000	(1110)
3500	(960)
3100	(835)
2600	(685)
2200	(565)
2000	(500)
1710	(415)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM						
Timing not authorized for defining the MAP.						

HIALS
PAPI

MIN 2200′ on 252°

220 KT MAX

Std STRAIGHT-IN LANDING
CDFA
❶ DA/MDA(H) 1710′ (1342′)

ALS out

PANS OPS

A	R1500m
B	
C	R2400m
D	

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

CHANGES: Areas withdrawn.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25 (16-7) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
NDB Z Rwy 34

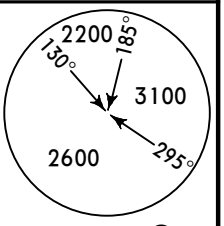
BRIEFING STRIP ™

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	126.7	121.7

Lctr	Final Apch Crs		DA/MDA(H)	Apt Elev
G	341°	4.8 NM RADAR FIX	770′(402′)	368′
700		2000′(1632′)		

MISSED APCH: Climb on 341° to 1100′ or above (MAX 215 KT), turn RIGHT to LMM climbing to 1800′ or above, then as directed.
Turn before passing MAP is prohibited.

Alt Set: hPa (MM on req) Apt Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′



MSA ARP ❷

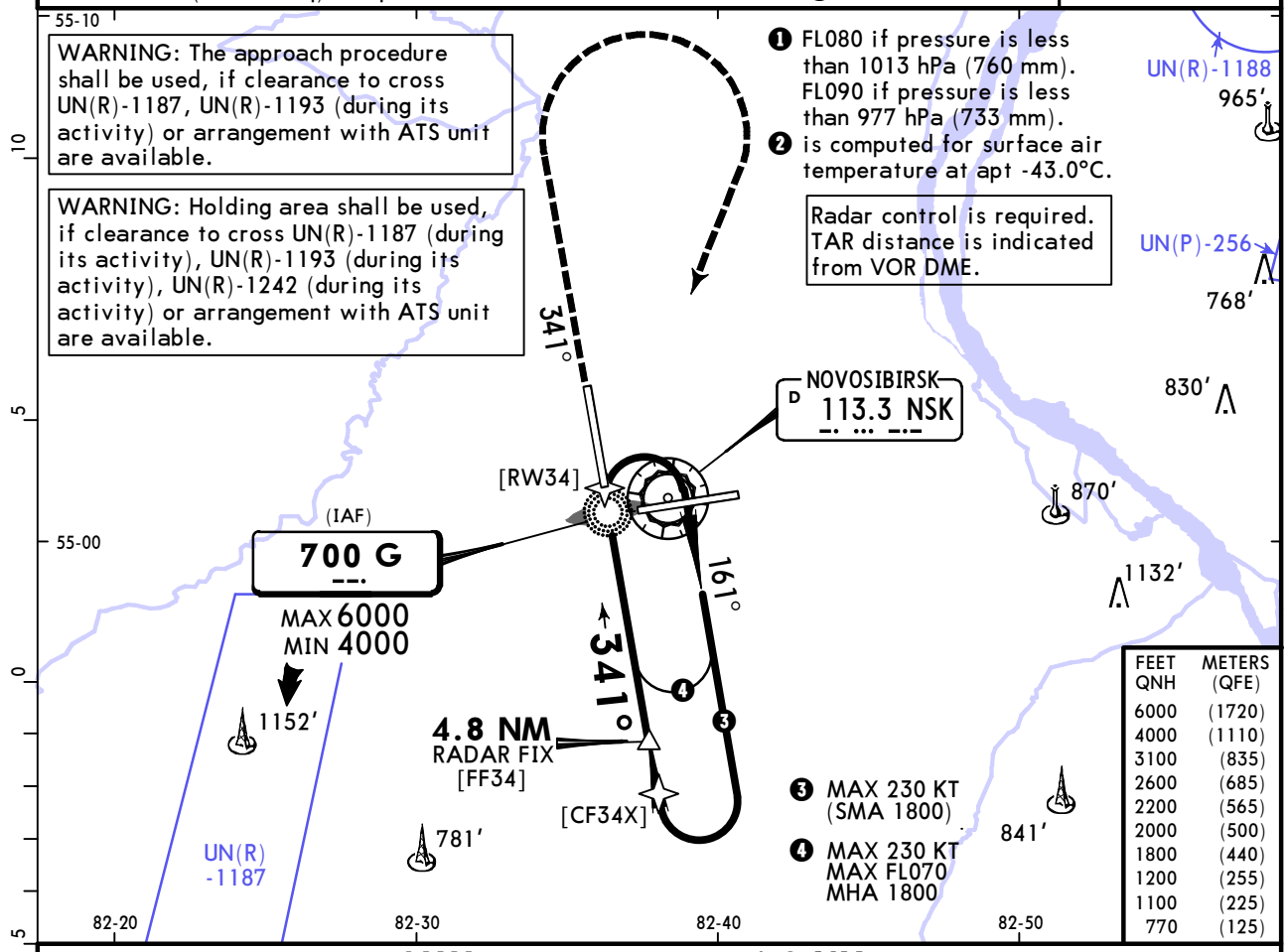
55-10

WARNING: The approach procedure shall be used, if clearance to cross UN(R)-1187, UN(R)-1193 (during its activity) or arrangement with ATS unit are available.

WARNING: Holding area shall be used, if clearance to cross UN(R)-1187 (during its activity), UN(R)-1193 (during its activity), UN(R)-1242 (during its activity) or arrangement with ATS unit are available.

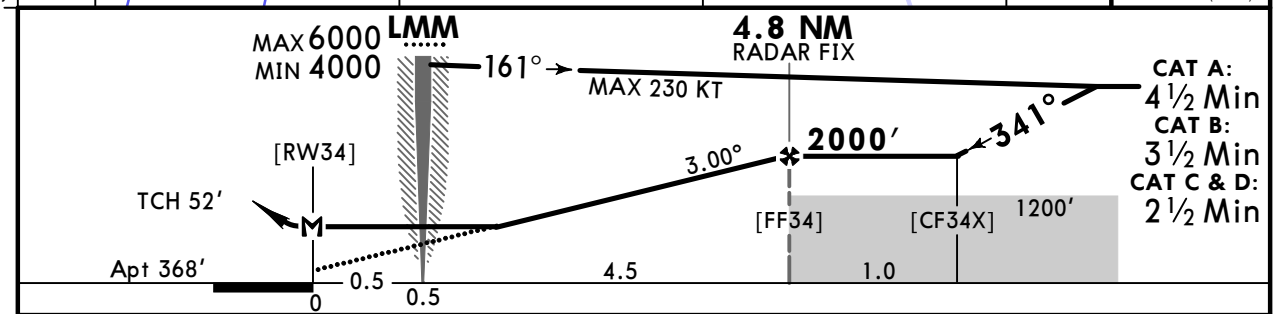
❶ FL080 if pressure is less than 1013 hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).
❷ is computed for surface air temperature at apt -43.0°C.

Radar control is required. TAR distance is indicated from VOR DME.



❸ MAX 230 KT (SMA 1800)
❹ MAX 230 KT MAX FL070 MHA 1800

FEET QNH	METERS (QFE)
6000	(1720)
4000	(1110)
3100	(835)
2600	(685)
2200	(565)
2000	(500)
1800	(440)
1200	(255)
1100	(225)
770	(125)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW34							

HIALS
PAPI

1100′ on 341° 215 KT MAX

Std STRAIGHT-IN LANDING

CDFA
❶ DA/MDA(H) 770′(402′)

PANS OPS

		ALS out
A	R1200m	R1500m
B		
C		R1900m
D		

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

CHANGES: Area withdrawn.

UNNT/OVB
TOLMACHEVO

JEPPESEN
19 DEC 25 (16-8) Eff 25 Dec

NOVOSIBIRSK, ~~RUSSIA~~
NDB Y Rwy 34

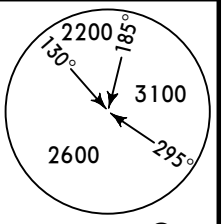
BRIEFING STRIP ™

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Radar	NOVOSIBIRSK Tower	Ground
131.3 (Russian 127.4)	127.5	122.0	126.7	121.7

Lctr	Final Apch Crs	No FAF	DA/MDA(H)	Apt Elev 368′
G **700**	**341°**		**890′**(522′)	

MISSED APCH: Climb on 341° to 1400′ or above, turn RIGHT to LMM climbing to 1800′ or above, then as directed.
Turn before passing MAP is prohibited.

Alt Set: hPa (MM on req) Apt Elev: 13 hPa Trans level: FL070 ❶ Trans alt: 6000′

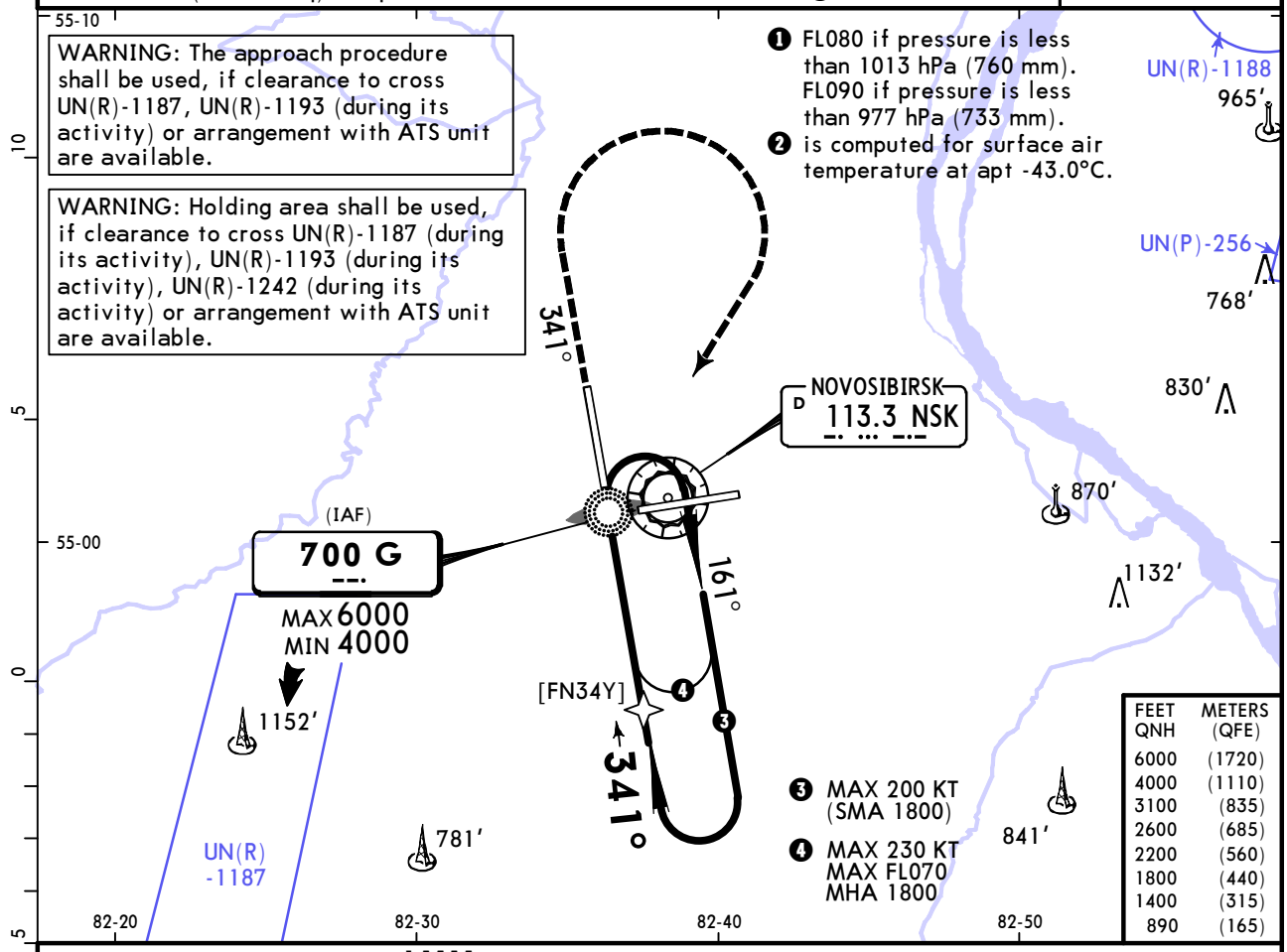


MSA ARP ❷

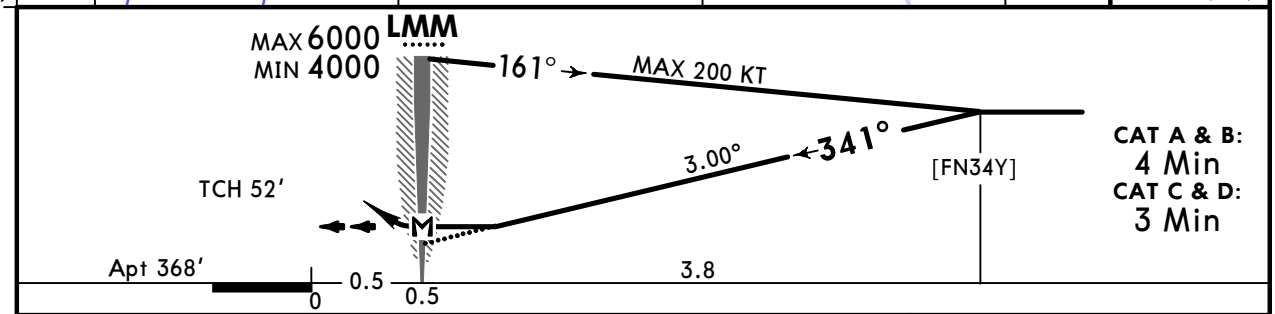
WARNING: The approach procedure shall be used, if clearance to cross UN(R)-1187, UN(R)-1193 (during its activity) or arrangement with ATS unit are available.

WARNING: Holding area shall be used, if clearance to cross UN(R)-1187 (during its activity), UN(R)-1193 (during its activity), UN(R)-1242 (during its activity) or arrangement with ATS unit are available.

❶ FL080 if pressure is less than 1013 hPa (760 mm). FL090 if pressure is less than 977 hPa (733 mm).
❷ is computed for surface air temperature at apt -43.0°C.



FEET QNH	METERS (QFE)
6000	(1720)
4000	(1110)
3100	(835)
2600	(685)
2200	(560)
1800	(440)
1400	(315)
890	(165)



CAT A & B: 4 Min
CAT C & D: 3 Min

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM							

Timing not authorized for defining the MAP.

HIALS
PAPI

1400′ on 341°

Std STRAIGHT-IN LANDING

CDFA
❶ DA/MDA(H) **890′**(522′)

ALS out

PANS OPS

A, B	R1500m	
C, D	R1700m	R2400m

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

CHANGES: Area withdrawn.

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

NOVOSIBIRSK, (TOLMACHEVO - UNNT)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNNT