

**GENERAL****Operational Hours****ATS Hours / AD OPS Hours:** H24**AD ADMIN Hours:** MON-FRI 0100-1000, SAT, SUN and HOL CLSD**Airport Information****RFF:** CAT 9**Fuel:** TS-1**PCN:** RWY 07/25: 62/R/C/X/T, 73/R/B/X/T (01 DEC - 01 MAR)  
RWY 16/34: 76/R/B/W/T**Operation****Radar PROC within TMA**

Radar vectoring in TMA shall be executed by ATS unit which provides a direct control over ACFT movement. Radar control over ACFT flight in TMA is provided by ATC automated system.

**Low Visibility Procedure**

LVP in force when RVR 600m or below.

LDG RWY 16: Report landing, vacate of RWY and critical area.

Follow-me mandatory.

**Preferential RWY**

LDG: RWY 07.

**TWY Restrictions**

LDG RWY 34: Vacate RWY by left turn onto TWY L is prohibited. After 180° turn on turnpad RWY 16 vacate RWY by right turn via TWY L.

Taxiing from TWY L to right to RWY 16/34 is prohibited.

Taxiing via TWY E shall be carried out with increased caution and at MNM speed.

**Taxi/Parking**

Stopping of ACFT with wingspan above 42m / 138ft at HLDG position 1 and 2 is prohibited.

Taxiing of ACFT with wingspan above 48m / 157ft via APN taxi route prohibited.

RWY 07/25 can be AVBL for taxiing of ACFT with wingspan above 48m / 157ft from TWY A to TWY C and further via TWY D, TWY E to RWY 16/34 (and vice versa)

180° turn for TKOF and after LDG permitted at the end of RWY 25 using widening of TWY A.

When markings are invisible (due to snow- or ice-covered grounds) ACFT shall be escorted by follow-me.

For taxiing into/out of stands, marshaller compulsory.

Follow-me AVBL O/R.

ACFT type A380:

- ARR/DEP RWY 07/25: Vacate/entry RWY via TWY A only.
- ARR RWY 16: Vacate RWY via TWY H or G.
- ARR RWY 34: Vacate RWY after 180° turn on RWY end via TWY H only.
- DEP RWY 16/34: Entry RWY via TWY G only.

ACFT type A380 use inboard ENG only in TWY A, D, E, M, G, H, L.

ACFT type B747 shall taxi into RWY via TWY C only.

**Warnings**

Birds in vicinity of AD.

**GENERAL****EMERG**

In case of EMERG after TKOF or during MISAP and if unable to carry out established APCH PROC, make PROC turn and land on reciprocal RWY:

RWY 07: Turn left onto track 350° then right turn onto track 252° or depending on the distance to RWY turn left to track 170° with subsequent turn onto track 252°.

RWY 25: Make right hand PROC turn for approach-to-land on RWY 07.

**ARRIVAL****Arrival Procedure**

RWY 16/34: During APCH use of PAPI prohibited for B747.

**Noise Abatement Procedure**

RWY 07 straight-in APCH permitted, if TR LVL has been reached before a DIST of 16.2 NM.

FLTs above the city below 3900ft (1200m QFE) are prohibited.

**Non-standard GP Intercept Position on****RWY 16**

GP intercepts RWY 16 at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 3288m / 10788ft.

**RWY 25**

GP intercepts RWY 25 at 337m / 1107ft after landing threshold.

Remaining DIST beyond GP is 3260m / 10694ft.

**Communication**

**COM Failure:** See CRAR and in addition;

CONT listening watch to the controllers instructions on LOM frequency.

If unable to change to VFR continue to DEST at last assigned FL, proceed to LOM, execute HLDG PROC, descent to traffic pattern height and land.

On final leg after passing LOM, REQ LDG by flashing and then by switching on LDG lights.

**DEPARTURE****Take-off Minima**

RWY		16/34	
All ACFT	ft - m/km	0 - 125R	-
RWY		07/25	
All ACFT	ft - m/km	0 - 300R/300V	-

**Communication**

**COM Failure:** See CRAR and in addition;

Return to DEP AD or continue at lowest safe level or FL140-150 or FL240-250 to ALTN.

**Departure Procedure****Noise Abatement Procedure**

RWY 07: Initial turn 1.1NM from RWY end or D2.2 NSK.

Effective 13-SEP-2018

06-SEP-2018

OVB-UNNT

Russian Federation **Novosibirsk** Tolmachevo

AGC

AFC

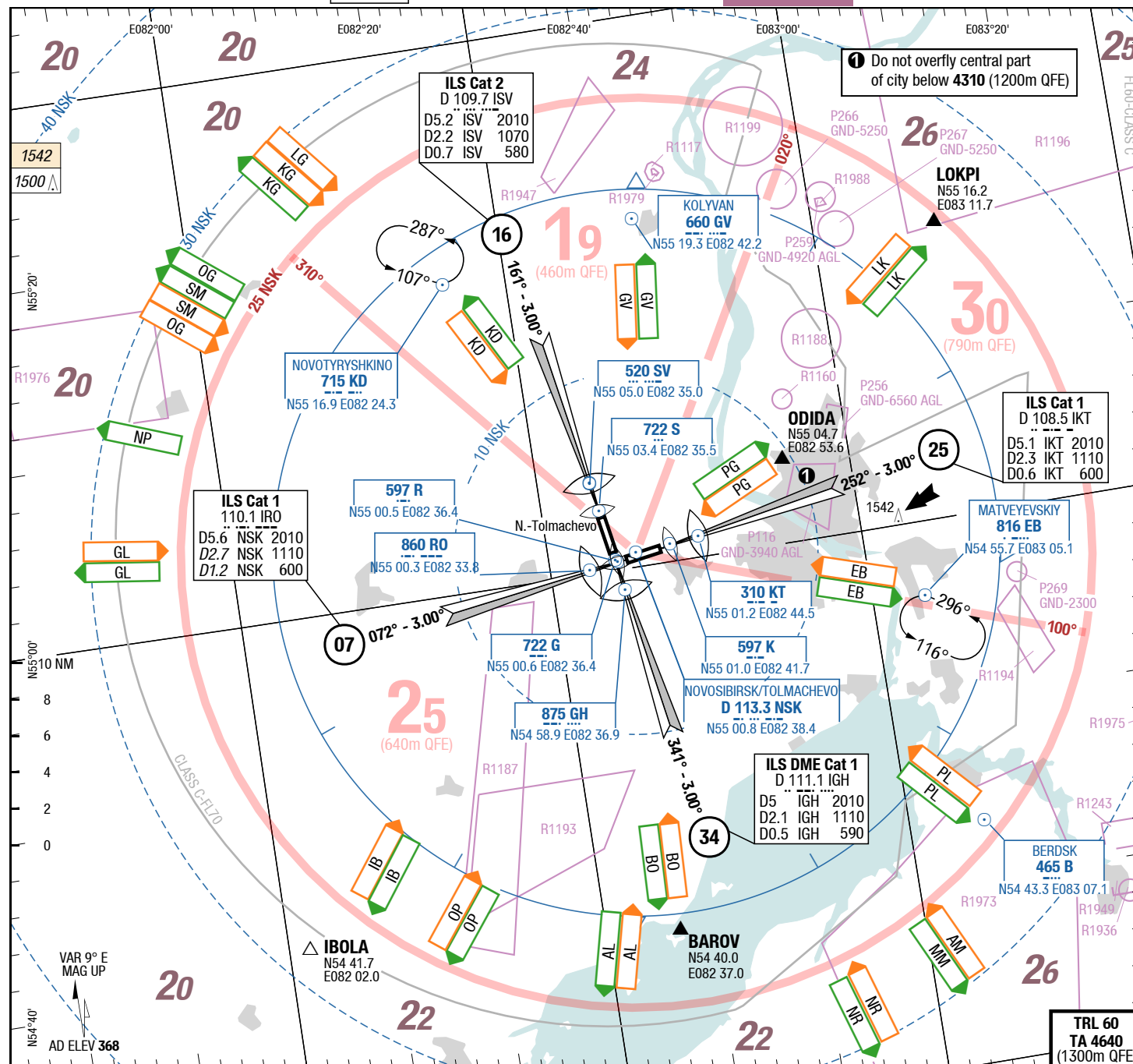
AFC

AFC

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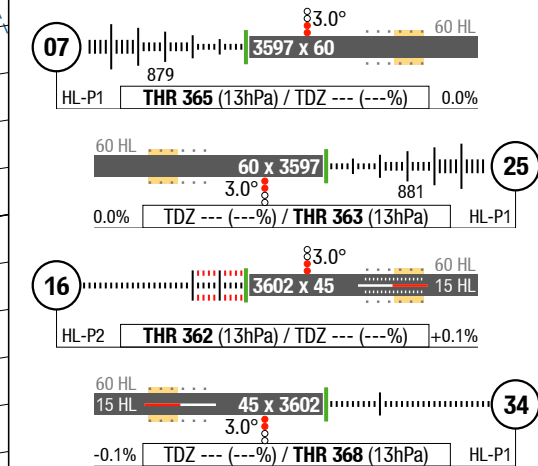
AGC

AFC



**ATIS** 131.300  
**RAD** 122.000 GND-FL70 within Novosibirsk CTR  
**APP** 127.500 within Novosibirsk/Tolmachevo TMA  
127.100 by ATC  
**CTL** 127.000 Sector 1  
126.100 Sector 2  
129.300 Sector 3  
126.100 Sector 6 above FL150  
**TWR** 118.500 RWY 07/25  
126.700 RWY 16/34  
**GND** 121.700  
**Tolmachevo** 118.800  
**VOLMET** 128.300

**Landing RWY system:**



Changes: FREQ

Effective 13-SEP-2018

06-SEP-2018

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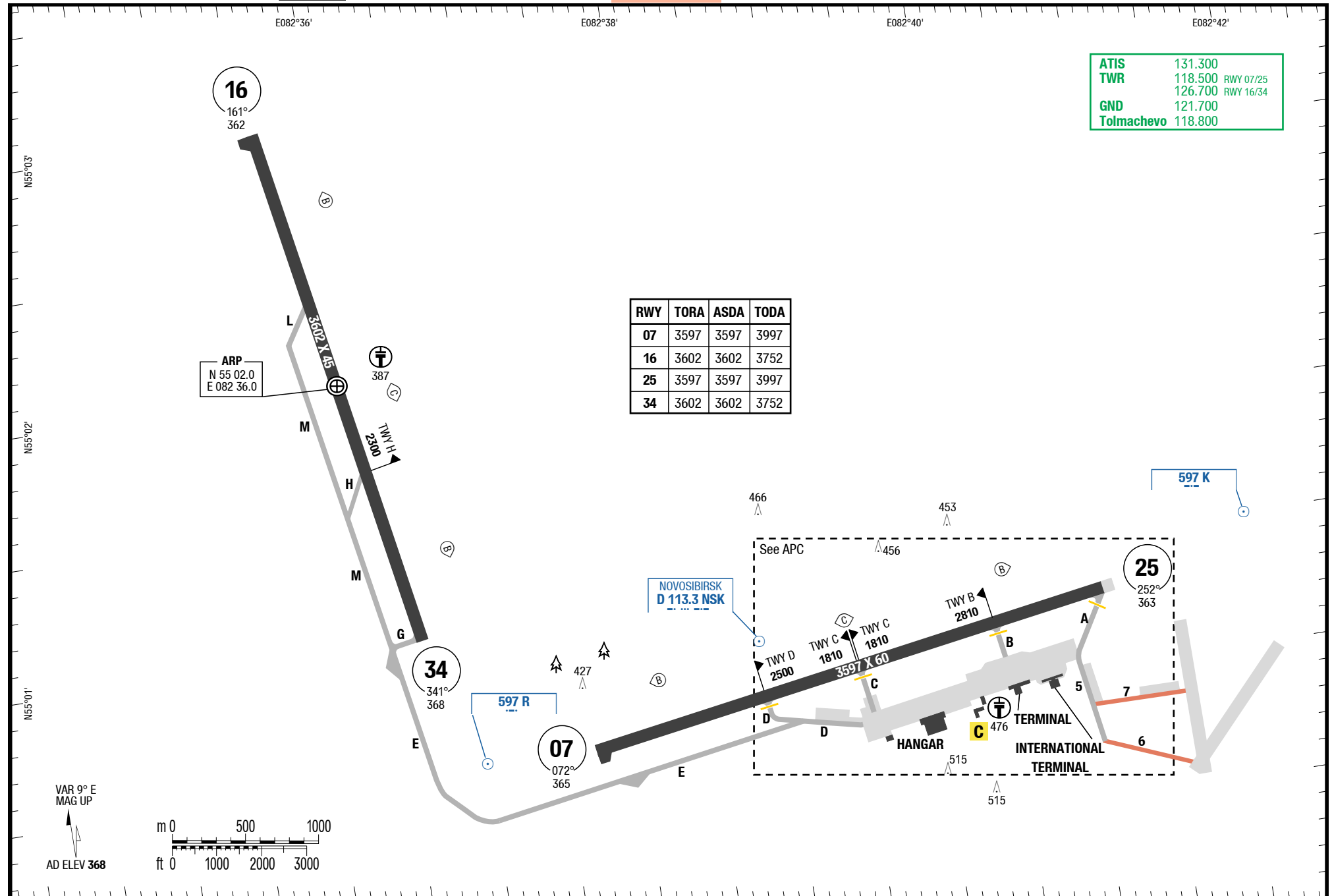
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AGC

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AGC

3-20



Changes: TKOF INT

06-SEP-2018

## OVB-UNNT

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**NIL**  
**APC**

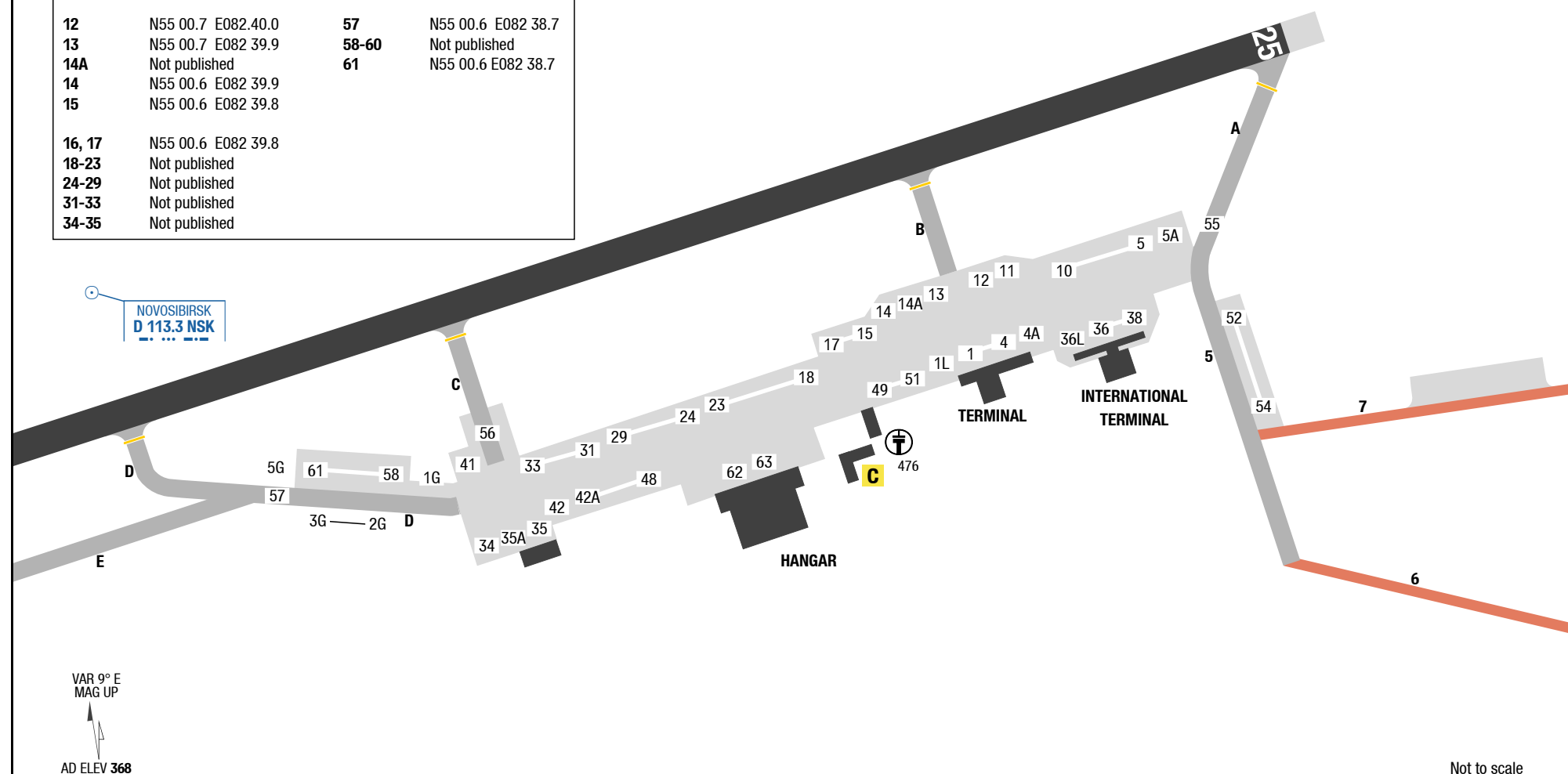
# APC

# APC

Tolmachevo **Novosibirsk** Russian Federation

COORDINATES			
<b>1G</b>	Not published	<b>36L</b>	Not published
<b>1L</b>	Not published	<b>36</b>	N55 00.6 E082 40.2
<b>2</b>	N55 00.6 E082 40.0	<b>37</b>	N55 00.6 E082 40.3
<b>3</b>	N55 00.6 E082 40.1	<b>38</b>	N55 00.6 E082 40.3
<b>2G-3G</b>	Not published	<b>41,42</b>	Not published
<b>4-4A</b>	Not published	<b>42A-48</b>	Not published
<b>5</b>	N55 00.7 E082 40.4	<b>49-51</b>	Not published
<b>5A,5G</b>	Not published	<b>52-54</b>	Not published
<b>10</b>	N55 00.7 E082 40.2	<b>55</b>	N55 00.7 E082 40.5
<b>11</b>	N55 00.7 E082 40.1	<b>56</b>	N55 00.6 E082 39.1
<b>12</b>	N55 00.7 E082.40.0	<b>57</b>	N55 00.6 E082 38.7
<b>13</b>	N55 00.7 E082 39.9	<b>58-60</b>	Not published
<b>14A</b>	Not published	<b>61</b>	N55 00.6 E082 38.7
<b>14</b>	N55 00.6 E082 39.9		
<b>15</b>	N55 00.6 E082 39.8		
<b>16, 17</b>	N55 00.6 E082 39.8		
<b>18-23</b>	Not published		
<b>24-29</b>	Not published		
<b>31-33</b>	Not published		
<b>34-35</b>	Not published		

<b>ATIS</b>	131.300	
<b>TWR</b>	118.500	RWY 07/25
	126.700	RWY 16/34
<b>GND</b>	121.700	
<b>Tolmachevo</b>	118.800	



Not to scale

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Changes: Reprint

## OVB-UNNT

## SIDs RWY 16

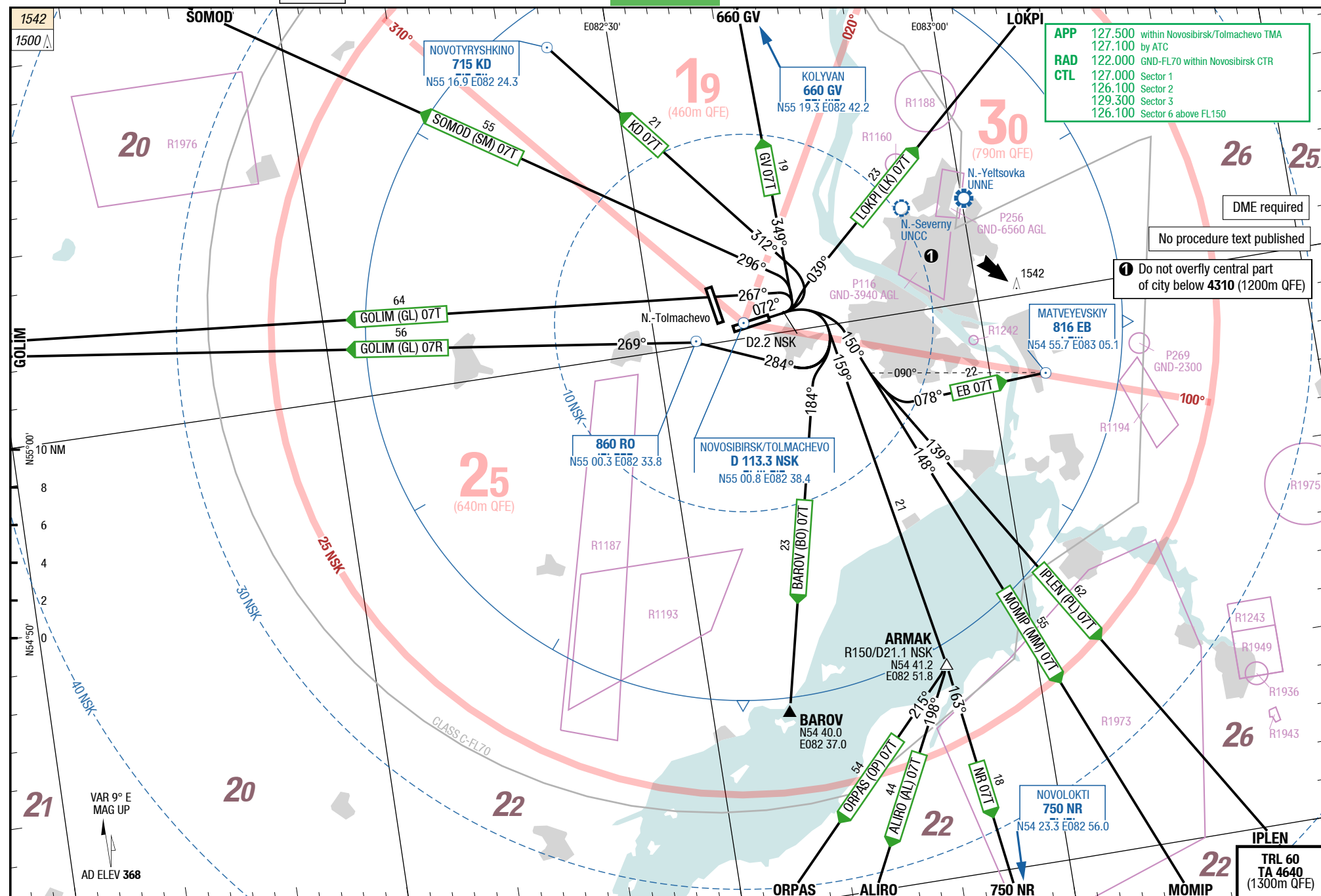
## SIDs RWY 07

SID

SID

## SIDs RWY 16

## SIDs RWY 07



Changes: FREQ

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## OVB-UNNT

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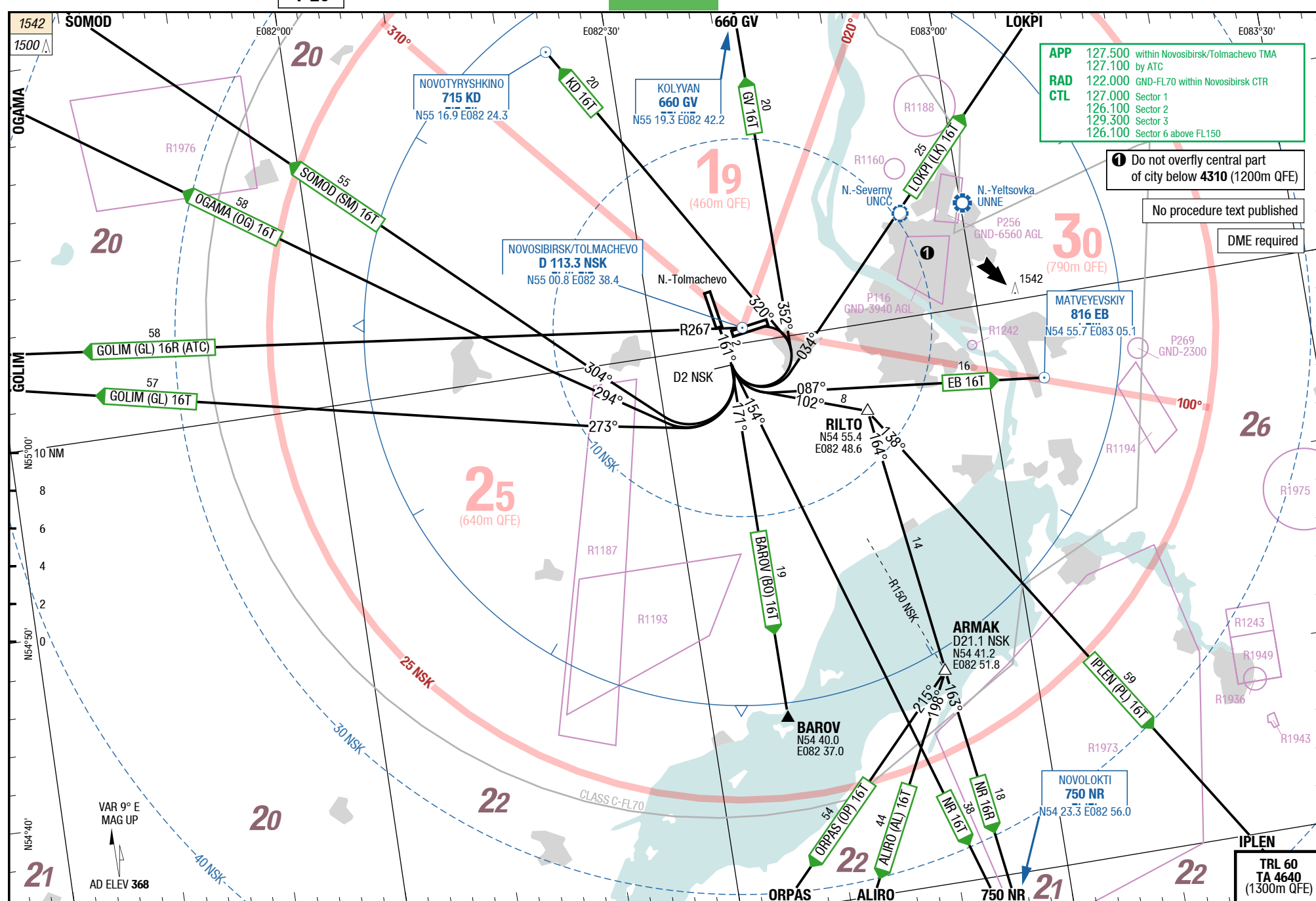
SID

SID

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## SIDs RWY 16

## SIDs RWY 16



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06-SEP-2018

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4-30

SIDS RWY 25 (ATC)

SIDS RWY 25

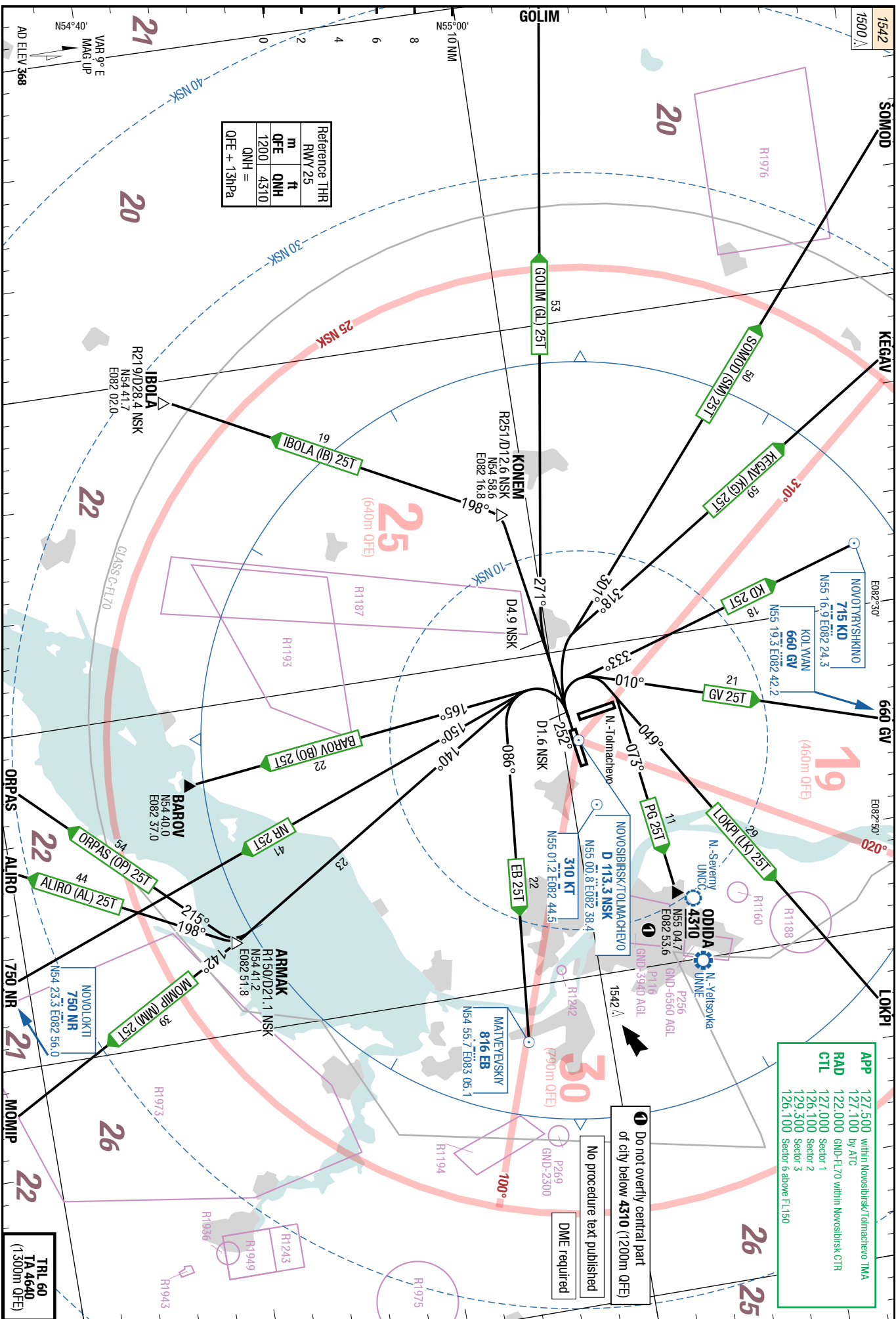
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SID

Tolmachevo Novosibirsk Russian Federation

SIDS RWY 25 (ATC)

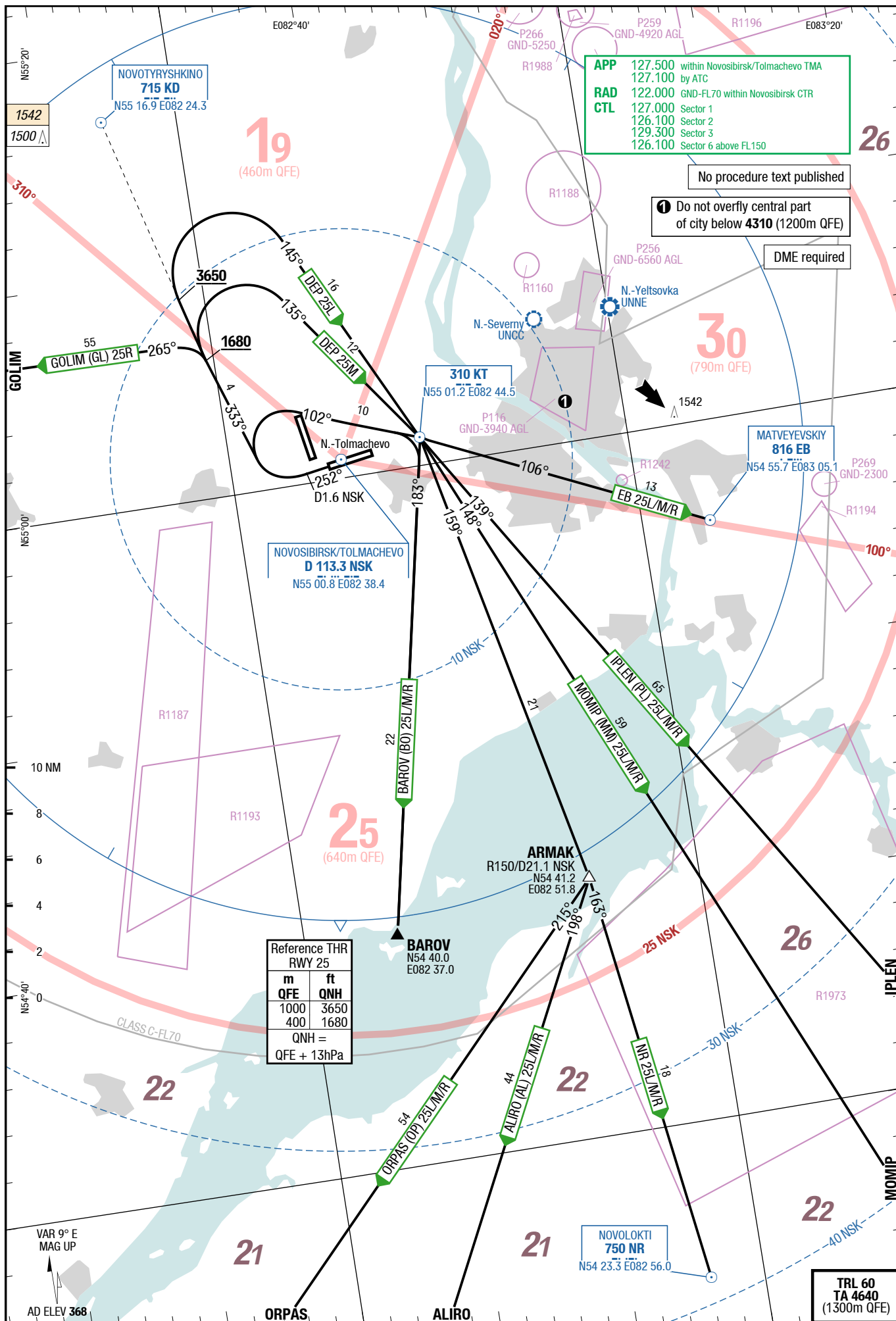
SIDS RWY 25

APP	127.500 within Novosibirsk/Tolmachevo TMA
RAD	127.100 by ATC
CTL	122.000 GND-F-70 within Novosibirsk CTR
	126.100 Sector 1
	129.300 Sector 2
	126.100 Sector 3
	126.100 Sector 6 above FL150



Changes: FREQ





## OVB-UNNT

NIL

4-50

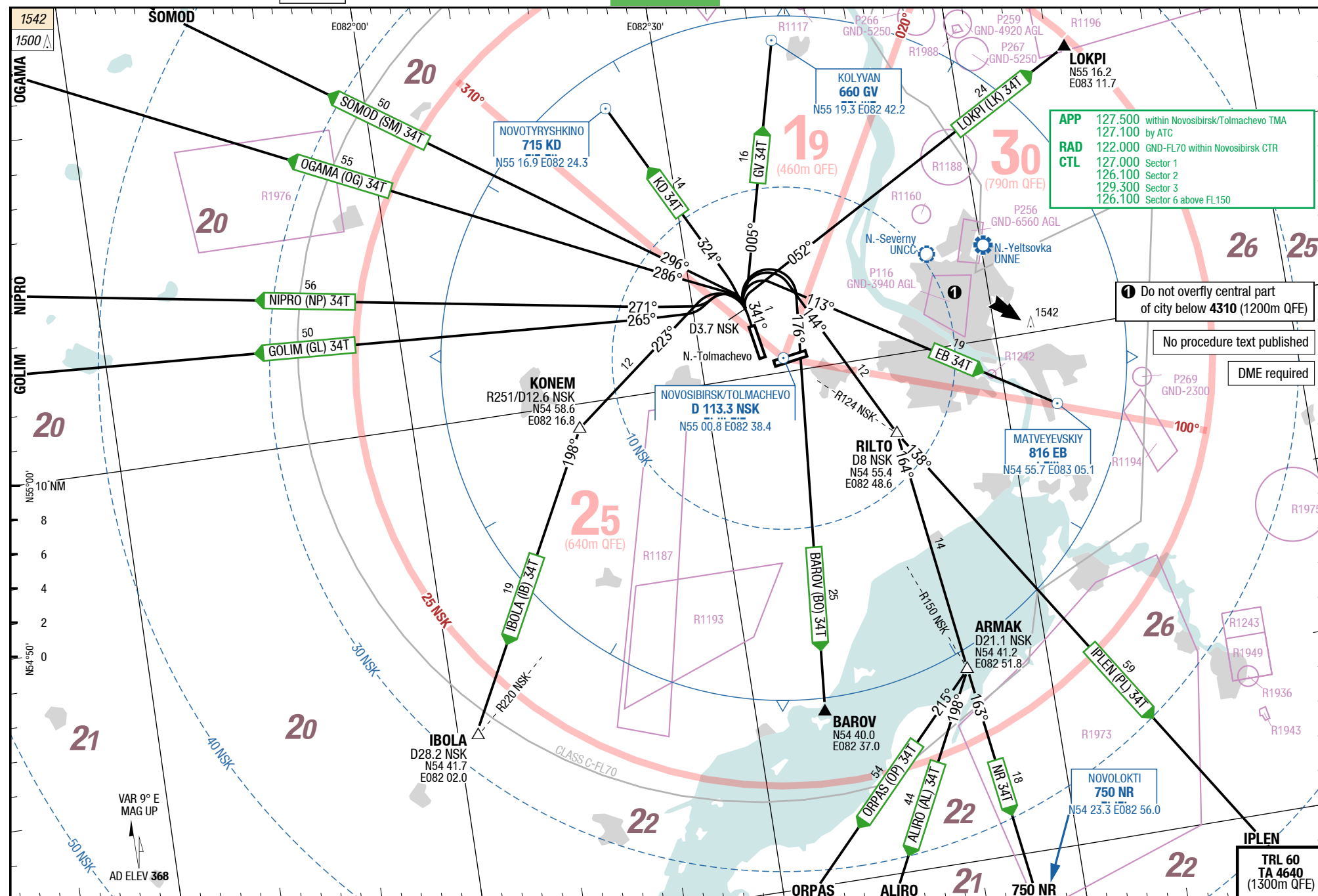
## SIDs RWY 34

SID

SID

NIL

## SIDs RWY 34



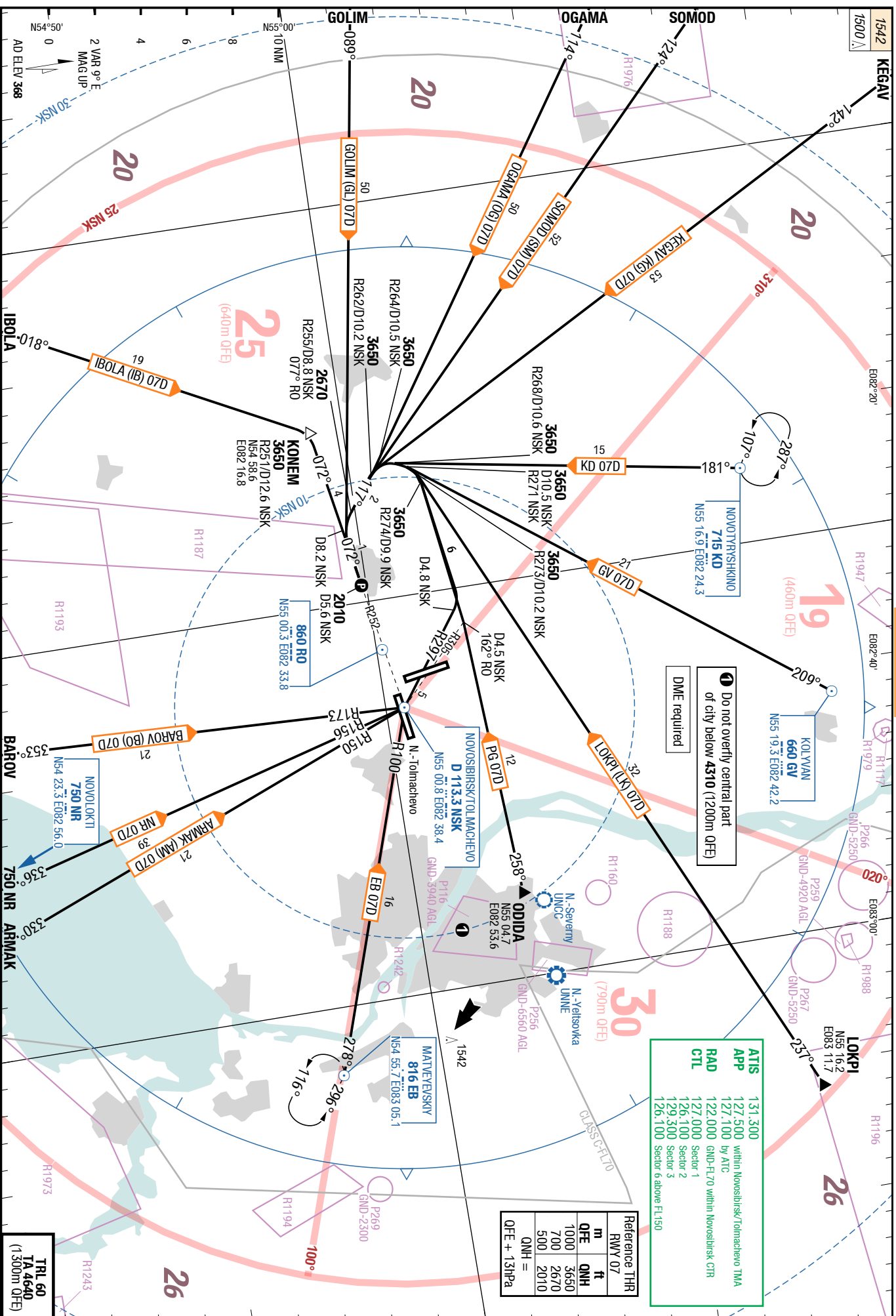
Changes: FREQ

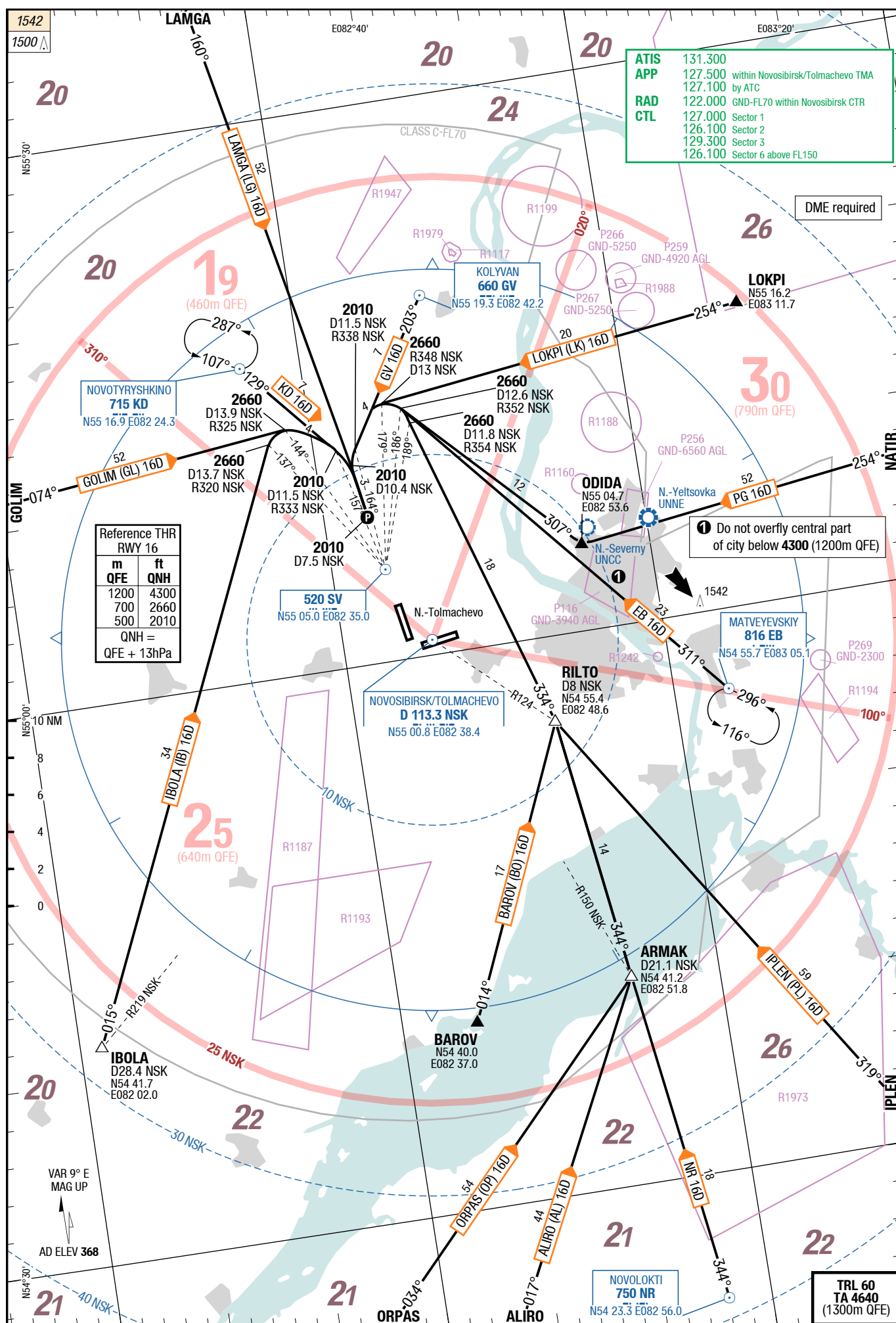
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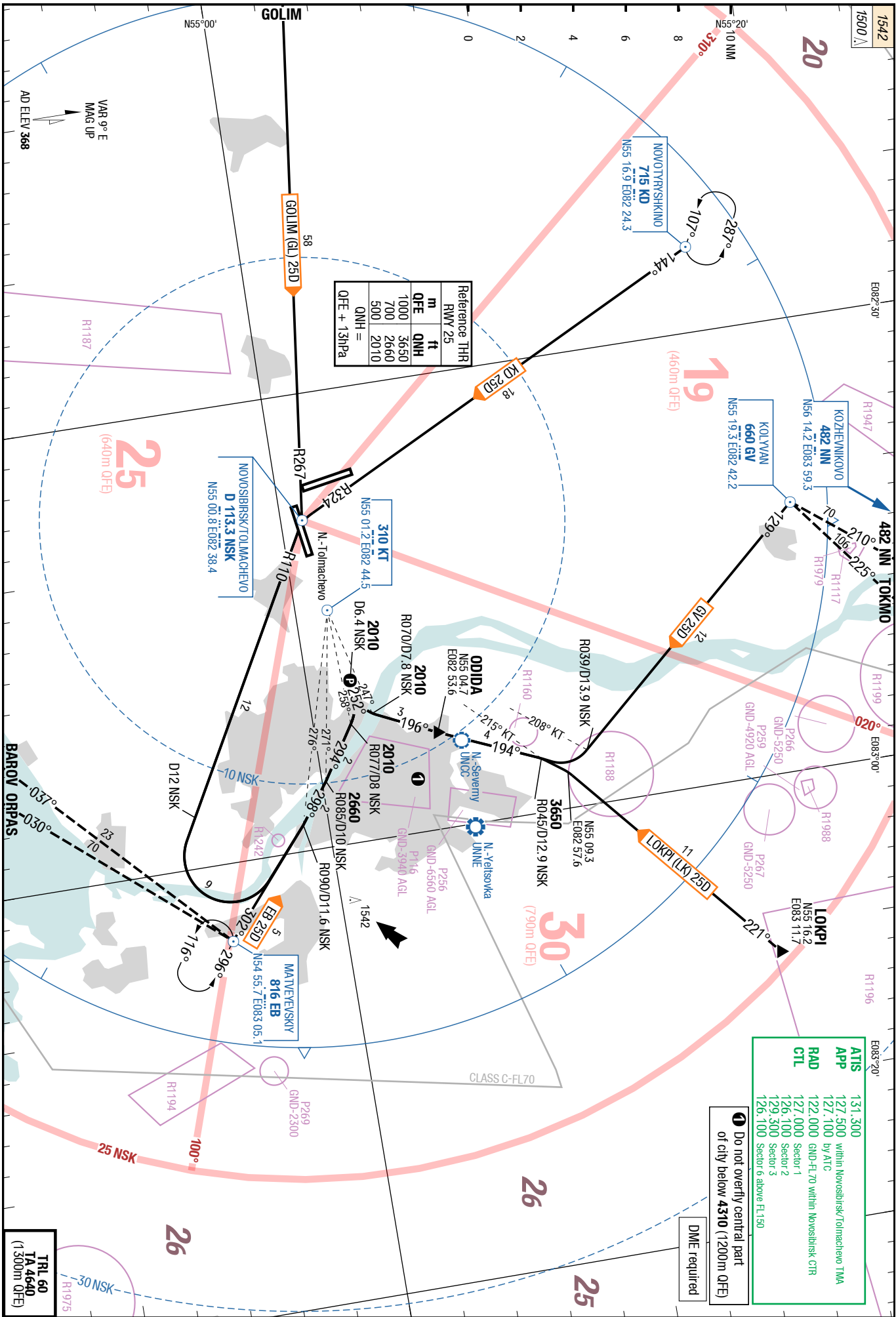
STARS RWY 16

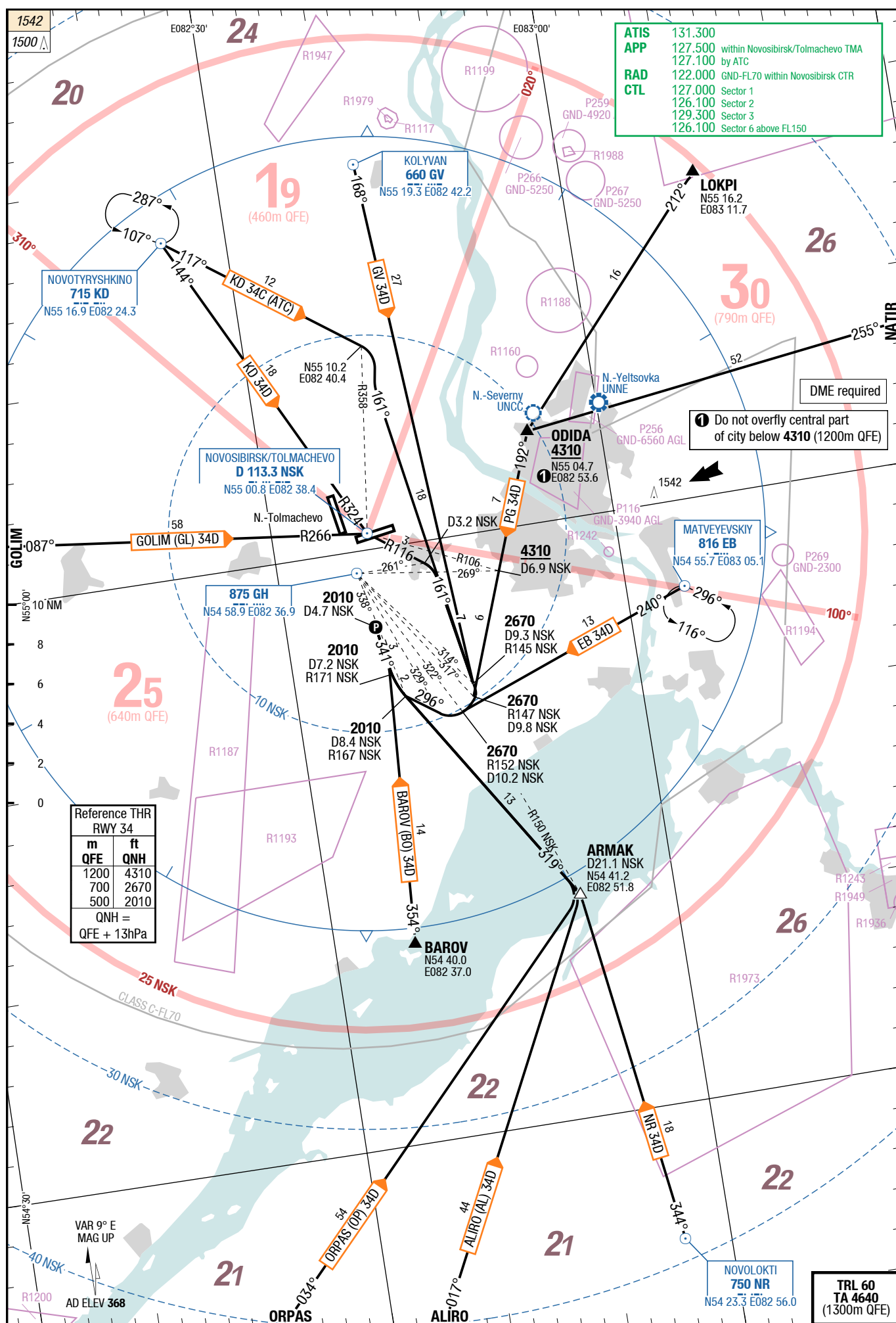
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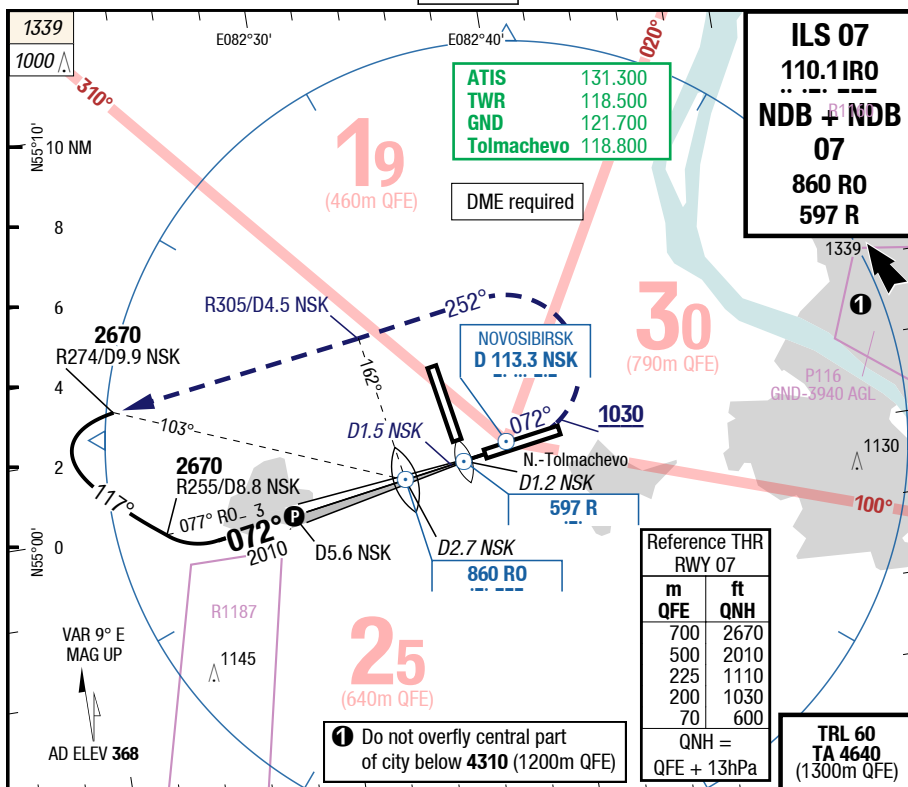




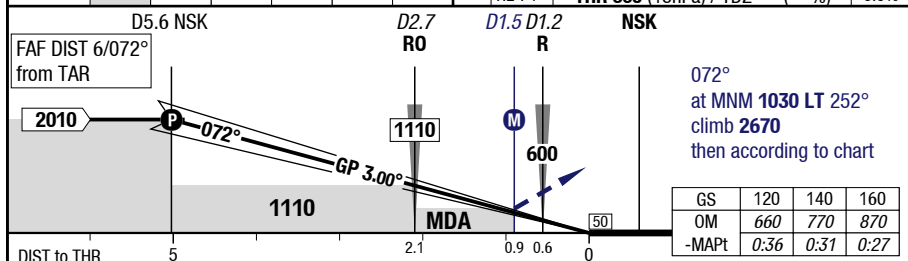






**OVB-UNNT****7-10****ILS 07 / NDB + NDB 07**

NDB 3.09° D NSK	5.6	5	4	3	2	07	83.0°	60 HL	0.0%
	2010	1860	1530	1200	880	HL-P1	3597 x 60		
							879		
							THR 365 (13hPa) / TDZ --- (---%)		



07		Cat 1 1)	LOC	NDB NDB DME RO+R NSK 2)	NDB NDB RO+R wo FAF		Circling
C	ft - m/km ft	200 - 550R/800V 570	Not authorized	340 - 800 710	750 - 2.4 1110		Not published
D	ft - m/km ft	200 - 550R/800V 570	Not authorized	340 - 800 710	750 - 2.4 1110		Not published

1) FD, AP or HGS required, else RVR 750m

2) FAF must be given by RADAR

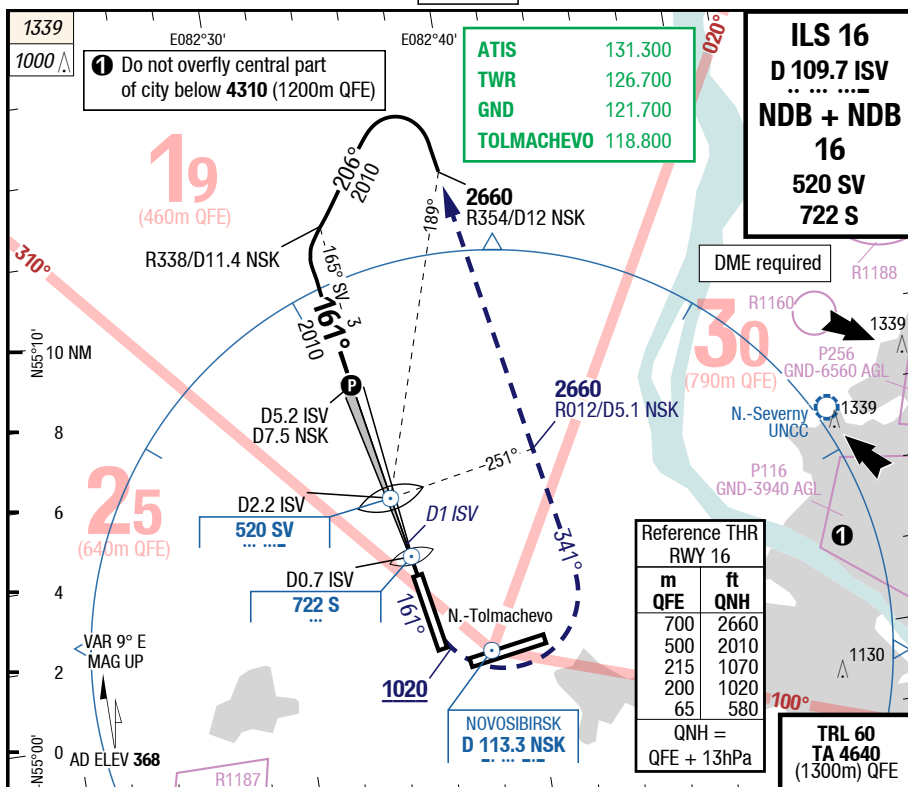
Changes: FREQ



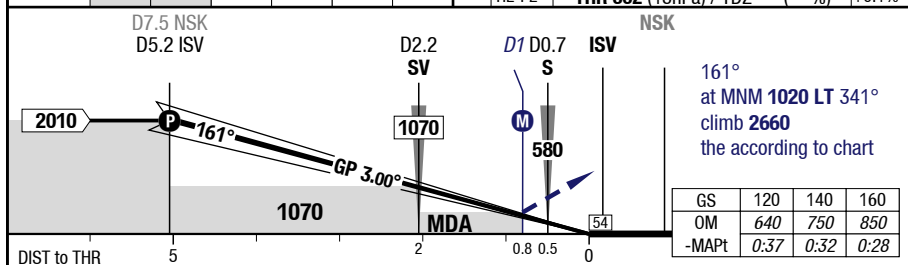
## OVB-UNNT

7-20

## ILS 16 / NDB + NDB 16



<b>NDB 3.01°</b> <b>D ISV</b>		5.2	4	3	2	<div> <div> <div>16</div> <div> <div> <div>3602 x 45</div> <div>60 HL</div> <div>15 HL</div> </div> </div> </div> </div>
		2010	1640	1320	1000	



16		Cat 2	Cat 1 1)	LOC	NDB NDB DME SV+S NSK	NDB NDB SV+S wo FAF	Circling
C	ft - m/km ft	100 - 300R 105 RA	200 - 550R/800V 570	Not authorized	320 - 750 680	350 - 900 720	Not published
D	ft - m/km ft	100 - 300R 105 RA 2) 3)	200 - 550R/800V 570 2)	Not authorized	320 - 750 680 2)	350 - 900 720 2)	Not published

1) With EVS RVR 350m/ VIS 550m

3) If not conducting autoland RVR 350m required

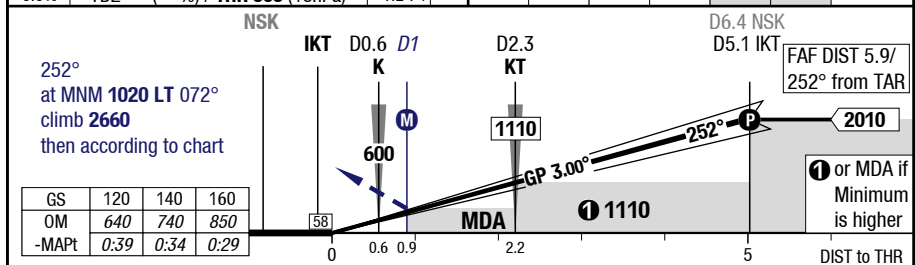
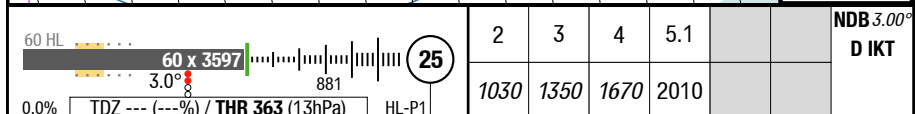
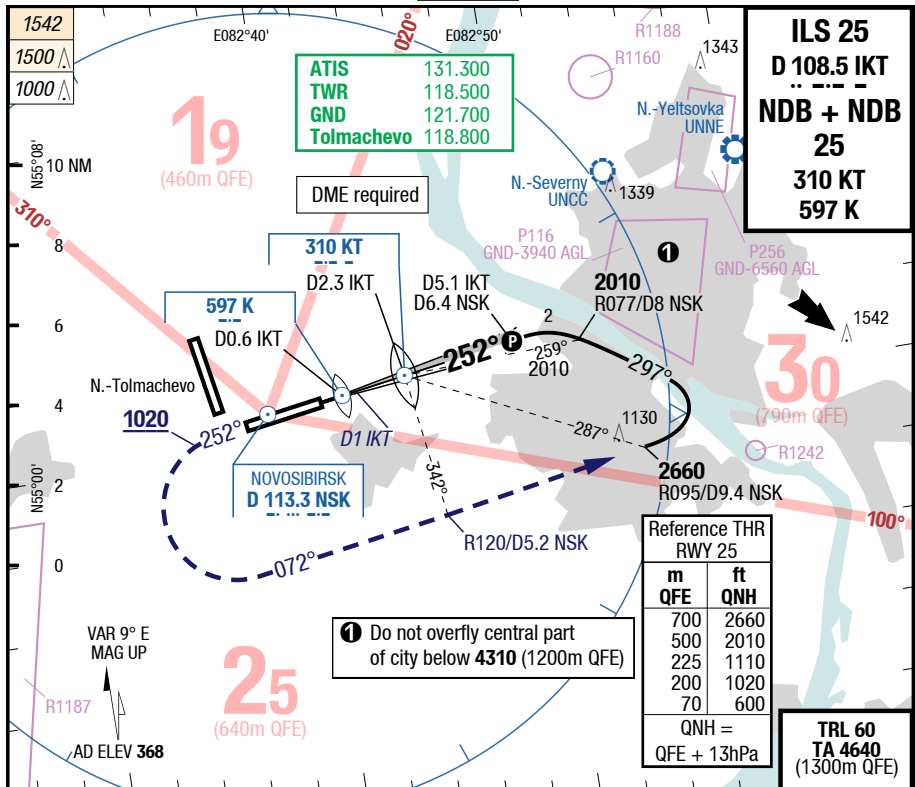
2) B747: use of PAPI prohibited

Changes: FREQ, SUAs

# OVB-UNNT

**7-30**

## ILS 25 / NDB + NDB 25

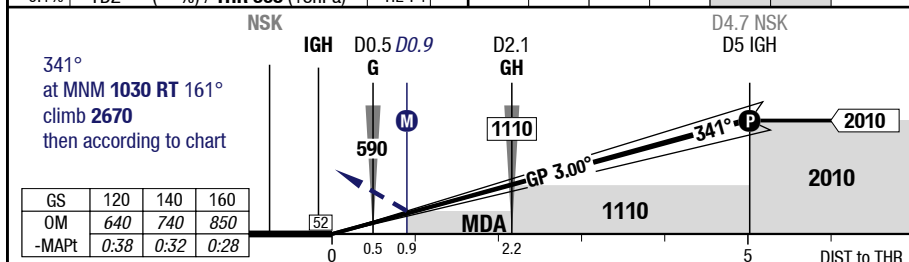
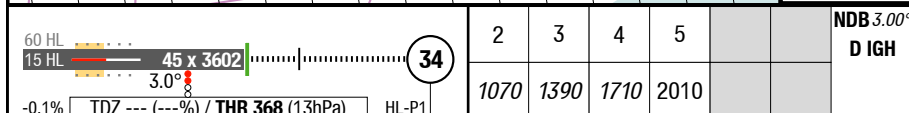
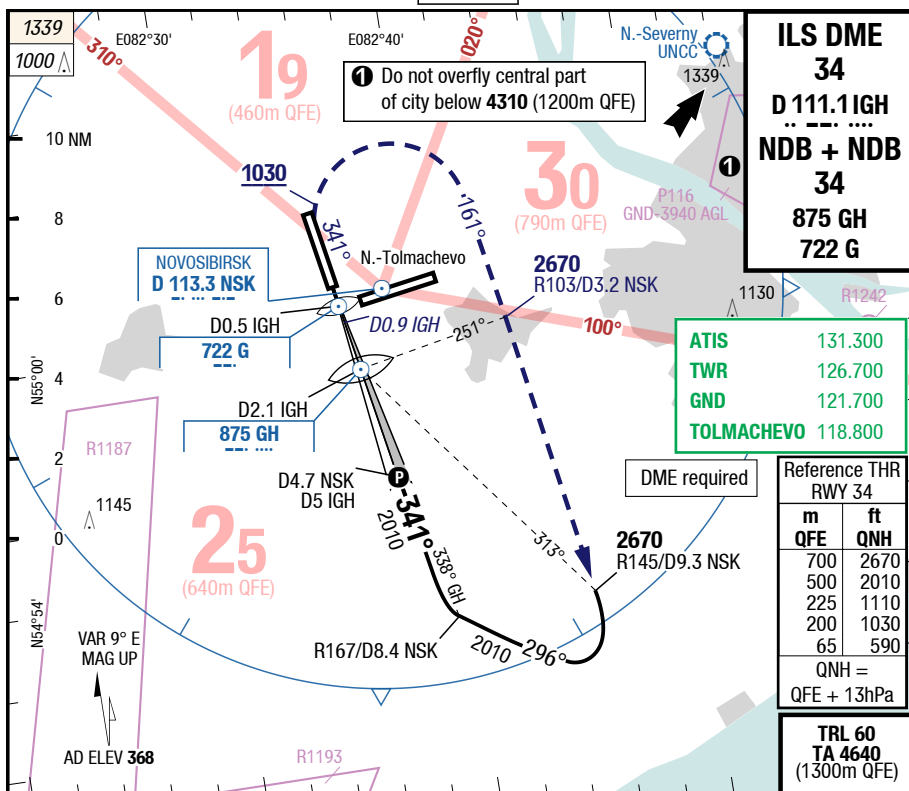


25		Cat 1 1)	LOC	NDB NDB DME KT+K NSK 2)	NDB NDB KT+K wo FAF		Circling
C	ft - m/km ft	200 - 550R/800V 570	Not authorized	360 - 900 720	950 - 2.4 1320		Not published
D	ft - m/km ft	200 - 550R/800V 570	Not authorized	360 - 900 720	950 - 2.4 1320		Not published

1) FD, AP or HGS required, else RVR 750m

2) FAF must be given by RADAR

Changes: FREQ, SUAs

**OVB-UNNT****7-40****ILS DME 34 / NDB + NDB 34**

34		Cat 1	LOC	NDB NDB DME GH+G NSK	NDB NDB GH+G wo FAF	Circling
C	ft - m/km ft	200 - 550R/800V 570	Not authorized	330 - 800 700	640 - 2.2 1010	Not published
D	ft - m/km ft	200 - 550R/800V 570 <sup>1)</sup>	Not authorized	330 - 800 700 <sup>1)</sup>	640 - 2.2 1010 <sup>1)</sup>	Not published

1) B747: use of PAPI prohibited