JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: NOVOKUZNETSK RUS
ICAO/IATA: UNWW / NOZ
Lat/Long: N53° 48.72', E086° 52.70'
Elevation: 1024 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 6.0° E

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

Sunrise: 2230 Z
Sunset: 1349 Z

Runway Information

Runway: 01
Length x Width: 8789 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1004 ft
Lighting: Edge

Runway: 19
Length x Width: 8789 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1000 ft
Lighting: Edge, ALS

Communication Information

ATIS: 127.600
Novokuznetsk Tower: 121.200
Novokuznetsk Ground Ramp/Taxi: 118.800
Novokuznetsk Approach: 124.000 Secondary
Novokuznetsk Approach: 118.600
Novokuznetsk Transit Operations: 131.700

1. GENERAL

1.1. ATIS

ATIS 127.6

1.2. NOISE ABATEMENT PROCEDURES

The restriction of noise impact on the environment shall be provided by the flight crews by maintaining the established descent and climb patterns and joining the routes for all directions of take-off and landing.

The execution of special procedures is not required due to remoteness of the aerodrome from the populated areas.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP shall initiated when RVR is less than 550m.

The flight crews shall be informed by ATIS or ATS unit by "Low Visibility Procedures in progress".

Only one ACFT can be present on TWY or RWY.

The following is prohibited under LVP conditions:

- take-off not from the RWY beginning;
- take-off without stop at the line-up position.

The responsibility for maintaining the assigned taxi routes on the maneuvering area shall be rested on the flight crew.

1.4. TAXI PROCEDURES

Control of ACFT ground movement is executed as follows:

- in the southern part of the apron including stands 7 and 8 by APP controller;
- in the northern part of the apron including stands 1 thru 6 by Transit controller on 131.7 MHz.

Taxiing via the small apron is prohibited.

Movement of ACFT on small apron shall be executed by towing.

Taxiing of IL-76 ACFT via TWYs A and B shall be carried out at reduced speed, strictly along the TWY guidance line and under two inboard engines power.

1.5. PARKING INFORMATION

Enter stands 1, 2 and 4 thru 6 after Follow-me car.

Enter stand 15 by towing.

Exit stands 1, 2, 4 thru 8 and 15 by towing.

Stands W1 and W14 available for helicopter.

Stand 15 is designated for ground handling operations and engines run-up.

1.6. OTHER INFORMATION

Warning: There is a sharp drop in terrain up to 115'/35m related to RWY 01/19 extremities on both RWY headings beyond the RWY.

Birds.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

In addition to the established procedures monitor information and controller's instructions on UF LOM frequency (300 kHz).

Exit from the holding area shall be carried out in accordance with the approach procedures established at UNWW.

If required, the ACFT may proceed along the route to the alternate aerodrome indicated in the flight plan at one of the FLs established for flights without radio communication FL140, FL150 or FL240, FL250 depending on the flight direction.

The peculiarities of approach procedure at the aerodrome in case of radio communication failure:

- ACFT shall proceed to UF LOM or NOW VORDME at the last assigned FL (altitude);
- from UF LOM or NOW VORDME proceed to the holding area descending to not below FL050;
- after joining the holding area and reaching FL050, execute approach in accordance with the published procedures.

3. DEPARTURE

3.1. DE-ICING

De-icing is mandatory in the following cases:

- by the decision of the pilot-in-command;
- by the decision of the ground handling services.

De-icing of ACFT with running engines is not performed.

3.2. START-UP PROCEDURES

Engines start-up of all ACFT types is executed on stands or on taxi route passing along the east side of stand 1, 2 and 4 thru 8.

3.3. COMMUNICATION FAILURE PROCEDURES

In addition to the established procedures monitor information and controller's instructions on LOM UF frequency (300 kHz).

In case of communication failure after take-off, continue climbing to aerodrome traffic circuit altitude and proceed according to the approach procedure.

Depending on meteorological conditions and ACFT landing mass, land at UNWW or proceed to the alternate aerodrome. If for any reason the pilot-in-command cannot immediately carry out landing at UNWW (due to landing mass, meteorological conditions), proceed to holding area as specified for this RWY direction, climbing to altitude/height 3200' (670m) - FL060 (when following SID), or to 4000' (915m)- FL060 (when following RNAV SID) and hold for the time required to burn off fuel.

In case of radio communication failure during climb to FL (altitude), MAINTAIN the last assigned altitude (FL).

UNWW/NOZ
SPICHENKOVO

JEPPESEN

16 FEB 24
Eff 22 Feb

10-1R

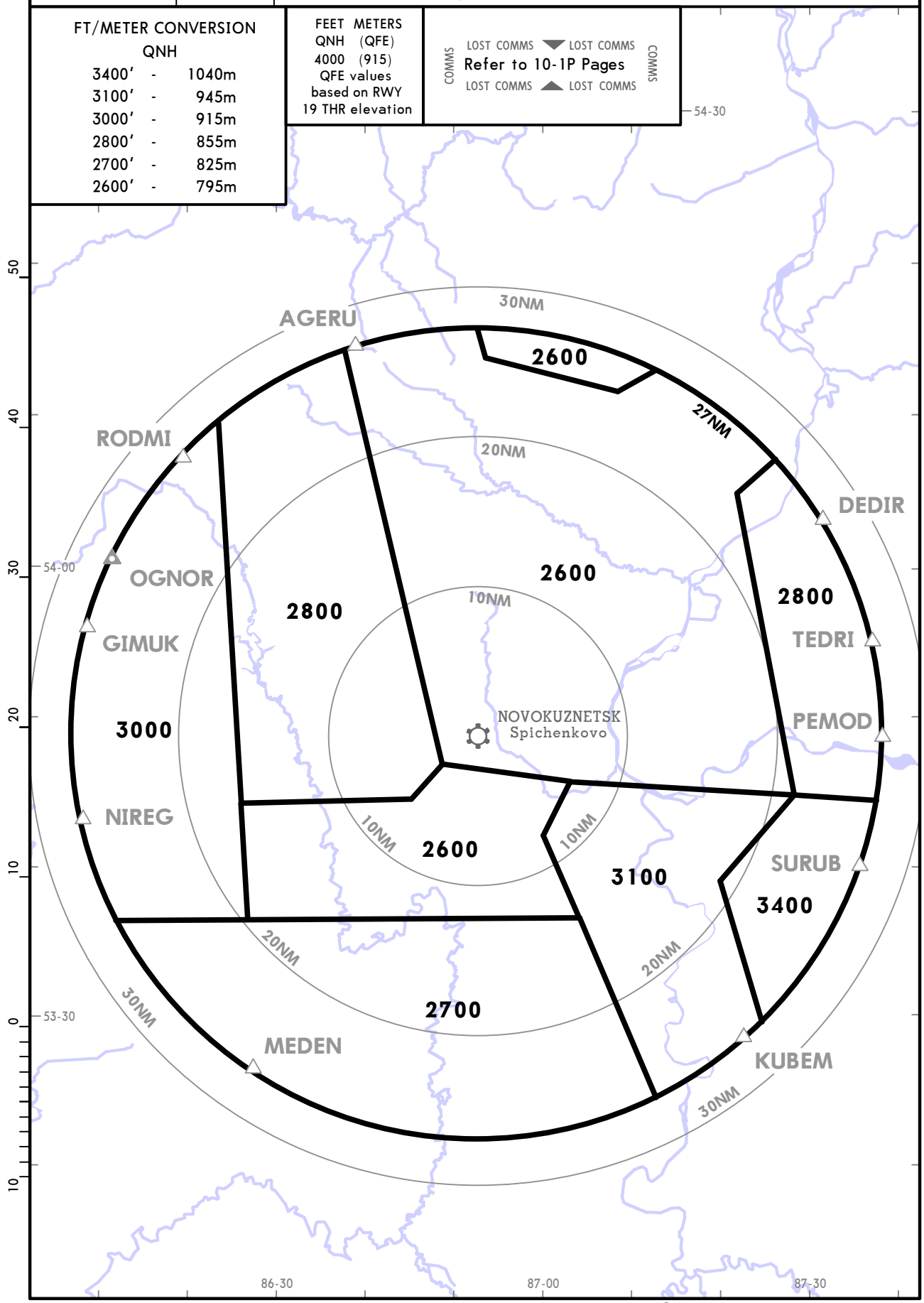
NOVOKUZNETSK, ~~RUSSIA~~
RADAR MINIMUM ALTITUDES

NOVOKUZNETSK Approach (R) 118.6	Apt Elev 1025	Alt Set: hPa (MM on request) Trans level: FL050 FL060 when QNH is less than 1013 hPa (760 mm) FL070 when QNH is less than 977 hPa (733 mm) Trans alt: 4000 QNH (QFE on request) 1. This chart may only be used for cross-checking of altitudes while under RADAR control. 2. Flight levels assigned by ATC include a correction for low temperature effect, if necessary.

FT/METER CONVERSION QNH	
3400′ -	1040m
3100′ -	945m
3000′ -	915m
2800′ -	855m
2700′ -	825m
2600′ -	795m

FEET METERS
QNH (QFE)
4000 (915)
QFE values based on RWY 19 THR elevation

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

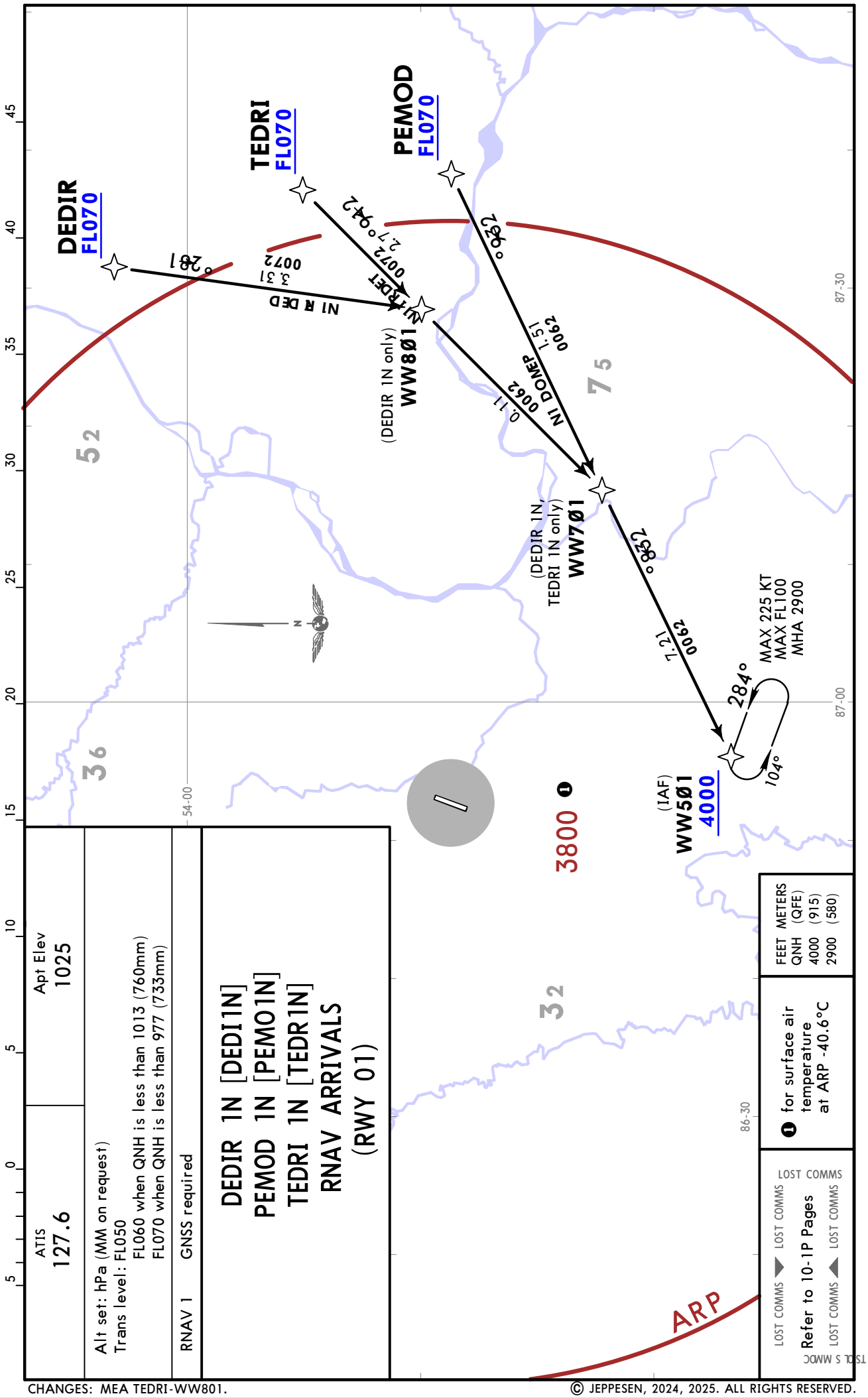


CHANGES: New chart.

UNWW/NOZ
SPICHENKOVO

JEPPESEN
14 MAR 25 | 10-2 | Eff 20 Mar

NOVOKUZNETSK, ~~RUSSIA~~
RNAV STAR



DEDIR 1N [DEDI1N]
PEMOD 1N [PEMO1N]
TEDRI 1N [TEDR1N]
RNAV ARRIVALS
(RWY 01)

Apt Elev
1025

ATIS
127.6

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

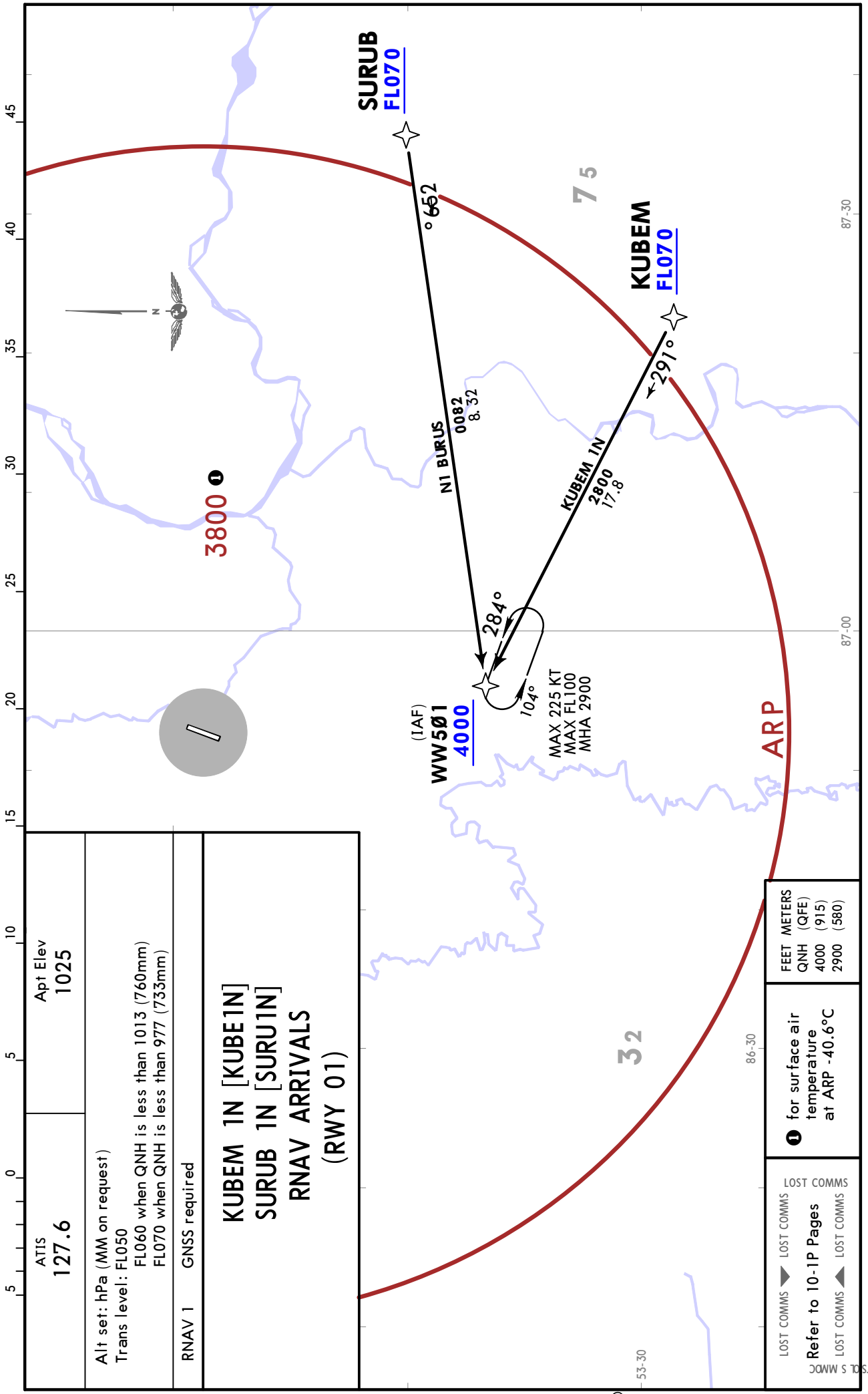
RNAV 1 GNSS required

	FEET	METERS
QNH	(QFE)	
4000	(915)	
2900	(580)	

❶ for surface air temperature at ARP -40.6°C

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

CHANGES: MEA TEDRI-WW801.



KUBEM 1N [KUBE1N]
SURUB 1N [SURU1N]
RNAV ARRIVALS
(RWY 01)

Apt Elev
1025

ATIS
127.6

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

RNAV 1 GNSS required

	FEET	METERS
QNH	(QFE)	
4000	(915)	
2900	(580)	

❶ for surface air temperature at ARP -40.6°C

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

CHANGES: None.

UNWW/NOZ
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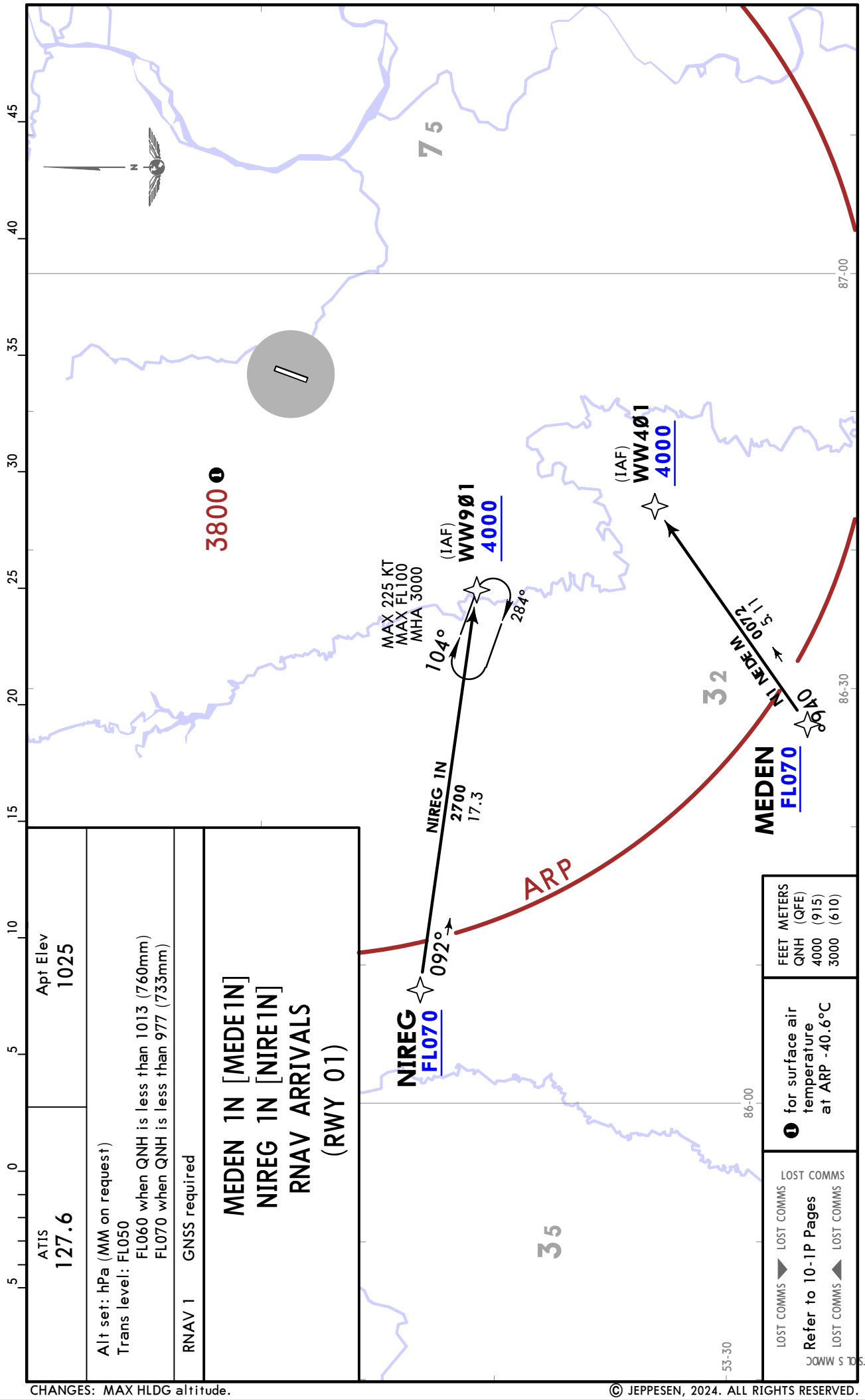
JEPPESEN
5 APR 24 (10-2B)

NOVOKUZNETSK, ~~RUSSIA~~
RNAV STAR



CHANGES: MAX HLDG altitude.

UNWW/NOZ
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JEPPESEN
5 APR 24 (10-2C)

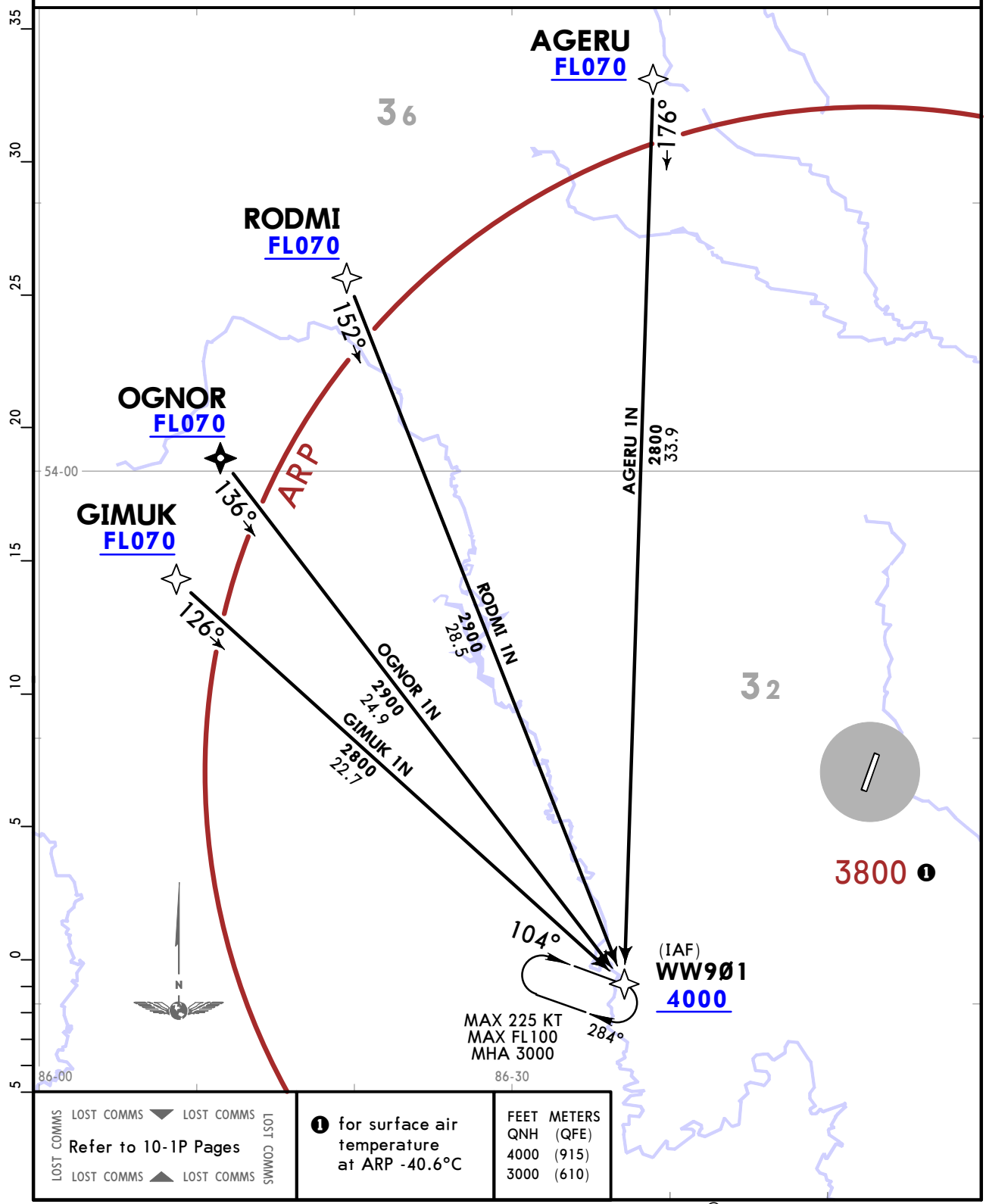
NOVOKUZNETSK, ~~RUSSIA~~
RNAV STAR

ATIS	Apt Elev
127.6	1025

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

RNAV 1 GNSS required

AGERU 1N [AGER1N], GIMUK 1N [GIMU1N]
OGNOR 1N [OGNO1N], RODMI 1N [RODM1N]
RNAV ARRIVALS
(RWY 01)



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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
4000	(915)
3000	(610)

CHANGES: MAX HLDG altitude.

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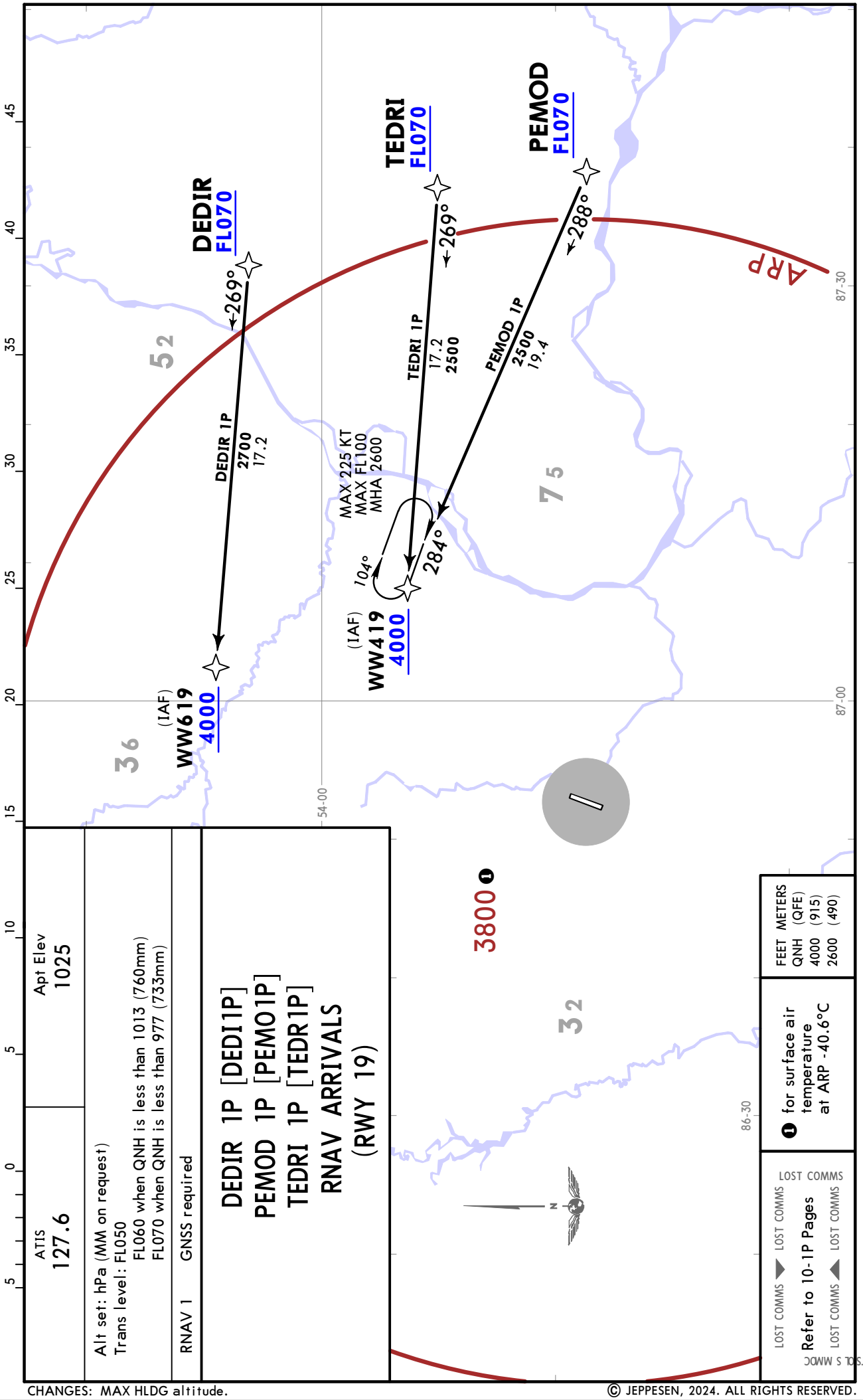
JEPPESEN
5 APR 24 (10-2D)

NOVOKUZNETSK, ~~RUSSIA~~
RNAV STAR



DEDIR 1P [DEDI1P]
PEMOD 1P [PEMO1P]
TEDRI 1P [TEDR1P]
RNAV ARRIVALS
(RWY 19)

Apt Elev
1025

ATIS
127.6

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

RNAV 1 GNSS required

FEET	METERS
QNH	(QFE)
4000	(915)
2600	(490)

1 for surface air temperature at ARP -40.6°C

LOST COMMS
LOST COMMS ◀ LOST COMMS
Refer to 10-1P Pages
LOST COMMS ▶ LOST COMMS
TSOL S MMOC

CHANGES: MAX HLDG altitude.

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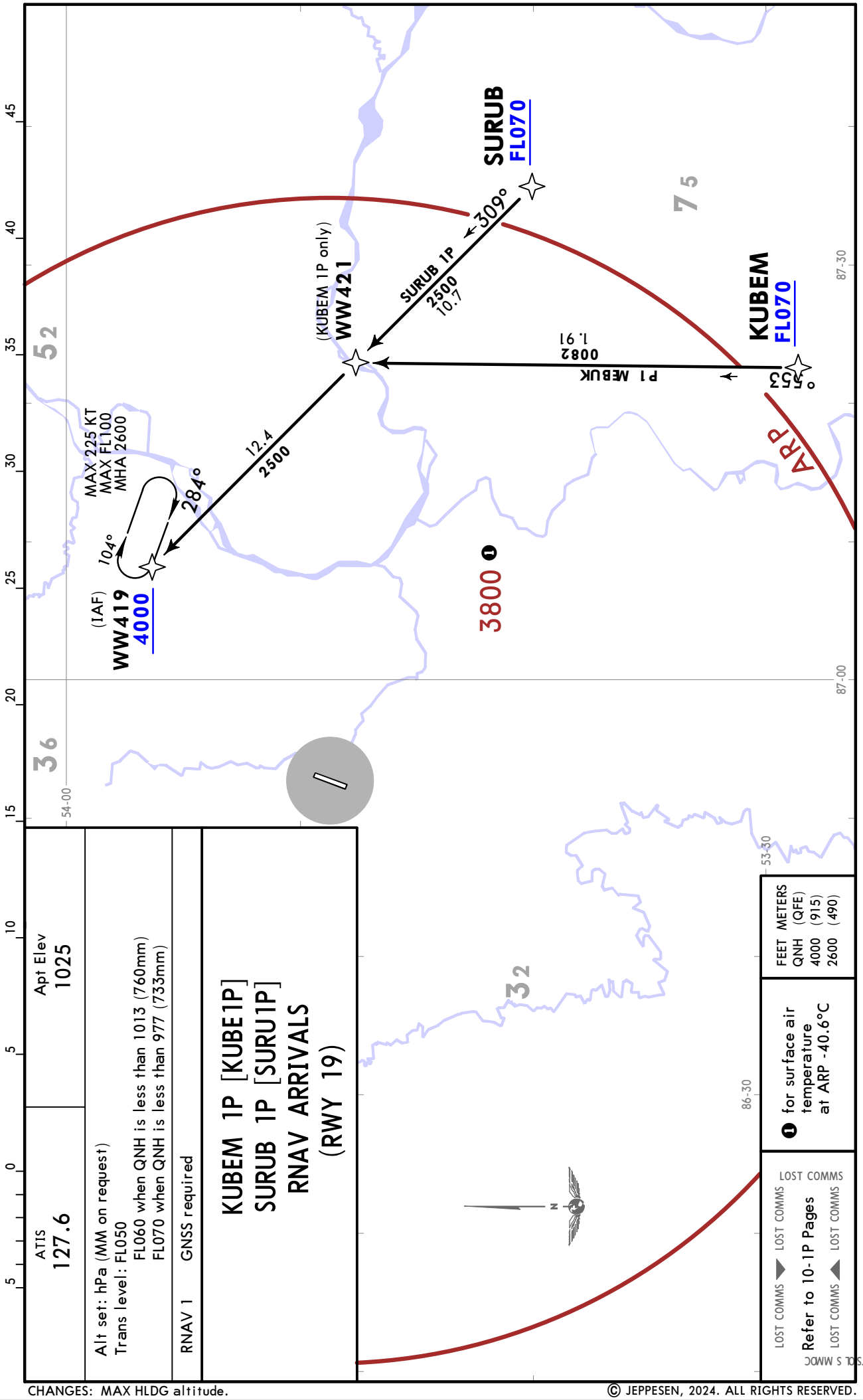
JEPPESEN
5 APR 24 (10-2E)

NOVOKUZNETSK, RUSSIA
RNAV STAR



ATIS 127.6

Apt Elev 1025

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

RNAV 1 GNSS required

KUBEM 1P [KUBE1P]
SURUB 1P [SURU1P]
RNAV ARRIVALS
(RWY 19)

FEET	METERS
QNH	(QFE)
4000	(915)
2600	(490)

❶ for surface air temperature at ARP -40.6°C

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

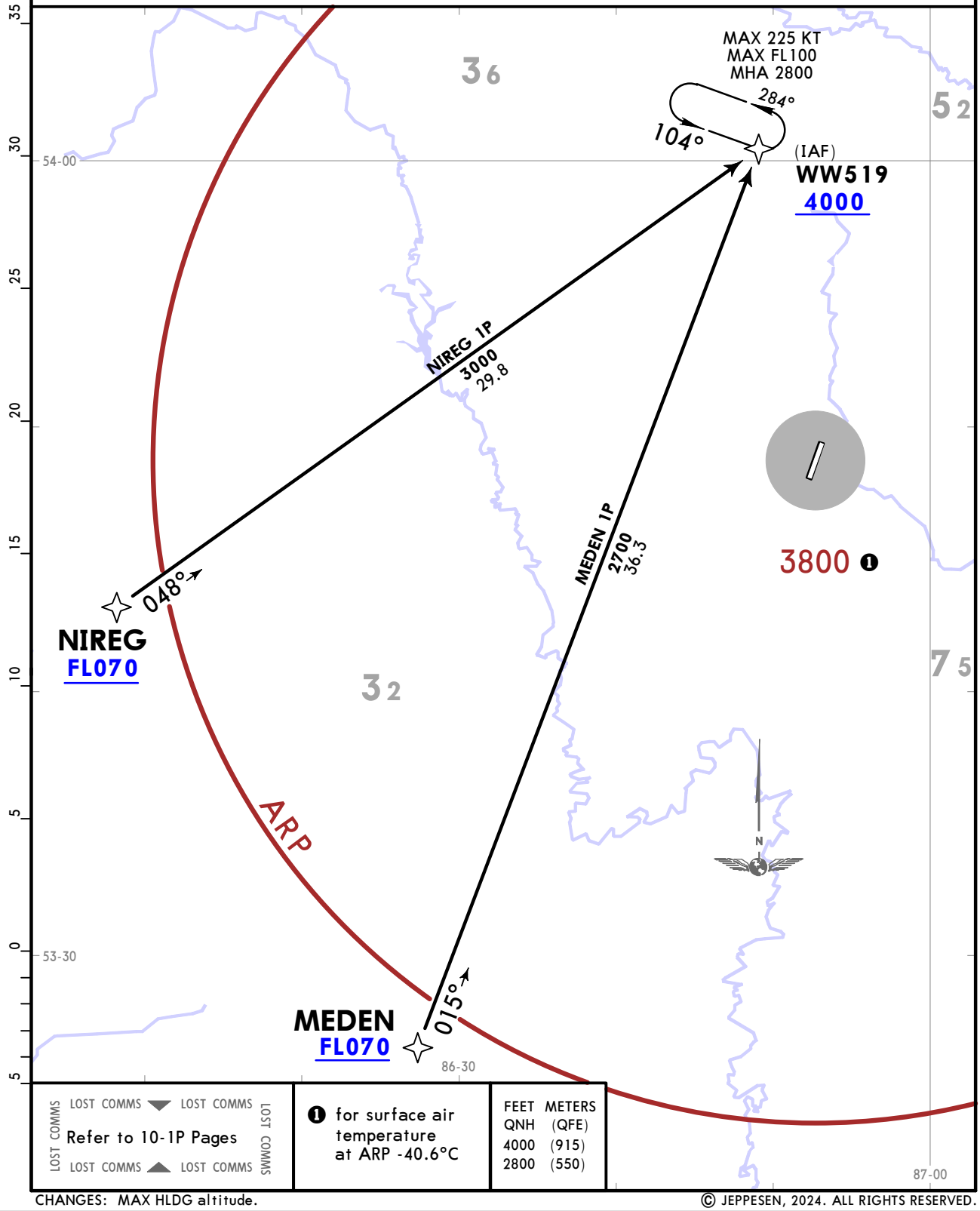
CHANGES: MAX HLDG altitude.

ATIS	Apt Elev
127.6	1025

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

RNAV 1 GNSS required

MEDEN 1P [MEDE1P]
NIREG 1P [NIRE1P]
RNAV ARRIVALS
(RWY 19)



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

❶ for surface air temperature at ARP -40.6°C

FEET QNH	METERS (QFE)
4000	(915)
2800	(550)

CHANGES: MAX HLDG altitude.

UNWW/NOZ
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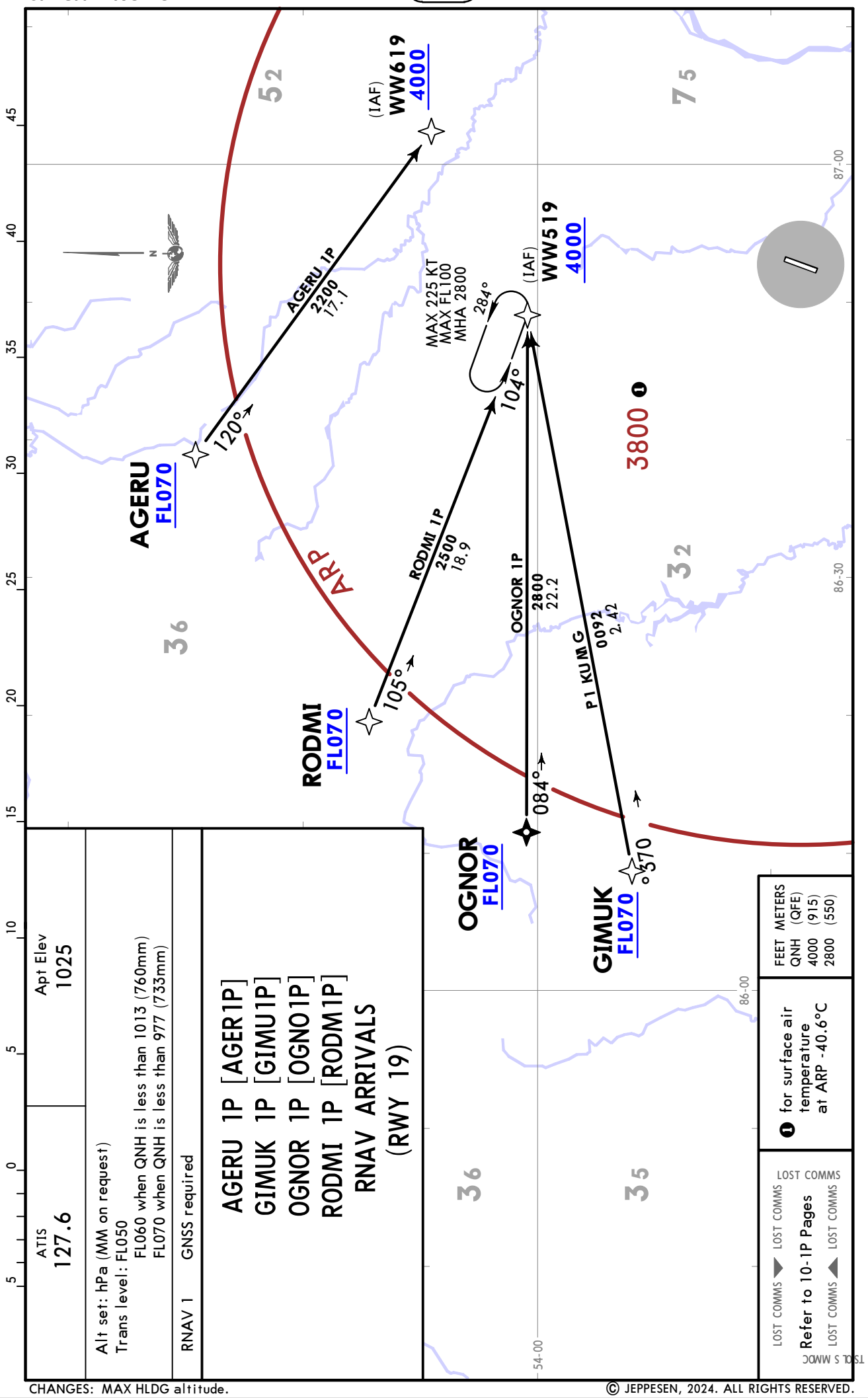
JEPPESEN
5 APR 24 (10-2G)

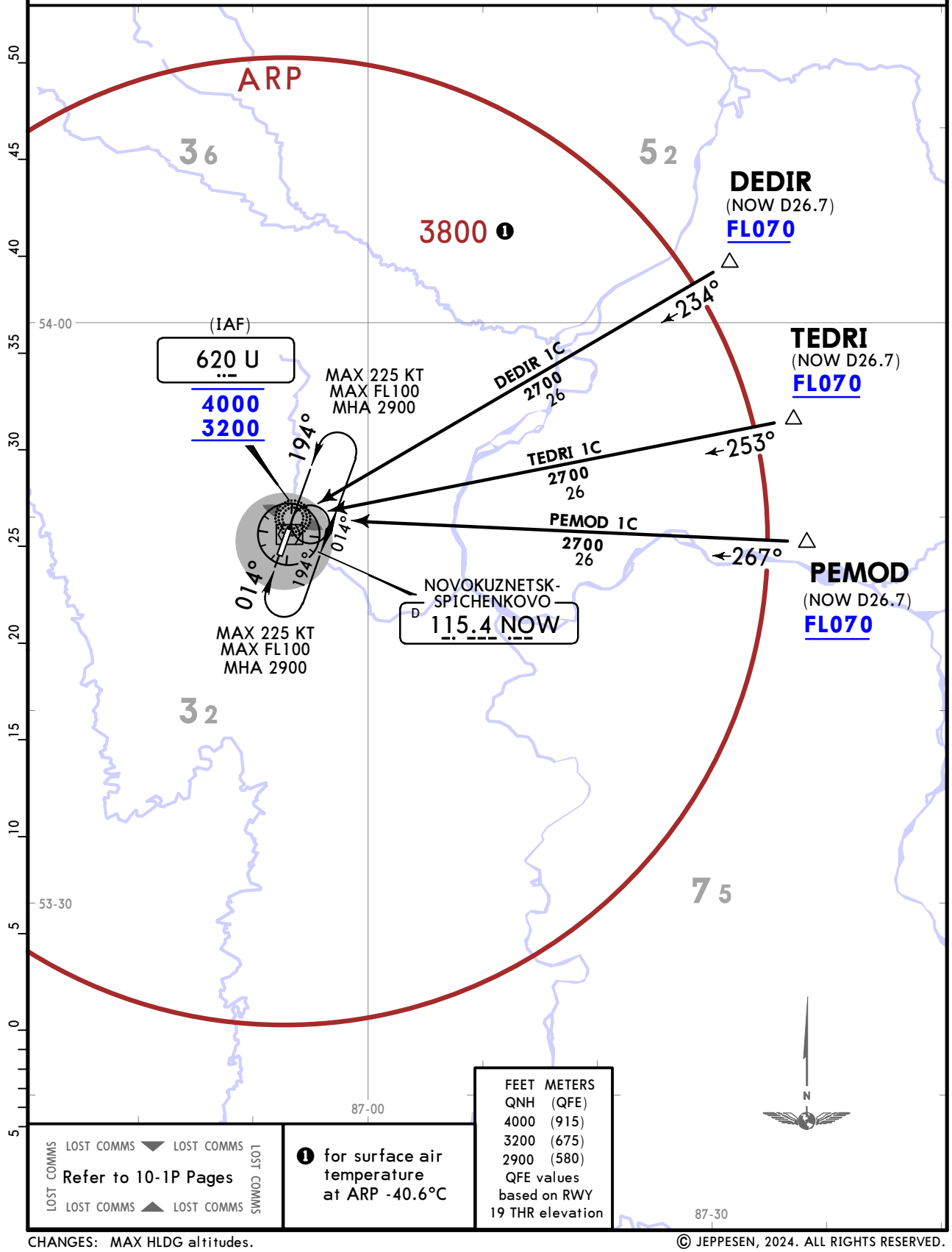
NOVOKUZNETSK, ~~RUSSIA~~
RNAV STAR



CHANGES: MAX HLDG altitude.

ATIS 127.6	Alt set: hPa (MM on request) Trans level: FL050 FL060 when QNH is less than 1013 (760mm) FL070 when QNH is less than 977 (733mm) DME or RADAR control required.
Apt Elev 1025	

DEDIR 1C [DEDI1C], PEMOD 1C [PEMO1C]
TEDRI 1C [TEDR1C]
ARRIVALS
(ALL RWYS)



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

❶ for surface air temperature at ARP -40.6°C

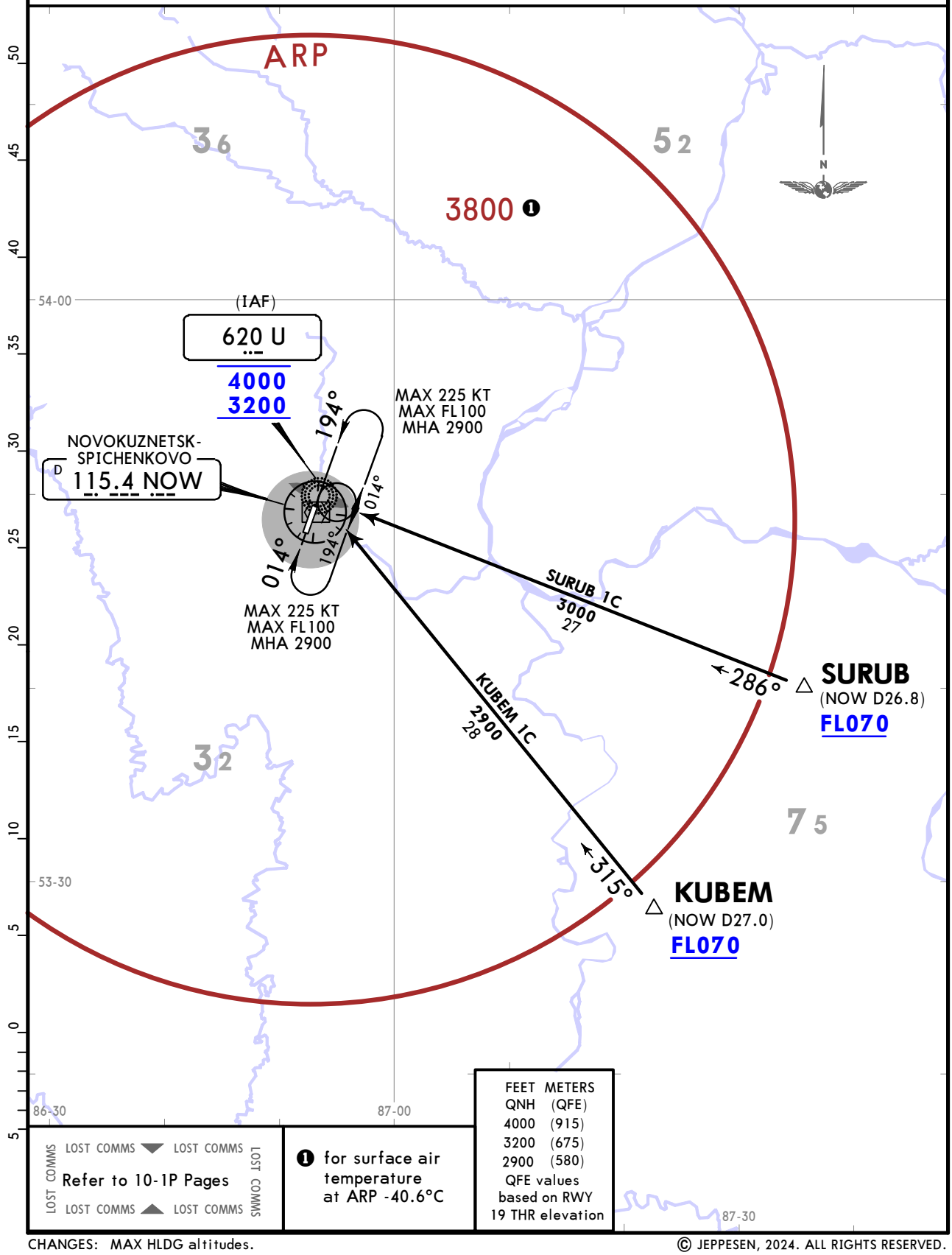
FEET	METERS
QNH	(QFE)
4000	(915)
3200	(675)
2900	(580)

QFE values based on RWY 19 THR elevation

CHANGES: MAX HLDG altitudes.

ATIS	Alt set: hPa (MM on request)
127.6	Trans level: FL050
Apt Elev	FL060 when QNH is less than 1013 (760mm)
1025	FL070 when QNH is less than 977 (733mm)
	DME or RADAR control required.

KUBEM 1C [KUBE1C]
SURUB 1C [SURU1C]
ARRIVALS
(ALL RWYS)



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

❶ for surface air temperature at ARP -40.6°C

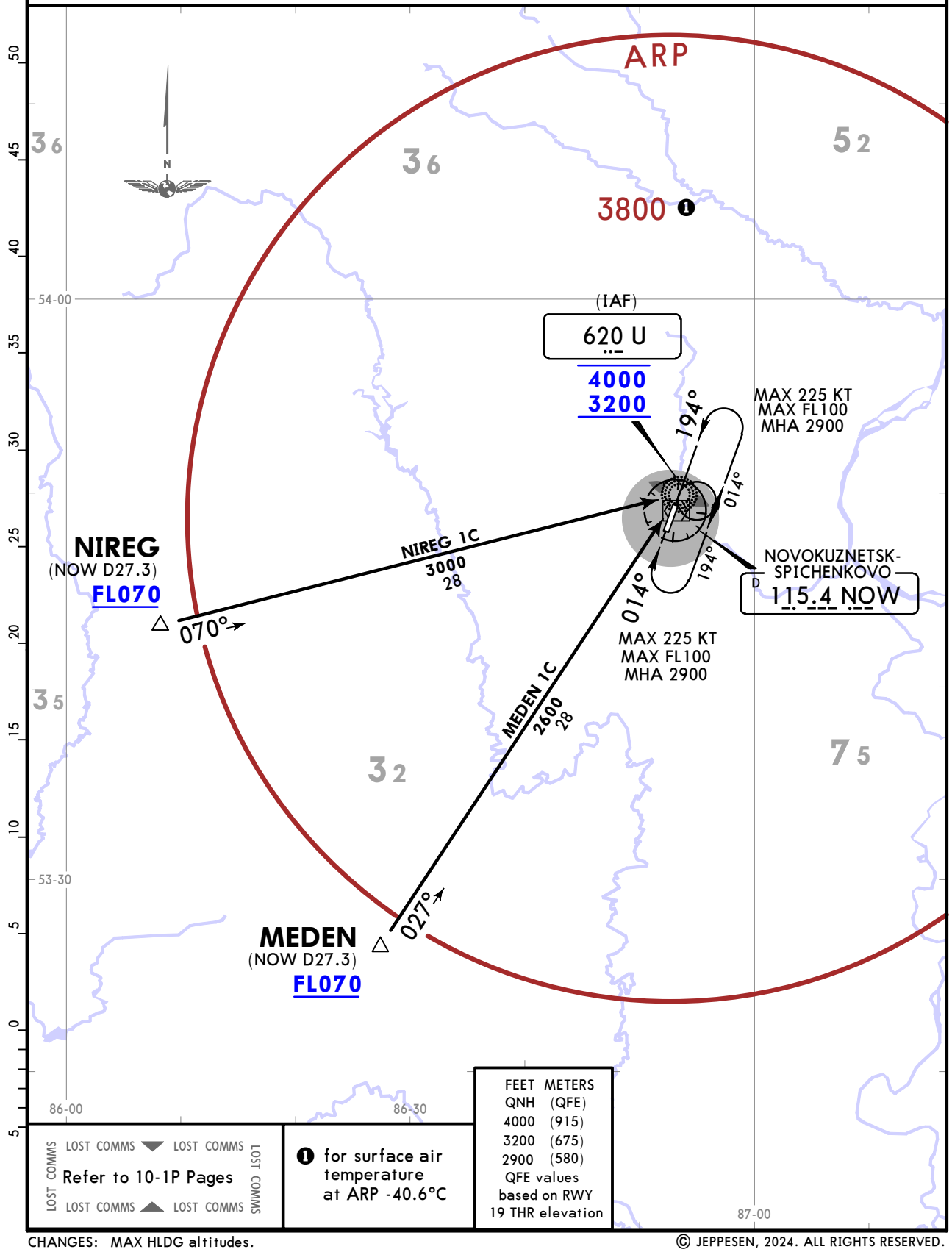
FEET	METERS
QNH	(QFE)
4000	(915)
3200	(675)
2900	(580)

QFE values based on RWY 19 THR elevation

CHANGES: MAX HLDG altitudes.

ATIS	
127.6	Alt set: hPa (MM on request) Trans level: FL050 FL060 when QNH is less than 1013 (760mm) FL070 when QNH is less than 977 (733mm) DME or RADAR control required.
Apt Elev 1025	

MEDEN 1C [MEDE1C]
NIREG 1C [NIRE1C]
ARRIVALS
(ALL RWYS)



FEET	METERS
QNH	(QFE)
4000	(915)
3200	(675)
2900	(580)

QFE values based on RWY 19 THR elevation

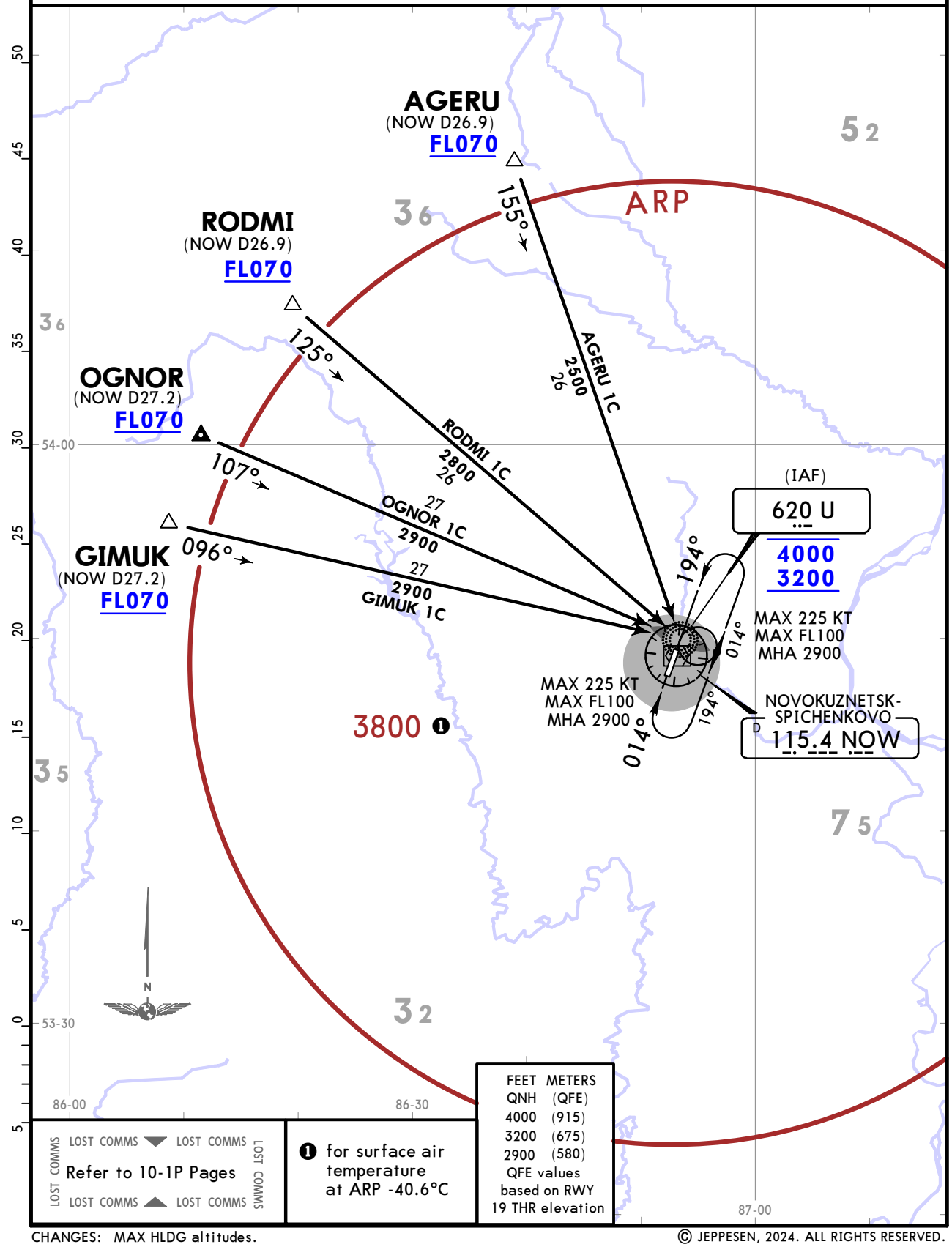
LOST COMMS ▼ LOST COMMS
Refer to 10-1P Pages
LOST COMMS ▲ LOST COMMS

❶ for surface air temperature at ARP -40.6°C

CHANGES: MAX HLDG altitudes.

ATIS	
127.6	Alt set: hPa (MM on request) Trans level: FL050 FL060 when QNH is less than 1013 (760mm) FL070 when QNH is less than 977 (733mm) DME or RADAR control required.
Apt Elev 1025	

AGERU 1C [AGER1C], GIMUK 1C [GIMU1C]
OGNOR 1C [OGNO1C], RODMI 1C [RODM1C]
ARRIVALS
(ALL RWYS)



FEET	METERS
QNH	(QFE)
4000	(915)
3200	(675)
2900	(580)

QFE values based on RWY 19 THR elevation

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

❶ for surface air temperature at ARP -40.6°C

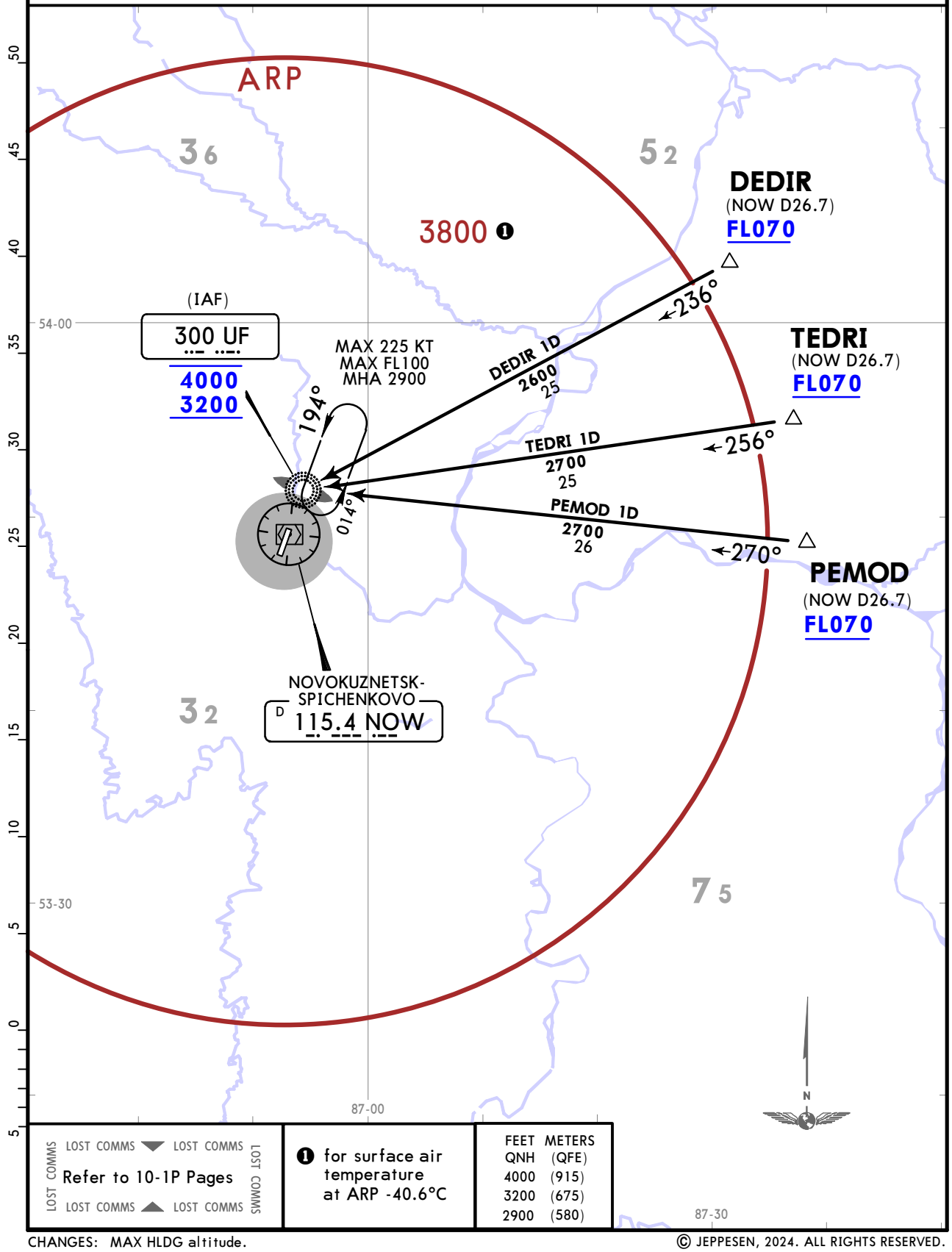
CHANGES: MAX HLDG altitudes.

ATIS
127.6

Apt Elev
1025

Alt set: hPa (MM on request)
Trans level: FL050
FL060 when QNH is less than 1013 (760mm)
FL070 when QNH is less than 977 (733mm)
DME or RADAR control required.

DEDIR 1D [DEDI1D], PEMOD 1D [PEMO1D]
TEDRI 1D [TEDR1D]
ARRIVALS
(RWY 19)



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

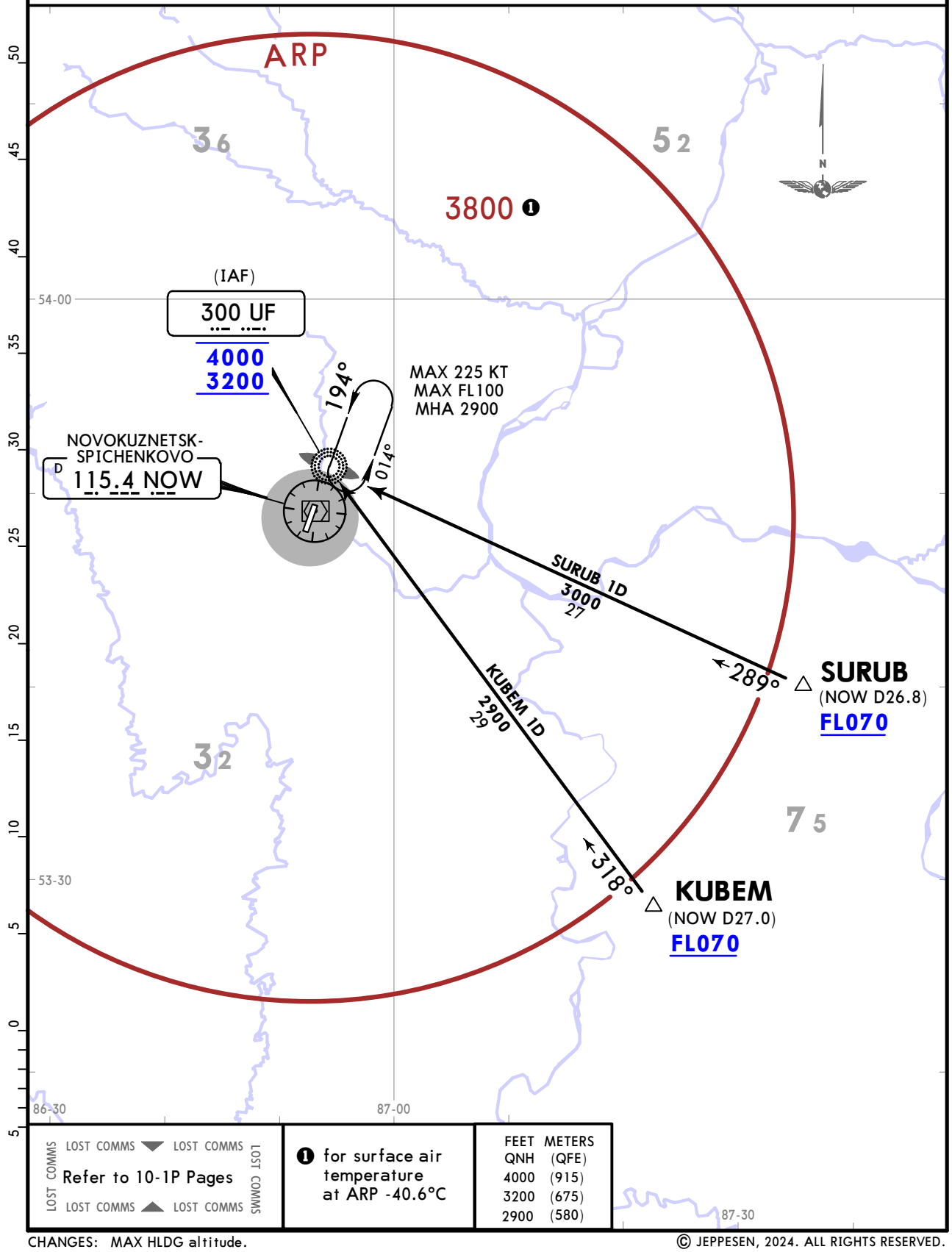
❶ for surface air temperature at ARP -40.6°C

FEET QNH	METERS (QFE)
4000	(915)
3200	(675)
2900	(580)

CHANGES: MAX HLDG altitude.

ATIS 127.6	Alt set: hPa (MM on request) Trans level: FL050 FL060 when QNH is less than 1013 (760mm) FL070 when QNH is less than 977 (733mm) DME or RADAR control required.
Apt Elev 1025	

KUBEM 1D [KUBE1D]
SURUB 1D [SURU1D]
ARRIVALS
(RWY 19)

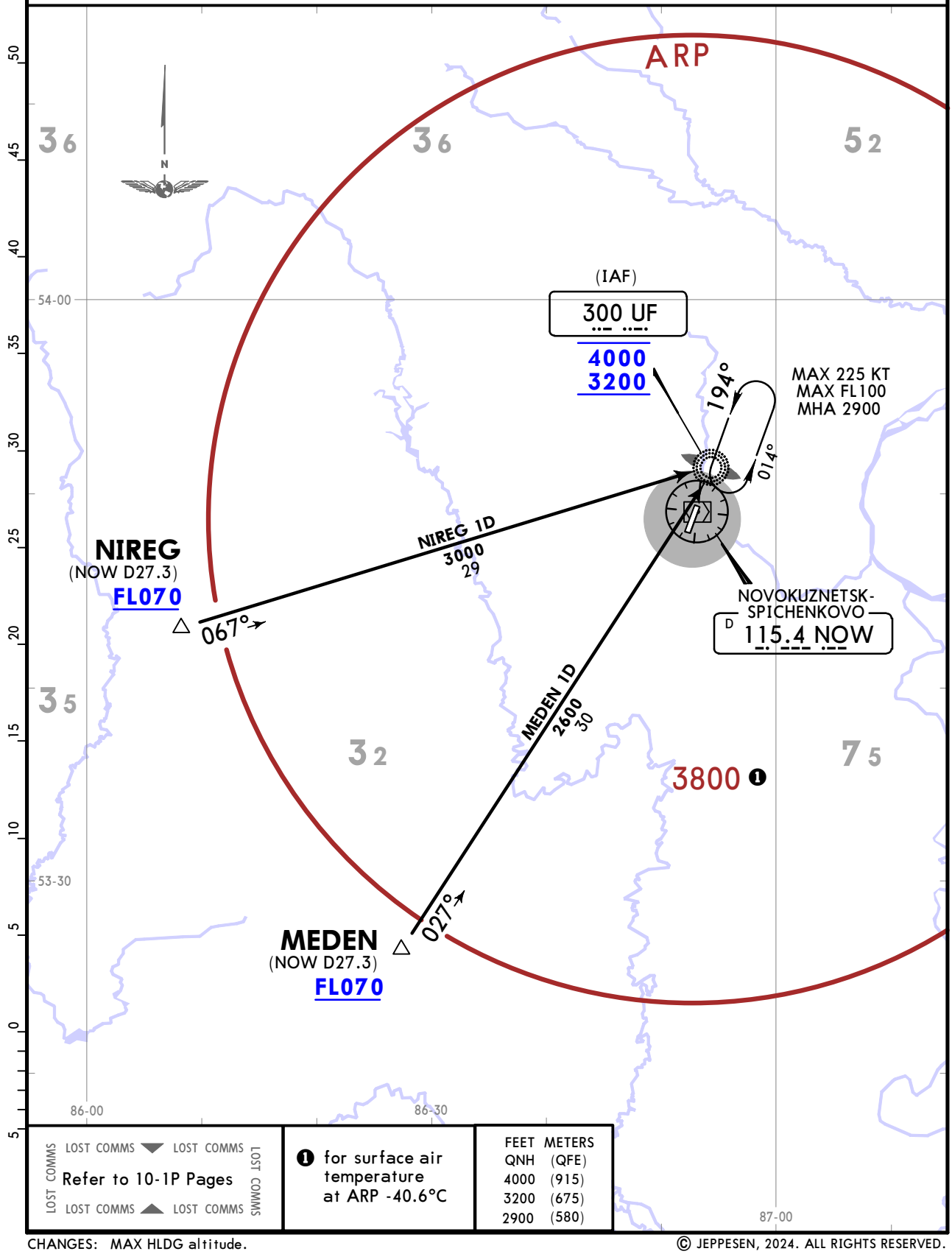


LOST COMMS ▼ LOST COMMS Refer to 10-1P Pages LOST COMMS ▲ LOST COMMS	❶ for surface air temperature at ARP -40.6°C	FEET METERS QNH (QFE) 4000 (915) 3200 (675) 2900 (580)

CHANGES: MAX HLDG altitude.

ATIS	
127.6	Alt set: hPa (MM on request) Trans level: FL050 FL060 when QNH is less than 1013 (760mm) FL070 when QNH is less than 977 (733mm) DME or RADAR control required.
Apt Elev 1025	

MEDEN 1D [MEDE1D]
NIREG 1D [NIRE1D]
ARRIVALS
(RWY 19)



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

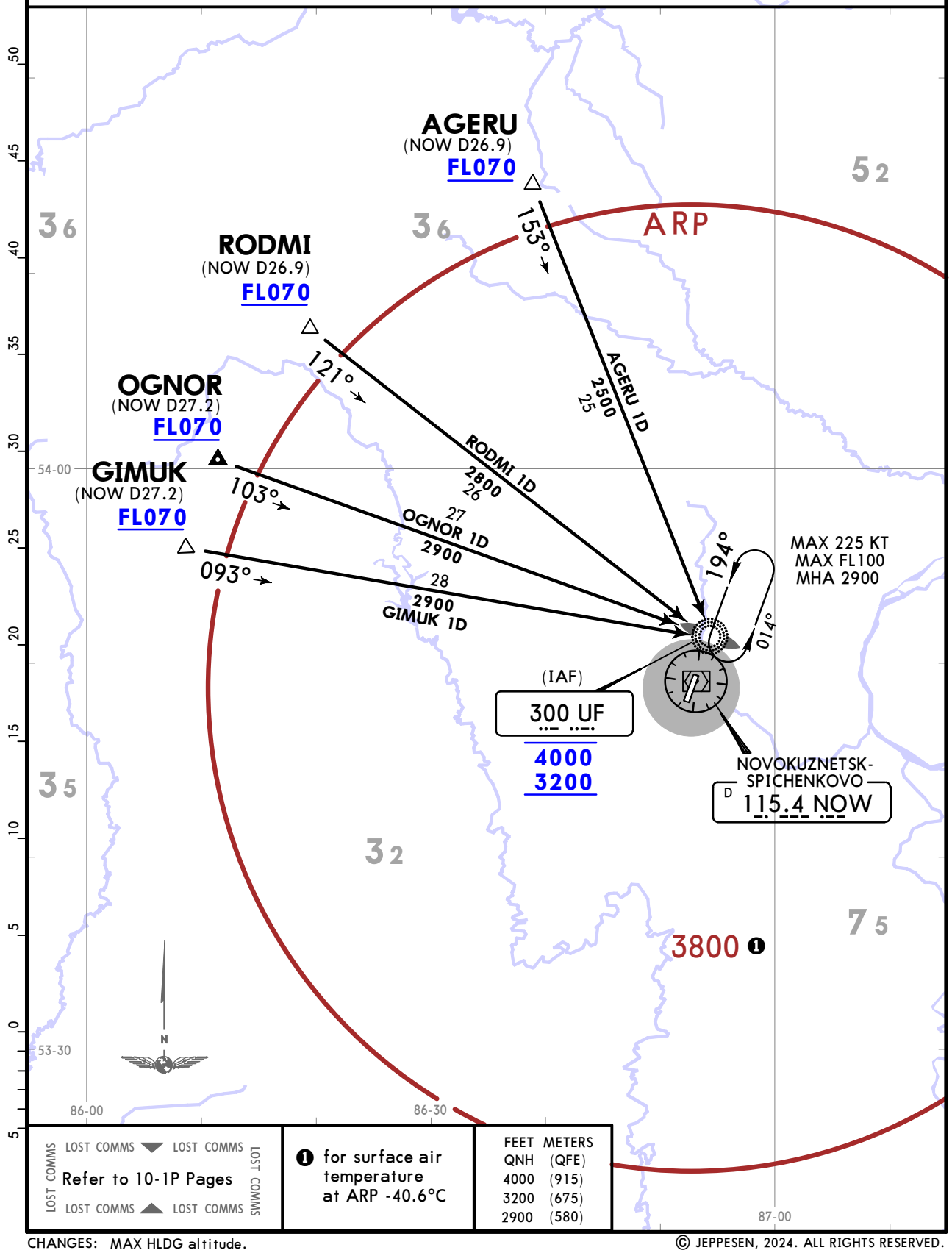
❶ for surface air temperature at ARP -40.6°C

FEET QNH	METERS (QFE)
4000	(915)
3200	(675)
2900	(580)

CHANGES: MAX HLDG altitude.

ATIS 127.6	Alt set: hPa (MM on request) Trans level: FL050 FL060 when QNH is less than 1013 (760mm) FL070 when QNH is less than 977 (733mm) DME or RADAR control required.
Apt Elev 1025	

AGERU 1D [AGER1D], GIMUK 1D [GIMU1D]
OGNOR 1D [OGNO1D], RODMI 1D [RODM1D]
ARRIVALS
(RWY 19)



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

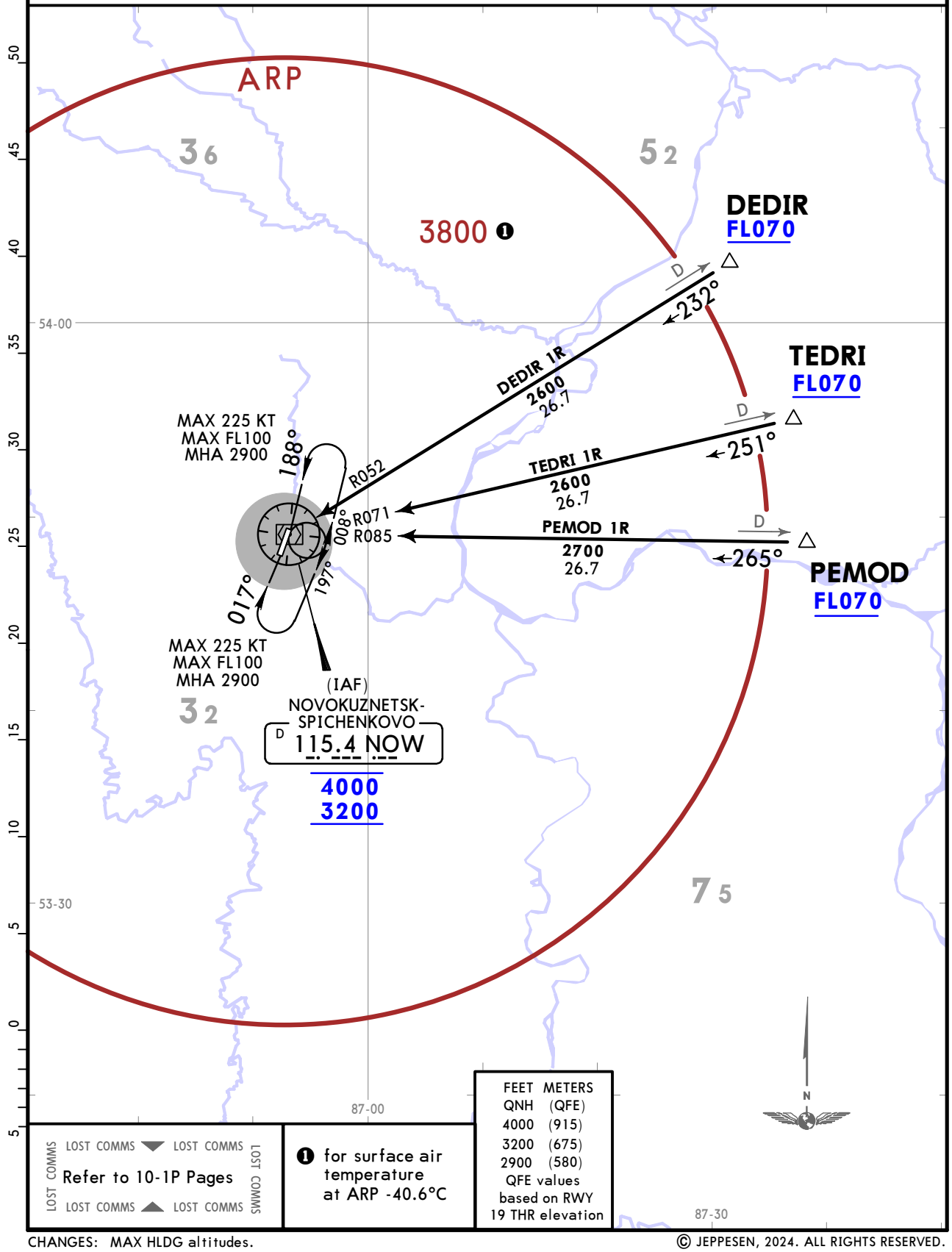
❶ for surface air temperature at ARP -40.6°C

FEET QNH	METERS (QFE)
4000	(915)
3200	(675)
2900	(580)

CHANGES: MAX HLDG altitude.

ATIS 127.6	Alt set: hPa (MM on request) Trans level: FL050 FL060 when QNH is less than 1013 (760mm) FL070 when QNH is less than 977 (733mm) DME required.
Apt Elev 1025	

DEDIR 1R [DEDI1R], PEMOD 1R [PEMO1R]
TEDRI 1R [TEDR1R]
ARRIVALS
(ALL RWYS)



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

❶ for surface air temperature at ARP -40.6°C

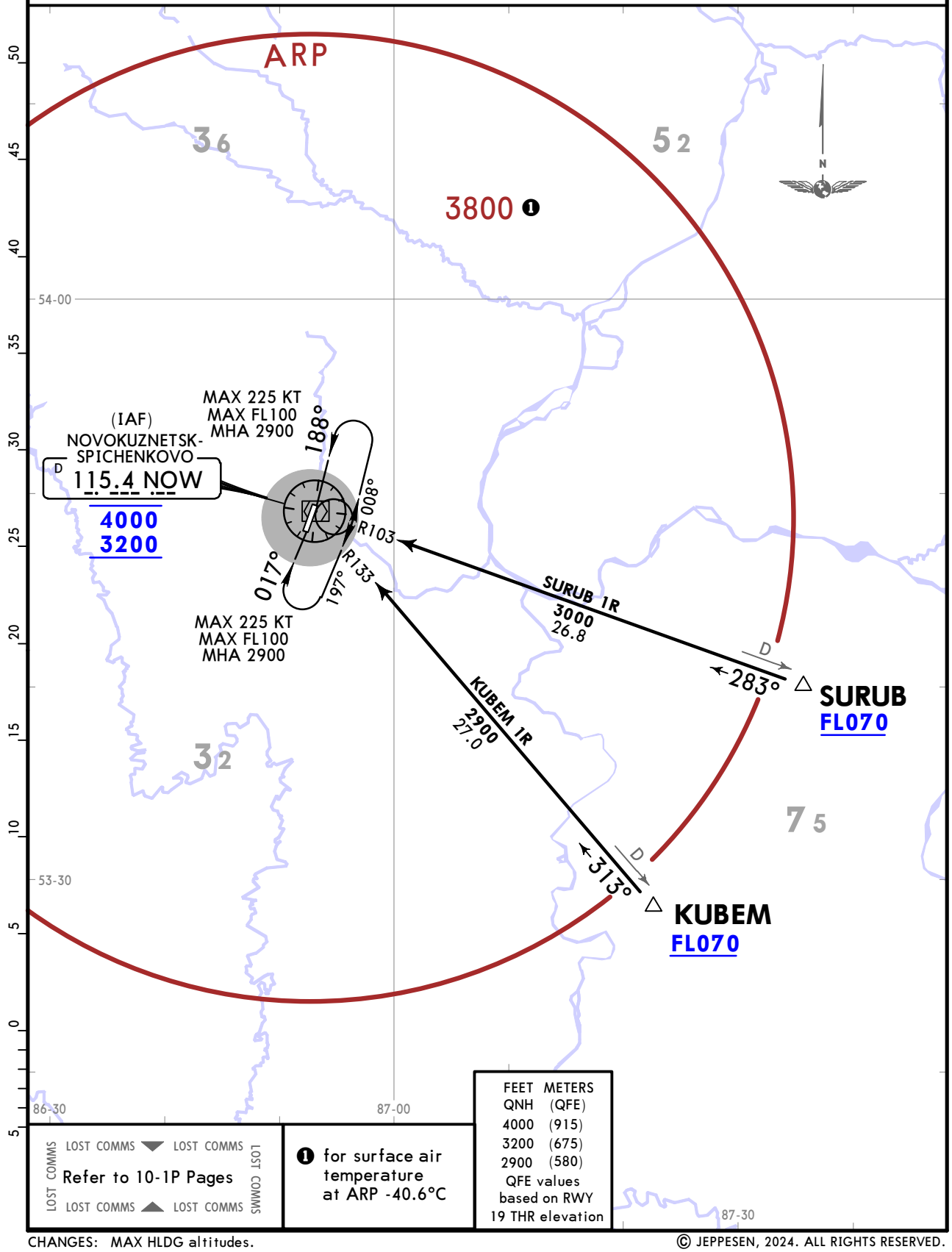
FEET	METERS
QNH	(QFE)
4000	(915)
3200	(675)
2900	(580)

QFE values based on RWY 19 THR elevation

CHANGES: MAX HLDG altitudes.

ATIS 127.6	Alt set: hPa (MM on request) Trans level: FL050 FL060 when QNH is less than 1013 (760mm) FL070 when QNH is less than 977 (733mm) DME required.
Apt Elev 1025	

KUBEM 1R [KUBE1R]
SURUB 1R [SURU1R]
ARRIVALS
(ALL RWYS)



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

❶ for surface air temperature at ARP -40.6°C

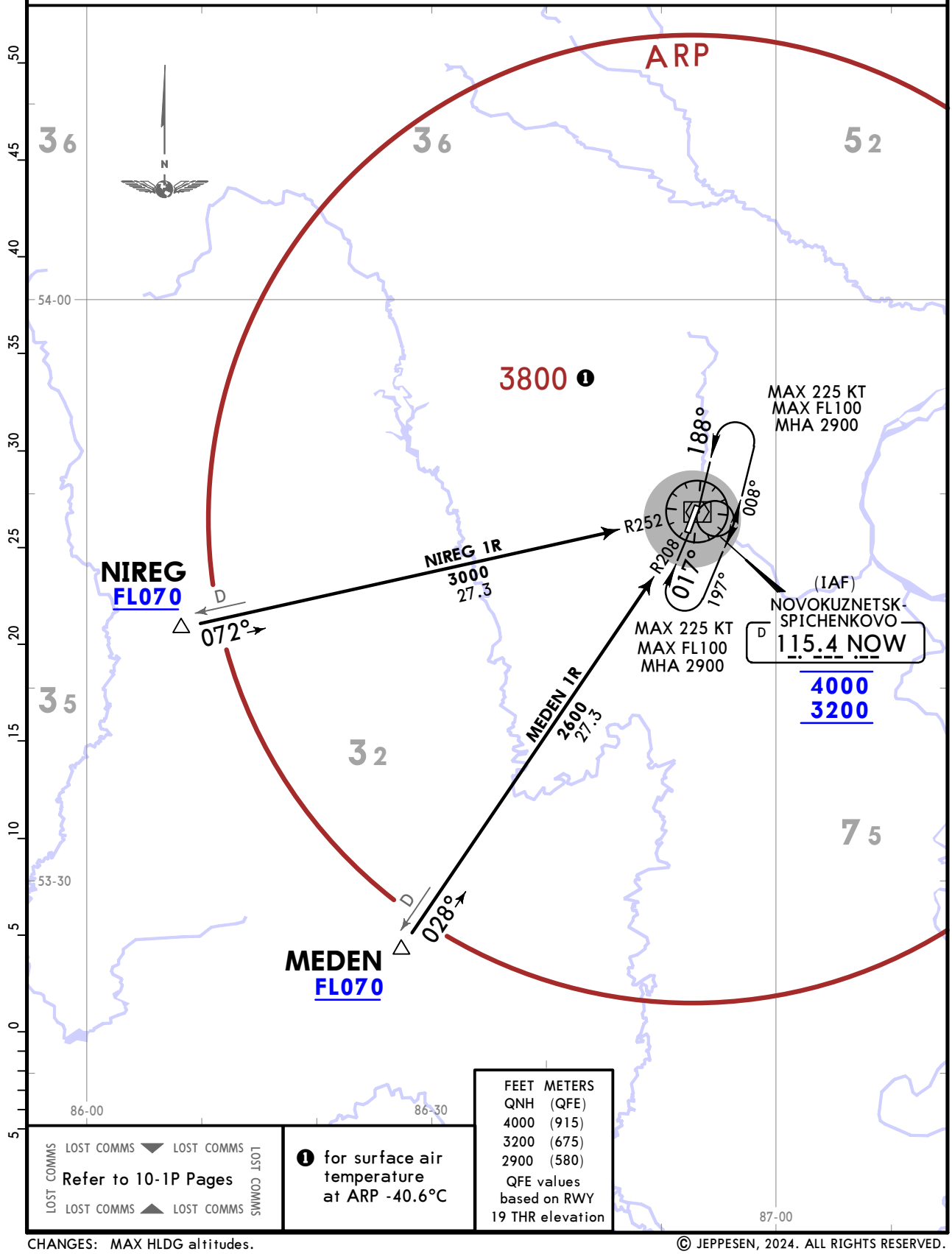
FEET	METERS
QNH	(QFE)
4000	(915)
3200	(675)
2900	(580)

QFE values based on RWY 19 THR elevation

CHANGES: MAX HLDG altitudes.

ATIS 127.6	Alt set: hPa (MM on request) Trans level: FL050 FL060 when QNH is less than 1013 (760mm) FL070 when QNH is less than 977 (733mm)
Apt Elev 1025	DME required.

MEDEN 1R [MEDE1R]
NIREG 1R [NIRE1R]
ARRIVALS
(ALL RWYS)



FEET	METERS
QNH	(QFE)
4000	(915)
3200	(675)
2900	(580)

QFE values based on RWY 19 THR elevation

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

❶ for surface air temperature at ARP -40.6°C

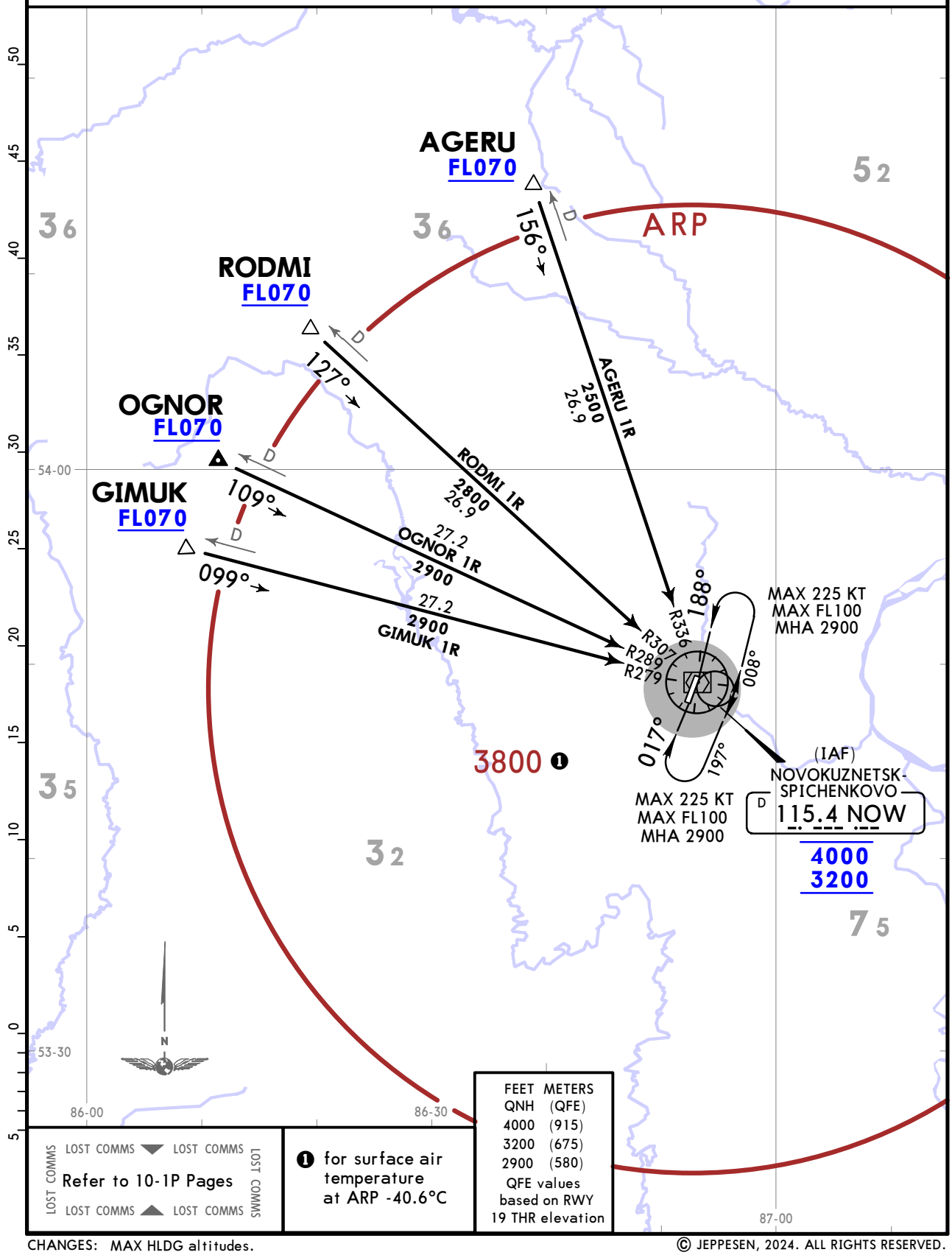
CHANGES: MAX HLDG altitudes.

ATIS
127.6

Apt Elev
1025

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

AGERU 1R [AGER1R], GIMUK 1R [GIMU1R]
OGNOR 1R [OGNO1R], RODMI 1R [RODM1R]
ARRIVALS
(ALL RWYS)



FEET METERS
QNH (QFE)
4000 (915)
3200 (675)
2900 (580)
QFE values based on RWY 19 THR elevation

❶ for surface air temperature at ARP -40.6°C

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

CHANGES: MAX HLDG altitudes.

Apt Elev 1024	Trans alt: 4000 QNH (QFE on request)
	RNAV 1 GNSS required

DEDIR 1L [DEDI1L]
PEMOD 1L [PEMO1L]
TEDRI 1L [TEDR1L]
RNAV DEPARTURES
(RWY 01)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
4000	(915)

ARP

36 52 75 32

N

DEDIR
FL070

DEDIR 1L
21.8

063°

085°

TEDRI 1L
23.8

TEDRI
FL070

099°

PEMOD 1L
25.4

PEMOD
FL070

WWØ11
MAX
230 KT

6.4

014°

3800 ❶

54-00

87-00

87-30

45 40 35 30 25 20 15 10 5 0 5

CHANGES: Procedures completely revised.

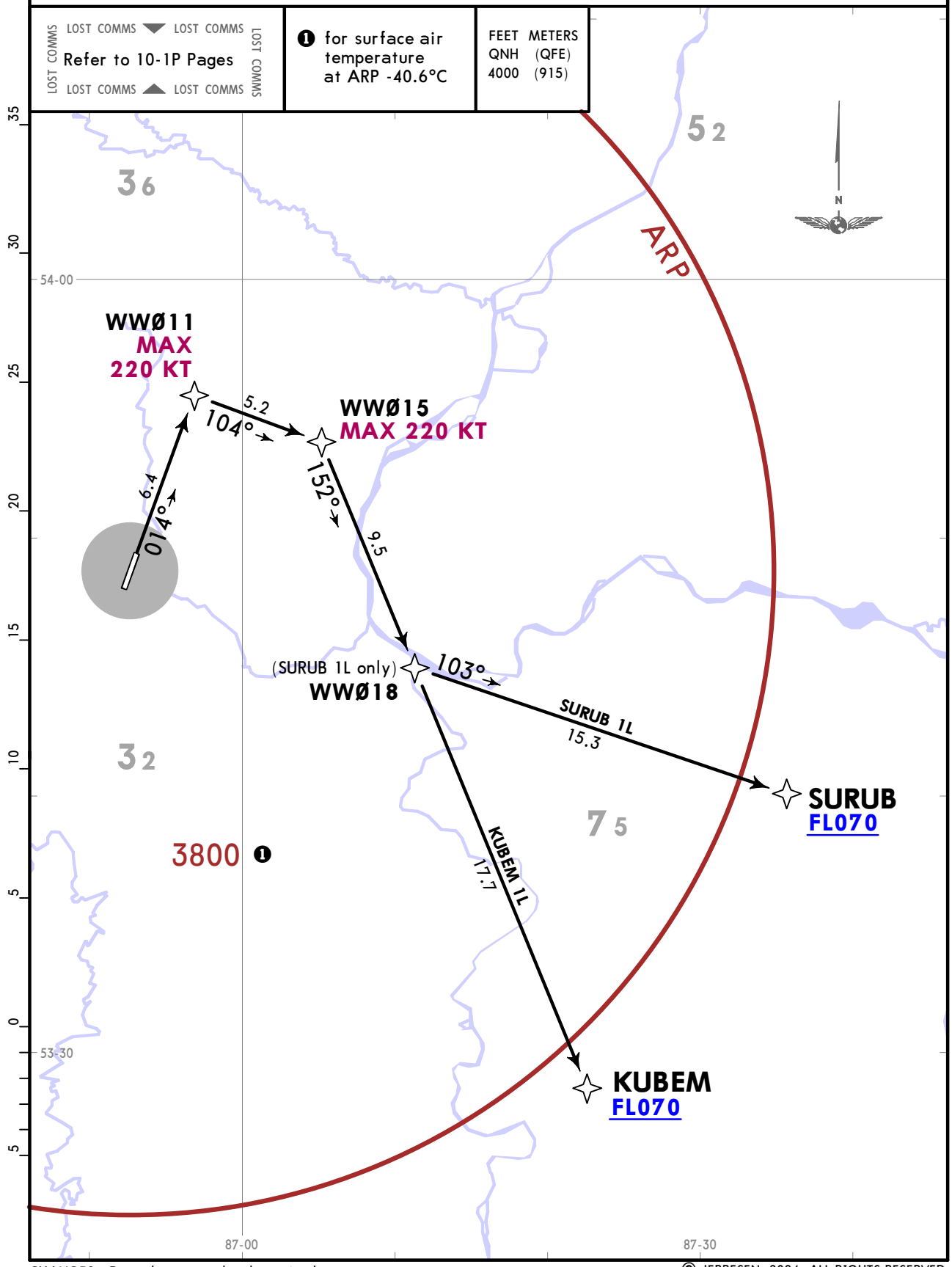
Apt Elev 1024	Trans alt: 4000 QNH (QFE on request)
	RNAV 1 GNSS required

KUBEM 1L [KUBE1L]
SURUB 1L [SURU1L]
RNAV DEPARTURES
(RWY 01)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
4000	(915)



Apt Elev 1024	Trans alt: 4000 QNH (QFE on request)
	RNAV 1 GNSS required

MEDEN 1L [MEDE1L]
NIREG 1L [NIRE1L]
RNAV DEPARTURES
(RWY 01)

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

ⓘ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
4000	(915)

WW012
MAX 220 KT

WW011
MAX 220 KT

231°
193°
6.9
284°
6.4
014°
NIREG 1L
26.7
MEDEN 1L
33.3

NIREG
FL070

MEDEN
FL070

ARP

3800 ⓘ

36 52 32 75

54-00 53-30 86-30 87-00

CHANGES: Procedures completely revised.

Apt Elev 1024	Trans alt: 4000 QNH (QFE on request)
	RNAV 1 GNSS required

AGERU 1L [AGER1L]
GIMUK 1L [GIMU1L]
OGNOR 1L [OGNO1L]
RODMI 1L [RODM1L]
RNAV DEPARTURES
(RWY 01)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
4000	(915)

AGERU
FL070

RODMI
FL070

OGNOR
FL070

GIMUK
FL070

ARP

AGERU 1L 21.8

RODMI 1L 24.9

OGNOR 1L 20.5

GIMUK 1L 10.3

13.9

272°

231°

280°

292°

325°

6.9

284°

6.4

014°

WW012
MAX
220 KT

WW011
AGERU 1L,
RODMI 1L:
MAX
230 KT
GIMUK 1L,
OGNOR 1L:
MAX
220 KT

WW014

3800 ❶

54-00

86-30

87-00

CHANGES: Procedures completely revised.

Apt Elev 1024

Trans alt: 4000 QNH (QFE on request)

RNAV 1 GNSS required

1. These RNAV SIDs require permission to overfly UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 (during their activity) or coordination with ATS.
2. EXPECT close-in obstacles.

DEDIR 1M [DEDI1M]
PEMOD 1M [PEMO1M]
TEDRI 1M [TEDR1M]
RNAV DEPARTURES
(RWY 19)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
4000	(915)

ARP

5 2

3 6

3 2

7 5

54-00

87-00

87-30

3800 ❶

DEDIR
FL070

TEDRI
FL070

PEMOD
FL070

DEDIR 1M 15.8

TEDRI 1M 10.4

PEMOD 1M 14.9

010°

041°

7.4

(DEDIR 1M only)
WW196

(DEDIR 1M, TEDRI 1M only)
WW195

9.1

061°

WW194

104°

7.9

WW192
MAX
230 KT

6.3

194°

UN(R)-1986

UN(R)-1987

UN(R)-1939

UN(R)-1940

UN(R)-1962

Apt Elev
1024

Trans alt: 4000 QNH (QFE on request)

RNAV 1 GNSS required

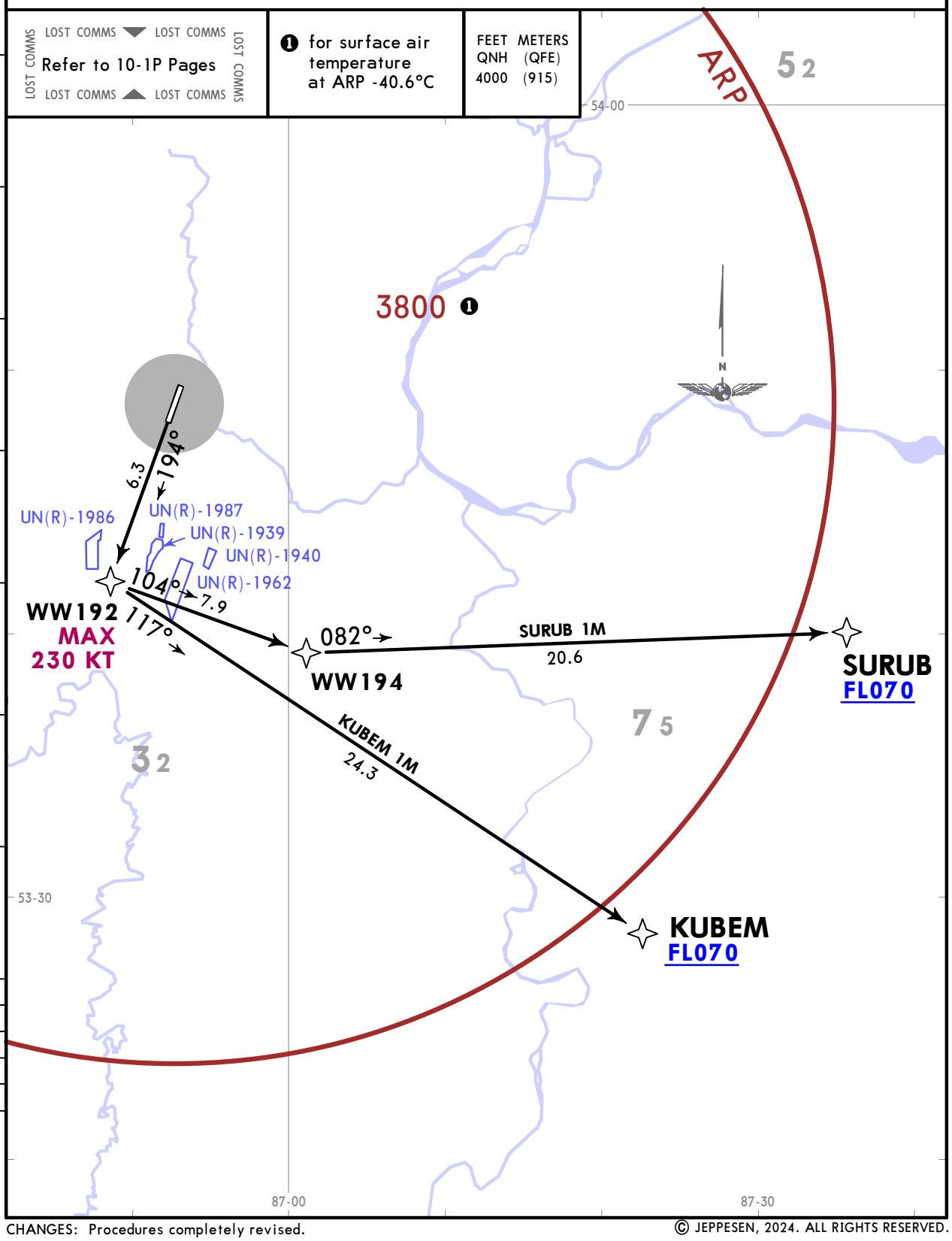
1. These RNAV SIDs require permission to overfly UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 (during their activity) or coordination with ATS.
2. EXPECT close-in obstacles.

KUBEM 1M [KUBE1M]
SURUB 1M [SURU1M]
RNAV DEPARTURES
(RWY 19)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
4000	(915)



CHANGES: Procedures completely revised.

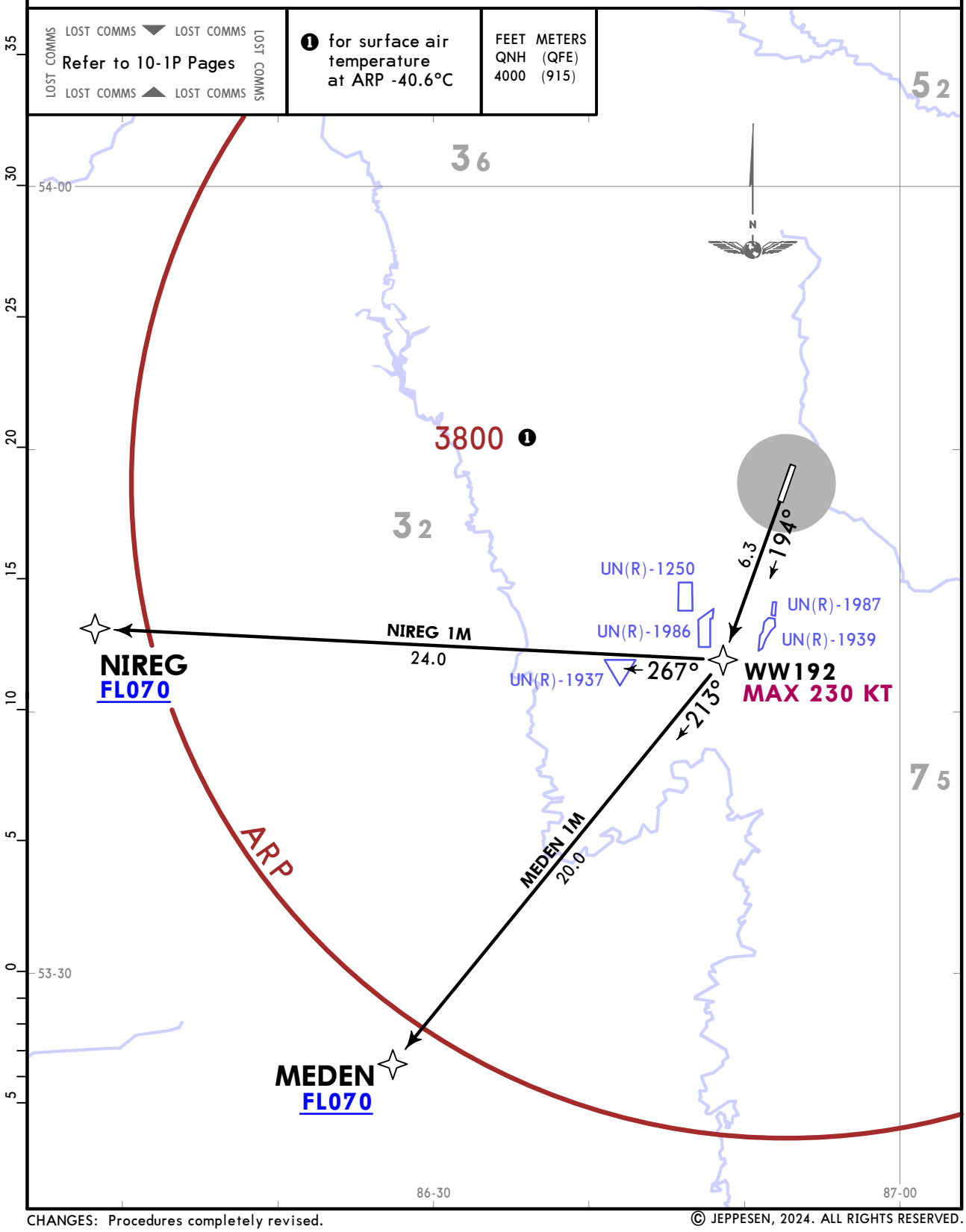
Apt Elev 1024	Trans alt: 4000 QNH (QFE on request)
	RNAV 1 GNSS required
	1. These RNAV SIDs require permission to overfly UN(R)-1250, UN(R)-1937, UN(R)-1939, UN(R)-1986, UN(R)-1987 (during their activity) or coordination with ATS. 2. EXPECT close-in obstacles.

MEDEN 1M [MEDE1M]
NIREG 1M [NIRE1M]
RNAV DEPARTURES
(RWY 19)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
4000	(915)



CHANGES: Procedures completely revised.

Apt Elev 1024

Trans alt: 4000 QNH (QFE on request)

RNAV 1 GNSS required

1. These RNAV SIDs require permission to overfly UN(R)-1250, UN(R)-1937, UN(R)-1939, UN(R)-1986, UN(R)-1987 (during their activity) or coordination with ATS.
2. EXPECT close-in obstacles.

AGERU 1M [AGER1M], GIMUK 1M [GIMU1M] OGNOR 1M [OGNO1M], RODMI 1M [RODM1M] RNAV DEPARTURES (RWY 19)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
4000	(915)

AGERU FL070
RODMI FL070
OGNOR FL070
GIMUK FL070
ARP
AGERU 1M 30.8
RODMI 1M 26.4
OGNOR 1M 23.8
GIMUK 1M 22.2
327°
353°
309°
297°
194°
6.3
5.4
284°
3800 ❶
UN(R)-1986
UN(R)-1250
UN(R)-1987
UN(R)-1939
UN(R)-1937
WW193
AGERU 1M:
MAX 220 KT
GIMUK 1M, OGNOR 1M, RODMI 1M:
MAX 230 KT
WW192
MAX 210 KT
54-00
86-30
87-00

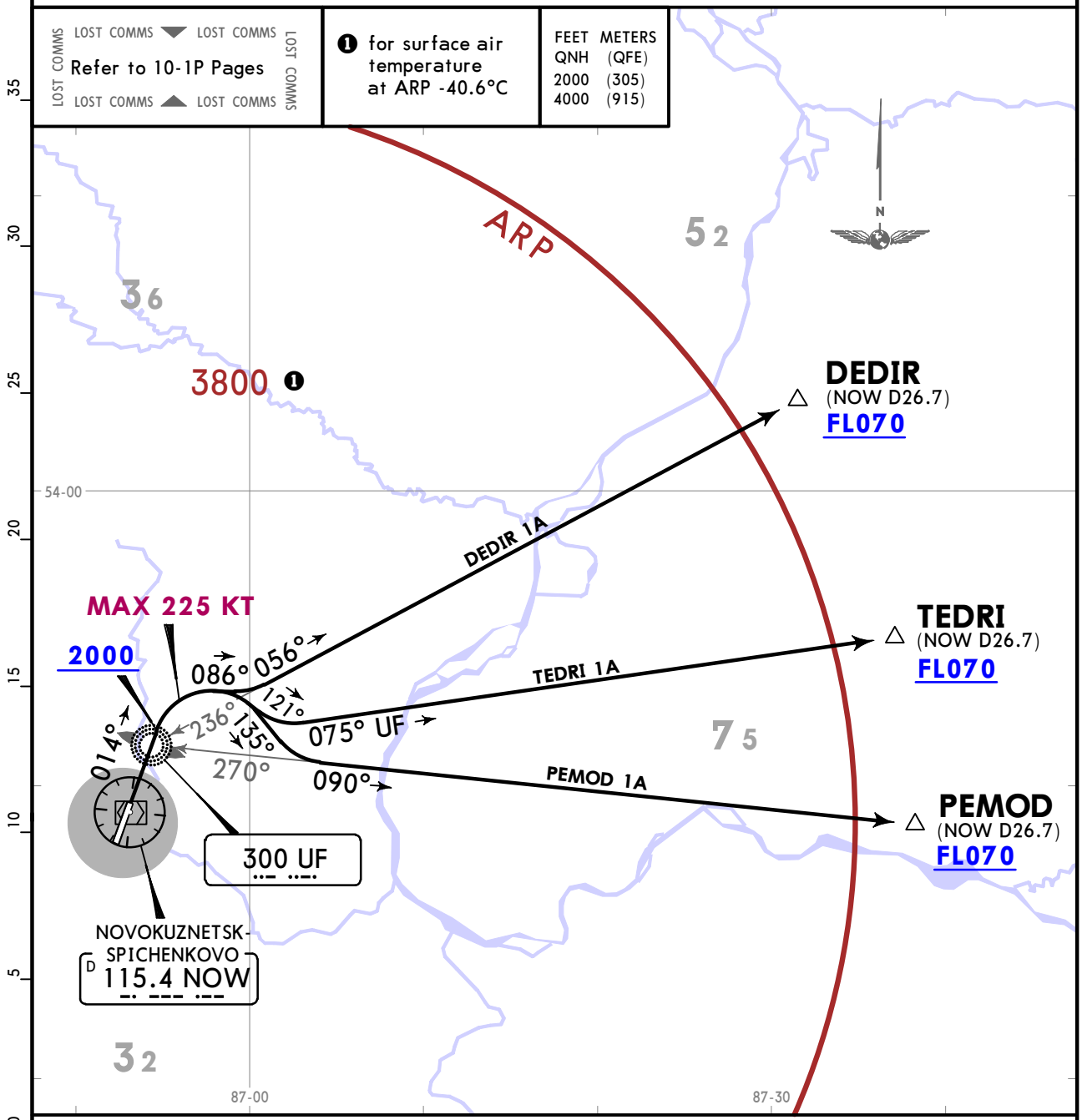
Apt Elev	
1024	Trans alt: 4000 QNH (QFE on request) 1. DME or RADAR control required. 2. Turn before UF is prohibited.

DEDIR 1A [DEDI1A]
PEMOD 1A [PEMO1A]
TEDRI 1A [TEDR1A]
DEPARTURES
(RWY 01)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
2000	(305)
4000	(915)



DEDIR 1A:
This SID requires a minimum climb gradient of 3.5% up to FL070 due to the airspace structure.

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

SID	ROUTING
DEDIR 1A	Climb on 014° track to 2000 or above, turn RIGHT, 086° track, intercept 056° bearing from UF to DEDIR.
PEMOD 1A	Climb on 014° track to 2000 or above, turn RIGHT, 135° track, intercept 090° bearing from UF to PEMOD.
TEDRI 1A	Climb on 014° track to 2000 or above, turn RIGHT, 121° track, intercept 075° bearing from UF to TEDRI.

CHANGES: Procedures completely revised.

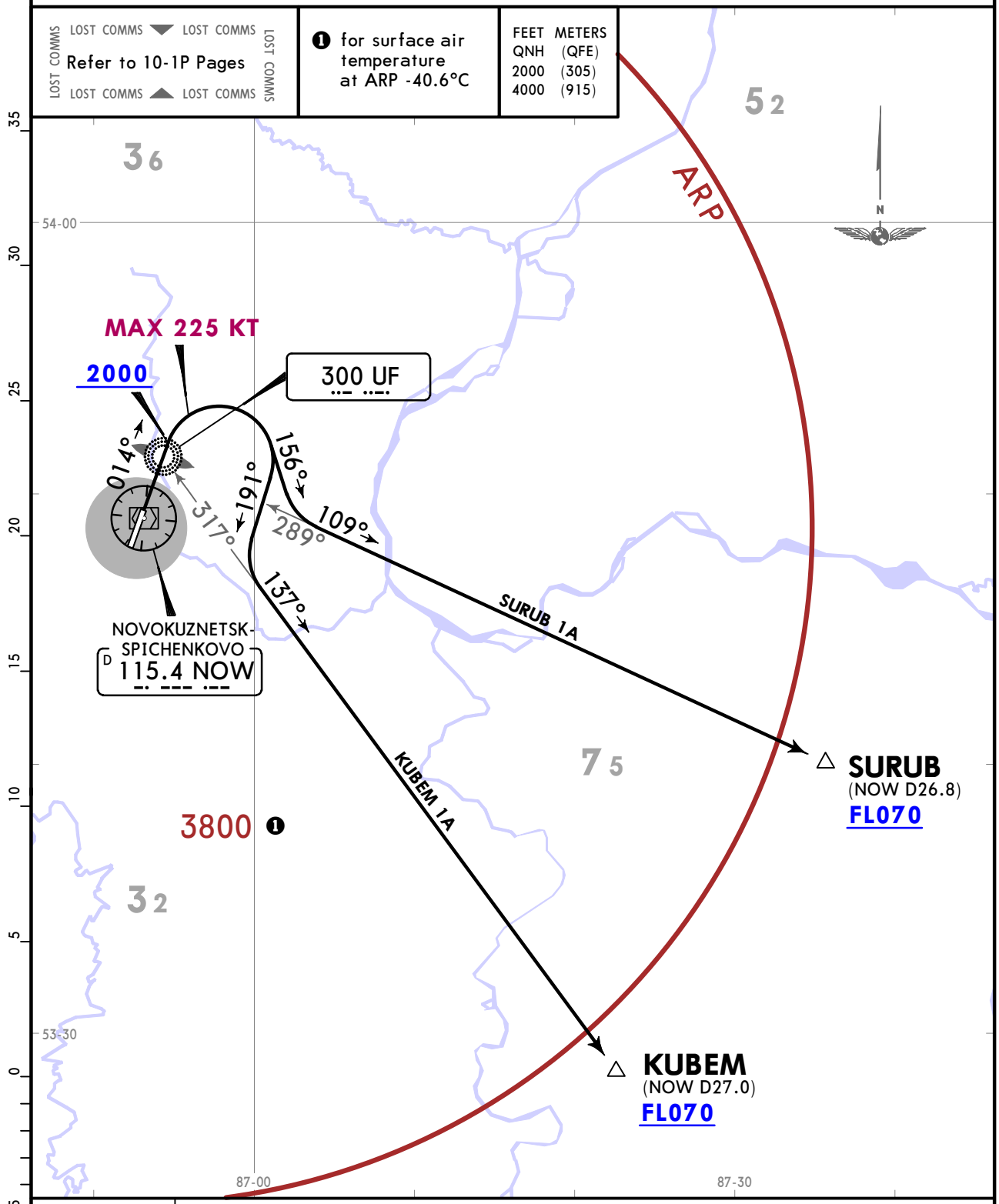
Apt Elev	
1024	Trans alt: 4000 QNH (QFE on request) 1. DME or RADAR control required. 2. Turn before UF is prohibited.

KUBEM 1A [KUBE1A]
SURUB 1A [SURU1A]
DEPARTURES
(RWY 01)

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

ⓘ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
2000	(305)
4000	(915)



SID	ROUTING
KUBEM 1A	Climb on 014° track to 2000 or above, turn RIGHT, 191° track, intercept 137° bearing from UF to KUBEM.
SURUB 1A	Climb on 014° track to 2000 or above, turn RIGHT, 156° track, intercept 109° bearing from UF to SURUB.

CHANGES: Procedures completely revised.

Apt Elev 1025

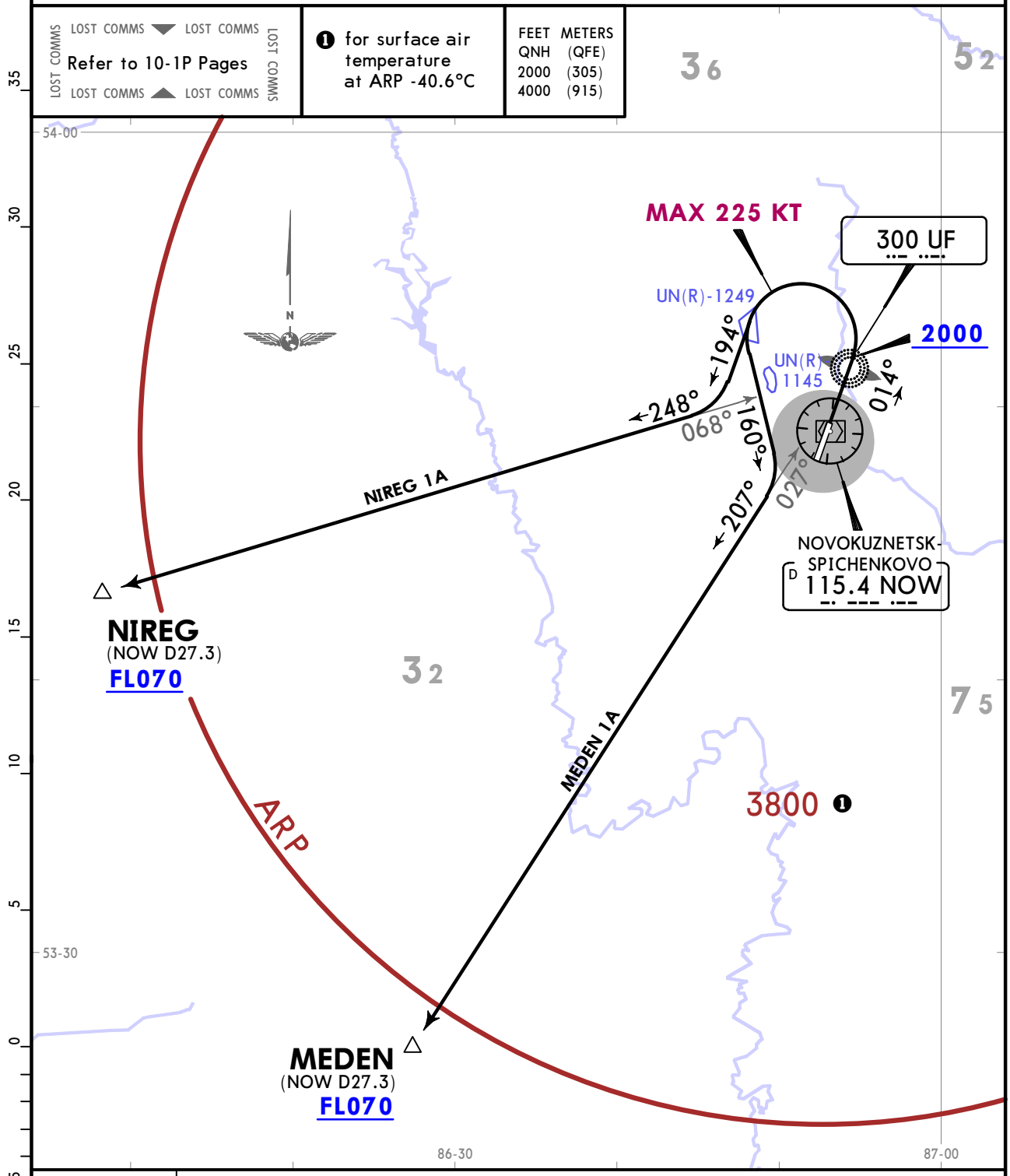
Trans alt: 4000 QNH (QFE on request)
1. DME or RADAR control required.
2. Turn before UF is prohibited.
3. These SIDs require permission to overfly UN(R)-1145, UN(R)-1249 (during their activity) or coordination with ATS.

MEDEN 1A [MEDE1A]
NIREG 1A [NIRE1A]
DEPARTURES
(RWY 01)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
2000	(305)
4000	(915)



SID	ROUTING
MEDEN 1A	Climb on 014° track to 2000 or above, turn LEFT, 160° track, intercept 207° bearing from UF to MEDEN.
NIREG 1A	Climb on 014° track to 2000 or above, turn LEFT, 194° track, intercept 248° bearing from UF to NIREG.

CHANGES: AD elevation, note 3.

Apt Elev 1025

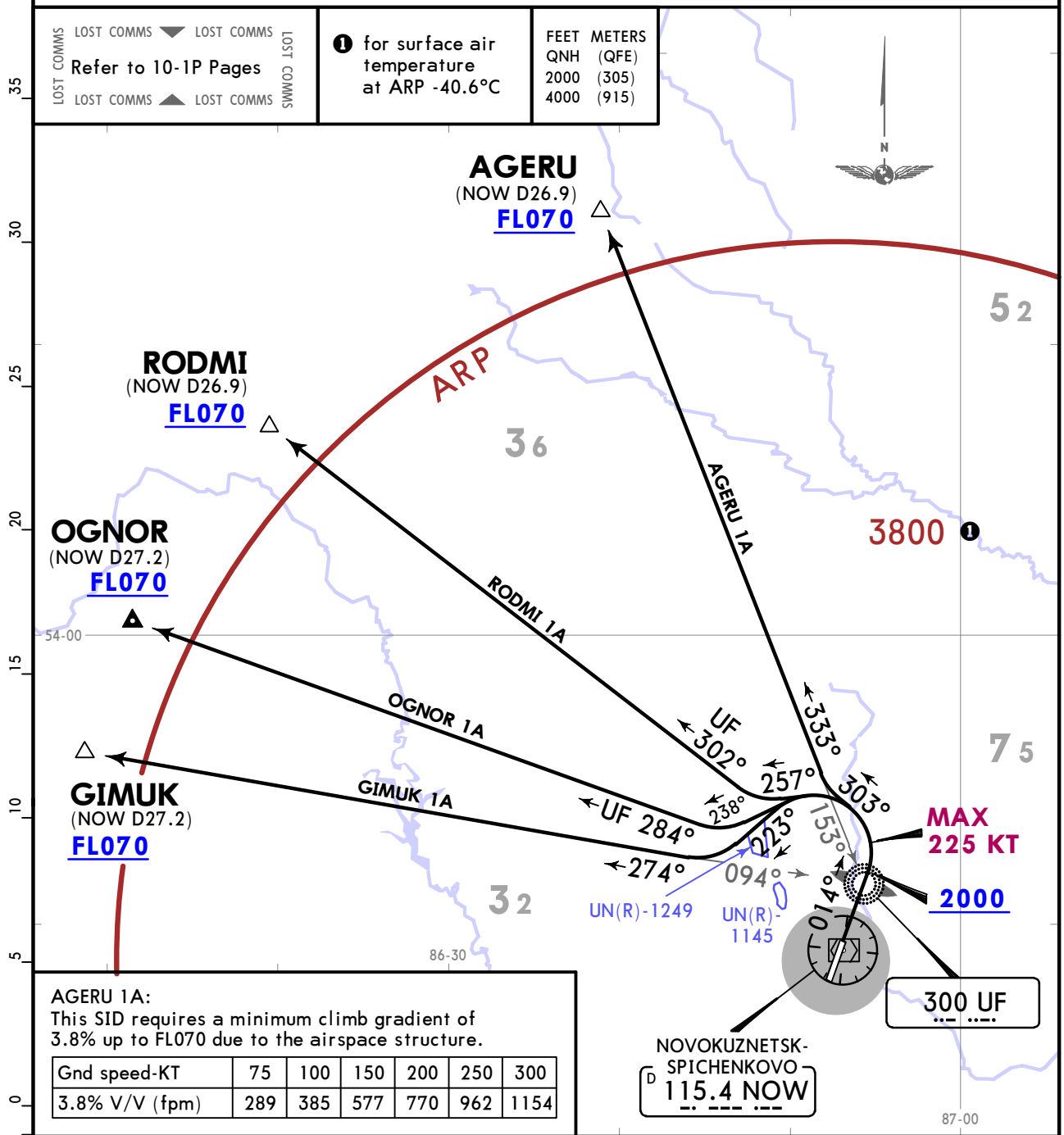
Trans alt: 4000 QNH (QFE on request)
1. DME or RADAR control required.
2. Turn before UF is prohibited.
3. These SIDs require permission to overfly UN(R)-1145, UN(R)-1249 (during their activity) or coordination with ATS.

AGERU 1A [AGER1A], GIMUK 1A [GIMU1A] OGNOR 1A [OGNO1A], RODMI 1A [RODM1A] DEPARTURES (RWY 01)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
2000	(305)
4000	(915)



AGERU 1A:
This SID requires a minimum climb gradient of 3.8% up to FL070 due to the airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

SID	ROUTING
AGERU 1A	Climb on 014° track to 2000 or above, turn LEFT, 303° track, intercept 333° bearing from UF to AGERU.
GIMUK 1A	Climb on 014° track to 2000 or above, turn LEFT, 223° track, intercept 274° bearing from UF to GIMUK.
OGNOR 1A	Climb on 014° track to 2000 or above, turn LEFT, 238° track, intercept 284° bearing from UF to OGNOR.
RODMI 1A	Climb on 014° track to 2000 or above, turn LEFT, 257° track, intercept 302° bearing from UF to RODMI.

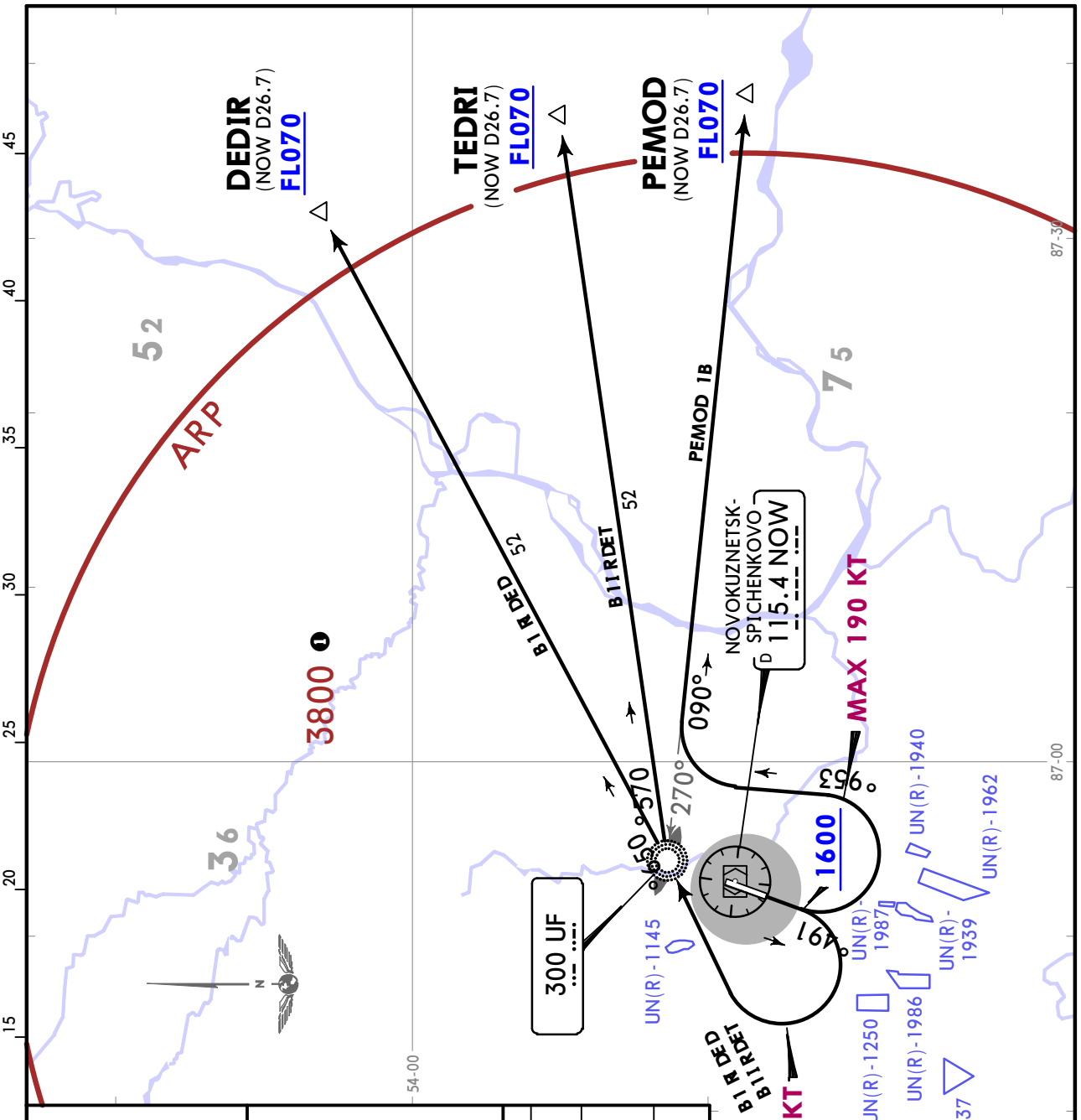
CHANGES: AD elevation, note 3.

UNWW/NOZ
SPICHENKOVO

JEPPESEN
16 FEB 24 (10-3M) Eff 22 Feb

NOVOKUZNETSK, ~~RUSSIA~~

SID



Apt Elev
1024

Trans alt: 4000 QNH (QFE on request)
1. DME or RADAR control required.
2. Turn before DER is prohibited.
3. These SIDs require permission to overfly UN(R)-1145, UN(R)-1250, UN(R)-1937, UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 (during their activity) or coordination with ATS.
4. EXPECT close-in obstacles.

DEDIR 1B [DEDI1B]
PEMOD 1B [PEMO1B]
TEDRI 1B [TEDR1B]
DEPARTURES
(RWY 19)

SID	ROUTING
DEDIR 1B	Climb on 194° track to 1600 or above, turn RIGHT to UF, 056° bearing to DEDIR.
PEMOD 1B	Climb on 194° track to 1600 or above, turn LEFT, 359° track, intercept 090° bearing from UF to PEMOD.
TEDRI 1B	Climb on 194° track to 1600 or above, turn RIGHT to UF, 075° bearing to TEDRI.

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

❶ for surface air temperature at ARP -40.6°C

FEET METERS
QNH (QFE)
1600 (185)
4000 (915)

CHANGES: Procedures completely revised.

Apt Elev 1024

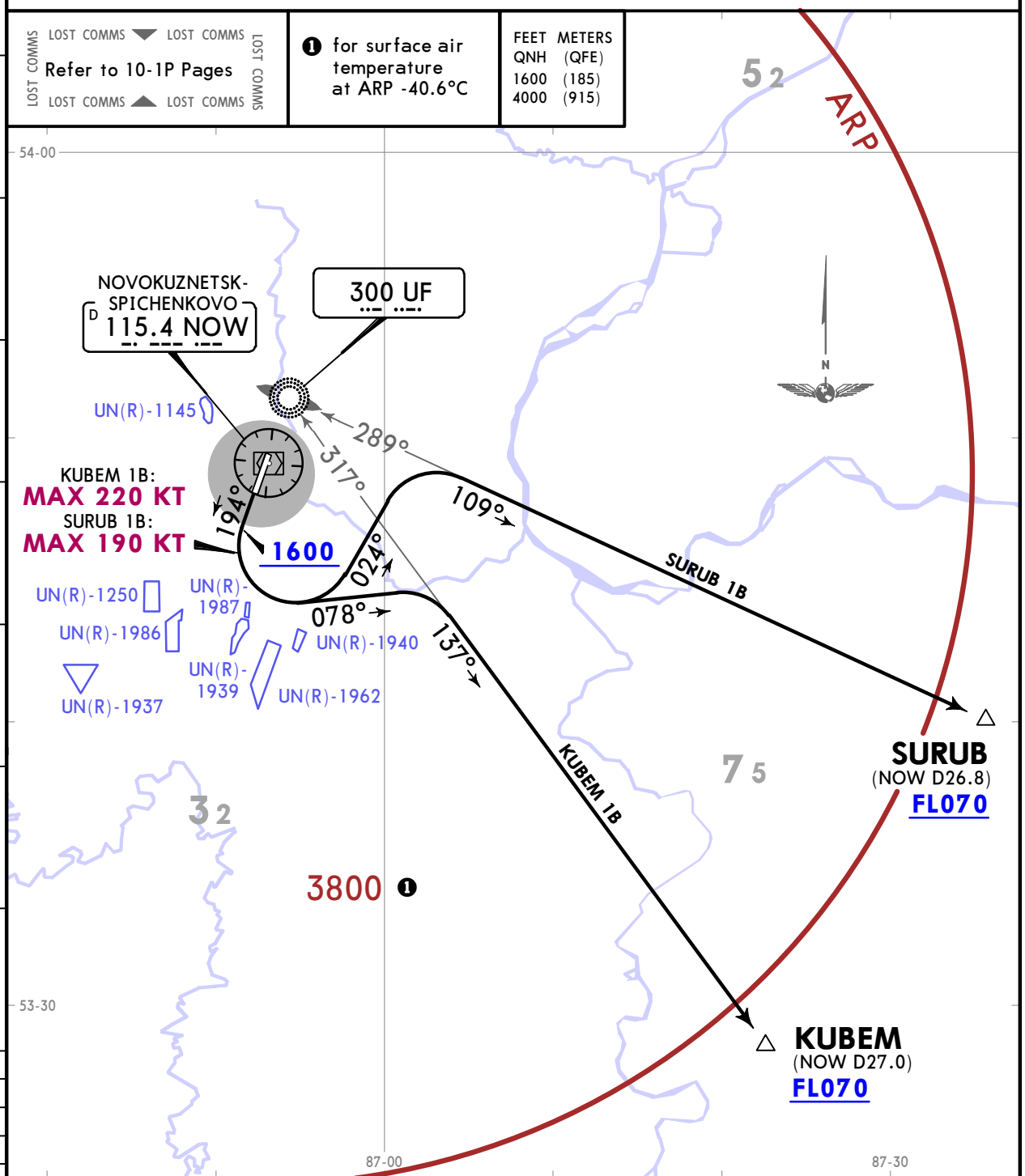
Trans alt: 4000 QNH (QFE on request)
1. DME or RADAR control required.
2. Turn before DER is prohibited.
3. These SIDs require permission to overfly UN(R)-1145, UN(R)-1250, UN(R)-1937, UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 (during their activity) or coordination with ATS.
4. EXPECT close-in obstacles.

KUBEM 1B [KUBE1B]
SURUB 1B [SURU1B]
DEPARTURES
(RWY 19)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
1600	(185)
4000	(915)



SID	ROUTING
KUBEM 1B	Climb on 194° track to 1600 or above, turn LEFT, 078° track, intercept 137° bearing from UF to KUBEM.
SURUB 1B	Climb on 194° track to 1600 or above, turn LEFT, 024° track, intercept 109° bearing from UF to SURUB.

CHANGES: Procedures completely revised.

Apt Elev 1024

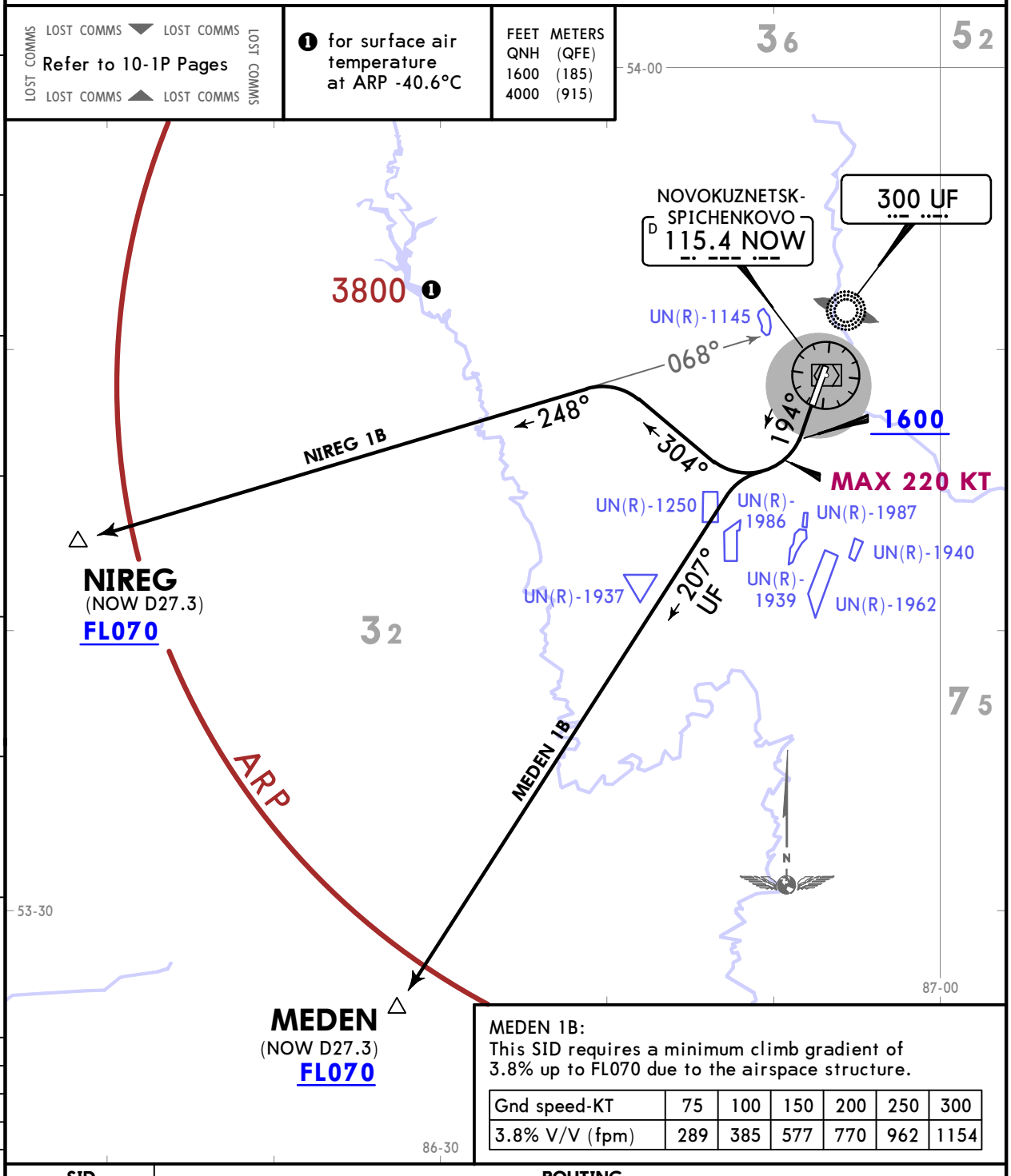
Trans alt: 4000 QNH (QFE on request)
1. DME or RADAR control required.
2. Turn before DER is prohibited.
3. These SIDs require permission to overfly UN(R)-1145, UN(R)-1250, UN(R)-1937, UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 (during their activity) or coordination with ATS.
4. EXPECT close-in obstacles.

MEDEN 1B [MEDE1B]
NIREG 1B [NIRE1B]
DEPARTURES
(RWY 19)

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

❶ for surface air temperature at ARP -40.6°C

FEET QNH	METERS (QFE)
1600	(185)
4000	(915)



MEDEN 1B:
This SID requires a minimum climb gradient of 3.8% up to FL070 due to the airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

SID	ROUTING
MEDEN 1B	Climb on 194° track to 1600 or above, turn RIGHT, intercept 207° bearing from UF to MEDEN.
NIREG 1B	Climb on 194° track to 1600 or above, turn RIGHT, 304° track, intercept 248° bearing from UF to NIREG.

CHANGES: New chart.

UNWW/NOZ
SPICHENKOVO

JEPPESEN 16 FEB 24 (10-3Q) Eff 22 Feb

NOVOKUZNETSK, ~~RUSSIA~~

SID

Apt Elev 1024

Trans alt: 4000 QNH (QFE on request)
1. DME or RADAR control required.
2. Turn before DER is prohibited.
3. These SIDs require permission to overfly UN(R)-1145, UN(R)-1250, UN(R)-1937, UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 (during their activity) or coordination with ATS.
4. EXPECT close-in obstacles.

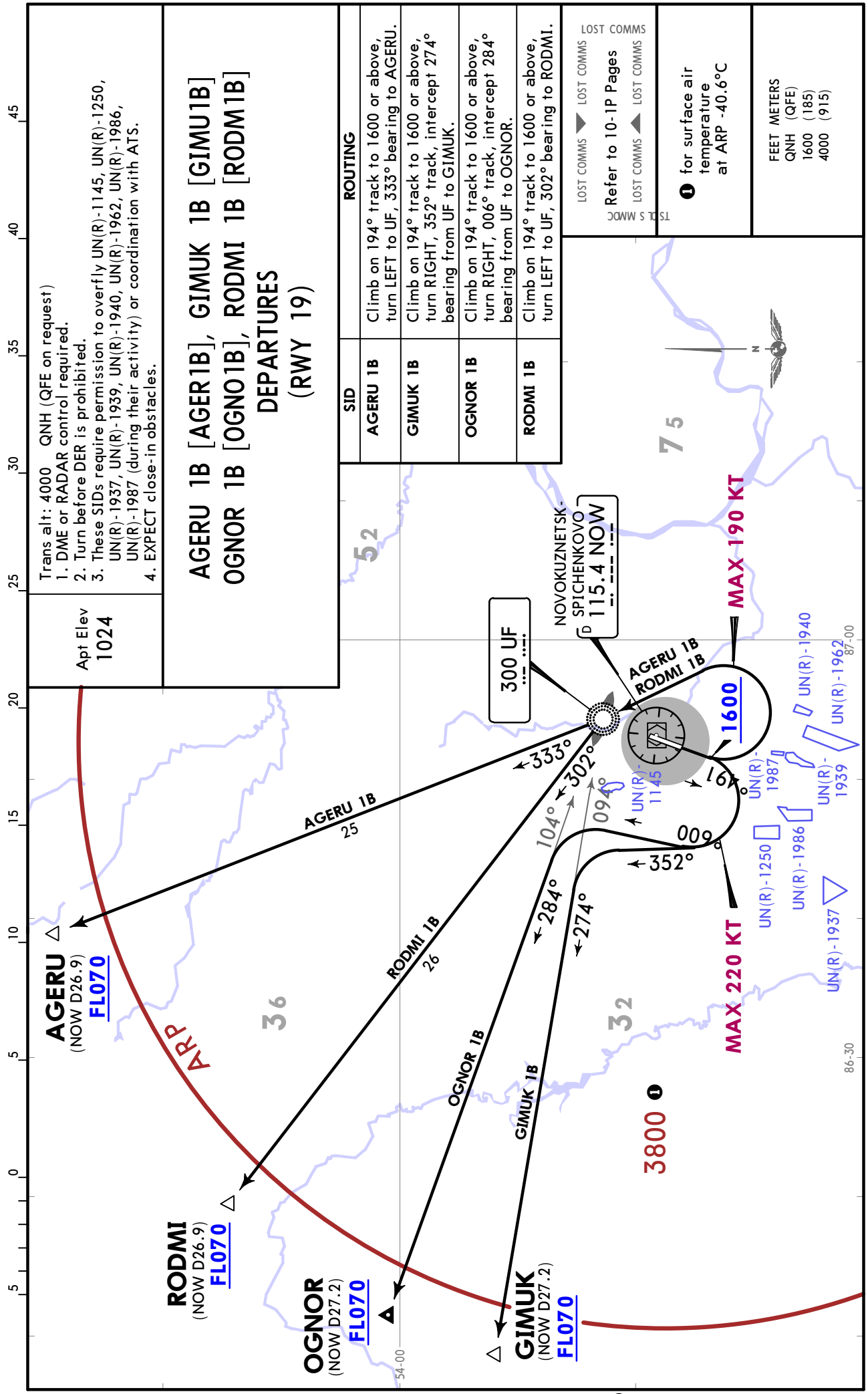
AGERU 1B [AGER1B], GIMUK 1B [GIMU1B]
OGNOR 1B [OGNO1B], RODMI 1B [RODM1B]
DEPARTURES
(RWY 19)

SID	ROUTING
AGERU 1B	Climb on 194° track to 1600 or above, turn LEFT to UF, 333° bearing to AGERU.
GIMUK 1B	Climb on 194° track to 1600 or above, turn RIGHT, 352° track, intercept 274° bearing from UF to GIMUK.
OGNOR 1B	Climb on 194° track to 1600 or above, turn RIGHT, 006° track, intercept 284° bearing from UF to OGNOR.
RODMI 1B	Climb on 194° track to 1600 or above, turn LEFT to UF, 302° bearing to RODMI.

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

❶ for surface air temperature at ARP -40.6°C

FEET METERS
QNH (QFE)
1600 (185)
4000 (915)



CHANGES: New chart.

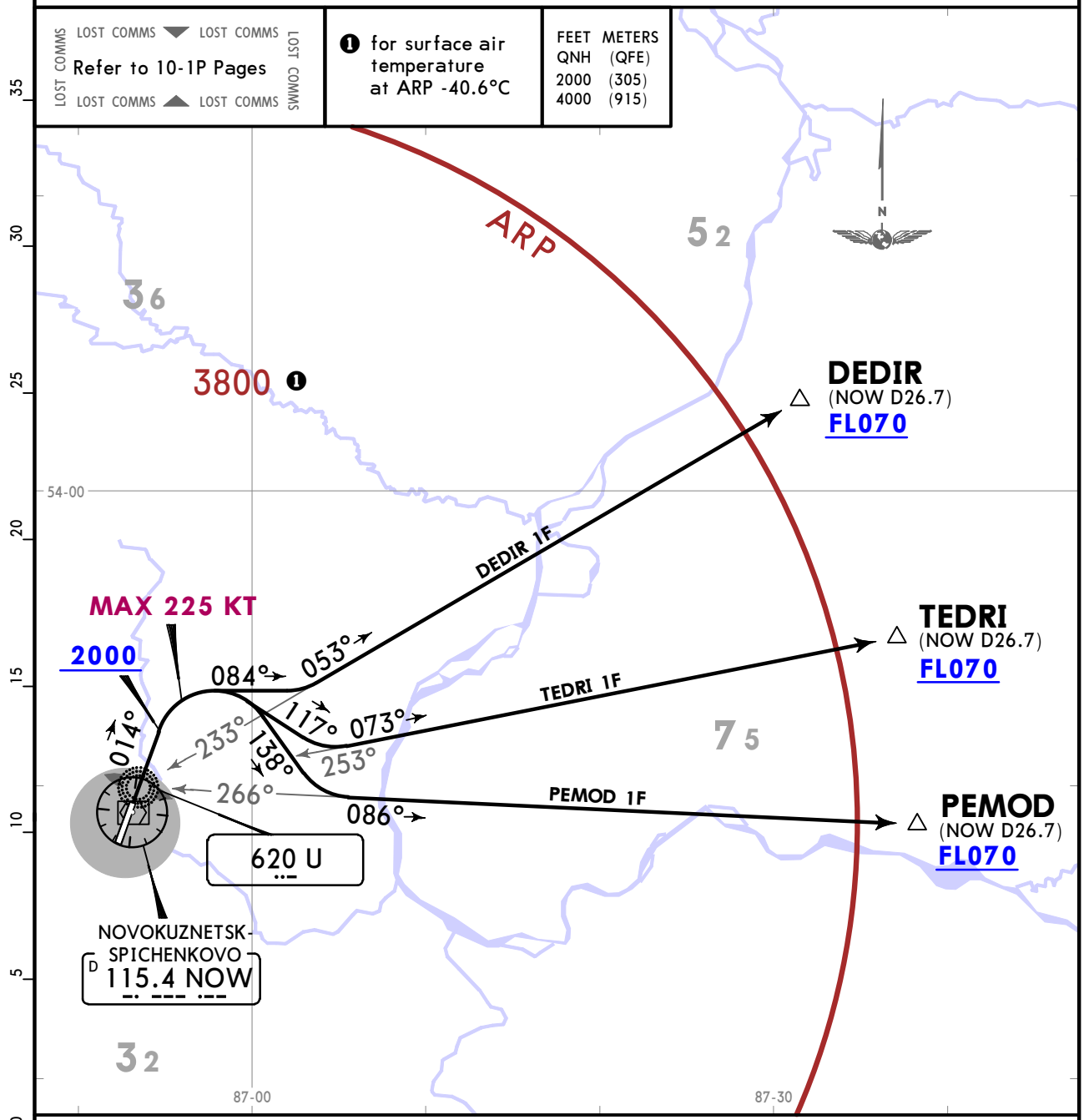
Apt Elev	
1024	Trans alt: 4000 QNH (QFE on request) 1. DME or RADAR control required. 2. Turn before U is prohibited.

DEDIR 1F [DEDI1F]
PEMOD 1F [PEMO1F]
TEDRI 1F [TEDR1F]
DEPARTURES
(RWY 01)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
2000	(305)
4000	(915)



DEDIR 1F:
This SID requires a minimum climb gradient of 3.5% up to FL070 due to the airspace structure.

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

SID	ROUTING
DEDIR 1F	Climb on 014° track to 2000 or above, turn RIGHT, 084° track, intercept 053° bearing from U to DEDIR.
PEMOD 1F	Climb on 014° track to 2000 or above, turn RIGHT, 138° track, intercept 086° bearing from U to PEMOD.
TEDRI 1F	Climb on 014° track to 2000 or above, turn RIGHT, 117° track, intercept 073° bearing from U to TEDRI.

CHANGES: New chart.

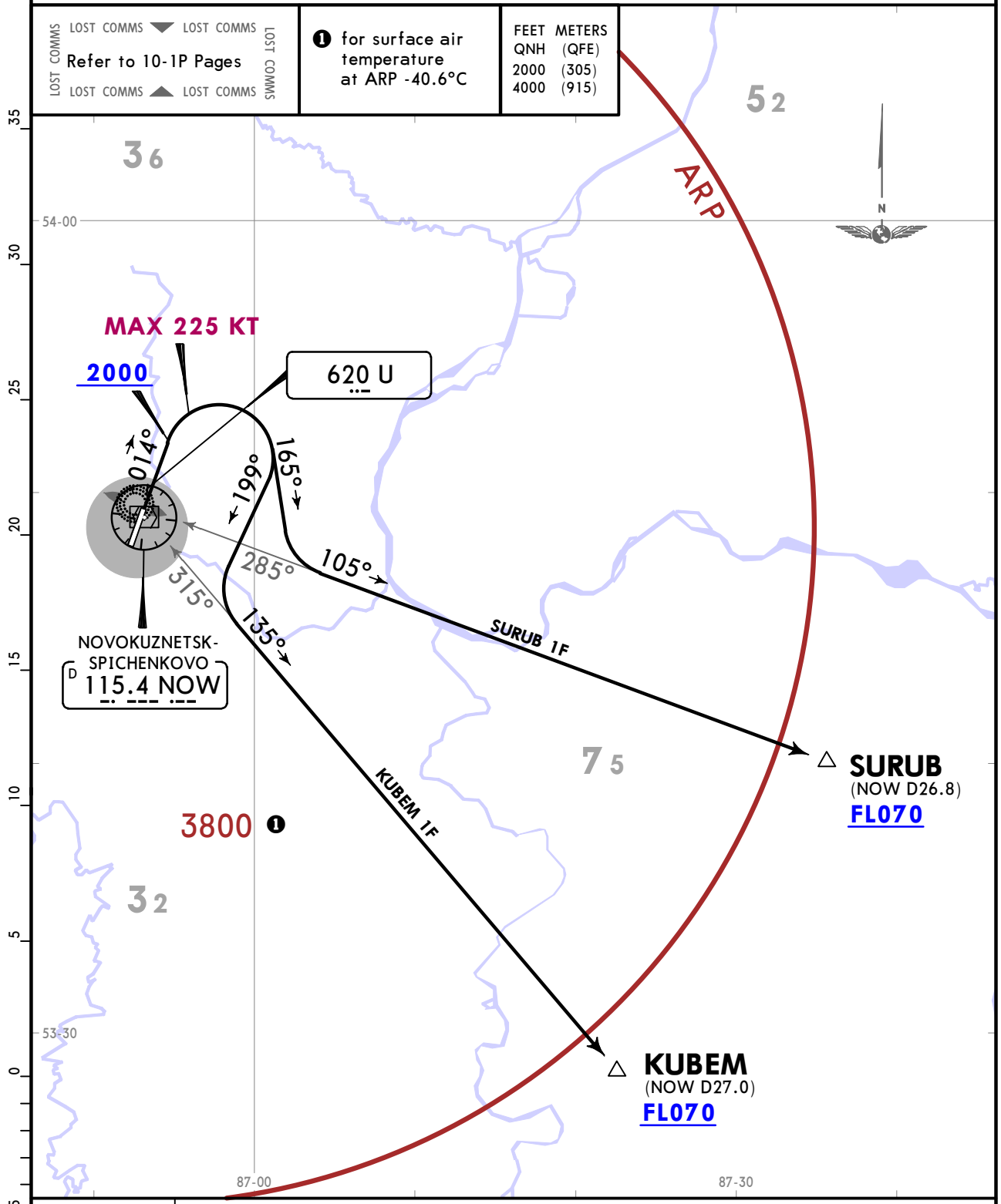
Apt Elev	
1024	Trans alt: 4000 QNH (QFE on request) 1. DME or RADAR control required. 2. Turn before U is prohibited.

KUBEM 1F [KUBE1F]
SURUB 1F [SURU1F]
DEPARTURES
(RWY 01)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
2000	(305)
4000	(915)



SID	ROUTING
KUBEM 1F	Climb on 014° track to 2000 or above, turn RIGHT, 199° track, intercept 135° bearing from U to KUBEM.
SURUB 1F	Climb on 014° track to 2000 or above, turn RIGHT, 165° track, intercept 105° bearing from U to SURUB.

CHANGES: New chart.

Apt Elev 1025

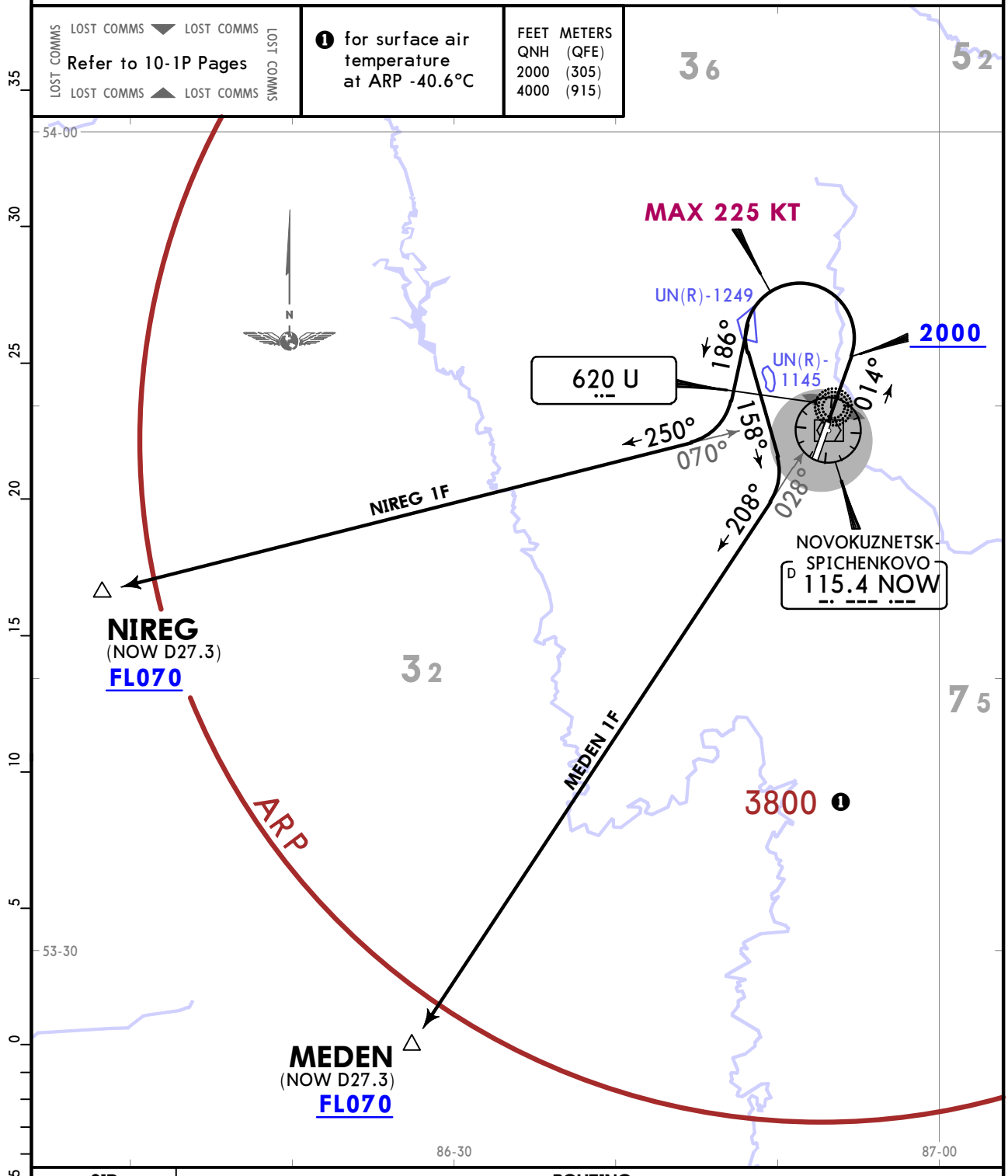
Trans alt: 4000 QNH (QFE on request)
1. DME or RADAR control required.
2. Turn before UF is prohibited.
3. These SIDs require permission to overfly UN(R)-1145, UN(R)-1249 (during their activity) or coordination with ATS.

MEDEN 1F [MEDE1F]
NIREG 1F [NIRE1F]
DEPARTURES
(RWY 01)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
2000	(305)
4000	(915)



SID	ROUTING
MEDEN 1F	Climb on 014° track to 2000 or above, turn LEFT, 158° track, intercept 208° bearing from U to MEDEN.
NIREG 1F	Climb on 014° track to 2000 or above, turn LEFT, 186° track, intercept 250° bearing from U to NIREG.

CHANGES: AD elevation, note 3.

Apt Elev 1025

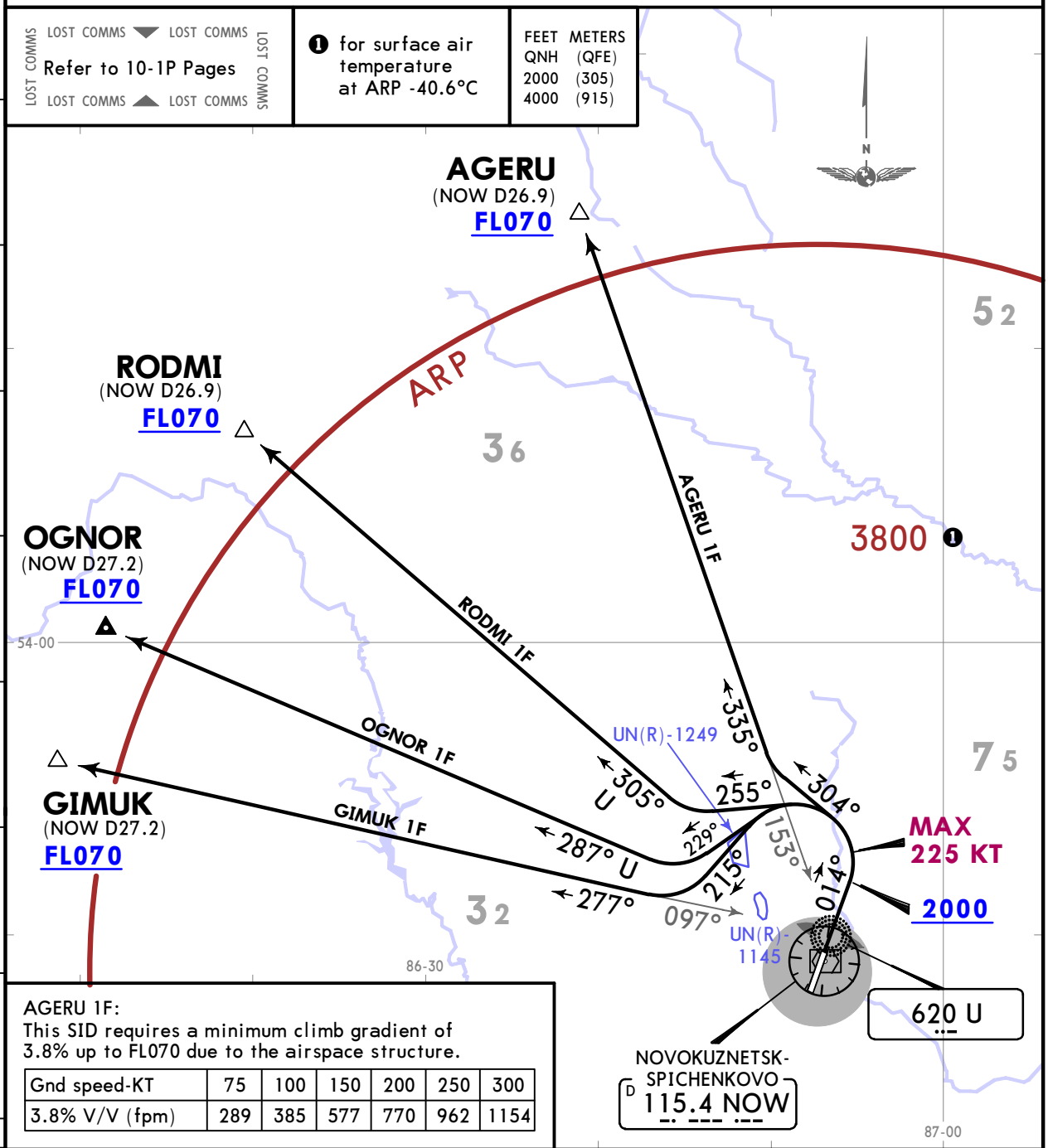
Trans alt: 4000 QNH (QFE on request)
1. DME or RADAR control required.
2. Turn before UF is prohibited.
3. These SIDs require permission to overfly UN(R)-1145, UN(R)-1249 (during their activity) or coordination with ATS.

AGERU 1F [AGER1F], GIMUK 1F [GIMU1F] OGNOR 1F [OGNO1F], RODMI 1F [RODM1F] DEPARTURES (RWY 01)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
2000	(305)
4000	(915)

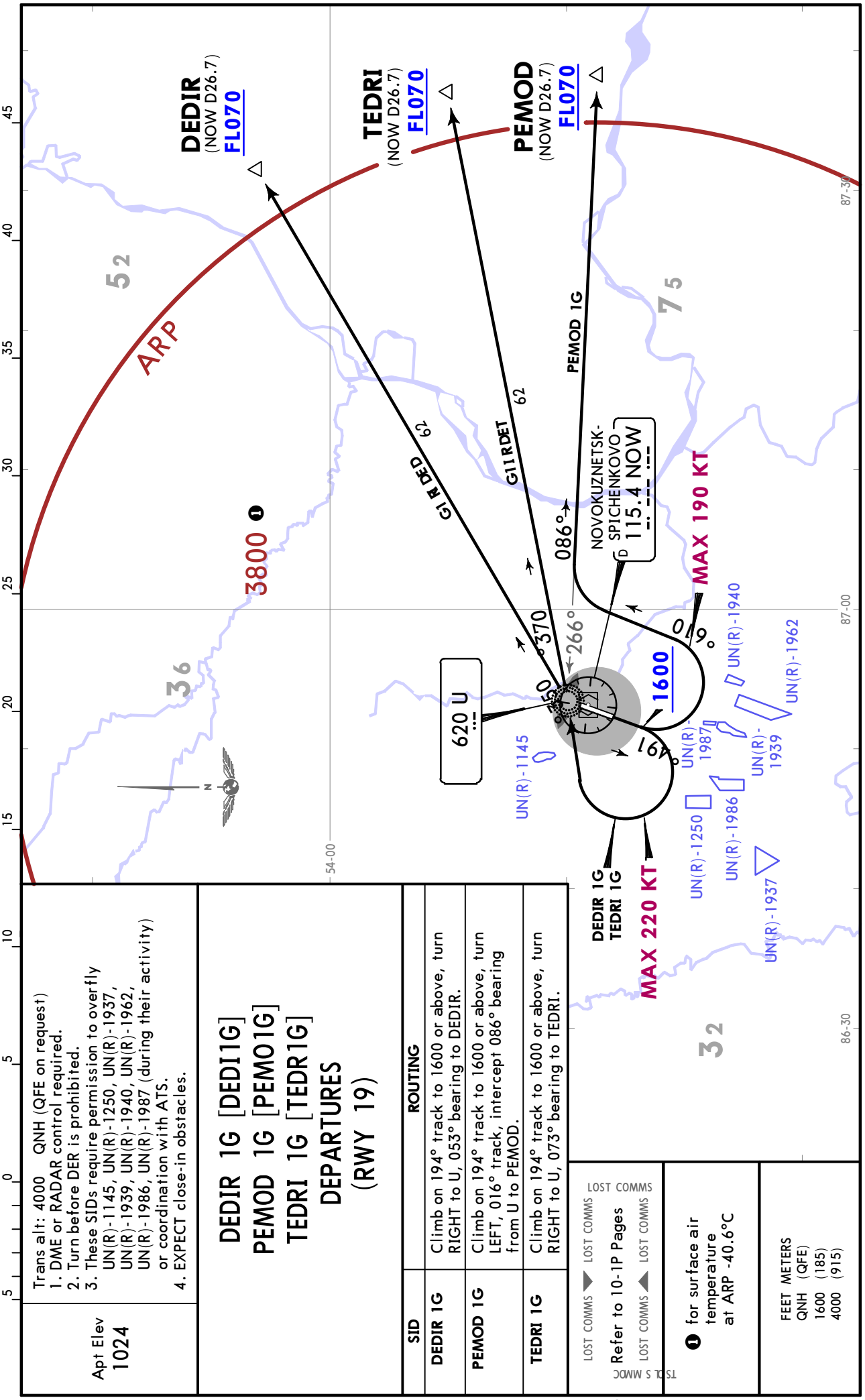


AGERU 1F:
This SID requires a minimum climb gradient of 3.8% up to FL070 due to the airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

SID	ROUTING
AGERU 1F	Climb on 014° track to 2000 or above, turn LEFT, 304° track, intercept 335° bearing from U to AGERU.
GIMUK 1F	Climb on 014° track to 2000 or above, turn LEFT, 215° track, intercept 277° bearing from U to GIMUK.
OGNOR 1F	Climb on 014° track to 2000 or above, turn LEFT, 229° track, intercept 287° bearing from U to OGNOR.
RODMI 1F	Climb on 014° track to 2000 or above, turn LEFT, 255° track, intercept 305° bearing from U to RODMI.

CHANGES: AD elevation, note 3.



Apt Elev
1024

Trans alt: 4000 QNH (QFE on request)
1. DME or RADAR control required.
2. Turn before DER is prohibited.
3. These SIDs require permission to overfly UN(R)-1145, UN(R)-1250, UN(R)-1937, UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 (during their activity) or coordination with ATS.
4. EXPECT close-in obstacles.

DEDIR 1G [DEDI1G]
PEMOD 1G [PEMO1G]
TEDRI 1G [TEDR1G]
DEPARTURES
(RWY 19)

SID	ROUTING
DEDIR 1G	Climb on 194° track to 1600 or above, turn RIGHT to U, 053° bearing to DEDIR.
PEMOD 1G	Climb on 194° track to 1600 or above, turn LEFT, 016° track, intercept 086° bearing from U to PEMOD.
TEDRI 1G	Climb on 194° track to 1600 or above, turn RIGHT to U, 073° bearing to TEDRI.

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

❶ for surface air temperature at ARP -40.6°C

FEET METERS
QNH (QFE)
1600 (185)
4000 (915)

CHANGES: New chart.

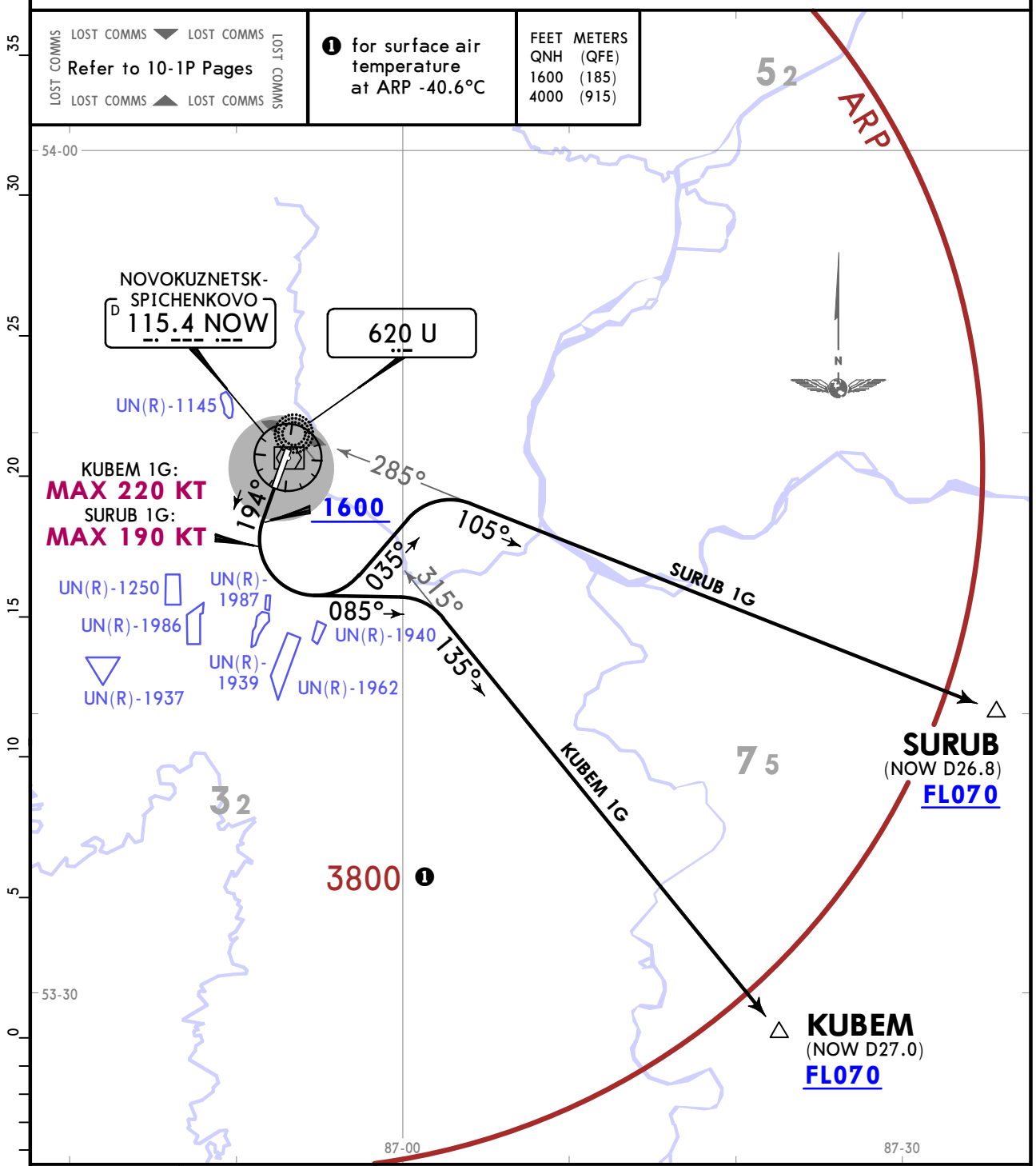
Apt Elev 1024	Trans alt: 4000 QNH (QFE on request) 1. DME or RADAR control required. 2. Turn before DER is prohibited. 3. These SIDs require permission to overfly UN(R)-1145, UN(R)-1250, UN(R)-1937, UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 (during their activity) or coordination with ATS. 4. EXPECT close-in obstacles.

KUBEM 1G [KUBE1G]
SURUB 1G [SURU1G]
DEPARTURES
(RWY 19)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
1600	(185)
4000	(915)



SID	ROUTING
KUBEM 1G	Climb on 194° track to 1600 or above, turn LEFT, 085° track, intercept 135° bearing from U to KUBEM.
SURUB 1G	Climb on 194° track to 1600 or above, turn LEFT, 035° track, intercept 105° bearing from U to SURUB.

CHANGES: New chart.

Apt Elev 1024

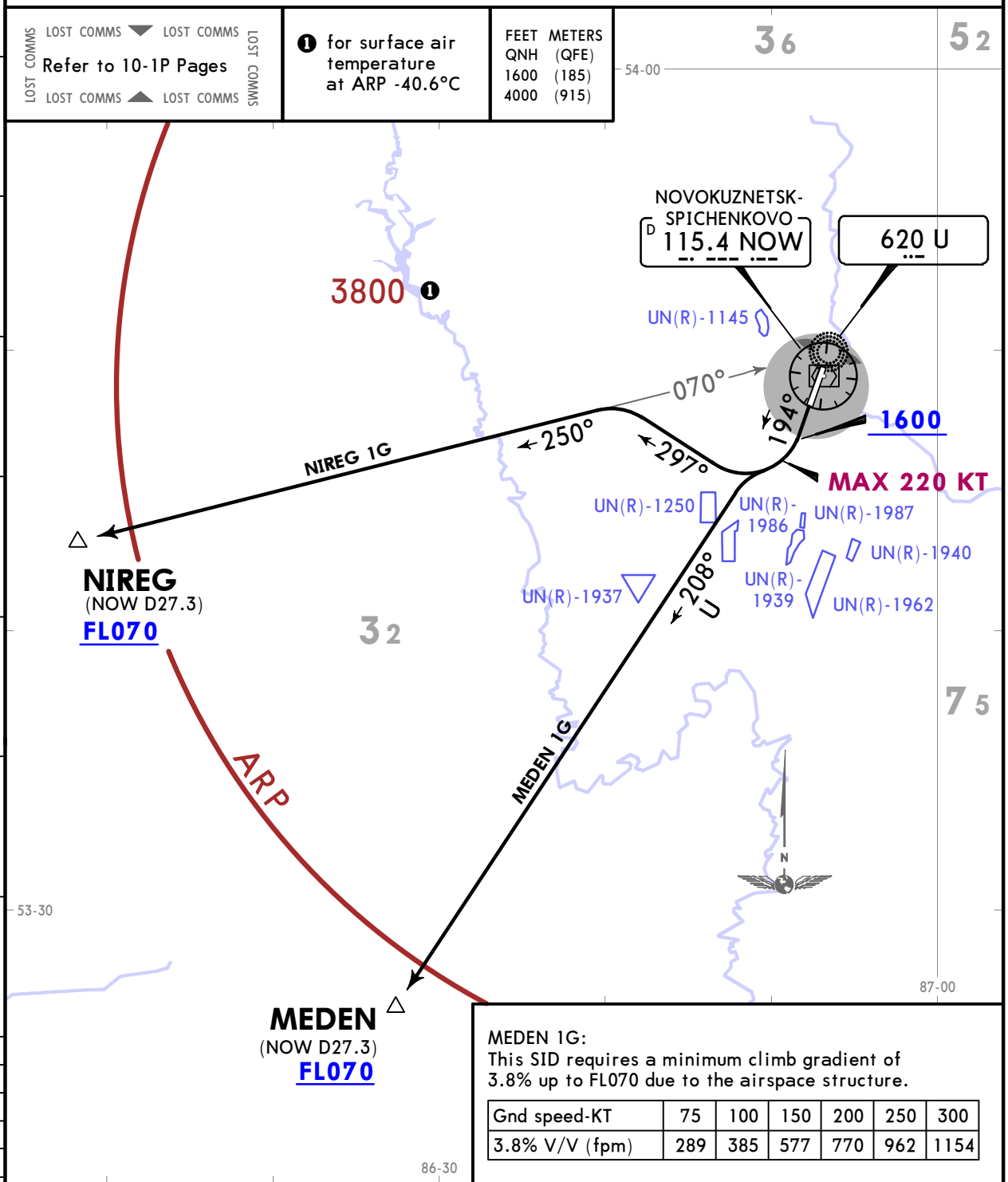
Trans alt: 4000 QNH (QFE on request)
1. DME or RADAR control required.
2. Turn before DER is prohibited.
3. These SIDs require permission to overfly UN(R)-1145, UN(R)-1250, UN(R)-1937, UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 (during their activity) or coordination with ATS.
4. EXPECT close-in obstacles.

MEDEN 1G [MEDE1G]
NIREG 1G [NIRE1G]
DEPARTURES
(RWY 19)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
1600	(185)
4000	(915)



MEDEN 1G:
This SID requires a minimum climb gradient of 3.8% up to FL070 due to the airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

SID	ROUTING
MEDEN 1G	Climb on 194° track to 1600 or above, intercept 208° bearing from U to MEDEN.
NIREG 1G	Climb on 194° track to 1600 or above, turn RIGHT, 297° track, intercept 250° bearing from U to NIREG.

CHANGES: New chart.

UNWW/NOZ
SPICHENKOVO

JEPPESEN 16 FEB 24 (10-3X) Eff 22 Feb

NOVOKUZNETSK, RUSSIA

SID

Apt Elev 1024

Trans alt: 4000 QNH (QFE on request)
1. DME or RADAR control required.
2. Turn before DER is prohibited.
3. These SIDs require permission to overfly UN(R)-1145, UN(R)-1250, UN(R)-1937, UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 (during their activity) or coordination with ATS.
4. EXPECT close-in obstacles.

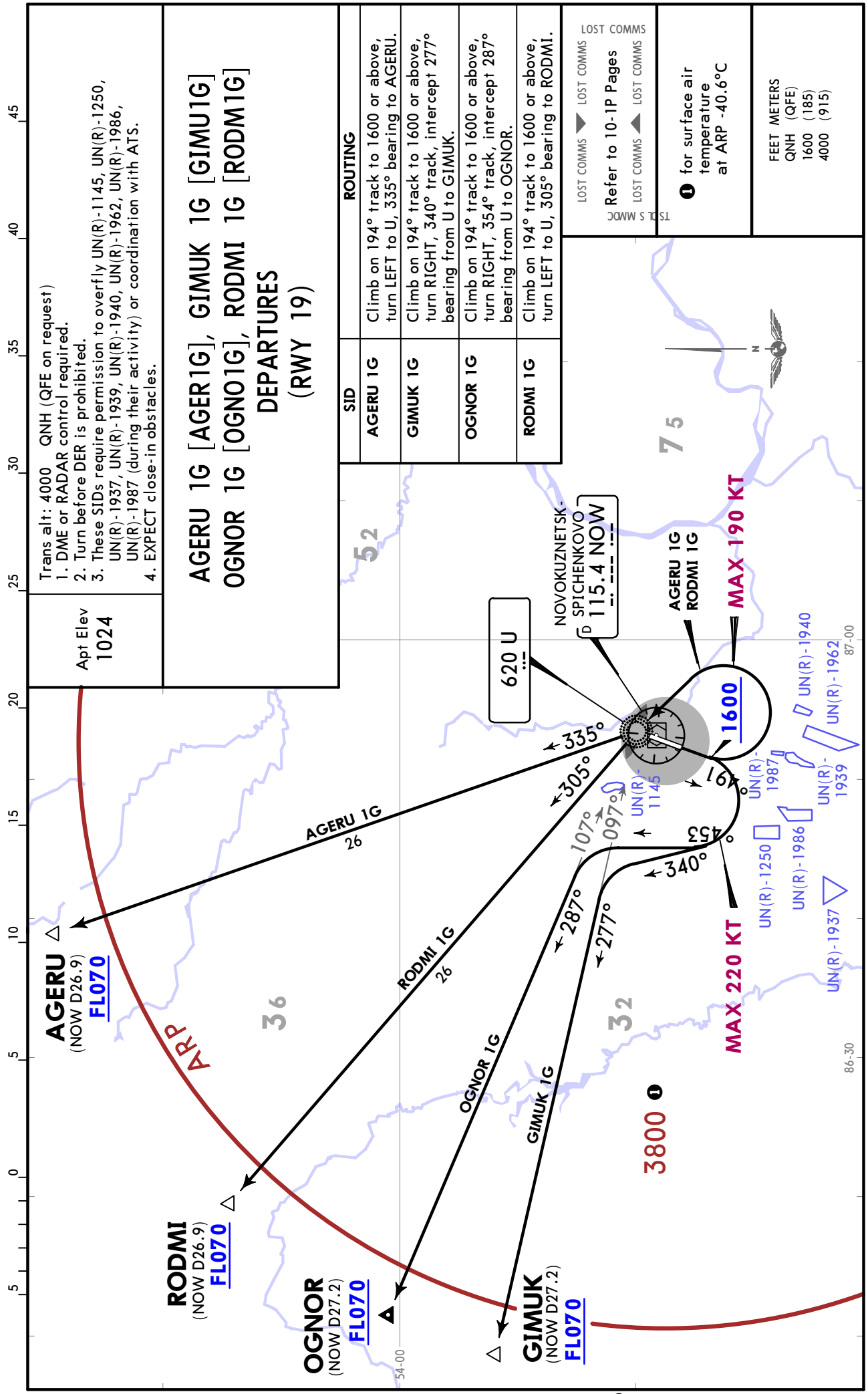
AGERU 1G [AGER1G], GIMUK 1G [GIMU1G]
OGNOR 1G [OGNO1G], RODMI 1G [RODM1G]
DEPARTURES
(RWY 19)

SID	ROUTING
AGERU 1G	Climb on 194° track to 1600 or above, turn LEFT to U, 335° bearing to AGERU.
GIMUK 1G	Climb on 194° track to 1600 or above, turn RIGHT, 340° track, intercept 277° bearing from U to GIMUK.
OGNOR 1G	Climb on 194° track to 1600 or above, turn RIGHT, 354° track, intercept 287° bearing from U to OGNOR.
RODMI 1G	Climb on 194° track to 1600 or above, turn LEFT to U, 305° bearing to RODMI.

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

❶ for surface air temperature at ARP -40.6°C

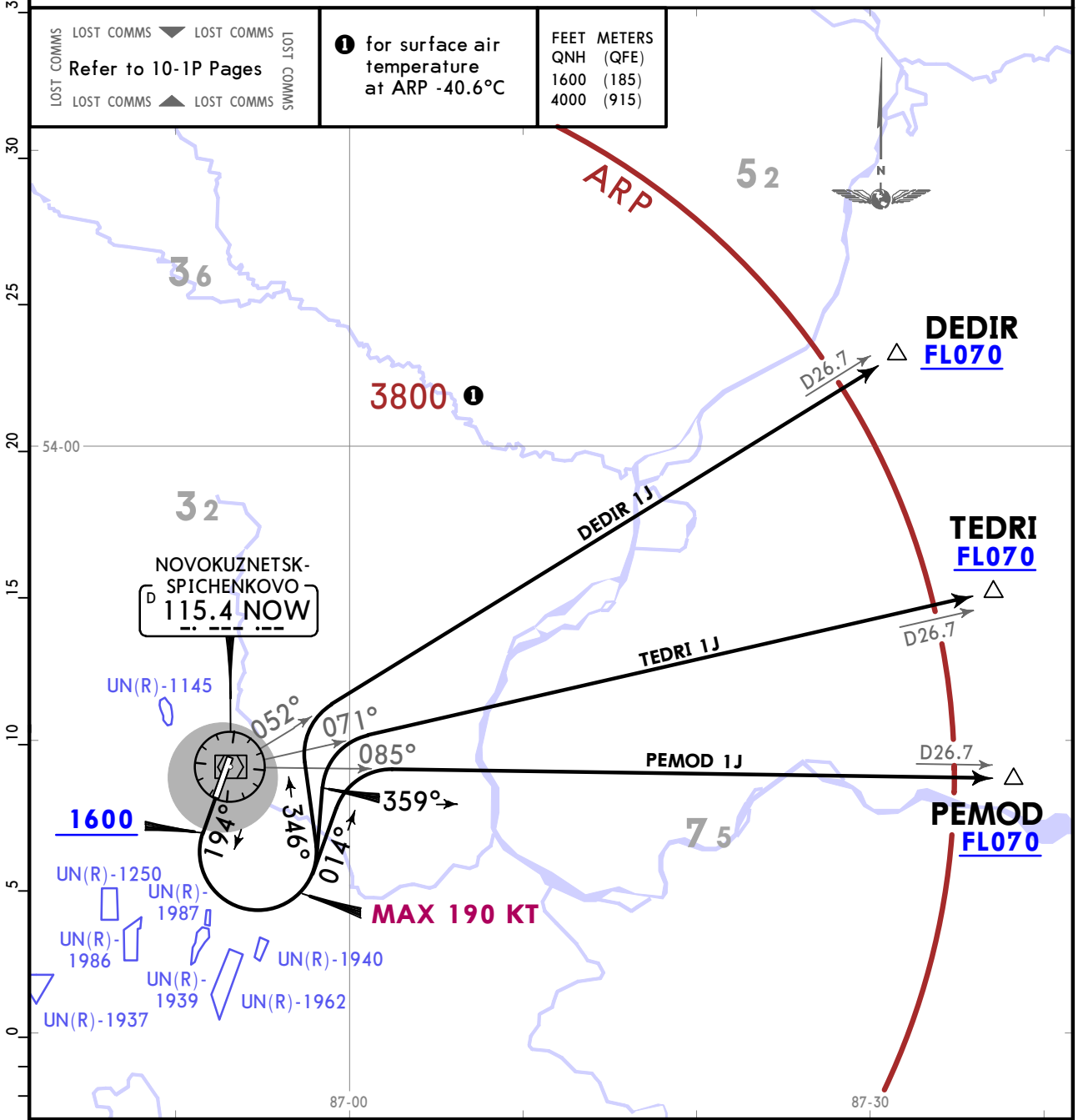
FEET METERS
QNH (QFE)
1600 (185)
4000 (915)



CHANGES: New chart.

Apt Elev 1024	Trans alt: 4000 QNH (QFE on request) 1. DME required. 2. Turn before DER is prohibited. 3. These SIDs require permission to overfly UN(R)-1145, UN(R)-1250, UN(R)-1937, UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 (during their activity) or coordination with ATS. 4. EXPECT close-in obstacles.

DEDIR 1J [DEDI1J]
PEMOD 1J [PEMO1J]
TEDRI 1J [TEDR1J]
DEPARTURES
(RWY 19)



SID	ROUTING
DEDIR 1J	Climb on 194° track to 1600 or above, turn LEFT, 346° track, intercept NOW R052 to DEDIR.
PEMOD 1J	Climb on 194° track to 1600 or above, turn LEFT, 014° track, intercept NOW R085 to PEMOD.
TEDRI 1J	Climb on 194° track to 1600 or above, turn LEFT, 359° track, intercept NOW R071 to TEDRI.

CHANGES: New chart.

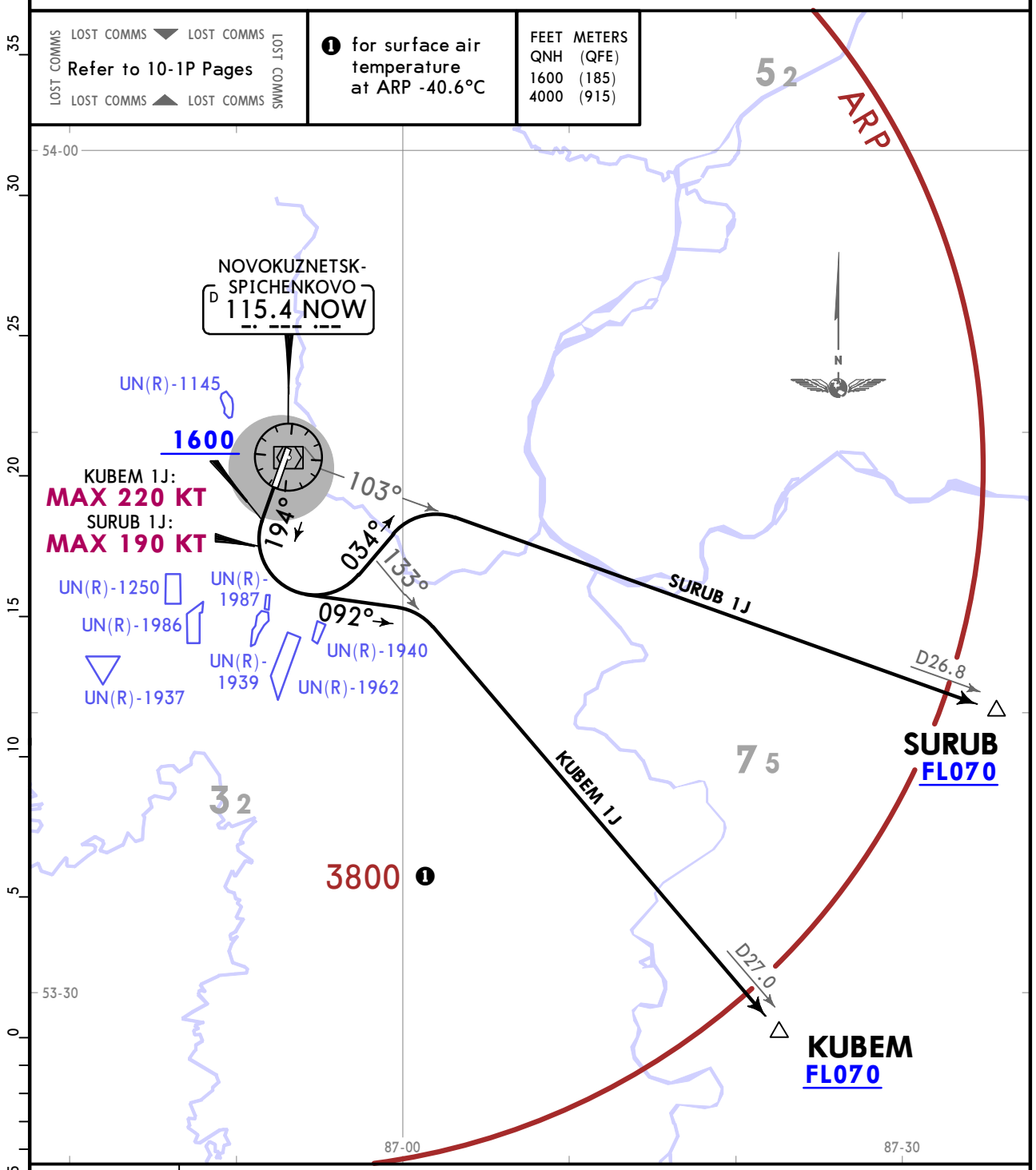
Apt Elev 1024	Trans alt: 4000 QNH (QFE on request) 1. DME required. 2. Turn before DER is prohibited. 3. These SIDs require permission to overfly UN(R)-1145, UN(R)-1250, UN(R)-1937, UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 (during their activity) or coordination with ATS. 4. EXPECT close-in obstacles.

KUBEM 1J [KUBE1J]
SURUB 1J [SURU1J]
DEPARTURES
(RWY 19)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
1600	(185)
4000	(915)



SID	ROUTING
KUBEM 1J	Climb on 194° track to 1600 or above, turn LEFT, 092° track, intercept NOW R133 to KUBEM.
SURUB 1J	Climb on 194° track to 1600 or above, turn LEFT, 034° track, intercept NOW R103 to SURUB.

CHANGES: New chart.

Apt Elev 1024

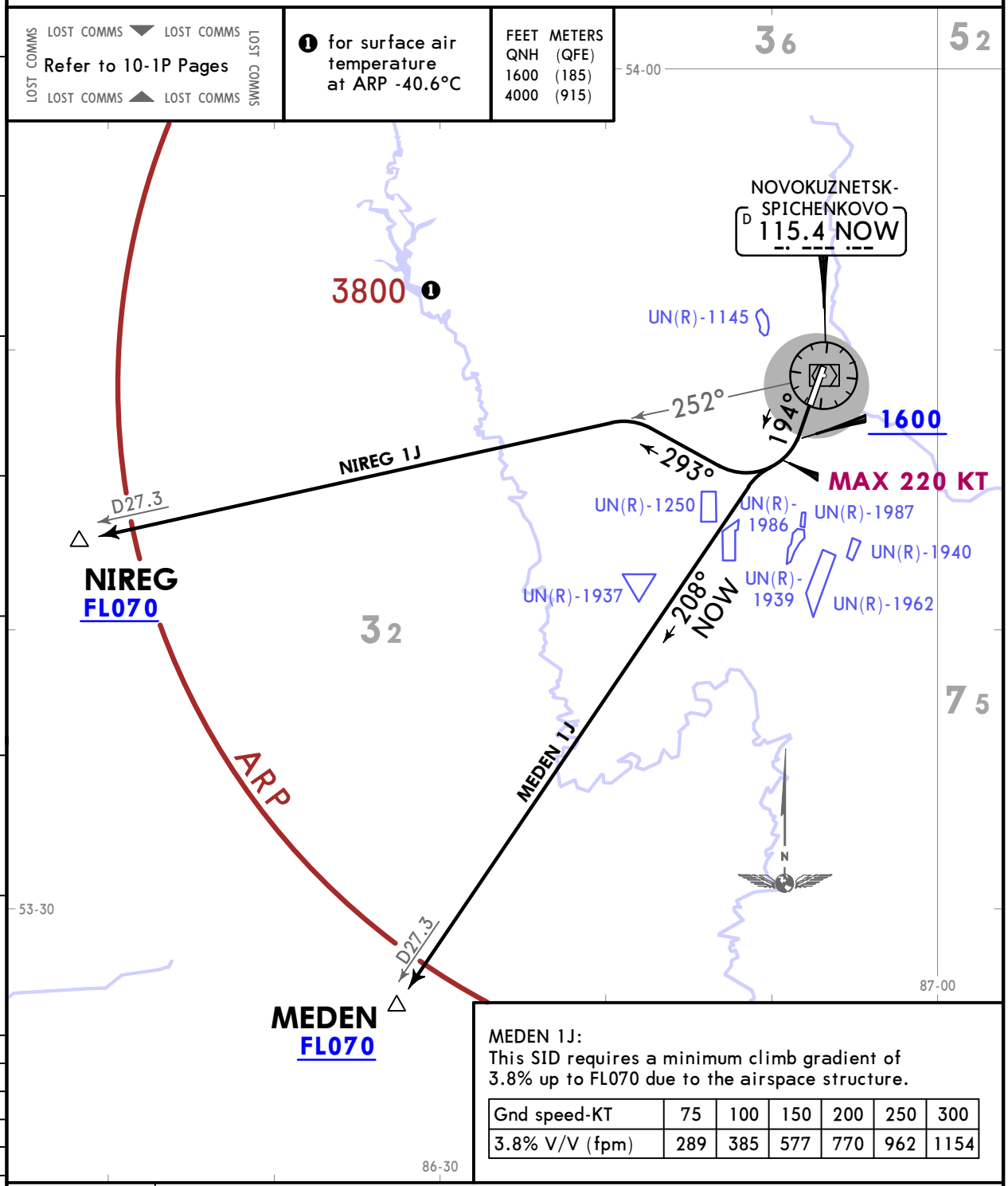
Trans alt: 4000 QNH (QFE on request)
1. DME required.
2. Turn before DER is prohibited.
3. These SIDs require permission to overfly UN(R)-1145, UN(R)-1250, UN(R)-1937, UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 (during their activity) or coordination with ATS.
4. EXPECT close-in obstacles.

MEDEN 1J [MEDE1J]
NIREG 1J [NIRE1J]
DEPARTURES
(RWY 19)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
1600	(185)
4000	(915)



MEDEN 1J:
This SID requires a minimum climb gradient of 3.8% up to FL070 due to the airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

SID	ROUTING
MEDEN 1J	Climb on 194° track to 1600 or above, intercept NOW R208 to MEDEN.
NIREG 1J	Climb on 194° track to 1600 or above, turn RIGHT, 293° track, intercept NOW R252 to NIREG.

CHANGES: New chart.

UNWW/NOZ
SPICHENKOVO

JEPPESEN
16 FEB 24 (10-3X4) Eff 22 Feb

NOVOKUZNETSK, ~~RUSSIA~~

SID

Apt Elev 1024

Trans alt: 4000 QNH (QFE on request)
1. DME required.
2. Turn before DER is prohibited.
3. These SIDs require permission to overfly UN(R)-1145, UN(R)-1250, UN(R)-1937, UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 (during their activity) or coordination with ATS.
4. EXPECT close-in obstacles.

AGERU 1J [AGER1J], GIMUK 1J [GIMU1J]
OGNOR 1J [OGNO1J], RODMI 1J [RODM1J]
DEPARTURES
(RWY 19)

SID	ROUTING
AGERU 1J	Climb on 194° track to 1600 or above, turn RIGHT, 035° track, intercept NOW R336 to AGERU.
GIMUK 1J	Climb on 194° track to 1600 or above, turn RIGHT, 344° track, intercept NOW R279 to GIMUK.
OGNOR 1J	Climb on 194° track to 1600 or above, turn RIGHT, 359° track, intercept NOW R289 to OGNOR.
RODMI 1J	Climb on 194° track to 1600 or above, turn RIGHT, 035° track, intercept NOW R307 to RODMI.

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

❶ for surface air temperature at ARP -40.6°C

FEET METERS
QNH (QFE)
1600 (185)
4000 (915)

NOVOKUZNETSK-SPICHENKOVO
115.4 NOW

1600

AGERU 1J
RODMI 1J
OGNOR 1J
GIMUK 1J

336°
307°
289°
279°
359°
344°
167°

D26.9
D26.9
D27.2
D27.2

ARP

AGERU FL070
RODMI FL070
OGNOR FL070
GIMUK FL070

MAX 220 KT
3800 ❶

UN(R)-1145
UN(R)-1250
UN(R)-1937
UN(R)-1939
UN(R)-1940
UN(R)-1962
UN(R)-1986
UN(R)-1987

36
52
75
32

54-00
86-30
87-00

CHANGES: New chart.

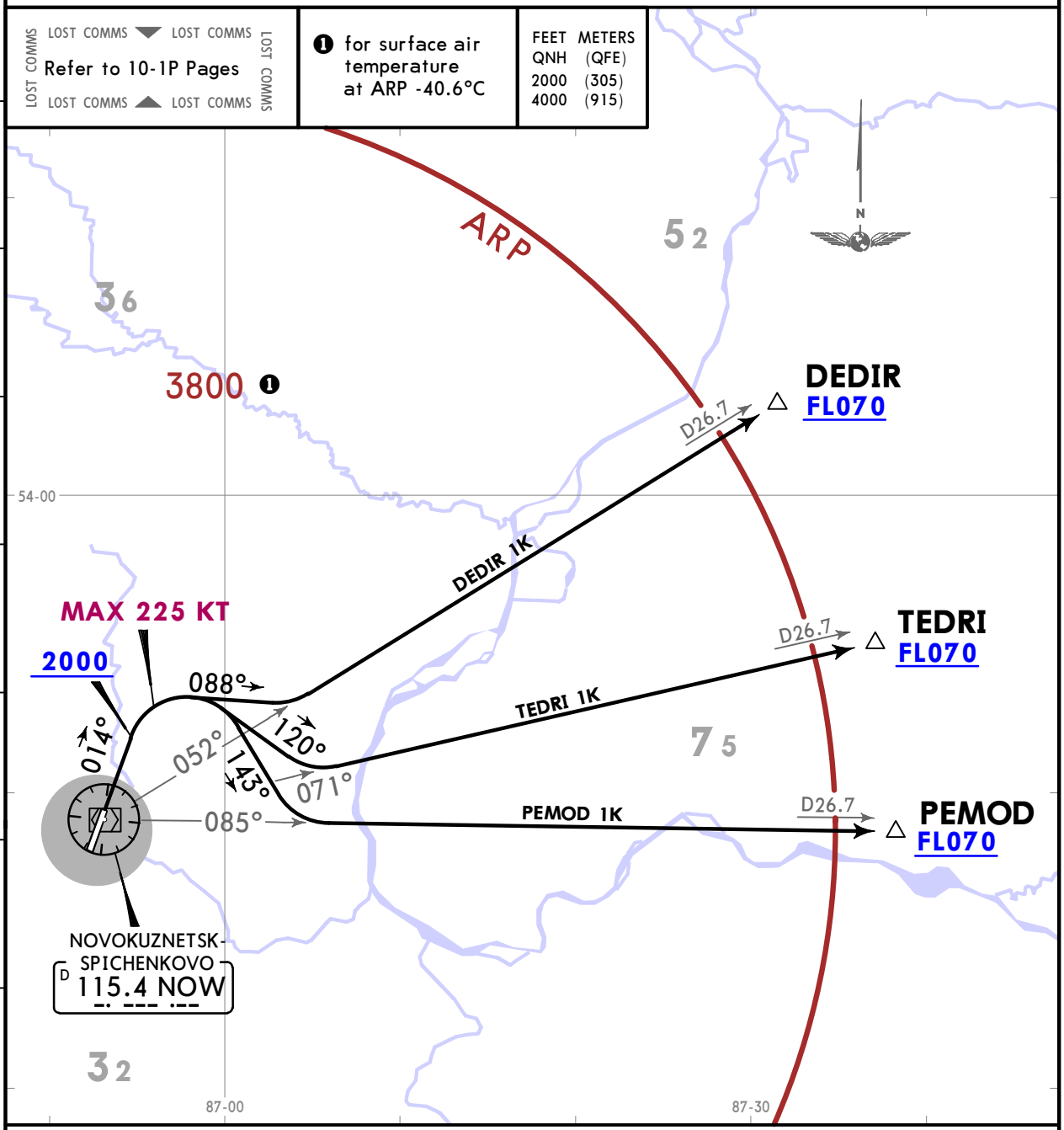
Apt Elev	
1024	Trans alt: 4000 QNH (QFE on request) 1. DME required. 2. Turn before DER is prohibited.

DEDIR 1K [DEDI1K]
PEMOD 1K [PEMO1K]
TEDRI 1K [TEDR1K]
DEPARTURES
(RWY 01)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
2000	(305)
4000	(915)



DEDIR 1K:
This SID requires a minimum climb gradient of 3.5% up to FL070 due to the airspace structure.

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

SID	ROUTING
DEDIR 1K	Climb on 014° track to 2000 or above, turn RIGHT, 088° track, intercept NOW R052 to DEDIR.
PEMOD 1K	Climb on 014° track to 2000 or above, turn RIGHT, 143° track, intercept NOW R085 to PEMOD.
TEDRI 1K	Climb on 014° track to 2000 or above, turn RIGHT, 120° track, intercept NOW R071 to TEDRI.

CHANGES: New chart.

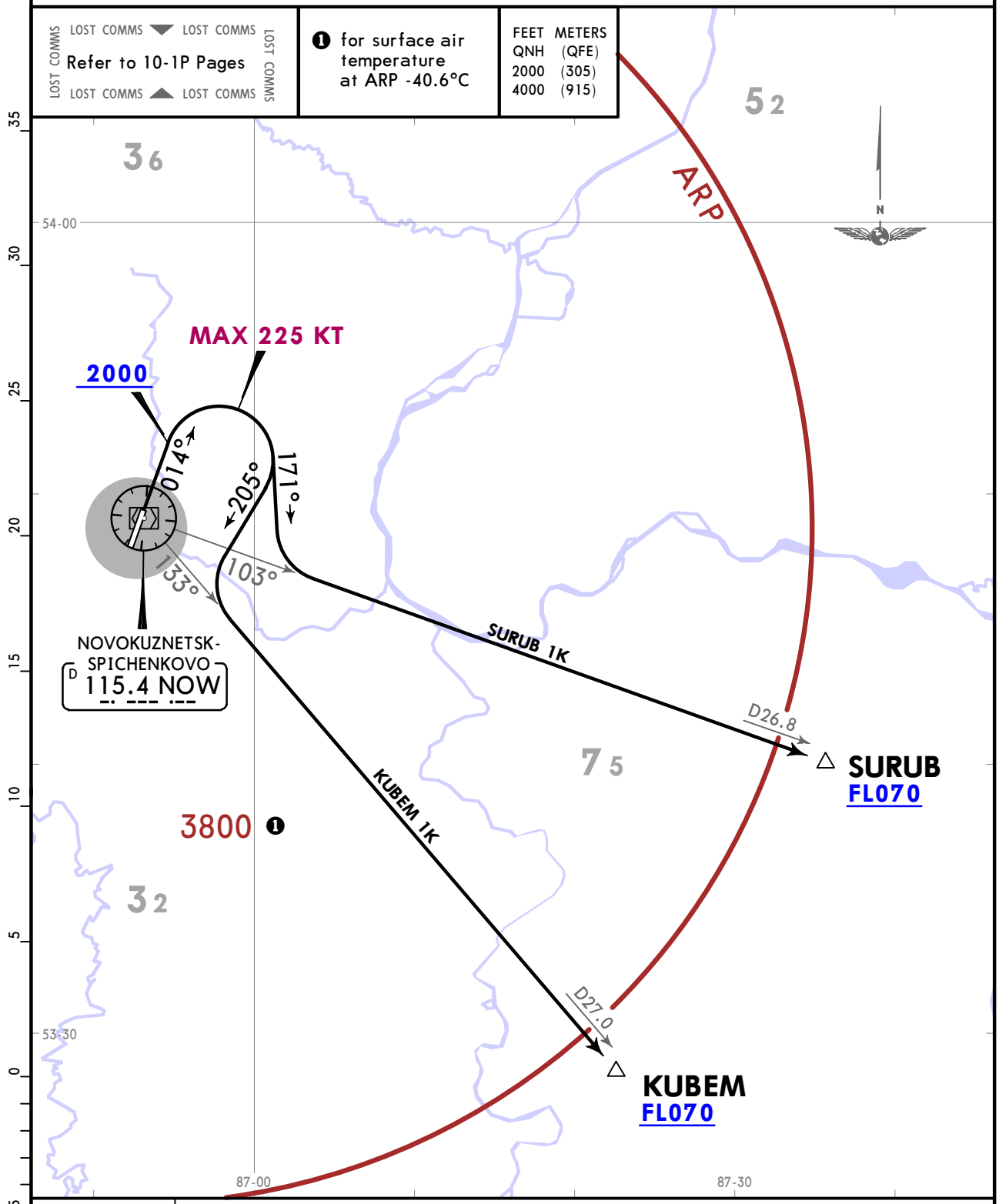
Apt Elev	
1024	Trans alt: 4000 QNH (QFE on request) 1. DME required. 2. Turn before DER is prohibited.

KUBEM 1K [KUBE1K]
SURUB 1K [SURU1K]
DEPARTURES
(RWY 01)

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

ⓘ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
2000	(305)
4000	(915)



SID	ROUTING
KUBEM 1K	Climb on 014° track to 2000 or above, turn RIGHT, 205° track, intercept NOW R133 to KUBEM.
SURUB 1K	Climb on 014° track to 2000 or above, turn RIGHT, 171° track, intercept NOW R103 to SURUB.

CHANGES: New chart.

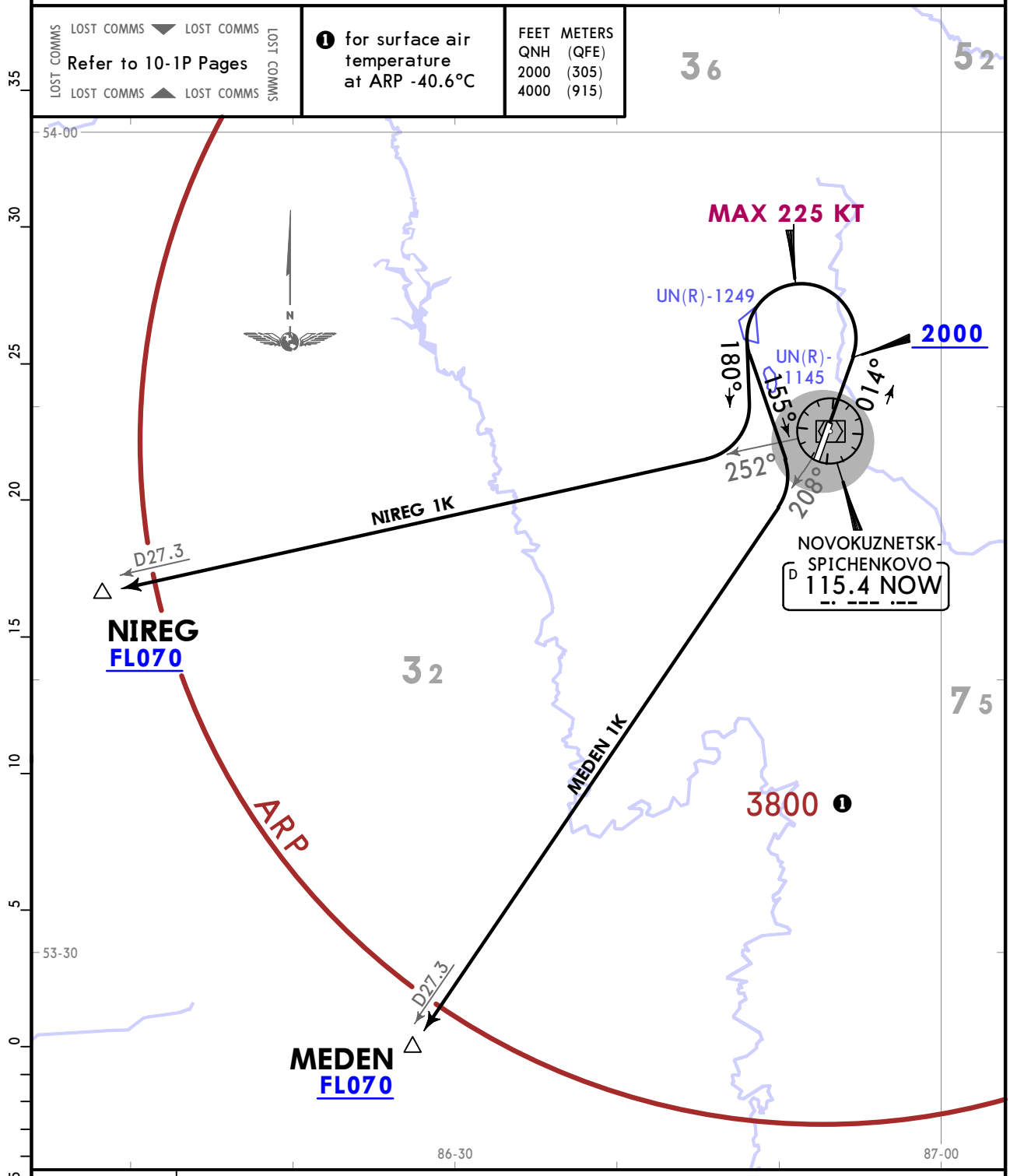
Apt Elev 1025	Trans alt: 4000 QNH (QFE on request) 1. DME required. 2. Turn before DER is prohibited. 3. These SIDs require permission to overfly UN(R)-1145, UN(R)-1249 (during their activity) or coordination with ATS.

MEDEN 1K [MEDE1K]
NIREG 1K [NIRE1K]
DEPARTURES
(RWY 01)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
2000	(305)
4000	(915)



SID	ROUTING
MEDEN 1K	Climb on 014° track to 2000 or above, turn LEFT, 155° track, intercept NOW R208 to MEDEN.
NIREG 1K	Climb on 014° track to 2000 or above, turn LEFT, 180° track, intercept NOW R252 to NIREG.

CHANGES: AD elevation, note 3.

Apt Elev 1025

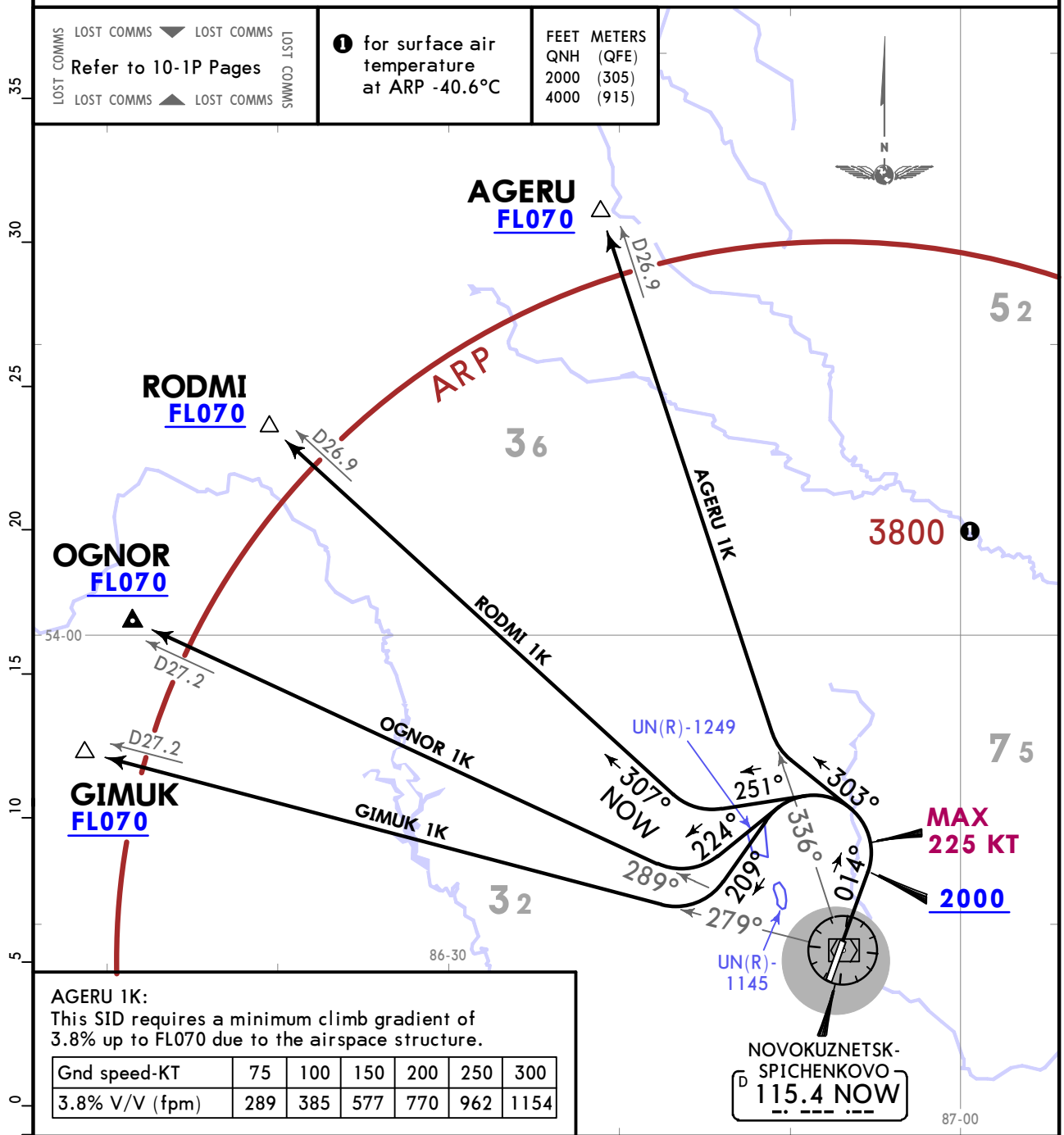
Trans alt: 4000 QNH (QFE on request)
1. DME required.
2. Turn before DER is prohibited.
3. These SIDs require permission to overfly UN(R)-1145, UN(R)-1249 (during their activity) or coordination with ATS.

AGERU 1K [AGER1K], GIMUK 1K [GIMU1K] OGNOR 1K [OGNO1K], RODMI 1K [RODM1K] DEPARTURES (RWY 01)

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

❶ for surface air temperature at ARP -40.6°C

FEET	METERS
QNH	(QFE)
2000	(305)
4000	(915)



AGERU 1K:
This SID requires a minimum climb gradient of 3.8% up to FL070 due to the airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

SID	ROUTING
AGERU 1K	Climb on 014° track to 2000 or above, turn LEFT, 303° track, intercept NOW R336 to AGERU.
GIMUK 1K	Climb on 014° track to 2000 or above, turn LEFT, 209° track, intercept NOW R279 to GIMUK.
OGNOR 1K	Climb on 014° track to 2000 or above, turn LEFT, 224° track, intercept NOW R289 to OGNOR.
RODMI 1K	Climb on 014° track to 2000 or above, turn LEFT, 251° track, intercept NOW R307 to RODMI.

CHANGES: AD elevation, note 3.

UNWW/NOZ

Apt Elev 1025′
N53 48.7 E086 52.7

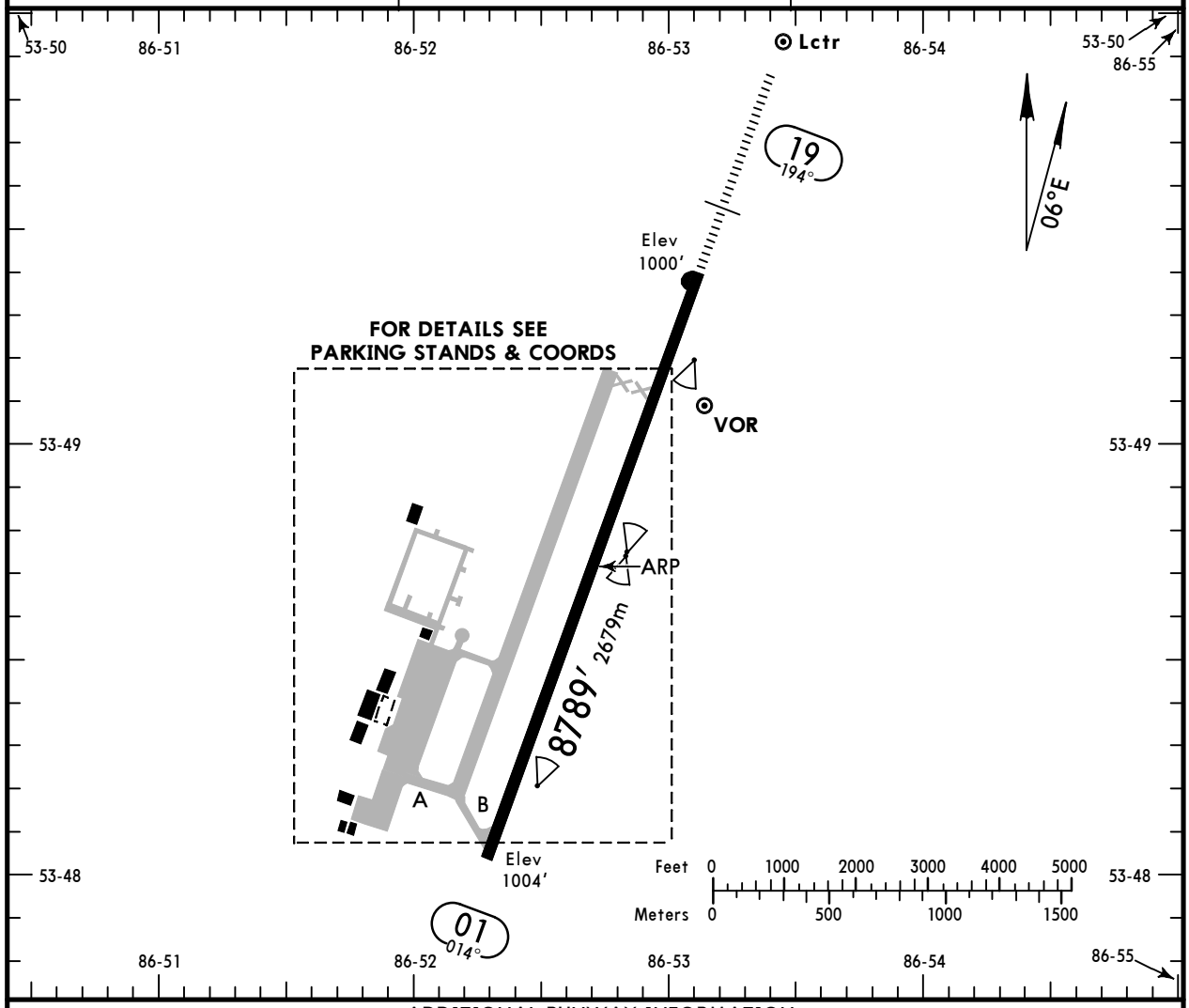
JEPPESEN

14 MAR 25 (10-9) Eff 20 Mar

NOVOKUZNETSK, RUSSIA

SPICHENKOVO

ATIS	NOVOKUZNETSK Approach (GND)	Start (TWR)
127.6	118.6	121.2



ADDITIONAL RUNWAY INFORMATION

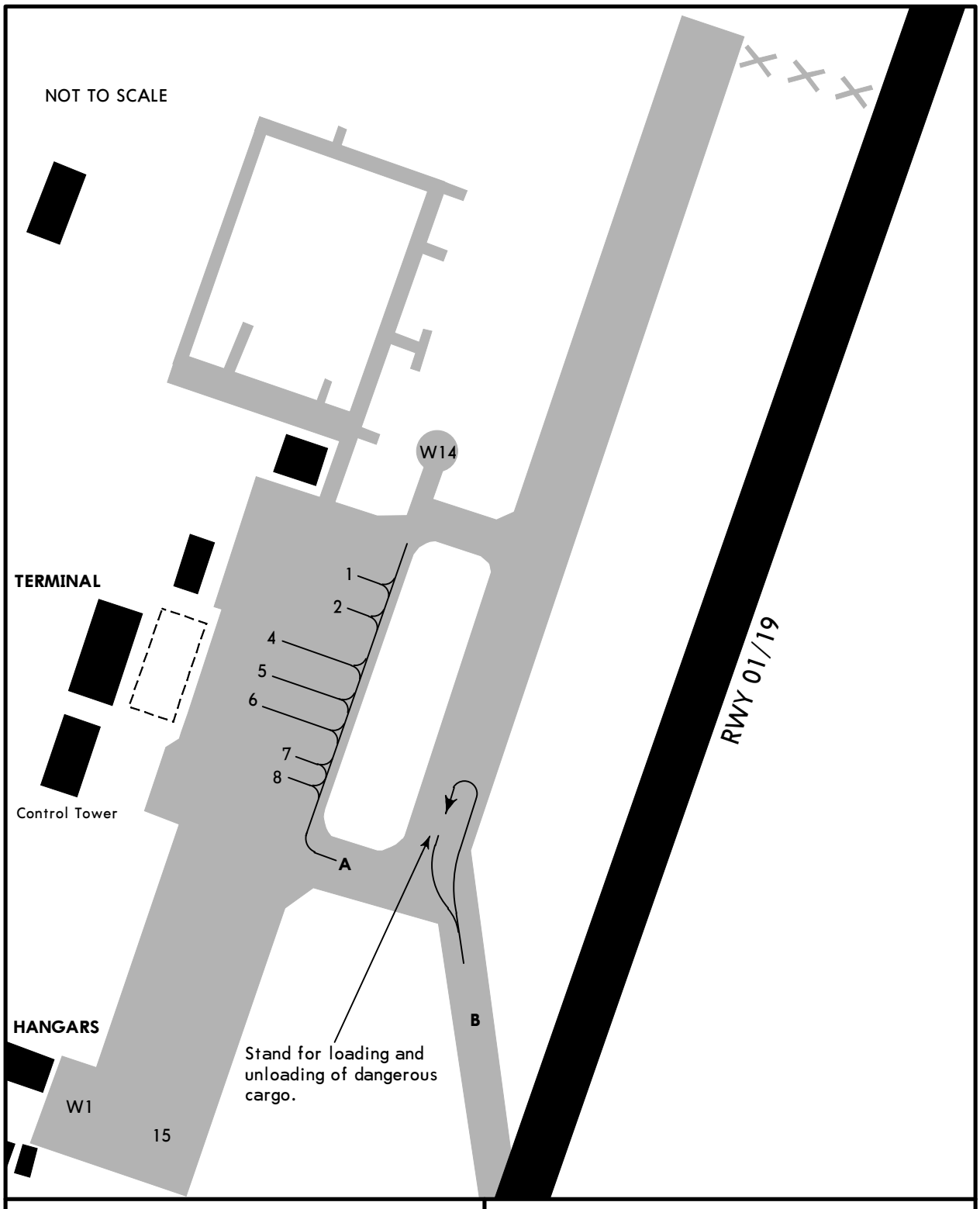
RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
01	RL (60m) RVR				148′ 45m
19	RL (60m) HIALS PAPI-L (angle 3.0°) RVR		7939′ 2420m		

Std TAKE-OFF

1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
R/V300m	R/V400m	R/V500m	NA

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

CHANGES: Building.



INS COORDINATES

STAND No.	COORDINATES	
1, 2	N53 48.4	E086 52.0
4 thru 7	N53 48.3	E086 52.0
8	N53 48.2	E086 51.9
W1	N53 48.2	E086 51.7
W14	N53 48.5	E086 52.2

CHANGES: Stands, taxiway guidance lines.

NOVOKUZNETSK, RUSSIA

SPICHENKOVO

STRAIGHT-IN RWY		A	B	C	D
01	GLS	**1204**′(200′) **R1200m**	**1204**′(200′) **R1200m**	**1204**′(200′) **R1200m**	**1204**′(200′) **R1200m**
	RNAV LNAV/VNAV	**1254**′(250′) **R1300m**	**1274**′(270′) **R1300m**	**1274**′(270′) **R1300m**	**1294**′(290′) **R1400m**
	❶ RNAV LNAV	**1370**′(366′) **R1500m**	**1370**′(366′) **R1500m**	**1370**′(366′) **R1700m**	**1370**′(366′) **R1700m**
	❶ VOR with D3.2	**1370**′(366′) **R1500m**	**1370**′(366′) **R1500m**	**1370**′(366′) **R1700m**	**1370**′(366′) **R1700m**
	❶ VOR w/o D3.2	**1640**′(636′) **R1500m**	**1640**′(636′) **R1500m**	**1640**′(636′) **R2400m**	**1640**′(636′) **R2400m**
	❶ NDB X	**1720**′(716′) **R1500m**	**1720**′(716′) **R1500m**	**1720**′(716′) **R2400m**	**1720**′(716′) **R2400m**
19	ILS Z, X or W	**1200**′(200′) ❷ **R550m**	**1203**′(203′) ❷ **R550m**	**1211**′(211′) ❷ **R550m**	**1222**′(222′) ❷ **R550m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**1200**′(200′) ❷ **R550m**	**1203**′(203′) ❷ **R550m**	**1211**′(211′) ❷ **R550m**	**1222**′(222′) ❷ **R550m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	❶ LOC	**1530**′(530′) **R1500m**	**1530**′(530′) **R1500m**	**1530**′(530′) **R1700m**	**1530**′(530′) **R1700m**
	ALS out	R1500m	R1500m	R2400m	R2400m
	RNAV LNAV/VNAV	**1300**′(300′) ❷ **R650m**	**1310**′(310′) ❷ **R700m**	**1320**′(320′) ❷ **R700m**	**1330**′(330′) **R800m**
	ALS out	R1400m	R1400m	R1400m	R1500m
	❶ RNAV LNAV	**1330**′(330′) **R800m**	**1330**′(330′) **R800m**	**1330**′(330′) **R800m**	**1330**′(330′) **R800m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	❶ VOR with D2.1	**1430**′(430′) **R1300m**	**1430**′(430′) **R1300m**	**1430**′(430′) **R1300m**	**1430**′(430′) **R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	❶ VOR w/o D2.1	**1530**′(530′) **R1500m**	**1530**′(530′) **R1500m**	**1530**′(530′) **R1700m**	**1530**′(530′) **R1700m**
	ALS out	R1500m	R1500m	R2400m	R2400m
	❶ NDB Z	**1580**′(580′) **R1500m**	**1580**′(580′) **R1500m**	**1580**′(580′) **R1900m**	**1580**′(580′) **R1900m**
	ALS out	R1500m	R1500m	R2400m	R2400m
	❶ NDB Y	**1480**′(480′) **R1500m**	**1480**′(480′) **R1500m**	**1480**′(480′) **R1500m**	**1480**′(480′) **R1500m**
	ALS out	R1500m	R1500m	R2200m	R2200m

❶ Continuous Descent Final Approach.

❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1560′(535′)	**1730**′(705′)	**1830**′(805′)	**1960**′(935′)
After VOR 01	**1640**′(615′)	**1740**′(715′)	**1830**′(805′)	**1960**′(935′)
After NDB X 01	**1720**′(695′)	**1730**′(705′)	**1830**′(805′)	**1960**′(935′)
After NDB Z 19	**1580**′(555′)	**1730**′(705′)	**1830**′(805′)	**1960**′(935′)
	❸ V1500m	❸ V1600m	V2400m	V3600m

❸ or higher minimums of preceding straight-in approach.

CHANGES: GLS 19 minimums.

NOVOKUZNETSK, RUSSIA
SPICHENKOVO

TAKE-OFF

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

UNWW/NOZ SPICHENKOVO

JEPPESEN 19 APR 24 (11-1)

NOVOKUZNETSK, ~~RUSSIA~~ ILS Z or LOC Z Rwy 19

ATIS	NOVOKUZNETSK Approach (R)	NOVOKUZNETSK Start	Ground
127.6	118.6	121.2	118.6

BRIEFING STRIP™

LOC IUF 111.1	Final Apch Crs 194°	D4.5 IUF MANDATORY 2500′ (1500′)	ILS DA(H) Refer to Minimums	Apt Elev 1025′ Rwy 1000′

MISSED APCH: Climb STRAIGHT AHEAD to WW191 (MAX 220 KT), then turn LEFT to WW24Ø. Then proceed to WW419 climbing to 4000′ or above. Then according to chart or by ATC.

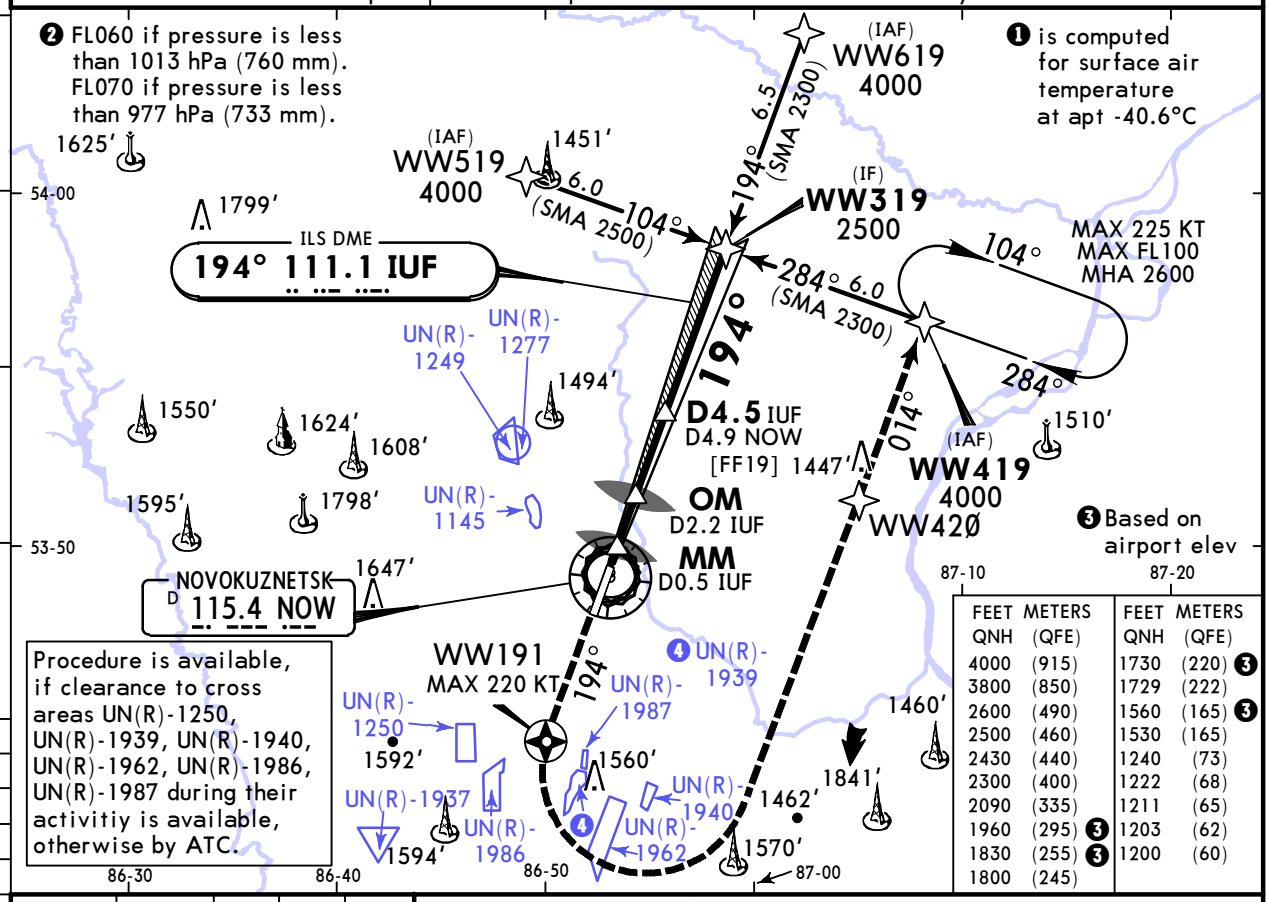
3800 MSA ARP ❶

Alt Set: hPa (mm on req) | Rwy Elev: 36 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

RNAV 1 for inital and missed apch. | 1. GNSS required. 2. ILS DME reads zero at rwy 19 thresh.

❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).

❶ is computed for surface air temperature at apt -40.6°C

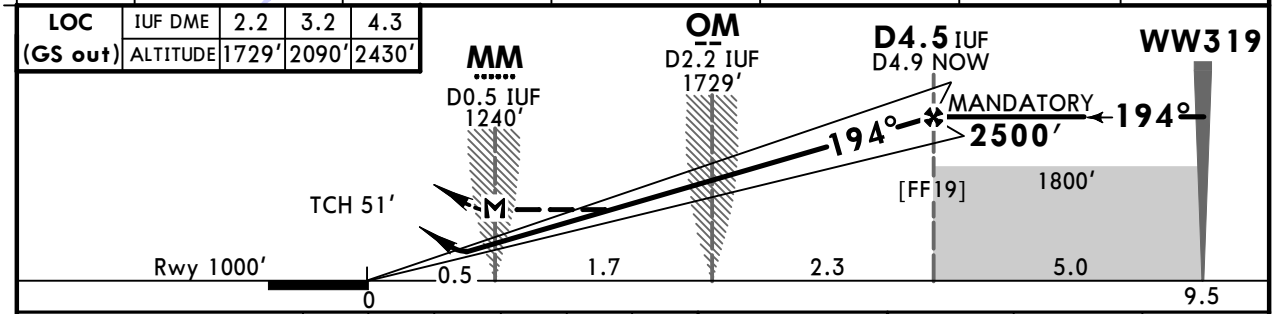


❸ Based on airport elev

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(915)	1730	(220) ❸
3800	(850)	1729	(222)
2600	(490)	1560	(165) ❸
2500	(460)	1530	(165)
2430	(440)	1240	(73)
2300	(400)	1222	(68)
2090	(335)	1211	(65)
1960	(295) ❸	1203	(62)
1830	(255) ❸	1200	(60)
1800	(245)		

Procedure is available, if clearance to cross areas UN(R)-1250, UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 during their activitiy is available, otherwise by ATC.

LOC (GS out)	IUF DME	2.2	3.2	4.3
	ALTITUDE	1729′	2090′	2430′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/ D0.5 IUF							

Timing not authorized for defining MAP.

HIALS PAPI WW191 220 KT MAX

PANS OPS

Std STRAIGHT-IN LANDING

ILS

A: **1200′** (200′) C: **1211′** (211′)

DA(H) B: **1203′** (203′) D: **1222′** (222′)

LOC (GS out)

CDFA

❷ DA/MDA(H) **1530′** (530′)

CIRCLE-TO-LAND

	ALS out		ALS out
A	❶ R550m	R1200m	R1500m
B			
C			R1700m R2400m
D			

Max KT	MDA(H)	
100	1560′ (535′)	V1500m
135	1730′ (705′)	V1600m
180	1830′ (805′)	V2400m
205	1960′ (935′)	V3600m

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

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

CHANGES: Holding.

UNWW/NOZ
SPICHENKOVO

JEPPESEN
19 APR 24 (11-2)

NOVOKUZNETSK, ~~RUSSIA~~
ILS X or LOC X Rwy 19

ATIS	NOVOKUZNETSK Approach (R)	NOVOKUZNETSK Start	Ground
127.6	118.6	121.2	118.6

BRIEFING STRIP

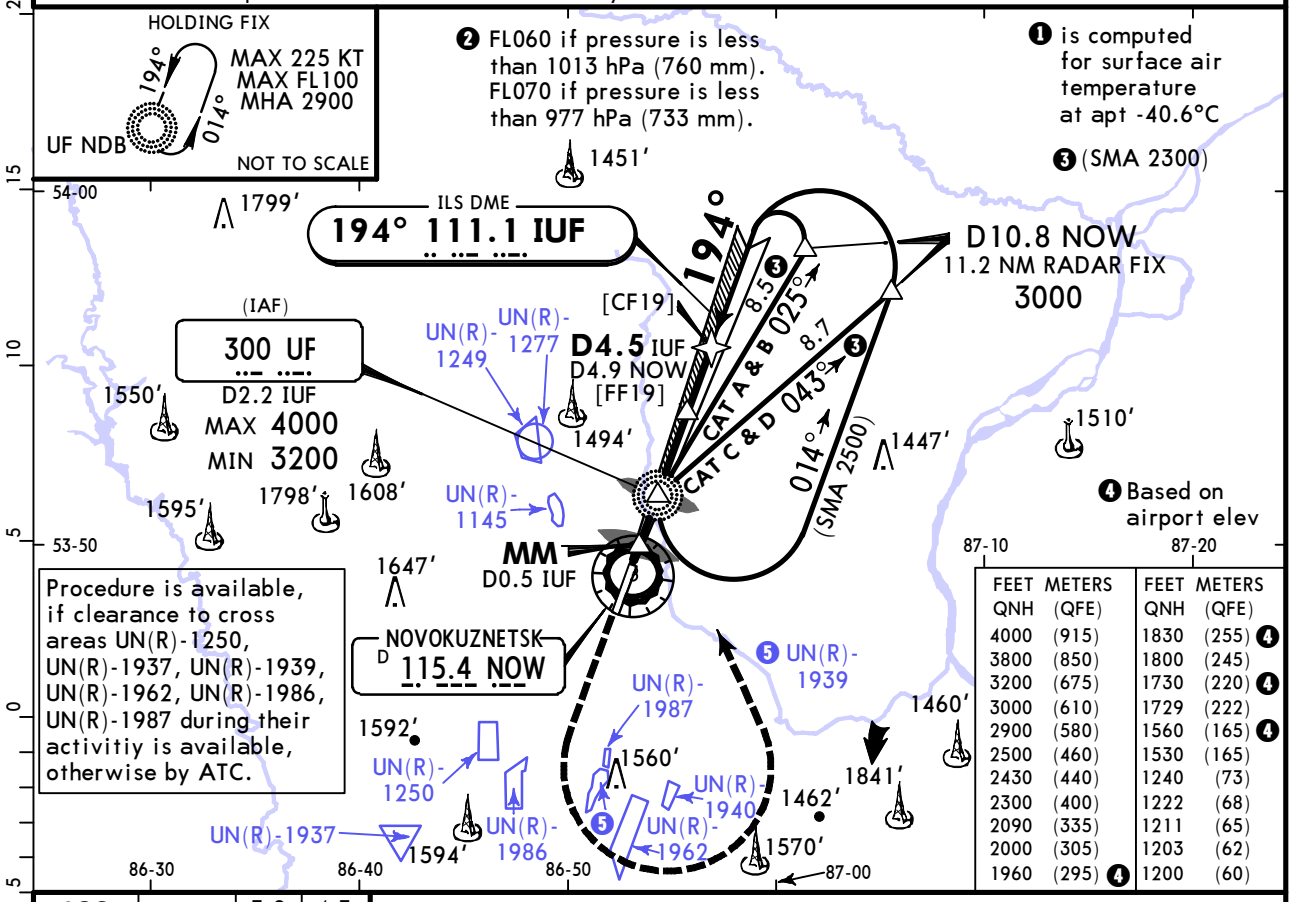
LOC IUF	Final Apch Crs	D4.5 IUF MANDATORY	ILS DA(H)	Apt Elev 1025′
111.1	194°	2500′ (1500′)	Refer to Minimums	Rwy 1000′

MISSED APCH: Climb STRAIGHT AHEAD to 2000′ or above (MAX 205 KT), then turn LEFT to UF NDB climbing to 3200′ or above. Then according to chart or by ATC. Turn before MAP is prohibited.

3800
MSA ARP ❶

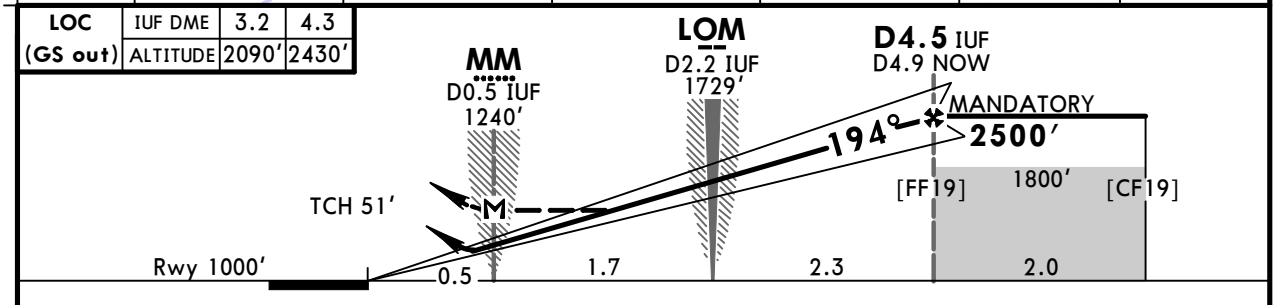
Alt Set: hPa (mm on req) | Rwy Elev: 36 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

1. DME or radar required. 2. ILS DME reads zero at rwy 19 thresh.



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(915)	1830	(255) ❹
3800	(850)	1800	(245)
3200	(675)	1730	(220) ❹
3000	(610)	1729	(222)
2900	(580)	1560	(165) ❹
2500	(460)	1530	(165)
2430	(440)	1240	(73)
2300	(400)	1222	(68)
2090	(335)	1211	(65)
2000	(305)	1203	(62)
1960	(295) ❹	1200	(60)

LOC (GS out)	IUF DME	3.2	4.3
	ALTITUDE	2090′	2430′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/ D0.5 IUF							

Timing not authorized for defining MAP.

HIALS
PAPI

MIN 2000′

205 KT MAX

PANS OPS

Std STRAIGHT-IN LANDING

ILS
A: **1200′** (200′) C: **1211′** (211′)
DA(H) B: **1203′** (203′) D: **1222′** (222′)

LOC (GS out) CDFA
❷ DA/MDA(H) **1530′** (530′)

CIRCLE-TO-LAND

	ALS out	ALS out
A	❶ R550m	R1200m
B		R1500m
C		R1700m
D		R2400m

Max KT	MDA(H)	
100	1560′ (535′)	V1500m
135	1730′ (705′)	V1600m
180	1830′ (805′)	V2400m
205	1960′ (935′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Holding.

UNWW/NOZ
SPICHENKOVO

JEPPESEN
19 APR 24 (11-3)

NOVOKUZNETSK, ~~RUSSIA~~
ILS W or LOC W Rwy 19

ATIS	NOVOKUZNETSK Approach (R)	NOVOKUZNETSK Start	Ground
127.6	118.6	121.2	118.6

BRIEFING STRIP™

LOC IUF	Final Apch Crs	D4.5 IUF MANDATORY	ILS DA(H)	Apt Elev 1025′
111.1	194°	2500′ (1500′)	Refer to Minimums	Rwy 1000′

MISSED APCH: Climb STRAIGHT AHEAD to 2300′ or above (MAX 205 KT), then turn LEFT to NOW VOR climbing to 3200′ or above. Then according to chart or by ATC.

3800
MSA ARP ❶

Alt Set: hPa (mm on req) | Rwy Elev: 36 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

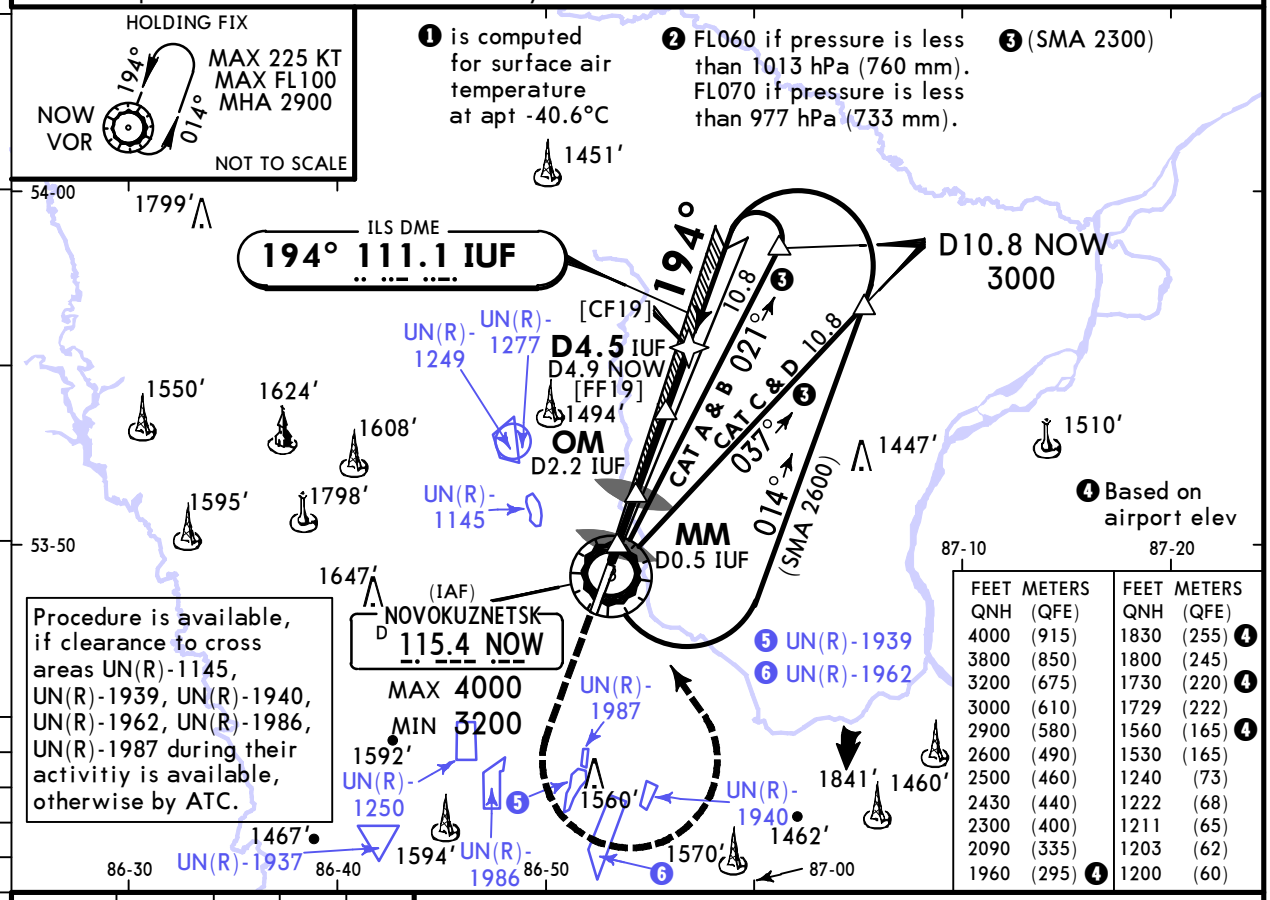
1. DME required. 2. ILS DME reads zero at rwy 19 thresh.

HOLDING FIX
NOW VOR
194°
014°
MAX 225 KT
MAX FL100
MHA 2900
NOT TO SCALE

❶ is computed for surface air temperature at apt -40.6°C

❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).

❸ (SMA 2300)

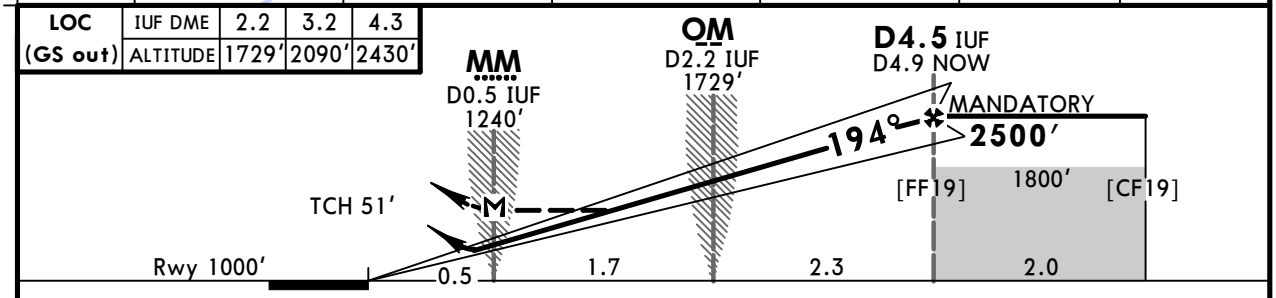


Procedure is available, if clearance to cross areas UN(R)-1145, UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 during their activitiy is available, otherwise by ATC.

❹ Based on airport elev

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(915)	1830	(255) ❹
3800	(850)	1800	(245)
3200	(675)	1730	(220) ❹
3000	(610)	1729	(222)
2900	(580)	1560	(165) ❹
2600	(490)	1530	(165)
2500	(460)	1240	(73)
2430	(440)	1222	(68)
2300	(400)	1211	(65)
2090	(335)	1203	(62)
1960	(295) ❹	1200	(60)

LOC (GS out)	IUF DME	2.2	3.2	4.3
	ALTITUDE	1729′	2090′	2430′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/ D0.5 IUF							

Timing not authorized for defining MAP.

HIALS
PAPI

MIN 2300′

205 KT MAX

PANS OPS

Std STRAIGHT-IN LANDING

ILS
A: **1200′** (200′) C: **1211′** (211′)
DA(H) B: **1203′** (203′) D: **1222′** (222′)

LOC (GS out)
CDFA
❷ DA/MDA(H) **1530′** (530′)

	ILS	ALS out	LOC (GS out)	ALS out
A	❶ R550m	R1200m	R1500m	
B				
C			R1700m	R2400m
D				

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1560′ (535′)	V1500m
135	1730′ (705′)	V1600m
180	1830′ (805′)	V2400m
205	1960′ (935′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Holding.

UNWW/NOZ SPICHENKOVO

JEPPESEN 19 APR 24 (12-1)

NOVOKUZNETSK, ~~RUSSIA~~ RNAV Rwy 01

ATIS	NOVOKUZNETSK Approach (R)	NOVOKUZNETSK Start	Ground
127.6	118.6	121.2	118.6

BRIEFING STRIP ™

RNAV	Final Apch Crs **014°**	**WW2Ø1** MANDATORY **2600′** (1596′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1025′ Rwy 1004′

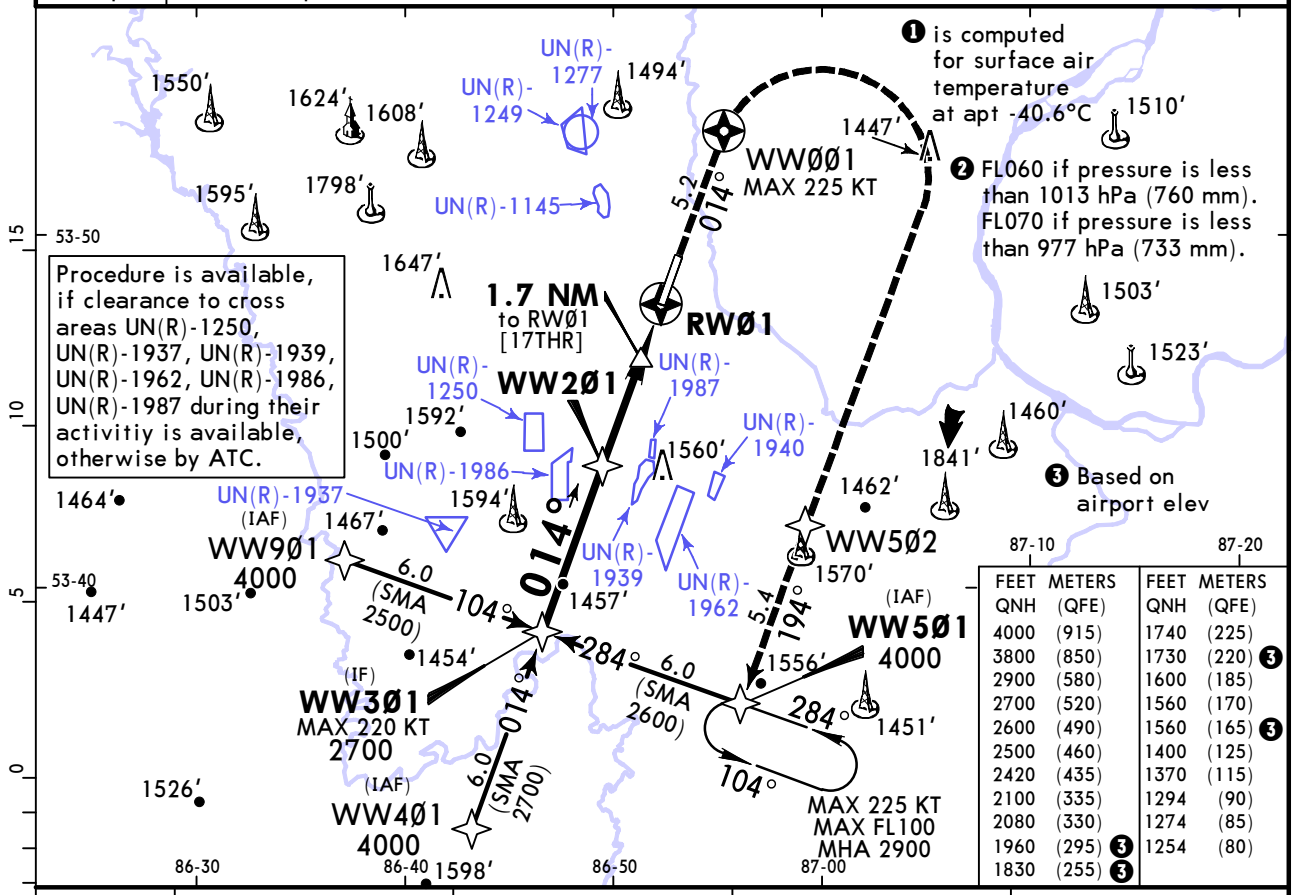
MISSED APCH: Climb STRAIGHT AHEAD to WWØØ1 (MAX 225 KT), then turn RIGHT to WW5Ø2, then proceed to WW5Ø1 climbing to 4000′ or above, then according to chart or by ATC.

3800

MSA ARP ❶

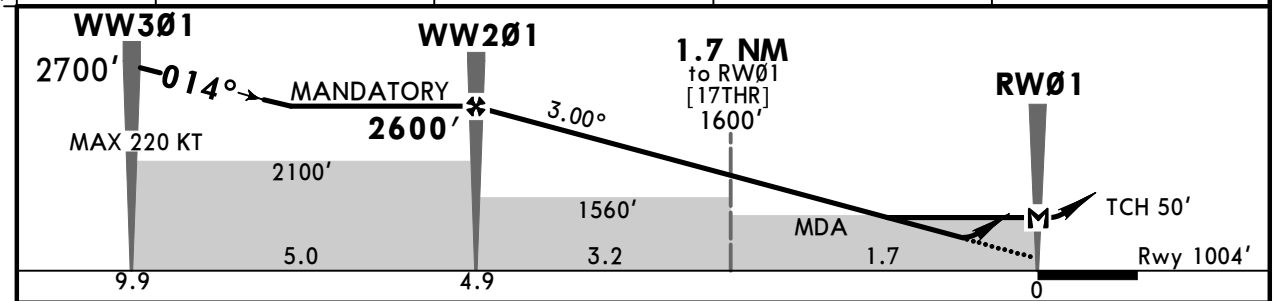
Alt Set: hPa (mm on req) | Rwy Elev: 36 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

RNP apch. | 1. GNSS required. 2. Baro VNAV not authorized below -33°C.



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(915)	1740	(225)
3800	(850)	1730	(220) ❸
2900	(580)	1600	(185)
2700	(520)	1560	(170)
2600	(490)	1560	(165) ❸
2500	(460)	1400	(125)
2420	(435)	1370	(115)
2100	(335)	1294	(90)
2080	(330)	1274	(85)
1960	(295) ❸	1254	(80)
1830	(255) ❸		

DIST to RWØ1	4.3	3.2	2.2	1.1
ALTITUDE	2420′	2080′	1740′	1400′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ1						

WWØØ1 ↑ | 225 KT MAX | WW5Ø2 RT

PANS OPS

Std

STRAIGHT-IN LANDING

LNAV/VNAV

DA(H) BC: **1274′** (270′)
A: **1254′** (250′) D: **1294′** (290′)

LNAV

CDFA
❶ DA/MDA(H) **1370′** (366′)

CIRCLE-TO-LAND

	LNAV/VNAV	LNAV	Max KT	MDA(H)	
A	R1300m	R1500m	100	1560′ (535′)	V1500m
B			135	1730′ (705′)	V1600m
C		R1700m	180	1830′ (805′)	V2400m
D	R1400m		205	1960′ (935′)	V3600m

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

CHANGES: Holding.

UNWW/NOZ SPICHENKOVO

JEPPESEN 19 APR 24 (12-2)

NOVOKUZNETSK, ~~RUSSIA~~ RNAV Rwy 19

ATIS	NOVOKUZNETSK Approach (R)	NOVOKUZNETSK Start	Ground
127.6	118.6	121.2	118.6

BRIEFING STRIP™

RNAV	Final Apch Crs **194°**	**WW219** MANDATORY **2500′** (1500′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1025′ Rwy 1000′

MISSED APCH: Climb STRAIGHT AHEAD to WW191 (MAX 220 KT), then turn LEFT to WW42Ø, then proceed to WW419 climbing to 4000′ or above, then according to chart or by ATC.

3800 MSA ARP ❶

Alt Set: hPa (mm on req) | Rwy Elev: 36 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

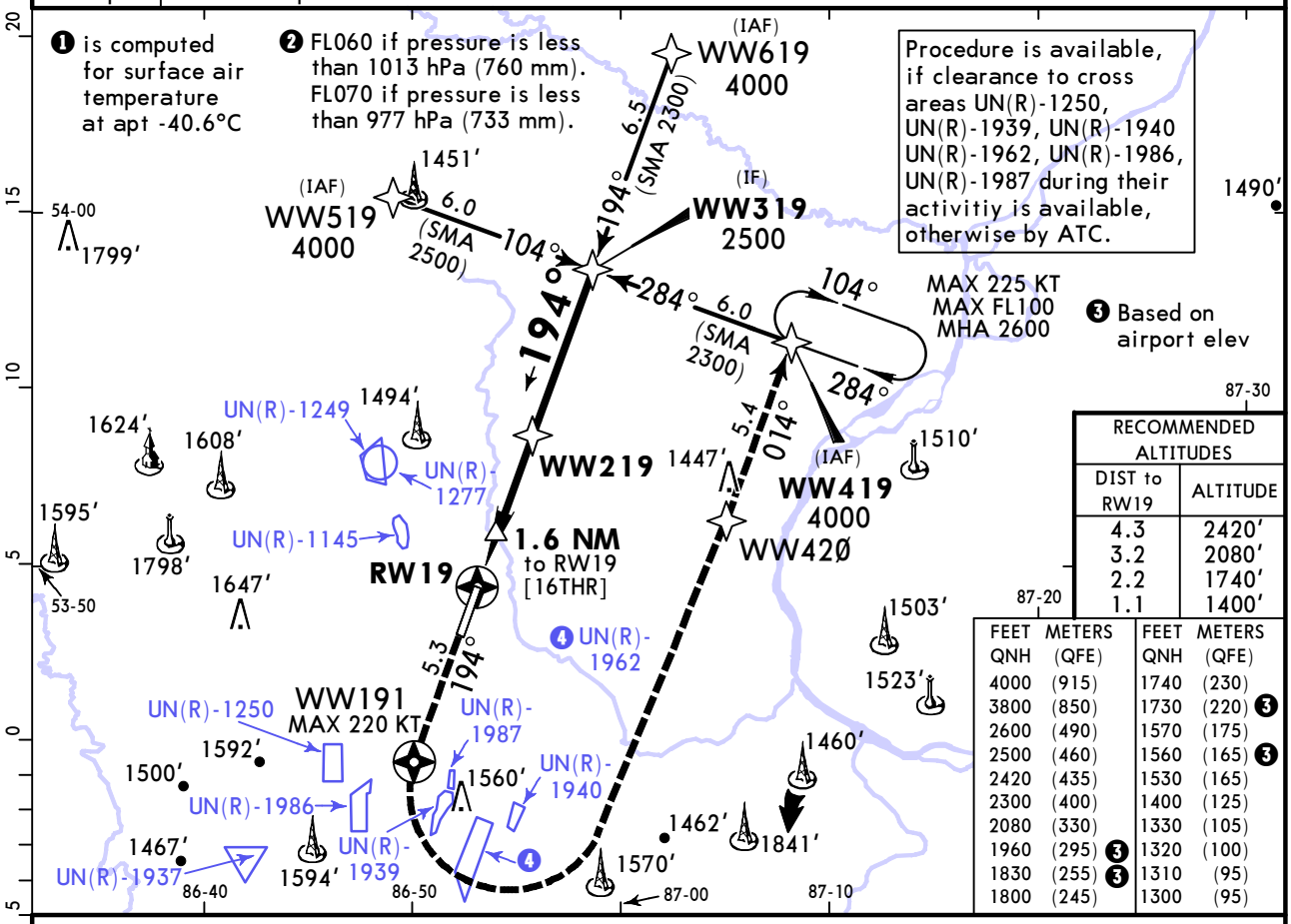
RNP apch. | 1. GNSS required. 2. Baro-VNAV not authorized below -32°C.

❶ is computed for surface air temperature at apt -40.6°C

❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).

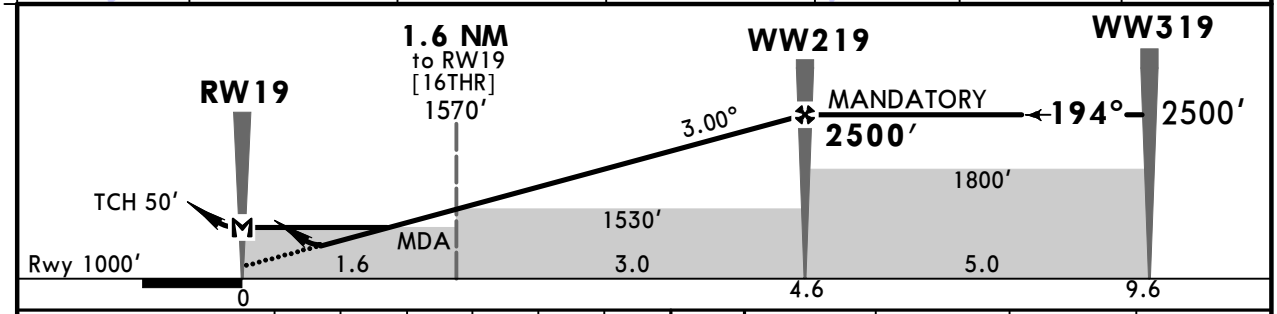
Procedure is available, if clearance to cross areas UN(R)-1250, UN(R)-1939, UN(R)-1940 UN(R)-1962, UN(R)-1986, UN(R)-1987 during their activitiy is available, otherwise by ATC.

❸ Based on airport elev



RECOMMENDED ALTITUDES	
DIST to RW19	ALTITUDE
4.3	2420′
3.2	2080′
2.2	1740′
1.1	1400′

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(915)	1740	(230)
3800	(850)	1730	(220) ❸
2600	(490)	1570	(175)
2500	(460)	1560	(165) ❸
2420	(435)	1530	(165)
2300	(400)	1400	(125)
2080	(330)	1330	(105)
1960	(295) ❸	1320	(100)
1830	(255) ❸	1310	(95)
1800	(245)	1300	(95)



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW19							

HIALS PAPI | WW191 | 220 KT MAX | WW42Ø LT

PANS OPS

Std STRAIGHT-IN LANDING

LNAV/VNAV

DA(H)
A: **1300′** (300′) C: **1320′** (320′)
B: **1310′** (310′) D: **1330′** (330′)

LNAV

CDFA
❶ DA/MDA(H) **1330′** (330′)

	ALS out		ALS out
A	R750m	R1400m	R800m	R1500m
B				
C				
D	R800m	R1500m		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1560′ (535′)	V1500m
135	1730′ (705′)	V1600m
180	1830′ (805′)	V2400m
205	1960′ (935′)	V3600m

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

CHANGES: Holding.

UNWW/NOZ SPICHENKOVO

JEPPESEN 19 APR 24 (12-40)

NOVOKUZNETSK, ~~RUSSIA~~ GLS Rwy 01

ATIS	NOVOKUZNETSK Approach (R)	NOVOKUZNETSK Start	Ground
127.6	118.6	121.2	118.6

GBAS	Final Apch Crs	WW1Ø1 MANDATORY	GLS DA(H)	Apt Elev 1025′
Ch 20685 G01A	**014°**	**2600′** (1596′)	**1204′** (200′)	Rwy 1004′

MISSED APCH: Climb STRAIGHT AHEAD to WWØØ1 (MAX 225 KT), then turn RIGHT to WW5Ø2, then proceed to WW5Ø1 climbing to 4000′ or above, then according to chart or by ATC.

3800 MSA ARP ❶

Alt Set: hPa (mm on req) | Rwy Elev: 36 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

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

❶ is computed for surface air temperature at apt -40.6°C

❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).

Procedure is available, if clearance to cross areas UN(R)-1250, UN(R)-1937, UN(R)-1939, UN(R)-1962, UN(R)-1986, UN(R)-1987 during their activitiy is available, otherwise by ATC.

❸ Based on airport elev

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(915)	2100	(335)
3800	(850)	1960	(295) ❸
2900	(580)	1830	(255) ❸
2700	(520)	1730	(220) ❸
2600	(490)	1560	(165) ❸
2500	(460)	1204	(60)

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

WWØØ1 ↑ | 225 KT MAX | WW5Ø2 RT

Std STRAIGHT-IN LANDING — CIRCLE-TO-LAND

GLS

DA(H) **1204′** (200′)

A	R1200m
B	
C	
D	

Max KT	MDA(H)	
100	1560′ (535′)	V1500m
135	1730′ (705′)	V1600m
180	1830′ (805′)	V2400m
205	1960′ (935′)	V3600m

PANS OPS

CHANGES: Holding, conversion table.

UNWW/NOZ
SPICHENKOVO

JEPPESEN
19 APR 24 (12-41)

NOVOKUZNETSK, ~~RUSSIA~~
GLS Rwy 19

ATIS	NOVOKUZNETSK Approach (R)	NOVOKUZNETSK Start	Ground
127.6	118.6	121.2	118.6

BRIEFING STRIP™

GBAS	Final Apch Crs	WW119 MANDATORY	GLS DA(H)	Apt Elev 1025′
Ch 21096 G19A	194°	2500′ (1500′)	1200′ (200′)	Rwy 1000′

MISSED APCH: Climb STRAIGHT AHEAD to WW191 (MAX 220 KT), then turn LEFT to WW42Ø, then proceed to WW419 climbing to 4000′ or above, then according to chart or by ATC.

3800
MSA ARP ❶

Alt Set: hPa (mm on req) | Rwy Elev: 36 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

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

❶ is computed for surface air temperature at apt -40.6°C

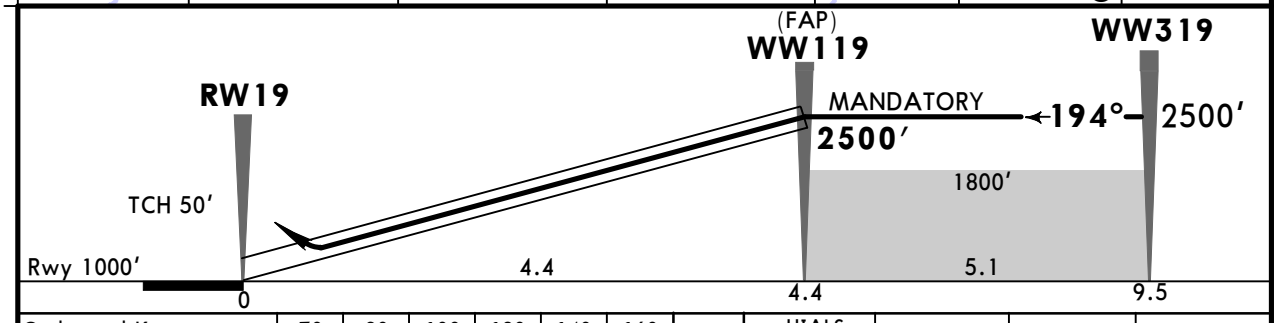
❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).

Procedure is available, if clearance to cross areas UN(R)-1250, UN(R)-1939, UN(R)-1940 UN(R)-1962, UN(R)-1986, UN(R)-1987 during their activitiy is available, otherwise by ATC.

(IAF) WW619 4000
(IF) WW319 2500
(IAF) WW519 4000
(IAF) WW419 4000
WW42Ø
WW119
WW191 MAX 220 KT
RW19
GBAS Ch 21096 G19A
MAX 225 KT
MAX FL100
MHA 2600
UN(R)-1249
UN(R)-1277
UN(R)-1145
UN(R)-1962
UN(R)-1250
UN(R)-1987
UN(R)-1940
UN(R)-1986
UN(R)-1939
UN(R)-1937
194° (SMA 2300) 6.5
104° (SMA 2500) 6.0
284° (SMA 2300) 6.0
014° 5.4
194° 5.3
1451′ 1799′ 1494′ 1624′ 1608′ 1595′ 1798′ 1647′ 1447′ 1510′ 1503′ 1523′ 1592′ 1500′ 1560′ 1460′ 1462′ 1841′ 1467′ 1594′ 1570′ 1490′
54-00 53-50 86-40 86-50 87-00 87-10 87-20 87-30

❸ Based on airport elev

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(915)	1800	(245)
3800	(850)	1730	(220) ❸
2600	(490)	1560	(165) ❸
2500	(460)	1222	(68)
2300	(400)	1211	(65)
1960	(295) ❸	1203	(62)
1830	(255) ❸	1200	(60)



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

HIALS
PAPI

WW191 ↑ | 220 KT MAX | WW42Ø LT

Std STRAIGHT-IN LANDING

GLS

A: **1200′** (200′) C: **1211′** (211′)
DA(H) B: **1203′** (203′) D: **1222′** (222′)

	ALS out
A	❶ R550m
B	
C	R1200m
D	

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1560′ (535′)	V1500m
135	1730′ (705′)	V1600m
180	1830′ (805′)	V2400m
205	1960′ (935′)	V3600m

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

PANS OPS

CHANGES: Holding, minimums.

UNWW/NOZ
SPICHENKOVO

JEPPESEN
19 APR 24 (13-1)

NOVOKUZNETSK, ~~RUSSIA~~
VOR Rwy 01

ATIS	NOVOKUZNETSK Approach (R)	NOVOKUZNETSK Start	Ground
127.6	118.6	121.2	118.6

BRIEFING STRIP™

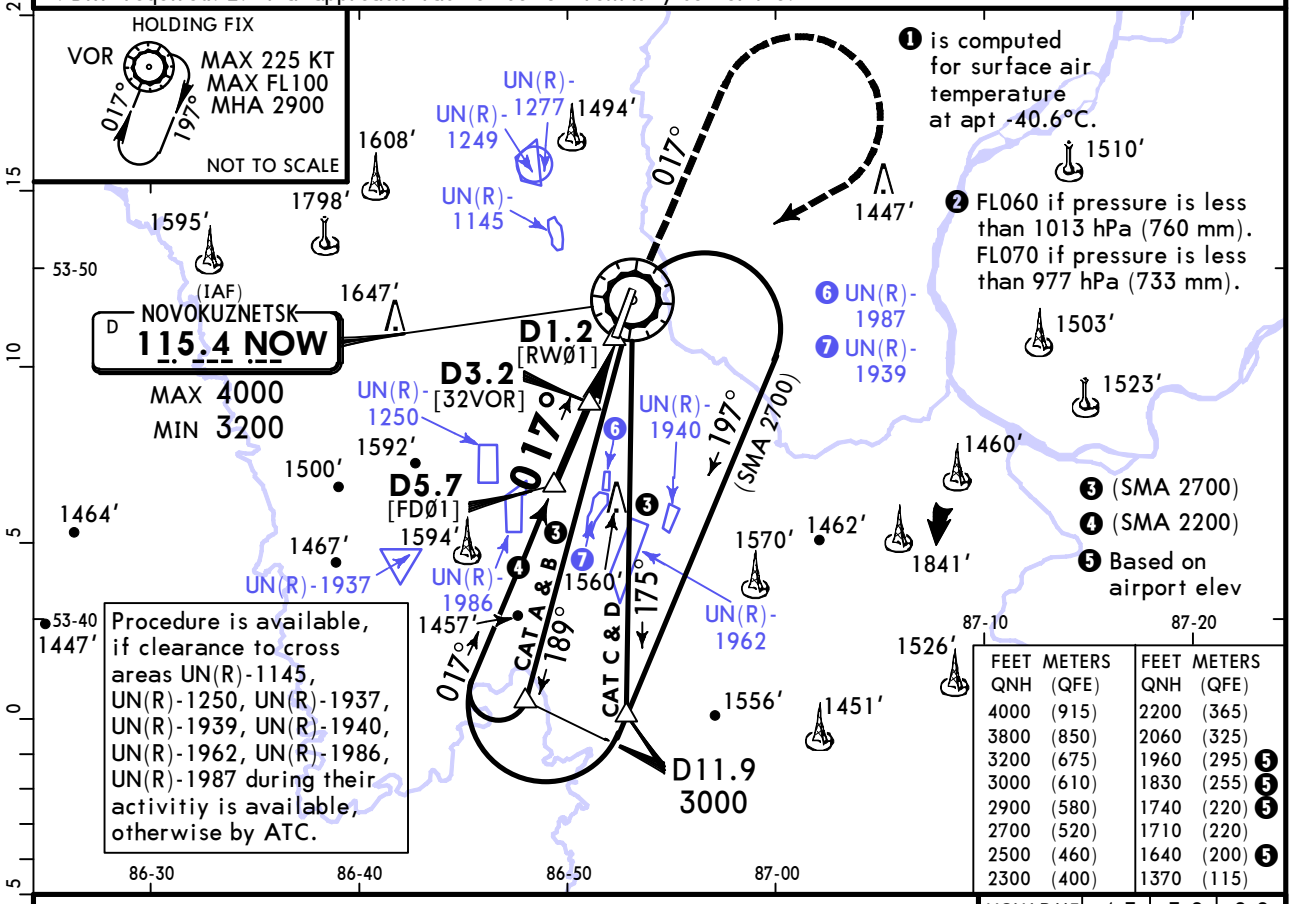
VOR NOW	Final Apch Crs	D5.7 MANDATORY	DA/MDA(H) (CONDITIONAL)	Apt Elev 1025′
115.4	017°	2500′ (1496′)	1370′ (366′)	Rwy 1004′

MISSED APCH: Climb STRAIGHT AHEAD to 2300′ or above, then turn RIGHT (MAX 225 KT) to VOR climbing to 3200′ or above. Then according to chart or by ATC. Turn before VOR is prohibited.

3800
MSA ARP ❶

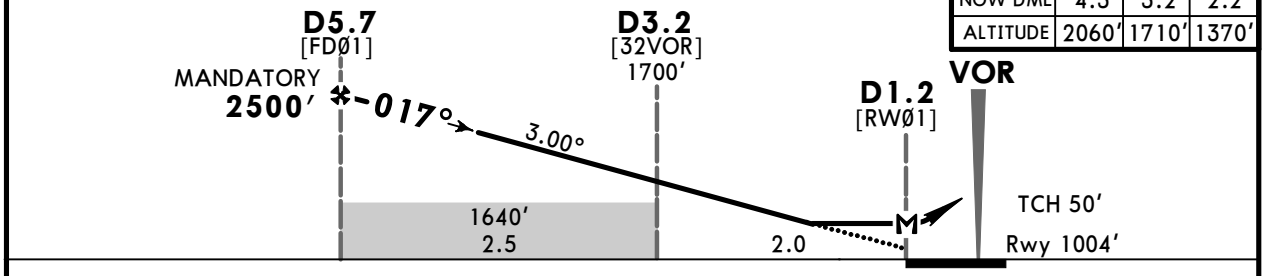
Alt Set: hPa (mm on req) | Rwy Elev: 36 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

1. DME required. 2. Final approach track offset 3° from Rwy centerline.



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(915)	2200	(365)
3800	(850)	2060	(325)
3200	(675)	1960	(295) ❺
3000	(610)	1830	(255) ❺
2900	(580)	1740	(220) ❺
2700	(520)	1710	(220)
2500	(460)	1640	(200) ❺
2300	(400)	1370	(115)

NOW DME	4.3	3.2	2.2
ALTITUDE	2060′	1710′	1370′



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

Timing not authorized for defining MAP.

HIALS
PAPI

MIN 2300′

225 KT MAX RT

PANS OPS

Std STRAIGHT-IN LANDING

	with D3.2 CDFA	w/o D3.2 CDFA
	❶DA/MDA(H) 1370′ (366′)	❶DA/MDA(H) 1640′ (636′)
A	R1500m	R1500m
B		
C	R1700m	R2400m
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1640′ (615′)	❷V1500m
135	1740′ (715′)	V1600m
180	1830′ (805′)	V2400m
205	1960′ (935′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❷ or higher straight-in minimums.

CHANGES: Holding.

UNWW/NOZ SPICHENKOVO

JEPPESEN 19 APR 24 (13-2)

NOVOKUZNETSK, ~~RUSSIA~~ VOR Rwy 19

ATIS	NOVOKUZNETSK Approach (R)	NOVOKUZNETSK Start	Ground
127.6	118.6	121.2	118.6

BRIEFING STRIP ™

VOR NOW	Final Apch Crs	D4.9 MANDATORY	DA/MDA(H) (CONDITIONAL)	Apt Elev 1025′ Rwy 1000′
115.4	188°	2500′ (1500′)	1430′ (430′)	

MISSED APCH: Climb STRAIGHT AHEAD to 2300′ or above (MAX 205 KT), then turn LEFT to VOR climbing to 3200′ or above. Then according to chart or by ATC.

3800

MSA ARP ❶

Alt Set: hPa (mm on req) | Rwy Elev: 36 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

1. DME required. 2. Final approach track offset 6° from Rwy centerline.

HOLDING FIX
VOR 188° 008°
MAX 225 KT
MAX FL100
MHA 2900
NOT TO SCALE

❶ is computed for surface air temperature at apt -40.6°C

❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).

❸ (SMA 2400)

❹ (SMA 1800)

Procedure is available, if clearance to cross areas UN(R)-1145, UN(R)-1250, UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 during their activitiy is available, otherwise by ATC.

54-00 53-50 86-30 86-40 86-50 87-00 87-10 87-20

1799′ 1451′ 1608′ 1595′ 1798′ 1647′ 1592′ 1500′ 1464′ 1467′ 1594′ 1560′ 1462′ 1570′ 1841′ 1460′ 1447′ 1510′

UN(R)-1249 UN(R)-1277 UN(R)-1145 UN(R)-1937 UN(R)-1986 UN(R)-1250 UN(R)-1987 UN(R)-1940 UN(R)-1939 UN(R)-1962

D4.9 [FD19] D2.1 [21VOR] [RW19]

188° CAT A & B 10.8 016° CAT C & D 10.8 032° 008° (SMA 2600)

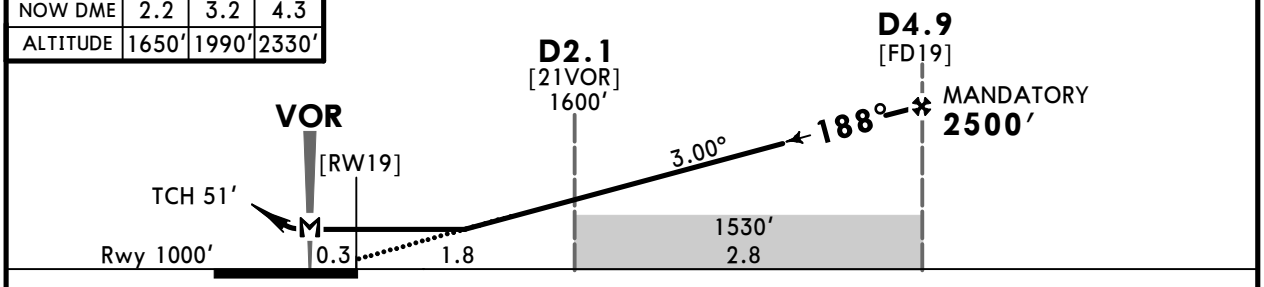
D10.8 3000

(IAF) D NOVOKUZNETSK 115.4 NOW MAX 4000 MIN 3200

❺ Based on airport elev

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(915)	1990	(305)
3800	(850)	1960	(295) ❺
3200	(675)	1830	(255) ❺
3000	(610)	1800	(245)
2900	(580)	1730	(220) ❺
2600	(490)	1650	(200)
2500	(460)	1600	(185)
2400	(430)	1560	(165) ❺
2330	(410)	1530	(165)
2300	(400)	1430	(135)

NOW DME	2.2	3.2	4.3
ALTITUDE	1650′	1990′	2330′



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

Timing not authorized for defining MAP

HIALS PAPI

MIN 2300′

205 KT MAX

Std STRAIGHT-IN LANDING

with D2.1 CDFA		w/o D2.1 CDFA	
❶ DA/MDA(H) 1430′ (430′)		❶ DA/MDA(H) 1530′ (530′)	
	ALS out		ALS out
A	R1300m	R1500m	R1500m
B			
C		R2000m	R1700m R2400m
D			

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1560′ (535′)	V1500m
135	1730′ (705′)	V1600m
180	1830′ (805′)	V2400m
205	1960′ (935′)	V3600m

PANS OPS

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

CHANGES: Holding.

UNWW/NOZ
SPICHENKOVO

JEPPESEN
19 APR 24 (16-1)

NOVOKUZNETSK, ~~RUSSIA~~
NDB X Rwy 01

ATIS	NOVOKUZNETSK Approach (R)	NOVOKUZNETSK Start	Ground
127.6	118.6	121.2	118.6

BRIEFING STRIP™

Lctr	Final Apch Crs	D6.0 MANDATORY	DA/MDA(H)	Apt Elev 1025′
U 620	014°	2600′ (1596′)	1720′ (716′)	Rwy 1004′

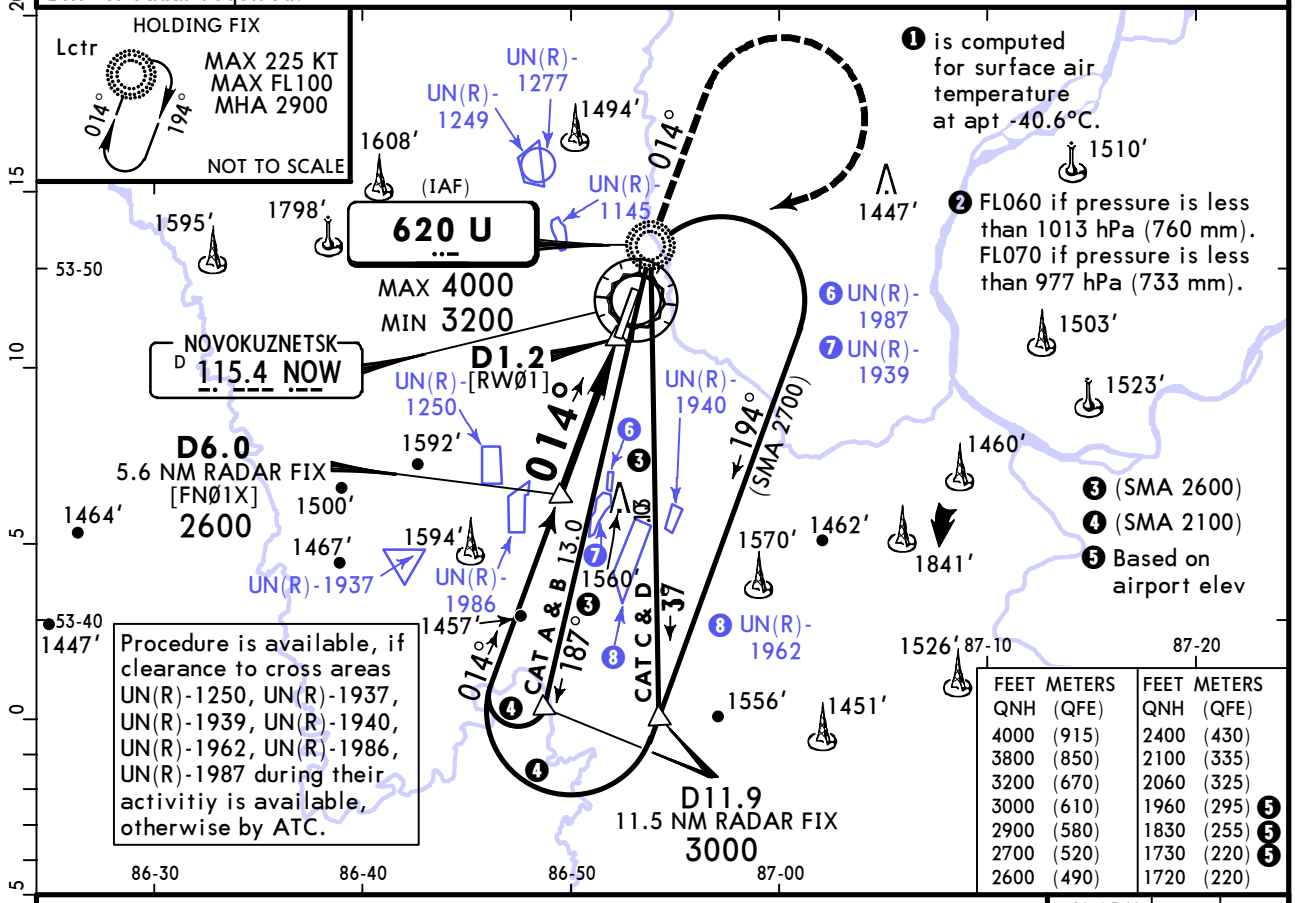
MISSED APCH: Climb STRAIGHT AHEAD to 2700′ or above, then turn RIGHT to Lctr climbing to 3200′ or above, then according to chart or by ATC. Turn before Lctr is prohibited.

3800

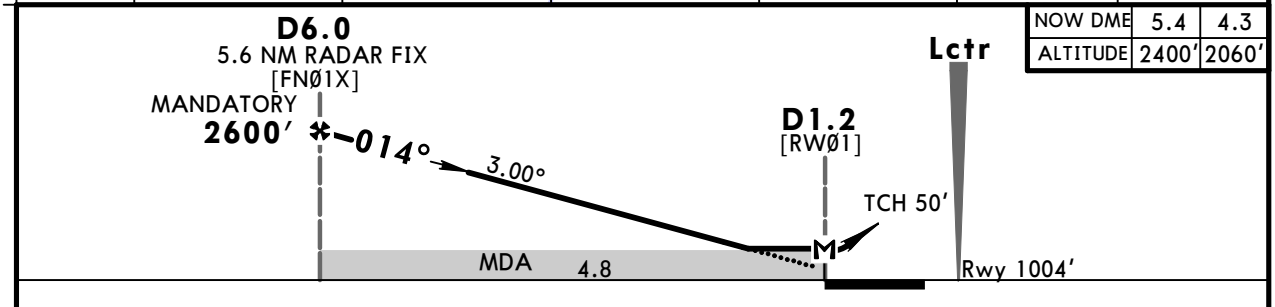
MSA ARP ❶

Alt Set: hPa (mm on req)	Rwy Elev: 36 hPa	Trans level: FL050 ❷	Trans alt: 4000′

DME or radar required.



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(915)	2400	(430)
3800	(850)	2100	(335)
3200	(670)	2060	(325)
3000	(610)	1960	(295) ❺
2900	(580)	1830	(255) ❺
2700	(520)	1730	(220) ❺
2600	(490)	1720	(220)



NOW DME	5.4	4.3
ALTITUDE	2400′	2060′

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

Timing not authorized for defining MAP.

MIN 2700′ ↑ | RT | U 620

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1720′ (716′)

A	R1500m
B	
C	R2400m
D	

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1720′ (695′)	❷ V1500m
135	1730′ (705′)	V1600m
180	1830′ (805′)	V2400m
205	1960′ (935′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❷ or higher straight-in minimums.

CHANGES: Holding.

UNWW/NOZ SPICHENKOVO

JEPPESEN 19 APR 24 (16-2)

NOVOKUZNETSK, ~~RUSSIA~~ NDB Z Rwy 19

BRIEFING STRIP™

ATIS	NOVOKUZNETSK Approach (R)	NOVOKUZNETSK Start	Ground
127.6	118.6	121.2	118.6

Lctr	Final Apch Crs	[FN19Z]	DA/MDA(H)	Apt Elev 1025′
U 620	194°	2600′ (1600′)	1580′ (580′)	Rwy 1000′

MISSED APCH: Climb STRAIGHT AHEAD to 2300′ or above (MAX 205 KT), then turn LEFT to Lctr climbing to 3200′ or above, then according to chart or by ATC.

3800

MSA ARP ❶

Alt Set: hPa (mm on req) | Rwy Elev: 36 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

HOLDING FIX

Lctr 194° 014° MAX 225 KT MAX FL100 MHA 2900

NOT TO SCALE

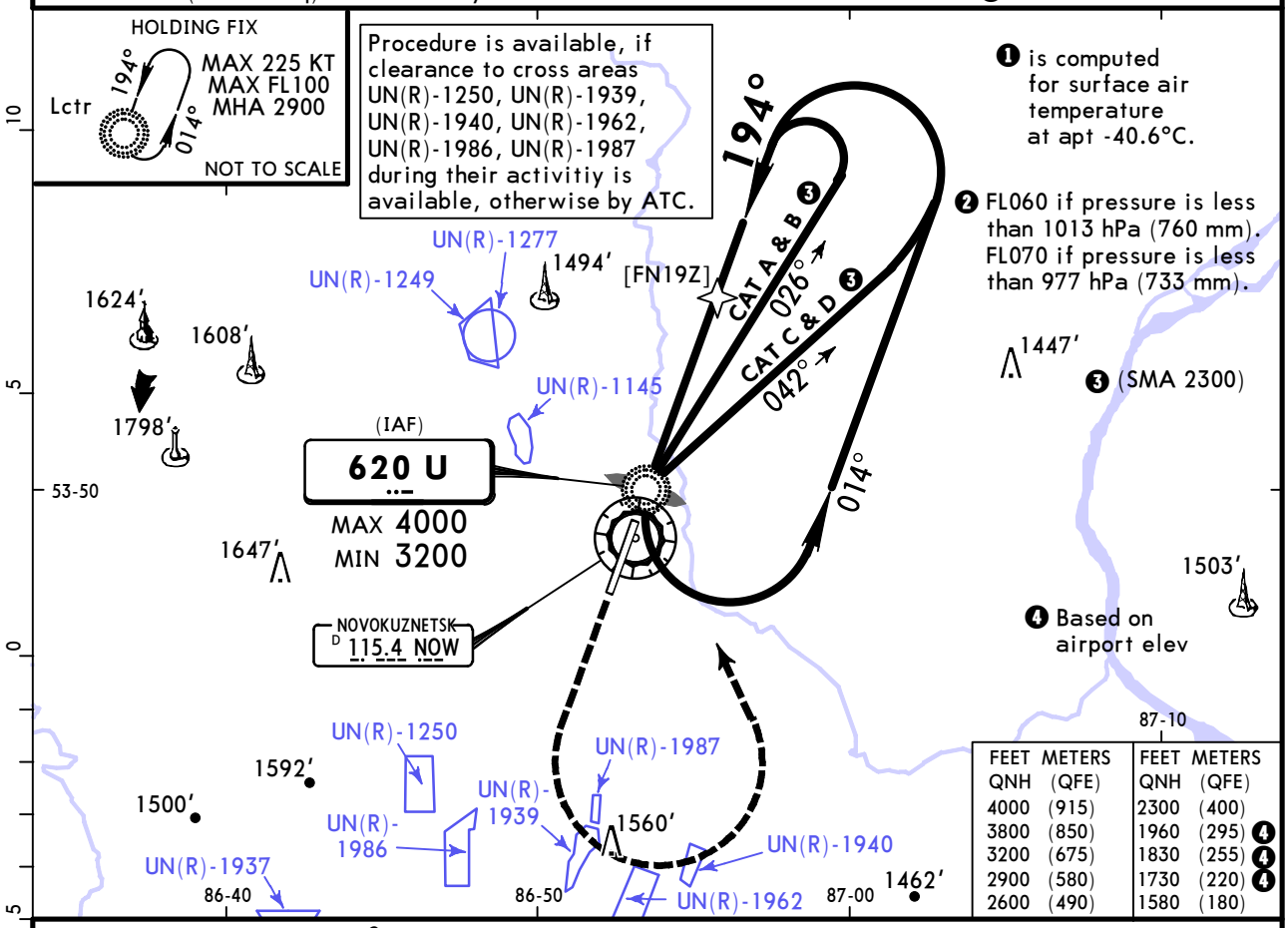
Procedure is available, if clearance to cross areas UN(R)-1250, UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 during their activitiy is available, otherwise by ATC.

❶ is computed for surface air temperature at apt -40.6°C.

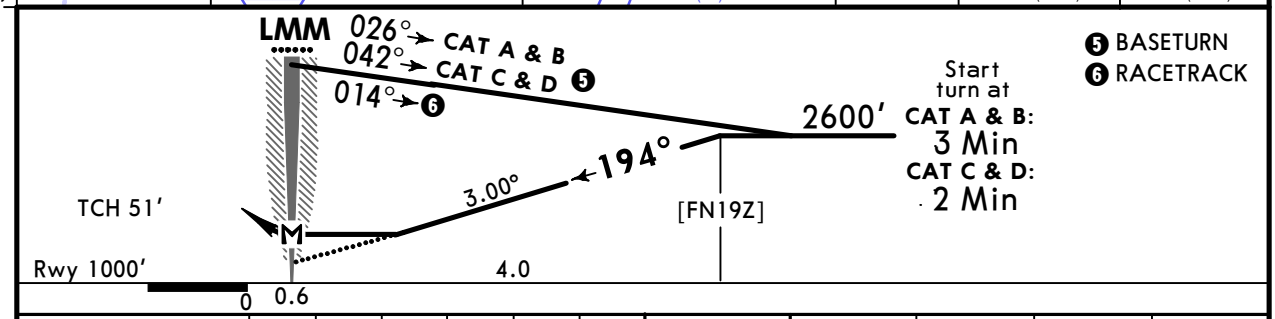
❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).

❸ (SMA 2300)

❹ Based on airport elev



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(915)	2300	(400)
3800	(850)	1960	(295) ❹
3200	(675)	1830	(255) ❹
2900	(580)	1730	(220) ❹
2600	(490)	1580	(180)



❺ BASETURN

❻ RACETRACK

Start turn at
CAT A & B: 3 Min
CAT C & D: 2 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 MAP.

HIALS PAPI

MIN 2300′

LT

U 620

PANS OPS

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1580′ (580′)

ALS out

A	R1500m	
B		
C	R1900m	R2400m
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1580′ (555′)	❷ V1500m
135	1730′ (705′)	V1600m
180	1830′ (805′)	V2400m
205	1960′ (935′)	V3600m

❶ VNAV DA(H) in leu of MDA(H) depends on operator policy. ❷ or higher straight-in minimums.

CHANGES: Holding.

UNWW/NOZ
SPICHENKOVO

JEPPESEN
19 APR 24 (16-3)

NOVOKUZNETSK, ~~RUSSIA~~
NDB Y Rwy 19

ATIS	NOVOKUZNETSK Approach (R)	NOVOKUZNETSK Start	Ground
127.6	118.6	121.2	118.6

BRIEFING STRIP ™

NDB	Final	D4.9	DA/MDA(H)	Apt Elev 1025′
UF	Apch Crs	MANDATORY		Rwy 1000′
300	**194°**	**2500′** (1500′)	**1480′** (480′)	

MISSED APCH: Climb STRAIGHT AHEAD to 2000′ or above (MAX 205 KT), then turn LEFT to NDB climbing to 3200′ or above. Then according to chart or by ATC.

3800
MSA ARP ❶

Alt Set: hPa (mm on req) | Rwy Elev: 36 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

DME or radar required.

HOLDING FIX
194°
014°
MAX 225 KT
MAX FL100
MHA 2900
NDB
NOT TO SCALE

❶ is computed for surface air temperature at apt -40.6°C.

❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).

❸ (SMA 2300)

1451′
1799′
54-00
[CF19]
194°
D4.9
5.3 NM
RADAR FIX
[FF19]
025°
8.5
CAT A & B
CAT C & D
8.7
043°
014°
(SMA 2500)
D10.8
11.2 NM RADAR FIX
3000
(IAF)
300 UF
MAX 4000
MIN 3200
1550′
1608′
UN(R)-1249
1494′
UN(R)-1277
1447′
1510′
UN(R)-1145
1595′
1798′
D0.6
[MN19Y]
53-50
NOVOKUZNETSK
D 115.4 NOW
1647′

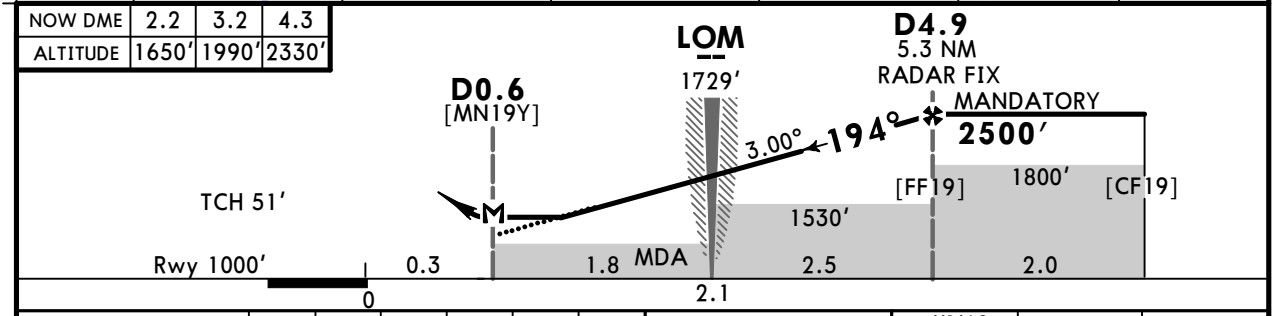
❹ Based on airport elev

87-10		87-20	
FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(915)	1960	(295) ❹
3800	(850)	1830	(255) ❹
3200	(675)	1800	(245)
3000	(610)	1730	(220) ❹
2900	(580)	1729	(222)
2500	(460)	1650	(200)
2330	(410)	1560	(165) ❹
2300	(400)	1530	(165)
2000	(305)	1480	(150)
1990	(305)		

Procedure is available, if clearance to cross areas UN(R)-1250, UN(R)-1939, UN(R)-1940, UN(R)-1962, UN(R)-1986, UN(R)-1987 during their activitiy is available, otherwise by ATC.

UN(R)-1250
1592′
UN(R)-1937
1594′
UN(R)-1986
194°
UN(R)-1987
1560′
UN(R)-1940
❺ UN(R)-1939
1460′
1841′
1462′
❺ UN(R)-1962
1570′
86-30
86-40
86-50
87-00

NOW DME	2.2	3.2	4.3
ALTITUDE	1650′	1990′	2330′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.6							

Timing not authorized for defining MAP.

HIALS
PAPI

MIN **2000′**

205 KT MAX

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) **1480′** (480′)

ALS out

A	R1500m
B	
C	R1500m
D	R2200m

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1560′ (535′)	V1500m
135	1730′ (705′)	V1600m
180	1830′ (805′)	V2400m
205	1960′ (935′)	V3600m

PANS OPS

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

CHANGES: Holding.

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

NOVOKUZNETSK, (SPICHENKOVO - UNWW)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNWW