

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UNBB

Terminal Charts For UNBB

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Barnaul Rus
IATA Code: BAX
Lat/Long: N53° 21.8' E083° 32.4'
Elevation: 838 ft

Airport Use: Public
Magnetic Variation: 7.5°E

Fuel Types: 115-145 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2316 Z
Sunset: 1334 Z,

Runway Information

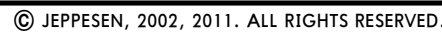
Runway: 06
Length x Width: 9350 ft x 164 ft
Surface Type: concrete
TDZ-Elev: 825 ft
Lighting: Edge, ALS
Displaced Threshold: 1148 ft

Runway: 24
Length x Width: 9350 ft x 164 ft
Surface Type: concrete
TDZ-Elev: 820 ft
Lighting: Edge, ALS

Communication Information

Barnaul Tower 123.5

1. FL by ATC. 2. Due to no guidance in heading at the initial approach, the procedure parameters are maintained by radar vectoring.

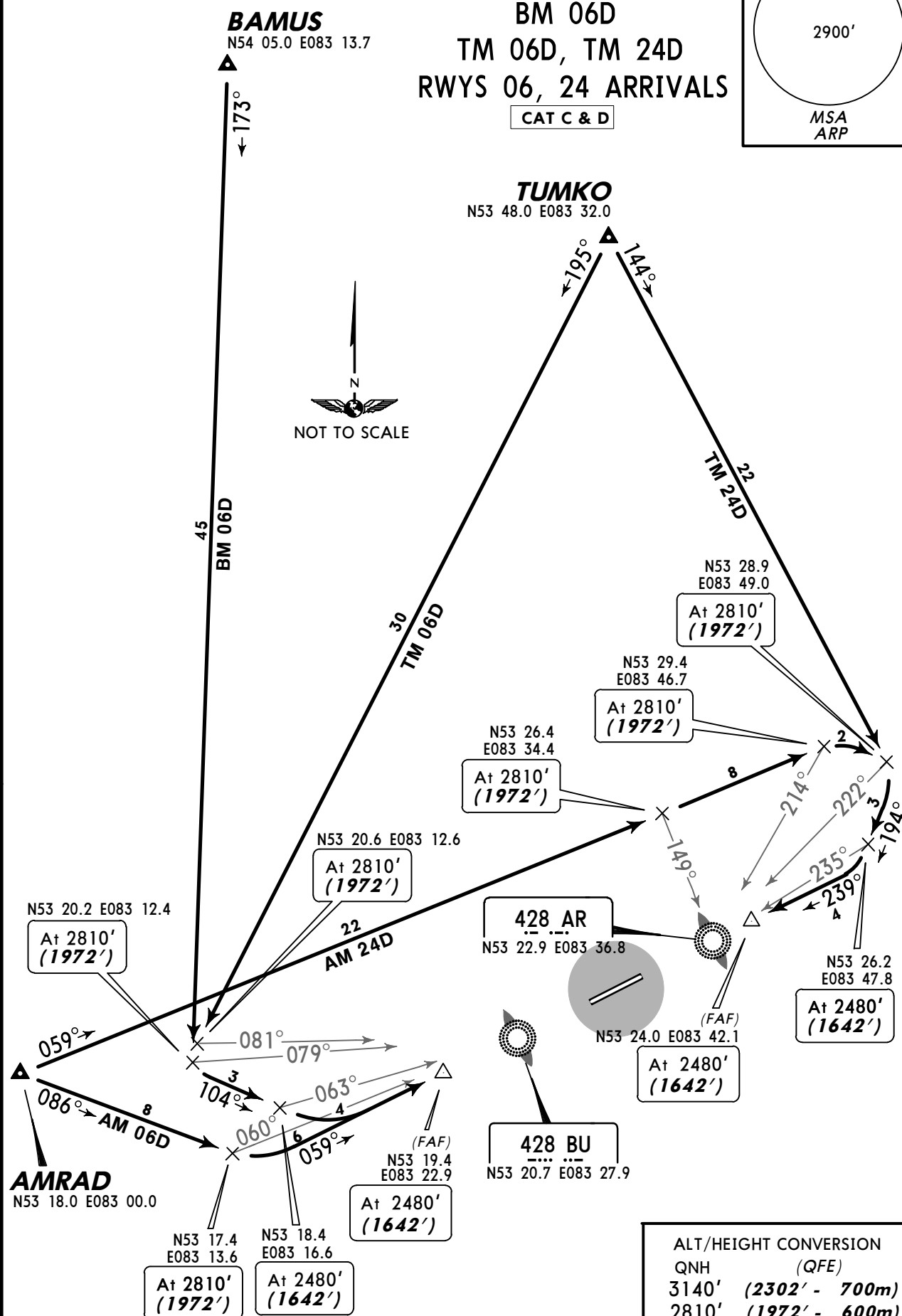
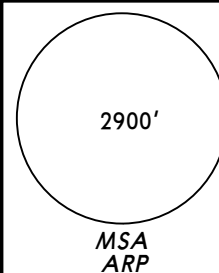


Apt Elev
838'

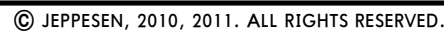
Alt Set: MM (hPa on request) QNH on request (QFE)

Trans level: FL50 Trans alt: 3140' (2302')

1. FL by ATC. 2. Due to no guidance in heading at the initial approach, the procedure parameters are maintained by radar vectoring.

AM 06D, AM 24D
BM 06D
TM 06D, TM 24D
RWYS 06, 24 ARRIVALS
CAT C & D

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3140' **(2302')**
1. FL by ATC. 2. Due to no guidance in heading at the initial approach, the procedure parameters are maintained by radar vectoring.



Apt Elev
838'

Alt Set: MM (hPa on request) QNH on request (QFE)

Trans level: FL50 Trans alt: 3140' (2302')

1. FL by ATC. 2. Due to no guidance in heading at the initial approach, the procedure parameters are maintained by radar vectoring.

BAMUS

N54 05.0 E083 13.7

AM 06B, AM 24B

BM 06B

TM 06B, TM 24B

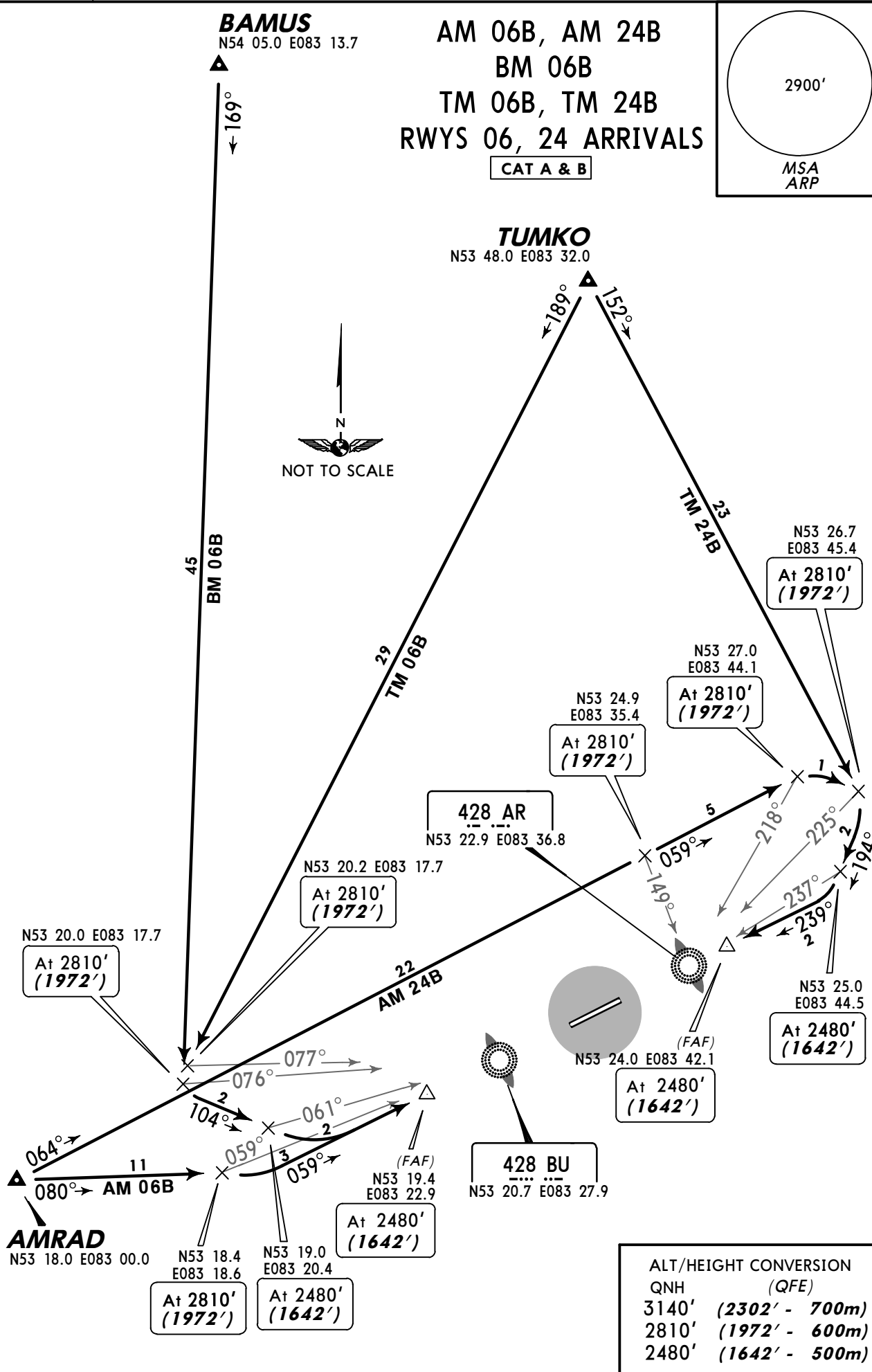
RWYS 06, 24 ARRIVALS

CAT A & B

2900'

MSA
ARP**TUMKO**

N53 48.0 E083 32.0



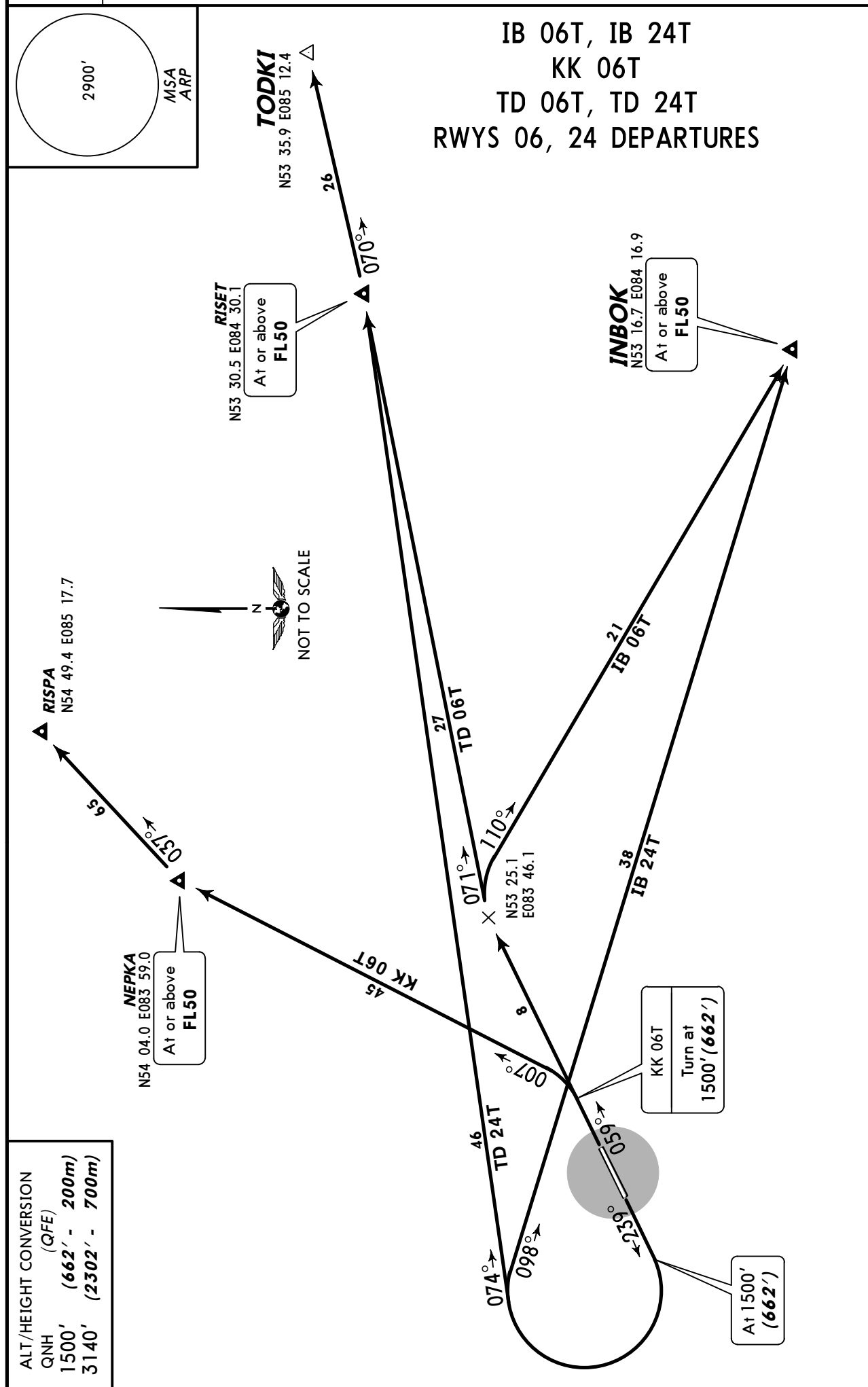
ALT/HEIGHT CONVERSION

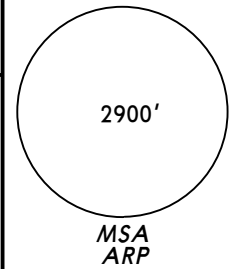
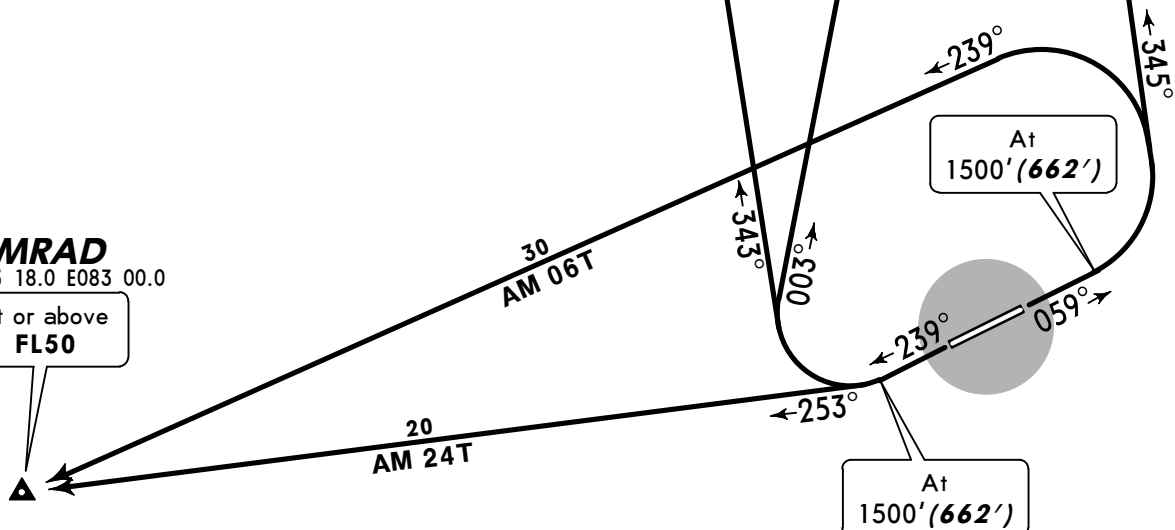
QNH (QFE)

3140' (2302' - 700m)

2810' (1972' - 600m)

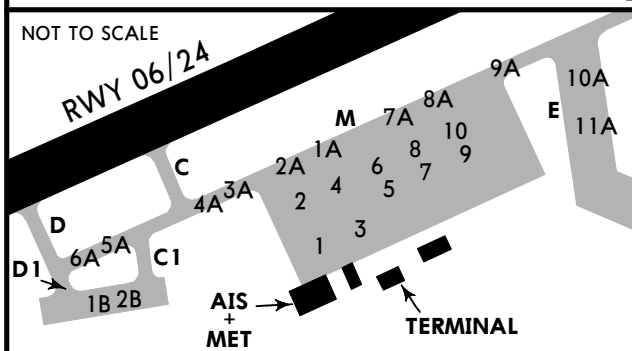
2480' (1642' - 500m)

Apt Elev
838'QNH on request (QFE)
Trans level: FL50 Trans alt: 3140' (2302')

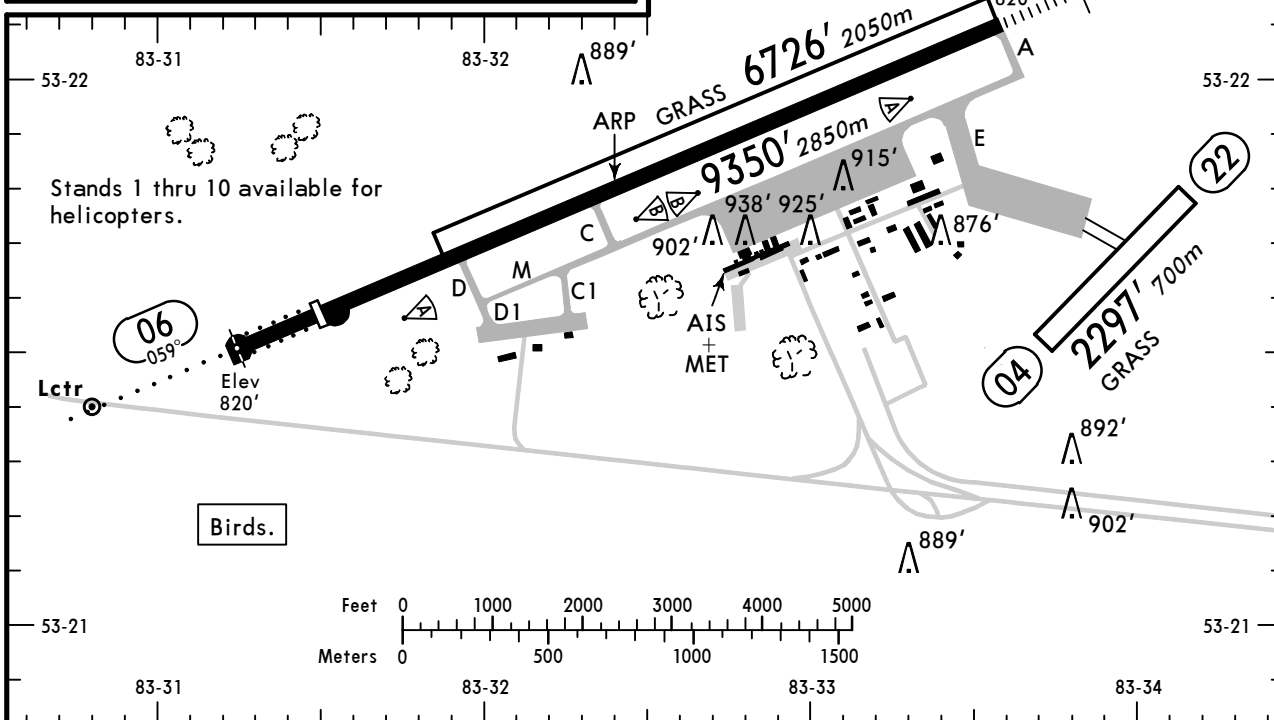
Apt Elev
838'QNH on request (QFE)
Trans level: FL50 Trans alt: 3140' (2302')AM 06T, AM 24T
BM 24T
TM 06T, TM 24T
RWYS 06, 24 DEPARTURES**BAMUS**
N54 05.0 E083 13.7
At or above
FL50**TUMKO**
N53 48.0 E083 32.0
At or above
FL50ALT/HEIGHT CONVERSION
QNH (QFE)
1500' (662' - 200m)
3140' (2302' - 700m)**AMRAD**
N53 18.0 E083 00.0
At or above
FL50

BARNAUL Tower (GND/TWR)

123.5



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



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond Glide Slope		
04	22					262' 80m
06	24	HIRL (60m) ALS(white/red) PAPI-L (2.67°) RVR	8202' 2500m	7048' 2148m		164' 50m
06	24	HIRL (60m) HIALS PAPI-L (2.67°) RVR		8682' 2646m		
06	24	Grass runway				279' 85m

TAKE-OFF

AIR CARRIER
Main rwy 06/24

LVP must be in force
RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

STRAIGHT-IN RWY		A	B	C	D
06	ILS	1025' (200')	1027' (202')	1037' (212')	1047' (222')
		R1000m	R1000m	R1000m	R1000m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶❷	1180' (355')	1180' (355')	1180' (355')	1180' (355')
24		R1400m	R1400m	R1400m	R1400m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
	NDB ❸	1570' (745')	1570' (745')	1570' (745')	1570' (745')
		C3500m	C3500m	C3700m	C3700m
	<i>ALS out</i>	C3700m	C3700m	C3900m	C3900m
06	ILS	1020' (200')	1027' (207')	1037' (217')	1047' (227')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
24	2 NDB ❶❷	1180' (360')	1180' (360')	1180' (360')	1180' (360')
		R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
	2 NDB ❸	1650' (830')	1650' (830')	1650' (830')	1650' (830')
		C3300m	C3300m	C3500m	C3500m
06	<i>ALS out</i>	C4000m	C4000m	C4200m	C4200m
	AR NDB ❶❷	1180' (360')	1180' (360')	1180' (360')	1180' (360')
		R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
	AR NDB ❸	1820' (1000')	1820' (1000')	1820' (1000')	1820' (1000')
24		C4000m	C4000m	C4200m	C4200m
	<i>ALS out</i>	C4700m	C4700m	C4900m	C4900m

❶ Continuous Descent Final Approach.

❷ with Radar control.

❸ w/o Radar control.

TAKE-OFF RWY 06, 24

LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

STRAIGHT-IN RWY		A	B	C	D
06	ILS	1025' (200')	1027' (202')	1037' (212')	1047' (222')
		R800m	R800m	R800m	R800m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	1150' (325')	1150' (325')	1150' (325')	1150' (325')
	with FAF	R1300m	R1400m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	1570' (745')	1570' (745')	1570' (745')	1570' (745')
	w/o FAF	R1500m	R1500m	R2000m	R2000m
	BU NDB	1150' (325')	1150' (325')	1150' (325')	1150' (325')
24	with FAF	R1300m	R1400m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	BU NDB	1570' (745')	1570' (745')	1570' (745')	1570' (745')
	w/o FAF	R1500m	R1500m	R2000m	R2000m
	ILS	1020' (200')	1027' (207')	1037' (217')	1047' (227')
		R550m	R600m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	1180' (360')	1180' (360')	1180' (360')	1180' (360')
	with FAF	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	1650' (830')	1650' (830')	1650' (830')	1650' (830')
	w/o FAF	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	AR NDB	1180' (360')	1180' (360')	1180' (360')	1180' (360')
	with FAF	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	AR NDB	1820' (1000')	1820' (1000')	1820' (1000')	1820' (1000')
	w/o FAF	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 06, 24

LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

BARNaul Tower (APP/SRE/TWR/GND)

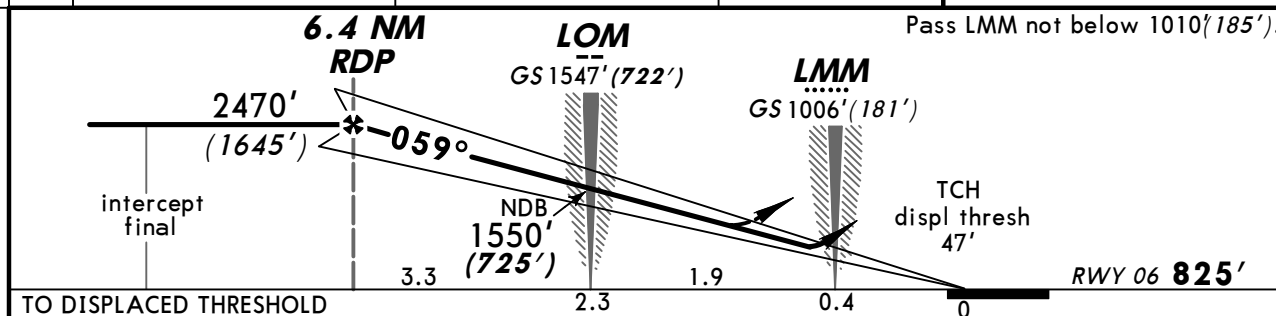
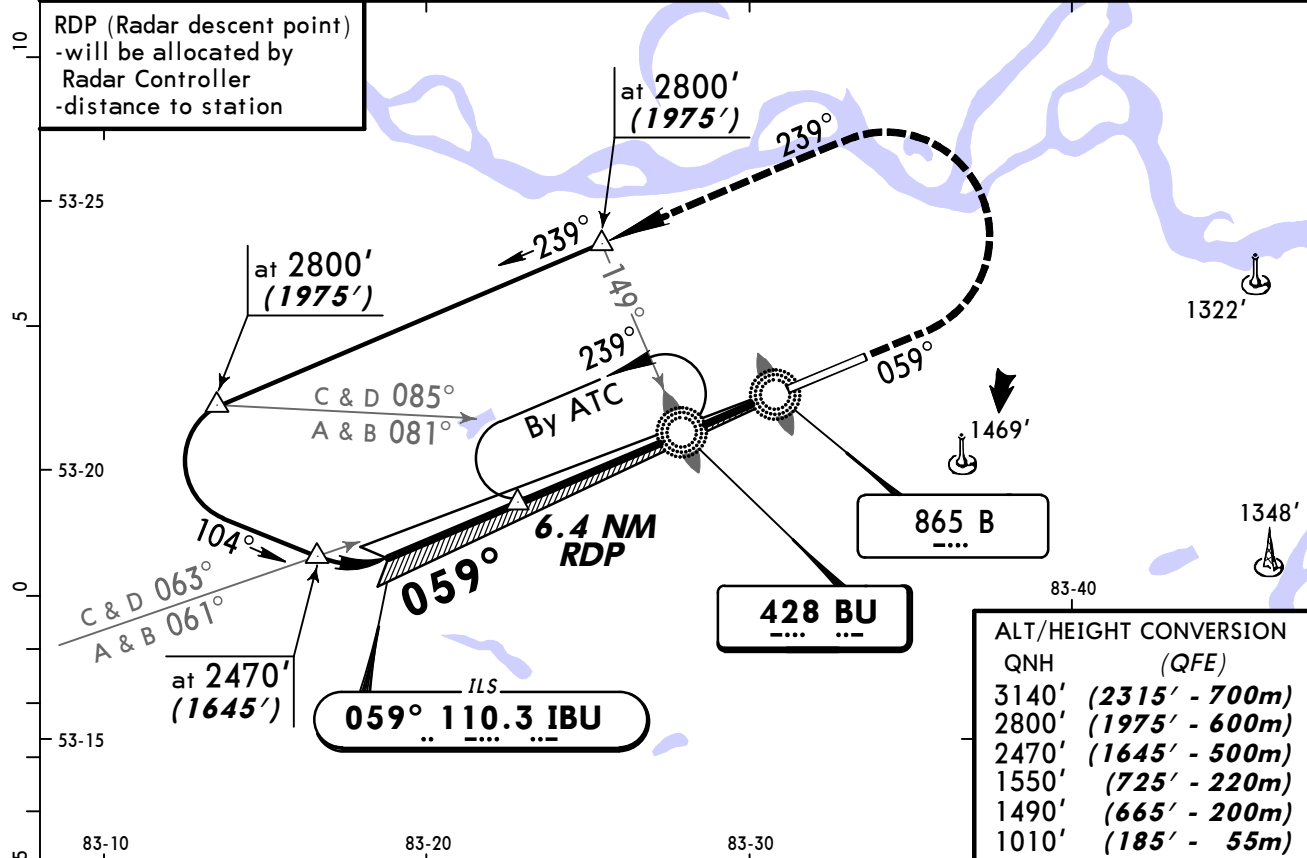
123.5

BRIEFING STRIP

LOC IBU 110.3	Final Apch Crs 059°	GS LOM 1547' (722')	ILS DA(H) Refer to Minimums	Apt Elev 838' RWY 825'	2900' MSA Airport
NDB BU 428		Minimum Alt LOM 1550' (725')	2 NDB MDA(H) Refer to Minimums		
MISSED APCH: Climb on 059° to 1490' (665'), then turn LEFT onto 239° climbing to 2800' (1975'), then according to chart.					

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

RDP (Radar descent point)
-will be allocated by
Radar Controller
-distance to station



ALS	1490' (665')	on 059°	239°	2800' (1975')
PAPI			LT	

STRAIGHT-IN LANDING RWY 06				2 NDB				BU NDB			
ILS				LOC (GS out)				With FAF			
DA(H) A: 1025' (200') C: 1037' (212') B: 1027' (202') D: 1047' (222')								MDA(H) 1150' (325') 1570' (745') 1150' (325') 1570' (745')			
FULL				ALS out				ALS out			

PANS OPS

A	1200m	NOT AUTH	RVR 1500m VIS 1600m	3200m	RVR 1500m VIS 1600m	3200m
B						
C						
D						

BARNAUL, (BARNAUL - UNBB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNBB

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jepesen.com/eurasiachange.