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Airport Information For UUBP

Terminal Charts For UUBP

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Bryansk Rus
IATA Code: BZK
Lat/Long: N53° 12.9' E034° 10.5'
Elevation: 665 ft

Airport Use: Public
Magnetic Variation: 8.5°E

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

Sunrise: 0234 Z
Sunset: 1651 Z,

Runway Information

Runway: 16
Length x Width: 7874 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 665 ft
Lighting: Edge, ALS

Runway: 34
Length x Width: 7874 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 645 ft
Lighting: Edge, ALS

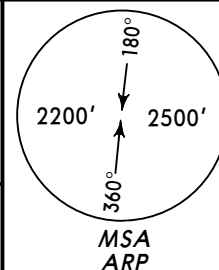
Communication Information

Bryansk Tower 118.5
AWS 124.2 Non-English

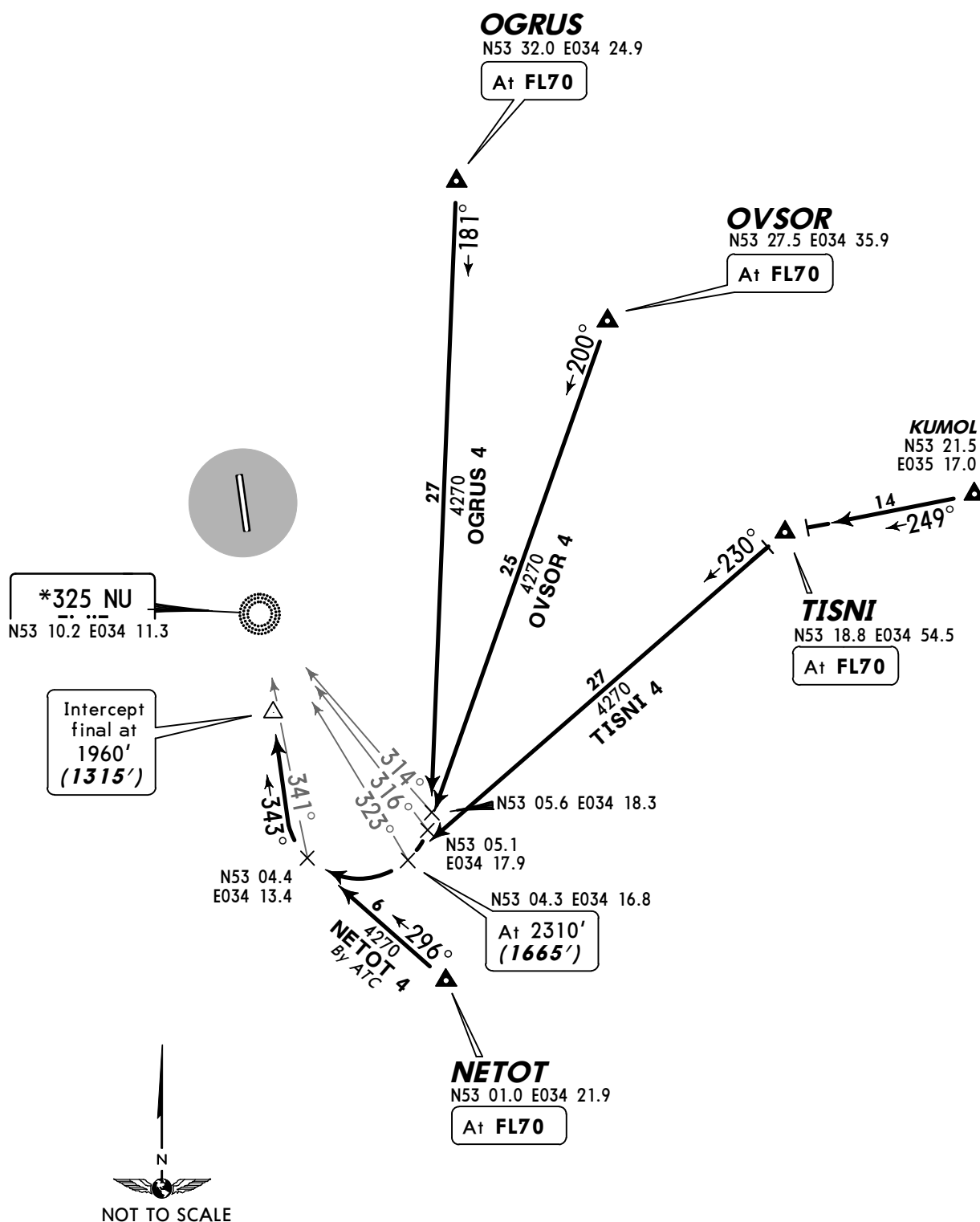
ALT/HEIGHT CONVERSION
QNH (QFE)
2310' (1645' - 500m)
1980' (1315' - 400m)

Apt Elev
665'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2310' (1665')
1. Aircraft shall reach FL40 at 5.4 NM before base turn and at 10.8 NM before FAP during straight-in approach.
2. Proceed to LOM as directed by ATC, turn on track 163°, then according to the rectangular approach pattern.



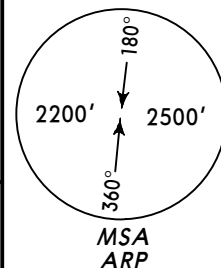
NETOT 4, OGRUS 4, OVSOR 4, TISNI 4 RWY 34 ARRIVALS



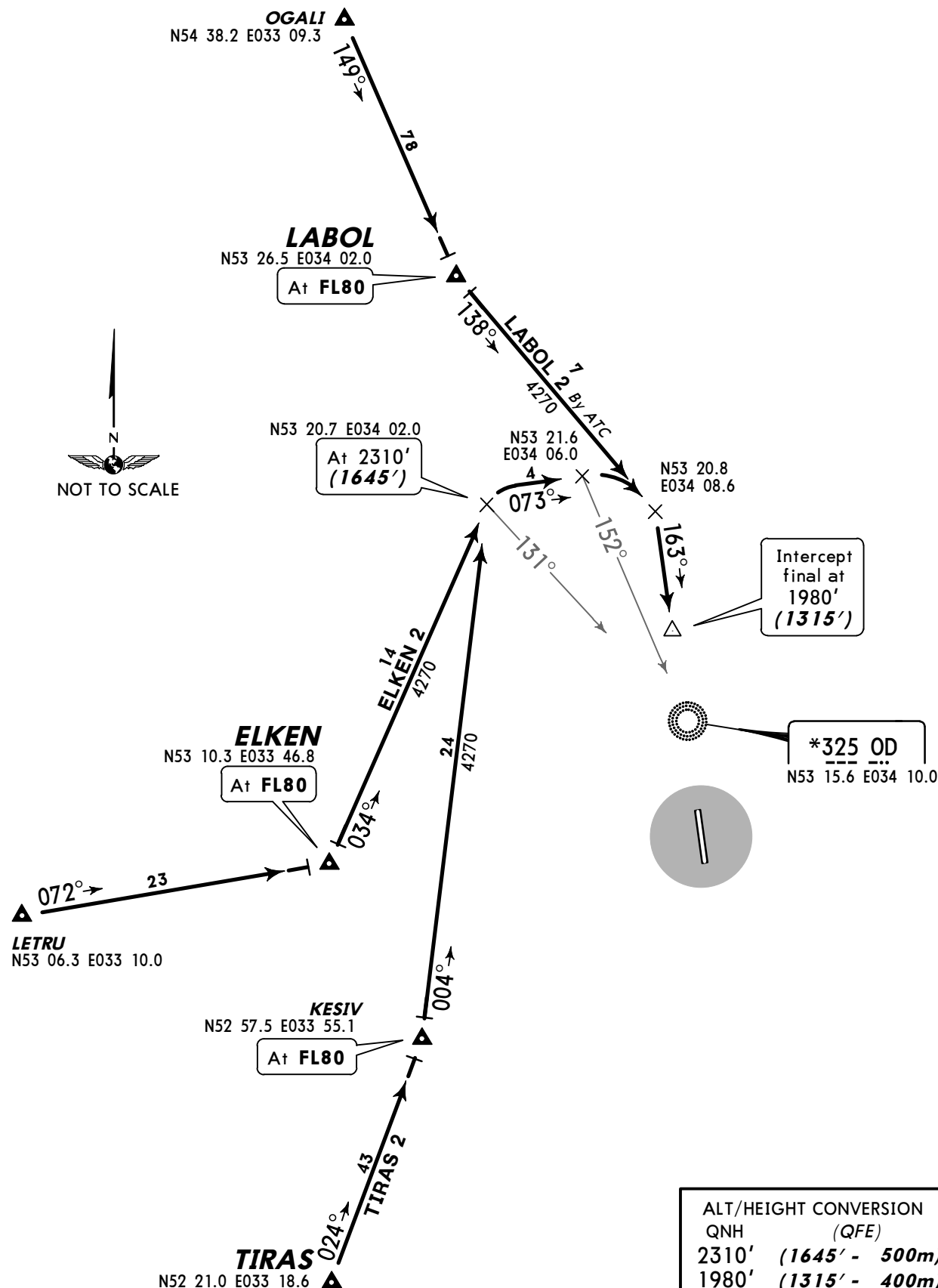
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2310'	(1665' - 500m)
1960'	(1315' - 400m)

Apt Elev
665'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40 Trans alt: 2310' **(1645')**
1. Aircraft shall reach FL40 at 5.4 NM before base turn and at 10.8 NM before FAP during straight-in approach.
2. Proceed to LOM as directed by ATC, turn on track 343°, then according to the rectangular approach pattern.



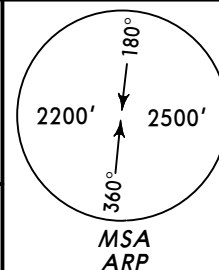
ELKEN 2, LABOL 2, TIRAS 2 RWY 16 ARRIVALS



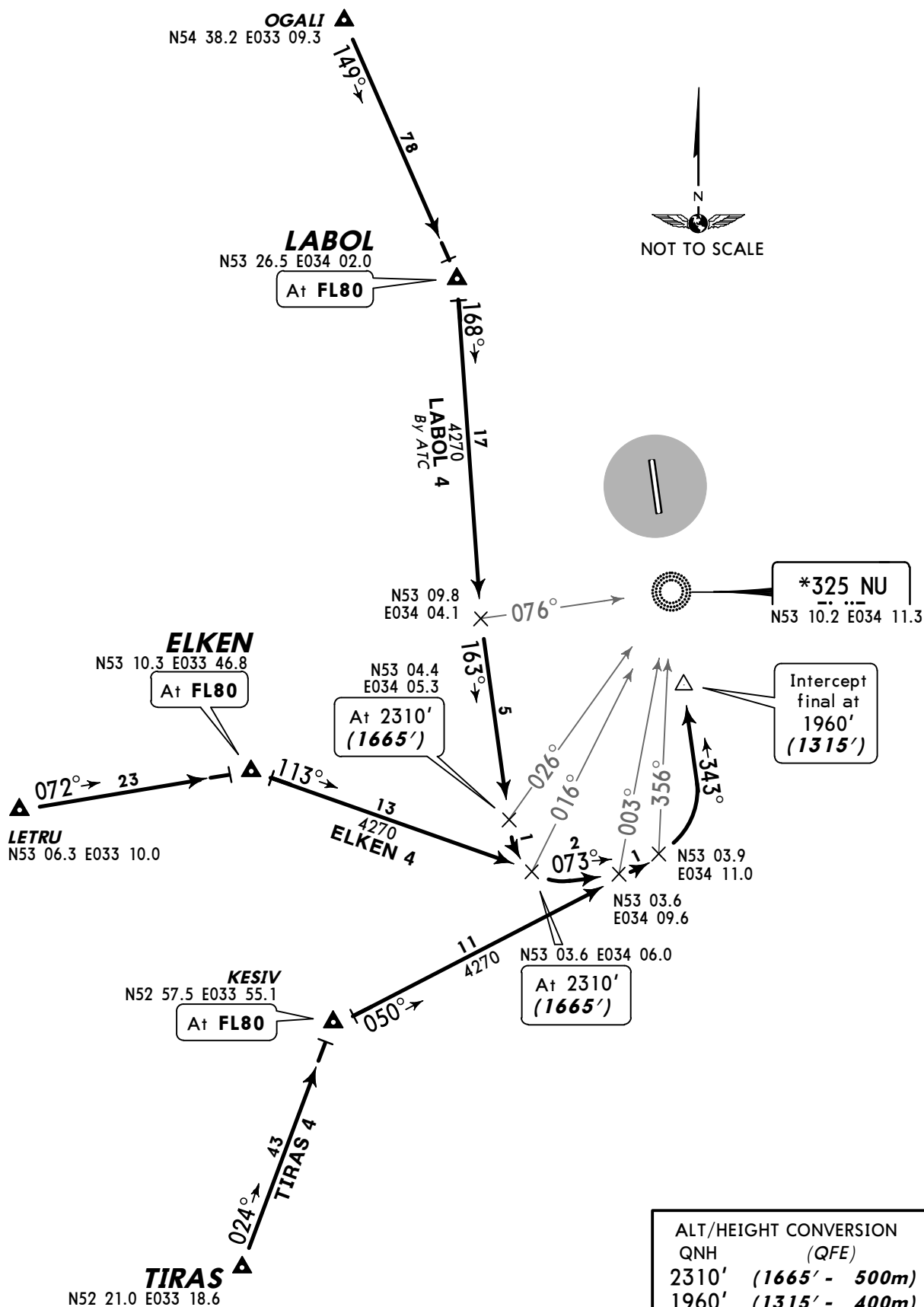
ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2310'	(1645' -	500m)
1980'	(1315' -	400m)

Apt Elev
665'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2310' (1665')
1. Aircraft shall reach FL40 at 5.4 NM before base turn and at 10.8 NM before FAP during straight-in approach.
2. Proceed to LOM as directed by ATC, turn on track 163°, then according to the rectangular approach pattern.

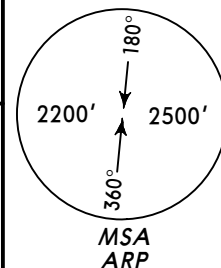


ELKEN 4, LABOL 4, TIRAS 4 RWY 34 ARRIVALS



Apt Elev
665'

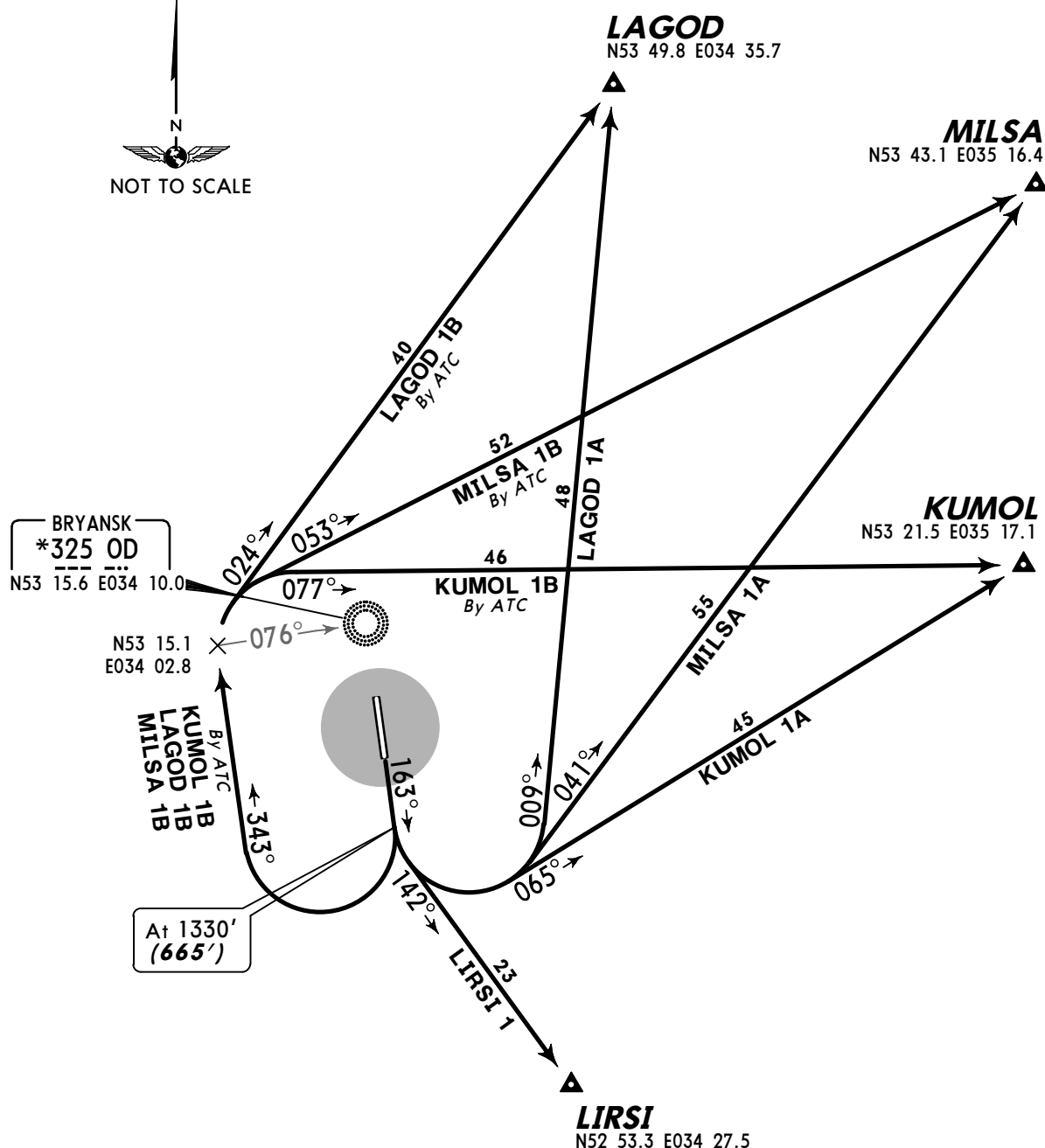
QNH on request (QFE)
Trans level: FL40 Trans alt: 2310' (1645')
Crossings at airway entry points by ATC.



KUMOL 1A [KUMO1A], KUMOL 1B [KUMO1B]
LAGOD 1A [LAGO1A], LAGOD 1B [LAGO1B]

LIRSI 1

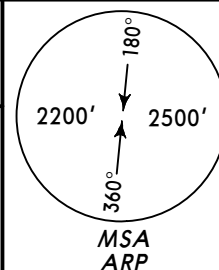
MILSA 1A [MILS1A], MILSA 1B [MILS1B]
RWY 16 DEPARTURES



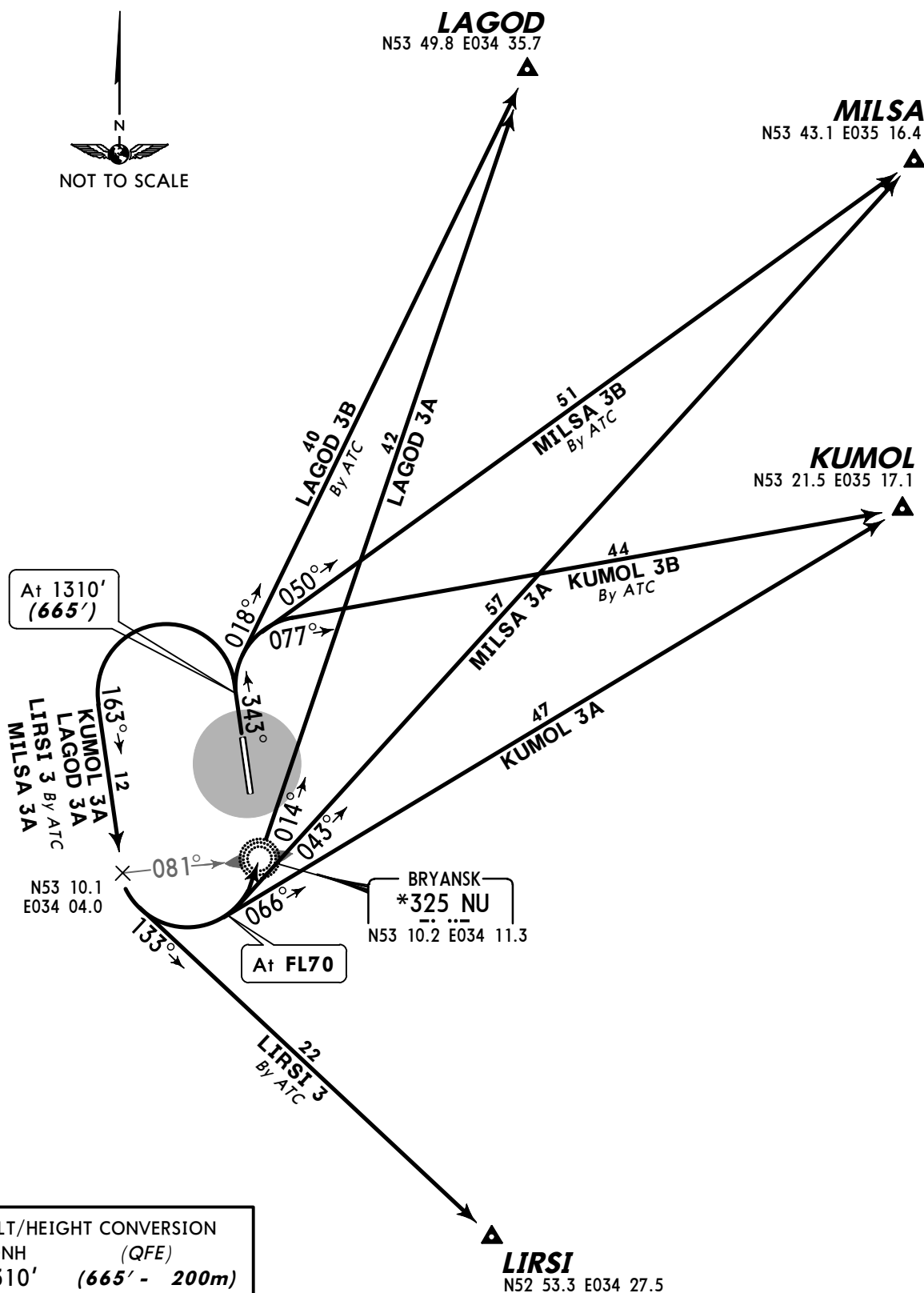
ALT/HEIGHT CONVERSION
QNH (QFE)
1330' (665' - 200m)
2310' (1645' - 500m)

Apt Elev
665'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2310' (1665')
Crossings at airway entry points by ATC.



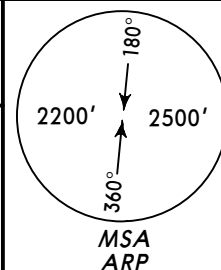
KUMOL 3A [KUMO3A], KUMOL 3B [KUMO3B]
LAGOD 3A [LAGO3A], LAGOD 3B [LAGO3B]
LIRSI 3
MILSA 3A [MILS3A], MILSA 3B [MILS3B]
RWY 34 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1310'	(665' - 200m)
2310'	(1665' - 500m)

Apt Elev
665'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2310' (1645')
Crossings at airway entry points by ATC.



ELKEN 1, OGALI 1, RAMAS 1
RWY 16 DEPARTURES

OGALI
N54 38.2 E033 09.4 ▲



OGALI 1
By ATC

ELKEN
N53 10.3 E033 46.8

At FL80

At 1330'
(665')

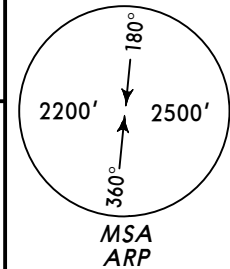
LETRU
N53 06.3 E033 10.1

RAMAS
N52 46.8 E033 27.7

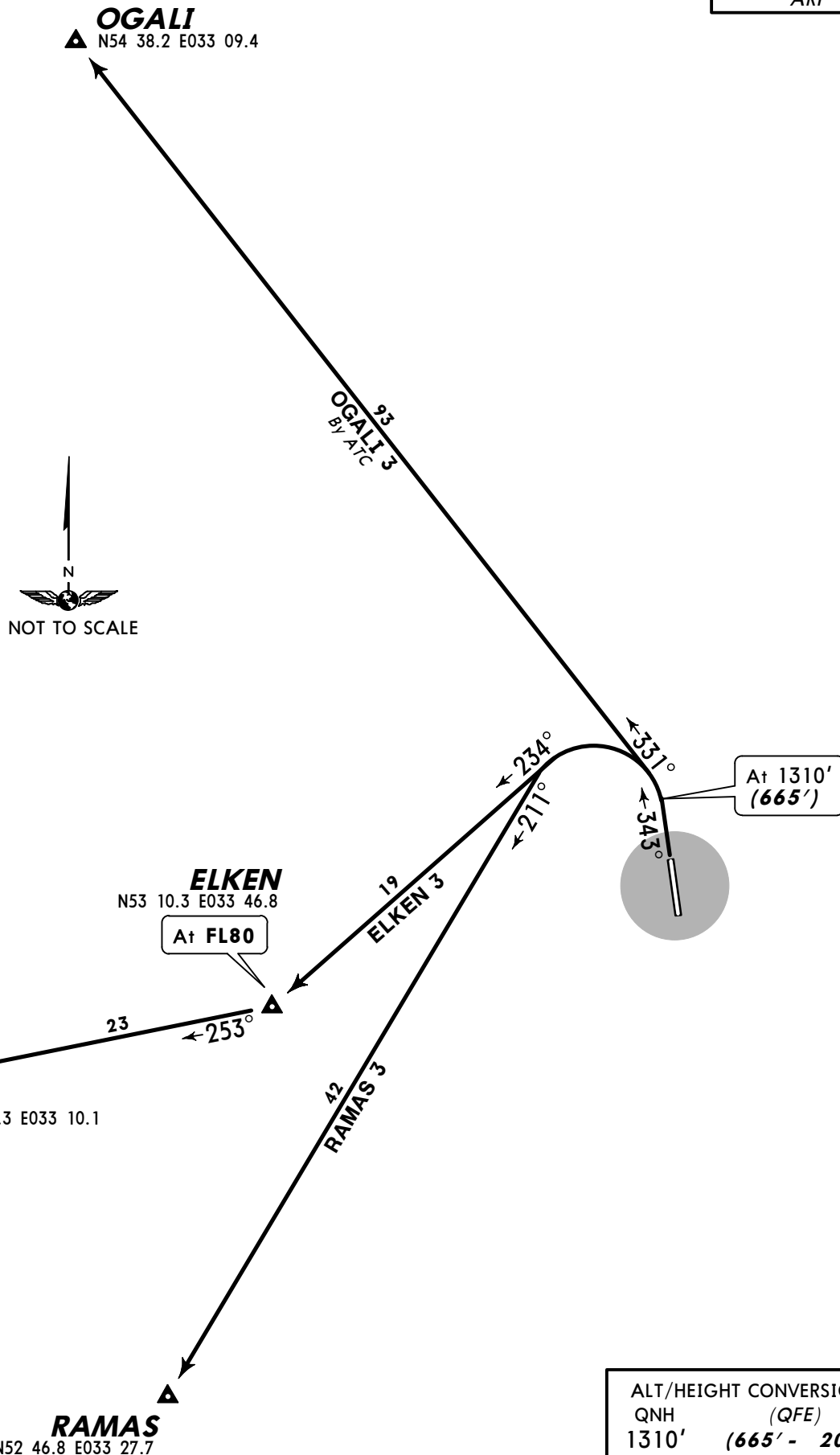
ALT/HEIGHT CONVERSION
QNH (QFE)
1330' (665' - 200m)
2310' (1645' - 500m)

Apt Elev
665'

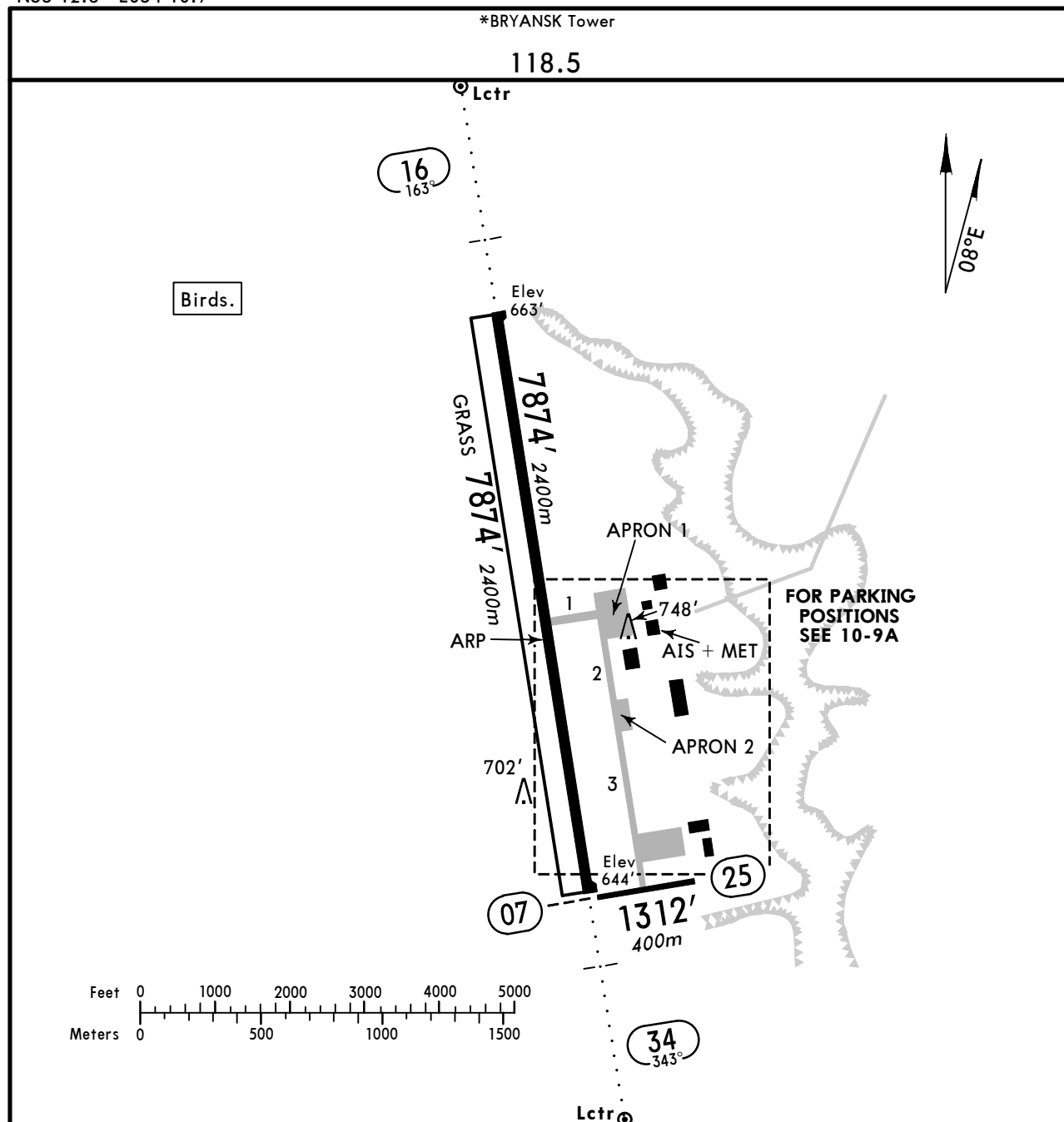
QNH on request (QFE)
Trans level: FL40 Trans alt: 2310' (1665')
Crossings at airway entry points by ATC.



ELKEN 3, OGALI 3, RAMAS 3
RWY 34 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1310'	(665' - 200m)
2310'	(1665' - 500m)



ADDITIONAL RUNWAY INFORMATION

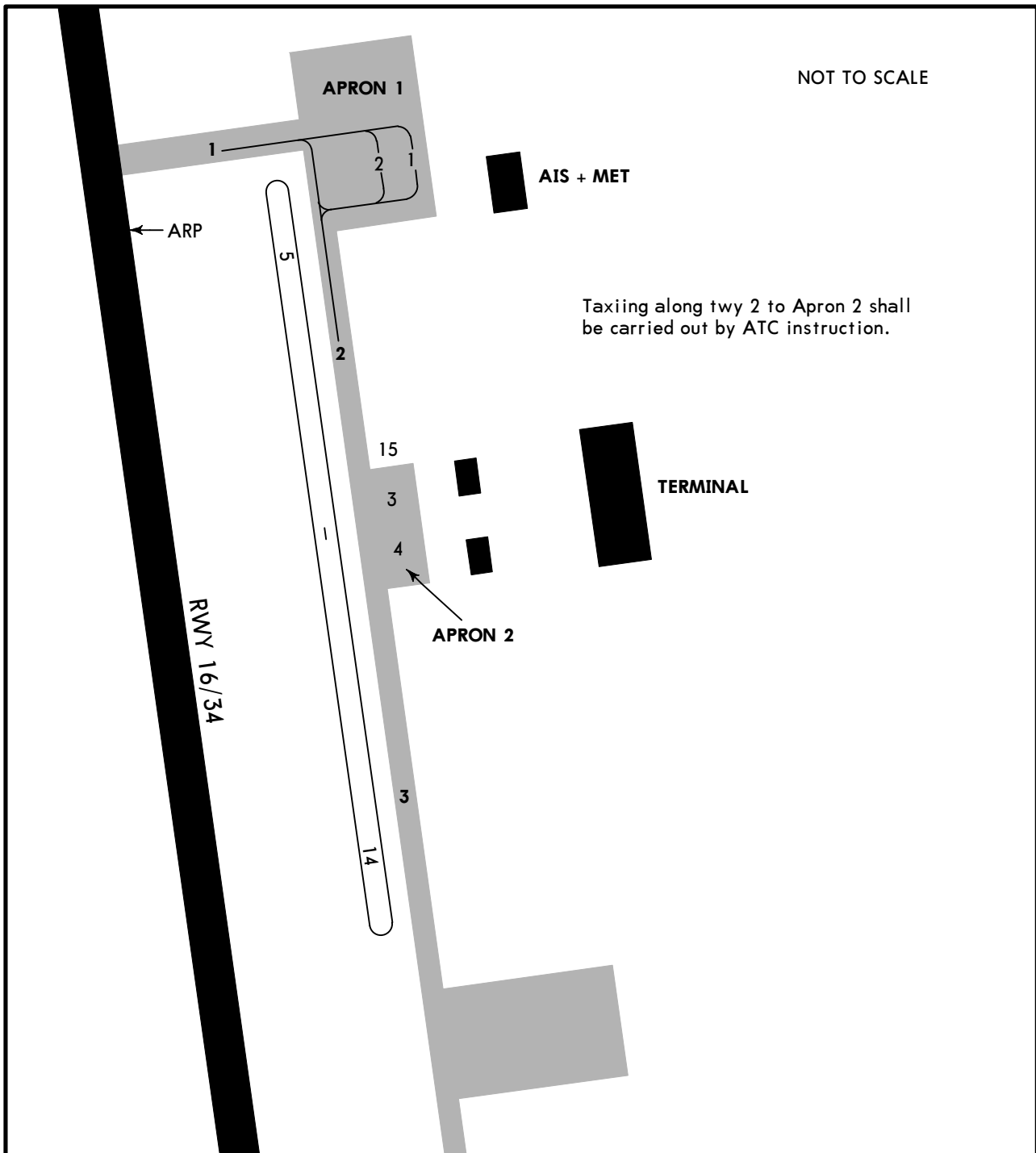
RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond Glide Slope		
07	25					69' 21m
16	34	RL (60m) ALS		7054' 2150m		138' 42m
16	34	Grass runway				279' 85m

TAKE-OFF

AIR CARRIER (JAA)

Main Rwy

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



INS COORDINATES	
STAND No.	COORDINATES
6	N53 12.8 E034 10.8

STRAIGHT-IN RWY		A	B	C	D
16	NDB ①	1020' (357') R1400m	1020' (357') R1400m	1020' (357') R1400m	1020' (357') R1400m
	ALS out	R1600m	R1600m	R1600m	R1600m
34	ILS	844' (200') R1000m	844' (200') R1000m	844' (200') R1000m	844' (200') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	1000' (356') R1400m	1000' (356') R1400m	1000' (356') R1400m	1000' (356') R1400m
	ALS out	R1600m	R1600m	R1600m	R1600m

① Continuous Descent Final Approach.

TAKE-OFF RWY 16, 34

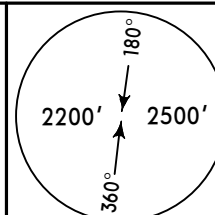
LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

*BRYANSK Tower

118.5

BRIEFING STRIP

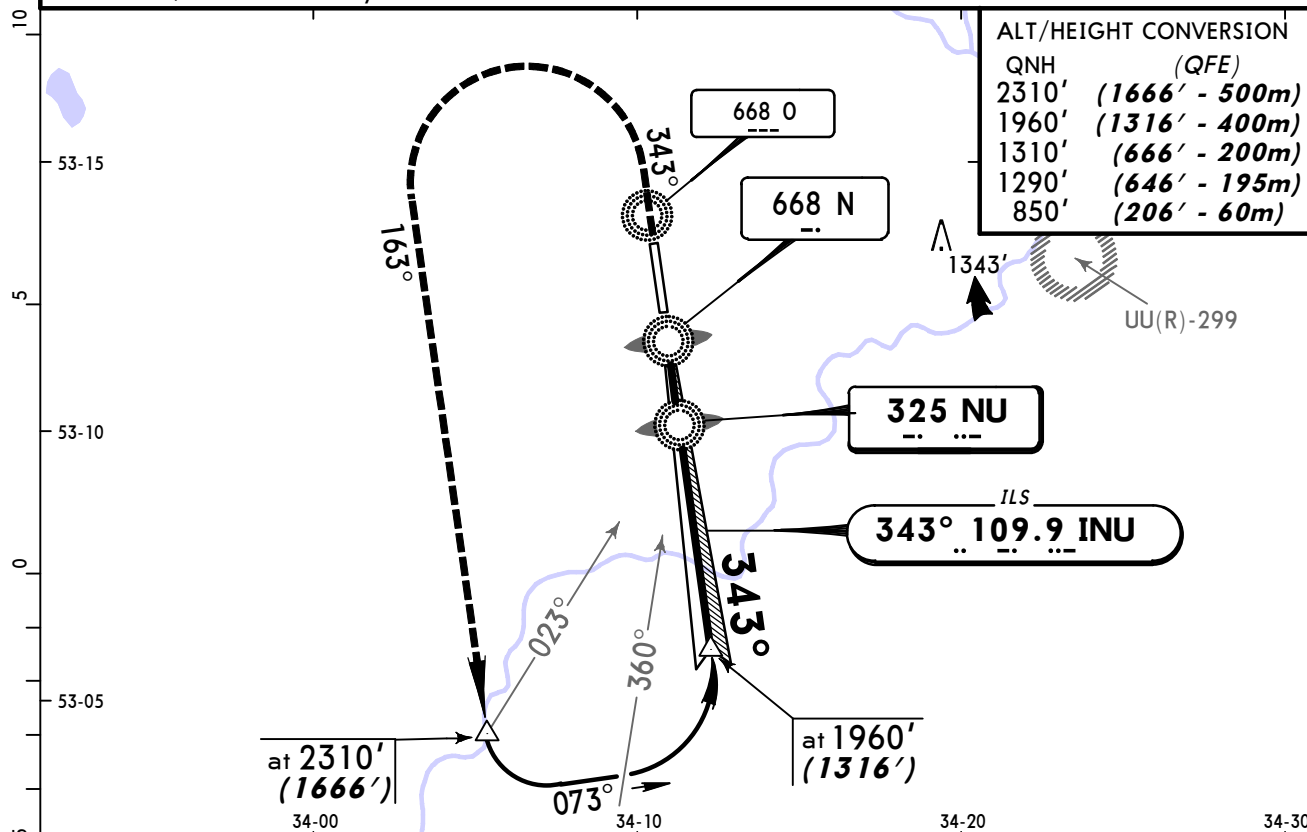
LOC INU 109.9	Final Apch Crs 343°	GS LOM 1284' (640')	ILS DA(H) 844' (200')	Apt Elev 663' RWY 644'
NDB NU 325		Minimum Alt LOM 1290' (646')	NDB MDA(H) 1000' (356')	



MISSED APCH: Climb on 343° to 1310' (666'), then turn LEFT onto 163° climbing to 2310' (1666'), then according to chart.

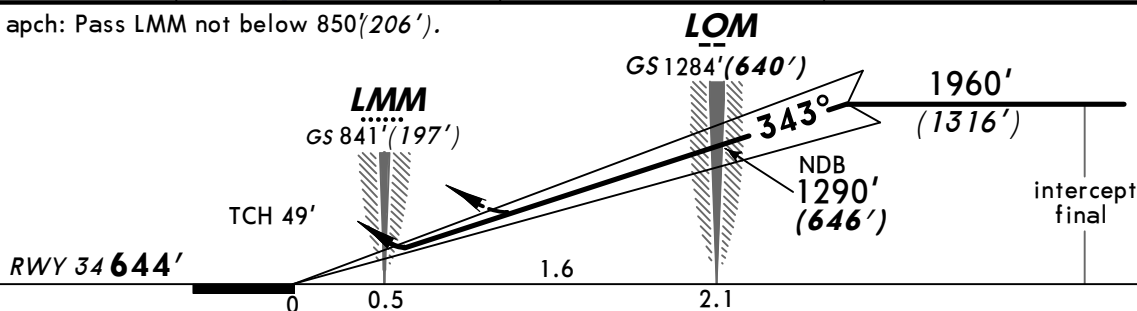
MSA
Airport

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2310' (1666')
LOM is 79'/24m LEFT of rwy centerline.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2310'	(1666' - 500m)
1960'	(1316' - 400m)
1310'	(666' - 200m)
1290'	(646' - 195m)
850'	(206' - 60m)

2 NDB apch: Pass LMM not below 850' (206').

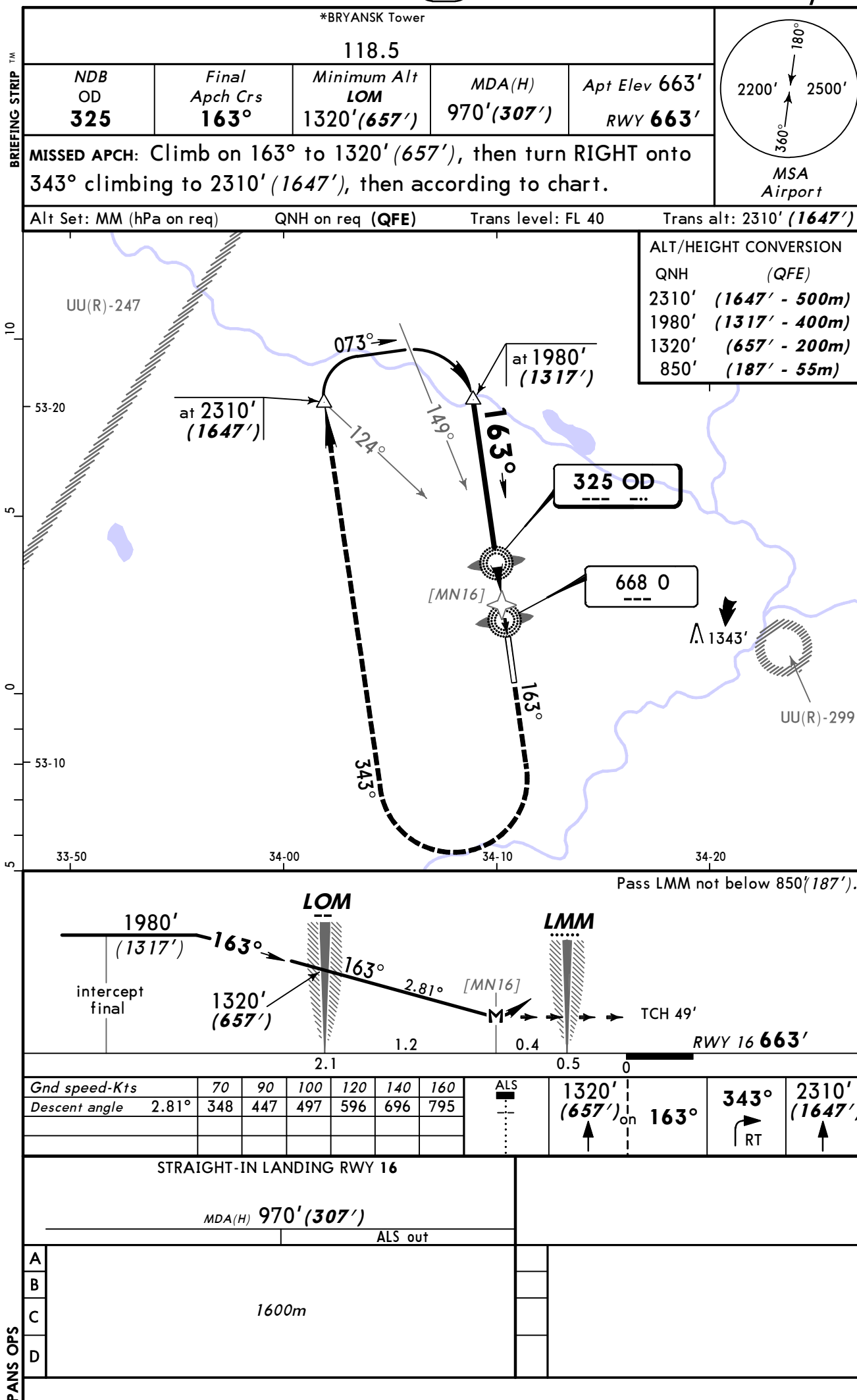


Gnd speed-Kts	70	90	100	120	140	160	ALS	1310' (666')	on 343°	163° LT	2310' (1666')
ILS GS or NDB Desc angle 2.67°	336	432	480	576	671	767	...	↑		↑	↑

STRAIGHT-IN LANDING RWY 34

	ILS	LOC (GS out)	NDB
	DA(H) 844' (200')		MDA(H) 1000' (356')
A	FULL	ALS out	ALS out
B			
C	1200m	NOT AUTH	2000m
D			

PANS OPS



BRYANSK, (BRYANSK - UUBP)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUBP

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.jeppesen.com/eurasiachange.