

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UWKE

Terminal Charts For UWKE

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Begishevo Rus
IATA Code: NBC
Lat/Long: N55° 33.9' E052° 05.5'
Elevation: 644 ft

Airport Use: Public
Magnetic Variation: 13.0°E

Fuel Types: Jet, 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: 0116 Z
Sunset: 1545 Z,

Runway Information

Runway: 03
Length x Width: 8209 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 627 ft
Lighting: Edge, ALS

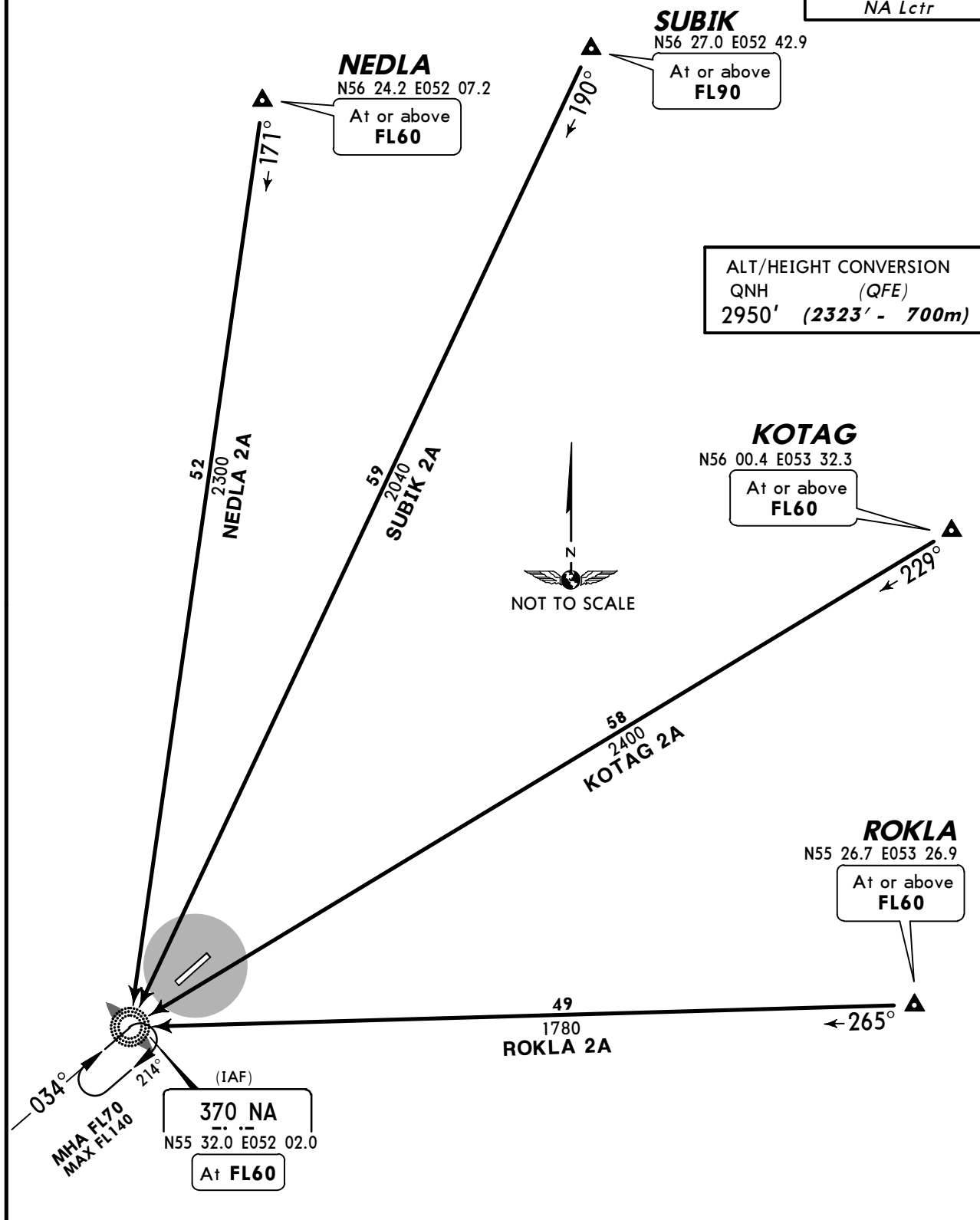
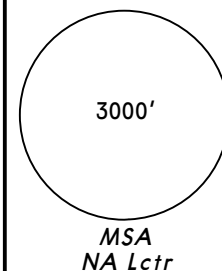
Runway: 21
Length x Width: 8209 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 623 ft
Lighting: Edge, ALS

Communication Information

ATIS 134.2
Begishevo Tower 121.2
Begishevo Approach Control 127.9

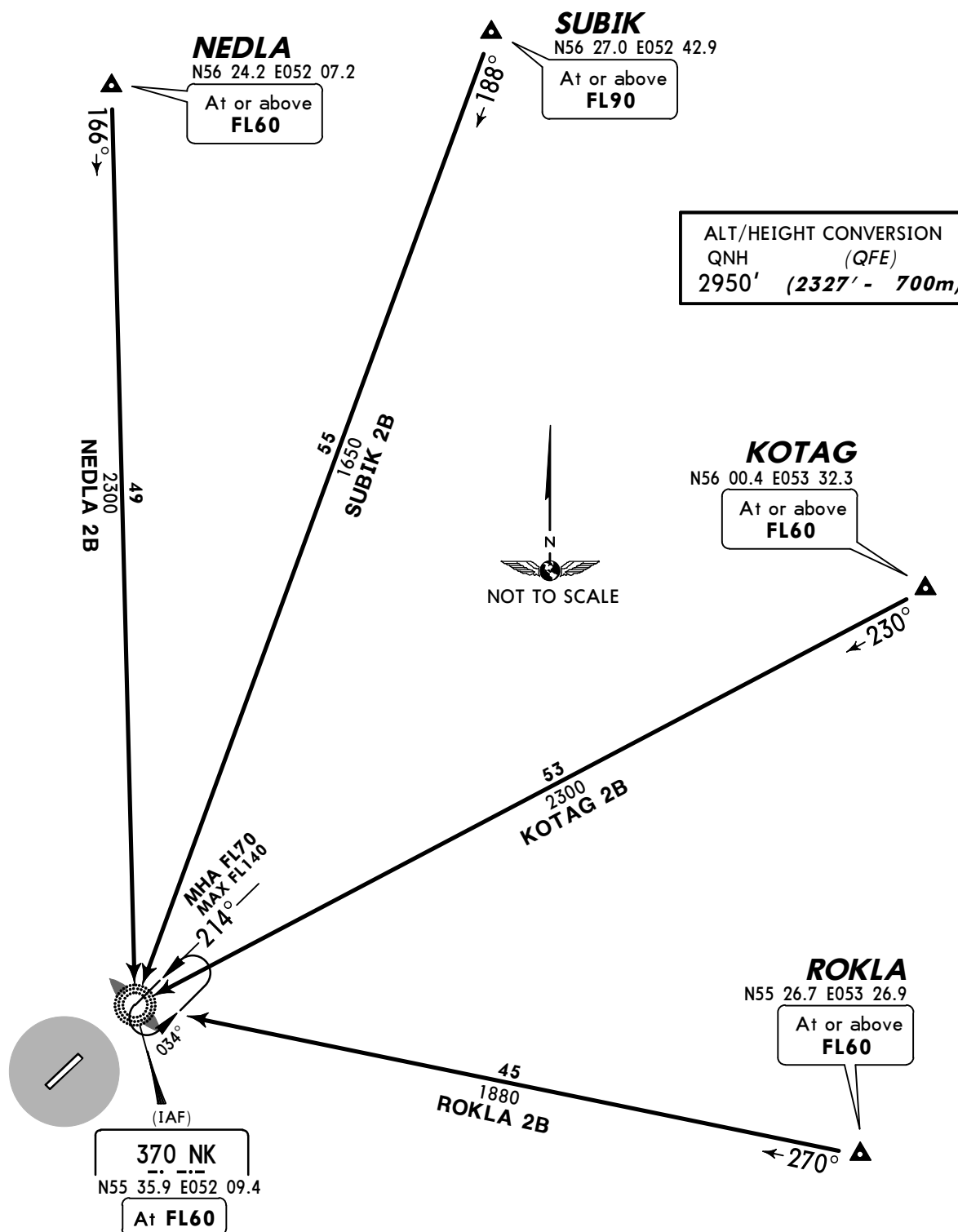
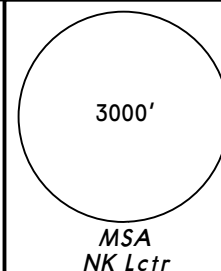
ATIS 134.2	<i>Apt Elev</i> 644'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 714 mm (951.9 hPa) or less Trans alt: 2950' (2323') 1. When executing short approach and if unable to reach TL at fixed distances, pilots shall execute rectangular approach via LMM. 2. When RADAR control is not provided, the instrument approach shall be carried out via LMM (TL), then according to the rectangular traffic pattern.
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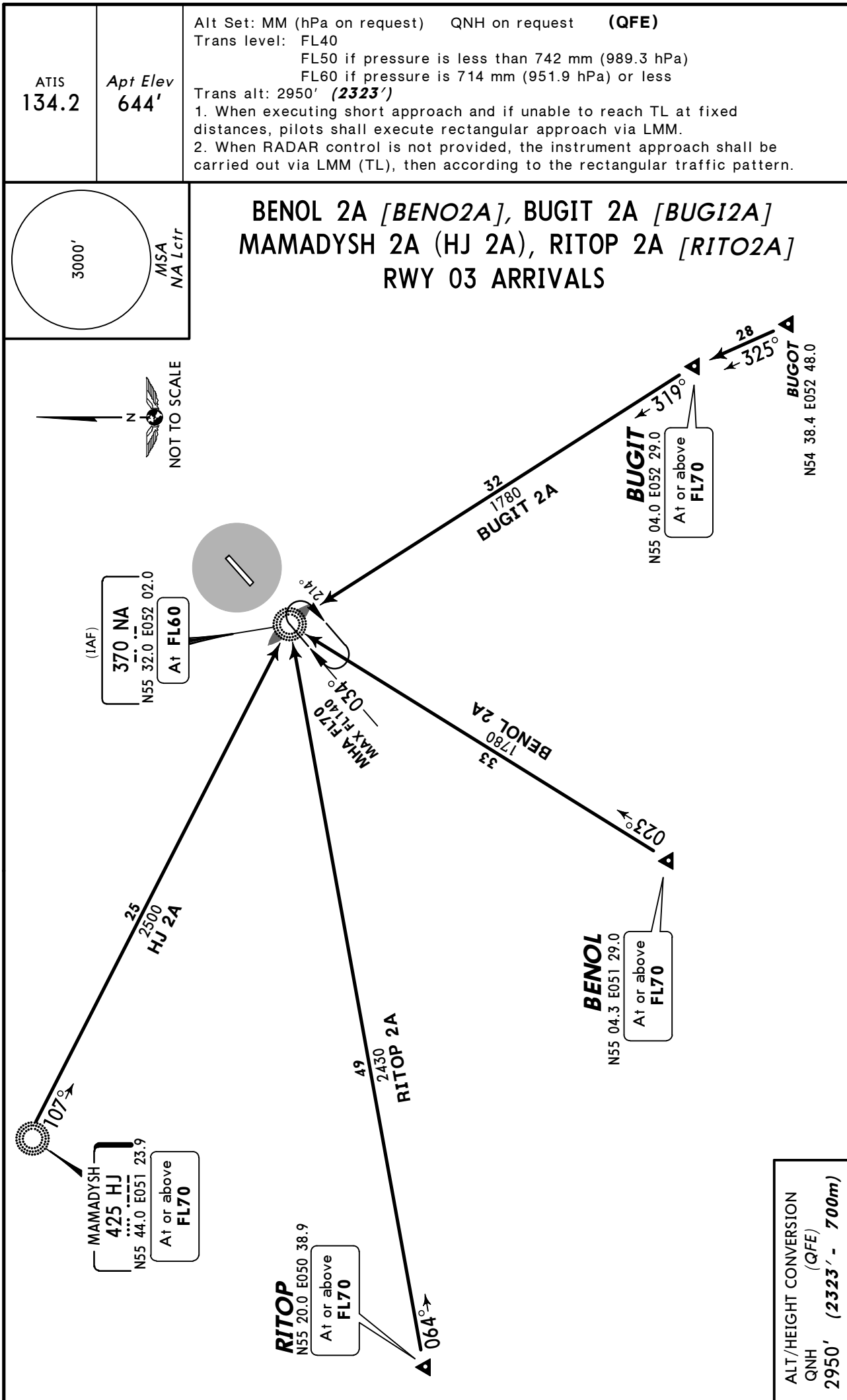
**KOTAG 2A [KOTA2A], NEDLA 2A [NEDL2A]
ROKLA 2A [ROKL2A], SUBIK 2A [SUBI2A]
RWY 03 ARRIVALS**

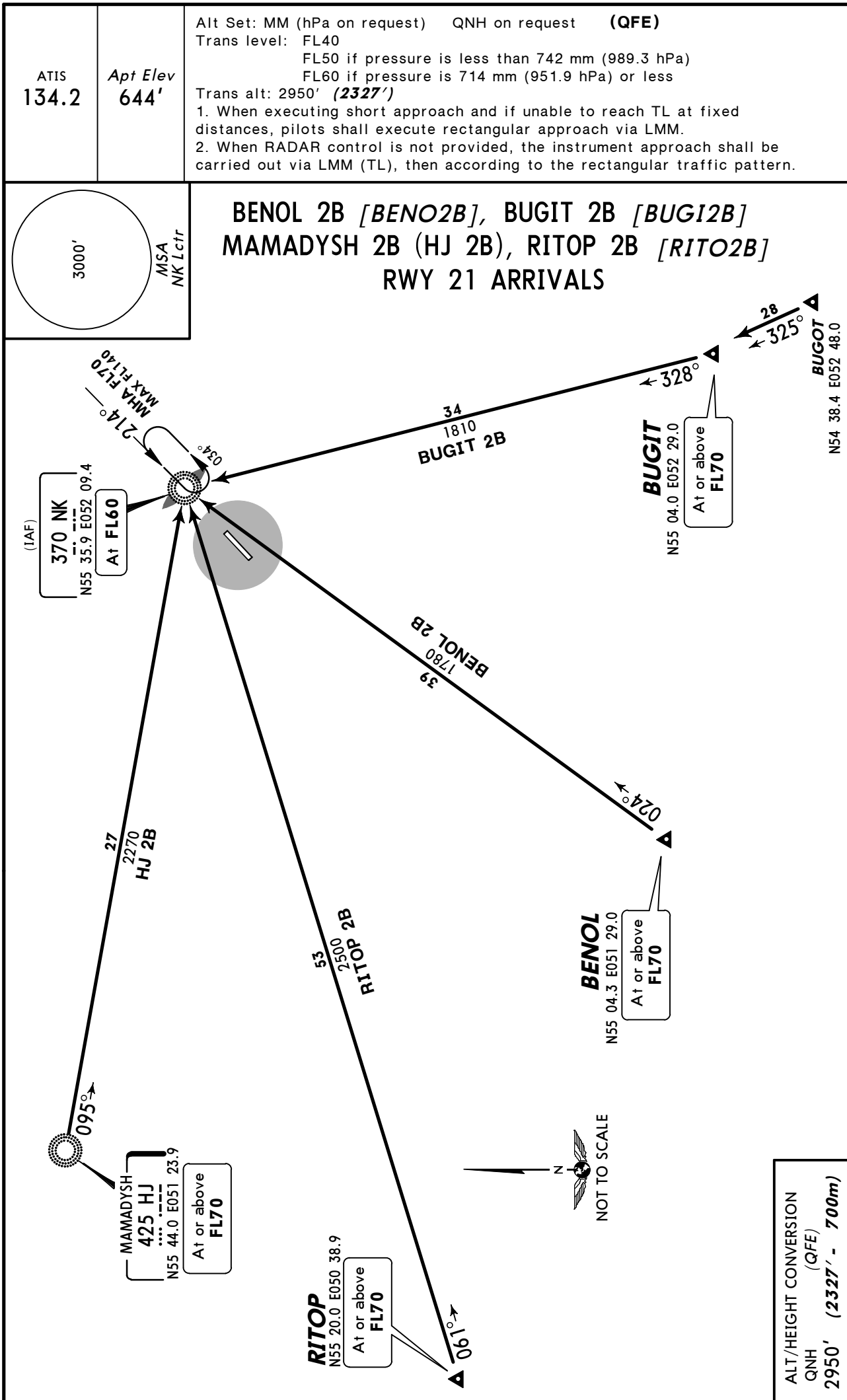


ATIS 134.2	Apt Elev 644'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 714 mm (951.9 hPa) or less Trans alt: 2950' (2327') 1. When executing short approach and if unable to reach TL at fixed distances, pilots shall execute rectangular approach via LMM. 2. When RADAR control is not provided, the instrument approach shall be carried out via LMM (TL), then according to the rectangular traffic pattern.
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KOTAG 2B [KOTA2B], NEDLA 2B [NEDL2B]
ROKLA 2B [ROKL2B], SUBIK 2B [SUBI2B]
RWY 21 ARRIVALS





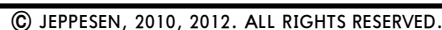


Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40
 FL50 if pressure is less than 742 mm (989.3 hPa)
 FL60 if pressure is 714 mm (951.9 hPa) or less
Trans alt: 2950' **(2323')**

1. When executing short approach and if unable to reach TL at fixed distances, pilots shall execute rectangular approach via LMM.
2. When RADAR control is not provided, the instrument approach shall be carried out via LMM (TL), then according to the rectangular traffic pattern.

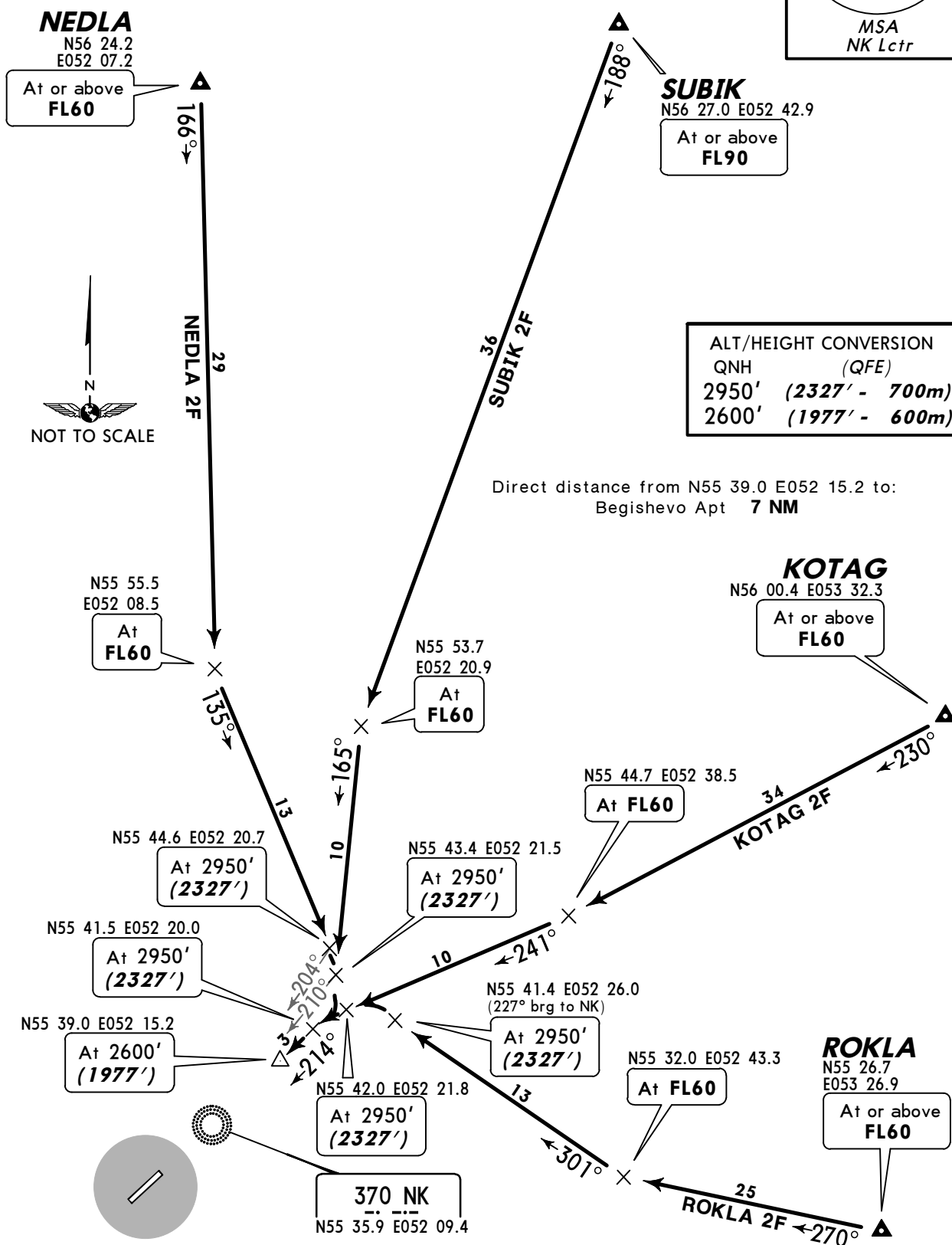
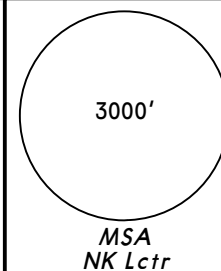
3000'

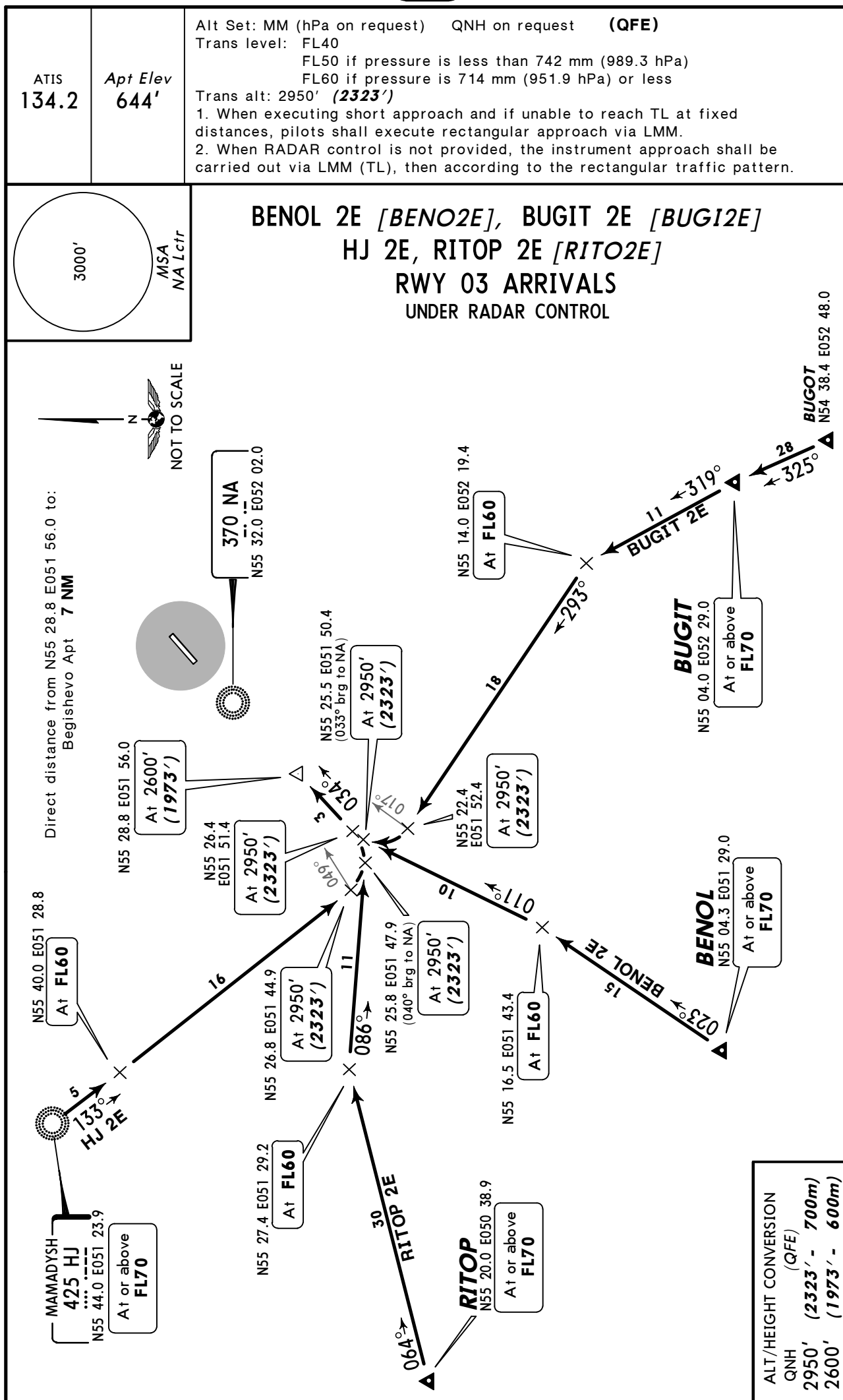
MSA
NA Lctr

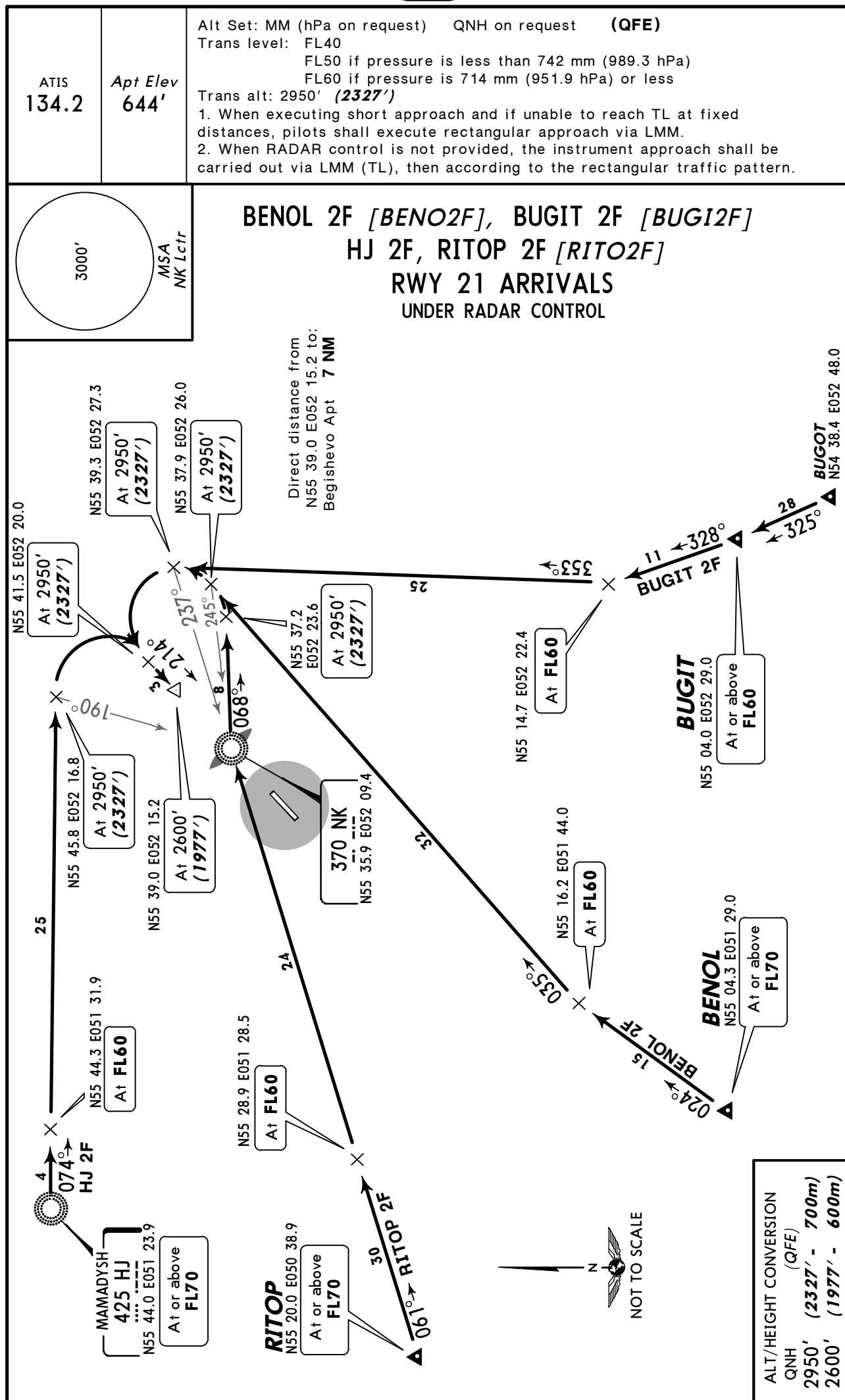


ATIS 134.2	<i>Apt Elev</i> 644'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 714 mm (951.9 hPa) or less Trans alt: 2950' (2327') 1. When executing short approach and if unable to reach TL at fixed distances, pilots shall execute rectangular approach via LMM. 2. When RADAR control is not provided, the instrument approach shall be carried out via LMM (TL), then according to the rectangular traffic pattern.
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**KOTAG 2F [KOTA2F], NEDLA 2F [NEDL2F]
ROKLA 2F [ROKL2F], SUBIK 2F [SUBI2F]
RWY 21 ARRIVALS
UNDER RADAR CONTROL**



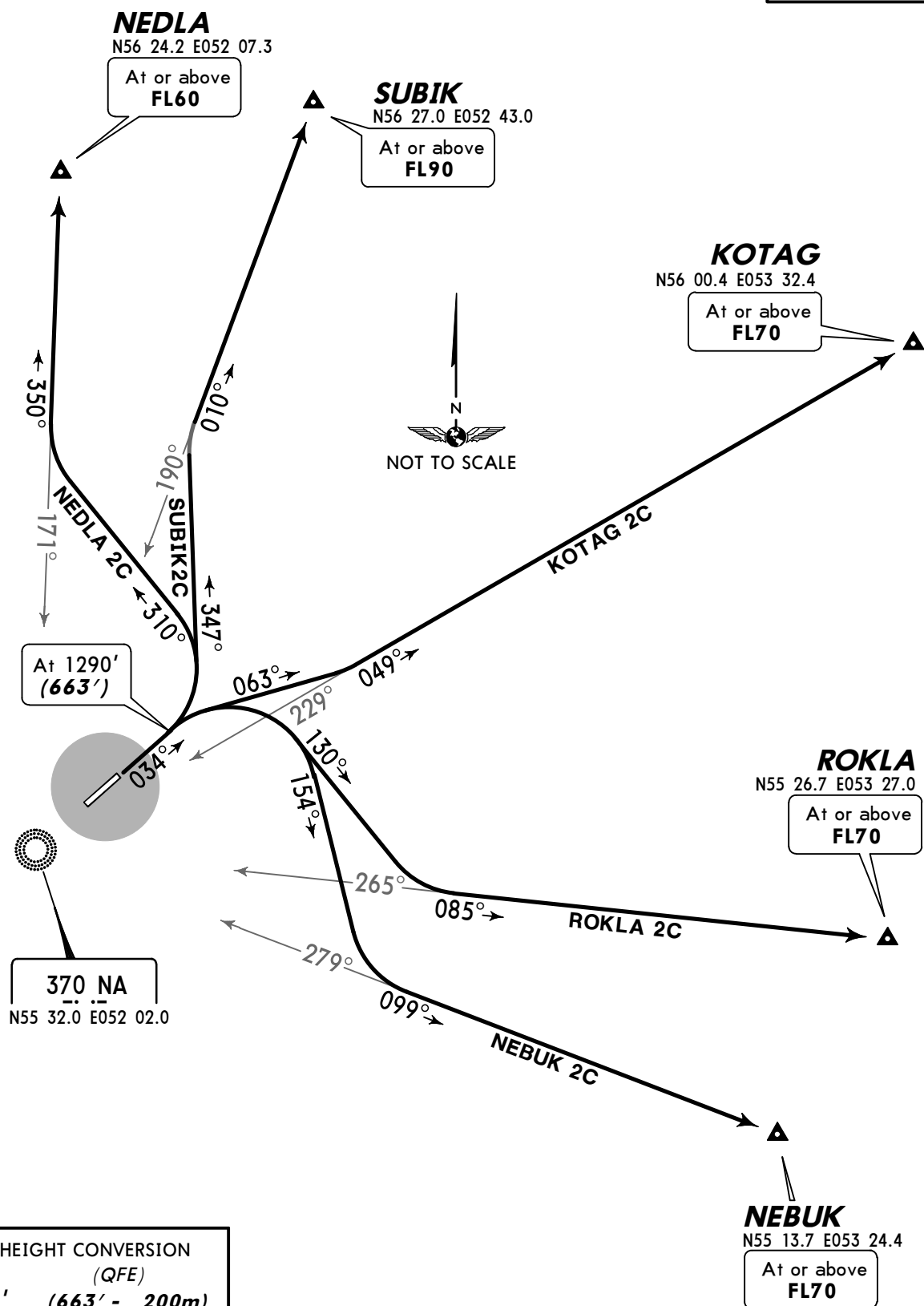
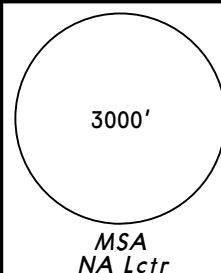




Apt Elev
644'

QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 742 mm (989.3 hPa)
FL60 if pressure is 714 mm (951.9 hPa) or less
Trans alt: 2950' (2323')

KOTAG 2C [KOTA2C], NEBUK 2C [NEBU2C]
NEDLA 2C [NEDL2C], ROKLA 2C [ROKL2C]
SUBIK 2C [SUBI2C]
RWY 03 DEPARTURES

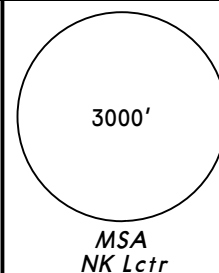


ALT/HEIGHT CONVERSION
QNH (QFE)
1290' (663' - 200m)
2950' (2323' - 700m)

Apt Elev
644'

QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 742 mm (989.3 hPa)
FL60 if pressure is 714 mm (951.9 hPa) or less
Trans alt: 2950' (2327')

KOTAG 2D [KOTA2D], NEBUK 2D [NEBU2D]
NEDLA 2D [NEDL2D], ROKLA 2D [ROKL2D]
SUBIK 2D [SUBI2D]
RWY 21 DEPARTURES



SUBIK
N56 27.0 E052 43.0

At or above
FL90

NEDLA
N56 24.2 E052 07.3
At or above
FL60

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1280'	(657' - 200m)
2950'	(2327' - 700m)



KOTAG
N56 00.4 E053 32.4
At or above
FL70

370 NK
N55 35.9 E052 09.4

At 1280
(657')

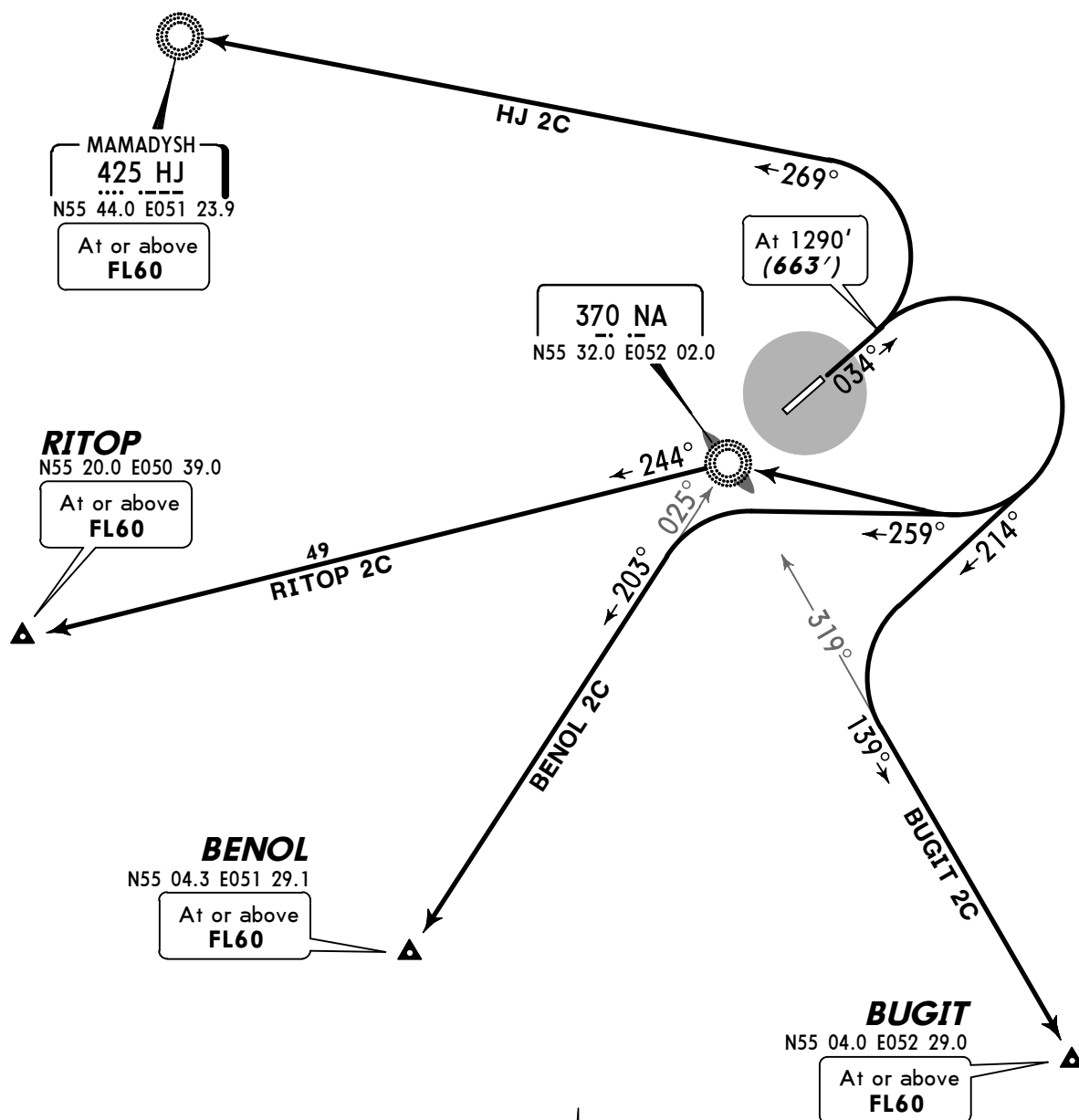
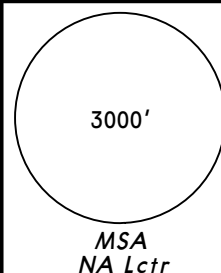
ROKLA
N55 26.7 E053 27.0
At or above
FL70

NEBUK
N55 13.7 E053 24.4
At or above
FL70

Apt Elev
644'

QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 742 mm (989.3 hPa)
FL60 if pressure is 714 mm (951.9 hPa) or less
Trans alt: 2950' (2323')

BENOL 2C [BENO2C], BUGIT 2C [BUGI2C]
MAMADYSH 2C (HJ 2C), RITOP 2C[RITO2C]
RWY 03 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1290'	(663' - 200m)
2950'	(2323' - 700m)

Apt Elev
644'

QNH on request (QFE)

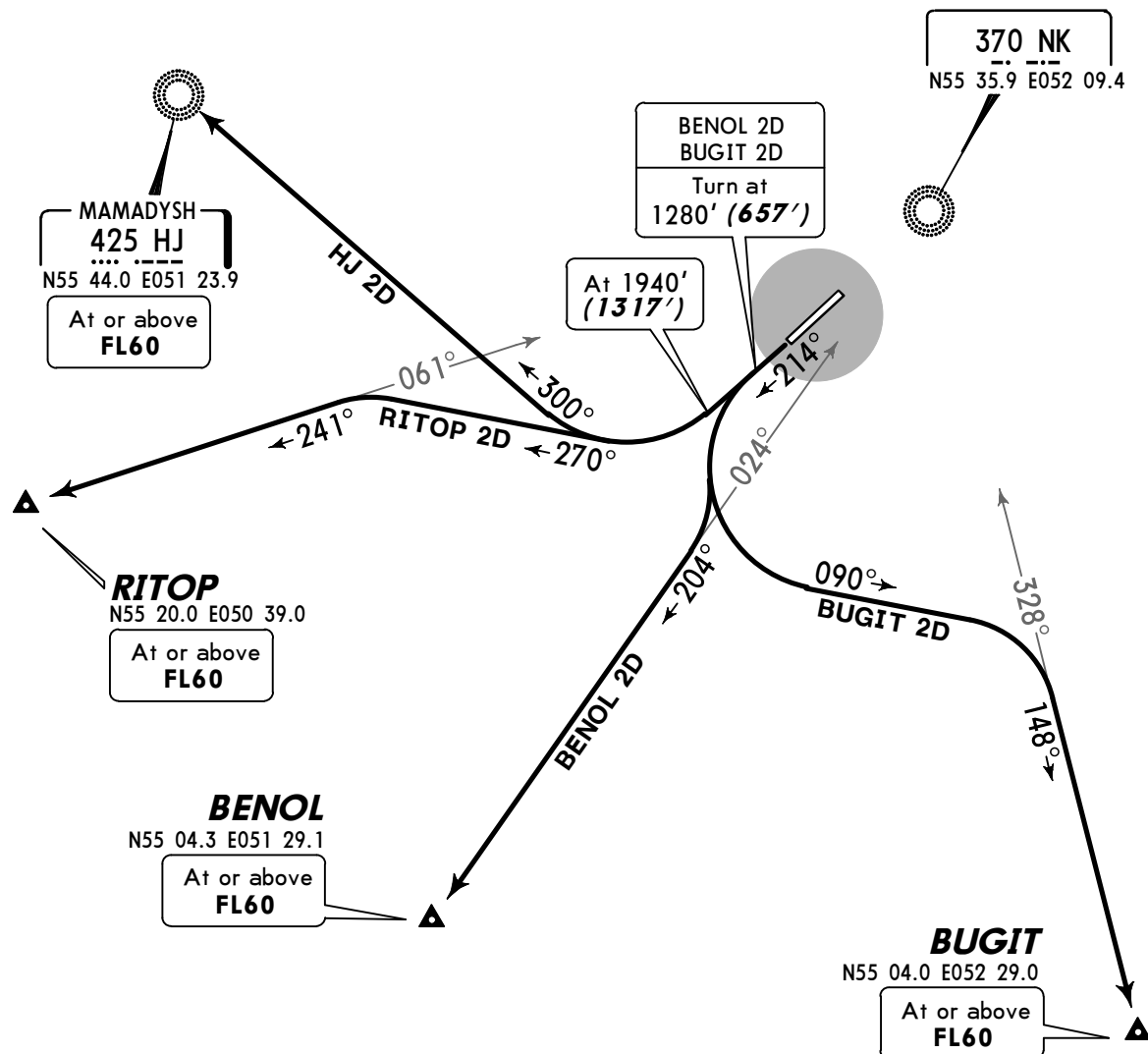
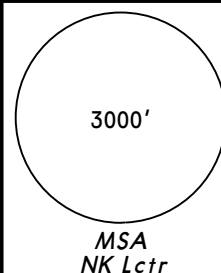
Trans level: FL40

FL50 if pressure is less than 742 mm (989.3 hPa)

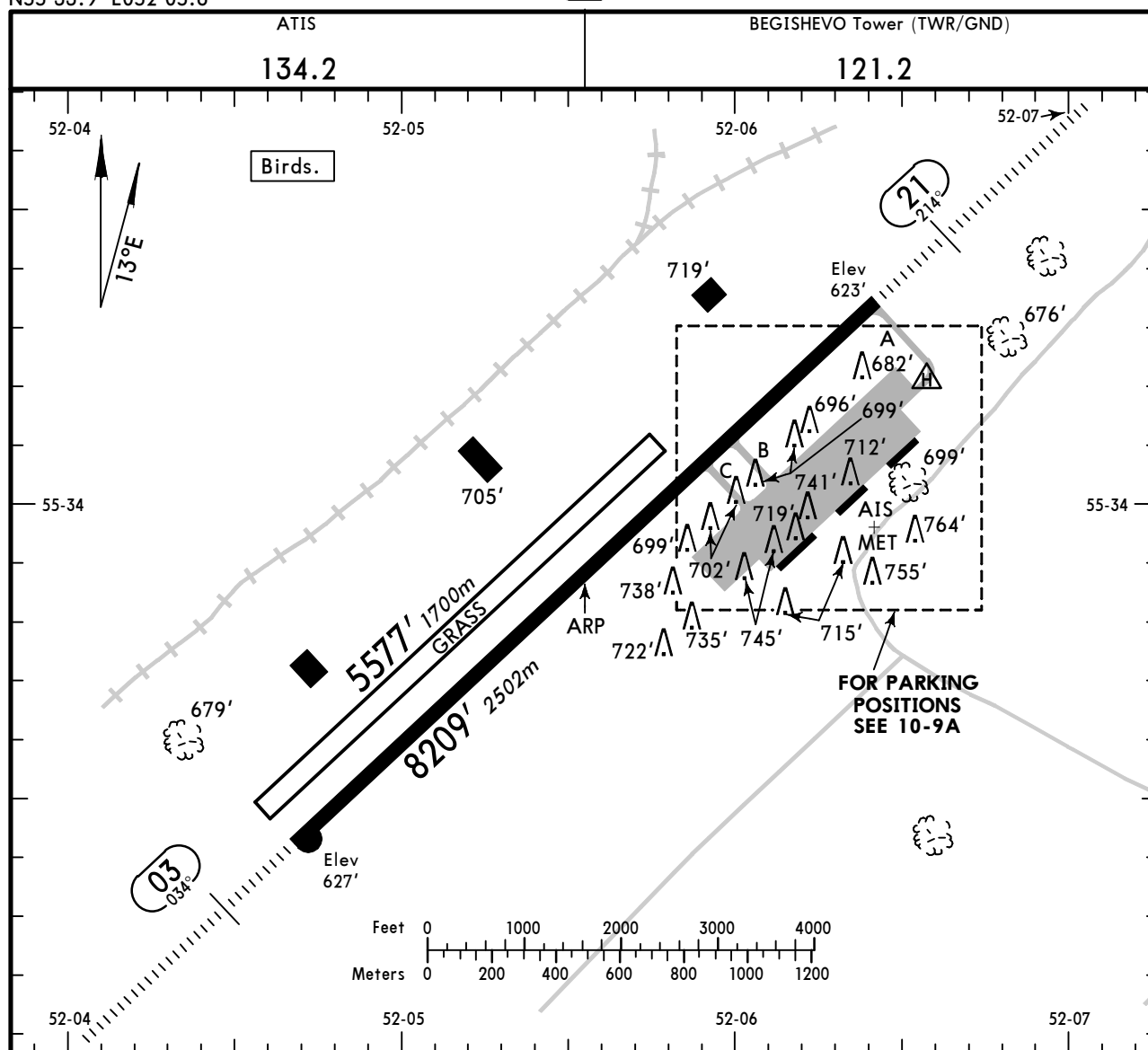
FL60 if pressure is 714 mm (951.9 hPa) or less

Trans alt: 2950' (2327')

BENOL 2D [BENO2D], BUGIT 2D [BUGI2D]
MAMADYSH 2D (HJ 2D), RITOP 2D[RITO2D]
RWY 21 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1280'	(657' - 200m)
1940'	(1317' - 400m)
2950'	(2327' - 700m)



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Landing Beyond		
03	21	HIRL (60m)	HIALS	PAPI-L (angle 2.67°)	RVR	7126' 2172m	7881' 2402m ①	138' 42m
03	21	Grass runway						230' 70m

① First 328'/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)

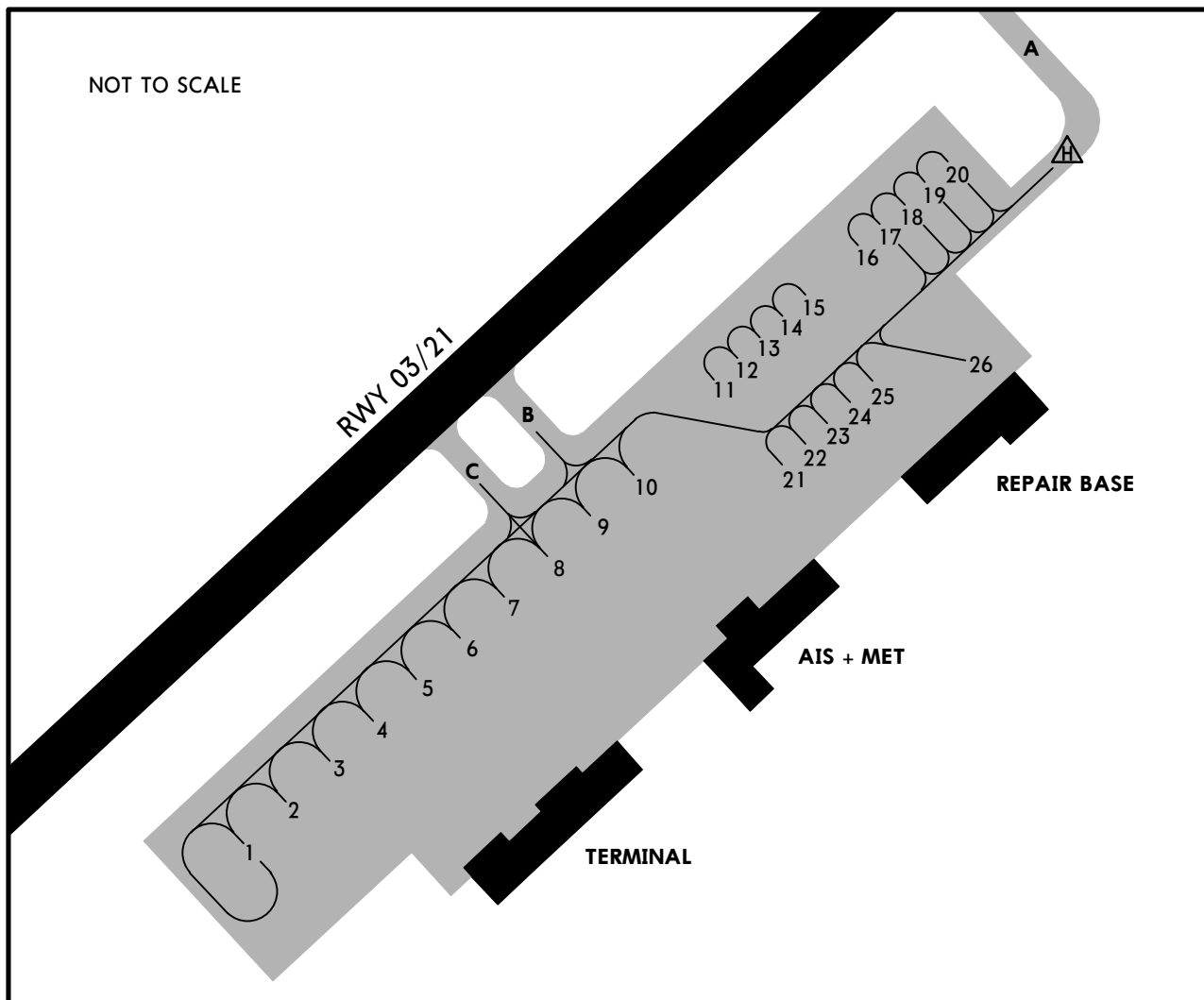
All Rwy's

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	
C		400m
D	300m	

**INS COORDINATES**

STAND No.	COORDINATES
1	N55 33.8 E052 05.7
2, 3	N55 33.8 E052 05.8
4	N55 33.8 E052 05.9
5, 6	N55 33.9 E052 05.9
7, 8	N55 33.9 E052 06.0
9, 10	N55 34.0 E052 06.1

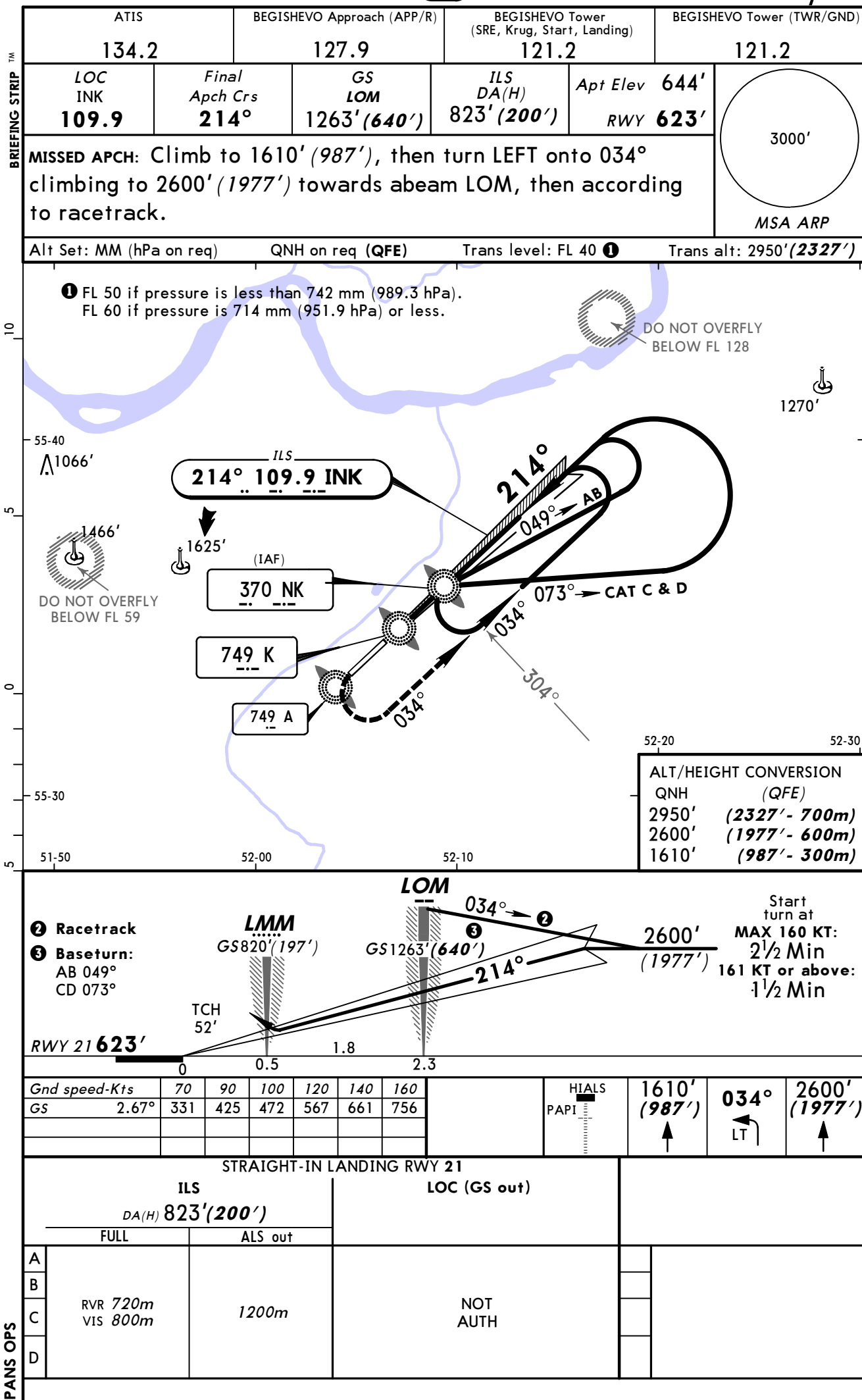
Stands 17 thru 20 available for helicopters.
Exit from stands 21 thru 25 by towing only.
Stand 26 available for run-up.
Taxiing is under inner engines power only.
Taxiing along twy B and C with the crews good
look-out strictly along markings.
Taxiing of IL-76 acft along Twy A is prohibited.

STRAIGHT-IN RWY		A	B	C	D
03	2 NDB ① with FAF ALS out	980'(353') R900m R1500m	980'(353') R900m R1500m	980'(353') R900m R1600m	980'(353') R900m R1600m
	2 NDB ① w/o FAF ALS out	980'(353') R1000m R1600m	980'(353') R1000m R1600m	980'(353') R1200m R1600m	980'(353') R1200m R1600m
	NA NDB ① with FAF ALS out	1000'(373') R1000m R1500m	1000'(373') R1000m R1500m	1000'(373') R1000m R1700m	1000'(373') R1000m R1700m
	NA NDB ① w/o FAF ALS out	1000'(373') R1000m R1700m	1000'(373') R1000m R1700m	1000'(373') R1200m R1700m	1000'(373') R1200m R1700m
	A NDB ① with FAF ALS out	1030'(403') R1200m R1500m	1030'(403') R1200m R1500m	1030'(403') R1200m R1900m	1030'(403') R1200m R1900m
	A NDB w/o FAF ALS out	1220'(593') C2200m C2900m	1220'(593') C2200m C2900m	1220'(593') C2400m C3100m	1220'(593') C2400m C3100m
21	ILS FULL Limited ALS out	823'(200') R550m R750m R1200m	823'(200') R550m R750m R1200m	823'(200') R550m R750m R1200m	823'(200') R550m R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ① with FAF ALS out	1020'(397') R1100m R1500m	1020'(397') R1100m R1500m	1020'(397') R1100m R1800m	1020'(397') R1100m R1800m
	2 NDB ① w/o FAF ALS out	1430'(807') C3100m C3800m	1430'(807') C3100m C3800m	1430'(807') C3100m C3800m	1430'(807') C3100m C3800m
	NK NDB ① with FAF ALS out	1180'(557') R1500m R1500m	1180'(557') R1500m R1500m	1180'(557') R1800m C2400m	1180'(557') R1800m C2400m
	NK NDB ① w/o FAF ALS out	1430'(807') C3100m C3800m	1430'(807') C3100m C3800m	1430'(807') C3100m C3800m	1430'(807') C3100m C3800m
	K NDB ① with FAF ALS out	1230'(607') R1500m R1500m	1230'(607') R1500m R1500m	1230'(607') C2100m C2400m	1230'(607') C2100m C2400m
	K NDB w/o FAF ALS out	1430'(807') C3300m C4000m	1430'(807') C3300m C4000m	1430'(807') C3500m C4200m	1430'(807') C3500m C4200m

① Continuous Descent Final Approach.

TAKE-OFF RWY 03, 21

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		

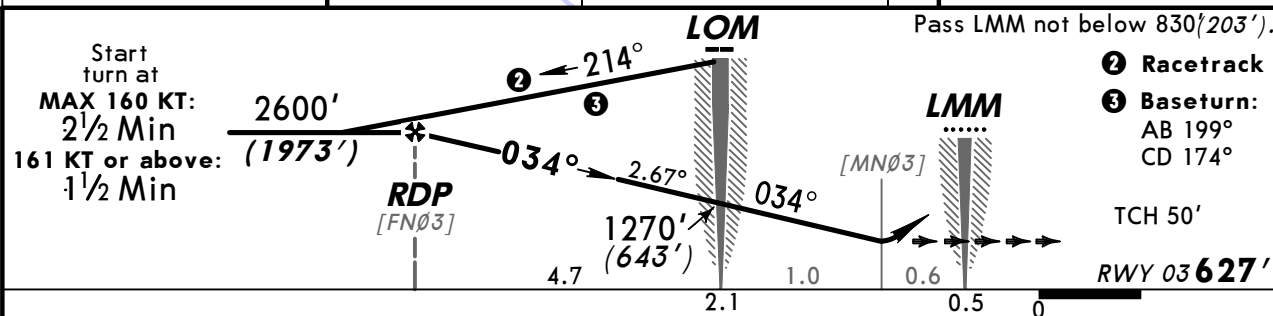
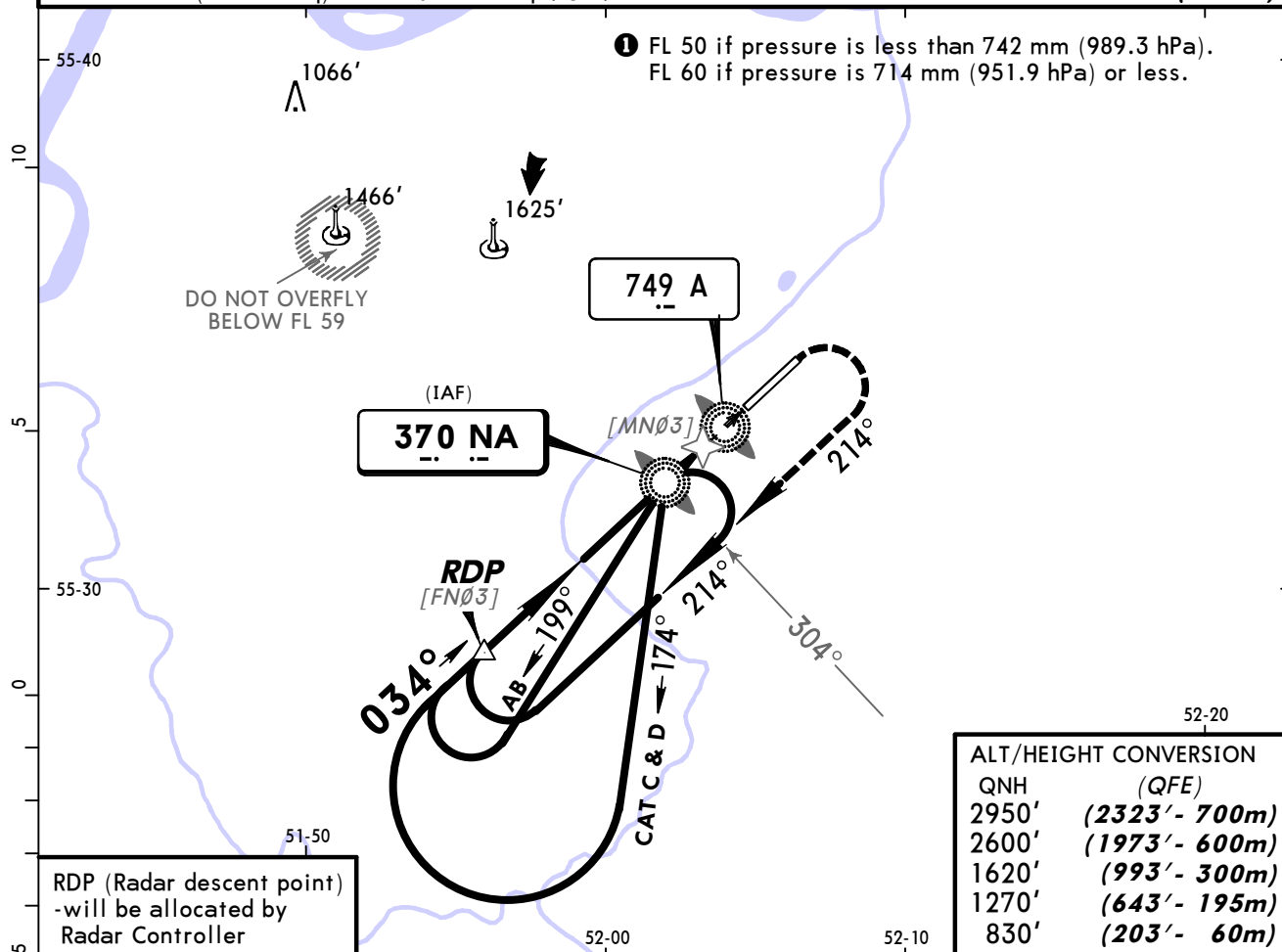


BRIEFING STRIP

TM

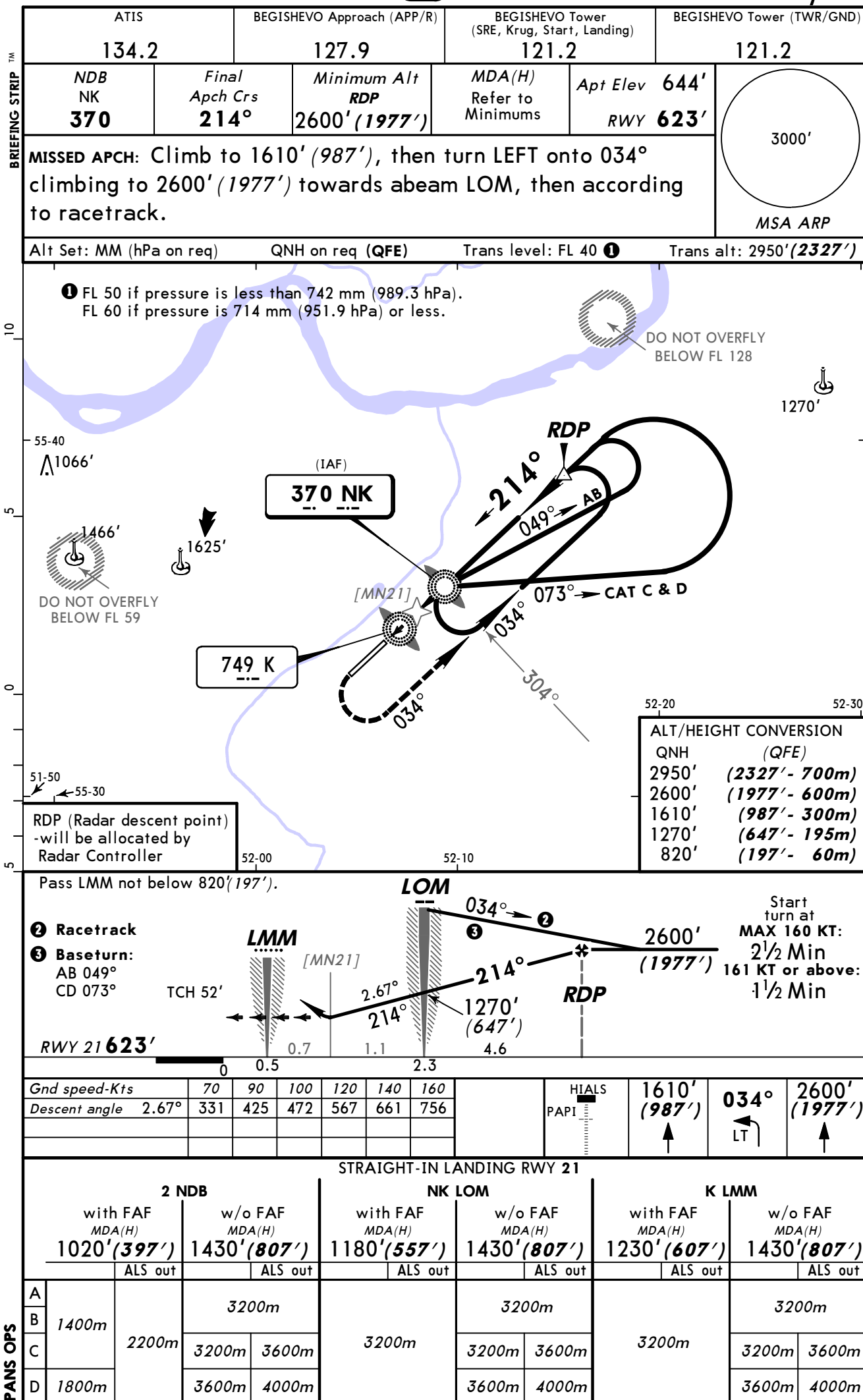
ATIS 134.2	BEGISHEVO Approach (APP/R) 127.9		BEGISHEVO Tower (SRE, Krug, Start, Landing) 121.2	BEGISHEVO Tower (TWR/GND) 121.2	3000' MSA ARP
NDB NA 370	Final Apch Crs 034°	Minimum Alt RDP 2600' (1973')	MDA(H) Refer to Minimums	Apt Elev 644' RWY 627'	
MISSED APCH: Climb to 1620' (993'), then turn RIGHT onto 214° climbing to 2600' (1973') towards abeam LOM, then according to racetrack.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ① Trans alt: 2950' (2323')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1620' (993')	214°	2600' (1973')
Descent angle 2.67°	331	425	472	567	661	756	PAPI	↑	RT	↑

2 NDB		NA LOM		A LMM	
MDA(H) 980' (353')		MDA(H) 1000' (373')		with FAF MDA(H) 1030' (403')	w/o FAF MDA(H) 1220' (593')
ALS out		ALS out		ALS out	ALS out
A					
B	1200m	RVR 1800m VIS 2000m	1300m	1500m	2300m
C			2100m		3200m
D	RVR 1500m VIS 1600m		1700m	1900m	



BEGISHEVO, (BEGISHEVO - UWKE)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWKE

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.