

## List of pages in this Trip Kit

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Airport Information For UIBB

Terminal Charts For UIBB

Revision Letter For Cycle 25-2012

Change Notices

Notebook

## General Information

Location: Bratsk Rus  
IATA Code: BTK  
Lat/Long: N56° 22.2' E101° 41.9'  
Elevation: 1611 ft

Airport Use: Public  
Magnetic Variation: 1.7°W

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

Sunrise: 0147 Z  
Sunset: 0844 Z,

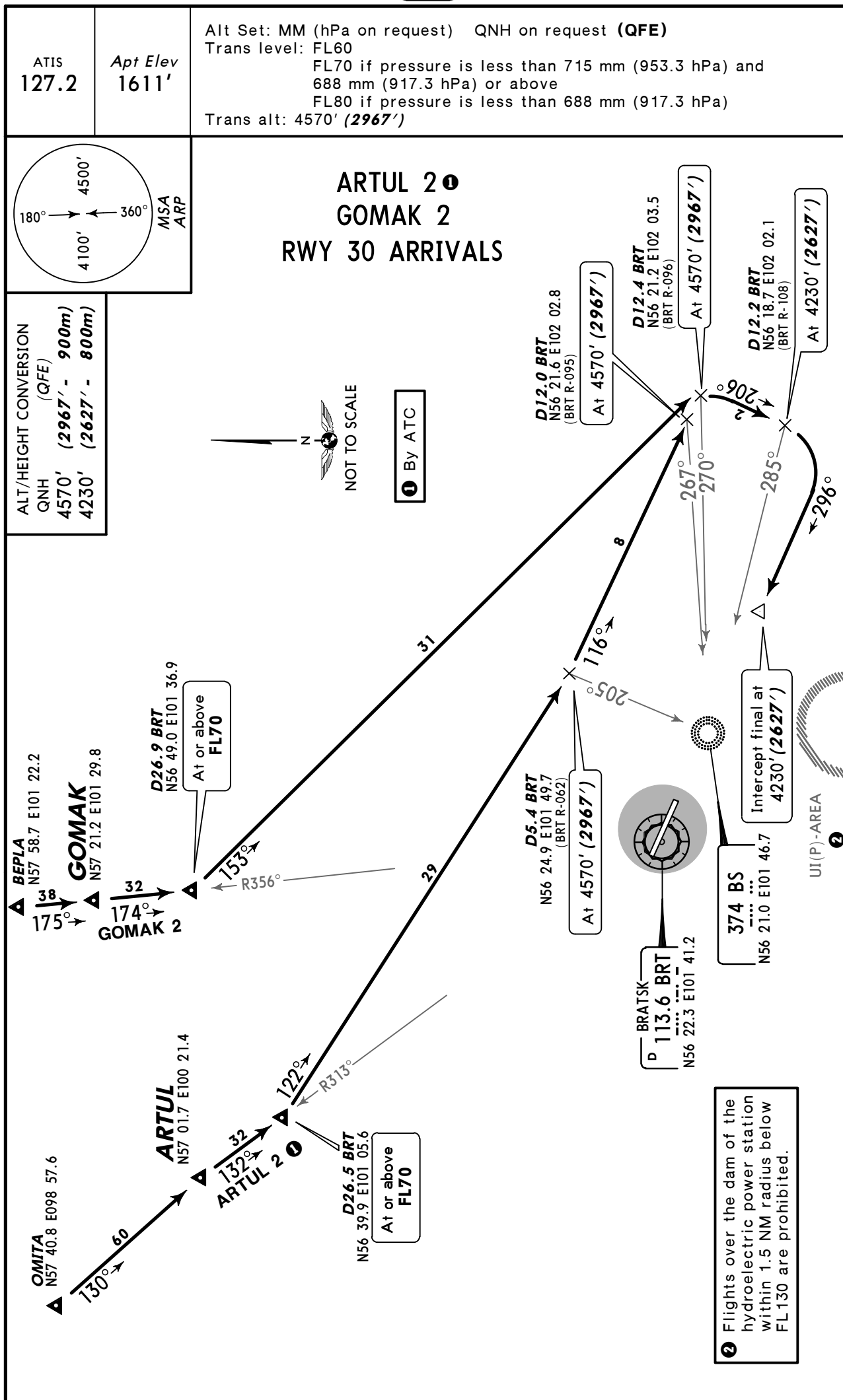
## Runway Information

Runway: 12  
Length x Width: 10367 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 1607 ft  
Lighting: Edge, ALS  
Stopway: 246 ft

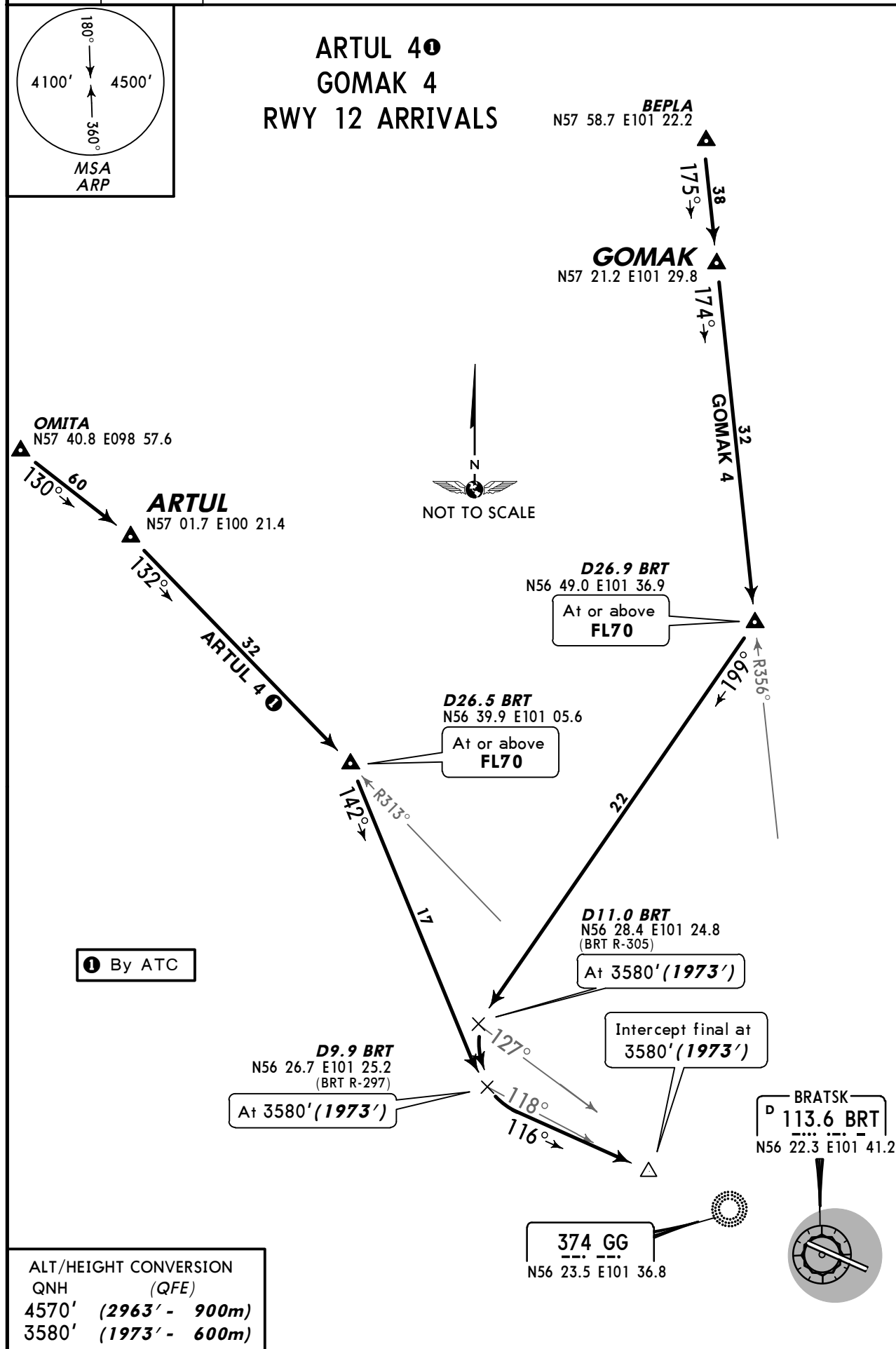
Runway: 30  
Length x Width: 10367 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 1603 ft  
Lighting: Edge, ALS  
Stopway: 246 ft

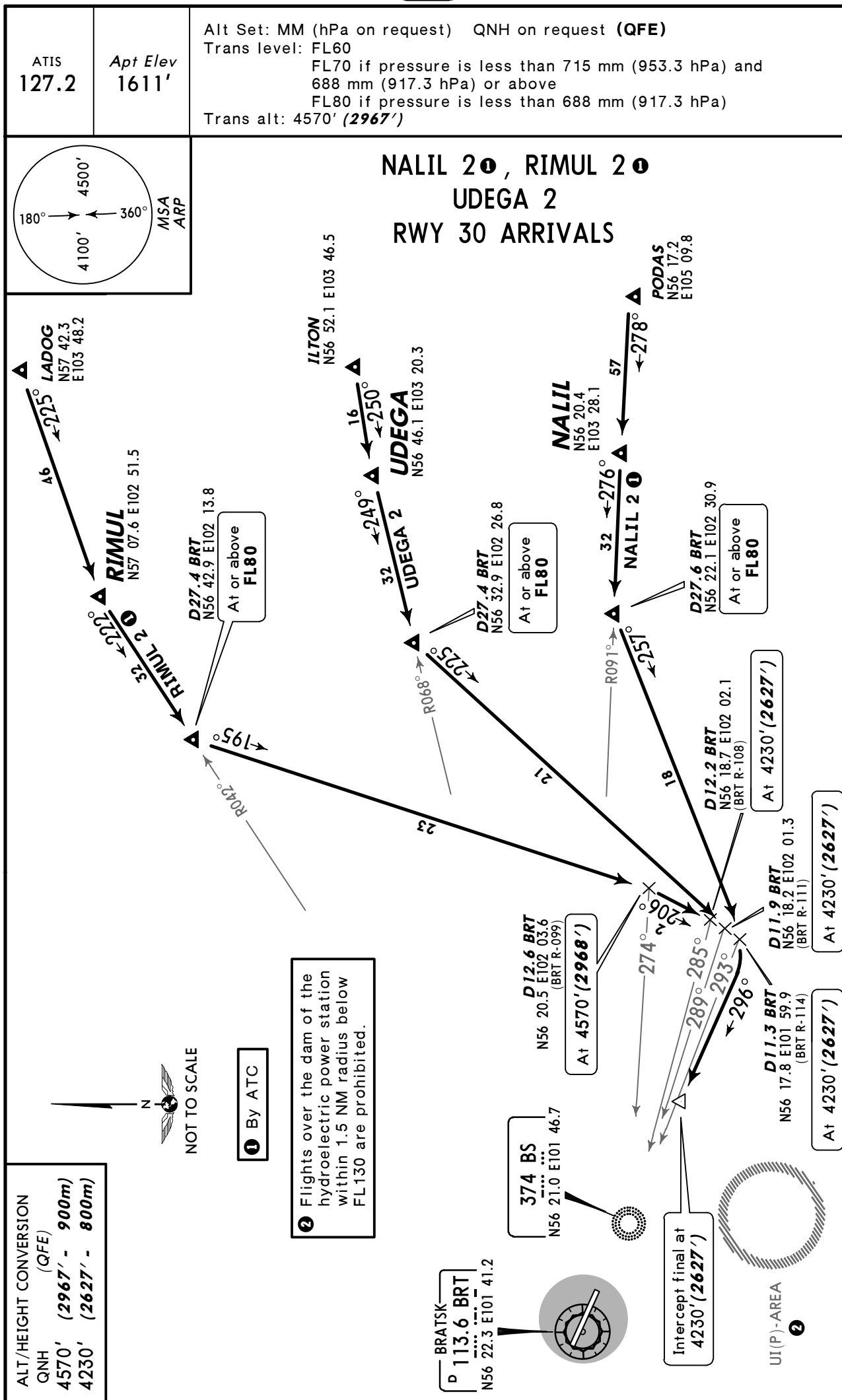
## Communication Information

ATIS 127.2  
Bratsk Tower 118.1  
Bratsk Ground Control 121.8  
Bratsk Approach Control 118.1  
Bratsk Transit Operations 131.8

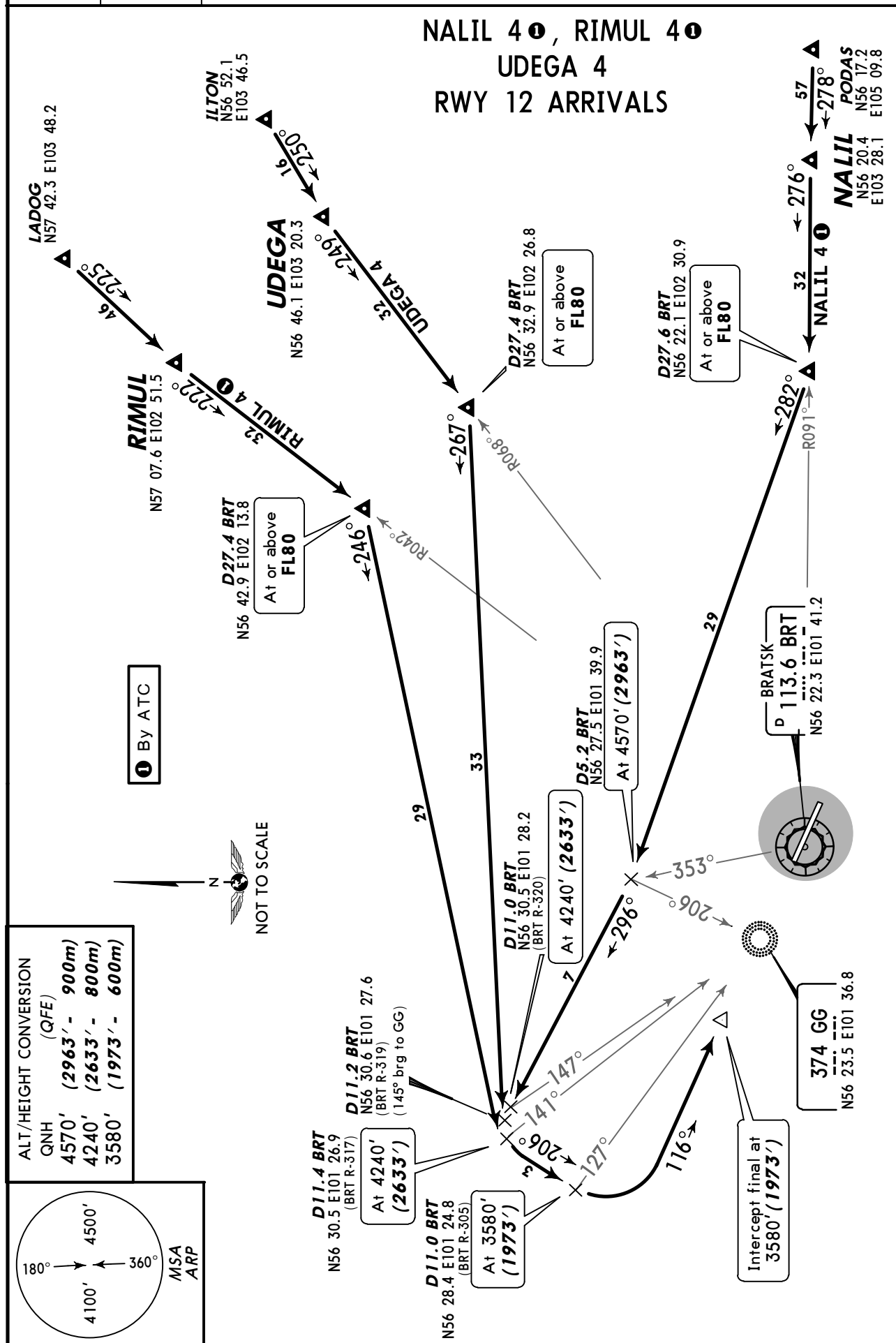


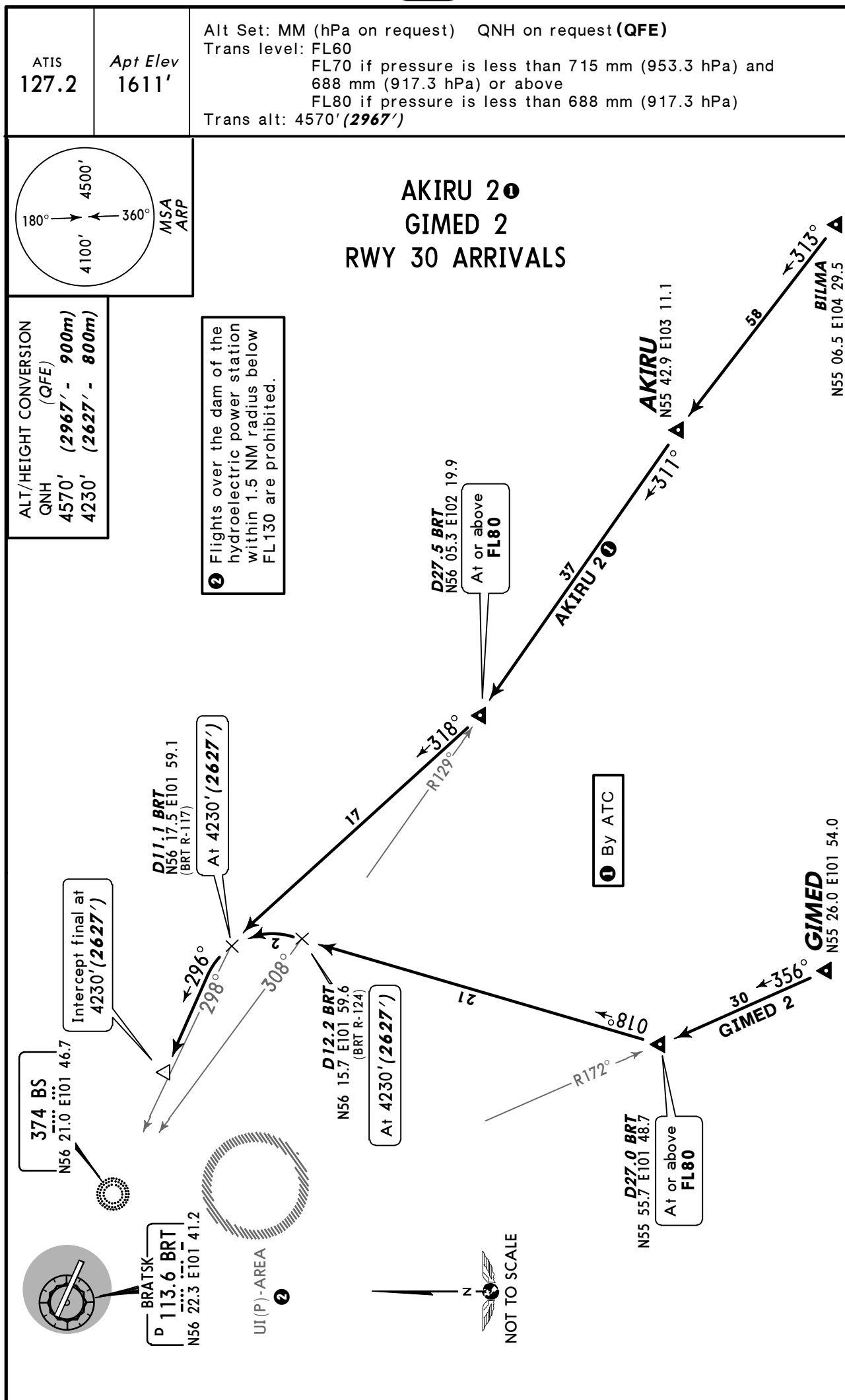
|               |                   |                                                                                                                                                                                                                                               |
|---------------|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ATIS<br>127.2 | Apt Elev<br>1611' | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL60<br>FL70 if pressure is less than 715 mm (953.3 hPa) and<br>688 mm (917.3 hPa) or above<br>FL80 if pressure is less than 688 mm (917.3 hPa)<br>Trans alt: 4570' (2963') |
|---------------|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

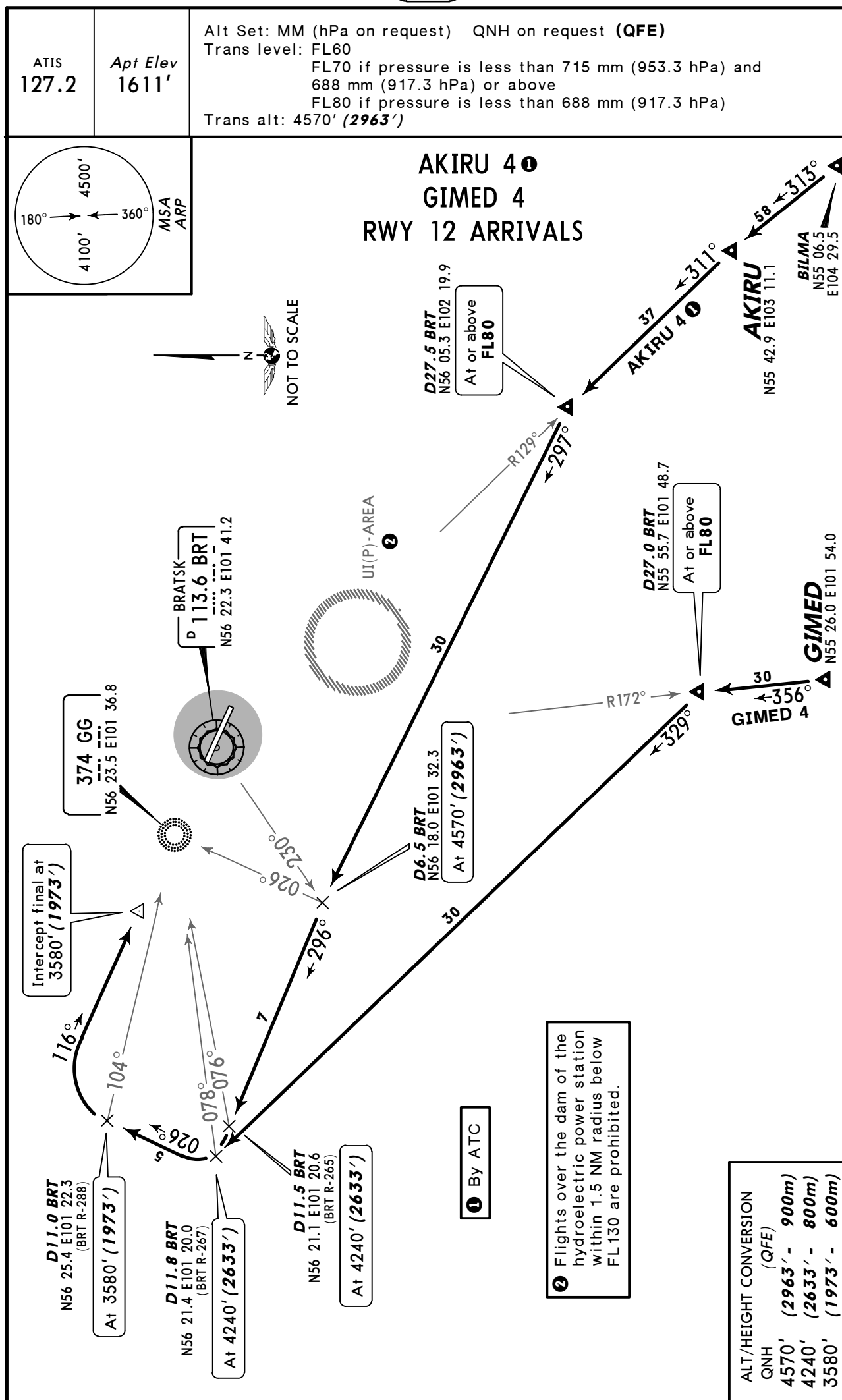


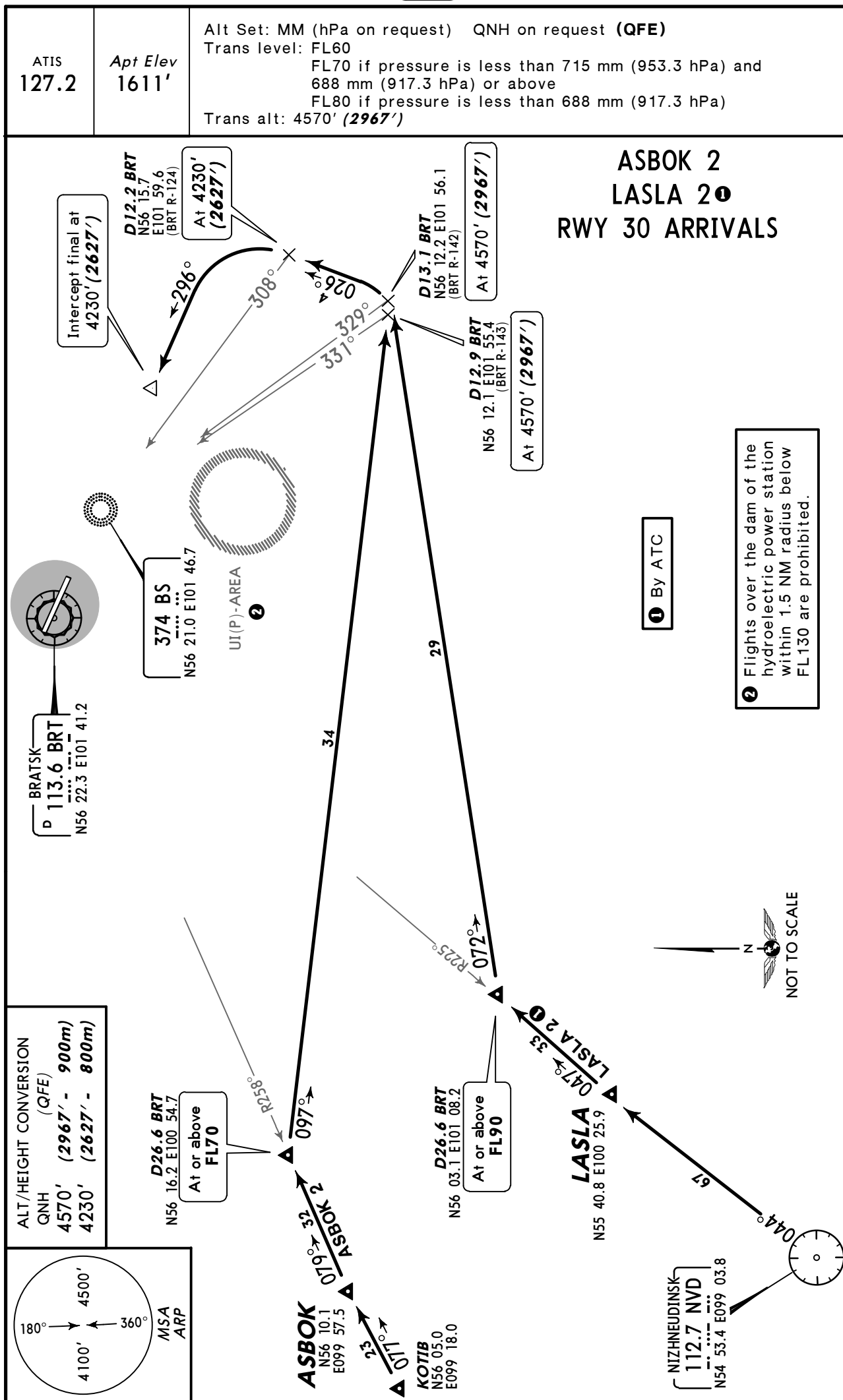


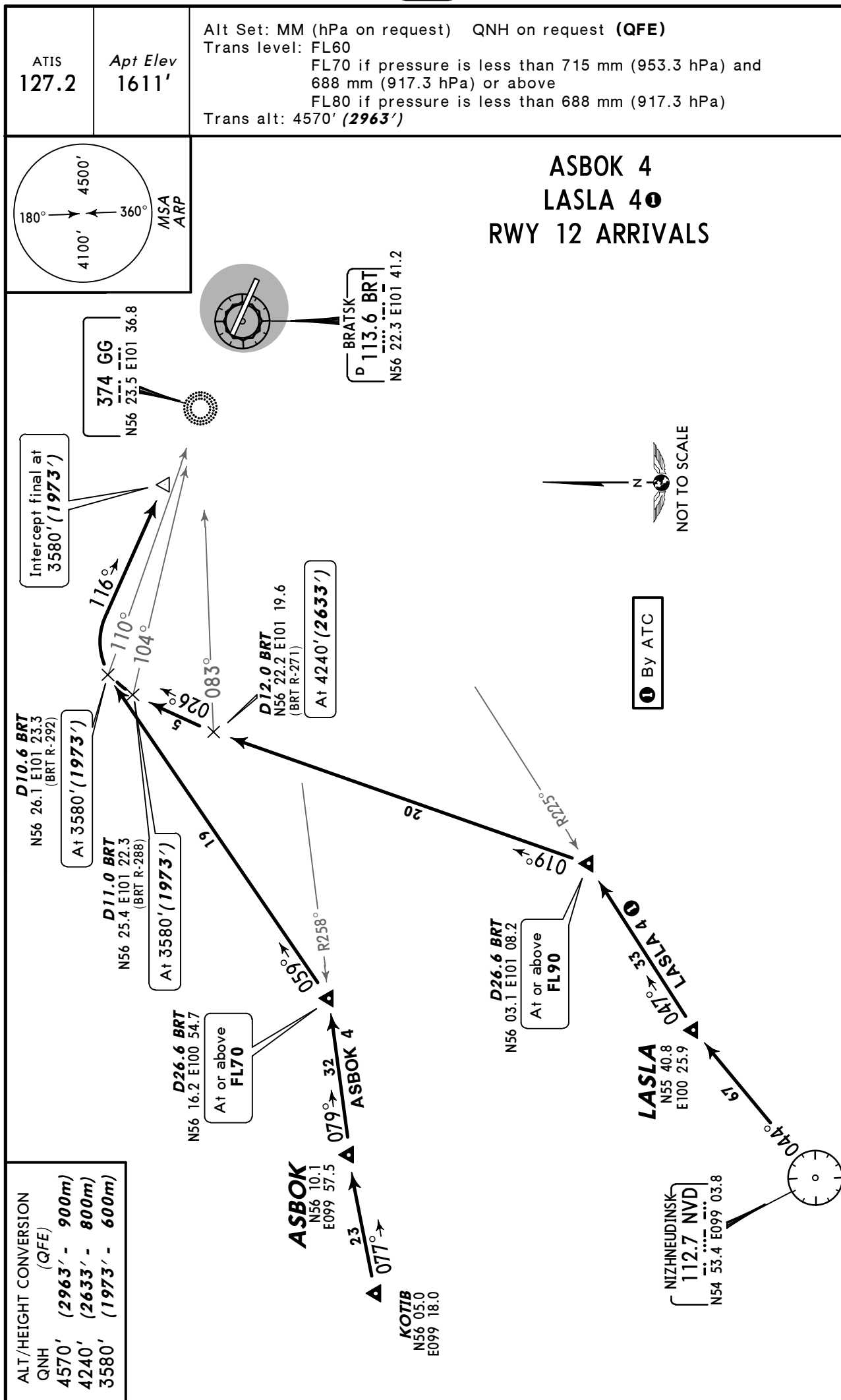
|               |                   |                                                                                                                                                                                                                                                                |
|---------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ATIS<br>127.2 | Apt Elev<br>1611' | <p>Alt Set: MM (hPa on request) QNH on request (QFE)<br/> Trans level: FL60<br/> FL70 if pressure is less than 715 mm (953.3 hPa) and<br/> 688 mm (917.3 hPa) or above<br/> FL80 if pressure is less than 688 mm (917.3 hPa)<br/> Trans alt: 4570' (2963')</p> |
|---------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

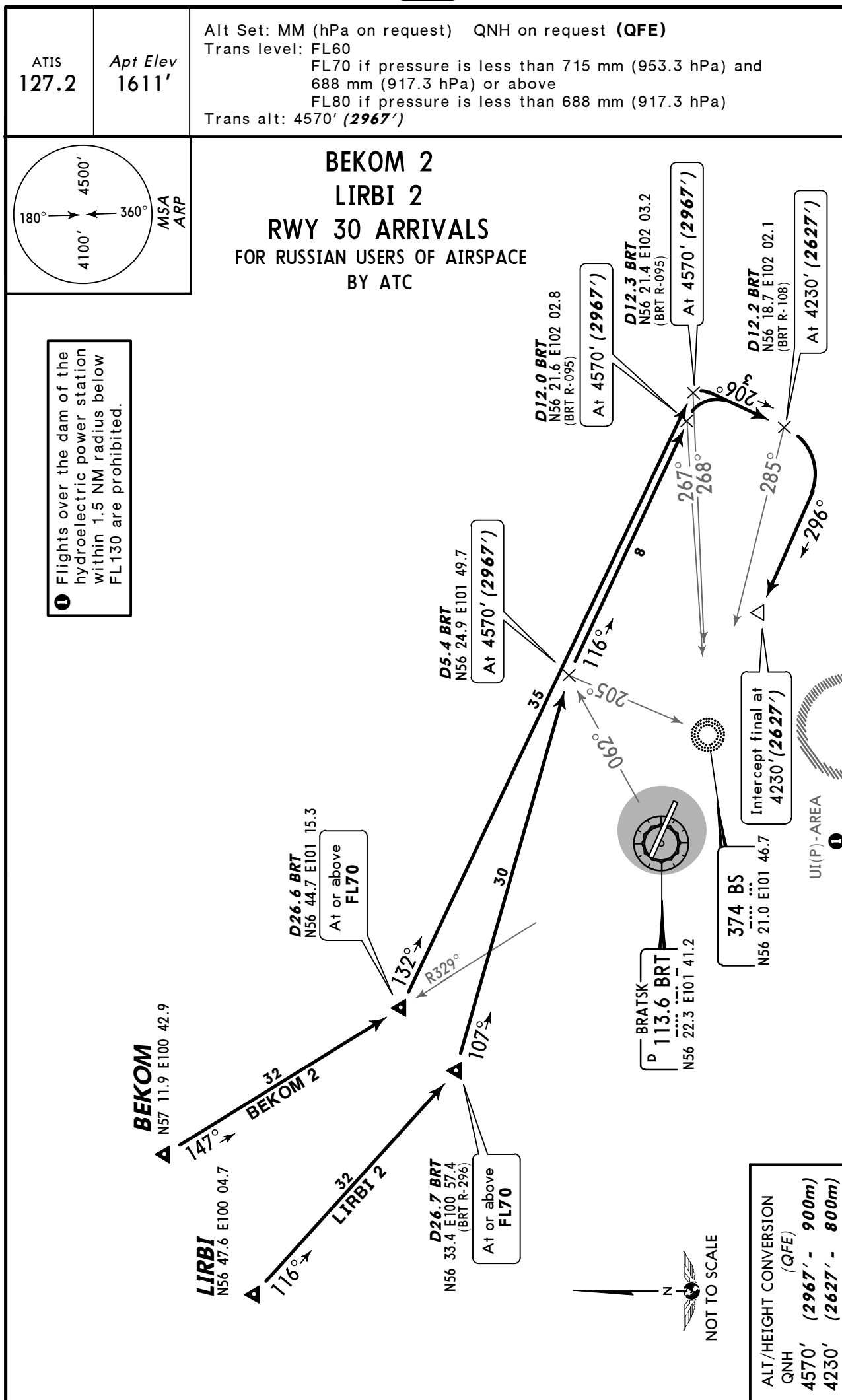




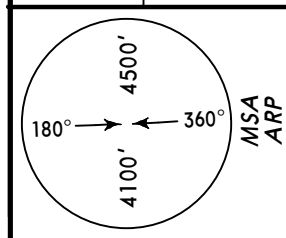




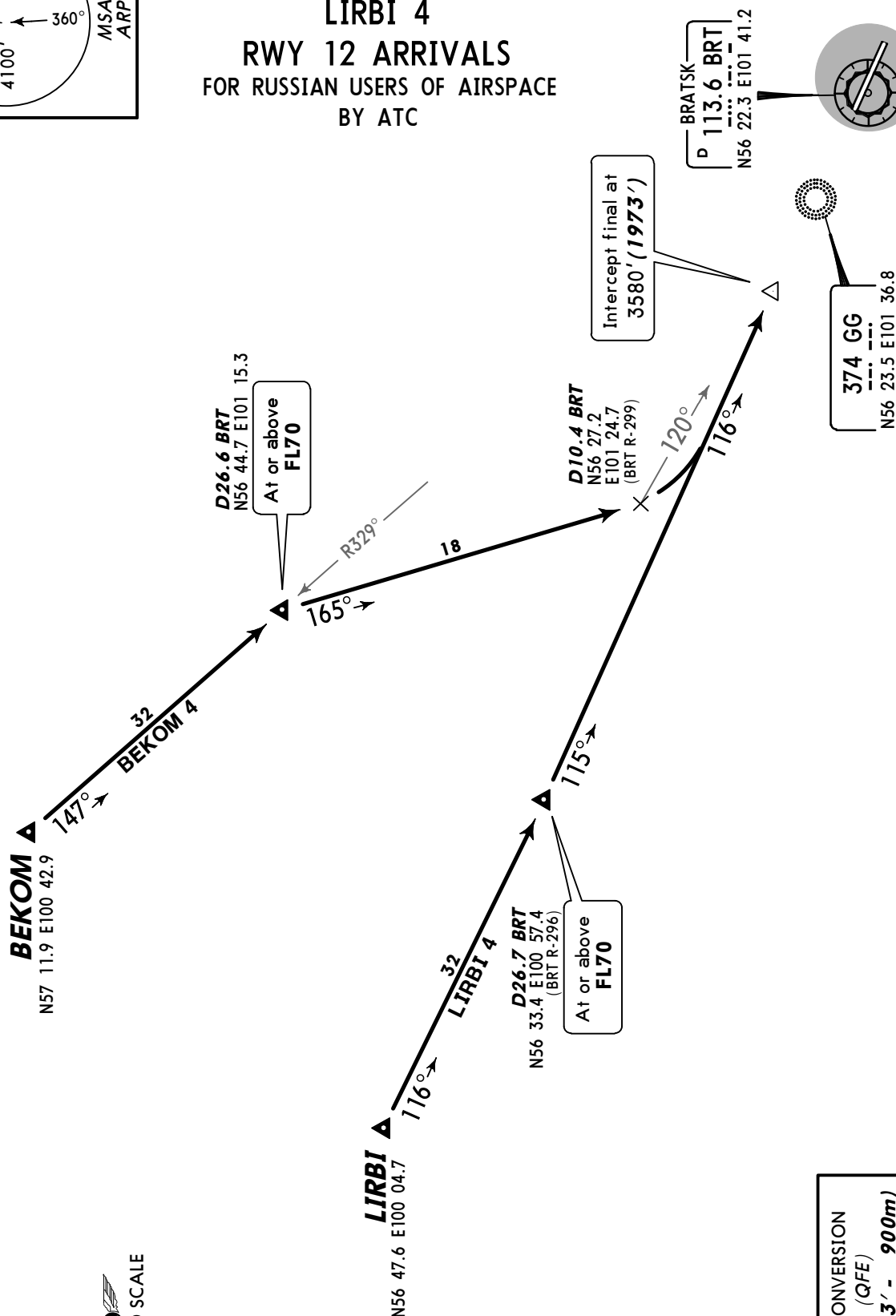
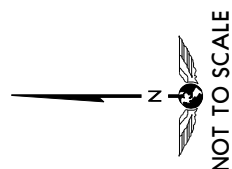




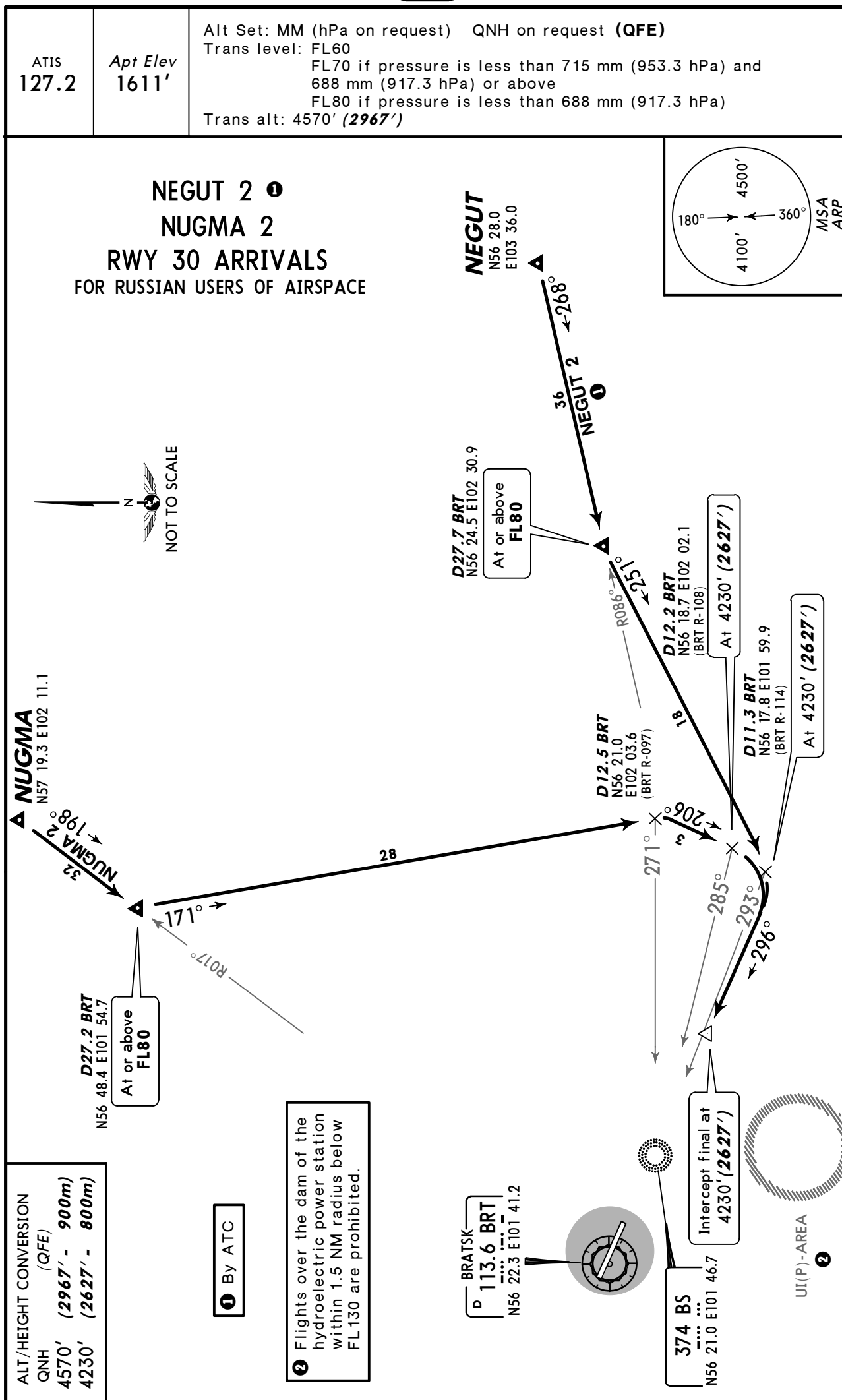
|                      |                          |                                                                                                                                                                                                                                                                 |
|----------------------|--------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ATIS<br><b>127.2</b> | Apt Elev<br><b>1611'</b> | Alt Set: MM (hPa on request) QNH on request ( <b>QFE</b> )<br>Trans level: FL60<br>FL70 if pressure is less than 715 mm (953.3 hPa) and<br>688 mm (917.3 hPa) or above<br>FL80 if pressure is less than 688 mm (917.3 hPa)<br>Trans alt: 4570' ( <b>2963'</b> ) |
|----------------------|--------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

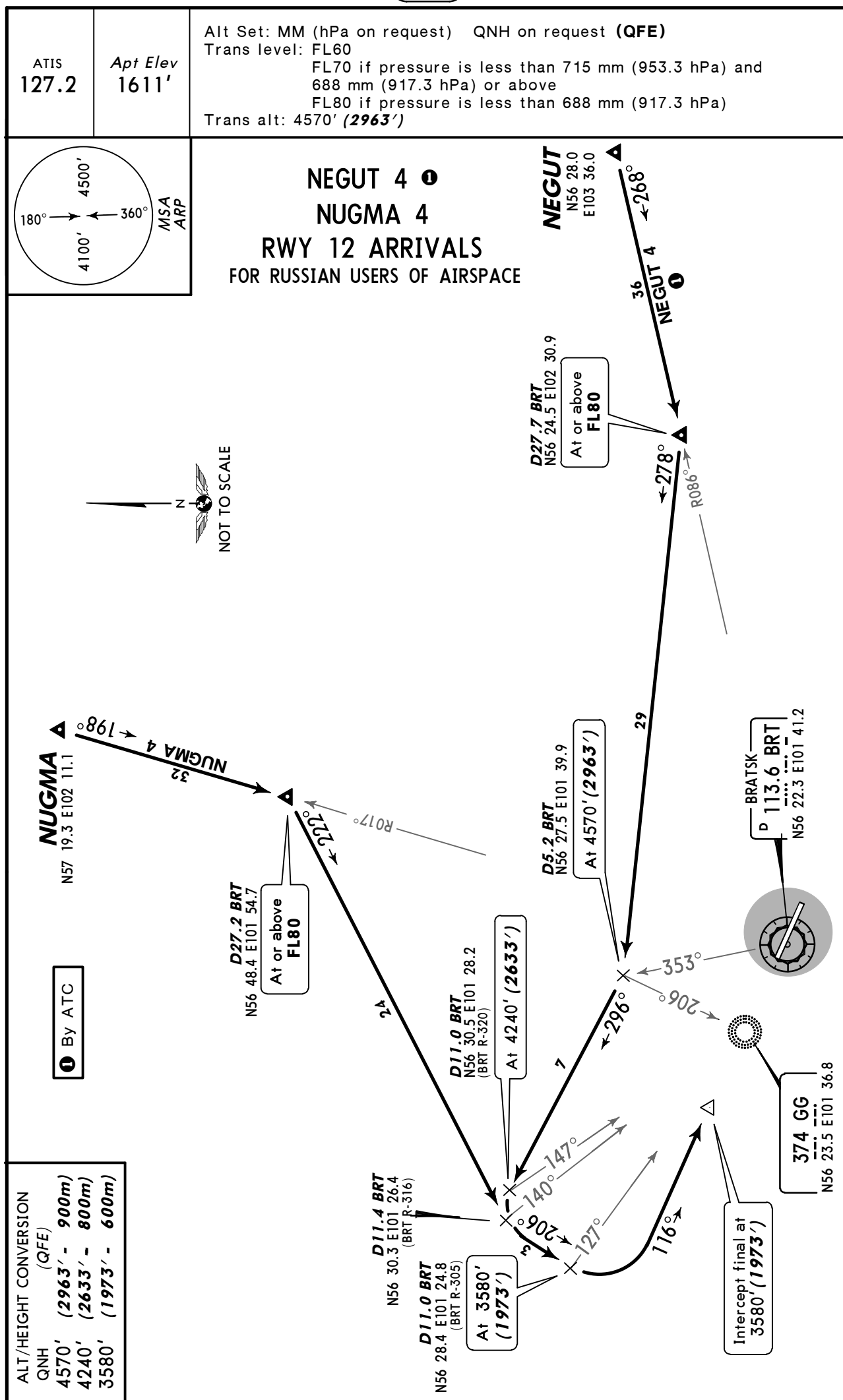


**BEKOM 4**  
**LIRBI 4**  
**RWY 12 ARRIVALS**  
FOR RUSSIAN USERS OF AIRSPACE  
BY ATC

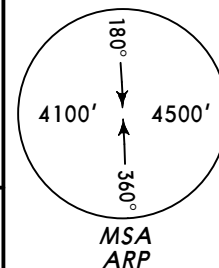


| ALT/HEIGHT CONVERSION |
|-----------------------|
| QNH (QFE)             |
| 4570' (2963' - 900m)  |
| 3580' (1973' - 600m)  |

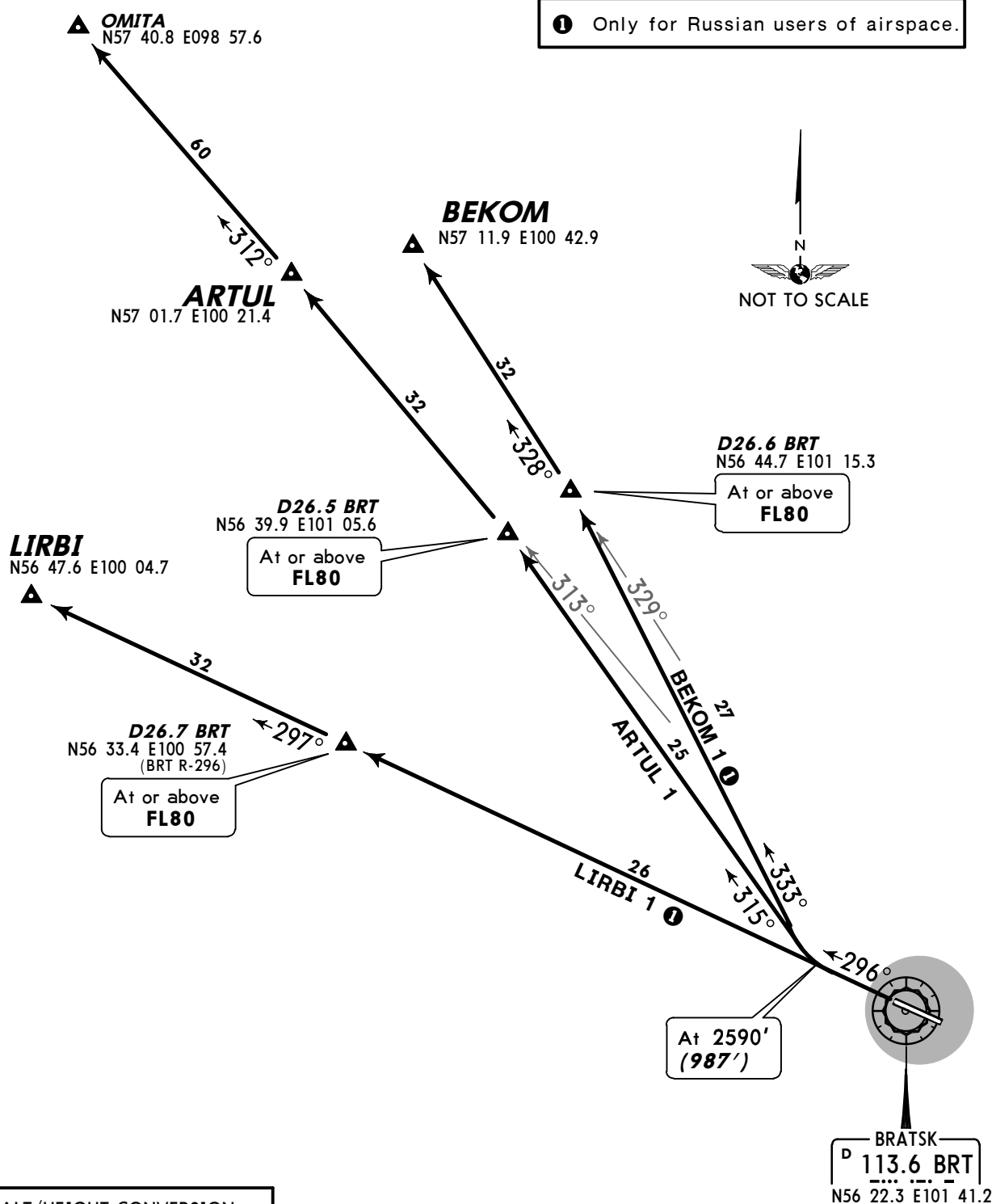




QNH on request **(QFE)**  
Trans level: FL60  
FL70 if pressure is less than 715 mm (953.3 hPa) and  
688 mm (917.3 hPa) or above  
FL80 if pressure is less than 688 mm (917.3 hPa)  
Trans alt: 4570' **(2967')**



❶ Only for Russian users of airspace.



**ALT/HEIGHT CONVERSION**  
QNH (QFE)  
2590' (987' - 300m)  
4570' (2967' - 900m)

Apt Elev  
1611'

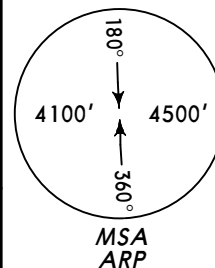
QNH on request (QFE)

Trans level: FL60

FL70 if pressure is less than 715 mm (953.3 hPa) and  
688 mm (917.3 hPa) or above

FL80 if pressure is less than 688 mm (917.3 hPa)

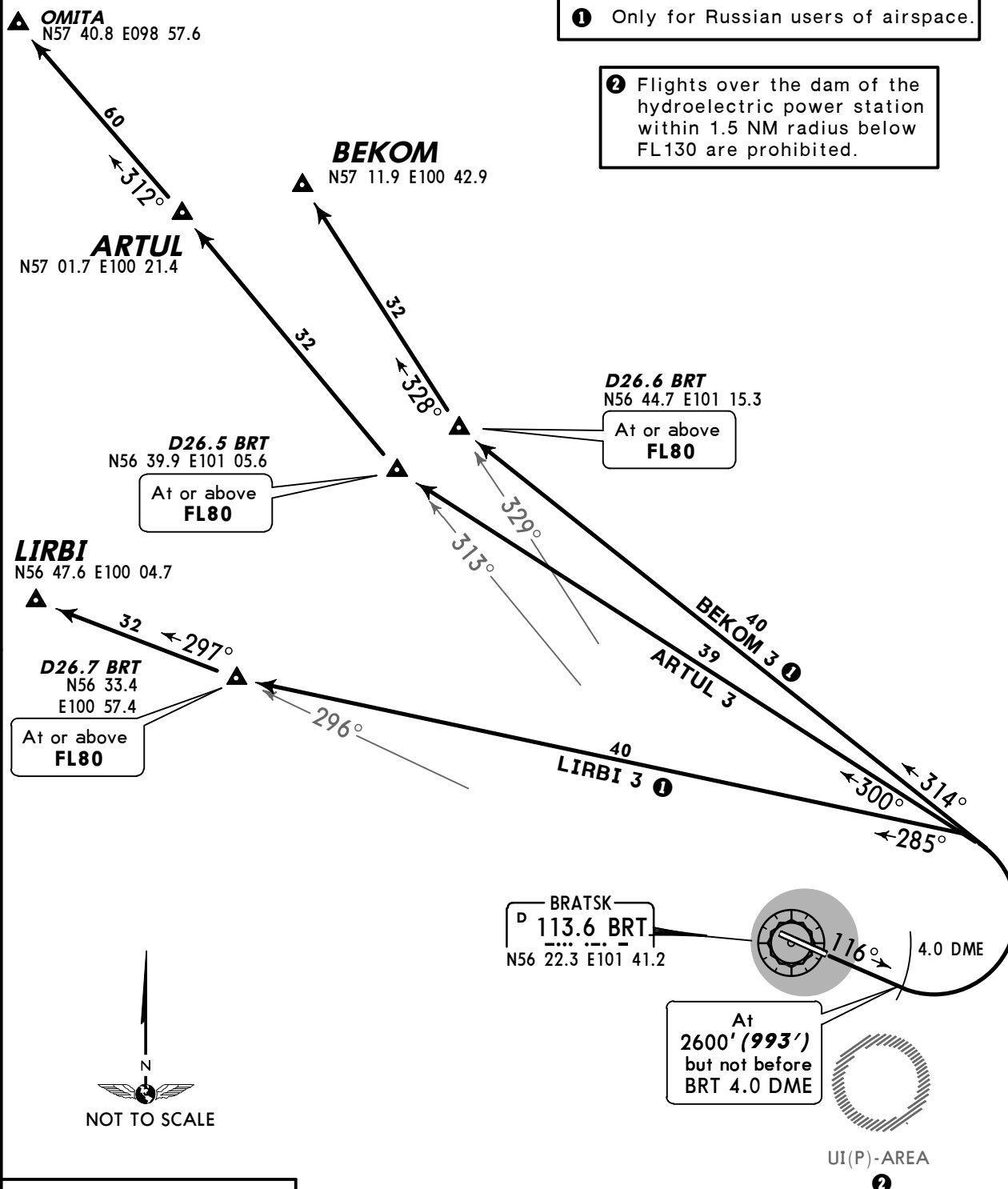
Trans alt: 4570' (2963')



ARTUL 3  
BEKOM 3①, LIRBI 3①  
RWY 12 DEPARTURES  
BY ATC

① Only for Russian users of airspace.

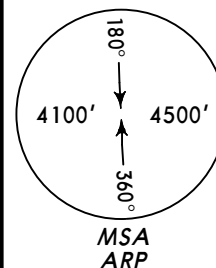
② Flights over the dam of the  
hydroelectric power station  
within 1.5 NM radius below  
FL130 are prohibited.



| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 2600'                 | (993' - 300m)  |
| 4570'                 | (2963' - 900m) |

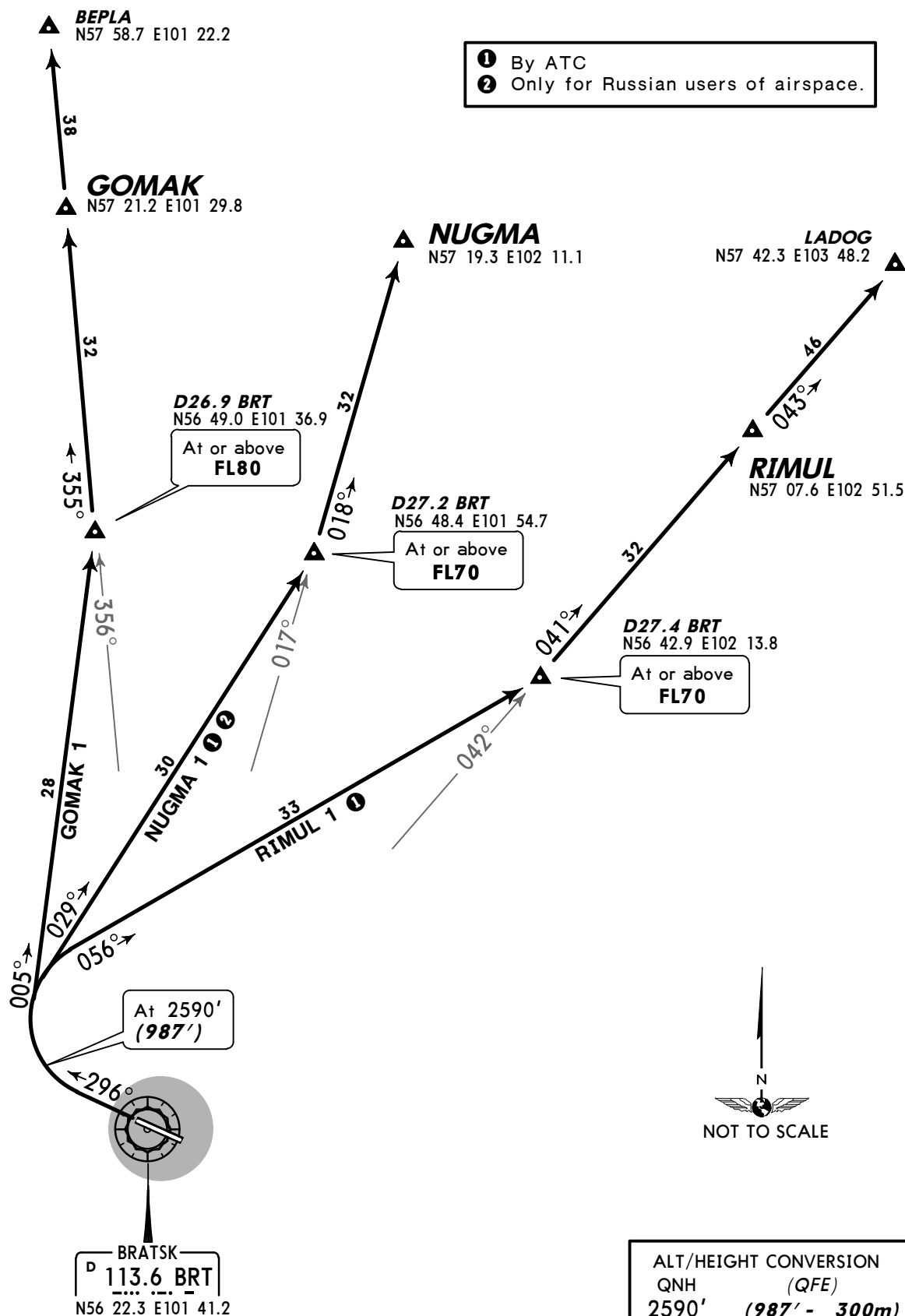
Apt Elev  
1611'

QNH on request (QFE)  
Trans level: FL60  
FL70 if pressure is less than 715 mm (953.3 hPa) and  
688 mm (917.3 hPa) or above  
FL80 if pressure is less than 688 mm (917.3 hPa)  
Trans alt: 4570' (2967')



GOMAK 1  
NUGMA 1 ① ②, RIMUL 1 ①  
RWY 30 DEPARTURES

- ① By ATC
- ② Only for Russian users of airspace.



Apt Elev  
1611'

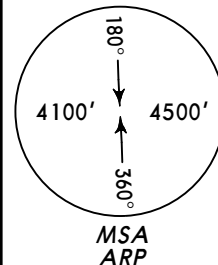
QNH on request (QFE)

Trans level: FL60

FL70 if pressure is less than 715 mm (953.3 hPa) and  
688 mm (917.3 hPa) or above

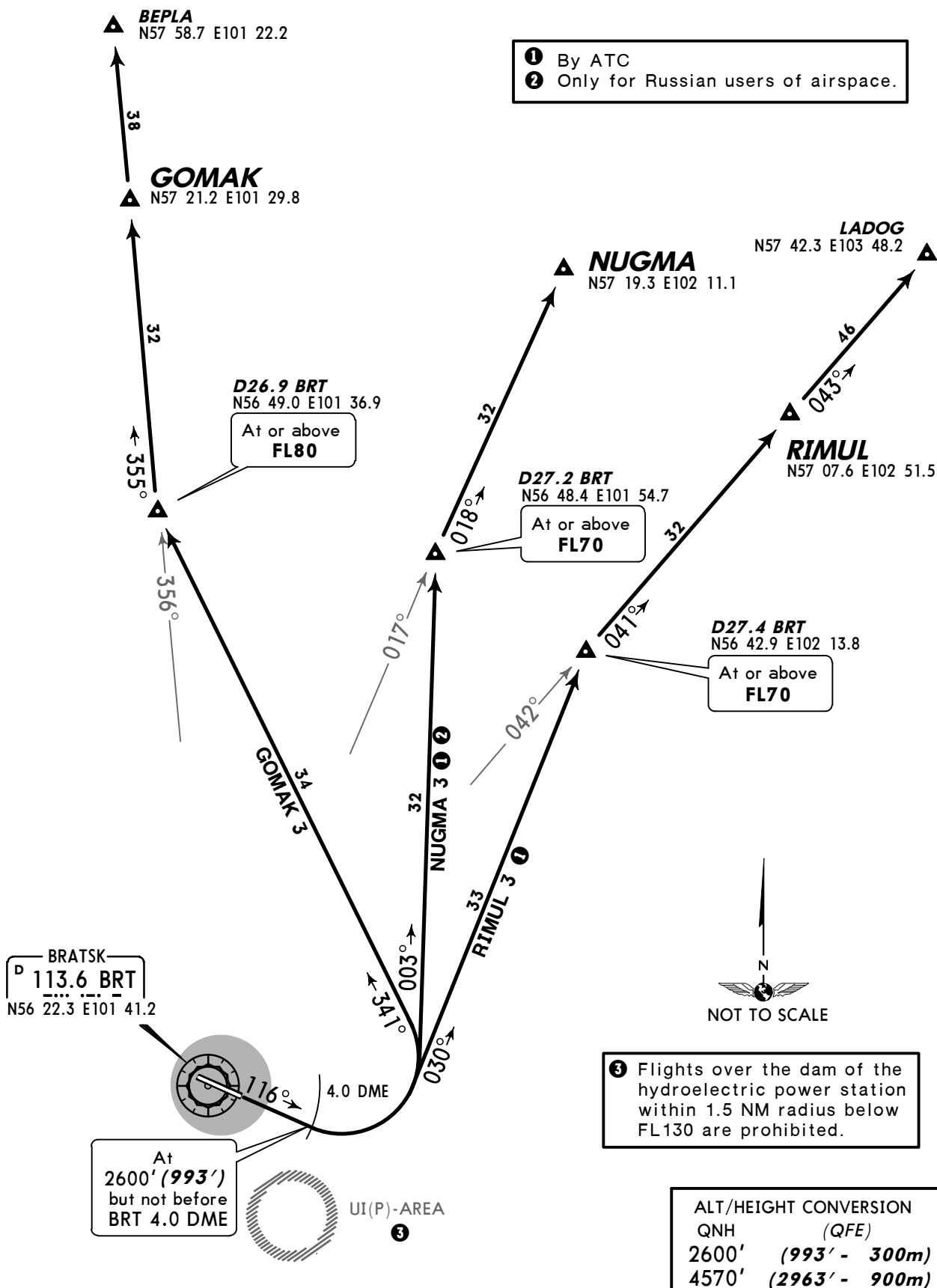
FL80 if pressure is less than 688 mm (917.3 hPa)

Trans alt: 4570' (2963')



# GOMAK 3 NUGMA 3 ① ②, RIMUL 3 ① RWY 12 DEPARTURES

- ① By ATC
- ② Only for Russian users of airspace.



Apt Elev  
1611'

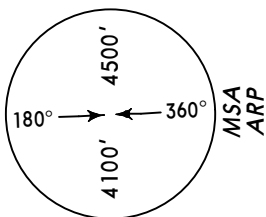
QNH on request (QFE)

Trans level: FL60

FL70 if pressure is less than 715 mm (953.3 hPa) and  
688 mm (917.3 hPa) or above

FL80 if pressure is less than 688 mm (917.3 hPa)

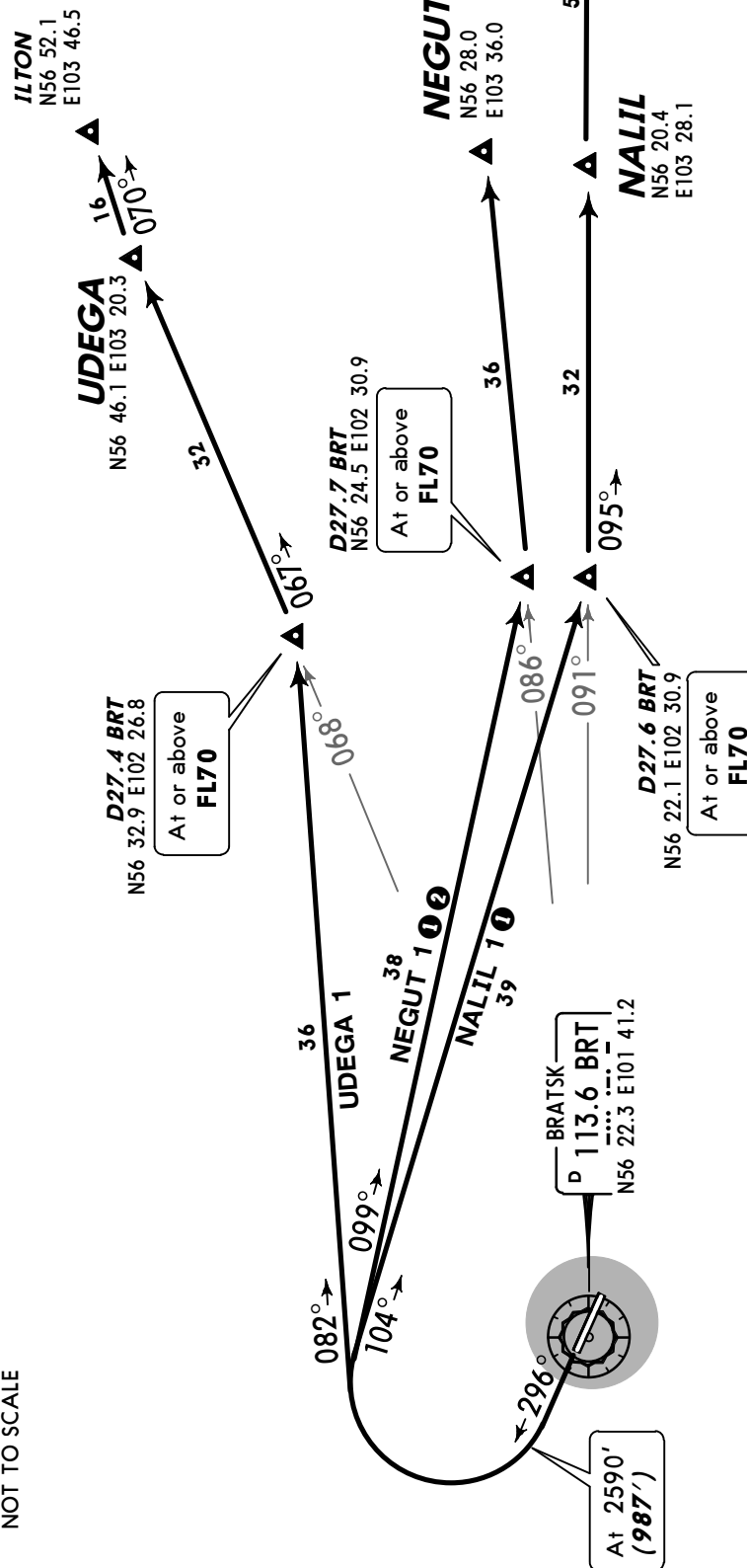
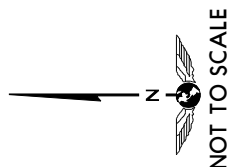
Trans alt: 4570' (2967')



# NALIL 1①, NEGUT 1①② UDEGA 1 RWY 30 DEPARTURES

- ① By ATC
- ② Only for Russian users of airspace.

ALT/HEIGHT CONVERSION  
QNH  
2590' (987' - 300m)  
4570' (2967' - 900m)



Apt Elev  
1611'

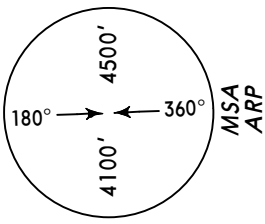
QNH on request (QFE)

Trans level: FL60

FL70 if pressure is less than 715 mm (953.3 hPa) and  
688 mm (917.3 hPa) or above

FL80 if pressure is less than 688 mm (917.3 hPa)

Trans alt: 4570' (2963')



# NALIL 3①, NEGUT 3①② UDEGA 3 RWY 12 DEPARTURES

③ Flights over the dam of the  
hydroelectric power station  
within 1.5 NM radius below  
FL130 are prohibited.

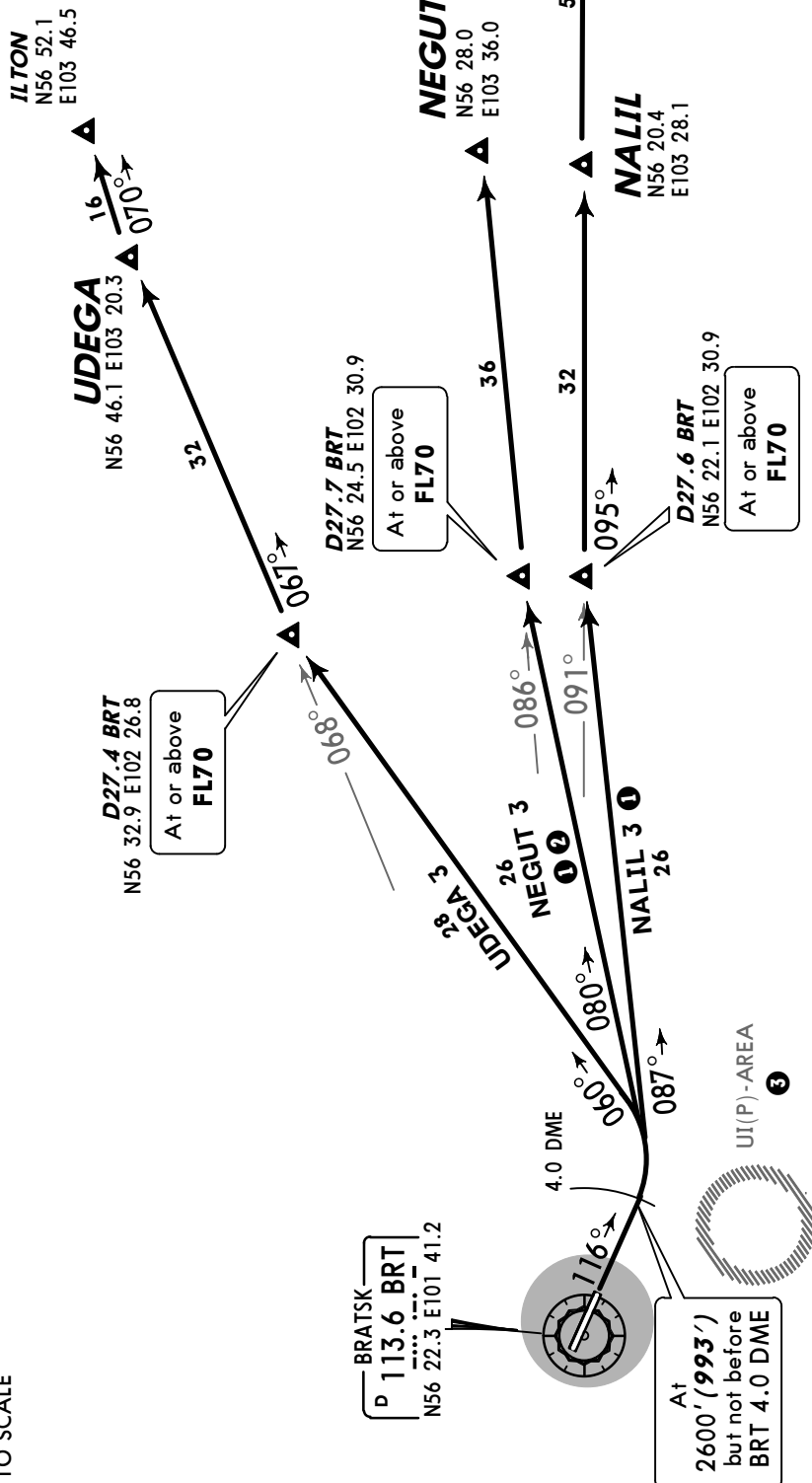
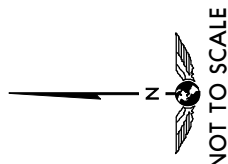
① By ATC  
② Only for Russian users of airspace.

ALT/HEIGHT CONVERSION

QNH (QFE)

2600' (993' - 300m)

4570' (2963' - 900m)



Apt Elev  
1611'

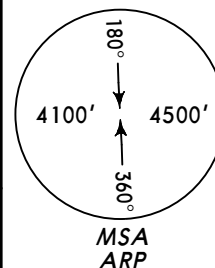
QNH on request (QFE)

Trans level: FL60

FL70 if pressure is less than 715 mm (953.3 hPa) and  
688 mm (917.3 hPa) or above

FL80 if pressure is less than 688 mm (917.3 hPa)

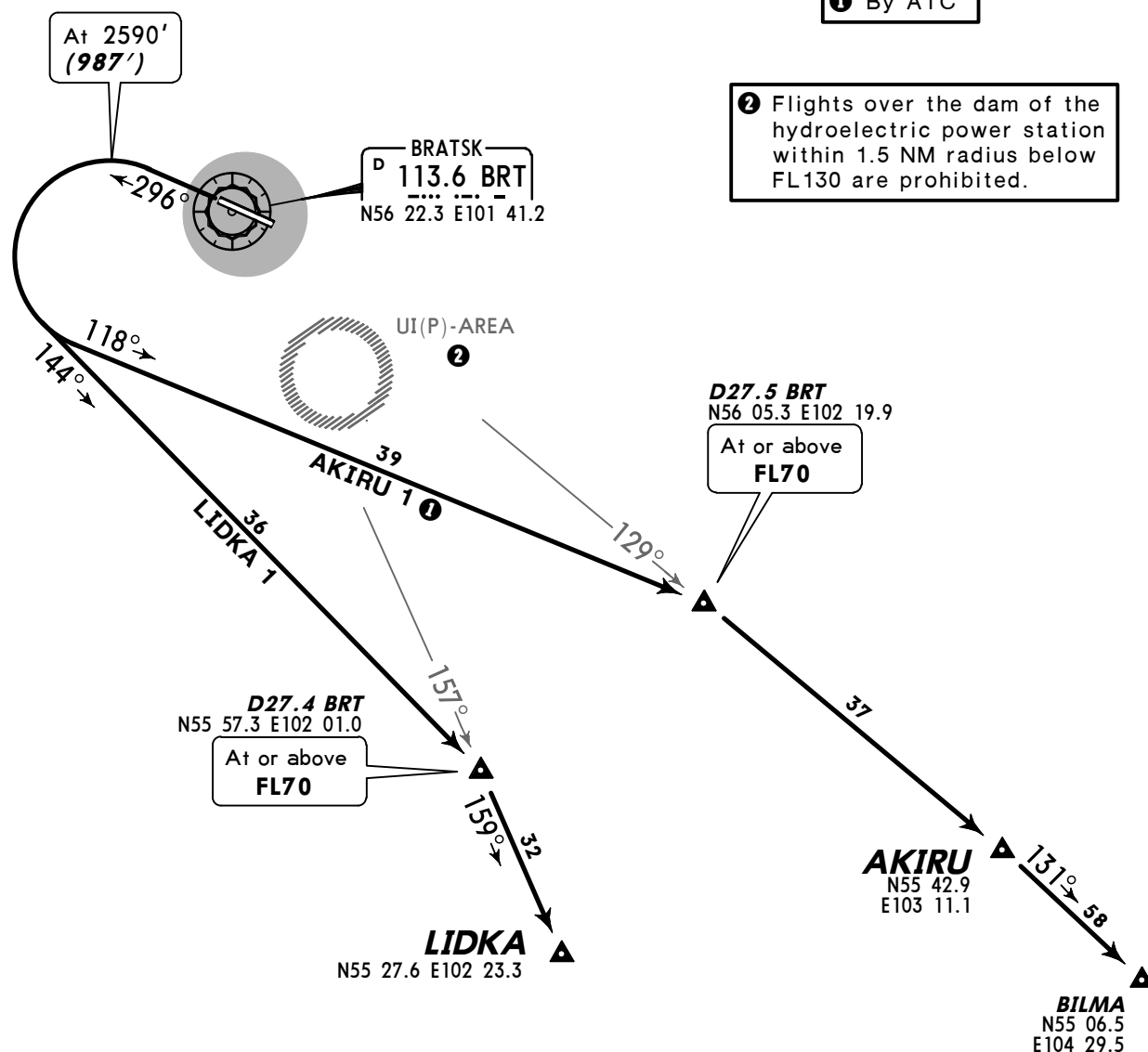
Trans alt: 4570' (2967')



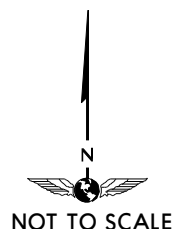
AKIRU 1  
LIDKA 1  
RWY 30 DEPARTURES

① By ATC

② Flights over the dam of the hydroelectric power station within 1.5 NM radius below FL130 are prohibited.

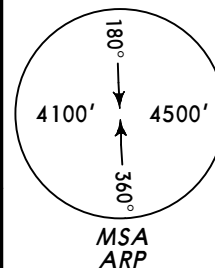


| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 2590'                 | (987' - 300m)  |
| 4570'                 | (2967' - 900m) |



Apt Elev  
1611'

QNH on request (QFE)  
Trans level: FL60  
FL70 if pressure is less than 715 mm (953.3 hPa) and  
688 mm (917.3 hPa) or above  
FL80 if pressure is less than 688 mm (917.3 hPa)  
Trans alt: 4570' (2963')

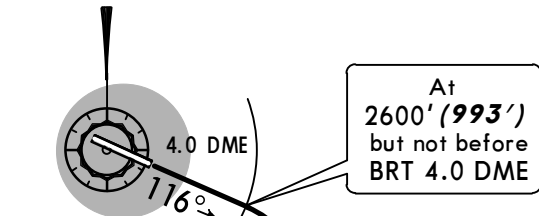


# AKIRU 30 LIDKA 3 RWY 12 DEPARTURES

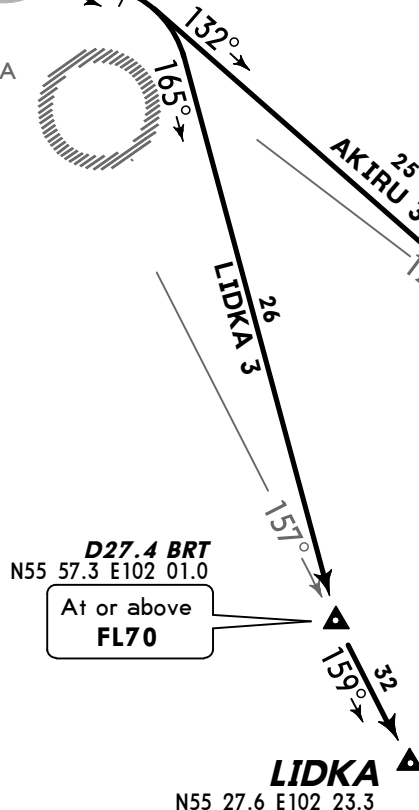
① By ATC

② Flights over the dam of the hydroelectric power station within 1.5 NM radius below FL130 are prohibited.

BRATSK  
D 113.6 BRT  
N56 22.3 E101 41.2



UI(P)-AREA  
②



D27.4 BRT  
N55 57.3 E102 01.0  
At or above  
FL70

D27.5 BRT  
N56 05.3 E102 19.9  
At or above  
FL70

ALT/HEIGHT CONVERSION  
QNH (QFE)  
2600' (993' - 300m)  
4570' (2963' - 900m)



Apt Elev  
1611'

QNH on request (QFE)

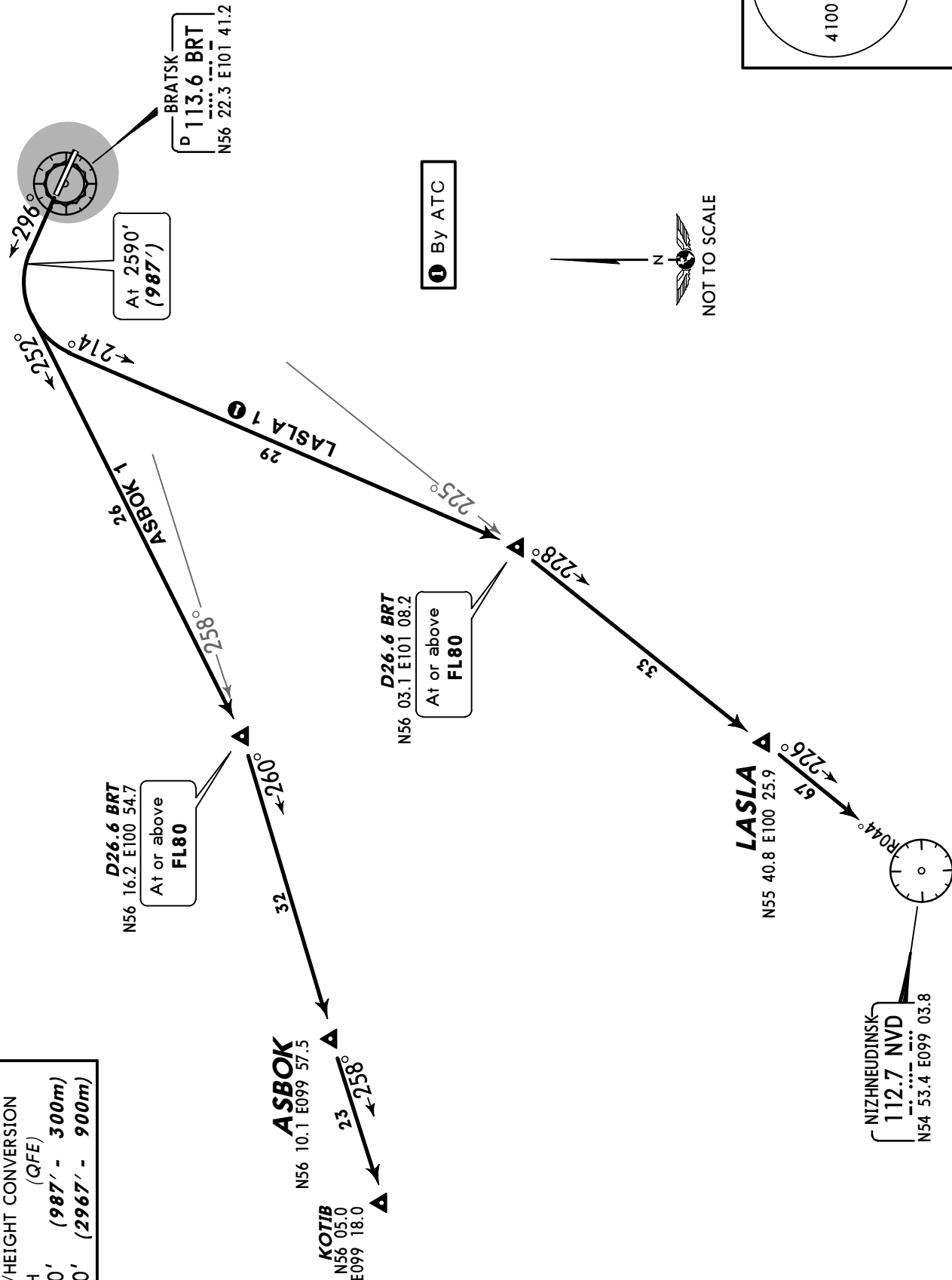
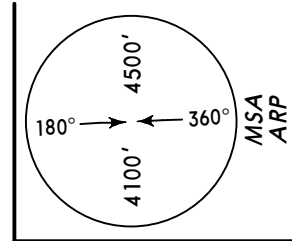
Trans level: FL60

FL70 if pressure is less than 715 mm (953.3 hPa) and  
688 mm (917.3 hPa) or above

FL80 if pressure is less than 688 mm (917.3 hPa)

Trans alt: 4570' (2967')

ASBOK 1  
LASLA 10  
RWY 30 DEPARTURES





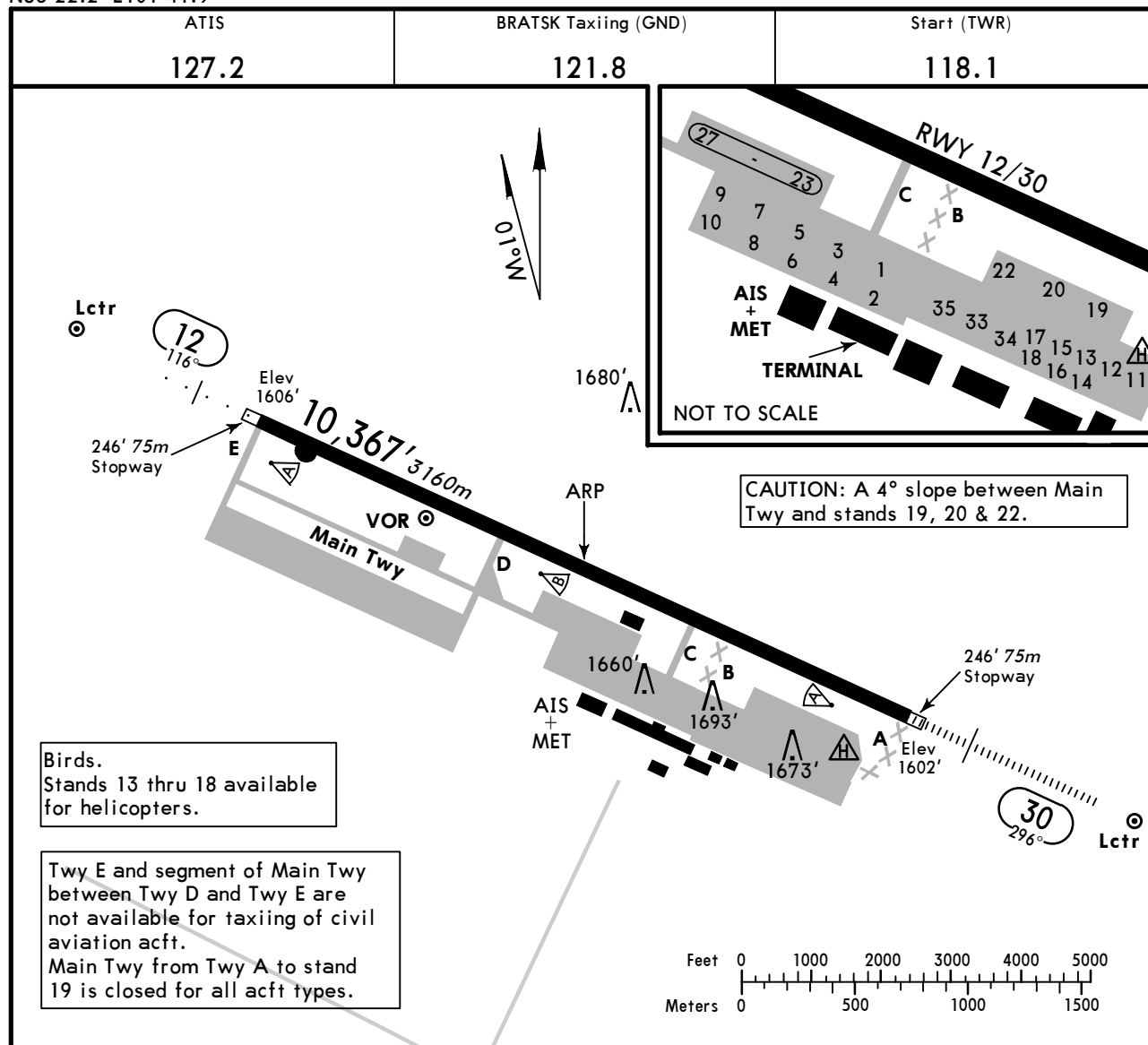
**1 Bv ATC**

NIZHNEUDINSK  
112.7 NVD  
--...--...  
N54 53.4 E099 03.8

UIBB/BTK  
Apt Elev 1610'  
N56 22.2 E101 41.9

JEPPESEN  
23 DEC 11 (10-9)

BRATSK, RUSSIA  
BRATSK



#### ADDITIONAL RUNWAY INFORMATION

| RWY |                         |     | USABLE LENGTHS |                               | TAKE-OFF | WIDTH |
|-----|-------------------------|-----|----------------|-------------------------------|----------|-------|
|     |                         |     | Threshold      | Landing Beyond<br>Glide Slope |          |       |
| 12  | HIRL (60m) ALS          | RVR |                |                               |          | 197'  |
| 30  | HIRL (60m) HIALS PAPI-L | RVR |                | 9516' 2900m                   |          | 60m   |
|     |                         |     |                |                               |          |       |
|     |                         |     |                |                               |          |       |
|     |                         |     |                |                               |          |       |
|     |                         |     |                |                               |          |       |

#### TAKE-OFF

|   | AIR CARRIER<br>All Rwys                          |                          |
|---|--------------------------------------------------|--------------------------|
|   | LVP must be in force<br>RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL |
| A |                                                  |                          |
| B | 250m                                             | 400m                     |
| C |                                                  |                          |
| D | 300m                                             |                          |

CHANGES: ATIS. Usable lengths.

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| STRAIGHT-IN RWY |         | A            | B            | C            | D            |
|-----------------|---------|--------------|--------------|--------------|--------------|
| 12              | VOR ①   | 1950' (344') | 1950' (344') | 1950' (344') | 1950' (344') |
|                 |         | R1400m       | R1400m       | R1400m       | R1400m       |
|                 | ALS out | R1500m       | R1500m       | R1600m       | R1600m       |
|                 | 2 NDB ① | 1960' (354') | 1960' (354') | 1960' (354') | 1960' (354') |
|                 |         | R1400m       | R1400m       | R1400m       | R1400m       |
|                 | ALS out | R1500m       | R1500m       | R1600m       | R1600m       |
| 30              | NDB     | 2260' (654') | 2260' (654') | 2260' (654') | 2260' (654') |
|                 |         | C3000m       | C3000m       | C3200m       | C3200m       |
|                 | ALS out | C3200m       | C3200m       | C3400m       | C3400m       |
|                 | ILS     | 1802' (200') | 1802' (200') | 1802' (200') | 1802' (200') |
|                 | FULL    | R550m        | R550m        | R550m        | R550m        |
|                 | Limited | R750m        | R750m        | R750m        | R750m        |
| 30              | ALS out | R1200m       | R1200m       | R1200m       | R1200m       |
|                 | LOC     | NOT AUTH     | NOT AUTH     | NOT AUTH     | NOT AUTH     |
|                 | VOR ①   | 1950' (348') | 1950' (348') | 1950' (348') | 1950' (348') |
|                 |         | R900m        | R900m        | R900m        | R900m        |
|                 | ALS out | R1500m       | R1500m       | R1600m       | R1600m       |
|                 | NDB ①   | 1960' (358') | 1960' (358') | 1960' (358') | 1960' (358') |
| 30              |         | R900m        | R900m        | R900m        | R900m        |
|                 | ALS out | R1500m       | R1500m       | R1600m       | R1600m       |

① Continuous Descent Final Approach.

## TAKE-OFF RWY 12, 30

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

| STRAIGHT-IN RWY |                   | A                 | B                 | C                 | D                 |
|-----------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| 12              | VOR DME           | 1950' (344')      | 1950' (344')      | 1950' (344')      | 1950' (344')      |
|                 |                   | R1300m            | R1400m            | R1600m            | R1800m            |
|                 | ALS out           | R1500m            | R1500m            | R1800m            | R2000m            |
|                 | 2 NDB             | 1960' (354')      | 1960' (354')      | 1960' (354')      | 1960' (354')      |
|                 |                   | R1300m            | R1400m            | R1600m            | R1800m            |
|                 | ALS out           | R1500m            | R1500m            | R1800m            | R2000m            |
| 30              | NDB<br>(BACK CRS) | 2260' (654')      | 2260' (654')      | 2260' (654')      | 2260' (654')      |
|                 |                   | R1500m            | R1500m            | R2000m            | R2000m            |
|                 | ALS out           | R1500m            | R1500m            | R2000m            | R2000m            |
|                 | ILS               | 1802' (200')      | 1802' (200')      | 1802' (200')      | 1802' (200')      |
|                 |                   | R550m             | R550m             | R550m             | R550m             |
|                 | ALS out           | R1000m            | R1000m            | R1000m            | R1000m            |
| 30              | LOC               | NOT<br>AUTHORIZED | NOT<br>AUTHORIZED | NOT<br>AUTHORIZED | NOT<br>AUTHORIZED |
|                 | VOR DME           | 1950' (348')      | 1950' (348')      | 1950' (348')      | 1950' (348')      |
|                 |                   | R900m             | R1000m            | R1000m            | R1400m            |
|                 | ALS out           | R1500m            | R1500m            | R1800m            | R2000m            |
|                 | NDB               | 1950' (348')      | 1950' (348')      | 1950' (348')      | 1950' (348')      |
|                 | ALS out           | R900m             | R1000m            | R1000m            | R1400m            |
| 30              |                   | R1500m            | R1500m            | R1800m            | R2000m            |
|                 |                   |                   |                   |                   |                   |

## TAKE-OFF RWY 12, 30

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

ATIS  
127.2

LOC  
IBS  
110.3

NDB  
BS  
374

BRATSK Approach  
118.1

Final  
Apch Crs  
296°

BRATSK Krug (RDR)  
118.1

GS  
LOM  
2291'(689')

Minimum Alt  
D9.4  
4230'(2628')

BRATSK Start (TWR)  
118.1

ILS  
DA(H)  
1802'(200')

NDB  
MDA(H)  
1950'(348')

Ground  
121.8

Apt Elev 1610'

RWY 1602'

180°  
↓  
4100'

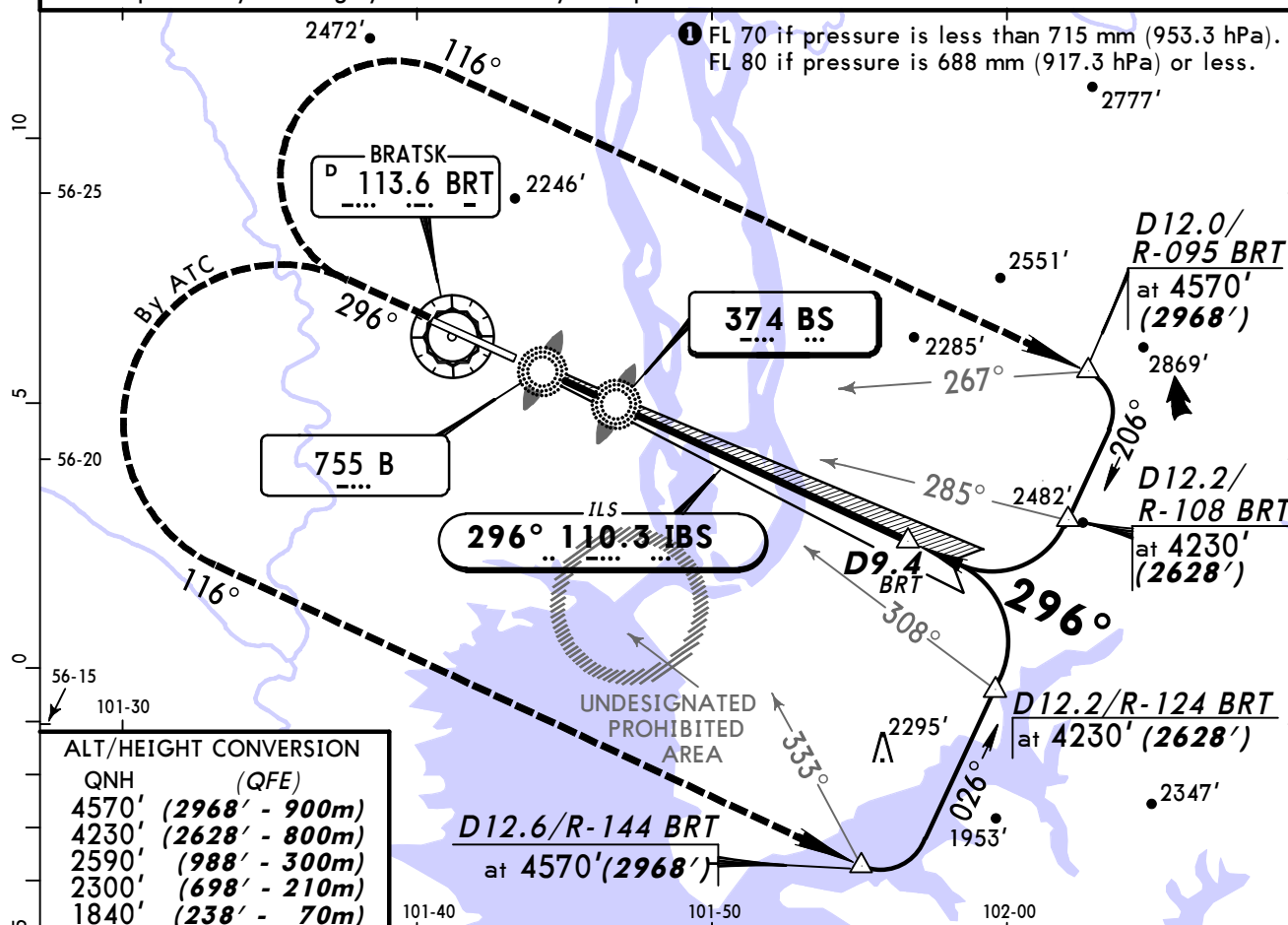
4500'  
↑  
360°

MSA ARP

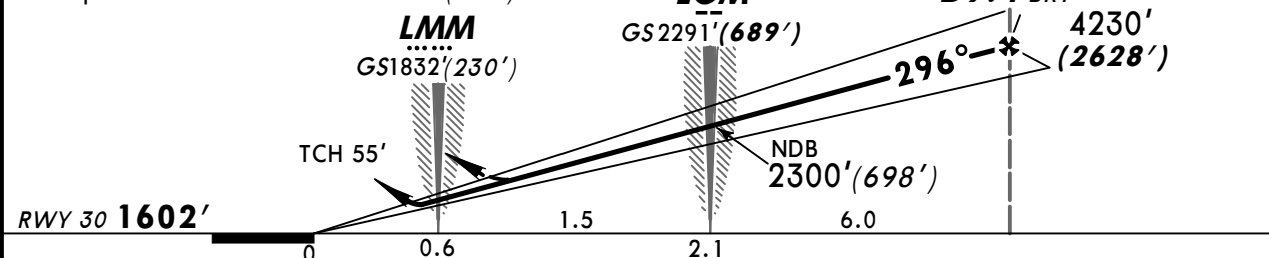
BRIEFING STRIP™

**MISSED APCH:** Climb on 296° to 2590' (988'), then turn RIGHT (By ATC: LEFT) onto 116° climbing to 4570' (2968'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ① Trans alt: 4570' (2968')  
Ground proximity warning system action may take place on final.



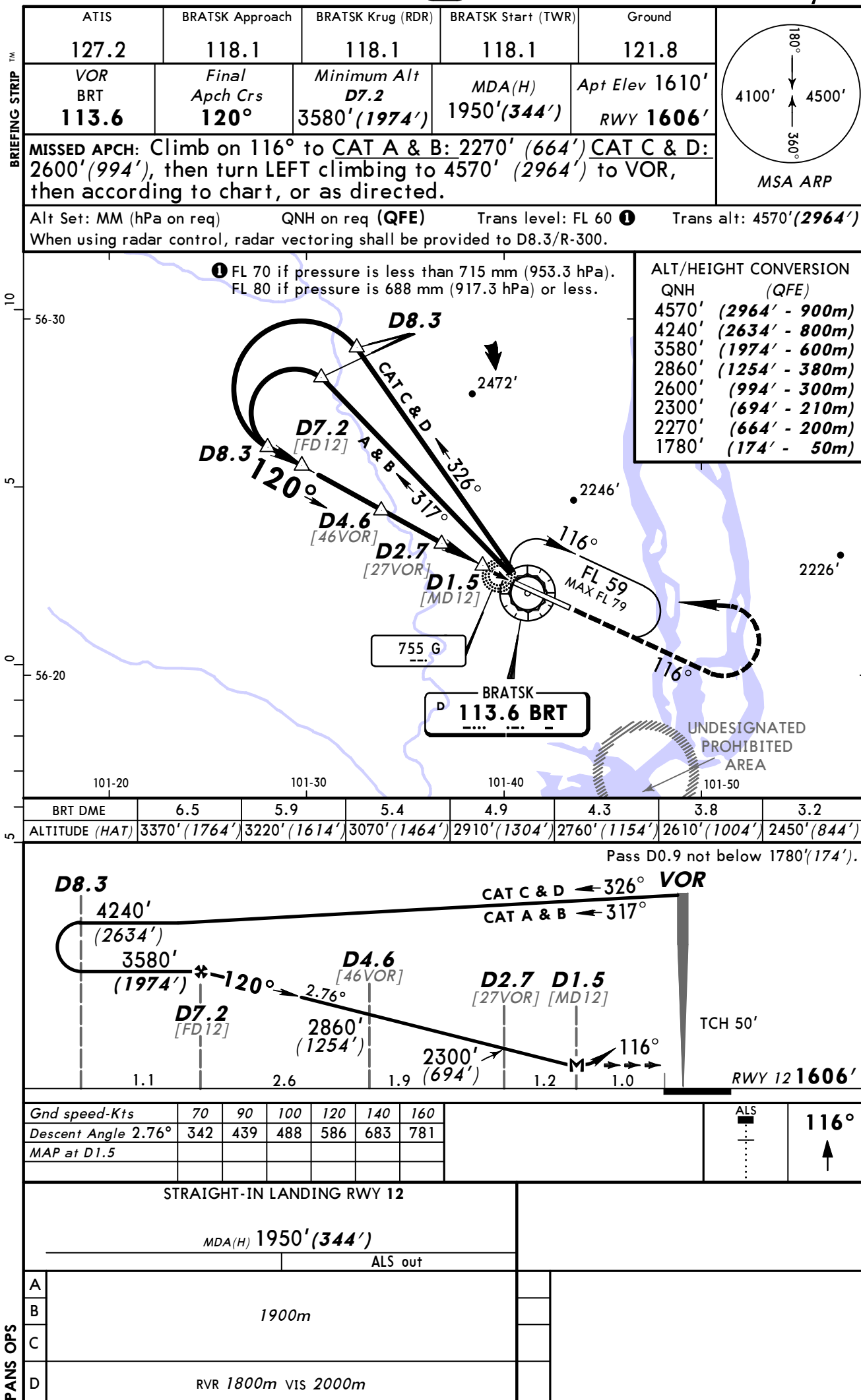
NDB apch: Pass LMM not below 1840' (238').

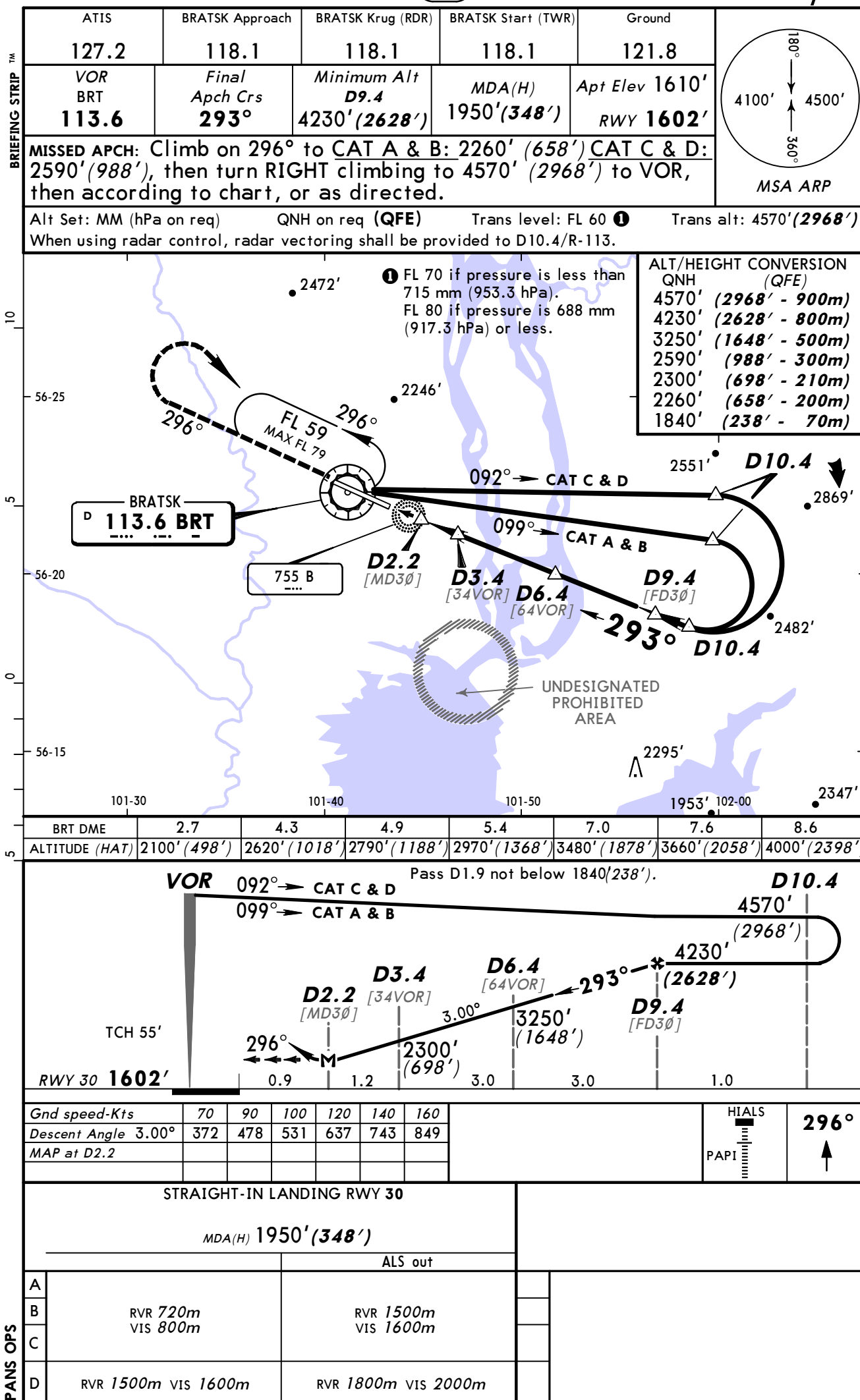


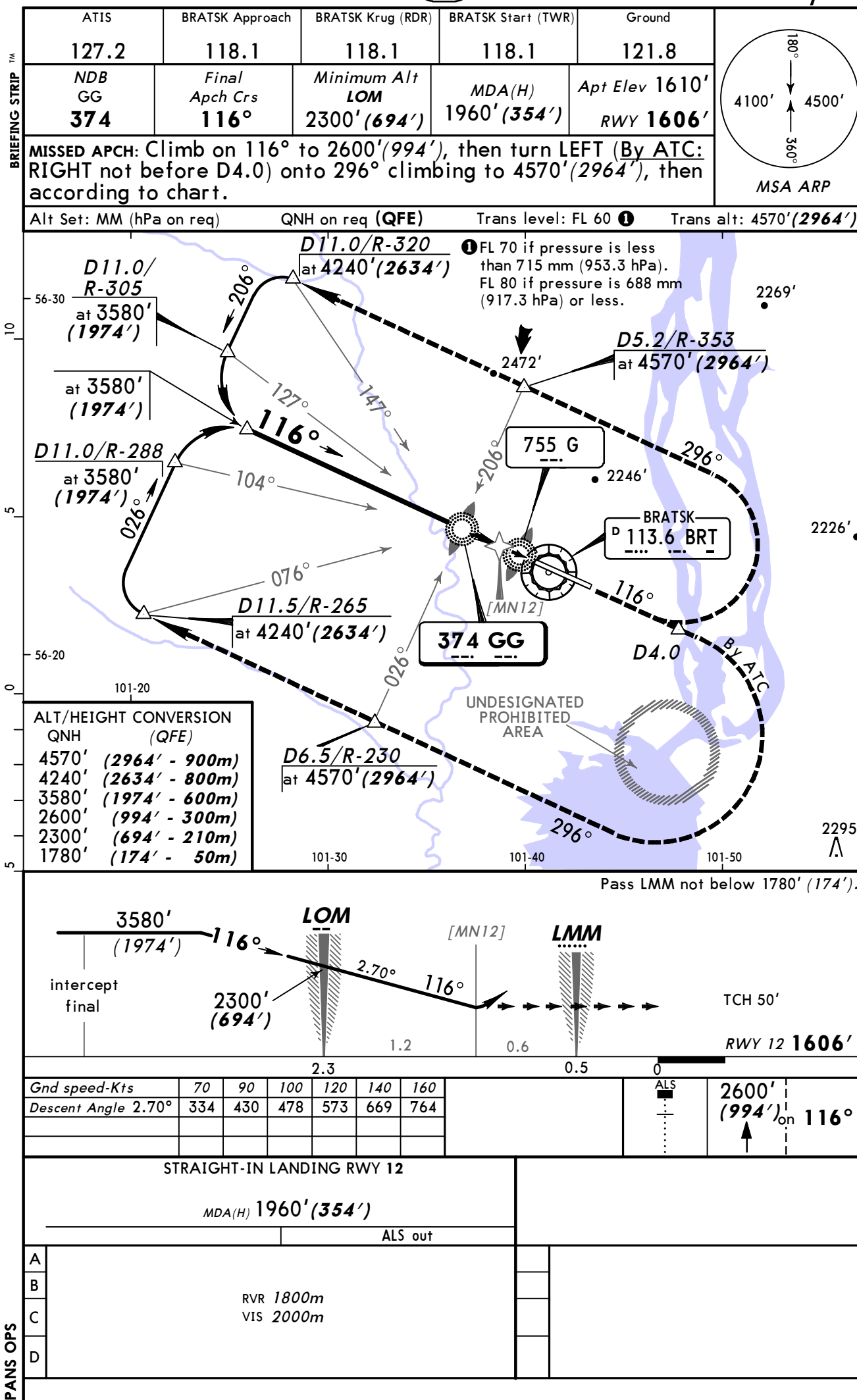
|                                   |     |     |     |     |     |     |  |                      |
|-----------------------------------|-----|-----|-----|-----|-----|-----|--|----------------------|
| Gnd speed-Kts                     | 70  | 90  | 100 | 120 | 140 | 160 |  | 2590' (988') on 296° |
| ILS GS or<br>NDB Desc Angle 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |  |                      |
|                                   |     |     |     |     |     |     |  |                      |

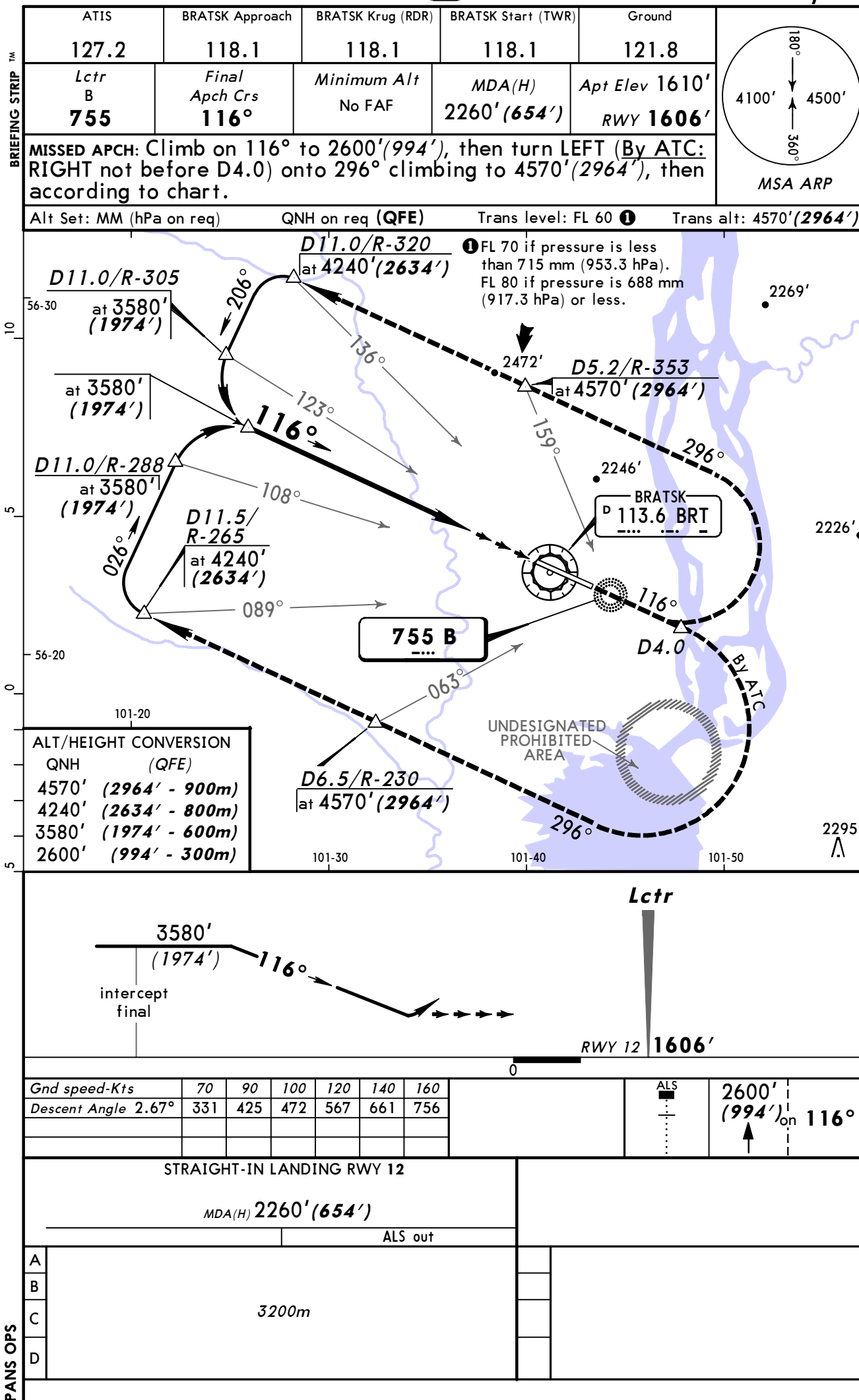
STRAIGHT-IN LANDING RWY 30

|   | ILS                  |         | LOC<br>(GS out) | NDB                    |                        |  |
|---|----------------------|---------|-----------------|------------------------|------------------------|--|
|   | DA(H) 1802'(200')    | ALS out |                 | MDA(H) 1950'(348')     | ALS out                |  |
| A |                      |         |                 |                        |                        |  |
| B |                      |         |                 |                        |                        |  |
| C | RVR 720m<br>VIS 800m | 1200m   | NOT AUTH        | 1200m                  | RVR 1500m<br>VIS 1600m |  |
| D |                      |         |                 | RVR 1500m<br>VIS 1600m | RVR 1800m<br>VIS 2000m |  |









**Chart changes since cycle 24-2012**

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

| ACT                     | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-------------------------|-----------------|-------|----------|----------|
| BRATSK, (BRATSK - UIBB) |                 |       |          |          |

## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport UIBB**