

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UMBB

Terminal Charts For UMBB

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

Location: Brest Blr
IATA Code: BQT
Lat/Long: N52° 06.5' E023° 53.8'
Elevation: 468 ft

Airport Use: Public
Magnetic Variation: 5.8°E

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

Sunrise: 0633 Z
Sunset: 1421 Z,

Runway Information

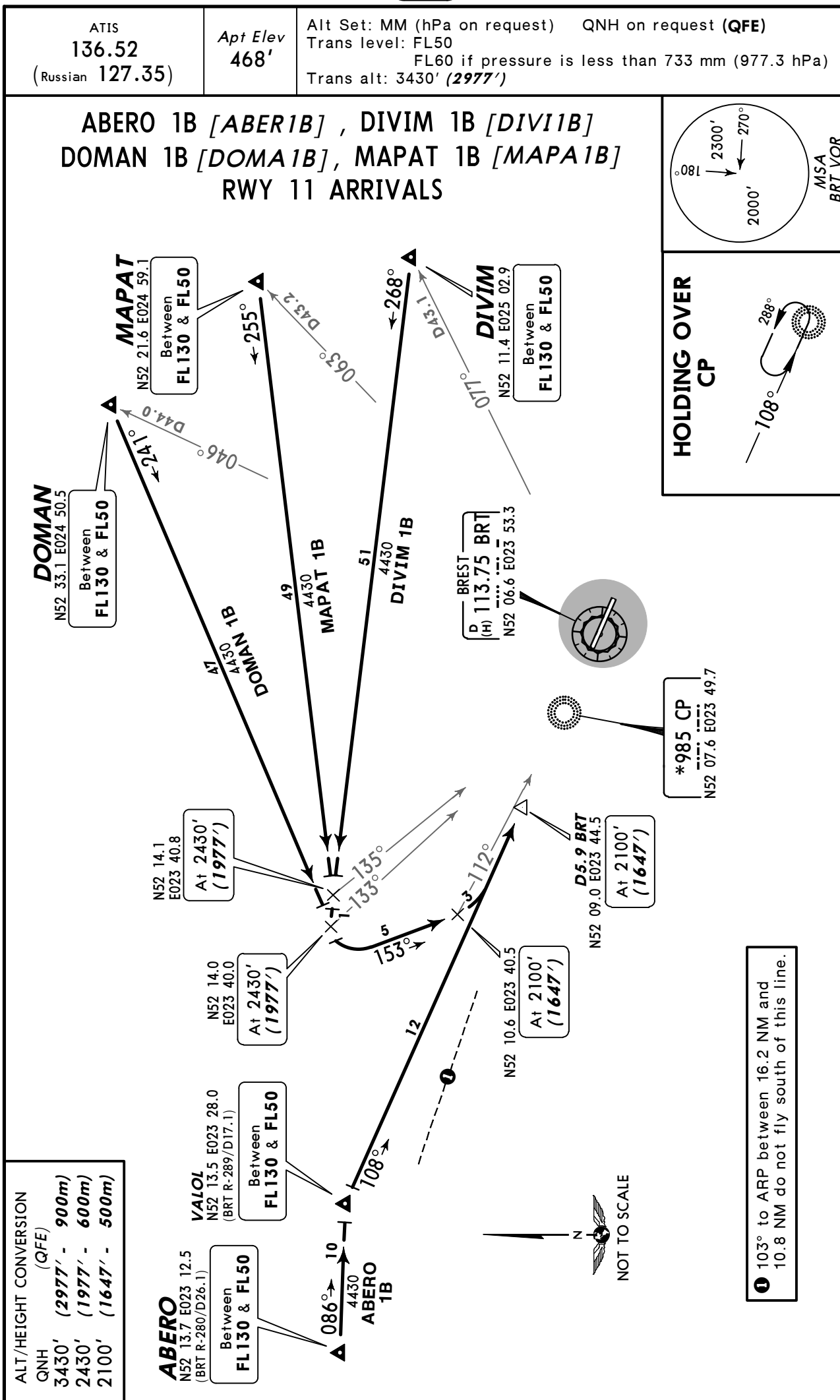
Runway: 11
Length x Width: 8596 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 453 ft
Lighting: Edge, ALS

Runway: 29
Length x Width: 8596 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 463 ft
Lighting: Edge, ALS

Communication Information

ATIS 136.525
ATIS 127.35 Non-English
Brest Tower 127.7

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

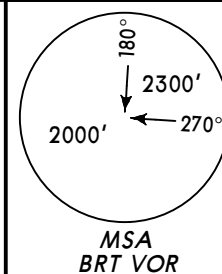


ATIS
136.52
(Russian 127.35)

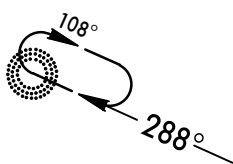
Apt Elev
468'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3430' (2967')

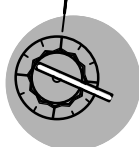
BIGLU 1A [BIGL1A], SOSUD 1A [SOSU1A]
SURUG 1A [SURU1A], TADUN 1A [TADU1A]
RWY 29 ARRIVALS



HOLDING OVER
BY



BREST
D (H) 113.75 BRT
N52 06.6 E023 53.3



*985 BY
N52 05.4 E023 57.9

D6.7 BRT
N52 03.3 E024 05.4
At 2110'
(1647')

N52 00.5 E024 07.1
At 2110'
(1647')

BIGLU
N51 43.4 E023 32.6
(BRT R-204/D26.5)

Between
FL130 & FL50

VASOK
N51 51.0 E023 56.5
(BRT R-167/D15.8)

Between
FL130 & FL50

SURUG
N52 33.6 E024 13.3
Between
FL130 & FL50

29
4430
SURUG 1A

SOSUD
N52 25.2 E024 57.9
Between
FL130 & FL50

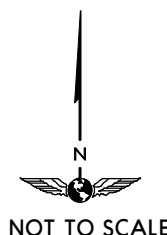
36
4430
SOSUD 1A

N52 04.8 E024 12.1
At 2440'
(1977')

N52 04.2 E024 11.5
(275° brg to BY)
At 2440'
(1977')

TADUN
N51 54.1 E024 41.3
(BRT R-106/D32.2)
Between
FL130 & FL50

24
TADUN 1A



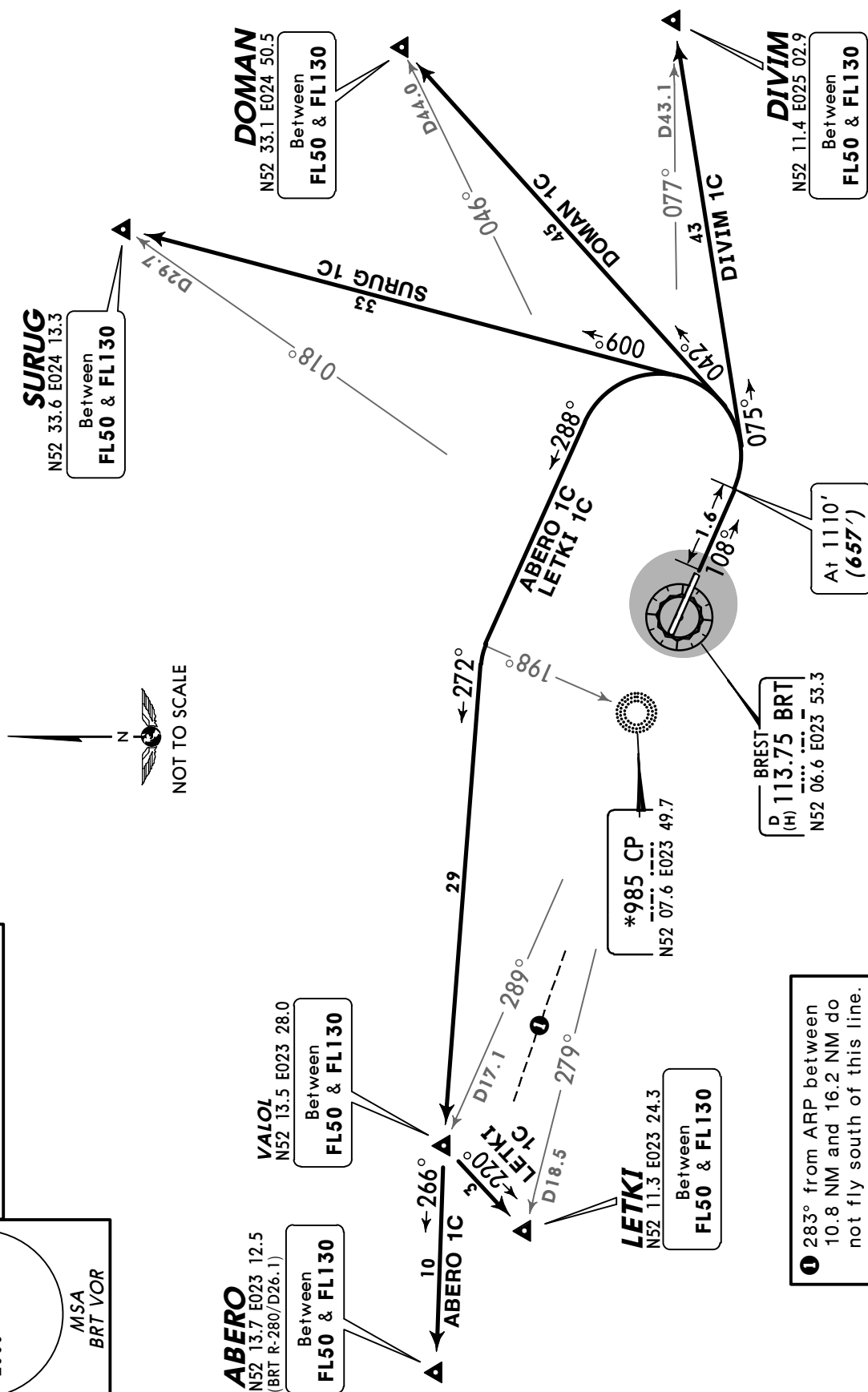
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3430'	(2967' - 900m)
2440'	(1977' - 600m)
2110'	(1647' - 500m)

© JEPPESEN, 2007, 2012. ALL RIGHTS RESERVED.

Apt Elev
468'

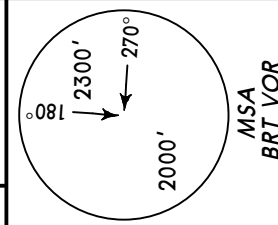
QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3430' (2977')
Take-off is carried out using noise abatement procedures for the area according to Flight Manual.

ABERO 1C [ABER1C], DIVIM 1C [DIVI1C]
DOMAN 1C [DOMA1C], LETKI 1C [LETK1C], SURUG 1C [SURU1C]
RWY 11 DEPARTURES

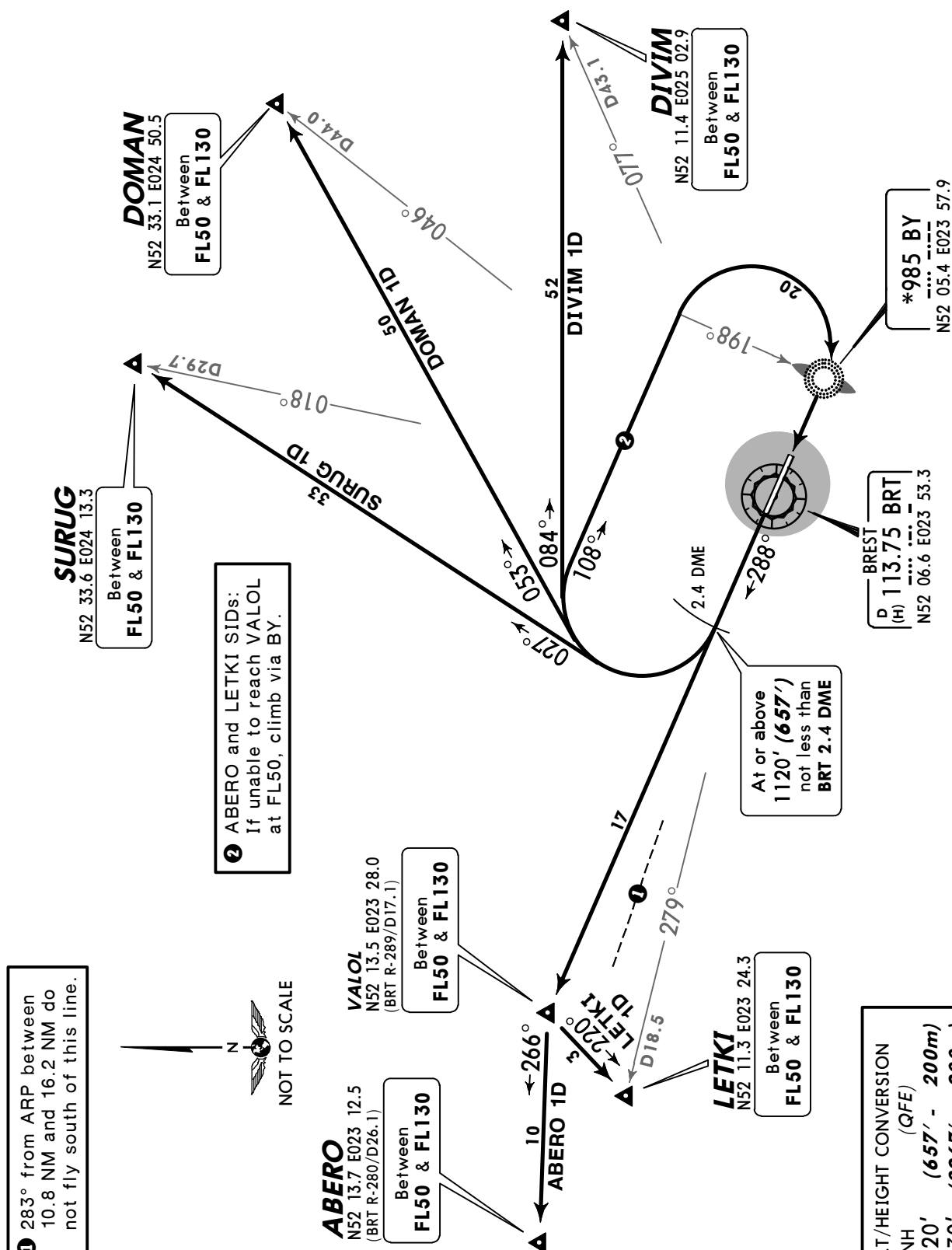


Apt Elev
468'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3430' (2967')
Take-off is carried out using noise abatement procedures
for the area according to Flight Manual.

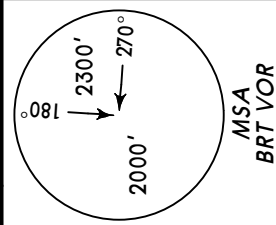


ABERO 1D [ABER1D], DIVIM 1D [DIVI1D]
DOMAN 1D [DOMA1D], LETKI 1D [LETK1D]
SURUG 1D [SURU1D]
RWY 29 DEPARTURES

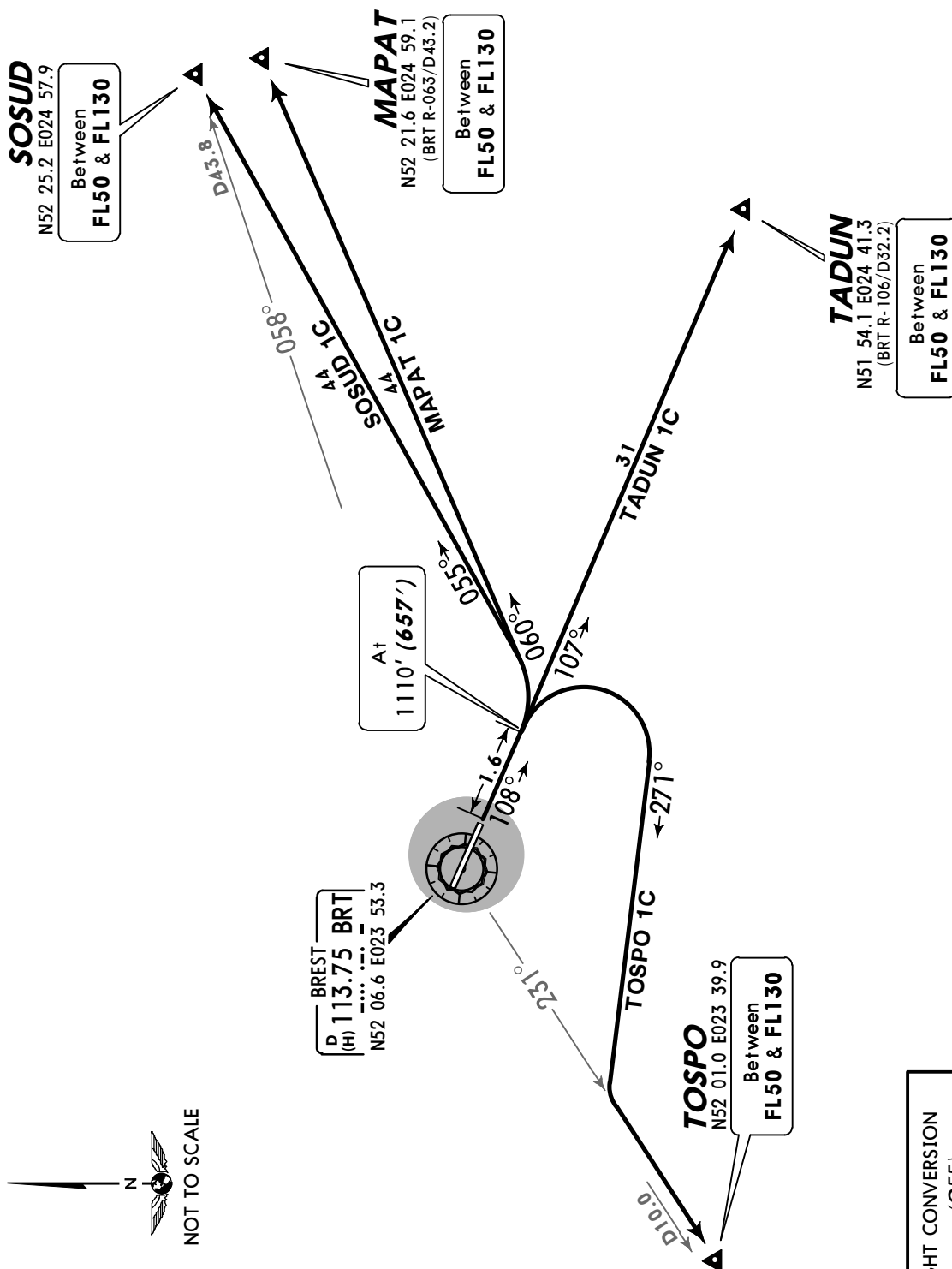


Apt Elev
468'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3430' (2977')
Take-off is carried out using noise abatement procedures
for the area according to Flight Manual.



MAPAT 1C [MAPA1C], SOSUD 1C [SOSU1C]
TADUN 1C [TADU1C], TOSPO 1C [TOSP1C]
RWY 11 DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
1110' (657' - 200m)
3430' (2977' - 900m)

Apt Elev
468'

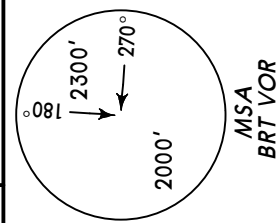
QNH on request (QFE)

Trans level: FL50

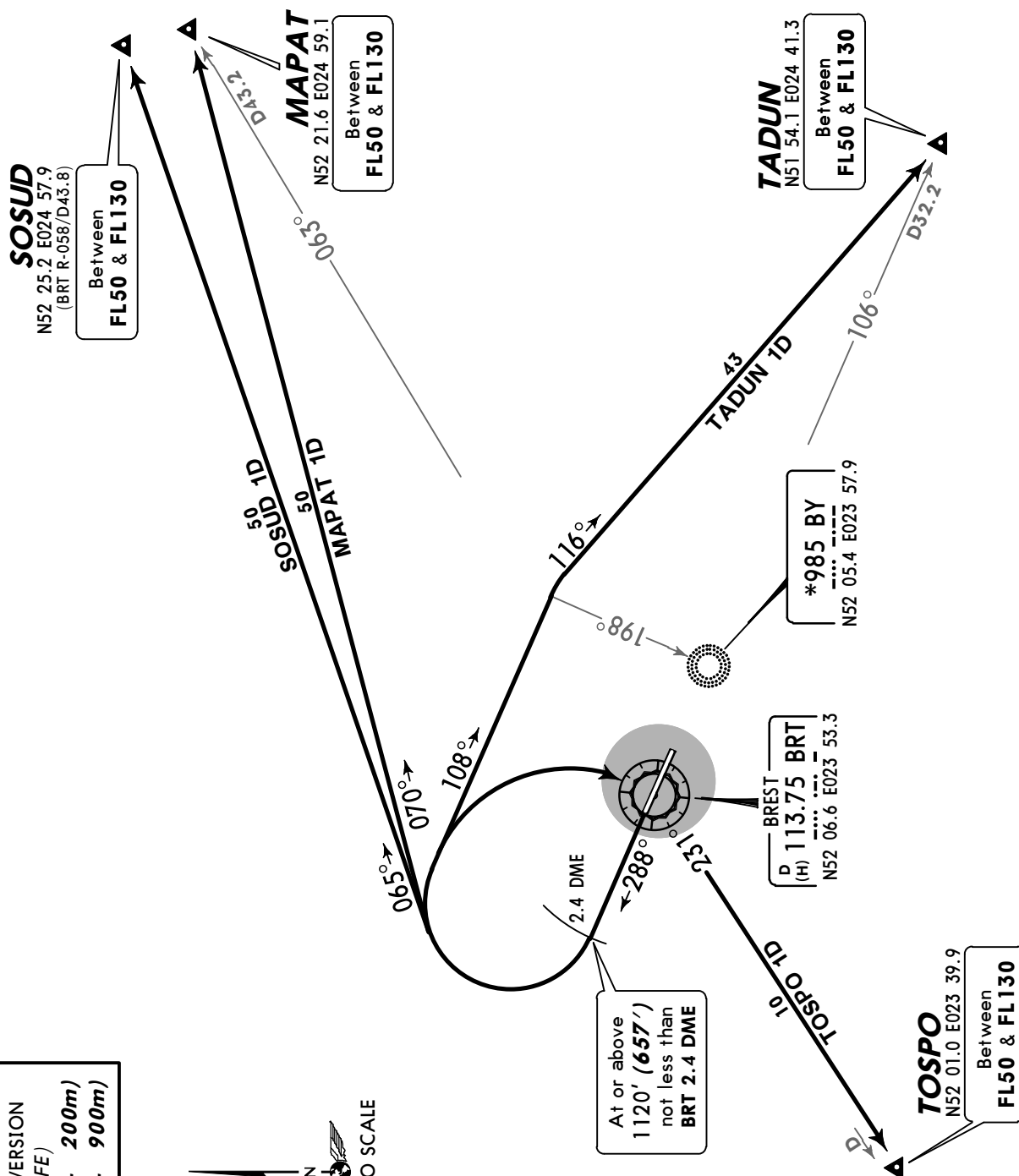
FL60 if pressure is less than 733 mm (977.3 hPa)

Trans alt: 3430' (2967')

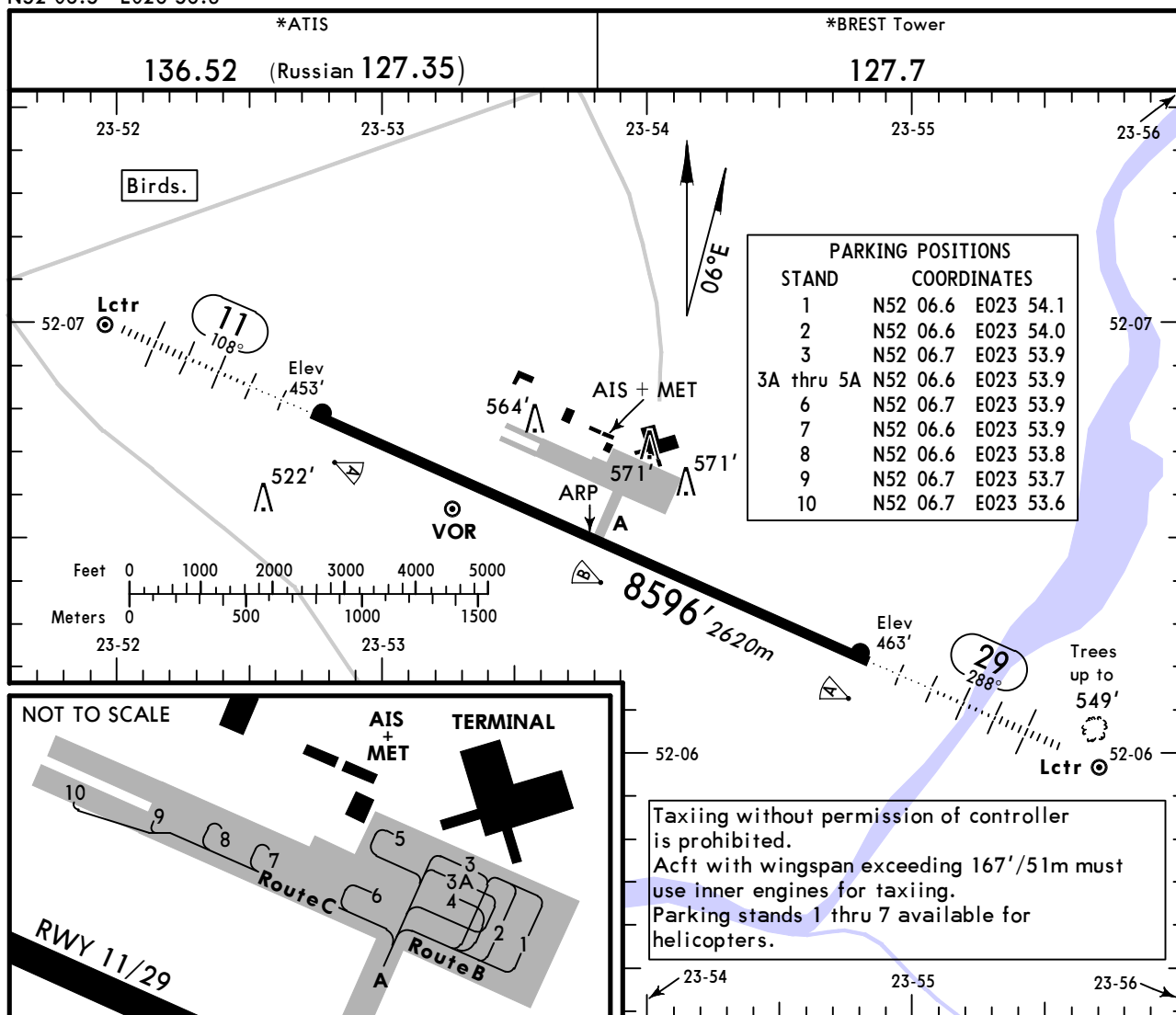
Take-off is carried out using noise abatement procedures for the area according to Flight Manual.



MAPAT 1D [MAPA1D], SOSUD 1D [SOSU1D]
TADUN 1D [TADU1D], TOSPO 1D [TOSP1D]
RWY 29 DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
1120' (657' - 200m)
3430' (2967' - 900m)



ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
					Threshold	Glide Slope		
11	HIRL (58m) HIALS PAPI-L (2.67°) RVR						1	138' 42m
29						7502' 2287m		

1 TAKE-OFF RUN AVAILABLE

RWY 11:

From rwy head 8596' (2620m)
twy 1 int 4183' (1275m)

RWY 29:

From rwy head 8596' (2620m)
twy 1 int 4413' (1345m)

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	
D	300m

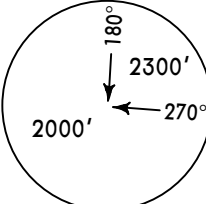
STRAIGHT-IN RWY		A	B	C	D
11	NDB ❶	830'(377')	830'(377')	830'(377')	830'(377')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
29	ILS	663'(200')	663'(200')	663'(200')	663'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	820'(357')	820'(357')	820'(357')	820'(357')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1460'(992')	1460'(992')	1560'(1092')	1560'(1092')
	ceil350m- V3000m	ceil350m- V3000m	ceil500m- V5000m	ceil500m- V5000m

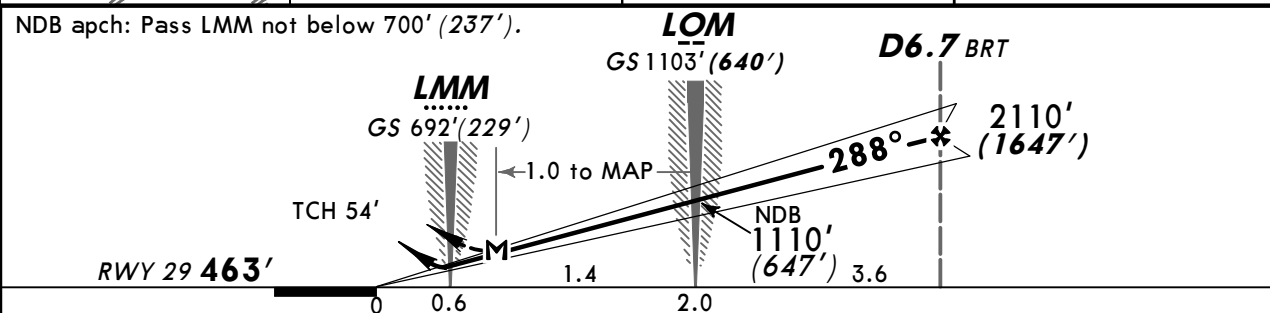
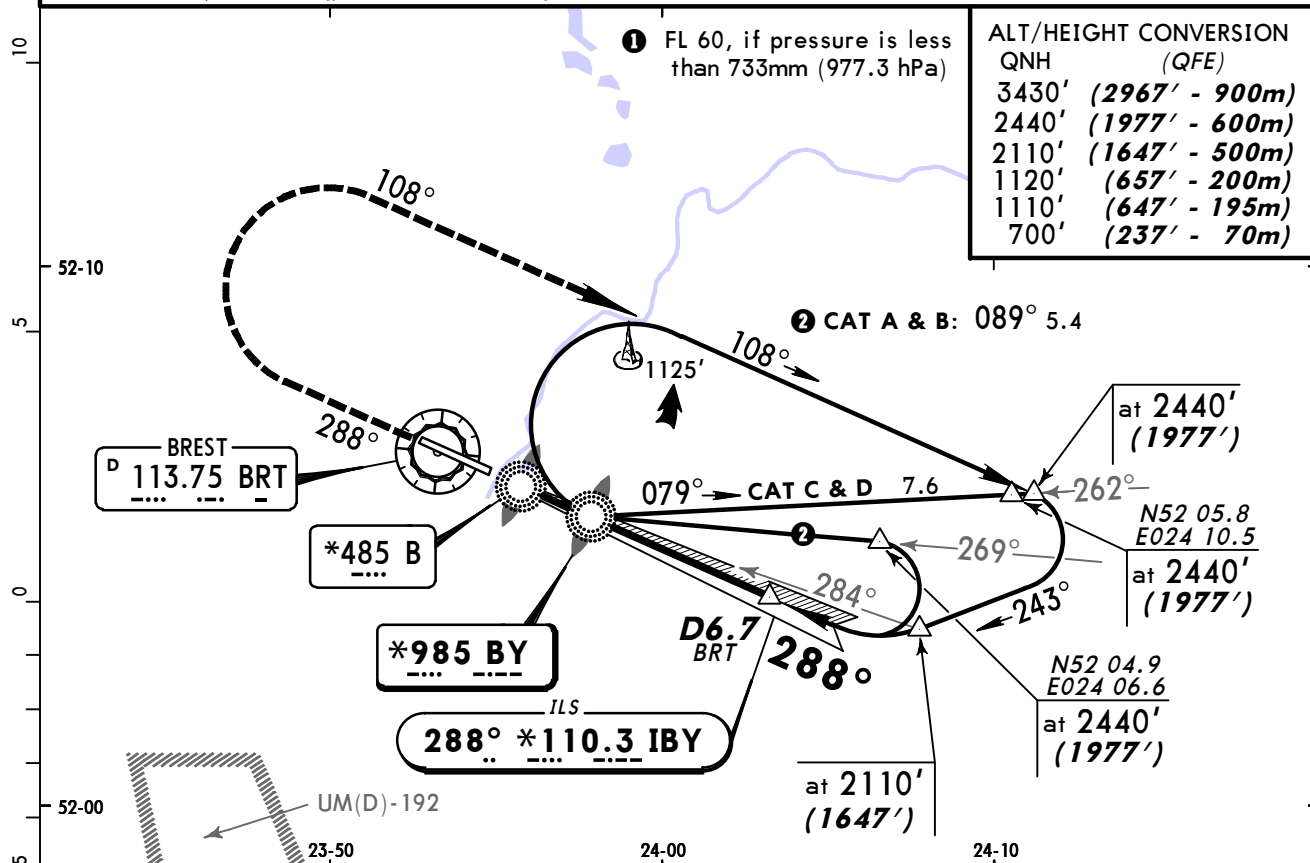
TAKE-OFF RWY 11, 29			
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

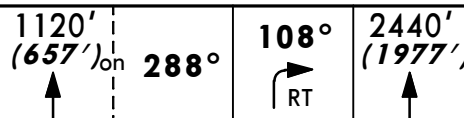
BRIEFING STRIP™

*ATIS		*BREST Tower (APP/SRE/TWR)		*Ground	
136.52 (Russian 127.35)		127.7		127.7	
LOC IBY *110.3	Final Apch Crs 288°	GS LOM 1103' (640')	ILS DA(H) 663' (200')	Apt Elev 468' RWY 463'	
NDB BY *985		Minimum Alt D6.7 BRT 2110' (1647')	NDB MDA(H) 820' (357')		
MISSED APCH: Climb on 288° to 1120' (657'), then turn RIGHT onto 108° climbing to 2440' (1977'), then according to chart.					

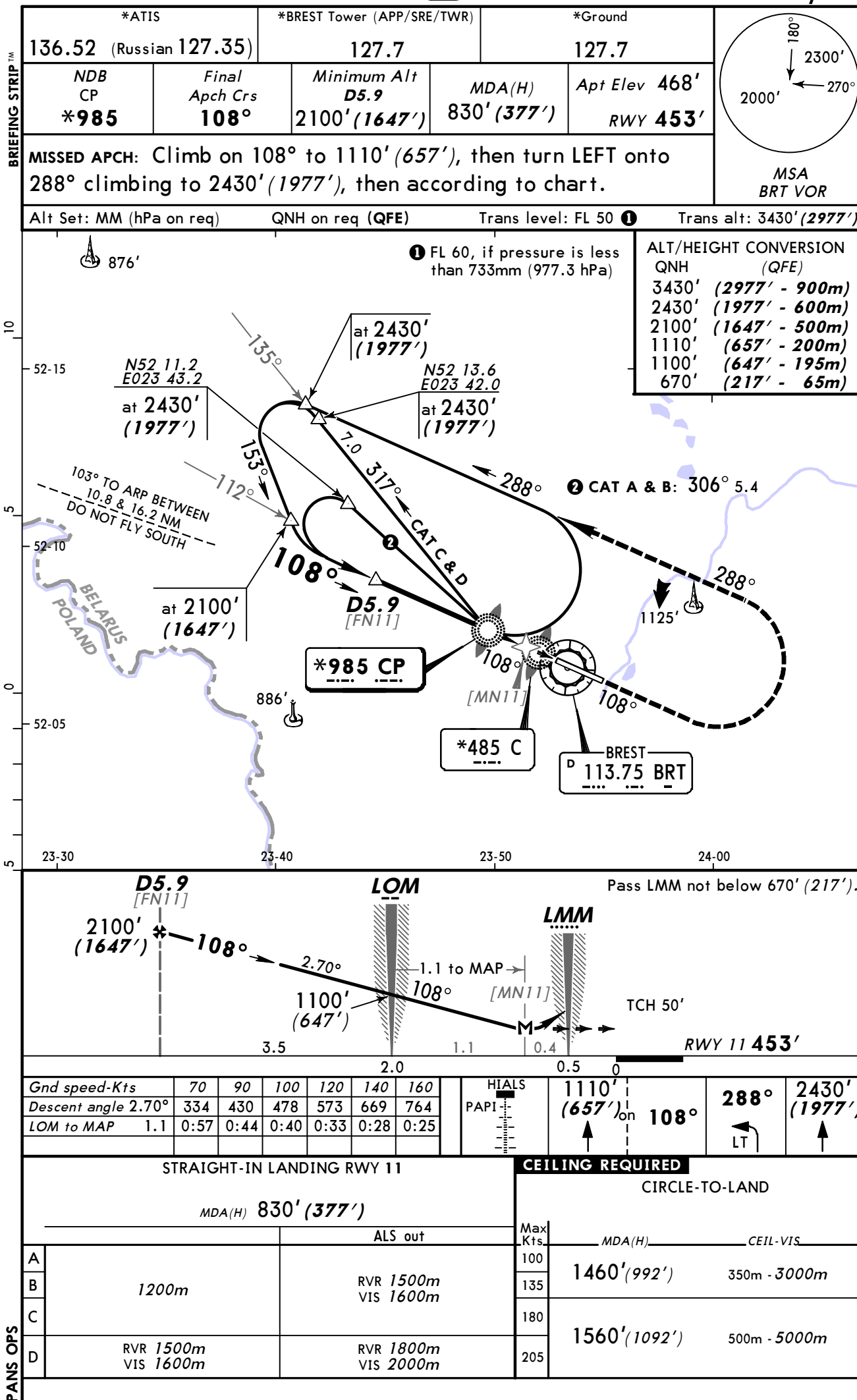
MSA
BRT VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3430' (2967')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 
ILS GS or NDB Desc angle 2.67°	336	432	480	576	671	767	
LOM to MAP	1.0	0:51	0:40	0:36	0:30	0:26	

STRAIGHT-IN LANDING RWY 29					CEILING REQUIRED		
ILS <i>DA(H)</i> 663'(200')		LOC (GS out)	NDB <i>MDA(H)</i> 820'(357')		Max Kts	CIRCLE-TO-LAND <i>MDA(H)</i> _____ <i>CEIL-VIS</i> _____	
FULL	ALS out			ALS out			
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1800m VIS 2000m	100	1460' (992') 350m - 3000m
B						135	
C				RVR 1500m VIS 1600m	205	1560' (1092') 500m - 5000m	
D							



BREST, (BREST - UMBB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMBB