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Revision Letter For Cycle 25-2012

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: 8.6°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: 0558 Z
Sunset: 1334 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

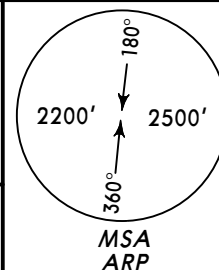
Diagram of a circular sector with a central angle of 180° . The radius is 2500'. The arc length is 2200'. The sector is labeled MSA and ARP.

ALT/HEIGHT CONVERSION
QNH (QFE)

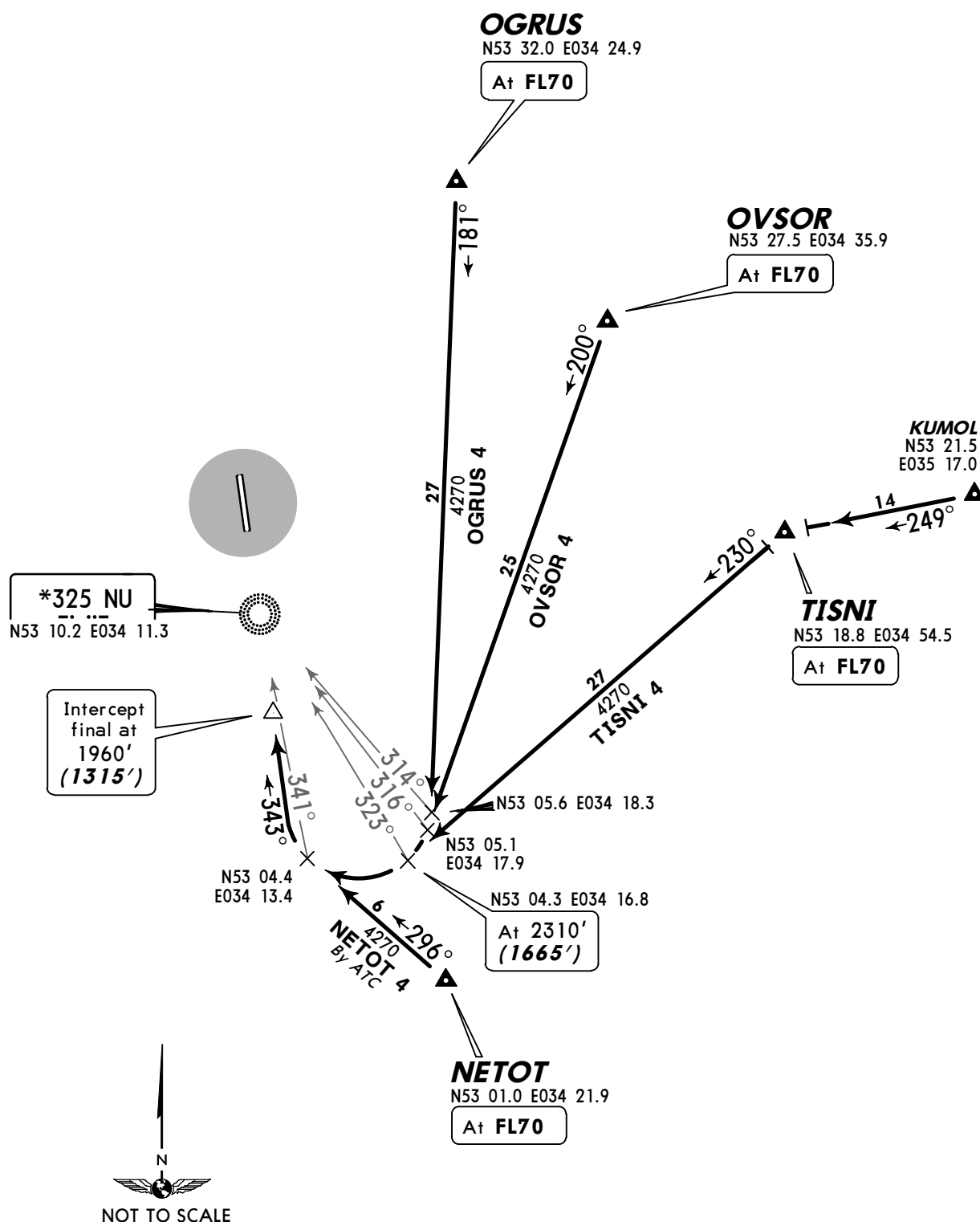
2310'	(1645' - 500m)
1980'	(1315' - 400m)

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



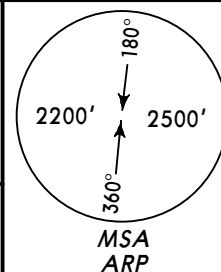
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2310'	(1665' - 500m)
1960'	(1315' - 400m)

Apt Elev
665'

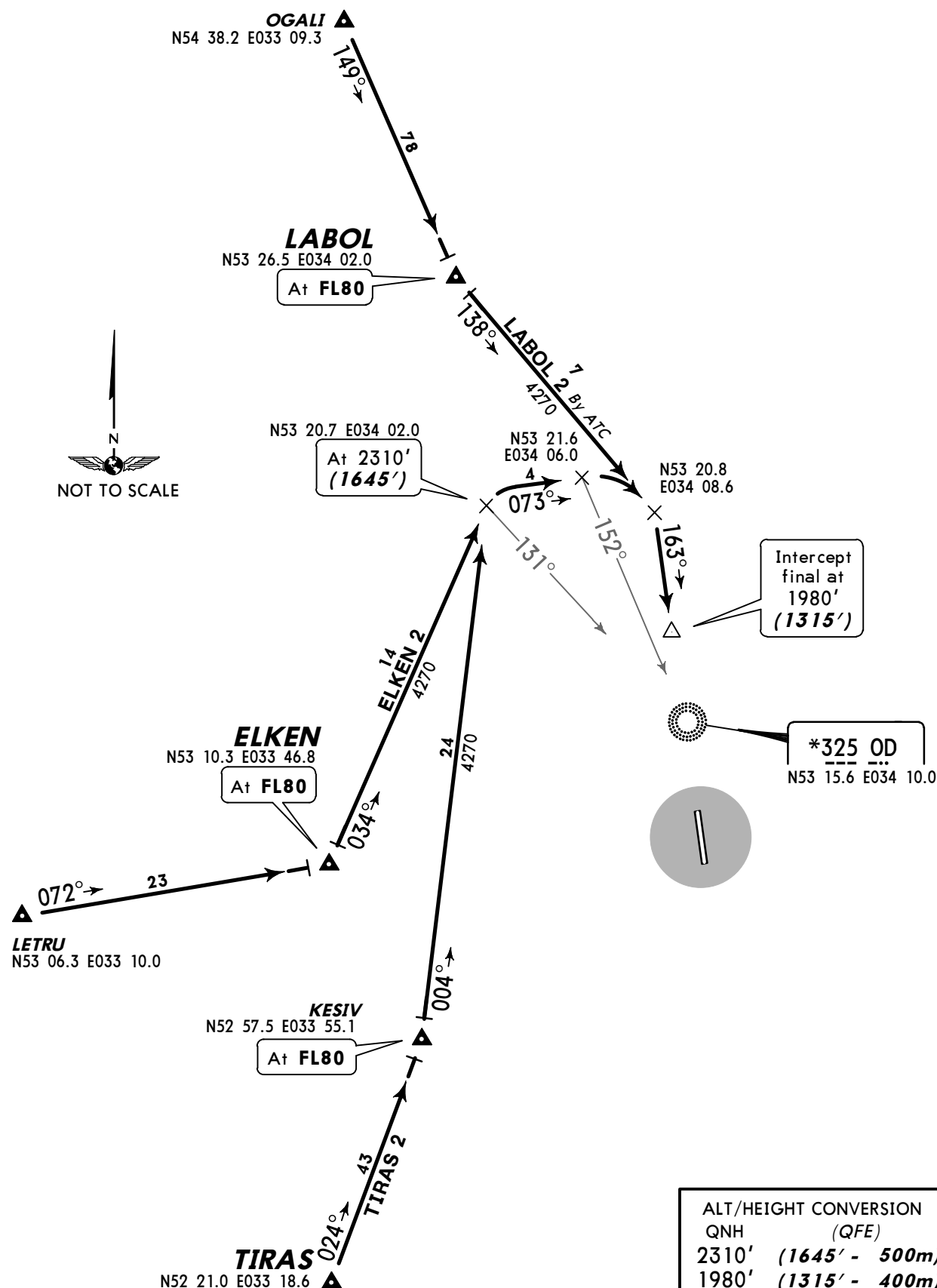
Alt Set: MM (hPa on request) QNH on request (QFE)

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

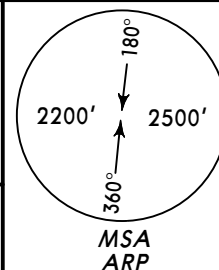


Apt Elev
665'

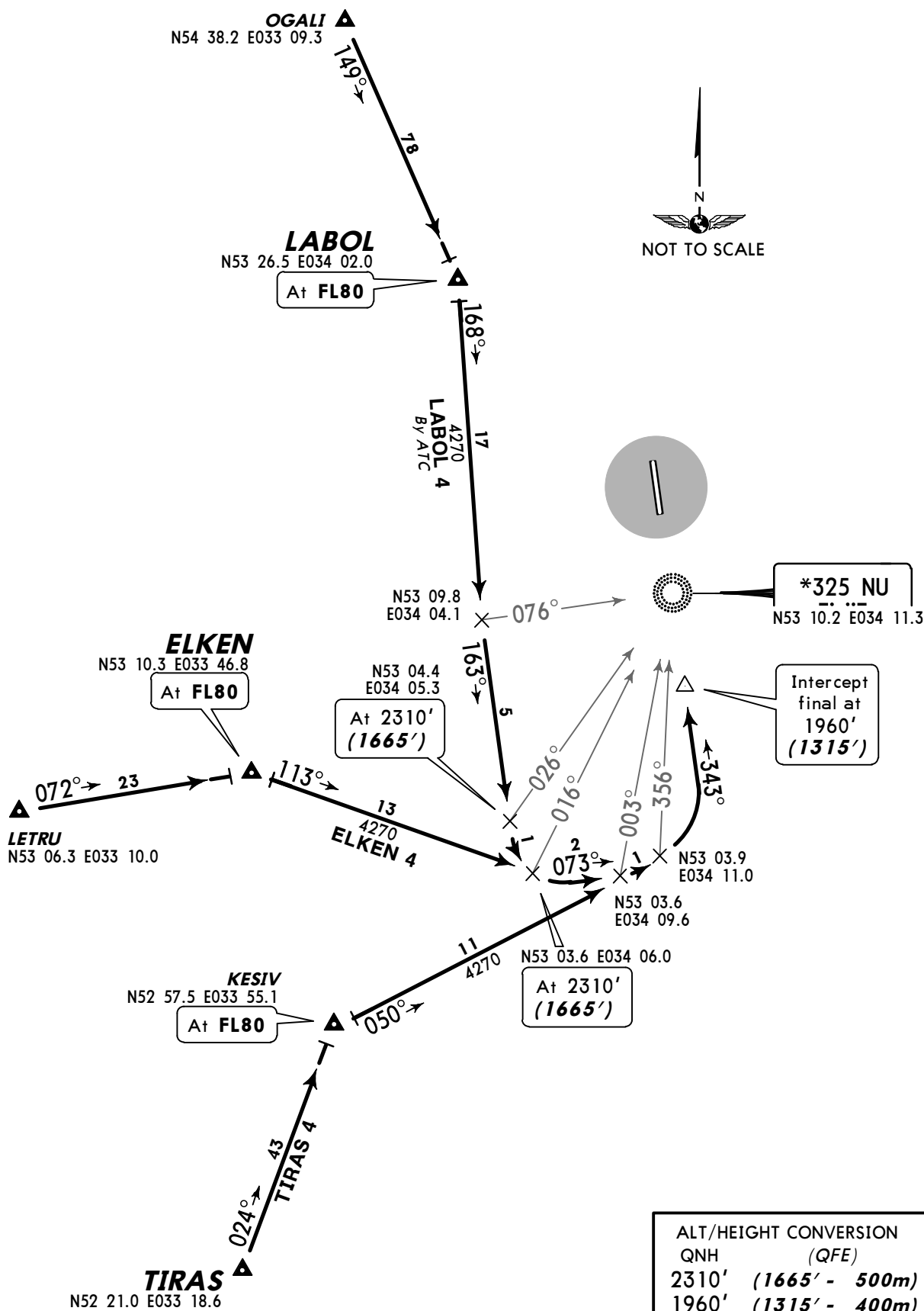
Alt Set: MM (hPa on request) QNH on request (QFE)

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.

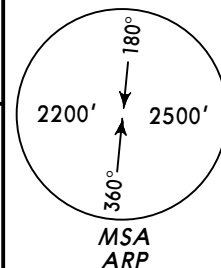


ELKEN 4, LABOL 4, TIRAS 4 RWY 34 ARRIVALS



Apt Elev
665'

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

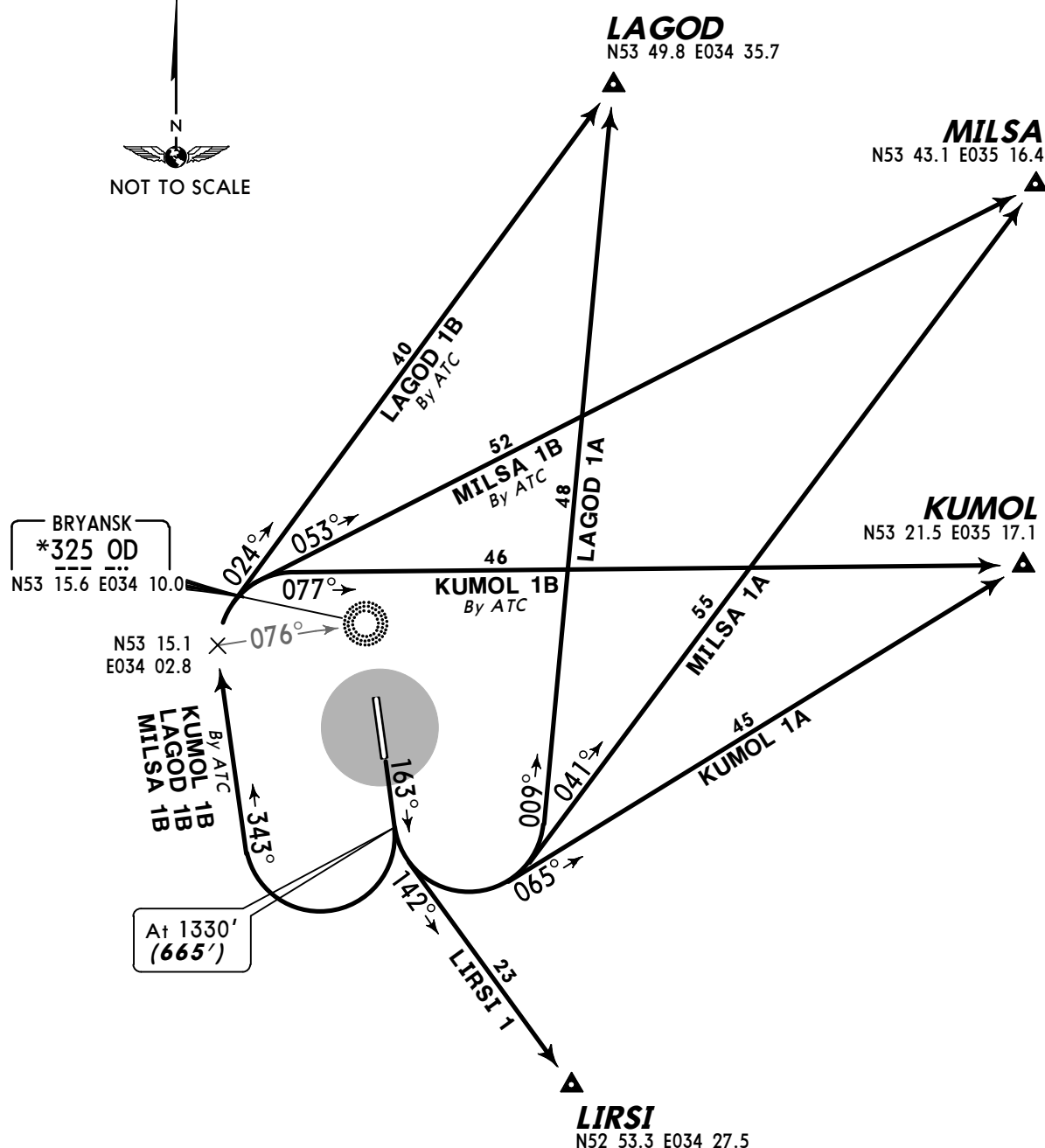


KUMOL 1A [KUMO1A], KUMOL 1B [KUMO1B]
LAGOD 1A [LAGO1A], LAGOD 1B [LAGO1B]

LIRSI 1

MILSA 1A [MILS1A], MILSA 1B [MILS1B]

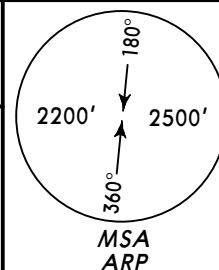
RWY 16 DEPARTURES



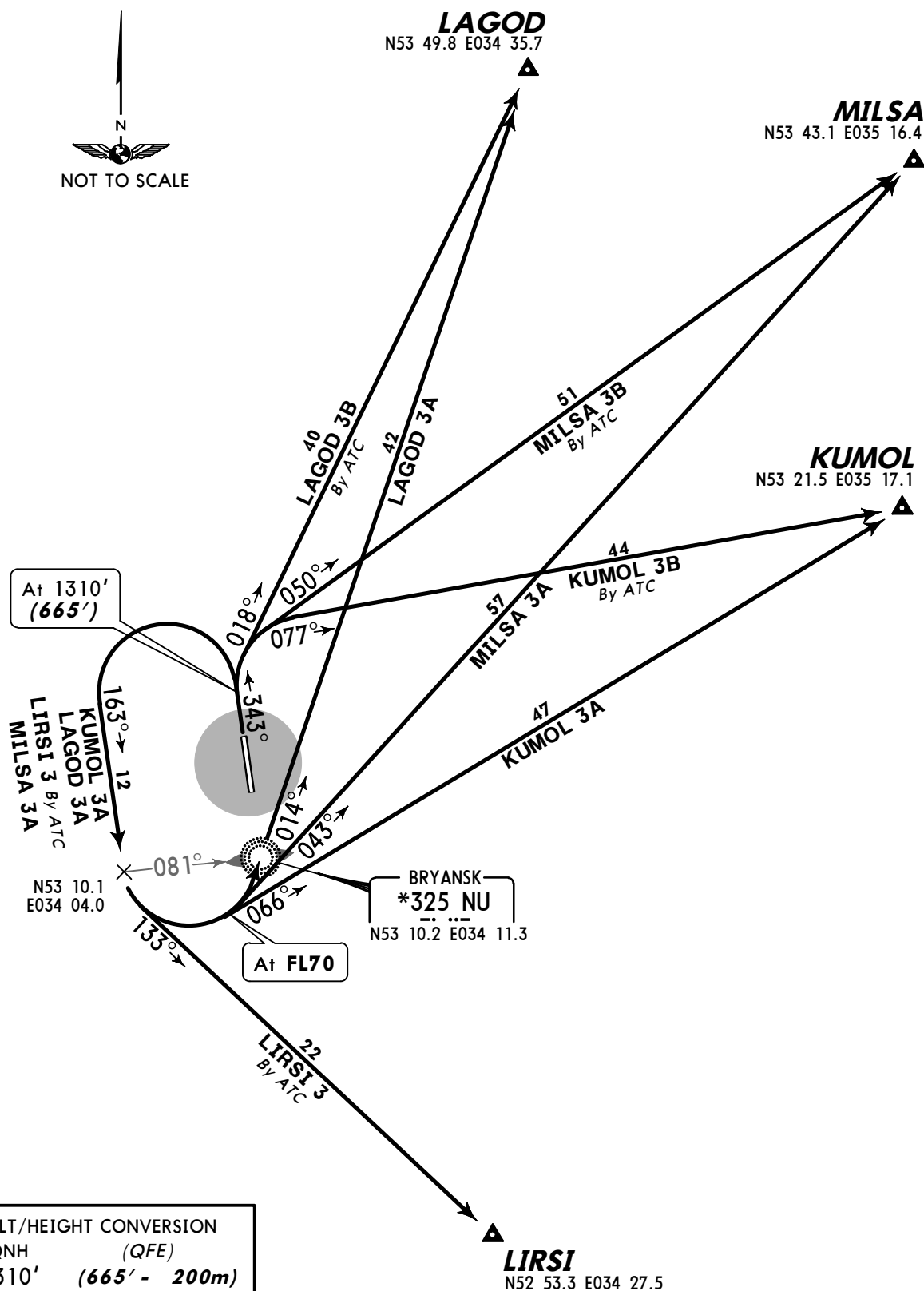
ALT/HEIGHT CONVERSION
QNH (QFE)
1330' (665' - 200m)
2310' (1645' - 500m)

Apt Elev
665'

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

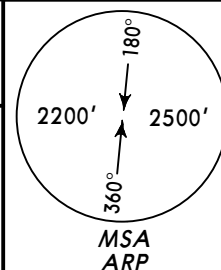


KUMOL 3A [KUMO3A], KUMOL 3B [KUMO3B]
LAGOD 3A [LAGO3A], LAGOD 3B [LAGO3B]
LIRSI 3
MILSA 3A [MILS3A], MILSA 3B [MILS3B]
RWY 34 DEPARTURES



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'**)

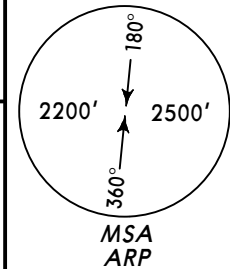
LETRU
N53 06.3 E033 10.1

RAMAS
N52 46.8 E033 27.7

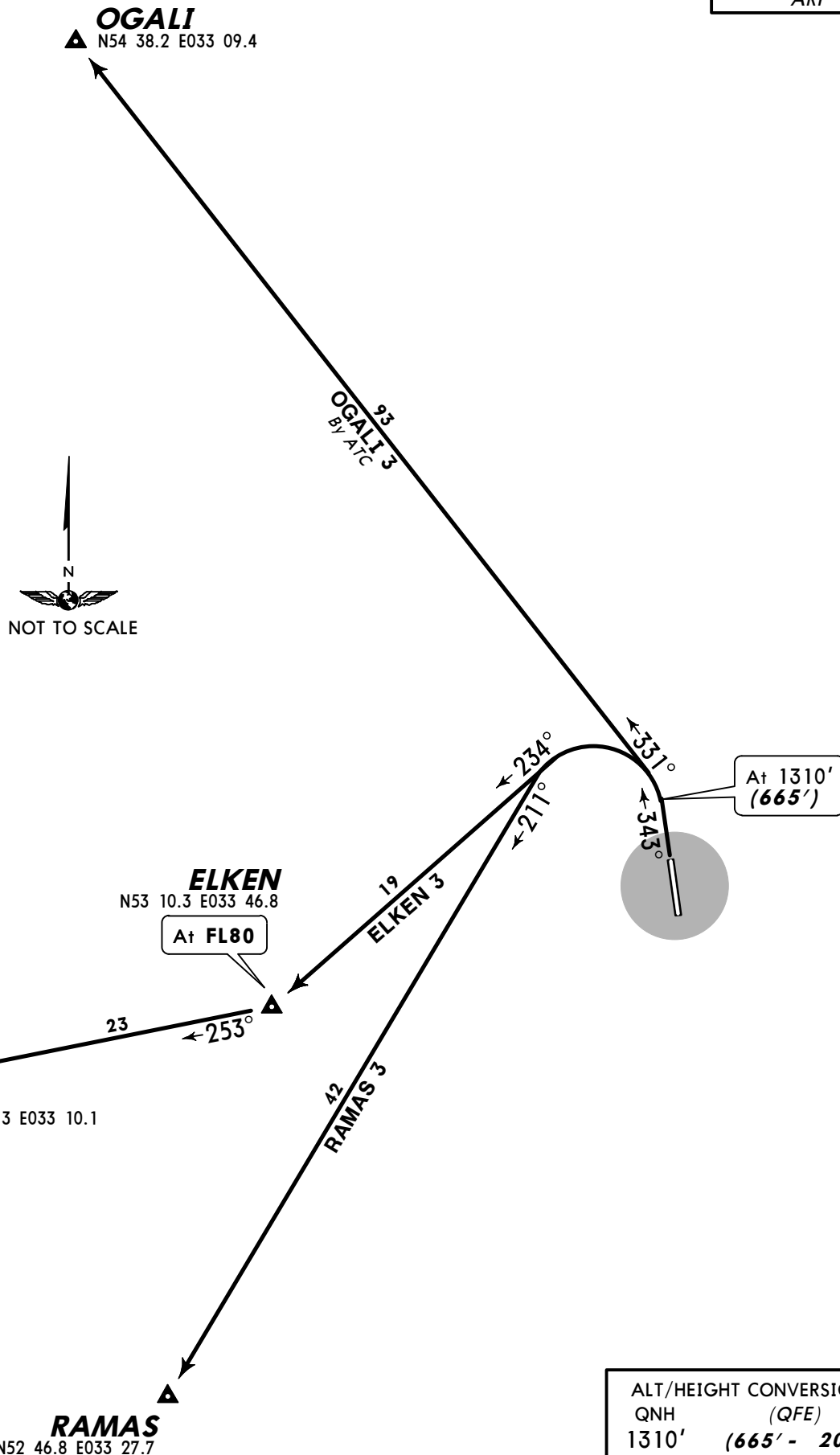
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1330'	(665' - 200m)
2310'	(1645' - 500m)

Apt Elev
665'

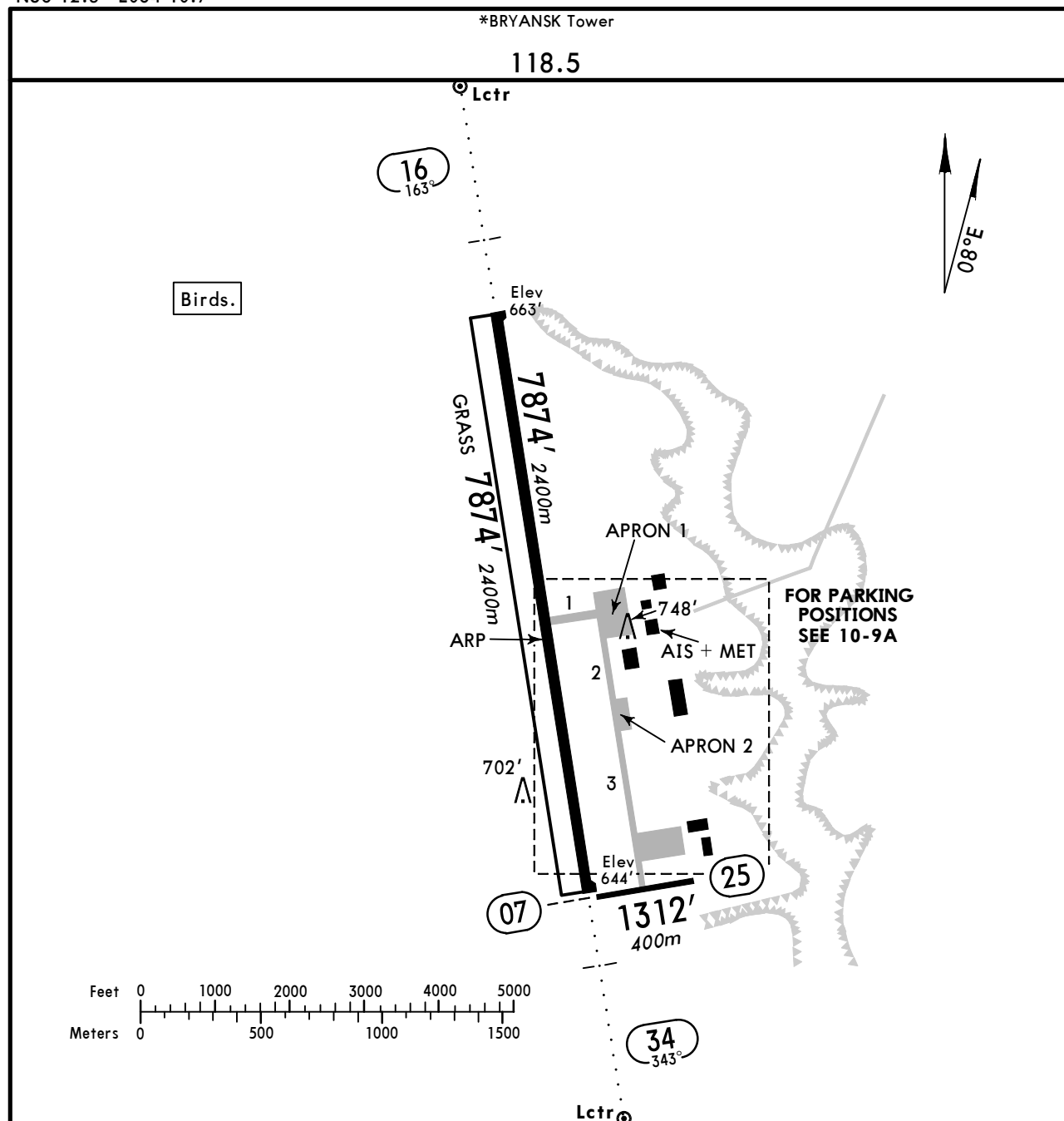
QNH on request (QFE)
Trans level: FL40 Trans alt: 2310' (1665')
Crossings at airway entry points by ATC.



ELKEN 3, OGALI 3, RAMAS 3
RWY 34 DEPARTURES



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



ADDITIONAL RUNWAY INFORMATION

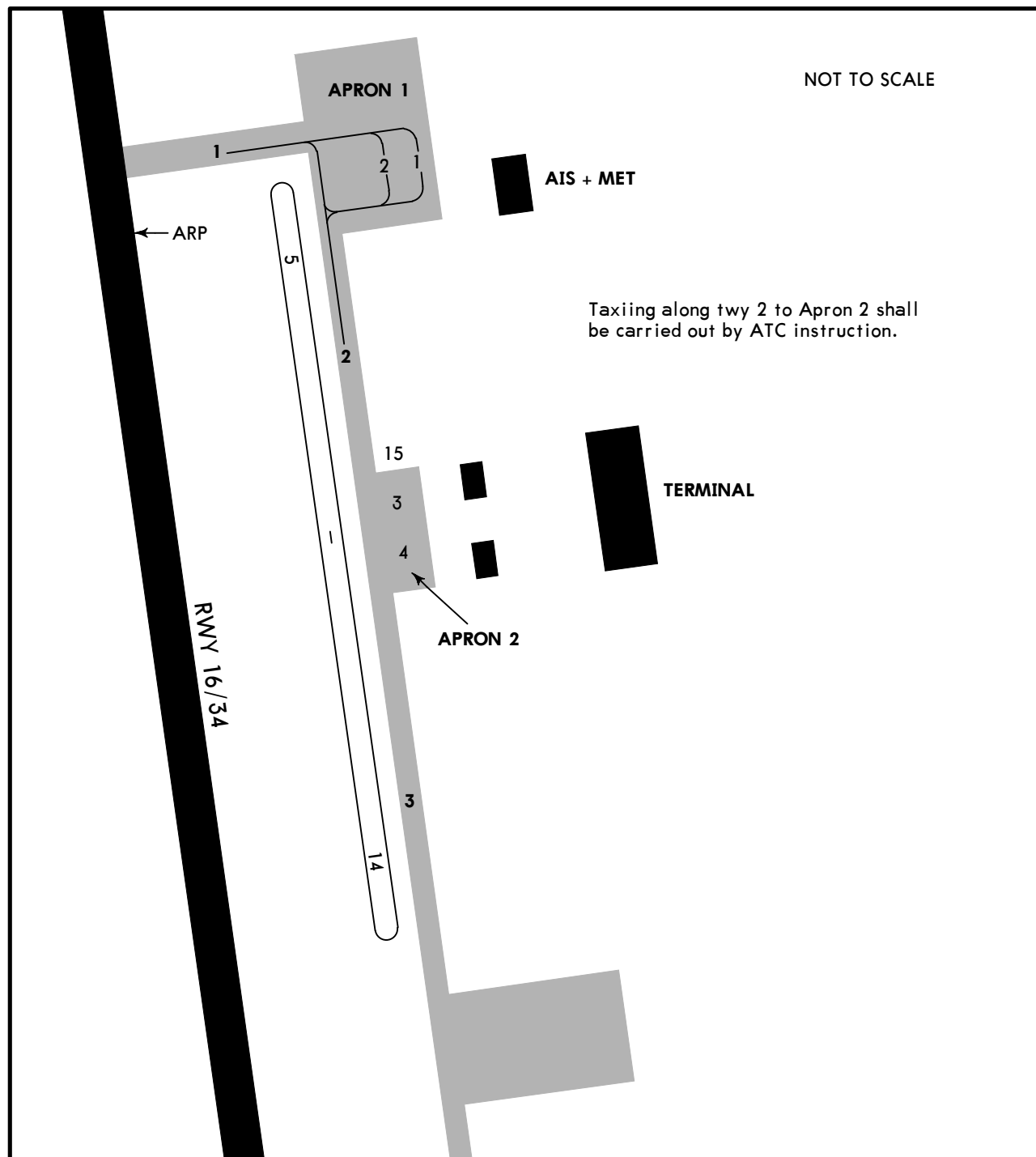
RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond Glide Slope		
07	25					69' 21m
16	34	RL (60m) ALS		7054' 2150m		138' 42m
16	34	Grass runway				279' 85m

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')	1020' (357')	1020' (357')	1020' (357')
	<i>ALS out</i>	R1400m R1600m	R1400m R1600m	R1400m R1600m	R1400m R1600m
34	ILS	844' (200')	844' (200')	844' (200')	844' (200')
	<i>ALS out</i>	R1000m R1200m	R1000m R1200m	R1000m R1200m	R1000m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	1000' (356')	1000' (356')	1000' (356')	1000' (356')
	<i>ALS out</i>	R1400m R1600m	R1400m R1600m	R1400m R1600m	R1400m R1600m

① Continuous Descent Final Approach.

TAKE-OFF RWY 16, 34

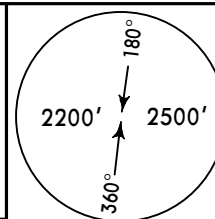
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

*BRYANSK Tower

118.5

BRIEFING STRIP

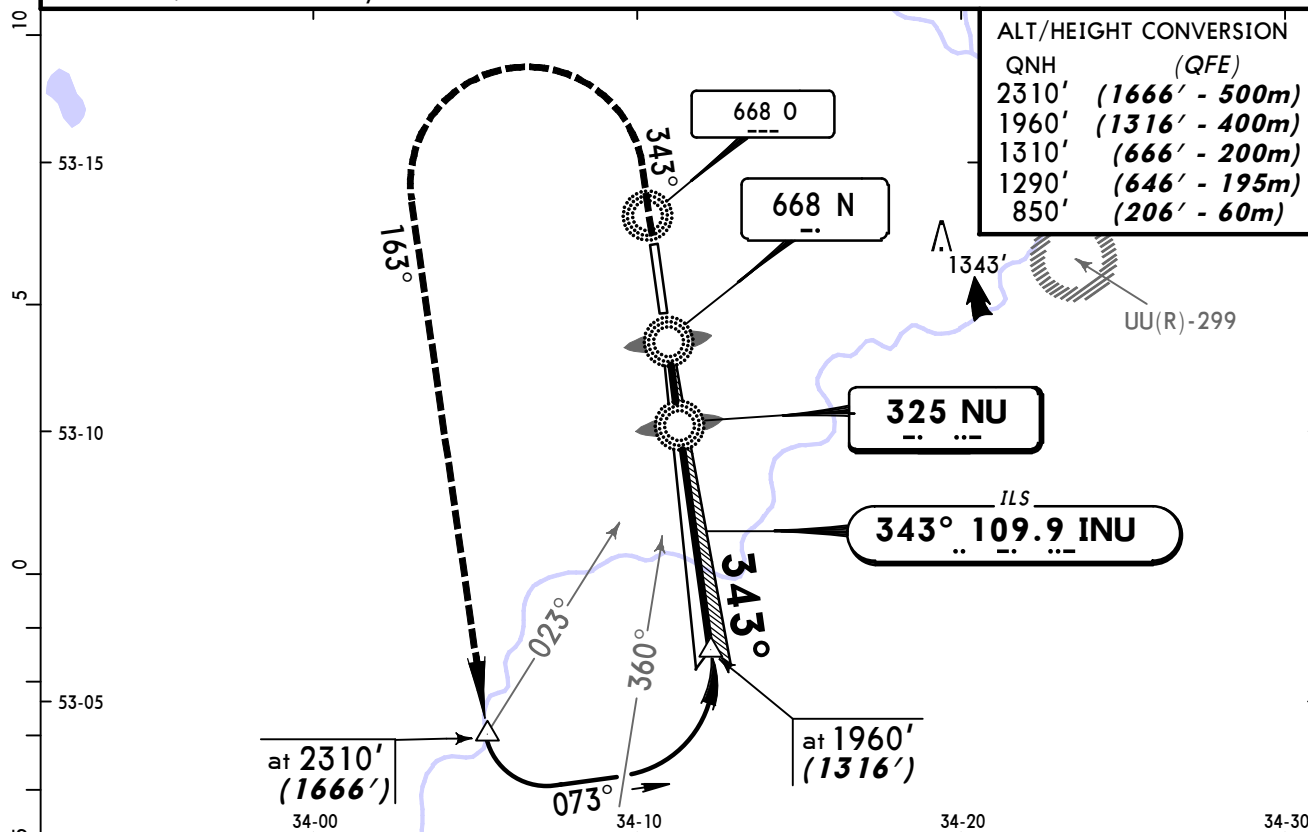
LOC INU 109.9	Final Apch Crs 343°	GS LOM 1284' (640')	ILS DA(H) 844' (200')	Apt Elev 663' RWY 644'
NDB NU 325		Minimum Alt LOM 1290' (646')	NDB MDA(H) 1000' (356')	



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

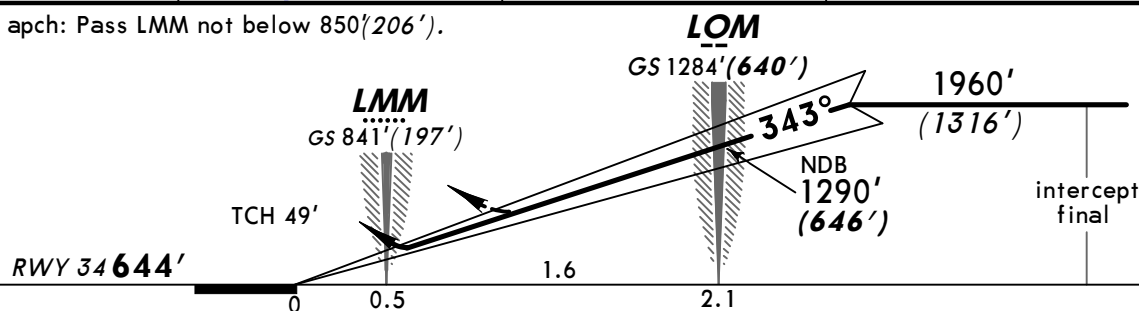
MSA
Airport

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
B			
C	1200m	NOT AUTH	2000m
D			

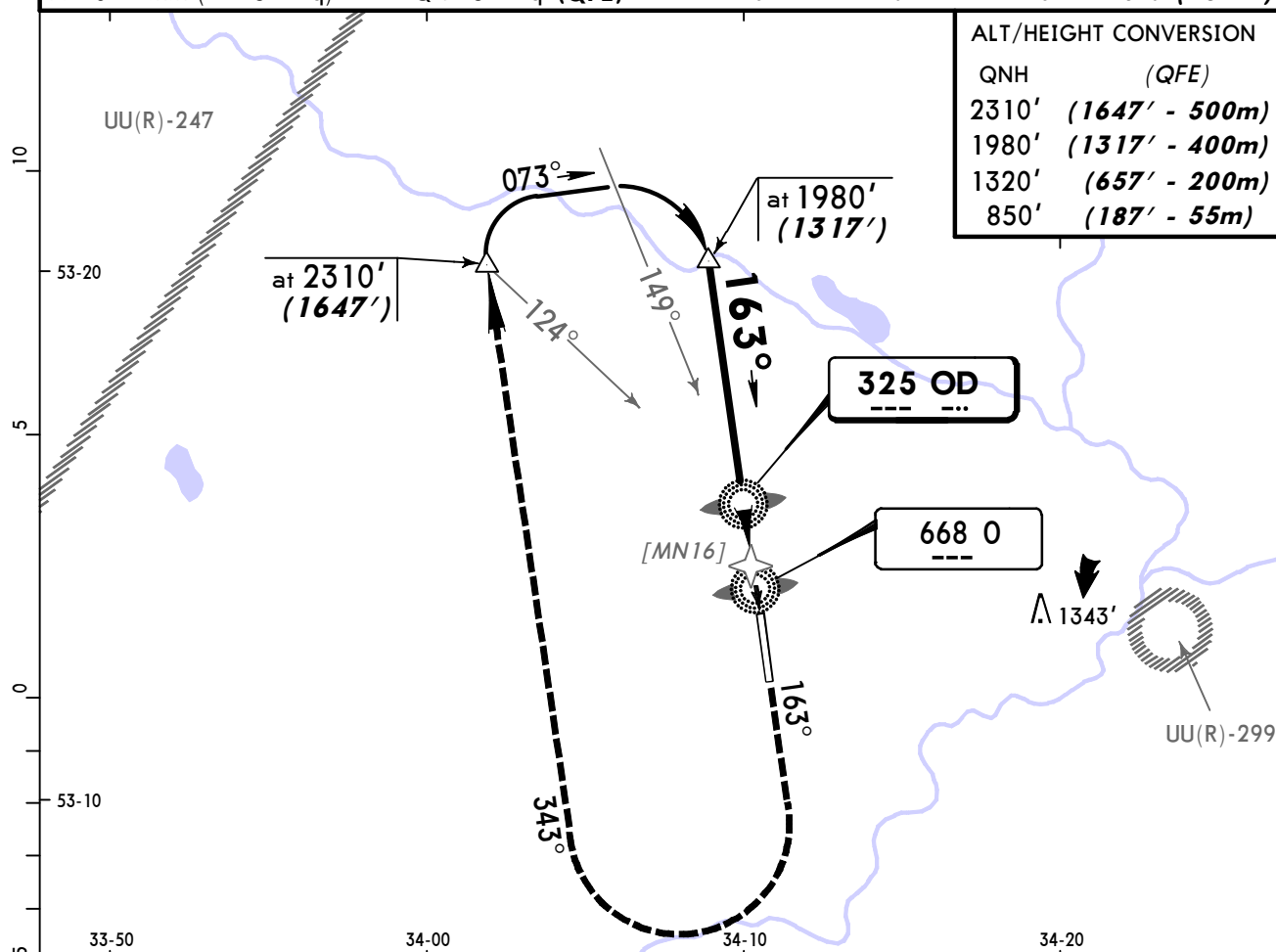
PANS OPS

BRYANSK, RUSSIA
2 NDB Rwy 16

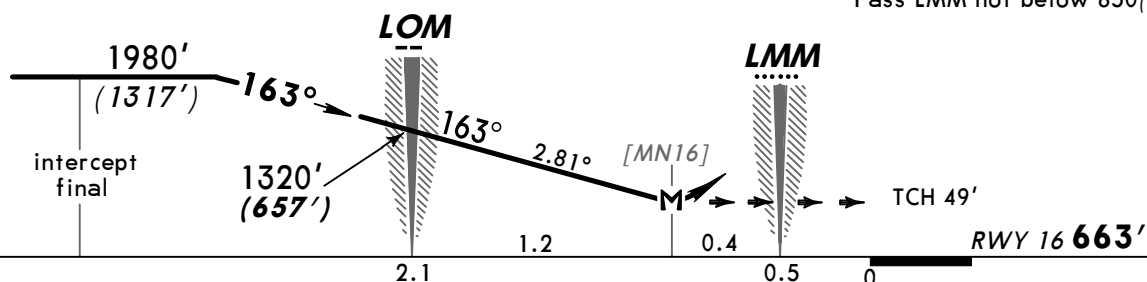
Apt Elev **663'**
RWY **663'**

Trans alt: 2310' (**1647'**)

QNH	(QFE)
2310'	(1647' - 500m)
1980'	(1317' - 400m)
1320'	(657' - 200m)
850'	(187' - 55m)



Pass LMM not below 850'(187').



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Descent angle</i> 2.81°	348	447	497	596	696	795

$1320'$ $(657')$ on 163° 	343°  RT	$2310'$ $(1647')$ 
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*MDA*_(H) **970' (307')**

ALS out

1600m

A
B
C
D

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Chart changes since cycle 24-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BRYANSK, (BRYANSK - UUBP)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUBP