

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UWKE

Terminal Charts For UWKE

Revision Letter For Cycle 25-2012

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: 0500 Z
Sunset: 1208 Z,

Runway Information

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

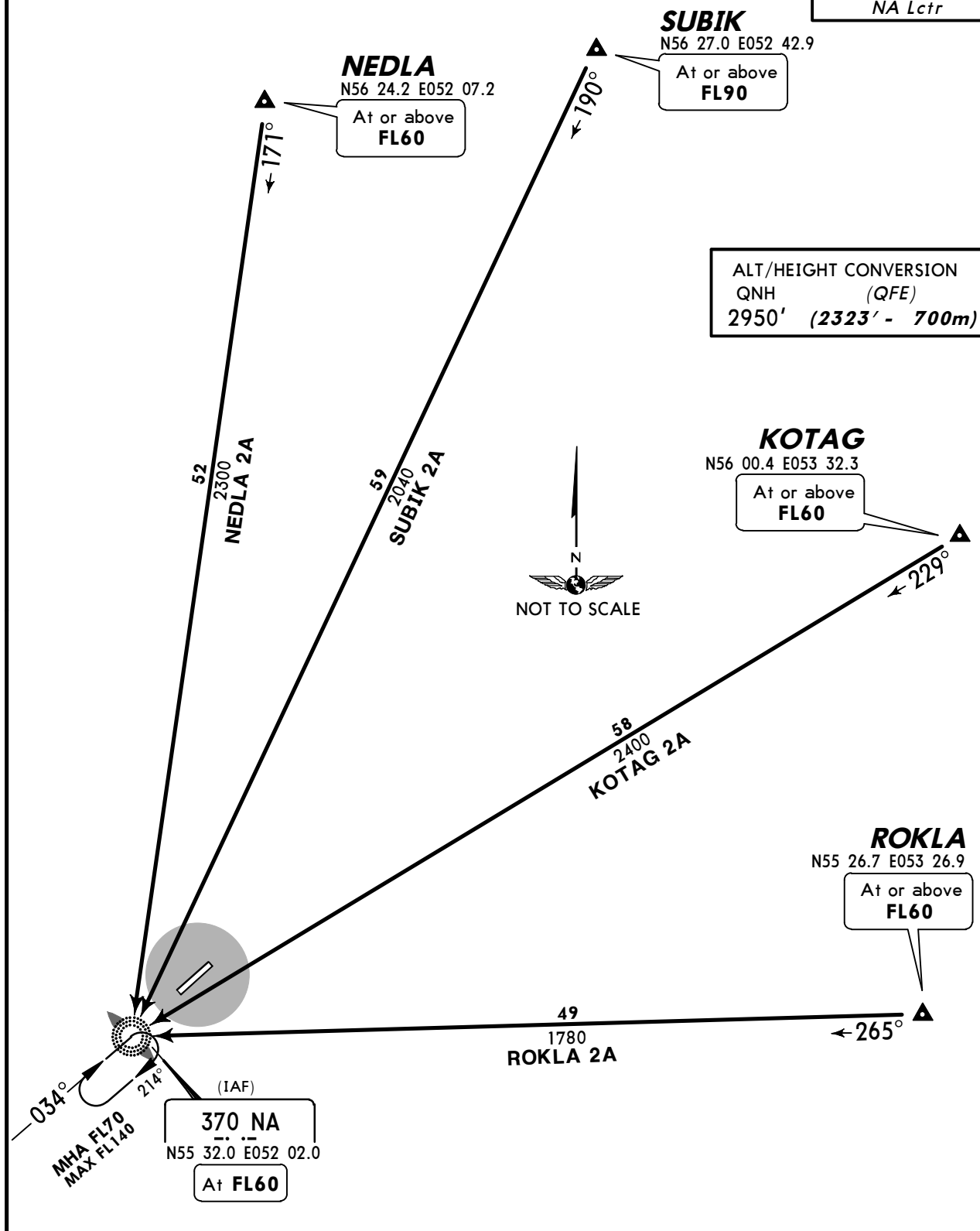
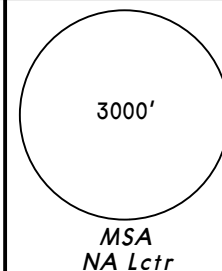
Runway: 21
Length x Width: 8209 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 623 ft
Lighting: Edge, ALS

Communication Information

ATIS 134.2
Begishevo Tower 121.2
Begishevo Approach Control 127.9

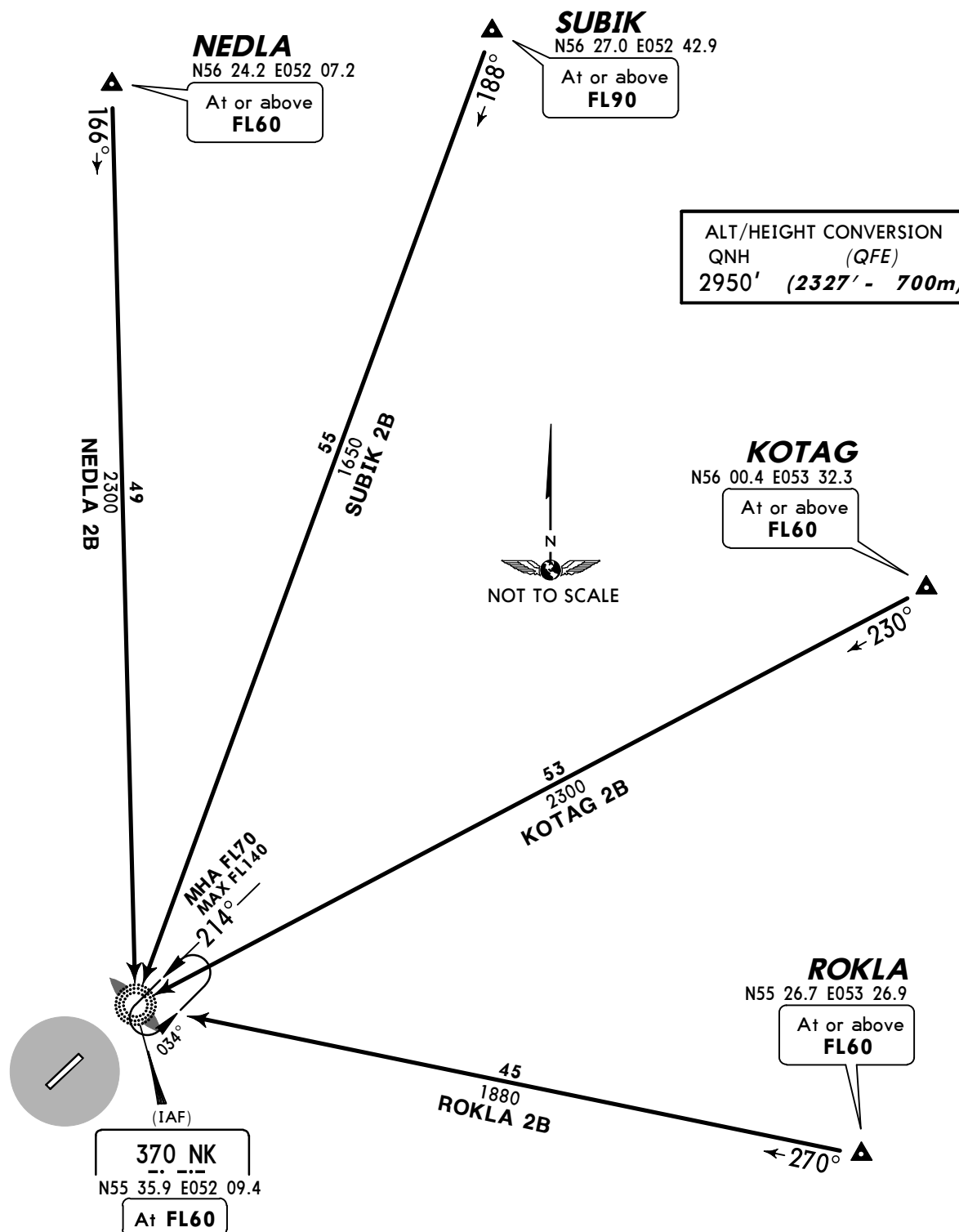
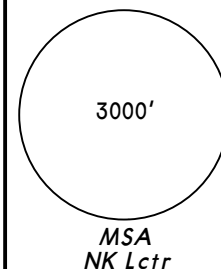
ATIS 134.2	<i>Apt Elev</i> 644'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 714 mm (951.9 hPa) or less Trans alt: 2950' (2323') 1. When executing short approach and if unable to reach TL at fixed distances, pilots 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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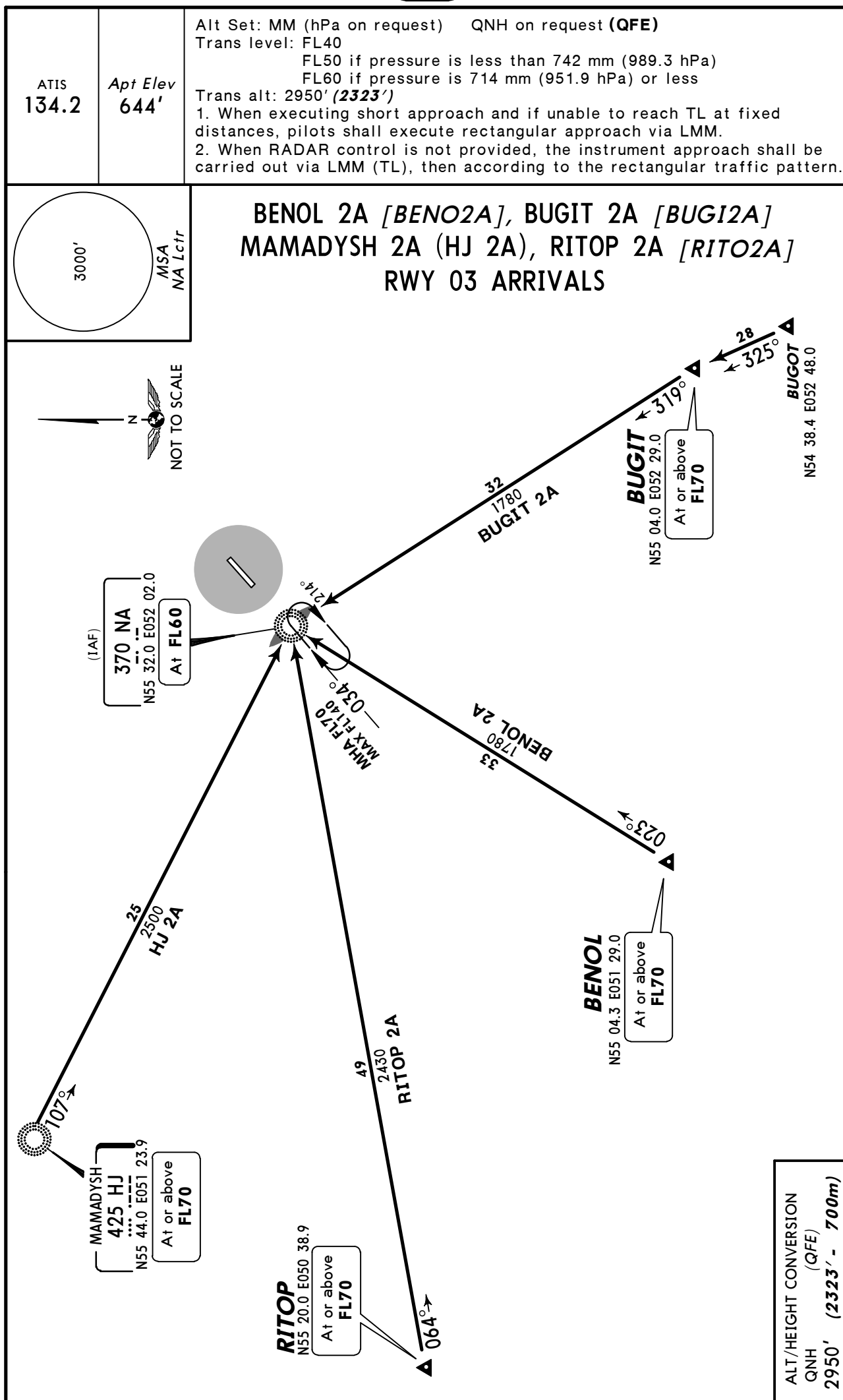
**KOTAG 2A [KOTA2A], NEDLA 2A [NEDL2A]
ROKLA 2A [ROKL2A], SUBIK 2A [SUBI2A]
RWY 03 ARRIVALS**

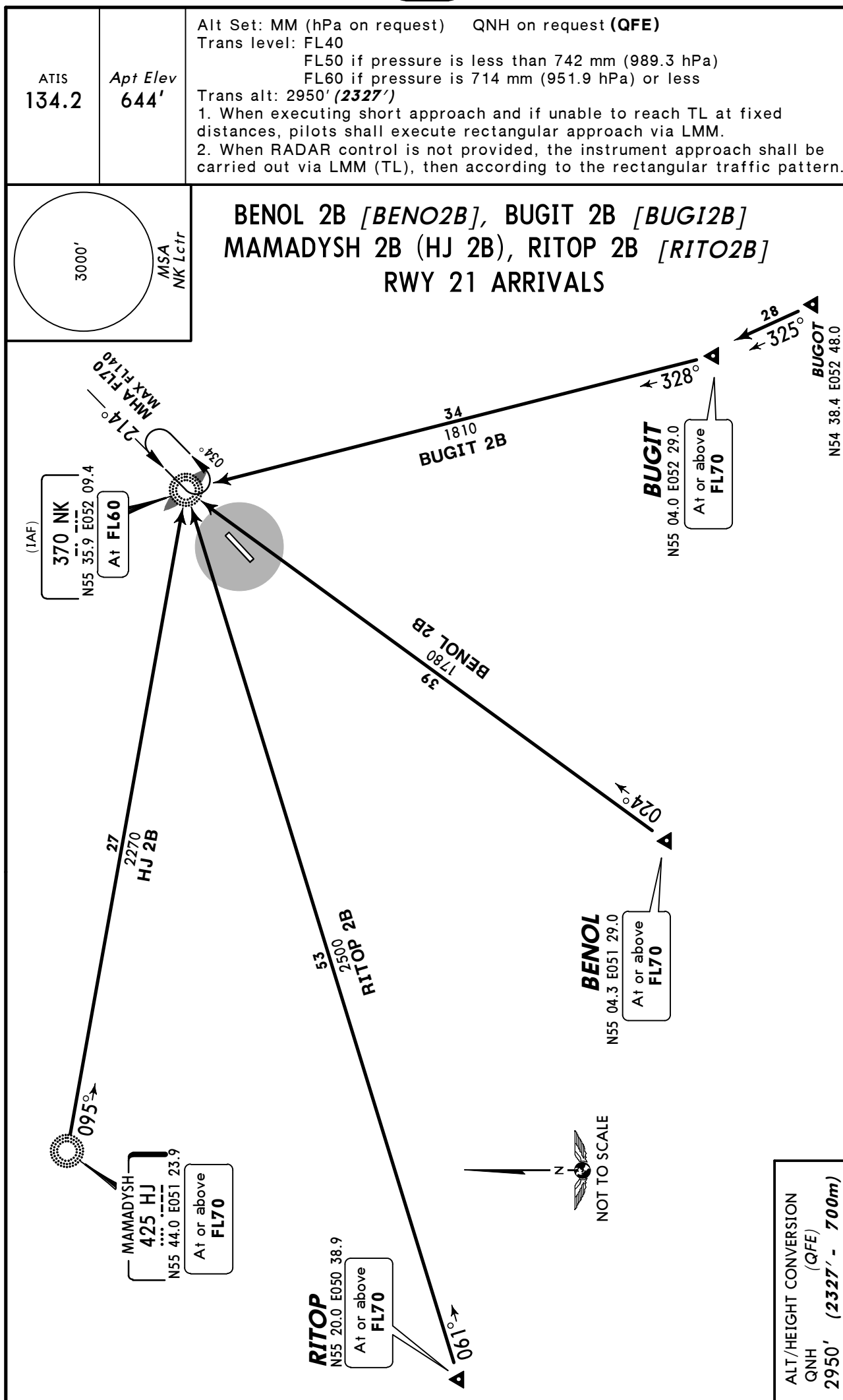


ATIS 134.2	<i>Apt Elev</i> 644'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 714 mm (951.9 hPa) or less Trans alt: 2950' (2327') 1. When executing short approach and if unable to reach TL at fixed distances, pilots 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 2B [KOTA2B], NEDLA 2B [NEDL2B]
 ROKLA 2B [ROKL2B], SUBIK 2B [SUBI2B]
 RWY 21 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)

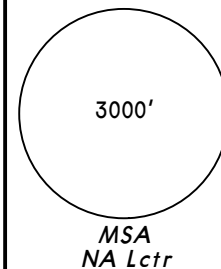
FL60 if pressure is 714 mm (951.9 hPa) or less

Trans alt: 2950' (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.

KOTAG 2E [KOTA2E], NEDLA 2E [NEDL2E]
ROKLA 2E [ROKL2E], SUBIK 2E [SUBI2E]
RWY 03 ARRIVALS
UNDER RADAR CONTROL



NEDLA
N56 24.2 E052 07.2

At or above
FL60

SUBIK

N56 27.0 E052 42.9

At or above
FL90

ALT/HEIGHT CONVERSION

QNH	(QFE)
2950'	(2323' - 700m)
2600'	(1973' - 600m)



N55 28.8 E051 56.0

At 2600'
(1973')

N55 26.4 E051 51.4

At 2950'
(2323')

N55 22.2 E051 55.7

At 2950'
(2323')

N55 22.9 E051 57.5
(003° brg to NA)

At 2950'
(2323')

370 NA

N55 32.0 E052 02.0

N55 43.9 E052 39.2

At FL60

N55 24.0 E051 58.7

At 2950'
(2323')

N55 29.6 E052 42.6

At FL60

ROKLA
N55 26.7 E053 26.9

At or above
FL60

KOTAG
N56 00.4 E053 32.3

At or above
FL60

Direct distance from N55 28.8 E051 56.0 to:
Begishevo Apt 7 NM

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)

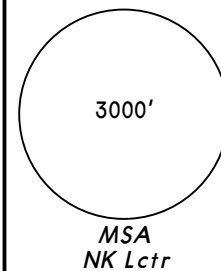
FL60 if pressure is 714 mm (951.9 hPa) or less

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.

KOTAG 2F [KOTA2F], NEDLA 2F [NEDL2F]
ROKLA 2F [ROKL2F], SUBIK 2F [SUBI2F]
RWY 21 ARRIVALS
UNDER RADAR CONTROL



NEDLA

N56 24.2
E052 07.2

At or above
FL60



SUBIK

N56 27.0 E052 42.9

At or above
FL90

ALT/HEIGHT CONVERSION

QNH	(QFE)
2950'	(2327' - 700m)
2600'	(1977' - 600m)

Direct distance from N55 39.0 E052 15.2 to:
Begishevo Apt 7 NM

KOTAG

N56 00.4 E053 32.3

At or above
FL60

N55 55.5
E052 08.5

At
FL60

N55 53.7
E052 20.9

At
FL60

N55 44.7 E052 38.5

At
FL60

N55 44.6 E052 20.7

At 2950'
(2327')

N55 43.4 E052 21.5

At 2950'
(2327')

N55 41.5 E052 20.0

At 2950'
(2327')

N55 41.4 E052 26.0
(227° brg to NK)

At 2950'
(2327')

N55 39.0 E052 15.2

At 2600'
(1977')

N55 42.0 E052 21.8

At 2950'
(2327')

N55 32.0 E052 43.3

At
FL60

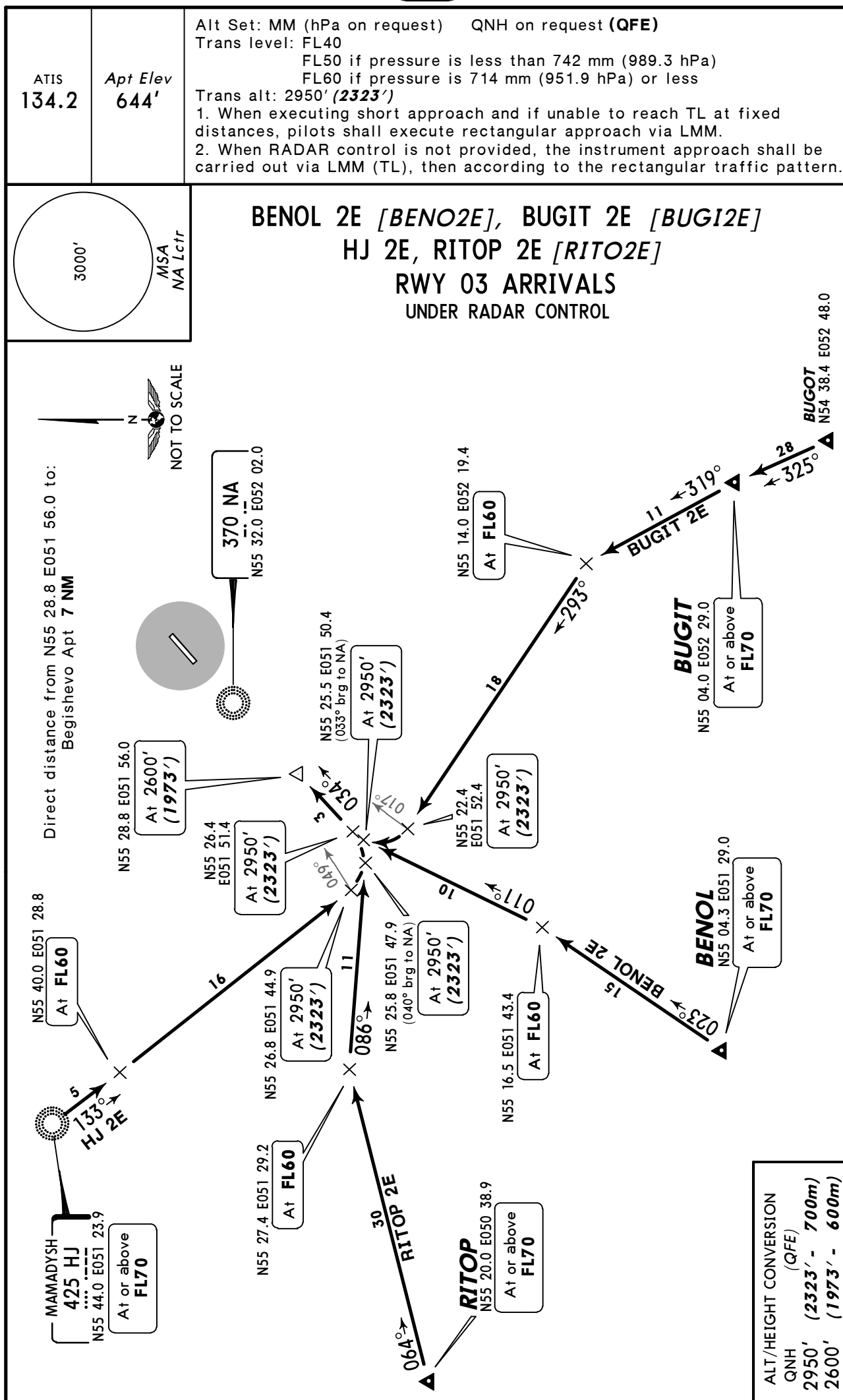
ROKLA

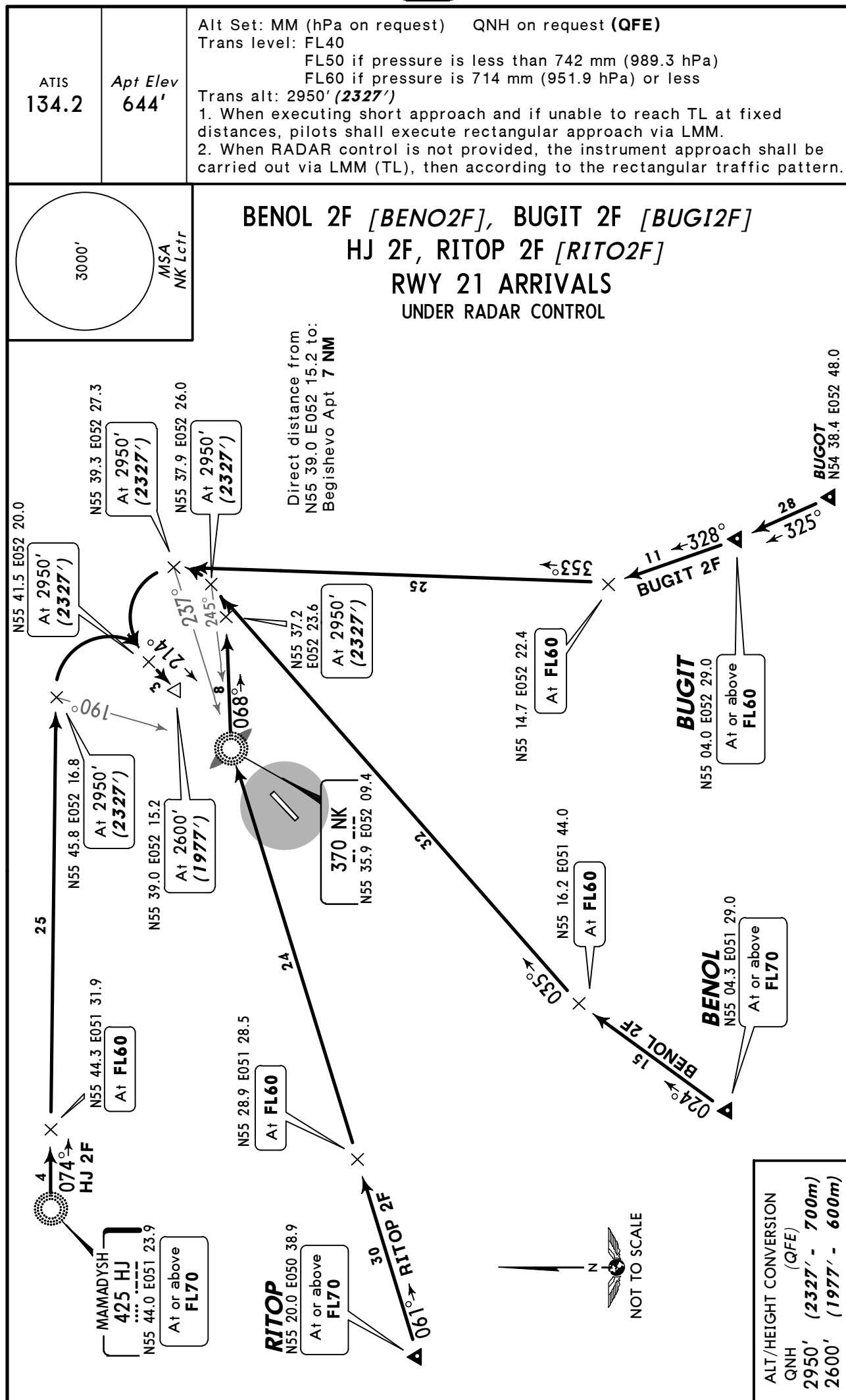
N55 26.7
E053 26.9

At or above
FL60

370 NK

N55 35.9 E052 09.4

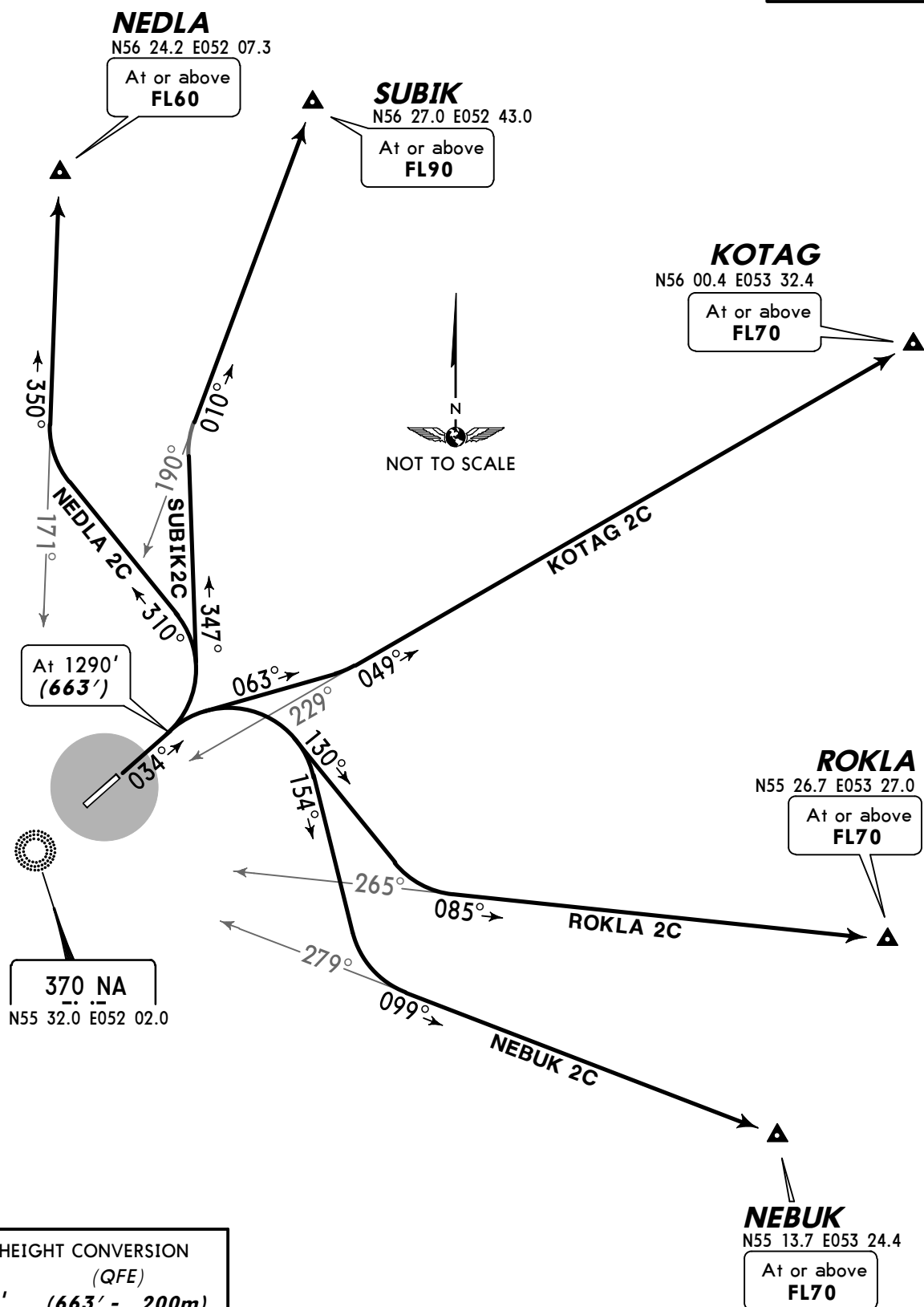
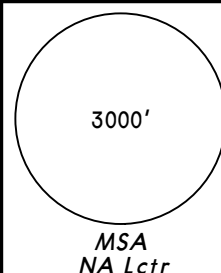




Apt Elev
644'

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

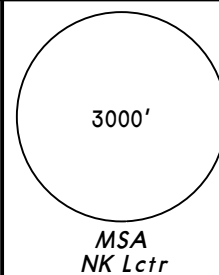


ALT/HEIGHT CONVERSION
QNH (QFE)
1290' (663' - 200m)
2950' (2323' - 700m)

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

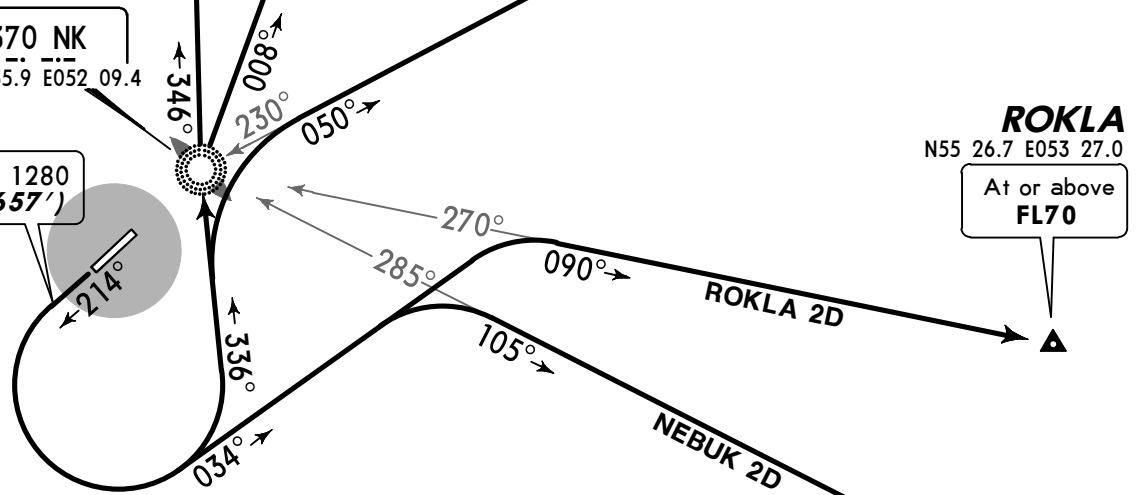


ROKLA
N55 26.7 E053 27.0
At or above
FL70

NEBUK
N55 13.7 E053 24.4
At or above
FL70

370 NK
N55 35.9 E052 09.4

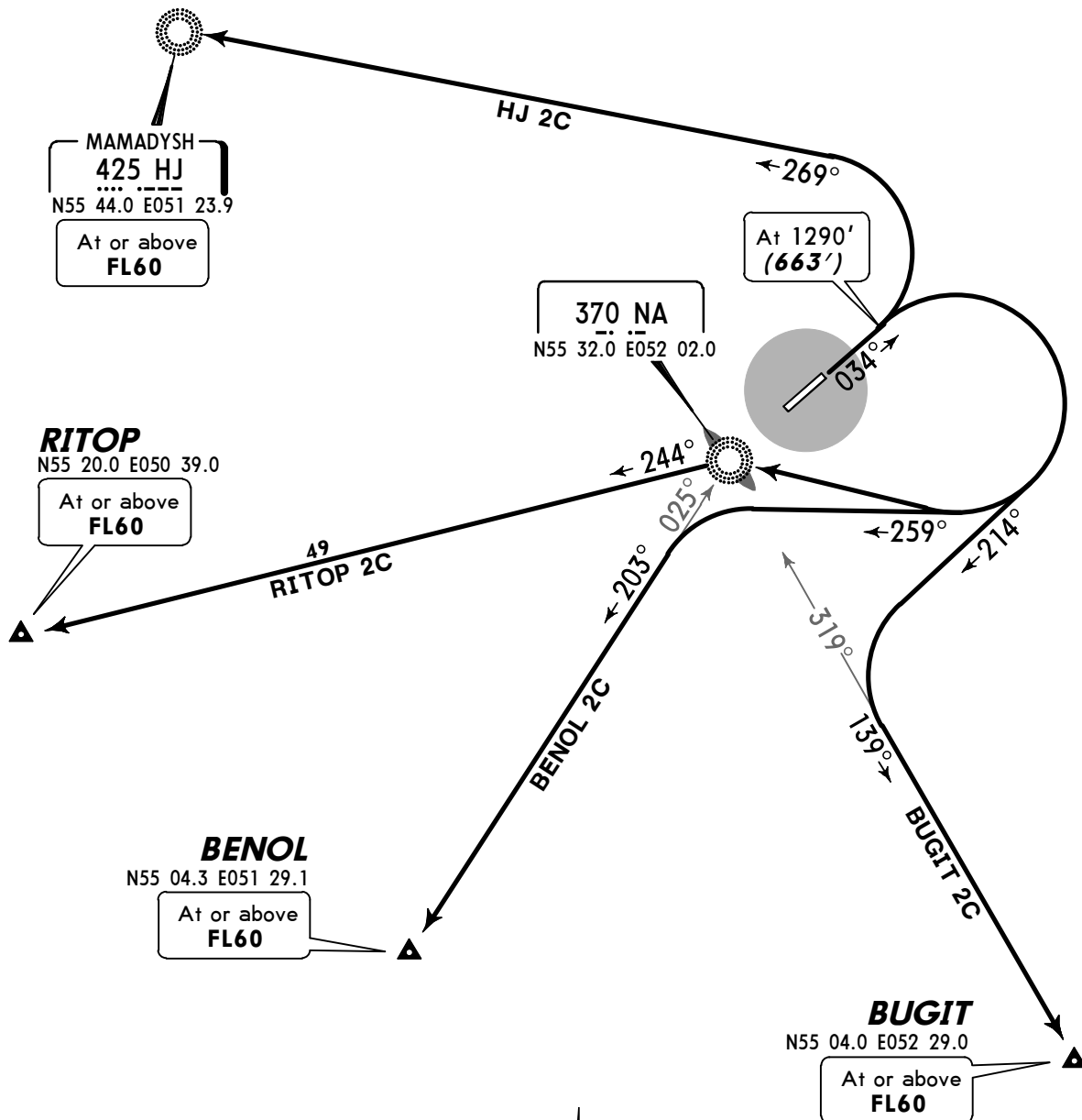
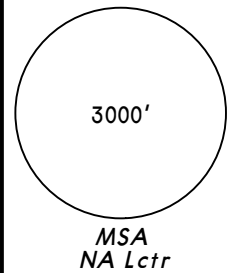
At 1280
(657')



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

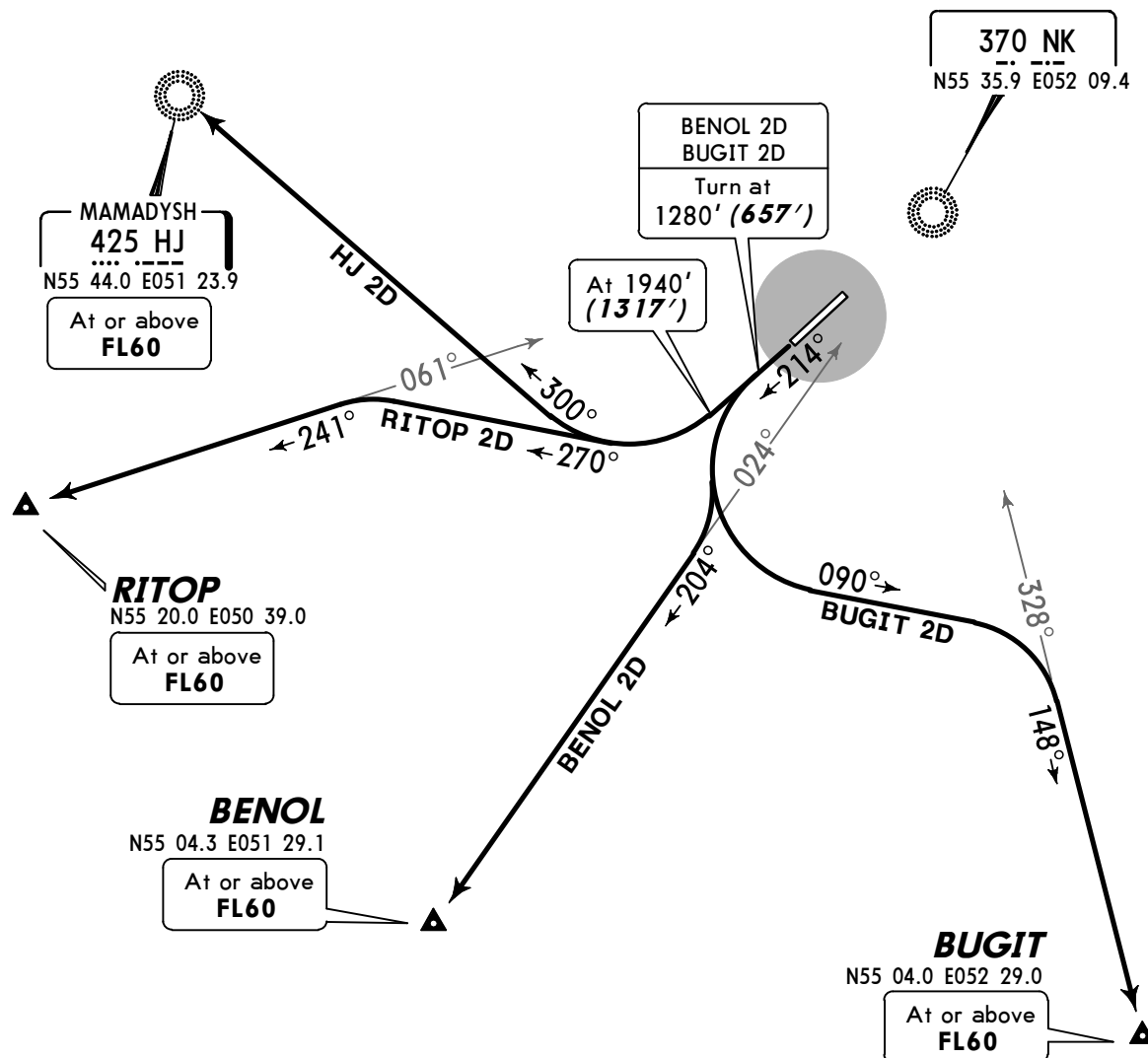
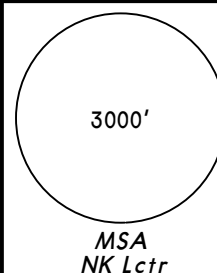


ALT/HEIGHT CONVERSION	
QNH	(QFE)
1290'	(663' - 200m)
2950'	(2323' - 700m)

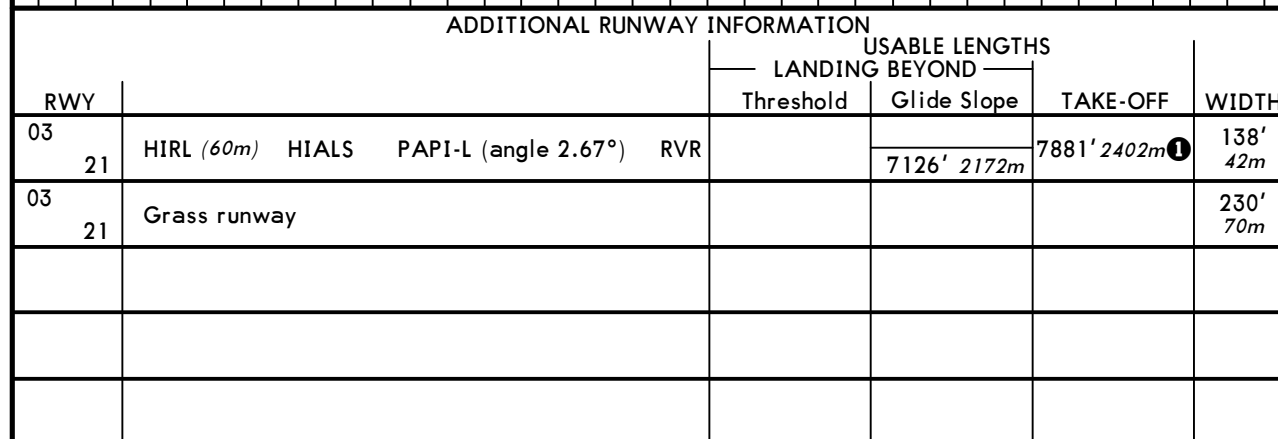
Apt Elev
644'

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

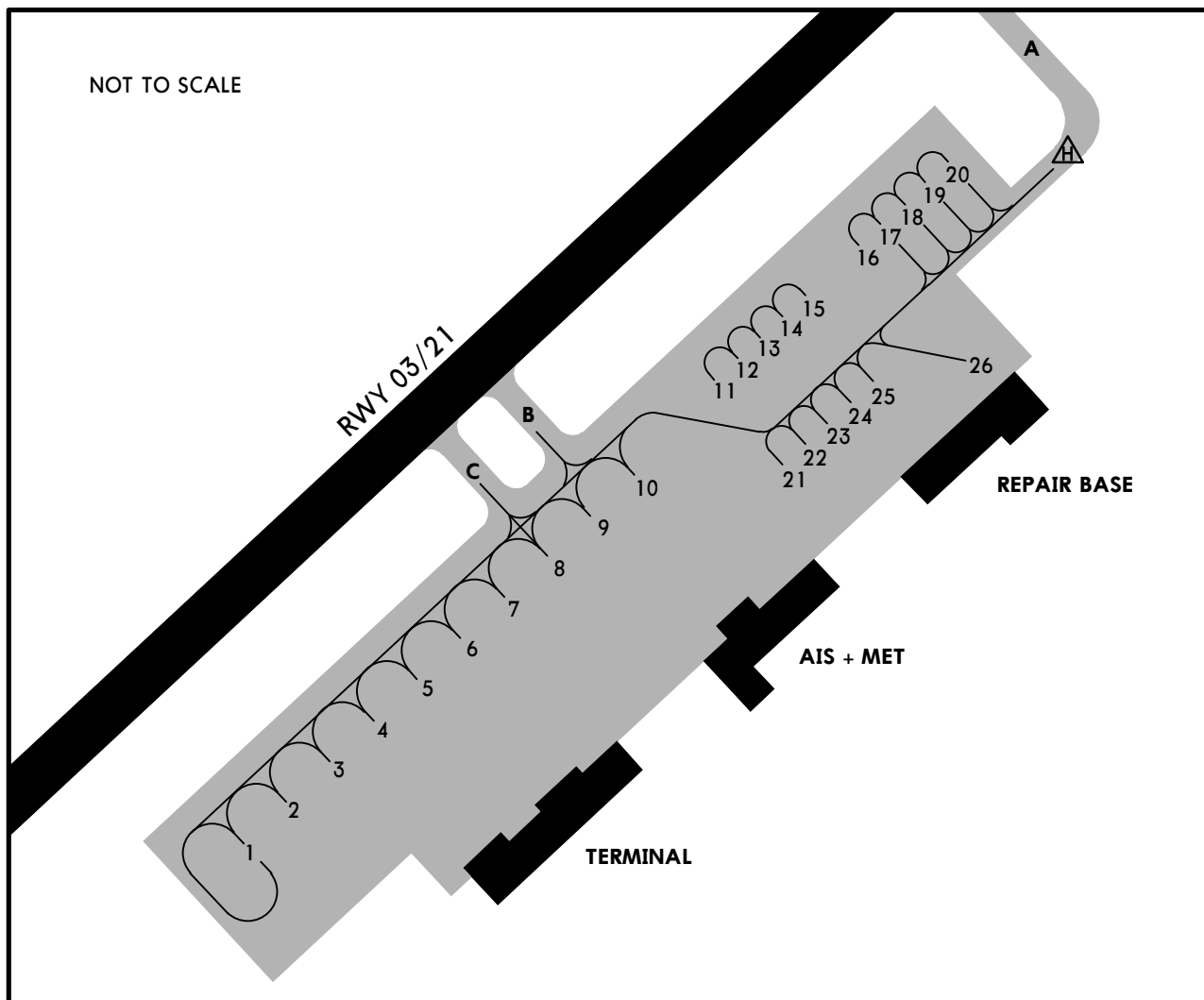


ALT/HEIGHT CONVERSION	
QNH	(QFE)
1280'	(657' - 200m)
1940'	(1317' - 400m)
2950'	(2327' - 700m)



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

	TAKE-OFF	
	AIR CARRIER (JAA) All Rwys	
	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
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

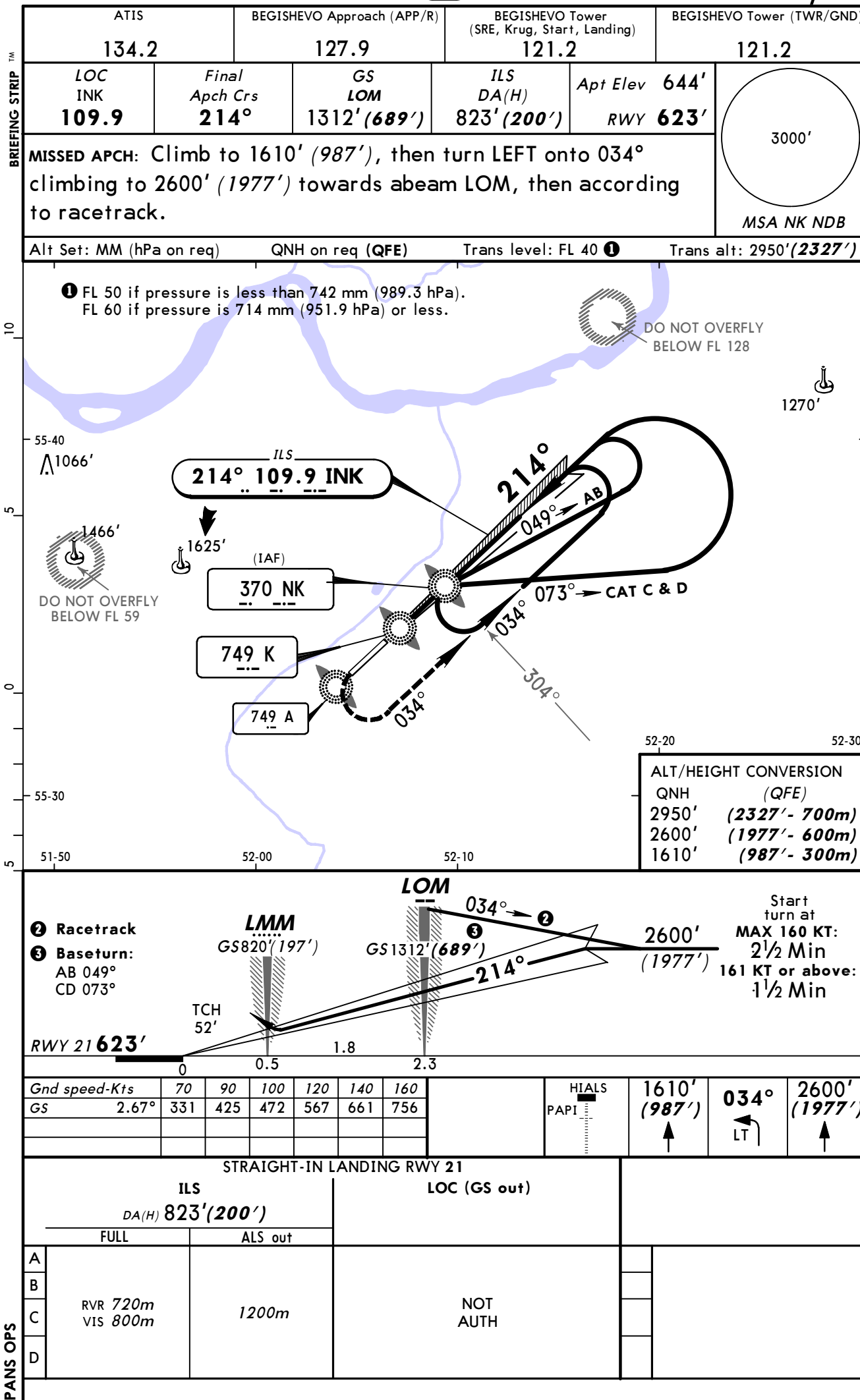
Stands 17 thru 20 available for helicopters.
Exit from stands 21 thru 25 by towing only.
Stand 26 available for run-up.
Taxiing is under inner engines power only.
Taxiing along twy B and C with the crews good
look-out strictly along markings.
Taxiing of IL-76 acft along Twy A is prohibited.

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 w/o FAF ALS out	1280'(653') C2500m C3200m	1280'(653') C2500m C3200m	1280'(653') C2700m C3400m	1280'(653') C2700m C3400m
	NDB ① with FAF ALS out	1140'(513') R1500m R1500m	1140'(513') R1500m R1500m	1140'(513') R1600m C2400m	1140'(513') R1600m C2400m
	NDB w/o FAF ALS out	1190'(563') C2100m C2800m	1190'(563') C2100m C2800m	1190'(563') C2300m C3000m	1190'(563') C2300m C3000m
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	1030'(407') R1200m R1500m	1030'(407') R1200m R1500m	1030'(407') R1200m R1900m	1030'(407') R1200m R1900m
	2 NDB w/o FAF ALS out	1510'(887') C3500m C4200m	1510'(887') C3500m C4200m	1510'(887') C3700m C4400m	1510'(887') C3700m C4400m
	NDB ① with FAF ALS out	1330'(707') R1500m R1500m	1330'(707') R1500m R1500m	1330'(707') C2400m C2400m	1330'(707') C2400m C2400m
	NDB w/o FAF ALS out	1330'(707') C2800m C3500m	1330'(707') C2800m C3500m	1330'(707') C3000m C3700m	1330'(707') C3000m C3700m

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

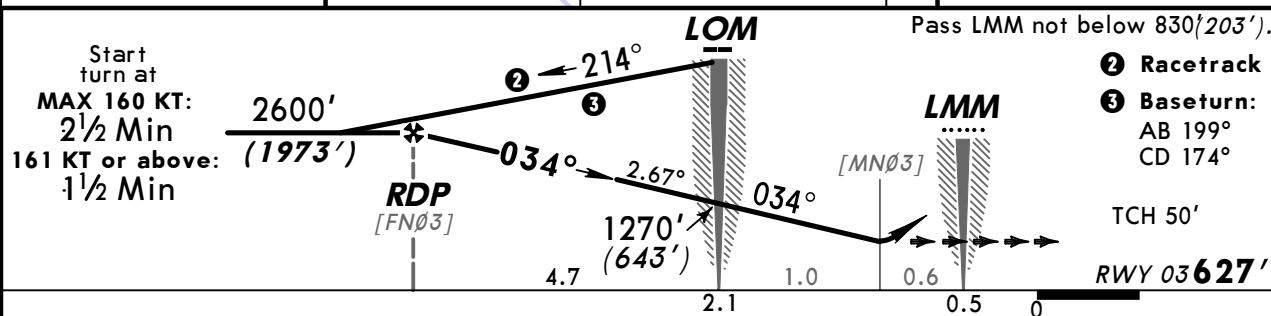
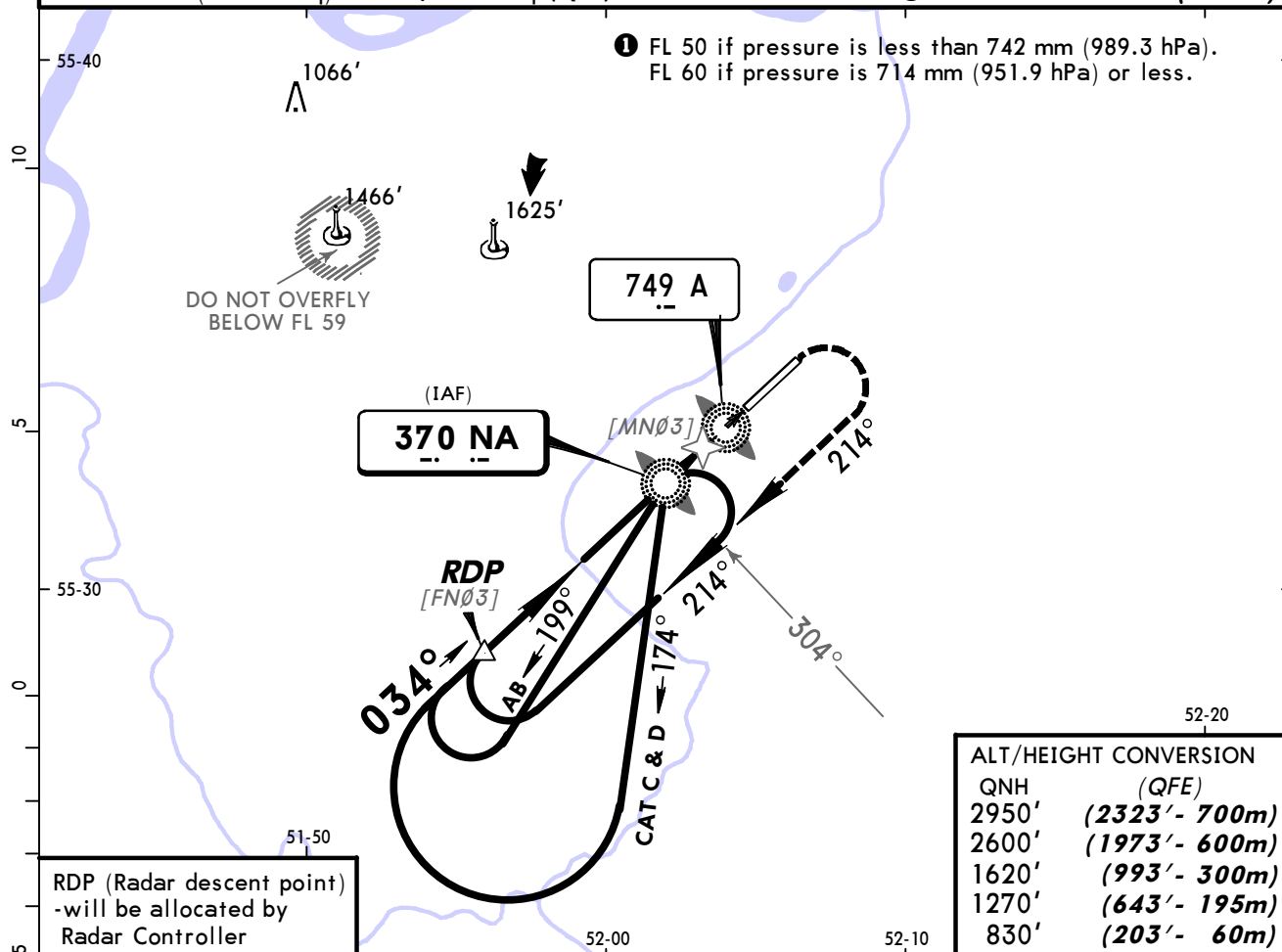
TM

ATIS 134.2	BEGISHEVO Approach (APP/R) 127.9		BEGISHEVO Tower (SRE, Krug, Start, Landing) 121.2		BEGISHEVO Tower (TWR/GND) 121.2
NDB NA 370	Final Aptch 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.					

3000'

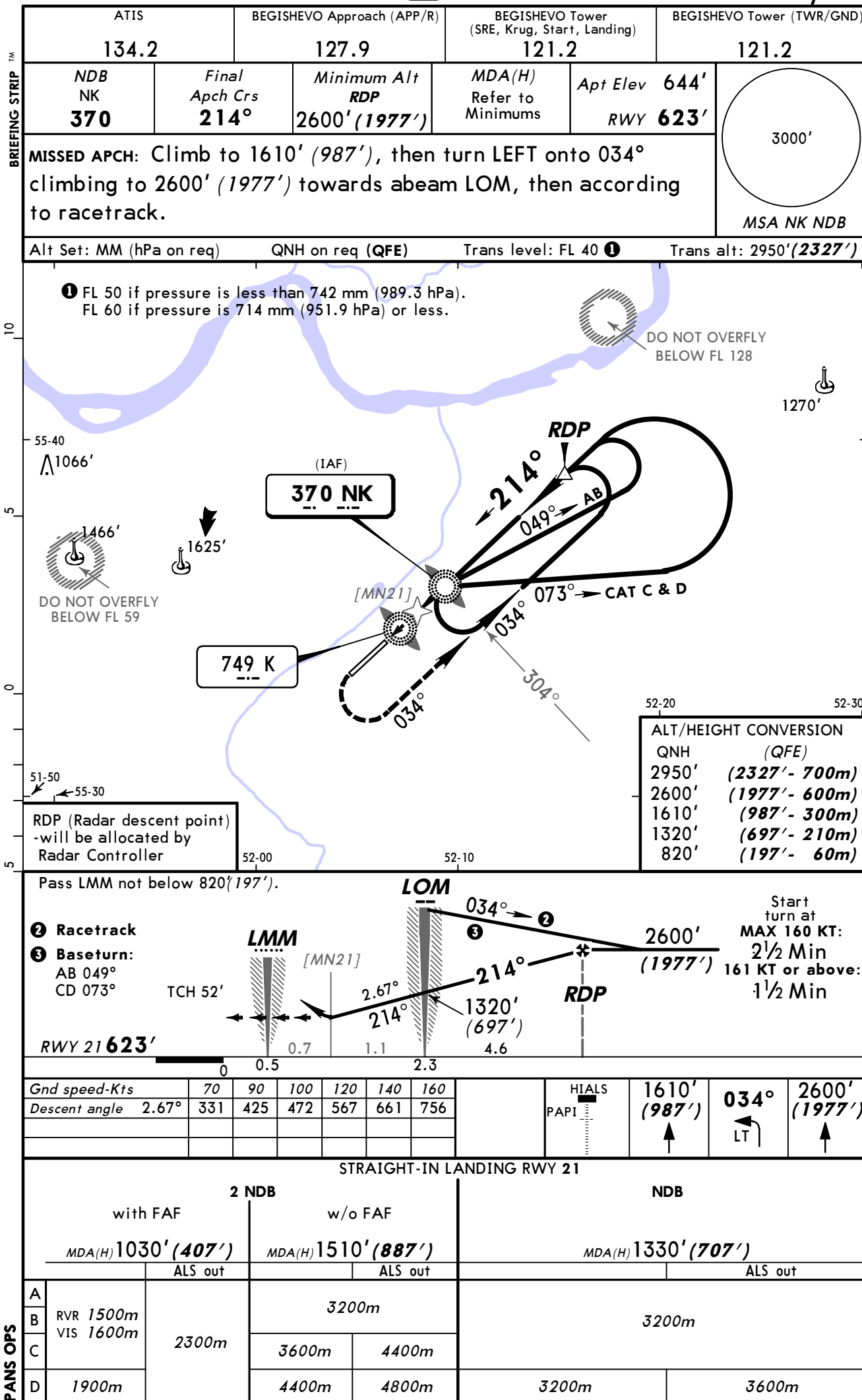
MSA
NA NDB

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	↑

STRAIGHT-IN LANDING RWY 03							
2 NDB				NDB			
with FAF		w/o FAF		with FAF		w/o FAF	
MDA(H) 980' (353')		MDA(H) 1280' (653')		MDA(H) 1140' (513')		MDA(H) 1190' (563')	
ALS out		ALS out		ALS out		ALS out	
A	1200m	RVR 1800m VIS 2000m	3200m	2200m	3000m	3200m	
B							
C							
D	RVR 1500m VIS 1600m			2600m			



BEGISHEVO, (BEGISHEVO - UWKE)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWKE