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Terminal Charts For UIBB
Revision Letter For Cycle 08-2013
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Notebook

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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: 2208 Z
Sunset: 1219 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

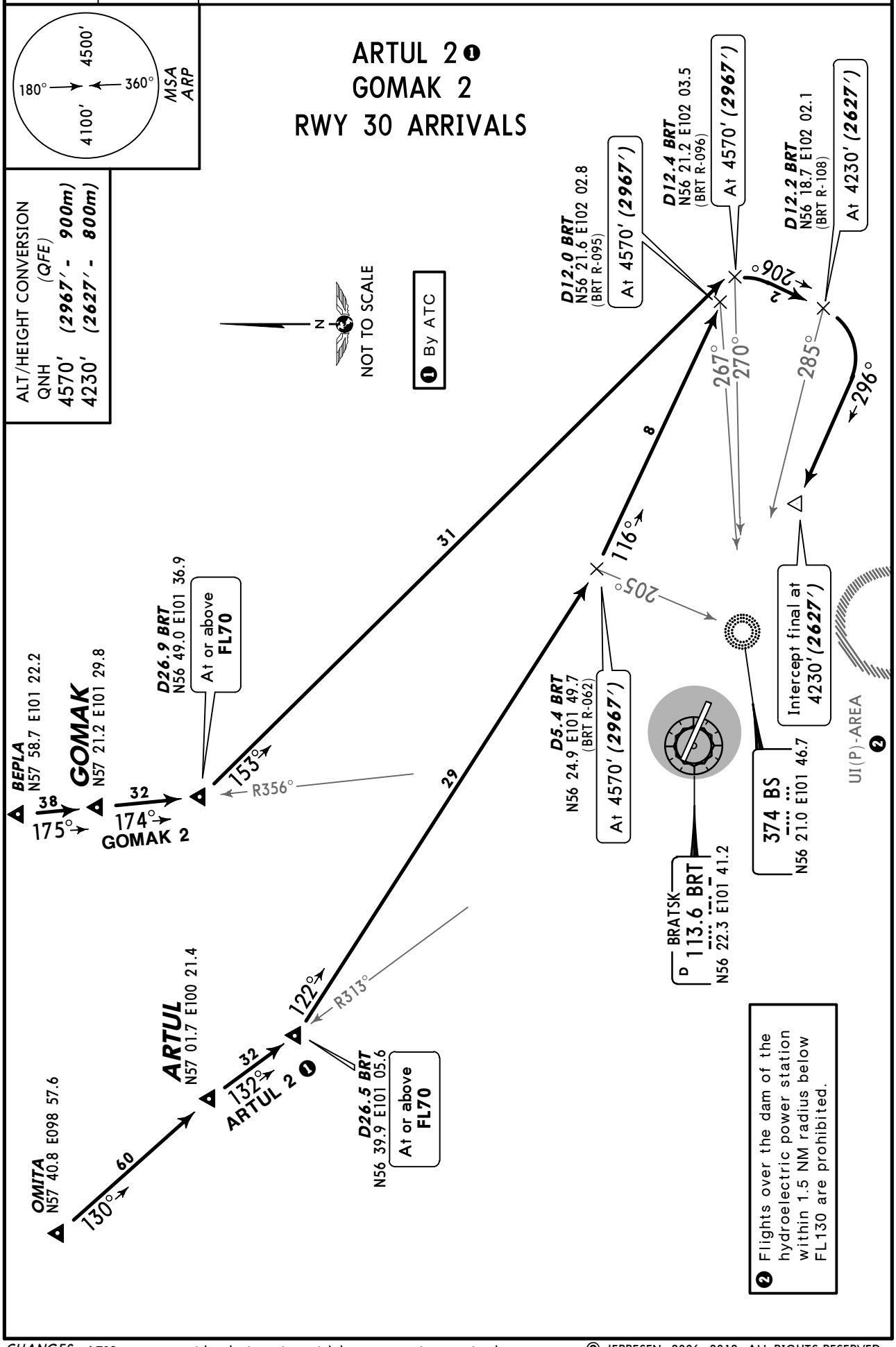
Runway: 30
Length x Width: 10367 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1603 ft
Lighting: Edge, ALS
Stopway: 246 ft

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	Apt Elev
127.2	1611′

Alt Set: MM (hPa on request) 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′)***



CHANGES: ATIS comm; corridor designation withdrawn; crossings revised.

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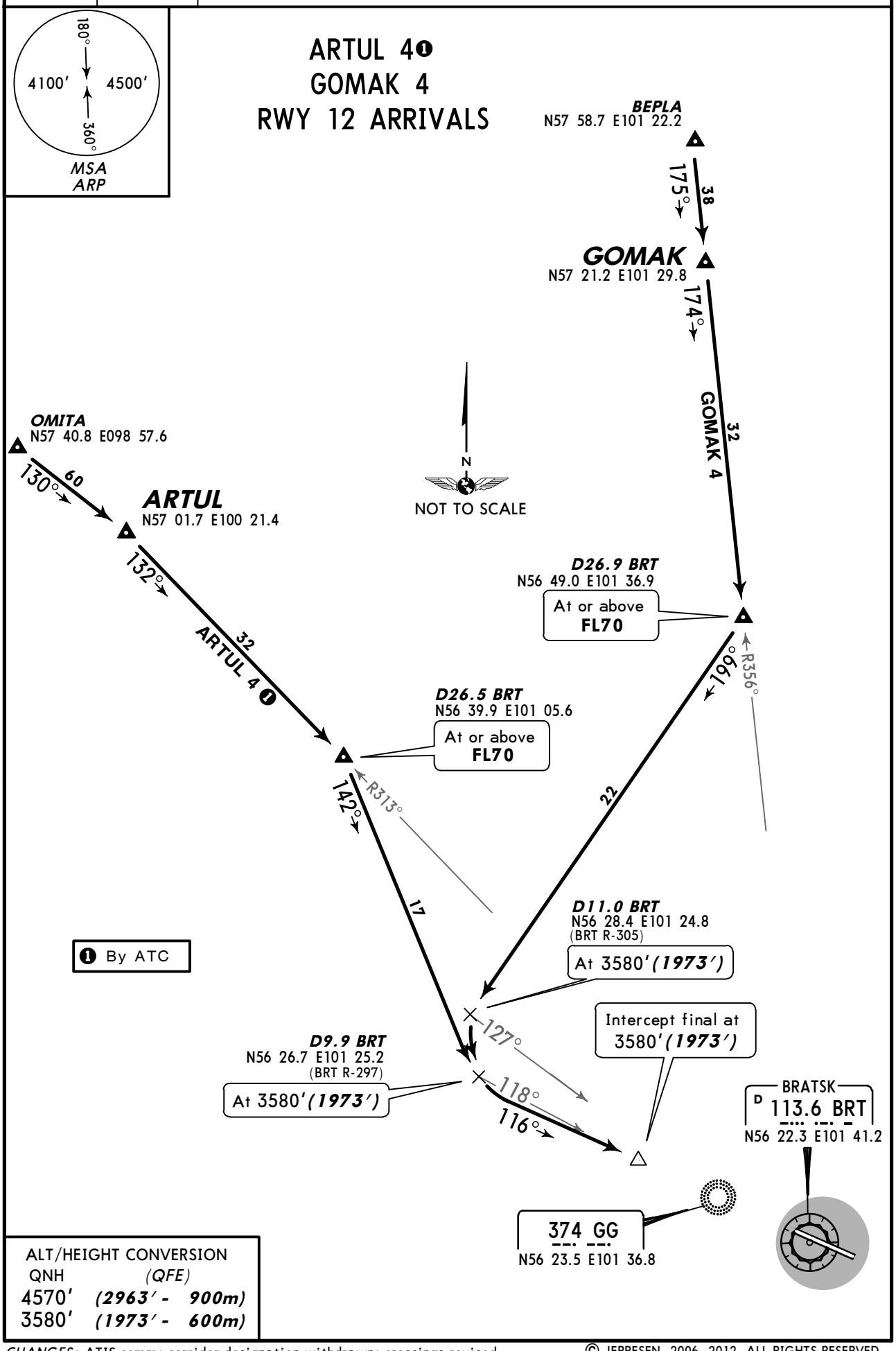
ATIS	Apt Elev	
127.2	1611′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2963′)***



ALT/HEIGHT CONVERSION

QNH	(QFE)
4570′	***(2963′ - 900m)***
3580′	***(1973′ - 600m)***

CHANGES: ATIS comm; corridor designation withdrawn; crossings revised.

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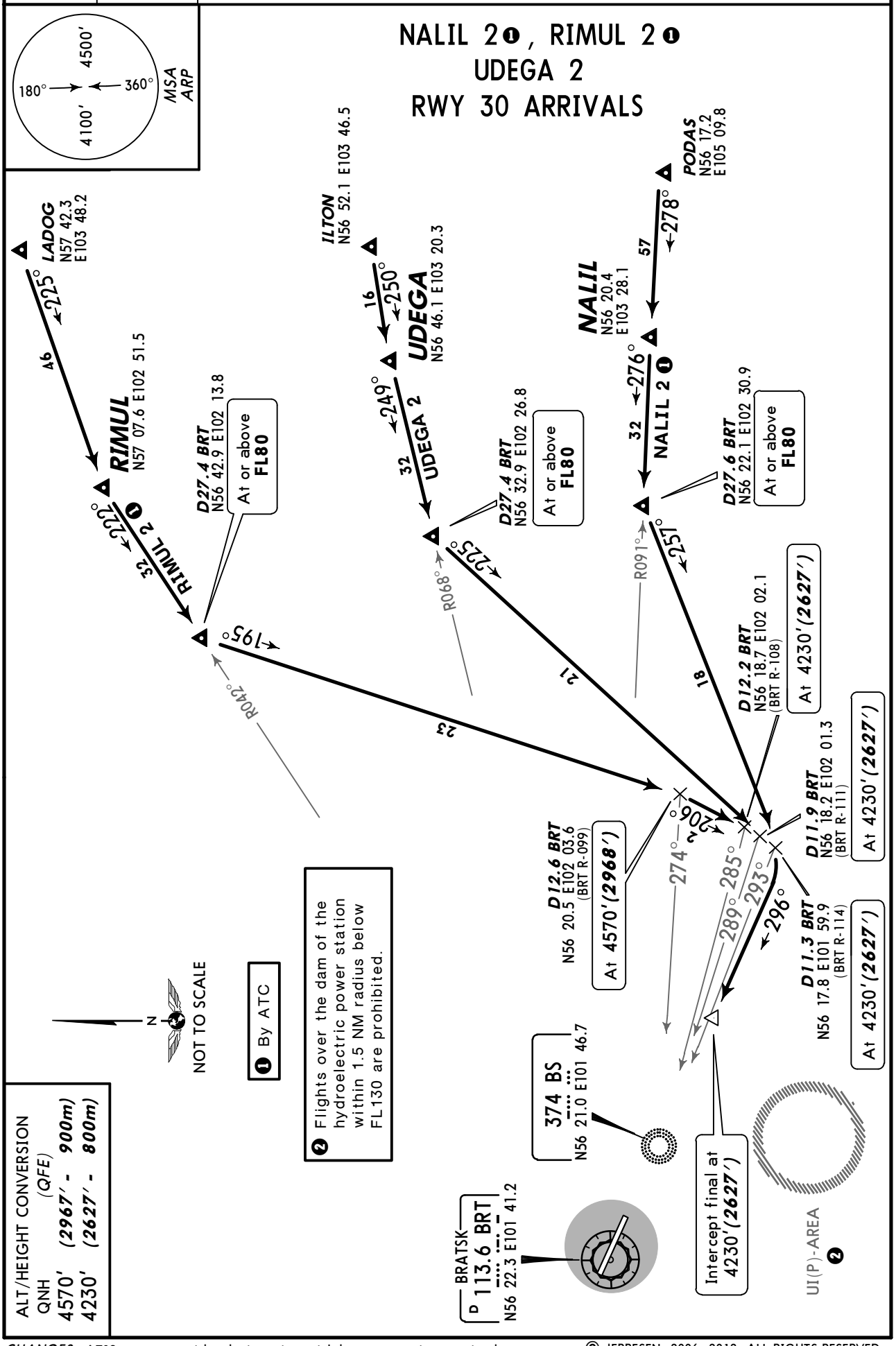
ATIS	Apt Elev
127.2	1611′

Alt Set: MM (hPa on request) 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 2❶, RIMUL 2❶
UDEGA 2
RWY 30 ARRIVALS



ALT/HEIGHT CONVERSION (QFE)

QNH	
4570′	***(2967′ - 900m)***
4230′	***(2627′ - 800m)***

CHANGES: ATIS comm; corridor designation withdrawn; crossings revised.

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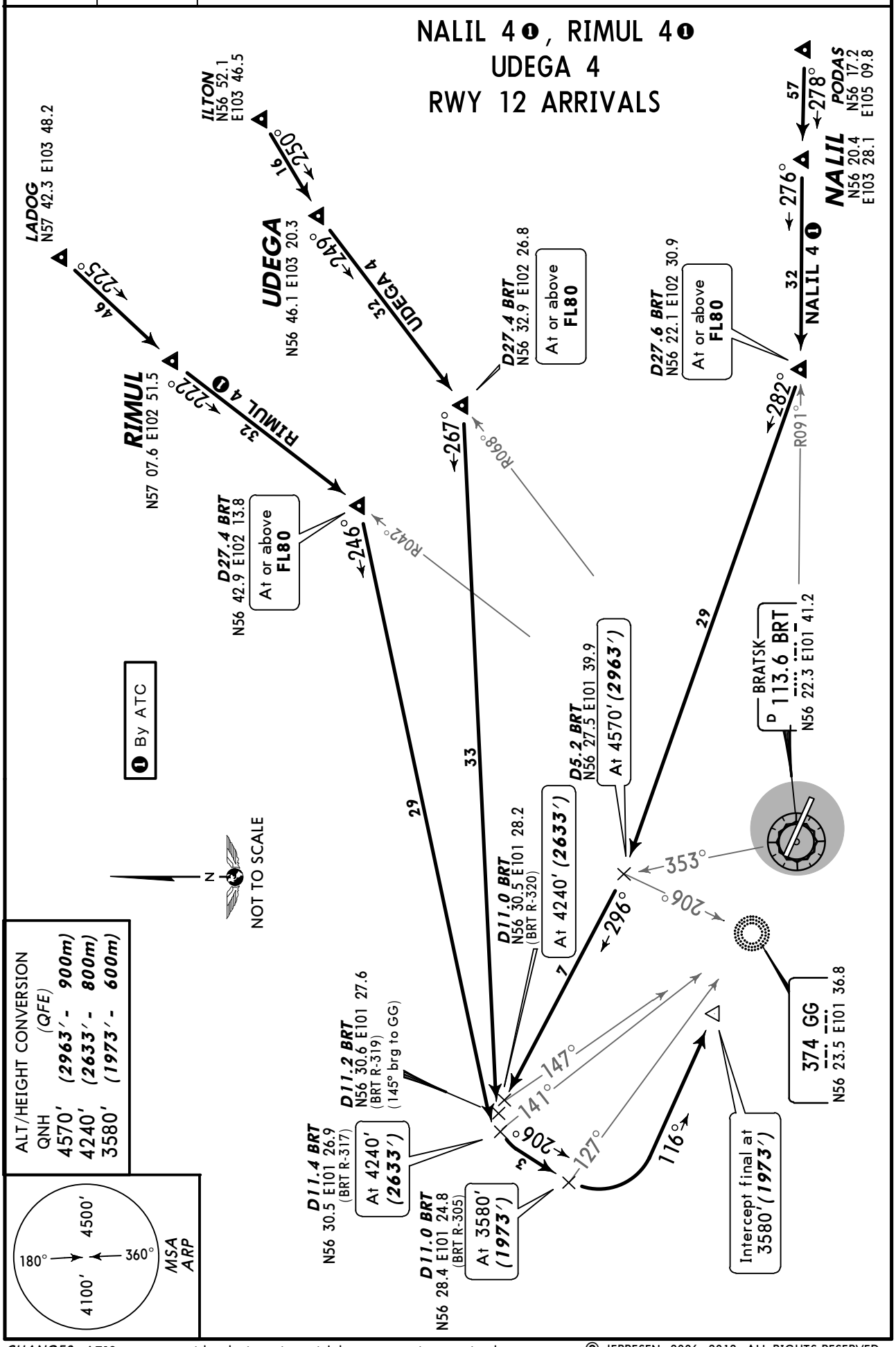
ATIS	Apt Elev	
127.2	1611′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2963′)***



CHANGES: ATIS comm; corridor designation withdrawn; crossings revised.

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ATIS	Apt Elev
127.2	1611′

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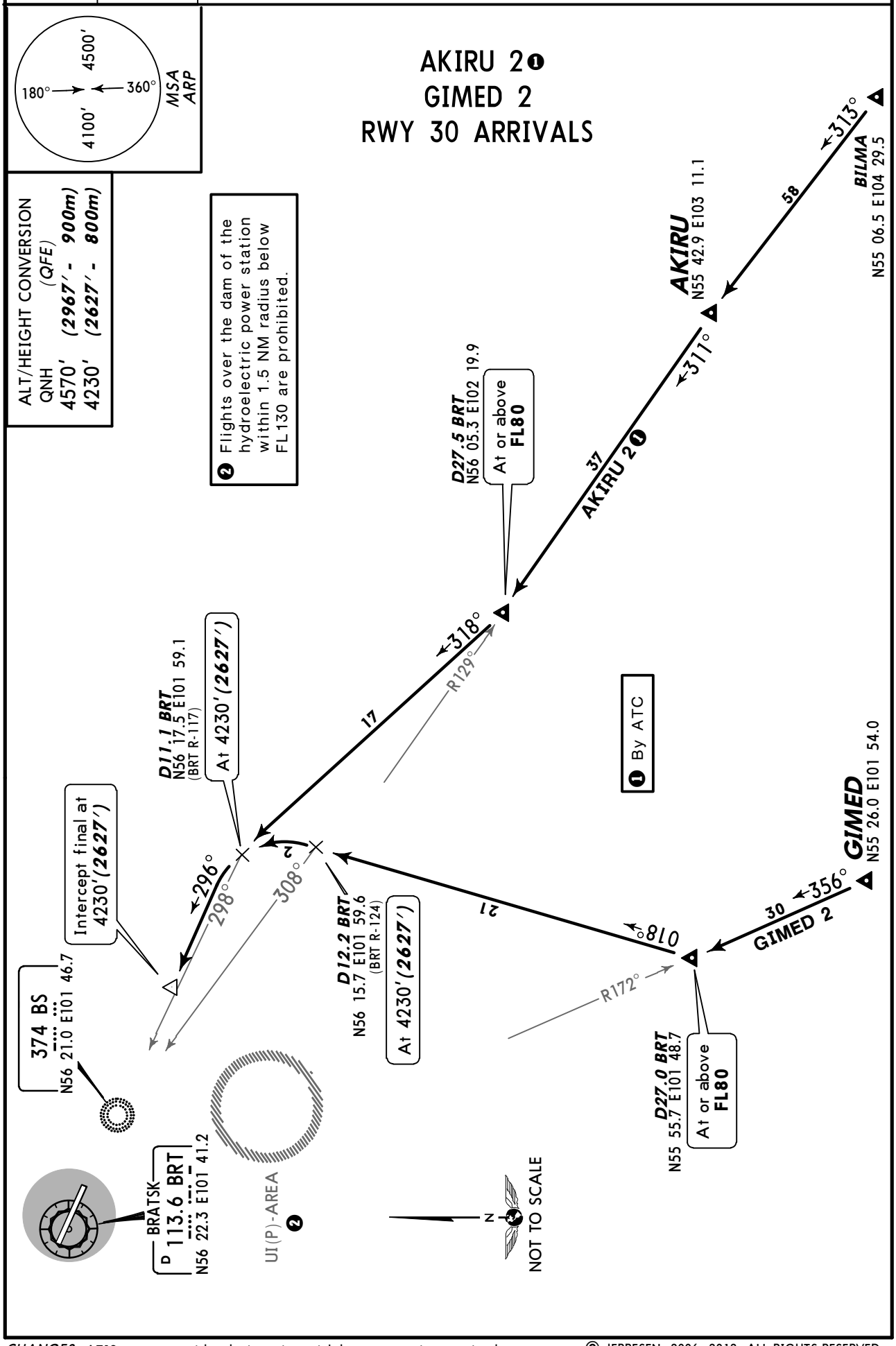

CHANGES: ATIS comm; corridor designation withdrawn; crossings revised.

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ATIS	Apt Elev
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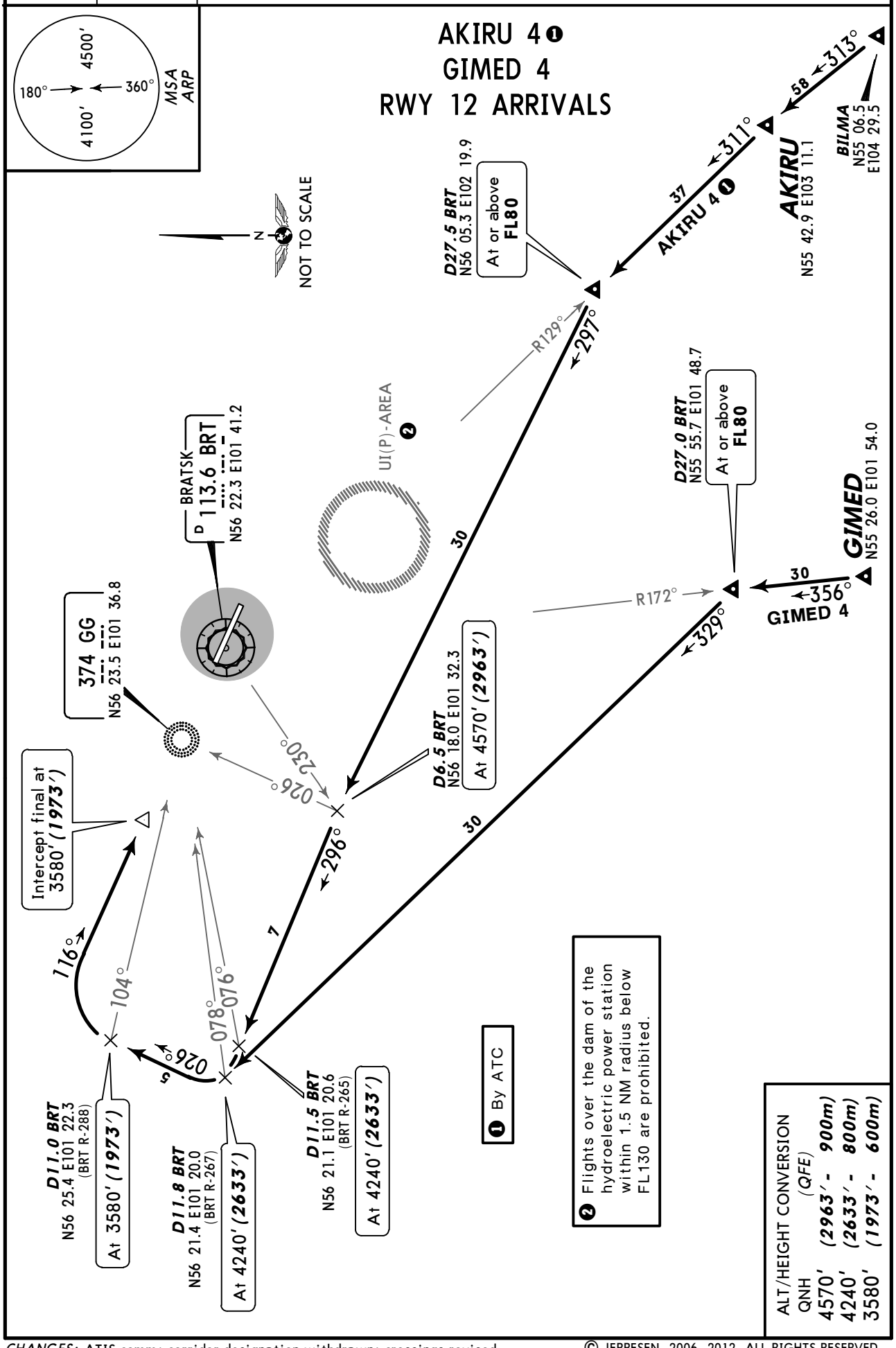

CHANGES: ATIS comm; corridor designation withdrawn; crossings revised.

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ATIS	Apt Elev	
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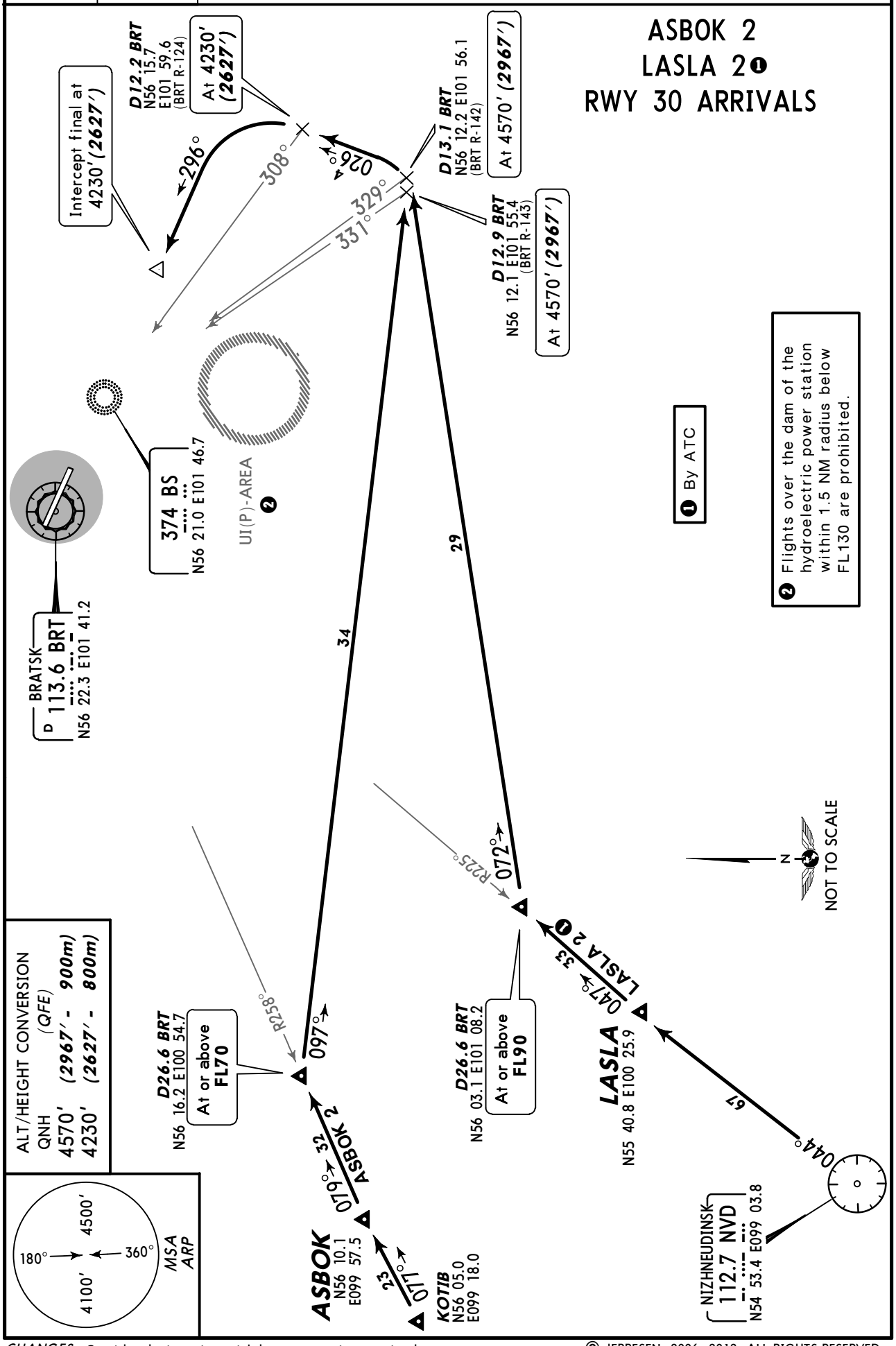
ASBOK 2
LASLA 2❶
RWY 30 ARRIVALS



CHANGES: Corridor designation withdrawn; crossings revised.

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ATIS	Apt Elev
127.2	1611′

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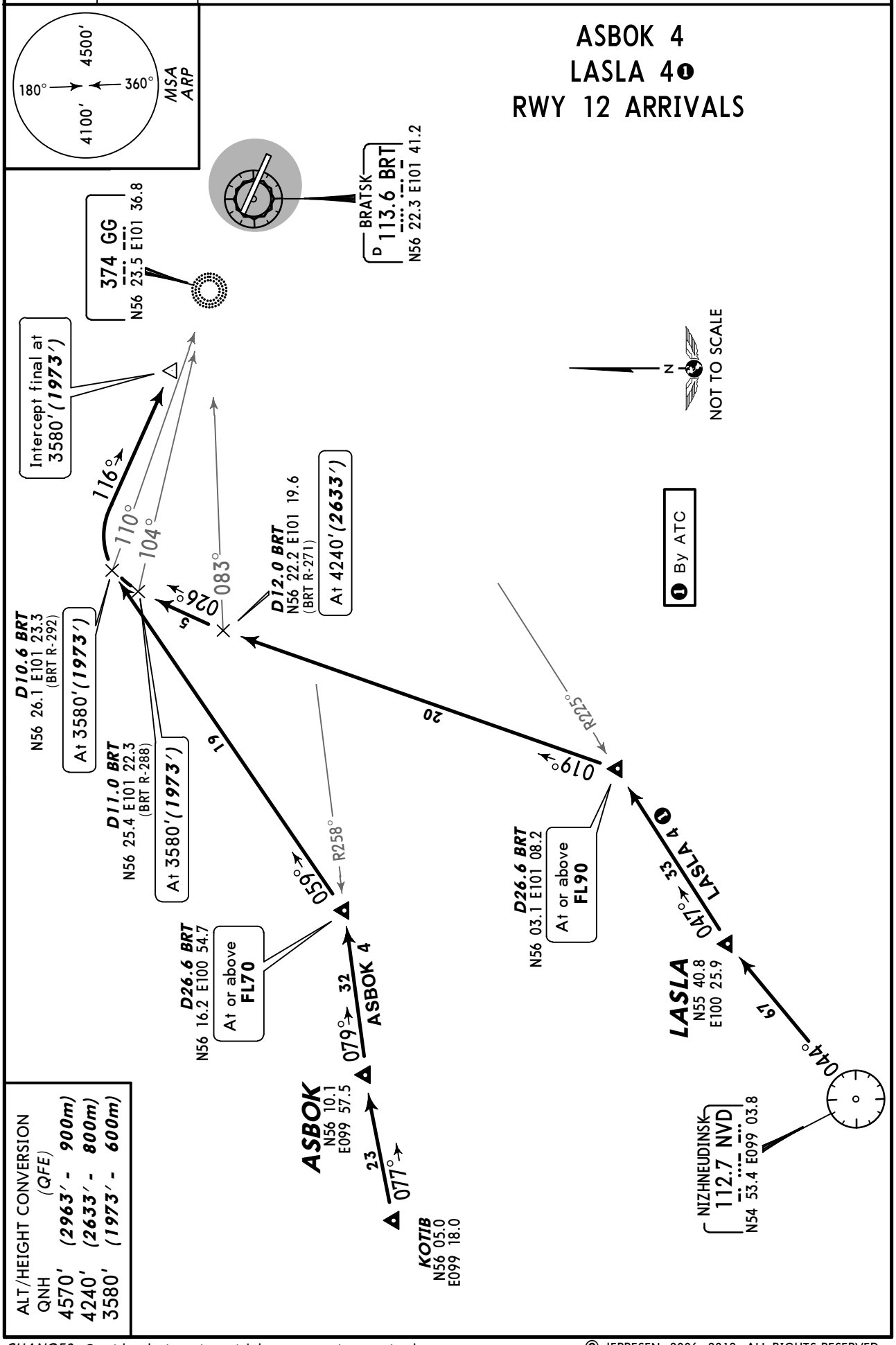

ALT/HEIGHT CONVERSION (QFE)

QNH		
4570′	***(2963′ - 900m)***	
4240′	***(2633′ - 800m)***	
3580′	***(1973′ - 600m)***	

CHANGES: Corridor designation withdrawn; crossings revised.

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ATIS	Apt Elev
127.2	1611′

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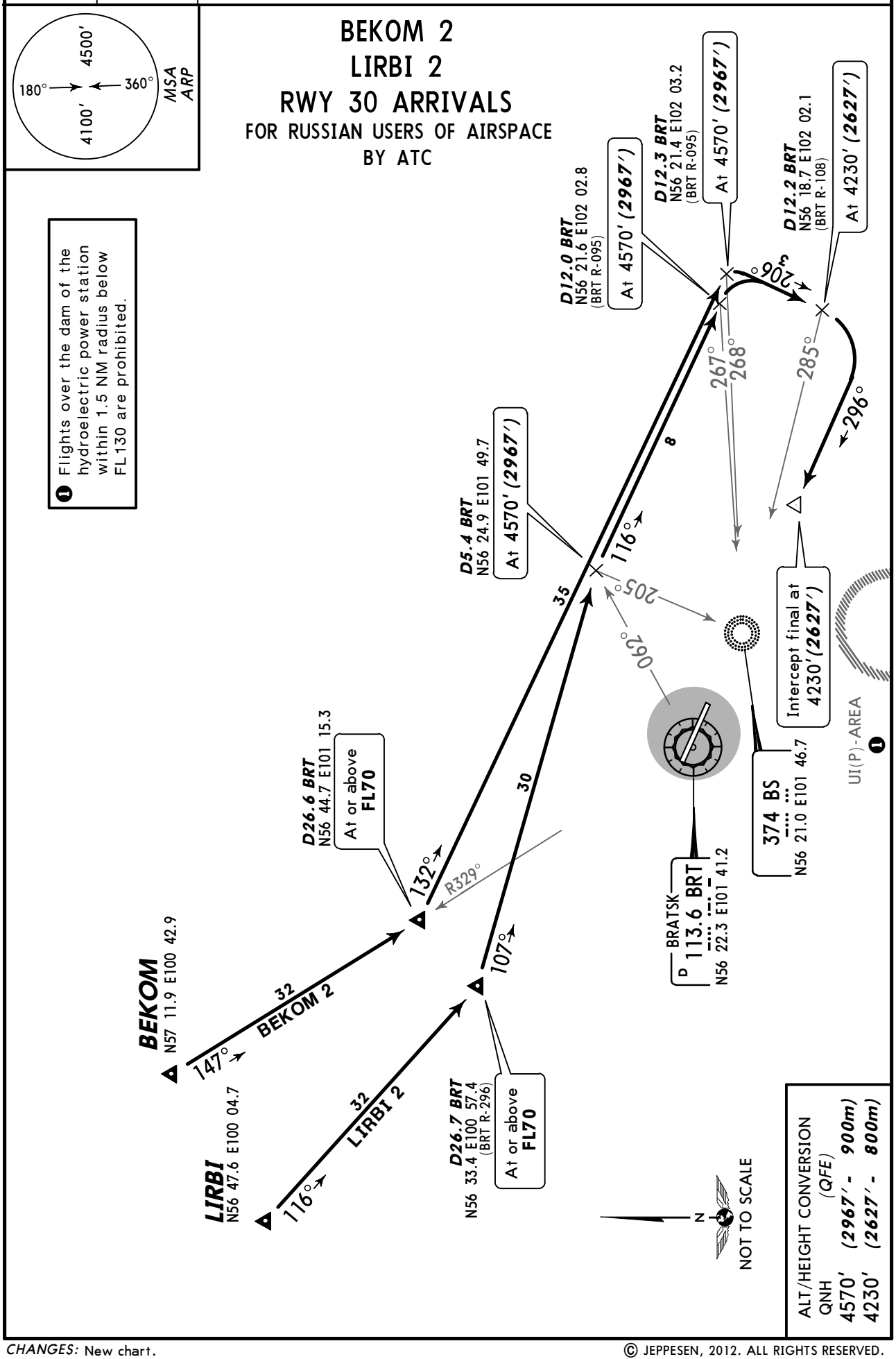

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ATIS	Apt Elev
127.2	1611′

Alt Set: MM (hPa on request) 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
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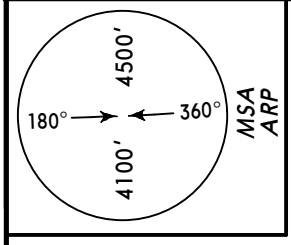
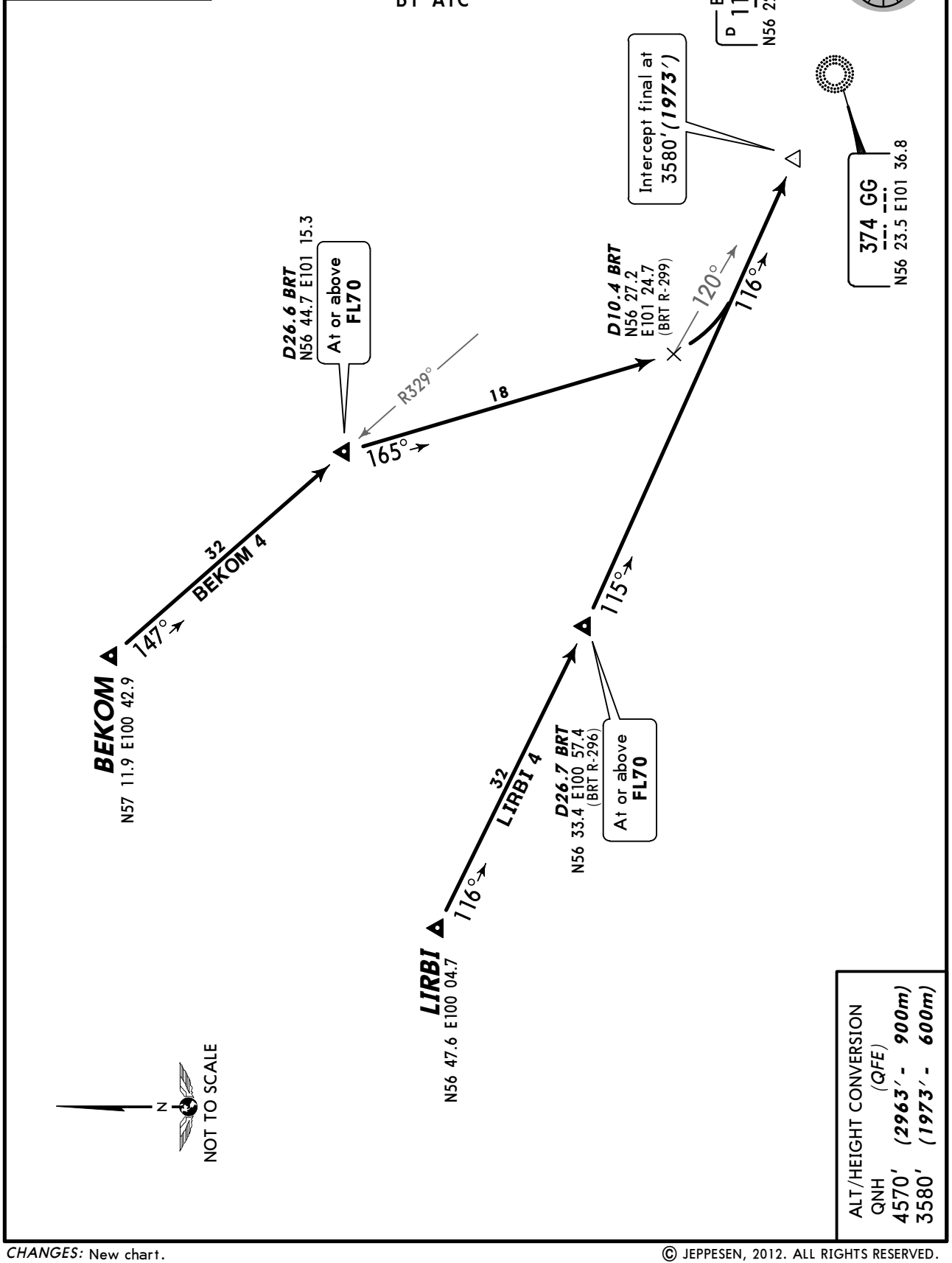


BEKOM 4
LIRBI 4
RWY 12 ARRIVALS
FOR RUSSIAN USERS OF AIRSPACE BY ATC



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

CHANGES: New chart.

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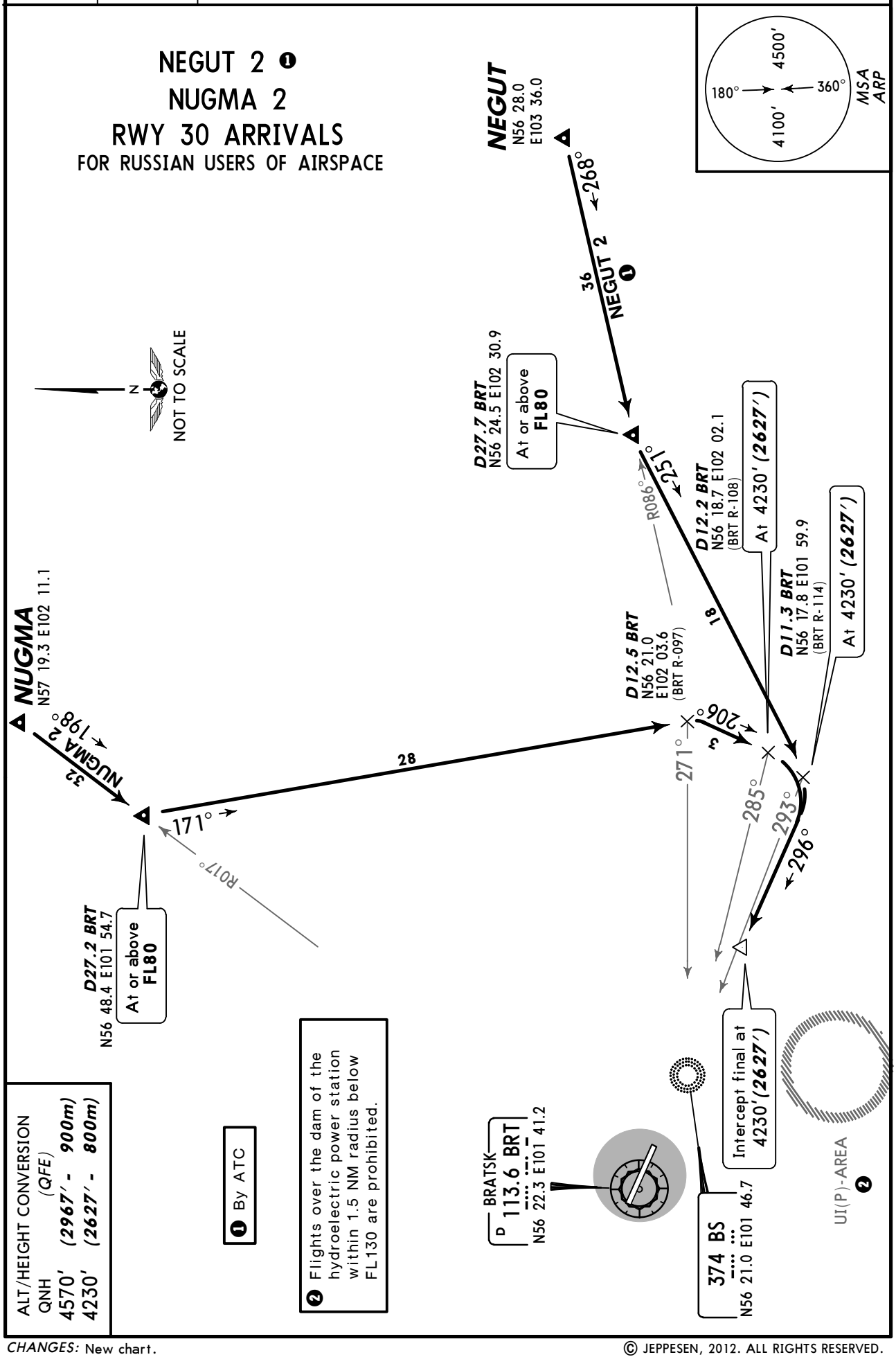
ATIS	Apt Elev	
127.2	1611′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2967′)***



CHANGES: New chart.

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ATIS	Apt Elev
127.2	1611′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
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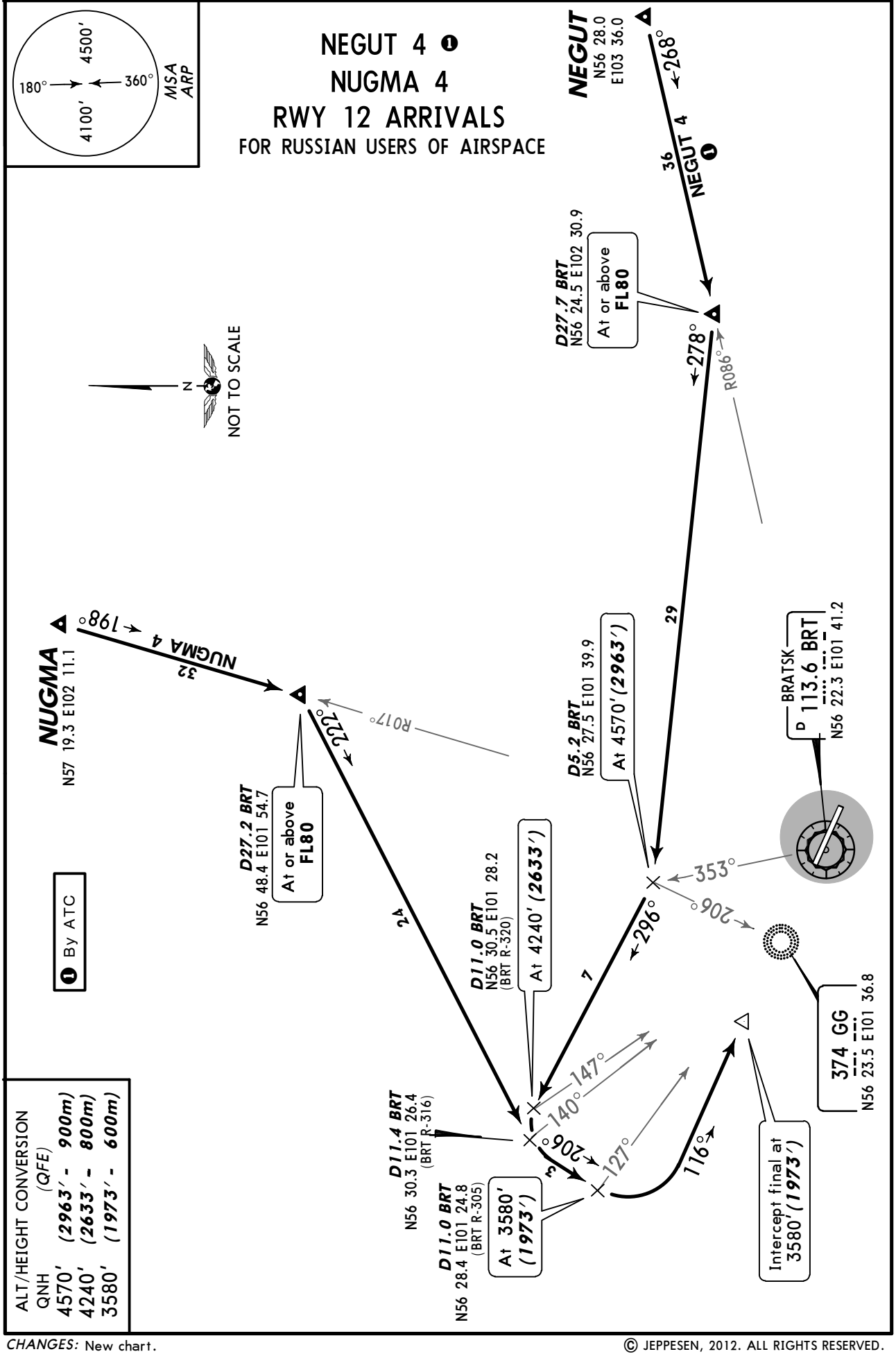
FL80 if pressure is less than 688 mm (917.3 hPa)
Trans alt: 4570′ ***(2963′)***

NEGUT 4 ❶
NUGMA 4
RWY 12 ARRIVALS
FOR RUSSIAN USERS OF AIRSPACE



ALT/HEIGHT CONVERSION
(QFE)

QNH		
4570′	(2963′ -	900m)
4240′	(2633′ -	800m)
3580′	(1973′ -	600m)

CHANGES: New chart.

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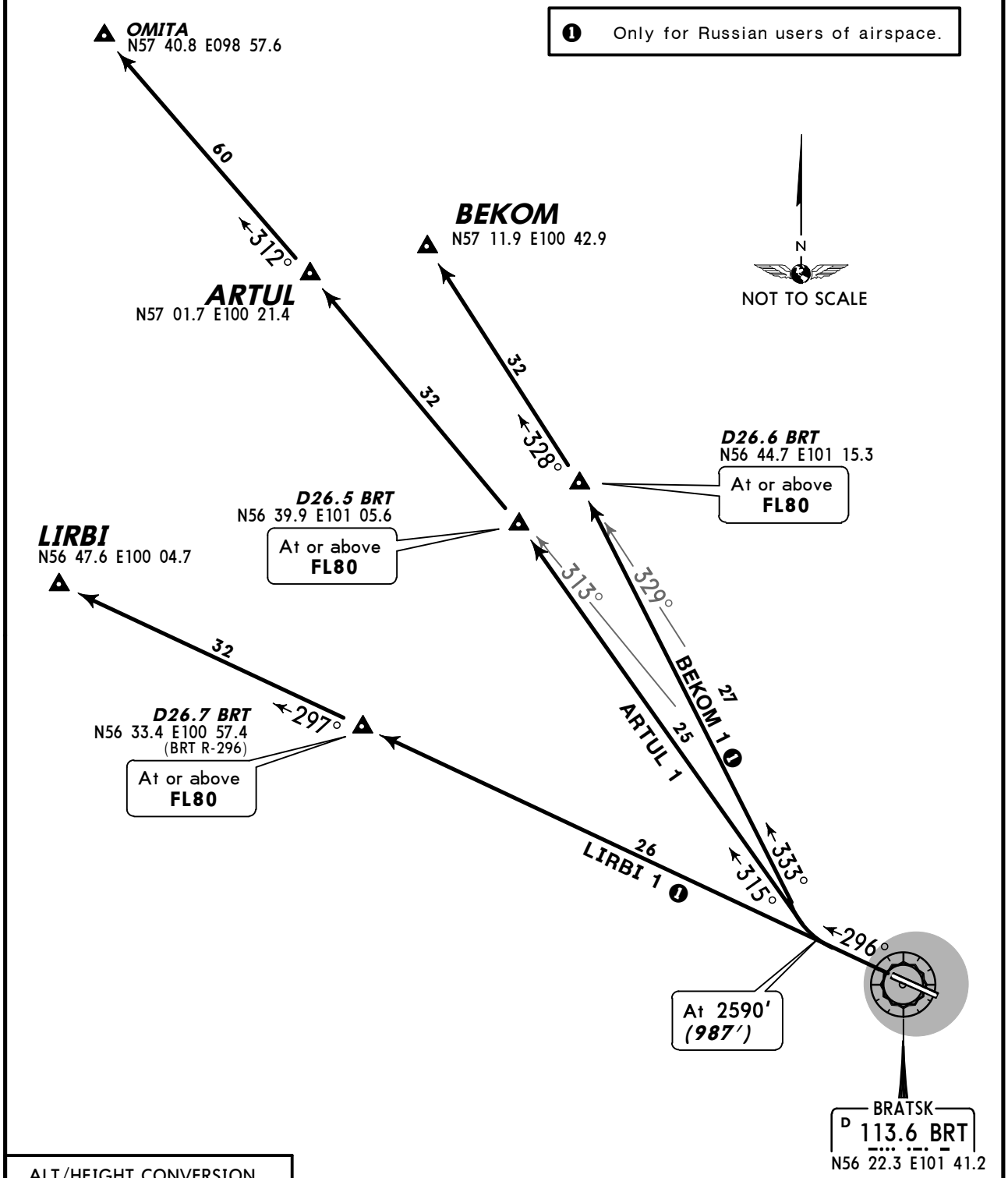
Apt Elev 1611′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2967′)***

180° 360° 4100′ 4500′
MSA ARP

ARTUL 1
BEKOM 1 ❶, LIRBI 1 ❶
RWY 30 DEPARTURES
BY ATC



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

CHANGES: Initial turn altitude established.

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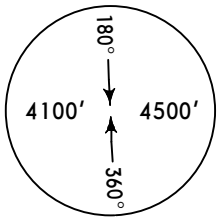
Apt Elev 1611′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2963′)***



MSA
ARP

ARTUL 3
BEKOM 3❶, LIRBI 3❶
RWY 12 DEPARTURES
BY ATC

❶ Only for Russian users of airspace.

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

OMITA
N57 40.8 E098 57.6

60
312°

ARTUL
N57 01.7 E100 21.4

32

BEKOM
N57 11.9 E100 42.9

32
328°

D26.6 BRT
N56 44.7 E101 15.3
At or above **FL80**

D26.5 BRT
N56 39.9 E101 05.6
At or above **FL80**

329°
313°

LIRBI
N56 47.6 E100 04.7

32
297°

D26.7 BRT
N56 33.4
E100 57.4
At or above **FL80**

296°

40
BEKOM 3❶

39
ARTUL 3

40
LIRBI 3❶

314°
300°
285°

BRATSK
D 113.6 BRT
N56 22.3 E101 41.2

116°
4.0 DME

At
2600′ ***(993′)***
but not before
BRT 4.0 DME

UI(P)-AREA
❷

N
NOT TO SCALE

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

CHANGES: None.

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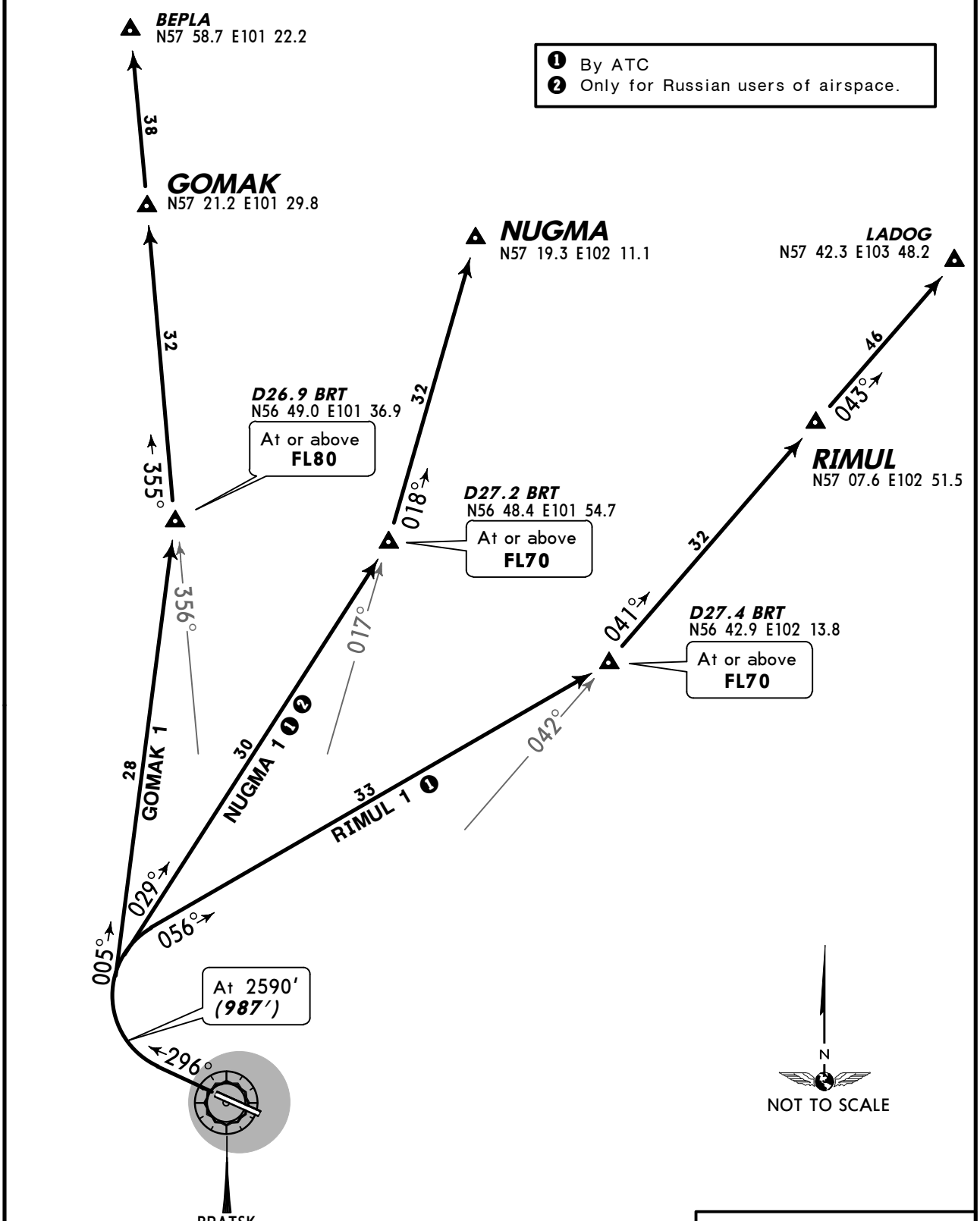
Apt Elev 1611′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2967′)***

180° 4100′ 4500′ 360°
MSA ARP

GOMAK 1
NUGMA 1❶❷ , RIMUL 1❶
RWY 30 DEPARTURES



❶ By ATC
❷ Only for Russian users of airspace.

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

CHANGES: Initial turn altitude established.

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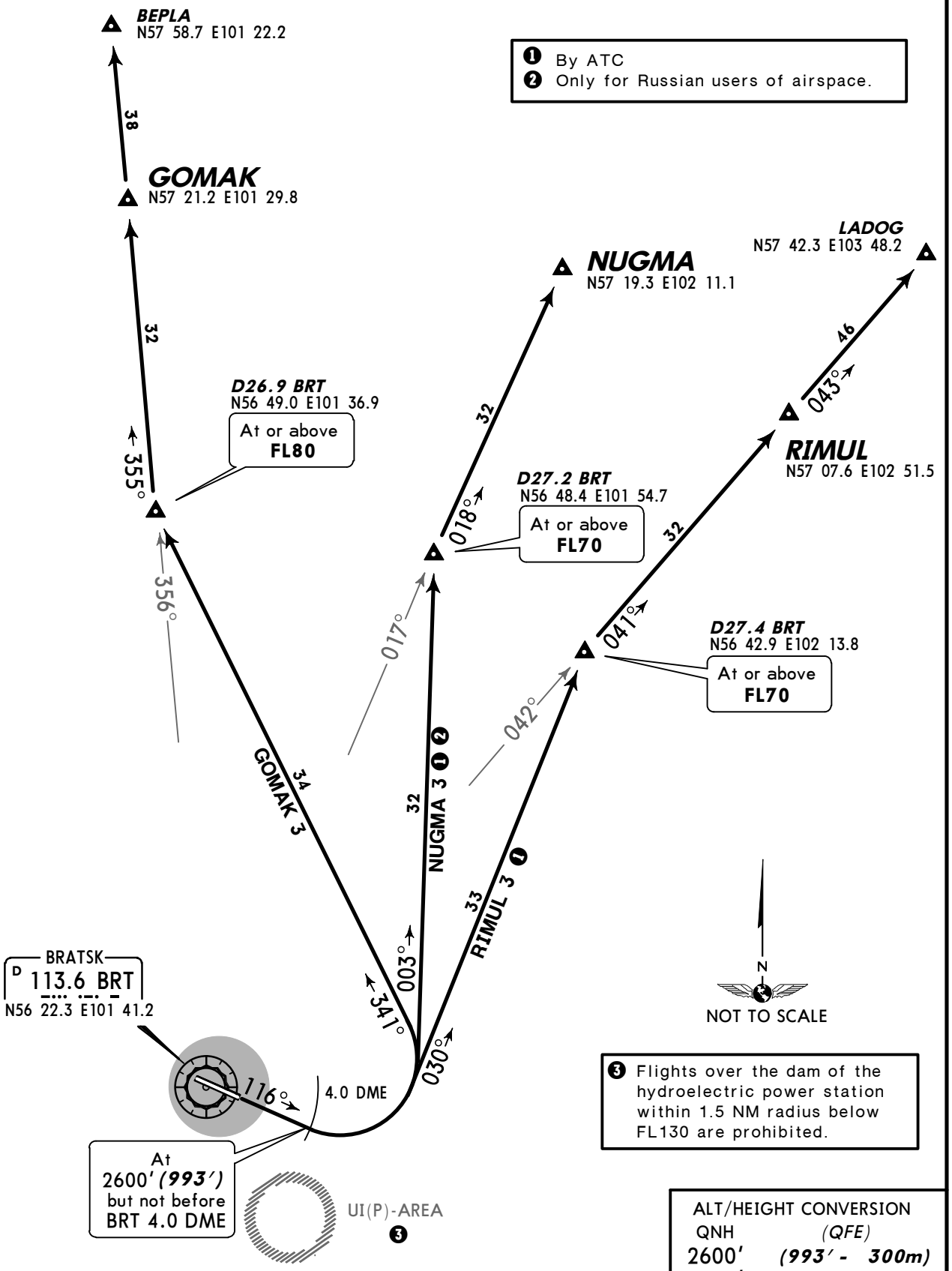
Apt Elev 1611′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2963′)***

180° 4100′ 4500′ 360°
MSA ARP

GOMAK 3
NUGMA 3 ❶ ❷, RIMUL 3 ❶
RWY 12 DEPARTURES

❶ By ATC
❷ Only for Russian users of airspace.



❸ 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)***

CHANGES: None.

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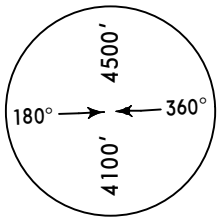
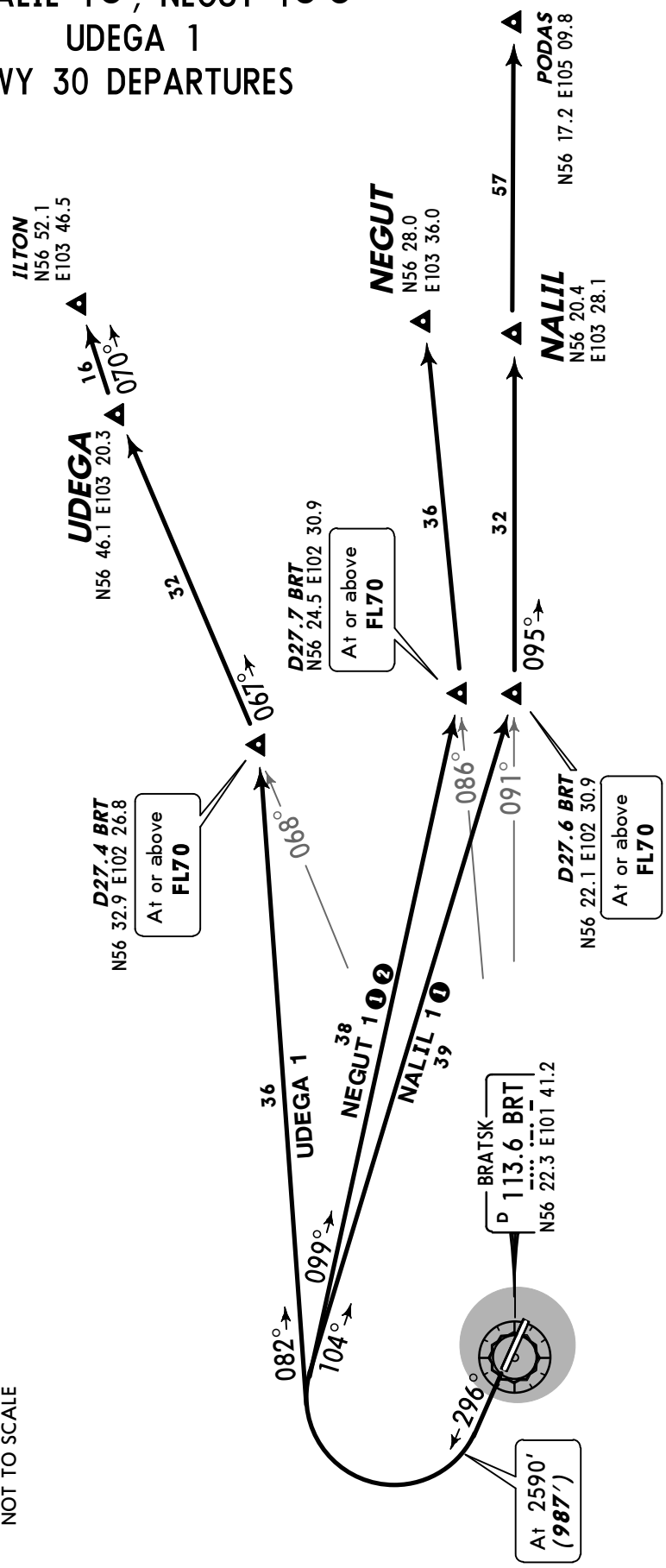
Apt Elev 1611′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2967′)***

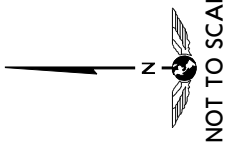
NALIL 1❶, NEGUT 1❶❷
UDEGA 1
RWY 30 DEPARTURES





❶ By ATC
❷ Only for Russian users of airspace.

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



CHANGES: Initial turn altitude established.

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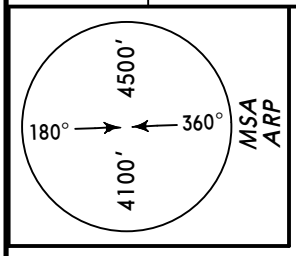
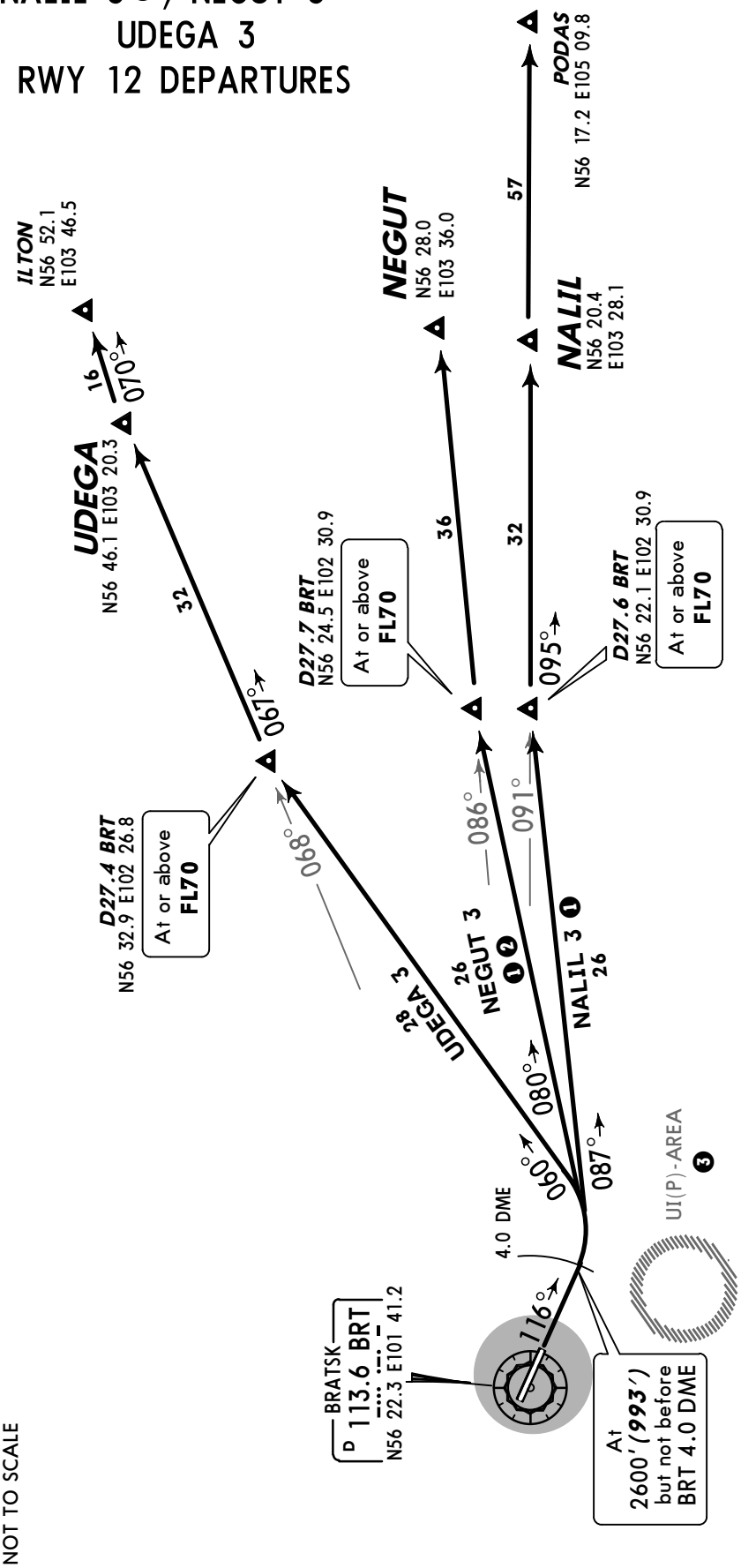
Apt Elev 1611′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2963′)***

NALIL 3❶, NEGUT 3❶❷
UDEGA 3
RWY 12 DEPARTURES

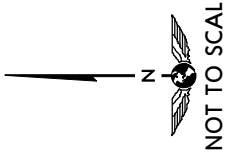


❸ Flights over the dam of the hydroelectric power station within 1.5 NM radius below FL130 are prohibited.

❶ By ATC
❷ Only for Russian users of airspace.



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



CHANGES: None.

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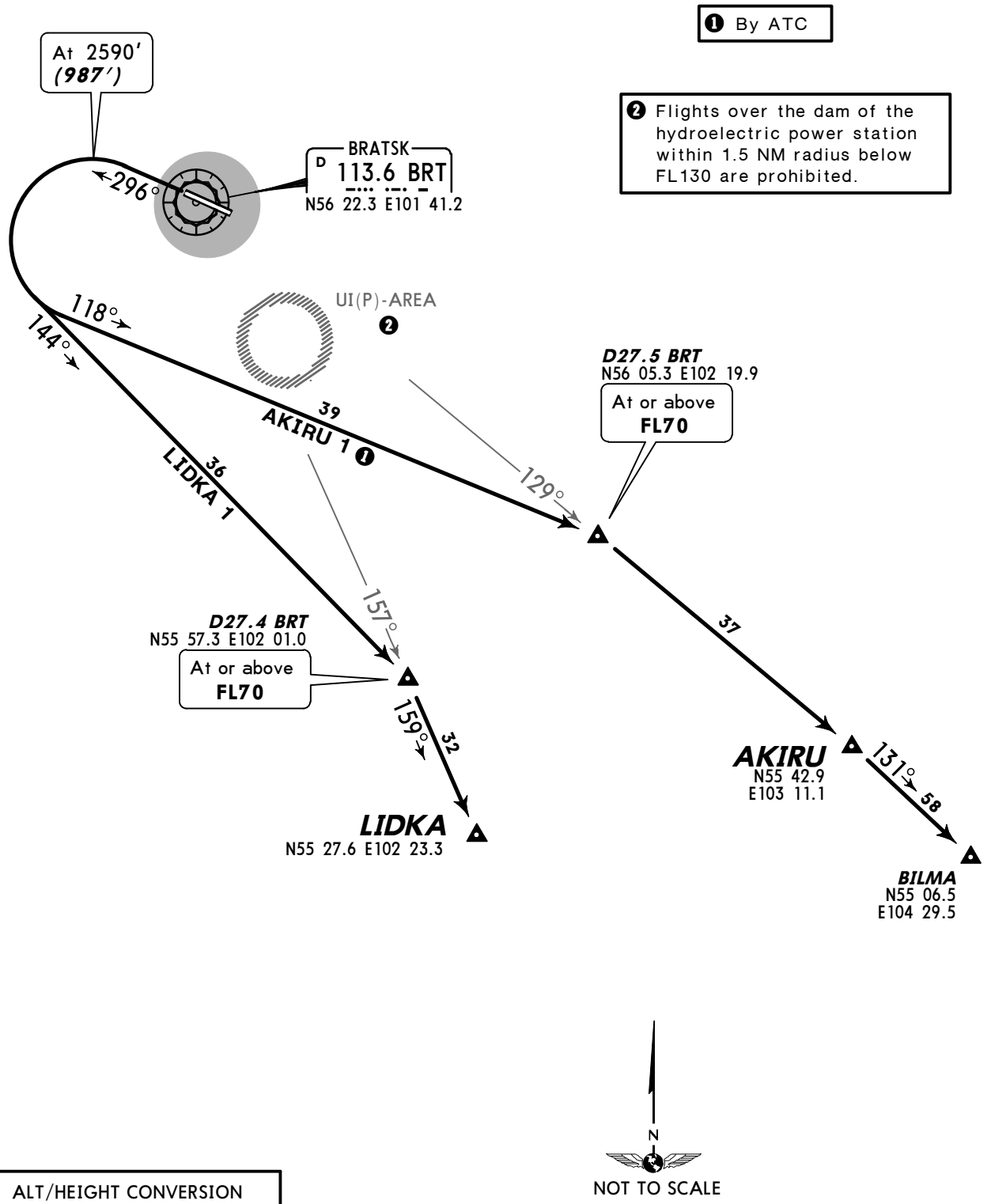
Apt Elev 1611′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2967′)***

180° 4100′ 4500′ 360°
MSA ARP

AKIRU 1❶
LIDKA 1
RWY 30 DEPARTURES



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

CHANGES: Initial turn altitude established.

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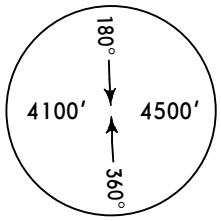
Apt Elev 1611′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2963′)***



AKIRU 3❶
LIDKA 3
RWY 12 DEPARTURES

❶ By ATC

❷ 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

4.0 DME

At 2600′ ***(993′)*** but not before BRT 4.0 DME

116°

132°

UI(P)-AREA ❷

165°

25 AKIRU 3 ❶

129°

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

26 LIDKA 3

157°

37

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

159°

32

LIDKA
N55 27.6 E102 23.3

AKIRU
N55 42.9
E103 11.1

131°

58

BILMA
N55 06.5
E104 29.5

N

NOT TO SCALE

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

CHANGES: None.

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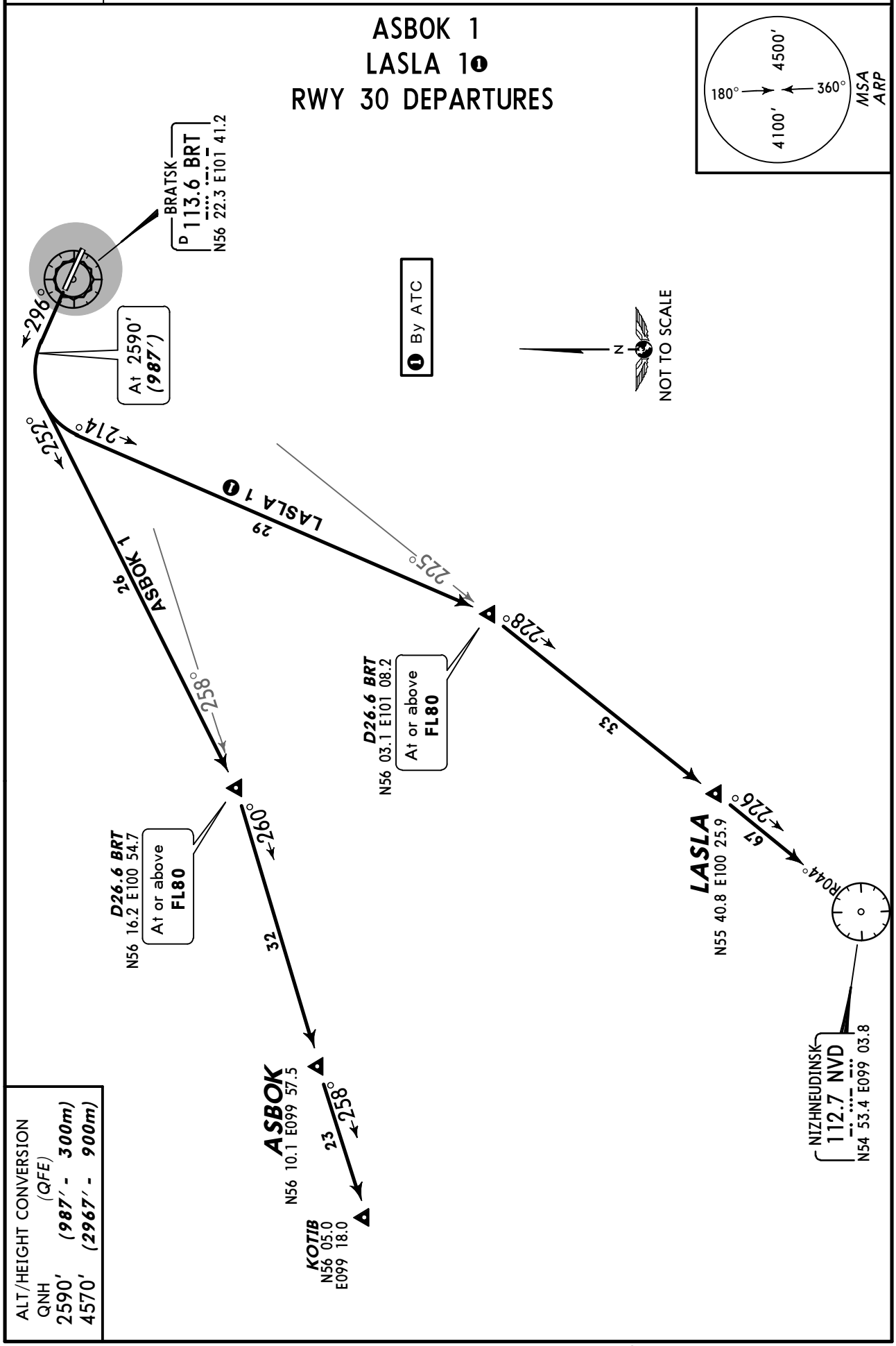
Apt Elev 1611′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2967′)***

ASBOK 1
LASLA 1❶
RWY 30 DEPARTURES



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

CHANGES: Initial turn altitude established.

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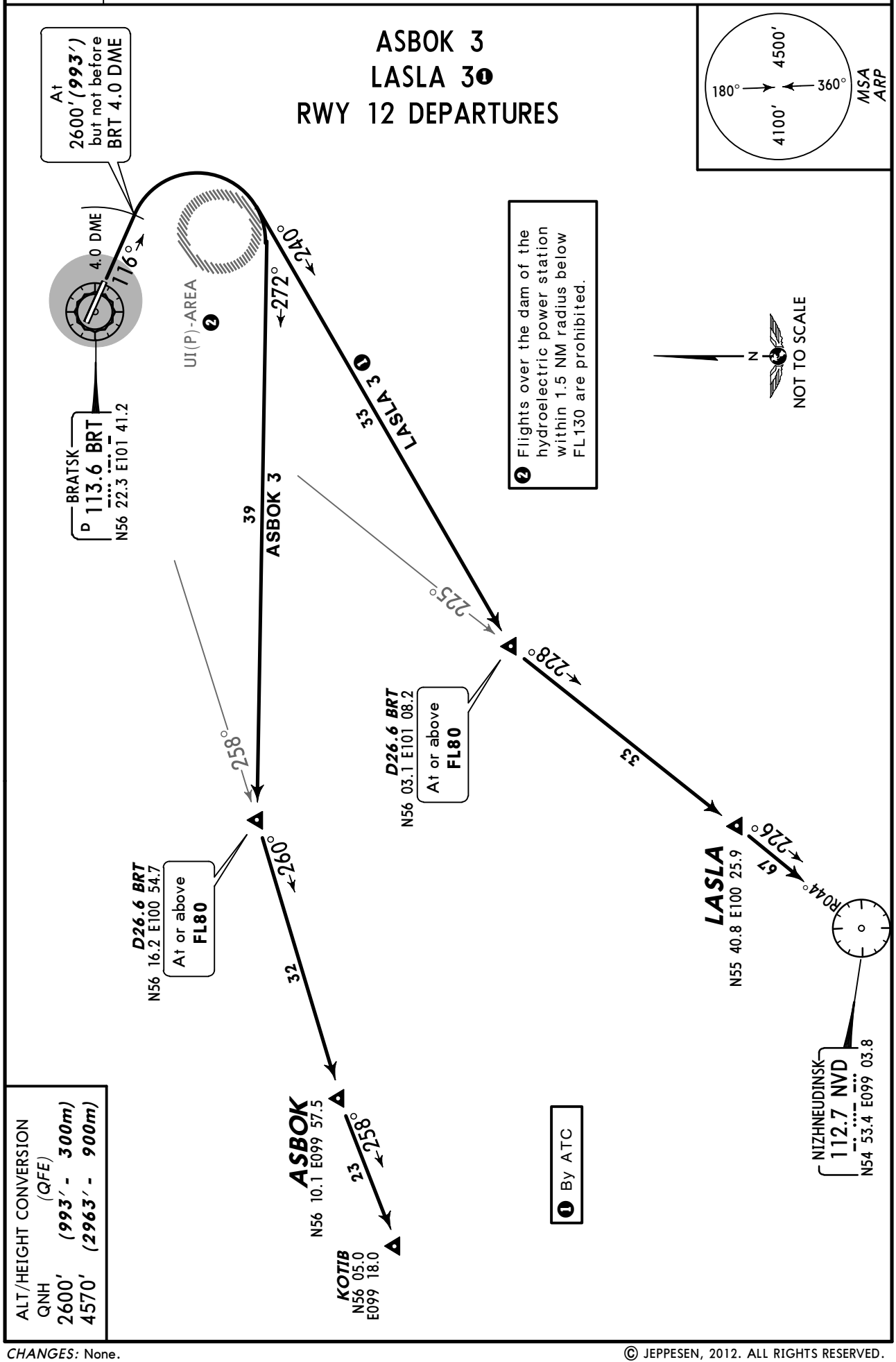
Apt Elev 1611′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2963′)***

ASBOK 3
LASLA 3❶
RWY 12 DEPARTURES



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

CHANGES: None.

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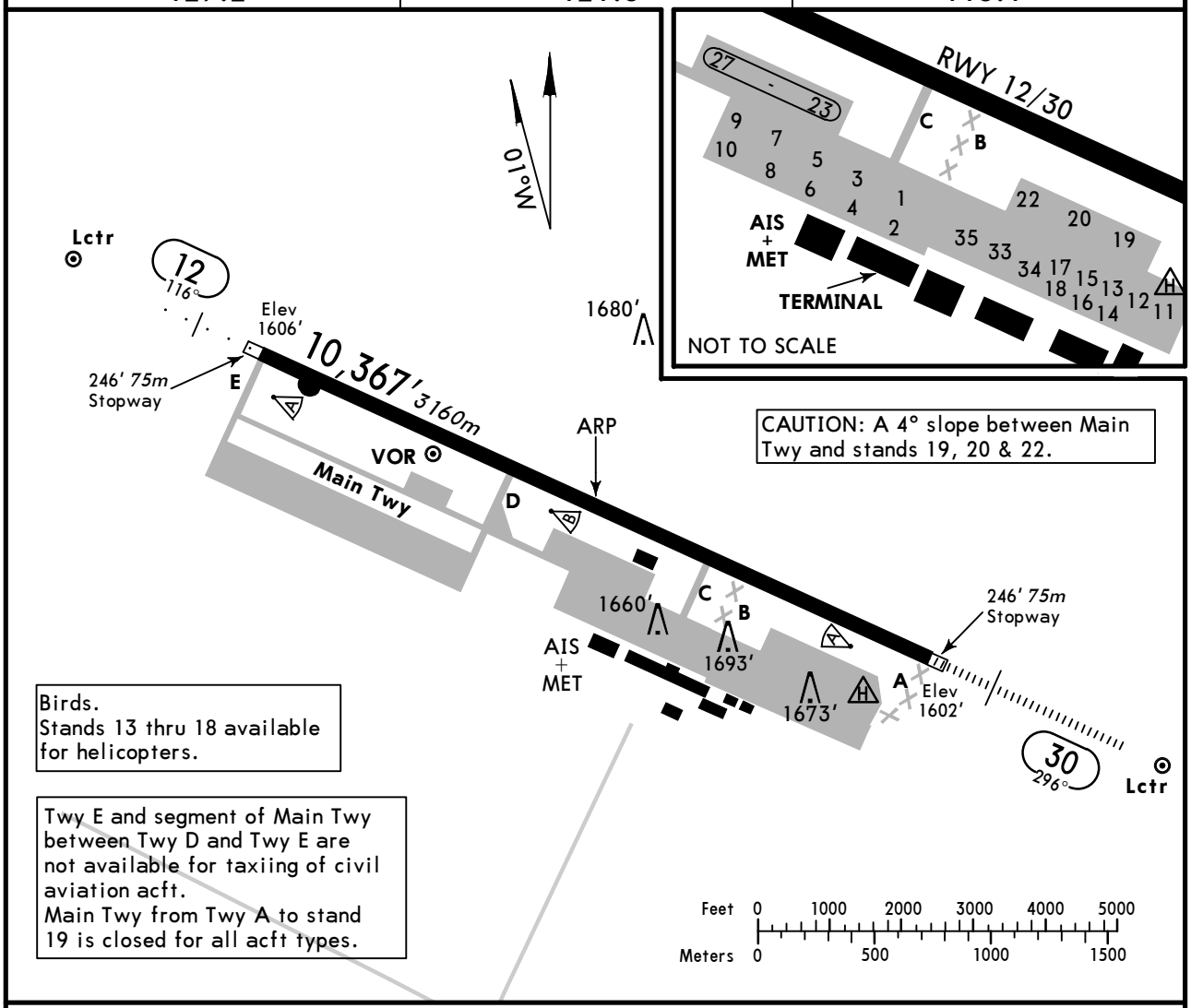
ATIS	BRATSK Taxiing (GND)	Start (TWR)
127.2	121.8	118.1



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
12	HIRL *(60m)* ALS	RVR				197′ *60m*
30	HIRL *(60m)* HIALS PAPI-L	RVR		9516′ *2900m*		

TAKE-OFF

AIR CARRIER
All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*250m*	*400m*
B		
C		
D	*300m*	

CHANGES: ATIS. Usable lengths.

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STRAIGHT-IN RWY		A	B	C	D
12	VOR ❶	**1950′**(344′)	**1950′**(344′)	**1950′**(344′)	**1950′**(344′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ❶	**1960′**(354′)	**1960′**(354′)	**1960′**(354′)	**1960′**(354′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB	**2260′**(654′)	**2260′**(654′)	**2260′**(654′)	**2260′**(654′)
		C3000m	**C3000m**	**C3200m**	**C3200m**
	ALS out	C3200m	C3200m	C3400m	C3400m
30	ILS	**1802′**(200′)	**1802′**(200′)	**1802′**(200′)	**1802′**(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
	VOR ❶	**1950′**(348′)	**1950′**(348′)	**1950′**(348′)	**1950′**(348′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ❶	**1960′**(358′)	**1960′**(358′)	**1960′**(358′)	**1960′**(358′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 12, 30

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

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BRIEFING STRIP ™

ATIS	BRATSK Approach	BRATSK Krug (RDR)	BRATSK Start (TWR)	Ground
127.2	118.1	118.1	118.1	121.8

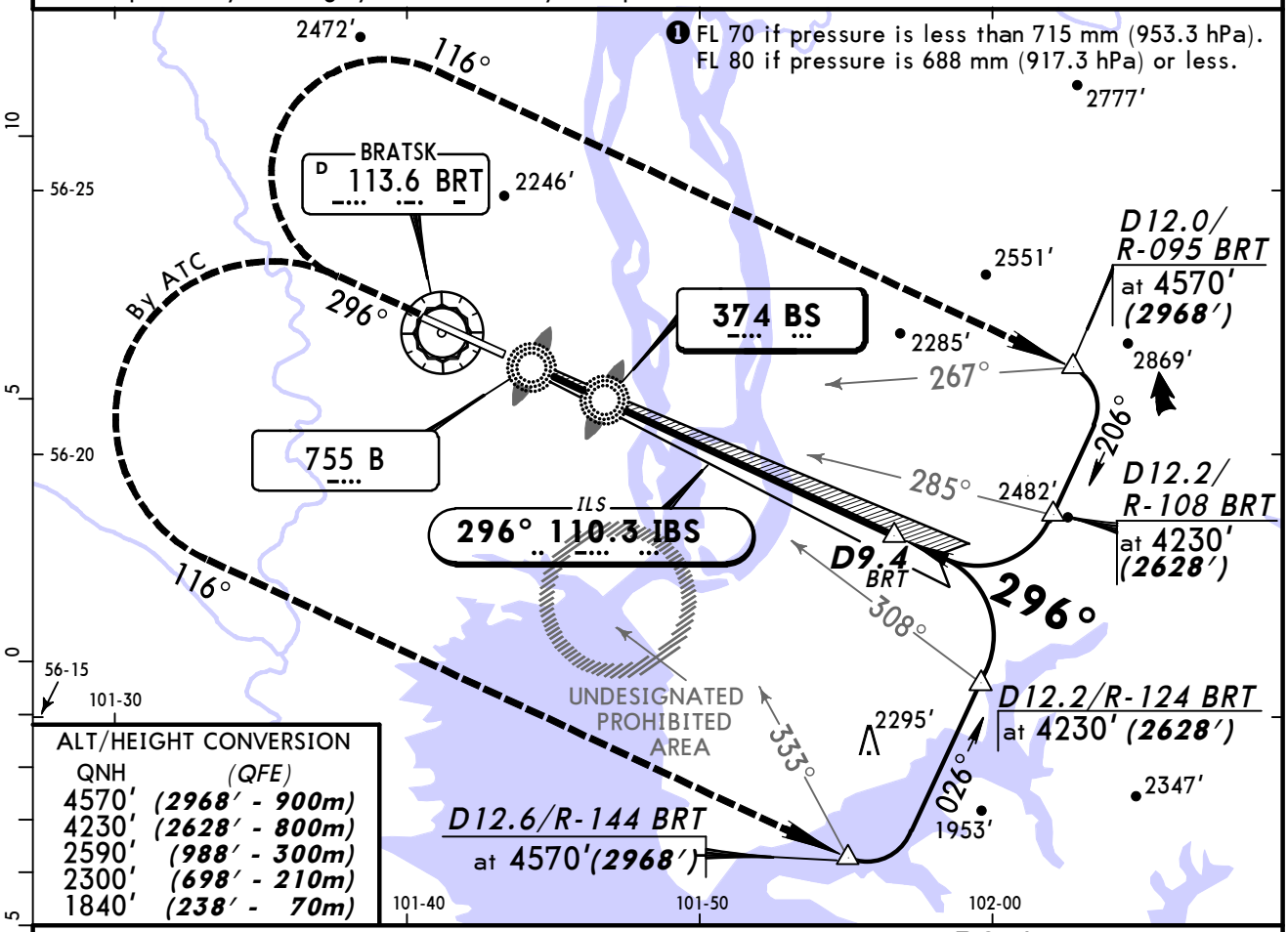
LOC IBS **110.3**	Final Apch Crs **296°**	GS **LOM** 2291′ (689′)	ILS DA(H) 1802′ (200′)	Apt Elev 1610′
NDB BS **374**		Minimum Alt **D9.4** 4230′ (2628′)	NDB MDA(H) 1950′ (348′)	RWY **1602′**

180° 4100′ 4500′ 360°
MSA ARP

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 ❶ Trans alt: 4570′ (2968′)
Ground proximity warning system action may take place on final.

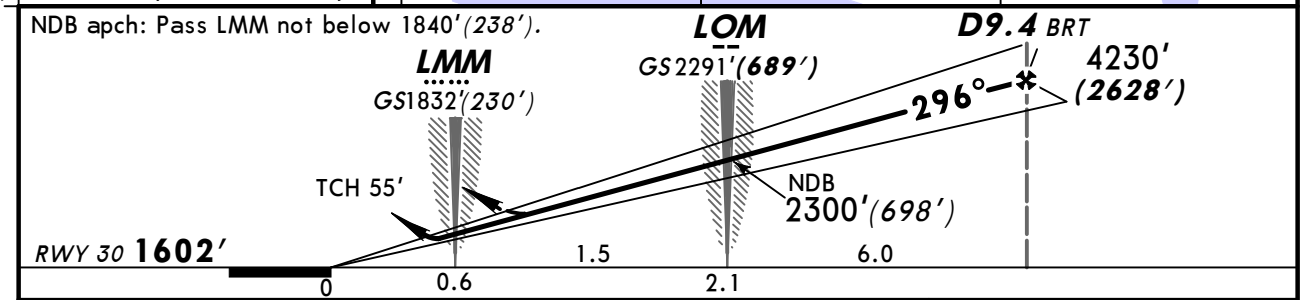
❶ FL 70 if pressure is less than 715 mm (953.3 hPa).
FL 80 if pressure is 688 mm (917.3 hPa) or less.



ALT/HEIGHT CONVERSION

QNH	(QFE)
4570′	(2968′ - 900m)
4230′	(2628′ - 800m)
2590′	(988′ - 300m)
2300′	(698′ - 210m)
1840′	(238′ - 70m)

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



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 3.00°	377	484	538	646	753	861

HIALS
PAPI

2590′ (988′) on 296°

STRAIGHT-IN LANDING RWY **30**

	ILS DA(H) 1802′ (200′) FULL	ILS DA(H) 1802′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 1950′ (348′)	NDB MDA(H) 1950′ (348′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

PANS OPS

CHANGES: ATIS. Trans level.

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BRIEFING STRIP ™

ATIS	BRATSK Approach	BRATSK Krug (RDR)	BRATSK Start (TWR)	Ground
127.2	118.1	118.1	118.1	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1610′
BRT 113.6	120°	D7.2 3580′(1974′)	1950′(344′)	RWY 1606′

MISSED APCH: Climb on 116° to CAT A & B: 2270′ (664′) CAT C & D: 2600′(994′), then turn LEFT climbing to 4570′ (2964′) to VOR, then according to chart, or as directed.

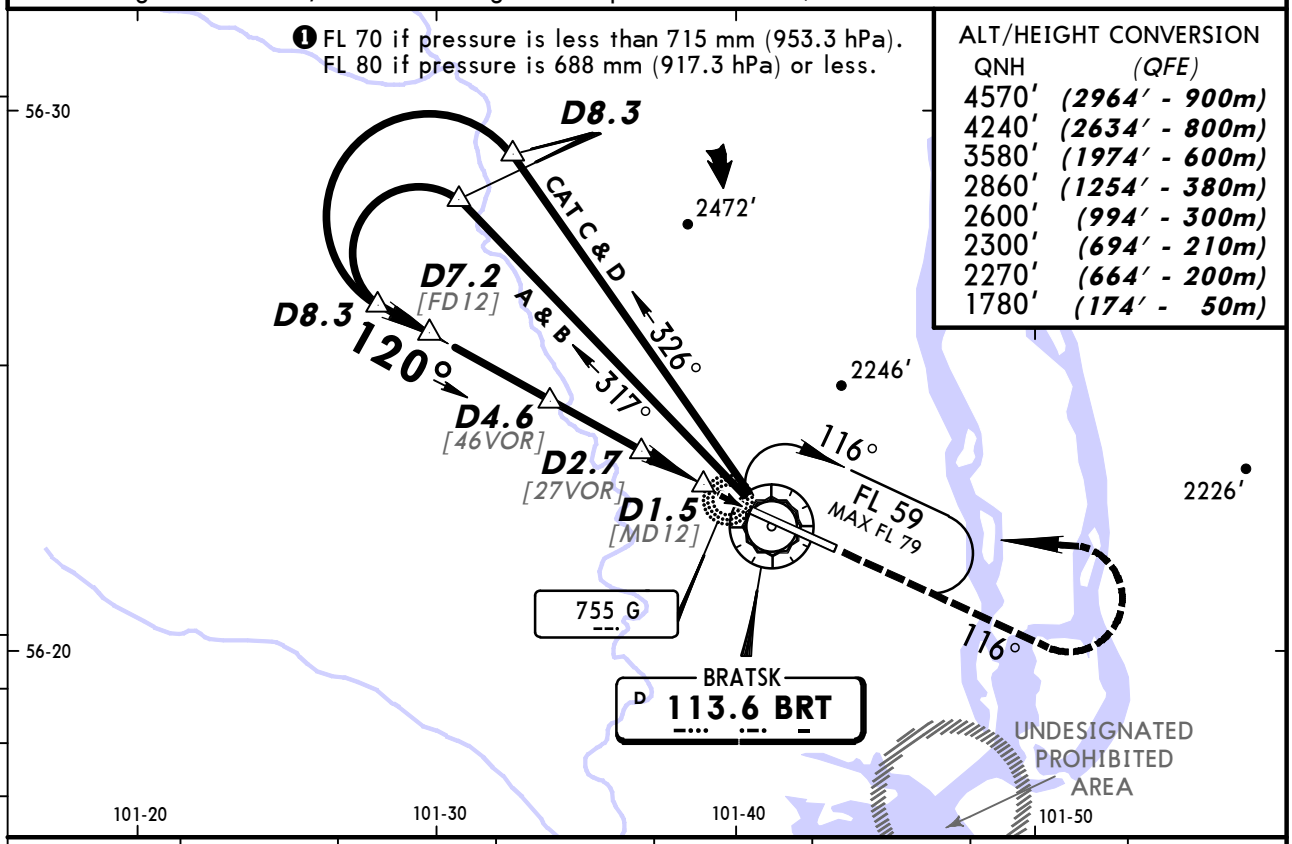
180° 4100′ 4500′ 360°
MSA ARP

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❶ Trans alt: 4570′(2964′)
When using radar control, radar vectoring shall be provided to D8.3/R-300.

❶ FL 70 if pressure is less than 715 mm (953.3 hPa).
FL 80 if pressure is 688 mm (917.3 hPa) or less.

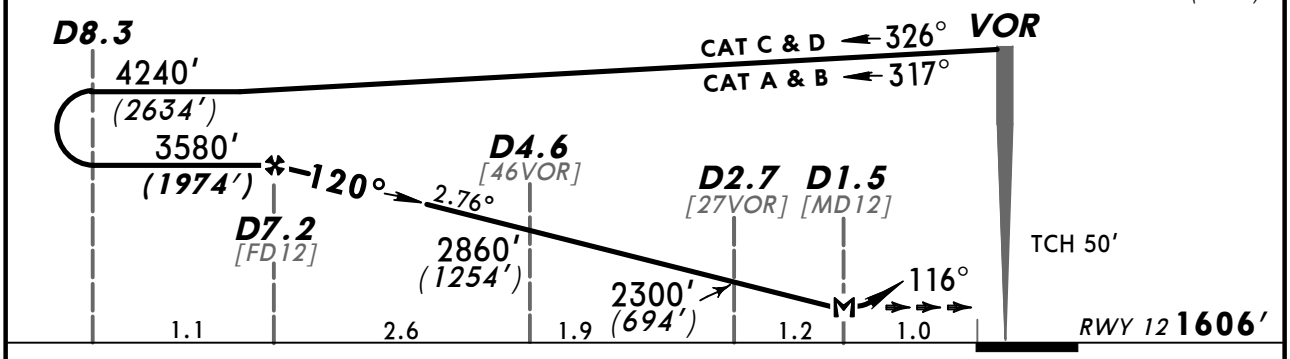
ALT/HEIGHT CONVERSION

QNH	(QFE)
4570′	(2964′ - 900m)
4240′	(2634′ - 800m)
3580′	(1974′ - 600m)
2860′	(1254′ - 380m)
2600′	(994′ - 300m)
2300′	(694′ - 210m)
2270′	(664′ - 200m)
1780′	(174′ - 50m)



BRT DME	6.5	5.9	5.4	4.9	4.3	3.8	3.2
ALTITUDE (HAT)	3370′(1764′)	3220′(1614′)	3070′(1464′)	2910′(1304′)	2760′(1154′)	2610′(1004′)	2450′(844′)

Pass D0.9 not below 1780′(174′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.76°	342	439	488	586	683	781
MAP at D1.5						

ALS
116°

STRAIGHT-IN LANDING RWY 12

MDA(H) 1950′(344′)
ALS out

PANS OPS

A	1900m
B	
C	
D	RVR 1800m VIS 2000m

CHANGES: ATIS. Trans level.

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BRIEFING STRIP ™

ATIS	BRATSK Approach	BRATSK Krug (RDR)	BRATSK Start (TWR)	Ground
127.2	118.1	118.1	118.1	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1610′
BRT 113.6	293°	D9.4 4230′(2628′)	1950′(348′)	RWY 1602′

180° 4100′ 4500′ 360°
MSA ARP

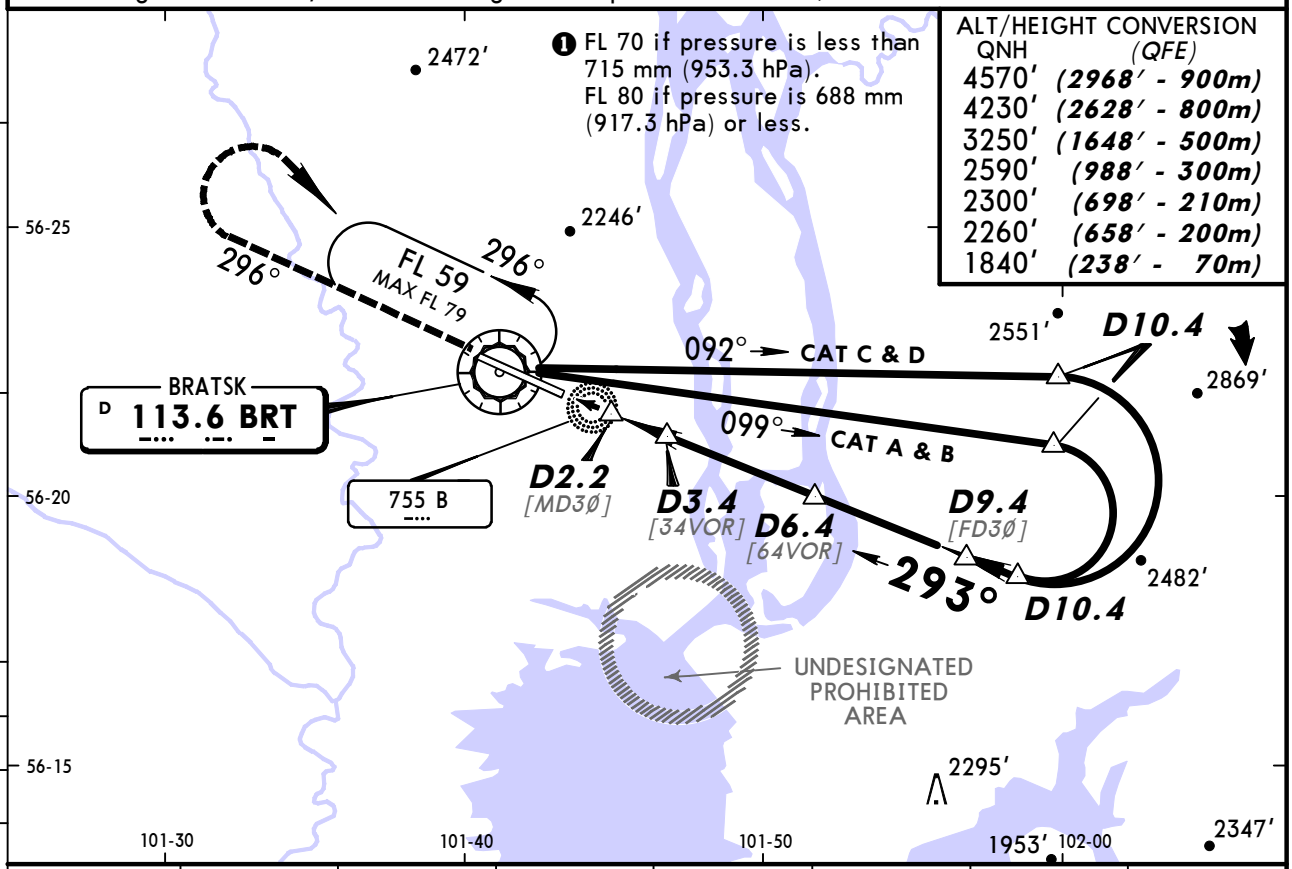
MISSED APCH: Climb on 296° to CAT A & B: 2260′ (658′) CAT C & D: 2590′(988′), then turn RIGHT climbing to 4570′ (2968′) to VOR, then according to chart, or as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❶ Trans alt: 4570′(2968′)
When using radar control, radar vectoring shall be provided to D10.4/R-113.

❶ FL 70 if pressure is less than 715 mm (953.3 hPa).
FL 80 if pressure is 688 mm (917.3 hPa) or less.

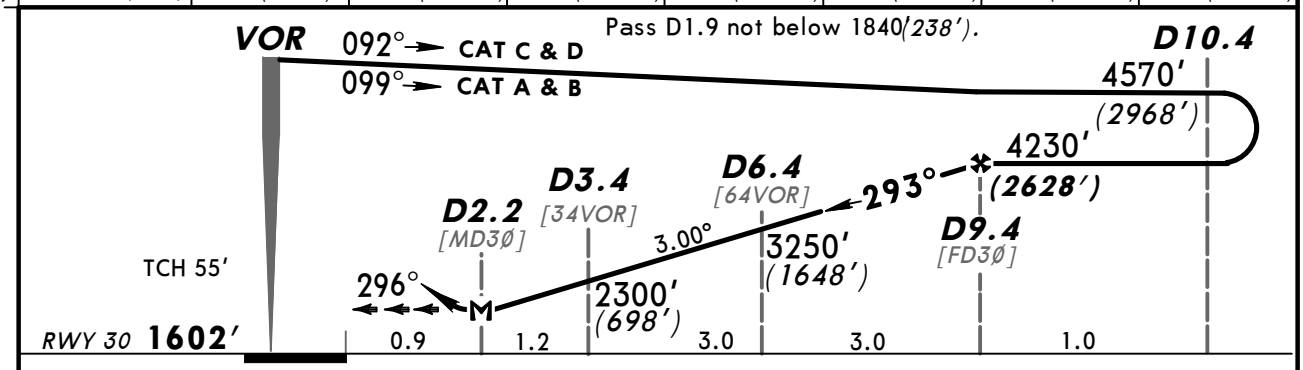
ALT/HEIGHT CONVERSION

QNH	(QFE)
4570′	(2968′ - 900m)
4230′	(2628′ - 800m)
3250′	(1648′ - 500m)
2590′	(988′ - 300m)
2300′	(698′ - 210m)
2260′	(658′ - 200m)
1840′	(238′ - 70m)



BRT DME	2.7	4.3	4.9	5.4	7.0	7.6	8.6
ALTITUDE (HAT)	2100′(498′)	2620′(1018′)	2790′(1188′)	2970′(1368′)	3480′(1878′)	3660′(2058′)	4000′(2398′)

Pass D1.9 not below 1840′(238′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.2						

HIALS
PAPI
296°

STRAIGHT-IN LANDING RWY **30**

MDA(H) 1950′(348′)

PANS OPS

		ALS out
A		
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: ATIS. Trans level.

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BRIEFING STRIP ™

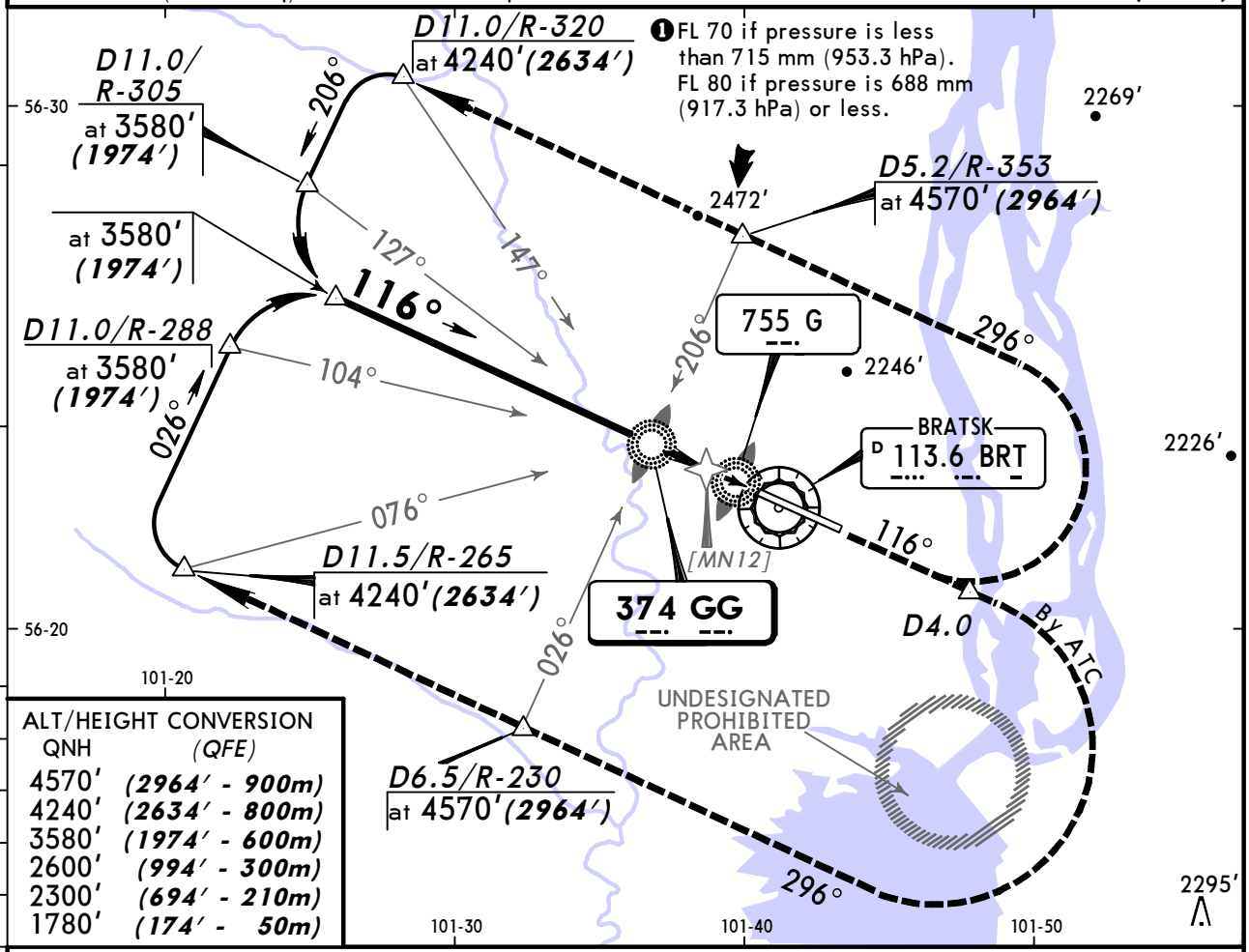
ATIS	BRATSK Approach	BRATSK Krug (RDR)	BRATSK Start (TWR)	Ground
127.2	118.1	118.1	118.1	121.8

NDB GG	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 1610'
374	**116°**	2300' *(694')*	1960' *(354')*	RWY **1606'**

MISSED APCH: Climb on 116° to 2600'*(994')*, then turn LEFT (By ATC: RIGHT not before D4.0) onto 296° climbing to 4570'*(2964')*, then according to chart.

180° 4100' 4500' 360°
MSA ARP

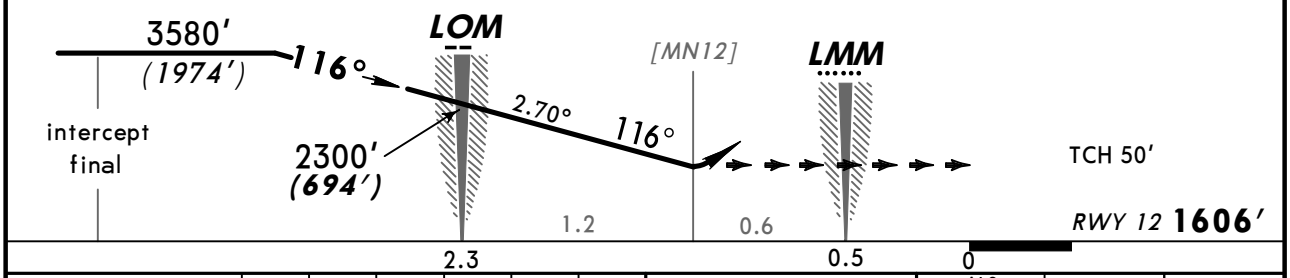
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❶ Trans alt: 4570'*(2964')*



ALT/HEIGHT CONVERSION

QNH	(QFE)
4570'	*(2964' - 900m)*
4240'	*(2634' - 800m)*
3580'	*(1974' - 600m)*
2600'	*(994' - 300m)*
2300'	*(694' - 210m)*
1780'	*(174' - 50m)*

Pass LMM not below 1780' *(174')*.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764

ALS

2600' *(994')* on 116°

STRAIGHT-IN LANDING RWY **12**

MDA(H) 1960' *(354')*

ALS out

PANS OPS

A	
B	
C	RVR *1800m* VIS *2000m*
D	

CHANGES: ATIS. Trans level.

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BRIEFING STRIP ™

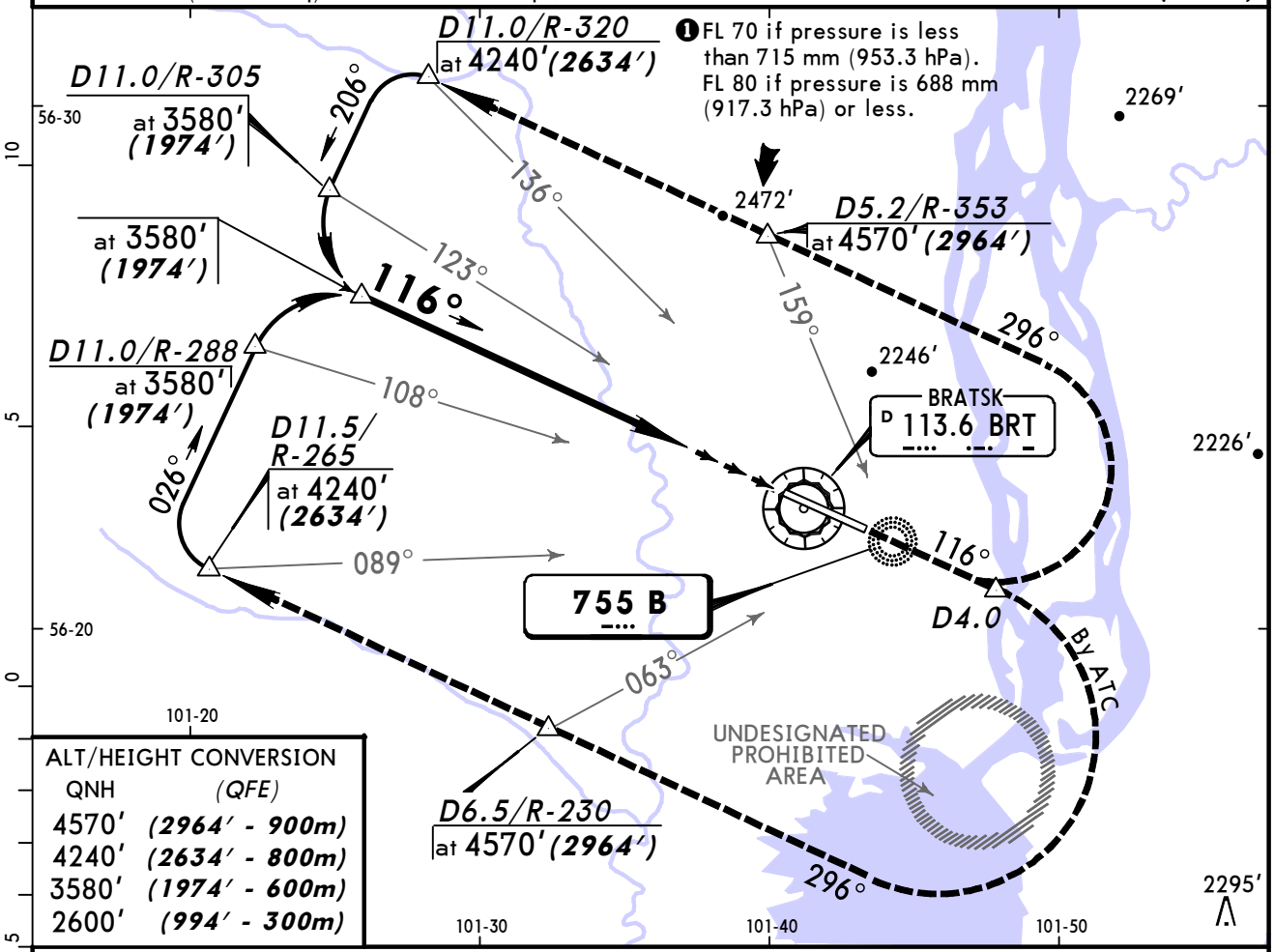
ATIS	BRATSK Approach	BRATSK Krug (RDR)	BRATSK Start (TWR)	Ground
127.2	118.1	118.1	118.1	121.8

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1610'
B **755**	**116°**	No FAF	2260' *(654')*	RWY **1606'**

MISSED APCH: Climb on 116° to 2600'*(994')*, then turn LEFT (By ATC: RIGHT not before D4.0) onto 296° climbing to 4570'*(2964')*, then according to chart.

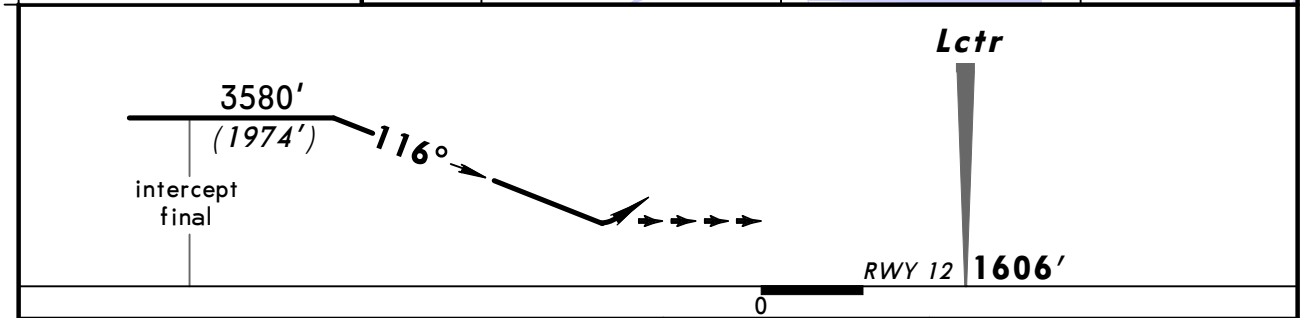
180° 4100' 4500' 360°
MSA ARP

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❶ Trans alt: 4570'*(2964')*



ALT/HEIGHT CONVERSION

QNH	(QFE)
4570'	*(2964' - 900m)*
4240'	*(2634' - 800m)*
3580'	*(1974' - 600m)*
2600'	*(994' - 300m)*



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.67°	331	425	472	567	661	756

ALS

2600' *(994')* on **116°**

STRAIGHT-IN LANDING RWY **12**

MDA(H) 2260' *(654')*

ALS out

PANS OPS

A	3200m
B	
C	
D	

CHANGES: ATIS. Trans level.

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Chart changes since cycle 07-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BRATSK, (BRATSK - UIBB)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UIBB