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Revision Letter For Cycle 08-2013

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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: 0329 Z
Sunset: 1721 Z,

Runway Information

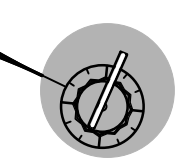
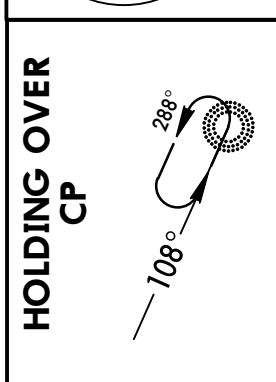
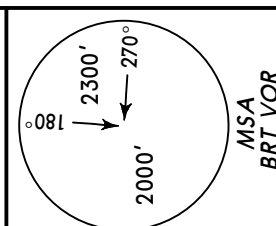
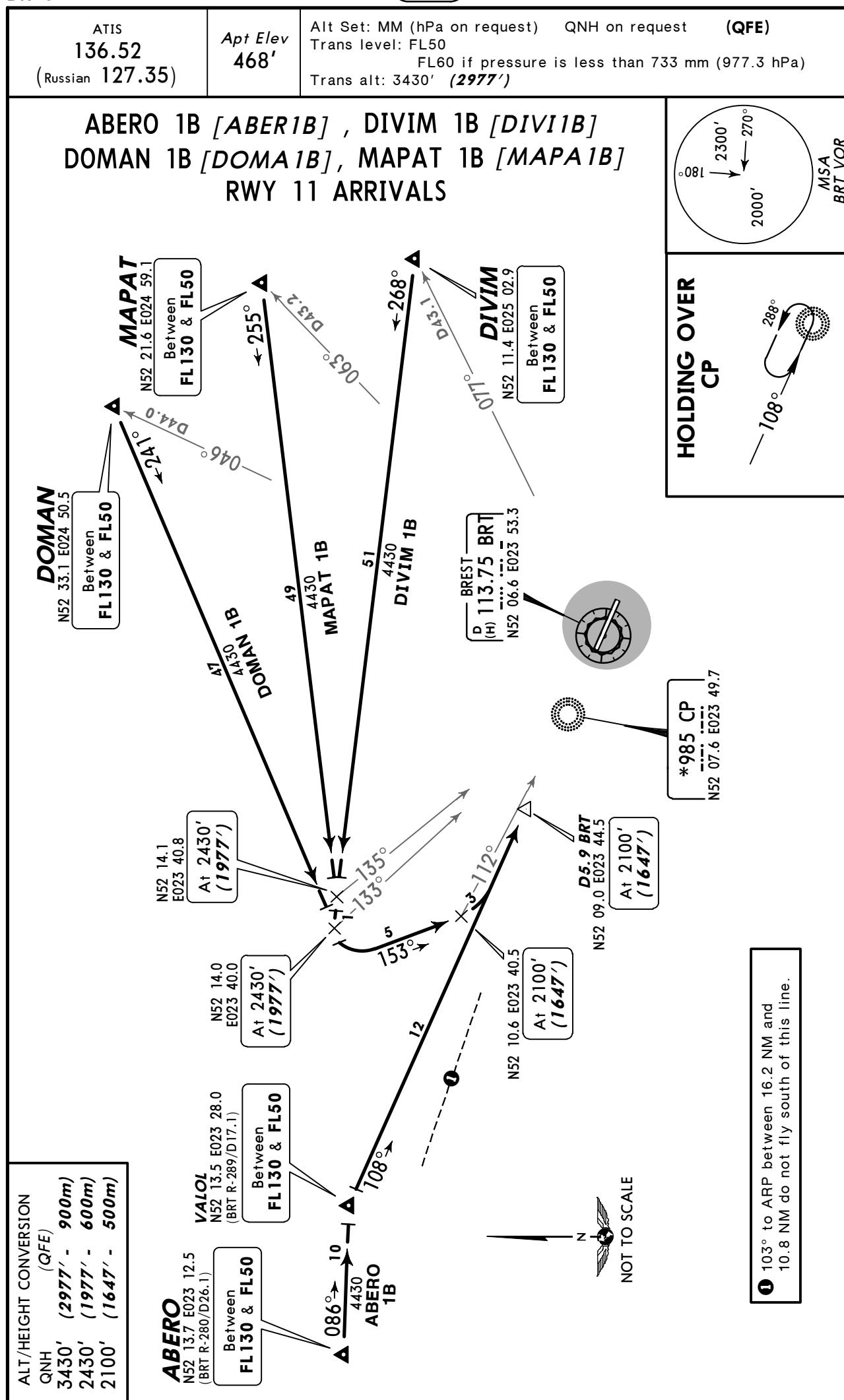
Runway: 11
Length x Width: 8596 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 453 ft
Lighting: Edge, ALS

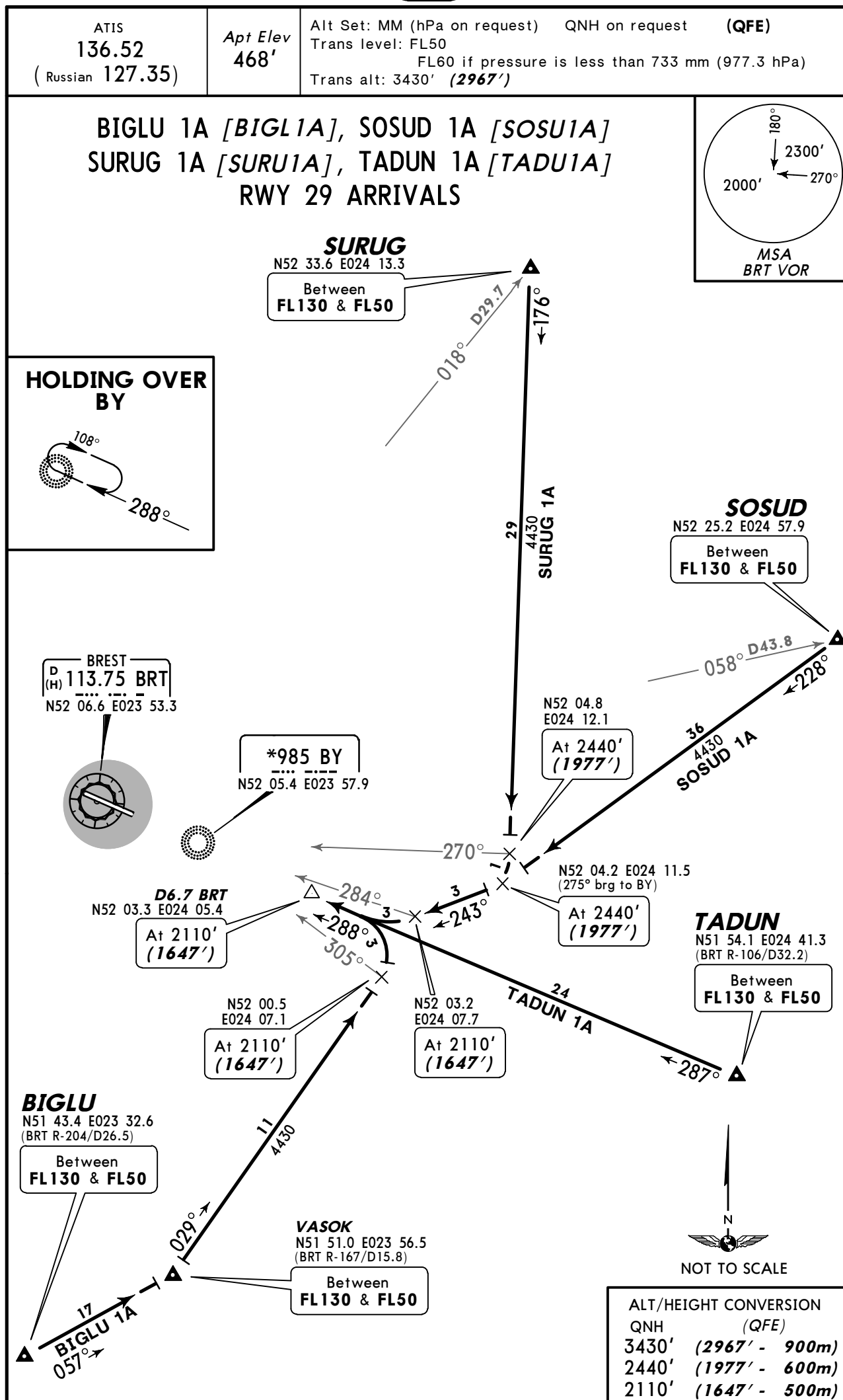
Runway: 29
Length x Width: 8596 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 463 ft
Lighting: Edge, ALS

Communication Information

ATIS 136.525
ATIS 127.35 Non-English
Brest Tower 127.7

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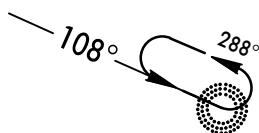
ATIS
136.52
(Russian 127.35)

Apt Elev
468'

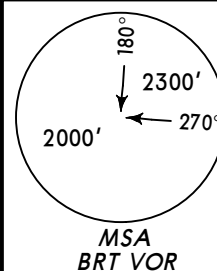
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3430' (2977')

**BIGLU 1B [BIGLU1B], SOSUD 1B [SOSU1B]
SURUG 1B [SURU1B], TADUN 1B [TADU1B]
RWY 11 ARRIVALS**

**HOLDING OVER
CP**



① 103° to ARP between
16.2 NM and 10.8 NM
do not fly south of this
line.



SURUG
N52 33.6 E024 13.3
Between
FL130 & FL50

SOSUD
N52 25.2 E024 57.9
Between
FL130 & FL50

TADUN
N51 54.1 E024 41.3
Between
FL130 & FL50

BIGLU
N51 43.4 E023 32.6
Between
FL130 & FL50

VASOK
N51 51.0 E023 56.5
Between
FL130 & FL50

BREST
D (H) 113.75 BRT
N52 06.6 E023 53.3

***985 CP**
N52 07.6 E023 49.7

D5.9 BRT
N52 09.0 E023 44.5
At 2100' (1647')

N52 10.6 E023 40.5
At 2100' (1647')

N52 13.8 E023 39.6
At 2430' (1977')

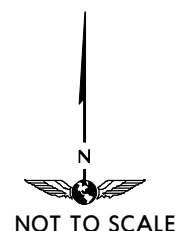
N52 14.1 E023 40.3
(134° brg to CP)
At 2430' (1977')

N52 14.0 E023 41.3
(137° brg to CP)
At 2430' (1977')

N52 13.6 E023 42.0
At 2430' (1977')

N52 11.1 E023 52.2
At 2430' (1977')

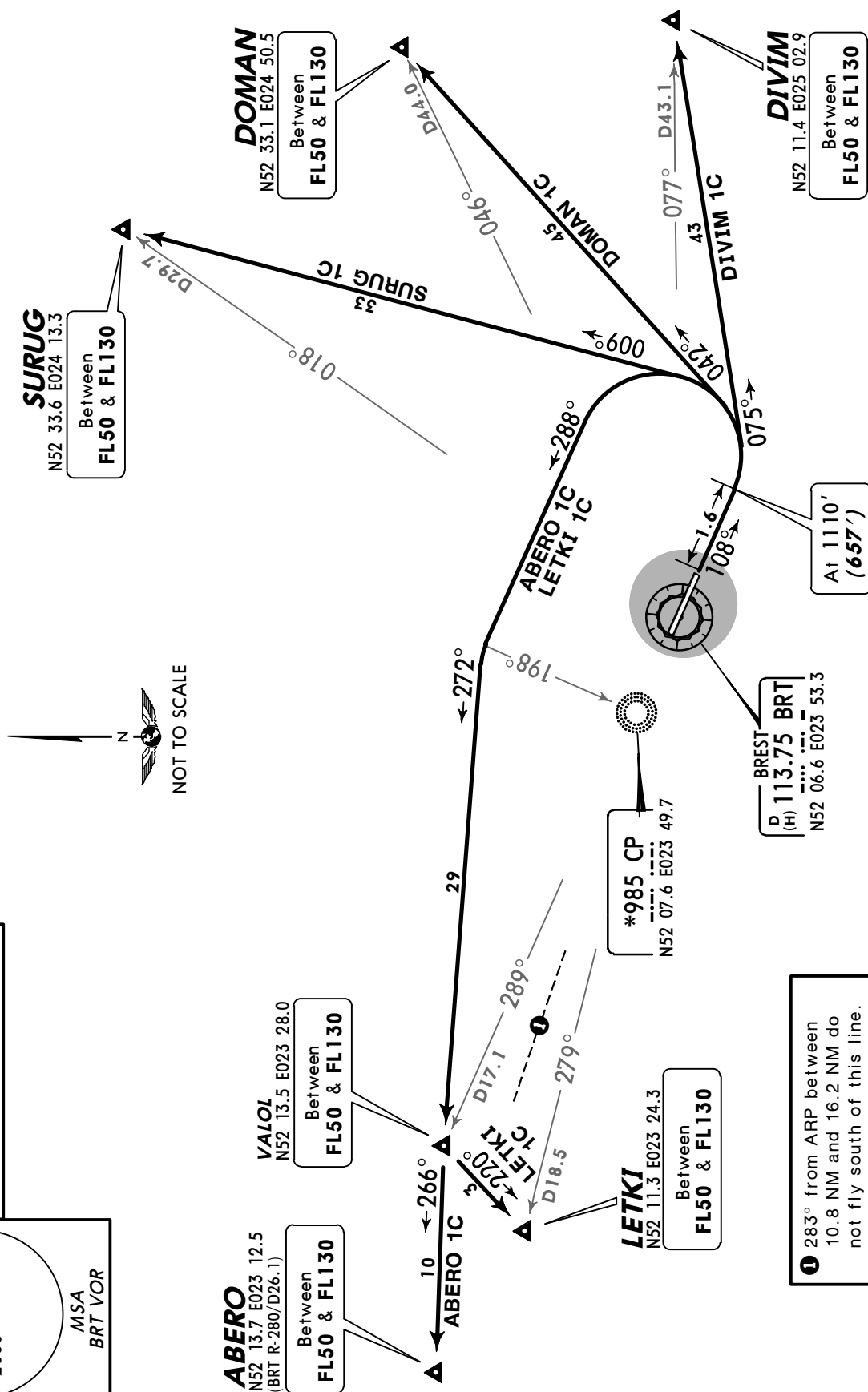
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3430'	(2977' - 900m)
2430'	(1977' - 600m)
2100'	(1647' - 500m)



Apt Elev
468'

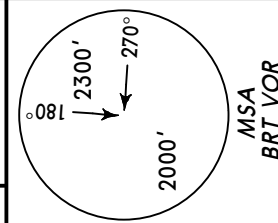
QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3430' (2977')
Take-off is carried out using noise abatement procedures for the area according to Flight Manual.

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

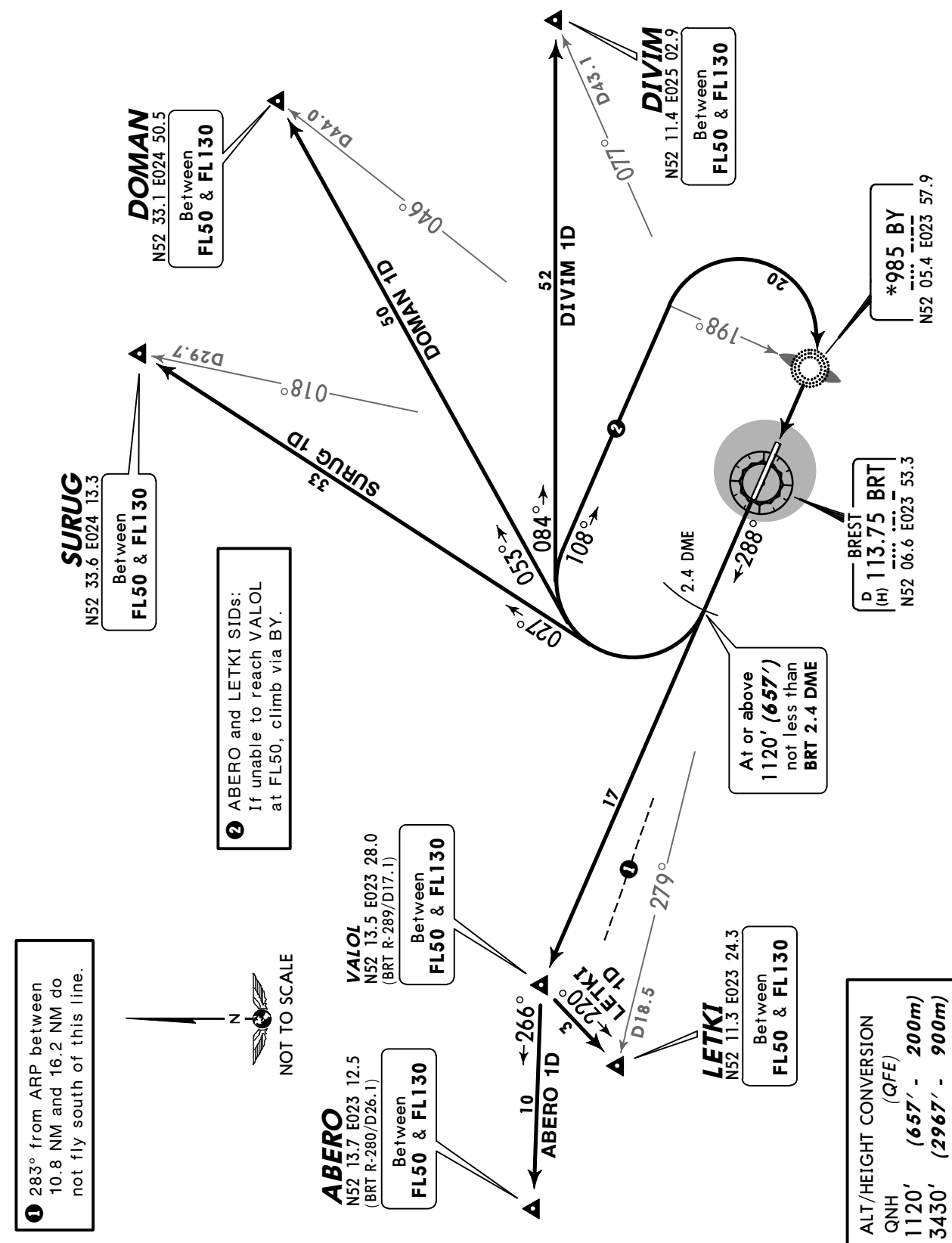


Apt Elev
468'

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.

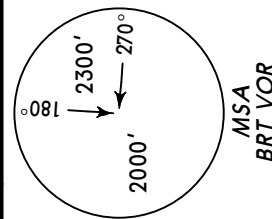


ABERO 1D [ABER1D], DIVIM 1D [DIVI1D]
DOMAN 1D [DOMA1D], LETKI 1D [LETK1D]
SURUG 1D [SURU1D]
RWY 29 DEPARTURES

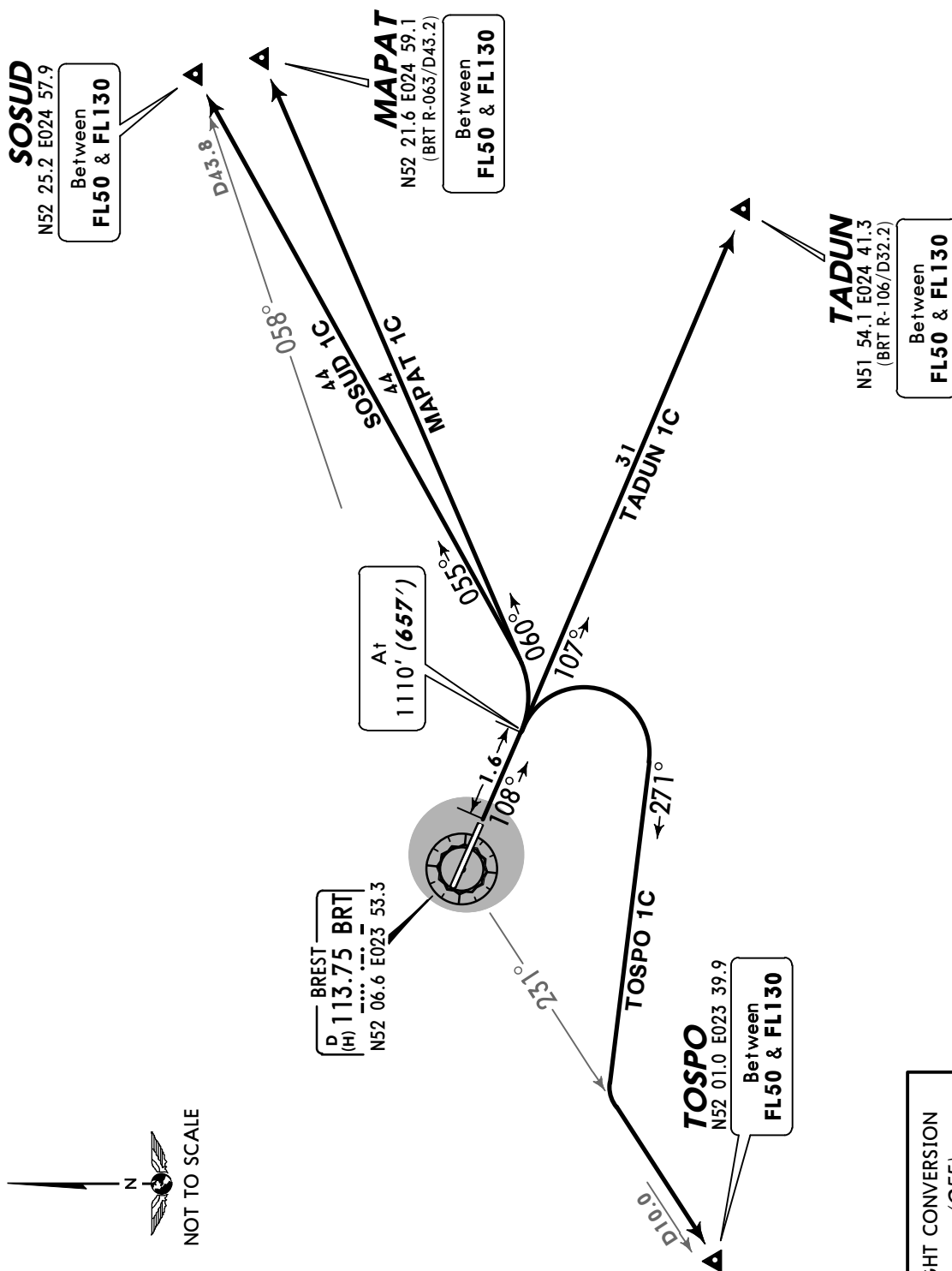


Apt Elev
468'

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



CONVERSION
(QFE)
557' - 200m
967' - 900m

NOT TO SCALE

TOSPO
N52 01.0 E023 39.9
Between
FL50 & FL130

TOSPO 1D
10

**At or above
1120' (657')
not less than
BRT 2.4 DME**

BREST
D 113.75 BRT
(H)
N52 06.6 E023 53.3

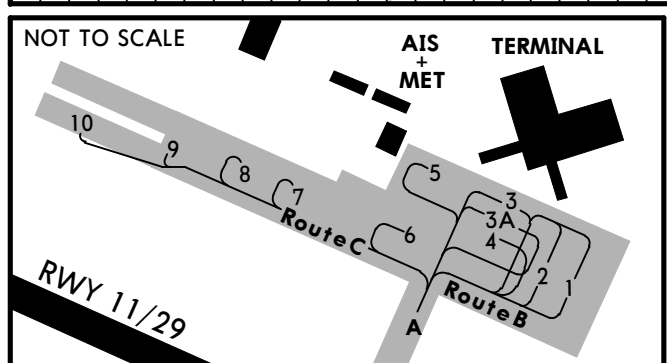
***985 BY**
....
N52 05.4 E023 57.9

MAPAT
N52 21.6 E024 59.1
Between
FL50 & FL130

SOSUD
N52 25.2 E024 57.9
(BRT R-058/D43.8)
Between
FL50 & FL130

TADUN
N51 54.1 E024 41.3
Between
FL50 & FL130

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



1 TAKE-OFF RUN AVAILABLE			
<u>RWY 11:</u>		<u>RWY 29:</u>	
From rwy head	8596' (2620m)	From rwy head	8596' (2620m)
twy 1 int	4183' (1275m)	twy 1 int	4413' (1345m)

	TAKE-OFF	
	AIR CARRIER (JAA)	
	All Rwys	
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D		
	300m	

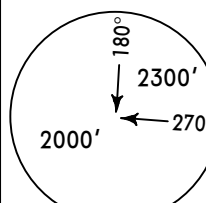
STRAIGHT-IN RWY		A	B	C	D
11	NDB ❶	830'(377')	830'(377')	830'(377')	830'(377')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
29	ILS	663'(200')	663'(200')	663'(200')	663'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC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

❶ Continuous Descent Final Approach.

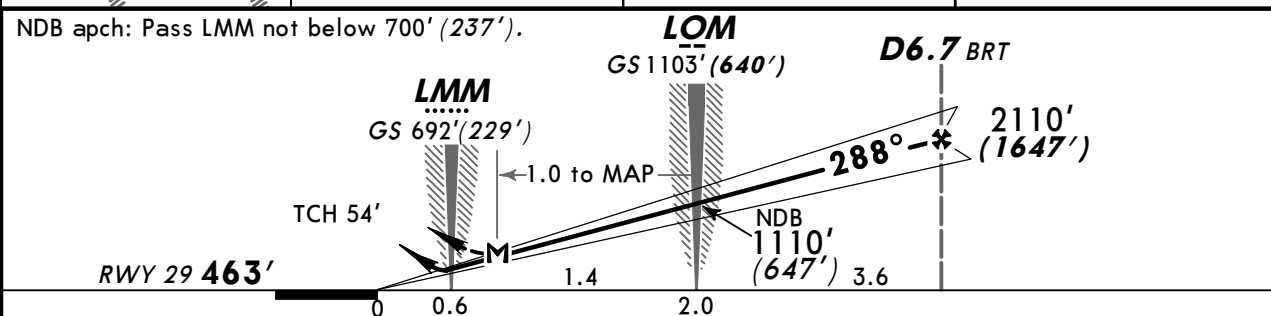
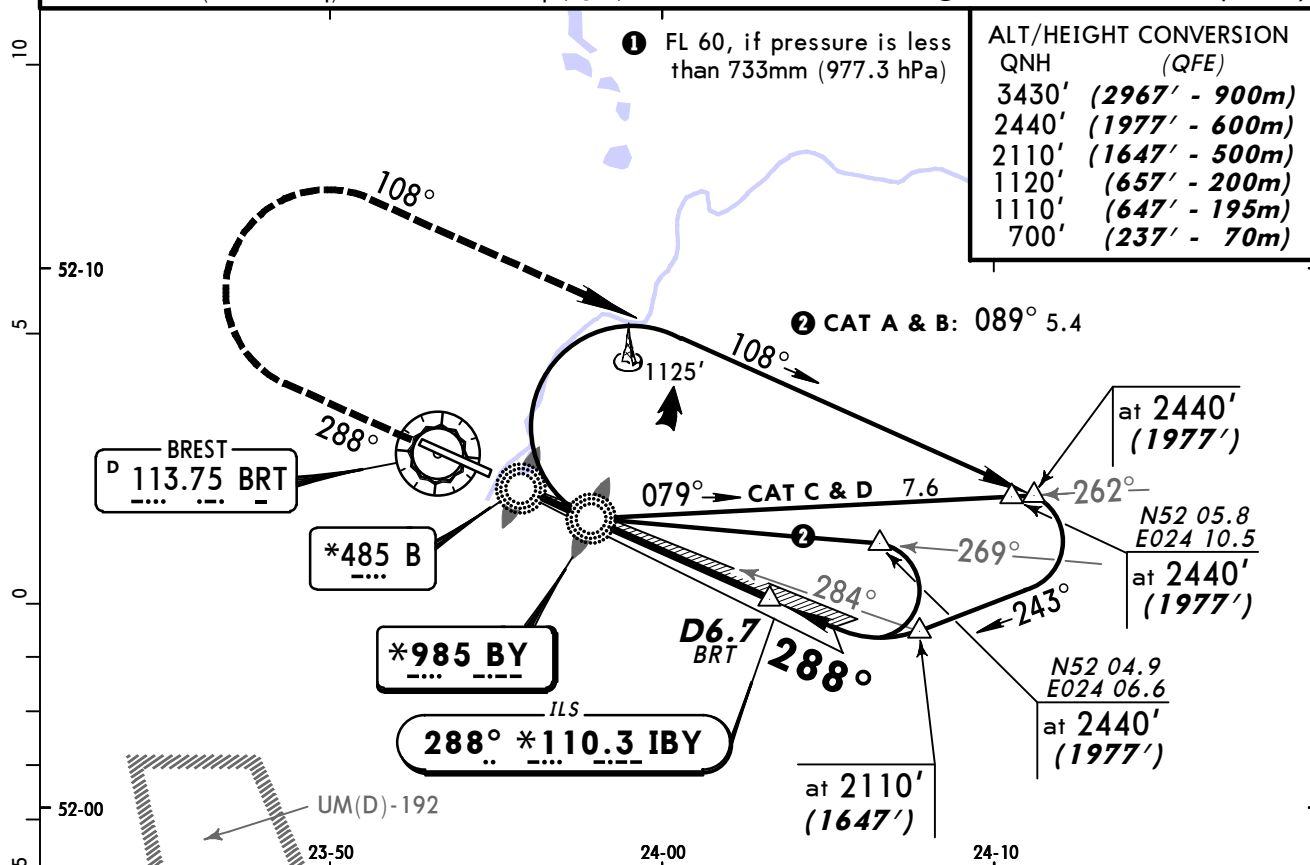
CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1460'(992')	1460'(992')	1560'(1092')	1560'(1092')
	ceil350m- V3000m	ceil350m- V3000m	ceil500m- V5000m	ceil500m- V5000m

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™

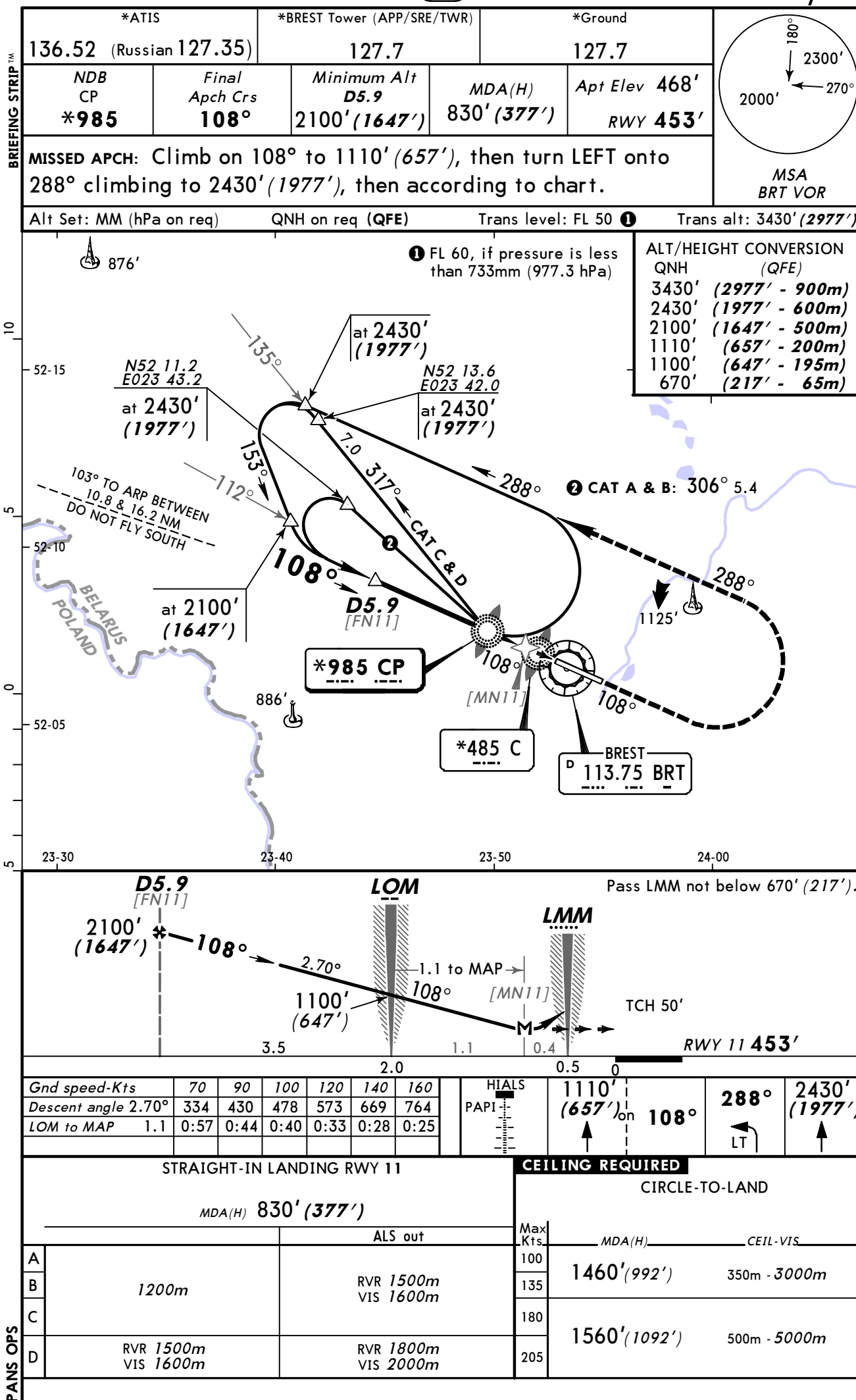
*ATIS		*BREST Tower (APP/SRE/TWR)		*Ground	
136.52 (Russian 127.35)		127.7		127.7	
LOC IBY *110.3	Final Apch Crs 288°	GS LOM 1103' (640')	ILS DA(H) 663' (200')	Apt Elev 468' RWY 463'	
NDB BY *985		Minimum Alt D6.7 BRT 2110' (1647')	NDB MDA(H) 820' (357')		
MISSED APCH: Climb on 288° to 1120' (657'),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

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 	1120' (657') on 288°	108° RT	2440' (1977')
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	0:23				

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		180	1560' (1092') 500m - 5000m
D						205	



BREST, (BREST - UMBB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMBB