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Airport Information For UNBB

Terminal Charts For UNBB

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Barnaul Rus
IATA Code: BAX
Lat/Long: N53° 21.8' E083° 32.4'
Elevation: 838 ft

Airport Use: Public
Magnetic Variation: 7.5°E

Fuel Types: 115-145 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2328 Z
Sunset: 1324 Z,

Runway Information

Runway: 06
Length x Width: 9350 ft x 164 ft
Surface Type: concrete
TDZ-Elev: 825 ft
Lighting: Edge, ALS
Displaced Threshold: 1148 ft

Runway: 24
Length x Width: 9350 ft x 164 ft
Surface Type: concrete
TDZ-Elev: 820 ft
Lighting: Edge, ALS

Communication Information

ATIS 129.7
Barnaul Tower 123.5

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ATIS
129.7Apt Elev
838'

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

Trans level: FL50 Trans alt: 3140' (2302')

Due to no guidance in heading at the initial approach, the procedure parameters are maintained by RADAR vectoring.

BAMUS
N54 05.0 E083 13.7Between
FL150 & FL50**AM 06D, AM 24D**
BM 06D
TM 06D, TM 24D
RWYS 06, 24 ARRIVALS

CAT C & D

TUMKO

N53 48.0 E083 32.0

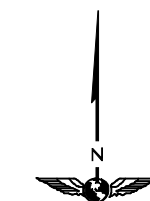
TM 06D

Between
FL150 & FL50

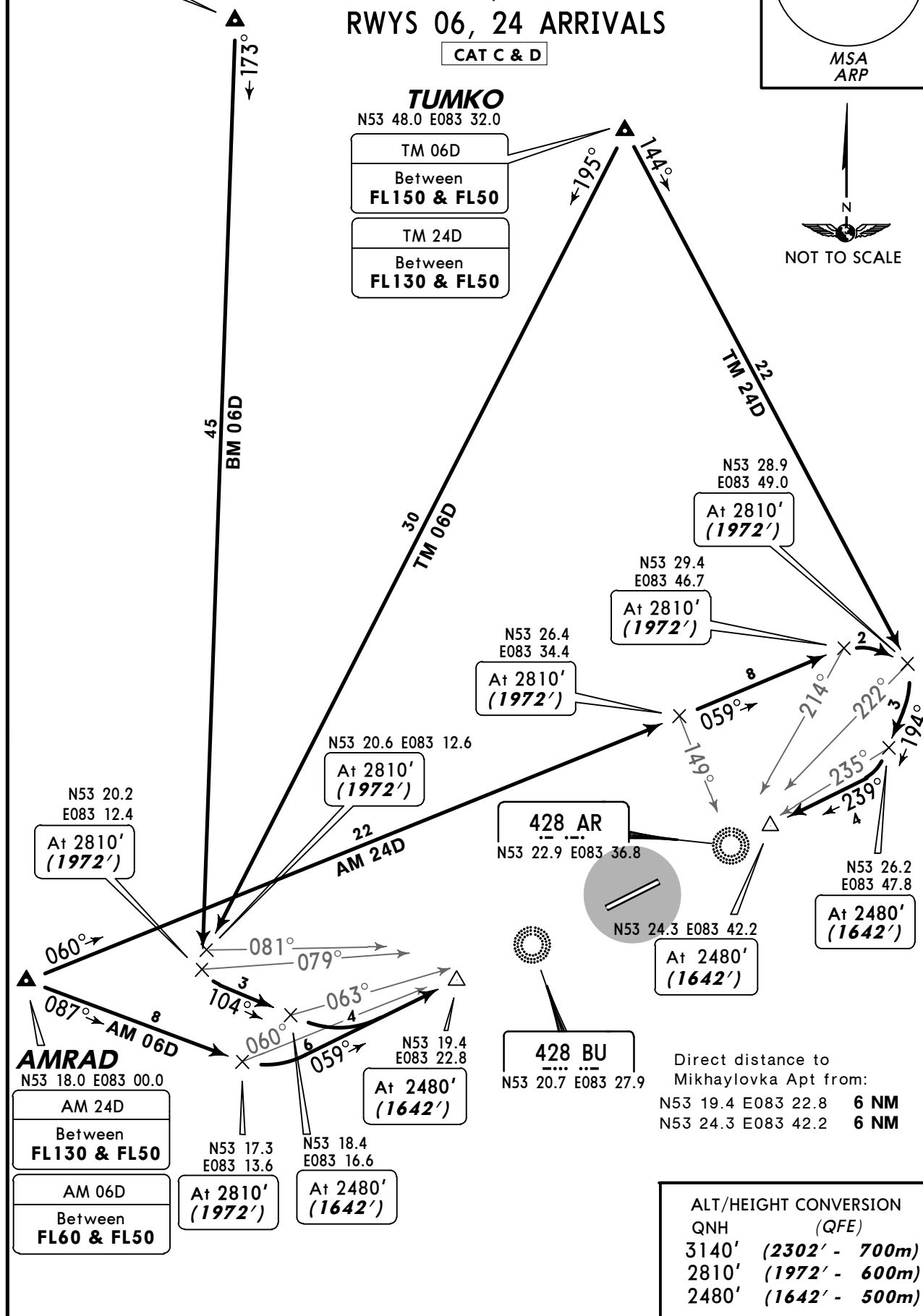
TM 24D

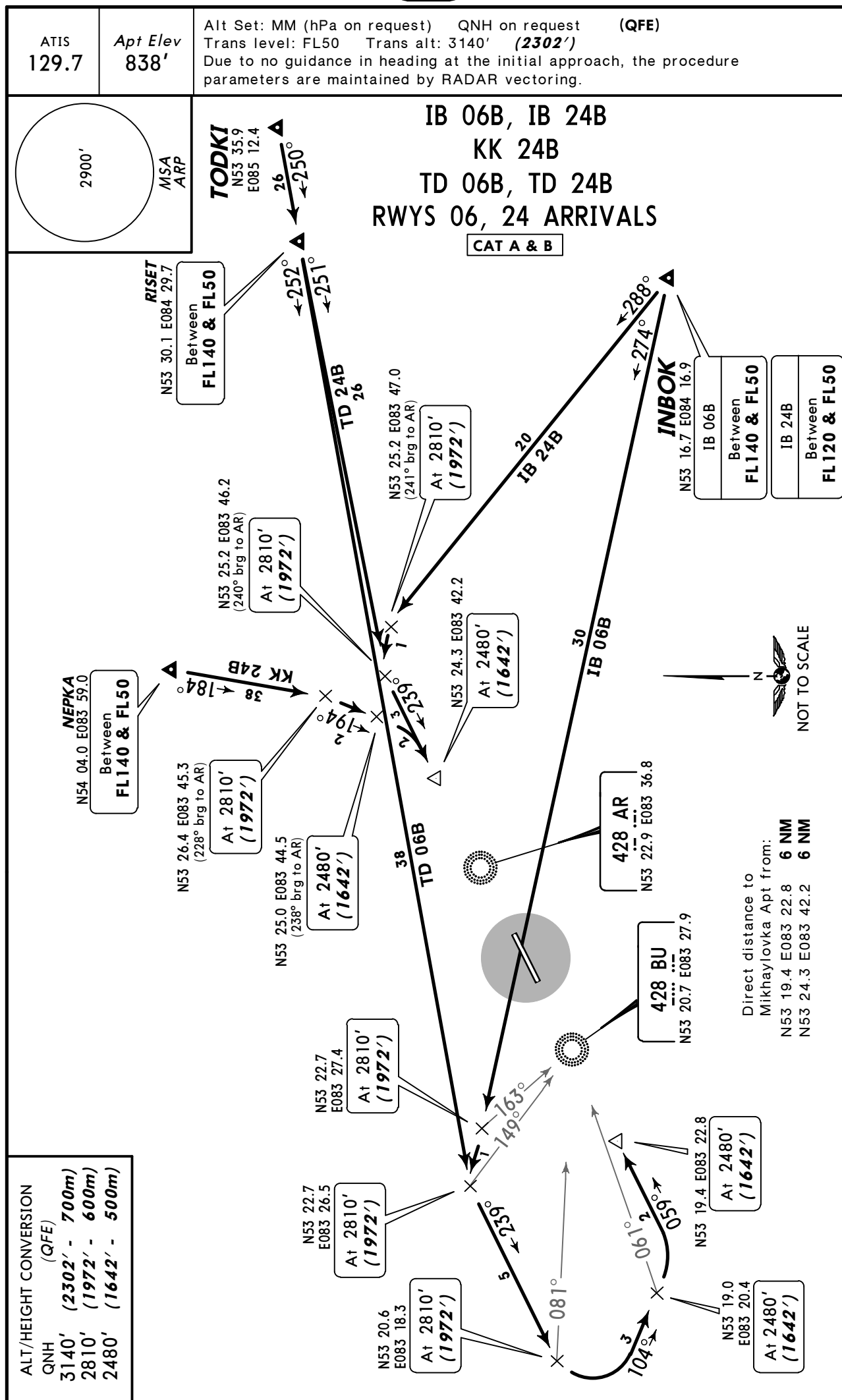
Between
FL130 & FL50

2900'

MSA
ARP

NOT TO SCALE





ATIS
129.7Apt Elev
838'

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

Trans level: FL50 Trans alt: 3140' (2302')

Due to no guidance in heading at the initial approach, the procedure parameters are maintained by RADAR vectoring.

BAMUS

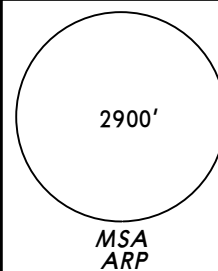
N54 05.0 E083 13.7

Between
FL150 & FL50

NOT TO SCALE

AM 06B, AM 24B
BM 06B
TM 06B, TM 24B
RWYS 06, 24 ARRIVALS

CAT A & B

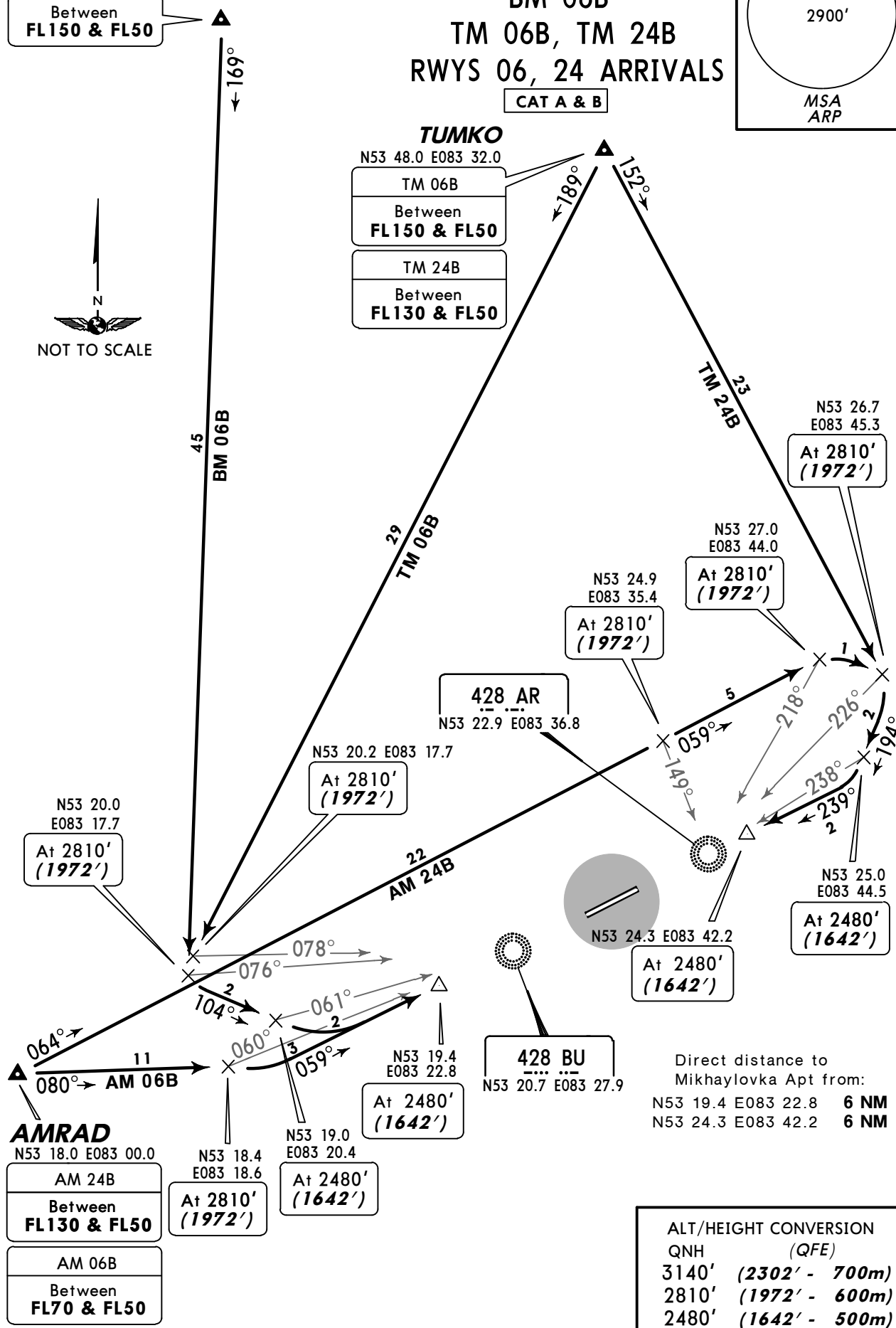
**TUMKO**

N53 48.0 E083 32.0

TM 06B

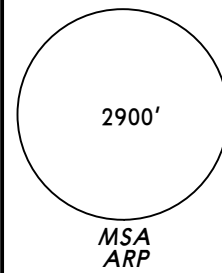
Between
FL150 & FL50

TM 24B

Between
FL130 & FL50

ATIS
129.7Apt Elev
838'Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3140' (2315')

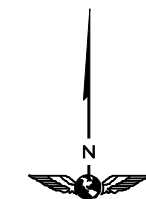
(QFE)

AM 06E, BM 06E
IB 06E
TD 06E, TM 06E
RWY 06 ARRIVALS
WITHOUT RADAR CONTROL**BAMUS**

N54 05.0 E083 13.7

Between
FL150 & FL50BM 06E
45**TUMKO**

N53 48.0 E083 32.0

Between
FL150 & FL50TM 06E
28

NOT TO SCALE

Direct distance from BU to:
Mikhaylovka Apt 3 NM**AMRAD**

N53 18.0 E083 00.0

Between
FL110 & FL50AM 06E
17MHA FL50
MAX FL150
059°

(IAF)

428 BU

N53 20.7 E083 27.9

At FL50

RISET
N53 30.1 E084 29.7Between
FL140 & FL50TD 06E
38**TODKI**

N53 35.9 E085 12.4

26
249°
250°IB 06E
30

271°

INBOK

N53 16.7 E084 16.9

Between
FL140 & FL50ALT/HEIGHT CONVERSION
QNH (QFE)
3140' (2315' - 700m)

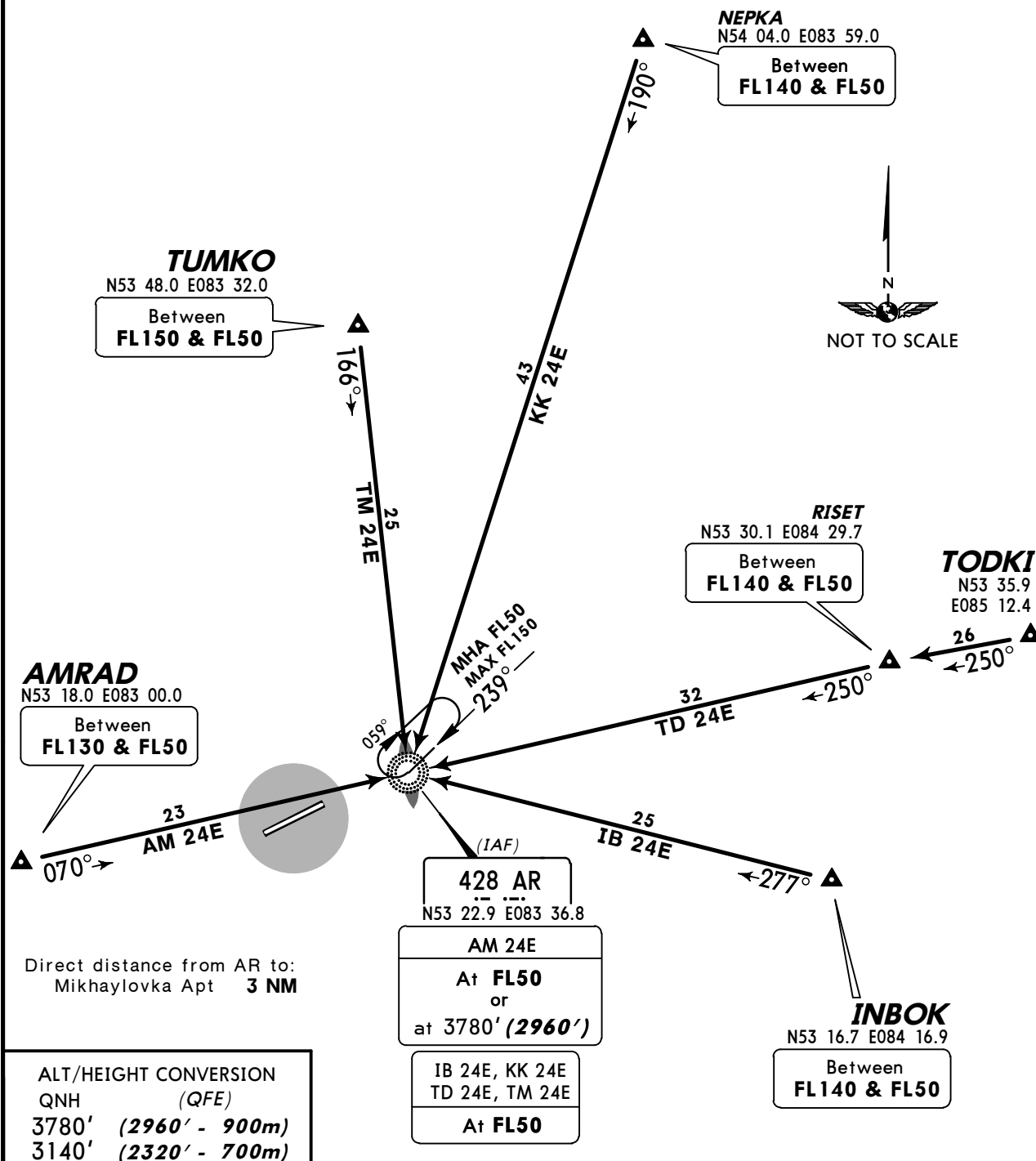
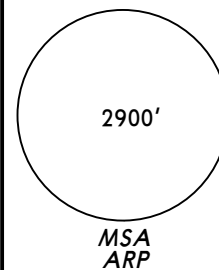
STAR

ROUTING

AM 06E	To BU, execute approach according to racetrack pattern.
BM 06E TM 06E	To BU, turn RIGHT, 239° track for 1 min, turn RIGHT to BU, execute approach according to racetrack pattern.
IB 06E TD 06E	To BU, execute approach according to teardrop turn pattern.

ATIS
129.7Apt Elev
838'Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3140' (2320')

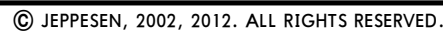
(QFE)

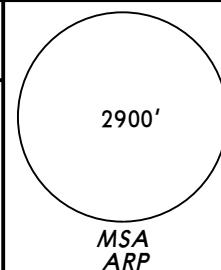
AM 24E, IB 24E
KK 24E
TD 24E, TM 24E
RWY 24 ARRIVALS
WITHOUT RADAR CONTROL

AM 24E To AR, execute approach according to procedure turn pattern, or: to AR, turn LEFT, 059° track for 1 min, turn LEFT to AR, execute approach according to racetrack pattern.

**IB 24E
KK 24E
TD 24E** To AR, execute approach according to racetrack pattern.

TM 24E To AR, turn LEFT, 059° track for 1 min, turn LEFT to AR, execute approach according to racetrack pattern.

SID

Apt Elev
838'QNH on request (QFE)
Trans level: FL50 Trans alt: 3140' (2302')AM 06T, AM 24T
BM 24T
TM 06T, TM 24T
RWYS 06, 24 DEPARTURES**BAMUS**
N54 05.0 E083 13.7
At or above
FL50**TUMKO**
N53 48.0 E083 32.0
At or above
FL50ALT/HEIGHT CONVERSION
QNH (QFE)
1500' (662' - 200m)
3140' (2302' - 700m)**AMRAD**
N53 18.0 E083 00.0
At or above
FL5019
AM 24T29
AM 06T49
BM 24T31
TM 24T28
TM 06T

←239°

←345°

At
1500' (662')

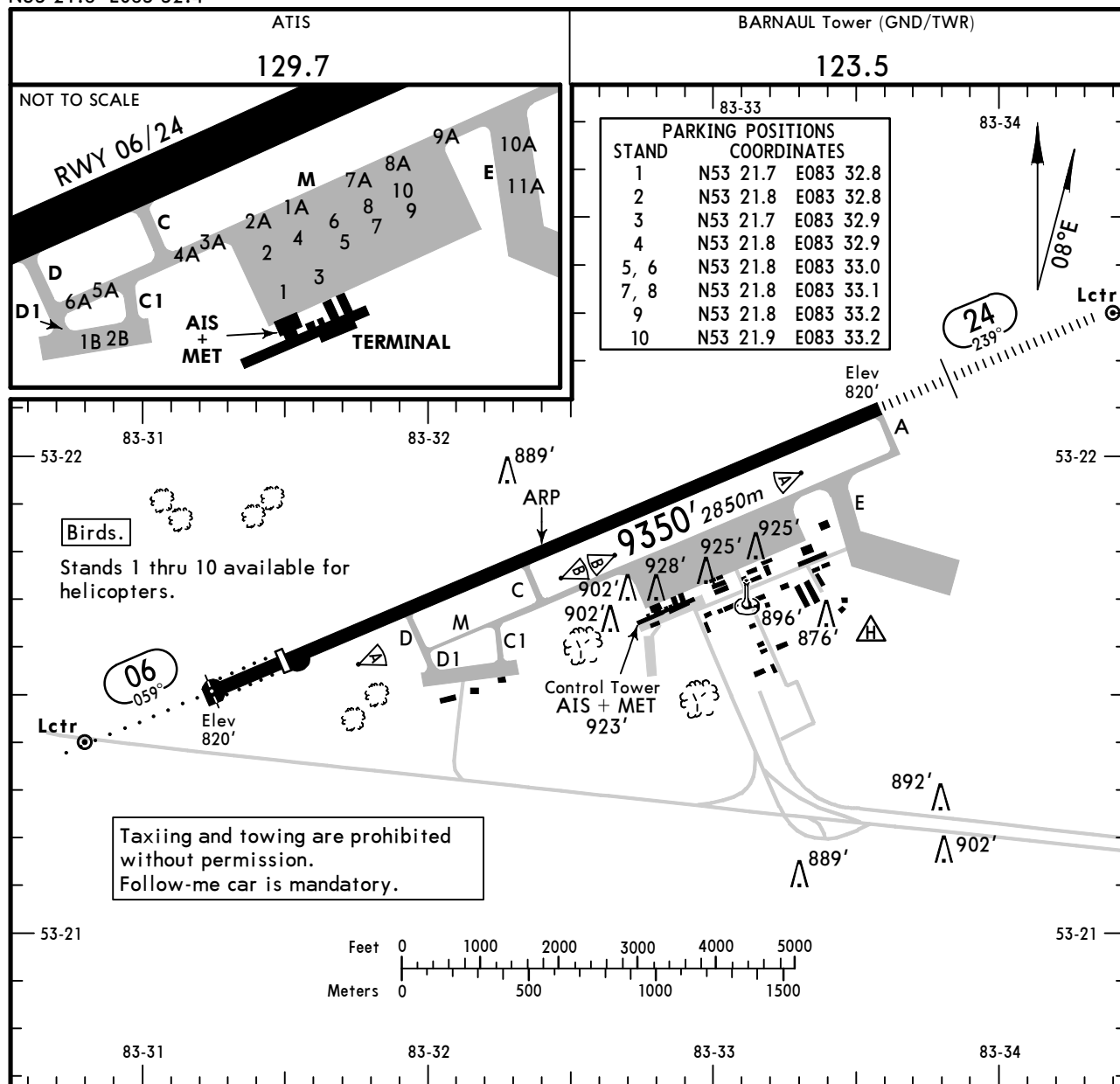
←343°

←300°

←239°

←059°

At
1500' (662')



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
06	HIRL (60m) ALS(white/red) PAPI-L (2.67°) RVR	8202' 2500m	7048' 2148m		164'
24	HIRL (60m) HIALS PAPI-L (2.67°) RVR		8682' 2646m		50m

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	

STRAIGHT-IN RWY		A	B	C	D
06	ILS	1025'(200') R1000m	1025'(200') R1000m	1035'(210') R1000m	1045'(220') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ① with FAF ALS out	1180'(355') R1400m R1500m	1180'(355') R1400m R1500m	1180'(355') R1400m R1600m	1180'(355') R1400m R1600m
	NDB w/o FAF ALS out	1570'(745') C3500m C3700m	1570'(745') C3500m C3700m	1570'(745') C3700m C3900m	1570'(745') C3700m C3900m
24	ILS FULL Limited ALS out	1020'(200') R550m R750m R1200m	1027'(207') R550m R750m R1200m	1036'(216') R550m R750m R1200m	1046'(226') R550m R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ① with FAF ALS out	1180'(360') R900m R1500m	1180'(360') R900m R1500m	1180'(360') R900m R1600m	1180'(360') R900m R1600m
	2 NDB w/o FAF ALS out	1650'(830') C3300m C4000m	1650'(830') C3300m C4000m	1650'(830') C3500m C4200m	1650'(830') C3500m C4200m
	AR NDB ① with FAF ALS out	1180'(360') R900m R1500m	1180'(360') R900m R1500m	1180'(360') R900m R1600m	1180'(360') R900m R1600m
	AR NDB w/o FAF ALS out	1830'(1010') C4300m C5000m	1830'(1010') C4300m C5000m	1830'(1010') C4500m C5000m	1830'(1010') C4500m C5000m

① Continuous Descent Final Approach.

TAKE-OFF RWY 06, 24

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		

Diagram illustrating the ILS approach for Runway 059, showing various altitudes, distances, and angles.

Key altitudes and distances:

- at 2800' (1975')
- at 2470' (1645')
- 865 B
- 428 BU
- 1470'
- 1348'
- 1322'

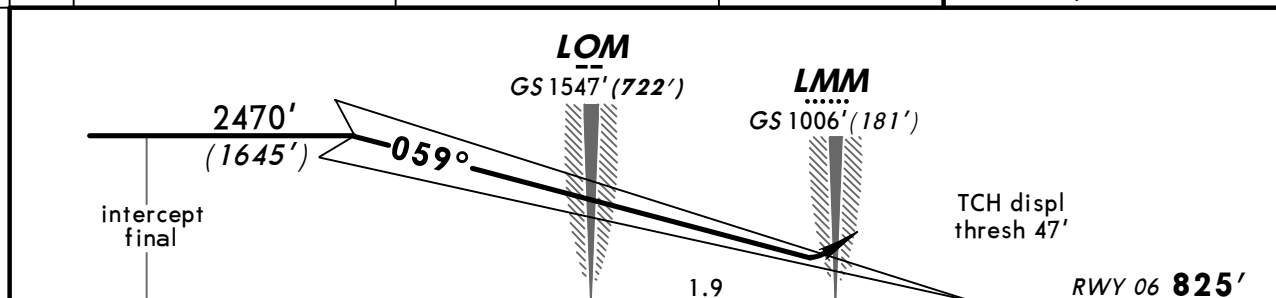
Angles and bearings:

- 059°
- 110.3 IBU
- 085° (C & D)
- 081° (A & B)
- 239°
- 149°
- 059°
- 104°
- 063° (C & D)
- 061° (A & B)

Other labels:

- By ATC
- ILS
- 83-10
- 83-20
- 83-30
- 83-40

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3140'	(2315' - 700m)
2800'	(1975' - 600m)
2470'	(1645' - 500m)
1490'	(665' - 200m)

[illegible]

STRAIGHT-IN LANDING RWY 06									
ILS				LOC (GS out)					
DA(H) C:1035'(210') AB:1025'(200') D:1045'(220')									
FULL				ALS out					
A	1200m			NOT AUTH					
B									
C									
D									

BARNAUL, RUSSIA
W/O RADAR ILS Rwy 06

HOLDING
MHA By ATC

CAT C & D
CAT A & B

059° 110.3 IBU

059°

239°

261°

251°

239°

059°

1470'

865 B

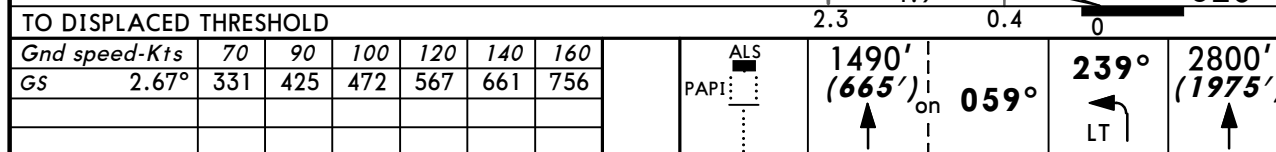
(IAF)

428 BU

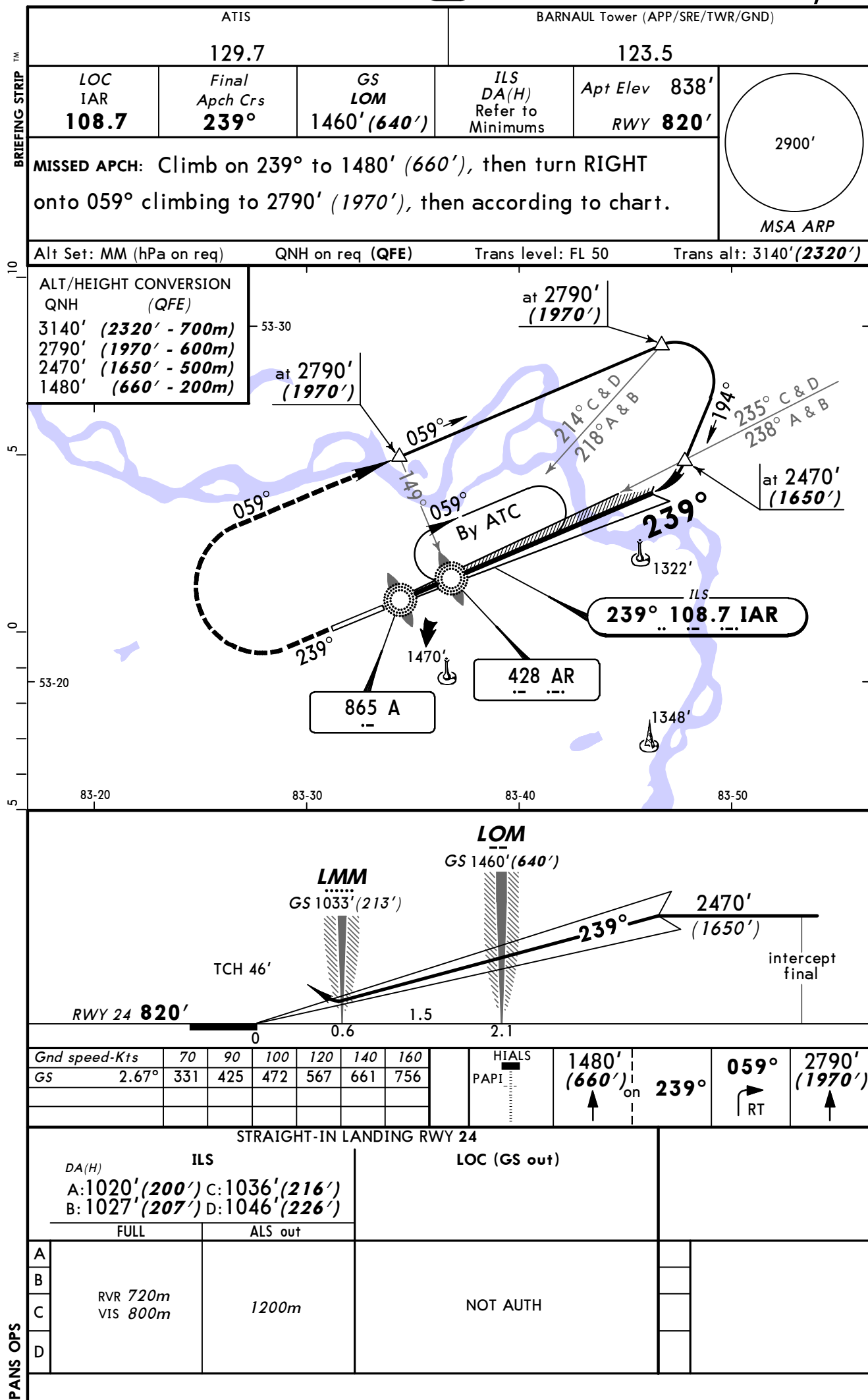
1348'

83-40

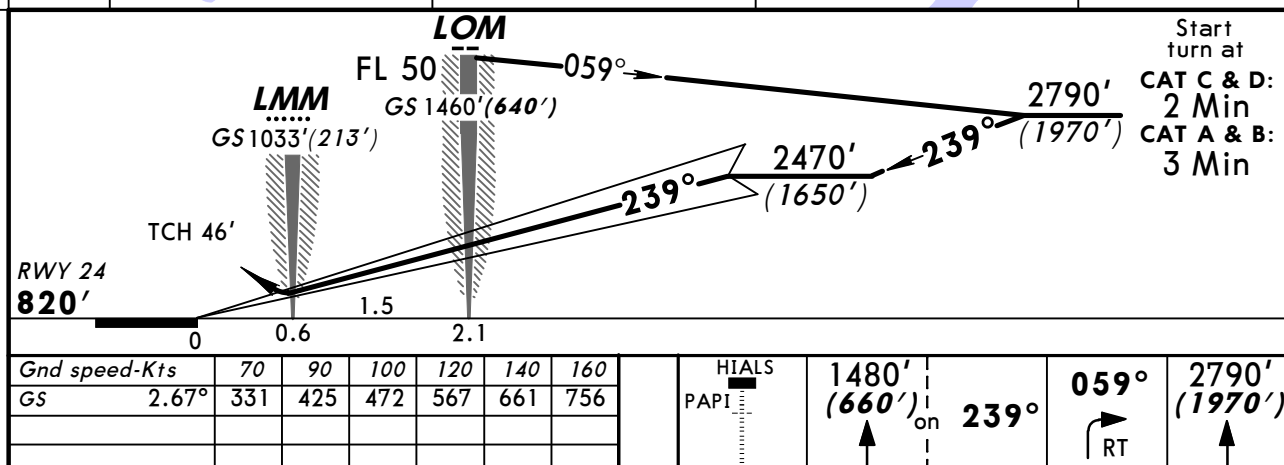
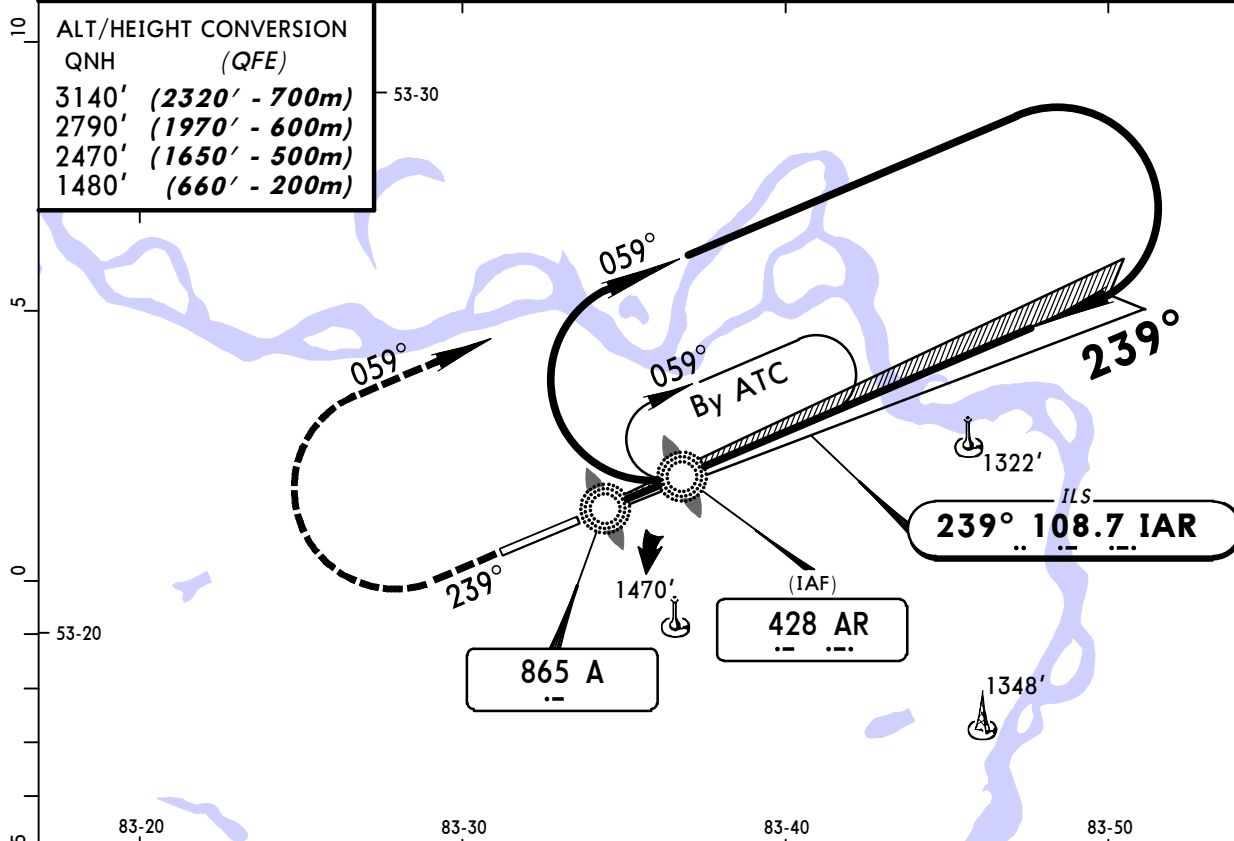
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3140'	(2315' - 700m)
2800'	(1975' - 600m)
2470'	(1645' - 500m)
1490'	(665' - 200m)



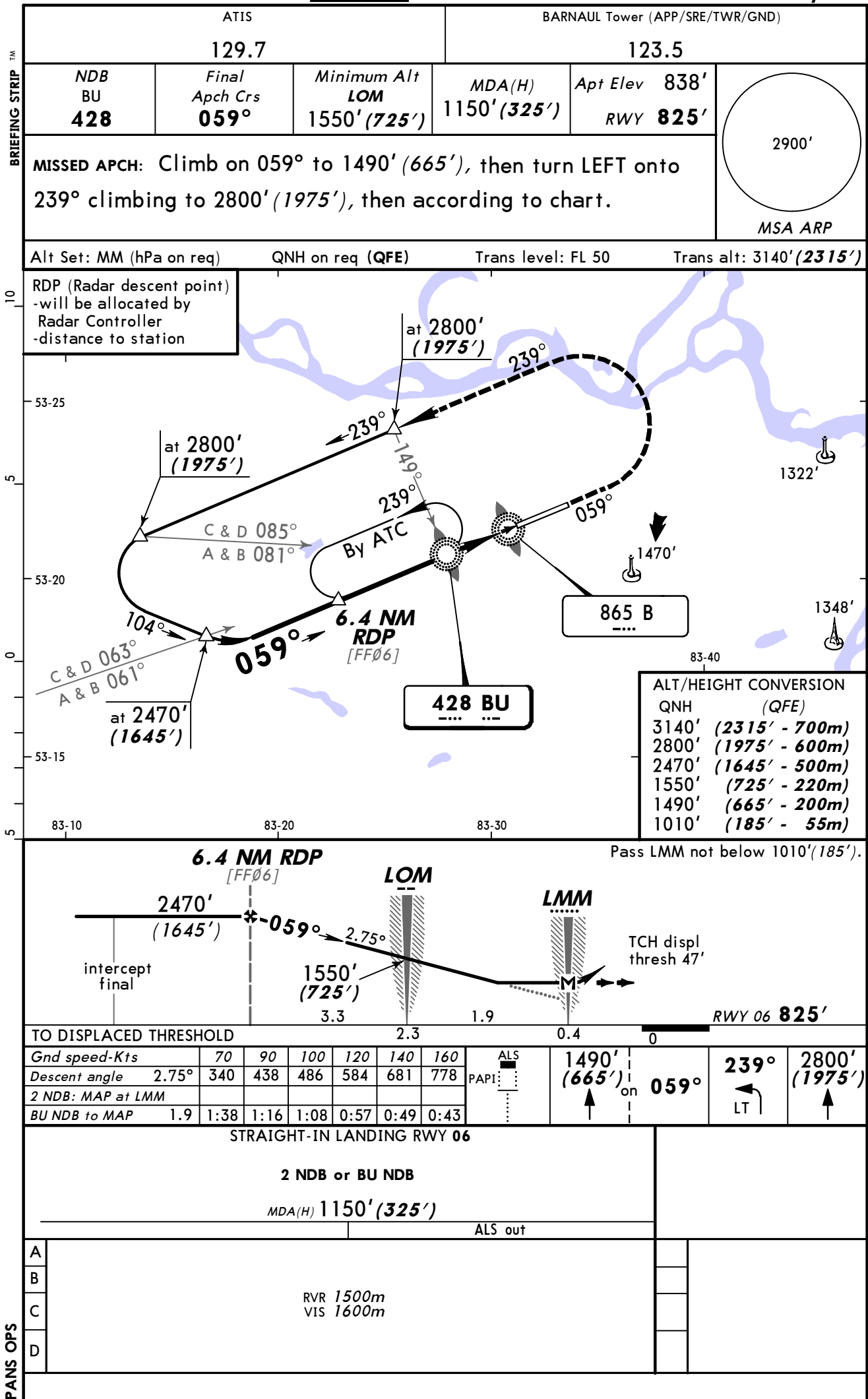
CHANGES: New procedure. © JEPPESEN, 2013. ALL RIGHTS RESERVED



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3140'	(2320' - 700m)
2790'	(1970' - 600m)
2470'	(1650' - 500m)
1480'	(660' - 200m)



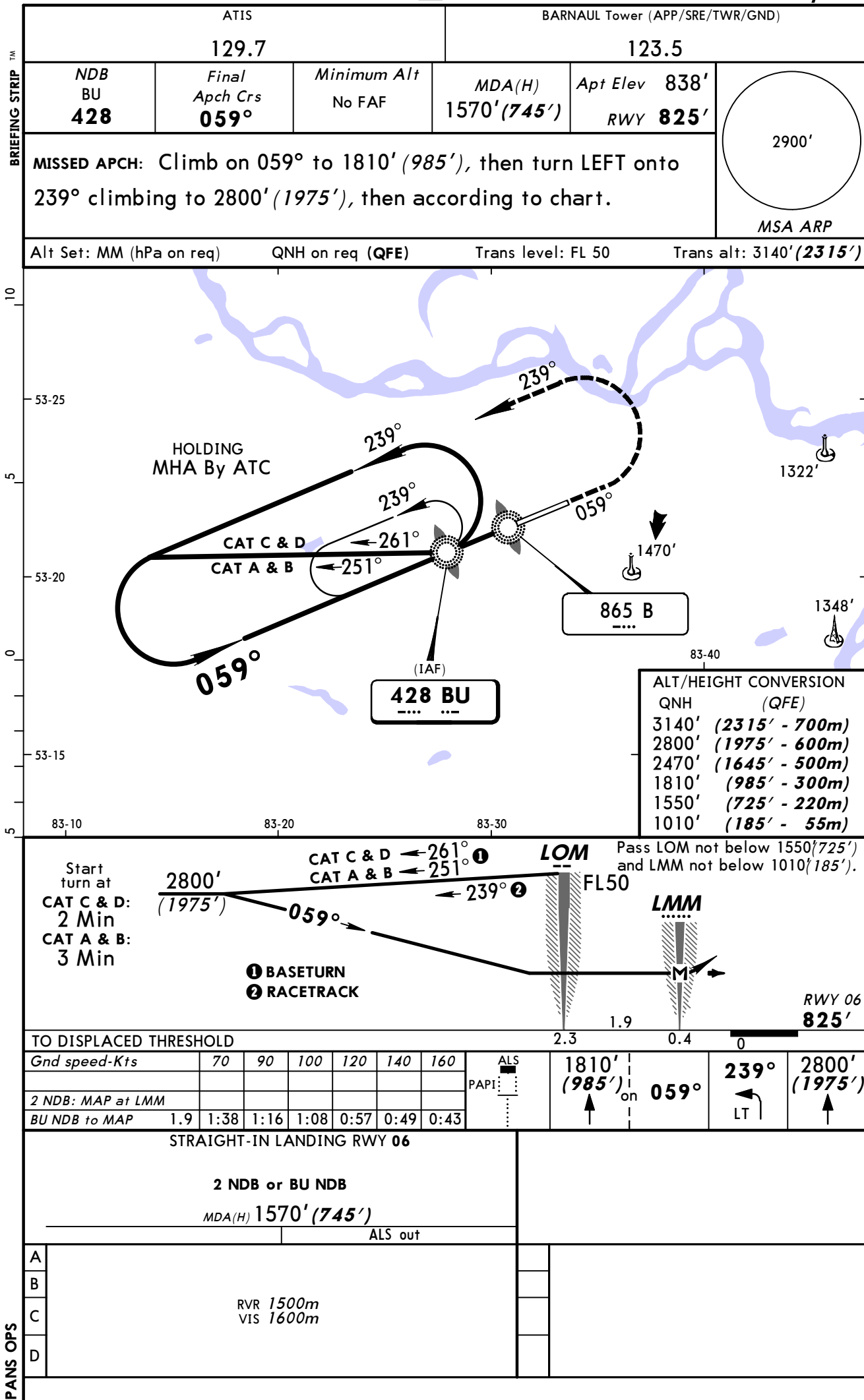
STRAIGHT-IN LANDING RWY 24					
DA(H)		ILS	LOC (GS out)		
A: 1020' (200')		C: 1036' (216')			
B: 1027' (207')		D: 1046' (226')			
FULL		ALS out			
A	RVR 720m VIS 800m	1200m	NOT AUTH		
B					
C					
D					



UNBB/BAX
MIKHAYLOVKA

JEPPESEN
8 MAR 13 (16-2)

BARNAUL, RUSSIA
W/O RADAR 2 NDB or NDB Rwy 06



CHANGES: Missed approach.

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BARNaul Tower (APP/SRE/TWR/GND)

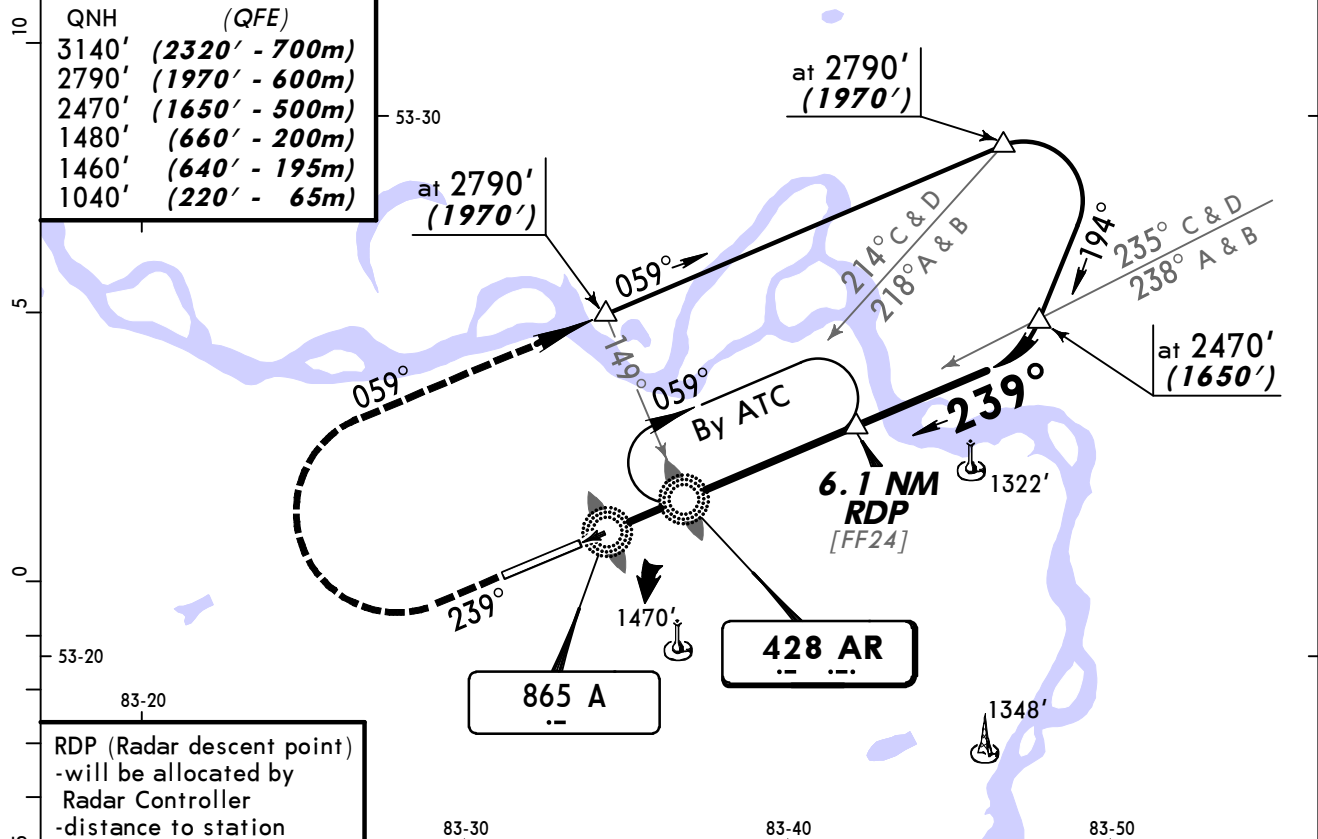
123.5

Apt Elev 838'
RWY **820'**

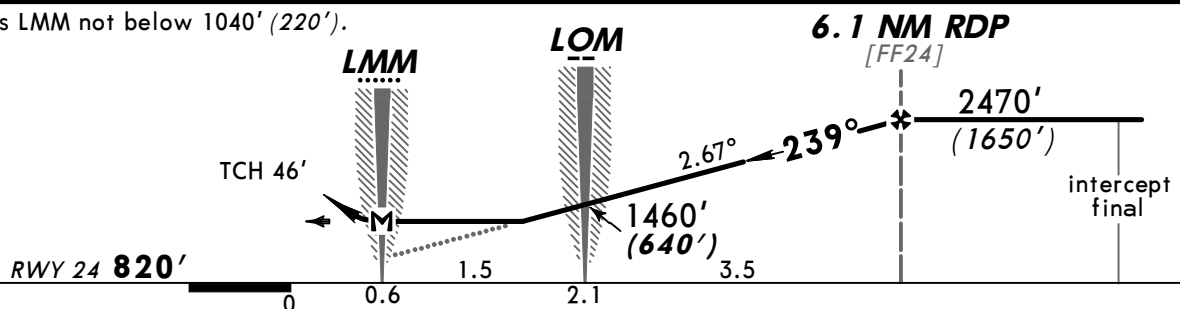
MSA ARP

Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: FL 50	Trans alt: 3140' (2320')
--------------------------	---------------------------	--------------------	-----------------------------------

QNH	(QFE)
3140'	(2320' - 700m)
2790'	(1970' - 600m)
2470'	(1650' - 500m)
1480'	(660' - 200m)
1460'	(640' - 195m)
1040'	(220' - 65m)



Pass LMM not below 1040' (220').



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	HIALS PAPI
<i>Descent Angle 2.67°</i>	331	425	472	567	661	756	
<i>2 NDB: MAP at LMM</i>							
<i>AR NDB to MAP 1.5</i>	1:17	1:00	0:54	0:45	0:39	0:34	

STRAIGHT-IN LANDING RWY 24

2 NDB or AR NDB

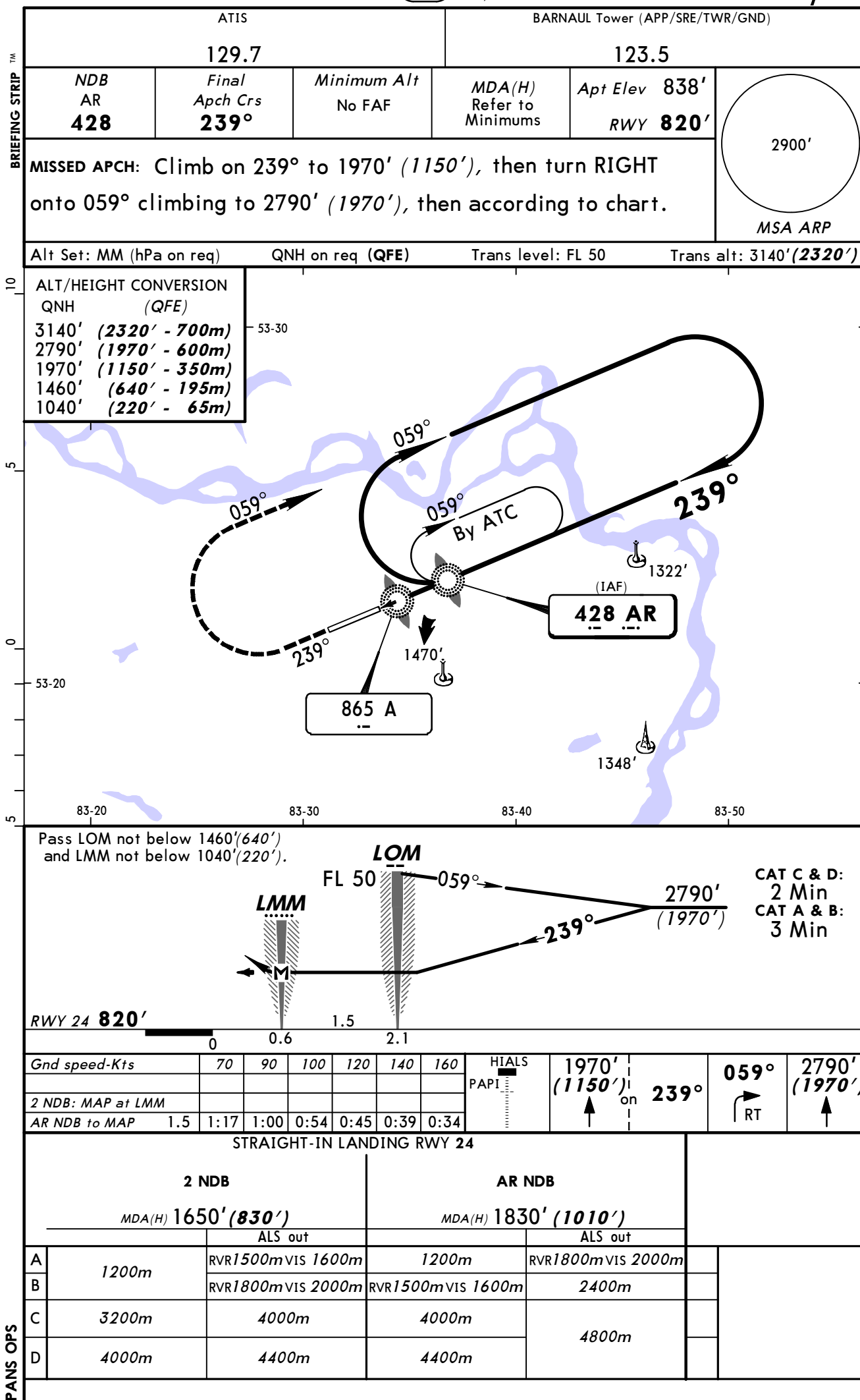
*MDA*_(H) 1180' (360')

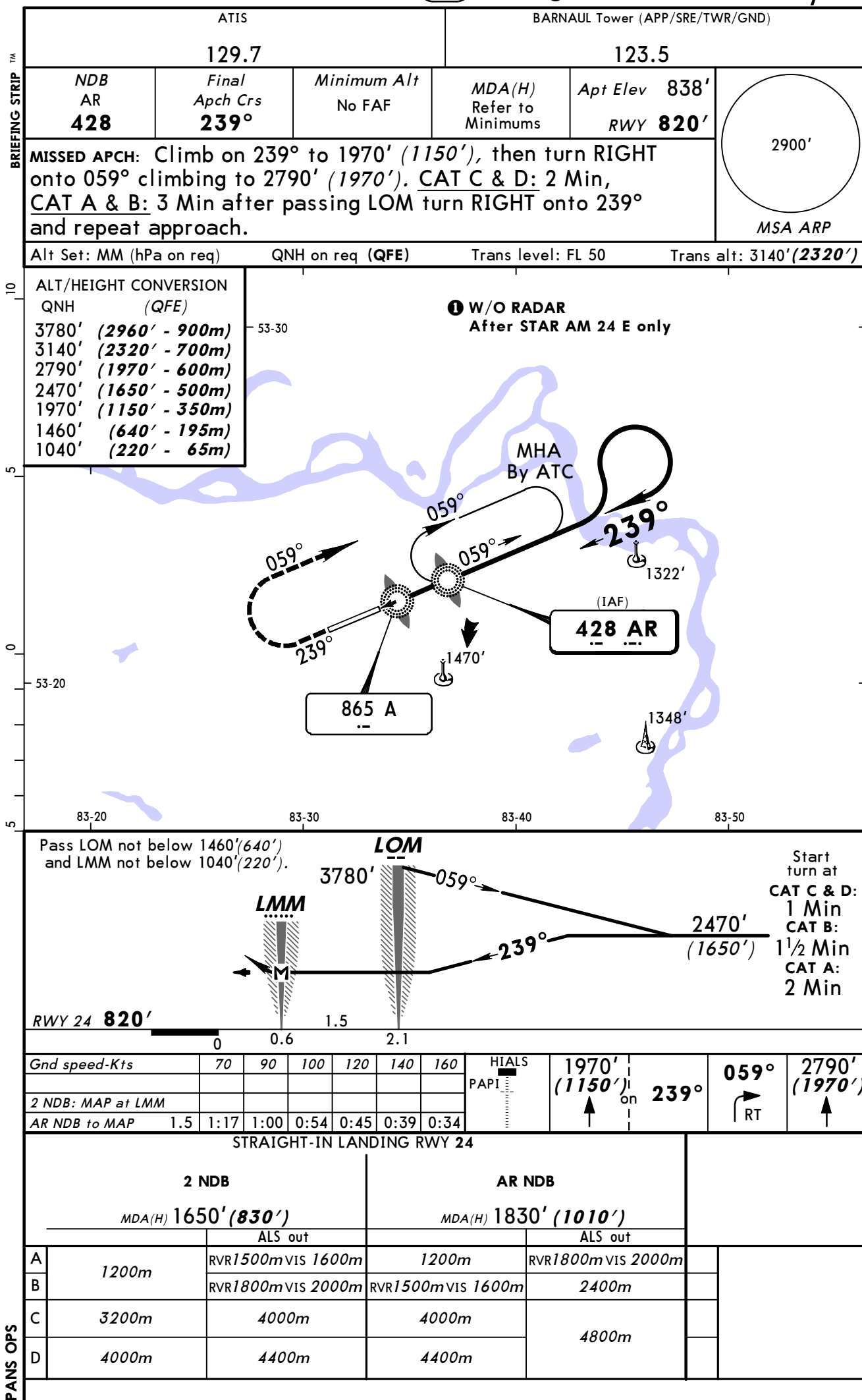
ALS out

A	
B	RVR 1500m VIS 1600m
C	
D	RVR 1800m VIS 2000m

PANS OPS

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BARNAUL, (MIKHAYLOVKA - UNBB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNBB