

List of pages in this Trip Kit

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Airport Information For UMBB

Terminal Charts For UMBB

Revision Letter For Cycle 17-2013

Change Notices

Notebook

General Information

Location: Brest Blr
IATA Code: BQT
Lat/Long: N52° 06.5' E023° 53.8'
Elevation: 468 ft

Airport Use: Public
Magnetic Variation: 5.9°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: 0325 Z
Sunset: 1727 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

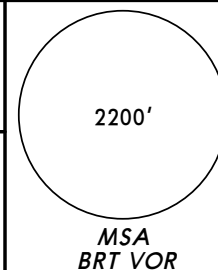
Communication Information

ATIS 136.525
ATIS 118.225 Non-English
Brest Tower 127.7

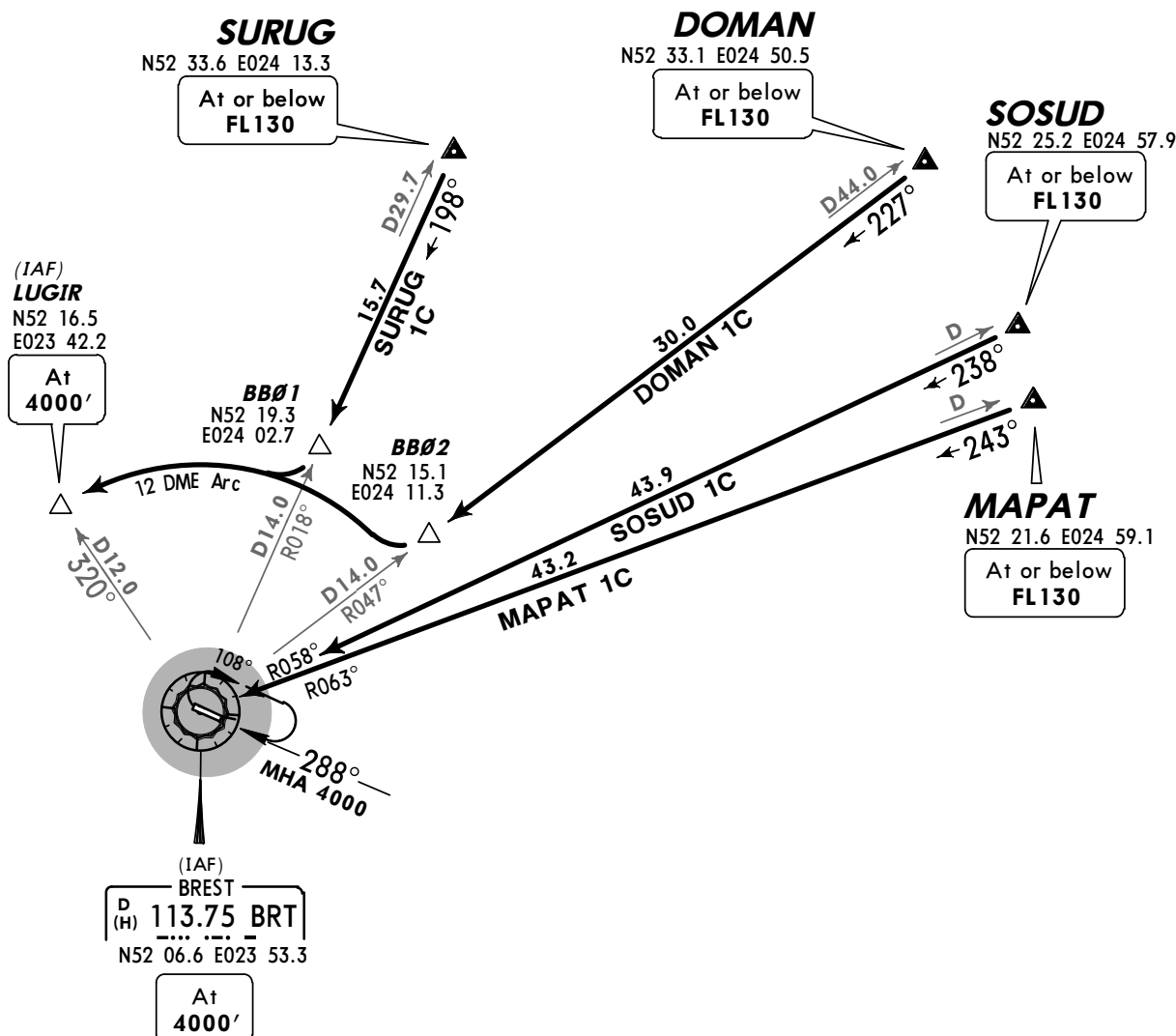
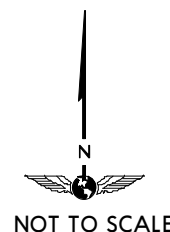
*ATIS
136.52
(Russian 118.22)

Apt Elev
468'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



DOMAN ONE CHARLIE (DOMAN 1C) [DOMA1C]
MAPAT ONE CHARLIE (MAPAT 1C) [MAPA1C]
SOSUD ONE CHARLIE (SOSUD 1C) [SOSU1C]
SURUG ONE CHARLIE (SURUG 1C) [SURU1C]
RWY 11 ARRIVALS
VOR DME REQUIRED

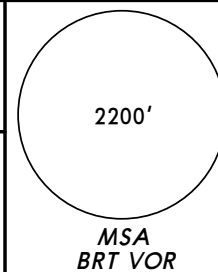


STAR	ROUTING
DOMAN 1C	Intercept BRT R-047 inbound to BB02, turn RIGHT, along BRT 12 DME arc to LUGIR.
MAPAT 1C	Intercept BRT R-063 inbound to BRT.
SOSUD 1C	Intercept BRT R-058 inbound to BRT.
SURUG 1C	Intercept BRT R-018 inbound to BB01, turn RIGHT, along BRT 12 DME arc to LUGIR.

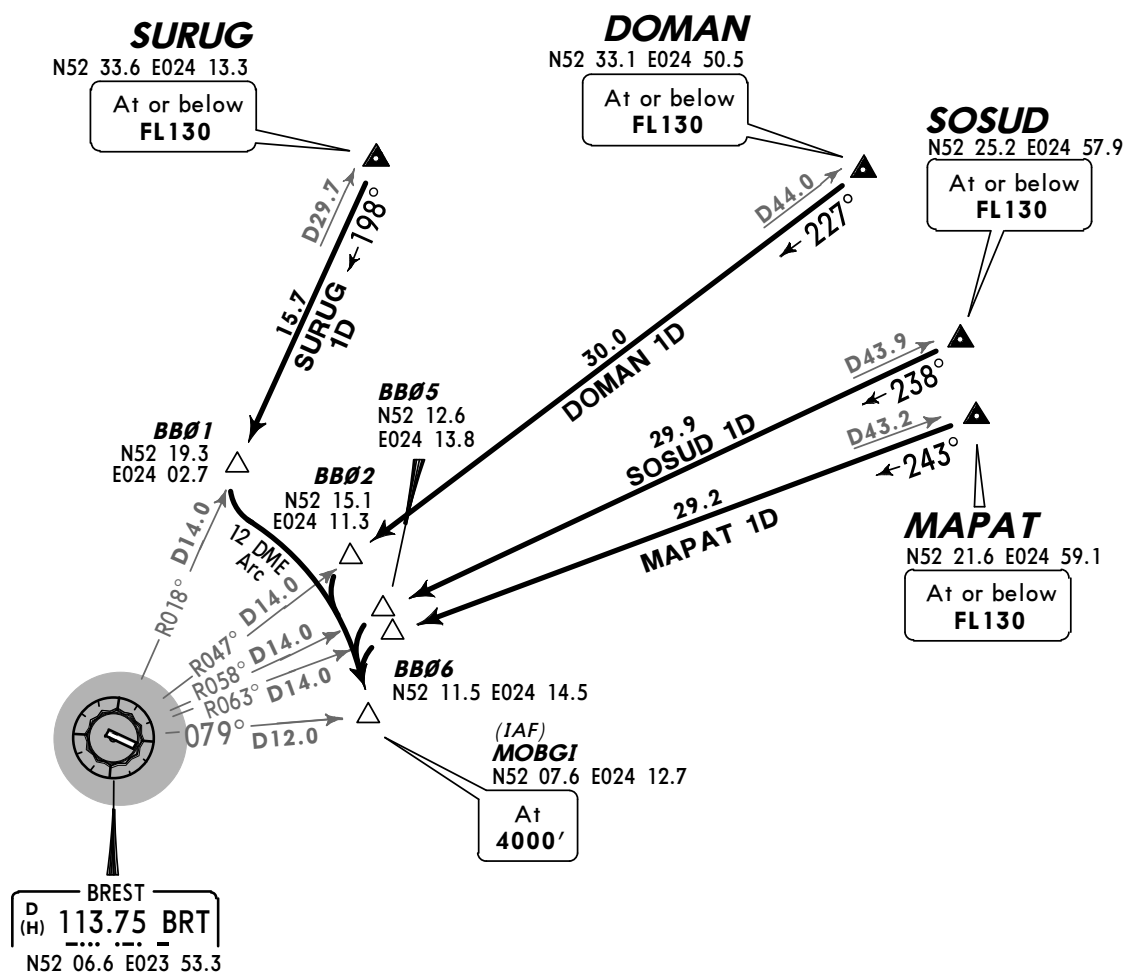
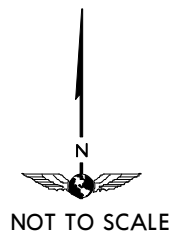
*ATIS
136.52
(Russian 118.22)

Apt Elev
468'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



DOMAN ONE DELTA (DOMAN 1D) [DOMA1D]
MAPAT ONE DELTA (MAPAT 1D) [MAPA1D]
SOSUD ONE DELTA (SOSUD 1D) [SOSU1D]
SURUG ONE DELTA (SURUG 1D) [SURU1D]
RWY 29 ARRIVALS
VOR DME REQUIRED

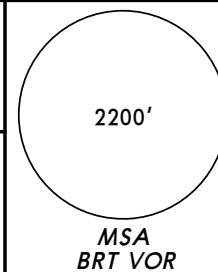


STAR	ROUTING
DOMAN 1D	Intercept BRT R-047 inbound to BB02, turn LEFT, along BRT 12 DME arc to MOBGI.
MAPAT 1D	Intercept BRT R-063 inbound to BB06, turn LEFT, along BRT 12 DME arc to MOBGI.
SOSUD 1D	Intercept BRT R-058 inbound to BB05, turn LEFT, along BRT 12 DME arc to MOBGI.
SURUG 1D	Intercept BRT R-058 inbound to BB01, turn LEFT, along BRT 12 DME arc to MOBGI.

*ATIS
136.52
(Russian 118.22)

Apt Elev
468'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



**ABERO ONE CHARLIE (ABERO 1C) [ABER1C]
BIGLU ONE CHARLIE (BIGLU 1C) [BIGL1C]
DIVIM ONE CHARLIE (DIVIM 1C) [DIVI1C]
TADUN ONE CHARLIE (TADUN 1C) [TADU1C]
RWY 11 ARRIVALS
VOR DME REQUIRED**



ABERO

N52 13.7 E023 12.5
(BRT R-280/D26.1)

At or below
FL130

VALOL
N52 13.5 E023 28.0
(BRT R-288/
D17.0)

(IAF)
GISUB
N52 12.0 E023 35.9
(BRT R-291/D12.0)

At **3000'**

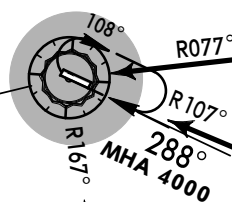
DIVIM

N52 11.4 E025 02.9

At or below
FL130

(IAF)
BREST
D (H) **113.75 BRT**
N52 06.6 E023 53.3

At
4000'



DIVIM 1C

TADUN 1C

TADUN

N51 54.1 E024 41.3

At or below
FL130

VASOK
N51 51.0 E023 56.5

BIGLU

N51 43.4 E023 32.6

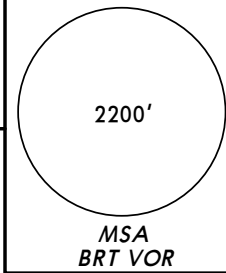
At or below
FL130

STAR	ROUTING
ABERO 1C	On 085° track to VALOL, 101° track to GISUB.
BIGLU 1C	On 057° track to VASOK, intercept BRT R-167 inbound to BRT.
DIVIM 1C	Intercept BRT R-077 inbound to BRT.
TADUN 1C	Intercept BRT R-107 inbound to BRT.

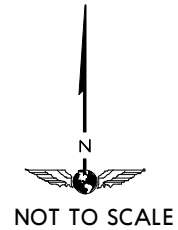
*ATIS
136.52
(Russian 118.22)

Apt Elev
468'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



ABERO ONE DELTA (ABERO 1D) [ABER1D]
BIGLU ONE DELTA (BIGLU 1D) [BIGL1D]
DIVIM ONE DELTA (DIVIM 1D) [DIVI1D]
TADUN ONE DELTA (TADUN 1D) [TADU1D]
RWY 29 ARRIVALS
VOR DME REQUIRED



ABERO

N52 13.7 E023 12.5
(BRT R-280/D26.1)

At or below
FL130

VALOL
N52 13.5 E023 28.0

(IAF)
NEBDU
N52 08.2 E024 15.8

At 4000'

DIVIM

N52 11.4 E025 02.9

At or below
FL130

(IAF)
BREST
D (H) 113.75 BRT
N52 06.6 E023 53.3

At 4000'

(IAF)
OKDAL
N52 01.7 E024 11.1

At 3000'

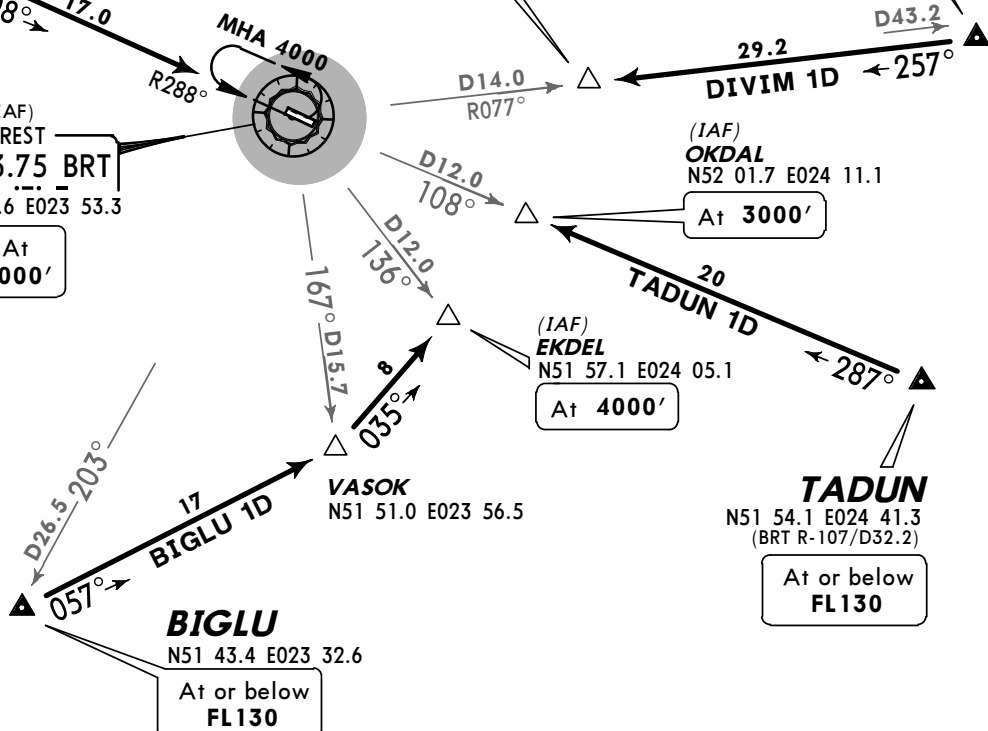
(IAF)
EKDEL
N51 57.1 E024 05.1

At 4000'

TADUN

N51 54.1 E024 41.3
(BRT R-107/D32.2)

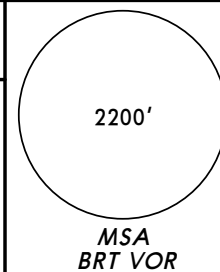
At or below
FL130



STAR	ROUTING
ABERO 1D	On 085° track to VALOL, intercept BRT R-288 inbound to BRT.
BIGLU 1D	On 057° track to VASOK, 035° track to EKDEL.
DIVIM 1D	Intercept BRT R-077 inbound to NEBDU.
TADUN 1D	On 287° track to OKDAL.

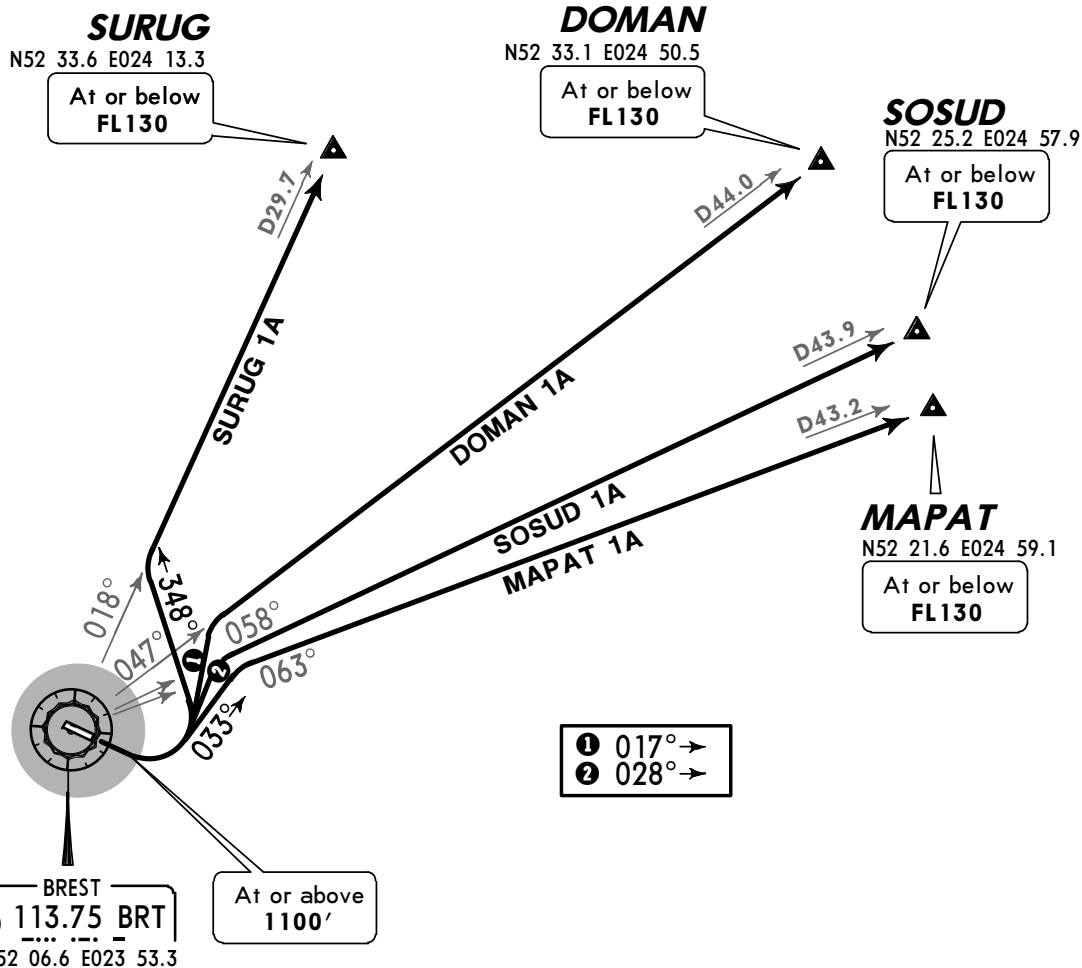
Apt Elev
468'

Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.



NOT TO SCALE

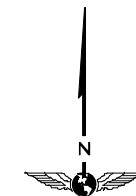
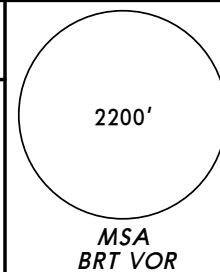
DOMAN ONE ALFA (DOMAN 1A) [DOMA1A]
MAPAT ONE ALFA (MAPAT 1A) [MAPA1A]
SOSUD ONE ALFA (SOSUD 1A) [SOSU1A]
SURUG ONE ALFA (SURUG 1A) [SURU1A]
RWY 11 DEPARTURES
VOR DME REQUIRED



SID	ROUTING
DOMAN 1A	Climb to at or above 1100', turn LEFT, 017° track, intercept BRT R-047 to DOMAN.
MAPAT 1A	Climb to at or above 1100', turn LEFT, 033° track, intercept BRT R-063 to MAPAT.
SOSUD 1A	Climb to at or above 1100', turn LEFT, 028° track, intercept BRT R-058 to SOSUD.
SURUG 1A	Climb to at or above 1100', turn LEFT, 348° track, intercept BRT R-018 to SURUG.

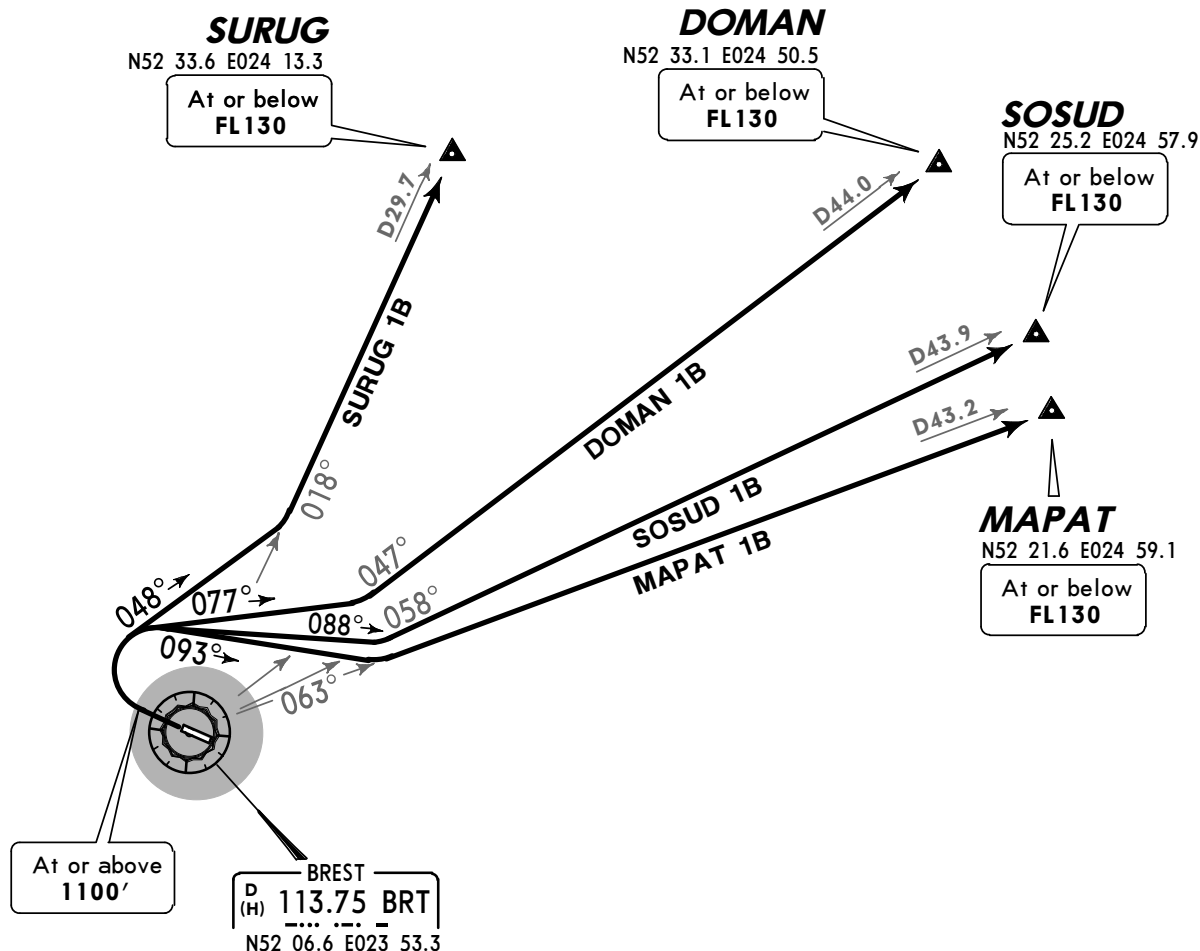
Apt Elev
468'

Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.

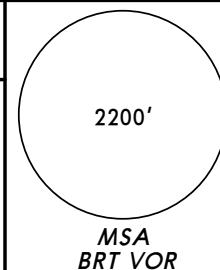


NOT TO SCALE

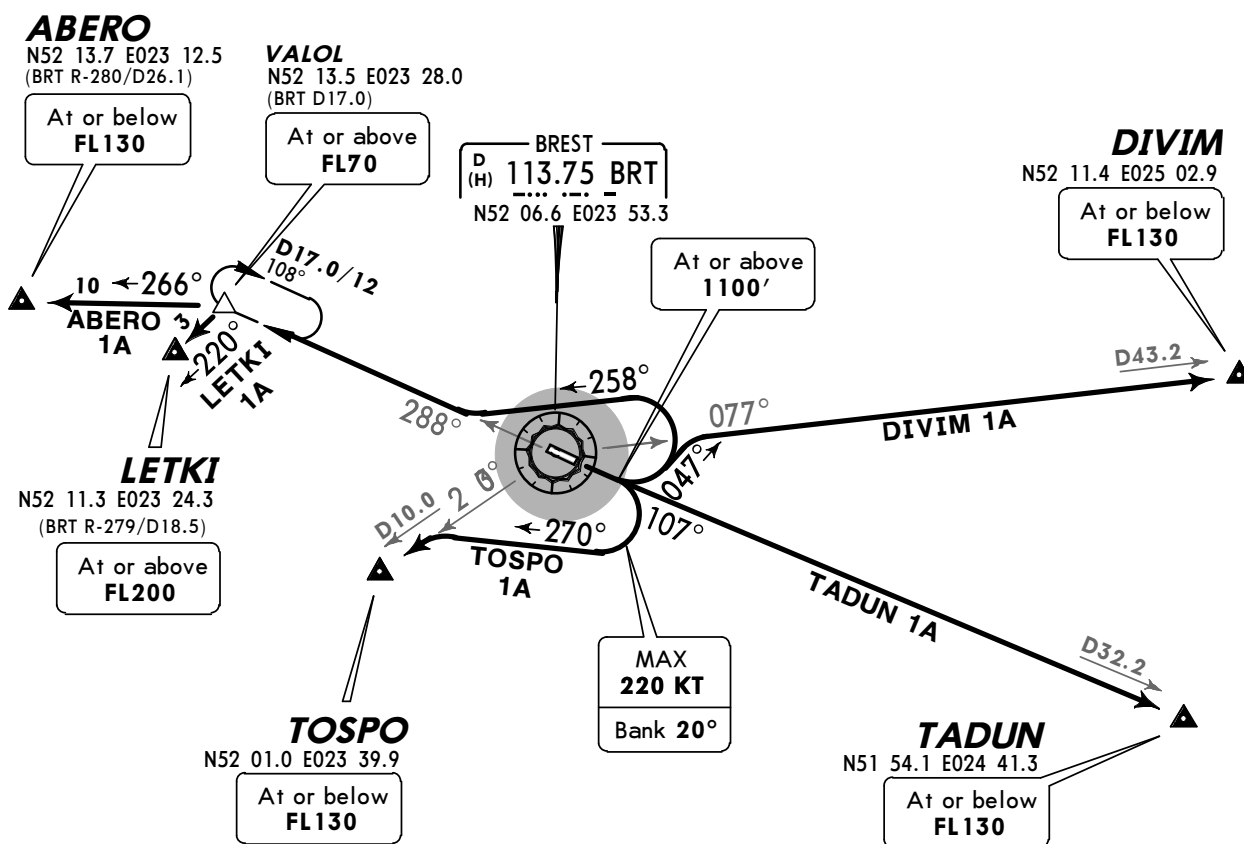
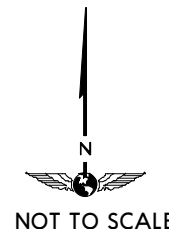
DOMAN ONE BRAVO (DOMAN 1B) [DOMA1B]
MAPAT ONE BRAVO (MAPAT 1B) [MAPA1B]
SOSUD ONE BRAVO (SOSUD 1B) [SOSU1B]
SURUG ONE BRAVO (SURUG 1B) [SURU1B]
RWY 29 DEPARTURES
VOR DME REQUIRED



SID	ROUTING
DOMAN 1B	Climb to at or above 1100', turn RIGHT, 077° track, intercept BRT R-047 to DOMAN.
MAPAT 1B	Climb to at or above 1100', turn RIGHT, 093° track, intercept BRT R-063 to MAPAT.
SOSUD 1B	Climb to at or above 1100', turn RIGHT, 088° track, intercept BRT R-058 to SOSUD.
SURUG 1B	Climb to at or above 1100', turn RIGHT, 048° track, intercept BRT R-018 to SURUG.

Apt Elev
468'Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.

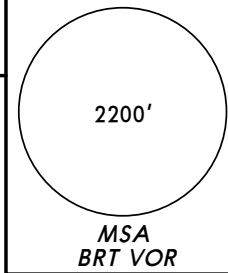
ABERO ONE ALFA (ABERO 1A) [ABER1A]
DIVIM ONE ALFA (DIVIM 1A) [DIVI1A]
LETKI ONE ALFA (LETKI 1A) [LETK1A]
TADUN ONE ALFA (TADUN 1A) [TADU1A]
TOSPO ONE ALFA (TOSPO 1A) [TOSPIA]
RWY 11 DEPARTURES
VOR DME REQUIRED



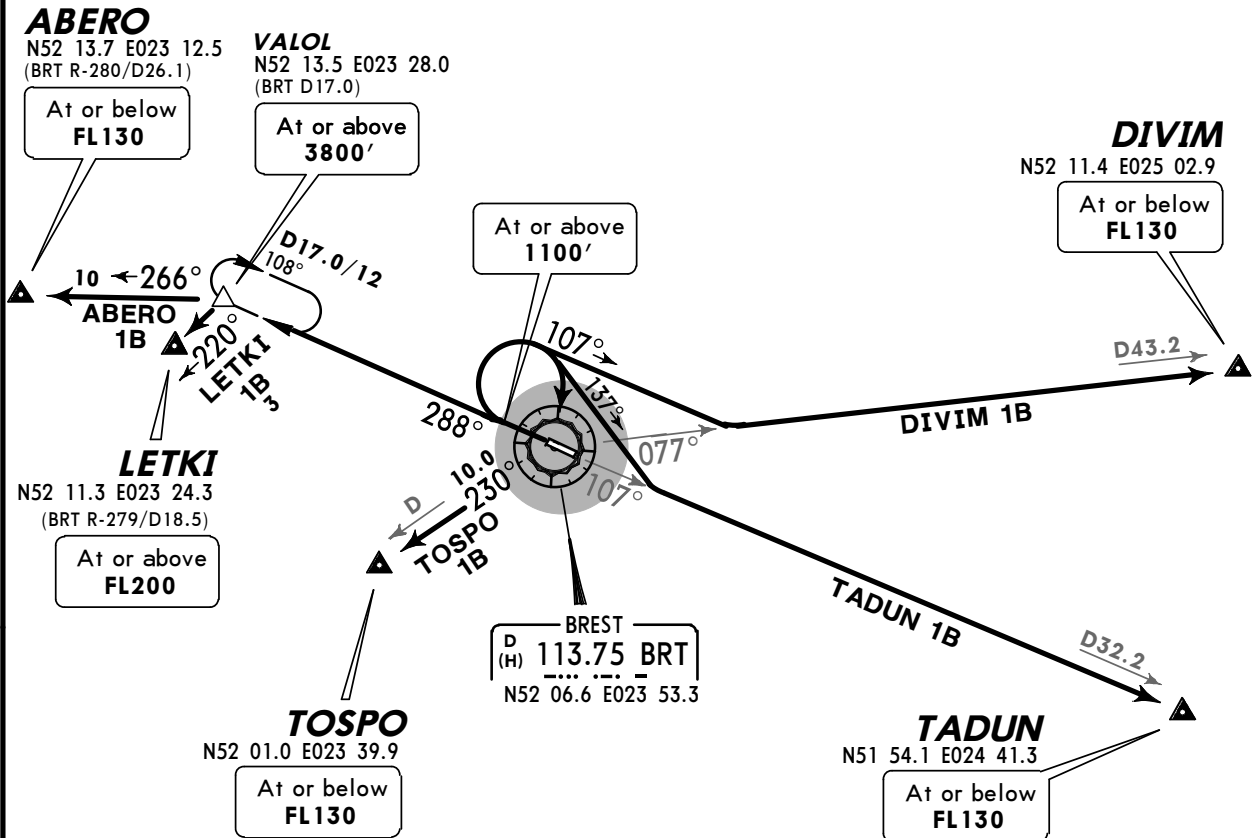
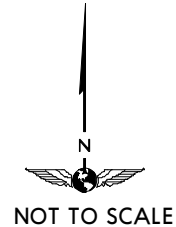
SID	ROUTING
ABERO 1A	Climb to at or above 1100', turn LEFT, 258° track, intercept BRT R-288 to VALOL, turn LEFT, 266° track to ABERO.
DIVIM 1A	Climb to at or above 1100', turn LEFT, 047° track, intercept BRT R-077 to DIVIM.
LETKI 1A	Climb to at or above 1100', turn LEFT, 258° track, intercept BRT R-288 to VALOL, climbing to at or above FL200 on holding, turn LEFT, 220° track to LETKI.
TADUN 1A	Climb to at or above 1100', turn LEFT, intercept BRT R-107 to TADUN.
TOSPO 1A	Climb to at or above 1100', turn RIGHT, 270° track, intercept BRT R-230 to TOSPO.

Apt Elev
468'

Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.



ABERO ONE BRAVO (ABERO 1B) [ABER1B]
DIVIM ONE BRAVO (DIVIM 1B) [DIVI1B]
LETKI ONE BRAVO (LETKI 1B) [LETK1B]
TADUN ONE BRAVO (TADUN 1B) [TADU1B]
TOSPO ONE BRAVO (TOSPO 1B) [TOSP1B]
RWY 29 DEPARTURES
VOR DME REQUIRED



SID	ROUTING
ABERO 1B	Climb to at or above 1100', intercept BRT R-288 to VALOL, turn LEFT, 266° track to ABERO.
DIVIM 1B	Climb to at or above 1100', turn RIGHT, 107° track, intercept BRT R-077 to DIVIM.
LETKI 1B	Climb to at or above 1100', intercept BRT R-288 to VALOL, climbing to at or above FL200 on holding, turn LEFT, 220° track to LETKI.
TADUN 1B	Climb to at or above 1100', turn RIGHT, 137° track, intercept BRT R-107 to TADUN.
TOSPO 1B	Climb to at or above 1100', turn RIGHT to BRT, BRT R-230 to TOSPO.

NOISE ABATEMENT

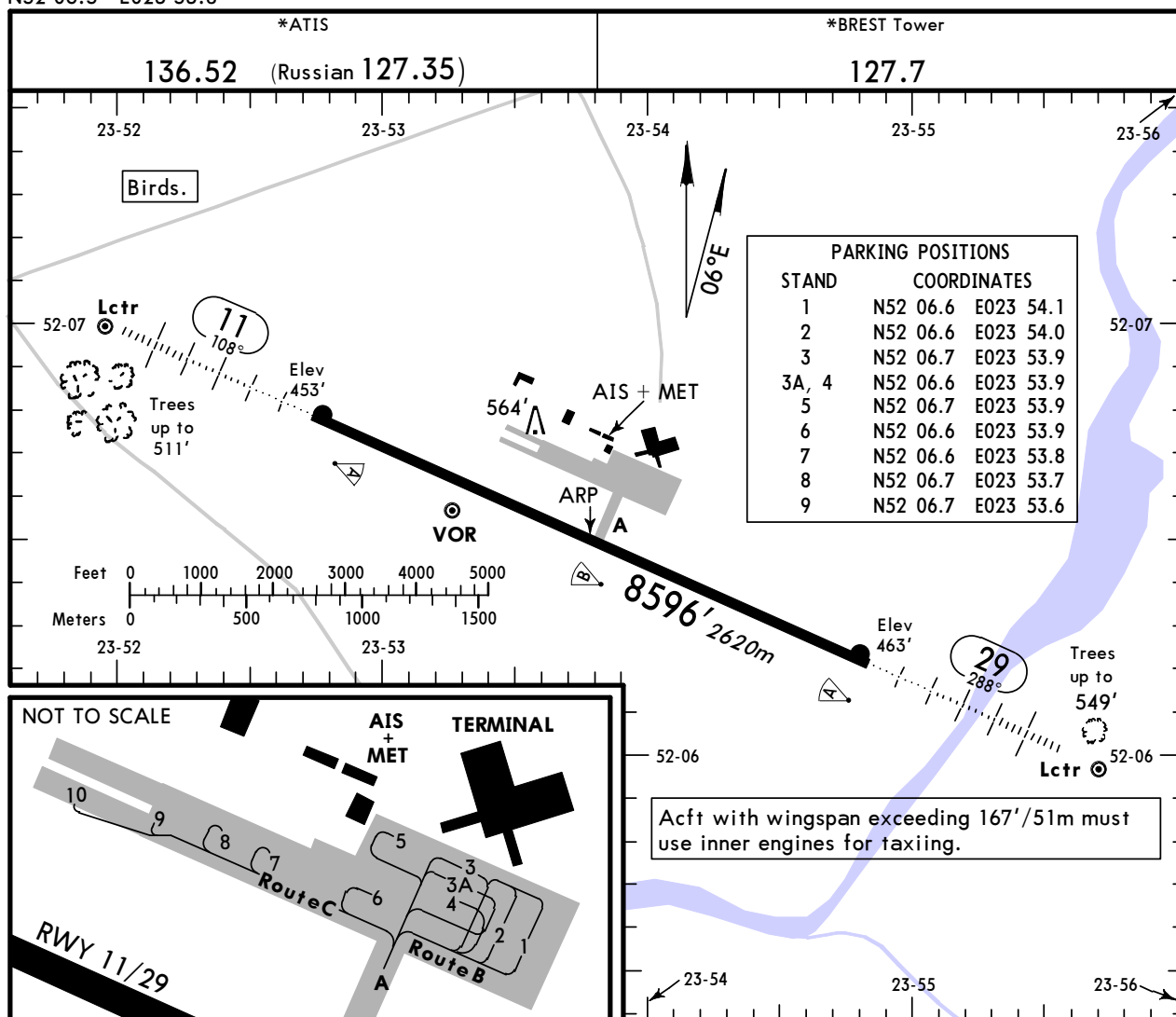
ARRIVALS

Noise abatement procedures during approach phase shall be carried out by crews of all ACFT according to the Aeroplane Flight Manual unless there are unfavourable meteorological conditions, such as considerable wind speed, cumulo-nimbus clouds etc., in arrival and approach sectors. During instrument as well as visual approach, flying below the ILS glide path angle is not allowed.

No noise abatement procedures shall prescribe the exceeding of indicated air speed of descent.

DEPARTURES

Noise abatement procedures during take-off and climbing phase shall be carried out by crews of all ACFT according to the Aeroplane Flight Manual, but not at the expense of flight safety in case of engines failure during take-off phase or in case of forecasted or expected wind shear or downward gusts.



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH
RWY						LANDING BEYOND			
						Threshold	Glide Slope		
11	HIRL (58m)	HIALS	PAPI-L (angle 3.00°)	RVR				①	138'
29	HIRL (58m)	HIALS	PAPI-L (angle 2.67°)	RVR			7502' 2287m		42m

1 TAKE-OFF RUN AVAILABLE

RWY 11:

From rwy head 8596' (2620m)
twy 1 int 4183' (1275m)

RWY 29:

From rwy head 8596' (2620m)
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
B
C
D

250m

400m

300m

STRAIGHT-IN RWY		A	B	C	D
11	VOR ❶ with DME	840' (387')	840' (387')	840' (387')	840' (387')
		R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	VOR w/o DME	840' (387')	840' (387')	840' (387')	840' (387')
		R1300m	R1300m	R1500m	R1500m
	ALS out	R2000m	R2000m	C2200m	C2200m
	NDB ❶ with DME	840' (387')	840' (387')	840' (387')	840' (387')
		R1100m	R1100m	R1100m	R1100m
29	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB ❶ w/o DME	840' (387')	840' (387')	840' (387')	840' (387')
		R1100m	R1100m	R1200m	R1200m
	ALS out	R1800m	R1800m	R1800m	R1800m
	ILS	663' (200')	663' (200')	669' (206')	679' (216')
	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 with DME	830' (367')	830' (367')	830' (367')	830' (367')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	VOR w/o DME	830' (367')	830' (367')	830' (367')	830' (367')
		R1200m	R1200m	R1400m	R1400m
	ALS out	R1900m	R1900m	C2100m	C2100m
	NDB ❶ with DME	830' (367')	830' (367')	830' (367')	830' (367')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ❶ w/o DME	830' (367')	830' (367')	830' (367')	830' (367')
		R1000m	R1000m	R1200m	R1200m
	ALS out	R1700m	R1700m	R1700m	R1700m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	950' (482')	1420' (952')	1520' (1052')	1520' (1052')
	1500m ❷	1600m ❷	2400m	3600m

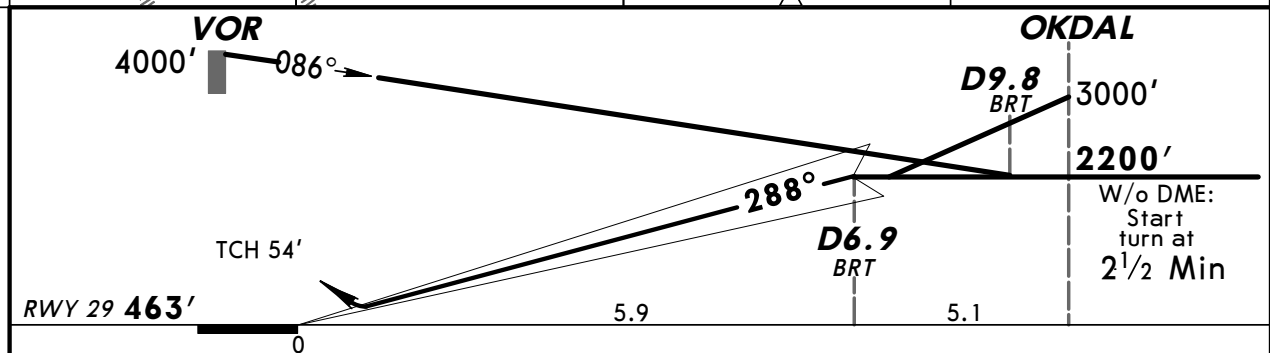
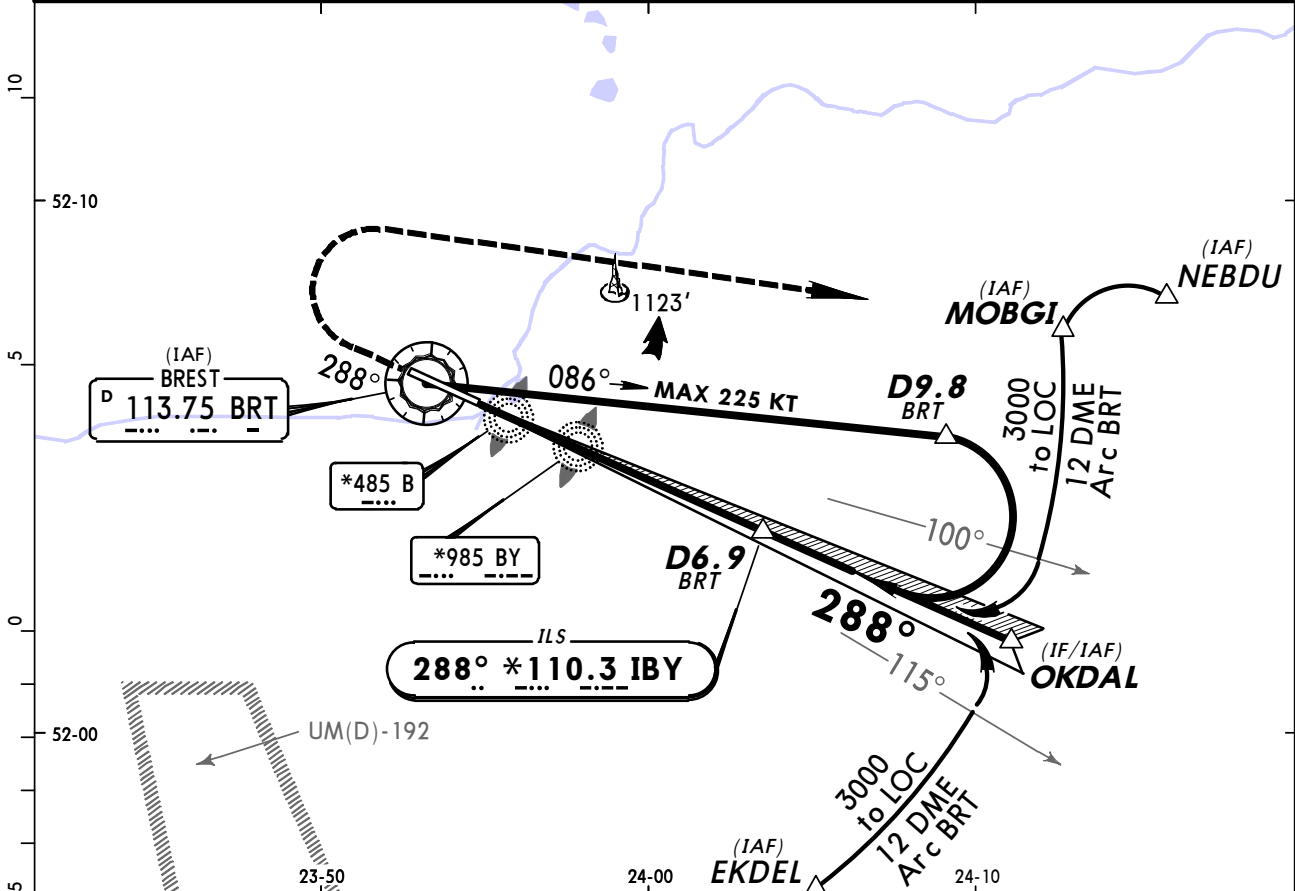
❷ or higher minimums of preceding straight-in approach.

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 136.52 (Russian 127.35)		*BREST Tower (APP/SRE/TWR) 127.7		*Ground 127.7	
LOC IBY *110.3	Final Apch Crs 288°	GS D6.9 BRT 2200' (1737')	ILS DA(H) Refer to Minimums	Apt Elev 468' RWY 463'	2200' MSA BRT VOR
MISSED APCH: Climb on 288° to 1100', then turn RIGHT to MOBGI climbing to 3000', then as directed.					
Alt Set: hPa VOR DME required.		Rwy Elev: 17 hPa	Trans level: By ATC	Trans alt: 6000'	

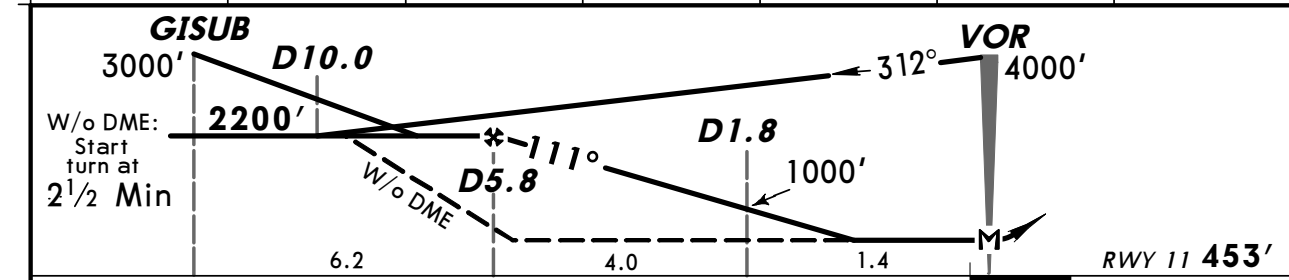
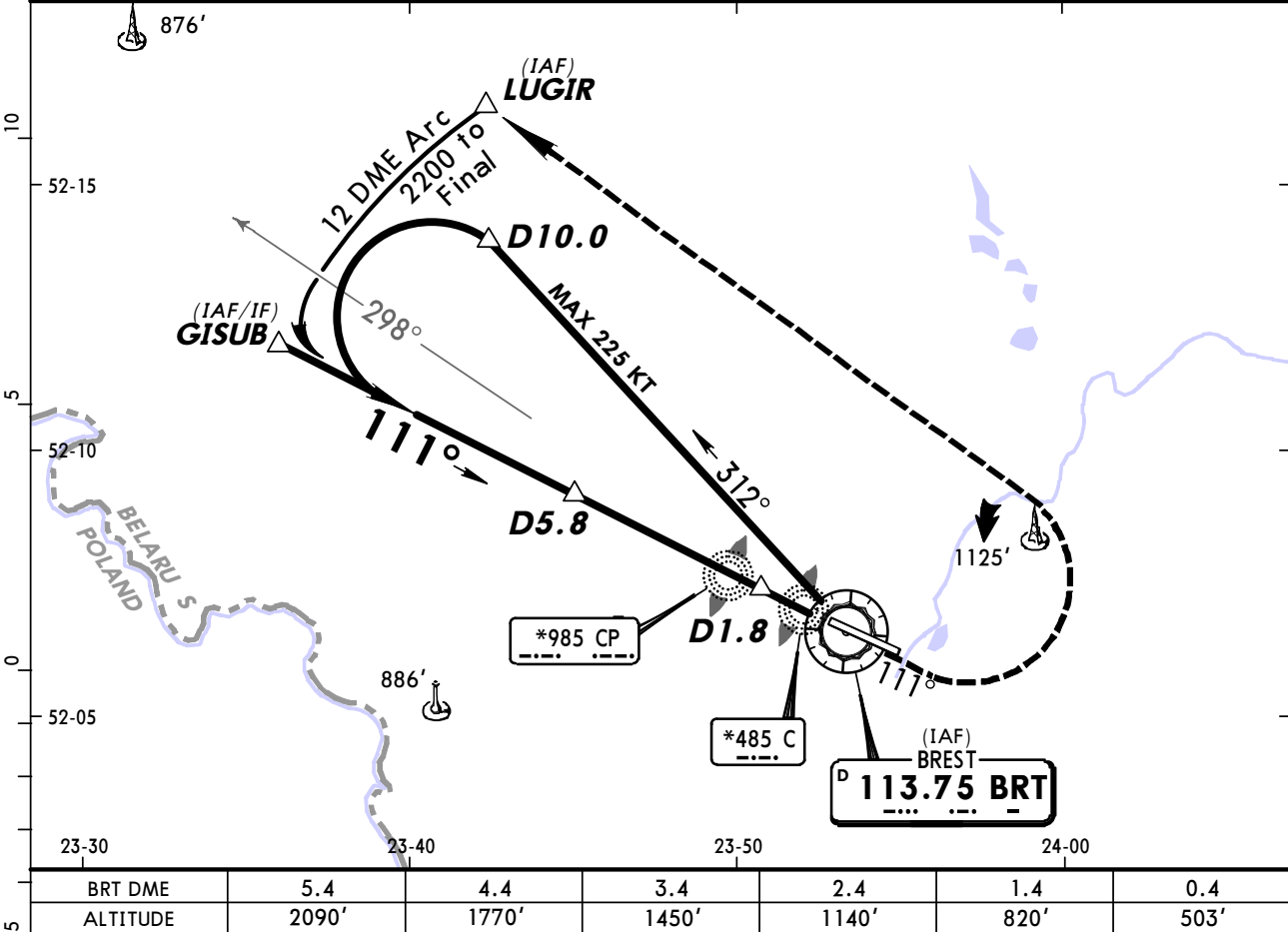


Gnd speed-Kts	70	90	100	120	140	160	HIALS	PAPI	1100' on 288°	3000' RT	MOBGI
GS	2.70°	334	430	478	573	669					

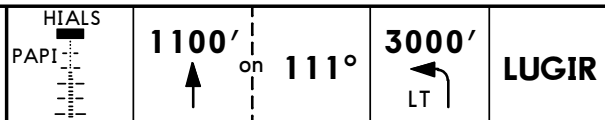
STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND			
ILS		LOC (GS out)					
DA(H) C: 669' (206')							
AB: 663' (200') D: 679' (216')							
FULL		ALS out					
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	Max Kts	MDA(H)		
B				100	950' (482')	1600m	
C				135	1420' (952')	1600m	
D				180	1520' (1052')	2400m	
				205	1520' (1052')	3600m	

BRIEFING STRIP™

*ATIS 136.52 (Russian 127.35)		*BREST Tower (APP/SRE/TWR) 127.7		*Ground 127.7	
VOR BRT 113.75	Final Apch Crs 111°	Minimum Alt D5.8 2200' (1747')	MDA(H) 840' (387')	Apt Elev 468' RWY 453'	2200' MSA BRT VOR
MISSED APCH: Climb on 111° to 1100', then turn LEFT to LUGIR climbing to 3000', then as directed.					
Alt Set: hPa Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 6000' VOR DME required.					



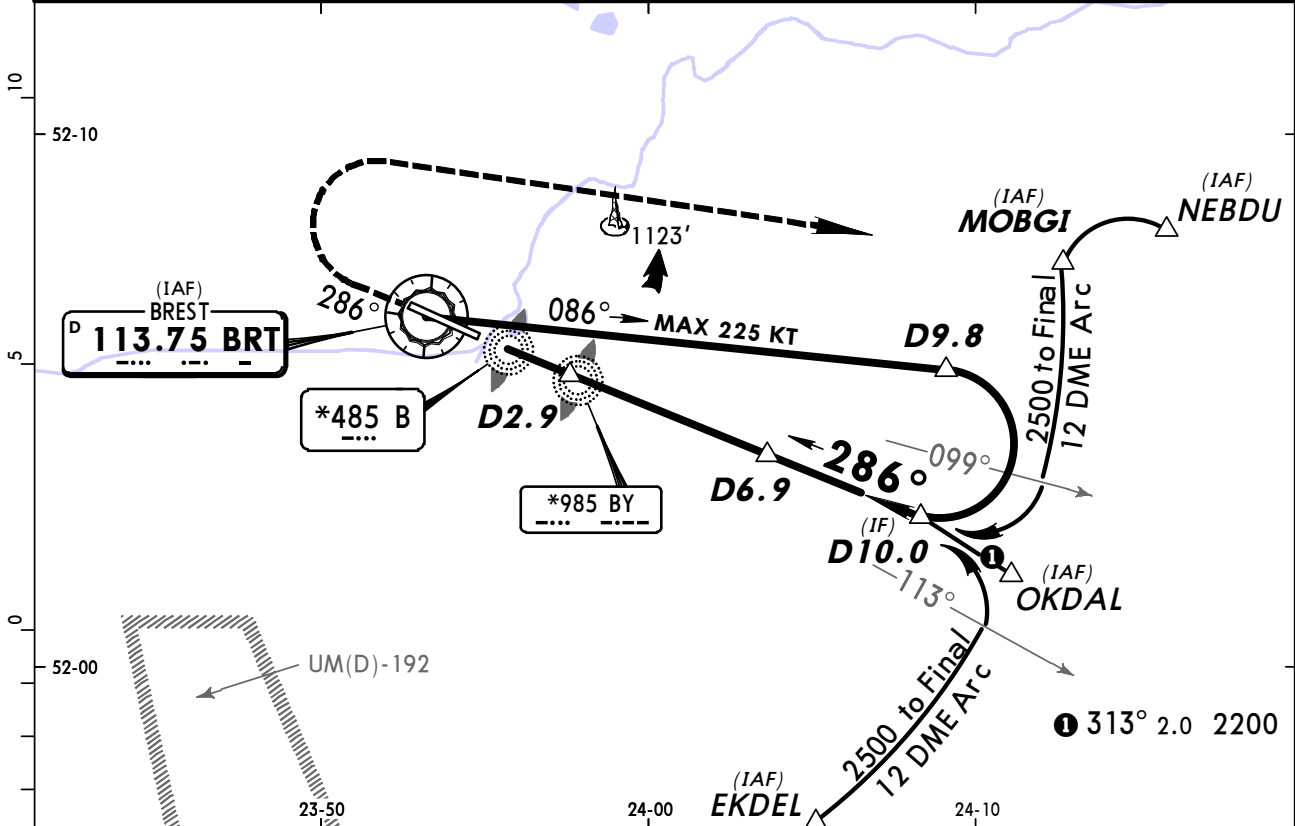
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						



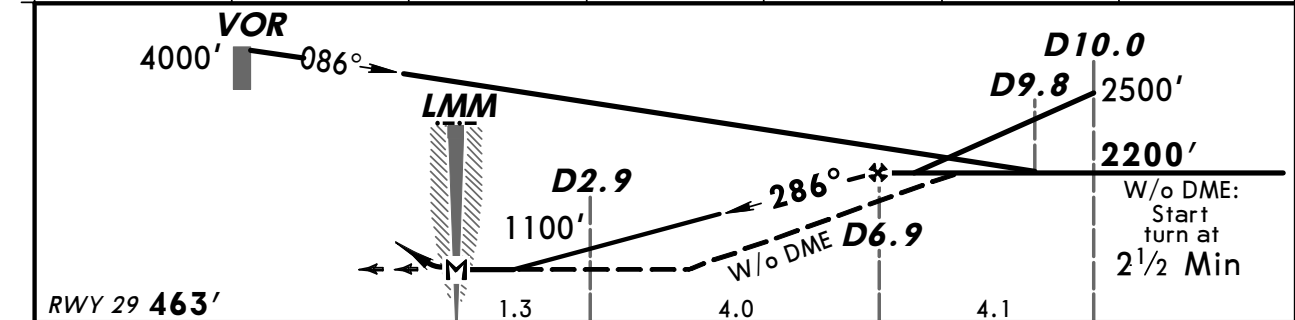
STRAIGHT-IN LANDING RWY 11			CIRCLE-TO-LAND		
MDA(H) 840' (387')					
ALS out			Max Kts.	MDA(H)	
A			100	950' (482')	1600m
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	135	1420' (952')	1600m
C			180	1520' (1052')	2400m
D	RVR 1500m VIS 1600m	2000m	205	1520' (1052')	3600m

BRIEFING STRIP

*ATIS 136.52 (Russian 127.35)		*BREST Tower (APP/SRE/TWR) 127.7		*Ground 127.7	
VOR BRT 113.75	Final Apch Crs 286°	Minimum Alt D6.9 2200' (1737')	MDA(H) 830' (367')	Apt Elev 468' RWY 463'	2200' MSA BRT VOR
MISSED APCH: Climb on 286° to 1100', then turn RIGHT to MOBGI climbing to 3000', then as directed.					
Alt Set: hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 6000' VOR DME required.					



BRT DME	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1930'	1650'	1360'	1080'	790'	513'

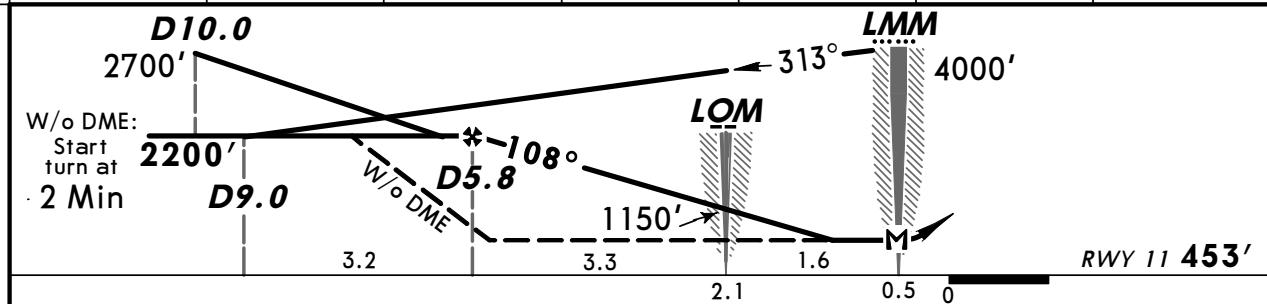
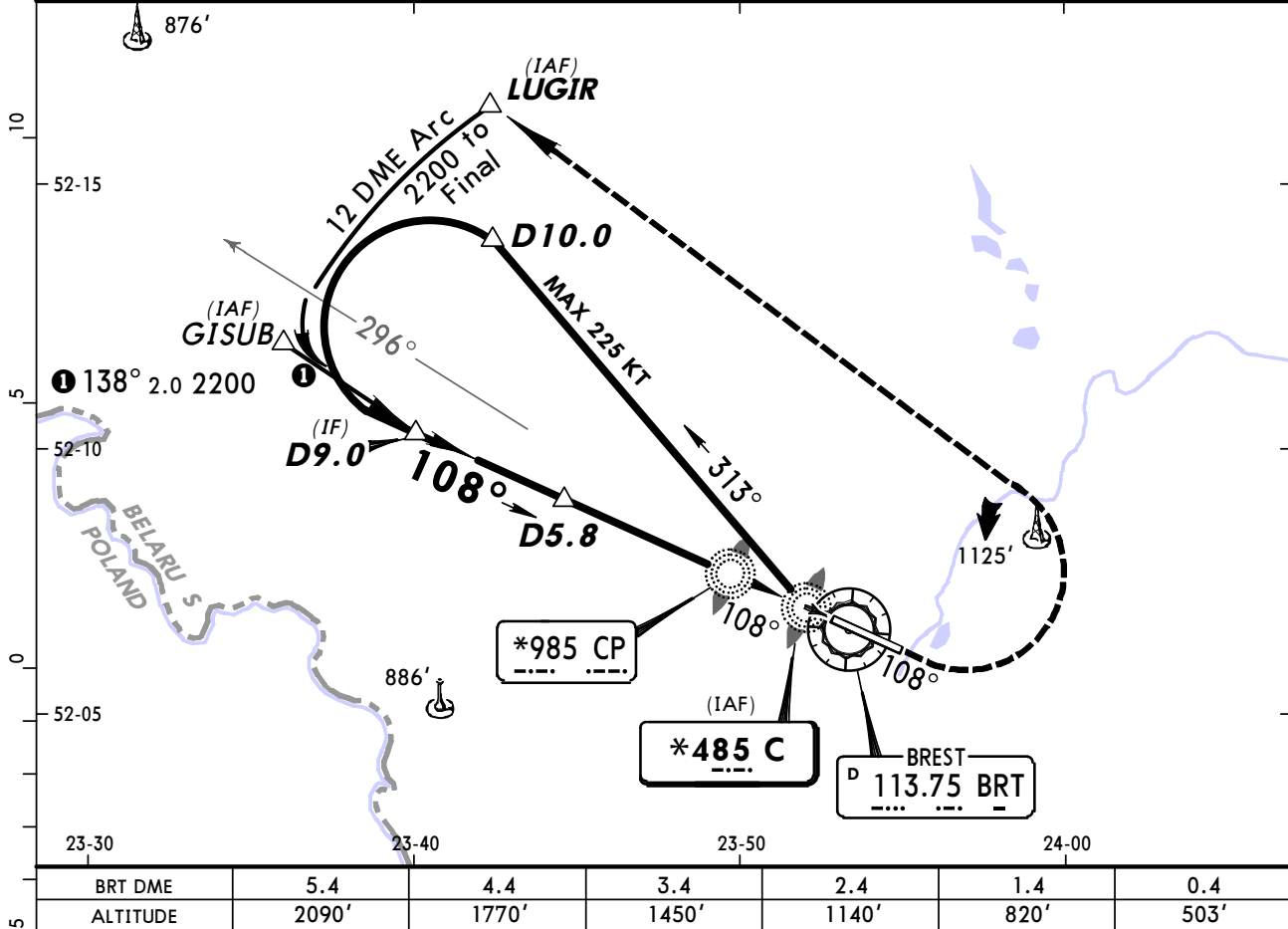


Gnd speed-Kts	70	90	100	120	140	160	HIALS	1100' on 286°	3000' RT	MOBGI
Descent Angle	2.70°	334	430	478	573	669	764	PAPI		
MAP at LMM										

STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND			
MDA(H) 830' (367')							
ALS out				Max Kts	MDA(H)		
A				100	950' (482')	1600m	
B	RVR 720m VIS 800m				135	1420' (952')	1600m
C				180	1520' (1052')	2400m	
D	RVR 1500m VIS 1600m				205	1520' (1052')	3600m

BRIEFING STRIP™

*ATIS 136.52 (Russian 127.35)		*BREST Tower (APP/SRE/TWR) 127.7		*Ground 127.7	
NDB C *485	Final Aptch Crs 108°	Minimum Alt D5.8 2200' (1747')	MDA(H) 840' (387')	Apt Elev 468' RWY 453'	2200' MSA BRT VOR
MISSED APCH: Climb on 108° to 1100', then turn LEFT to LUGIR climbing to 3000', then as directed.					
Alt Set: hPa VOR DME and NDB required.		Rwy Elev: 16 hPa	Trans level: By ATC	Trans alt: 6000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS		1100' on 108°		3000' LT	LUGIR
Descent Angle 3.00°	372	478	531	637	743	849	PAPI					
MAP at LMM												

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
MDA(H) 840' (387')							
		ALS out		Max Kts.	MDA(H)		
A				100	950' (482')	1600m	
B	RVR 1200m		RVR 1500m VIS 1600m	135	1420' (952')	1600m	
C				180	1520' (1052')	2400m	
D	RVR 1500m VIS 1600m		2000m	205	1520' (1052')	3600m	

BREST, BELARUS
NDB Rwy 29

BRIEFING STRIP™5

PANS OPS

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Chart changes since cycle 16-2013

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

BREST, (BREST - UMBB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMBB