

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UIBB

Terminal Charts For UIBB

Revision Letter For Cycle 17-2013

Change Notices

Notebook

General Information

Location: Bratsk Rus
IATA Code: BTK
Lat/Long: N56° 22.2' E101° 41.9'
Elevation: 1611 ft

Airport Use: Public
Magnetic Variation: 1.8°W

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2203 Z
Sunset: 1227 Z,

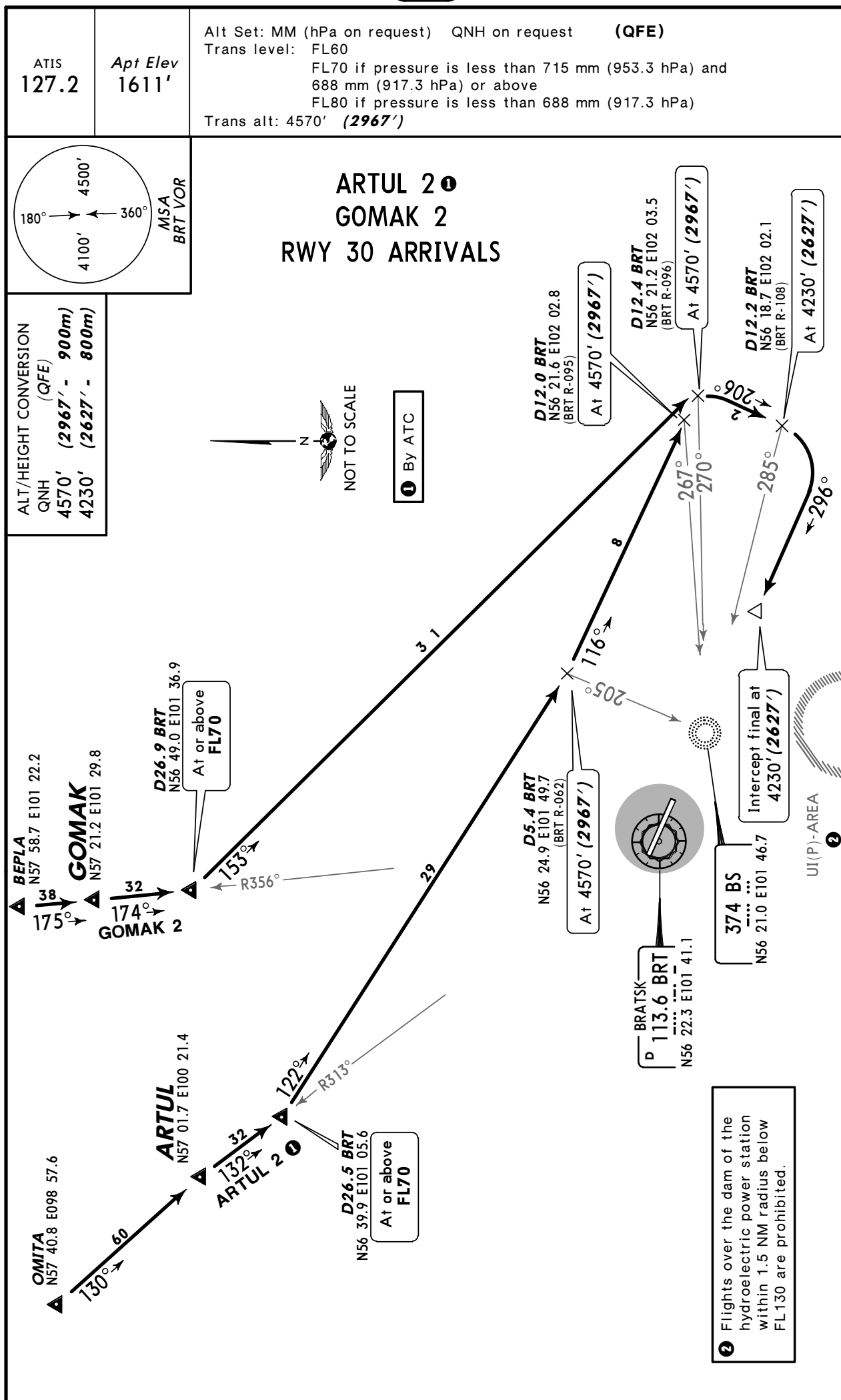
Runway Information

Runway: 12
Length x Width: 10367 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1607 ft
Lighting: Edge, ALS
Stopway: 246 ft

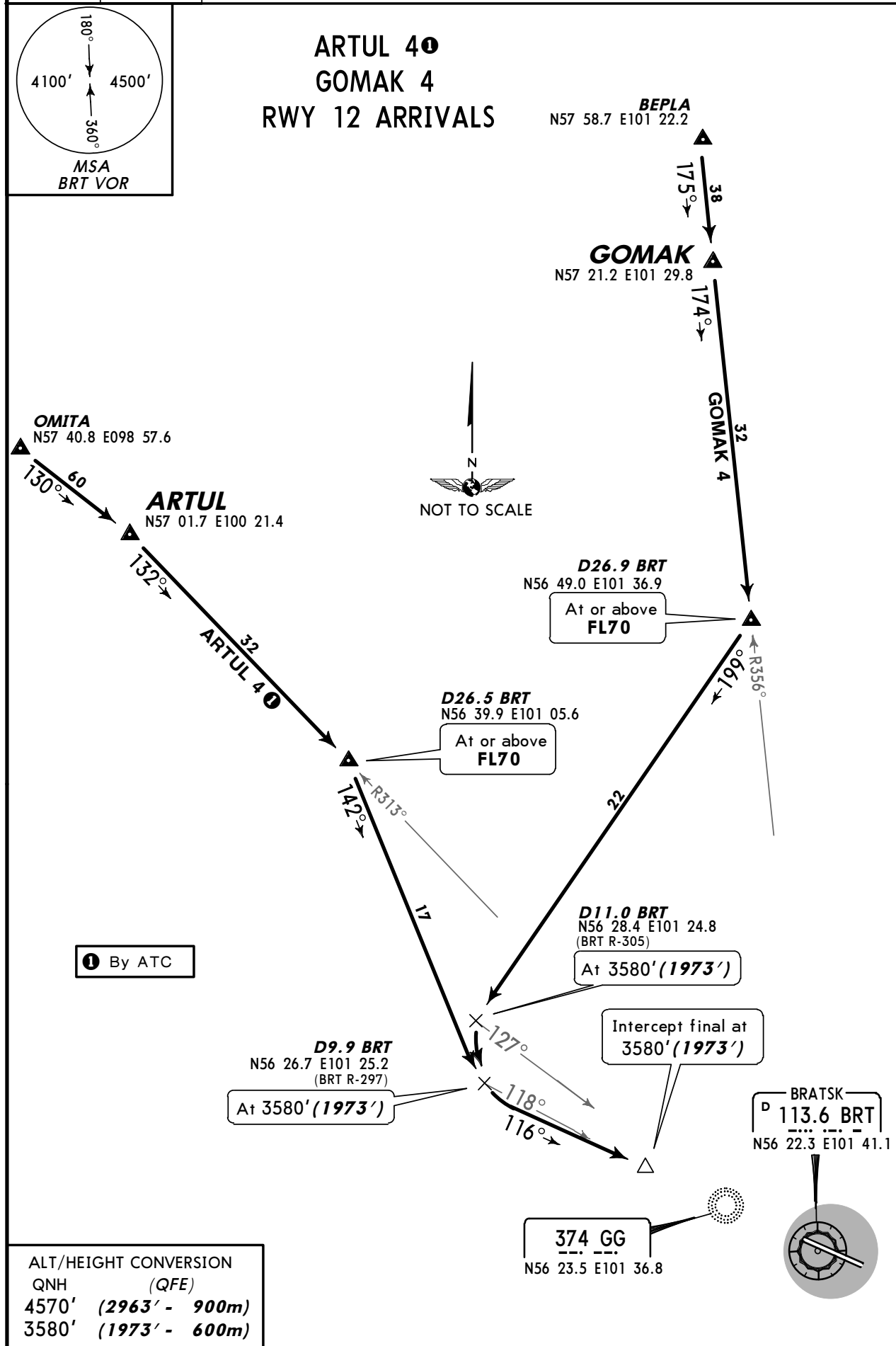
Runway: 30
Length x Width: 10367 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1603 ft
Lighting: Edge, ALS
Stopway: 246 ft

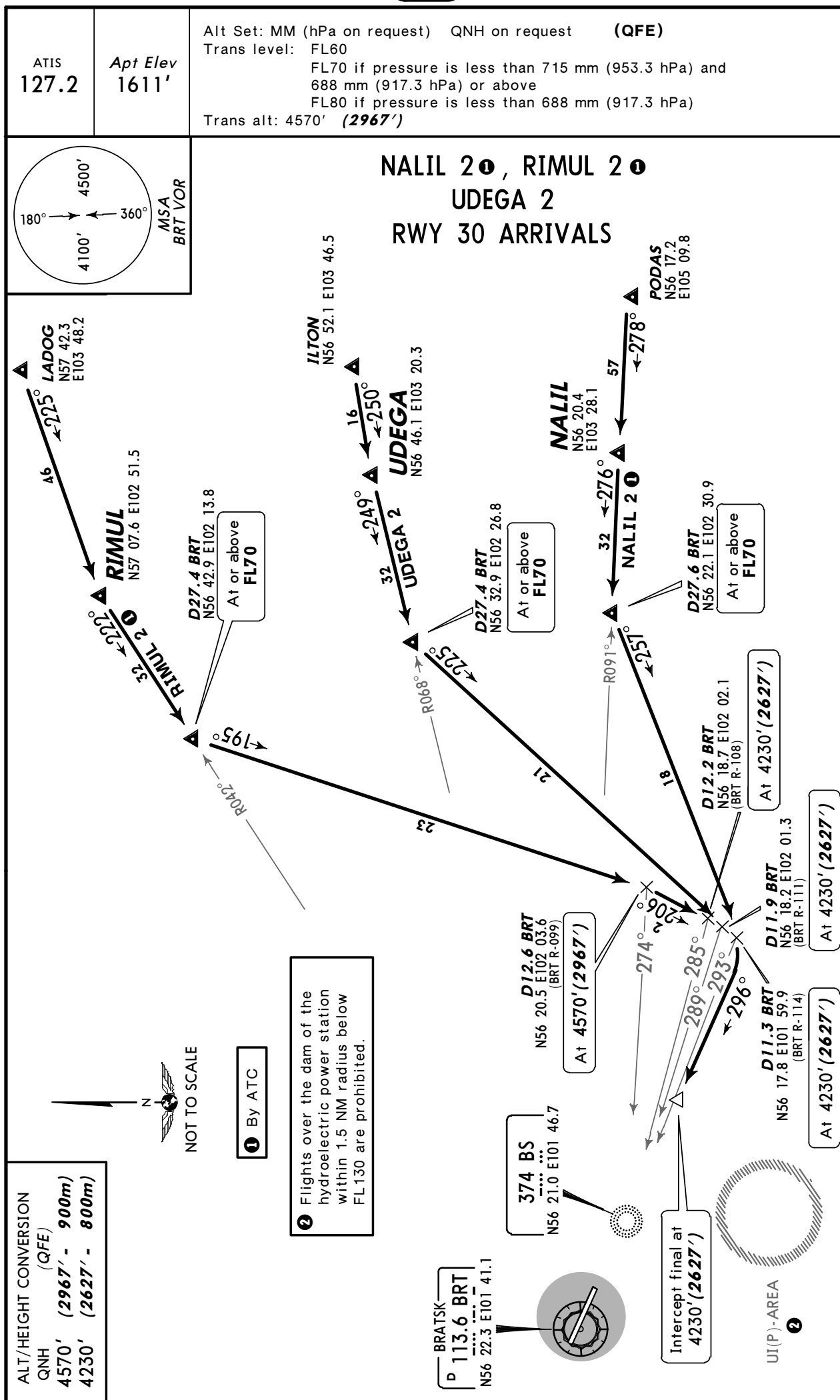
Communication Information

ATIS 127.2
Bratsk Ground Control 121.8
Bratsk Approach Control 124.0
Bratsk Approach Control 118.1
Bratsk Transit Operations 131.8



ATIS 127.2	Apt Elev 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')
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NALIL 40, RIMUL 40
UDEGA 4
RWY 12 ARRIVALS

ALT/HEIGHT CONVERSION
QNH (QFE)
4570' (2963' - 900m)
4240' (2633' - 800m)
3580' (1973' - 600m)

MSA BRT VOR
4100' 4500' 360° 180°

NOT TO SCALE

1 By ATC

LADOG N57 42.3 E103 48.2
N57 42.3 E103 48.2
←225°
4.6

ILTON N56 52.1 E103 46.5
N56 52.1 E103 46.5
←250°
1.6

UDEGA 4 N56 46.1 E103 20.3
N56 46.1 E103 20.3
←249°
3.2

RIMUL 40 N57 07.6 E102 51.5
N57 07.6 E102 51.5
←222°
3.2

UDEGA 4 N56 46.1 E103 20.3
N56 46.1 E103 20.3
←249°
3.2

NALIL 40 N56 20.4 E103 28.1
N56 20.4 E103 28.1
←276°
3.2

PODAS N56 17.2 E105 09.8
N56 17.2 E105 09.8
←278°
5.7

D27.4 BRT N56 42.9 E102 13.8
N56 42.9 E102 13.8
At or above FL70
←246°
R042°

D27.6 BRT N56 22.1 E102 30.9
N56 22.1 E102 30.9
At or above FL70
←282°
R091°

D5.2 BRT N56 27.5 E101 39.9
N56 27.5 E101 39.9
At 4570' (2963')
←296°
R068°

D11.0 BRT N56 30.5 E101 28.2
N56 30.5 E101 28.2
At 4240' (2633')
←296°
R068°

D11.2 BRT N56 30.6 E101 27.6
N56 30.6 E101 27.6
At 4240' (2633')
←296°
R068°

D11.4 BRT N56 30.5 E101 26.9
N56 30.5 E101 26.9
At 4240' (2633')
←296°
R068°

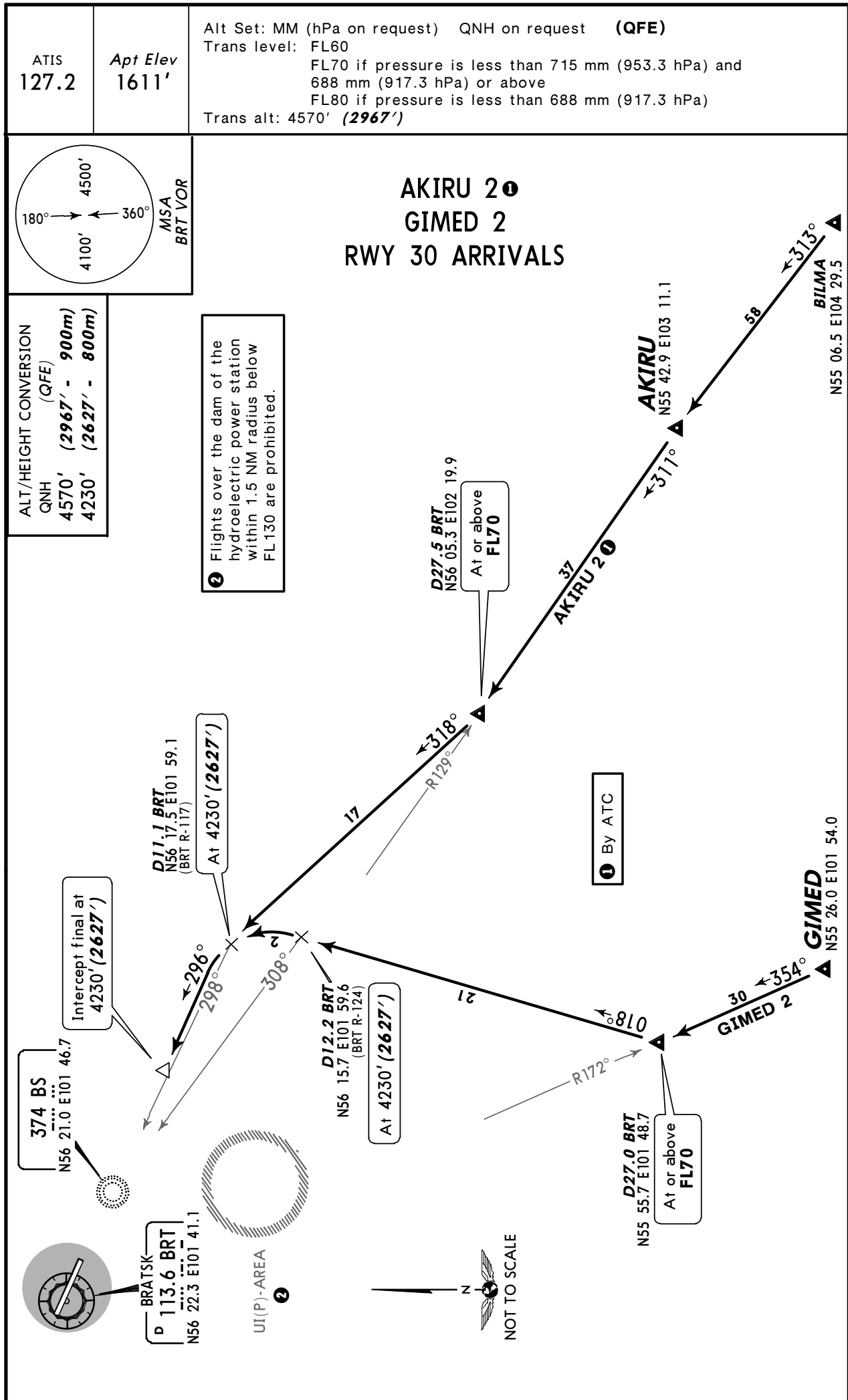
D11.0 BRT N56 28.4 E101 24.8
N56 28.4 E101 24.8
At 3580' (1973')
←296°
R068°

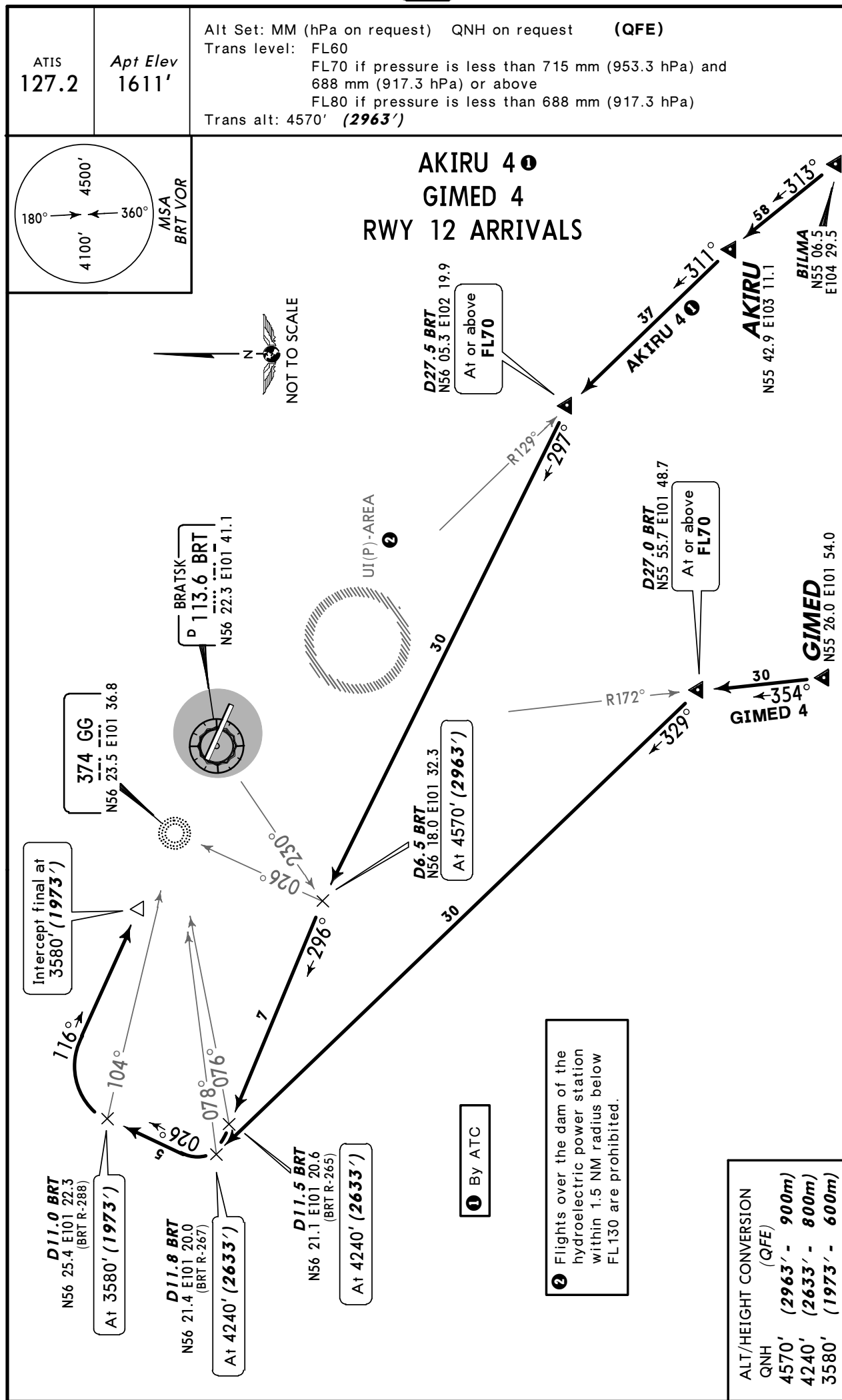
BRATSK N56 22.3 E101 41.1
N56 22.3 E101 41.1
At 113.6 BRT
←282°
R091°

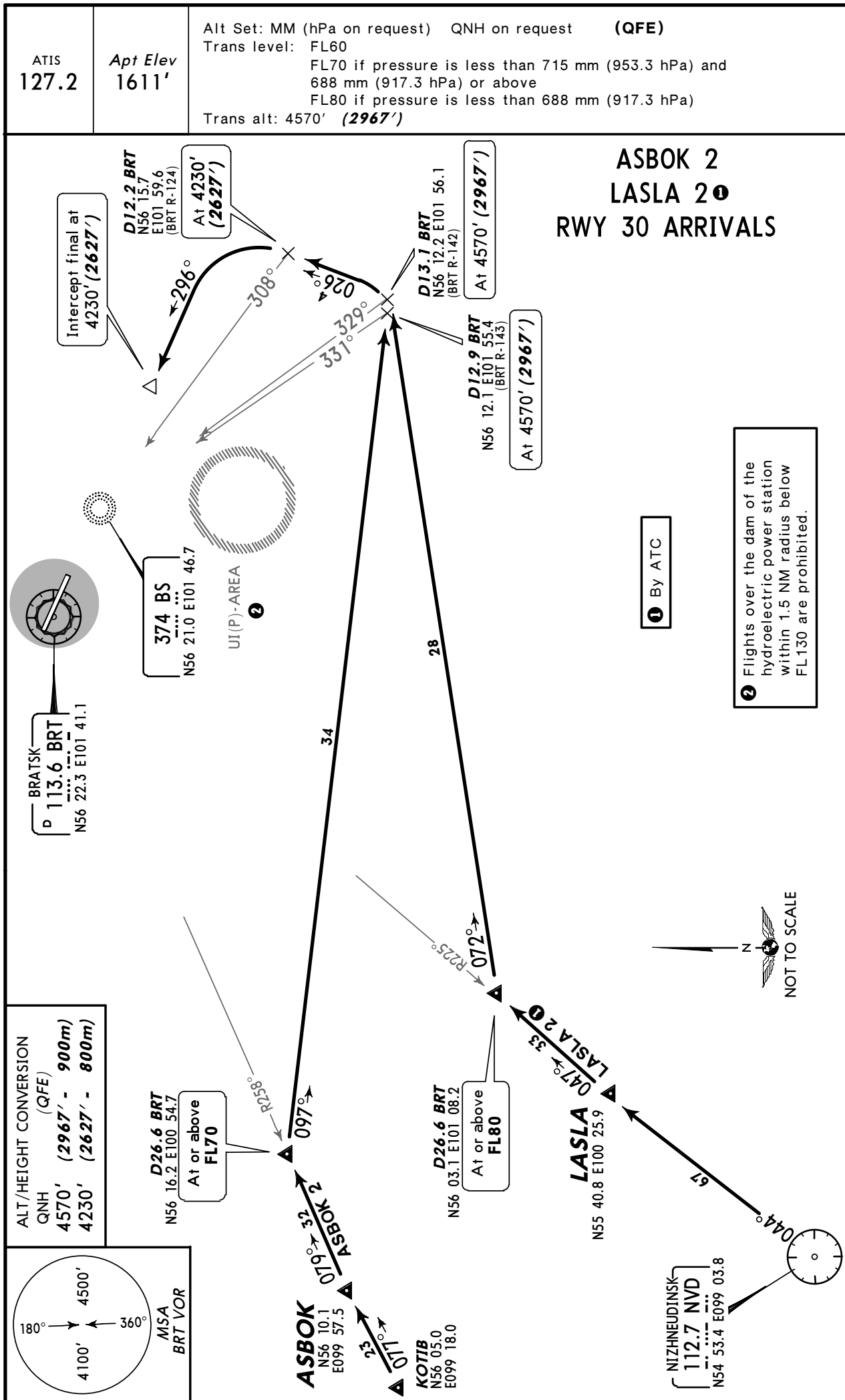
374 GG N56 23.5 E101 36.8
N56 23.5 E101 36.8
Intercept final at 3580' (1973')
←296°
R068°

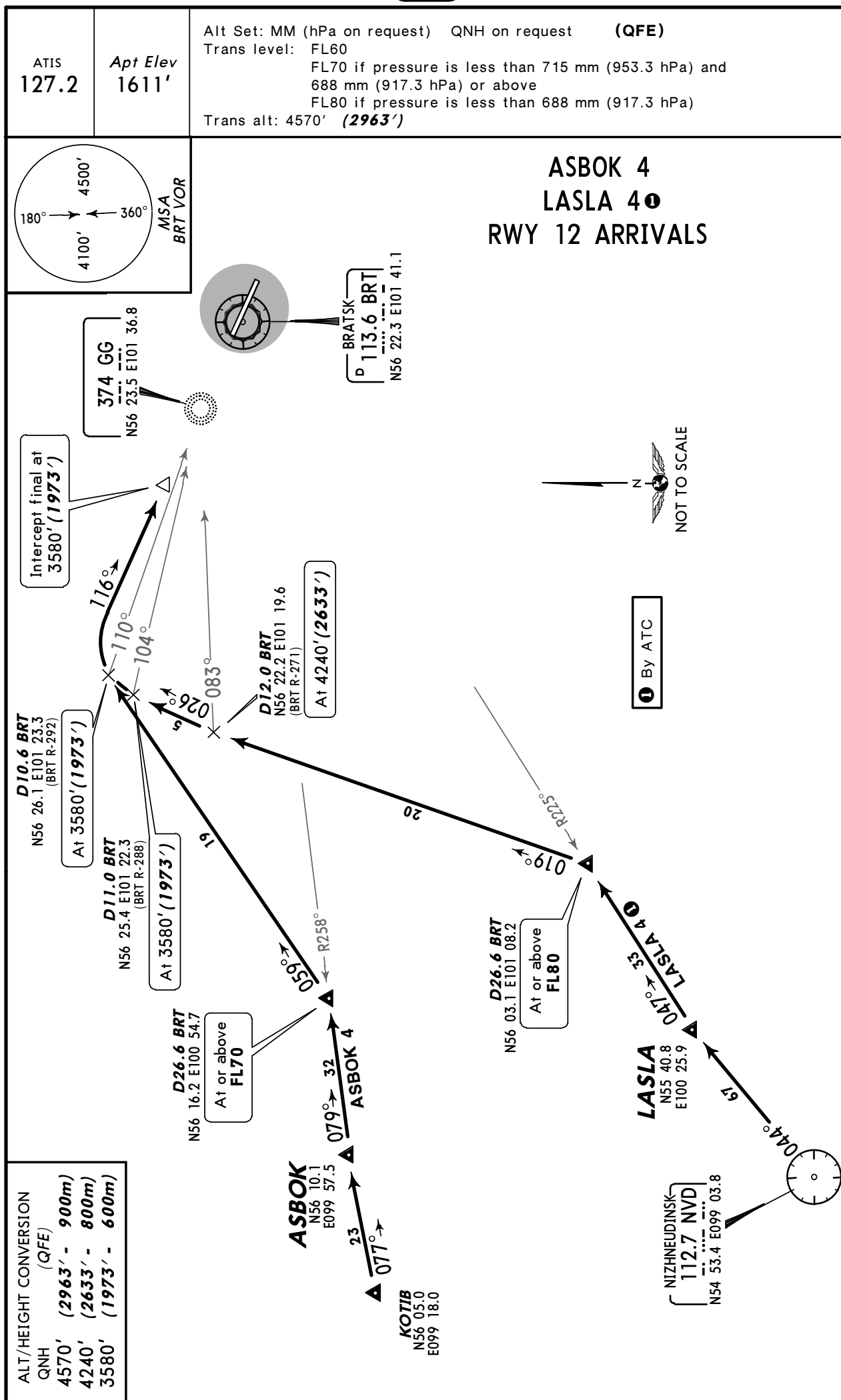
Intercept final at 3580' (1973')

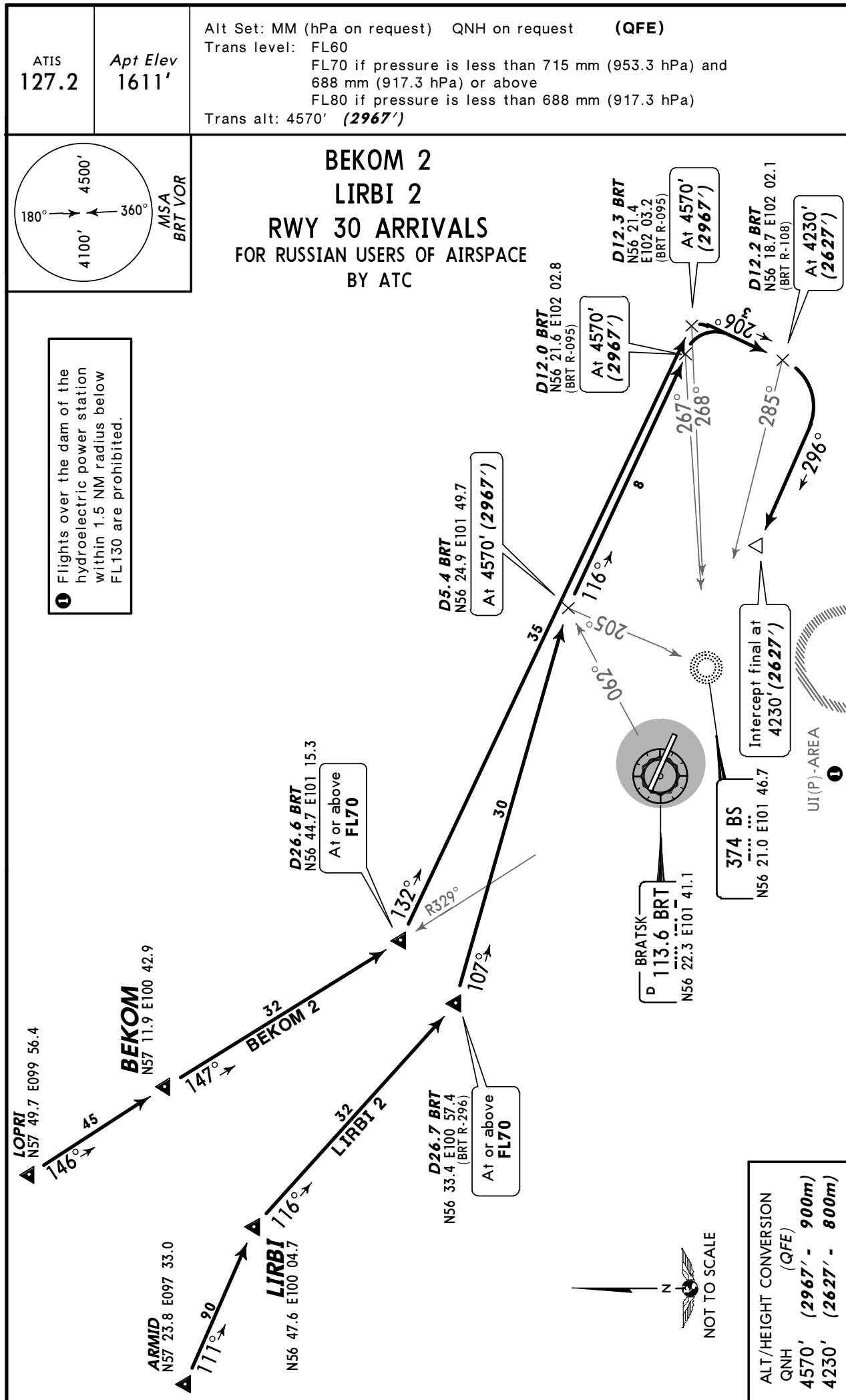
353°
206°
147°
141°
127°
116°



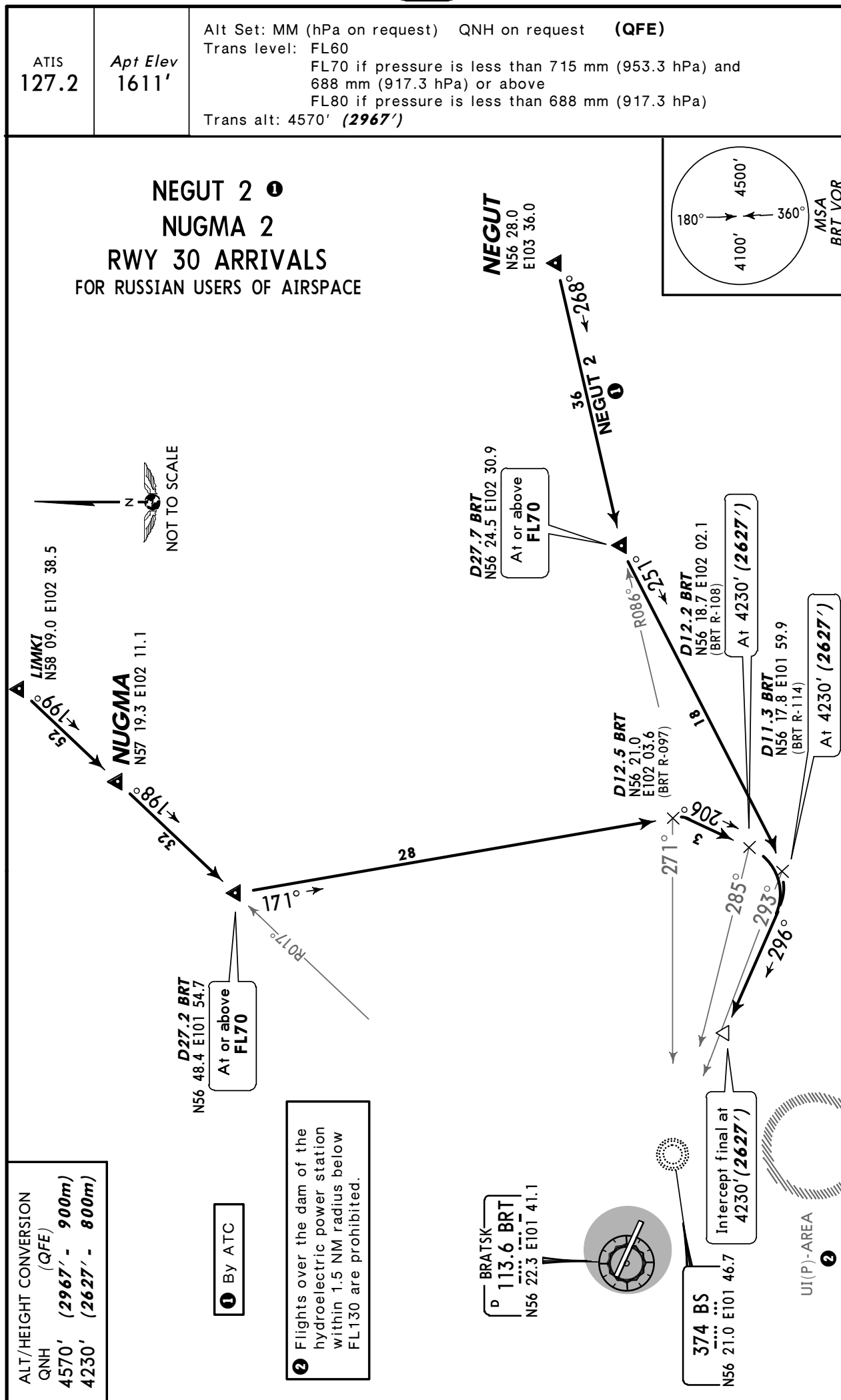


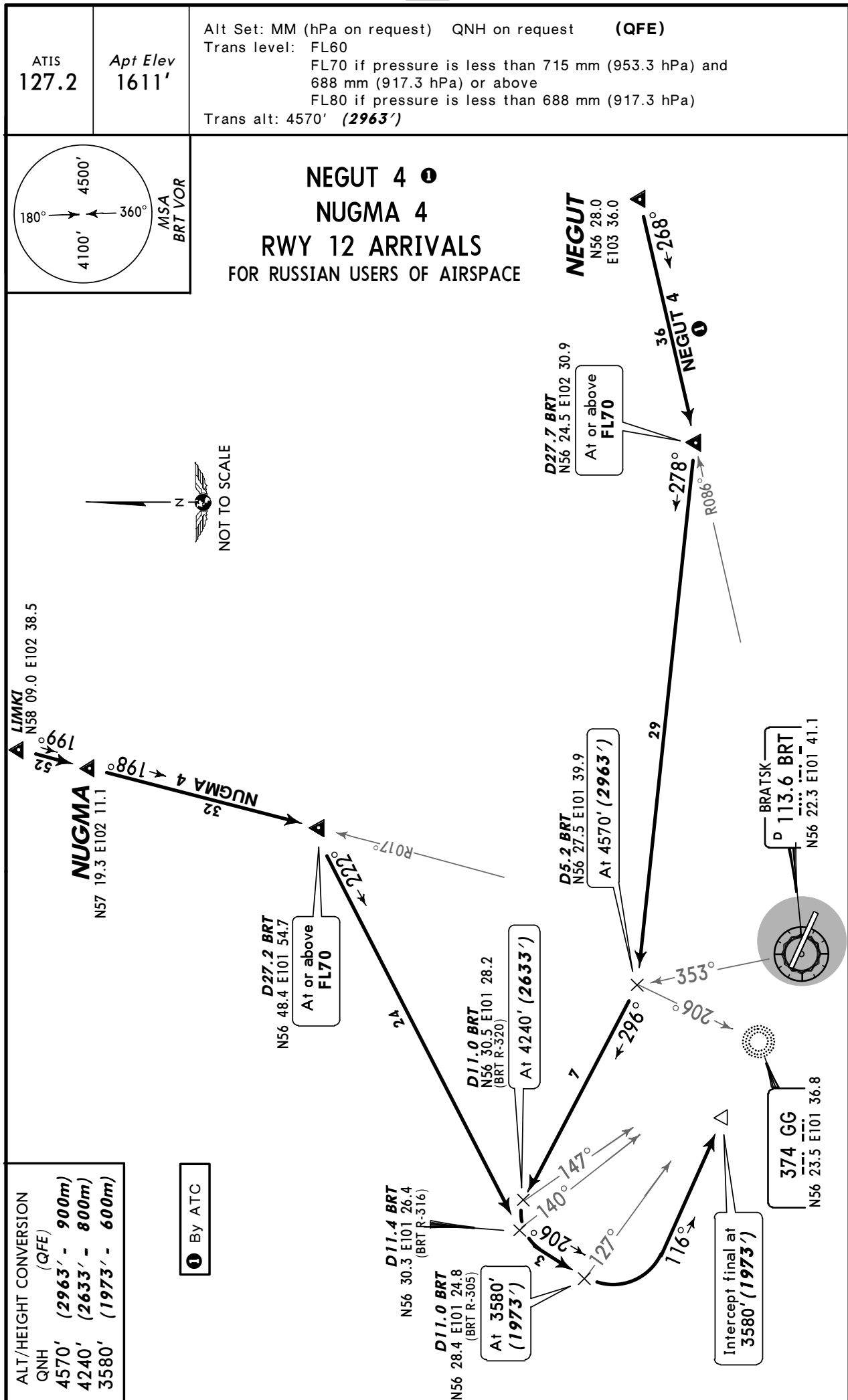






ALT/HEIGHT CONVERSION	(QFE)
QNH	
4570'	(2963' - 900m)
3580'	(1973' - 600m)





Apt Elev
1611'

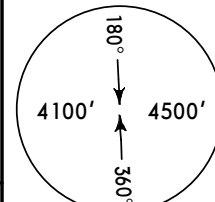
QNH on request (QFE)

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)

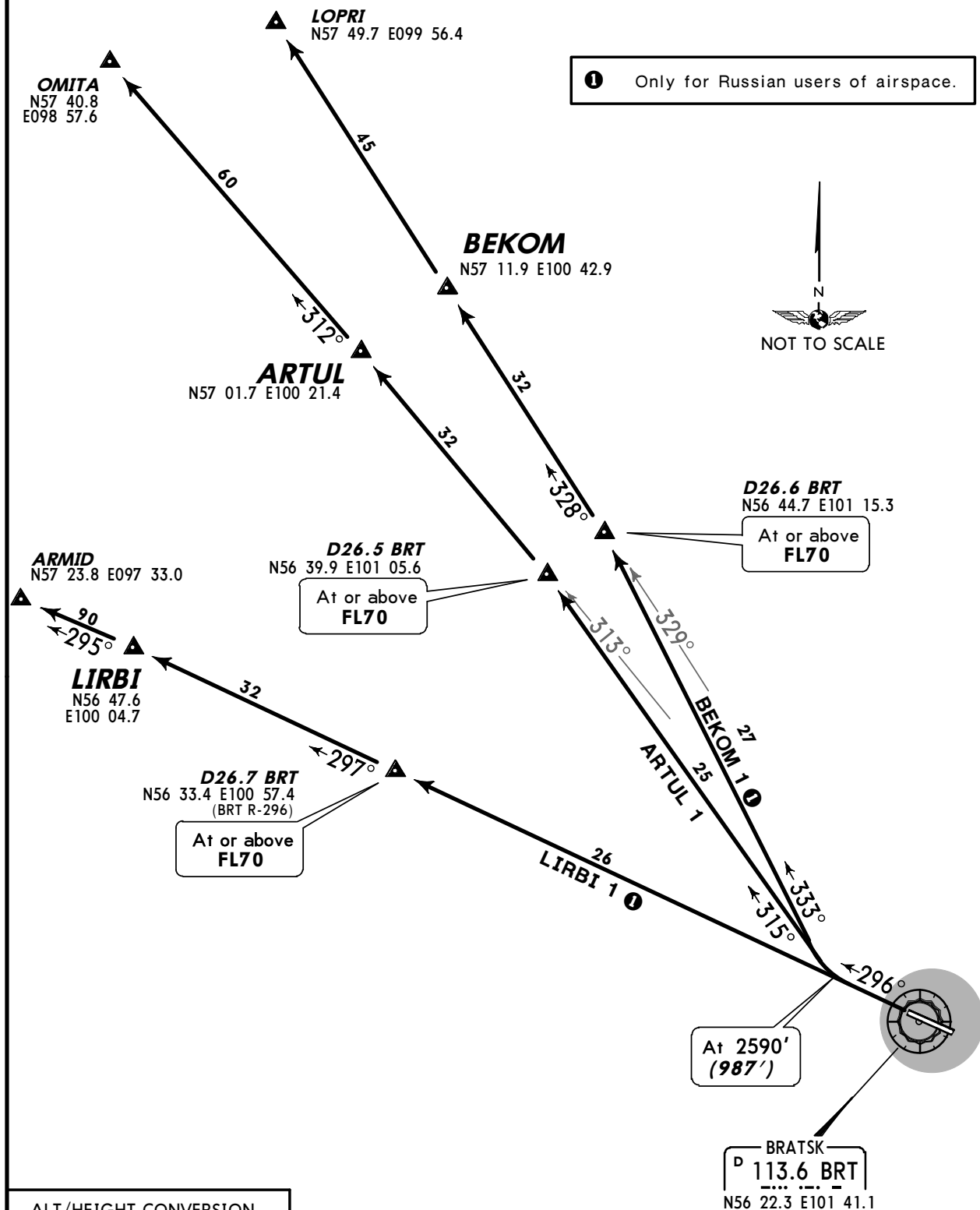
Trans alt: 4570' (2967')



MSA
BRT VOR

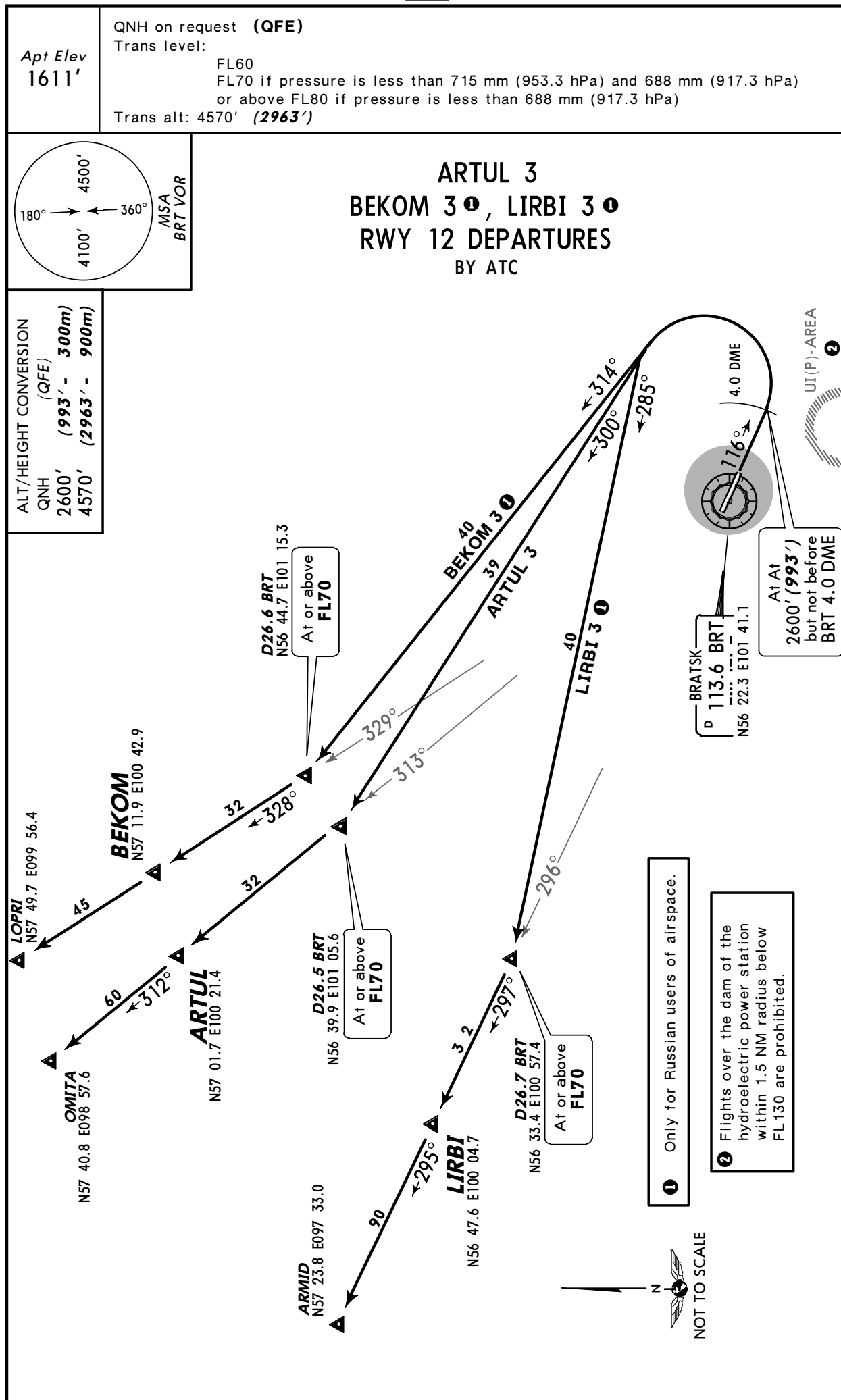
ARTUL 1
BEKOM 1 ①, LIRBI 1 ①
RWY 30 DEPARTURES
BY ATC

① Only for Russian users of airspace.



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

BRATSK
D 113.6 BRT
N56 22.3 E101 41.1



Apt Elev
1611'

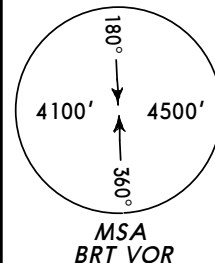
QNH on request (QFE)

Trans level: FL60

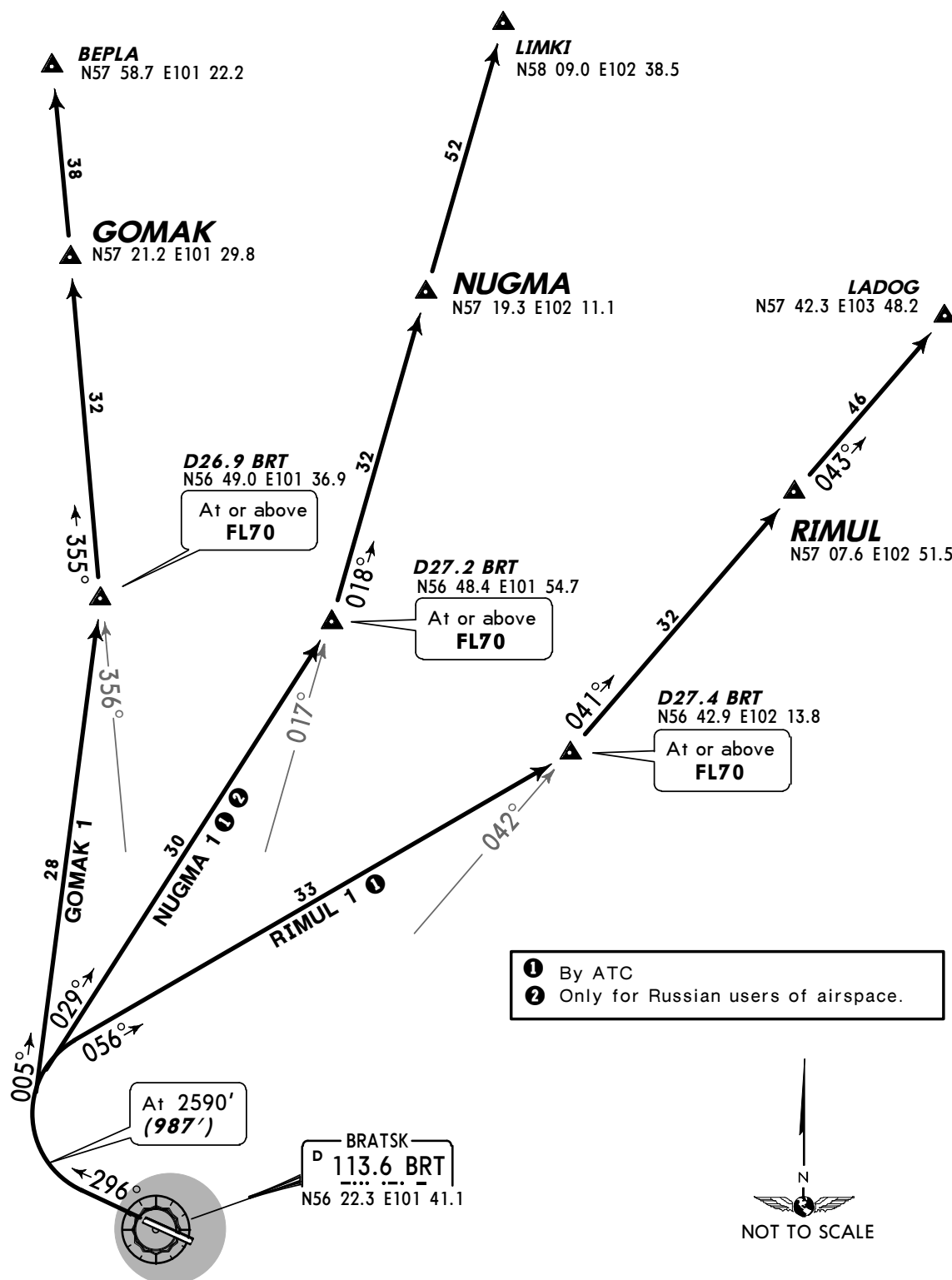
FL70 if pressure is less than 715 mm (953.3 hPa) and
688 mm (917.3 hPa) or above

FL80 if pressure is less than 688 mm (917.3 hPa)

Trans alt: 4570' (2967')



GOMAK 1
NUGMA 1① ②, RIMUL 1①
RWY 30 DEPARTURES



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

Apt Elev
1611'

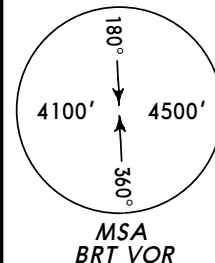
QNH on request (QFE)

Trans level: FL60

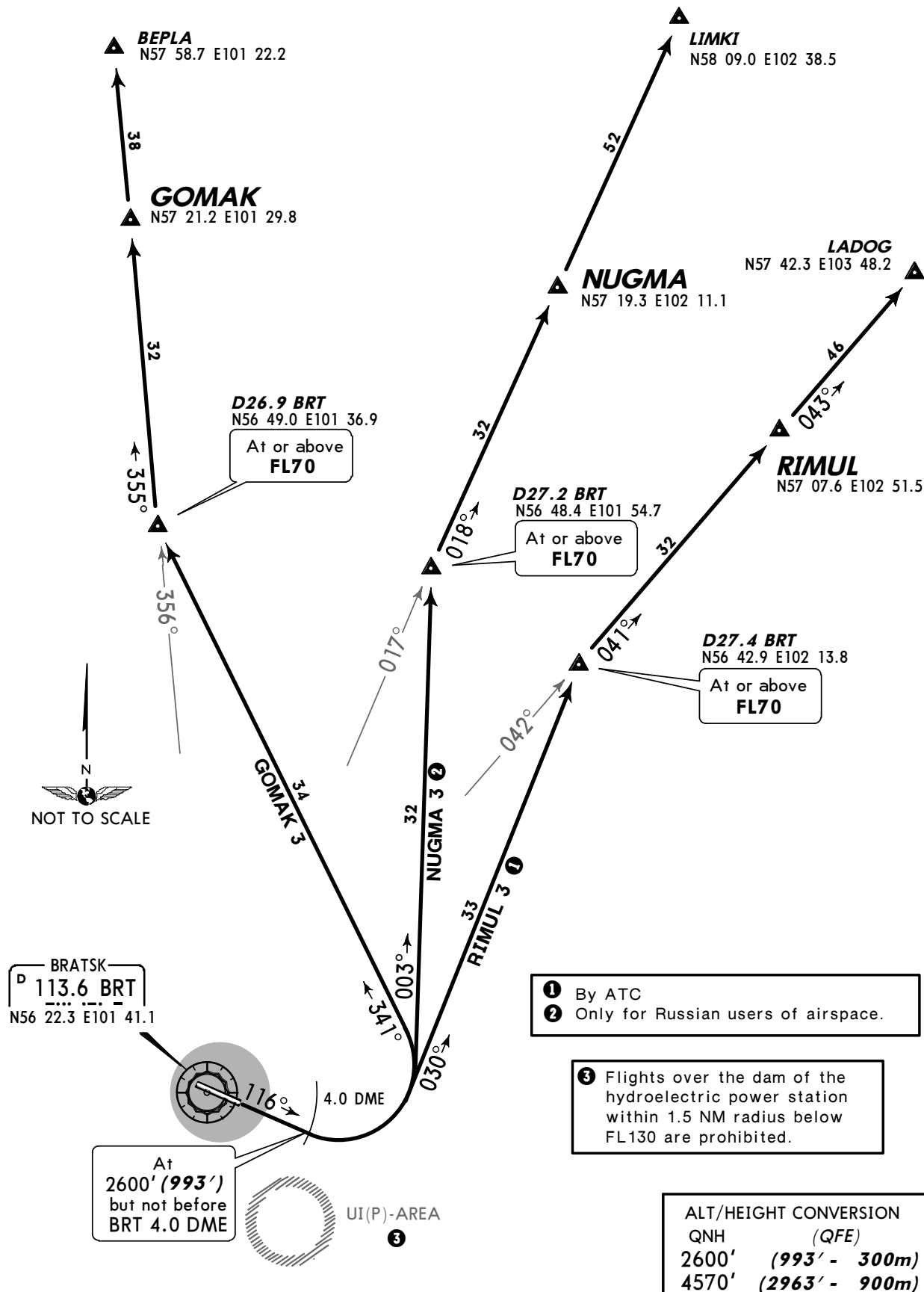
FL70 if pressure is less than 715 mm (953.3 hPa) and
688 mm (917.3 hPa) or above

FL80 if pressure is less than 688 mm (917.3 hPa)

Trans alt: 4570' (2963')



GOMAK 3
NUGMA 3 ②, RIMUL 3 ①
RWY 12 DEPARTURES



Apt Elev
1611'

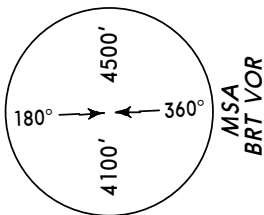
QNH on request (QFE)

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)

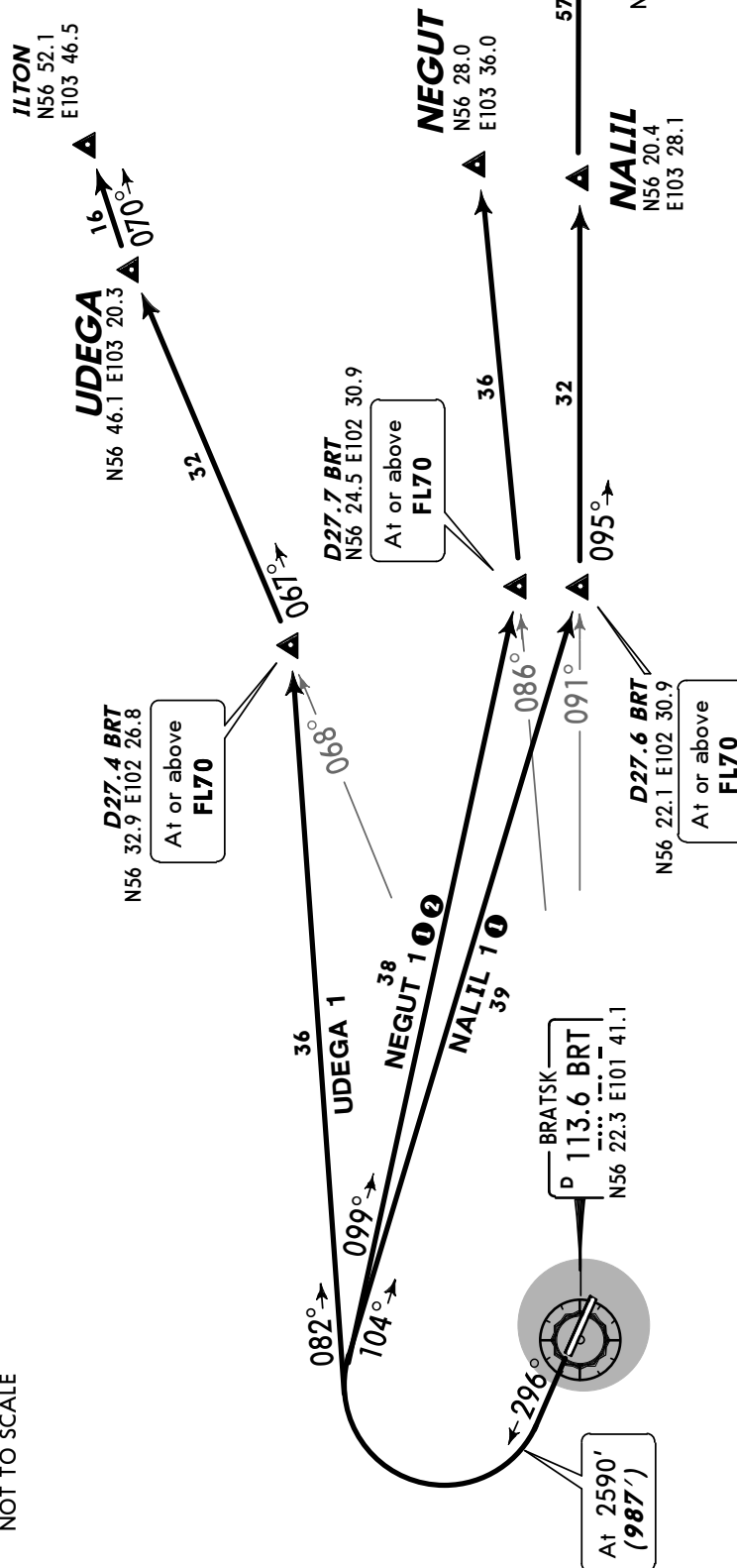
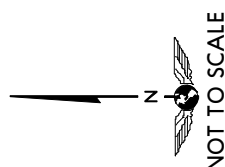
Trans alt: 4570' (2967')



NALIL 1①, NEGUT 1①② UDEGA 1 RWY 30 DEPARTURES

- ① By ATC
- ② Only for Russian users of airspace.

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



Apt Elev
1611'

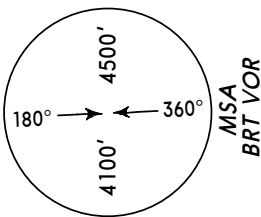
QNH on request (QFE)

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)

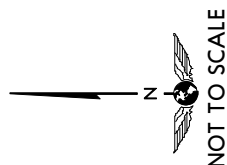
Trans alt: 4570' (2963')



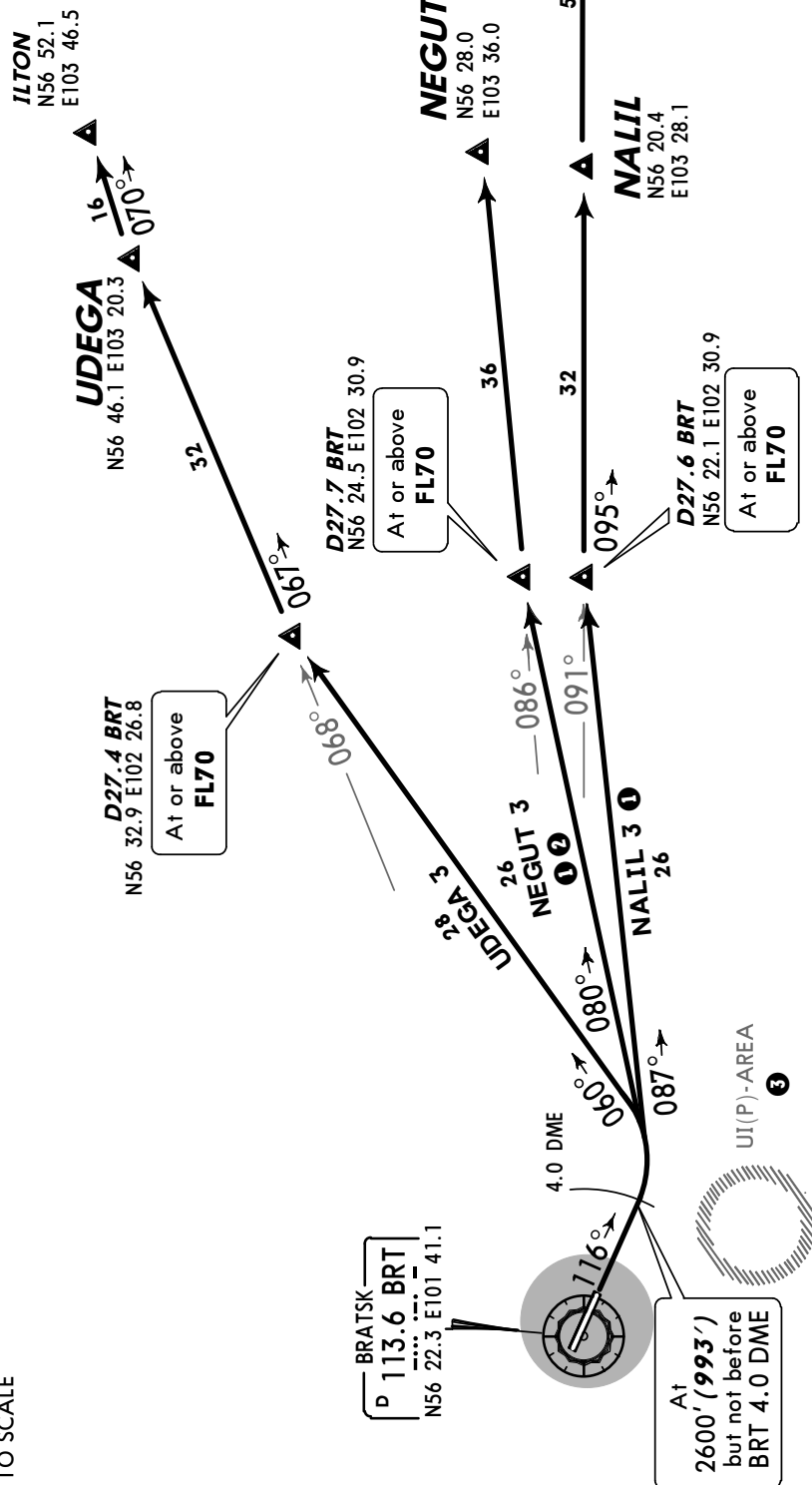
3 Flights over the dam of the
hydroelectric power station
within 1.5 NM radius below
FL130 are prohibited.

1 By ATC
2 Only for Russian users of airspace.

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



NALIL 3 1, NEGUT 3 1 2 UDEGA 3 RWY 12 DEPARTURES



Apt Elev
1611'

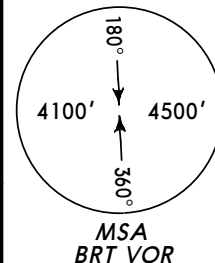
QNH on request (QFE)

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)

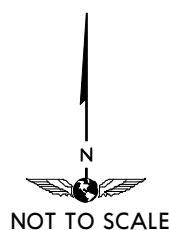
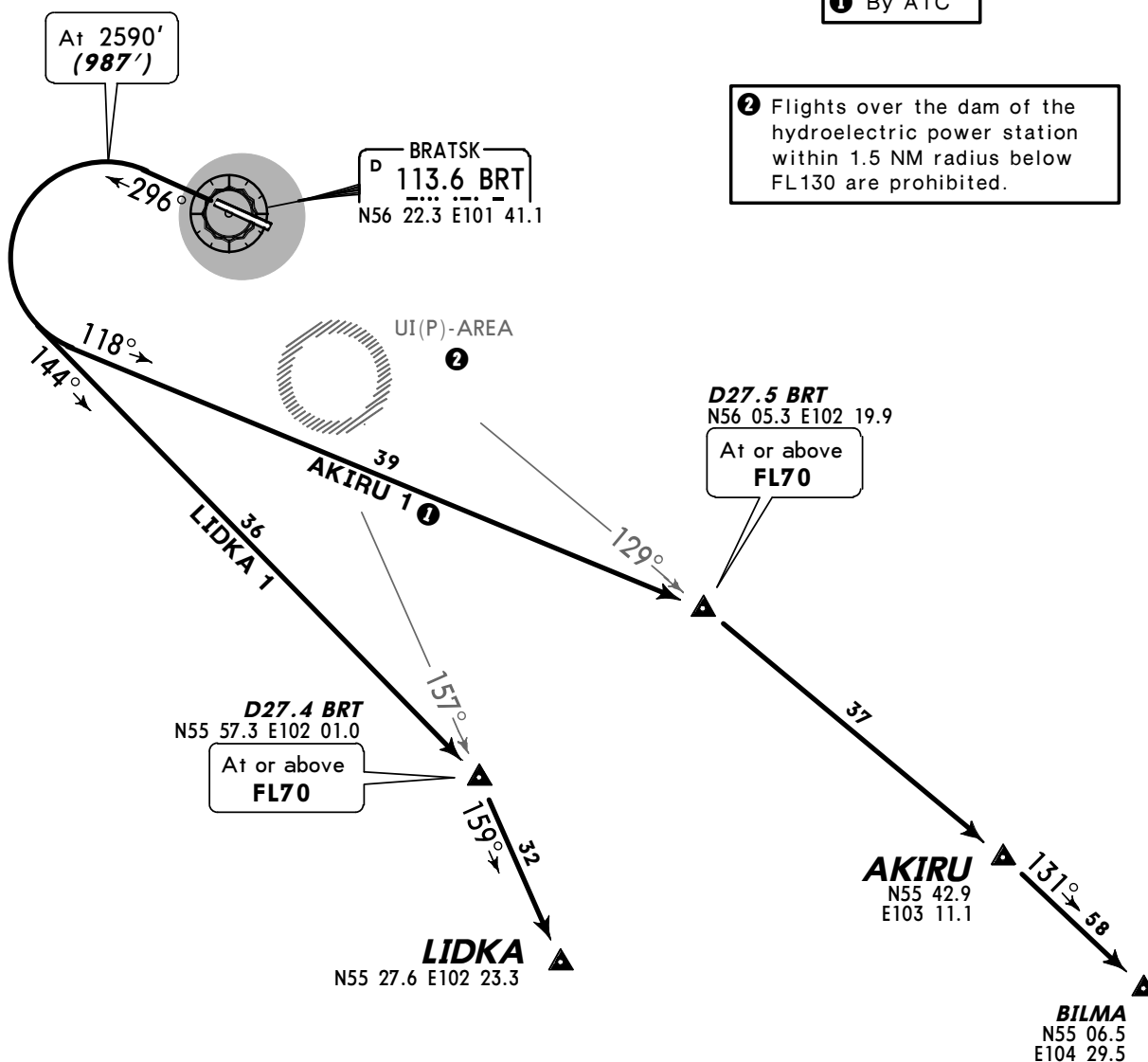
Trans alt: 4570' (2967')



AKIRU 1①
LIDKA 1
RWY 30 DEPARTURES

① By ATC

② Flights over the dam of the hydroelectric power station within 1.5 NM radius below FL130 are prohibited.



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

Apt Elev
1611'

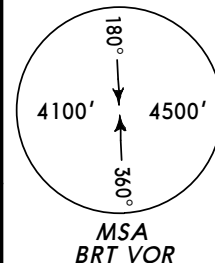
QNH on request (QFE)

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')

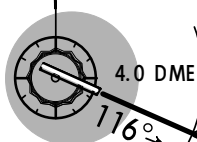


AKIRU 3① LIDKA 3 RWY 12 DEPARTURES

① By ATC

② 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 41.1



UI(P)-AREA

②

At
2600' (993')
but not before
BRT 4.0 DME

D27.5 BRT
N56 05.3 E102 19.9

At or above
FL70

D27.4 BRT
N55 57.3 E102 01.0

At or above
FL70

LIDKA
N55 27.6 E102 23.3

AKIRU
N55 42.9
E103 11.1

BILMA
N55 06.5
E104 29.5

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



Apt Elev
1611'

QNH on request (QFE)

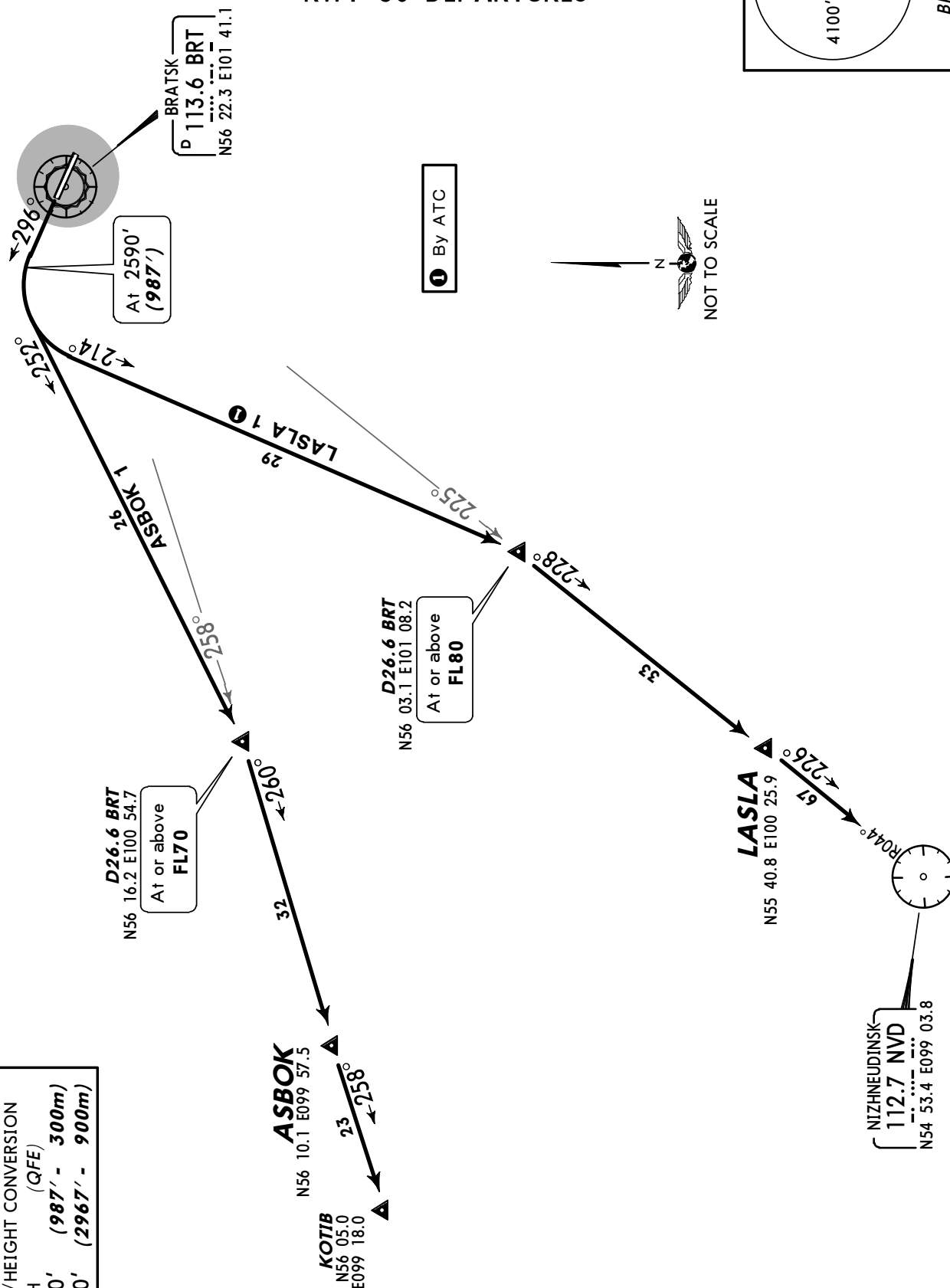
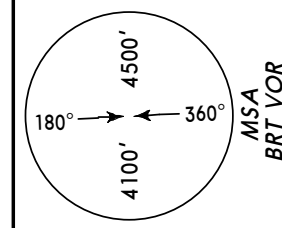
Trans level: FL60

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 1
RWY 30 DEPARTURES



ALT/HEIGHT CONVERSION

QNH (QFE)

2590' (987' - 300m)

4570' (2967' - 900m)

Apt Elev
1611'

QNH on request (QFE)

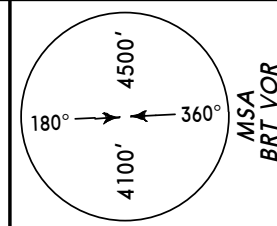
Trans level: FL60

FL70 if pressure is less than 715 mm (953.3 hPa) and
688 mm (917.3 hPa) or above

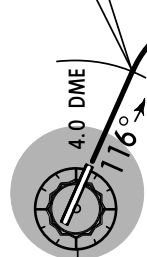
FL80 if pressure is less than 688 mm (917.3 hPa)

Trans alt: 4570' (2963')

ASBOK 3 LASLA 30 RWY 12 DEPARTURES

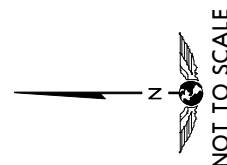


At
2600' (993')
but not before
BRT 4.0 DME



UI(P)-AREA

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



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

D26.6 BRT
N56 16.2 E100 54.7
At or above
FL70

D26.6 BRT
N56 03.1 E101 08.2
At or above
FL80

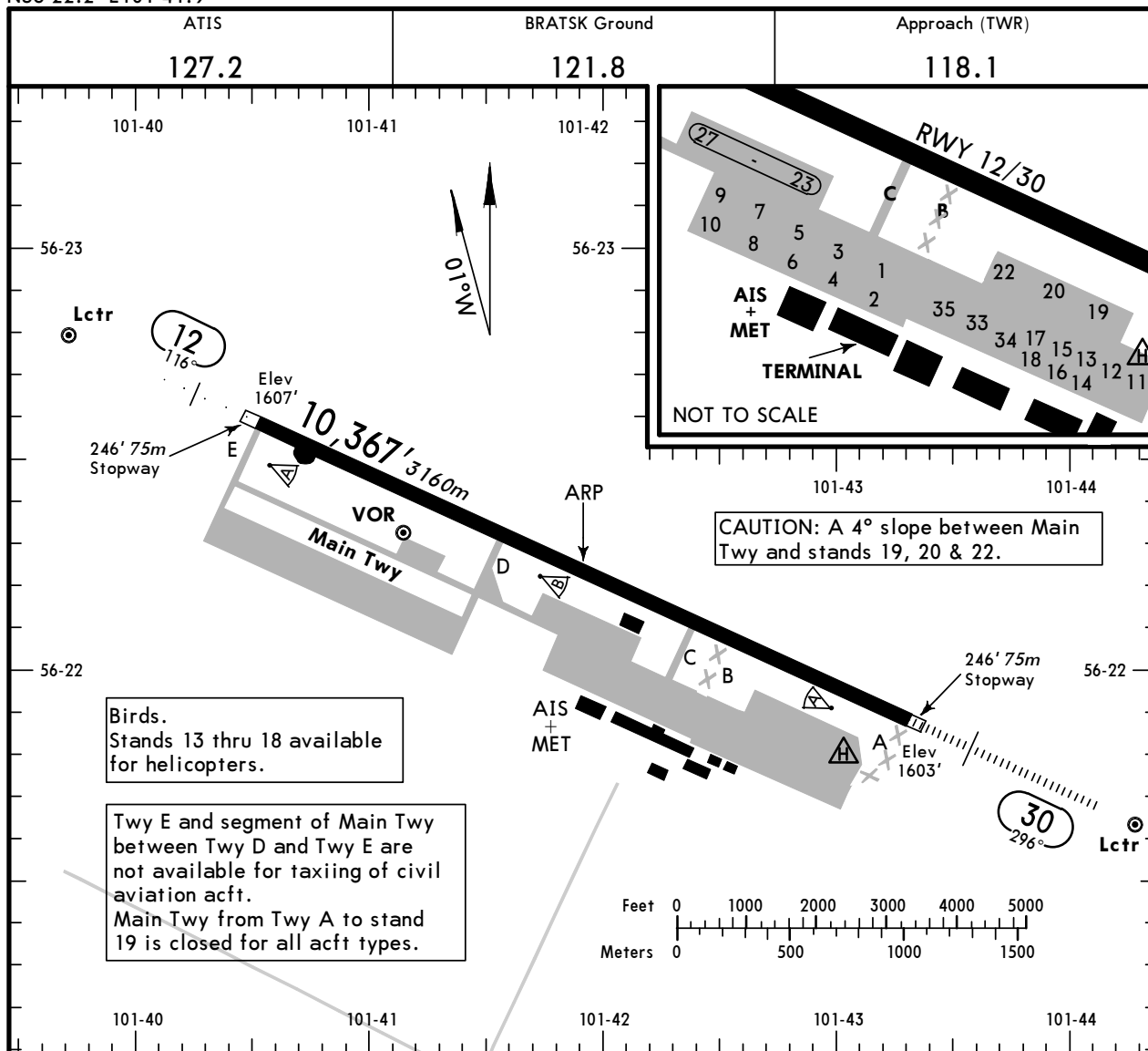
LASLA
N55 40.8 E100 25.9

NIZHNEUDINSK
112.7 NVD
N54 53.4 E099 03.8

ASBOK
N56 10.1 E099 57.5

KOTIB
N56 05.0
E099 18.0

1 By ATC



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
				Threshold	Glide Slope		
12	HIRL (60m) ALS	RVR					197'
30	HIRL (60m) HIALS PAPI-L	RVR			9456' 2882m		60m

TAKE-OFF

AIR CARRIER

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
12	VOR ❶	1950'(343') R1400m	1950'(343') R1400m	1950'(343') R1400m	1950'(343') R1400m
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ❶	1960'(353') R1400m	1960'(353') R1400m	1960'(353') R1400m	1960'(353') R1400m
	ALS out	R1500m	R1500m	R1600m	R1600m
	GG NDB ❶	1960'(353') R1400m	1960'(353') R1400m	1960'(353') R1400m	1960'(353') R1400m
	ALS out	R1500m	R1500m	R1600m	R1600m
30	B NDB	2260'(653') C3000m	2260'(653') C3000m	2260'(653') C3200m	2260'(653') C3200m
	ALS out	C3200m	C3200m	C3400m	C3400m
	ILS FULL Limited ALS out	1803'(200') R550m R750m R1200m	1803'(200') R550m R750m R1200m	1803'(200') R550m R750m R1200m	1803'(200') R550m R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	1940'(337') R800m	1940'(337') R800m	1940'(337') R800m	1940'(337') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	NDB ❶❷	1950'(347') R900m	1950'(347') R900m	1950'(347') R900m	1950'(347') R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ❸	2980'(1377') C5000m	2980'(1377') C5000m	2980'(1377') C5000m	2980'(1377') C5000m

❶ Continuous Descent Final Approach.

❷ with D9.4 BRT

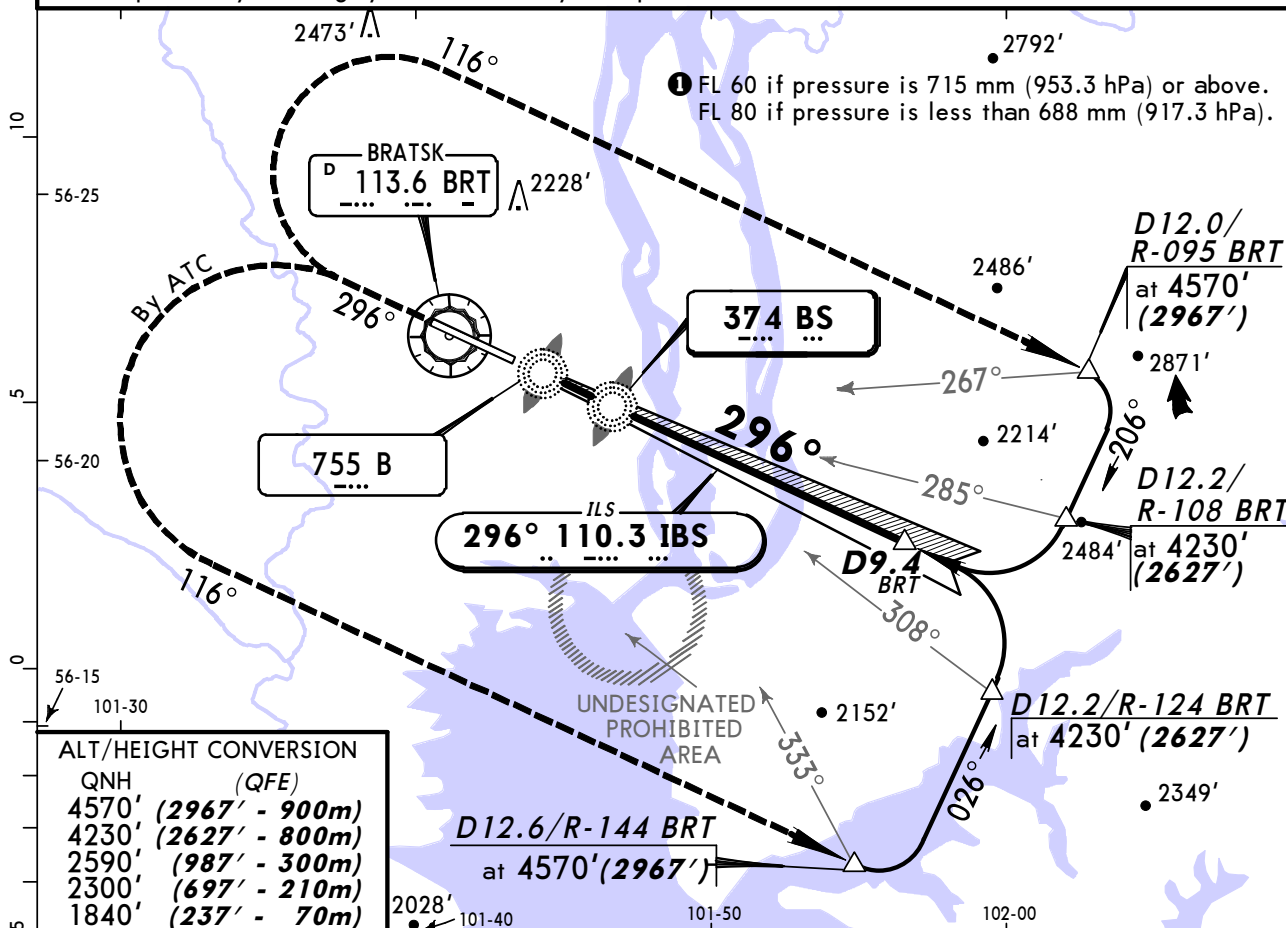
❸ w/o D9.4 BRT

TAKE-OFF RWY 12, 30		
LVP must be in Force		
RCLM (DAY only) or RL		RCLM (DAY only) or RL
		NIL (DAY only)
A	250m	400m
B		
C		
D	300m	500m

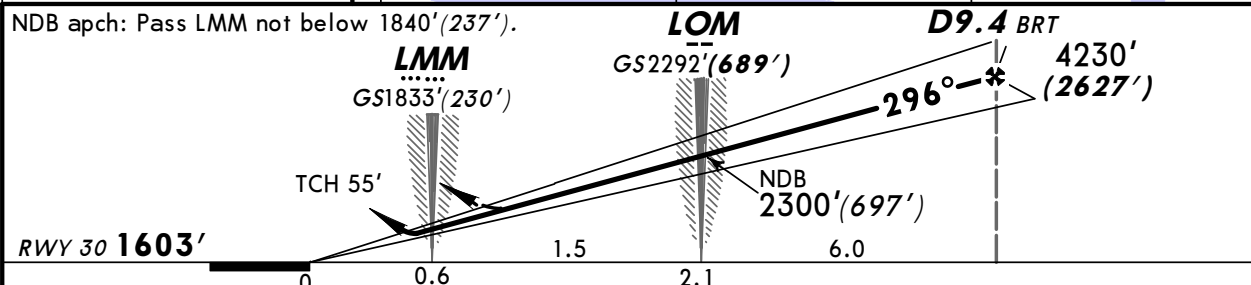
ATIS 127.2		BRATSK Approach (APP/RDR/TWR) 118.1		Ground 121.8	
LOC IBS 110.3	Final Apch Crs 296°	GS LOM 2292'(689')	ILS DA(H) 1803'(200')	Apt Elev 1611'	
NDB BS 374		Minimum Alt D9.4 4230'(2627')	NDB MDA(H) Refer to Minimums	RWY 1603'	

MISSED APCH: Climb on 296° to 2590' (987'), then turn RIGHT (By ATC: LEFT) onto 116° climbing to 4570' (2967'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 ① Trans alt: 4570' (2967')
Ground proximity warning system action may take place on final.

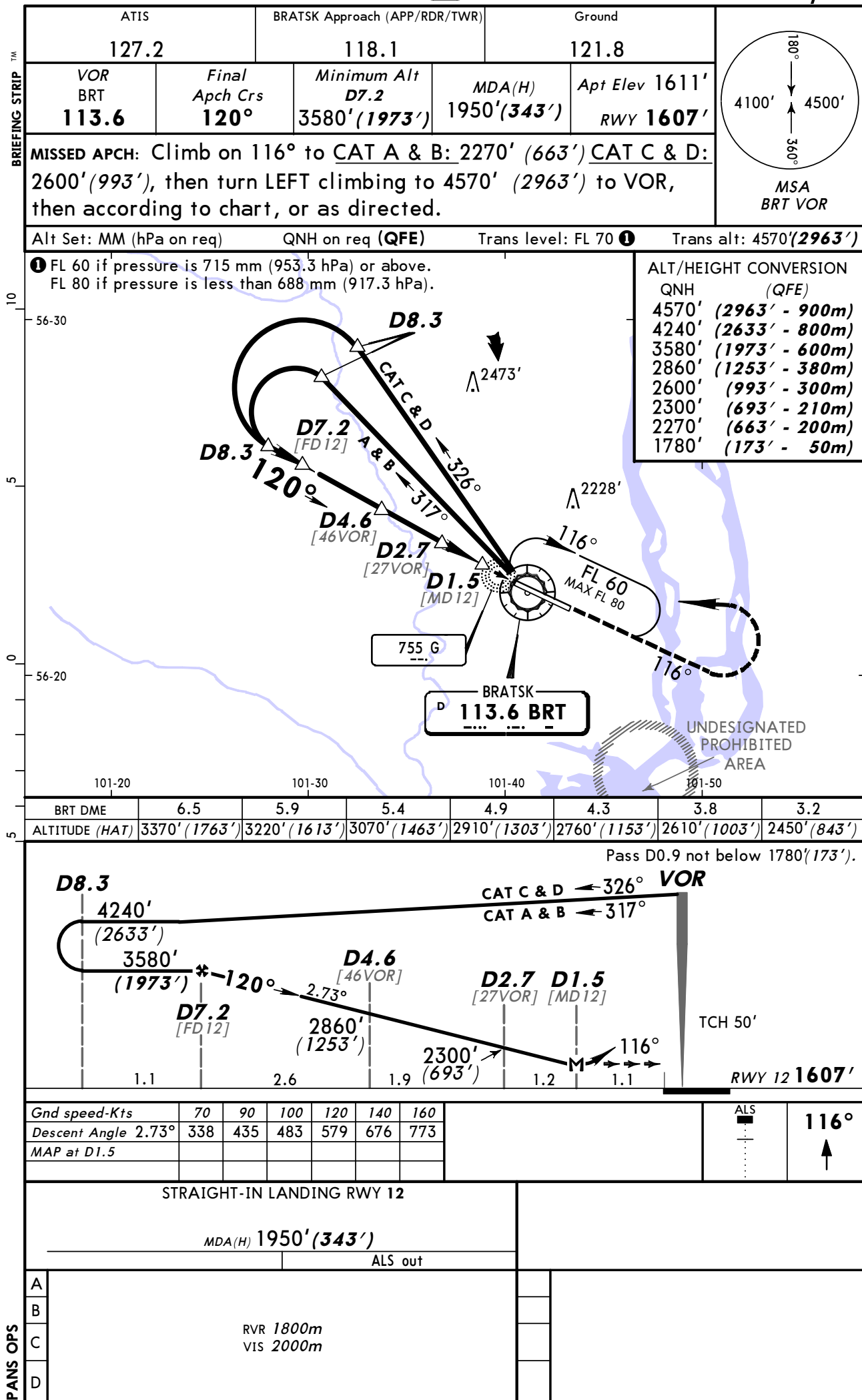


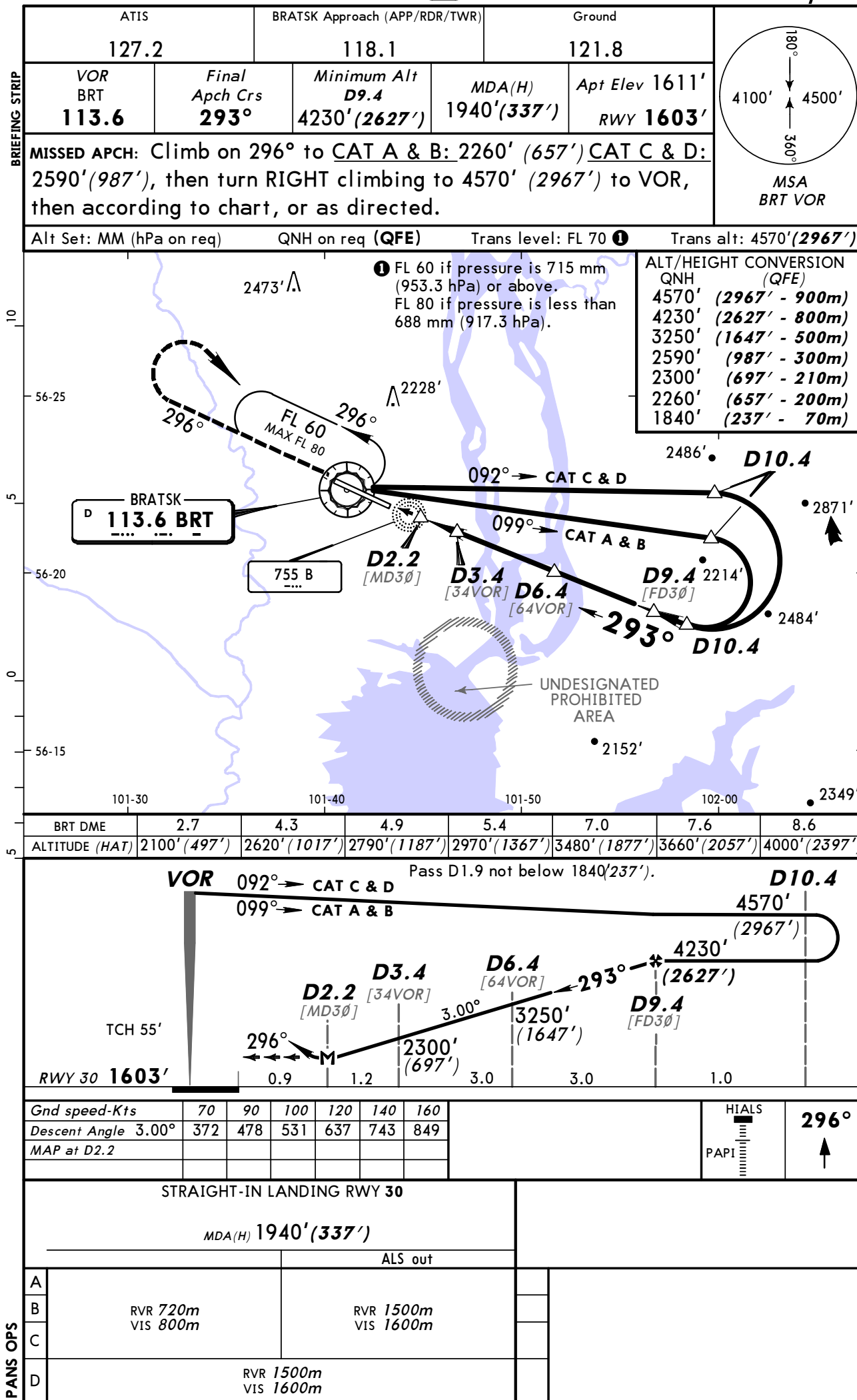
NDB apch: Pass LMM not below 1840' (237').

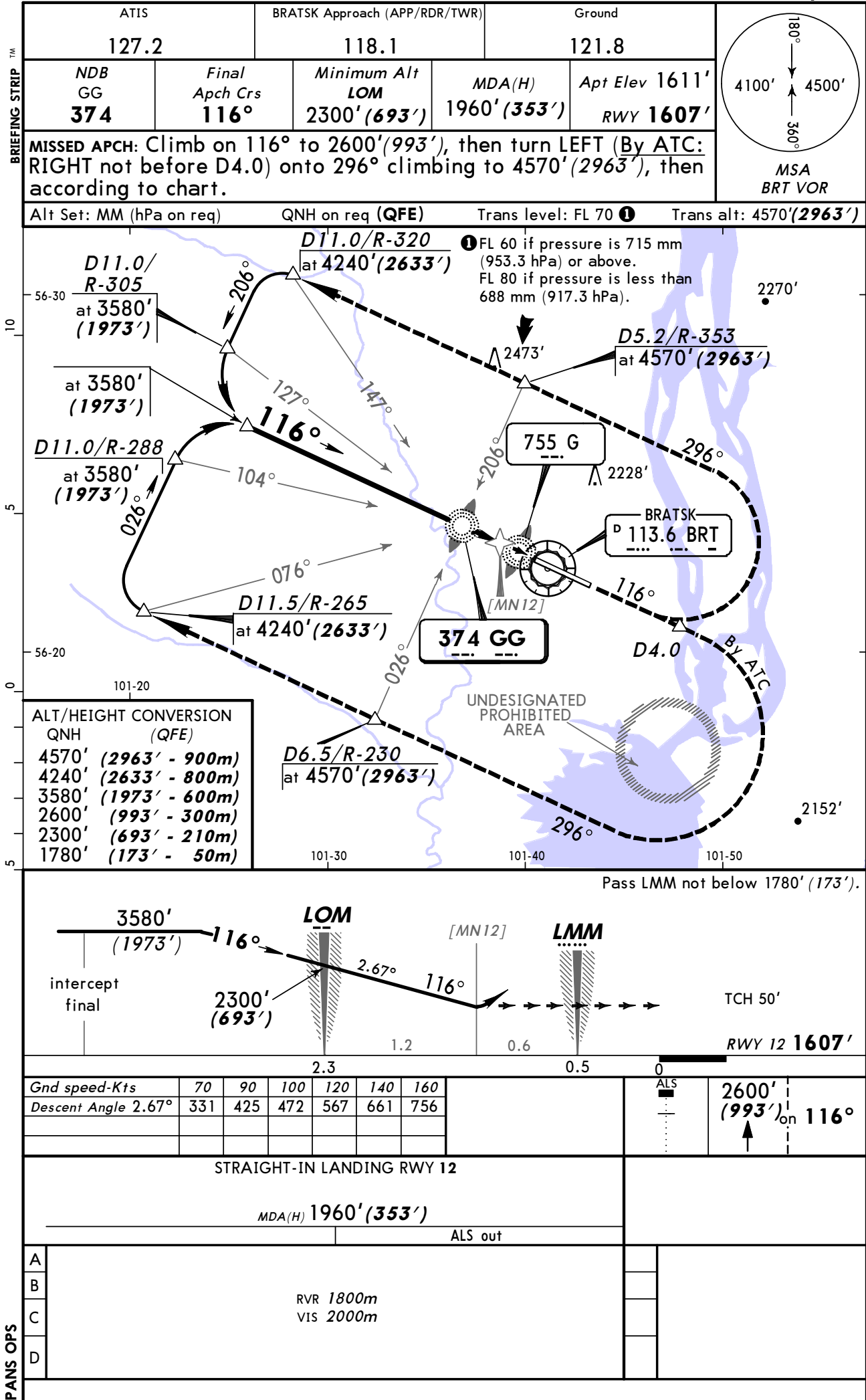


Gnd speed-Kts	70	90	100	120	140	160		2590' (987') on 296°
ILS GS or	372	478	531	637	743	849		
NDB Desc Angle 3.00°								

ILS		LOC (GS out)		NDB		PANS OPS	
DA(H) 1803' (200')		with D9.4 BRT		w/o D9.4 BRT			
FULL	ALS out	MDA(H) 1950' (347')	ALS out	MDA(H) 2980' (1377')	ALS out		
A				1200m	RVR 1800m VIS 2000m		
B	RVR 720m VIS 800m	1200m	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m	2400m		
C				4000m	4800m		
D		RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4400m			







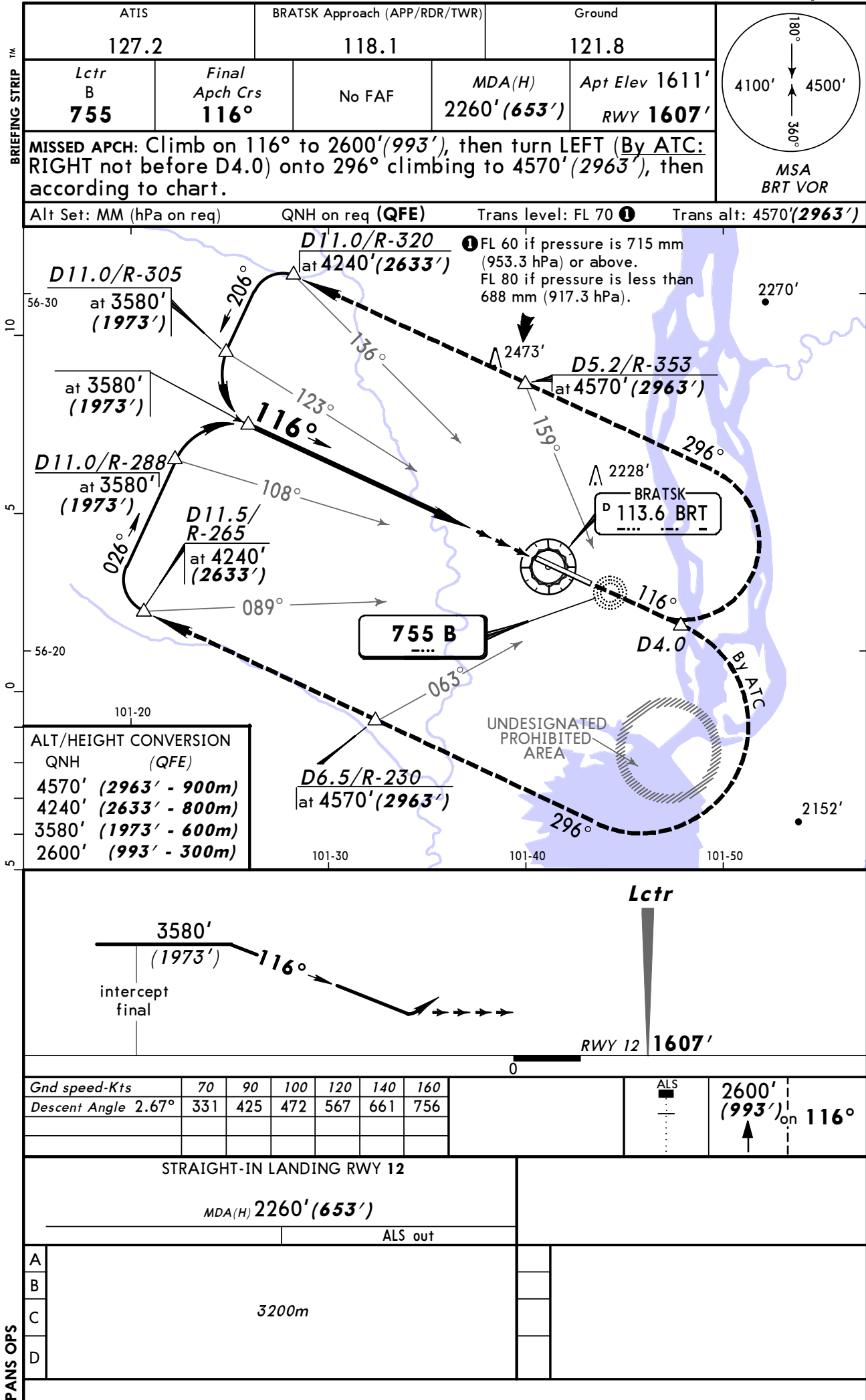




Chart changes since cycle 16-2013

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

BRATSK, (BRATSK - UIBB)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UIBB

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(10-2F/2G, 10-3H/3J) NVD replaced by CRP SUKOR at same posn.