

List of pages in this Trip Kit

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Airport Information For UNBB

Terminal Charts For UNBB

Revision Letter For Cycle 17-2013

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: 2324 Z
Sunset: 1332 Z,

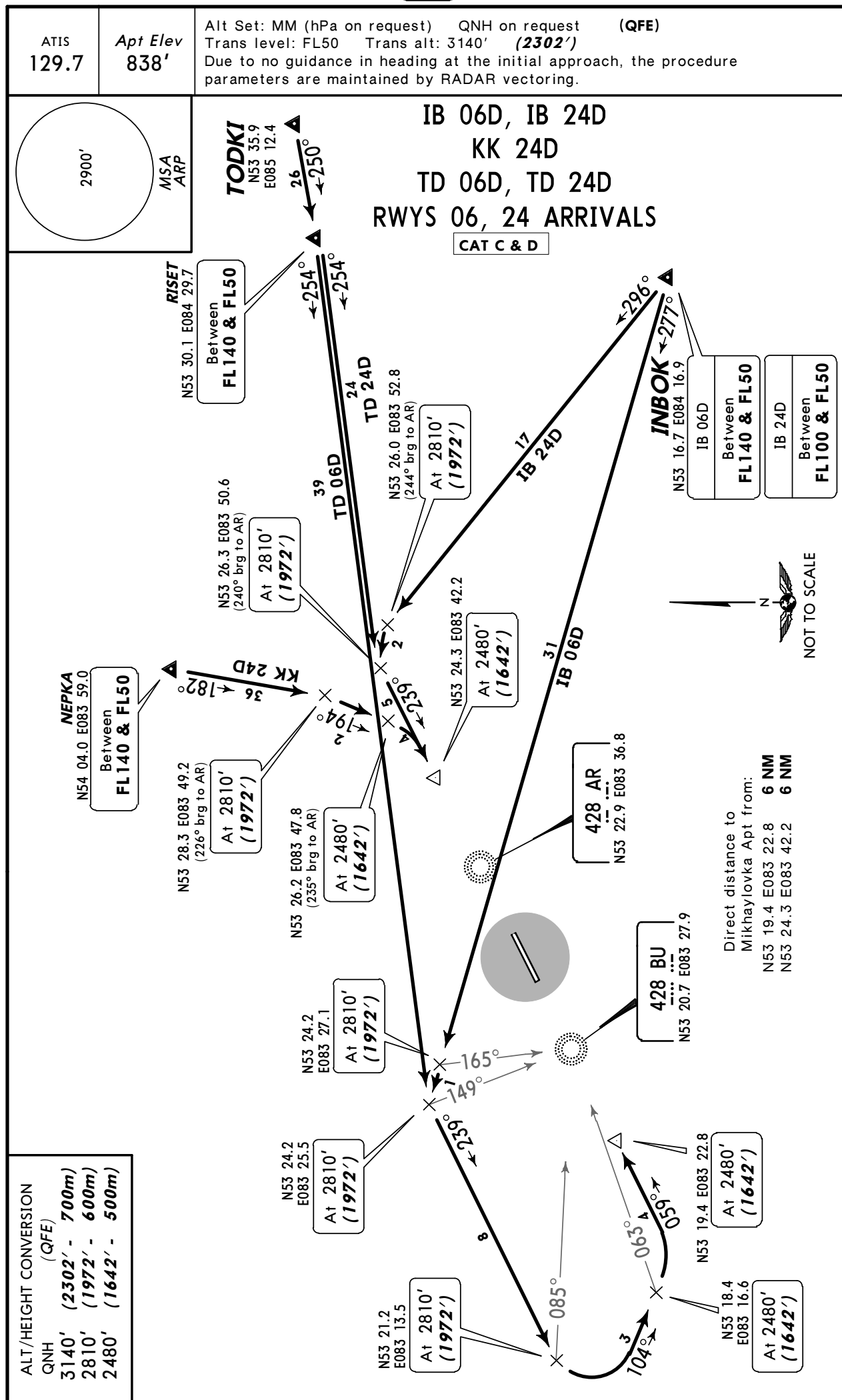
Runway Information

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 129.0 Secondary
Barnaul Tower 124.0 Secondary
Barnaul Tower 123.5
Barnaul Ground Control 118.8



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

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

CAT C & D

TUMKO

N53 48.0 E083 32.0

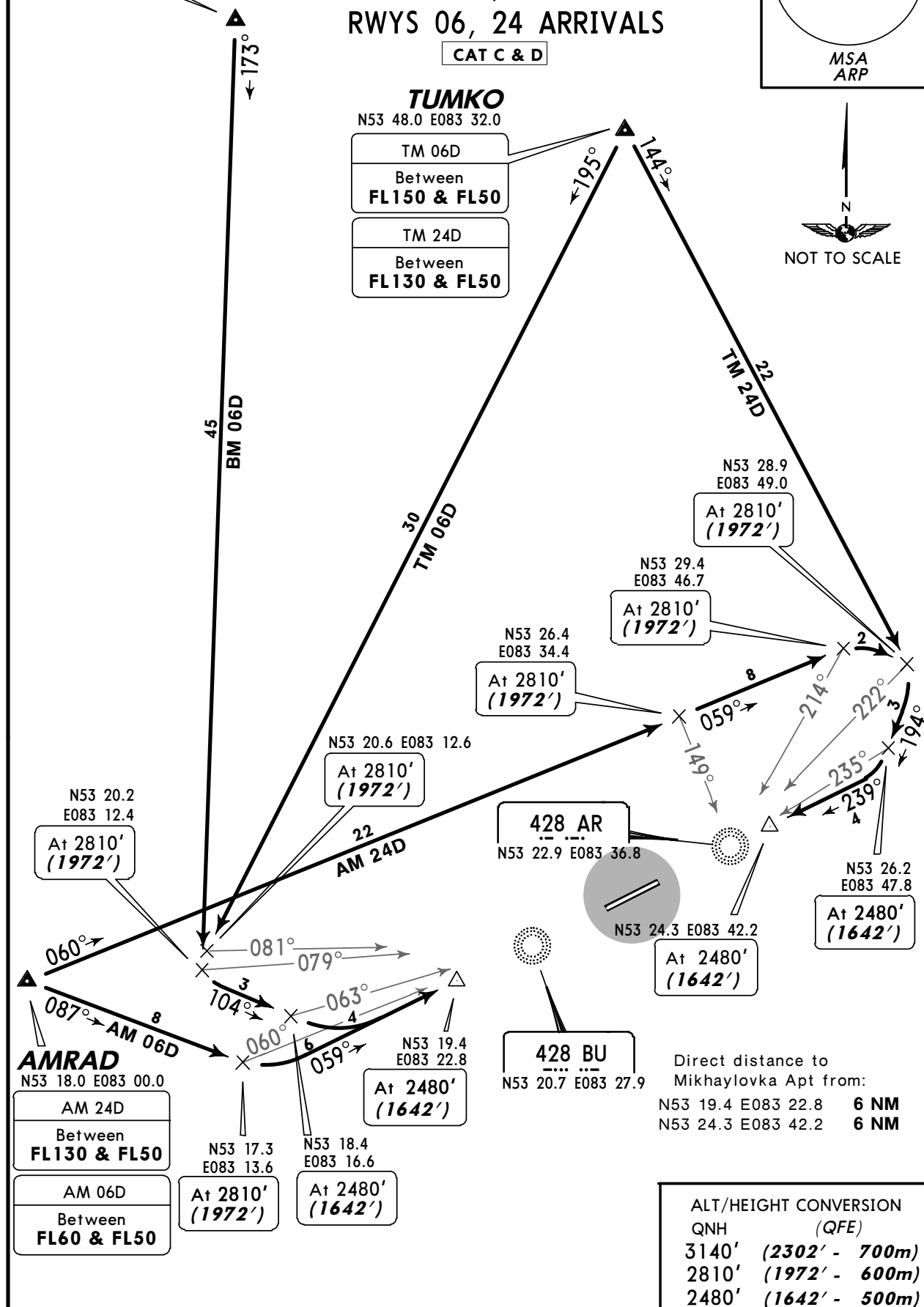
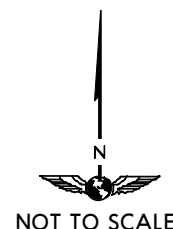
TM 06D

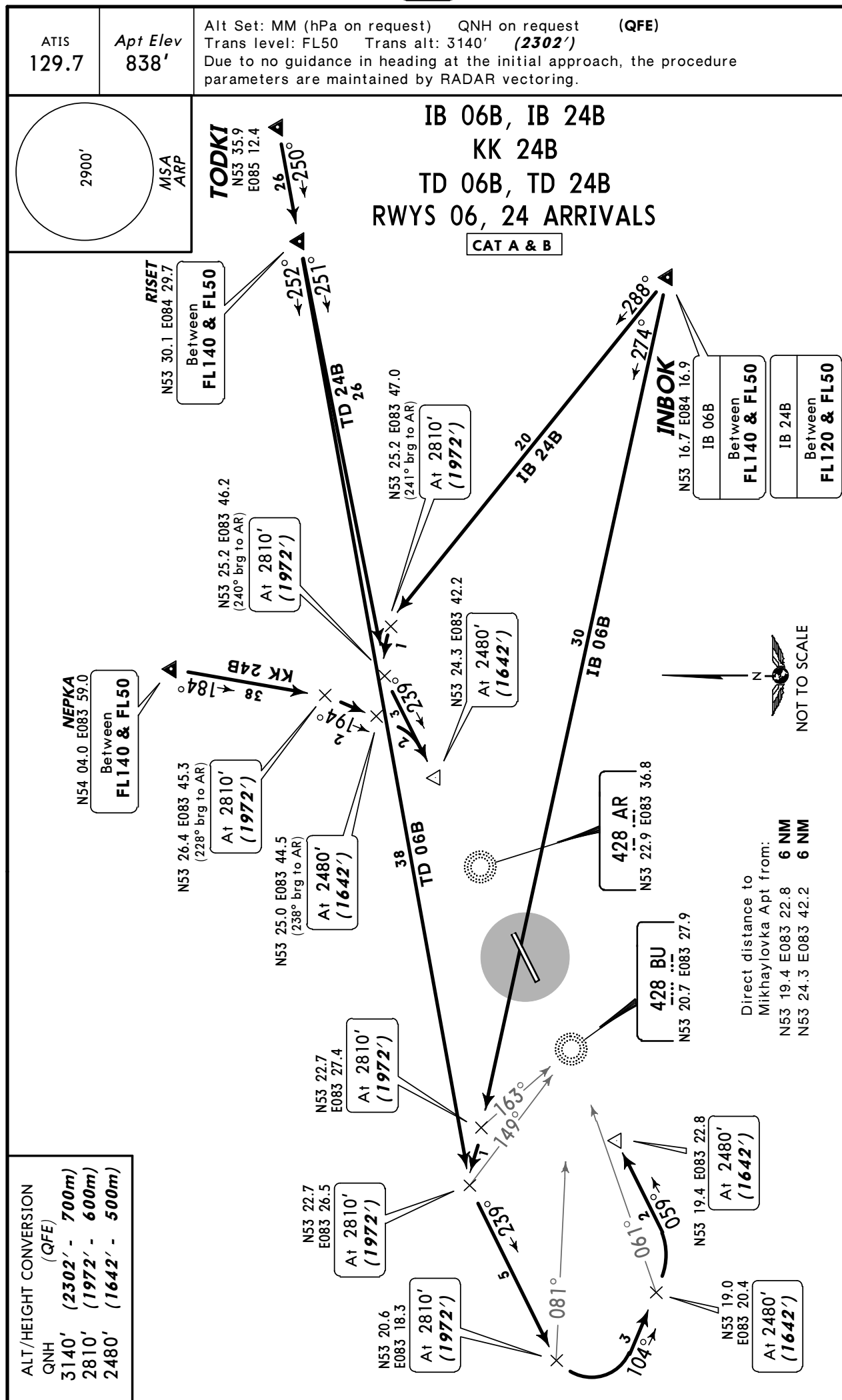
Between
FL150 & FL50

TM 24D

Between
FL130 & FL50

2900'

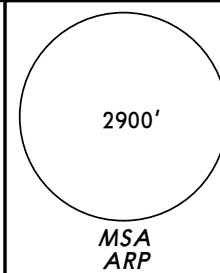
MSA
ARP



CHANGES: ATIS commissioned. © JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

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 & FL50

17

AM 06E

059°
MHA FL50
MAX FL150

(IAF)

428 BU

N53 20.7 E083 27.9

At FL50

30

IB 06E

←271°

INBOK

N53 16.7 E084 16.9

Between
FL140 & FL50

N53 30.1 E084 29.7

Between
FL140 & FL50**TODKI**N53 35.9
E085 12.4←250°
←249°

38

TD 06E

ALT/HEIGHT CONVERSION
QNH (QFE)
3140' (2315' - 700m)

STAR

ROUTING

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

2900'

MSA
ARPNEPKA
N54 04.0 E083 59.0
Between
FL140 & FL50TUMKO
N53 48.0 E083 32.0
Between
FL150 & FL50RISET
N53 30.1 E084 29.7
Between
FL140 & FL50TODKI
N53 35.9
E085 12.4AMRAD
N53 18.0 E083 00.0
Between
FL130 & FL50Direct distance from AR to:
Mikhaylovka Apt 3 NMALT/HEIGHT CONVERSION
QNH (QFE)
3780' (2960' - 900m)
3140' (2320' - 700m)

(IAF)

428 AR
N53 22.9 E083 36.8

AM 24E
At FL50
or
at 3780' (2960')

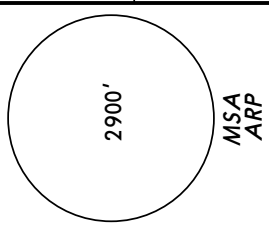
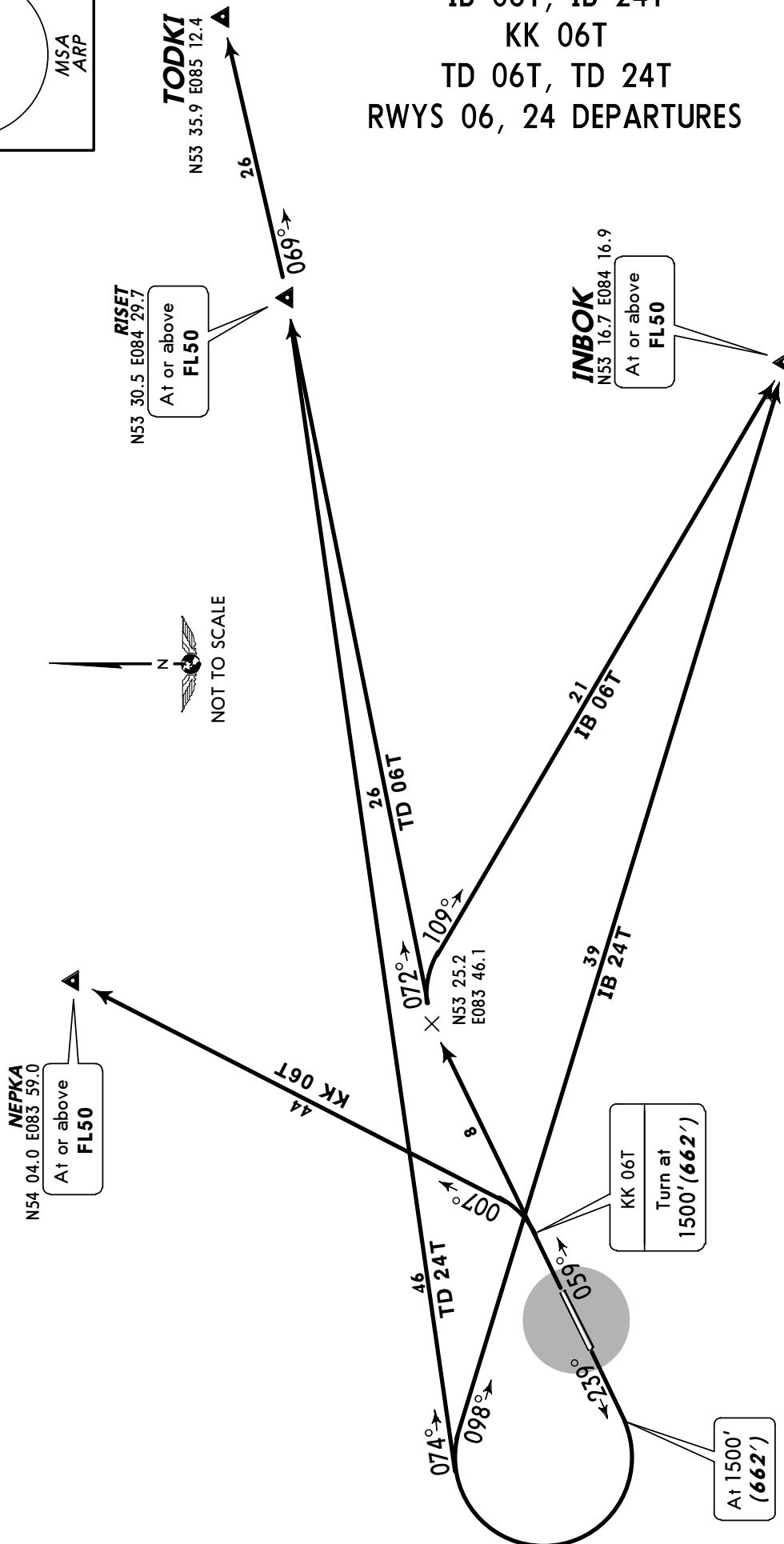
IB 24E, KK 24E
TD 24E, TM 24E
At FL50

INBOK
N53 16.7 E084 16.9
Between
FL140 & FL50

STAR

ROUTING

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.

Apt Elev
838'QNH on request (QFE)
Trans level: FL50 Trans alt: 3140' (2302')IB 06T, IB 24T
KK 06T
TD 06T, TD 24T
RWYS 06, 24 DEPARTURES

ALT/HEIGHT CONVERSION

QNH (QFE)

1500' (662' - 200m)

3140' (2302' - 700m)

Apt Elev
838'QNH on request (QFE)
Trans level: FL50 Trans alt: 3140' (2302')

2900'

MSA
ARPAM 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
FL50

ALT/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')At
1500'(662')

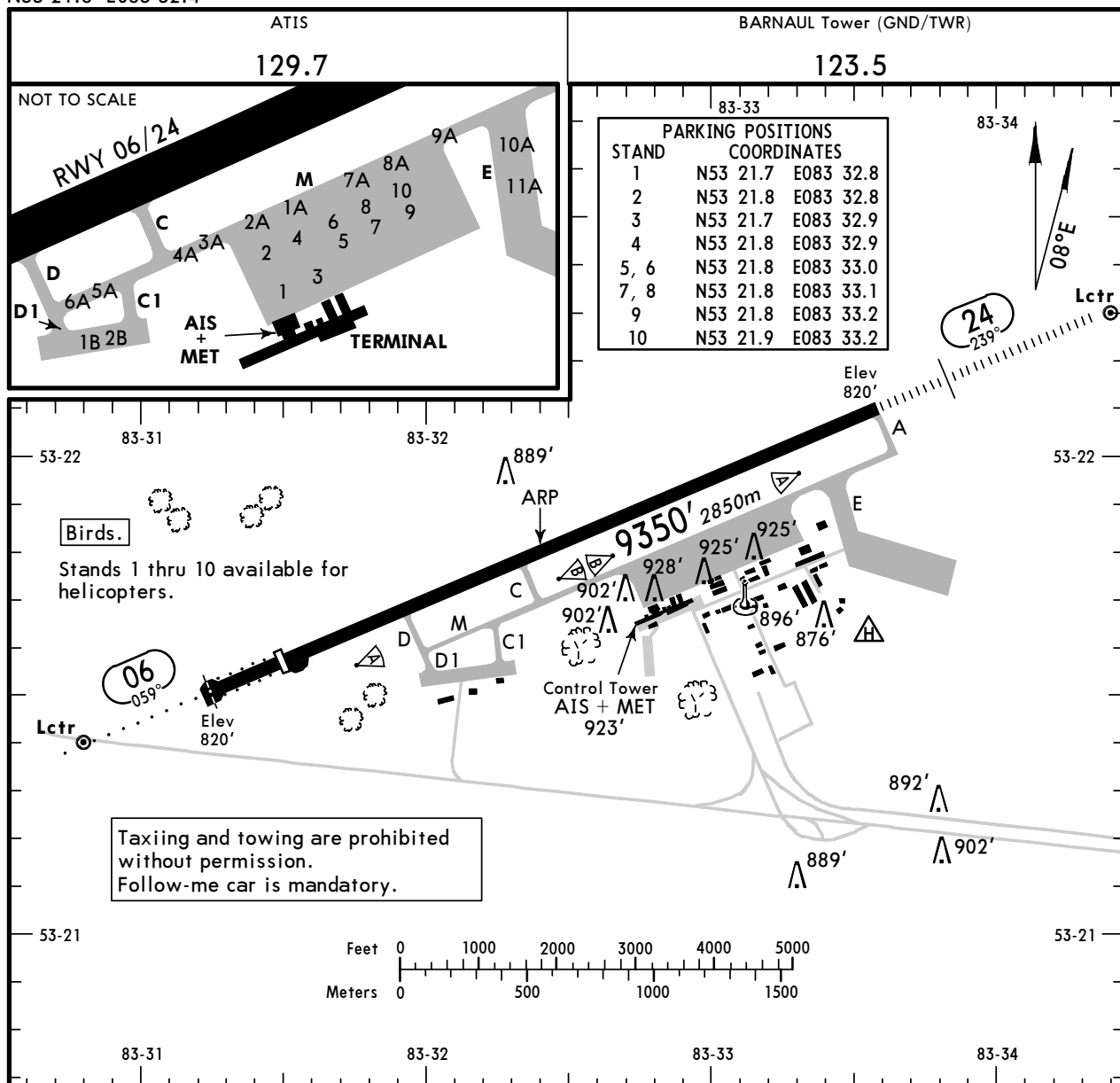
←253°

←343°

←003°

←239°

←059°



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING	BEYOND		
					Threshold	Glide Slope		
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 Rwy's

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

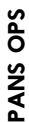
A		
B	250m	400m
C		
D	300m	

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	1020'(200') R550m	1027'(207') R550m	1036'(216') R550m	1046'(226') R550m
	FULL Limited ALS out	R750m R1200m	R750m R1200m	R750m R1200m	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

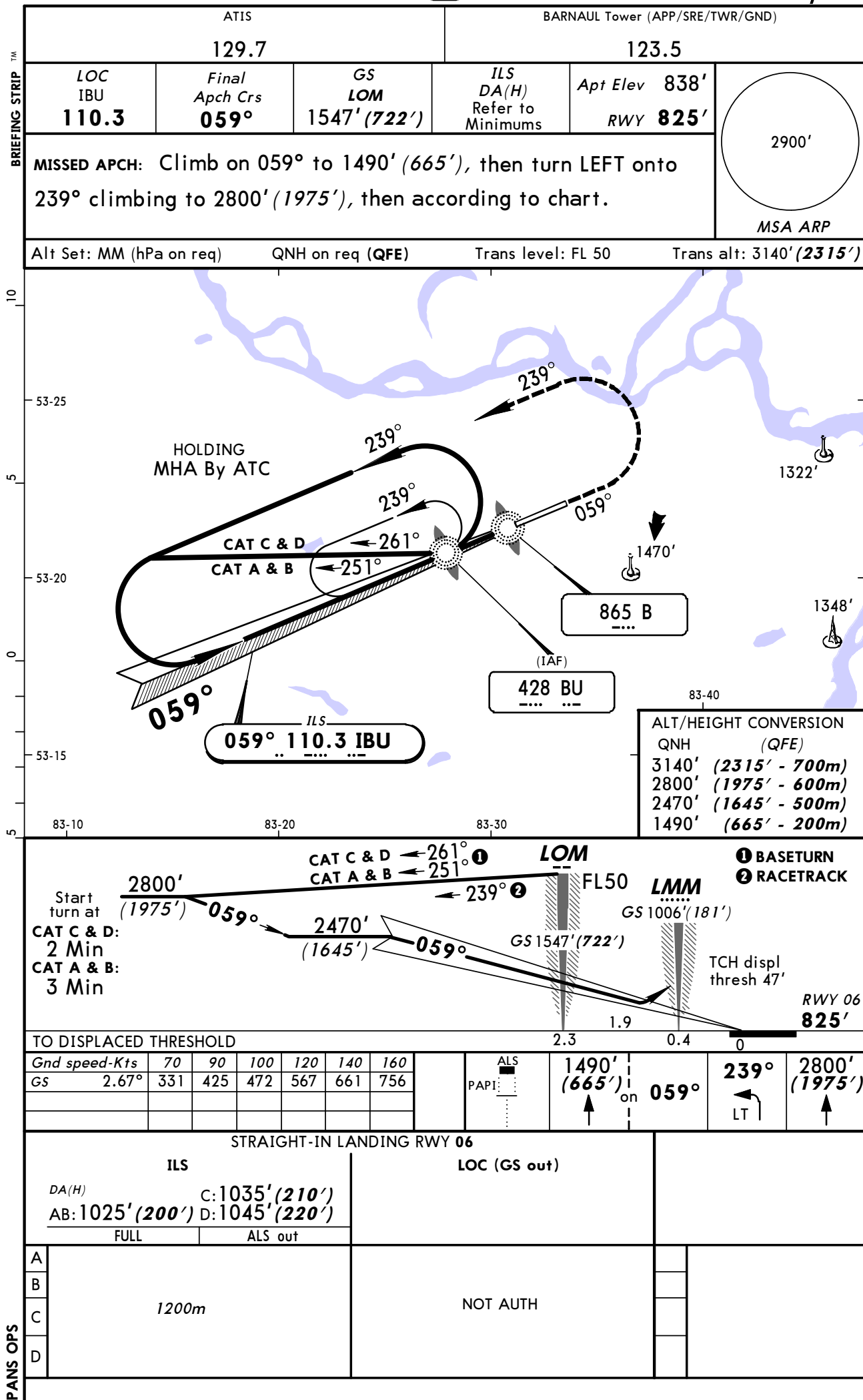
① Continuous Descent Final Approach.

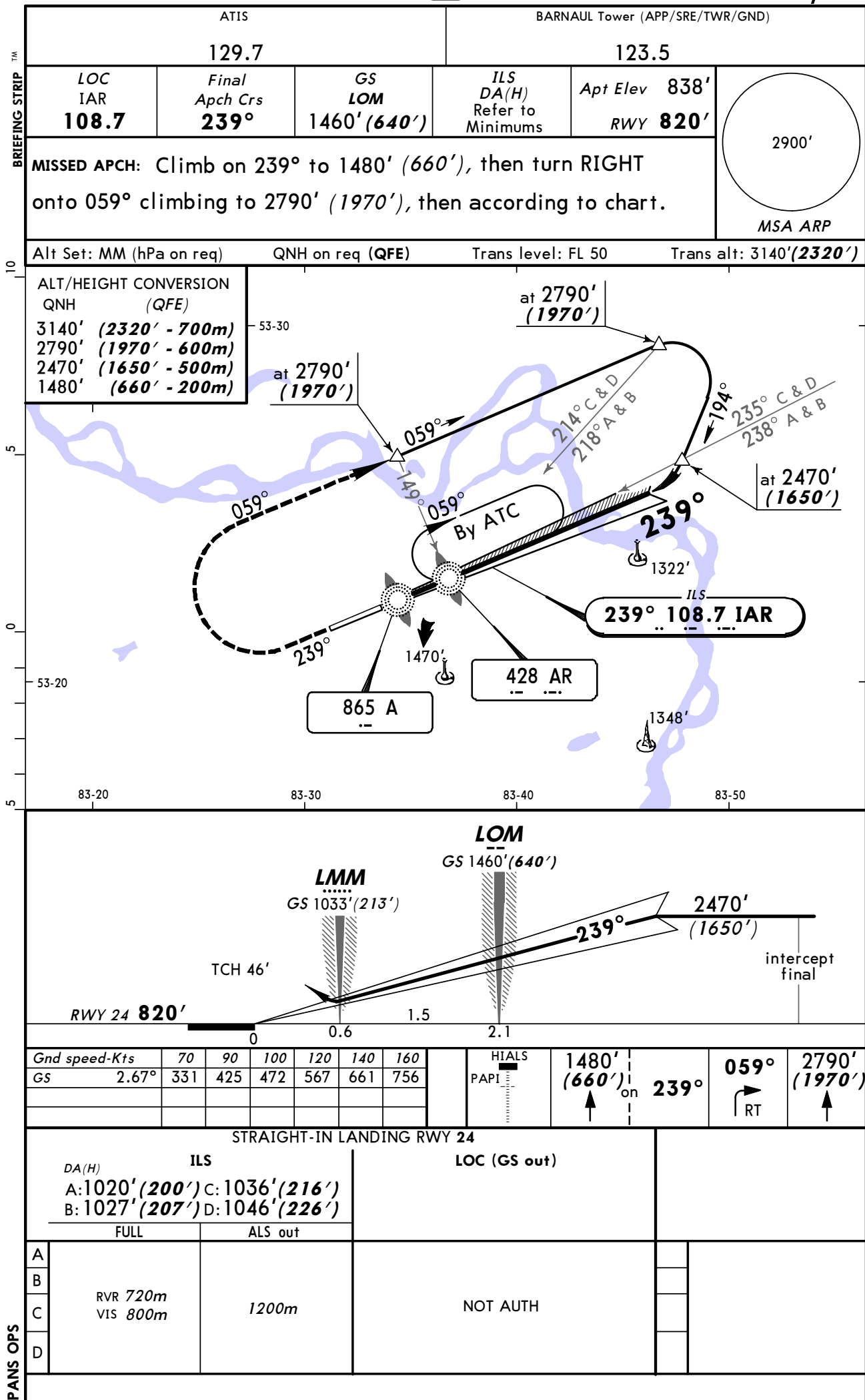
TAKE-OFF RWY 06, 24		
LVP must be in Force		
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	400m	500m
B		
C		
D	300m	

BRIEFING STRIP TM

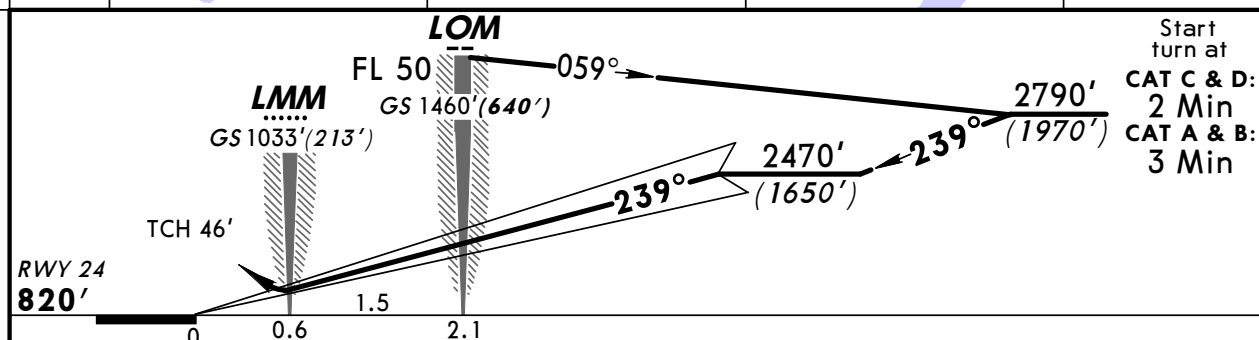
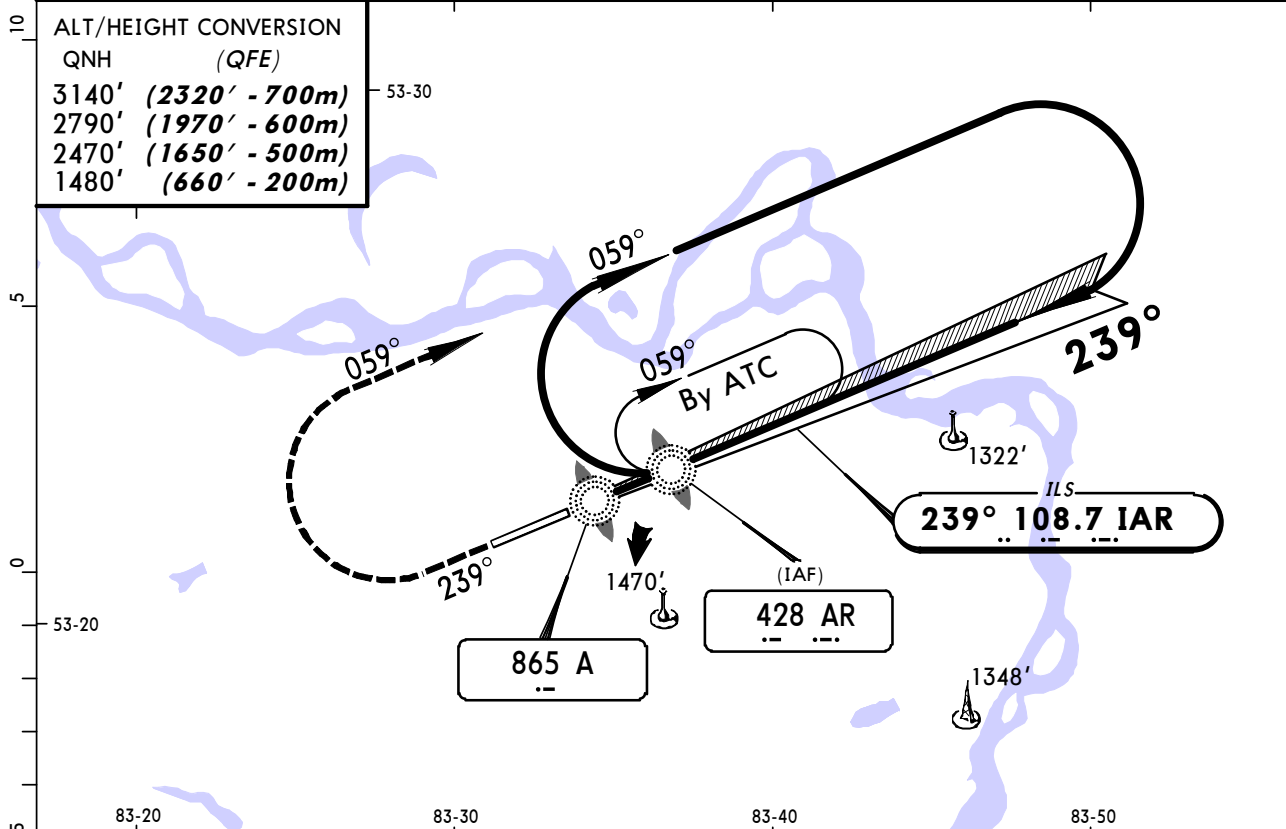


PANS OPS





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



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

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					

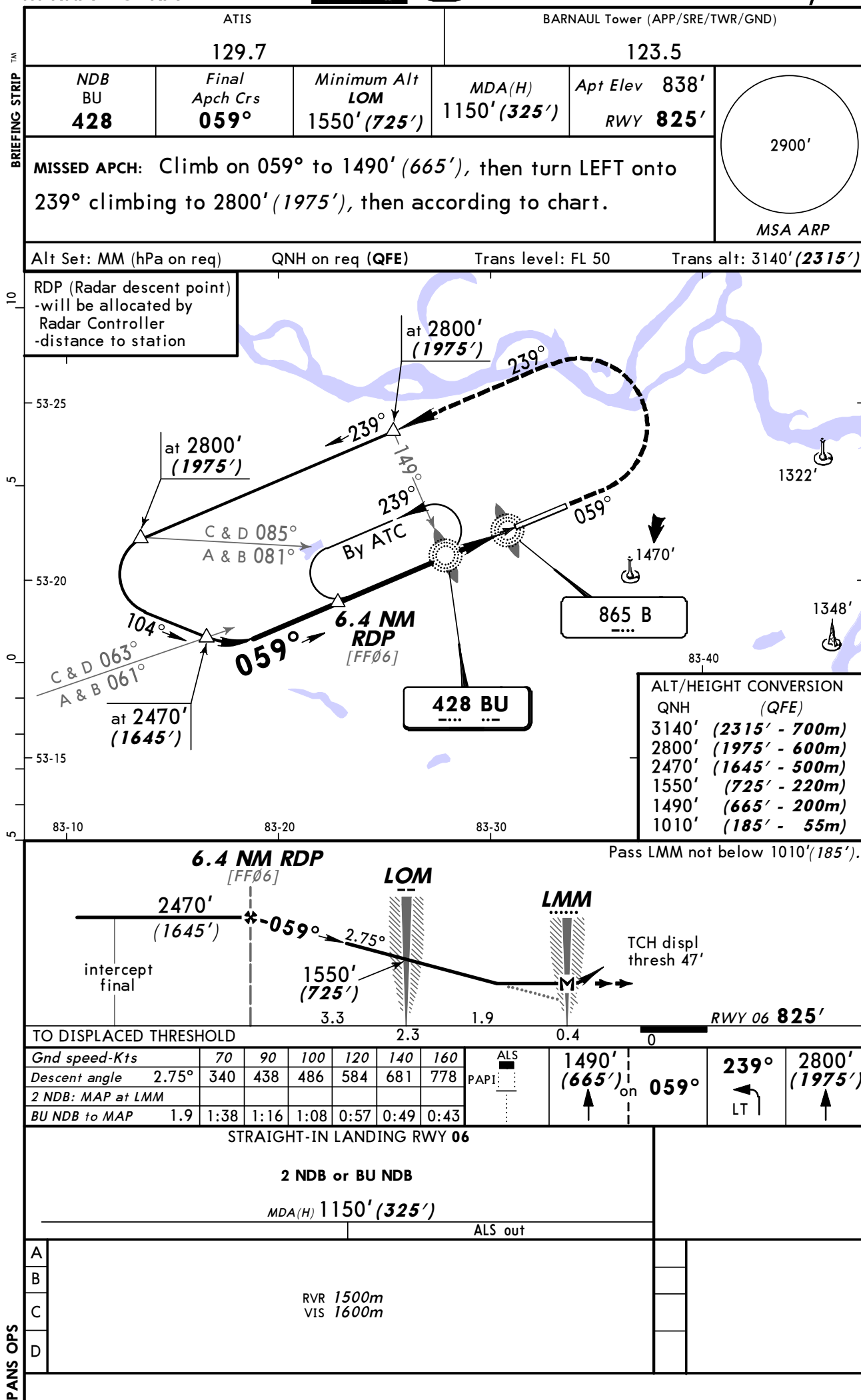
BARNAUL, RUSSIA
ILS Rwy 24

BRIEFING STRIP TM

10

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					

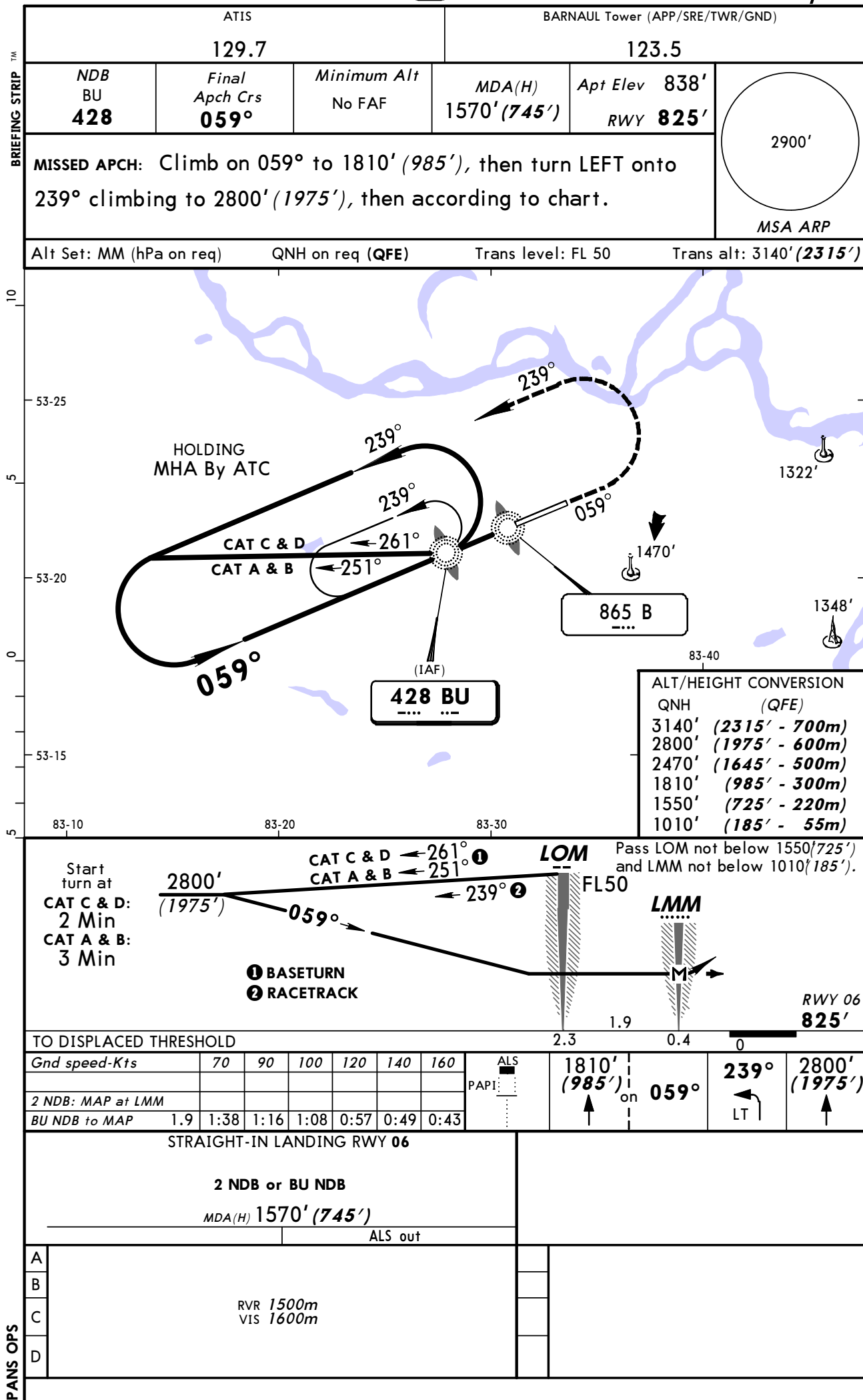
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UNBB/BAX
MIKHAYLOVKA

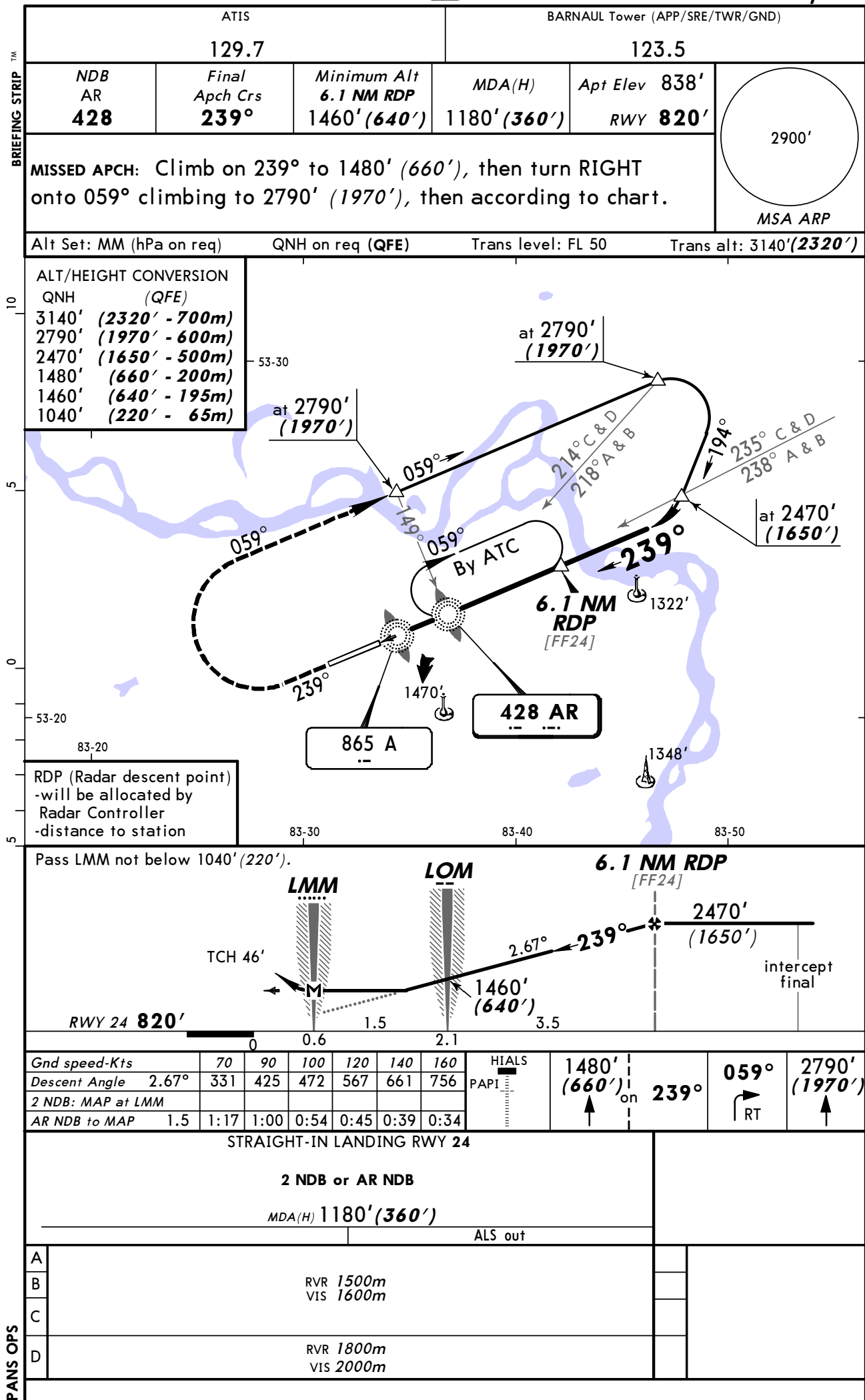
JEPPesen
8 MAR 13 16-2

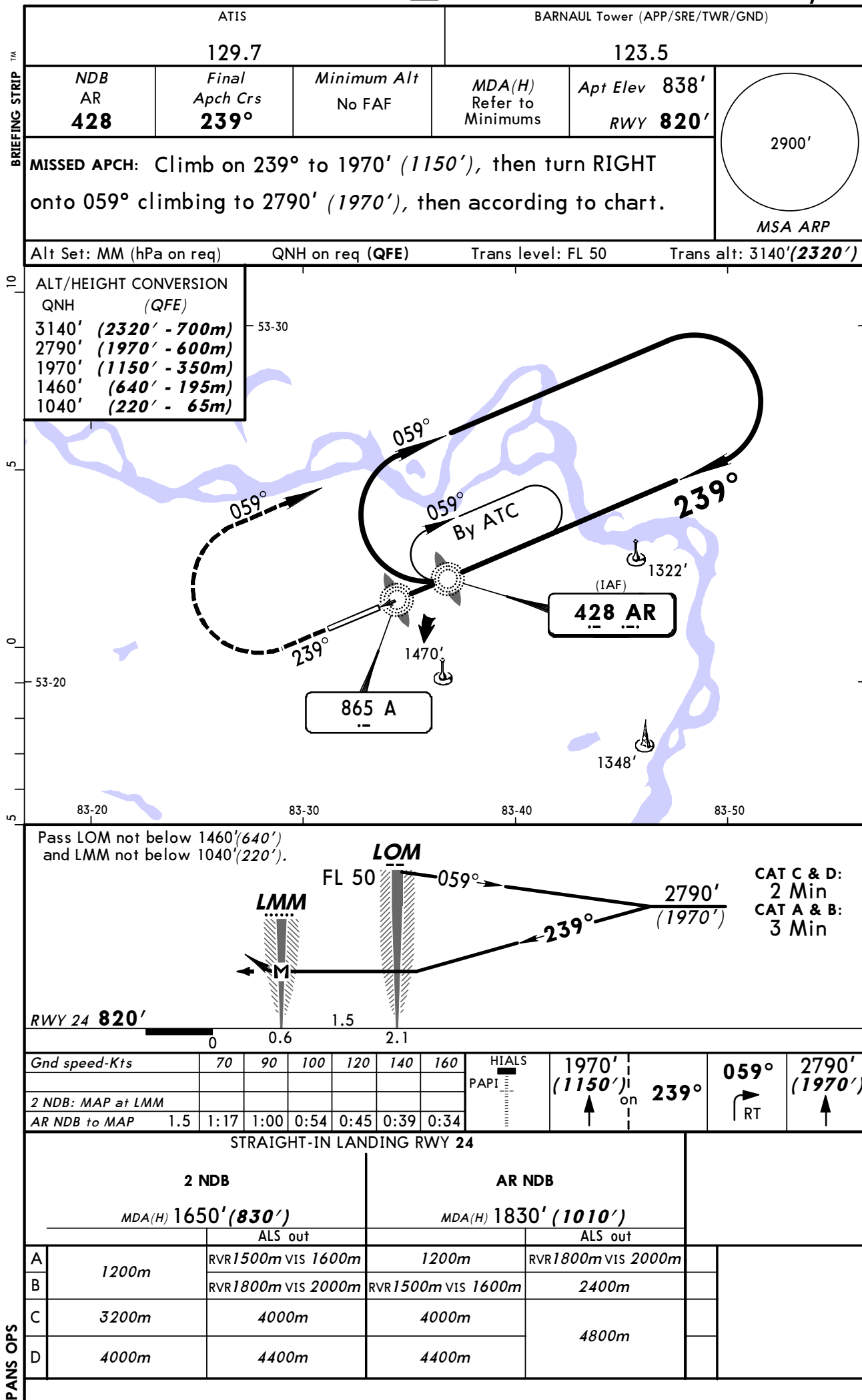
BARNAUL, RUSSIA
W/O RADAR 2 NDB or NDB Rwy 06



CHANGES: Missed approach.

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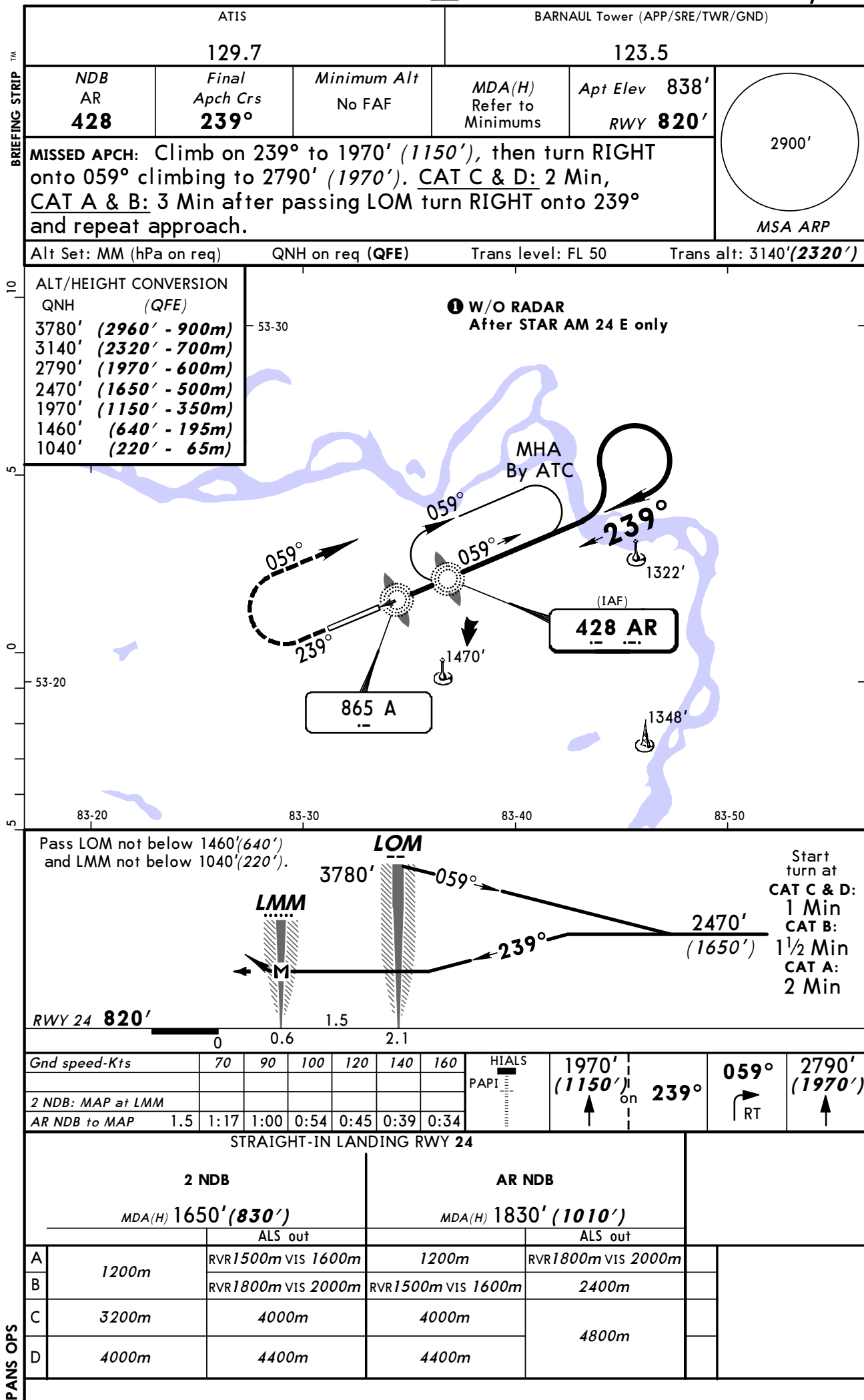




Chart changes since cycle 16-2013

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

BARNAUL, (MIKHAYLOVKA - UNBB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNBB