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Terminal Charts For UIBB
Revision Letter For Cycle 23-2013
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Notebook

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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: 0046 Z
Sunset: 0909 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

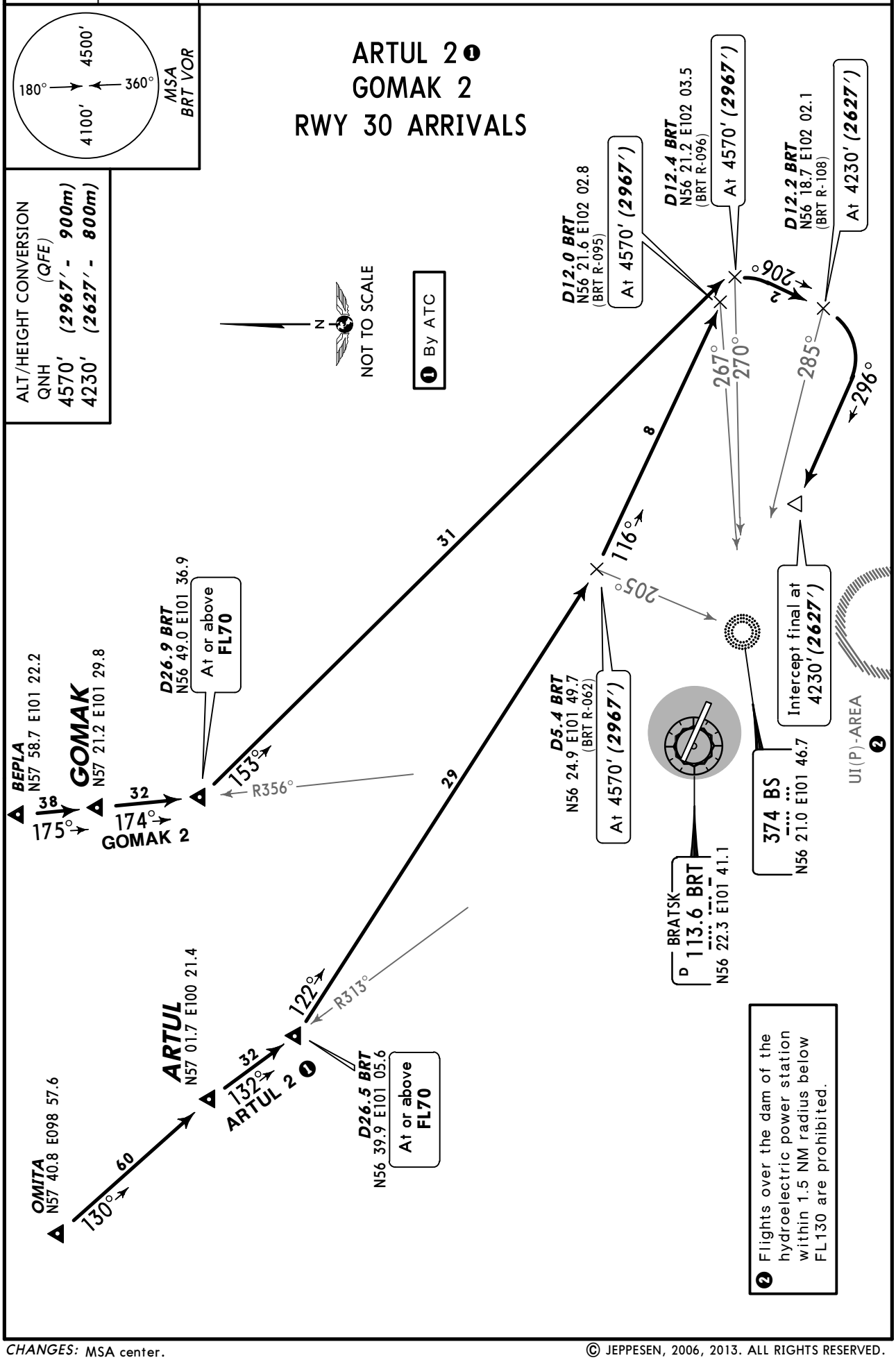
Runway: 30
Length x Width: 10367 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1603 ft
Lighting: Edge, ALS
Stopway: 246 ft

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	Apt Elev
127.2	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′ ***(2967′)***



CHANGES: MSA center.

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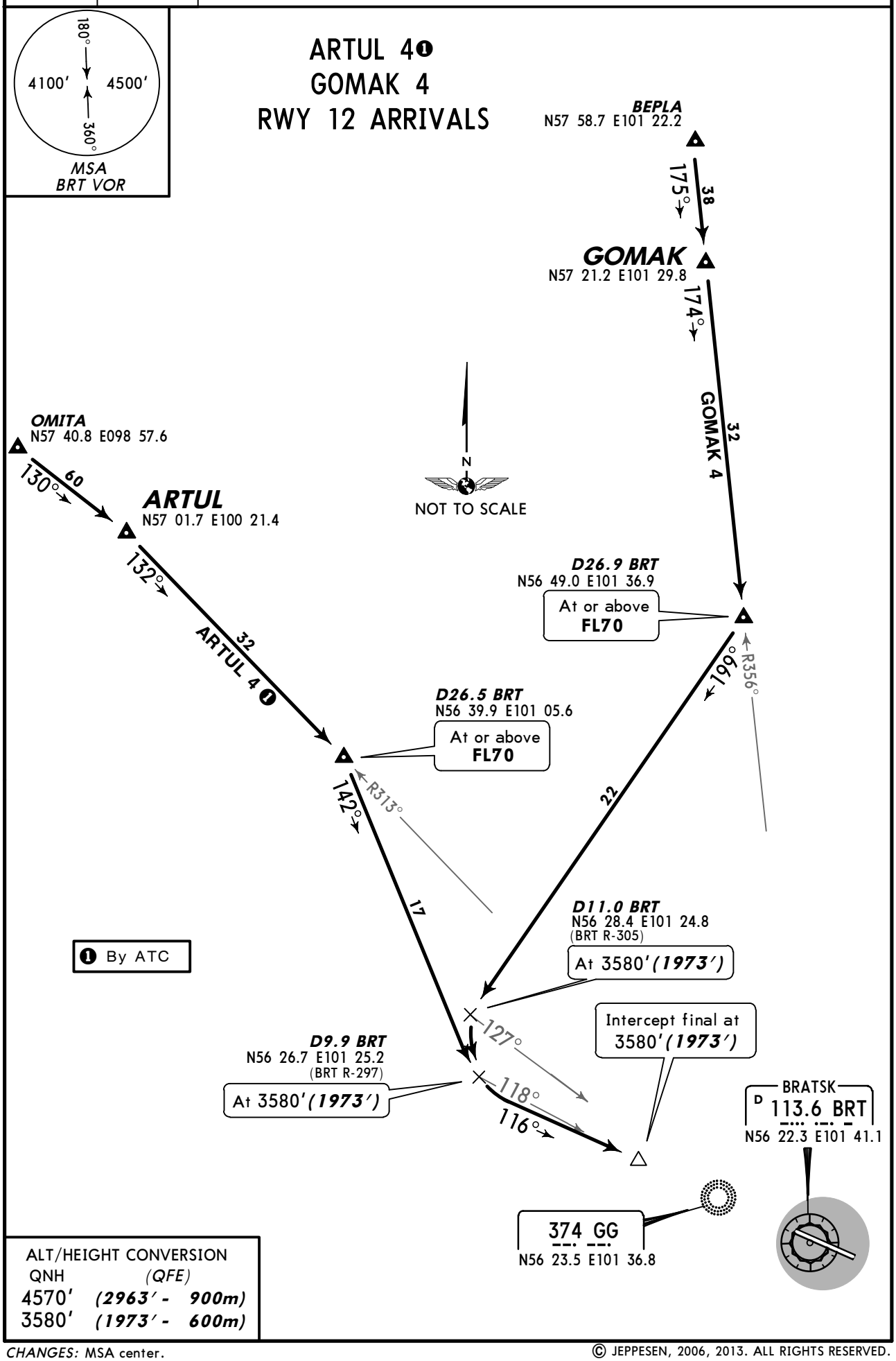
ATIS	Apt Elev	
127.2	1611′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2963′)***



ALT/HEIGHT CONVERSION

QNH	(QFE)
4570′	***(2963′ - 900m)***
3580′	***(1973′ - 600m)***

CHANGES: MSA center.

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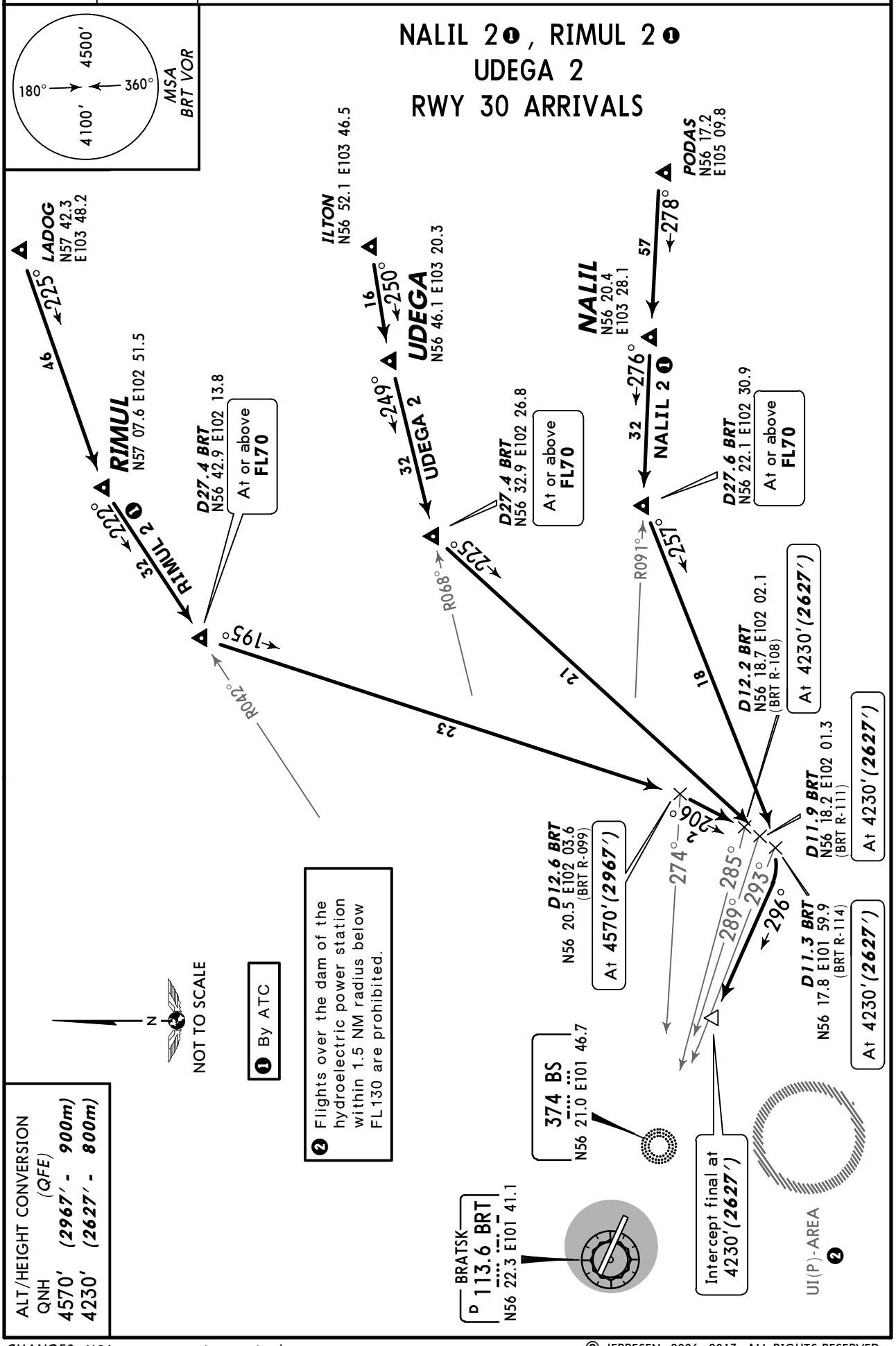
ATIS	Apt Elev
127.2	1611′

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′ ***(2967′)***

NALIL 2❶, RIMUL 2❶
UDEGA 2
RWY 30 ARRIVALS



CHANGES: MSA center; crossings revised.

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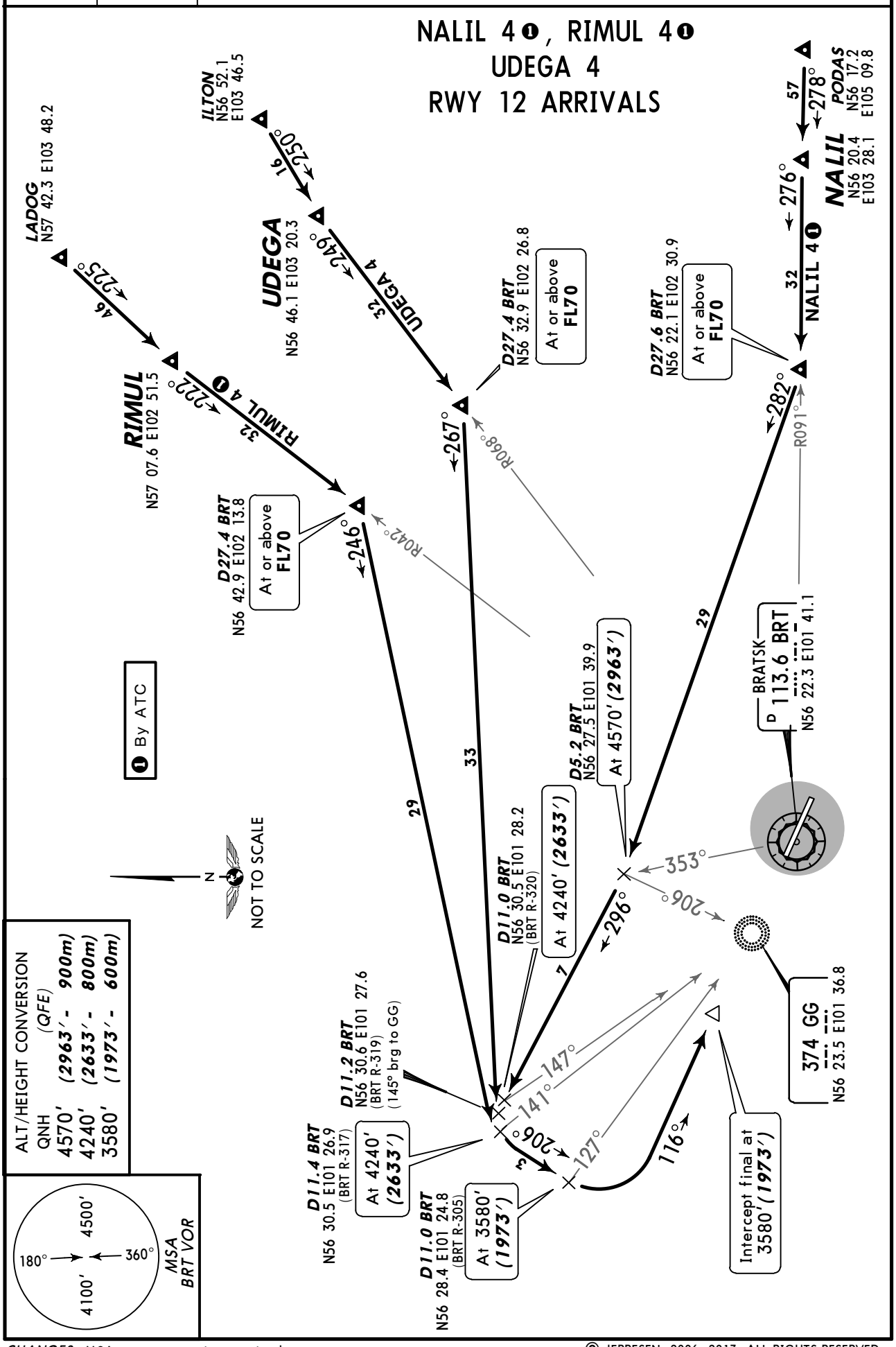
ATIS	Apt Elev	
127.2	1611′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2963′)***



CHANGES: MSA center; crossings revised.

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ATIS	Apt Elev
127.2	1611′

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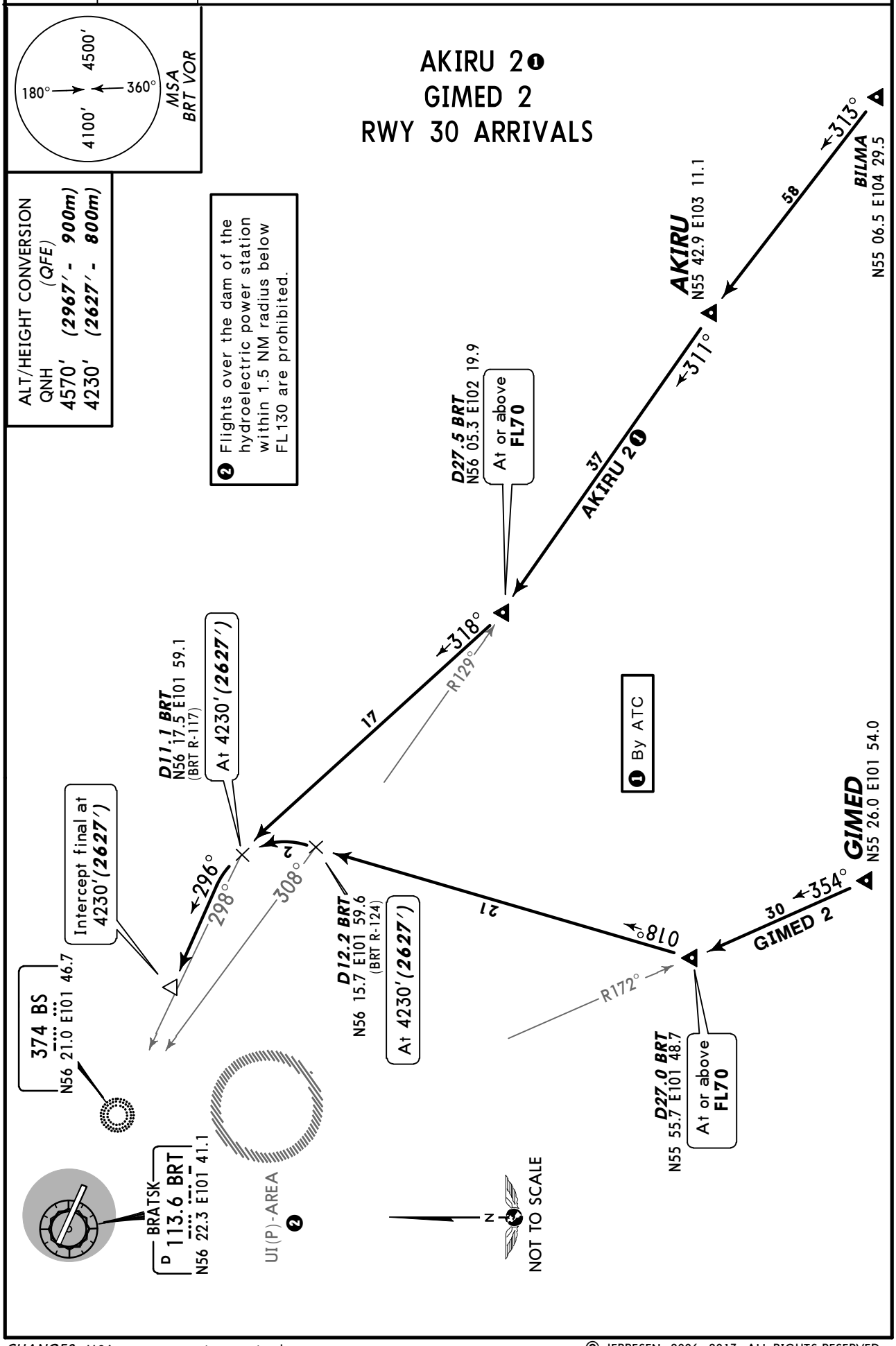

CHANGES: MSA center; crossings revised.

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ATIS	Apt Elev
127.2	1611′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
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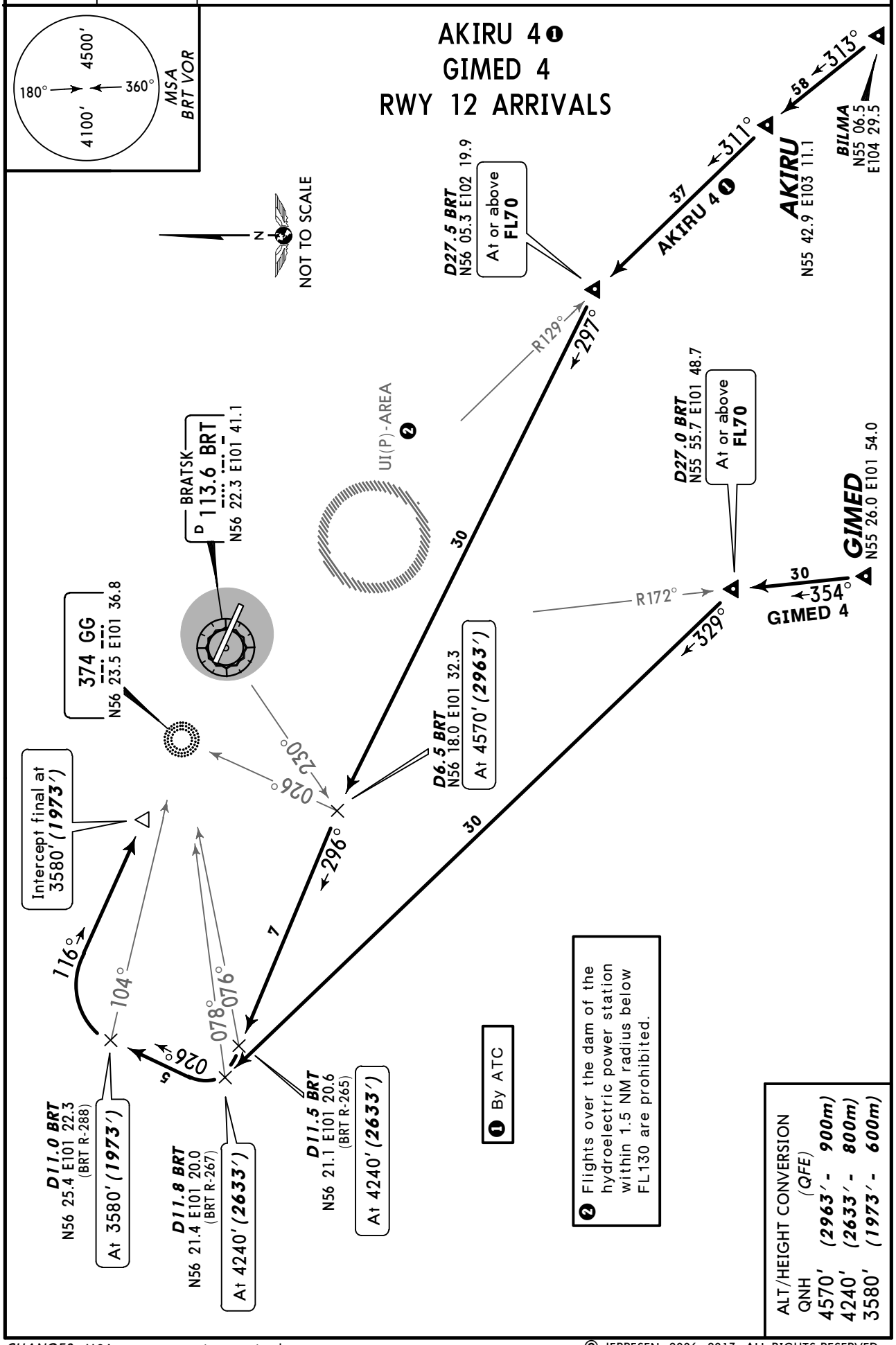
FL80 if pressure is less than 688 mm (917.3 hPa)
Trans alt: 4570′ ***(2963′)***



CHANGES: MSA center; crossings revised.

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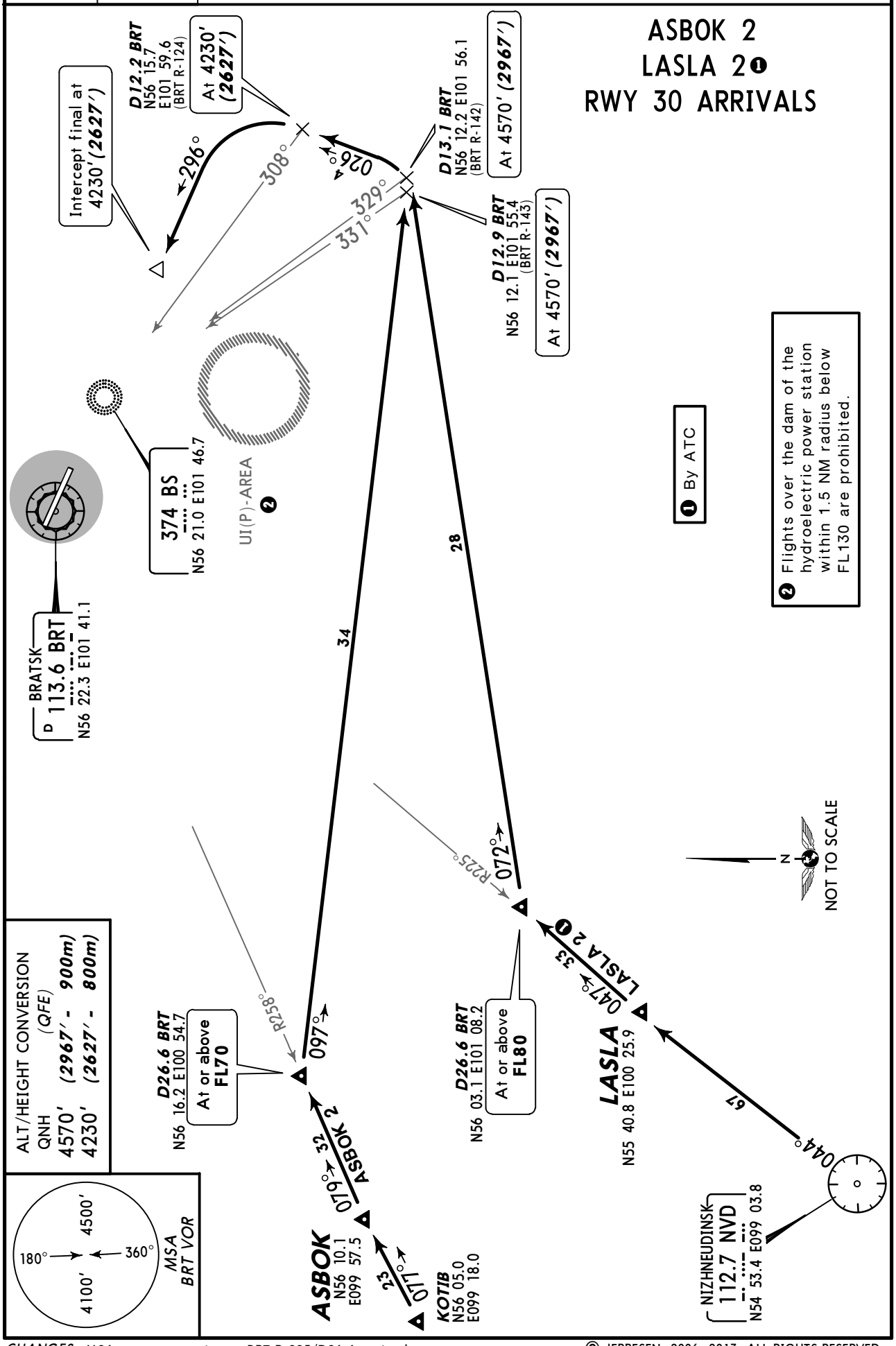
ATIS	Apt Elev	
127.2	1611′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2967′)***

ASBOK 2
LASLA 2❶
RWY 30 ARRIVALS



CHANGES: MSA center; crossing at BRT R-225/D26.6 revised.

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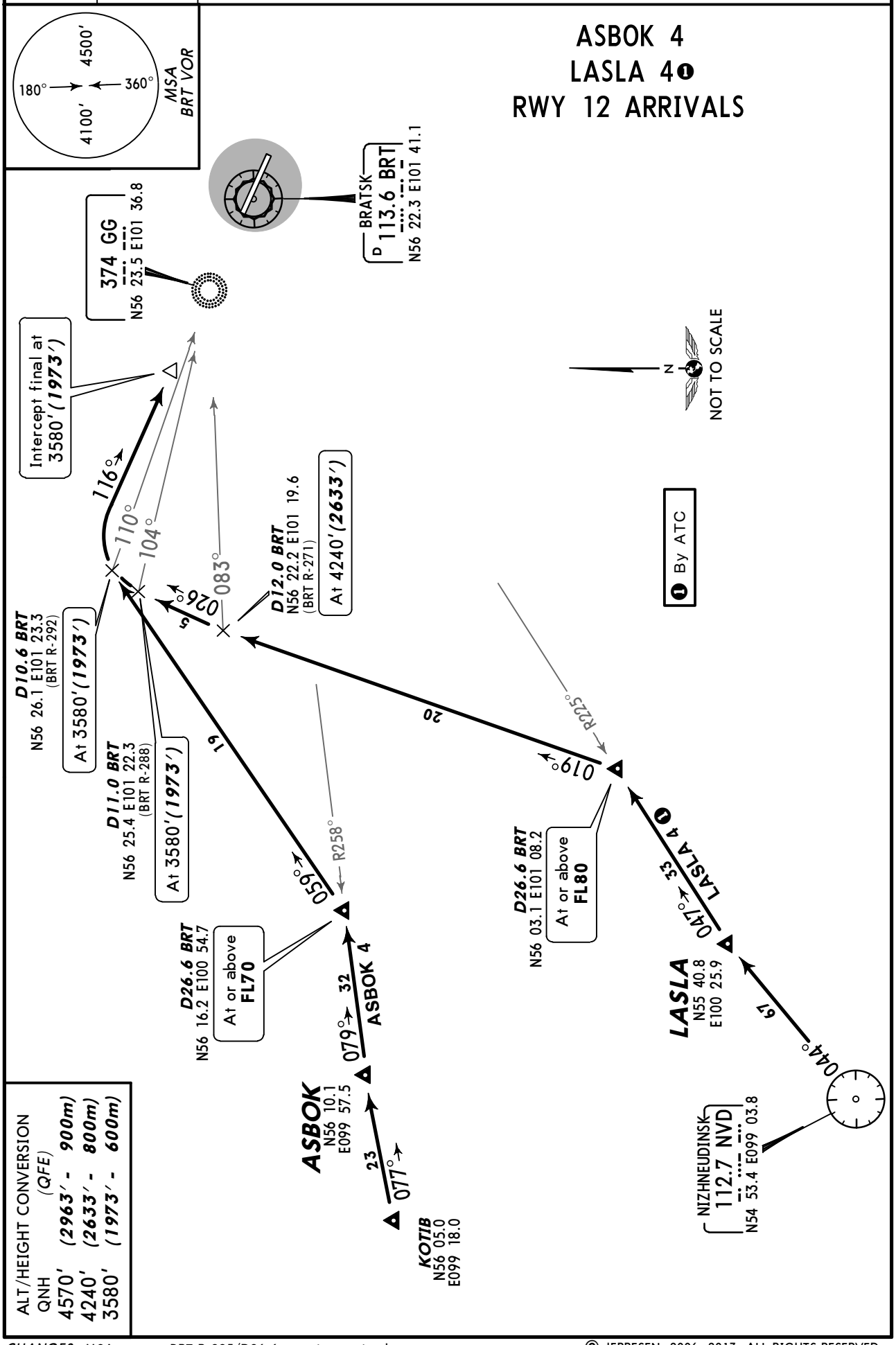
ATIS	Apt Elev
127.2	1611′

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′)***



ALT/HEIGHT CONVERSION (QFE)

QNH	
4570′	***(2963′ - 900m)***
4240′	***(2633′ - 800m)***
3580′	***(1973′ - 600m)***

CHANGES: MSA center; BRT R-225/D26.6 crossing revised.

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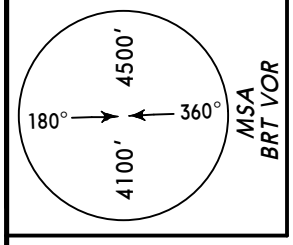
ATIS	Apt Elev
127.2	1611′

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′ ***(2967′)***



BEKOM 2
LIRBI 2
RWY 30 ARRIVALS
FOR RUSSIAN USERS OF AIRSPACE BY ATC

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

LOPRI N57 49.7 E099 56.4
146°
45
BEKOM N57 11.9 E100 42.9
147°
32
BEKOM 2
132°
R329°
D26.6 BRT N56 44.7 E101 15.3
At or above FL70
35
116°
205°
062°
D5.4 BRT N56 24.9 E101 49.7
At 4570′ (2967′)
8
D12.0 BRT N56 21.6 E102 02.8 (BRT R-095)
At 4570′ (2967′)
D12.3 BRT N56 21.4 E102 03.2 (BRT R-095)
At 4570′ (2967′)
206°
267°
268°
285°
D12.2 BRT N56 18.7 E102 02.1 (BRT R-108)
At 4230′ (2627′)
296°
Intercept final at 4230′(2627′)
374 BS N56 21.0 E101 46.7
BRATSK D 113.6 BRT N56 22.3 E101 41.1
UI(P)-AREA ❶
30
107°
D26.7 BRT N56 33.4 E100 57.4 (BRT R-296)
At or above FL70
32
LIRBI 2
116°
LIRBI N56 47.6 E100 04.7
90
111°
ARMID N57 23.8 E097 33.0
N
NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)	
QNH	
4570′	(2967′ - 900m)
4230′	(2627′ - 800m)

CHANGES: MSA center.

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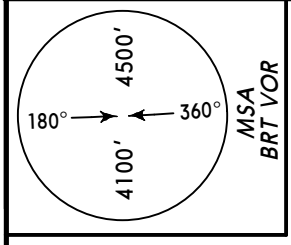
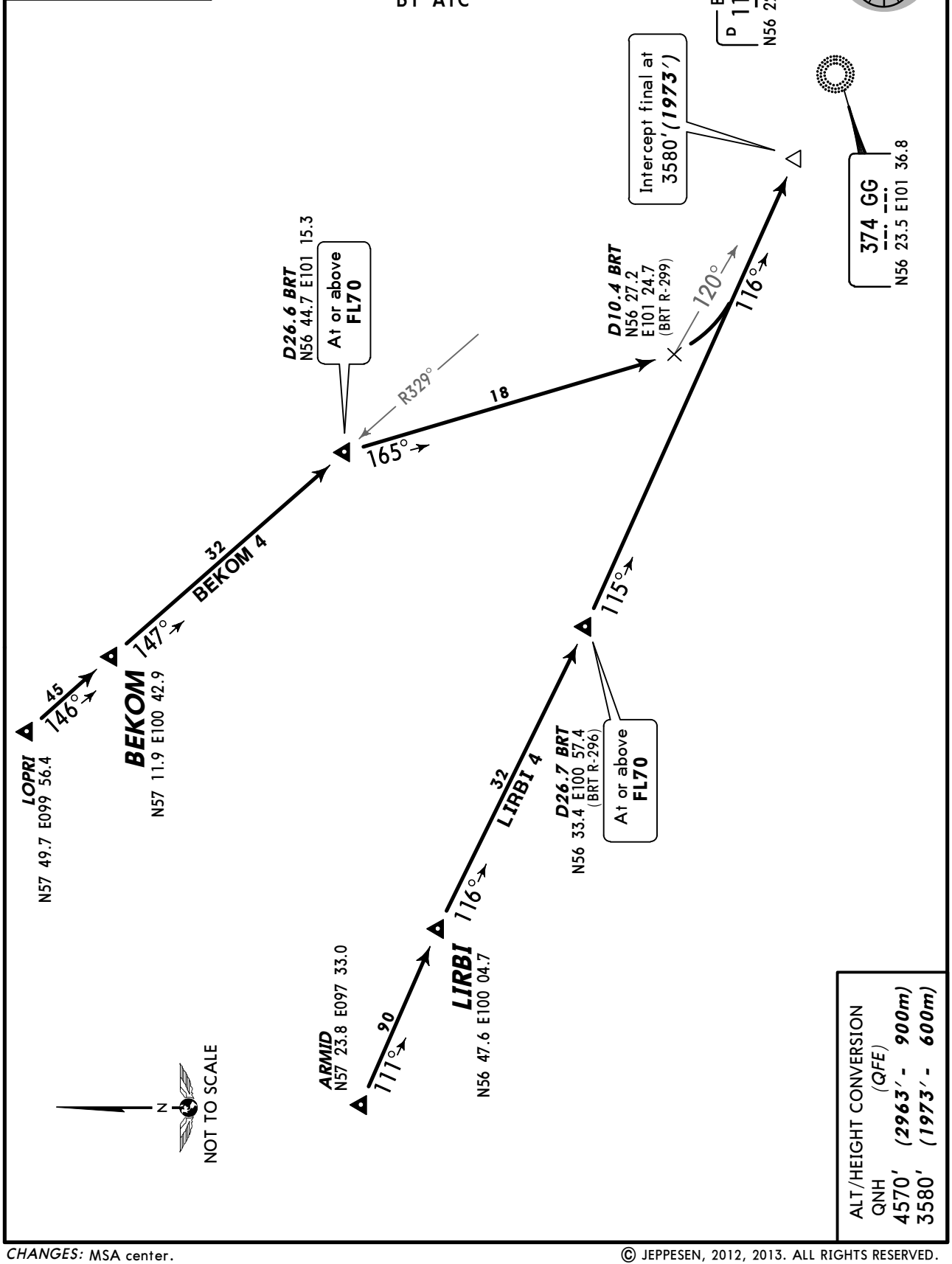
ATIS	Apt Elev
127.2	1611′

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′)***



BEKOM 4
LIRBI 4
RWY 12 ARRIVALS
FOR RUSSIAN USERS OF AIRSPACE BY ATC



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

CHANGES: MSA center.

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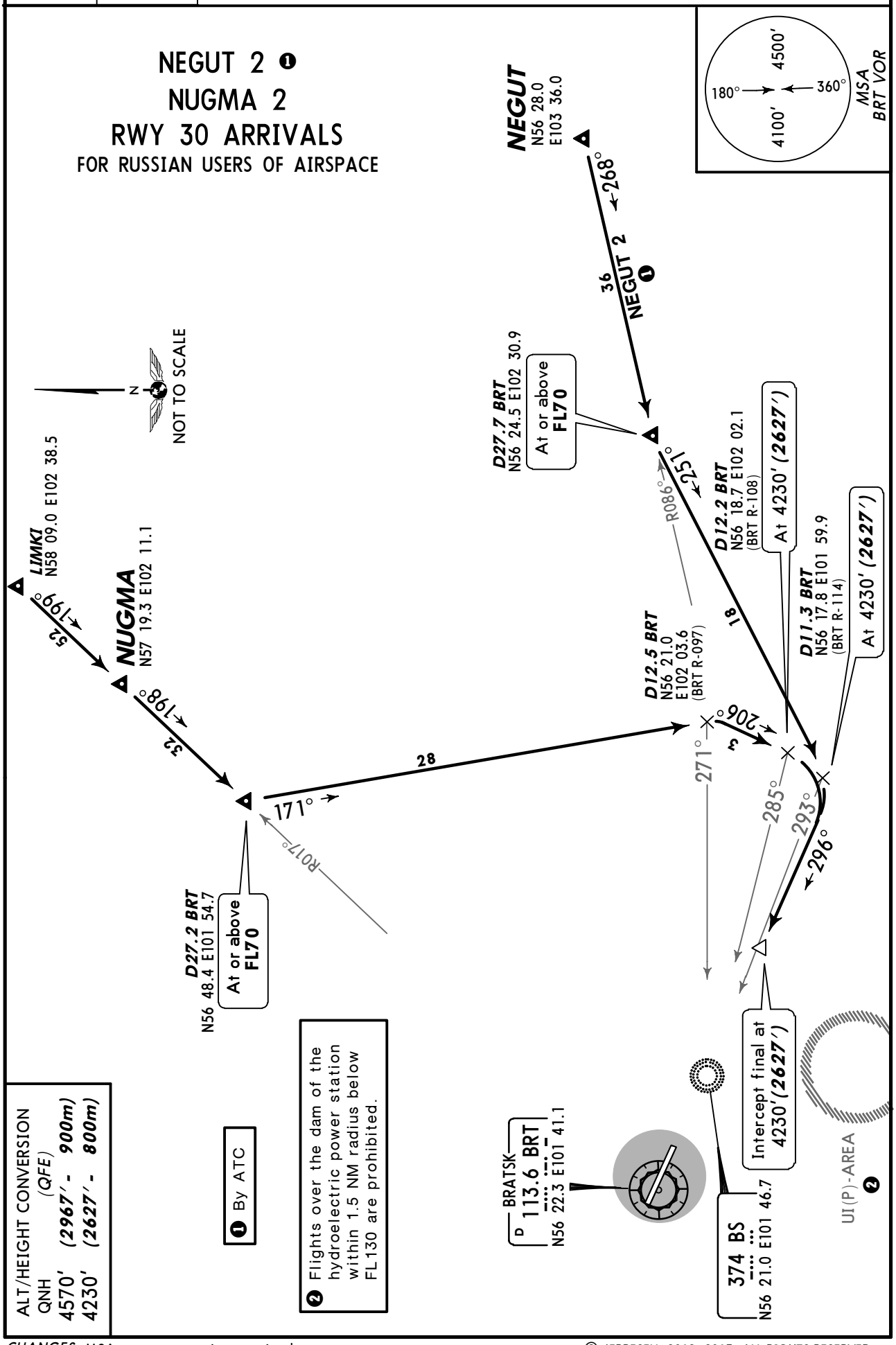
ATIS	Apt Elev	
127.2	1611′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2967′)***

NEGUT 2 ❶
NUGMA 2
RWY 30 ARRIVALS
FOR RUSSIAN USERS OF AIRSPACE



❶ By ATC

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

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4570′	***(2967′ - 900m)***
4230′	***(2627′ - 800m)***

CHANGES: MSA center; crossings revised.

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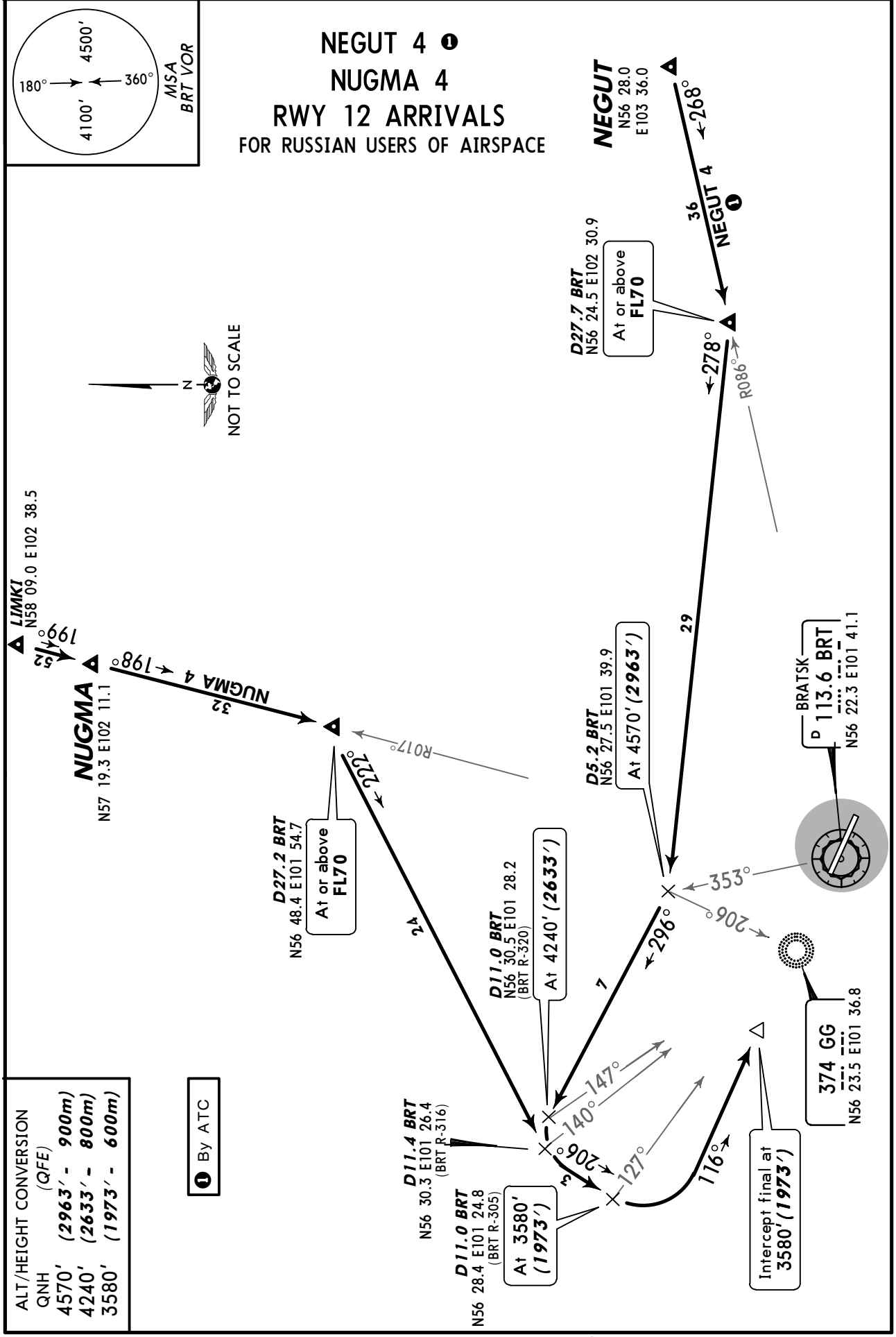
ATIS	Apt Elev
127.2	1611′

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′)***



CHANGES: MSA center; crossings revised.

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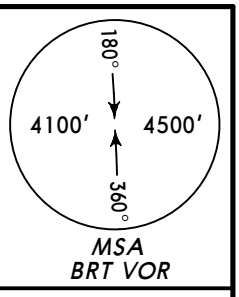
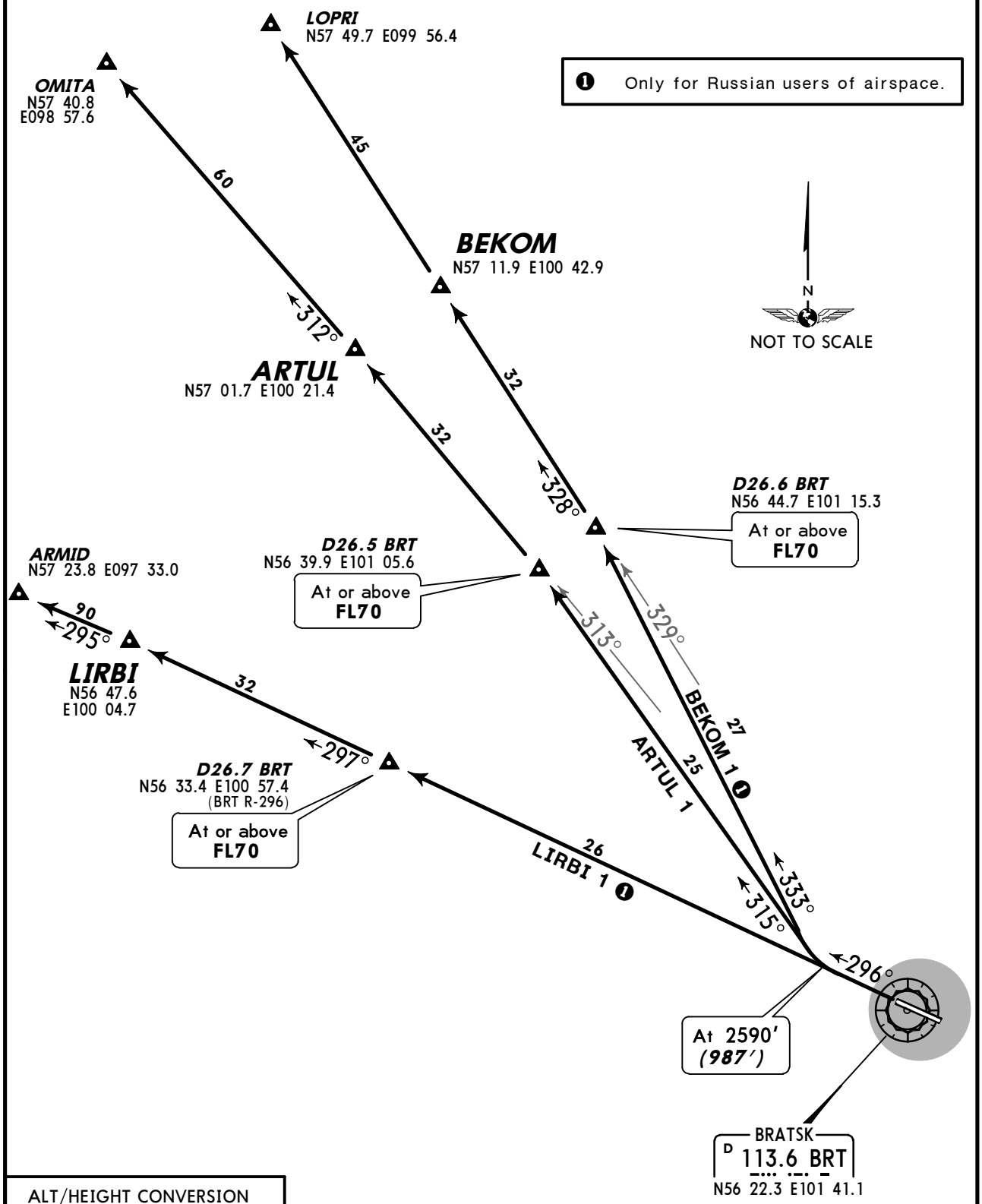
Apt Elev 1611′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2967′)***



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

❶ Only for Russian users of airspace.



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

CHANGES: MSA center; crossings revised.

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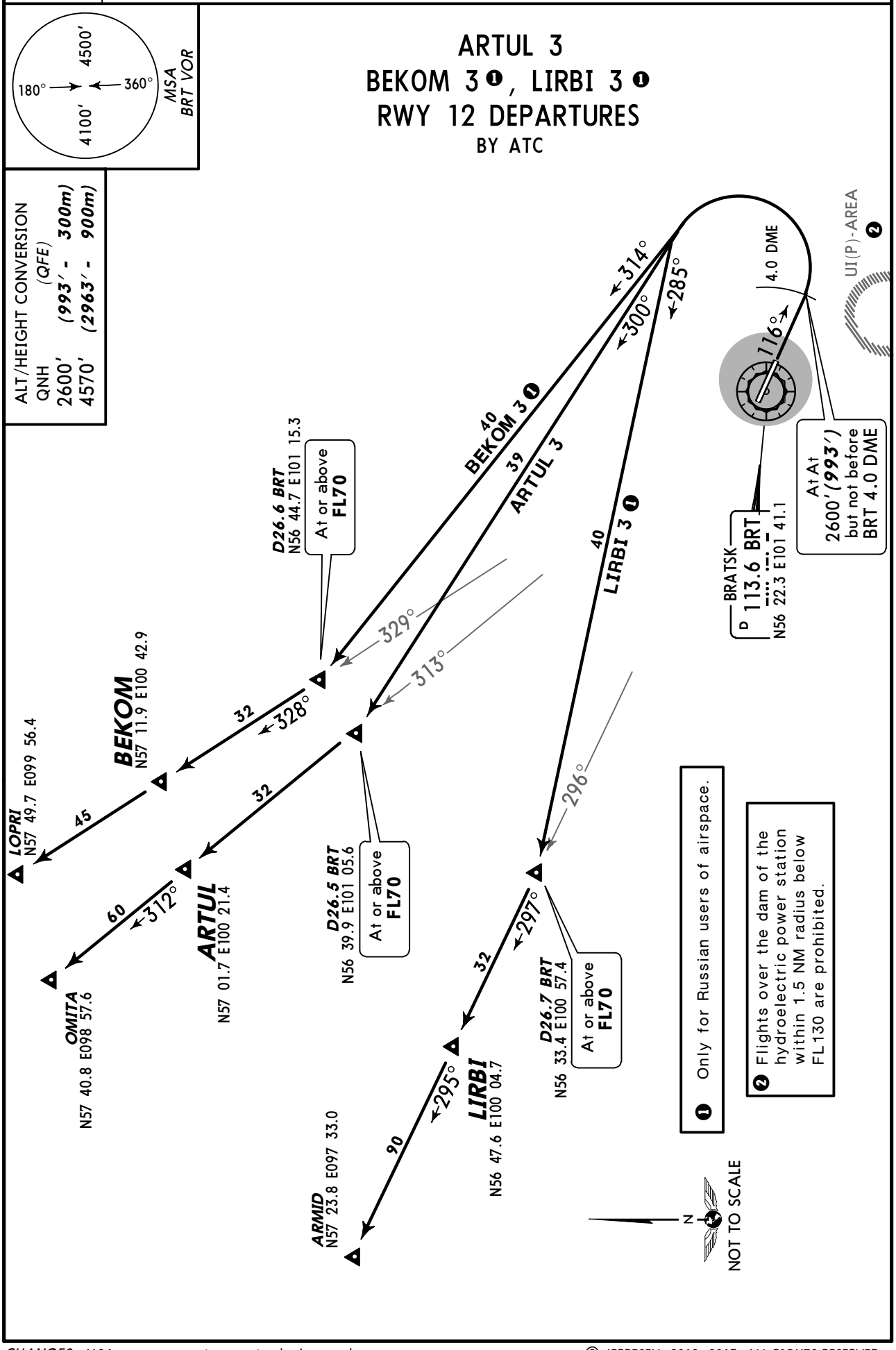
Apt Elev
1611′

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′)***

ARTUL 3
BEKOM 3 ❶, LIRBI 3 ❶
RWY 12 DEPARTURES
BY ATC



CHANGES: MSA center; crossings revised; chart redrawn.

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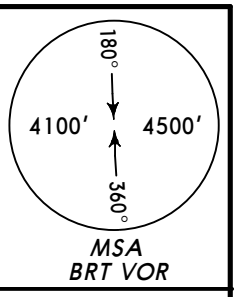
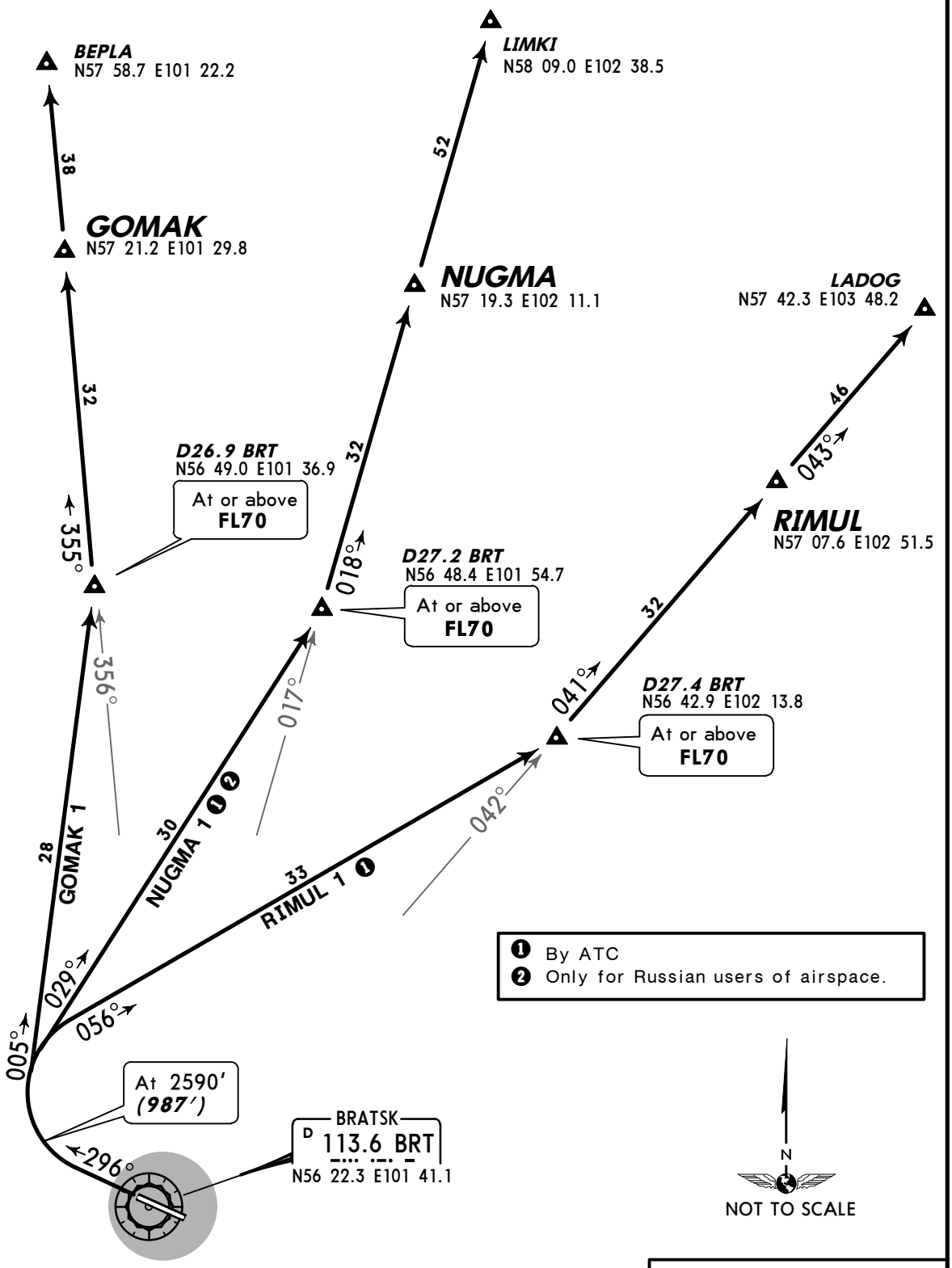
Apt Elev 1611′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2967′)***



GOMAK 1
NUGMA 1❶❷ , RIMUL 1❶
RWY 30 DEPARTURES



❶ By ATC
❷ Only for Russian users of airspace.

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

CHANGES: MSA center; crossing at BRT R-356/D26.9 revised.

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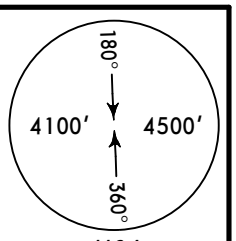
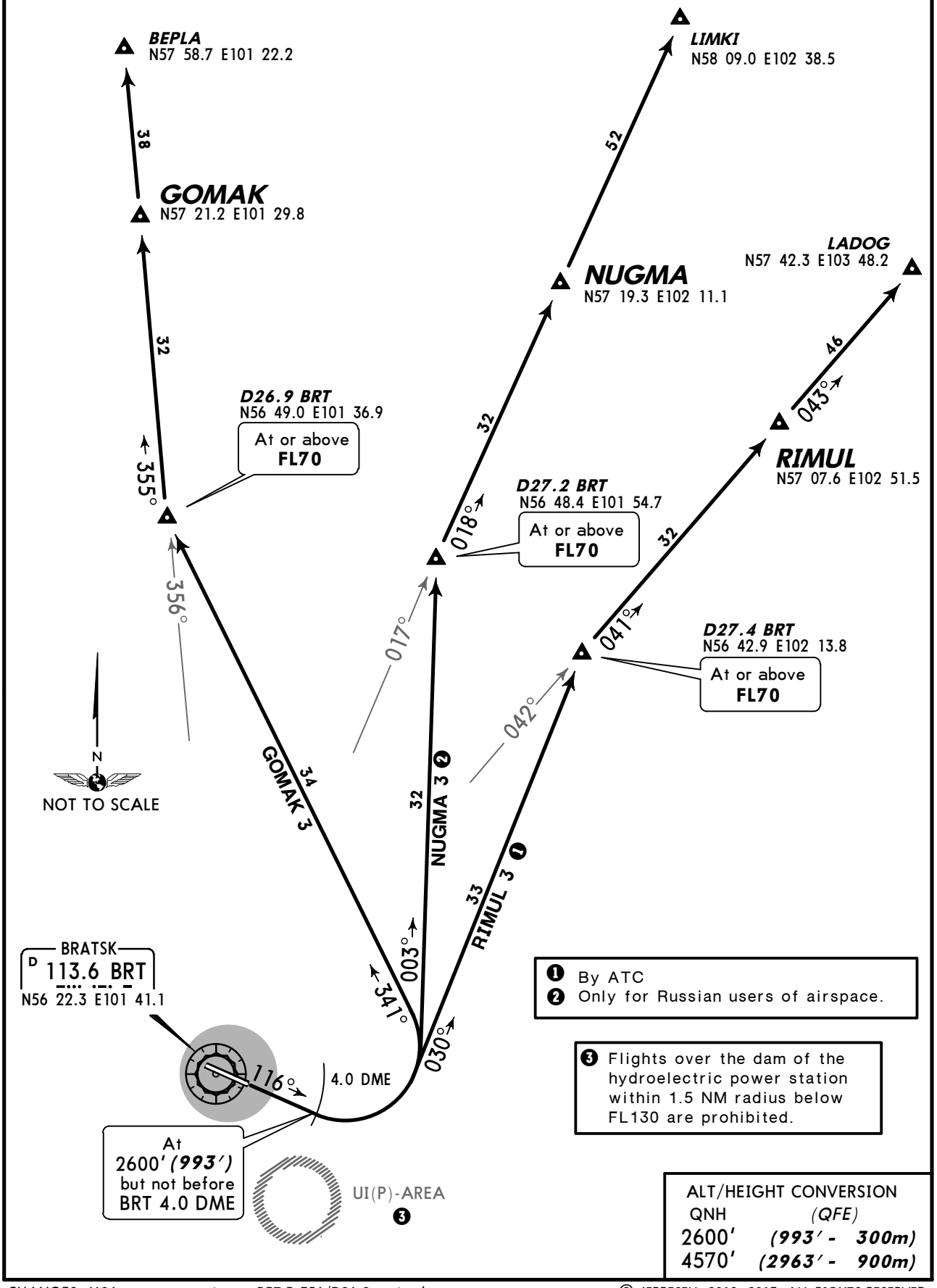
Apt Elev 1611′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2963′)***



GOMAK 3
NUGMA 3 ❷, RIMUL 3 ❶
RWY 12 DEPARTURES



❶ By ATC
❷ Only for Russian users of airspace.

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

ALT/HEIGHT CONVERSION

QNH	(QFE)
2600′	***(993′ - 300m)***
4570′	***(2963′ - 900m)***

CHANGES: MSA center; crossing at BRT R-356/D26.9 revised.

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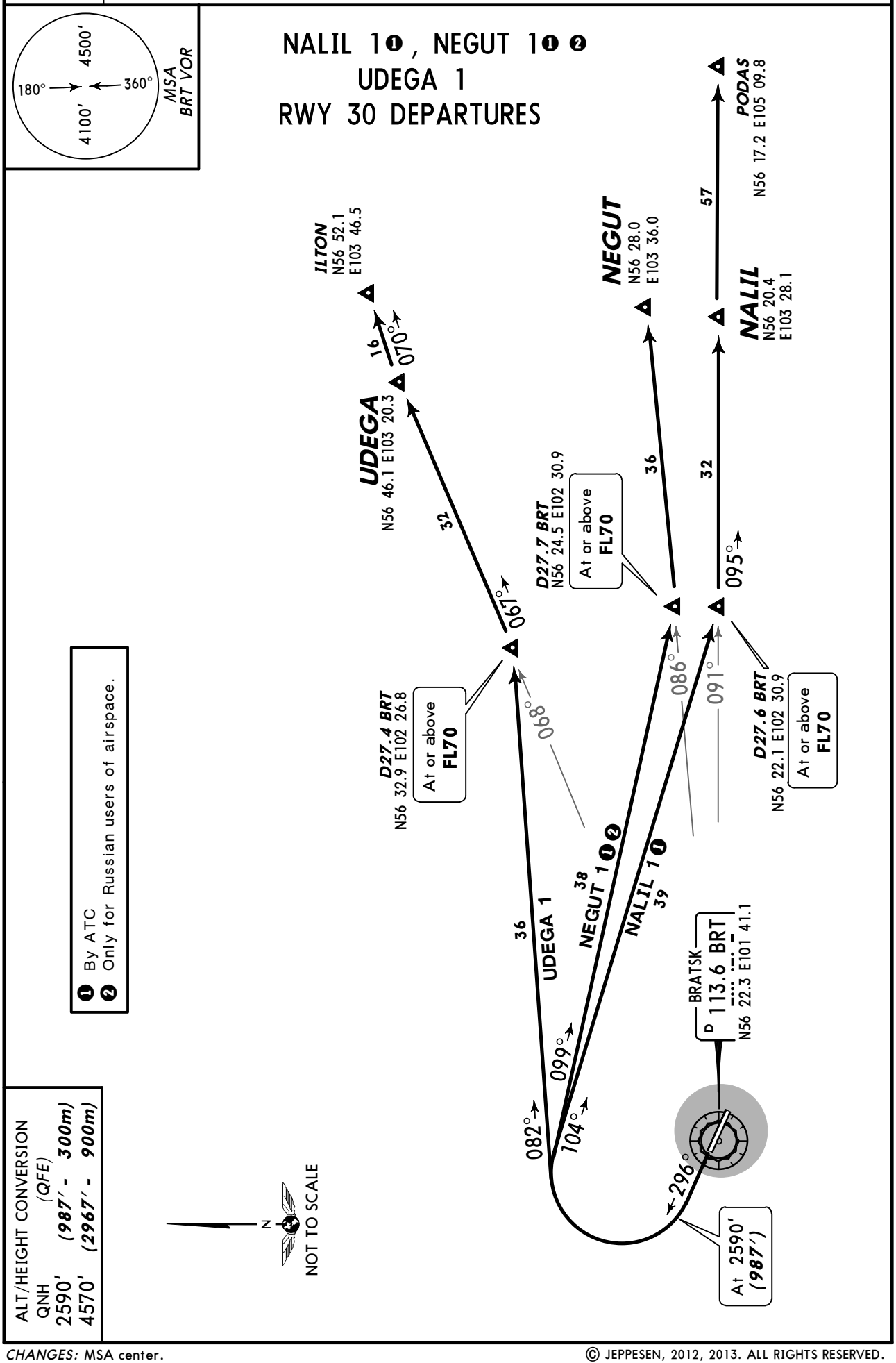
Apt Elev
1611′

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 1❶, NEGUT 1❶❷
UDEGA 1
RWY 30 DEPARTURES



❶ By ATC
❷ Only for Russian users of airspace.

ALT/HEIGHT CONVERSION
(QFE)

QNH	
2590′	***(987′ - 300m)***
4570′	***(2967′ - 900m)***

CHANGES: MSA center.

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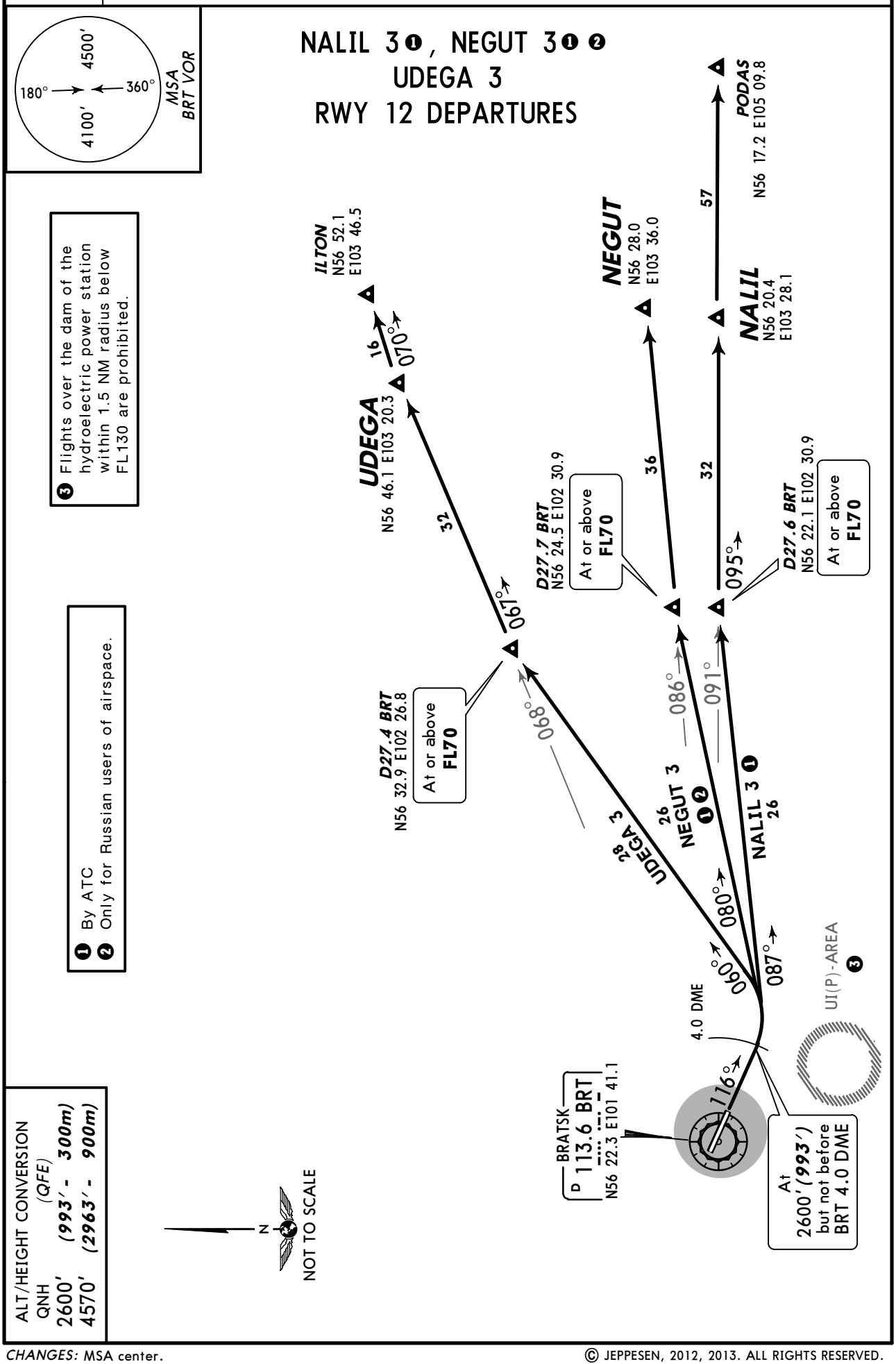
Apt Elev 1611′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2963′)***



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

CHANGES: MSA center.

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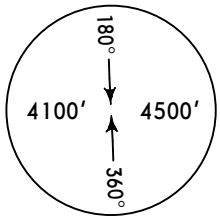
Apt Elev 1611′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2967′)***



MSA
BRT VOR

AKIRU 1❶
LIDKA 1
RWY 30 DEPARTURES

❶ By ATC

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

At 2590′
(987′)

BRATSK
D 113.6 BRT
N56 22.3 E101 41.1

296°

118°

144°

UI(P)-AREA ❷

39
AKIRU 1 ❶

36
LIDKA 1

129°

157°

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

37

159°

32

AKIRU
N55 42.9
E103 11.1

131°

58

LIDKA
N55 27.6 E102 23.3

BILMA
N55 06.5
E104 29.5

N

NOT TO SCALE

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

CHANGES: MSA center.

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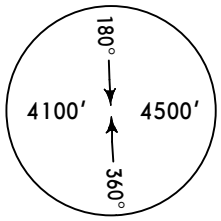
Apt Elev 1611′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2963′)***



MSA
BRT VOR

AKIRU 3❶
LIDKA 3
RWY 12 DEPARTURES

❶ By ATC

❷ 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

4.0 DME

At 2600′ ***(993′)*** but not before BRT 4.0 DME

116°

132°

UI(P)-AREA ❷

165°

AKIRU 3 ❶ 25

129°

D27.5 BRT
N56 05.3 E102 19.9

At or above **FL70**

LIDKA 3 26

157°

37

D27.4 BRT
N55 57.3 E102 01.0

At or above **FL70**

159°

32

AKIRU
N55 42.9
E103 11.1

131°

58

LIDKA
N55 27.6 E102 23.3

BILMA
N55 06.5
E104 29.5

N

NOT TO SCALE

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

CHANGES: MSA center.

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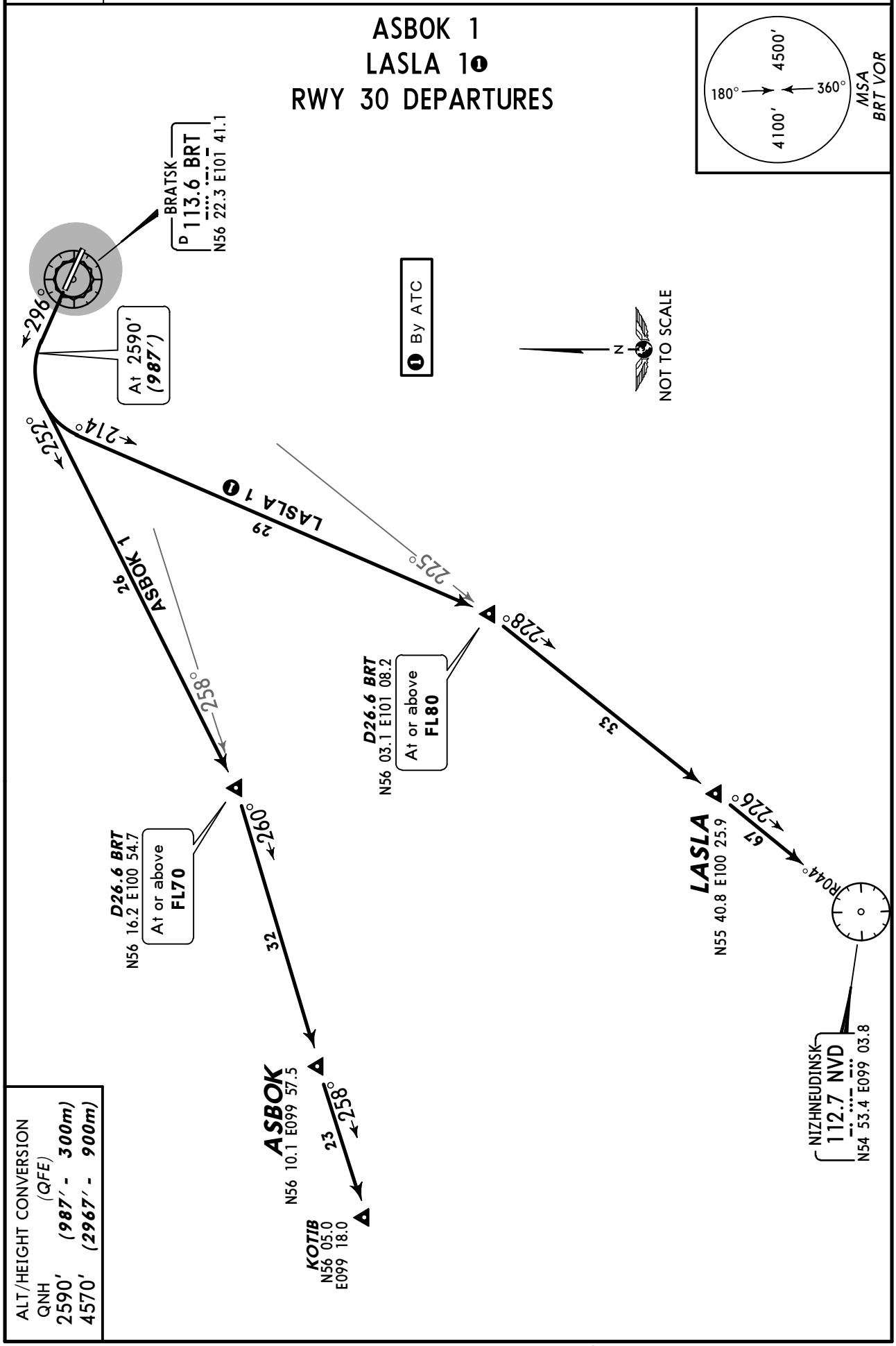
Apt Elev 1611′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2967′)***

ASBOK 1
LASLA 1❶
RWY 30 DEPARTURES



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

CHANGES: MSA center; crossing at BRT R-258/D26.6 revised.

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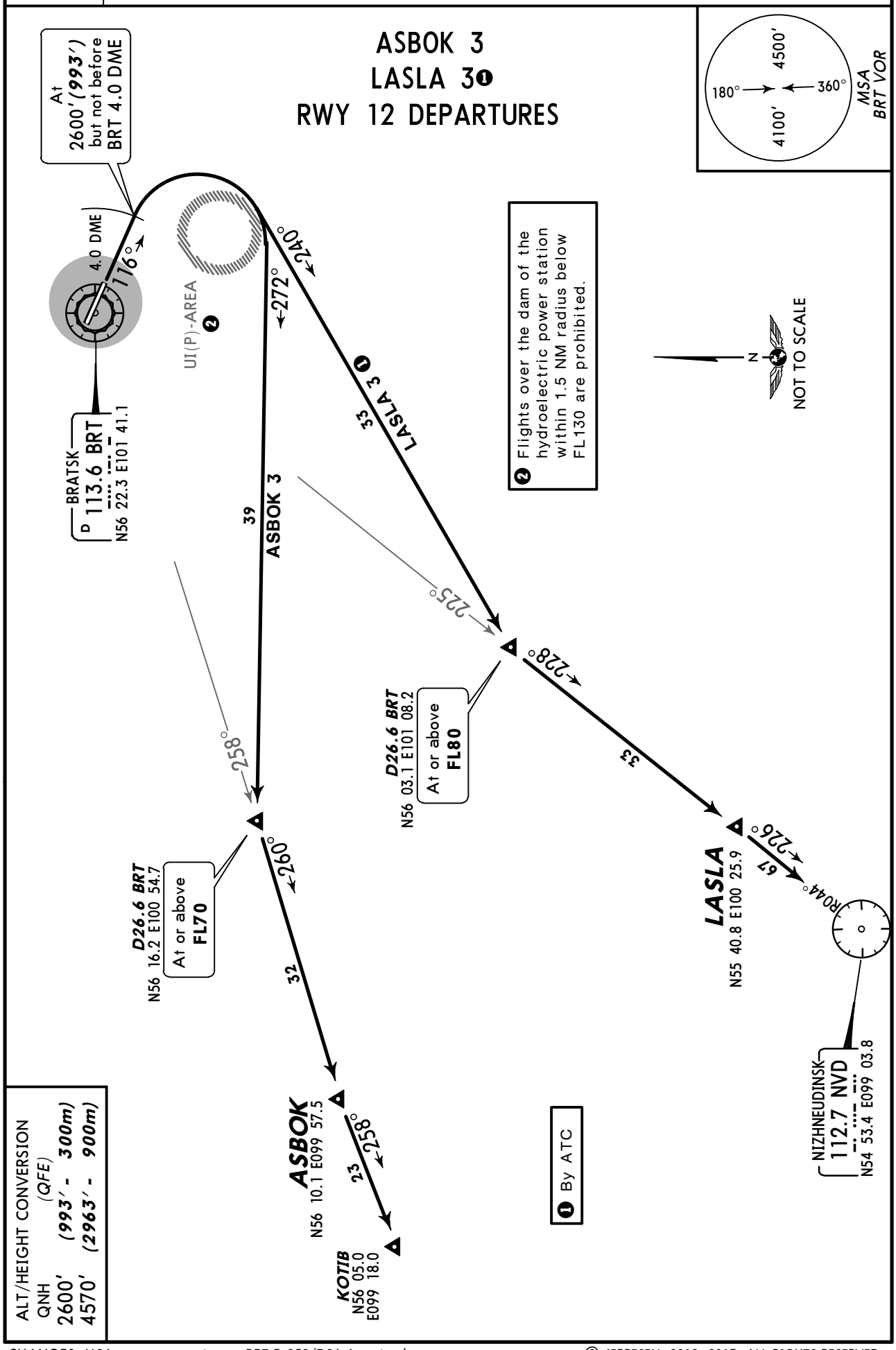
Apt Elev 1611′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 715 mm (953.3 hPa) and 688 mm (917.3 hPa) or above FL80 if pressure is less than 688 mm (917.3 hPa) Trans alt: 4570′ ***(2963′)***

ASBOK 3
LASLA 3❶
RWY 12 DEPARTURES



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

CHANGES: MSA center; crossing at BRT R-258/D26.6 revised.

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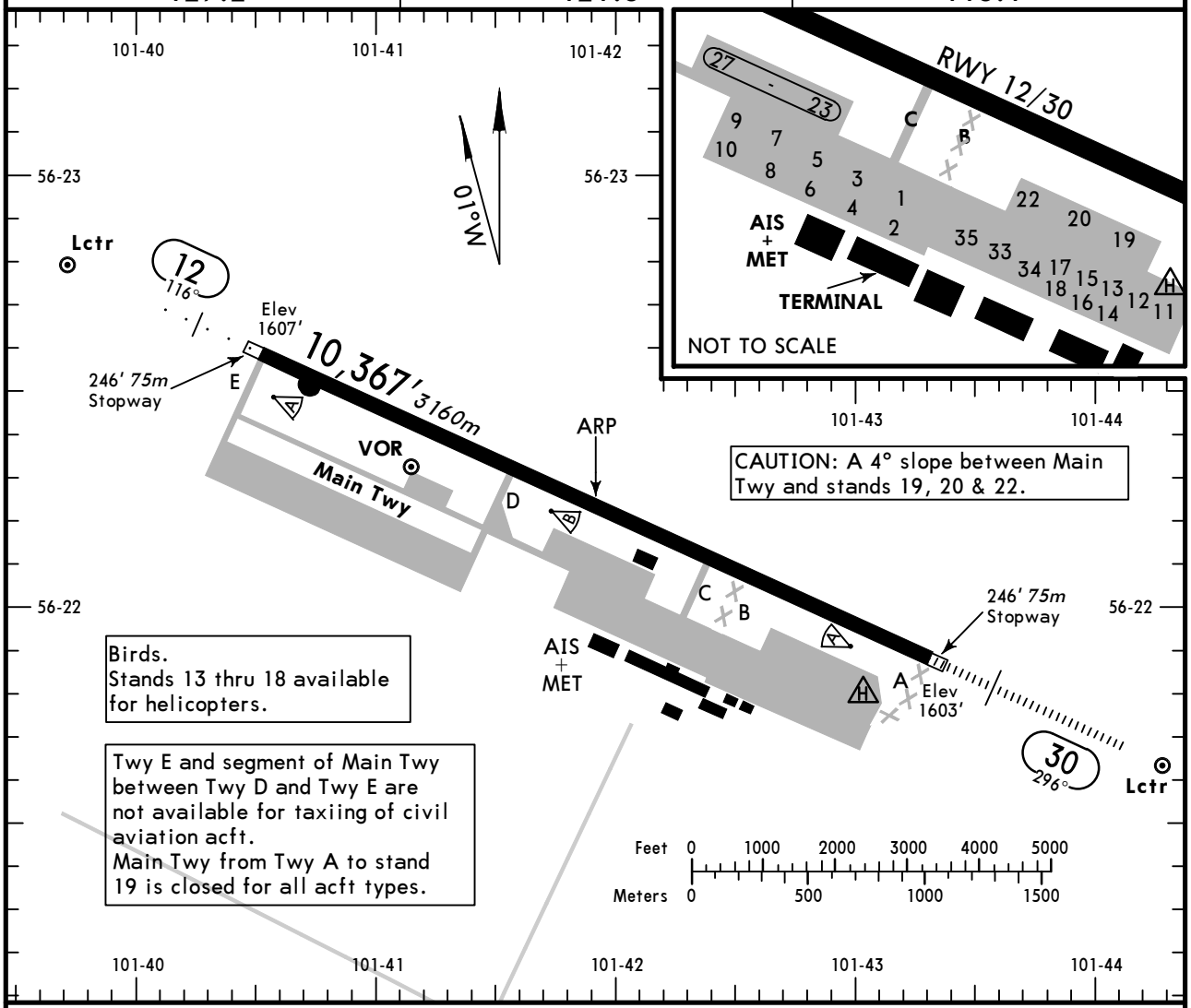
ATIS	BRATSK Ground	Approach (TWR)
127.2	121.8	118.1



ADDITIONAL RUNWAY INFORMATION

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

TAKE-OFF

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

CHANGES: Elevations. Communications. Usable lengths.

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STRAIGHT-IN RWY		A	B	C	D
12	VOR ❶	**1950′**(343′)	**1950′**(343′)	**1950′**(343′)	**1950′**(343′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ❶	**1960′**(353′)	**1960′**(353′)	**1960′**(353′)	**1960′**(353′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	GG NDB ❶	**1960′**(353′)	**1960′**(353′)	**1960′**(353′)	**1960′**(353′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	B NDB	**2260′**(653′)	**2260′**(653′)	**2260′**(653′)	**2260′**(653′)
		C3000m	**C3000m**	**C3200m**	**C3200m**
	ALS out	C3200m	C3200m	C3400m	C3400m
30	ILS	**1803′**(200′)	**1803′**(200′)	**1803′**(200′)	**1803′**(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
	VOR ❶	**1940′**(337′)	**1940′**(337′)	**1940′**(337′)	**1940′**(337′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	NDB ❶❷	**1950′**(347′)	**1950′**(347′)	**1950′**(347′)	**1950′**(347′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ❸	**2980′**(1377′)	**2980′**(1377′)	**2980′**(1377′)	**2980′**(1377′)
		C5000m	**C5000m**	**C5000m**	**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, B, C	*250m*	*400m*	*500m*
D	*300m*		

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BRIEFING STRIP ™

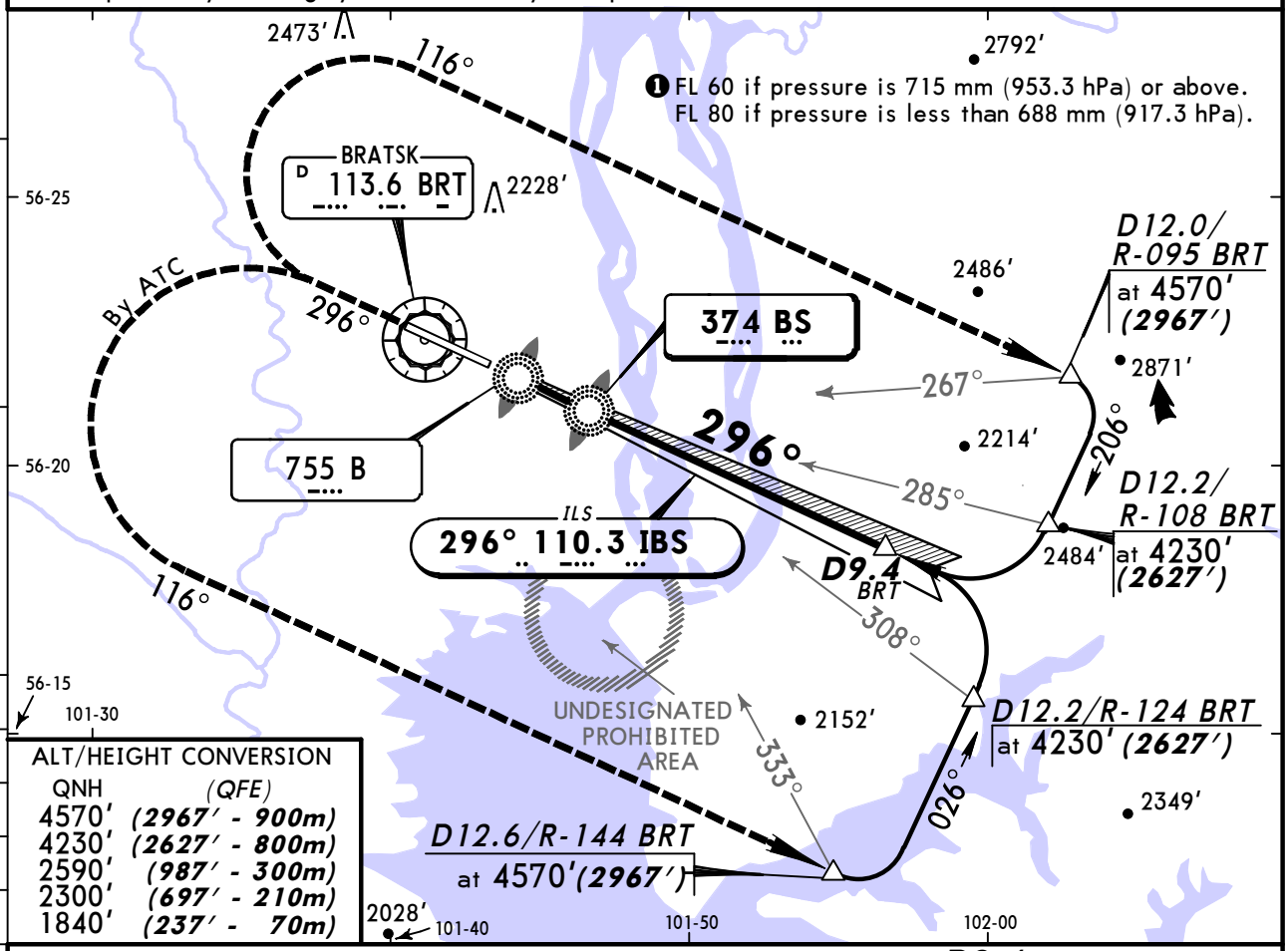
ATIS	BRATSK Approach (APP/RDR/TWR)	Ground
127.2	118.1	121.8

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′

MSA BRT VOR: 180°–360°: 4100′; 360°–180°: 4500′

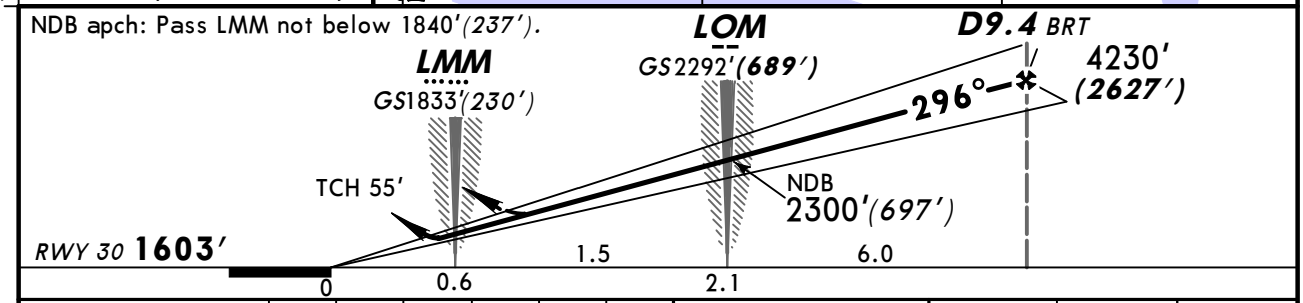
MISSED APCH: Climb on 296° to 2590′ (987′), then turn RIGHT (By ATC: LEFT) onto 116° climbing to 4570′ (2967′), then according to chart.

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



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4570′	(2967′ - 900m)
4230′	(2627′ - 800m)
2590′	(987′ - 300m)
2300′	(697′ - 210m)
1840′	(237′ - 70m)

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



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 3.00°	372	478	531	637	743	849

HIALS
PAPI

2590′ (987′) on 296°

STRAIGHT-IN LANDING RWY 30

PANS OPS	ILS DA(H) 1803′(200′) FULL	ILS DA(H) 1803′(200′) ALS out	LOC (GS out)	NDB with D9.4 BRT MDA(H) 1950′(347′)	NDB with D9.4 BRT MDA(H) 1950′(347′) ALS out	NDB w/o D9.4 BRT MDA(H) 2980′(1377′)	NDB w/o D9.4 BRT MDA(H) 2980′(1377′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m	1200m	RVR 1800m VIS 2000m
B						RVR 1500m VIS 1600m	2400m
C						4000m	4800m
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4400m	

CHANGES: Elevations. Communications. MSA. Minimums.

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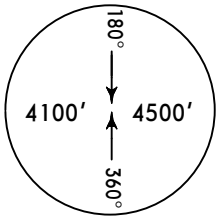
BRATSK, RUSSIA
VOR DME Rwy 12

BRIEFING STRIP ™

ATIS	BRATSK Approach (APP/RDR/TWR)	Ground
127.2	118.1	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1611′
BRT 113.6	120°	D7.2 3580′ (1973′)	1950′ (343′)	RWY 1607′

MISSED APCH: Climb on 116° to CAT A & B: 2270′ (663′) CAT C & D: 2600′ (993′), then turn LEFT climbing to 4570′ (2963′) to VOR, then according to chart, or as directed.



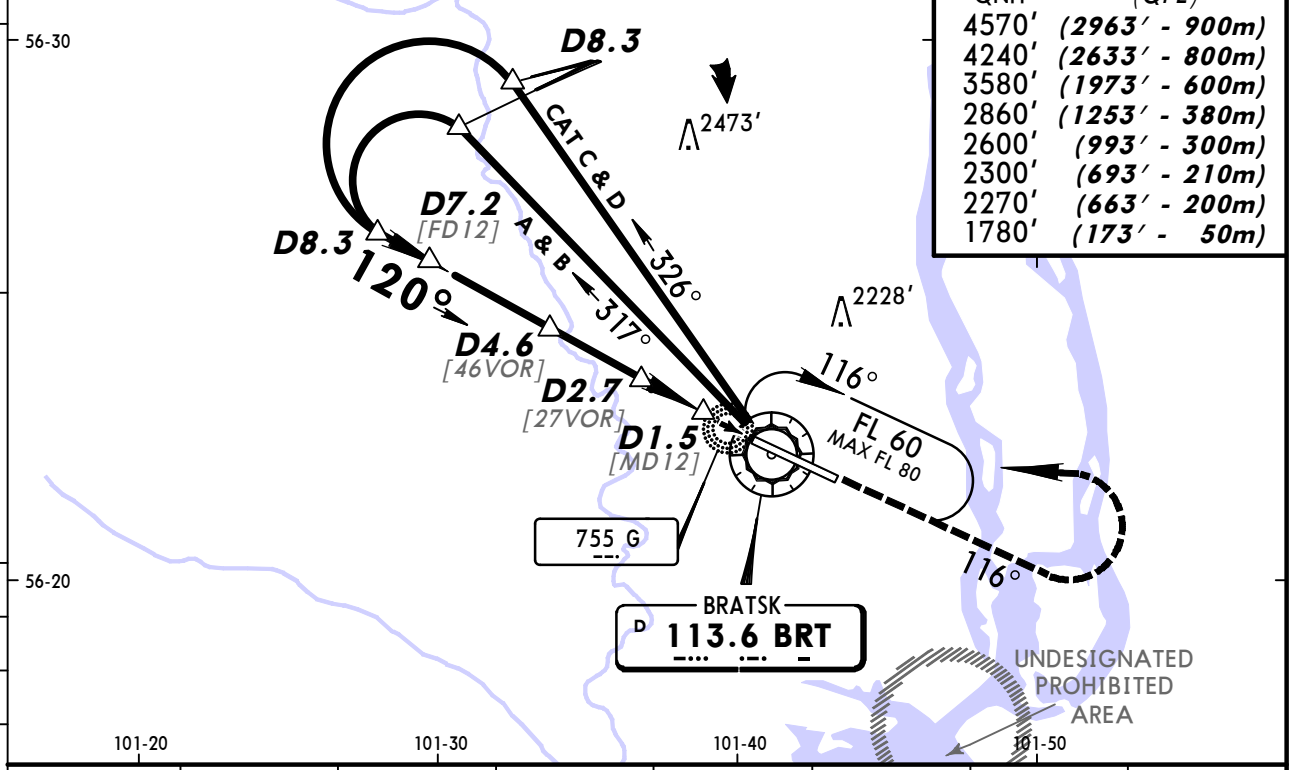
MSA BRT VOR

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 70 ❶ | Trans alt: 4570′ (2963′)

❶ FL 60 if pressure is 715 mm (953.3 hPa) or above.
FL 80 if pressure is less than 688 mm (917.3 hPa).

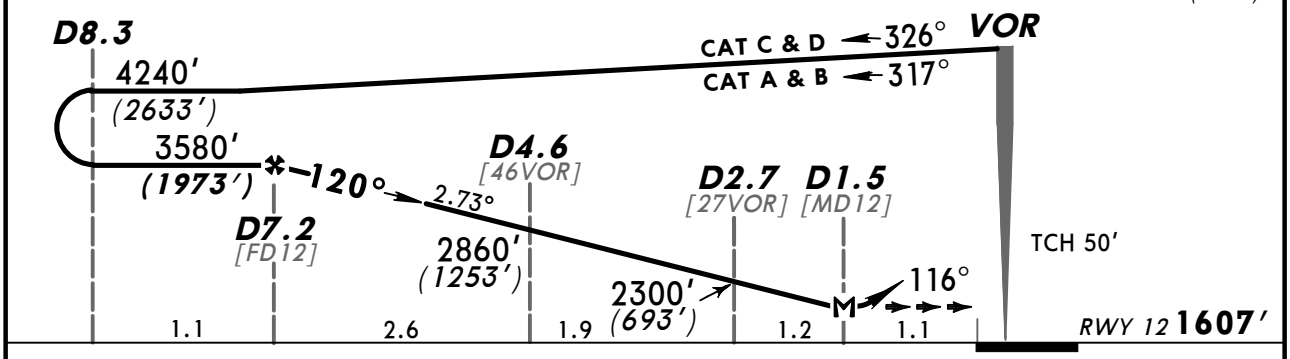
ALT/HEIGHT CONVERSION

QNH	(QFE)
4570′	(2963′ - 900m)
4240′	(2633′ - 800m)
3580′	(1973′ - 600m)
2860′	(1253′ - 380m)
2600′	(993′ - 300m)
2300′	(693′ - 210m)
2270′	(663′ - 200m)
1780′	(173′ - 50m)



BRT DME	6.5	5.9	5.4	4.9	4.3	3.8	3.2
ALTITUDE (HAT)	3370′ (1763′)	3220′ (1613′)	3070′ (1463′)	2910′ (1303′)	2760′ (1153′)	2610′ (1003′)	2450′ (843′)

Pass D0.9 not below 1780′ (173′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.73°	338	435	483	579	676	773
MAP at D1.5						

ALS

116°

STRAIGHT-IN LANDING RWY 12

MDA(H) 1950′ (343′)

ALS out

PANS OPS

A	
B	
C	RVR 1800m VIS 2000m
D	

CHANGES: Elevations. Comm. MSA. Holding. Descent angle. Minimums.

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BRATSK, RUSSIA
VOR DME Rwy 30

BRIEFING STRIP

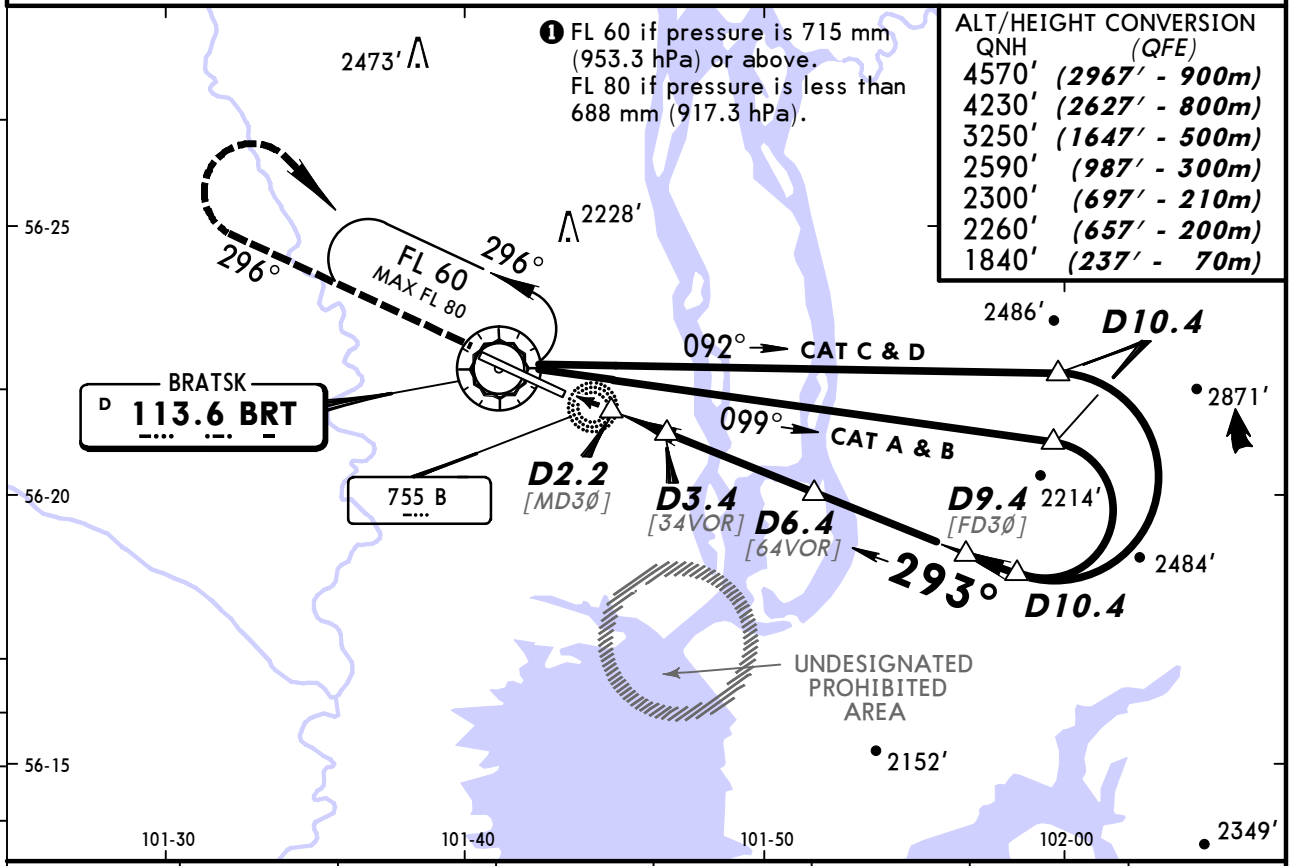
ATIS	BRATSK Approach (APP/RDR/TWR)	Ground
127.2	118.1	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1611′
BRT 113.6	293°	D9.4 4230′(2627′)	1940′(337′)	RWY 1603′

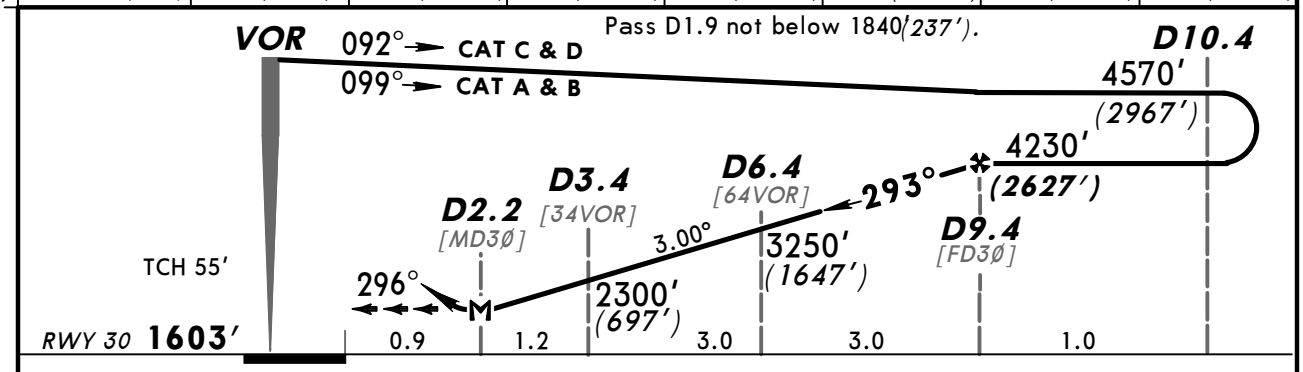
MISSED APCH: Climb on 296° to CAT A & B: 2260′ (657′) CAT C & D: 2590′(987′), then turn RIGHT climbing to 4570′ (2967′) to VOR, then according to chart, or as directed.

MSA BRT VOR: 180° 4100′ 4500′ 360°

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 ❶ Trans alt: 4570′(2967′)



BRT DME	2.7	4.3	4.9	5.4	7.0	7.6	8.6
ALTITUDE (HAT)	2100′(497′)	2620′(1017′)	2790′(1187′)	2970′(1367′)	3480′(1877′)	3660′(2057′)	4000′(2397′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.2						

HIALS
PAPI
296°

STRAIGHT-IN LANDING RWY 30

MDA(H) 1940′(337′)

PANS OPS

		ALS out
A		
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m
C		
D	RVR 1500m VIS 1600m	

CHANGES: Elevations. Communications. MSA. Holding. Minimums.

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BRIEFING STRIP

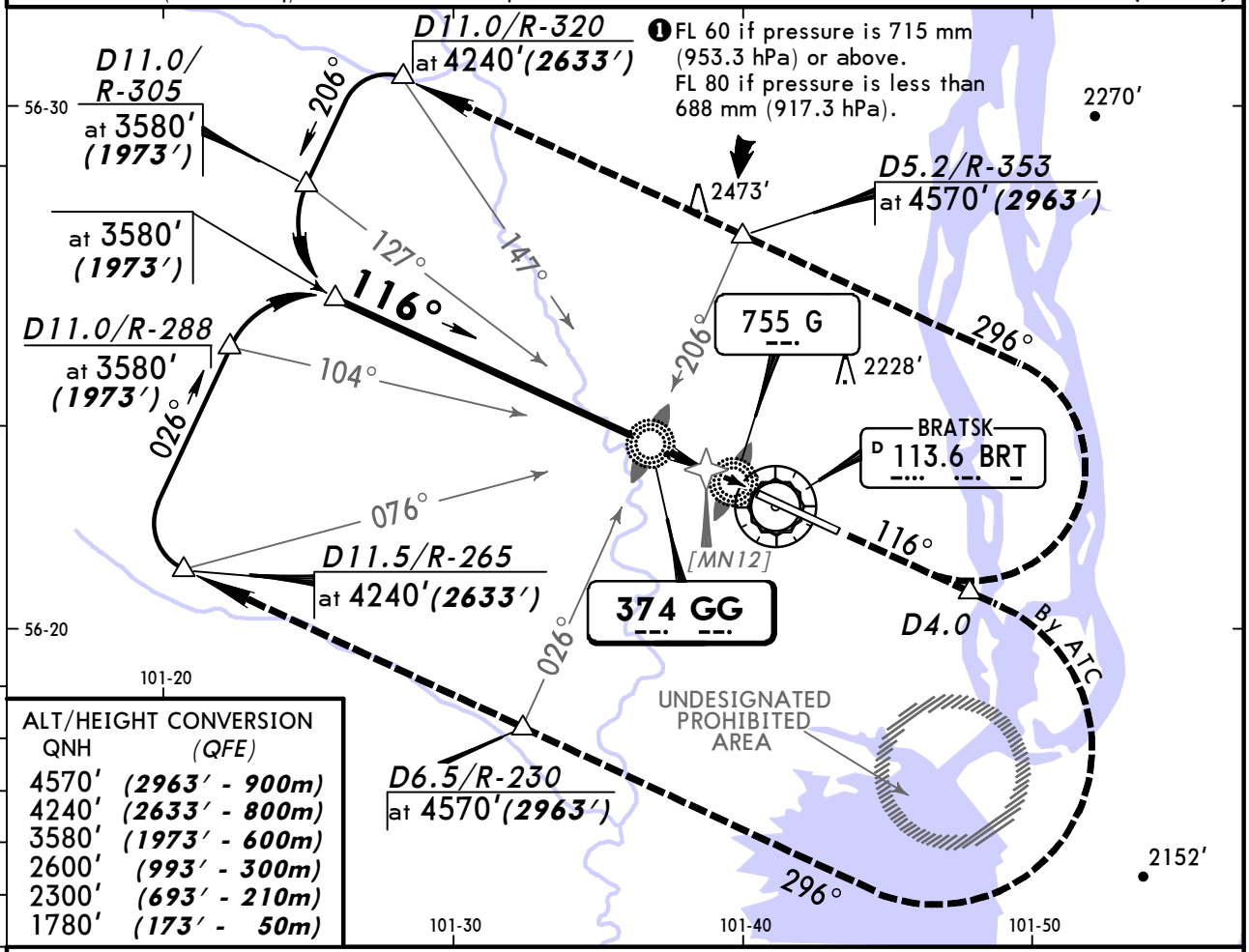
ATIS	BRATSK Approach (APP/RDR/TWR)	Ground
127.2	118.1	121.8

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1611'
GG 374	116°	LOM 2300' (693')	1960' (353')	RWY 1607'

MISSED APCH: Climb on 116° to 2600' (993'), then turn LEFT (By ATC: RIGHT not before D4.0) onto 296° climbing to 4570' (2963'), then according to chart.

180°
4100' 4500'
360°
MSA
BRT VOR

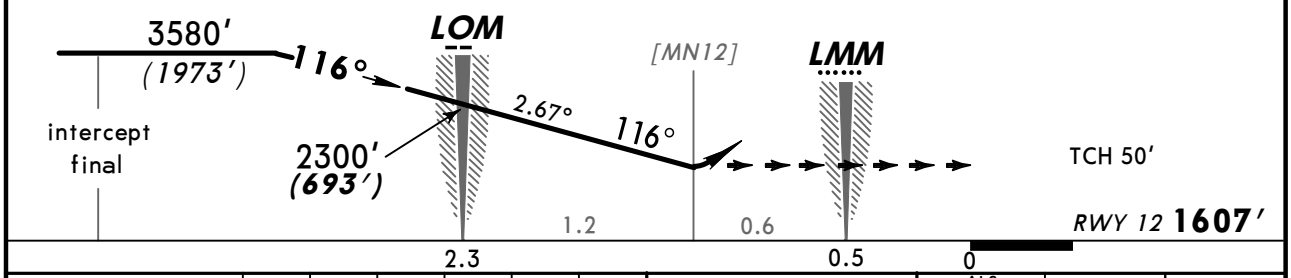
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 ❶ Trans alt: 4570' (2963')



ALT/HEIGHT CONVERSION

QNH	(QFE)
4570'	(2963' - 900m)
4240'	(2633' - 800m)
3580'	(1973' - 600m)
2600'	(993' - 300m)
2300'	(693' - 210m)
1780'	(173' - 50m)

Pass LMM not below 1780' (173').



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

ALS

2600' (993') on 116°

STRAIGHT-IN LANDING RWY 12

MDA(H) 1960' (353')

ALS out

PANS OPS

A	
B	
C	RVR 1800m VIS 2000m
D	

CHANGES: NDB procedure added. Elev. Comm. MSA. Descent angle.

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BRIEFING STRIP ™

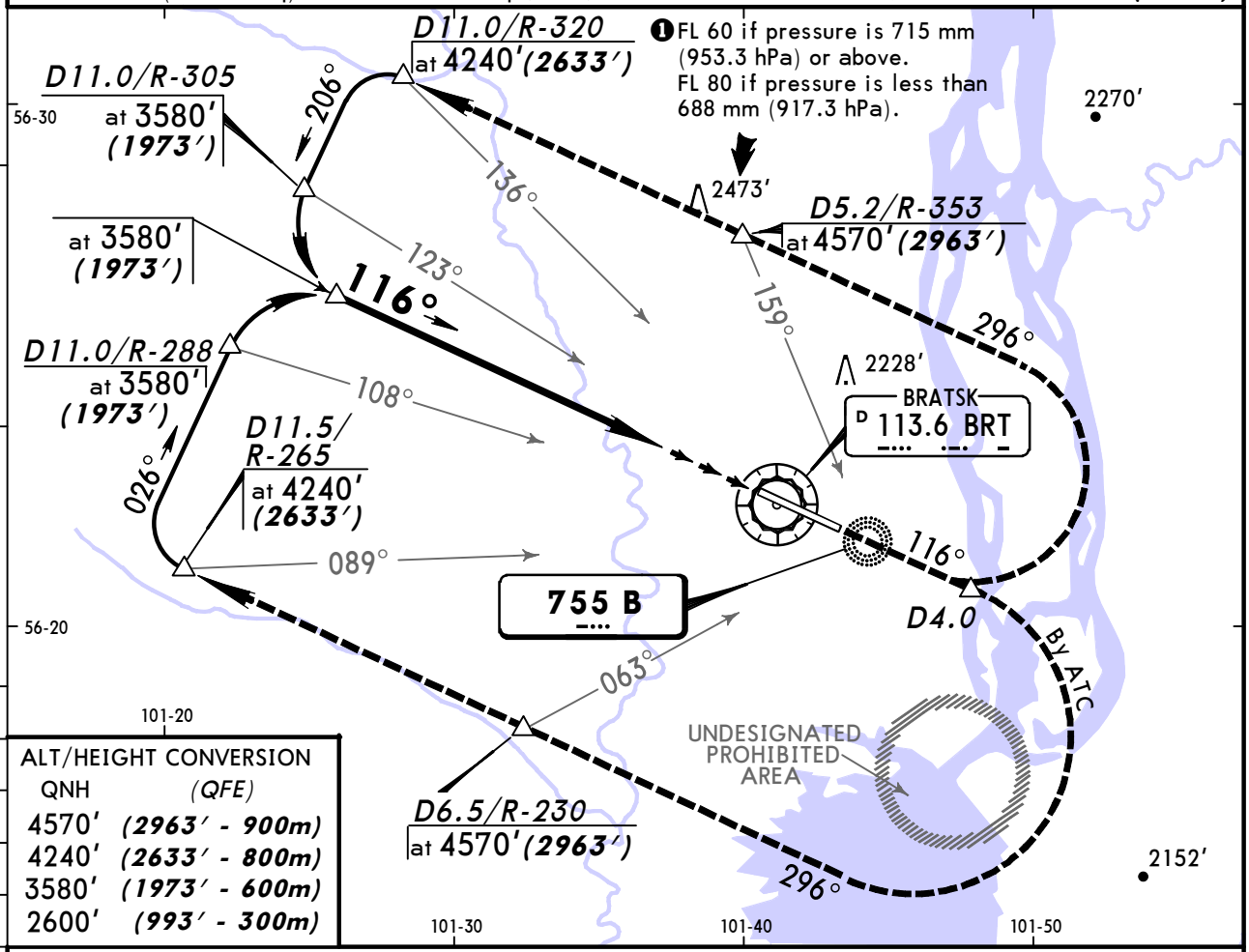
ATIS	BRATSK Approach (APP/RDR/TWR)	Ground
127.2	118.1	121.8

Lctr	Final Apch Crs		MDA(H)	Apt Elev 1611'
B 755	116°	No FAF	2260' (653')	RWY 1607'

MISSED APCH: Climb on 116° to 2600'(993'), then turn LEFT (By ATC: RIGHT not before D4.0) onto 296° climbing to 4570'(2963'), then according to chart.

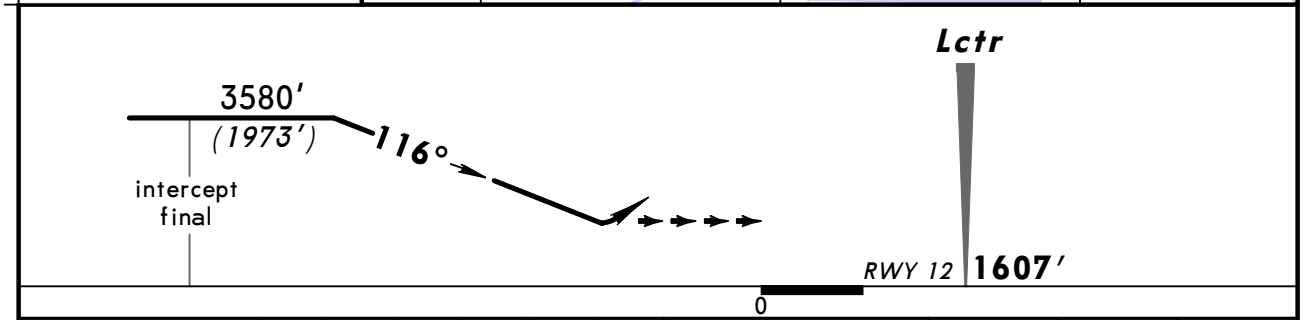
180° 4100' 4500' 360°
MSA
BRT VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 ❶ Trans alt: 4570'(2963')



ALT/HEIGHT CONVERSION

QNH	(QFE)
4570'	(2963' - 900m)
4240'	(2633' - 800m)
3580'	(1973' - 600m)
2600'	(993' - 300m)



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

ALS

2600' (993') on 116°

STRAIGHT-IN LANDING RWY 12

MDA(H) 2260' (653')

ALS out

PANS OPS

A	3200m
B	
C	
D	

CHANGES: Elevations. Communications. MSA.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 22-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BRATSK, (BRATSK - UIBB)

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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.