

## List of pages in this Trip Kit

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Airport Information For UNBB

Terminal Charts For UNBB

Revision Letter For Cycle 23-2013

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: Jet A-1  
Customs: Yes  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0146 Z  
Sunset: 1034 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

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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 13.7

Between  
FL150 & FL50

AM 06D, AM 24D

BM 06D

TM 06D, TM 24D

RWYS 06, 24 ARRIVALS

CAT C &amp; D

**TUMKO**

N53 48.0 E083 32.0

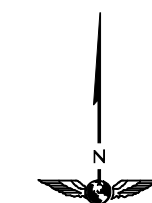
TM 06D

Between  
FL150 & FL50

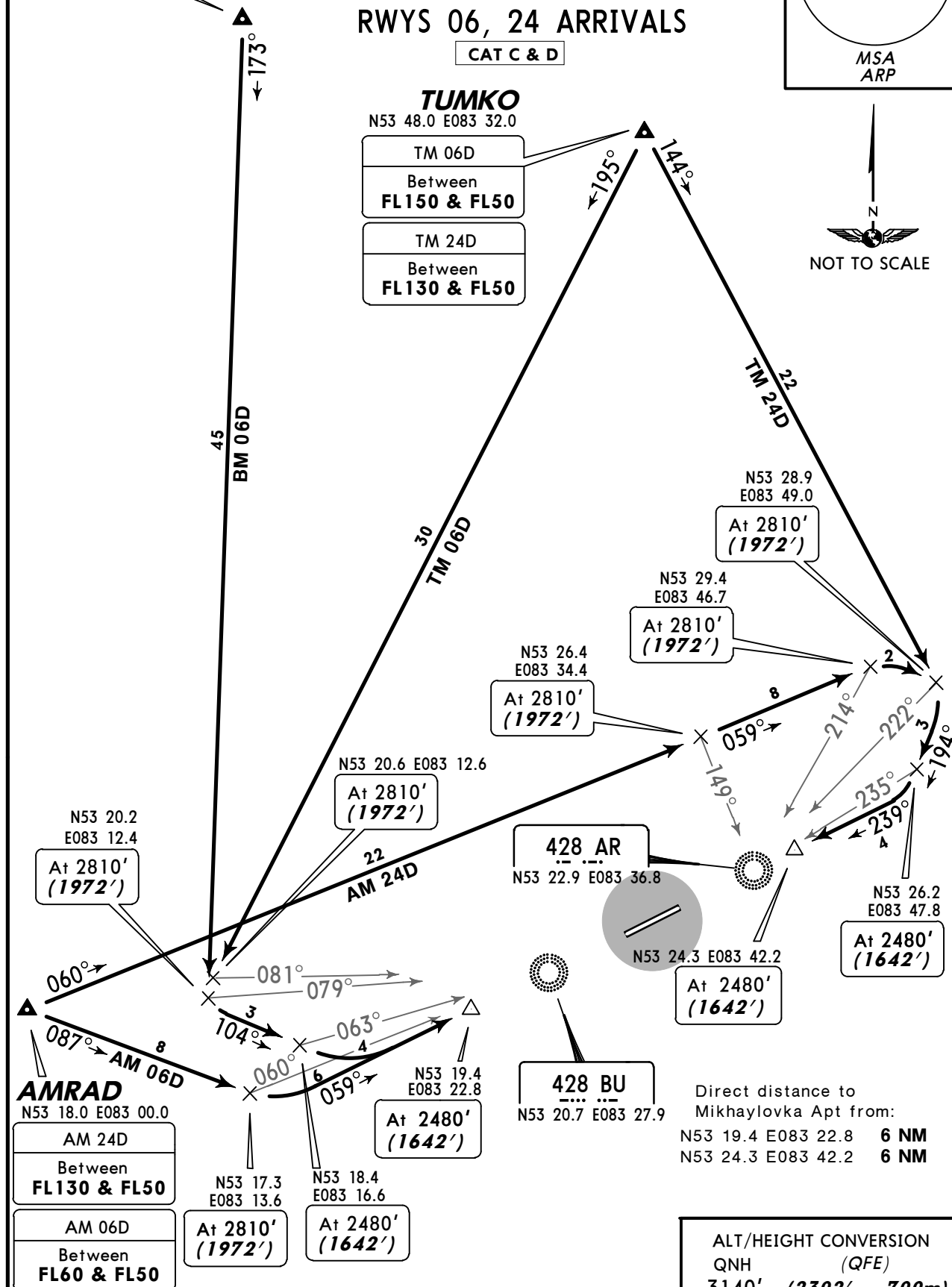
TM 24D

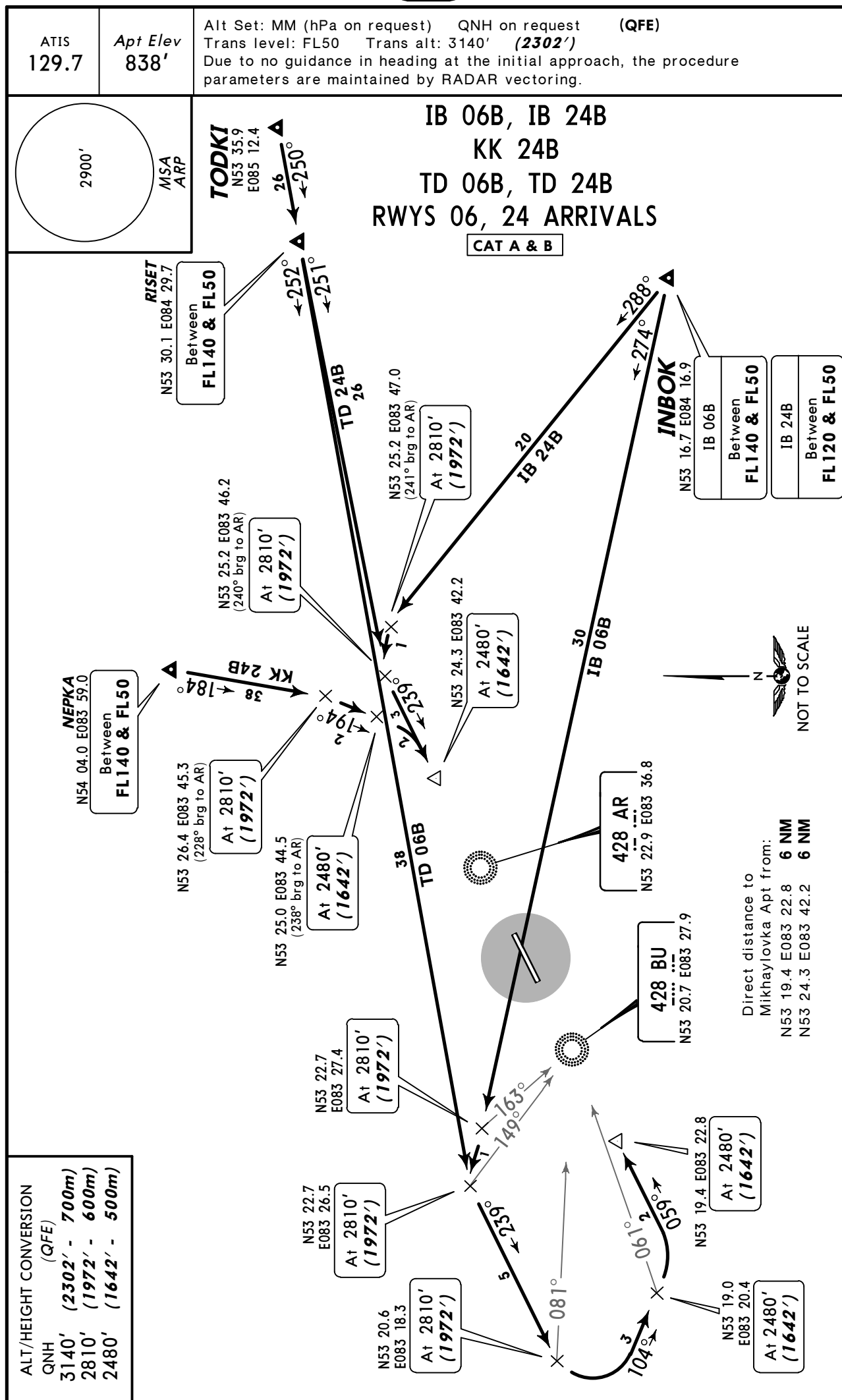
Between  
FL130 & FL50

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**

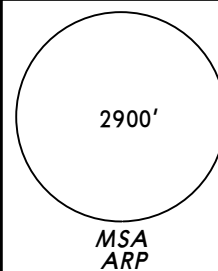
N54 05.0 E083 13.7

Between  
FL150 & FL50

NOT TO SCALE

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

CAT A &amp; B

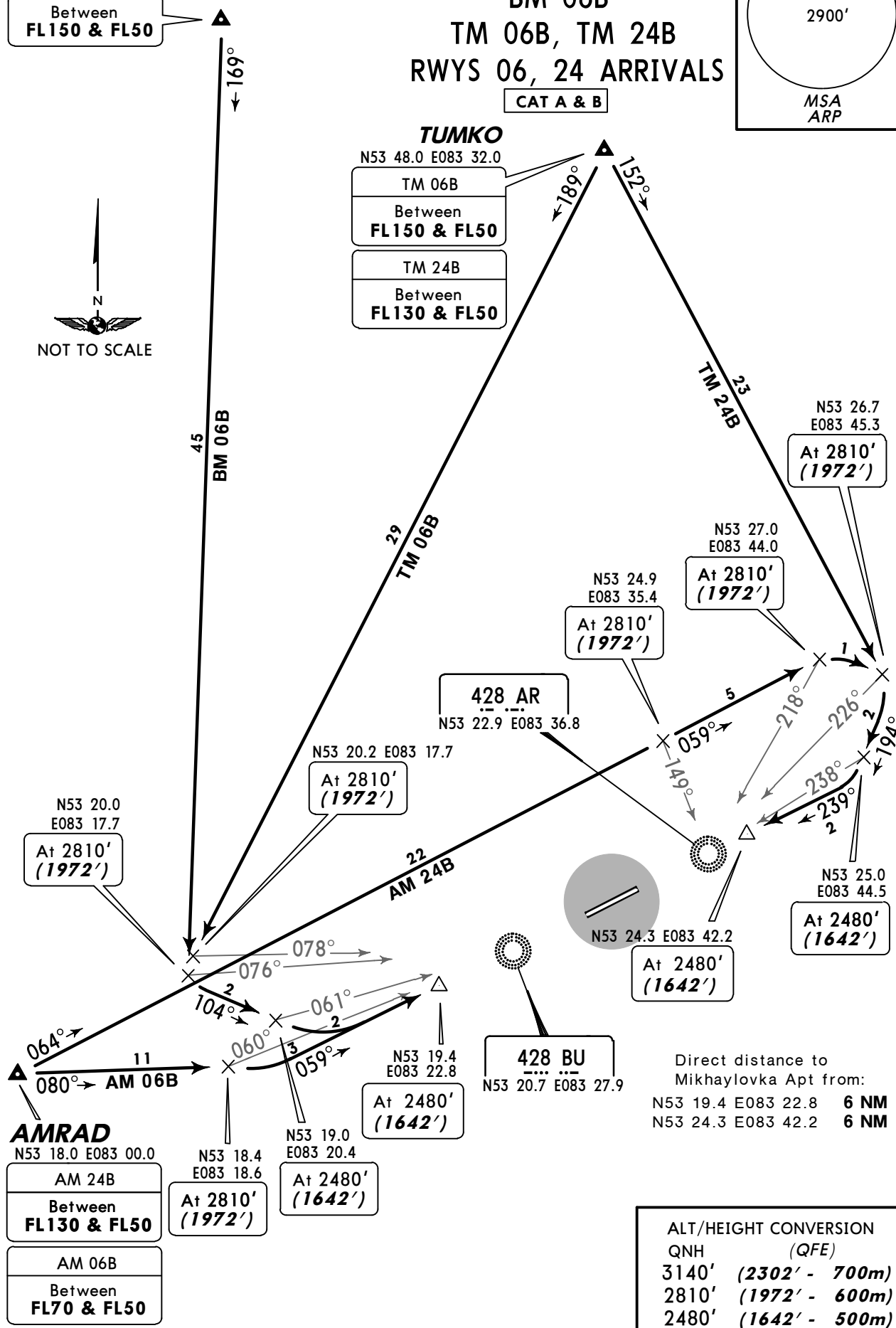
**TUMKO**

N53 48.0 E083 32.0

TM 06B

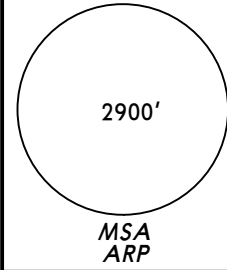
Between  
FL150 & FL50

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')

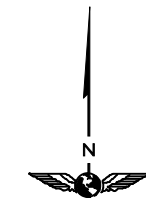
(QFE)

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**

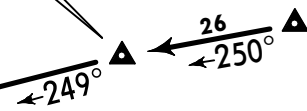
N53 48.0 E083 32.0

Between  
FL150 & FL50TM 06E  
28

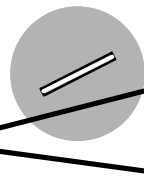
NOT TO SCALE

**TUMKO**

N53 48.0 E083 32.0

Between  
FL150 & FL50TM 06E  
28RISET  
N53 30.1 E084 29.7Between  
FL140 & FL50**TODKI**N53 35.9  
E085 12.4TD 06E  
38**AMRAD**

N53 18.0 E083 00.0

Between  
FL110 & FL50AM 06E  
17MHA FL50  
MAX FL150  
059°Direct distance from BU to:  
Mikhaylovka Apt 3 NM(IAF)  
428 BU  
N53 20.7 E083 27.9  
At FL50IB 06E  
30**INBOK**

N53 16.7 E084 16.9

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

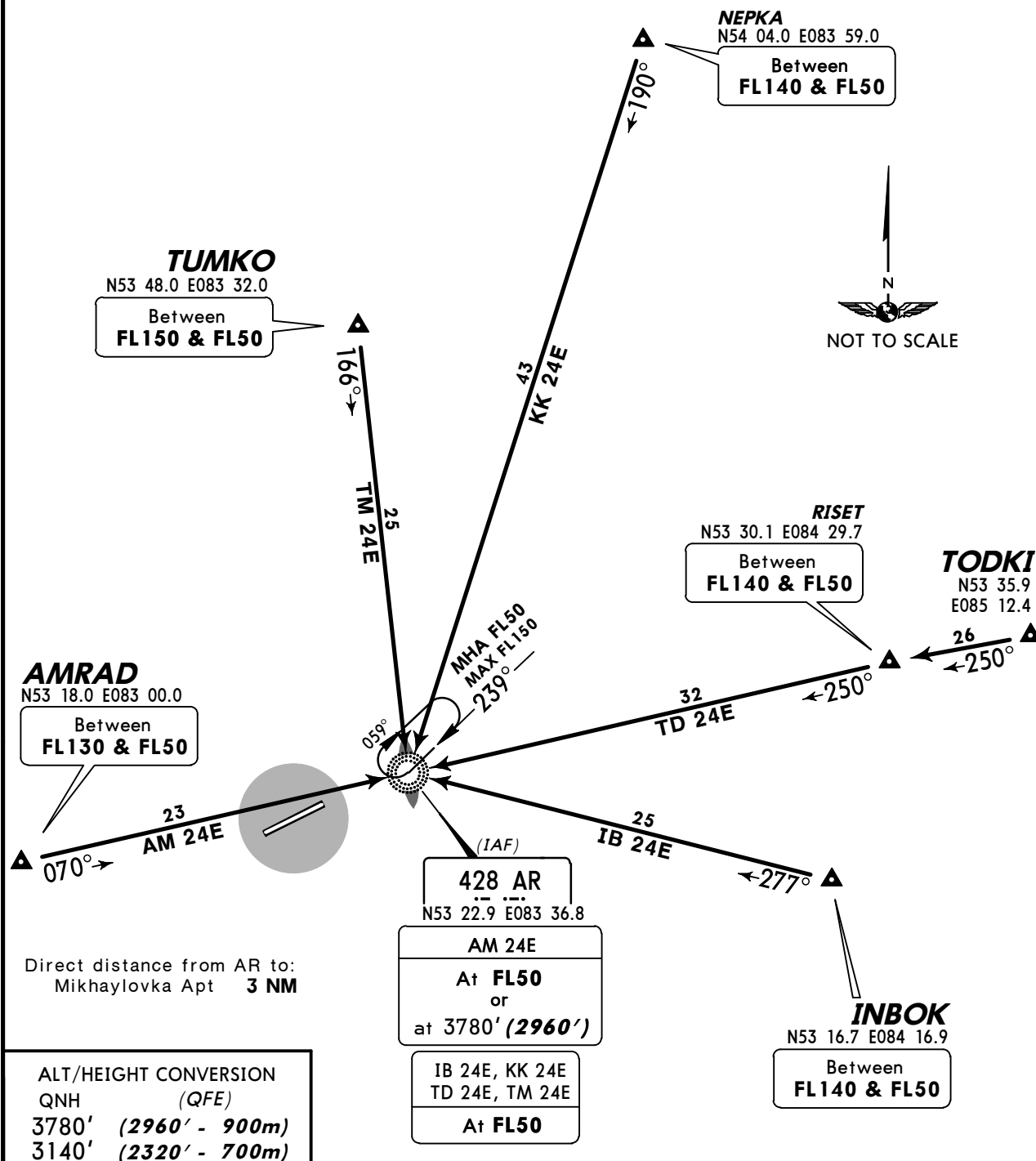
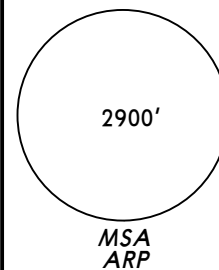
## STAR

## ROUTING

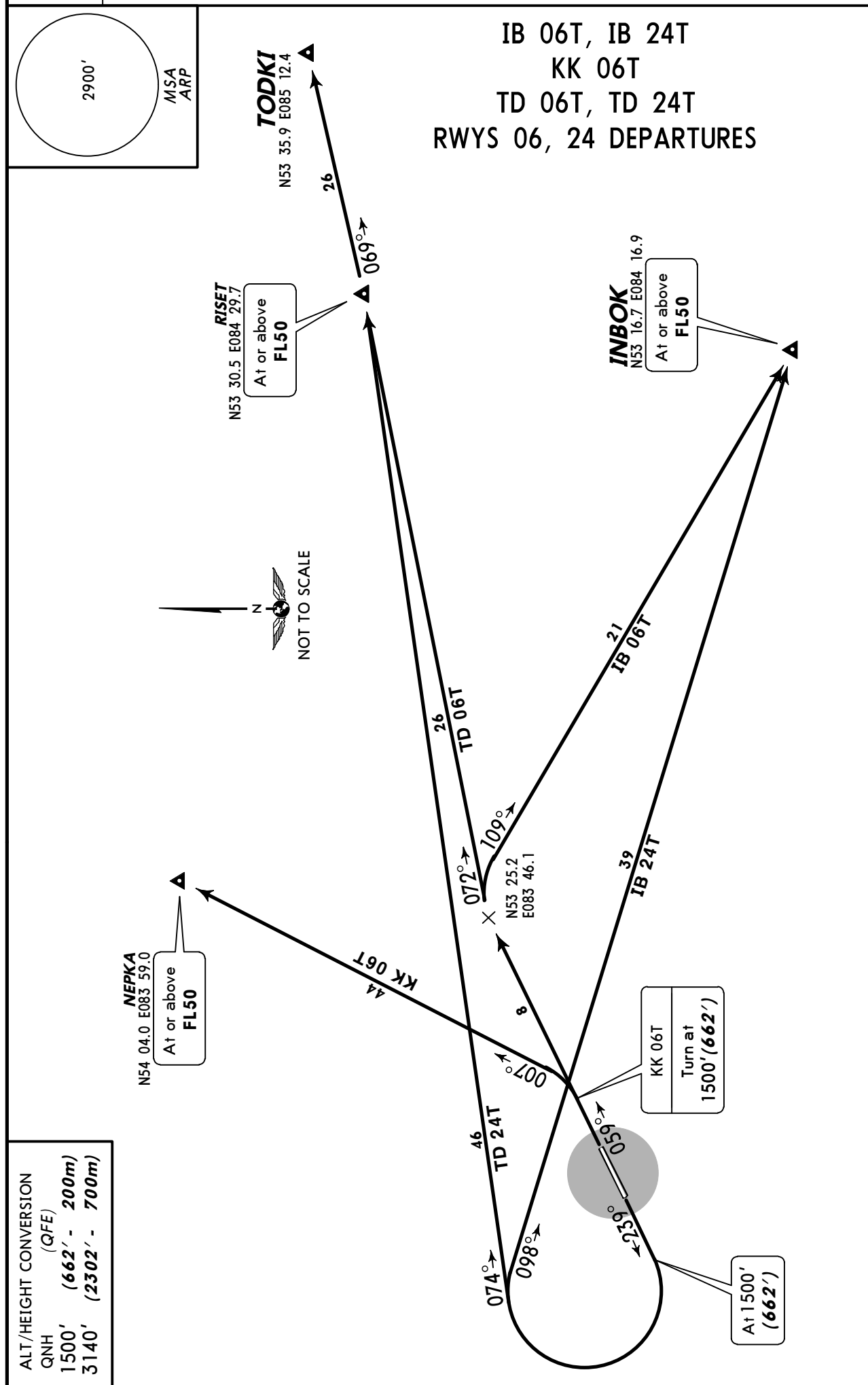
|        |                                                                                                             |
|--------|-------------------------------------------------------------------------------------------------------------|
| AM 06E | To BU, execute approach according to racetrack pattern.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

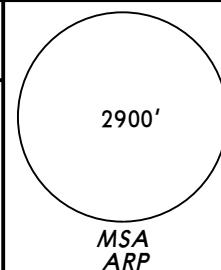
ATIS  
129.7Apt Elev  
838'Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3140' (2320')

(QFE)

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

| 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<br>KK 24E<br>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')

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°

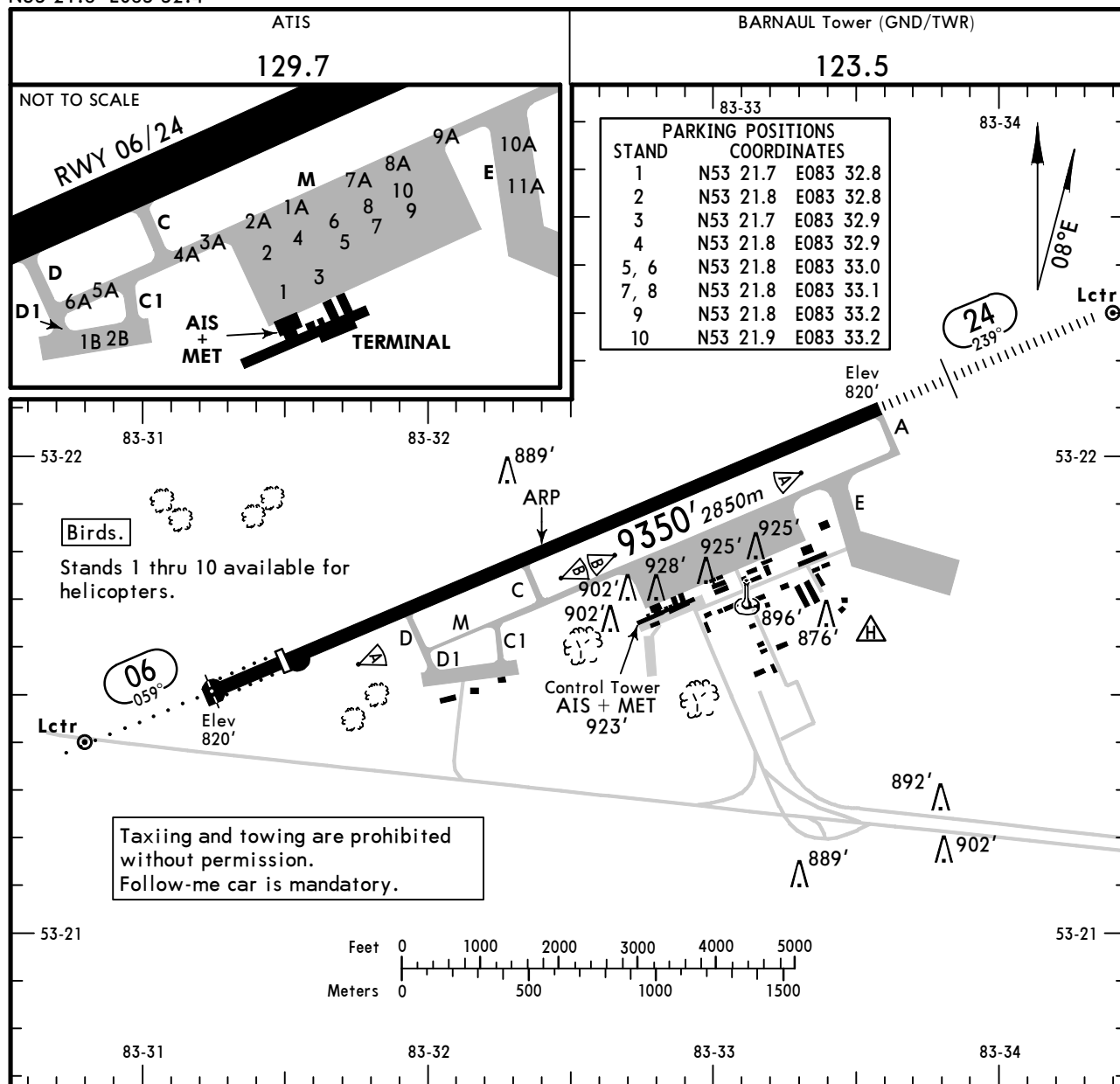
←300°

←239°

←253°

←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

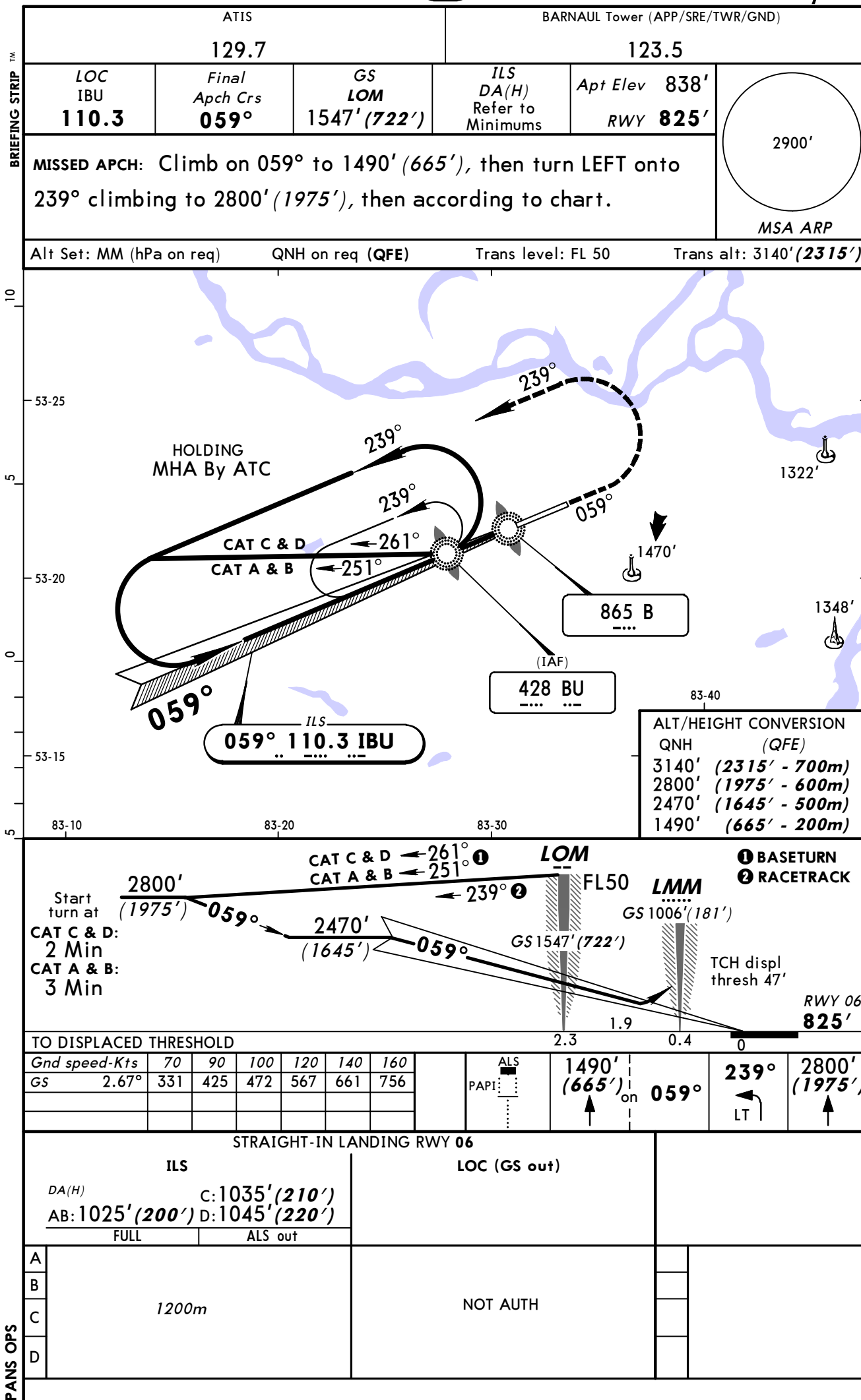
|   |      |      |
|---|------|------|
| A |      |      |
| B | 250m | 400m |
| C |      |      |
| D | 300m |      |

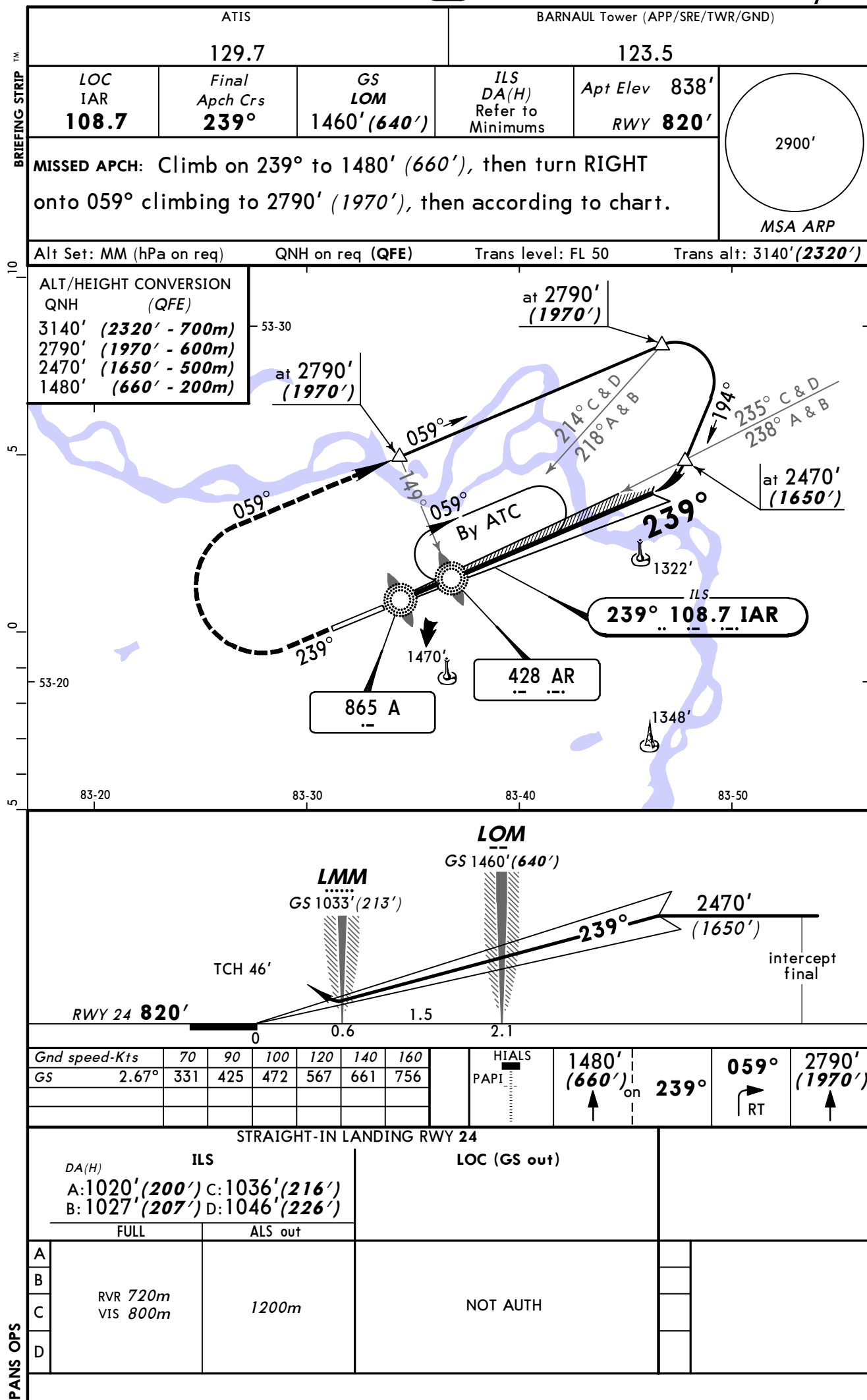
| STRAIGHT-IN RWY |                                 | A                                | B                                | C                                | D                                |
|-----------------|---------------------------------|----------------------------------|----------------------------------|----------------------------------|------------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

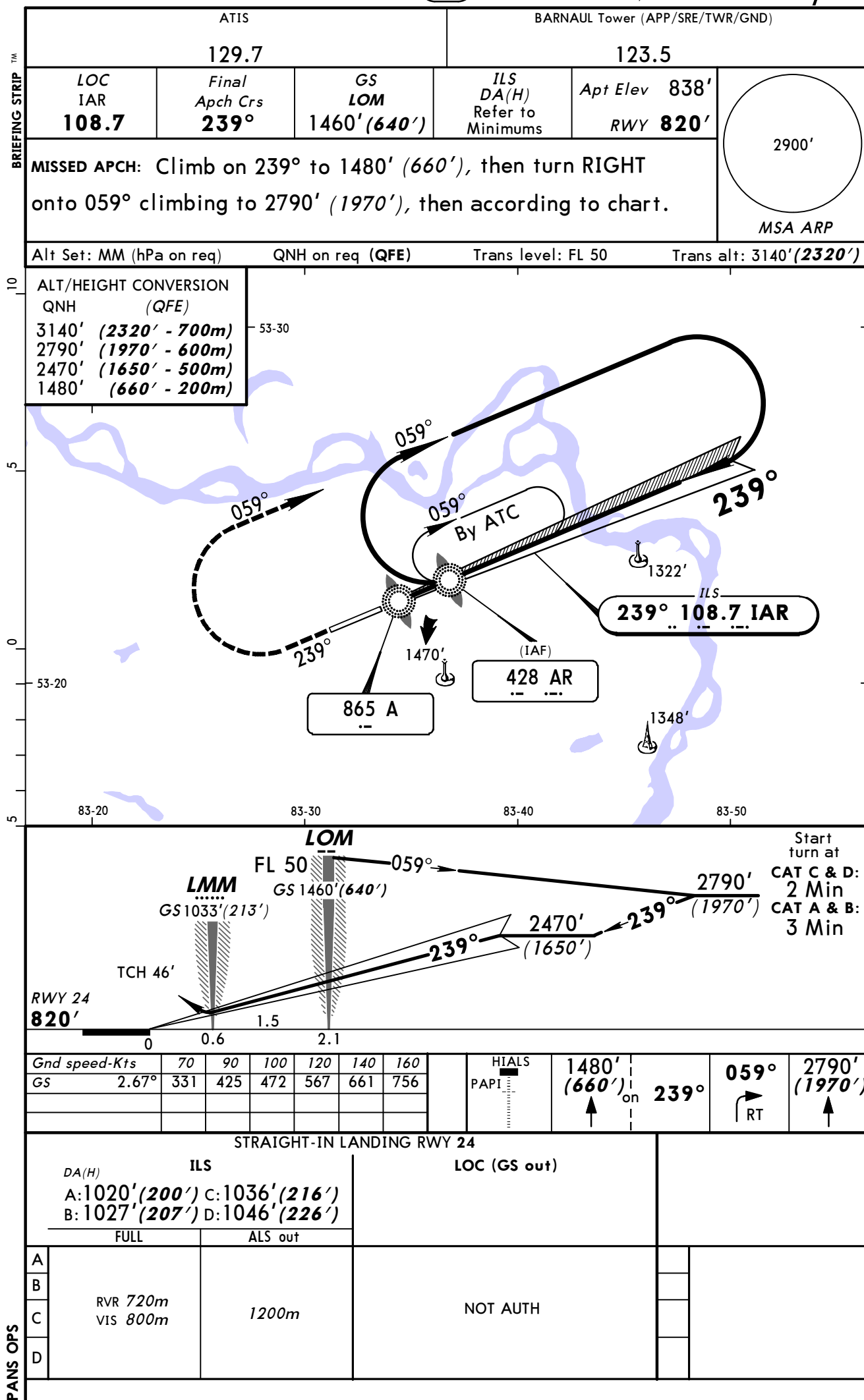
① Continuous Descent Final Approach.

| TAKE-OFF RWY 06, 24      |      |                          |                   |
|--------------------------|------|--------------------------|-------------------|
| LVP must be in Force     |      |                          |                   |
| RCLM (DAY only)<br>or RL |      | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                        | 250m | 400m                     | 500m              |
| B                        |      |                          |                   |
| C                        |      |                          |                   |
| D                        | 300m |                          |                   |

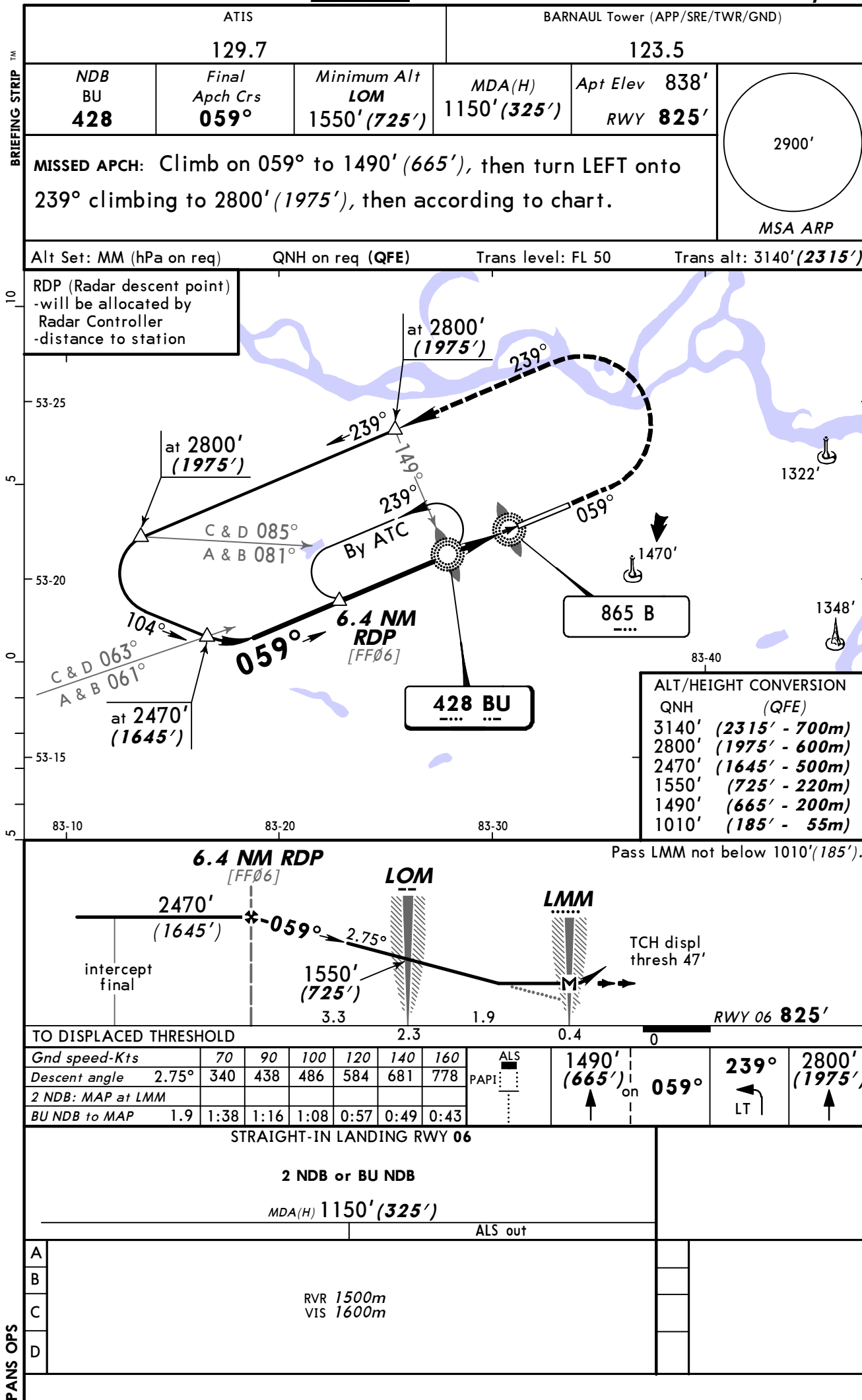








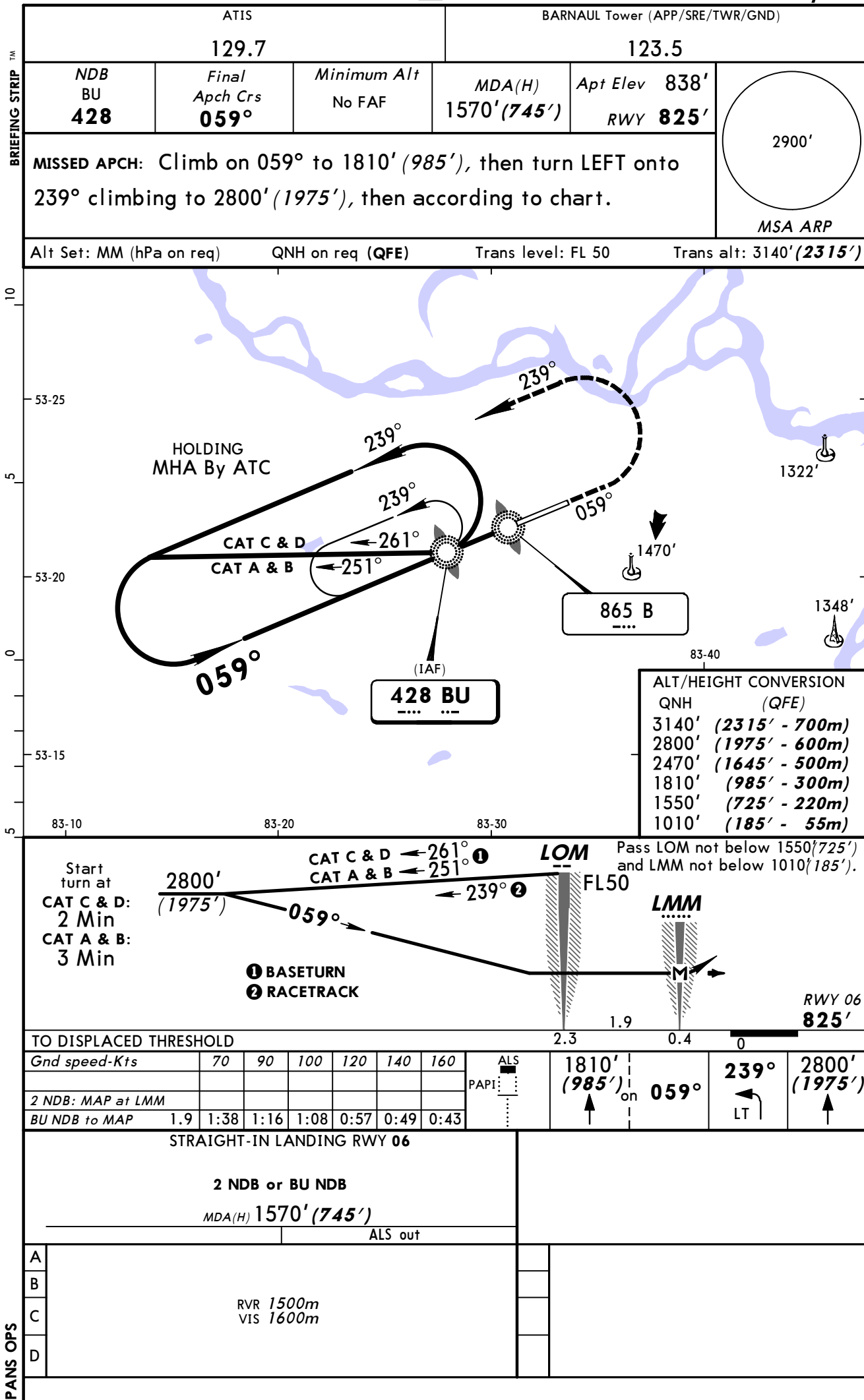




UNBB/BAX  
MIKHAYLOVKA

JEPPESEN  
8 MAR 13 (16-2)

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



CHANGES: Missed approach.

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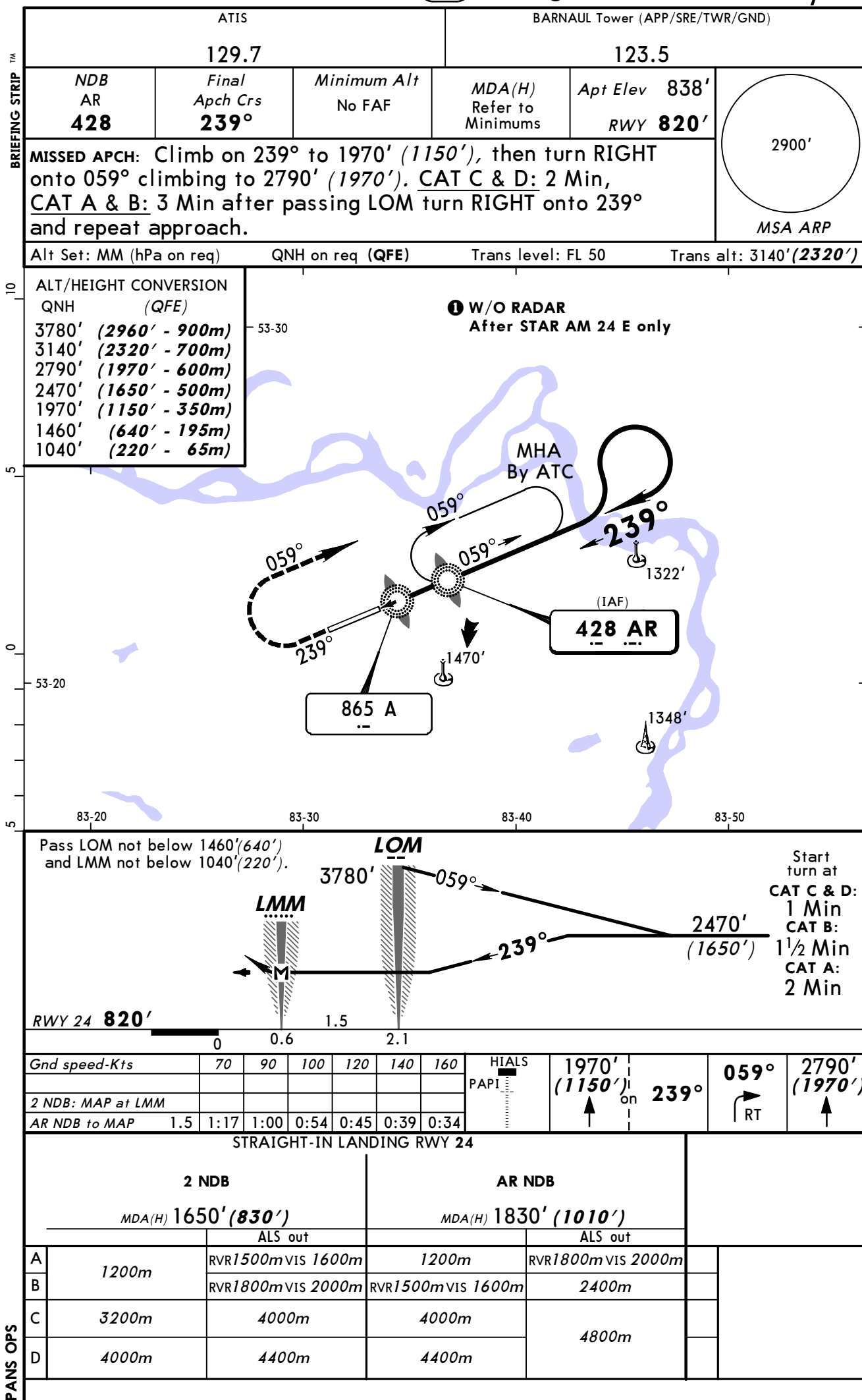
**BARNAUL, RUSSIA**  
**2 NDB or NDB Rwy 24**

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**BARNAUL, RUSSIA**  
**2 NDB or NDB Rwy 24**

|          |   |                            |                    |                      |                    |  |  |
|----------|---|----------------------------|--------------------|----------------------|--------------------|--|--|
|          |   | STRAIGHT-IN LANDING RWY 24 |                    |                      |                    |  |  |
|          |   | 2 NDB                      |                    | AR NDB               |                    |  |  |
|          |   | MDA(H) 1650' (830')        |                    | MDA(H) 1830' (1010') |                    |  |  |
|          |   | ALS out                    |                    | ALS out              |                    |  |  |
| PANS OPS | A | 1200m                      | RVR1500m VIS 1600m | 1200m                | RVR1800m VIS 2000m |  |  |
|          | B |                            | RVR1800m VIS 2000m | RVR1500m VIS 1600m   | 2400m              |  |  |
|          | C | 3200m                      | 4000m              | 4000m                | 4800m              |  |  |
|          | D | 4000m                      | 4400m              | 4400m                |                    |  |  |

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**BARNAUL, (MIKHAYLOVKA - UNBB)**

## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport UNBB**