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Terminal Charts For UUBP

Revision Letter For Cycle 01-2014

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Notebook

General Information

Location: Bryansk Rus
IATA Code: BZK
Lat/Long: N53° 12.9' E034° 10.5'
Elevation: 666 ft

Airport Use: Public
Magnetic Variation: 8.7°E

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

Sunrise: 0557 Z
Sunset: 1341 Z,

Runway Information

Runway: 16
Length x Width: 7874 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 666 ft
Lighting: Edge, ALS

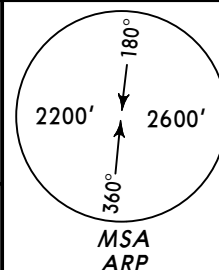
Runway: 34
Length x Width: 7874 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 643 ft
Lighting: Edge, ALS

Communication Information

Bryansk Tower 118.5
AWS 124.2 Non-English

Apt Elev
666'

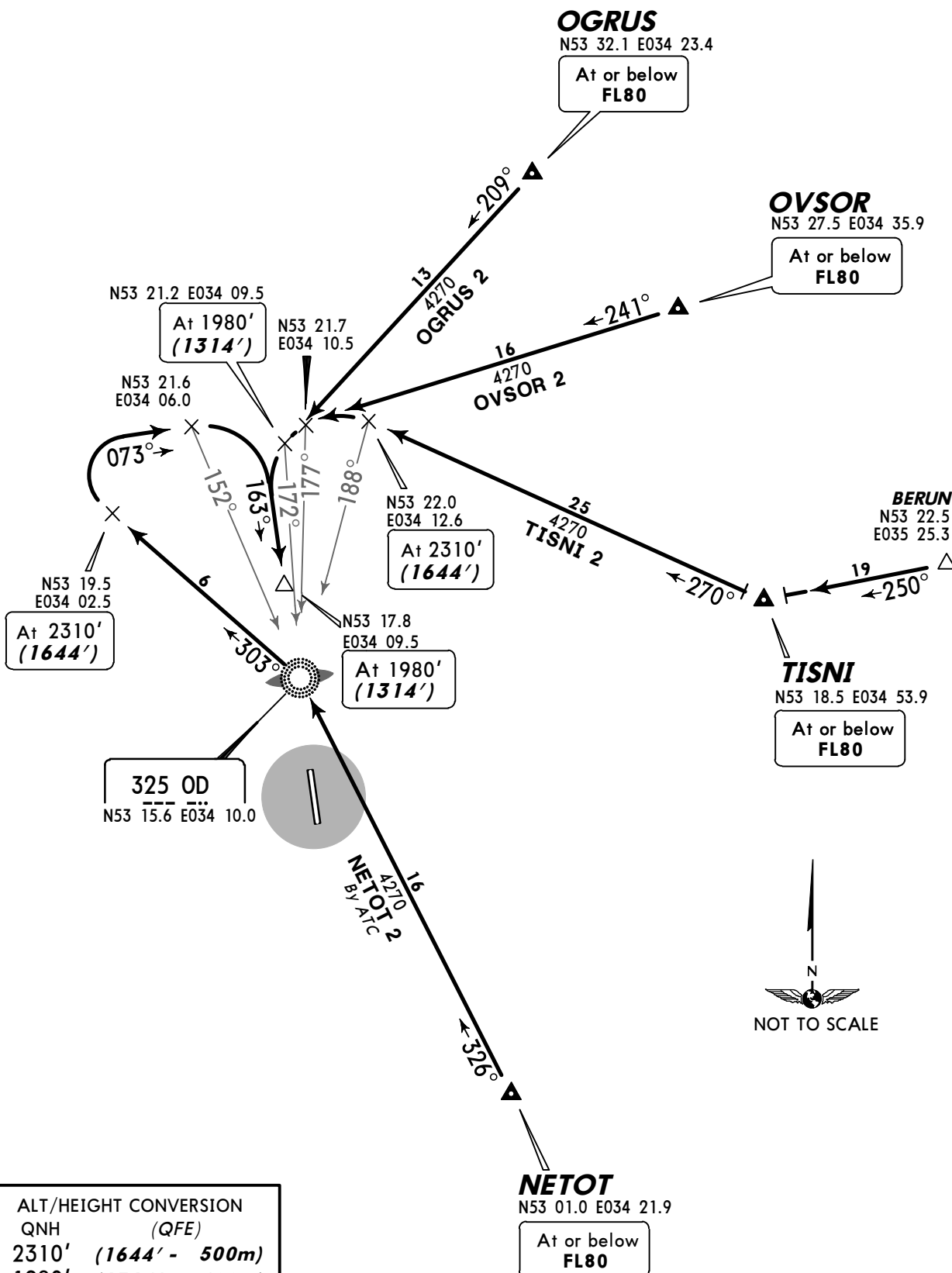
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2310' (1644')
1. Aircraft shall reach FL40 at 5.4 NM before base turn and at 10.8 NM before FAF during straight-in approach.
2. Proceed to LOM as directed by ATC, turn on track 343°, then according to the rectangular approach pattern.



OGRUS 2, OVSOR 2, TISNI 2

NETOT 2
BY ATC

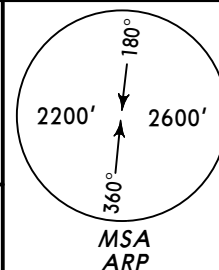
RWY 16 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
2310' (1644' - 500m)
1980' (1314' - 400m)

Apt Elev
666'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2310' (1667')
1. Aircraft shall reach FL40 at 5.4 NM before base turn and at 10.8 NM before FAF during straight-in approach.
2. Proceed to LOM as directed by ATC, turn on track 163°, then according to the rectangular approach pattern.

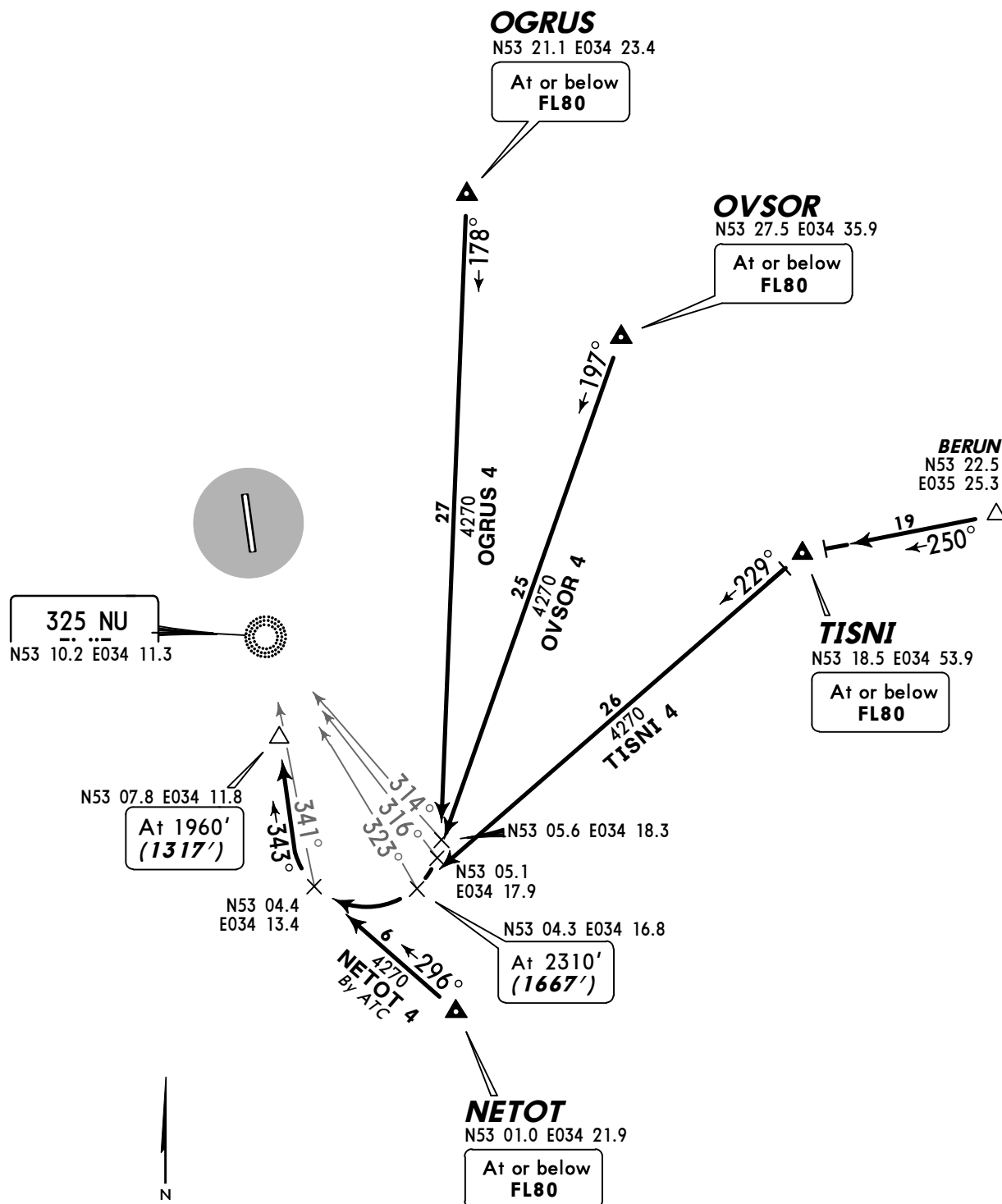


OGRUS 4, OVSOR 4, TISNI 4

NETOT 4

BY ATC

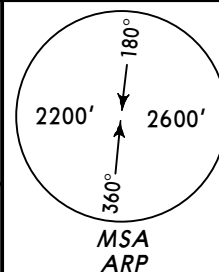
RWY 34 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2310'	(1667' - 500m)
1960'	(1317' - 400m)

Apt Elev
666'

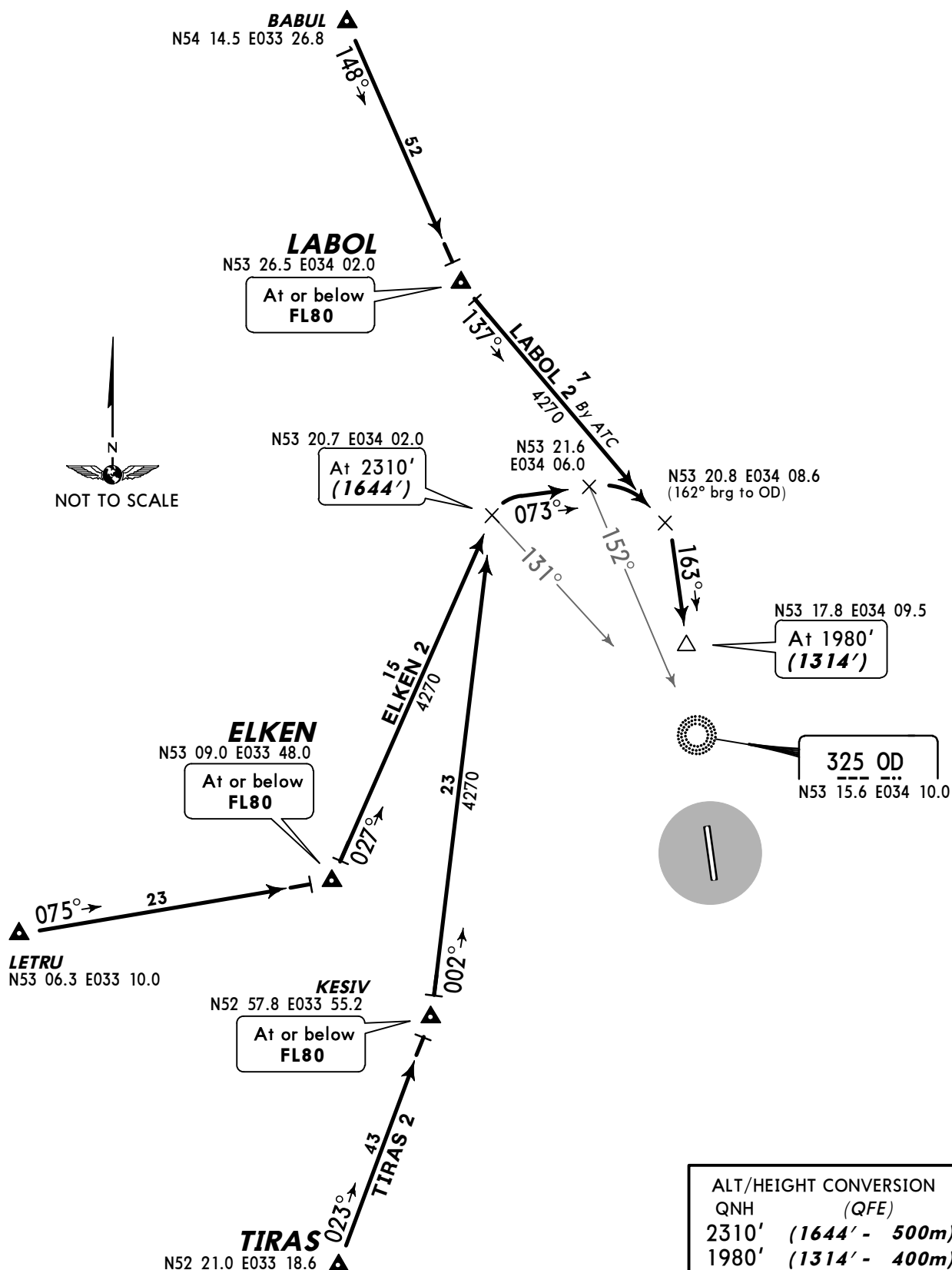
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2310' (1644')
1. Aircraft shall reach FL40 at 5.4 NM before base turn and at 10.8 NM before FAF during straight-in approach.
2. Proceed to LOM as directed by ATC, turn on track 343°, then according to the rectangular approach pattern.



ELKEN 2, TIRAS 2

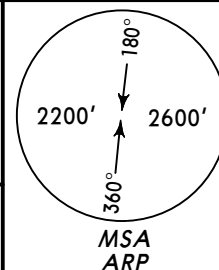
LABOL 2
BY ATC

RWY 16 ARRIVALS



Apt Elev
666'

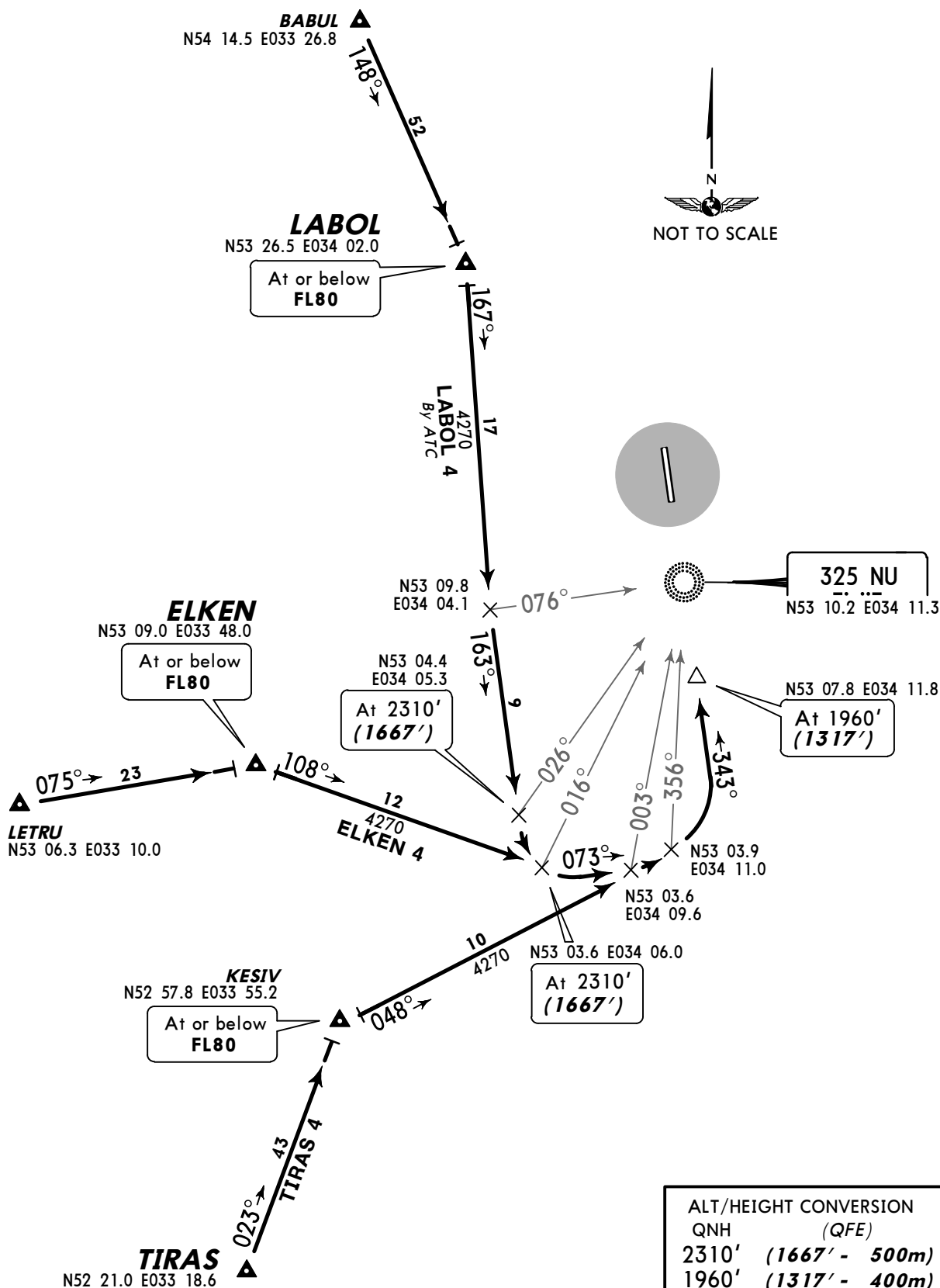
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2310' (1667')
1. Aircraft shall reach FL40 at 5.4 NM before base turn and at 10.8 NM before FAF during straight-in approach.
2. Proceed to LOM as directed by ATC, turn on track 163°, then according to the rectangular approach pattern.



ELKEN 4, TIRAS 4

LABOL 4
BY ATC

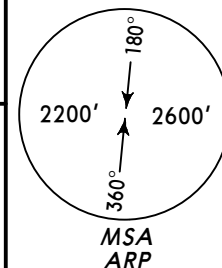
RWY 34 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2310'	(1667' - 500m)
1960'	(1317' - 400m)

Apt Elev
666'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2310' (1644')
Crossings at airway entry points by ATC.



MILSA 1A [MILS1A], SUNAB 1A [SUNA1A]

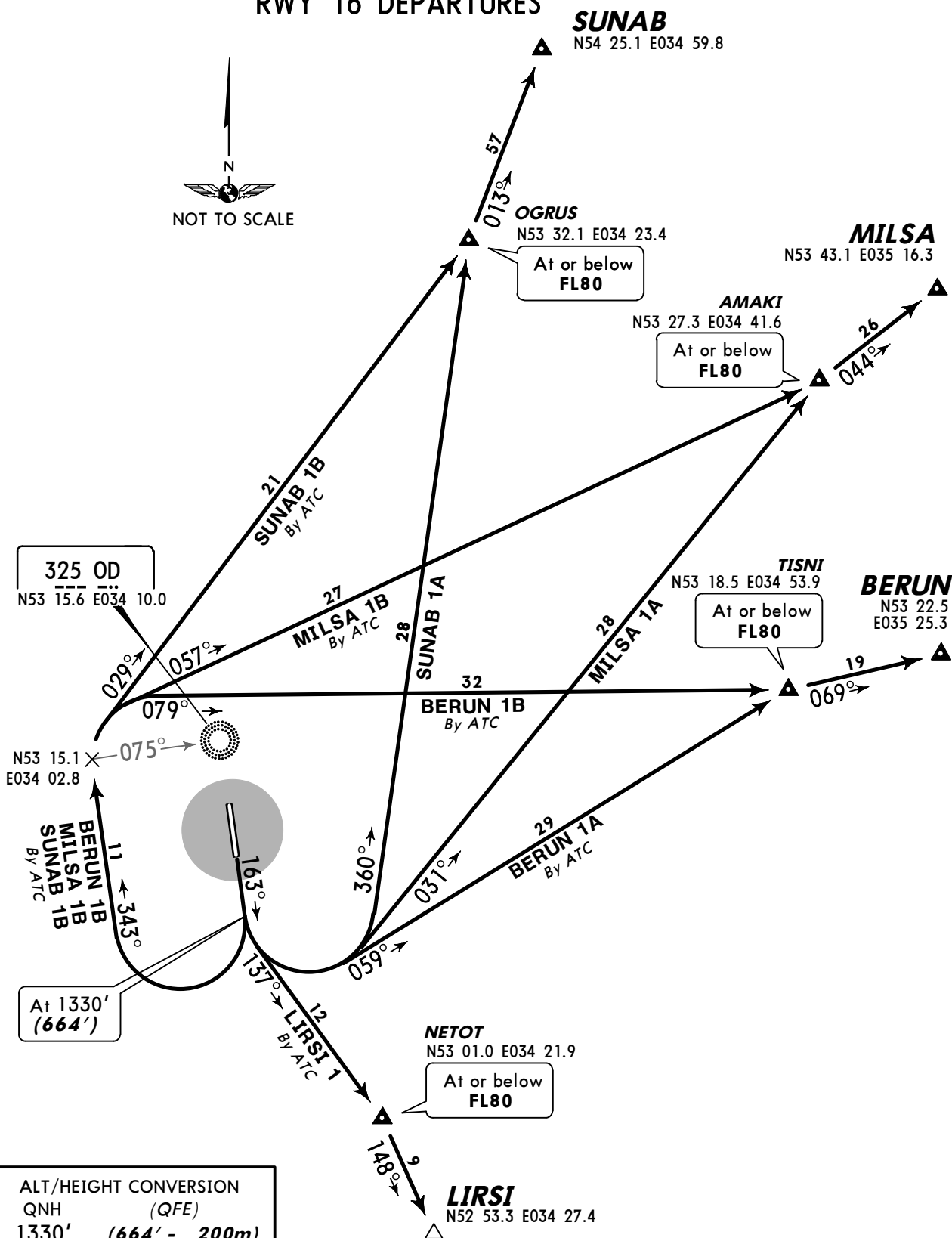
BERUN 1A [BERU1A], BERUN 1B [BERU1B]

LIRSI 1, MILSA 1B [MILS1B]

SUNAB 1B [SUNA1B]

BY ATC

RWY 16 DEPARTURES

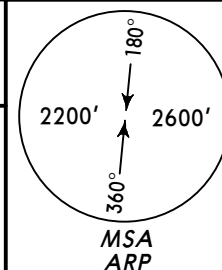


ALT/HEIGHT CONVERSION
QNH (QFE)
1330' (664' - 200m)
2310' (1644' - 500m)

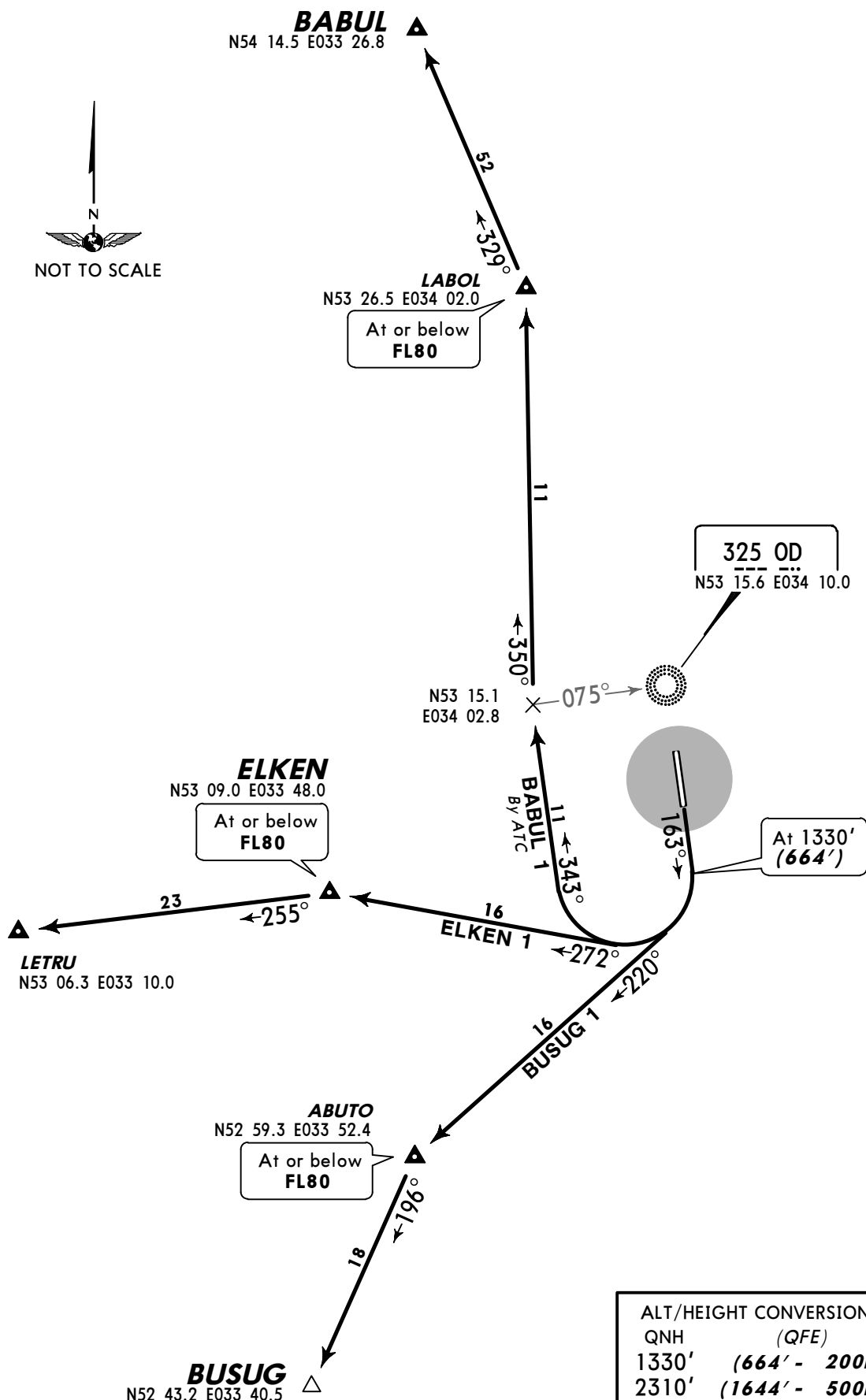
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Apt Elev
666'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2310' (1644')
Crossings at airway entry points by ATC.



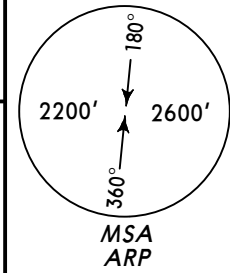
BUSUG 1, ELKEN 1
BABUL 1
BY ATC
RWY 16 DEPARTURES



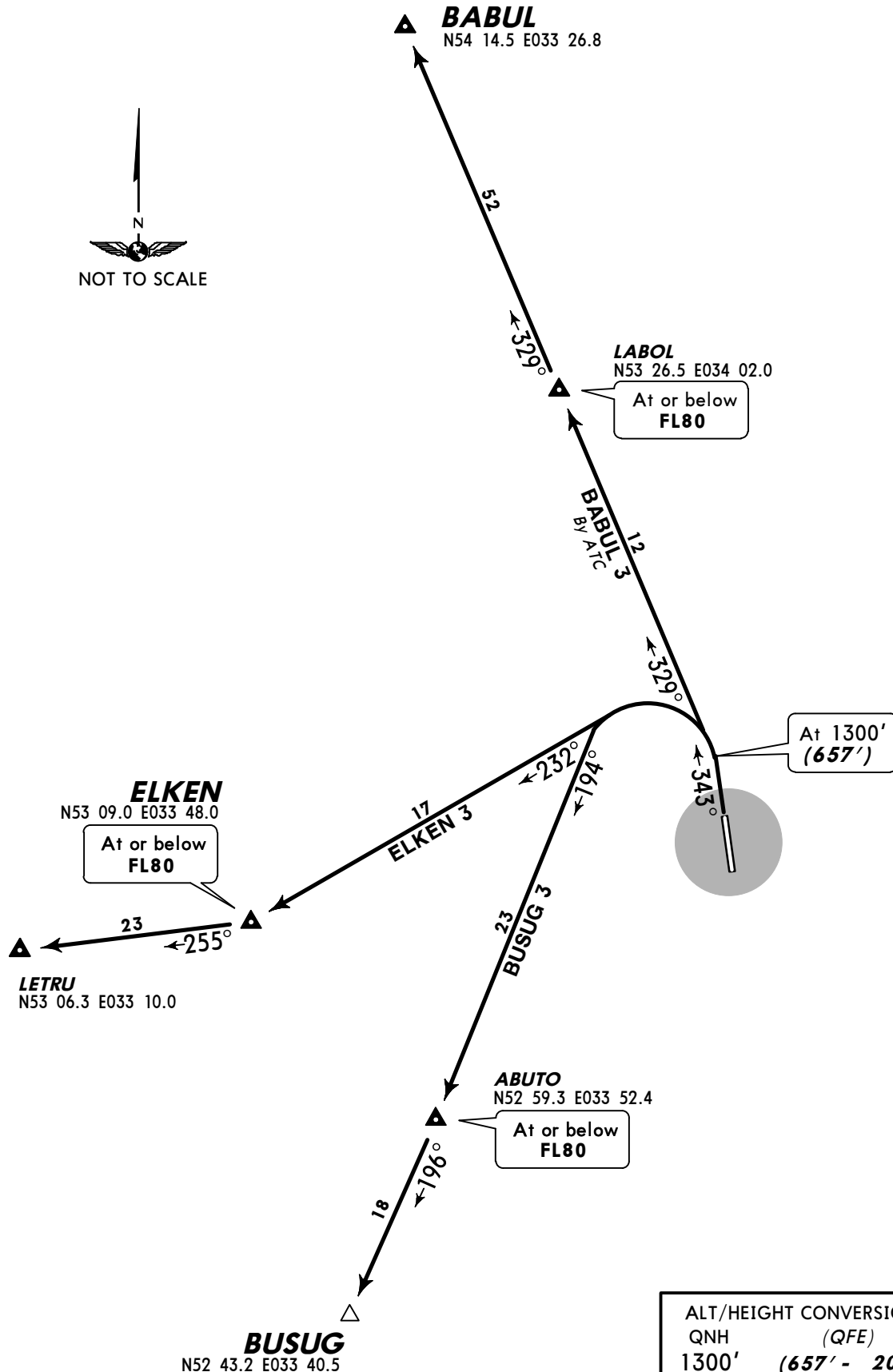
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1330'	(664' - 200m)
2310'	(1644' - 500m)

Apt Elev
666'

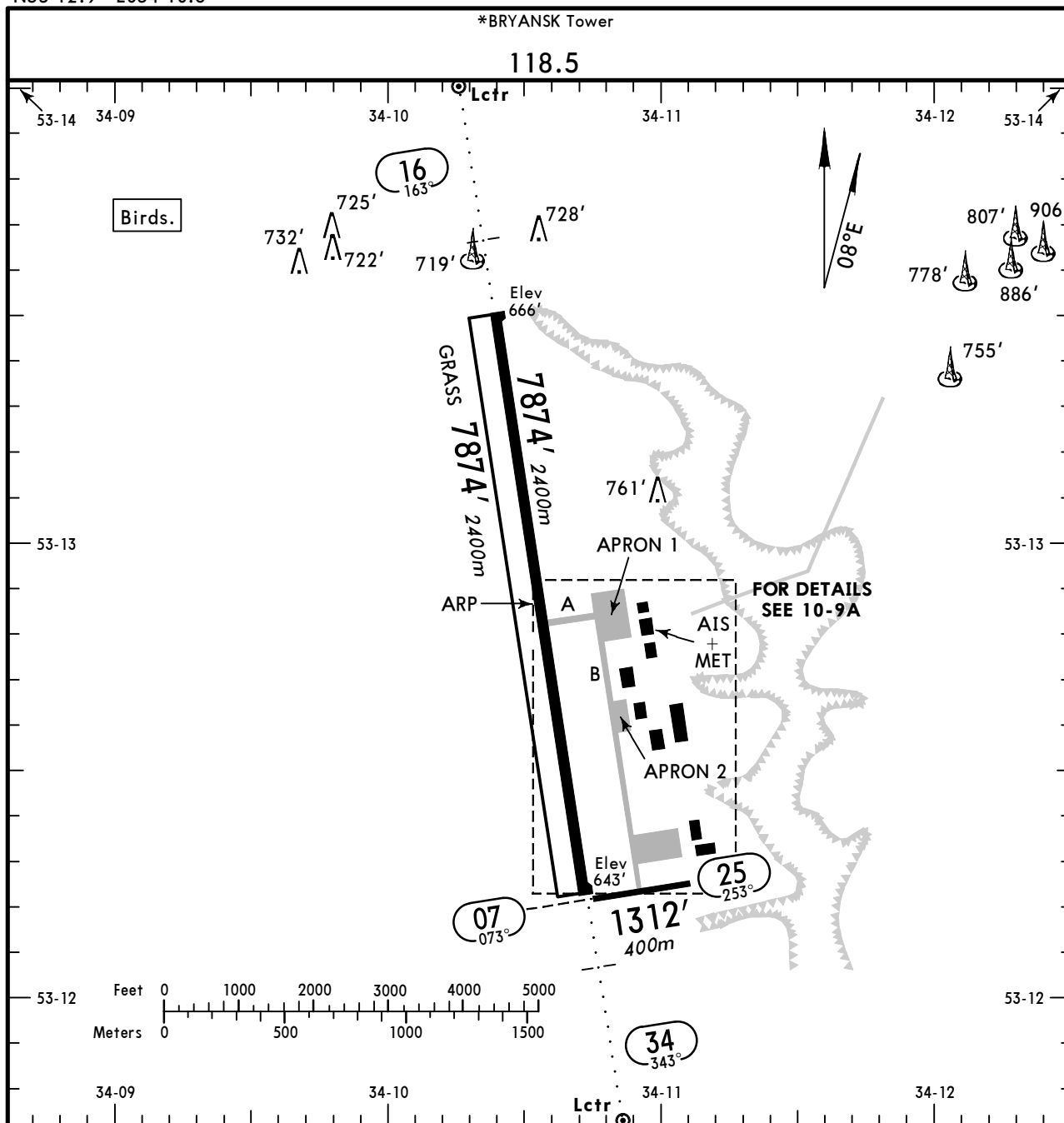
QNH on request (QFE)
Trans level: FL40 Trans alt: 2310' (1667')
Crossings at airway entry points by ATC.



BUSUG 3, ELKEN 3
BABUL 3
BY ATC
RWY 34 DEPARTURES

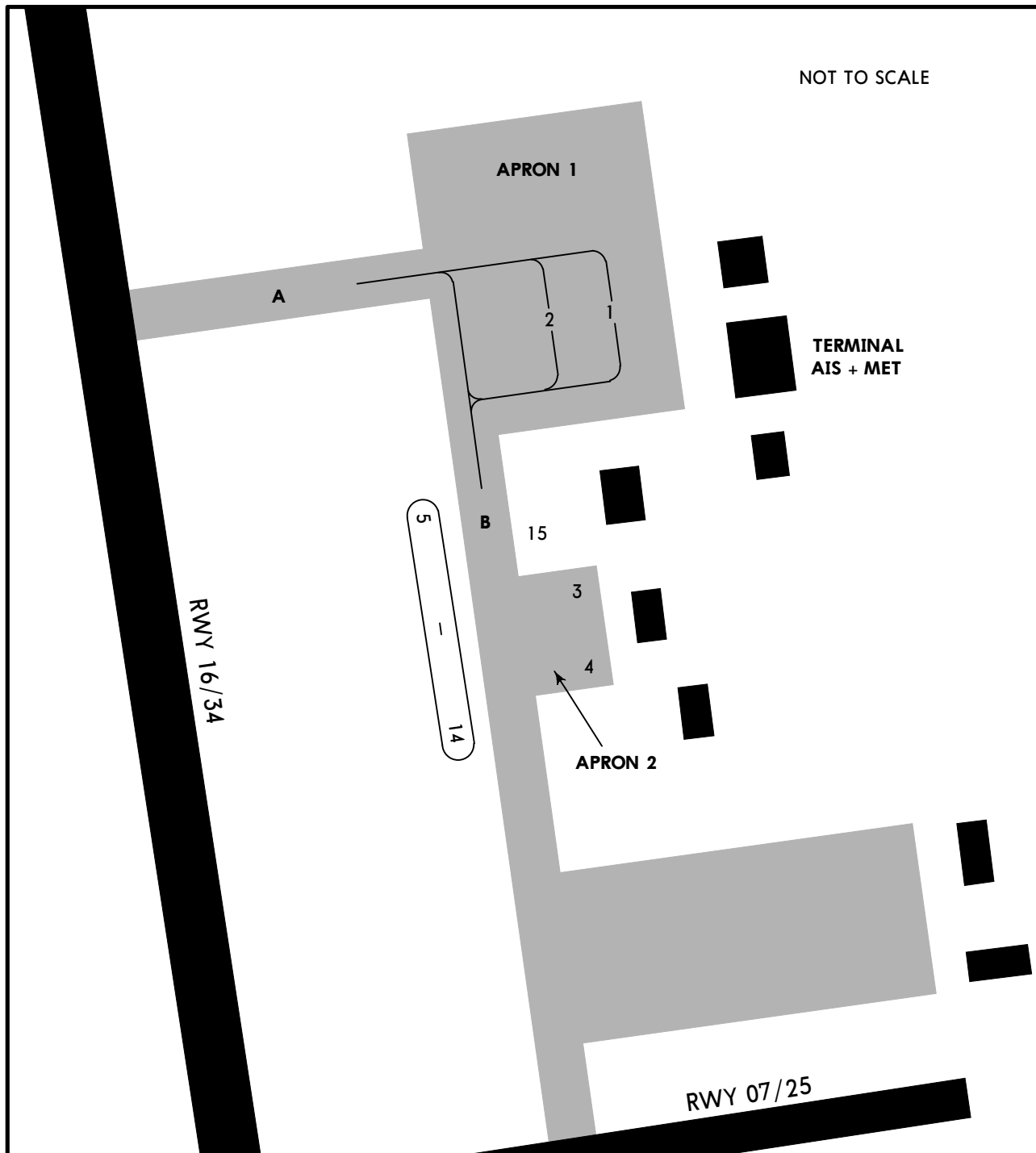


ALT/HEIGHT CONVERSION	
QNH	(QFE)
1300'	(657' - 200m)
2310'	(1667' - 500m)



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
07	25				69' 21m
16	34	RL (60m) ALS			138' 42m
16	34	RL (60m) ALS PAPI-L (2.67°)	7084' 2159m		
16	34	Grass runway			279' 85m

TAKE-OFF		
AIR CARRIER (JAA)		
Main Rwy		
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	400m
C		
D	300m	



Taxiing along Twy B shall be carried out strictly along the centerline, only under inboard engines power and at idle power.
Stand 15 available for helicopters.

STRAIGHT-IN RWY		A	B	C	D
16	NDB ①②	1020' (354')	1020' (354')	1020' (354')	1020' (354')
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ①③	1020' (354')	1020' (354')	1020' (354')	1020' (354')
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1600m	R1600m	R1600m	R1600m
34	ILS	843' (200')	843' (200')	843' (200')	843' (200')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①②	1000' (357')	1000' (357')	1000' (357')	1000' (357')
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ①③	1000' (357')	1000' (357')	1000' (357')	1000' (357')
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1600m	R1600m	R1600m	R1600m

① Continuous Descent Final Approach.

② with FAF.

③ w/o FAF.

TAKE-OFF RWY 16, 34

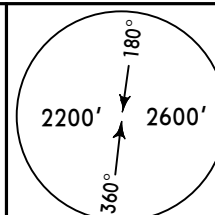
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

*BRYANSK Tower

118.5

BRIEFING STRIP

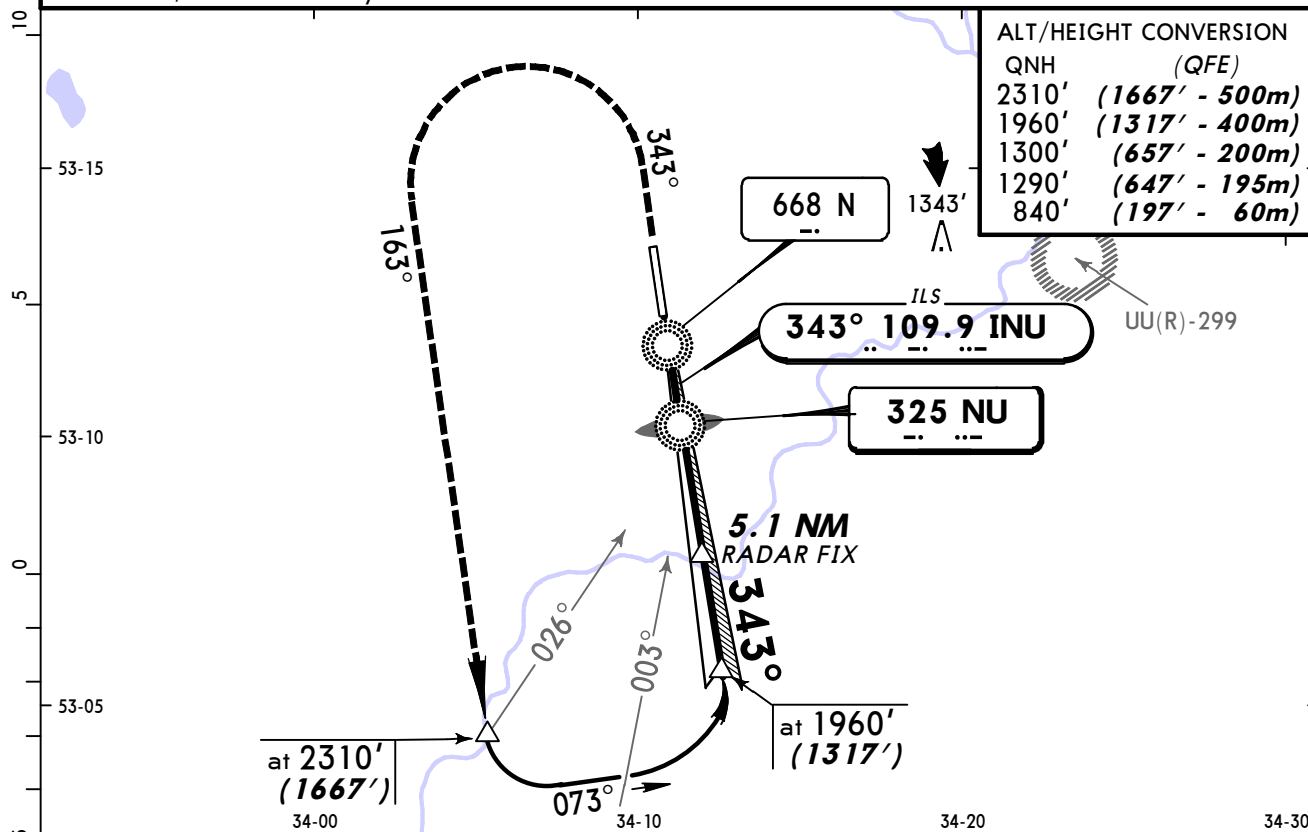
LOC INU 109.9	Final Apch Crs 343°	GS LOM 1283' (640')	ILS DA(H) 843' (200')	Apt Elev 666' RWY 643'
NDB NU 325		Minimum Alt 5.1 NM RADAR FIX 1960' (1317')	NDB MDA(H) 1000' (357')	



MISSED APCH: Climb on 343° to 1300' (657'), then turn LEFT onto 163° climbing to 2310' (1667'), then according to chart.

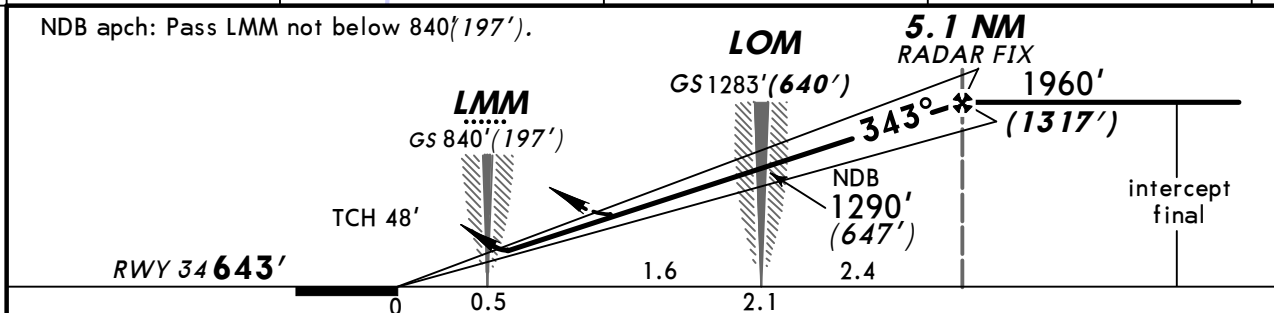
MSA
ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2310' (1667')
LOM is 79'/24m LEFT of rwy centerline.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2310'	(1667' - 500m)
1960'	(1317' - 400m)
1300'	(657' - 200m)
1290'	(647' - 195m)
840'	(197' - 60m)

NDB apch: Pass LMM not below 840' (197').



Gnd speed-Kts	70	90	100	120	140	160	ALS	1300' (657')	on 343°	163°	2310' (1667')
ILS GS or NDB Desc Angle 2.67°	336	432	480	576	671	767	PAPI	↑	↑	↑	↑

STRAIGHT-IN LANDING RWY 34													
ILS				LOC (GS out)				NDB					
DA(H) 843' (200')								MDA(H) 1000' (357')					
FULL		ALS out								ALS out			
A	1200m			NOT AUTH			2000m						
B													
C													
D													

PANS OPS

BRYANSK, RUSSIA
2 NDB Rwy 16

PLANS OPS

Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BRYANSK, (BRYANSK - UUBP)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUBP