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JEPPESEN
JeppView for Windows

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Airport Information For UUBP
Terminal Charts For UUBP
Revision Letter For Cycle 13-2016
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Notebook

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General Information

Location: BRYANSK RUS
ICAO/IATA: UUBP / BZK
Lat/Long: N53° 12.87', E034° 10.55'
Elevation: 666 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -4:00 = UTC
Magnetic Variation: 8.0° E

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

Sunrise: 0115 Z
Sunset: 1814 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: 118.500
AWIS: 124.200 Non-English

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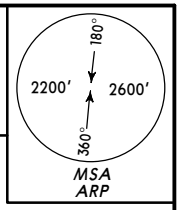
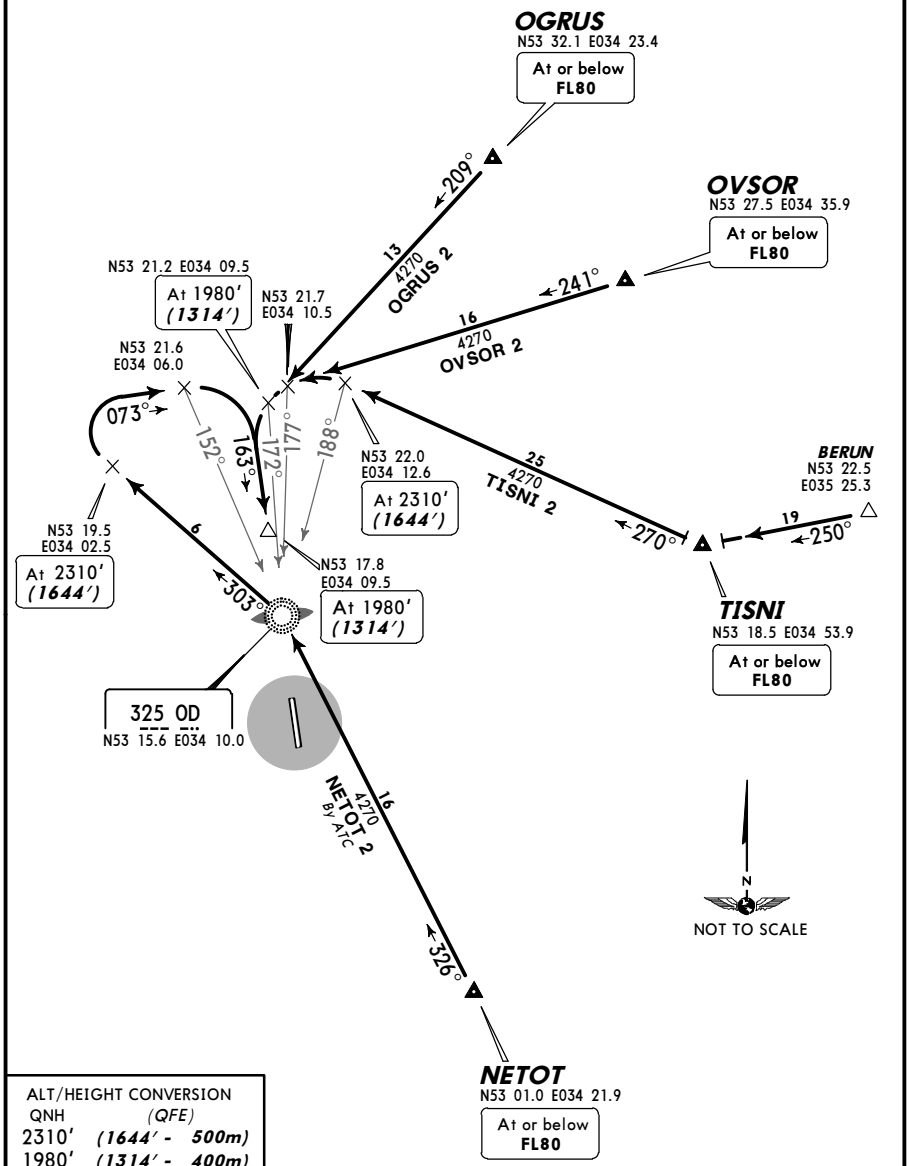
Apt Elev 666′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2310′ *(1644′)* 1. Aircraft shall reach FL40 at 5.4 NM before base turn and at 10.8 NM before FAF during straight-in approach. 2. Proceed to LOM as directed by ATC, turn on track 343°, then according to the rectangular 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)*

CHANGES: MSA; STARs revised.

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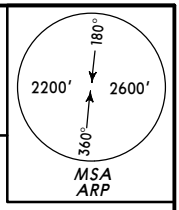
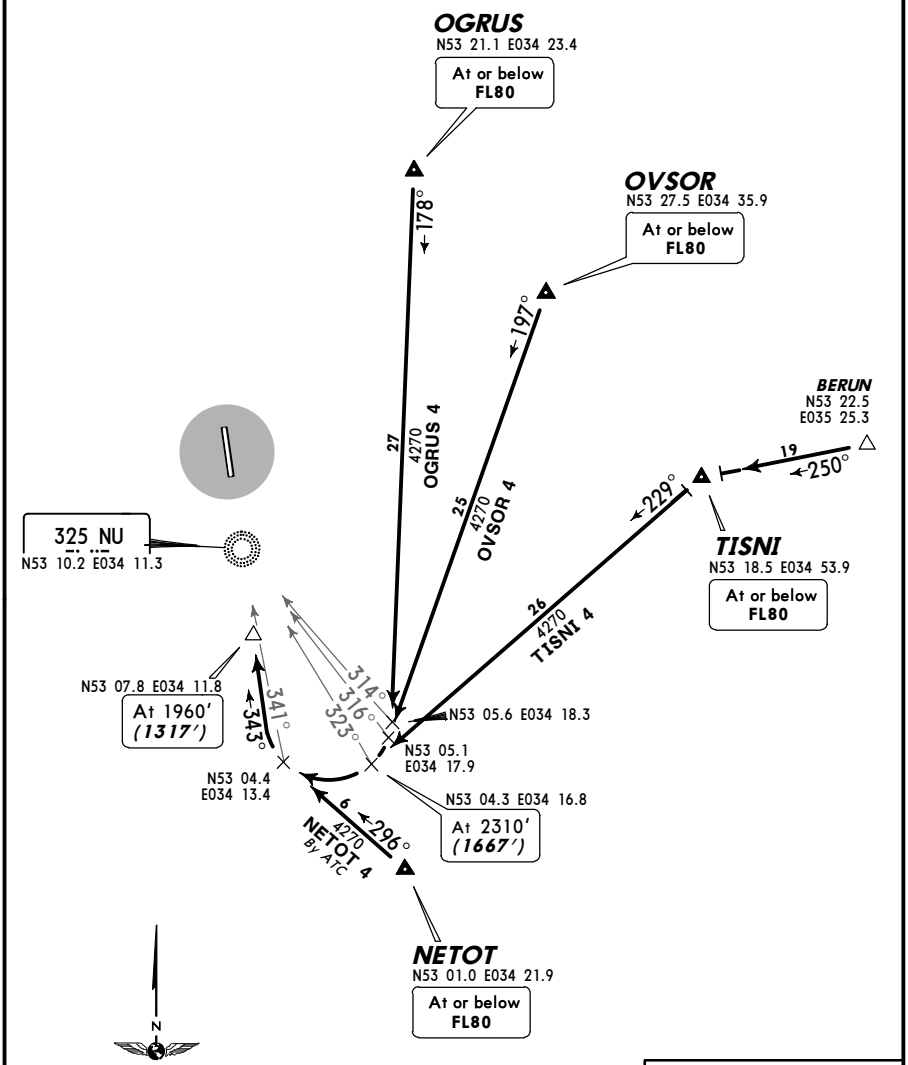
Apt Elev 666′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2310′ *(1667′)* 1. Aircraft shall reach FL40 at 5.4 NM before base turn and at 10.8 NM before FAF during straight-in approach. 2. Proceed to LOM as directed by ATC, turn on track 163°, then according to the rectangular 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)*

CHANGES: MSA; STARs revised.

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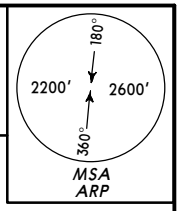
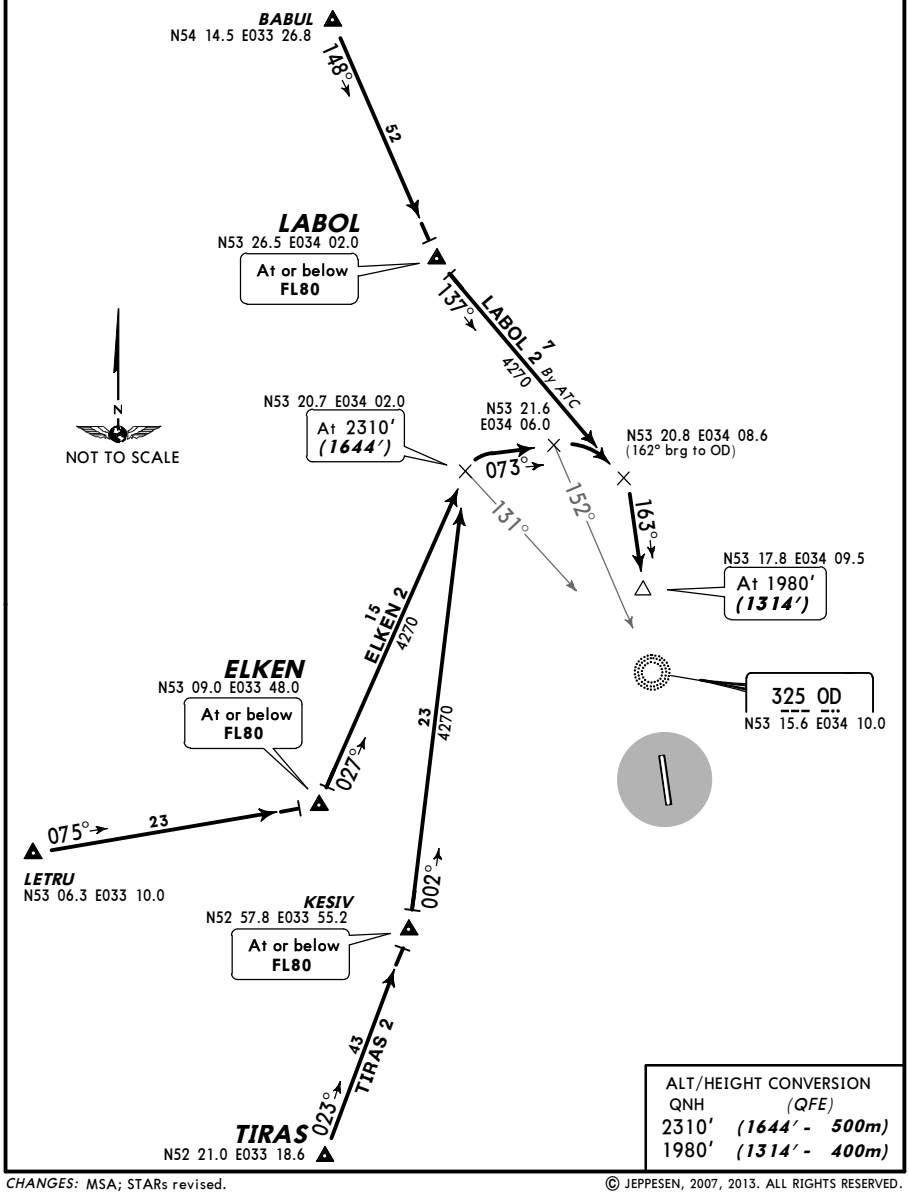
Apt Elev 666′

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
2310′	*(1644′ - 500m)*
1980′	*(1314′ - 400m)*

CHANGES: MSA; STARs revised.

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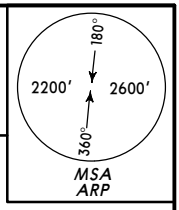
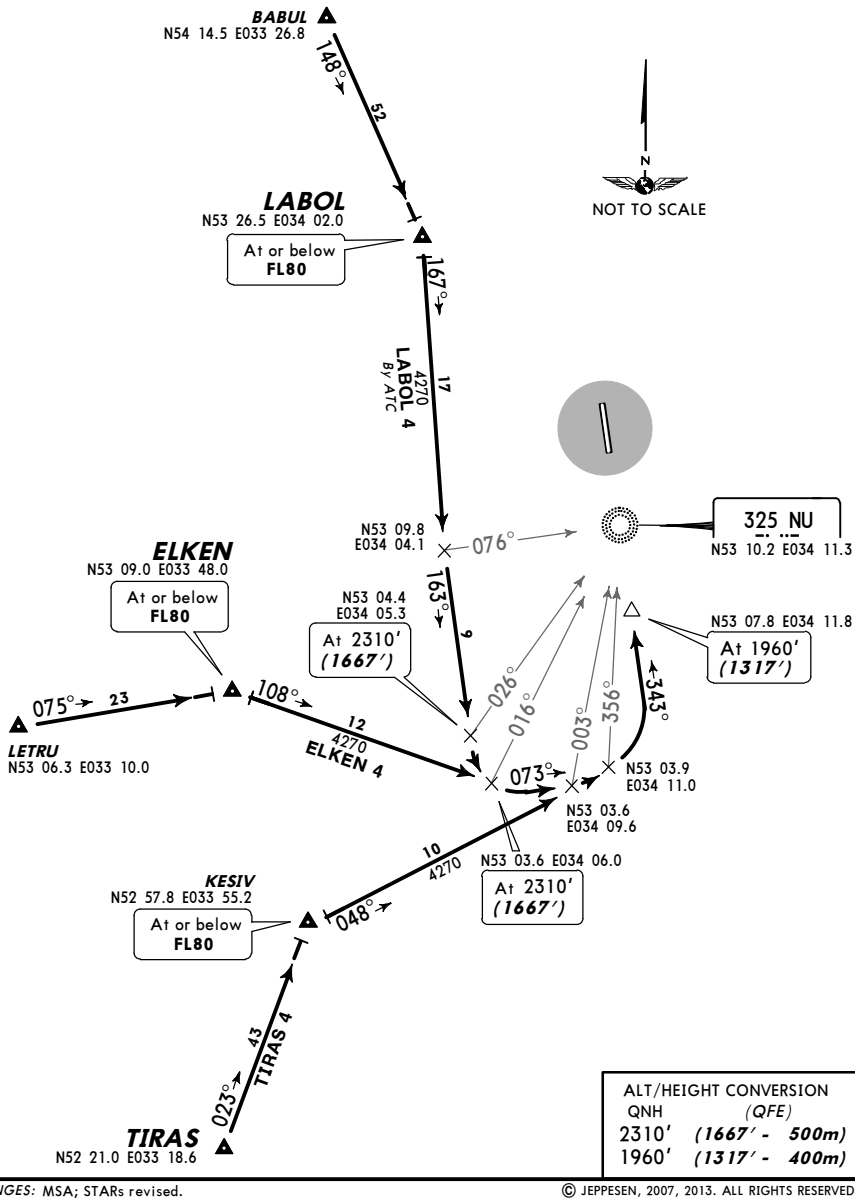
Apt Elev 666′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2310′ ***(1667′)*** 1. Aircraft shall reach FL40 at 5.4 NM before base turn and at 10.8 NM before FAF during straight-in approach. 2. Proceed to LOM as directed by ATC, turn on track 163°, then according 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)***

CHANGES: MSA; STARs revised.

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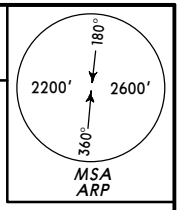
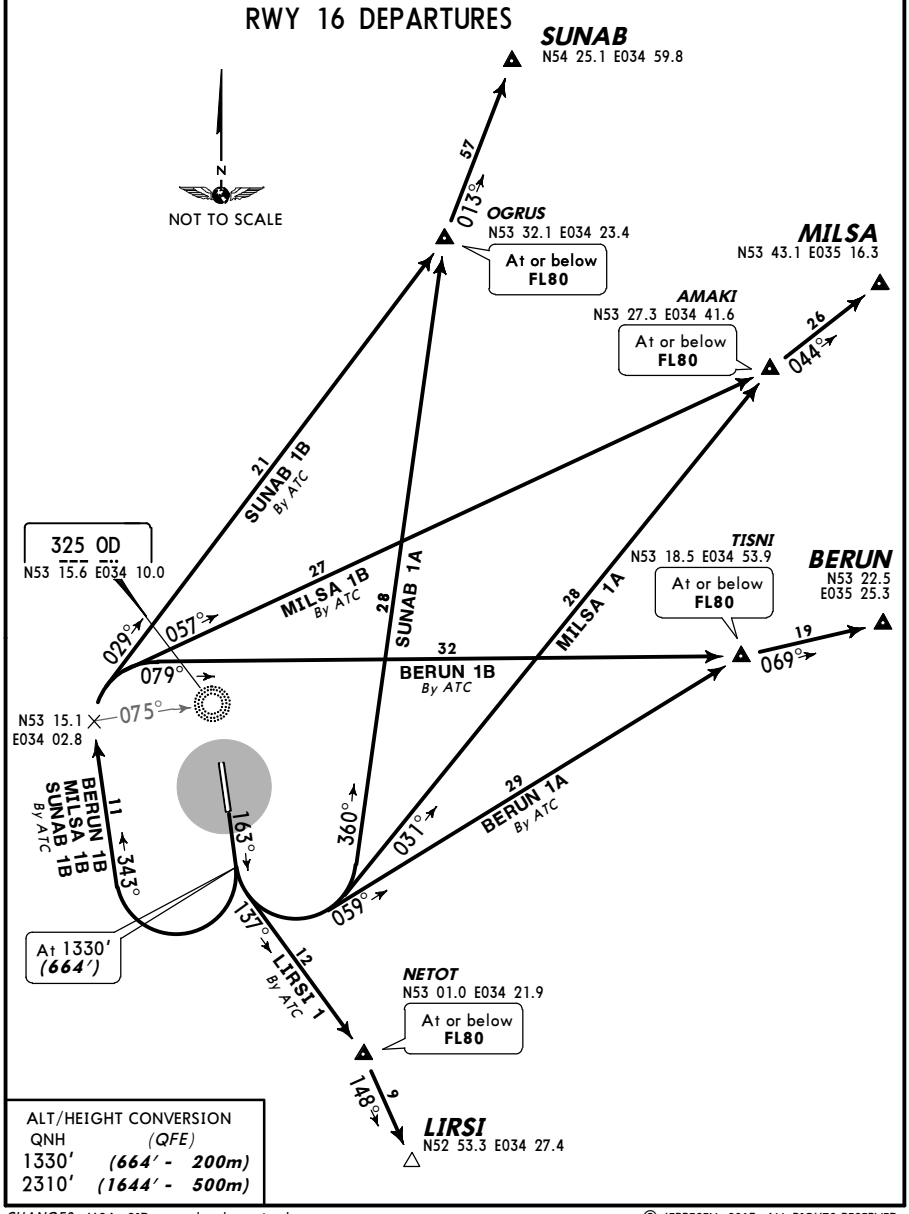
Apt Elev	
666′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2310′ ***(1644′)*** Crossings at airway entry points by ATC.



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)***

CHANGES: MSA; SIDs completely revised.

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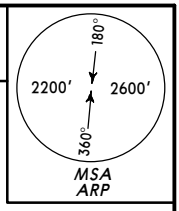
Apt Elev 666′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2310′ *(1667′)* Crossings at airway entry points by ATC.

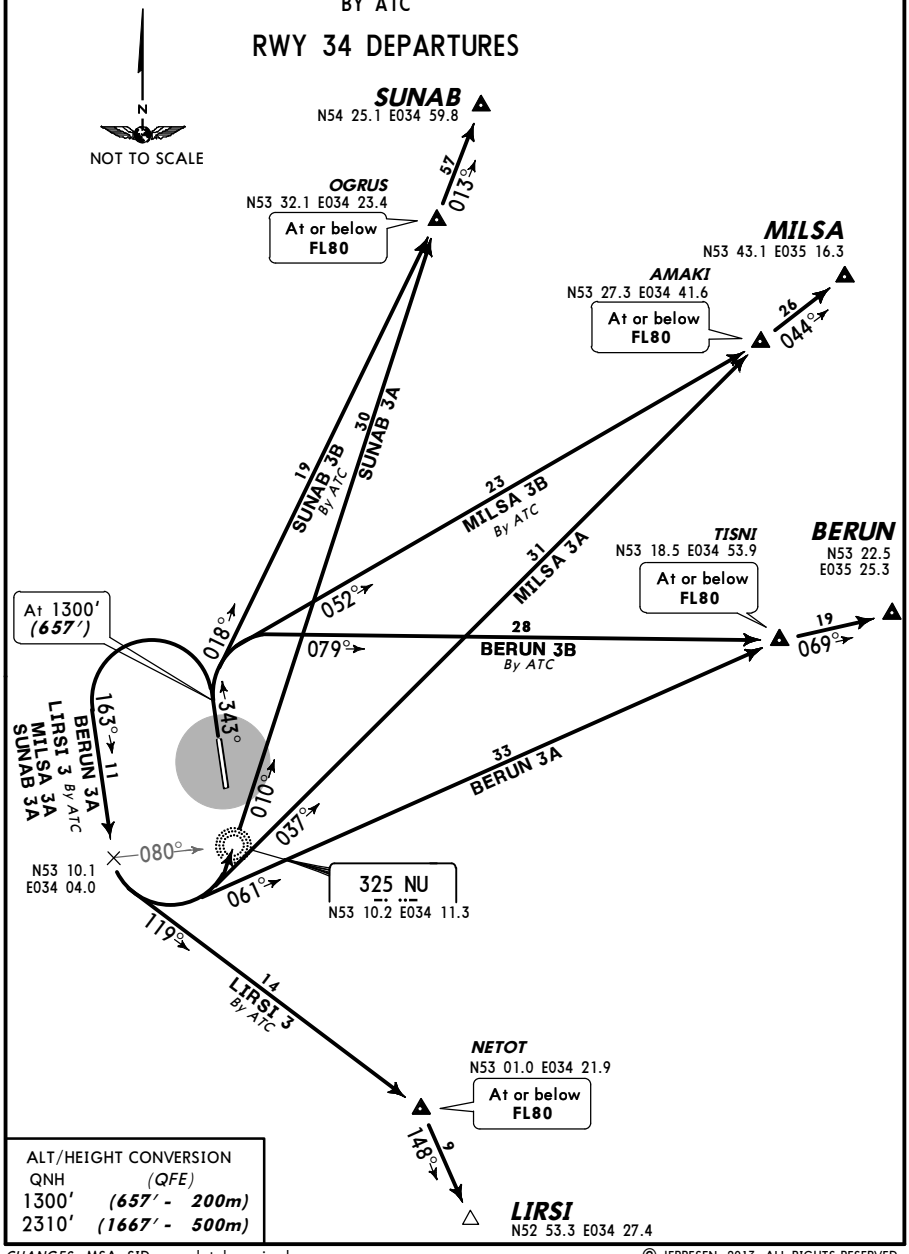


BERUN 3A *[BERU3A]*, MILSA 3A *[MILS3A]*
SUNAB 3A *[SUNA3A]*

BERUN 3B *[BERU3B]*, MILSA 3B *[MILS3B]*
LIRSI 3, SUNAB 3B *[SUNA3B]*

BY ATC

RWY 34 DEPARTURES



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

CHANGES: MSA; SIDs completely revised.

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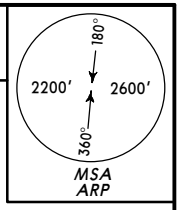
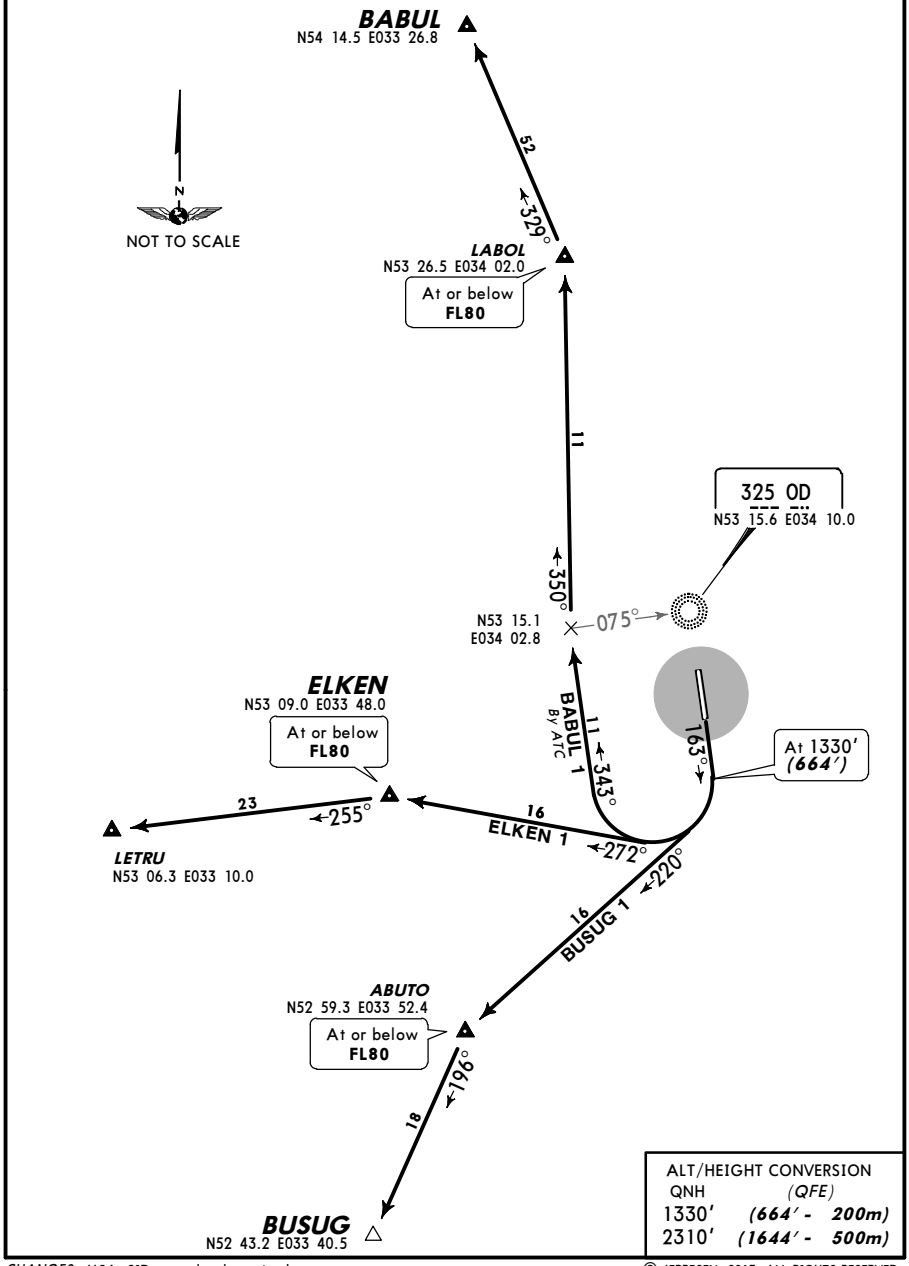
Apt Elev	
666′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2310′ ***(1644′)*** Crossings at airway entry points by ATC.



BUSUG 1, ELKEN 1
BABUL 1
BY ATC

RWY 16 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1330′	***(664′ - 200m)***
2310′	***(1644′ - 500m)***

CHANGES: MSA; SIDs completely revised.

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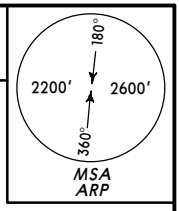
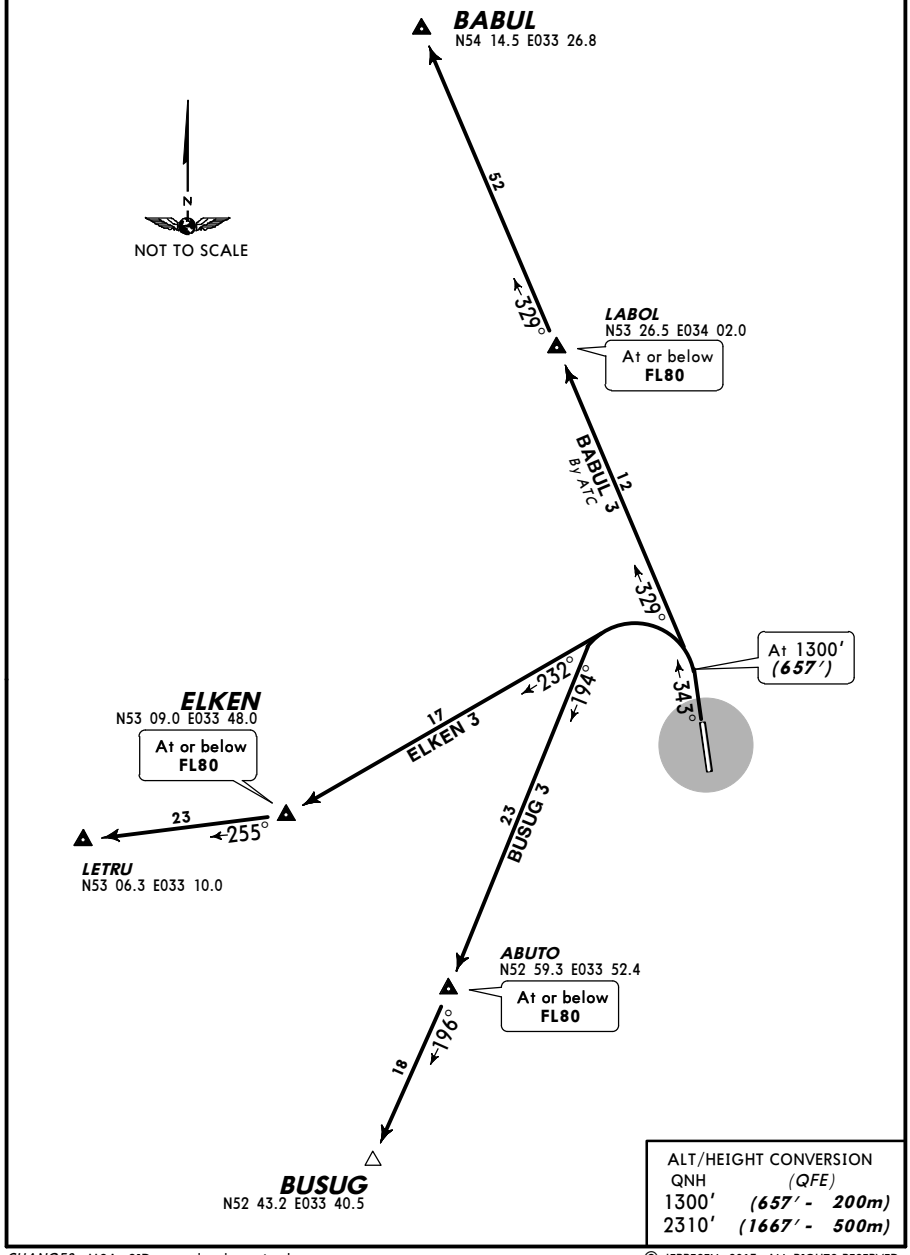
Apt Elev 666′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2310′ ***(1667′)*** Crossings at airway entry points by ATC.



BUSUG 3, ELKEN 3
BABUL 3
BY ATC

RWY 34 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1300′	***(657′ - 200m)***
2310′	***(1667′ - 500m)***

CHANGES: MSA; SIDs completely revised.

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UUBP/BZK

Apt Elev **666′**

N53 12.9 E034 10.6

JEPPESEN

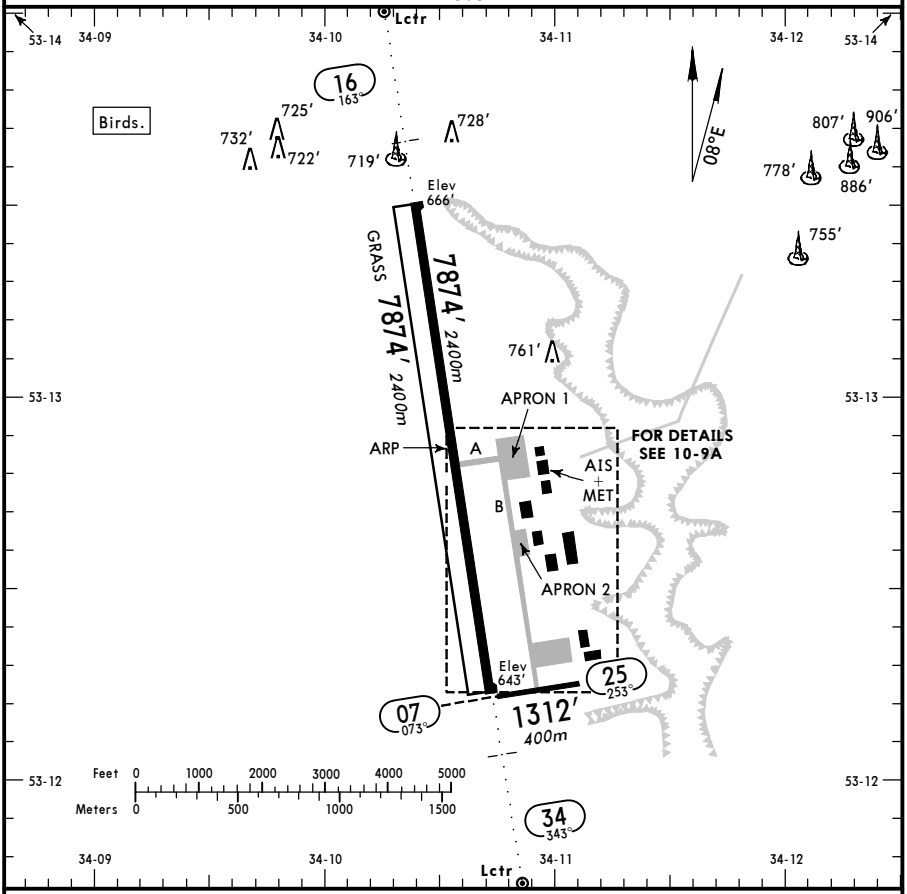
13 SEP 13 (10-9) **Eff 19 Sep**

BRYANSK, RUSSIA

BRYANSK

*BRYANSK Tower

118.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
07 25					69′ *21m*
16	RL *(60m)* ALS				138′
34	RL *(60m)* ALS PAPI-L (2.67°)		7084′ *2159m*		*42m*
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	*250m*	*400m*
B		
C		
D	*300m*	

CHANGES: Elevations. Twy designations. PAPI added. Usable lengths.

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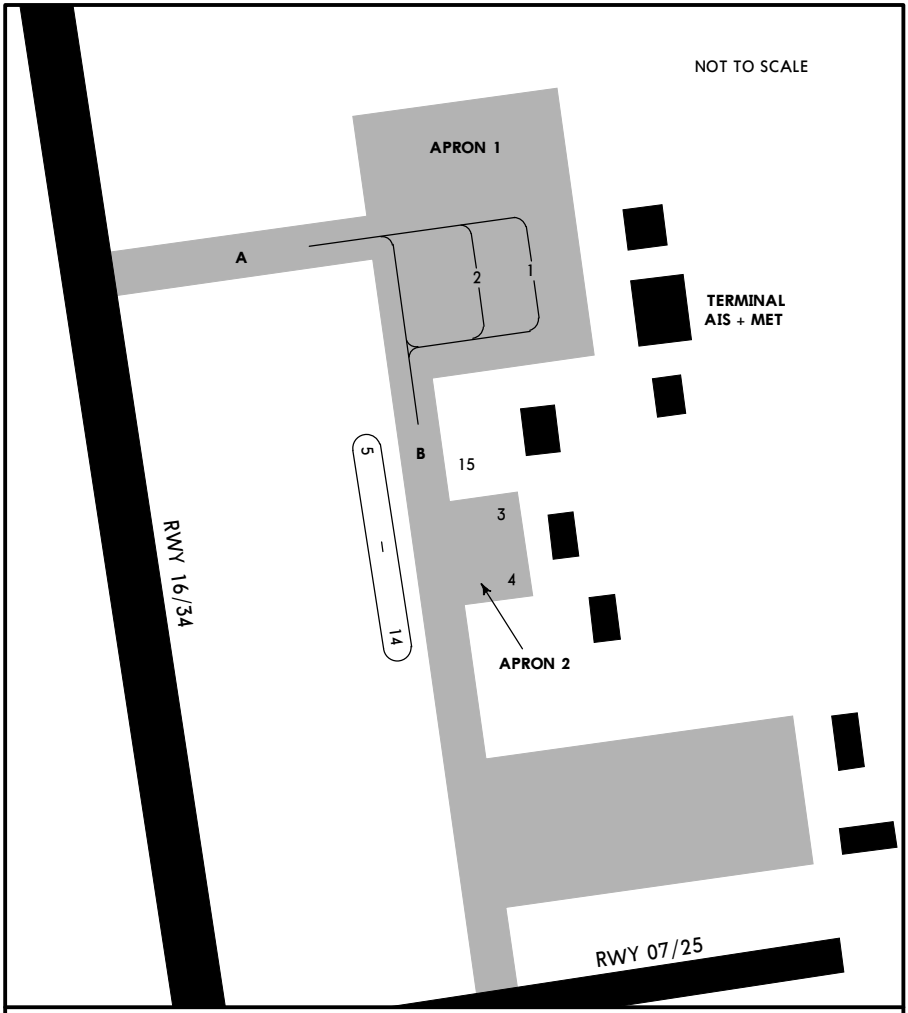

Taxiing along Twy B shall be carried out strictly along the centerline, only under inboard engines power and at idle power.
Stand 15 available for helicopters.

CHANGES: Twy designations. Notes. Coordinate withdrawn.

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

❶ Continuous Descent Final Approach.
❷ with FAF.
❸ 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, B, C	250m	400m	500m
D	300m		

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UUBP/BZK
BRYANSK

JEPPESEN
13 SEP 13 (11-1) Eff 19 Sep

BRYANSK, RUSSIA
ILS or 2 NDB Rwy 34

*BRYANSK Tower
118.5

BRIEFING STRIP TM

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

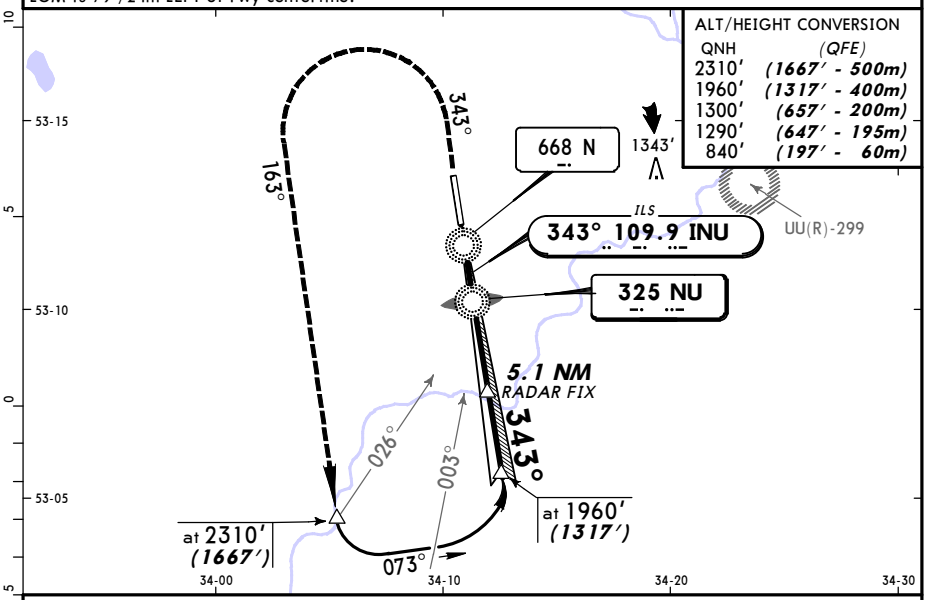
MSA ARP: 2200′ (180°–360°), 2600′

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

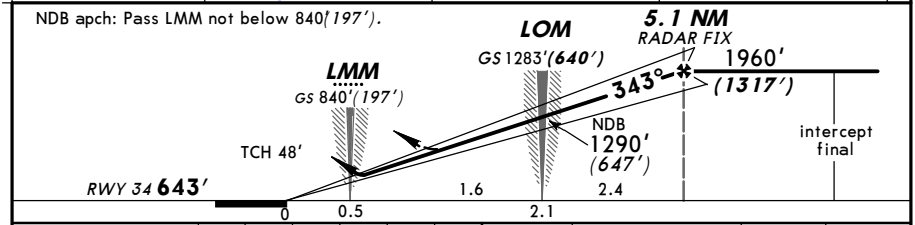
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2310′ (1667′)
LOM is 79′/24m LEFT of rwy centerline.

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
ILS GS or NDB Desc Angle 2.67°	336	432	480	576	671	767

ALS PAPI — 1300′ (657′) on 343° — 163° LT — 2310′ (1667′)

STRAIGHT-IN LANDING RWY 34

ILS		LOC (GS out)	NDB	
DA(H) 843′ (200′)			MDA(H) 1000′ (357′)	
FULL	ALS out			ALS out

PANS OPS

A	1200m	NOT AUTH	2000m	
B				
C				
D				

CHANGES: Elevations. MSA. Procedure.

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UUBP/BZK
BRYANSK

JEPPESEN
13 SEP 13 (16-1) Eff 19 Sep

BRYANSK, RUSSIA
2 NDB Rwy 16

BRIEFING STRIP TM

*BRYANSK Tower
118.5

NDB OD	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 666′
325	163°	5.0 NM RADAR FIX 1980′(1314′)	990′(324′)	RWY 666′

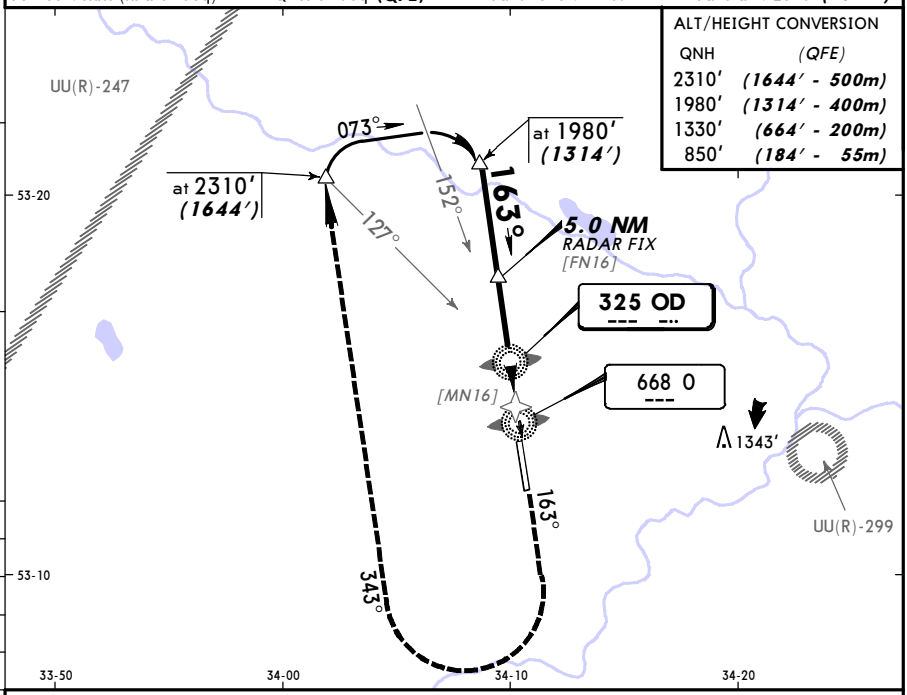
MISSED APCH: Climb on 163° to 1330′(664′), then turn RIGHT onto 343° climbing to 2310′(1644′), then according to chart.

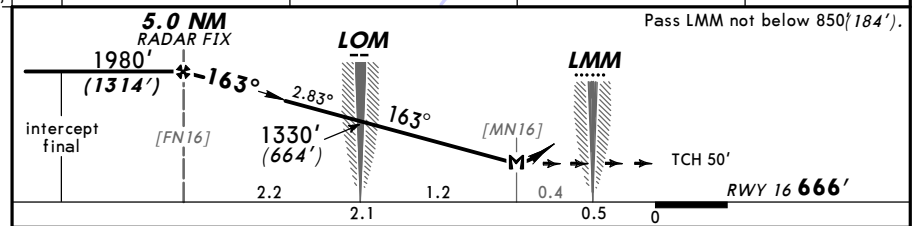
180° 2200′ 2600′ 360°
MSA
ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2310′(1644′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2310′	(1644′ - 500m)
1980′	(1314′ - 400m)
1330′	(664′ - 200m)
850′	(184′ - 55m)





Pass LMM not below 850′(184′).

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.83°	350	451	501	601	701	801
LOM to MAP	1.2	1:02	0:48	0:43	0:36	0:31	0:27

ALS

1330′ (664′) on 163°

343° RT

2310′ (1644′)

STRAIGHT-IN LANDING RWY 16

	with FAF MDA(H) 990′(324′)		w/o FAF MDA(H) 1020′(354′)	
		ALS out		ALS out
A	1600m		1600m	
B				
C				
D			2000m	

PANS OPS

CHANGES: Elevations. MSA. Procedure. Minimums.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BRYANSK, (BRYANSK - UUBP)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUBP