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Airport Information For UMBB

Terminal Charts For UMBB

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: BREST BLR
ICAO/IATA: UMBB / BQT
Lat/Long: N52° 06.5', E023° 53.8'
Elevation: 469 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 7.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0239 Z
Sunset: 1803 Z

Runway Information

Runway: 11
Length x Width: 8596 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 454 ft
Lighting: Edge, ALS

Runway: 29
Length x Width: 8596 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 464 ft
Lighting: Edge, ALS

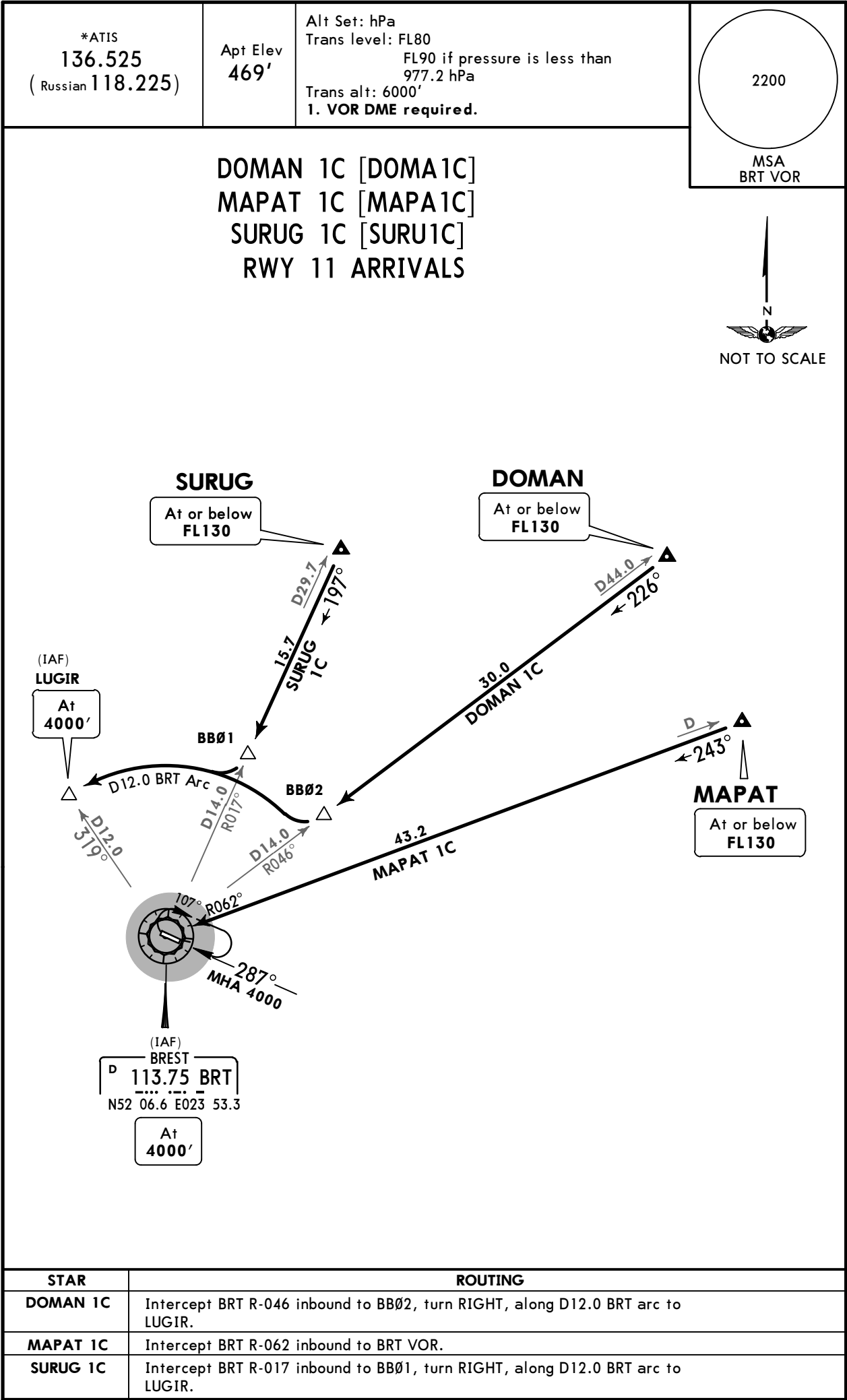
Communication Information

ATIS: 136.525
ATIS: 118.225 Non-English
Brest Tower: 127.700

UMBB/BQT
BREST

JEPPESSEN
26 OCT 18 10-2 Eff 8 Nov

BREST, BELARUS
STAR



UMBB/BQT
BREST

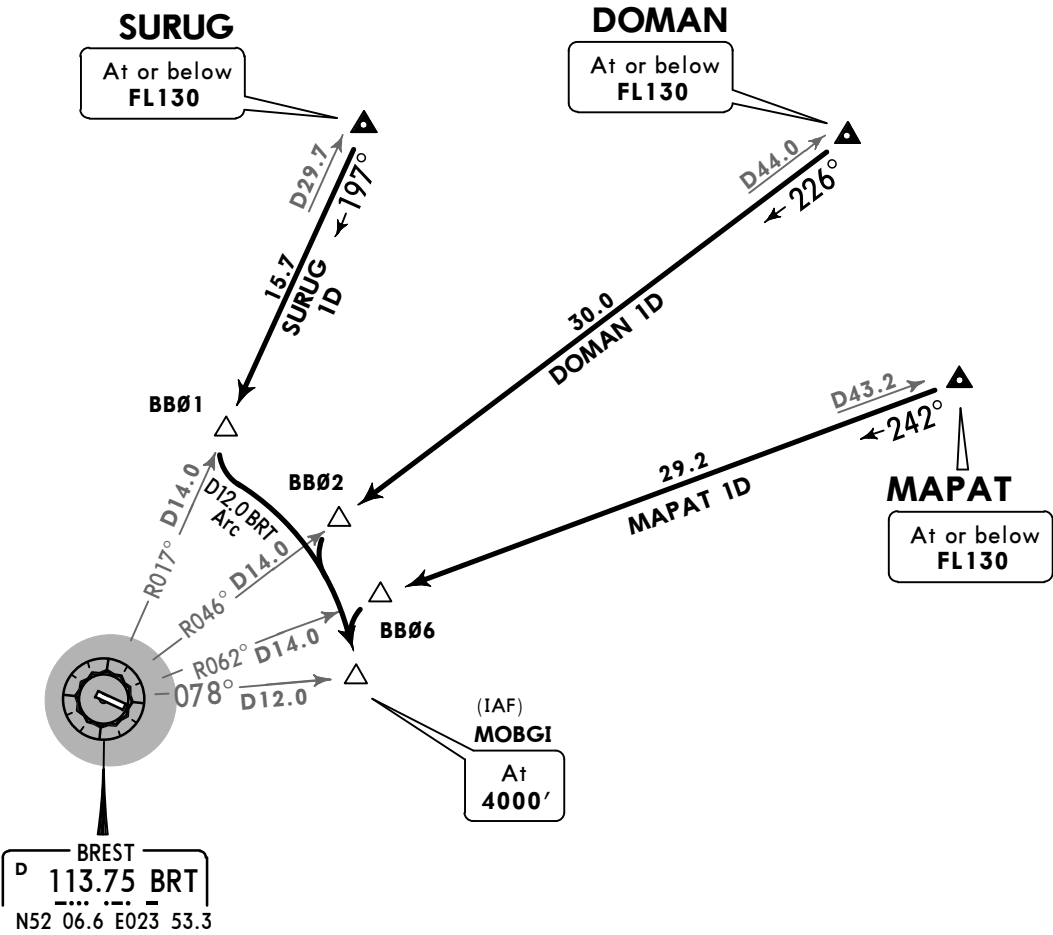
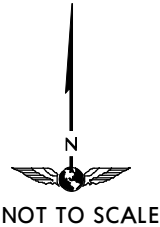
26 OCT 18 **10-2A** Eff 8 Nov

BREST, BELARUS

STAR

*ATIS 136.525 (Russian 118.225)	Apt Elev 469'	Alt Set: hPa Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000' 1. VOR DME required.	2200 MSA BRT VOR
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DOMAN 1D [DOMA1D]
MAPAT 1D [MAPA1D]
SURUG 1D [SURU1D]
RWY 29 ARRIVALS

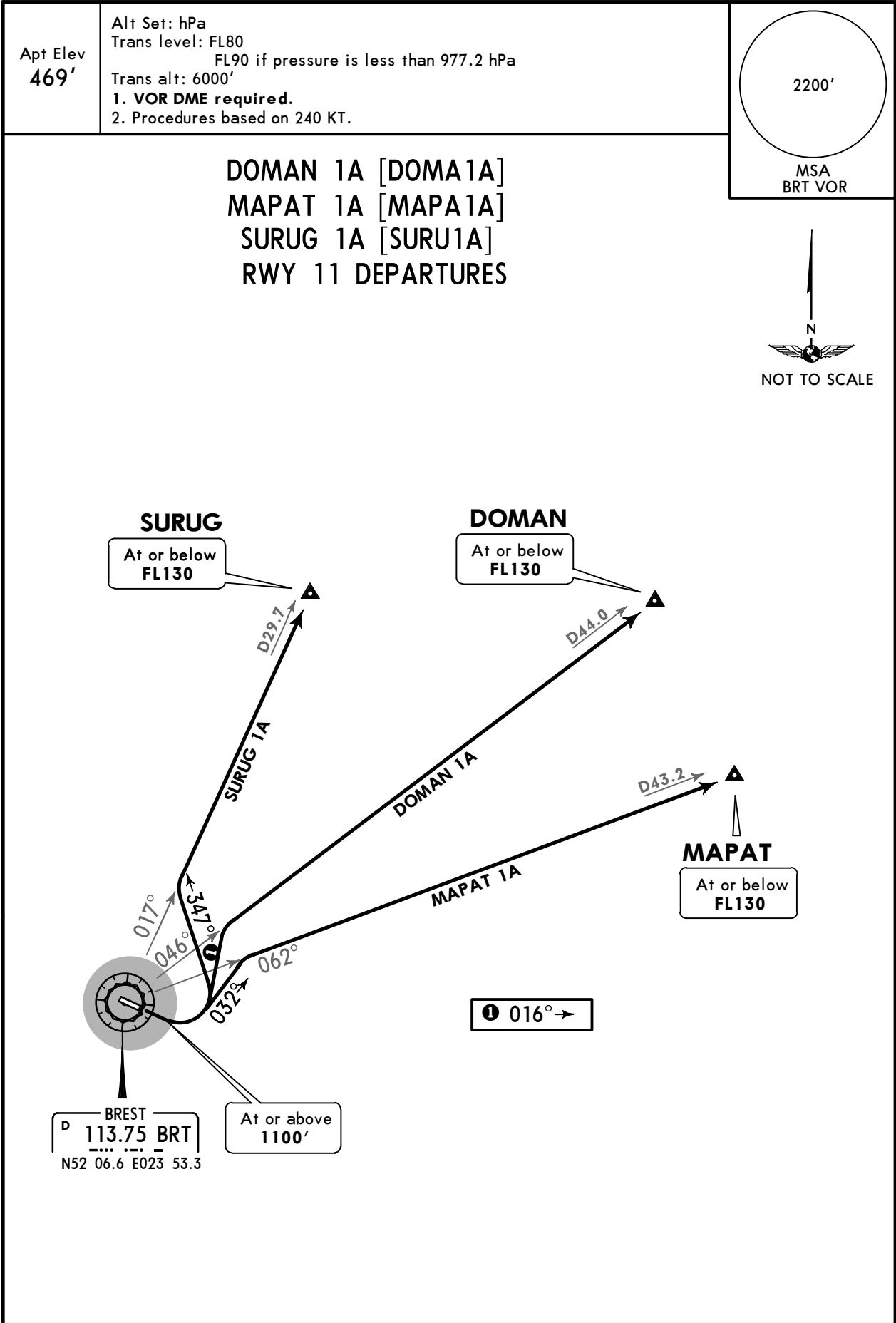


STAR	ROUTING
DOMAN 1D	Intercept BRT R-046 inbound to BB02, turn LEFT, along D12.0 BRT arc to MOBGI.
MAPAT 1D	Intercept BRT R-062 inbound to BB06, turn LEFT, along D12.0 BRT arc to MOBGI.
SURUG 1D	Intercept BRT R-017 inbound to BB01, turn LEFT, along D12.0 BRT arc to MOBGI.

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JEPPesen
26 OCT 18 10-3 Eff 8 Nov

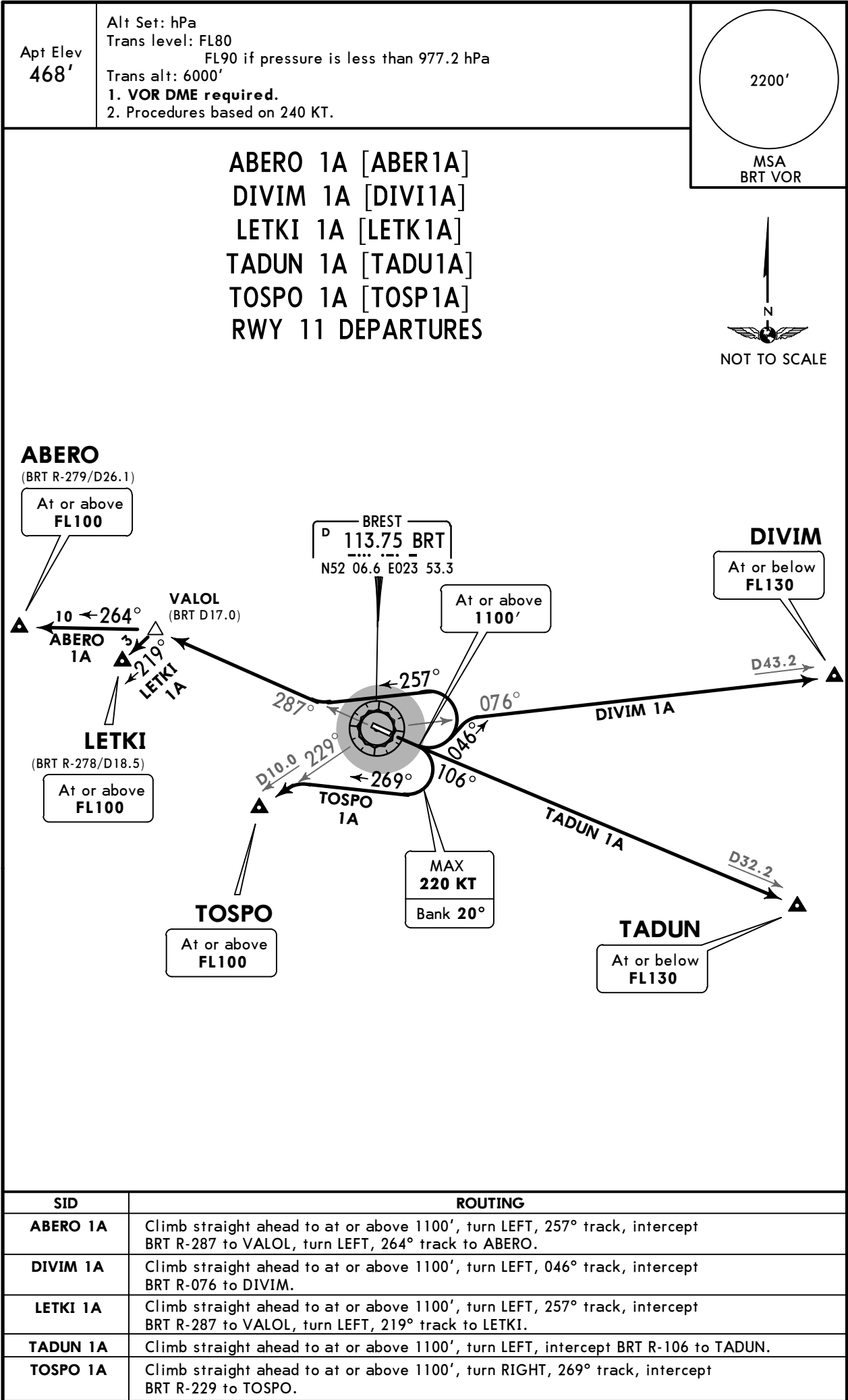
BREST, BELARUS
SID



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BREST

JEPPESSEN
23 DEC 16 10-3B Eff 5 Jan

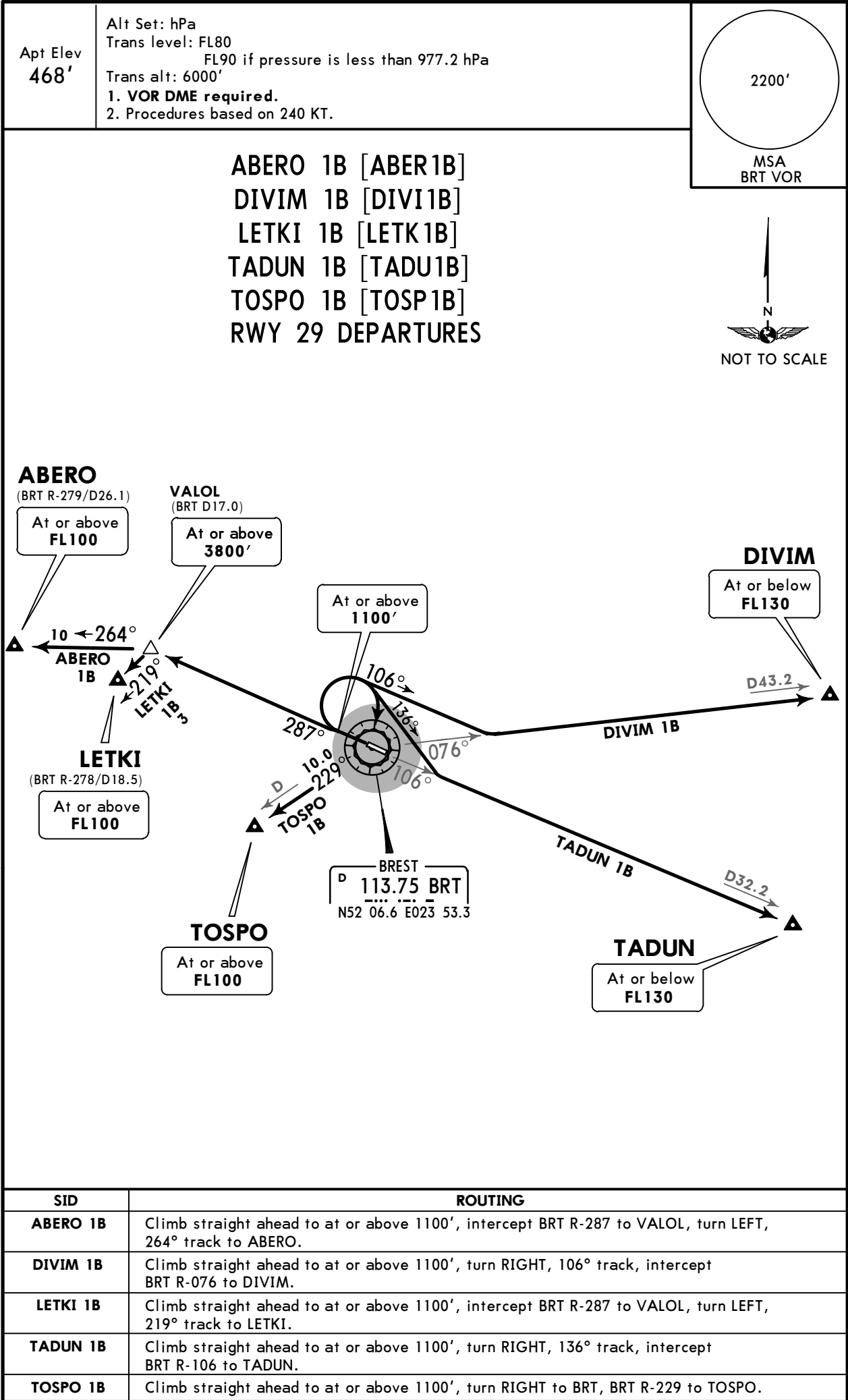
BREST, BELARUS
SID



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BREST

JEPPESSEN
23 DEC 16 10-3C Eff 5 Jan

BREST, BELARUS
SID



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BREST

 **JEPPESEN**
26 JUL 13 **10-4**

BREST, BELARUS
NOISE

NOISE ABATEMENT

ARRIVALS

Noise abatement procedures during approach phase shall be carried out by crews of all ACFT according to the Aeroplane Flight Manual unless there are unfavourable meteorological conditions, such as considerable wind speed, cumulo-nimbus clouds etc., in arrival and approach sectors. During instrument as well as visual approach, flying below the ILS glide path angle is not allowed.

No noise abatement procedures shall prescribe the exceeding of indicated air speed of descent.

DEPARTURES

Noise abatement procedures during take-off and climbing phase shall be carried out by crews of all ACFT according to the Aeroplane Flight Manual, but not at the expense of flight safety in case of engines failure during take-off phase or in case of forecasted or expected wind shear or downward gusts.

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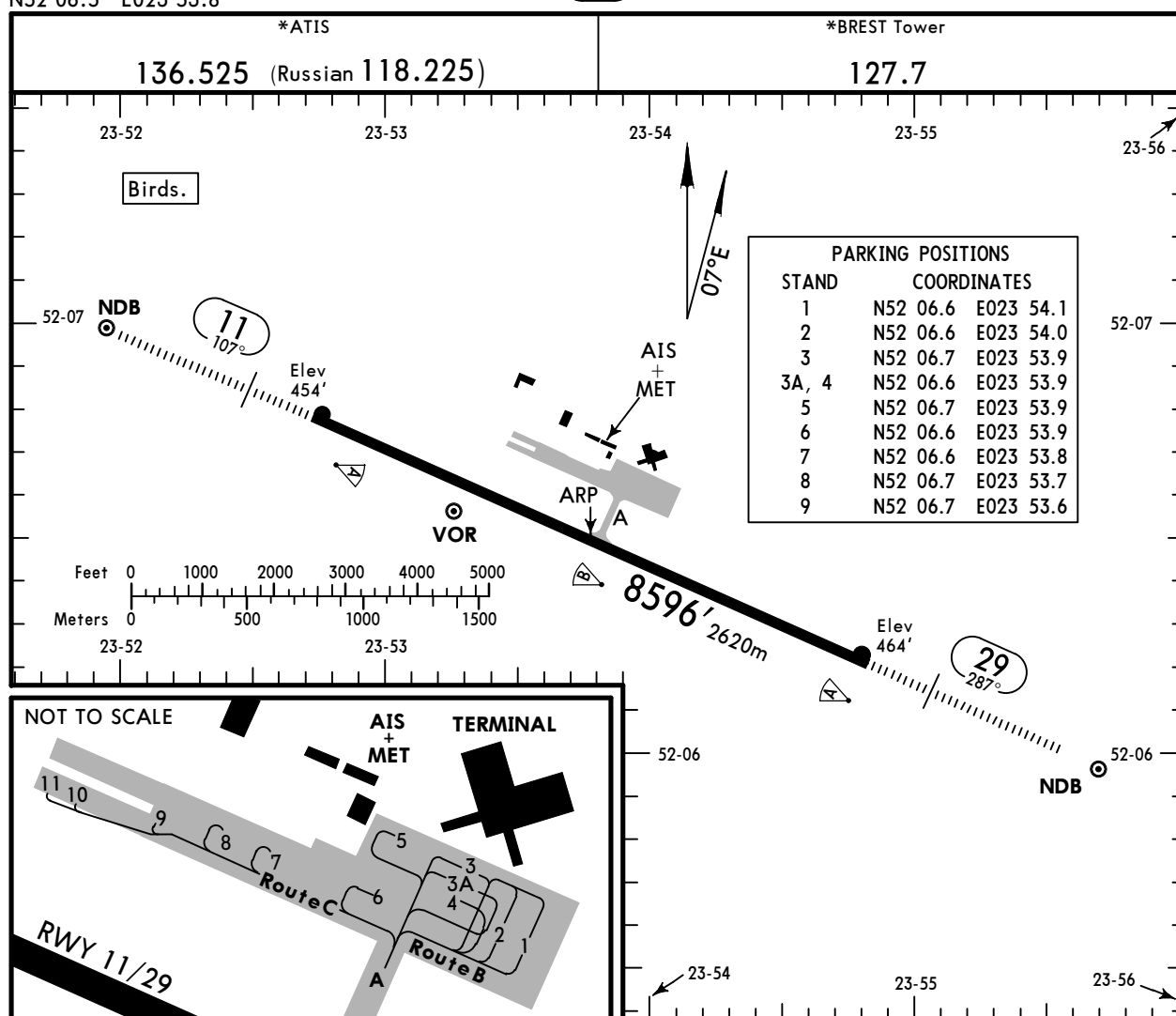
Apt Elev **469'**
N52 06.5 E023 53.8

JEPPesen

14 DEC 18 (10-9)

BREST, BELARUS

BREST



ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Landing Beyond Glide Slope		
11	HIRL (58m)	HIALS	PAPI-L (angle 3.00°)	RVR				138'
29	HIRL (58m)	HIALS	PAPI-L (angle 2.67°)	RVR		7502' 2287m	①	42m

1 TAKE-OFF RUN AVAILABLE

RWY 11:

From rwy head	8596' (2620m)
twy A int	4183' (1275m)

RWY 29:

From rwy head	8596' (2620m)
twy A int	4413' (1345m)

TAXI PROCEDURES:

During taxiing ACFT shall be escorted by Follow-me assistance as follows:

- when visibility is 400 m or less;
- at night - for ACFT with the MTOW of 30 t and more, regardless of the meteorological conditions;
- if the marking of TWYs along the route of taxiing or of stand is not visible even partially due to presence of snow, ice or other reasons;
- by a flight crew's request regardless of the time of the day, meteorological conditions and ACFT type.

If ACFT is on the stand not according to the marking, ACFT crew is obliged to inform the ATS unit.

During landing on RWY 11/29 ACFT with the landing distance, which does not allow to vacate RWY via TWY A, make a turn on the extensions of the ends of RWY. Turn of ACFT on the other parts of RWY are allowed when the turn radius of ACFT is 52' (16 m).

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

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1 SEP 17

10-9S
Eff 14 Sep
Standard
BREST, BELARUS
BREST

STRAIGHT-IN RWY		A	B	C	D
11	VOR ①	840' (387')	840' (387')	840' (387')	840' (387')
	with DME	R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	VOR	840' (387')	840' (387')	840' (387')	840' (387')
	w/o DME	R1300m	R1300m	R1500m	R1500m
	ALS out	R2000m	R2000m	R2200m	R2200m
	NDB Y ①	840' (387')	840' (387')	840' (387')	840' (387')
		R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB Z ①	1060' (607')	1060' (607')	1060' (607')	1060' (607')
		R1500m	R1500m	R2100m	R2100m
	ALS out	R1500m	R1500m	R2400m	R2400m
29	NDB Z	1060' (607')	1060' (607')	1060' (607')	1060' (607')
		R2300m	R2300m	R2500m	R2500m
	ALS out	R3000m	R3000m	R3200m	R3200m
	ILS ②	663' (200')	663' (200')	669' (206')	679' (216')
	FULL	③ R550m	③ R550m	③ R550m	③ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	VOR ①	830' (367')	830' (367')	830' (367')	830' (367')
	with DME	R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	VOR	830' (367')	830' (367')	830' (367')	830' (367')
	w/o DME	R1200m	R1200m	R1400m	R1400m
	ALS out	R1900m	R1900m	R2100m	R2100m
	NDB ①	830' (367')	830' (367')	830' (367')	830' (367')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ①	830' (367')	830' (367')	830' (367')	830' (367')
	with LOM	R1000m	R1000m	R1200m	R1200m
	ALS out	R1700m	R1700m	R1700m	R1700m
	NDB	830' (367')	830' (367')	830' (367')	830' (367')
	w/o LOM	R1200m	R1200m	R1400m	R1400m
	ALS out	R1900m	R1900m	R2100m	R2100m

① Continuous Descent Final Approach.

② LOC (GS out): NOT AUTHORIZED.

③ W/o HUD/AP/FD: RVR 750m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	950' (482')	1420' (952')	1520' (1052')	1520' (1052')
	V1500m ④	V1600m ④	V2400m ④	V3600m

④ or higher minimums of preceding straight-in approach.

TAKE-OFF

Low Visibility Take-off		Adequate vis ref (Day only)
Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	
A	400m	500m
B		
C		
D		

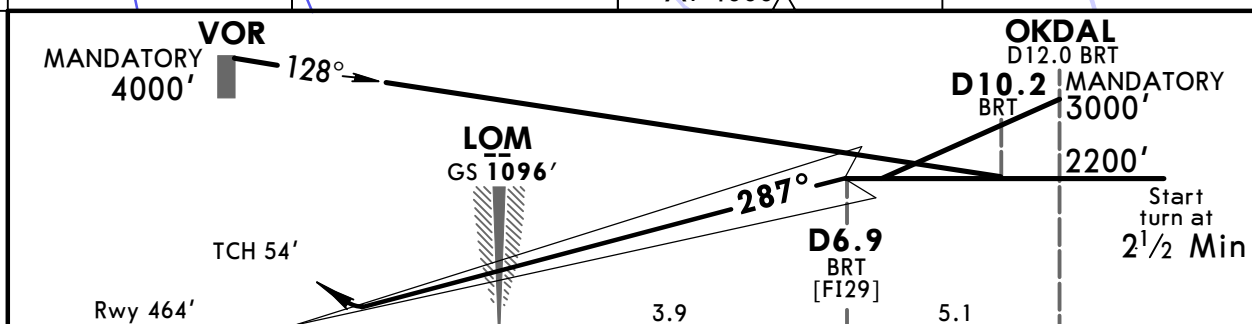
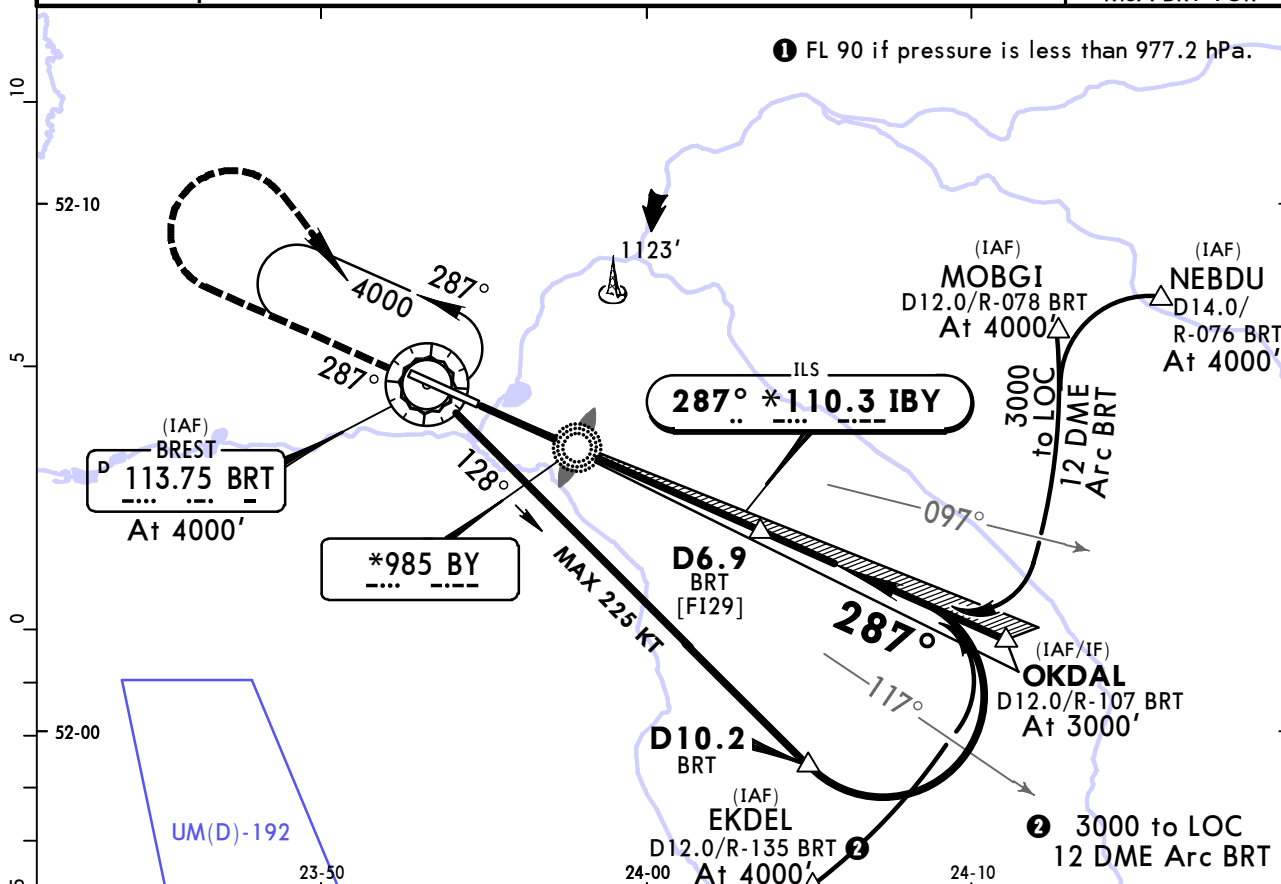
UMBB/BQT
BREST

JEPPESSEN
14 DEC 18 **(11-1)**

BREST, BELARUS
ILS Rwy 29

BRIEFING STRIP

*ATIS		*BREST Tower (APP/SRE/TWR)		*Ground	
136.525 (Russian 118.225)		127.7		127.7	
LOC IBY *110.3	Final Apch Crs 287°	GS LOM 1096' (632')	ILS DA(H) Refer to Minimums	Apt Elev 469' Rwy 464'	2200 MSA BRT VOR
MISSED APCH: Climb on 287° to 1500' or above, then turn RIGHT to VOR climbing to 2200', then as directed.					
Alt Set: hPa Rwy Elev: 17 hPa Trans level: FL 80 ① Trans alt: 6000'					
VOR DME required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1500' or above on 287°	2200' RT	BRT 113.75
GS	2.70°	334	430	478	573	669				

STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Max Kts	MDA(H)
DA(H)	C: 670' (206')			100	950' (481')
AB: 664' (200')	D: 680' (216')			135	1420' (951')
FULL	ALS out			180	1520' (1051')
A				205	1520' (1051')
B					
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED		
D					

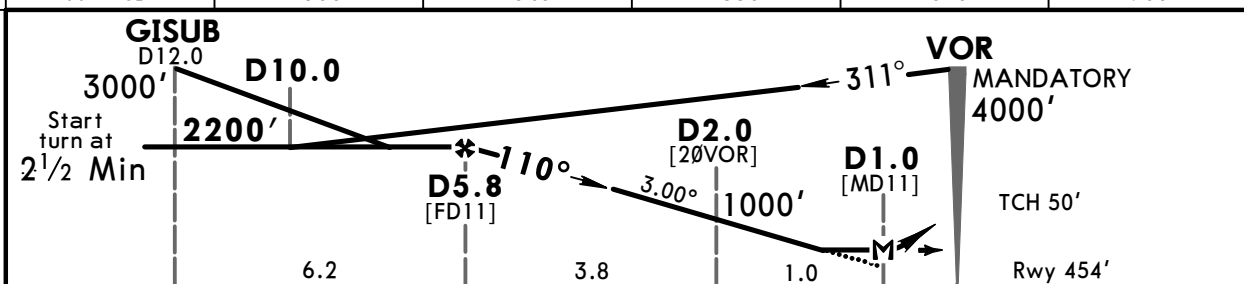
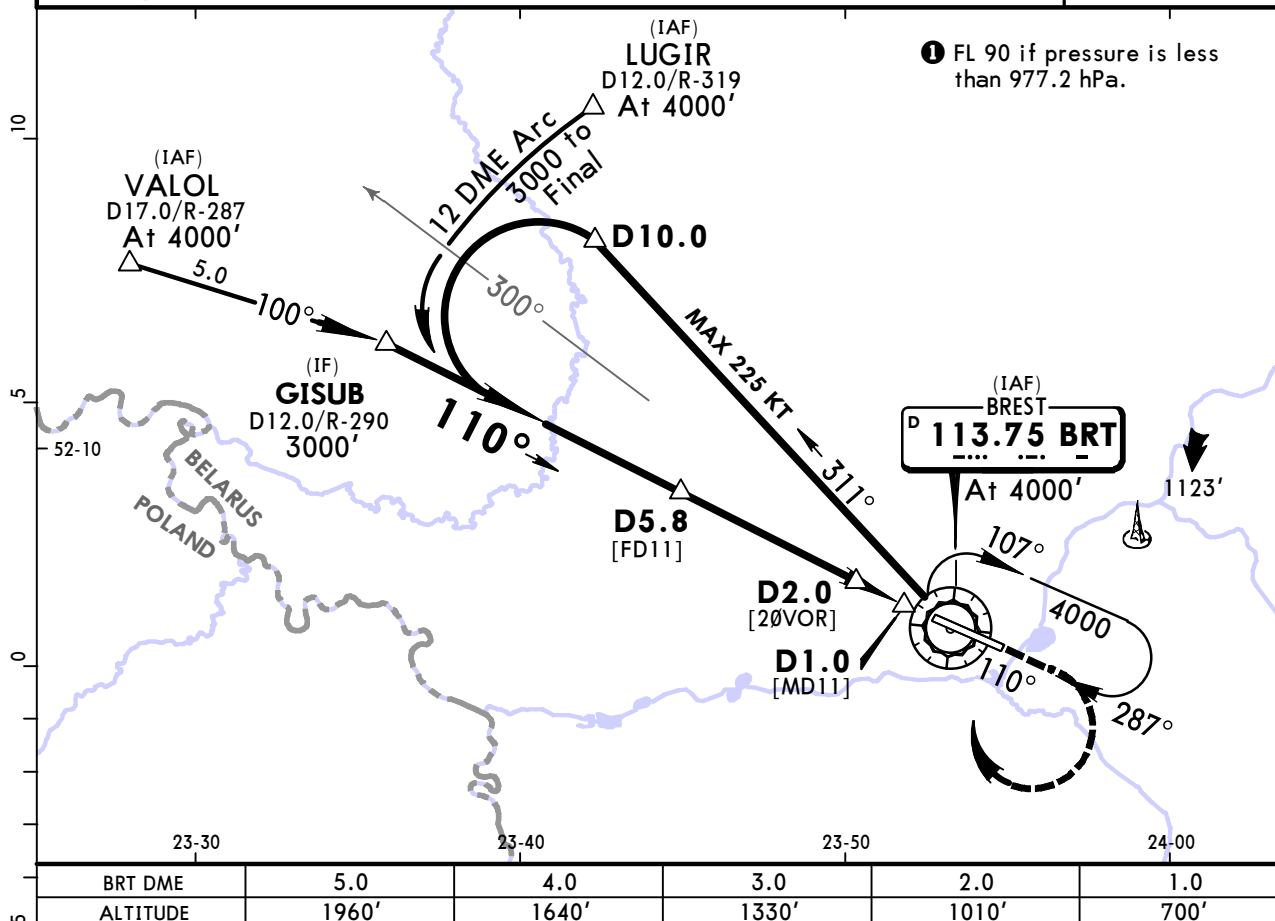
CHANGES: Mandatory alt.

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14 DEC 18 **(13-1)**
BREST, BELARUS
VOR Rwy 11

BRIEFING STRIP™

*ATIS 136.525 (Russian 118.225)		*BREST Tower (APP/SRE/TWR) 127.7		*Ground 127.7	
VOR BRT 113.75	Final Apch Crs 110°	Minimum Alt D5.8 2200' (1746')	MDA(H) 840' (386')	Apt Elev 469' Rwy 454'	2200' MSA BRT VOR
MISSED APCH: Climb on 110° to 1500' or above, then turn RIGHT to VOR climbing to 2200', then as directed.					
Alt Set: hPa DME required.	Rwy Elev: 16 hPa	Trans level: FL 80 ①	Trans alt: 6000'		



Gnd speed-Kts	70	90	100	120	140	160	1500' or above on 110° 2200' BRT 113.75
Descent Angle 3.00°	372	478	531	637	743	849	

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
MDA(H) 840' (386')							
ALS out				Max Kts	MDA(H)		
1000m				100	950' (481')		1600m
				135	1420' (951')		1600m
				180	1520' (1051')		2400m
RVR 1500m VIS 1600m				205	1520' (1051')		3600m

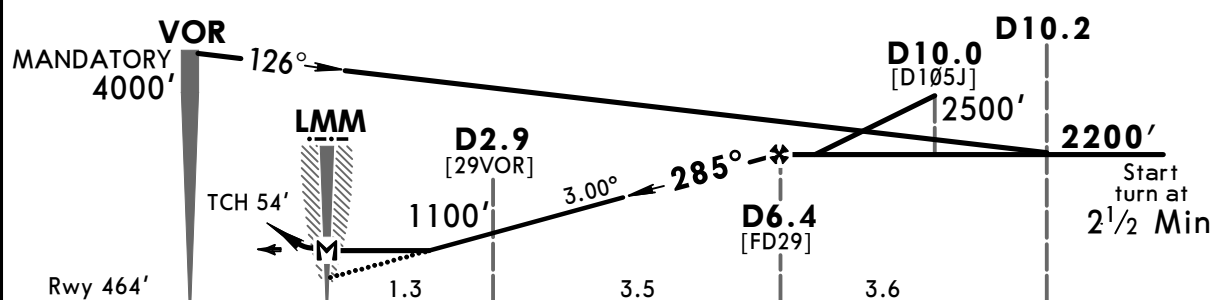
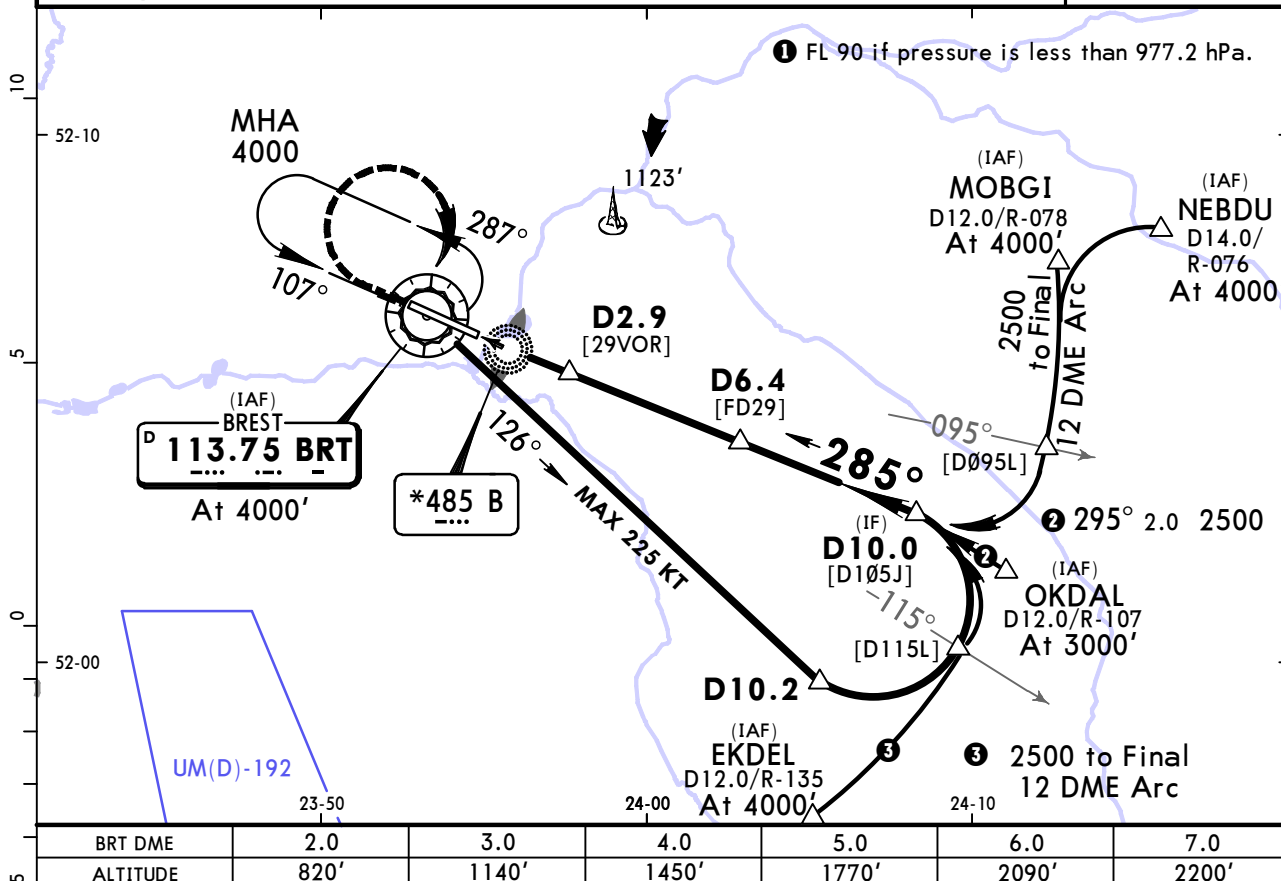
CHANGES: Mandatory alt.

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 14 DEC 18 **(13-2)**
BREST, BELARUS
VOR Rwy 29

BRIEFING STRIP™

*ATIS 136.525 (Russian 118.225)		*BREST Tower (APP/SRE/TWR) 127.7		*Ground 127.7	
VOR BRT 113.75	Final Apch Crs 285°	Minimum Alt D6.4 2200' (1736')	MDA(H) 830' (366')	Apt Elev 469' Rwy 464'	2200'
MISSED APCH: Climb on 285° to 1500' or above, then turn RIGHT to VOR climbing to 2200', then as directed.					
Alt Set: hPa DME required.					
Rwy Elev: 17 hPa		Trans level: FL 80 ①		Trans alt: 6000'	
					MSA BRT VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1500' or above on 285°	2200'	BRT 113.75
Descent Angle	3.00°	372	478	531	637	743				
MAP at LMM										

STRAIGHT-IN LANDING RWY 29
CIRCLE-TO-LAND

 MDA(H) **830'** (366')

ALS out

		Max Kts	MDA(H)	
A		100	950' (481')	1600m
B	1000m	135	1420' (951')	1600m
C		180	1520' (1051')	2400m
D	RVR 1500m VIS 1600m	205	1520' (1051')	3600m

CHANGES: Mandatory alt.

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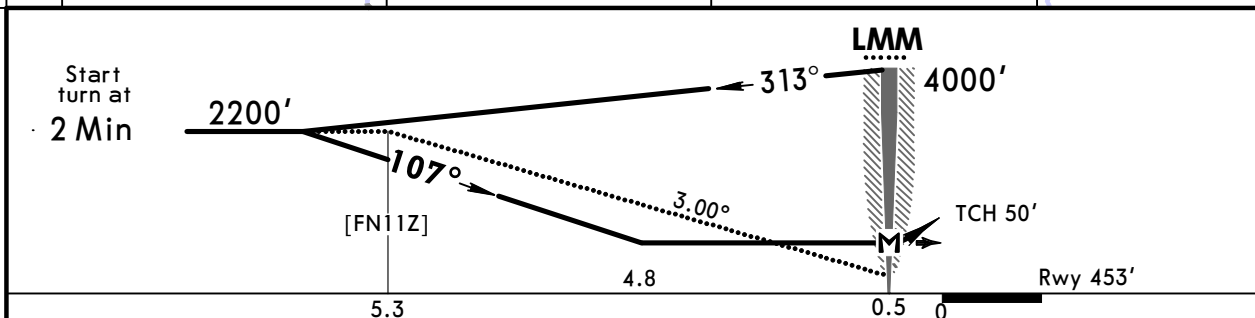
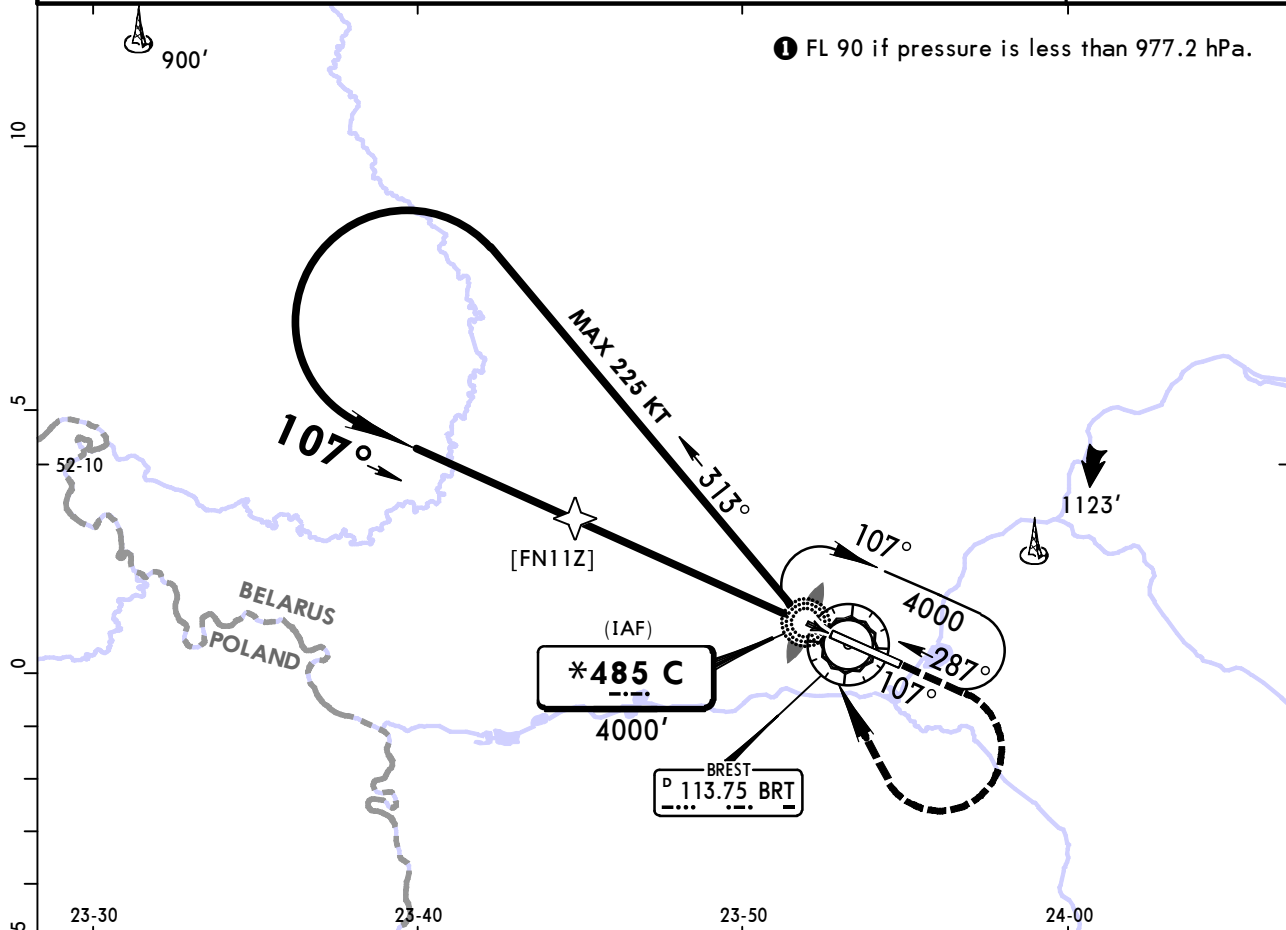
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BREST

JEPPesen
1 SEP 17 **(16-1)** Eff 14 Sep

BREST, BELARUS
NDB Z Rwy 11

BRIEFING STRIP™

*ATIS 136.525 (Russian 118.225)		*BREST Tower (APP/SRE/TWR) 127.7		*Ground 127.7	
NDB C *485	Final Apch Crs 107°	Minimum Alt No FAF	MDA(H) 1060' (607')	Apt Elev 468' Rwy 453'	2200' MSA C NDB
MISSED APCH: Climb on 107° to 1500' or above, then turn RIGHT to C NDB climbing to 2200', then as directed.					
Alt Set: hPa		Rwy Elev: 16 hPa	Trans level: FL 80 ①	Trans alt: 6000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1500' or above on 107°	2200'	C 485
Descent Angle 3.00°	372	478	531	637	743	849		RT		
MAP at LMM										

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
MDA(H) 1060' (607')							
		ALS out		Max Kts	MDA(H)		
A		RVR 1200m	RVR 1500m	100	1060'	(592')	1600m
B			VIS 1600m	135	1420'	(952')	1600m
C		2000m	2800m	180	1520'	(1052')	2400m
D		2800m	3200m	205	1520'	(1052')	3600m

CHANGES: None.

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Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BREST, (BREST - UMBB)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMBB