List of pages in this Trip Kit

General Information

Location: BLAGOVESHCHENSK RUS
ICAO/IATA: UHBB / BQS
Lat/Long: N50° 25.62', E127° 24.93'
Elevation: 648 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 13.0° W

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: 1933 Z
Sunset: 1121 Z

Runway Information

Runway: 18
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 581 ft
Lighting: Edge, ALS

Runway: 36
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 648 ft
Lighting: Edge, ALS

Communication Information

ATIS: 126.400
Blagoveshchensk Tower: 127.200
Blagoveshchensk Tower: 124.000 Secondary
Blagoveshchensk Apron Ramp/Taxi: 118.900
Blagoveshchensk Transit Operations: 131.900 Non-English

1. GENERAL

1.1. ATIS

ATIS 126.4

1.2. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure:

- Switch on distress signal "MAYDAY" and, if SSR transponder is AVBL, set code7600;
- Take measures to re-establish radio communication using emergency frequency 121.500 MHz, or with other ACFT and ATS units;
- Continue transmission of reports on ACFT position and flight altitude;
- Execute approach in accordance with the established communication failure procedures;
- Monitor LOM frequency for ATS unit information and instructions;
- Proceed to the alternate aerodrome in case of adverse weather conditions at Blagoveshchensk aerodrome.

Mobile phone communication with the Flight Control Officer of the Control Tower may be used: + 7 (4162) 499-008

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP are implemented when RVR is less than 550m.

The flight crews are informed about LVP implementation via ATIS or TWR controller using the phrase: "Low visibility procedures in progress. Check your minimum".

When LVP are in force:

- not more than one taxiing ACFT can be present on the maneuvering area;
- responsibility for assignment of taxi routes on the maneuvering area is placed on TWR controller.

ACFT taxiing to the RWY holding position of RWY 18/36 shall be executed via TWYs A and B after Follow-me vehicle or towing.

Responsibility for RWY incursion and non-adherence to the assigned taxi routes on the maneuvering area rests with the flight crew.

Flight crew shall follow all instructions of TWR controller concerning holding at RWY holding position of RWY 18/36.

If necessary to vacate the RWY, TWR controller and the flight crew coordinate the position from where Follow-me vehicle will escort the ACFT to the stand.

After parking on the stand, flight crew shall report TWR controller.

When LVP are in force, it is PROHIBITED:

- to cross ILS critical area marked with the established day marking without permission of TWR controller;
- to take off without stop at the line-up position;
- to take off not from RWY beginning.

1.4. RWY OPERATIONS

ACFT with wingspan of above 79'/24m are permitted to make a turn on the RWY only at RWY THR on the RWY turn pads.

1.5. TAXI PROCEDURES

Responsibility for observance of taxiing rules is placed on the pilot-in-command.

Crossing of ILS critical areas by ACFT, special vehicles and mechanical means shall be executed by clearance of Tower controller.

ACFT are permitted to taxi via TWY D under own engines power in daylight hours.

When VIS is below 2000m and at NIGHT, ACFT shall taxi via TWY D after Follow-me vehicle.

1. GENERAL

1.6. PARKING INFORMATION

ACFT taxiing into stands shall be carried out by signals of the specialist coordinating ACFT ground movement. If the specialist is not present, the flight crew shall stop the ACFT and report to the TWR controller.

When parking of arriving ACFT is required by towing, ACFT stop shall be carried out by instruction of the specialist coordinating ACFT ground movement. If the specialist is not present, the flight crew shall stop the ACFT and report to the TWR controller. After that, ACFT parking shall be carried out by towing.

Two-way communication via intercom shall be maintained between the flight crew and the specialist in charge of towing. When communication via intercom is not available contact Apron controller on frequency 118.900 MHz.

Flight crew shall report ACFT arrival to stand to TWR controller using the following phraseology: "ACFT call sign, on stand...".

When ACFT is parked not in accordance with the established marking, flight crew shall immediately inform TWR controller about it.

Helicopters can be parked on any stand corresponding to their size.

Helicopters are parked mainly on stands 6 thru 14 and 23 thru 28.

Stands 4, 9 and 22 available as sanitary stands.

1.7. OTHER INFORMATION

Birds.

Radar vectoring may be applied by ATS unit to provide execution of missed approach. In case missed approach is executed by decision of pilot-in-command, the flight crew must immediately report it to TWR controller.

Draining of liquids from ACFT onto artificial pavement is PROHIBITED.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure before entry into Blagoveshchensk/Ignatyevo terminal area, continue the flight at FL last assigned by ATS unit controller towards NDB WZ to the holding area, then according to the holding pattern reach FL080 and conduct priority approach.

In case of radio communication failure within terminal area, continue approach according to information obtained on entering the terminal area and the established procedure listening to instructions of ATS unit controller on NDB LZ frequency.

2.2. TAXI PROCEDURES

After landing flight crew shall vacate RWY via TWYs A and B by instruction of TWR controller.

Flight crew shall report TWR controller about RWY vacation only after ACFT occupies TWYs A and B.

ACFT shall be towed from engine start-up/shutdown point to a stand.

3. DEPARTURE

3.1. DE-ICING

ACFT treatment with de-icing fluid shall be carried out on engines start-up/shutdown position. ACFT movement to de-icing area shall be carried out by towing. De-icing treatment of ACFT with running engines is not applied. Radio communication with the main de-icing operator shall be maintained on frequency 118.900MHz of Apron controller.

The responsibility for engines start-up after de-icing treatment of ACFT is placed on the aerodrome specialist or staff of aerodrome-engineering service responsible for ACFT departure, in accordance with ground handling agreement.

3.2. START-UP AND TAXI PROCEDURES

Before establishing radio communication for engine start-up request, flight crew must listen to the current ATIS broadcast and report its code letter on initial radio contact with TWR controller.

ACFT shall be towed to engine start-up/shutdown point.

Taxiing and towing shall be carried out after obtaining TWR controller's clearance and taxi route information. Taxiing and towing without TWR controller's clearance and continuous two-way communication are PROHIBITED.

Flight crew obtains line-up and take-off clearance from TWR controller depending on air situation.

3.3. RWY OPERATIONS

Take-off not from RWY beginning shall be executed upon request of the flight crew or at the initiative of TWR controller.

Responsibility for taking the decision to execute such take-off is placed on the pilot-in-command.

If RWY occupation is necessary for more than 1 minute, before its occupation flight crew reports the necessary time for take-off preparation to TWR controller.

If more than 1 minute has passed since the issue of take-off clearance, flight crew must request another take-off clearance.

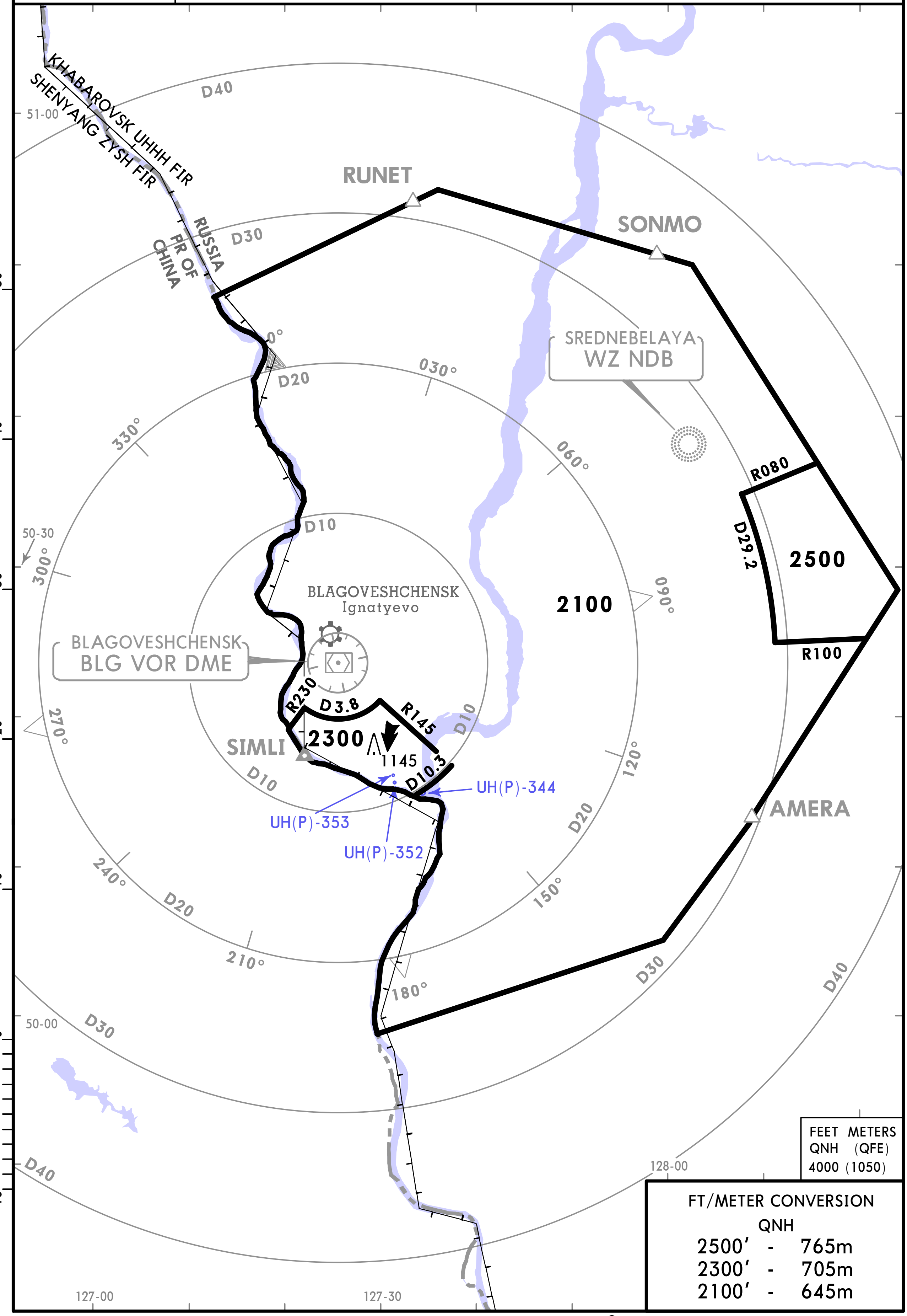
3.4. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure after take-off, if at 1100' (145m) or above communication with TWR controller is not established, continue to climb to 2200' (280m), proceed according to the approach procedure and land at Blagoveshchensk aerodrome depending on meteorological conditions and ACFT landing mass.

If for any reasons landing is not possible at Blagoveshchensk aerodrome (due to landing mass, meteorological conditions, etc.), proceed to the holding area, established for this RWY direction climbing to FL080.

If required, on a pilot-in-command's decision, after passing NDB WZ, ACFT may proceed along the route to the alternate aerodrome indicated in the flight plan for the flight without radio communication at one of FL140, FL150 or FL240, FL250 depending on flight direction.

Apt Elev 648	Alt Set: hPa (MM on request) QNH (QFE on request) Trans level: FL050 FL060 when QNH is less than 1013 hPa (760 mm) FL070 when QNH is less than 977 hPa (733 mm) Trans alt: 4000 1. Chart only to be used for cross-checking of altitudes while under vectoring control. 2. During vectoring under low-temperature conditions, minimum altitudes must be corrected by altimeter temperature correction.



FT/METER CONVERSION

QNH

2500'	-	765m
2300'	-	705m
2100'	-	645m

CHANGES: NDB renamed.

ATIS 126.4	Apt Elev 648
BLAGOVESHCHENSK Tower 127.2	

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 when QNH is less than 1013 hPa (760 mm)
FL070 when QNH is less than 977 hPa (733 mm)

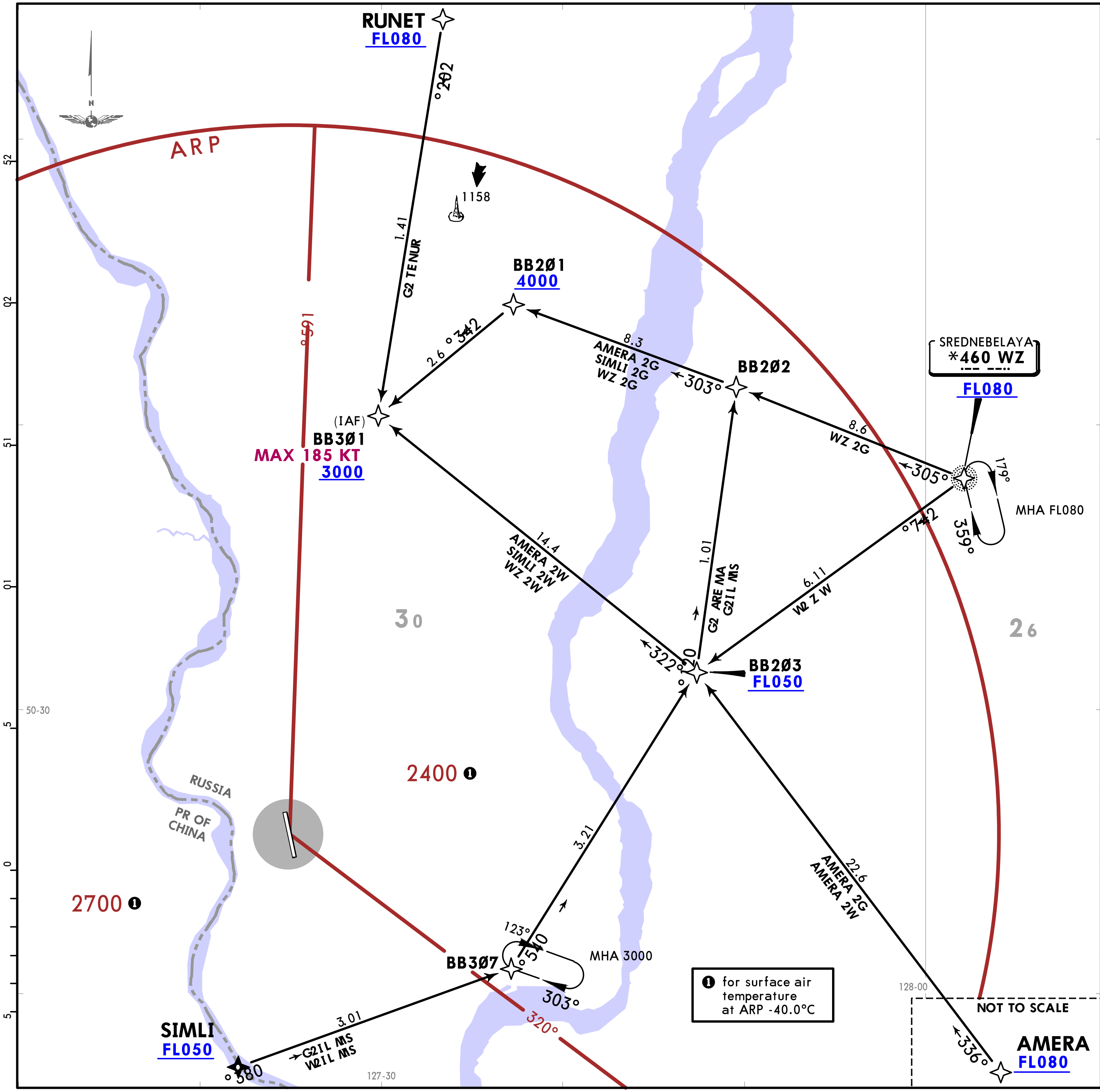
RNAV 1 GNSS required

1. Descent and approach are executed along the established STAR and APCH procedures, applying 'Direct to' procedure or by RADAR vectoring.
2. STAR is assigned by ATC for calculation of time of descent from FL by flight crew.
3. Descent shall be executed only to the FL/altitude cleared by ATC.
4. When establishing contact with TWR in descent, report current FL and FL to be reached.
5. If no information available or if unable to MAINTAIN RNAV (GNSS) STAR and/or APCH procedure, report it to TWR and request vectoring for arrival and/or approach.

AMERA 2G [AMER2G]
AMERA 2W [AMER2W]
RUNET 2G [RUNE2G]
SIMLI 2G [SIML2G]
SIMLI 2W [SIML2W]
WZ 2G [WZ2G]
WZ 2W [WZ2W]
RNAV ARRIVALS (RWY 18)

LOST COMMS LOST COMMS
Refer to 10-1P Pages.
LOST COMMS LOST COMMS

FEET	METERS
QNH	(QFE)
4000	(1050)
3000	(750)



CHANGES: RWYs 18L/R & 36L/R replaced by 18/36, RNAV STARs revised, chart reindexed.

AMERA 2H [AMER2H]
AMERA 3X [AMER3X]
RUNET 2H [RUNE2H]
RUNET 2X [RUNE2X]
SIMLI 3H [SIML3H]
WZ 2H [WZ2H]
RNAV ARRIVALS
(RWY 36)

ATIS 126.4	Apt Elev 648
BLAGOVESHCHENSK Tower 127.2	

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 when QNH is less than 1013 hPa (760 mm)
FL070 when QNH is less than 977 hPa (733 mm)

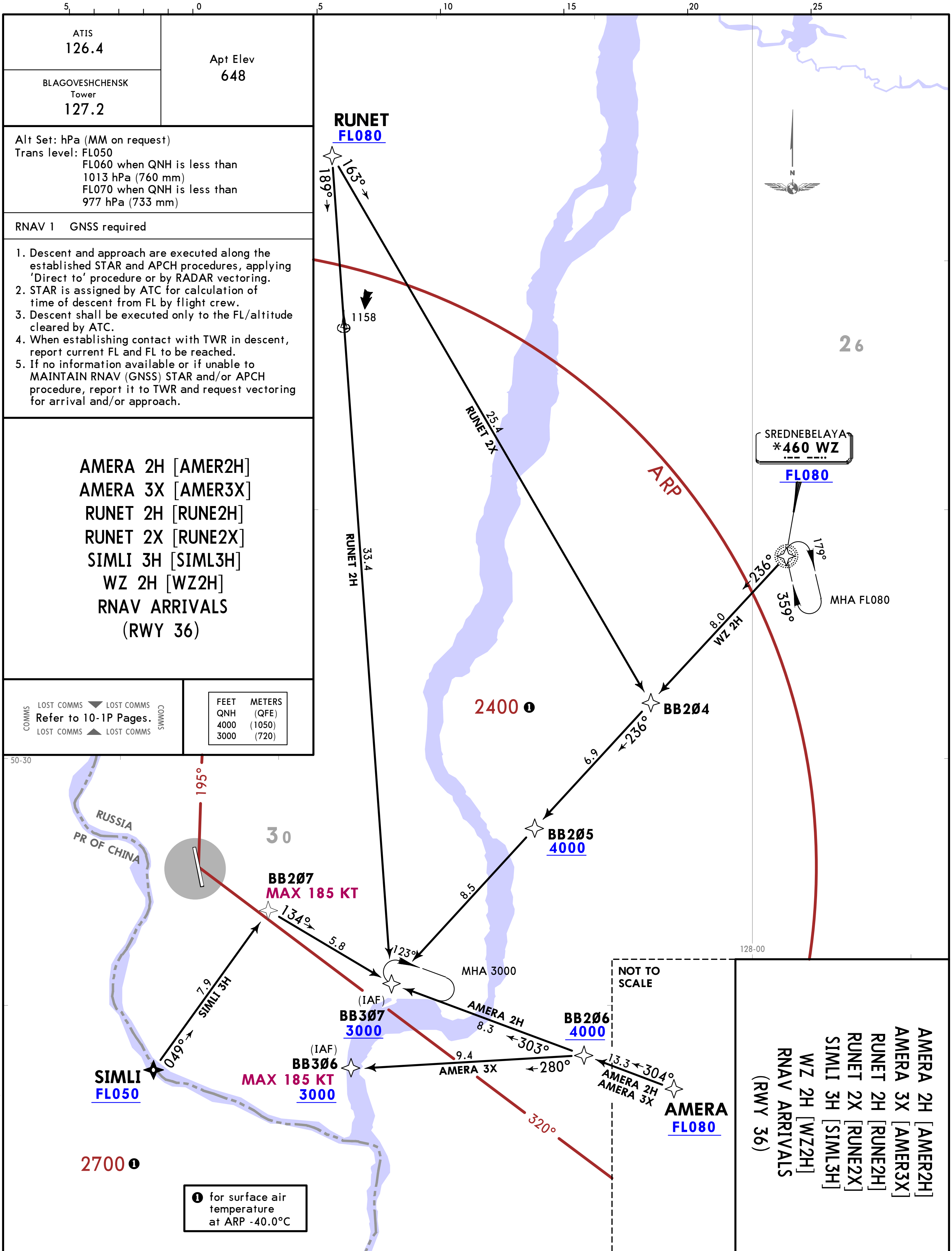
RNAV 1 GNSS required

1. Descent and approach are executed along the established STAR and APCH procedures, applying 'Direct to' procedure or by RADAR vectoring.
2. STAR is assigned by ATC for calculation of time of descent from FL by flight crew.
3. Descent shall be executed only to the FL/altitude cleared by ATC.
4. When establishing contact with TWR in descent, report current FL and FL to be reached.
5. If no information available or if unable to MAINTAIN RNAV (GNSS) STAR and/or APCH procedure, report it to TWR and request vectoring for arrival and/or approach.

AMERA 2H [AMER2H]
AMERA 3X [AMER3X]
RUNET 2H [RUNE2H]
RUNET 2X [RUNE2X]
SIMLI 3H [SIML3H]
WZ 2H [WZ2H]
RNAV ARRIVALS
(RWY 36)

COMMS LOST COMMS LOST COMMS
Refer to 10-1P Pages.
LOST COMMS LOST COMMS COMMS

FEET	METERS
QNH	(QFE)
4000	(1050)
3000	(720)



for surface air temperature at ARP -40.0°C

CHANGES: RWY 18L/R & 36L/R replaced by 18/36, RNAV STARs renumbered & revised, chart reindexed.

ATIS	Apt Elev
126.4	648
BLAGOVESHCHENSK Tower 127.2	

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 when QNH is less than 1013 hPa (760 mm)
FL070 when QNH is less than 977 hPa (733 mm)

1. DME required.
2. Descent and approach are executed along the established STAR and APCH procedures, applying 'Direct to' procedure or by RADAR vectoring.
3. STAR is assigned by ATC for calculation of time of descent from FL by flight crew.
4. Descent shall be executed only to the FL/altitude cleared by ATC.
5. When establishing contact with TWR in descent, report current FL and FL to be reached.

AMERA 2E [AMER2E]
WZ 2E [WZ2E]
ARRIVALS
(RWYS 18, 36)
UNDER RADAR CONTROL

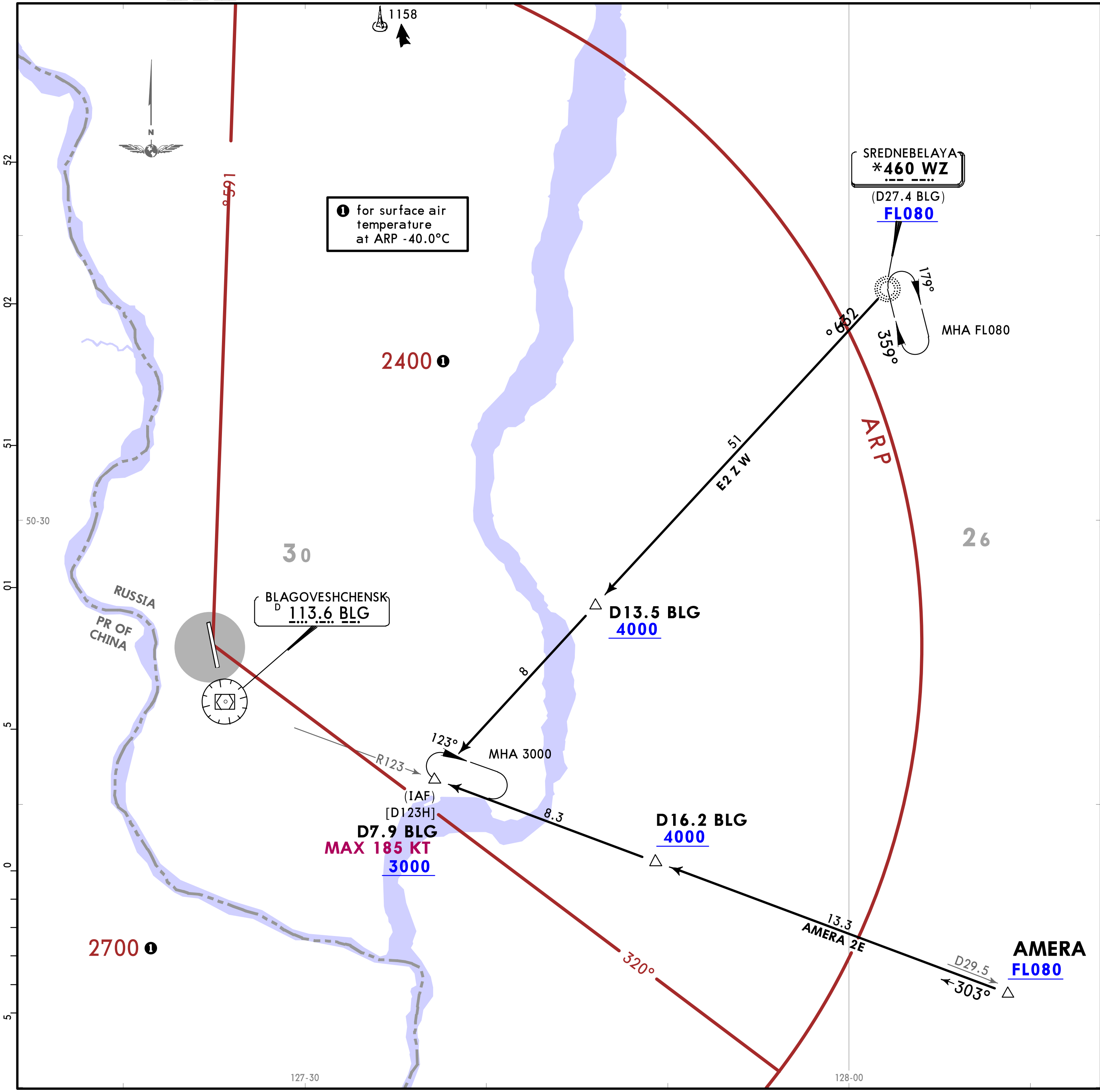
LOST COMMS LOST COMMS
Refer to 10-1P Pages.
LOST COMMS LOST COMMS

(RWY 18)

FEET QNH	METERS (QFE)
4000	(1050)
3000	(750)

(RWY 36)

FEET QNH	METERS (QFE)
4000	(1050)
3000	(720)



CHANGES: RWYs 18L/R & 36L/R replaced by 18/36, STARs revised, chart reindexed.

ATIS	Apt Elev
126.4	648
BLAGOVESHCHENSK Tower 127.2	

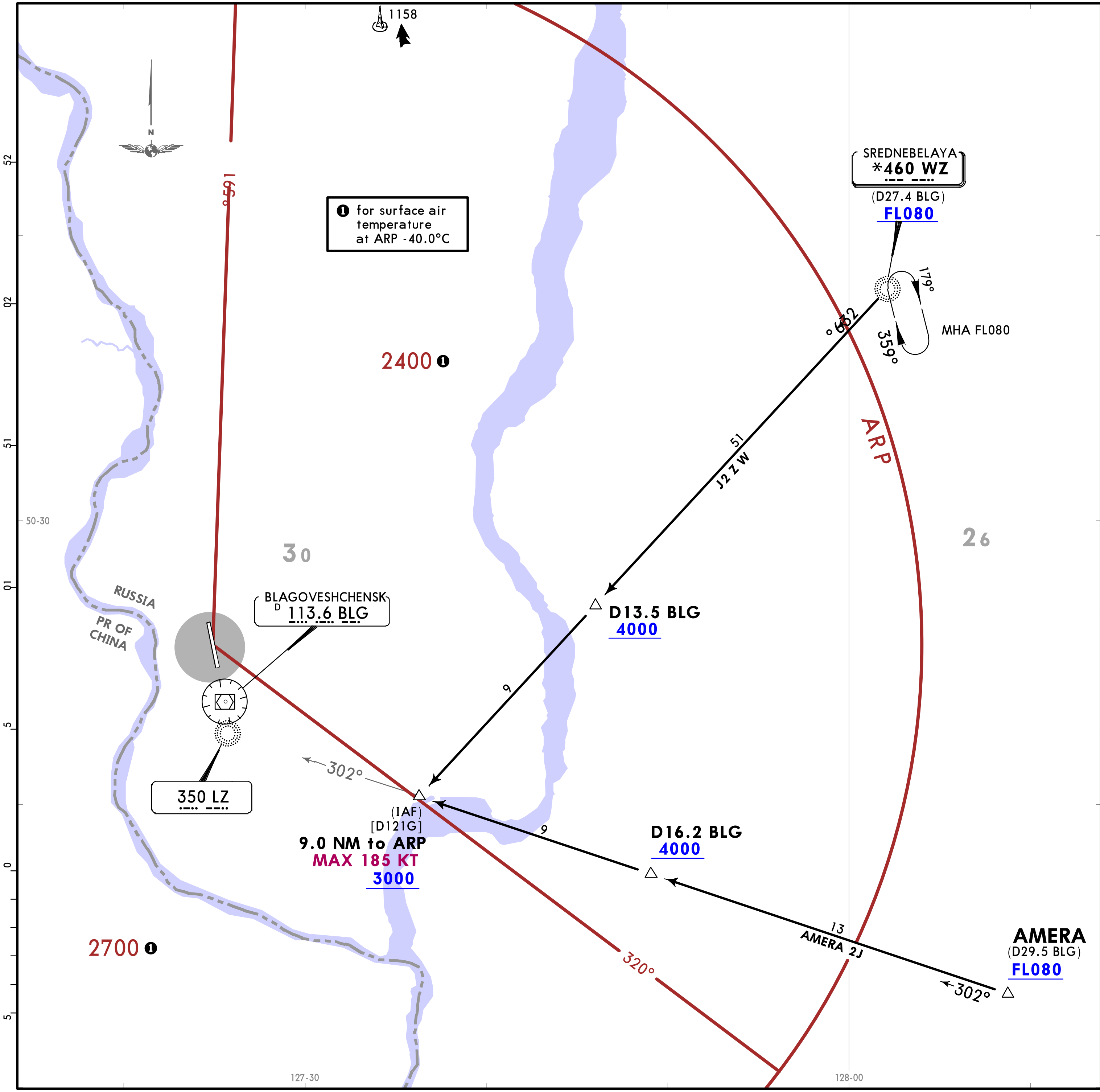
Alt Set: hPa (MM on request)
Trans level: FL050
FL060 when QNH is less than 1013 hPa (760 mm)
FL070 when QNH is less than 977 hPa (733 mm)

1. DME required.
2. Descent and approach are executed along the established STAR and APCH procedures, applying 'Direct to' procedure or by RADAR vectoring.
3. STAR is assigned by ATC for calculation of time of descent from FL by flight crew.
4. Descent shall be executed only to the FL/altitude cleared by ATC.
5. When establishing contact with TWR in descent, report current FL and FL to be reached.

AMERA 2J [AMER2J]
WZ 2J [WZ2J]
ARRIVALS
(RWYS 18, 36)
UNDER RADAR CONTROL

LOST COMMS / LOST COMMS
Refer to 10-1P Pages.
LOST COMMS / LOST COMMS

(RWY 18) FEET QNH	METERS (QFE)	(RWY 36) FEET QNH	METERS (QFE)
4000	(1050)	4000	(1050)
3000	(750)	3000	(720)



CHANGES: RWYs 18L/R & 36L/R replaced by 18/36, STARs revised, chart reindexed.

ATIS 126.4	Apt Elev 648
BLAGOVESHCHENSK Tower 127.2	

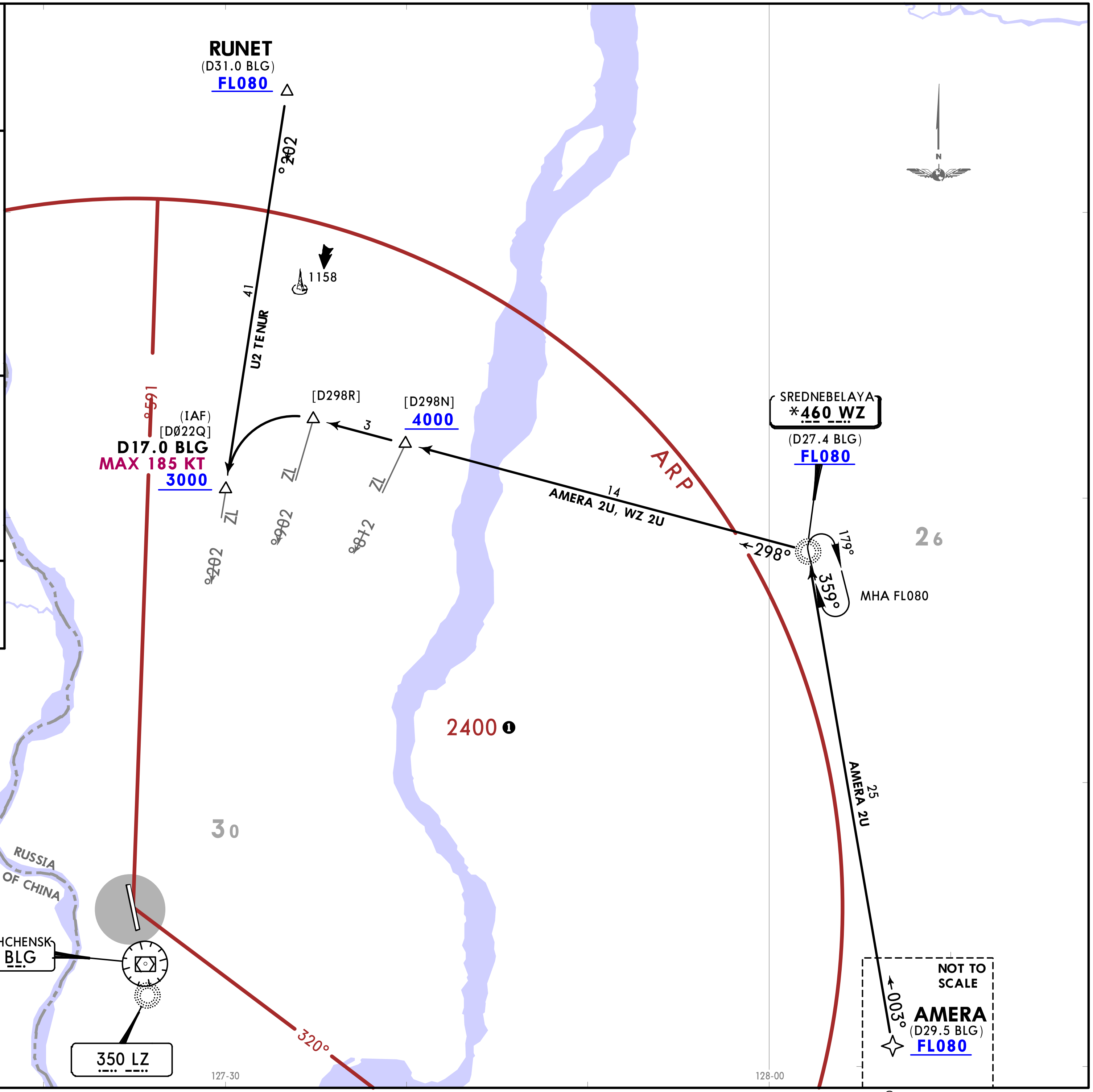
Alt Set: hPa (MM on request)
Trans level: FL050
FL060 when QNH is less than 1013 hPa (760 mm)
FL070 when QNH is less than 977 hPa (733 mm)

1. DME required.
2. Descent and approach are executed along the established STAR and APCH procedures, applying 'Direct to' procedure or by RADAR vectoring.
3. STAR is assigned by ATC for calculation of time of descent from FL by flight crew.
4. Descent shall be executed only to the FL/altitude cleared by ATC.
5. When establishing contact with TWR in descent, report current FL and FL to be reached.

AMERA 2U [RUNE2U]
RUNET 2U [RUNE2U]
WZ 2U [WZ2U]
ARRIVALS
(RWY 18)
UNDER RADAR CONTROL

LOST COMMS ▼ LOST COMMS
Refer to 10-1P Pages.
LOST COMMS ▲ LOST COMMS

FEET	METERS
QNH	(QFE)
4000	(1050)
3000	(750)



CHANGES: RWYs 18L/R & 36L/R replaced by 18/36, STARs estbld, revised & reindexed, chart redrawn.

ATIS 126.4	Apt Elev 648
BLAGOVESHCHENSK Tower 127.2	

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 when QNH is less than 1013 hPa (760 mm)
FL070 when QNH is less than 977 hPa (733 mm)

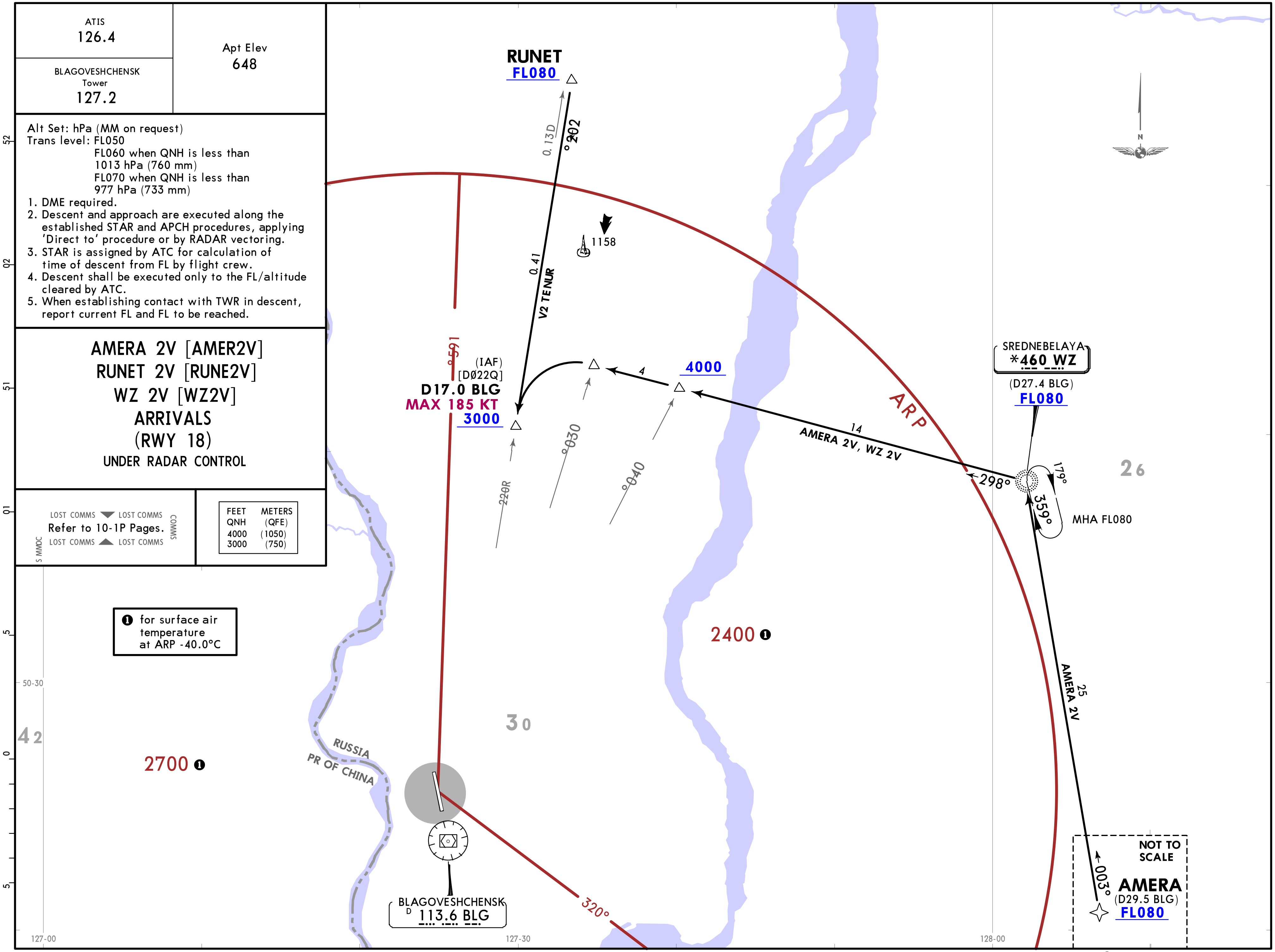
1. DME required.
2. Descent and approach are executed along the established STAR and APCH procedures, applying 'Direct to' procedure or by RADAR vectoring.
3. STAR is assigned by ATC for calculation of time of descent from FL by flight crew.
4. Descent shall be executed only to the FL/altitude cleared by ATC.
5. When establishing contact with TWR in descent, report current FL and FL to be reached.

AMERA 2V [AMER2V]
RUNET 2V [RUNE2V]
WZ 2V [WZ2V]
ARRIVALS
(RWY 18)
UNDER RADAR CONTROL

LOST COMMS ▼ LOST COMMS
Refer to 10-1P Pages.
LOST COMMS ▲ LOST COMMS

FEET QNH	METERS (QFE)
4000	(1050)
3000	(750)

❶ for surface air temperature at ARP -40.0°C



CHANGES: RWYs 18L/R & 36L/R replaced by 18/36, STARs revised & redesignated, chart reindexed.

BLAGOVESHCHENSK, RUSSIA
STAR

RUNET 2E [RUNE2E]
SIMLI 2E [SIML2E]
ARRIVALS
(RWY 36)
UNDER RADAR CONTROL

ATIS	Apt Elev
126.4	648
BLAGOVESHCHENSK Tower 127.2	

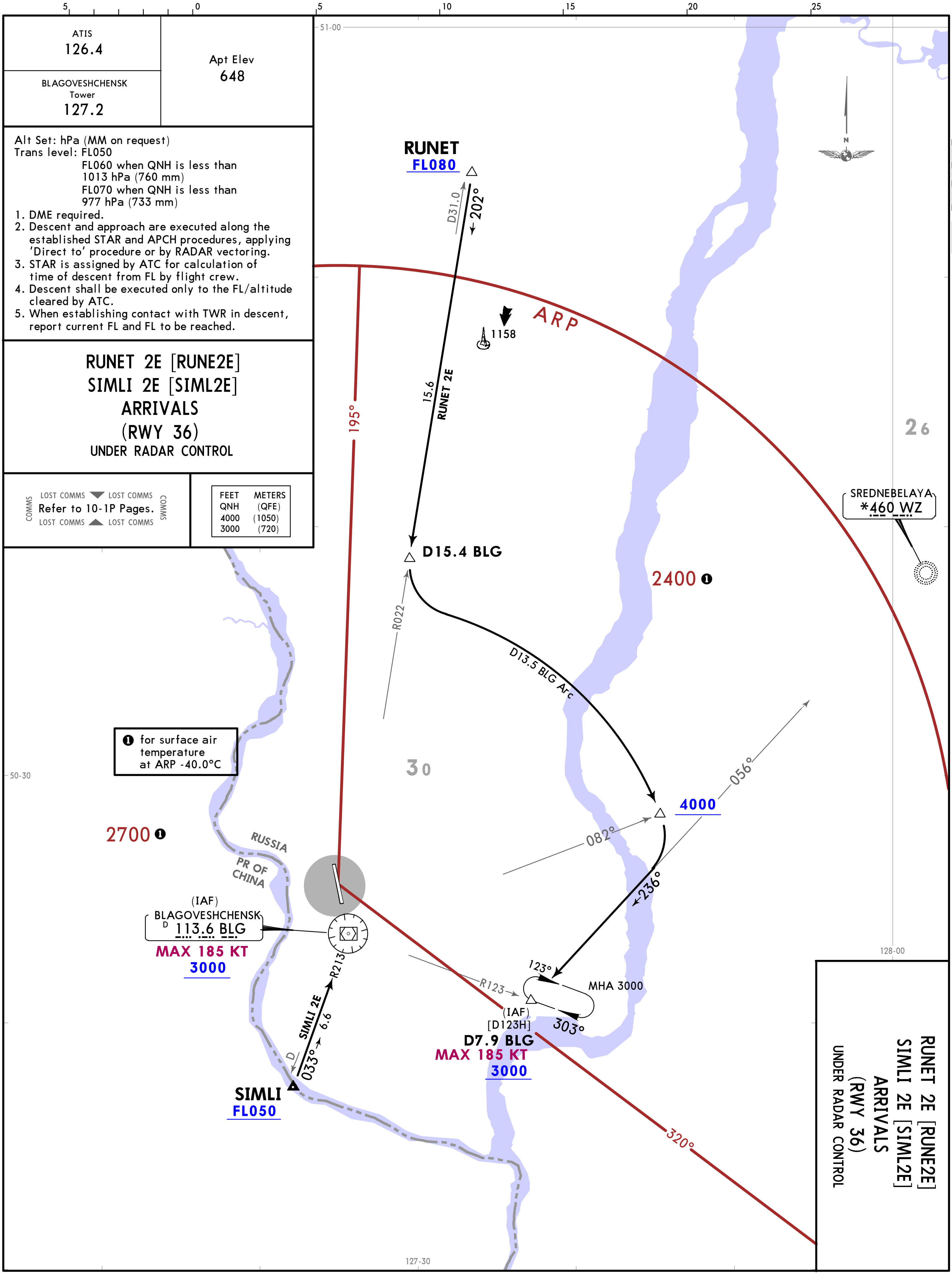
Alt Set: hPa (MM on request)
Trans level: FL050
FL060 when QNH is less than 1013 hPa (760 mm)
FL070 when QNH is less than 977 hPa (733 mm)

1. DME required.
2. Descent and approach are executed along the established STAR and APCH procedures, applying 'Direct to' procedure or by RADAR vectoring.
3. STAR is assigned by ATC for calculation of time of descent from FL by flight crew.
4. Descent shall be executed only to the FL/altitude cleared by ATC.
5. When establishing contact with TWR in descent, report current FL and FL to be reached.

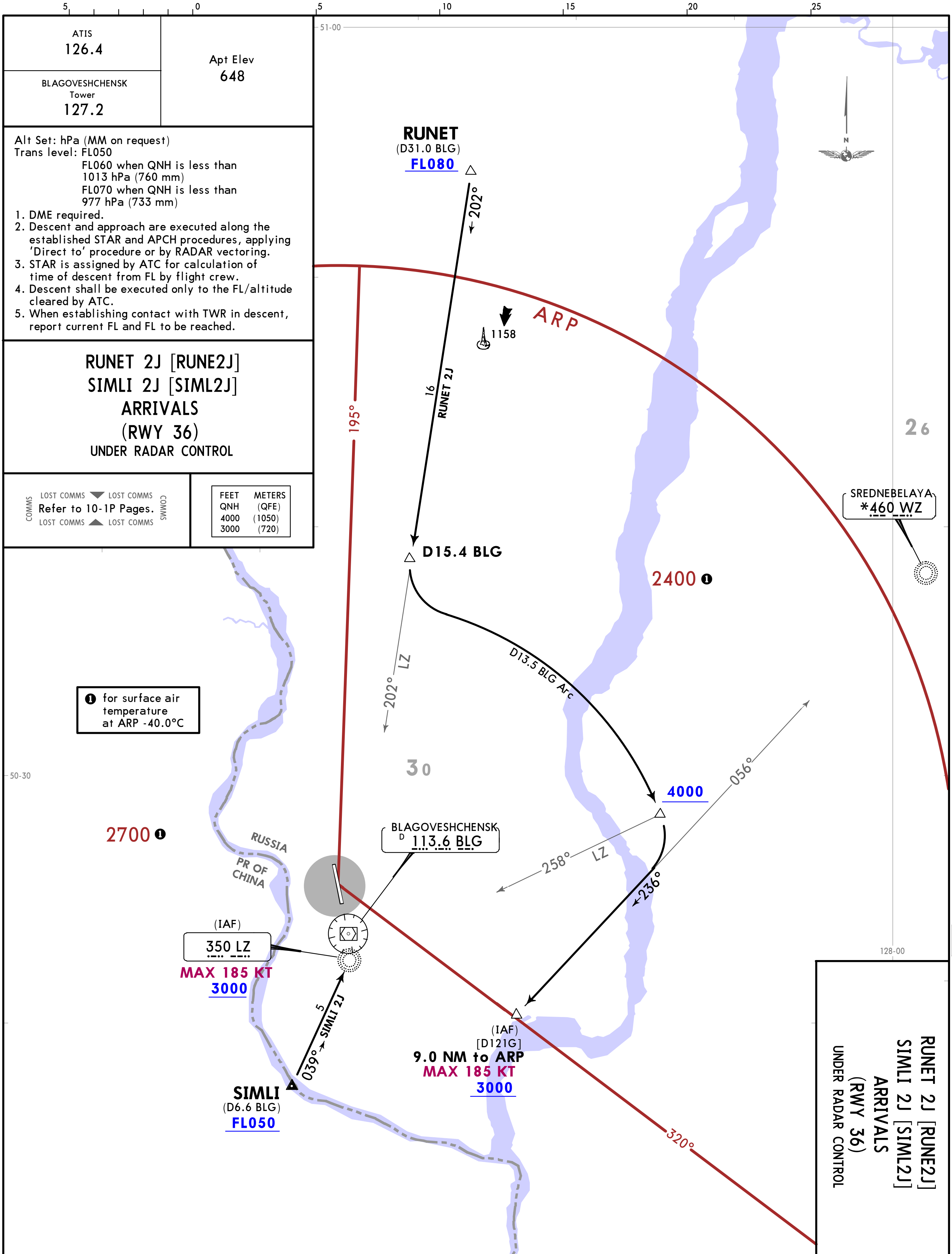
RUNET 2E [RUNE2E]
SIMLI 2E [SIML2E]
ARRIVALS
(RWY 36)
UNDER RADAR CONTROL

COMMS LOST COMMS LOST COMMS
Refer to 10-1P Pages.
LOST COMMS LOST COMMS COMMS

FEET QNH	METERS (QFE)
4000	(1050)
3000	(720)



CHANGES: RWYs 18L/R & 36L/R replaced by 18/36, STARs revised & redesignated, chart reindexed.



UHBB/BQS
IGNATYEVO

JEPPESEN
5 JUL 24 (10-2G) Eff 11 Jul

BLAGOVESHCHENSK, RUSSIA
STAR
RUNET 2J [RUNE2J]
SIMLI 2J [SIML2J]
ARRIVALS
(RWY 36)
UNDER RADAR CONTROL

CHANGES: RWYs 18L/R & 36L/R replaced by 18/36, STARs revised & redesignated, chart reindexed.

BLAGOVESHCHENSK, RUSSIA
RNAV SID

BLAGOVESHCHENSK Tower 127.2	Apt Elev 648

Trans alt: 4000 QNH (QFE on request)

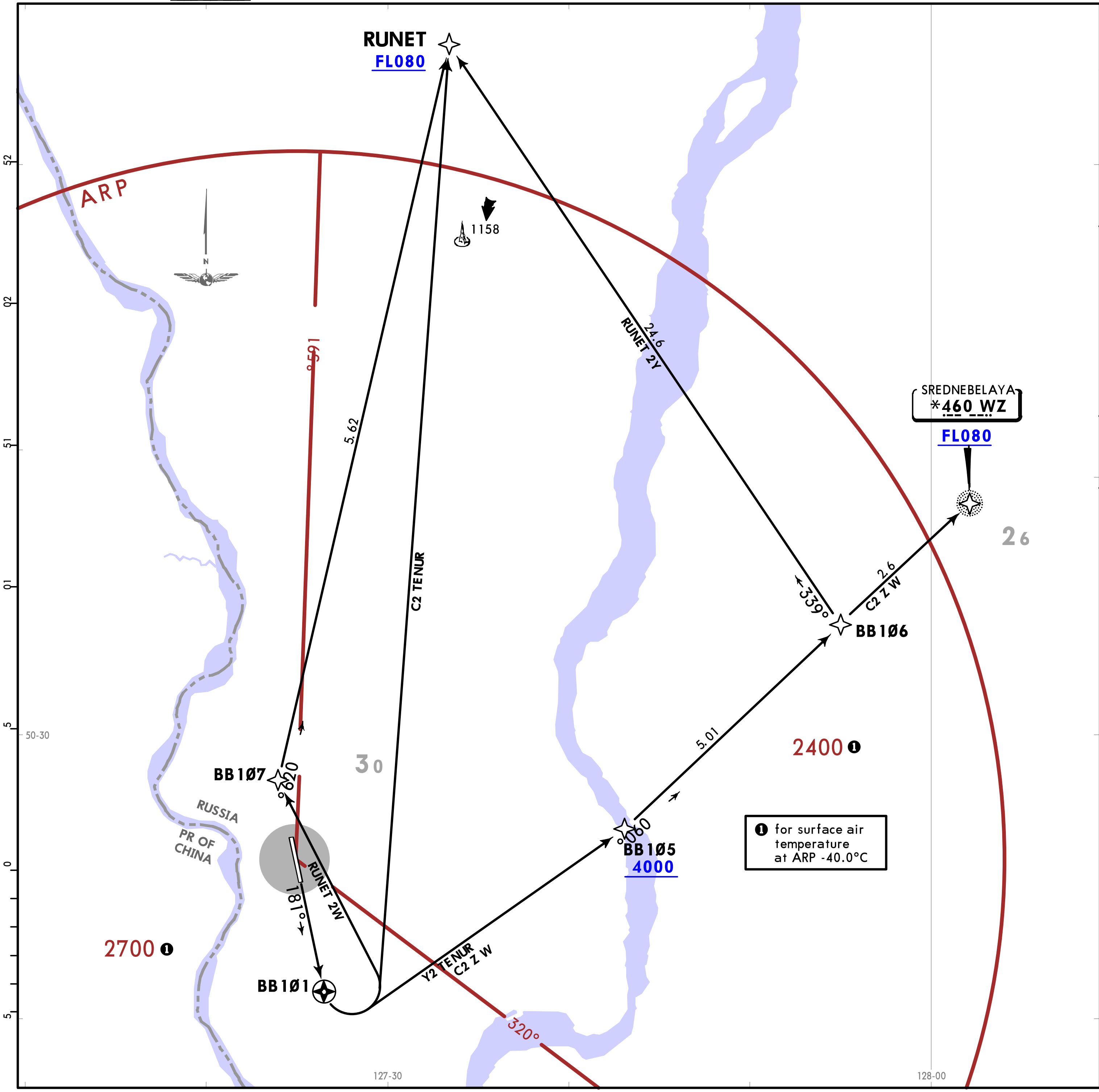
RNAV 1 GNSS required

1. Departures are executed via SID or 'Direct to' procedure or RADAR vectoring.
2. If no information available or if unable to MAINTAIN RNAV (GNSS) SID, contact TWR and request conventional SID or RADAR vectoring.
3. Climb only to the altitude/FL cleared by ATC.

RUNET 2C [RUNE2C]
RUNET 2W [RUNE2W]
RUNET 2Y [RUNE2Y]
WZ 2C [WZ2C]
RNAV DEPARTURES
(RWY 18)

LOST COMMS LOST COMMS
Refer to 10-1P Pages.
LOST COMMS LOST COMMS

FEET	METERS
QNH	(QFE)
4000	(1050)
900	(110)



These SIDs require a minimum climb gradient of
4.1% up to 900.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

BLAGOVESHCHENSK Tower 127.2	Apt Elev 648

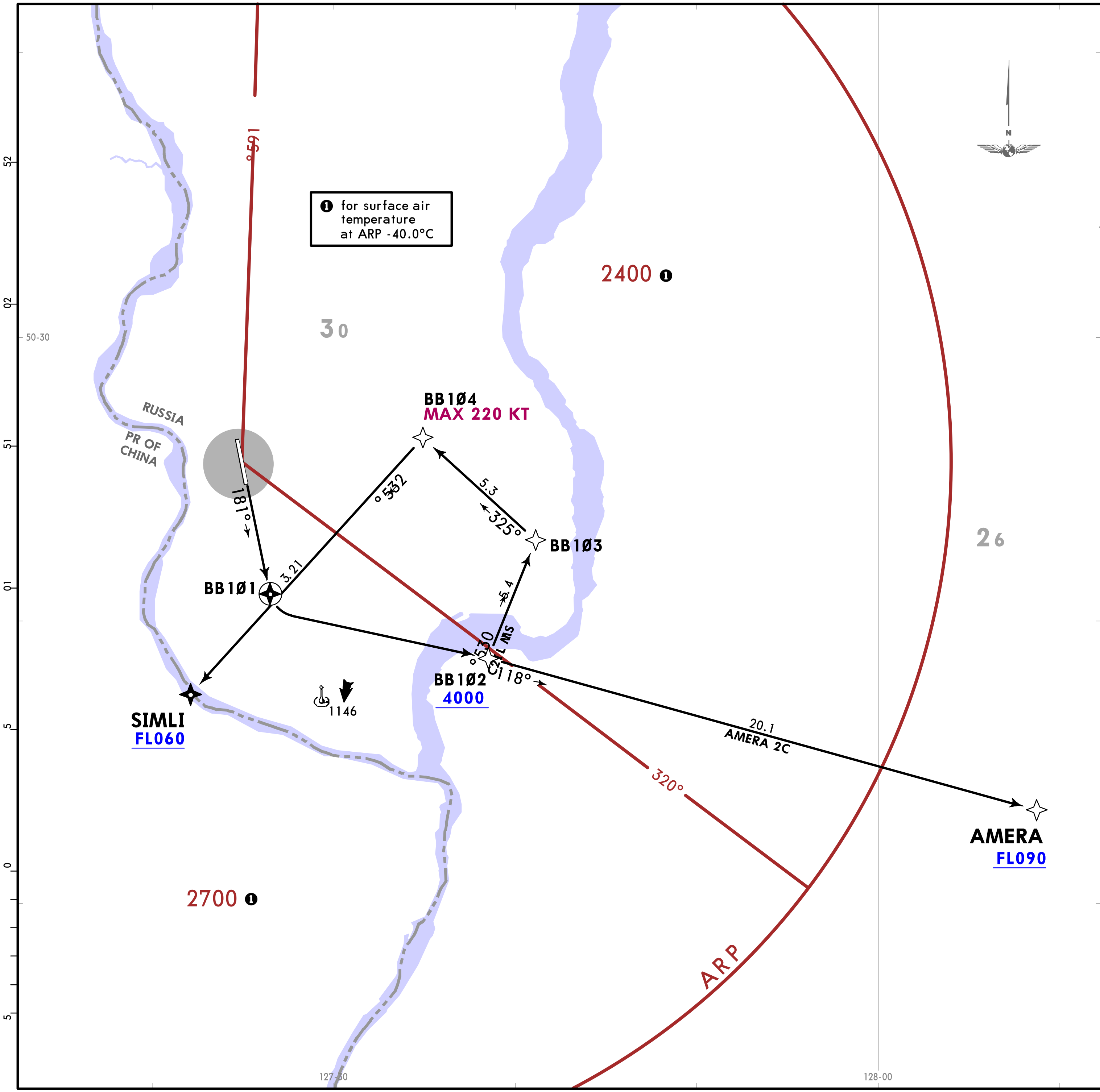
Trans alt: 4000 QNH (QFE on request)

RNAV 1 GNSS required

1. Departures are executed via SID or 'Direct to' procedure or RADAR vectoring.
2. If no information available or if unable to MAINTAIN RNAV (GNSS) SID, contact TWR and request conventional SID or RADAR vectoring.
3. Climb only to the altitude/FL cleared by ATC.

AMERA 2C [AMER2C]
SIMLI 2C [SIML2C]
RNAV DEPARTURES
(RWY 18)

LOST COMMS Refer to 10-1P Pages.



These SIDs require a minimum climb gradient of 4.1% up to 900.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

CHANGES: RWYs 18L/R & 36L/R replaced by 18/36, availability.

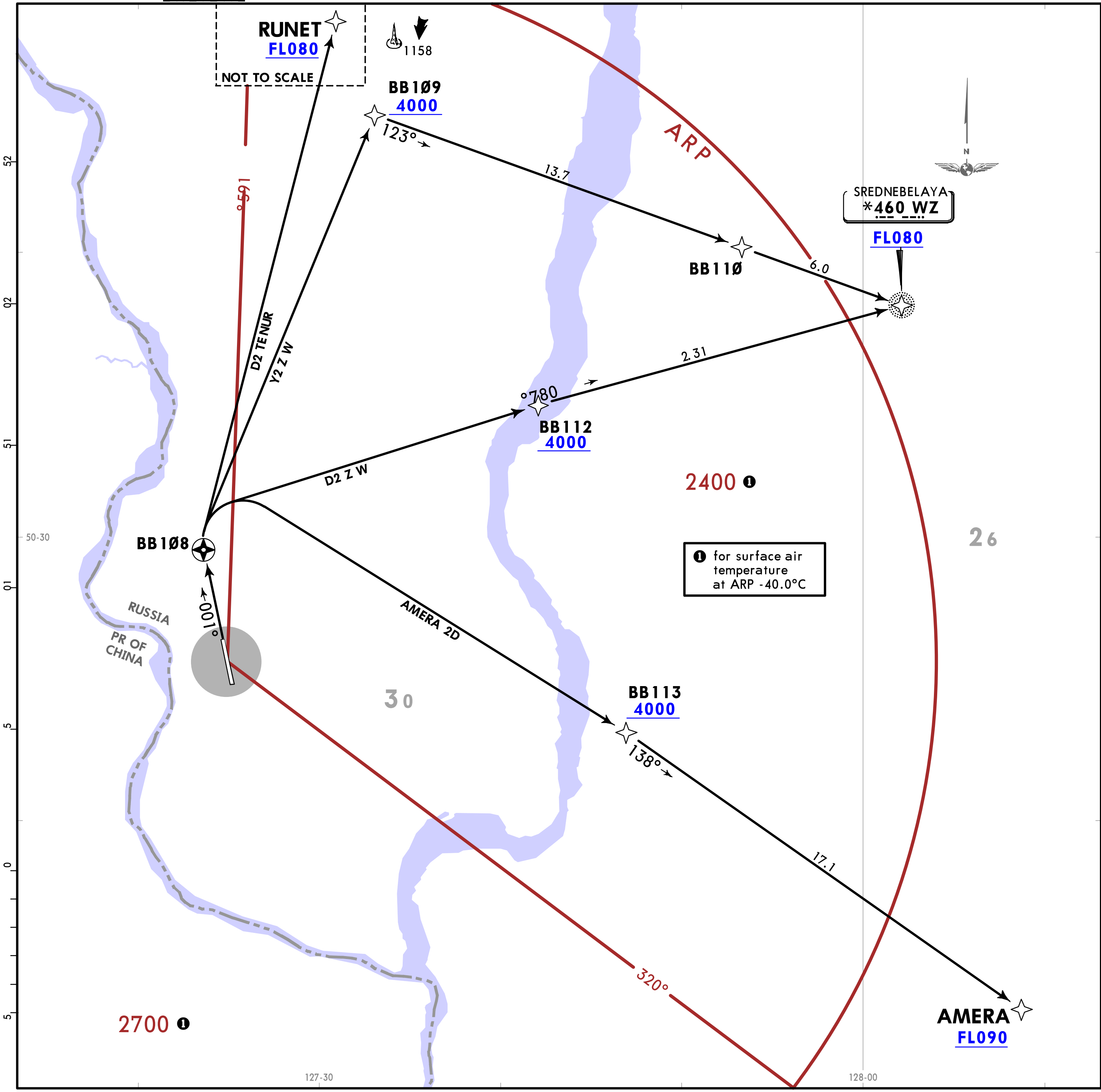
BLAGOVESHCHENSK Tower 127.2	Apt Elev 648
Trans alt: 4000	QNH (QFE on request)
RNAV 1	GNSS required

1. Departures are executed via SID or 'Direct to' procedure or RADAR vectoring.
2. If no information available or if unable to MAINTAIN RNAV (GNSS) SID, contact TWR and request conventional SID or RADAR vectoring.
3. Climb only to the altitude/FL cleared by ATC.

AMERA 2D [AMER2D]
RUNET 2D [RUNE2D]
WZ 2D [WZ2D]
WZ 2Y [WZ2Y]
RNAV DEPARTURES
(RWY 36)

LOST COMMS / LOST COMMS
Refer to 10-1P Pages.
LOST COMMS / LOST COMMS

FEET	METERS
QNH	(QFE)
4000	(1050)



CHANGES: RWYs 18L/R & 36L/R replaced 18/36, availability.

BLAGOVESHCHENSK Tower	Apt Elev
127.2	648

Trans alt: 4000 QNH (QFE on request)

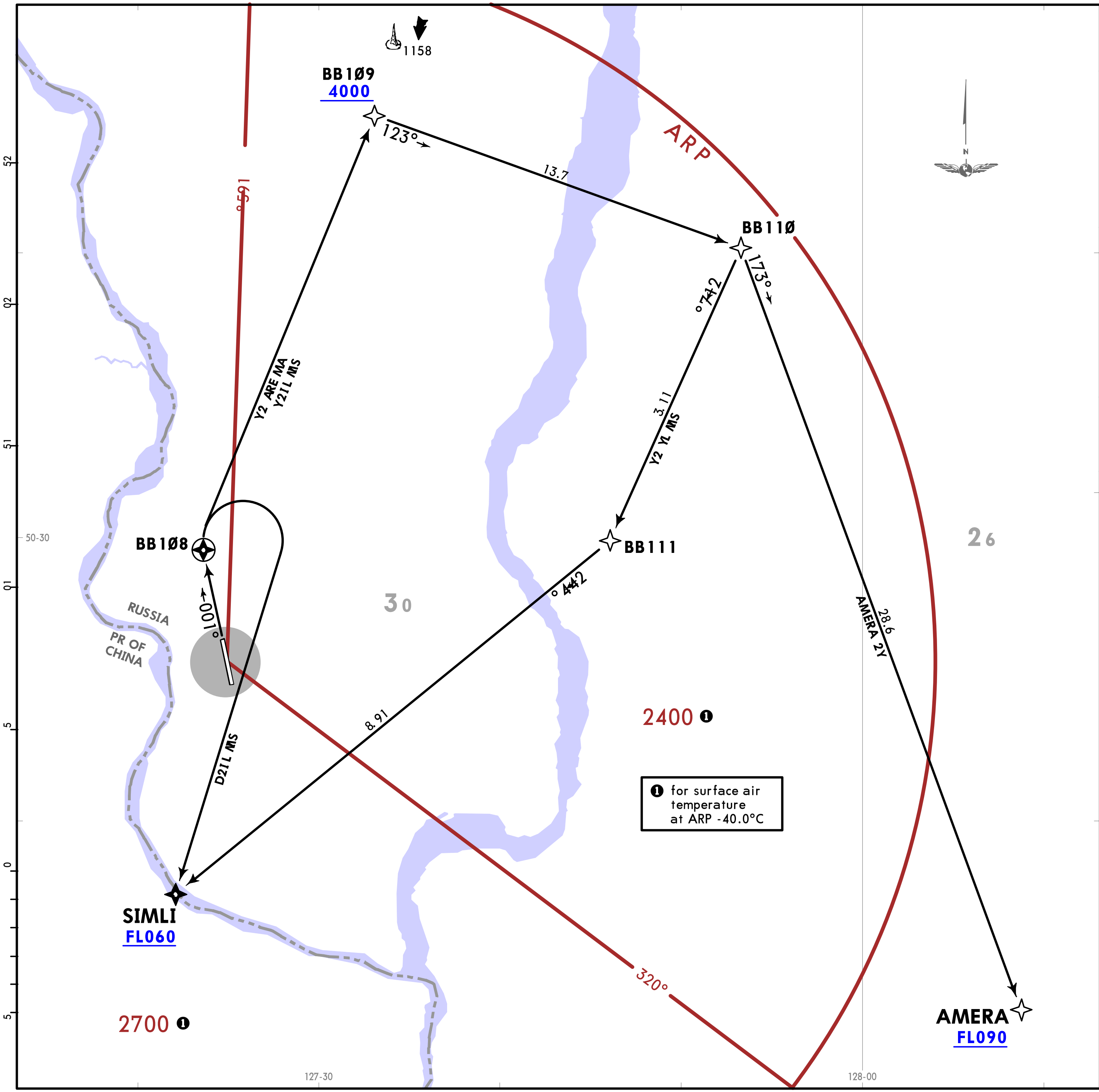
RNAV 1 GNSS required

1. Departures are executed via SID or 'Direct to' procedure or RADAR vectoring.
2. If no information available or if unable to MAINTAIN RNAV (GNSS) SID, contact TWR and request conventional SID or RADAR vectoring.
3. Climb only to the altitude/FL cleared by ATC.

AMERA 2Y [AMER2Y]
SIMLI 2D [SIML2D]
SIMLI 2Y [SIML2Y]
RNAV DEPARTURES
(RWY 36)

LOST COMMS LOST COMMS
Refer to 10-1P Pages.
LOST COMMS LOST COMMS

FEET	METERS
QNH	(QFE)
4000	(1050)



CHANGES: RWYs 18L/R & 36L/R replaced by 18/36, availability.

Apt Elev
648

Trans alt: 4000 QNH (QFE on request)

1. DME required.
2. Departures are executed via SID or 'Direct to' procedure or RADAR vectoring.
3. Climb only to the altitude/FL cleared by ATC.

AMERA 2A [AMER2A]
RUNET 2A [RUNE2A]
RUNET 2Z [RUNE2Z]
SIMLI 2A [SIML2A]
WZ 2A [WZ2A]
DEPARTURES
(RWY 18)

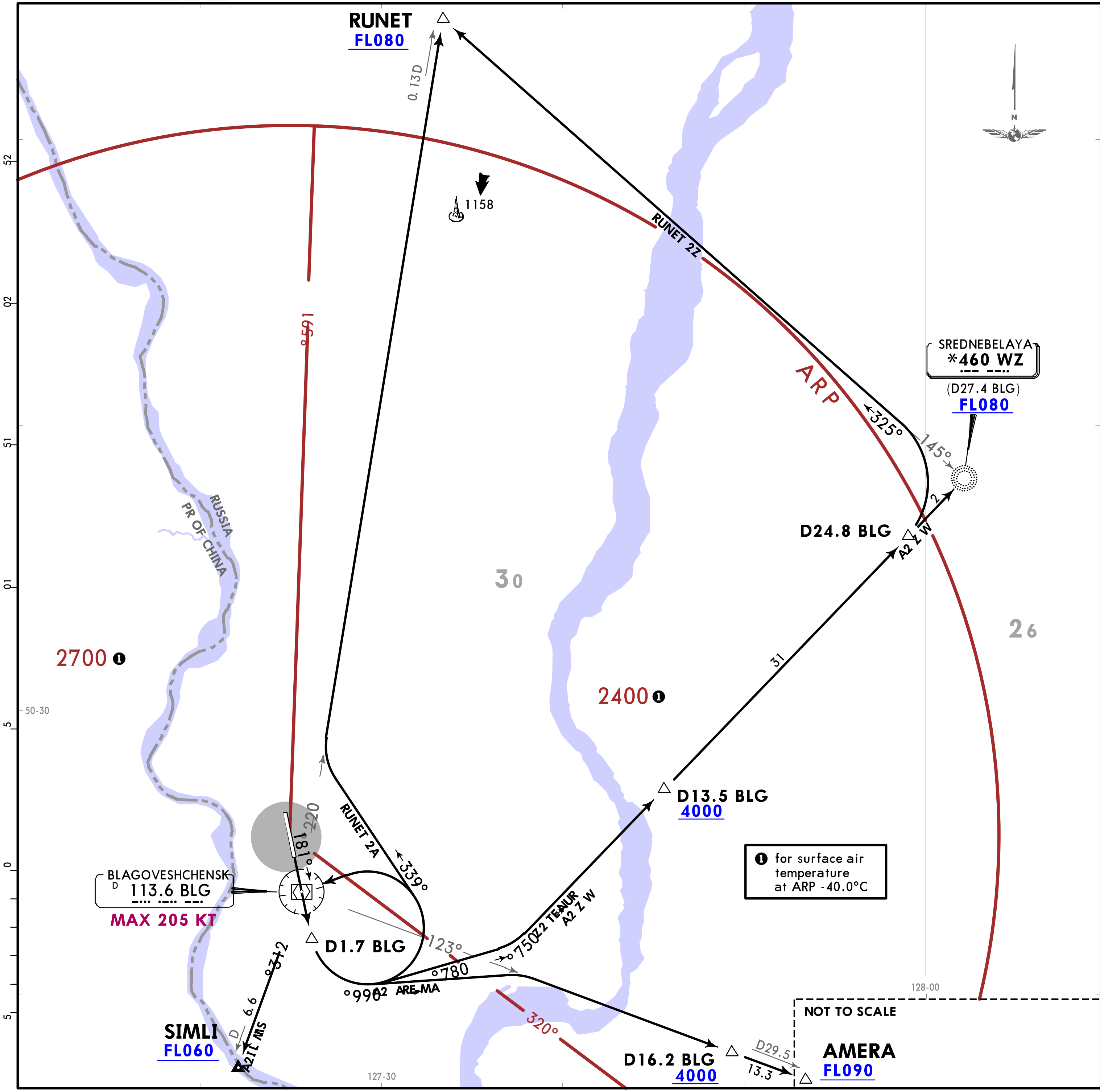
LOST COMMS / LOST COMMS
Refer to 10-1P Pages.
LOST COMMS / LOST COMMS

FEET	METERS
QNH	(QFE)
4000	(1050)
900	(110)

These SIDs require a minimum climb gradient of 4.1% up to 900.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

SID	ROUTING
AMERA 2A	Climb on 181° track to D1.7 BLG, turn LEFT, 099° track, intercept BLG R123, via D16.2 BLG to AMERA.
RUNET 2A	Climb on 181° track to D1.7 BLG, turn LEFT, 339° track, intercept BLG R022 to RUNET.
RUNET 2Z	Climb on 181° track to D1.7 BLG, turn LEFT, 087° track, intercept 057° bearing towards WZ, via D13.5 BLG to D24.8 BLG, turn LEFT, intercept 325° bearing from WZ to RUNET.
SIMLI 2A	Climb on 181° track to D1.7 BLG, turn LEFT to BLG, BLG R213 to SIMLI.
WZ 2A	Climb on 181° track to D1.7 BLG, turn LEFT, 087° track, intercept 057° bearing, via D13.5 BLG to WZ.



CHANGES: RWYs 18L/R & 36L/R replaced by 18/36, availability, chart reindexed.

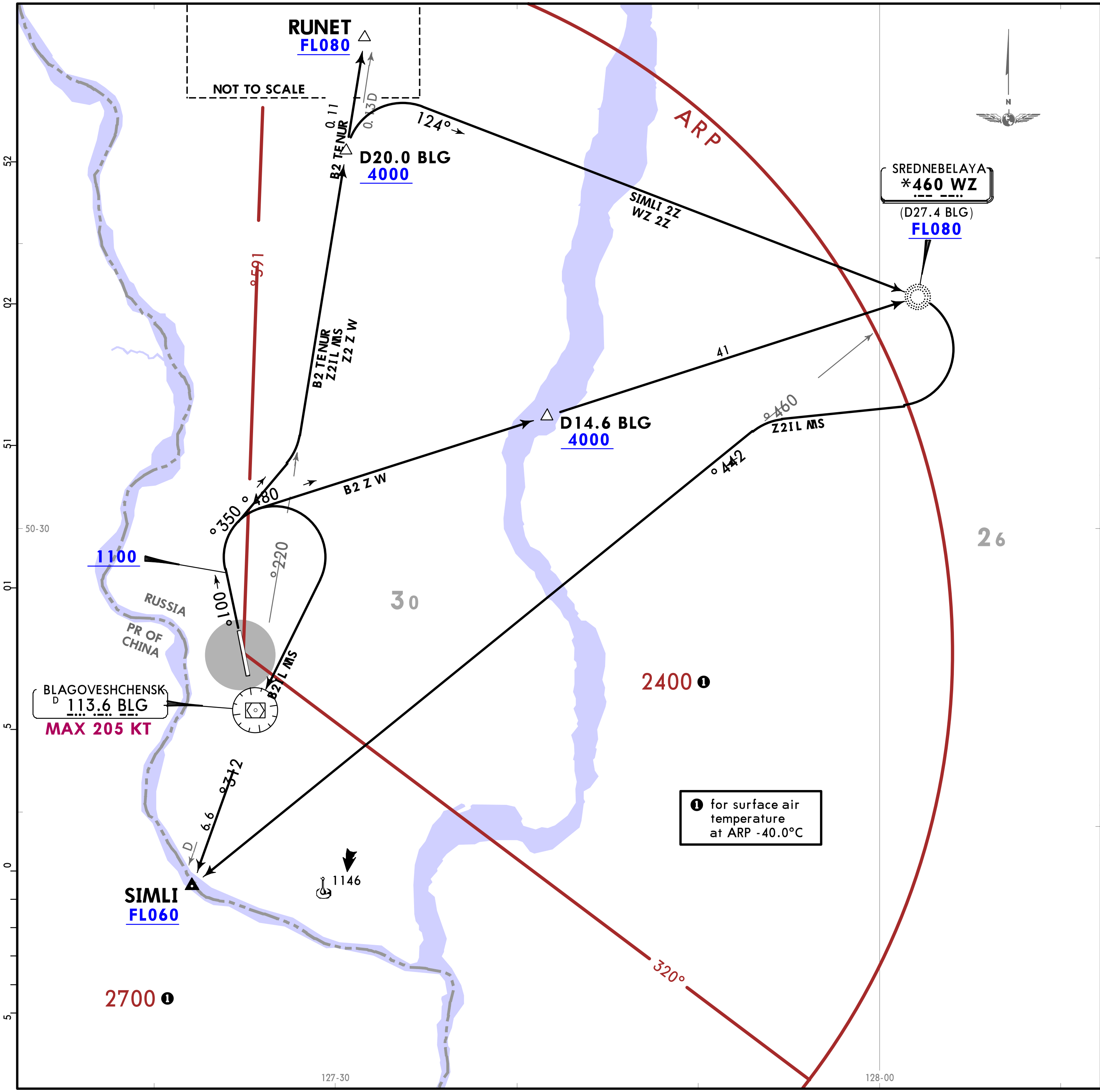
Apt Elev
648

Trans alt: 4000 QNH (QFE on request)
1. DME required.
2. Departures are executed via SID or 'Direct to' procedure or RADAR vectoring.
3. Climb only to the altitude/FL cleared by ATC.

RUNET 2B [RUNE2B]
SIMLI 2B [SIML2B]
SIMLI 2Z [SIML2Z]
WZ 2B [WZ2B]
WZ 2Z [WZ2Z]
DEPARTURES
(RWY 36)

LOST COMMS LOST COMMS
Refer to 10-1P Pages.
LOST COMMS LOST COMMS

FEET	METERS
QNH	(QFE)
4000	(1050)
1100	(140)



❶ for surface air temperature at ARP -40.0°C

SID	ROUTING
RUNET 2B	Climb on 001° track to 1100 or above, turn RIGHT, 053° track, intercept BLG R022 to RUNET.
SIMLI 2B	Climb on 001° track to 1100 or above, turn RIGHT to BLG, BLG R123 to SIMLI.
SIMLI 2Z	Climb on 001° track to 1100 or above, turn RIGHT, 053° track, intercept BLG R022 to D20.0 BLG, turn RIGHT, intercept 124° bearing to WZ, 244° bearing from WZ to SIMLI.
WZ 2B	Climb on 001° track to 1100 or above, turn RIGHT, intercept 084° bearing, via D14.6 BLG to WZ.
WZ 2Z	Climb on 001° track to 1100 or above, turn RIGHT, 053° track, intercept R022 BLG to D20.0 BLG, turn RIGHT, intercept 124° bearing to WZ.

CHANGES: RWYs 18L/R & 36L/R replaced by 18/36, availability, chart reindexed.

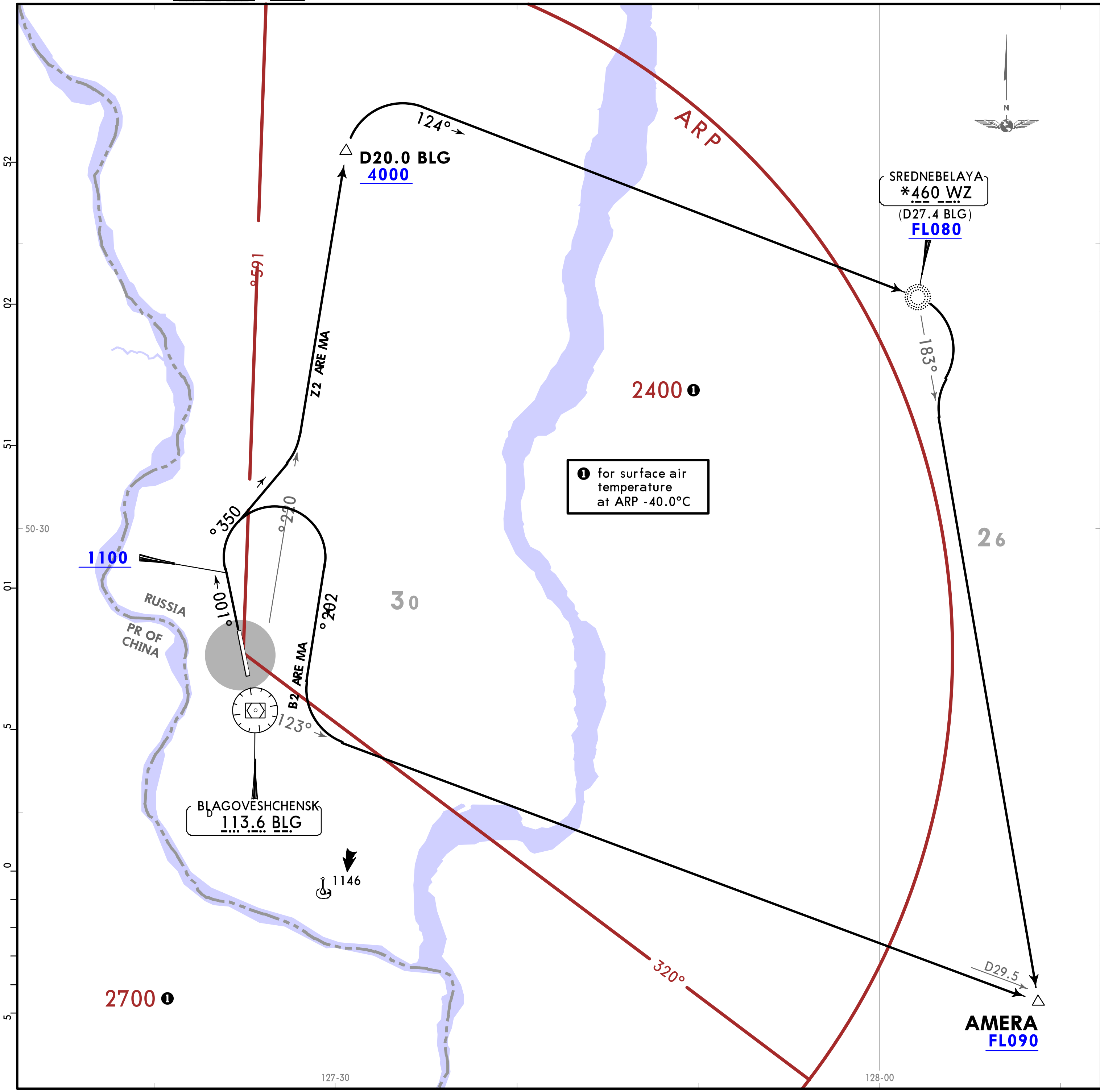
Apt Elev
648

Trans alt: 4000 QNH (QFE on request)
1. DME required.
2. Departures are executed via SID or 'Direct to' procedure or RADAR vectoring.
3. Climb only to the altitude/FL cleared by ATC.

AMERA 2B [AMER2B]
AMERA 2Z [AMER2Z]
DEPARTURES
(RWY 36)

LOST COMMS ▼ LOST COMMS
Refer to 10-1P Pages.
LOST COMMS ▲ LOST COMMS

FEET QNH	METERS (QFE)
4000	(1050)
1100	(140)



SID	ROUTING
AMERA 2B	Climb on 001° track to 1100 or above, turn RIGHT, 202° track, intercept BLG R123 to AMERA.
AMERA 2Z	Climb on 001° track to 1100 or above, turn RIGHT, 053° track, intercept BLG R022 to D20.0 BLG, turn RIGHT, intercept 124° bearing to WZ, 183° bearing to AMERA.

CHANGES: RWYs 18L/R & 36L/R replaced by 18/36, availability, chart reindexed.

NOISE ABATEMENT

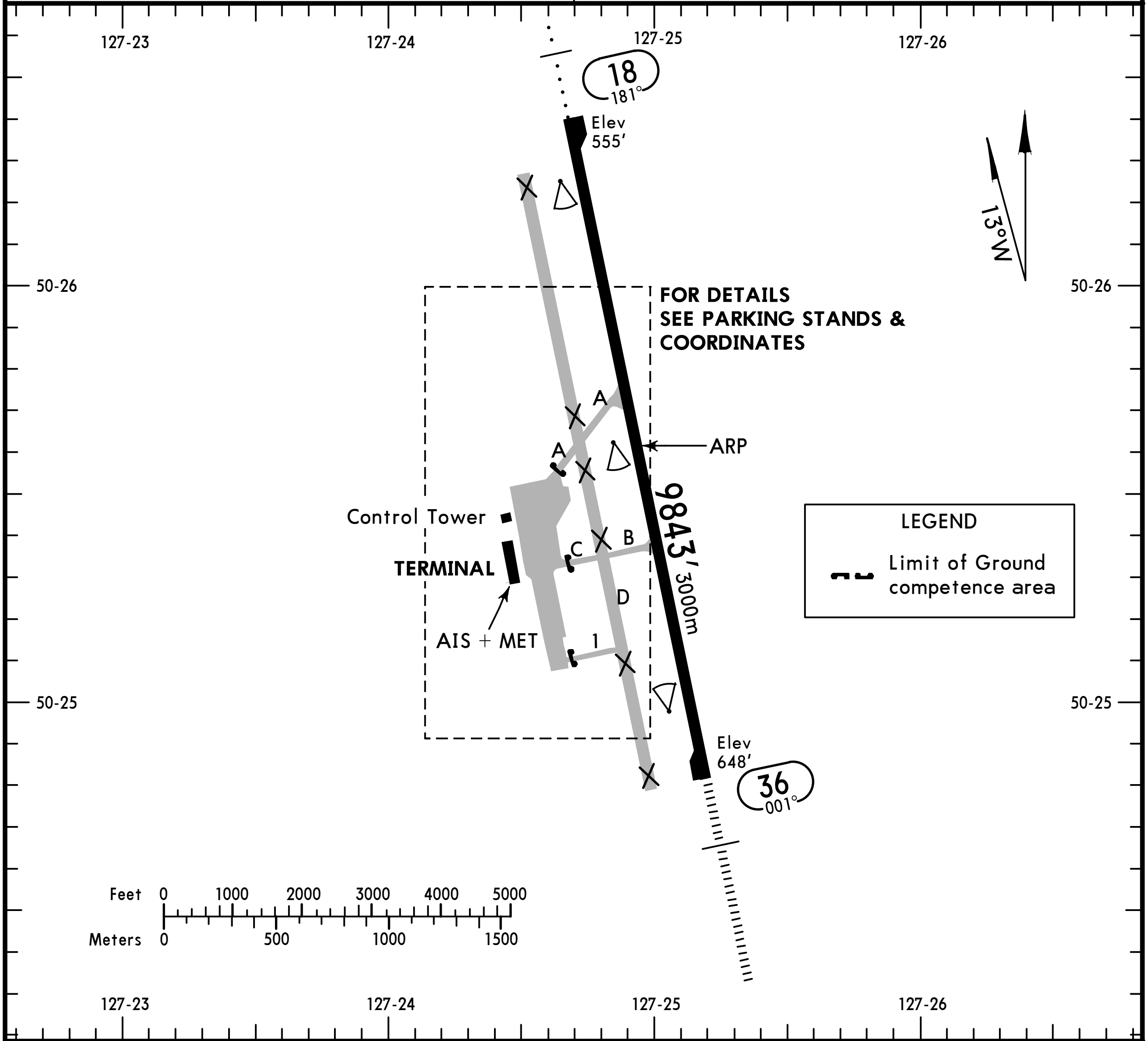
LT minus 9 HOURS = UTC(Z)

DEPARTURES

Noise abatement procedures shall be executed during take-off and climb.
Noise abatement procedures shall not be executed at the expense of flight safety or in case of one of ACFT engines failure during take-off.
CAT C & D ACFT are permitted to execute initial turn at 1000' (110m) with wing devices extended.

CHANGES: Noise abatement revised.

ATIS	BLAGOVESHCHENSK Tower
126.4	127.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
18	HIRL (60m) ❶ ALS PAPI-L (3.00°) RVR		8931' 2722m		148' 45m
36	HIRL (60m) ❷ HIALS PAPI-L (3.00°) RVR		8567' 2611m		

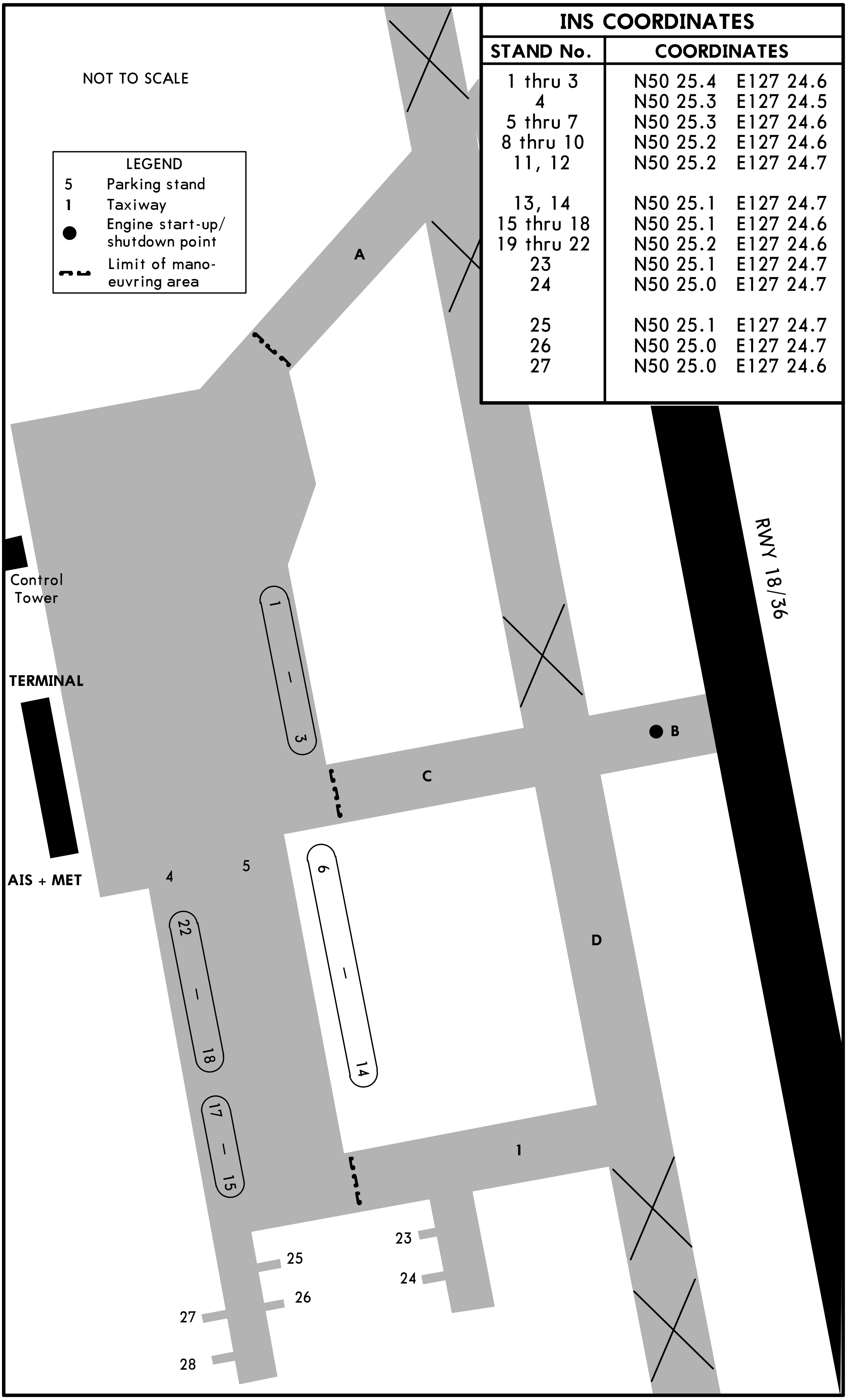
❶ length 420m
❷ length 900m

Std TAKE-OFF

1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
R/V300m	R/V400m	R/V500m	NA

1 For NIGHT operations, at least RL and RENL are required.

CHANGES: Rwy 18R/36L withdrawn, rwy designation, twy D added.



INS COORDINATES

STAND No.	COORDINATES	
1 thru 3	N50 25.4	E127 24.6
4	N50 25.3	E127 24.5
5 thru 7	N50 25.3	E127 24.6
8 thru 10	N50 25.2	E127 24.6
11, 12	N50 25.2	E127 24.7
13, 14	N50 25.1	E127 24.7
15 thru 18	N50 25.1	E127 24.6
19 thru 22	N50 25.2	E127 24.6
23	N50 25.1	E127 24.7
24	N50 25.0	E127 24.7
25	N50 25.1	E127 24.7
26	N50 25.0	E127 24.7
27	N50 25.0	E127 24.6

CHANGES: Rwy designation, twy D added.

STRAIGHT-IN RWY		A	B	C	D
18	ILS Z or Y	**755'**(200') R1000m	**755'**(200') R1000m	**755'**(200') R1000m	**755'**(200') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**755'**(200') R1000m	**755'**(200') R1000m	**755'**(200') R1000m	**755'**(200') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❶ LOC Z or Y	**1000'**(445') R1500m	**1000'**(445') R1500m	**1000'**(445') R1900m	**1000'**(445') R1900m
	ALS out	R1500m	R1500m	R2100m	R2100m
	RNP LNAV/VNAV	**805'**(250') R1000m	**805'**(250') R1000m	**820'**(265') R1100m	**908'**(353') R1400m
	ALS out	R1300m	R1300m	R1300m	R1600m
	❶ RNP LNAV	**930'**(375') R1500m	**930'**(375') R1500m	**930'**(375') R1500m	**930'**(375') R1500m
	ALS out	R1500m	R1500m	R1700m	R1700m
	❶ VOR	**1000'**(445') R1500m	**1000'**(445') R1500m	**1000'**(445') R1900m	**1000'**(445') R1900m
	ALS out	R1500m	R1500m	R2100m	R2100m
	❶ NDB	**1000'**(445') R1500m	**1000'**(445') R1500m	**1000'**(445') R1900m	**1000'**(445') R1900m
	ALS out	R1500m	R1500m	R2100m	R2100m

❶ Continuous Descent Final Approach.

STRAIGHT-IN RWY		A	B	C	D
36	ILS Z or Y	**848'**(200') ❶ R550m	**848'**(200') ❶ R550m	**848'**(200') ❶ R550m	**848'**(200') ❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**848'**(200') ❶ R550m	**848'**(200') ❶ R550m	**848'**(200') ❶ R550m	**848'**(200') ❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷❸ LOC Z or Y	**1070'**(422') R1300m	**1070'**(422') R1300m	**1070'**(422') R1300m	**1070'**(422') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	❷❹ LOC Z or Y	**1140'**(492') R1500m	**1140'**(492') R1500m	**1140'**(492') R1500m	**1140'**(492') R1500m
	ALS out	R1500m	R1500m	R2300m	R2300m
	RNP LNAV/VNAV	**987'**(339') R800m	**999'**(351') R900m	**1007'**(359') R900m	**1018'**(370') R1000m
	ALS out	R1500m	R1500m	R1600m	R1700m
	❶ RNP LNAV	**1140'**(492') R1500m	**1140'**(492') R1500m	**1140'**(492') R1500m	**1140'**(492') R1500m
	ALS out	R1500m	R1500m	R2300m	R2300m
	❶❺ VOR	**1110'**(462') R1500m	**1110'**(462') R1500m	**1110'**(462') R1500m	**1110'**(462') R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m
	❶❻ VOR	**1140'**(492') R1500m	**1140'**(492') R1500m	**1140'**(492') R1500m	**1140'**(492') R1500m
	ALS out	R1500m	R1500m	R2300m	R2300m
	❶ NDB	**1140'**(492') R1500m	**1140'**(492') R1500m	**1140'**(492') R1500m	**1140'**(492') R1500m
	ALS out	R1500m	R1500m	R2300m	R2300m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ Continuous Descent Final Approach.
❸ with D1.9 IBM/D0.6 BLG.
❹ w/o D1.9 IBM/D0.6 BLG.
❺ with D0.6 BLG.
❻ w/o D0.6 BLG.

❼ CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1190'(542') V1500m	**1220'**(572') V1600m	**1330'**(682') V2400m	**1350'**(702') V3600m

❼ Prohibited WEST of airport.

TAKE-OFF

Low Visibility Procedures required / Approval for Low Visibility Take-off required		RCLM or RL	RL	Adequate Vis Ref	
RCLM & RL & RVR					
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R300m		R/V400m		R/V500m	NA

CHANGES: Rwy designation, minimums.

BRIEFING STRIP ™

ATIS	BLAGOVESHCHENSK Tower
126.4	127.2

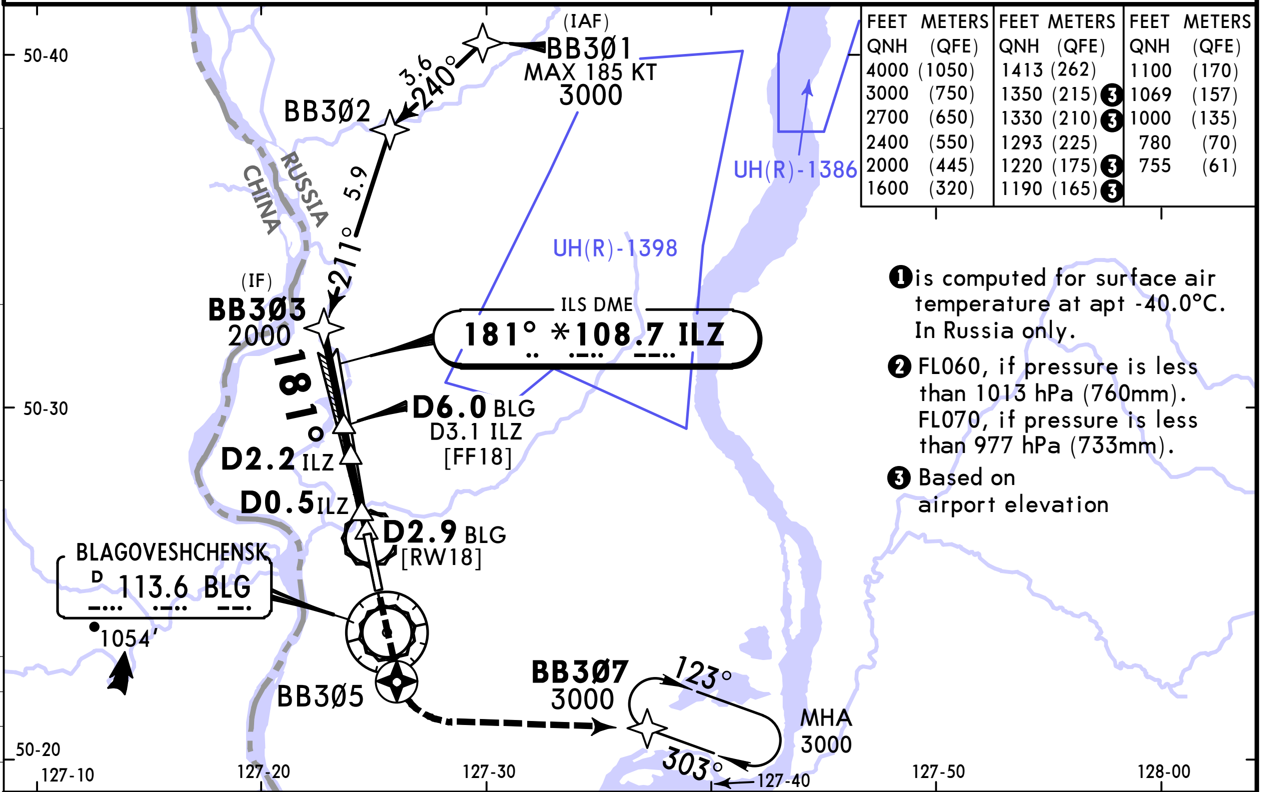
LOC ILZ	Final Apch Crs	D6.0 BLG	ILS DA(H)	
*108.7	181°	1600′(1045′)	755′ (200′)	Apt Elev 648′ Rwy 555′

MSA ARP ❶: 195°, 2400, 2700, 320°

MISSED APCH: Climb STRAIGHT AHEAD to BB3Ø5, then turn LEFT (MAX 205 KT) to BB3Ø7 climbing to 3000′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: FL050 ❷ Trans alt: 4000′

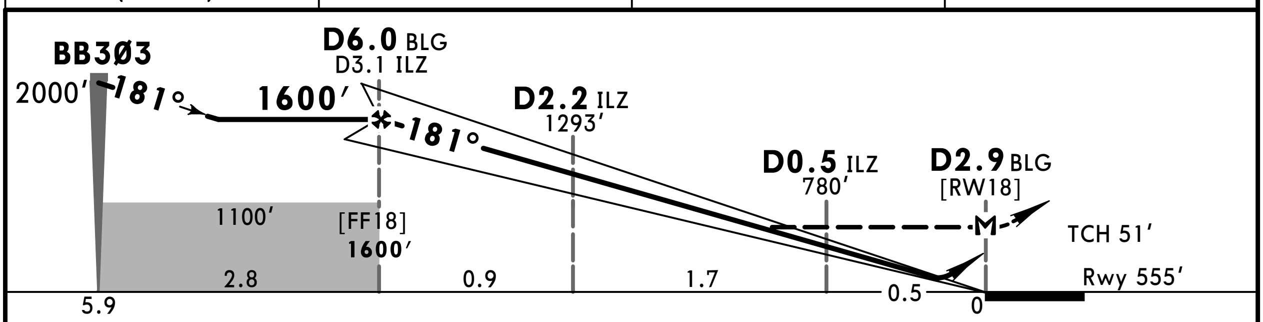
RNAV 1 for initial and missed apch. 1. GNSS required. 2. DME required.
3. ILS DME reads zero at rwy 18 threshold.
4. Timing not autorized for defining MAP.



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(1050)	1413	(262)	1100	(170)
3000	(750)	1350	(215)❸	1069	(157)
2700	(650)	1330	(210)❸	1000	(135)
2400	(550)	1293	(225)	780	(70)
2000	(445)	1220	(175)❸	755	(61)
1600	(320)	1190	(165)❸		

❶ is computed for surface air temperature at apt -40.0°C. In Russia only.
❷ FL060, if pressure is less than 1013 hPa (760mm). FL070, if pressure is less than 977 hPa (733mm).
❸ Based on airport elevation

LOC (GS out)	BLG DME	5.4	4.3
	ALTITUDE	1413′	1069′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.9 BLG							

ALS PAPI — BB3Ø5 ↑ — BB3Ø7 LT — MIN 3000′ ↑

Std

STRAIGHT-IN LANDING

	ILS DA(H) 755′(200′)	ALS out	LOC (GS out) CDFA 🅸 DA/MDA(H) 1000′(445′)	ALS out
A	R1000m	R1200m	R1500m	
B				
C			R1900m	R2100m
D				

CIRCLE-TO-LAND
PROHIBITED West of airport

Max KT	MDA(H)
100	1190′ (542′) V1500m
135	1220′ (572′) V1600m
180	1330′ (682′) V2400m
205	1350′ (702′) V3600m

🅸 VNAV DA(H) in lieu of MDA(H)) depends on operator policy.

PANS OPS

CHANGES: Rwy designation, notes.

ATIS	BLAGOVESHCHENSK Tower
126.4	127.2

LOC ILZ	Final Apch Crs	D6.0 BLG	ILS DA(H)	Apt Elev 648'
*108.7	181°	1600' (1045')	755' (200')	Rwy 555'

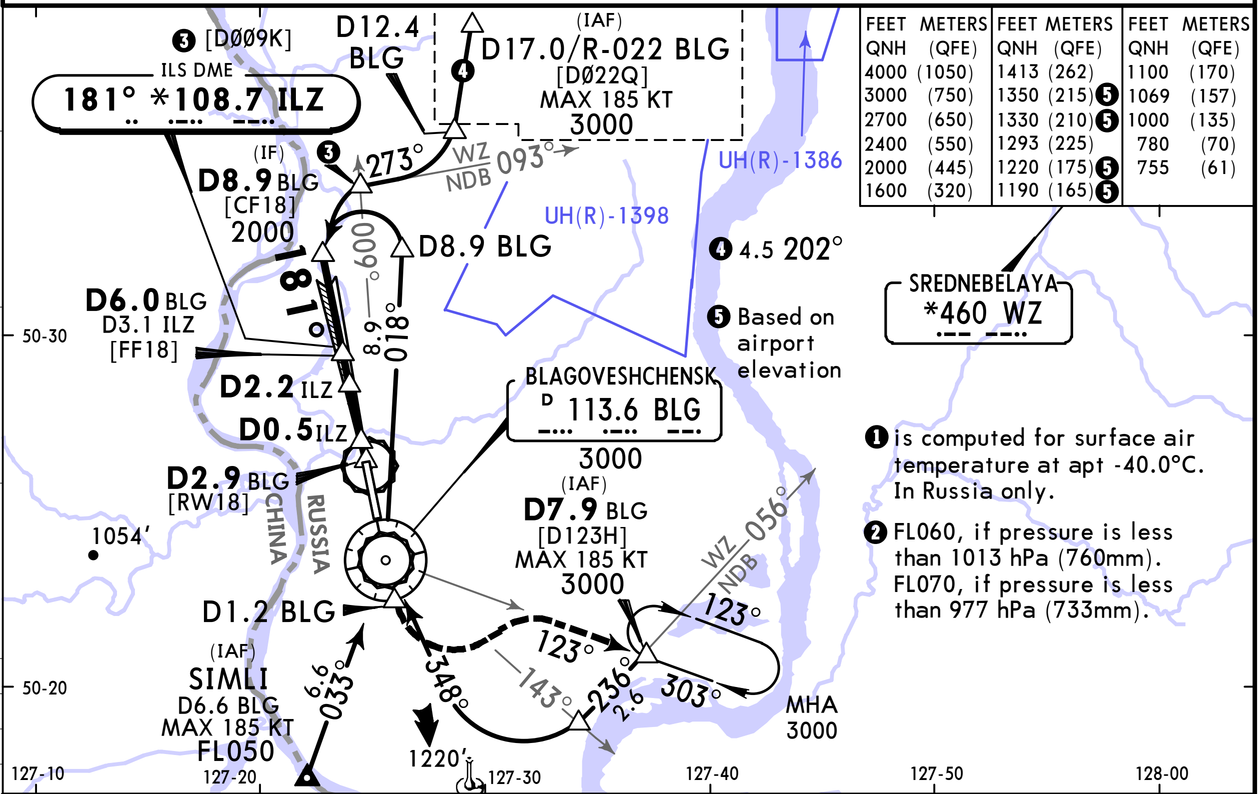
MSA ARP ❶: 195°, 320°; 2400, 2700

MISSED APCH: Climb STRAIGHT AHEAD to VOR, then to D1.2 BLG, turn LEFT (MAX 185 KT) to cross R-123 BLG, then to D7.9/R-123 BLG climbing to 3000' or above.

Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: FL050 ❷ Trans alt: 4000'

1. DME required. 2. Radar required.
3. ILS DME reads zero at rwy 18 threshold.
4. Timing not autorized for defining MAP.

BRIEFING STRIP ™

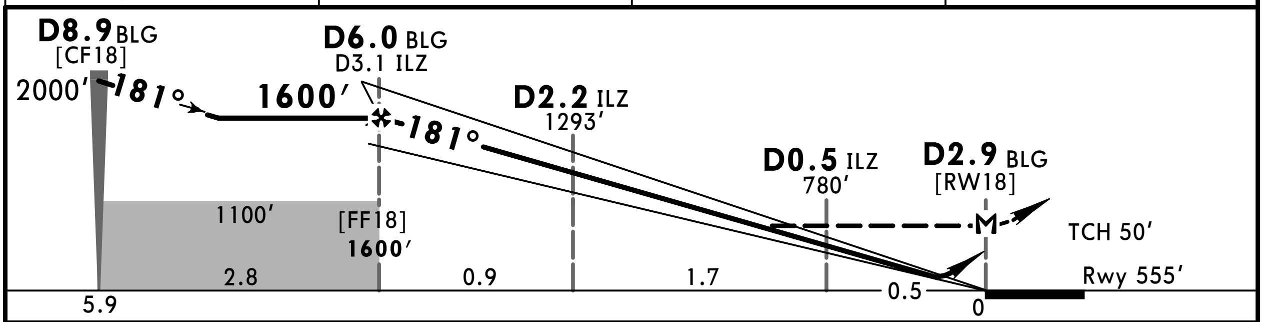


FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(1050)	1413	(262)	1100	(170)
3000	(750)	1350	(215)❺	1069	(157)
2700	(650)	1330	(210)❺	1000	(135)
2400	(550)	1293	(225)	780	(70)
2000	(445)	1220	(175)❺	755	(61)
1600	(320)	1190	(165)❺		

❶ is computed for surface air temperature at apt -40.0°C. In Russia only.

❷ FL060, if pressure is less than 1013 hPa (760mm). FL070, if pressure is less than 977 hPa (733mm).

LOC (GS out)	BLG DME	5.4	4.3
	ALTITUDE	1413'	1069'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.9 BLG							

ALS PAPI — BLG 113.6 — D1.2 BLG

Std

	STRAIGHT-IN LANDING ILS DA(H) 755' (200')		LOC (GS out) CDFA 🅸 DA/MDA(H) 1000' (445')	
		ALS out		ALS out
A	R1000m	R1200m	R1500m	
B	R1000m	R1200m	R1500m	
C	R1000m	R1200m	R1900m	R2100m
D	R1000m	R1200m	R1900m	R2100m

CIRCLE-TO-LAND

PROHIBITED West of airport

Max KT	MDA(H)	
100	1190' (542')	V1500m
135	1220' (572')	V1600m
180	1330' (682')	V2400m
205	1350' (702')	V3600m

PANS OPS

🅸 VNAV DA(H) in lieu of MDA(H)) depends on operator policy.

CHANGES: Rwy designation, procedure.

UHBB/BQS IGNATYEVO

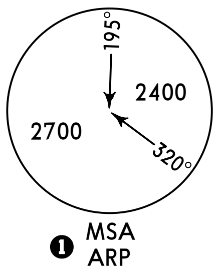
JEPPESEN 5 JUL 24 **Eff 11 Jul** 11-3

BLAGOVESHCHENSK, ~~RUSSIA~~
ILS Z or LOC Z Rwy 36

BRIEFING STRIP ™

ATIS	BLAGOVESHCHENSK Tower
126.4	127.2

LOC IBM	Final Apch Crs	D4.8 IBM	ILS DA(H)	
*111.1	001°	2200′(1552′)	848′(200′)	Apt Elev 648′ Rwy 648′



MISSED APCH: Climb STRAIGHT AHEAD to BB311, then turn RIGHT (MAX 185 KT) to BB307 climbing to 3000′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 24 hPa Trans level: FL050 ❷ Trans alt: 4000′

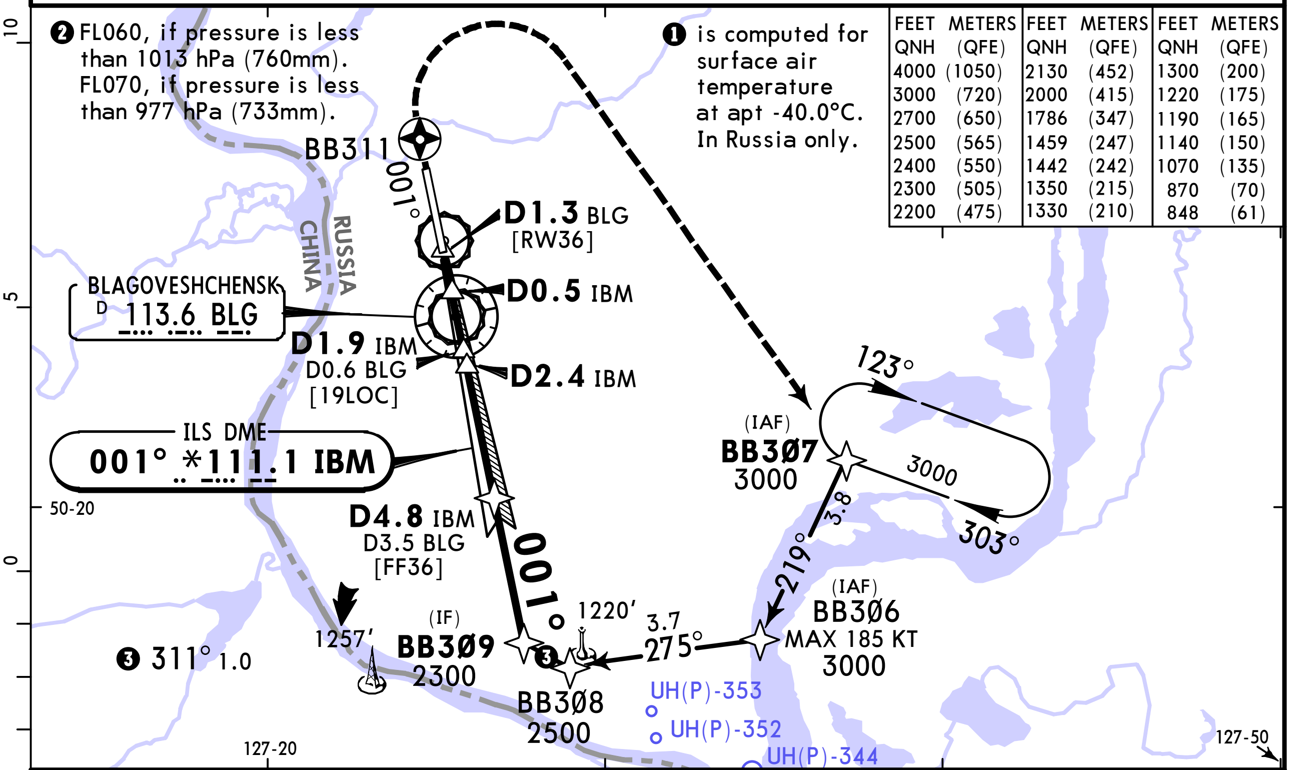
RNAV 1 for initial and missed apch.

1. GNSS required. 2. DME required. 3. ILS DME reads zero at rwy 36 threshold.
4. Timing not autorized for defining MAP.

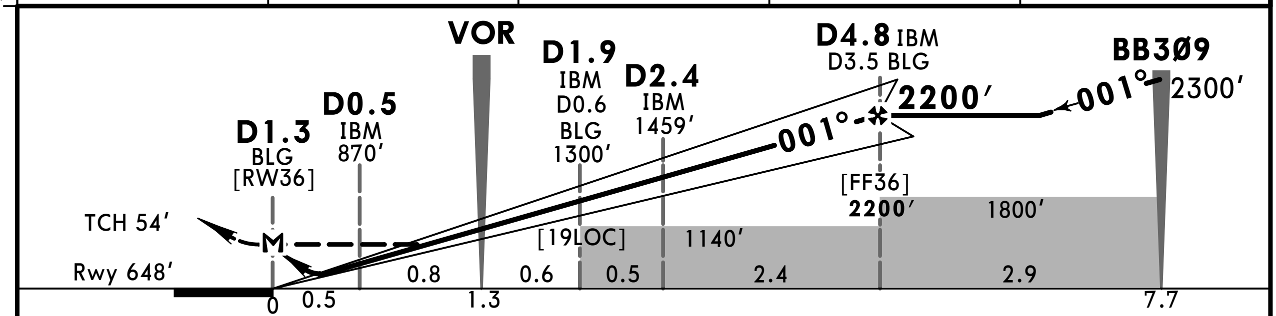
❷ FL060, if pressure is less than 1013 hPa (760mm). FL070, if pressure is less than 977 hPa (733mm).

❶ is computed for surface air temperature at apt -40.0°C. In Russia only.

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(1050)	2130	(452)	1300	(200)
3000	(720)	2000	(415)	1220	(175)
2700	(650)	1786	(347)	1190	(165)
2500	(565)	1459	(247)	1140	(150)
2400	(550)	1442	(242)	1070	(135)
2300	(505)	1350	(215)	870	(70)
2200	(475)	1330	(210)	848	(61)



LOC (GS out)	BLG DME	1.1	2.2	3.2
	ALTITUDE	1442′	1786′	2130′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.3 BLG							

HIALS

BB311	BB307	MIN 3000′
↑	RT	↑

Std

	STRAIGHT-IN LANDING						CIRCLE-TO-LAND		
	ILS		LOC (GS out) with D1.9 IBM/D0.6 BLG CDFA ❷		LOC (GS out) w/o D1.9 IBM/D0.6 BLG CDFA ❷		PROHIBITED West of airport		
	DA(H) 848′(200′)		DA/MDA(H) 1070′(422′)		DA/MDA(H) 1140′(492′)		Max KT	MDA(H)	
		ALS out		ALS out		ALS out			
A	❶R550m	R1200m	R1300m	R1500m	R1500m	R1500m	100	1190′(542′)	V1500m
B							135	1220′(572′)	V1600m
C				R2000m		R2300m	180	1330′(682′)	V2400m
D							205	1350′(702′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Rwy designation, procedure.

UHBB/BQS
IGNATYEVO

5 JUL 24 Eff 11 Jul (11-4) JEPPESEN

BLAGOVESHCHENSK, ~~RUSSIA~~
ILS Y or LOC Y Rwy 36

BRIEFING STRIP ™

ATIS	BLAGOVESHCHENSK Tower
126.4	127.2

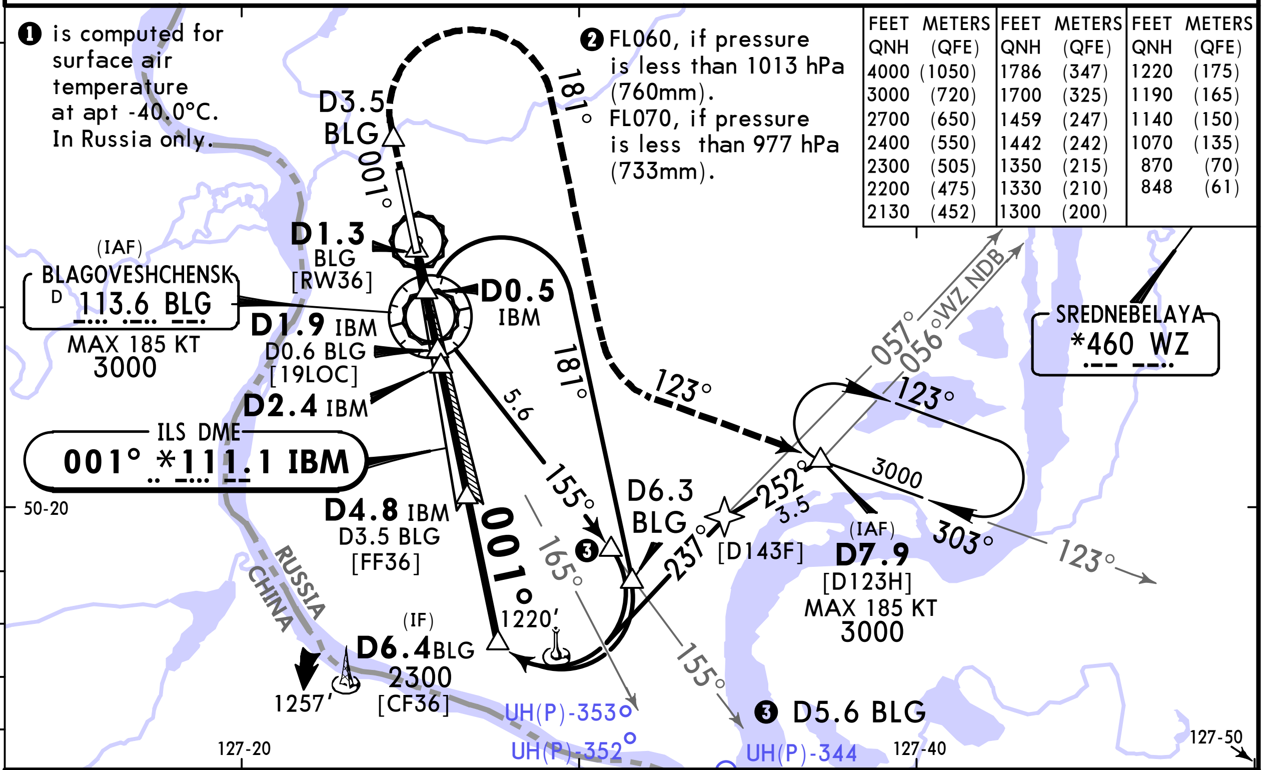
LOC IBM	Final Apch Crs	D4.8 IBM	ILS DA(H)	
*111.1	001°	2200′ (1552′)	848′ (200′)	Apt Elev 648′ Rwy 648′

MSA ARP (1): 195°, 2400, 320°, 2700

MISSED APCH: Climb STRAIGHT AHEAD to D3.5 BLG, then turn RIGHT (MAX 185 KT) onto track 181° to establish on R-123 BLG, then to D7.9/R-123 BLG climbing to 3000′ or above.

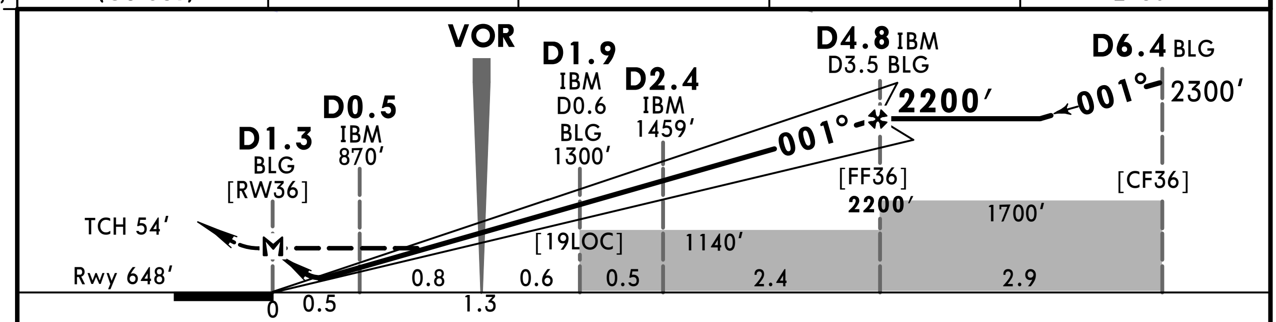
Alt Set: hPa (MM on req) Rwy Elev: 24 hPa Trans level: FL050 (2) Trans alt: 4000′

1. DME required. 2. Radar required.
3. ILS DME reads zero at rwy 36 threshold.
4. Timing not autorized for defining MAP.



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(1050)	1786	(347)	1220	(175)
3000	(720)	1700	(325)	1190	(165)
2700	(650)	1459	(247)	1140	(150)
2400	(550)	1442	(242)	1070	(135)
2300	(505)	1350	(215)	870	(70)
2200	(475)	1330	(210)	848	(61)
2130	(452)	1300	(200)		

LOC (GS out)	BLG DME	1.1	2.2	3.2
	ALTITUDE	1442′	1786′	2130′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.3 BLG							

HIALS | D3.5 BLG | 181° RT

Std

	STRAIGHT-IN LANDING						CIRCLE-TO-LAND		
	ILS		LOC (GS out) with D1.9 IBM/D0.6 BLG CDFA (2)		LOC (GS out) w/o D1.9 IBM/D0.6 BLG CDFA (2)		PROHIBITED West of airport		
	DA(H) 848′ (200′)		DA/MDA(H) 1070′ (422′)		DA/MDA(H) 1140′ (492′)				
		ALS out		ALS out		ALS out	Max KT	MDA(H)	
A	(1) R550m	R1200m	R1300m	R1500m	R1500m	R1500m	100	1190′ (542′)	V1500m
B	(1) R550m	R1200m	R1300m	R1500m	R1500m	R1500m	135	1220′ (572′)	V1600m
C	(1) R550m	R1200m	R1300m	R2000m	R1500m	R2300m	180	1330′ (682′)	V2400m
D	(1) R550m	R1200m	R1300m	R2000m	R1500m	R2300m	205	1350′ (702′)	V3600m

PANS OPS

(1) R750m when a Flight Director or Autopilot or HUD to DA is not used.
(2) VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy designation, procedure.

UHBB/BQS
IGNATYEVO

JEPPESEN 5 JUL 24 (12-1) Eff 11 Jul

BLAGOVESHCHENSK, ~~RUSSIA~~
RNP Rwy 18

BRIEFING STRIP ™

ATIS	BLAGOVESHCHENSK Tower
126.4	127.2

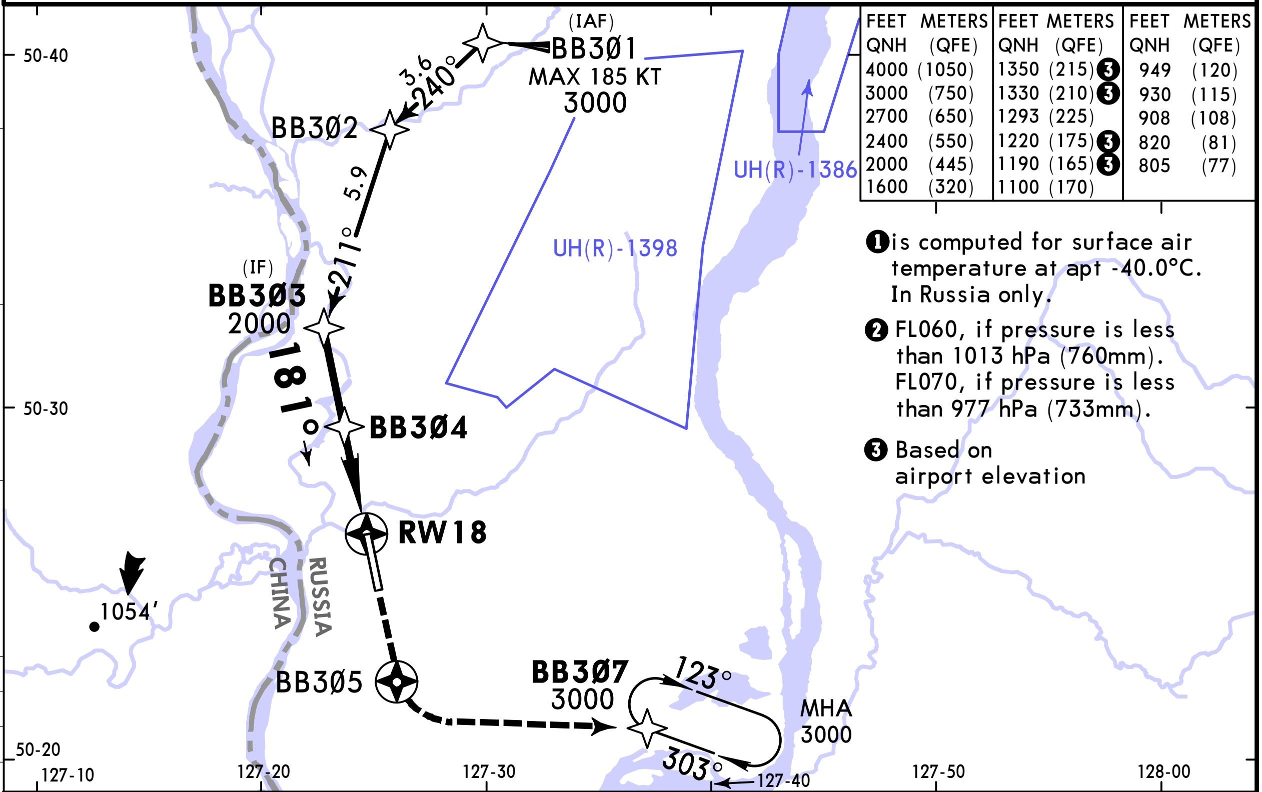
RNAV	Final Apch Crs	BB3Ø4	LNAV/VNAV DA(H)	Apt Elev 648'
	181°	1600' (1045')	Refer to Minimums	Rwy 555'

MSA ARP ❶: 195°, 320°, 2400, 2700

MISSED APCH: Climb STRAIGHT AHEAD to BB3Ø5, then turn LEFT (MAX 205 KT) to BB3Ø7 climbing to 3000' or above.

Alt Set: hPa (MM on req) | Rwy Elev: 20 hPa | Trans level: FL050 ❷ | Trans alt: 4000'

RNAV apch.
1. GNSS required. 2. Baro-VNAV not authorized below -38°C.
3. Timing not autorized for defining MAP.



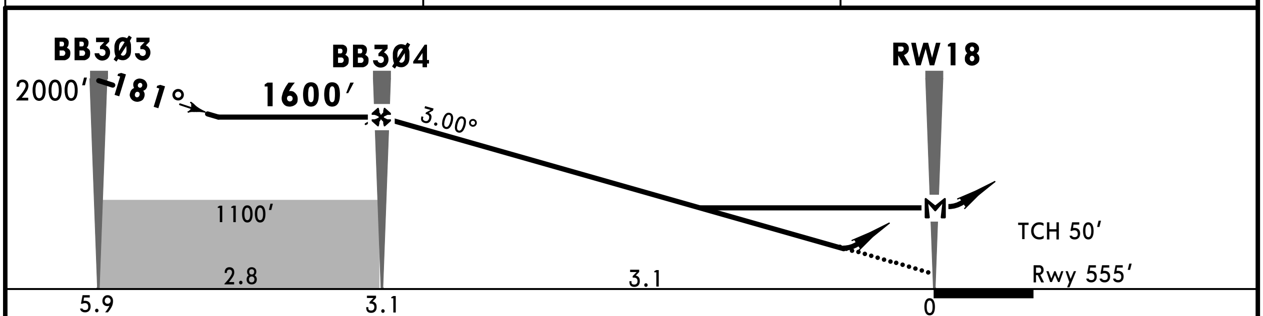
FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(1050)	1350	(215)❸	949	(120)
3000	(750)	1330	(210)❸	930	(115)
2700	(650)	1293	(225)	908	(108)
2400	(550)	1220	(175)❸	820	(81)
2000	(445)	1190	(165)❸	805	(77)
1600	(320)	1100	(170)		

❶ is computed for surface air temperature at apt -40.0°C. In Russia only.

❷ FL060, if pressure is less than 1013 hPa (760mm). FL070, if pressure is less than 977 hPa (733mm).

❸ Based on airport elevation

DIST to RW18	2.2	1.1
ALTITUDE	1293'	949'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

ALS PAPI | BB3Ø5 | BB3Ø7 LT | MIN 3000'

Std

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) AB: 805' (250') C: 820' (265') D: 908' (353')		LNAV CDFA ❶ DA/MDA(H) 930' (375')	
		ALS out		ALS out
A	R1000m	R1300m	R1500m	
B				
C	R1100m		R1500m	R1700m
D	R1400m	R1600m		

CIRCLE-TO-LAND

PROHIBITED West of airport

Max KT	MDA(H)
100	1190' (542') V1500m
135	1220' (572') V1600m
180	1330' (682') V2400m
205	1350' (702') V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

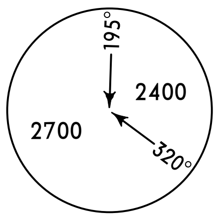
PANS OPS

CHANGES: Rwy designation, procedure.

ATIS	BLAGOVESHCHENSK Tower
126.4	127.2

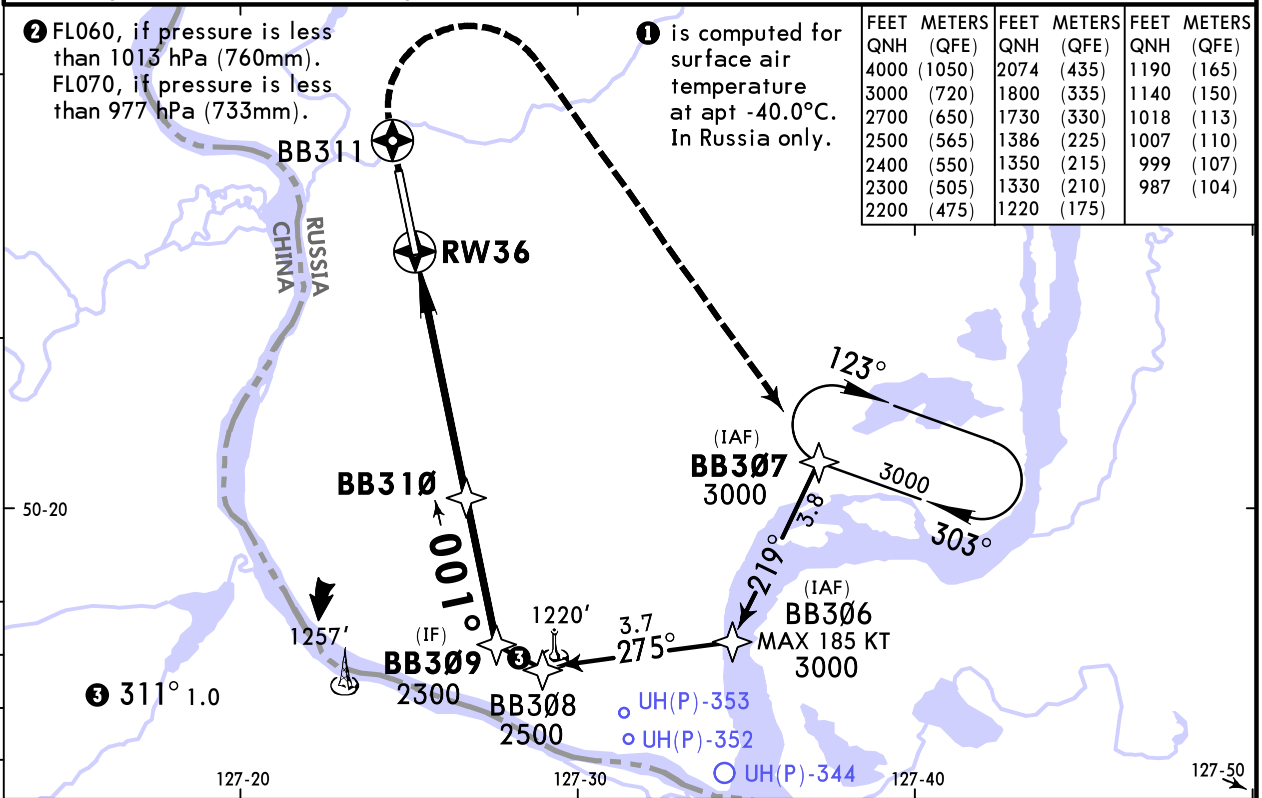
RNAV	Final Apch Crs	BB31Ø	LNAV/VNAV DA(H)	Apt Elev 648'
	001°	2200' (1552')	Refer to Minimums	

MISSED APCH: Climb STRAIGHT AHEAD to BB311, then turn RIGHT (MAX 185 KT) to BB3Ø7 climbing to 3000' or above.



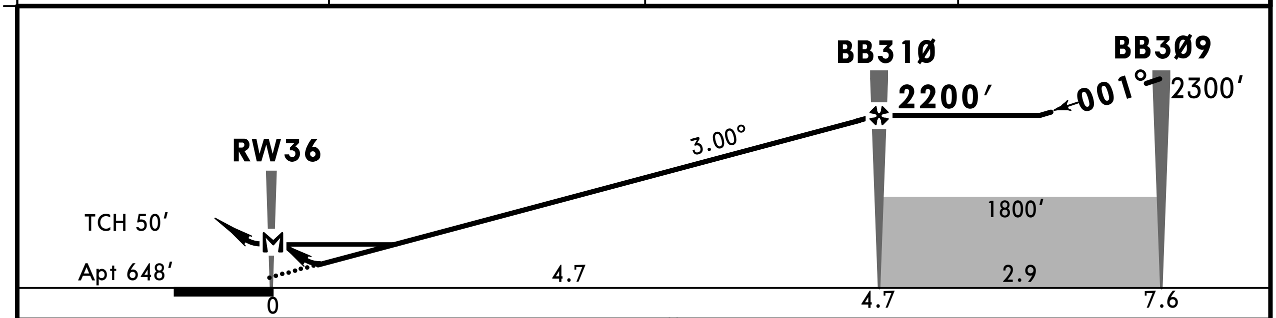
Alt Set: hPa (MM on req) Apt Elev: 24 hPa Trans level: FL050 ❷ Trans alt: 4000'

RNP apch 1. GNSS required. 2.Baro-VNAV not authorized below -31°C.
3. Timing not autorized for defining MAP.



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(1050)	2074	(435)	1190	(165)
3000	(720)	1800	(335)	1140	(150)
2700	(650)	1730	(330)	1018	(113)
2500	(565)	1386	(225)	1007	(110)
2400	(550)	1350	(215)	999	(107)
2300	(505)	1330	(210)	987	(104)
2200	(475)	1220	(175)		

DIST to RW36	2.2	3.2	4.3
ALTITUDE	1386'	1730'	2074'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

HIALS | BB311 ↑ | BB3Ø7 RT | 185 KT MAX | MIN 3000' ↑

Std STRAIGHT-IN LANDING — CIRCLE-TO-LAND

LNAV/VNAV
DA(H) A: 987' (339') C: 1007' (359')
B: 999' (351') D: 1018' (370')

LNAV
CDFA
1 DA/MDA(H) 1140' (492')

CIRCLE-TO-LAND: PROHIBITED West of airport

	LNAV/VNAV	ALS out	LNAV	ALS out
A	R800m	R1500m	R1500m	R1500m
B	R900m	R1500m	R1500m	R1500m
C	R900m	R1600m	R1500m	R2300m
D	R1000m	R1700m	R1500m	R2300m

Max Kts	MDA(H)	
100	1190' (542')	V1500m
135	1220' (572')	V1600m
180	1330' (682')	V2400m
205	1350' (702')	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

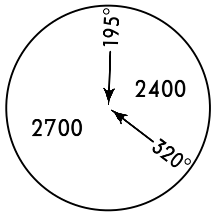
BRIEFING STRIP ™ — PANS OPS

CHANGES: Rwy designation, procedure, minimums.

BRIEFING STRIP ™

ATIS	BLAGOVESHCHENSK Tower
126.4	127.2

GBAS	Final Apch Crs	BB3Ø4	DA(H)	
Ch 20585 G18A	181°	1600′ (1045′)	755′ (200′)	Apt Elev 648′ Rwy 555′



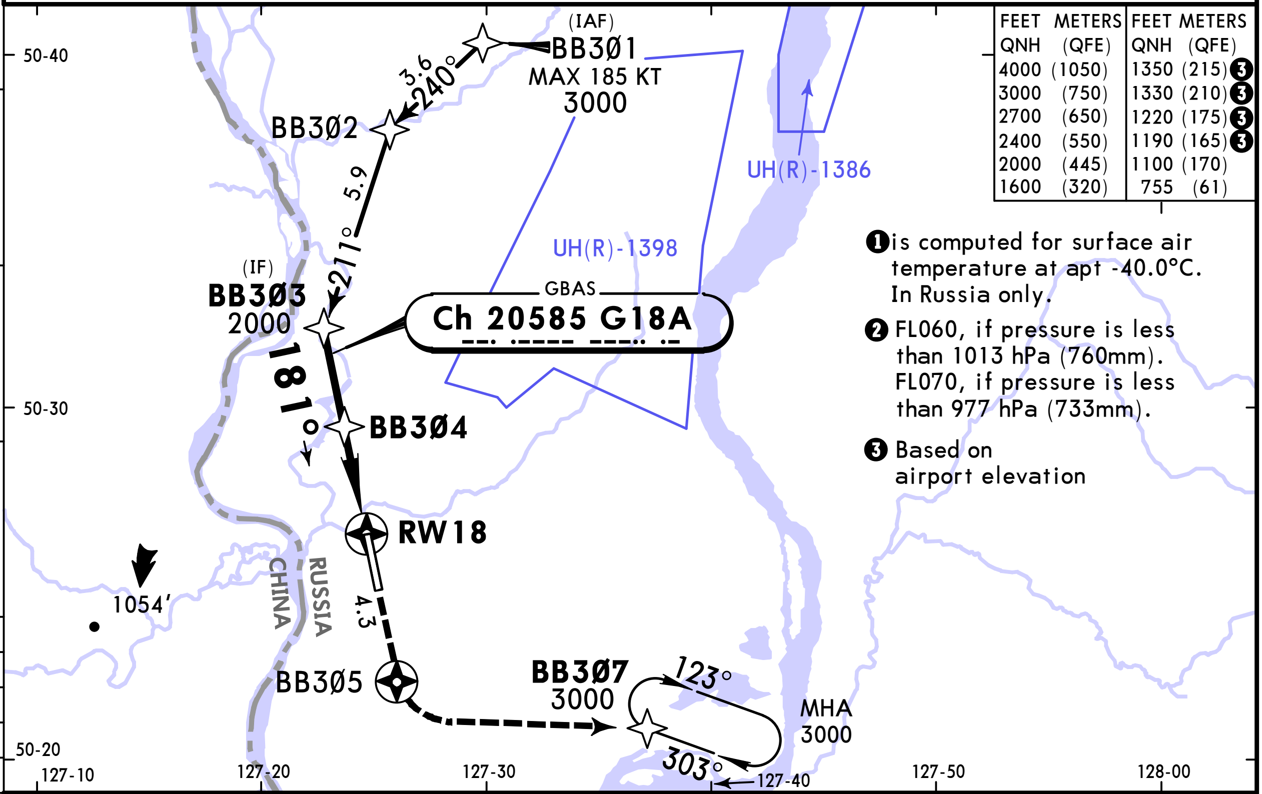
MSA ARP ❶

MISSED APCH: Climb STRAIGHT AHEAD to BB3Ø5, then turn LEFT (MAX 205 KT) to BB3Ø7 climbing to 3000′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: FL050 ❷ Trans alt: 4000′

RNAV 1 for initial and missed approach.

GNSS required.

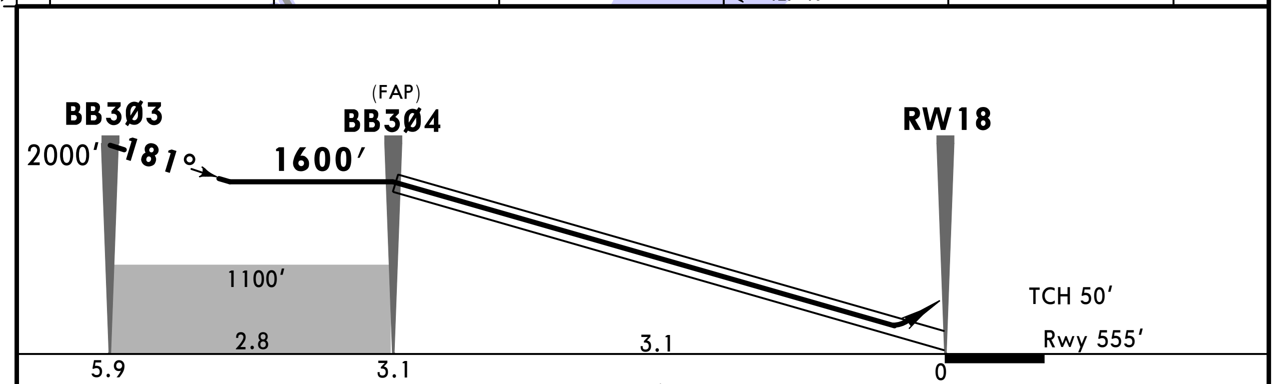


FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(1050)	1350	(215)❸
3000	(750)	1330	(210)❸
2700	(650)	1220	(175)❸
2400	(550)	1190	(165)❸
2000	(445)	1100	(170)
1600	(320)	755	(61)

❶ is computed for surface air temperature at apt -40.0°C. In Russia only.

❷ FL060, if pressure is less than 1013 hPa (760mm). FL070, if pressure is less than 977 hPa (733mm).

❸ Based on airport elevation



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

ALS
PAPI

BB3Ø5	BB3Ø7	MIN
↑	LT	3000′ ↑

Std

STRAIGHT-IN LANDING
GLS
DA(H) 755′ (200′)

		ALS out
A		
B		
C	R1000m	R1200m
D		

CIRCLE-TO-LAND

PROHIBITED West of airport

Max KT	MDA(H)
100	1190′ (542′) V1500m
135	1220′ (572′) V1600m
180	1330′ (682′) V2400m
205	1350′ (702′) V3600m

PANS OPS

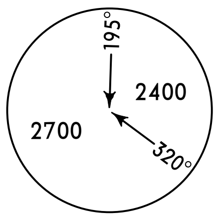
CHANGES: New procedure.

BRIEFING STRIP ™

ATIS	BLAGOVESHCHENSK Tower
126.4	127.2

GBAS	Final Apch Crs	BB31Ø	DA(H)	Apt Elev 648′
Ch 20996 G36A	001°	2200′ (1552′)	848′ (200′)	Rwy 648′

MISSED APCH: Climb STRAIGHT AHEAD to BB311, then turn RIGHT (MAX 185 KT) to BB3Ø7 climbing to 3000′ or above.

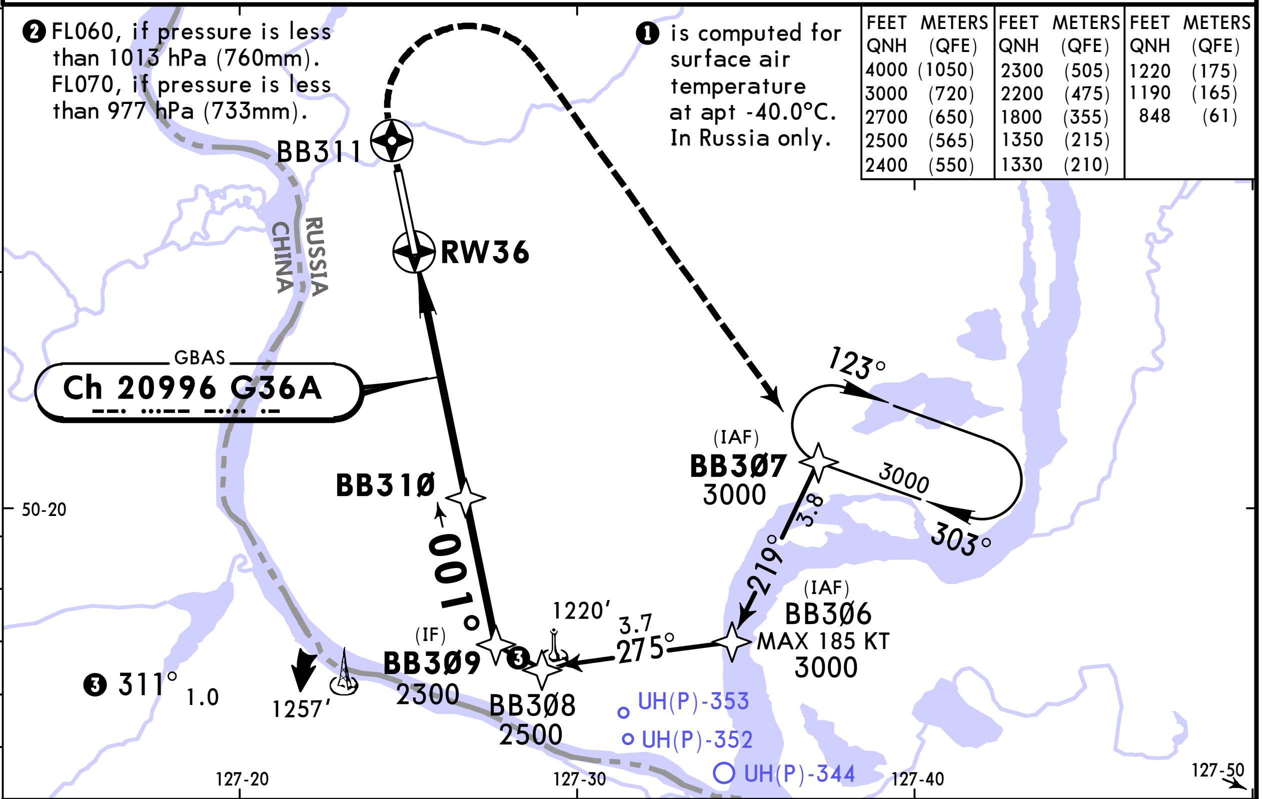


❶ MSA ARP

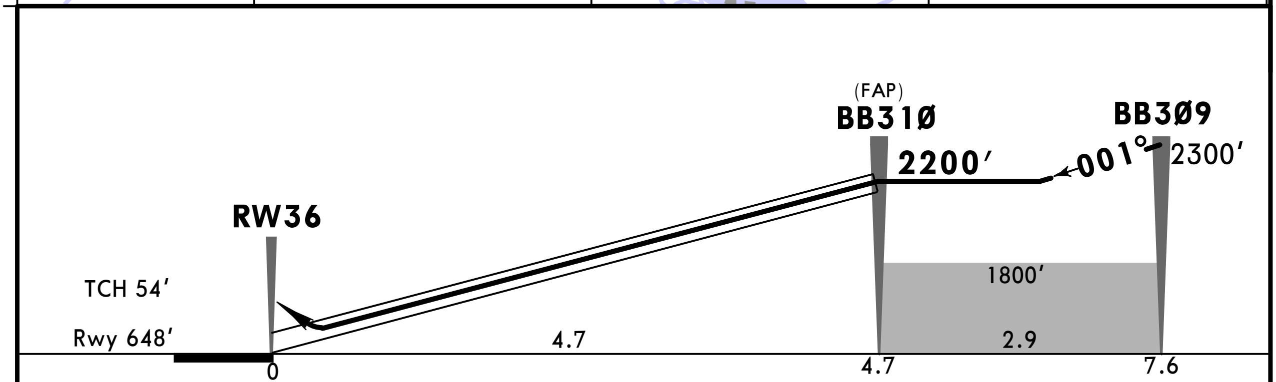
Alt Set: hPa (MM on req) Rwy Elev: 24 hPa Trans level: FL050 ❷ Trans alt: 4000′

RNAV 1 for initial and missed approach.

GNSS required.



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(1050)	2300	(505)	1220	(175)
3000	(720)	2200	(475)	1190	(165)
2700	(650)	1800	(355)	848	(61)
2500	(565)	1350	(215)		
2400	(550)	1330	(210)		



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

HIALS | BB311 ↑ | BB3Ø7 RT | 185 KT MAX | MIN 3000′ ↑

Std

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	GLS DA(H) 848′ (200′)	ALS out	Max KT	PROHIBITED West of airport MDA(H)
A	❶ R550m	R1200m	100	1190′ (542′) V1500m
B			135	1220′ (572′) V1600m
C			180	1330′ (682′) V2400m
D			205	1350′ (702′) V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: New procedure.

BRIEFING STRIP ™

ATIS	BLAGOVESHCHENSK Tower
126.4	127.2

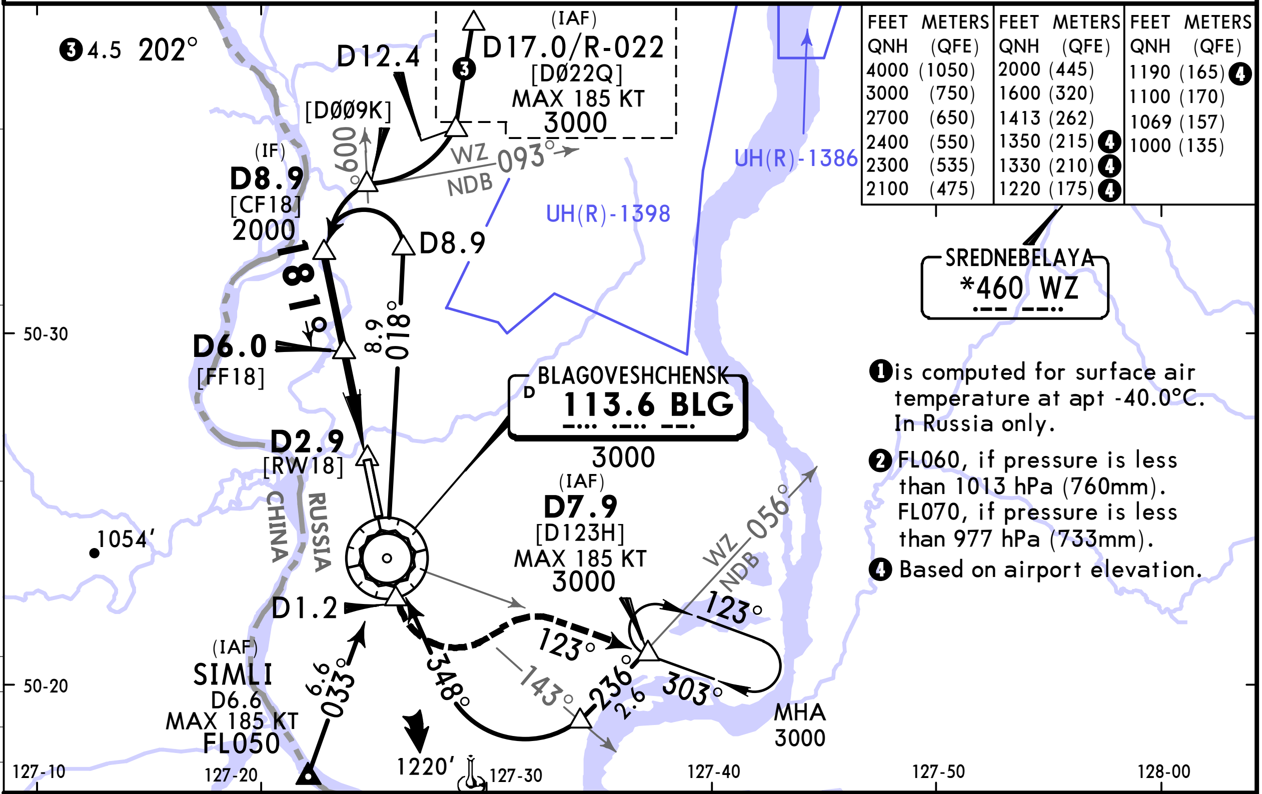
VOR BLG	Final Apch Crs	D6.0 BLG	DA/MDA(H)	Apt Elev 648′
113.6	181°	1600′(1045′)	1000′(445′)	Rwy 555′

MSA ARP ❶: 195°, 2400, 320°, 2700

MISSED APCH: Climb on R-001 to VOR, then on R-181 to D1.2, turn lEFT (MAX 185 KT) to cross R-123, then to D7.9/R-123 climbing to 3000′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: FL050 ❷ Trans alt: 4000′

1. DME required.
2. Radar required.
3. Timing not autorized for defining MAP.



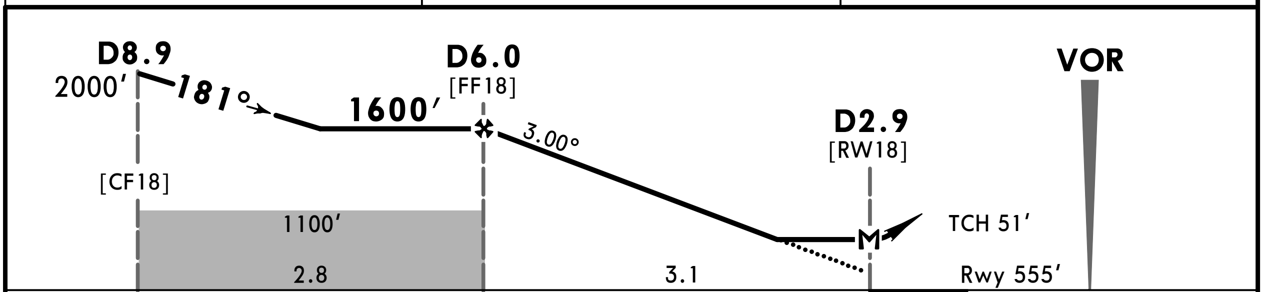
FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(1050)	2000	(445)	1190	(165) ❹
3000	(750)	1600	(320)	1100	(170)
2700	(650)	1413	(262)	1069	(157)
2400	(550)	1350	(215) ❹	1000	(135)
2300	(535)	1330	(210) ❹		
2100	(475)	1220	(175) ❹		

❶ is computed for surface air temperature at apt -40.0°C. In Russia only.

❷ FL060, if pressure is less than 1013 hPa (760mm). FL070, if pressure is less than 977 hPa (733mm).

❹ Based on airport elevation.

BLG DME	5.4	4.3
ALTITUDE	1413′	1069′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.9							

ALS
PAPI

BLG 113.6 on BLG 113.6 R-001

Std

	STRAIGHT-IN LANDING CDFA ❶ DA/MDA(H) 1000′(445′)		Max KT	CIRCLE-TO-LAND PROHIBITED West of airport MDA(H)
		ALS out		
A	R1500m		100	1190′(542′) V1500m
B	R1500m		135	1220′(572′) V1600m
C	R1900m	R2100m	180	1330′(682′) V2400m
D	R1900m	R2100m	205	1350′(702′) V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

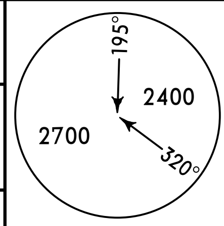
PANS OPS

CHANGES: Rwy designation, procedure.

BRIEFING STRIP ™

ATIS	BLAGOVESHCHENSK Tower
126.4	127.2

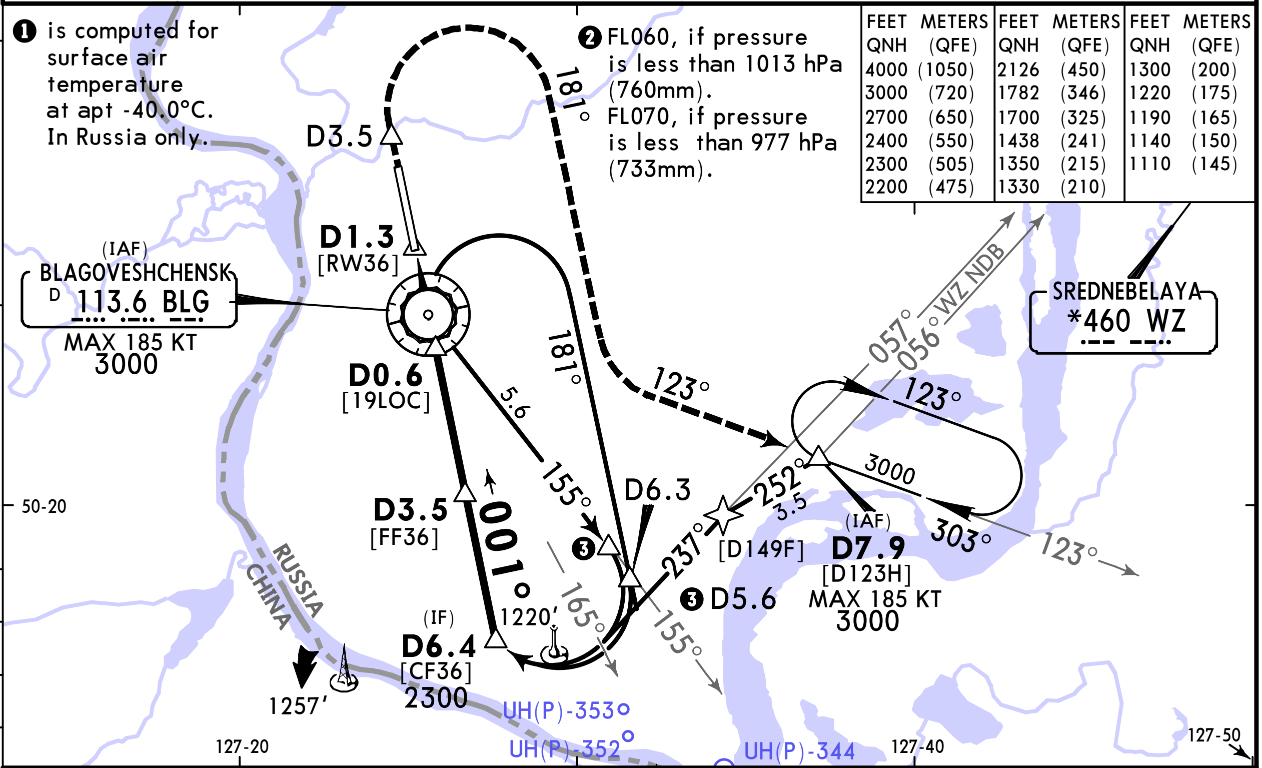
VOR BLG	Final Apch Crs	D3.5	DA/MDA(H) (CONDITIONAL)	
113.6	001°	2200′ (1552′)	1110′ (462′)	Apt Elev 648′



MISSED APCH: Climb on R-001 to D3.5 VOR, then turn RIGHT (MAX 185 KT) onto track 181° to establish on R-123, then to D7.9/R-123 climbing to 3000′ or above.

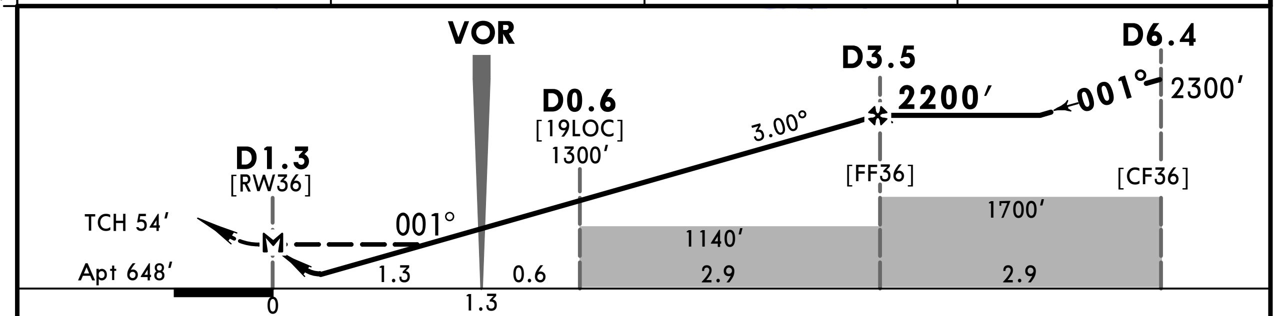
Alt Set: hPa (MM on req) Apt Elev: 24 hPa Trans level: FL050 ❷ Trans alt: 4000′

1. DME required.
2. Radar required.
3. Timing not autorized for defining MAP.



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(1050)	2126	(450)	1300	(200)
3000	(720)	1782	(346)	1220	(175)
2700	(650)	1700	(325)	1190	(165)
2400	(550)	1438	(241)	1140	(150)
2300	(505)	1350	(215)	1110	(145)
2200	(475)	1330	(210)		

BLG DME	1.1	2.2	3.2
ALTITUDE	1438′	1782′	2126′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.3						

HIALS

D3.5 BLG on R-001 BLG 113.6 — 181° RT

Std

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
	with D0.6 CDFA ❶ DA/MDA(H) 1110′ (462′)		w/o D0.6 CDFA ❶ DA/MDA(H) 1140′ (492′)		PROHIBITED West of airport		
		ALS out		ALS out	Max KT	MDA(H)	
A	R1500m	R1500m	R1500m	R1500m	100	1190′ (542′)	V1500m
B	R1500m	R1500m	R1500m	R1500m	135	1220′ (572′)	V1600m
C	R1500m	R2200m	R1500m	R2300m	180	1330′ (682′)	V2400m
D	R1500m	R2200m	R1500m	R2300m	205	1350′ (702′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

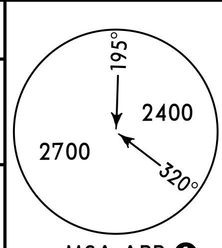
CHANGES: Rwy designation, procedure.

BRIEFING STRIP ™

ATIS	BLAGOVESHCHENSK Tower
126.4	127.2

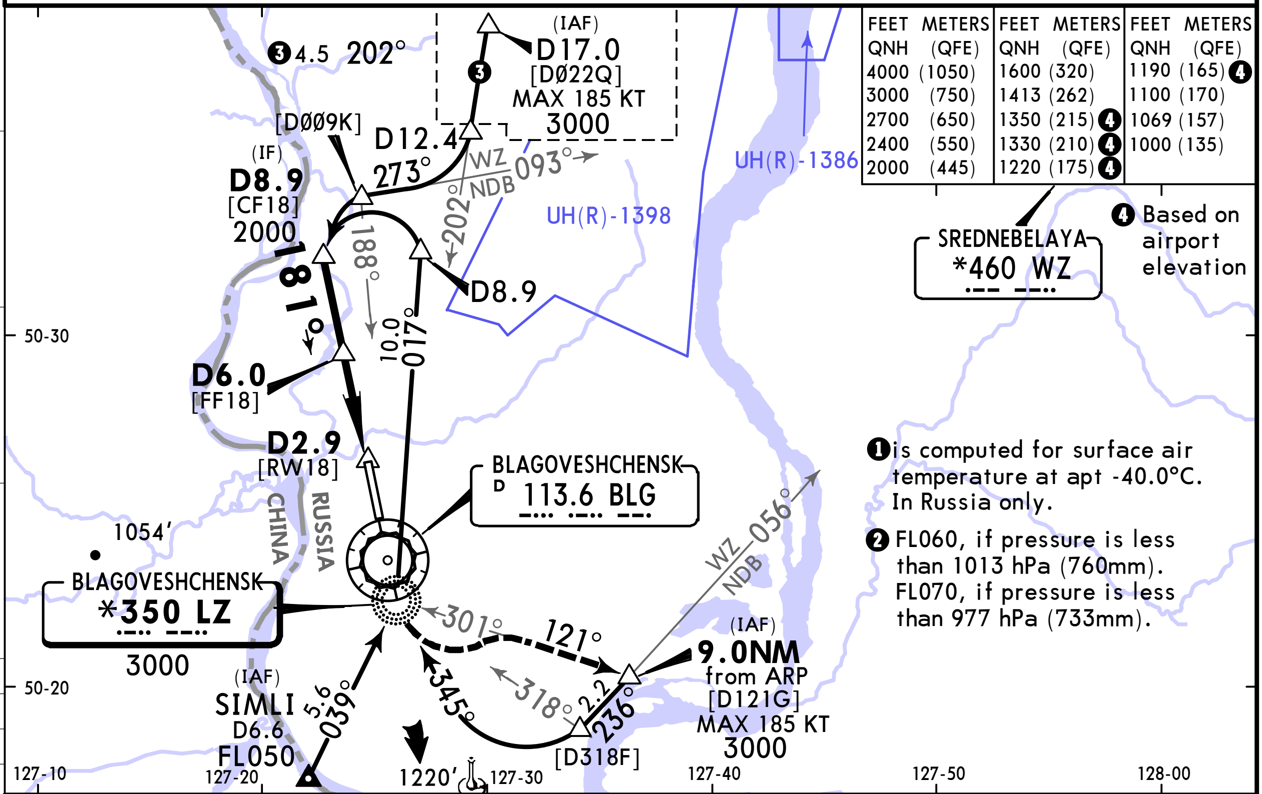
NDB LZ	Final Apch Crs	D6.0	DA/MDA(H)	Apt Elev 648′
350	181°	1600′ (1045′)	1000′ (445′)	Rwy 555′

MISSED APCH: Climb STRAIGHT AHEAD to LZ NDB, then turn LEFT (MAX 185 KT) to establish on 121° from LZ NDB, then to 236° from WZ NDB/ 9.0NM from ARP climbing to 3000′ or above, then as instructed.



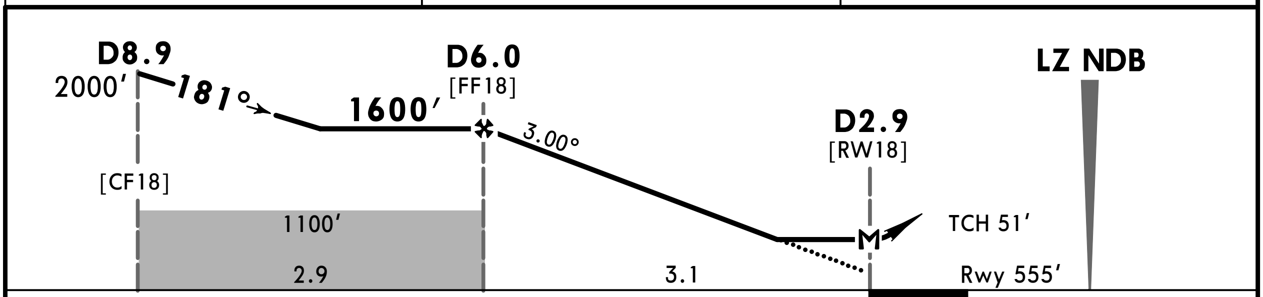
Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: FL050 ❷ Trans alt: 4000′

1. DME required.
2. Radar required.
3. Timing not autorized for defining MAP.



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(1050)	1600	(320)	1190	(165) ❹
3000	(750)	1413	(262)	1100	(170)
2700	(650)	1350	(215) ❹	1069	(157)
2400	(550)	1330	(210) ❹	1000	(135)
2000	(445)	1220	(175) ❹		

BLG DME	5.4	4.3
ALTITUDE	1413′	1069′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.9						

ALS PAPI — LZ 350

Std	STRAIGHT-IN LANDING CDFA ❶ DA/MDA(H) 1000′ (445′)		CIRCLE-TO-LAND PROHIBITED West of airport	
		ALS out	Max KT	MDA(H)
A	R1500m		100	1190′ (542′) V1500m
B			135	1220′ (572′) V1600m
C	R1900m	R2100m	180	1330′ (682′) V2400m
D			205	1350′ (702′) V3600m

PANS OPS

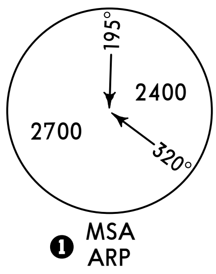
❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy designation, procedure.

BRIEFING STRIP ™

ATIS	BLAGOVESHCHENSK Tower
126.4	127.2

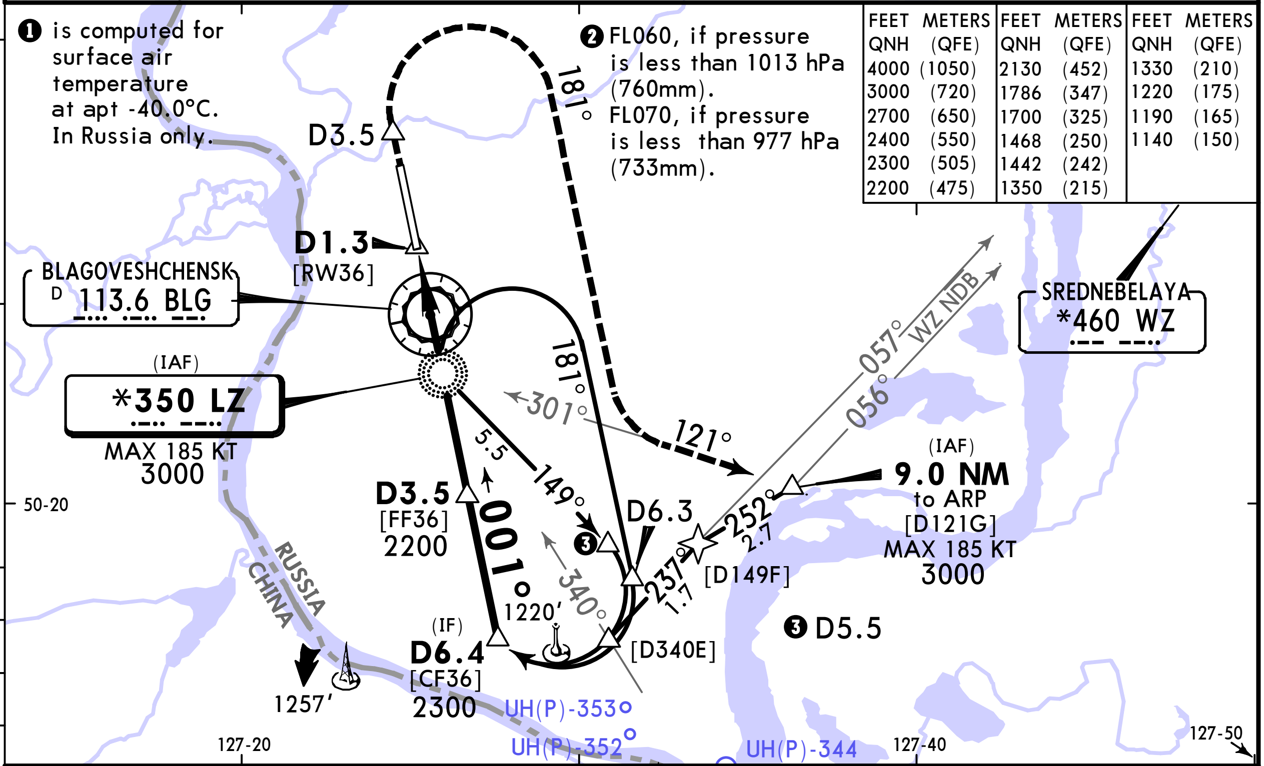
NDB LZ	Final Apch Crs	D3.5	DA/MDA(H)	Apt Elev 648′
*350	001°	2200′ (1552′)	1140′ (492′)	



MISSED APCH: Climb STRAIGHT AHEAD to D3.5, then turn RIGHT (MAX 185 KT) onto track 181° to establish on 121° from LZ NDB, then to 9.0NM from ARP climbing to 3000′ or above, then by ATC.

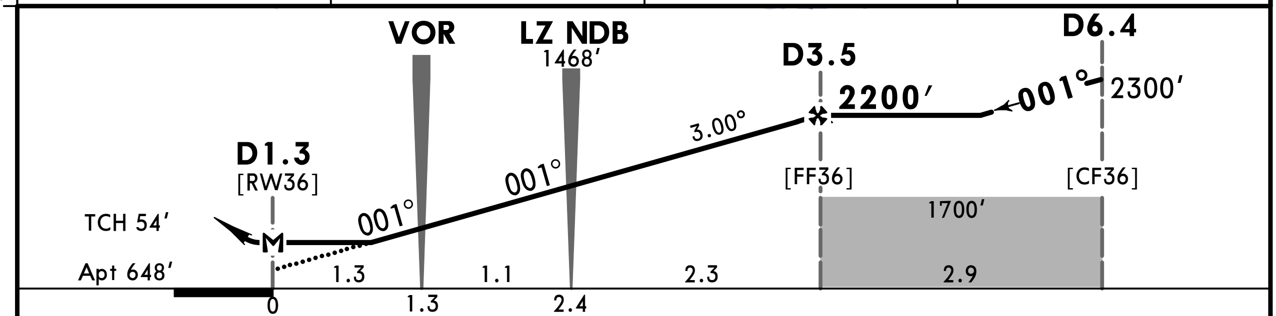
Alt Set: hPa (MM on req) | Apt Elev: 24 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

1. DME required.
2. Radar required.
3. Timing not autorized for defining MAP.



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
4000	(1050)	2130	(452)	1330	(210)
3000	(720)	1786	(347)	1220	(175)
2700	(650)	1700	(325)	1190	(165)
2400	(550)	1468	(250)	1140	(150)
2300	(505)	1442	(242)		
2200	(475)	1350	(215)		

BLG DME	1.1	2.2	3.2
ALTITUDE	1442′	1786′	2130′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.3						

HIALS | D3.5 | 181° RT

Std

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA ❶ DA/MDA(H) 1140′ (492′)		PROHIBITED West of airport	
		ALS out	Max KT	MDA(H)
A	R1500m	R1500m	100	1190′ (542′) V1500m
B	R1500m	R1500m	135	1220′ (572′) V1600m
C	R1500m	R2300m	180	1330′ (682′) V2400m
D	R1500m	R2300m	205	1350′ (702′) V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy designation, procedure.

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BLAGOVESHCHENSK, (IGNATYEVO - UHBB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHBB