

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UUBP

Terminal Charts For UUBP

Revision Letter For Cycle 08-2026

Change Notices

Notebook

General Information

Location: BRYANSK RUS
ICAO/IATA: UUBP / BZK
Lat/Long: N53° 12.87', E034° 10.55'
Elevation: 665 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 10.0° E

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

Sunrise: 0203 Z
Sunset: 1718 Z

Runway Information

Runway: 16
Length x Width: 7874 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 665 ft
Lighting: Edge, ALS

Runway: 34
Length x Width: 7874 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 650 ft
Lighting: Edge, ALS

Communication Information

ATIS: 124.200
Bryansk Tower: 124.000 Secondary
Bryansk Tower: 118.500
Bryansk Tower: 122.900 Secondary
Bryansk Apron Ramp/Taxi: 119.200
Bryansk Transit Operations: 131.900

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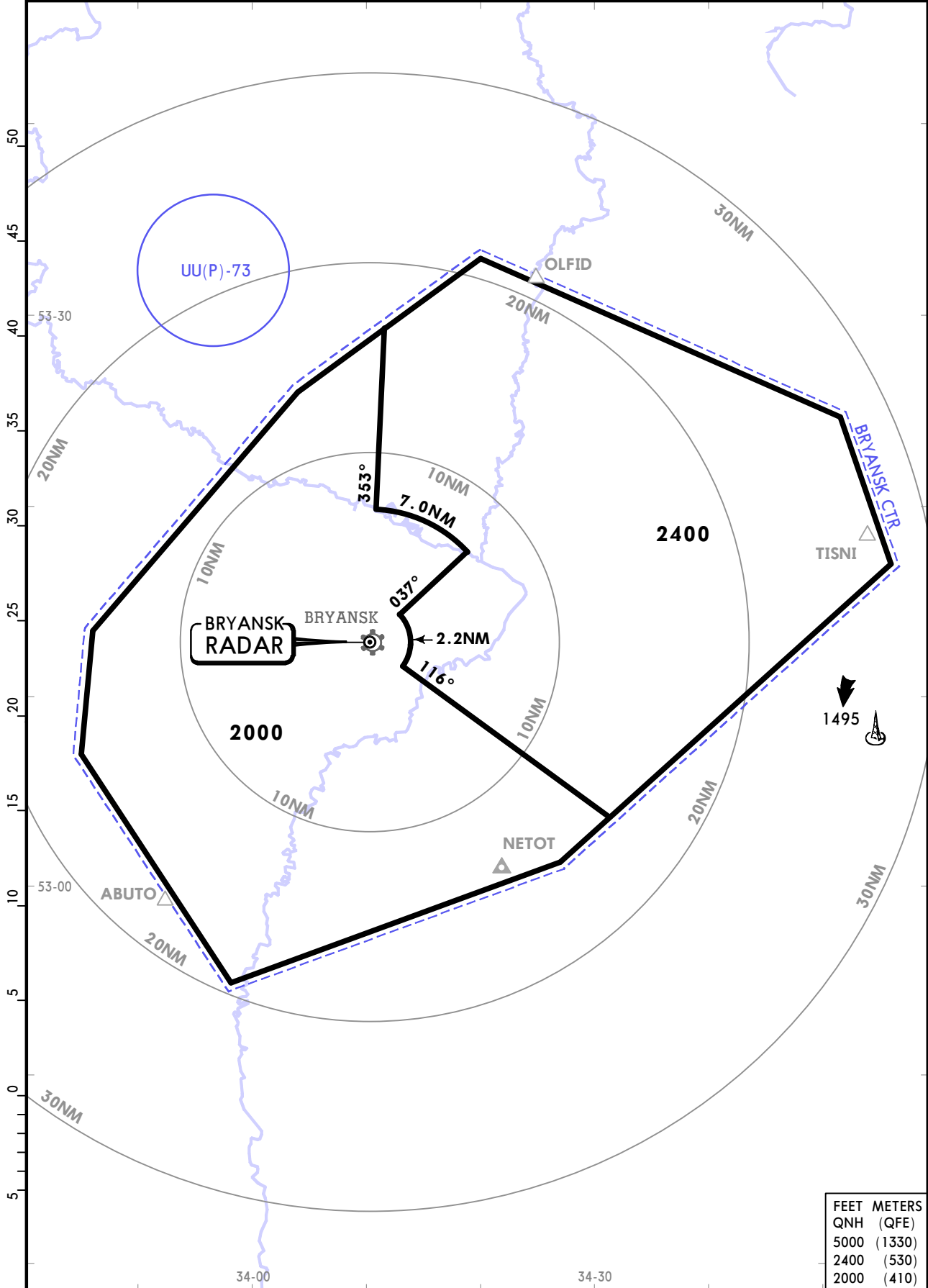
JEPPESEN
6 DEC 24 **(10-1R)**

BRYANSK, RUSSIA
RADAR MINIMUM ALTITUDES

Apt Elev
665

Alt Set: hPa (MM on request)
Trans level: FL060
FL070 if pressure is less than 1013 hPa (760 mm)
FL080 if pressure is less than 977 hPa (733 mm)
Trans alt: 5000 QNH (QFE on request)

1. Chart only to be used for cross checking of altitudes assigned while under vectoring control.
2. Under low temperature conditions, minimum vectoring altitudes must be corrected by altimeter temperature correction.



FEET	METERS
QNH	(QFE)
5000	(1330)
2400	(530)
2000	(410)

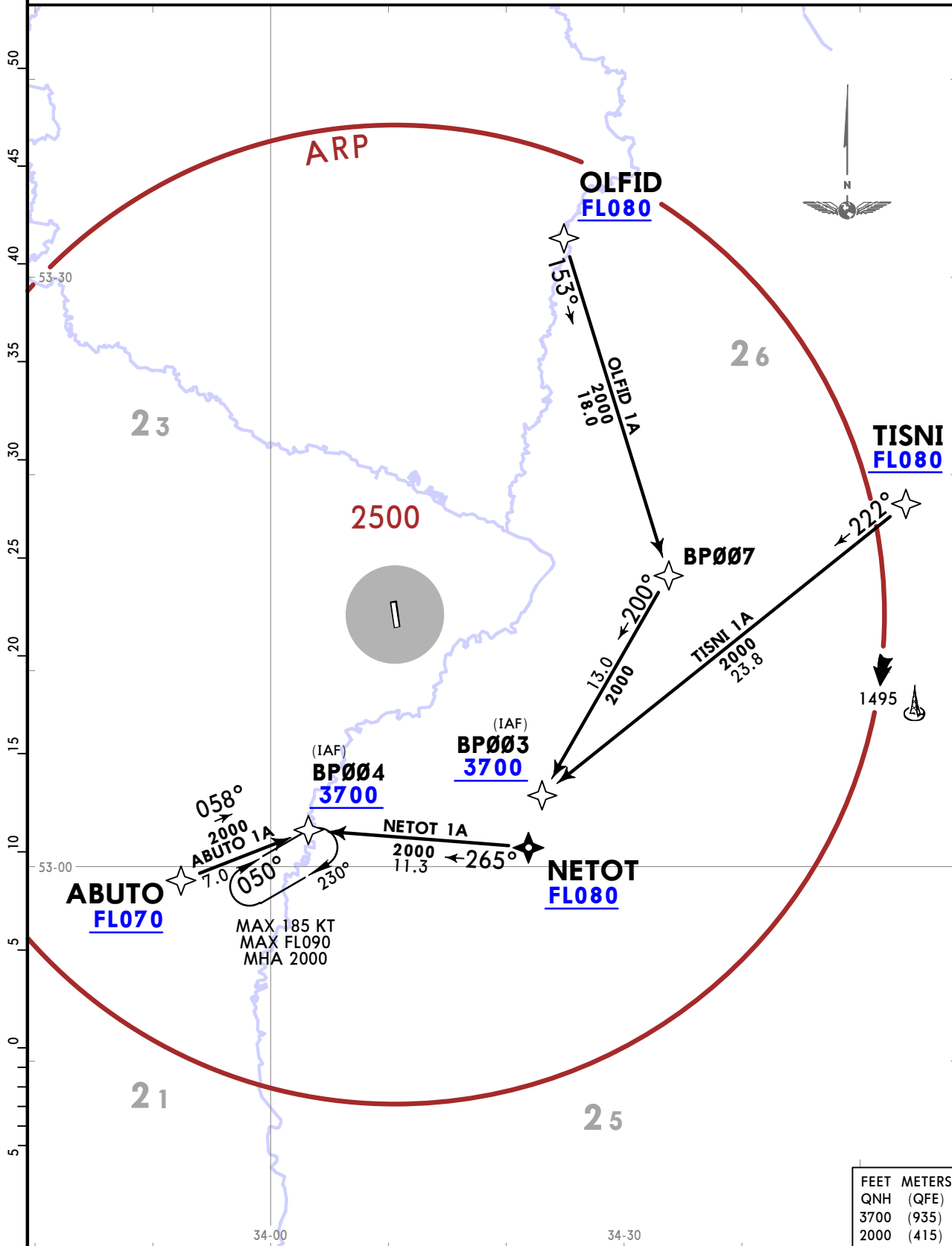
UUBP/BZK
BRYANSK

JEPPESEN
6 DEC 24 10-2

BRYANSK, RUSSIA
RNAV STAR

*ATIS 124.2	Apt Elev 665	Alt Set: hPa (MM on request) Trans level: FL060
		FL070 when pressure is less than 1013 hPa (760 mm) FL080 when pressure is less than 977 hPa (733 mm)
RNAV 1 GNSS required		

ABUTO 1A [ABUT1A], NETOT 1A [NETO1A]
OLFID 1A [OLFI1A], TISNI 1A [TISN1A]
RNAV ARRIVALS
(RWY 34)



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6 DEC 24 (10-2A)

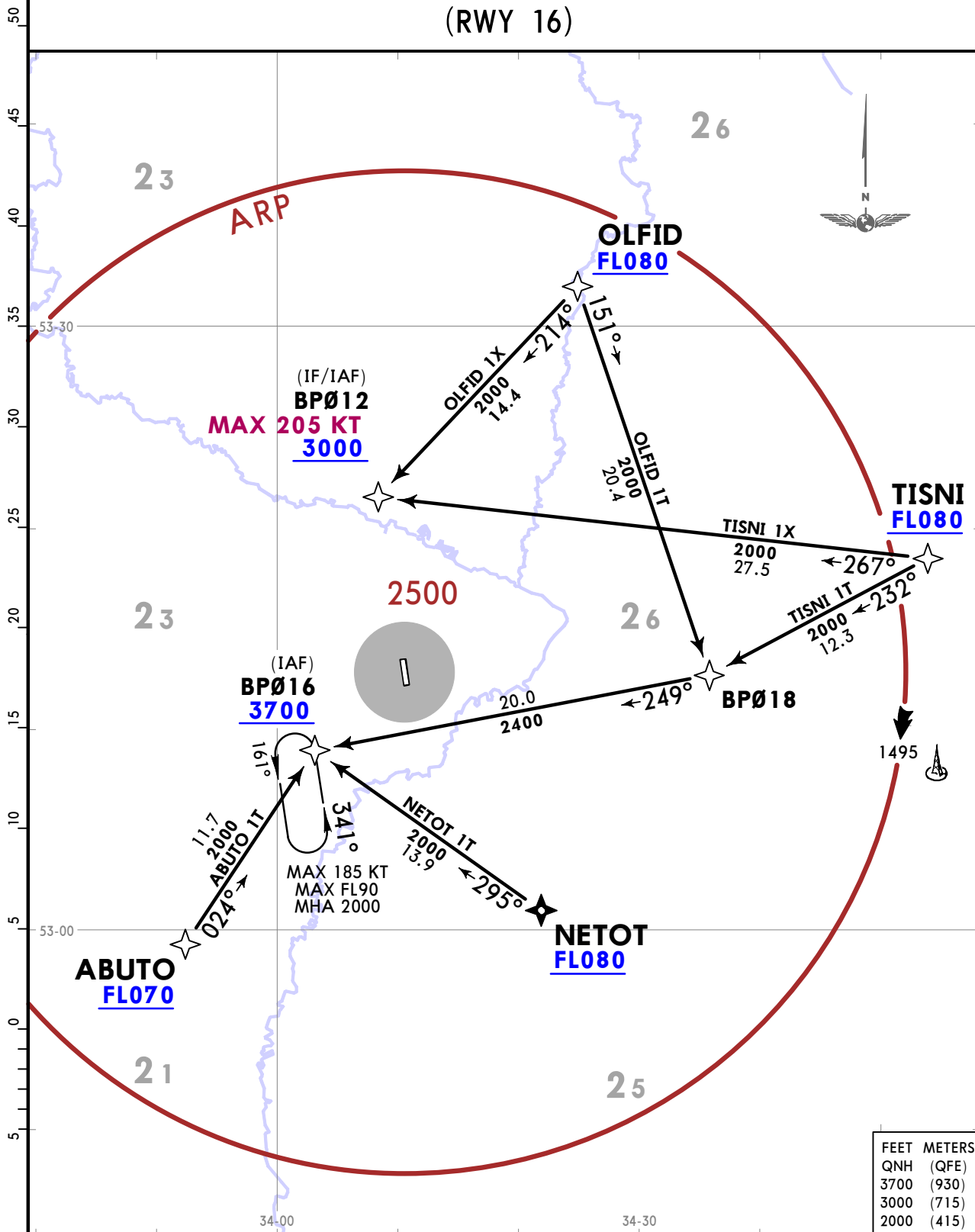
BRYANSK, RUSSIA
RNAV STAR

*ATIS 124.2	Apt Elev 665	Alt Set: hPa (MM on request) Trans level: FL060 FL070 when pressure is less than 1013 hPa (760 mm) FL080 when pressure is less than 977 hPa (733 mm)
		RNAV 1 GNSS required

ABUTO 1T [ABUT1T]
NETOT 1T [NETO1T]
OLFID 1T [OLFI1T]
TISNI 1T [TISN1T]

OLFID 1X [OLFI1X]
TISNI 1X [TISN1X]
BY ATC

RNAV ARRIVALS
(RWY 16)



FEET	METERS
QNH	(QFE)
3700	(930)
3000	(715)
2000	(415)

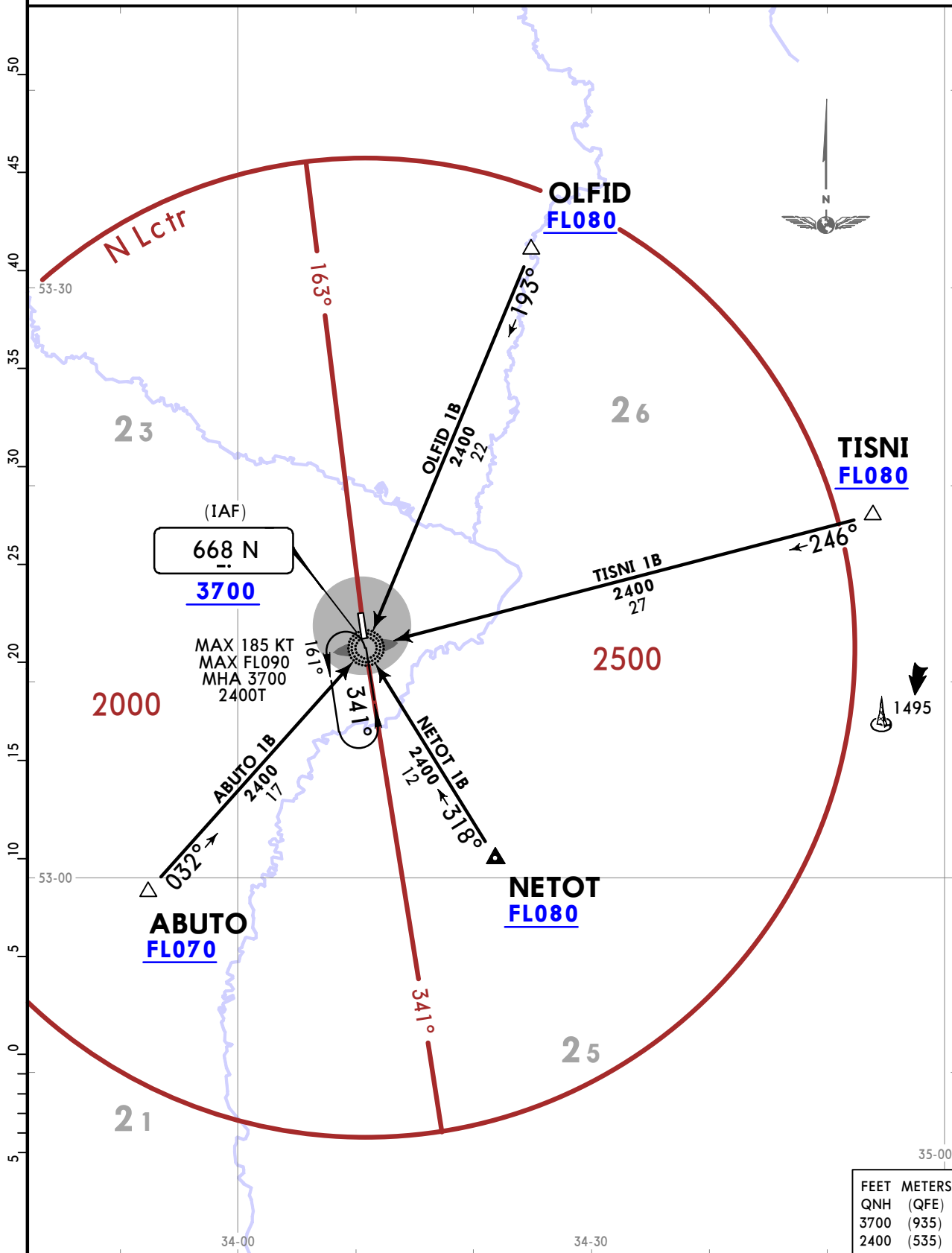
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JEPPESEN
6 DEC 24 (10-2B)

BRYANSK, RUSSIA
STAR

*ATIS 124.2	Apt Elev 665	Alt Set: hPa (MM on request) Trans level: FL060 FL070 when pressure is less than 1013 hPa (760 mm) FL080 when pressure is less than 977 hPa (733 mm)
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ABUTO 1B [ABUT1B], NETOT 1B [NETO1B]
 OLFID 1B [OLFI1B], TISNI 1B [TISN1B]
 ARRIVALS
 (RWY 34)
 UNDER RADAR CONTROL



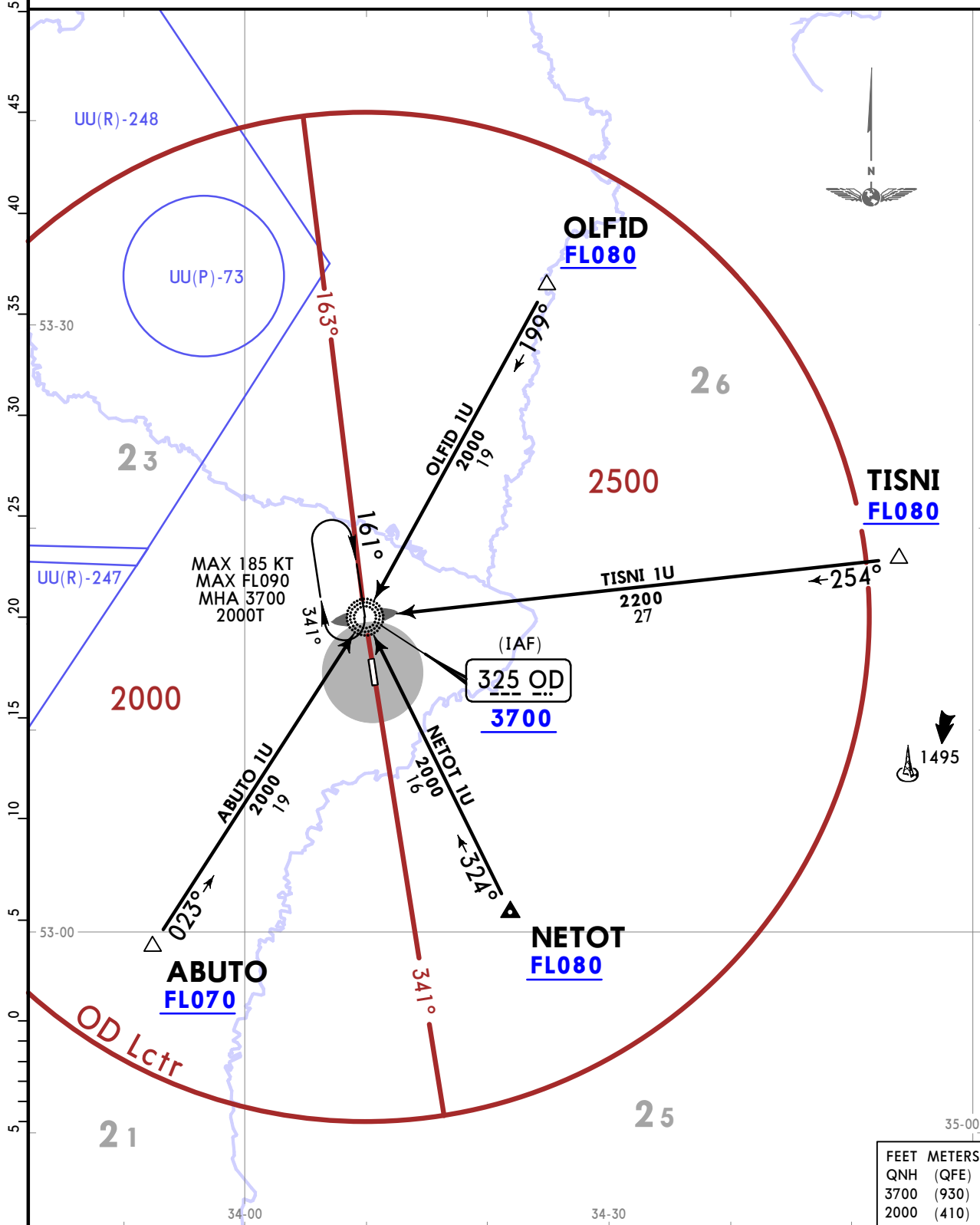
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JEPPESEN
6 DEC 24 (10-2C)

BRYANSK, RUSSIA
STAR

*ATIS 124.2	Apt Elev 665	Alt Set: hPa (MM on request) Trans level: FL060 FL070 when pressure is less than 1013 hPa (760 mm) FL080 when pressure is less than 977 hPa (733 mm)
		1. Holding is available if there is clearance to cross UU(R)-248, UU(R)-247 (during their activity), UU(P)-73 or if coordinated with ATS unit.

ABUTO 1U [ABUT1U], NETOT 1U [NETO1U]
OLFID 1U [OLFI1U], TISNI 1U [TISN1U]
ARRIVALS
(RWY 16)
UNDER RADAR CONTROL



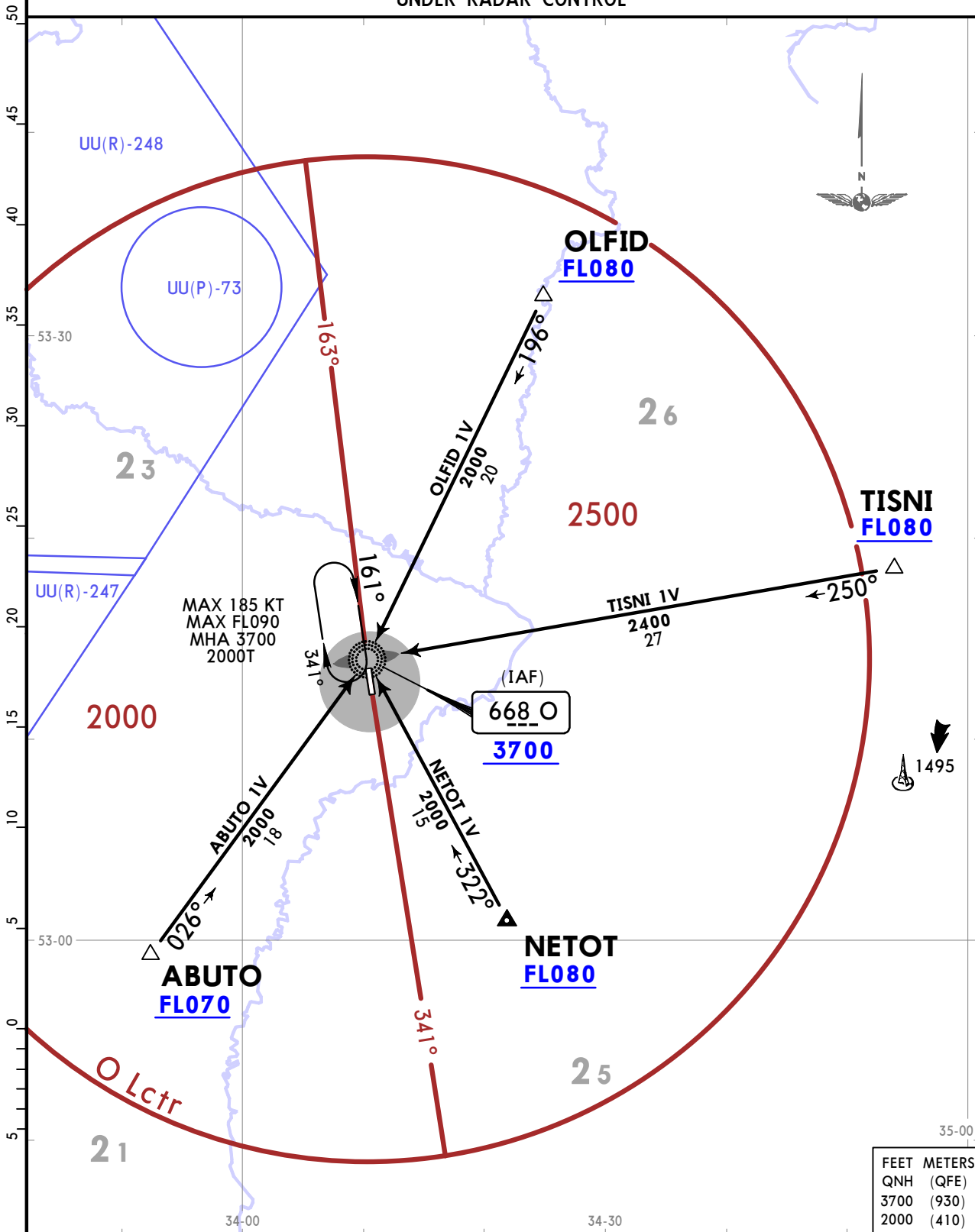
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JEPPESEN
6 DEC 24 (10-2D)

BRYANSK, RUSSIA
STAR

*ATIS 124.2	Apt Elev 665	Alt Set: hPa (MM on request) Trans level: FL060 FL070 when pressure is less than 1013 hPa (760 mm) FL080 when pressure is less than 977 hPa (733 mm)
		1. Holding is available if there is clearance to cross UU(R)-248, UU(R)-247 (during their activity), UU(P)-73 or if coordinated with ATS unit.

ABUTO 1V [ABUT1V], NETOT 1V [NETO1V]
OLFID 1V [OLFI1V], TISNI 1V [TISN1V]
ARRIVALS
(RWY 16)
UNDER RADAR CONTROL



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JEPPESEN
6 DEC 24 (10-2E)

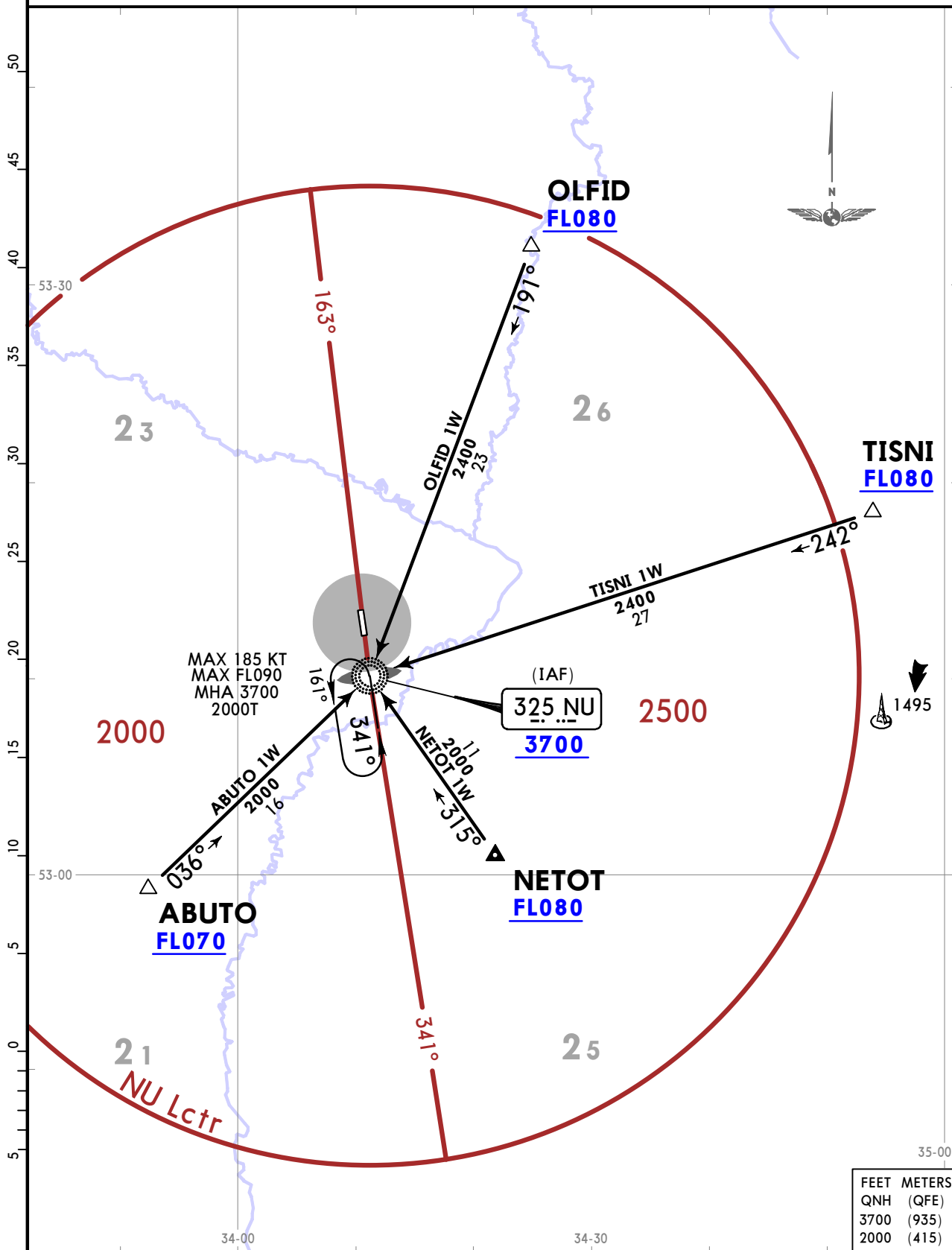
BRYANSK, RUSSIA
STAR

*ATIS
124.2

Apt Elev
665

Alt Set: hPa (MM on request)
Trans level: FL060
FL070 when pressure is less than 1013 hPa (760 mm)
FL080 when pressure is less than 977 hPa (733 mm)

ABUTO 1W [ABUT1W], NETOT 1W [NETO1W]
OLFID 1W [OLFI1W], TISNI 1W [TISN1W]
ARRIVALS
(RWY 34)
UNDER RADAR CONTROL



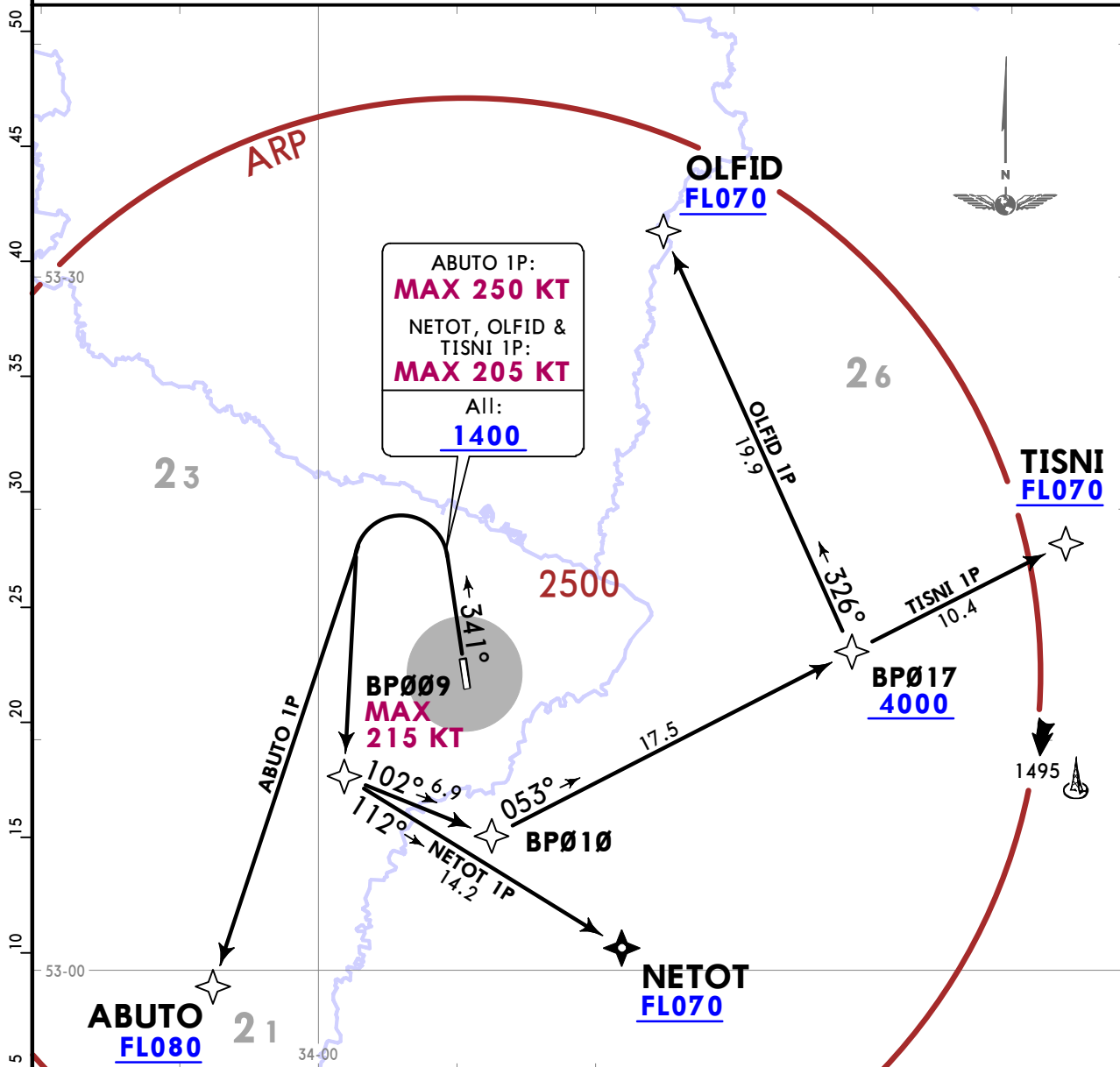
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JEPPESEN
6 DEC 24 **10-3**

BRYANSK, RUSSIA
RNAV SID

Apt Elev 665	Trans alt: 5000 QNH (QFE on request)
	RNAV 1 GNSS required
	1. EXPECT close-in obstacles. 2. Turn before DER prohibited.

**ABUTO 1P [ABUT1P], NETOT 1P [NETO1P]
OLFID 1P [OLFI1P], TISNI 1P [TISN1P]
RNAV DEPARTURES
(RWY 34)**



ABUTO 1P:
MAX 250 KT
 NETOT, OLFID &
 TISNI 1P:
MAX 205 KT
 All:
1400

These SIDs require minimum climb gradients of

- ABUTO 1P
4.8% up to FL080 due to airspace structure.
- NETOT 1P
3.6% up to FL070 due to airspace structure.
- OLFID 1P, TISNI 1P
4.6% up to 1000 due to obstacles.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
4.6% V/V (fpm)	349	466	699	932	1165	1397
4.8% V/V (fpm)	365	486	729	972	1215	1458

FEET	METERS
QNH (QFE)	
1000	(110)
1400	(235)
4000	(1025)
5000	(1330)

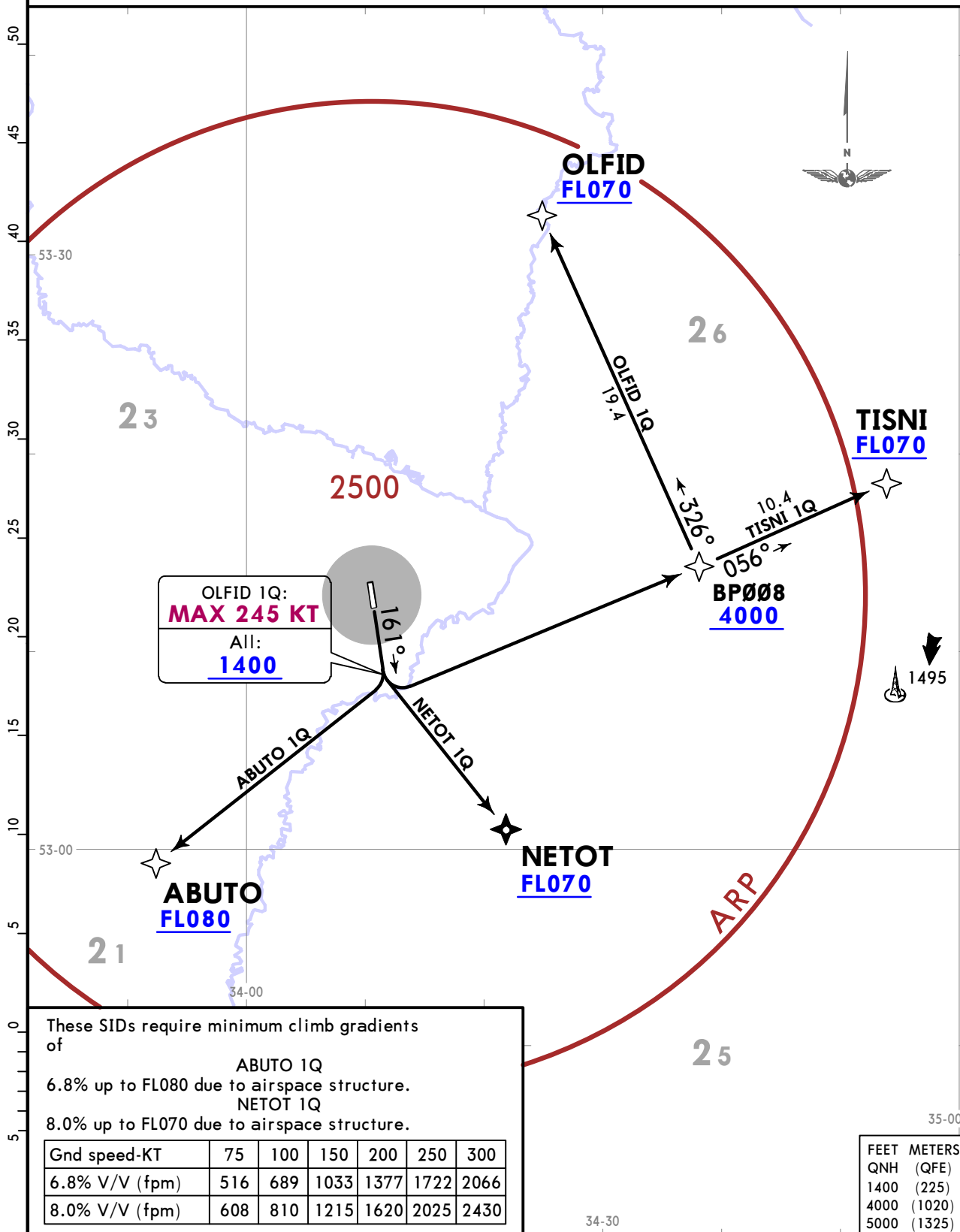
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JEPPESEN
6 DEC 24 **(10-3A)**

BRYANSK, RUSSIA
RNAV SID

Apt Elev 665	Trans alt: 5000 QNH (QFE on request)
	RNAV 1 GNSS required.
	Turn before DER prohibited.

**ABUTO 1Q [ABUT1Q], NETOT 1Q [NETO1Q]
OLFID 1Q [OLFI1Q], TISNI 1Q [TISN1Q]
RNAV DEPARTURES
(RWY 16)**



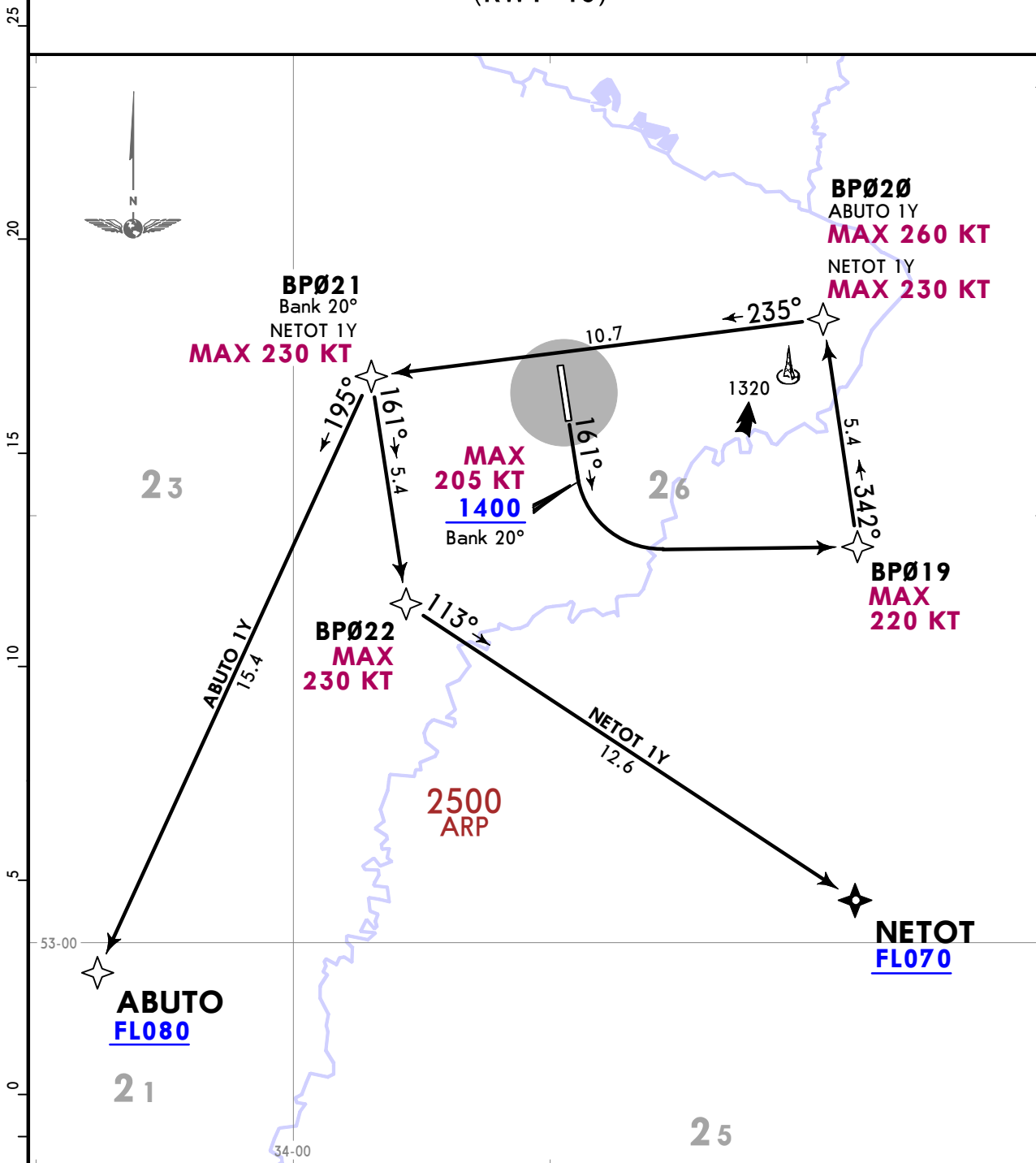
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JEPPESEN
6 DEC 24 **(10-3B)**

BRYANSK, RUSSIA
RNAV SID

Apt Elev 665	Trans alt: 5000 QNH (QFE on request)
	RNAV 1 GNSS required
	Turn before DER prohibited.

ABUTO 1Y [ABUT1Y], NETOT 1Y [NETO1Y]
RNAV DEPARTURES
(RWY 16)



These SIDs require minimum climb gradients of

	ABUTO 1Y					
	5.9% up to 1000 due to obstacles.					
	NETOT 1Y					
	4.5% up to 900 due to obstacles.					
Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.9% V/V (fpm)	448	597	896	1195	1494	1792

FEET	METERS
QNH (QFE)	
900 (75)	
1000 (105)	
1400 (225)	
5000 (1325)	

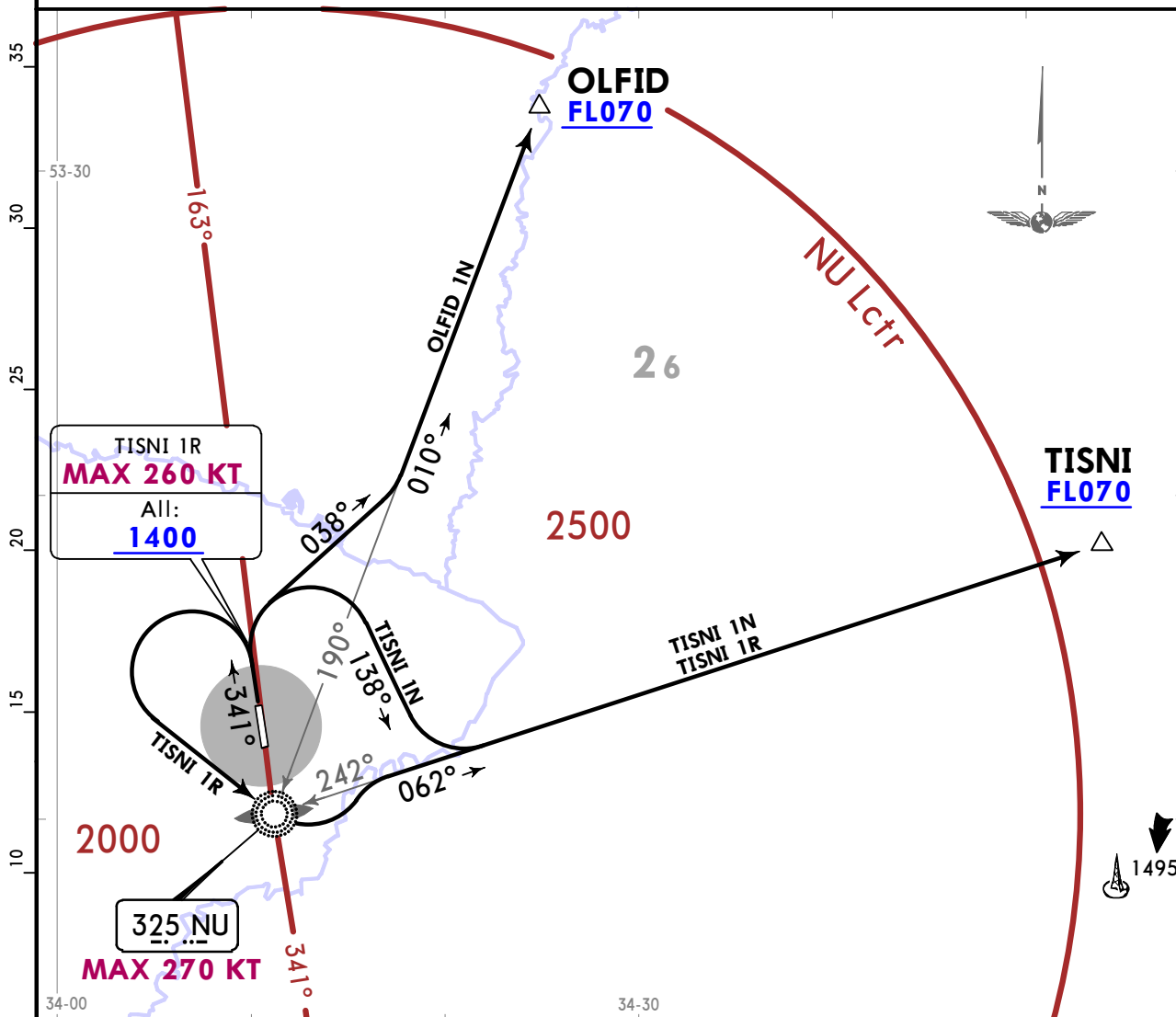
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6 DEC 24 **(10-3C)**

BRYANSK, RUSSIA
SID

Apt Elev **665** Trans alt: 5000 QNH (QFE on request)
1. Turn before DER prohibited.
2. Close-in obstacles were not taken into account for calculation of minimum climb gradient for obstacles crossing.

**OLFID 1N [OLF11N], TISNI 1N [TISN1N]
TISNI 1R [TISN1R]
DEPARTURES
(RWY 34)
UNDER RADAR CONTROL**



TISNI 1R
MAX 260 KT
All:
1400

325 NU
MAX 270 KT

OLFID 1N requires a minimum climb gradient of 5.0% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Close-in Obstacles
MAX 743, RIGHT and LEFT of takeoff heading, 0.09 - 0.40NM from DER.

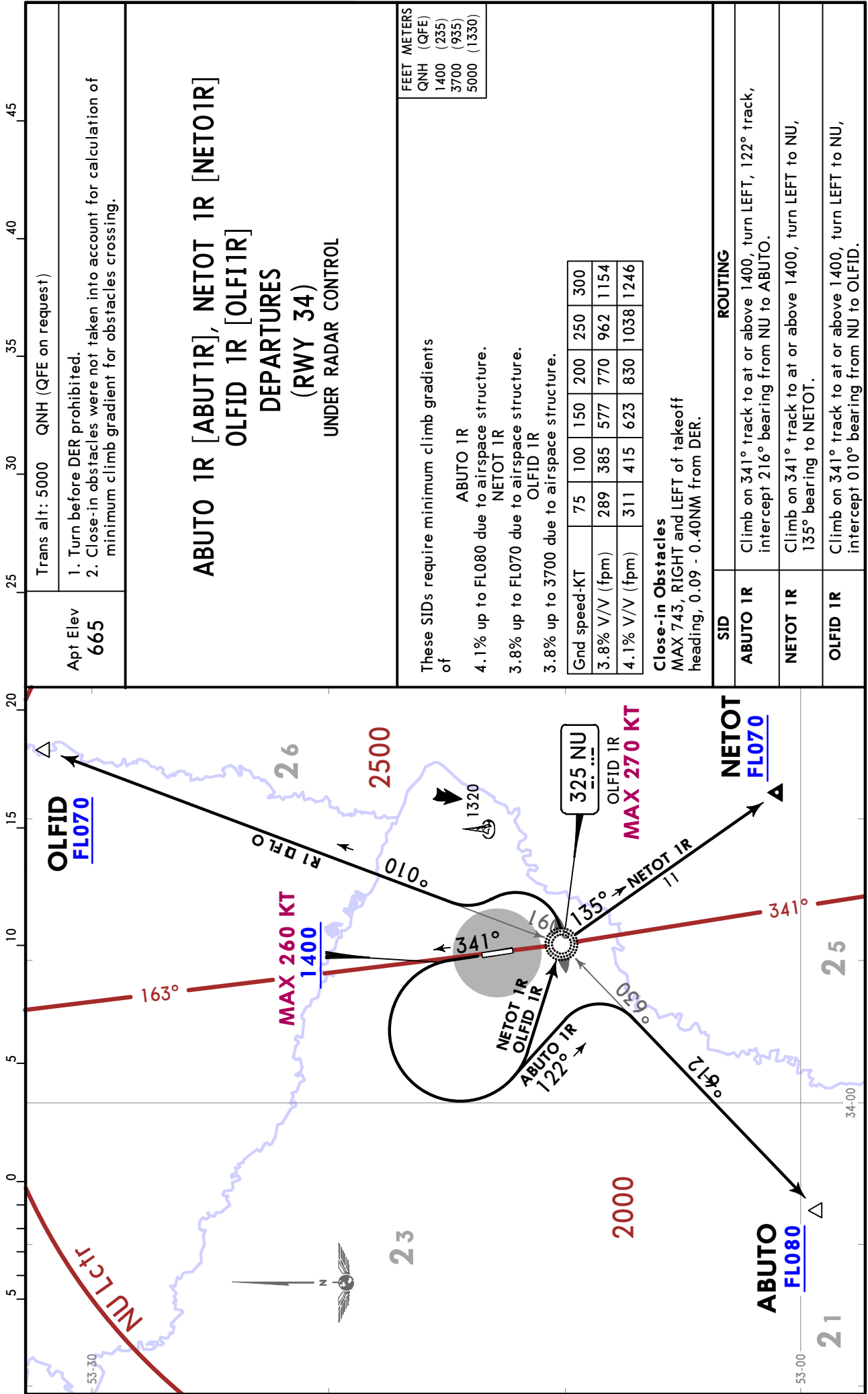
FEET METERS	
QNH (QFE)	
1400 (235)	
5000 (1330)	

SID	ROUTING
OLFID 1N By ATC	Climb on 341° track to at or above 1400, turn RIGHT 038° track to intercept 010° bearing from NU, to OLFID.
TISNI 1N By ATC	Climb on 341° track to at or above 1400, turn RIGHT 138° track to intercept 062° bearing from NU, to TISNI.
TISNI 1R	Climb on 341° track to at or above 1400, turn LEFT to NU, intercept 062° bearing from NU to TISNI.

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6 DEC 24 **10-3D**

BRYANSK, RUSSIA
SID



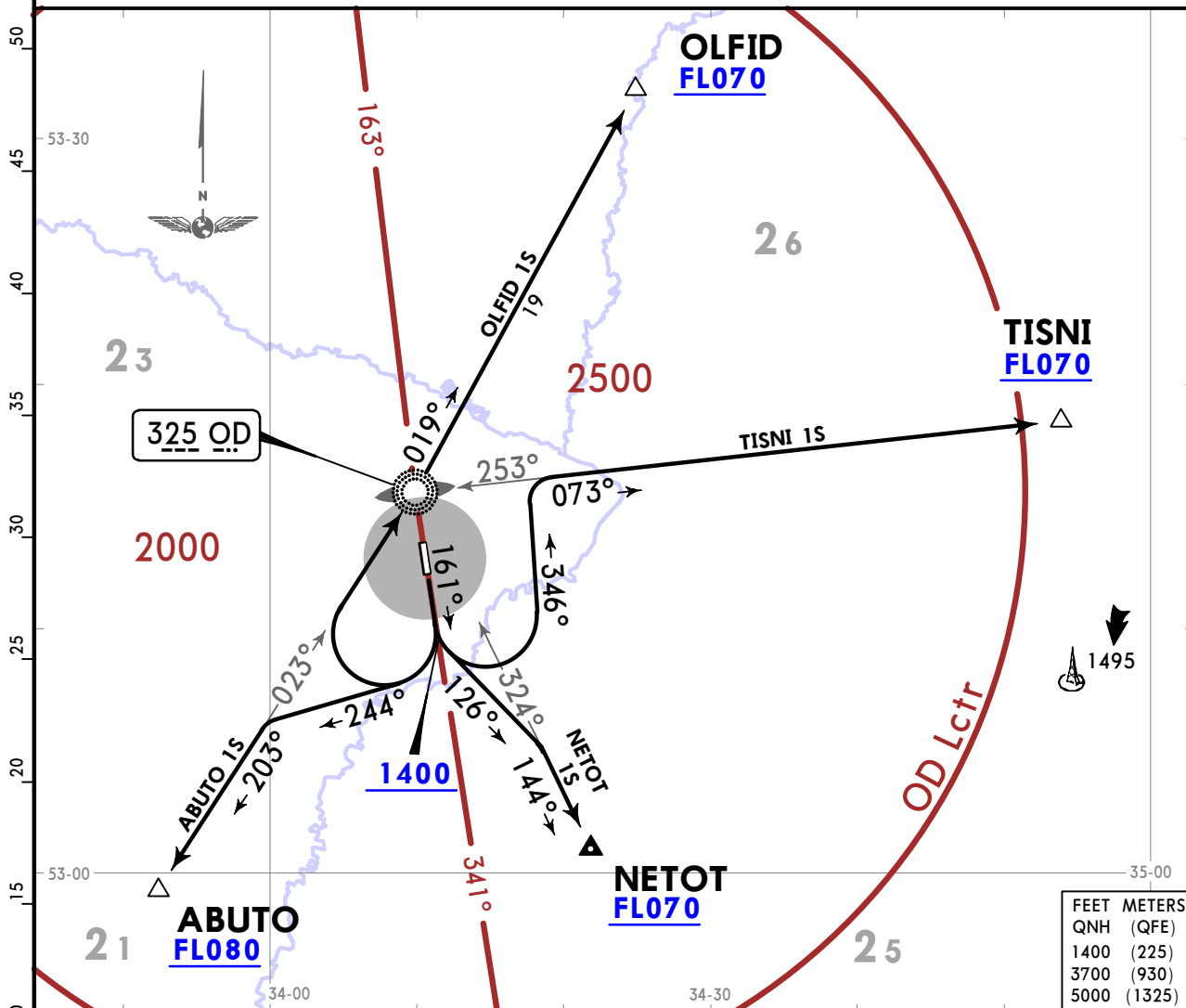
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JEPPESEN
6 DEC 24 **(10-3E)**

BRYANSK, RUSSIA
SID

Apt Elev 665	Trans alt: 5000 QNH (QFE on request)
	1. Turn before DER prohibited.

**ABUTO 1S [ABUT1S], NETOT 1S [NETO1S]
OLFID 1S [OLFI1S], TISNI 1S [TISN1S]
DEPARTURES
(RWY 16)
UNDER RADAR CONTROL**



These SIDs require minimum climb gradients of

- ABUTO 1S**
6.5% up to FL080 due to airspace structure.
- NETOT 1S**
7.9% up to FL070 due to airspace structure.
- OLFID 1S**
5.1% up to 3700 due to airspace structure.
- TISNI 1S**
6.0% up to 3700 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549
6.0% V/V (fpm)	456	608	911	1215	1519	1823
6.5% V/V (fpm)	494	658	987	1316	1646	1975
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

SID	ROUTING
ABUTO 1S	Climb on 161° track to at or above 1400, turn RIGHT, 244° track, intercept 203° bearing from OD to ABUTO.
NETOT 1S	Climb on 161° track to at or above 1400, turn LEFT, 126° track, intercept 144° bearing from OD to NETOT.
OLFID 1S	Climb on 161° track to at or above 1400, turn RIGHT to OD, 019° bearing to OLFID.
TISNI 1S	Climb on 161° track to at or above 1400, turn LEFT, 346° track, intercept 073° bearing from OD to TISNI.

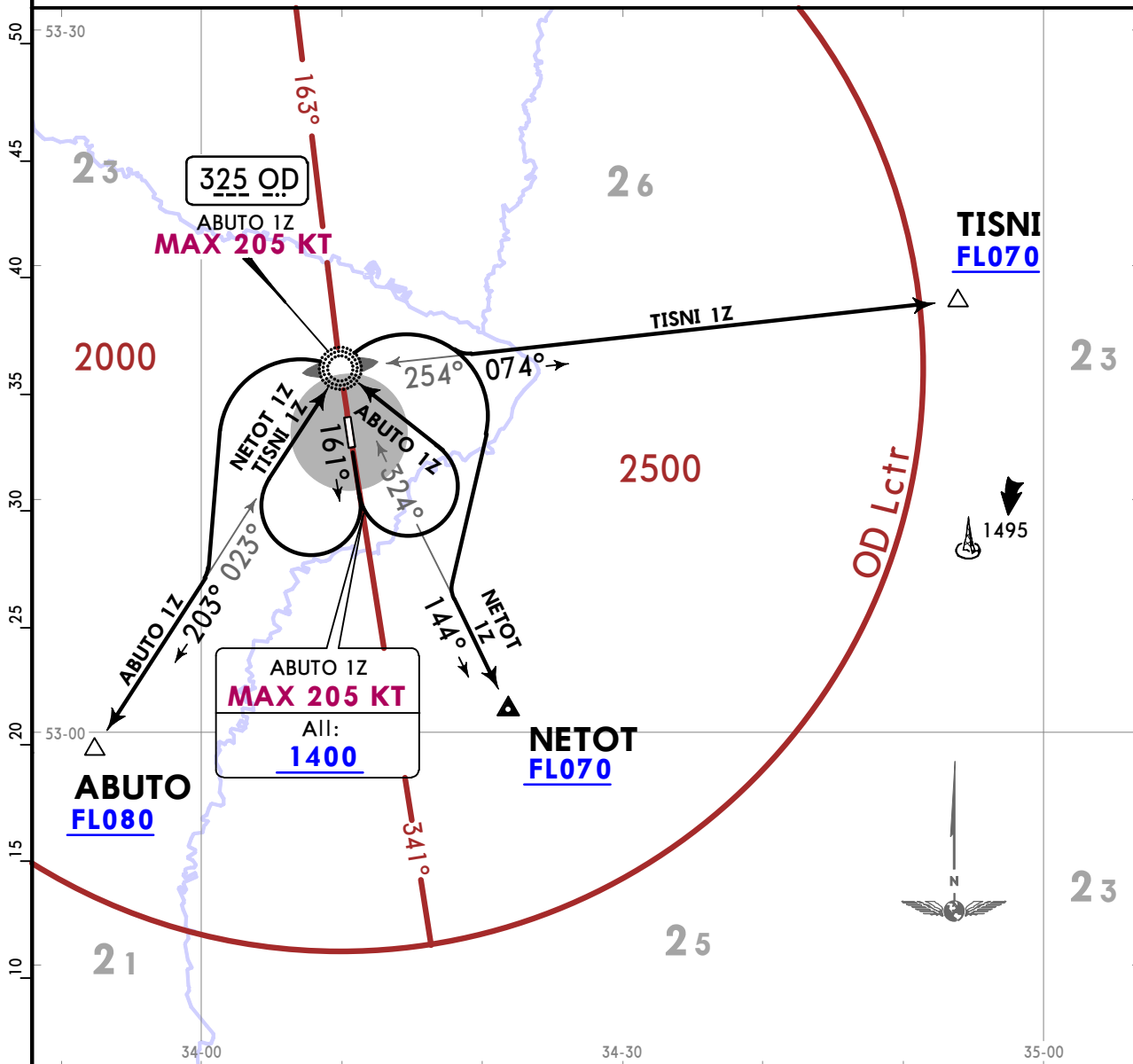
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JEPPESEN
6 DEC 24 **10-3F**

BRYANSK, RUSSIA
SID

Apt Elev 665	Trans alt: 5000' QNH (QFE on request)
	1. Turn before DER prohibited.

**ABUTO 1Z [ABUT1Z], NETOT 1Z [NETO1Z]
TISNI 1Z [TISN1Z]
DEPARTURES
(RWY 16)
UNDER RADAR CONTROL**



NETOT 1Z, TISNI 1Z
These SIDs require a minimum climb gradient of 5.1% up to 3700 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

FEET	METERS
QNH (QFE)	
1400 (225)	
3700 (930)	
5000 (1325)	

SID	ROUTING
ABUTO 1Z	Climb on 161° track to at or above 1400, turn LEFT to OD, turn LEFT, intercept 203° bearing from OD to ABUTO.
NETOT 1Z	Climb on 161° track to at or above 1400, turn RIGHT to OD, turn RIGHT, intercept 144° bearing from OD to NETOT.
TISNI 1Z	Climb on 161° track to at or above 1400, turn RIGHT to OD, turn RIGHT, intercept 074° bearing from OD to TISNI.

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JEPPESEN

10 FEB 23

10-4

Eff 23 Feb

BRYANSK, RUSSIA

NOISE

NOISE ABATEMENT

GENERAL

Noise abatement procedures shall be carried out by all ACFT, but not at the expense of reduction of flight safety or in case of one of the ACFTs engine failure during take-off.

NIGHT-TIME RESTRICTIONS

From 2200-0600LT restrictions shall be introduced for take-off and landing of the following ACFT types: Tu-134, Tu-154, Il-76, An-12, An-26, which do not meet noise level requirements of ICAO Annex 16, except special, medical and emergency rescue flights.

ARRIVAL

Use of flight modes in accordance with AFM.

DEPARTURE

Change of flight direction is only permitted after reaching 995'.

Turn of ACFT between 995' - 1320' shall be executed with a bank angle of 15° or less.

Turn of ACFT at 1320' shall be executed with a bank angle of 25° or angular speed of 3°/sec.

Maintaining of the minimum rate of climb is not required if it leads to exceeding the minimum permissible angle of attack.

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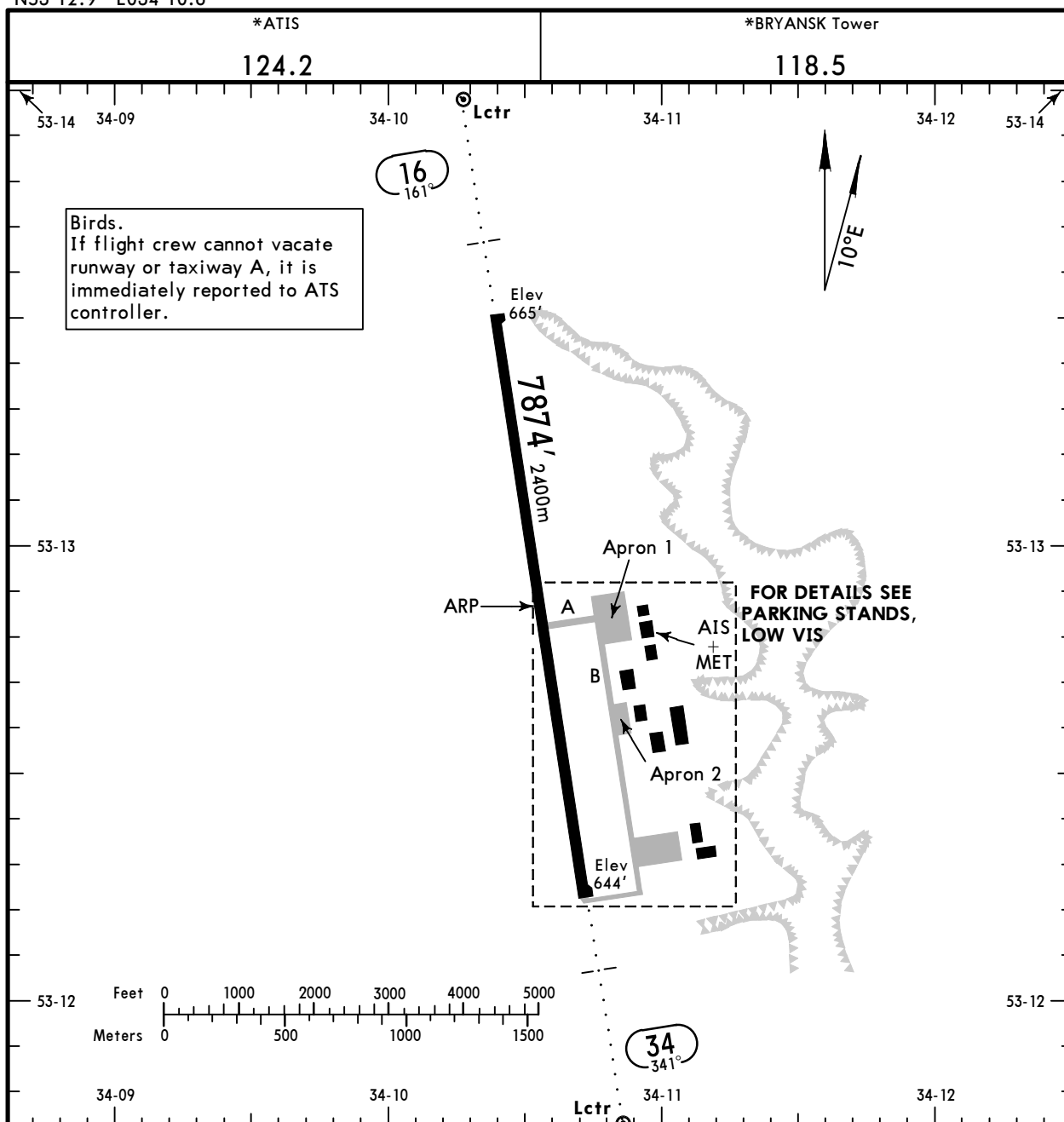
Apt Elev **665'**
N53 12.9 E034 10.6

JEPPesen

10 FEB 23 (10-9) Eff 23 Feb

BRYANSK, RUSSIA

BRYANSK

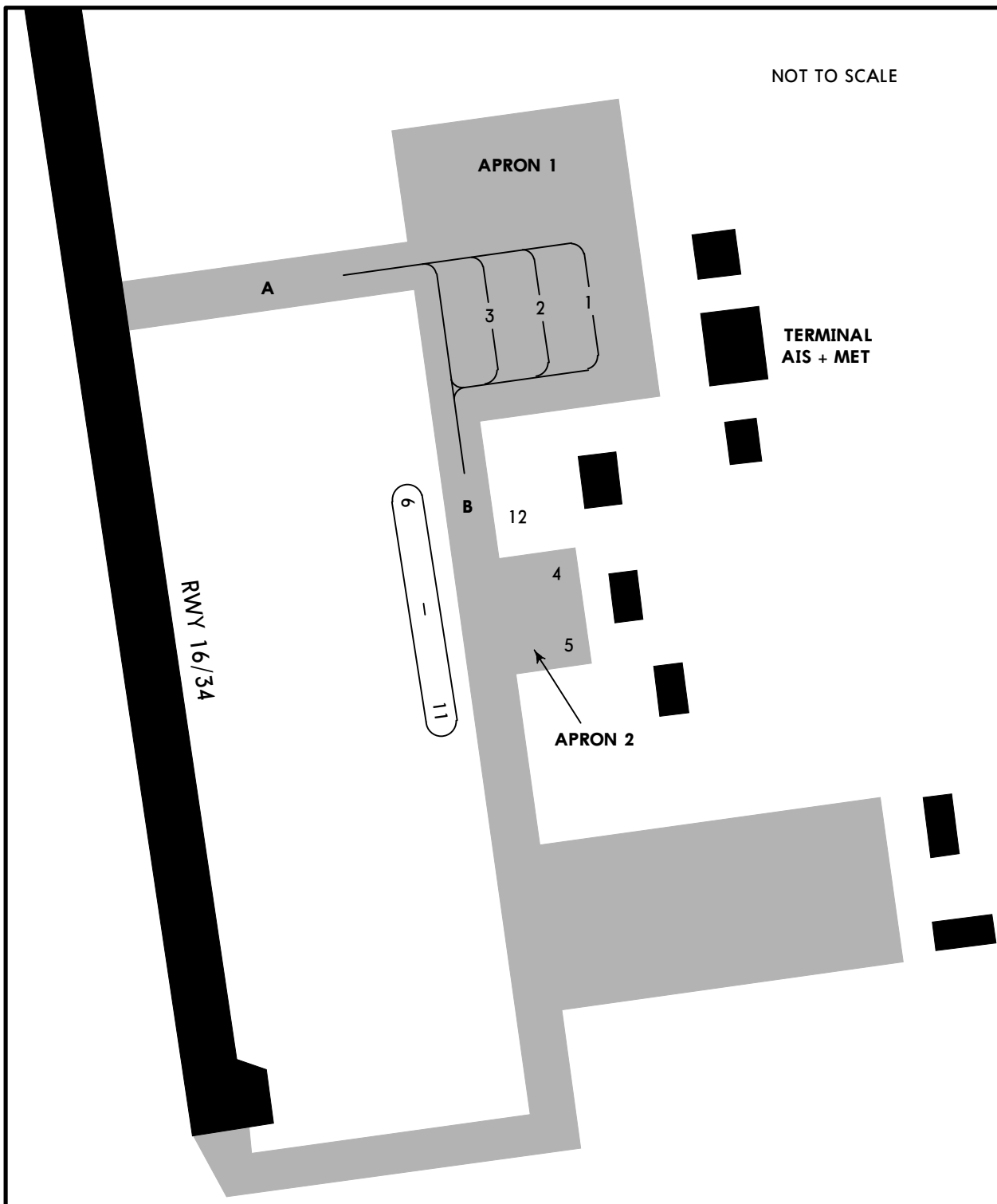


ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
16	RL (60m)	ALS					138'
34	RL (60m)	ALS	PAPI-L (2.67°)		6781' 2067m		42m

Std			
TAKE-OFF			
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref
DAY	NIGHT	DAY	DAY NIGHT
R300m		R400m	R/V500m NA

Std			
TAKE-OFF			
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref
DAY	NIGHT	DAY	DAY NIGHT
R300m		R400m	R/V500m NA



Taxiing into stands only by clearance of ATS controller.
Taxiing into stands and towing only under control of ground maintenance team.
De-icing is executed on stands.
Stands 4 thru 12 available for helicopters.

LOW VISIBILITY PROCEDURES (LVP)

LVP are applied when actual RVR is 800m.

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EASA AIR OPS
BRYANSK, RUSSIA
 BRYANSK

STRAIGHT-IN RWY	A	B	C	D
16				
RNP	945' (280')	955' (290')	965' (300')	975' (310')
LNAV/VNAV	R1100m	R1200m	R1200m	R1200m
ALS out	R1300m	R1400m	R1400m	R1400m
① RNP	1060' (395')	1060' (395')	1060' (395')	1060' (395')
LNAV	R1500m	R1500m	R1600m	R1600m
ALS out	R1500m	R1500m	R1800m	R1800m
① NDB Z or Y	1090' (425')	1090' (425')	1090' (425')	1090' (425')
	R1500m	R1500m	R1800m	R1800m
ALS out	R1500m	R1500m	R2000m	R2000m
① NDB X	1140' (475')	1140' (475')	1140' (475')	1140' (475')
	R1500m	R1500m	R2000m	R2000m
ALS out	R1500m	R1500m	R2200m	R2200m
NDB X	1140' (475')	1140' (475')	1140' (475')	1140' (475')
	R2200m	R2200m	R2400m	R2400m
ALS out	R2400m	R2400m	R2600m	R2600m
34				
ILS Z or Y	844' (200')	844' (200')	844' (200')	844' (200')
	R1000m	R1000m	R1000m	R1000m
ALS out	R1200m	R1200m	R1200m	R1200m
① LOC Z or Y	960' (316')	960' (316')	960' (316')	960' (316')
	R1200m	R1200m	R1200m	R1200m
ALS out	R1400m	R1400m	R1400m	R1400m
RNP	894' (250')	894' (250')	914' (270')	924' (280')
LNAV/VNAV	R1000m	R1000m	R1100m	R1100m
ALS out	R1300m	R1300m	R1300m	R1300m
① RNP	1200' (556')	1200' (556')	1200' (556')	1200' (556')
LNAV	R1500m	R1500m	R2300m	R2300m
ALS out	R1500m	R1500m	R2400m	R2400m
① NDB Z	1000' (356')	1000' (356')	1000' (356')	1000' (356')
	R1400m	R1400m	R1400m	R1400m
ALS out	R1500m	R1500m	R1600m	R1600m
① NDB Y	NOT APPLICABLE	NOT APPLICABLE	1000' (356')	1000' (356')
			R1400m	R1400m
ALS out			R1600m	R1600m
① NDB X	1000' (356')	1000' (356')	NOT APPLICABLE	NOT APPLICABLE
	R1400m	R1400m		
ALS out	R1500m	R1500m		
① NDB W	1090' (446')	1090' (446')	NOT APPLICABLE	NOT APPLICABLE
	R1500m	R1500m		
NDB W	1090' (446')	1090' (446')	NOT APPLICABLE	NOT APPLICABLE
	R2100m	R2100m		
ALS out	R2300m	R2300m		
① NDB V	NOT APPLICABLE	NOT APPLICABLE	1140' (496')	1140' (496')
			R2100m	R2100m
ALS out			R2300m	R2300m
NDB V	NOT APPLICABLE	NOT APPLICABLE	1140' (496')	1140' (496')
			R2500m	R2500m
ALS out			R2700m	R2700m

① Continuous Descent Final Approach.

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EASA AIR OPS
BRYANSK, RUSSIA
 BRYANSK

CIRCLE-TO-LAND	① 100 KT	① 135 KT	② 180 KT	② 205 KT
	1140' (475')	1170' (505')	1270' (605')	1720' (1055')
After RNP Rwy 34	1200' (535')	1200' (535')	1270' (605')	1720' (1055')
	③ V1500m	③ V1600m	V2400m	V3600m

- ① NOT APPLICABLE after NDB Y Rwy 34, NDB V Rwy 34.
- ② NOT APPLICABLE after NDB X Rwy 34, NDB W Rwy 34.
- ③ or higher minimums of preceding straight-in approach.

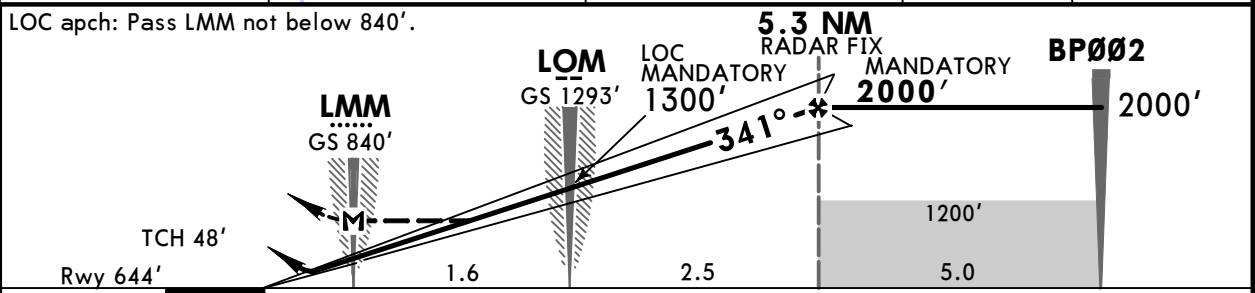
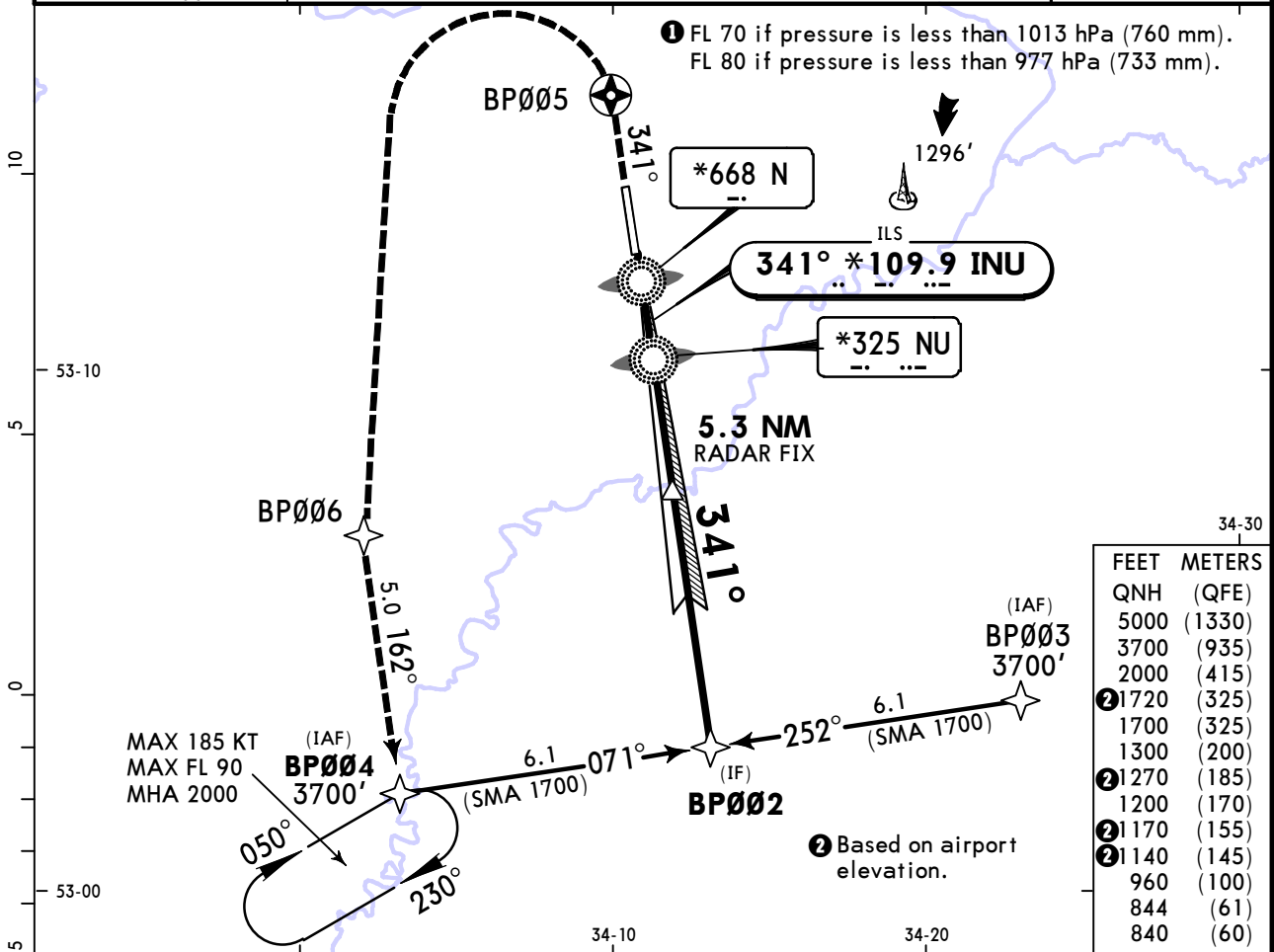
TAKE-OFF				
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
	R300m	R400m	R/V500m	NA

UUBP/BZK
BRYANSK

JEPPESSEN
10 FEB 23
Eff 23 Feb (11-1)

BRYANSK, RUSSIA
ILS Z or LOC Z Rwy 34

*ATIS 124.2				*BRYANSK Tower 118.5	
LOC INU *109.9	Final Apch Crs 341°	5.3 NM RADAR FIX MANDATORY 2000' (1356')	ILS DA(H) 844' (200')	Apt Elev 665'	2500
Rwy 644'					
MISSED APCH: Climb STRAIGHT AHEAD to BP005 (MAX 205 KT), then turn LEFT to BP006, then turn LEFT to BP004 climbing to 3700' or above.					
Alt Set: hPa (MM on req)		Rwy Elev: 23 hPa	Trans level: FL 60 ①	Trans alt: 5000'	MSA ARP
RNAV 1 for initial and missed approach.		1. GNSS required. 2. Radar required.			



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	205 KT MAX	BP005 ↑
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669			
MAP at LMM									

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS	LOC (GS out)	ILS	LOC (GS out)
	DA(H) 844' (200')	DA/MDA(H) 960' (316')		
	FULL	ALS out	ALS out	
A				Max Kts MDA(H)
B				100 1140' (475') V1500m
C	R1000m	R1200m	R1200m	135 1170' (505') V1600m
D				180 1270' (605') V2400m
				205 1720' (1055') V3600m

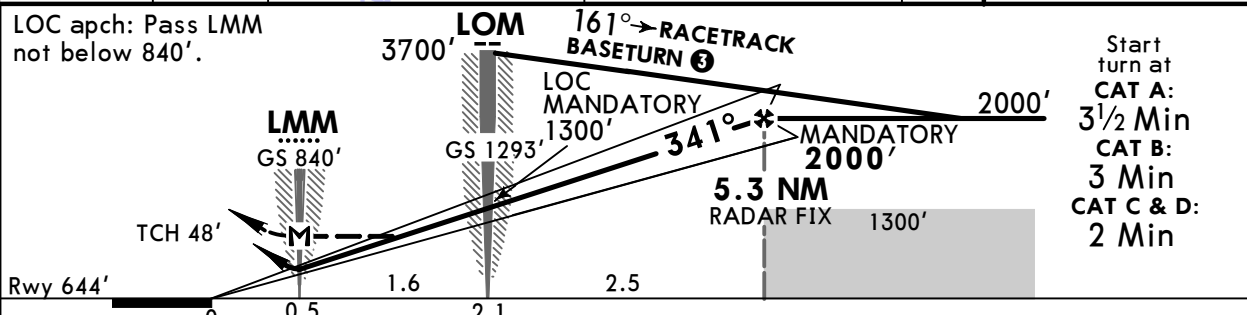
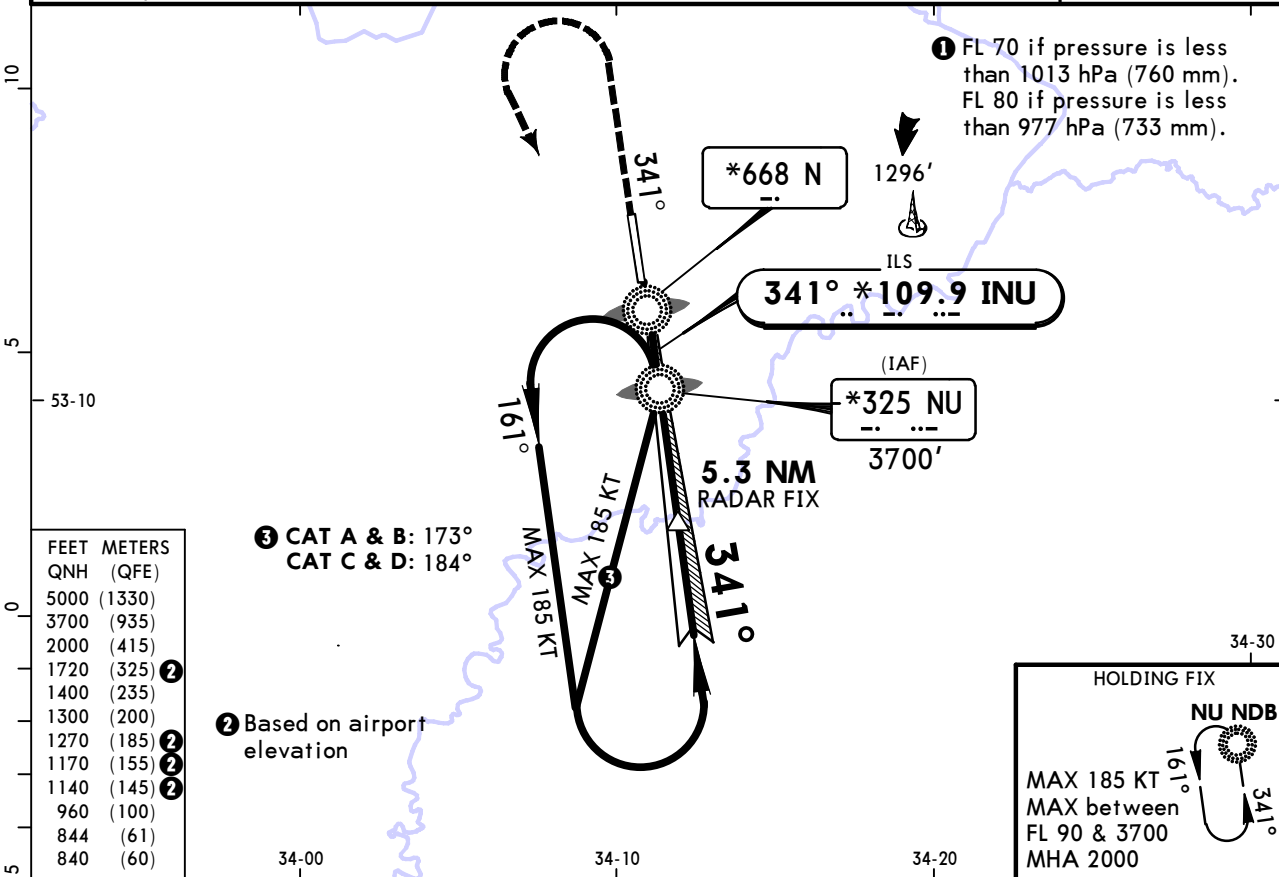
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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BRYANSK

JEPPESSEN
10 FEB 23
Eff 23 Feb **(11-2)**

BRYANSK, RUSSIA
ILS Y or LOC Y Rwy 34

*ATIS 124.2				*BRYANSK Tower 118.5		
LOC INU *109.9	Final Apch Crs 341°	5.3 NM RADAR FIX MANDATORY 2000' (1356')	ILS DA(H) 844' (200')	Apt Elev 665'	Rwy 644'	<p>MSA NU NDB</p>
MISSED APCH: Climb STRAIGHT AHEAD to 1400' or above (MAX 185 KT), then turn LEFT to NU NDB climbing to 2000' or above. Turn before passing MAP is PROHIBITED.						
Alt Set: hPa (MM on req) Rwy Elev: 23 hPa Trans level: FL 60 1 Trans alt: 5000'						
Radar required.						



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	185 KT MAX	MIN 1400'
ILS GS or LOC Descent angle	2.70°	334	430	478	573	669			

PANS OPS	Std				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS		LOC (GS out)		CDFA			
	DA(H) 844' (200')		DA/MDA(H) 960' (316')					
	FULL		ALS out		ALS out		Max Kts	
A						100	1140' (475')	V1500m
B						135	1170' (505')	V1600m
C	R1000m	R1200m	R1200m	R1400m		180	1270' (605')	V2400m
D						205	1720' (1055')	V3600m

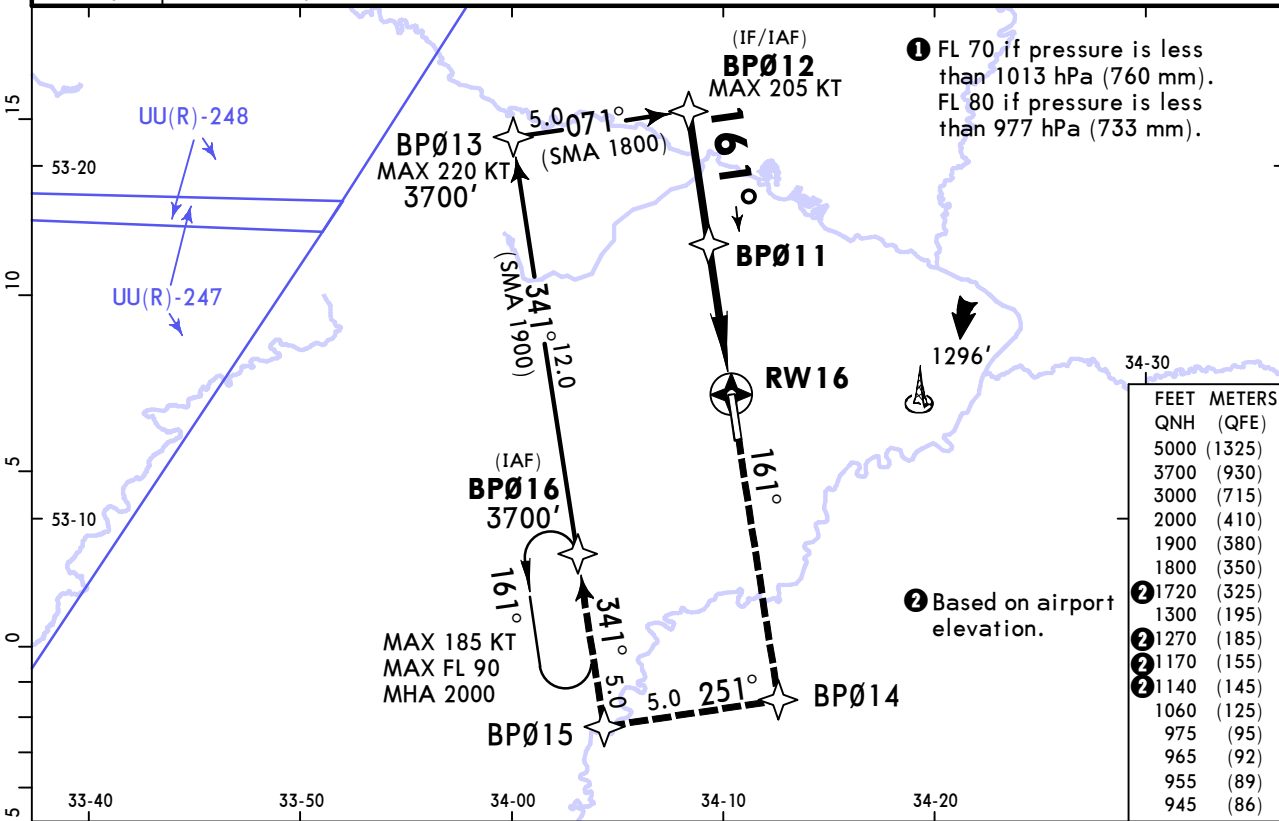
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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10 FEB 23 **(12-1)** Eff 23 Feb

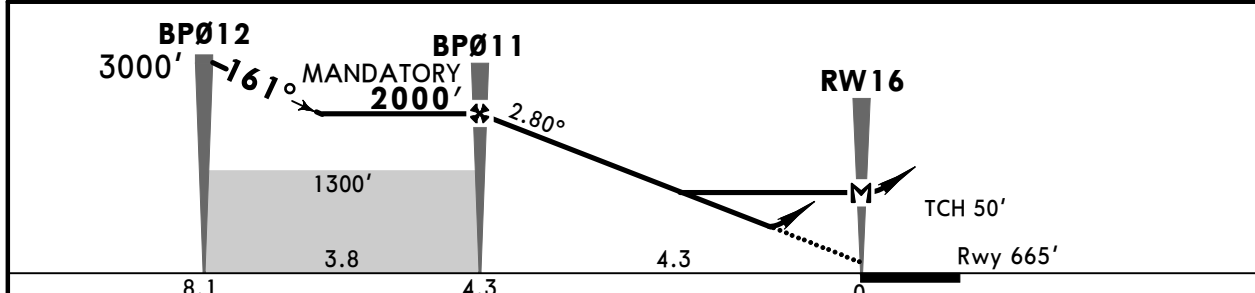
BRYANSK, RUSSIA
RNP Rwy 16

*ATIS 124.2			*BRYANSK Tower 118.5		
RNAV	Final Apch Crs 161°	BP011 MANDATORY 2000' (1335')	LNAV/VNAV DA(H) Refer to Minimums	Appt Elev 665'	2500 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to BP014 (MAX 185 KT), then turn RIGHT to BP015 (MAX 185 KT), then turn RIGHT to BP016 climbing to 3700' or above.					
Alt Set: hPa (MM on req)		Rwy Elev: 24 hPa	Trans level: FL 60 ①		Trans alt: 5000'
RNP Apch	1. GNSS required. 2. Baro-VNAV not authorized below -14°C. 3. VPA exceeds 3.5° above 50°C.				



FEET	METERS
QNH (QFE)	
5000	(1325)
3700	(930)
3000	(715)
2000	(410)
1900	(380)
1800	(350)
② 1720	(325)
② 1300	(195)
② 1270	(185)
② 1170	(155)
② 1140	(145)
1060	(125)
975	(95)
965	(92)
955	(89)
945	(86)

DIST to RW16	4.3	3.2	2.2
ALTITUDE	2000'	1680'	1360'



Gnd speed-Kts	70	90	100	120	140	160	ALS	185 KT MAX	BP014 ↑
Descent Angle	2.80°	347	446	495	594	792			
MAP at RW16									

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV CDFA		Max Kts	MDA(H)
A	R1100m	R1300m	R1500m		100	1140'(475') V1500m
B					135	1170'(505') V1600m
C	R1200m	R1400m	R1600m	R1800m	180	1270'(605') V2400m
D					205	1720'(1055') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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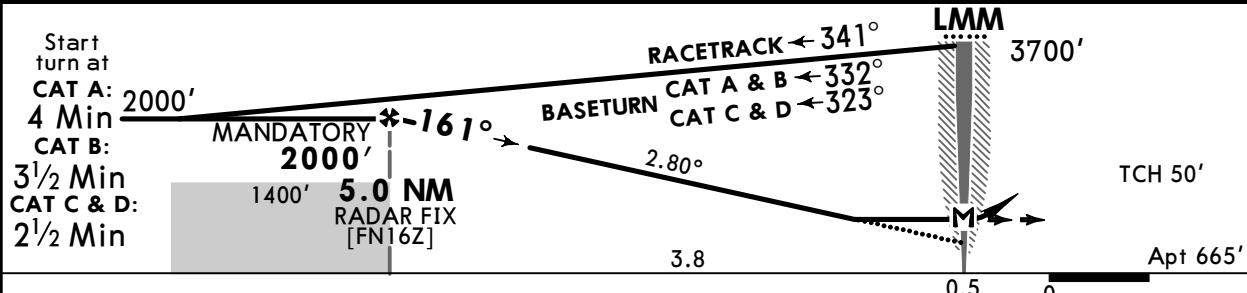
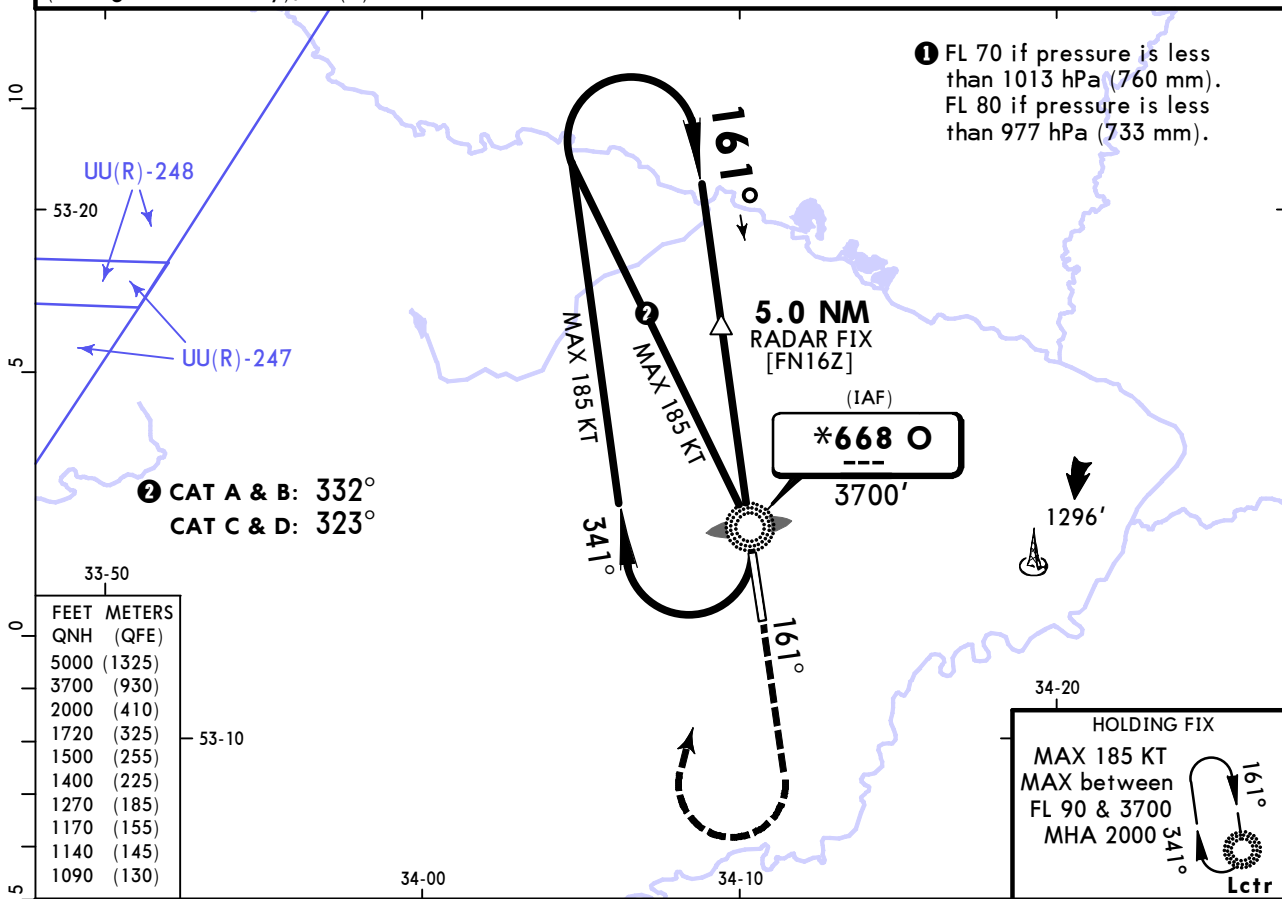
JEPPESEN
10 FEB 23 **(16-1)** Eff 23 Feb

BRYANSK, RUSSIA
NDB Z Rwy 16

*ATIS 124.2			*BRYANSK Tower 118.5		
Lctr O *668	Final Apch Crs 161°	5.0 NM RADAR FIX MANDATORY 2000' (1335')	DA/MDA(H) 1090' (425')	Apt Elev 665'	
MISSED APCH: Climb STRAIGHT AHEAD to 1500' or above, then turn RIGHT to Lctr climbing to 2000' or above. Turn before passing MAP is PROHIBITED.					

Alt Set: hPa (MM on req) Apt Elev: 24 hPa Trans level: FL 60 **1** Trans alt: 5000'

1. Radar required. 2. Procedure available if there is clearance to cross UU(R)-248, UU(R)-247 (during their activity), UU(P)-73.



Gnd speed-Kts	70	90	100	120	140	160	ALS	MIN 1500'	O 668
Descent Angle	2.80°	347	446	495	594	693			
MAP at LMM									

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	DA/MDA(H) 1090' (425')		ALS out	
	A	R1500m		Max Kts
	B	R1500m		MDA(H)
C	R1800m	R2000m	100	1140' (475') V1500m
D	R1800m	R2000m	135	1170' (505') V1600m
			180	1270' (605') V2400m
			205	1720' (1055') V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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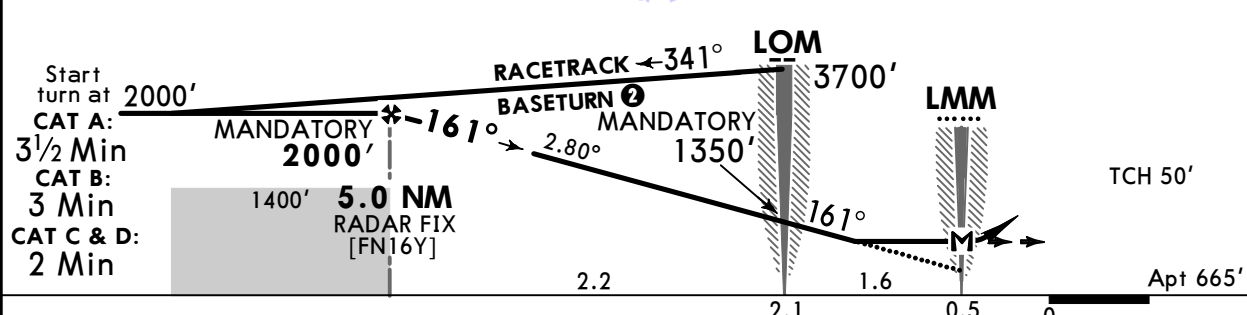
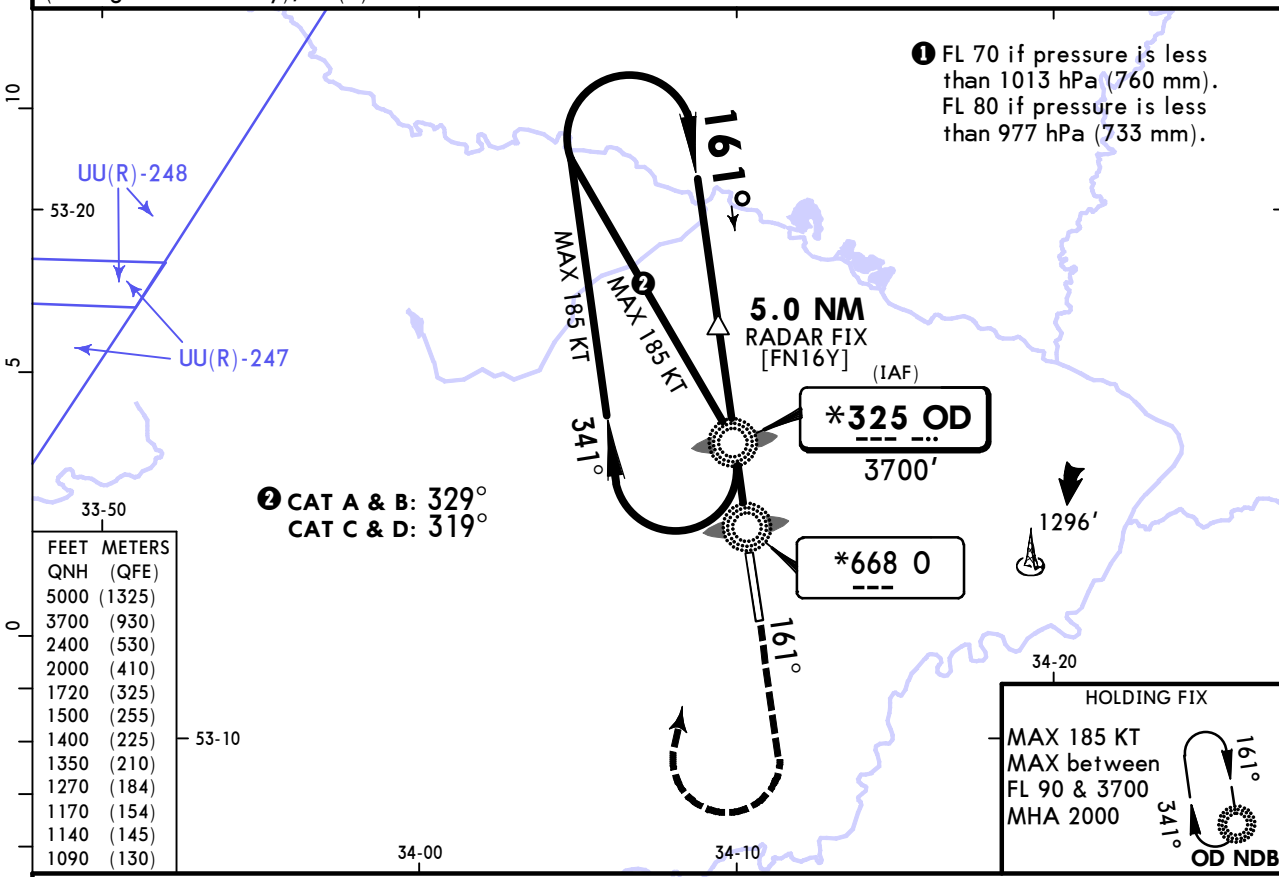
JEPPESEN
10 FEB 23 **(16-2)** Eff 23 Feb

BRYANSK, RUSSIA
NDB Y Rwy 16

*ATIS 124.2			*BRYANSK Tower 118.5			
NDB OD *325	Final Apch Crs 161°	5.0 NM RADAR FIX MANDATORY 2000' (1335')	DA/MDA(H) 1090' (425')	Apt Elev 665'		
MISSED APCH: Climb STRAIGHT AHEAD to 1500' or above, then turn RIGHT to OD NDB climbing to 2000' or above. Turn before passing MAP is PROHIBITED.						

Alt Set: hPa (MM on req) Apt Elev: 24 hPa Trans level: FL 60 **1** Trans alt: 5000'

1. Radar required. 2. Procedure available if there is clearance to cross UU(R)-248, UU(R)-247 (during their activity), UU(P)-73.



Gnd speed-Kts	70	90	100	120	140	160	ALS	MIN 1500'	OD 325
Descent Angle	2.80°	347	446	495	594	693			
MAP at LMM									

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	CDFA				
	DA/MDA(H) 1090' (425')		ALS out		
	A	R1500m		Max Kts	MDA(H)
	B	R1500m		100	1140' (475') V1500m
C	R1800m		135	1170' (505') V1600m	
D	R2000m		180	1270' (605') V2400m	
			205	1720' (1055') V3600m	

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

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10 FEB 23 **16-3** Eff 23 Feb

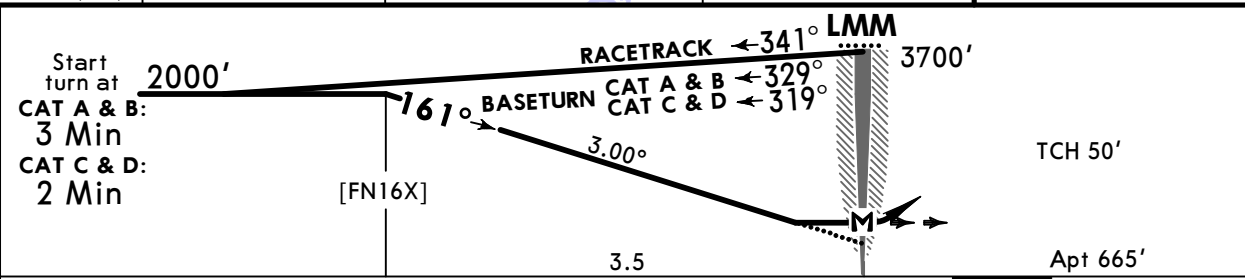
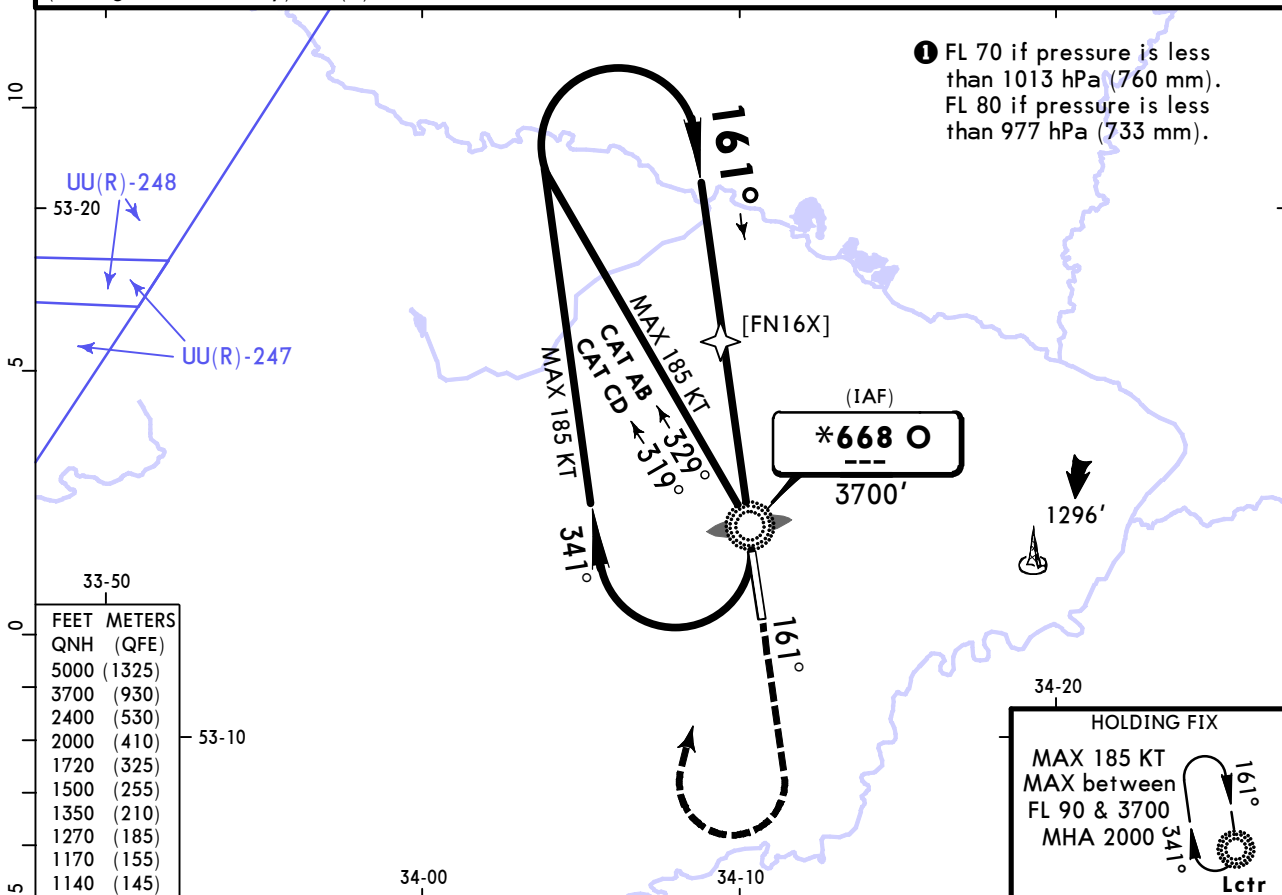
BRYANSK, RUSSIA
NDB X Rwy 16

*ATIS 124.2		*BRYANSK Tower 118.5			<p>MSA O Lctr</p>
Lctr O *668	Final Apch Crs 161°	No FAF	DA/MDA(H) 1140' (475')	Apt Elev 665'	

MISSED APCH: Climb STRAIGHT AHEAD to 1500' or above, then turn RIGHT to Lctr climbing to 2000' or above.
Turn before passing MAP is PROHIBITED.

Alt Set: hPa (MM on req) Apt Elev: 24 hPa Trans level: FL 60 **1** Trans alt: 5000'

1. Radar required. 2. Procedure available if there is clearance to cross UU(R)-248, UU(R)-247 (during their activity), UU(P)-73.



Gnd speed-Kts	70	90	100	120	140	160	ALS	MIN 1500'	O 668
Descent Angle	3.00°	372	478	531	637	743			

PANS OPS	Std STRAIGHT-IN LANDING CDFA		CIRCLE-TO-LAND	
	DA/MDA(H) 1140' (475')		ALS out	
A	R1500m		Max Kts	MDA(H)
B	R1500m		100	1140' (475') V1500m
C	R2000m		135	1170' (505') V1600m
D	R2200m		180	1270' (605') V2400m
			205	1720' (1055') V3600m

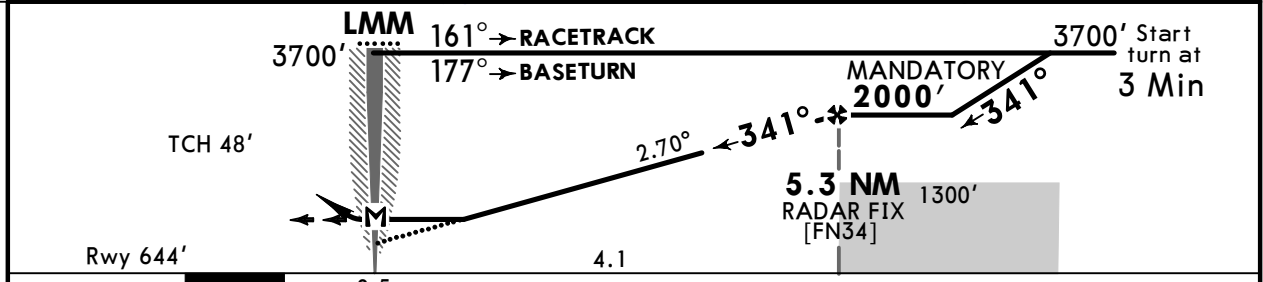
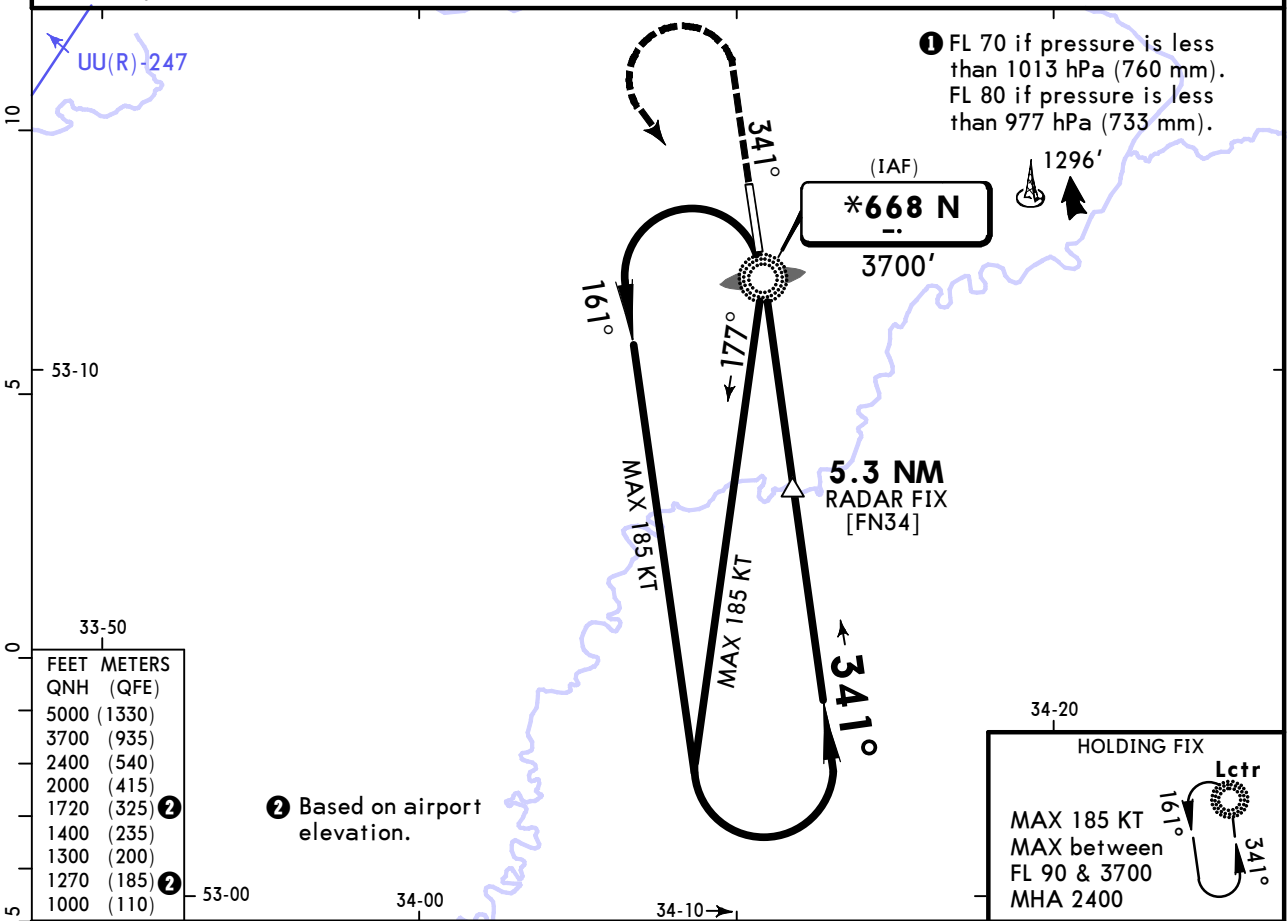
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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BRYANSK

JEPPESEN
10 FEB 23
Eff 23 Feb **(16-5)** **CAT C & D**

BRYANSK, RUSSIA
NDB Y Rwy 34

*ATIS 124.2			*BRYANSK Tower 118.5		
Lctr N *668	Final Apch Crs 341°	5.3 NM RADAR FIX MANDATORY 2000' (1335')	DA/MDA(H) 1000' (356')	Apt Elev 665' Rwy 644'	
MISSED APCH: Climb STRAIGHT AHEAD to 1400' or above (MAX 185 KT), then turn LEFT to Lctr climbing to 2000' or above. Turn before passing MAP is PROHIBITED.					
Alt Set: hPa (MM on req)		Rwy Elev: 23 hPa	Trans level: FL 60 ①	Trans alt: 5000'	
Radar required.					



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	185 KT MAX	MIN 1400'	N 668 LT
Descent Angle	2.70°	334	430	478	573	764				
MAP at LMM										

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND				
	CDFA								
	DA/MDA(H) 1000' (356')				ALS out				
	A	NOT APPLICABLE						Max Kts	MDA(H)
	B	NOT APPLICABLE						A	NOT APPLICABLE
C	R1400m			R1600m			180	1270' (605') V2400m	
D	R1400m			R1600m			205	1720' (1055') V3600m	

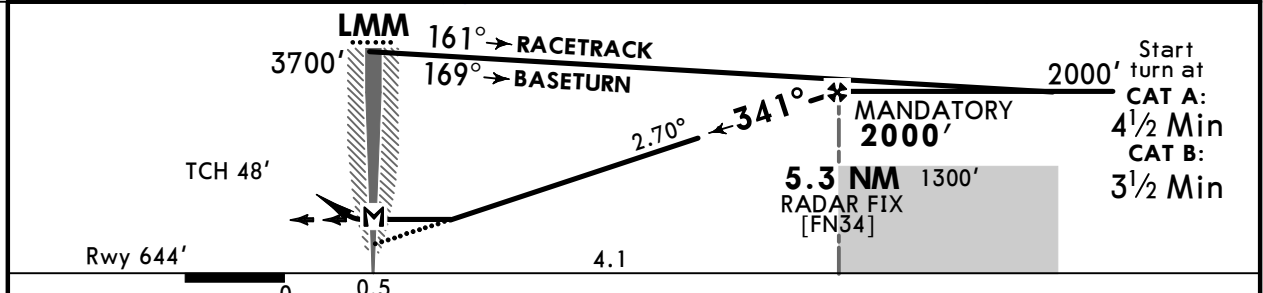
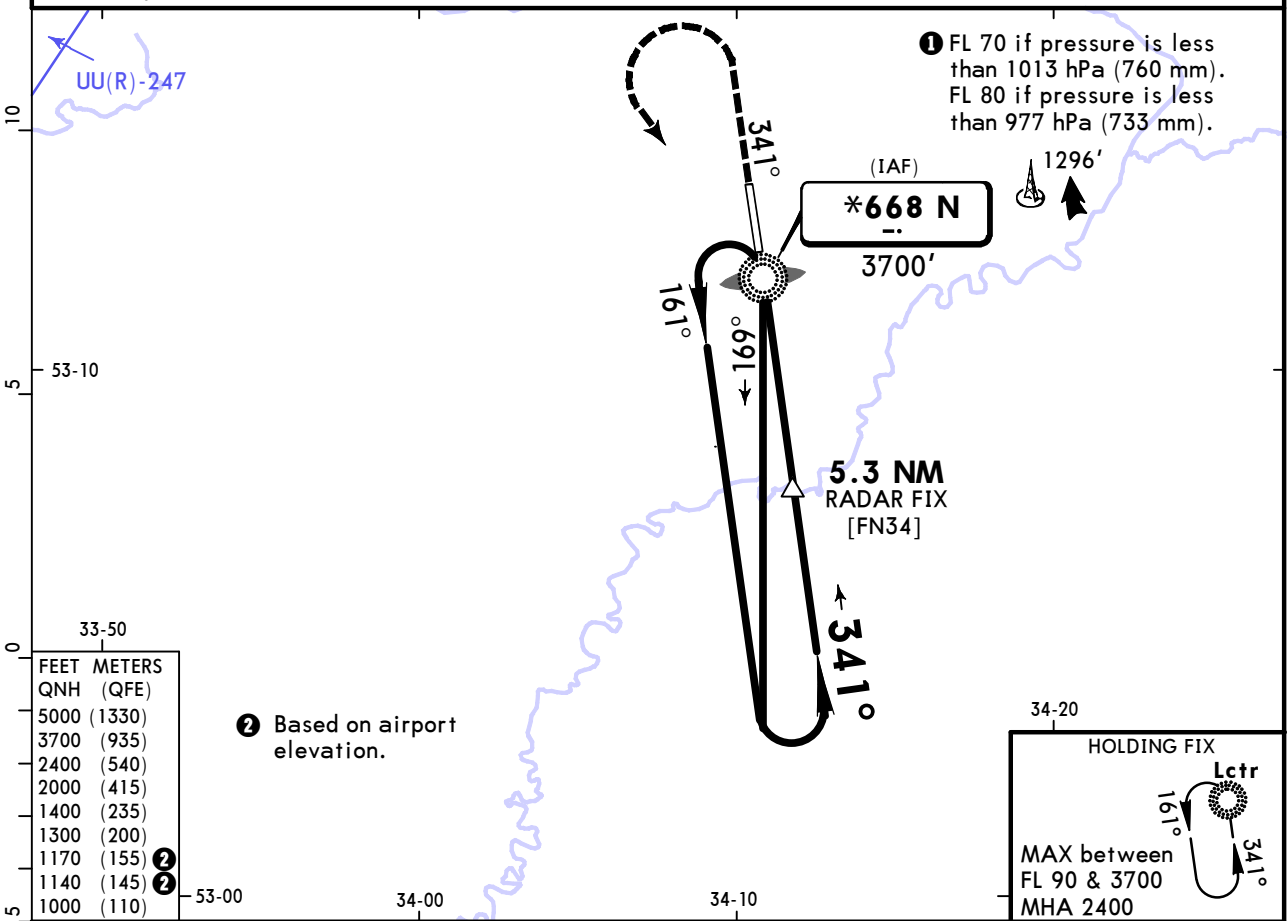
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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BRYANSK

JEPPESEN
10 FEB 23
Eff 23 Feb **16-6** **CAT A & B**

BRYANSK, RUSSIA
NDB X Rwy 34

*ATIS 124.2			*BRYANSK Tower 118.5		<p>MSA N Lctr</p>
Lctr N *668	Final Apch Crs 341°	5.3 NM RADAR FIX MANDATORY 2000' (1335')	DA/MDA(H) 1000' (356')	Apt Elev 665' Rwy 644'	
MISSED APCH: Climb STRAIGHT AHEAD to 1400' or above, then turn LEFT to Lctr climbing to 2000' or above. Turn before passing MAP is PROHIBITED.					
Alt Set: hPa (MM on req)		Rwy Elev: 23 hPa	Trans level: FL 60 ①	Trans alt: 5000'	
Radar required.					



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	MIN 1400'	N 668 LT
Descent Angle	2.70°	334	430	478	573	764			
MAP at LMM									

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	DA/MDA(H) 1000' (356')		ALS out	
	A	R1400m	R1500m	Max Kts
B			100	
C			135	
C	NOT APPLICABLE		C	MDA(H)
D			D	V1500m
				V1600m

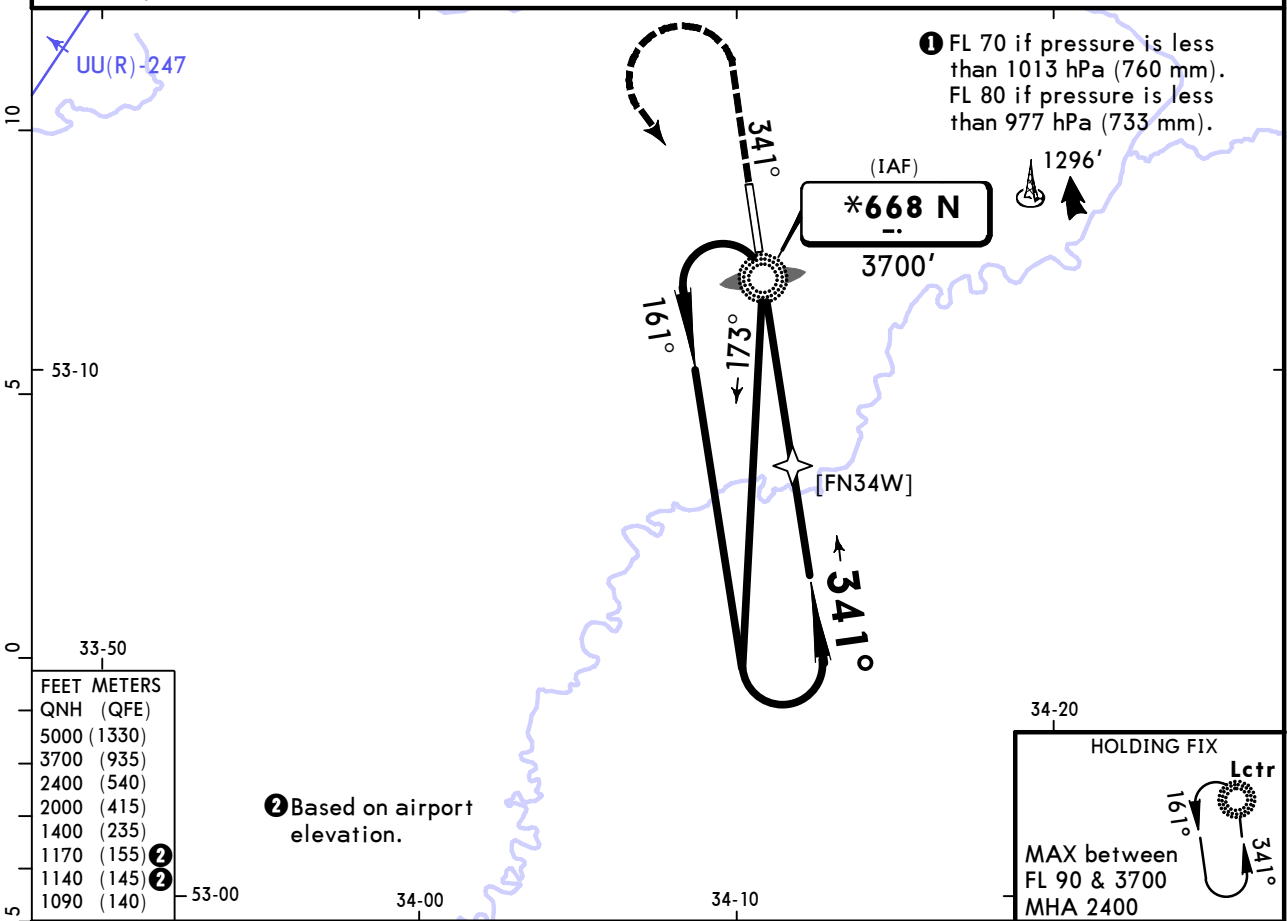
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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BRYANSK

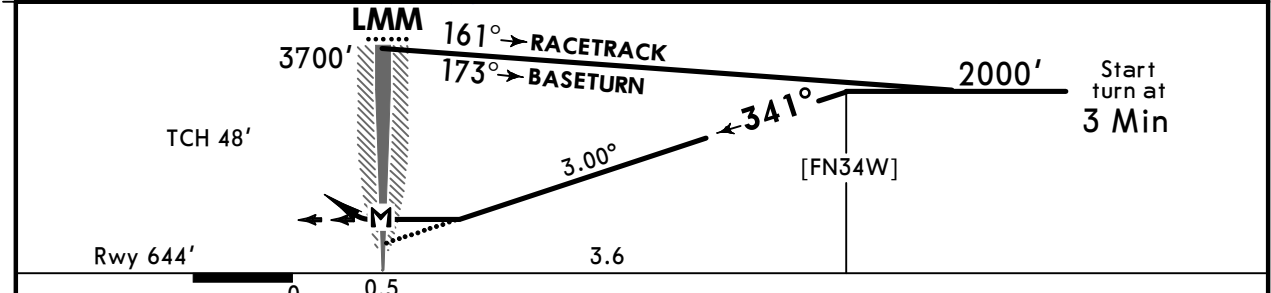
JEPPESEN
10 FEB 23
Eff 23 Feb **16-7** **CAT A & B**

BRYANSK, RUSSIA
NDB W Rwy 34

*ATIS 124.2			*BRYANSK Tower 118.5		<p>MSA N Lctr</p>
Lctr N *668	Final Apch Crs 341°	No FAF	DA/MDA(H) 1090' (446')	Apt Elev 665' Rwy 644'	
MISSED APCH: Climb STRAIGHT AHEAD to 1400' or above, then turn LEFT to Lctr climbing to 2000' or above. Turn before passing MAP is PROHIBITED.					
Alt Set: hPa (MM on req)		Rwy Elev: 23 hPa	Trans level: FL 60 ①	Trans alt: 5000'	
Radar required.					



FEET	METERS
5000	(1530)
3700	(935)
2400	(540)
2000	(415)
1400	(235)
1170	(155)
1140	(145)
1090	(140)



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI MIN 1400' N 668 LT
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM							

PANS OPS	Std	STRAIGHT-IN LANDING CDFA ① DA/MDA(H) 1090' (446')	CIRCLE-TO-LAND
	A	R1500m	Max Kts 100 MDA(H) 1140' (475') V1500m
	B	R1500m	135 1170' (505') V1600m
	C	NOT APPLICABLE	C NOT APPLICABLE
D	NOT APPLICABLE	D NOT APPLICABLE	

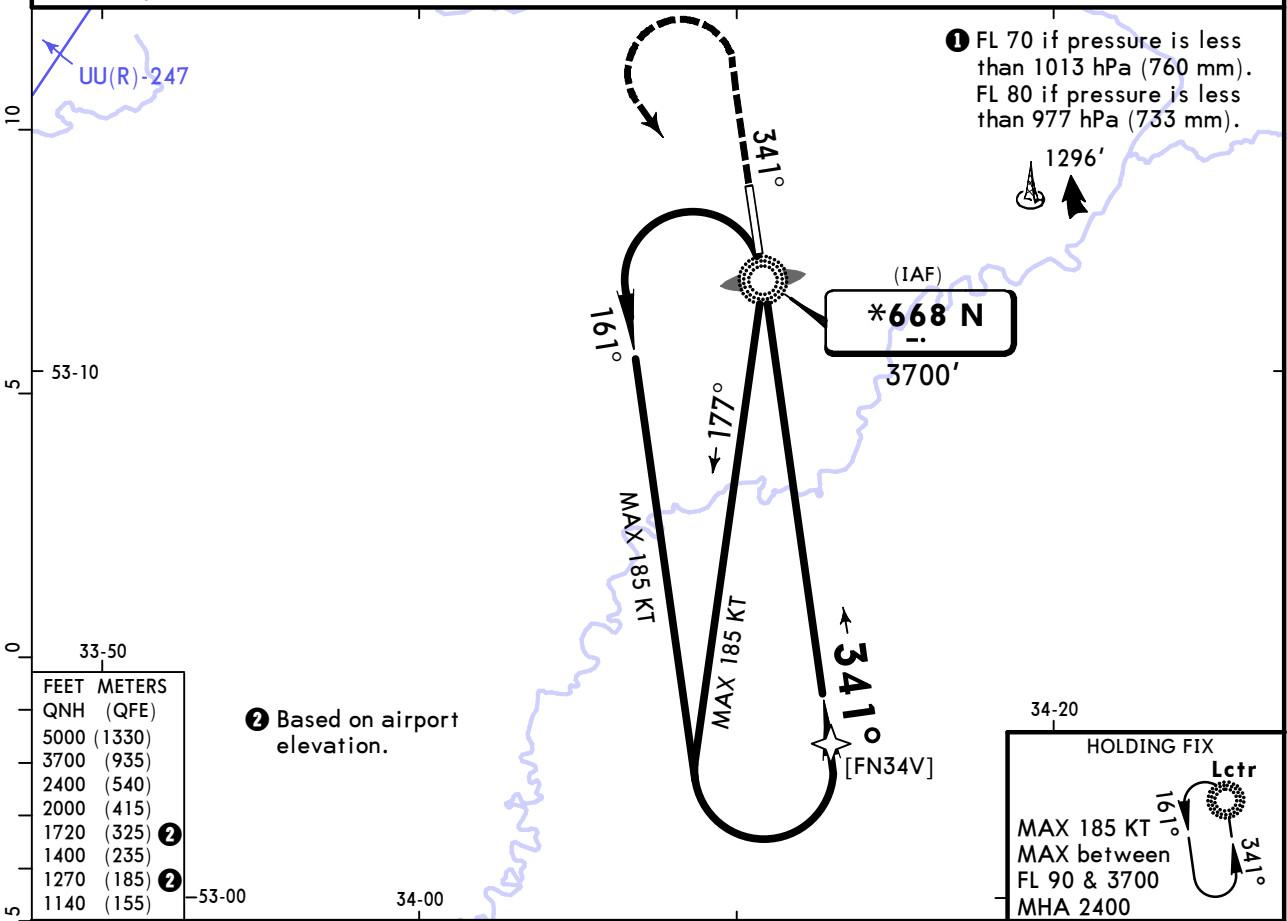
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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BRYANSK

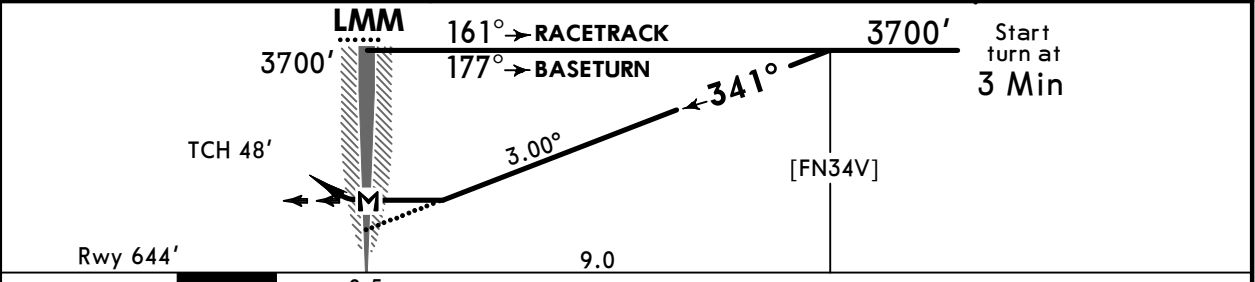
JEPPESEN
10 FEB 23
Eff 23 Feb **16-8** **CAT C & D**

BRYANSK, RUSSIA
NDB V Rwy 34

*ATIS 124.2			*BRYANSK Tower 118.5			<p>MSA N Lctr</p>
Lctr N *668	Final Apch Crs 341°	No FAF	DA/MDA(H) 1140' (496')	Apt Elev 665' Rwy 644'		
MISSED APCH: Climb STRAIGHT AHEAD to 1400' or above (MAX 185 KT), then turn LEFT to Lctr climbing to 2000' or above. Turn before passing MAP is PROHIBITED.						
Alt Set: hPa (MM on req)		Rwy Elev: 23 hPa	Trans level: FL 60 1		Trans alt: 5000'	
Radar required.						



FEET	METERS
5000	(1330)
3700	(935)
2400	(540)
2000	(415)
1720	(325)
1400	(235)
1270	(185)
1140	(155)



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	185 KT MAX	MIN 1400'	N 668 LT
Descent Angle	3.00°	372	478	531	637	743				
MAP at LMM										

PANS OPS	Std STRAIGHT-IN LANDING CDFA				CIRCLE-TO-LAND			
	DA/MDA(H) 1140' (496')				ALS out			
	NOT APPLICABLE				NOT APPLICABLE			
	R2100m		R2300m		100	1270' (605') V2400m		
				135	1720' (1055') V3600m			

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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Chart changes since cycle 07-2026

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUBP