

**Trip Kit Index**

**Printed on 22 Jul 2017**

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 **JEPPESEN**

**JeppView for Windows**

## **List of pages in this Trip Kit**

Trip Kit Index  
Airport Information For UHBB  
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## General Information

Location: BLAGOVESHCHENSK RUS  
ICAO/IATA: UHBB / BQS  
Lat/Long: N50° 25.5', E127° 24.7'  
Elevation: 640 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -10:00 = UTC  
Magnetic Variation: 12.0° 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: Yes  
LLWS Alert: No  
Beacon: No

Sunrise: 1943 Z  
Sunset: 1130 Z

## Runway Information

Runway: 18  
Length x Width: 9186 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 564 ft  
Lighting: Edge, ALS, TDZ

Runway: 36  
Length x Width: 9186 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 640 ft  
Lighting: Edge, ALS, TDZ

## Communication Information

ATIS: 126.400  
Blagoveshchensk Start Tower: 127.200  
Blagoveshchensk Apron Ramp/Taxi: 118.900

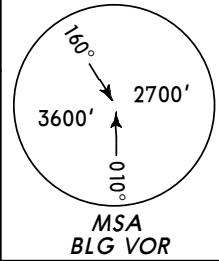
**UHBB/BQS**  
IGNATYEVO

**JEPPESEN** BLAGOVESHCHENSK, RUSSIA

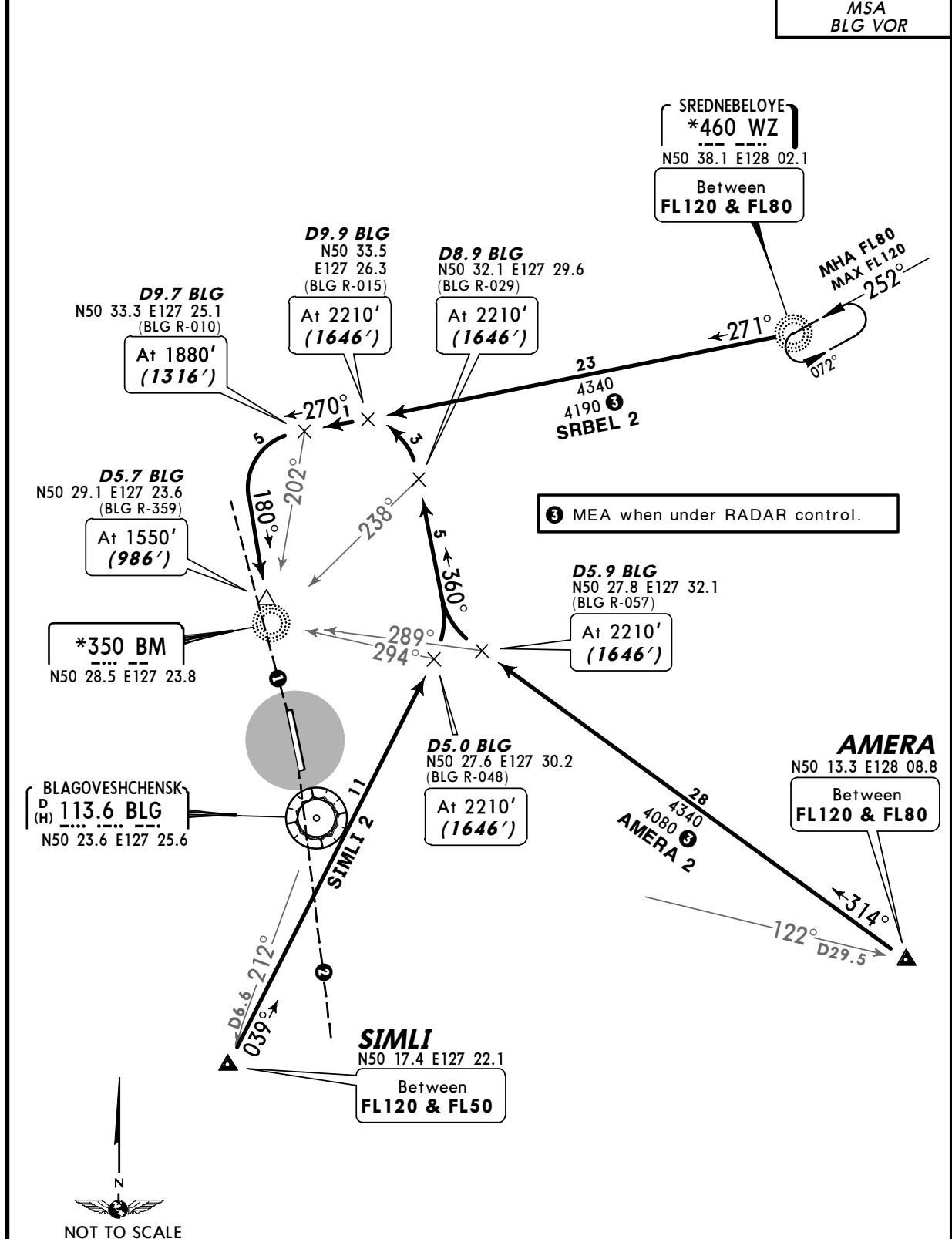
27 JUN 14 (10-2)

**STAR**

|               |                  |   |       |
|---------------|------------------|---|-------|
| ATIS<br>126.4 | Apt Elev<br>640' | Alt Set: MM (hPa on request) QNH on request<br>Trans level: FL50 Trans alt: 3600' (3036') | (QFE) |
|---------------|------------------|---|-------|



**AMERA 2, SIMLI 2, SRBEL 2  
RWY 18 ARRIVALS**



③ MEA when under RADAR control.

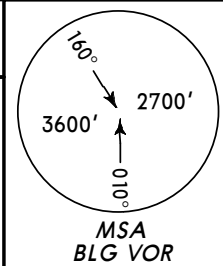
- ① 176° to ARP within 6.2 NM at all heights do not fly WEST.
- ② 004° to ARP within 7.6 NM at all heights do not fly WEST (except for STAR SIMLI 2).

| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 3600'                 | (3036' - 900m) |
| 2210'                 | (1646' - 500m) |
| 1880'                 | (1316' - 400m) |
| 1550'                 | (986' - 300m)  |

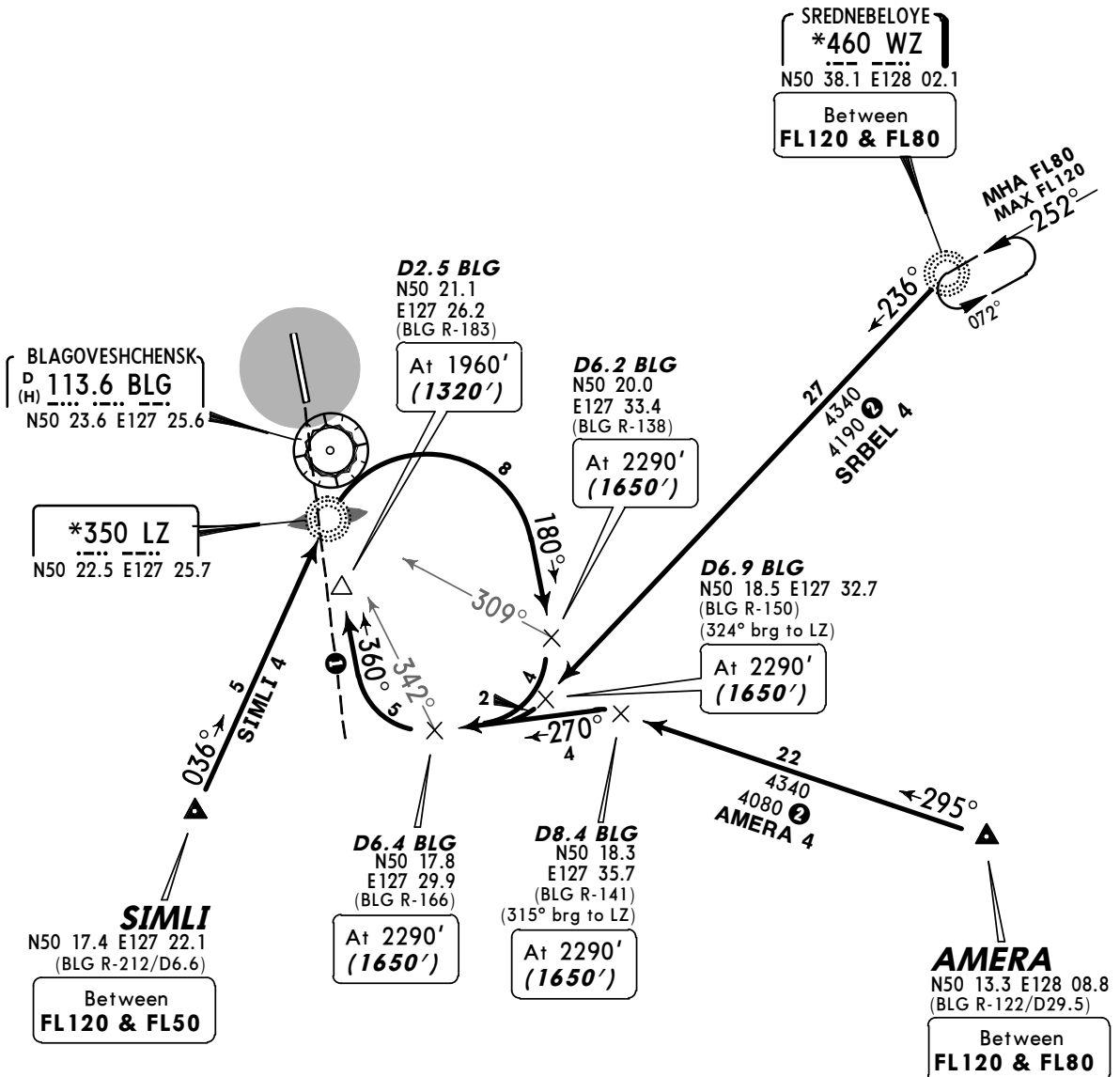
**UHBB/BQS**  
**IGNATYEVO**

**JEPPESSEN BLAGOVESHCHENSK, RUSSIA**  
27 JUN 14 **(10-2A)** **STAR**

|                      |                         |  |              |
|----------------------|-------------------------|--|--------------|
| ATIS<br><b>126.4</b> | Apt Elev<br><b>640'</b> | Alt Set: MM (hPa on request) QNH on request<br>Trans level: FL50 Trans alt: 3600' <b>(2960')</b> | <b>(QFE)</b> |
|----------------------|-------------------------|--|--------------|



**AMERA 4, SIMLI 4, SRBEL 4  
RWY 36 ARRIVALS**



② MEA when under RADAR control.



**ALT/HEIGHT CONVERSION**

| QNH   | (QFE)          |
|-------|----------------|
| 3600' | (2960' - 900m) |
| 2290' | (1650' - 500m) |
| 1960' | (1320' - 400m) |

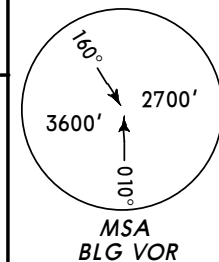
① 004° to ARP within 7.6 NM at all heights do not fly WEST (except for STAR SIMLI 4).

**UHBB/BQS**  
**IGNATYEVO**

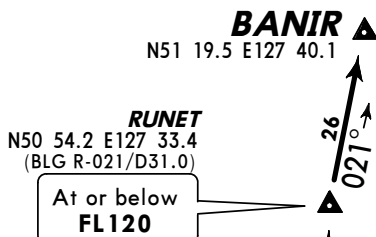
**JEPPesen** **BLAGOVESHCHENSK, RUSSIA**  
22 AUG 14 **(10-3)** **SID**

Apt Elev  
**640'**

QNH on request (QFE)  
Trans level: FL50 Trans alt: 3600' (3036')



**AMERA 1, BANIR 1, SIMLI 1, SRBEL 1**  
**RWY 18 DEPARTURES**



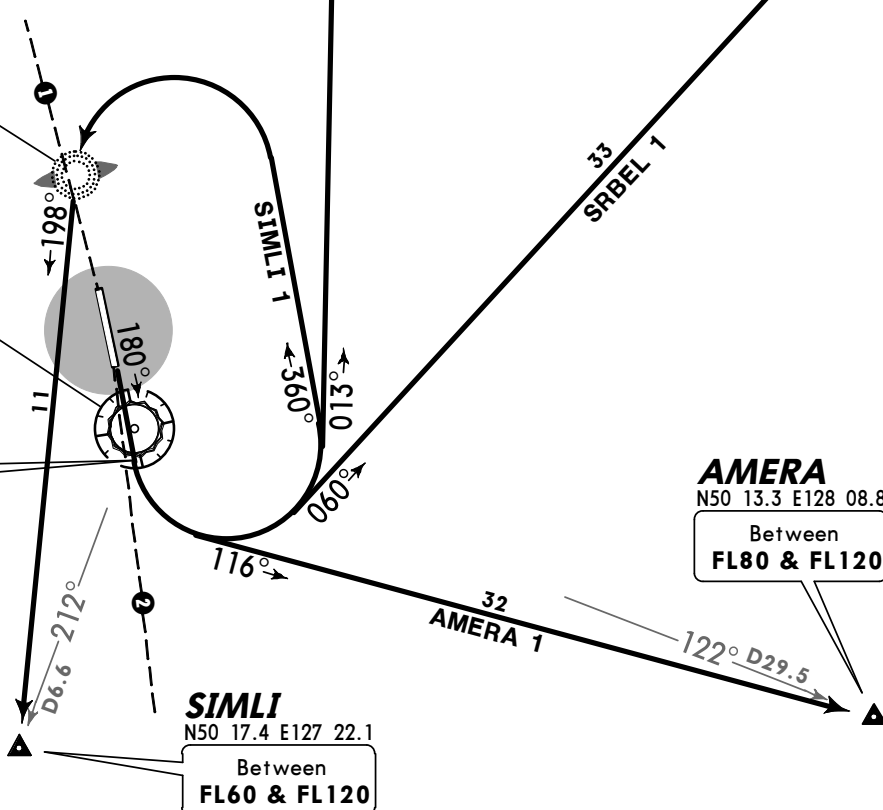
- ① 356° from ARP within 6.2 NM at all height do not fly WEST (except for SID SIMLI 1).
- ② 184° from ARP within 7.6 NM at all height do not fly WEST (except for SID SIMLI 1).

**SREDNEBELOYE**  
**\*460 WZ**  
N50 38.1 E128 02.1  
Between  
**FL80 & FL120**

**\*350 BM**  
N50 28.5 E127 23.8

**BLAGOVESHCHENSK**  
D 113.6 BLG  
(H) N50 23.6 E127 25.6

At  
**1230' (666')**  
but not later than  
4.9 NM  
from THR  
③



③ CAT C & D ACFT are allowed to make initial turn at 900' (336').

**AMERA 1**

This SID requires a minimum climb gradient of 3.7% to cross AMERA at FL80.

|                |     |     |     |     |     |      |
|----------------|-----|-----|-----|-----|-----|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250 | 300  |
| 3.7% V/V (fpm) | 281 | 375 | 562 | 749 | 937 | 1124 |

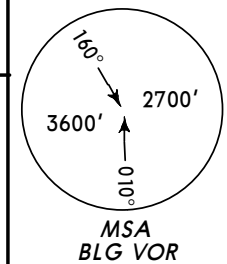
| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 900'                  | (336' - 100m)  |
| 1230'                 | (666' - 200m)  |
| 3600'                 | (3036' - 900m) |

**UHBB/BQS**  
**IGNATYEVO**

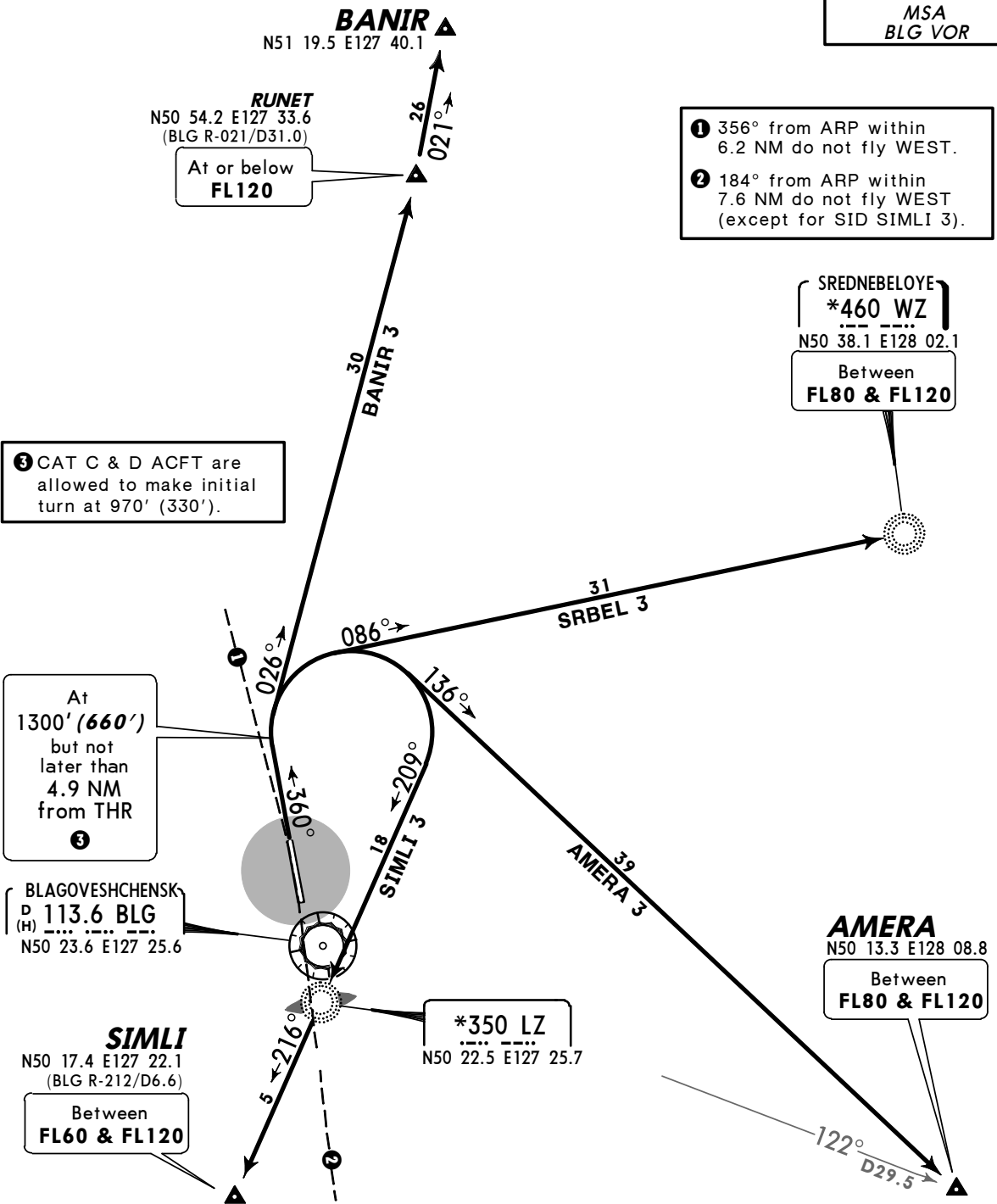
**JEPPESEN** **BLAGOVESHCHENSK, RUSSIA**  
22 AUG 14 **(10-3A)** **SID**

Apt Elev  
**640'**

QNH on request **(QFE)**  
Trans level: FL50 Trans alt: 3600' **(2960')**



**AMERA 3, BANIR 3, SIMLI 3, SRBEL 3**  
**RWY 36 DEPARTURES**



These SIDs require minimum climb gradients of

- SIMLI 3**  
4.0% to cross SIMLI at FL60.
- SRBEL 3**  
3.7% to cross WZ at FL80.

| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
|----------------|-----|-----|-----|-----|------|------|
| 4.0% V/V (fpm) | 304 | 405 | 608 | 810 | 1013 | 1215 |
| 3.7% V/V (fpm) | 281 | 375 | 562 | 749 | 937  | 1124 |



**ALT/HEIGHT CONVERSION**

| QNH   | (QFE)          |
|-------|----------------|
| 970'  | (330' - 100m)  |
| 1300' | (660' - 200m)  |
| 3600' | (2960' - 900m) |

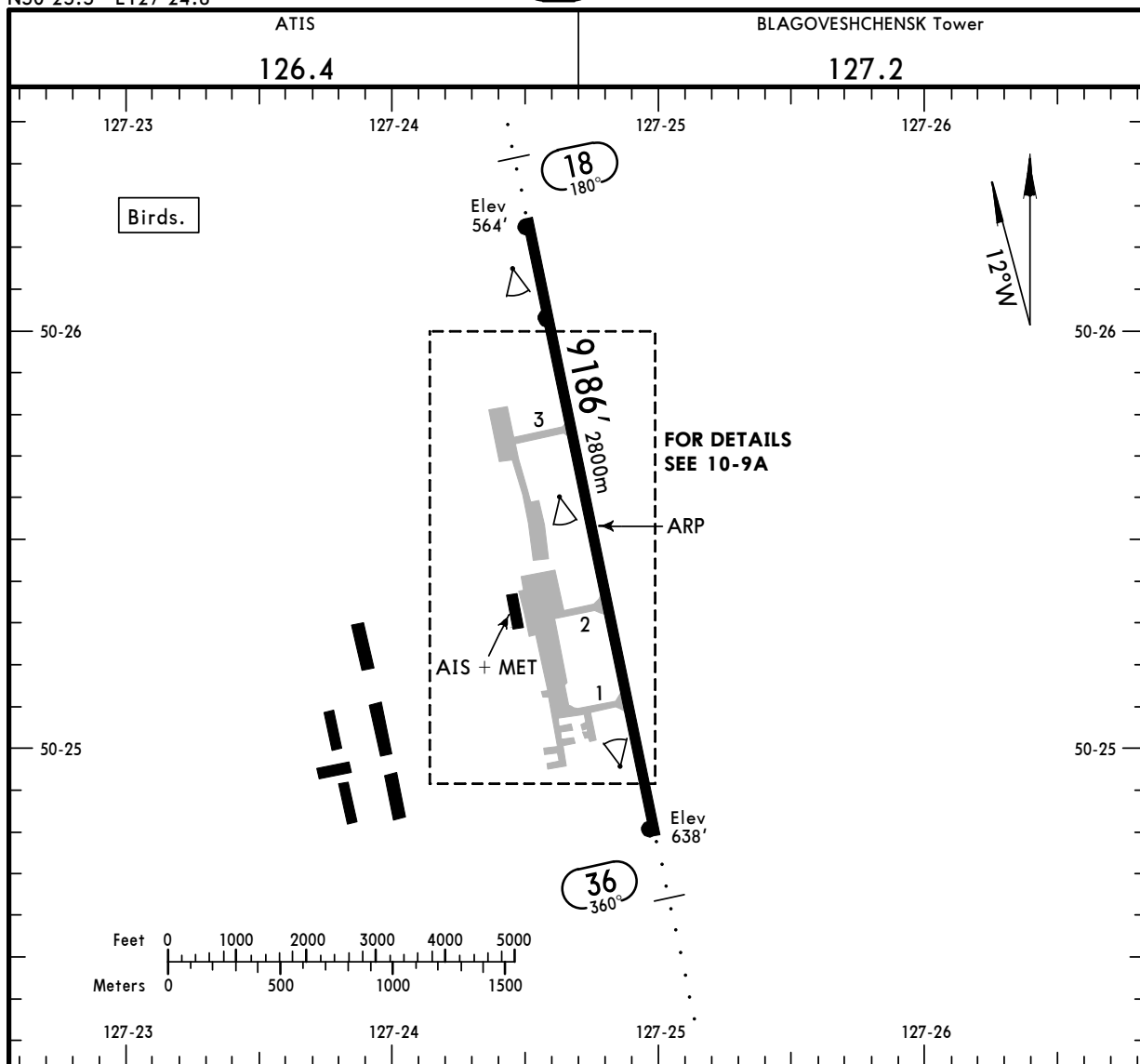
**UHBB/BQS**

Apt Elev **640'**  
N50 25.5 E127 24.8

**JEPPesen** **BLAGOVESHCHENSK, RUSSIA**

20 MAR 15 (10-9)

**IGNATYEVO**



| RWY      | ADDITIONAL RUNWAY INFORMATION |     |     |     | USABLE LENGTHS |             |          | WIDTH       |
|----------|-------------------------------|-----|-----|-----|----------------|-------------|----------|-------------|
|          | HIRL (60m)                    | ALS | TDZ | RVR | Threshold      | Glide Slope | TAKE-OFF |             |
| 18<br>36 |                               |     |     |     |                | 8153' 2485m | ①        | 148'<br>45m |

**① TAKE-OFF RUN AVAILABLE**

**RWY 18:**

From rwy head 9186' (2800m)  
twy 2 int 3445' (1050m)

**RWY 36:**

From rwy head 9186' (2800m)  
twy 1 int 7185' (2190m)  
twy 2 int 5741' (1750m)

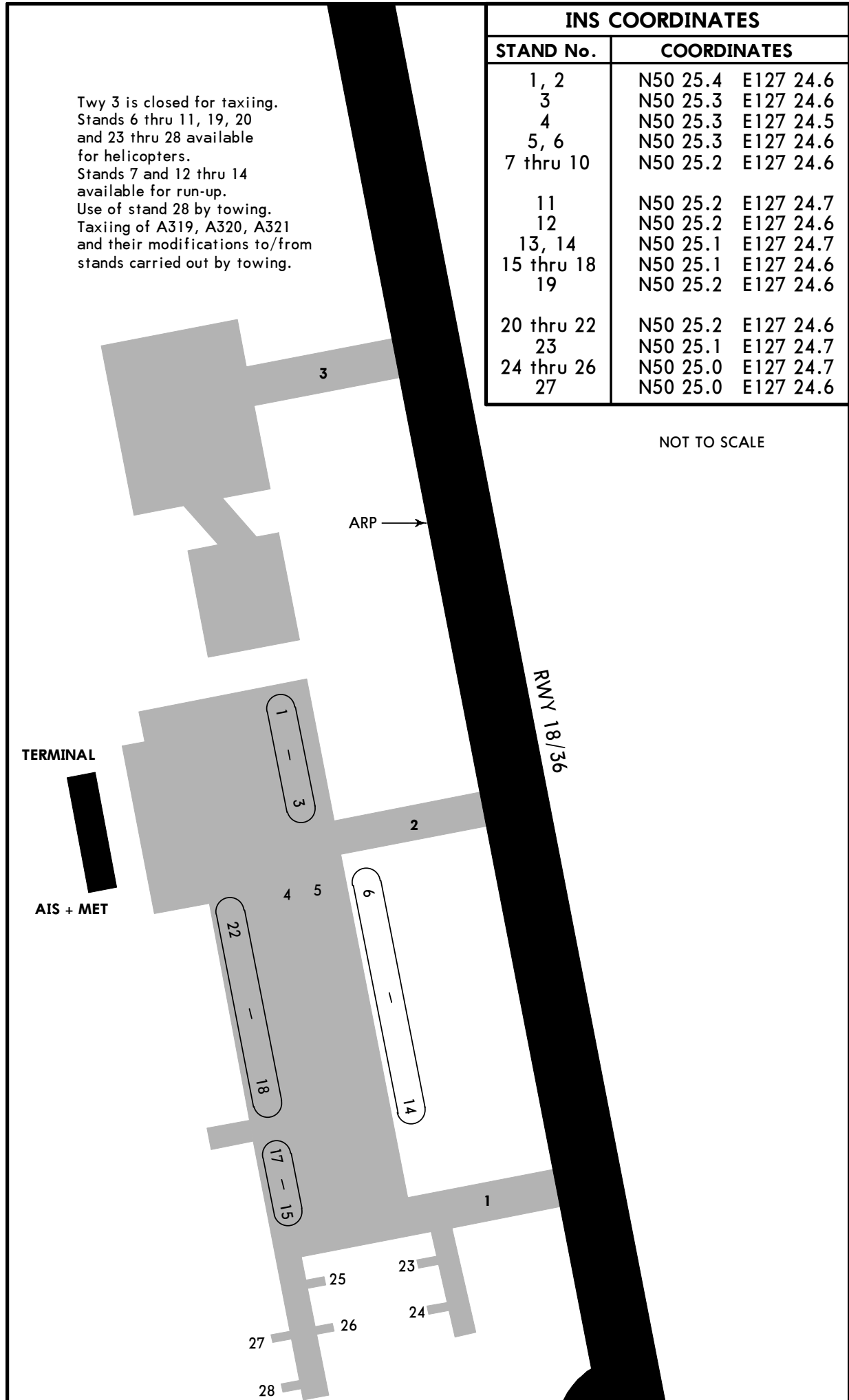
| TAKE-OFF   |                          |
|--|--------------------------|
| AIR CARRIER (JAA)                                |                          |
| All Rwy's  |                          |
| LVP must be in force<br>RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL |
| A  | 400m                     |
| B  |                          |
| C  |                          |
| D  |                          |
|  | 250m                     |
|  | 300m                     |

UHBB/BQS

20 MAR 15 **JEPPESEN** 10-9A

BLAGOVESHCHENSK, RUSSIA

IGNATYEVO



Twy 3 is closed for taxiing.  
 Stands 6 thru 11, 19, 20  
 and 23 thru 28 available  
 for helicopters.  
 Stands 7 and 12 thru 14  
 available for run-up.  
 Use of stand 28 by towing.  
 Taxiing of A319, A320, A321  
 and their modifications to/from  
 stands carried out by towing.

| INS COORDINATES |             |           |
|-----------------|-------------|-----------|
| STAND No.       | COORDINATES |           |
| 1, 2            | N50 25.4    | E127 24.6 |
| 3               | N50 25.3    | E127 24.6 |
| 4               | N50 25.3    | E127 24.5 |
| 5, 6            | N50 25.3    | E127 24.6 |
| 7 thru 10       | N50 25.2    | E127 24.6 |
| 11              | N50 25.2    | E127 24.7 |
| 12              | N50 25.2    | E127 24.6 |
| 13, 14          | N50 25.1    | E127 24.7 |
| 15 thru 18      | N50 25.1    | E127 24.6 |
| 19              | N50 25.2    | E127 24.6 |
| 20 thru 22      | N50 25.2    | E127 24.6 |
| 23              | N50 25.1    | E127 24.7 |
| 24 thru 26      | N50 25.0    | E127 24.7 |
| 27              | N50 25.0    | E127 24.6 |

NOT TO SCALE



UHBB/BQS

**JEPPESEN**  
13 SEP 13  
Eff 19 Sep

(10-9S)

**Standard**  
**BLAGOVESHCHENSK, RUSSIA**  
IGNATYEVO

| STRAIGHT-IN RWY |                    | A                      | B                      | C                      | D                      |
|-----------------|--------------------|------------------------|------------------------|------------------------|------------------------|
| 18              | 2 NDB ①            | 910'(346')<br>R1400m   | 910'(346')<br>R1400m   | 910'(346')<br>R1400m   | 910'(346')<br>R1400m   |
|                 | ALS out            | R1600m                 | R1600m                 | R1600m                 | R1600m                 |
|                 | BM NDB ①           | 880'(316')<br>R1200m   | 880'(316')<br>R1200m   | 880'(316')<br>R1200m   | 880'(316')<br>R1200m   |
|                 | ALS out            | R1400m                 | R1400m                 | R1400m                 | R1400m                 |
| 36              | B NDB ①②           | 910'(346')<br>R1400m   | 910'(346')<br>R1400m   | 910'(346')<br>R1400m   | 910'(346')<br>R1400m   |
|                 | ALS out            | R1600m                 | R1600m                 | R1600m                 | R1600m                 |
|                 | B NDB ③            | 1150'(586')<br>C2700m  | 1150'(586')<br>C2700m  | 1150'(586')<br>C2900m  | 1150'(586')<br>C2900m  |
|                 | ALS out            | C2900m                 | C2900m                 | C3100m                 | C3100m                 |
| 36              | ILS                | 840'(200')<br>R1000m   | 840'(200')<br>R1000m   | 840'(200')<br>R1000m   | 840'(200')<br>R1000m   |
|                 | ALS out            | R1200m                 | R1200m                 | R1200m                 | R1200m                 |
|                 | LOC                | NOT AUTH               | NOT AUTH               | NOT AUTH               | NOT AUTH               |
|                 | 2 NDB ①④           | 1030'(390')<br>R1500m  | 1030'(390')<br>R1500m  | 1030'(390')<br>R1600m  | 1030'(390')<br>R1600m  |
|                 | ALS out            | R1500m                 | R1500m                 | R1800m                 | R1800m                 |
|                 | 2 NDB ⑤            | 1650'(1010')<br>C4800m | 1650'(1010')<br>C4800m | 1650'(1010')<br>C5000m | 1650'(1010')<br>C5000m |
|                 | ALS out            | C5000m                 | C5000m                 | C5000m                 | C5000m                 |
|                 | LZ NDB or L NDB ①④ | 1150'(510')<br>R1500m  | 1150'(510')<br>R1500m  | 1150'(510')<br>C2100m  | 1150'(510')<br>C2100m  |
|                 | ALS out            | R1500m                 | R1500m                 | C2400m                 | C2400m                 |
|                 | LZ NDB or L NDB ⑤  | 1650'(1010')<br>C4800m | 1650'(1010')<br>C4800m | 1650'(1010')<br>C5000m | 1650'(1010')<br>C5000m |
| ALS out         | C5000m             | C5000m                 | C5000m                 | C5000m                 |                        |

- ① Continuous Descent Final Approach.
- ② with D5.7
- ③ w/o D5.7
- ④ with D2.5 BLG
- ⑤ w/o D2.5 BLG

**TAKE-OFF RWY 18, 36**

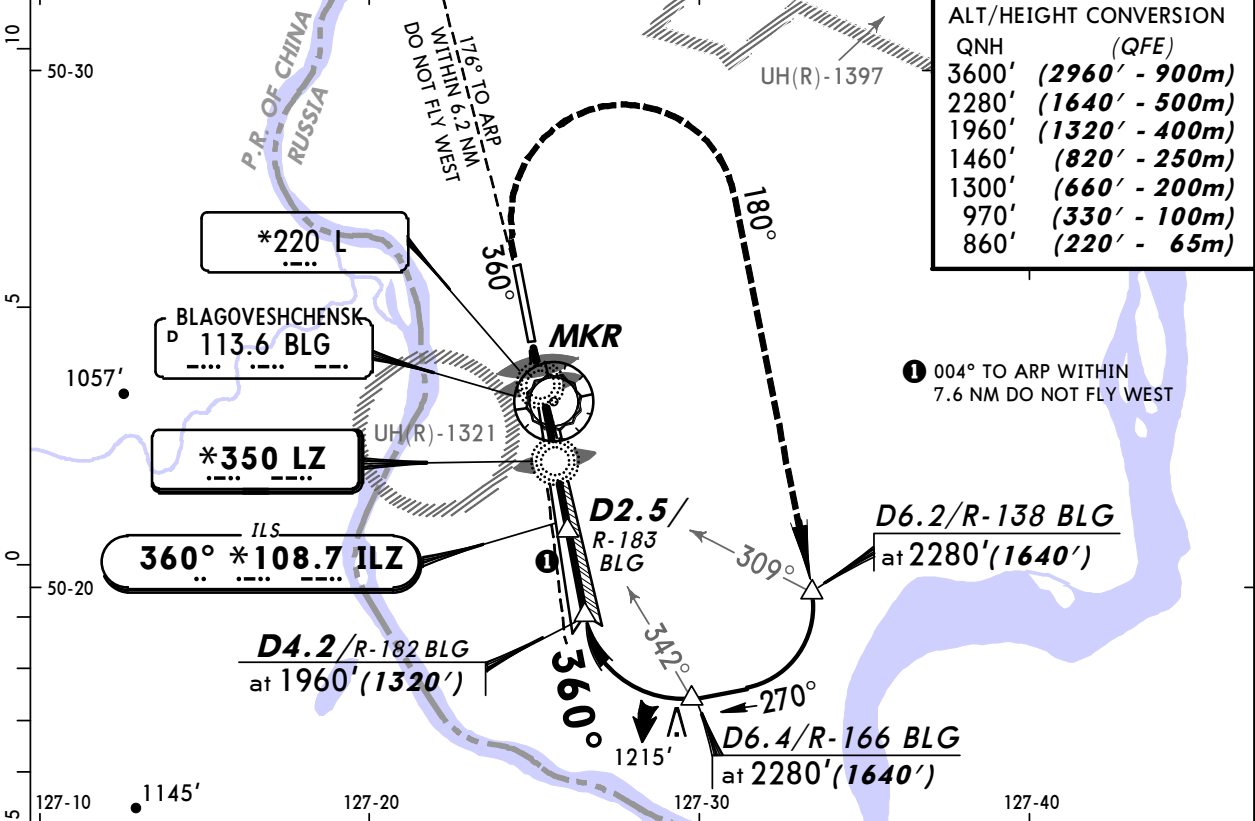
| LVP must be in Force |                          |                          |                   |
|----------------------|--------------------------|--------------------------|-------------------|
|                      | RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A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

**UHBB/BQS**  
**IGNATYEVO**

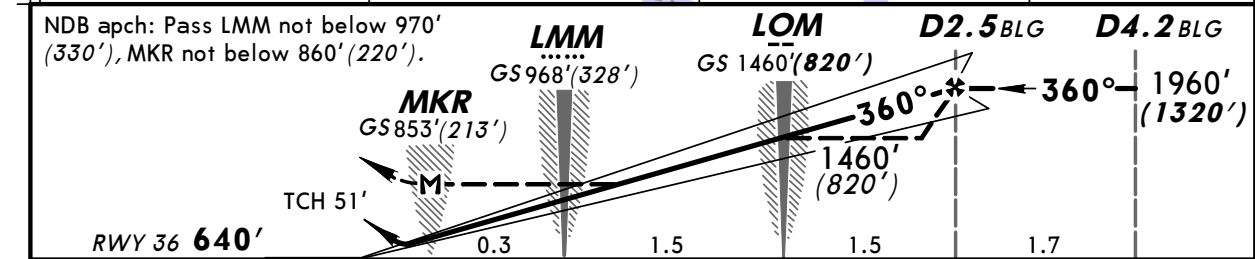
**JEPPESEN** **BLAGOVESHCHENSK, RUSSIA**  
13 SEP 13 **(11-1)** **ILS or 2 NDB or NDB Rwy 36**  
**Eff 19 Sep**

|  |                                  |  |                                       |                      |
|--|----------------------------------|--|---------------------------------------|----------------------|
| ATIS<br><b>126.4</b>   |                                  | BLAGOVESHCHENSK Tower (TWR/SRE)<br><b>127.2</b>        |                                       |                      |
| LOC<br>ILZ<br><b>*108.7</b>  | Final<br>Apch Crs<br><b>360°</b> | GS<br>LOM<br><b>1460' (820')</b>                       | ILS<br>DA(H)<br><b>840' (200')</b>    | Apt Elev <b>640'</b> |
| NDB<br>LZ<br><b>*350</b>   |                                  | Minimum Alt<br><b>D2.5 BLG</b><br><b>1960' (1320')</b> | NDB<br>MDA(H)<br>Refer to<br>Minimums | RWY <b>640'</b>      |
| <b>MISSED APCH: Climb on 360° to 1300' (660'), then turn RIGHT onto 180° climbing to 2280' (1640'), then according to chart.</b> |                                  |  |                                       |                      |
|  |                                  |  |                                       |                      |

Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL 50    Trans alt: 3600' (2960')



| QNH   | (QFE)          |
|-------|----------------|
| 3600' | (2960' - 900m) |
| 2280' | (1640' - 500m) |
| 1960' | (1320' - 400m) |
| 1460' | (820' - 250m)  |
| 1300' | (660' - 200m)  |
| 970'  | (330' - 100m)  |
| 860'  | (220' - 65m)   |



|                |       |     |     |     |     |     |     |                      |      |               |  |
|----------------|-------|-----|-----|-----|-----|-----|-----|----------------------|------|---------------|--|
| Gnd speed-Kts  | 70    | 90  | 100 | 120 | 140 | 160 | ALS | 1300' (660') on 360° | 180° | 2280' (1640') |  |
| ILS GS or      | 381   | 490 | 545 | 654 | 763 | 872 |     |                      | RT   |               |  |
| NDB Desc Angle | 3.08° |     |     |     |     |     |     |                      |      |               |  |
| MAP at MKR     |       |     |     |     |     |     |     |                      |      |               |  |

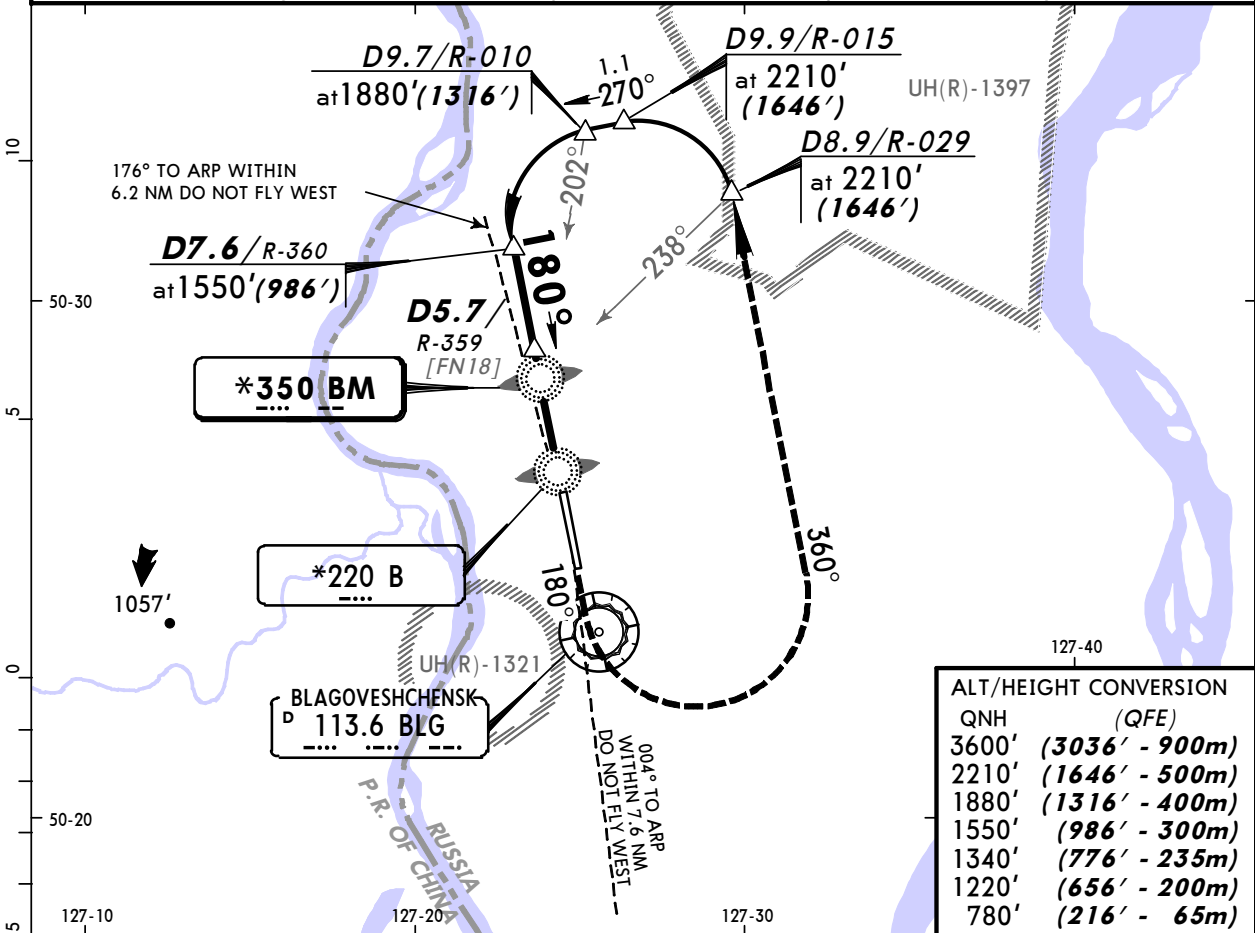
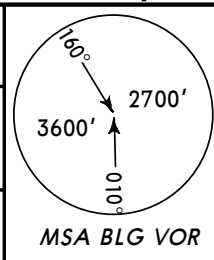
|       | STRAIGHT-IN LANDING RWY 36 |                        |                        |                        |                        |               |
|-------|----------------------------|------------------------|------------------------|------------------------|------------------------|---------------|
|       | ILS                        |                        | 2 NDB                  |                        | LZ NDB or L NDB        |               |
|       | with D2.5 BLG              | w/o D2.5 BLG           | with D2.5 BLG          | w/o D2.5 BLG           | with D2.5 BLG          | w/o D2.5 BLG  |
| DA(H) | 840' (200')                | 1030' (390')           | 1650' (1010')          | 1150' (510')           | 1650' (1010')          | 1650' (1010') |
| FULL  | ALS out                    | ALS out                | ALS out                | ALS out                | ALS out                | ALS out       |
| A     | 1200m                      | RVR 1500m<br>VIS 1600m | RVR 1800m<br>VIS 2000m | RVR 1500m<br>VIS 1600m | RVR 1800m<br>VIS 2000m | 2400m         |
| B     |                            |                        | 2400m                  |                        |                        |               |
| C     |                            | RVR 1800m<br>VIS 2000m | 4800m                  | 2400m                  | 4800m                  |               |
| D     |                            |                        |                        |                        |                        |               |

**UHBB/BQS**  
**IGNATYEVO**

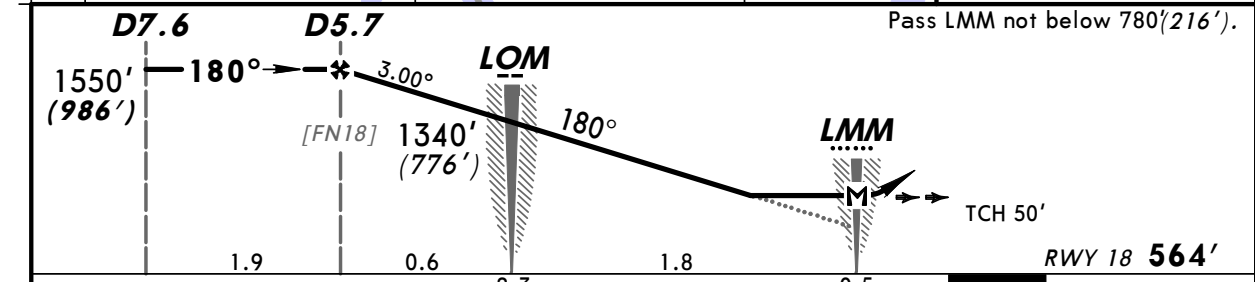
**JEPPESEN** **BLAGOVESHCHENSK, RUSSIA**  
13 SEP 13  
Eff 19 Sep (16-1)

**2 NDB or NDB Rwy 18**

|                 |   |                               |   |                             |                                  |
|-----------------|---|-------------------------------|---|-----------------------------|----------------------------------|
| BRIEFING STRIP™ | ATIS<br><b>126.4</b>  |                               | BLAGOVESHCHENSK Tower (TWR/SRE)<br><b>127.2</b> |                             |                                  |
|                 | NDB BM<br><b>*350</b>   | Final Apch Crs<br><b>180°</b> | Minimum Alt<br><b>D5.7</b><br>1550' (986')      | MDA(H)<br>Refer to Minimums | Apt Elev 640'<br><b>RWY 564'</b> |
|                 | <b>MISSED APCH: Climb on 180° to 1220' (656'), then turn LEFT onto 360° climbing to 2210' (1646'), then according to chart.</b> |                               |   |                             |                                  |



| QNH   | (QFE)          |
|-------|----------------|
| 3600' | (3036' - 900m) |
| 2210' | (1646' - 500m) |
| 1880' | (1316' - 400m) |
| 1550' | (986' - 300m)  |
| 1340' | (776' - 235m)  |
| 1220' | (656' - 200m)  |
| 780'  | (216' - 65m)   |



|                     |     |     |     |     |     |     |   |
|---------------------|-----|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | ALS<br>1220' (656') on 180°<br>360° LT<br>2210' (1646') |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |   |
| MAP at LMM          |     |     |     |     |     |     |   |

| STRAIGHT-IN LANDING RWY 18 |                           |                           |                            |
|----------------------------|---------------------------|---------------------------|----------------------------|
| BM NDB with D5.7           | 2 NDB or B NDB with D5.7  | 2 NDB or BM NDB w/o D5.7  | B NDB w/o D5.7             |
| MDA(H) <b>880' (316')</b>  | MDA(H) <b>910' (346')</b> | MDA(H) <b>920' (356')</b> | MDA(H) <b>1150' (586')</b> |
| ALS out                    | ALS out                   | ALS out                   | ALS out                    |

|          |   |                        |                        |                        |       |
|----------|---|------------------------|------------------------|------------------------|-------|
| PANS OPS | A | RVR 1500m<br>VIS 1600m | RVR 1500m<br>VIS 1600m | RVR 1500m<br>VIS 1600m |       |
|          | B |                        |                        |                        |       |
|          | C |                        |                        |                        | 2400m |
|          | D |                        |                        |                        | 2800m |



# JeppView for Windows

## Chart changes since cycle 13-2017

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**