

10-APR-2014

**BQS-UHBB**

1-10

**A01****A01****GENERAL****ATS Hours**

H24

**Airport Information**

**RFF:** CAT 7  
**Fuel:** TS-1 (equivalent Jet A1)  
**PCN:** RWY 18/36: 57/F/D/X/T

**Operation****TWY Restriction**

TWY 2 width 21m / 69ft.

TWY 1 width 16m / 52ft

TWY 3 CLSD.

**Taxi/Parking**

B737, B757, B767 and modifications taxi in/out stands by towing.

Parking on stand 28 by towing only.

**Warnings**

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure:** See CRAR Russia and Caucasus Republics/Russia/U and in addition:**Before entry CTA**Continue the flight at the last assigned LVL cleared by ATC towards **WX NDB** HLDG area, then according to HLDG pattern reach FLO80 and conduct out-of-sequence approach-to-land.**Within CTA**

Continue approach-to-land to the established pattern listening to controllers instructions on LOM FREQ.

**DEPARTURE****Take-off Minima**

RWY		18/36	
All ACFT	ft - m/km	0 - 400R/400V	-

**Communication****COM Failure:** See CRAR Russia and Caucasus Republics/Russia/U and in addition:**After TKOF**

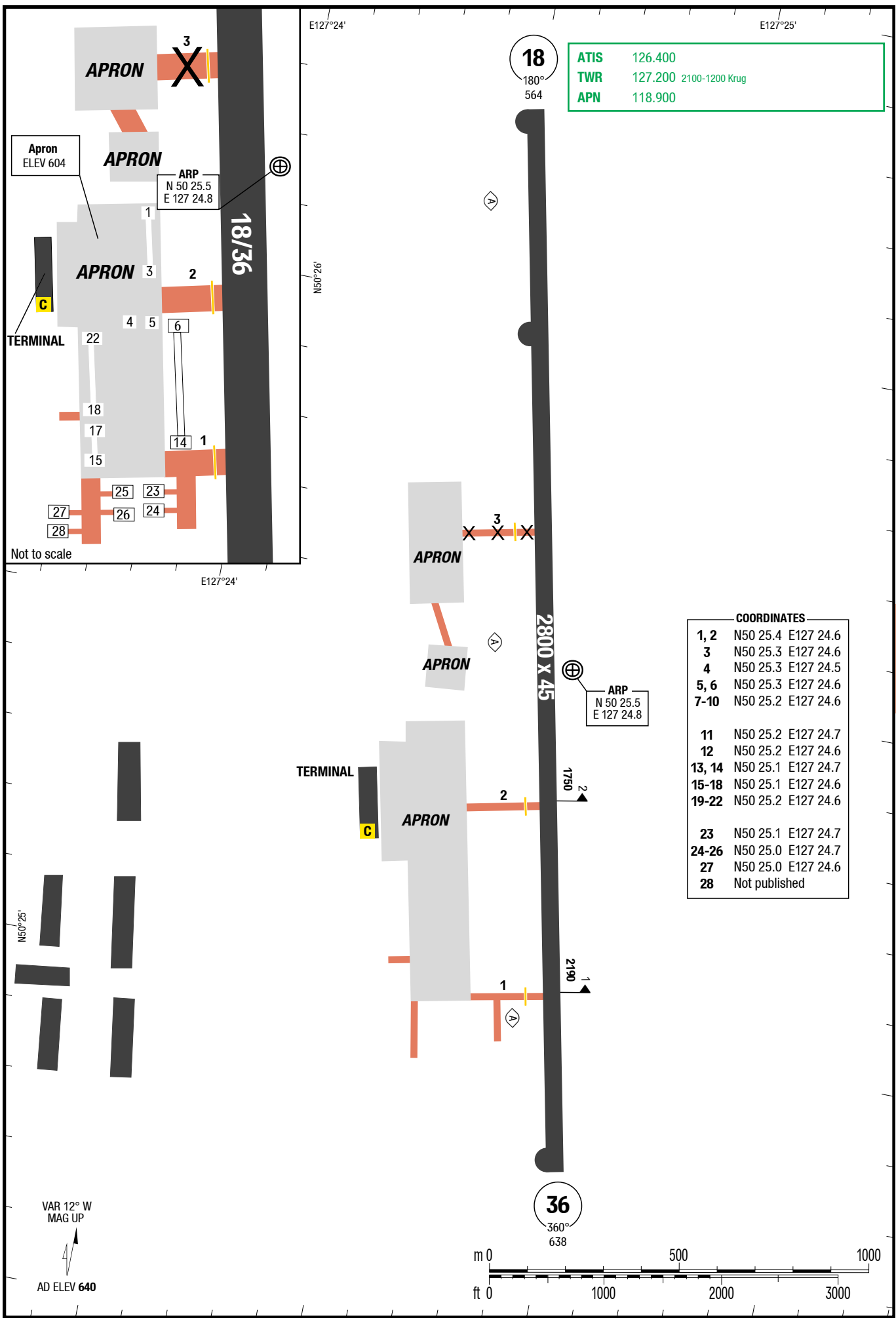
In case of COM failure after TKOF (if at 200m / 656ft COM with Blagoveshchensk-TWR is not established) continue climbing to AD traffic circuit HGT, fly according to APCH pattern and land at AD depending on MET COND and ACFT landing weight. If for any reasons ACFT cannot carry out LDG proceed to the HLDG area over **WX NDB** established for this RWY direction climbing to FLO80. If required, on PIC decision, after passing **WX NDB** proceed along the route ALTN AD indicated in FPL for the flight without COM at one of FL140, FL150 or FL240, FL250 established for flights without COM depending on flight direction.

**De-Icing**

AVBL.

Changes: Editorial





Changes: FREQ, COORD

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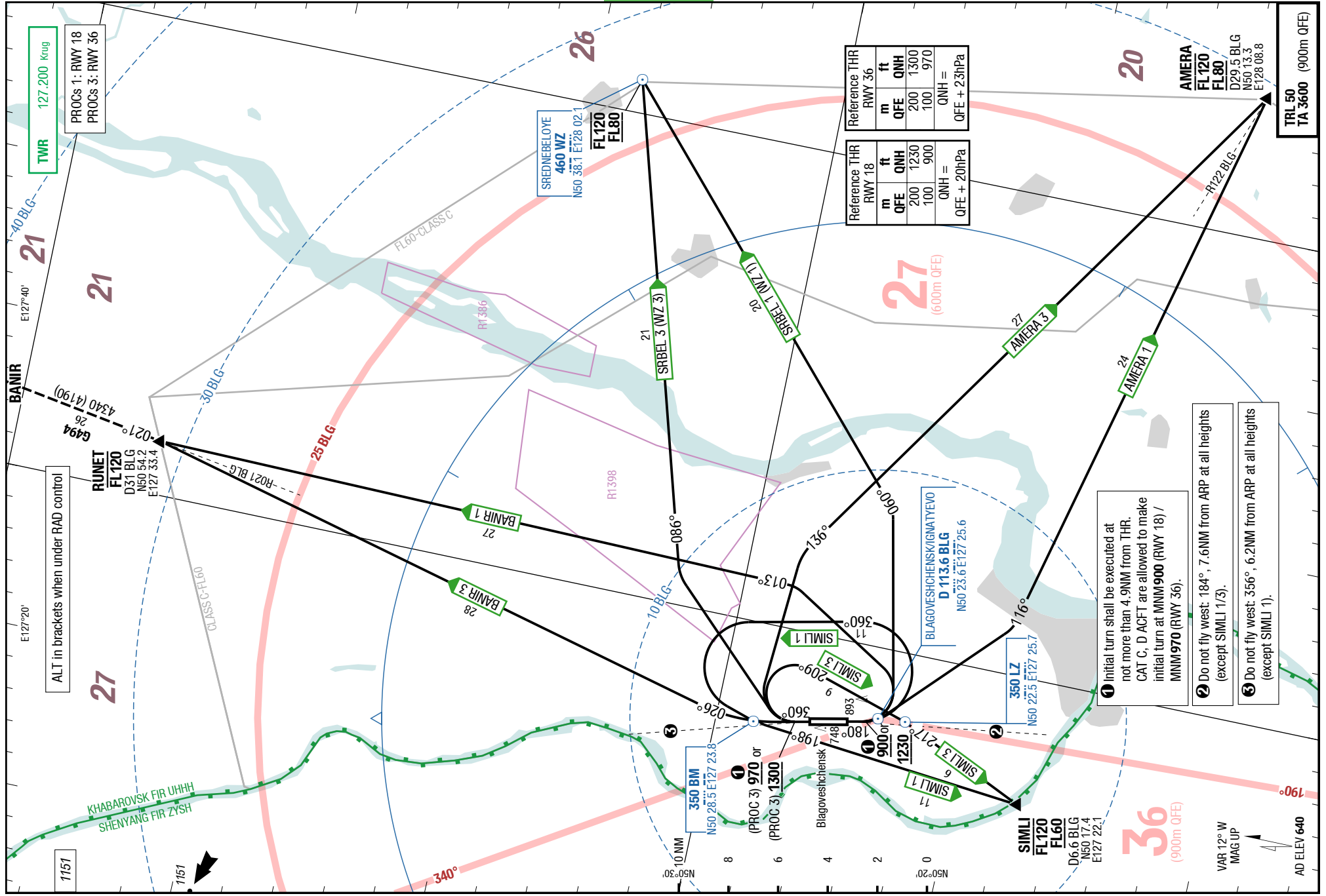
4-10

SIDs  
NIL

SID

SID

SIDs  
NIL



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02-MAR-2017

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**SIDs****SIDPT**

**AMERA 1 / BANIR 1 / SIMLI 1 / SRBEL 1 / AMERA 3 / BANIR 3 / SIMLI 3 / SRBEL 3**  
 RWYs 18 (180°) / 36 (360°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 18</b>	
<b>AMERA 1</b> 3.7% to FL80 <b>127.200</b>	No procedure text published	AMERA between <b>FL80</b> and <b>FL120</b>
<b>BANIR 1</b> <b>127.200</b>	No procedure text published	RUNET MAX <b>FL120</b>
<b>SIMLI 1</b> <b>127.200</b>	No procedure text published	SIMLI between <b>FL60</b> and <b>FL120</b>
<b>SRBEL 1</b> <b>WZ 1</b> <b>127.200</b>	No procedure text published	<b>WZ</b> between <b>FL80</b> and <b>FL120</b>
	<b>Runway 36</b>	
<b>AMERA 3</b> <b>127.200</b>	No procedure text published	AMERA between <b>FL80</b> and <b>FL120</b>
<b>BANIR 3</b> <b>127.200</b>	No procedure text published	RUNET MAX <b>FL120</b>
<b>SIMLI 3</b> 4.0% to FL60 <b>127.200</b>	No procedure text published	SIMLI between <b>FL60</b> and <b>FL120</b>
<b>SRBEL 3</b> <b>WZ 3</b> 3.7% to FL80 <b>127.200</b>	No procedure text published	<b>WZ</b> between <b>FL80</b> and <b>FL120</b>

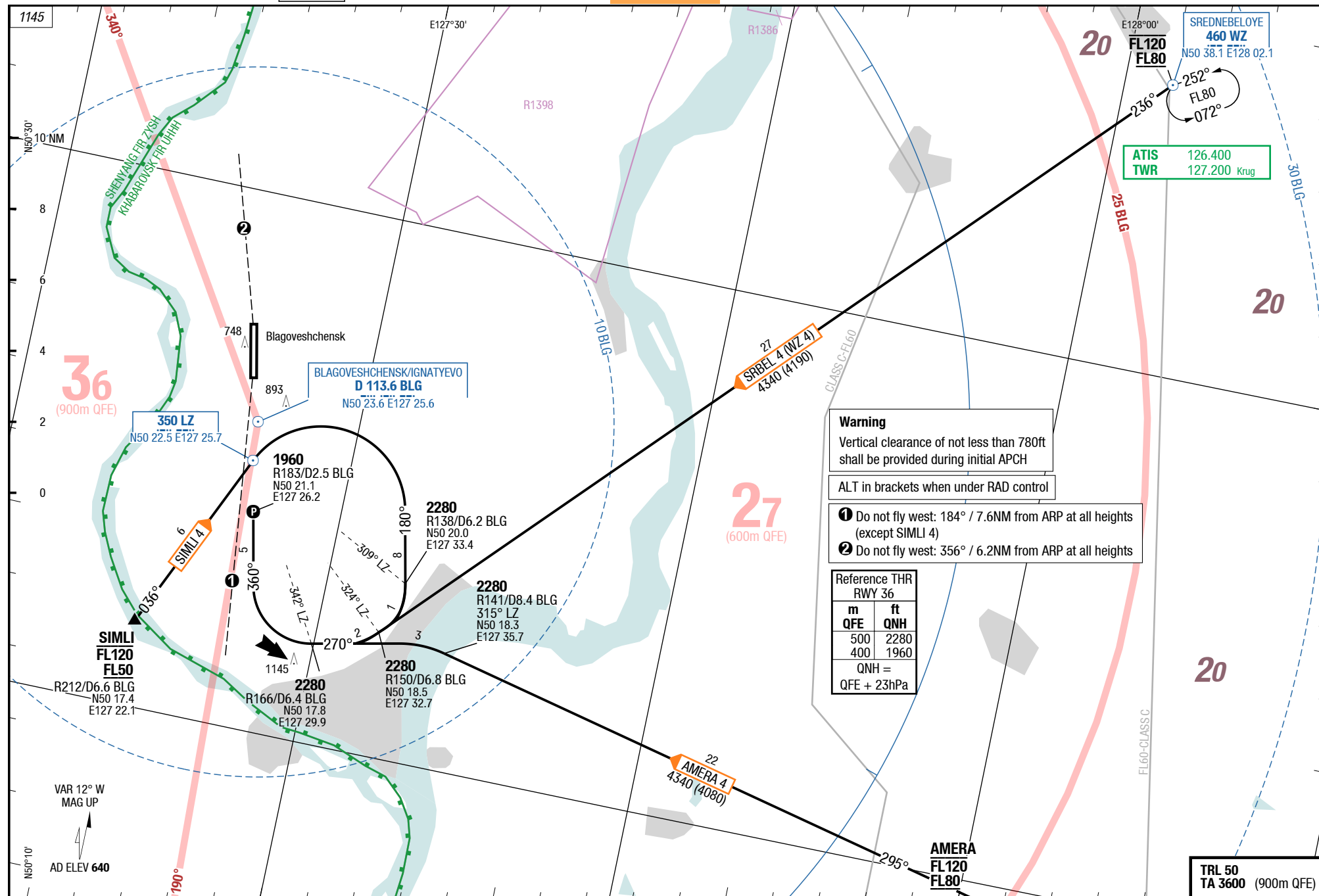
Changes: New



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**STARs RWY 36**

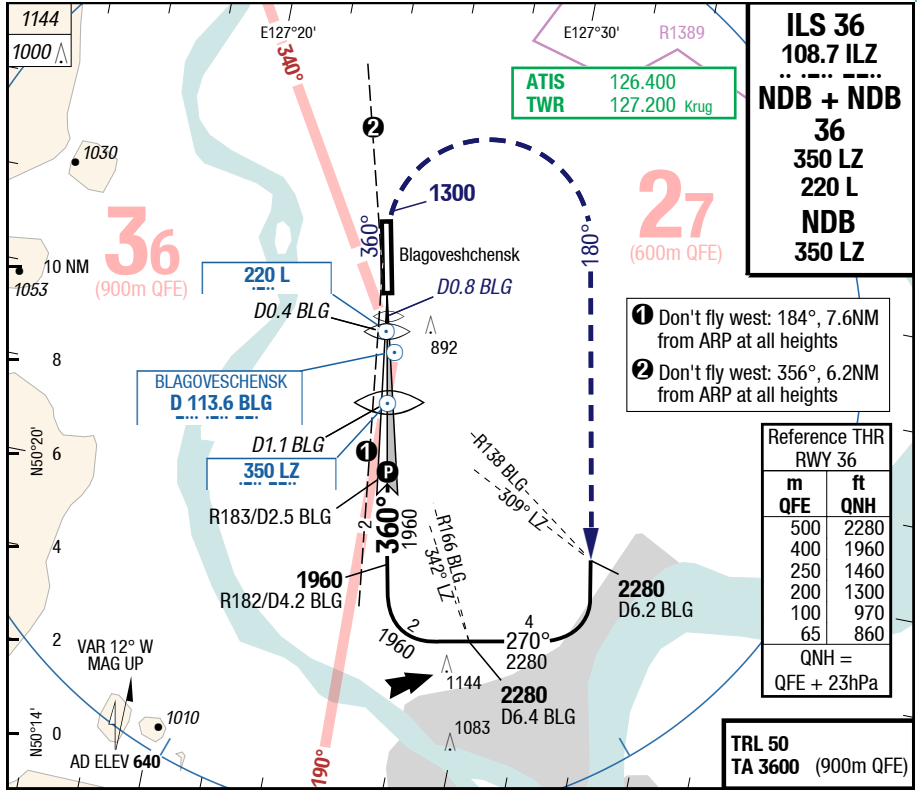
**STARs RWY 36**



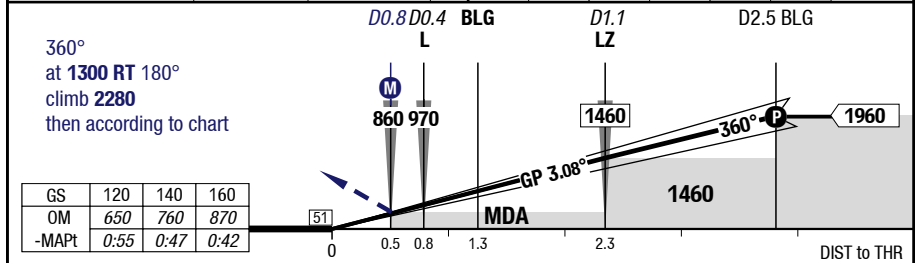
Changes: ASP, DIST, OBST, Editorial

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**ILS 36/NDB+NDB 36/ NDB 36**



RTZL: 300m 60 HL	45 x 2800	840	36	BLG 1	2	2.5			<b>NDB 3.08°</b>
-0.8%	TDZ ---%	638 / 23hPa	L-S	1110	1450	1780	1960		<b>D BLG</b>



36		Cat 1	LOC	NDB NDB DME LZ+L BLG	NDB DME BLG	NDB NDB LZ+L wo FAF	Circling
C	ft - m/km ft	200 - 1.0R/1.0V <b>840</b>	Not authorized	390 - 1.6 <b>1030</b>	510 - 2.1 <b>1150</b>	1020 - 2.4 <b>1650</b>	Not published
D	ft - m/km ft	200 - 1.0R/1.0V <b>840</b>	Not authorized	390 - 1.6 <b>1030</b>	510 - 2.1 <b>1150</b>	1020 - 2.4 <b>1650</b>	Not published

1) With EVS RVR 650m/ VIS 800m, wo EVS use STD

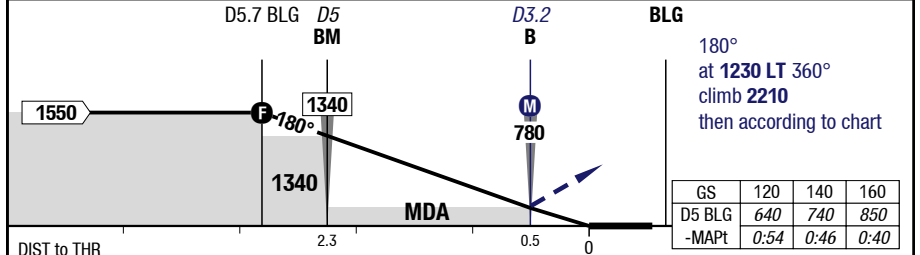
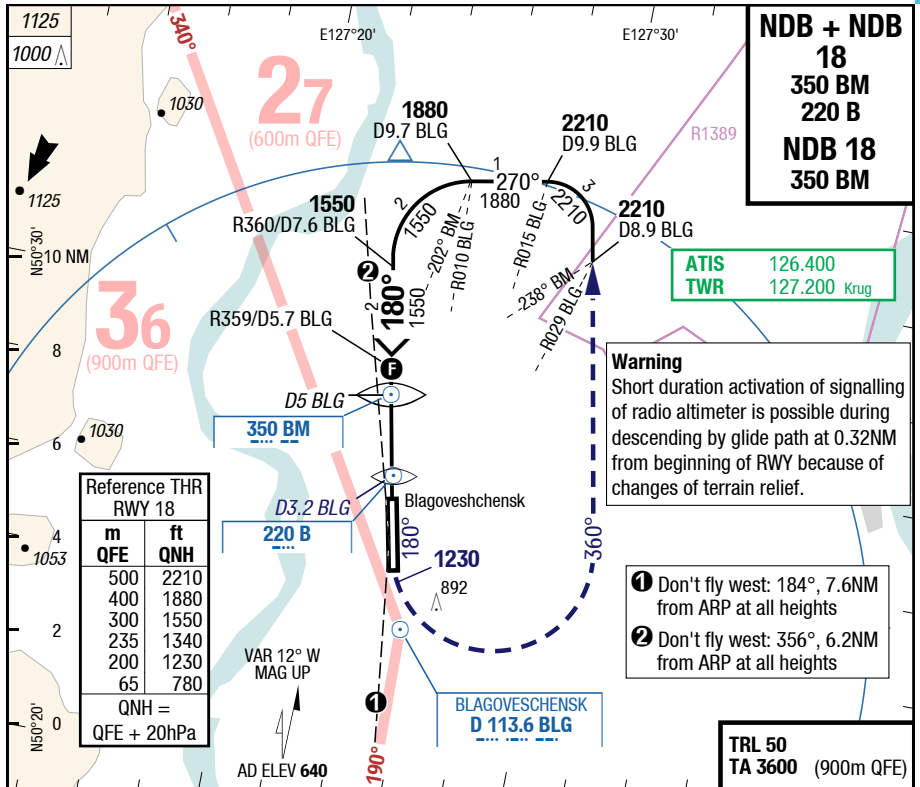


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**NDB + NDB 18 / NDB 18**



<b>18</b>		<b>NDB DME</b> BM BLG	<b>NDB DME</b> B BLG	<b>NDB NDB DME</b> BM+B BLG	<b>NDB NDB</b> BM+B wo FAF	<b>NDB</b> BM wo FAF	<b>Circling</b>
C	ft - m/km ft	310 - 1.2 <b>880</b>	340 - 1.3 <b>910</b>	350 - 1.4 <b>910</b>	350 - 1.4 <b>920</b>	350 - 1.4 <b>920</b>	Not published
D	ft - m/km ft	310 - 1.2 <b>880</b>	340 - 1.3 <b>910</b>	350 - 1.4 <b>910</b>	350 - 1.4 <b>920</b>	350 - 1.4 <b>920</b>	Not published

Changes: Editorial

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03-JUL-2014

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**WxMinima Overflow**

<b>18</b>		<b>NDB</b> B wo FAF					
C	ft - m/km ft	590 - 2.4 <b>1150</b>					
D	ft - m/km ft	590 - 2.4 <b>1150</b>					
<b>36</b>		<b>NDB</b> wo FAF					
C	ft - m/km ft	1020 - 2.4 <b>1650</b>					
D	ft - m/km ft	1020 - 2.4 <b>1650</b>					

Changes: Editorial