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General Information

Location: BREST BLR
ICAO/IATA: UMBB / BQT
Lat/Long: N52° 06.50', E023° 53.78'
Elevation: 469 ft

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

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

Sunrise: 0220 Z
Sunset: 1823 Z

Runway Information

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

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

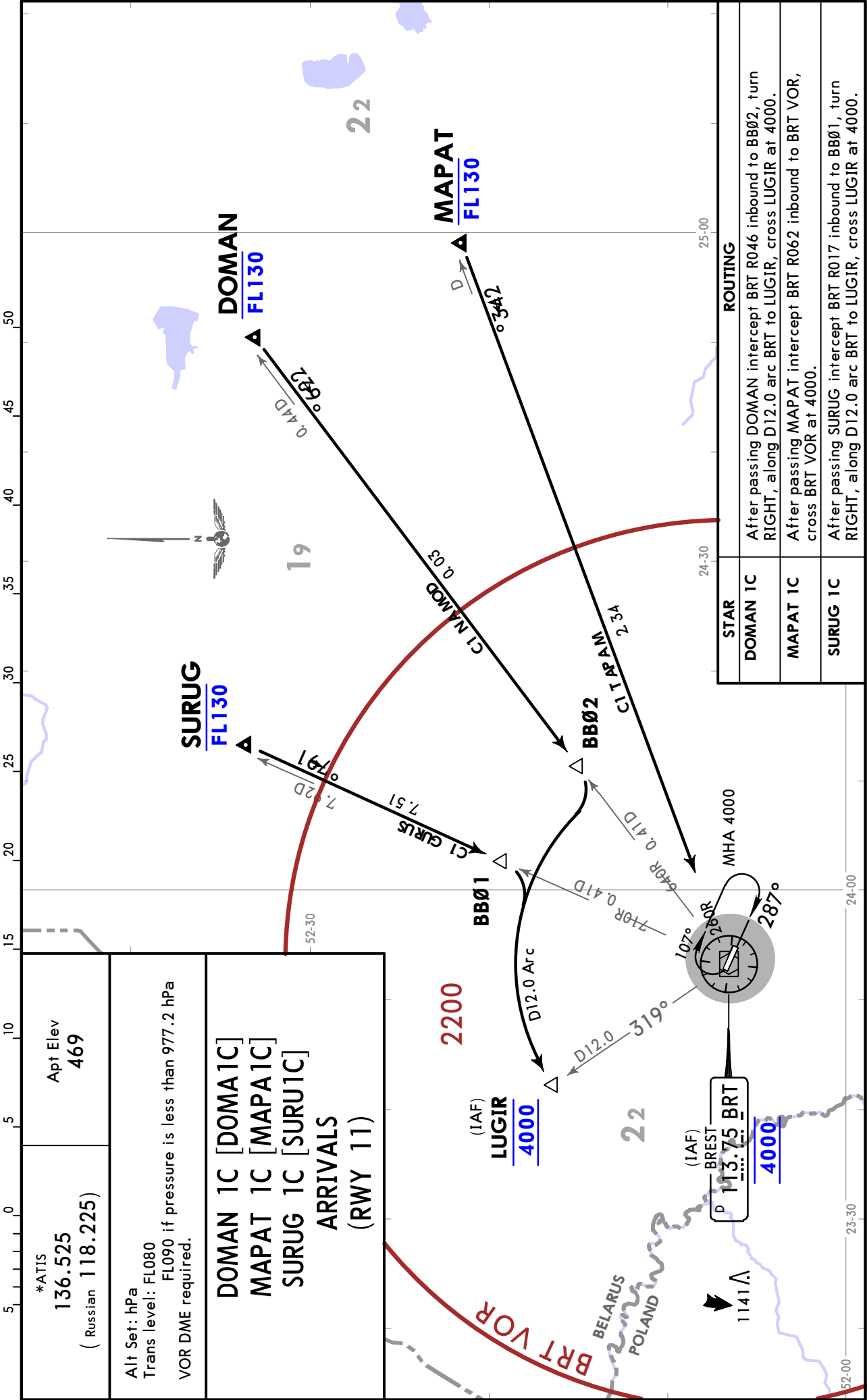
Communication Information

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

UMBB/BQT
BREST

JEPPESSEN
31 JAN 25 10-2

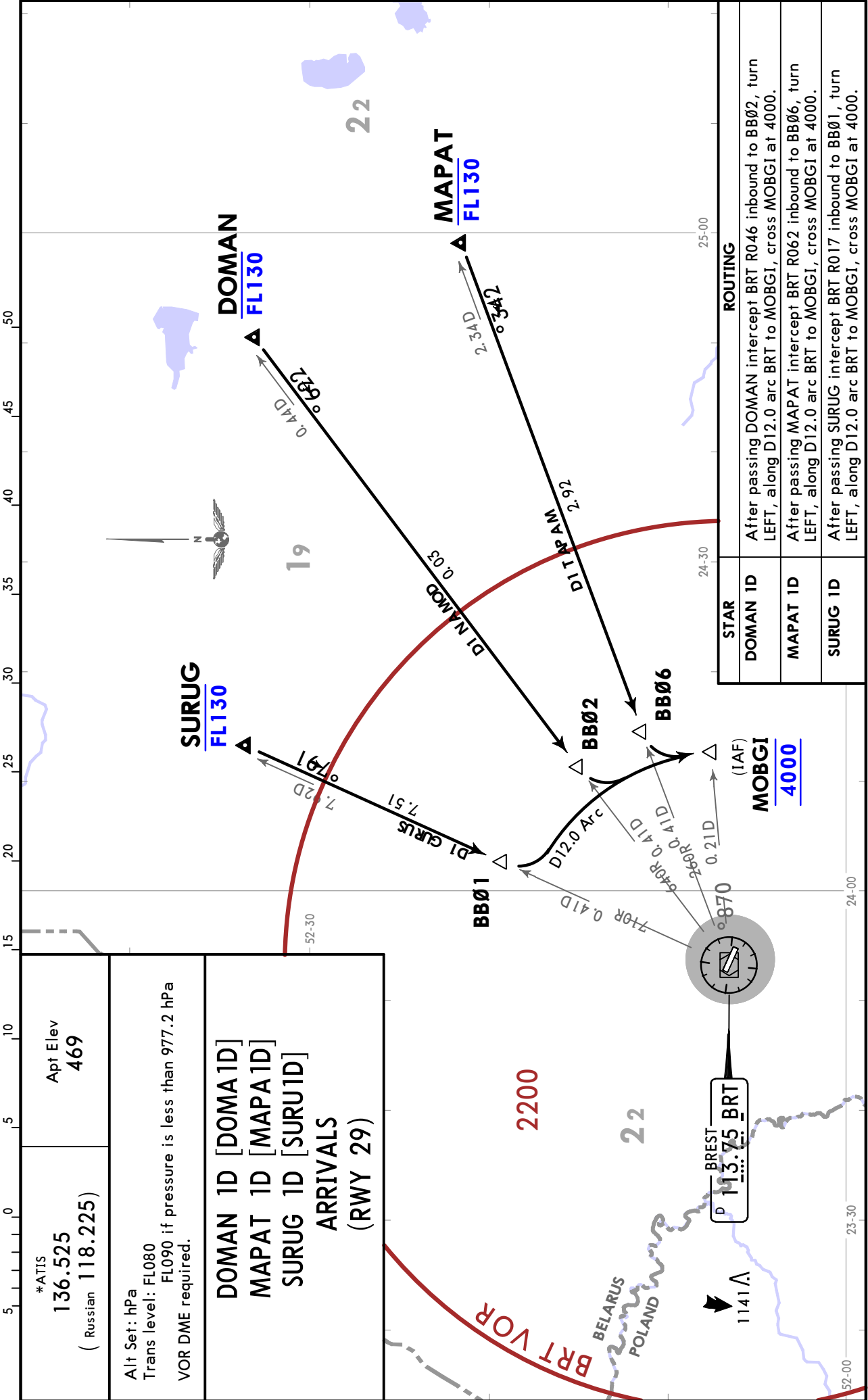
BREST, BELARUS
STAR



UMBB/BQT
BREST

JEPPesen
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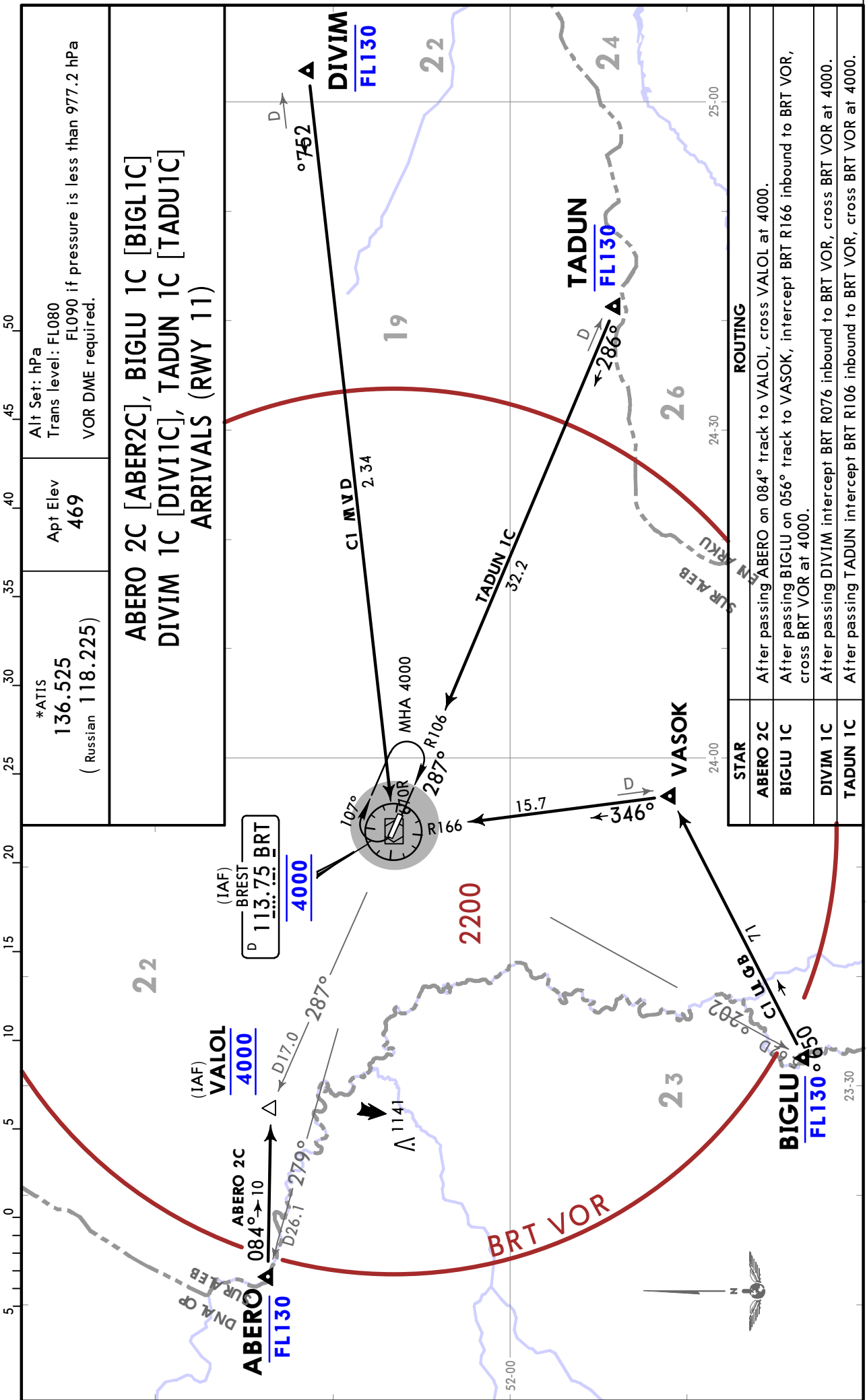
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BREST

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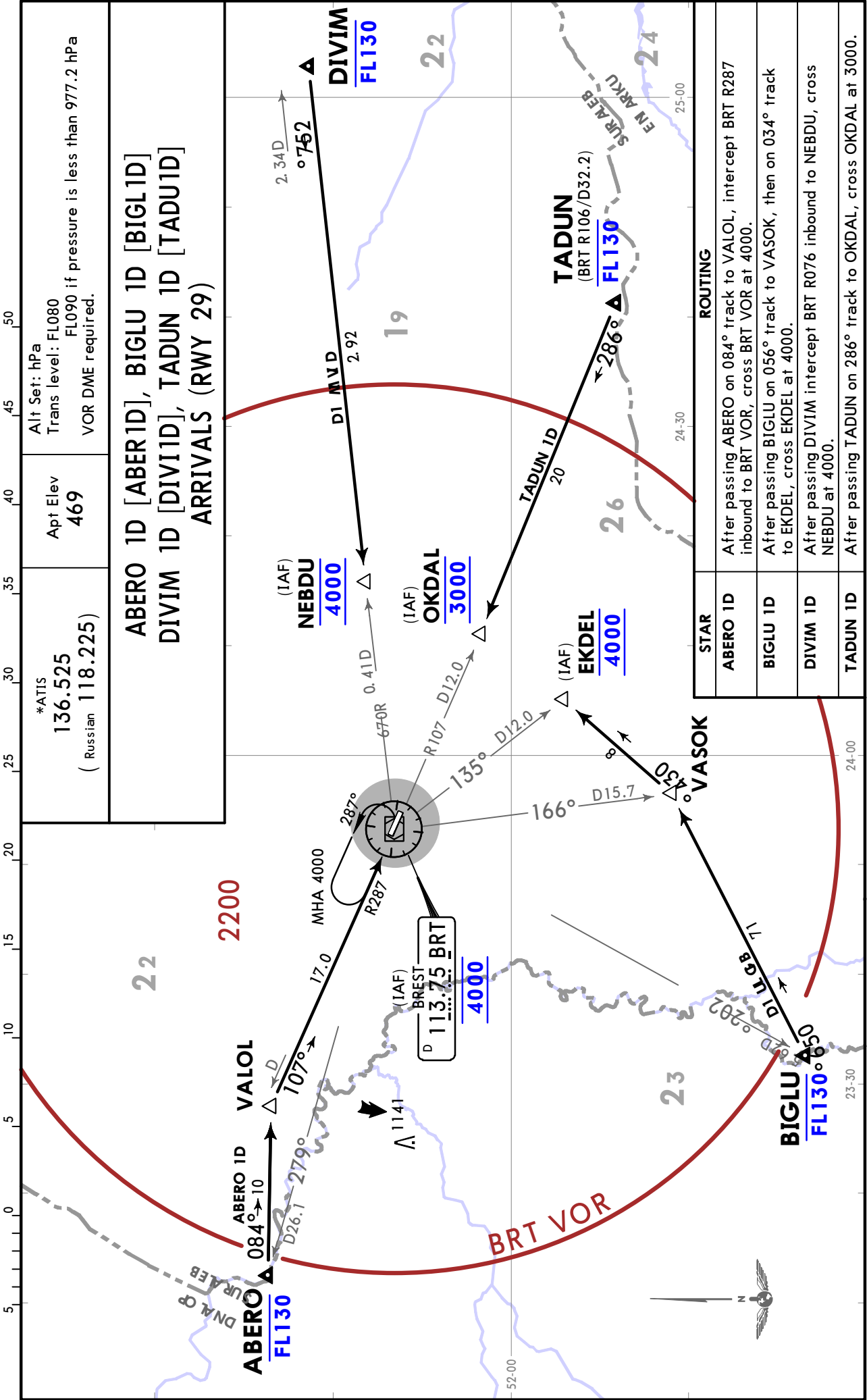
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UMBB/BQT
BREST

JEPPESSEN
31 JAN 25 10-2C

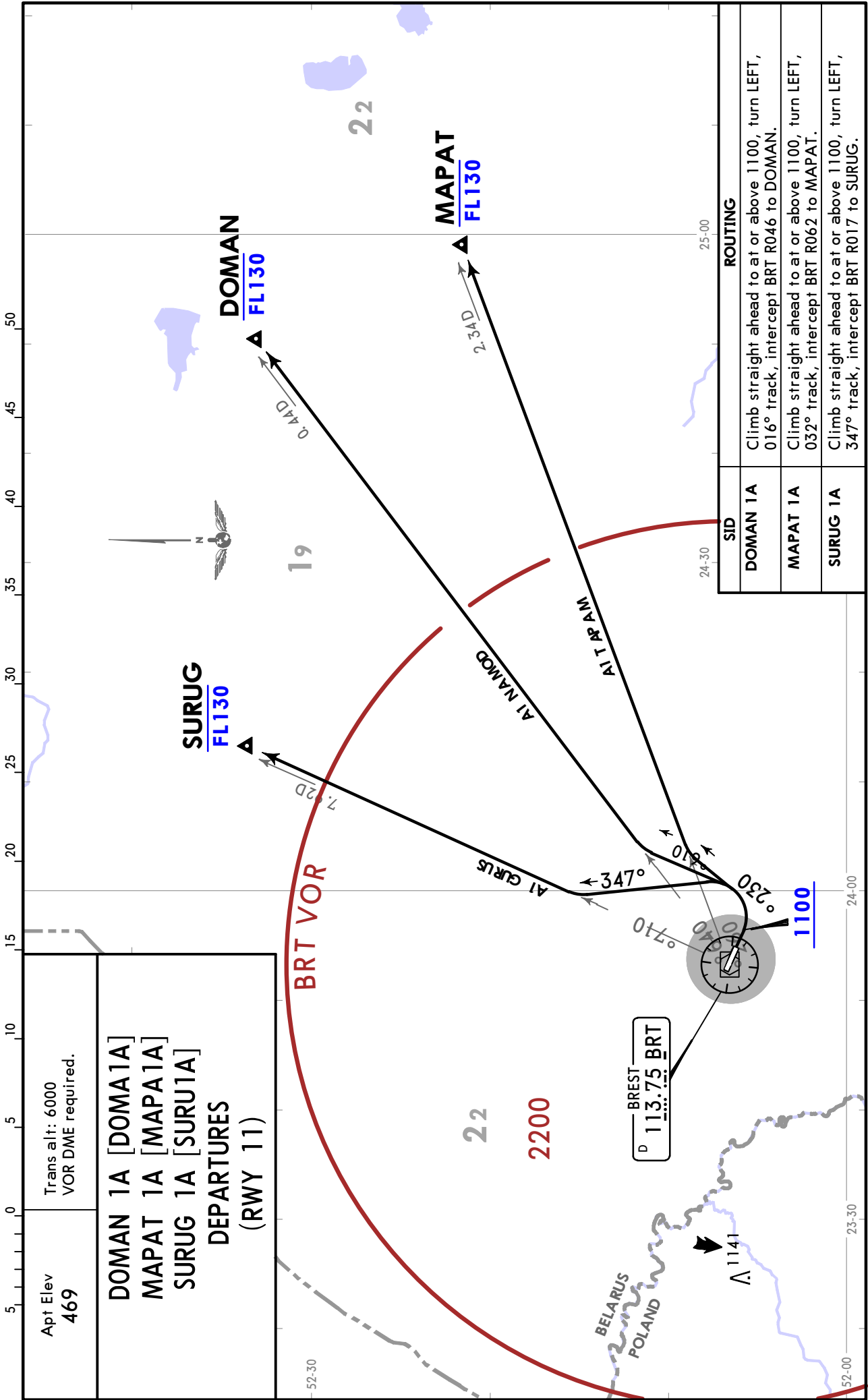
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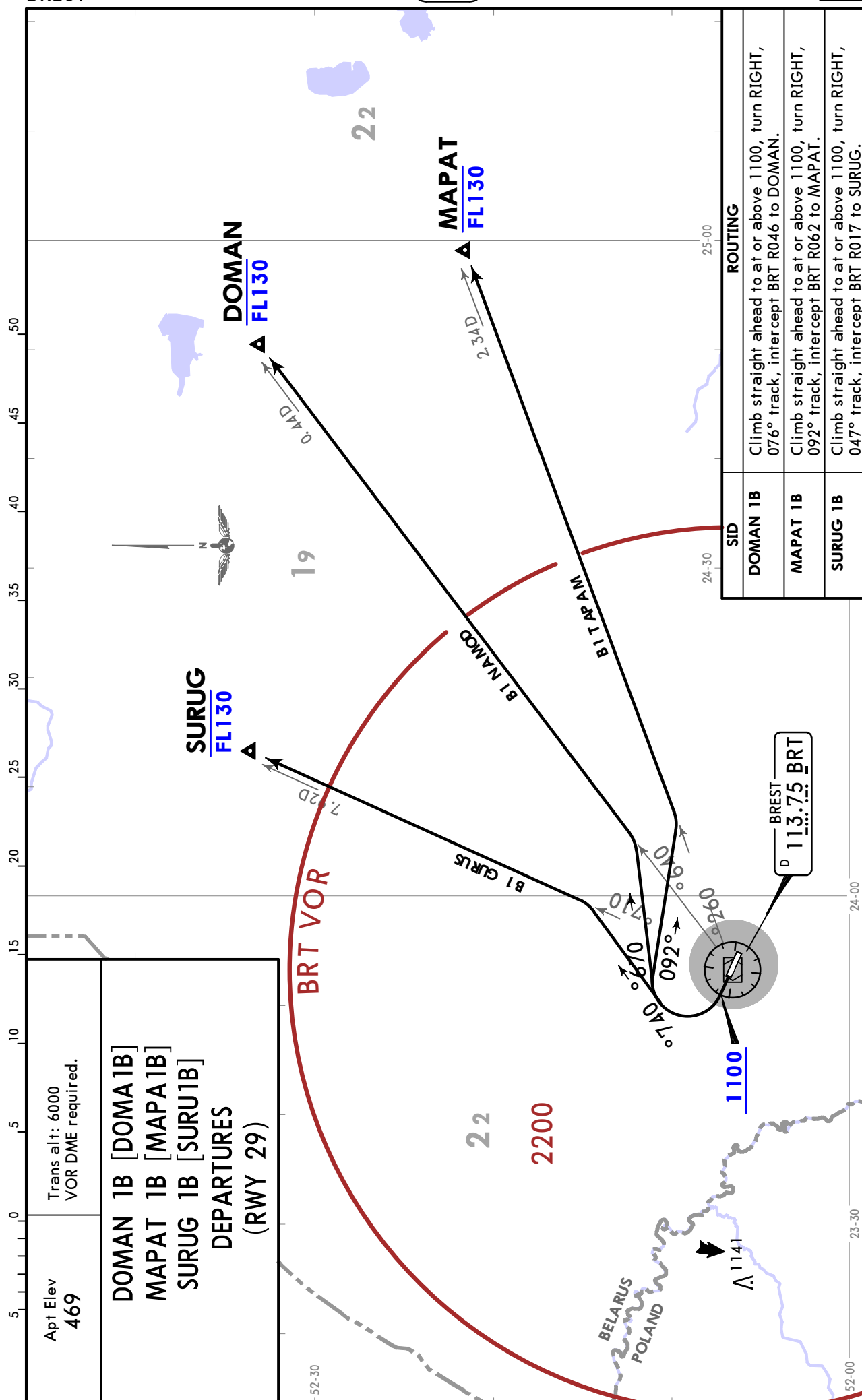
UMBB/BQT
BREST

JEPPESSEN
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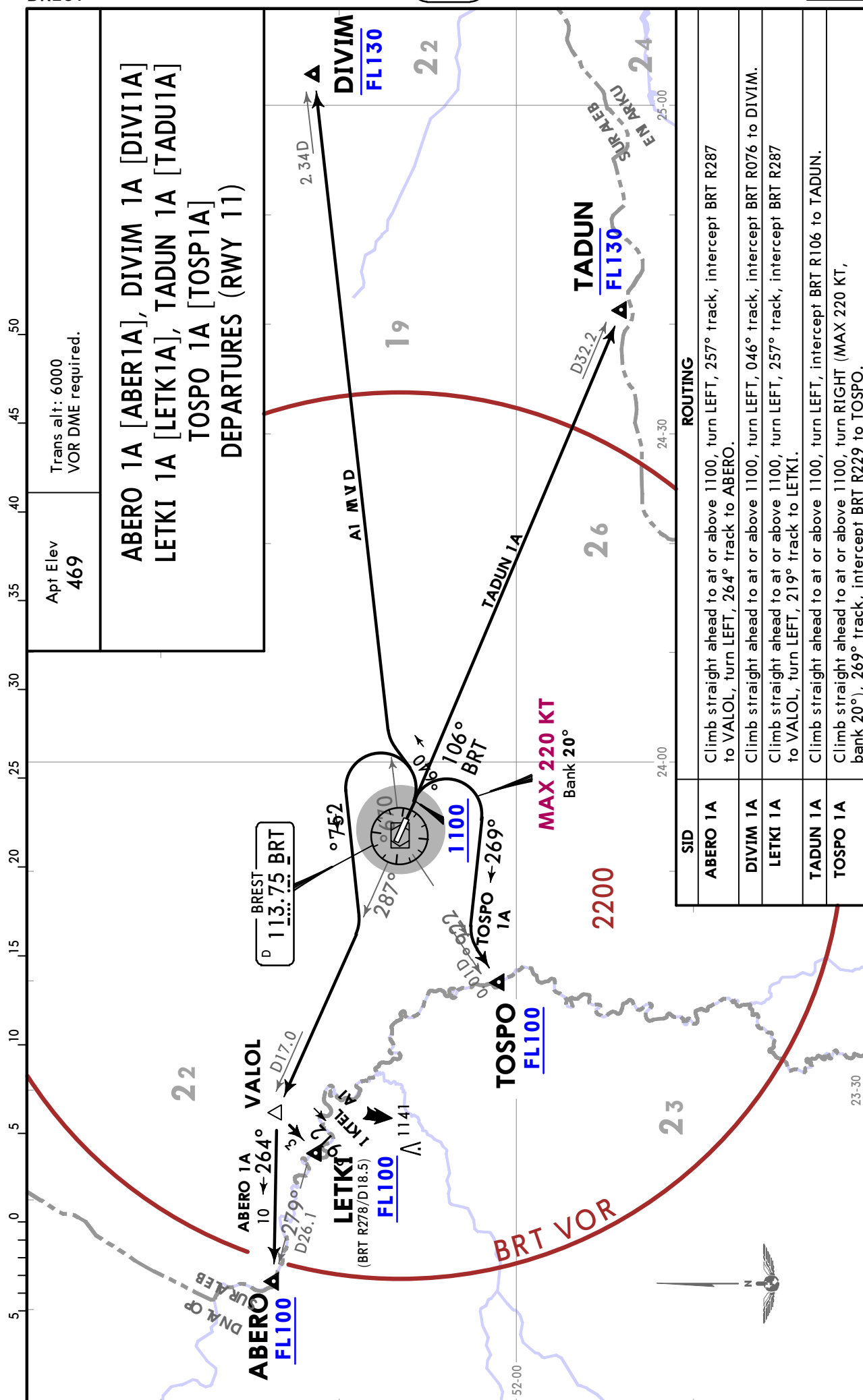
BREST, BELARUS
SID



BREST, BELARUS
SID



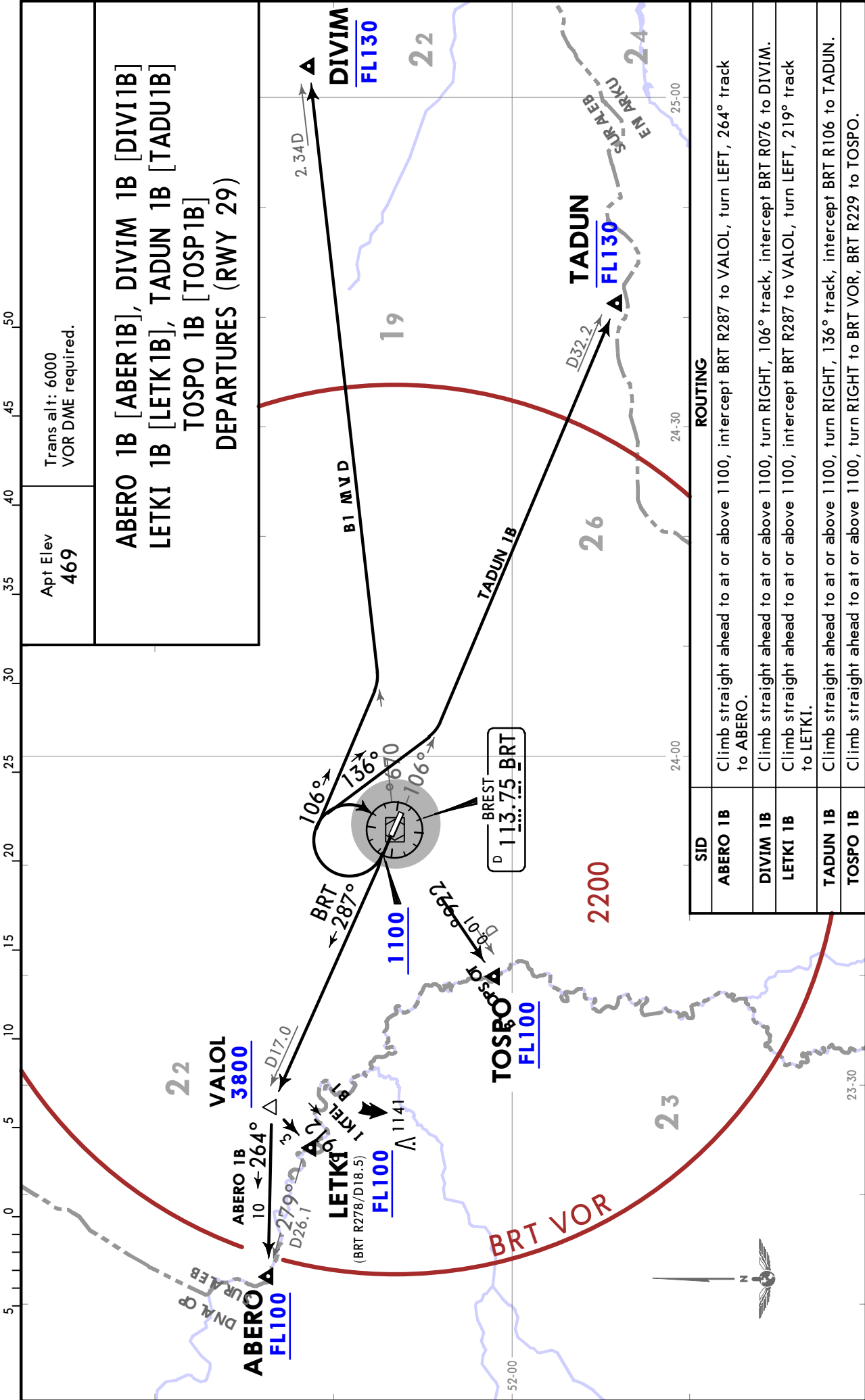
BREST, BELARUS



UMBB/BQT
BREST

JEPPESSEN
31 JAN 25 10-3C

BREST, BELARUS
STAR



UMBB/BQT
BREST **JEPPESEN**
26 JUL 13 **10-4****BREST, BELARUS**
NOISE

NOISE ABATEMENT

ARRIVALS

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

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

DEPARTURES

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

UMBB/BQT

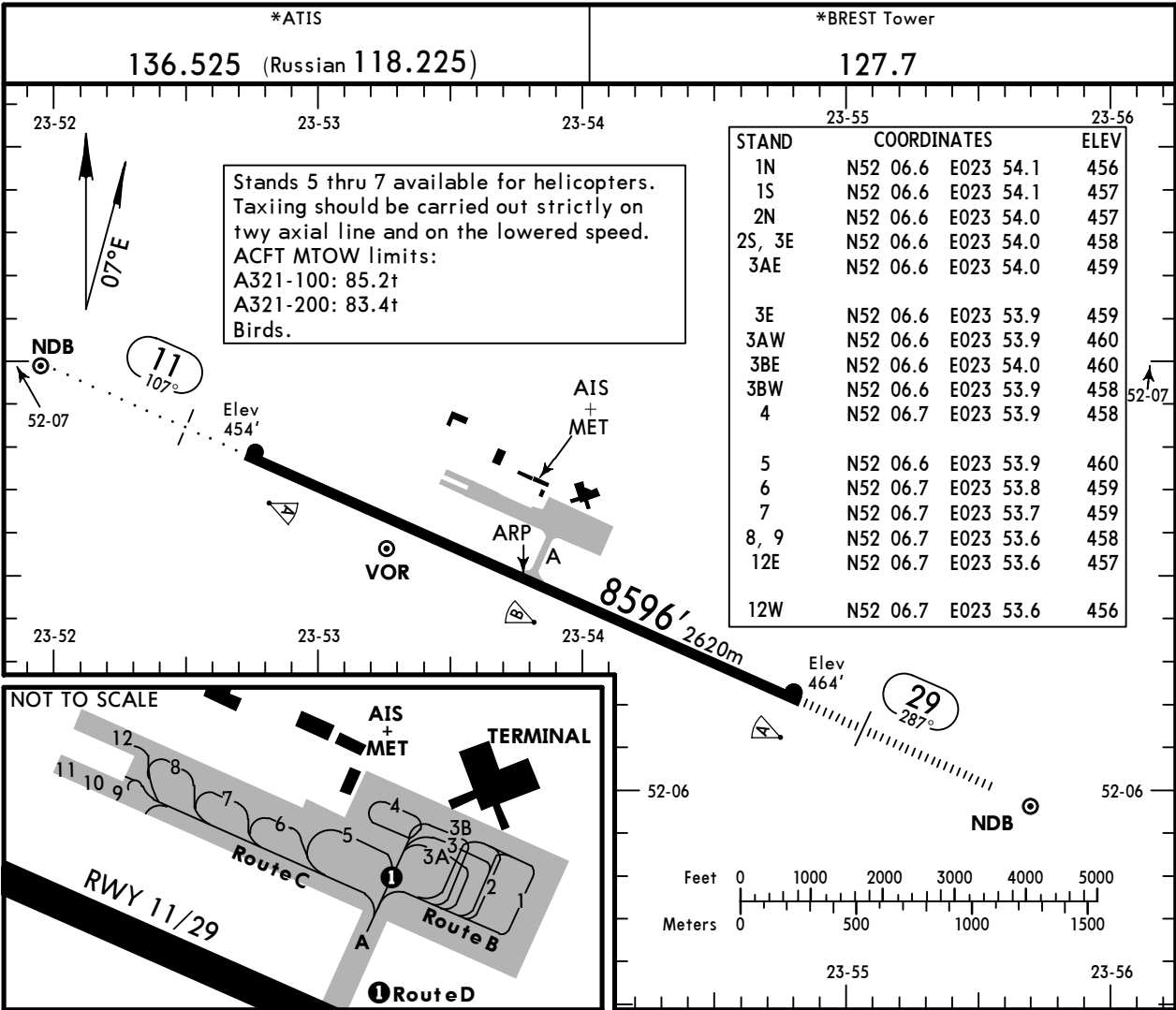
Apt Elev 469'
N52 06.5 E023 53.8

JEPPESSEN

2 JUL 21 10-9 Eff 15 Jul

BREST, BELARUS

BREST



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
	HIRL (58m)	ALS	PAPI-L (angle 3.00°)	RVR	Threshold	Glide Slope		
11							2	138'
29						7563' 2305m		42m

2 TAKE-OFF RUN AVAILABLE

RWY 11:

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

RWY 29:

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

TAXI PROCEDURES:

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

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

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

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A
B
C
D

400m

UMBB/BQT

EASA AIR OPS
BREST, BELARUS
BREST

STRAIGHT-IN RWY		A	B	C	D
11	VOR ❶	840'(386') R1500m	840'(386') R1500m	840'(386') R1600m	840'(386') R1600m
	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB ❶ ❷	850'(396') R1500m	850'(396') R1500m	850'(396') R1600m	850'(396') R1600m
	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB ❷	850'(396') R1800m	850'(396') R1800m	850'(396') R2000m	850'(396') R2000m
	ALS out	R2000m	R2000m	R2200m	R2200m
	NDB ❶ ❸	1070'(616') R1500m	1070'(616') R1500m	1070'(616') R2400m	1070'(616') R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m
	NDB ❸	1070'(616') R2800m	1070'(616') R2800m	1070'(616') R3000m	1070'(616') R3000m
	ALS out	R3000m	R3000m	R3200m	R3200m
29	ILS ❹	664'(200') ❺ R550m	664'(200') ❺ R550m	669'(205') ❺ R550m	679'(215') ❺ R550m
	FULL				
	ALS out	R1200m	R1200m	R1200m	R1200m
	VOR ❶	830'(366') R1000m	830'(366') R1000m	830'(366') R1000m	830'(366') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m

- ❶ Continuous Descent Final Approach.
- ❷ with D3.6.
- ❸ w/o D3.6.
- ❹ LOC (GS out): NOT AUTHORIZED.
- ❺ R750m when a Flight Director or Autopilot or HUD to DA is not used.

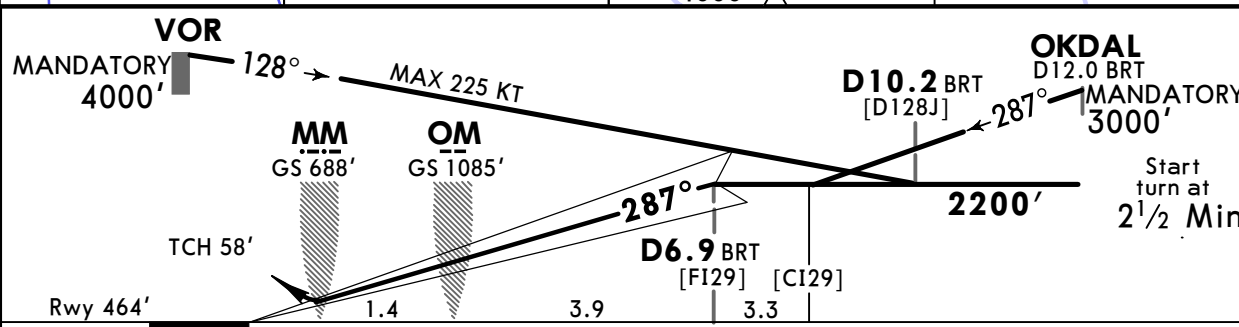
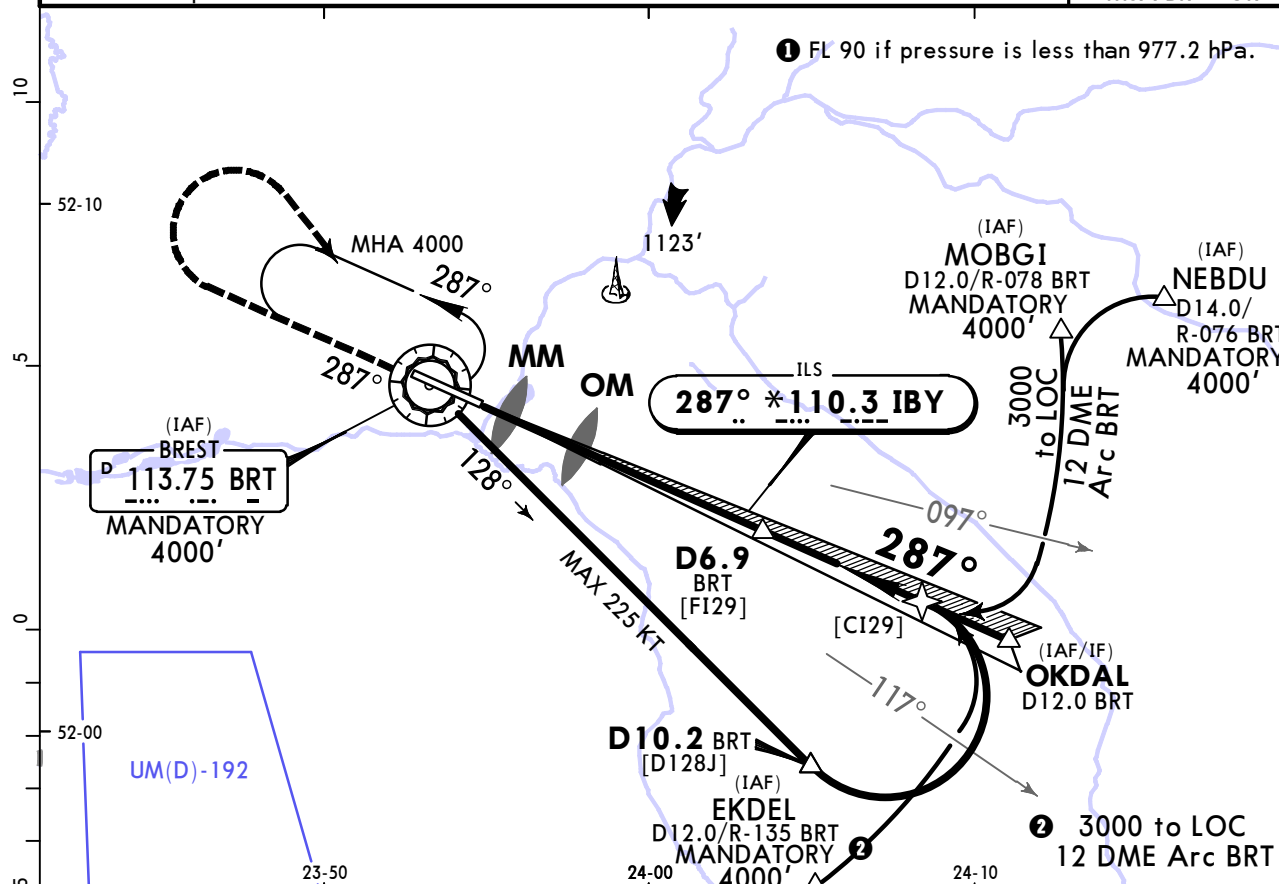
CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	950'(481') V1500m ❻	1420'(951') V1600m ❻	1520'(1051') V2400m ❻	1520'(1051') V3600m

❻ or higher minimums of preceding straight-in approach.

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

BREST, BELARUS
ILS Rwy 29

*ATIS		*BREST Tower (APP/SRE/TWR)		*Ground	
136.525 (Russian 118.225)		127.7		127.7	
LOC IBY *110.3	Final Apch Crs 287°	D6.9 BRT 2200' (1736')	ILS DA(H) Refer to Minimums	Apt Elev 469' Rwy 464'	
MISSED APCH: Climb on 287° to 1500' or above, then turn RIGHT to VOR climbing to 2200', then as directed.					
Alt Set: hPa (MM on req) Rwy Elev: 17 hPa Trans level: FL 80 ① Trans alt: 6000' VOR DME required.					
					MSA BRT VOR



Gnd speed-Kts	70	90	100	120	140	160				
GS 2.70°	334	430	478	573	669	764				

		STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND	
		ILS DA(H) C: 669' (205') AB: 664' (200') D: 679' (215')		LOC (GS out)	
		FULL ALS out		Max Kts MDA(H)	
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	100	950' (481') 1600m
B				135	1420' (951') 2400m
C				180	1520' (1051') 4800m
D				205	

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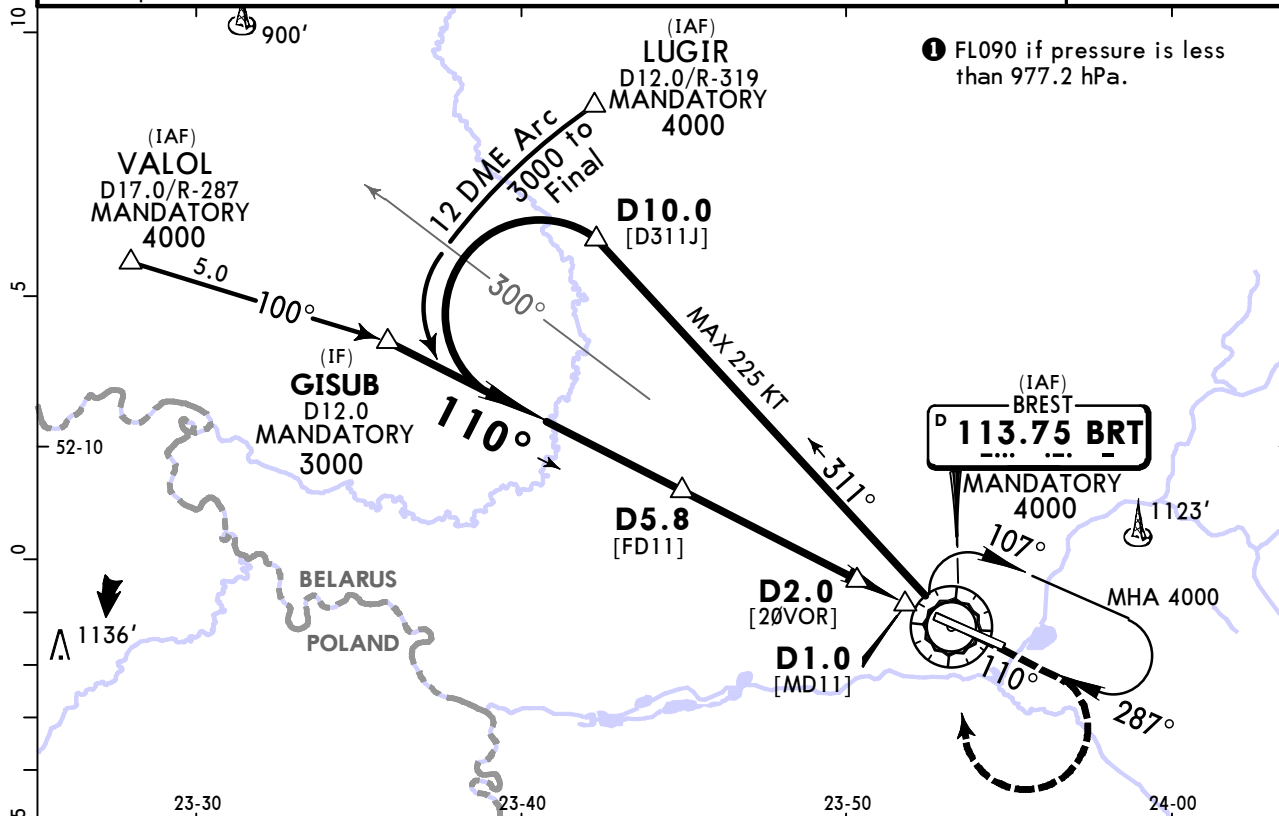
UMBB/BQT
BREST

JEPPESSEN
12 JAN 24 **(13-1)** Eff 25 Jan

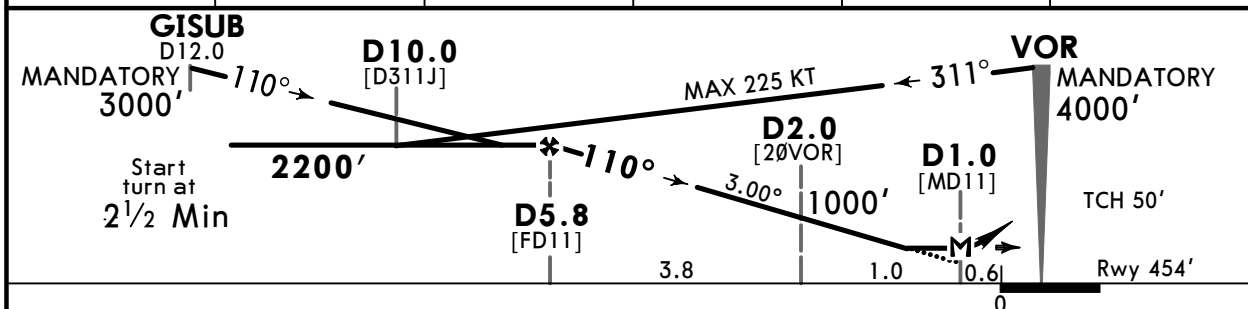
BREST, BELARUS
VOR Rwy 11

BRIEFING STRIP™

*ATIS 136.525 (Russian 118.225)		*BREST Tower (APP/SRE/TWR) 127.7		*Ground 127.7	
VOR BRT 113.75	Final Apch Crs 110°	D5.8 2200' (1746')	MDA(H) 840' (386')	Apt Elev 469' Rwy 454'	2200 MSA BRT VOR
MISSED APCH: Climb on 110° to 1500' or above, then turn RIGHT to VOR climbing to 2200', then as directed.					
Alt Set: hPa (MM on req) Rwy Elev: 16 hPa Trans level: FL080 ⓘ Trans alt: 6000'					
DME required.					



BRT DME	5.0	4.0	3.0	2.0	1.0
DIST to THR	4.6	3.6	2.6	1.6	0.6
ALTITUDE	1960'	1640'	1330'	1010'	700'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0						
Timing not authorized for defining the MAP.						

STRAIGHT-IN LANDING RWY 11			CIRCLE-TO-LAND		
MDA(H) 840' (386')			Max Kts		
ALS out			100	950' (481')	1600m
RVR 1500m VIS 1600m			135	1420' (951')	2400m
RVR 1800m VIS 2000m			180	1520' (1051')	4800m
			205		

CHANGES: None.

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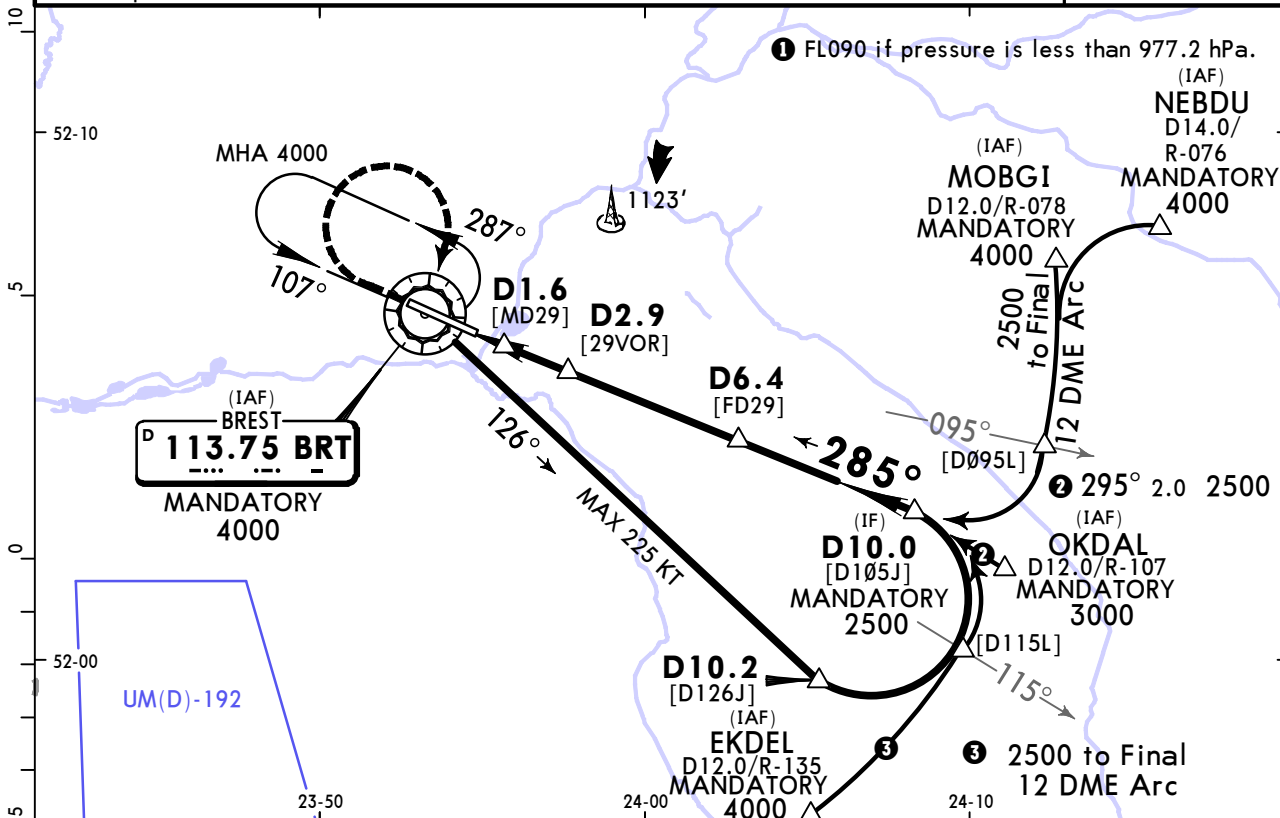
UMBB/BQT
BREST

JEPPESEN
12 JAN 24 (13-2) Eff 25 Jan

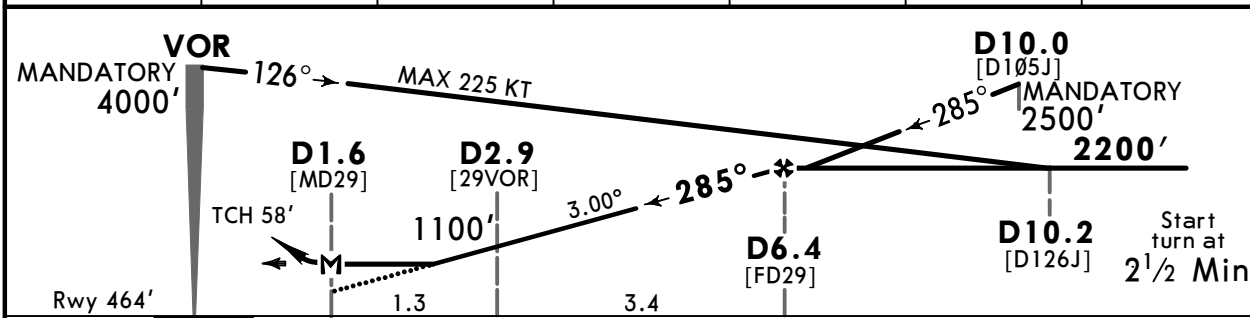
BREST, BELARUS
VOR Rwy 29

BRIEFING STRIP TM

*ATIS 136.525 (Russian 118.225)		*BREST Tower (APP/SRE/TWR) 127.7		*Ground 127.7	
VOR BRT 113.75	Final Apch Crs 285°	D6.4 2200' (1736')	MDA(H) 830' (366')	Apt Elev 469' Rwy 464'	2200 MSA BRT VOR
MISSED APCH: Climb on 285° to 1500' or above, then turn RIGHT to VOR climbing to 2200', then as directed.					
Alt Set: hPa (MM on req) Rwy Elev: 17 hPa Trans level: FL080 ① Trans alt: 6000'					
DME required.					



BRT DME	2.0	3.0	4.0	5.0	6.0	7.0
DIST to THR	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	820'	1140'	1450'	1770'	2090'	2200'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
MAP at D1.6						
Timing not authorized for defining the MAP.						

STRAIGHT-IN LANDING RWY 29			CIRCLE-TO-LAND		
MDA(H) 830' (366')					
ALS out			Max Kts	MDA(H)	
A			100	950' (481')	1600m
B	1000m		135	1420' (951')	2400m
C			180		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	205	1520' (1051')	4800m

CHANGES: NDB B withdrawn. MAP changed.

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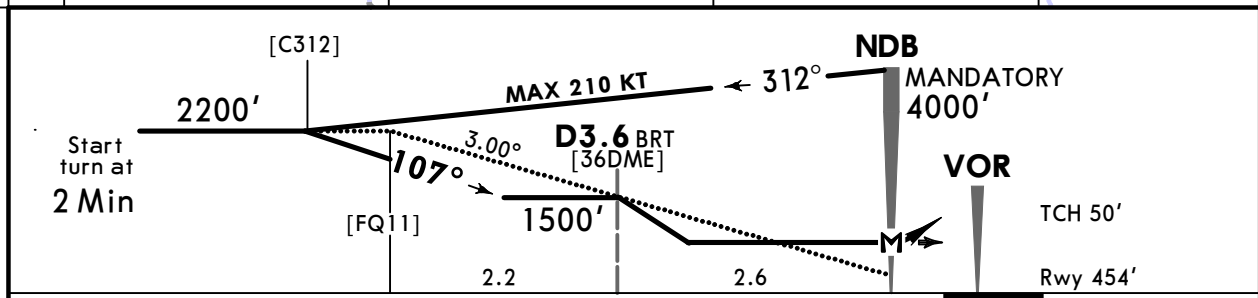
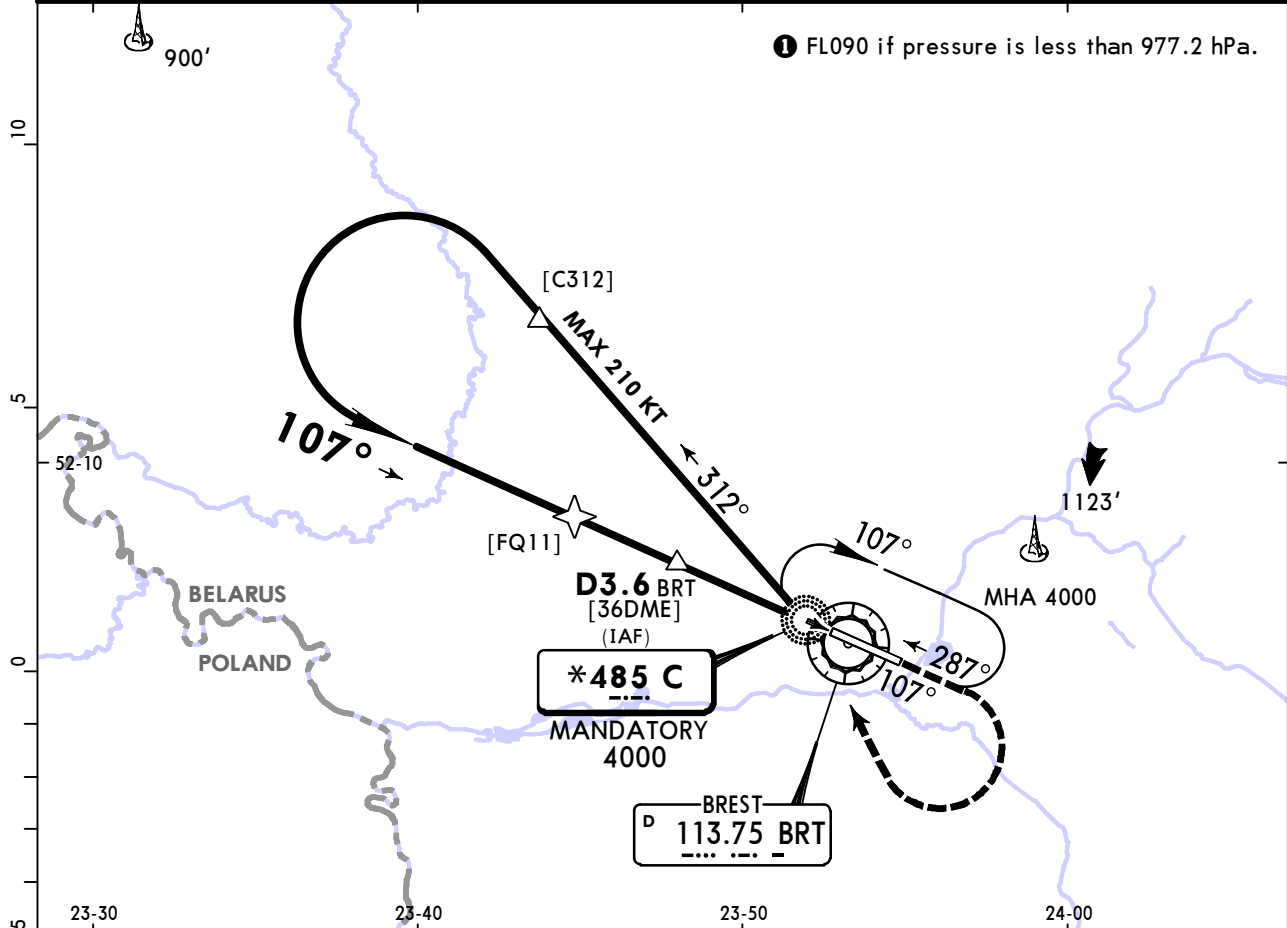
UMBB/BQT
BREST

JEPPESEN
10 NOV 23 (16-1)

BREST, BELARUS
NDB Rwy 11

BRIEFING STRIP™

*ATIS 136.525 (Russian 118.225)		*BREST Tower (APP/SRE/TWR) 127.7		*Ground 127.7	
NDB C *485	Final Apch Crs 107°	No FAF	MDA(H) (CONDITIONAL) 850' (396')	Appt Elev 469' Rwy 454'	2200 MSA C NDB
MISSED APCH: Climb on 107° to 1500' or above, then turn RIGHT to C NDB climbing to 2200', then as directed.					
Alt Set: hPa (MM on req) Rwy Elev: 16 hPa Trans level: FL080 ① Trans alt: 6000'					
1.DME required. 2.Expect RADAR vectoring to IAF. 3.Two way communication required.					



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

PANS OPS	STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND				
	with D3.6		w/o D3.6		Max Kts				
	MDA(H) 850' (396')		MDA(H) 1070' (616')						
	ALS out		ALS out		MDA(H)				
	A	RVR 1500m VIS 1600m		RVR 1500m VIS 1600m		100	950' (481')		1600m
	B					135	1420' (951')		2400m
C			2800m		180	1520' (1051')		4800m	
D	RVR 1800m VIS 2000m		3200m		205				

CHANGES: Reverse side NDB Rwy 29 canceled.

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Chart changes since cycle 04-2025

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMBB