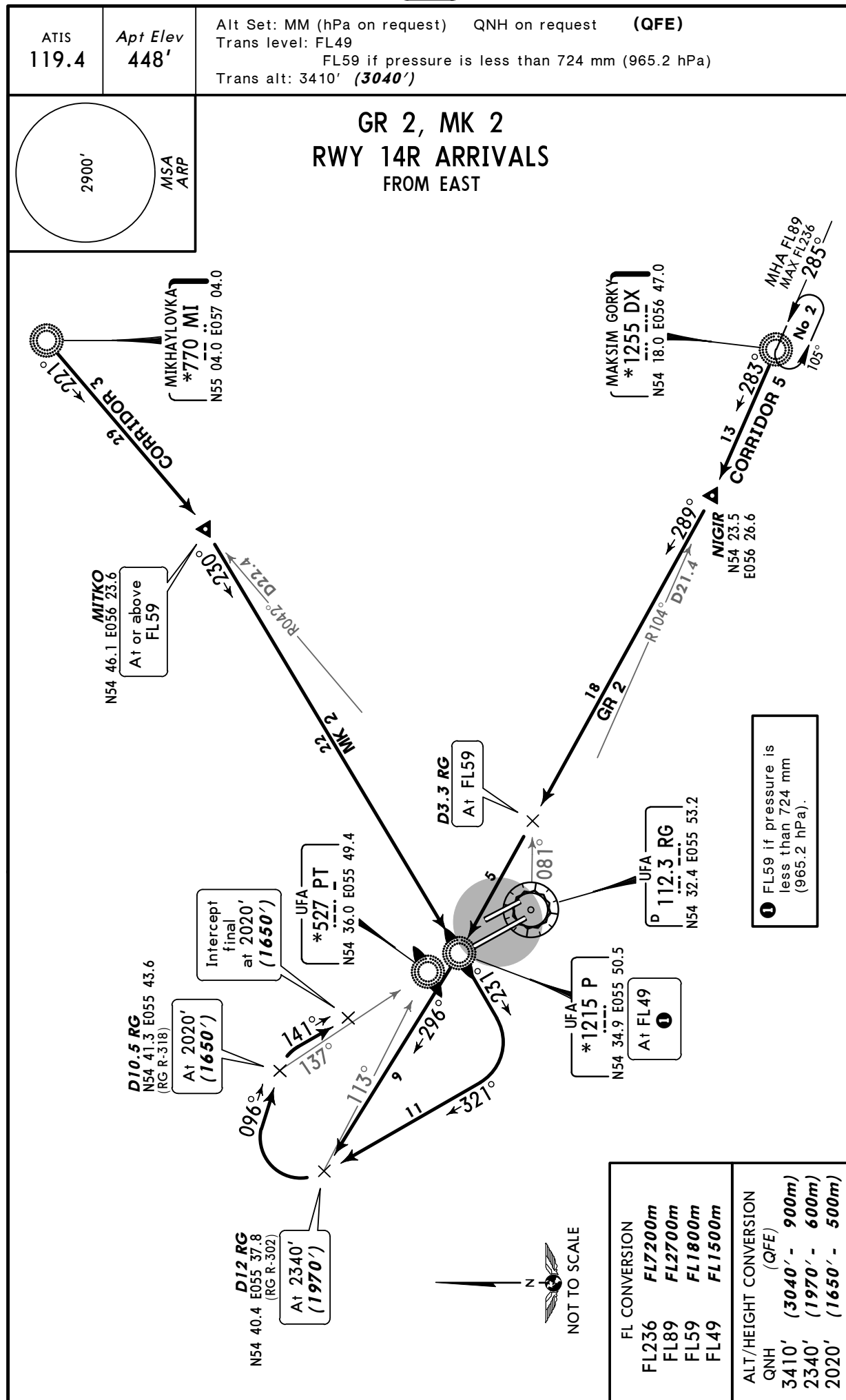


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 STAR



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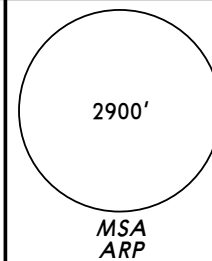
UFA, RUSSIA
STAR

ATIS
119.4

Apt Elev
448'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49
FL59 if pressure is less than 724 mm (965.2 hPa)
Trans alt: 3410' (3040')

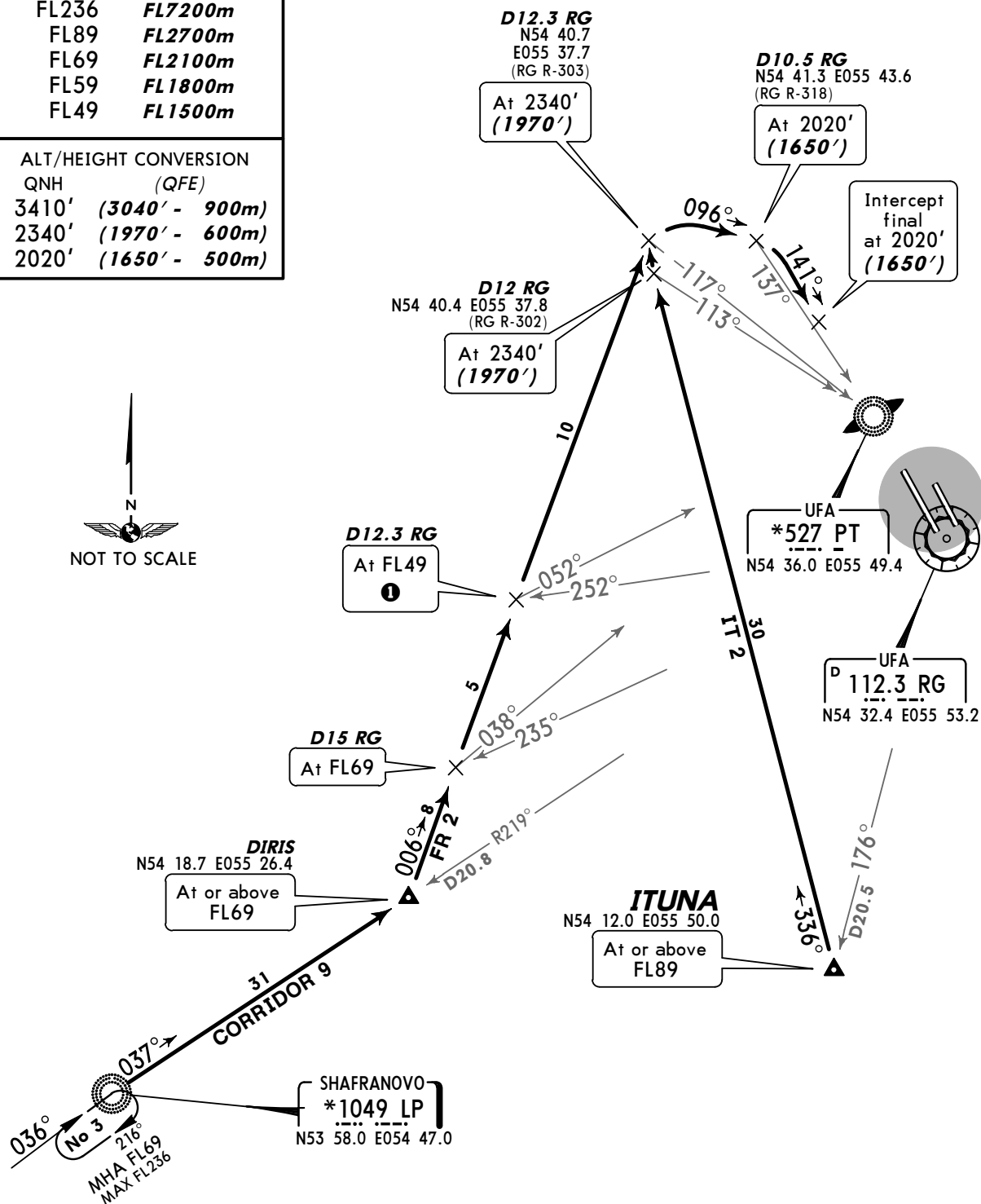
FR 2, IT 2
RWY 14R ARRIVALS
FROM SOUTH & SOUTHWEST



① FL59 if pressure is less than 724 mm (965.2 hPa).

FL CONVERSION	
FL236	FL7200m
FL89	FL2700m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

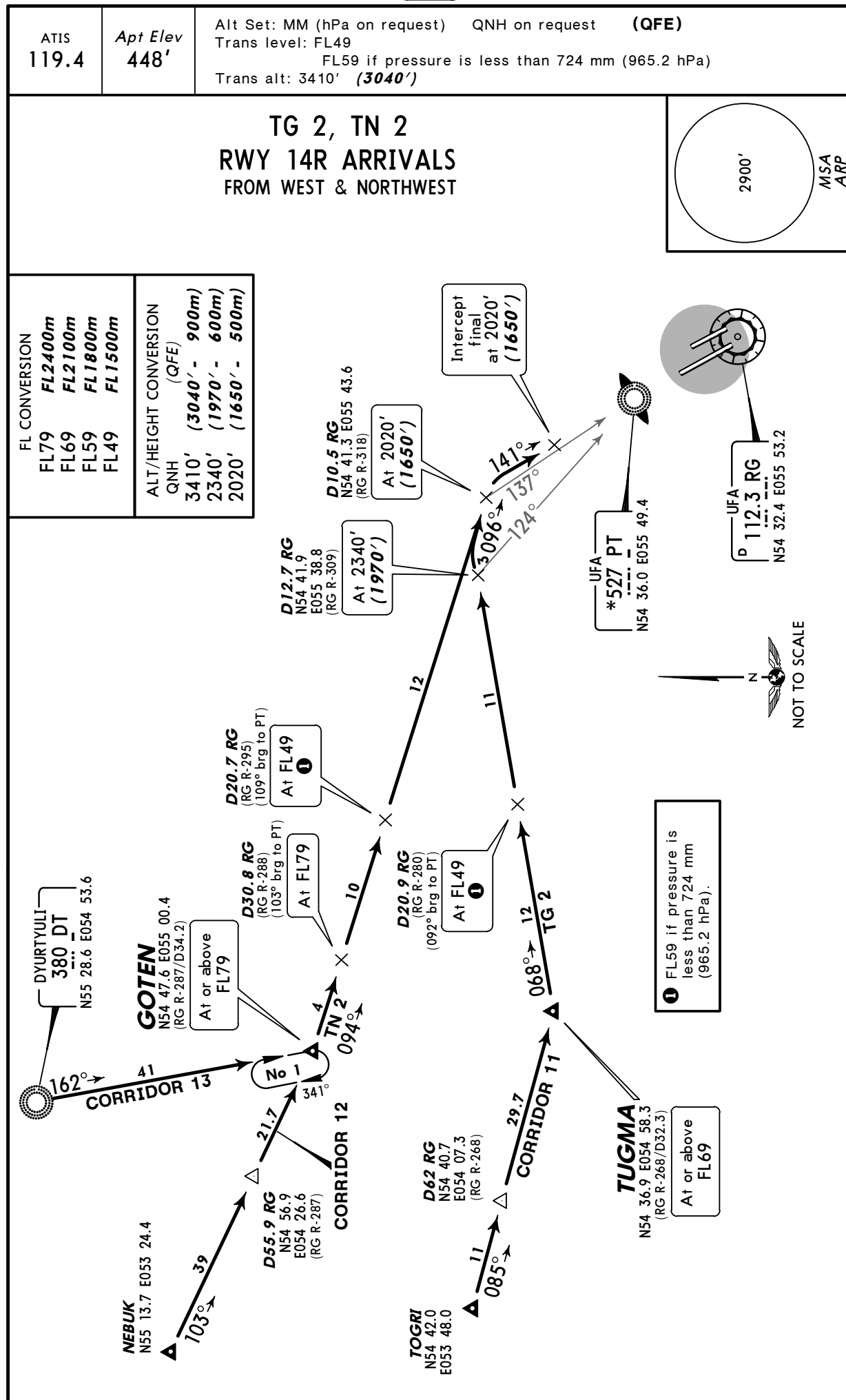
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(3040' - 900m)
2340'	(1970' - 600m)
2020'	(1650' - 500m)



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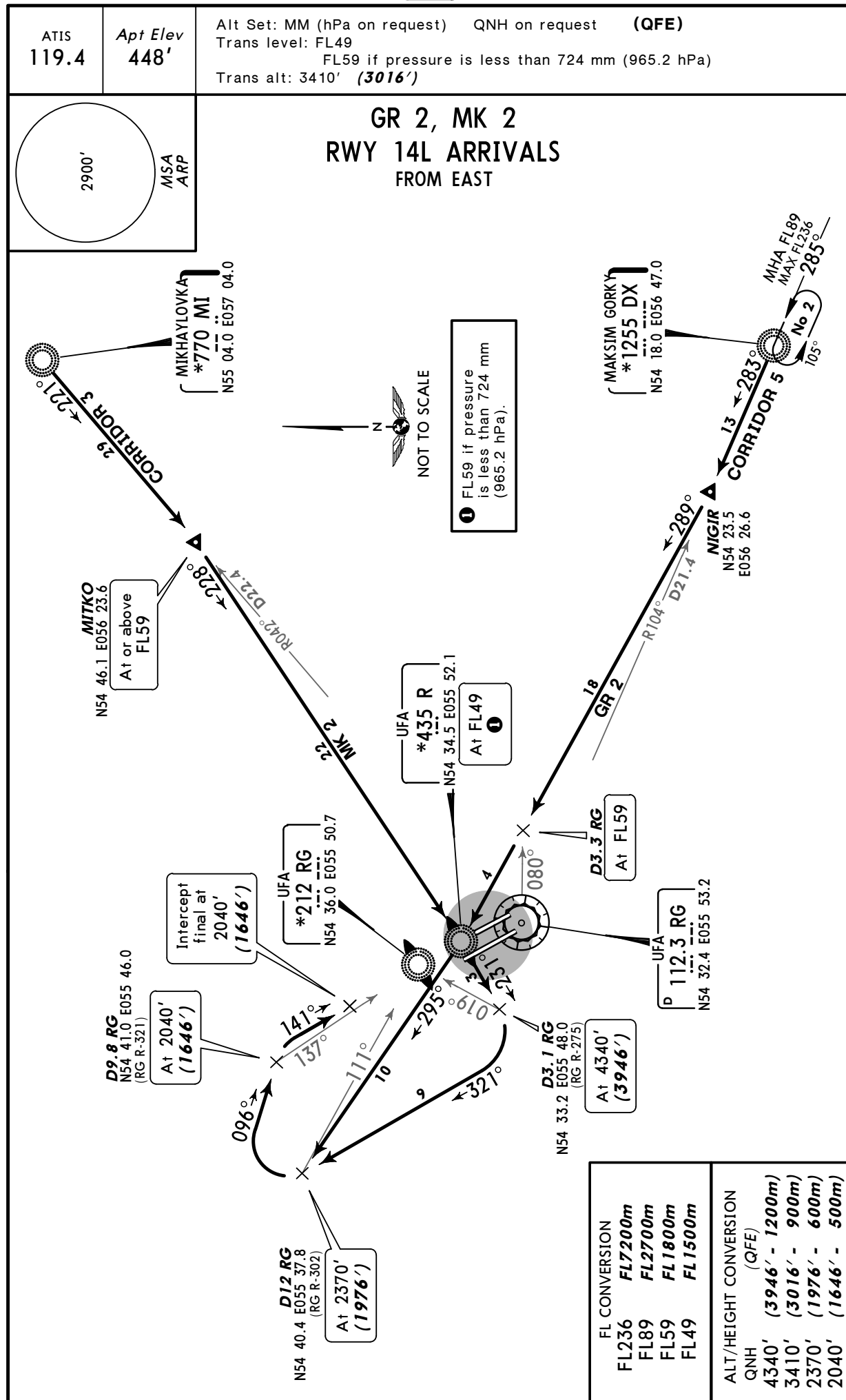
UFA, RUSSIA
STAR



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 13 MAR 09 10-2C

UFA, RUSSIA
 STAR



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13 MAR 09 (10-2D)

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STAR

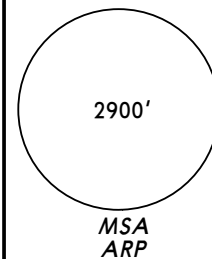
ATIS
119.4

Apt Elev
448'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49
FL59 if pressure is less than 724 mm (965.2 hPa)
Trans alt: 3410' (3016')

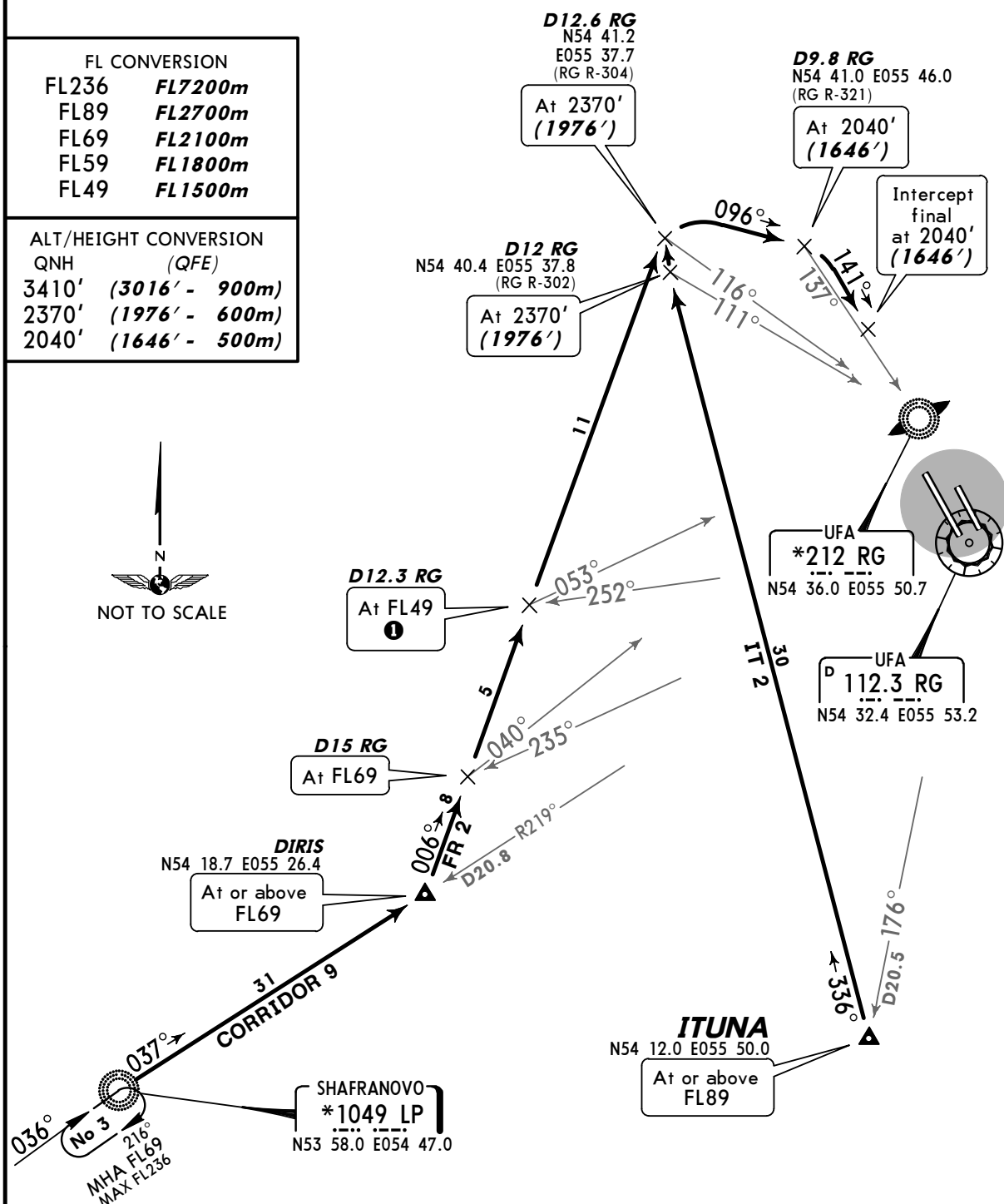
FR 2, IT 2
RWY 14L ARRIVALS
FROM SOUTH & SOUTHWEST

① FL59 if pressure
is less than 724 mm
(965.2 hPa).



FL CONVERSION
FL236 **FL7200m**
FL89 **FL2700m**
FL69 **FL2100m**
FL59 **FL1800m**
FL49 **FL1500m**

ALT/HEIGHT CONVERSION
QNH (QFE)
3410' (3016' - 900m)
2370' (1976' - 600m)
2040' (1646' - 500m)



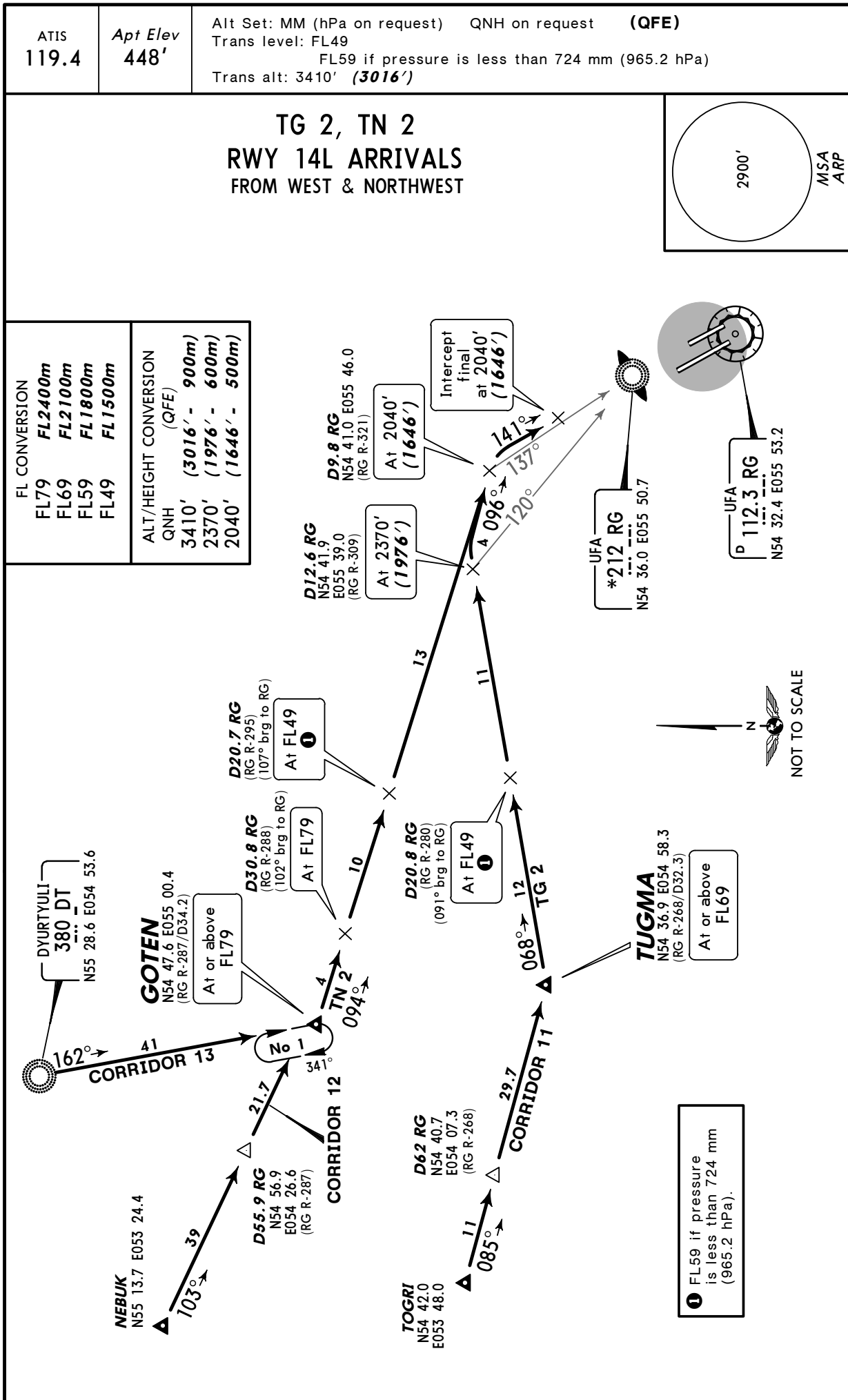
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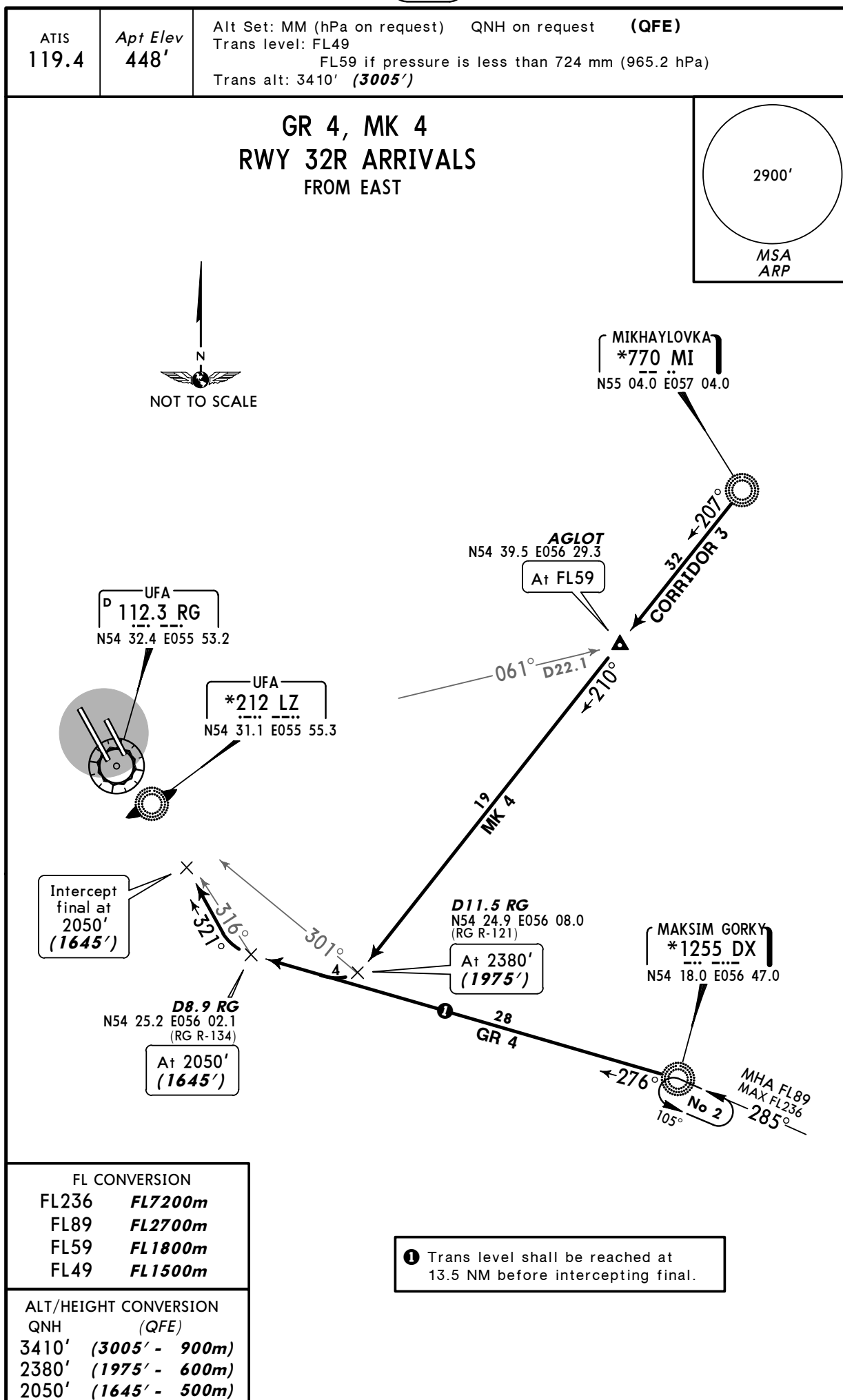
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13 MAR 09 10-2F

UFA, RUSSIA
STAR



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JEPPESEN
 13 MAR 09 **10-2G**

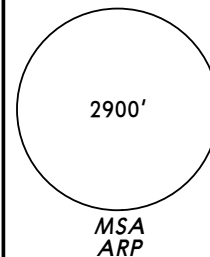
UFA, RUSSIA
STAR

ATIS
119.4

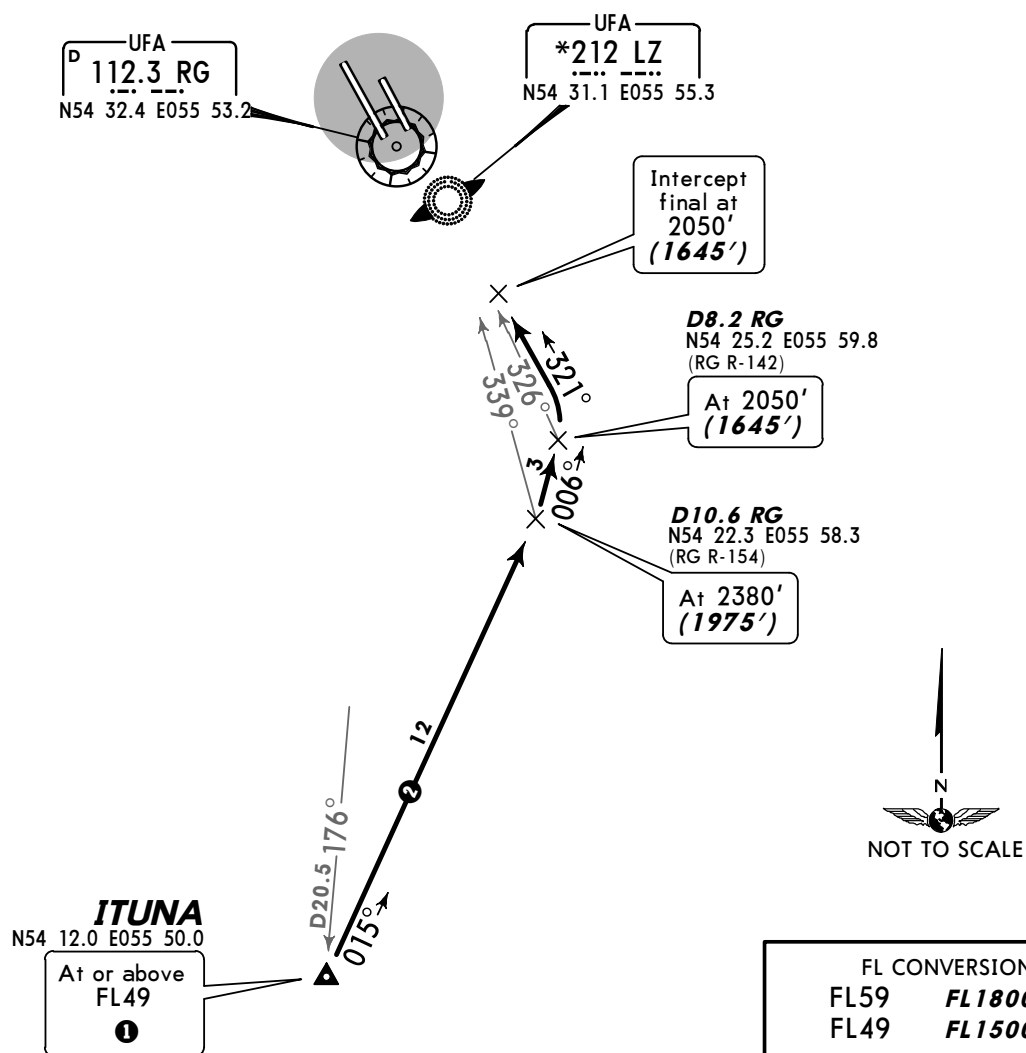
Apt Elev
448'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
 Trans level: FL49
 FL59 if pressure is less than 724 mm (965.2 hPa)
 Trans alt: 3410' **(3005')**

IT 4
RWY 32R ARRIVAL
 FROM SOUTH



- ① FL59 if pressure is less than 724 mm (965.2 hPa).
- ② Trans level shall be reached at 13.5 NM before intercepting final.



FL CONVERSION
 FL59 **FL1800m**
 FL49 **FL1500m**

ALT/HEIGHT CONVERSION
 QNH **(QFE)**
 3410' **(3005' - 900m)**
 2380' **(1975' - 600m)**
 2050' **(1645' - 500m)**

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ATIS 119.4
Apt Elev 448'

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL49
 FL59 if pressure is less than 724 mm (965.2 hPa)
 Trans alt: 3410' (3005')

TG 4, TN 4
RWY 32R ARRIVALS
FROM WEST & NORTHWEST

2900'
MSA ARP

NOT TO SCALE

NEBUK
 N55 13.7
 E053 24.4

DYURTYULI
 N55 28.6 E054 53.6

GOTEN
 N54 47.6 E055 00.4
 (RG R-287/D34.2)
 At or above FL79

TOGRI
 N54 42.0
 E053 48.0

D55.9 RG
 N54 56.9
 E054 26.6
 (RG R-287)

D17.1 RG
 At FL79

D15.8 RG
 N54 35.2 E055 26.6
 (RG R-271)
 (093° brg to LZ)

D12.4 RG
 At FL59

D8.2 RG
 N54 25.2 E055 59.8
 (RG R-142)
 At 2050' (1645')

D10.6 RG
 N54 21.9 E055 55.6
 At 2380' (1975')

TUGMA
 N54 36.9 E054 58.3
 (RG R-268/D32.3)
 At or above FL69

UFA
 *212 LZ
 N54 31.1 E055 55.3

UFA
 112.3 RG
 N54 32.4 E055 53.2

Intercept final at 2050' (1645')

FL CONVERSION

FL	CONVERSION
FL79	FL2400m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

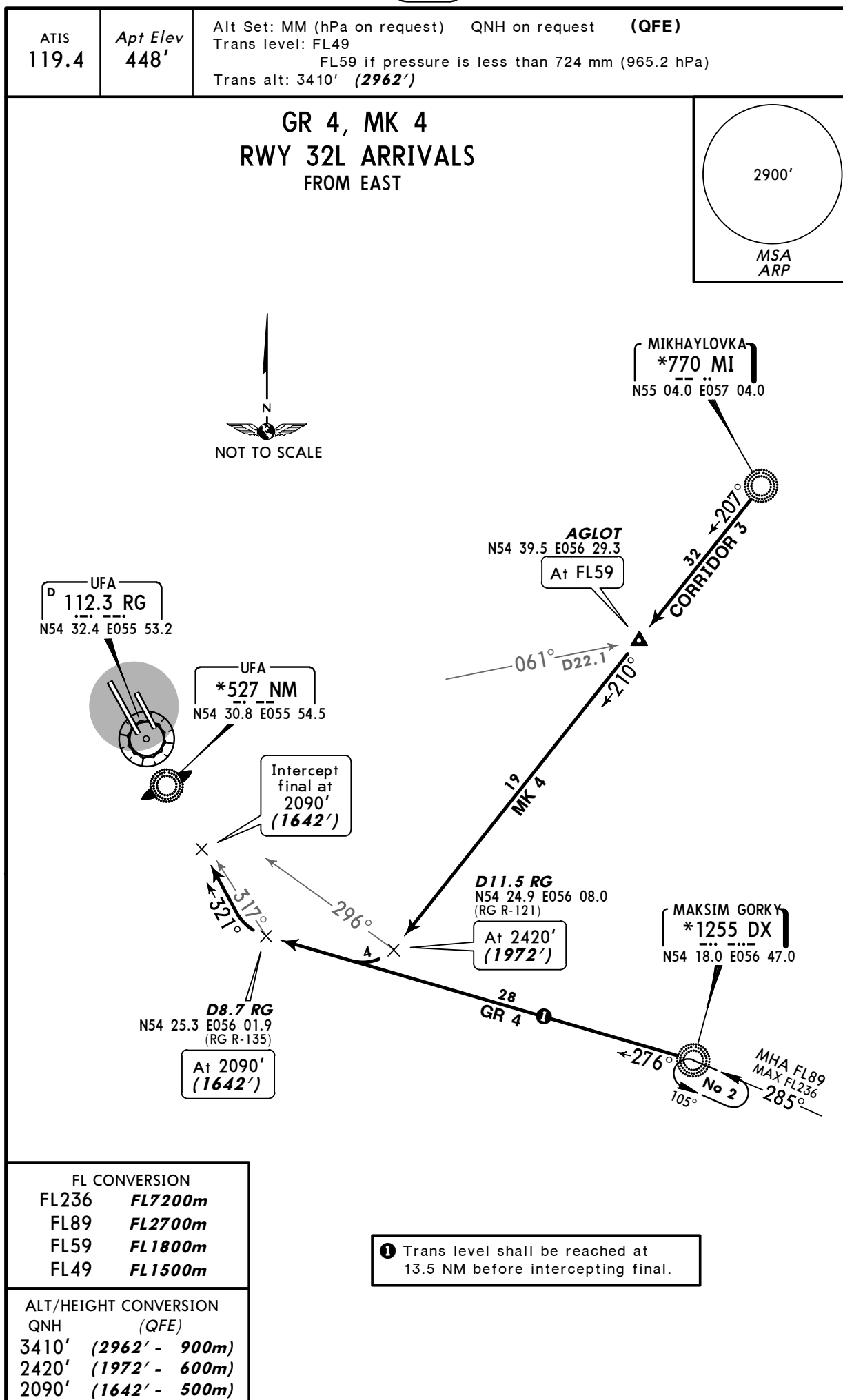
ALT/HEIGHT CONVERSION

QNH	(QFE)
3410'	(3005' - 900m)
2380'	(1975' - 600m)
2050'	(1645' - 500m)

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JEPPESEN
 13 MAR 09 10-2K

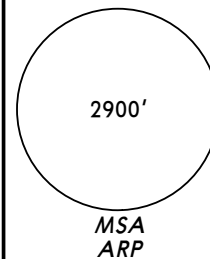
UFA, RUSSIA
 STAR

ATIS
 119.4

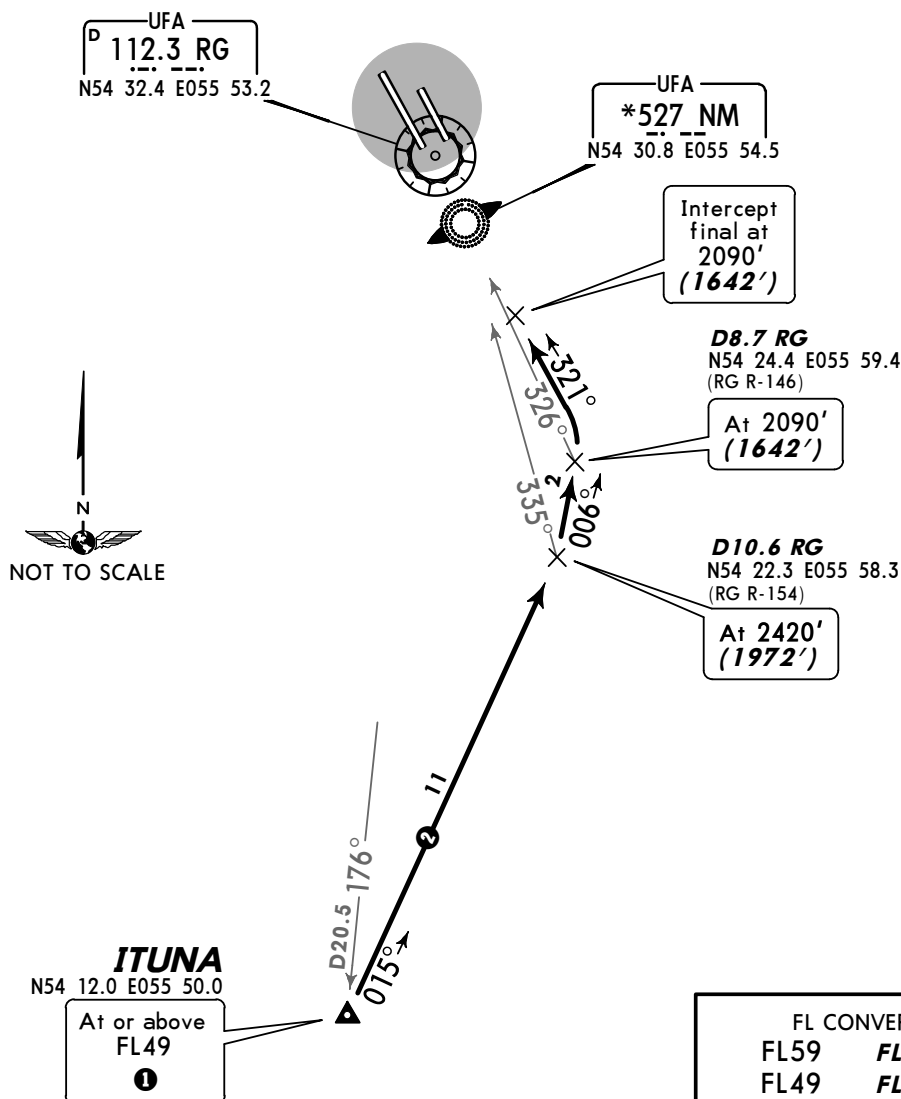
Apt Elev
 448'

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL49
 FL59 if pressure is less than 724 mm (965.2 hPa)
 Trans alt: 3410' (2962')

IT 4
 RWY 32L ARRIVAL
 FROM SOUTH



- 1 FL59 if pressure is less than 724 mm (965.2 hPa).
- 2 Trans level shall be reached at 13.5 NM before intercepting final.



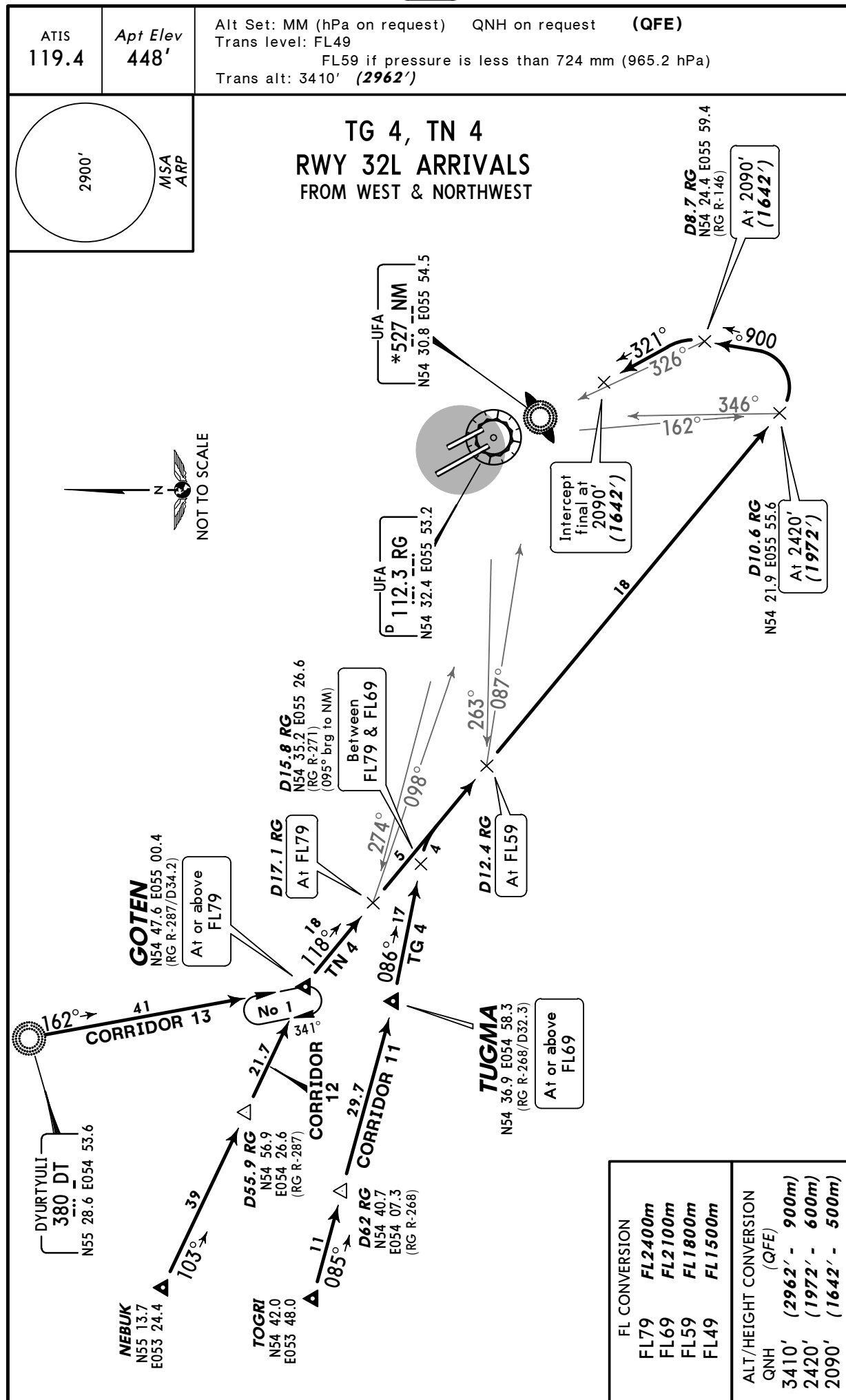
FL CONVERSION
 FL59 FL1800m
 FL49 FL1500m

ALT/HEIGHT CONVERSION
 QNH (QFE)
 3410' (2962' - 900m)
 2420' (1972' - 600m)
 2090' (1642' - 500m)

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11 JAN 08

10-3

Eff 17 Jan

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SID

Apt Elev
448'

QNH on request **(QFE)**

Trans level: FL49

FL59 if pressure is less than 724 mm (965.2 hPa)

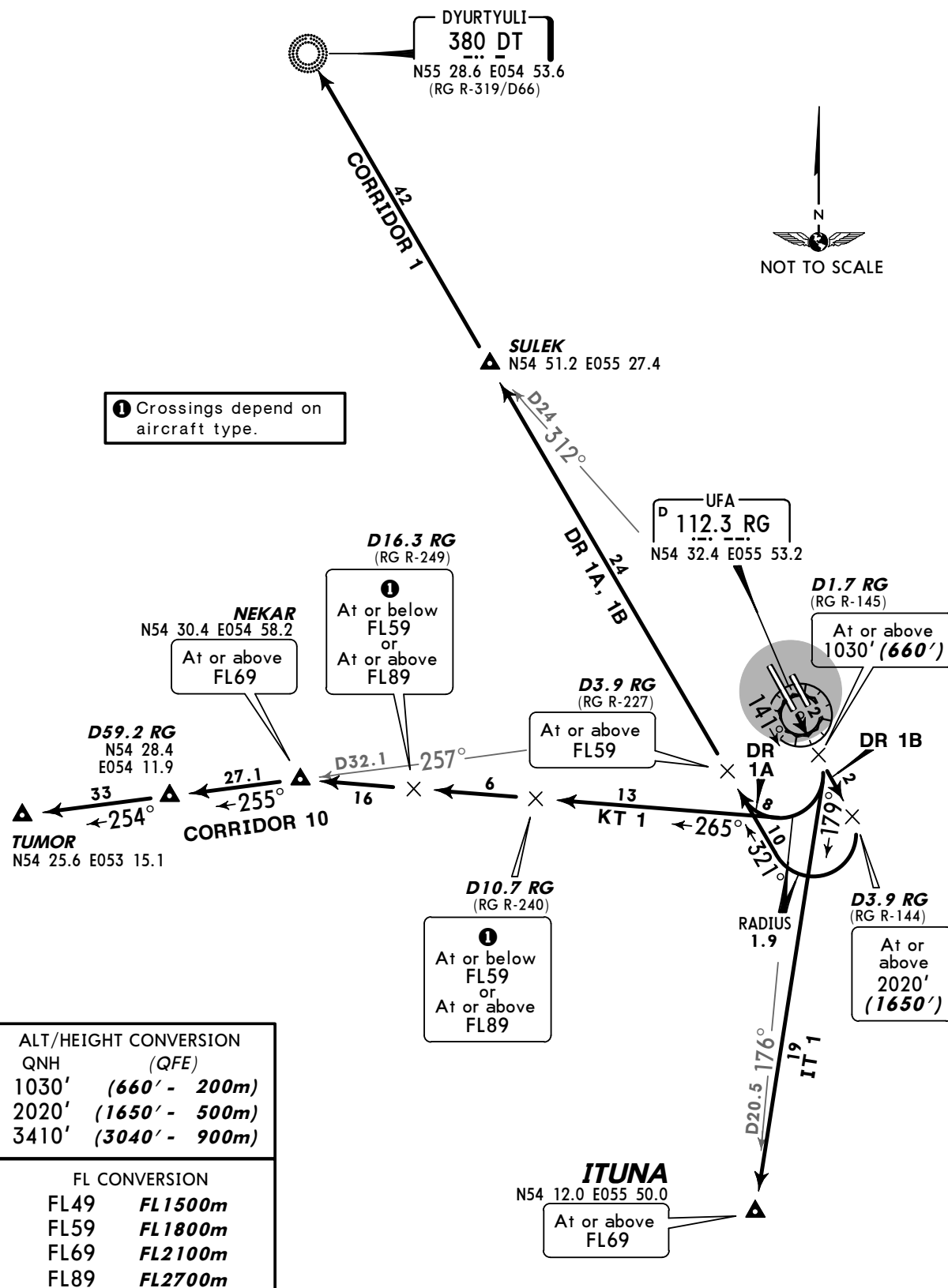
Trans alt: 3410' (**3040'**)

Take-off should be carried out according to noise abatement procedures and flight to be conducted in accordance with aircraft performance requirements.

2900'

MSA
ARP

DR 1A, DR 1B, IT 1, KT 1
RWY 14R DEPARTURES



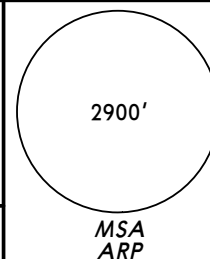
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 11 JAN 08 (10-3A) Eff 17 Jan

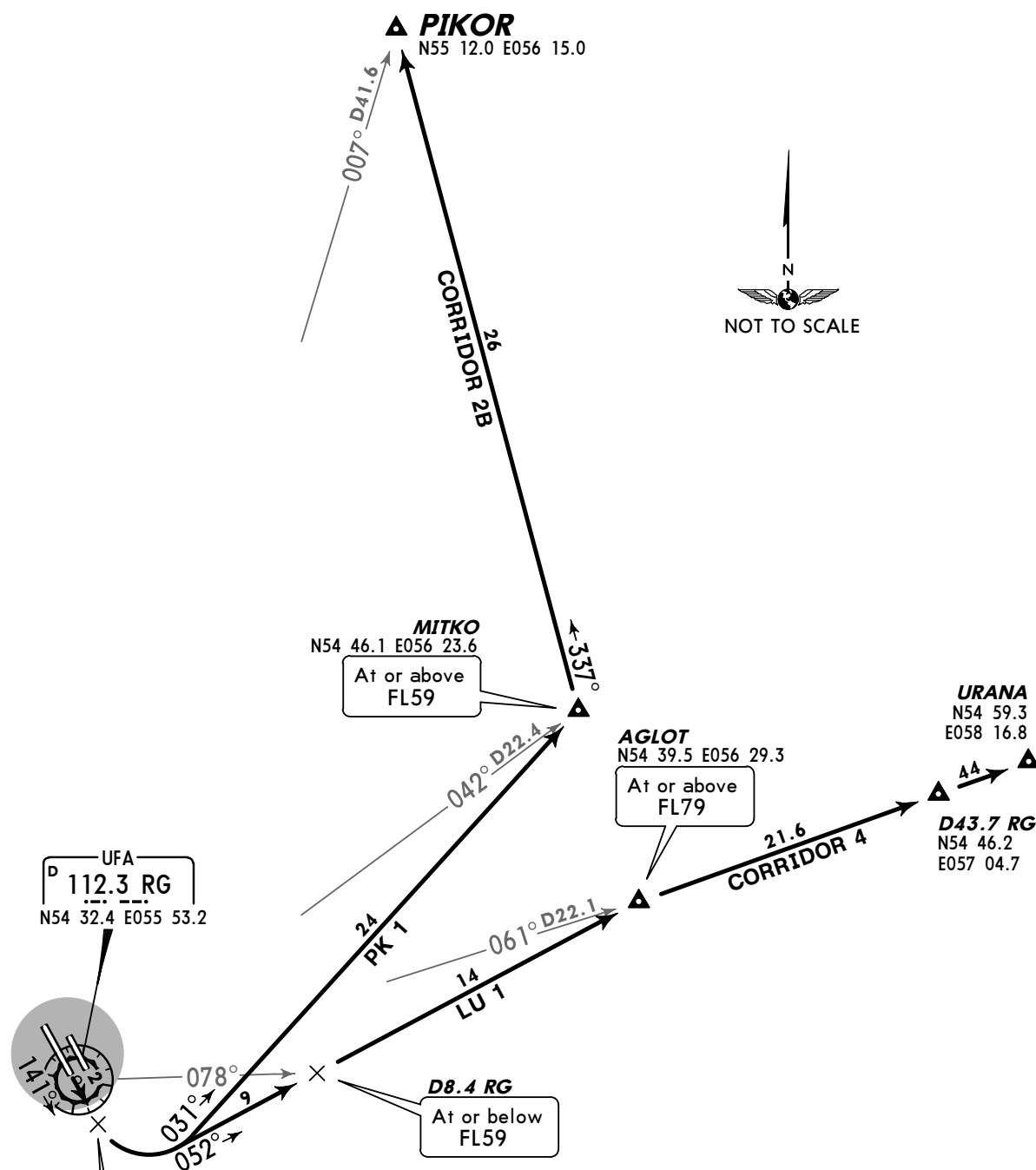
UFA, RUSSIA
 SID

Apt Elev
 448'

QNH on request (QFE)
 Trans level: FL49
 FL59 if pressure is less than 724 mm (965.2 hPa)
 Trans alt: 3410' (3040')
 Take-off should be carried out according to noise abatement
 procedures and flight to be conducted in accordance with air-
 craft performance requirements.



LU 1, PK 1 RWY 14R DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1030'	(660' - 200m)
1360'	(990' - 300m)
3410'	(3040' - 900m)

FL CONVERSION	
FL49	FL1500m
FL59	FL1800m
FL79	FL2400m

WARNING
 During daytime start turn
 at or above 1360' (990').

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11 JAN 08

10-3B

Eff 17 Jan

UFA, RUSSIA

SID

Apt Elev
448'

QNH on request **(QFE)**

Trans level: FL49

FL59 if pressure is less than 724 mm (965.2 hPa)

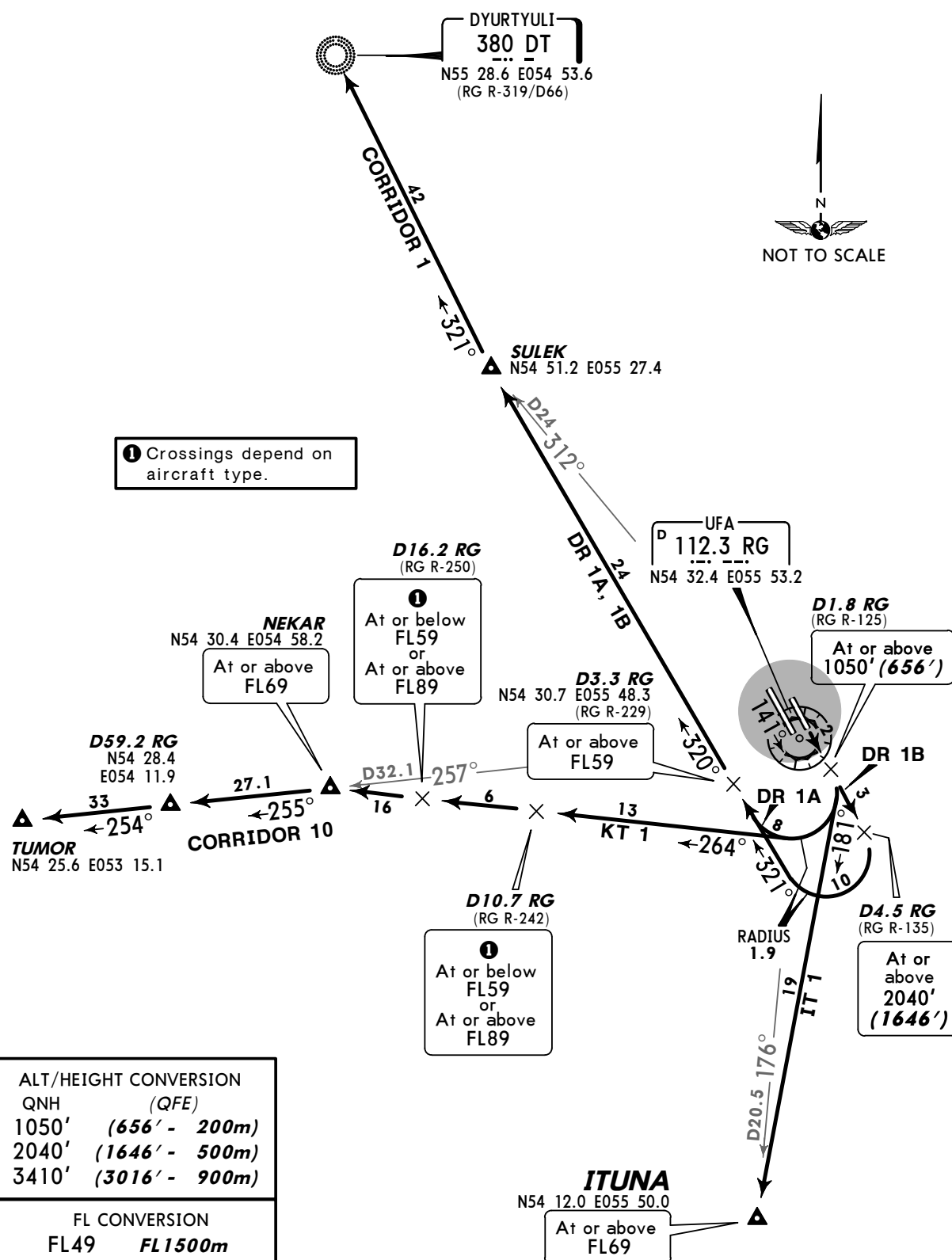
Trans alt: 3410' (**3016'**)

Take-off should be carried out according to noise abatement procedures and flight to be conducted in accordance with aircraft performance requirements.

2900'

MSA
ARP

DR 1A, DR 1B, IT 1, KT 1
RWY 14L DEPARTURES



ALT/HEIGHT CONVERSION

QNH (QFE)

1050' (656' - 200m)

2040' (1646' - 500m)

3410' (3016' - 900m)

FL CONVERSION

FL49 *FL1500m*FL59 *FL1800m*FL69 *FL2100m*FL89 *FL2700m*

CHANGES: TIVOR replaced by TUMOR.

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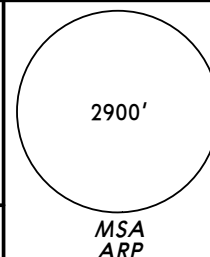
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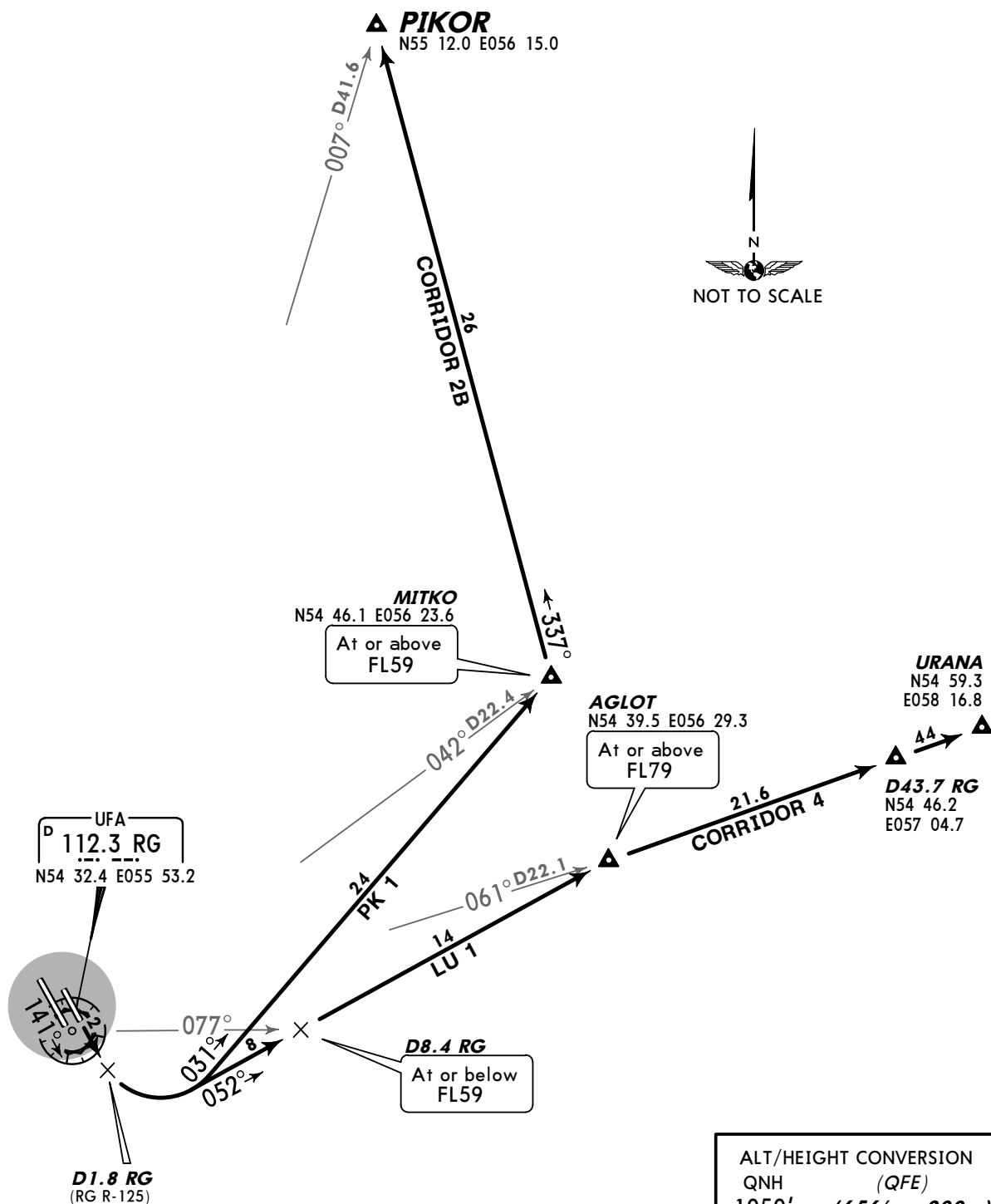
UFA, RUSSIA
 SID

Apt Elev
 448'

QNH on request (QFE)
 Trans level: FL49
 FL59 if pressure is less than 724 mm (965.2 hPa)
 Trans alt: 3410' (3016')
 Take-off should be carried out according to noise abatement
 procedures and flight to be conducted in accordance with air-
 craft performance requirements.



LU 1, PK 1
 RWY 14L DEPARTURES



D1.8 RG
 (RG R-125)
 At or above
 1050' (656')

WARNING
 During daytime start turn
 at or above 1380' (986').

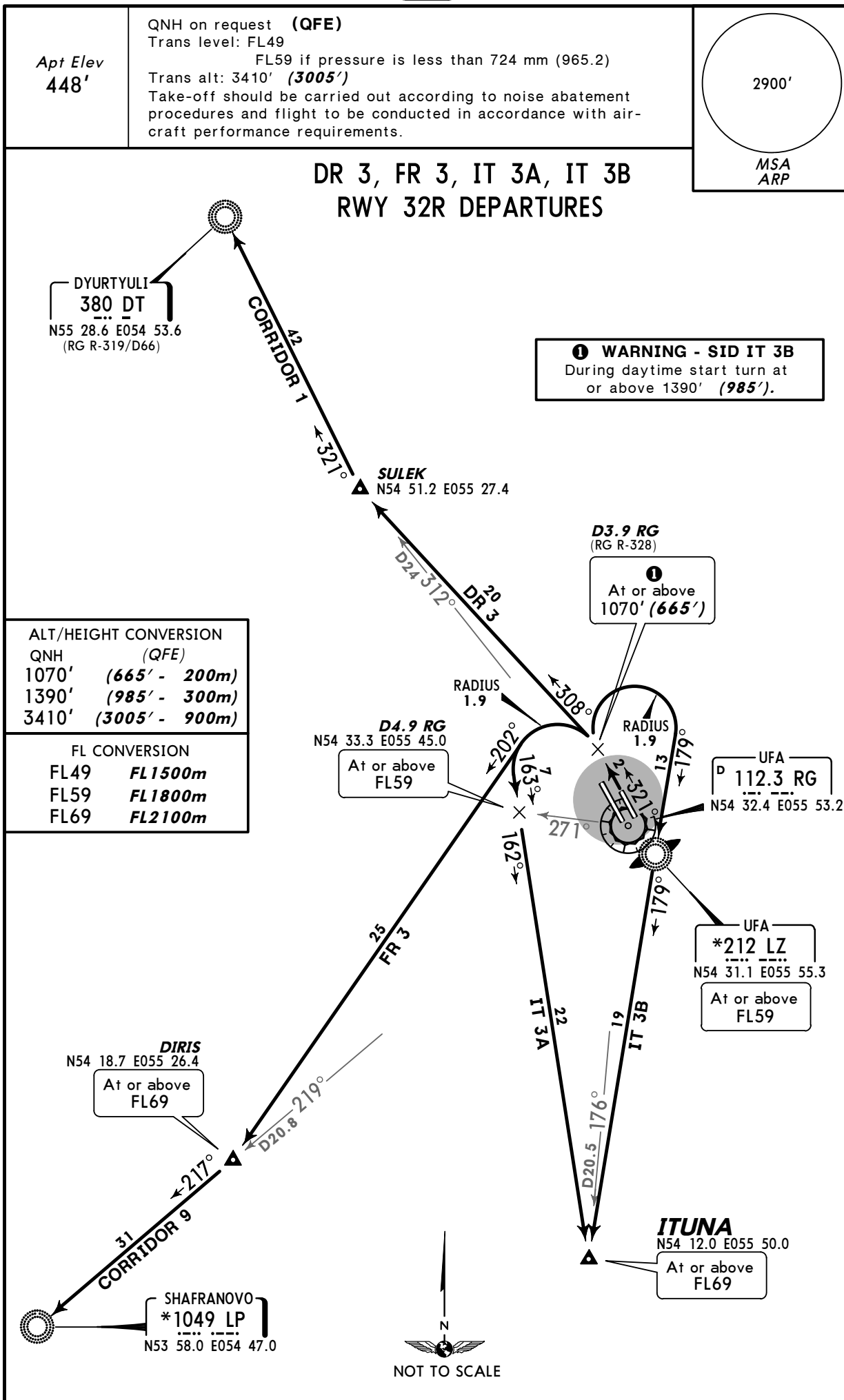
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1050'	(656' - 200m)
1380'	(986' - 300m)
3410'	(3016' - 900m)

FL CONVERSION	
FL49	FL1500m
FL59	FL1800m
FL79	FL2400m

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SID



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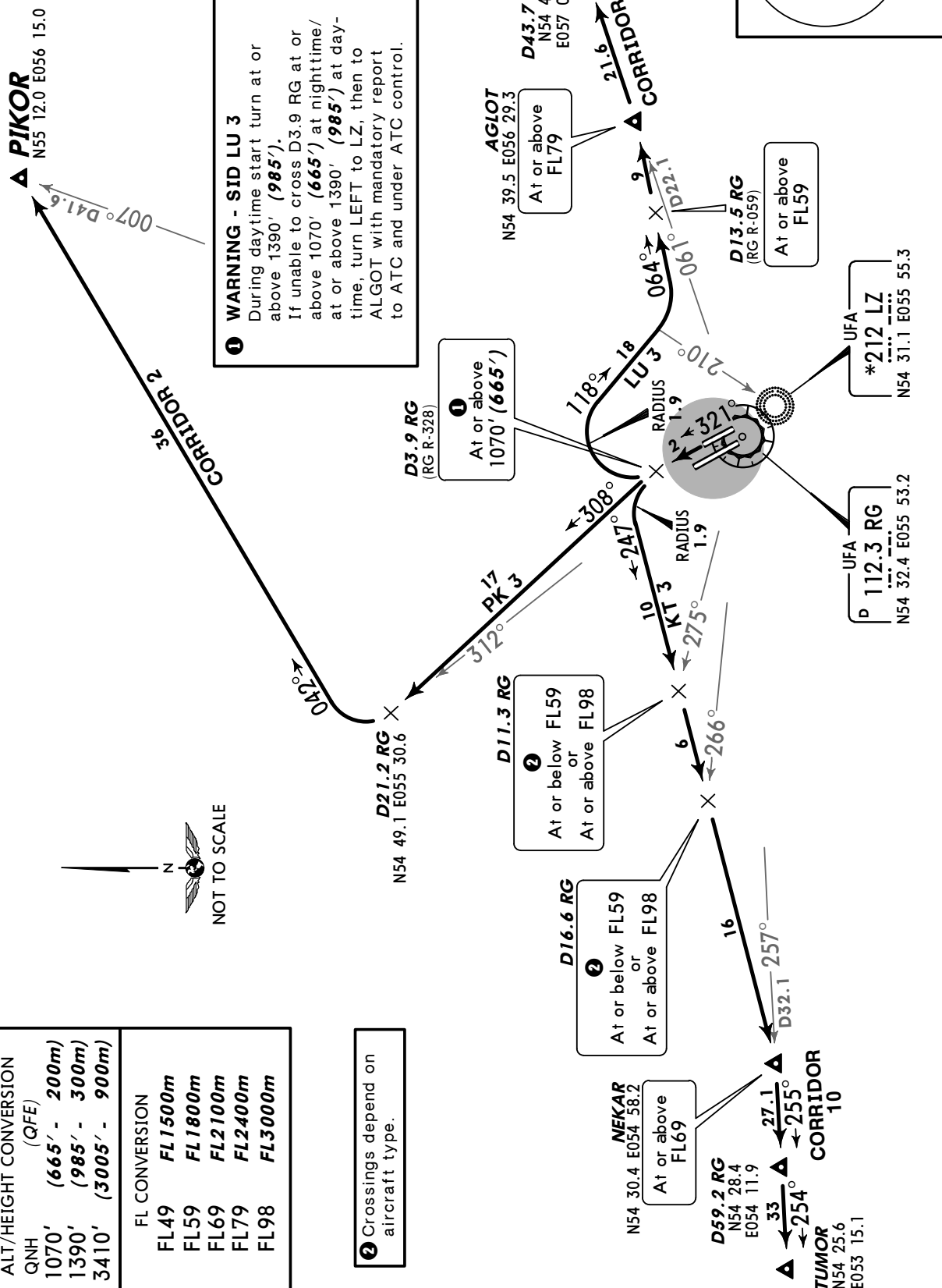
JEPPESSEN
 11 JAN 08 10-3E Eff 17 Jan

UFA, RUSSIA
 SID

Apt Elev
 448'

QNH on request (QFE)
 Trans level: FL49
 FL59 if pressure is less than 724 mm (965.2 hPa)
 Trans alt: 3410' (3005')
 Take-off should be carried out according to noise abatement procedures and
 flight to be conducted in accordance with aircraft performance requirements.

KT 3, LU 3, PK 3 RWY 32R DEPARTURES



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JEPPESEN
11 JAN 08 **10-3F** Eff 17 Jan

UFA, RUSSIA
SID

Apt Elev
448'

QNH on request **(QFE)**

Trans level: FL49

FL59 if pressure is less than 724 mm (965.2 hPa)

Trans alt: 3410' **(2962')**

Take-off should be carried out according to noise abatement procedures and flight to be conducted in accordance with aircraft performance requirements.

2900'

MSA
ARP

DR 3, FR 3, IT 3A, IT 3B RWY 32L DEPARTURES

DYURTYULI
380 DT
 N55 28.6 E054 53.6
 (RG R-319/D66)

1 WARNING - SID IT 3B
 During daytime start turn at
 or above 1440' **(992')**.

SULEK
 N54 51.2 E055 27.4
 (RG R-312/D24)

ALT/HEIGHT CONVERSION
 QNH **(QFE)**
 1110' **(662' - 200m)**
 1440' **(992' - 300m)**
 3410' **(2962' - 900m)**

FL CONVERSION
 FL49 **FL1500m**
 FL59 **FL1800m**
 FL69 **FL2100m**

D4.3 RG
 (RG R-319)

1
 At or above
 1110' **(662')**

D5.6 RG
 At or above
 FL59

UFA
D 112.3 RG
 N54 32.4 E055 53.2

UFA
***527 NM**
 N54 30.8 E055 54.5
 At or above
 FL59

DIRIS
 N54 18.7 E055 26.4

At or above
 FL69

ITUNA
 N54 12.0 E055 50.0
 (RG R-176/D20.5)

At or above
 FL69

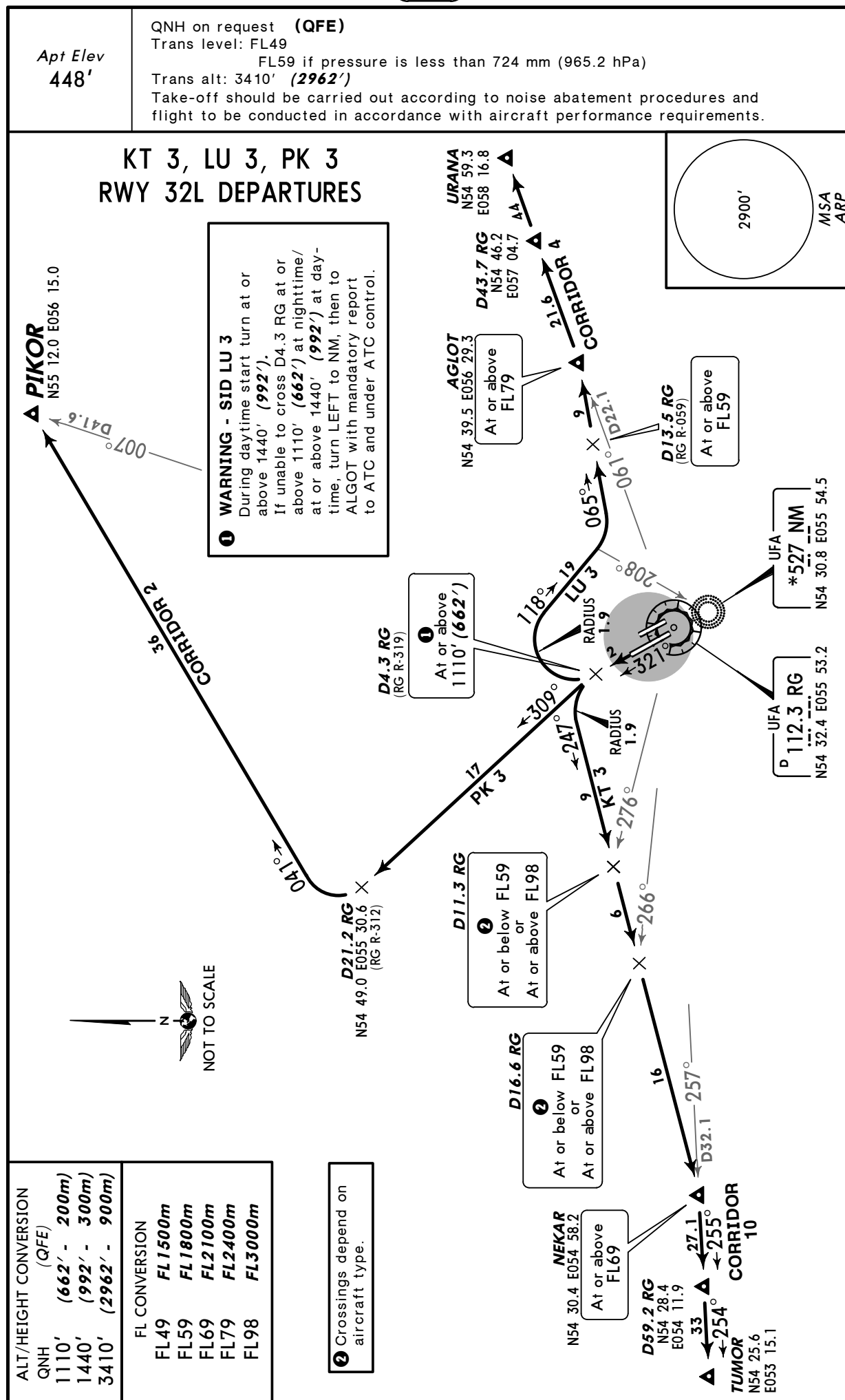
SHAFRANOVO
***1049 LP**
 N53 58.0 E054 47.0



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 SID



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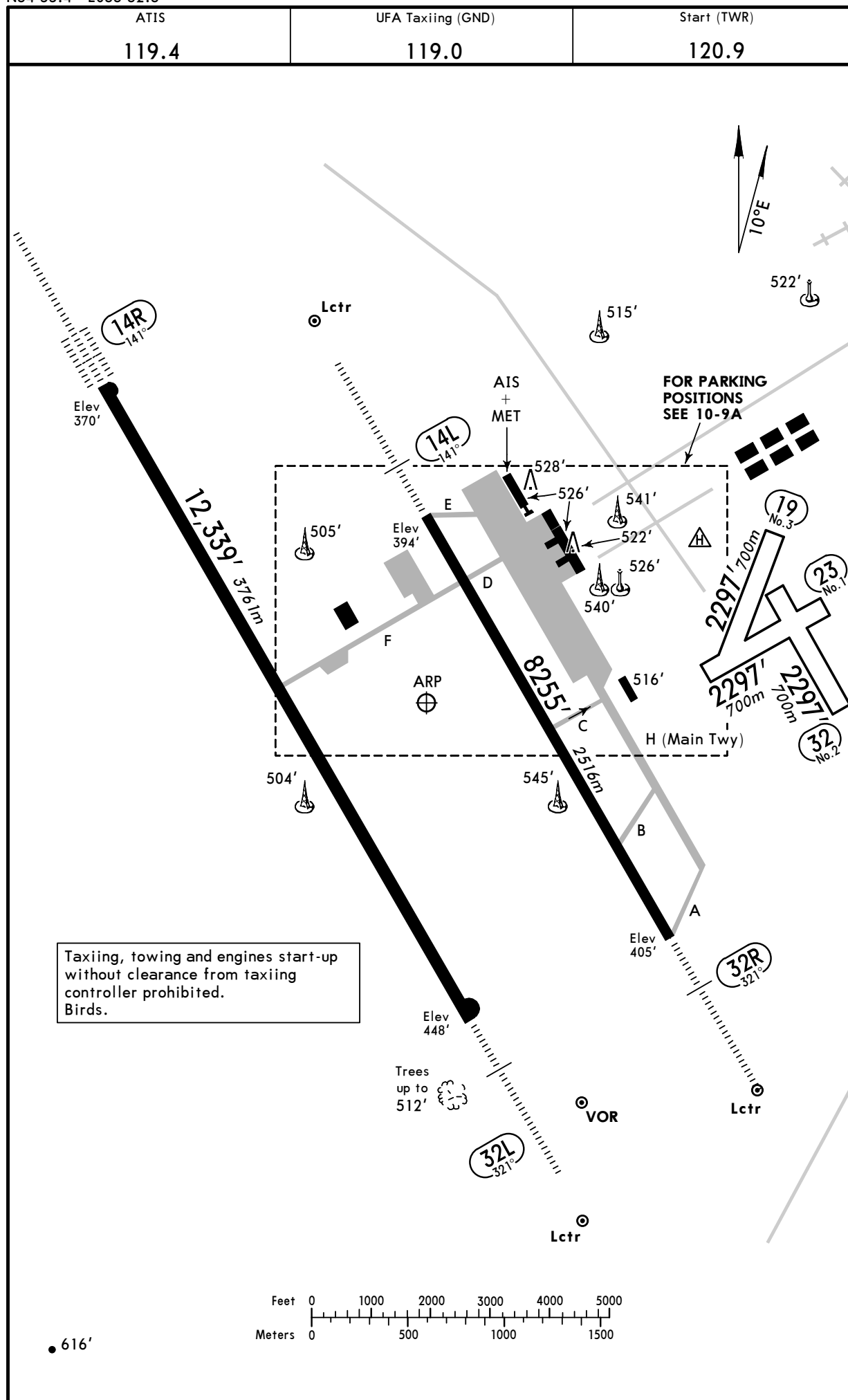
Apt Elev **448'**
N54 33.4 E055 52.5

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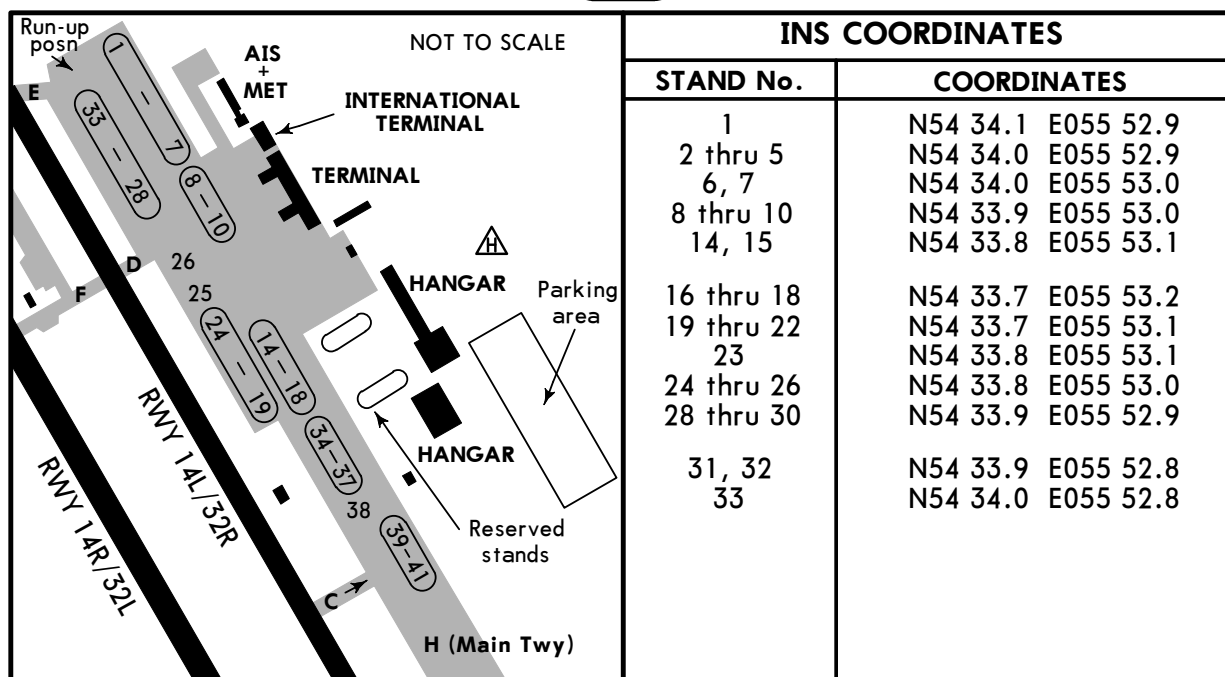
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**GENERAL**

Rwy 14R is approved for CAT II operations, special aircrew and acft certification required.

Acft stands are used for parking of helicopters.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Landing Beyond Glide Slope		
14L 32R	HIRL (57m) HIALS PAPI-L (angle 2.66°)	RVR			7271' 2216m 7107' 2166m		161' 49m
14R 32L	HIRL (60m) CL (15m) HIALS-II TDZ	RVR			11,348' 3459m		197' 60m
	HIRL (60m) CL (15m) HIALS	RVR					
19							328' 100m
23							328' 100m
32							328' 100m

TAKE-OFF

	Rwy 14R/32L	AIR CARRIER (JAA)	
	LVP must be in force	LVP must be in force	All Rwys
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m (150m)	250m	400m
C			
D	250m (200m)	300m	

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JAA MINIMUMS

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STRAIGHT-IN RWY		A	B	C	D
14L	ILS	594' (200')	594' (200')	594' (200')	594' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	770' (376')	770' (376')	770' (376')	770' (376')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
14R	CAT II ILS	470' (100')	470' (100')	470' (100')	470' (100')
		RA 113' R350m	RA 113' R350m	RA 113' R350m	RA 113' R350m
	ILS	570' (200')	570' (200')	570' (200')	570' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	680' (310')	680' (310')	680' (310')	680' (310')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
32L	2 NDB	810' (362')	810' (362')	810' (362')	810' (362')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
32R	ILS	605' (200')	605' (200')	605' (200')	605' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	800' (395')	800' (395')	800' (395')	800' (395')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 14R, 32L

A B C D	Approved Operators	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL		
	125m	150m	200m	250m		400m	500m
	150m	200m	250m	300m			

TAKE-OFF RWY 14L, 32R

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

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ILS or 2 NDB Rwy 14L

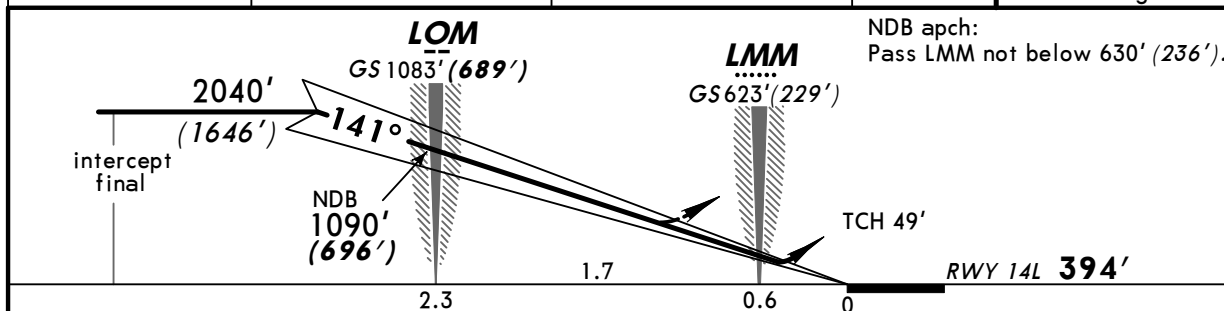
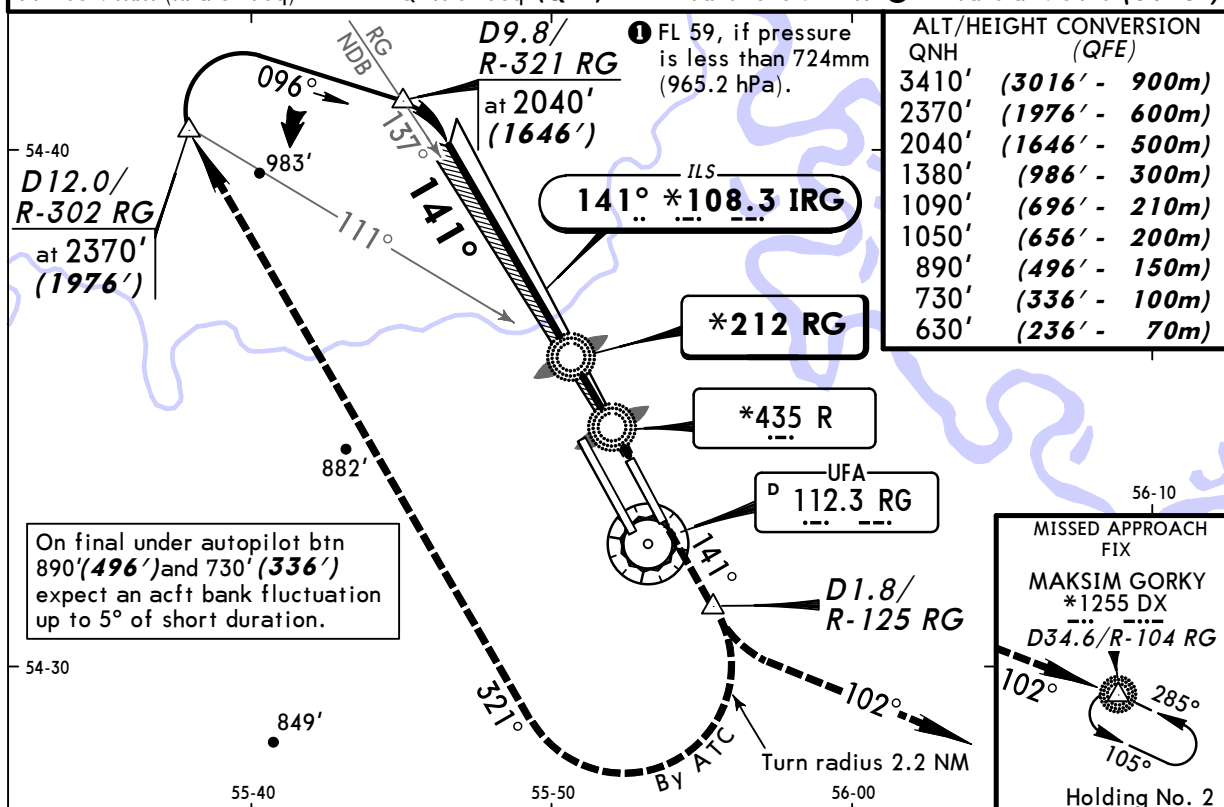
BRIEFING STRIP

ATIS	UFA Control (APP)	UFA Krug (Radar/TWR)	UFA Start (TWR)	Ground
119.4	126.0 125.3	120.9	120.9	119.0
LOC IRG *108.3	Final Apch Crs 141°	GS LOM 1083'(689')	ILS DA(H) 594'(200')	Apt Elev 448' RWY 394' 2900' MSA ARP
NDB RG *212		Minimum Alt LOM 1090'(696')	NDB MDA(H) 770'(376')	

MISSED APCH: Climb on 141° to 1050'(656') or above to D1.8 RG, then turn LEFT onto 102° climbing to FL 69 to join holding No. 2 over DX NDB, or by ATC: After crossing D1.8 RG at 1050'(656') or above turn RIGHT with radius 2.2 NM onto 321° climbing to 2370'(1976'), then as directed.

During daytime initiate turn towards holding No. 2 at 1380' (986') or above.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ① Trans alt: 3410'(3016')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1050' (656') or above on 141°	D1.8 RG
ILS GS 2.67° or NDB Descent Gradient 4.7%	336	433	481	577	673	769	PAPL		

STRAIGHT-IN LANDING RWY 14L					
ILS DA(H) 594'(200')		LOC (GS out)		NDB MDA(H) 770'(376')	
FULL	ALS out				ALS out
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED		2100m
D					1700m

CHANGES: ATIS freq.

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(11-2)

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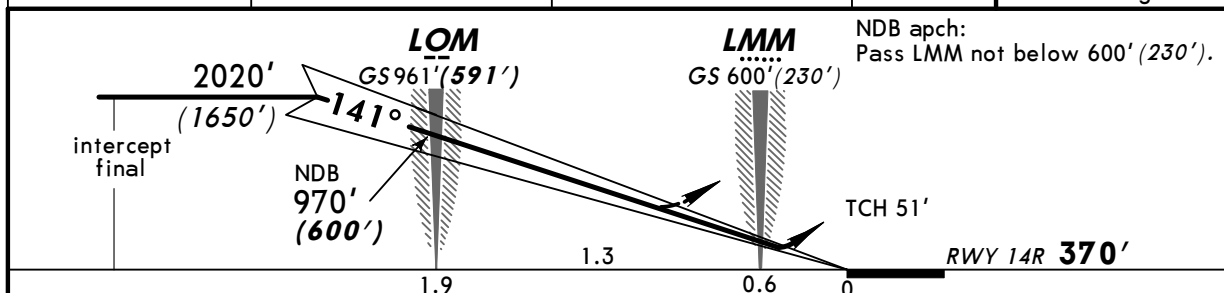
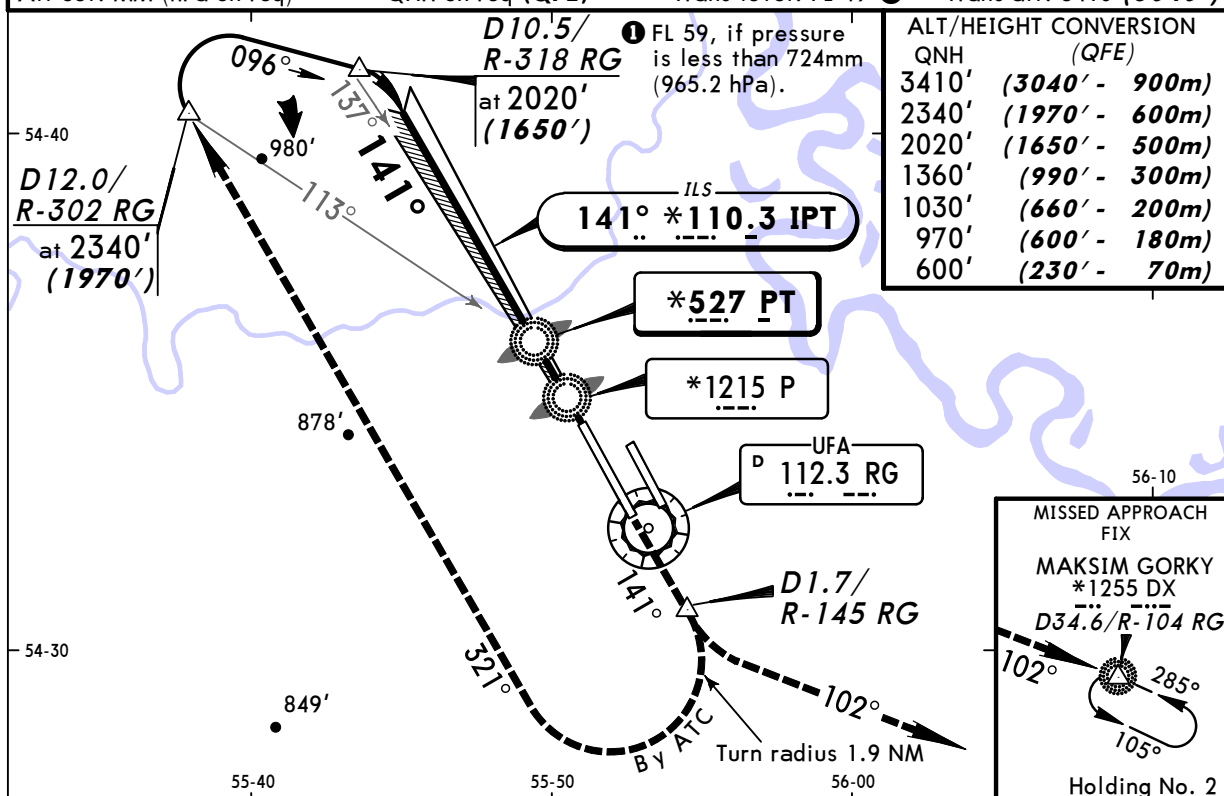
UFA, RUSSIA
ILS or 2 NDB Rwy 14R

BRIEFING STRIP

ATIS 119.4	UFA Control (APP) 126.0 125.3	UFA Krug (Radar/TWR) 120.9	UFA Start (TWR) 120.9 119.4 by ATC	Ground 119.0
LOC IPT *110.3	Final Apch Crs 141°	GS LOM 961'(591')	ILS DA(H) 570'(200')	Apt Elev 448' RWY 370'
NDB PT *527		Minimum Alt LOM 970'(600')	NDB MDA(H) 680'(310')	
2900' MSA ARP				

MISSED APCH: Climb on 141° to 1030' (660') or above to D1.7 RG, then turn LEFT onto 102° climbing to FL 69 to join holding No. 2 over DX NDB, or by ATC: After crossing D1.7 RG at 1030' (660') or above, turn RIGHT with radius 1.9 NM onto 321° climbing to 2340' (1970'), then as directed.
During daytime initiate turn towards holding No. 2 at 1360' (990') or above.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3410' (3040')



1030' (660') or above	141°	D1.7 RG
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STRAIGHT-IN LANDING RWY 14R						
ILS <i>DA(H)</i> 570'(200')			LOC (GS out)		NDB <i>MDA(H)</i> 680'(310')	
FULL	TDZ or CL out	ALS out				ALS out
A	1200m		NOT AUTHORIZED		1200m	RVR 1500m VIS 1600m
B						
C						
D					RVR 1500m VIS 1600m	

CHANGES: ATIS freq.

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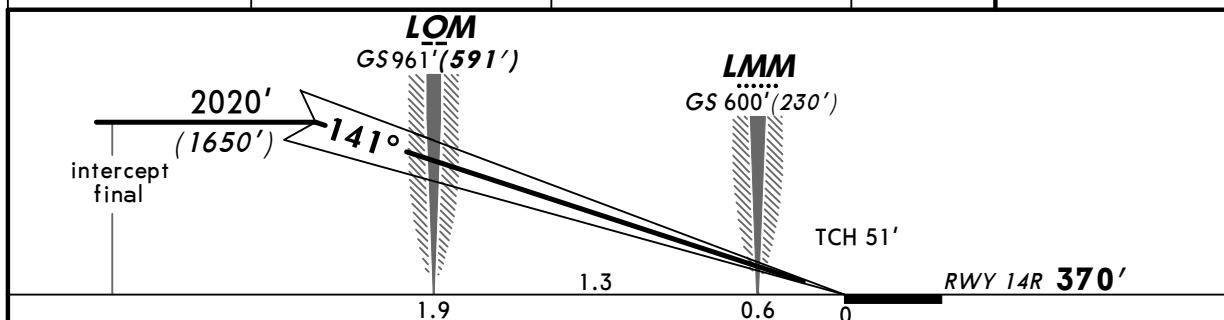
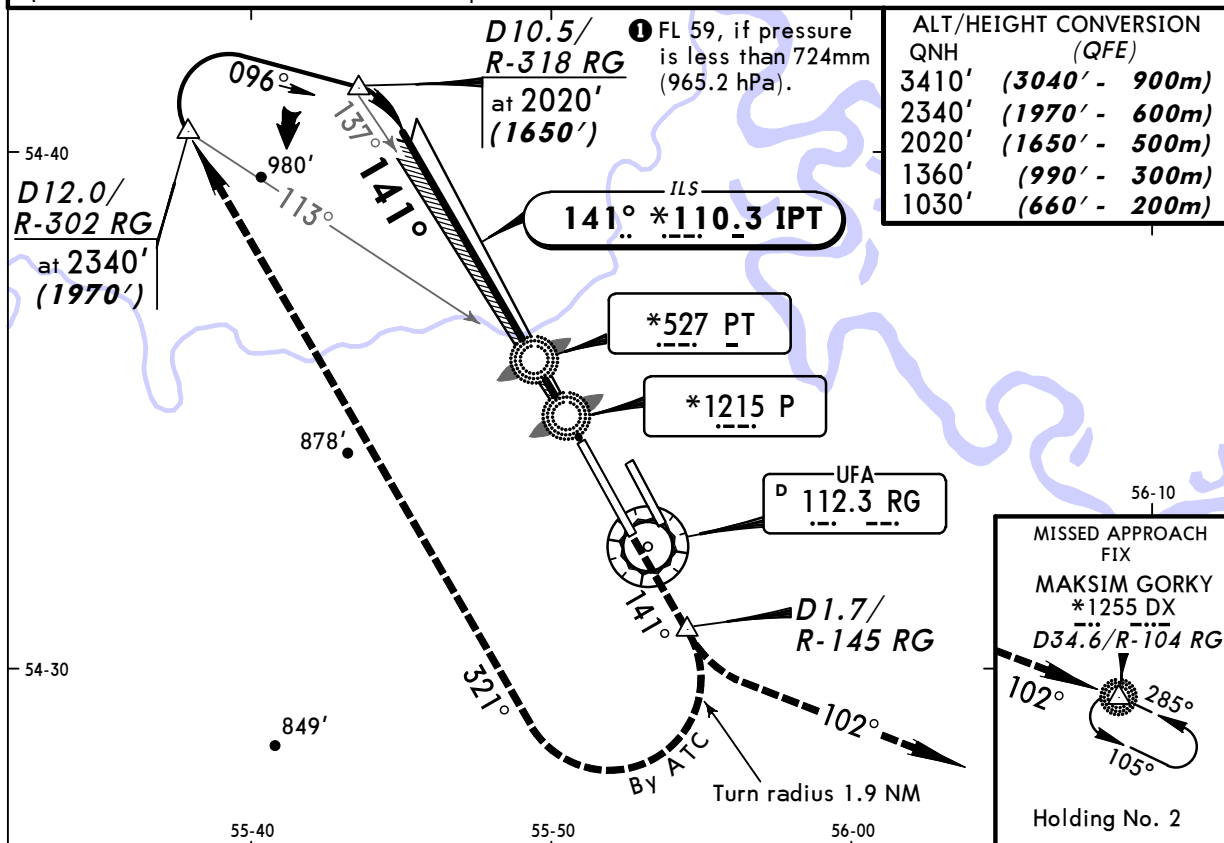
UWUU/UFA
UFA

13 MAR 09 **11-2A**

UFA, RUSSIA
CAT II ILS Rwy 14R

BRIEFING STRIP

ATIS 119.4	UFA Control (APP) 126.0 125.3	UFA Krug (Radar/TWR) 120.9	UFA Start (TWR) 120.9 119.4 by ATC	Ground 119.0
LOC IPT *110.3	Final Apch Crs 141°	GS LOM 961'(591')	CAT II ILS RA 113' DA(H) 470'(100')	Apt Elev 448' RWY 370'
MISSED APCH: Climb on 141° to 1030' (660') or above to D1.7 RG, then turn LEFT onto 102° climbing to FL 69 to join holding No. 2 over DX NDB, or by ATC: After crossing D1.7 RG at 1030' (660') or above, turn RIGHT with radius 1.9 NM onto 321° climbing to 2340' (1970'), then as directed. During daytime initiate turn towards holding No. 2 at 1360' (990') or above.				2900' MSA ARP
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 1 Trans alt: 3410' (3040') Special Aircrew & Acft Certification Required.				



Gnd speed-Kts	70	90	100	120	140	160			
GS	2.67°	336	433	481	577	673	769		

STRAIGHT-IN LANDING RWY 14R
CAT II ILS
ABCD
RA 113'
DA(H) **470'(100')**

PANS OPS

RVR **350m**

UWUU/UFA
UFA

13 MAR 09

JEPPESEN
(11-3)UFA, RUSSIA
ILS or 2 NDB Rwy 32R

BRIEFING STRIP

ATIS	UFA Control (APP)	UFA Krug (Radar/TWR)	UFA Start (TWR)	Ground
119.4	126.0 125.3	120.9	120.9	119.0
LOC ILZ *109.1	Final Apch Crs 321°	GS LOM 995'(590')	ILS DA(H) 605'(200')	Apt Elev 448' RWY 405'
NDB LZ *212		Minimum Alt LOM 1000'(595')	NDB MDA(H) 800'(395')	
				2900' MSA ARP

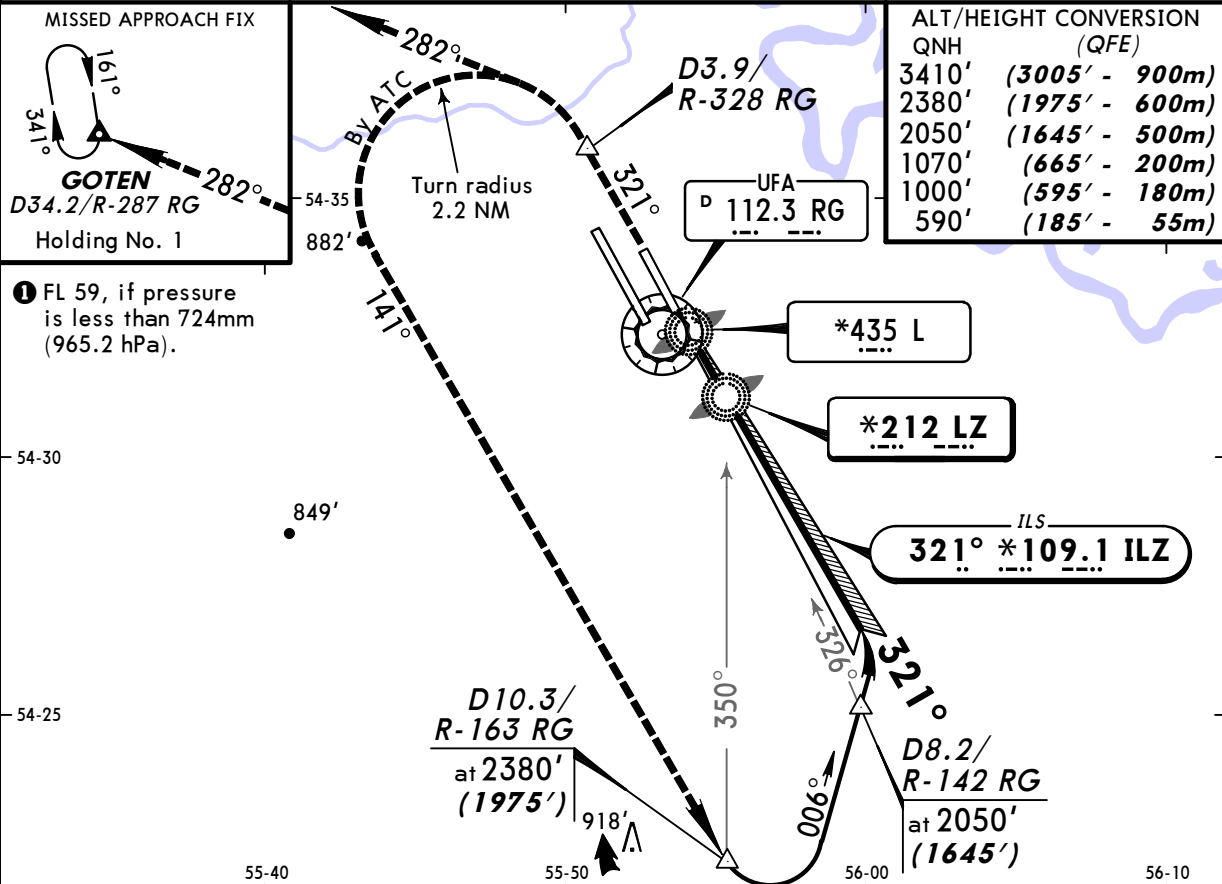
MISSED APCH: Climb on 321° to 1070' (665') or above to D3.9 RG, then turn LEFT onto 282° climbing to FL 79 to join holding No. 1, or by ATC: After crossing D3.9 RG at 1070' (665') or above turn LEFT with radius 2.2 NM onto 141° climbing to 2380' (1975'), then as directed.

Alt Set: MM (hPa on req)

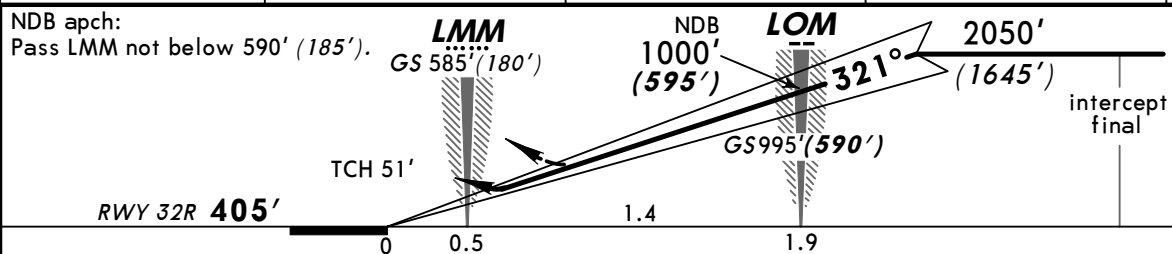
QNH on req (QFE)

Trans level: FL 49 ①

Trans alt: 3410' (3005')



NDB apch:
Pass LMM not below 590' (185').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1070' (665') or above on 321°	D3.9 RG
ILS GS 2.67° or NDB Descent Gradient 4.7%	336	433	481	577	673	769	PAPI		

STRAIGHT-IN LANDING RWY 32R					
ILS DA(H) 605'(200')		LOC (GS out)		NDB MDA(H) 800'(395')	
FULL	ALS out				ALS out
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTH	1400m	2200m
D				1800m	

PANS OPS

