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Changed chart(s) since Disc 26-2010

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 26-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UWOO

General Info

Orenburg, RUS

N 51° 47.7' E 55° 27.5' Mag Var: 9.8°E

Elevation: 386'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+5:00 uses DST

Runway Info

Runway 04-22 2126' x 197' grass

Runway 08-26 8205' x 138' asphalt

Runway 17-35 1969' x 197' grass

Runway 04 (40.0°M) TDZE 386'

Runway 08 (80.0°M) TDZE 384'

Lights: Edge, ALS

Runway 17 (170.0°M) TDZE 386'

Runway 22 (220.0°M) TDZE 386'

Runway 26 (260.0°M) TDZE 384'

Lights: Edge, ALS

Runway 35 (350.0°M) TDZE 386'

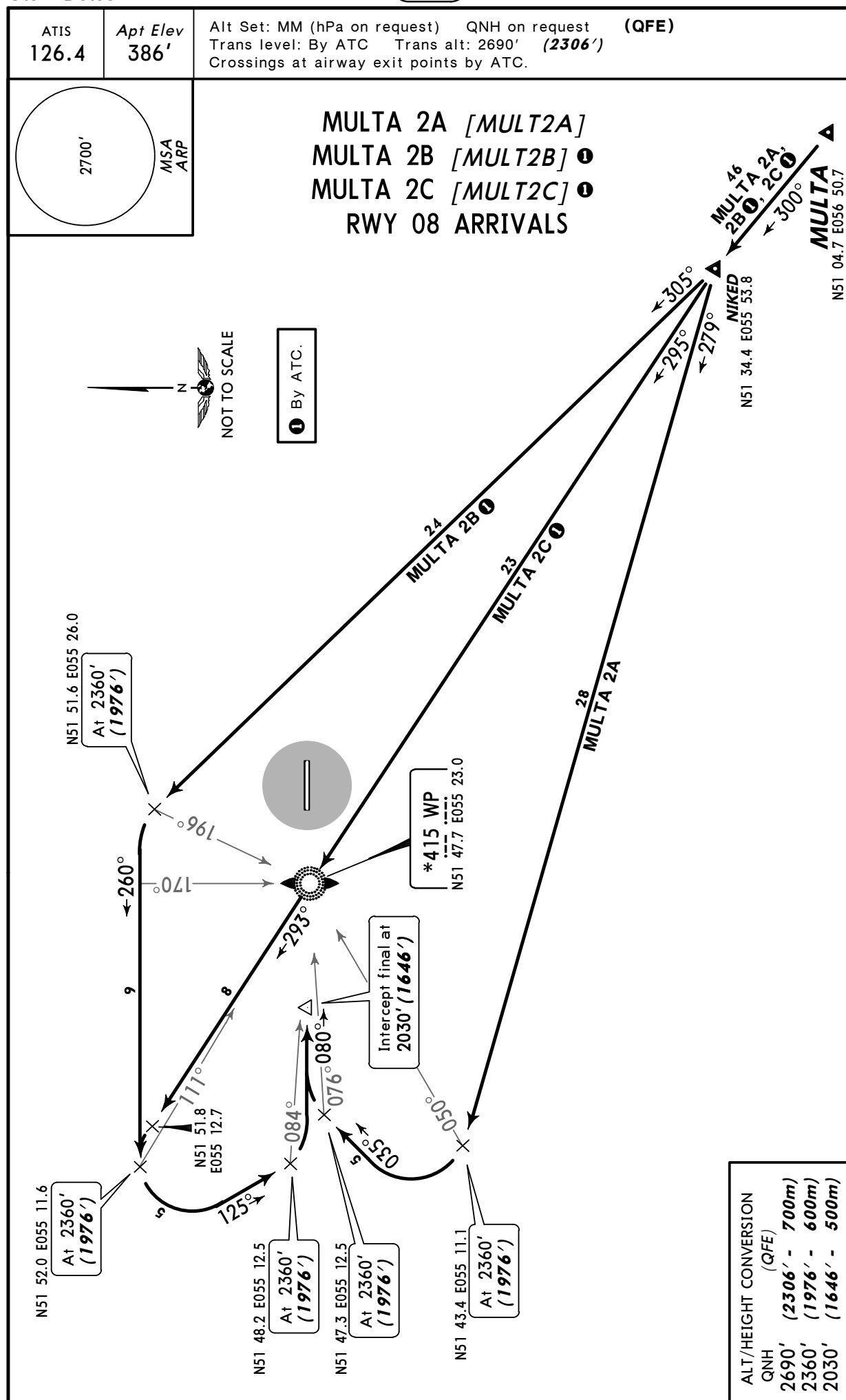
Communications InfoATIS **126.4**Orenburg Start Tower **128.0**Orenburg Control Approach Control **132.0** TCAOrenburg Transit Operations **131.7** Non-English**Notebook Info**

UWOO/REN
ORENBURG

JEPPESSEN
 24 APR 09 **10-2** **Eff 7 May**

ORENBURG, RUSSIA

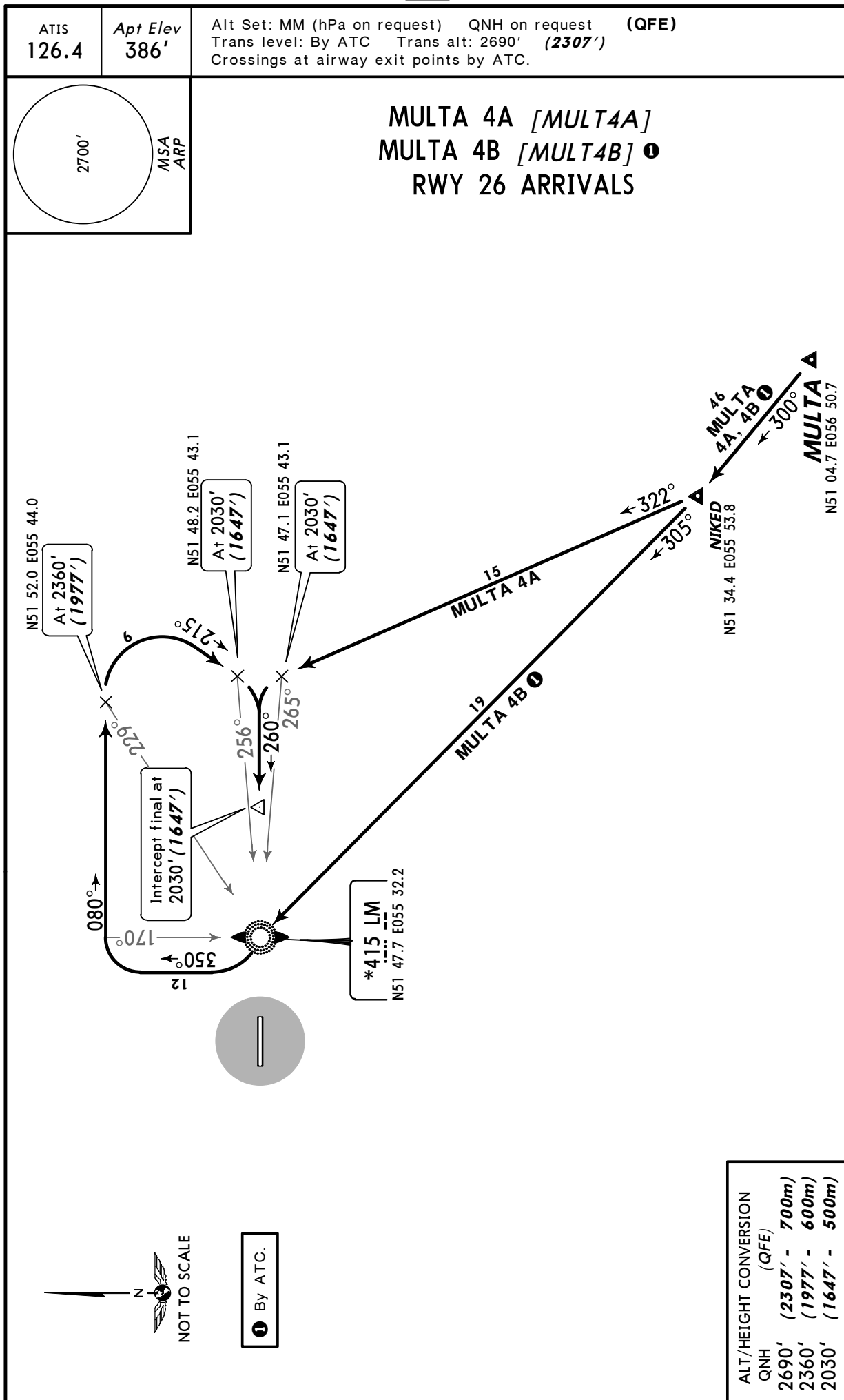
STAR



UWOO/REN
ORENBURG

JEPPesen
 24 APR 09 **10-2A** **Eff 7 May**

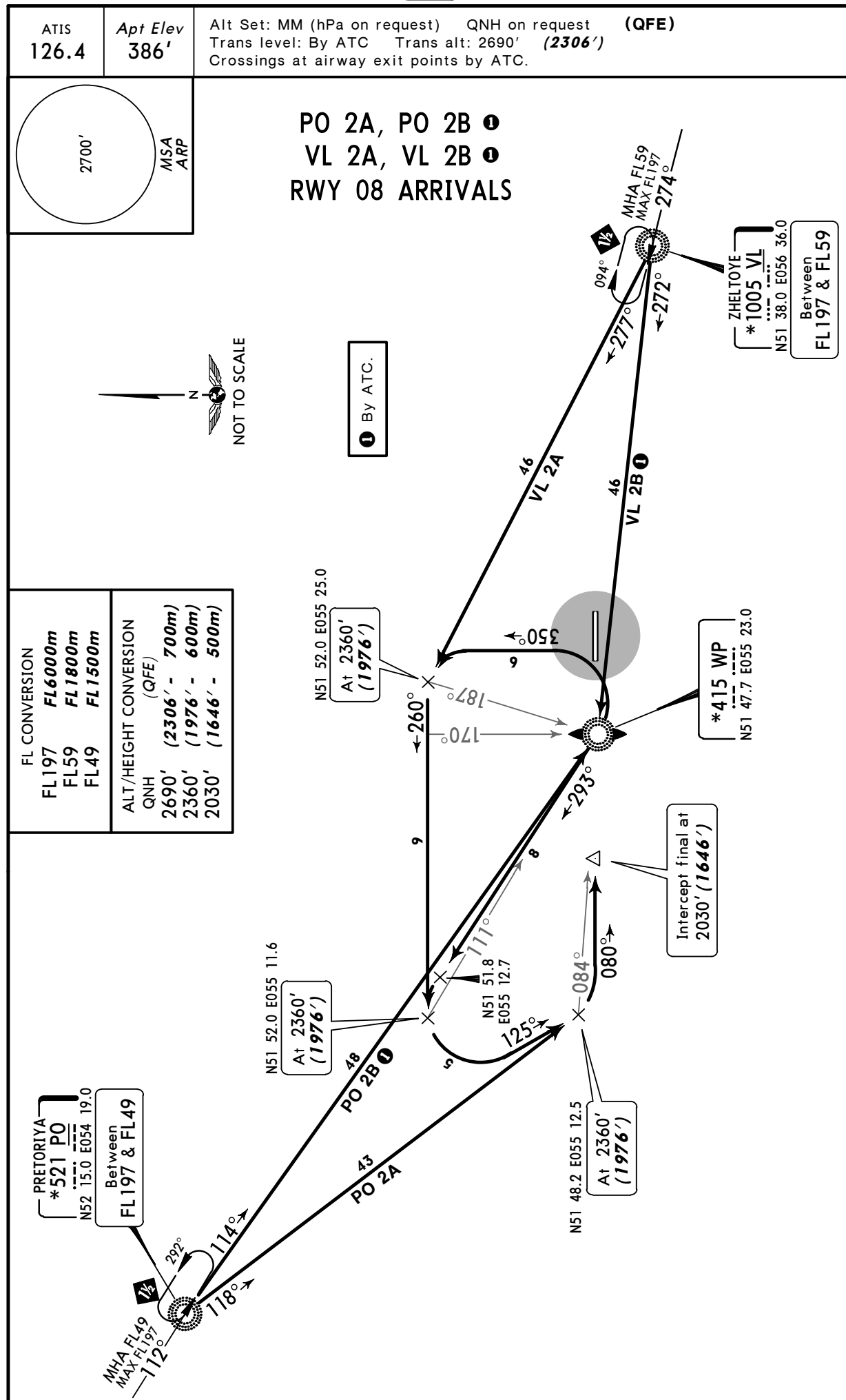
ORENBURG, RUSSIA
STAR



UWOO/REN
ORENBURG

JEPPESSEN
 24 APR 09 **10-2B** Eff 7 May

ORENBURG, RUSSIA
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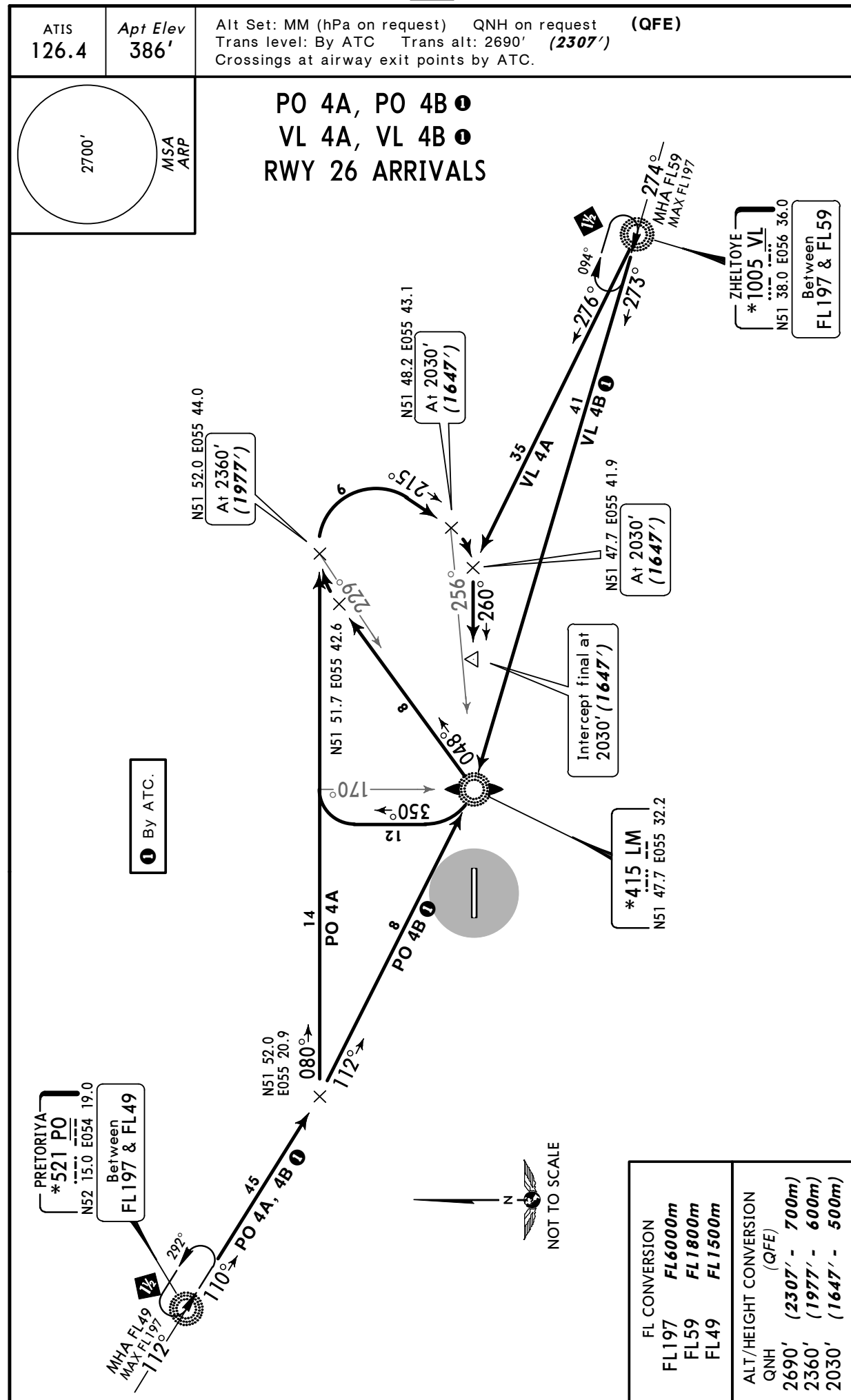


UWOO/REN
ORENBURG

JEPPESSEN
24 APR 09 **10-2C** **Eff 7 May**

ORENBURG, RUSSIA

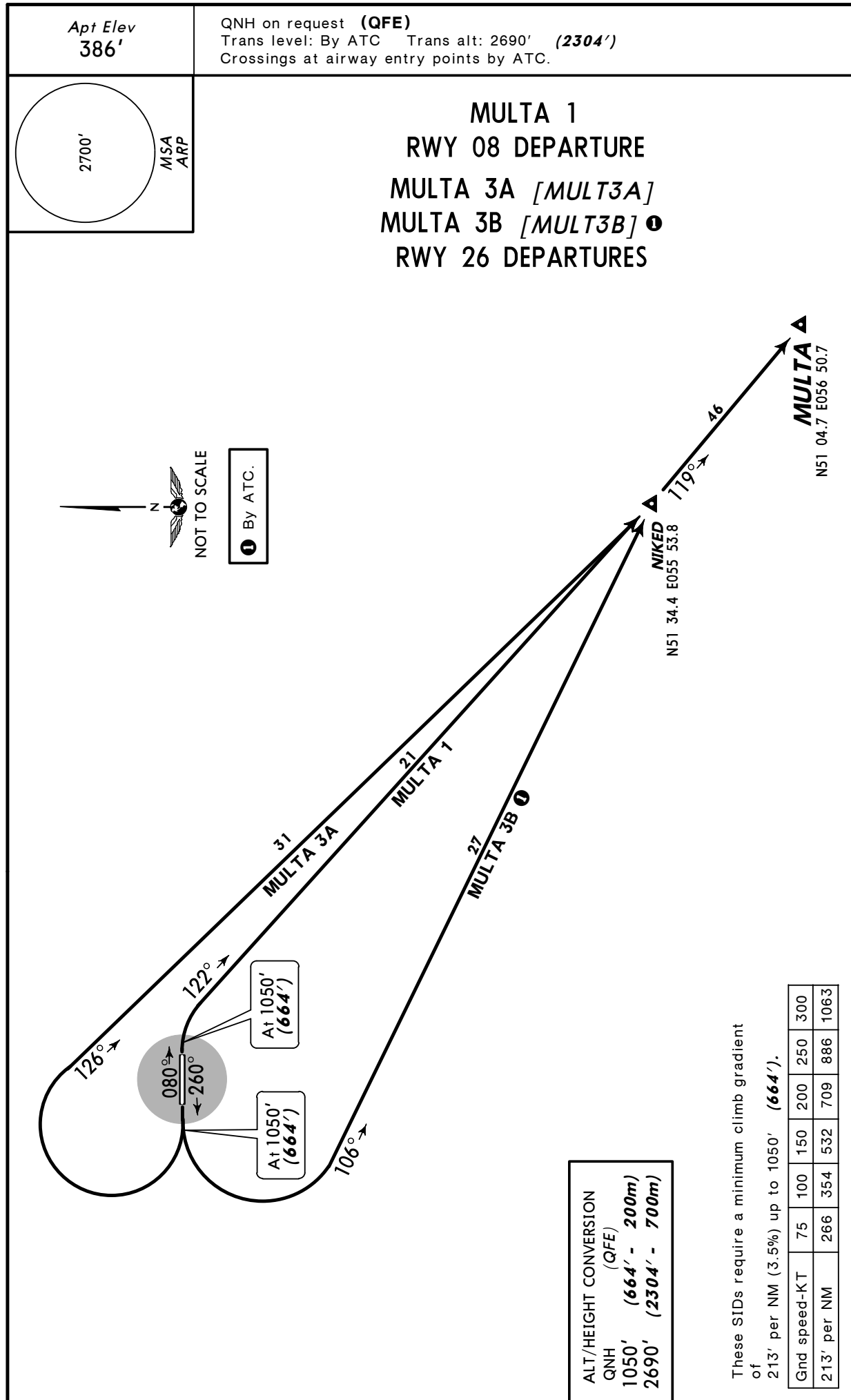
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UWOO/REN
ORENBURG

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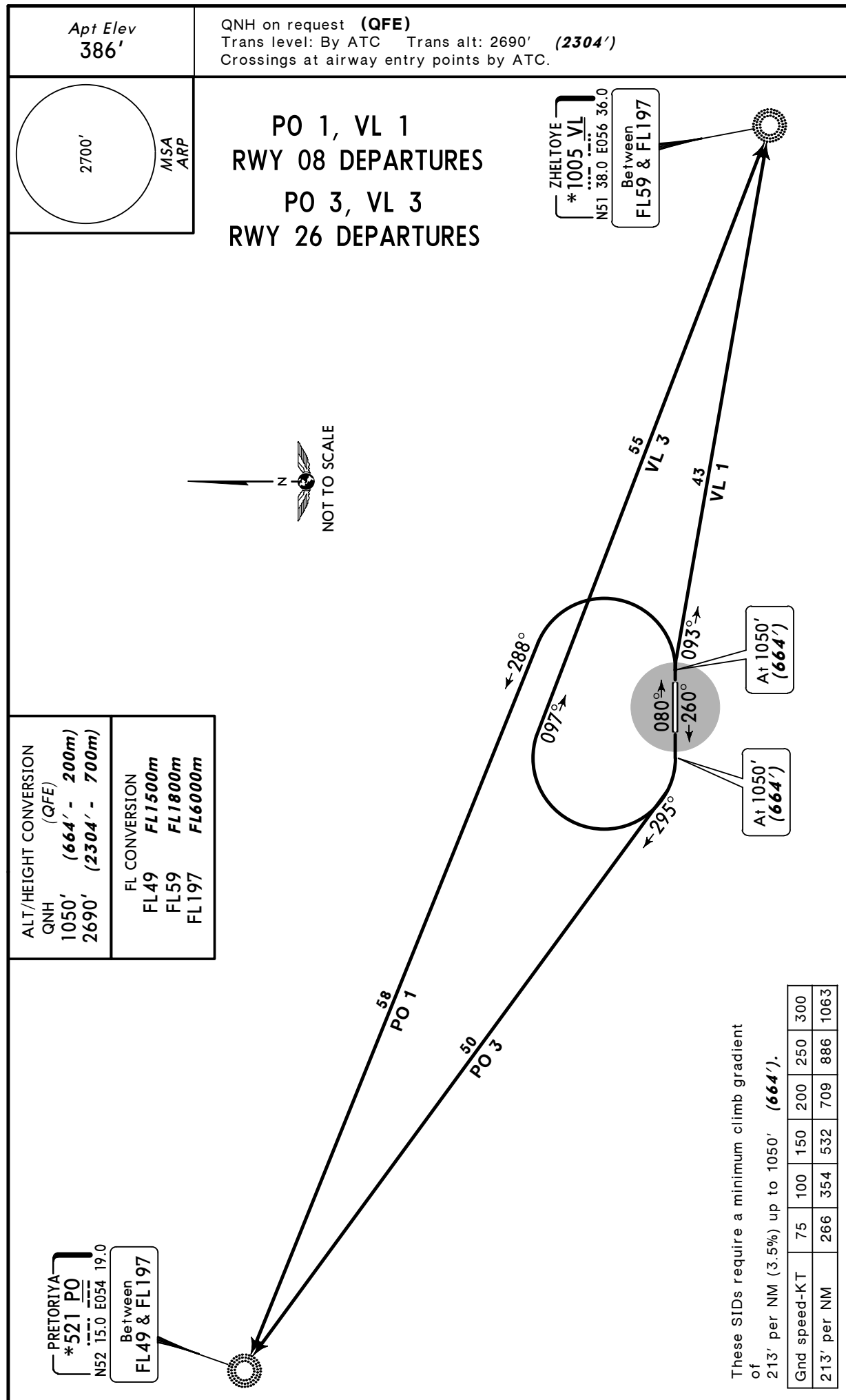
ORENBURG, RUSSIA
SID



UWOO/REN
ORENBURG

JEPPESEN
 24 APR 09 **10-3A** **Eff 7 May**

ORENBURG, RUSSIA
SID



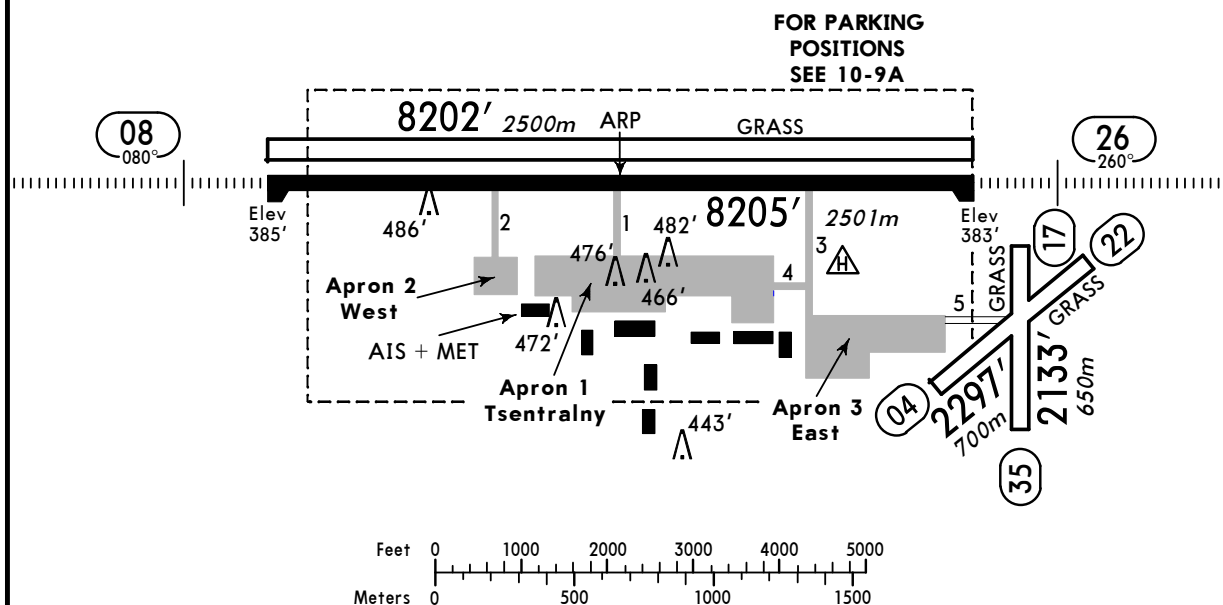
UWOO/REN
Apt Elev **387'**
N51 47.7 E055 27.5

JEPPESSEN
29 SEP 06 **(10-9)**

ORENBURG, RUSSIA
ORENBURG

ATIS 126.4	ORENBURG Tower 128.0
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Elevated runway edge lights 1'/0.45m, at a distance of 10'/3m from rwy edge.
Taxiing on Twy 1 is at minimum speed under inner engines power, strictly along centerline.
Twy 2 not available for civil aircraft.
Acft exiting rwy via Twy 3 shall keep not less than 2'/0.5m from edge of pavement to outer main wheels.
Twy 4 is closed for all aircraft taxiing under own engines power.
Grass taxiway 5 available for CAT A acft + Helicopter Day only.
Birds in vicinity of airport.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
04					197' 60m
22					
08	HIRL (60m) HIALS PAPI-R (angle 2.67°) RVR		7451' 2271m		138' 42m
26	HIRL (60m) HIALS PAPI (angle 2.67°) RVR		6686' 2038m		
08	Grass runway				246' 75m
26					
17					197' 60m
35					

TAKE-OFF

AIR CARRIER (JAA)	
Main rwy 08/26	
LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	
B	250m
C	
D	300m

UWOO/REN**JEPPESEN**

29 SEP 06

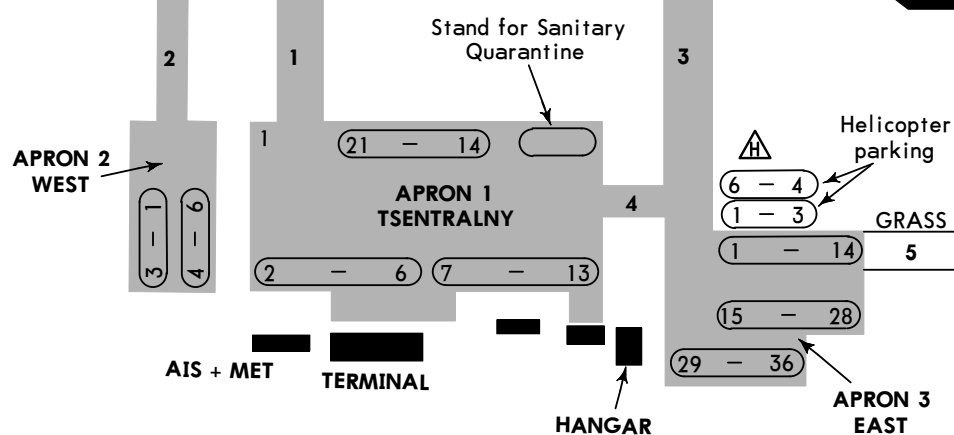
(10-9A)

ORENBURG, RUSSIA**ORENBURG**

NOT TO SCALE

ARP

RWY 08/26

**APRON 1:**

Exit from stands 2 thru 13 by towing

Exit from stands 14 thru 21 under own engines power and by towing.

APRON 3:

Stands 1 thru 36 are available for helicopters.

UWOO/REN
ORENBURG

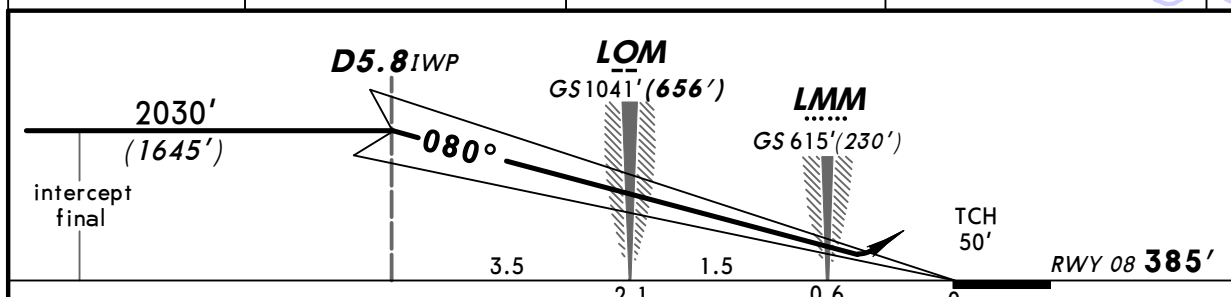
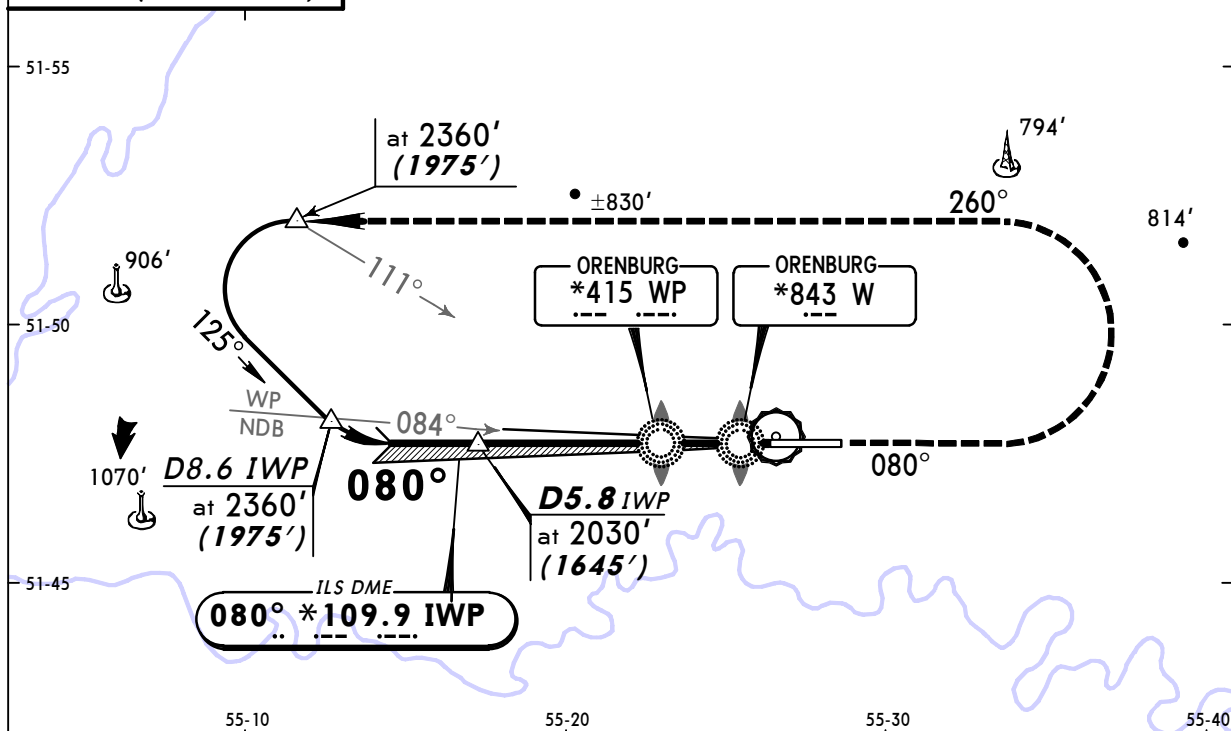
JEPPesen
3 DEC 10 **11-1** Eff 16 Dec

ORENBURG, RUSSIA
ILS DME Rwy 08

BRIEFING STRIP

ATIS 126.4				ORENBURG Tower 128.0	
LOC IWP *109.9	Final Apch Crs 080°	GS LOM 1041' (656')	ILS DA(H) 585' (200')	Apt Elev 386' RWY 385'	2700'
MISSED APCH: Climb on 080° to 1050' (665'), then turn LEFT onto 260° climbing to 2360' (1975'), then according to chart.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 2690' (2305')					MSA ARP

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2690'	(2305' - 700m)
2360'	(1975' - 600m)
2030'	(1645' - 500m)
1050'	(665' - 200m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1050' (665') on 080°	260° LT	2360' (1975')
GS	2.67°	336	432	480	576	671	PAPI			

STRAIGHT-IN LANDING RWY08				LOC (GS out)	
ILS					
DA(H) 585' (200')					
FULL		ALS out			
A					
B					
C	RVR 720m VIS 800m		1200m	NOT AUTH	
D					

PANS OPS

UWOO/REN
ORENBURG

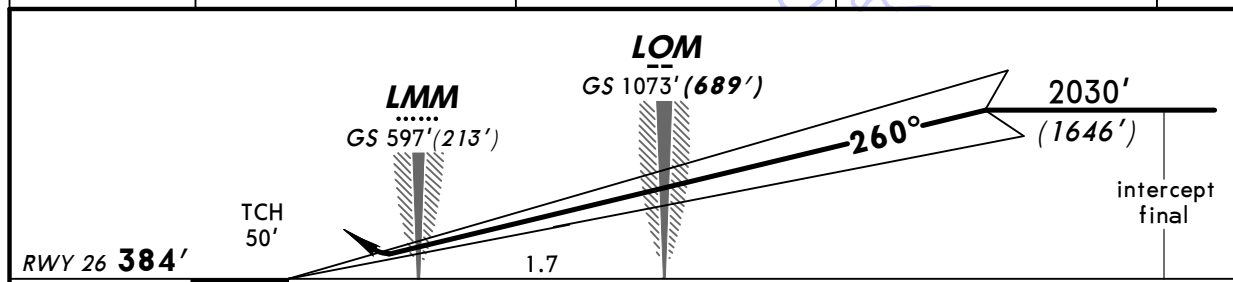
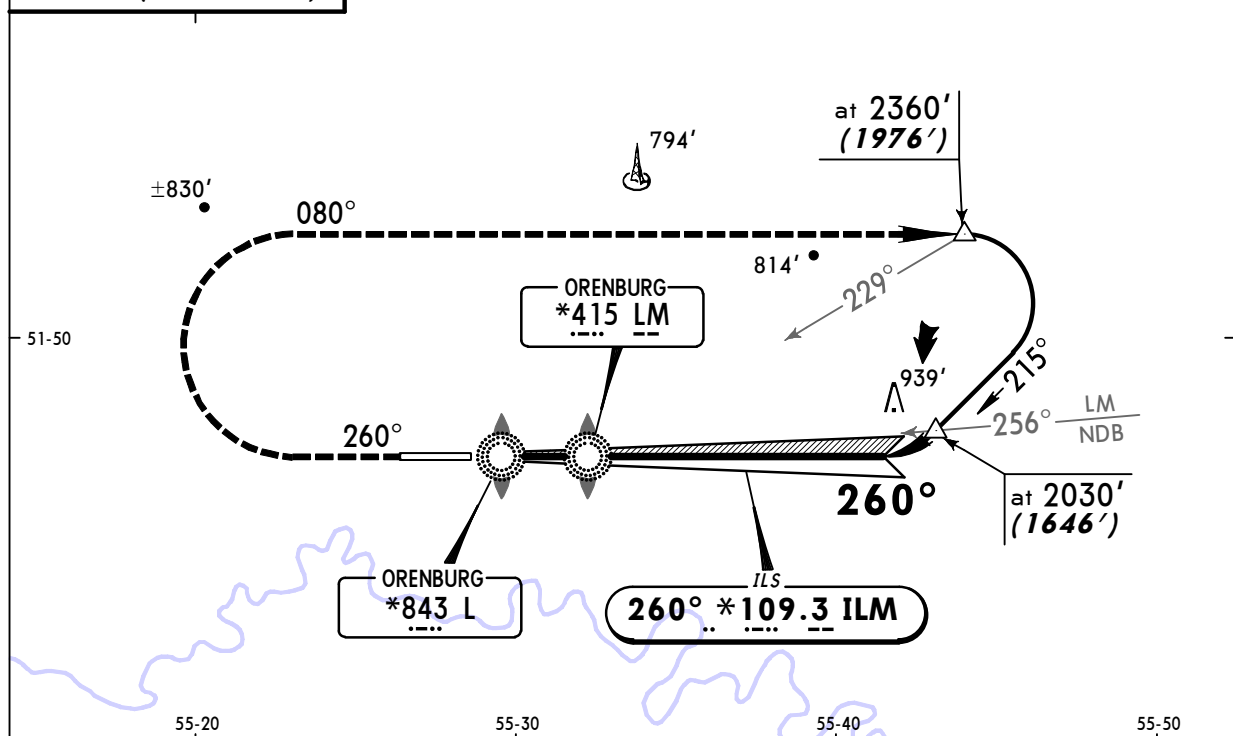
JEPPESEN
3 DEC 10 **11-2** Eff 16 Dec

ORENBURG, RUSSIA
ILS Rwy 26

BRIEFING STRIP

ATIS				ORENBURG Tower	
126.4				128.0	
LOC ILM *109.3	Final Apch Crs 260°	GS LOM 1073' (689')	ILS DA(H) 584' (200')	Apt Elev 386' RWY 384'	2700' MSA ARP
MISSED APCH: Climb on 260° to 1040' (656'), then turn RIGHT onto 080° climbing to 2360' (1976'), then according to chart.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 2690' (2306')					

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2690'	(2306' - 700m)
2360'	(1976' - 600m)
2030'	(1646' - 500m)
1040'	(656' - 200m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1040' (656') on 260°	080° RT	2360' (1976')
GS	2.67°	336	432	480	576	671	PAPI			

STRAIGHT-IN LANDING RWY 26				LOC (GS out)	
FULL		ALS out			
A					
B					
C	RVR 720m VIS 800m		1200m	NOT AUTH	
D					

PANS OPS

UWOO/REN
ORENBURG

JEPPesen
3 DEC 10 **(16-1)** Eff 16 Dec

ORENBURG, RUSSIA
2 NDB Rwy 08

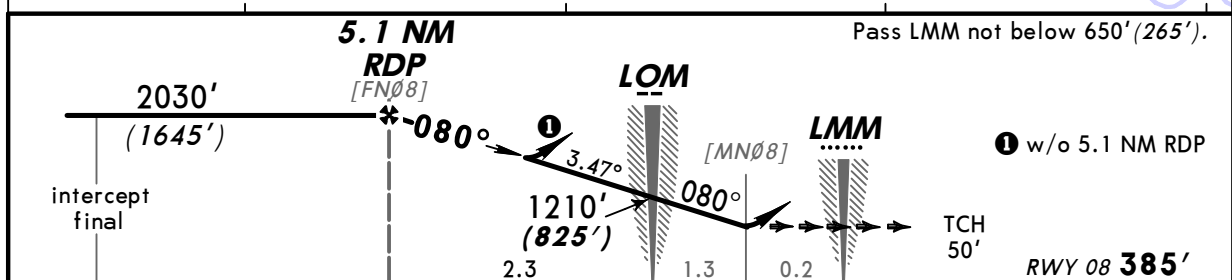
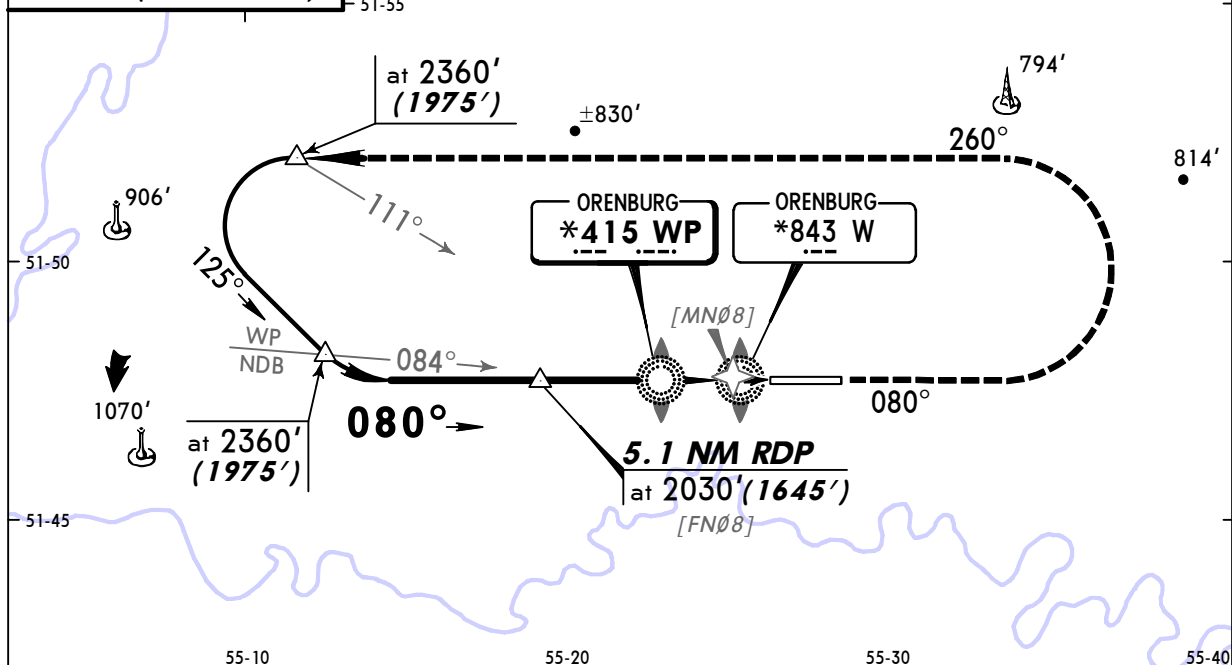
BRIEFING STRIP

ATIS 126.4				ORENBURG Tower 128.0	
NDB WP *415	Final Apch Crs 080°	Minimum Alt LOM 1210' (825')	MDA(H) (CONDITIONAL) 720' (335')	Apt Elev 386' RWY 385'	2700'
MISSED APCH: Climb on 080° to 1050' (665'), then turn LEFT onto 260° climbing to 2360' (1975'), then according to chart.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 2690' (2305')					MSA ARP

ALT/HEIGHT CONVERSION

QNH	(QFE)
2690'	(2305' - 700m)
2360'	(1975' - 600m)
2030'	(1645' - 500m)
1210'	(825' - 250m)
1050'	(665' - 200m)
650'	(265' - 80m)

RDP (Radar descent point)
-will be allocated by
Radar Controller
-distance to station



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1050' (665') on 080°	260° LT	2360' (1975')
Descent angle	3.47°	430	553	614	737	860	983			

STRAIGHT-IN LANDING RWY 08			
with 5.1 NM RDP		w/o 5.1 NM RDP	
MDA(H) 720' (335')		MDA(H) 1570' (1185')	
ALS out		ALS out	
A	1200m	RVR 1500m VIS 1600m	3200m
B			
C			4000m
D	RVR 1500m VIS 1600m		4400m

PANS OPS

UWOO/REN
ORENBURG

JEPPESSEN
3 DEC 10 **(16-2)** Eff 16 Dec

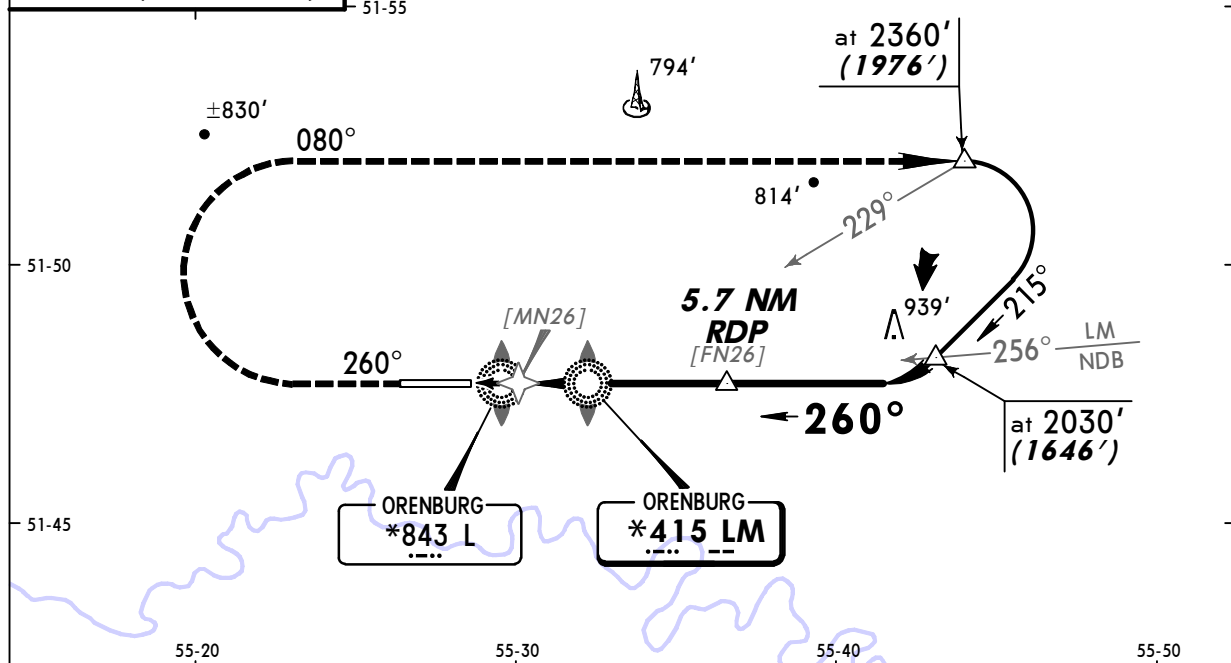
ORENBURG, RUSSIA
2 NDB Rwy 26

BRIEFING STRIP

ATIS				ORENBURG Tower	
126.4				128.0	
NDB LM *415	Final Apch Crs 260°	Minimum Alt LOM 1160' (776')	MDA(H) (CONDITIONAL) 700' (316')	Apt Elev 386' RWY 384'	2700' MSA ARP
MISSED APCH: Climb on 260° to 1040' (656'), then turn RIGHT onto 080° climbing to 2360' (1976'), then according to chart.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 2690'(2306')					

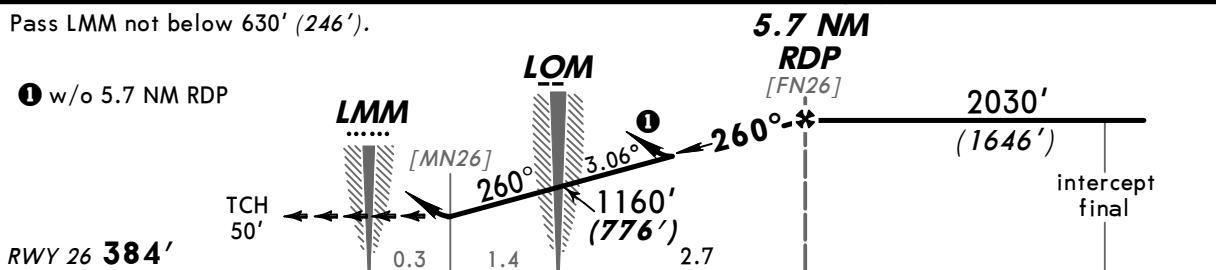
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2690'	(2306' - 700m)
2360'	(1976' - 600m)
2030'	(1646' - 500m)
1160'	(776' - 235m)
1040'	(656' - 200m)
630'	(246' - 75m)

RDP (Radar descent point)
- will be allocated by
Radar Controller
- distance to station



Pass LMM not below 630' (246').

① w/o 5.7 NM RDP



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1040' (656') on 260°	080° RT	2360' (1976')
Descent angle	3.06°	379	487	541	650	758	866	PAPI	PAPI	

STRAIGHT-IN LANDING RWY 26

with 5.7 NM RDP MDA(H) 700' (316')		w/o 5.7 NM RDP MDA(H) 1440' (1056')			
ALS out		ALS out			
A	1200m	RVR 1500m VIS 1600m	3200m		
B					
C	RVR 1500m VIS 1600m		4000m	4800m	
D			4400m		

PANS OPS