

Page 1

Changed chart(s) since Disc 26-2010

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
------------	------------------------	--------------	-----------------	-----------------

No revision activity since Disc 26-2010

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UWUU

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ATIS also avbl in Russian on freq 124.8MHz.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Ufn TL to read: FL49, FL59 if pressure is less than 749 mm (998.6 hPa), FL69 if pressure is less than 722mm (962.6 hPa).

General Info

Ufa, RUS

N 54° 33.4' E 55° 52.5' Mag Var: 11.5°E

Elevation: 448'

Public, IFR, Control Tower, Customs, Jet Starting Unit available

Fuel: Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+5:00 uses DST

Runway Info

Runway 14L-32R 8255' x 161' asphalt

Runway 14R-32L 12339' x 197' concrete

Runway 14L (141.0°M) TDZE 394'

Lights: Edge, ALS

Runway 14R (141.0°M) TDZE 370'

Lights: Edge, ALS, Centerline, TDZ

Runway 32L (321.0°M) TDZE 448'

Lights: Edge, ALS, Centerline

Runway 32R (321.0°M) TDZE 405'

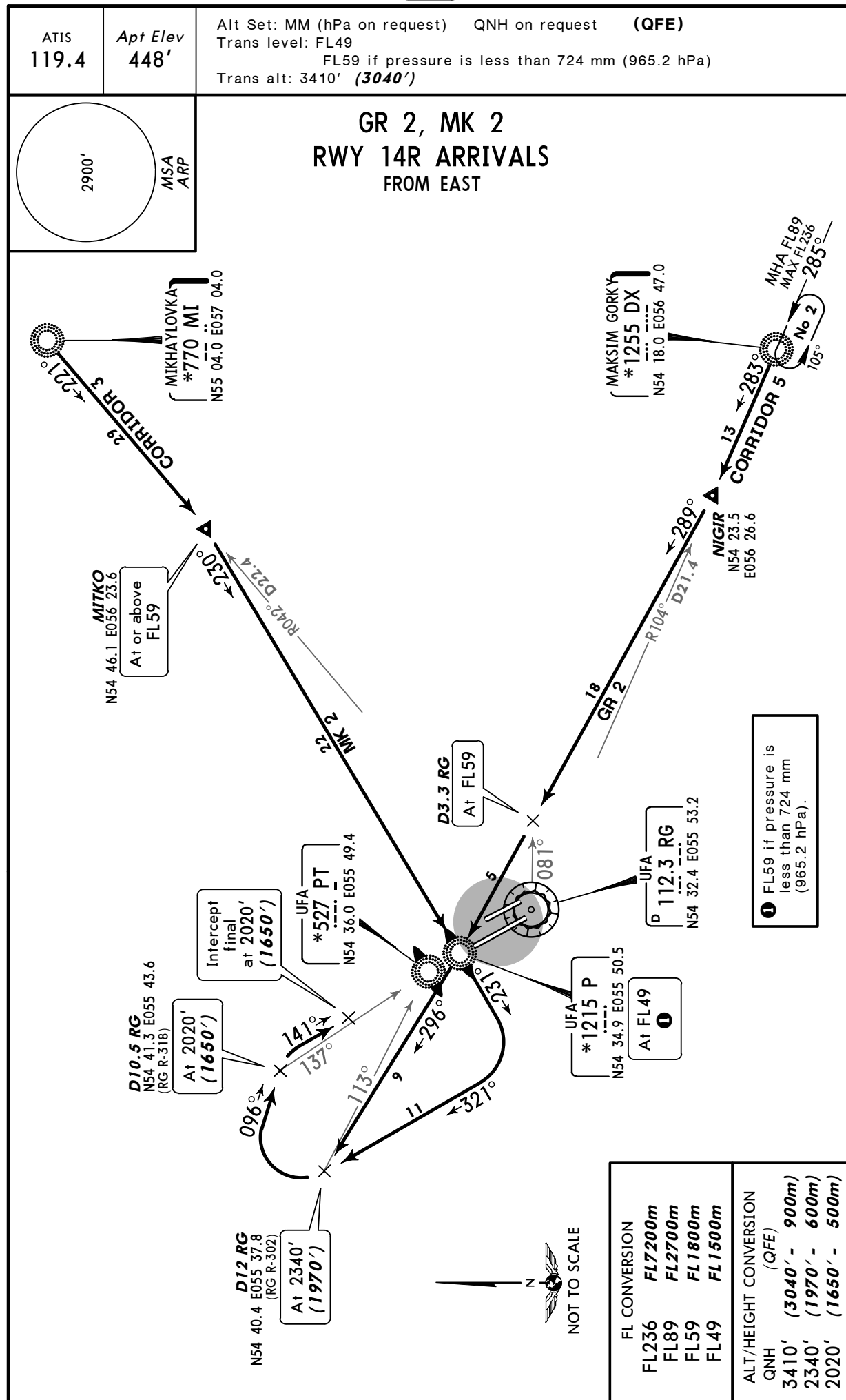
Lights: Edge, ALS

Communications InfoATIS **124.8** Non-EnglishATIS **119.4**Ufa Start Tower **124.0** SecondaryUfa Start Tower **120.9**Ufa Start Tower **119.4**Ufa Taxiing Ground Control **124.0**Ufa Taxiing Ground Control **119.0**Ufa Control Approach Control **126.0**Ufa Control Approach Control **125.3**Ufa Krug Radar **124.0**Ufa Krug Radar **120.9**Ufa Transit Operations **131.7****Notebook Info**

UWUU/UFA
 UFA

JEPPESSEN
 13 MAR 09 10-2

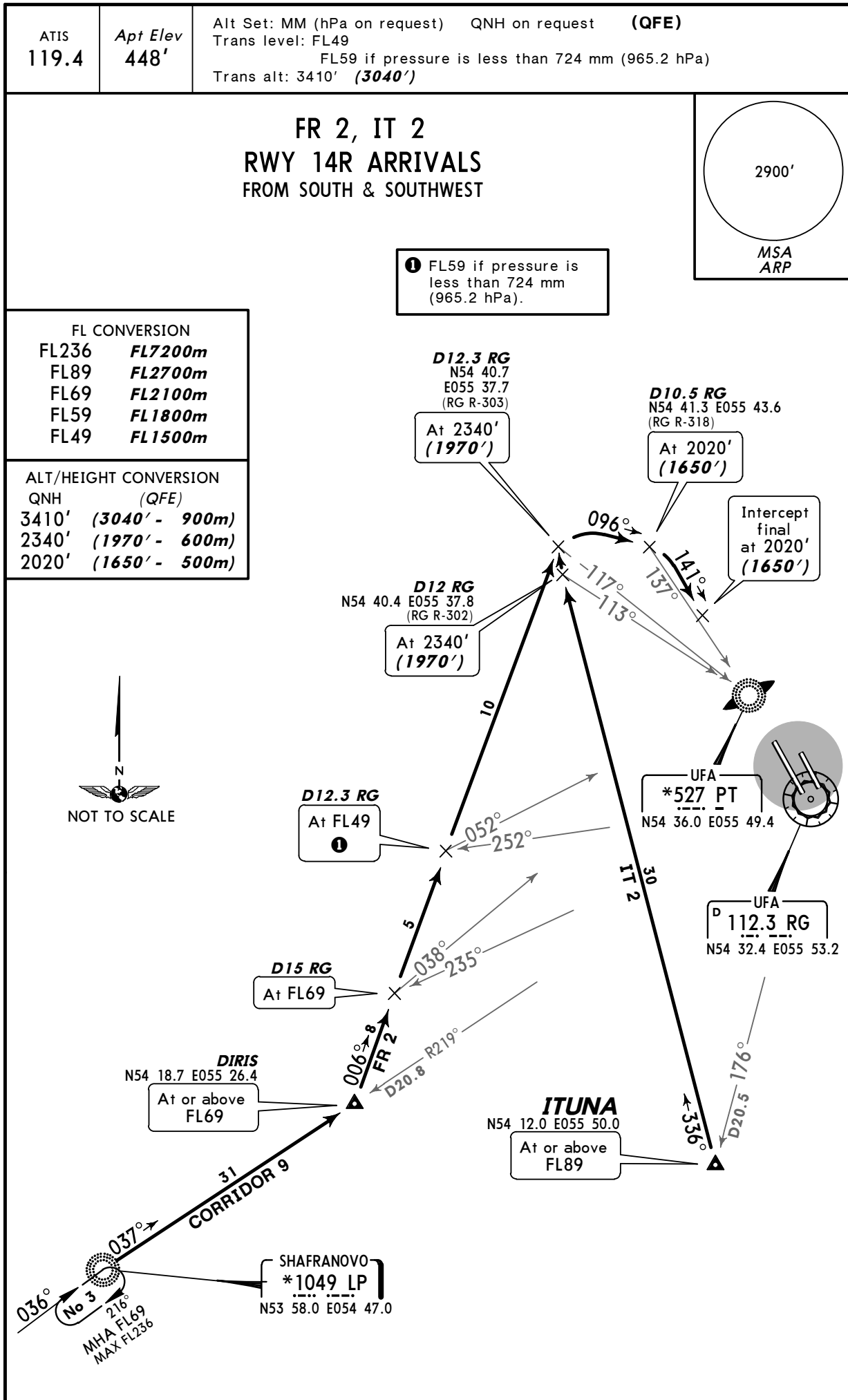
UFA, RUSSIA
STAR



UWUU/UFA
UFA

JEPPESSEN
13 MAR 09 **(10-2A)**

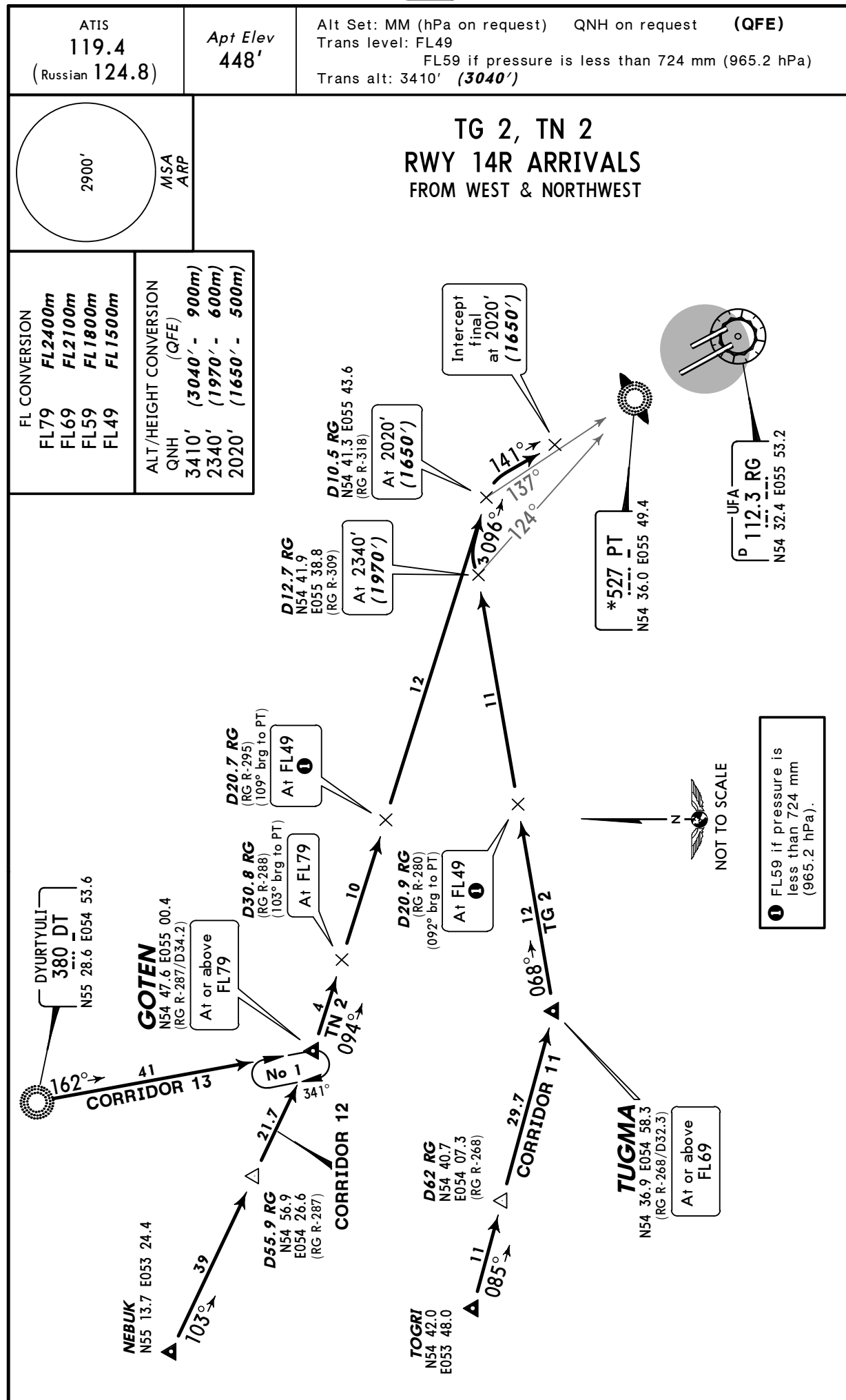
UFA, RUSSIA
STAR



UWUU/UFA
UFA

JEPPESSEN
2 JUL 10 **10-2B**

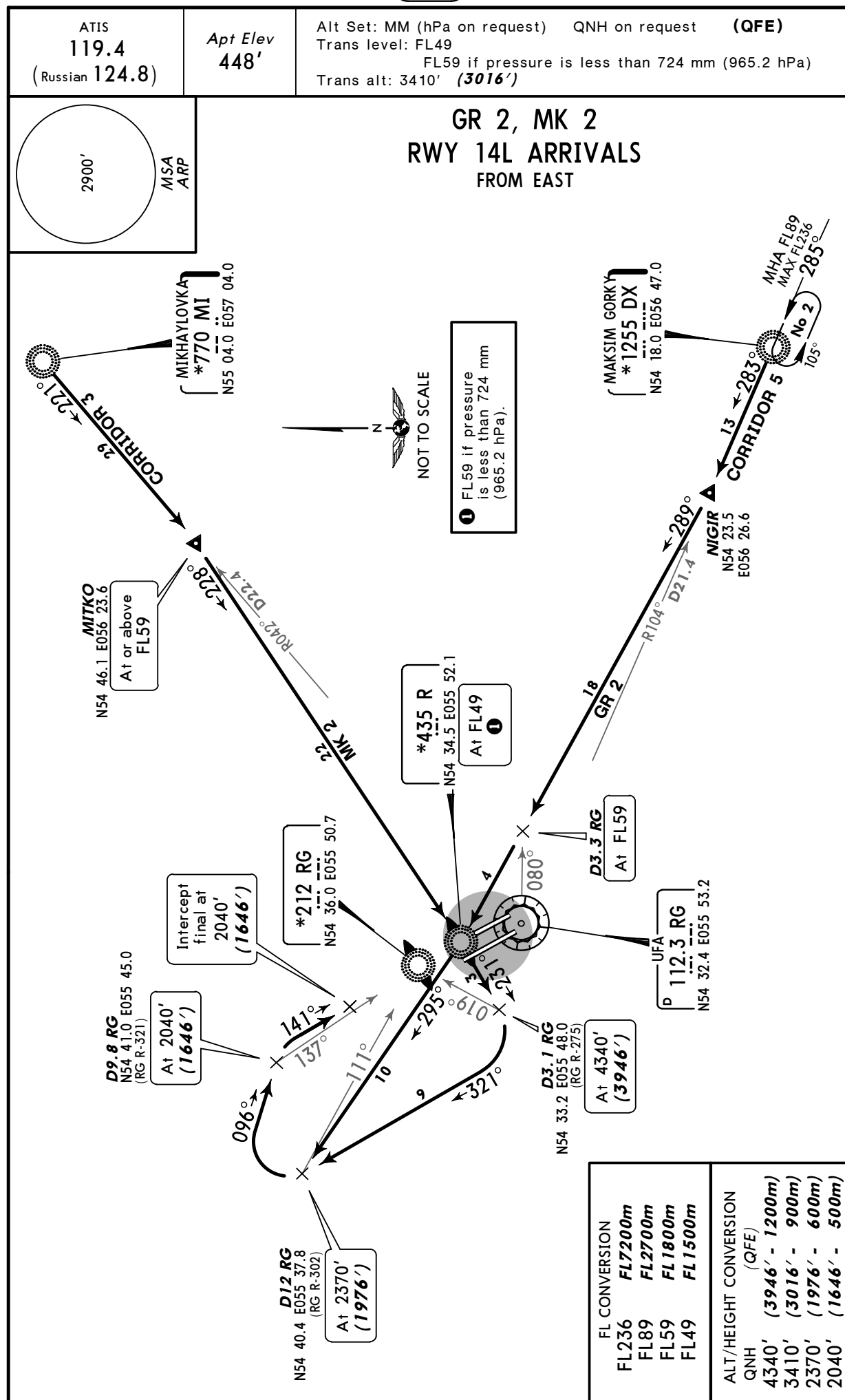
UFA, RUSSIA
STAR



UWUU/UFA
 UFA

JEPPESSEN
 2 JUL 10 **(10-2C)**

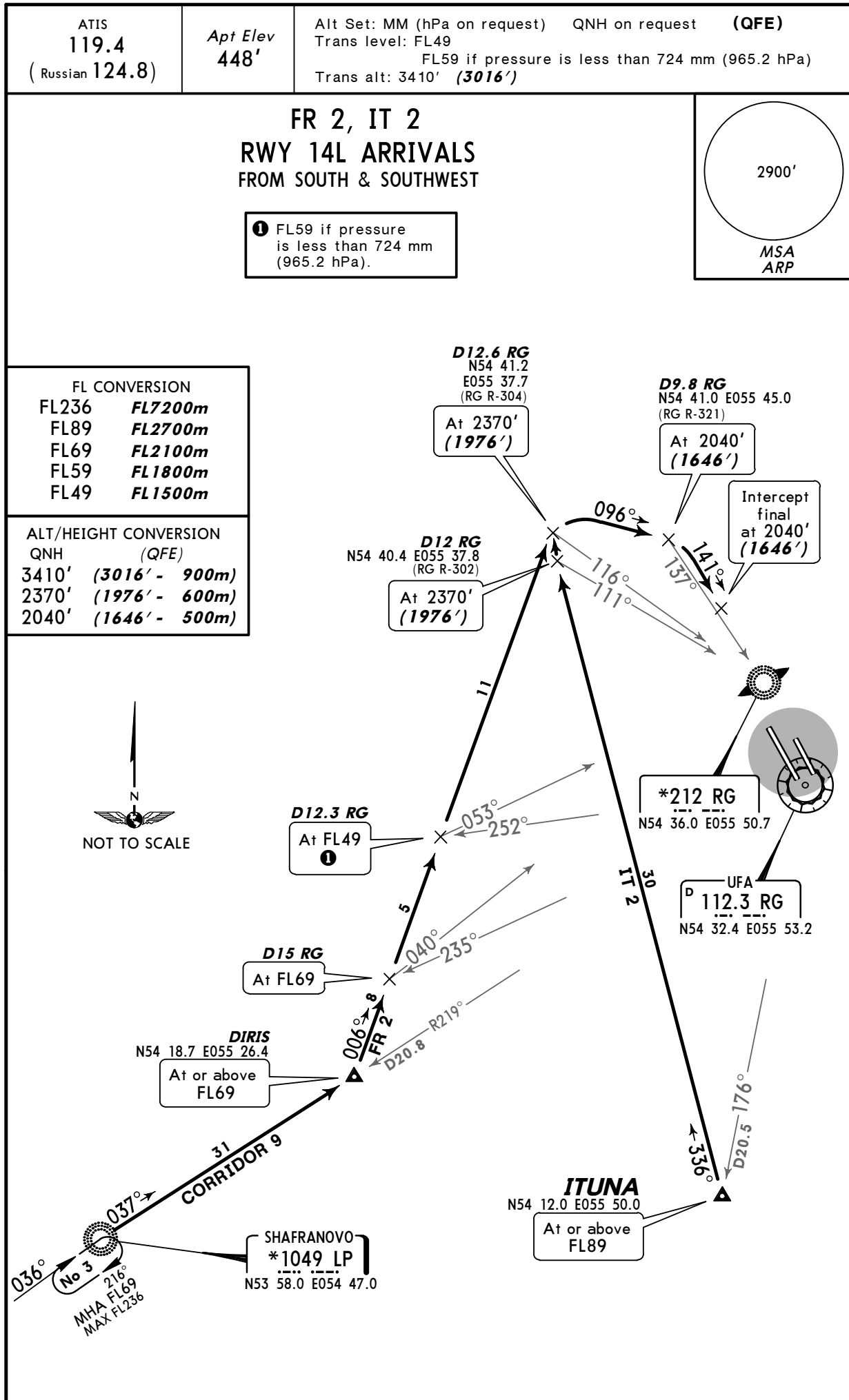
UFA, RUSSIA
STAR



UWUU/UFA
UFA

JEPPesen
2 JUL 10 **(10-2D)**

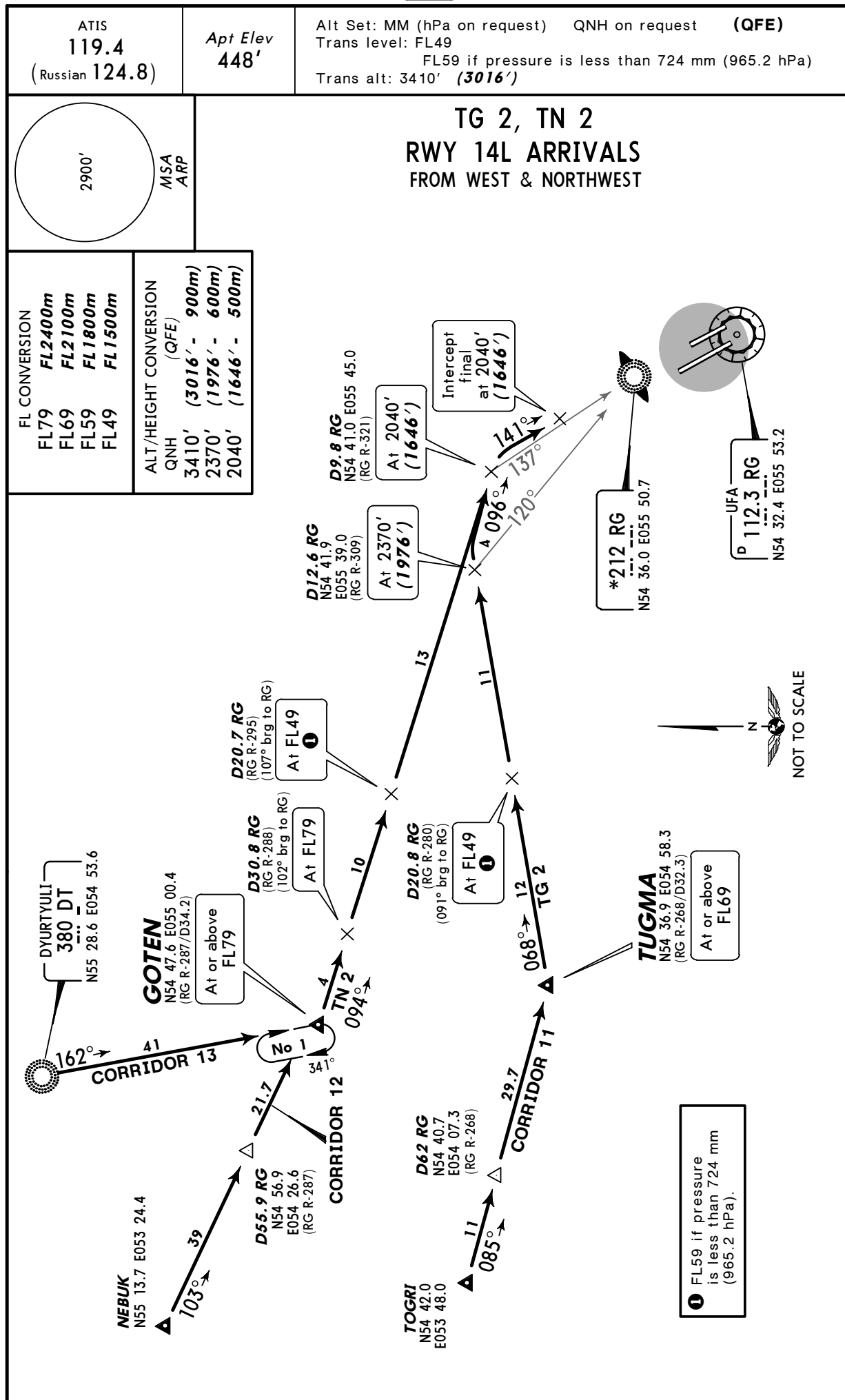
UFA, RUSSIA
STAR



UWUU/UFA
 UFA

JEPPesen
 2 JUL 10 **10-2E**

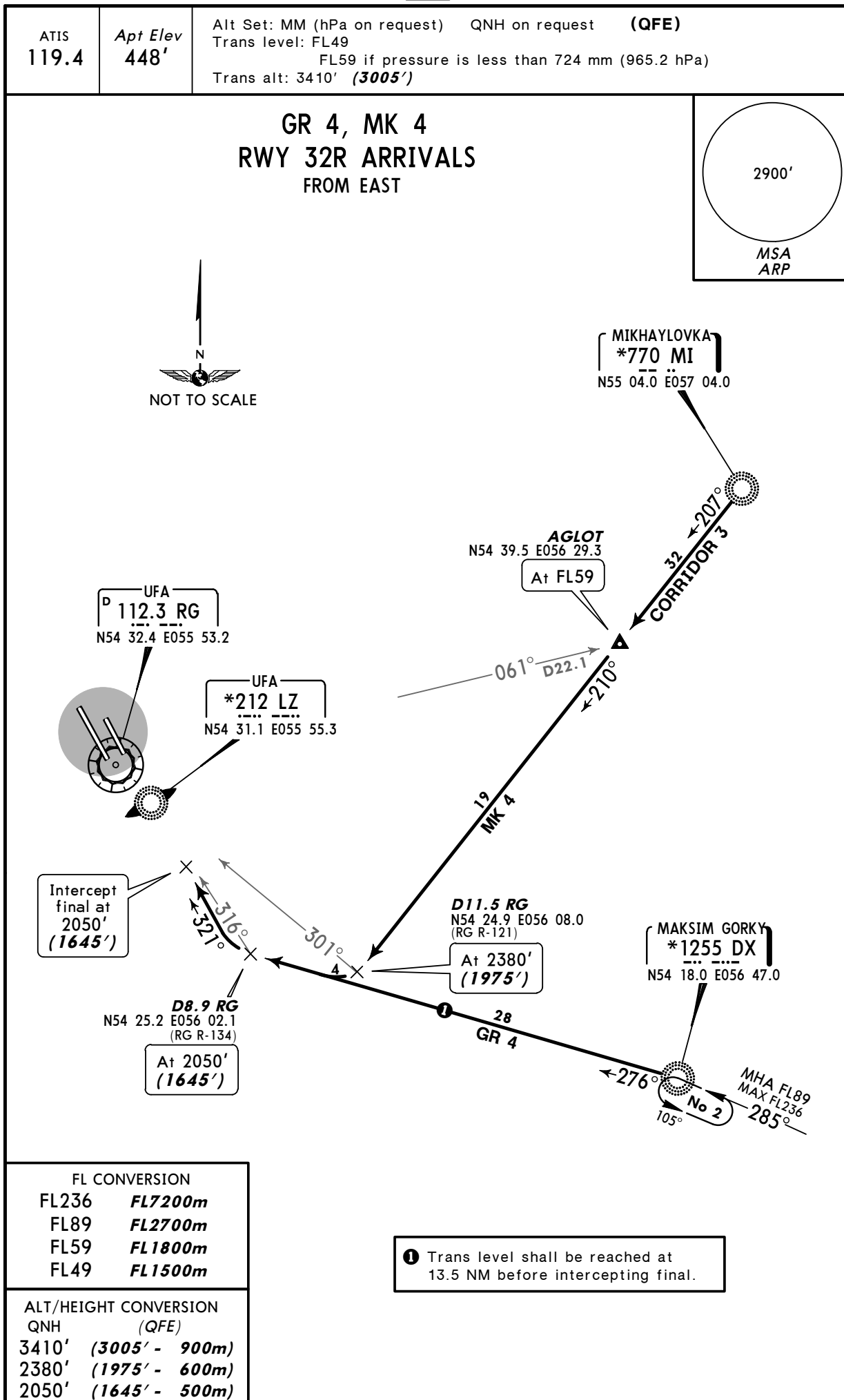
UFA, RUSSIA
STAR



UWUU/UFA
UFA

JEPPESSEN
13 MAR 09 **(10-2F)**

UFA, RUSSIA
STAR



UWUU/UFA
UFA

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

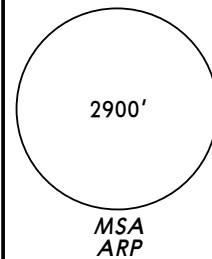
UFA, RUSSIA
STAR

ATIS
119.4

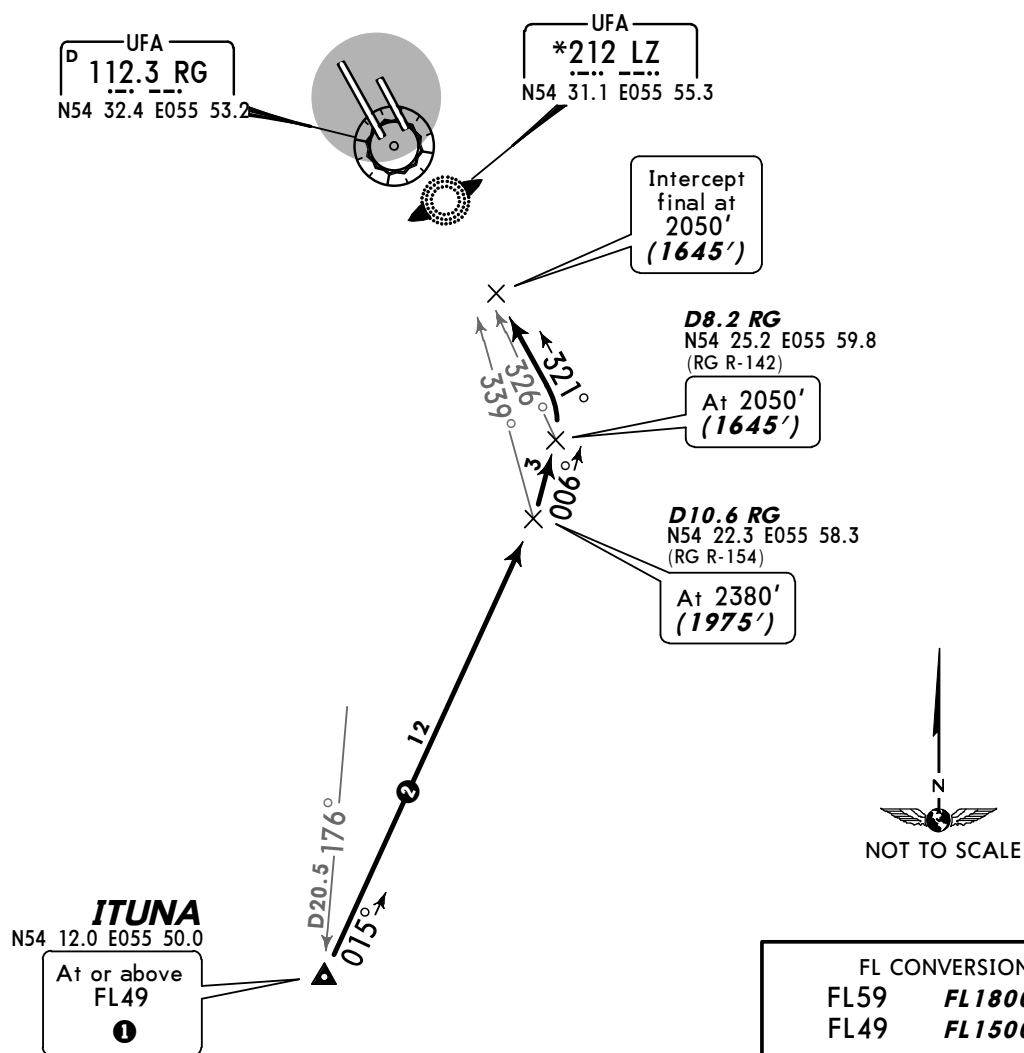
Apt Elev
448'

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.



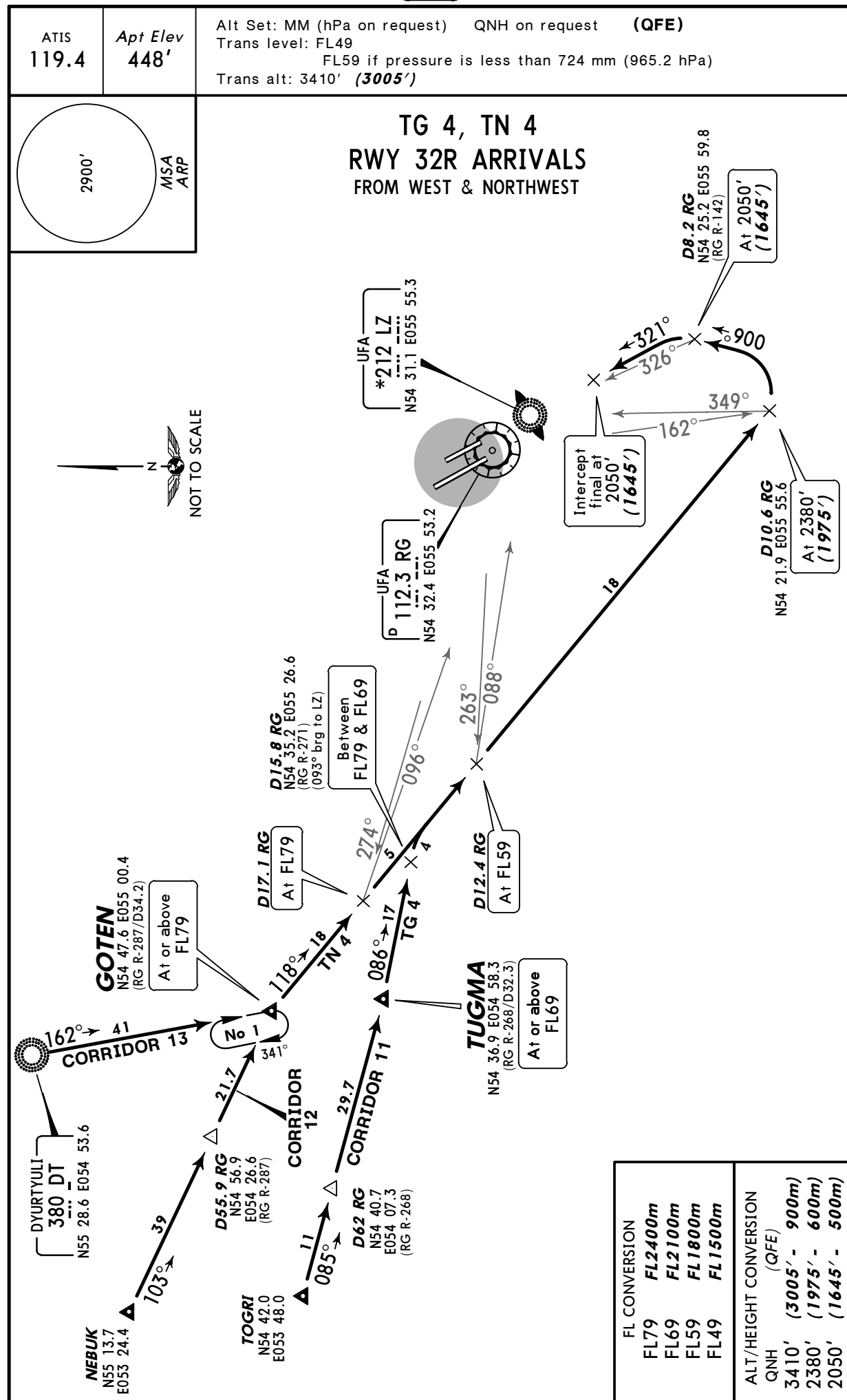
UWUU/UFA
UFA

13 MAR 09

(10-2H)

UFA, RUSSIA

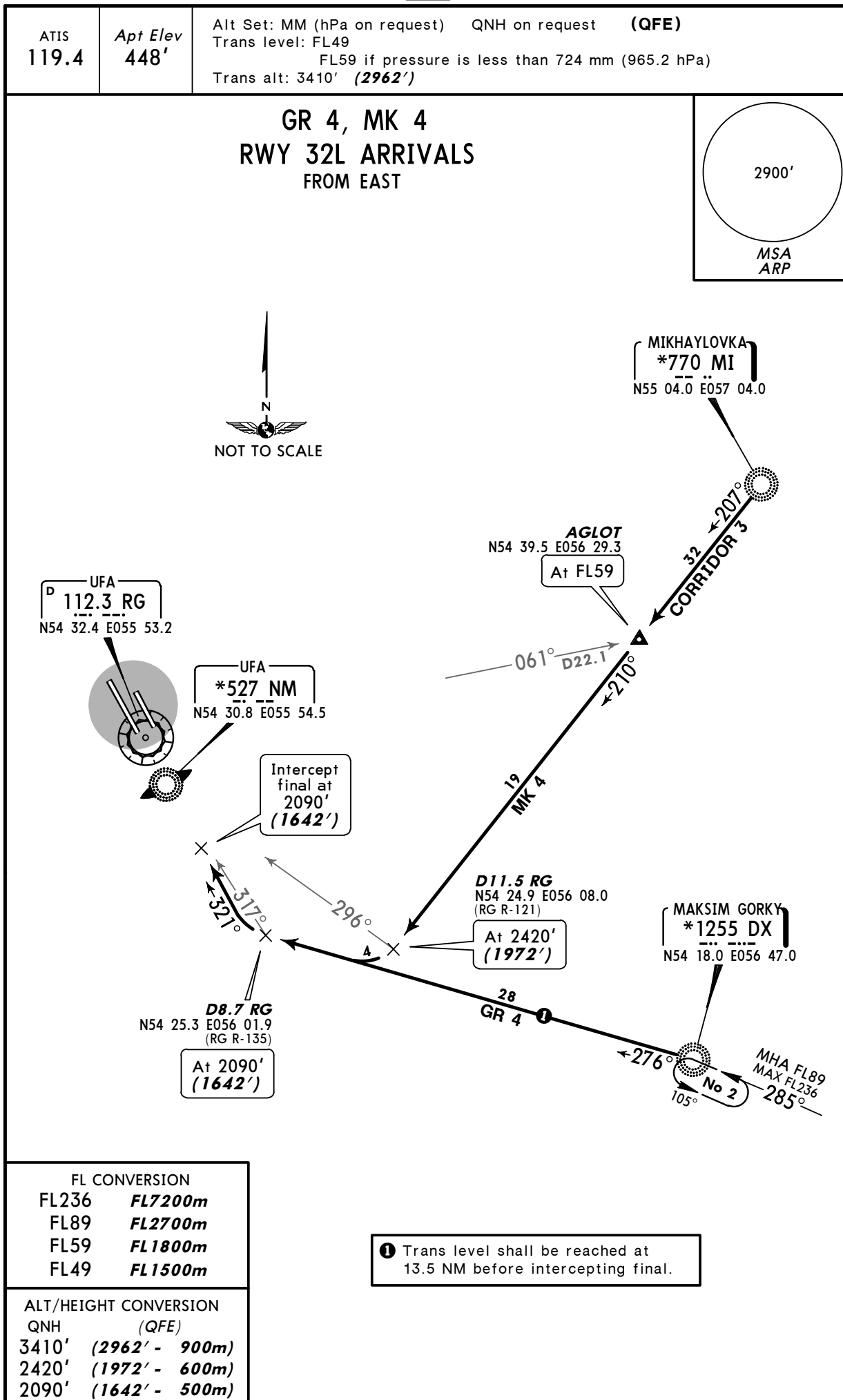
STAR



UWUU/UFA
UFA

JEPPESSEN
13 MAR 09 **(10-2J)**

UFA, RUSSIA
STAR



UWUU/UFA
UFA

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

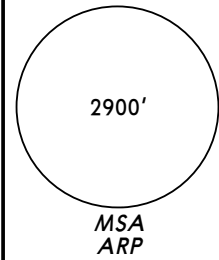
UFA, RUSSIA
STAR

ATIS
119.4

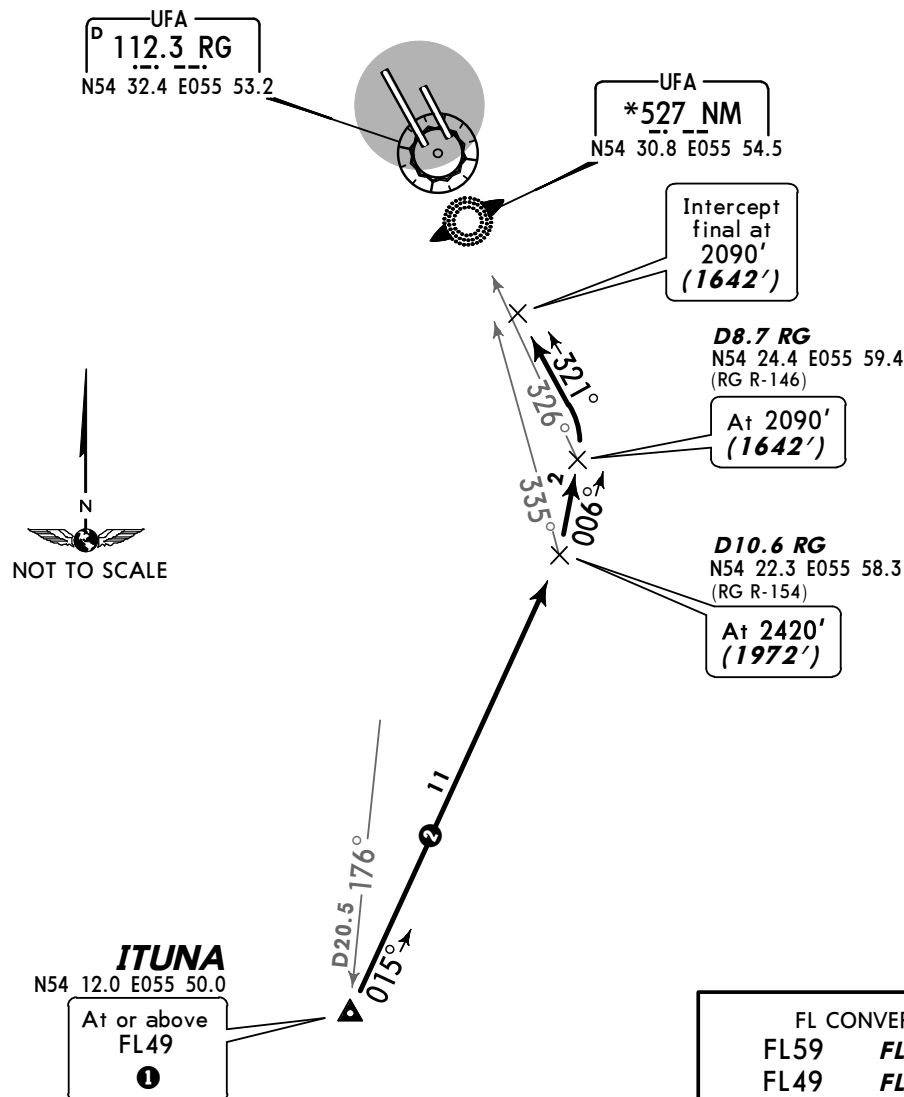
Apt Elev
448'

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.



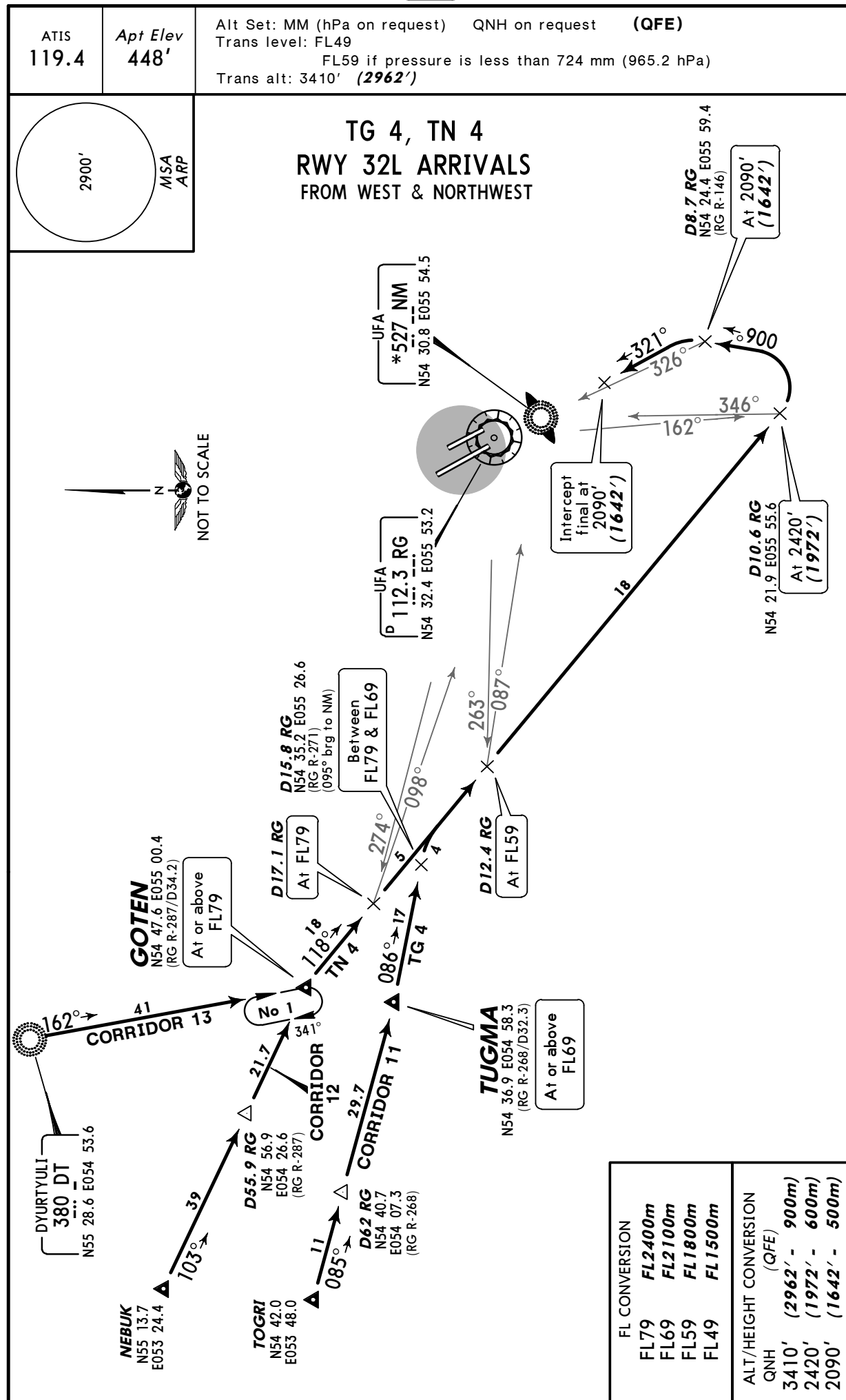
FL CONVERSION	
FL59	FL1800m
FL49	FL1500m

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

UWUU/UFA
 UFA

JEPPESSEN
 13 MAR 09 **10-2L**

UFA, RUSSIA
STAR



UWUU/UFA
UFA

JEPPESSEN
11 JAN 08 **10-3** 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)

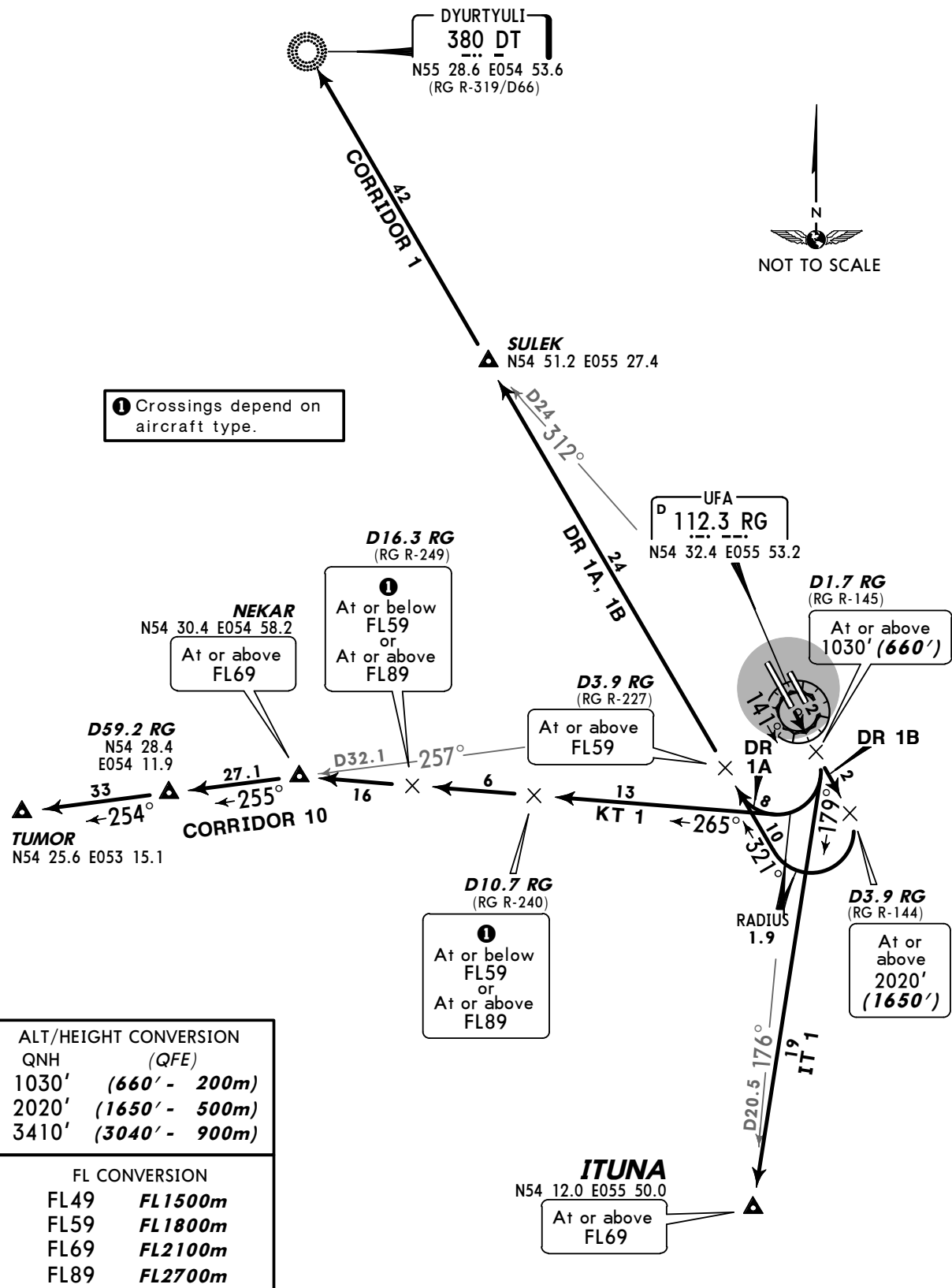
Trans alt: 3410' **(3040')**

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

2900'

MSA
ARP

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



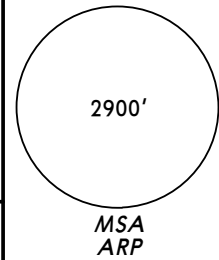
UWUU/UFA
UFA

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

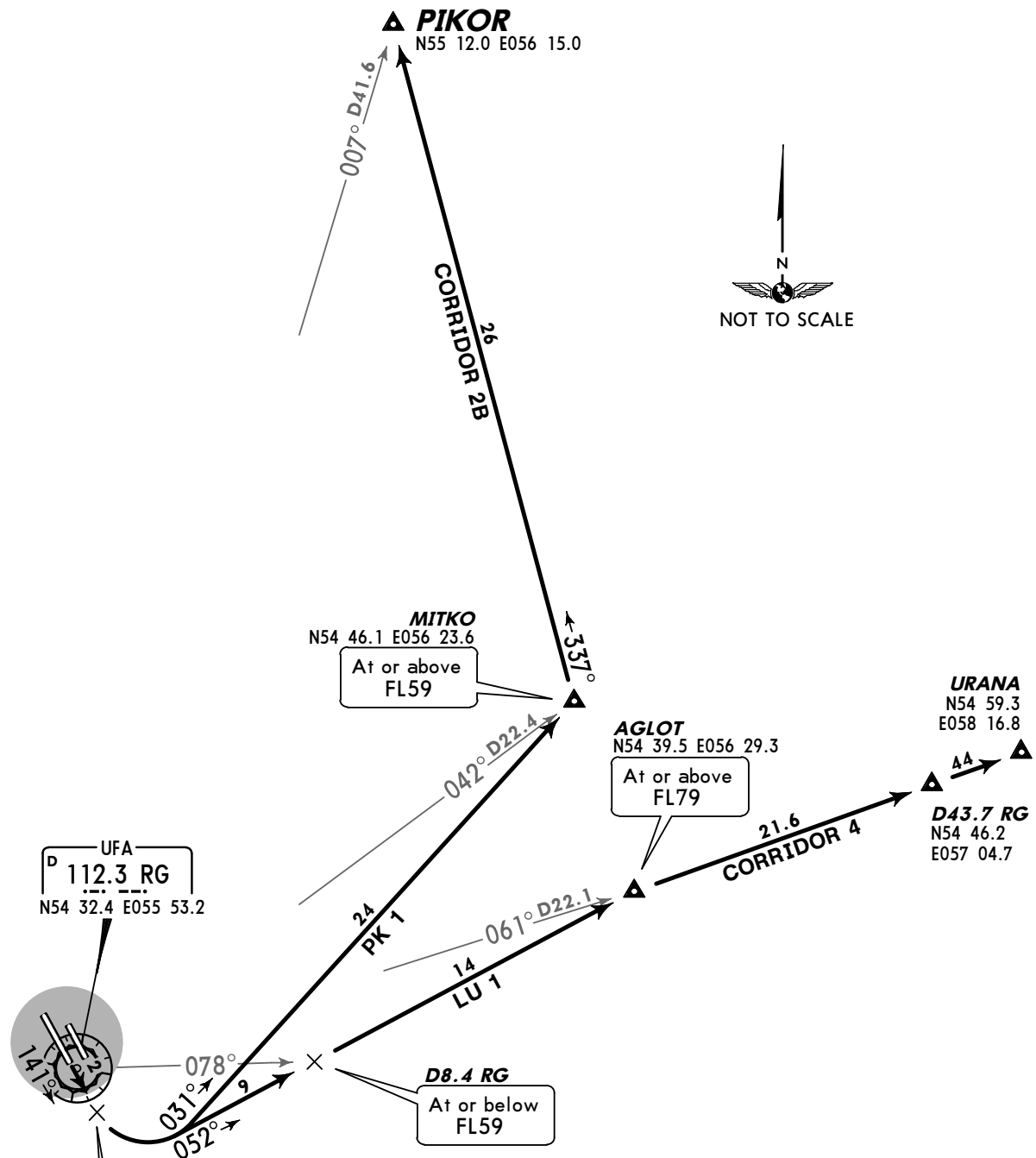
UFA, RUSSIA
SID

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 aircraft 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

UWUU/UFA
UFA



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)

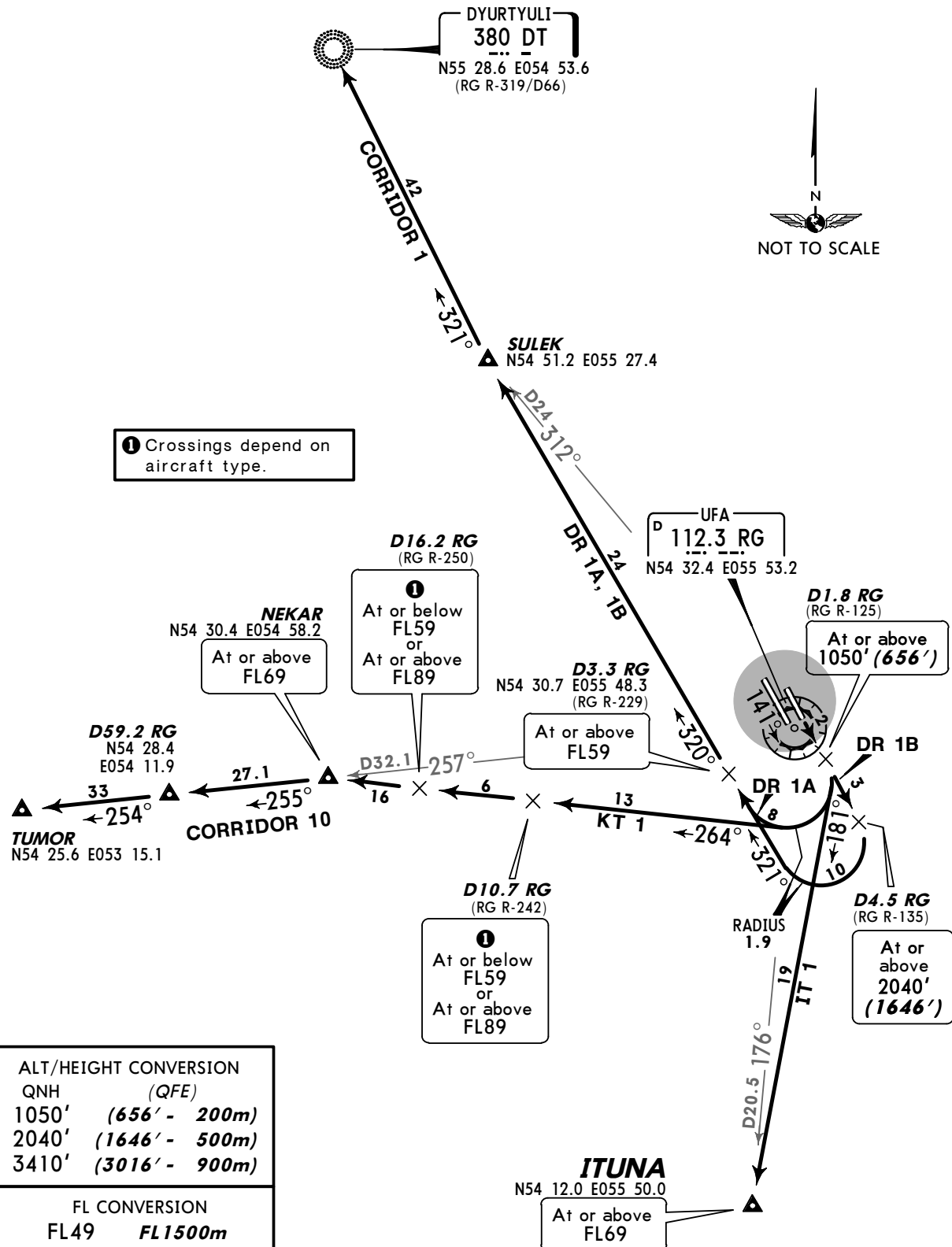
Trans alt: 3410' (**3016'**)

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

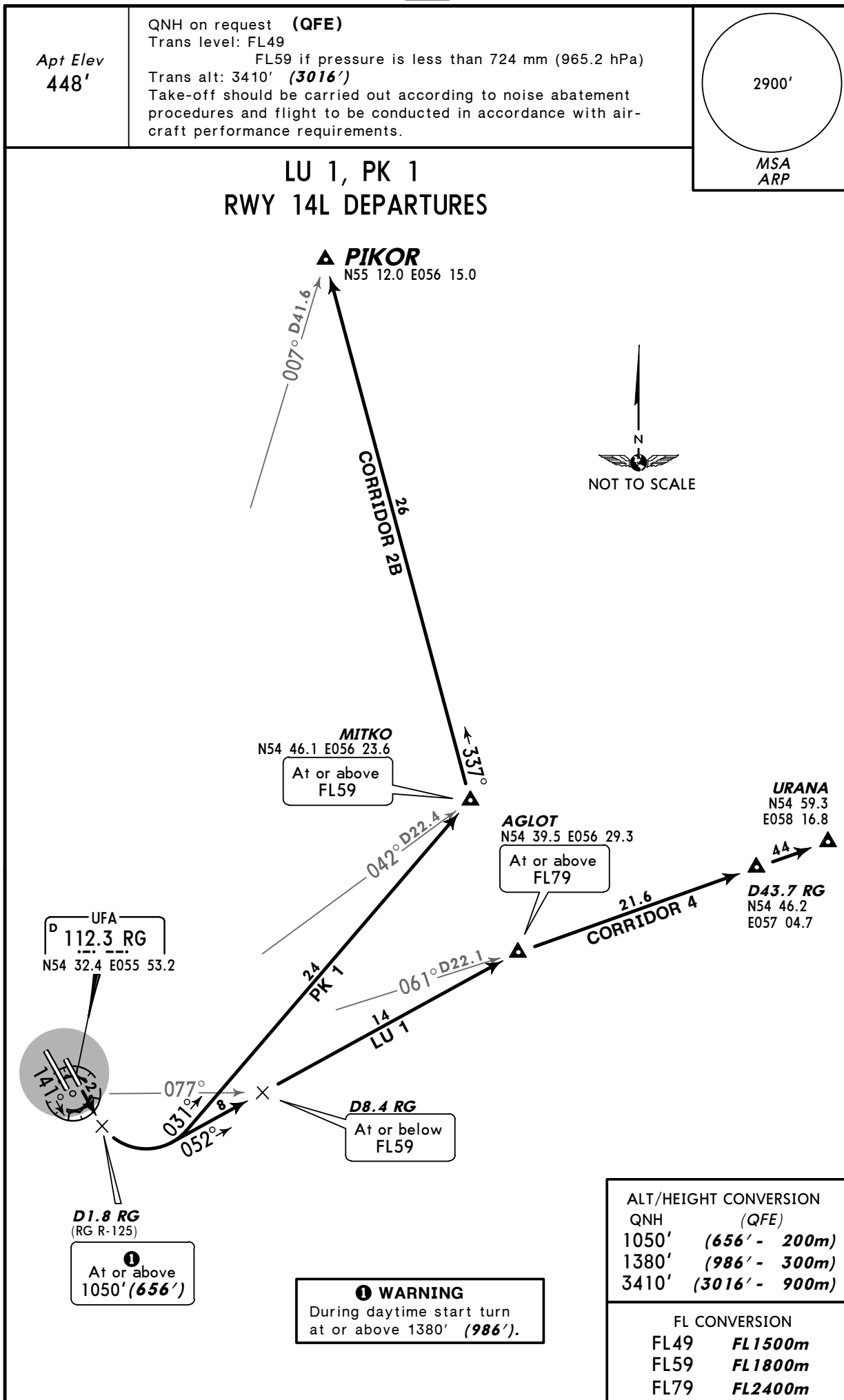
CHANGES: TIVOR replaced by TUMOR.

© JEPPESEN, 2003, 2008. ALL RIGHTS RESERVED.

UWUU/UFA
 UFA

JEPPESEN
 11 JAN 08 **(10-3C)** **Eff 17 Jan**

UFA, RUSSIA
SID



UWUU/UFA
UFA

JEPPESSEN
11 JAN 08 **10-3D** 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)

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.

2900'

MSA
ARP

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

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

CORRIDOR 1
42
321°

SULEK
N54 51.2 E055 27.4

1 WARNING - SID IT 3B
During daytime start turn at
or above 1390' **(985')**.

ALT/HEIGHT CONVERSION

QNH **(QFE)**

1070' **(665' - 200m)**

1390' **(985' - 300m)**

3410' **(3005' - 900m)**

FL CONVERSION

FL49 **FL1500m**

FL59 **FL1800m**

FL69 **FL2100m**

D4.9 RG
N54 33.3 E055 45.0
At or above
FL59

D3.9 RG
(RG R-328)

1
At or above
1070' **(665')**

RADIUS
1.9

RADIUS
1.9

UFA
D 112.3 RG
N54 32.4 E055 53.2

UFA
***212 LZ**
N54 31.1 E055 55.3
At or above
FL59

DIRIS
N54 18.7 E055 26.4
At or above
FL69

CORRIDOR 9
31
217°

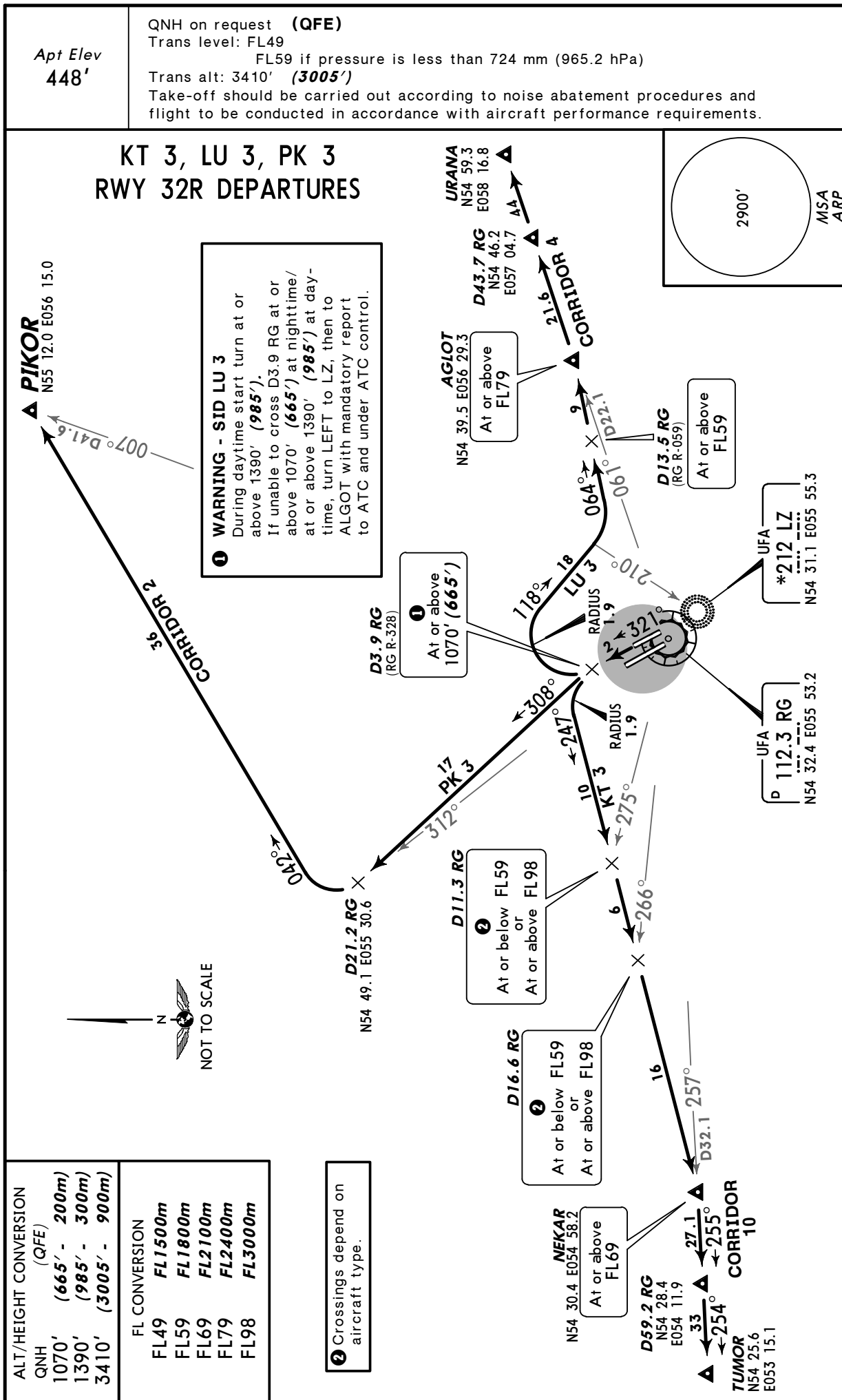
SHAFRANOV
***1049 LP**
N53 58.0 E054 47.0

NOT TO SCALE

UWUU/UFA
UFA

JEPPesen
 11 JAN 08 **10-3E** **Eff 17 Jan**

UFA, RUSSIA
SID



UWUU/UFA
UFA

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



UWUU/UFA
UFA

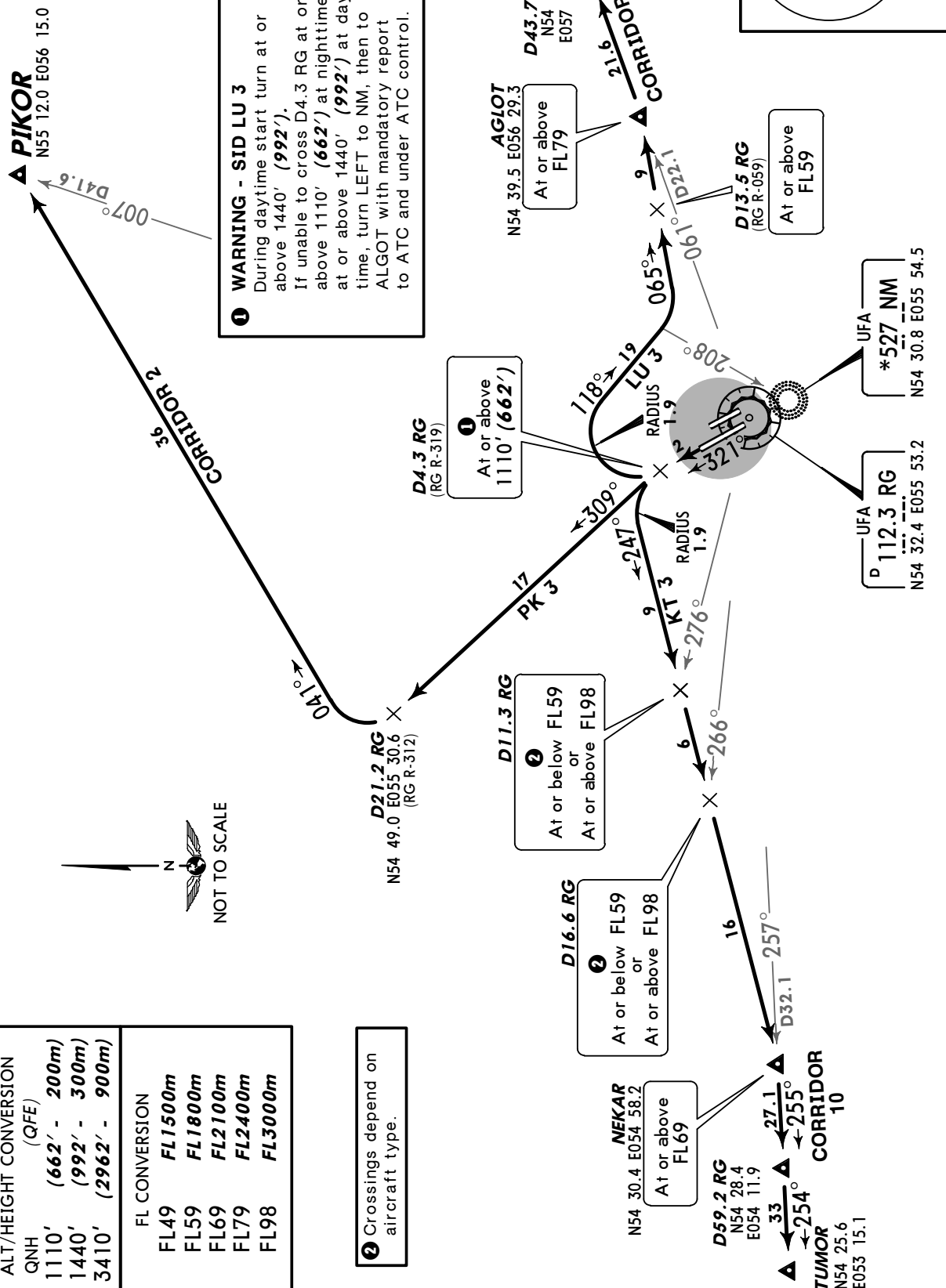
JEPPesen
 11 JAN 08 **(10-3G)** **Eff 17 Jan**

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.

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



UWUU/UFA

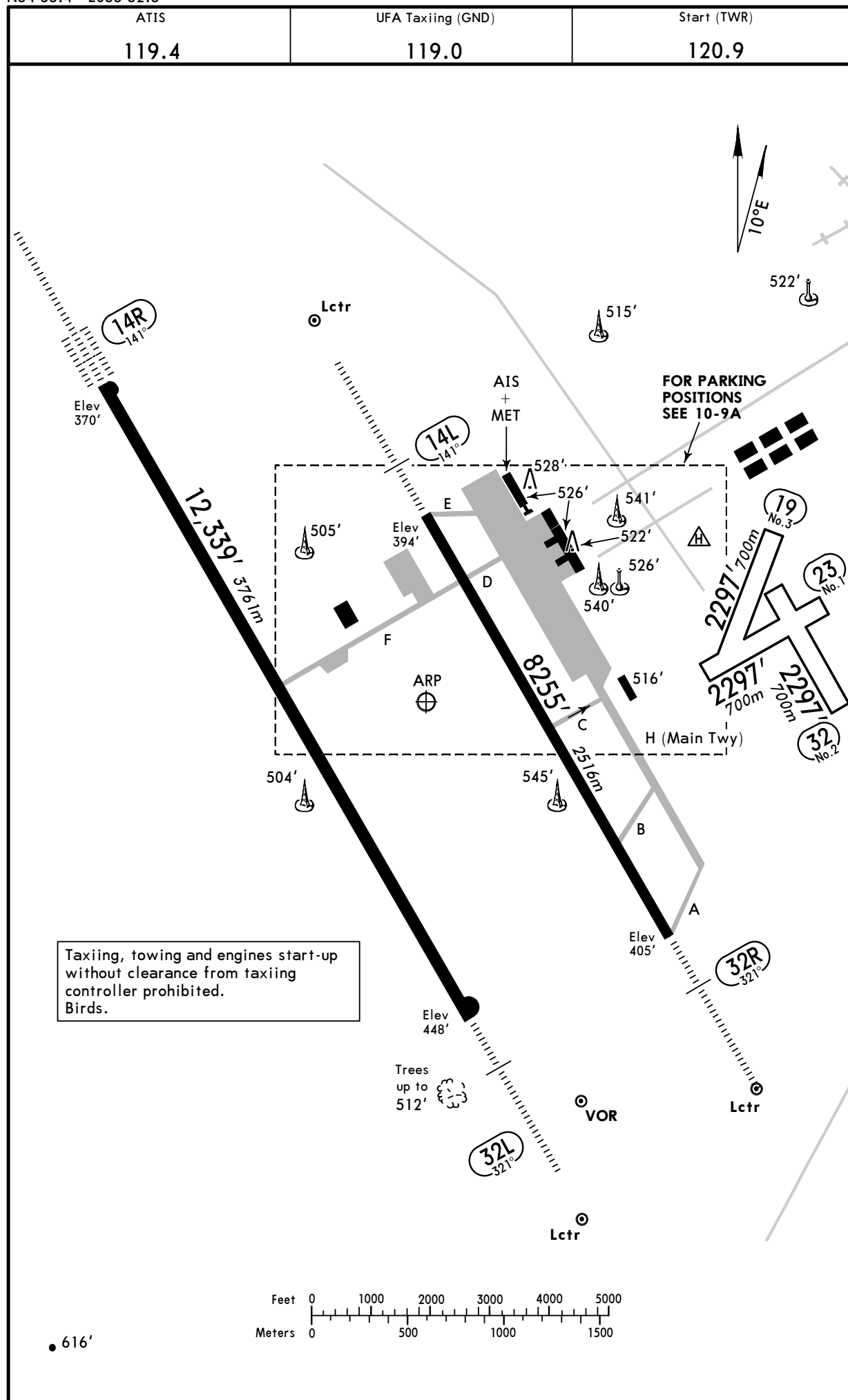
Apt Elev **448'**
N54 33.4 E055 52.5

JEPPESSEN

13 MAR 09 **(10-9)**

UFA, RUSSIA

UFA



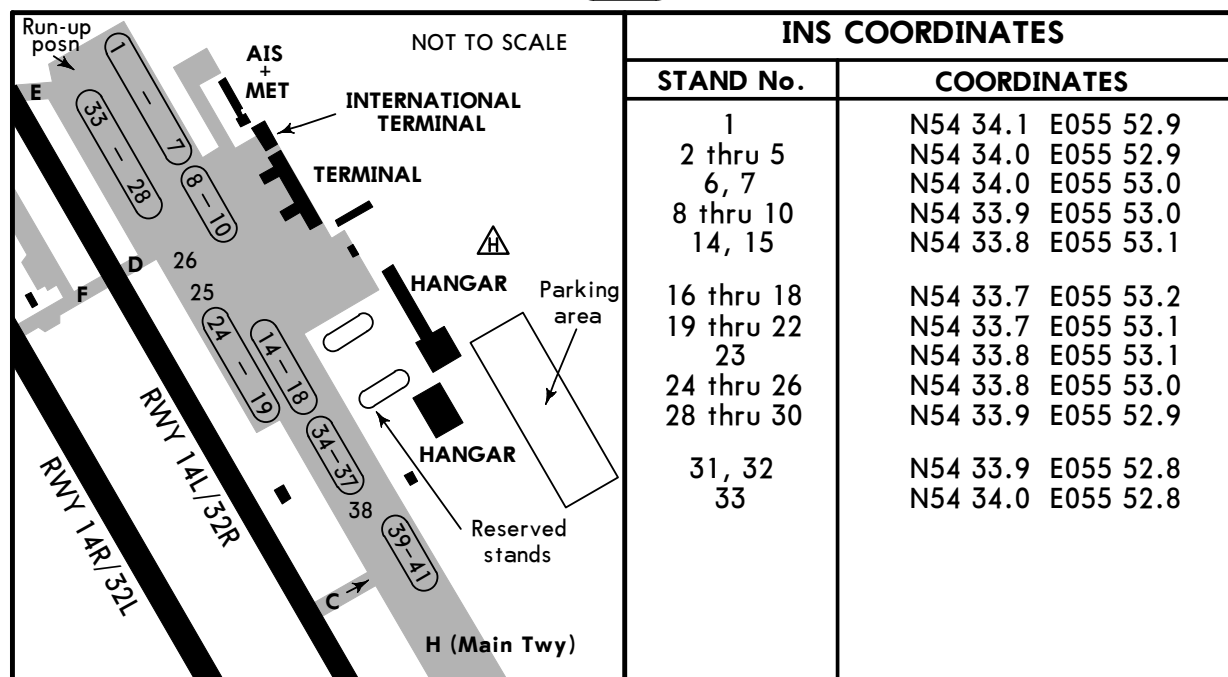
UWUU/UFA

 **JEPPESEN**

13 MAR 09 (10-9A)

UFA, RUSSIA

UFA

**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)	All Rwy's
	LVP must be in force RL & CL	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m (150m)	250m	400m
C			
D	250m (200m)	300m	

UWUU/UFA

JEPPESEN

17 AUG 07

10-9X**JAA MINIMUMS****UFA, RUSSIA**

UFA

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

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		
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

TAKE-OFF RWY 14L, 32R

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

UWUU/UFA
UFA

13 MAR 09

JEPPesen
11-1

UFA, RUSSIA
ILS or 2 NDB Rwy 14L

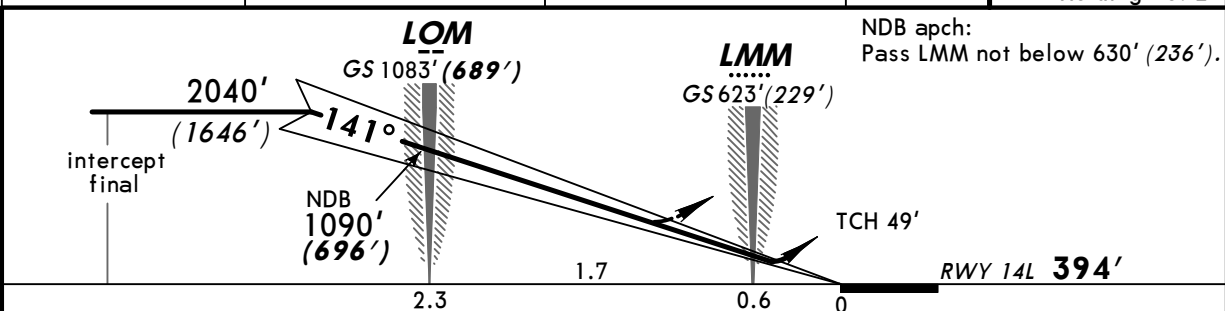
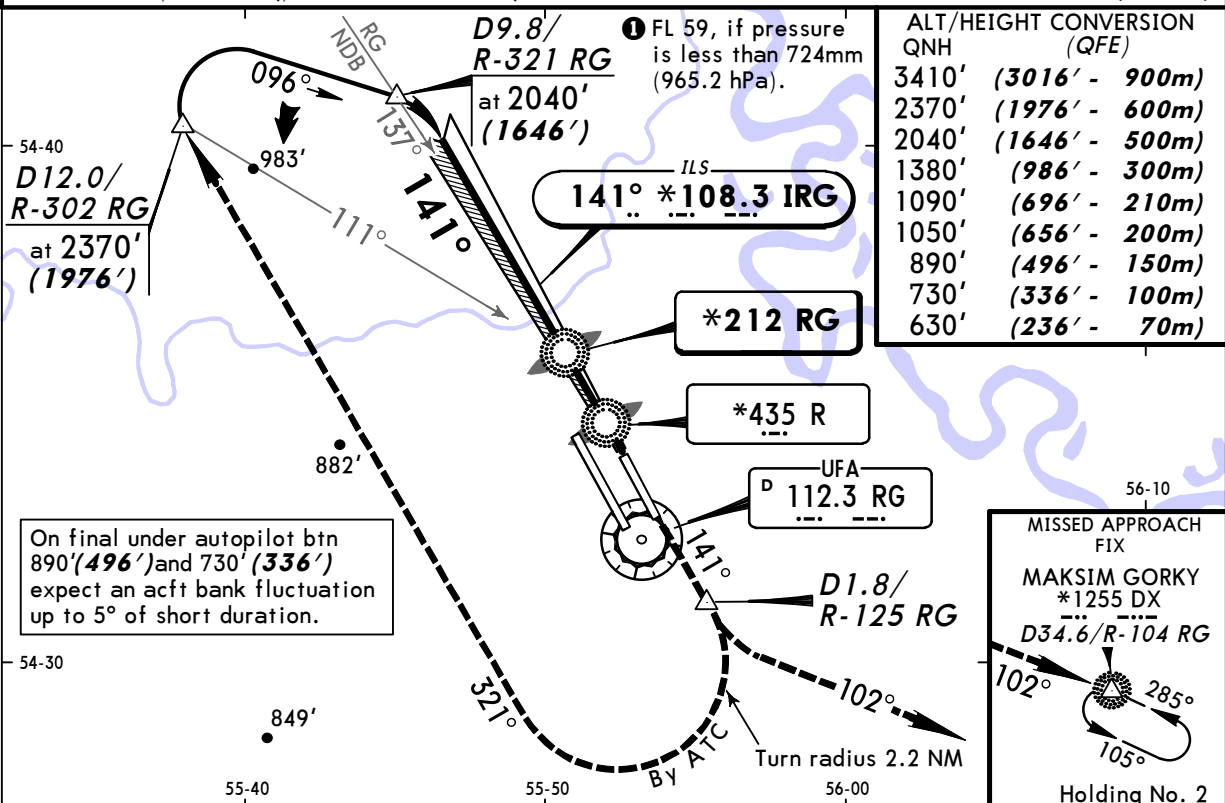
BRIEFING STRIP

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'
NDB RG * 212		Minimum Alt LOM 1090'(696')	NDB MDA(H) 770'(376')	
				2900' MSA ARP

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')



1050'(656') or above	on 141°	D1.8 RG
----------------------	---------	---------

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

UWUU/UFA
UFA

13 MAR 09

(11-2)

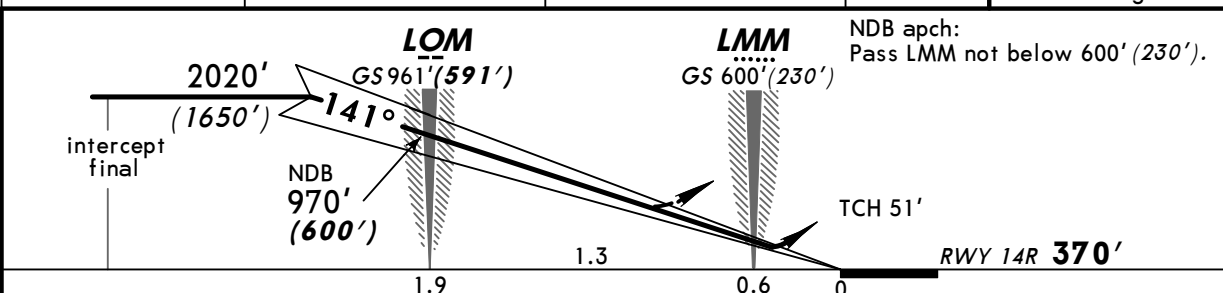
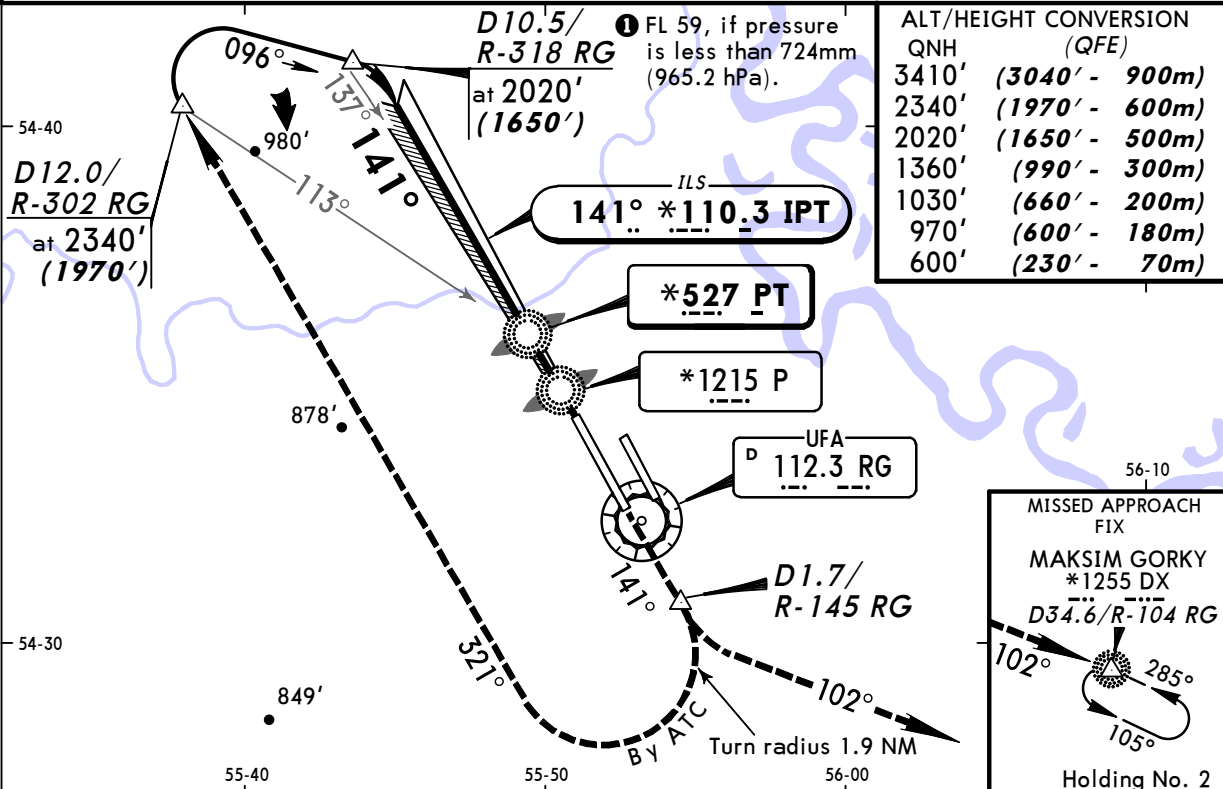
UFA, RUSSIA
ILS or 2 NDB Rwy 14R

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'	2900' MSA ARP
NDB PT *527		Minimum Alt LOM 970'(600')	NDB MDA(H) 680'(310')		

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 ① Trans alt: 3410' (3040')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1030' (660') or above on 141°	D1.7 RG
ILS GS 2.67° or NDB Descent Gradient 4.7%	336	433	481	577	673	769			

STRAIGHT-IN LANDING RWY 14R									
ILS DA(H) 570'(200')			LOC (GS out)			NDB MDA(H) 680'(310')			
FULL	TDZ or CL out	ALS out					ALS out		
A	1200m		NOT AUTHORIZED			1200m		RVR 1500m VIS 1600m	
B									
C						RVR 1500m VIS 1600m			
D									

PANS OPS

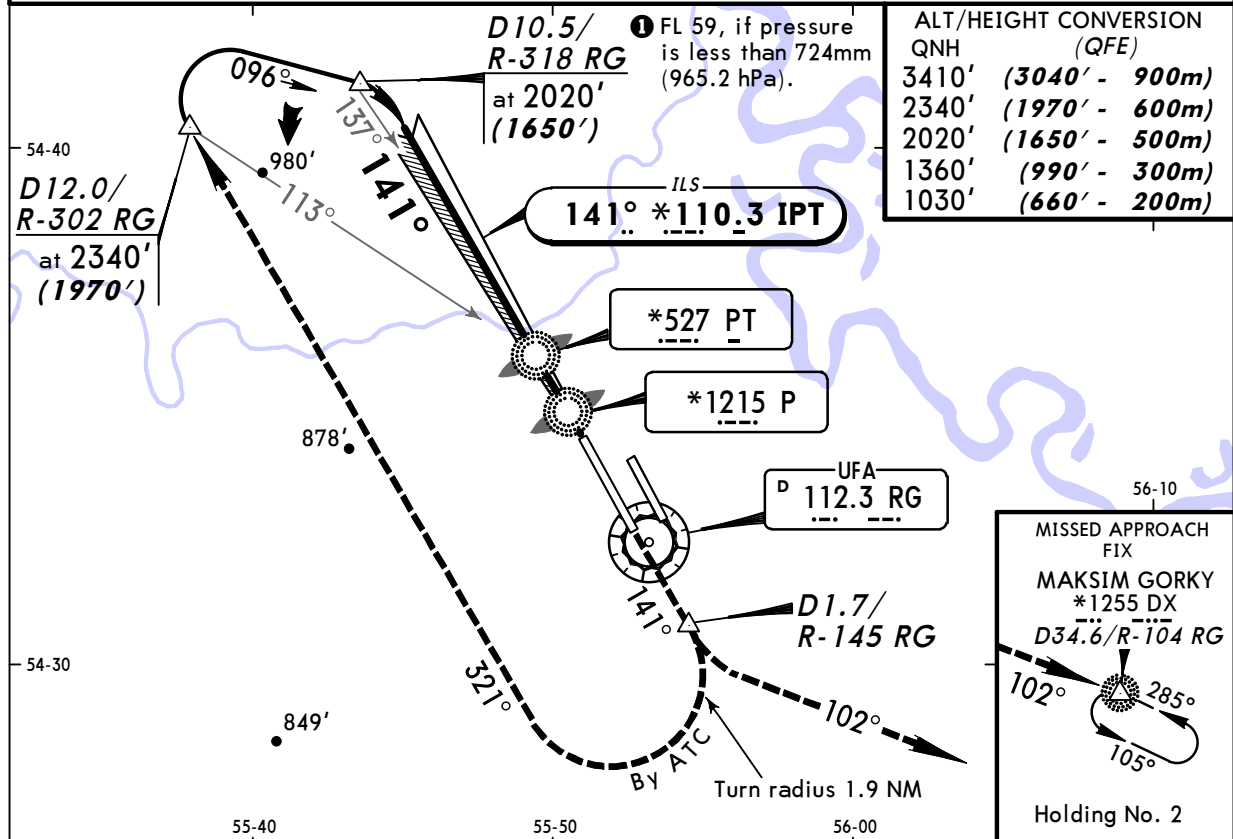
UWUU/UFA
UFA

JEPPesen
13 MAR 09 **(11-2A)**

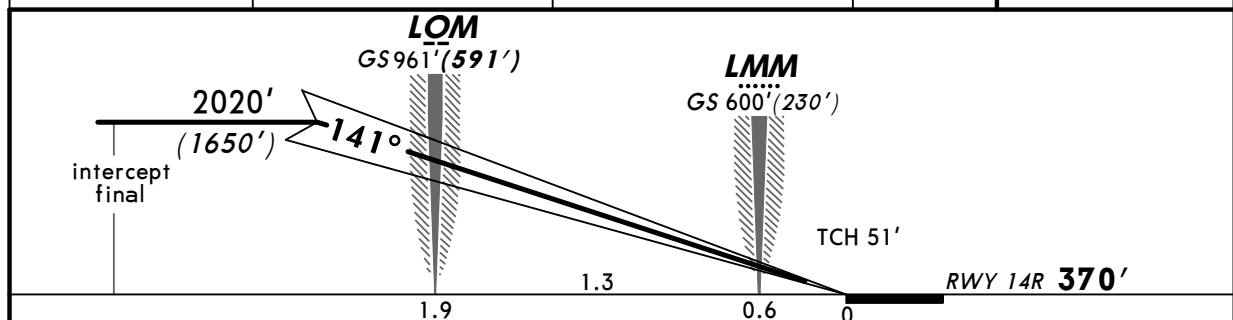
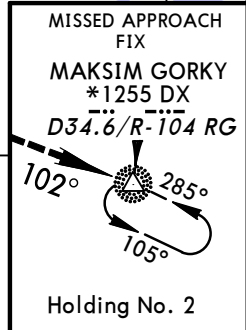
UFA, RUSSIA
CAT II ILS Rwy 14R

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.				



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(3040' - 900m)
2340'	(1970' - 600m)
2020'	(1650' - 500m)
1360'	(990' - 300m)
1030'	(660' - 200m)



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')

RVR **350m**

PANS OPS

UWUU/UFA
UFA

13 MAR 09

JEPPesen
(11-3)

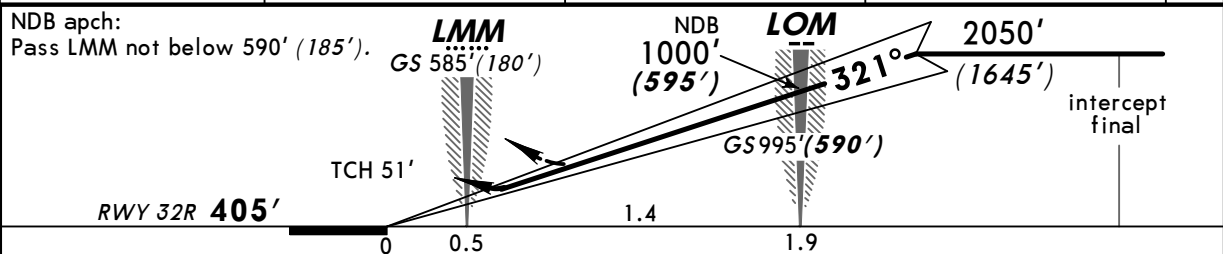
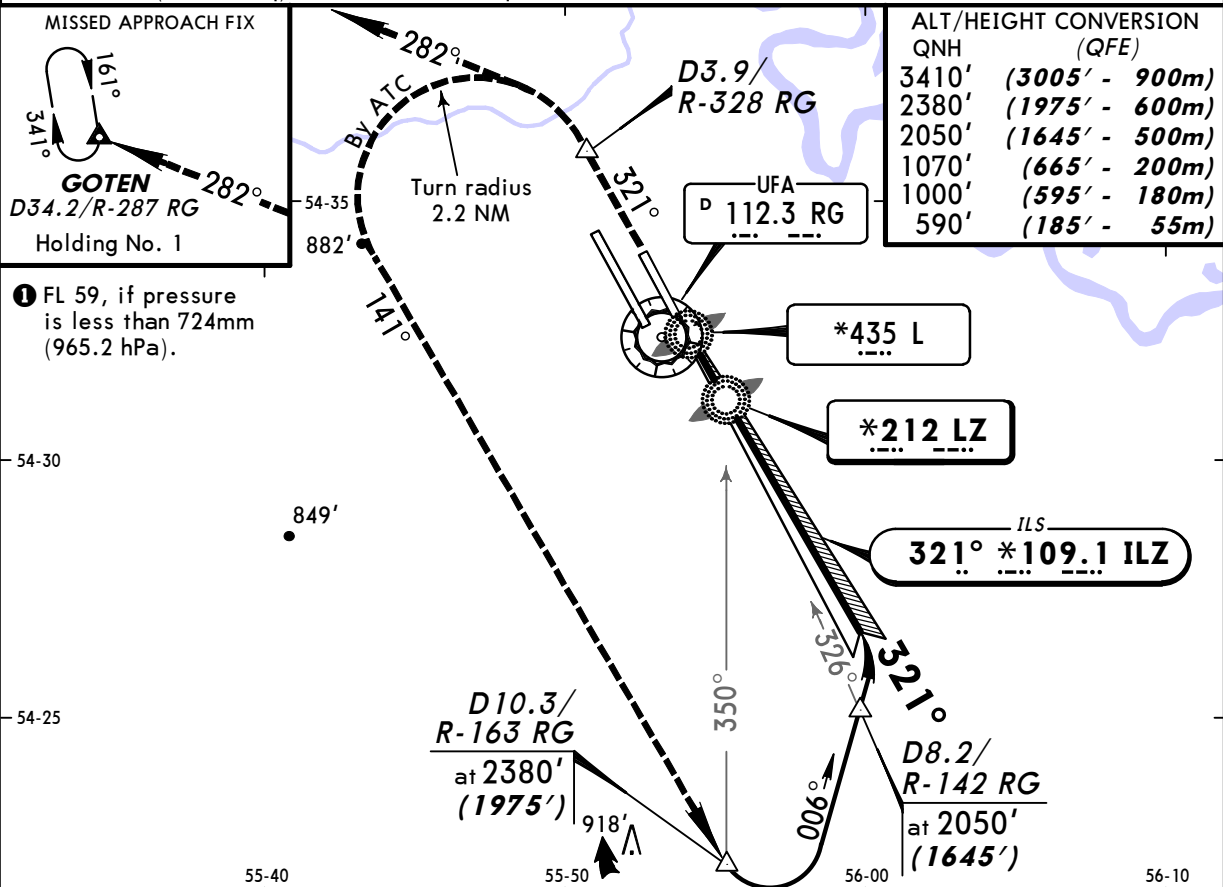
UFA, RUSSIA
ILS or 2 NDB Rwy 32R

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'	2900' MSA ARP	
NDB LZ *212		Minimum Alt LOM 1000'(595')	NDB MDA(H) 800'(395')			

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')



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

UWUU/UFA
UFA

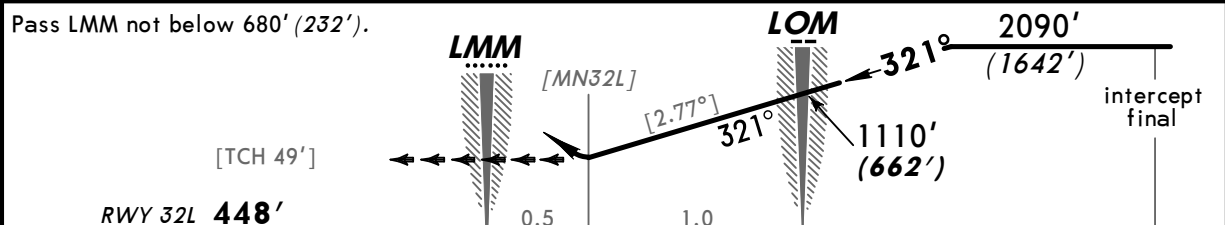
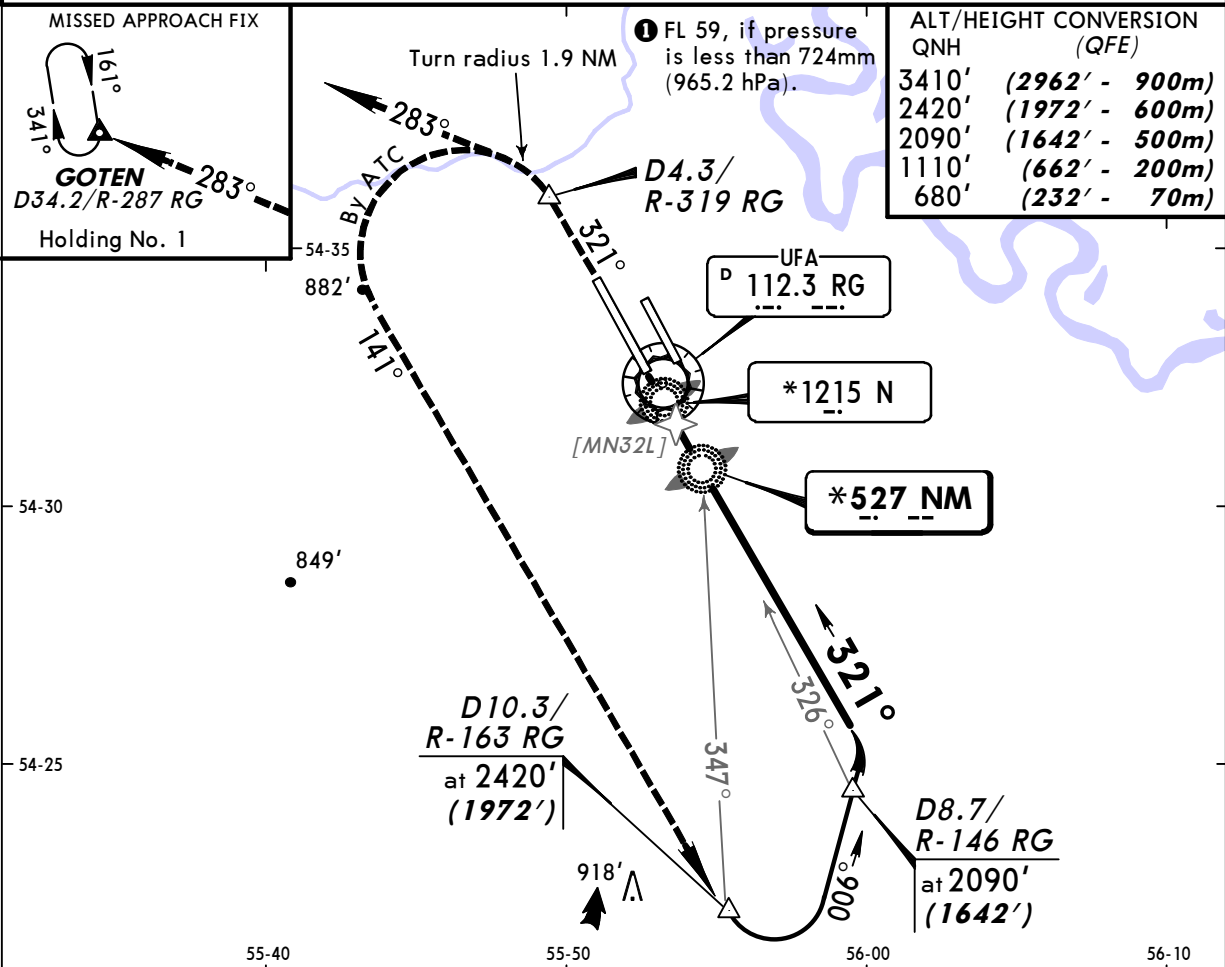
JEPPesen
13 MAR 09 **(16-1)**

UFA, RUSSIA
2 NDB Rwy 32L

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
NDB NM *527	Final Apch Crs 321°	Minimum Alt LOM 1110'(662')	MDA(H) 810'(362')	Apt Elev 448' RWY 448'	2900' MSA ARP
MISSED APCH: Climb on 321° to 1110'(662') or above to D4.3 RG, then turn LEFT onto 283° climbing to FL 79 to join holding No. 1, or by ATC: After crossing D4.3 RG at 1110'(662') or above, turn LEFT with radius 1.9 NM onto 141° climbing to 2420'(1972'), then as directed.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ① Trans alt: 3410' (2962')



							0		0.6		2.1			
Gnd speed-Kts	70	90	100	120	140	160	<							

STRAIGHT-IN LANDING RWY 32L		
MDA(H) 810'(362')		
	ALS out	

PANS OPS

A	1200m	RVR 1800m VIS 2000m	
B			
C			
D	RVR 1500m VIS 1600m		