

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

No revision activity since Disc 09-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UWUU

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 Info

ATIS **124.8** Non-English

ATIS **119.4**

Ufa Start Tower **124.0** Secondary

Ufa 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**

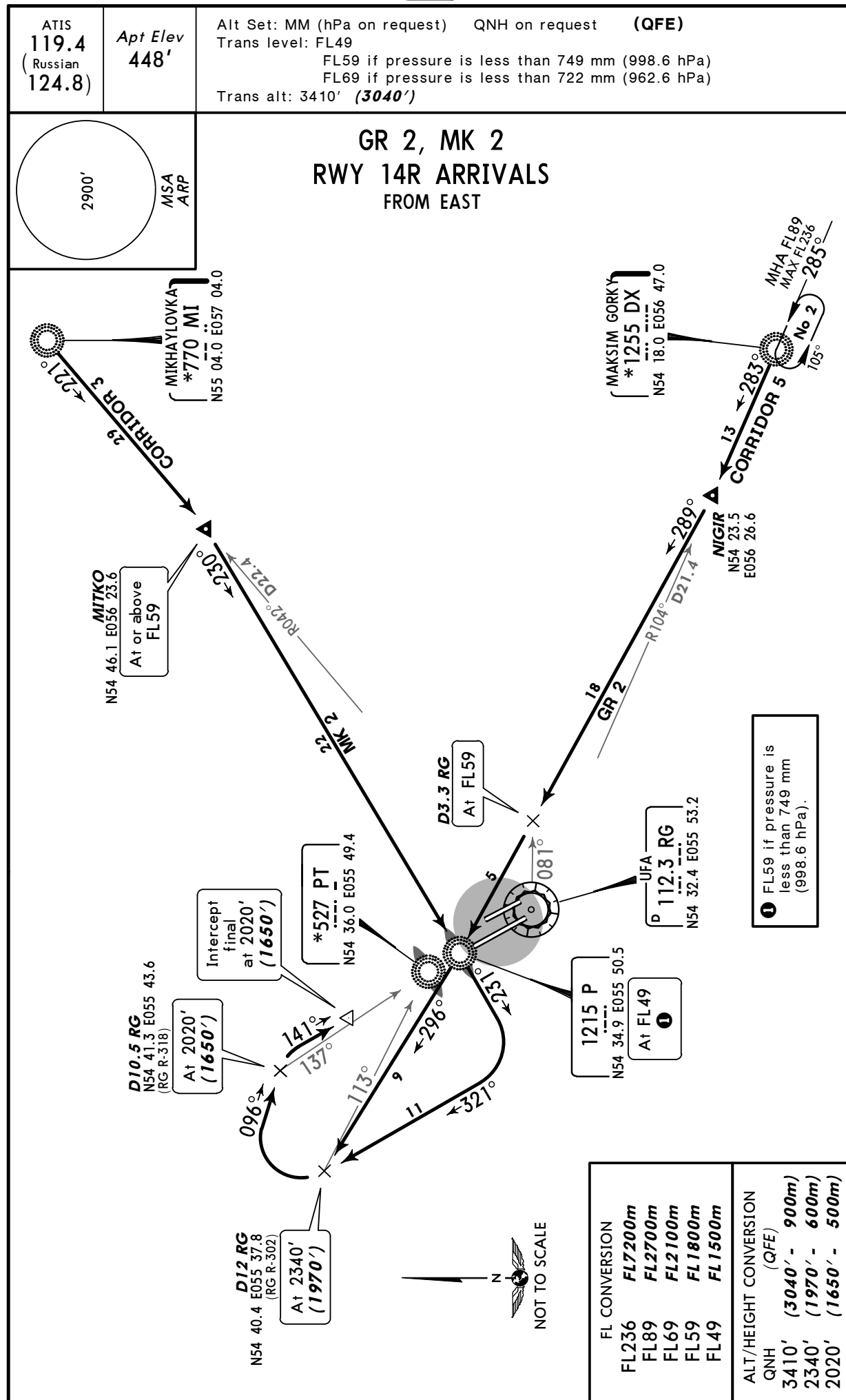
Ufa Transit Operations **131.7**

Notebook Info

UWUU/UFA
UFA

JEPPESEN
 25 MAR 11 **10-2** **Eff 7 Apr**

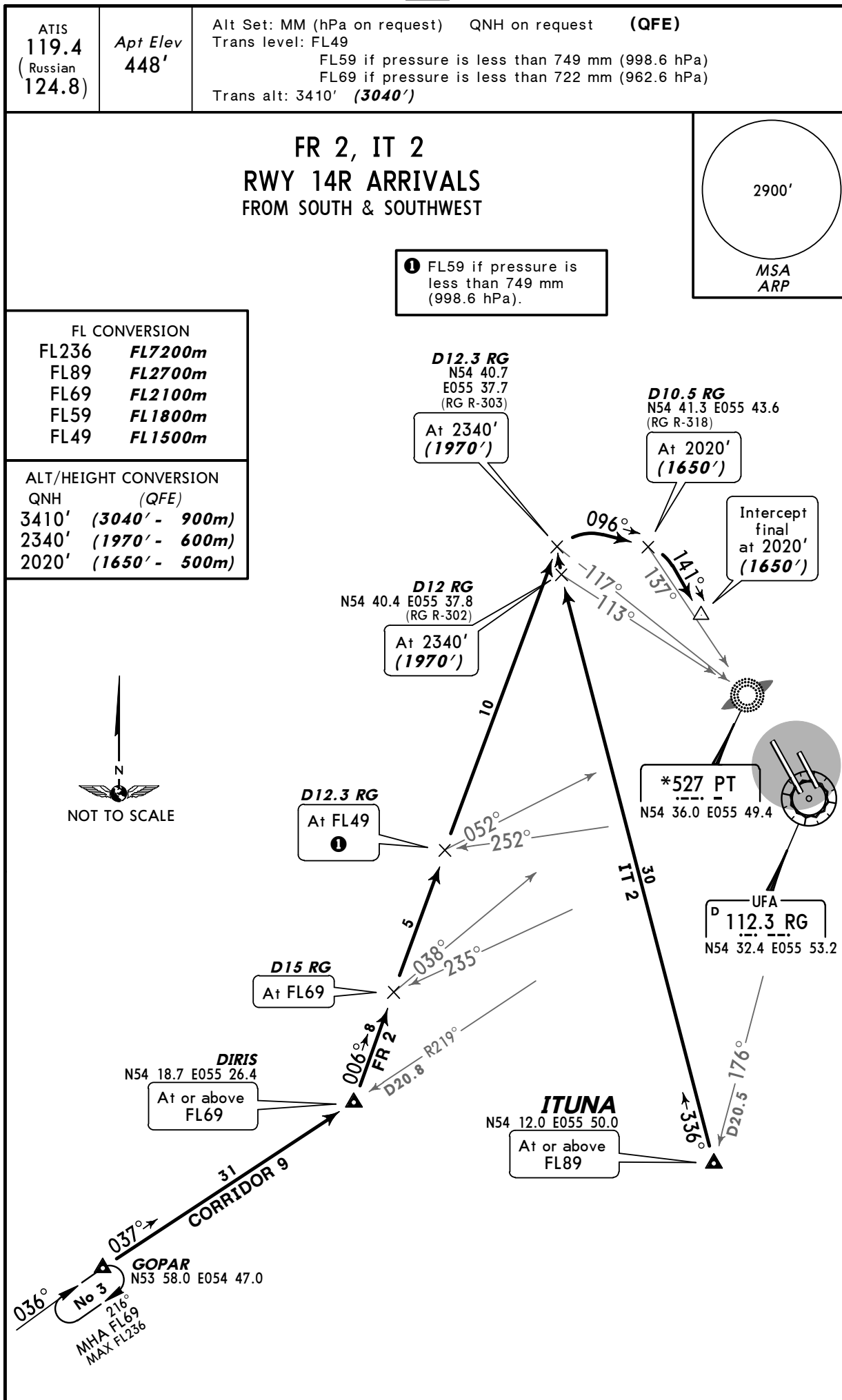
UFA, RUSSIA
STAR



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 UFA

JEPPESSEN
 25 MAR 11 **10-2A** **Eff 7 Apr**

UFA, RUSSIA
STAR



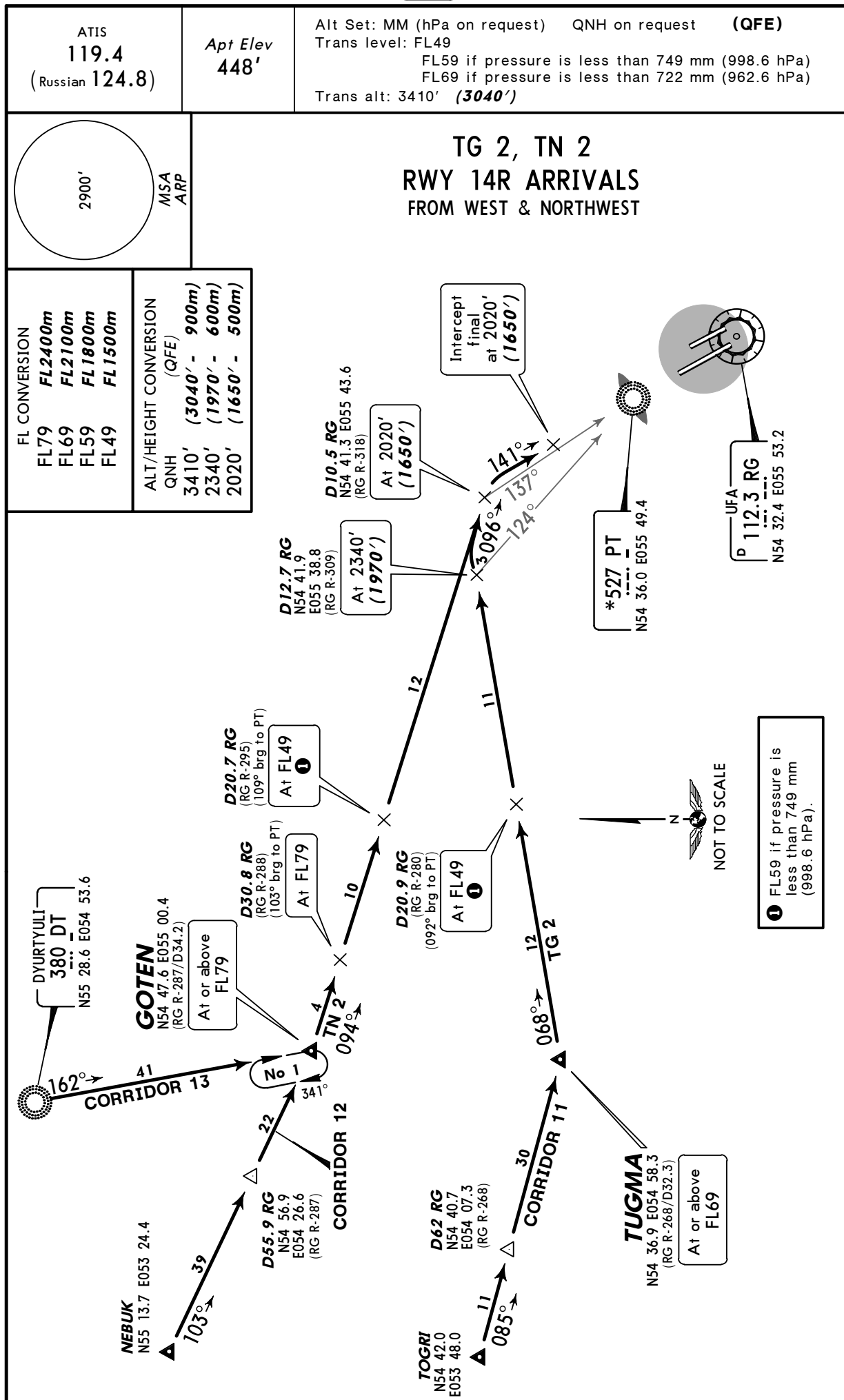
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18 FEB 11

JEPPESEN

10-2B

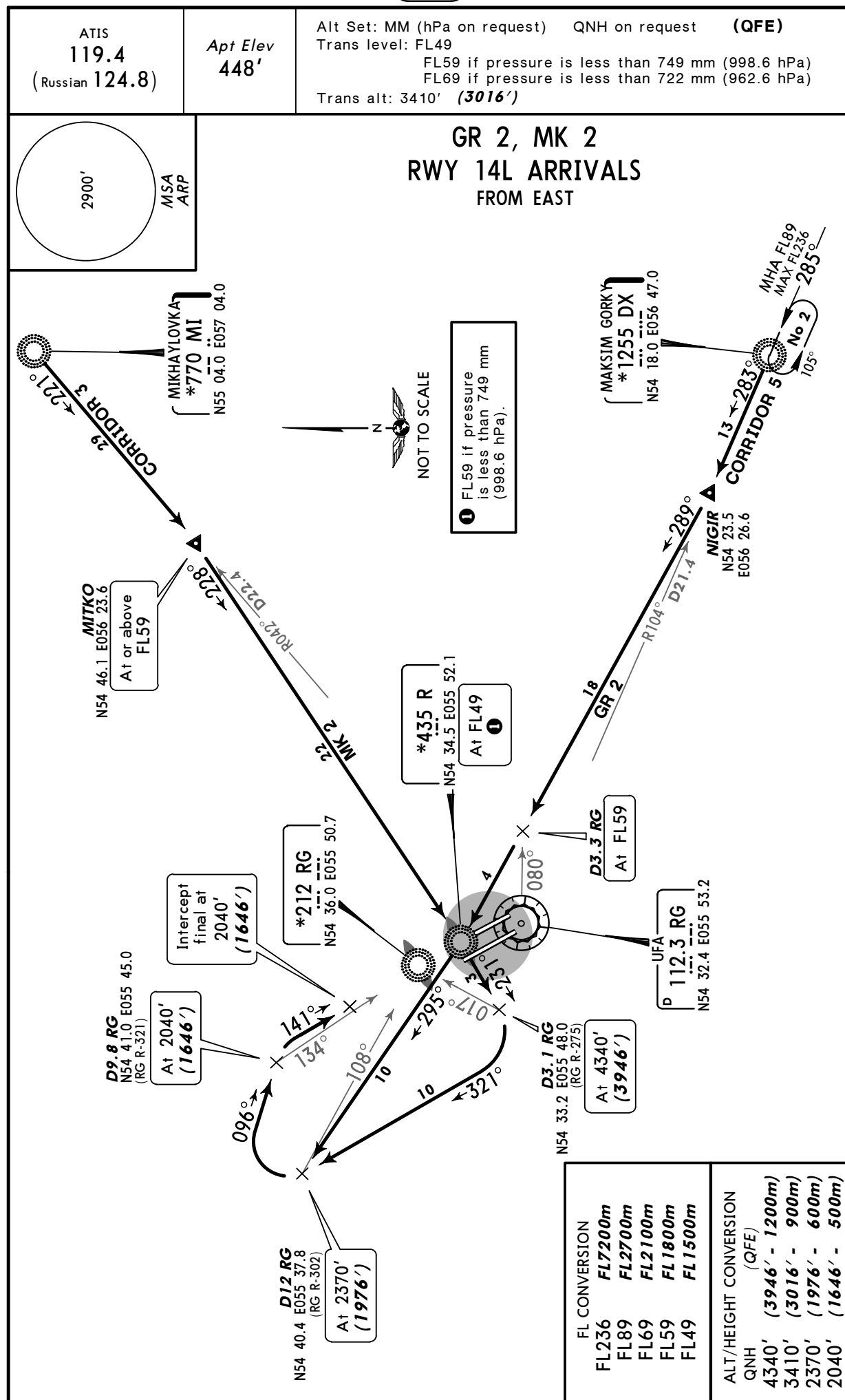
UFA, RUSSIA

STAR

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 18 FEB 11 **10-2C**

UFA, RUSSIA
STAR



CHANGES: Transition level.

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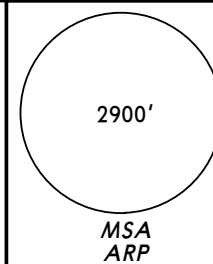
JEPPESSEN
 25 MAR 11 **10-2D** Eff 7 Apr

UFA, RUSSIA
STAR

ATIS 119.4 (Russian 124.8)	Apt Elev 448'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 749 mm (998.6 hPa) FL69 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (3016')
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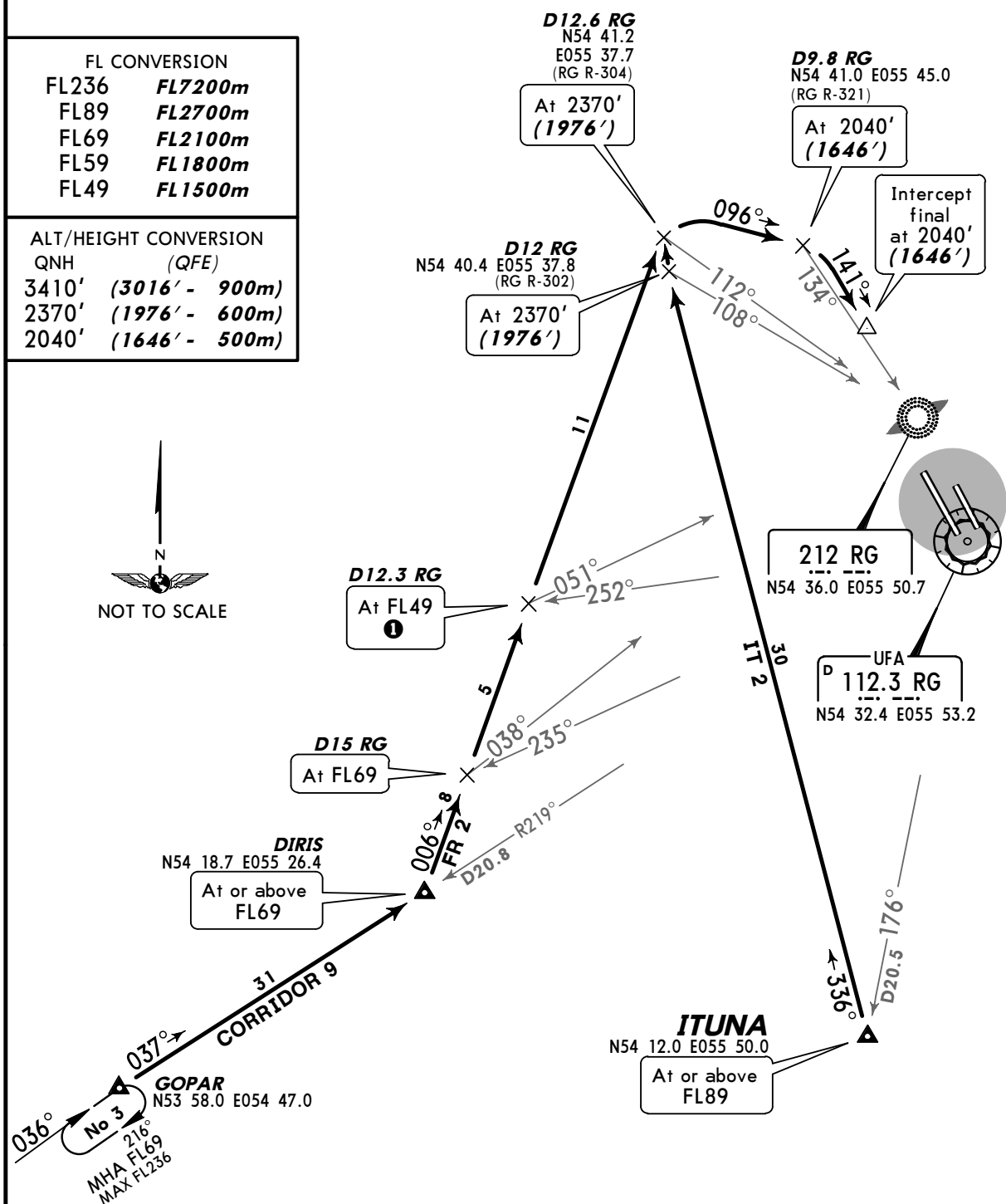
FR 2, IT 2
RWY 14L ARRIVALS
 FROM SOUTH & SOUTHWEST

1 FL59 if pressure
 is less than 749 mm
 (998.6 hPa).



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

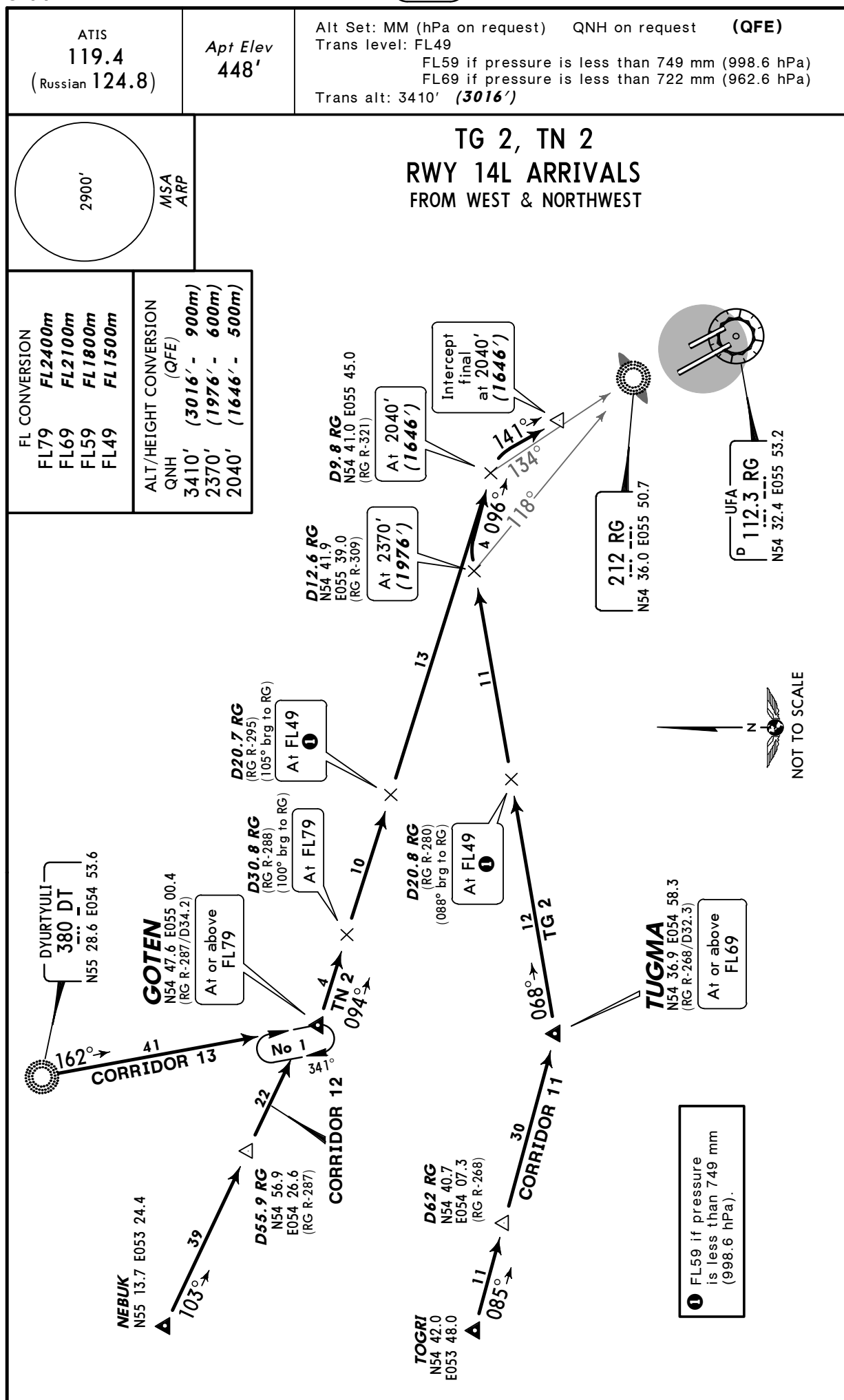
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(3016' - 900m)
2370'	(1976' - 600m)
2040'	(1646' - 500m)



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JEPPesen
 25 MAR 11 **10-2E** **Eff 7 Apr**

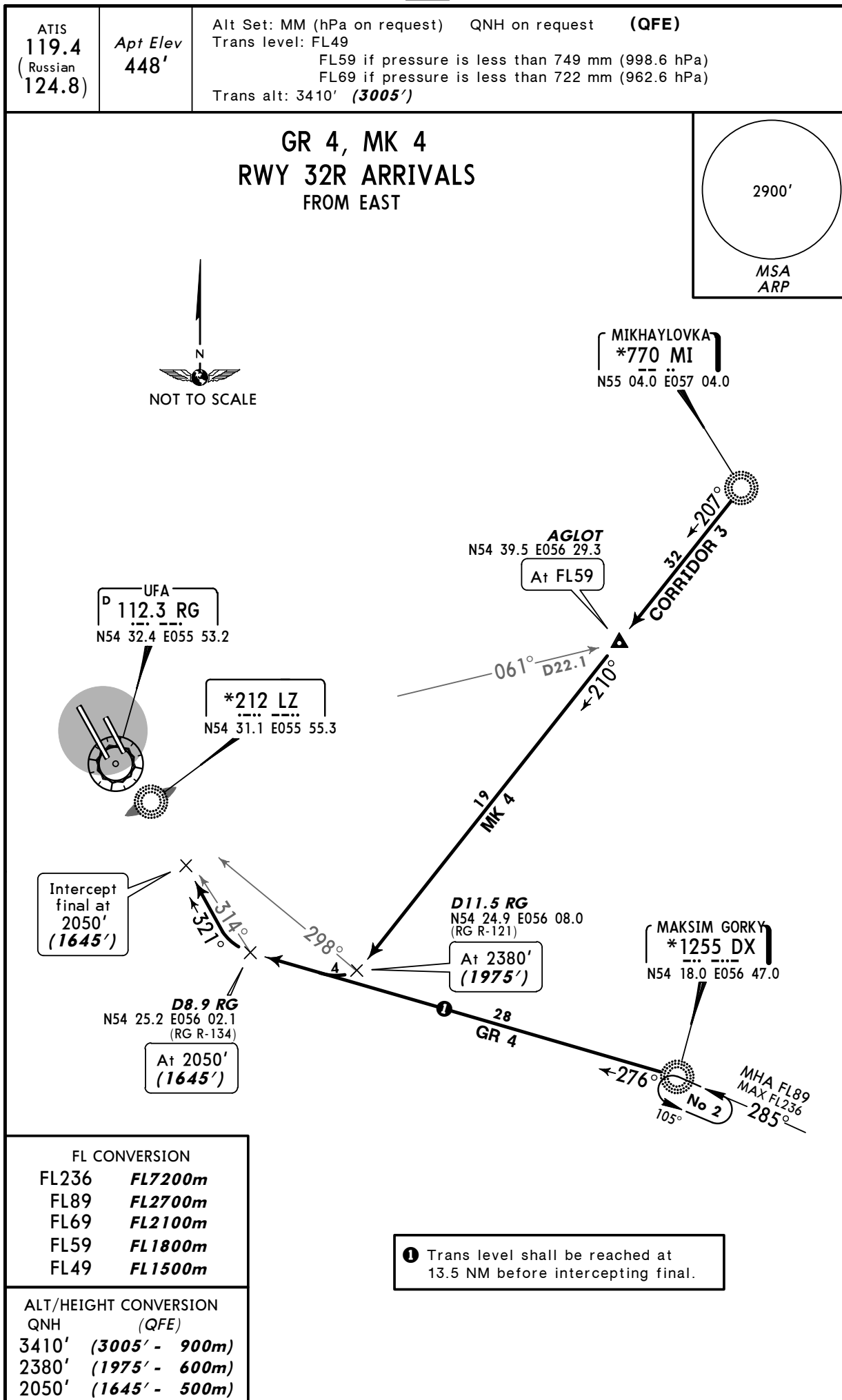
UFA, RUSSIA
STAR



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JEPPESSEN
18 FEB 11 **(10-2F)**

UFA, RUSSIA
STAR



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JEPPESEN
 18 FEB 11 **(10-2G)**

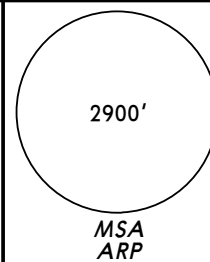
UFA, RUSSIA
STAR

ATIS
119.4
 (Russian
124.8)

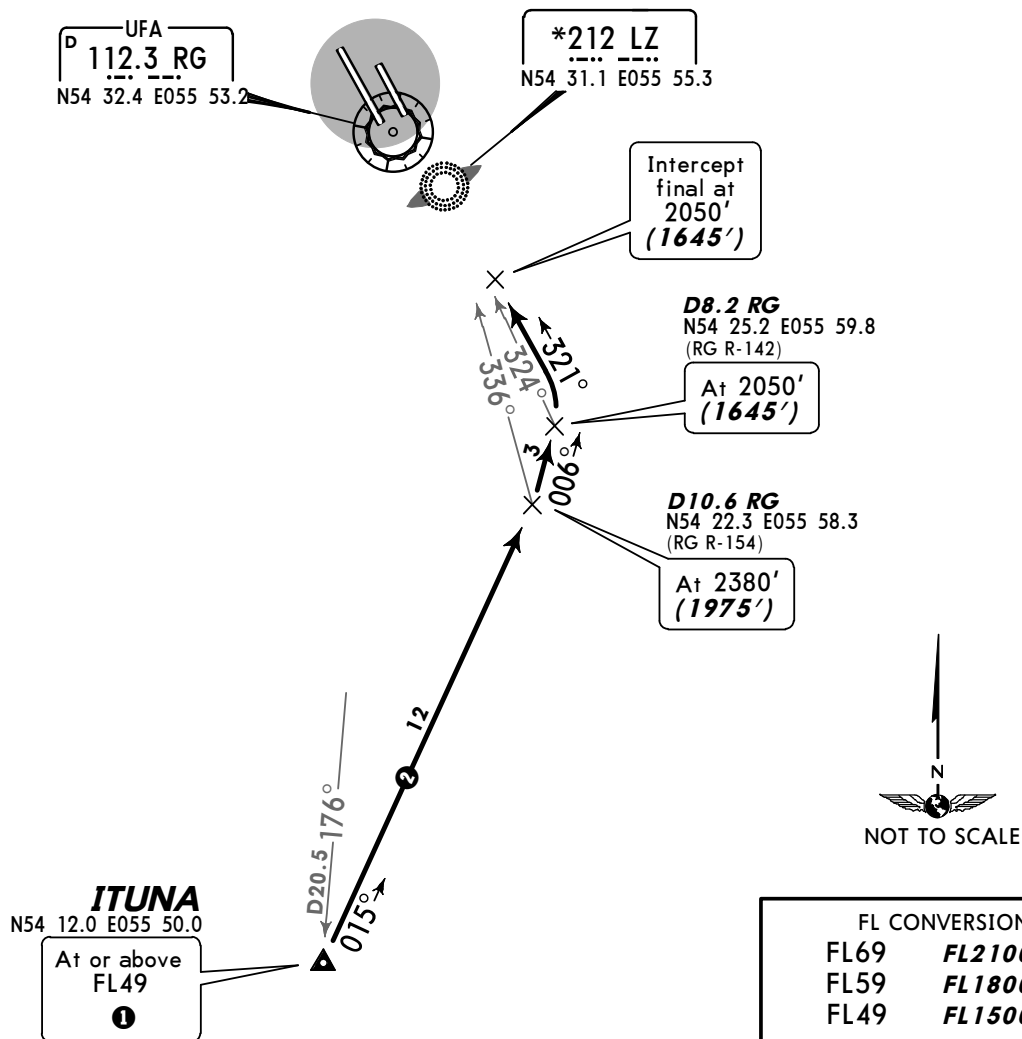
Apt Elev
448'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
 Trans level: FL49
 FL59 if pressure is less than 749 mm (998.6 hPa)
 FL69 if pressure is less than 722 mm (962.6 hPa)
 Trans alt: 3410' **(3005')**

IT 4
RWY 32R ARRIVAL
FROM SOUTH



- ① FL59 if pressure is less than 749 mm (998.6 hPa).
- ② Trans level shall be reached at 13.5 NM before intercepting final.



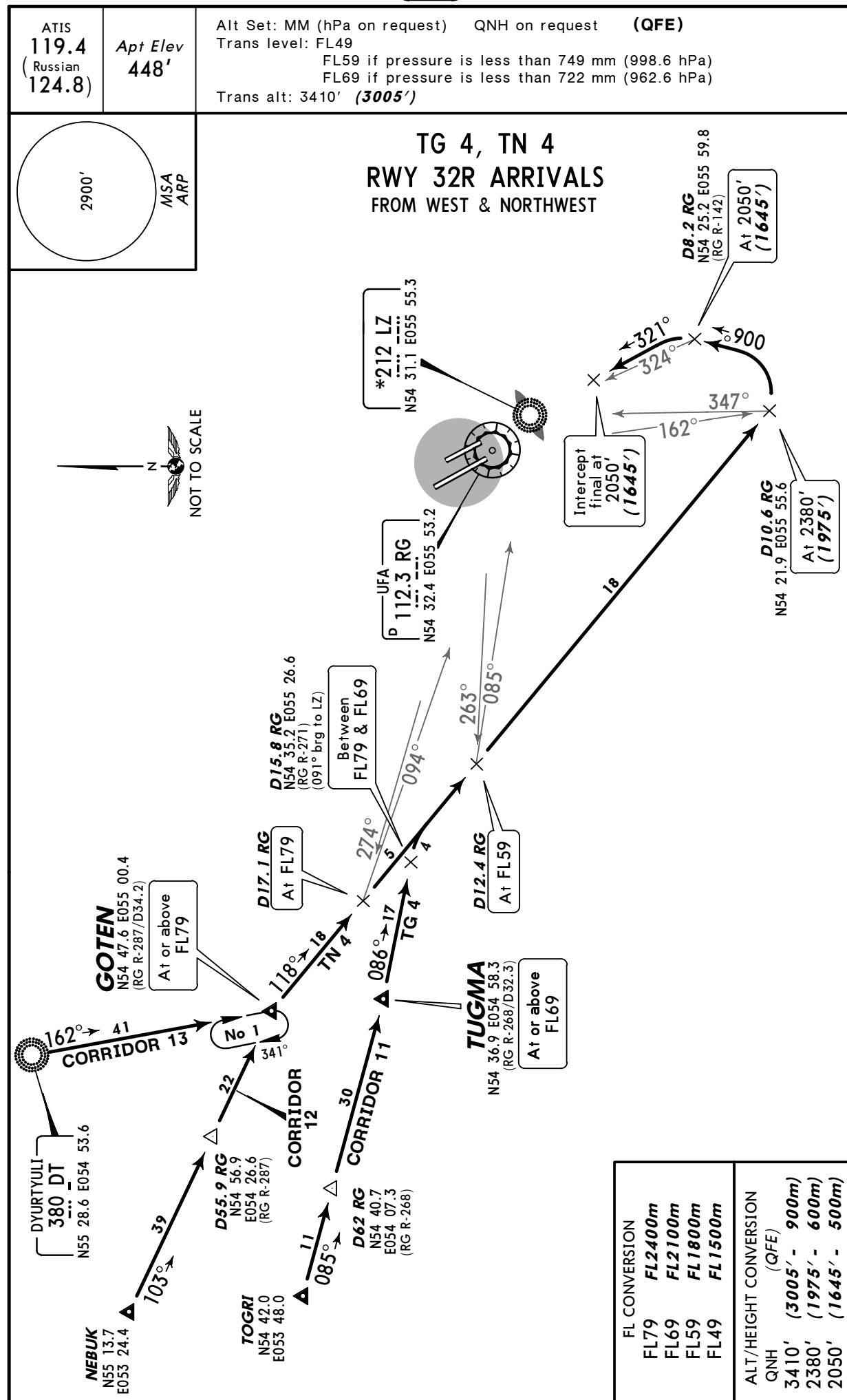
FL CONVERSION	
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

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

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JEPPESSEN
 18 FEB 11 **(10-2H)**

UFA, RUSSIA
STAR



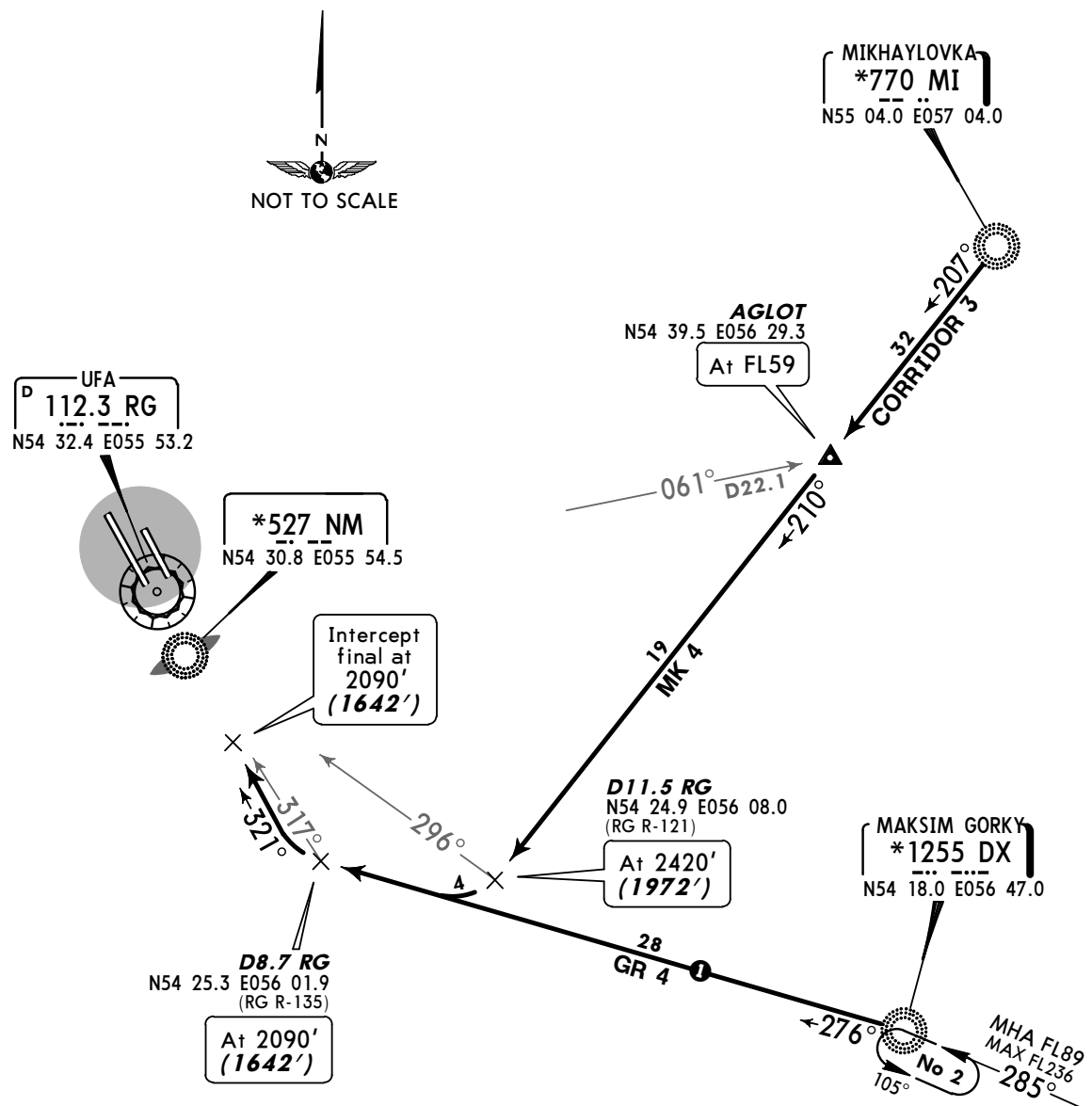
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UFA

JEPPESEN
18 FEB 11 10-2J

UFA, RUSSIA
STAR

ATIS 119.4 <i>(Russian)</i> 124.8)	<i>Apt Elev</i> 448'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 749 mm (998.6 hPa) FL69 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (2962')
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GR 4, MK 4
RWY 32L ARRIVALS
FROM EAST



FL CONVERSION

FL236	<i>FL7200m</i>
FL89	<i>FL2700m</i>
FL69	<i>FL2100m</i>
FL59	<i>FL1800m</i>
FL49	<i>FL1500m</i>

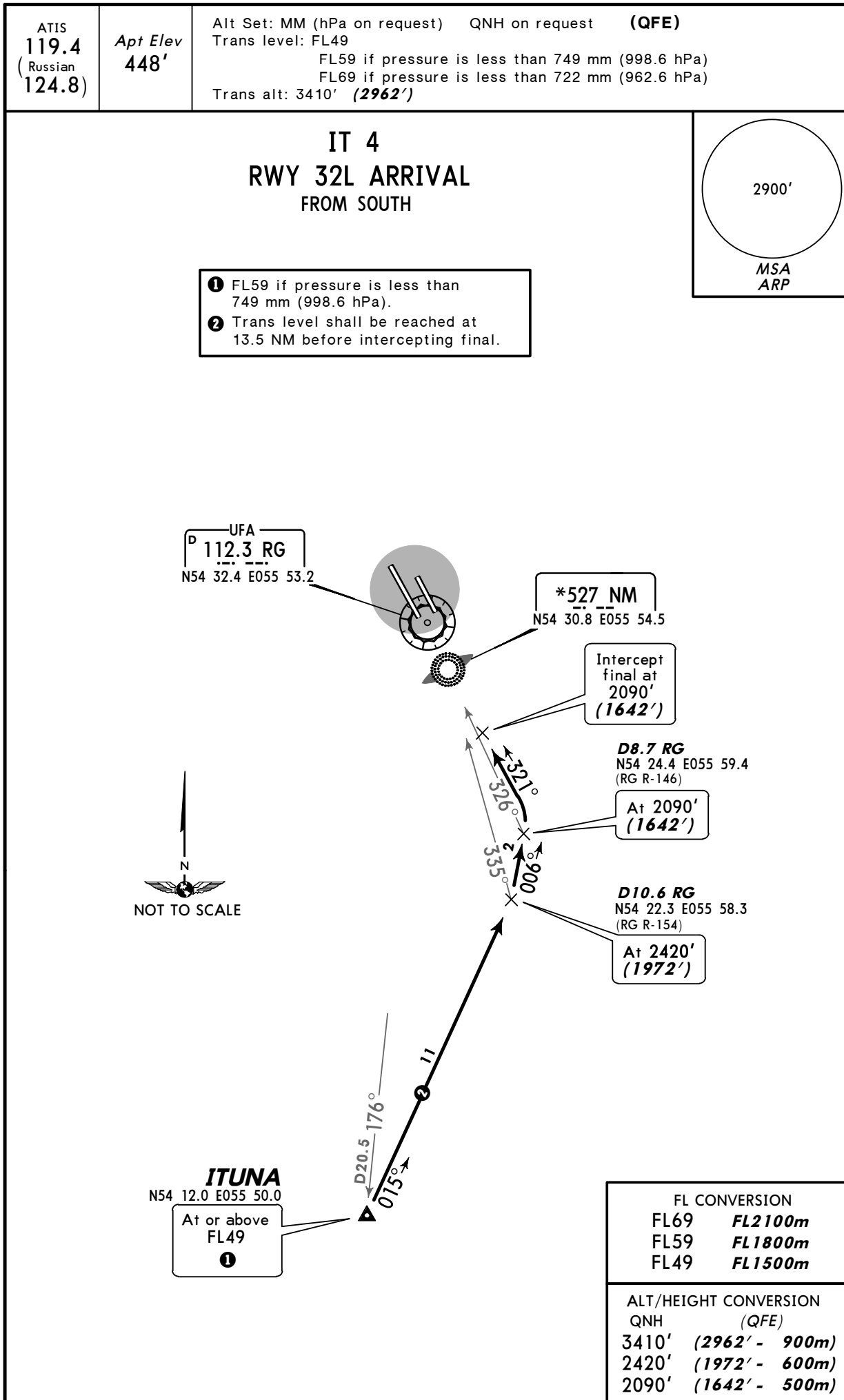
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(2962' - 900m)
2420'	(1972' - 600m)
2090'	(1642' - 500m)

① Trans level shall be reached at 13.5 NM before intercepting final.

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JEPPESEN
 18 FEB 11 **10-2K**

UFA, RUSSIA
STAR



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18 FEB 11

JEPPesen

10-2L

UFA, RUSSIA

STAR

ATIS
119.4
 (Russian
124.8)

Apt Elev
448'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
 Trans level: FL49
 FL59 if pressure is less than 749 mm (998.6 hPa)
 FL69 if pressure is less than 722 mm (962.6 hPa)
 Trans alt: 3410' **(2962')**

2900'

MSA
ARP

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

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

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

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

D62 RG
 N54 40.7
 E054 07.3
 (RG R-268)

D12.4 RG
 At FL59

D15.8 RG
 N54 35.2 E055 26.6
 (RG R-271)
 (095° brg to NM)

D17.1 RG
 At FL79

D8.7 RG
 N54 24.4 E055 59.4
 (RG R-146)
 At 2090'
 (1642')

D10.6 RG
 N54 21.9 E055 55.6
 At 2420'
 (1972')

***527 NM**
 N54 30.8 E055 54.5

UFA
 N54 32.4 E055 53.2

Intercept final at 2090' (1642')

Between FL79 & FL69
 (095° brg to NM)

Corridor 13
 162° 41

Corridor 12
 103° 39

Corridor 11
 085° 11

Corridor 10
 086° 17

Corridor 9
 098° 04

Corridor 8
 274° 05

Corridor 7
 263° 08

Corridor 6
 326° 09

Corridor 5
 346° 18

Corridor 4
 321° 18

Corridor 3
 346° 18

Corridor 2
 326° 09

Corridor 1
 321° 18

Corridor 0
 346° 18

Corridor -1
 326° 09

Corridor -2
 321° 18

Corridor -3
 346° 18

Corridor -4
 326° 09

Corridor -5
 321° 18

Corridor -6
 346° 18

Corridor -7
 326° 09

Corridor -8
 321° 18

Corridor -9
 346° 18

Corridor -10
 326° 09

Corridor -11
 321° 18

Corridor -12
 346° 18

Corridor -13
 326° 09

Corridor -14
 321° 18

Corridor -15
 346° 18

Corridor -16
 326° 09

Corridor -17
 321° 18

Corridor -18
 346° 18

Corridor -19
 326° 09

Corridor -20
 321° 18

Corridor -21
 346° 18

Corridor -22
 326° 09

Corridor -23
 321° 18

Corridor -24
 346° 18

Corridor -25
 326° 09

Corridor -26
 321° 18

Corridor -27
 346° 18

Corridor -28
 326° 09

Corridor -29
 321° 18

Corridor -30
 346° 18

Corridor -31
 326° 09

Corridor -32
 321° 18

Corridor -33
 346° 18

Corridor -34
 326° 09

Corridor -35
 321° 18

Corridor -36
 346° 18

Corridor -37
 326° 09

Corridor -38
 321° 18

Corridor -39
 346° 18

Corridor -40
 326° 09

Corridor -41
 321° 18

Corridor -42
 346° 18

Corridor -43
 326° 09

Corridor -44
 321° 18

Corridor -45
 346° 18

Corridor -46
 326° 09

Corridor -47
 321° 18

Corridor -48
 346° 18

Corridor -49
 326° 09

Corridor -50
 321° 18

Corridor -51
 346° 18

Corridor -52
 326° 09

Corridor -53
 321° 18

Corridor -54
 346° 18

Corridor -55
 326° 09

Corridor -56
 321° 18

Corridor -57
 346° 18

Corridor -58
 326° 09

Corridor -59
 321° 18

Corridor -60
 346° 18

Corridor -61
 326° 09

Corridor -62
 321° 18

Corridor -63
 346° 18

Corridor -64
 326° 09

Corridor -65
 321° 18

Corridor -66
 346° 18

Corridor -67
 326° 09

Corridor -68
 321° 18

Corridor -69
 346° 18

Corridor -70
 326° 09

Corridor -71
 321° 18

Corridor -72
 346° 18

Corridor -73
 326° 09

Corridor -74
 321° 18

Corridor -75
 346° 18

Corridor -76
 326° 09

Corridor -77
 321° 18

Corridor -78
 346° 18

Corridor -79
 326° 09

Corridor -80
 321° 18

Corridor -81
 346° 18

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18 FEB 11

JEPPESEN

10-3

UFA, RUSSIA

SID

Apt Elev
448'

QNH on request **(QFE)**

Trans level: FL49

FL59 if pressure is less than 749 mm (998.6 hPa)

FL69 if pressure is less than 722 mm (962.6 hPa)

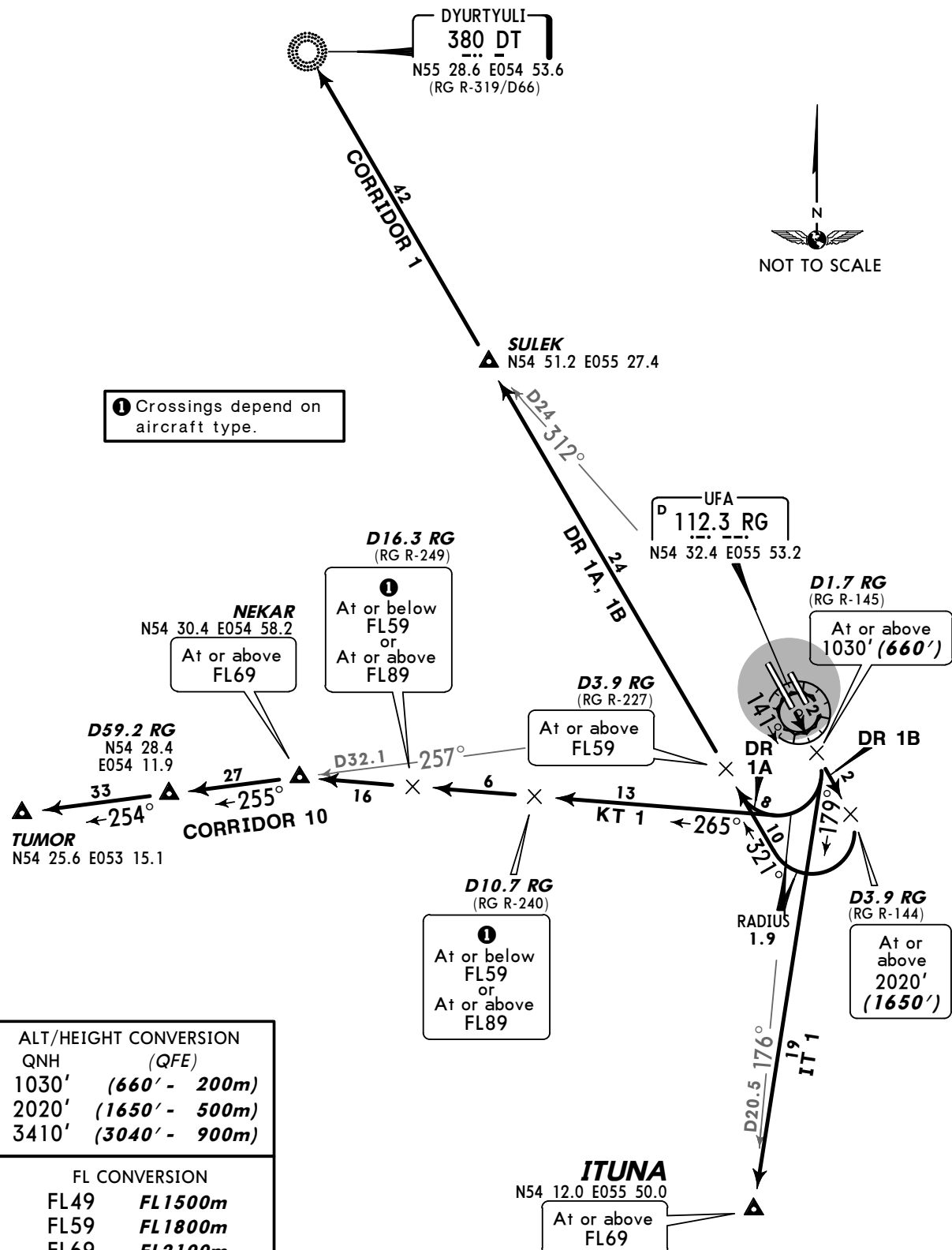
Trans alt: 3410' **(3040')**

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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UFA

JEPPESEN
18 FEB 11 **(10-3A)**

UFA, RUSSIA
SID

Apt Elev
448'

QNH on request **(QFE)**

Trans level: FL49

FL59 if pressure is less than 749 mm (998.6 hPa)

FL69 if pressure is less than 722 mm (962.6 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

LU 1, PK 1
RWY 14R DEPARTURES

PIKOR

N55 12.0 E056 15.0

007° D41.6

CORRIDOR 2B



MITKO
N54 46.1 E056 23.6

At or above
FL59

AGLOT

N54 39.5 E056 29.3

At or above
FL79

URANA
N54 59.3
E058 16.8

AA

D43.7 RG

N54 46.2
E057 04.7

UFA
D 112.3 RG
N54 32.4 E055 53.2



D1.7 RG
(RG R-145)

At or above
1030' **(660')**

D8.4 RG

At or below
FL59

WARNING

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

ALT/HEIGHT CONVERSION

QNH (QFE)

1030' **(660' - 200m)**

1360' **(990' - 300m)**

3410' **(3040' - 900m)**

FL CONVERSION

FL49 **FL 1500m**

FL59 **FL 1800m**

FL69 **FL 2100m**

FL79 **FL 2400m**

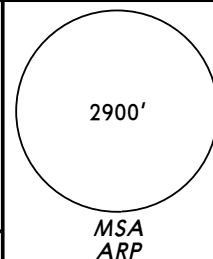
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 UFA

JEPPesen
 18 FEB 11 **10-3B**

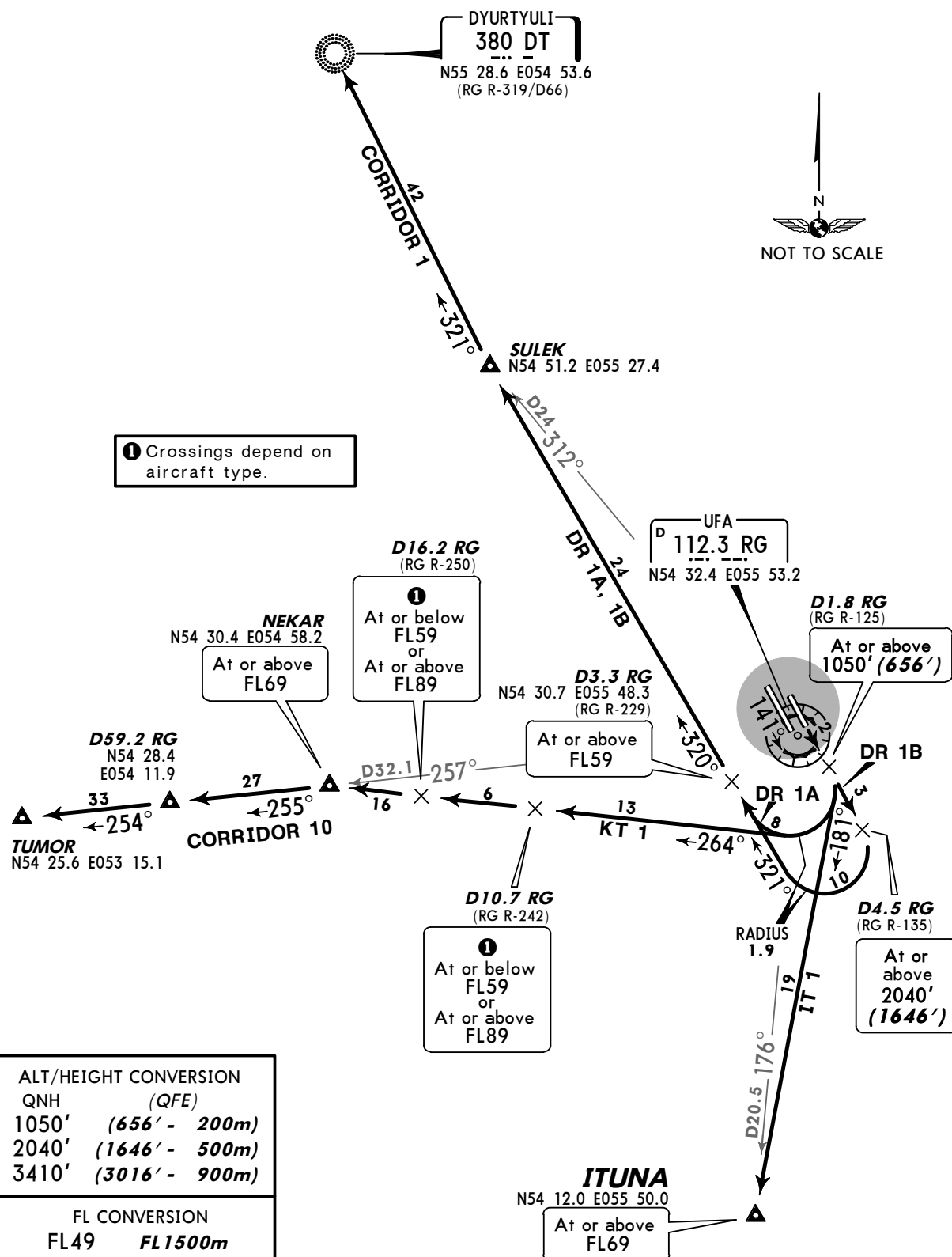
UFA, RUSSIA
SID

Apt Elev
448'

QNH on request **(QFE)**
 Trans level: FL49
 FL59 if pressure is less than 749 mm (998.6 hPa)
 FL69 if pressure is less than 722 mm (962.6 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.



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



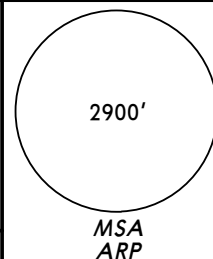
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UFA

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 18 FEB 11 **10-3C**

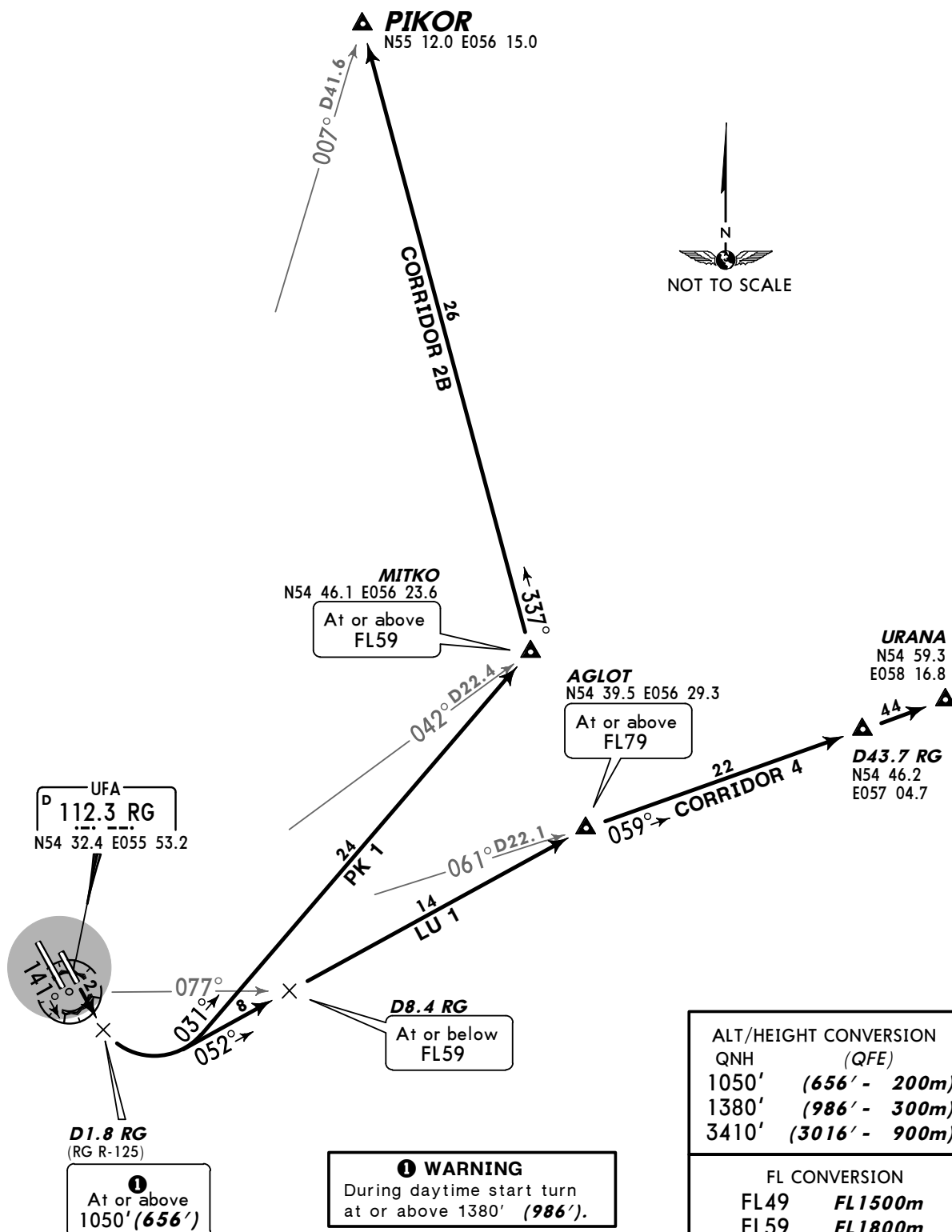
UFA, RUSSIA
SID

Apt Elev
448'

QNH on request **(QFE)**
 Trans level: FL49
 FL59 if pressure is less than 749 mm (998.6 hPa)
 FL69 if pressure is less than 722 mm (962.6 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



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JEPPESEN
 25 MAR 11 **10-3D** **Eff 7 Apr**

UFA, RUSSIA
SID

Apt Elev
448'

QNH on request **(QFE)**

Trans level: FL49

FL59 if pressure is less than 749 mm (998.6 hPa)

FL69 if pressure is less than 722 mm (962.6 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.

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)

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**

SULEK
 N54 51.2 E055 27.4

D3.9 RG
 (RG R-328)

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

RADIUS
 1.9

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

RADIUS
 1.9

UFA
112.3 RG
 N54 32.4 E055 53.2

212 LZ
 N54 31.1 E055 55.3
 At or above
 FL59

DIRIS
 N54 18.7 E055 26.4
 At or above
 FL69

ITUNA
 N54 12.0 E055 50.0
 At or above
 FL69

GOPAR
 N53 58.0 E054 47.0

NOT TO SCALE

UWUU/UFA
UFA

25 MAR 11

10-3E

Eff 7 Apr

UFA, RUSSIA

SID

Apt Elev
 448'

QNH on request (QFE)

Trans level: FL49

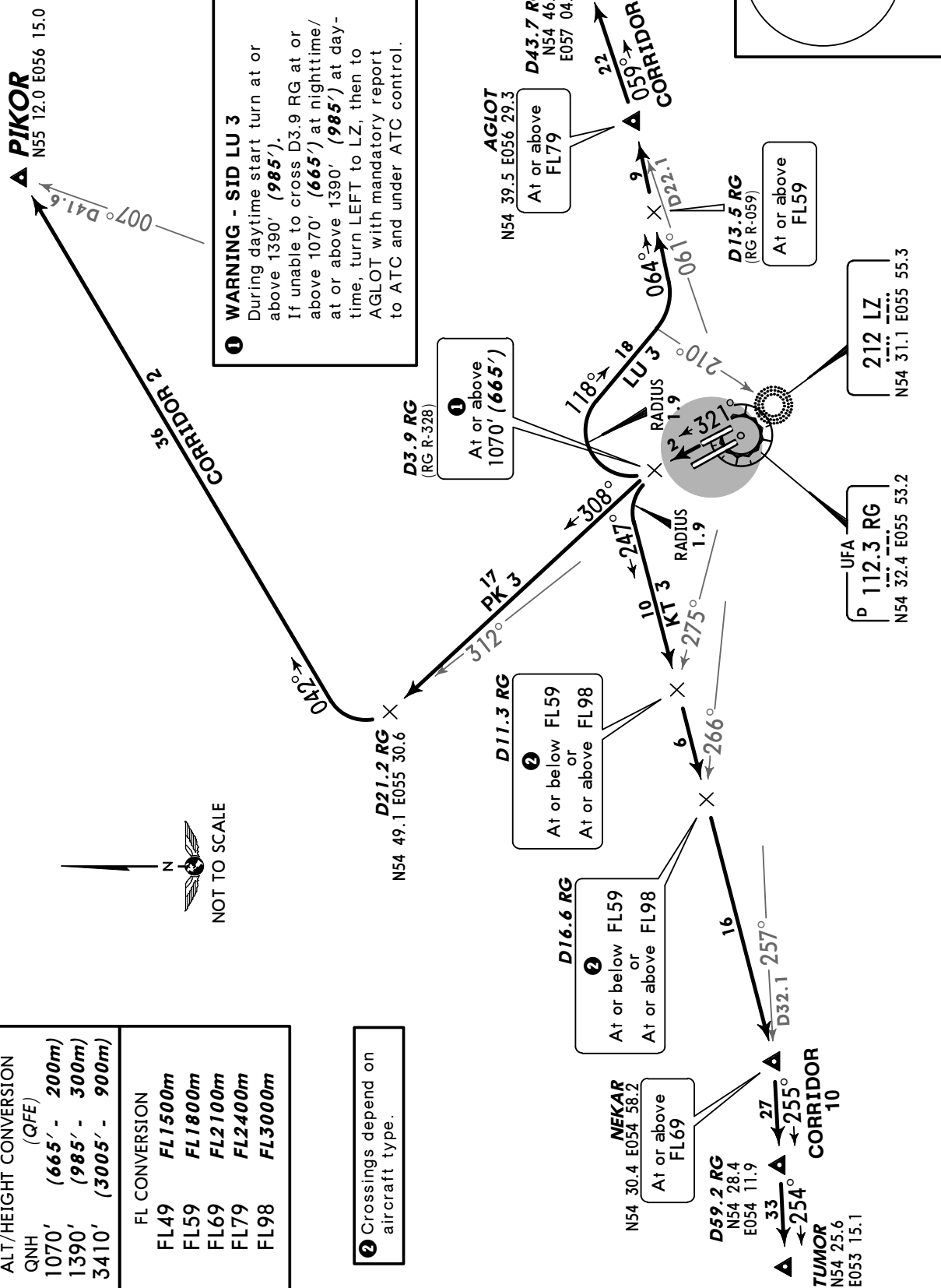
FL59 if pressure is less than 749 mm (998.6 hPa)

FL69 if pressure is less than 722 mm (962.6 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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UFA

JEPPESEN
25 MAR 11 **10-3F** **Eff 7 Apr**

UFA, RUSSIA
SID

Apt Elev
448'

QNH on request **(QFE)**

Trans level: FL49

FL59 if pressure is less than 749 mm (998.6 hPa)

FL69 if pressure is less than 722 mm (962.6 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

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

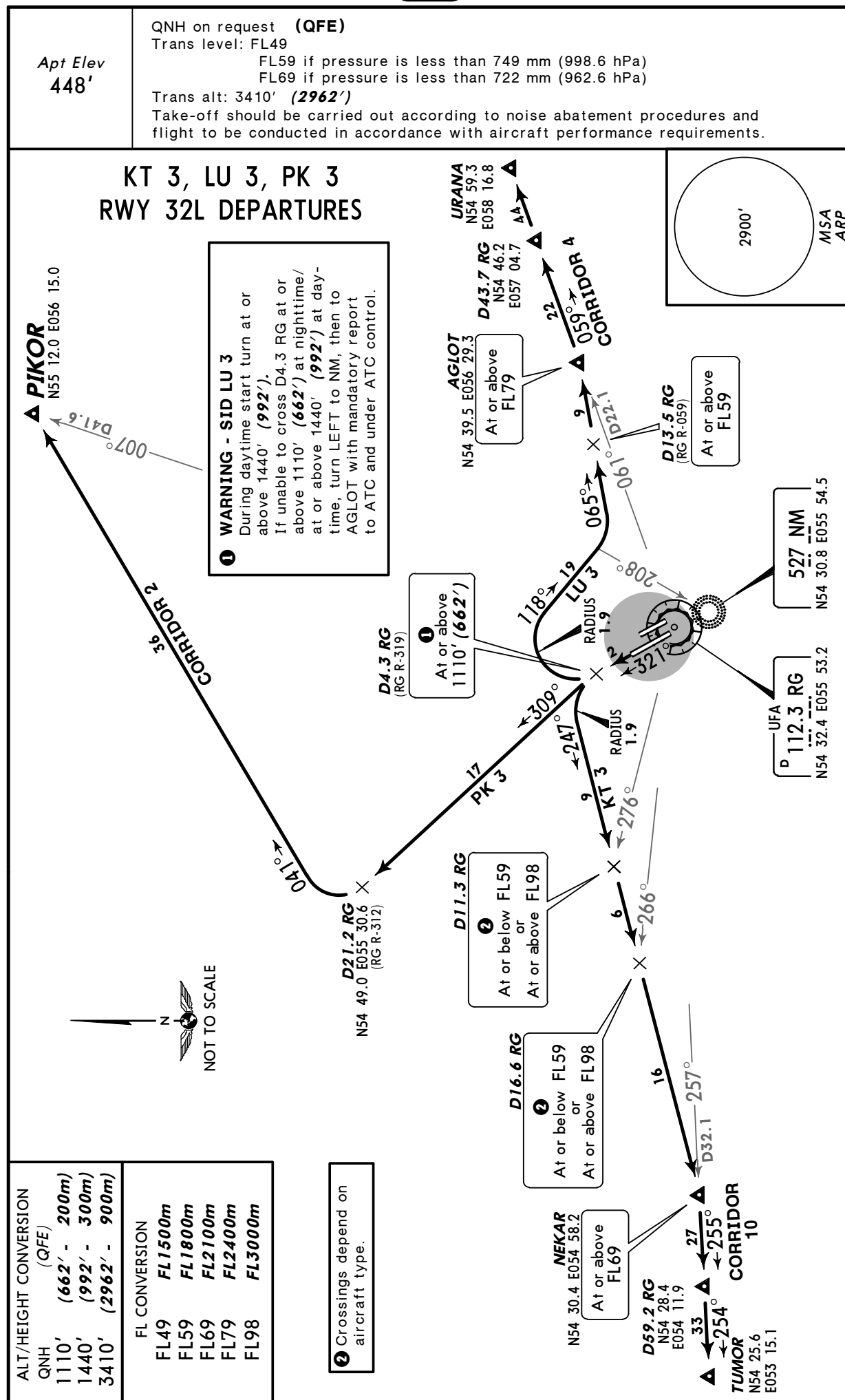
GOPAR
N53 58.0 E054 47.0

NOT TO SCALE

UWUU/UFA
UFA

JEPPESSEN
 25 MAR 11 **10-3G** **Eff 7 Apr**

UFA, RUSSIA
SID



UWUU/UFA

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



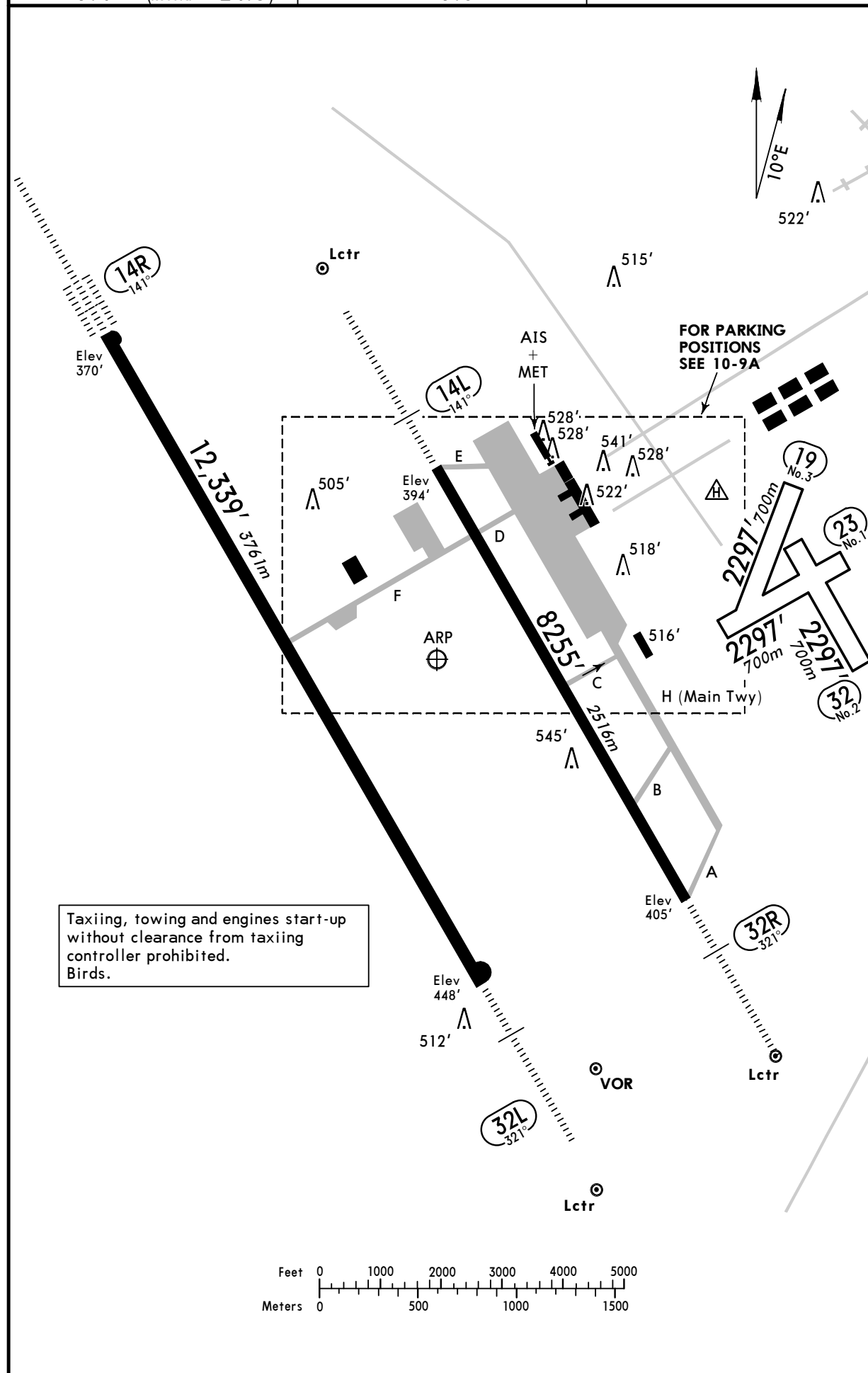
28 JAN 11

10-9

UFA, RUSSIA

UFA

ATIS	UFA Taxiing (GND)	Start (TWR)
119.4 (Russian 124.8)	119.0	120.9



CHANGES: ATIS freq.

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 **JEPPESEN**

28 JAN 11 (10-9A)

UFA, RUSSIA

UFA

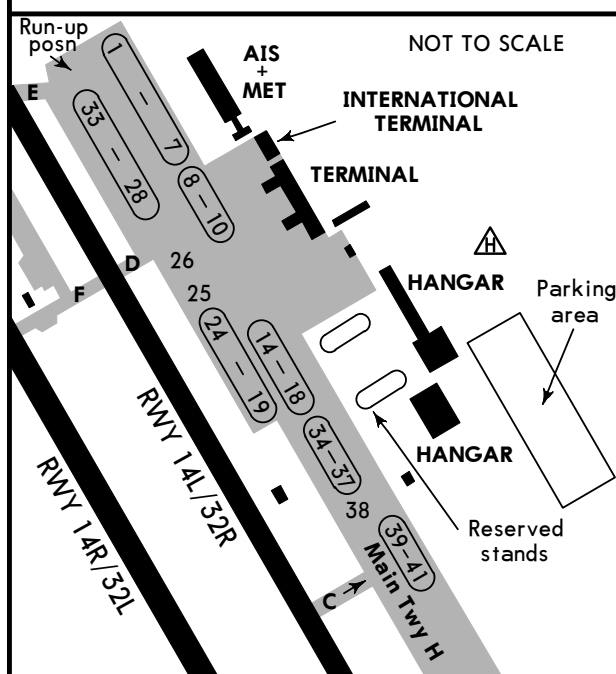
GENERAL

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
					LANDING BEYOND	Threshold		
14L	32R	HIRL (57m) HIALS PAPI-L (angle 2.66°)	RVR					161'
								49m
14R	32L	HIRL (60m) CL (15m) HIALS-II TDZ	RVR					197'
		HIRL (60m) CL (15m) HIALS	RVR					60m
19								328'
								100m
23								328'
								100m
32								328'
								100m

**INS COORDINATES**

STAND No.	COORDINATES
1	N54 34.1 E055 52.9
2 thru 5	N54 34.0 E055 52.9
6, 7	N54 34.0 E055 53.0
8 thru 10	N54 33.9 E055 53.0
14, 15	N54 33.8 E055 53.1
16 thru 18	N54 33.7 E055 53.2
19 thru 22	N54 33.7 E055 53.1
23	N54 33.8 E055 53.1
24 thru 26	N54 33.8 E055 53.0
28 thru 30	N54 33.9 E055 52.9
31, 32	N54 33.9 E055 52.8
33	N54 34.0 E055 52.8

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	

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JEPPESSEN
18 FEB 11 **10-9S**
Standard
UFA, RUSSIA
UFA

STRAIGHT-IN RWY		A	B	C	D
14L	ILS	594' (200')	594' (200')	594' (200')	594' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	770' (376')	770' (376')	770' (376')	770' (376')
		R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1700m	R1700m	R1700m	R1700m
14R	CAT 2 ILS	470' (100')	470' (100')	470' (100')	470' (100')
		RA 113' 350m	RA 113' 350m	RA 113' 350m	RA 113' 350m
	ILS	570' (200')	570' (200')	570' (200')	570' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	720' (350')	720' (350')	720' (350')	720' (350')
		R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
32L	NDB ①	810' (362')	810' (362')	810' (362')	810' (362')
		R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1700m	R1700m	R1700m	R1700m
32R	ILS	605' (200')	605' (200')	605' (200')	605' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	800' (395')	800' (395')	800' (395')	800' (395')
		R1100m	R1100m	R1200m	R1200m
	<i>ALS out</i>	R1800m	R1800m	R1800m	R1800m

① Continuous Descent Final Approach

TAKE-OFF RWY 14L/R, 19, 23, 32, 32L/R

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

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		

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		

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UFA

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28 JAN 11 **(11-1)**

UFA, RUSSIA
ILS or 2 NDB Rwy 14L

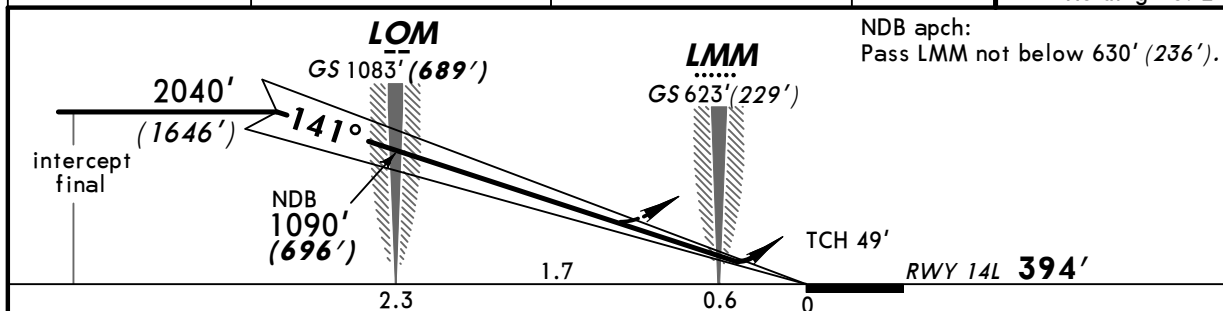
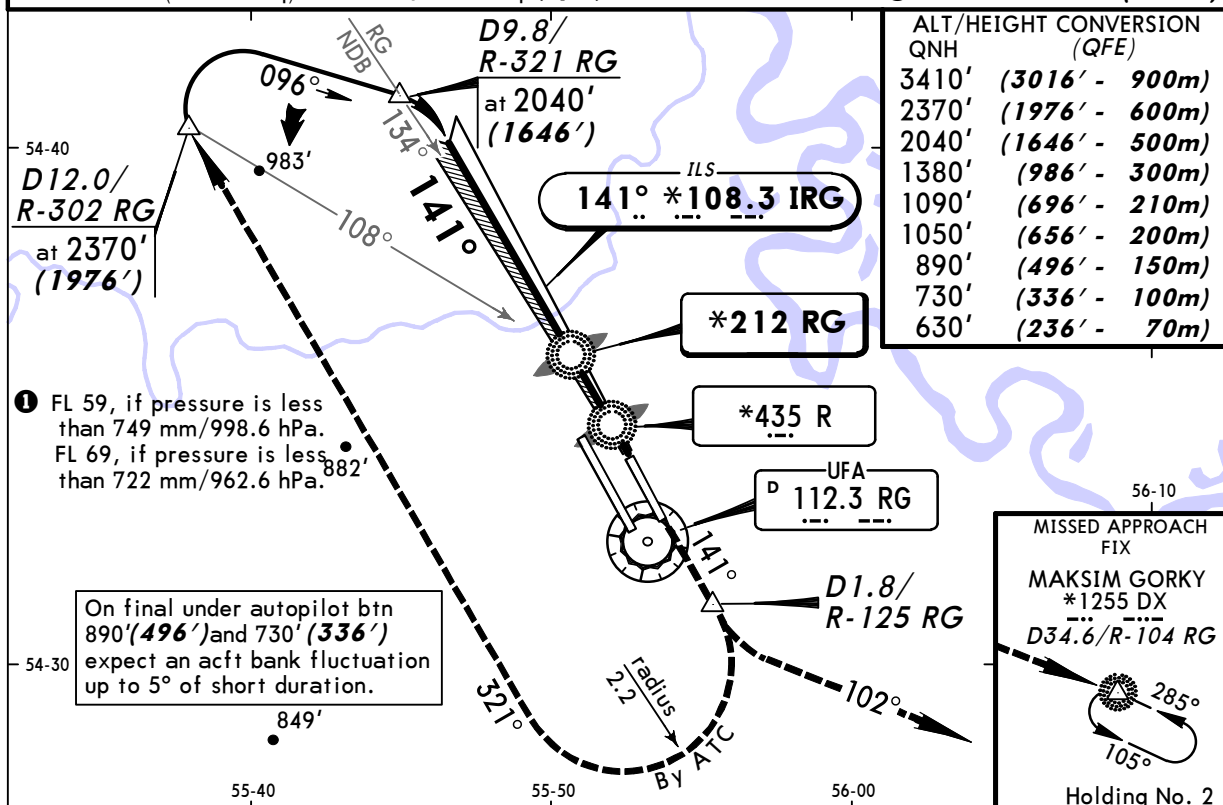
BRIEFING STRIP

ATIS		UFA Control (APP)	UFA Krug (RDR)	UFA Start (TWR/R)	Ground
119.4 (Russian 124.8)		126.0	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 or NDB Descent Angle 2.67°	336	433	481	577	673	769	PAP1			

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	1300m	2100m
D				1700m	

PANS OPS

UWUU/UFA
UFA

28 JAN 11

JEPPesen
(11-2)

UFA, RUSSIA
ILS or 2 NDB Rwy 14R

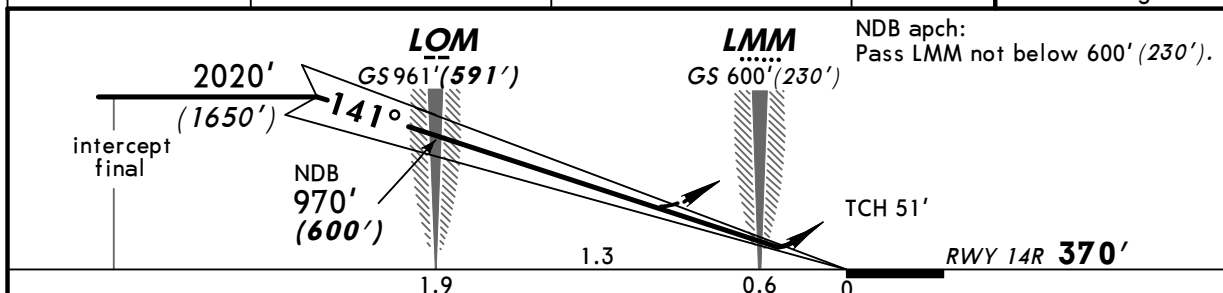
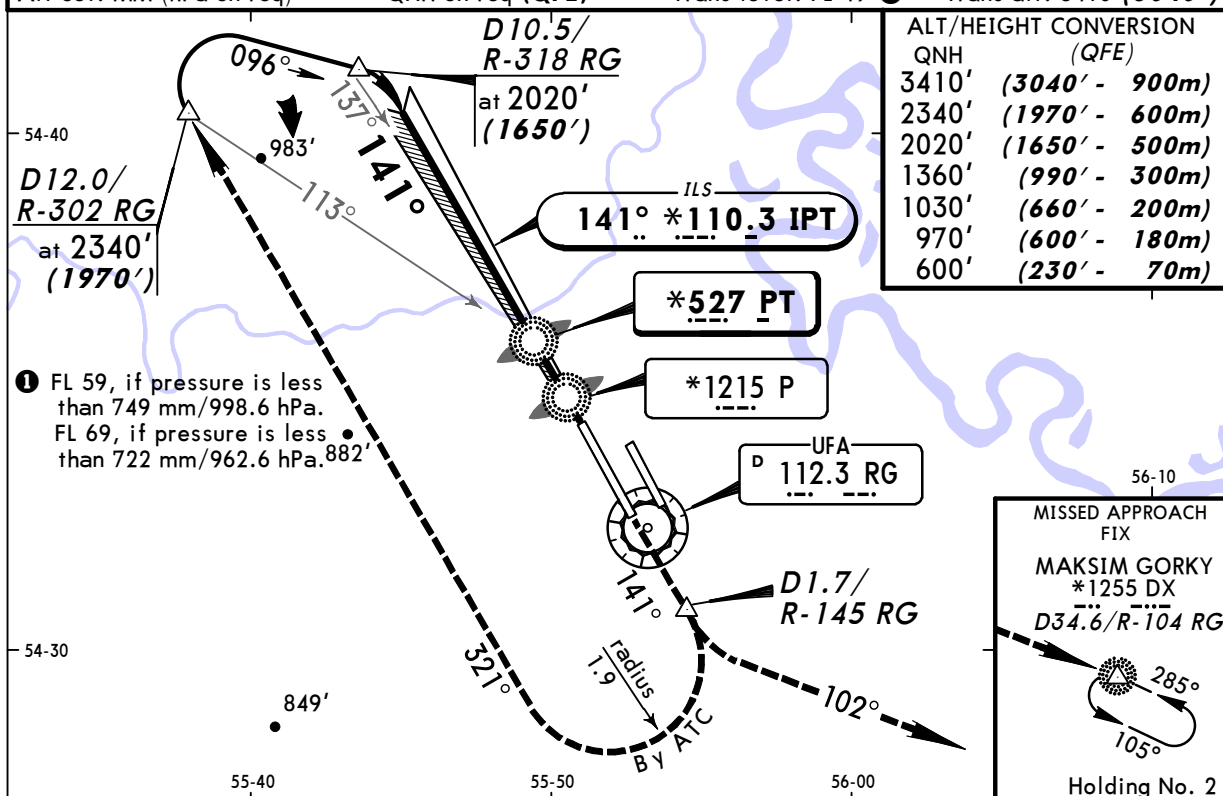
BRIEFING STRIP

ATIS	UFA Control (APP)	UFA Krug (RDR)	UFA Start (TWR/R)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	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 ① Trans alt: 3410' (3040')



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

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		

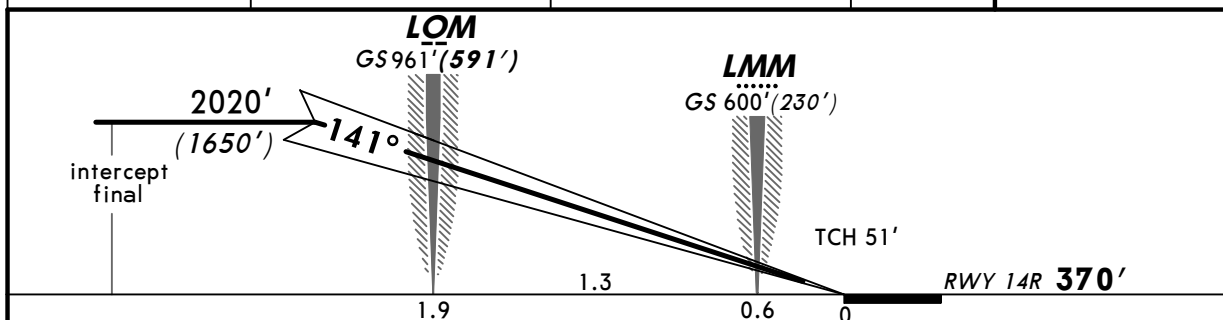
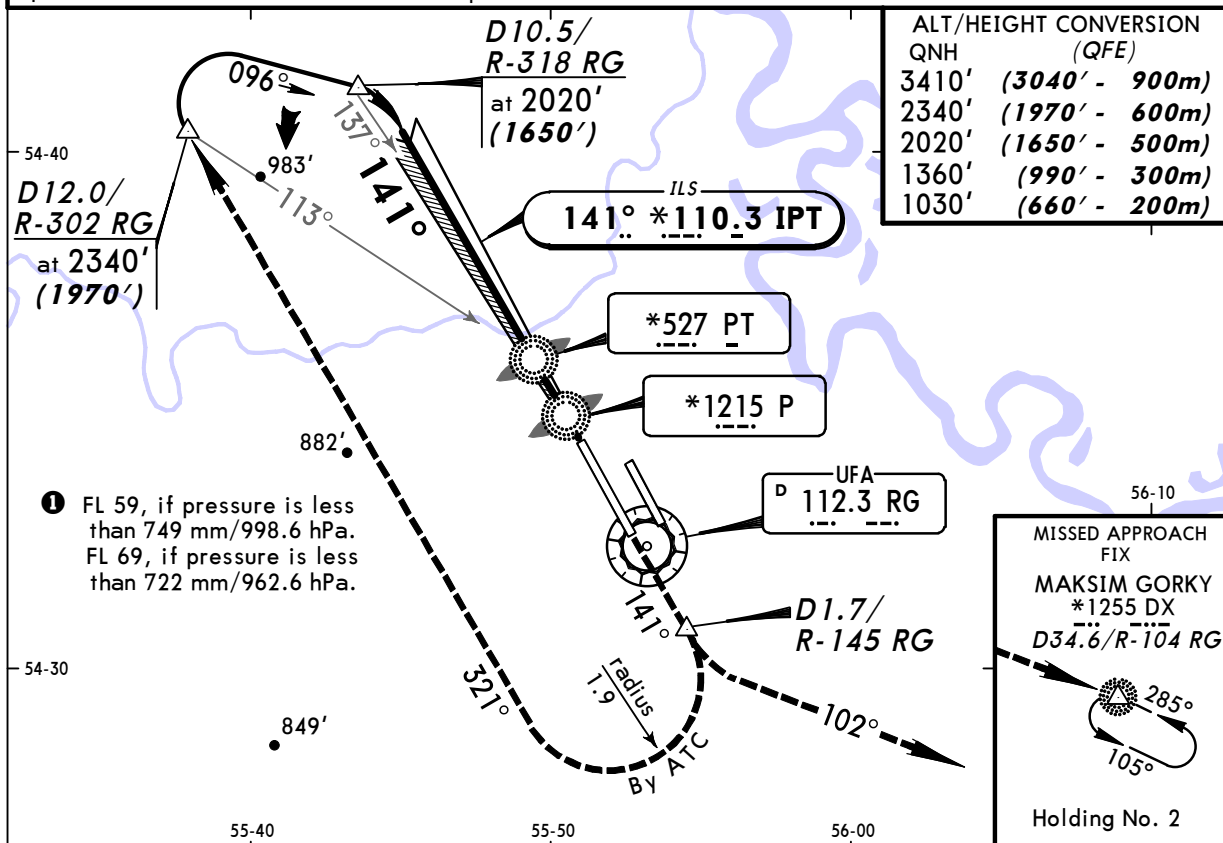
UWUU/UFA
UFA

28 JAN 11 **11-2A**

UFA, RUSSIA
CAT II ILS Rwy 14R

BRIEFING STRIP

ATIS	UFA Control (APP)	UFA Krug (RDR)	UFA Start (TWR/R)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	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

28 JAN 11

JEPPesen
(11-3)

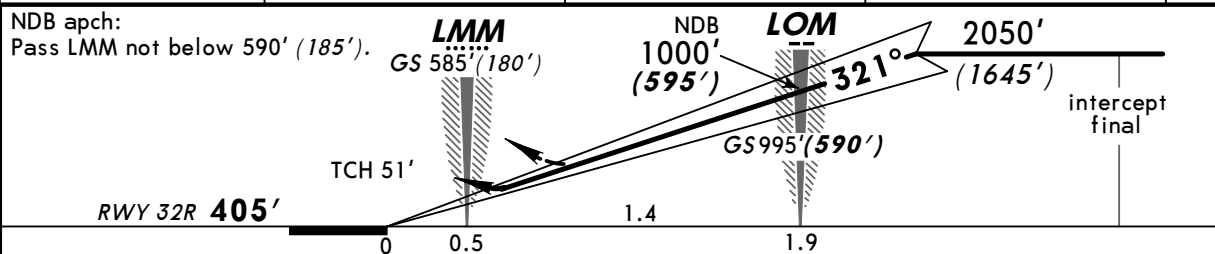
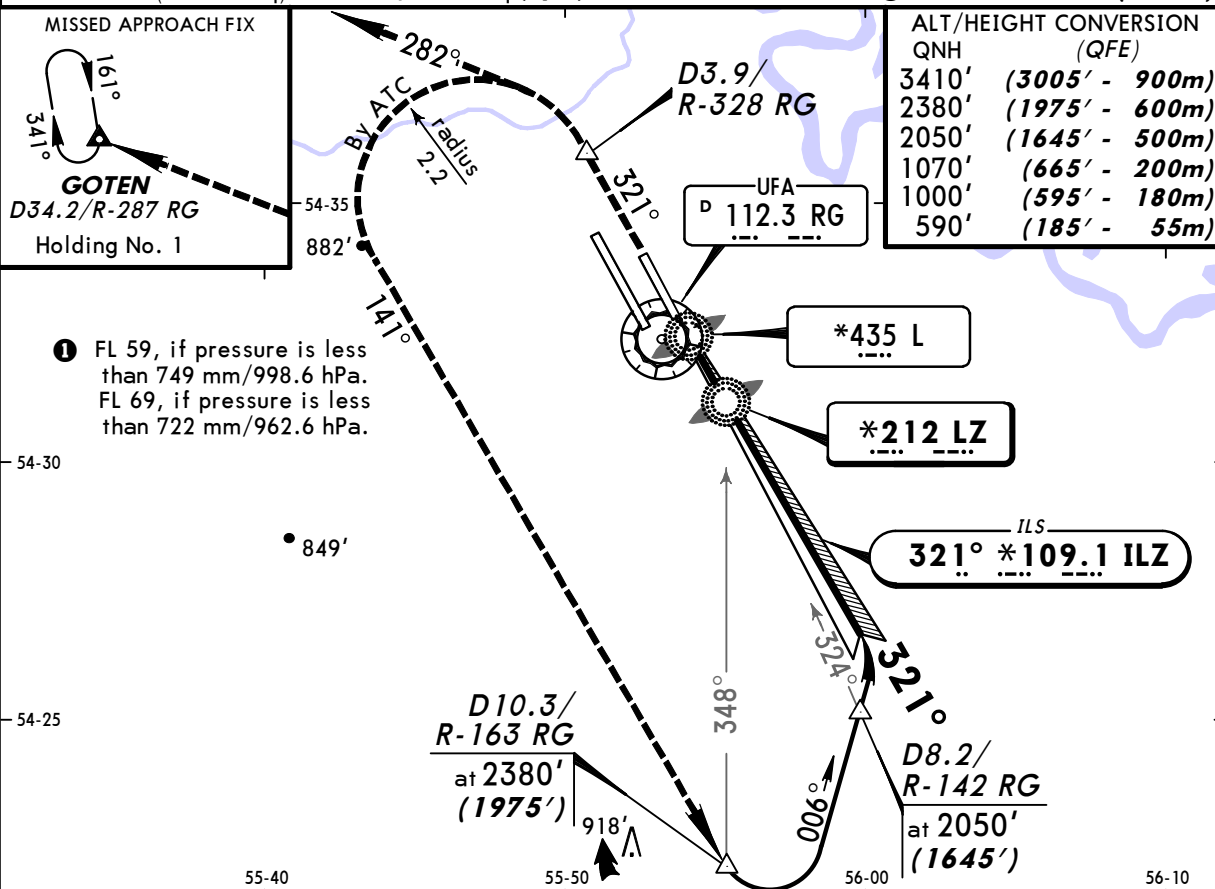
UFA, RUSSIA
ILS or 2 NDB Rwy 32R

BRIEFING STRIP

ATIS		UFA Control (APP)	UFA Krug (RDR)	UFA Start (TWR/R)	Ground
119.4 (Russian 124.8)		126.0	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 or NDB Descent Angle 2.67°	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

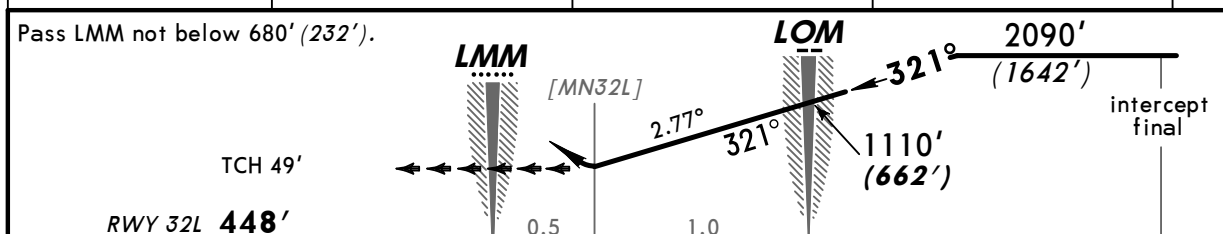
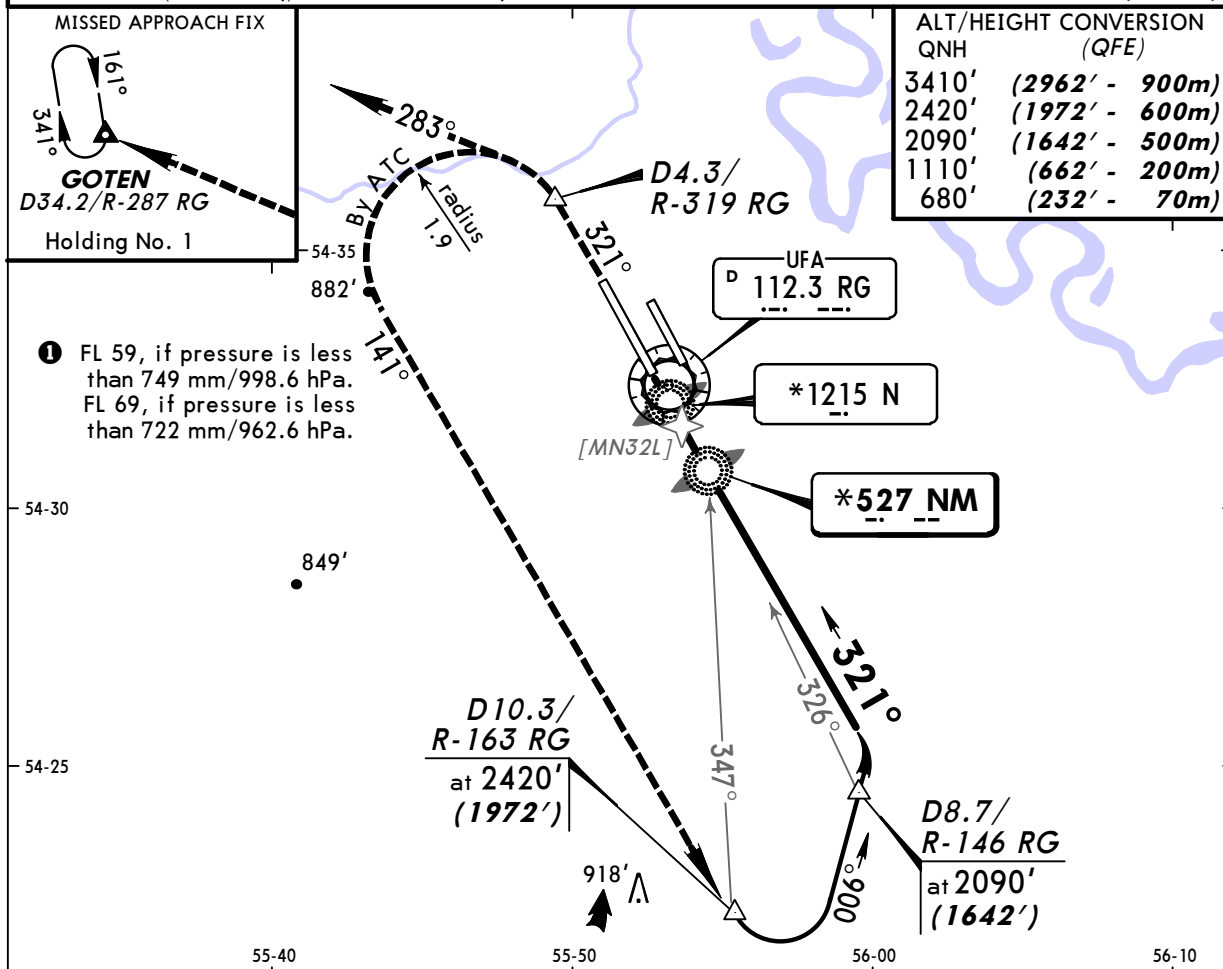
JEPPesen
28 JAN 11 **(16-1)**

UFA, RUSSIA
2 NDB Rwy 32L

BRIEFING STRIP

ATIS		UFA Control (APP)		UFA Krug (RDR)		UFA Start (TWR/R)		Ground	
119.4 (Russian 124.8)		126.0		120.9		120.9		119.0	
NDB NM *527		Final Apch Crs 321°		Minimum Alt LOM 1110' (662')		MDA(H) 810' (362')		Apt Elev 448' RWY 448'	
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 <u>ATC:</u> 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.								2900' MSA ARP	

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1110' (662') or above on 321°	D4.3 RG
Descent Angle 2.77°	343	441	490	588	686	784			

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

PANS OPS

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