

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 09-2011

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UWWW

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-2/A/B/C, 10-3/A/B/C) ND NDB replaced by CRP URUKA at same position, SID and STAR designator change from ND to URUKA accordingly.

General Info

Samara, RUS

N 53° 30.1' E 50° 09.3' Mag Var: 10.2°E

Elevation: 477'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 05-23 8360' x 197' concrete

Runway 15-33 9846' x 148' concrete

Runway 05 (51.0°M) TDZE 477'

Lights: Edge

Runway 15 (150.0°M) TDZE 415'

Lights: Edge, ALS

Runway 23 (231.0°M) TDZE 410'

Lights: Edge, ALS

Runway 33 (330.0°M) TDZE 387'

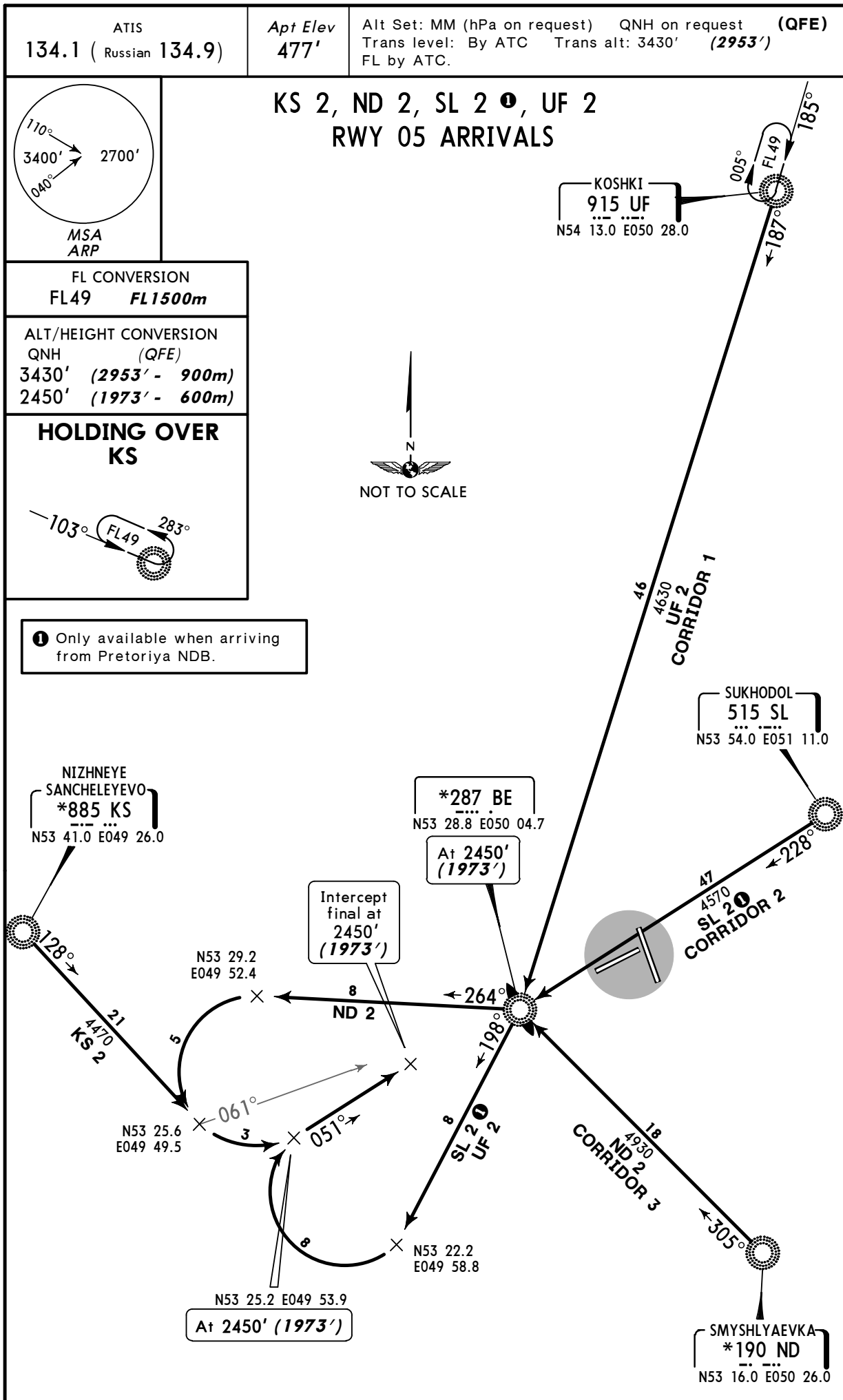
Lights: Edge, ALS

Communications InfoATIS **134.9** Non-EnglishATIS **134.1**Samara Start Tower **124.0** SecondarySamara Start Tower **118.2**Samara Taxiing Ground Control **124.0** SecondarySamara Taxiing Ground Control **119.0**Samara Approach Control **124.6**Samara Krug Radar **128.0**Samara Krug Radar **124.0** SecondarySamara Transit Operations **131.6** MF**Notebook Info**

UWWW/KUF
KURUMOCH

JEPPESSEN
 3 JUL 09 **10-2**

SAMARA, RUSSIA
STAR



UWWW/KUF
KURUMUCH

3 JUL 09 (10-2A)

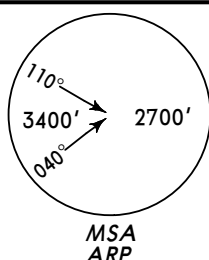
SAMARA, RUSSIA

STAR

134.1 (ATIS Russian 134.9)

Apt Elev
477'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3430' **(3020')**
FL by ATC.



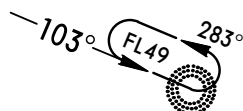
KS 4, ND 4, SL 4 ①, UF 4
RWY 23 ARRIVALS

FL CONVERSION
FL49 *FL1500m*

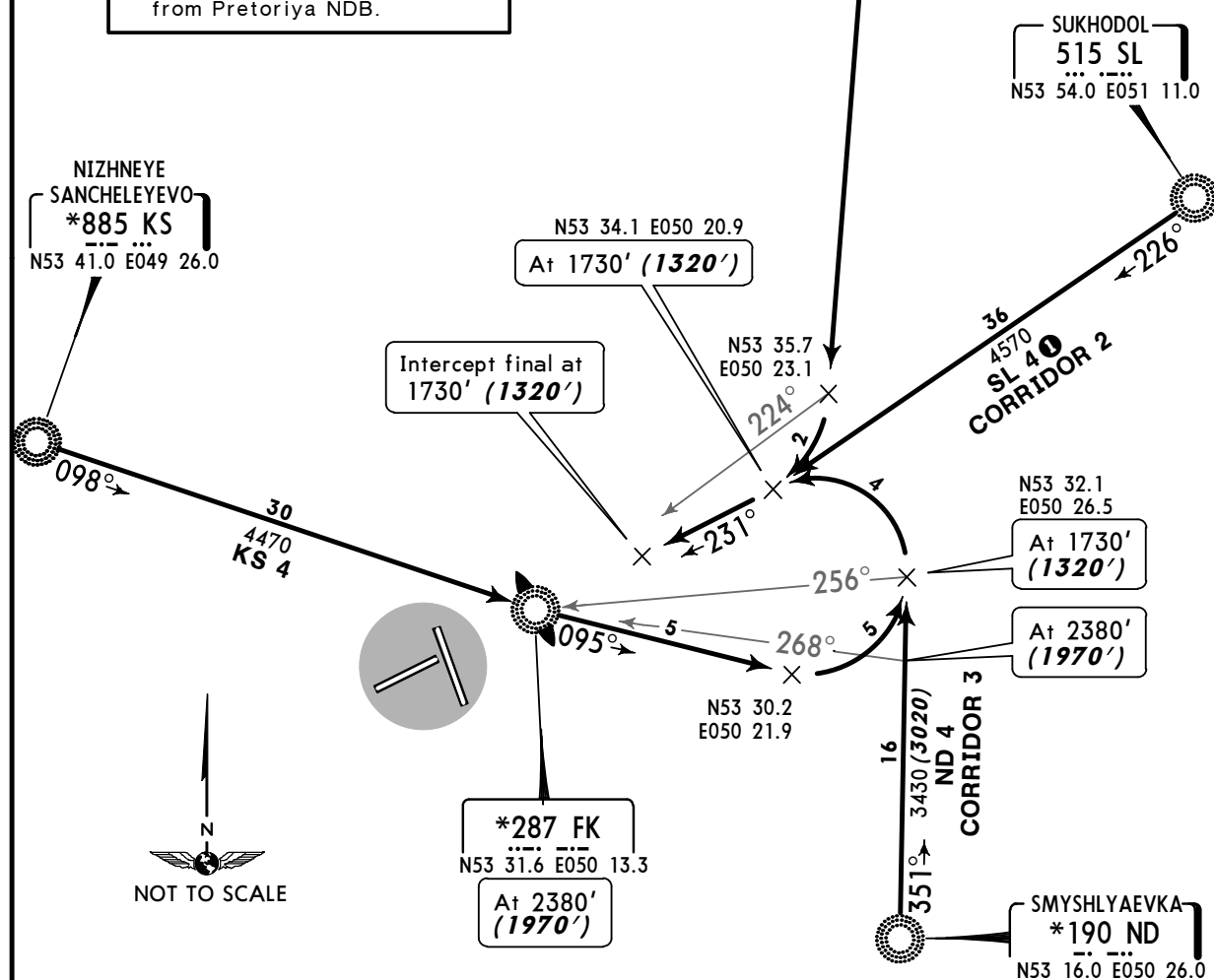
ALT/HEIGHT CONVERSION
QNH (QFE)

3430'	(3020' - 900m)
2380'	(1970' - 600m)
1730'	(1320' - 400m)

HOLDING OVER KS



1 Only available when arriving from Pretoriya NDB.

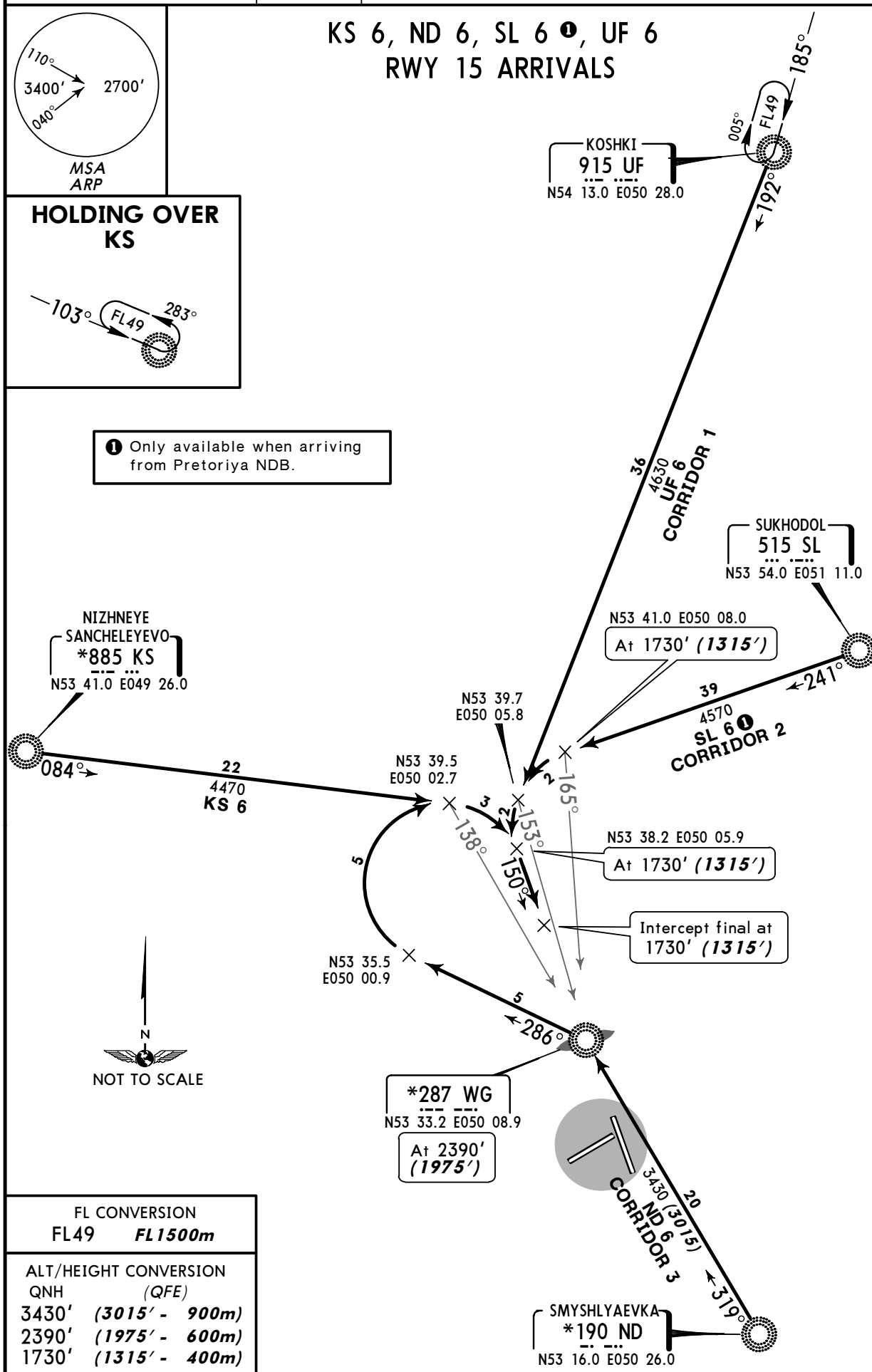


UWWW/KUF
KURUMUCH

JEPPesen
10 SEP 10 **(10-2B)** **Eff 23 Sep**

SAMARA, RUSSIA
STAR

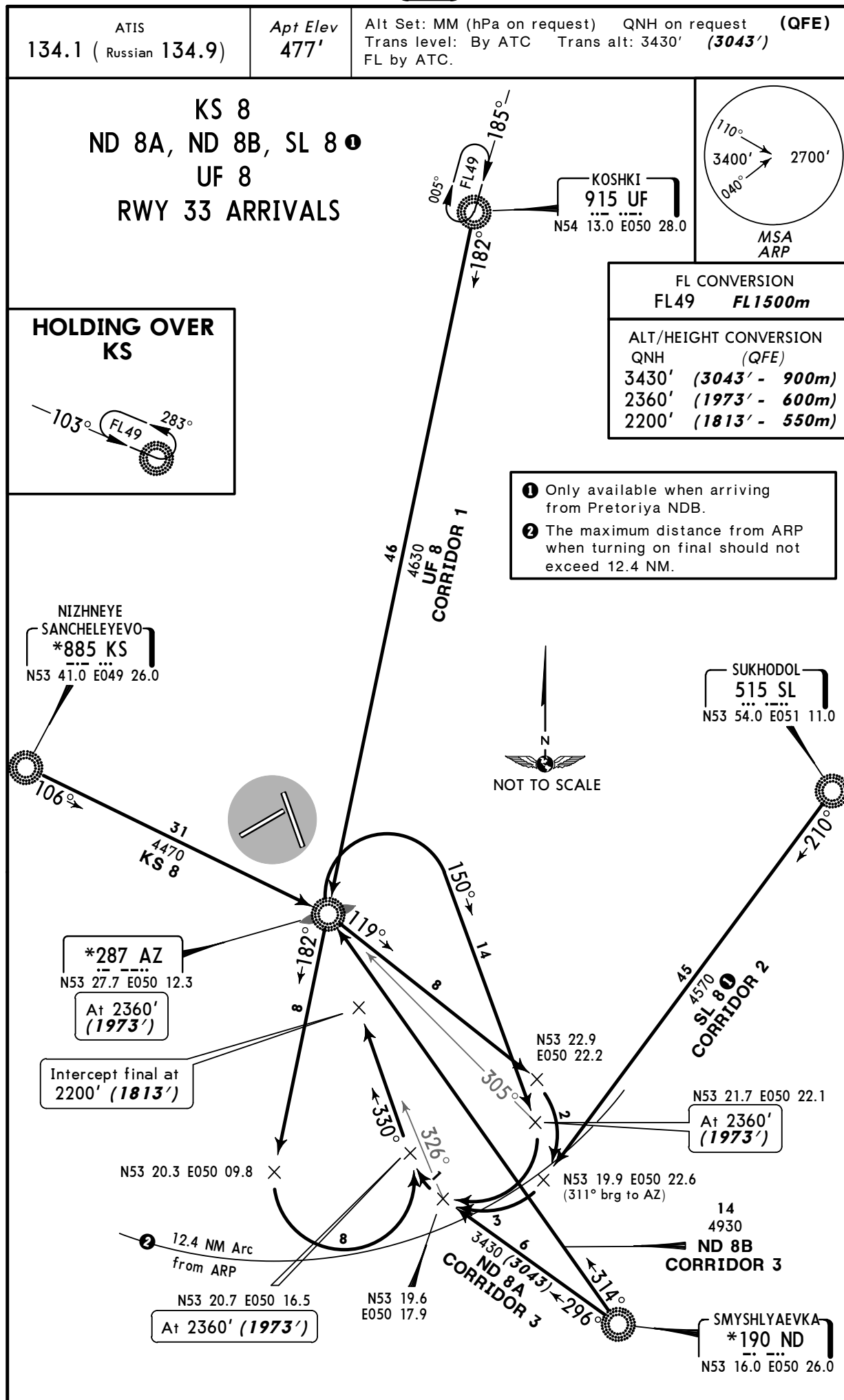
ATIS 134.1 (Russian 134.9)	Apt Elev 477'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3430' (3015) FL by ATC.
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UWWW/KUF
KURUMOCH

JEPPesen
 10 SEP 10 **10-2C** **Eff 23 Sep**

SAMARA, RUSSIA
STAR



UWWW/KUF
KURUMOCH

JEPPESSEN
18 AUG 06 **10-3** **Eff 31 Aug**

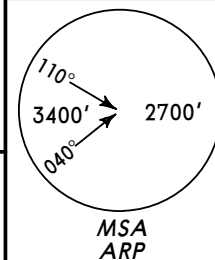
SAMARA, RUSSIA
SID

Apt Elev
477'

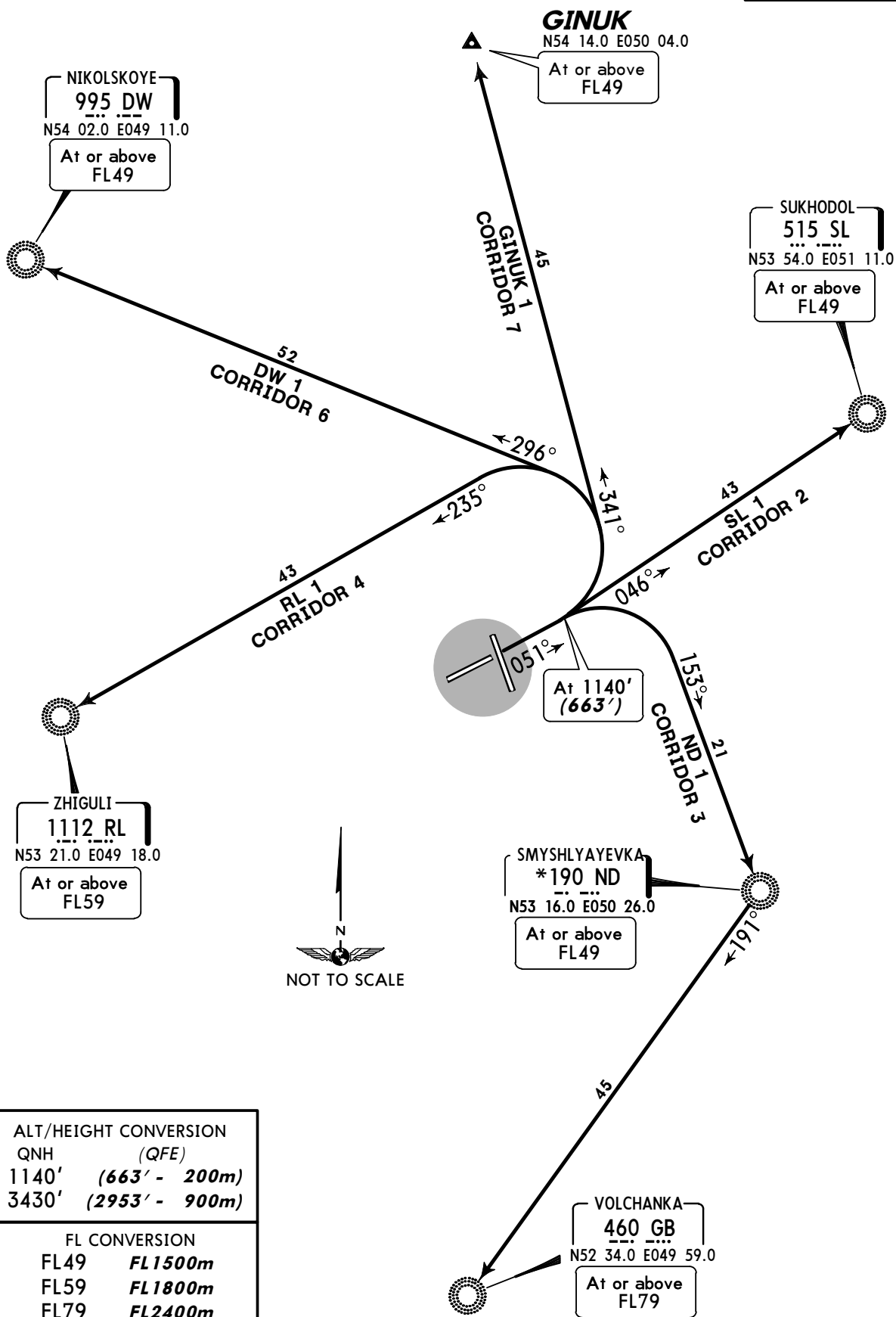
QNH on request **(QFE)**

Trans level: By ATC Trans alt: 3430' **(2953')**

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



DW 1, GINUK 1, ND 1, RL 1, SL 1
RWY 05 DEPARTURES



ALT/HEIGHT CONVERSION
QNH **(QFE)**
1140' **(663' - 200m)**
3430' **(2953' - 900m)**

FL CONVERSION
FL49 **FL1500m**
FL59 **FL1800m**
FL79 **FL2400m**

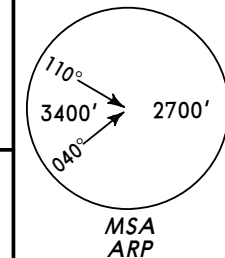
UWWW/KUF
KURUMOCH

JEPPESSEN
 18 AUG 06 **10-3A** **Eff 31 Aug**

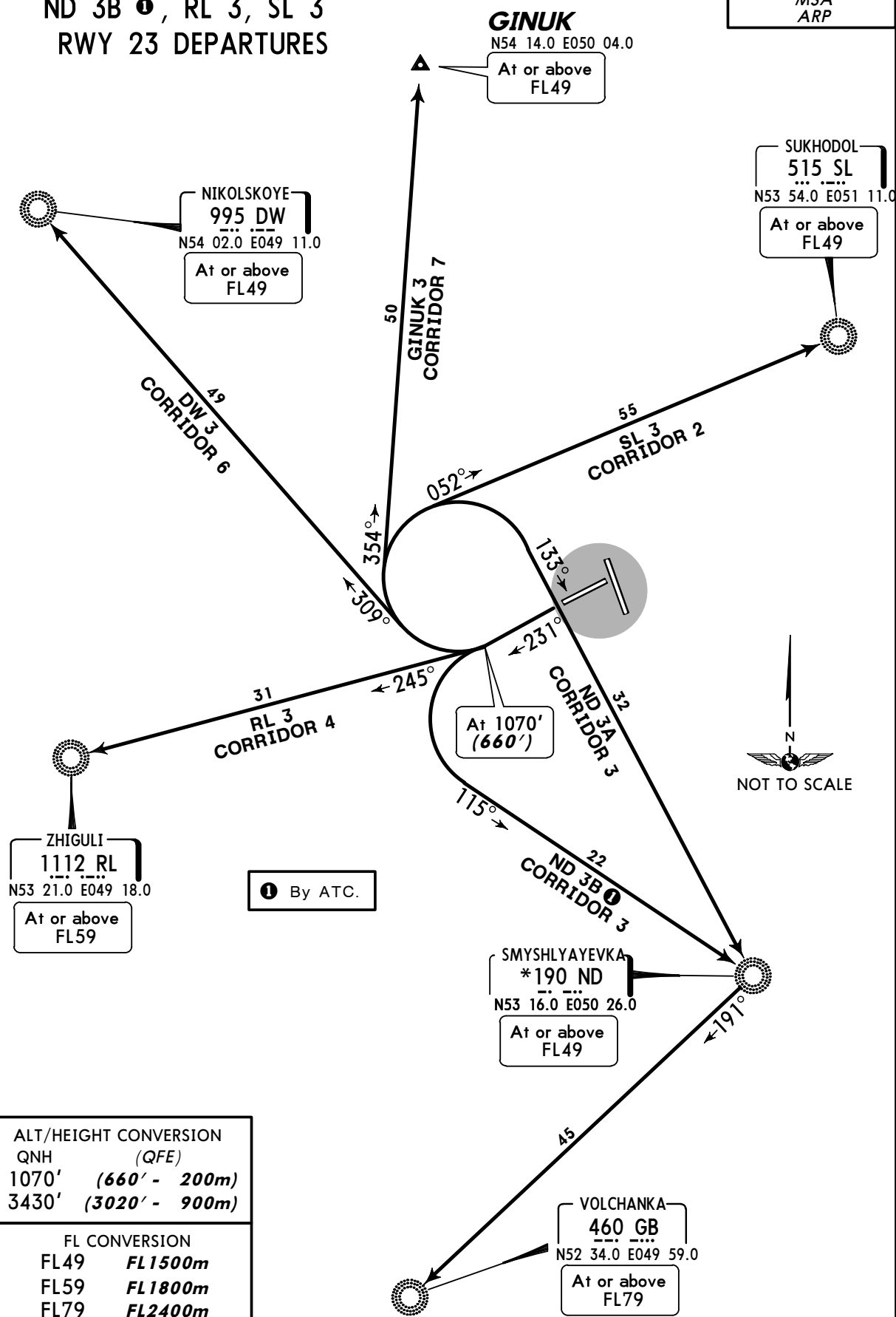
SAMARA, RUSSIA
SID

Apt Elev
477'

QNH on request **(QFE)**
 Trans level: By ATC Trans alt: 3430' **(3020')**
 Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.



DW 3, GINUK 3, ND 3A
ND 3B ①, RL 3, SL 3
RWY 23 DEPARTURES



ALT/HEIGHT CONVERSION
 QNH **(QFE)**
 1070' **(660' - 200m)**
 3430' **(3020' - 900m)**

FL CONVERSION
 FL49 **FL1500m**
 FL59 **FL1800m**
 FL79 **FL2400m**

UWWW/KUF
KURUMUCH

JEPPESEN
18 AUG 06 **10-3B** **Eff 31 Aug**

SAMARA, RUSSIA

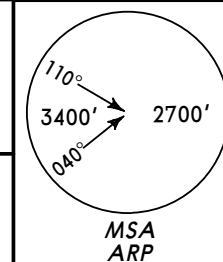
SID

Apt Elev
477'

QNH on request **(QFE)**

Trans level: By ATC Trans alt: 3430' **(3015')**

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



DW 5A, DW 5B❶
GINUK 5A [*GINU5A*]
GINUK 5B [*GINU5B*]❶
ND 5
RL 5A, RL 5B❶
SL 5
RWY 15 DEPARTURES

GINUK

N54 14.0 E050 04.0

At or above
FL49

NIKOLSKOYE
995 DW
N54 02.0 E049 11.0
At or above
FL49

1 By ATC.

ZHIGULI
1112 RL
N53 21.0 E049 18.0
At or above
FL59

NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
1080'	(665' - 200m)
2390'	(1975' - 600m)
3040'	(2625' - 800m)
3430'	(3015' - 900m)

FL CONVERSION

FL49 *FL1500m*
FL59 *FL1800m*
FL79 *FL2400m*

54
GINUK 5A
CORRIDOR 7

SUKHODOL-
515 SL

N53 54.0 E051 11.0

At or above
FL49

DW 5A
GINUK 5A
RL 5B, SL 5

Turn at
1080'
(665')

DW 5B
GINUK 5B
RL 5A

Turn at
2390'
(1975')

At 3040'
(2625')

SMYSHLYAYEVA
*190 ND
N53 16.0 E050 26.0

At or above
FI 49

- VOLCHANKA
460 GB

At or above
FL79

UWWW/KUF
KURUMOCH

JEPPESSEN
18 AUG 06 **10-3C** **Eff 31 Aug**

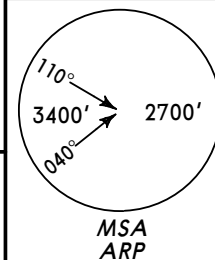
SAMARA, RUSSIA
SID

Apt Elev
477'

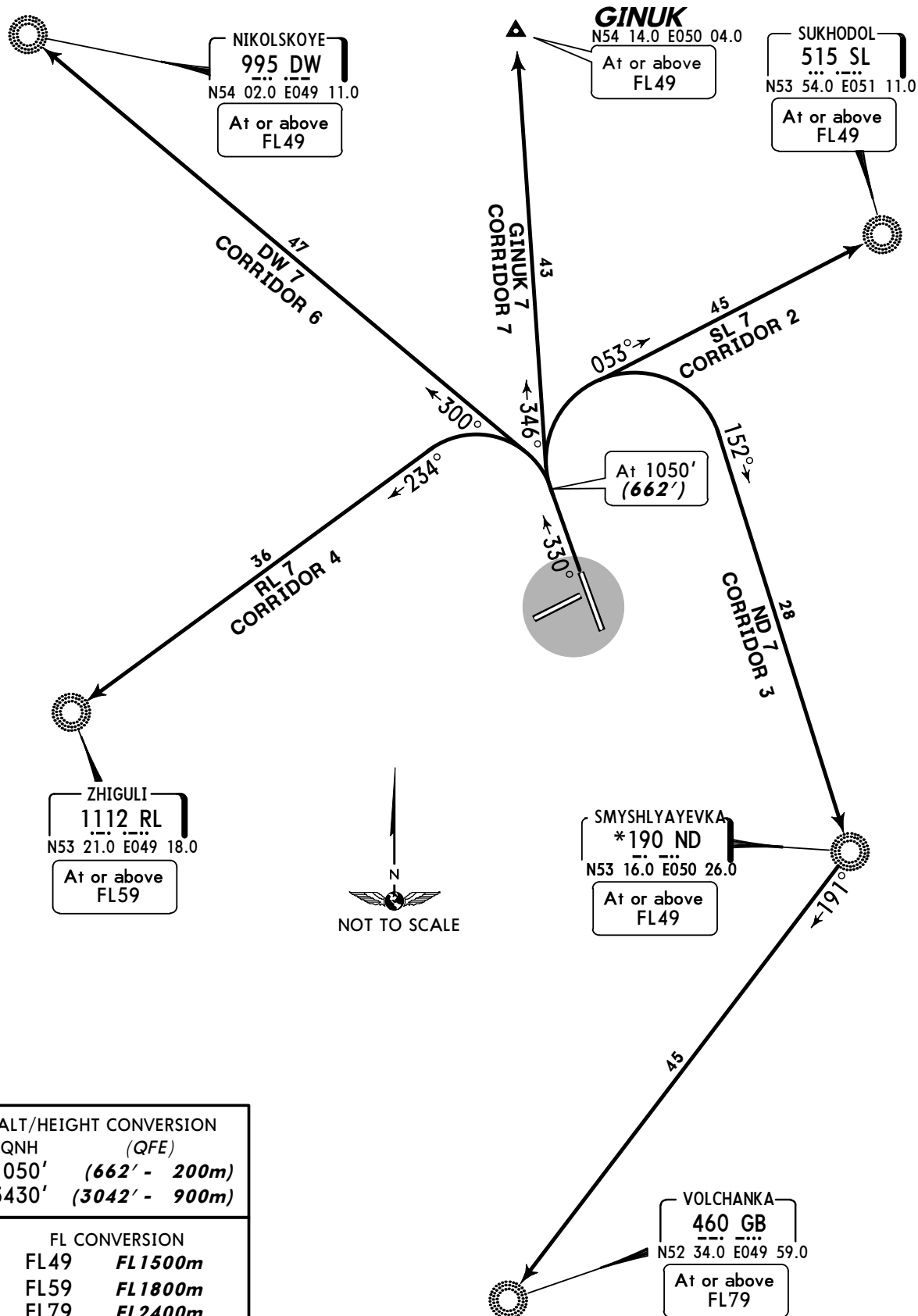
QNH on request **(QFE)**

Trans level: By ATC Trans alt: 3430' **(3042')**

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



DW 7, GINUK 7, ND 7, RL 7, SL 7
RWY 33 DEPARTURES



ALT/HEIGHT CONVERSION
QNH **(QFE)**
1050' **(662' - 200m)**
3430' **(3042' - 900m)**

FL CONVERSION
FL49 **FL1500m**
FL59 **FL1800m**
FL79 **FL2400m**

UWWW/KUF
KURUMOCH **JEPPESEN**
31 OCT 03 10-4SAMARA, RUSSIA
NOISE

NOISE ABATEMENT

LOCAL TIME - 4 = UTC(Z)

GENERAL

Noise abatement procedures shall be executed by all aircraft, except in case of reduction of flight safety and in case of engine failure.

Overflying of Samara City and Beryeza during approach phase is prohibited.

DEPARTURES**Restrictions**

Take-off with tailwind component up to 5m/sec is allowed under following conditions:

- runway is dry or damp
- friction coefficient is 0.5 or more
- crosswind component is not more than 5m/sec.

During take-off from both runways it is necessary to follow strictly the departure procedure to avoid overflying the residential areas.

Between 2300-0700LT take-off shall usually be carried out on runways 05 and 15.

Special take-off procedures shall be carried out on runways 23 and 33.

Runway 15

Take-off/departure along corridor 3 based on a straight ahead climb up to 3040' (2625' - 800m) before turning towards the corridor.

Take-off/departure along corridor 4 based on a straight ahead climb up to 2390' (1975' - 600m) before turning towards the corridor.

Take-off/departure along corridor 7 is by ATC permission only and based on a straight ahead climb up to 2390' (1975' - 600m) before turning towards the corridors.

RUN-UP TESTS

Between 2300-0700LT engine run-up tests are prohibited on the bay near the hangar and on stands 15 and 16.

UWWW/KUF

Apt Elev **477'**
N53 30.1 E050 09.3

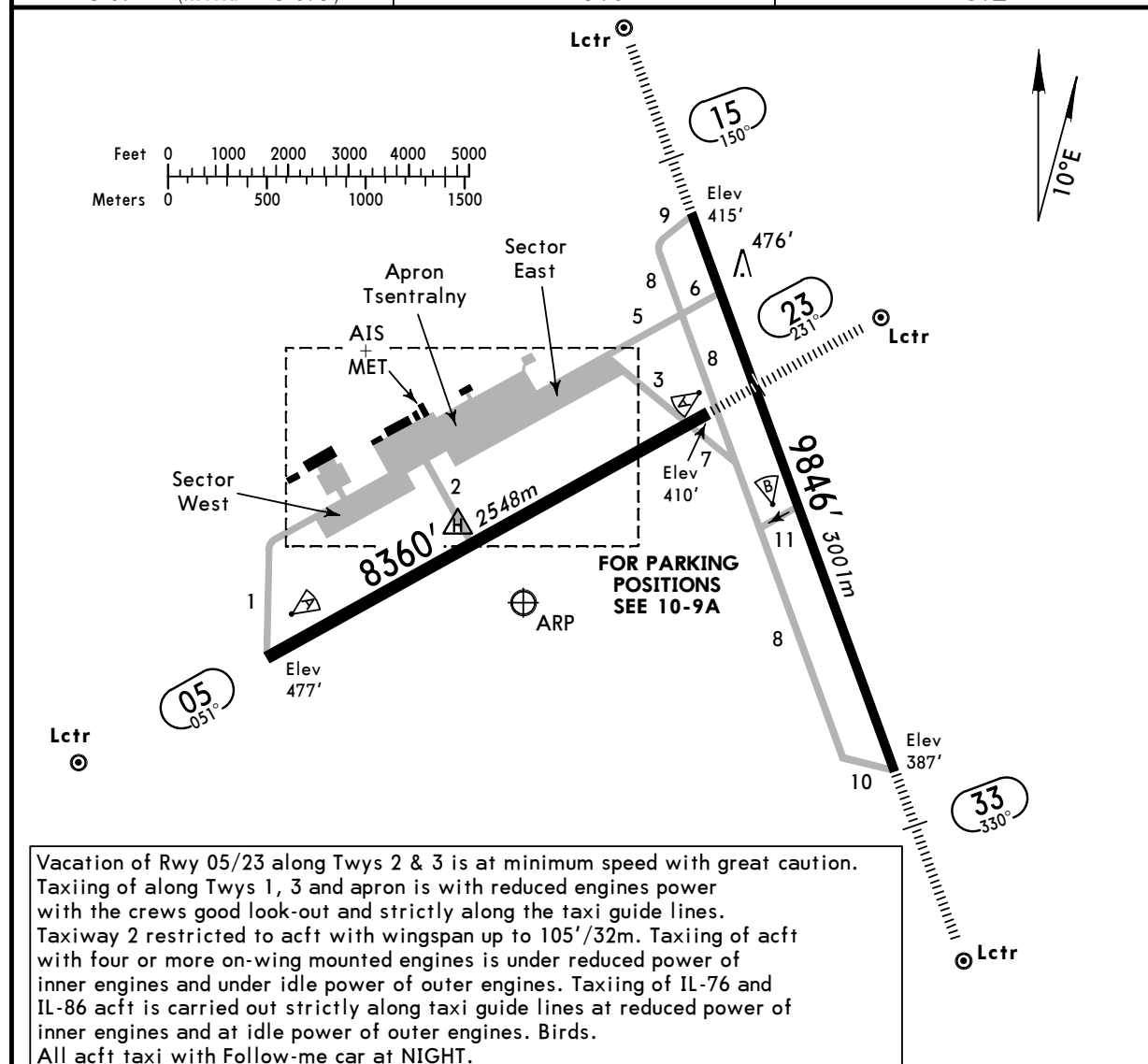
JEPPESEN

3 JUL 09 **(10-9)**

SAMARA, RUSSIA

KURUMOCH

ATIS	SAMARA Taxiing (GND)	Start (TWR)
134.1 (Russian 134.9)	119.0	118.2



ADDITIONAL RUNWAY INFORMATION						
RWY				USABLE LENGTHS		WIDTH
				Threshold	Glide Slope	
05	HIRL (60m)	RVR				197'
23	HIRL (60m) HIALS PAPI-L (angle 2.67°)	RVR			7084' 2159m	60m
15	HIRL (60m) HIALS PAPI-L (angle 2.67°)	RVR			9056' 2760m	148'
33	HIRL (60m) HIALS	RVR			8571' 2612m	45m

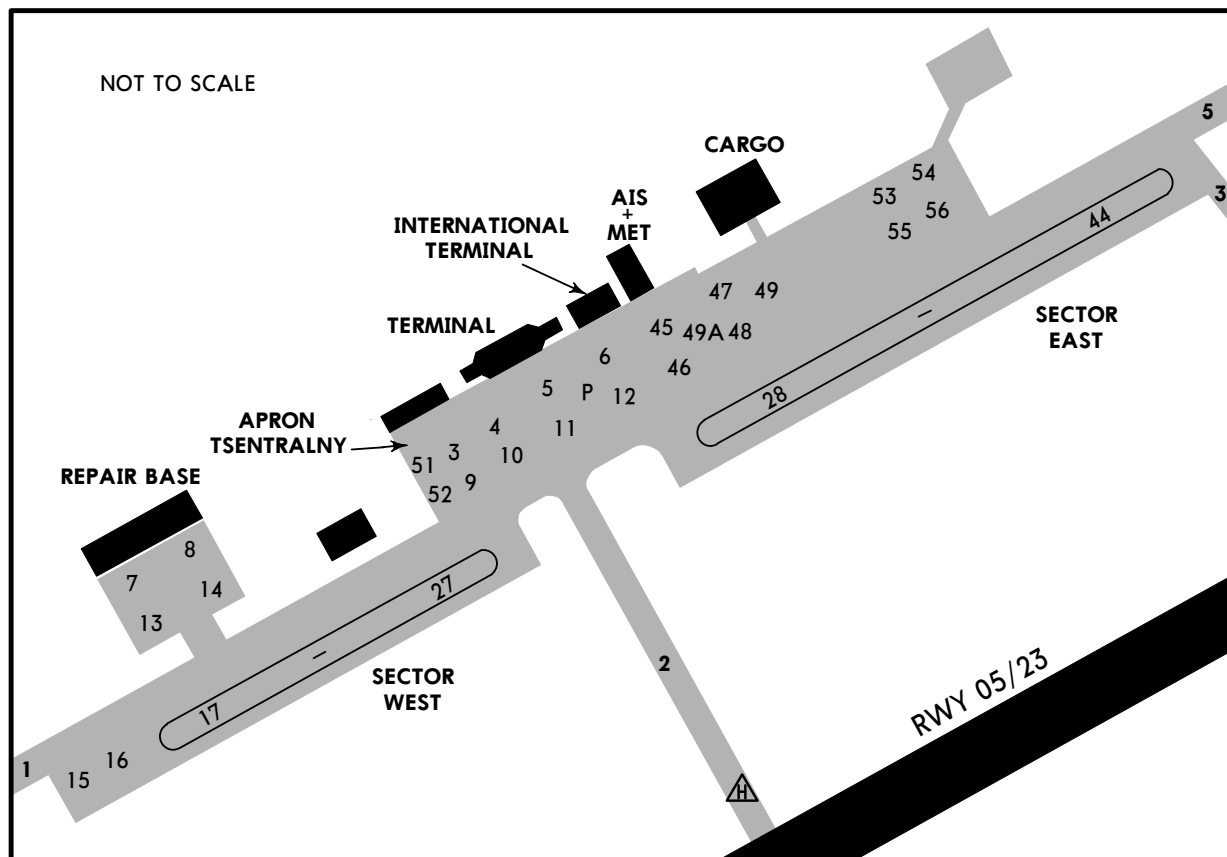
❶ Use of rwy 05/23 by IL-62 acft with mass more than 130 tons is prohibited.

TAKE-OFF		
AIR CARRIER (JAA)		
All Rwys		
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	400m
C		
D	300m	

UWWW/KUF

JEPPESEN
 3 JUL 09 (10-9A)

SAMARA, RUSSIA
 KURUMOCH



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
22, 23	N53 30.3 E050 08.7	29	N53 30.4 E050 09.2
24, 25	N53 30.3 E050 08.8	30, 31	N53 30.5 E050 09.2
26	N53 30.3 E050 08.9	32, 33	N53 30.5 E050 09.3
27	N53 30.4 E050 08.9		
28	N53 30.4 E050 09.1		

Stands 15 and 16 available for run-up.
 Stands 53 thru 56 available for helicopters.
 Taxiing under own engines power is prohibited for IL-76 and IL-86 acft on the apron segment between stands 15 thru 27. It shall be carried out by towing only.

UWWW/KUF


JEPPESEN
 17 SEP 10 **10-9S** **Eff 23 Sep**
Standard
SAMARA, RUSSIA
KURUMOCH

STRAIGHT-IN RWY	A	B	C	D
05 ILS	677' (200') R1200m	677' (200') R1200m	677' (200') R1200m	677' (200') R1200m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNAV ①	890' (413') R1500m	890' (413') R1500m	890' (413') R1900m	890' (413') R1900m
NDB ① with FAF	890' (413') R1900m	890' (413') R1900m	890' (413') R1900m	890' (413') R1900m
NDB w/o FAF	1810' (1333') C5000m	1810' (1333') C5000m	1810' (1333') C5000m	1810' (1333') C5000m
15 ILS	615' (200') R550m	615' (200') R550m	615' (200') R550m	615' (200') R550m
<i>FULL</i>	R750m	R750m	R750m	R750m
<i>Limited</i>	R1200m	R1200m	R1200m	R1200m
<i>ALS out</i>				
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNAV ①	930' (515') R1500m	930' (515') R1500m	930' (515') R1600m	930' (515') R1600m
<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
NDB ① with FAF	770' (355') R1000m	770' (355') R1000m	770' (355') R1200m	770' (355') R1200m
<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
NDB w/o FAF	1180' (765') C3100m	1180' (765') C3100m	1180' (765') C3300m	1180' (765') C3300m
<i>ALS out</i>	C3800m	C3800m	C4000m	C4000m
23 ILS	610' (200') R550m	610' (200') R550m	610' (200') R550m	610' (200') R550m
<i>FULL</i>	R750m	R750m	R750m	R750m
<i>Limited</i>	R1200m	R1200m	R1200m	R1200m
<i>ALS out</i>				
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNAV ①	890' (480') R1500m	890' (480') R1500m	890' (480') R1500m	890' (480') R1500m
<i>ALS out</i>	R1500m	R1500m	C2200m	C2200m
NDB ① with FAF	760' (350') R1100m	760' (350') R1000m	760' (350') R1200m	760' (350') R1200m
<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
NDB w/o FAF	760' (350') R1000m	760' (350') R1100m	760' (350') R1300m	760' (350') R1300m
<i>ALS out</i>	R1800m	R1800m	R2000m	R2000m

① Continuous Descent Final Approach

UWWW/KUF**JEPPESEN**
17 SEP 10 **10-9S1** Eff 23 Sep**Standard**
SAMARA, RUSSIA
KURUMOCH

STRAIGHT-IN RWY	A	B	C	D
33				
ILS	587' (200')	587' (200')	587' (200')	587' (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
RNAV ①	770' (383')	770' (383')	770' (383')	770' (383')
	R1100m	R1100m	R1100m	R1100m
<i>ALS out</i>	R1500m	R1500m	R1800m	R1800m
NDB ①	740' (353')	740' (353')	740' (353')	740' (353')
with FAF	R1000m	R1000m	R1200m	R1200m
<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
NDB	1390' (1003')	1390' (1003')	1390' (1003')	1390' (1003')
w/o FAF	C4300m	C4300m	C4500m	C4500m
<i>ALS out</i>	C5000m	C5000m	C5000m	C5000m

① Continuous Descent Final Approach**TAKE-OFF RWY 05, 15, 23, 33**

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

UWWW/KUF


JEPPESEN
 17 SEP 10 **10-9X** **Eff 23 Sep**
JAA MINIMUMS
SAMARA, RUSSIA
KURUMOCH

STRAIGHT-IN RWY		A	B	C	D
05	ILS	677' (200')	677' (200')	677' (200')	677' (200')
		R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV	890' (413')	890' (413')	890' (413')	890' (413')
		R1500m	R1500m	R1800m	R2000m
	NDB	890' (413')	890' (413')	890' (413')	890' (413')
	with FAF	R1500m	R1500m	R1800m	R2000m
	NDB	1810' (1333')	1810' (1333')	1810' (1333')	1810' (1333')
	w/o FAF	R1500m	R1500m	R2000m	R2000m
15	ILS	615' (200')	615' (200')	615' (200')	615' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV	930' (515')	930' (515')	930' (515')	930' (515')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	750' (335')	750' (335')	750' (335')	750' (335')
	with FAF	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	1180' (765')	1180' (765')	1180' (765')	1180' (765')
	w/o FAF	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
23	ILS	610' (200')	610' (200')	610' (200')	610' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV	890' (480')	890' (480')	890' (480')	890' (480')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	750' (340')	750' (340')	750' (340')	750' (340')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
33	ILS	587' (200')	587' (200')	587' (200')	587' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV	770' (383')	770' (383')	770' (383')	770' (383')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	720' (333')	720' (333')	720' (333')	720' (333')
	with FAF	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	1390' (1003')	1390' (1003')	1390' (1003')	1390' (1003')
	w/o FAF	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

UWWW/KUF

 **JEPPESEN**
17 SEP 10 **10-9X1** **Eff 23 Sep**

JAA MINIMUMS
SAMARA, RUSSIA
KURUMOCH

TAKE-OFF RWY 05, 15, 23, 33

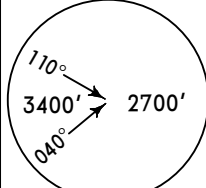
LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

UWWW/KUF
KURUMUCH

JEPPesen
17 SEP 10
Eff 23 Sep **(11-1)**

SAMARA, RUSSIA
ILS or 2 NDB Rwy 05

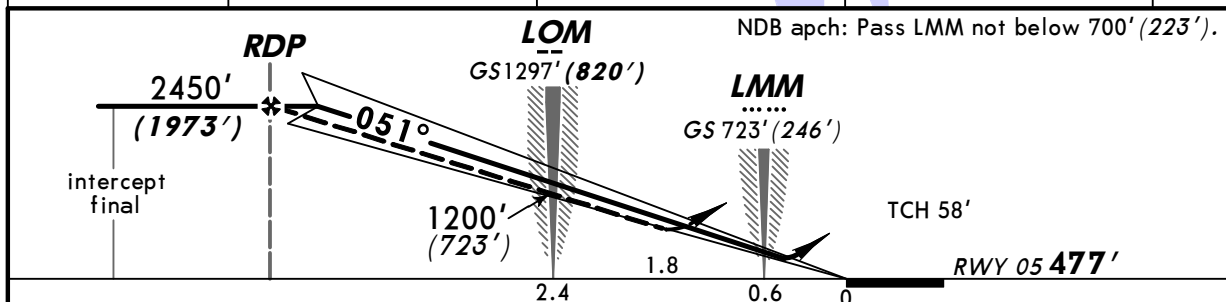
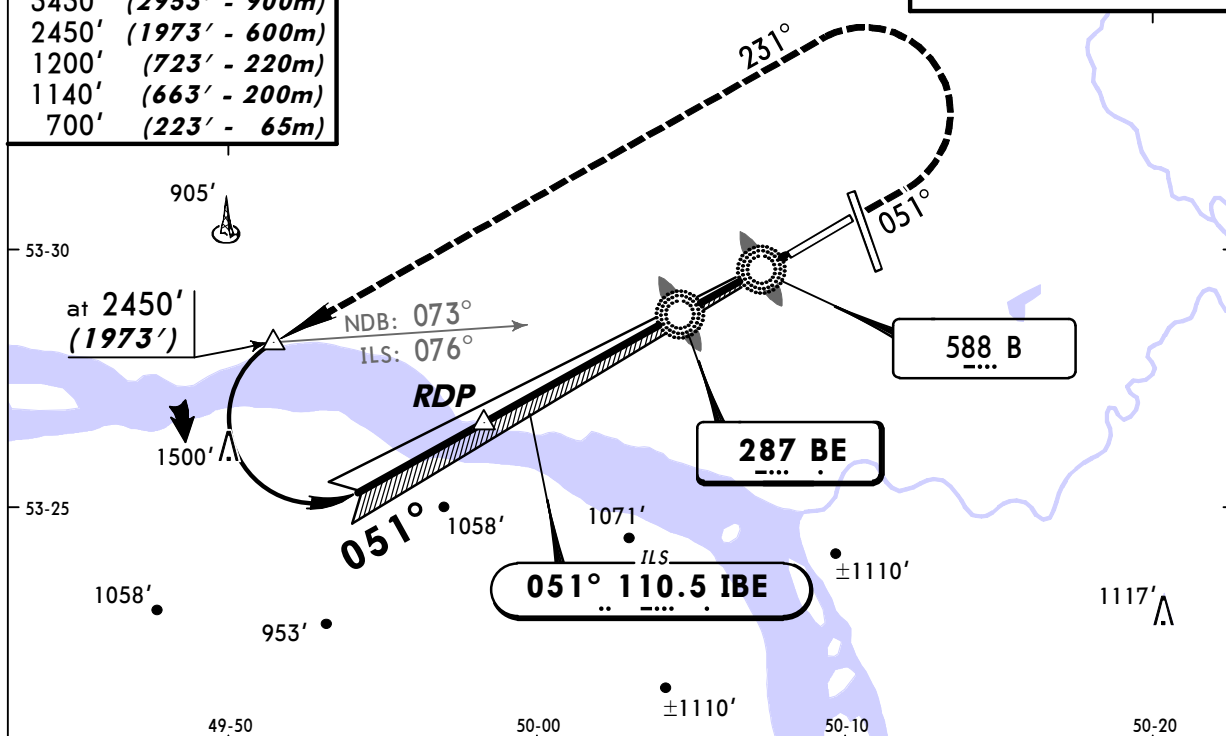
BRIEFING STRIP

ATIS		SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)		124.6	118.7	128.0	118.2	118.2	119.0
ILS IBE 110.5	Final Apch Crs 051°	GS LOM 1297'(820')	ILS DA(H) 677'(200')	Apt Elev 477' RWY 477'			
NDB BE 287		Minimum Alt RDP 2450'(1973')	NDB MDA(H) (CONDITIONAL) 890'(413')				
MISSED APCH: Climb on 051° to 1140'(663'), then turn LEFT onto 231° climbing to 2450'(1973'), then according to chart.						MSA ARP	

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3430' (2953')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3430' (2953' - 900m)	53-35
2450' (1973' - 600m)	
1200' (723' - 220m)	
1140' (663' - 200m)	
700' (223' - 65m)	

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



Gnd speed-Kts	70	90	100	120	140	160		1140' (663')	on 051°	231°	2450' (1973')
ILS GS	3.00°	377	484	538	646	753	861				
NDB Descent angle 2.67°	331	425	472	567	661	756					

STRAIGHT-IN LANDING RWY 05						
ILS	LOC (GS out)	with FAF	NDB	w/o FAF		
DA(H) 677' (200')		MDA(H) 890' (413')	MDA(H) 1810' (1333')			
A				3200m		
B						
C	1200m	NOT AUTHORIZED	2300m	4800m		
D						

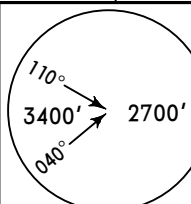
PANS OPS

UWWW/KUF
KURUMOCH

JEPPESSEN
17 SEP 10
Eff 23 Sep **(11-2)**

SAMARA, RUSSIA
ILS or 2 NDB Rwy 15

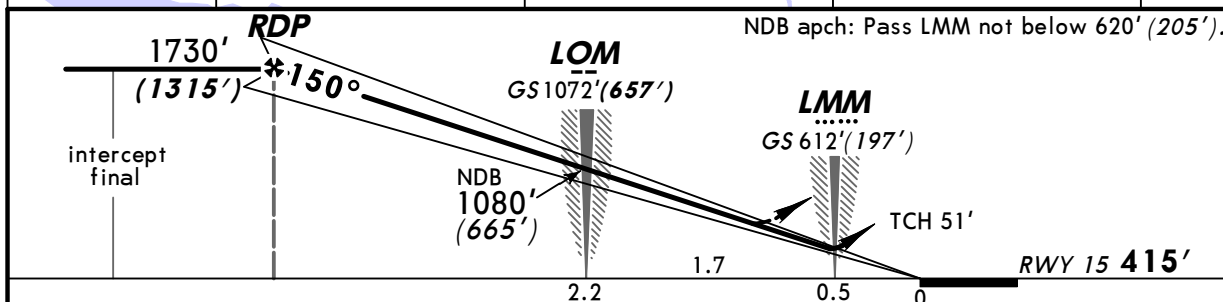
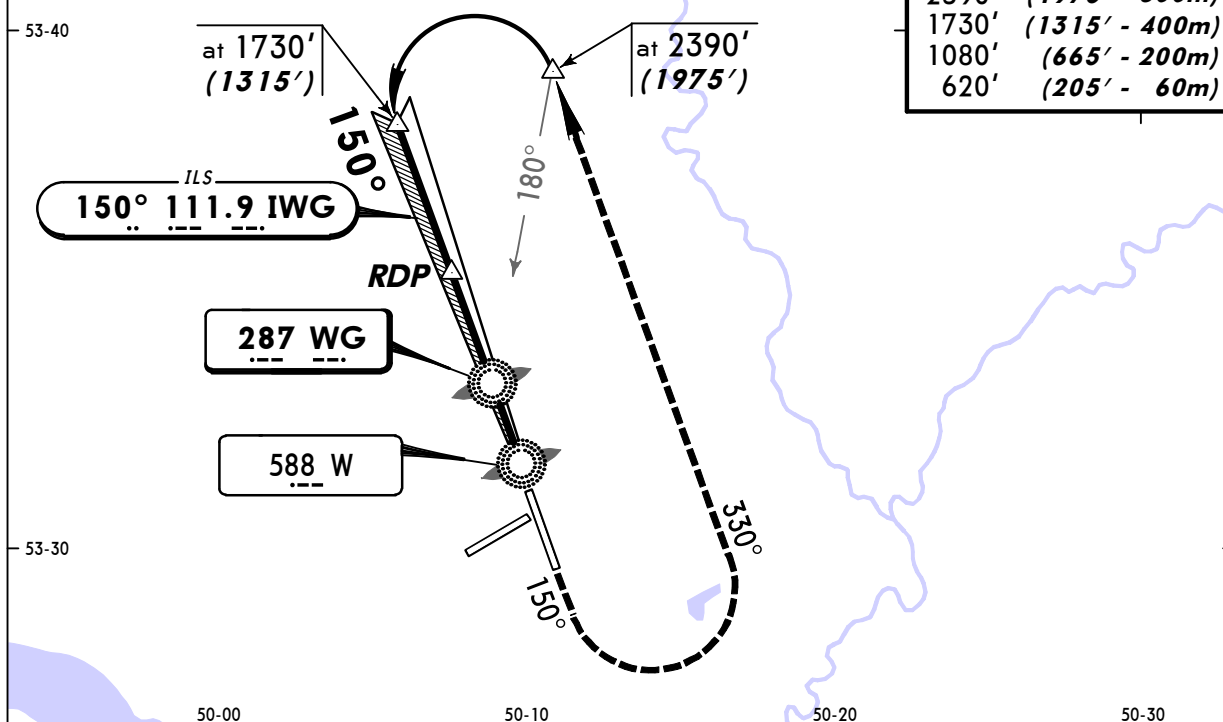
BRIEFING STRIP

ATIS		SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)		124.6	118.7	128.0	118.2	118.2	119.0
LOC IWG 111.9	Final Apch Crs 150°	GS LOM 1072' (657')	ILS DA(H) 615' (200')	Apt Elev 477' RWY 415'			
NDB WG 287		Minimum Alt RDP 1730' (1315')	NDB MDA(H) (CONDITIONAL) 750' (335')				
MISSED APCH: Climb on 150° to 1080' (665'), then turn LEFT onto 330° climbing to 2390' (1975'), then according to chart.						MSA ARP	

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3430' (3015')

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

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3430'	(3015' - 900m)
2390'	(1975' - 600m)
1730'	(1315' - 400m)
1080'	(665' - 200m)
620'	(205' - 60m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1080' (665') on 150°	330°	2390' (1975')
ILS GS or NDB Desc angle 2.67°	336	432	480	576	671	767	PAPI		LT	

STRAIGHT-IN LANDING RWY 15							
ILS		LOC (GS out)		NDB with FAF		NDB w/o FAF	
DA(H) 615' (200')				MDA(H) 750' (335')		MDA(H) 1180' (765')	
FULL	ALS out			ALS out		ALS out	
A							
B							
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m	2400m	3200m
D						2800m	3600m
				RVR 1500m VIS 1600m		3600m	4000m

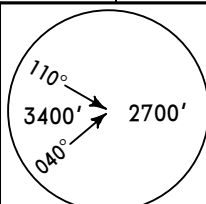
PANS OPS

UWWW/KUF
KURUMUCH

JEPPesen
17 SEP 10
Eff 23 Sep **(11-3)**

SAMARA, RUSSIA
ILS or 2 NDB Rwy 23

BRIEFING STRIP

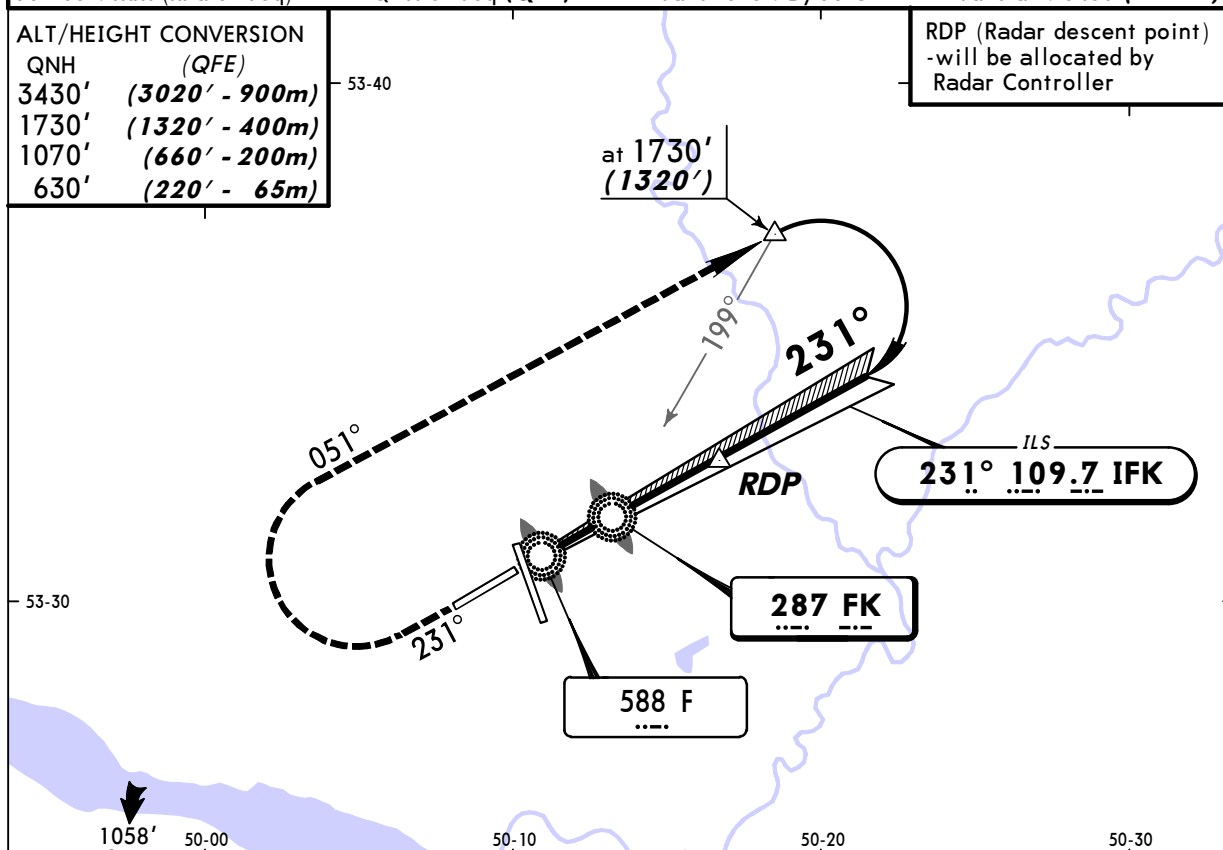
ATIS		SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)		124.6	118.7	128.0	118.2	118.2	119.0
LOC IFK 109.7	Final Apch Crs 231°	GS LOM 1066' (656')	ILS DA(H) 610' (200')	Apt Elev 477' RWY 410'			
NDB FK 287		Minimum Alt RDP 1730' (1320')	NDB MDA(H) 750' (340')				
MISSED APCH: Climb on 231° to 1070' (660'), then turn RIGHT onto 051° climbing to 1730' (1320'), then according to chart.						MSA ARP	

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3430' (3020')

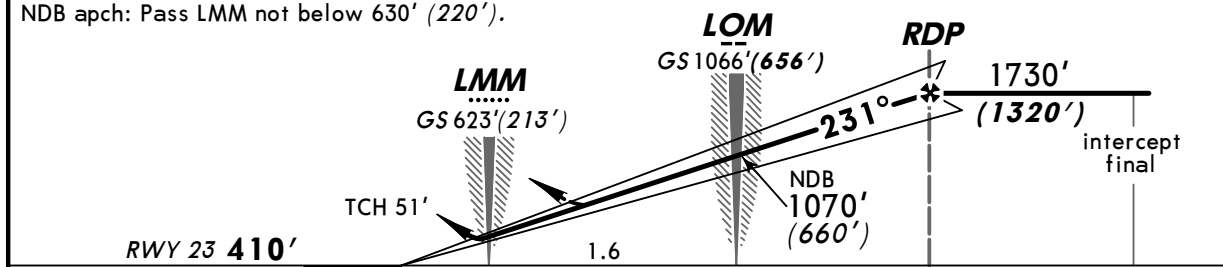
ALT/HEIGHT CONVERSION

QNH	(QFE)
3430'	(3020' - 900m)
1730'	(1320' - 400m)
1070'	(660' - 200m)
630'	(220' - 65m)

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



NDB apch: Pass LMM not below 630' (220').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1070' (660')	on 231°	051°	1730' (1320')
ILS GS or NDB Descent angle 2.67°	336	432	480	576	671	767	PAPI	↑	RT	↑	

PANS OPS

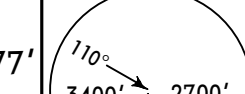
ILS		LOC (GS out)		NDB	
DA(H) 610' (200')				MDA(H) 750' (340')	
FULL	ALS out				ALS out
A					
B					
C	RVR 720m VIS 800m	NOT AUTHORIZED		1200m	RVR 1500m VIS 1600m
D					RVR 1500m VIS 1600m

UWWW/KUF
KURUMOCH

JEPPESEN
17 SEP 10
Eff 23 Sep **(11-4)**

SAMARA, RUSSIA
ILS or 2 NDB Rwy 33

BRIEFING STRIP™

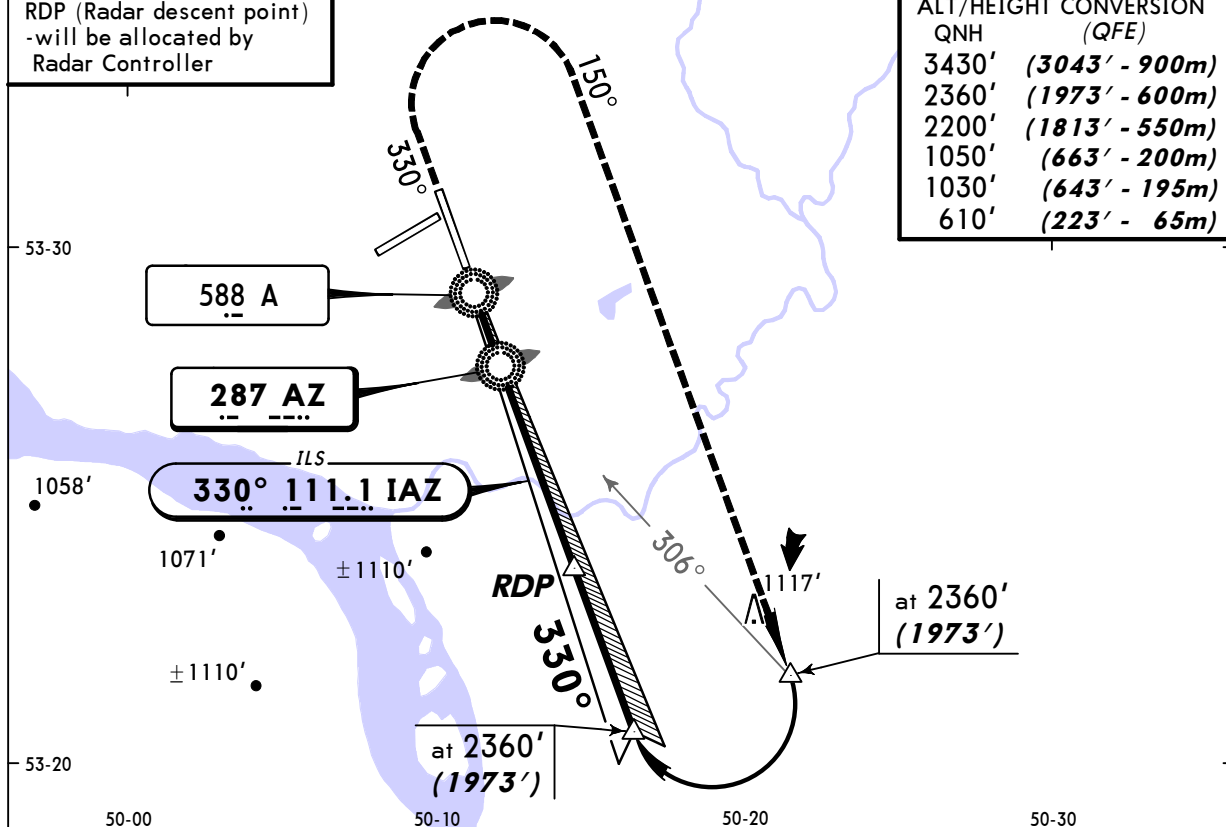
ATIS		SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)		124.6	118.7	128.0	118.2	118.2	119.0
LOC IAZ 111.1	Final Apch Crs 330°	GS LOM 1027' (640')	ILS DA(H) 587' (200')	Apt Elev 477' RWY 387'			
NDB AZ 287		Minimum Alt RDP 2200' (1813')	NDB MDA(H) (CONDITIONAL) 720' (333')				
MISSED APCH: Climb on 330° to 1050' (663'), then turn RIGHT onto 150° climbing to 2360' (1973'), then according to chart.						MSA ARP	

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3430' (**3043'**)

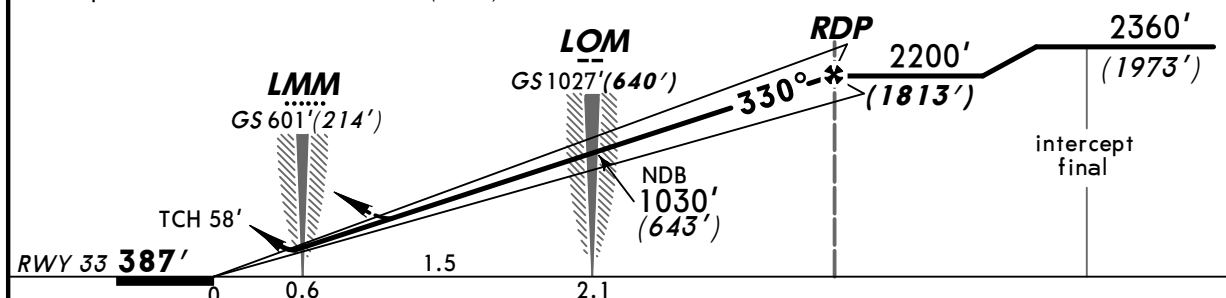
RDP (Radar descent point)
-will be allocated by
Radar Controller

ALT/HEIGHT CONVERSION
QNH (QFE)

3430'	(3043' - 900m)
2360'	(1973' - 600m)
2200'	(1813' - 550m)
1050'	(663' - 200m)
1030'	(643' - 195m)
610'	(223' - 65m)



NDB apch: Pass LMM not below 610' (223').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1050' (663') on 330°	150°	2360' (1973')
ILS GS or NDB Desc angle 2.67°	336	432	480	576	671	767			RT	

ILS		LOC (GS out)		NDB		NDB	
DA(H) 587' (200')				with FAF		w/o FAF	
FULL				MDA(H) 720' (333')		MDA(H) 1390' (1003')	
ALS out				ALS out		ALS out	
A							
B	RVR 720m	1200m	NOT AUTHORIZED	1200m	RVR 1500m	2400m	3200m
C	VIS 800m				VIS 1600m		
D				RVR 1500m		4400m	4800m
				VIS 1600m			

PANS OPS

UWWW/KUF
KURUMUCH

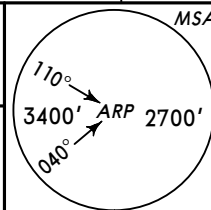
JEPPesen
5 NOV 10 **(12-1)** Eff 18 Nov

SAMARA, RUSSIA
GNSS Rwy 05

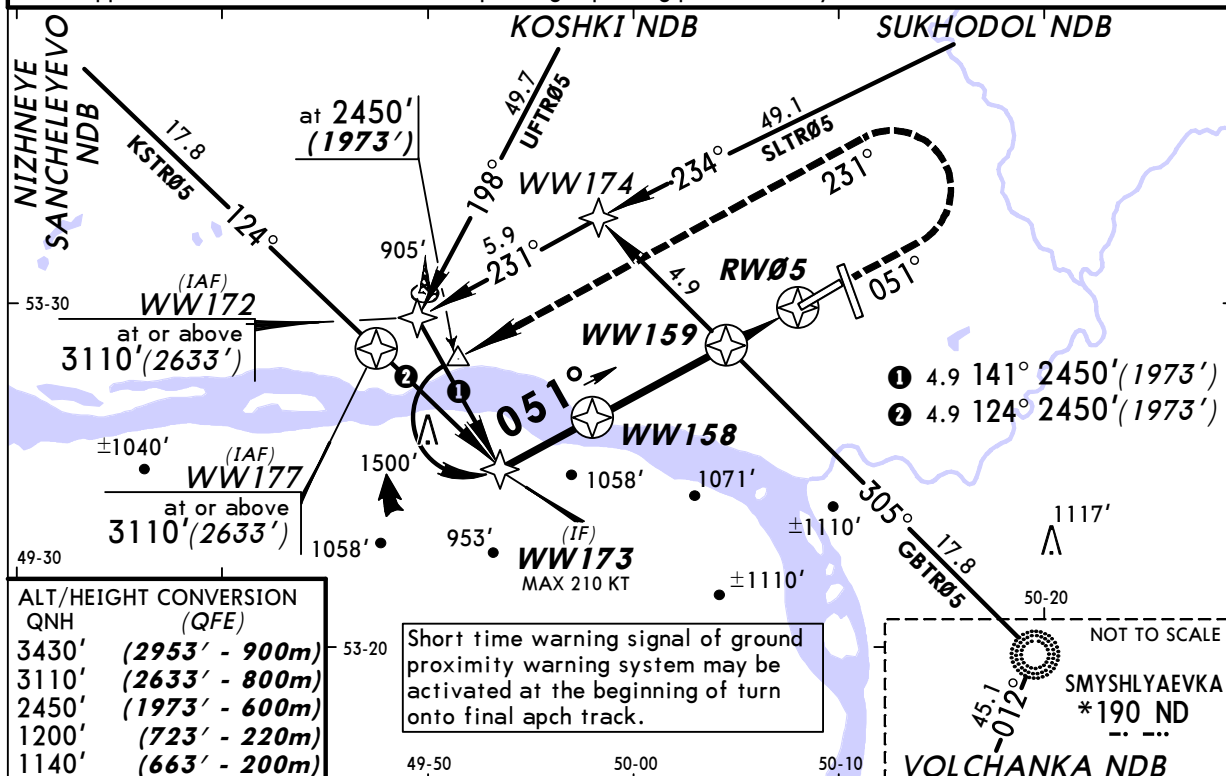
BRIEFING STRIP

ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)	124.6	118.7	128.0	118.2	118.2	119.0
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	MSA	
	051°	WW158 2450'(1973')	890'(413')	RWY 477'		

MISSED APCH: Climb on 051° to 1140'(663'), then turn LEFT onto 231° climbing to 2450'(1973'), then according to Instrument Approach route.



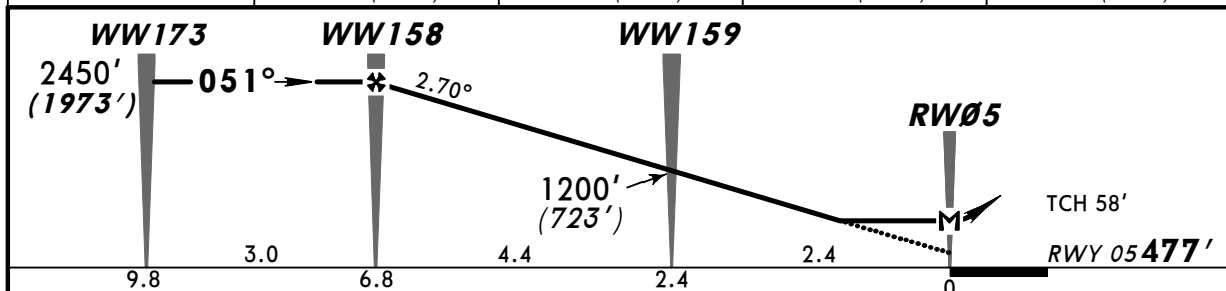
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3430'(2953')
1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller when passing reporting point of entry corridor.



ALT/HEIGHT CONVERSION	QNH (QFE)
3430'	(2953' - 900m)
3110'	(2633' - 800m)
2450'	(1973' - 600m)
1200'	(723' - 220m)
1140'	(663' - 200m)

Short time warning signal of ground proximity warning system may be activated at the beginning of turn onto final apch track.

DIST to WW159	3.2	2.7	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	2120'(1643')	1970'(1493')	1810'(1333')	1660'(1183')	1510'(1033')	1370'(893')
DIST to RW05	2.2	1.6	1.1	0.5		
ALTITUDE (HAT)	1140'(663')	990'(513')	840'(363')	680'(203')		



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.70°	334	430	478	573	669	764
MAP at RW05						

STRAIGHT-IN LANDING RWY 05

MDA(H) 890'(413')

PANS OPS

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

CHANGES: Arrival bearing. Note.

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KURUMUCH

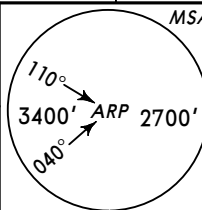
JEPPESSEN
5 NOV 10 **(12-2)** Eff 18 Nov

SAMARA, RUSSIA
GNSS Rwy 15

BRIEFING STRIP

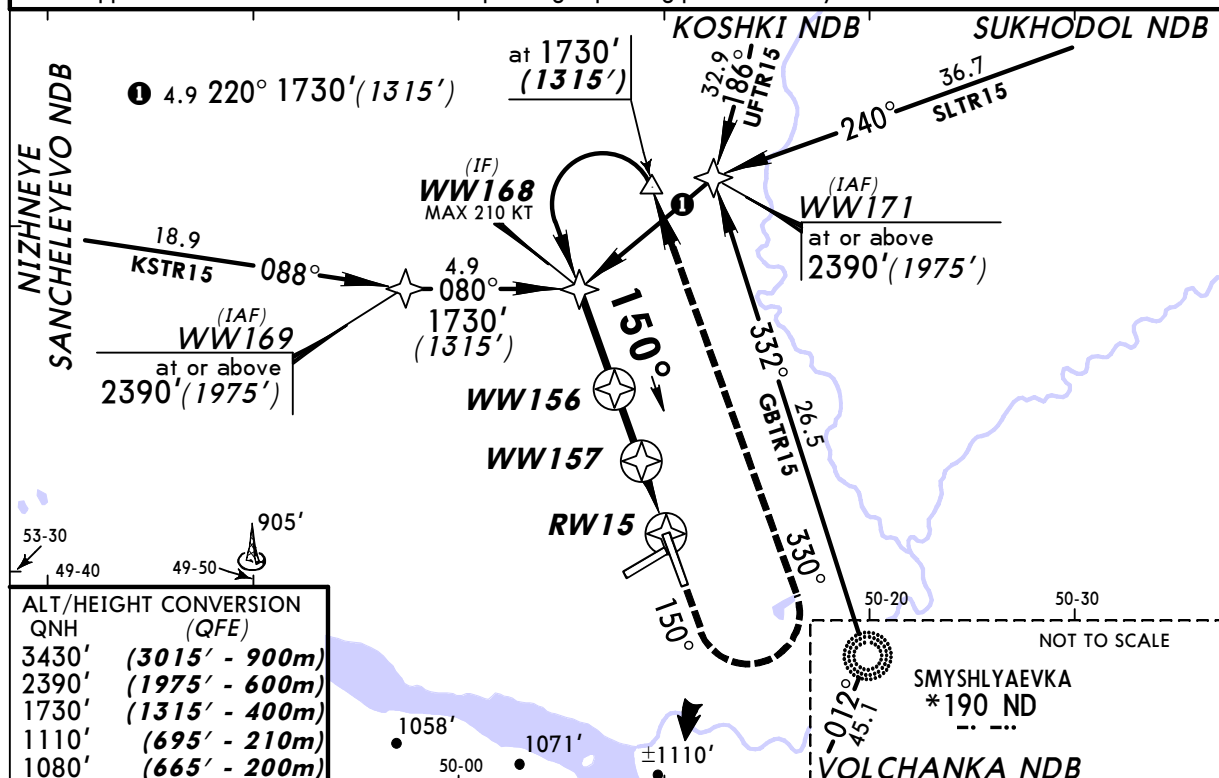
ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)	124.6	118.7	128.0	118.2	118.2	119.0
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	MSA	
	150°	WW156 1730' (1315')	930' (515')	477' RWY 415'		

MISSED APCH: Climb on 150° to 1080' (665'), then turn LEFT onto 330° climbing to 1730' (1315'), then according to Instrument Approach route.



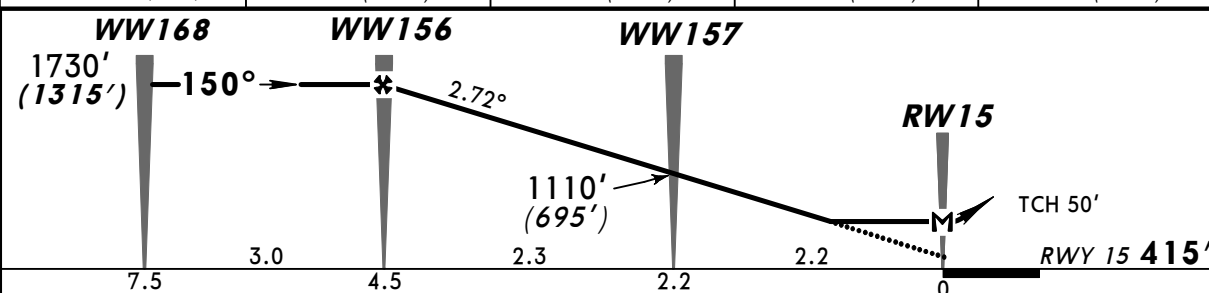
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3430' (3015')

1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller when passing reporting point of entry corridor.



ALT/HEIGHT CONVERSION	QNH (QFE)
3430'	(3015' - 900m)
2390'	(1975' - 600m)
1730'	(1315' - 400m)
1110'	(695' - 210m)
1080'	(665' - 200m)

DIST to WW157	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	1720' (1305')	1550' (1135')	1400' (985')	1260' (845')
DIST to RWY15	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	1080' (665')	930' (515')	780' (365')	620' (205')



Gnd speed-Kts	70	90	100	120	140	160
Descent angle	2.72°	337	433	481	577	674
MAP at RWY15						

STRAIGHT-IN LANDING RWY 15

MDA(H) 930' (515')

	ALS out
A	RVR 720m VIS 800m
B	RVR 1500m VIS 1600m
C	2400m
D	2800m

UWWW/KUF
KURUMUCH

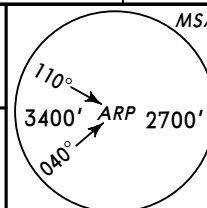
JEPPESEN
17 SEP 10 **(12-3)** **Eff 23 Sep**

SAMARA, RUSSIA
GNSS Rwy 23

BRIEFING STRIP

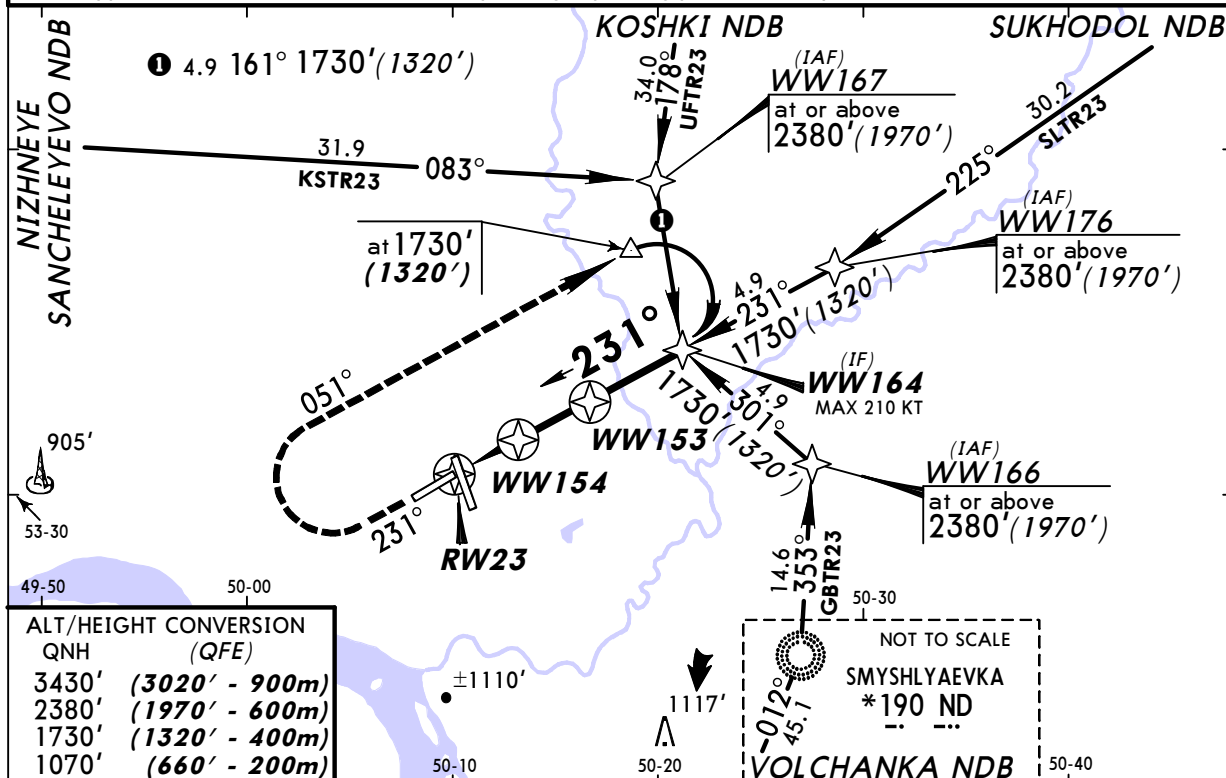
ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)	124.6	118.7	128.0	118.2	118.2	119.0
RNAV	Final Apch Crs	Minimum Alt WW153	MDA(H)	Apt Elev	MSA	
	231°	1730' (1320')	890' (480')	477' RWY 410'		

MISSED APCH: Climb on 231° to 1070' (660'), then turn RIGHT onto 051° climbing to 1730' (1320'), then according to Instrument Approach route.

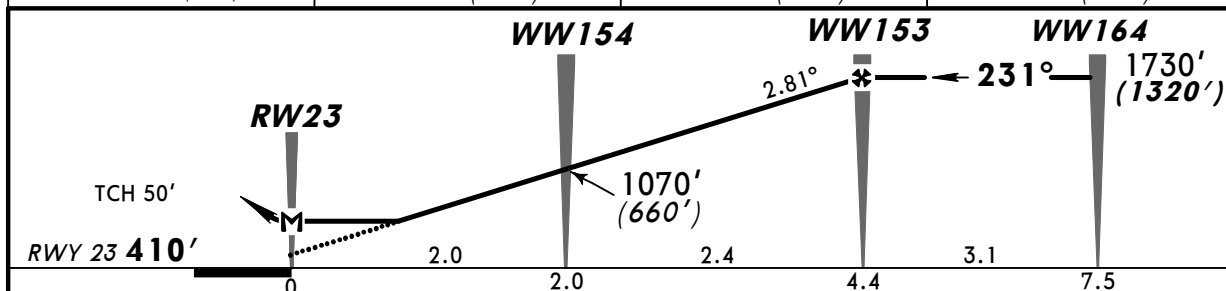


Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3430' (3020')

1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller when passing reporting point of entry corridor.



DIST to WW154	0.5	1.1	1.6	2.2
ALTITUDE (HAT)	1220' (810')	1370' (960')	1530' (1120')	1680' (1270')
DIST to RW23	0.5	1.1	1.6	
ALTITUDE (HAT)	610' (200')	780' (370')	920' (510')	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1070' (660') on 231°	051°	1730' (1320')
Descent angle	2.81°	348	447	497	596	696	795	PAPI	RT	
MAP at RW23										

STRAIGHT-IN LANDING RWY 23

MDA(H) 890' (480')

PANS OPS

	ALS out
A	RVR 720m VIS 800m
B	RVR 1500m VIS 1600m
C	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m

CHANGES: None.

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UWWW/KUF
KURUMUCH

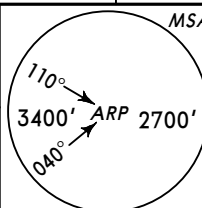
JEPPESSEN
17 SEP 10 **(12-4)** **Eff 23 Sep**

SAMARA, RUSSIA
GNSS Rwy 33

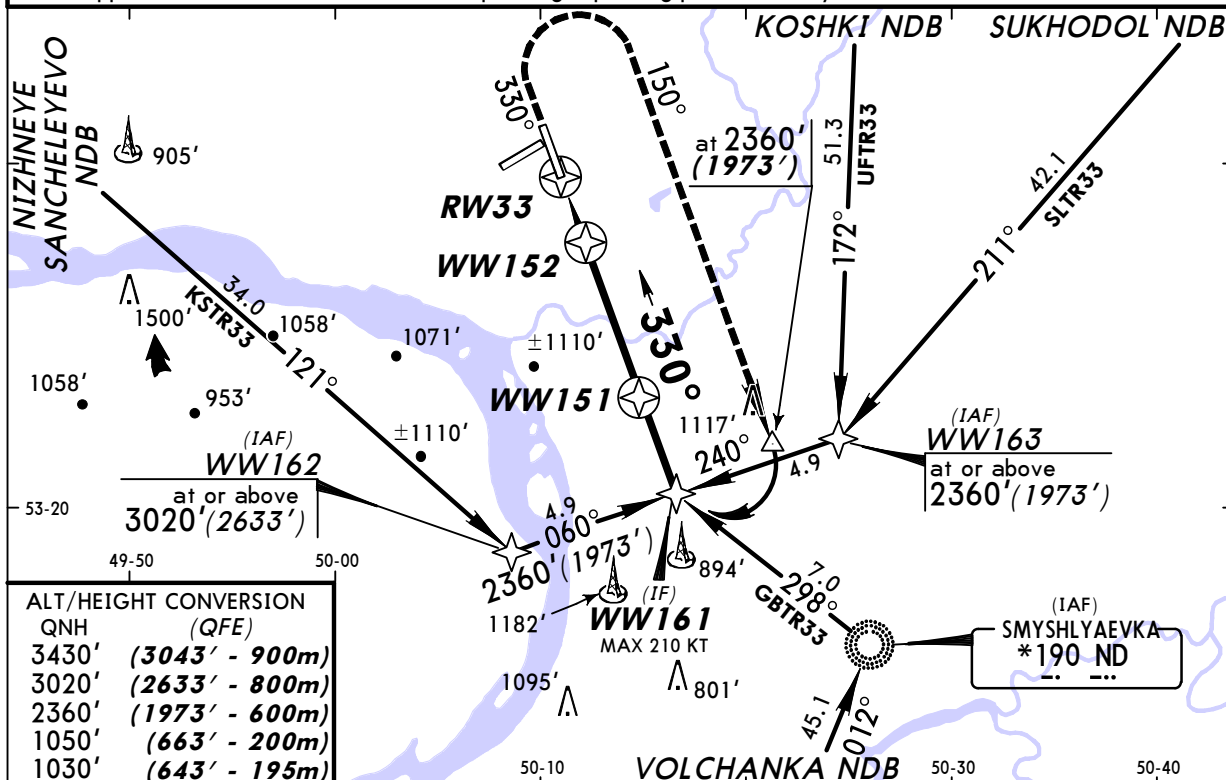
BRIEFING STRIP

ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)	124.6	118.7	128.0	118.2	118.2	119.0
RNAV	Final Apch Crs	Minimum Alt WW151	MDA(H)	Apt Elev 477'	MSA	
	330°	2360' (1973')	770' (383')	RWY 387'		

MISSED APCH: Climb on 330° to 1050' (663'), then turn RIGHT onto 150° climbing to 2360' (1973'), then according to Instrument Approach route.

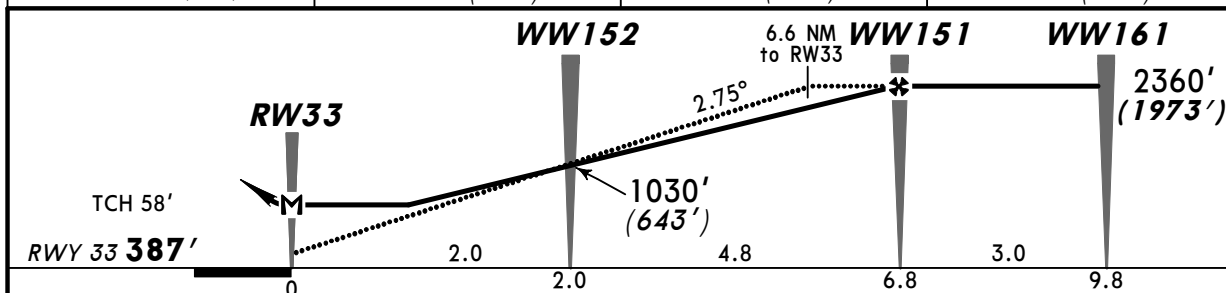


Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3430' (3043')
1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller when passing reporting point of entry corridor.



ALT/HEIGHT CONVERSION	
QNH (QFE)	
3430' (3043' - 900m)	
3020' (2633' - 800m)	
2360' (1973' - 600m)	
1050' (663' - 200m)	
1030' (643' - 195m)	

DIST to WW152	0.5	1.1	1.6	2.2	2.7	3.2
ALTITUDE (HAT)	1180' (793')	1330' (943')	1490' (1103')	1640' (1253')	1790' (1403')	1950' (1563')
DIST to RW33	0.5	1.1	1.6			
ALTITUDE (HAT)	590' (203')	750' (363')	900' (513')			



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1050' (663') on 330°	150° RT	2360' (1973')
Descent angle	2.75°	340	438	486	584	681	778			
MAP at RW33										

STRAIGHT-IN LANDING RWY 33

MDA(H) **770' (383')**

	ALS out
A	
B	RVR 720m VIS 800m
C	RVR 1500m VIS 1600m
D	RVR 1800m VIS 2000m

PANS OPS

CHANGES: Runway elevation.

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