

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UWUU

Terminal Charts For UWUU

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Ufa Rus
IATA Code: UFA
Lat/Long: N54° 33.5' E055° 52.4'
Elevation: 448 ft

Airport Use: Public
Magnetic Variation: 12.7°E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: No

Sunrise: 0104 Z
Sunset: 1527 Z,

Runway Information

Runway: 14L
Length x Width: 8255 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 394 ft
Lighting: Edge, ALS

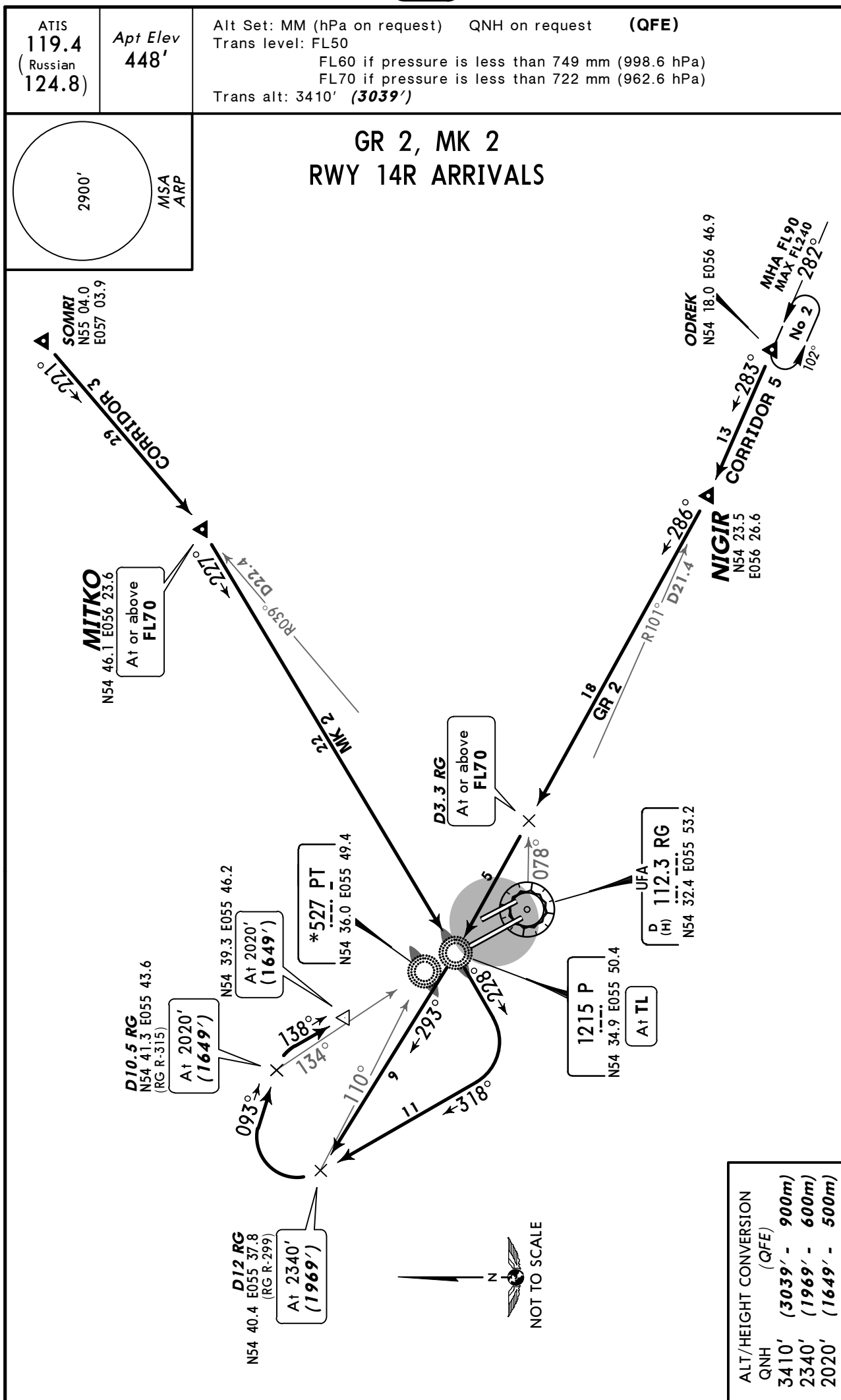
Runway: 14R
Length x Width: 12352 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 371 ft

Runway: 32L
Length x Width: 12352 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 448 ft

Runway: 32R
Length x Width: 8255 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 406 ft
Lighting: Edge, ALS

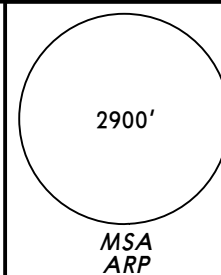
Communication Information

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

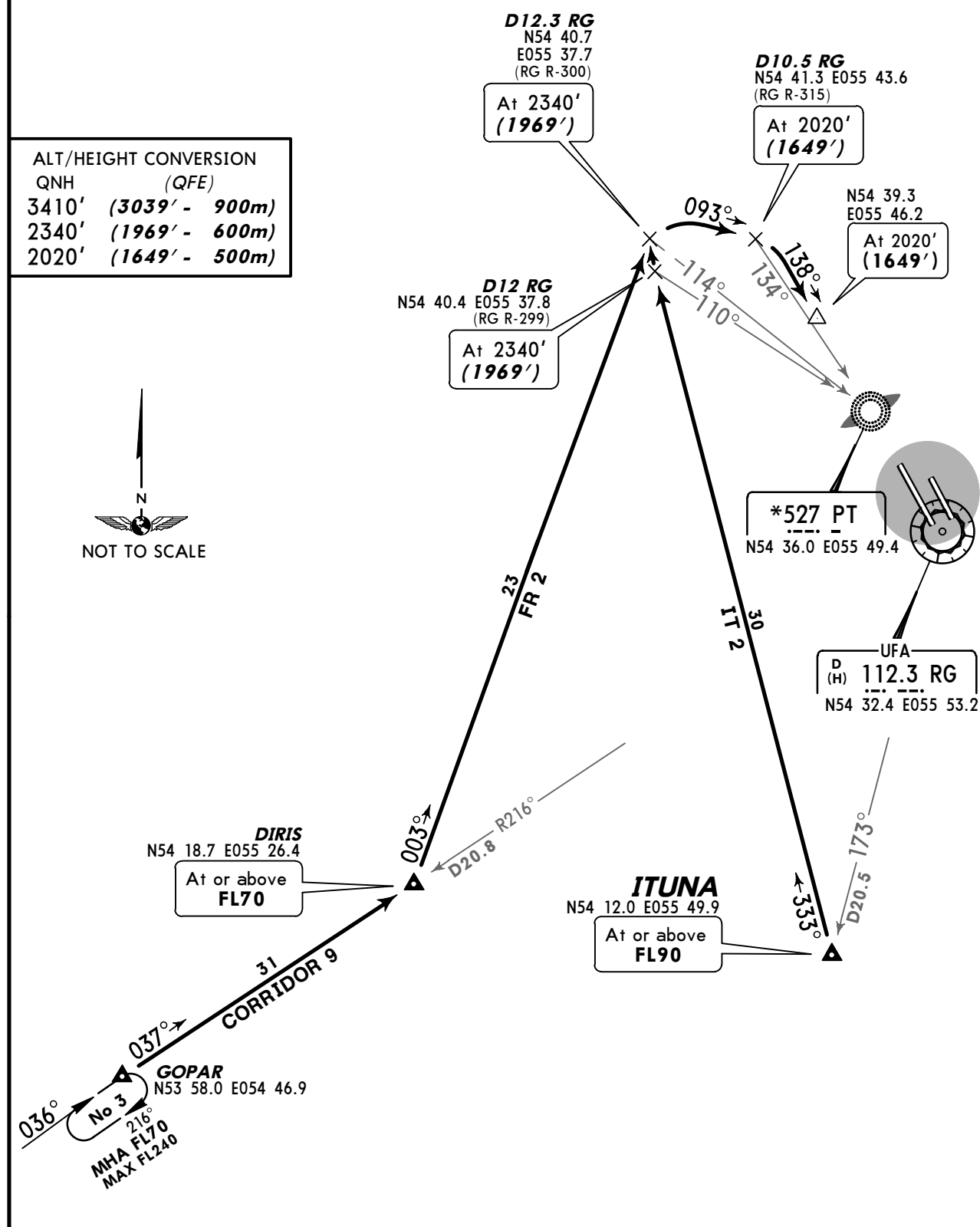


ATIS 119.4 (Russian 124.8)	Apt Elev 448'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (3039')
--	-------------------------	---

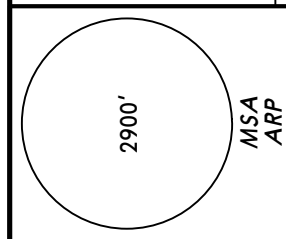
FR 2, IT 2
RWY 14R ARRIVALS



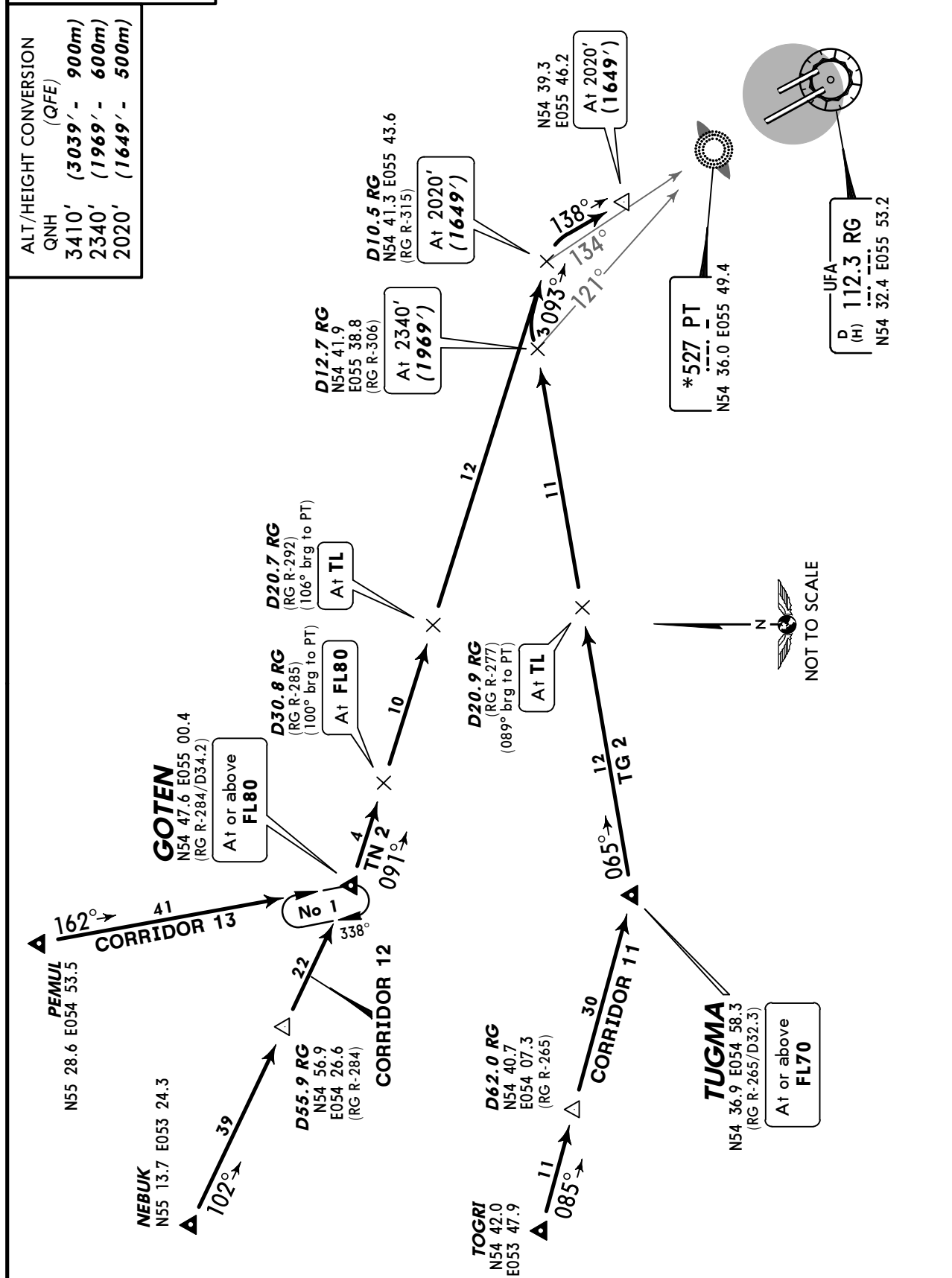
ALT/HEIGHT CONVERSION	QNH	(QFE)
3410'	(3039' - 900m)	
2340'	(1969' - 600m)	
2020'	(1649' - 500m)	

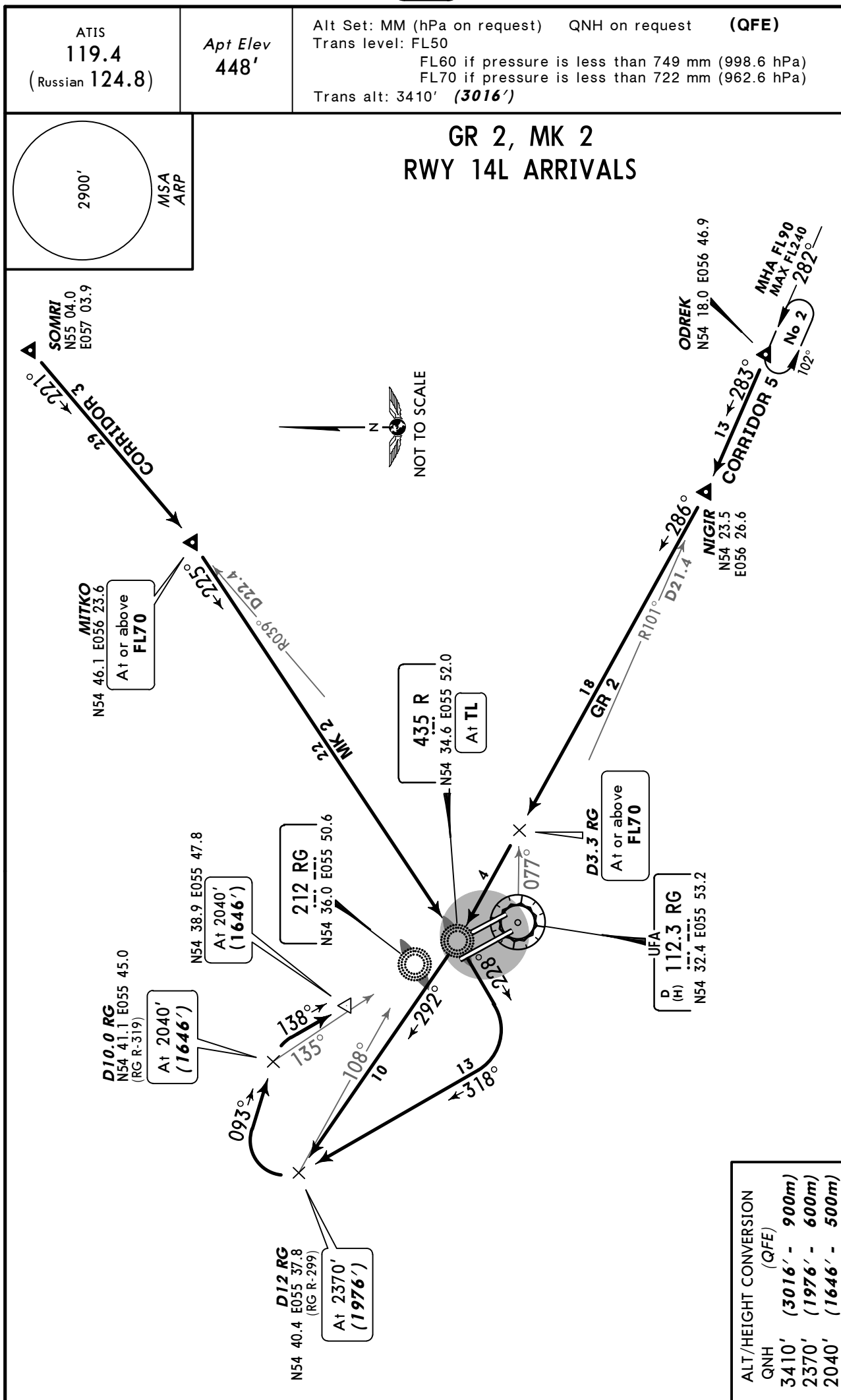


ATIS 119.4 (Russian 124.8)	Apt Elev 448'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (3039')
--	---------------------------------	--



TG 2, TN 2 RWY 14R ARRIVALS



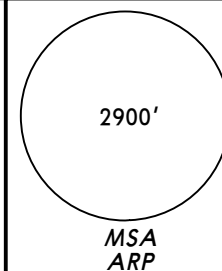


ATIS
119.4
(Russian 124.8)

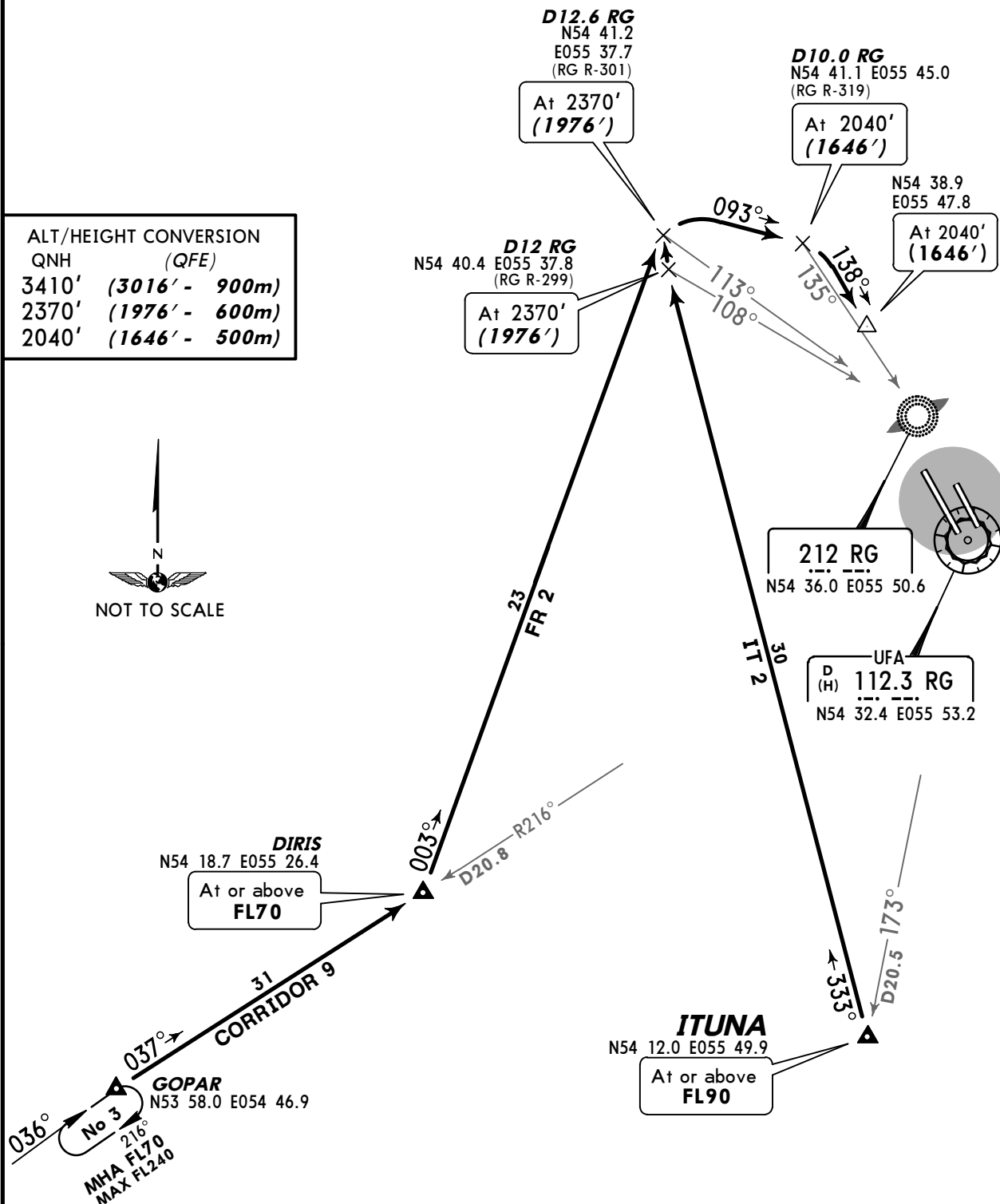
Apt Elev
448'

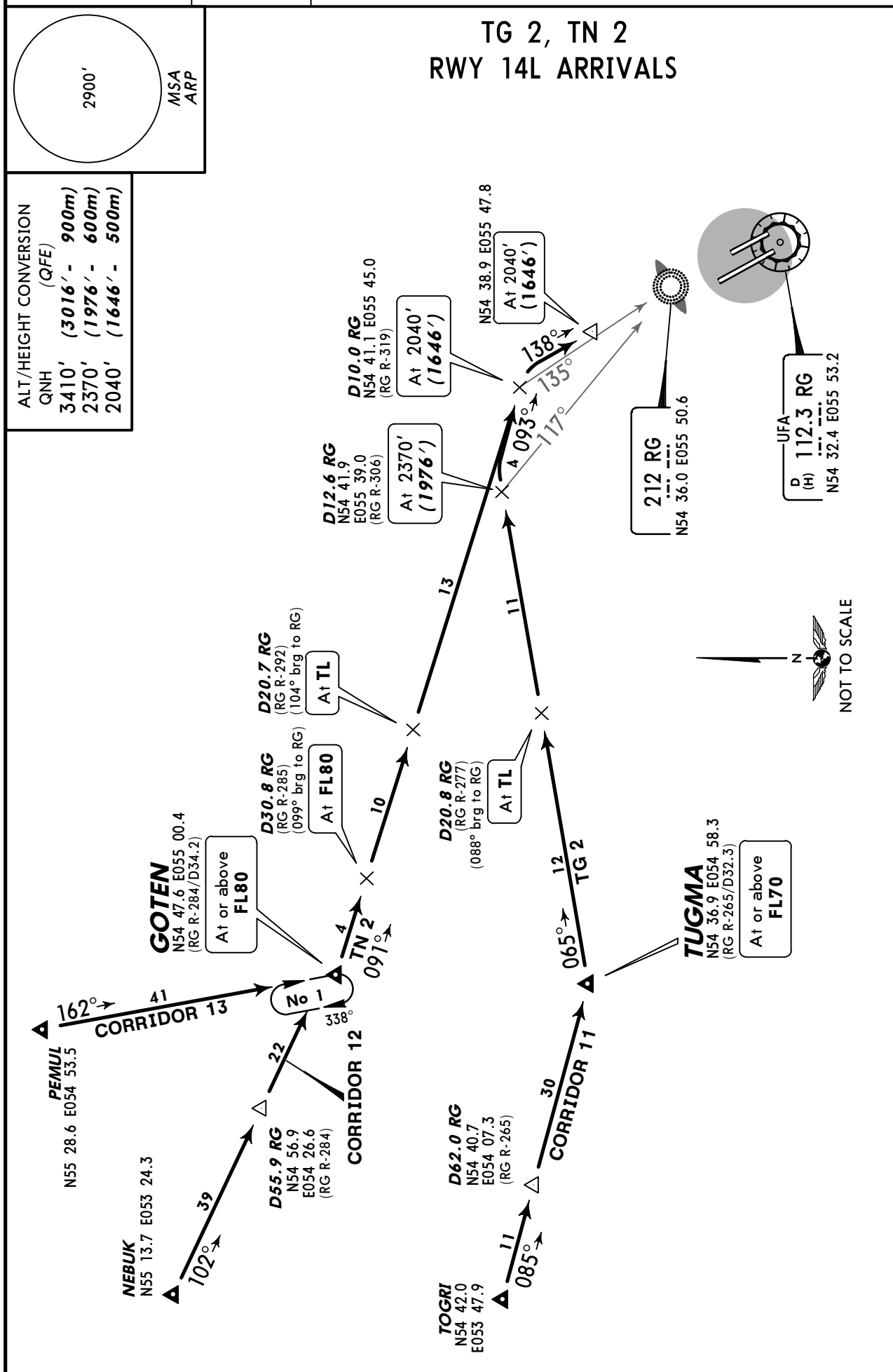
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa)
FL70 if pressure is less than 722 mm (962.6 hPa)
Trans alt: 3410' **(3016')**

**FR 2, IT 2
RWY 14L ARRIVALS**



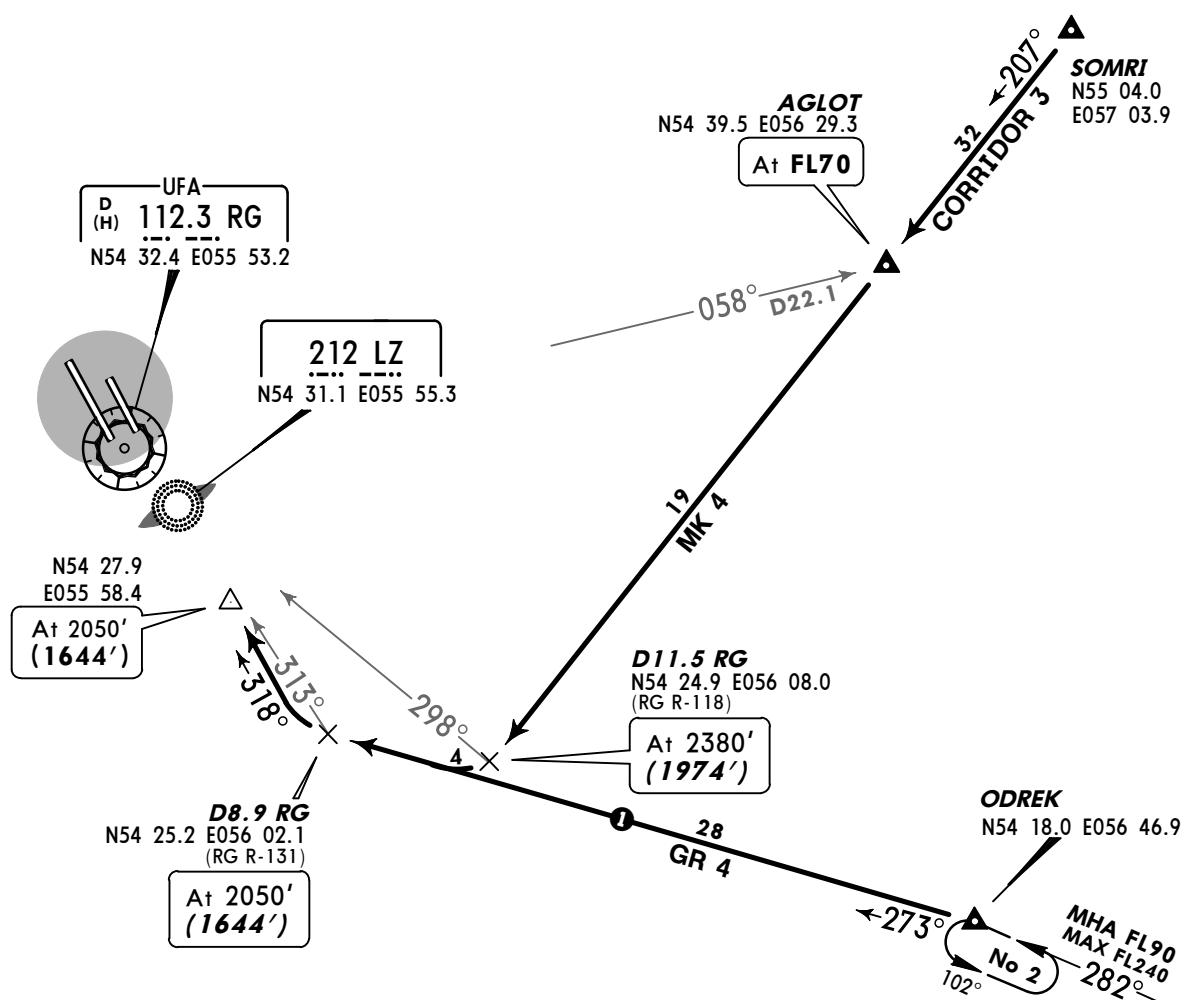
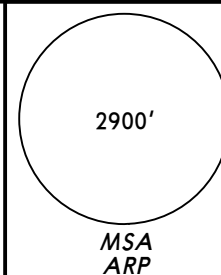
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(3016' - 900m)
2370'	(1976' - 600m)
2040'	(1646' - 500m)





ATIS 119.4 (Russian 124.8)	<i>Apt Elev</i> 448'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (3004')
---	--	---

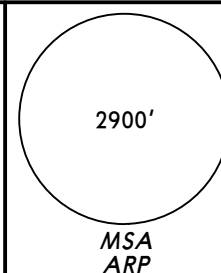
GR 4, MK 4 RWY 32R ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(3004' - 900m)
2380'	(1974' - 600m)
2050'	(1644' - 500m)

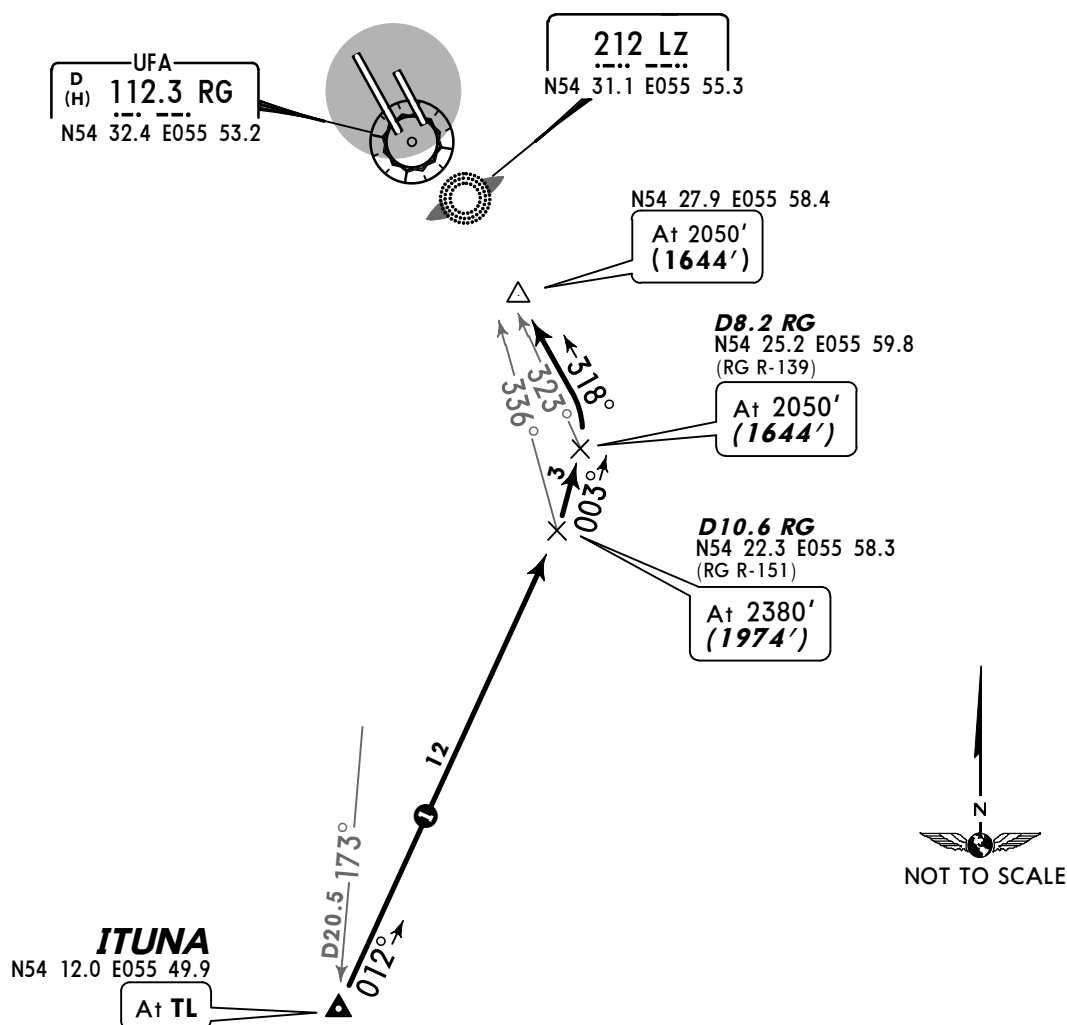
ATIS 119.4 (Russian 124.8)	Apt Elev 448'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (3004')
--	-------------------------	---

IT 4 RWY 32R ARRIVAL



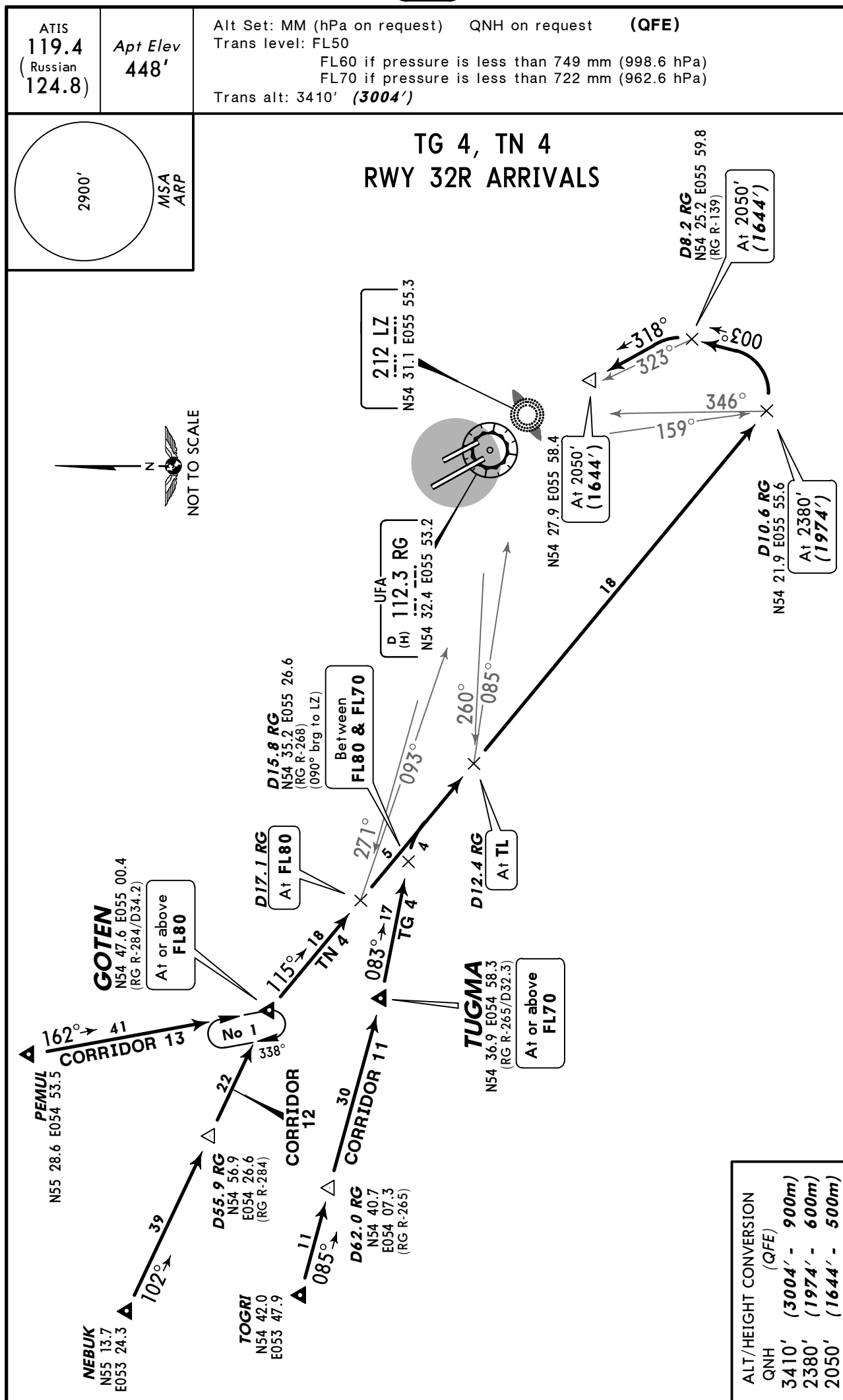
1 WARNING

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



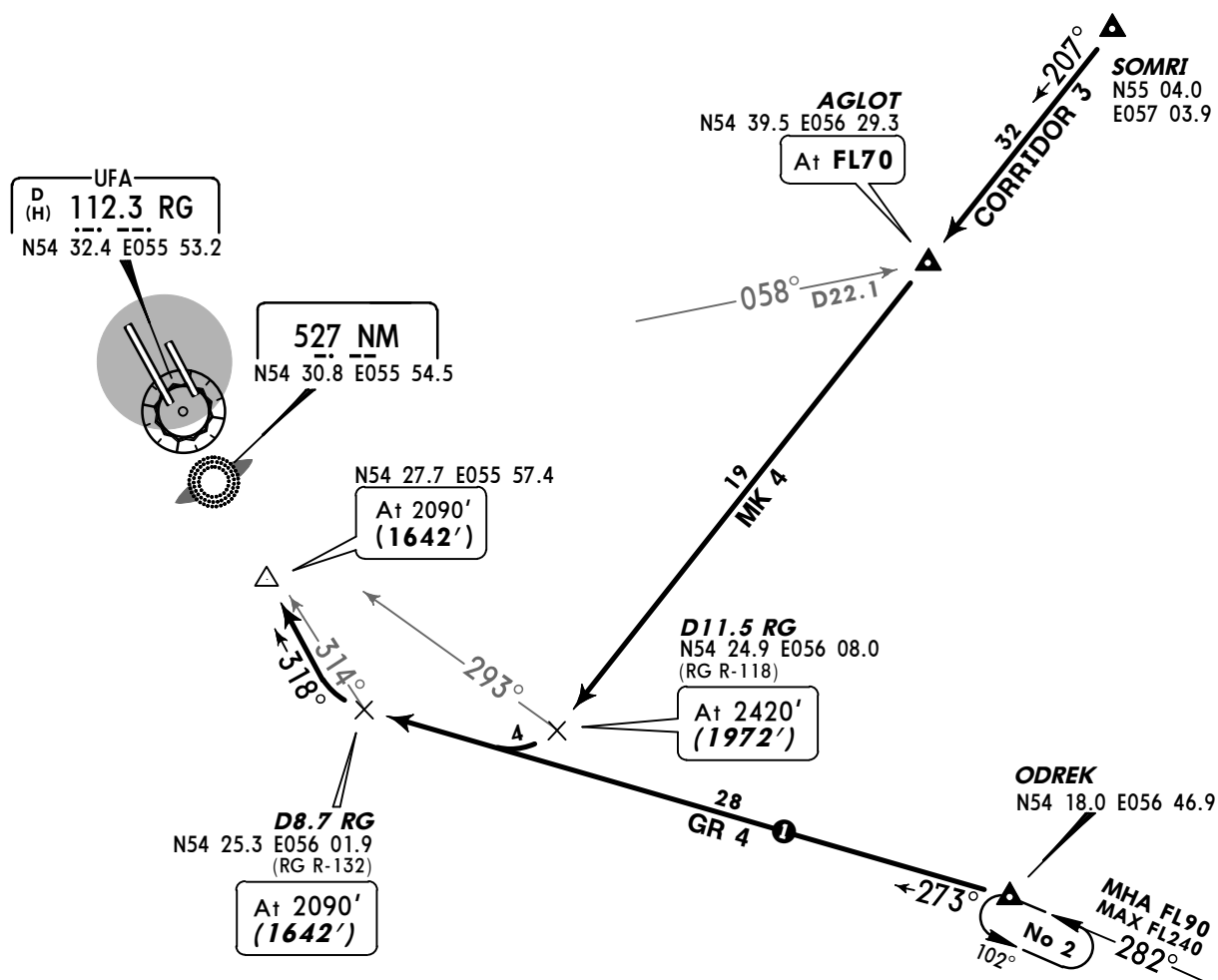
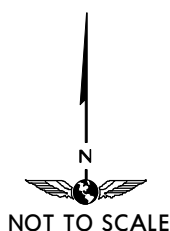
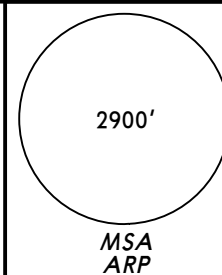
ALT/HEIGHT CONVERSION

QNH	(QFE)
3410'	(3004' - 900m)
2380'	(1974' - 600m)
2050'	(1644' - 500m)



ATIS 119.4 (Russian 124.8)	Apt Elev 448'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (2962')
--	-------------------------	--

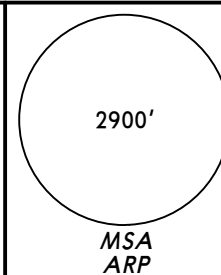
GR 4, MK 4 RWY 32L ARRIVALS



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

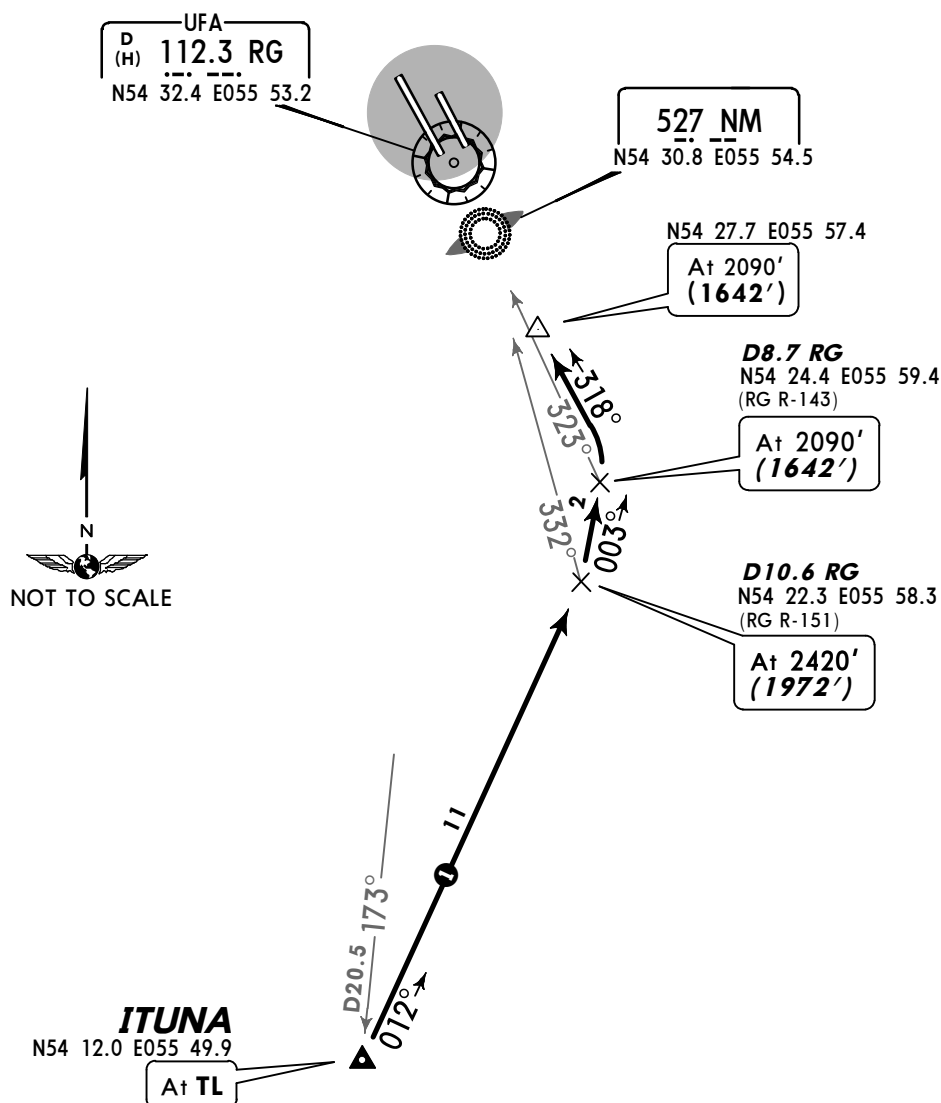
ATIS 119.4 (Russian 124.8)	<i>Apt Elev</i> 448'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (2962')
---	--	---

IT 4 RWY 32L ARRIVAL



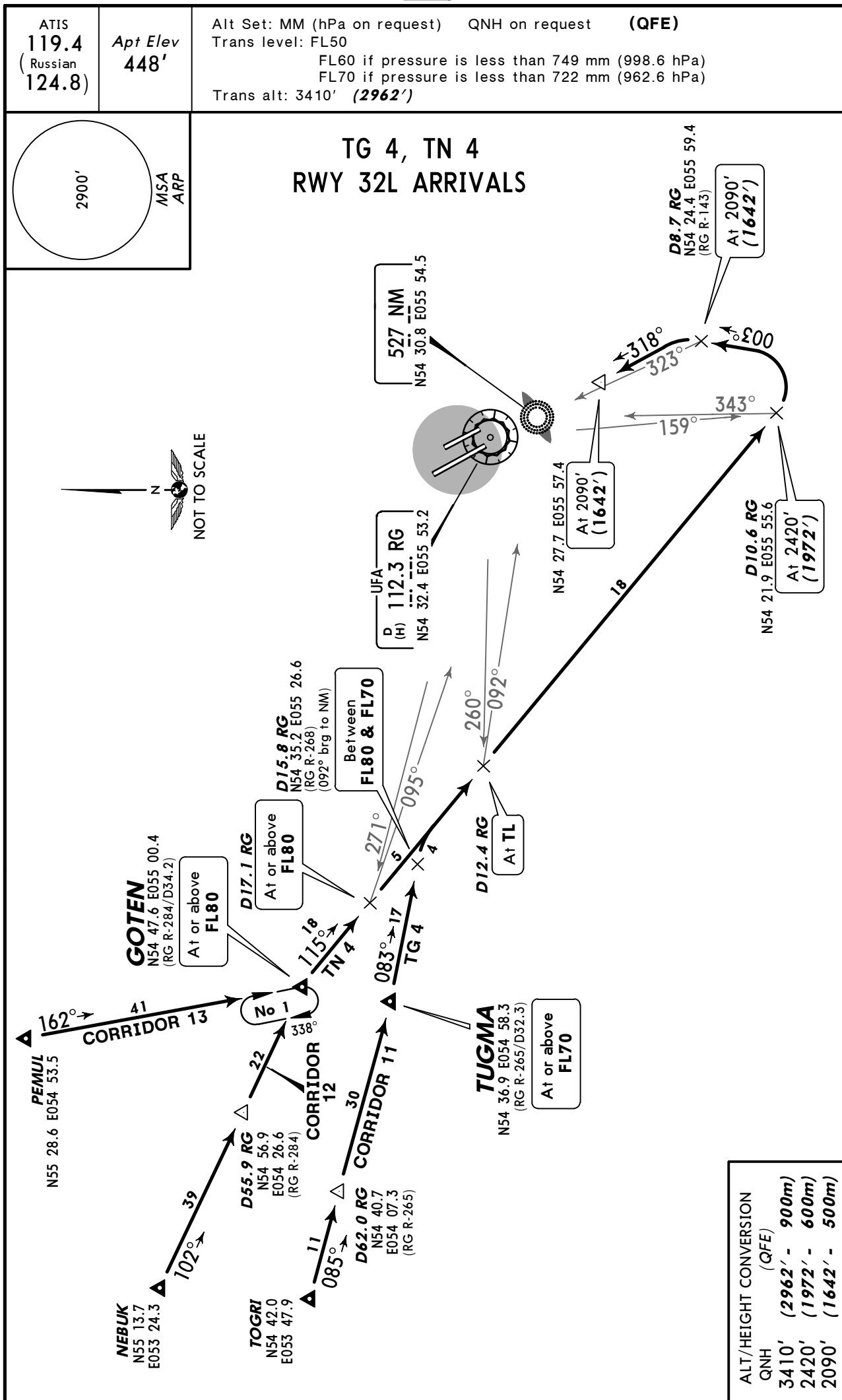
ⓘ WARNING

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



ALT/HEIGHT CONVERSION

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



Apt Elev
448'

QNH on request (QFE)

Trans level: FL50

FL60 if pressure is less than 749 mm (998.6 hPa)

FL70 if pressure is less than 722 mm (962.6 hPa)

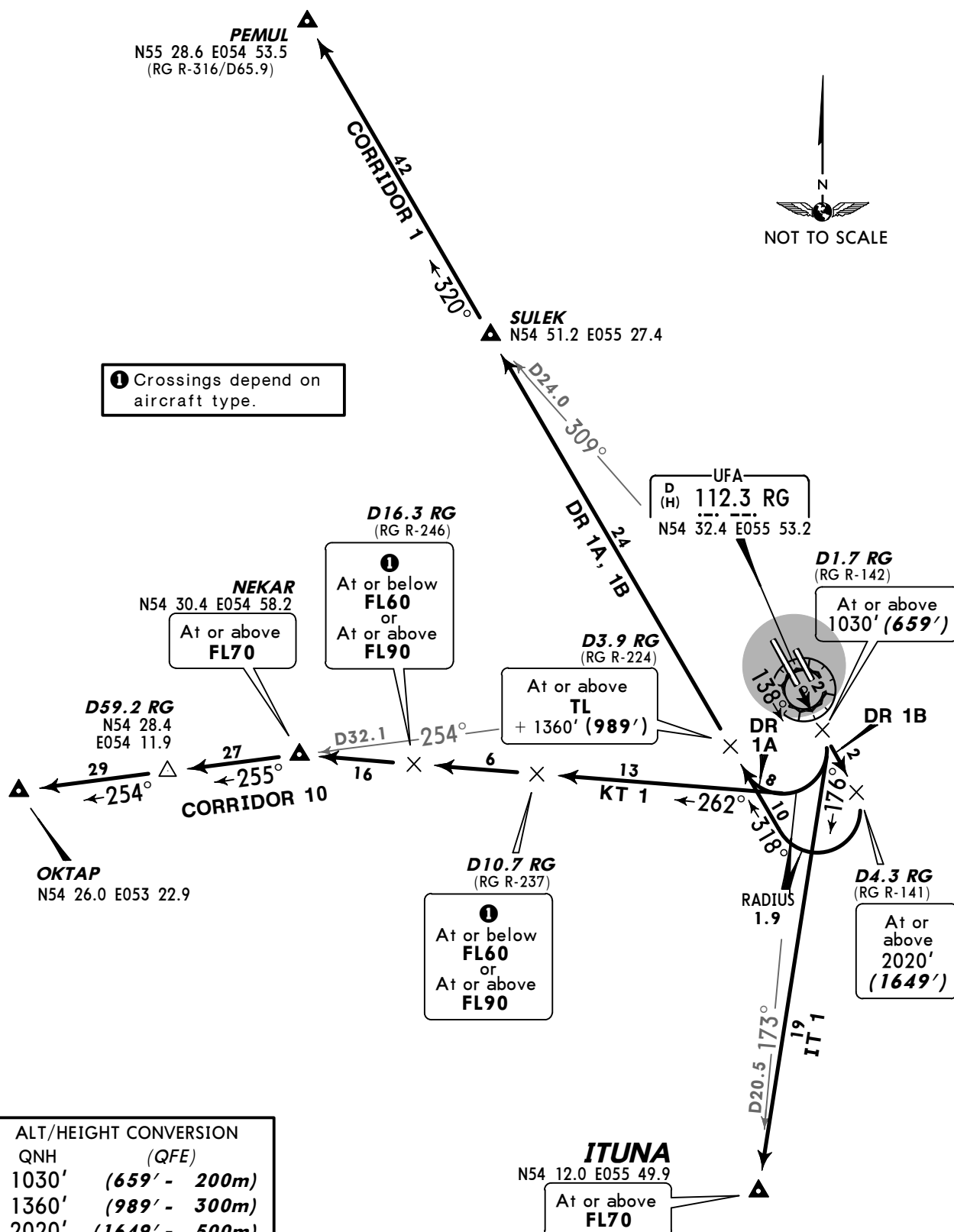
Trans alt: 3410' (3039')

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



ALT/HEIGHT CONVERSION

QNH (QFE)

1030' (659' - 200m)

1360' (989' - 300m)

2020' (1649' - 500m)

3410' (3039' - 900m)

Apt Elev
448'

QNH on request (QFE)

Trans level: FL50

FL60 if pressure is less than 749 mm (998.6 hPa)

FL70 if pressure is less than 722 mm (962.6 hPa)

Trans alt: 3410' (3039')

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 14.9

004° D41.6

CORRIDOR 2B



MITKO
N54 46.1 E056 23.6

At or above
FL70

AGLOT

N54 39.5 E056 29.3

At or above
FL80

URANA

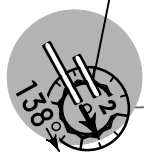
N54 59.3

E058 16.7

AA

D43.7 RG
N54 46.2
E057 04.7

UFA
D (H) 112.3 RG
N54 32.4 E055 53.2



D1.7 RG
(RG R-142)

At or above
1030' (659')

D8.4 RG

At or below
FL60

1 WARNING

During daytime start turn
at or above 1360' (989').

ALT/HEIGHT CONVERSION

QNH	(QFE)
1030'	(659' - 200m)
1360'	(989' - 300m)
3410'	(3039' - 900m)

Apt Elev
448'

QNH on request (QFE)

Trans level: FL50

FL60 if pressure is less than 749 mm (998.6 hPa)

FL70 if pressure is less than 722 mm (962.6 hPa)

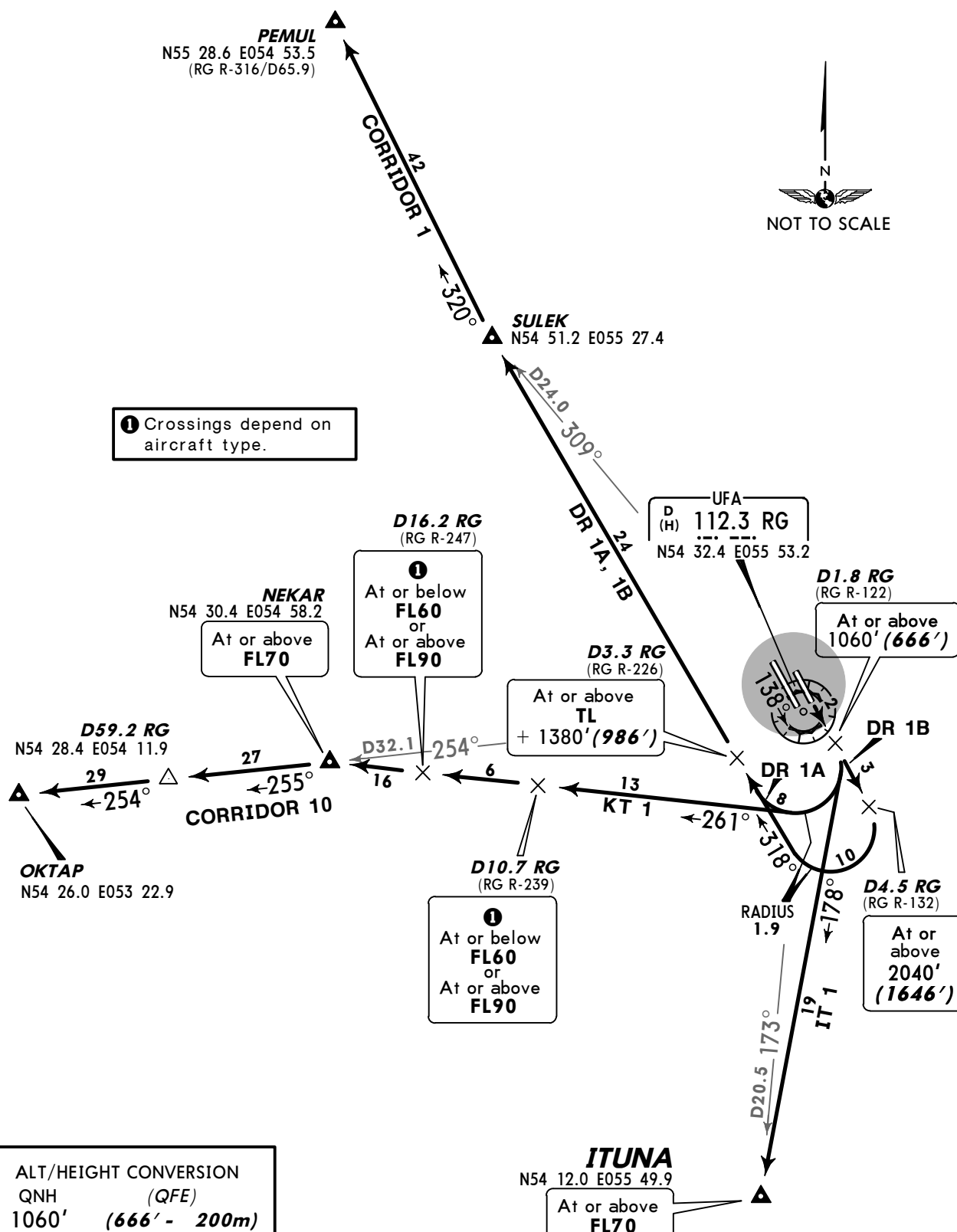
Trans alt: 3410' (3016')

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

2900'

MSA
ARP

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



① Crossings depend on aircraft type.

D16.2 RG
(RG R-247)

①
At or below
FL60
or
At or above
FL90

D59.2 RG
N54 28.4 E054 11.9

D32.1
254°

D10.7 RG
(RG R-239)

①
At or below
FL60
or
At or above
FL90

RADIUS
1.9

D4.5 RG
(RG R-132)

At or above
2040'
(1646')

Apt Elev
448'

QNH on request (QFE)

Trans level: FL50

FL60 if pressure is less than 749 mm (998.6 hPa)

FL70 if pressure is less than 722 mm (962.6 hPa)

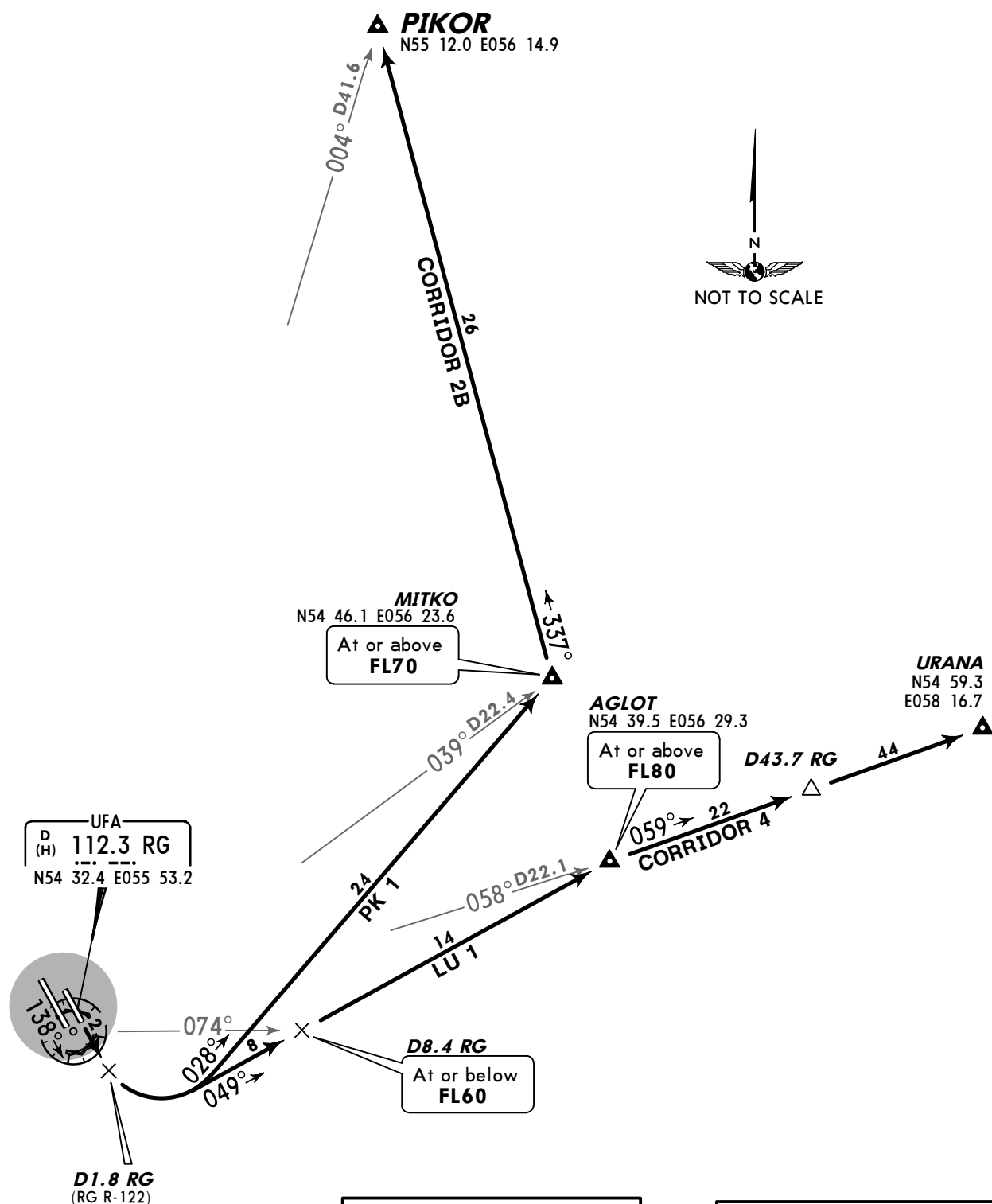
Trans alt: 3410' (3016')

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

2900'

MSA
ARP

LU 1, PK 1 RWY 14L DEPARTURES



1 WARNING

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

ALT/HEIGHT CONVERSION

QNH	(QFE)
1060'	(666' - 200m)
1380'	(986' - 300m)
3410'	(3016' - 900m)

Apt Elev
448'

QNH on request (QFE)

Trans level: FL50

FL60 if pressure is less than 749 mm (998.6 hPa)

FL70 if pressure is less than 722 mm (962.6 hPa)

Trans alt: 3410' (3004')

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

PEMUL
N55 28.6 E054 53.5
(RG R-316/D65.9)

CORRIDOR 1
42

SULEK
N54 51.2 E055 27.4

1 WARNING - SID IT 3B
During daytime start turn at
or above 1390' (984').

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1070'	(664' - 200m)
1390'	(984' - 300m)
3410'	(3004' - 900m)

D4.9 RG
N54 33.3 E055 45.0
At or above
FL60

D3.9 RG
(RG R-325)

1
At or above
1070' (664')

UFA
D(H) 112.3 RG
N54 32.4 E055 53.2

212 LZ
N54 31.1 E055 55.3
At or above
FL60

DIRIS
N54 18.7 E055 26.4
At or above
FL70

ITUNA
N54 12.0 E055 49.9
At or above
FL70

GOPAR
N53 58.0 E054 46.9

NOT TO SCALE

Apt Elev
448'

QNH on request (QFE)

Trans level: FL50

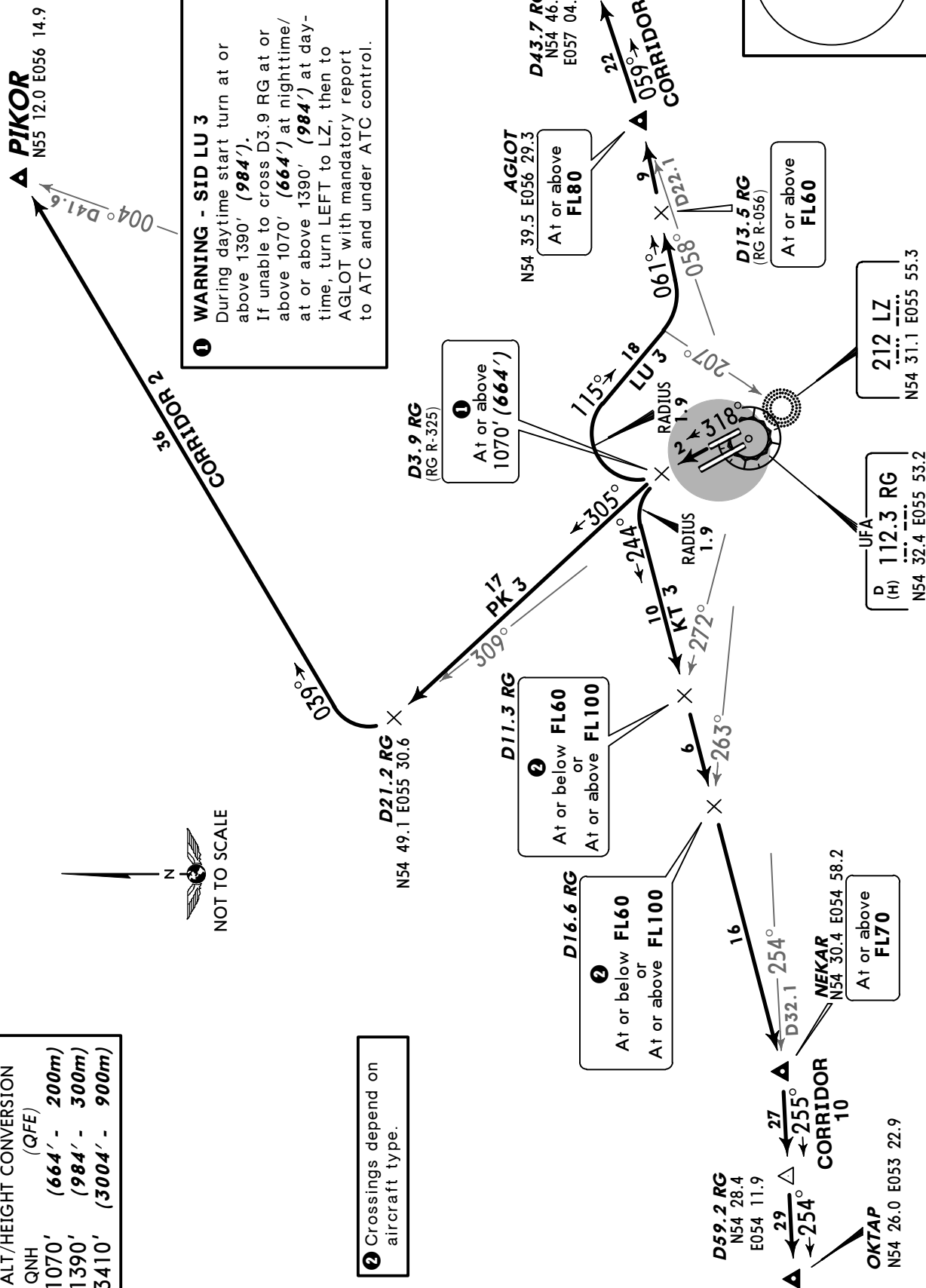
FL60 if pressure is less than 749 mm (998.6 hPa)

FL70 if pressure is less than 722 mm (962.6 hPa)

Trans alt: 3410' (3004')

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



Apt Elev
448'

QNH on request (QFE)

Trans level: FL50

FL60 if pressure is less than 749 mm (998.6 hPa)

FL70 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

PEMUL
N55 28.6 E054 53.5
(RG R-316/D65.9)

CORRIDOR 1
42
320°

① WARNING - SID IT 3B

During daytime start turn at
or above 1440' (992').

SULEK
N54 51.2 E055 27.4
(RG R-309/D24.0)

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

D4.3 RG
(RG R-316)

①
At or above
1110' (662')

RADIUS
1.9

D5.6 RG

At or above
FL60

UFA
D (H) 112.3 RG
N54 32.4 E055 53.2

527 NM
N54 30.8 E055 54.5
At or above
FL60

DIRIS
N54 18.7 E055 26.4

At or above
FL70

GOPAR
N53 58.0 E054 46.9



NOT TO SCALE

ITUNA
N54 12.0 E055 49.9
(RG R-173/D20.5)
At or above
FL70

Apt Elev
448'

QNH on request (QFE)

Trans level: FL50

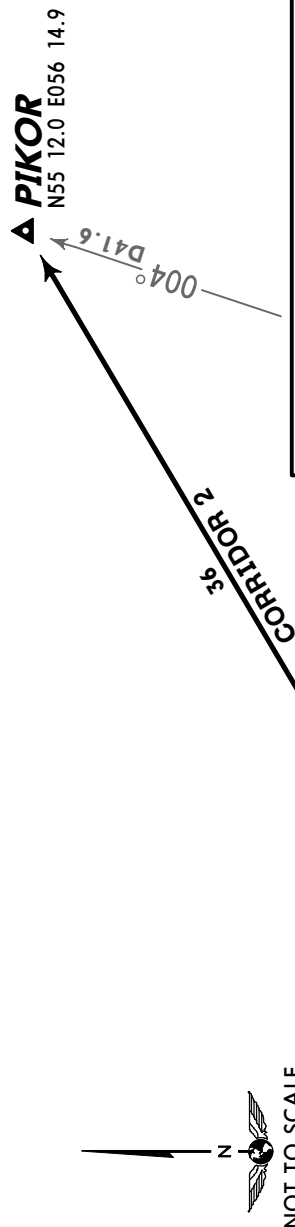
FL60 if pressure is less than 749 mm (998.6 hPa)

FL70 if pressure is less than 722 mm (962.6 hPa)

Trans alt: 3410' (2962')

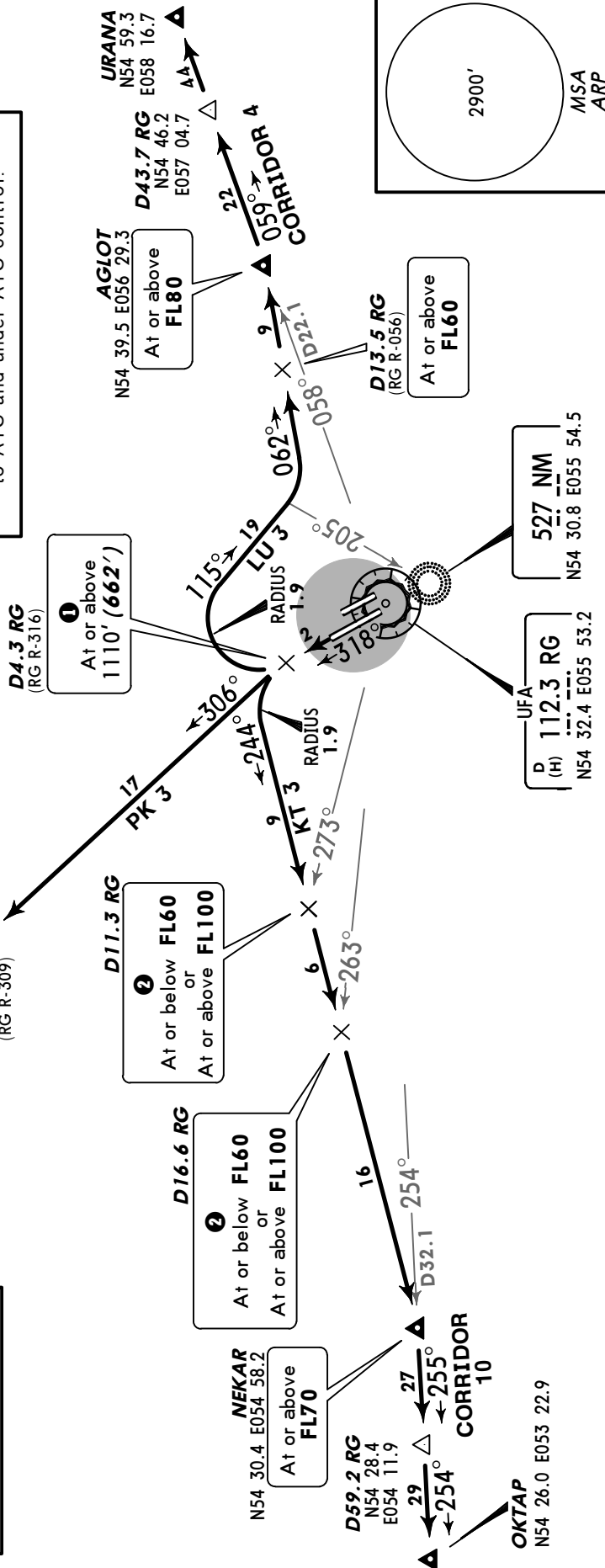
Take-off should be carried out according to noise abatement procedures and flight to be conducted in accordance with aircraft performance requirements.

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



1 WARNING - SID LU 3

During daytime start turn at or above 1440' (992').
If unable to cross D4.3 RG at or above 1110' (662') at nighttime/ at or above 1440' (992') at day-time, turn LEFT to NM, then to AGLOT with mandatory report to ATC and under ATC control.



ALT/HEIGHT CONVERSION

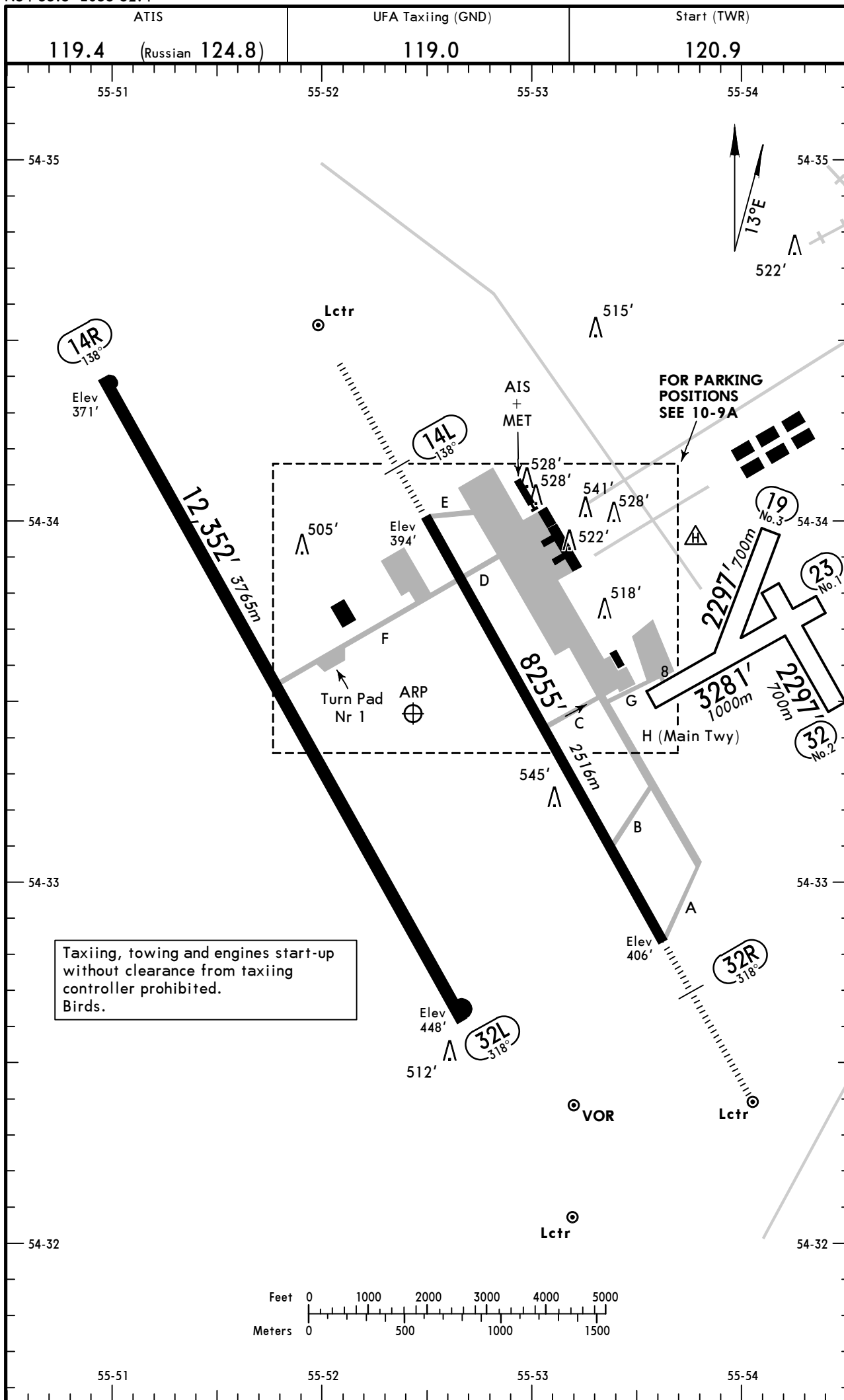
QNH	(QFE)
1110'	(662' - 200m)
1440'	(992' - 300m)
3410'	(2962' - 900m)

2 Crossings depend on aircraft type.

UWUU/UFA
Apt Elev 448'
N54 33.5 E055 52.4

JEPPESEN
11 NOV 11 (10-9) Eff 17 Nov

UFA, RUSSIA
UFA



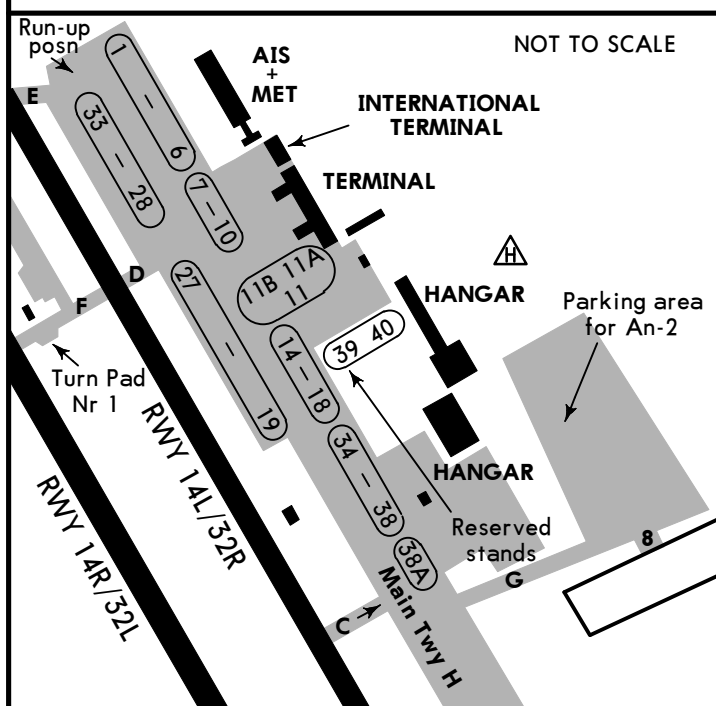
CHANGES: Var. Bearings. Lights rwy 14R/32L withdrawn.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING	BEYOND		
					Threshold	Glide Slope		
14L		HIRL (57m)	HIALS	PAPI-L (angle 2.66°)	RVR	7271' 2216m		161'
32R						7107' 2166m		49m
14R						11,348' 3459m	①	200'
32L								61m
19								328'
								100m
23								328'
								100m
32								328'
								100m

① First 492'/150m not available for take-off for An-124, II-96, II-86, II-76TD, II-76T, II-62M acft.



INS COORDINATES

STAND No.	COORDINATES
1	N54 34.1 E055 52.8
2	N54 34.0 E055 52.8
3, 4	N54 34.0 E055 52.9
5, 6	N54 34.0 E055 52.9
7 thru 10	N54 33.9 E055 53.0
11, 14, 15	N54 33.8 E055 53.1
16 thru 19	N54 33.7 E055 53.1
20 thru 22	N54 33.7 E055 53.0
24, 25	N54 33.8 E055 53.0
26, 27	N54 33.8 E055 52.9
28 thru 31	N54 33.9 E055 52.8
32, 33	N54 34.0 E055 52.8
35 thru 37	N54 33.6 E055 53.2
38, 38A	N54 33.6 E055 53.3
39, 40	N54 33.7 E055 53.2
Turn Pad Nr 1	N54 33.5 E055 52.1

Parking stands 14 thru 18, 19 thru 27, 35 thru 38 available for helicopters.

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A

B

C

D

250m

300m

400m

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 ❶❷	770' (376')	770' (376')	770' (376')	770' (376')
14R	<i>ALS out</i>	R1000m	R1000m	R1200m	R1200m
		R1700m	R1700m	R1700m	R1700m
	NDB ❸	1170' (776')	1170' (776')	1170' (776')	1170' (776')
	<i>ALS out</i>	C3100m	C3100m	C3300m	C3300m
		C3800m	C3800m	C4000m	C4000m
	ILS	571' (200')	571' (200')	604' (233')	604' (233')
32L		R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶❷	730' (359')	730' (359')	730' (359')	730' (359')
		R1600m	R1600m	R1600m	R1600m
	PT NDB ❶❷	730' (359')	730' (359')	730' (359')	730' (359')
		R1600m	R1600m	R1600m	R1600m
32L	P NDB ❶❷	750' (379')	750' (379')	750' (379')	750' (379')
		R1700m	R1700m	R1700m	R1700m
	NDB ❸	1420' (1049')	1420' (1049')	1420' (1049')	1420' (1049')
		C5000m	C5000m	C5000m	C5000m
	2 NDB ❶❷	810' (362')	810' (362')	810' (362')	810' (362')
		R1700m	R1700m	R1700m	R1700m
32L	2 NDB ❸	1280' (832')	1280' (832')	1280' (832')	1280' (832')
		C4000m	C4000m	C4200m	C4200m
	NM NDB ❶❷	830' (382')	830' (382')	830' (382')	830' (382')
		R1800m	R1800m	R1800m	R1800m
	NM NDB ❸	1360' (912')	1360' (912')	1360' (912')	1360' (912')
		C4500m	C4500m	C4700m	C4700m
32L	N NDB ❶❷	880' (432')	880' (432')	880' (432')	880' (432')
		R2000m	R2000m	R2000m	R2000m
	N NDB ❸	1200' (752')	1200' (752')	1200' (752')	1200' (752')
		C3700m	C3700m	C3900m	C3900m

❶ Continuous Descent Final Approach.

❷ with Radar control.

❸ w/o Radar control.

STRAIGHT-IN RWY		A	B	C	D
32R	ILS	606' (200')	606' (200')	606' (200')	606' (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
	2 NDB ❶	800' (394')	800' (394')	800' (394')	800' (394')
	<i>ALS out</i>	R1100m	R1100m	R1200m	R1200m
		R1800m	R1800m	R1800m	R1800m
	LZ NDB ❶❷	800' (394')	800' (394')	800' (394')	800' (394')
	<i>ALS out</i>	R1100m	R1100m	R1200m	R1200m
		R1800m	R1800m	R1800m	R1800m
	LZ NDB ❸	1120' (714')	1120' (714')	1120' (714')	1120' (714')
	<i>ALS out</i>	C2800m	C2800m	C3000m	C3000m
		C3500m	C3500m	C3700m	C3700m
	L NDB ❶❷	880' (474')	880' (474')	880' (474')	880' (474')
	<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
		C2200m	C2200m	C2200m	C2200m
	L NDB ❸	1200' (794')	1200' (794')	1200' (794')	1200' (794')
	<i>ALS out</i>	C3100m	C3100m	C3300m	C3300m
		C3800m	C3800m	C4000m	C4000m

❶ Continuous Descent Final Approach.

❷ with Radar control.

❸ w/o Radar control.

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

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

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 AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB	770' (376')	770' (376')	770' (376')	770' (376')
	with Radar <i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
14R	NDB <i>ALS out</i>	1170' (776')	1170' (776')	1170' (776')	1170' (776')
	w/o Radar <i>ALS out</i>	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
	ILS	571' (200')	571' (200')	604' (233')	604' (233')
		R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB	680' (309')	680' (309')	680' (309')	680' (309')
32L	with Radar	R1500m	R1500m	R1800m	R2000m
	PT NDB	730' (359')	730' (359')	730' (359')	730' (359')
	with Radar	R1500m	R1500m	R1800m	R2000m
	P NDB	750' (379')	750' (379')	750' (379')	750' (379')
	with Radar	R1500m	R1500m	R1800m	R2000m
	NDB	1420' (1049')	1420' (1049')	1420' (1049')	1420' (1049')
32L	w/o Radar	R1500m	R1500m	R2000m	R2000m
	2 NDB	810' (362')	810' (362')	810' (362')	810' (362')
	with Radar	R1500m	R1500m	R1800m	R2000m
	2 NDB	1280' (832')	1280' (832')	1280' (832')	1280' (832')
	w/o Radar	R1500m	R1500m	R2000m	R2000m
	NM NDB	830' (382')	830' (382')	830' (382')	830' (382')
32L	with Radar	R1500m	R1500m	R1800m	R2000m
	NM NDB	1360' (912')	1360' (912')	1360' (912')	1360' (912')
	w/o Radar	R1500m	R1500m	R2000m	R2000m
	N NDB	880' (432')	880' (432')	880' (432')	880' (432')
	with Radar	R1500m	R1500m	R1800m	R2000m
	N NDB	1200' (752')	1200' (752')	1200' (752')	1200' (752')
32L	w/o Radar	R1500m	R1500m	R2000m	R2000m

STRAIGHT-IN RWY		A	B	C	D
32R	ILS	606' (200')	606' (200')	606' (200')	606' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB	800' (394')	800' (394')	800' (394')	800' (394')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	LZ NDB	800' (394')	800' (394')	800' (394')	800' (394')
	with Radar	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	LZ NDB	1120' (714')	1120' (714')	1120' (714')	1120' (714')
		R1200m	R1400m	R1400m	R1800m
	w/o Radar	R1500m	R1500m	R2000m	R2000m
	<i>ALS out</i>				
	L NDB	880' (474')	880' (474')	880' (474')	880' (474')
		R1000m	R1200m	R1200m	R1600m
	with Radar	R1500m	R1500m	R2000m	R2000m
	<i>ALS out</i>				
	L NDB	1200' (794')	1200' (794')	1200' (794')	1200' (794')
		R1200m	R1400m	R1400m	R1800m
	w/o Radar	R1500m	R1500m	R2000m	R2000m
	<i>ALS out</i>				

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

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

UWUU/UFA
UFA

30 MAR 12
Eff 5 Apr

(11-1)

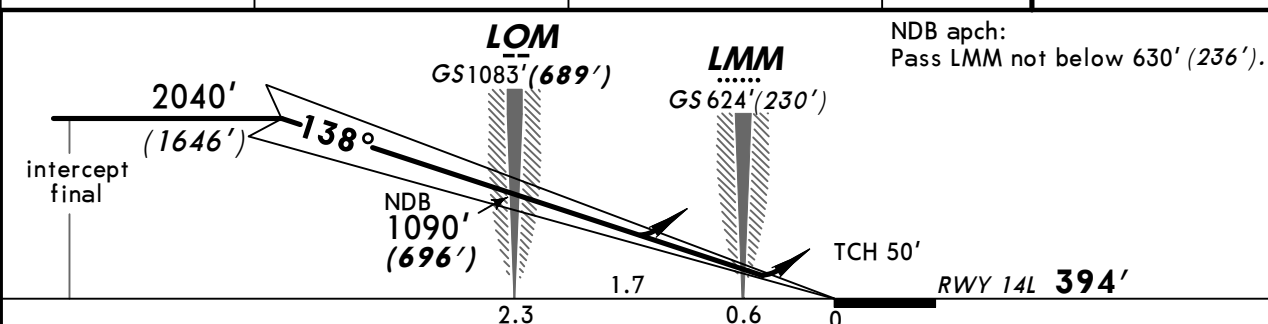
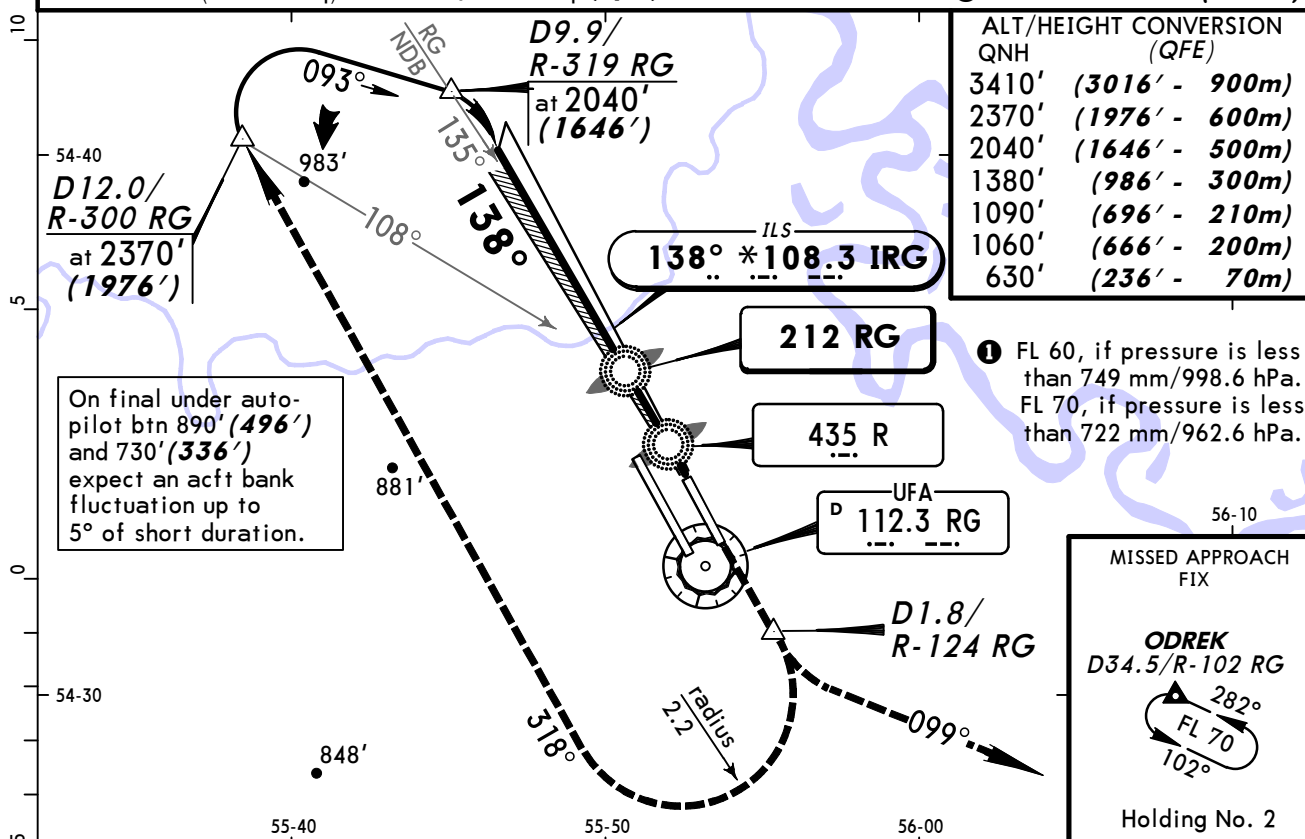
UFA, RUSSIA
ILS or 2 NDB or NDB Rwy 14L

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 138°	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) (CONDITIONAL) 770'(376')		

MISSED APCH: Climb to 1060'(666') or above. After passing D1.8 RG turn RIGHT onto 318° climbing to 2370' (1976'), then as directed or turn LEFT onto 099° climbing to FL 70 and join holding, 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 50 ① Trans alt: 3410' (3016')

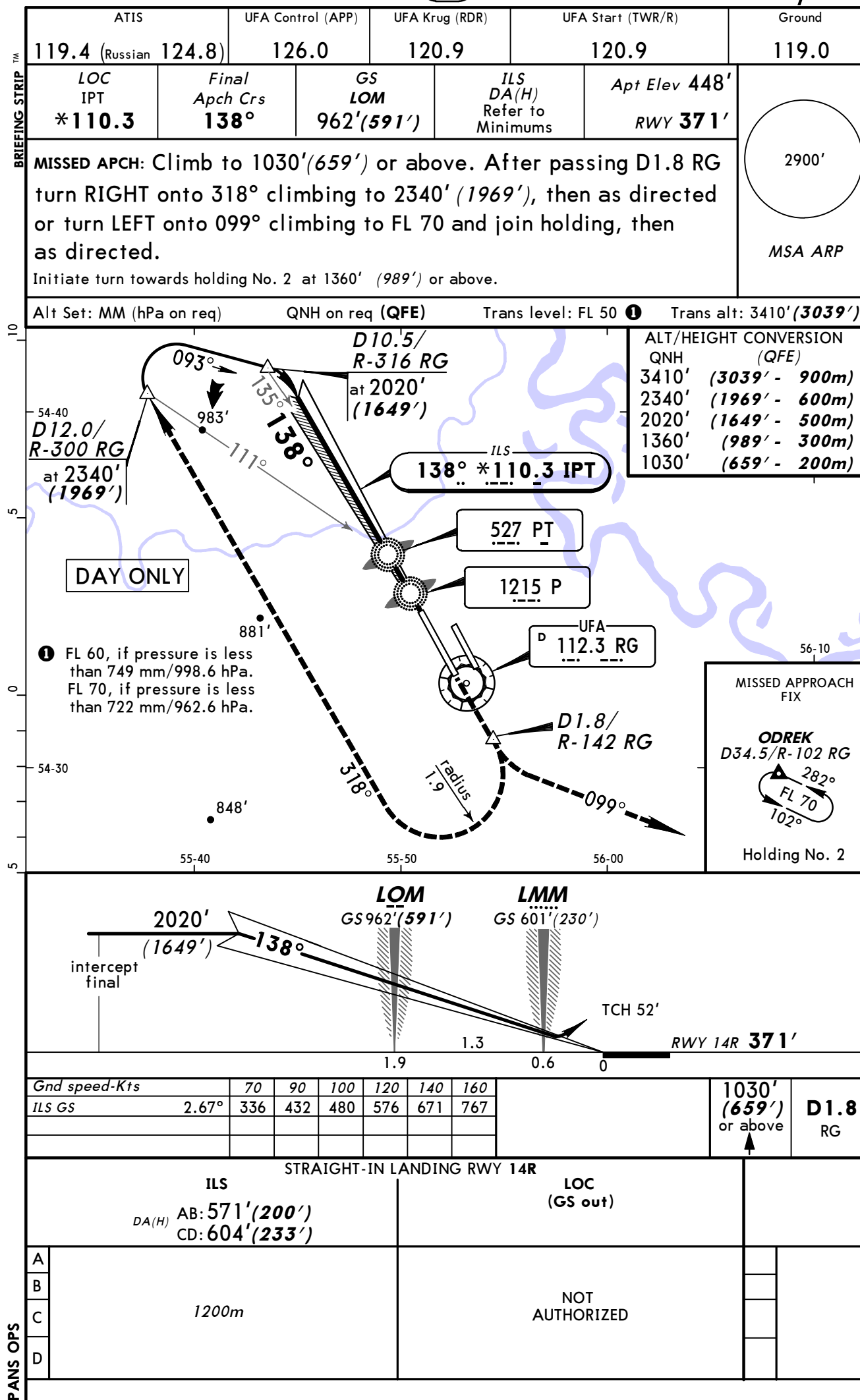


Gnd speed-Kts	70	90	100	120	140	160	HIALS		1060' (666') or above	D1.8 RG
ILS GS or	336	432	480	576	671	767	PAPI			
NDB Descent Angle	2.67°									

ILS		STRAIGHT-IN LANDING RWY 14L		2 NDB or NDB			
DA(H) 594'(200')		LOC (GS out)		With Radar		W/o Radar	
FULL		ALS out		MDA(H) 770'(376')		MDA(H) 1170'(776')	
				ALS out		ALS out	
A							
B							
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1300m	2100m	2400m	3200m
D				1700m		2800m	3600m
						3600m	4000m

CHANGES: Fix definitions.

© JEPPESEN, 1999, 2012. ALL RIGHTS RESERVED.



BRIEFING STRIP TM



PANS OPS

STRAIGHT-IN LANDING RWY 32R				
ILS DA(H) 606'(200')		LOC (GS out)		
FULL		ALS out		
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	
B				
C				
D				

UWUU/UFA
UFA

30 MAR 12
Eff 5 Apr

16-1

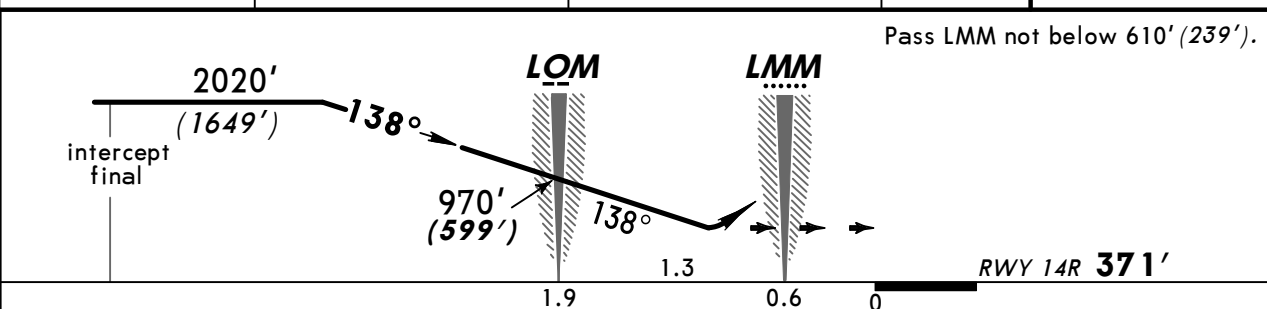
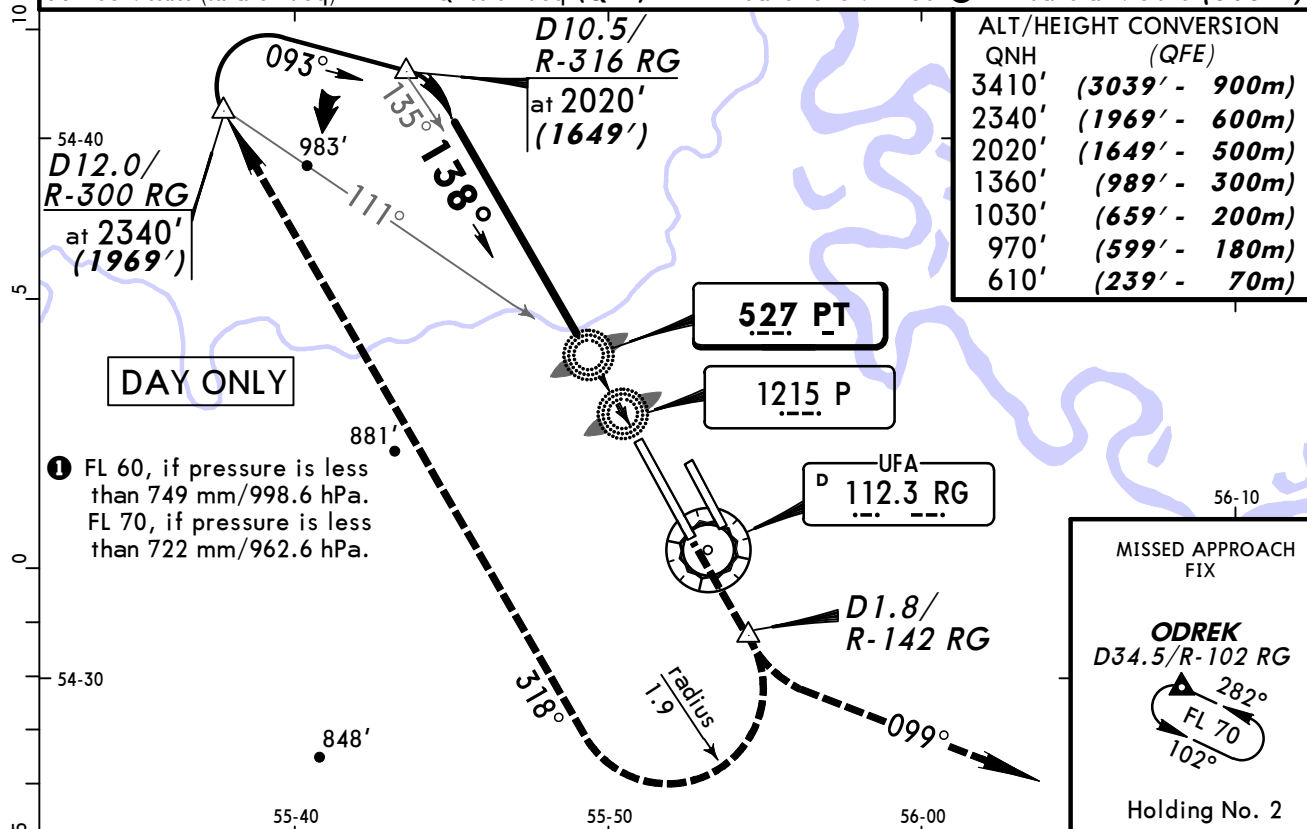
UFA, RUSSIA
2 NDB or NDB Rwy 14R

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 PT 527	Final Apch Crs 138°	Minimum Alt LOM 970'(599')	2 NDB (CONDITIONAL) MDA(H) 680'(309') NDB MDA(H) Refer to Minimums	Apt Elev 448' RWY 371'
				2900' MSA ARP

MISSED APCH: Climb to 1030'(659') or above. After passing D1.8 RG turn RIGHT onto 318° climbing to 2340'(1969'), then as directed or turn LEFT onto 099° climbing to FL 70 and join holding, then as directed.

Initiate turn towards holding No. 2 at 1360' (989') or above.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3410'(3039')



Gnd speed-Kts	70	90	100	120	140	160		1030' (659') or above	D1.8 RG
Descent Angle	2.67°	331	425	472	567	661	756		

STRAIGHT-IN LANDING RWY 14R					
2 NDB		PT NDB		P NDB	
With Radar MDA(H)	W/o Radar MDA(H)	With Radar MDA(H)	W/o Radar MDA(H)	With Radar MDA(H)	W/o Radar MDA(H)
680'(309')	1420'(1049')	730'(359')	1420'(1049')	750'(379')	1420'(1049')
A					
B	3200m		3200m		3200m
C	1600m	2000m		2200m	
D	4800m		4800m		4800m

CHANGES: Fix definitions.

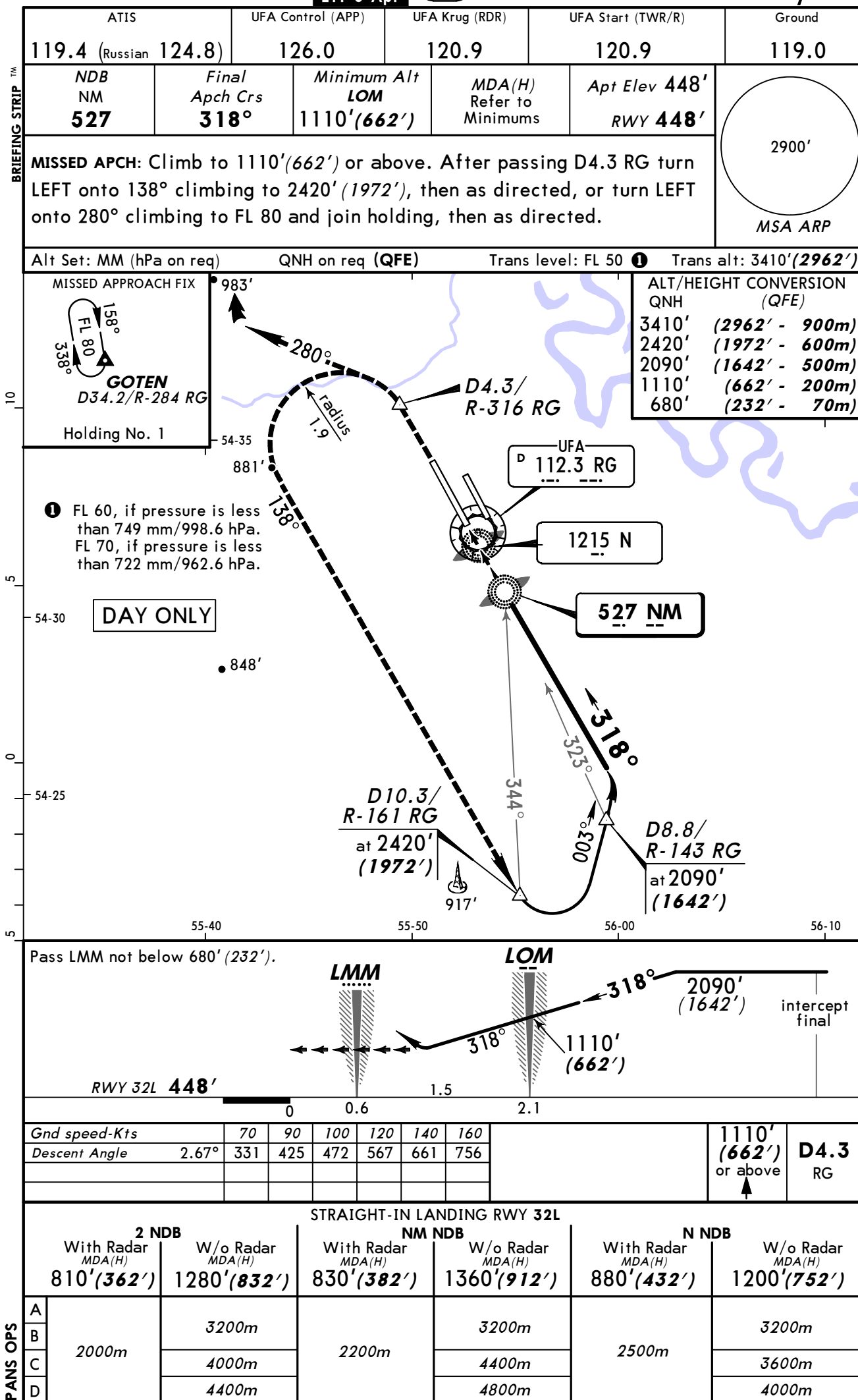
© JEPPESEN, 1999, 2012. ALL RIGHTS RESERVED.

UWUU/UFA
UFA

30 MAR 12
Eff 5 Apr

16-2

UFA, RUSSIA
2 NDB or NDB Rwy 32L



UWUU/UFA
UFA

30 MAR 12
Eff 5 Apr

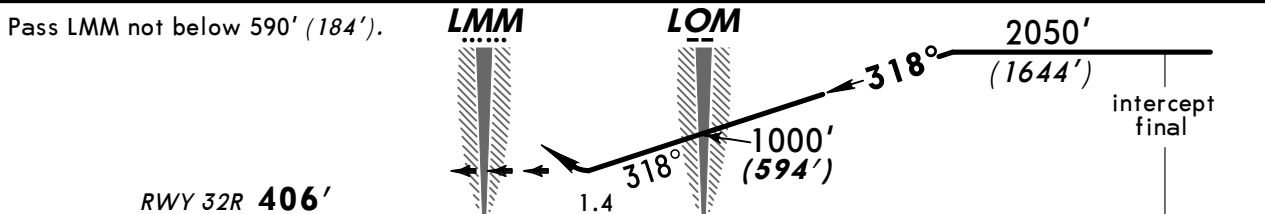
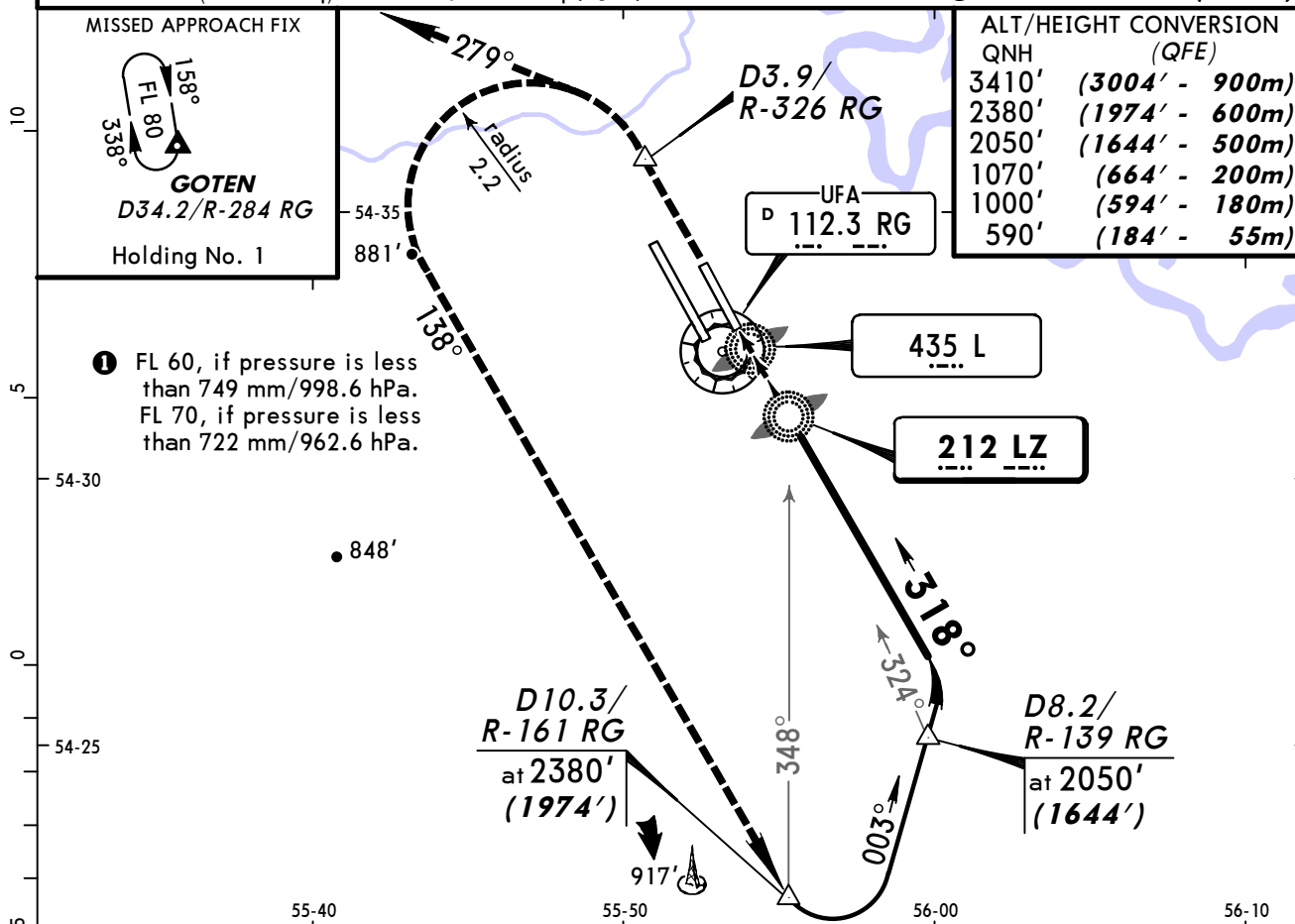
16-3

UFA, RUSSIA
2 NDB or NDB Rwy 32R

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 LZ 212	Final Apch Crs 318°	Minimum Alt LOM 1000' (594')	2 NDB MDA(H) 800' (394') NDB MDA(H) Refer to Minimums	Apt Elev 448' RWY 406'
				2900' MSA ARP

MISSED APCH: Climb to 1070' (664') or above. After passing D3.9 RG turn LEFT onto 138° climbing to 2380' (1974'), then as directed or turn LEFT climbing to FL 80 and join holding, then as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3410' (3004')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1070' (664') or above	D3.9 RG
Descent Angle 2.67°	331	425	472	567	661	756	PAPI		

STRAIGHT-IN LANDING RWY 32R									
2 NDB		LZ NDB				L NDB			
MDA(H)		With Radar MDA(H)		W/o Radar MDA(H)		With Radar MDA(H)		W/o Radar MDA(H)	
800' (394')		800' (394')		1120' (714')		880' (474')		1200' (794')	
ALS out		ALS out		ALS out		ALS out		ALS out	
A									
B	1400m		1400m		2400m	3200m	2000m	2400m	3200m
C		2200m		2200m			2800m	2800m	3600m
D	1800m		1800m		3200m	3600m	2400m	3600m	4000m

CHANGES: Fix definitions.

© JEPPESEN, 1999, 2012. ALL RIGHTS RESERVED.

Chart changes since cycle 07-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
UFA, (UFA - UWUU)				
REV	ILS OR 2 NDB OR NDB RWY 1...	11-1	30 Mar 2012	05 Apr 2012
REV	ILS RWY 14R	11-2	30 Mar 2012	05 Apr 2012
REV	ILS RWY 32R	11-3	30 Mar 2012	05 Apr 2012
REV	2 NDB OR NDB RWY 14R	16-1	30 Mar 2012	05 Apr 2012
REV	2 NDB OR NDB RWY 32L	16-2	30 Mar 2012	05 Apr 2012
REV	2 NDB OR NDB RWY 32R	16-3	30 Mar 2012	05 Apr 2012

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWUU

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jeppesen.com/eurasiachange.