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General Information

Location: Samara Rus
IATA Code: KUF
Lat/Long: N53° 30.1' E050° 09.2'
Elevation: 477 ft

Airport Use: Public
Magnetic Variation: 11.5°E

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

Sunrise: 0129 Z
Sunset: 1548 Z,

Runway Information

Runway: 05
Length x Width: 8376 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 477 ft
Lighting: Edge, ALS

Runway: 15
Length x Width: 9852 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 415 ft
Lighting: Edge, ALS

Runway: 23
Length x Width: 8376 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 412 ft
Lighting: Edge, ALS

Runway: 33
Length x Width: 9852 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 387 ft
Lighting: Edge, ALS

Communication Information

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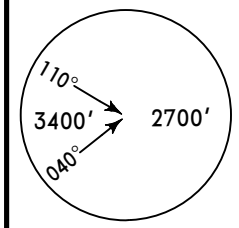
ATIS 134.9 Non-English
ATIS 134.1
Samara Tower 124.0 Secondary
Samara Tower 118.2
Samara Ground Control 124.0 Secondary
Samara Ground Control 119.0
Samara Approach Control 124.6
Samara Approach Control 118.7 Secondary
Samara Radar 128.0
Samara Radar 124.0 Secondary
Samara Transit Operations 131.6 MF

ATIS	Apt Elev	
134.1 (Russian 134.9)	477′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3430′ *(2953′)* FL by ATC.

GISUL 2❶, LATKI 2, PIMON 2, URUKA 2
RWY 05 ARRIVALS



MSA
B Lctr

ALT/HEIGHT CONVERSION

QNH	(QFE)	
3430′	*(2953′*	*- 900m)*
2450′	*(1973′*	*- 600m)*

HOLDING OVER PIMON

N

NOT TO SCALE

❶ Only available when arriving from PEKUR.
❷ GPWS may be brought into operation of short duration during approach at the beginning of turn on final.

LATKI
N54 13.0 E050 27.9

185°
005°
FL50
185°
46
4630
LATKI 2

287 BE
N53 28.7 E050 04.6
At 2450′ *(1973′)*

588 B
N53 29.6 E050 07.3

GISUL
N53 54.0 E051 10.9
226°
47
4570
GISUL 2 ❶

PIMON
N53 41.0 E049 25.9
126°
21
4470
PIMON 2

Intercept final at 2450′ *(1973′)*

❷ N53 29.2
E049 52.4
8
URUKA 2
262°
5

196°
061°
049°
3
❷ N53 25.6
E049 49.5

8
GISUL 2 ❶
LATKI 2

18
3450
URUKA 2
303°

8
❷ N53 22.2
E049 58.8

N53 25.2 E049 53.6
At 2450′ *(1973′)*

URUKA
N53 16.0 E050 25.9
At 3430′*(2953′)*
or
at or above **FL50**

CHANGES: Ballnote 1; MEA URUKA - BE.

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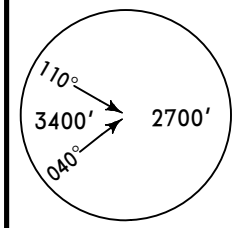
ATIS	Apt Elev	
134.1 (Russian 134.9)	477′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3430′ *(3018′)* FL by ATC.

GISUL 4 ❶, LATKI 4, PIMON 4, URUKA 4
RWY 23 ARRIVALS



MSA
F Lctr

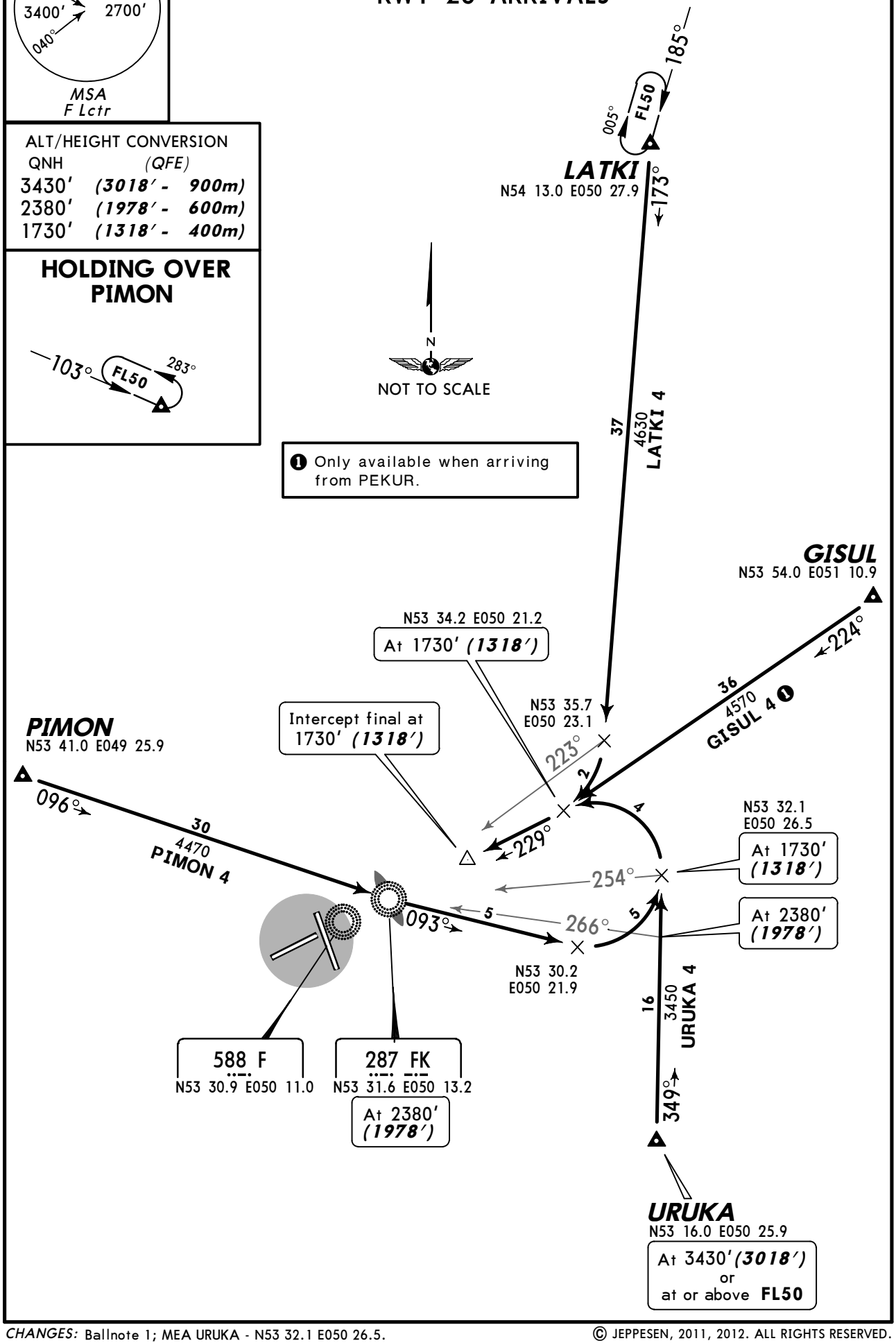
ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	*(3018′ - 900m)*
2380′	*(1978′ - 600m)*
1730′	*(1318′ - 400m)*

HOLDING OVER PIMON

NOT TO SCALE

❶ Only available when arriving from PEKUR.



CHANGES: Ballnote 1; MEA URUKA - N53 32.1 E050 26.5.

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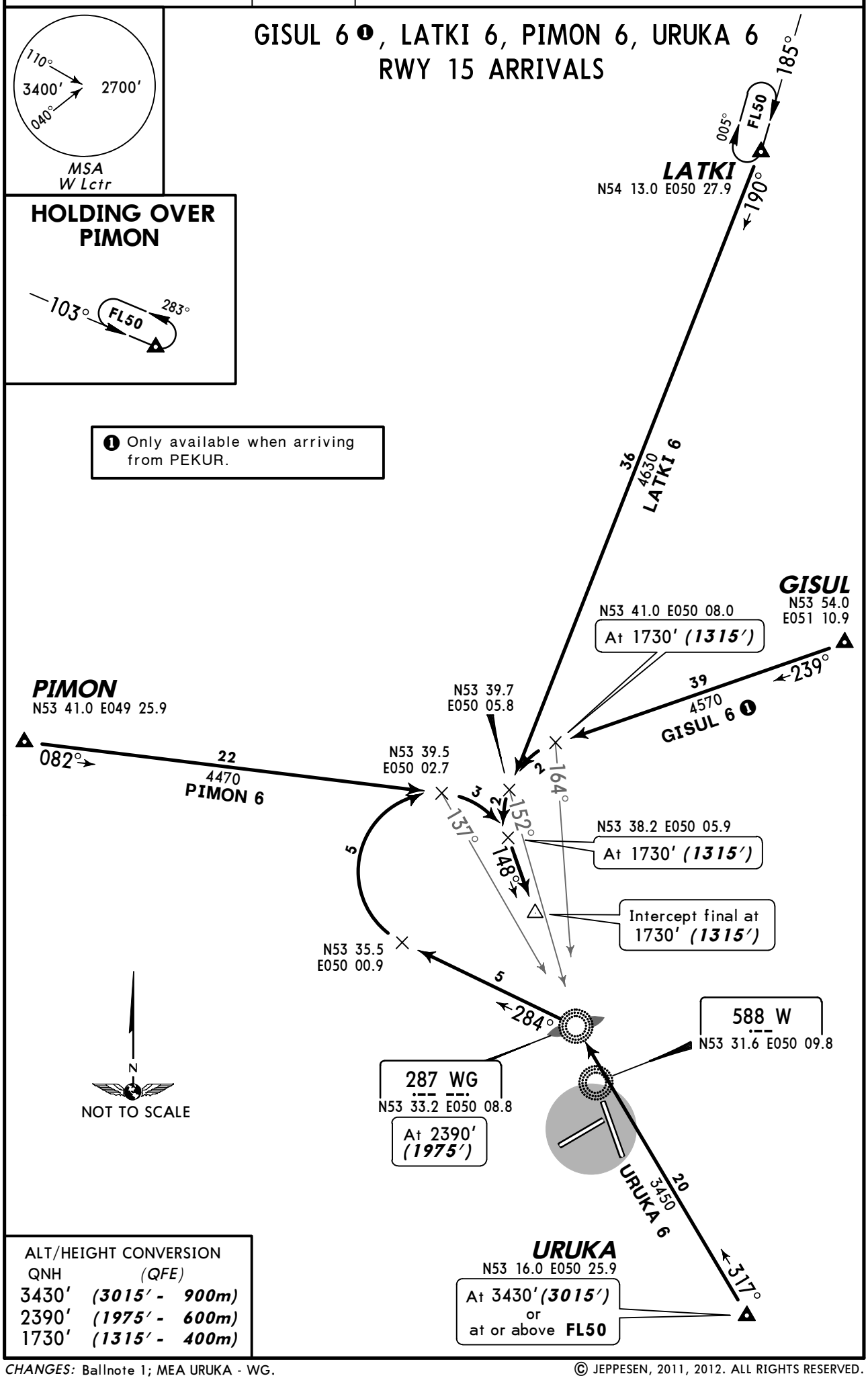
ATIS	Apt Elev	
134.1 (Russian 134.9)	477′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3430′ *(3015′)* FL by ATC.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	*(3015′ - 900m)*
2390′	*(1975′ - 600m)*
1730′	*(1315′ - 400m)*

CHANGES: Ballnote 1; MEA URUKA - WG.

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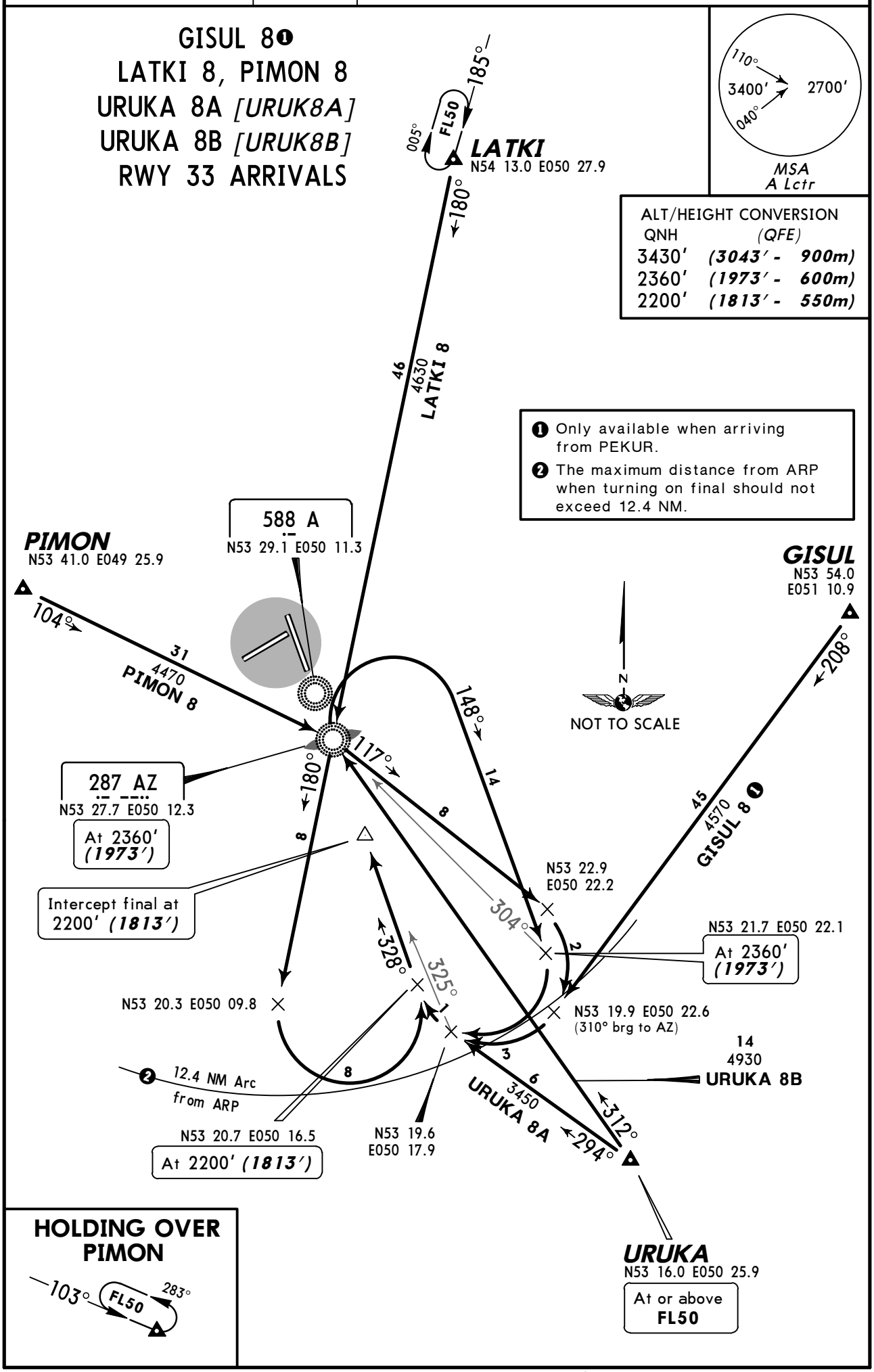
ATIS	Apt Elev	
134.1 (Russian 134.9)	477′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3430′ *(3043′)* FL by ATC.

GISUL 8❶
LATKI 8, PIMON 8
URUKA 8A *[URUK8A]*
URUKA 8B *[URUK8B]*
RWY 33 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	*(3043′ - 900m)*
2360′	*(1973′ - 600m)*
2200′	*(1813′ - 550m)*

❶ Only available when arriving from PEKUR.

❷ The maximum distance from ARP when turning on final should not exceed 12.4 NM.

HOLDING OVER PIMON

103° FL50 283°

CHANGES: Ballnote 1; MEA URUKA - N53 19.6 E050 17.9.

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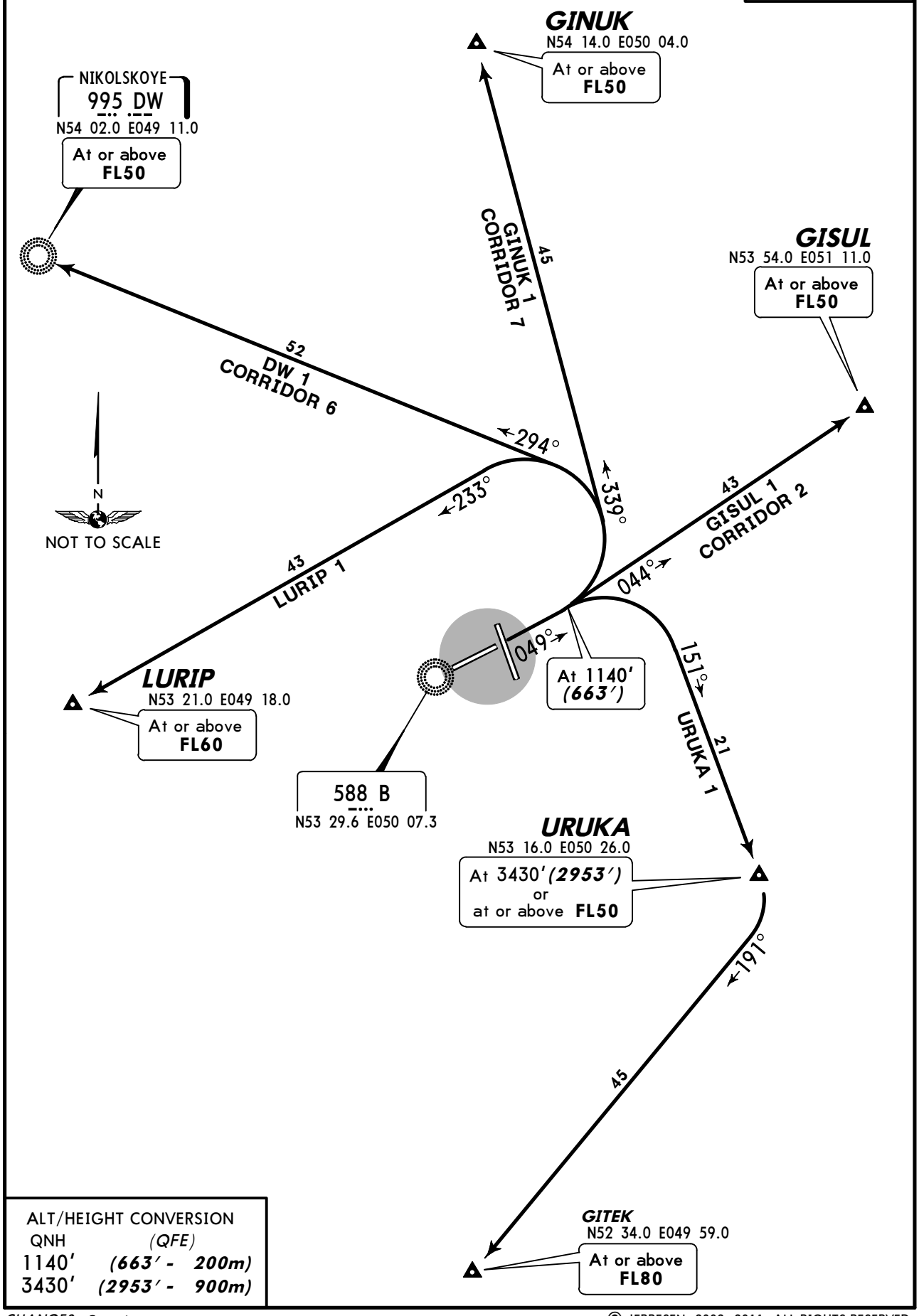
Apt Elev 477′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3430′ ***(2953′)*** Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.

MSA B Lctr: 110° 3400′ 040° 2700′

DW 1, GINUK 1, GISUL 1, LURIP 1, URUKA 1 RWY 05 DEPARTURES



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

CHANGES: Crossings.

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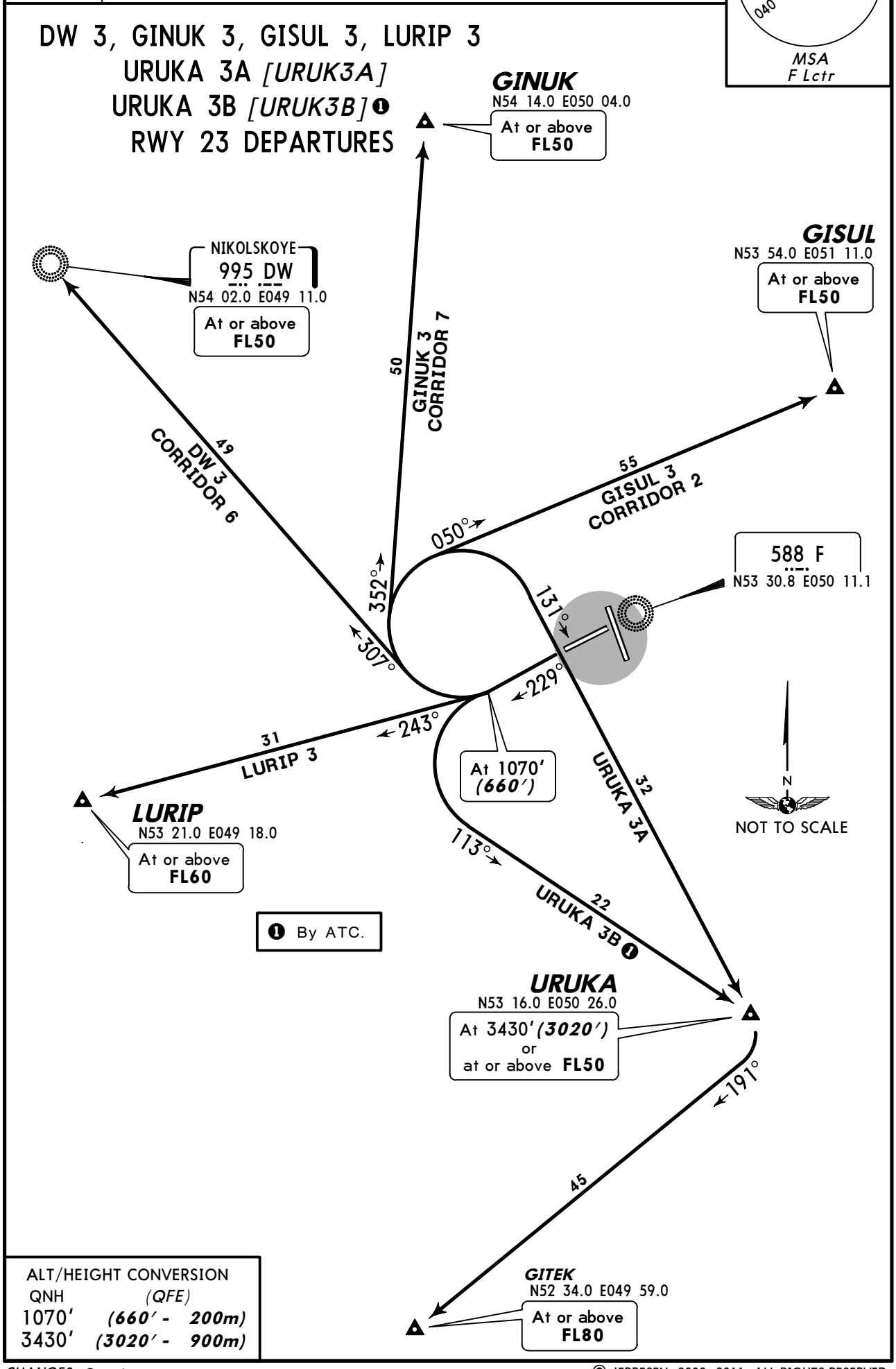
Apt Elev 477′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3430′ ***(3020′)*** Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.



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

CHANGES: Crossings.

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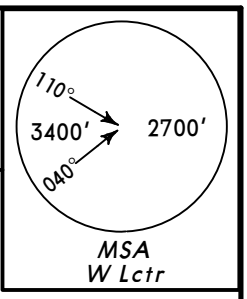
Apt Elev 477′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3430′ ***(3015′)*** Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.



DW 5A, DW 5B❶
GINUK 5A *[GINU5A]*
GINUK 5B *[GINU5B]*❶
GISUL 5
LURIP 5A, LURIP 5B❶
URUKA 5
RWY 15 DEPARTURES

GINUK
N54 14.0 E050 04.0
At or above **FL50**

588 W
N53 31.6 E050 09.9

GISUL
N53 54.0 E051 11.0
At or above **FL50**

NIKOLSKOYE
995 DW
N54 02.0 E049 11.0
At or above **FL50**

❶ By ATC.

N
NOT TO SCALE

GINUK 5A CORRIDOR 7 — 54
DW 5A CORRIDOR 6 — 61
DW 5B ❶ CORRIDOR 6 — 59
GINUK 5B ❶ CORRIDOR 7 — 58
GISUL 5 CORRIDOR 2 — 48
LURIP 5B ❶ — 45
LURIP 5A — 37
URUKA 5 — 17

297° 337° 148° 243° 037° 346° 307° 253° 128° 189°

DW 5A
GINUK 5A
GISUL 5
LURIP 5B
Turn at 1080′ ***(665′)***

DW 5B
GINUK 5B
LURIP 5A
Turn at 2390′ ***(1975′)***

At 3050′ ***(2635′)***

LURIP
N53 21.0 E049 18.0
At or above **FL60**

URUKA
N53 16.0 E050 26.0
At 3430′ ***(3015′)*** or at or above **FL50**

GITEK
N52 34.0 E049 59.0
At or above **FL80**

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
1080′	***(665′ - 200m)***
2390′	***(1975′ - 600m)***
3050′	***(2635′ - 800m)***
3430′	***(3015′ - 900m)***

CHANGES: Crossings.

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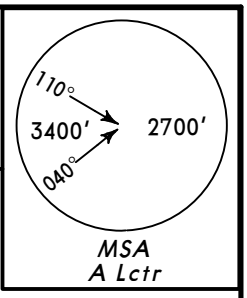
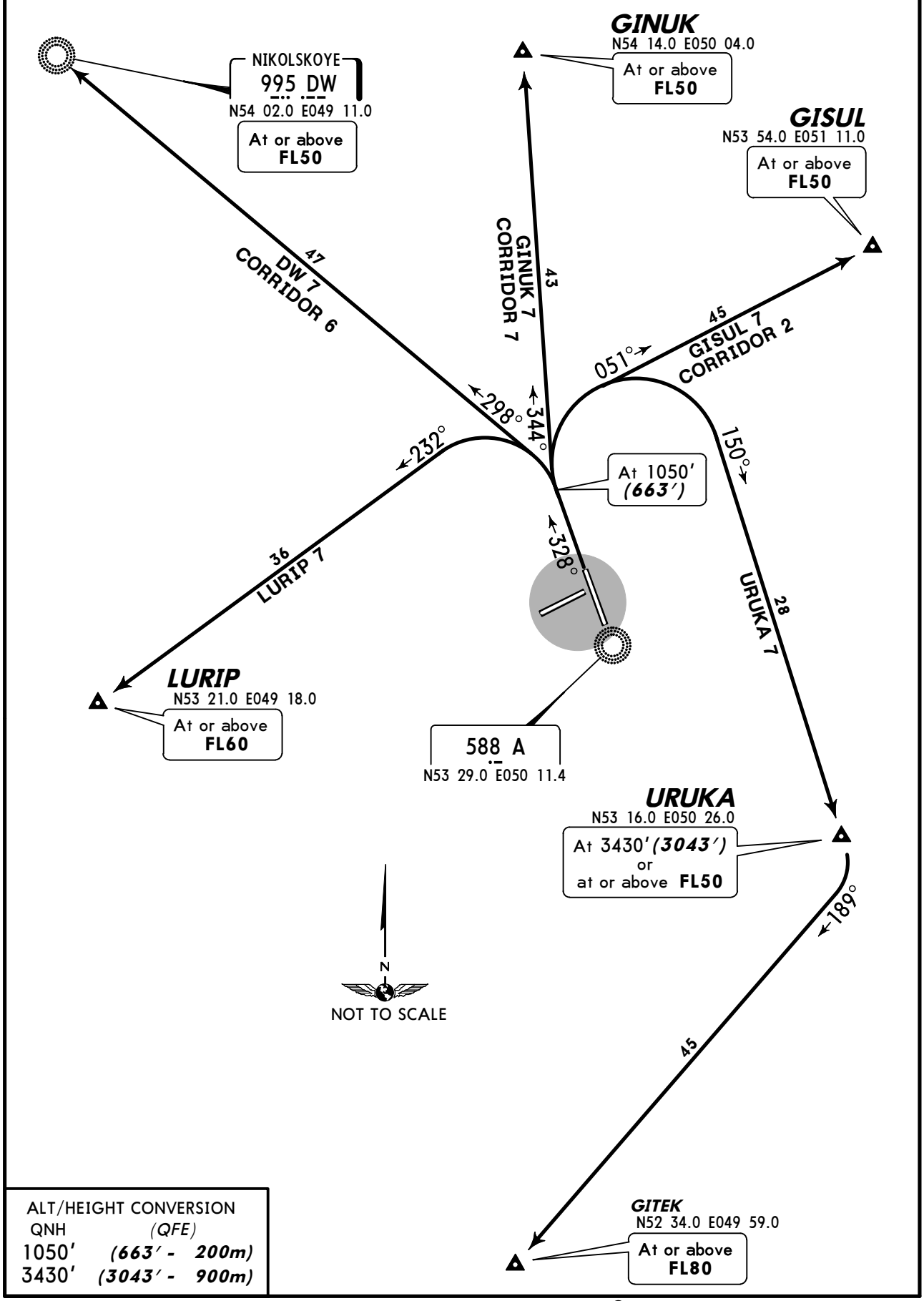
Apt Elev 477′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3430′ ***(3043′)*** Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.



DW 7, GINUK 7, GISUL 7, LURIP 7, URUKA 7
RWY 33 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1050′	***(663′ - 200m)***
3430′	***(3043′ - 900m)***

CHANGES: Crossings.

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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.

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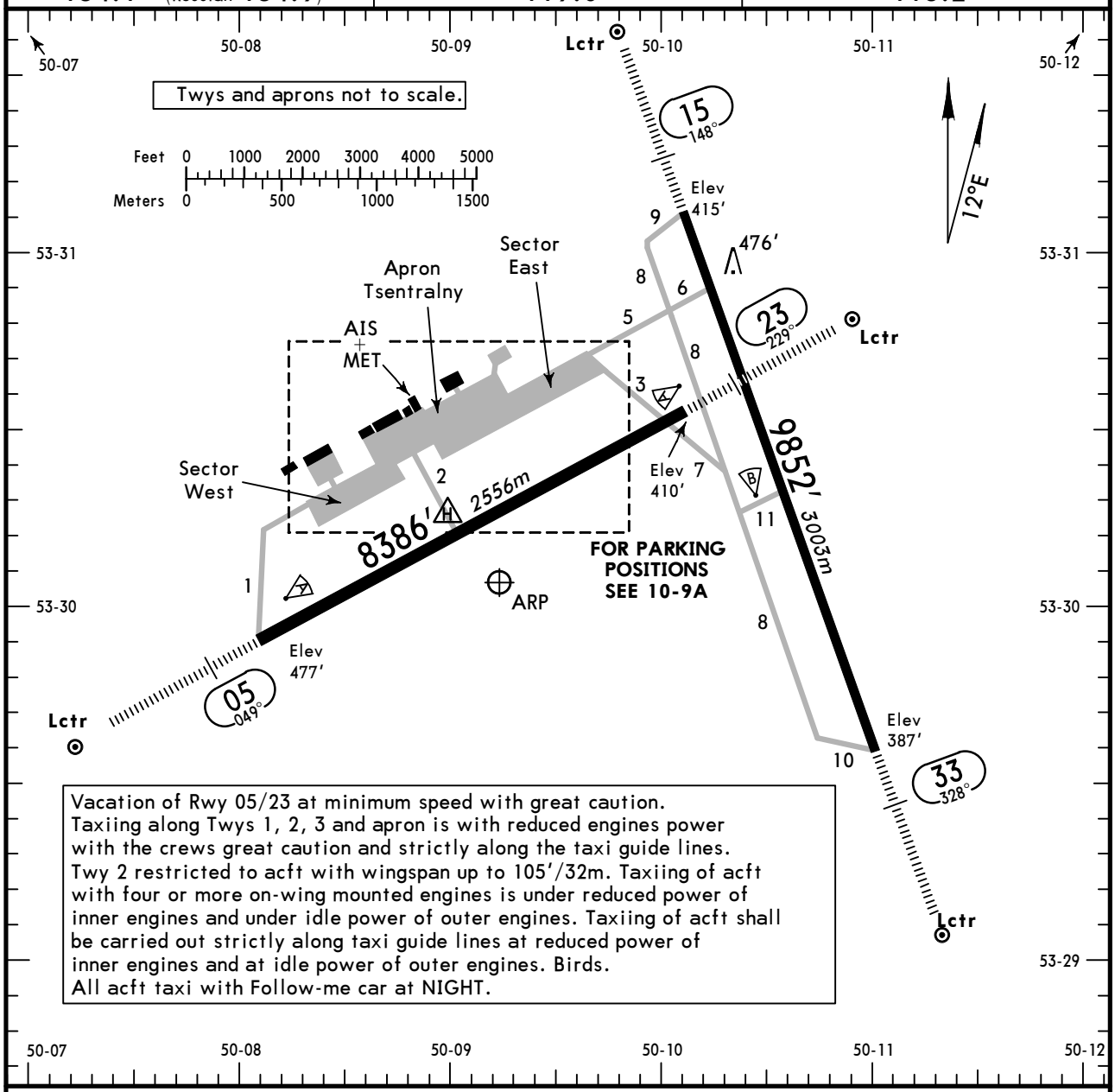
ATIS	SAMARA Taxiing (GND)	Start (TWR)
134.1 (Russian 134.9)	119.0	118.2



Vacation of Rwy 05/23 at minimum speed with great caution.
Taxiing along Twys 1, 2, 3 and apron is with reduced engines power with the crews great caution and strictly along the taxi guide lines.
Twy 2 restricted to acft with wingspan up to 105′/32m. Taxiing of acft with four or more on-wing mounted engines is under reduced power of inner engines and under idle power of outer engines. Taxiing of acft shall be carried out strictly along taxi guide lines at reduced power of inner engines and at idle power of outer engines. Birds.
All acft taxi with Follow-me car at NIGHT.

ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05 ❶	HIRL *(60m)*	HIALS	PAPI-L (angle 3.00°)		RVR		7414′ *2260m*		197′ *60m*
23	HIRL *(60m)*	HIALS	PAPI-L (angle 2.67°)		RVR		7535′ *2297m*		
15	HIRL *(60m)*	HIALS	PAPI-L (angle 2.67°)		RVR		8819′ *2688m*		148′ *45m*
33	HIRL *(60m)*	HIALS			RVR		8637′ *2633m*		

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	*250m*	*400m*
B		
C		
D	*300m*	

CHANGES: Lights.

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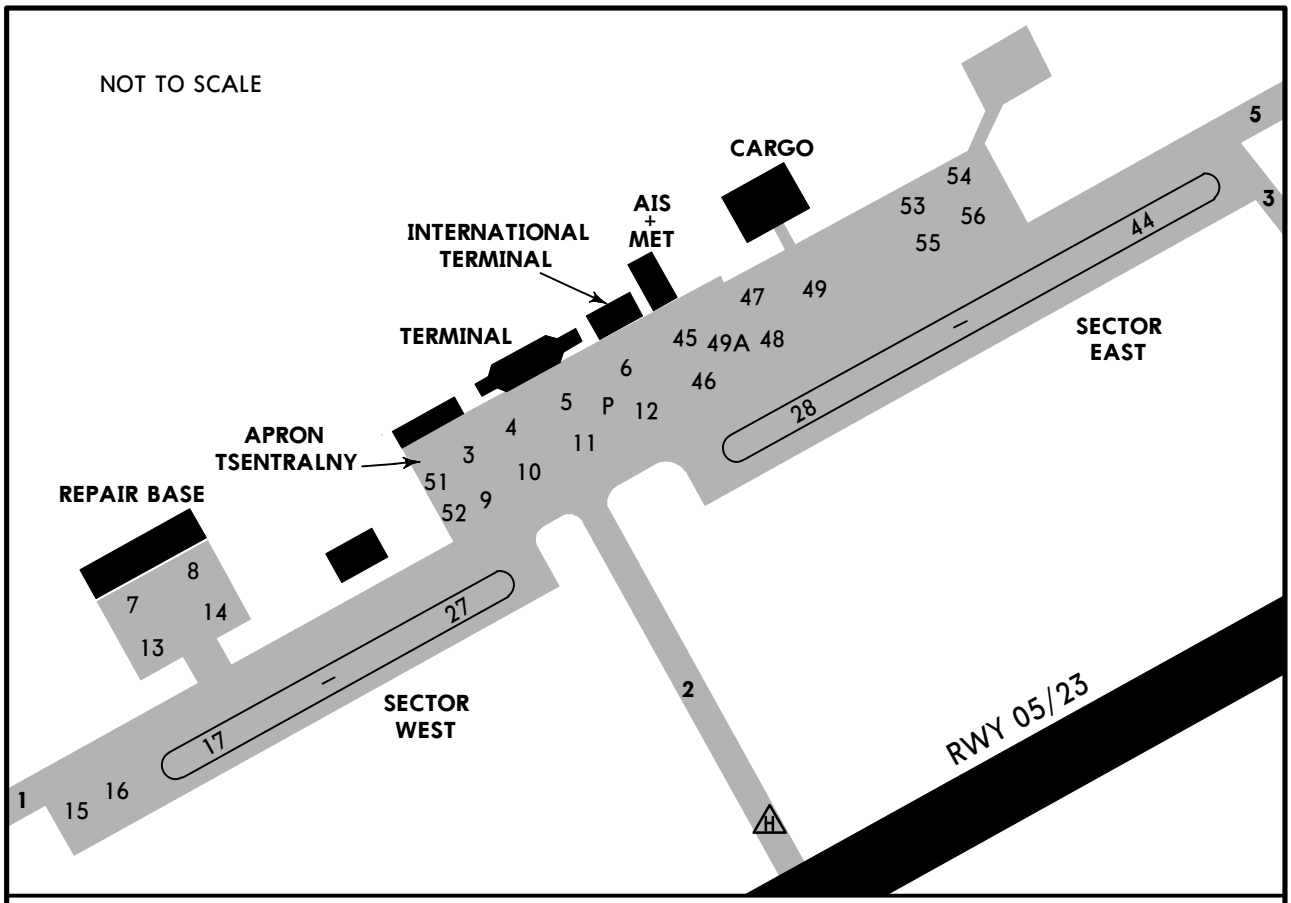

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
3	N53 30.4 E050 08.8	32, 33	N53 30.5 E050 09.2
4	N53 30.5 E050 08.8	34, 35	N53 30.5 E050 09.3
5, 6	N53 30.5 E050 08.9	36, 37	N53 30.5 E050 09.4
7, 8	N53 30.5 E050 09.1	38	N53 30.6 E050 09.4
9, 10	N53 30.4 E050 08.8	39 thru 41	N53 30.6 E050 09.5
11	N53 30.5 E050 08.9	42, 43	N53 30.6 E050 09.6
12, 13	N53 30.5 E050 09.0	44	N53 30.7 E050 09.7
14	N53 30.5 E050 09.1	49	N53 30.5 E050 09.1
15	N53 30.2 E050 08.3	49a	N53 30.5 E050 09.0
16, 17	N53 30.2 E050 08.4	51, 52	N53 30.4 E050 08.7
18	N53 30.2 E050 08.5	53 thru 56	N53 30.6 E050 09.2
19, 20	N53 30.3 E050 08.5	P	N53 30.5 E050 08.9
21, 22	N53 30.3 E050 08.6		
23 thru 25	N53 30.3 E050 08.7		
26	N53 30.3 E050 08.8		
27	N53 30.4 E050 08.8		
28	N53 30.4 E050 09.0		
29	N53 30.4 E050 09.1		
30	N53 30.5 E050 09.1		
31	N53 30.3 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.

CHANGES: None.

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STRAIGHT-IN RWY		A	B	C	D
05	ILS	**677**′(200′)	**677**′(200′)	**677**′(200′)	**677**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**900**′(423′)	**900**′(423′)	**900**′(423′)	**900**′(423′)
		R1300m	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB ❶	**900**′(423′)	**900**′(423′)	**900**′(423′)	**900**′(423′)
	with FAF	**R1300m**	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**1960**′(1483′)	**1960**′(1483′)	**1960**′(1483′)	**1960**′(1483′)
	w/o FAF	**C5000m**	**C5000m**	**C5000m**	**C5000m**
15	ILS	**615**′(200′)	**615**′(200′)	**615**′(200′)	**615**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**930**′(515′)	**930**′(515′)	**930**′(515′)	**930**′(515′)
		R1500m	**R1500m**	**R1600m**	**R1600m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB ❶	**770**′(355′)	**770**′(355′)	**770**′(355′)	**770**′(355′)
	with FAF	**R1000m**	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	NDB	**1180**′(765′)	**1180**′(765′)	**1180**′(765′)	**1180**′(765′)
	w/o FAF	**C3100m**	**C3100m**	**C3300m**	**C3300m**
	ALS out	C3800m	C3800m	C4000m	C4000m
23	ILS	**612**′(200′)	**612**′(200′)	**612**′(200′)	**612**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**890**′(480′)	**890**′(480′)	**890**′(480′)	**890**′(480′)
		R1500m	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	C2200m	C2200m
	NDB ❶	**770**′(358′)	**770**′(358′)	**770**′(358′)	**770**′(358′)
	with FAF	**R900m**	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ❶	**770**′(358′)	**770**′(358′)	**770**′(358′)	**770**′(358′)
	w/o FAF	**R1000m**	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m

❶ Continuous Descent Final Approach.

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STRAIGHT-IN RWY		A	B	C	D
33	ILS	**587**′(200′)	**587**′(200′)	**587**′(200′)	**587**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**770**′(383′)	**770**′(383′)	**770**′(383′)	**770**′(383′)
		R1100m	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB ❶	**740**′(353′)	**740**′(353′)	**740**′(353′)	**740**′(353′)
	with FAF	**R900m**	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB	**1390**′(1003′)	**1390**′(1003′)	**1390**′(1003′)	**1390**′(1003′)
	w/o FAF	**C4300m**	**C4300m**	**C4500m**	**C4500m**
	ALS out	C5000m	C5000m	C5000m	C5000m

❶ 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		

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SAMARA, RUSSIA
KURUMOCH

STRAIGHT-IN RWY		A	B	C	D
05	ILS	**677′**(200′)	**677′**(200′)	**677′**(200′)	**677′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV	**900′**(423′)	**900′**(423′)	**900′**(423′)	**900′**(423′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**900′**(423′)	**900′**(423′)	**900′**(423′)	**900′**(423′)
	with FAF	**R900m**	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**1960′**(1483′)	**1960′**(1483′)	**1960′**(1483′)	**1960′**(1483′)
	w/o FAF	**R1200m**	**R1400m**	**R1400m**	**R1800m**
	ALS out	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	**612′**(200′)	**612′**(200′)	**612′**(200′)	**612′**(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	**760′**(348′)	**760′**(348′)	**760′**(348′)	**760′**(348′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

CHANGES: Minimums.

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STRAIGHT-IN RWY		A	B	C	D
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

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*		

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BRIEFING STRIP TM

ATIS	SAMARA Approach (R)	SAMARA Krug (SRE)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

ILS IBE **110.5**	Final Apch Crs **049°**	GS LOM 1297′ (820′)	ILS DA(H) 677′ (200′)	Apt Elev 477′
NDB BE **287**		Minimum Alt RDP 2450′ (1973′)	NDB MDA(H) (CONDITIONAL) 900′ (423′)	RWY **477′**

MISSED APCH: Climb on 049° to 1140′ (663′), then turn LEFT onto 229° climbing to 2450′ (1973′), then according to chart.

110° 3400′ 2700′ 040°
MSA ARP

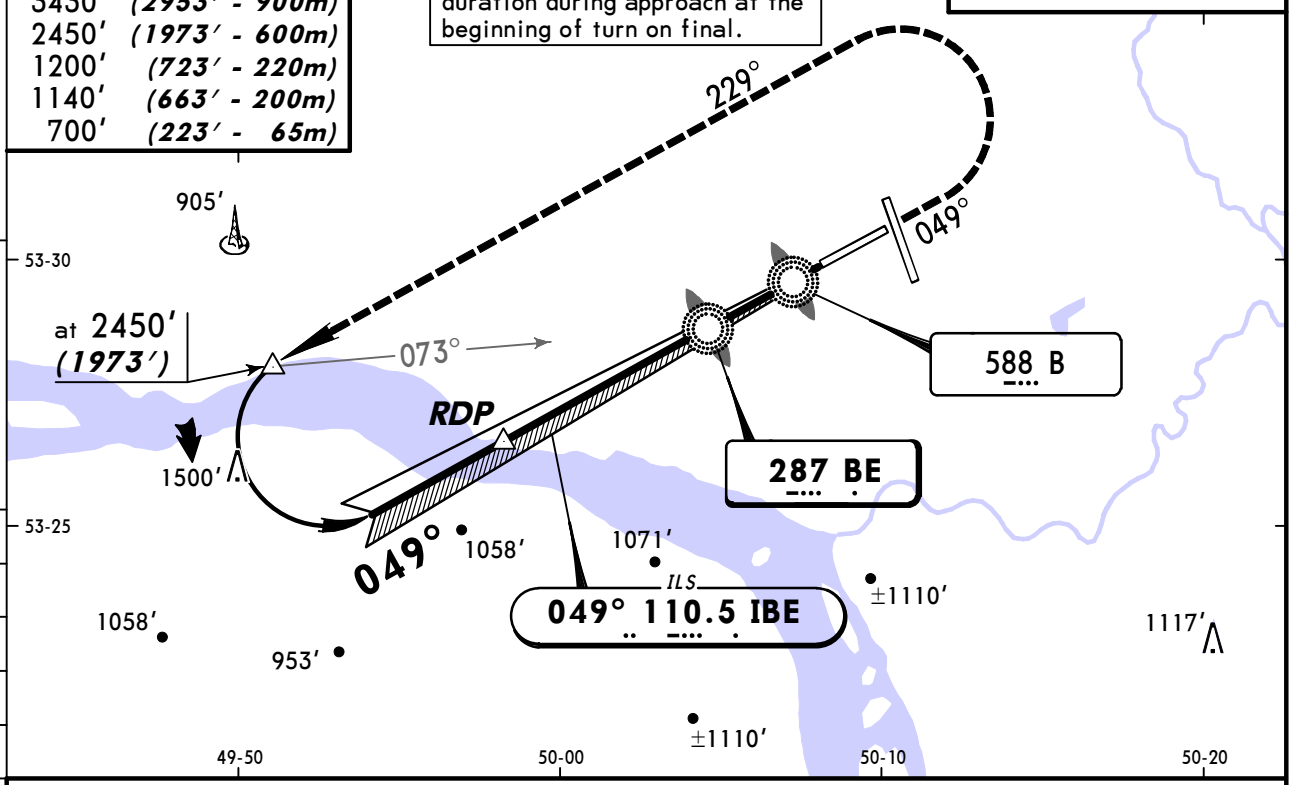
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3430′ (2953′)

ALT/HEIGHT CONVERSION

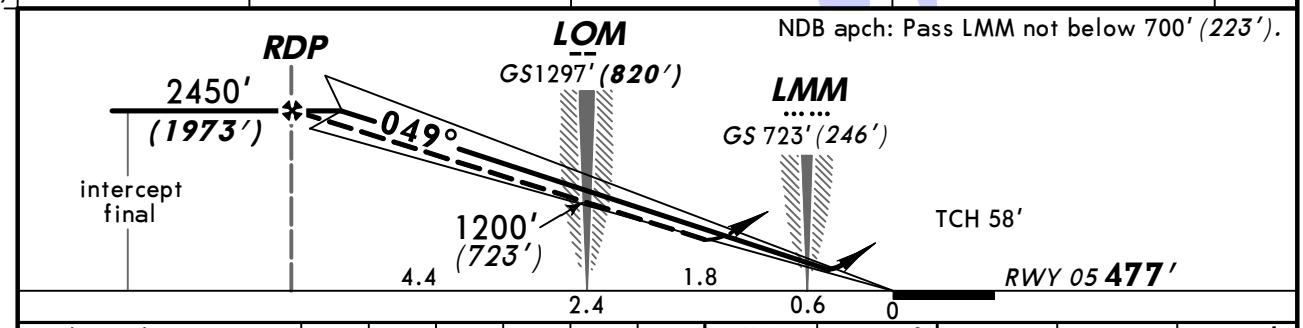
QNH	(QFE)
3430′	(2953′ - 900m)
2450′	(1973′ - 600m)
1200′	(723′ - 220m)
1140′	(663′ - 200m)
700′	(223′ - 65m)

WARNING: GPWS may be brought into operation of short duration during approach at the beginning of turn on final.

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



NDB apch: Pass LMM not below 700′ (223′).



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
NDB Descent Angle	2.67°	331	425	472	567	661	756

HIALS PAPI 1140′ (663′) on 049° 229° LT 2450′ (1973′)

PANS OPS

STRAIGHT-IN LANDING RWY **05**

	ILS DA(H) 677′ (200′) FULL	ILS DA(H) 677′ (200′) ALS out	LOC (GS out)	NDB with FAF MDA(H) 900′ (423′)	NDB with FAF MDA(H) 900′ (423′) ALS out	NDB w/o FAF MDA(H) 1960′ (1483′)	NDB w/o FAF MDA(H) 1960′ (1483′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	RVR 1500m VIS 1600m	2400m	3200m	
B							
C						4000m	4800m
D							

CHANGES: Minimums.

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BRIEFING STRIP TM

ATIS	SAMARA Approach (R)	SAMARA Krug (SRE)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

LOC IWG **111.9**	Final Apch Crs **148°**	GS **LOM** 1072′ *(657′)*	ILS DA(H) 615′ *(200′)*	Apt Elev 477′
NDB WG **287**		Minimum Alt **RDP** 1730′ *(1315′)*	NDB MDA(H) (CONDITIONAL) 750′ *(335′)*	RWY **415′**

MISSED APCH: Climb on 148° to 1080′ *(665′)*, then turn LEFT onto 328° climbing to 2390′ *(1975′)*, then according to chart.

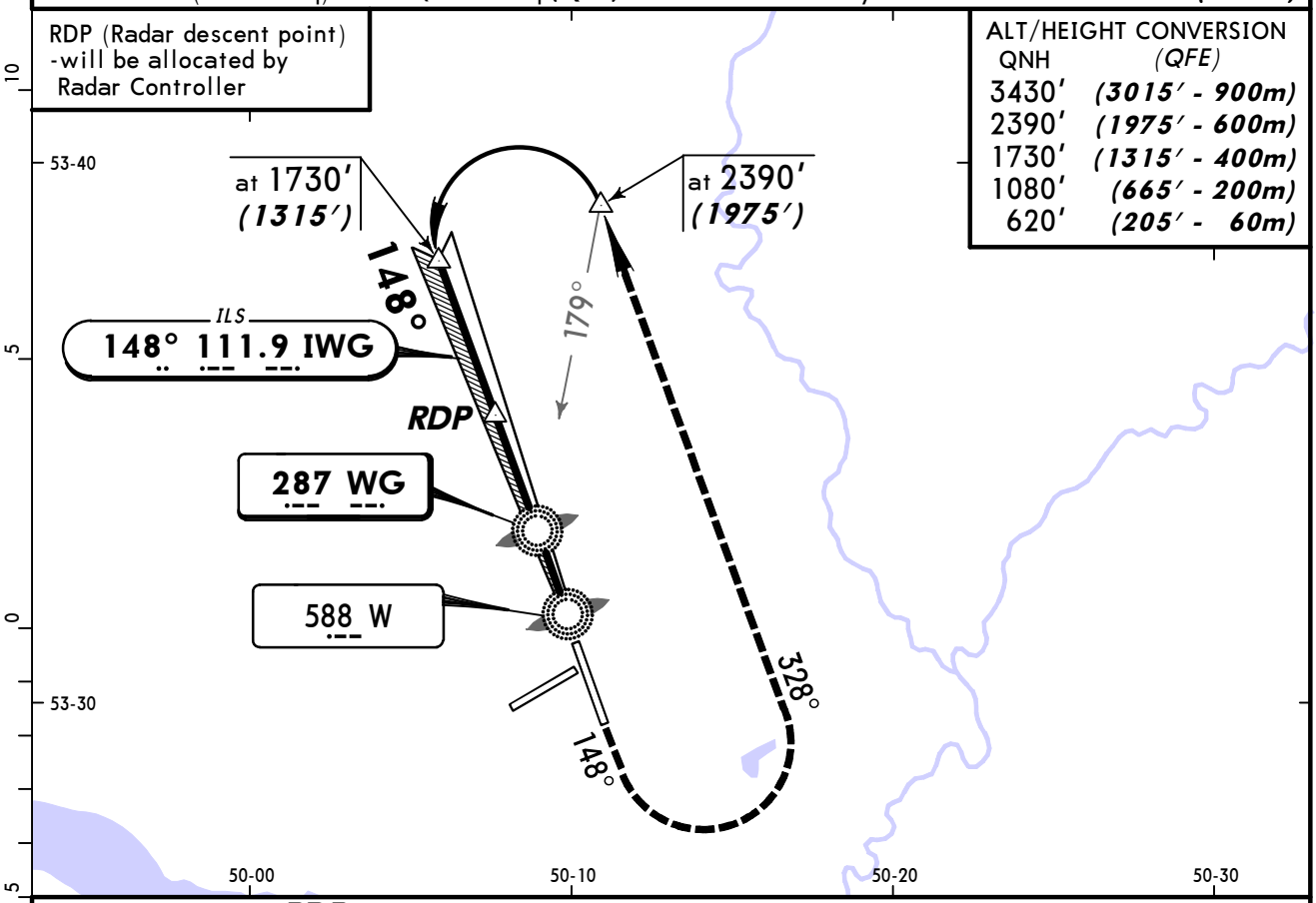
MSA ARP: 110° 3400′; 040° 2700′

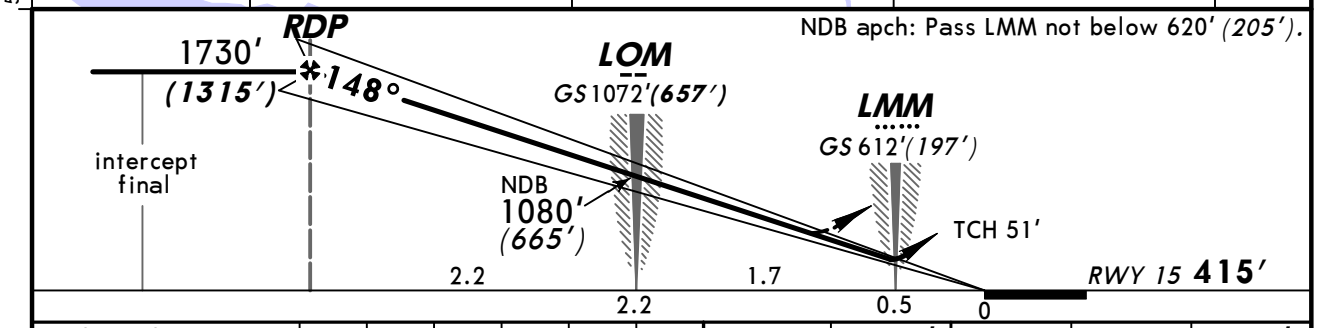
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3430′ ***(3015′)***

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
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756

HIALS PAPI | 1080′ *(665′)* on 148° | 328° LT | 2390′ *(1975′)*

STRAIGHT-IN LANDING RWY 15

PANS OPS

	ILS DA(H) 615′ *(200′)* FULL	ILS DA(H) 615′ *(200′)* ALS out	LOC (GS out)	NDB with FAF MDA(H) 750′ *(335′)*	NDB with FAF MDA(H) 750′ *(335′)* ALS out	NDB w/o FAF MDA(H) 1180′ *(765′)*	NDB w/o FAF MDA(H) 1180′ *(765′)* ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m	3200m	
B							
C						3200m	3600m
D				RVR 1500m VIS 1600m		3600m	4000m

CHANGES: None.

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BRIEFING STRIP TM

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

LOC IFK **109.7**	Final Apch Crs **229°**	GS LOM 1068′ (656′)	ILS DA(H) 612′ (200′)	Apt Elev 477′
NDB FK **287**		Minimum Alt RDP 1730′ (1318′)	NDB MDA(H) 760′ (348′)	RWY **412′**

MISSED APCH: Climb on 229° to 1070′ (658′), then turn RIGHT onto 049° climbing to 1730′ (1318′), then according to chart.

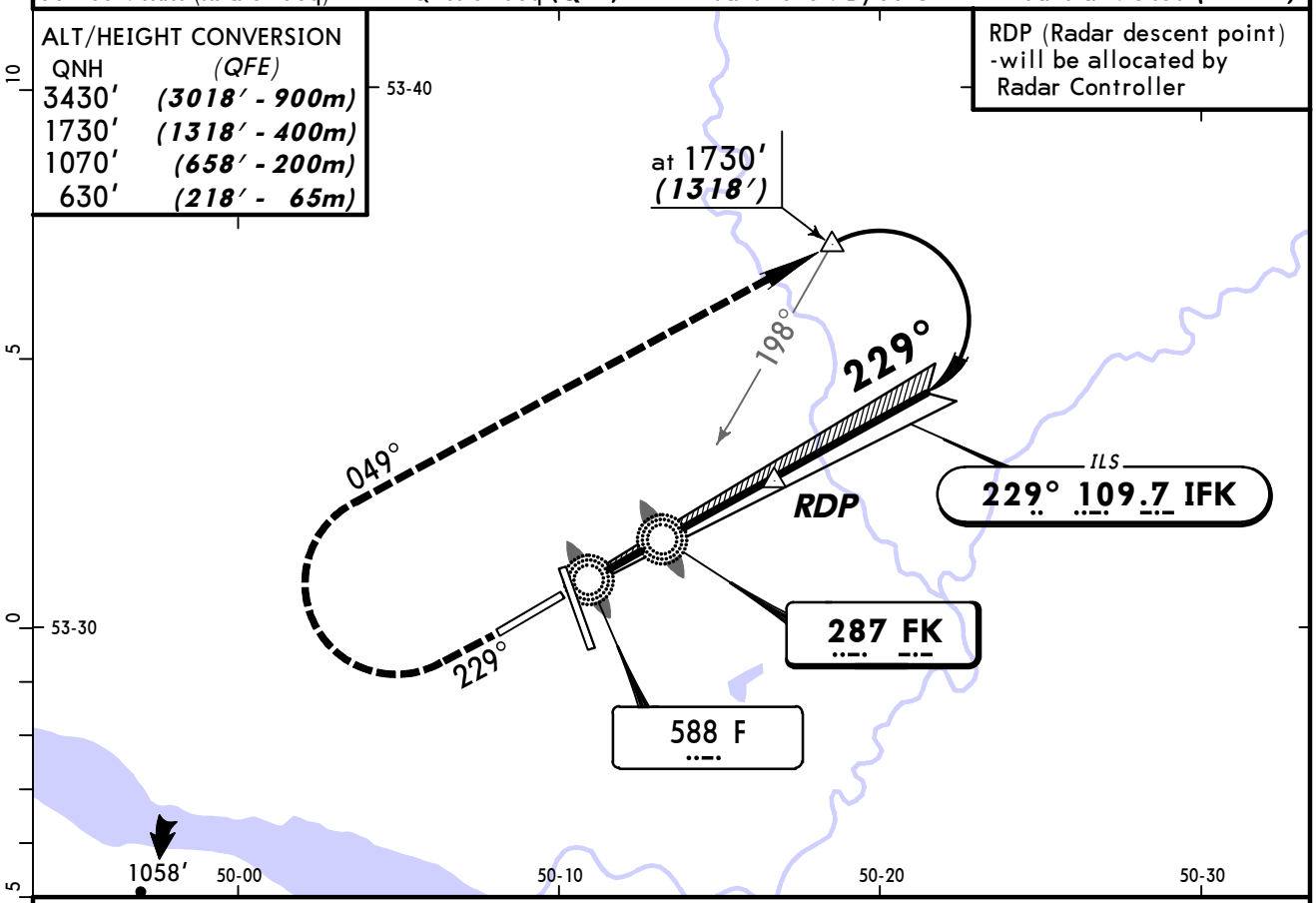
110° 3400′ 2700′ 040°
MSA ARP

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3430′ (3018′)

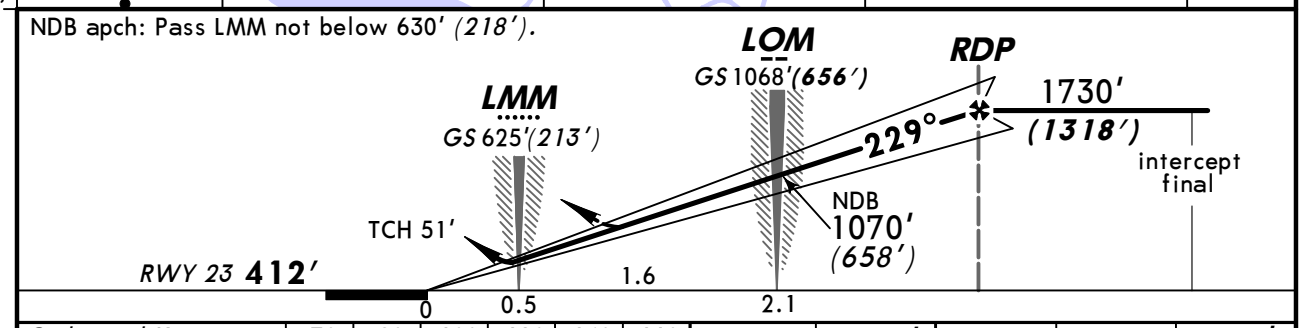
ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3018′ - 900m)
1730′	(1318′ - 400m)
1070′	(658′ - 200m)
630′	(218′ - 65m)

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



NDB apch: Pass LMM not below 630′ (218′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756

HIALS PAPI | 1070′ (658′) on 229° | 049° RT | 1730′ (1318′)

STRAIGHT-IN LANDING RWY 23

	ILS DA(H) 612′ (200′) FULL	ILS DA(H) 612′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 760′ (348′)	NDB MDA(H) 760′ (348′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	2000m
B					
C					
D				RVR 1500m VIS 1600m	

PANS OPS

CHANGES: Communications. RWY elevation. Minimums.

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SAMARA, RUSSIA
ILS or 2 NDB Rwy 33

BRIEFING STRIP™

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

LOC IAZ 111.1	Final Apch Crs 328°	GS LOM 1027′ (640′)	ILS DA(H) 587′ (200′)	Apt Elev 477′
NDB AZ 287		Minimum Alt RDP 2200′ (1813′)	NDB MDA(H) (CONDITIONAL) 720′ (333′)	RWY 387′

110° 3400′ 2700′ 040°
MSA ARP

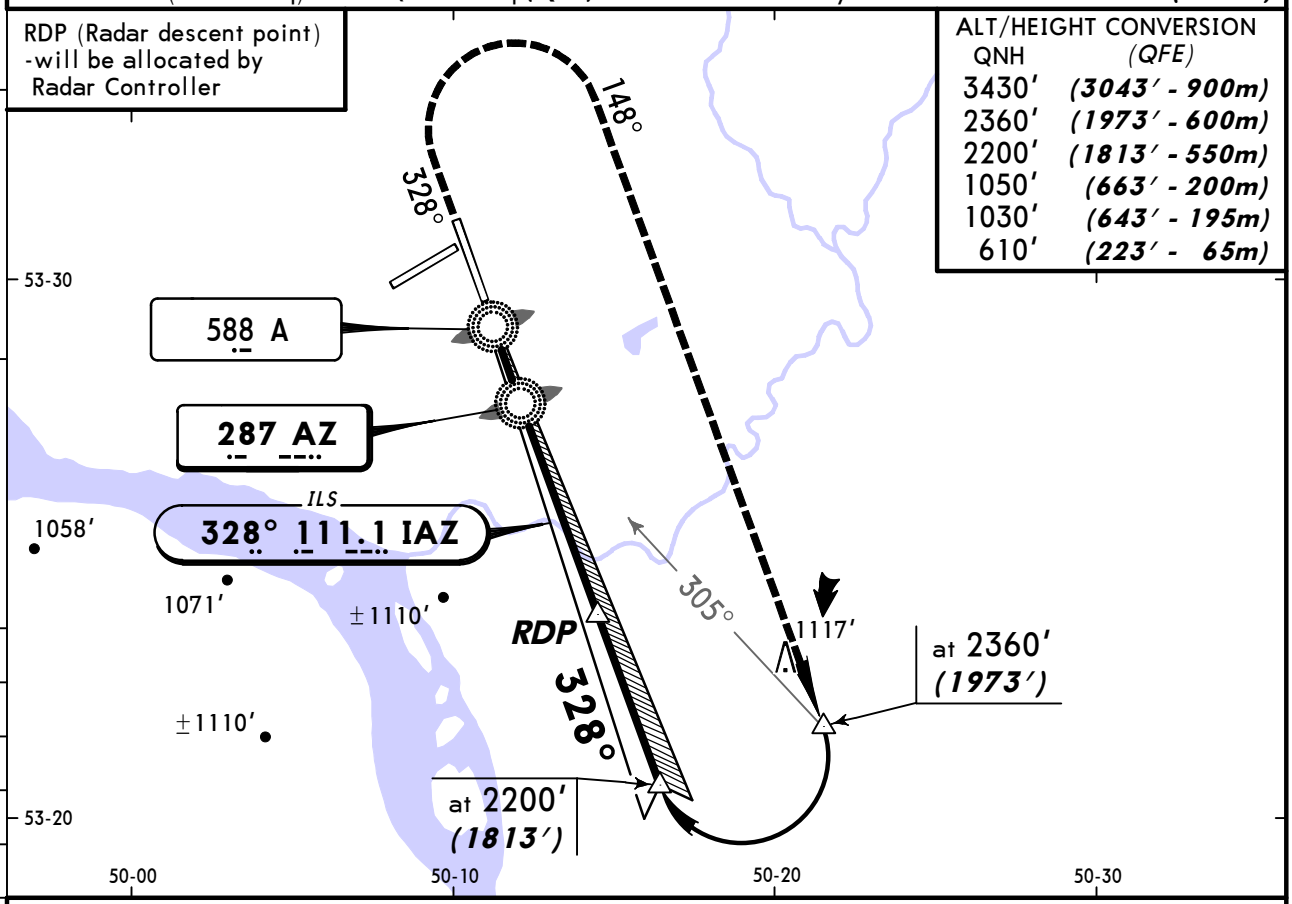
MISSED APCH: Climb on 328° to 1050′ (663′), then turn RIGHT onto 148° climbing to 2360′ (1973′), then according to chart.

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

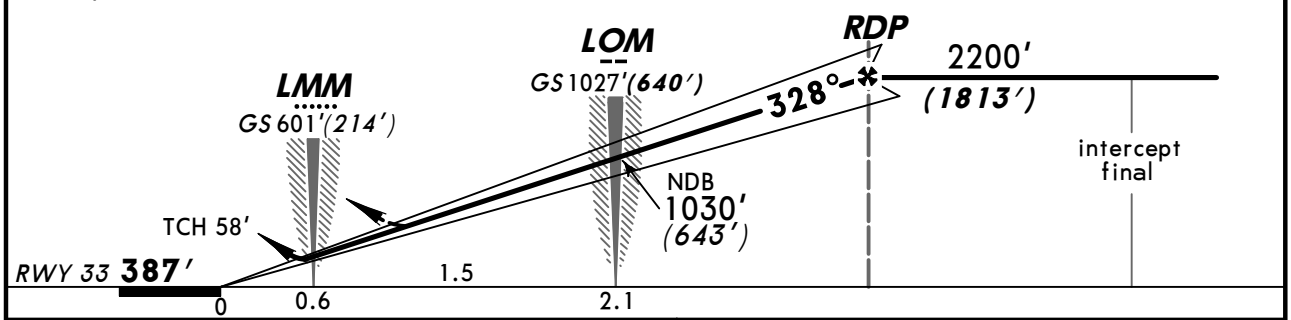
RDP (Radar descent point) -will be allocated by Radar Controller

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
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756

HIALS | 1050′ (663′) on 328° | 148° RT | 2360′ (1973′)

STRAIGHT-IN LANDING RWY 33

PANS OPS	ILS DA(H) 587′ (200′) FULL	ILS DA(H) 587′ (200′) ALS out	LOC (GS out)	NDB with FAF MDA(H) 720′ (333′)	NDB with FAF MDA(H) 720′ (333′) ALS out	NDB w/o FAF MDA(H) 1390′ (1003′)	NDB w/o FAF MDA(H) 1390′ (1003′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m	3200m	
B							
C						4000m	4800m
D				RVR 1500m VIS 1600m		4400m	

CHANGES: Communications. Profile.

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BRIEFING STRIP ™

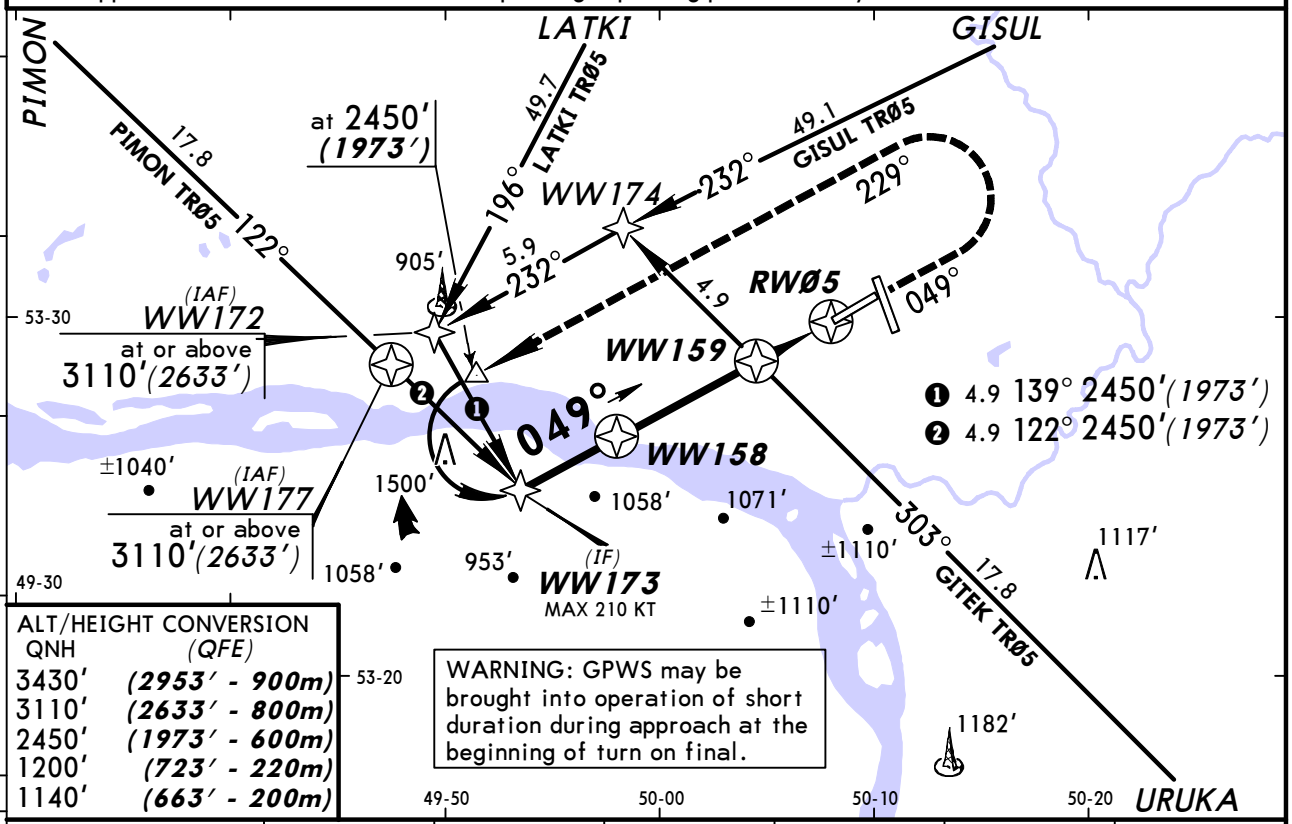
ATIS	SAMARA Approach (R)	SAMARA Krug (SRE)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 477′
	049°	WW158 2450′(1973′)	900′(423′)	RWY 477′

MSA: 110° 3400′ ARP 2700′ 040°

MISSED APCH: Climb on 049° to 1140′(663′), then turn LEFT onto 229° 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.



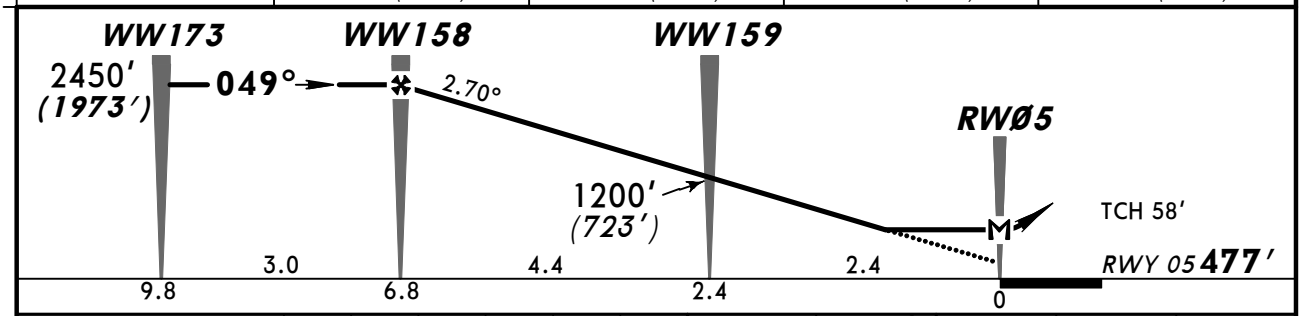
ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(2953′ - 900m)
3110′	(2633′ - 800m)
2450′	(1973′ - 600m)
1200′	(723′ - 220m)
1140′	(663′ - 200m)

WARNING: GPWS may be brought into operation of short duration during approach at the beginning of turn on final.

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 RWØ5	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 RWØ5						

HIALS PAPI 1140′(663′) on 049° 229° LT 2450′(1973′)

STRAIGHT-IN LANDING RWY 05

MDA(H) 900′(423′)

PANS OPS

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

CHANGES: Minimums.

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BRIEFING STRIP ™

ATIS	SAMARA Approach (R)	SAMARA Krug (SRE)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

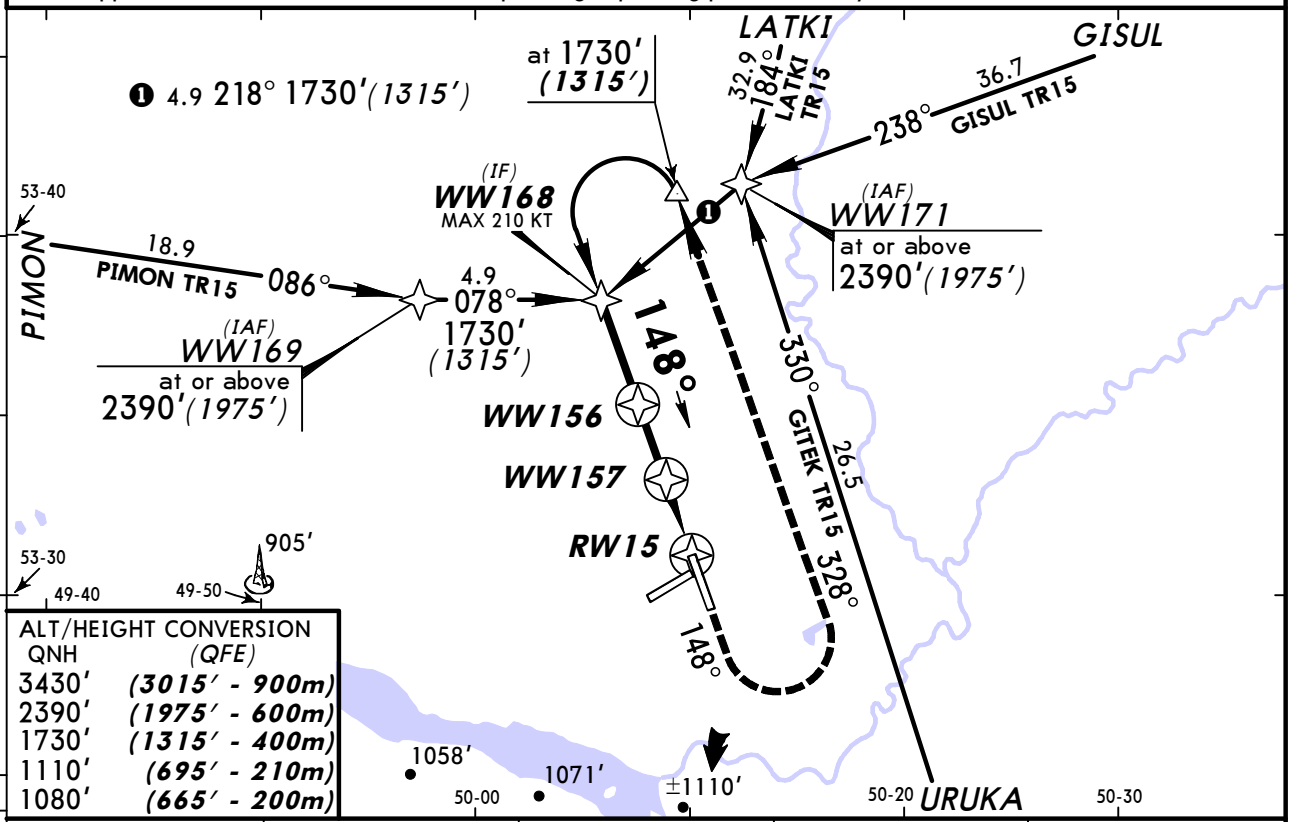
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	148°	WW156 1730′(1315′)	930′(515′)	Apt Elev 477′ RWY 415′

MSA: 110° 3400′ ARP 2700′ 040°

MISSED APCH: Climb on 148° to 1080′ (665′), then turn LEFT onto 328° 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′)

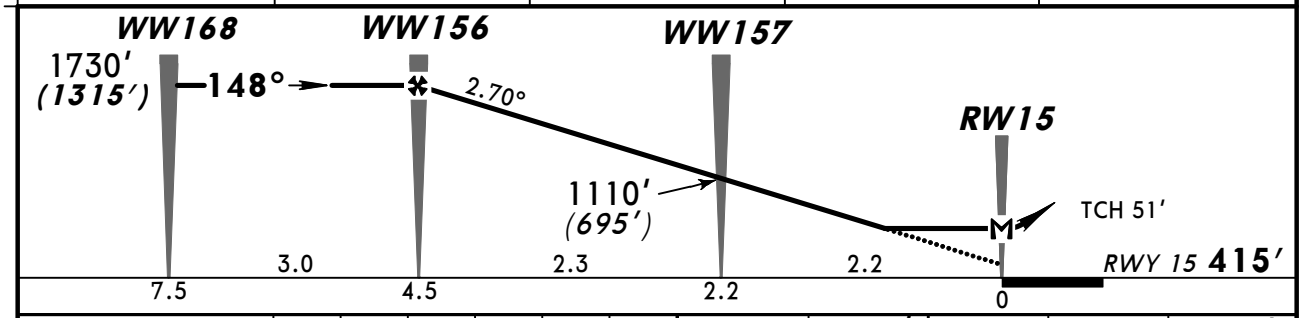
1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller when passing reporting point of entry corridor.



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 RW15	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 2.70°	334	430	478	573	669	764
MAP at RW15						

HIALS PAPI 1080′ (665′) on 148° 328° LT 1730′ (1315′)

STRAIGHT-IN LANDING RWY 15

MDA(H) 930′(515′)

PANS OPS

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	RVR 1500m VIS 1600m	2400m
D	RVR 1800m VIS 2000m	2800m

CHANGES: None.

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BRIEFING STRIP TM

ATIS	SAMARA Approach (R)	SAMARA Krug (SRE)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

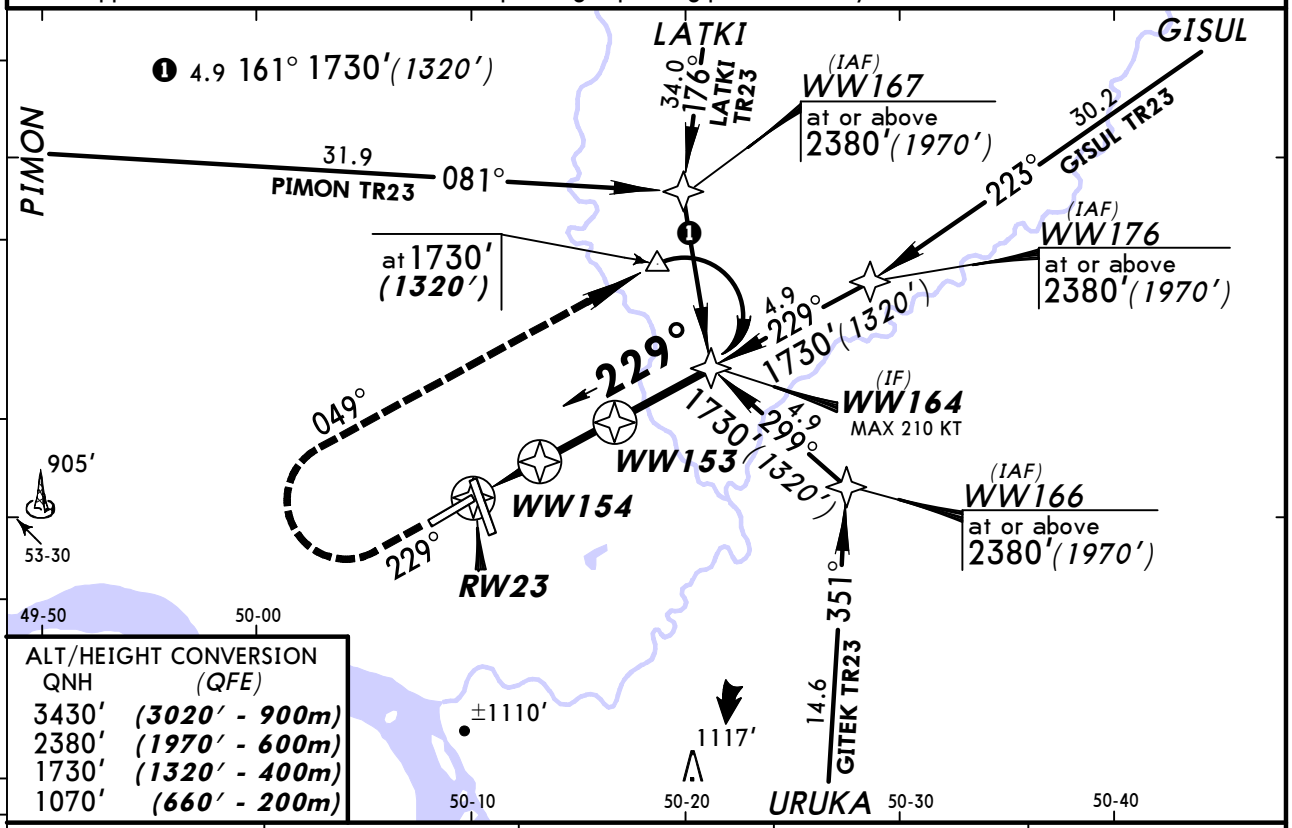
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	229°	WW153 1730′(1320′)	890′(480′)	Apt Elev 477′ / RWY 410′

MSA: 110° 3400′ ARP 2700′ 040°

MISSED APCH: Climb on 229° to 1070′(660′), then turn RIGHT onto 049° 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.

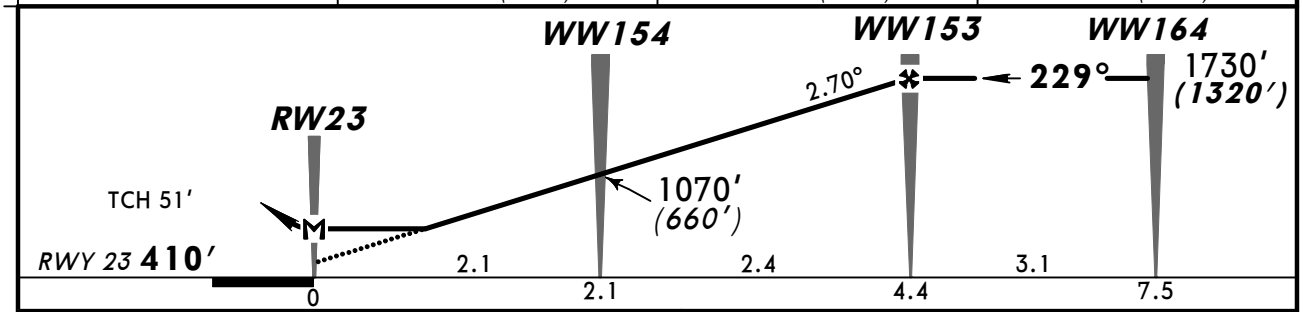


ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3020′ - 900m)
2380′	(1970′ - 600m)
1730′	(1320′ - 400m)
1070′	(660′ - 200m)

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
Descent Angle	2.70°	334	430	478	573	669	764
MAP at RW23							

HIALS PAPI 1070′ (660′) on 229° 049° RT 1730′ (1320′)

STRAIGHT-IN LANDING RWY **23**

MDA(H) 890′(480′)

PANS OPS

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	2400m

CHANGES: Arrival designations.

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UWWW/KUF
KURUMOCH

JEPPESEN
4 NOV 11 (12-4) Eff 17 Nov

SAMARA, RUSSIA
GNSS Rwy 33

BRIEFING STRIP ™

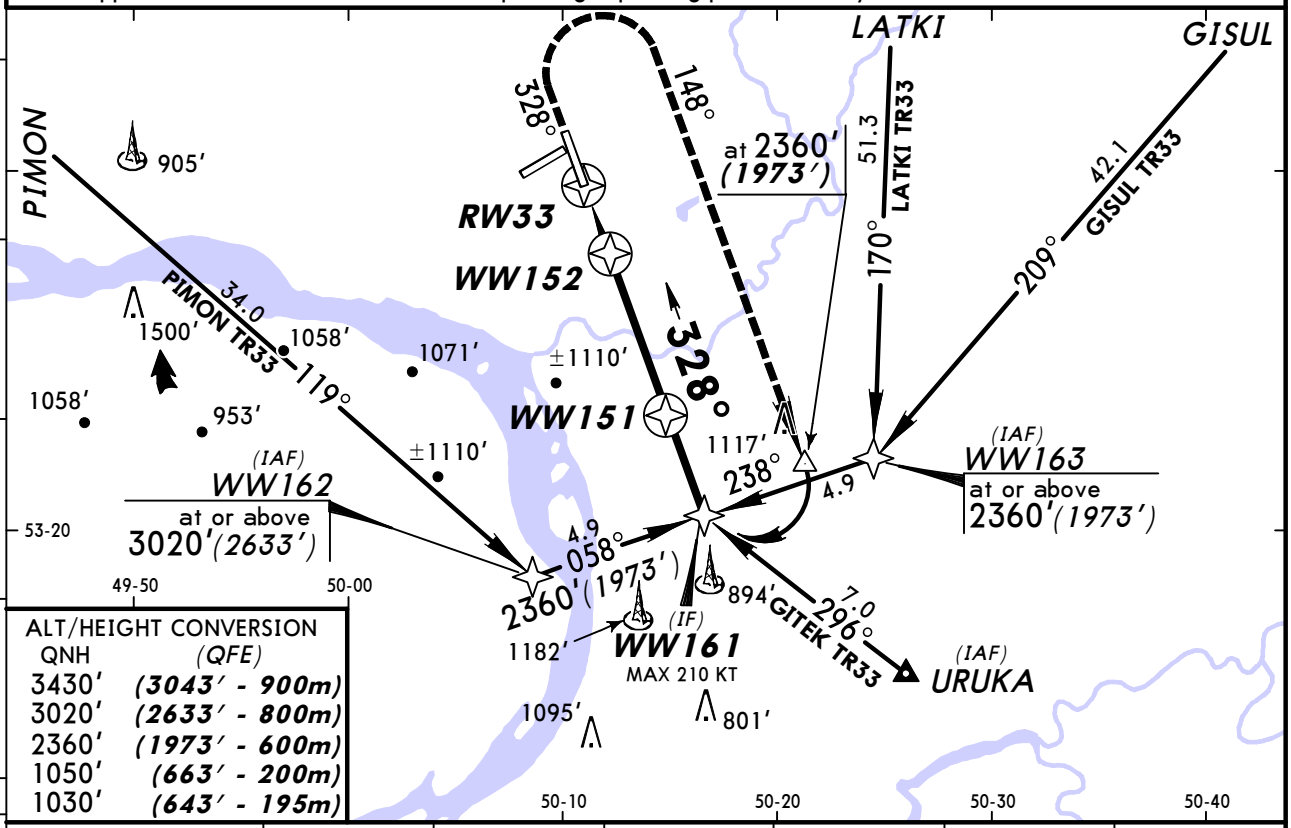
ATIS	SAMARA Approach (R)	SAMARA Krug (SRE)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 477′
	328°	WW151 2360′(1973′)	770′(383′)	RWY 387′

MSA: 110° 3400′ ARP 2700′ 040°

MISSED APCH: Climb on 328° to 1050′(663′), then turn RIGHT onto 148° 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.

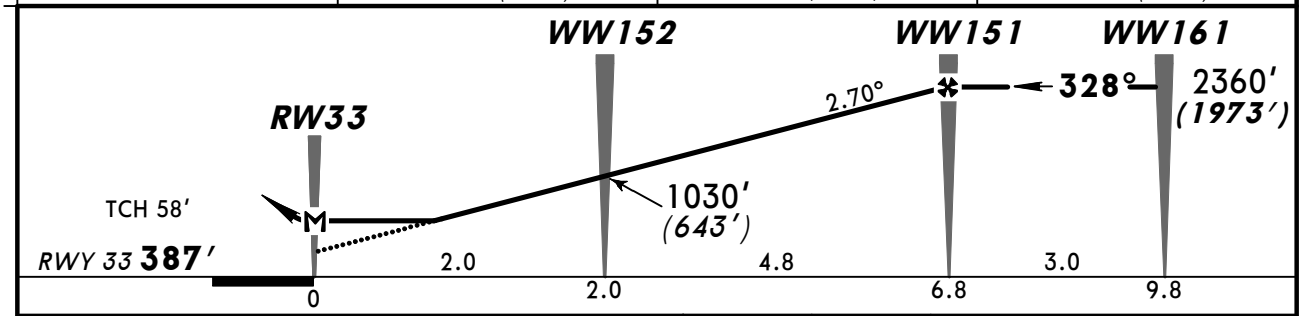


ALT/HEIGHT CONVERSION

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
Descent angle 2.70°	334	430	478	573	669	764
MAP at RW33						

HIALS

1050′ (663′) on 328°

148° RT

2360′ (1973′)

STRAIGHT-IN LANDING RWY 33

MDA(H) 770′(383′)

PANS OPS

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	1200m	RVR 1800m VIS 2000m

CHANGES: Arrival designations.

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Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SAMARA, (KURUMOCH - UWWW)				
REV	STANDARD MNMS	10-9S	23 Mar 2012	05 Apr 2012
REV	STANDARD MNMS (CONTD)	10-9S1	23 Mar 2012	05 Apr 2012
REV	JAA MNMS	10-9X	23 Mar 2012	05 Apr 2012
REV	JAA MNMS (CONTD)	10-9X1	23 Mar 2012	05 Apr 2012
REV	ILS OR 2 NDB RWY 23	11-3	23 Mar 2012	05 Apr 2012
REV	ILS OR 2 NDB RWY 33	11-4	23 Mar 2012	05 Apr 2012

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UWWW

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Until 19 May 12 rwy 15/33 and twys 5 to 11 closed.

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 08 MAR 12 PAPI-L rwy 05 angle changed to 2.67°.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Callsign Start chgd to Tower, Krug to Radar and Taxiing to Ground.

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.