

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKFF

Terminal Charts For UKFF

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

Location: Simferopol' Ukr
IATA Code: SIP
Lat/Long: N45° 03.1' E033° 58.4'
Elevation: 598 ft

Airport Use: Public
Magnetic Variation: 6.3°E

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

Sunrise: 0523 Z
Sunset: 1411 Z,

Runway Information

Runway: 01
Length x Width: 12142 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 598 ft
Lighting: Edge, ALS, Centerline

Runway: 19
Length x Width: 12142 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 578 ft
Lighting: Edge, ALS, Centerline, TDZ

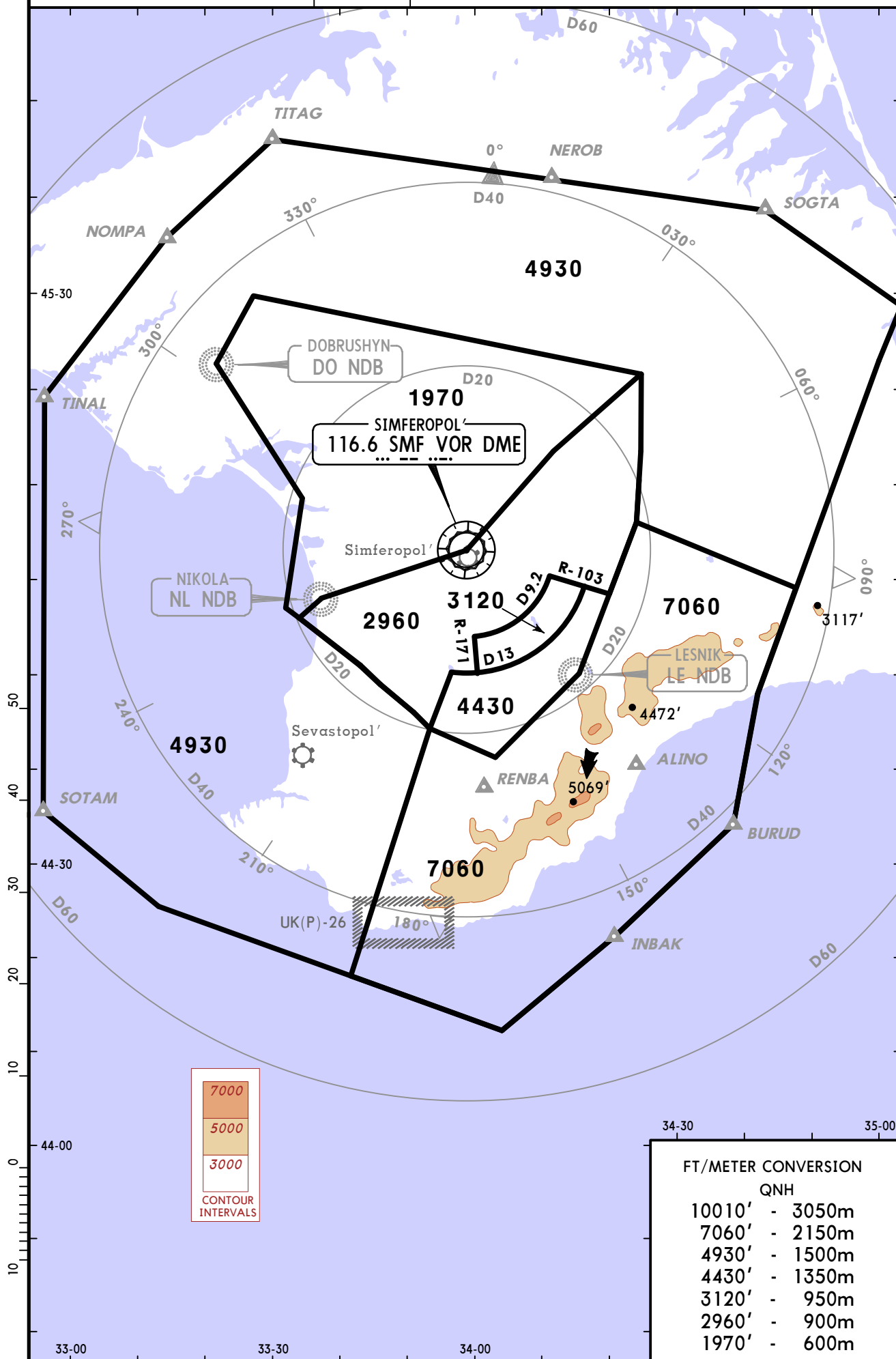
Communication Information

ATIS 127.2 Non-English
ATIS 122.15
Simferopol' Tower 120.8
Simferopol' Ground Control 119.0 MF
Simferopol' Radar Approach Control 135.775
Simferopol' Radar Approach Control 124.7

SIMFEROPOL' Radar
135.77 124.7

Apt Elev
598'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'
This chart may only be used for cross-checking of
altitudes assigned while under radar control.



FT/METER CONVERSION

QNH

10010'	-	3050m
7060'	-	2150m
4930'	-	1500m
4430'	-	1350m
3120'	-	950m
2960'	-	900m
1970'	-	600m

2500'

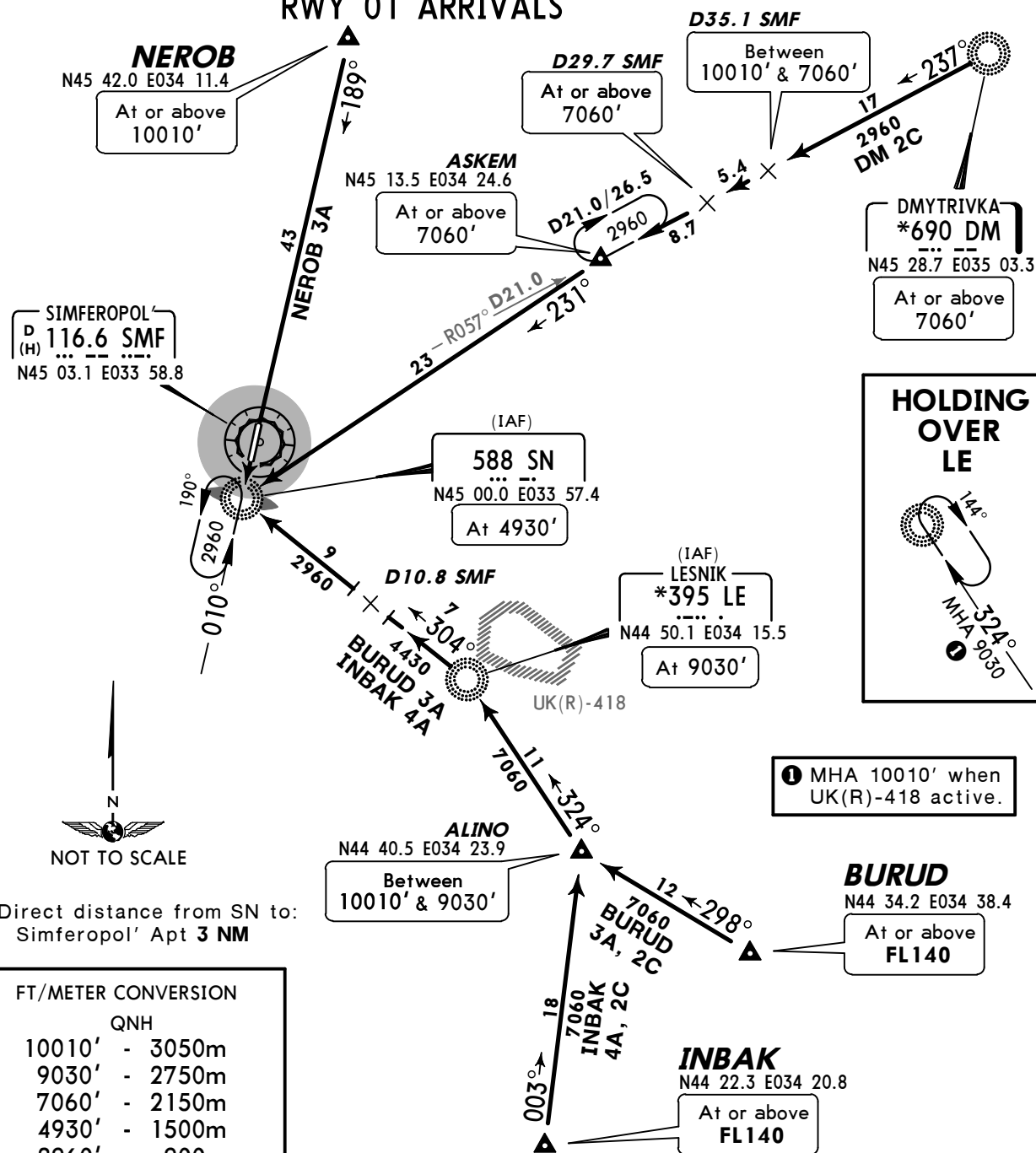
260°

7100'

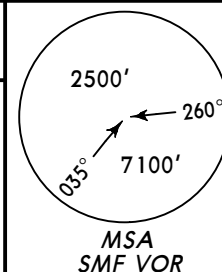
035°

MSA
SMF VOR

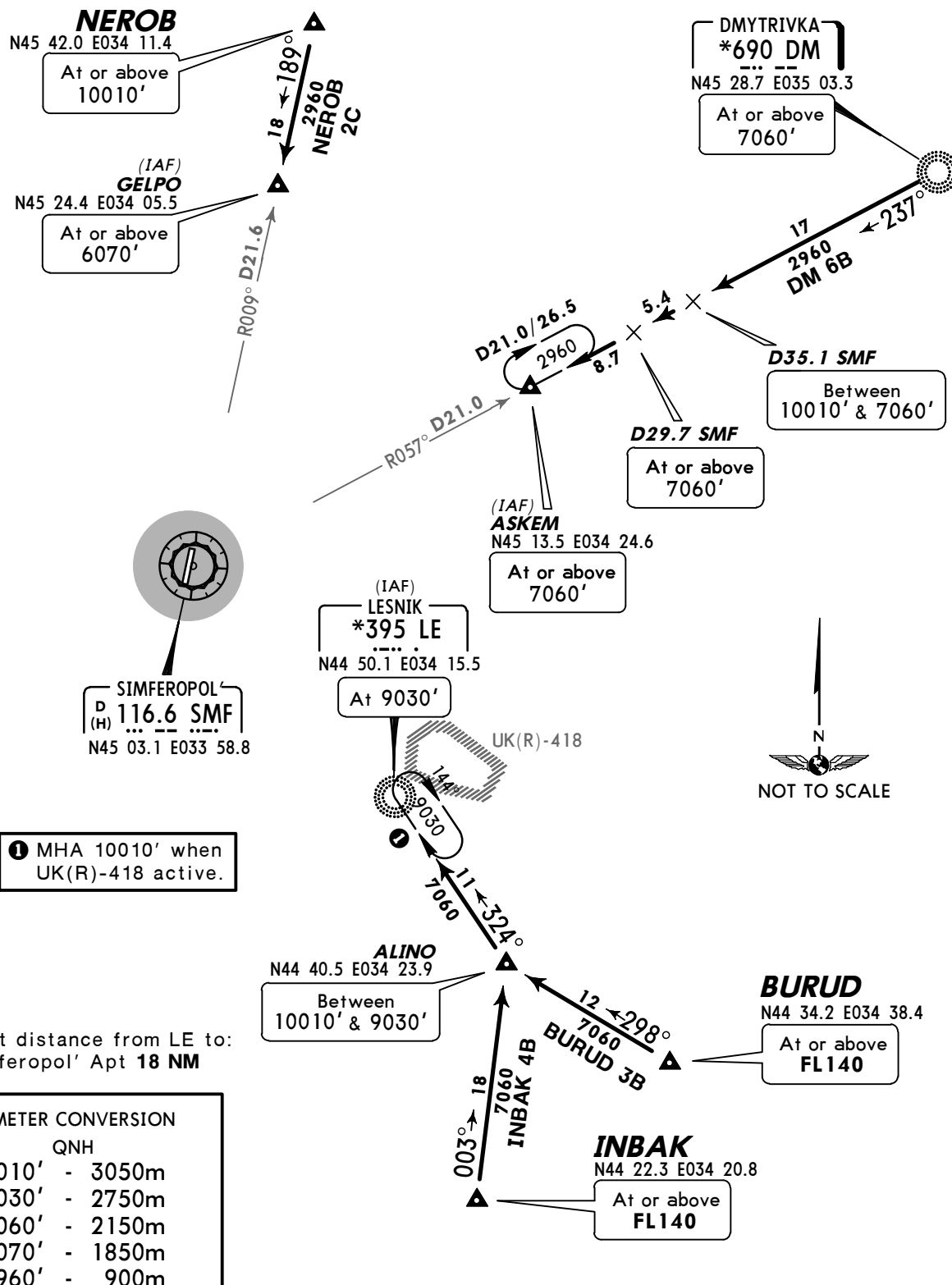
RWY 01 ARRIVALS



STAR	ROUTING
BURUD 3A	On 298° track to ALINO, turn RIGHT, intercept 324° bearing to LE, turn LEFT, 304° bearing to SN.
BURUD 2C	On 298° track to ALINO, turn RIGHT, intercept 324° bearing to LE.
DM 2C	Intercept SMF R-057 inbound to ASKEM, turn LEFT, intercept 231° bearing to SN.
INBAK 4A	On 003° track to ALINO, turn LEFT, intercept 324° bearing to LE, turn LEFT, 304° bearing to SN.
INBAK 2C	On 003° track to ALINO, turn LEFT, intercept 324° bearing to LE.
NEROB 3A	Intercept 189° bearing to SN.

ATIS
122.15 (Russian 127.2)Apt Elev
598'Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'

BURUD THREE BRAVO (BURUD 3B) [BURU3B]
DMYTRIVKA SIX BRAVO (DM 6B)
INBAK FOUR BRAVO (INBAK 4B) [INBA4B]
NEROB TWO CHARLIE (NEROB 2C) [NERO2C]
RWY 19 ARRIVALS



STAR

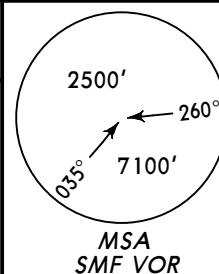
ROUTING

BURUD 3B	On 298° track to ALINO, turn RIGHT, intercept 324° bearing to LE.
DM 6B	Intercept 237° bearing to ASKEM.
INBAK 4B	On 003° track to ALINO, turn LEFT, intercept 324° bearing to LE.
NEROB 2C	On 189° track to GELPO.

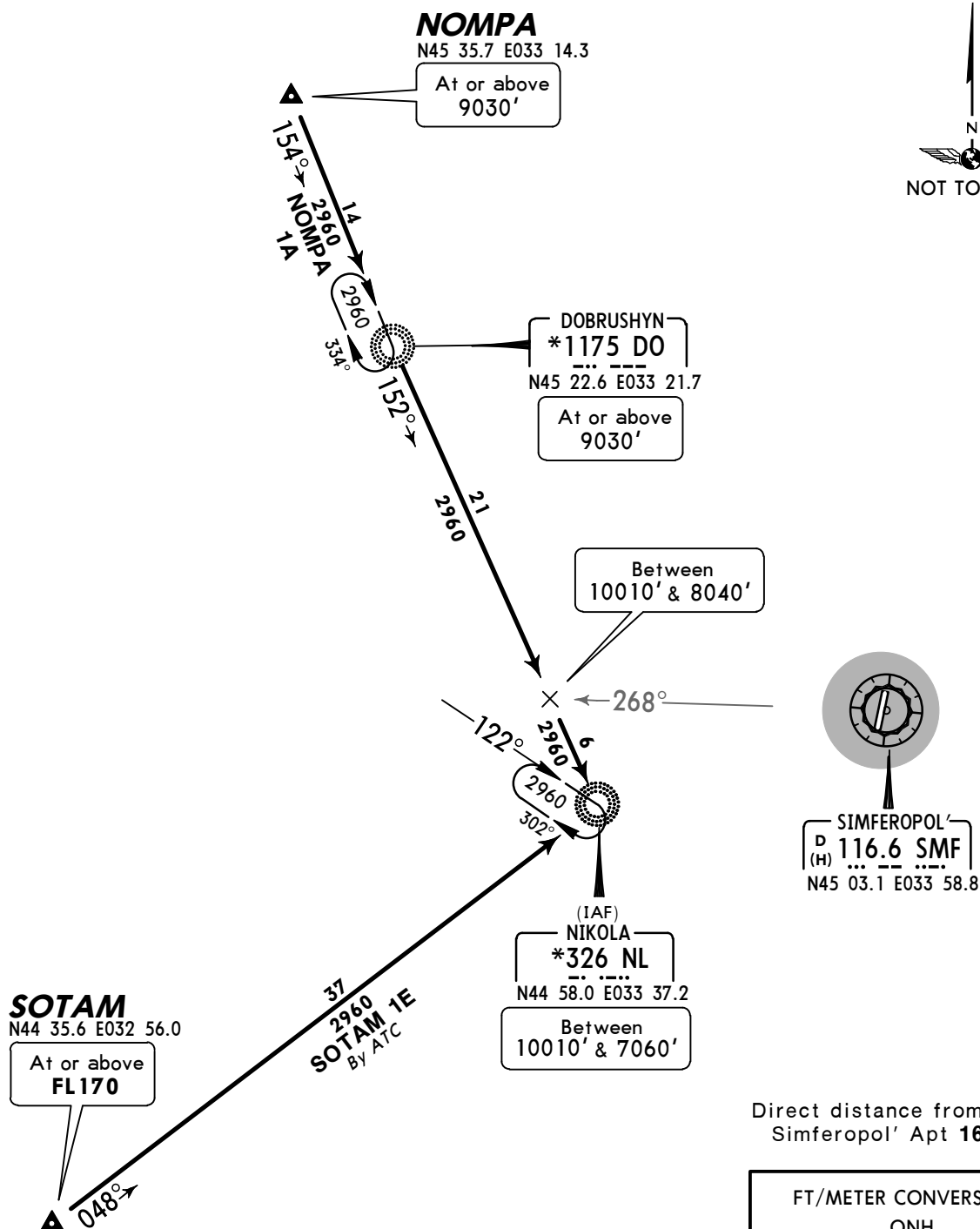
ATIS
122.15 (Russian 127.2)

Apt Elev
598'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



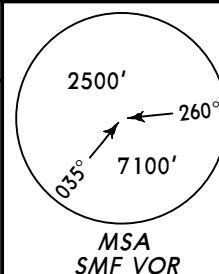
NOMPA ONE ALFA (NOMPA 1A) [NOMP1A]
SOTAM ONE ECHO (SOTAM 1E) [SOTA1E]
RWY 01 ARRIVALS



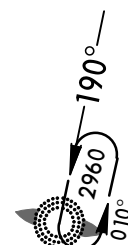
FT/METER CONVERSION	
QNH	
10010'	- 3050m
9030'	- 2750m
8040'	- 2450m
7060'	- 2150m
2960'	- 900m

STAR	ROUTING
NOMPA 1A	Intercept 154° bearing to DO, turn LEFT, 152° bearing to NL.
SOTAM 1E By ATC	Intercept 048° bearing to NL.

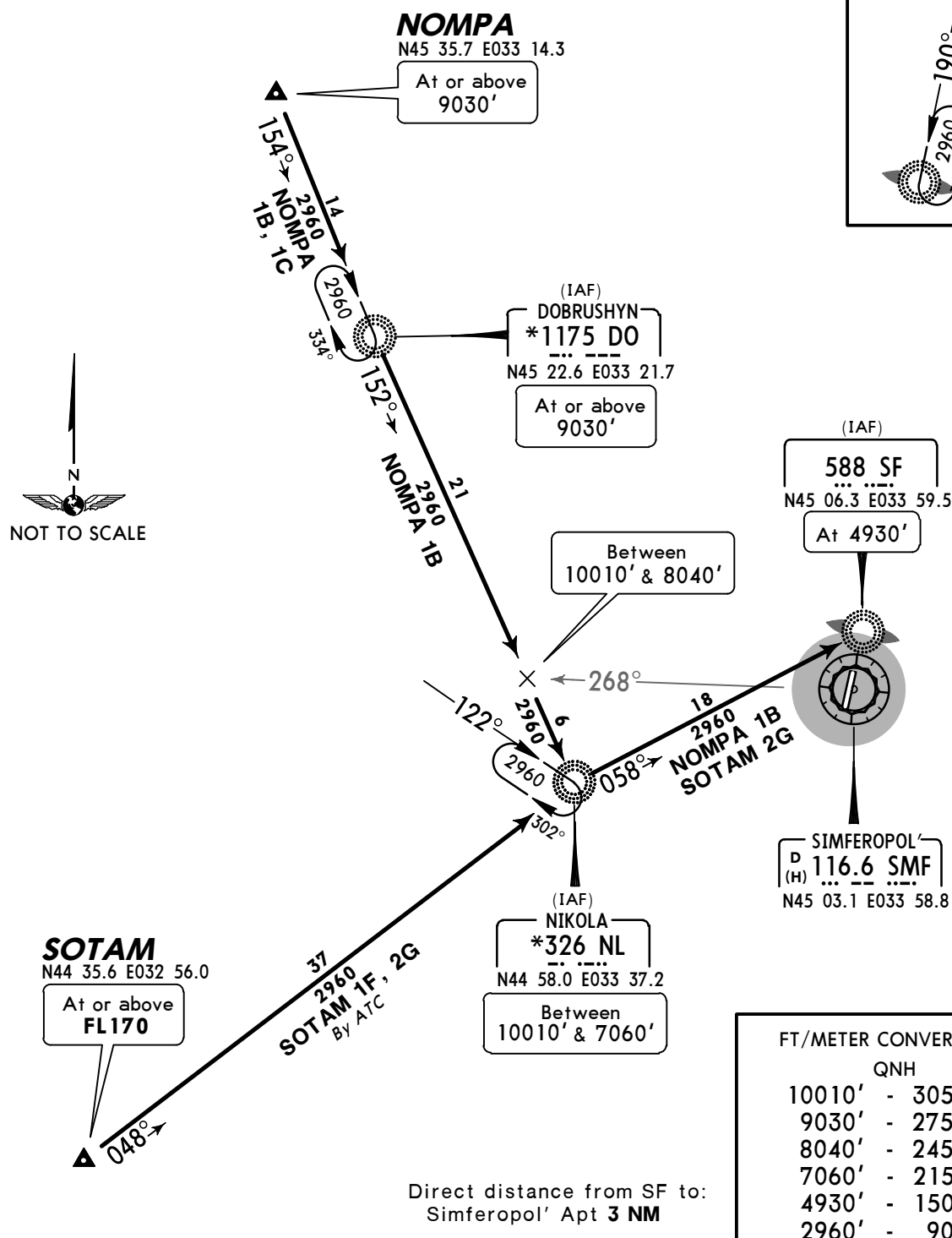
ATIS
122.15 (Russian 127.2)
Apt Elev
598'
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



**HOLDING
OVER SF**



**NOMPA ONE BRAVO (NOMPA 1B) [NOMP1B]
NOMPA ONE CHARLIE (NOMPA 1C) [NOMP1C]
SOTAM ONE FOXTROT (SOTAM 1F) [SOTA1F]
SOTAM TWO GOLF (SOTAM 2G) [SOTA2G]
RWY 19 ARRIVALS**



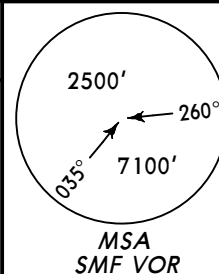
FT/METER CONVERSION

QNH

10010'	- 3050m
9030'	- 2750m
8040'	- 2450m
7060'	- 2150m
4930'	- 1500m
2960'	- 900m

STAR	ROUTING
NOMPA 1B	Intercept 154° bearing to DO, turn LEFT, 152° bearing to NL, turn LEFT, 058° bearing to SF.
NOMPA 1C	Intercept 154° bearing to DO.
SOTAM 1F By ATC	Intercept 048° bearing to NL.
SOTAM 2G By ATC	Intercept 048° bearing to NL, turn RIGHT, 058° bearing to SF.

ATIS
122.15 (Russian 127.2)
Apt Elev 598'
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



TINAL ONE HOTEL (TINAL 1H) [TINAL 1H]
TITAG THREE ALFA (TITAG 3A) [TITA3A]
RWY 01 ARRIVALS

TINAL
N45 19.2 E032 56.2

At or above
FL140

TITAG
N45 46.0 E033 30.0

At or above
7060'

DOBRUSHYN
*1175 DO
N45 22.6 E033 21.7

At or above
9030'

Between
10010' & 8040'

At or above
FL120

SIMFEROPOL'
D (H) 116.6 SMF
N45 03.1 E033 58.8

Direct distance from NL to:
Simferopol' Apt 16 NM

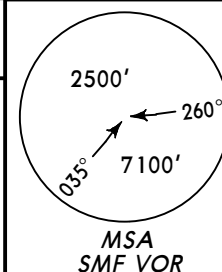
FT/METER CONVERSION

QNH
10010' - 3050m
9030' - 2750m
8040' - 2450m
7060' - 2150m
2960' - 900m

STAR

ROUTING

TINAL 1H Intercept 122° bearing to NL.
TITAG 3A Intercept 190° bearing to DO, turn LEFT, 152° bearing to NL.

ATIS
122.15 (Russian 127.2)Apt Elev
598'Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'

TINAL ONE FOXTROT (TINAL 1F) [TINA1F]
TINAL TWO GOLF (TINAL 2G) [TINA2G]
TITAG FOUR BRAVO (TITAG 4B) [TITA4B]
TITAG ONE DELTA (TITAG 1D) [TITA1D]
RWY 19 ARRIVALS



FT/METER CONVERSION

QNH

10010'	-	3050m
9030'	-	2750m
8040'	-	2450m
7060'	-	2150m
6070'	-	1850m
4930'	-	1500m
2960'	-	900m

TINAL
N45 19.2 E032 56.2
At or above
FL140

TITAG
N45 46.0 E033 30.0
At or above
7060'

(IAF)
EVMIL
N45 27.6 E033 42.4
At or above
6070'

(IAF)
DOBRUSHYN
*1175 DO
N45 22.6 E033 21.7
At or above
9030'

(IAF)
588 SF
N45 06.3 E033 59.5
At 4930'

At or above
FL120

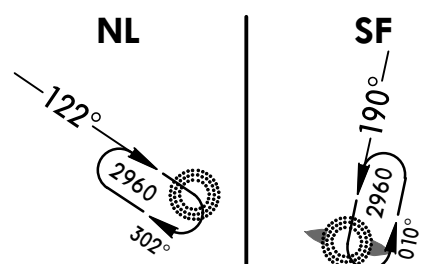
Between
10010' & 8040'

SIMFEROPOL'
D (H) 116.6 SMF
N45 03.1 E033 58.8

NIKOLA
*326 NL
N44 58.0 E033 37.2
Between
10010' & 7060'

Direct distance from SF to:
Simferopol' Apt 3 NM

HOLDINGS OVER

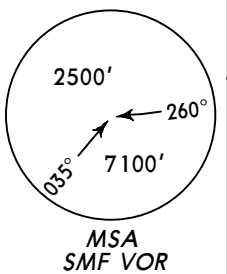


STAR

ROUTING

TINAL 1F	Intercept 075° bearing to DO.
TINAL 2G	Intercept 122° bearing to NL, turn LEFT, 058° bearing to SF.
TITAG 4B	Intercept 190° bearing to DO, turn LEFT, 152° bearing to NL, turn LEFT, 058° bearing to SF.
TITAG 1D	On 151° track to EVMIL.

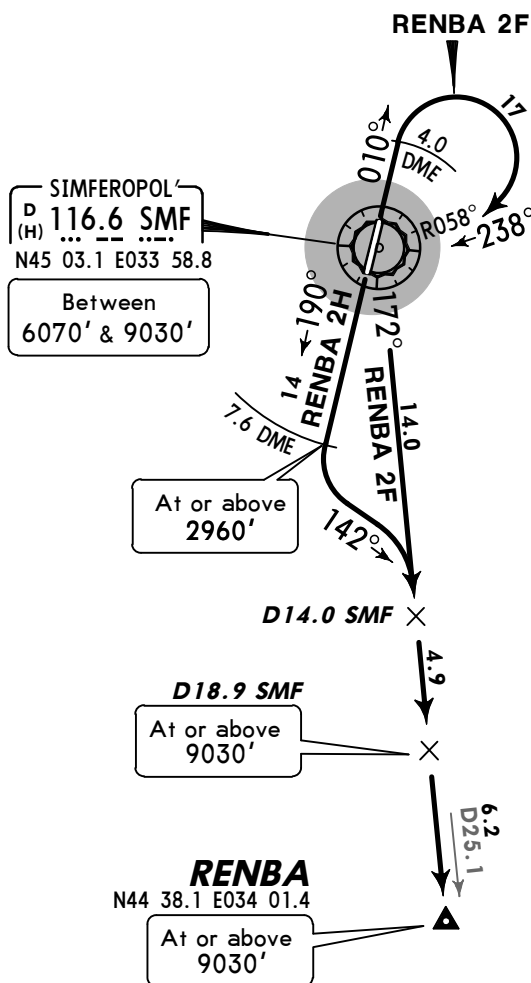
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Apt Elev
598'

Trans level: By ATC Trans alt: 10010'

RENBA TWO FOXTROT (RENBA 2F) [RENBA2F]
RENBA TWO HOTEL (RENBA 2H) [RENBA2H]
RWYS 01, 19 DEPARTURES



FT/METER CONVERSION

QNH

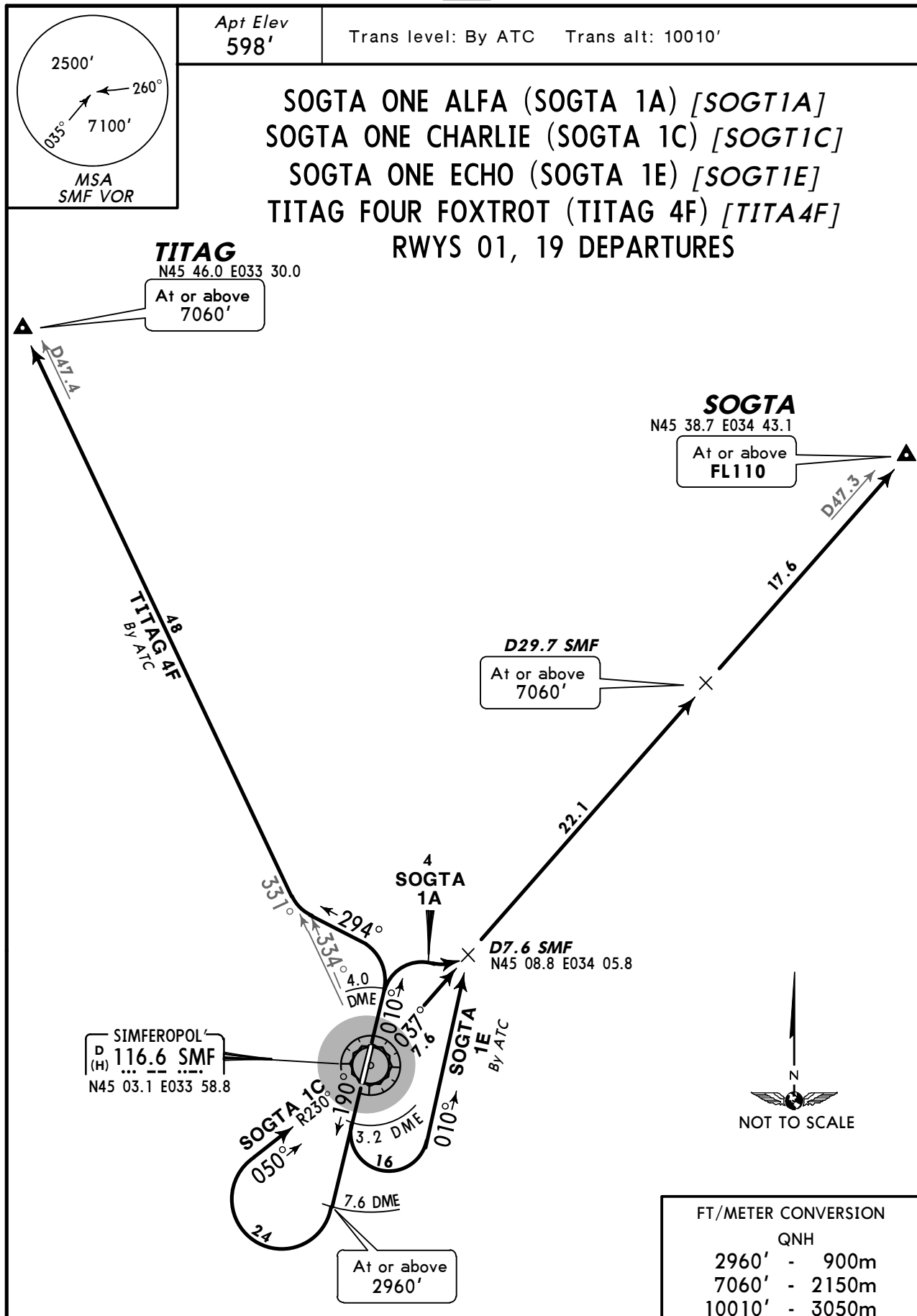
2960'	-	900m
6070'	-	1850m
9030'	-	2750m
10010'	-	3050m

RENBA 2H

This SID requires a minimum climb gradient of 8% up to 9030'.

Gnd speed-KT	75	100	150	200	250	300
8% V/V (fpm)	608	810	1215	1620	2025	2430

SID	RWY	ROUTING
RENBA 2F	01	Climb on 010° track to SMF 4.0 DME, turn RIGHT, intercept SMF R-058 inbound to SMF, turn LEFT, SMF R-172 to RENBA.
RENBA 2H	19	Climb on 190° track to SMF 7.6 DME, turn LEFT, 142° track, intercept SMF R-172 to RENBA.

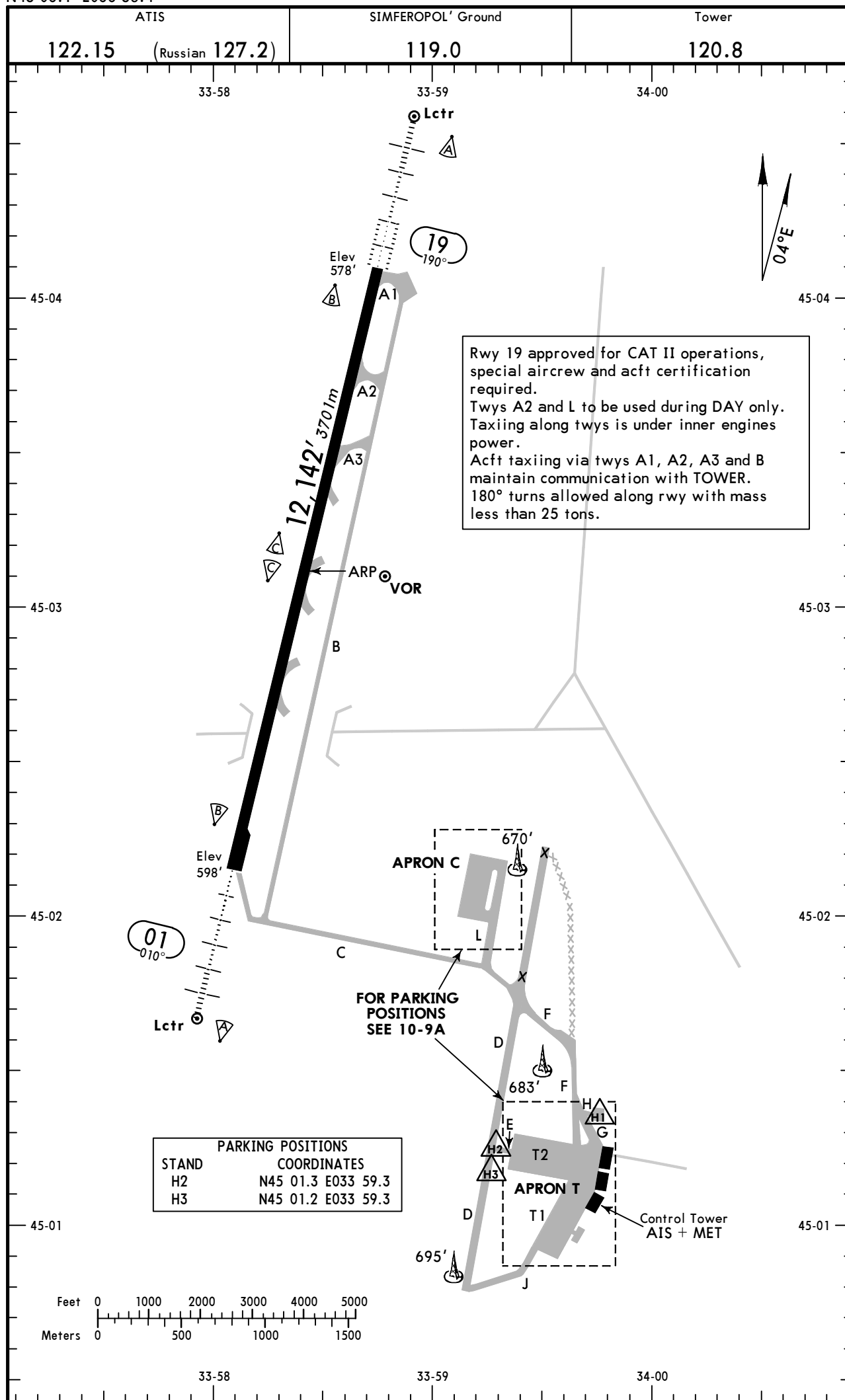


SID	RWY	ROUTING
SOGTA 1A	01	Climb on 010° track to SMF 4.0 DME, turn RIGHT, intercept SMF R-037 to SOGTA.
SOGTA 1C	19	Climb on 190° track to SMF 7.6 DME, turn RIGHT, intercept SMF R-230 inbound to SMF, turn LEFT, SMF R-037 to SOGTA.
SOGTA 1E By ATC		Climb on 190° track to SMF 3.2 DME, turn LEFT, 010° track, intercept SMF R-037 to SOGTA.
TITAG 4F By ATC	01	Climb on 010° track to SMF 4.0 DME, turn LEFT, 294° track, when passing SMF R-334 turn RIGHT, intercept SMF R-331 to TITAG.

UKFF/SIP
Apt Elev 598'
N45 03.1 E033 58.4

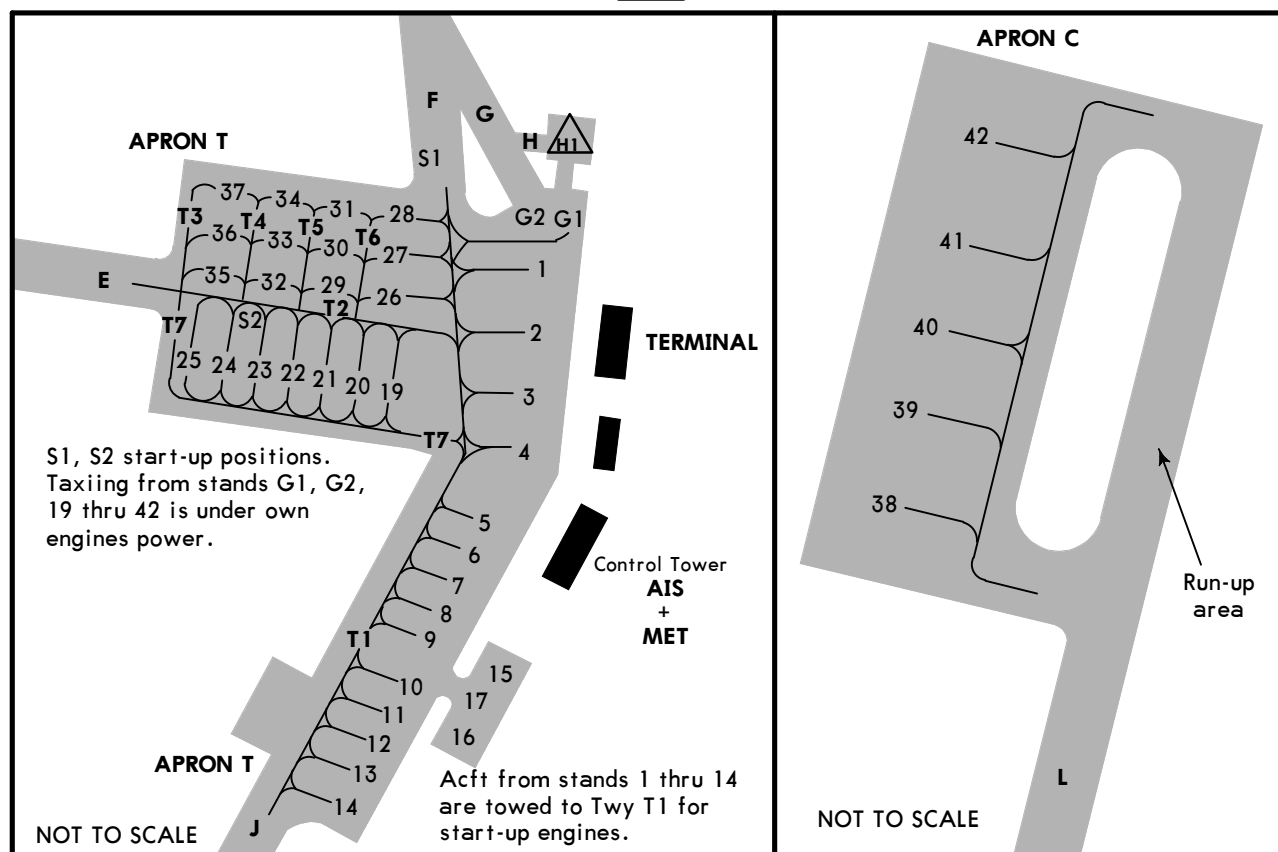
JEPPESEN
23 MAR 12 (10-9) Eff 5 Apr

SIMFEROPOL', UKRAINE
SIMFEROPOL'



CHANGES: ATIS frequency. Lights rwy 19. Notes added.

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INS COORDINATES

STAND No.	COORDINATES
G1, G2	N45 01.3 E033 59.8
H1	N45 01.4 E033 59.8
1 thru 4	N45 01.2 E033 59.8

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
01	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) RVR		11,109' 3386m		197'
19	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR		10,988' 3349m		60m

LOW VISIBILITY PROCEDURE (LVP)

LVP shall be applied when RVR is less than 600m.

Pilots will be informed by ATIS and ATC about beginning of LVP.

- After landing pilots should report about leaving RWY and location.

- Taxiing and parking is performed with follow-me car only.

- Only one acft allowed on the manoeuvring area at a time.

JAR-OPS

TAKE-OFF 1

All Rwys						
Approved Operators		LVP must be in force				
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

STRAIGHT-IN RWY		A	B	C	D
01	ILS	798'(200')	798'(200')	798'(200')	798'(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
	VOR ❶❷	970'(372')	990'(392')	1020'(422')	1040'(442')
	ALS out	R1000m	R1100m	R1300m	R1400m
		R1500m	R1500m	R2000m	C2100m
	VOR ❶❸	1100'(502')	1100'(502')	1100'(502')	1100'(502')
	ALS out	R1500m	R1500m	R1600m	R1600m
19		R1500m	R1500m	C2400m	C2400m
	2 NDB ❶	970'(372')	970'(372')	970'(372')	970'(372')
	ALS out	R1000m	R1000m	R1000m	R1000m
		R1500m	R1500m	R1700m	R1700m
	N Lctr ❶	1170'(572')	1170'(572')	1170'(572')	1170'(572')
	ALS out	R1500m	R1500m	R1900m	R1900m
		R1500m	R1500m	C2400m	C2400m
	CAT 2 ILS	678'(100')	678'(100')	686'(108')	699'(121')
		RA107'R300m	RA107'R300m	RA115'R300m	RA129'R400m
	ILS	778'(200')	778'(200')	778'(200')	778'(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
	VOR ❶❹	960'(382')	970'(392')	1010'(432')	1020'(442')
	ALS out	R1100m	R1100m	R1300m	R1400m
		R1500m	R1500m	R2000m	C2100m
	VOR ❶❺	1020'(442')	1020'(442')	1020'(442')	1020'(442')
	ALS out	R1400m	R1400m	R1400m	R1400m
		R1500m	R1500m	C2100m	C2100m
	2 NDB ❶	960'(382')	960'(382')	960'(382')	960'(382')
	ALS out	R1100m	R1100m	R1100m	R1100m
		R1500m	R1500m	R1800m	R1800m
	F Lctr ❶	1020'(442')	1020'(442')	1020'(442')	1020'(442')
	ALS out	R1400m	R1400m	R1400m	R1400m
		R1500m	R1500m	C2100m	C2100m

❶ Continuous Descent Final Approach.

❷ with D3.2.

❸ w/o D3.2.

❹ with D2.7.

❺ w/o D2.7.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to rwy 01	1070' (472')	1100' (502')	1530' (932')	1530' (932')
After apch to rwy 19 ⑥	1070' (492') V1500m ⑦	1100' (522') V1600m ⑦	1530' (952') V2400m	1530' (952') V3600m

- ⑥ Circling height based on rwy 19 thresh elev of 578'.
 ⑦ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 01, 19

	Approved Operators	LVP must be in force			RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A					400m	500m	
B	125m	150m	200m	250m			
C							
D	150m	200m	250m	300m			

UKFF/SIP SIMFEROPOL'

23 MAR 12

11-1

Eff 5 Apr

SIMFEROPOL', UKRAINE

ILS or NDB Rwy 01

BRIEFING STRIP™

ATIS		SIMFEROPOL' Radar (APP)		SIMFEROPOL' Tower		Ground	
122.15 (Russian 127.2)		124.7 135.77		120.8		119.0	
LOC ISN 109.3	Final Apch Crs 010°	GS LOM 1345' (747')	ILS DA(H) 798' (200')	Apt Elev 598' RWY 598'			
NDB SN 588		Minimum Alt D8.4 SMF 2960' (2362')	NDB MDA(H) (CONDITIONAL) 970' (372')				
MISSED APCH: Climb on 010° to 2960', then turn RIGHT to SN NDB climbing to 3940'.							

2500'

260°

035°

7100'

MSA
SMF VOR

Alt Set: hPa (MM on req)

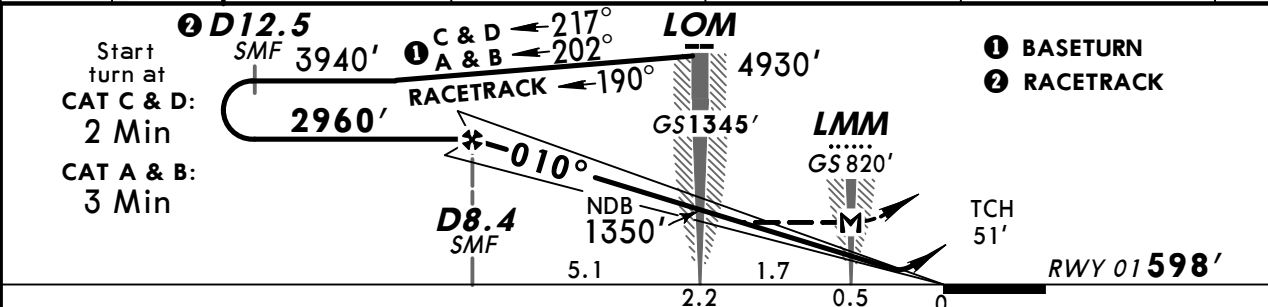
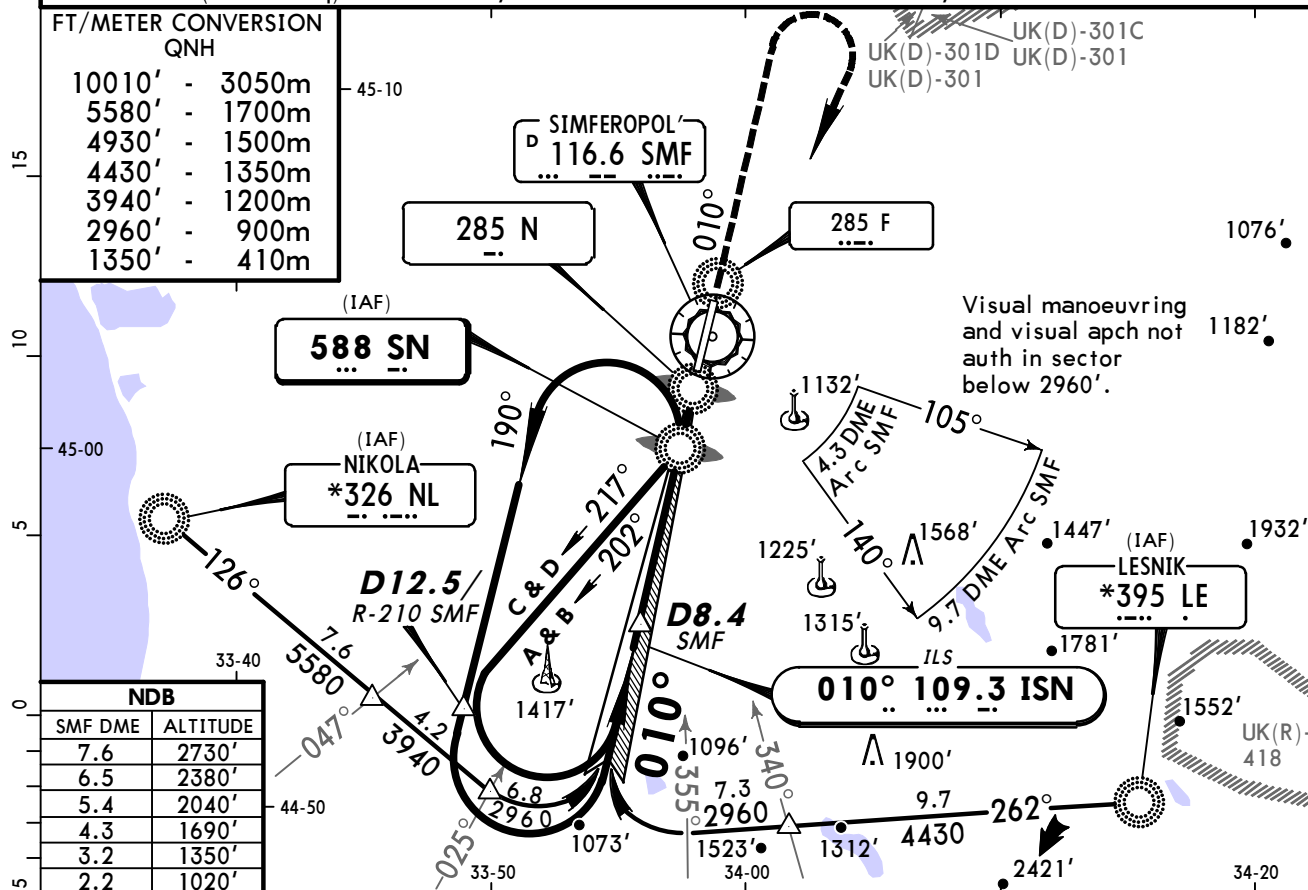
Rwy Elev: 22 hPa

Trans level: By ATC

Trans alt: 10010'

FT/METER CONVERSION
QNH

10010'	-	3050m
5580'	-	1700m
4930'	-	1500m
4430'	-	1350m
3940'	-	1200m
2960'	-	900m
1350'	-	410m



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2960'	on 010°	3940'	SN 588
ILS GS or	372	478	531	637	743	849	PAPI				
NDB Desc angle 3.00°											
MAP at LMM											

JAR-OPS		STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND			
ILS		LOC (GS out)		NDB		Max Kts		MDA(H) VIS	
DA(H) 798' (200')		with LOM		w/o LOM					
FULL		MDA(H) 970' (372')		MDA(H) 1170' (572')					
		ALS out		ALS out					
A		RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m	100	1070' (472')	1500m	
B		RVR 1000m	RVR 1800m	RVR 1200m	RVR 2000m	135	1100' (502')	1600m	
C	RVR 550m	RVR 1000m	NOT AUTH			180	1530' (932')	2400m	
D		RVR 1400m	RVR 2000m	RVR 1600m		205	1530' (932')	3600m	

After NDB apch w/o LOM: MDA(H) 1170' (572').

CHANGES: ATIS frequency.

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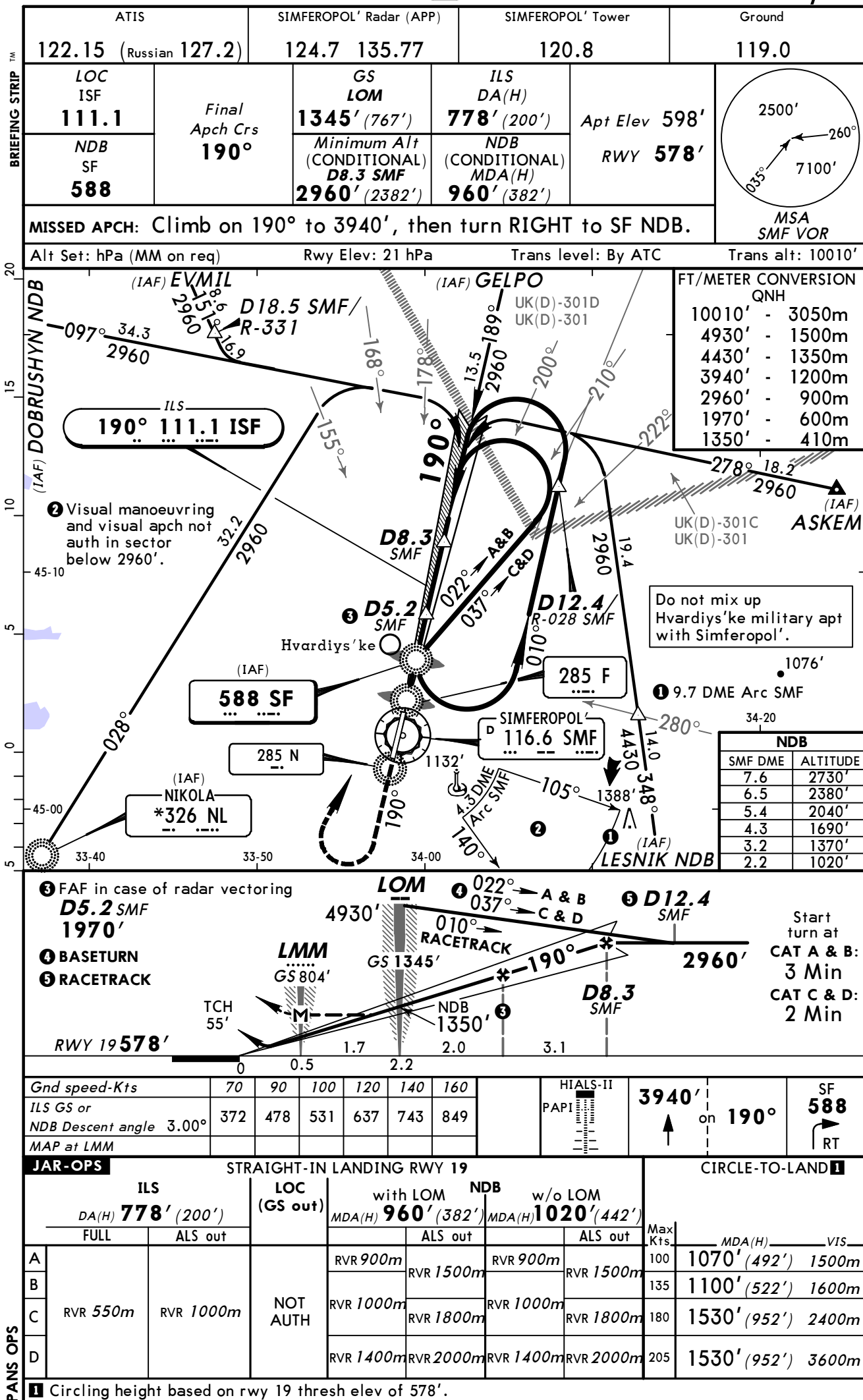
UKFF/SIP SIMFEROPOL'

23 MAR 12

11-2

Eff 5 Apr

SIMFEROPOL', UKRAINE ILS or NDB Rwy 19



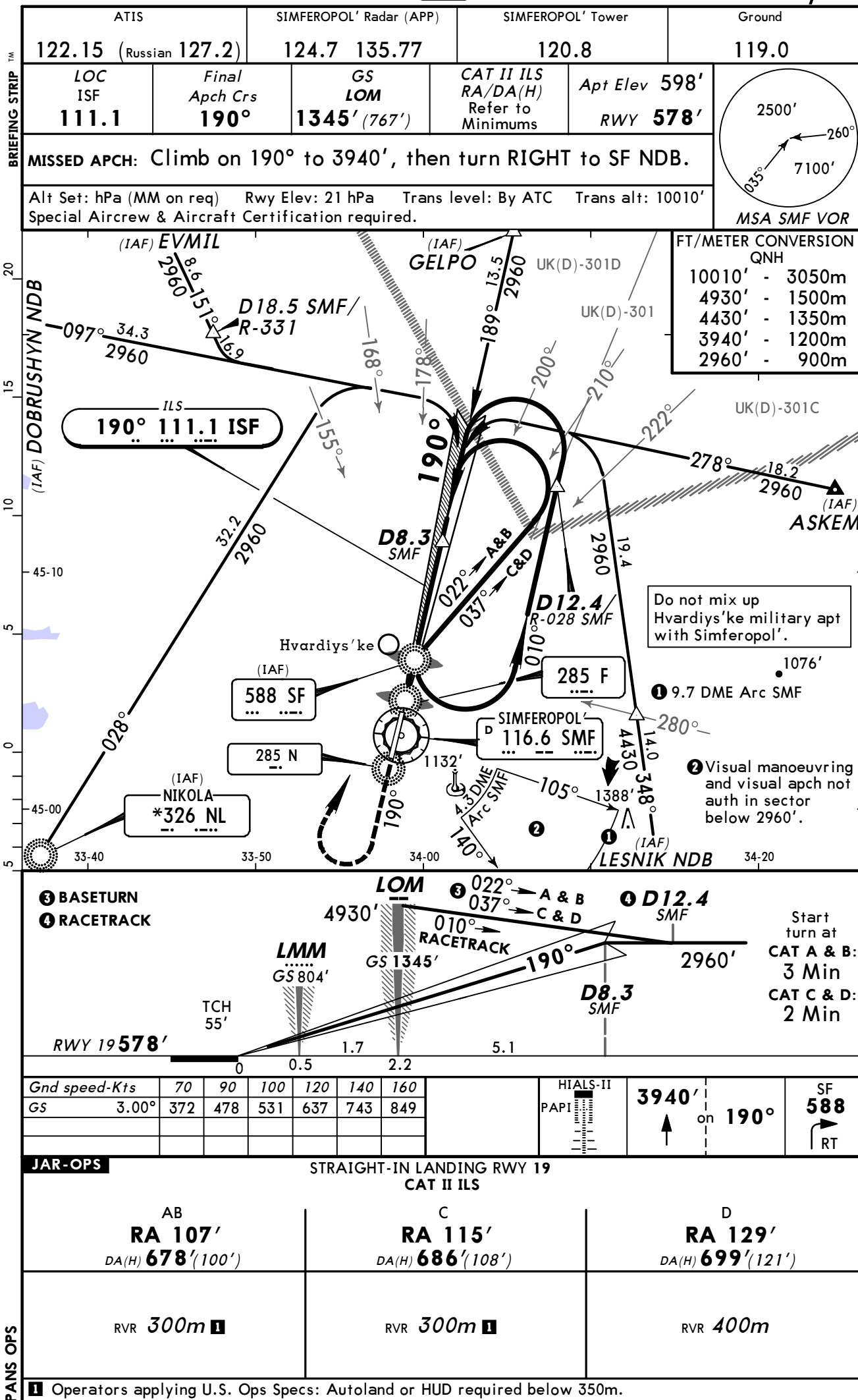
UKFF/SIP SIMFEROPOL'

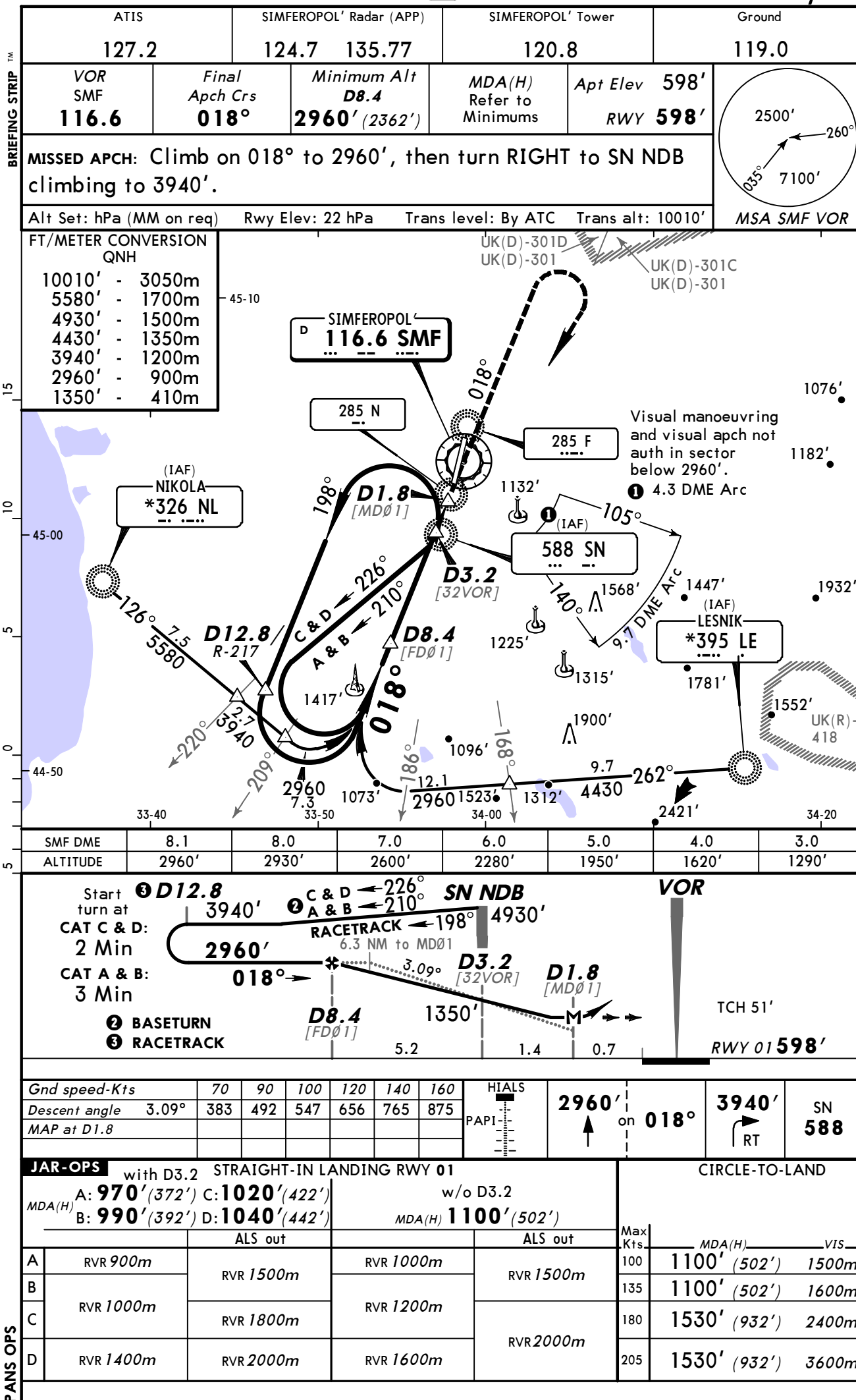
23 MAR 12

11-2A

Eff 5 Apr

SIMFEROPOL', UKRAINE
CAT II ILS Rwy 19

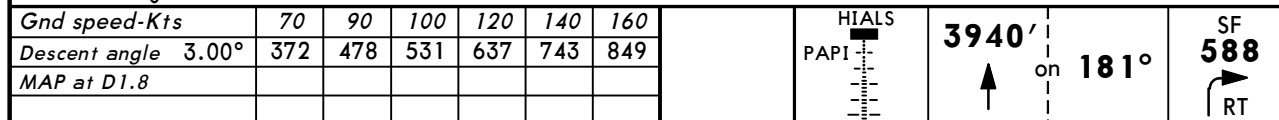
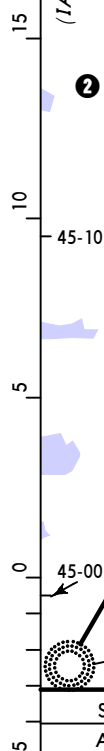




Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 10010'

MSA SMF VOR

FT/METER CONVERSION	
10010'	- 3050m
4930'	- 1500m
4430'	- 1350m
3940'	- 1200m
2960'	- 900m
1970'	- 600m
1190'	- 360m



CIRCLE-TO-LAND 1

w/o D2.7			w/o D2.7		Max Kts	MDA(H) _____ VIS _____	
A: 960' (382') C: 1010' (432') B: 970' (392') D: 1020' (442')			MDA(H) 1020' (442')				
		ALS out	ALS out		100	1070' (492')	1500m
A	RVR 900m	RVR 1500m	RVR 900m	RVR 1500m	135	1100' (522')	1600m
B	RVR 1000m		RVR 1000m		RVR 1800m	180	1530' (952')
C		RVR 1800m					
D	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m	205	1530' (952')	3600m

1 Circling height based on rwy 19 thresh elev of 578'.

SIMFEROPOL', (SIMFEROPOL' - UKFF)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UKFF

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

During anti-hail firing, arrivals will be via KH, TITAG, DO or NL, followed by vectoring if RADAR is avbl; departures will be to NL, DO, TIAG or KH, then follow FPL.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(13-1,13-2) ATIS on freq 122.15MHz established. ATIS on freq 127.2MHz Russian only.