

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UWUU

Terminal Charts For UWUU

Revision Letter For Cycle 25-2012

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: 0439 Z
Sunset: 1159 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

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

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

NOT TO SCALE

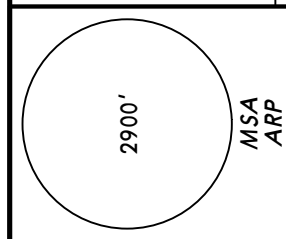
Waypoints and Data:

- DIRIS**
N54 18.7 E055 26.4
At or above FL70
- GOPAR**
N53 58.0 E054 46.9
MHA FL70
MAX FL240
- ITUNA**
N54 12.0 E055 49.9
At or above FL90
- *527 PT**
N54 36.0 E055 49.4
UFA
D(H) 112.3 RG
N54 32.4 E055 53.2
- D12.3 RG**
N54 40.7 E055 37.7 (RG R-300)
At 2340' (1969')
- D12 RG**
N54 40.4 E055 37.8 (RG R-299)
At 2340' (1969')
- D10.5 RG**
N54 41.3 E055 43.6 (RG R-315)
At 2020' (1649')
- Other Data:**
N54 39.3 E055 46.2
At 2020' (1649')

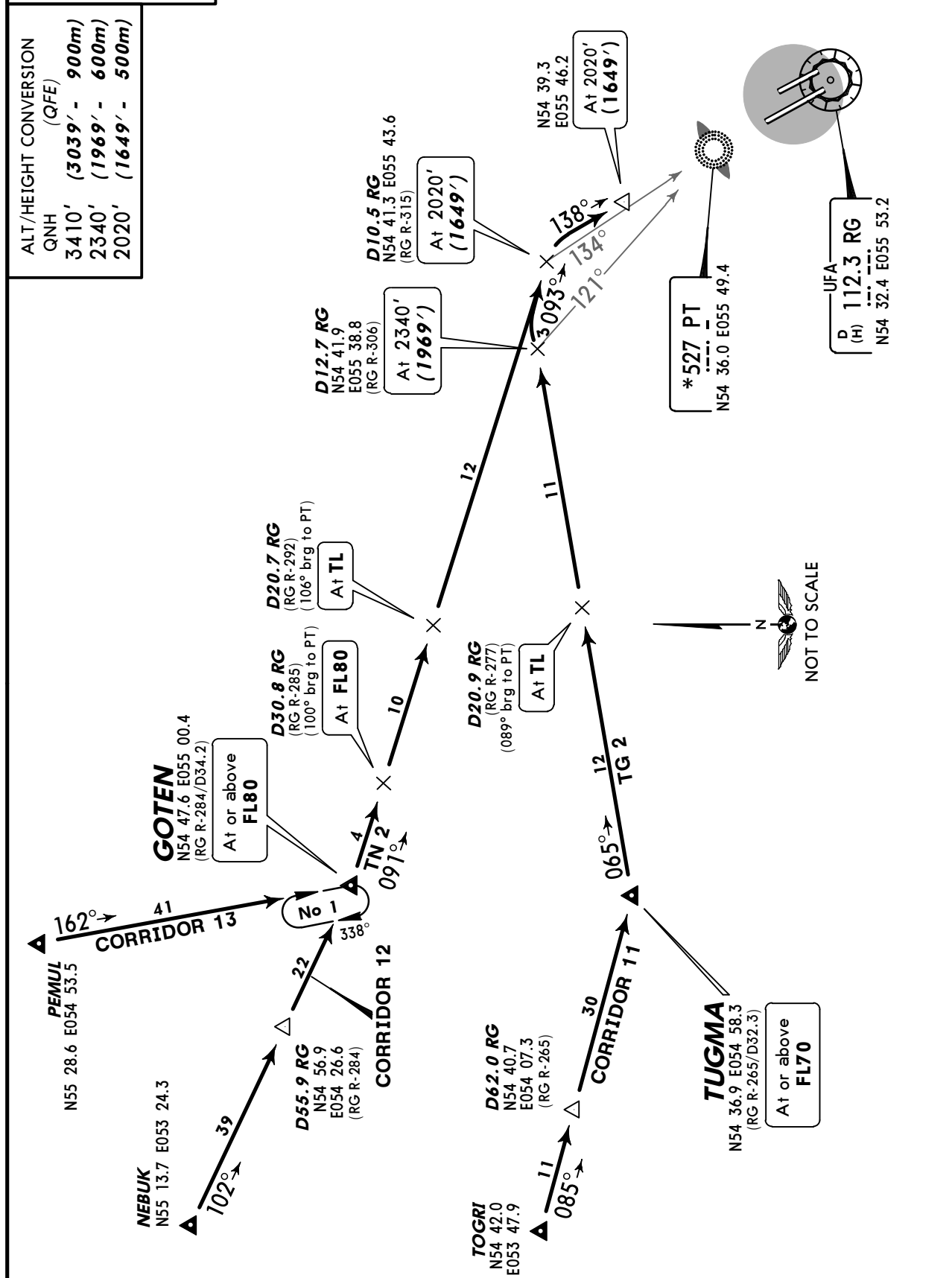
Angles and Distances:

- 036°, 037°, 003°, 093°, 138°, 134°, 114°, 110°, 173°, 333°
- D20.8 R216°, D20.5
- 23 FR 2, 30 IT 2, 31 CORRIDOR 9

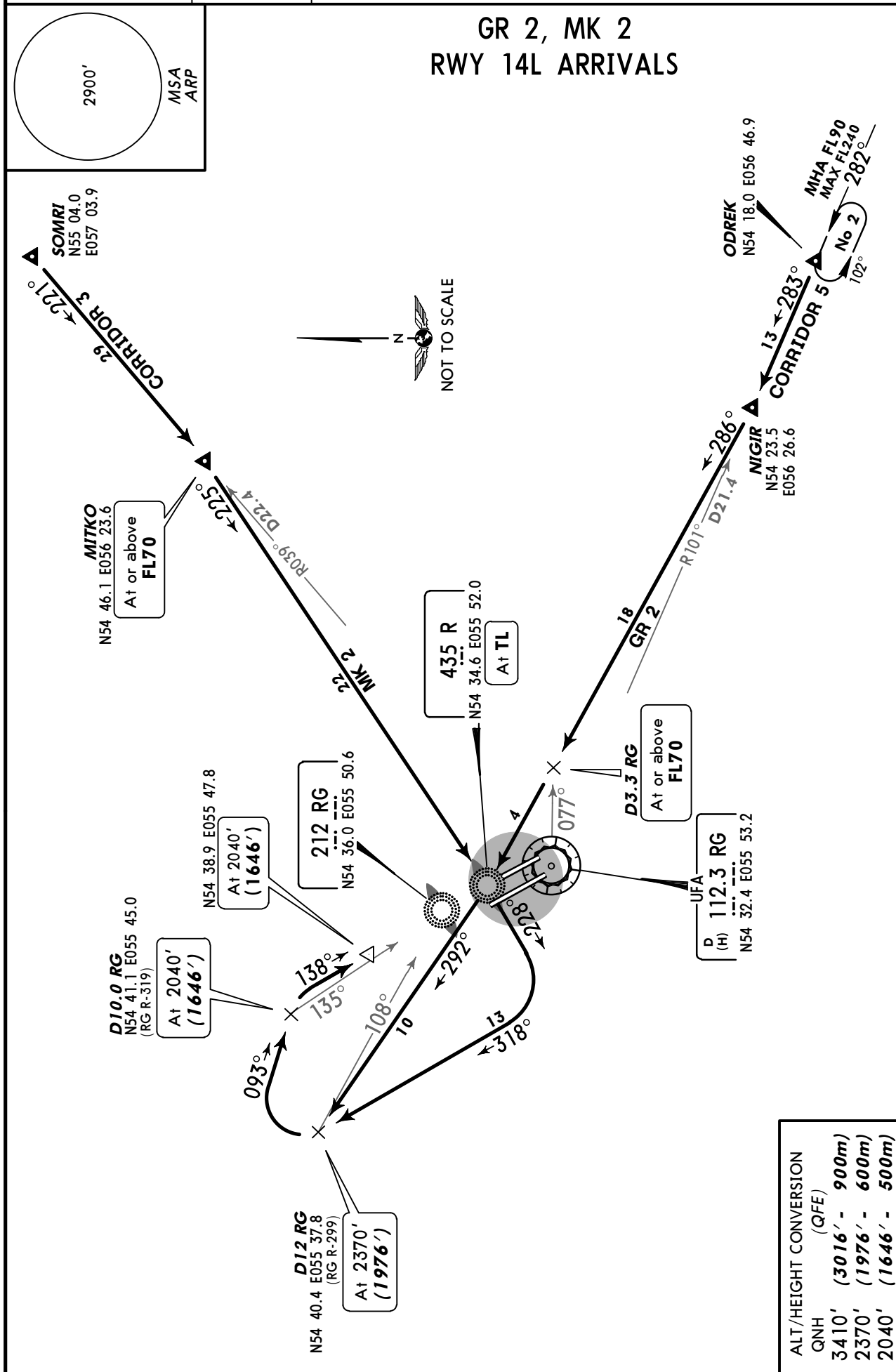
ATIS 119.4 (Russian 124.8)	Apt Elev 448'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (3039')
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TG 2, TN 2 RWY 14R ARRIVALS

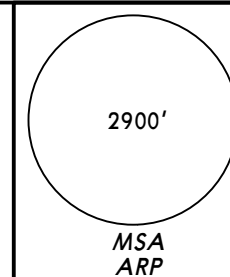


ATIS 119.4 (Russian 124.8)	Apt Elev 448'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (3016')
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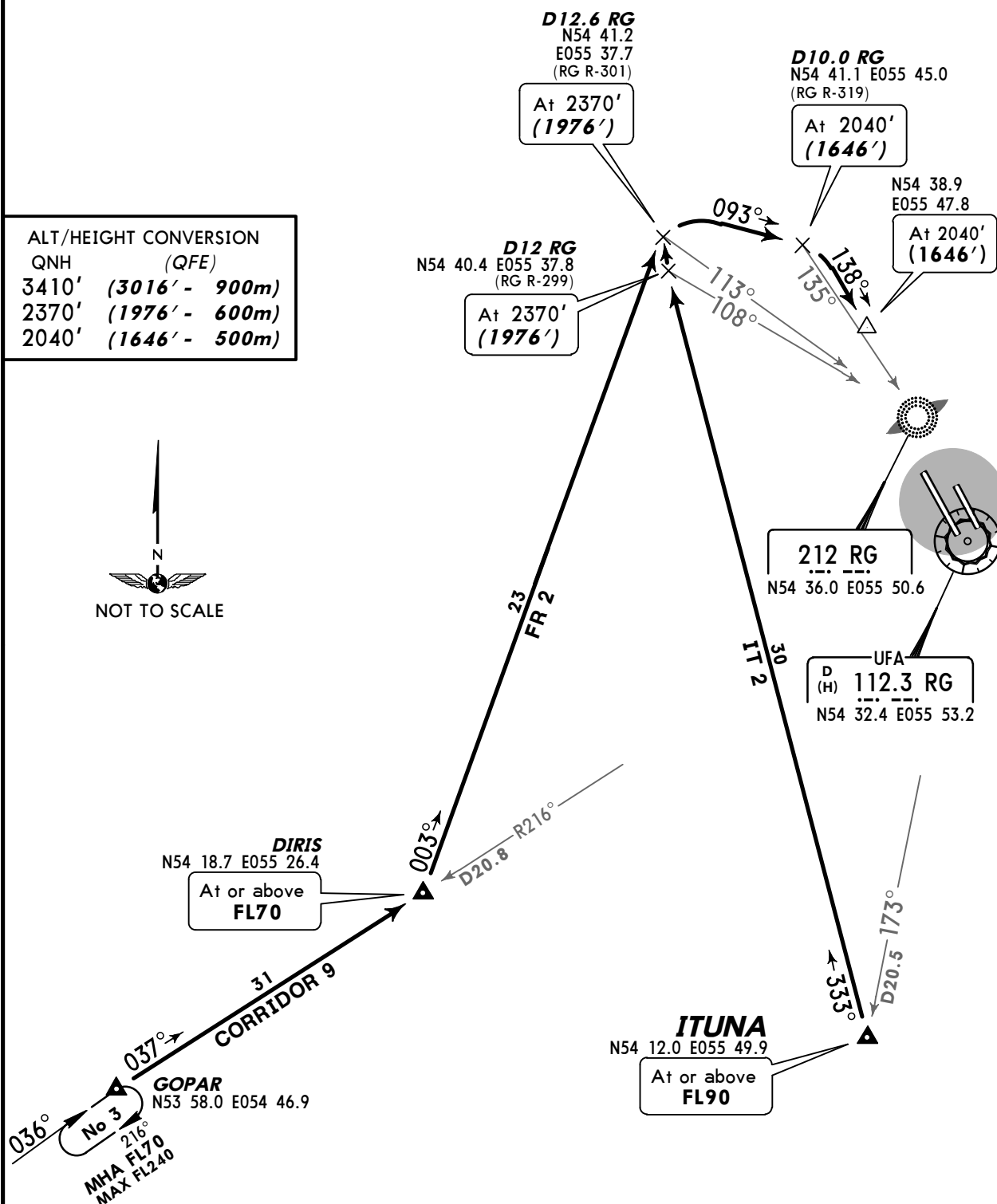


ATIS 119.4 (Russian 124.8)	<i>Apt Elev</i> 448'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (3016')
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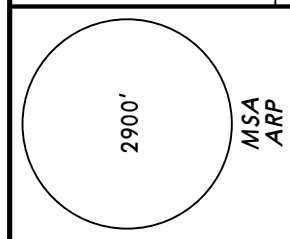
FR 2, IT 2
RWY 14L ARRIVALS



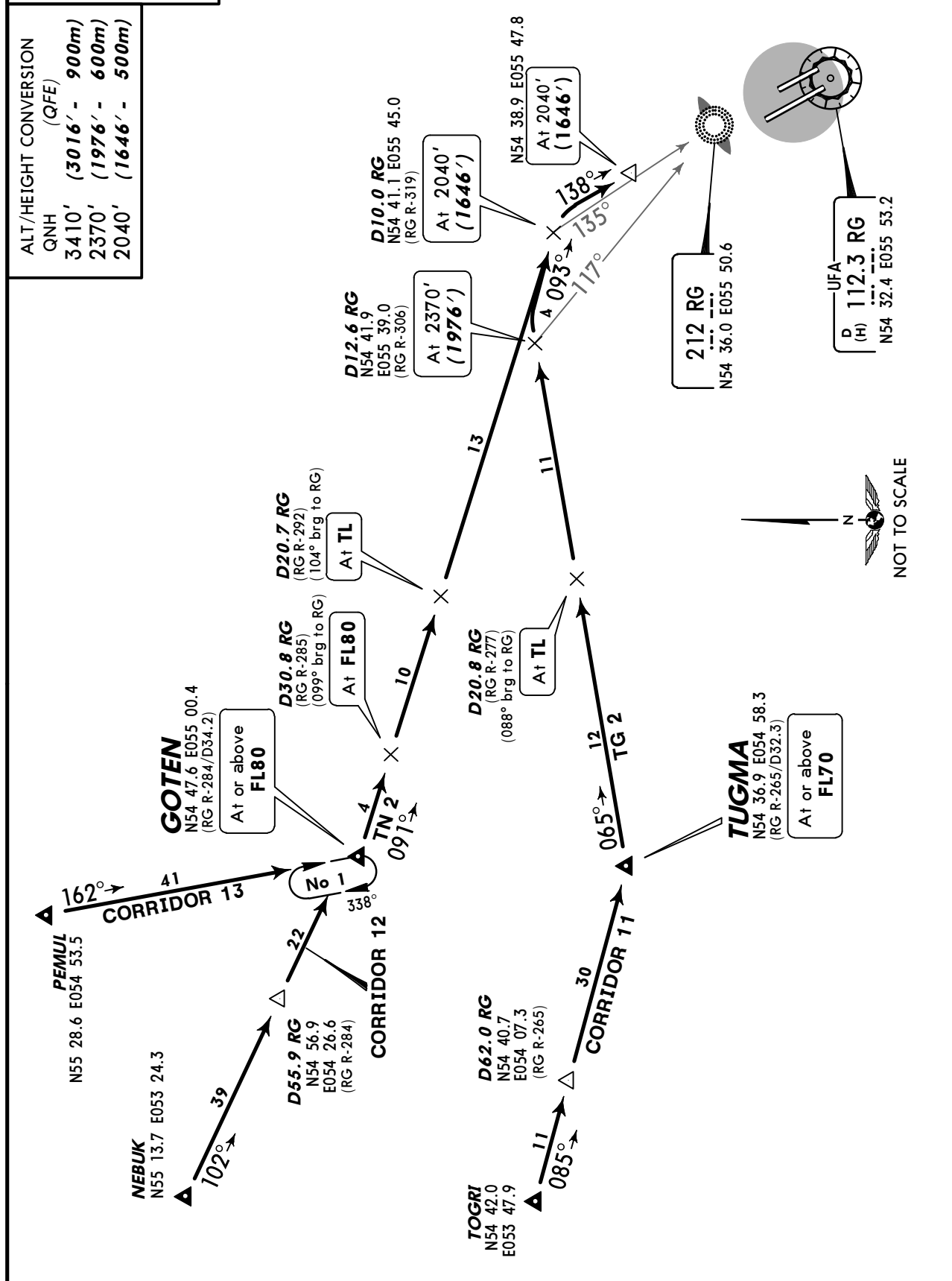
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(3016' - 900m)
2370'	(1976' - 600m)
2040'	(1646' - 500m)



ATIS 119.4 (Russian 124.8)	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')
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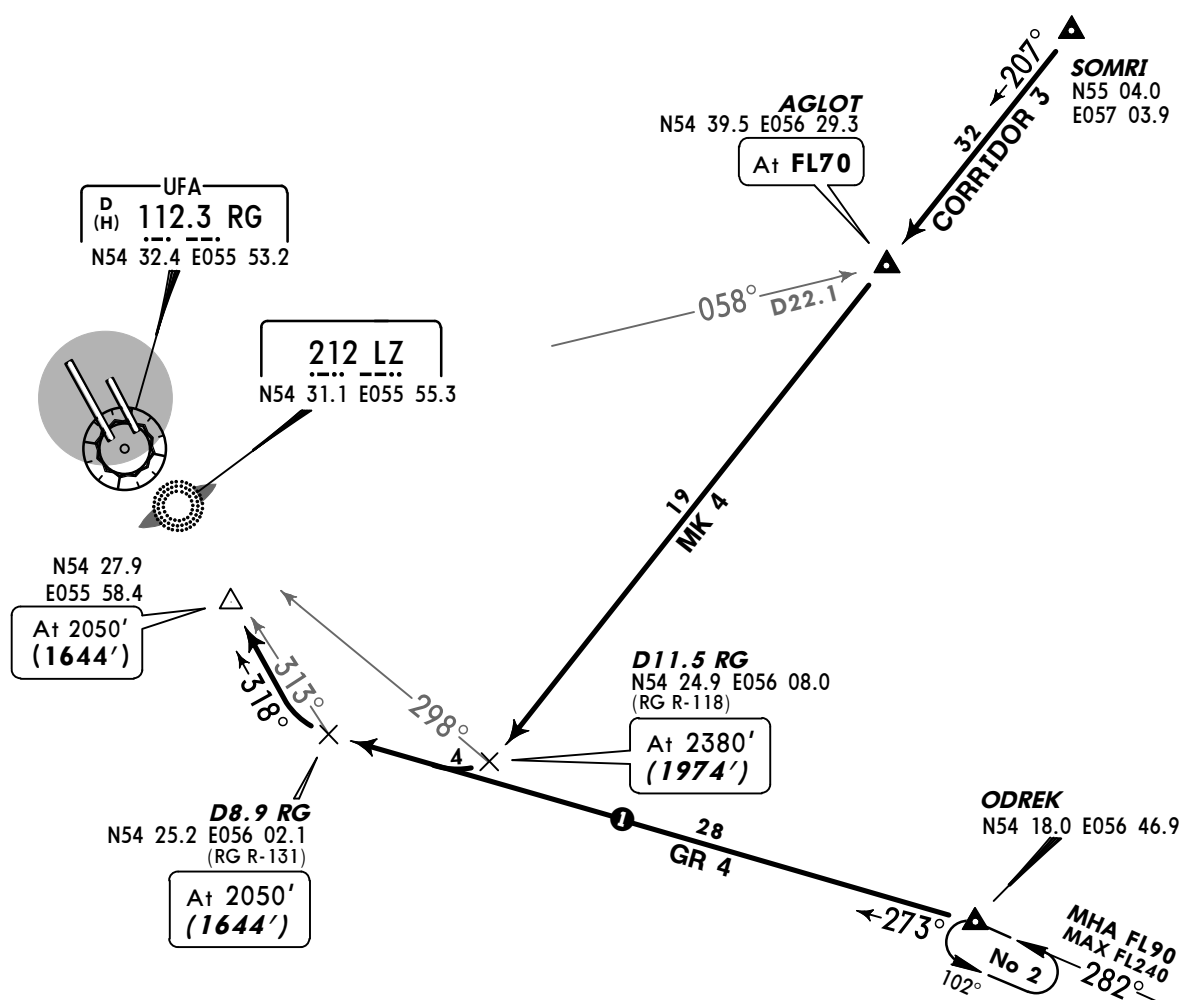
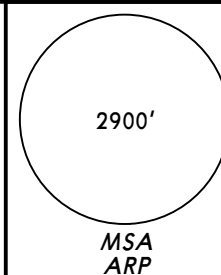


TG 2, TN 2 RWY 14L ARRIVALS



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')
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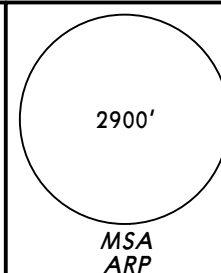
GR 4, MK 4 RWY 32R ARRIVALS



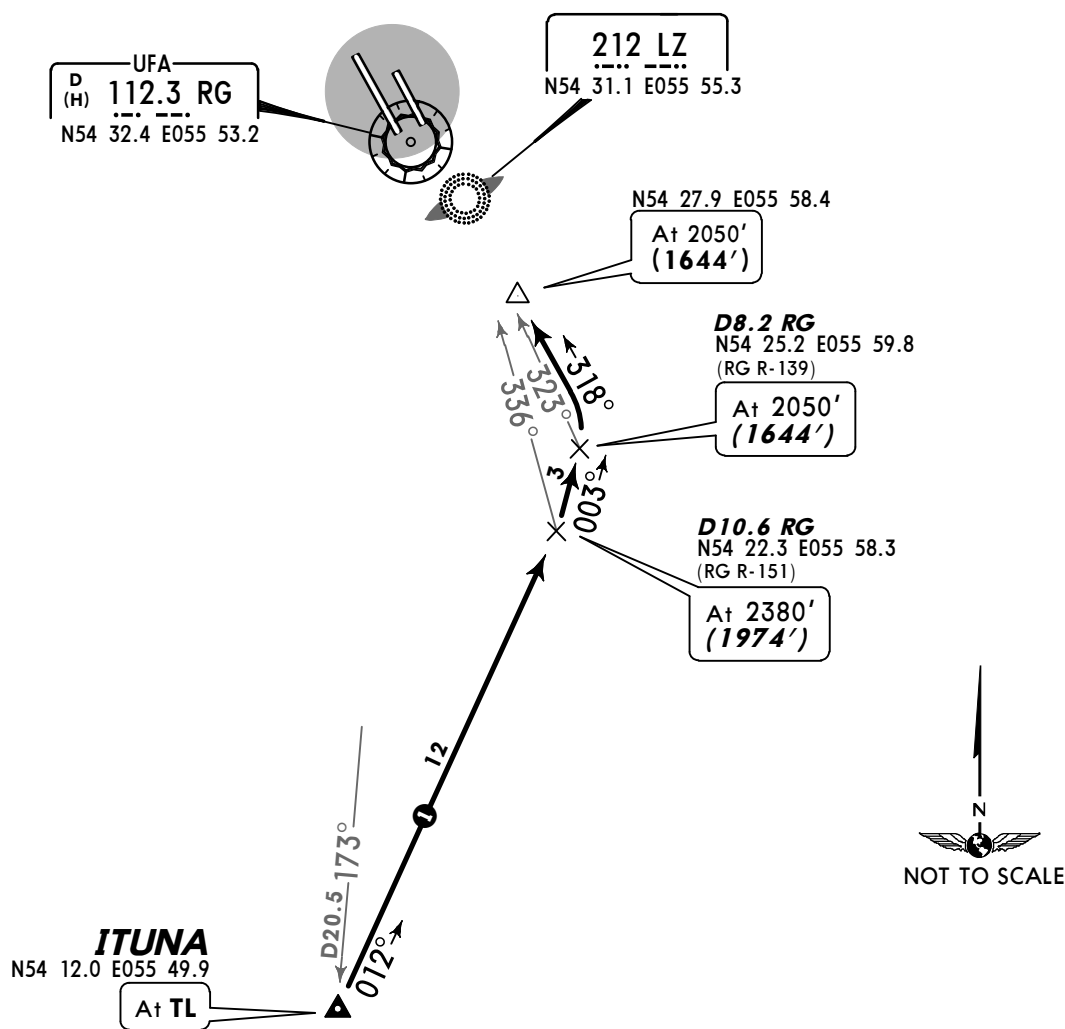
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(3004' - 900m)
2380'	(1974' - 600m)
2050'	(1644' - 500m)

ATIS 119.4 (Russian 124.8)	<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')
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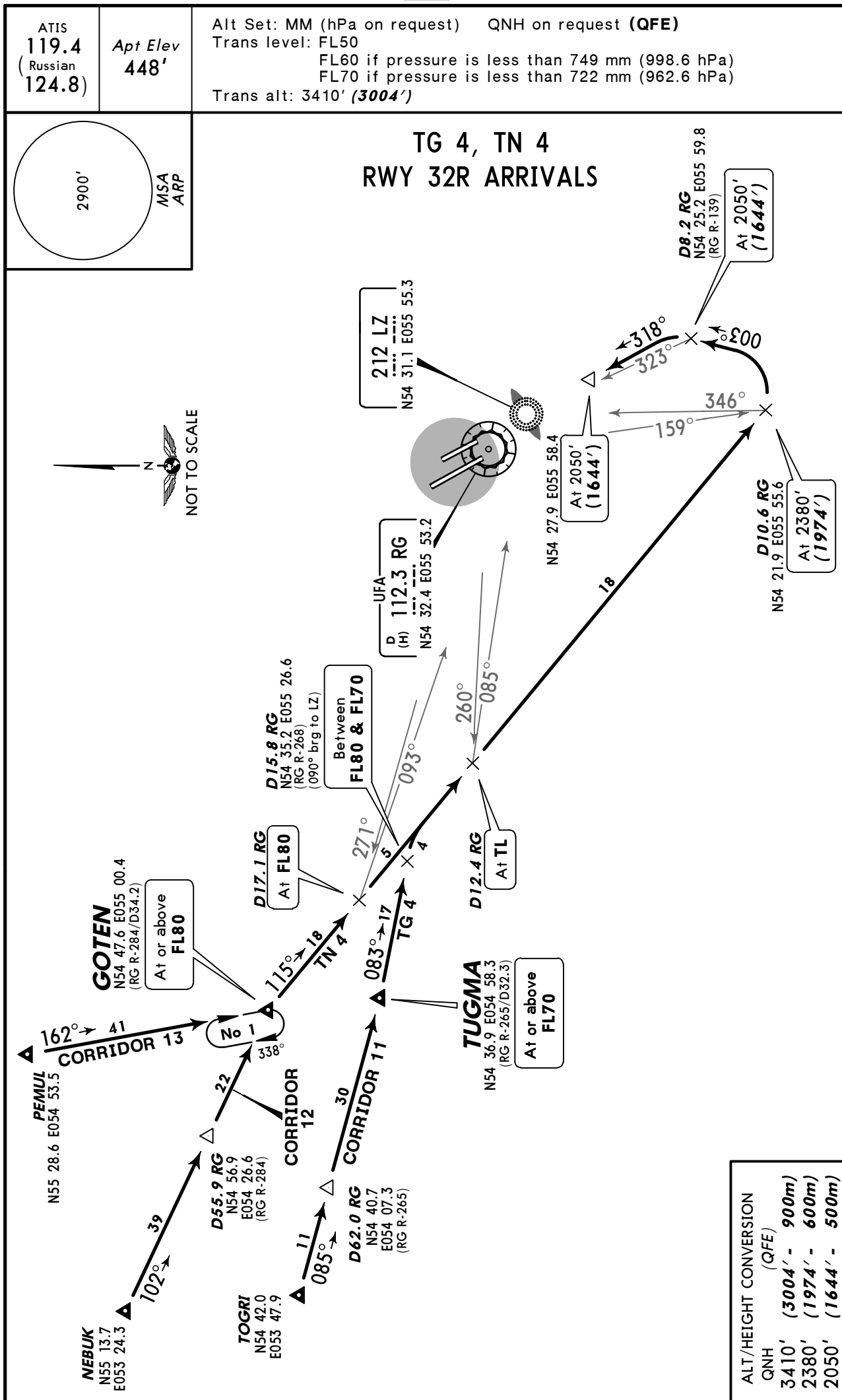
IT 4 RWY 32R ARRIVAL



⚠ 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)

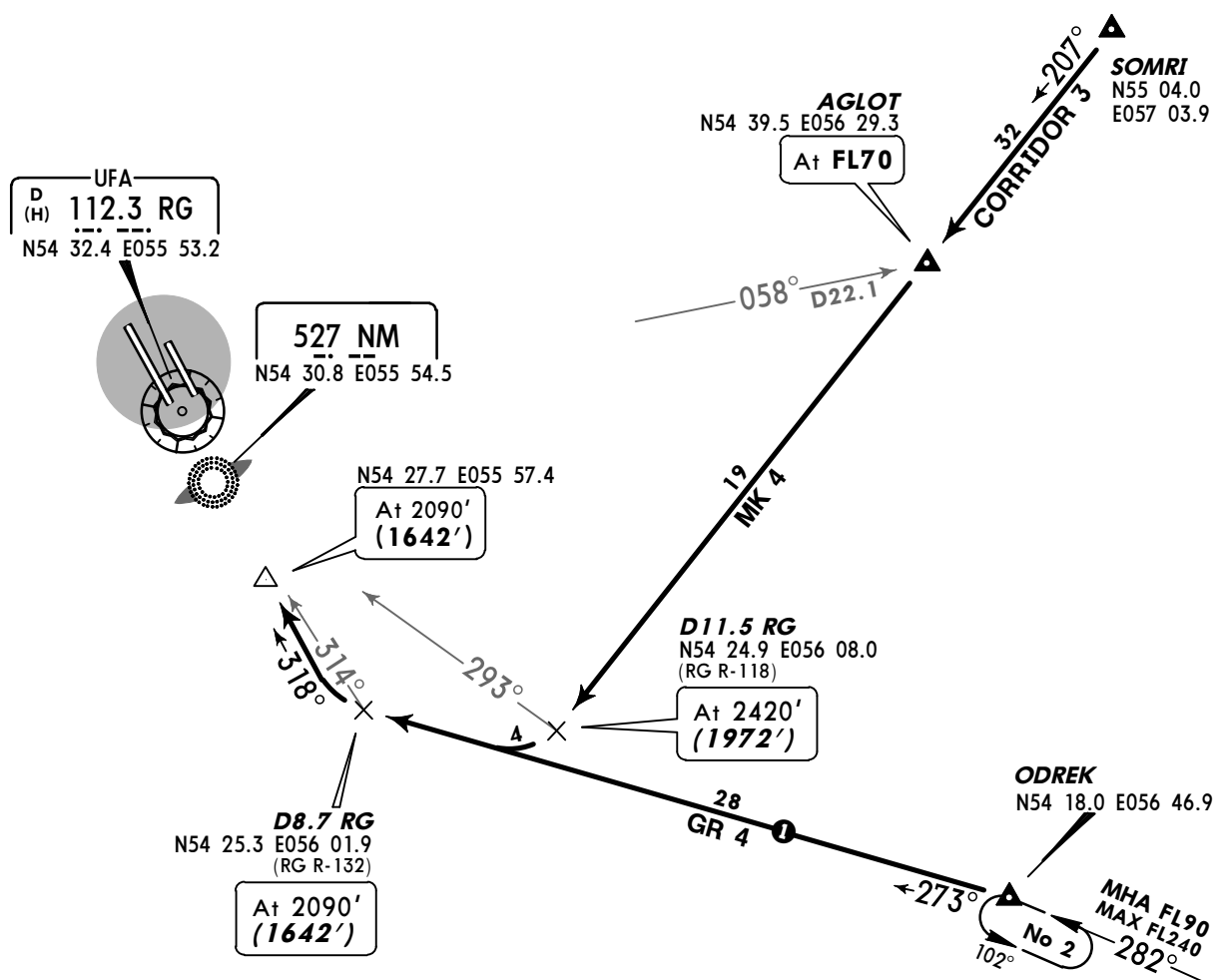
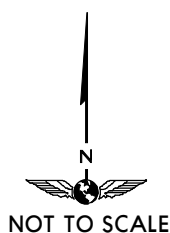
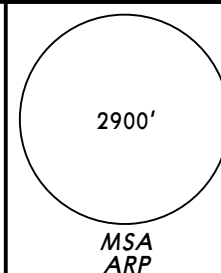


ATIS
119.4
(Russian)
124.8)

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')

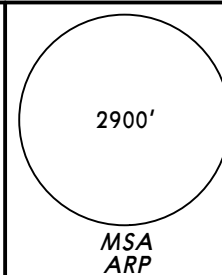
GR 4, MK 4 RWY 32L ARRIVALS



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

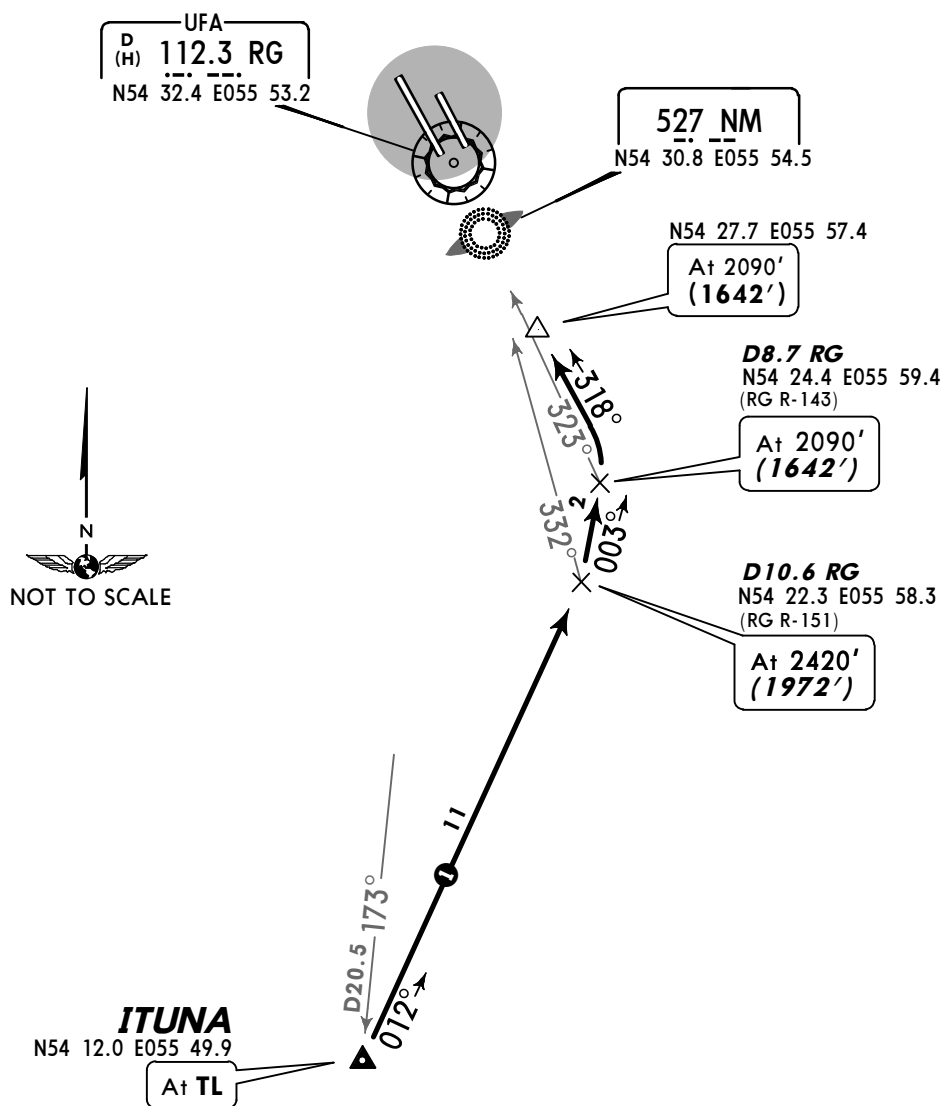
ATIS 119.4 (Russian 124.8)	<i>Apt Elev</i> 448'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (2962')
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IT 4 RWY 32L ARRIVAL



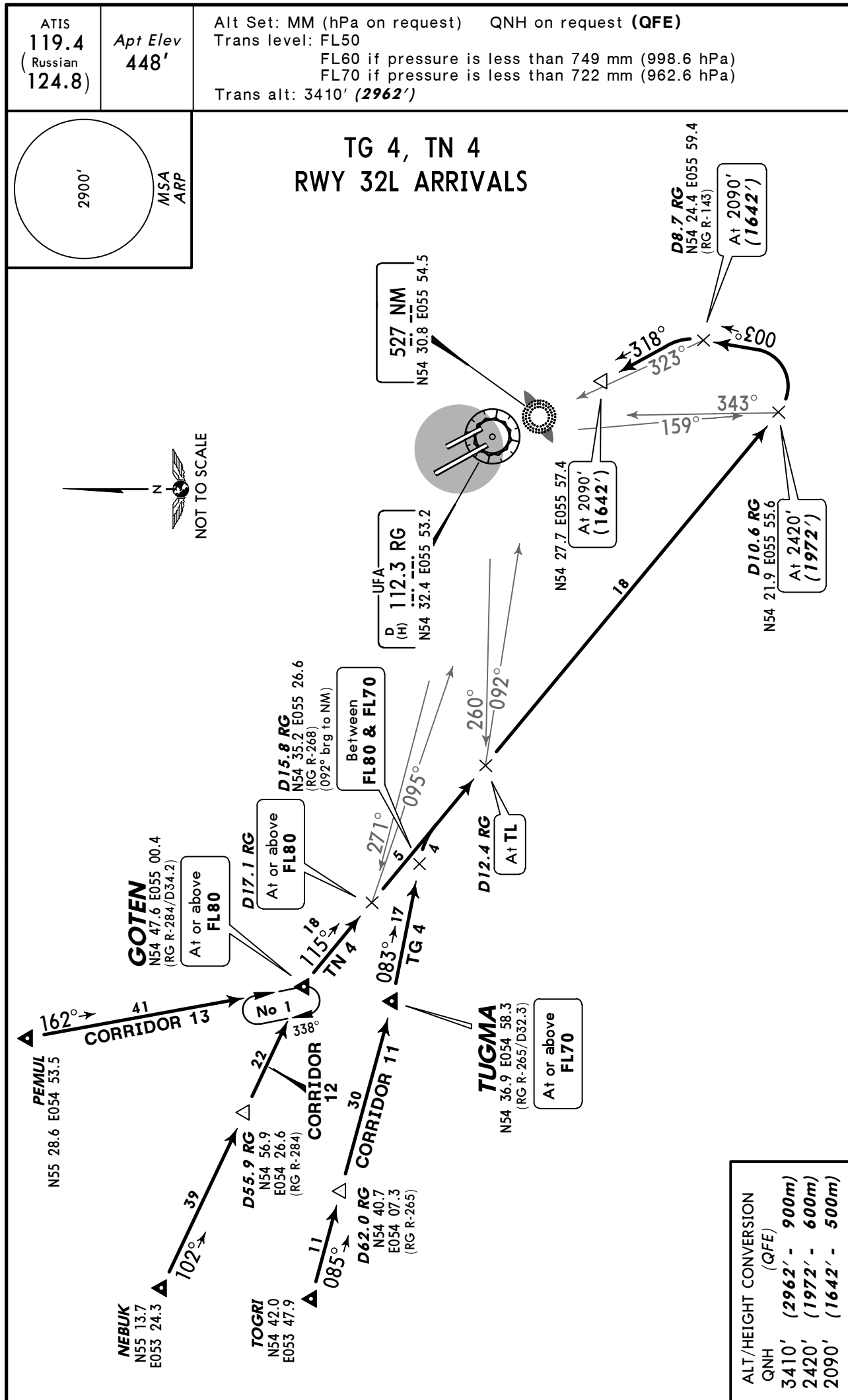
ⓘ WARNING

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)



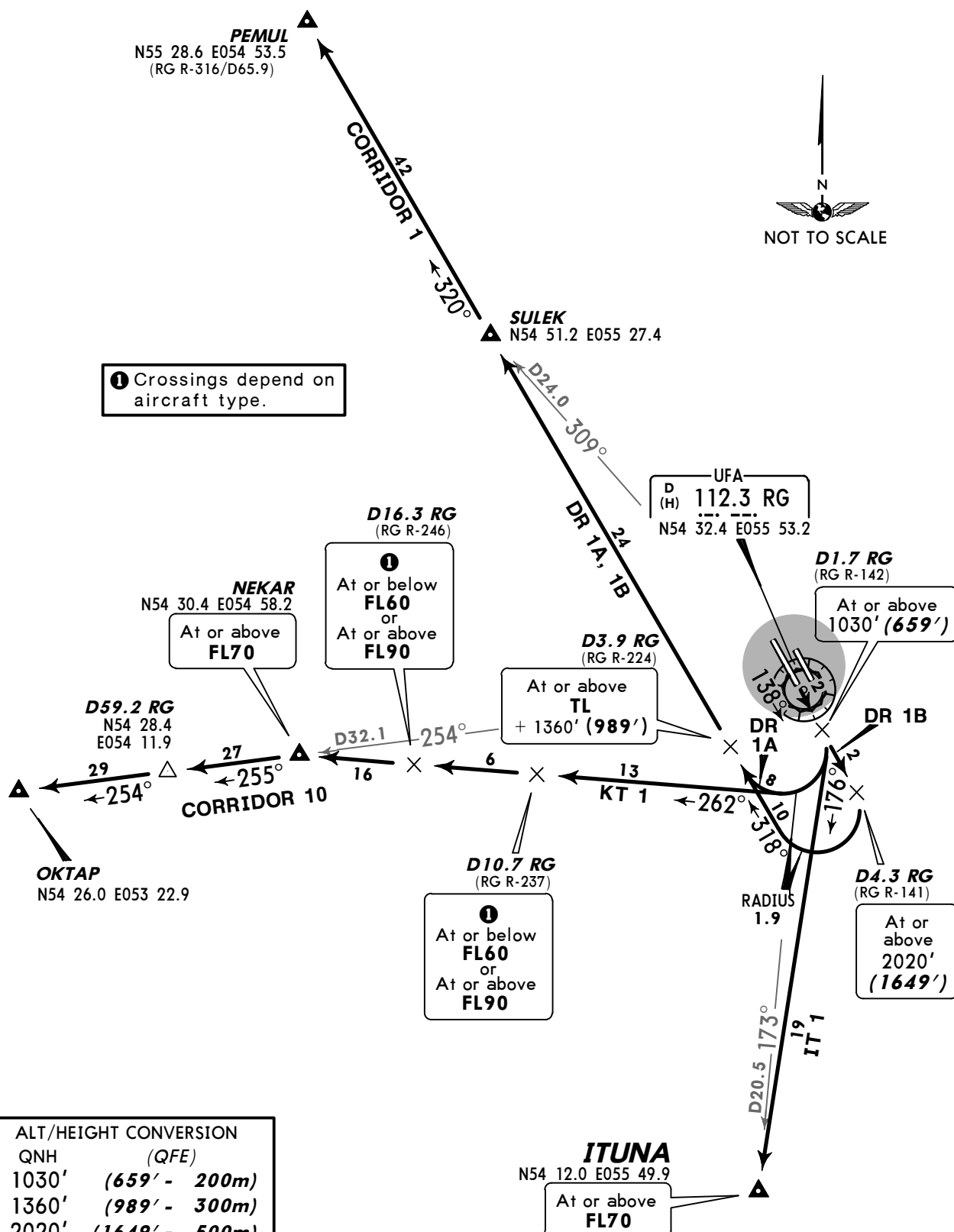
Apt Elev
448'

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

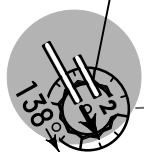
▲ **AGLOT**
N54 39.5 E056 29.3

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)

①
At or above
1030' (659')

D8.4 RG
At or below
FL60

① WARNING

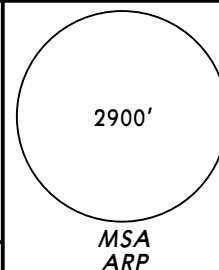
During daytime start turn
at or above 1360' (989').

ALT/HEIGHT CONVERSION

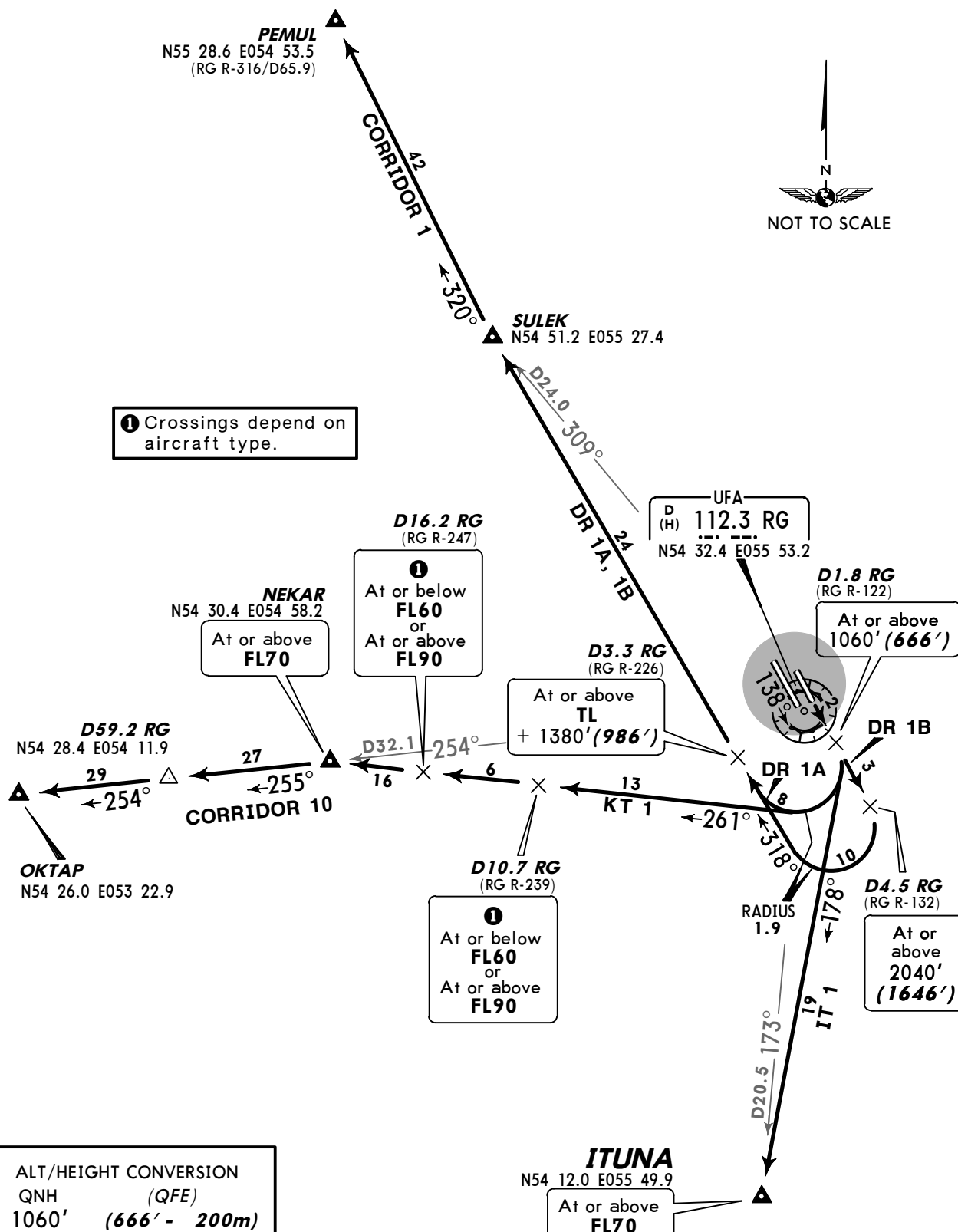
QNH	(QFE)
1030'	(659' - 200m)
1360'	(989' - 300m)
3410'	(3039' - 900m)

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.



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



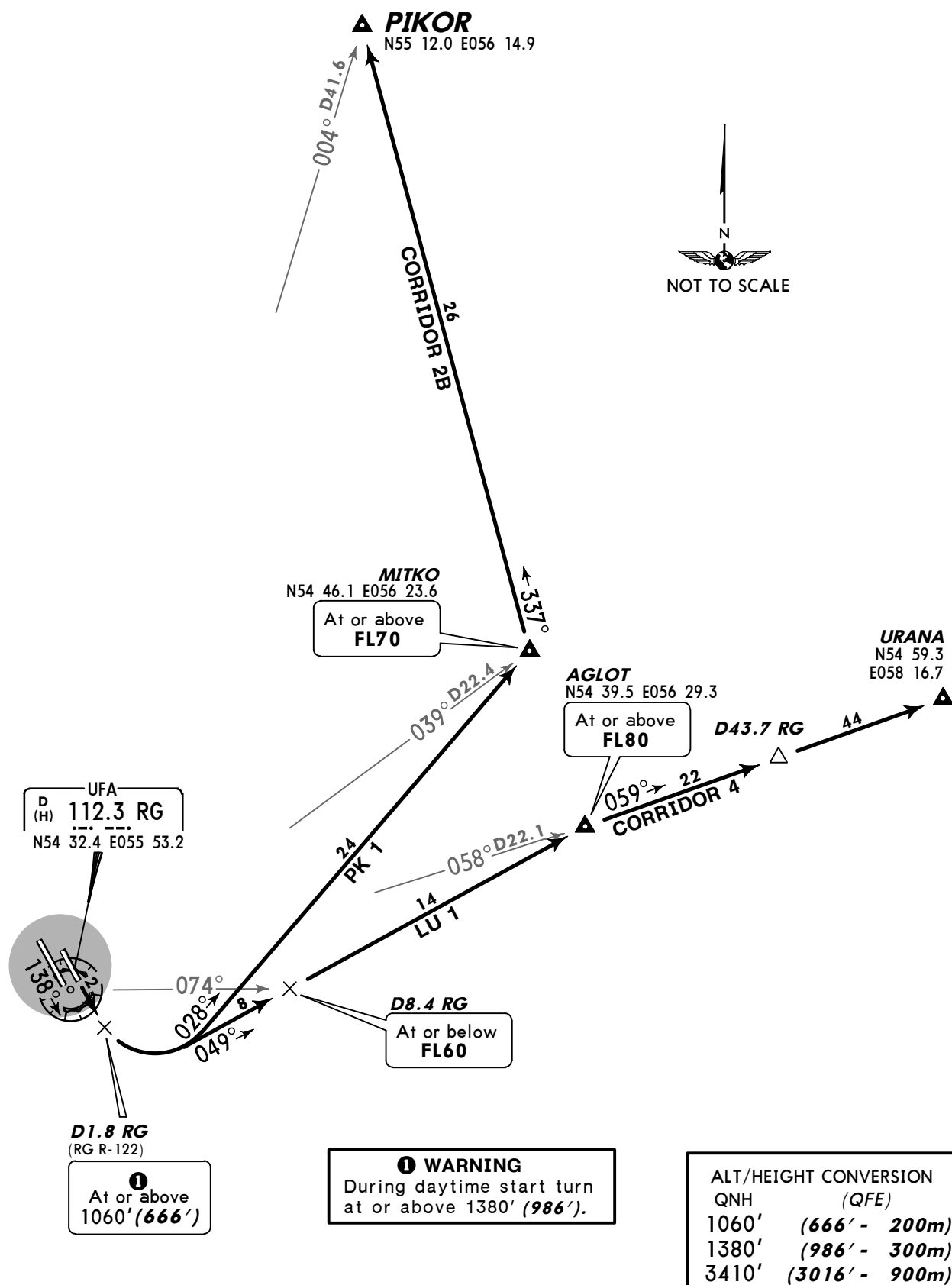
Apt Elev
448'

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' (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



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
320°

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)
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

CORRIDOR 9
31
217°
D20.8 216°
GOPAR
N53 58.0 E054 46.9



NOT TO SCALE

Apt Elev
448'

QNH on request (QFE)

Trans level: FL50

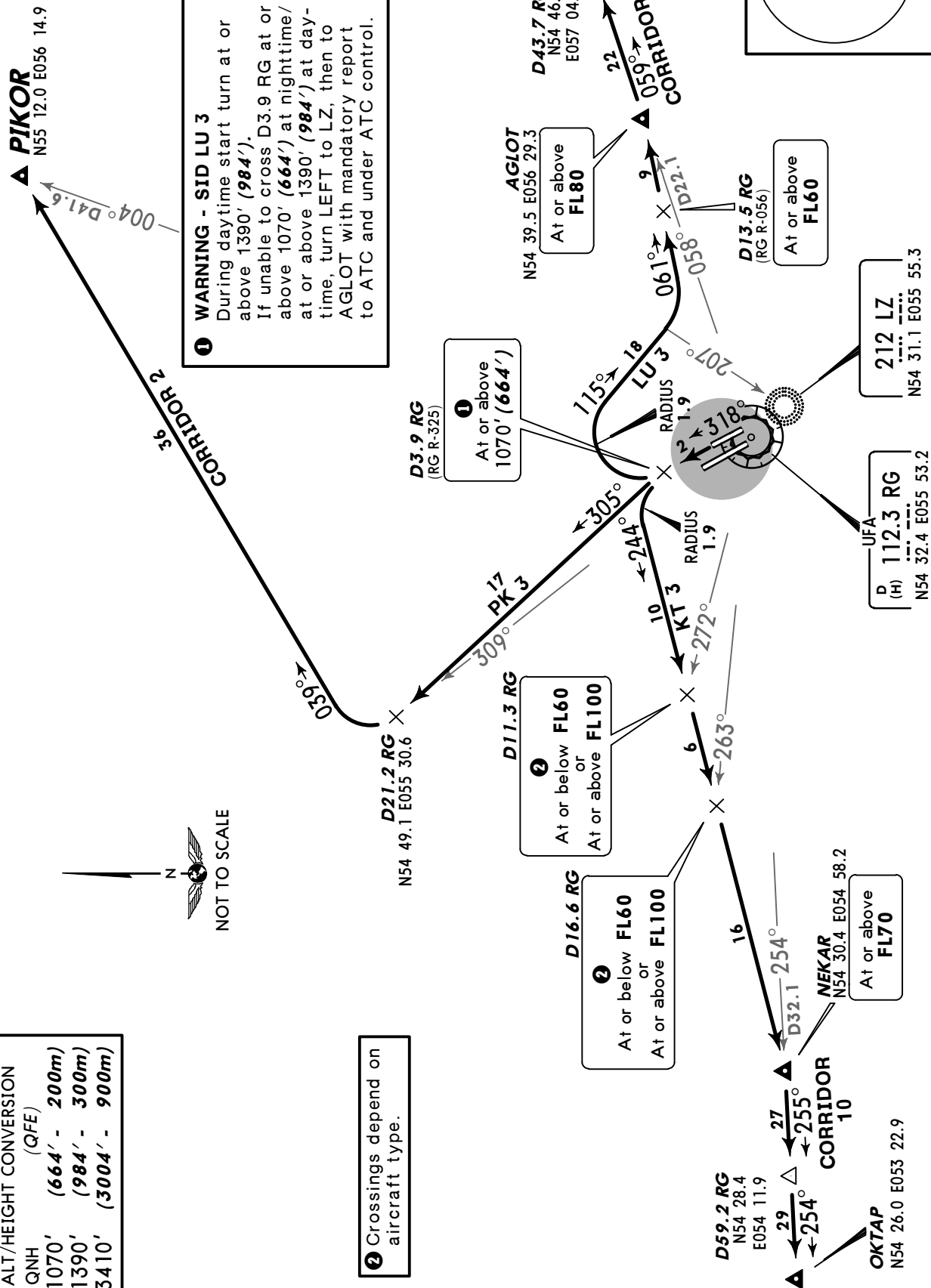
FL60 if pressure is less than 749 mm (998.6 hPa)

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

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

1 WARNING - SID IT 3B
During daytime start turn at
or above 1440' (992').

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

CORRIDOR 9
31



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

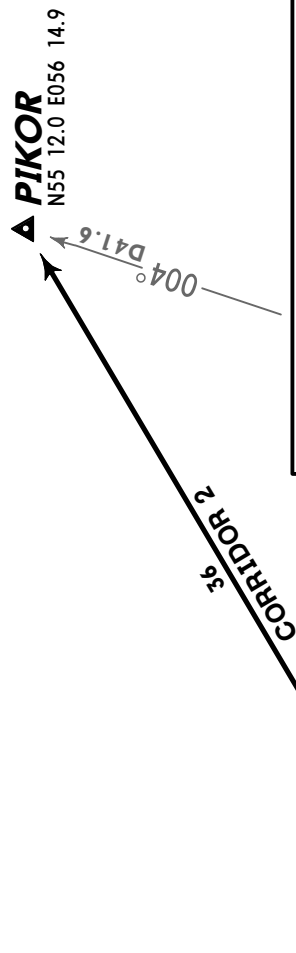
FL60 if pressure is less than 749 mm (998.6 hPa)

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

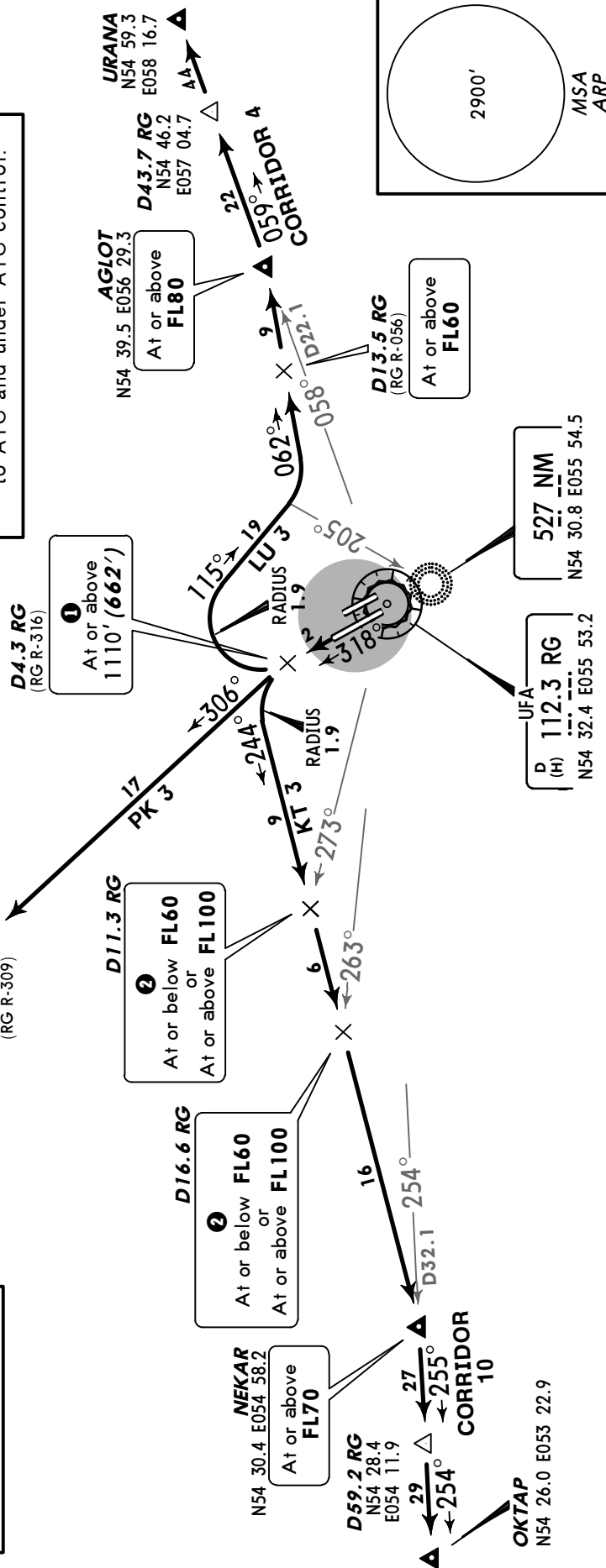


1 WARNING - SID LU 3

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 daytime, turn LEFT to NM, then to AGLOT with mandatory report to ATC and under ATC control.

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

2 Crossings depend on aircraft type.



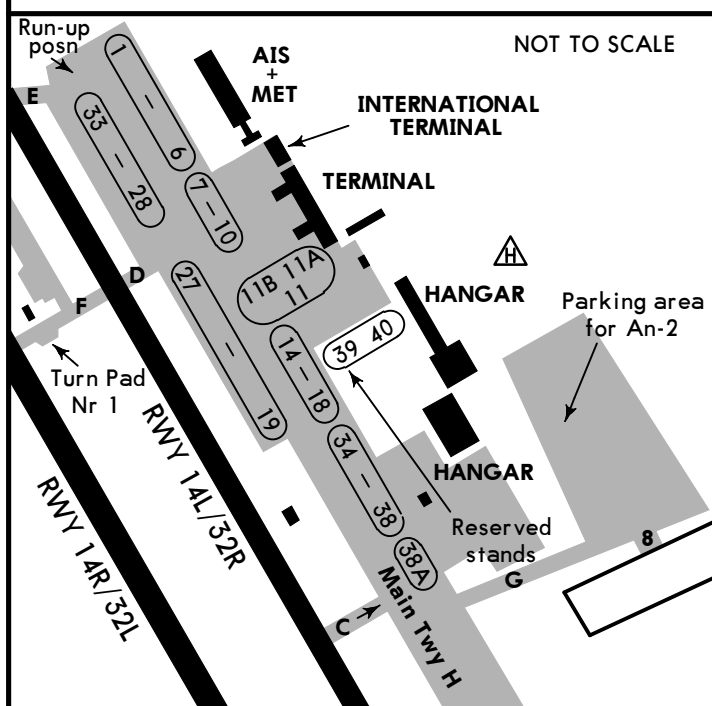
UFA, RUSSIA
UFA

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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, Il-96, Il-86, Il-76TD, Il-76T, Il-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 ❶ ❷	770' (376')	770' (376')	770' (376')	770' (376')
		R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	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
14R	ILS	571' (200')	571' (200')	604' (233')	604' (233')
		R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶ ❷	730' (359')	730' (359')	730' (359')	730' (359')
		R1600m	R1600m	R1600m	R1600m
	PT NDB ❶ ❷	730' (359')	730' (359')	730' (359')	730' (359')
		R1600m	R1600m	R1600m	R1600m
	P NDB ❶ ❷	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
32L	2 NDB ❶ ❷	810' (362')	810' (362')	810' (362')	810' (362')
		R1700m	R1700m	R1700m	R1700m
	2 NDB ❸	1280' (832')	1280' (832')	1280' (832')	1280' (832')
		C4000m	C4000m	C4200m	C4200m
	NM NDB ❶ ❷	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
	N NDB ❶ ❷	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 R1800m	R1100m R1800m	R1200m R1800m	R1200m R1800m
	LZ NDB ❶❷	800' (394')	800' (394')	800' (394')	800' (394')
	<i>ALS out</i>	R1100m R1800m	R1100m R1800m	R1200m R1800m	R1200m R1800m
	LZ NDB ❸	1120' (714')	1120' (714')	1120' (714')	1120' (714')
	<i>ALS out</i>	C2800m C3500m	C2800m C3500m	C3000m C3700m	C3000m C3700m
	L NDB ❶❷	880' (474')	880' (474')	880' (474')	880' (474')
	<i>ALS out</i>	R1500m C2200m	R1500m C2200m	R1500m C2200m	R1500m C2200m
	L NDB ❸	1200' (794')	1200' (794')	1200' (794')	1200' (794')
	<i>ALS out</i>	C3100m C3800m	C3100m C3800m	C3300m C4000m	C3300m 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')
	<i>ALS out</i>	R550m R1000m	R550m R1000m	R550m R1000m	R550m R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
2 NDB		800' (394')	800' (394')	800' (394')	800' (394')
	<i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
LZ NDB		800' (394')	800' (394')	800' (394')	800' (394')
	with Radar <i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
LZ NDB		1120' (714')	1120' (714')	1120' (714')	1120' (714')
	w/o Radar <i>ALS out</i>	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
L NDB		880' (474')	880' (474')	880' (474')	880' (474')
	with Radar <i>ALS out</i>	R1000m R1500m	R1200m R1500m	R1200m R2000m	R1600m R2000m
L NDB		1200' (794')	1200' (794')	1200' (794')	1200' (794')
	w/o Radar <i>ALS out</i>	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m

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	250m	400m	500m
B			
C	300m		
D			

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Eff 5 Apr

(11-1)

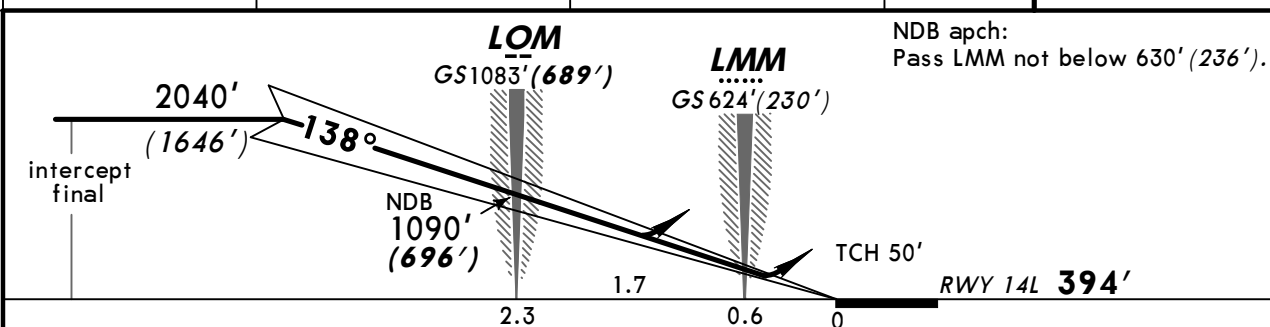
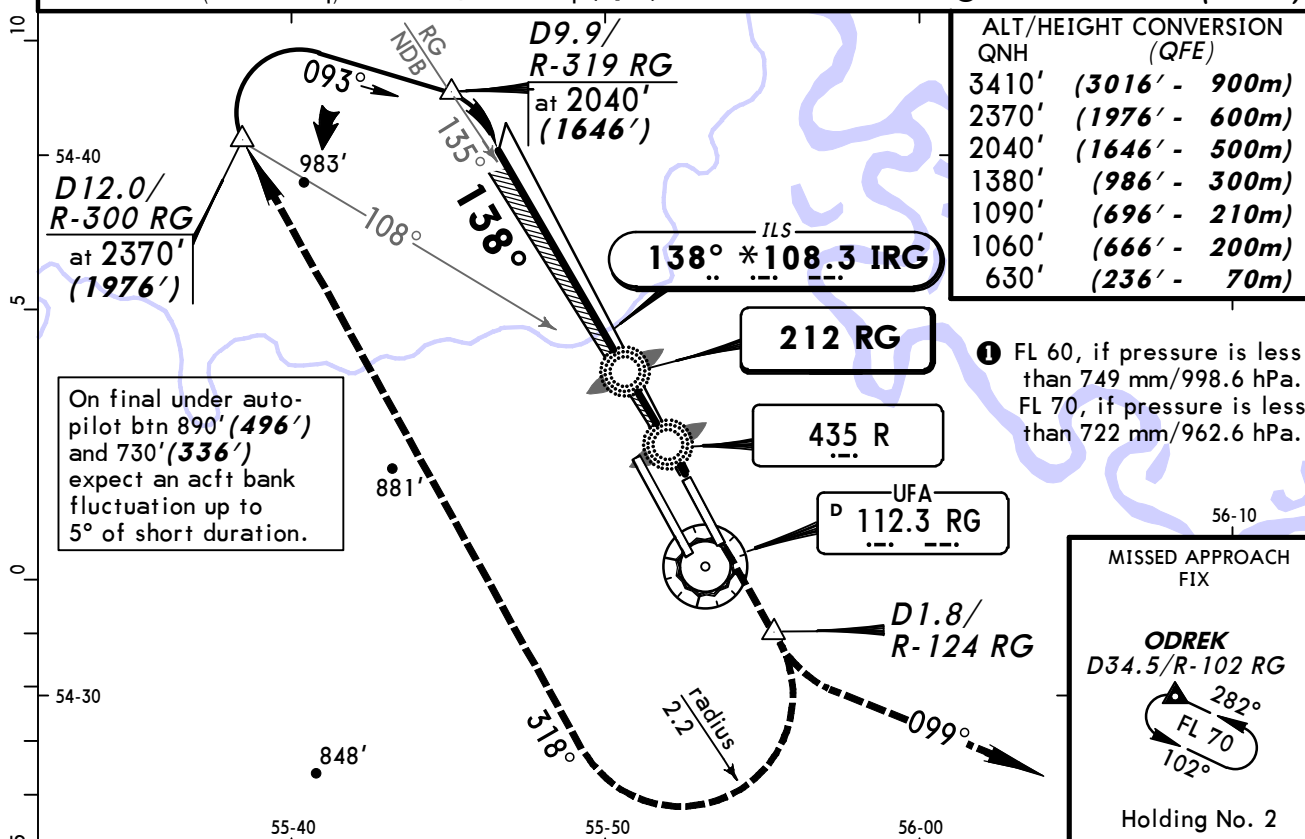
JEPPESSEN
UFA, RUSSIA
ILS or 2 NDB or NDB Rwy 14L

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')

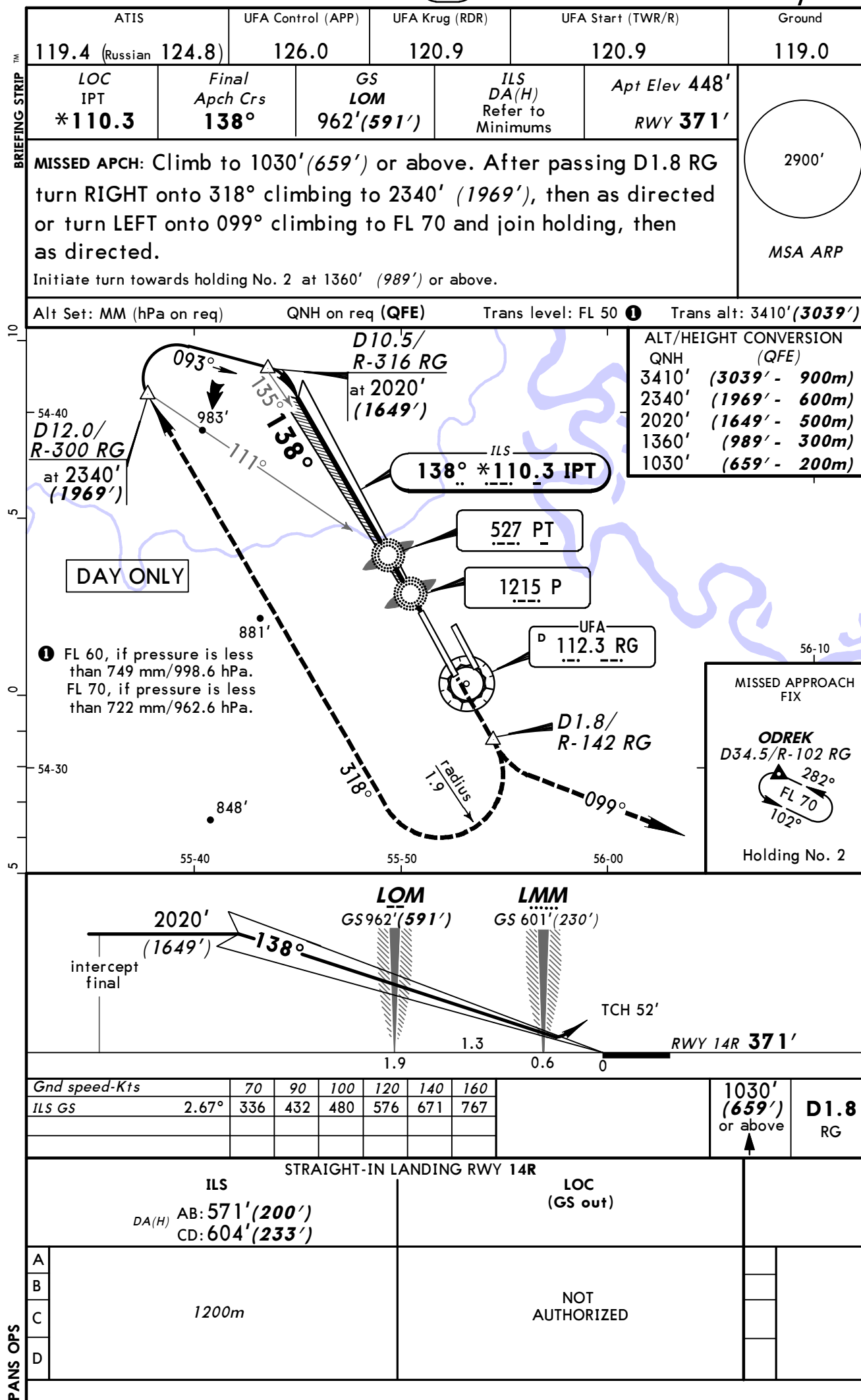


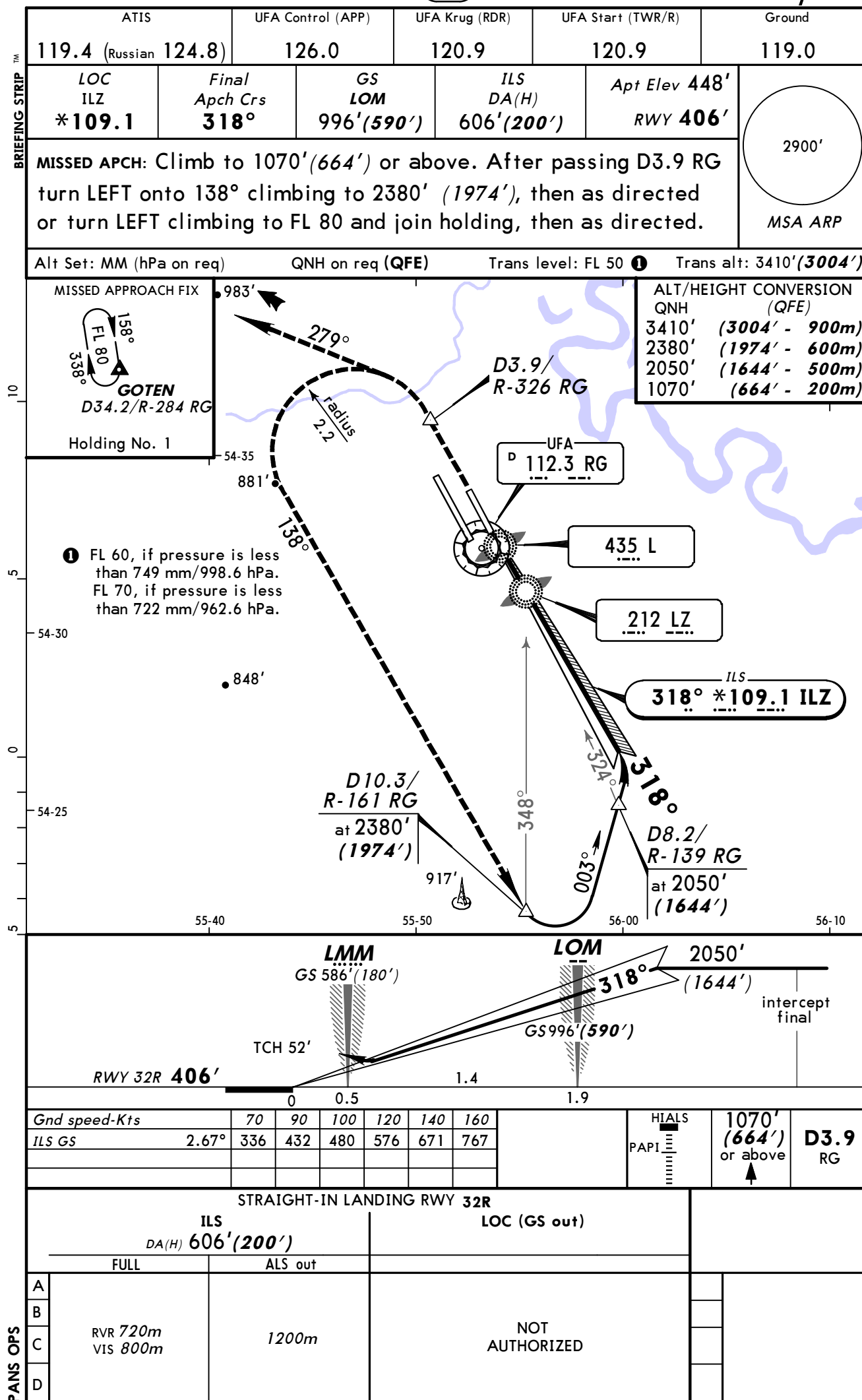
Gnd speed-Kts	70	90	100	120	140	160	HIALS		1060' (666') or above	D1.8 RG
ILS GS or NDB Descent Angle 2.67°	336	432	480	576	671	767	PAPI			

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						2400m	3200m
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1300m	2100m	2800m	3600m
D				1700m		3600m	4000m

CHANGES: Fix definitions.

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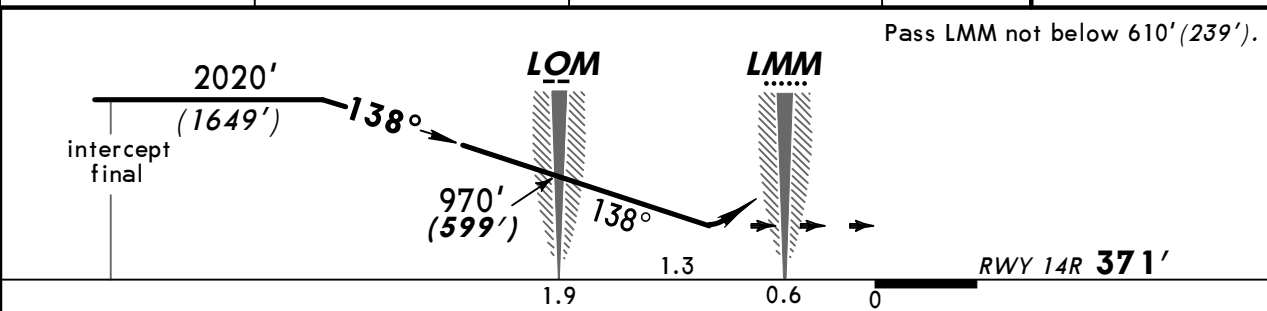
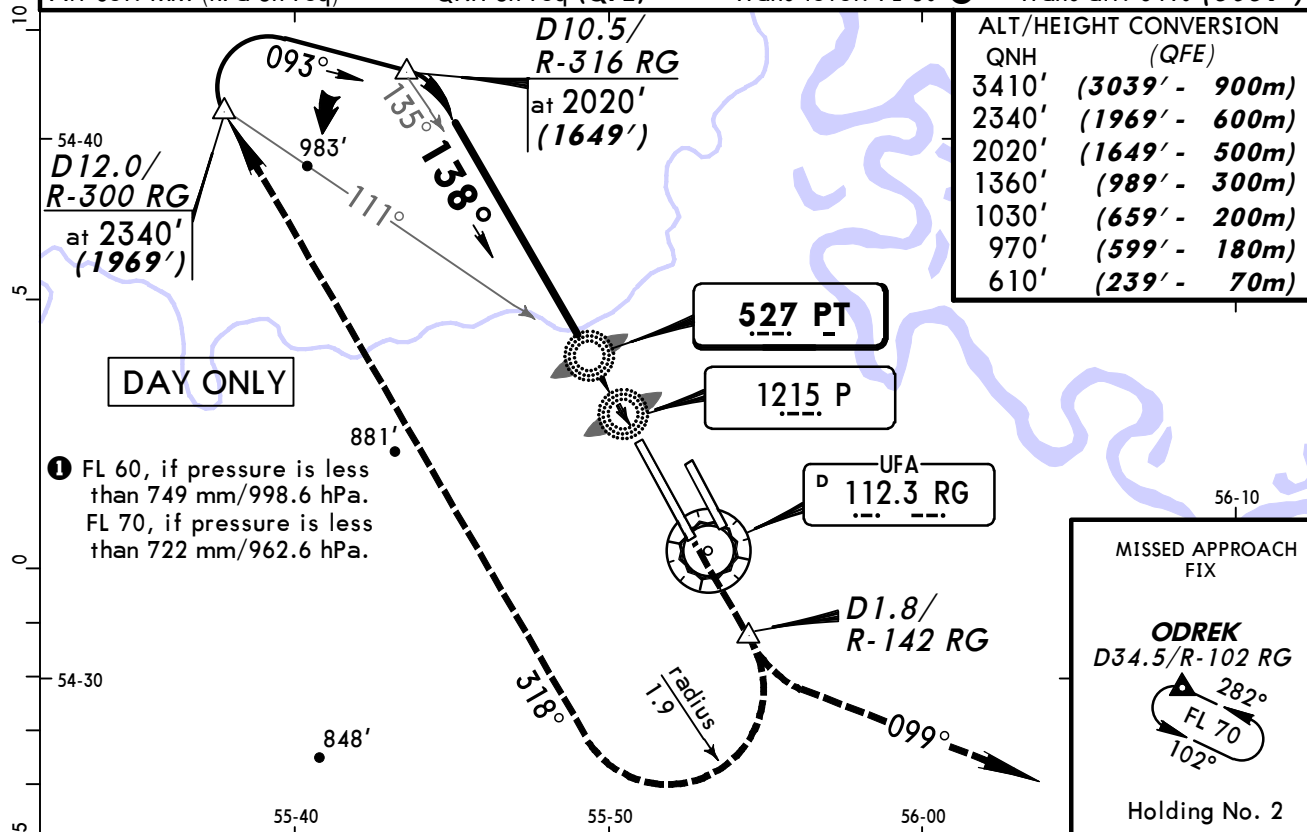
UFA, RUSSIA
2 NDB or NDB Rwy 14R

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.

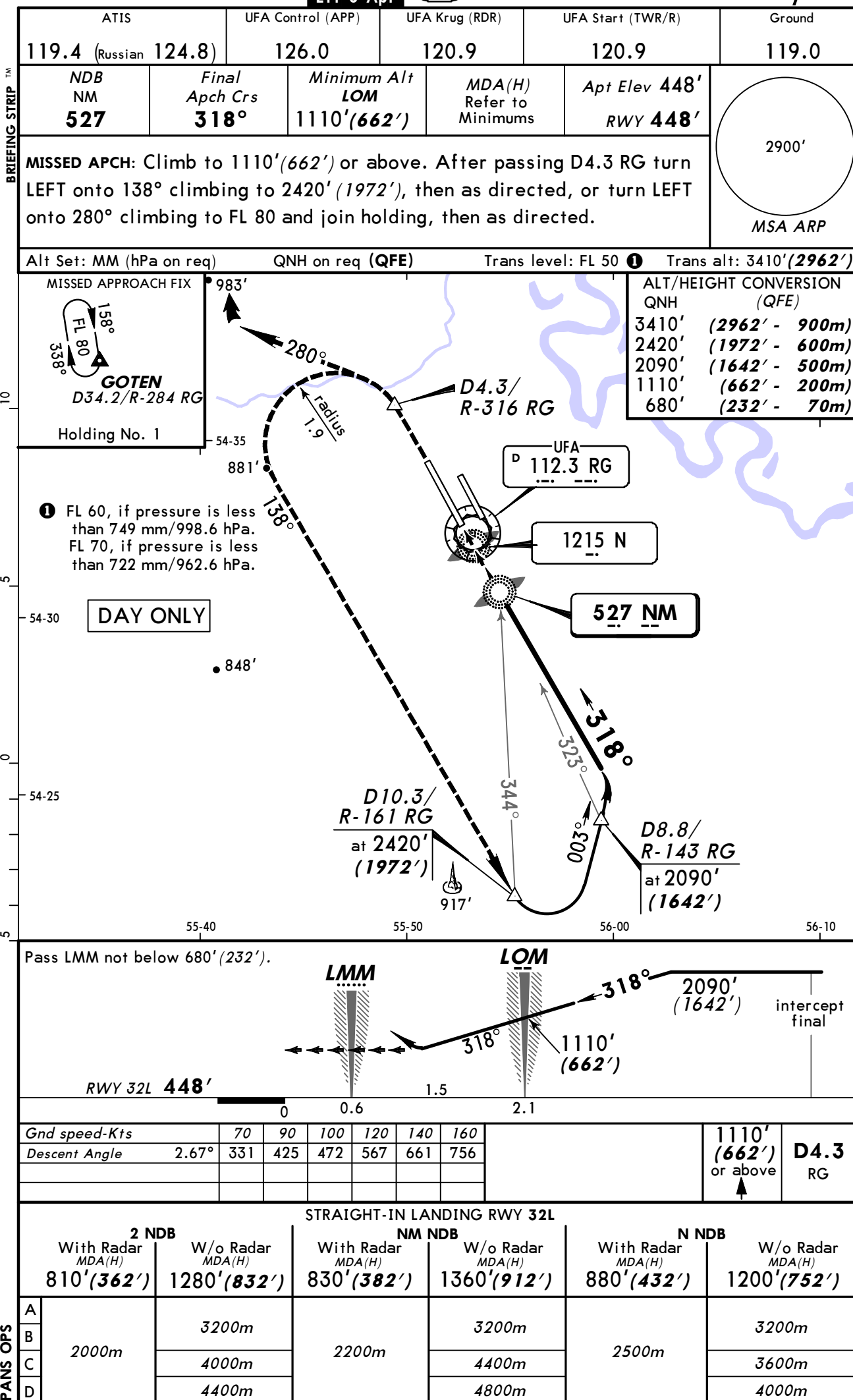
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16-2

UFA, RUSSIA
2 NDB or NDB Rwy 32L



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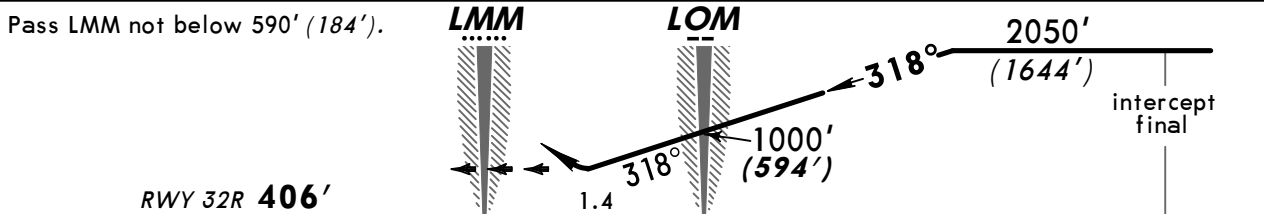
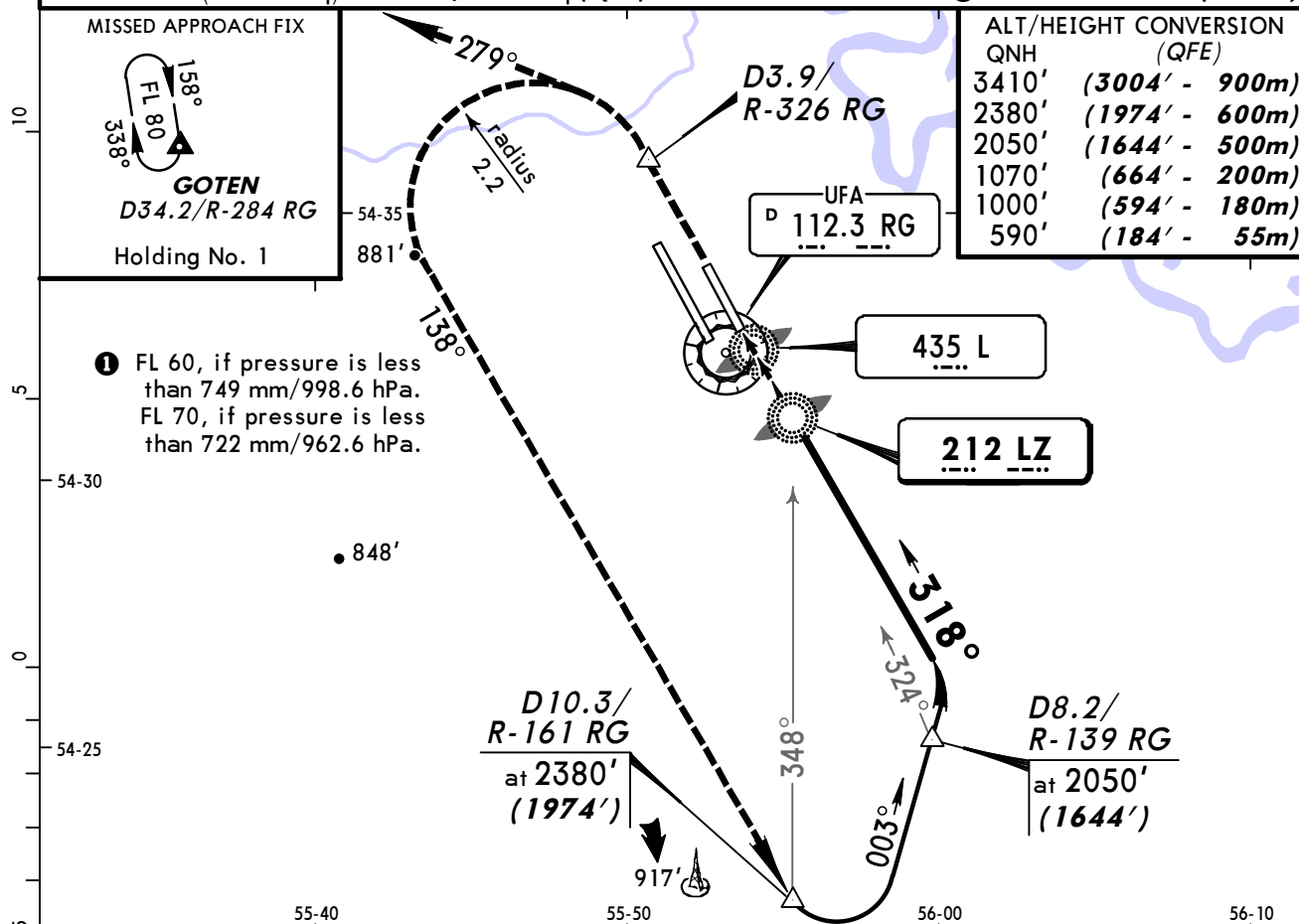
16-3

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) 800' (394')		With Radar MDA(H) 800' (394')		W/o Radar MDA(H) 1120' (714')		With Radar MDA(H) 880' (474')		W/o Radar MDA(H) 1200' (794')	
ALS out		ALS out		ALS out		ALS out		ALS out	
A									
B	1400m		1400m	2400m	3200m	2000m	2800m	2400m	3200m
C	2200m		2200m					2800m	3600m
D	1800m		1800m	3200m	3600m	2400m		3600m	4000m

CHANGES: Fix definitions.

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UFA, (UFA - UWUU)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWUU