

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UWWW

Terminal Charts For UWWW

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

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

Airport Use: Public
Magnetic Variation: 11.6°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: 0456 Z
Sunset: 1229 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

- 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

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ATIS
134.1 (Russian 134.9)Apt Elev
477'

Alt Set: MM (hPa on request) QNH on request (QFE)

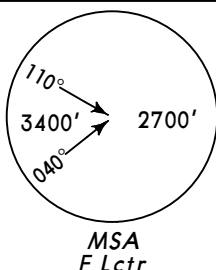
Trans level: FL50

FL60 if pressure is less than 749 mm (998.6 hPa)
and 722 mm (962.6 hPa) or above

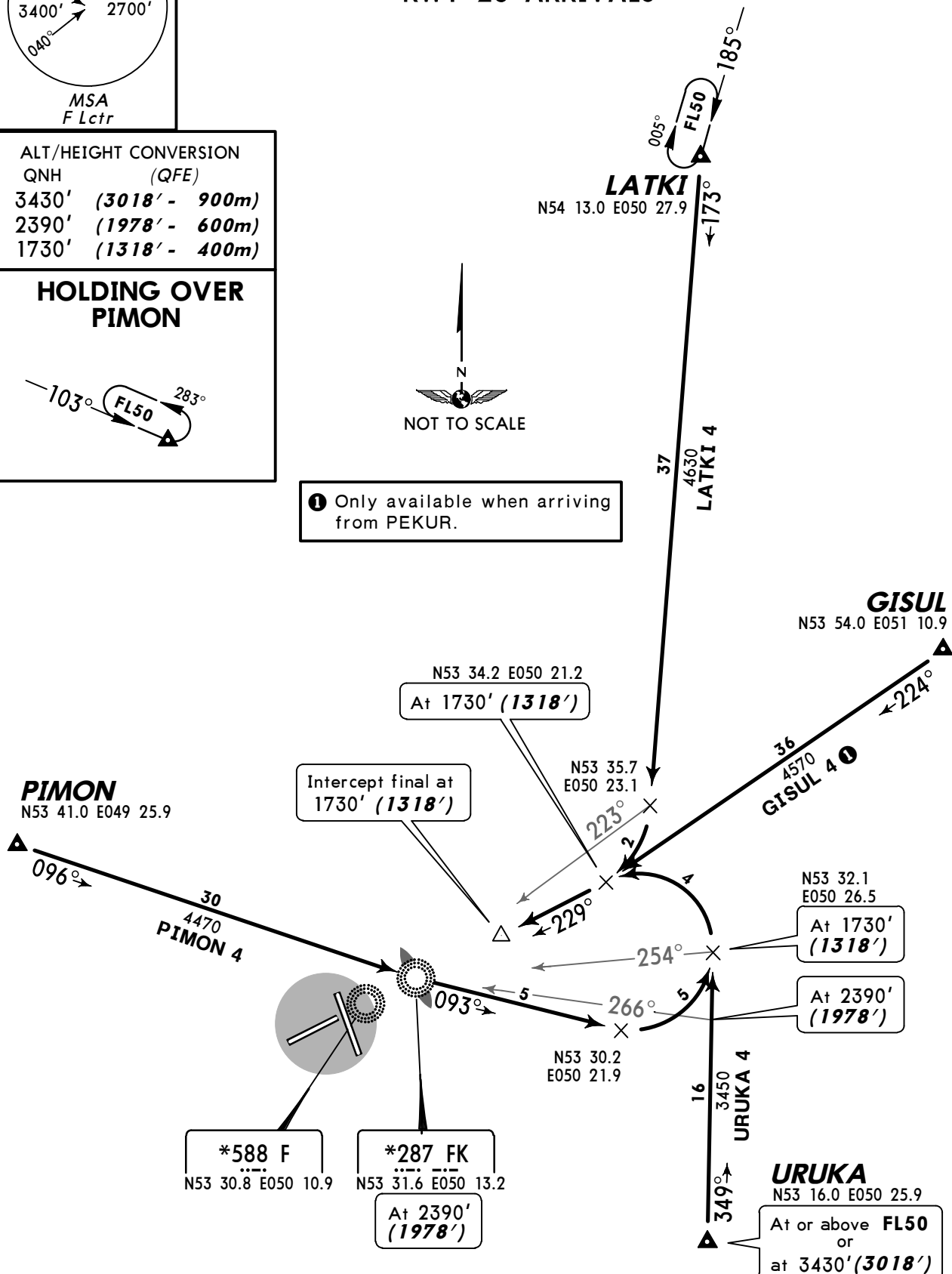
FL70 if pressure is less than 721 mm (961.3 hPa)

Trans alt: 3430' (3018')

FL by ATC.

GISUL 4 ①, LATKI 4, PIMON 4, URUKA 4
RWY 23 ARRIVALS

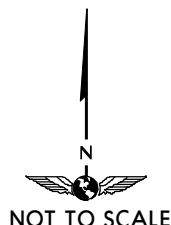
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3430'	(3018' - 900m)
2390'	(1978' - 600m)
1730'	(1318' - 400m)

HOLDING OVER
PIMON① Only available when arriving
from PEKUR.

Alt Set: MM (hPa on request) QNH on request (**QFE**)
Trans level: FL50
 FL60 if pressure is less than 749 mm (998.6 hPa)
 and 722 mm (962.6 hPa) or above
 FL70 if pressure is less than 721 mm (961.3 hPa)
Trans alt: 3430' (**3015'**)
FL by ATC.



1 Only available when arriving from PEKUR.



ALT/HEIGHT CONVERSION
QNH (QFE)

3430'	(3015' - 900m)
2390'	(1975' - 600m)
1730'	(1315' - 400m)

ATIS
134.1 (Russian 134.9)Apt Elev
477'

Alt Set: MM (hPa on request) QNH on request (QFE)

Trans level: FL50

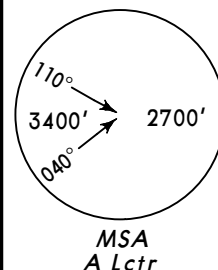
FL60 if pressure is less than 749 mm (998.6 hPa)
and 722 mm (962.6 hPa) or above

FL70 if pressure is less than 721 mm (961.3 hPa)

Trans alt: 3430' (3043')

FL by ATC.

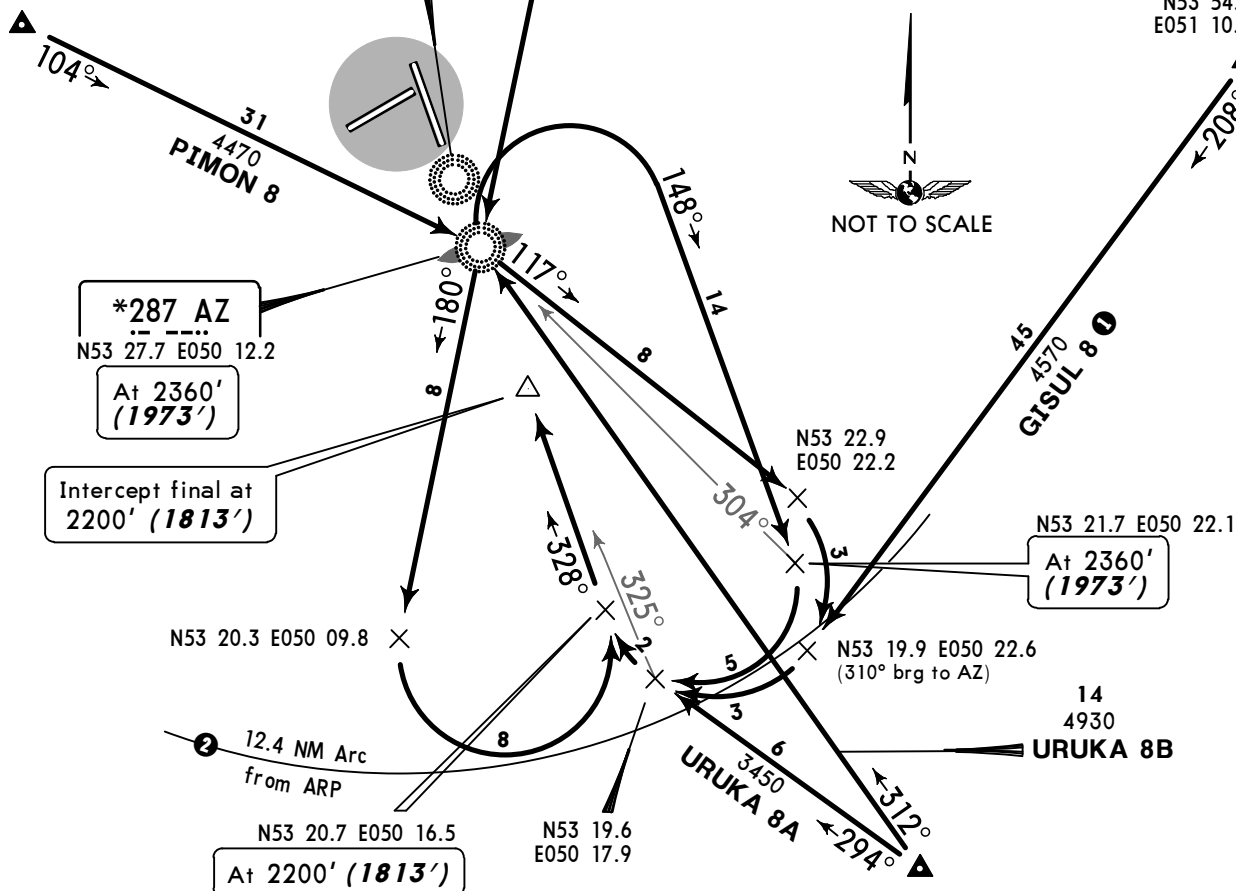
GISUL 8①

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)

- ① Only available when arriving from PEKUR.
- ② The maximum distance from ARP when turning on final should not exceed 12.4 NM.

PIMON
N53 41.0 E049 25.9*588 A
N53 29.1 E050 11.3GISUL
N53 54.0 E051 10.9HOLDING OVER
PIMON

Apt Elev
477'

QNH on request (QFE)

Trans level: FL50

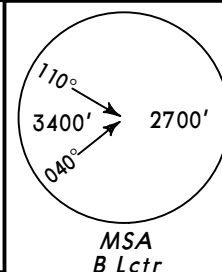
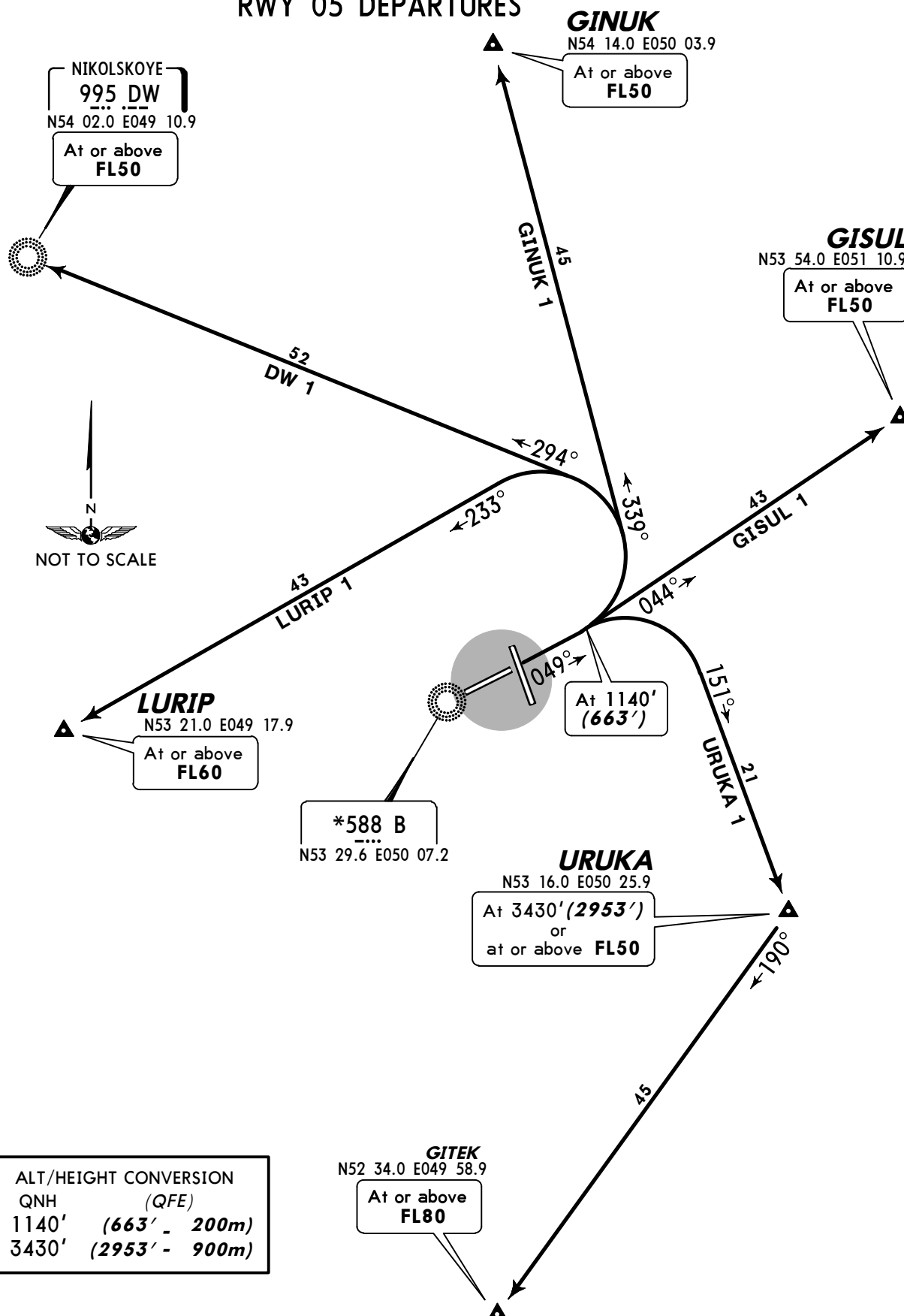
FL60 if pressure is less than 749 mm (998.6 hPa)

and 722 mm (962.6 hPa) or above

FL70 if pressure is less than 721 mm (961.3 hPa)

Trans alt: 3430' (2953')

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

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

Apt Elev
477'

QNH on request (QFE)

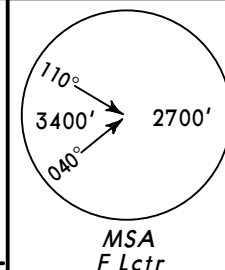
Trans level: FL50

FL60 if pressure is less than 749 mm (998.6 hPa)
and 722 mm (962.6 hPa) or above

FL70 if pressure is less than 721 mm (961.3 hPa)

Trans alt: 3430' (3018')

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



DW 3, GINUK 3, GISUL 3, LURIP 3

URUKA 3A [URUK3A]

URUKA 3B [URUK3B] ①

RWY 23 DEPARTURES

GINUK

N54 14.0 E050 03.9

At or above
FL50

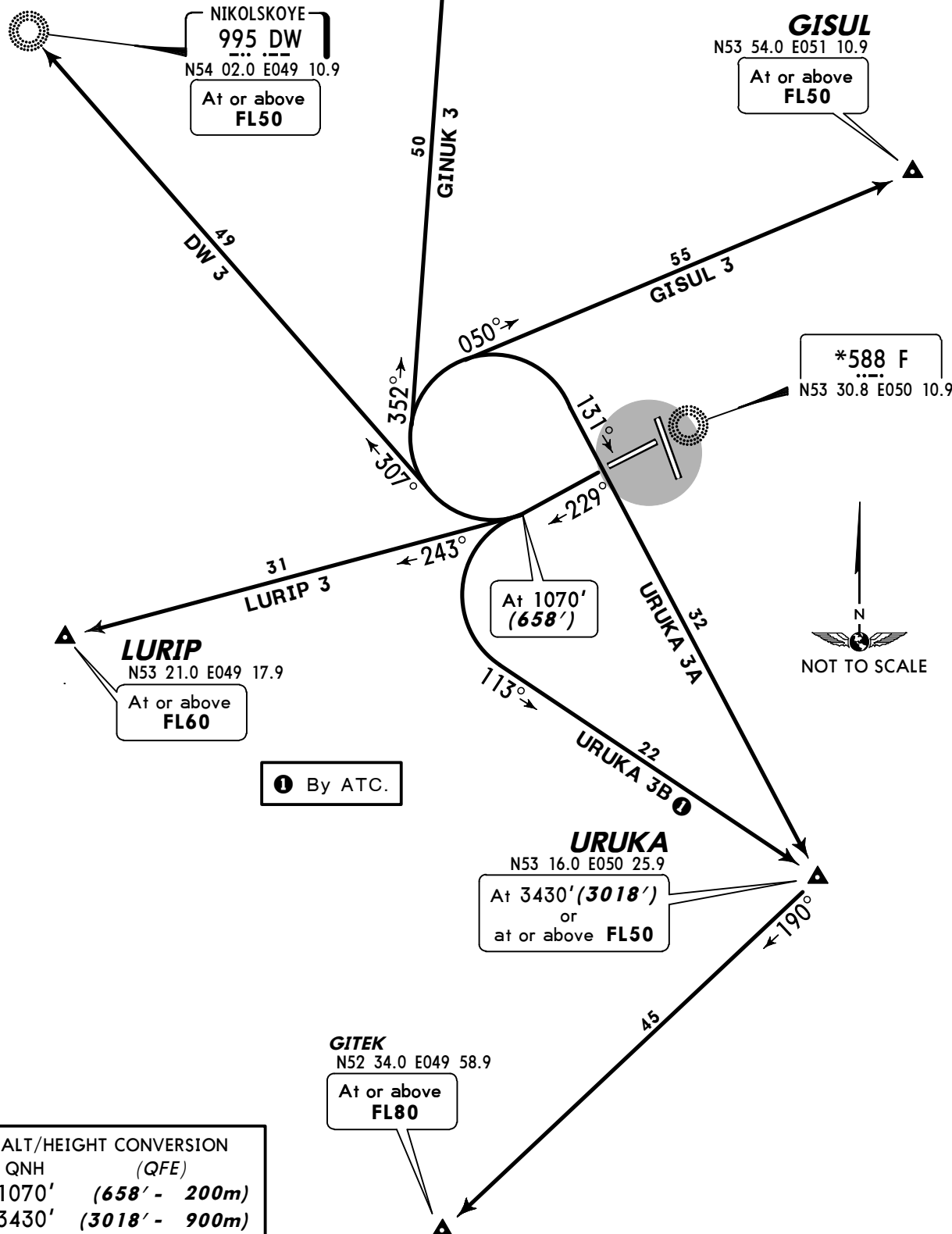
GISUL

N53 54.0 E051 10.9

At or above
FL50

NIKOLSKOYE
995 DW
N54 02.0 E049 10.9
At or above
FL50

*588 F
N53 30.8 E050 10.9



ALT/HEIGHT CONVERSION
QNH (QFE)
1070' (658' - 200m)
3430' (3018' - 900m)

Apt Elev
477'

QNH on request (QFE)

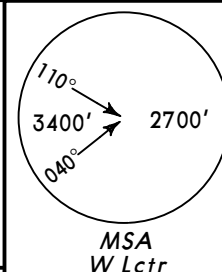
Trans level: FL50

FL60 if pressure is less than 749 mm (998.6 hPa)
and 722 mm (962.6 hPa) or above

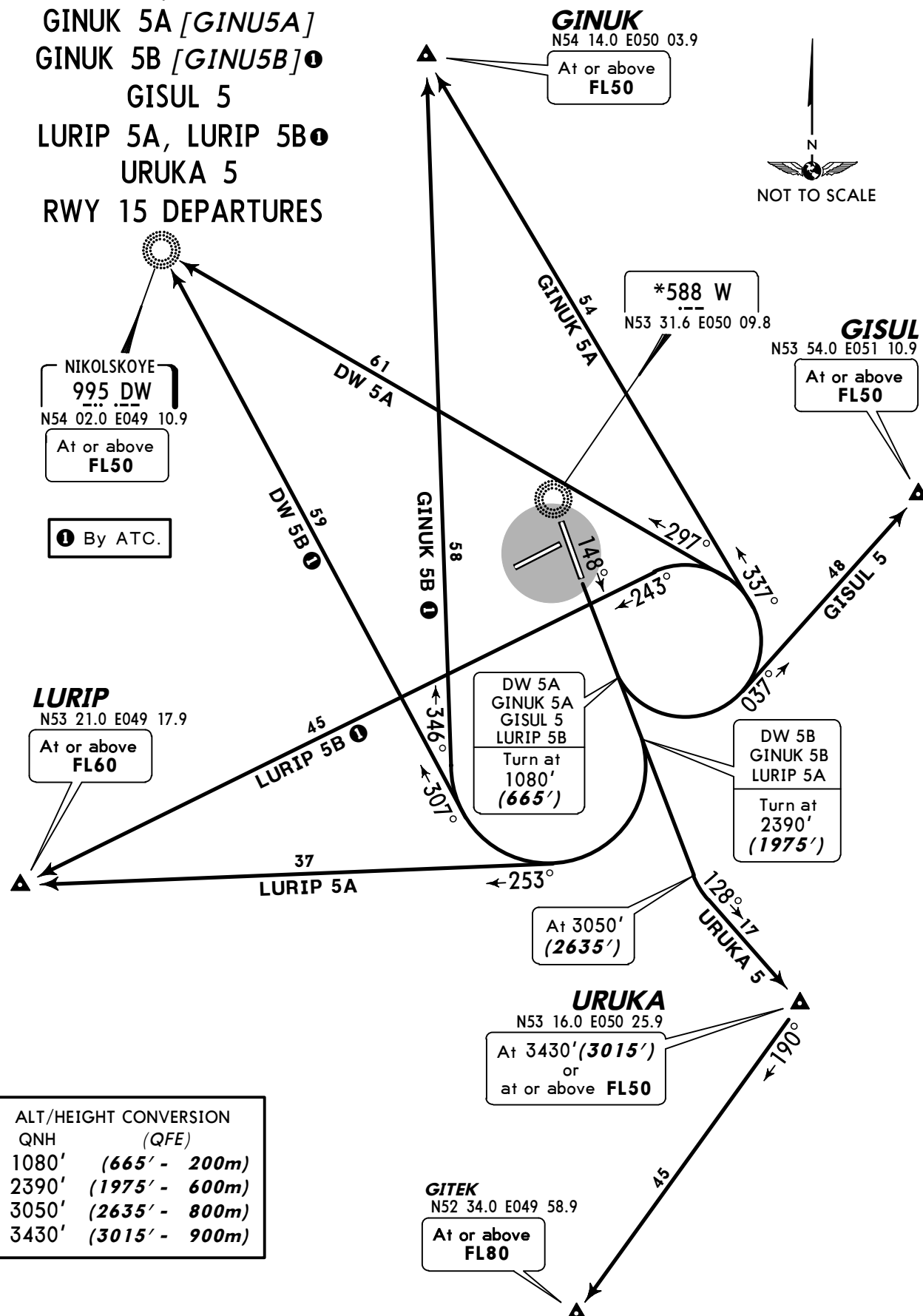
FL70 if pressure is less than 721 mm (961.3 hPa)

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 5B
GINUK 5A [GINU5A]
GINUK 5B [GINU5B]
GISUL 5
LURIP 5A, LURIP 5B
URUKA 5
RWY 15 DEPARTURES



Apt Elev
477'

QNH on request (QFE)

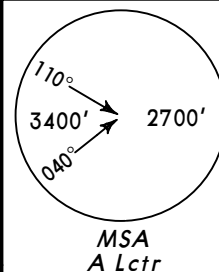
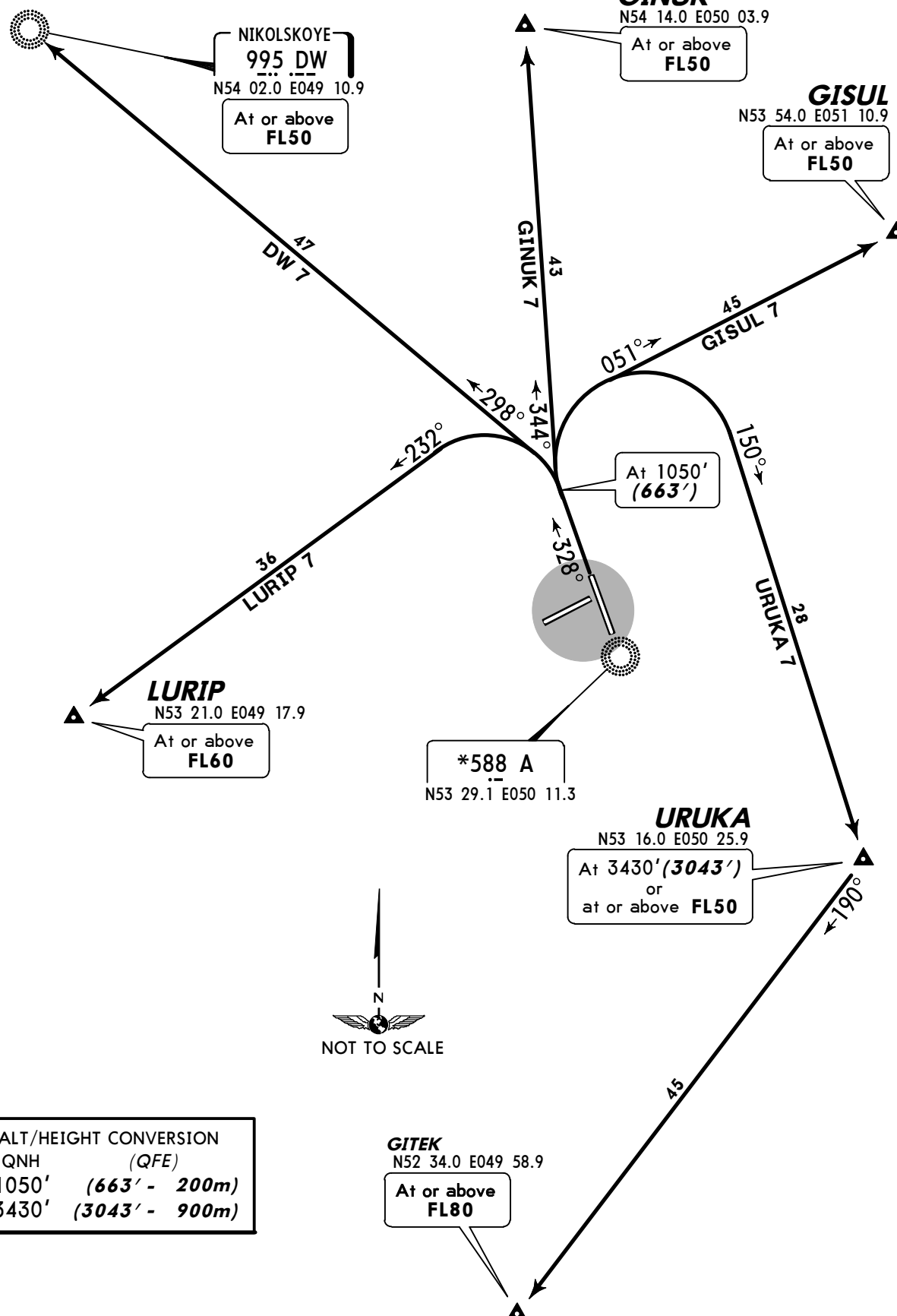
Trans level: FL50

FL60 if pressure is less than 749 mm (998.6 hPa)
and 722 mm (962.6 hPa) or above

FL70 if pressure is less than 721 mm (961.3 hPa)

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

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

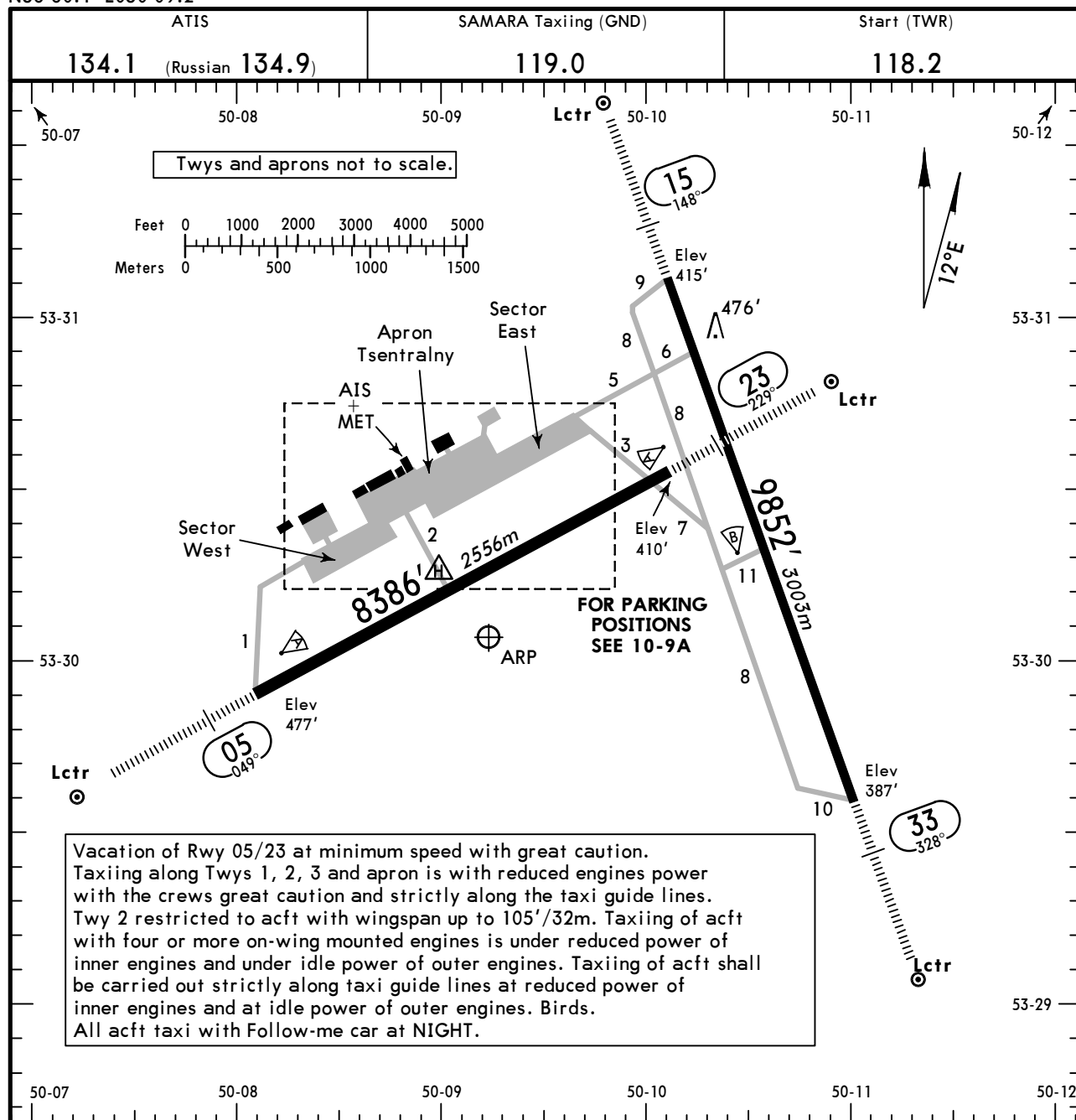
Take-off/departure along corridor 3 based on a straight ahead climb up to 3040' (2625' - 800m) before turning towards the corridor.

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

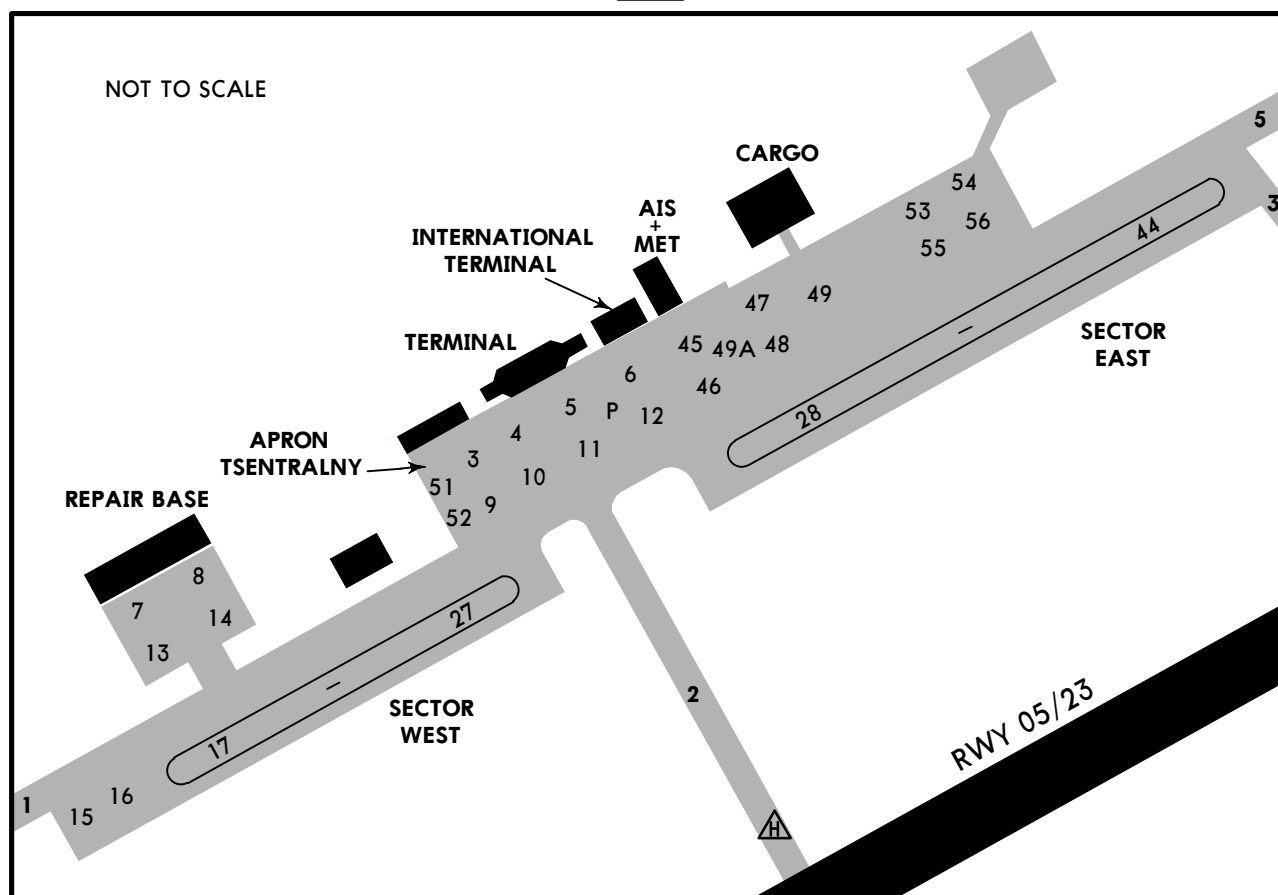
Between 2300-0700LT engine run-up tests are prohibited on the bay near the hangar and on stands 15 and 16.



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

① 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	400m
B	
C	
D	



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.

STRAIGHT-IN RWY		A	B	C	D
05	ILS	677' (200')	677' (200')	677' (200')	677' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ①	900' (423')	900' (423')	900' (423')	900' (423')
	<i>ALS out</i>	R1300m	R1300m	R1300m	R1300m
		R1500m	R1500m	R2000m	R2000m
	NDB ①	900' (423')	900' (423')	900' (423')	900' (423')
	with FAF	R1300m	R1300m	R1300m	R1300m
	<i>ALS out</i>	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')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ①	930' (515')	930' (515')	930' (515')	930' (515')
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
		R1500m	R1500m	C2400m	C2400m
	NDB ①	770' (355')	770' (355')	770' (355')	770' (355')
	with FAF	R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
	NDB	1180' (765')	1180' (765')	1180' (765')	1180' (765')
	w/o FAF	C3100m	C3100m	C3300m	C3300m
	<i>ALS out</i>	C3800m	C3800m	C4000m	C4000m
23	ILS	612' (200')	612' (200')	612' (200')	612' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ①	890' (480')	890' (480')	890' (480')	890' (480')
	<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
		R1500m	R1500m	C2200m	C2200m
	NDB ①	770' (358')	770' (358')	770' (358')	770' (358')
	with FAF	R900m	R900m	R900m	R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
	NDB ①	770' (358')	770' (358')	770' (358')	770' (358')
	w/o FAF	R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m

① Continuous Descent Final Approach.

STRAIGHT-IN RWY	A	B	C	D
33				
ILS	587' (200')	587' (200')	587' (200')	587' (200')
<i>FULL</i>	R550m	R550m	R550m	R550m
<i>Limited</i>	R750m	R750m	R750m	R750m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNAV ①	770' (383')	770' (383')	770' (383')	770' (383')
	R1100m	R1100m	R1100m	R1100m
<i>ALS out</i>	R1500m	R1500m	R1800m	R1800m
NDB ①	740' (353')	740' (353')	740' (353')	740' (353')
with FAF	R900m	R900m	R900m	R900m
<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
NDB	1390' (1003')	1390' (1003')	1390' (1003')	1390' (1003')
w/o FAF	C4300m	C4300m	C4500m	C4500m
<i>ALS out</i>	C5000m	C5000m	C5000m	C5000m

① Continuous Descent Final Approach.

TAKE-OFF RWY 05, 15, 23, 33

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

STRAIGHT-IN RWY		A	B	C	D
05	ILS	677' (200')	677' (200')	677' (200')	677' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	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
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	900' (423')	900' (423')	900' (423')	900' (423')
	with FAF	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
15	NDB	1960' (1483')	1960' (1483')	1960' (1483')	1960' (1483')
	w/o FAF	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	ILS	615' (200')	615' (200')	615' (200')	615' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	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
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
23	NDB	750' (335')	750' (335')	750' (335')	750' (335')
	with FAF	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	1180' (765')	1180' (765')	1180' (765')	1180' (765')
	w/o FAF	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	ILS	612' (200')	612' (200')	612' (200')	612' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	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
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	NDB	760' (348')	760' (348')	760' (348')	760' (348')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

STRAIGHT-IN RWY		A	B	C	D
33	ILS	587' (200')	587' (200')	587' (200')	587' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	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
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	720' (333')	720' (333')	720' (333')	720' (333')
	with FAF	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	1390' (1003')	1390' (1003')	1390' (1003')	1390' (1003')
	w/o FAF	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

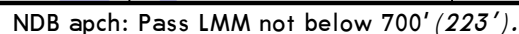
TAKE-OFF RWY 05, 15, 23, 33

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

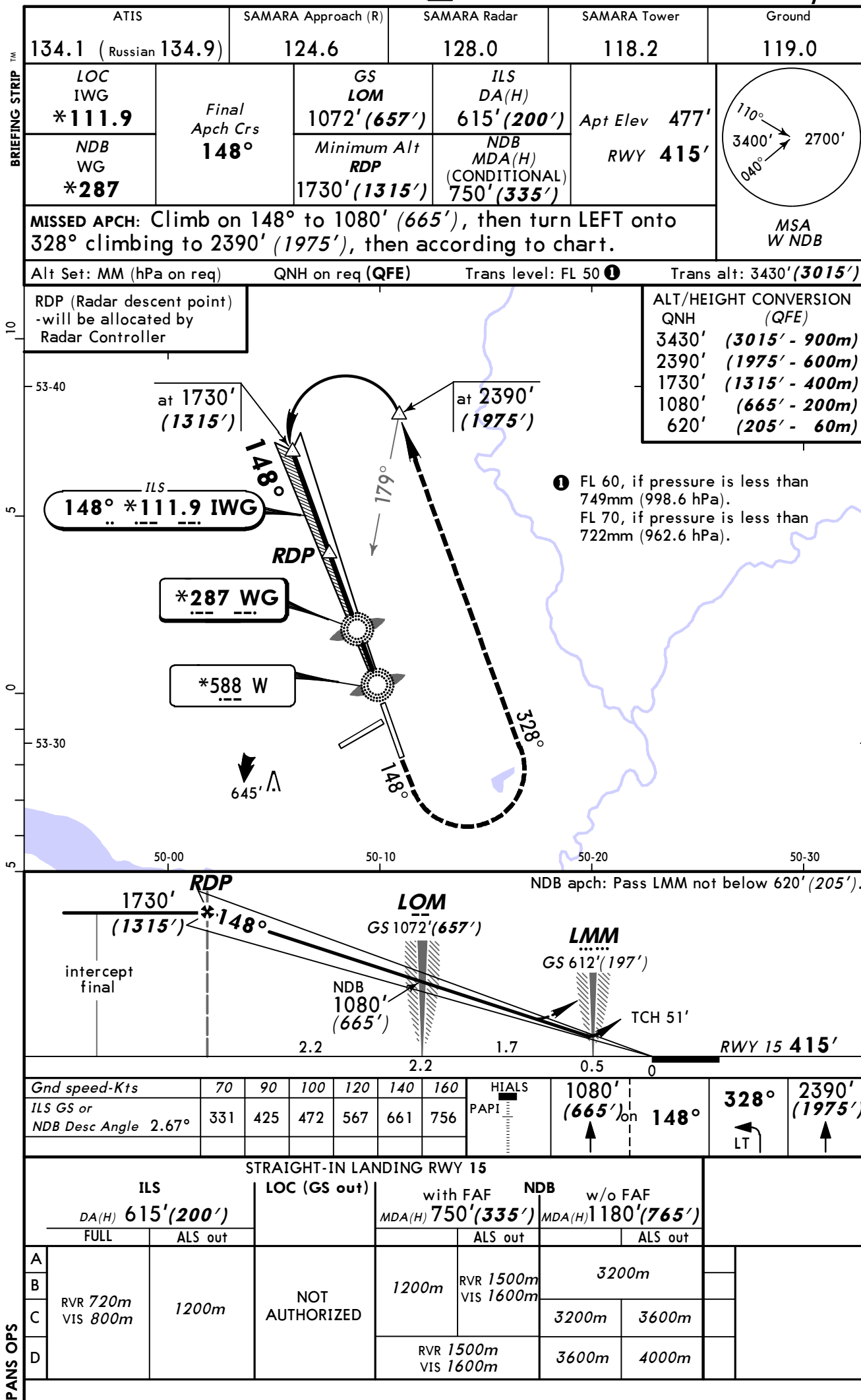
BRIEFING STRIP TM

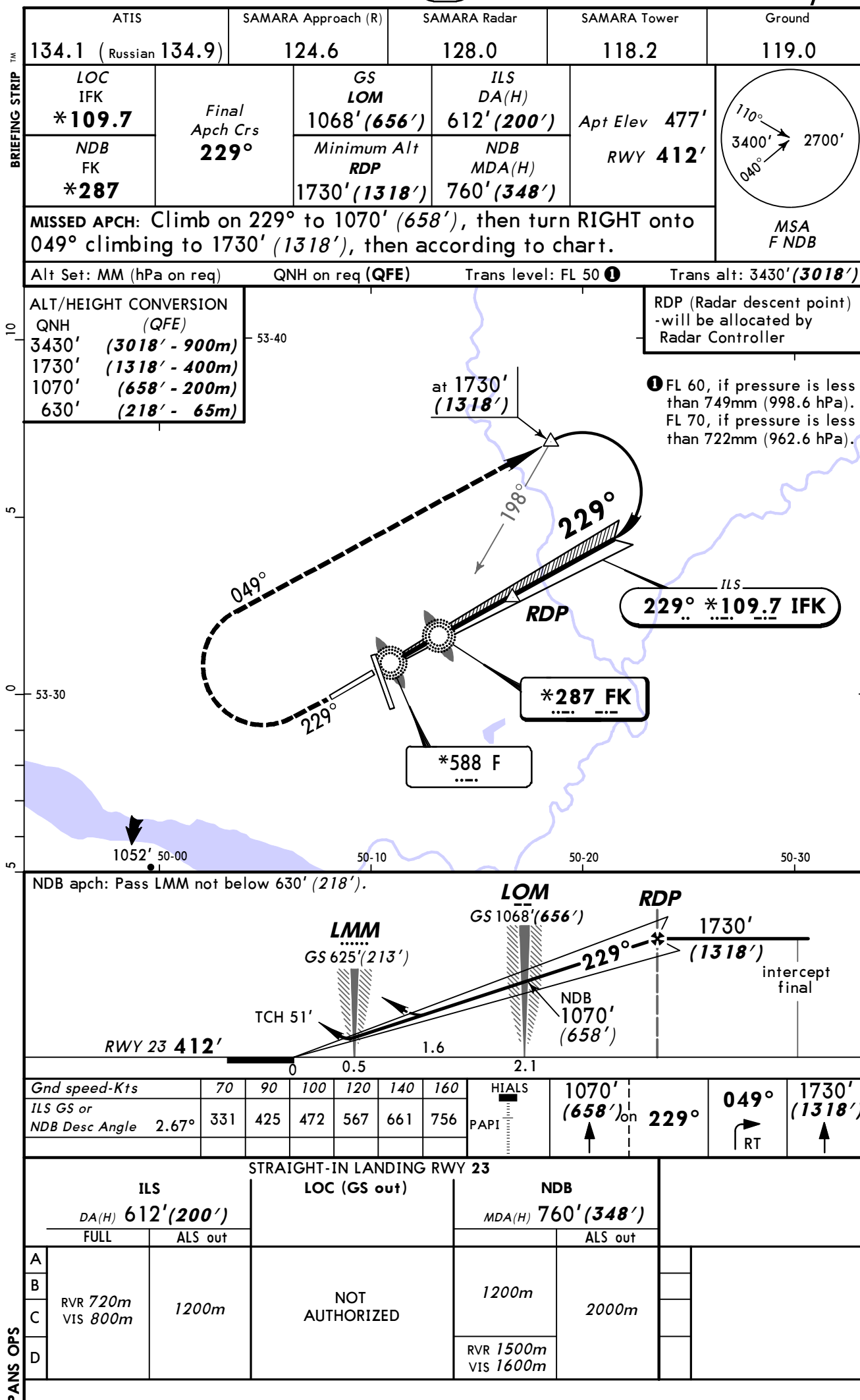
10

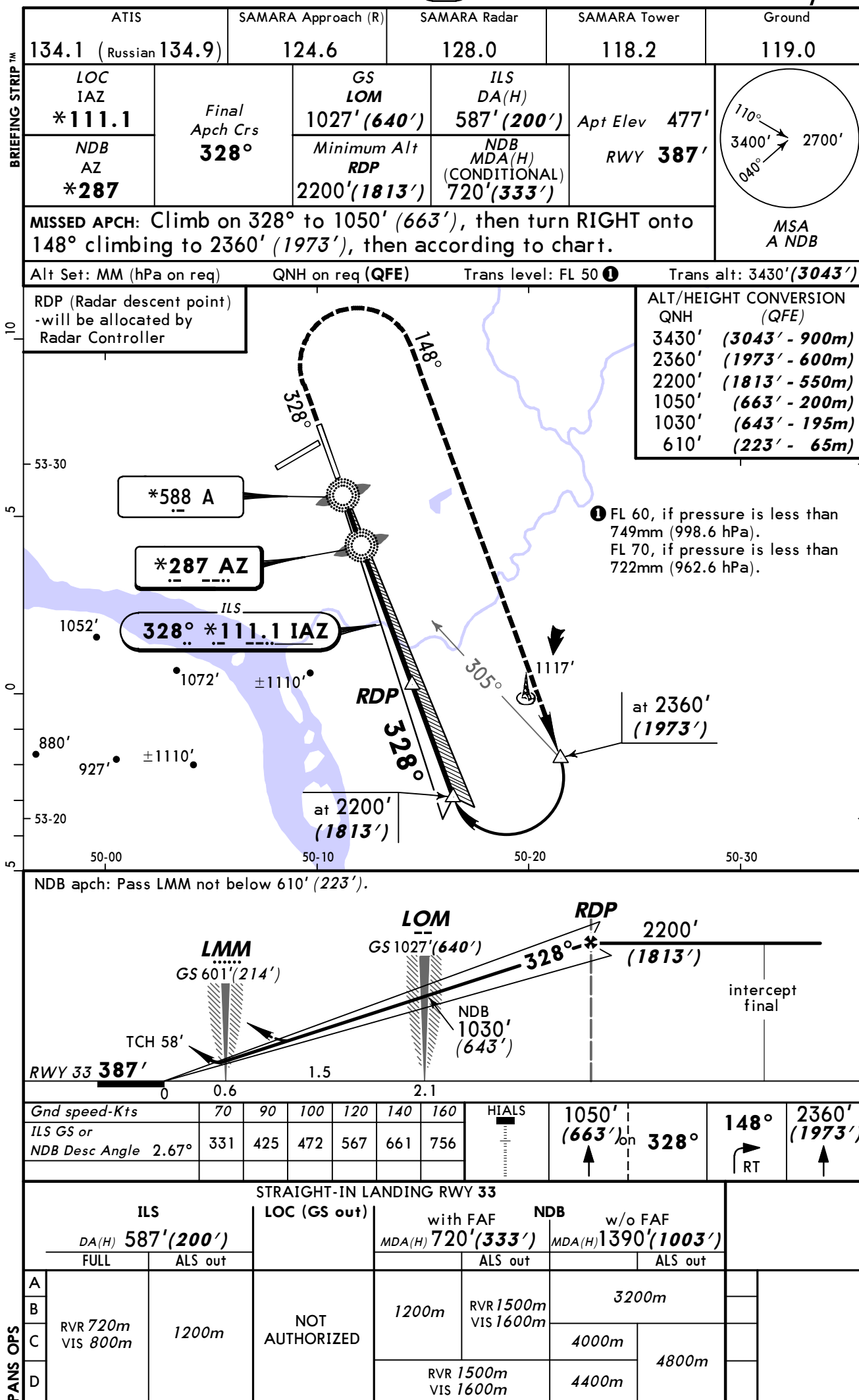
RDP (Radar descent point)
-will be allocated by
Radar Controller

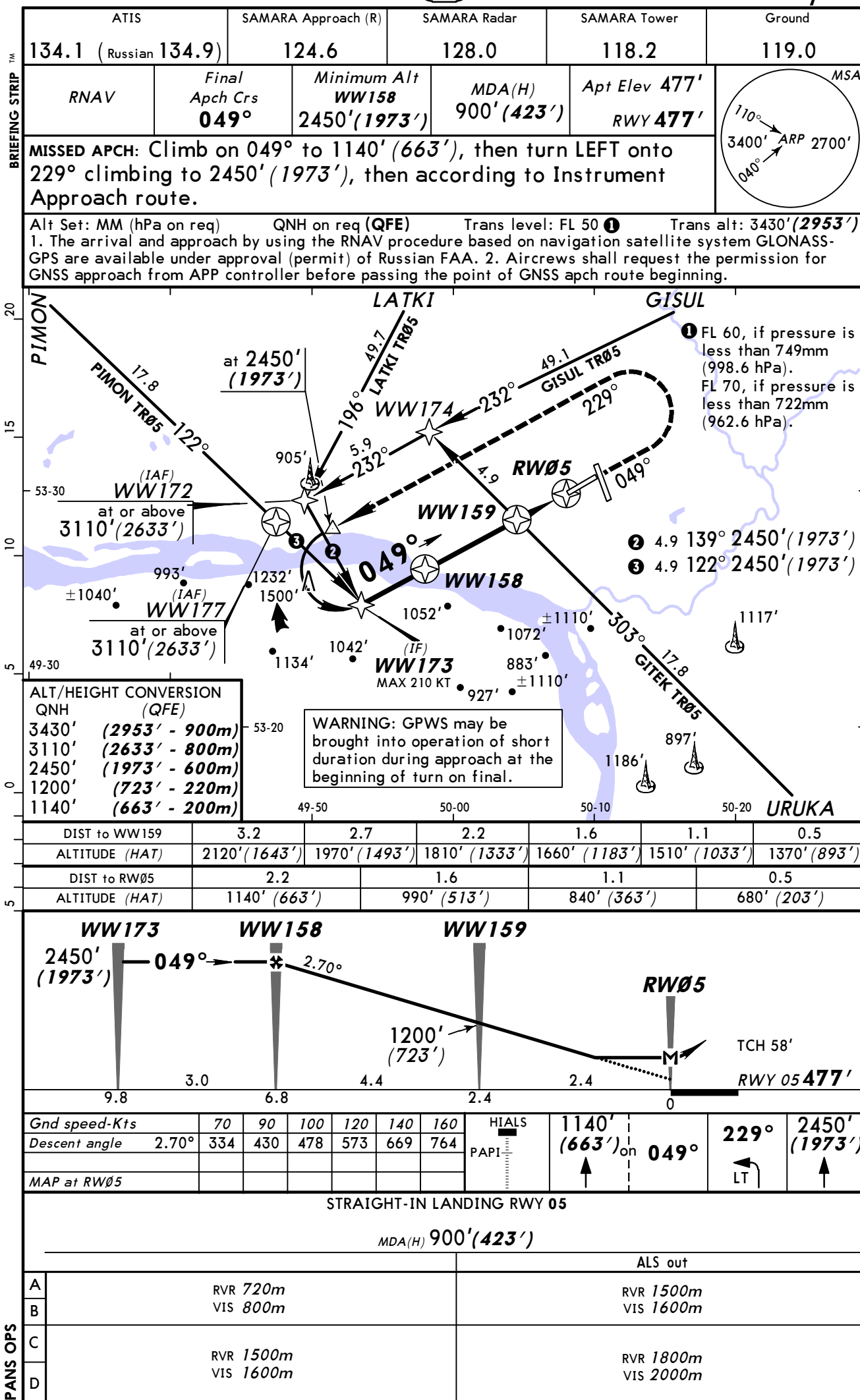
HIALS

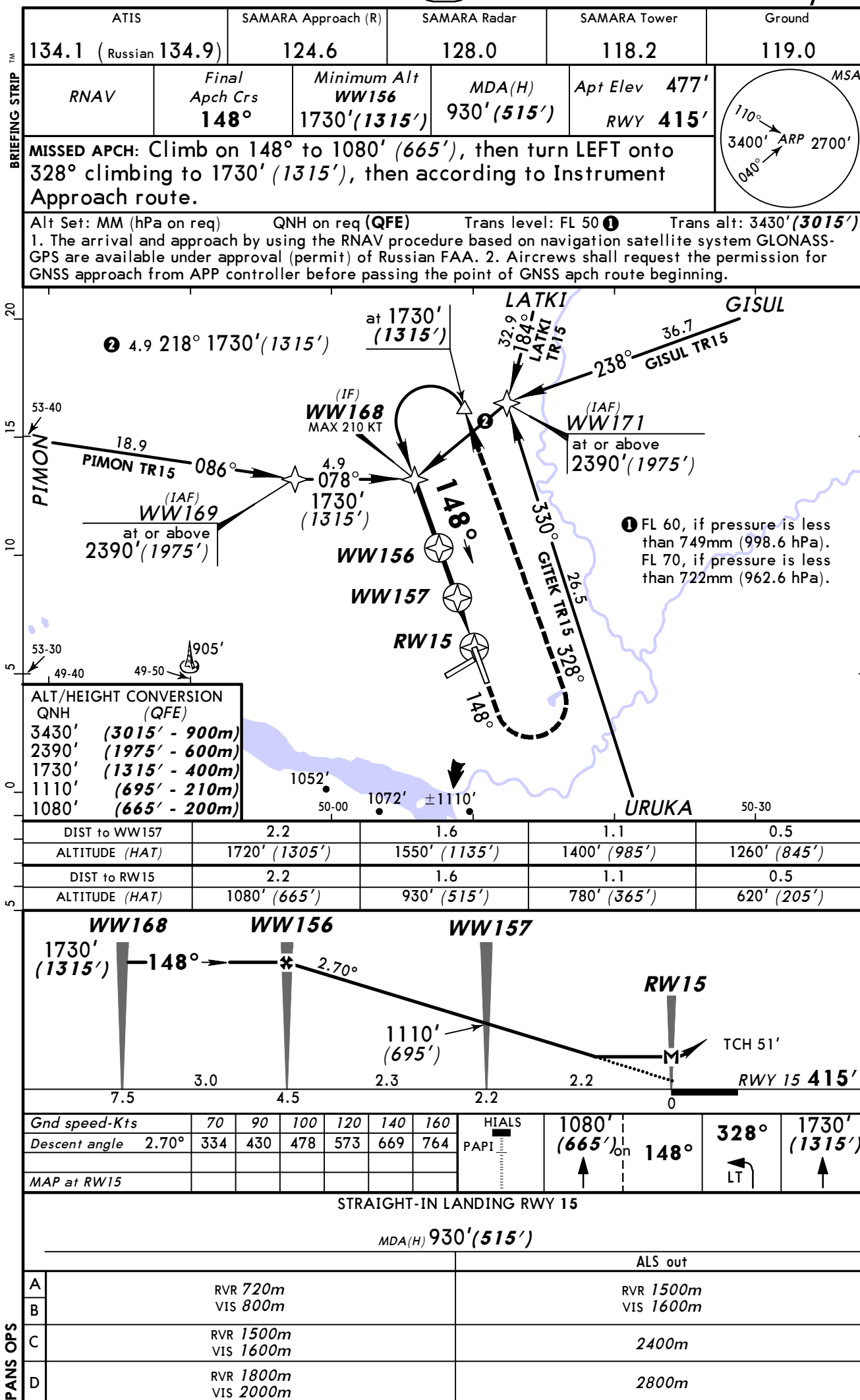
PANS OPS

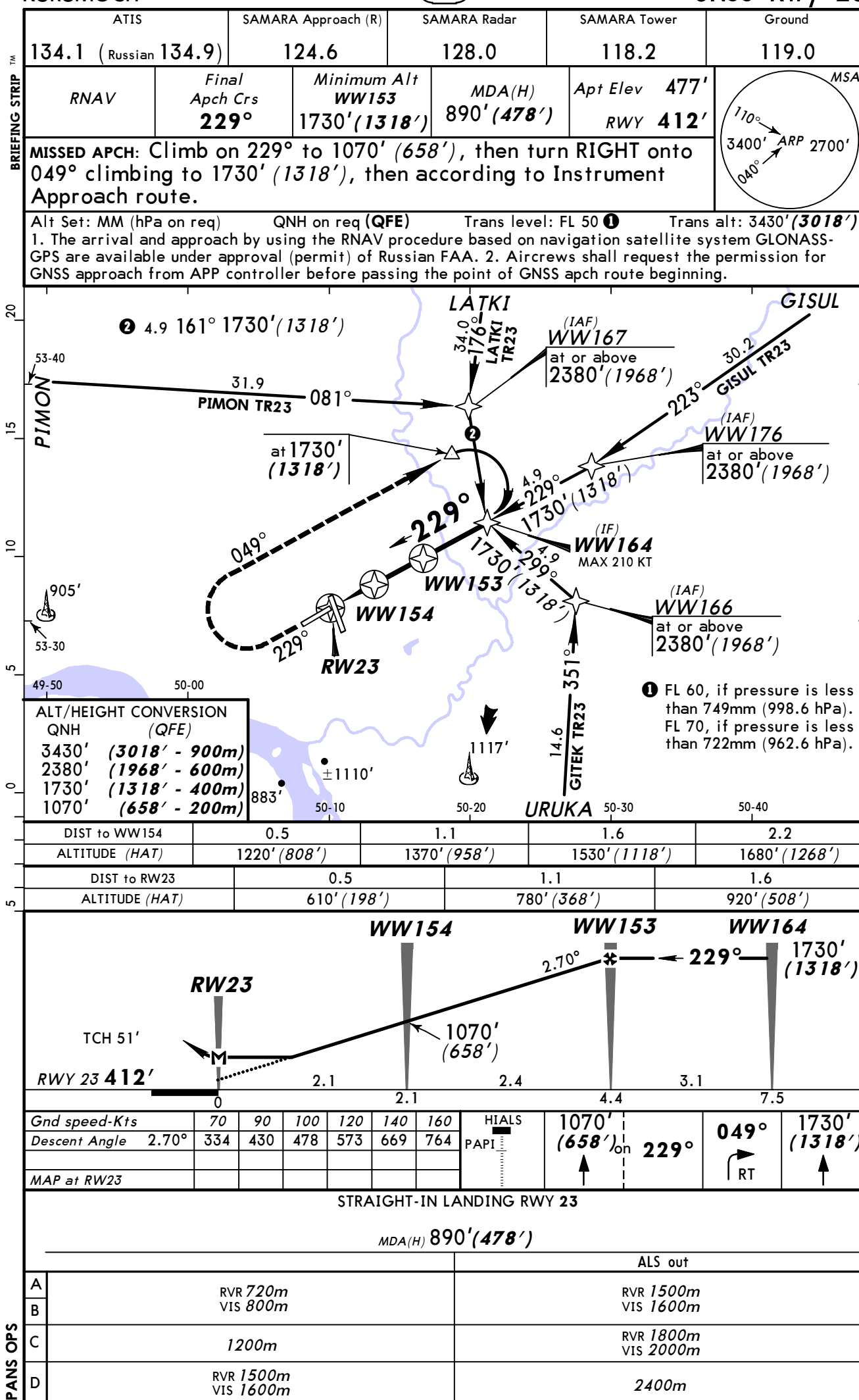












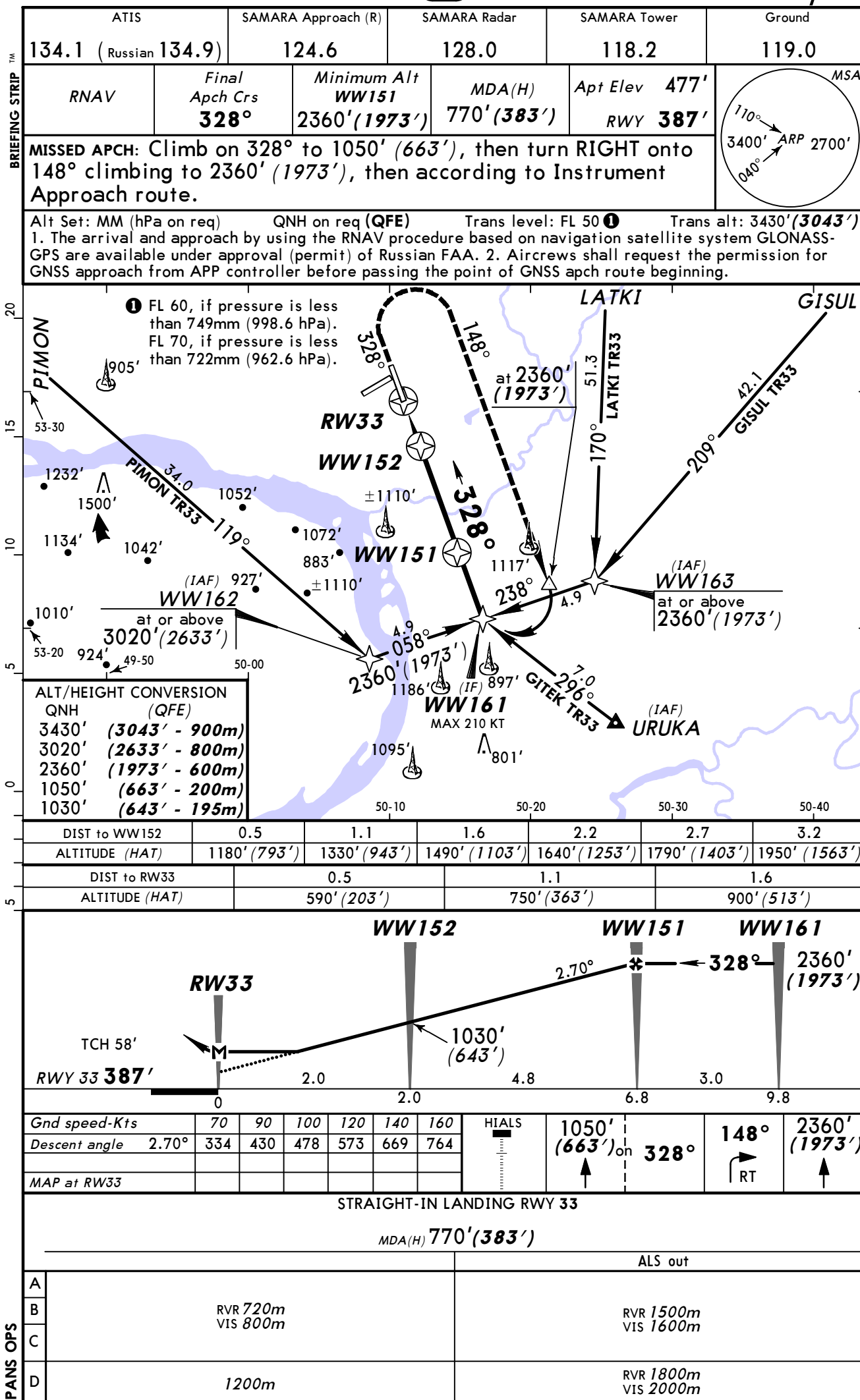


Chart changes since cycle 24-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SAMARA, (KURUMOCH - UWWW)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UWWW

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

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

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Until 19 May 13 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°.