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Changed chart(s) since Disc 26-2012

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 26-2012

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UWUU

General Info

Ufa, RUS

N 54° 33.5' E 55° 52.4' Mag Var: 11.5°E

Elevation: 448'

Public, IFR, Control Tower, Customs, Jet Starting Unit available

Fuel: Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+6:00 no DST

Runway Info

Runway 14L-32R 8255' x 161' asphalt

Runway 14R-32L 12352' x 200' concrete

Runway 14L (138.0°M) TDZE 394'

Lights: Edge, ALS

Runway 14R (138.0°M) TDZE 371'

Runway 32L (318.0°M) TDZE 448'

Runway 32R (318.0°M) TDZE 406'

Lights: Edge, ALS

Communications Info

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**

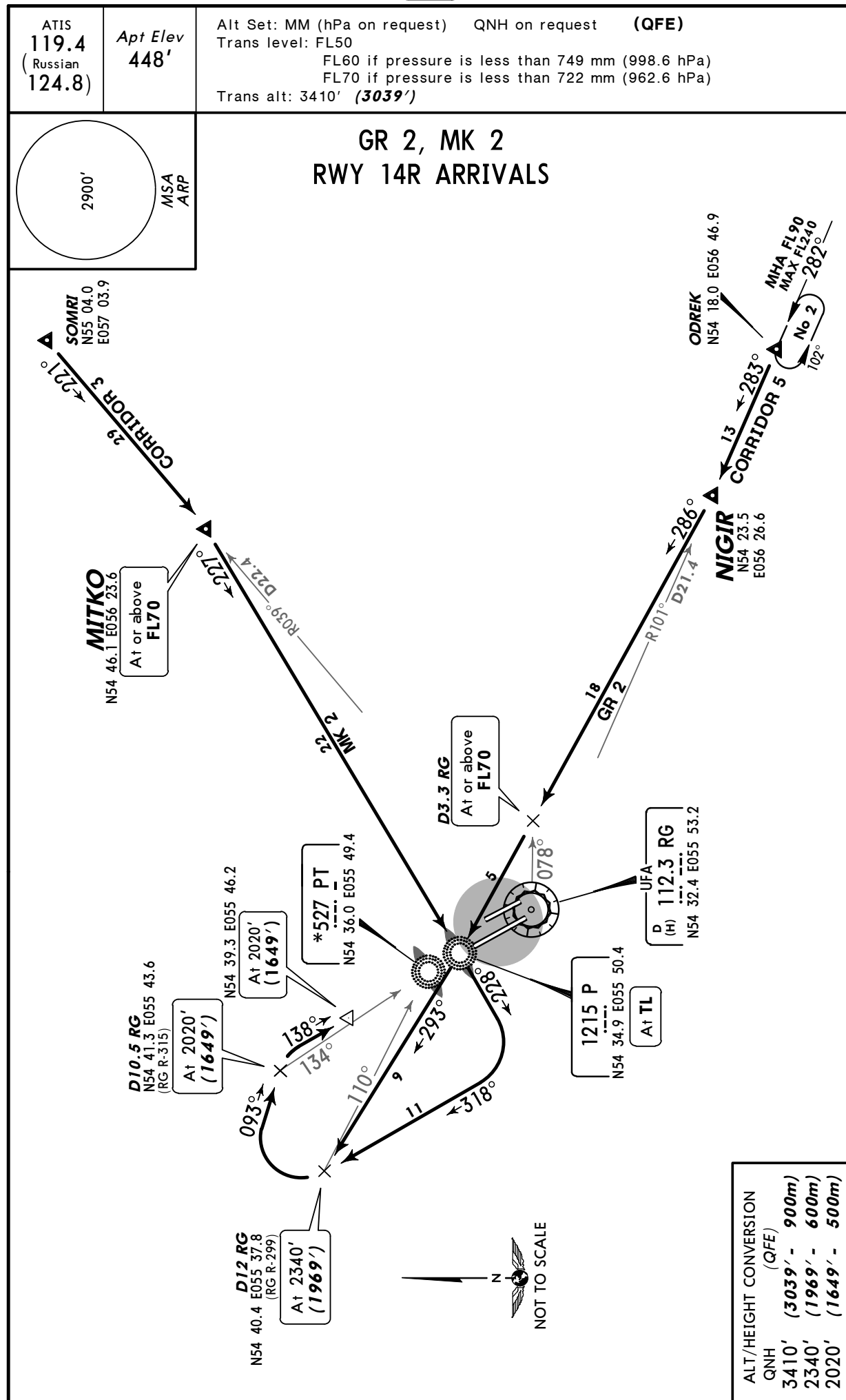
Ufa Transit Operations **131.7**

Notebook Info

UWUU/UFA
 UFA

JEPPesen
 4 NOV 11 10-2 Eff 17 Nov

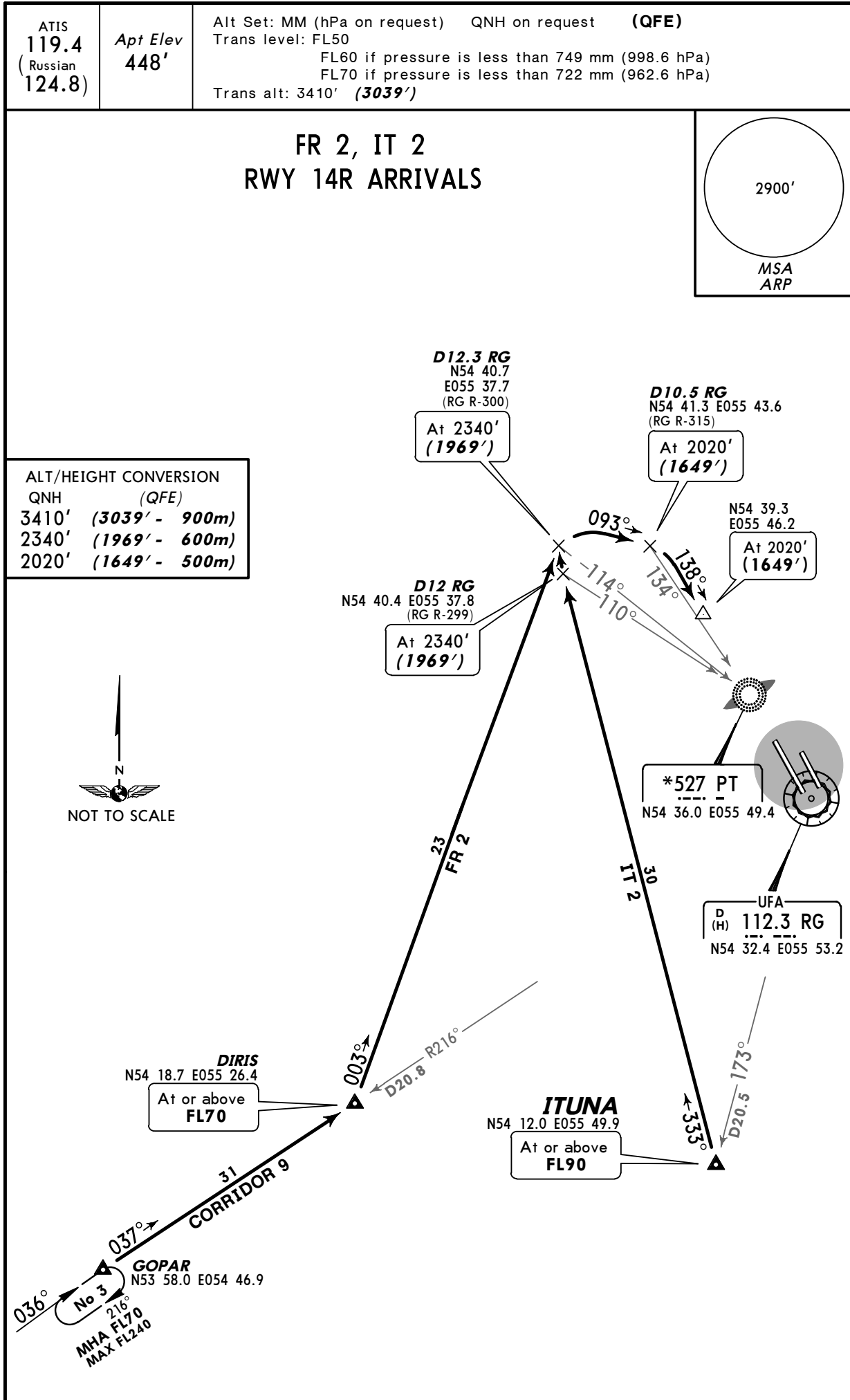
UFA, RUSSIA
 STAR


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

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UFA

JEPPESEN
4 NOV 11 **10-2A** Eff 17 Nov

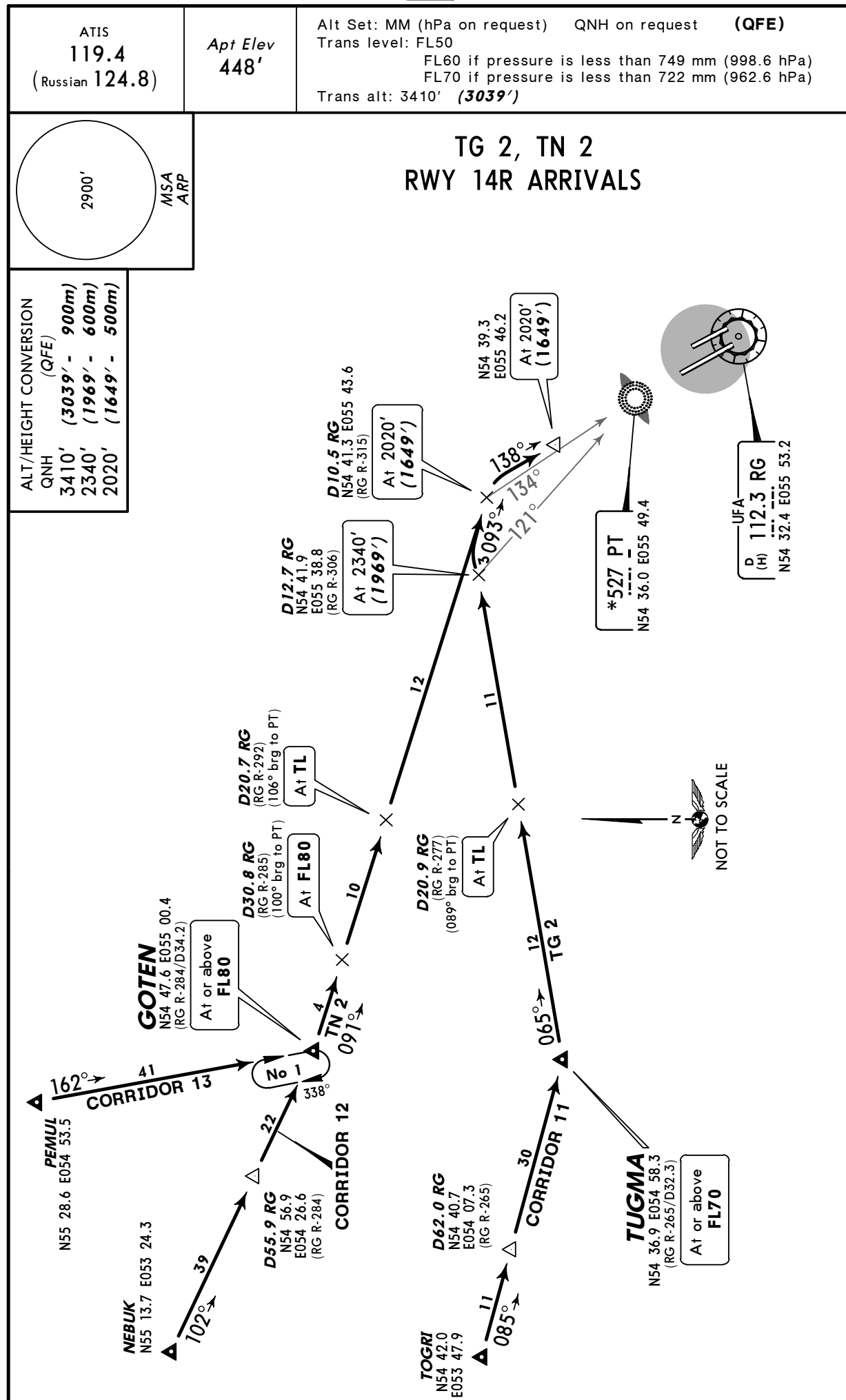
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STAR



UWUU/UFA
UFA

JEPPESEN
4 NOV 11 10-2B Eff 17 Nov

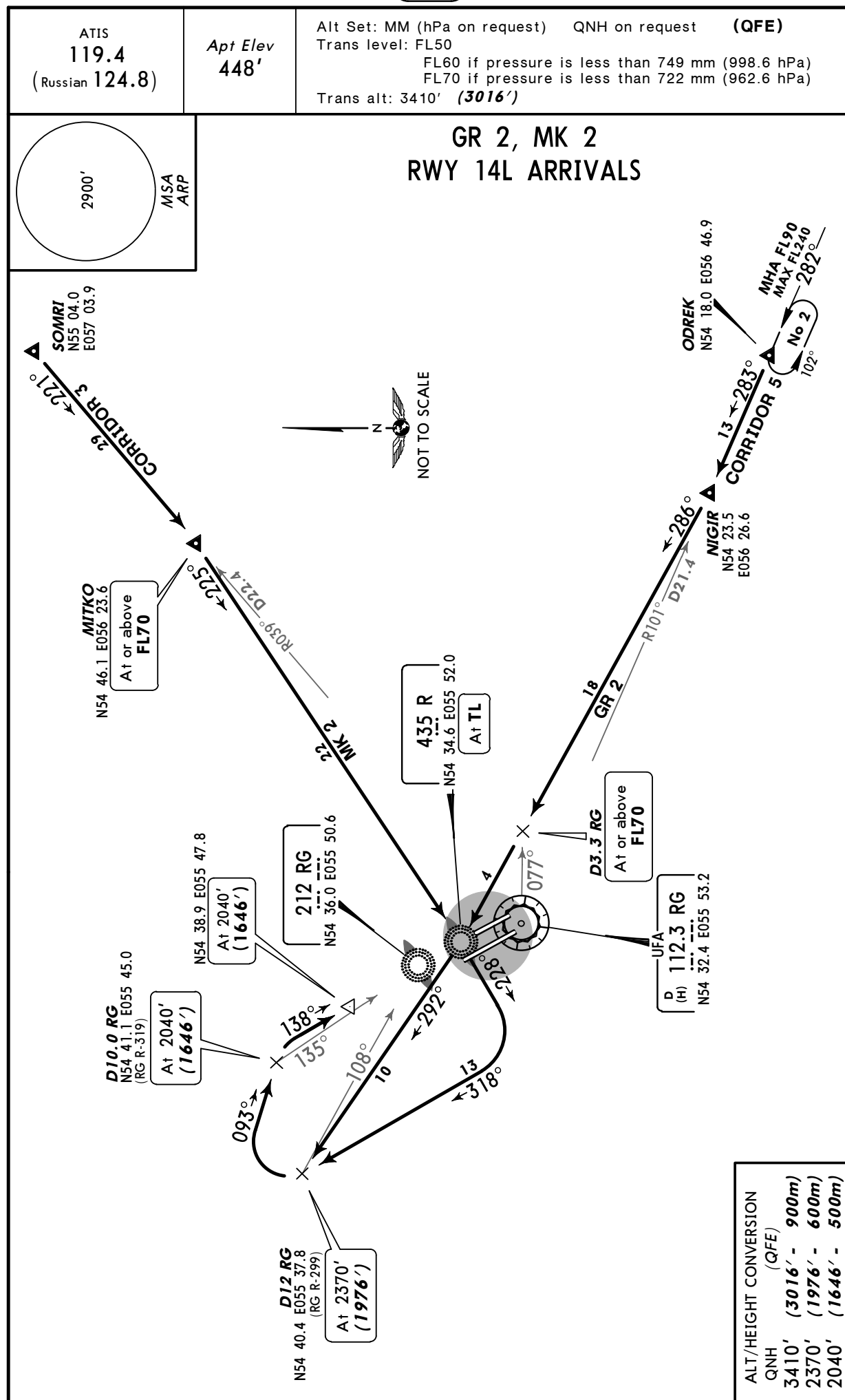
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UFA

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4 NOV 11 10-2C Eff 17 Nov

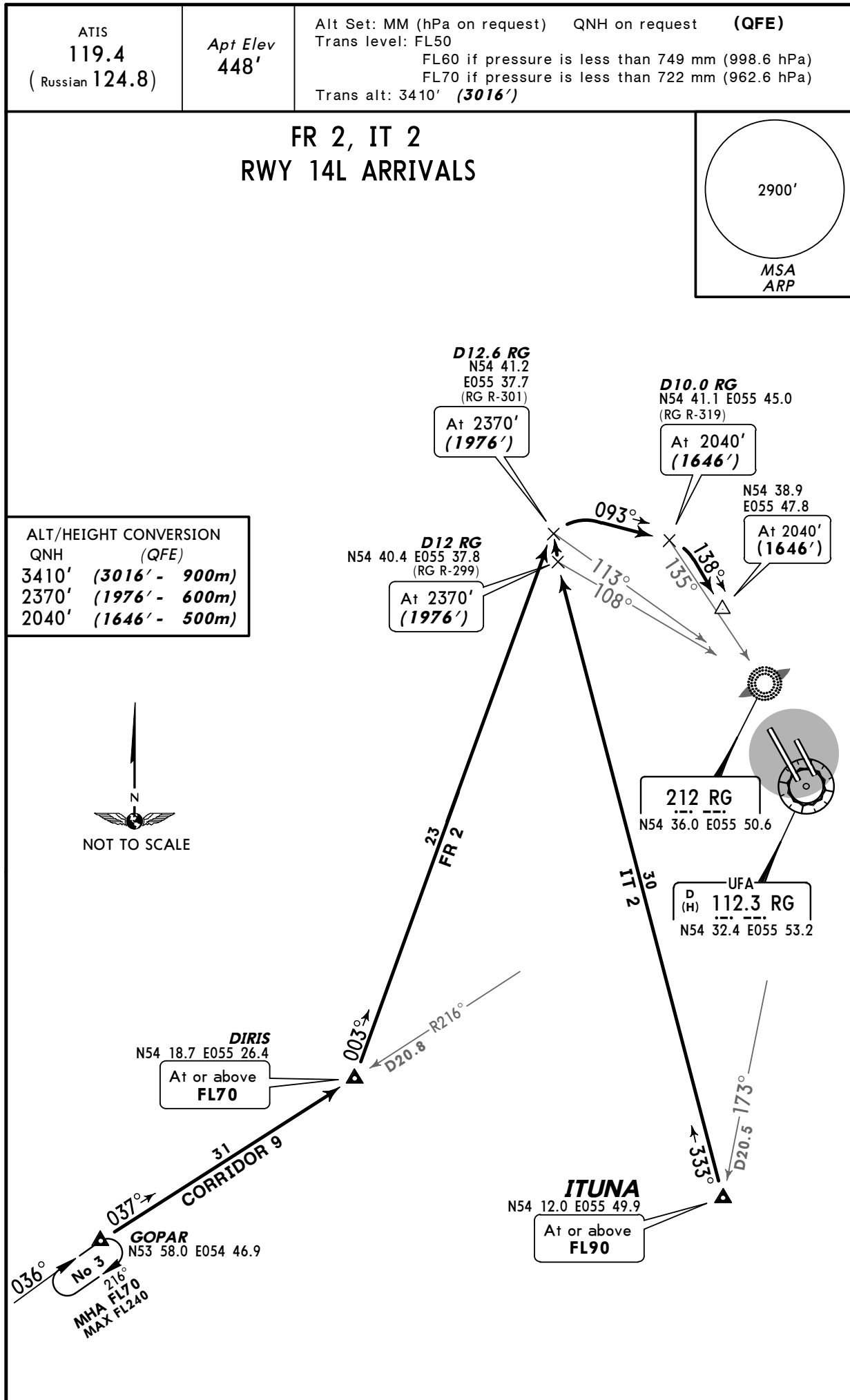
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UFA

JEPPESSEN
4 NOV 11 **10-2D** Eff 17 Nov

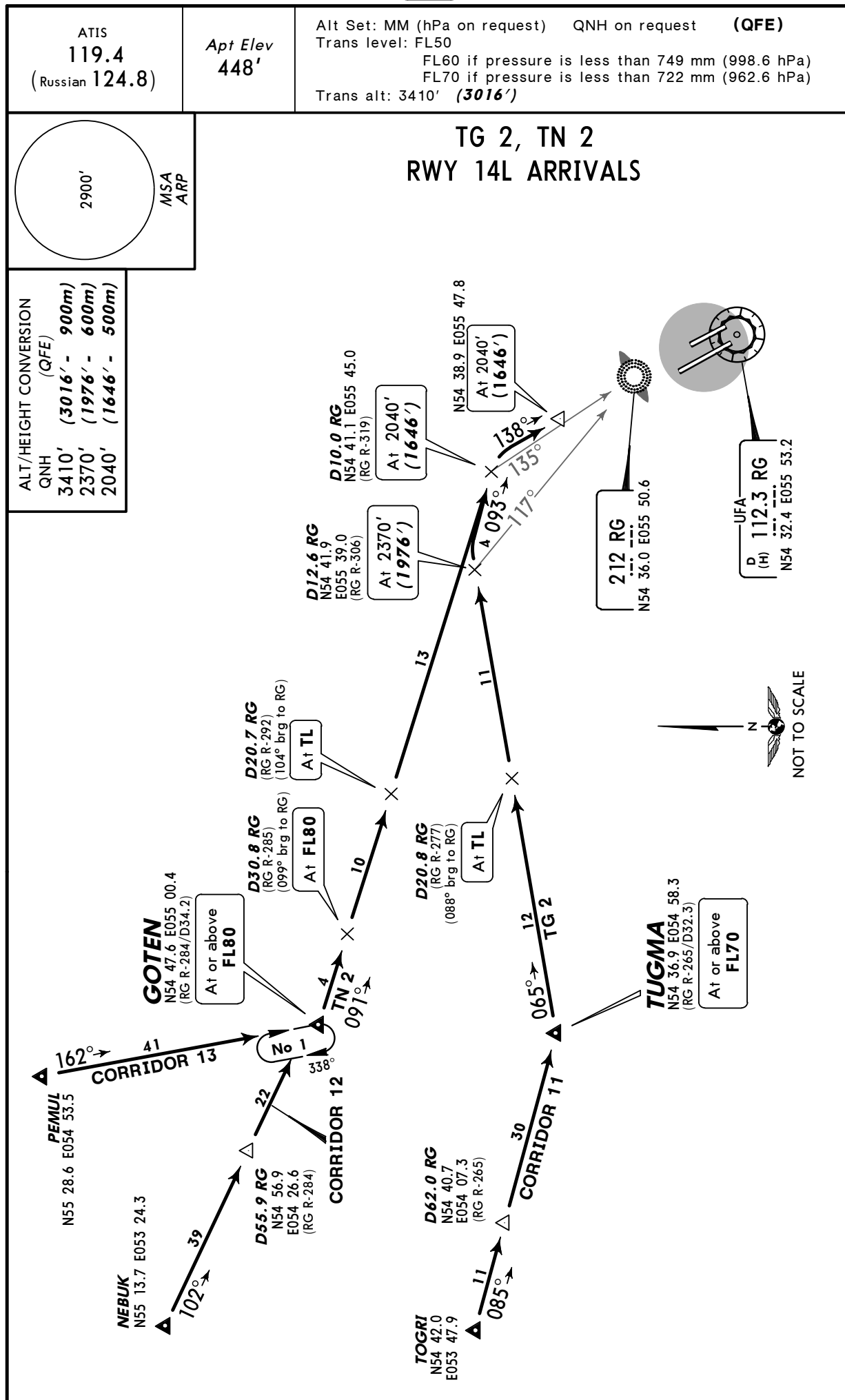
UFA, RUSSIA
STAR



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UFA

JEPPESEN
4 NOV 11 10-2E Eff 17 Nov

UFA, RUSSIA
STAR



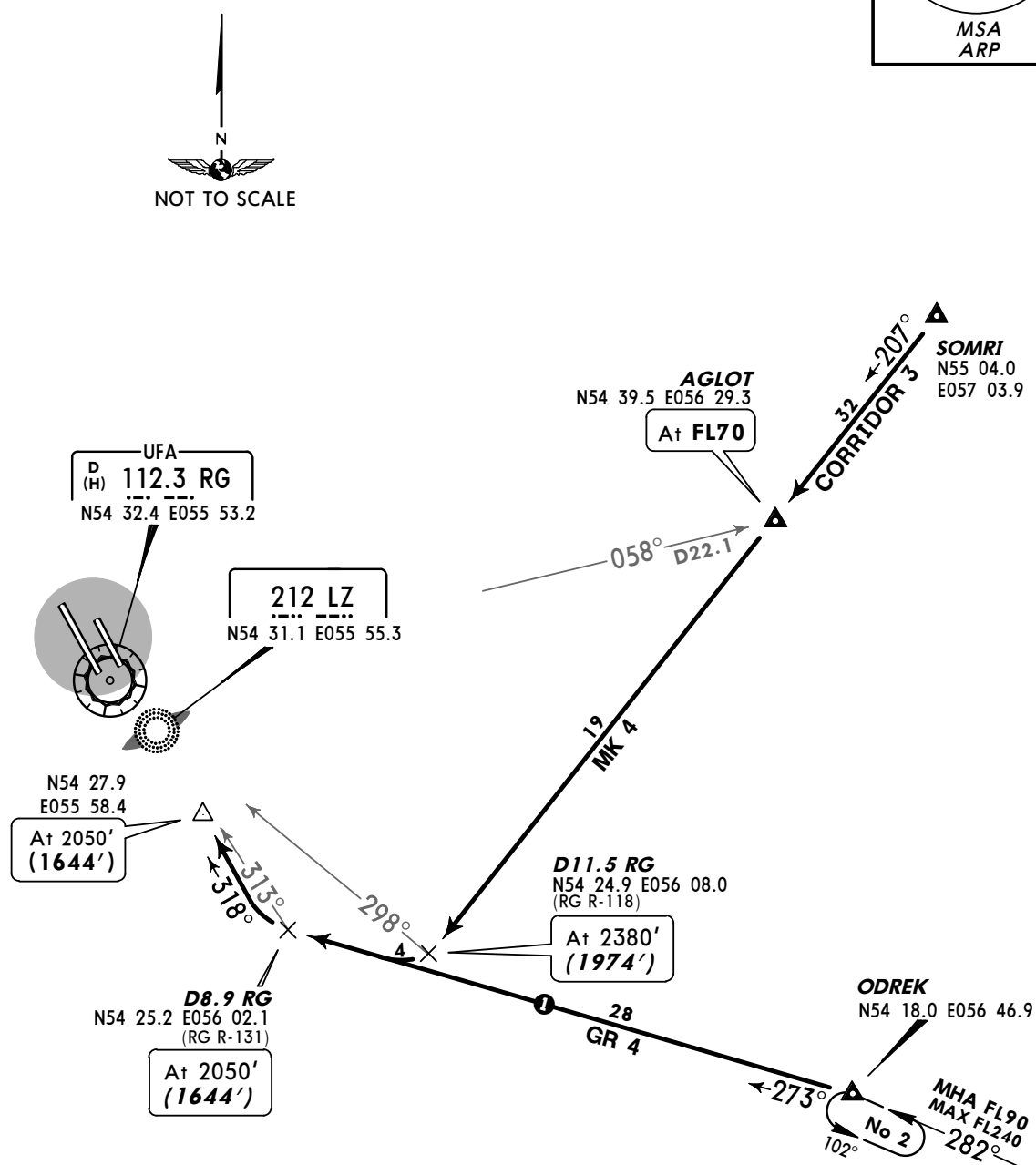
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UFA

JEPPESSEN
4 NOV 11 (10-2F) Eff 17 Nov

UFA, RUSSIA
STAR

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



1 WARNING

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

ALT/HEIGHT CONVERSION
QNH (QFE)

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

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 UFA

JEPPESEN
 4 NOV 11 **10-2G** Eff 17 Nov

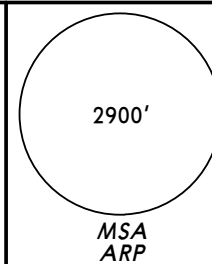
UFA, RUSSIA
STAR

ATIS
119.4
 (Russian)
124.8)

Apt Elev
448'

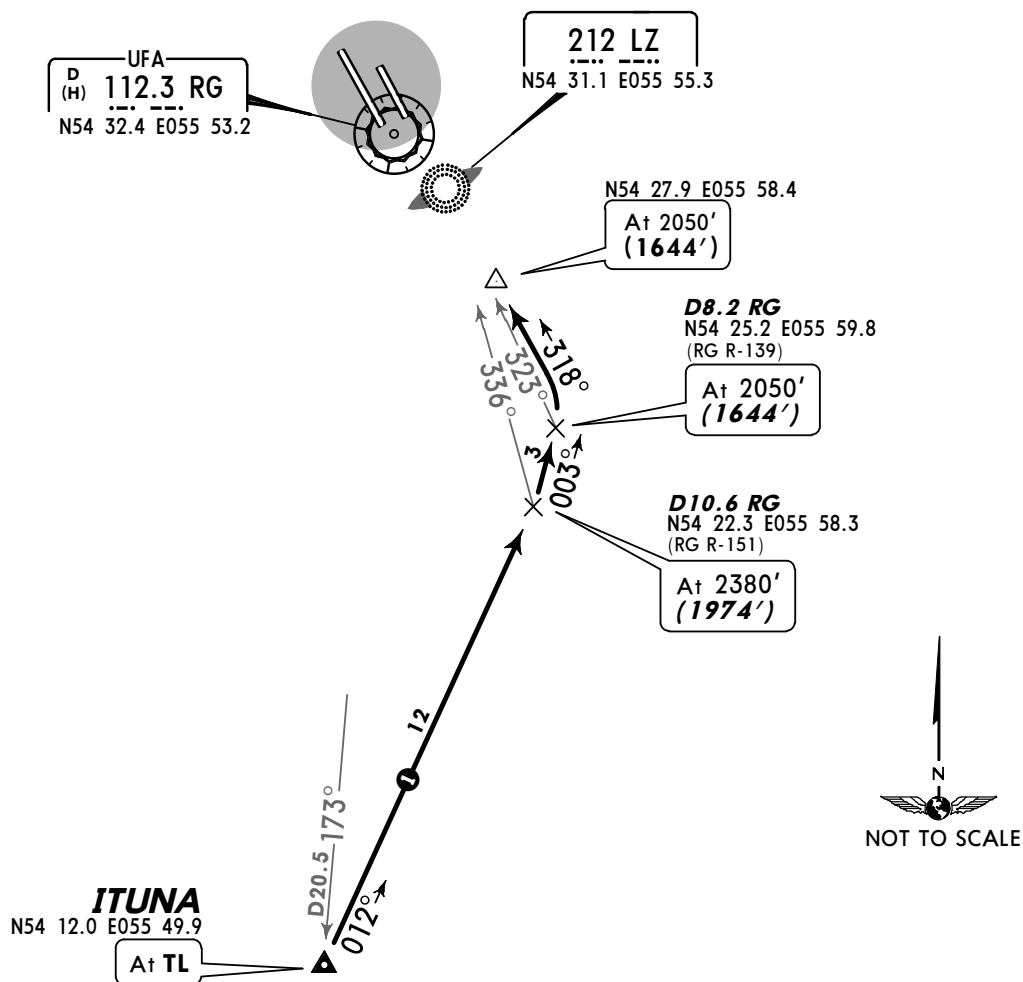
Alt Set: MM (hPa on request) QNH on request **(QFE)**
 Trans level: FL50
 FL60 if pressure is less than 749 mm (998.6 hPa)
 FL70 if pressure is less than 722 mm (962.6 hPa)
 Trans alt: 3410' **(3004')**

IT 4
RWY 32R ARRIVAL



ⓘ WARNING

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

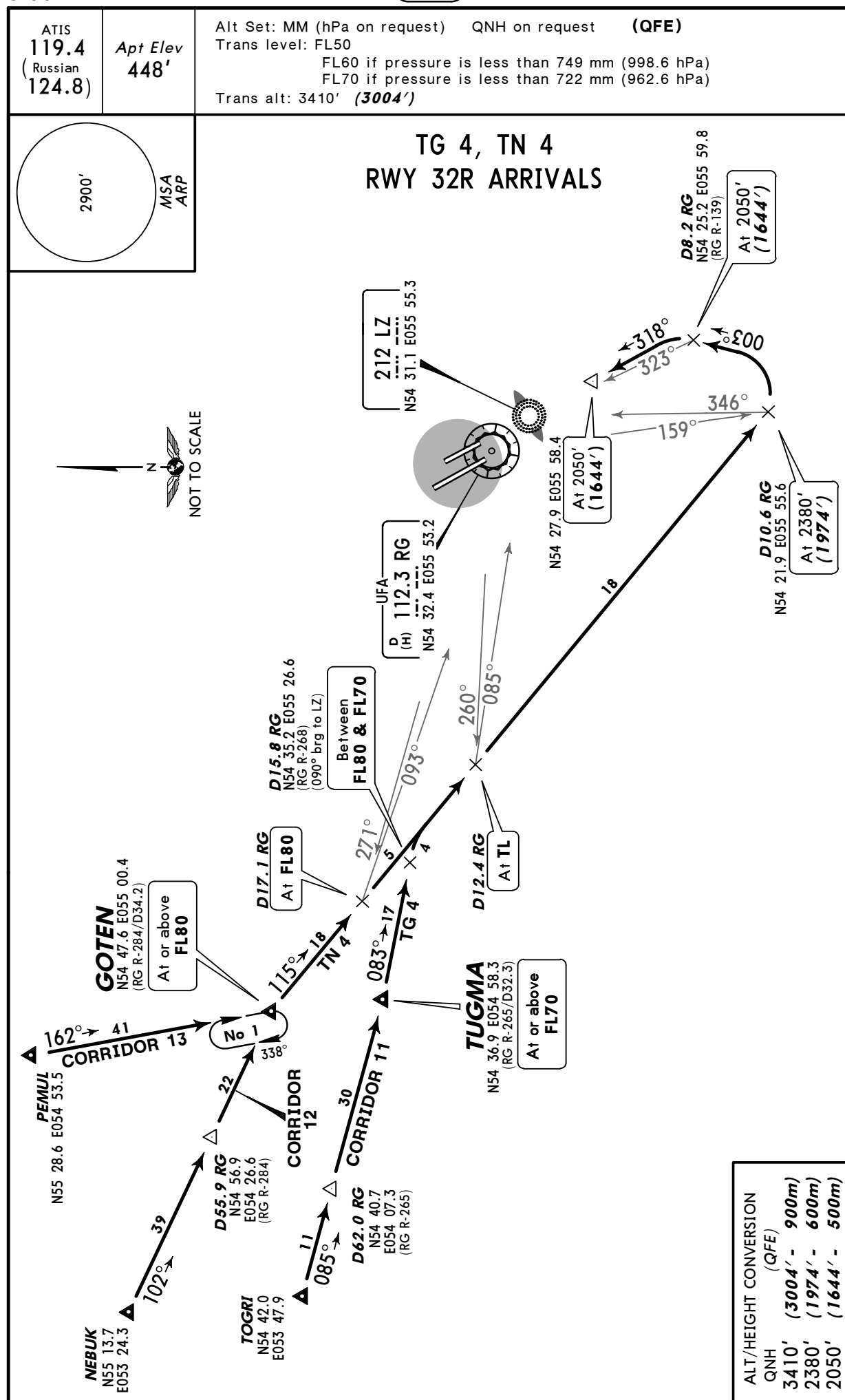


ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3410'	(3004' -	900m)
2380'	(1974' -	600m)
2050'	(1644' -	500m)

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JEPPESSEN
 4 NOV 11 10-2H Eff 17 Nov

UFA, RUSSIA
 STAR



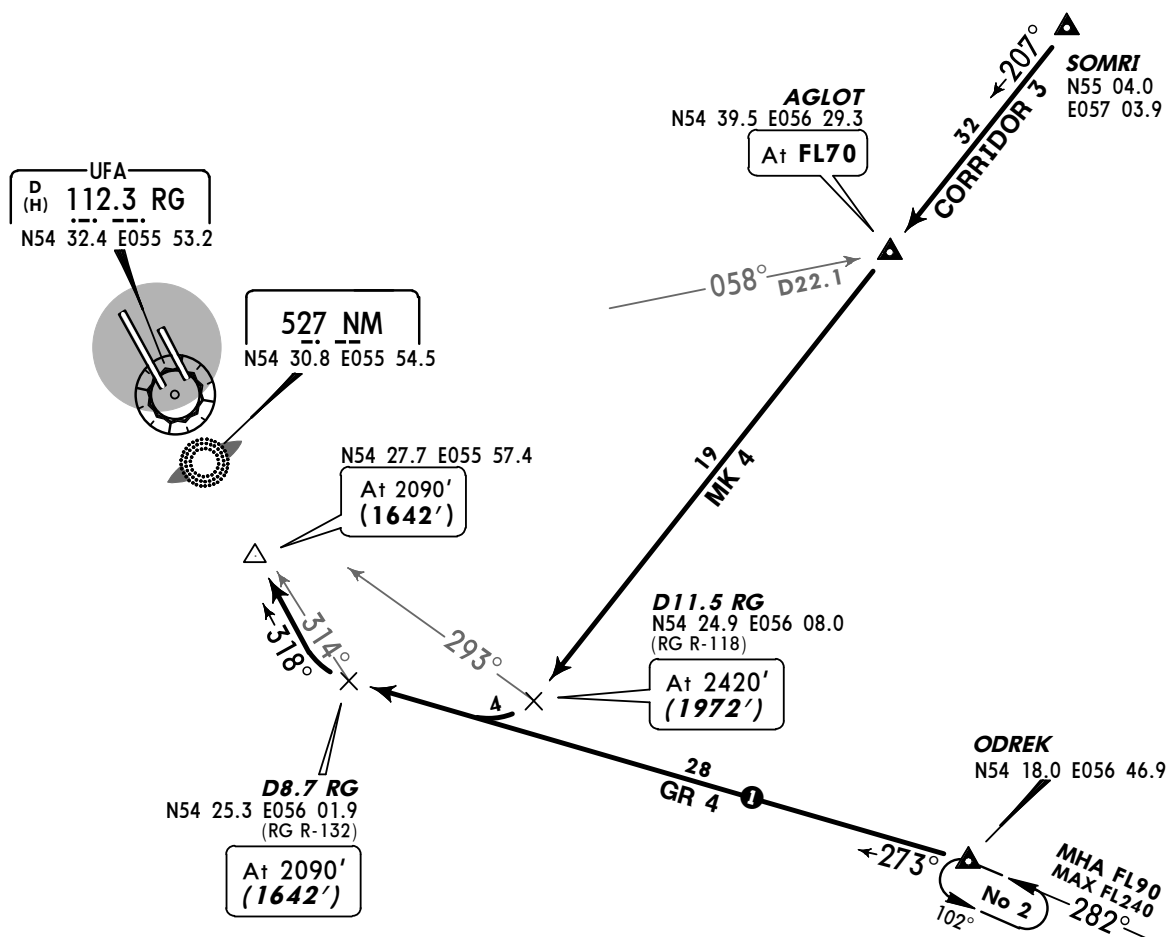
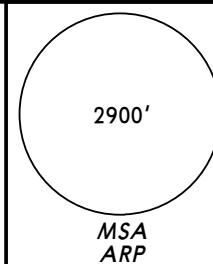
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 UFA

JEPPESEN
 4 NOV 11 **10-2J** Eff 17 Nov

UFA, RUSSIA
STAR

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')
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GR 4, MK 4 RWY 32L ARRIVALS



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

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JEPPesen
4 NOV 11 **10-2K** **Eff 17 Nov**

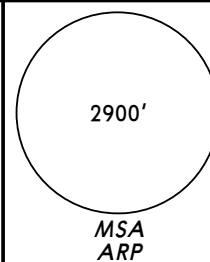
UFA, RUSSIA
STAR

ATIS
119.4
(Russian
124.8)

Apt Elev
448'

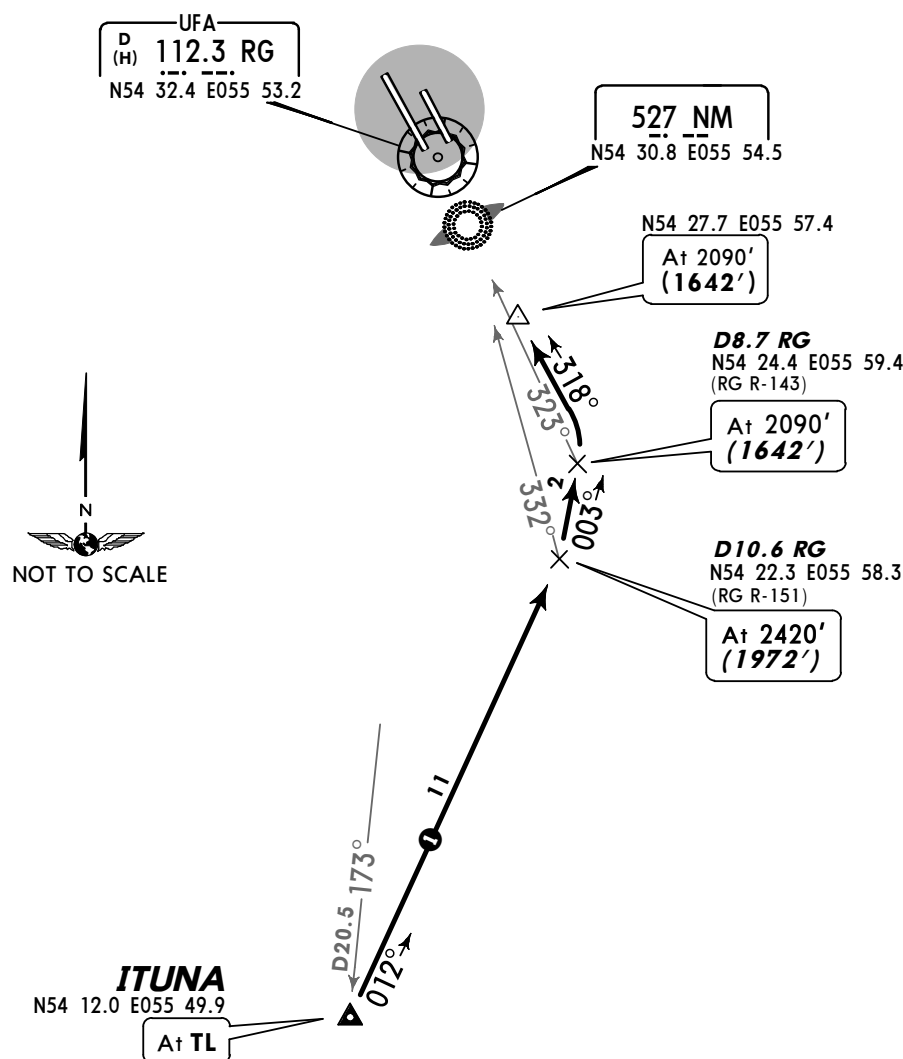
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa)
FL70 if pressure is less than 722 mm (962.6 hPa)
Trans alt: 3410' **(2962')**

IT 4
RWY 32L ARRIVAL



ⓘ WARNING

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

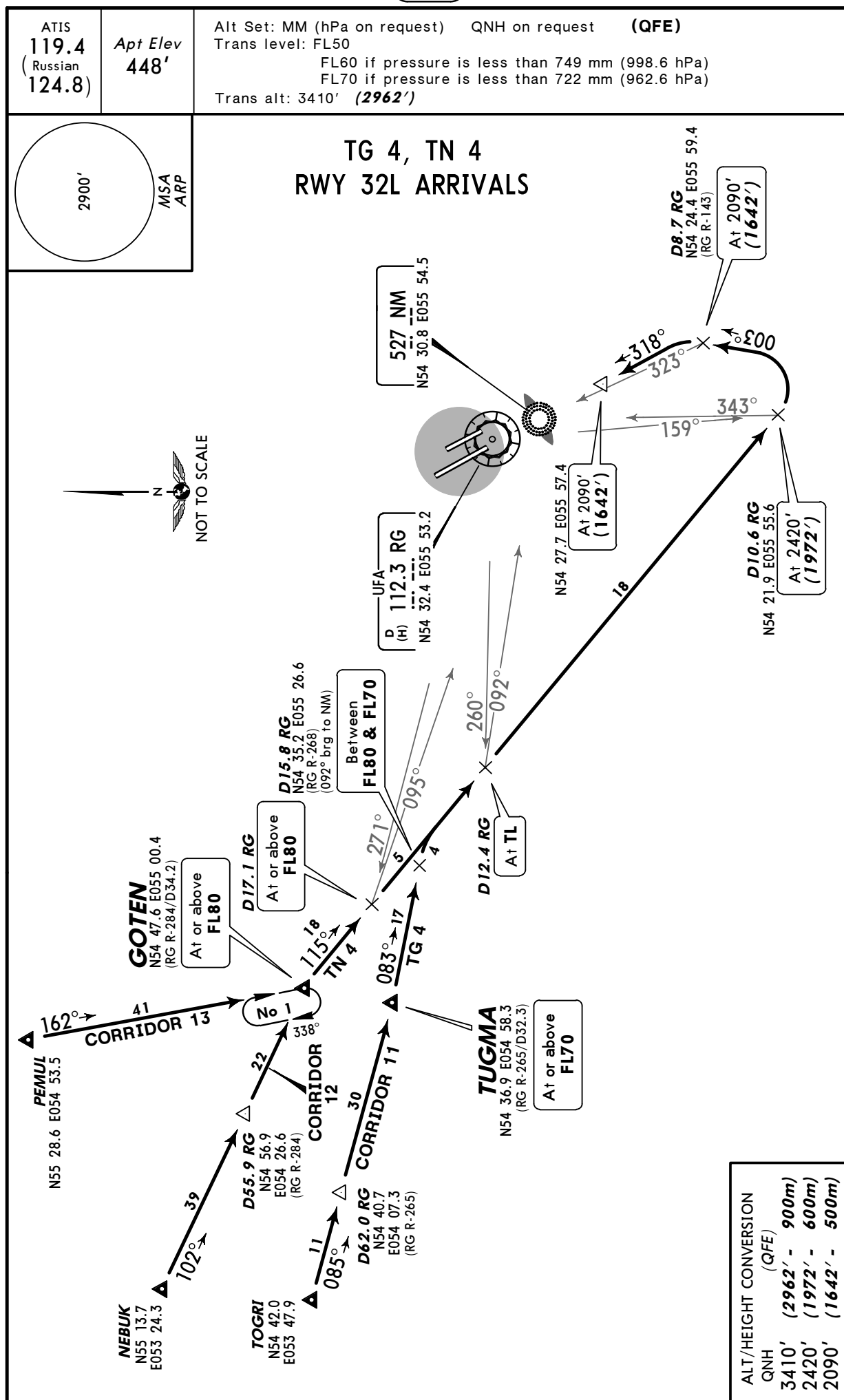


ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3410'	(2962' -	900m)
2420'	(1972' -	600m)
2090'	(1642' -	500m)

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JEPPESEN
4 NOV 11 **10-2L** **Eff 17 Nov**

UFA, RUSSIA



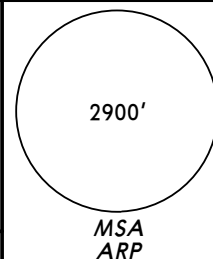
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JEPPESEN
 4 NOV 11 10-3 Eff 17 Nov

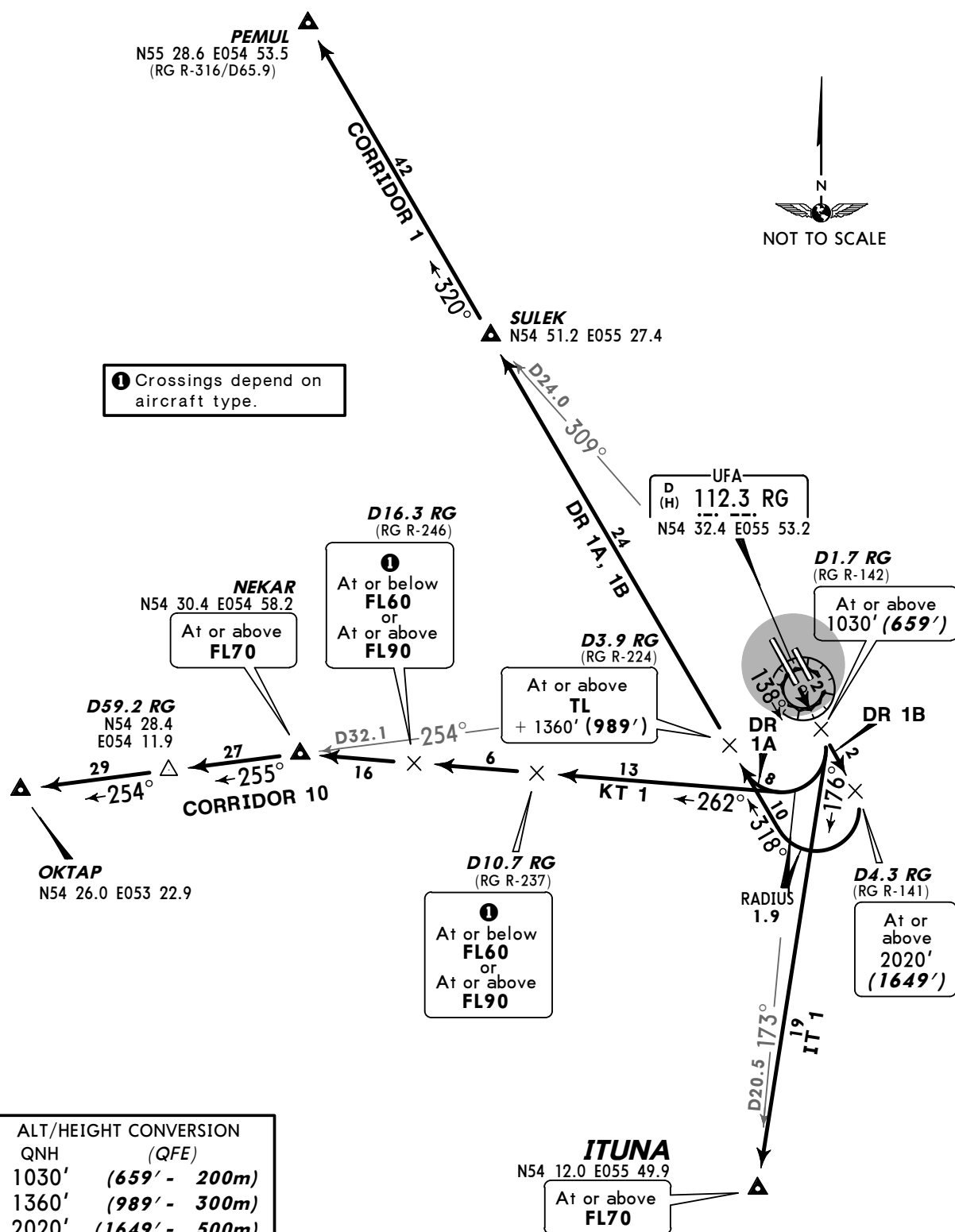
UFA, RUSSIA
 SID

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 air-
 craft performance requirements.



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)	

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JEPPESEN
4 NOV 11 **10-3A** Eff 17 Nov

UFA, RUSSIA
SID

Apt Elev
448'

QNH on request (QFE)

Trans level: FL50

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

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

Trans alt: 3410' (3039')

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

2900'

MSA
ARP

LU 1, PK 1
RWY 14R DEPARTURES

▲ PIKOR

N55 12.0 E056 14.9

004° D41.6

CORRIDOR 2B



MITKO
N54 46.1 E056 23.6

At or above
FL70

▲ AGLOT

N54 39.5 E056 29.3

At or above
FL80

URANA

N54 59.3
E058 16.7

▲ AA

D43.7 RG

N54 46.2
E057 04.7

UFA
D (H) 112.3 RG
N54 32.4 E055 53.2



D1.7 RG
(RG R-142)

At or above
1030' (659')

D8.4 RG

At or below
FL60

WARNING

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

ALT/HEIGHT CONVERSION

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

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 UFA

JEPPESEN
 2 DEC 11 10-3B

UFA, RUSSIA
 SID

Apt Elev
 448'

QNH on request (QFE)

Trans level: FL50

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

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

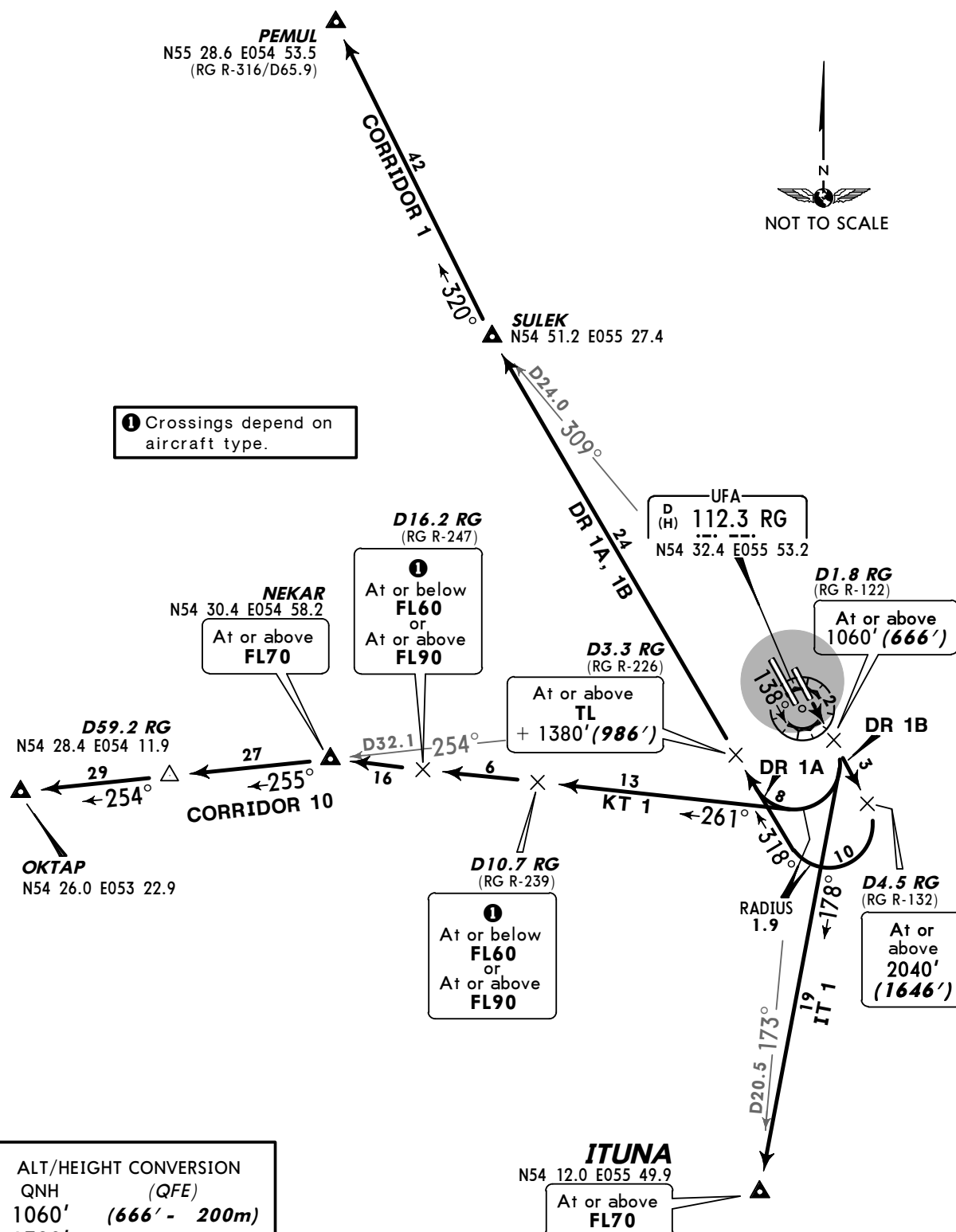
Trans alt: 3410' (3016')

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

2900'

MSA
 ARP

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



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1060'	(666' - 200m)
1380'	(986' - 300m)
2040'	(1646' - 500m)
3410'	(3016' - 900m)

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UFA

JEPPESEN
2 DEC 11 10-3C

UFA, RUSSIA
SID

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)

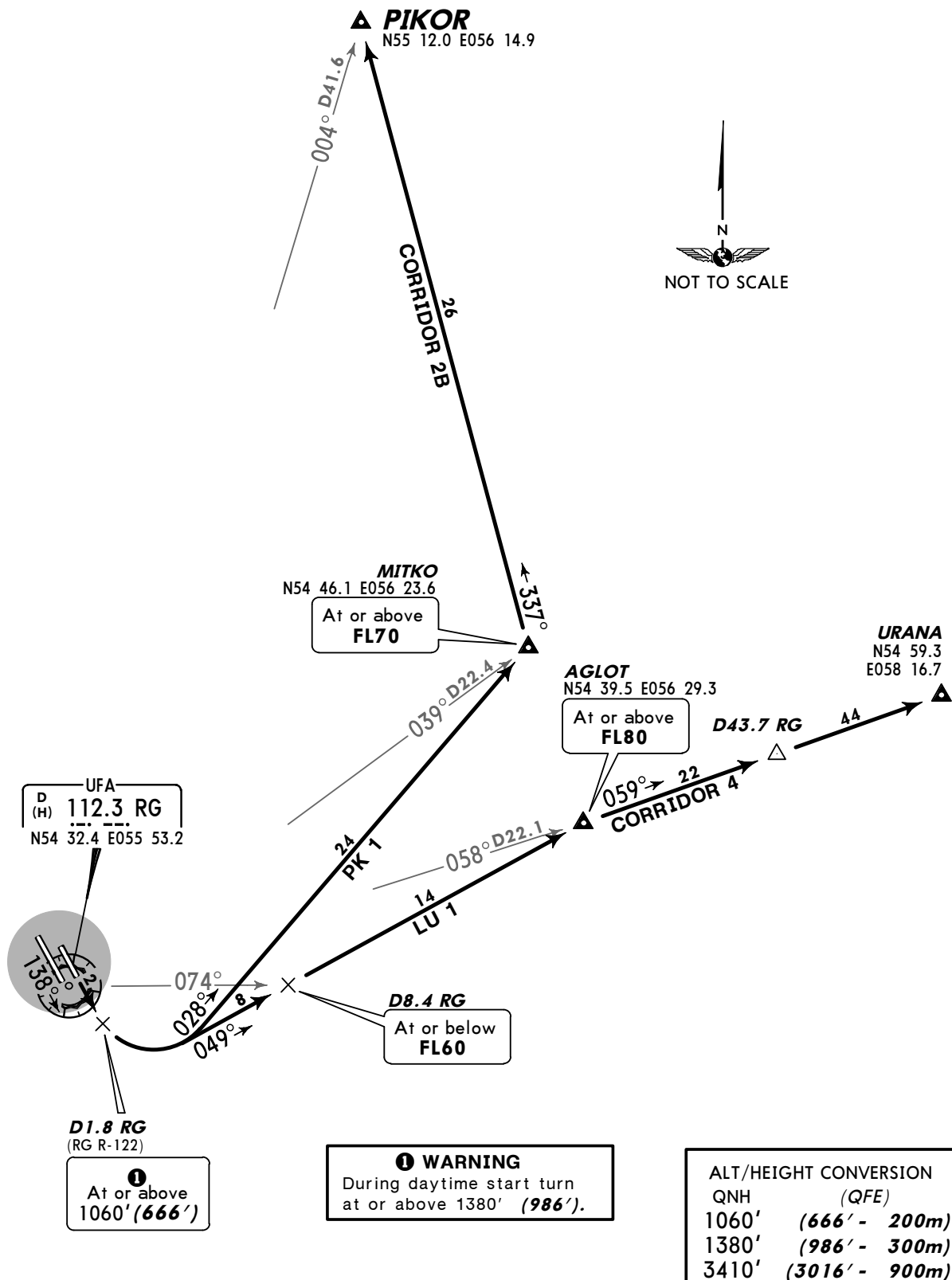
Trans alt: 3410' (3016')

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



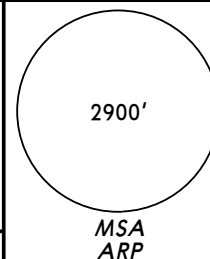
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 UFA

JEPPESEN
 4 NOV 11 (10-3D) Eff 17 Nov

UFA, RUSSIA
 SID

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.



DR 3, FR 3, IT 3A, IT 3B RWY 32R DEPARTURES

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

CORRIDOR 1

SULEK
 N54 51.2 E055 27.4

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

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

D4.9 RG
 N54 33.3 E055 45.0

At or above
 FL60

D3.9 RG
 (RG R-325)

1
 At or above
 1070' (664')

UFA
 D (H) 112.3 RG
 N54 32.4 E055 53.2

212 LZ
 N54 31.1 E055 55.3
 At or above
 FL60

DIRIS
 N54 18.7 E055 26.4
 At or above
 FL70

GOPAR
 N53 58.0 E054 46.9



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UFA

4 NOV 11

10-3E

Eff 17 Nov

UFA, RUSSIA

SID

Apt Elev
448'

QNH on request (QFE)

Trans level: FL50

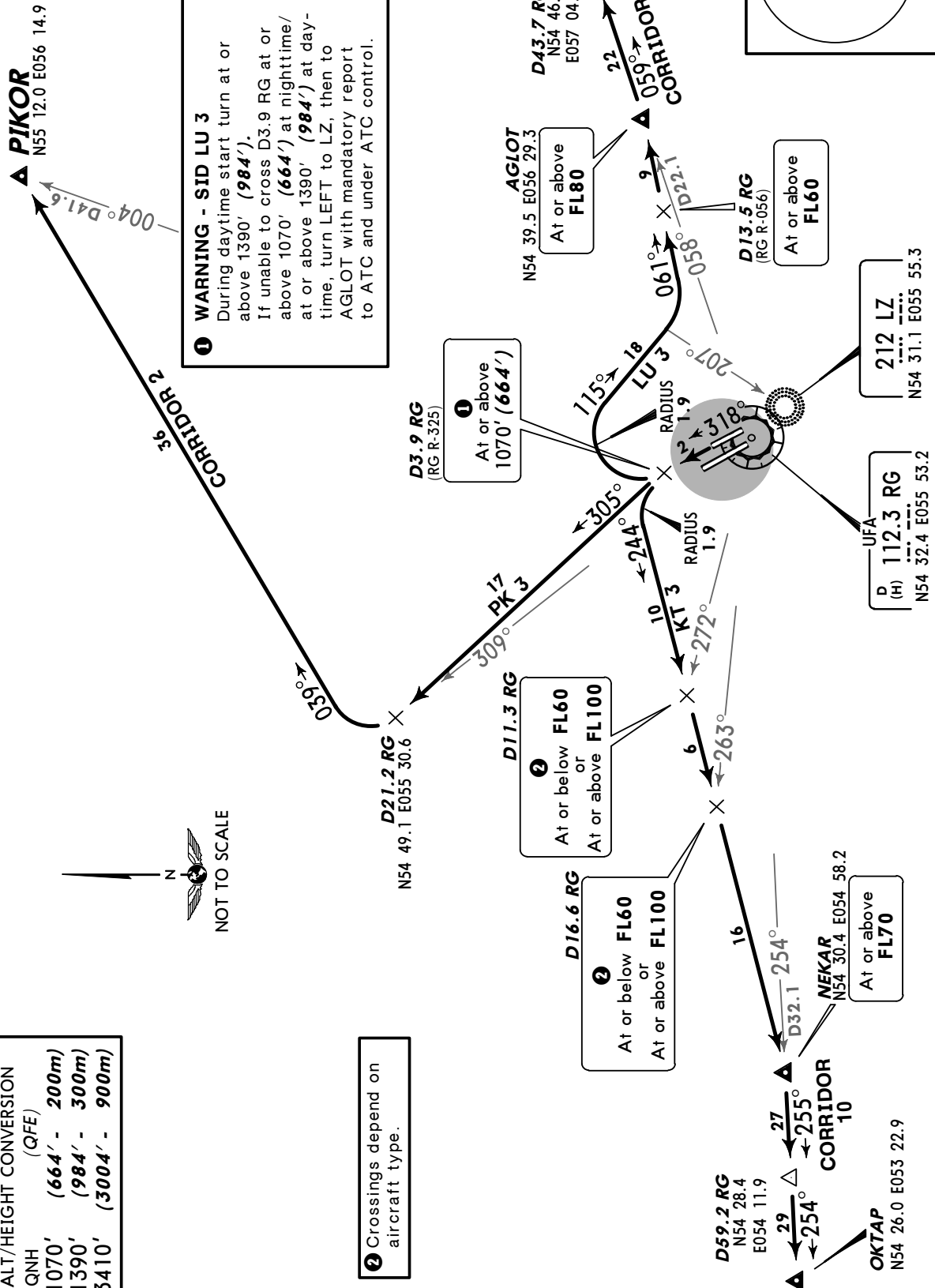
FL60 if pressure is less than 749 mm (998.6 hPa)

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



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UFA

JEPPESEN
4 NOV 11 10-3F Eff 17 Nov

UFA, RUSSIA
SID

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

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)

RADIUS 1.9

1
At or above
1110' (662')

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

ITUNA
N54 12.0 E055 49.9
(RG R-173/D20.5)

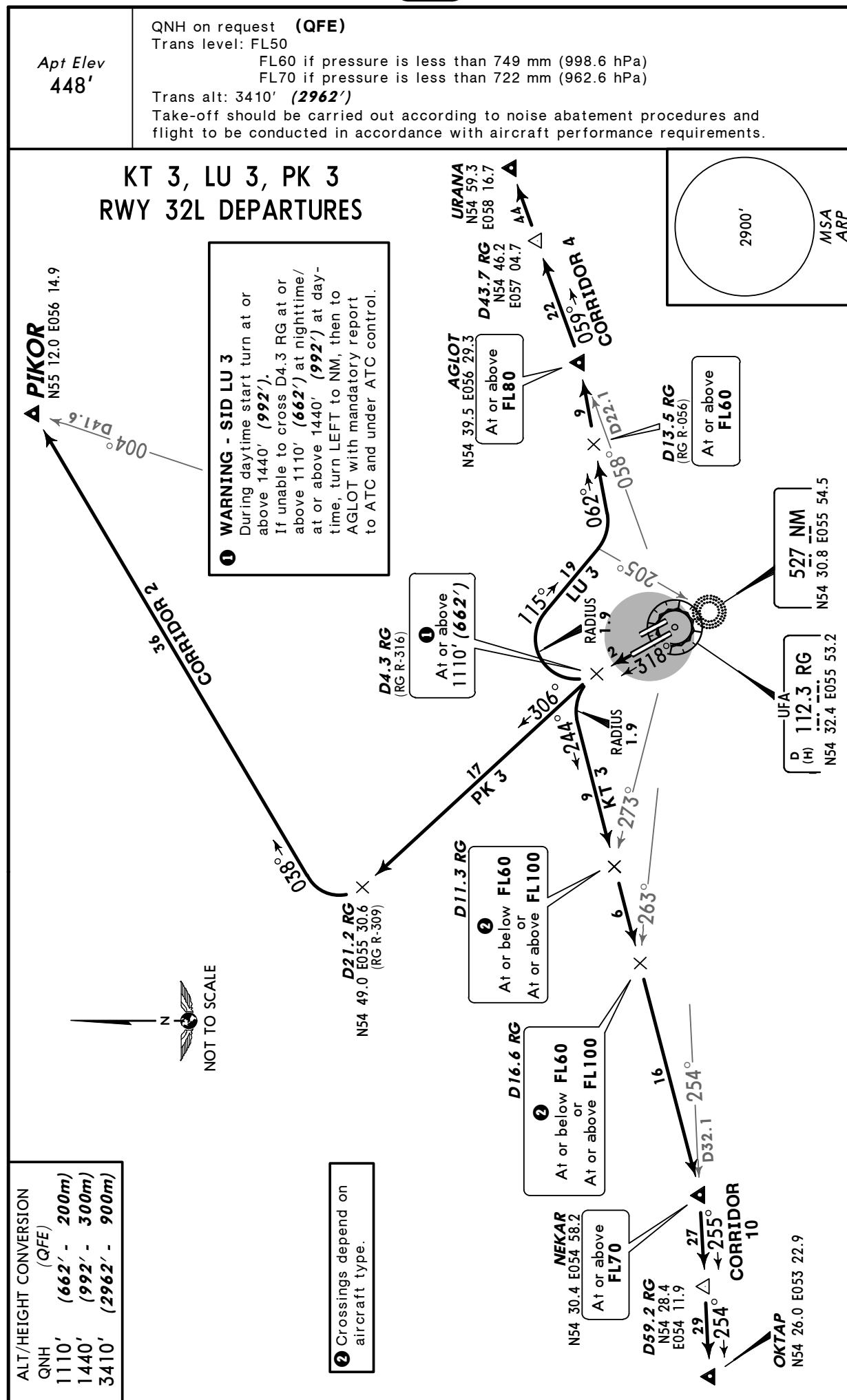
At or above
FL70

NOT TO SCALE

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UFA

JEPPESSEN
4 NOV 11 10-3G Eff 17 Nov

UFA, RUSSIA
SID



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Apt Elev 448'
N54 33.5 E055 52.4

JEPPESEN

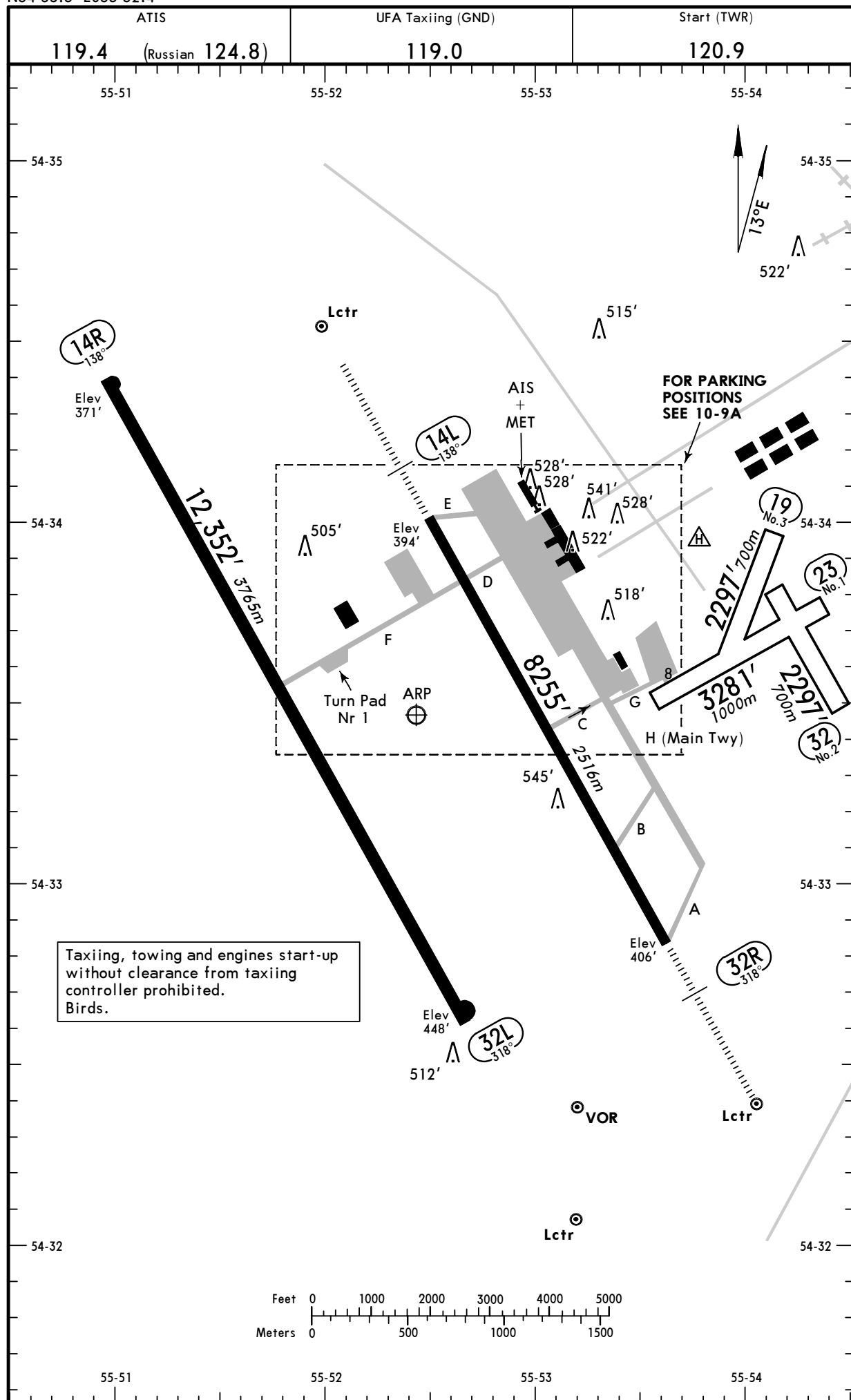
11 NOV 11

(10-9)

Eff 17 Nov

UFA, RUSSIA

UFA



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JEPPesen

UFA, RUSSIA

11 NOV 11

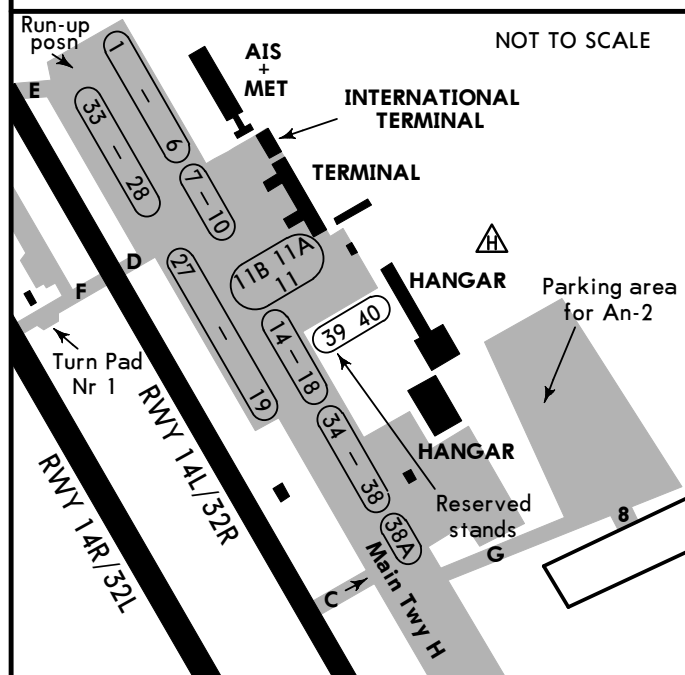
(10-9A)

Eff 17 Nov

UFA

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

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



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

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

TAKE-OFF	
AIR CARRIER (JAA)	
All Rwys	
LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	400m
B	
C	
D	

UWUU/UFA


JEPPESEN
 11 NOV 11 **10-9S** **Eff 17 Nov**
Standard
UFA, RUSSIA
 UFA

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')
14R		C3100m	C3100m	C3300m	C3300m
	<i>ALS out</i>	C3800m	C3800m	C4000m	C4000m
	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
32L	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
	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.

UWUU/UFA


JEPPESEN
 11 NOV 11 **10-9S1** Eff 17 Nov

Standard
UFA, RUSSIA
 UFA

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')
	R1100m	R1100m	R1200m	R1200m
<i>ALS out</i>	R1800m	R1800m	R1800m	R1800m
LZ NDB ❶❷	800' (394')	800' (394')	800' (394')	800' (394')
	R1100m	R1100m	R1200m	R1200m
<i>ALS out</i>	R1800m	R1800m	R1800m	R1800m
LZ NDB ❸	1120' (714')	1120' (714')	1120' (714')	1120' (714')
	C2800m	C2800m	C3000m	C3000m
<i>ALS out</i>	C3500m	C3500m	C3700m	C3700m
L NDB ❶❷	880' (474')	880' (474')	880' (474')	880' (474')
	R1500m	R1500m	R1500m	R1500m
<i>ALS out</i>	C2200m	C2200m	C2200m	C2200m
L NDB ❸	1200' (794')	1200' (794')	1200' (794')	1200' (794')
	C3100m	C3100m	C3300m	C3300m
<i>ALS out</i>	C3800m	C3800m	C4000m	C4000m

❶ Continuous Descent Final Approach.

❷ with Radar control.

❸ w/o Radar control.

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

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

UWUU/UFA


JEPPESEN
 11 NOV 11 **10-9X** **Eff 17 Nov**
JAA MINIMUMS**UFA, RUSSIA**
UFA

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	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	1170' (776')	1170' (776')	1170' (776')	1170' (776')
	w/o Radar	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
14R	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')
	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')
	w/o Radar	R1500m	R1500m	R2000m	R2000m
32L	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')
	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')
	w/o Radar	R1500m	R1500m	R2000m	R2000m

UWUU/UFA


JEPPESEN
 11 NOV 11 **10-9X1** **Eff 17 Nov**
JAA MINIMUMS**UFA, RUSSIA**
UFA

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

UWUU/UFA
UFA

JEPPESSEN
30 MAR 12
Eff 5 Apr

(11-1)

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

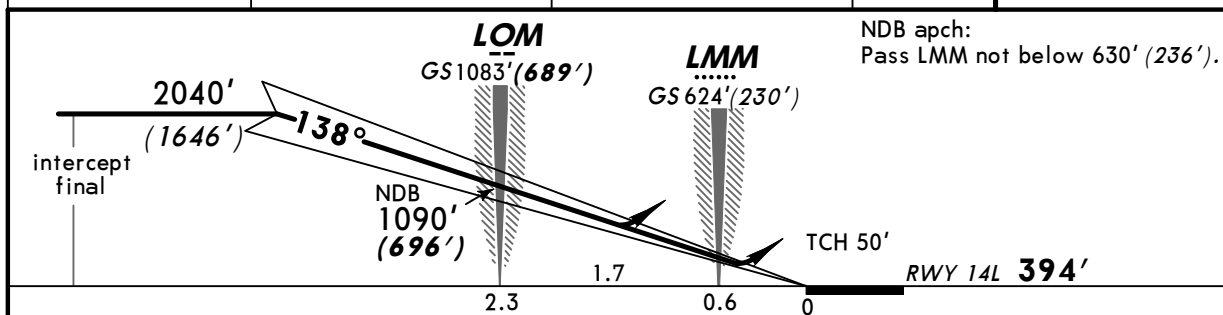
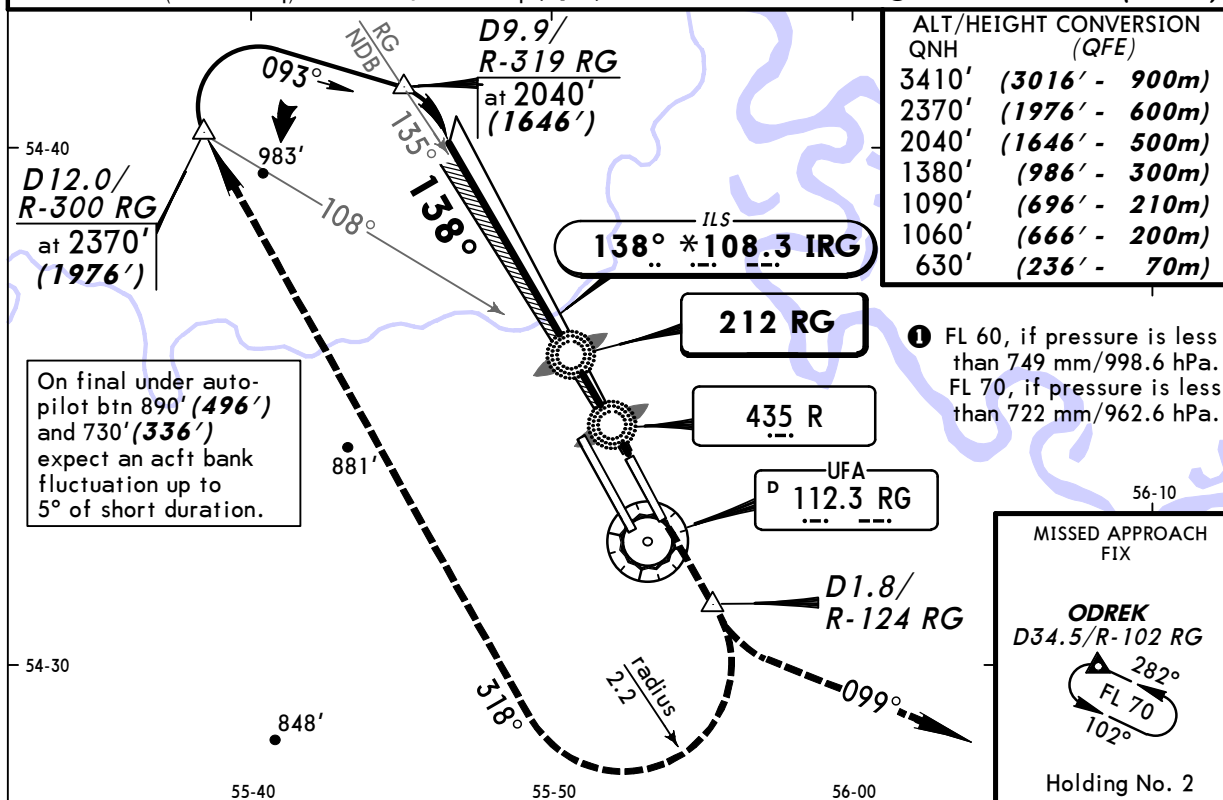
BRIEFING STRIP

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'
NDB RG 212		Minimum Alt LOM 1090'(696')	NDB MDA(H) (CONDITIONAL) 770'(376')	
				2900' MSA ARP

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			
ILS GS or NDB Descent Angle 2.67°	336	432	480	576	671	767			

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

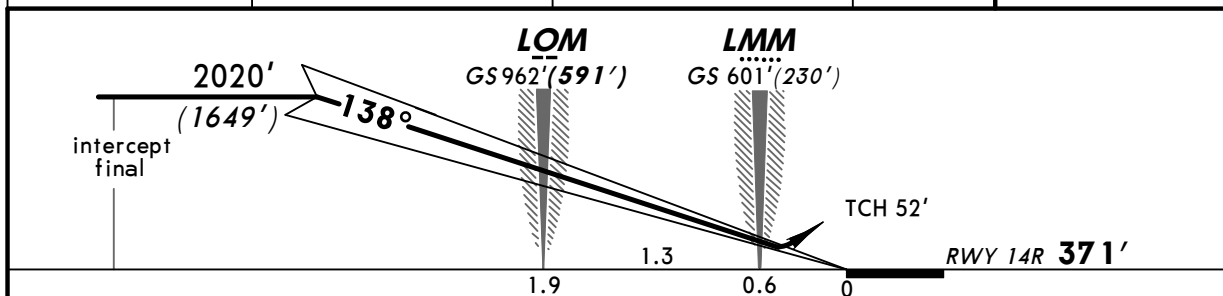
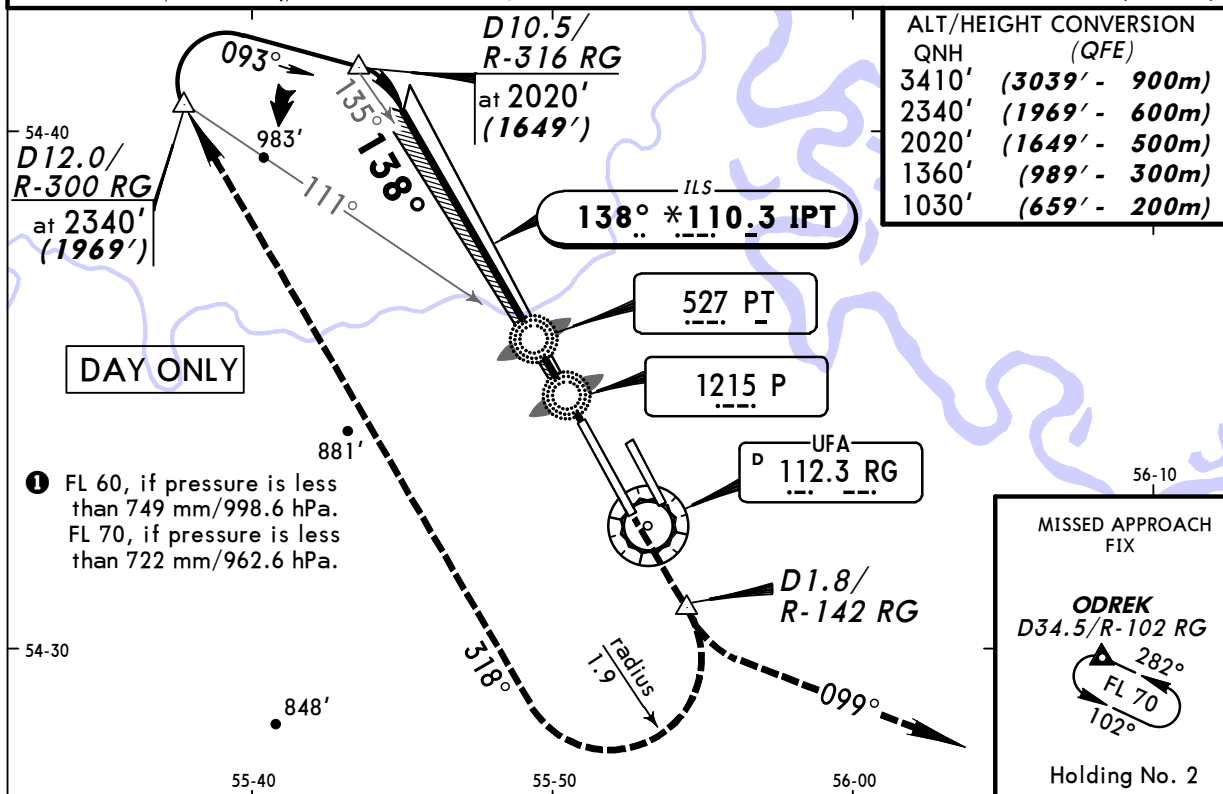
UWUU/UFA
UFA

JEPPESSEN
30 MAR 12 (11-2) Eff 5 Apr

UFA, RUSSIA
ILS Rwy 14R

BRIEFING STRIP

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 IPT *110.3	Final Apch Crs 138°	GS LOM 962'(591')	ILS DA(H) Refer to Minimums	Apt Elev 448' RWY 371'
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.				2900' MSA ARP
Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: FL 50	Trans alt: 3410'(3039')	



1030' (659') or above	D1.8 RG
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STRAIGHT-IN LANDING RWY 14R		LOC (GS out)	
ILS DA(H) AB: 571'(200') CD: 604'(233')			
A			
B			
C			
D			

PANS OPS

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 UFA

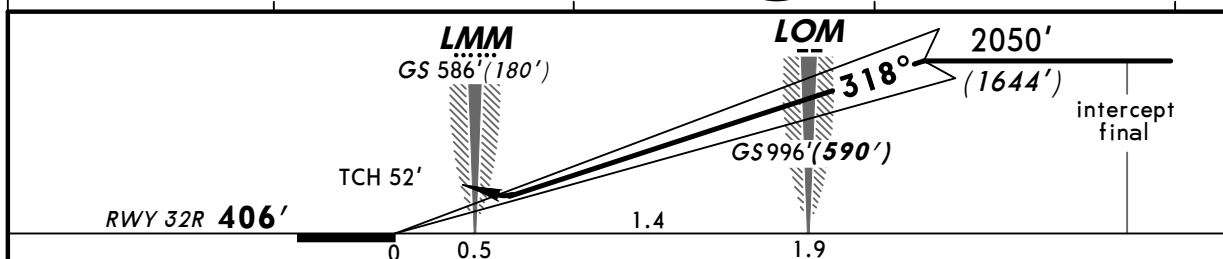
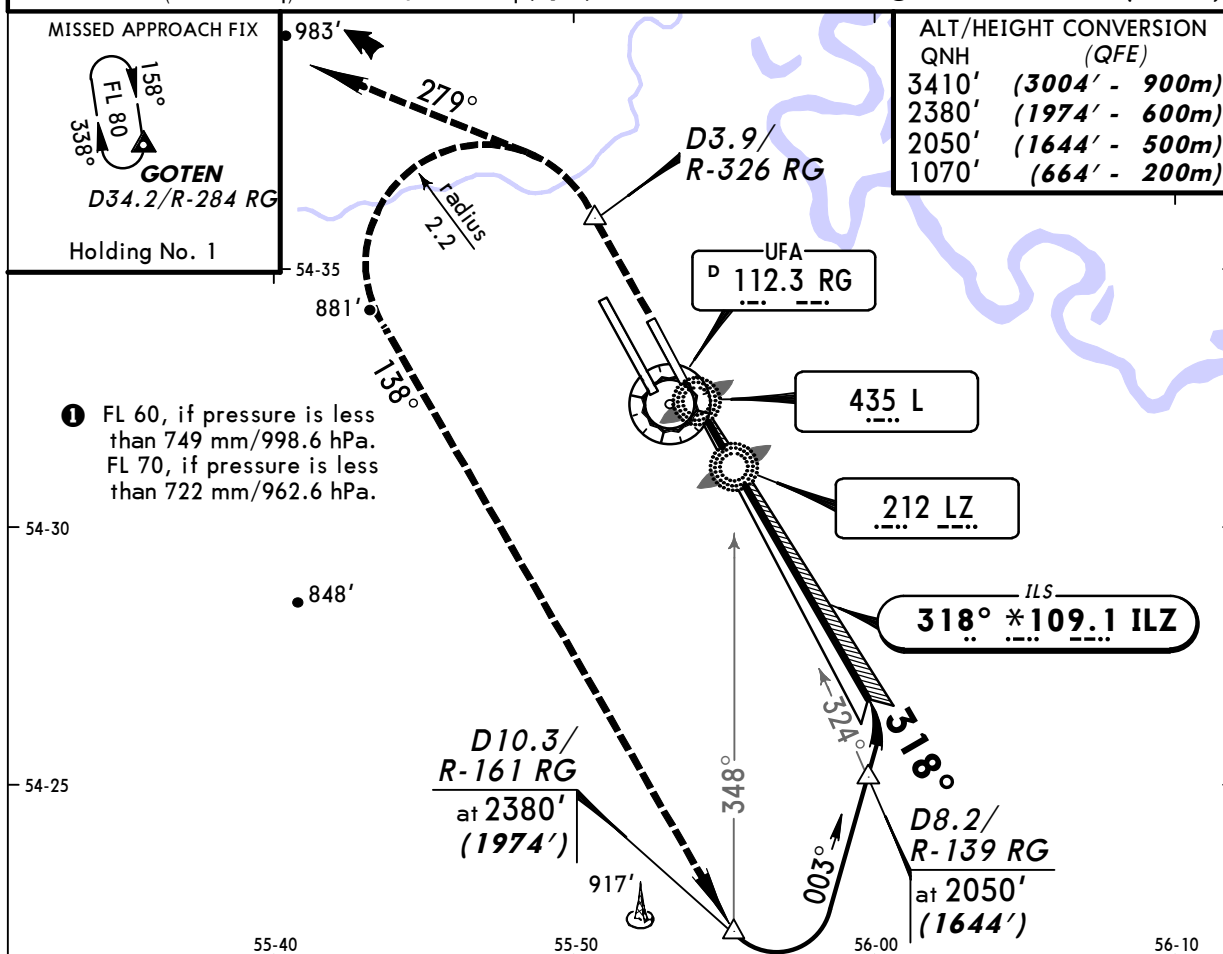
JEPPESEN
 30 MAR 12 (11-3) Eff 5 Apr

UFA, RUSSIA
 ILS Rwy 32R

BRIEFING STRIP

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 ILZ *109.1	Final Apch Crs 318°	GS LOM 996'(590')	ILS DA(H) 606'(200')	Apt Elev 448' RWY 406'
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.				2900' MSA ARP

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
ILS GS	2.67°	336	432	480	576	671	PAPI		

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

PANS OPS

UWUU/UFA
UFA

JEPPESEN
30 MAR 12
Eff 5 Apr (16-1)

UFA, RUSSIA
2 NDB or NDB Rwy 14R

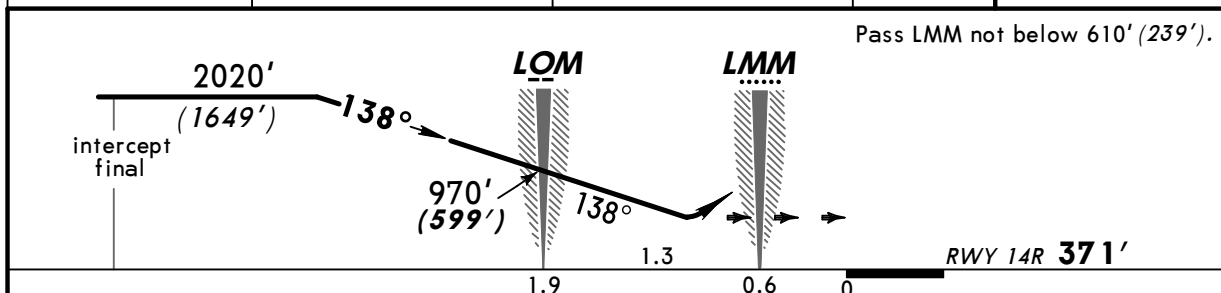
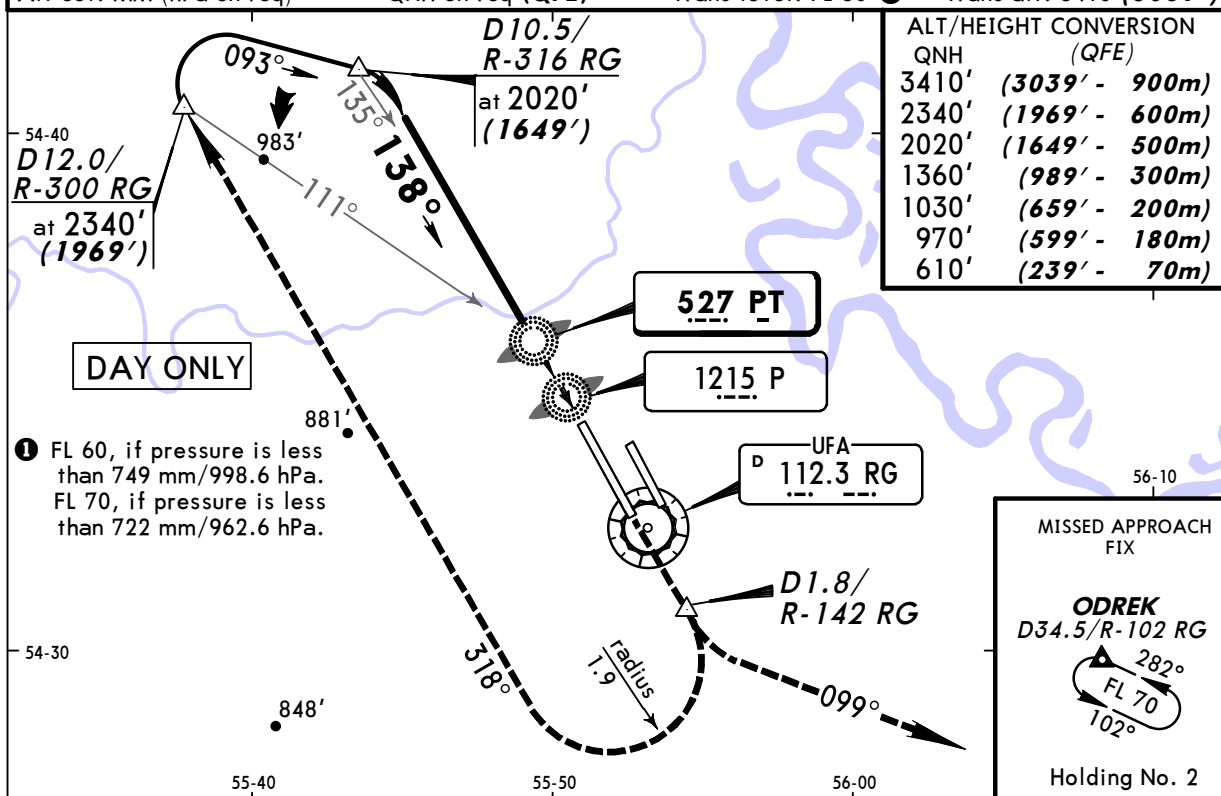
BRIEFING STRIP

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

UWUU/UFA
UFA

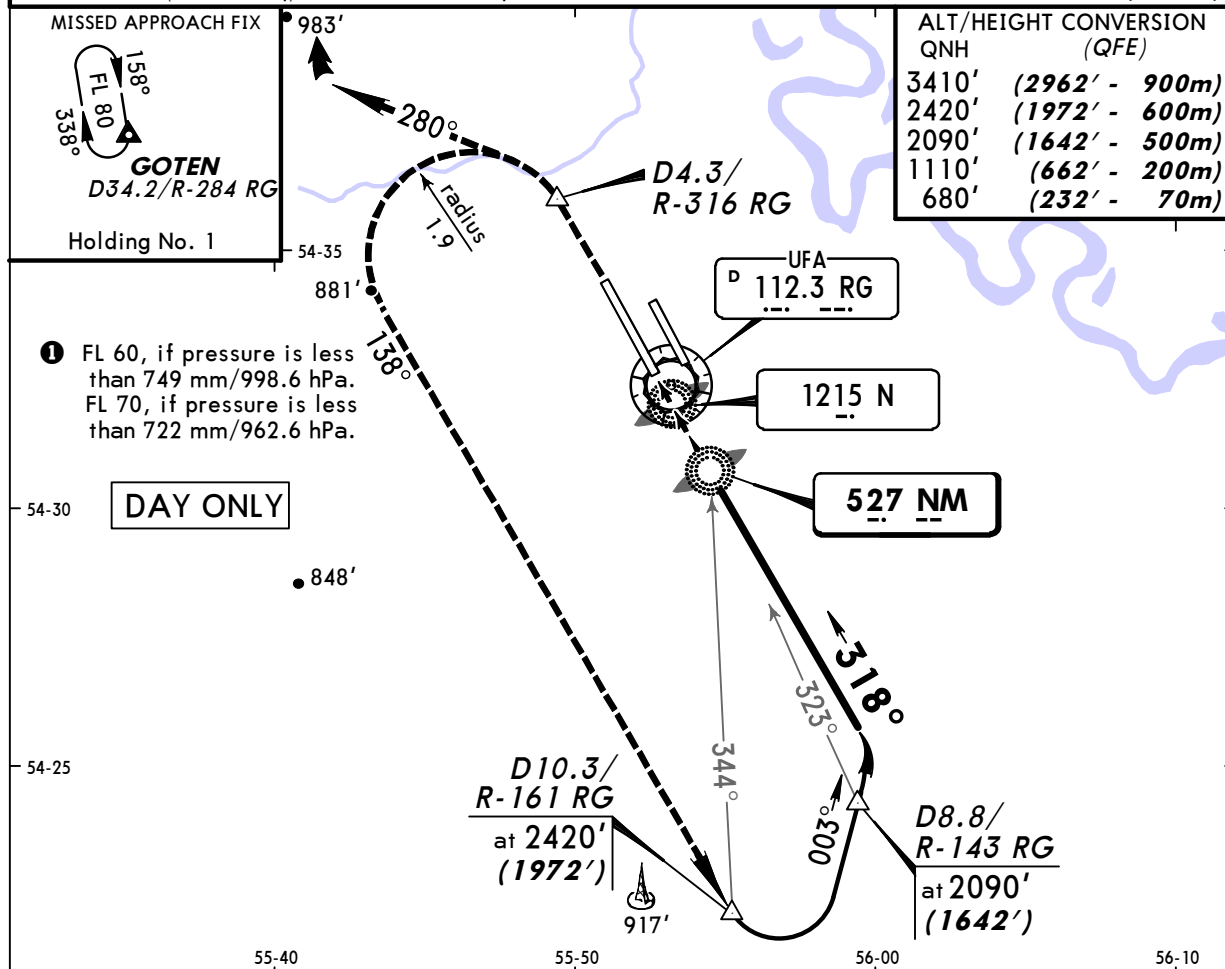
JEPPESSEN
30 MAR 12
Eff 5 Apr 16-2

UFA, RUSSIA
2 NDB or NDB Rwy 32L

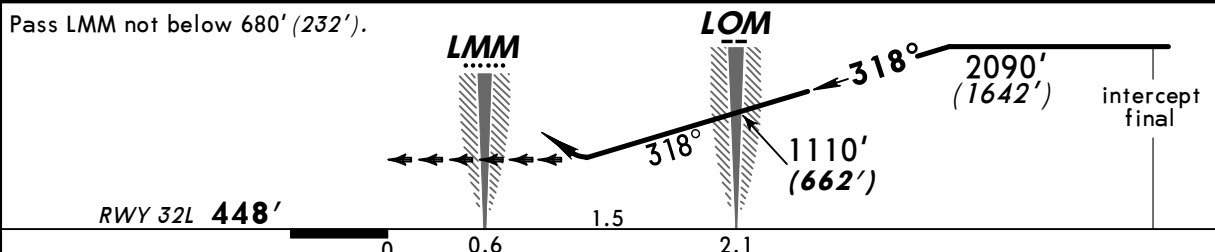
BRIEFING STRIP

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 NM 527	Final Apch Crs 318°	Minimum Alt LOM 1110'(662')	MDA(H) Refer to Minimums Apt Elev 448' RWY 448'	2900' MSA ARP
MISSED APCH: Climb to 1110'(662') or above. After passing D4.3 RG turn LEFT onto 138° climbing to 2420'(1972'), then as directed, or turn LEFT onto 280° 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'(2962')



Pass LMM not below 680'(232').



Gnd speed-Kts	70	90	100	120	140	160	1110' (662') or above	D4.3 RG
Descent Angle 2.67°	331	425	472	567	661	756		

STRAIGHT-IN LANDING RWY 32L					
2 NDB		NM NDB		N 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)
810'(362')	1280'(832')	830'(382')	1360'(912')	880'(432')	1200'(752')
A					
B	2000m	2200m	3200m	2500m	3200m
C	4000m		4400m		3600m
D	4400m		4800m		4000m

PANS OPS

UWUU/UFA
UFA

JEPPESEN
30 MAR 12
Eff 5 Apr (16-3)

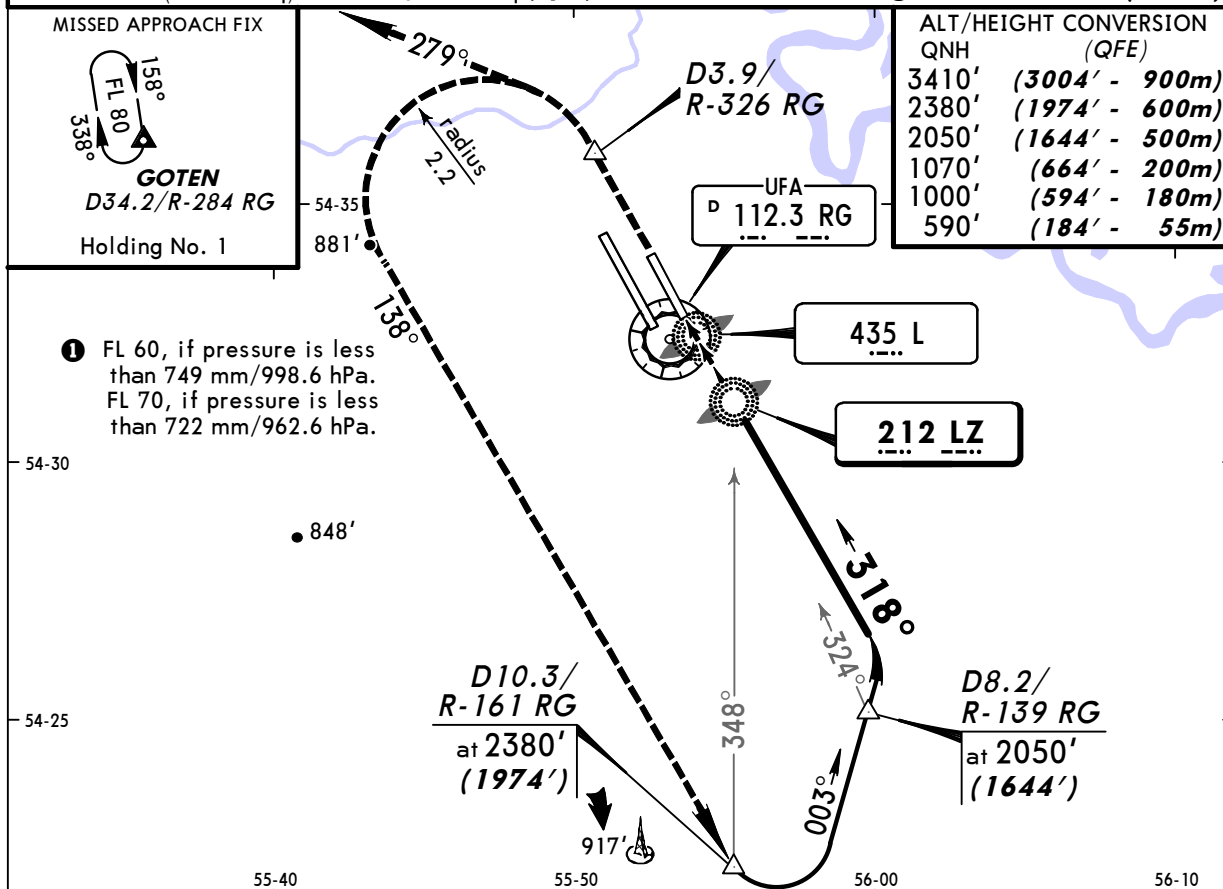
UFA, RUSSIA
2 NDB or NDB Rwy 32R

BRIEFING STRIP

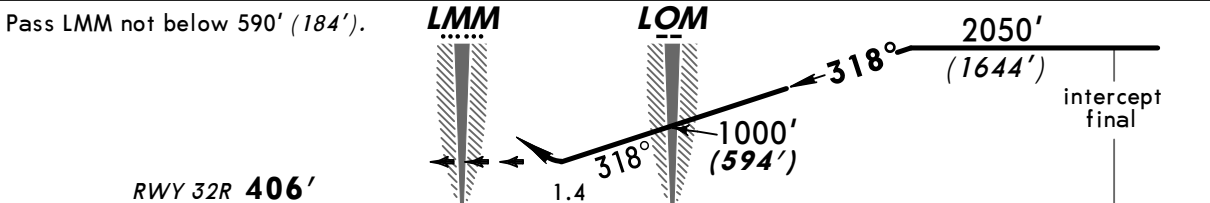
ATIS	UFA Control (APP)	UFA Krug (RDR)	UFA Start (TWR/R)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0
NDB LZ 212	Final Apch Crs 318°	Minimum Alt LOM 1000' (594')	2 NDB MDA(H) 800' (394') NDB MDA(H) Refer to Minimums	Apt Elev 448' RWY 406'
				2900' MSA ARP

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')



- ① FL 60, if pressure is less than 749 mm/998.6 hPa.
FL 70, if pressure is less than 722 mm/962.6 hPa.



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

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