

Page 1

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

Chart NOTAMs for Airport UWWW

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.

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.

UWWW (Kurumoch)**General Info**

Samara, RUS

N 53° 30.1' E 50° 09.2' Mag Var: 10.2°E

Elevation: 477'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Time Zone Info: GMT+4:00 no DST

Runway Info

Runway 05-23 8376' x 197' asphalt

Runway 15-33 9852' x 148' concrete

Runway 05 (49.0°M) TDZE 477'

Lights: Edge, ALS

Runway 15 (148.0°M) TDZE 415'

Lights: Edge, ALS

Runway 23 (229.0°M) TDZE 412'

Lights: Edge, ALS

Runway 33 (328.0°M) TDZE 387'

Lights: Edge, ALS

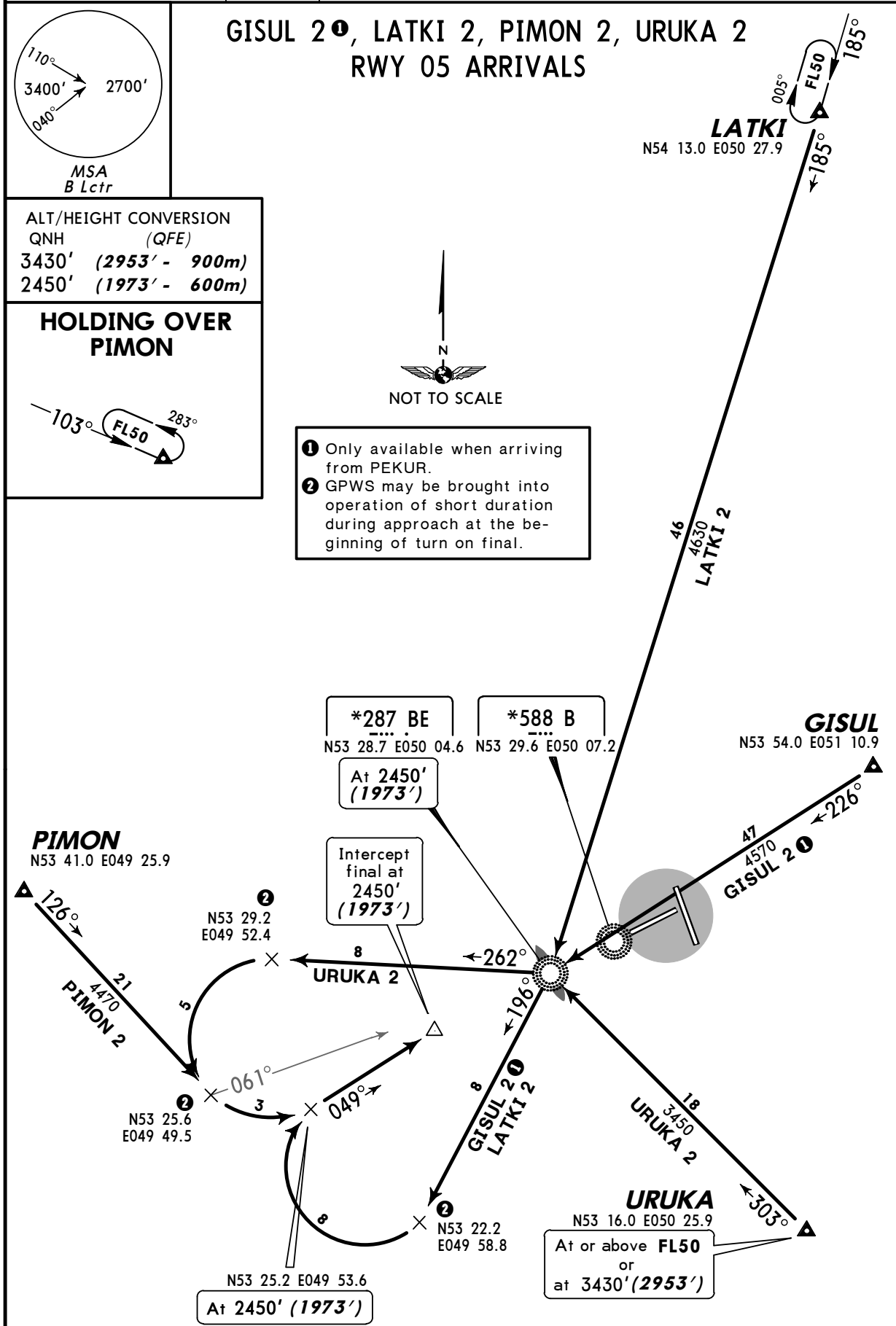
Communications InfoATIS **134.9** Non-EnglishATIS **134.1**Samara Tower **124.0** SecondarySamara Tower **118.2**Samara Ground Control **124.0** SecondarySamara Ground Control **119.0**Samara Approach Control **124.6**Samara Approach Control **118.7** SecondarySamara Radar **128.0**Samara Radar **124.0** SecondarySamara Transit Operations **131.6** MF**Notebook Info**

UWWW/KUF
KURUMOCH

JEPPESSEN
15 JUN 12 10-2 Eff 28 Jun

SAMARA, RUSSIA
STAR

ATIS 134.1 (Russian 134.9)	<i>Apt Elev</i> 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' (2953') FL by ATC.
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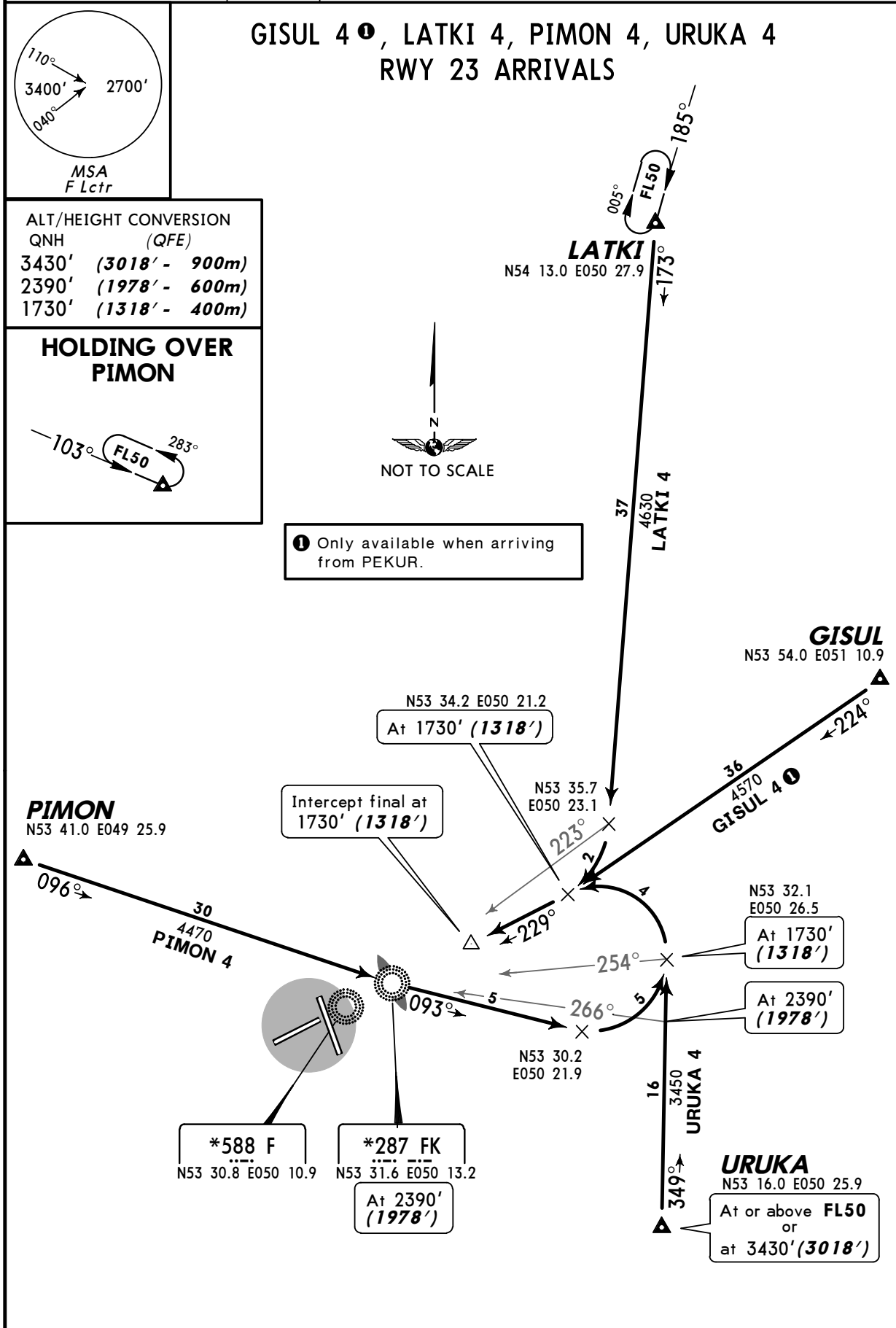


UWWW/KUF
KURUMOCH

JEPPESEN
15 JUN 12 **(10-2A)** Eff 28 Jun

SAMARA, RUSSIA
STAR

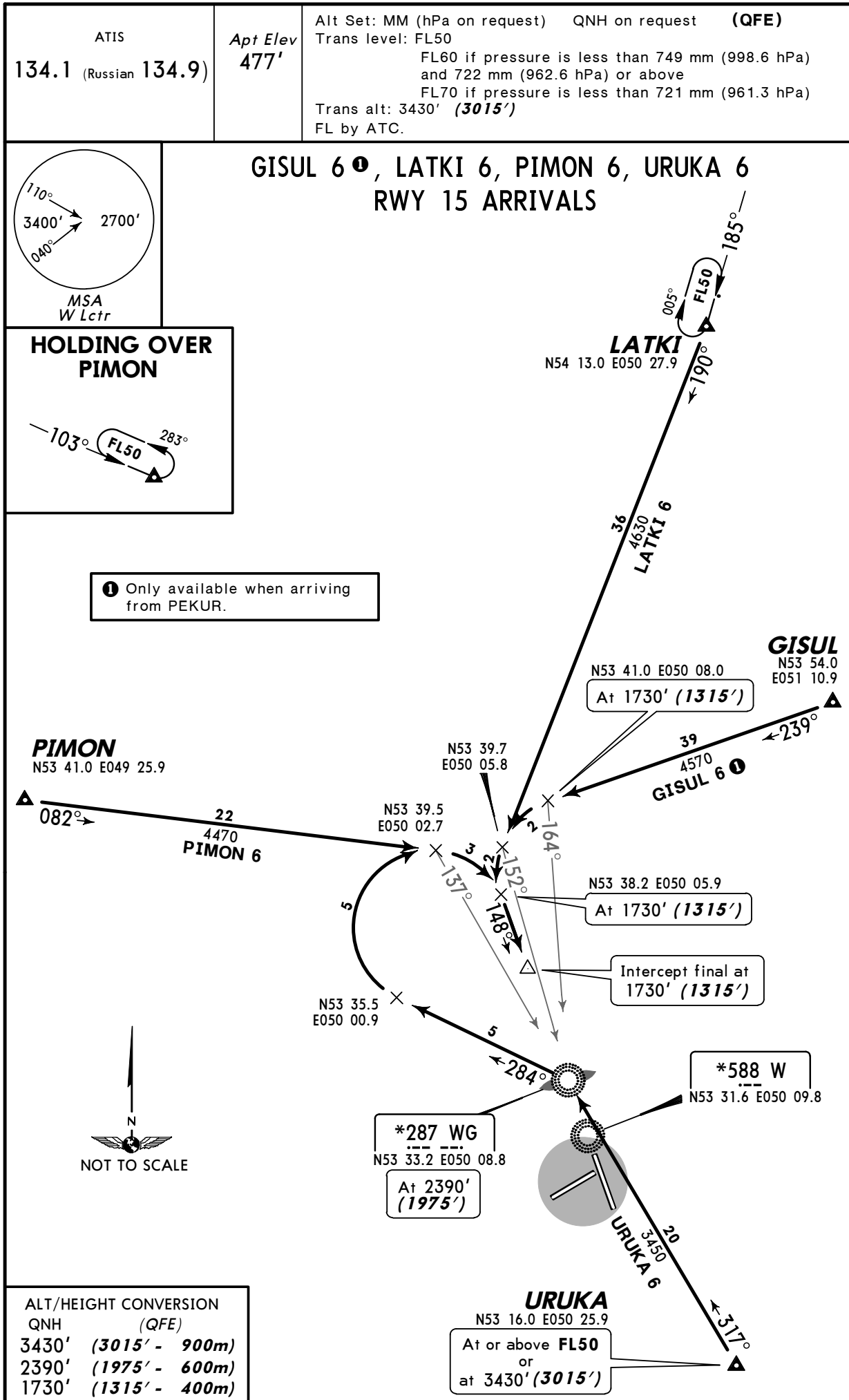
ATIS 134.1 (Russian 134.9)	Apt Elev 477'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 721 mm (961.3 hPa) Trans alt: 3430' (3018') FL by ATC.
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UWWW/KUF
KURUMOCH

JEPPESEN
15 JUN 12 **10-2B** Eff 28 Jun

SAMARA, RUSSIA
STAR



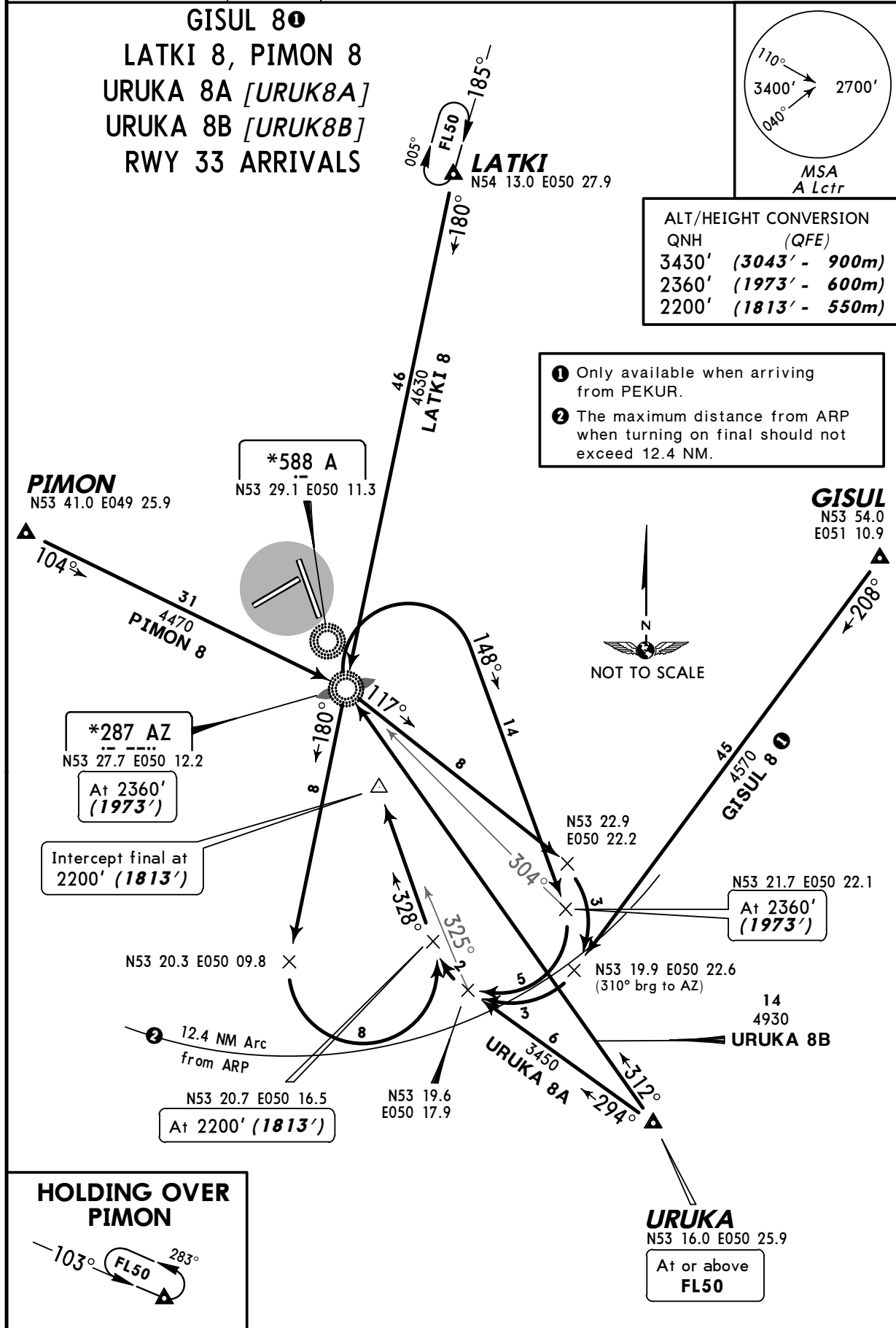
UWWW/KUF
KURUMOCH

JEPPESSEN
15 JUN 12 (10-2C) Eff 28 Jun

SAMARA, RUSSIA

STAR

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.
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UWWW/KUF
KURUMOCH

JEPPESEN
15 JUN 12 10-3 Eff 28 Jun

SAMARA, RUSSIA
SID

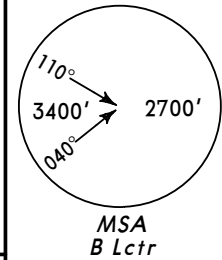
Apt Elev
477'

QNH on request (QFE)
Trans level: FL50

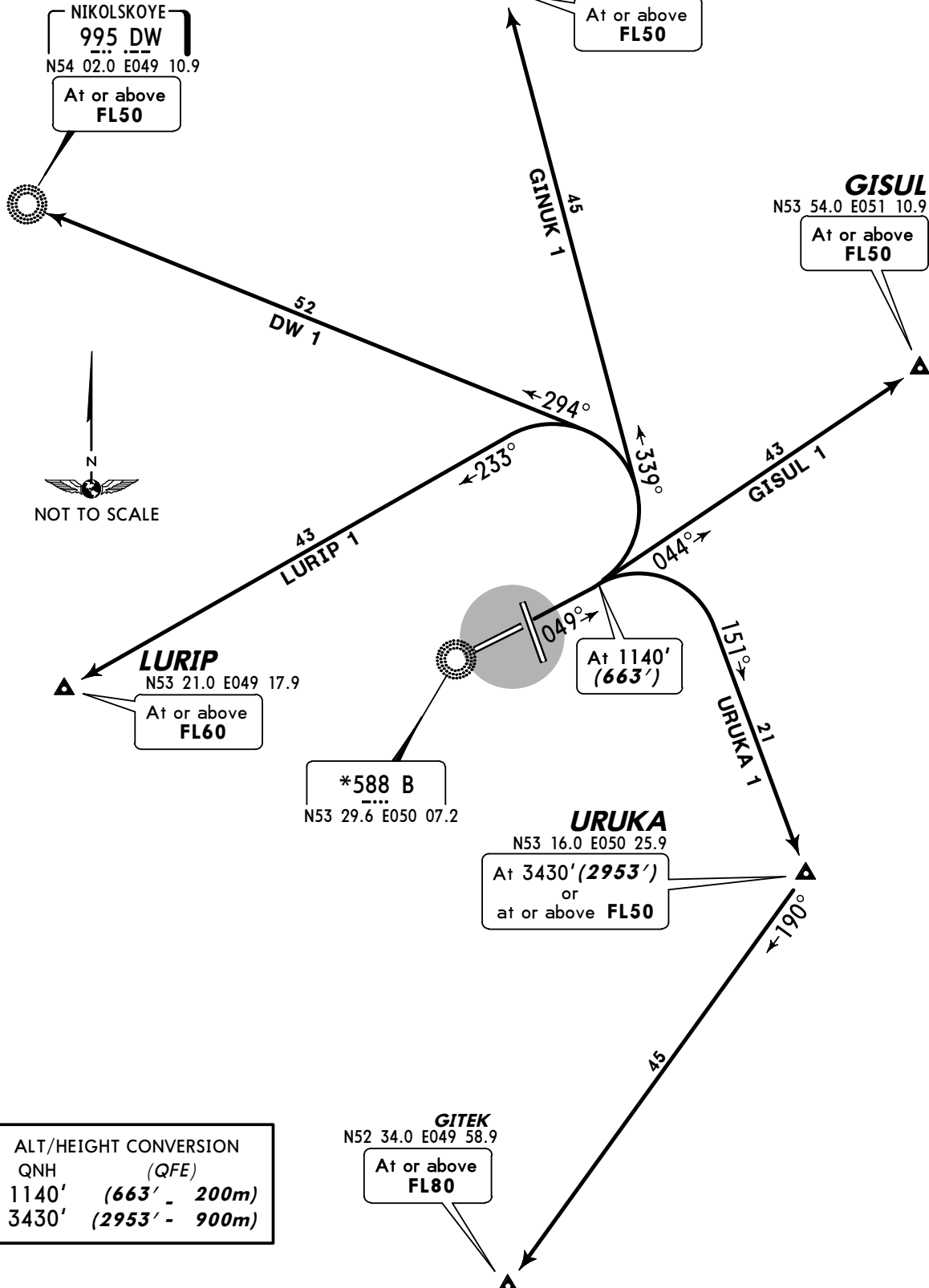
FL60 if pressure is less than 749 mm (998.6 hPa)
and 722 mm (962.6 hPa) or above
FL70 if pressure is less than 721 mm (961.3 hPa)

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



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

UWWW/KUF
KURUMOCH

JEPPESEN
15 JUN 12 **(10-3A)** Eff 28 Jun

SAMARA, RUSSIA

SID

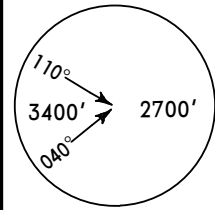
Apt Elev
477'

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.



MSA
F Lctr

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

LURIP

N53 21.0 E049 17.9

At or above
FL60

① By ATC.

URUKA

N53 16.0 E050 25.9

At 3430' (3018')
or
at or above FL50

GITEK

N52 34.0 E049 58.9

At or above
FL80

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

UWWW/KUF
KURUMOCH

JEPPESEN
15 JUN 12 **10-3B** Eff 28 Jun

SAMARA, RUSSIA
SID

Apt Elev
477'

QNH on request (QFE)

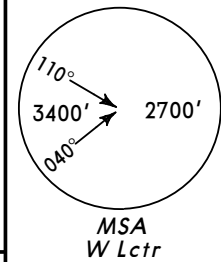
Trans level: FL50

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

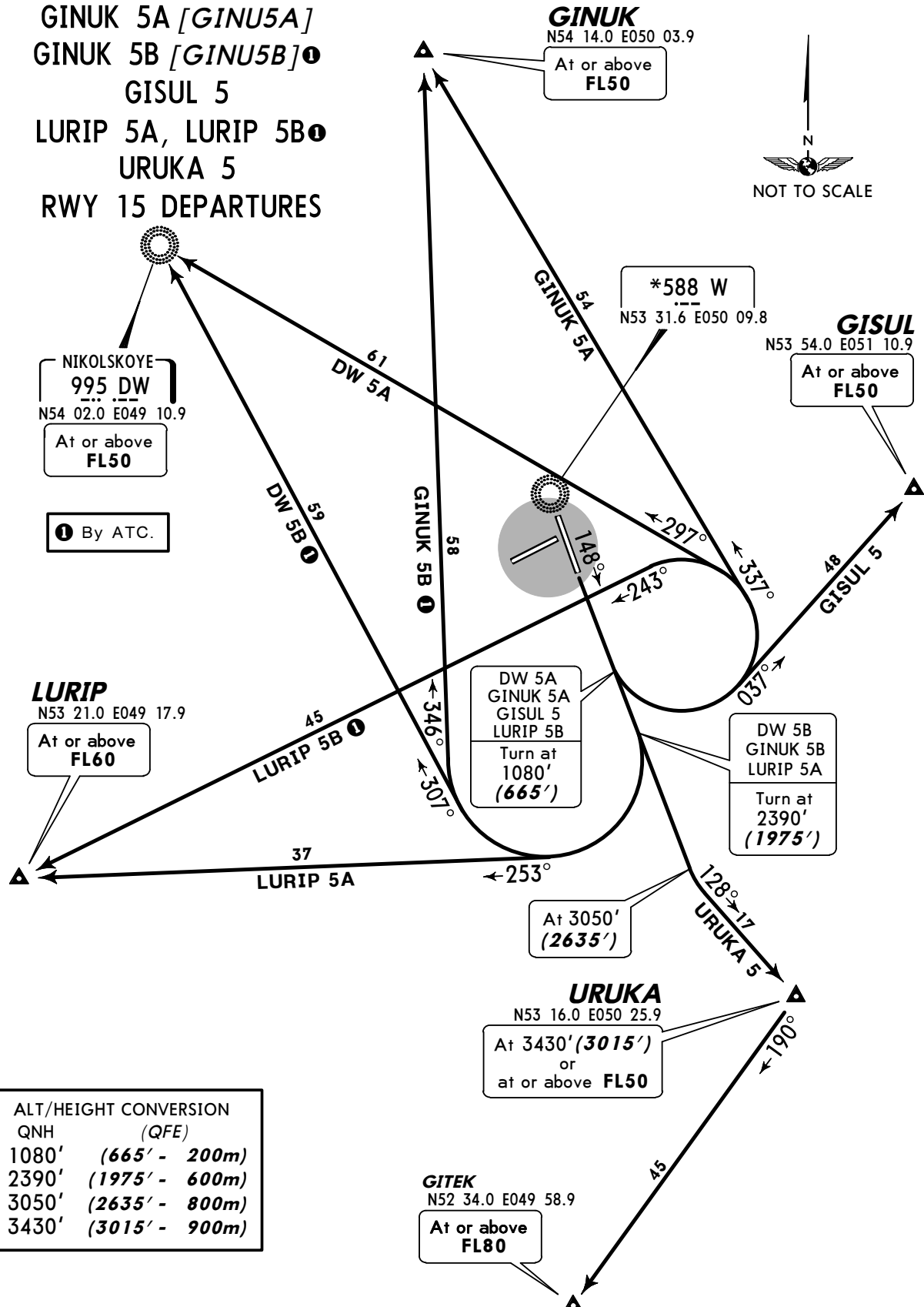
FL70 if pressure is less than 721 mm (961.3 hPa)

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



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1080'	(665' - 200m)
2390'	(1975' - 600m)
3050'	(2635' - 800m)
3430'	(3015' - 900m)

UWWW/KUF
KURUMOCH

JEPPESSEN
15 JUN 12 (10-3C) Eff 28 Jun

SAMARA, RUSSIA
SID

Apt Elev
477'

QNH on request (QFE)

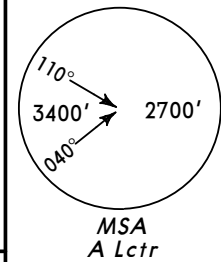
Trans level: FL50

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

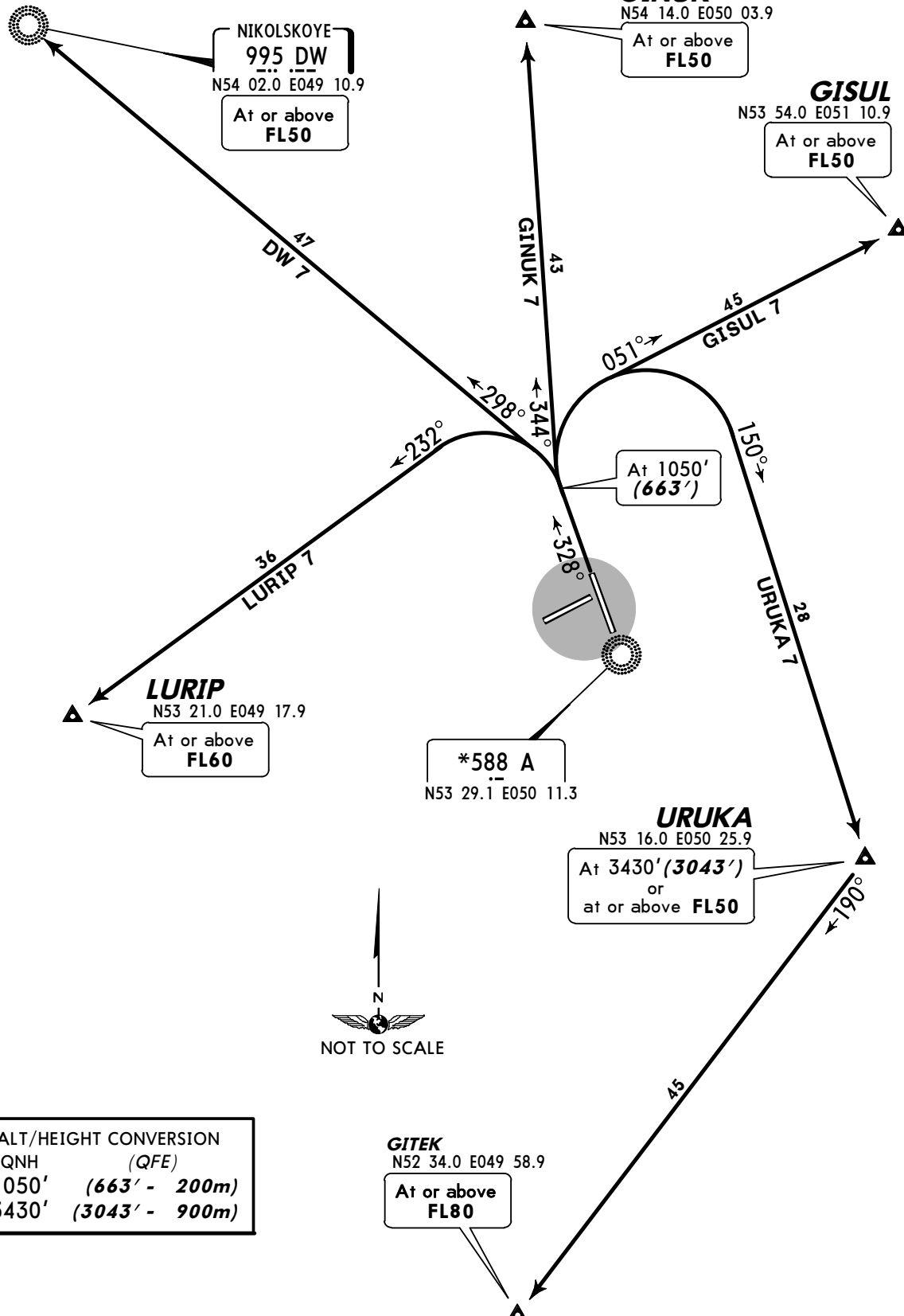
FL70 if pressure is less than 721 mm (961.3 hPa)

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



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

UWWW/KUF
KURUMOCHJEPPESEN
31 OCT 03 10-4SAMARA, RUSSIA
NOISE

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

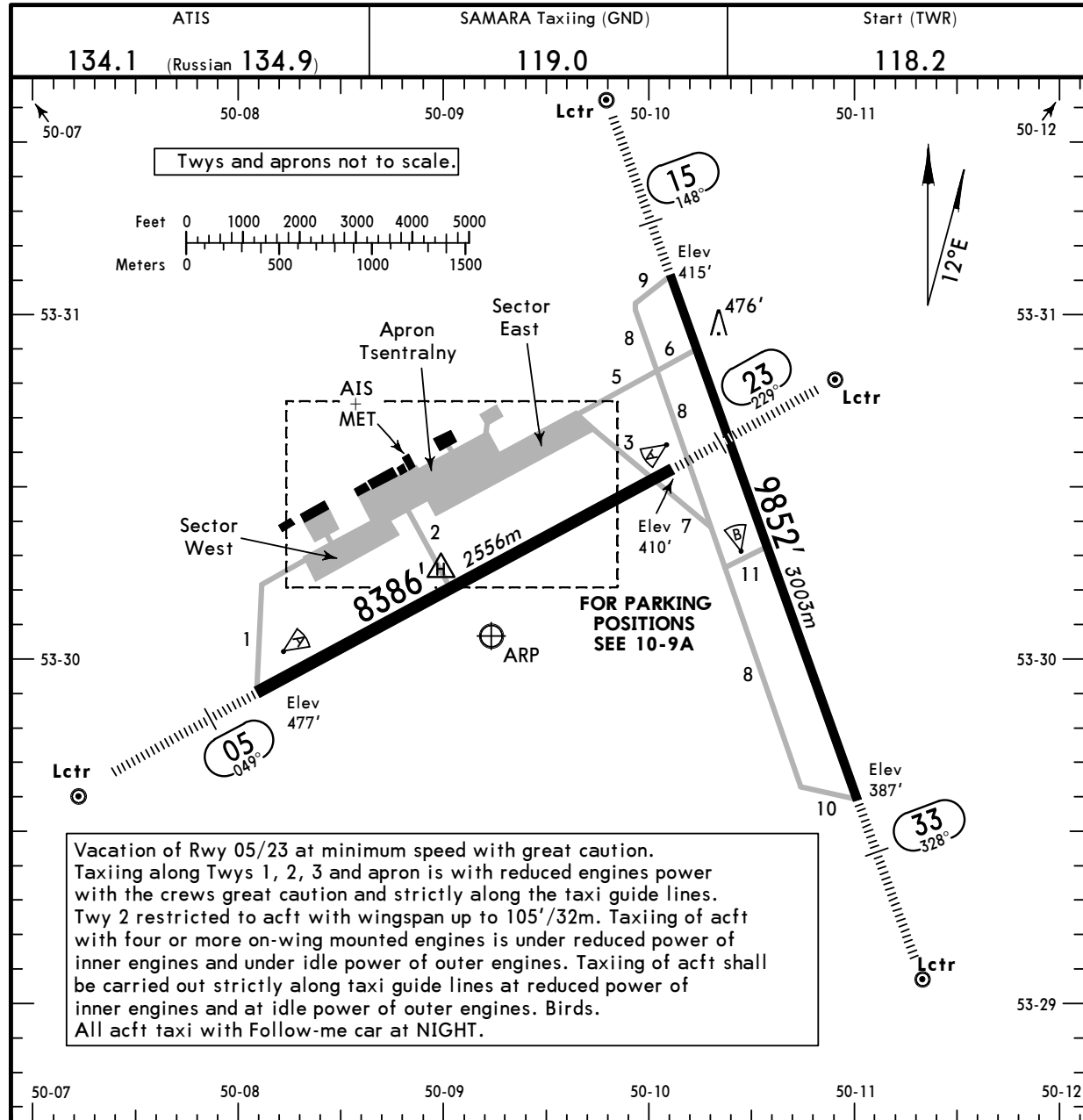
Between 2300-0700LT engine run-up tests are prohibited on the bay near the hangar and on stands 15 and 16.

UWWW/KUF

Apt Elev **477'**
N53 30.1 E050 09.2

JEPPESEN
20 JAN 12 **(10-9)**

SAMARA, RUSSIA
KURUMOCH

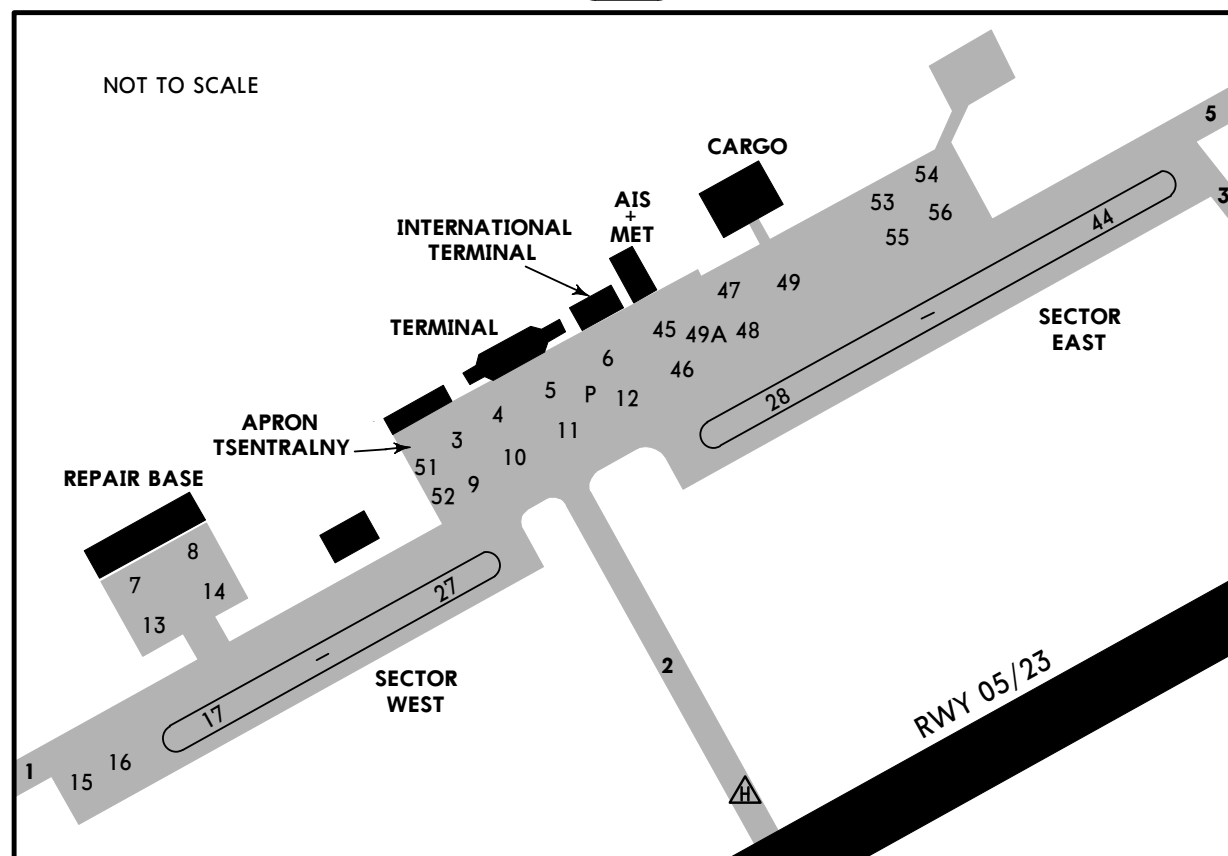


ADDITIONAL RUNWAY INFORMATION						
RWY					USABLE LENGTHS	
					LANDING BEYOND	
					Threshold	TAKE-OFF
					Glide Slope	WIDTH
05	HIRL (60m)	HIALS	PAPI-L (angle 3.00°)	RVR	7414' 2260m	197'
23	HIRL (60m)	HIALS	PAPI-L (angle 2.67°)	RVR	7535' 2297m	60m
15	HIRL (60m)	HIALS	PAPI-L (angle 2.67°)	RVR	8819'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

❶ Use of rwy 05/23 by IL-62 acft with mass more than 130 tons is prohibited.

TAKE-OFF	
AIR CARRIER (JAA)	
All Rwy's	
LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	
B	250m
C	
D	300m
	400m

UWWW/KUF

JEPPESEN
20 JAN 12 (10-9A)SAMARA, RUSSIA
KURUMOCH**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.

UWWW/KUF


JEPPESEN
 23 MAR 12 **10-9S** **Eff 5 Apr**
Standard
SAMARA, RUSSIA
KURUMOCH

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')
15	<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 w/o FAF	1960' (1483')	1960' (1483')	1960' (1483')	1960' (1483')
23	<i>ALS out</i>	C5000m	C5000m	C5000m	C5000m
	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
23	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
23	NDB w/o FAF	1180' (765')	1180' (765')	1180' (765')	1180' (765')
	<i>ALS out</i>	C3100m	C3100m	C3300m	C3300m
		C3800m	C3800m	C4000m	C4000m
	ILS	612' (200')	612' (200')	612' (200')	612' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
23	<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')
23	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.

UWWW/KUF


JEPPESEN
 23 MAR 12 **10-9S1** Eff 5 Apr

Standard
SAMARA, RUSSIA
 KURUMOCH

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		

UWWW/KUF


JEPPESSEN
 23 MAR 12 **10-9X** **Eff 5 Apr**
JAA MINIMUMS
SAMARA, RUSSIA
KURUMOCH

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
15	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	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')
23		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	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

UWWW/KUF


JEPPESEN
 23 MAR 12 **10-9X1** **Eff 5 Apr**
JAA MINIMUMS
SAMARA, RUSSIA
KURUMOCH

STRAIGHT-IN RWY		A	B	C	D
33	ILS	587' (200')	587' (200')	587' (200')	587' (200')
	<i>ALS out</i>	R550m R1000m	R550m R1000m	R550m R1000m	R550m R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV	770' (383')	770' (383')	770' (383')	770' (383')
	<i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
	NDB	720' (333')	720' (333')	720' (333')	720' (333')
	with FAF <i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
	NDB	1390' (1003')	1390' (1003')	1390' (1003')	1390' (1003')
	w/o FAF <i>ALS out</i>	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m

TAKE-OFF RWY 05, 15, 23, 33

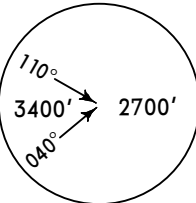
LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

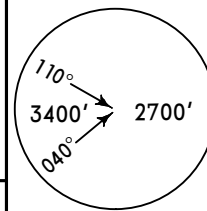
UWWW/KUF
KURUMUCH

JEPPESEN
15 JUN 12 (11-1) Eff 28 Jun

SAMARA, RUSSIA
ILS or 2 NDB Rwy 05

BRIEFING STRIP

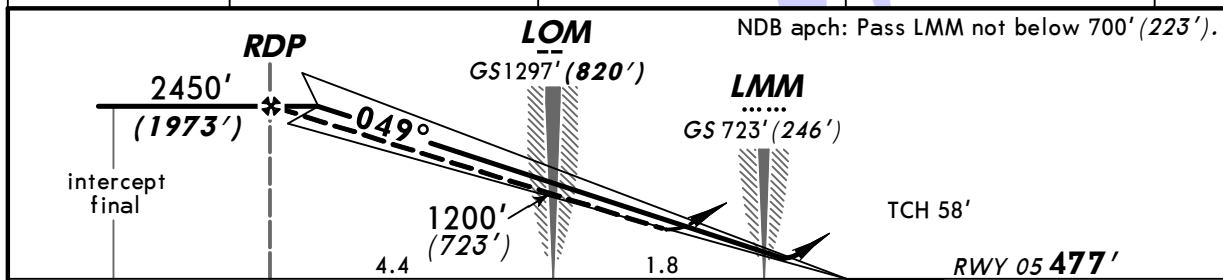
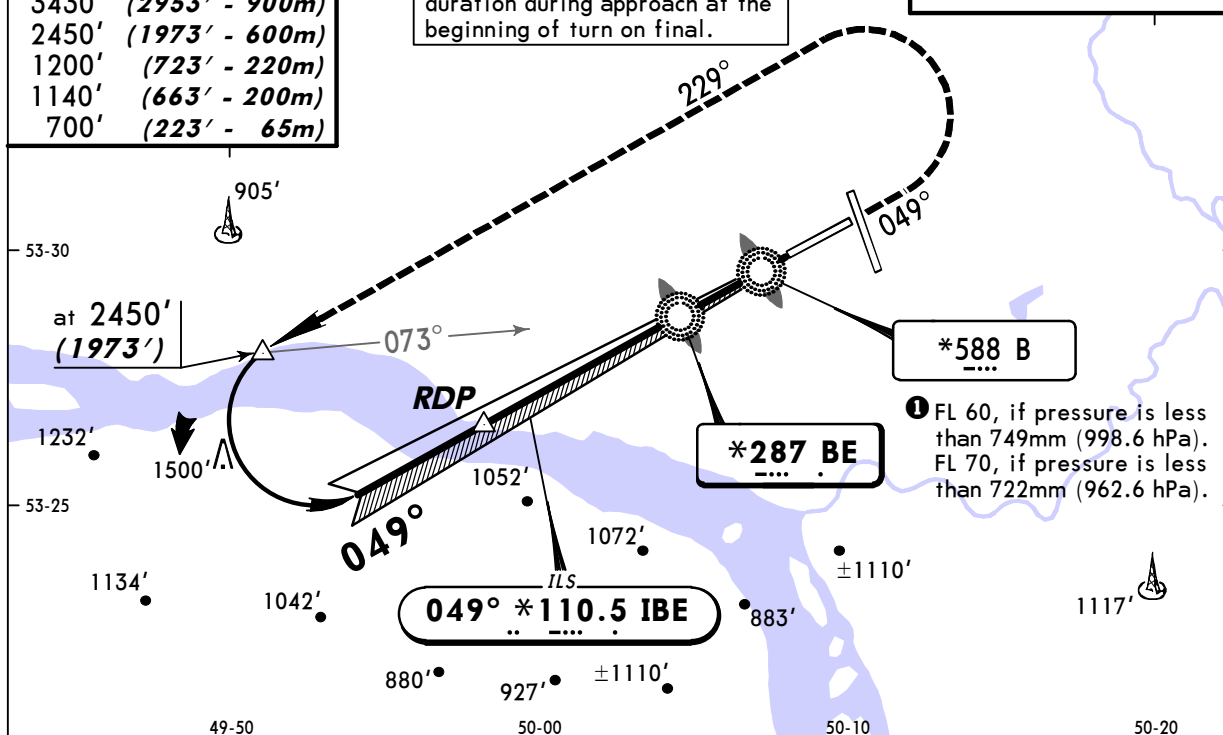
ATIS		SAMARA Approach (R)		SAMARA Radar		SAMARA Tower		Ground	
134.1 (Russian 134.9)		124.6		128.0		118.2		119.0	
ILS IBE *110.5		Final Apch Crs 049°		GS LOM 1297'(820')		ILS DA(H) 677'(200')		Apt Elev 477' RWY 477'	
NDB BE *287				Minimum Alt RDP 2450'(1973')		NDB MDA(H) (CONDITIONAL) 900'(423')			
MISSED APCH: Climb on 049° to 1140' (663'), then turn LEFT onto 229° climbing to 2450' (1973'), then according to chart.								 MSA B NDB	



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



Gnd speed-Kts	70	90	100	120	140	160	HALS	1140' (663') on 049°	229°	2450' (1973')
ILS GS	3.00°	372	478	531	637	743	849	PAPI		
NDB Descent Angle 2.67°	331	425	472	567	661	756				

STRAIGHT-IN LANDING RWY 05									
ILS		LOC (GS out)		with FAF		NDB		w/o FAF	
DA(H) 677' (200')				MDA(H) 900' (423')		MDA(H) 1960' (1483')			
FULL	ALS out			ALS out		ALS out			
A								3200m	
B									
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	RVR 1500m VIS 1600m	2400m			4000m	4800m
D									

PANS OPS

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JEPPESSEN
15 JUN 12 (11-2) Eff 28 Jun

SAMARA, RUSSIA
ILS or 2 NDB Rwy 15

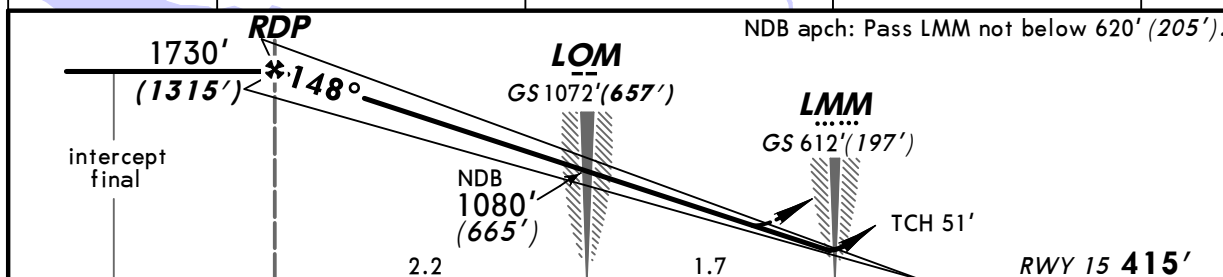
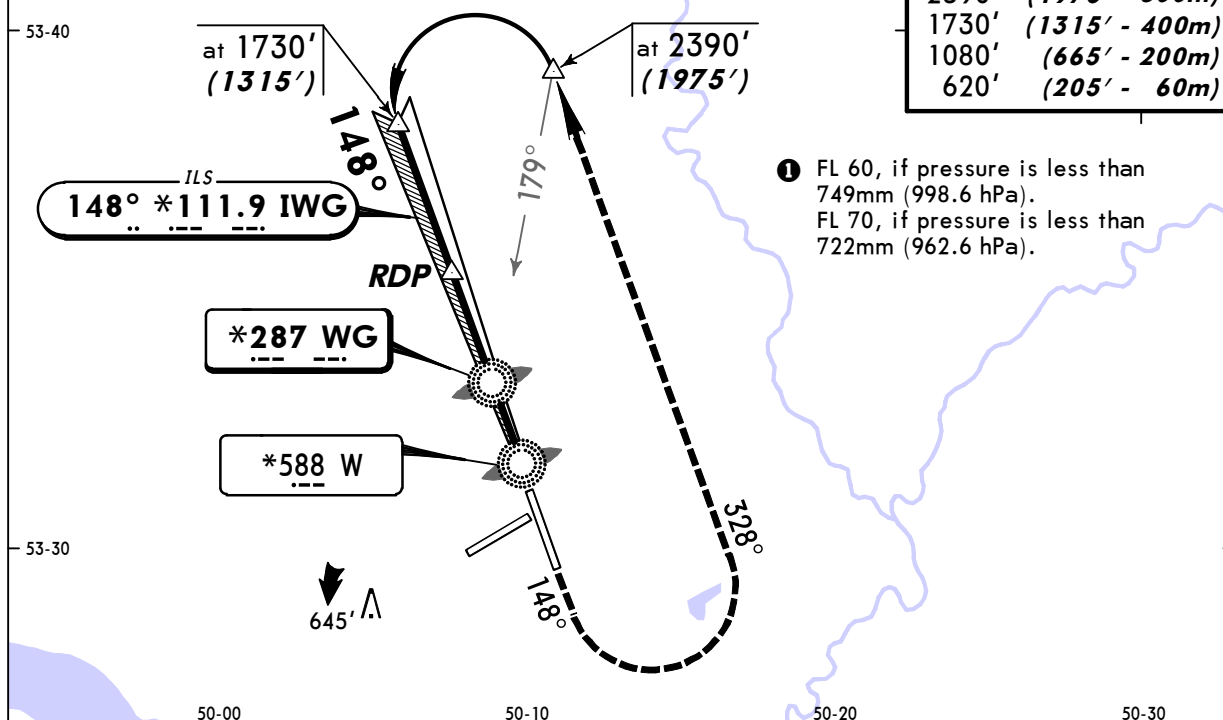
BRIEFING STRIP

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0
LOC IWG *111.9	Final Apch Crs 148°	GS LOM 1072' (657')	ILS DA(H) 615' (200')	Apt Elev 477' RWY 415'
NDB WG *287		Minimum Alt RDP 1730' (1315')	NDB MDA(H) (CONDITIONAL) 750' (335')	
MISSED APCH: Climb on 148° to 1080' (665'), then turn LEFT onto 328° climbing to 2390' (1975'), then according to chart.				
110° 3400' 040° 2700' MSA W NDB				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① 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	HIALS	1080' (665')	148°	328°	2390' (1975')
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756	PAPI	↑	↑	↑	↑

STRAIGHT-IN LANDING RWY 15											
ILS			LOC (GS out)			NDB					
DA(H) 615' (200')						with FAF			w/o FAF		
FULL						MDA(H) 750' (335')			MDA(H) 1180' (765')		
						ALS out			ALS out		
A											
B											
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED			1200m	RVR 1500m VIS 1600m	3200m	3200m	3600m	
D						RVR 1500m VIS 1600m		3600m	4000m		

PANS OPS

UWWW/KUF
KURUMOCHJEPPESEN
15 JUN 12 (11-3) Eff 28 JunSAMARA, RUSSIA
ILS or 2 NDB Rwy 23

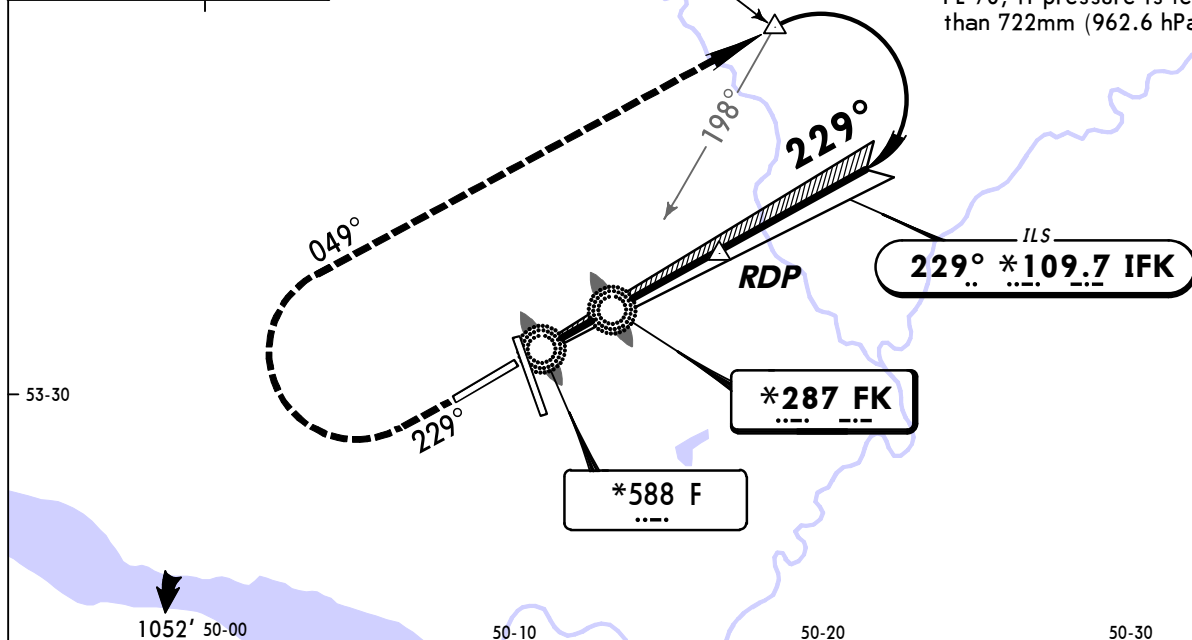
BRIEFING STRIP

ATIS		SAMARA Approach (R)		SAMARA Radar		SAMARA Tower		Ground		
134.1 (Russian 134.9)		124.6		128.0		118.2		119.0		
LOC IFK *109.7		Final Apch Crs 229°	GS LOM 1068' (656')		ILS DA(H) 612' (200')		Apt Elev 477' RWY 412'			
NDB FK *287			Minimum Alt RDP 1730' (1318')		NDB MDA(H) 760' (348')					
MISSED APCH: Climb on 229° to 1070' (658'), then turn RIGHT onto 049° climbing to 1730' (1318'), then according to chart.										MSA F NDB

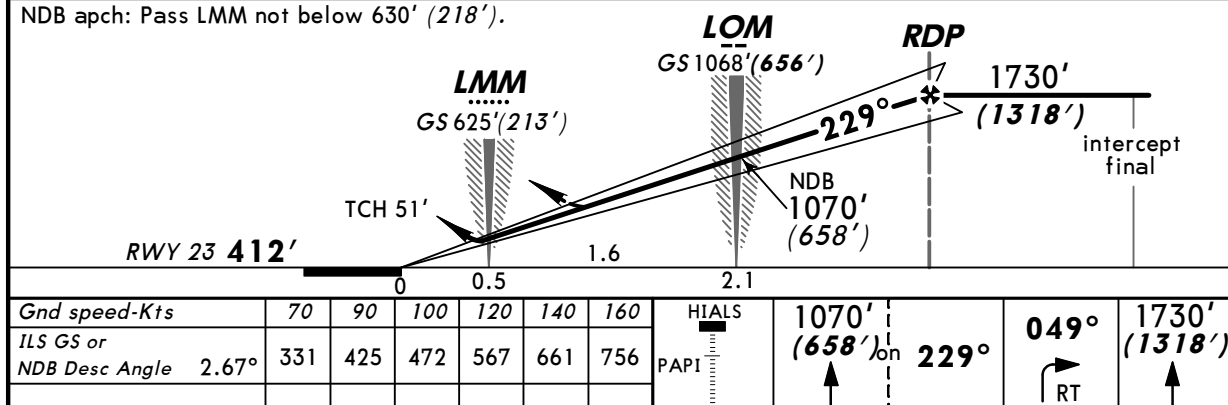
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3430' (3018')

ALT/HEIGHT CONVERSION

QNH	(QFE)
3430' (3018' - 900m)	53-40
1730' (1318' - 400m)	
1070' (658' - 200m)	
630' (218' - 65m)	

RDP (Radar descent point)
-will be allocated by
Radar Controller① FL 60, if pressure is less
than 749mm (998.6 hPa).
FL 70, if pressure is less
than 722mm (962.6 hPa).

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



STRAIGHT-IN LANDING RWY 23					
ILS		LOC (GS out)		NDB	
DA(H) 612' (200')				MDA(H) 760' (348')	
FULL	ALS out				ALS out
A					
B					
C	RVR 720m VIS 800m	NOT AUTHORIZED		1200m	2000m
D				RVR 1500m VIS 1600m	

PANS OPS

CHANGES: MSA. TL.

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JEPPESEN
15 JUN 12 (11-4) Eff 28 Jun

SAMARA, RUSSIA
ILS or 2 NDB Rwy 33

BRIEFING STRIP™

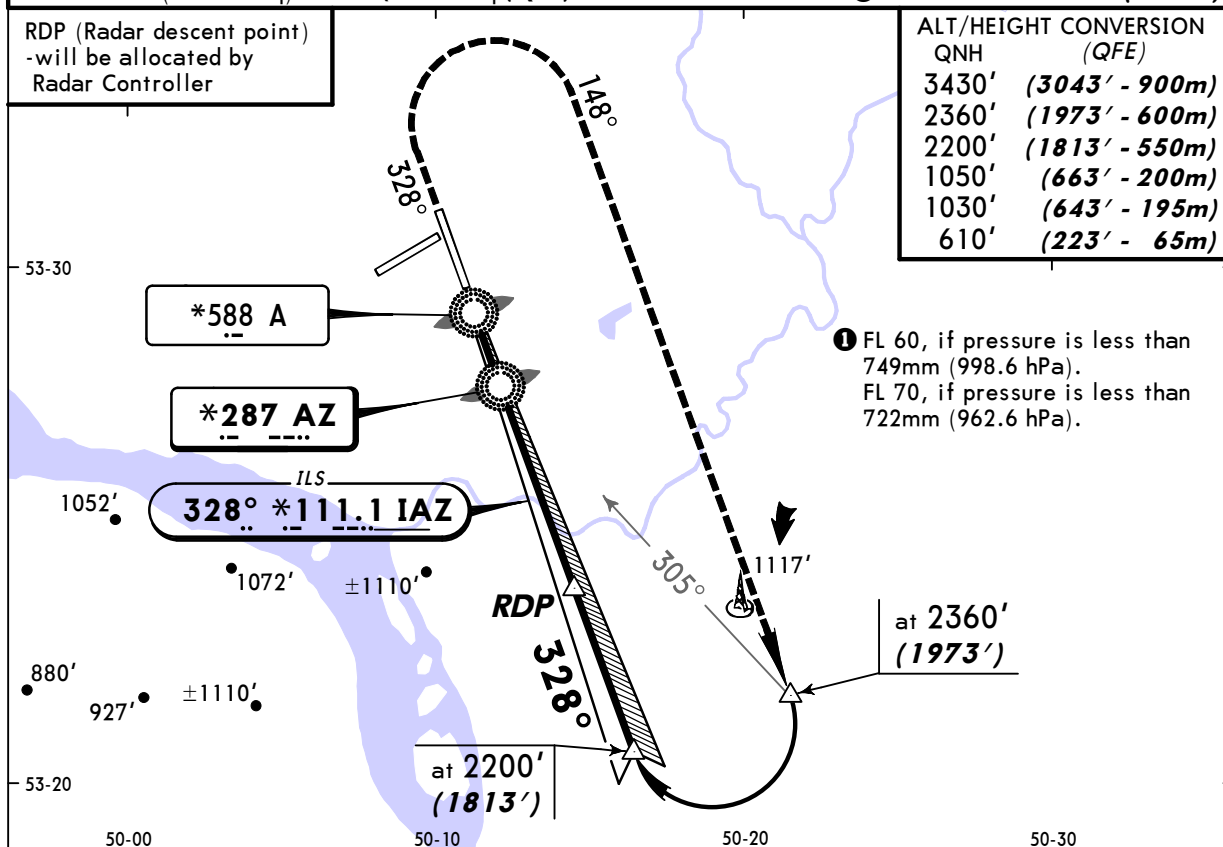
ATIS		SAMARA Approach (R)		SAMARA Radar		SAMARA Tower		Ground	
134.1 (Russian 134.9)		124.6		128.0		118.2		119.0	
LOC IAZ *111.1		Final Apch Crs 328°		GS LOM 1027' (640')		ILS DA(H) 587' (200')		Apt Elev 477' RWY 387'	
NDB AZ *287				Minimum Alt RDP 2200' (1813')		NDB MDA(H) (CONDITIONAL) 720' (333')			
MISSED APCH: Climb on 328° to 1050' (663'), then turn RIGHT onto 148° climbing to 2360' (1973'), then according to chart.									
110° 3400' 040° 2700' MSA A NDB									

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3430' (3043')

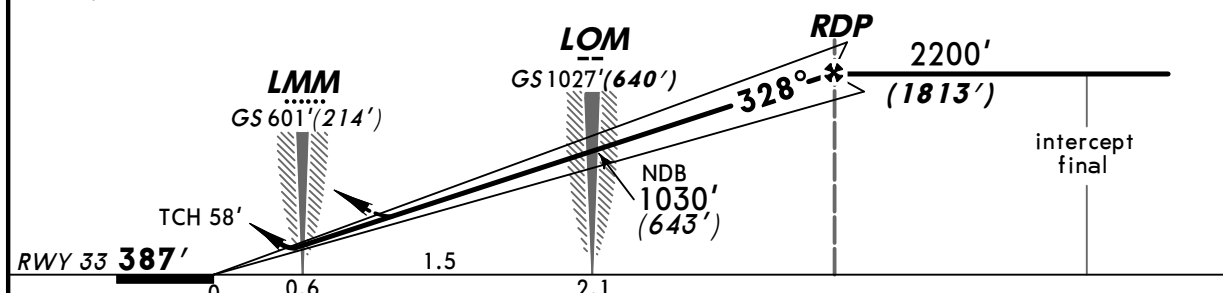
RDP (Radar descent point)
-will be allocated by
Radar Controller

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	HIALS	1050' (663') on 328°	148° RT	2360' (1973')
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756				

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

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CHANGES: MSA. TL.

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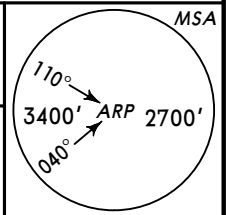
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15 JUN 12 (12-1) Eff 28 Jun

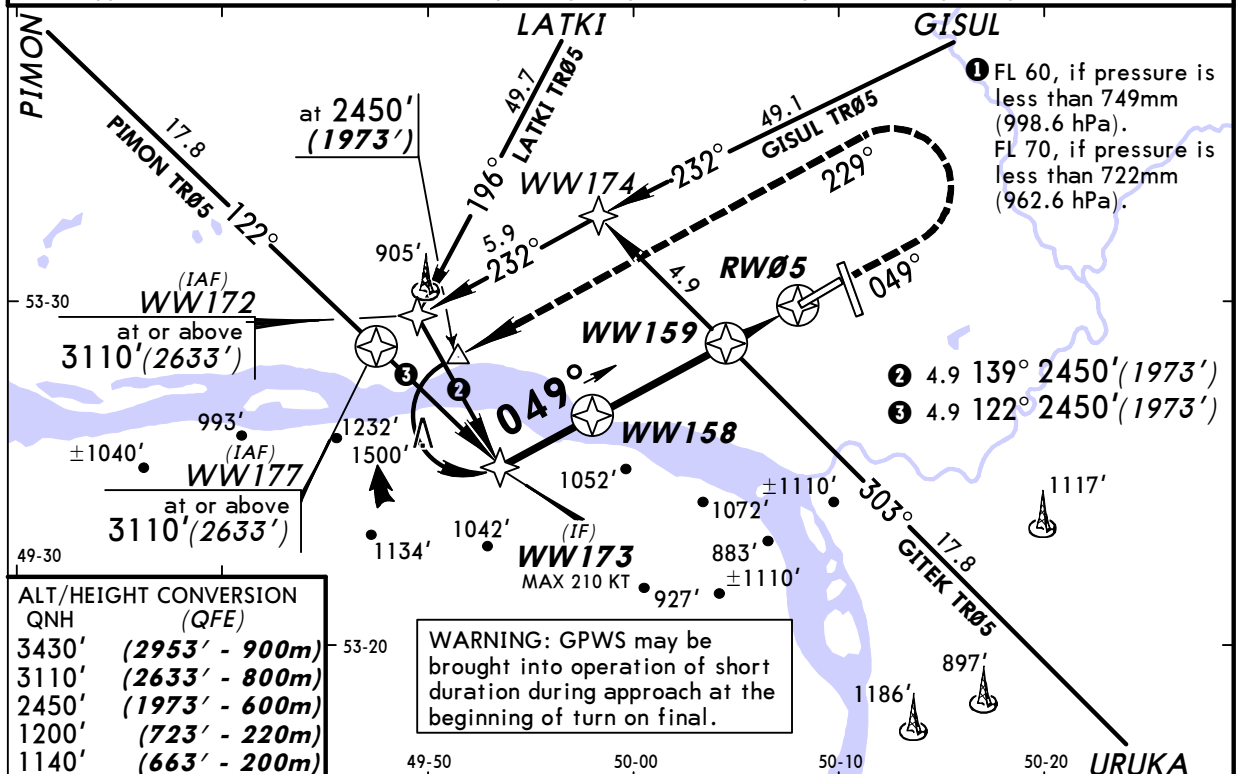
SAMARA, RUSSIA
GNSS Rwy 05

BRIEFING STRIP

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0
RNAV	Final Apch Crs	Minimum Alt WW158	MDA(H) 900' (423')	Apt Elev 477' RWY 477'
	049°	2450' (1973')		
MISSED APCH: Climb on 049° to 1140' (663'), then turn LEFT onto 229° climbing to 2450' (1973'), then according to Instrument Approach route.				



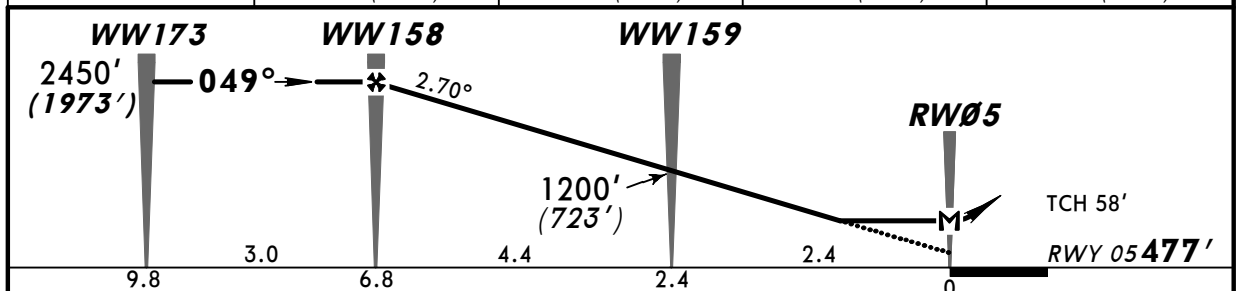
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3430' (2953')
 1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller before passing the point of GNSS apch route beginning.



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 RW05	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	HIALS	1140' (663') on 049°	229°	2450' (1973')
Descent angle	2.70°	334	430	478	573	669	PAPI			
MAP at RW05										

STRAIGHT-IN LANDING RWY 05

MDA(H) 900' (423')

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

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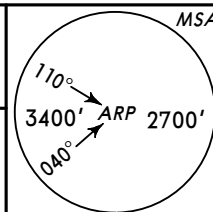
JEPPESEN
15 JUN 12 (12-2) Eff 28 Jun

SAMARA, RUSSIA
GNSS Rwy 15

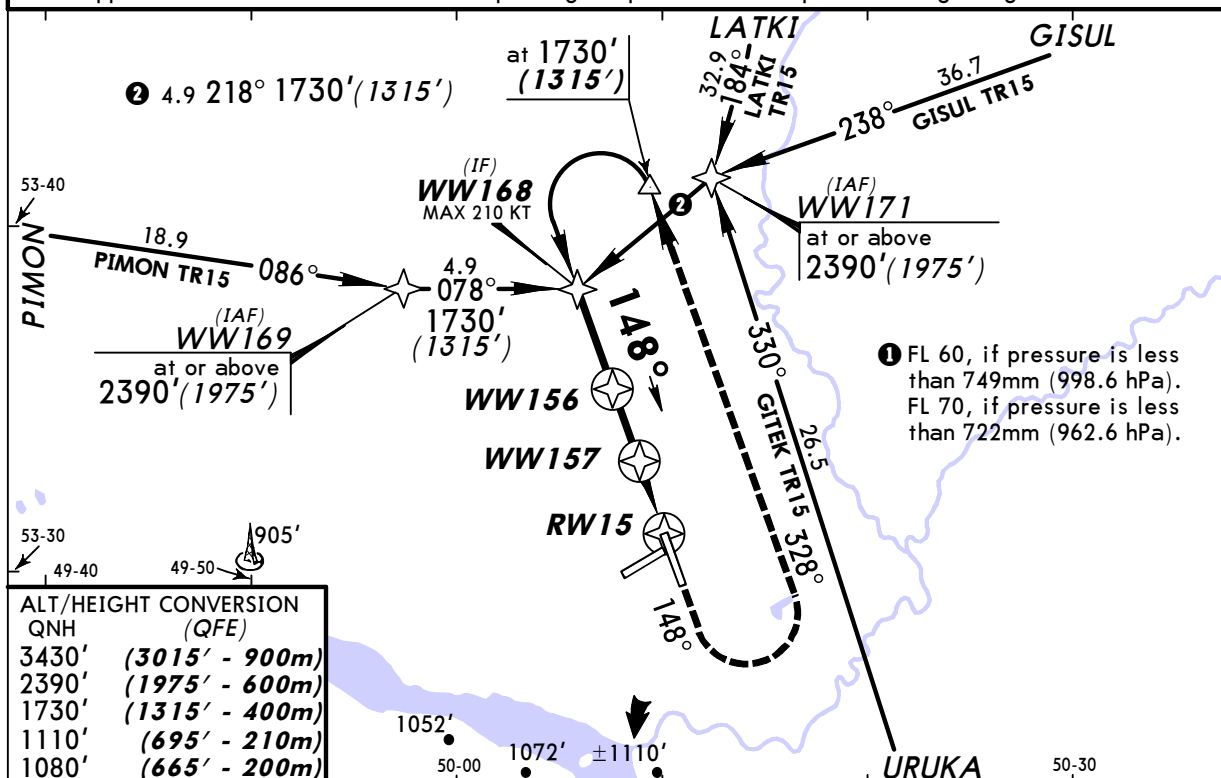
BRIEFING STRIP

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0
RNAV	Final Apch Crs	Minimum Alt WW156	MDA(H)	Apt Elev 477' RWY 415'
	148°	1730' (1315')	930' (515')	

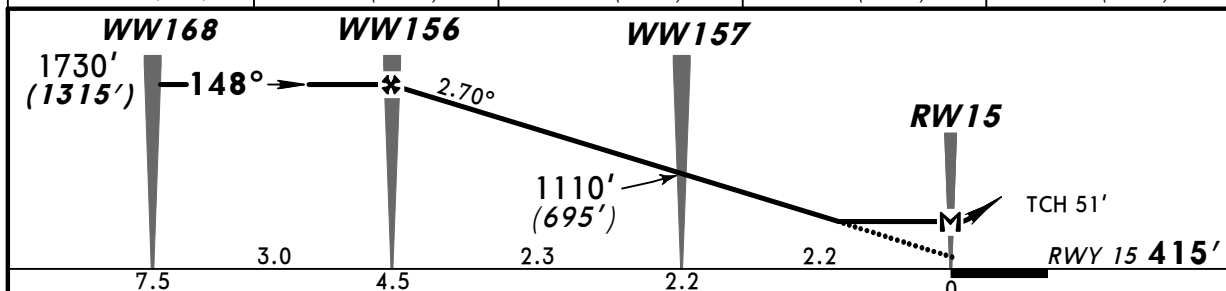
MISSED APCH: Climb on 148° to 1080' (665'), then turn LEFT onto 328° climbing to 1730' (1315'), then according to Instrument Approach route.



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 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 before passing the point of GNSS apch route beginning.



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	HIALS	1080' (665') on	148°	328°	1730' (1315')
Descent angle	2.70°	334	430	478	573	669	764	PAPI			
MAP at RW15											

STRAIGHT-IN LANDING RWY 15

MDA(H) 930' (515')

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

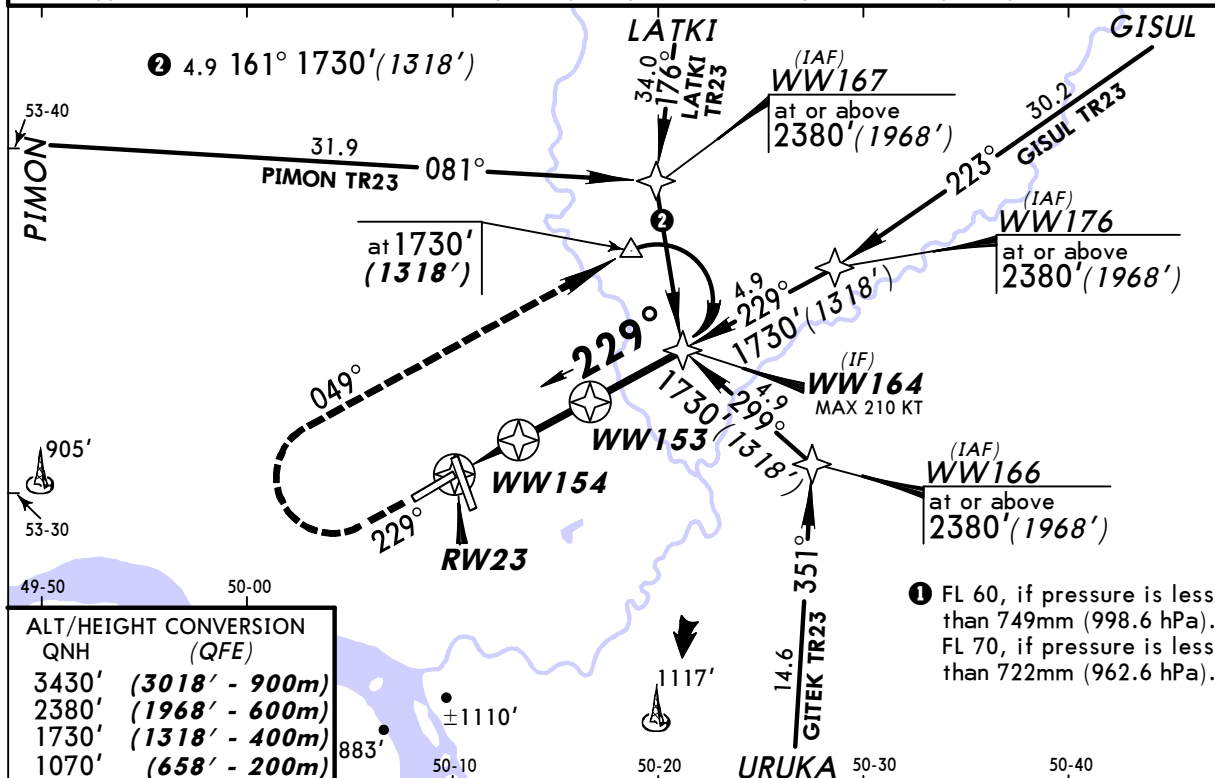
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15 JUN 12 (12-3) Eff 28 JunSAMARA, RUSSIA
GNSS Rwy 23

BRIEFING STRIP

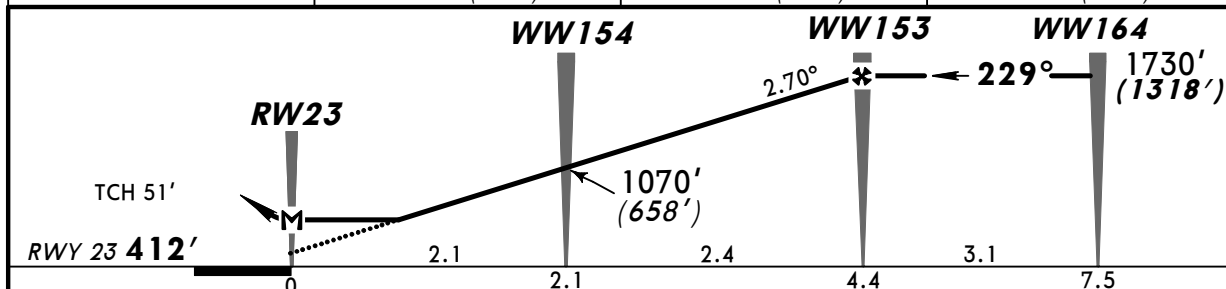
ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0
RNAV	Final Apch Crs 229°	Minimum Alt WW153 1730' (1318')	MDA(H) 890' (478') Apt Elev 477' RWY 412'	MSA 110° 3400' ARP 2700' 040°
MISSED APCH: Climb on 229° to 1070' (658'), then turn RIGHT onto 049° climbing to 1730' (1318'), then according to Instrument Approach route.				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3430' (3018')

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 before passing the point of GNSS apch route beginning.



DIST to WW154	0.5	1.1	1.6	2.2
ALTITUDE (HAT)	1220' (808')	1370' (958')	1530' (1118')	1680' (1268')
DIST to RW23	0.5	1.1	1.6	
ALTITUDE (HAT)	610' (198')	780' (368')	920' (508')	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1070' (658') on 229°	049°	1730' (1318')
Descent Angle 2.70°	334	430	478	573	669	764	PAPI		RT	
MAP at RW23										

PANS OPS

STRAIGHT-IN LANDING RWY 23		ALS out	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	
B			
C	1200m	RVR 1800m VIS 2000m	
D	RVR 1500m VIS 1600m	2400m	

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KURUMUCH

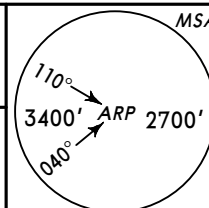
JEPPESEN
15 JUN 12 (12-4) Eff 28 Jun

SAMARA, RUSSIA
GNSS Rwy 33

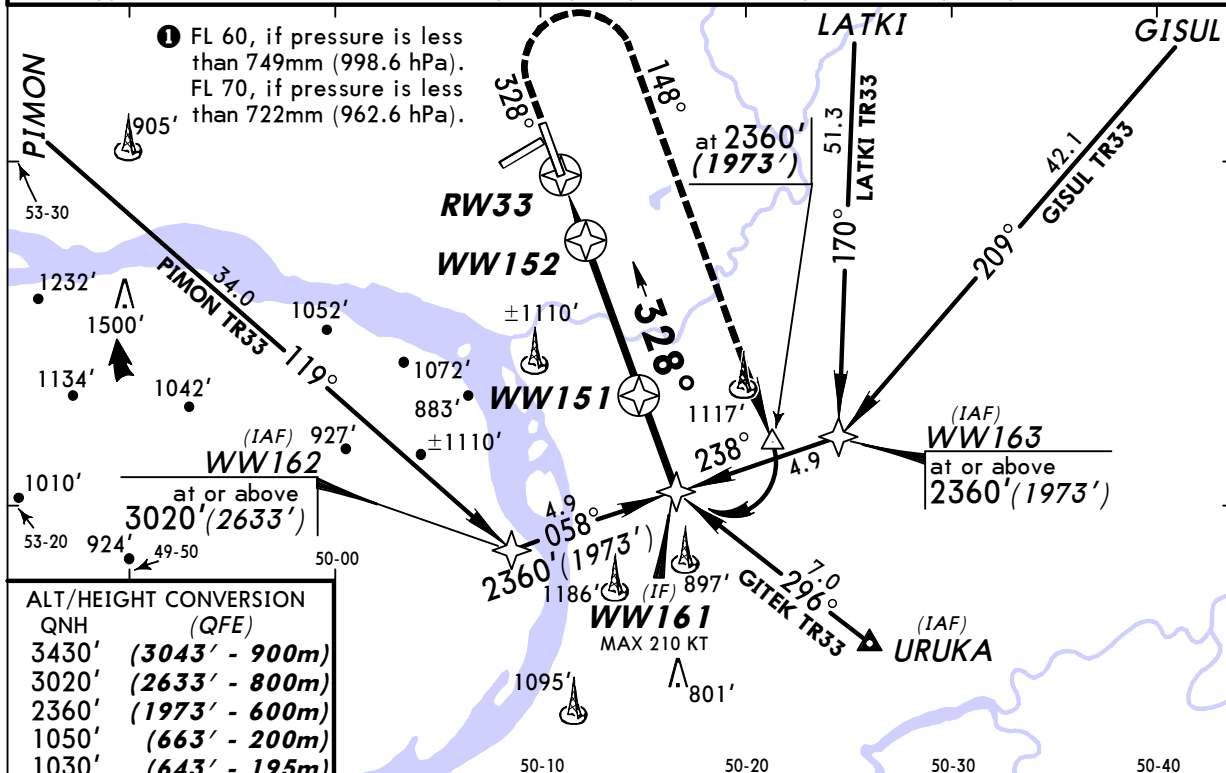
BRIEFING STRIP

ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
134.1 (Russian 134.9)	124.6	128.0	118.2	119.0
RNAV	Final Apch Crs	Minimum Alt WW151	MDA(H)	Apt Elev 477' RWY 387'
	328°	2360' (1973')	770' (383')	

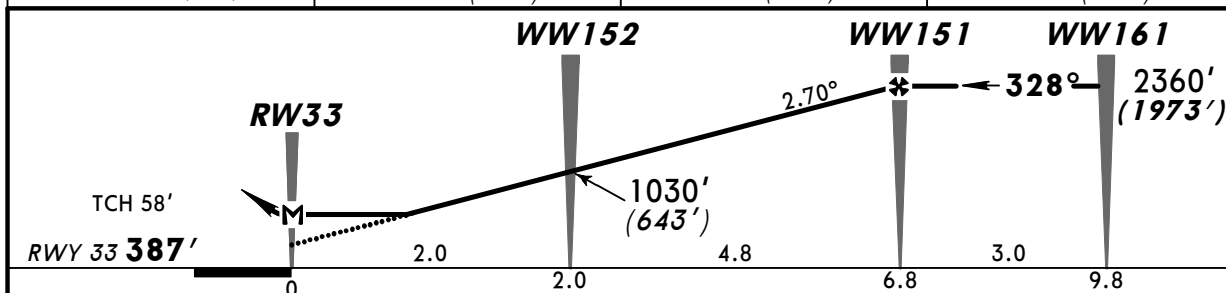
MISSED APCH: Climb on 328° to 1050' (663'), then turn RIGHT onto 148° climbing to 2360' (1973'), then according to Instrument Approach route.



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 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 before passing the point of GNSS apch route beginning.



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	HIALS <
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STRAIGHT-IN LANDING RWY 33

MDA(H) 770' (383')

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

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