

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For UWUU

Terminal Charts For UWUU

Revision Letter For Cycle 08-2013

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: 0116 Z  
Sunset: 1518 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 Ground Ramp/Taxi Control 118.8 Non-English

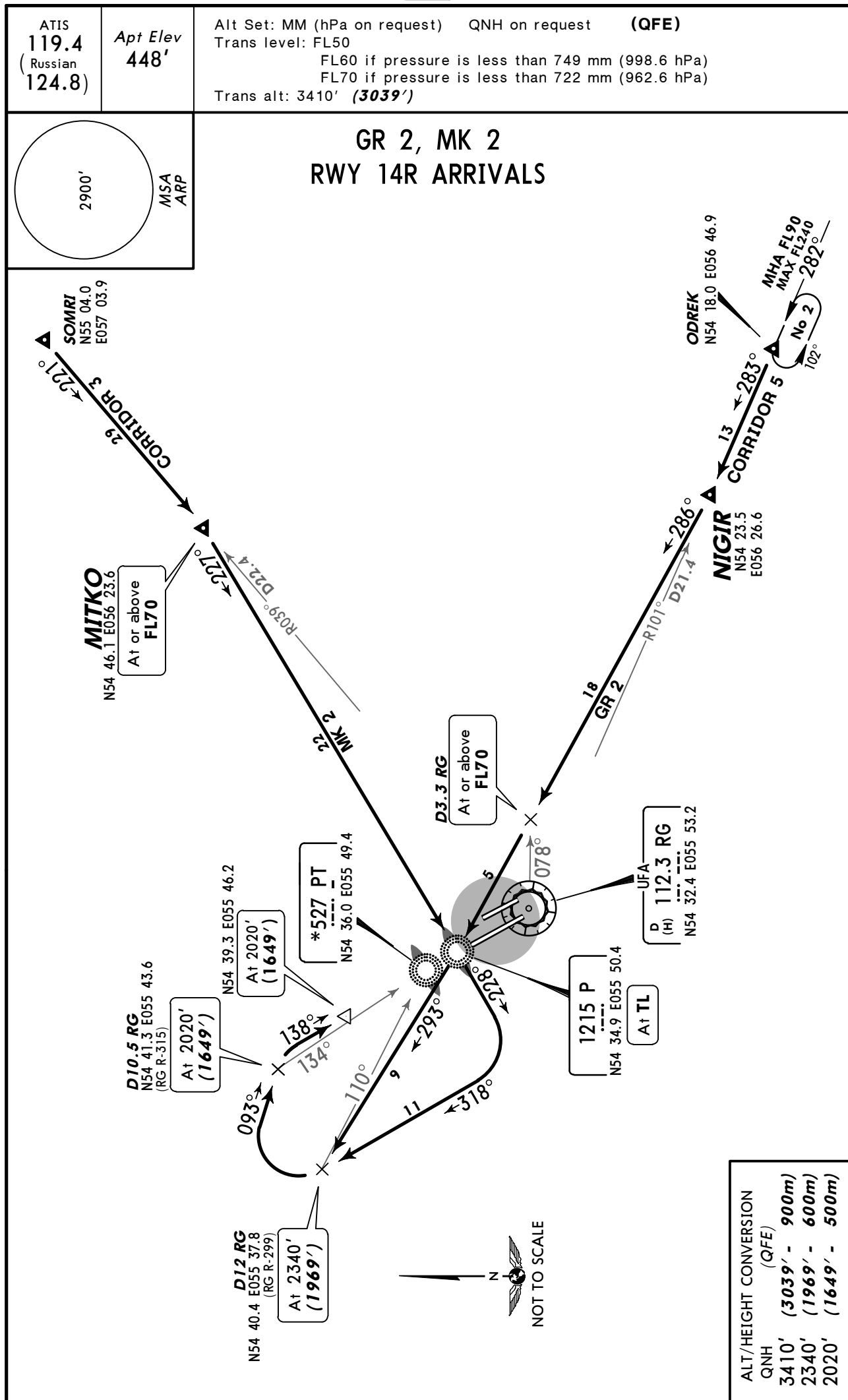
Ufa Control Approach Control 126.0

Ufa Control Approach Control 125.3

Ufa Krug Radar 124.0

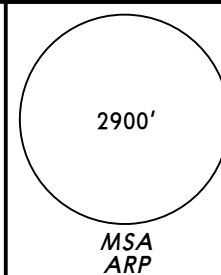
Ufa Krug Radar 120.9

Ufa Transit Operations 131.7

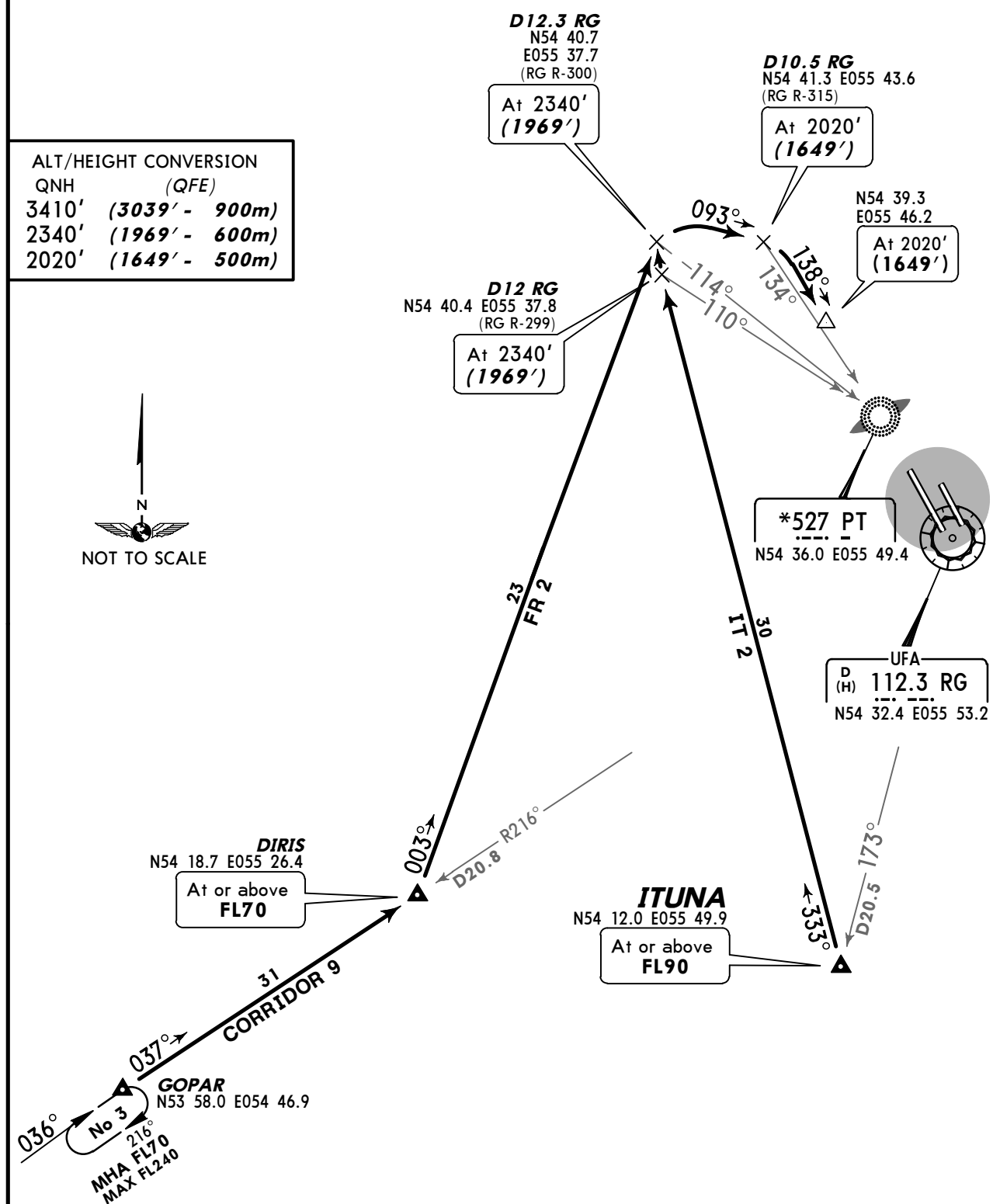


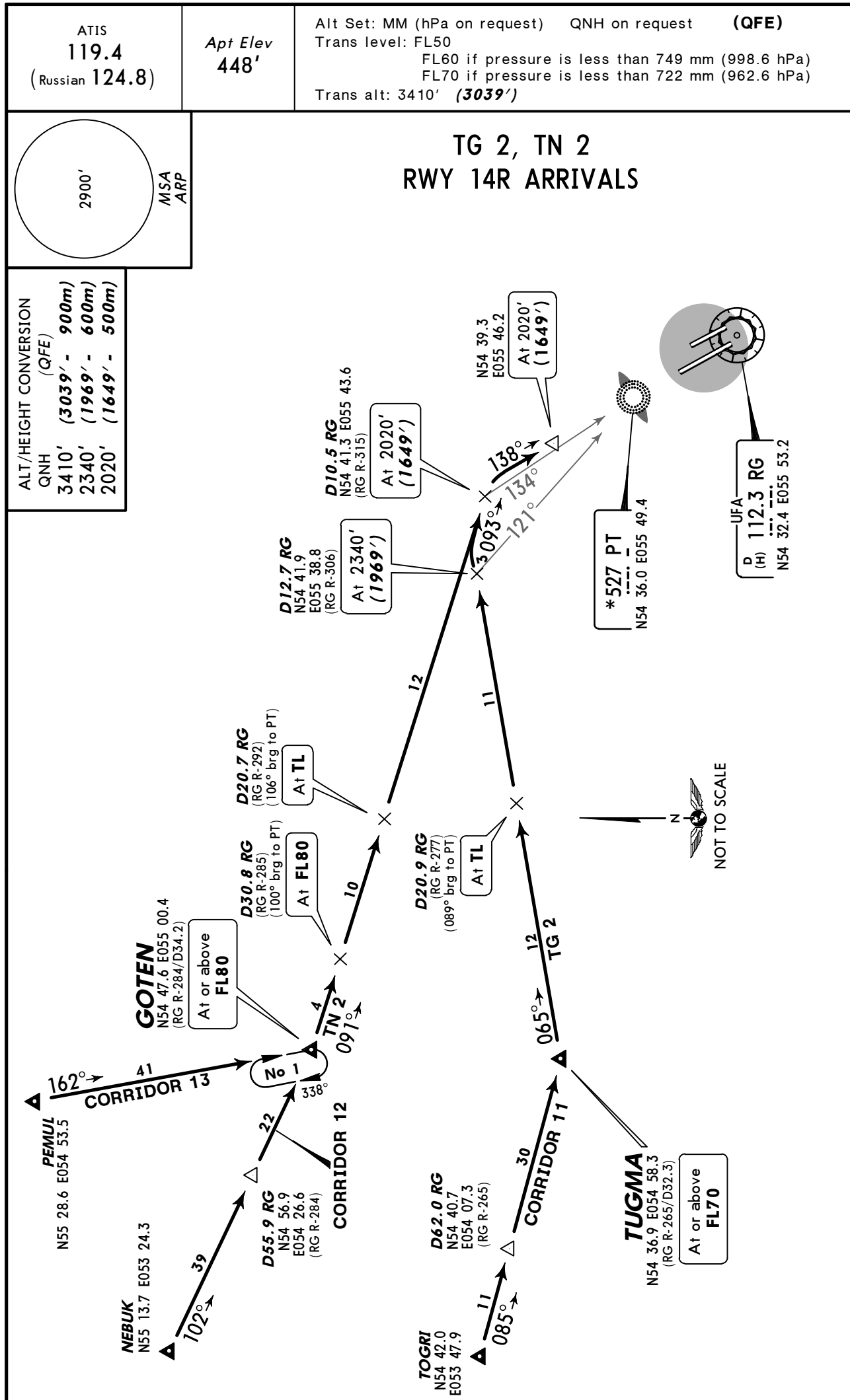
|                                                             |                                        |                                                                                                                                                                                                                                     |
|-------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>ATIS<br/><b>119.4</b><br/>(Russian<br/><b>124.8</b>)</p> | <p><i>Apt Elev</i><br/><b>448'</b></p> | <p>Alt Set: MM (hPa on request) QNH on request <b>(QFE)</b><br/>Trans level: FL50<br/>FL60 if pressure is less than 749 mm (998.6 hPa)<br/>FL70 if pressure is less than 722 mm (962.6 hPa)<br/>Trans alt: 3410' <b>(3039')</b></p> |
|-------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

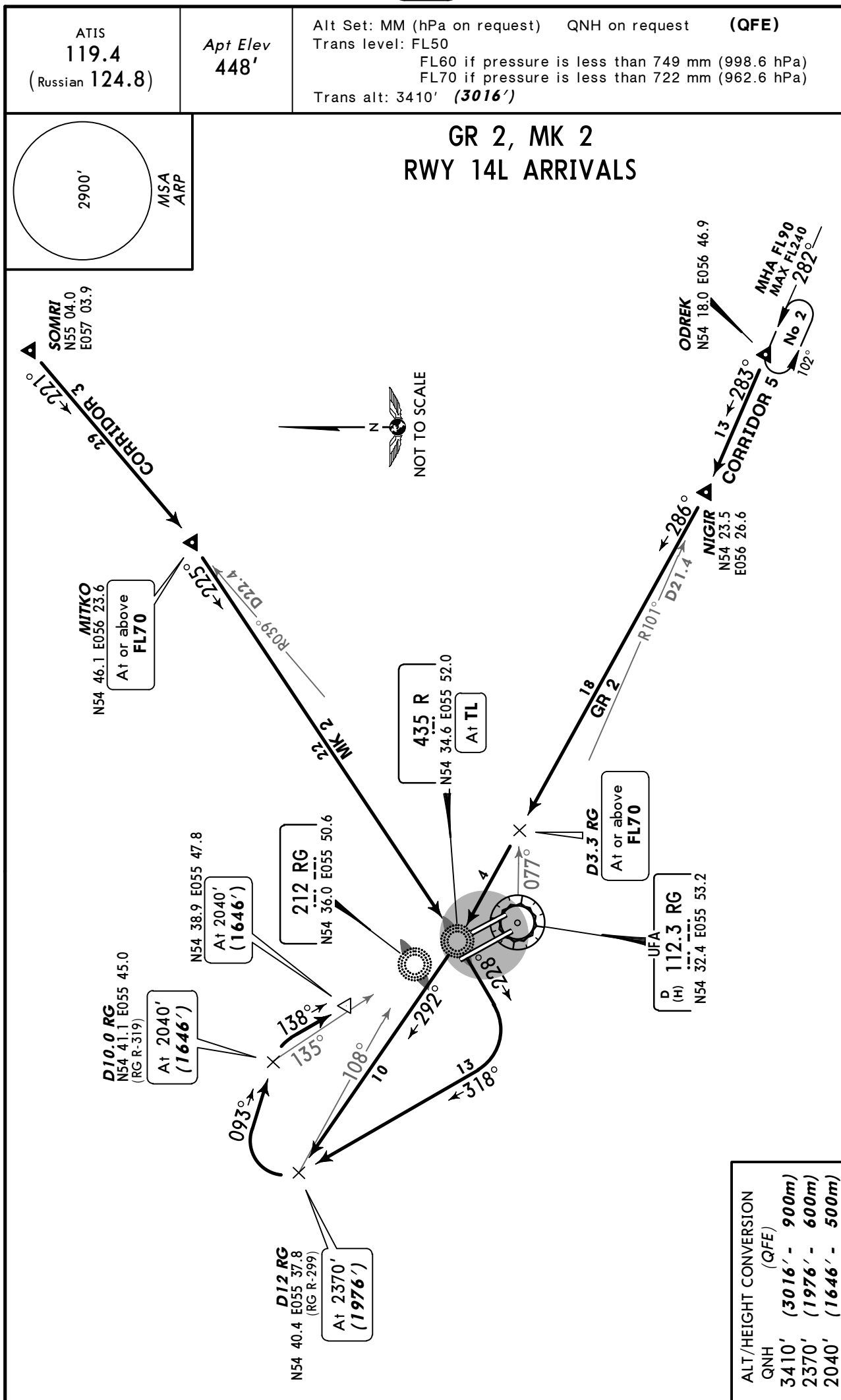
FR 2, IT 2  
RWY 14R ARRIVALS



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

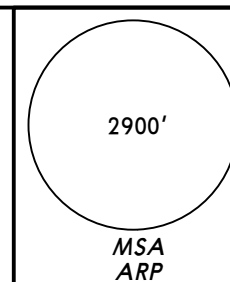




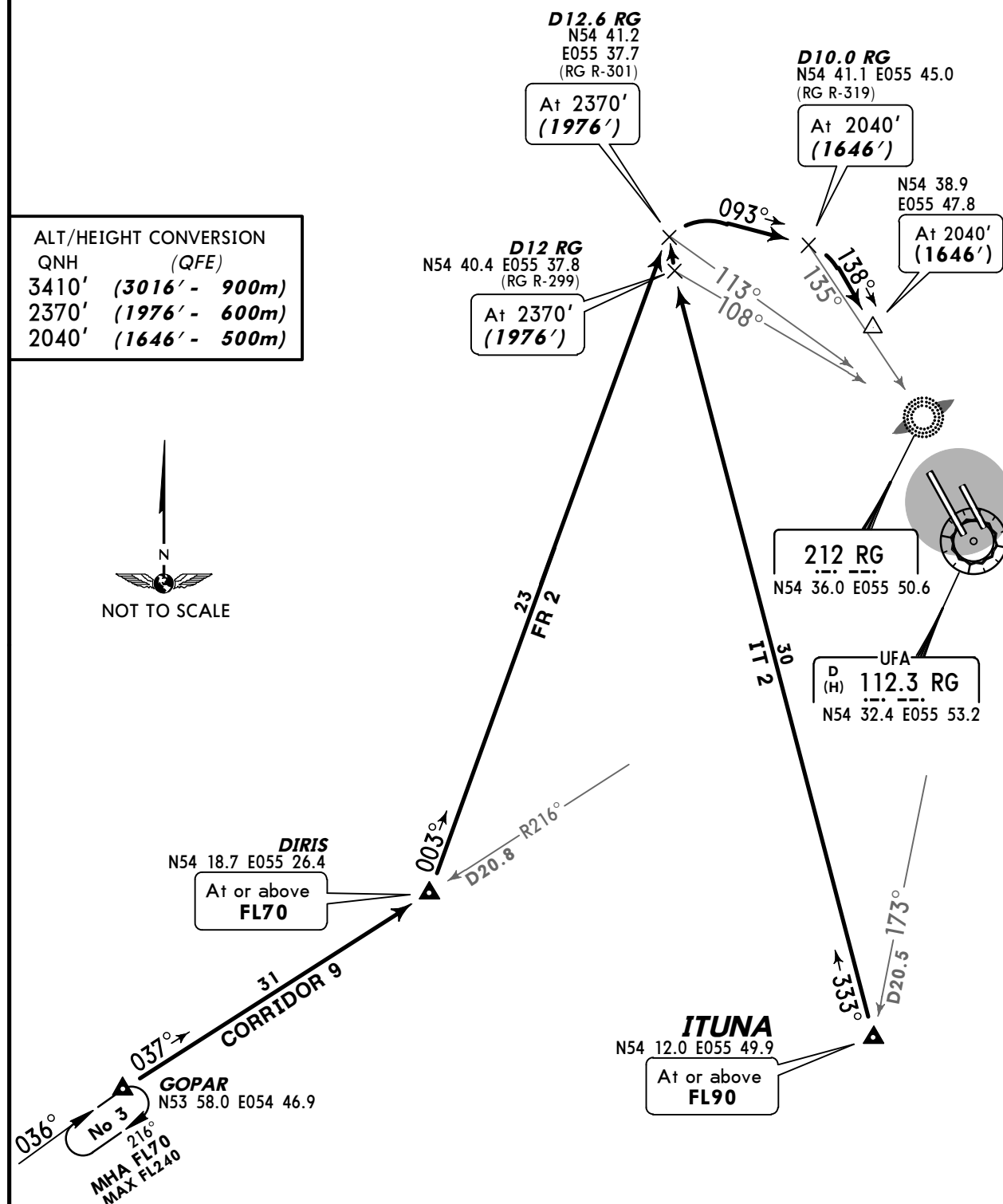


|                                                    |                                        |                                                                                                                                                                                                             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

FR 2, IT 2  
RWY 14L ARRIVALS



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



|                                                                                   |                                        |  |
|-----------------------------------------------------------------------------------|----------------------------------------|--|
|  | <p>TG 2, TN 2<br/>RWY 14L ARRIVALS</p> |  |
|-----------------------------------------------------------------------------------|----------------------------------------|--|

**TUGMA**  
N54 36.9 E054 58.3  
(RG R-265/D32.3)  
At or above  
FL70

**GOTEN**  
N54 47.6 E055 00.4  
(RG R-284/D34.2)  
At or above  
FL80

**D55.9 RG**  
N54 56.9 E054 26.6  
(RG R-284)

**D62.0 RG**  
N54 40.7 E054 07.3  
(RG R-265)

**D20.8 RG**  
(RG R-277)  
(088° brg to RG)  
At TL

**D20.7 RG**  
(RG R-292)  
(104° brg to RG)  
At TL

**D12.6 RG**  
N54 41.9 E055 39.0  
(RG R-306)  
At 2370'  
(1976')

**NEBUK**  
N55 13.7 E053 24.3

**PEMUL**  
N55 28.6 E054 53.5

**CORRIDOR 13**  
162°  
41

**CORRIDOR 12**  
091°  
338°  
22

**CORRIDOR 11**  
065°  
30

**CORRIDOR 10**  
088°  
10

**TN 2**  
091°  
4

**TG 2**  
065°  
12

**11**  
085°  
11

**13**  
11

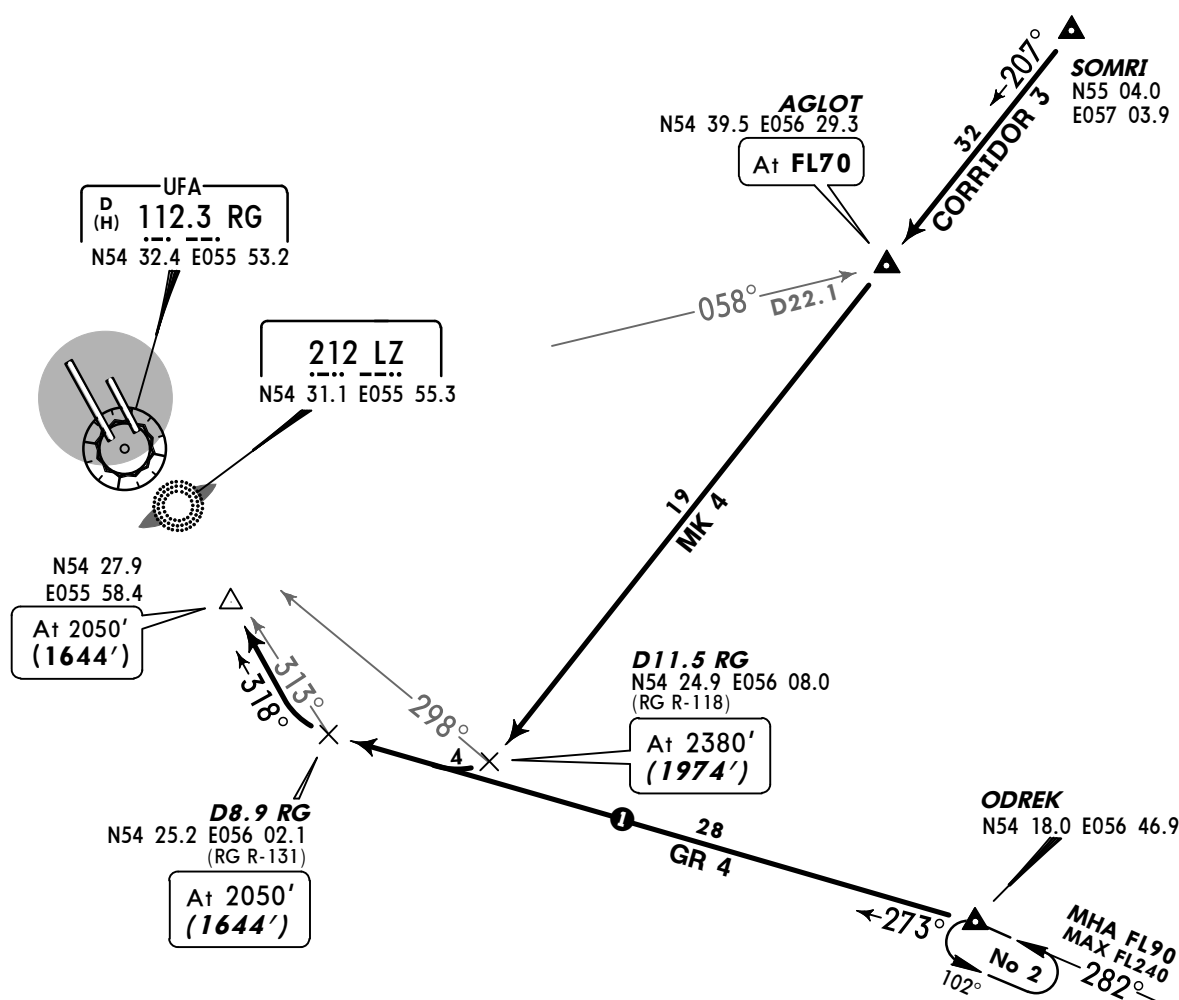
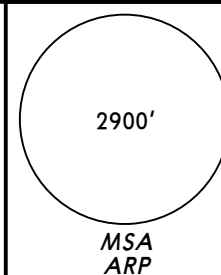
**112**  
112

**212 RG**  
N54 36.0 E055

**NOT TO SCALE**

|                                                             |                                        |                                                                                                                                                                                                                              |
|-------------------------------------------------------------|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>ATIS<br/><b>119.4</b><br/>(Russian<br/><b>124.8</b>)</p> | <p><i>Apt Elev</i><br/><b>448'</b></p> | <p>Alt Set: MM (hPa on request) QNH on request (QFE)<br/>Trans level: FL50<br/>FL60 if pressure is less than 749 mm (998.6 hPa)<br/>FL70 if pressure is less than 722 mm (962.6 hPa)<br/>Trans alt: 3410' (<b>3004'</b>)</p> |
|-------------------------------------------------------------|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

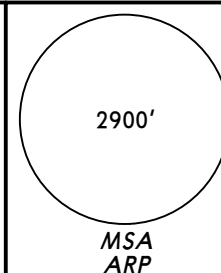
# GR 4, MK 4 RWY 32R ARRIVALS



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

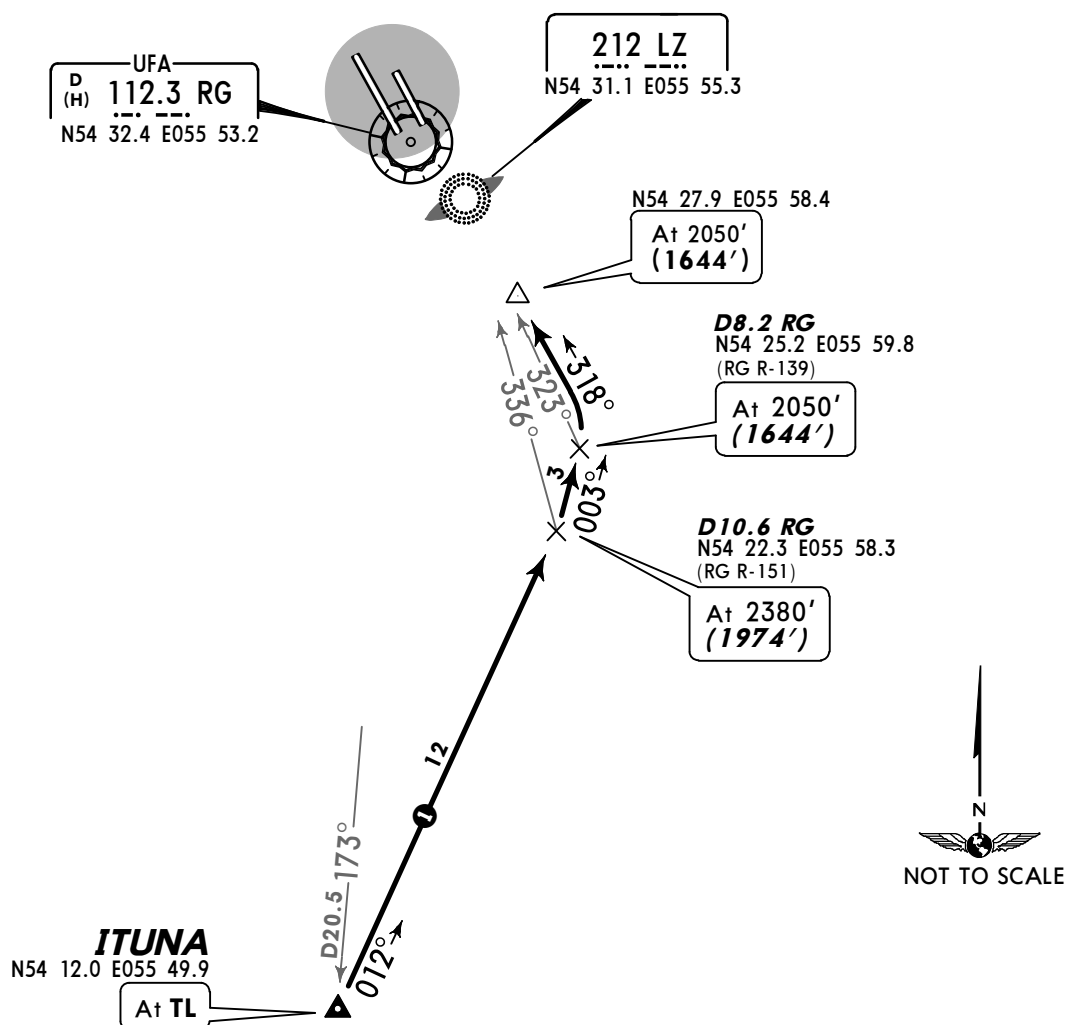
|                                                    |                         |                                                                                                                                                                                                                     |
|----------------------------------------------------|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ATIS<br><b>119.4</b><br>(Russian<br><b>124.8</b> ) | Apt Elev<br><b>448'</b> | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50<br>FL60 if pressure is less than 749 mm (998.6 hPa)<br>FL70 if pressure is less than 722 mm (962.6 hPa)<br>Trans alt: 3410' ( <b>3004'</b> ) |
|----------------------------------------------------|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

# IT 4 RWY 32R ARRIVAL



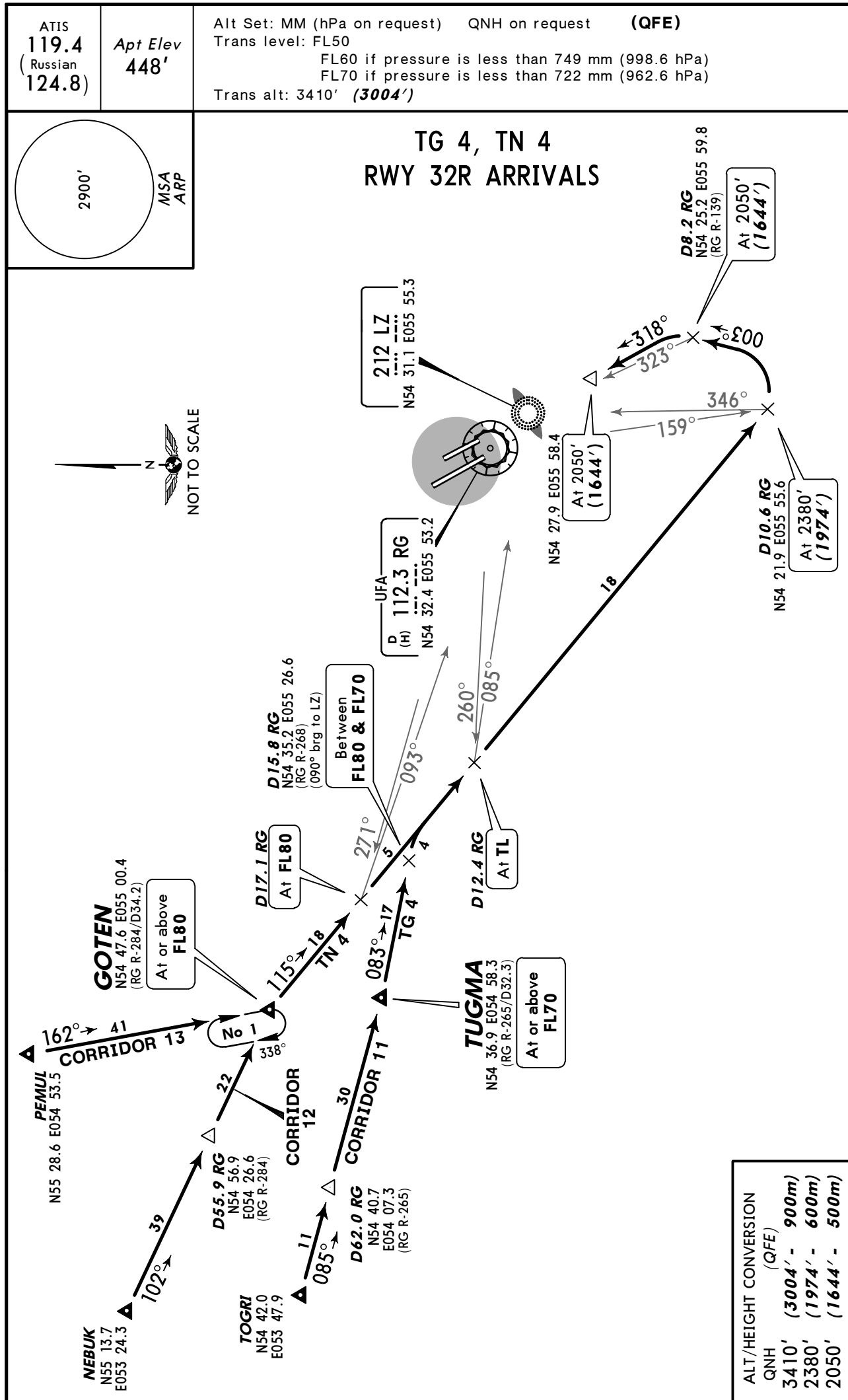
## ⚠ WARNING

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



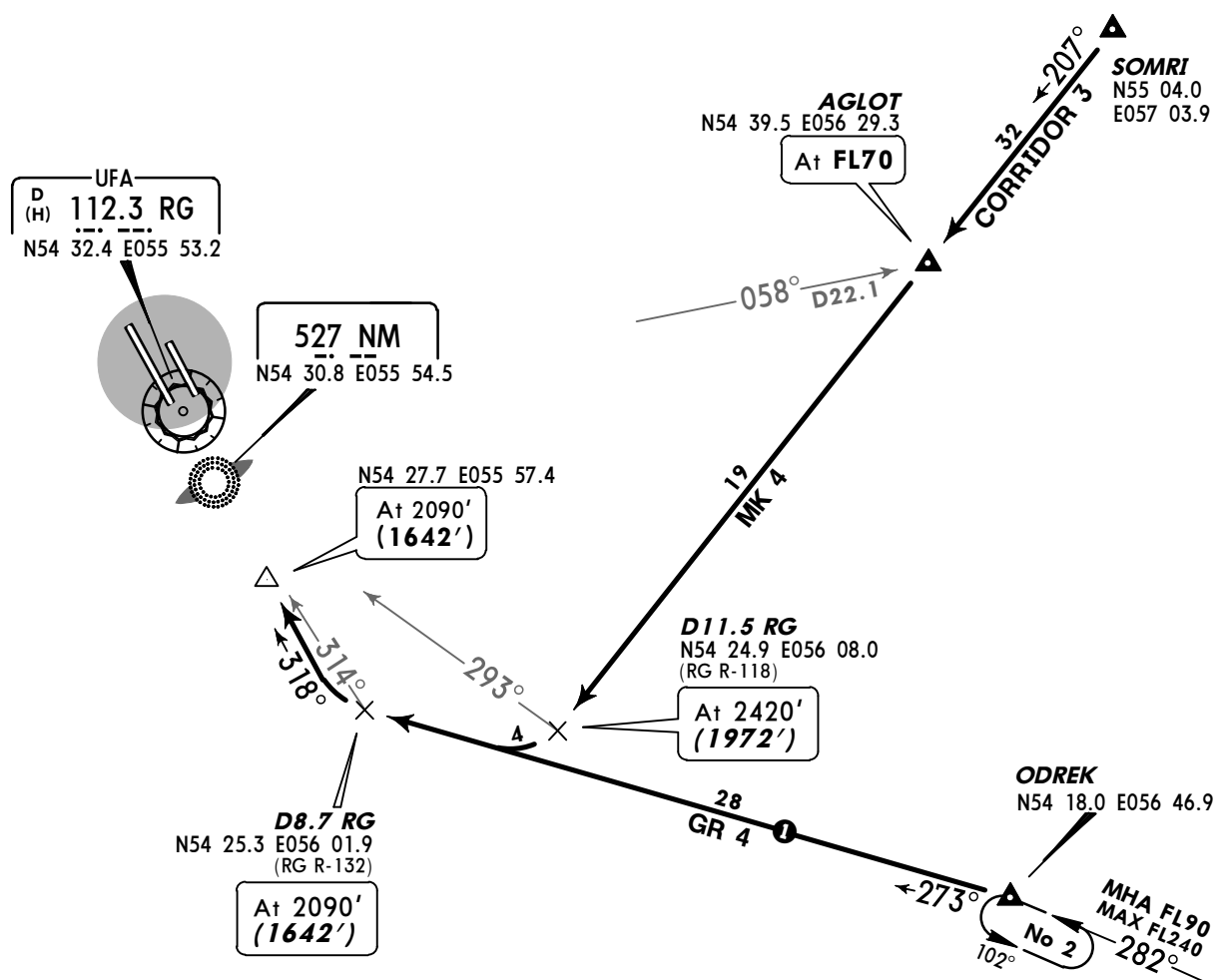
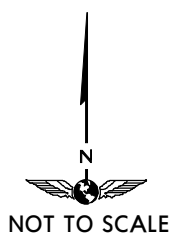
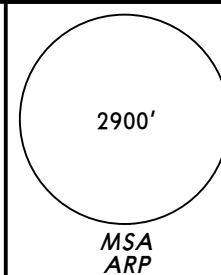
## ALT/HEIGHT CONVERSION

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



|                                                             |                                        |                                                                                                                                                                                                                              |
|-------------------------------------------------------------|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>ATIS<br/><b>119.4</b><br/>(Russian<br/><b>124.8</b>)</p> | <p><i>Apt Elev</i><br/><b>448'</b></p> | <p>Alt Set: MM (hPa on request) QNH on request (QFE)<br/>Trans level: FL50<br/>FL60 if pressure is less than 749 mm (998.6 hPa)<br/>FL70 if pressure is less than 722 mm (962.6 hPa)<br/>Trans alt: 3410' (<b>2962'</b>)</p> |
|-------------------------------------------------------------|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

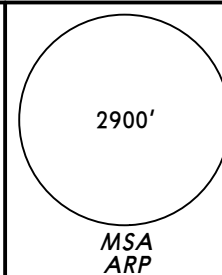
## GR 4, MK 4 RWY 32L ARRIVALS



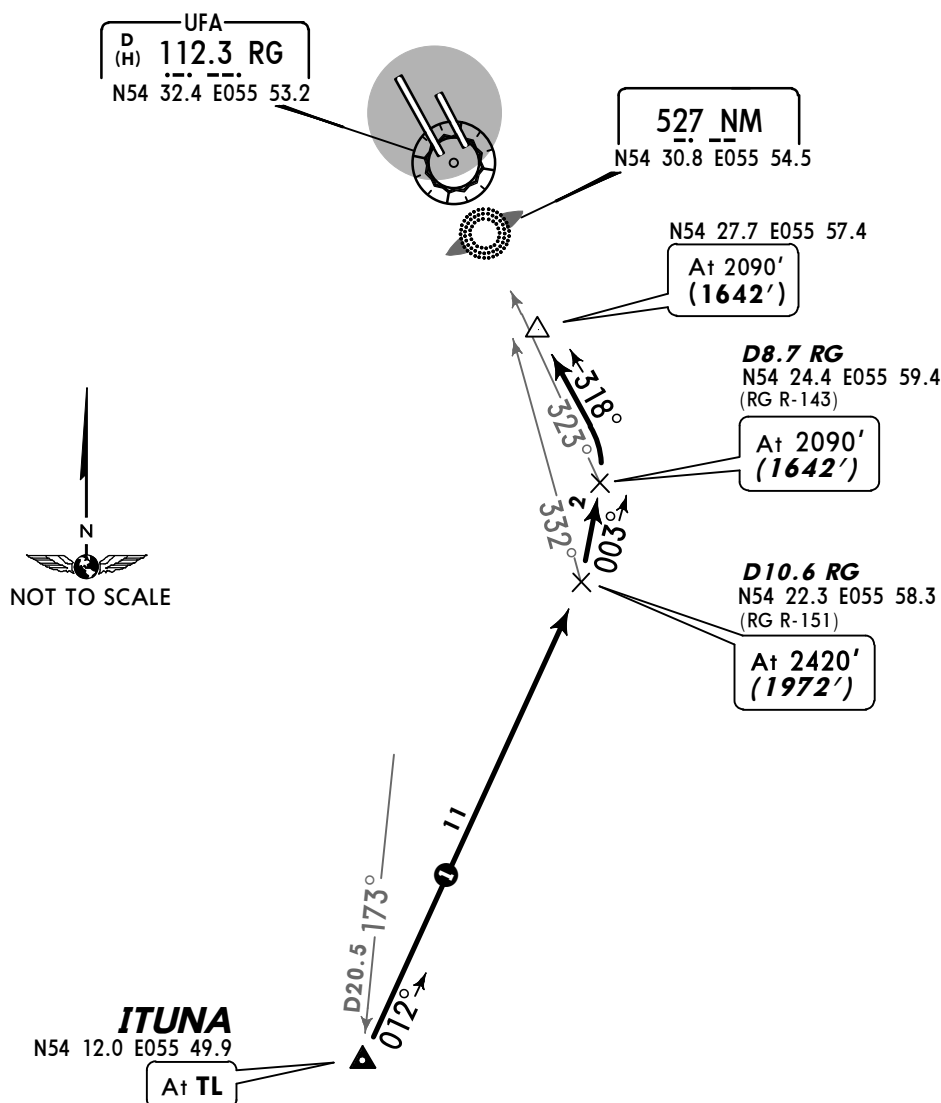
| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 3410'                 | (2962' - 900m) |
| 2420'                 | (1972' - 600m) |
| 2090'                 | (1642' - 500m) |

|                                                             |                                        |                                                                                                                                                                                                                                     |
|-------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>ATIS<br/><b>119.4</b><br/>(Russian<br/><b>124.8</b>)</p> | <p><i>Apt Elev</i><br/><b>448'</b></p> | <p>Alt Set: MM (hPa on request) QNH on request <b>(QFE)</b><br/>Trans level: FL50<br/>FL60 if pressure is less than 749 mm (998.6 hPa)<br/>FL70 if pressure is less than 722 mm (962.6 hPa)<br/>Trans alt: 3410' <b>(2962')</b></p> |
|-------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

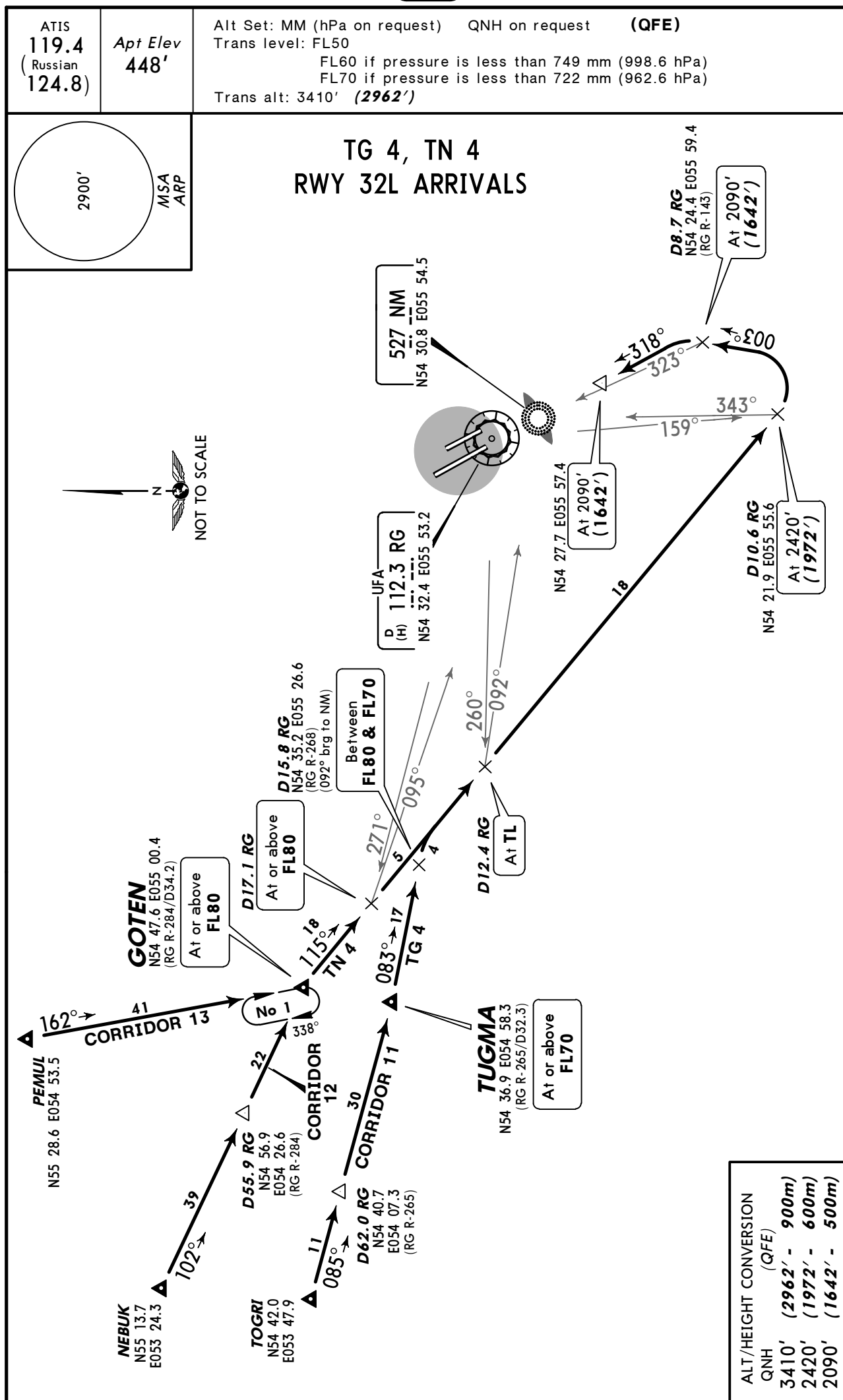
# IT 4 RWY 32L ARRIVAL



**ⓘ 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)

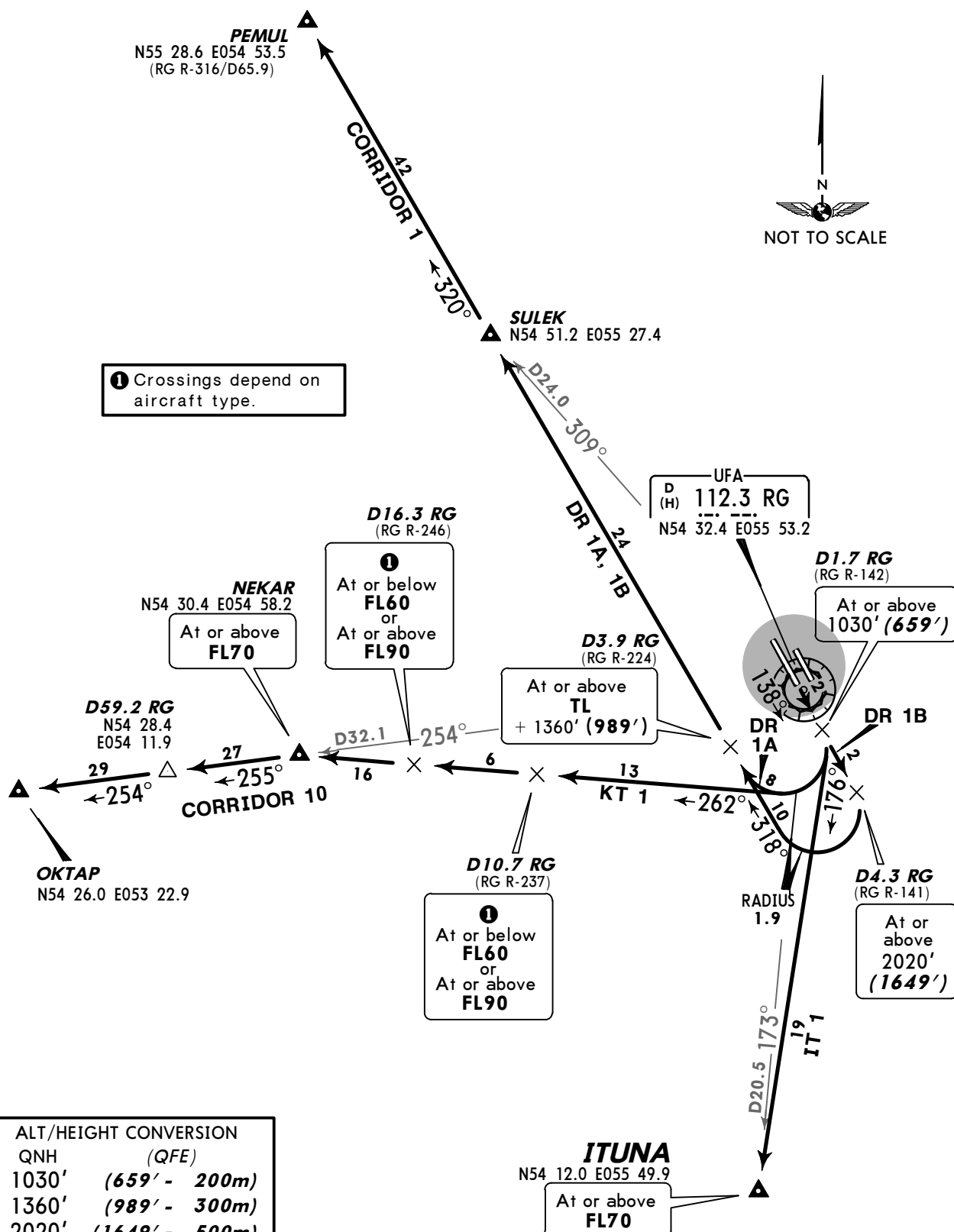
Trans alt: 3410' (3039')

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**

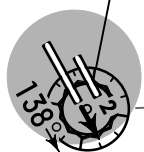
N54 59.3

E058 16.7

At or above  
FL80

**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) |

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)

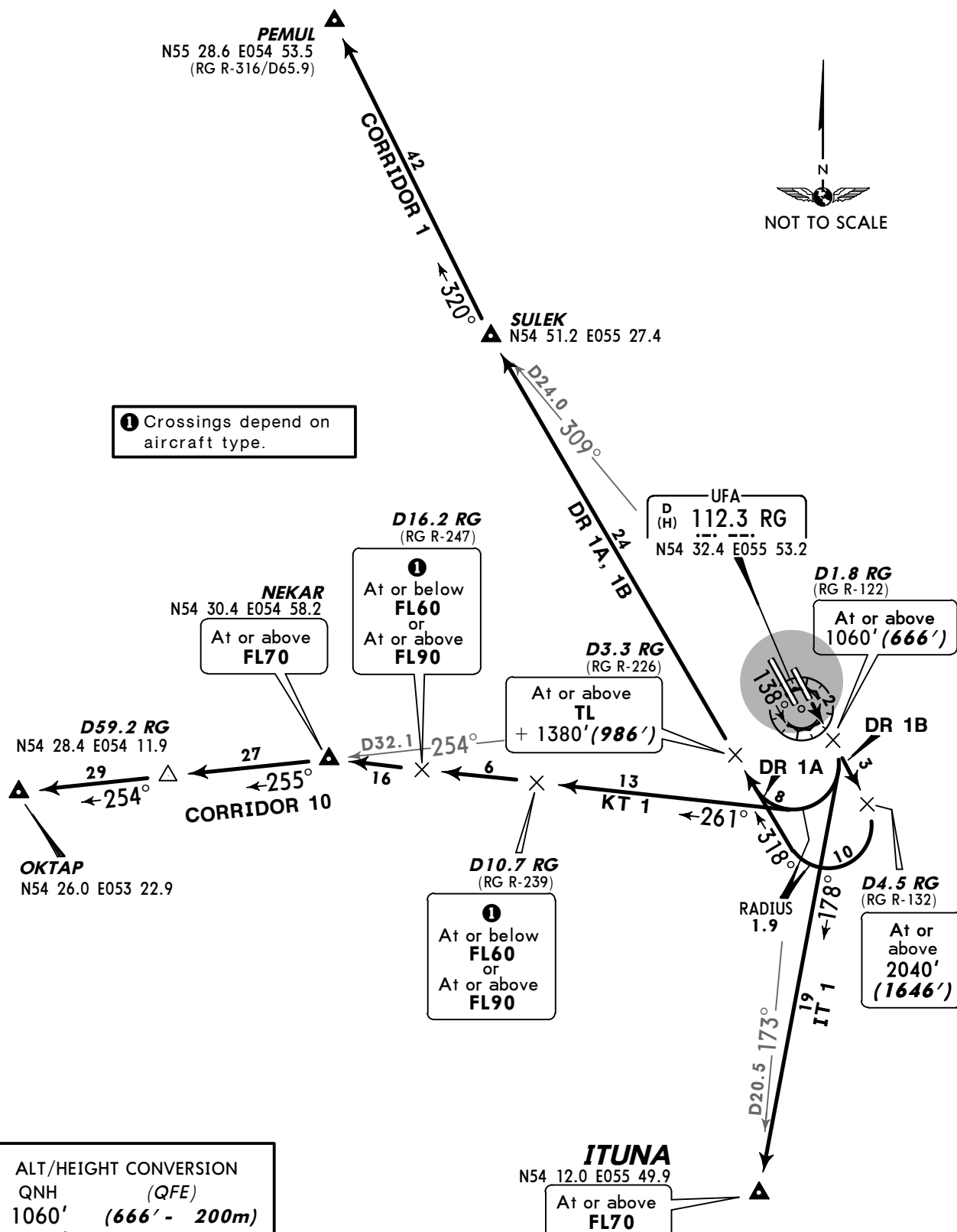
Trans alt: 3410' (3016')

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



① Crossings depend on aircraft type.

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

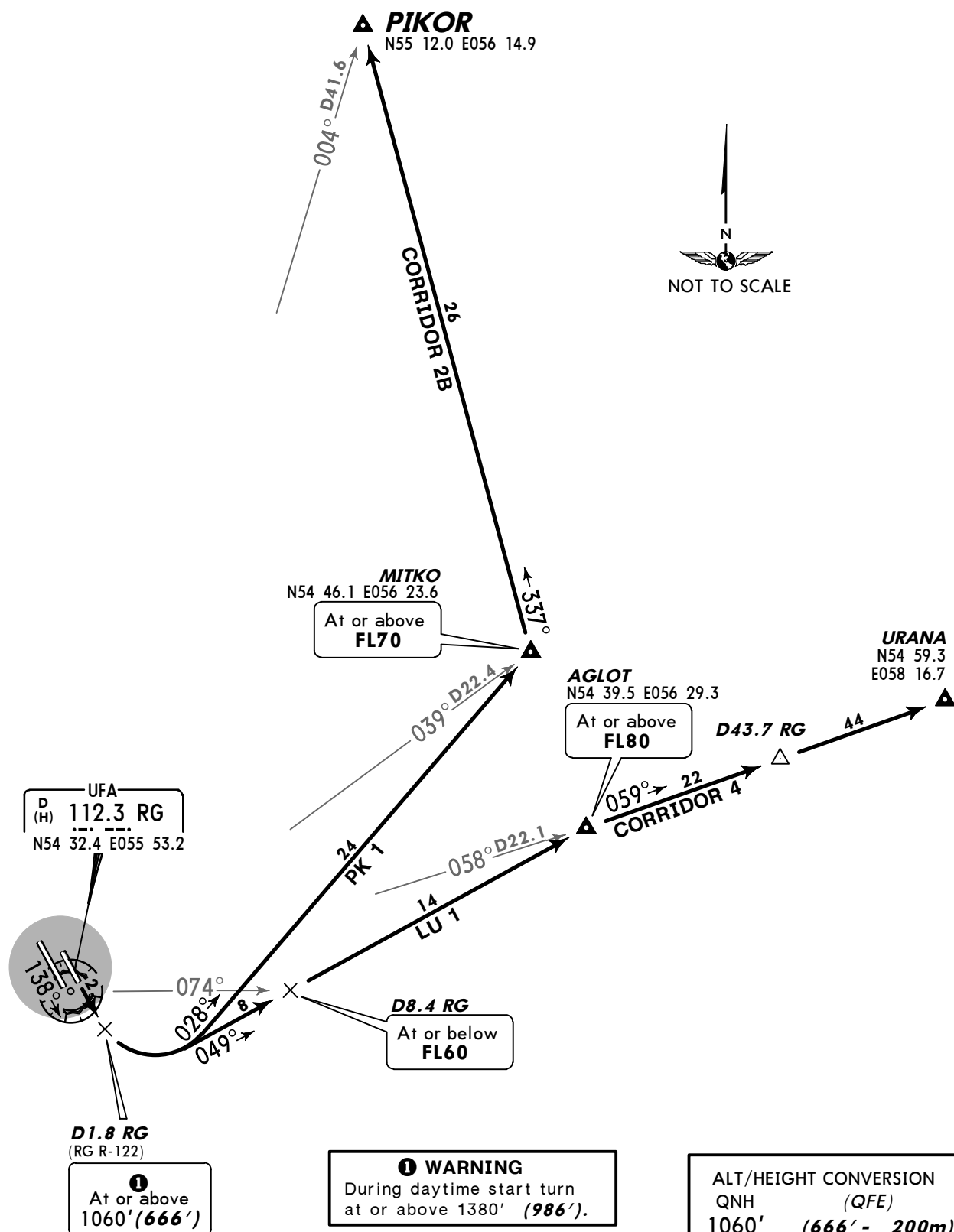
Trans alt: 3410' (3016')

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

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').

| 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')

RADIUS  
1.9

RADIUS  
1.9

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

ITUNA  
N54 12.0 E055 49.9  
At or above  
FL70



NOT TO SCALE

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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  
320°

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)

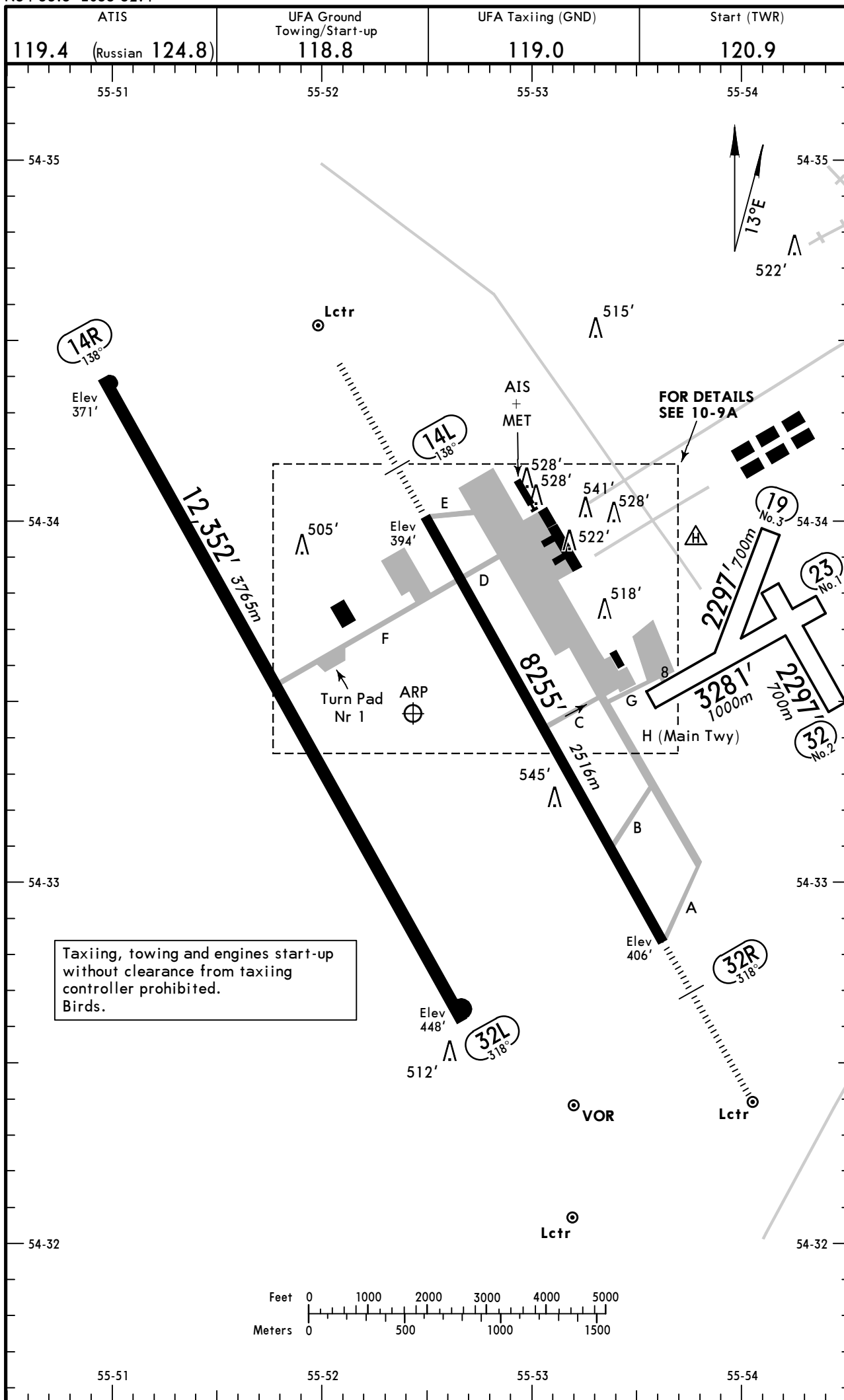
At or above  
FL70

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**UWUU/UFA**  
 Apt Elev **448'**  
 N54 33.5 E055 52.4

**JEPPESEN**  
 22 MAR 13 **(10-9)** **Eff 4 Apr**

**UFA, RUSSIA**  
**UFA**



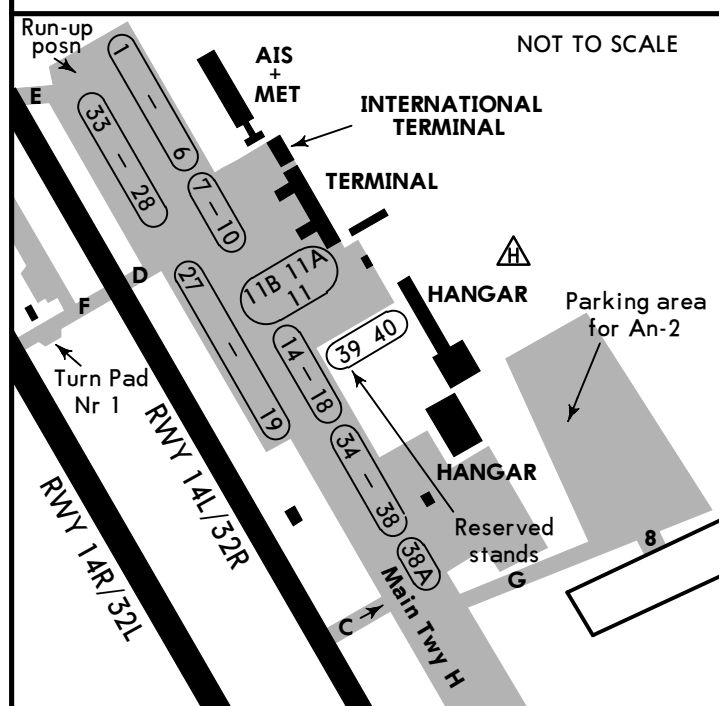
CHANGES: Ground frequency established.

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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 2.67°) | RVR            | 7205' 2196m   |          | 161'  |
| 32R |  |            |       |                      |                | 7107' 2166m   |          | 49m   |
| 14R |  |            |       |                      |                | 11,466' 3495m | 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, 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

B

C

D

250m

300m

400m

| STRAIGHT-IN RWY |                | A                    | B                    | C                    | D                    |
|-----------------|----------------|----------------------|----------------------|----------------------|----------------------|
| 14L             | ILS            | <b>594'</b> (200')   | <b>594'</b> (200')   | <b>594'</b> (200')   | <b>594'</b> (200')   |
|                 | <i>FULL</i>    | <b>R550m</b>         | <b>R550m</b>         | <b>R550m</b>         | <b>R550m</b>         |
|                 | <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        | <b>770'</b> (376')   | <b>770'</b> (376')   | <b>770'</b> (376')   | <b>770'</b> (376')   |
|                 |                | <b>R1000m</b>        | <b>R1000m</b>        | <b>R1200m</b>        | <b>R1200m</b>        |
|                 | <i>ALS out</i> | R1700m               | R1700m               | R1700m               | R1700m               |
|                 | NDB ❸          | <b>1170'</b> (776')  | <b>1170'</b> (776')  | <b>1170'</b> (776')  | <b>1170'</b> (776')  |
|                 | <i>ALS out</i> | <b>C3100m</b>        | <b>C3100m</b>        | <b>C3300m</b>        | <b>C3300m</b>        |
|                 |                | C3800m               | C3800m               | C4000m               | C4000m               |
| 14R             | ILS            | <b>571'</b> (200')   | <b>571'</b> (200')   | <b>604'</b> (233')   | <b>604'</b> (233')   |
|                 |                | R1200m               | R1200m               | R1200m               | R1200m               |
|                 | LOC            | NOT AUTH             | NOT AUTH             | NOT AUTH             | NOT AUTH             |
|                 | 2 NDB ❶ ❷      | <b>730'</b> (359')   | <b>730'</b> (359')   | <b>730'</b> (359')   | <b>730'</b> (359')   |
|                 |                | R1600m               | R1600m               | R1600m               | R1600m               |
|                 | PT NDB ❶ ❷     | <b>730'</b> (359')   | <b>730'</b> (359')   | <b>730'</b> (359')   | <b>730'</b> (359')   |
|                 |                | R1600m               | R1600m               | R1600m               | R1600m               |
|                 | P NDB ❶ ❷      | <b>750'</b> (379')   | <b>750'</b> (379')   | <b>750'</b> (379')   | <b>750'</b> (379')   |
|                 |                | R1700m               | R1700m               | R1700m               | R1700m               |
|                 | NDB ❸          | <b>1420'</b> (1049') | <b>1420'</b> (1049') | <b>1420'</b> (1049') | <b>1420'</b> (1049') |
|                 |                | C5000m               | C5000m               | C5000m               | C5000m               |
| 32L             | 2 NDB ❶ ❷      | <b>810'</b> (362')   | <b>810'</b> (362')   | <b>810'</b> (362')   | <b>810'</b> (362')   |
|                 |                | R1700m               | R1700m               | R1700m               | R1700m               |
|                 | 2 NDB ❸        | <b>1280'</b> (832')  | <b>1280'</b> (832')  | <b>1280'</b> (832')  | <b>1280'</b> (832')  |
|                 |                | C4000m               | C4000m               | C4200m               | C4200m               |
|                 | NM NDB ❶ ❷     | <b>830'</b> (382')   | <b>830'</b> (382')   | <b>830'</b> (382')   | <b>830'</b> (382')   |
|                 |                | R1800m               | R1800m               | R1800m               | R1800m               |
|                 | NM NDB ❸       | <b>1360'</b> (912')  | <b>1360'</b> (912')  | <b>1360'</b> (912')  | <b>1360'</b> (912')  |
|                 |                | C4500m               | C4500m               | C4700m               | C4700m               |
|                 | N NDB ❶ ❷      | <b>880'</b> (432')   | <b>880'</b> (432')   | <b>880'</b> (432')   | <b>880'</b> (432')   |
|                 |                | R2000m               | R2000m               | R2000m               | R2000m               |
|                 | N NDB ❸        | <b>1200'</b> (752')  | <b>1200'</b> (752')  | <b>1200'</b> (752')  | <b>1200'</b> (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            | <b>606'</b> (200')  | <b>606'</b> (200')  | <b>606'</b> (200')  | <b>606'</b> (200')  |
|                 | <i>FULL</i>    | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        |
|                 | <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        | <b>800'</b> (394')  | <b>800'</b> (394')  | <b>800'</b> (394')  | <b>800'</b> (394')  |
|                 | <i>ALS out</i> | <b>R1100m</b>       | <b>R1100m</b>       | <b>R1200m</b>       | <b>R1200m</b>       |
|                 |                | R1800m              | R1800m              | R1800m              | R1800m              |
|                 | LZ NDB ❶❷      | <b>800'</b> (394')  | <b>800'</b> (394')  | <b>800'</b> (394')  | <b>800'</b> (394')  |
|                 | <i>ALS out</i> | <b>R1100m</b>       | <b>R1100m</b>       | <b>R1200m</b>       | <b>R1200m</b>       |
|                 |                | R1800m              | R1800m              | R1800m              | R1800m              |
|                 | LZ NDB ❸       | <b>1120'</b> (714') | <b>1120'</b> (714') | <b>1120'</b> (714') | <b>1120'</b> (714') |
|                 | <i>ALS out</i> | <b>C2800m</b>       | <b>C2800m</b>       | <b>C3000m</b>       | <b>C3000m</b>       |
|                 |                | C3500m              | C3500m              | C3700m              | C3700m              |
|                 | L NDB ❶❷       | <b>880'</b> (474')  | <b>880'</b> (474')  | <b>880'</b> (474')  | <b>880'</b> (474')  |
|                 | <i>ALS out</i> | <b>R1500m</b>       | <b>R1500m</b>       | <b>R1500m</b>       | <b>R1500m</b>       |
|                 |                | C2200m              | C2200m              | C2200m              | C2200m              |
|                 | L NDB ❸        | <b>1200'</b> (794') | <b>1200'</b> (794') | <b>1200'</b> (794') | <b>1200'</b> (794') |
|                 | <i>ALS out</i> | <b>C3100m</b>       | <b>C3100m</b>       | <b>C3300m</b>       | <b>C3300m</b>       |
|                 |                | 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)<br>or RL | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                    |                          |                          |                   |
| B                    | 250m                     | 400m                     | 500m              |
| C                    |                          |                          |                   |
| D                    | 300m                     |                          |                   |

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(11-1)

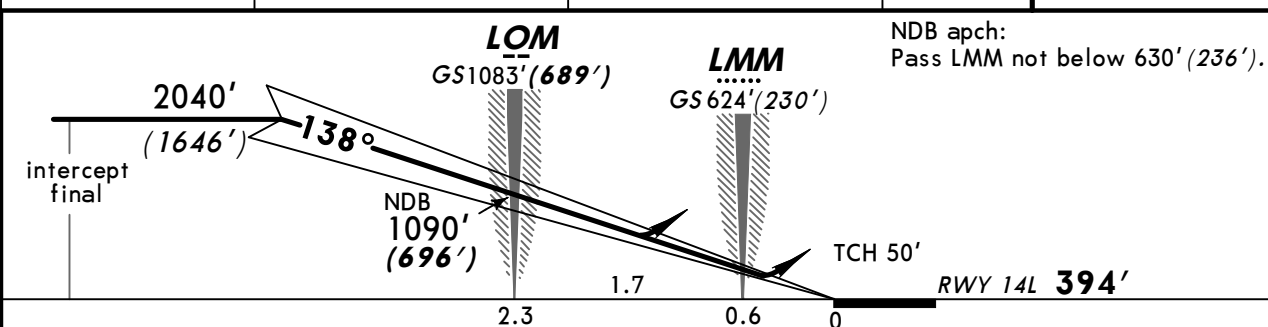
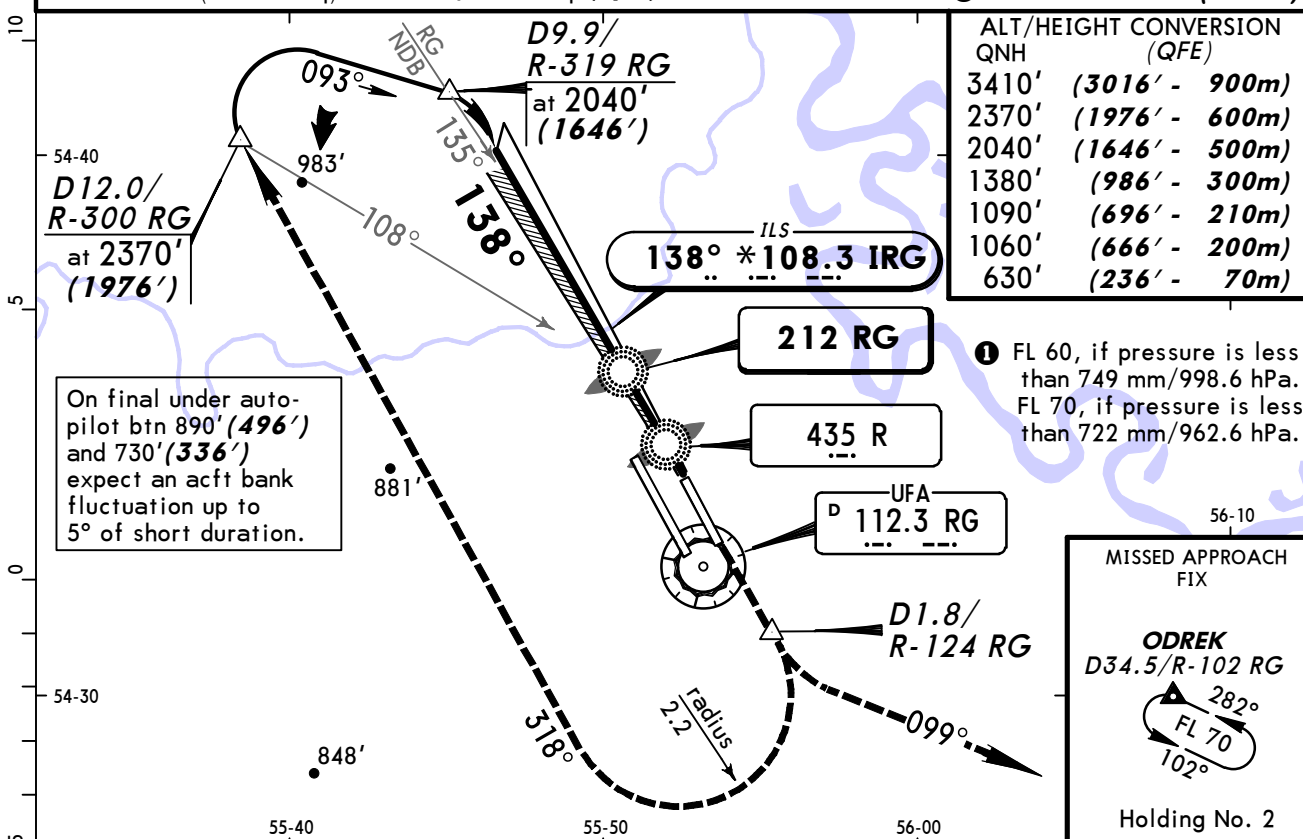
JEPPESSEN  
UFA, RUSSIA  
ILS or 2 NDB or NDB Rwy 14L

| 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<br>IRG<br>*108.3  | Final<br>Apch Crs<br>138° | GS<br>LOM<br>1083'(689')          | ILS<br>DA(H)<br>594'(200')                   | Apt Elev 448'<br><br>RWY 394' | 2900'<br><br>MSA ARP |
| NDB<br>RG<br>212      |                           | Minimum Alt<br>LOM<br>1090'(696') | NDB<br>MDA(H)<br>(CONDITIONAL)<br>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')

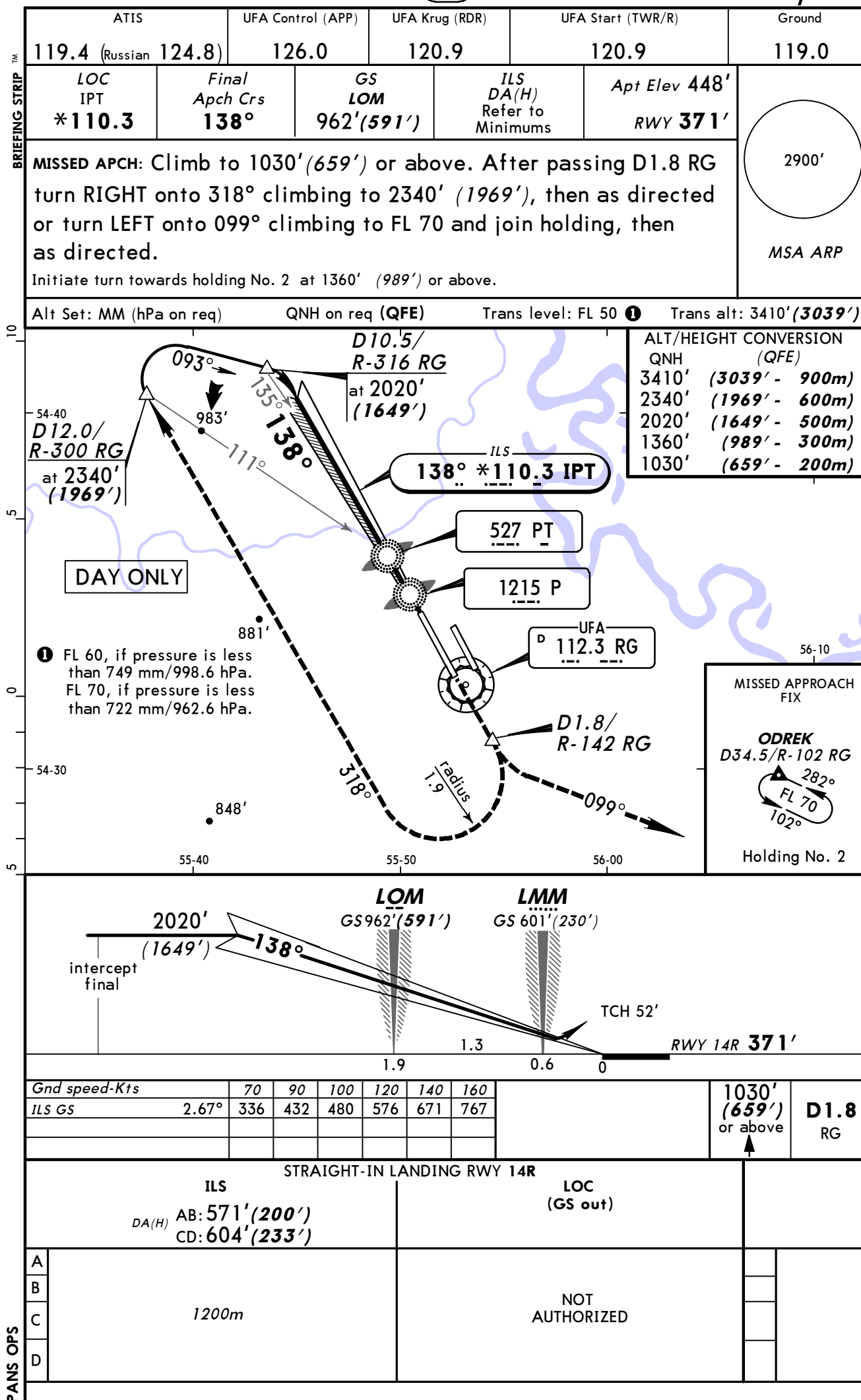


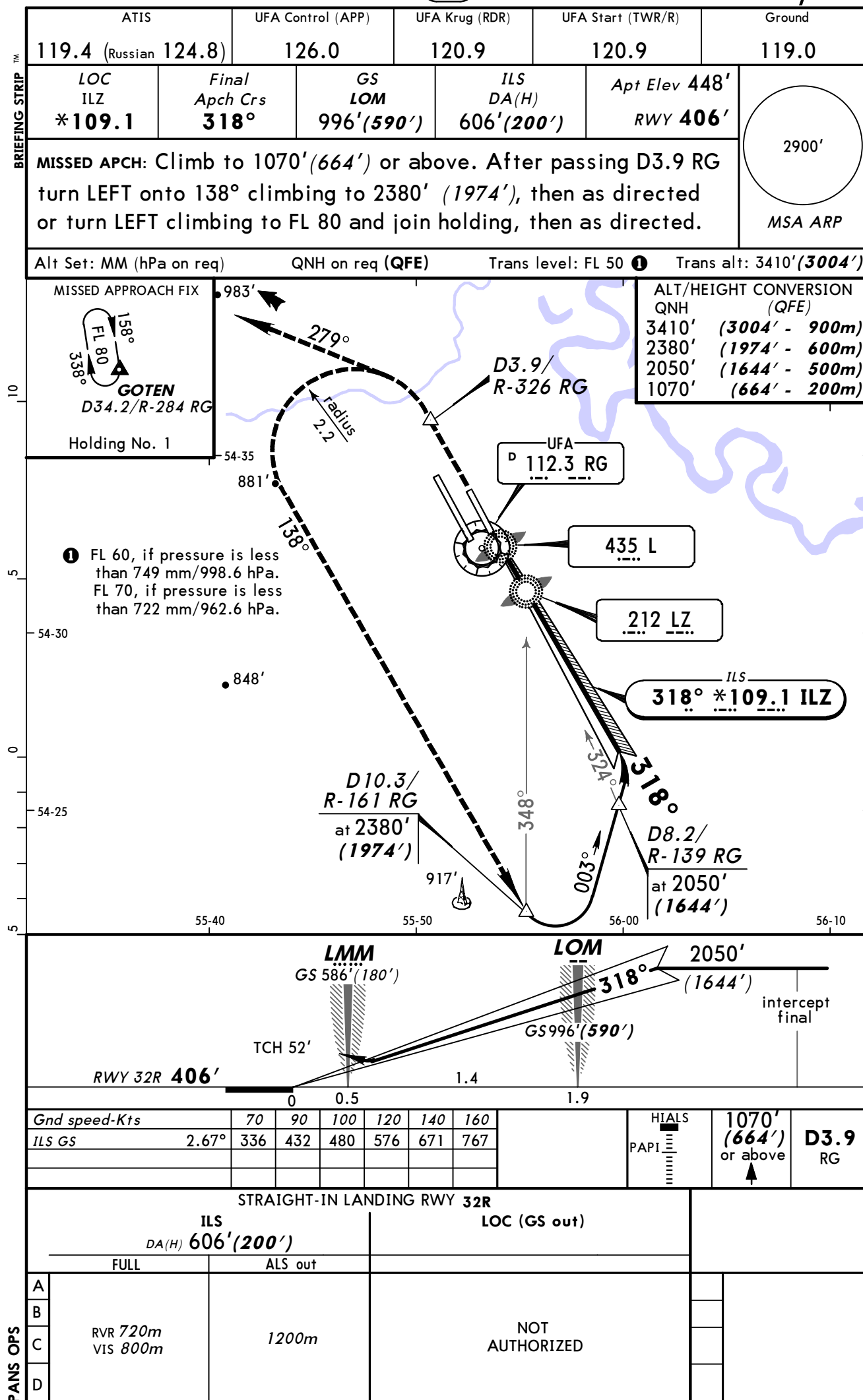
| Gnd speed-Kts                     | 70  | 90  | 100 | 120 | 140 | 160 | HIALS | 1060' (666') or above | D1.8 RG |
|-----------------------------------|-----|-----|-----|-----|-----|-----|-------|-----------------------|---------|
| ILS GS or NDB Descent Angle 2.67° | 336 | 432 | 480 | 576 | 671 | 767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

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

CHANGES: Fix definitions.

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16-1

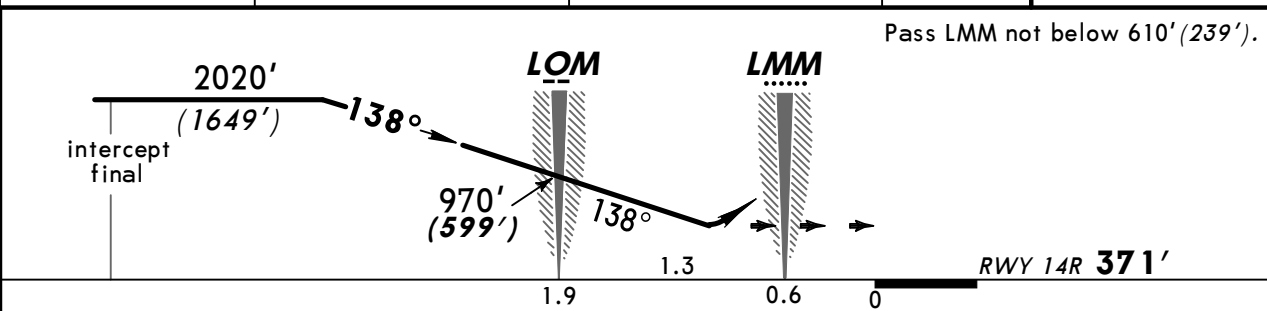
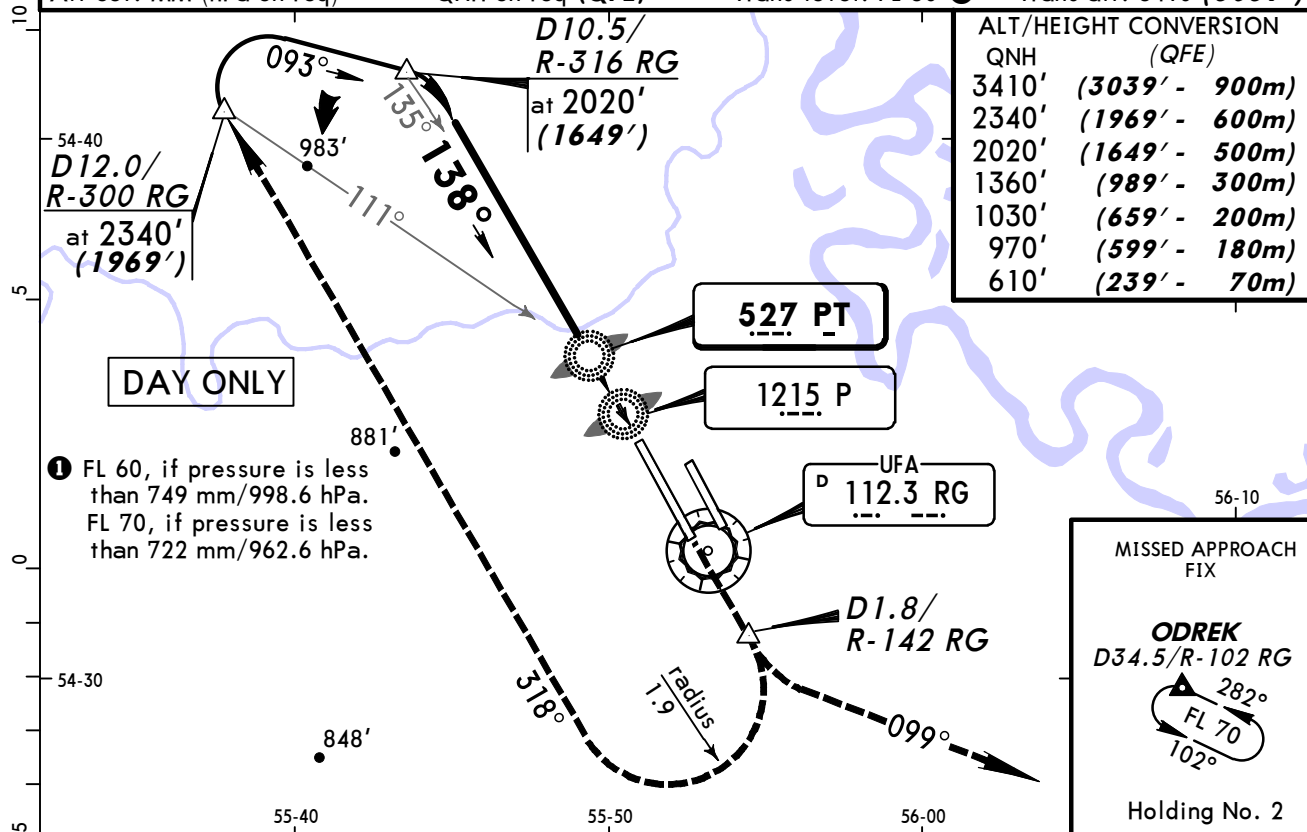
UFA, RUSSIA  
2 NDB or NDB Rwy 14R

| 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                                   |
| <b>NDB PT 527</b>     | <b>Final Apch Crs 138°</b> | <b>Minimum Alt LOM 970'(599')</b> | <b>2 NDB (CONDITIONAL) MDA(H) 680'(309')</b><br><b>NDB MDA(H) Refer to Minimums</b> | <b>Apt Elev 448'</b><br><b>RWY 371'</b> |
|                       |                            |                                   |                                                                                     | 2900'<br>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 |     |
|---------------|-------|-----|-----|-----|-----|-----|-----|
| 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.

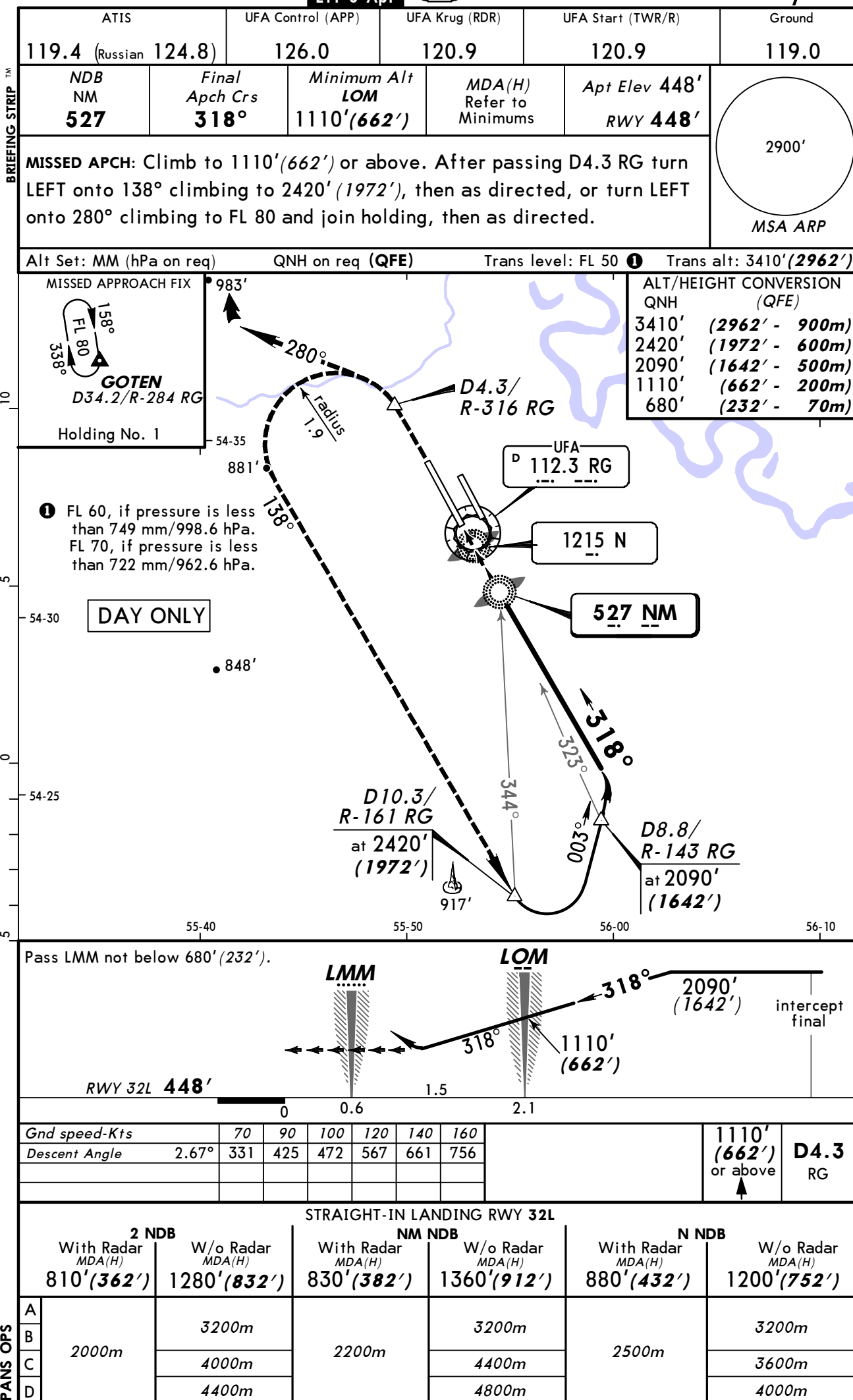
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16-2

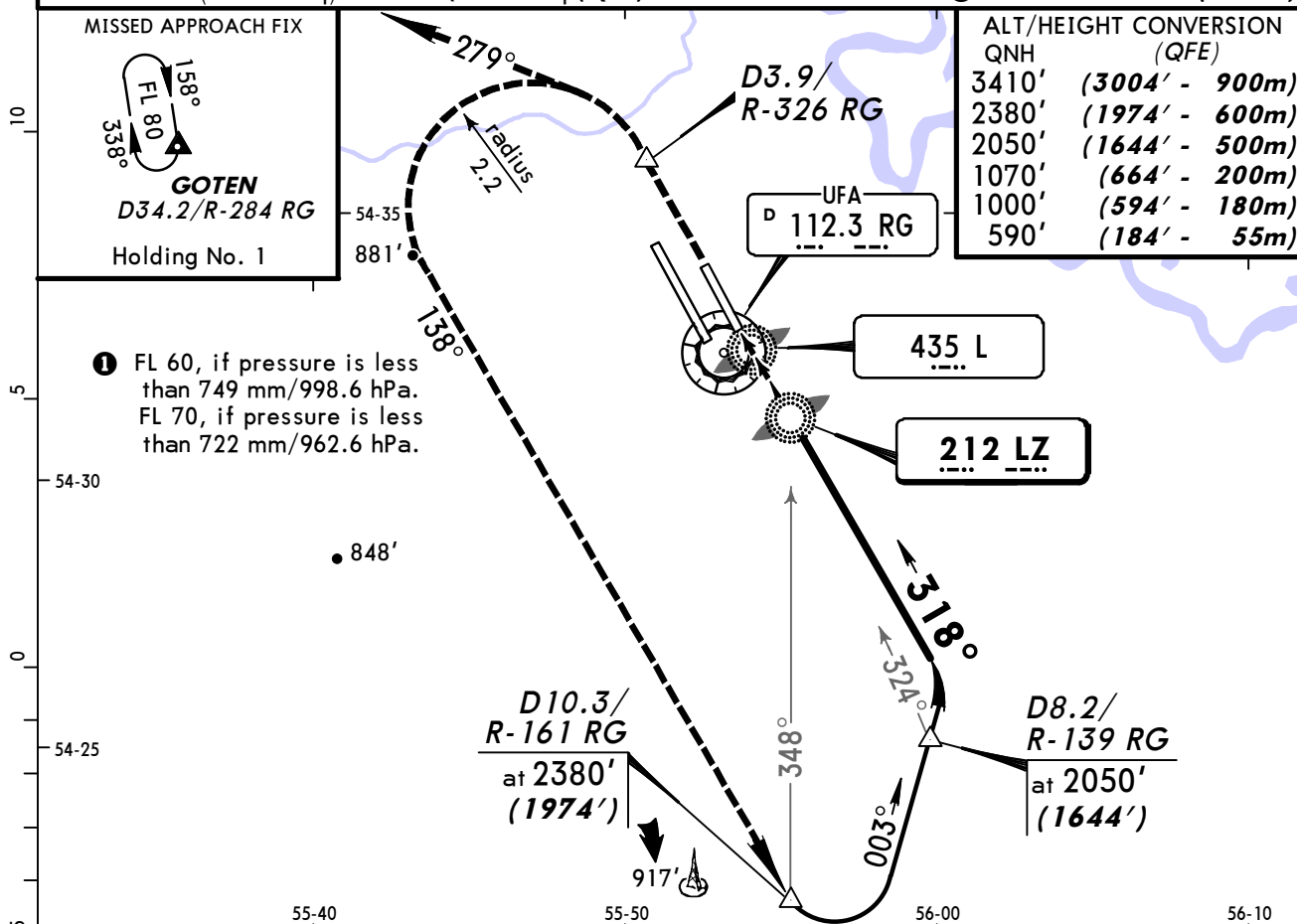
UFA, RUSSIA  
2 NDB or NDB Rwy 32L



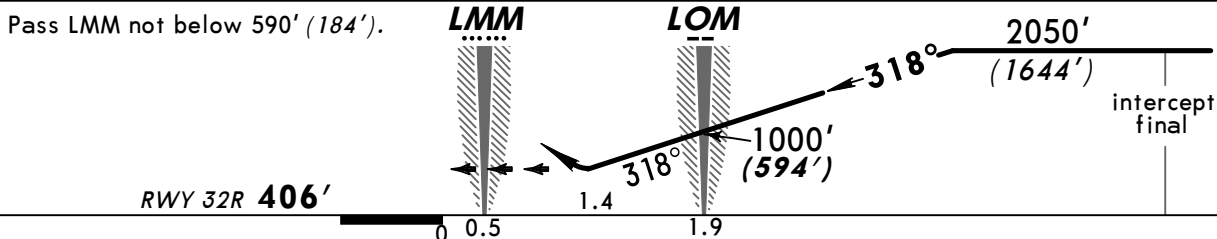
|                       |                               |                                 |                                                                |                           |
|-----------------------|-------------------------------|---------------------------------|----------------------------------------------------------------|---------------------------|
| 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<br><b>212</b>  | Final Apch Crs<br><b>318°</b> | Minimum Alt LOM<br>1000' (594') | 2 NDB MDA(H)<br>800' (394')<br>NDB MDA(H)<br>Refer to Minimums | Apt Elev 448'<br>RWY 406' |
|                       |                               |                                 |                                                                | 2900'<br>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')



Pass LMM not below 590' (184').



|               |       |     |     |     |     |     |       |                       |         |
|---------------|-------|-----|-----|-----|-----|-----|-------|-----------------------|---------|
| 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 | 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 | 2400m        | 3200m | 2000m       | 2800m | 2400m        | 3200m |
| C                           | 2200m |             | 2200m |              |       |             |       | 2800m        | 3600m |
| D                           | 1800m |             | 1800m | 3200m        | 3600m | 2400m       |       | 3600m        | 4000m |

**Chart changes since cycle 07-2013**

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

| ACT                      | PROCEDURE IDENT              | INDEX | REV DATE    | EFF DATE    |
|--------------------------|------------------------------|-------|-------------|-------------|
| <b>UFA, (UFA - UWUU)</b> |                              |       |             |             |
| REV                      | AIRPORT                      | 10-9  | 22 Mar 2013 | 04 Apr 2013 |
| REV                      | PARKING, AIRPORT INFO, TA... | 10-9A | 22 Mar 2013 | 04 Apr 2013 |

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport UWUU