

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UWUU

Terminal Charts For UWUU

Revision Letter For Cycle 17-2013

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: 0112 Z
Sunset: 1525 Z,

Runway Information

Runway: 14L
Length x Width: 8255 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 394 ft
Lighting: Edge, ALS

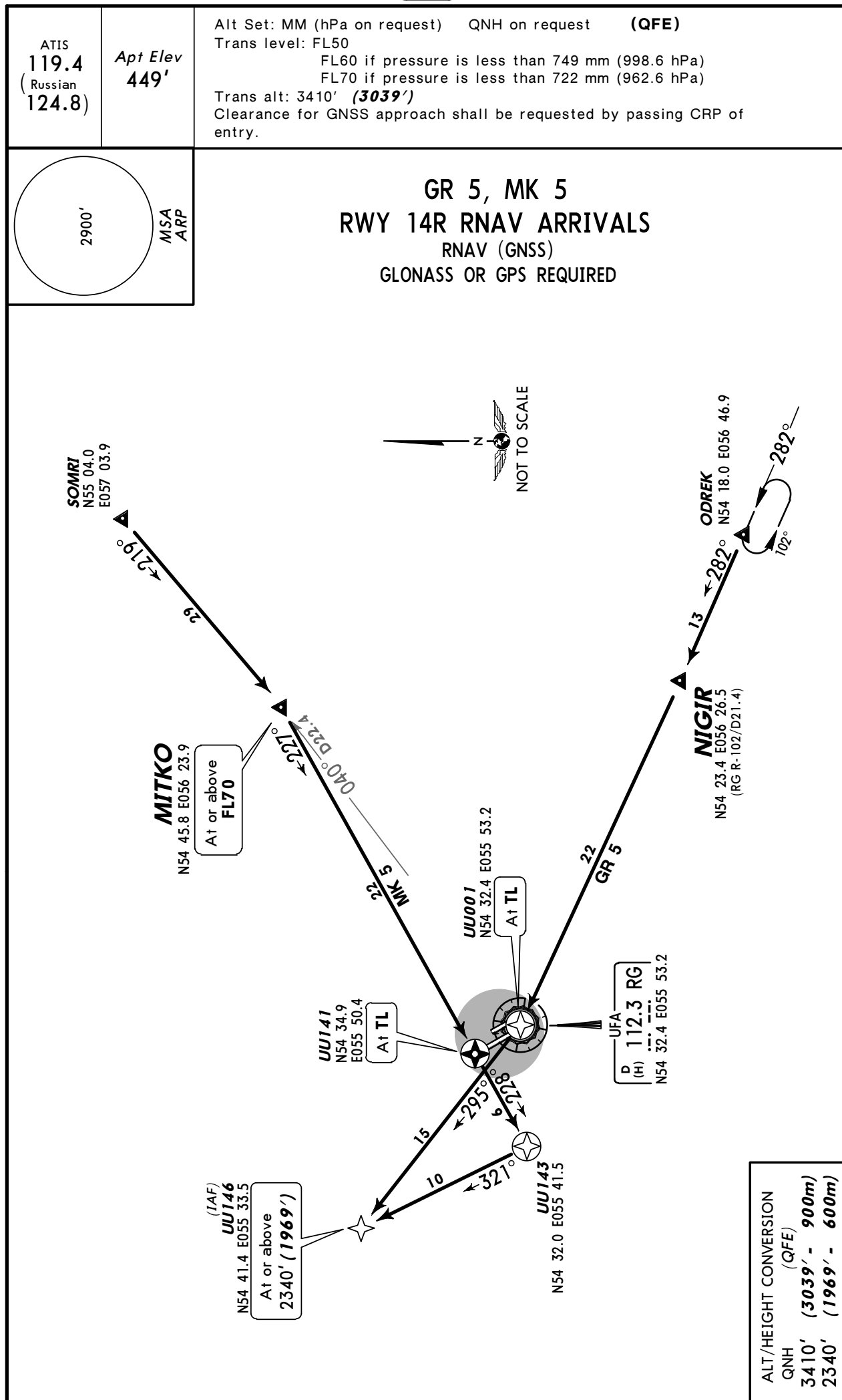
Runway: 14R
Length x Width: 12352 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 371 ft

Runway: 32L
Length x Width: 12352 ft x 148 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

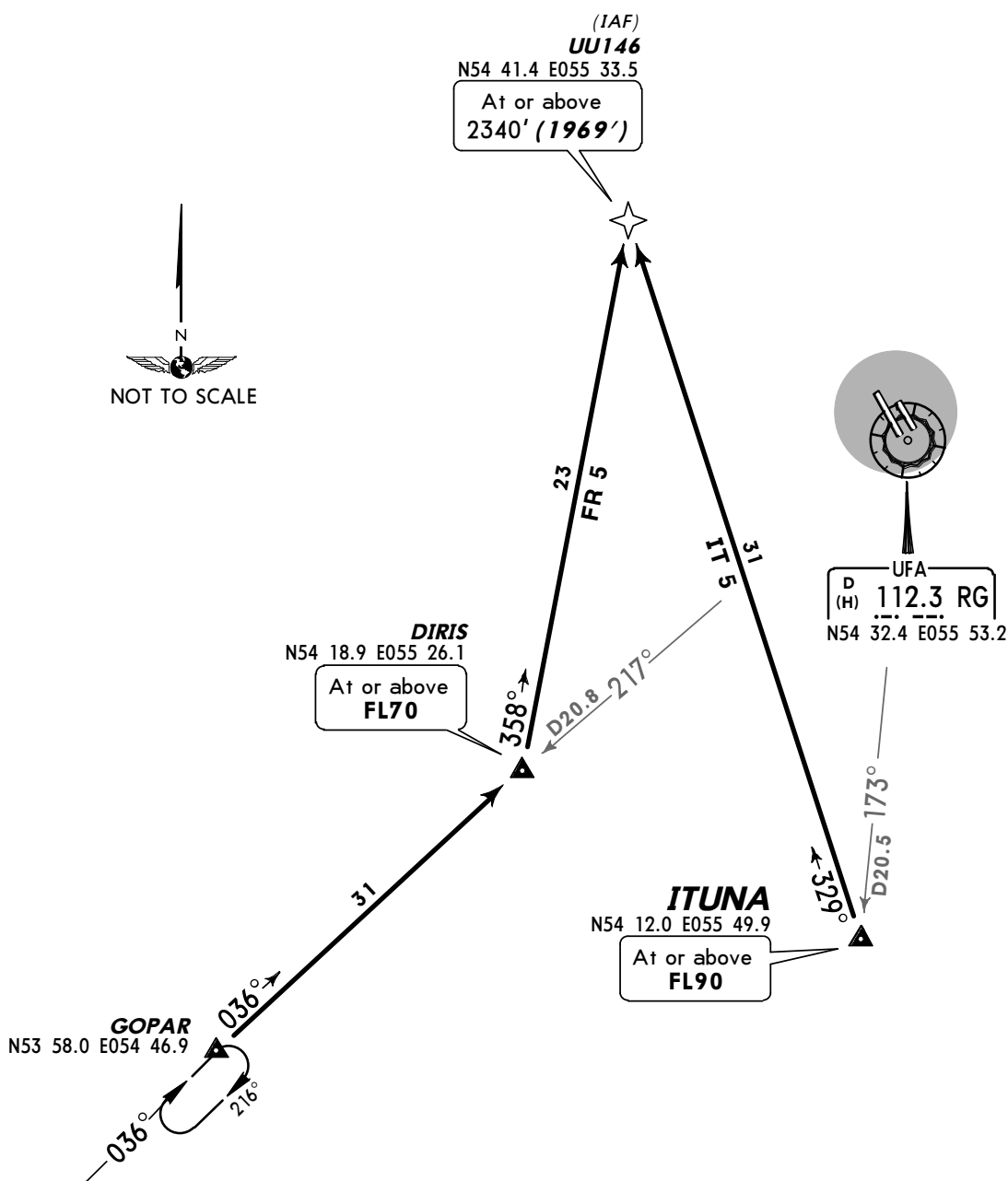
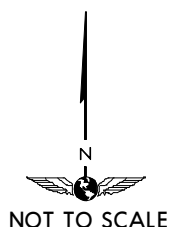
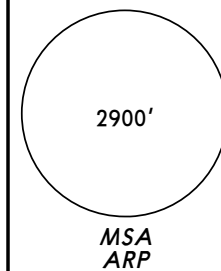
Communication Information

ATIS 124.8 Non-English
ATIS 119.4
Ufa Start Tower 124.0 Secondary
Ufa Start Tower 120.9
Ufa 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 Secondary
Ufa Krug Radar 124.0
Ufa Krug Radar 120.9
Ufa Transit Operations 131.7

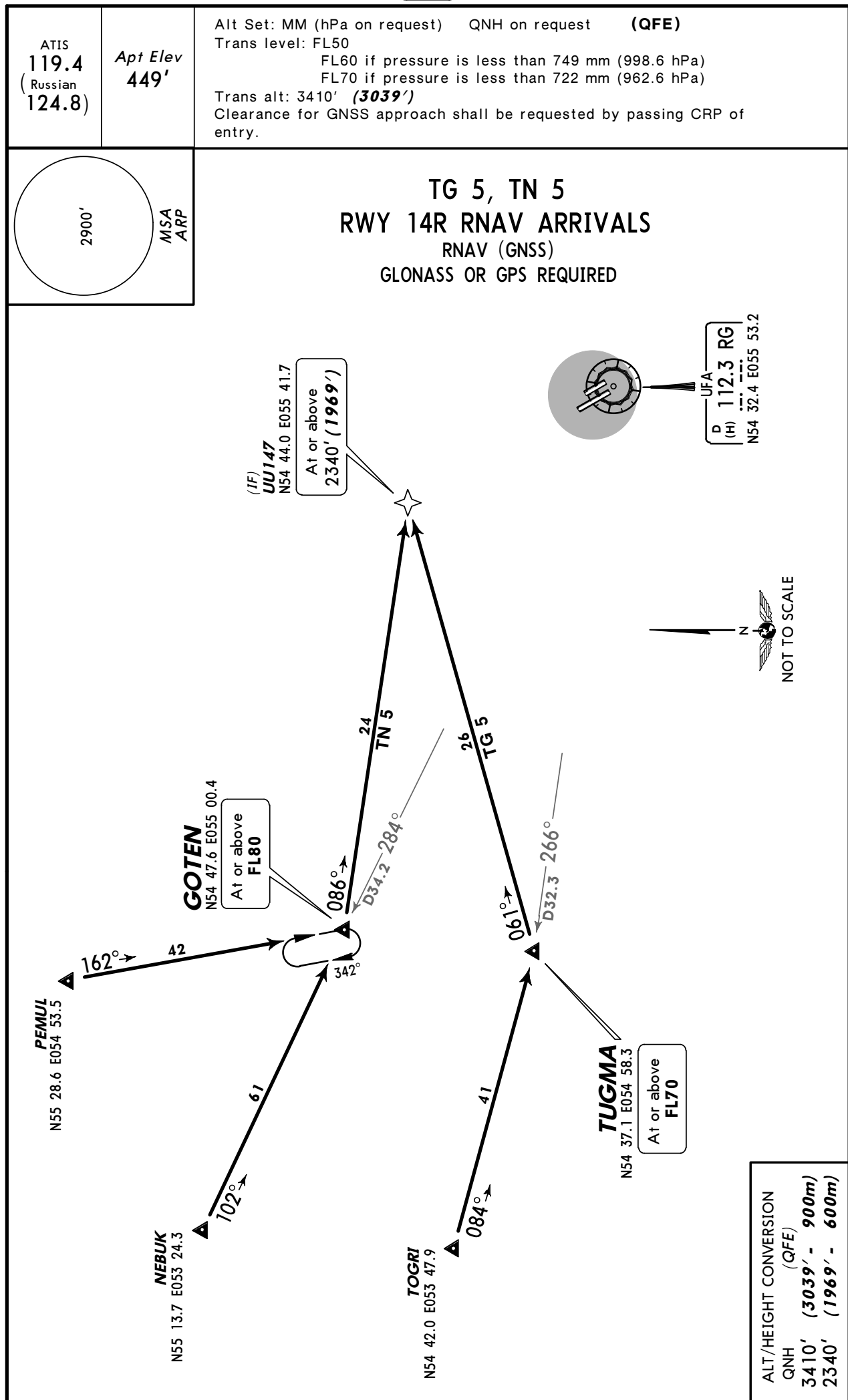


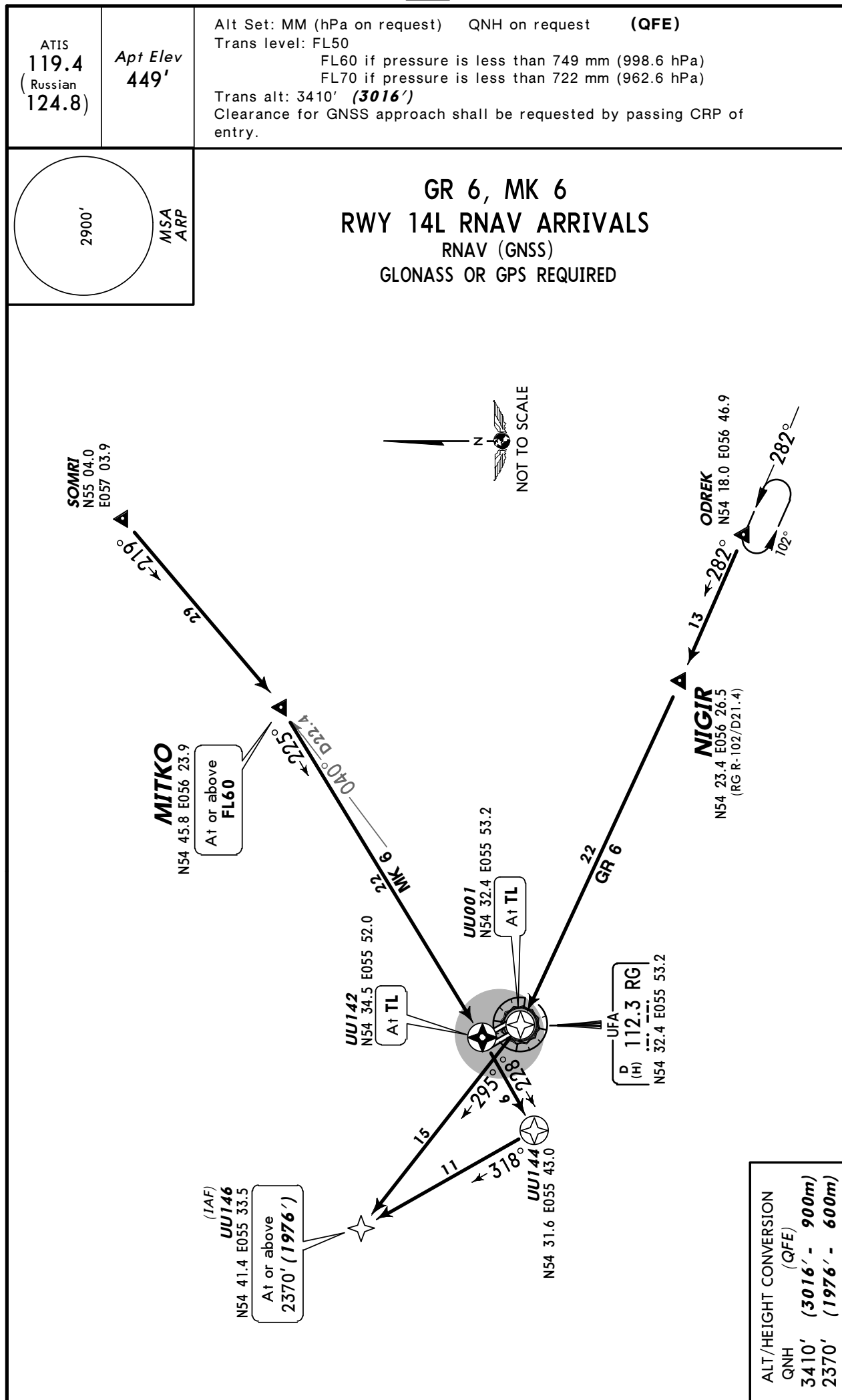
ATIS 119.4 (Russian 124.8)	<i>Apt Elev</i> 449'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (3039') Clearance for GNSS approach shall be requested by passing CRP of entry.
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FR 5, IT 5
RWY 14R RNAV ARRIVALS
RNAV (GNSS)
GLONASS OR GPS REQUIRED



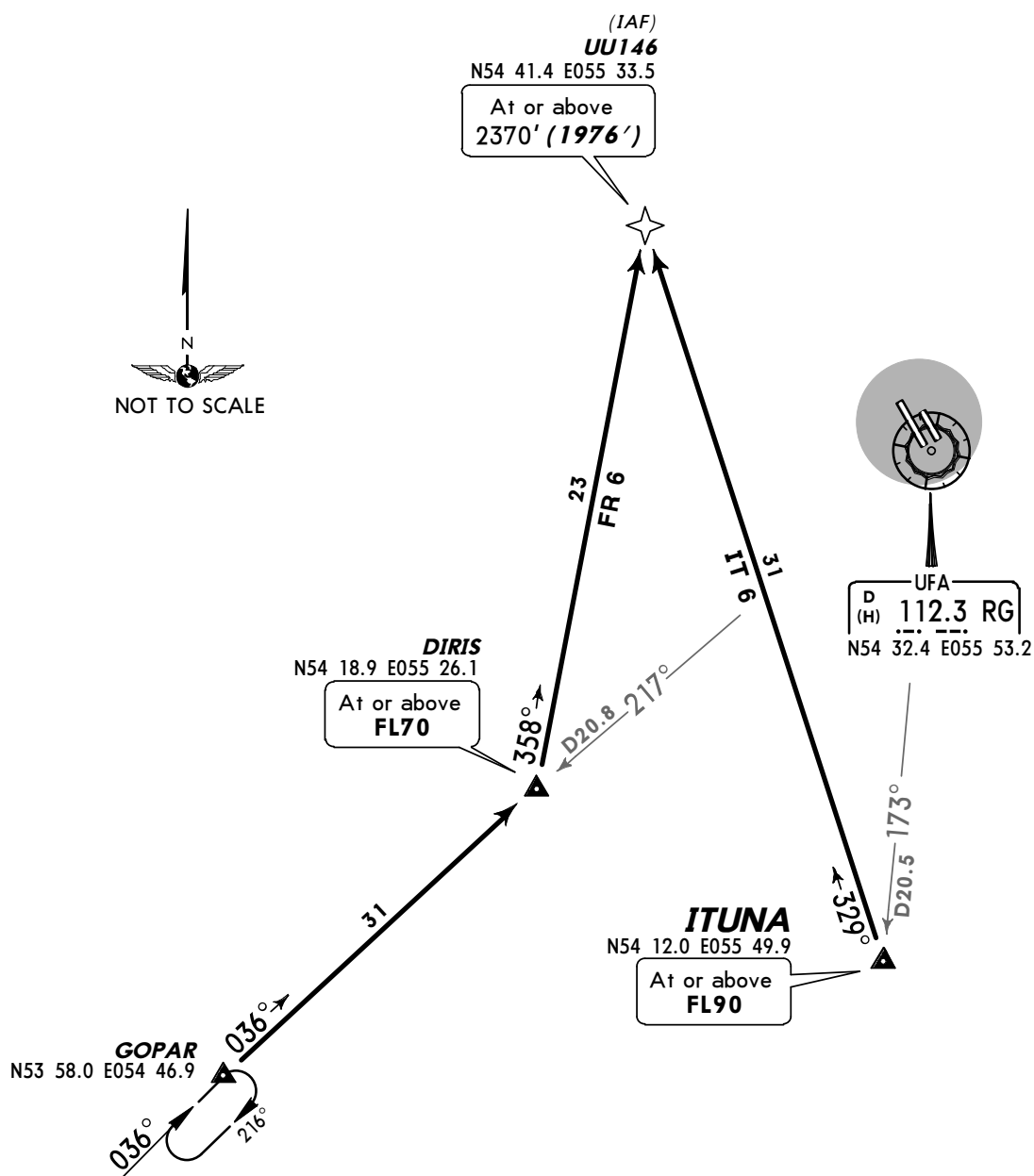
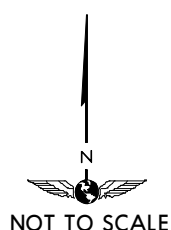
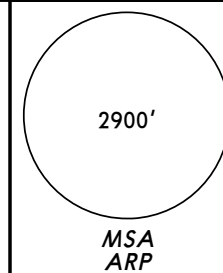
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(3039' - 900m)
2340'	(1969' - 600m)



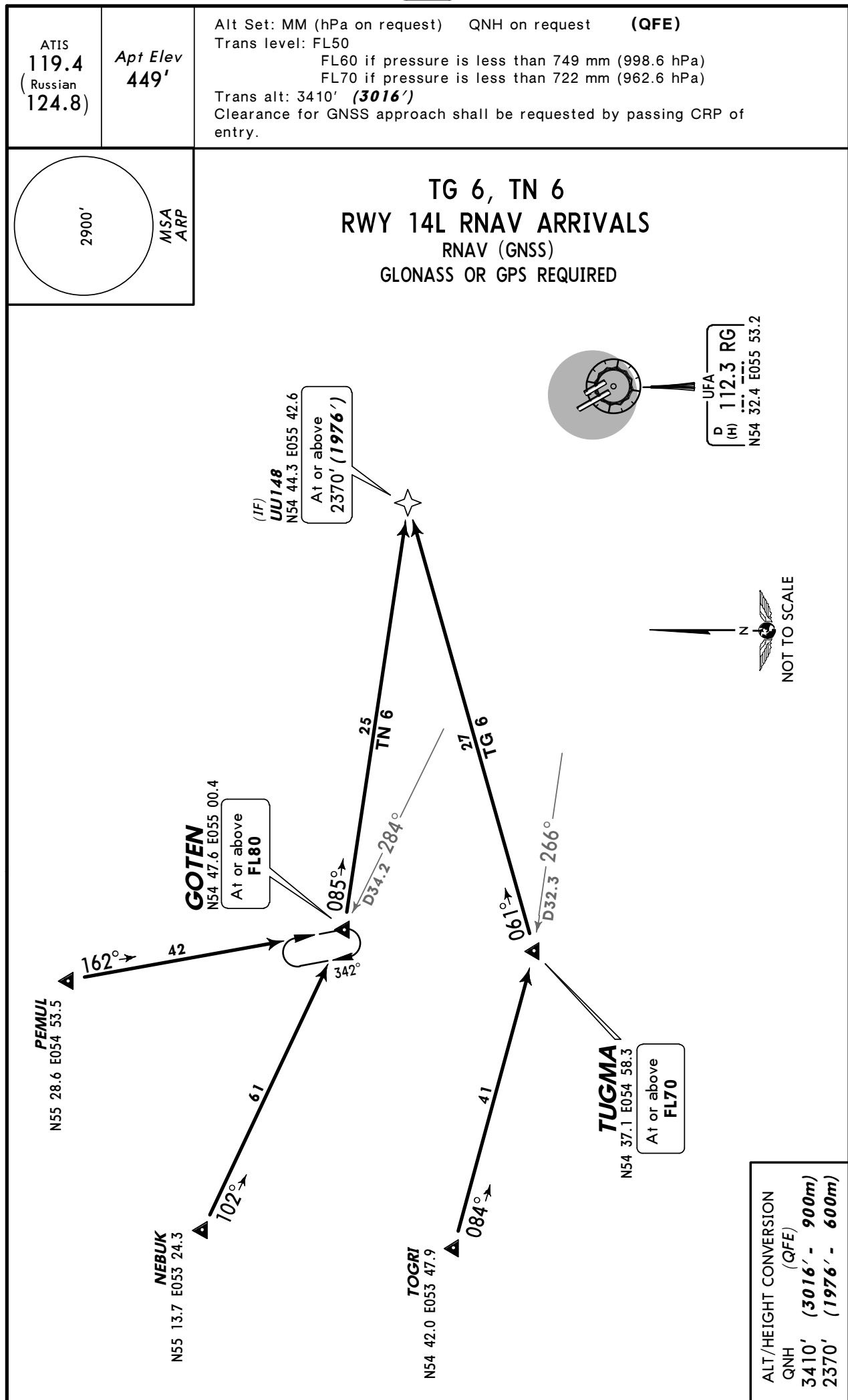


ATIS 119.4 (Russian 124.8)	<i>Apt Elev</i> 449'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (3016') Clearance for GNSS approach shall be requested by passing CRP of entry.
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FR 6, IT 6
RWY 14L RNAV ARRIVALS
RNAV (GNSS)
GLONASS OR GPS REQUIRED

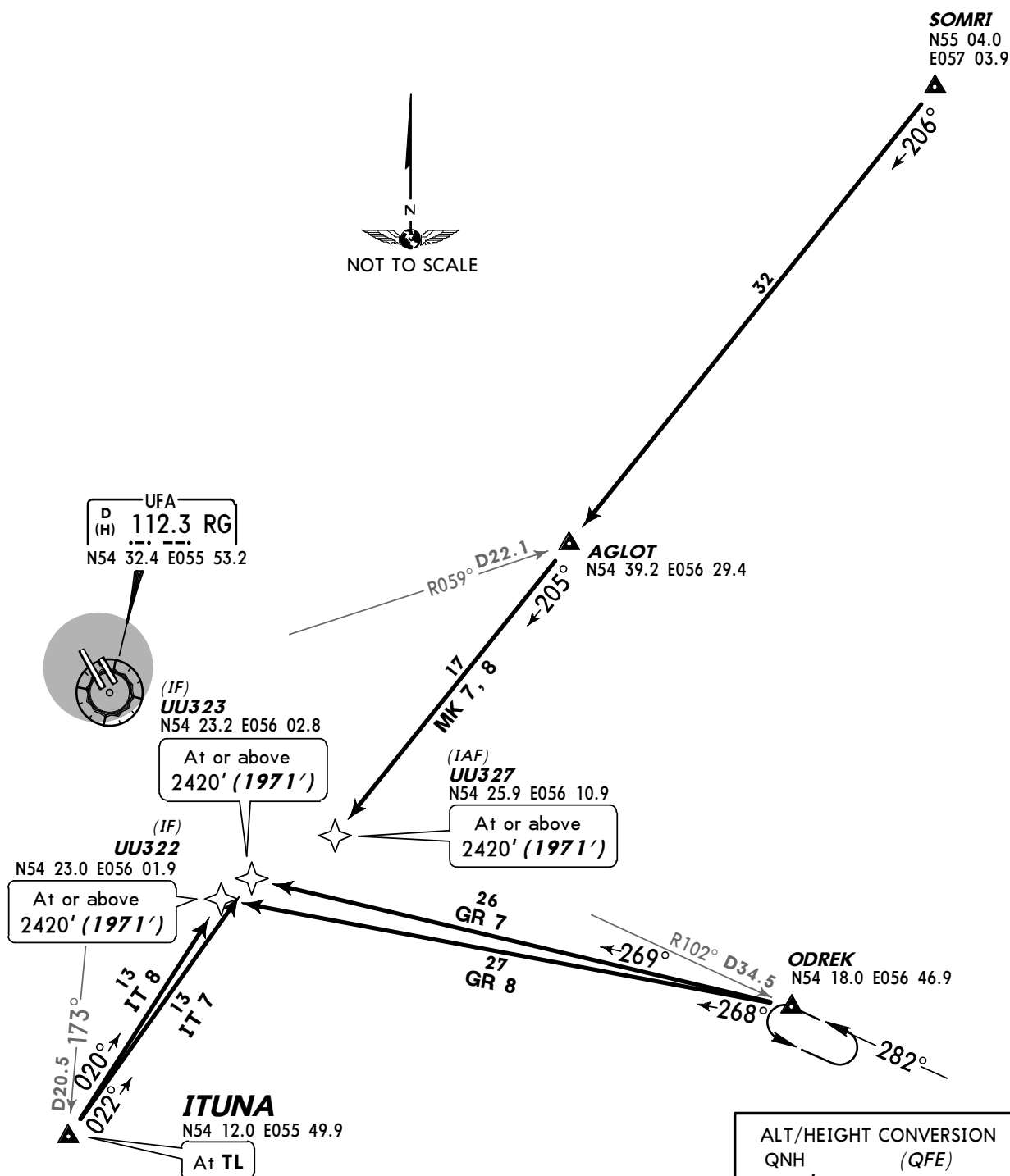
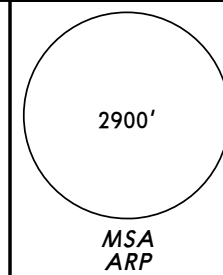


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(3016' - 900m)
2370'	(1976' - 600m)

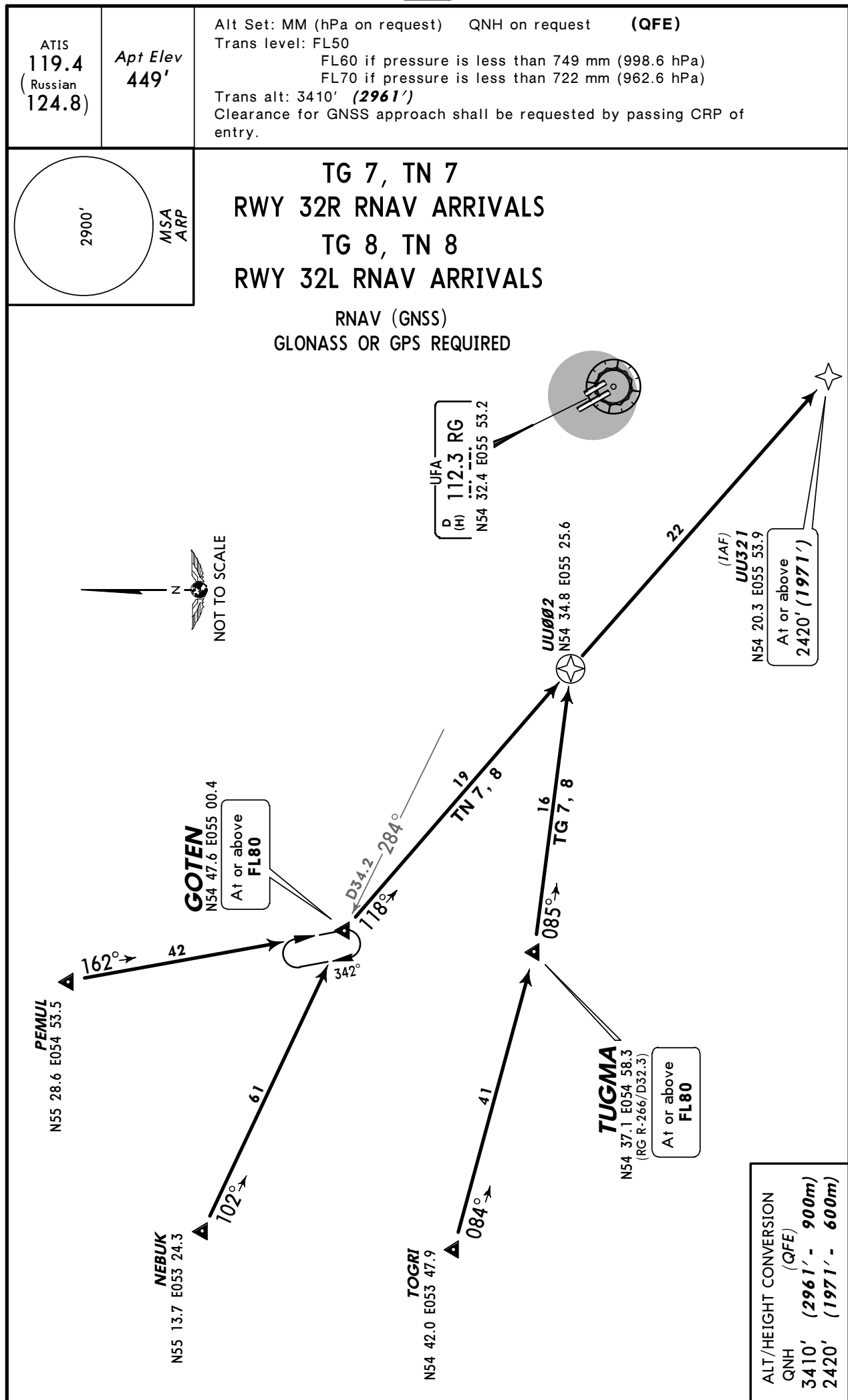


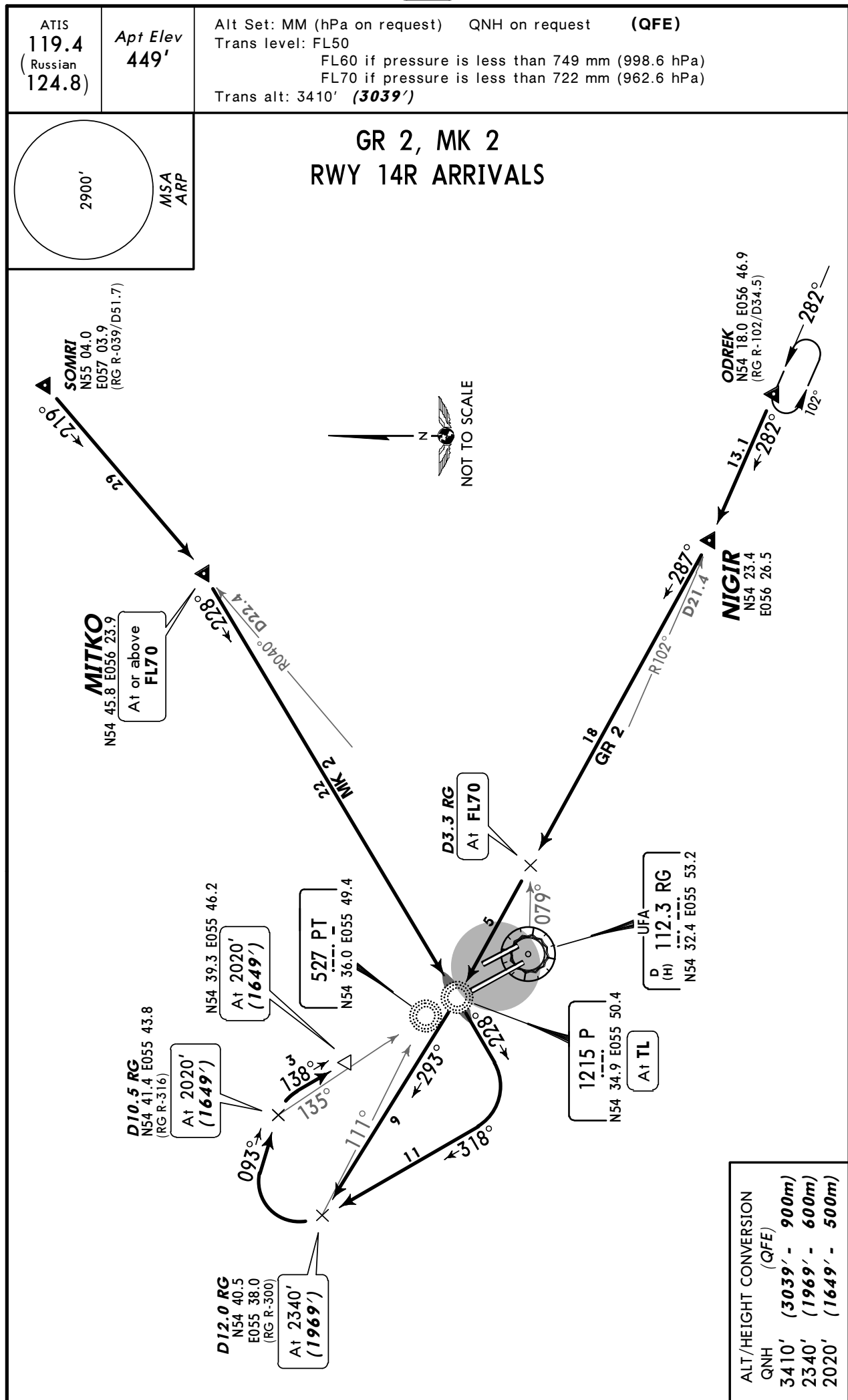
ATIS 119.4 (Russian 124.8)	<i>Apt Elev</i> 449'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (2961') Clearance for GNSS approach shall be requested by passing CRP of entry.
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GR 7, IT 7, MK 7
RWY 32R RNAV ARRIVALS
GR 8, IT 8, MK 8
RWY 32L RNAV ARRIVALS
RNAV (GNSS)
GLONASS OR GPS REQUIRED



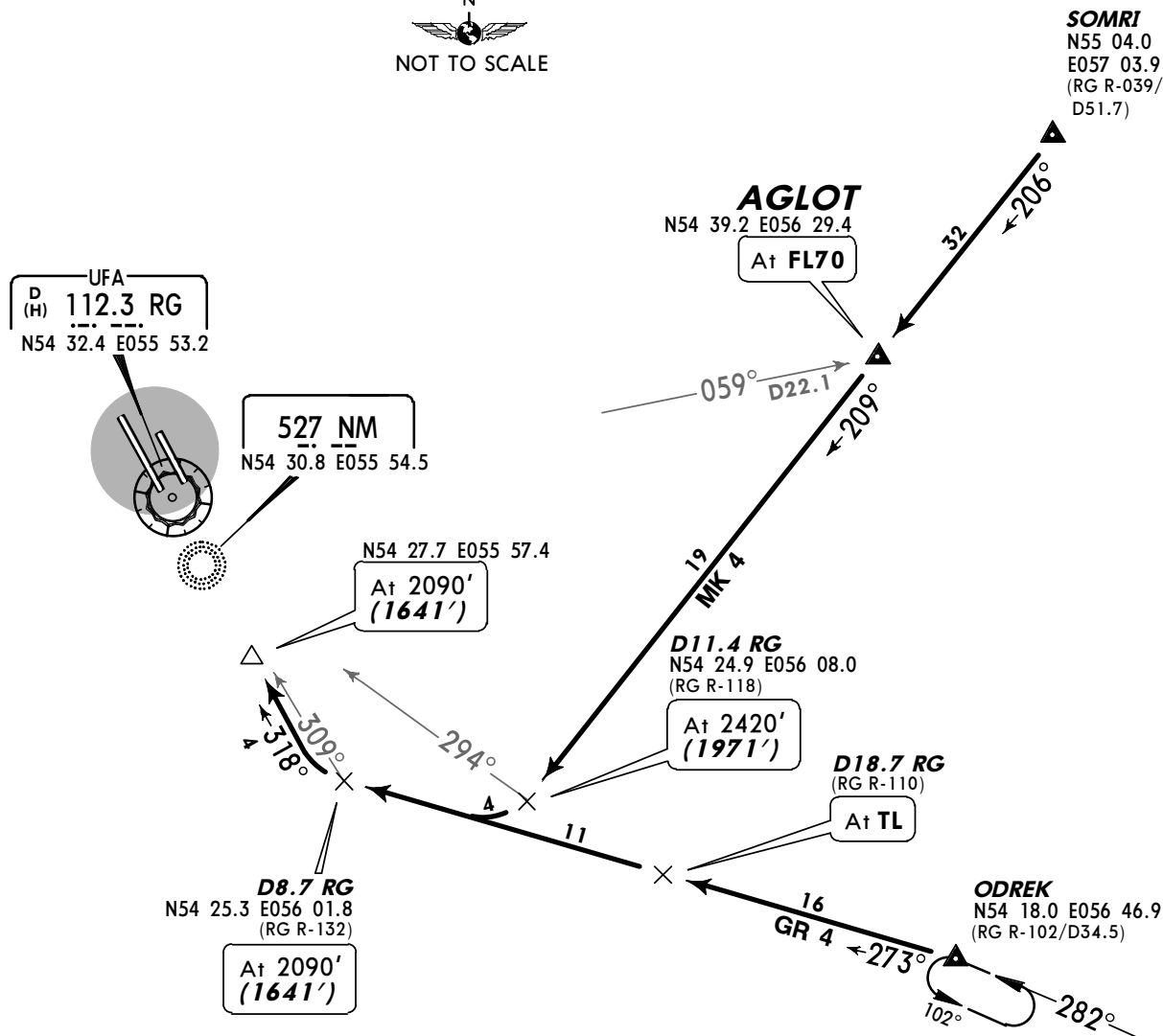
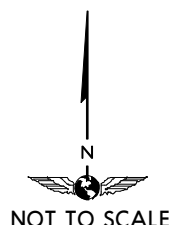
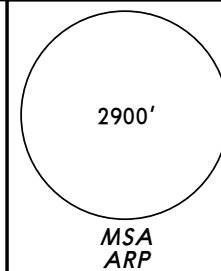
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(2961' - 900m)
2420'	(1971' - 600m)





ATIS 119.4 (Russian 124.8)	Apt Elev 449'	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' (2961')
--	-------------------------	--

GR 4, MK 4
RWY 32L ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(2961' - 900m)
2420'	(1971' - 600m)
2090'	(1641' - 500m)

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**GR 12, MK 12
RWY 32R ARRIVALS**

2900'
MSA
ARP

NOT TO SCALE

UFA
D (H) 112.3 RG
N54 32.4 E055 53.2

212 LZ
N54 31.1 E055 55.3

AGLOT
N54 39.2 E056 29.4
At FL70

SOMRI
N55 04.0 E057 03.9
(RG R-039/D51.7)

D11.4 RG
N54 24.9 E056 08.0
(RG R-118)
At 2380' (1975')

D18.7 RG
(RG R-110)
At TL

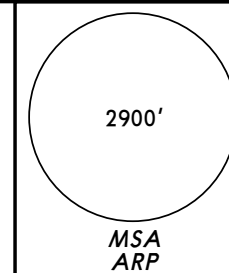
ODREK
N54 18.0 E056 46.9
(RG R-102/D34.5)

D8.9 RG
N54 25.2 E056 02.0
(RG R-132)
At 2050' (1645')

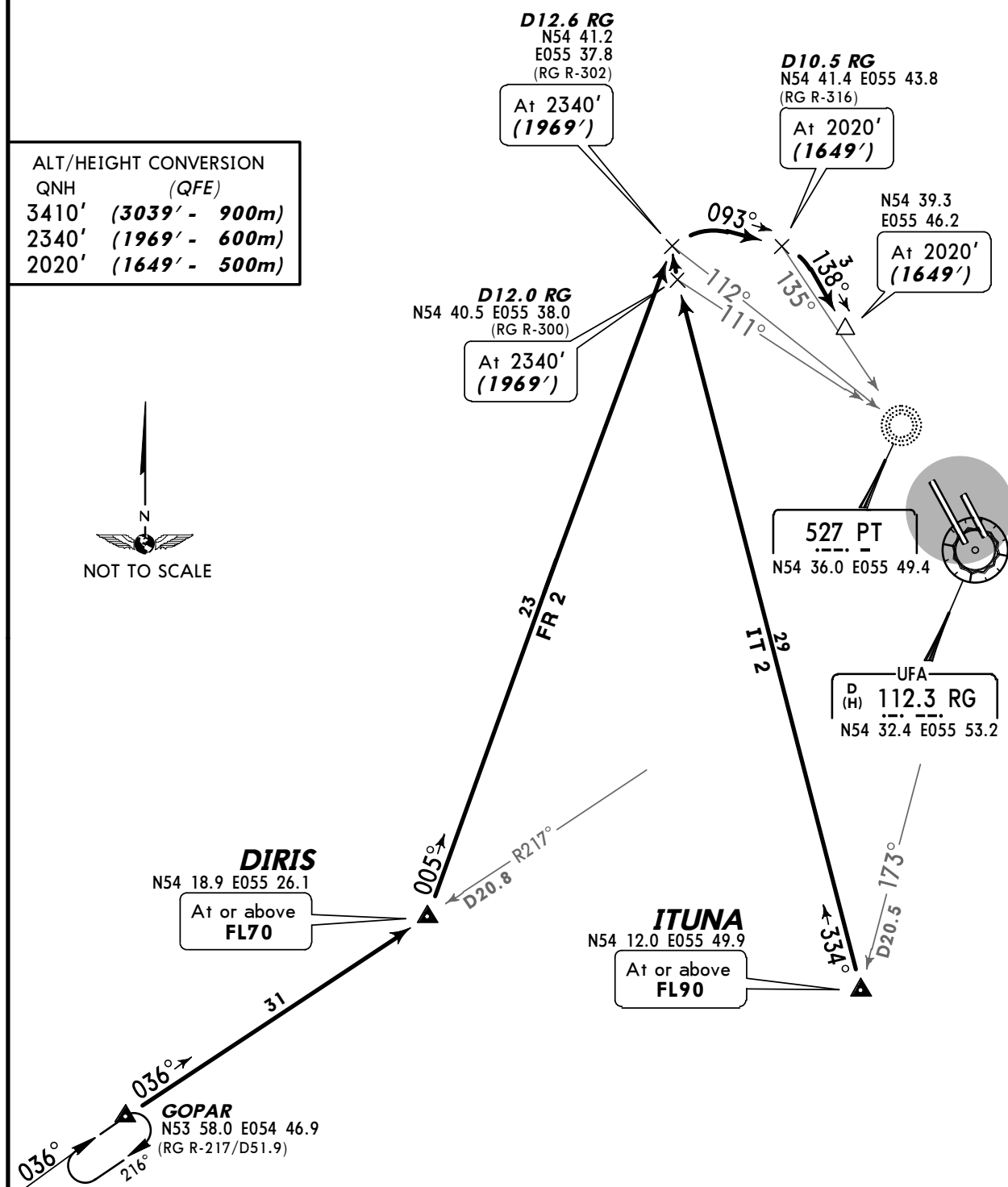
ALT/HEIGHT CONVERSION
QNH (QFE)
3410' (3005' - 900m)
2380' (1975' - 600m)
2050' (1645' - 500m)

ATIS 119.4 (Russian 124.8)	Apt Elev 449'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (3039')
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FR 2, IT 2
RWY 14R ARRIVALS

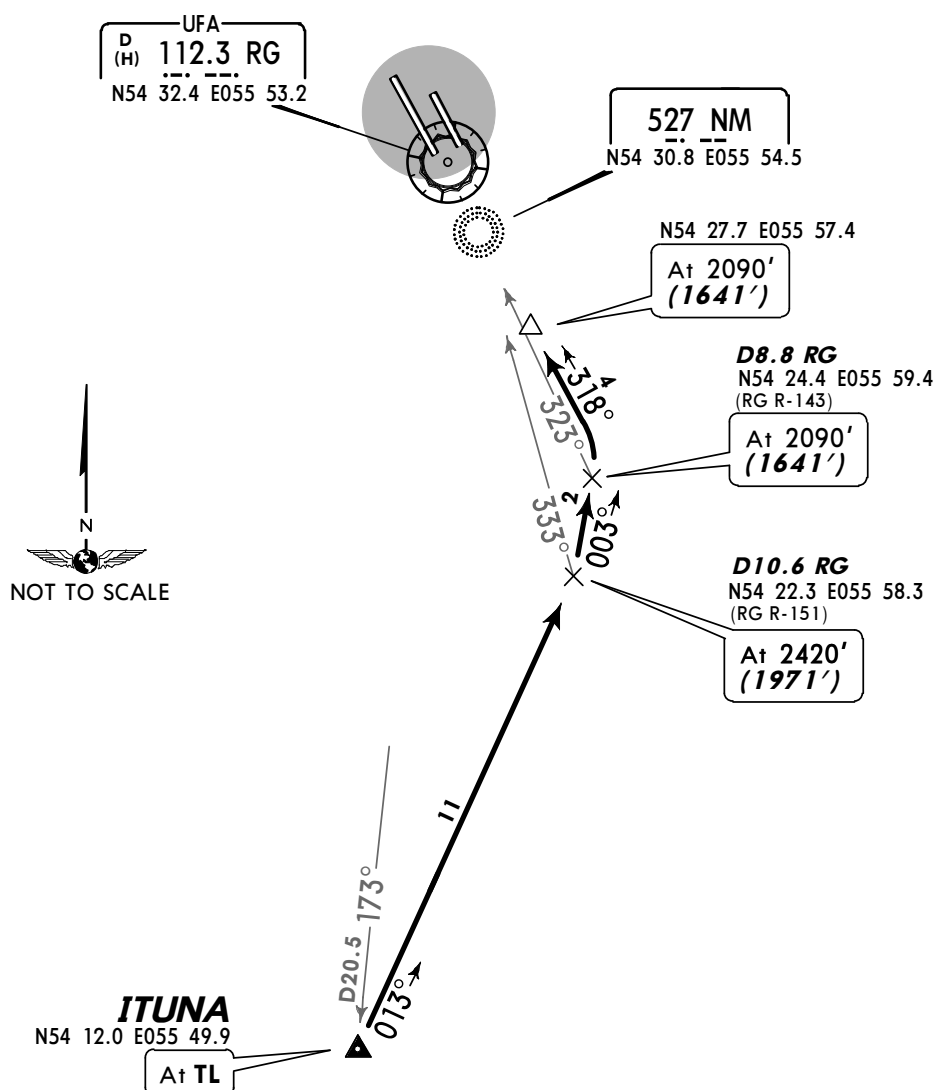
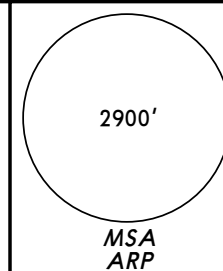


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(3039' - 900m)
2340'	(1969' - 600m)
2020'	(1649' - 500m)



ATIS 119.4 (Russian 124.8)	Apt Elev 449'	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' (2961')
--	-------------------------	--

IT 4 RWY 32L ARRIVAL



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(2961' - 900m)
2420'	(1971' - 600m)
2090'	(1641' - 500m)

FR 11, IT 11
RWY 14L ARRIVALS

ALT/HEIGHT CONVERSION

QNH (QFE)

3410' (3016' - 900m)

2370' (1976' - 600m)

2040' (1646' - 500m)

N

NOT TO SCALE

ITUNA

N54 12.0 E055 49.9

At or above FL90

DIRIS

N54 18.9 E055 26.1

At or above FL70

GOPAR

N53 58.0 E054 46.9

(RG R-217/D51.9)

D12.6 RG

N54 41.2 E055 37.8

(RG R-302)

At 2370' (1976')

D12.0 RG

N54 40.6 E055 38.0

(RG R-300)

At 2370' (1976')

D9.9 RG

N54 41.1 E055 45.1

(RG R-319)

At 2040' (1646')

212 RG

N54 36.0 E055 50.6

UFA

D (H) 112.3 RG

N54 32.4 E055 53.2

334°

173°

20.5

005°

D20.8 R217°

31°

036°

216°

112°

108°

093°

135°

138°

29

23

FR 11

IT 11

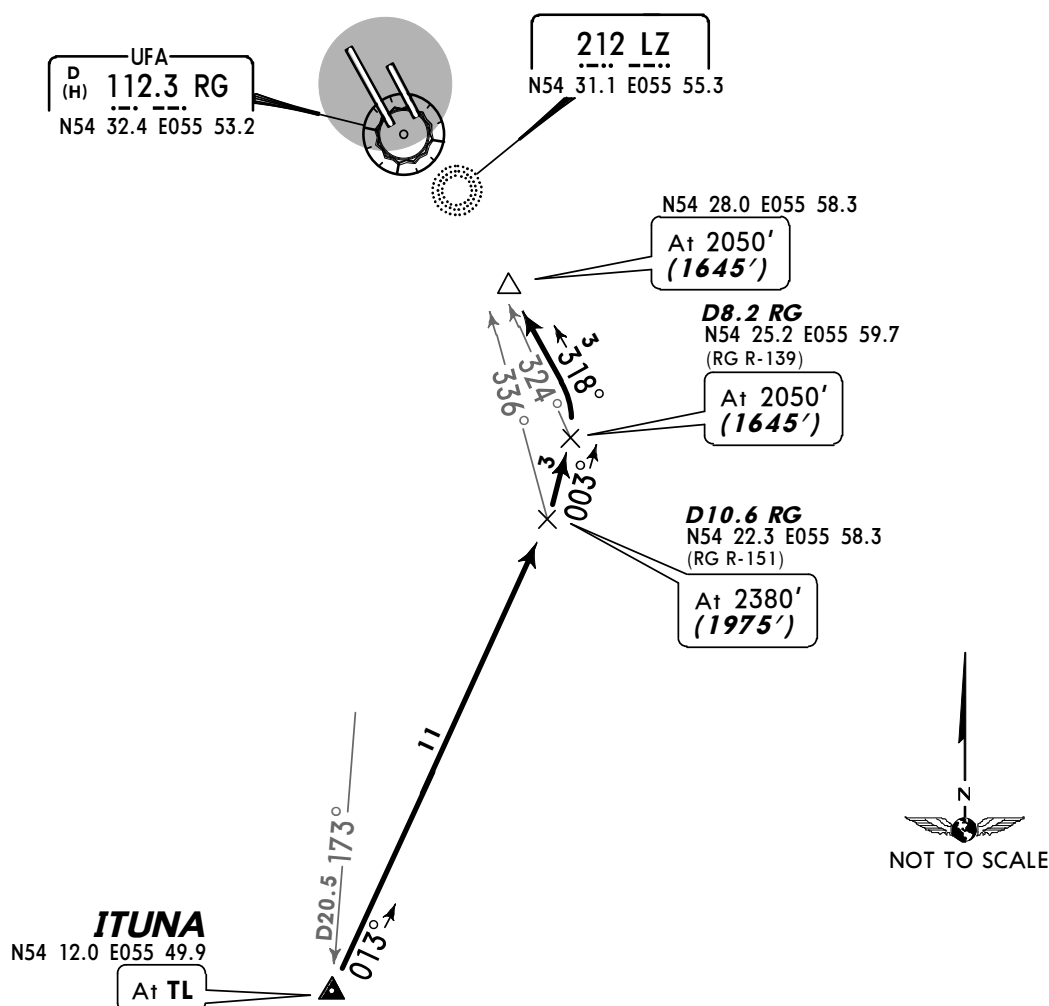
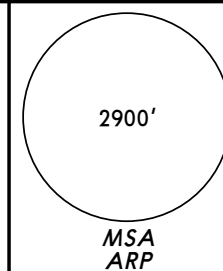
2900'

MSA

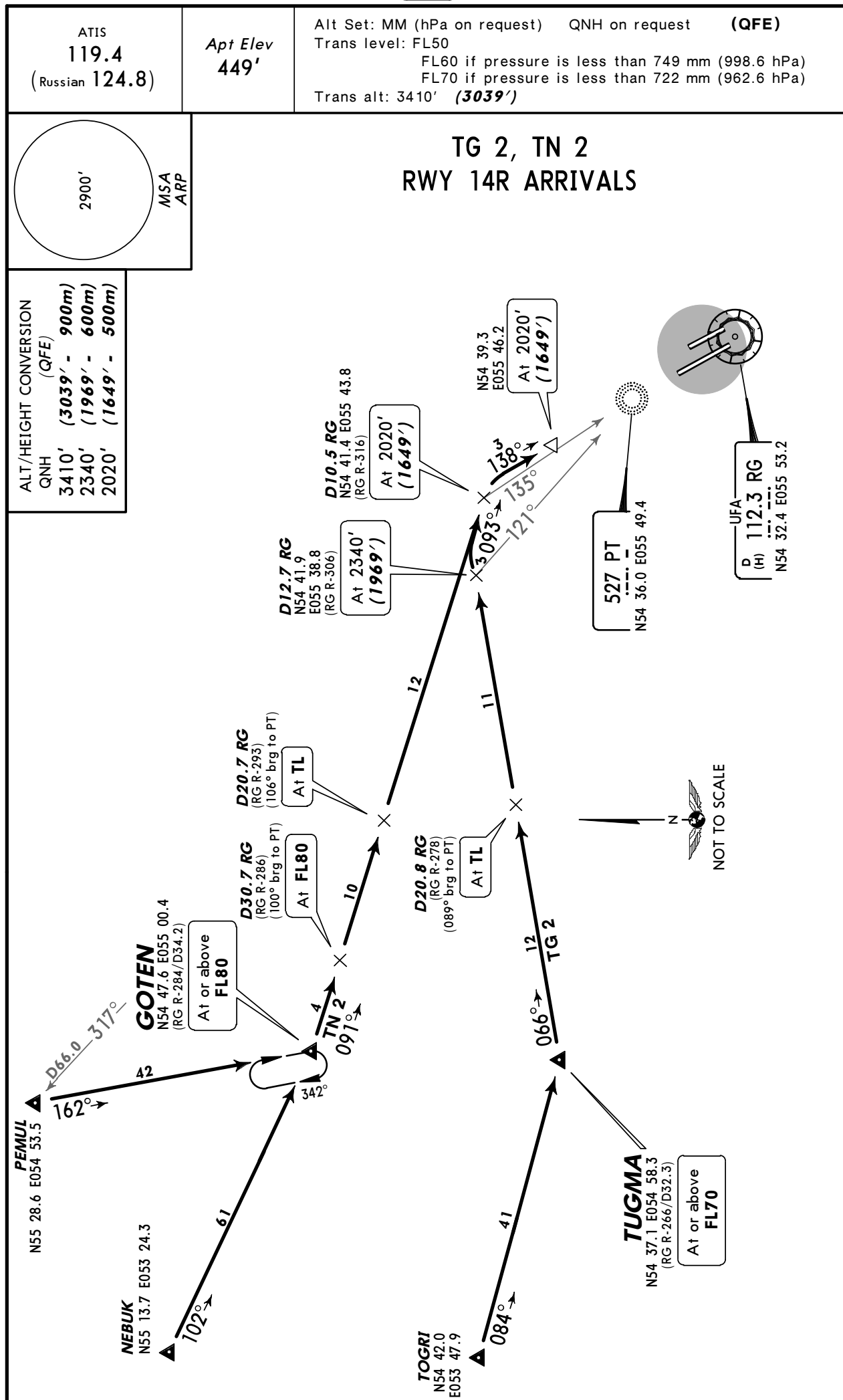
ARP

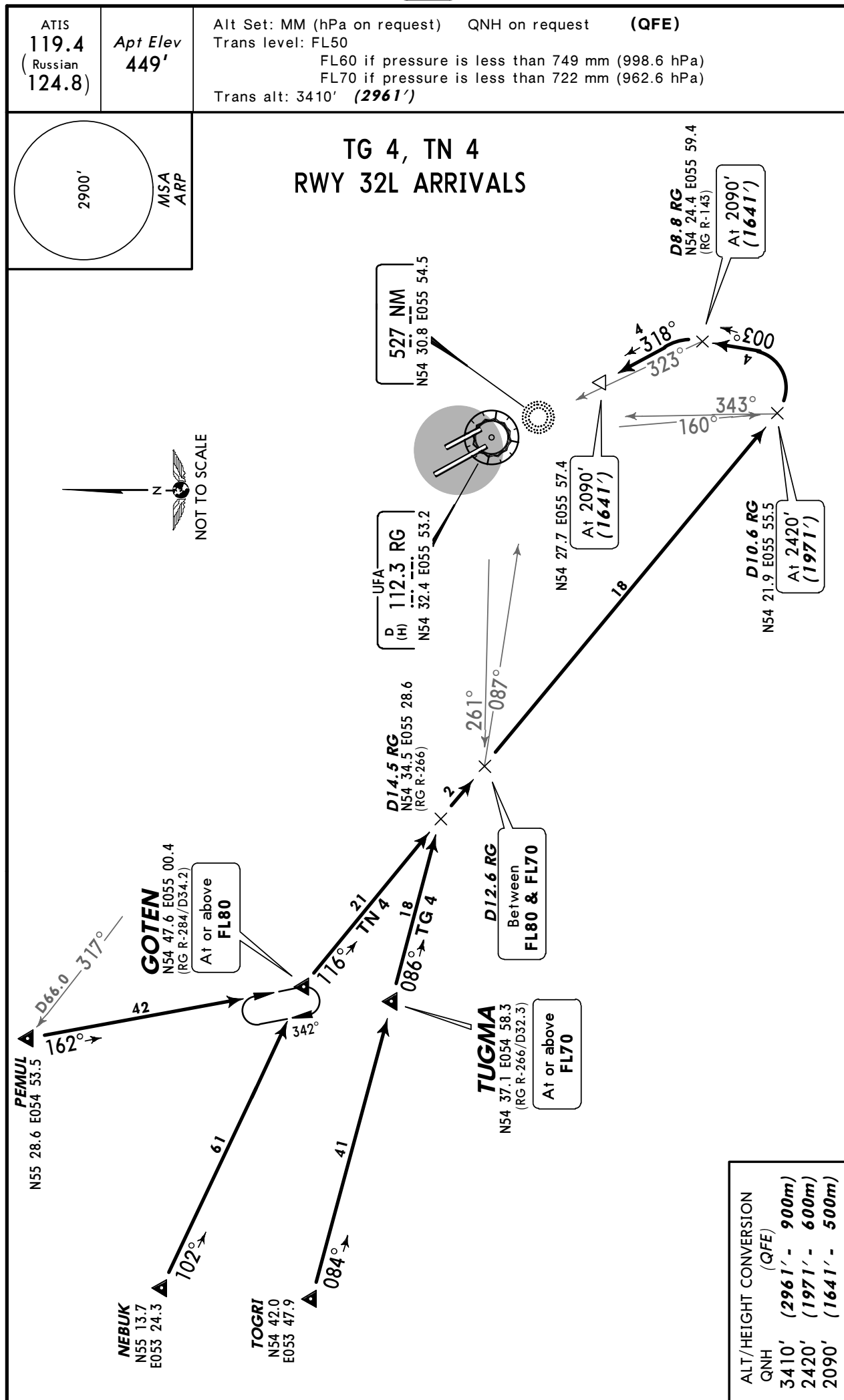
ATIS 119.4 (Russian 124.8)	Apt Elev 449'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (3005')
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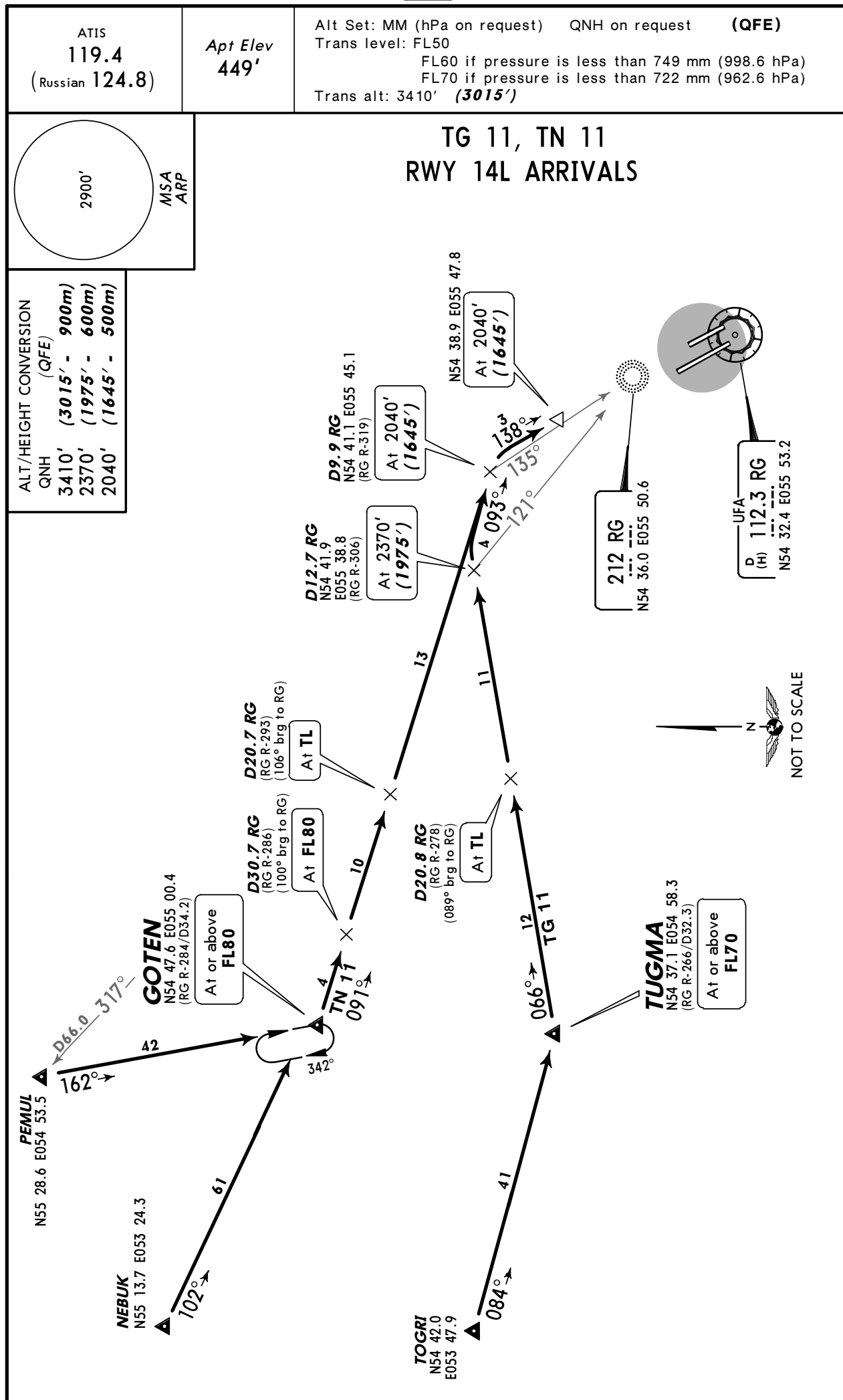
IT 12 RWY 32R ARRIVAL

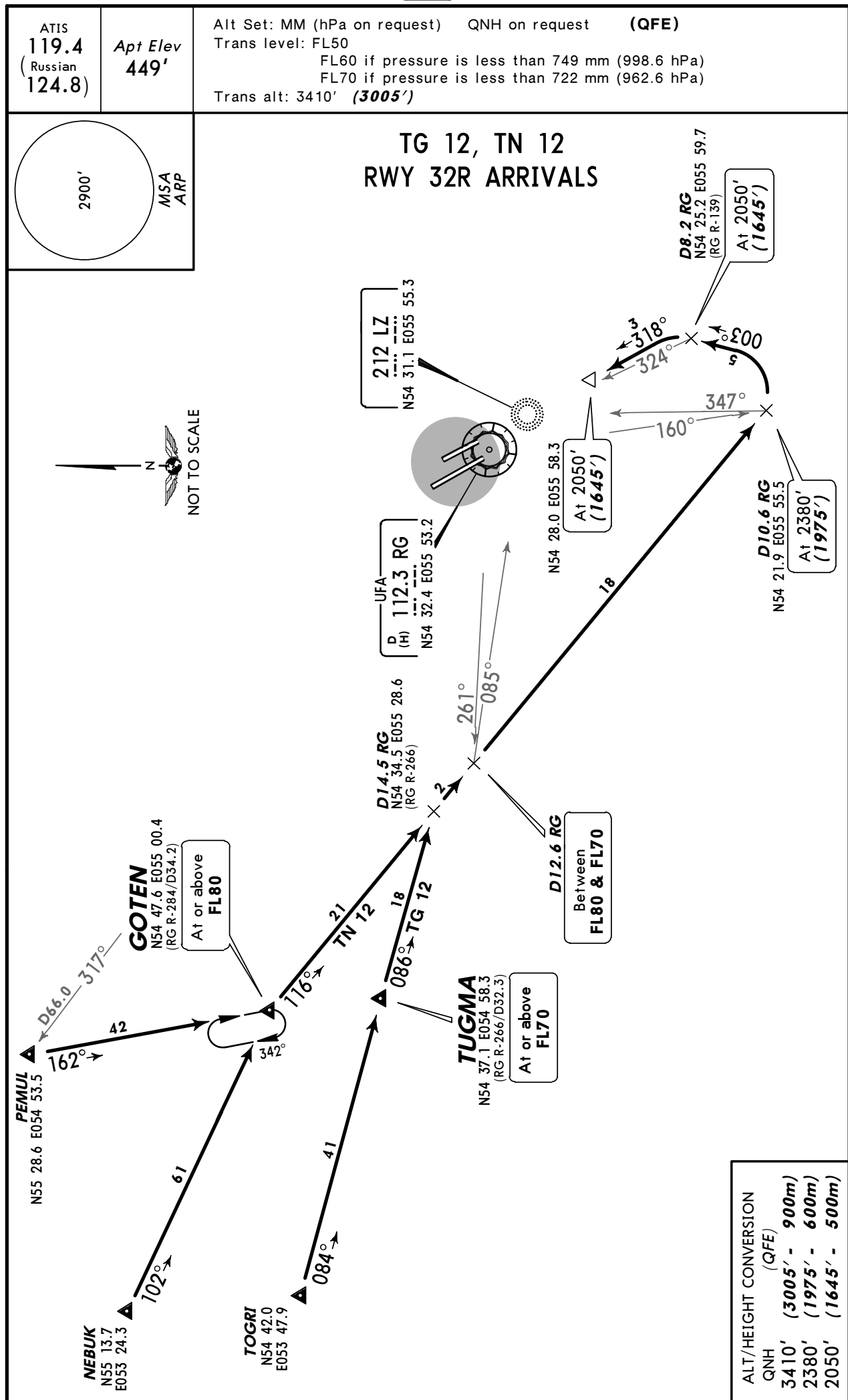


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(3005' - 900m)
2380'	(1975' - 600m)
2050'	(1645' - 500m)









Apt Elev
449'

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)

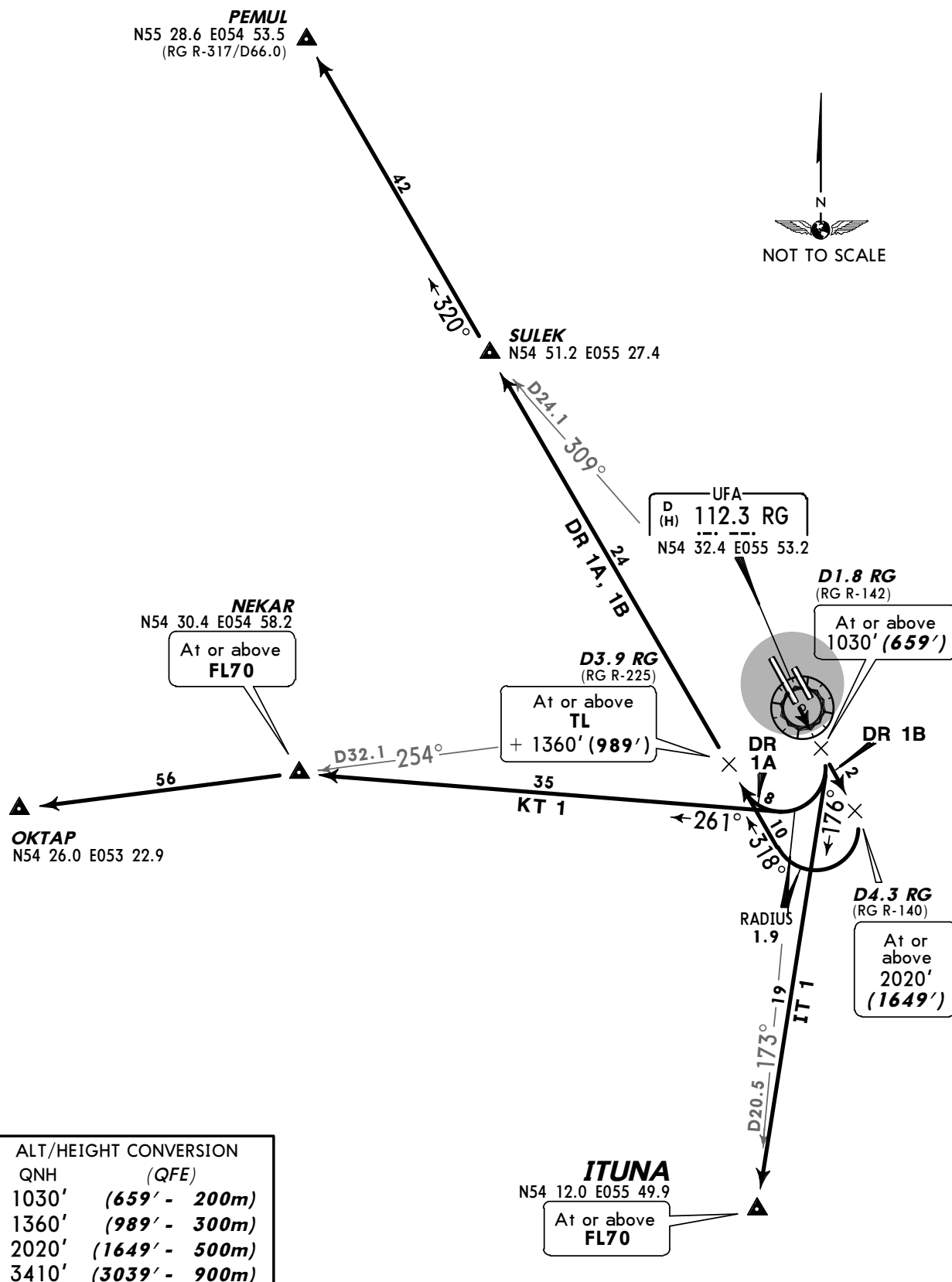
Trans alt: 3410' (3039')

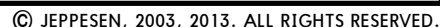
Take-off should be carried out according to noise abatement procedures and flight to be conducted in accordance with aircraft performance requirements.

2900'

MSA
ARP

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





Apt Elev
449'

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)

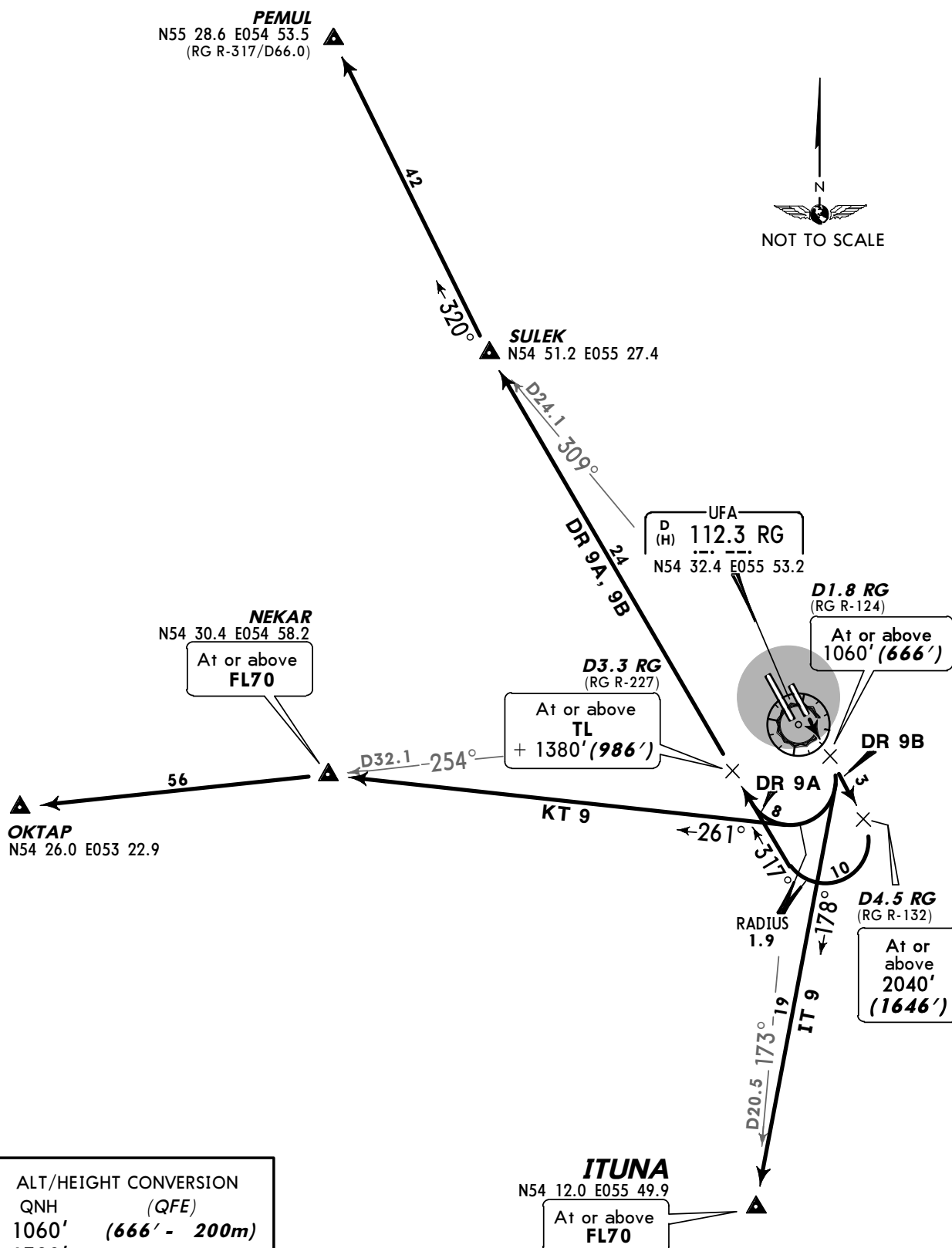
Trans alt: 3410' (3016')

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

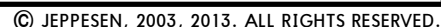
2900'

MSA
ARP

DR 9A, DR 9B, IT 9, KT 9 RWY 14L DEPARTURES

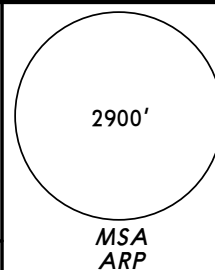


ALT/HEIGHT CONVERSION	
QNH	(QFE)
1060'	(666' - 200m)
1380'	(986' - 300m)
2040'	(1646' - 500m)
3410'	(3016' - 900m)



Apt Elev
449'

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.



LU 1, PK 1
RWY 14R DEPARTURES

▲ PIKOR
N55 12.0 E056 14.9



MITKO
N54 45.8 E056 23.9
At or above
FL70

AGLOT
N54 39.2 E056 29.4
At or above
FL80

URANA
N54 59.3
E058 16.7

UFA
D (H) 112.3 RG
N54 32.4 E055 53.2



D1.8 RG
(RG R-142)

①
At or above
1030' (659')

D8.4 RG
At or below
FL60

① WARNING
During daytime start turn
at or above 1360' (989').

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

Apt Elev
449'

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)

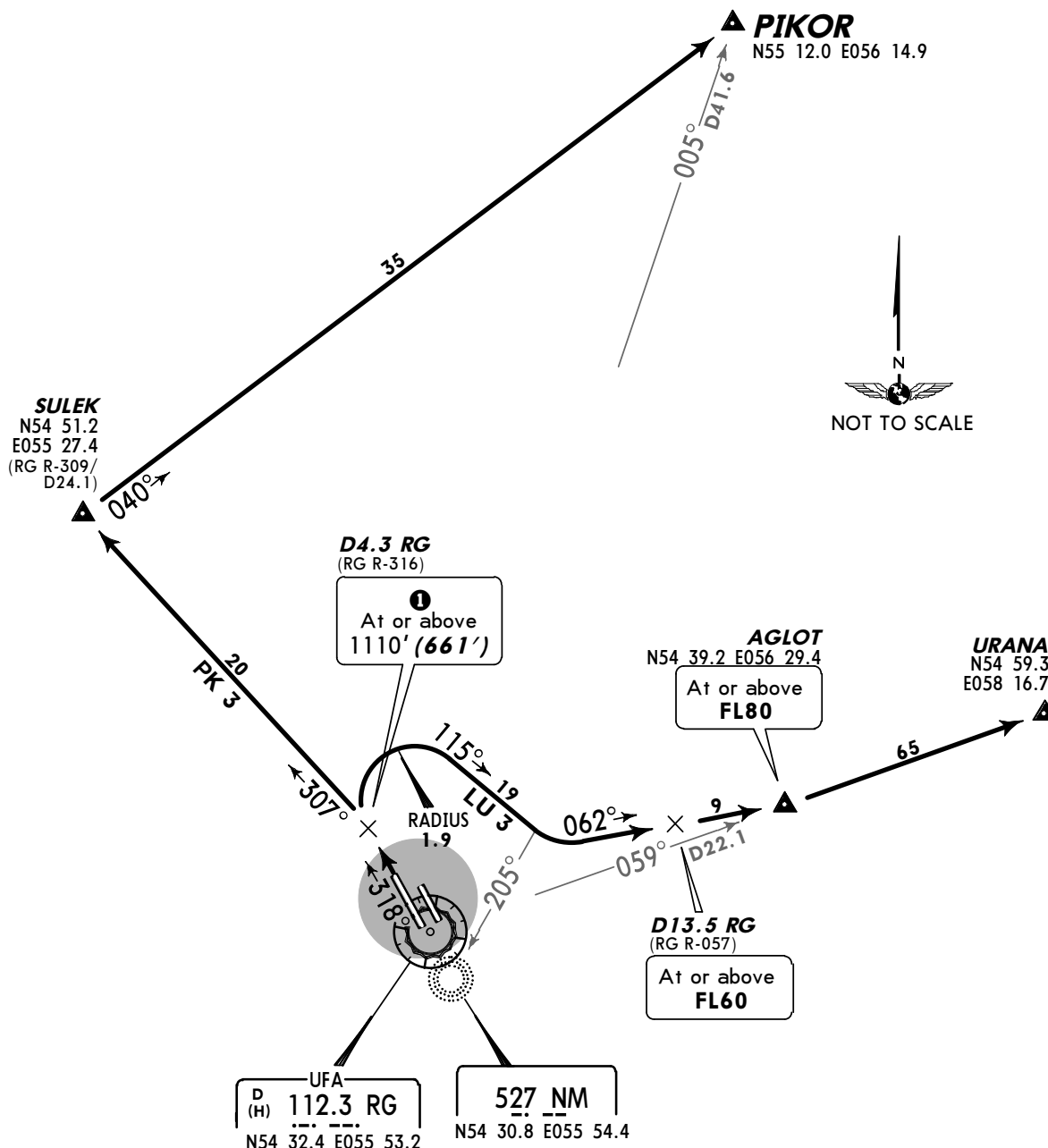
Trans alt: 3410' (2961')

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 3, PK 3 RWY 32L DEPARTURES



1 WARNING - SID LU 3

During daytime start turn at or above 1440' (991').

If unable to cross D4.3 RG at or above 1110' (661') at nighttime/ at or above 1440' (991') at daytime, turn LEFT to NM, then to AGLOT with mandatory report to ATC and under ATC control.

ALT/HEIGHT CONVERSION

QNH (QFE)

1110' (661' - 200m)

1440' (991' - 300m)

3410' (2961' - 900m)

Apt Elev
449'

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)

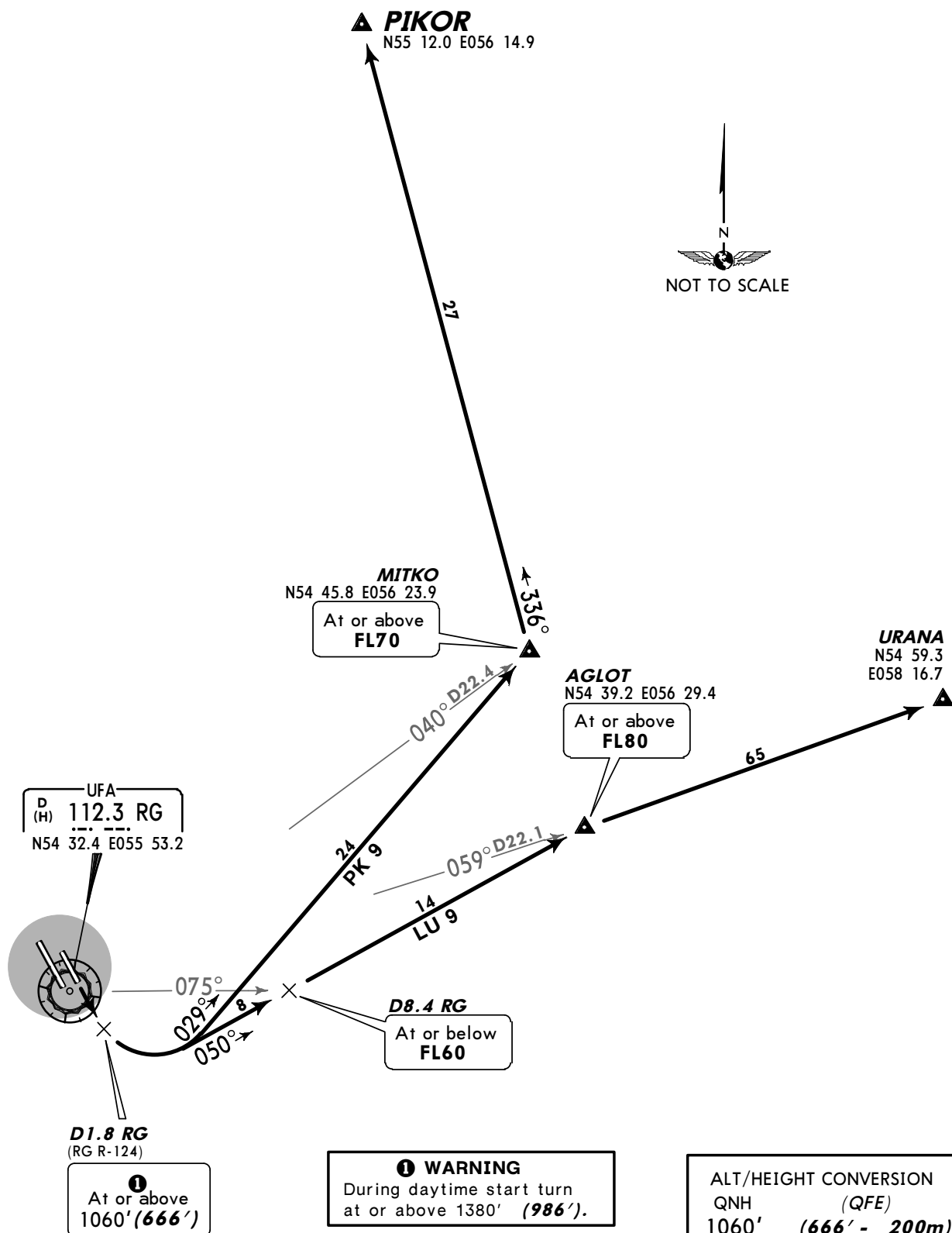
Trans alt: 3410' (3016')

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 9, PK 9
RWY 14L DEPARTURES



Apt Elev
449'

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)

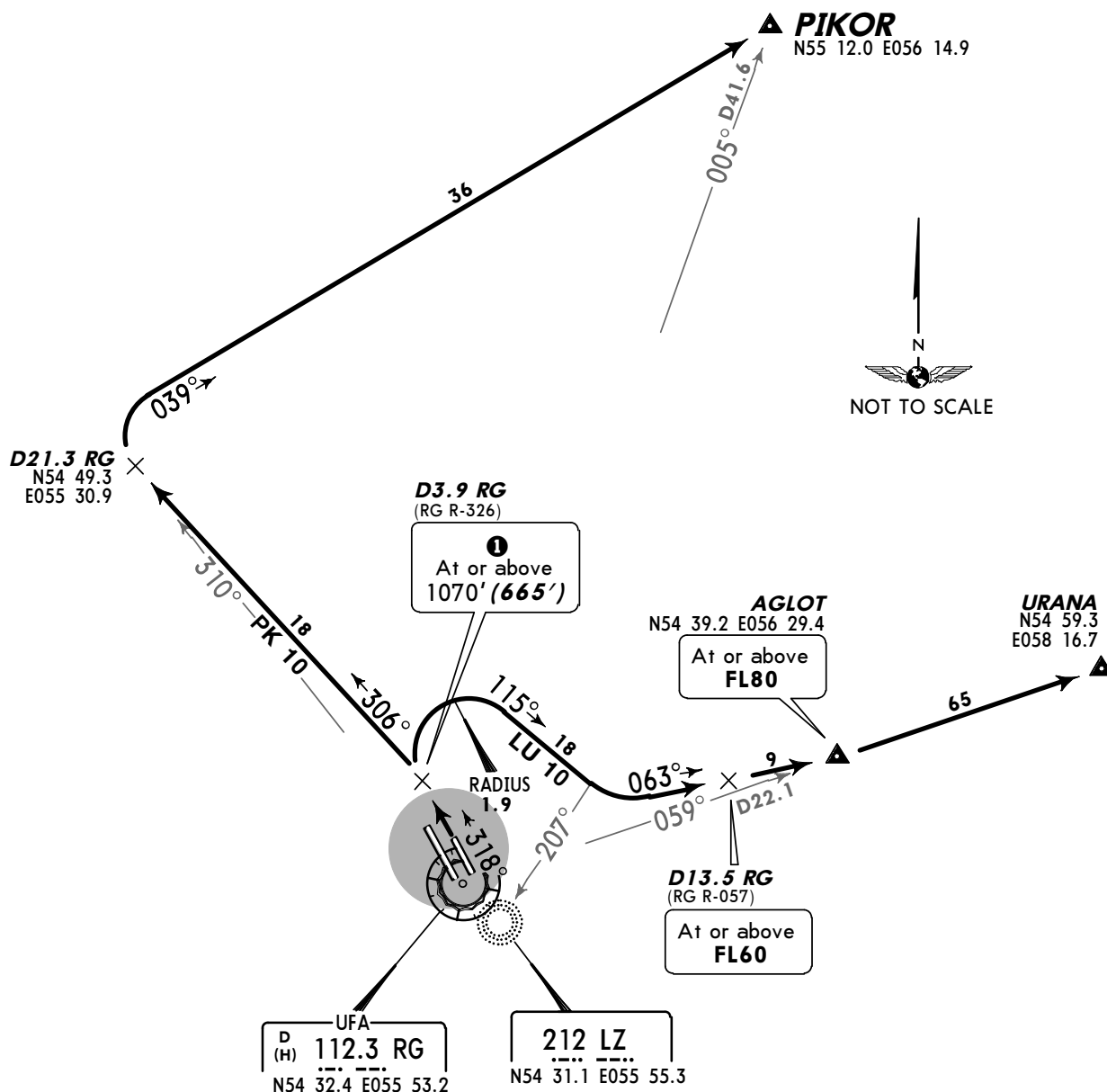
Trans alt: 3410' (3005')

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 10, PK 10 RWY 32R DEPARTURES



1 WARNING - SID LU 10

During daytime start turn at or above 1390' (985').

If unable to cross D3.9 RG at or above 1070' (665') at nighttime/ at or above 1390' (985') at daytime, turn LEFT to LZ, then to AGLOT with mandatory report to ATC and under ATC control.

ALT/HEIGHT CONVERSION

QNH (QFE)

1070' (665' - 200m)

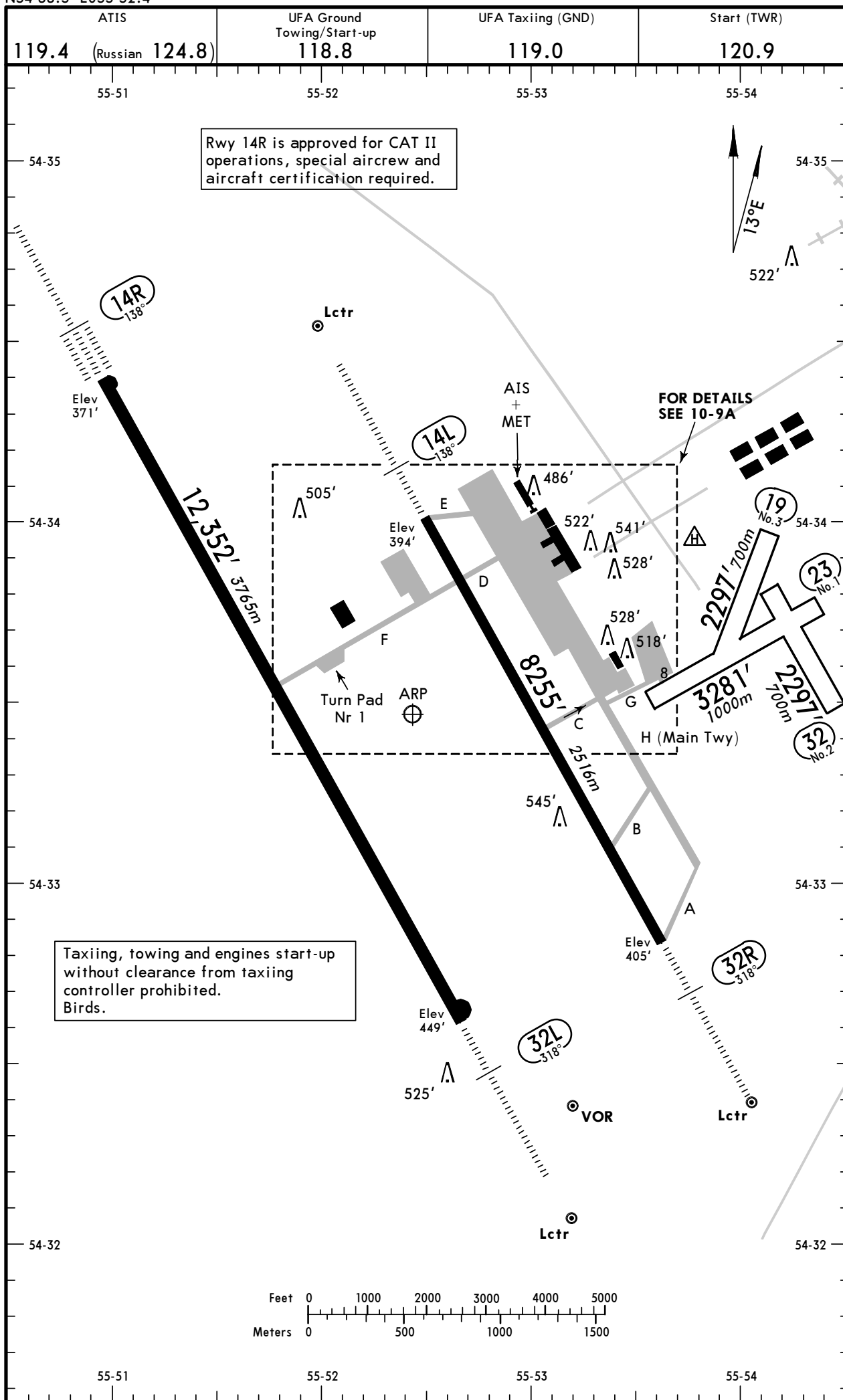
1390' (985' - 300m)

3410' (3005' - 900m)

UWUU/UFA
Apt Elev 449'
N54 33.5 E055 52.4

JEPPesen
21 JUN 13 (10-9) Eff 27 Jun

UFA, RUSSIA
UFA



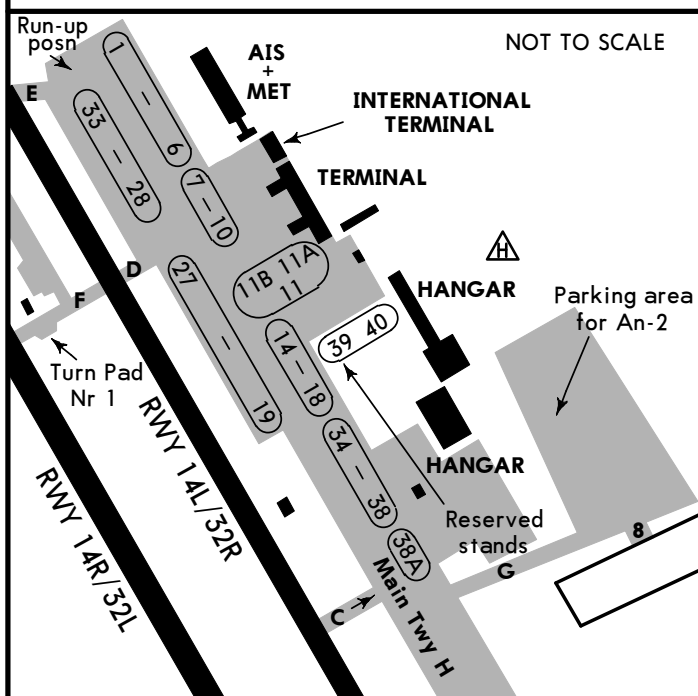
CHANGES: Apch lights rwy 14R/32L established.

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ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION						
RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
14L	32R	HIRL (57m) HIALS PAPI-L (angle 2.67°)		7101' 2164m		161'
			7040' 2146m	49m		
14R	32L	HIRL (60m) HIALS-II PAPI-L		11,441' 3487m	①	200'
				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
34	N54 33.7 E055 53.2
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 Rwy's

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	
C		400m
D	300m	

STRAIGHT-IN RWY		A	B	C	D
14L	ILS	594'(200')	594'(200')	594'(200')	594'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ①	760'(366')	760'(366')	760'(366')	760'(366')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	2, RG or R NDB ①	760'(366')	760'(366')	760'(366')	760'(366')
	with FAF	R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	2 NDB	1170'(776')	1170'(776')	1170'(776')	1170'(776')
	w/o FAF	C3100m	C3100m	C3300m	C3300m
	ALS out	C3800m	C3800m	C4000m	C4000m
	RG or R NDB	1410'(1016')	1410'(1016')	1410'(1016')	1410'(1016')
	w/o FAF	C4300m	C4300m	C4500m	C4500m
	ALS out	C5000m	C5000m	C5000m	C5000m
	CAT 2 ILS	471'(100')	471'(100')	471'(100')	471'(100')
		R113' R350m	R113' R350m	R113' R350m	R113' R350m
	ILS	571'(200')	571'(200')	571'(200')	571'(200')
14R	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ①	690'(319')	690'(319')	690'(319')	690'(319')
		R750m	R750m	R750m	R750m
	ALS out	R1400m	R1400m	R1400m	R1400m
	2 NDB DME ①	680'(309')	680'(309')	680'(309')	680'(309')
	with FAF	R750m	R750m	R750m	R750m
	ALS out	R1400m	R1400m	R1400m	R1400m
	PT NDB DME ①	720'(349')	720'(349')	720'(349')	720'(349')
	with FAF	R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB or PT NDB ①	730'(359')	730'(359')	730'(359')	730'(359')
	with FAF	R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	P NDB ①	750'(379')	750'(379')	750'(379')	750'(379')
	with FAF	R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB	1410'(1039')	1410'(1039')	1410'(1039')	1410'(1039')
32L	w/o FAF	C4300m	C4300m	C4500m	C4500m
	ALS out	C5000m	C5000m	C5000m	C5000m
	RNAV ①	800'(351')	800'(351')	800'(351')	800'(351')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB DME ①	790'(341')	790'(341')	790'(341')	790'(341')
	with FAF	R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m

① Continuous Descent Final Approach.

STRAIGHT-IN RWY		A	B	C	D
32L	2 NDB ① with FAF <i>ALS out</i>	800' (351') R900m R1500m	800' (351') R900m R1500m	800' (351') R900m R1600m	800' (351') R900m R1600m
	NM NDB ① with FAF <i>ALS out</i>	840' (391') R1100m R1500m	840' (391') R1100m R1500m	840' (391') R1100m R1800m	840' (391') R1100m R1800m
	N NDB ① with FAF <i>ALS out</i>	870' (421') R1300m R1500m	870' (421') R1300m R1500m	870' (421') R1300m R2000m	870' (421') R1300m R2000m
	2 NDB w/o FAF <i>ALS out</i>	1120' (671') C2600m C3300m	1120' (671') C2600m C3300m	1120' (671') C2800m C3500m	1120' (671') C2800m C3500m
	N or NM NDB w/o FAF <i>ALS out</i>	1350' (901') C3800m C4500m	1350' (901') C3800m C4500m	1350' (901') C4000m C4700m	1350' (901') C4000m C4700m
32R	ILS <i>FULL</i> <i>Limited</i> <i>ALS out</i>	605' (200') R550m R750m R1200m	605' (200') R550m R750m R1200m	605' (200') R550m R750m R1200m	605' (200') R550m R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ① <i>ALS out</i>	790' (385') R1100m R1500m	790' (385') R1100m R1500m	790' (385') R1100m R1800m	790' (385') R1100m R1800m
	2 NDB ① with FAF <i>ALS out</i>	770' (365') R1000m R1500m	770' (365') R1000m R1500m	770' (365') R1000m R1700m	770' (365') R1000m R1700m
	2 NDB w/o FAF <i>ALS out</i>	770' (365') R1200m R1900m	770' (365') R1200m R1900m	770' (365') R1400m C2100m	770' (365') R1400m C2100m
	LZ NDB ① with FAF <i>ALS out</i>	790' (385') R1100m R1500m	790' (385') R1100m R1500m	790' (385') R1100m R1800m	790' (385') R1100m R1800m
	L NDB ① with FAF <i>ALS out</i>	870' (465') R1500m R1500m	870' (465') R1500m R1500m	870' (465') R1500m C2200m	870' (465') R1500m C2200m
	LZ NDB w/o FAF <i>ALS out</i>	1110' (705') C2800m C3500m	1110' (705') C2800m C3500m	1110' (705') C3000m C3700m	1110' (705') C3000m C3700m
	L NDB w/o FAF <i>ALS out</i>	1350' (945') C3800m C4500m	1350' (945') C3800m C4500m	1350' (945') C4000m C4700m	1350' (945') C4000m C4700m

① Continuous Descent Final Approach.

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

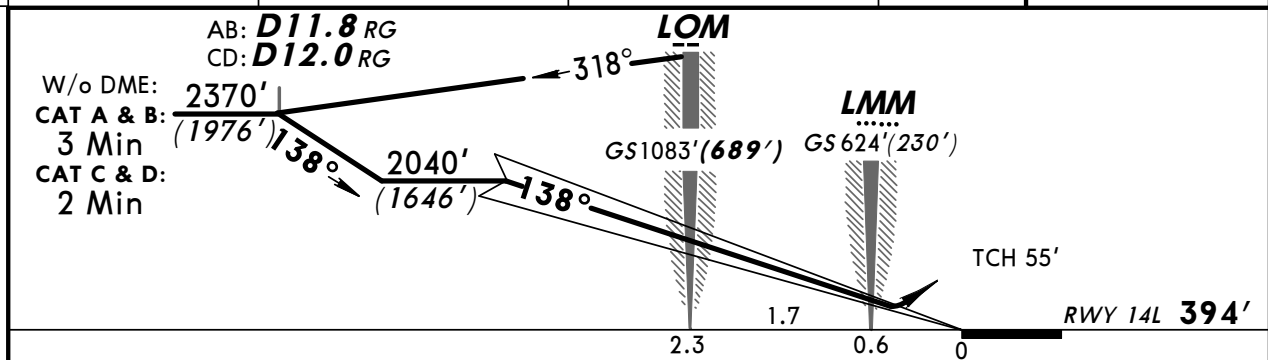
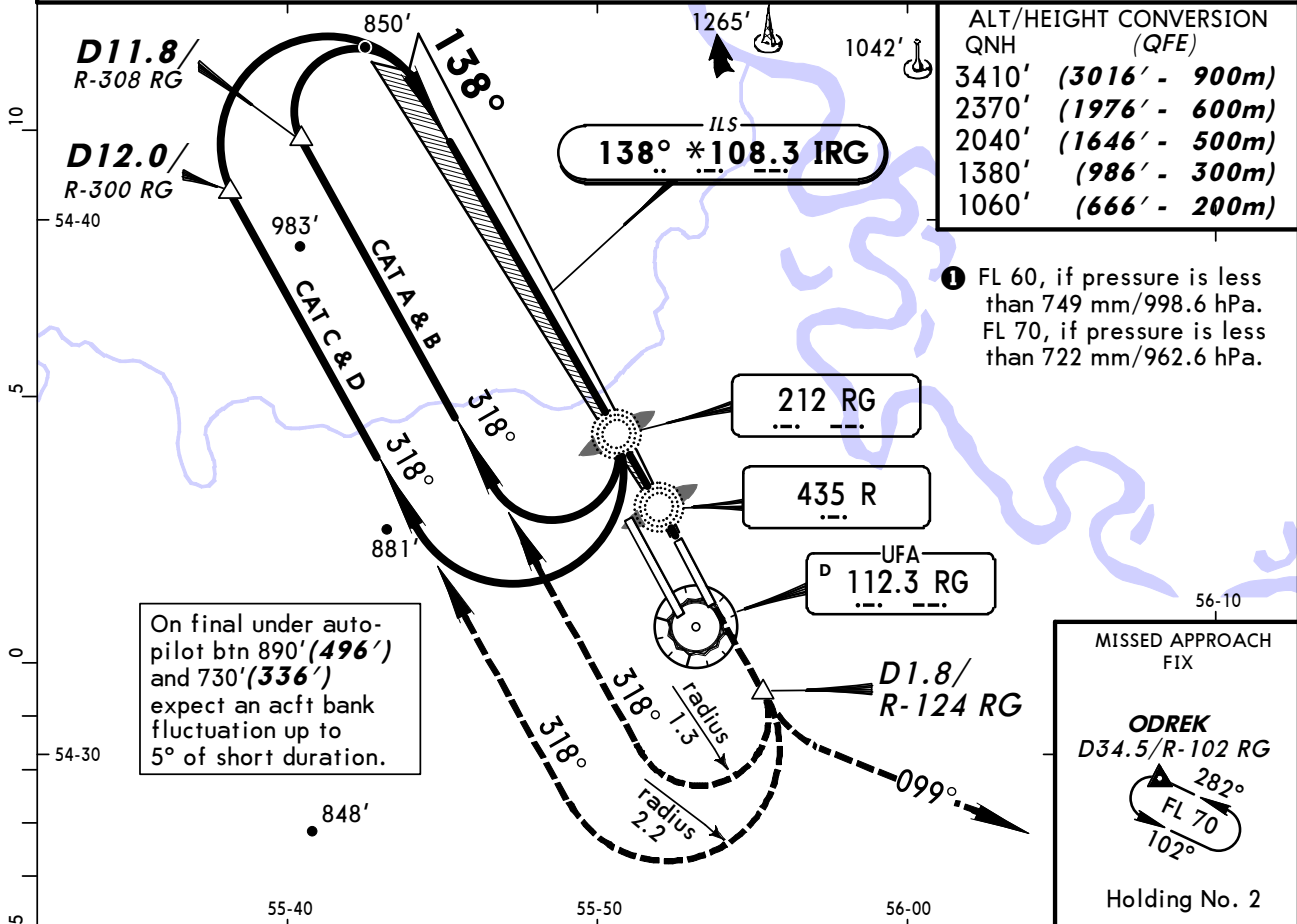
LVP must be in force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

CHANGES: Minimums.

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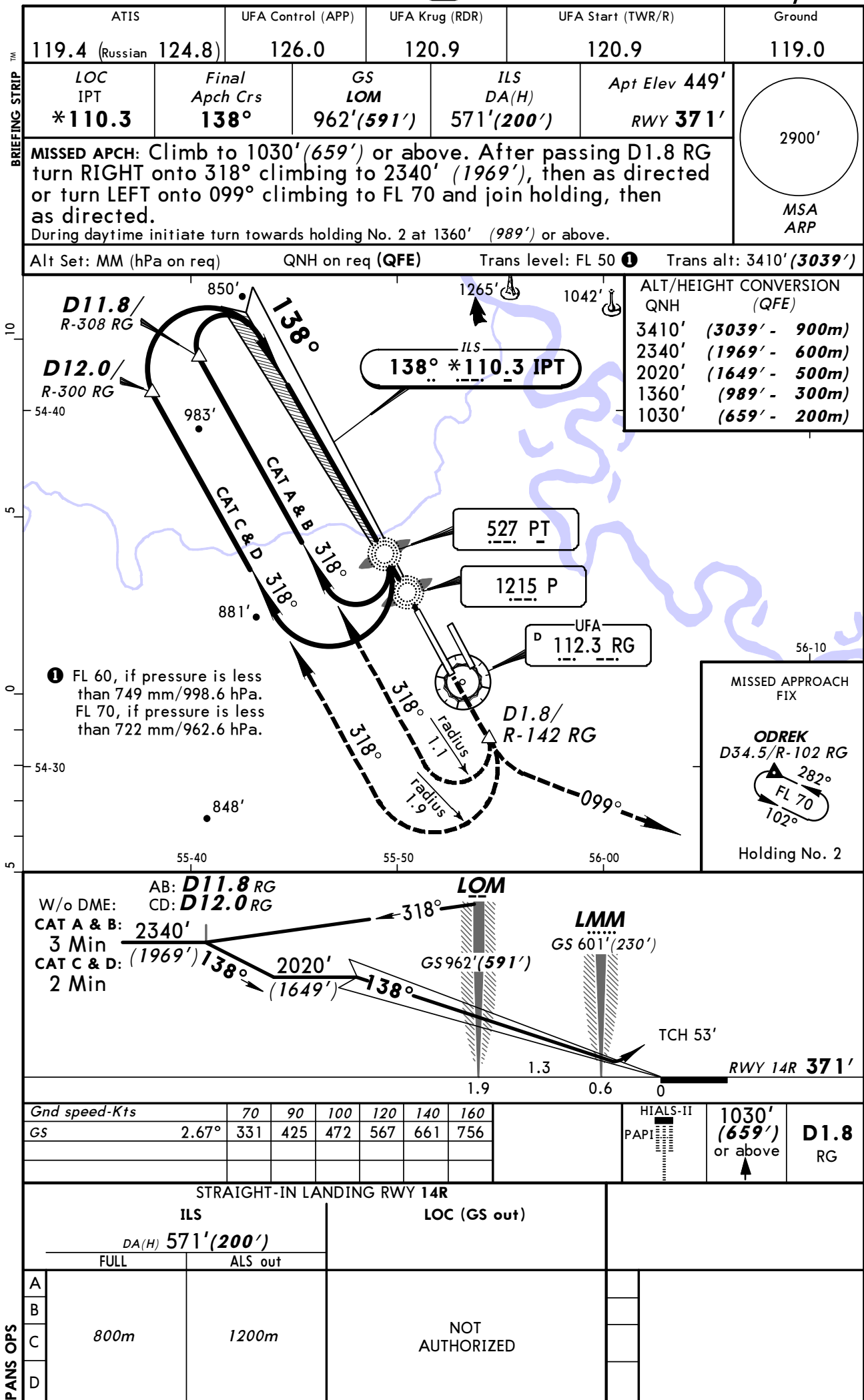
ATIS	UFA Control (APP)	UFA Krug (RDR)	UFA Start (TWR/R)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0
LOC IRG *108.3	Final Aptch Crs 138°	GS LOM 1083'(689')	ILS DA(H) 594'(200')	Apt Elev 449' RWY 394'
MISSED APCH: Climb to 1060'(666') or above. After passing D1.8 RG turn RIGHT onto 318° climbing 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.				2900' MSA ARP

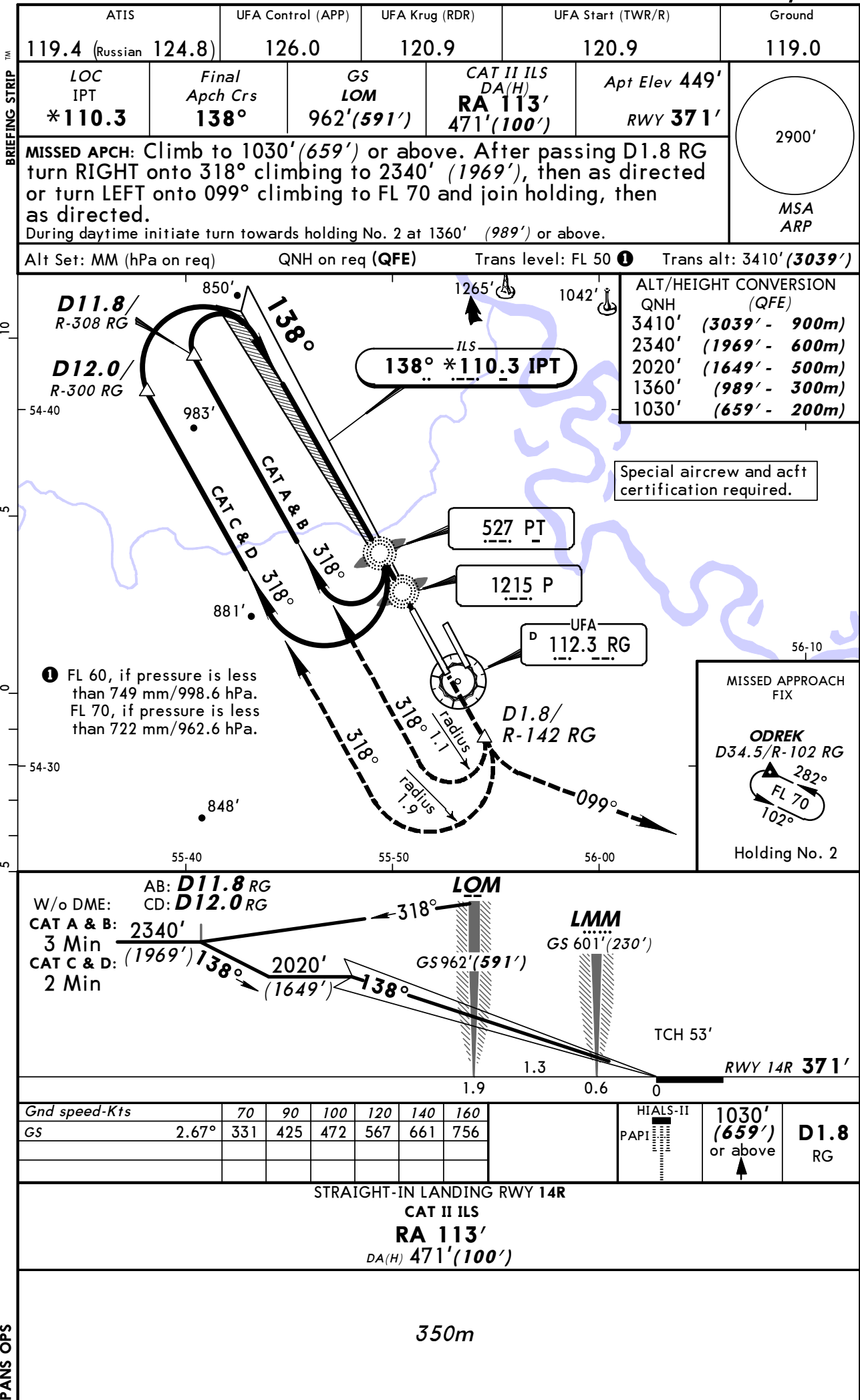
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3410'(3016')

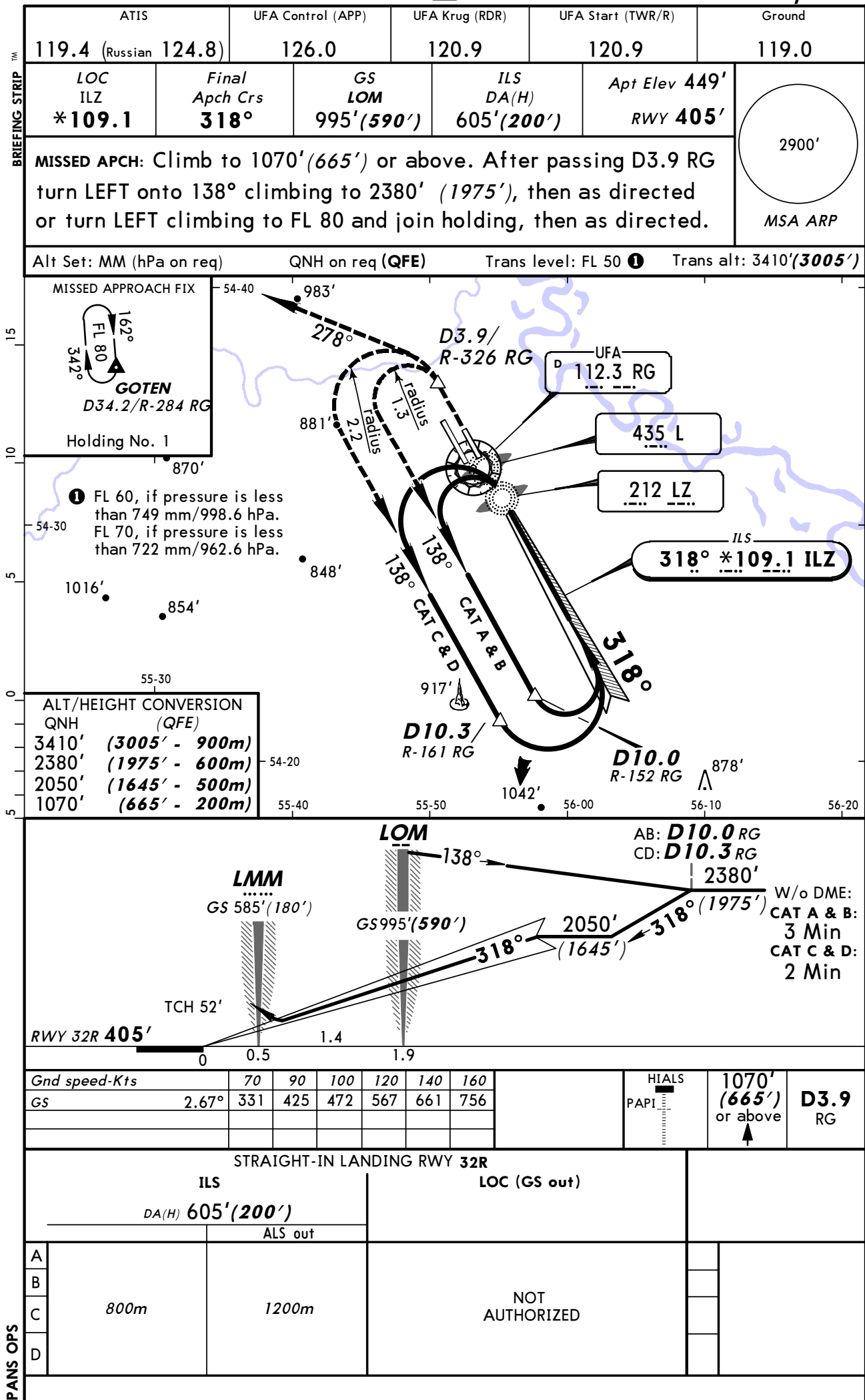


Gnd speed-Kts	70	90	100	120	140	160			
GS	2.67°	331	425	472	567	661	756		

STRAIGHT-IN LANDING RWY 14L									
ILS				LOC (GS out)					
<i>DA(H)</i> 594'(200')									
FULL		ALS out							
A	800m		1200m		NOT AUTHORIZED				
B									
C									
D									







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21 JUN 13

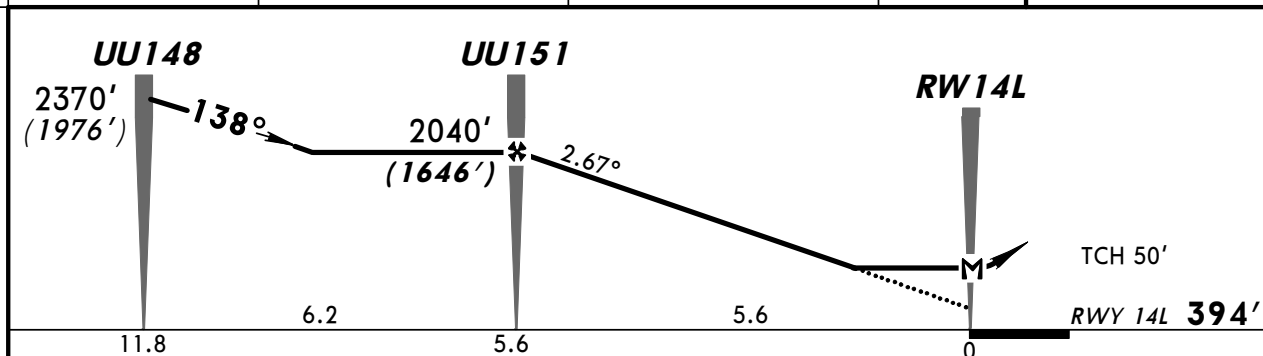
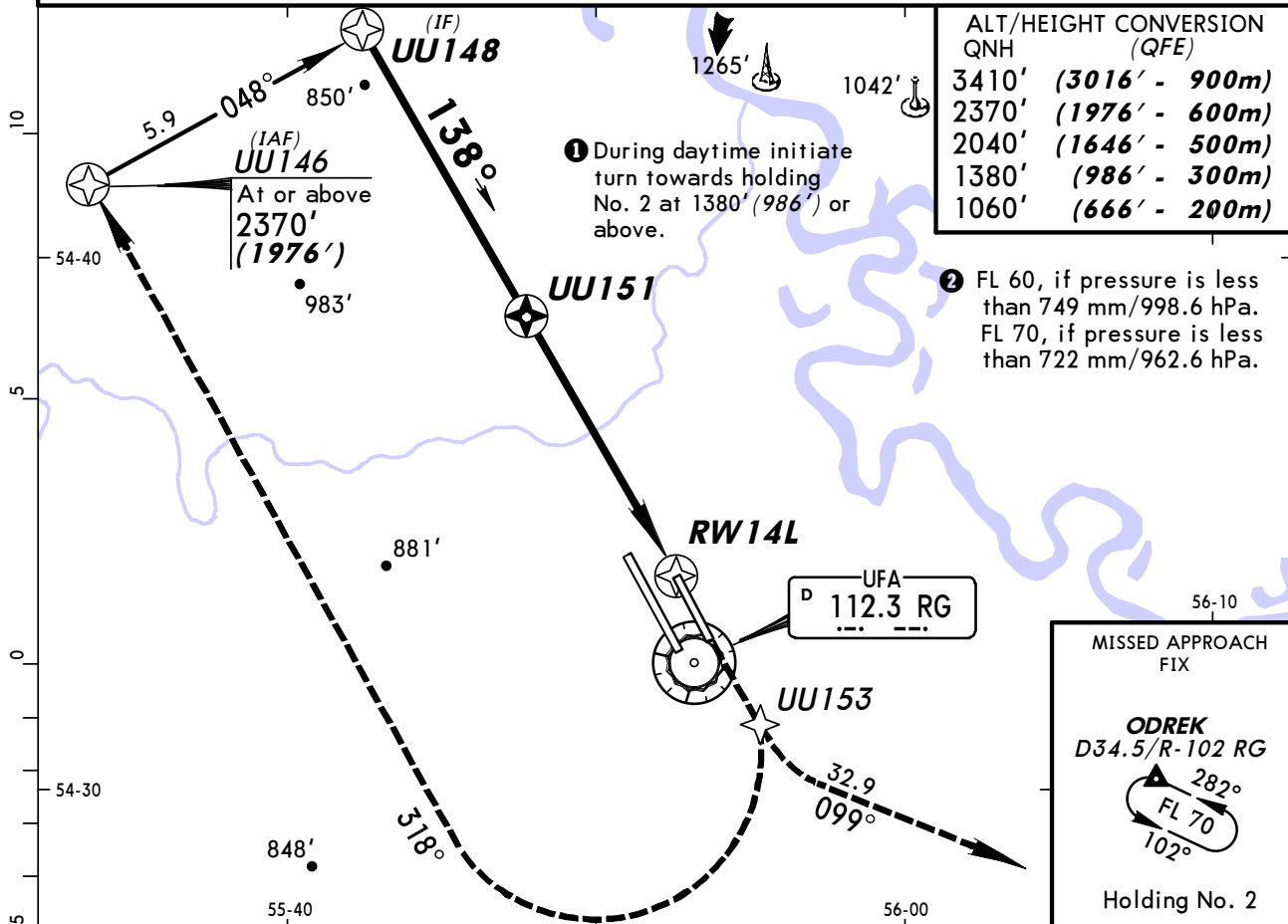
(12-1)

Eff 27 Jun

UFA, RUSSIA
RNAV (GNSS) 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
RNAV	Final Apch Crs 138°	Minimum Alt UU151 2040' (1646')	MDA(H) 760' (366')	Apt Elev 449' RWY 394'
MISSED APCH: Climb to 1060' (666') or above. After passing UU153 turn RIGHT onto 318° to UU146 climbing to 2370' (1976') or above, then as directed or turn LEFT onto 099° climbing to FL 70 and join holding, then as directed. ①				2900' MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ② Trans alt: 3410' (3016')



Gnd speed-Kts	70	90	100	120	140	160		HIALS	1060' (666') or above	UU153
Descent Angle	2.67°	331	425	472	567	661	756	PAPI		
MAP at RW14L										

STRAIGHT-IN LANDING RWY 14L

MDA(H) 760' (366')

ALS out

A		
B	800m	1600m
C		
D	1600m	2000m

CHANGES: New procedure.

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21 JUN 13

12-2

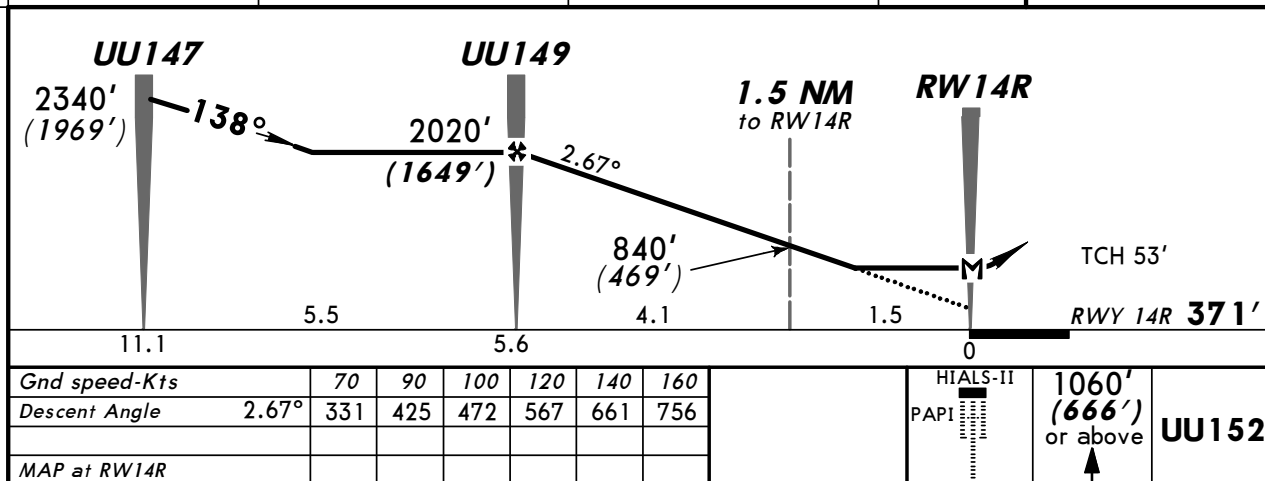
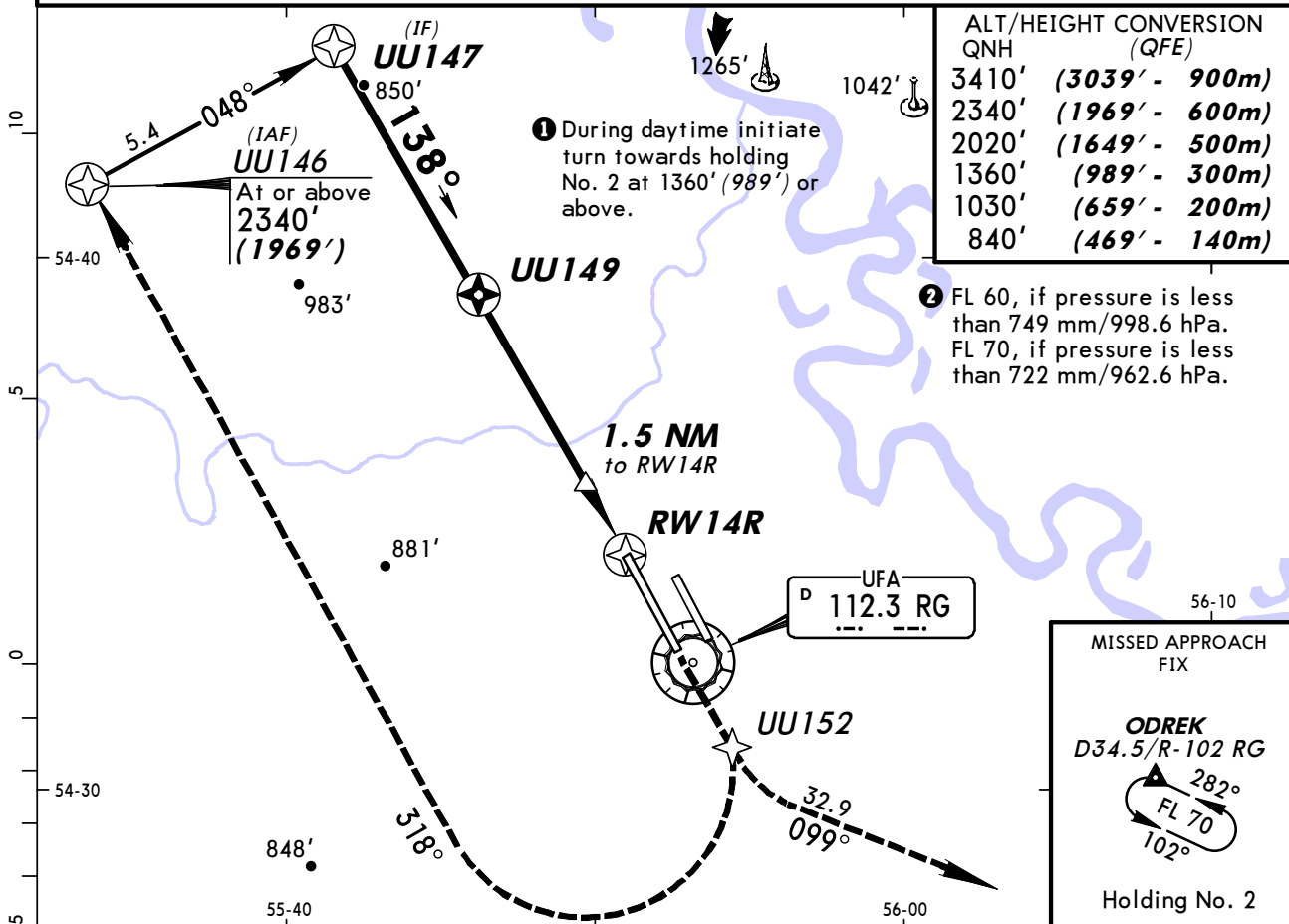
Eff 27 Jun

RNAV (GNSS) Rwy 14R

UFA, RUSSIA

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
RNAV	Final Apch Crs 138°	Minimum Alt UU149 2020'(1649')	MDA(H) 690'(319')	Apt Elev 449' RWY 371'
MISSED APCH: Climb to 1030'(659') or above. After passing UU152 turn RIGHT onto 318° to UU146 climbing to 2340'(1969') or above, then as directed or turn LEFT onto 099° climbing to FL 70 and join holding, then as directed. ①				2900' MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ② Trans alt: 3410'(3039')



STRAIGHT-IN LANDING RWY 14R

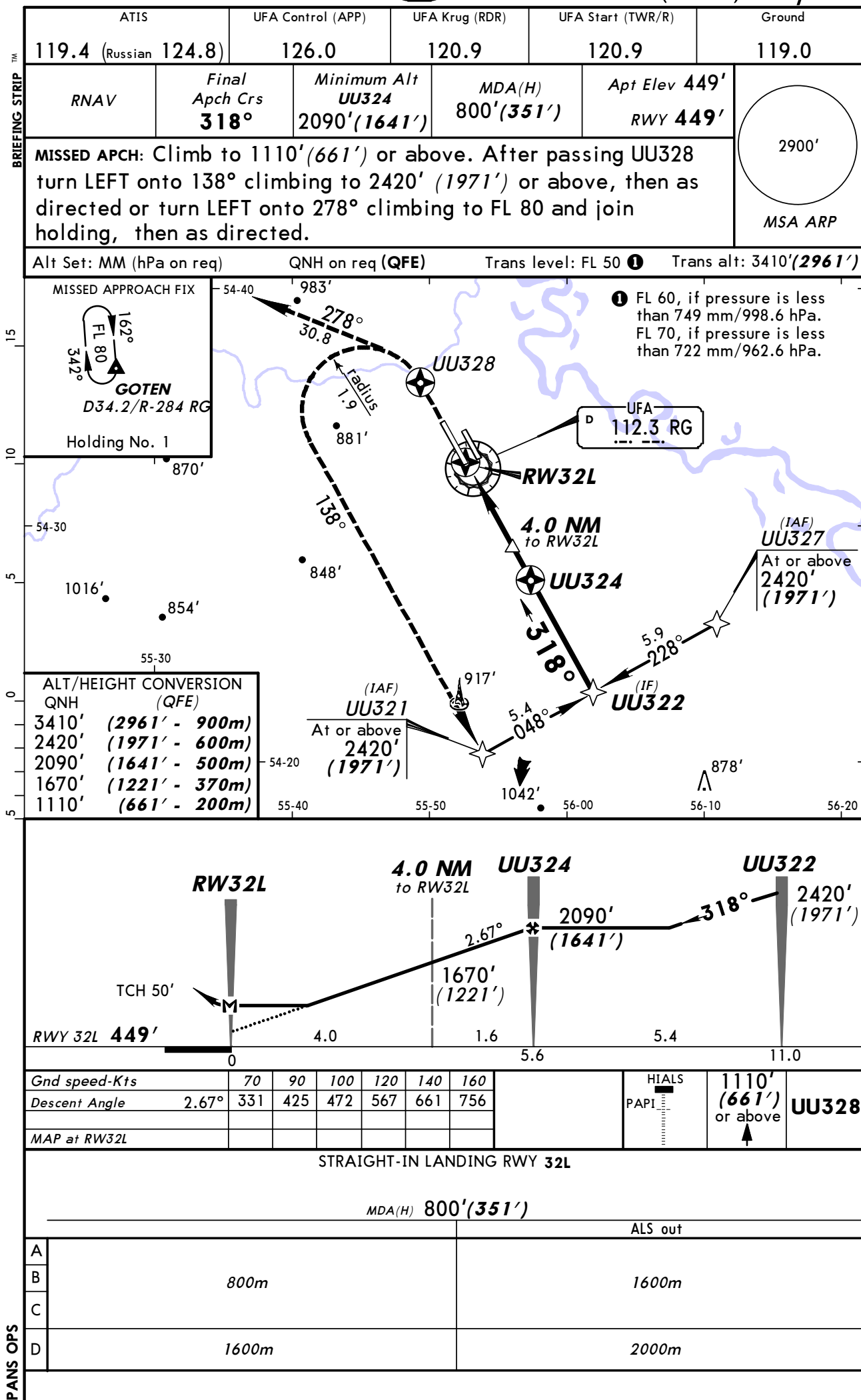
MDA(H) 690'(319')

ALS out

A		
B	800m	
C		1600m
D	1600m	

CHANGES: New procedure.

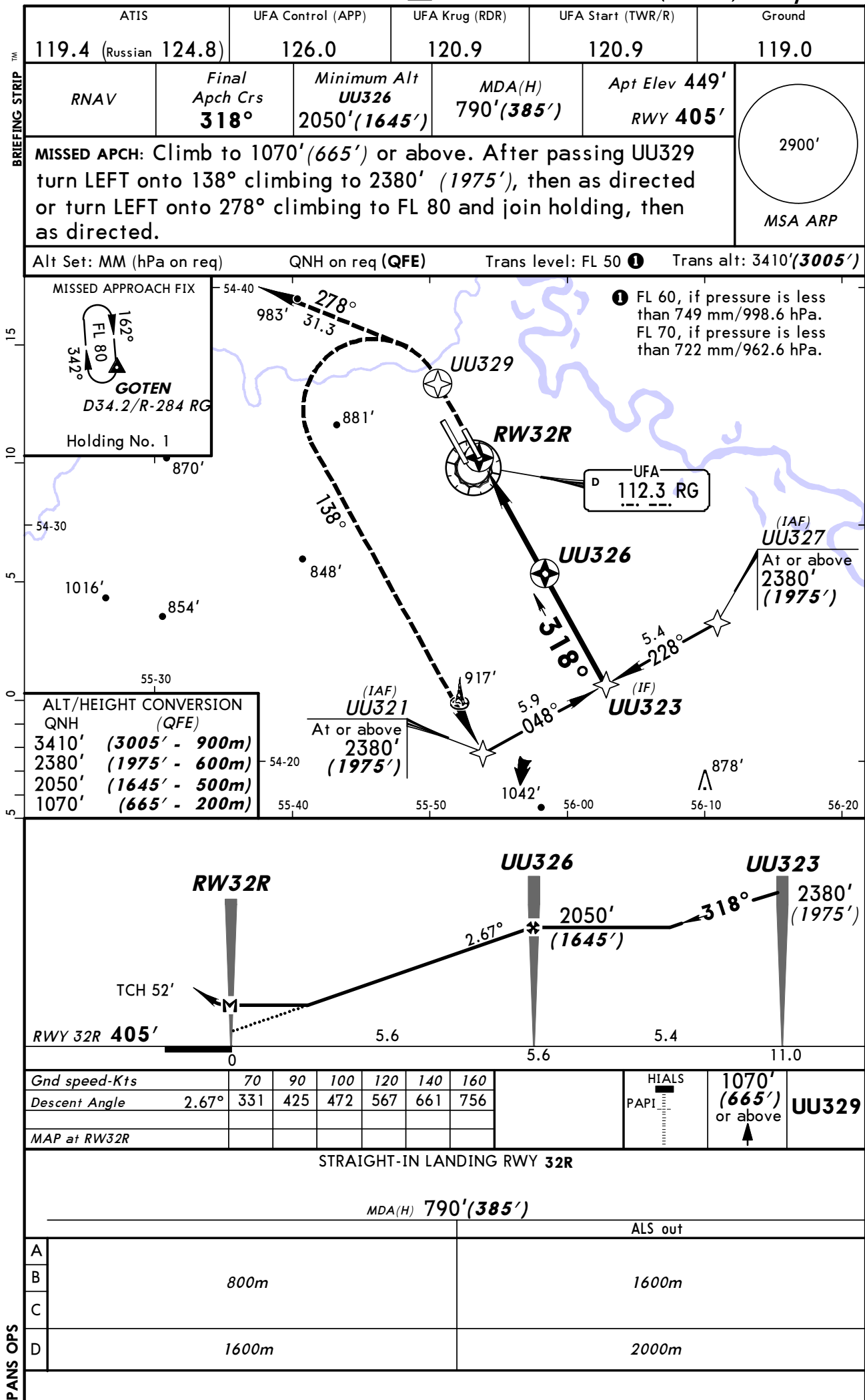
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21 JUN 13 (12-4) Eff 27 Jun

UFA, RUSSIA
RNAV (GNSS) Rwy 32R



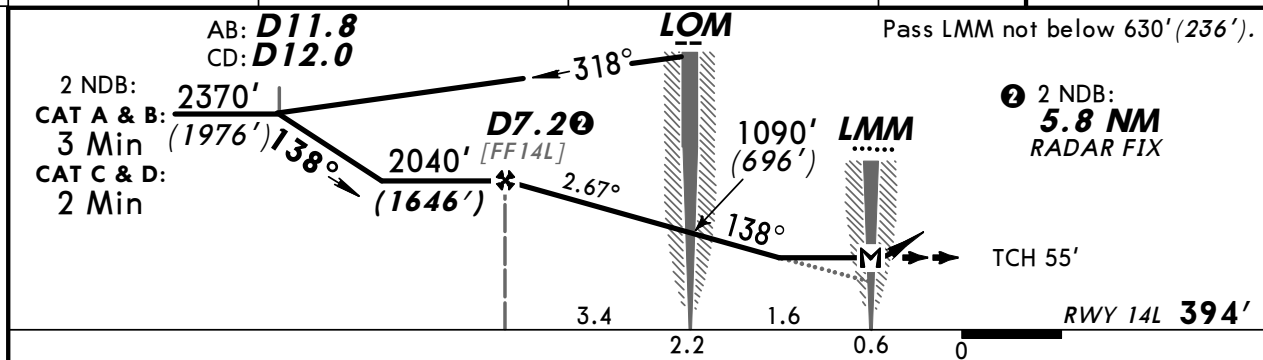
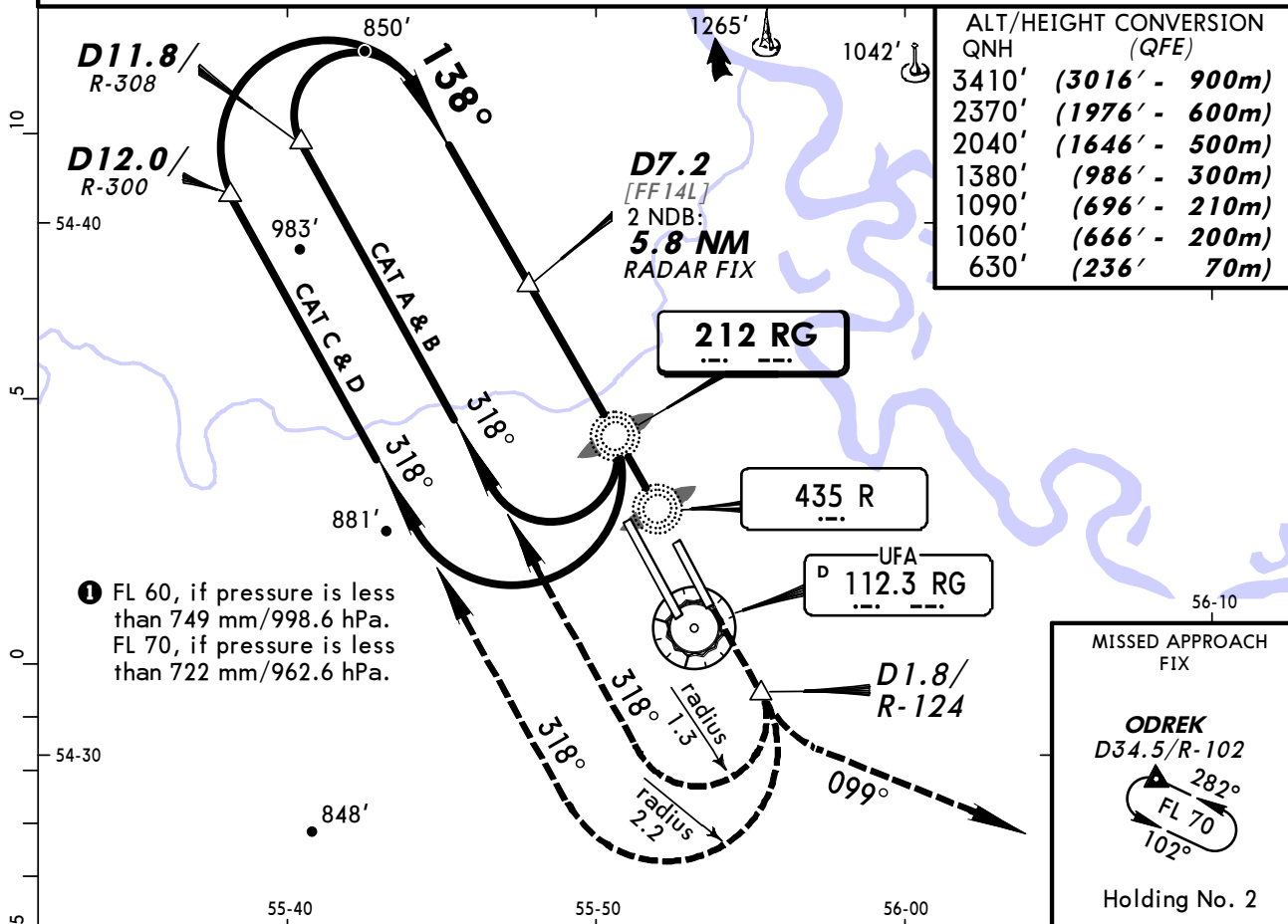
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JEPPESSEN
28 JUN 13 (16-1)

UFA, RUSSIA
2 NDB DME or 2 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
NDB RG 212	Final Aptch Crs 138°	Minimum Alt (CONDITIONAL) D7.2 2040' (1646')	MDA(H) (CONDITIONAL) 760' (366')	Apt Elev 449' RWY 394'
MISSED APCH: Climb to 1060' (666') or above. After passing D1.8 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.				2900' MSA ARP

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 PAPI 1060' (666') or above D1.8
Descent Angle	2.67°	331	425	472	567	756	
MAP at LMM							

STRAIGHT-IN LANDING RWY 14L			
with FAF		w/o FAF	
MDA(H) 760' (366')		MDA(H) 1170' (776')	
	ALS out		ALS out
A			1600m
B	1200m	1600m	2000m
C		2800m	3600m
D	1600m	2000m	4000m

CHANGES: New procedure.

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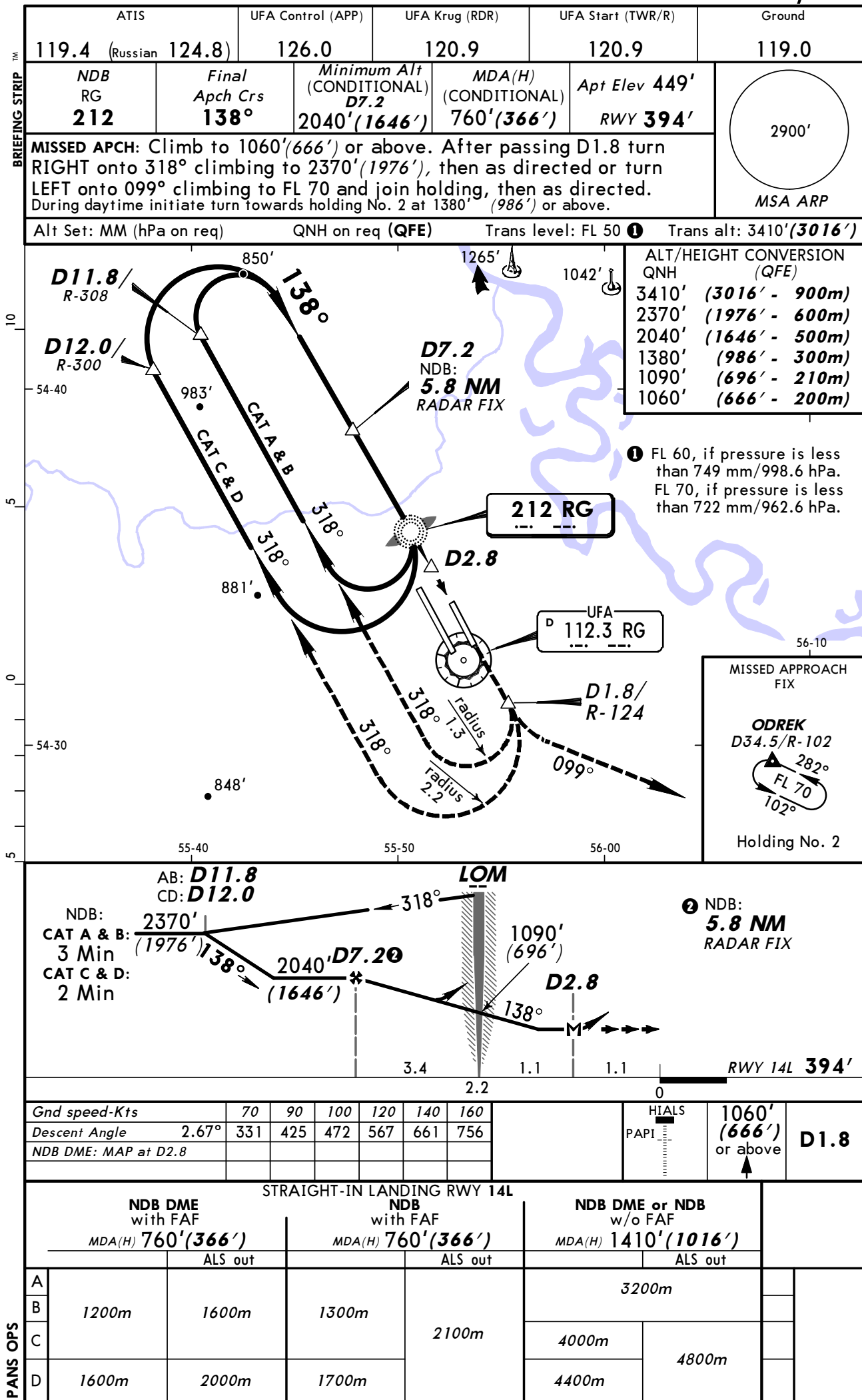
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28 JUN 13

(16-2)

UFA, RUSSIA
RG NDB DME or RG NDB Rwy 14L



CHANGES: New procedure.

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28 JUN 13

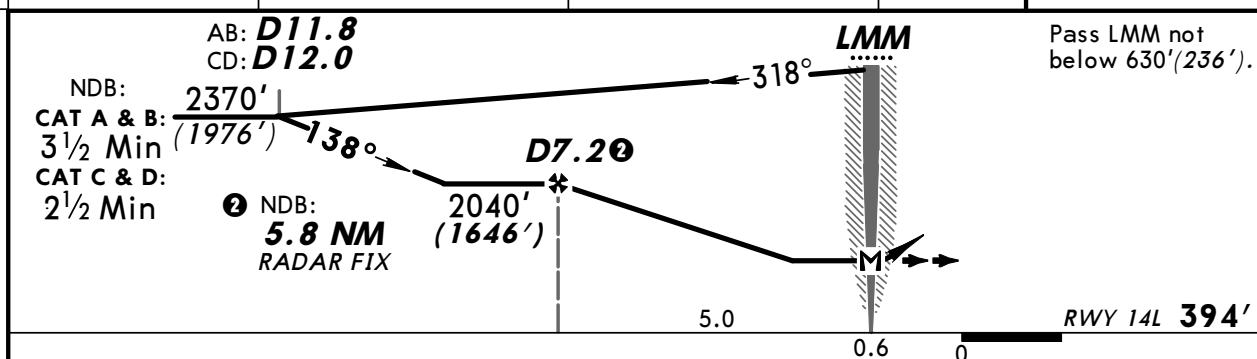
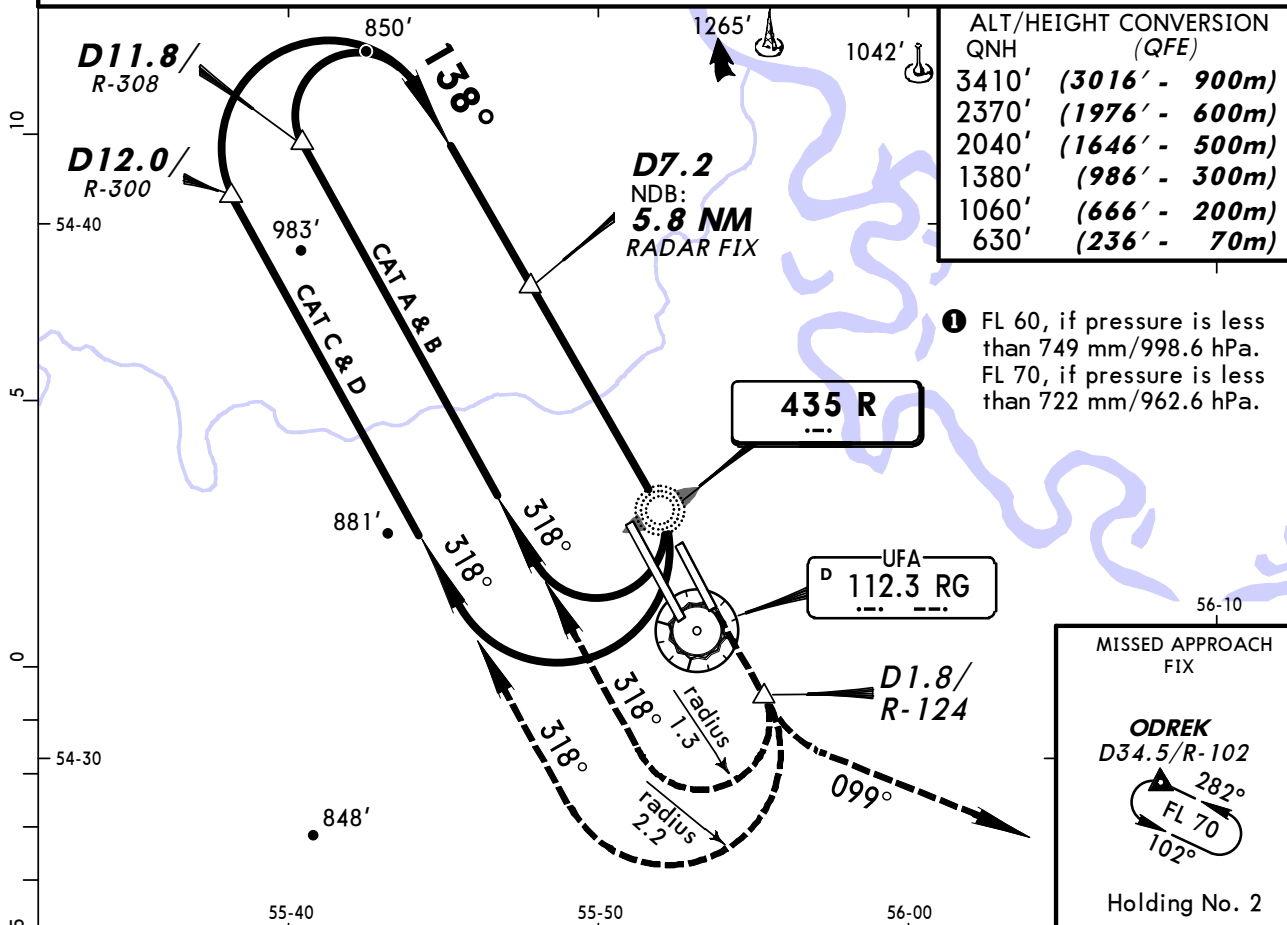
(16-3)

R NDB DME or R NDB Rwy 14L

UFA, RUSSIA

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 R 435	Final Apch Crs 138°	Minimum Alt (CONDITIONAL) D7.2 2040'(1646')	MDA(H) (CONDITIONAL) 760'(366')	Apt Elev 449' RWY 394'	2900' MSA ARP				
MISSED APCH: Climb to 1060'(666') or above. After passing D1.8 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')

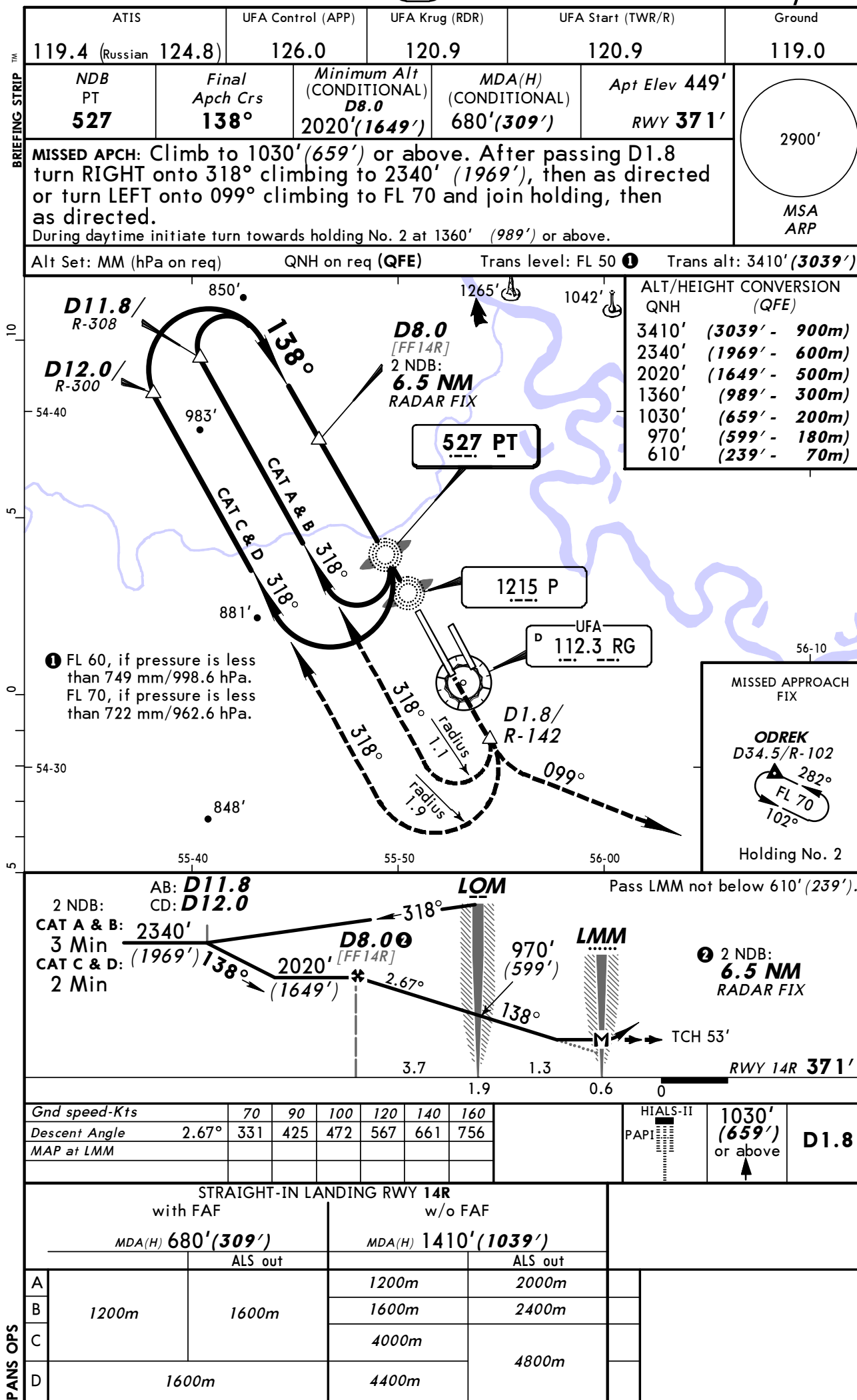


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1060' (666') or above D1.8
Descent Angle	2.67°	331	425	472	567	756	
MAP at LMM							

STRAIGHT-IN LANDING RWY 14L			
with FAF		w/o FAF	
MDA(H) 760' (366')		MDA(H) 1410' (1016')	
	ALS out		ALS out
A		1200m	2000m
B	1200m	1600m	2400m
C		4000m	4800m
D	1600m	2000m	4400m

CHANGES: New procedure.

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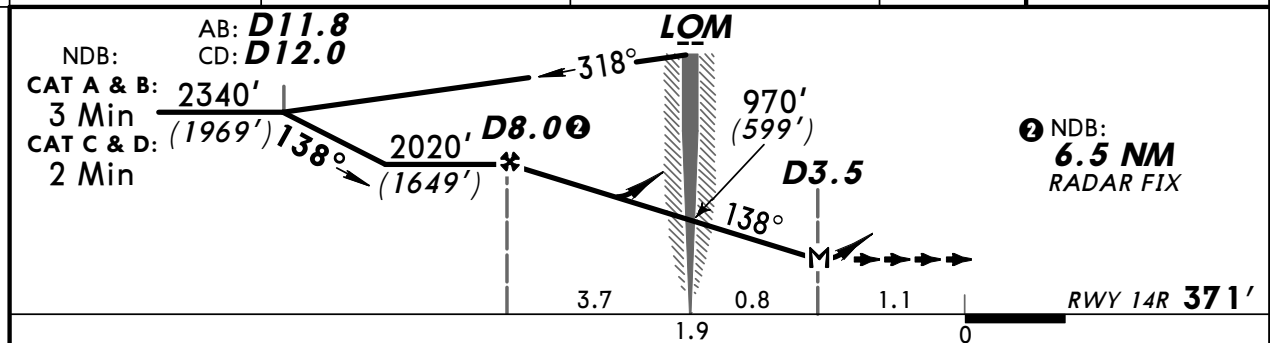
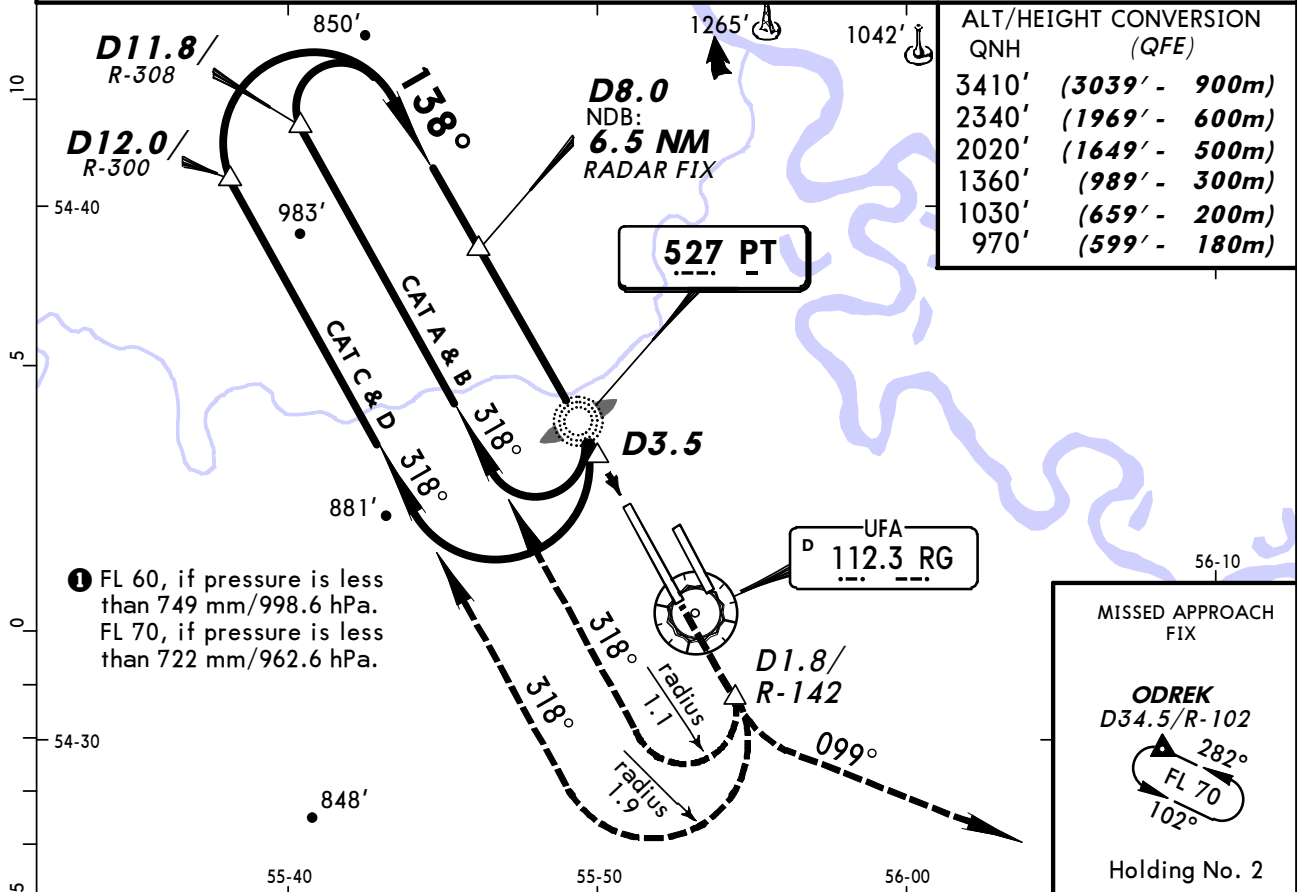
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28 JUN 13

(16-5) PT NDB DME or PT NDB Rwy 14R
UFA, RUSSIA

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 (CONDITIONAL) D8.0 2020' (1649')	MDA(H) (CONDITIONAL) 720' (349')	Apt Elev 449' RWY 371'
MISSED APCH: Climb to 1030' (659') or above. After passing D1.8 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. During daytime 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 1 Trans alt: 3410' (3039')

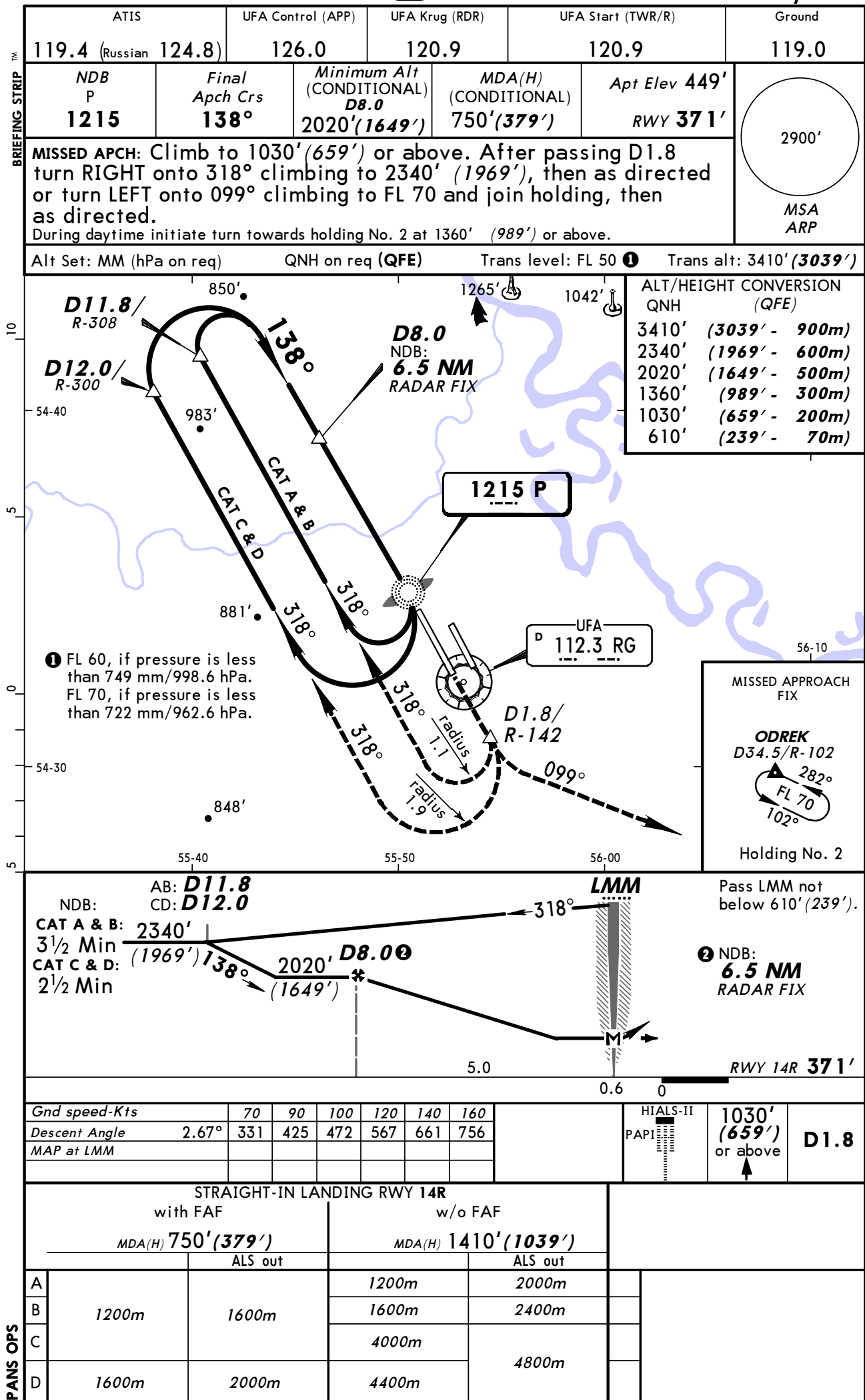


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1030' (659') or above	D1.8
Descent Angle 2.67°	331	425	472	567	661	756	PAP		
NDB DME: MAP at D3.5									

STRAIGHT-IN LANDING RWY 14L				NDB DME or NDB w/o FAF	
NDB DME with FAF		NDB with FAF		MDA(H) 1410' (1039')	
MDA(H) 720' (349')		MDA(H) 720' (349')		MDA(H)	
ALS out		ALS out		ALS out	
A				3200m	
B	1200m	1600m	1200m		
C			2000m	4000m	4800m
D	1600m	2000m	1600m	4400m	

CHANGES: New procedure.

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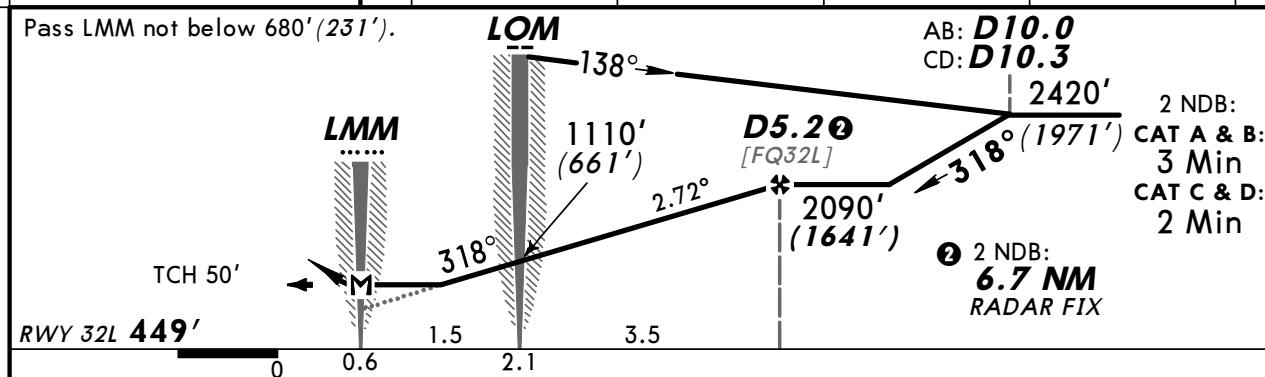
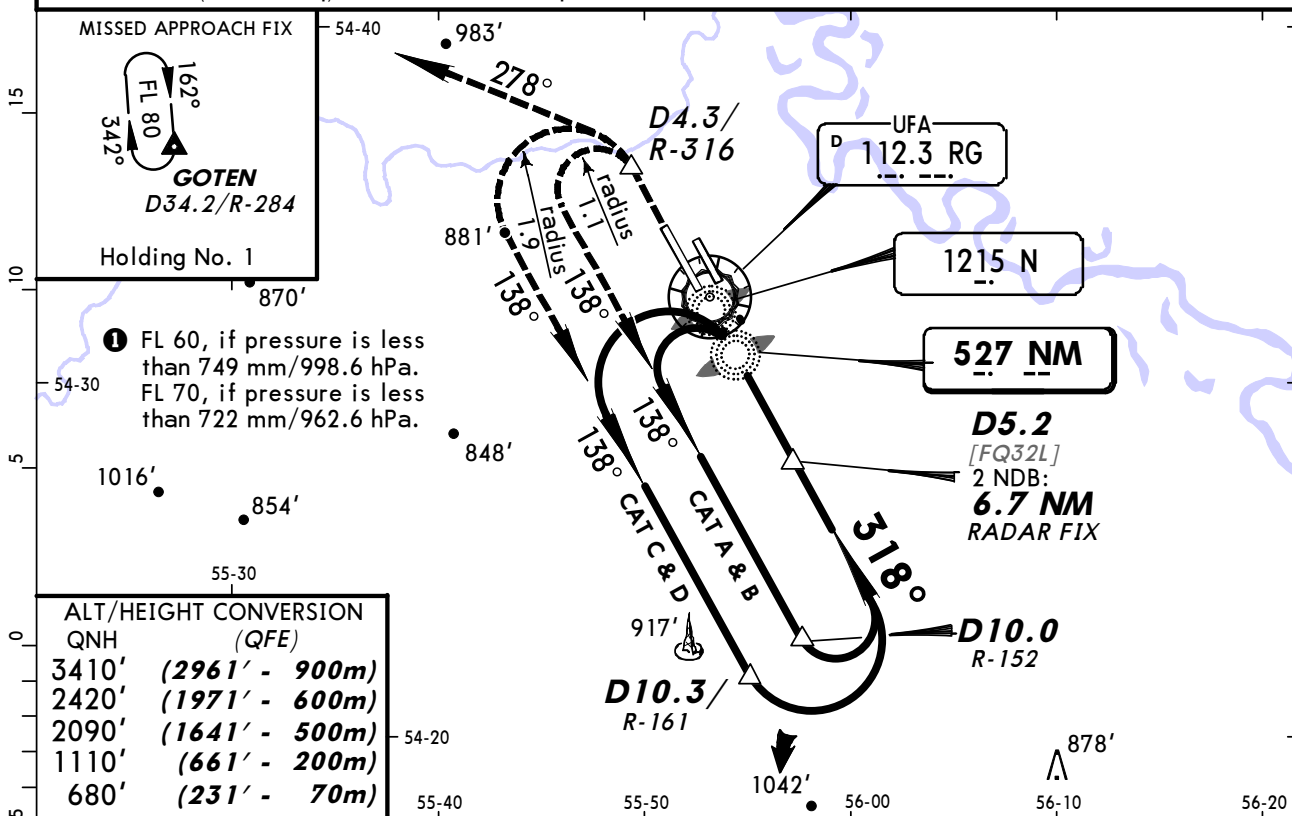
28 JUN 13

(16-7)

2 NDB DME or 2 NDB Rwy 32L

UFA, RUSSIA

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 (CONDITIONAL) D5.2 2090' (1641')	MDA(H) (CONDITIONAL) 790' (341')	Apt Elev 449' RWY 449'
MISSED APCH: Climb to 1110' (661') or above. After passing D4.3 turn LEFT onto 138° climbing to 2420' (1971'), then as directed or turn LEFT onto 278° 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' (2961')				



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1110' (661') or above
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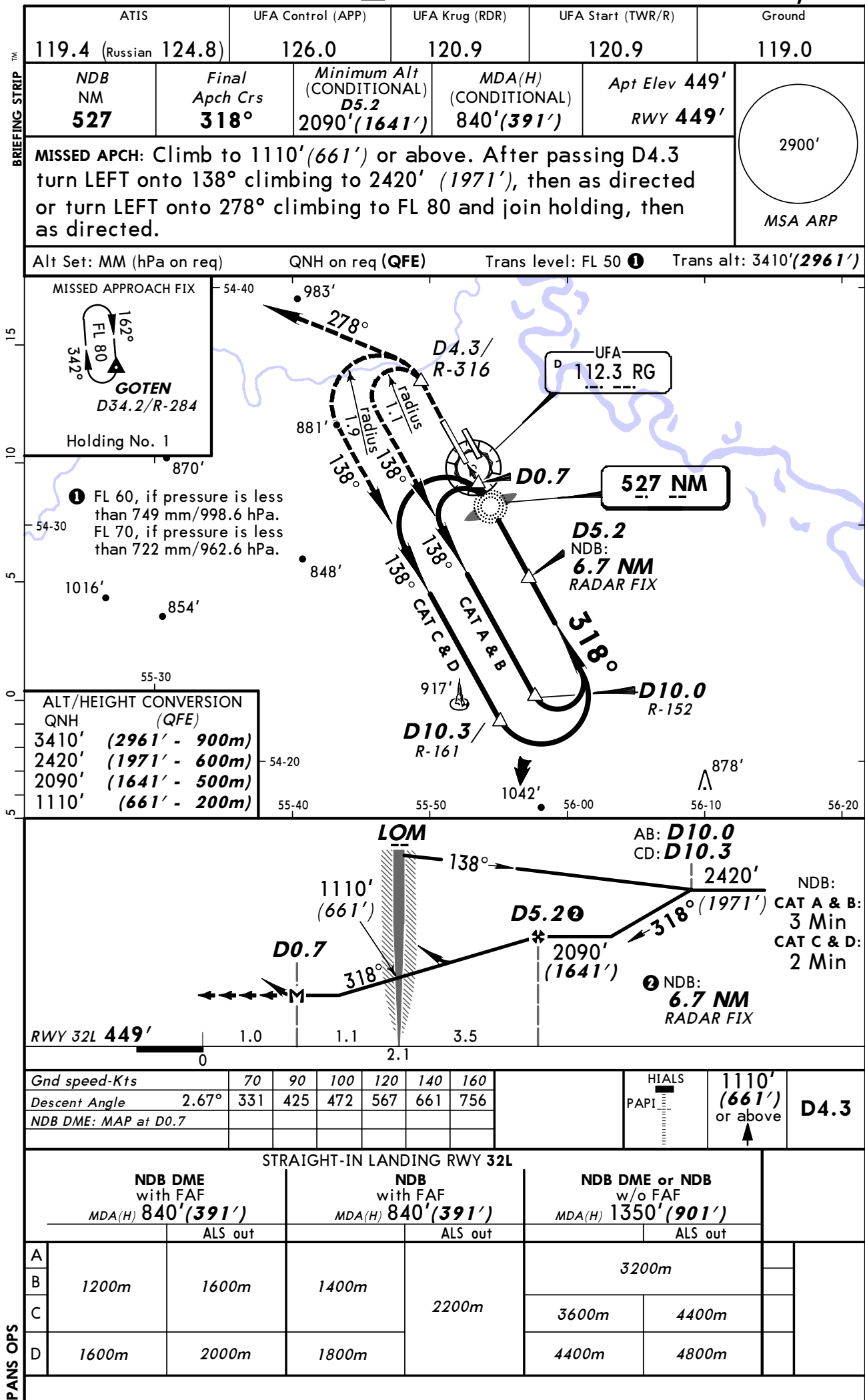
STRAIGHT-IN LANDING RWY 32L						
with FAF			w/o FAF			
MDA(H) 790'(341')			MDA(H) 1120'(671')			
		ALS out			ALS out	
A	1200m	1600m	1200m	1600m		
B						
C			2400m	3200m		
D	1600m		3200m	3600m		

CHANGES: New procedure.

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28 JUN 13 (16-8) NM NDB DME or NM NDB Rwy 32L UFA, RUSSIA



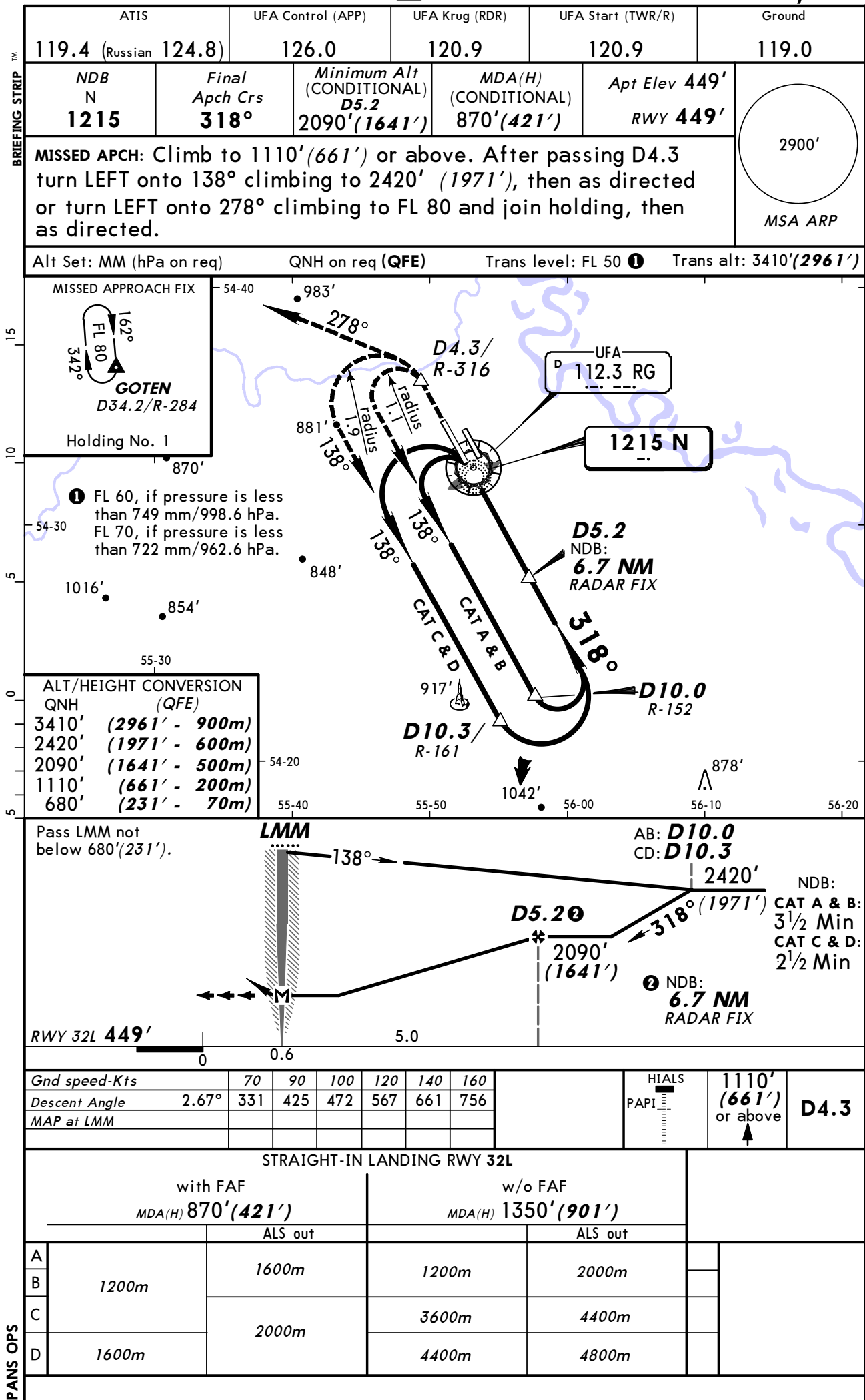
CHANGES: New procedure.

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UFA

28 JUN 13 **16-9** N NDB DME or N NDB Rwy 32L

UFA, RUSSIA



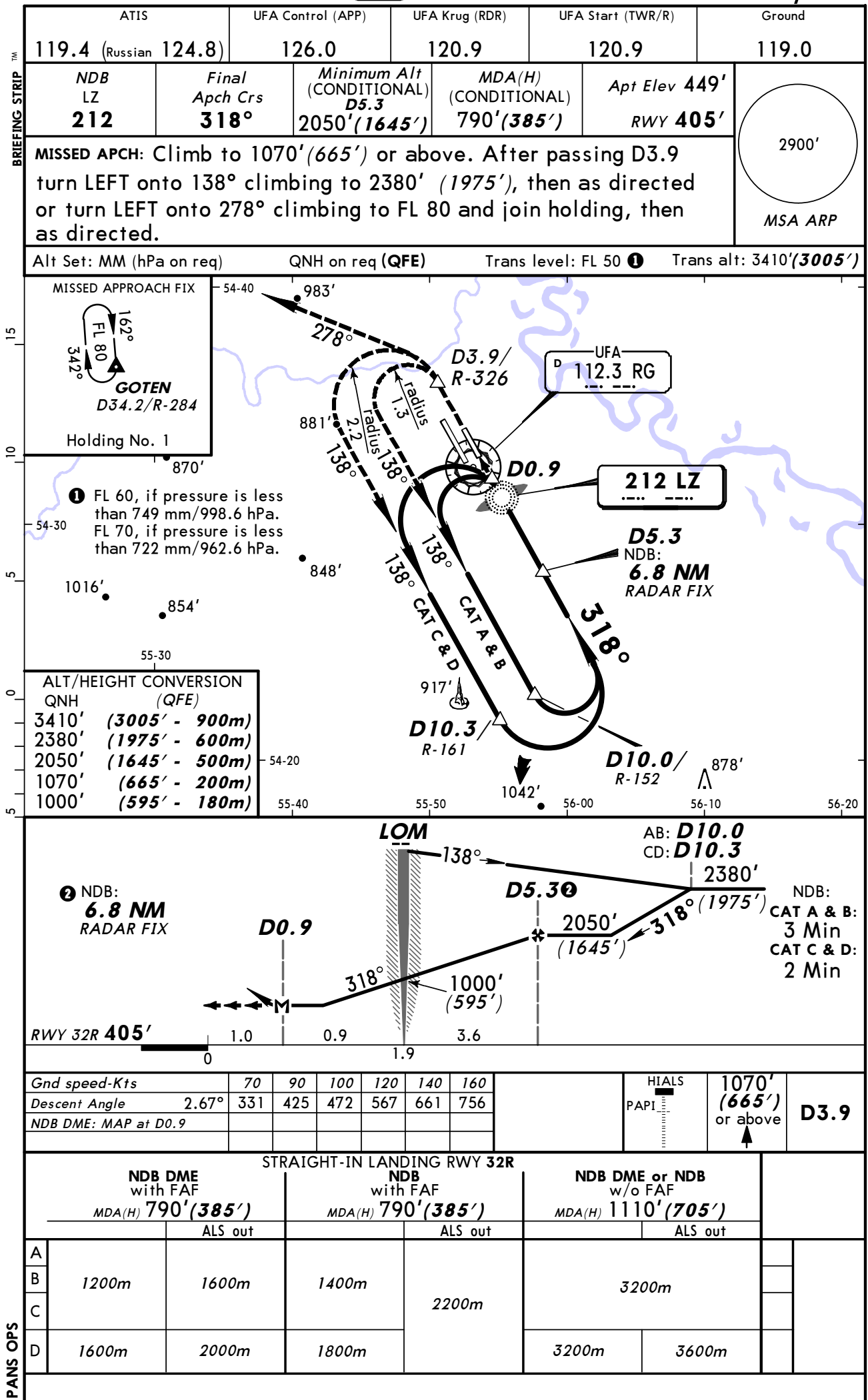
JEPPesen UFA, RUSSIA
28 JUN 13 **16-10** 2 NDB DME or 2 NDB Rwy 32R

BRIEFING STRIP™

PANS OPS

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UFA

JEPPESSEN
28 JUN 13 (16-11) LZ NDB DME or LZ NDB Rwy 32R UFA, RUSSIA



CHANGES: New procedure.

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NDB DME or L NDB Rwy 32R **UFA, RUSSIA**

BRIEFING STRIPTM

0 0.5							HIALS		1070'	D3.9
Gnd speed-Kts	70	90	100	120	140	160	PAPT	(665')		
Descent Angle 2.67°	331	425	472	567	661	756		or above		
MAP at LMM										

PANS OPS



Chart changes since cycle 16-2013

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

UFA, (UFA - UWUU)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWUU