

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKFF

Terminal Charts For UKFF

Revision Letter For Cycle 17-2013

Change Notices

Notebook

General Information

Location: Simferopol' Ukr
IATA Code: SIP
Lat/Long: N45° 03.1' E033° 58.4'
Elevation: 597 ft

Airport Use: Public
Magnetic Variation: 6.3°E

Fuel Types: Jet, Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0258 Z
Sunset: 1634 Z,

Runway Information

Runway: 01
Length x Width: 12142 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 598 ft
Lighting: Edge, ALS, Centerline

Runway: 19
Length x Width: 12142 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 578 ft
Lighting: Edge, ALS, Centerline, TDZ

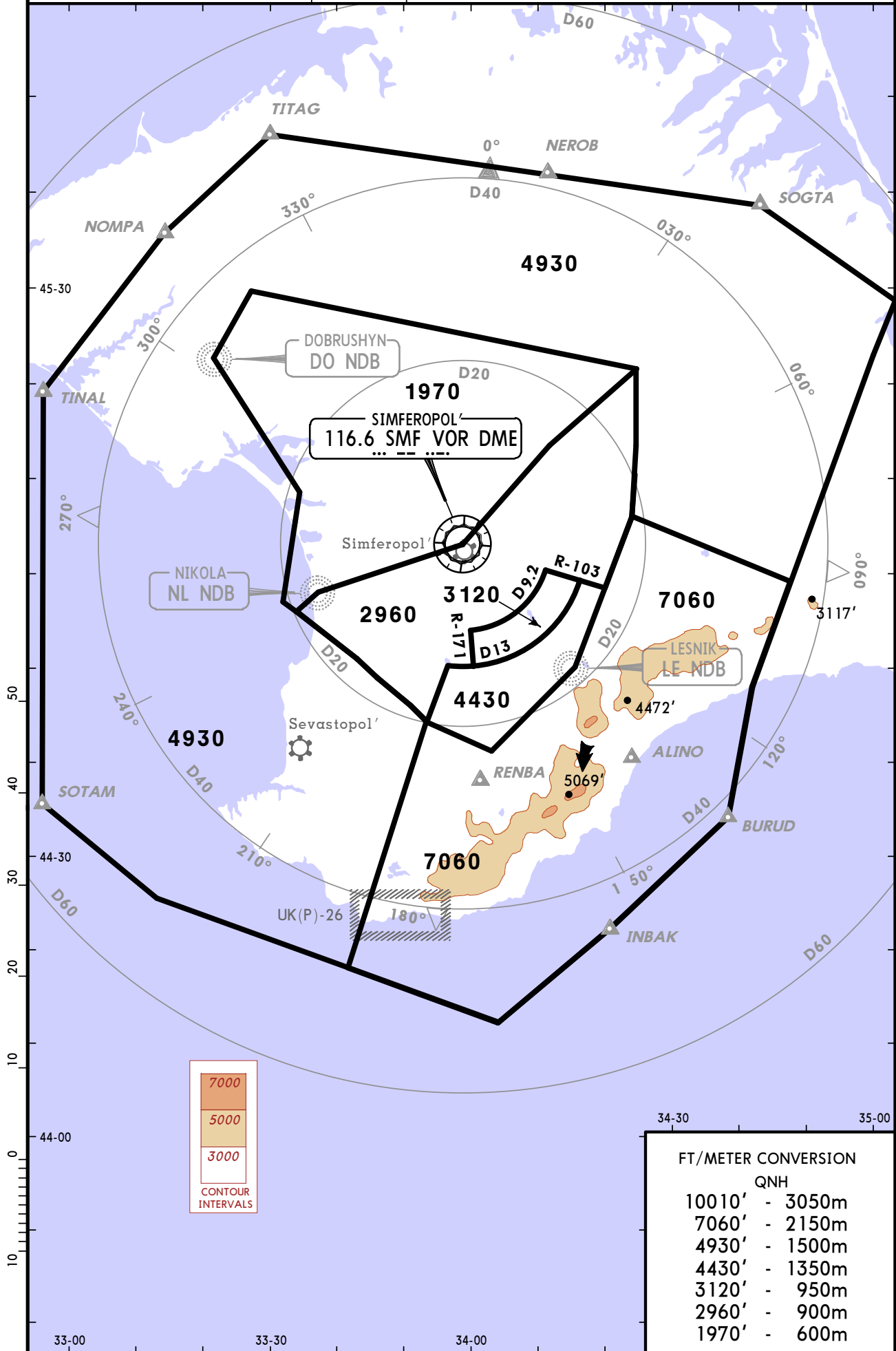
Communication Information

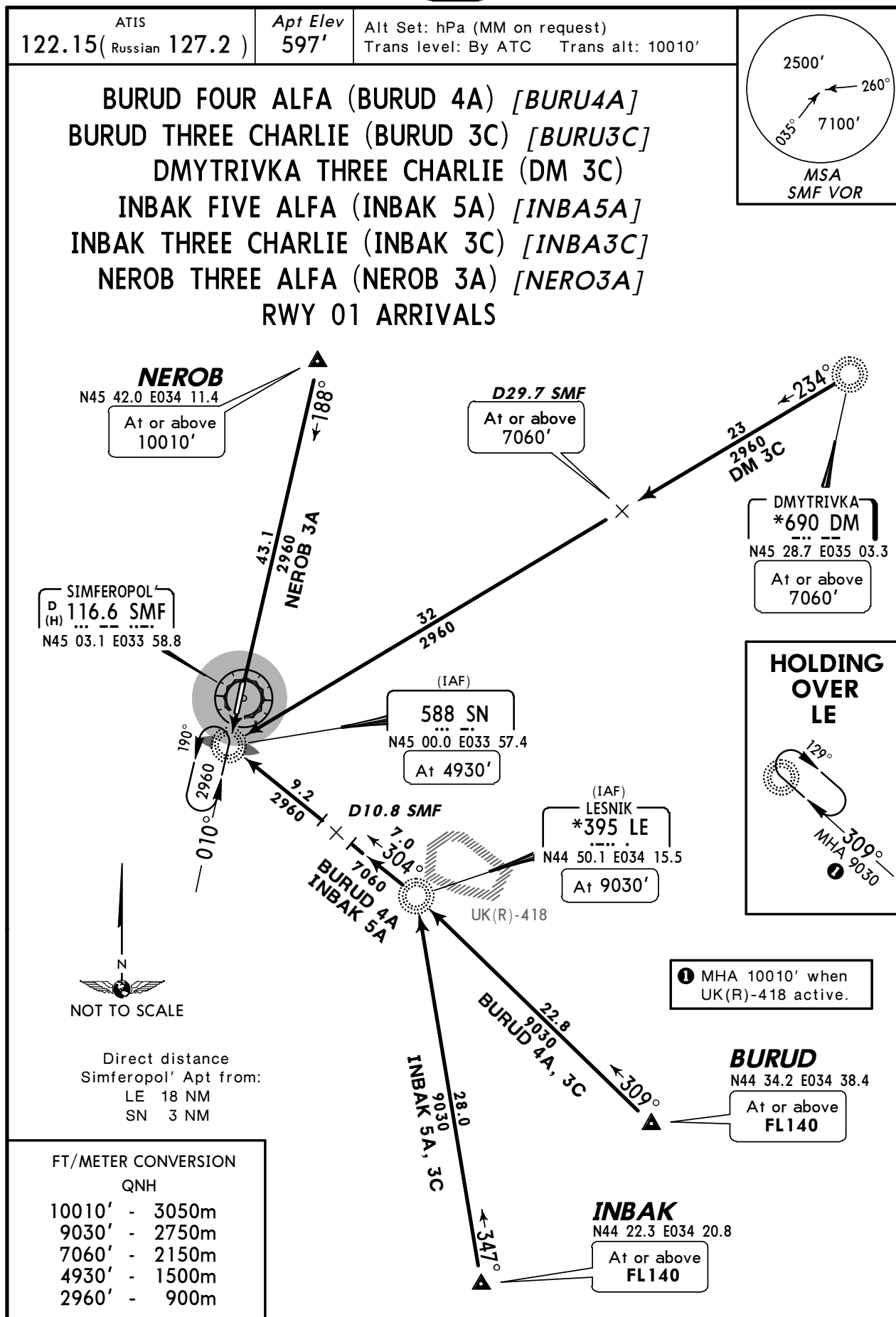
ATIS 127.2 Non-English
ATIS 122.15
Simferopol' Tower 120.8
Simferopol' Ground Control 119.0 MF

SIMFEROPOL' Radar
135.77 124.7

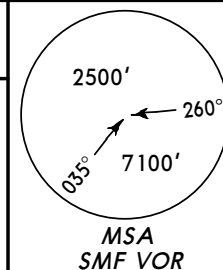
Apt Elev
598'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'
This chart may only be used for cross-checking of
altitudes assigned while under radar control.

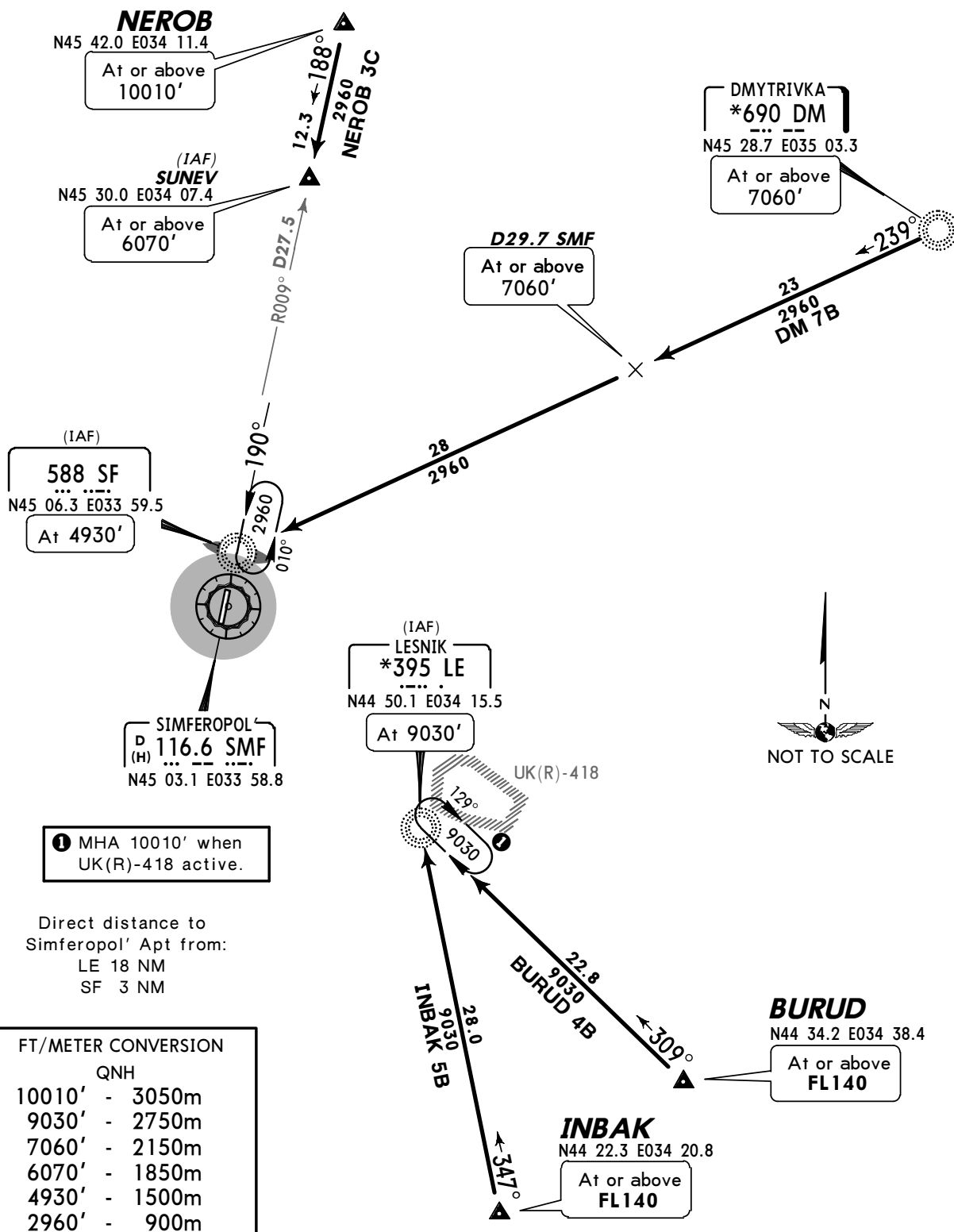




STAR	ROUTING
BURUD 4A	On 309° track to LE, turn LEFT, 304° track to SN.
BURUD 3C	On 309° track to LE.
DM 3C	On 234° track to SN.
INBAK 5A	On 347° track to LE, turn LEFT, 304° track to SN.
INBAK 3C	On 347° track to LE.
NEROB 3A	On 188° track to SN.

ATIS
122.15 (Russian 127.2)Apt Elev
597'Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'

BURUD FOUR BRAVO (BURUD 4B) [BURU4B]
DMYTRIVKA SEVEN BRAVO (DM 7B)
INBAK FIVE BRAVO (INBAK 5B) [INBA5B]
NEROB THREE CHARLIE (NEROB 3C) [NERO3C]
RWY 19 ARRIVALS



STAR

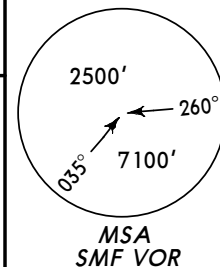
ROUTING

BURUD 4B	On 309° track to LE.
DM 7B	On 239° track to SF.
INBAK 5B	On 347° track to LE.
NEROB 3C	On 188° track to SUNEV.

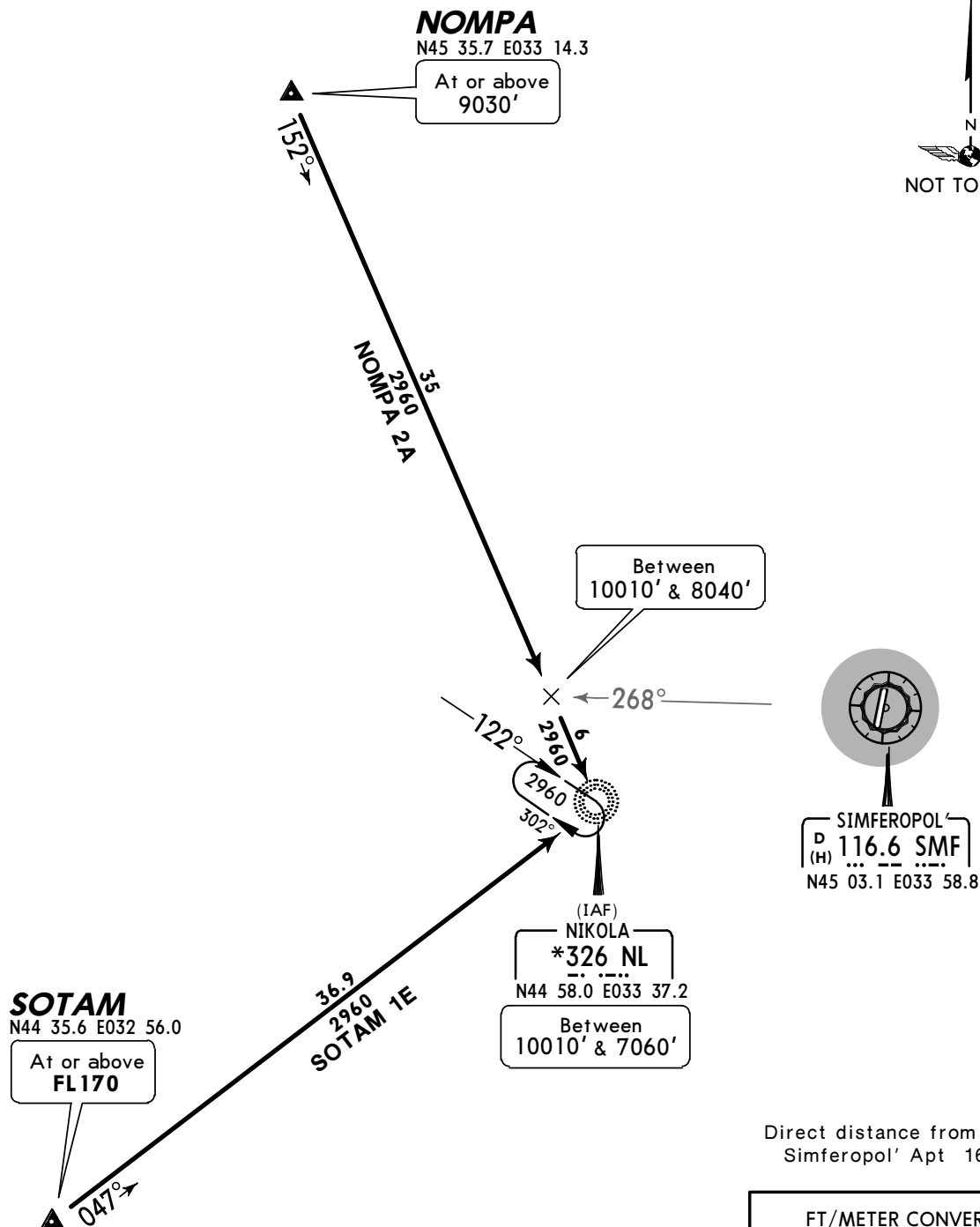
ATIS
122.15 (Russian 127.2)

Apt Elev
597'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



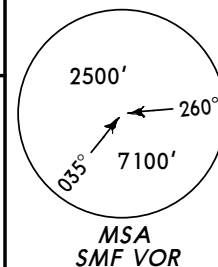
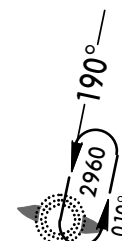
NOMPA TWO ALFA (NOMPA 2A) [NOMP2A]
SOTAM ONE ECHO (SOTAM 1E) [SOTA1E]
RWY 01 ARRIVALS



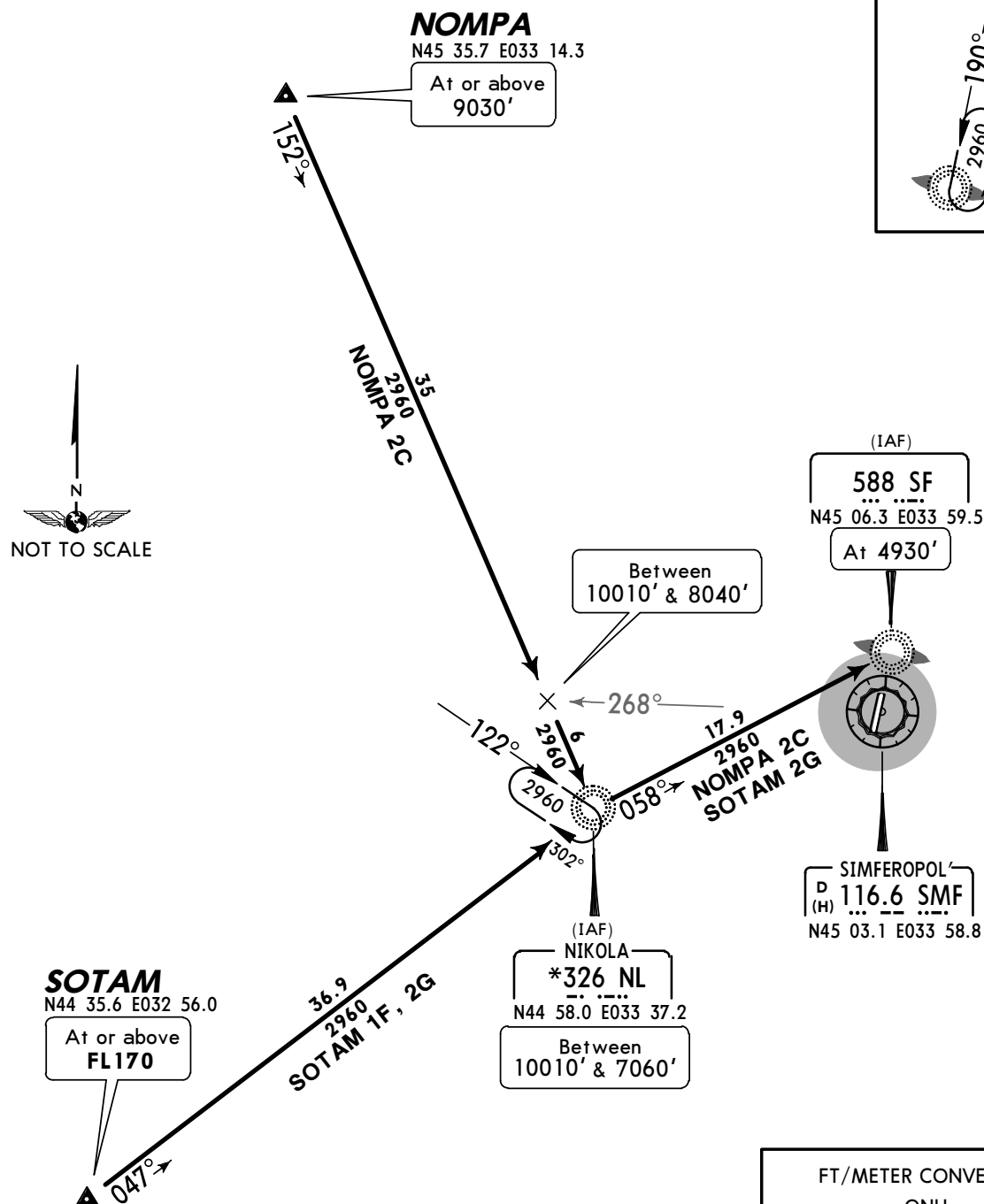
FT/METER CONVERSION	
QNH	
10010'	- 3050m
9030'	- 2750m
8040'	- 2450m
7060'	- 2150m
2960'	- 900m

STAR	ROUTING
NOMPA 2A	On 152° track to NL.
SOTAM 1E	On 047° track to NL.

ATIS
122.15 (Russian 127.2)
Apt Elev **597'**
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'

**HOLDING
OVER SF**

NOMPA TWO CHARLIE (NOMPA 2C) [NOMP2C]
SOTAM ONE FOXTROT (SOTAM 1F) [SOTA1F]
SOTAM TWO GOLF (SOTAM 2G) [SOTA2G]
RWY 19 ARRIVALS



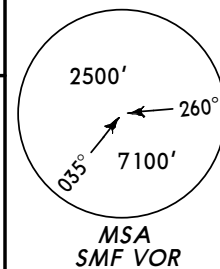
FT/METER CONVERSION

QNH	
10010'	- 3050m
9030'	- 2750m
8040'	- 2450m
7060'	- 2150m
4930'	- 1500m
2960'	- 900m

Direct distance from SF to:
Simferopol' Apt 3 NM

STAR	ROUTING
NOMPA 2C	On 152° track to NL, turn LEFT, 058° track to SF.
SOTAM 1F	On 047° track to NL.
SOTAM 2G	On 047° track to NL, turn RIGHT, 058° track to SF.

ATIS
122.15 (Russian 127.2)
Apt Elev
597'
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



TINAL ONE HOTEL (TINAL 1H) [TINAL 1H]
TITAG FOUR ALFA (TITAG 4A) [TITAG 4A]
RWY 01 ARRIVALS

TINAL
N45 19.2 E032 56.2

At or above
FL140

122°
21
2960
TINAL 1H

D27.4 SMF
At or above
FL120

169°
43
2960
TITAG 4A

TITAG
N45 46.0 E033 30.0

At or above
9030'

Between
10010' & 8040'

274°
15
2960

6

2960

302°

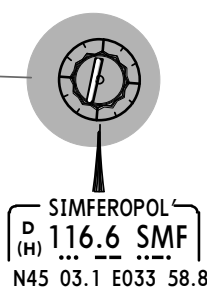
(IAF)

NIKOLA

*326 NL

N44 58.0 E033 37.2

Between
10010' & 7060'



Direct distance from NL to:
Simferopol' Apt 16 NM

FT/METER CONVERSION

QNH

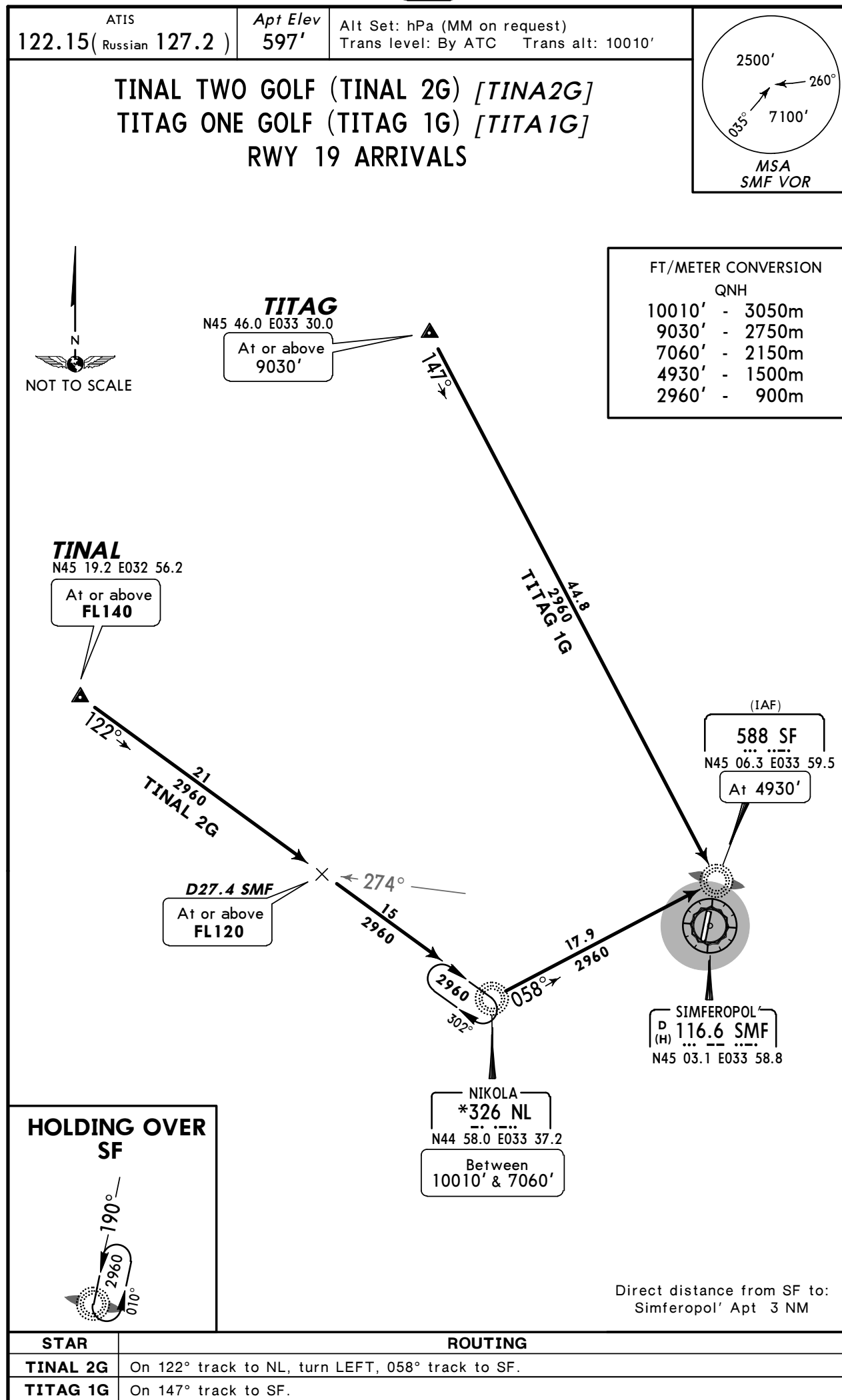
10010' - 3050m
9030' - 2750m
8040' - 2450m
7060' - 2150m
2960' - 900m

STAR

ROUTING

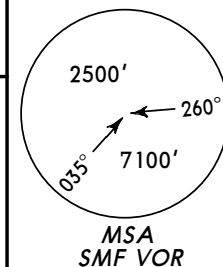
TINAL 1H On 122° track to NL.

TITAG 4A On 169° track to NL.

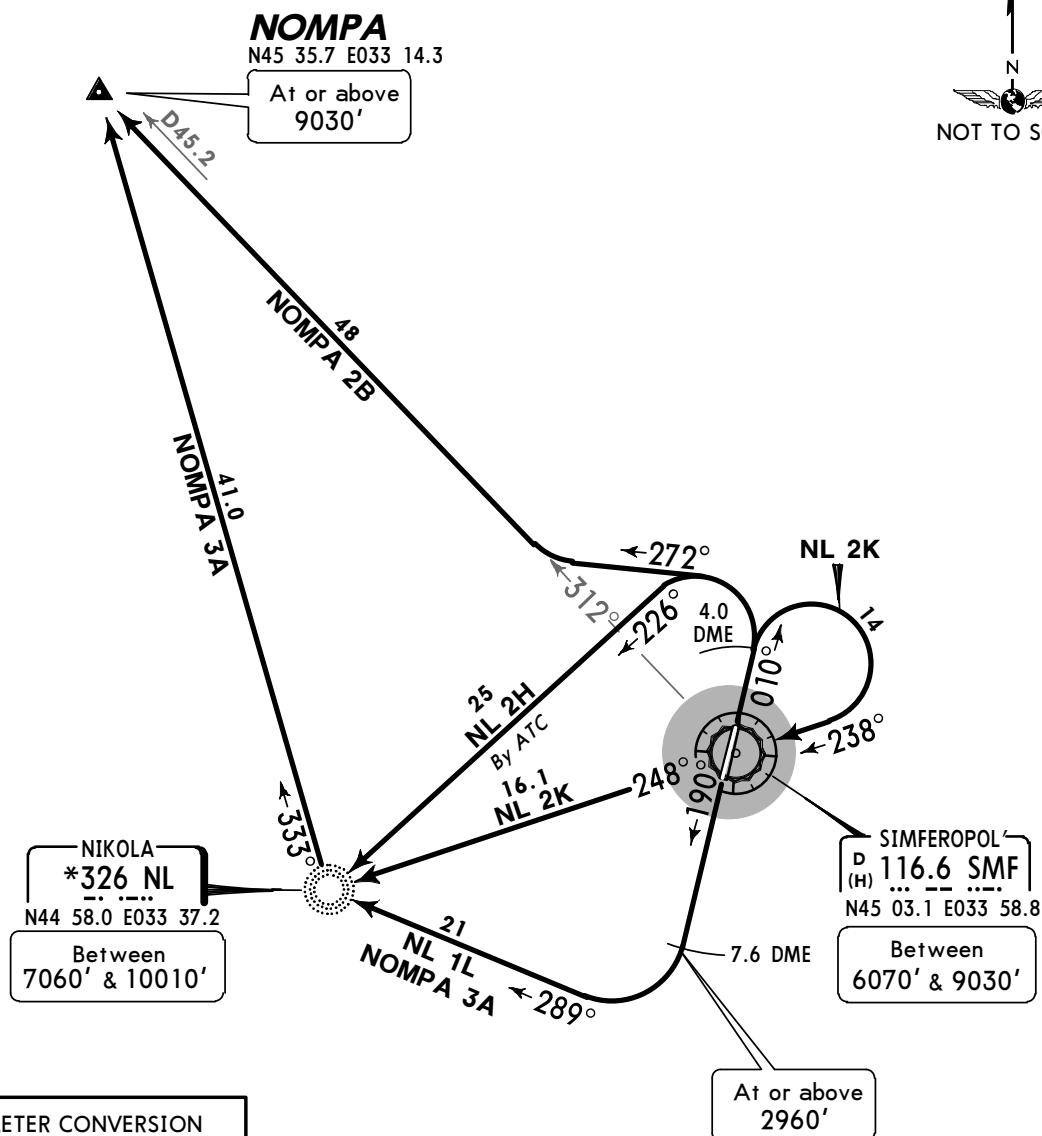


Apt Elev
597'

Trans level: By ATC Trans alt: 10010'



NIKOLA TWO HOTEL (NL 2H)
NIKOLA TWO KILO (NL 2K)
NIKOLA ONE LIMA (NL 1L)
NOMPA THREE ALFA (NOMPA 3A) [NOMP3A]
NOMPA TWO BRAVO (NOMPA 2B) [NOMP2B]
RWYS 19, 01 DEPARTURES



FT/METER CONVERSION

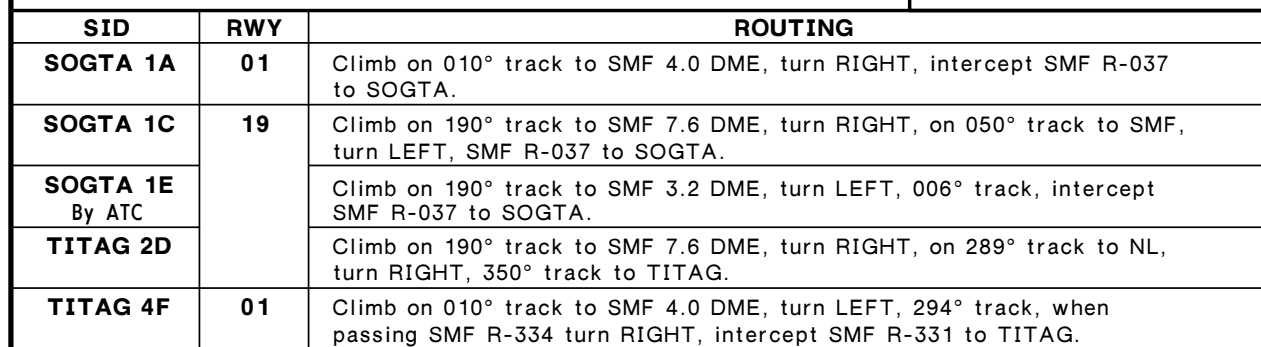
QNH

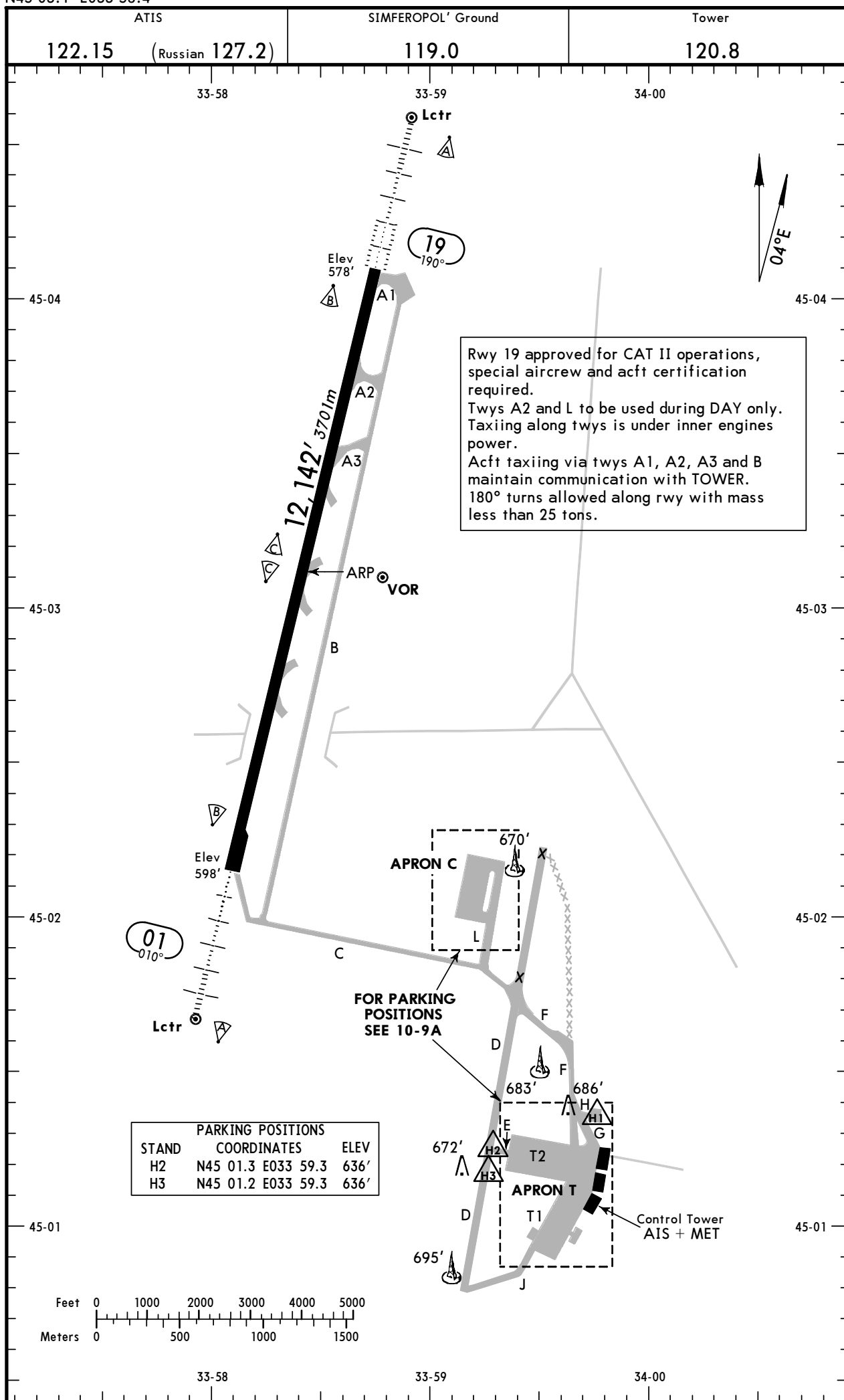
2960'	-	900m
6070'	-	1850m
7060'	-	2150m
9030'	-	2750m
10010'	-	3050m

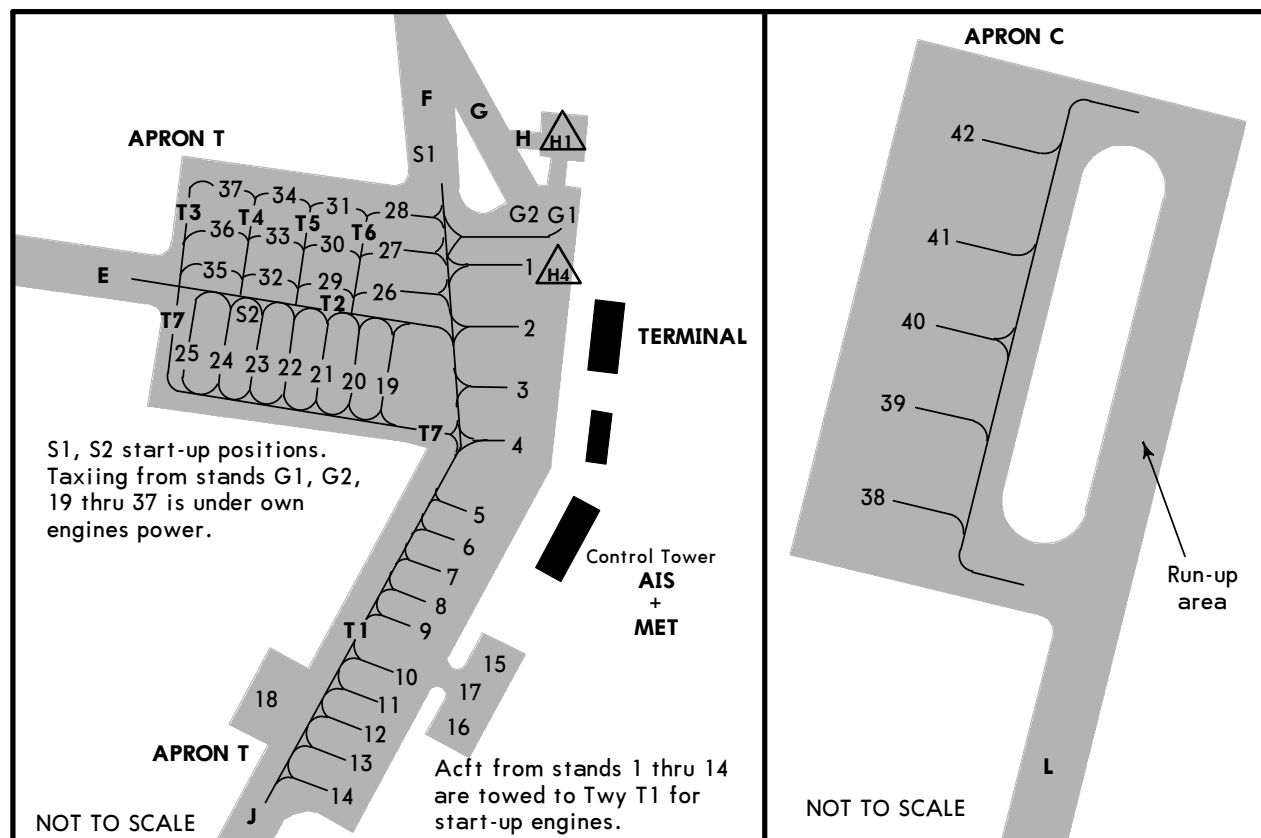
SID	RWY	ROUTING
NL 2H By ATC	01	Climb on 010° track to SMF 4.0 DME, turn LEFT, on 226° track to NL.
NL 2K		Climb on 010° track to SMF 4.0 DME, turn RIGHT to SMF, turn RIGHT, SMF R-248 to NL.
NL 1L	19	Climb on 190° track to SMF 7.6 DME, turn RIGHT, on 289° track to NL.
NOMPA 3A		Climb on 190° track to SMF 7.6 DME, turn RIGHT, on 289° track to NL, turn RIGHT, 333° track to NOMPA.
NOMPA 2B	01	Climb on 010° track to SMF 4.0 DME, turn LEFT, 272° track, on SMF R-312 to NOMPA.

CHANGES: SIDs DO 7C & 2E withdrawn; SIDs NOMPA 3A & 2B established.

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INS COORDINATES

STAND No.	COORDINATES	ELEV
G1, G2	N45 01.3 E033 59.8	
H1	N45 01.4 E033 59.8	660'
H4	N45 01.2 E033 59.8	666'
1 thru 4	N45 01.2 E033 59.8	

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
01	HIRL (60m) CL (15m) HIALS PAPI-L(3.0°) RVR		11,109' 3386m		197'
19	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(3.0°) RVR		10,988' 3349m		60m

LOW VISIBILITY PROCEDURE (LVP)

LVP shall be applied when RVR is less than 600m.
 Pilots will be informed by ATIS and ATC about beginning of LVP.
 - After landing pilots should report about leaving RWY and location.
 - Taxiing and parking is performed with follow-me car only.
 - Only one acft allowed on the manoeuvring area at a time.

JAR-OPS

TAKE-OFF 1

	All Rwys					
	LVP must be in force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators					
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

STRAIGHT-IN RWY		A	B	C	D
01	ILS	798' (200')	798' (200')	798' (200')	798' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC ❶	1100' (502')	1100' (502')	1100' (502')	1100' (502')
		R1500m	R1500m	R1600m	R1600m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	VOR ❶	970' (372')	990' (392')	1020' (422')	1040' (442')
	with D3.2	R1000m	R1100m	R1300m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R2000m	C2100m
19	VOR ❶	1020' (422')	1020' (422')	1020' (422')	1020' (422')
	w/o D3.2	R1300m	R1300m	R1300m	R1300m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	NDB ❶	970' (372')	970' (372')	970' (372')	970' (372')
	with LOM	R1000m	R1000m	R1000m	R1000m
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
	NDB ❶	1140' (542')	1140' (542')	1140' (542')	1140' (542')
	w/o LOM	R1500m	R1500m	R1800m	R1800m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	CAT 2 ILS	678' (100')	678' (100')	686' (108')	699' (121')
		RA 107'R300m	RA 107'R300m	RA 115'R300m	RA 129'R400m
	ILS	778' (200')	778' (200')	778' (200')	778' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC ❶	970' (392')	970' (392')	970' (392')	970' (392')
		R1100m	R1100m	R1100m	R1100m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R1800m
	VOR ❶	960' (382')	960' (382')	960' (382')	960' (382')
	with D2.7 SMF	R1100m	R1100m	R1100m	R1100m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R1800m
	VOR ❶	970' (392')	970' (392')	970' (392')	970' (392')
	w/o D2.7 SMF	R1100m	R1100m	R1100m	R1100m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R1800m
	NDB ❶	960' (382')	960' (382')	960' (382')	960' (382')
	with LOM	R1100m	R1100m	R1100m	R1100m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R1800m
	NDB ❶	970' (392')	970' (392')	970' (392')	970' (392')
	w/o LOM	R1100m	R1100m	R1100m	R1100m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R1800m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After ILS, LOC apch to rwy 01	1100' (502')	1100' (502')	1530' (932')	1530' (932')
After NDB apch to rwy 01	1140' (542')	1140' (542')	1530' (932')	1530' (932')
After VOR apch to rwy 01	1070' (472')	1100' (502')	1530' (932')	1530' (932')
After apch to rwy 19 ❶	1070' (492')	1100' (522')	1530' (952')	1530' (952')
	V1500m ❷	V1600m ❷	V2400m	V3600m

❶ Circling height based on rwy 19 thresh elev of 578'.

❷ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 01, 19

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in force			RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

UKFF/SIP SIMFEROPOL'

21 JUN 13
Eff 27 Jun

(11-1)

SIMFEROPOL', UKRAINE
ILS or LOC or NDB Rwy 01

BRIEFING STRIP™

ATIS 122.15 (Russian 127.2)		SIMFEROPOL' Radar (APP) 124.7 135.77		SIMFEROPOL' Tower 120.8	Ground 119.0	2500' 260° 035° 7100' MSA SMF VOR
LOC ISN 109.3	Final Apch Crs 010°	GS LOM 1345' (747')	ILS DA(H) 798' (200')	Apt Elev 598'		
NDB SN 588		Minimum Alt D8.4 SMF 2960' (2362')	NDB MDA(H) (CONDITIONAL) 970' (372')	RWY 598'		

MISSED APCH: ① Climb on 010° to 2960', then as directed.

MISSED APCH RADIO COMM FAILURE: ② Climb on 010° to 2960', then turn RIGHT climbing to 3940' to SN NDB, then according to chart.

Alt Set: hPa (MM on req)

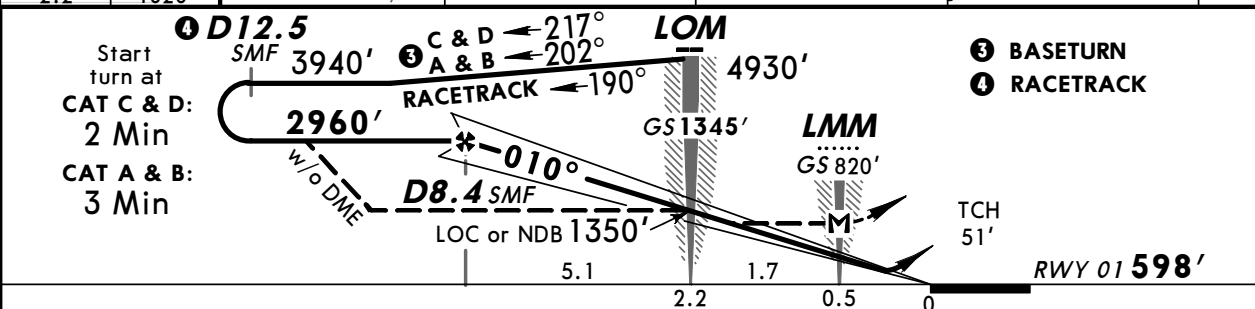
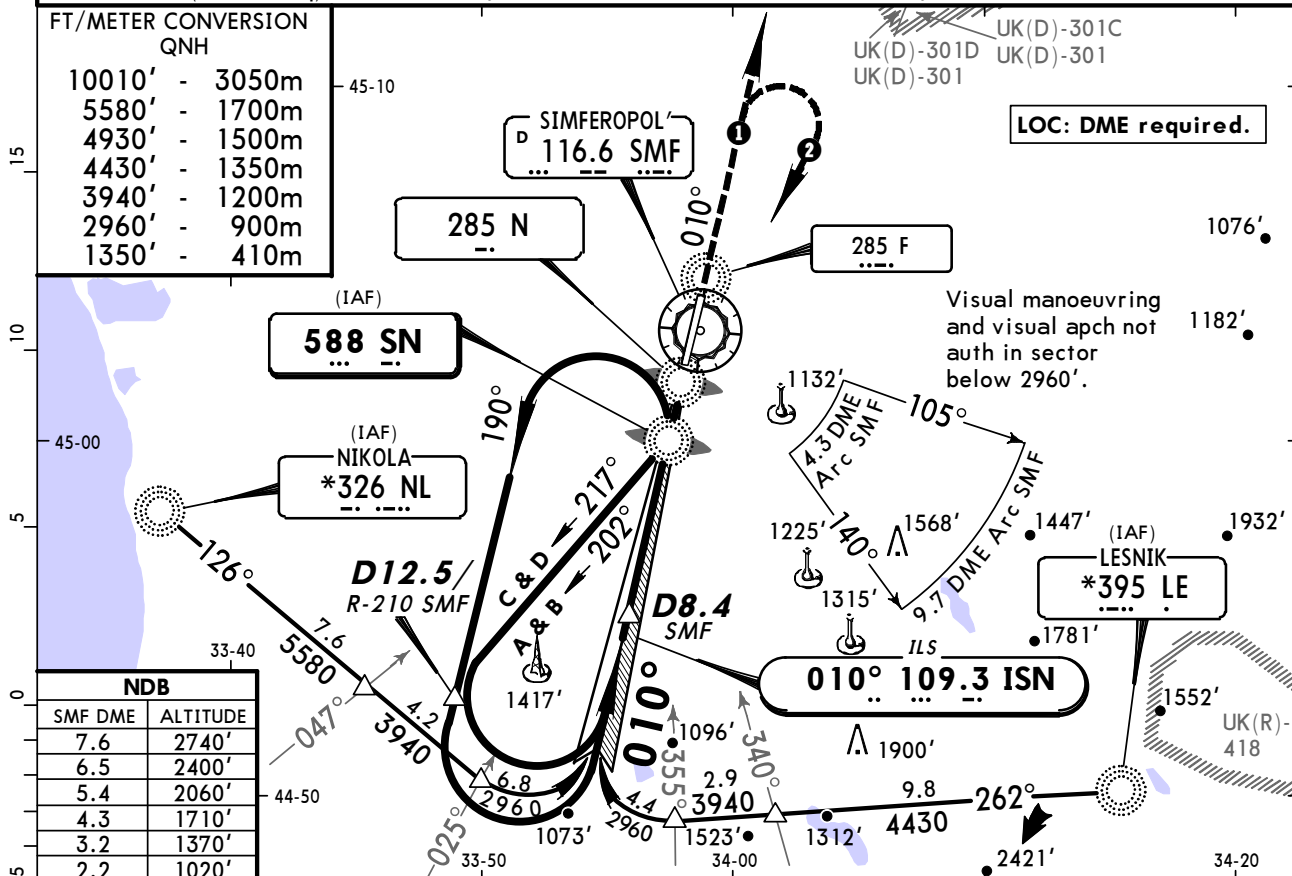
Rwy Elev: 22 hPa

Trans level: By ATC

Trans alt: 10010'

FT/METER CONVERSION
QNH

10010'	-	3050m
5580'	-	1700m
4930'	-	1500m
4430'	-	1350m
3940'	-	1200m
2960'	-	900m
1350'	-	410m



Gnd speed-Kts	70	90	100	120	140	160	HIALS 	Refer to Missed Apch above
ILS GS or								
LOC or NDB Desc angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

JAR-OPS STRAIGHT-IN LANDING RWY 01							CIRCLE-TO-LAND		
DA(H) ILS		LOC (GS out)		with LOM NDB		w/o LOM		Max Kts	MDA(H) VIS
FULL	ALS out	MDA(H) 1100' (502')	ALS out	MDA(H) 970' (372')	ALS out	MDA(H) 1140' (542')	ALS out		
A		RVR 1000m	RVR 1500m	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m	100	1100' (502') 1500m
B	RVR 550m	RVR 1200m		RVR 1000m	RVR 1800m	RVR 1200m		135	1100' (502') 1600m
C	RVR 1000m	RVR 2000m						180	1530' (932') 2400m
D		RVR 1600m		RVR 1400m	RVR 2000m	RVR 1600m		205	1530' (932') 3600m

① After NDB apch w/o LOM: MDA(H) 1140' (542').

UKFF/SIP SIMFEROPOL'

JEPPESSEN
21 JUN 13
Eff 27 Jun (11-2)

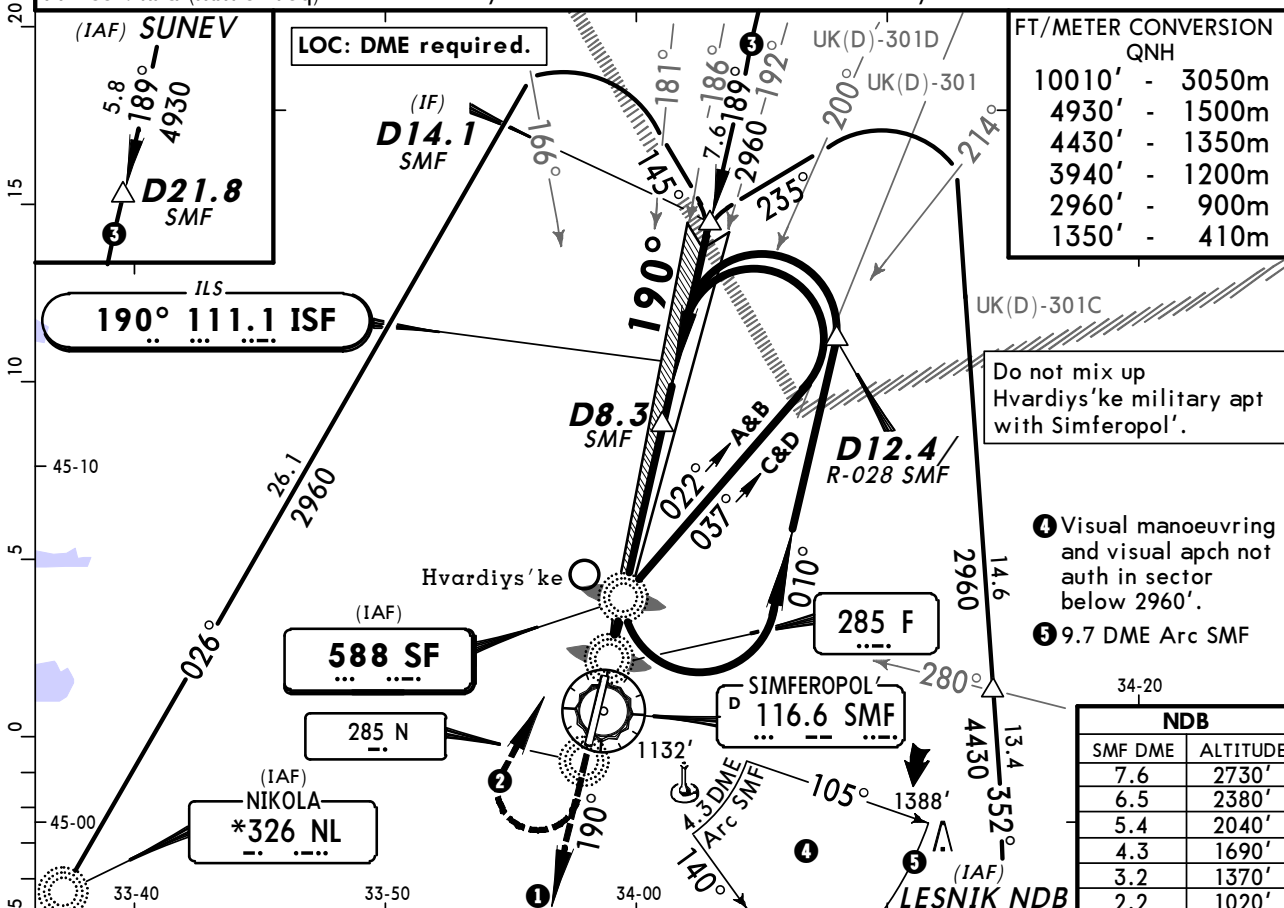
SIMFEROPOL', UKRAINE
ILS or LOC or NDB Rwy 19

BRIEFING STRIP TM	ATIS 122.15 (Russian 127.2)		SIMFEROPOL' Radar (APP) 124.7 135.77		SIMFEROPOL' Tower 120.8		Ground 119.0		 2500' 260° 7100' MSA SMF VOR	
	LOC ISF 111.1	Final Apch Crs 190°		GS LOM 1345' (767')	ILS DA(H) 778' (200')		Apt Elev 598'			
	NDB SF 588			Minimum Alt (CONDITIONAL) D8.3 SMF 2960' (2382')		NDB (CONDITIONAL) MDA(H) 960' (382')		RWY 578'		

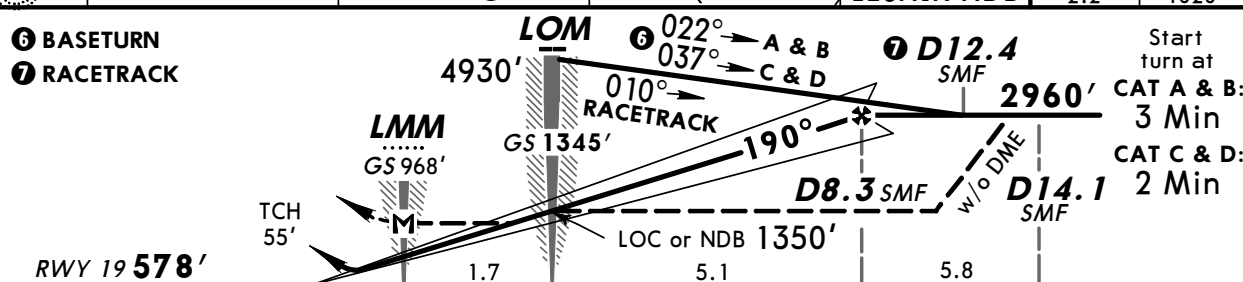
MISSED APCH: ① Climb on 190° to 3940', then as directed.

MISSED APCH RADIO COMM FAILURE: ② Climb on 190° to 3940', then turn RIGHT climbing to 4930' to SF NDB, then according to chart.

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 10010'



⑥ BASETURN
⑦ RACETRACK



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC or NDB Descent angle 3.00°	372	478	531	637	743	849

HIALS-II	Refer to Missed Apch above
PAPI	

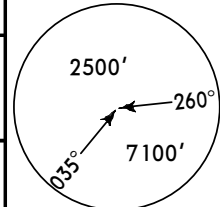
JAR-OPS STRAIGHT-IN LANDING RWY 19								CIRCLE-TO-LAND		
ILS		LOC (GS out)		with LOM NDB		w/o LOM		Max Kts	MDA(H) VIS	
DA(H)	FULL	ALS out	MDA(H)	ALS out	MDA(H)	ALS out	MDA(H)			
778' (200')			970' (392')		960' (382')		970' (392')	100	1070' (492')	1500m
								135	1100' (522')	1600m
								180	1530' (952')	2400m
								205	1530' (952')	3600m

UKFF/SIP SIMFEROPOL'

21 JUN 13
Eff 27 Jun 11-2A

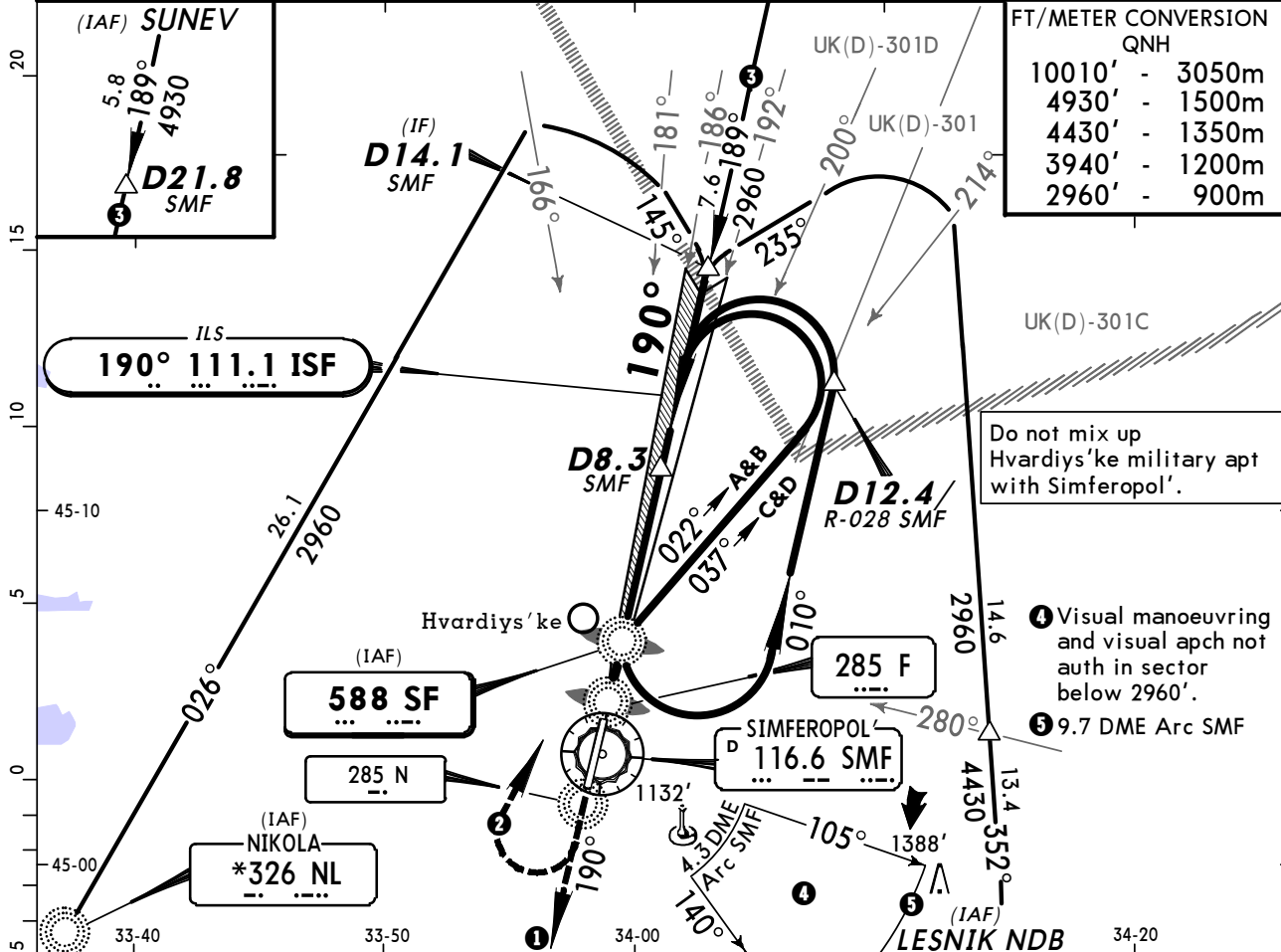
SIMFEROPOL', UKRAINE CAT II ILS Rwy 19

ATIS 122.15 (Russian 127.2)	SIMFEROPOL' Radar (APP) 124.7 135.77	SIMFEROPOL' Tower 120.8	Ground 119.0
LOC ISF 111.1	Final Apch Crs 190°	GS LOM 1345' (767')	CAT II ILS RA/DA(H) Refer to Minimums Apt Elev 598' RWY 578'



MISSED APCH: ① Climb on 190° to 3940', then as directed.
MISSED APCH RADIO COMM FAILURE: ② Climb on 190° to 3940', then turn RIGHT climbing to 4930' to SF NDB, then according to chart.

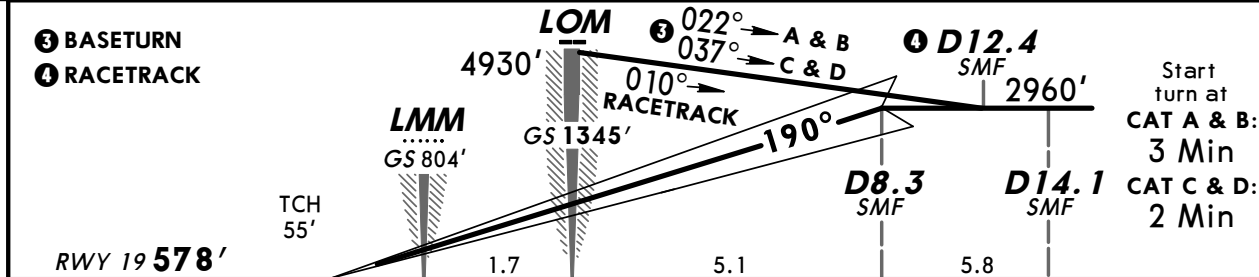
Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 10010'
Special Aircrew & Aircraft Certification required.



FT/METER CONVERSION QNH	
10010'	3050m
4930'	1500m
4430'	1350m
3940'	1200m
2960'	900m

Do not mix up
Hvardiys'ke military apt
with Simferopol'.

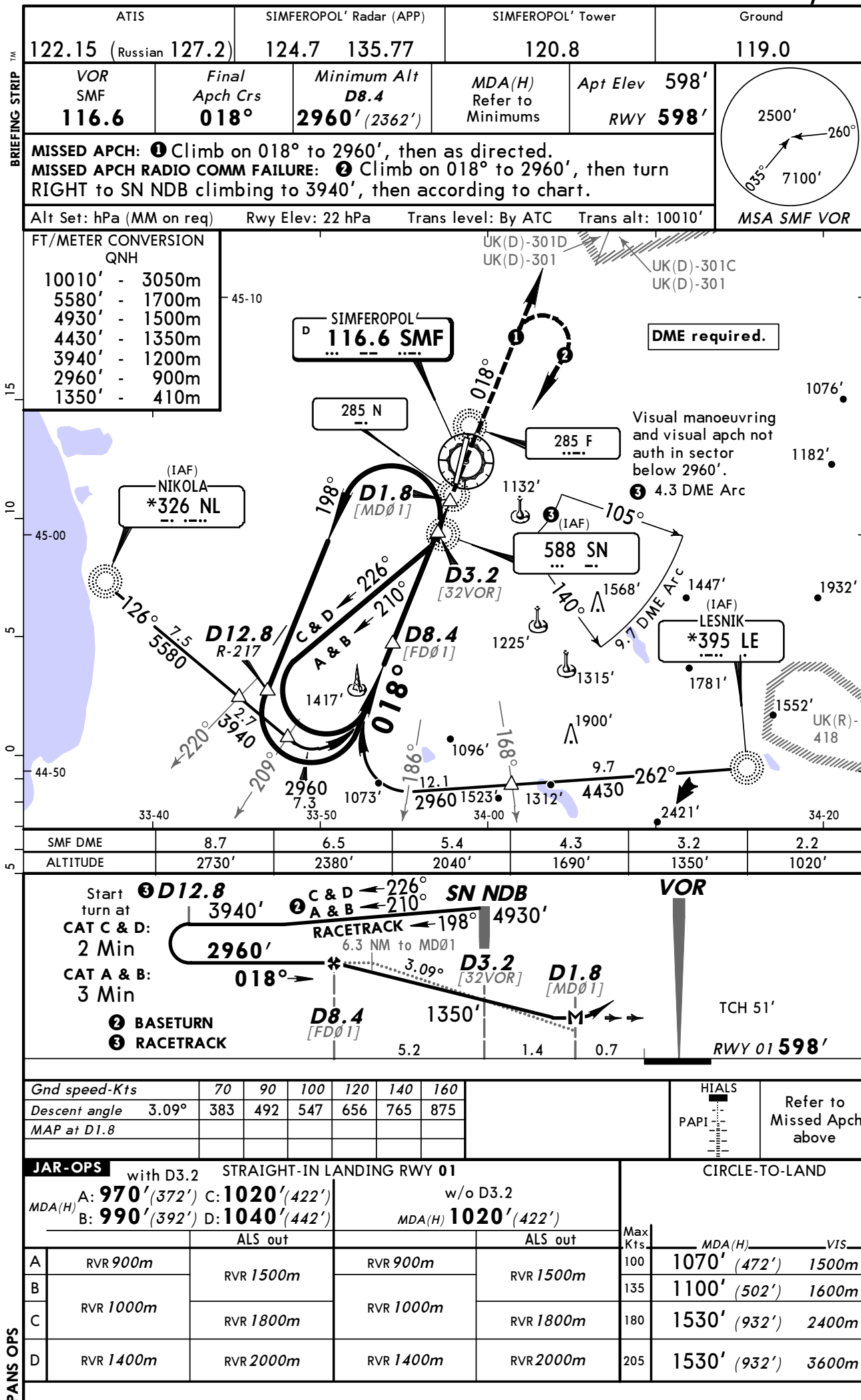
- ④ Visual manoeuvring and visual apch not auth in sector below 2960'.
- ⑤ 9.7 DME Arc SMF



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	Refer to Missed Apch above
GS	3.00°	372	478	531	637	743	849	

JAR-OPS			STRAIGHT-IN LANDING RWY 19 CAT II ILS		
AB	C	D	AB	C	D
RA 107'	RA 115'	RA 129'	RA 107'	RA 115'	RA 129'
DA(H) 678'(100')	DA(H) 686'(108')	DA(H) 699'(121')	DA(H) 678'(100')	DA(H) 686'(108')	DA(H) 699'(121')
RVR 300m I	RVR 300m I	RVR 400m	RVR 300m I	RVR 300m I	RVR 400m

① Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.



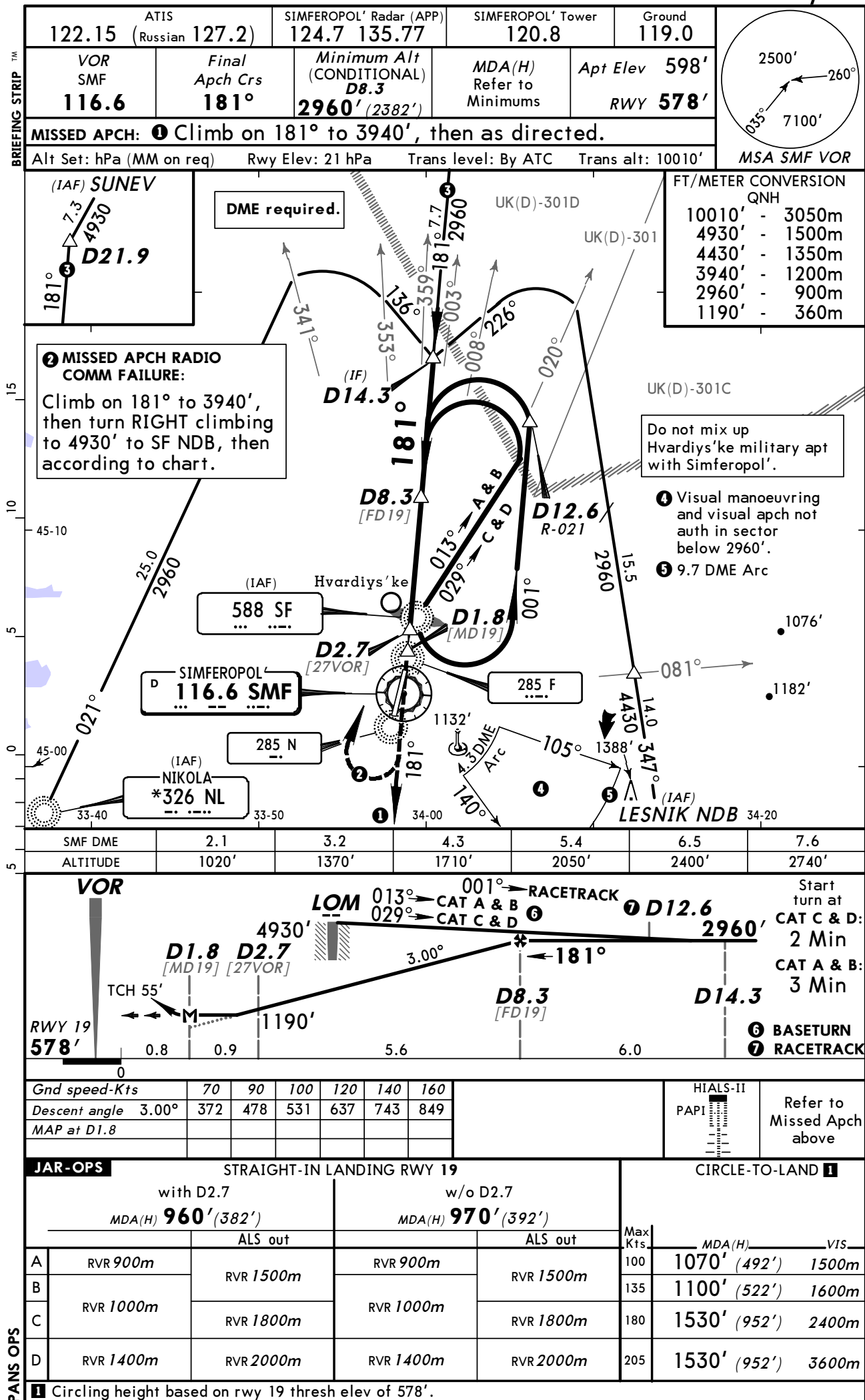




Chart changes since cycle 16-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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SIMFEROPOL', (SIMFEROPOL' - UKFF)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UKFF

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

During anti-hail firing, arrivals will be via KH, TITAG, DO or NL, followed by vectoring if RADAR is avbl; departures will be to NL, DO, TIAG or KH, then follow FPL.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(13-1,13-2) ATIS on freq 122.15MHz established. ATIS on freq 127.2MHz Russian only.