

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UWUU

Terminal Charts For UWUU

Revision Letter For Cycle 23-2013

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: 12.8°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: 0342 Z
Sunset: 1220 Z,

Runway Information

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

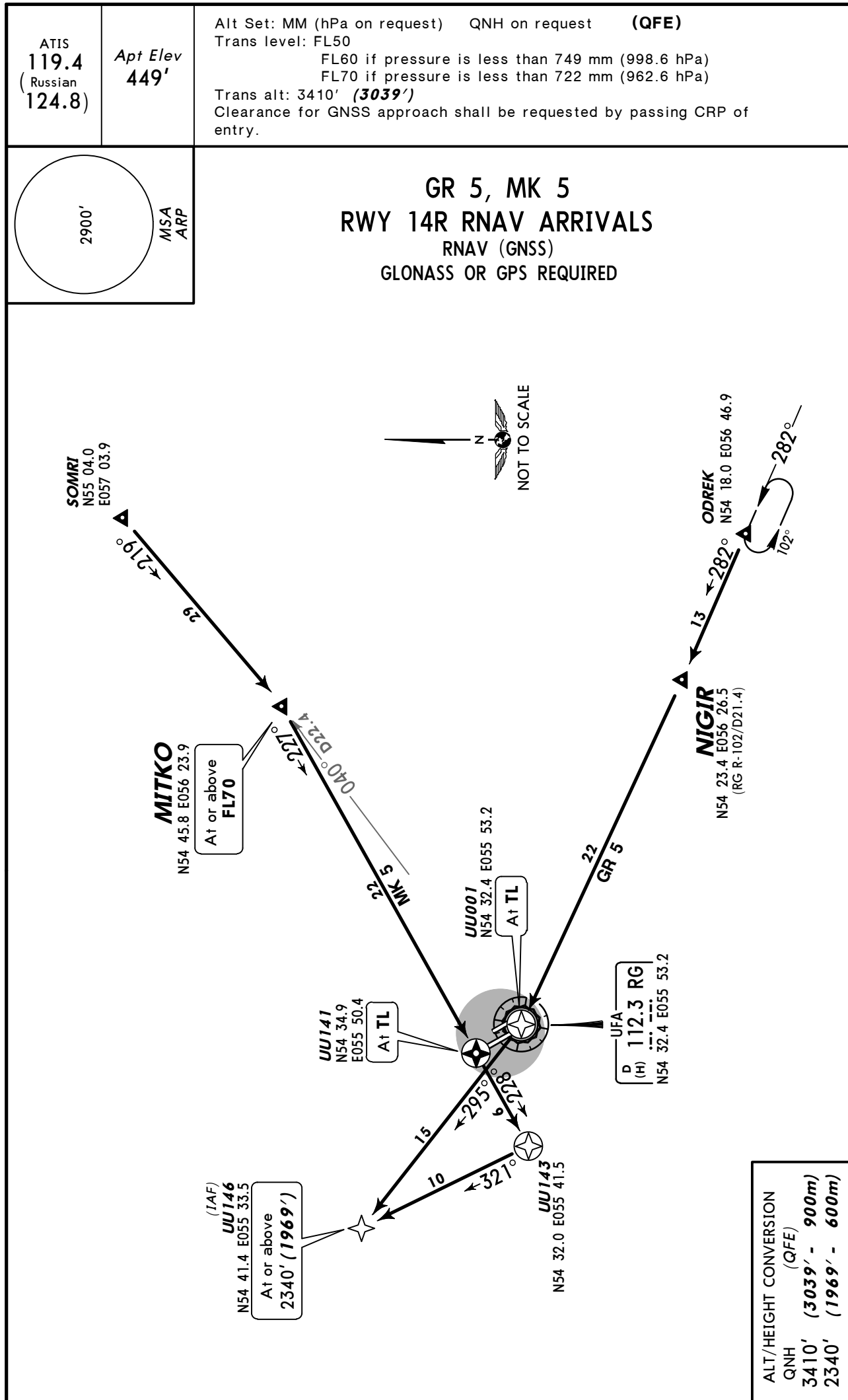
Runway: 14R
Length x Width: 12352 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 371 ft

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

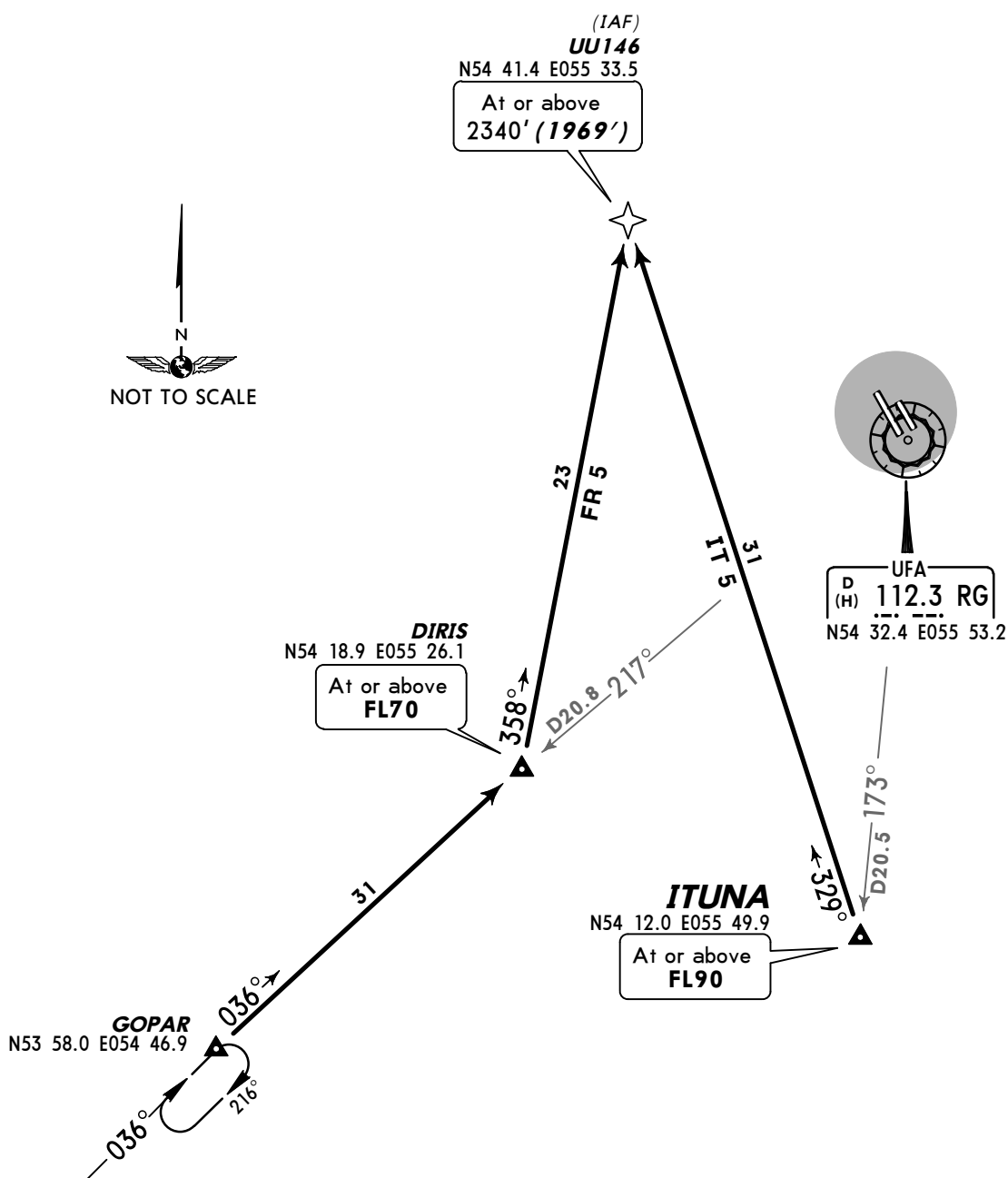
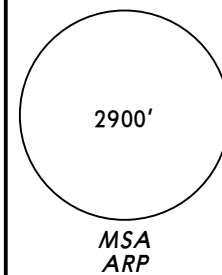
Communication Information

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



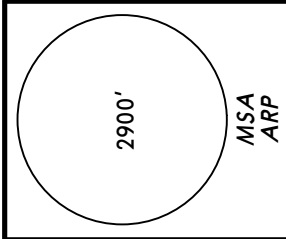
ATIS 119.4 (Russian 124.8)	<i>Apt Elev</i> 449'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (3039') Clearance for GNSS approach shall be requested by passing CRP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

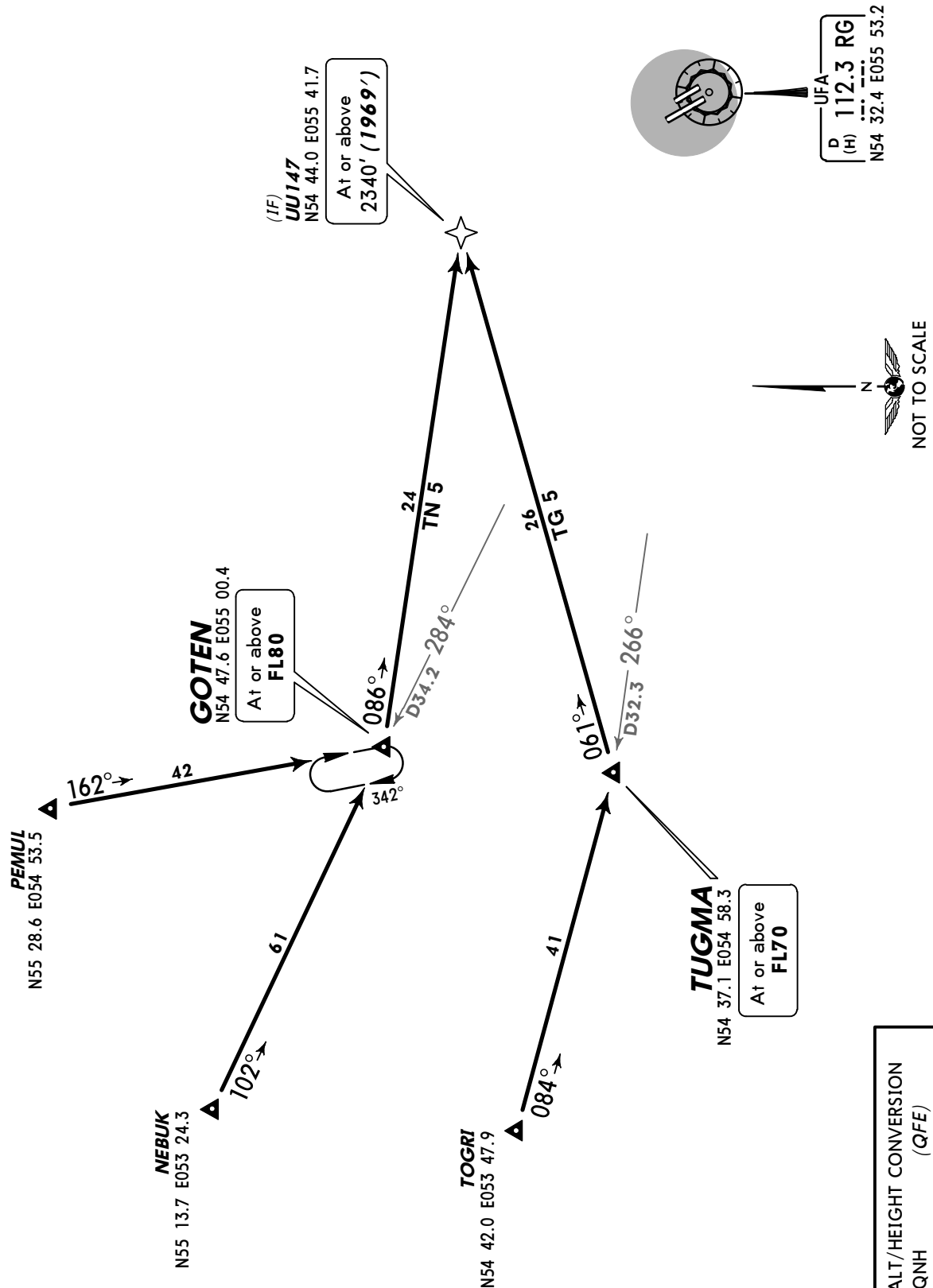


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(3039' - 900m)
2340'	(1969' - 600m)

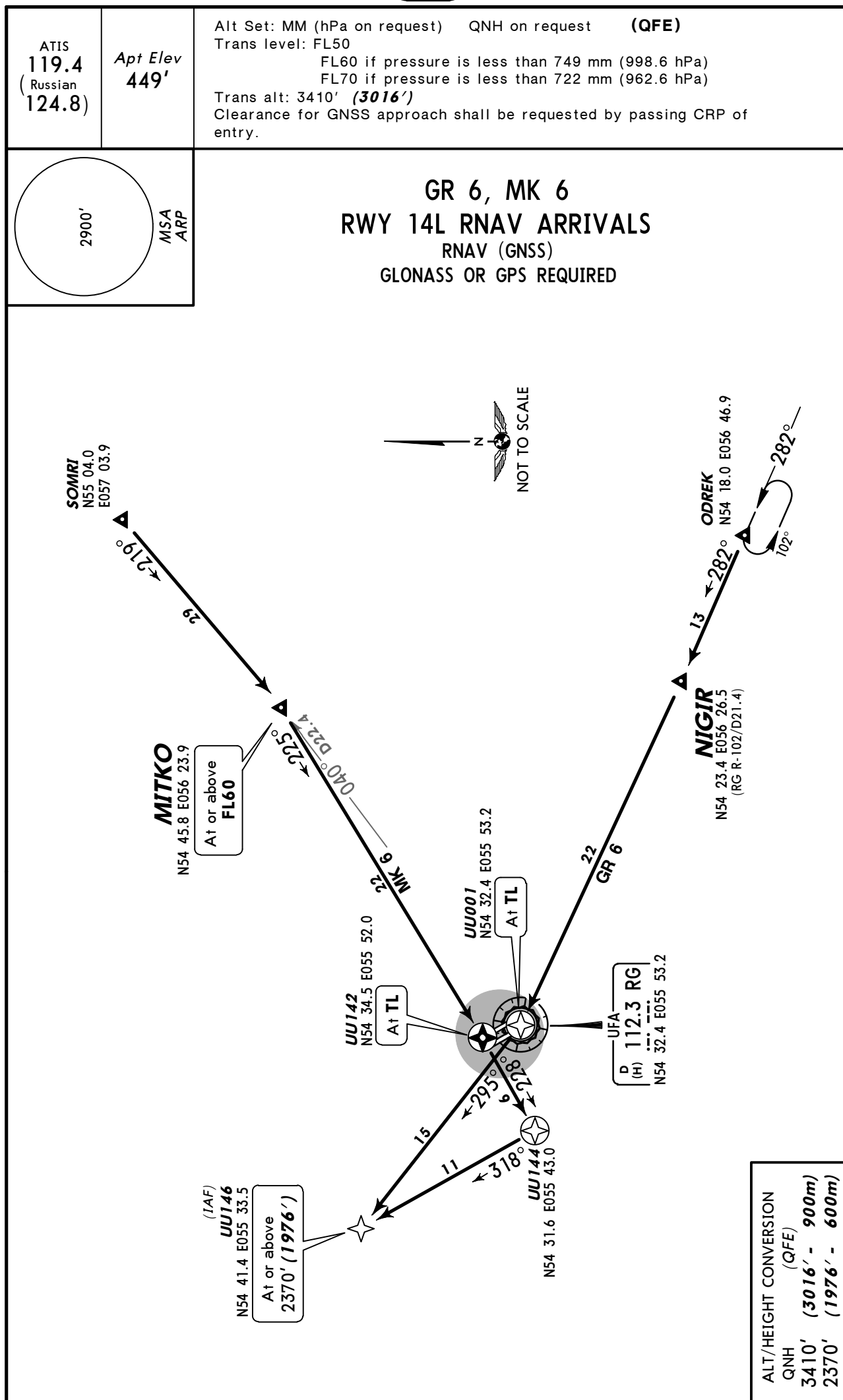
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TG 5, TN 5
RWY 14R RNAV ARRIVALS
RNAV (GNSS)
GLONASS OR GPS REQUIRED



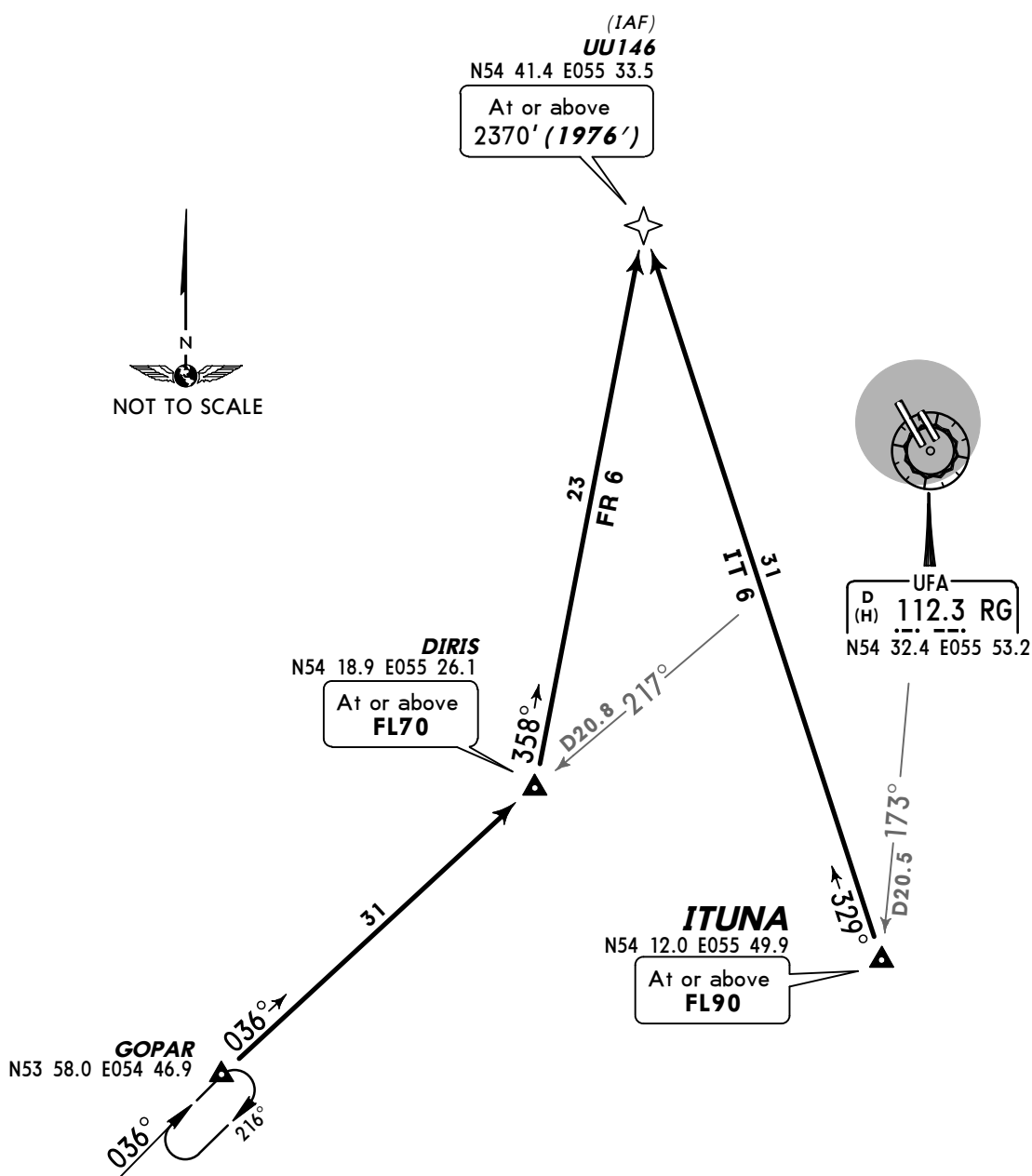
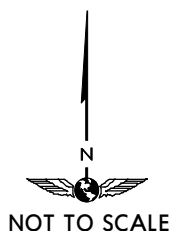
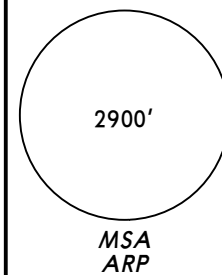
ALT/HEIGHT CONVERSION
QNH (QFE)
3410' (3039' - 900m)
2340' (1969' - 600m)



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

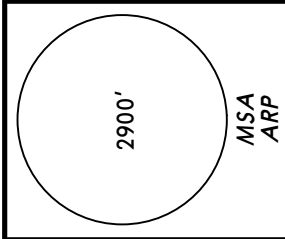
ATIS 119.4 (Russian 124.8)	<i>Apt Elev</i> 449'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (3016') Clearance for GNSS approach shall be requested by passing CRP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

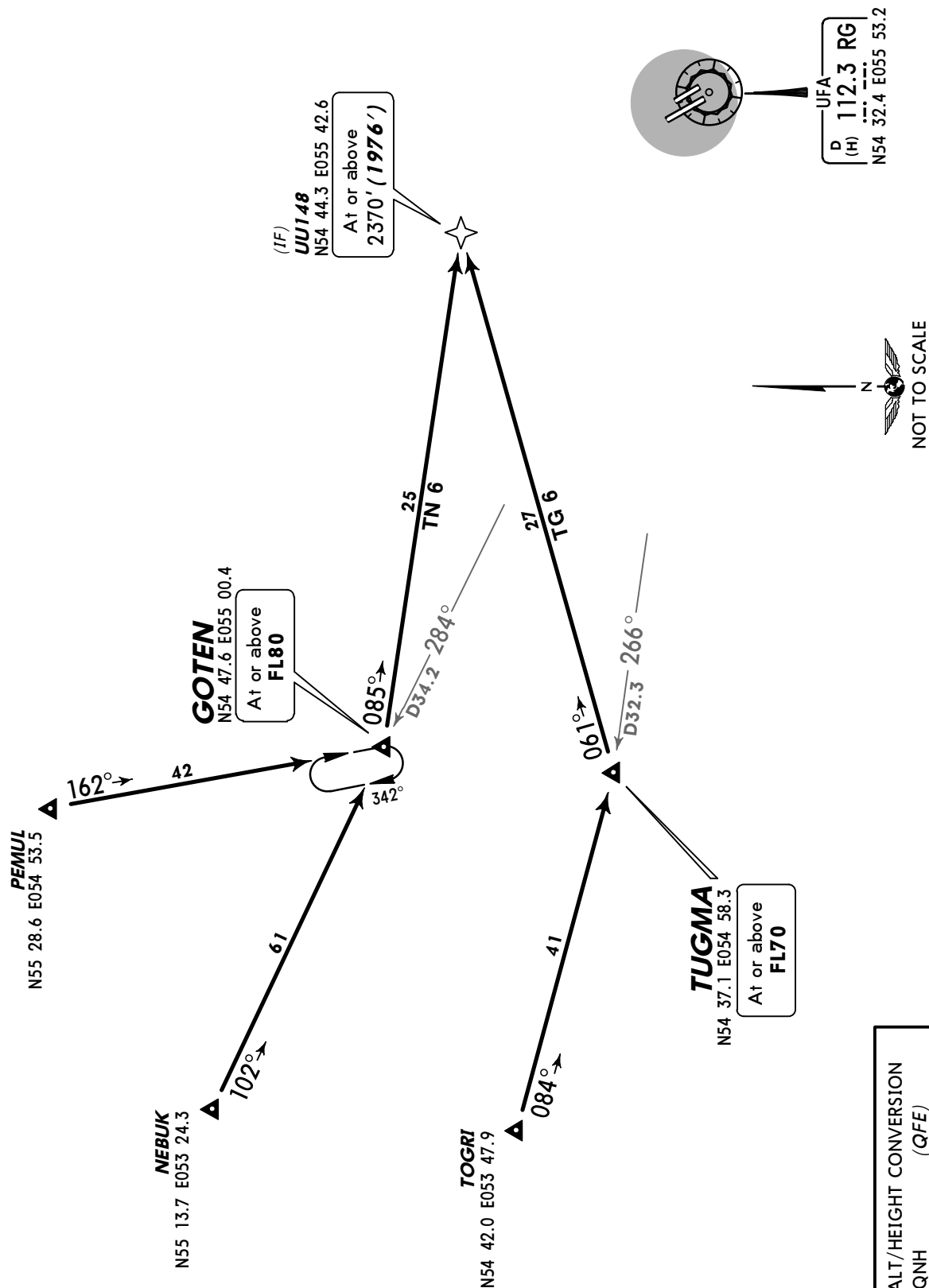


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(3016' - 900m)
2370'	(1976' - 600m)

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' (3016') Clearance for GNSS approach shall be requested by passing CRP of entry.
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TG 6, TN 6
RWY 14L RNAV ARRIVALS
RNAV (GNSS)
GLONASS OR GPS REQUIRED

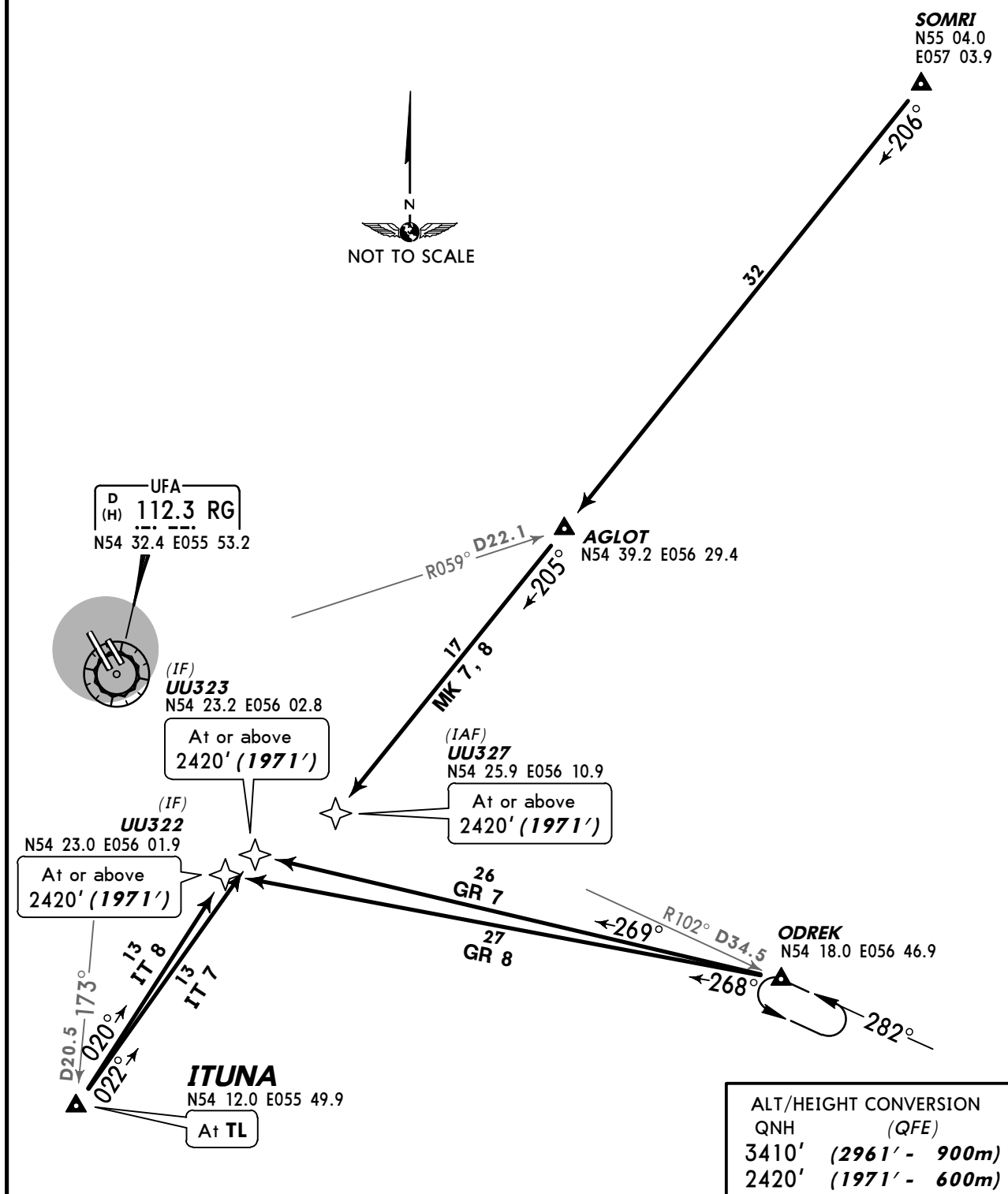
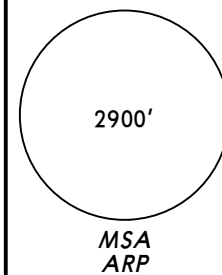


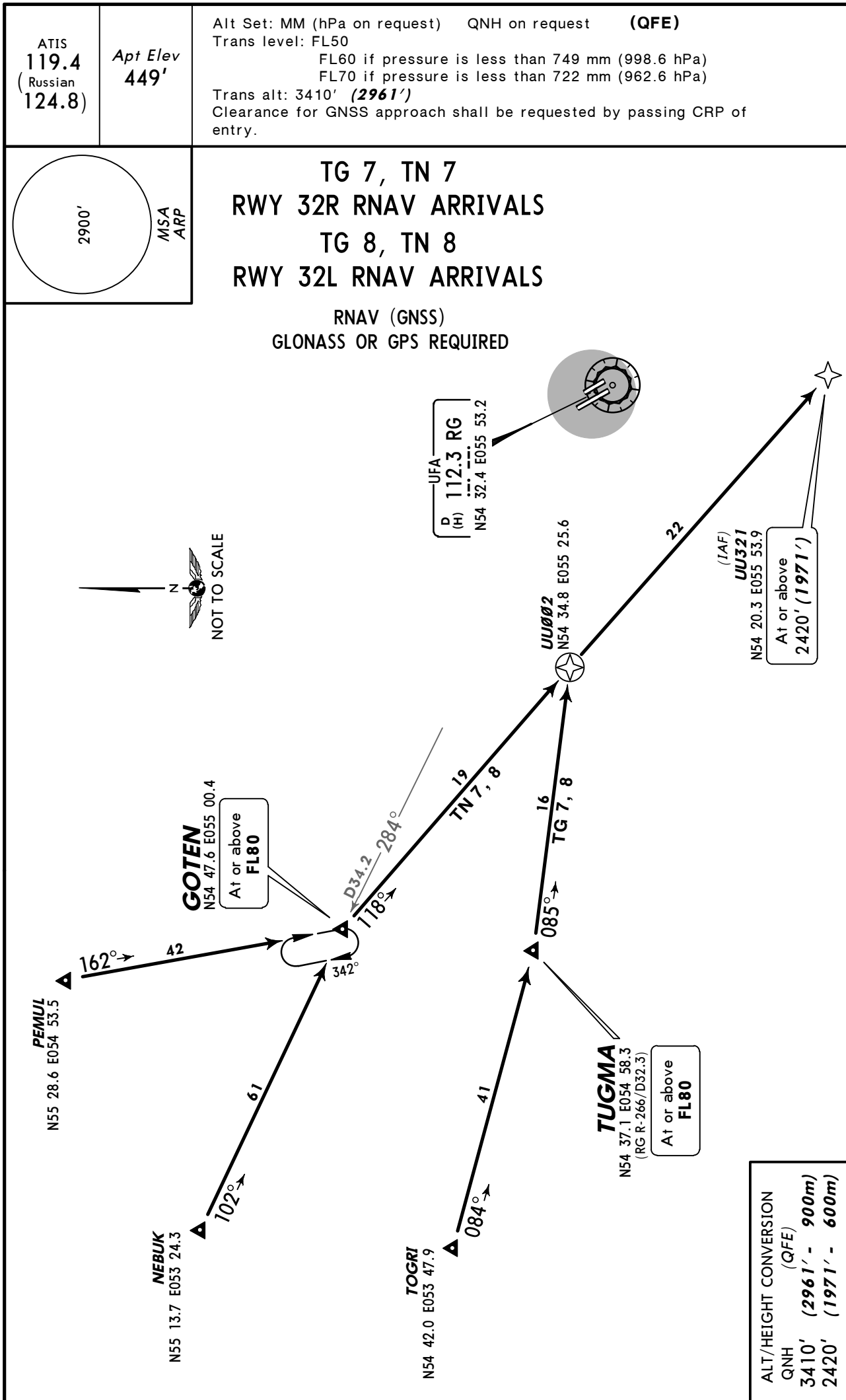
ALT/HEIGHT CONVERSION
QNH (QFE)
3410' (3016' - 900m)
2370' (1976' - 600m)

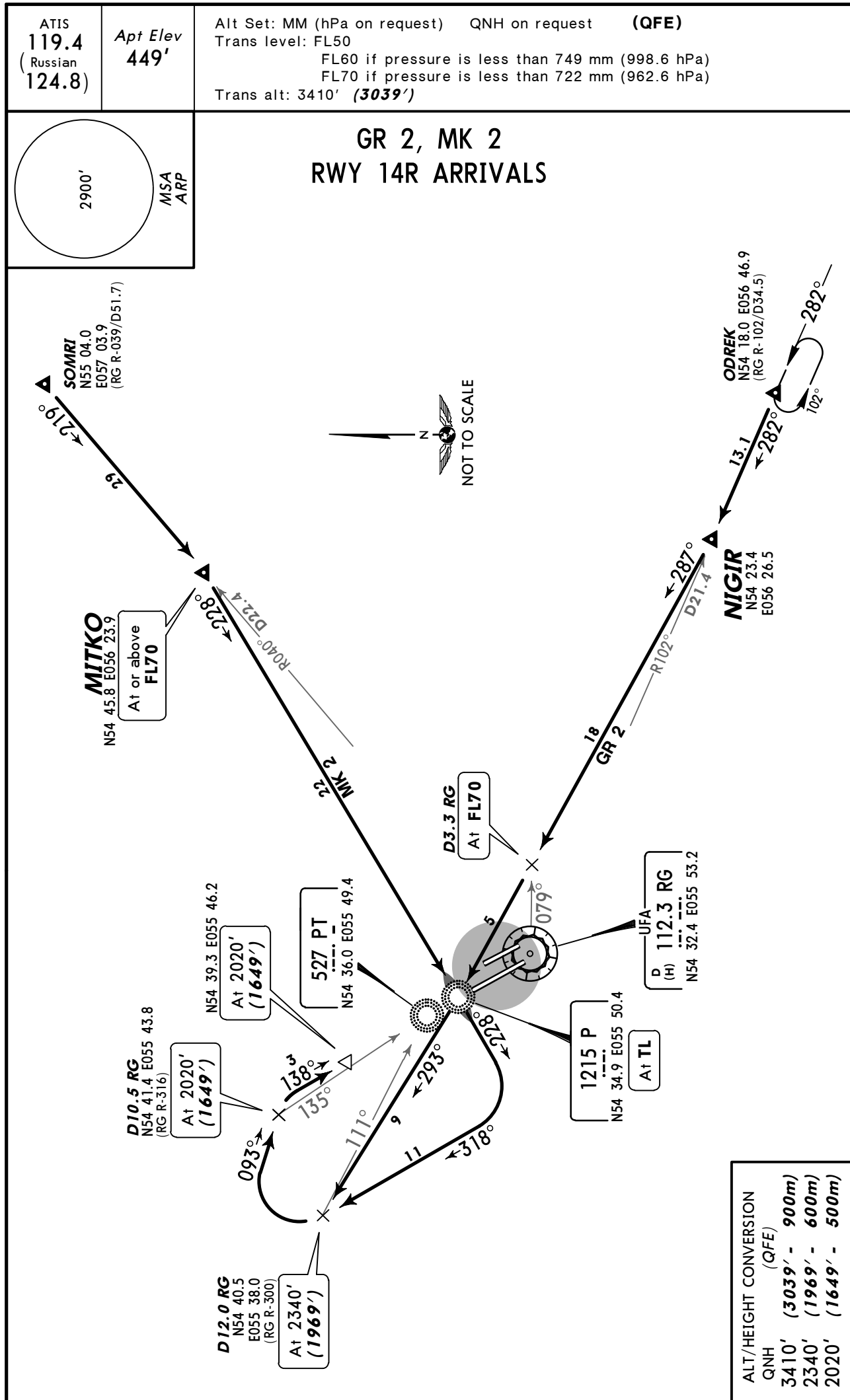
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GR 7, IT 7, MK 7
RWY 32R RNAV ARRIVALS
GR 8, IT 8, MK 8
RWY 32L RNAV ARRIVALS

RNAV (GNSS)
GLONASS OR GPS REQUIRED

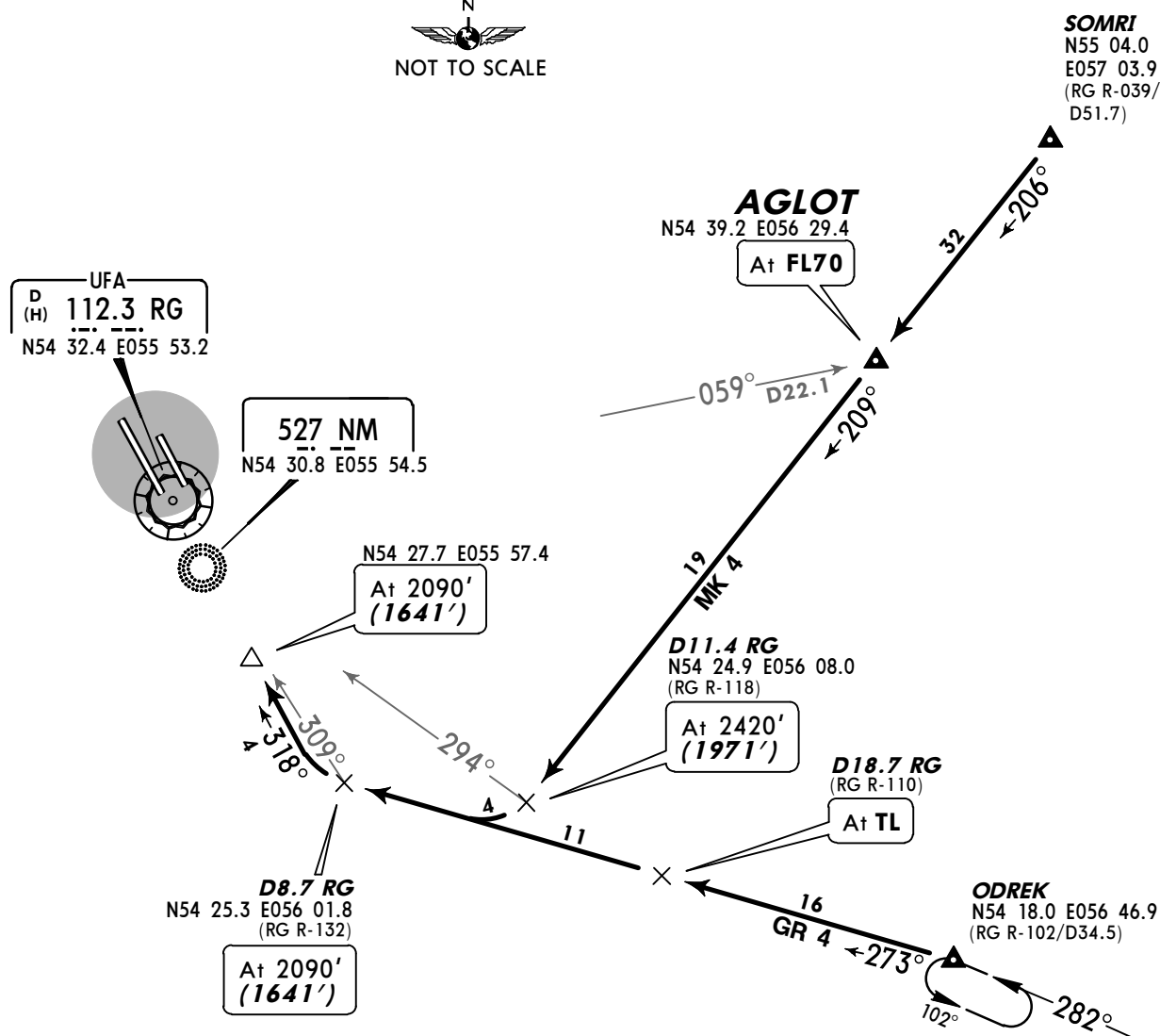
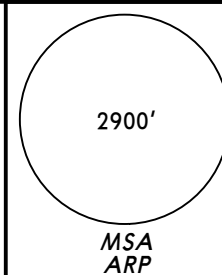




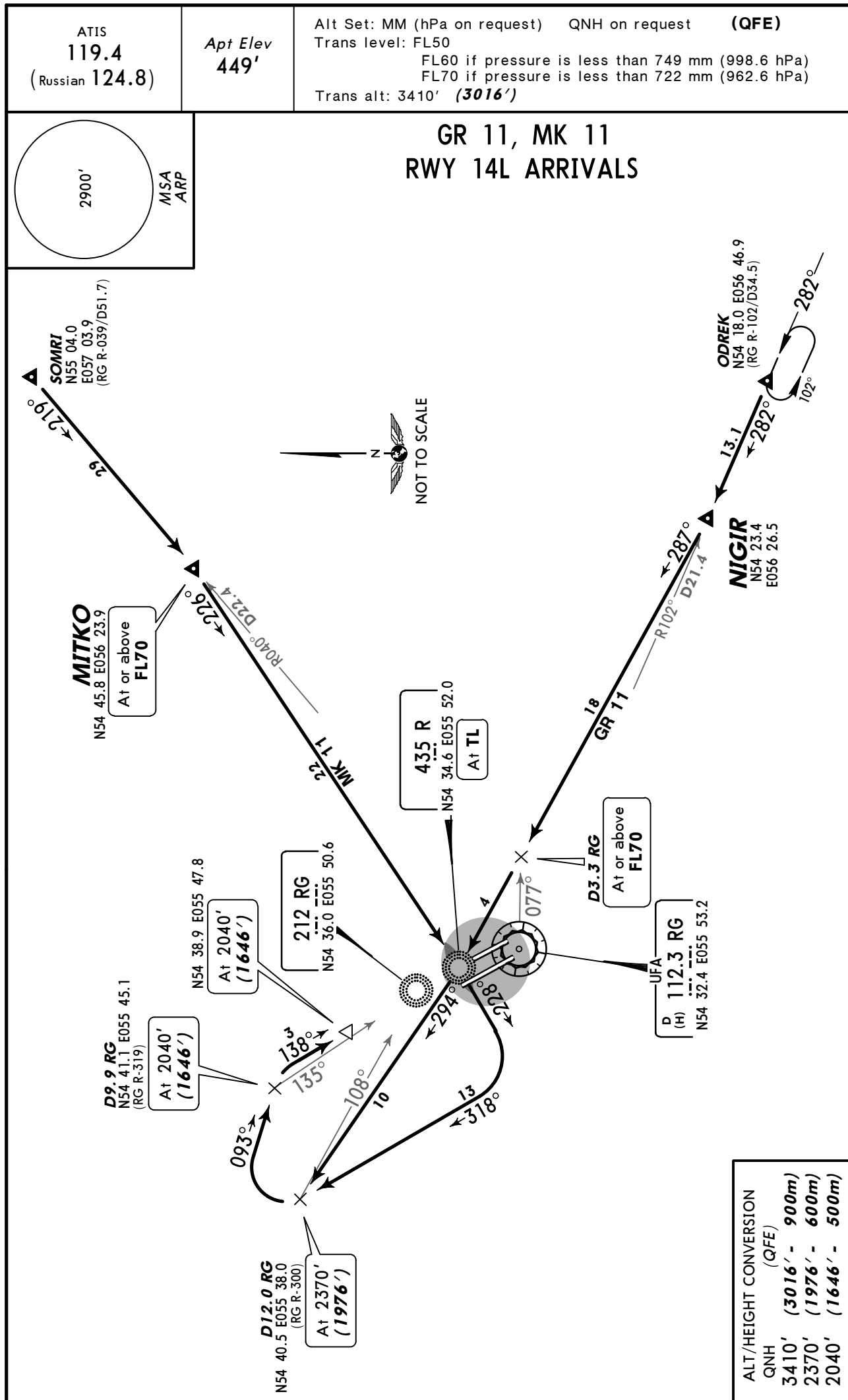


ATIS 119.4 (Russian 124.8)	<i>Apt Elev</i> 449'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (2961')
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GR 4, MK 4
RWY 32L ARRIVALS



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



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

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

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)

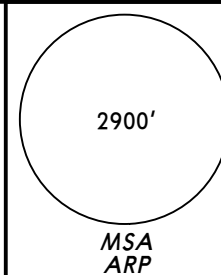
SOMRI
N55 04.0
E057 03.9
(RG R-039/D51.7)

ALT/HEIGHT CONVERSION

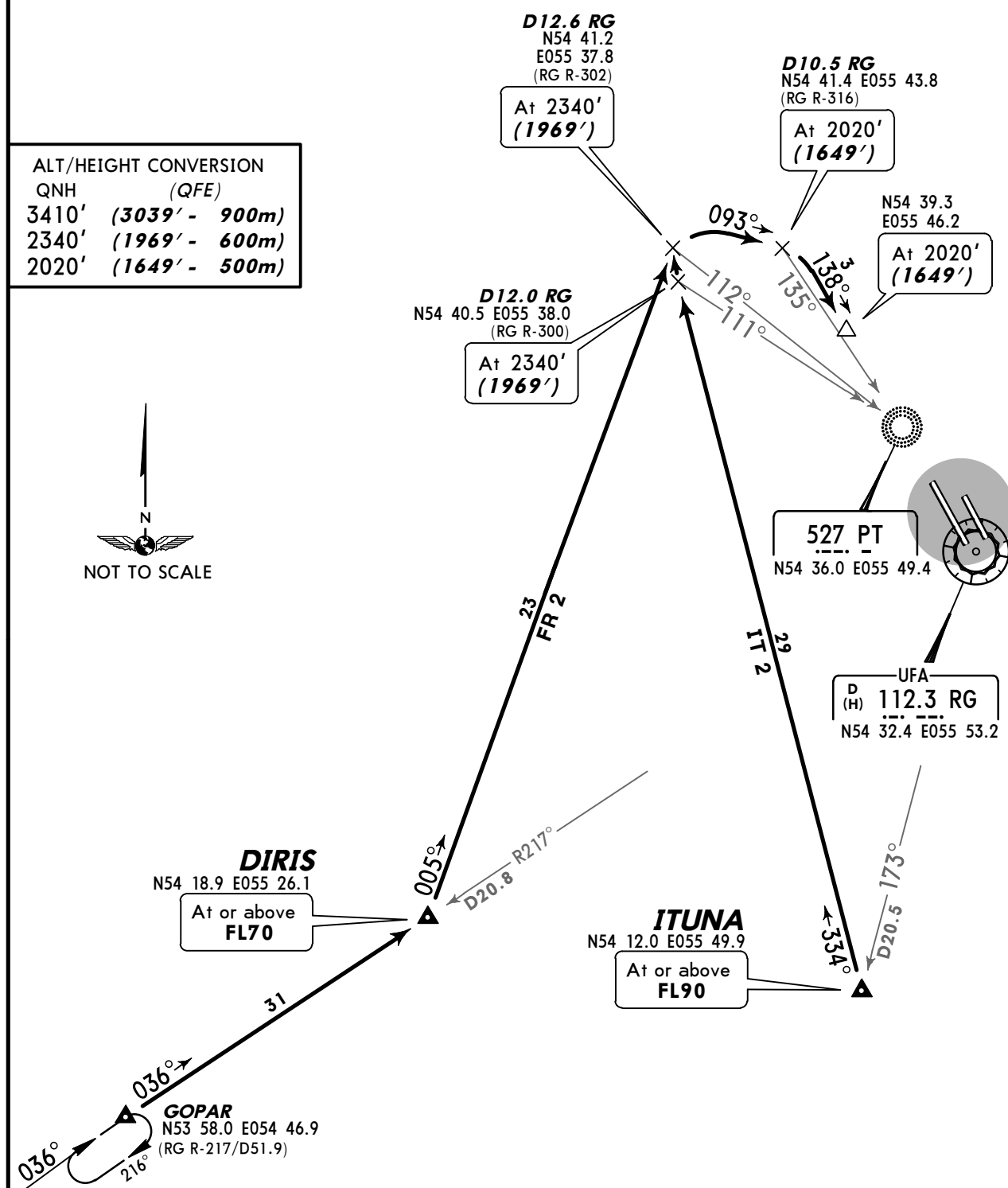
QNH	(QFE)
3410'	(3005' - 900m)
2380'	(1975' - 600m)
2050'	(1645' - 500m)

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')
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FR 2, IT 2
RWY 14R ARRIVALS

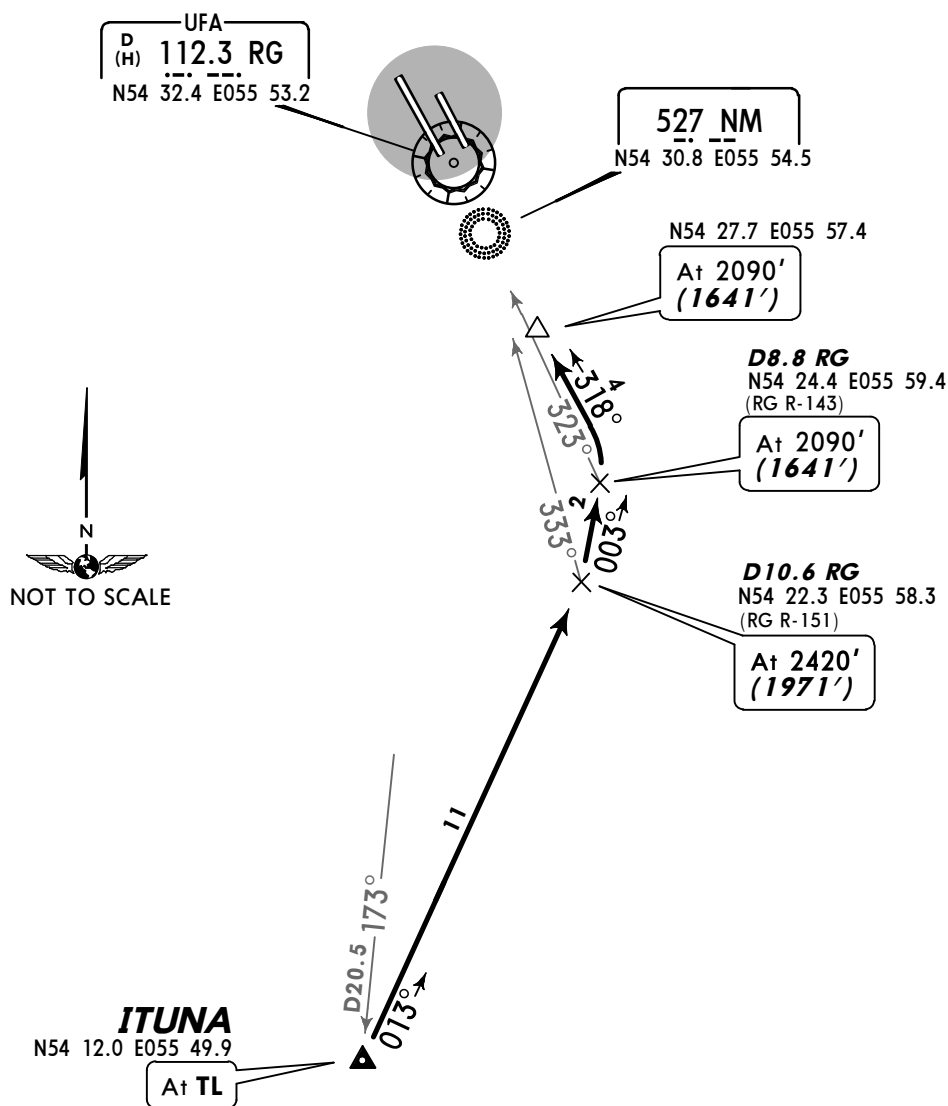
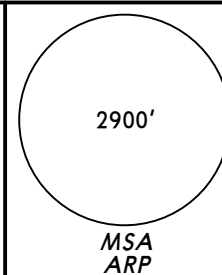


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(3039' - 900m)
2340'	(1969' - 600m)
2020'	(1649' - 500m)



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')
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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)

NOT TO SCALE

Navigation Points:

- 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 112.3 RG**
N54 32.4 E055 53.2
- DIRIS**
N54 18.9 E055 26.1
At or above FL70
- GOPAR**
N53 58.0 E054 46.9 (RG R-217/D51.9)
- ITUNA**
N54 12.0 E055 49.9
At or above FL90

Angles and Distances:

- 093°, 112°, 108°, 135°, 138°, 135°
- 005°, 036°, 216°, 334°, 173°
- D20.8, R217°, D20.5

Other Information:

- 2900' MSA ARP
- 29 FR 11, 29 IT 11

**IT 12
RWY 32R ARRIVAL**

2900'
MSA
ARP

UFA
D (H) **112.3 RG**
N54 32.4 E055 53.2

212 LZ
N54 31.1 E055 55.3

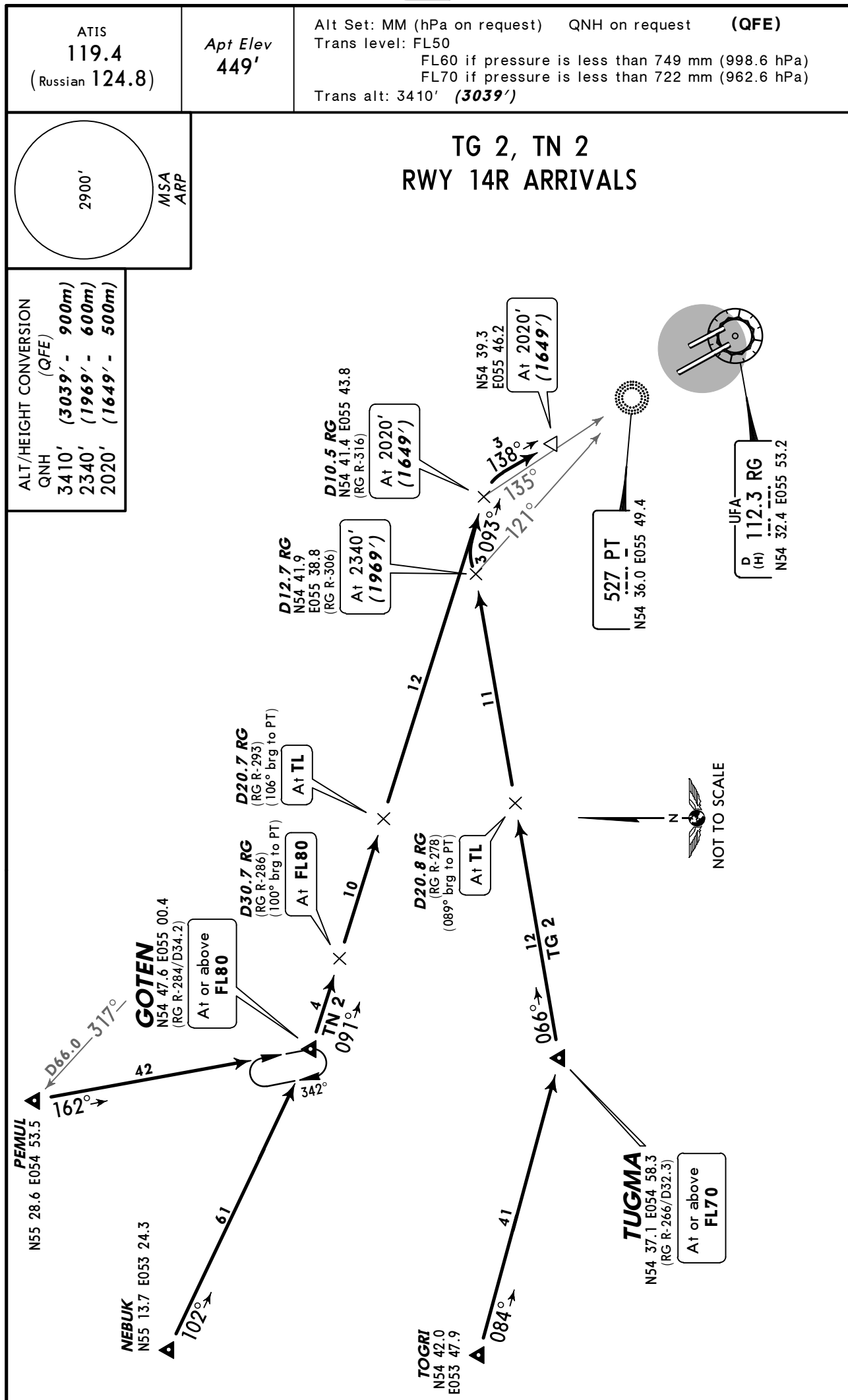
N54 28.0 E055 58.3
A+ 2050' (1645')

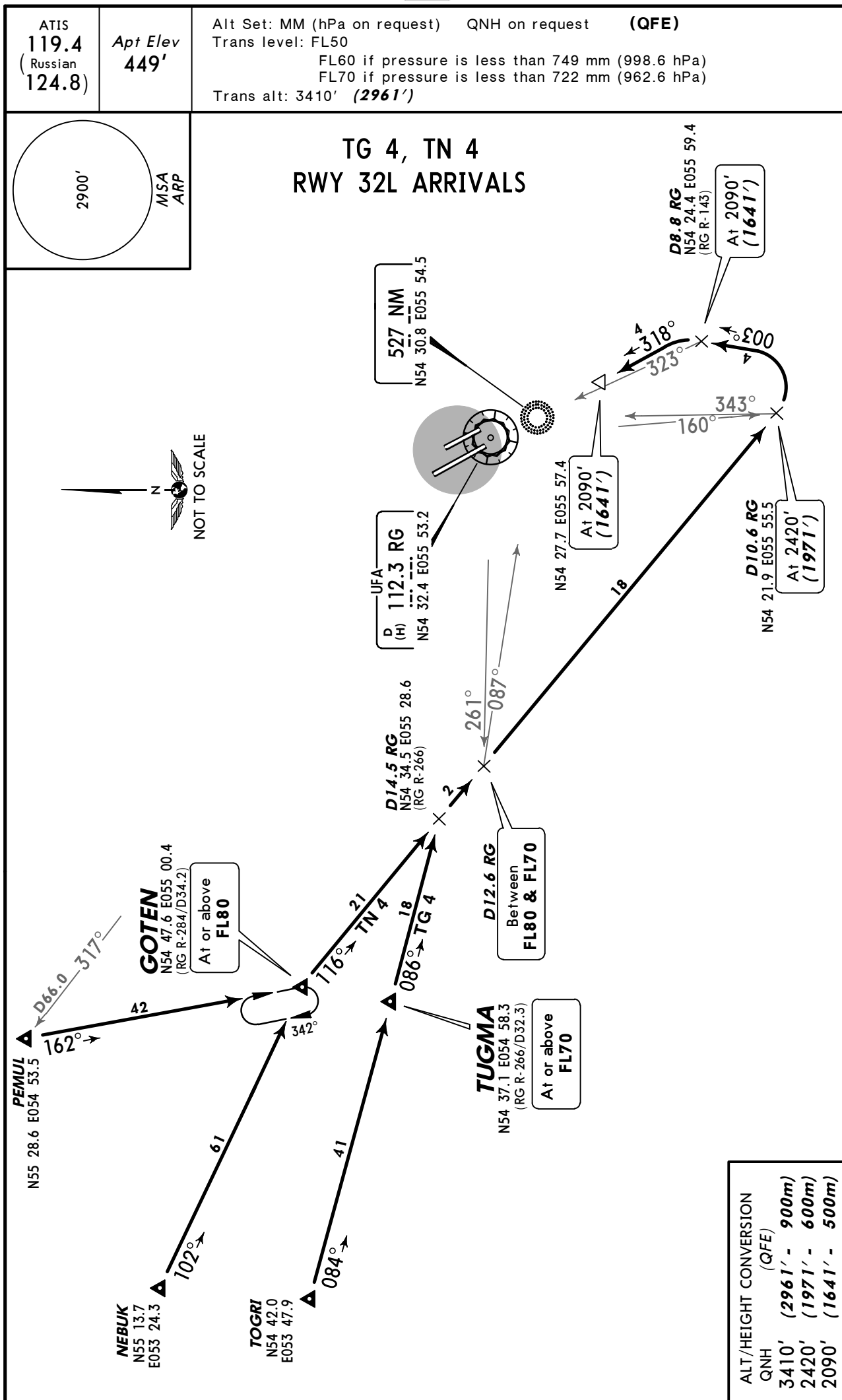
D8.2 RG
N54 25.2 E055 59.7
(RG R-139)
A+ 2050' (1645')

D10.6 RG
N54 22.3 E055 58.3
(RG R-151)
A+ 2380' (1975')

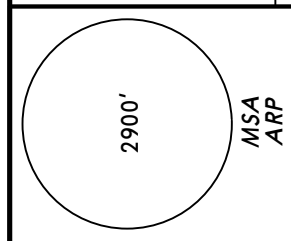
ITUNA
N54 12.0 E055 49.9
A+ TL

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



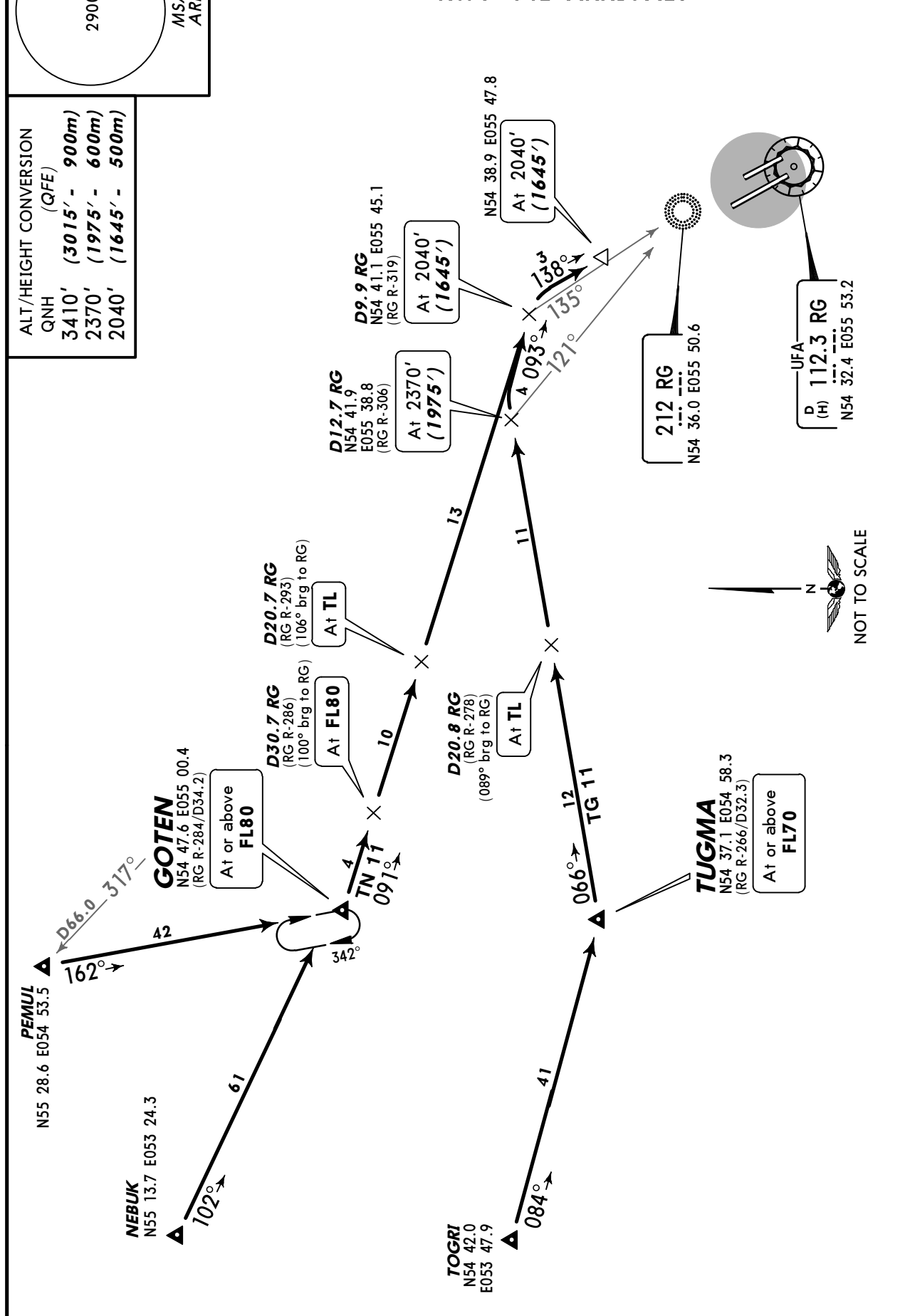


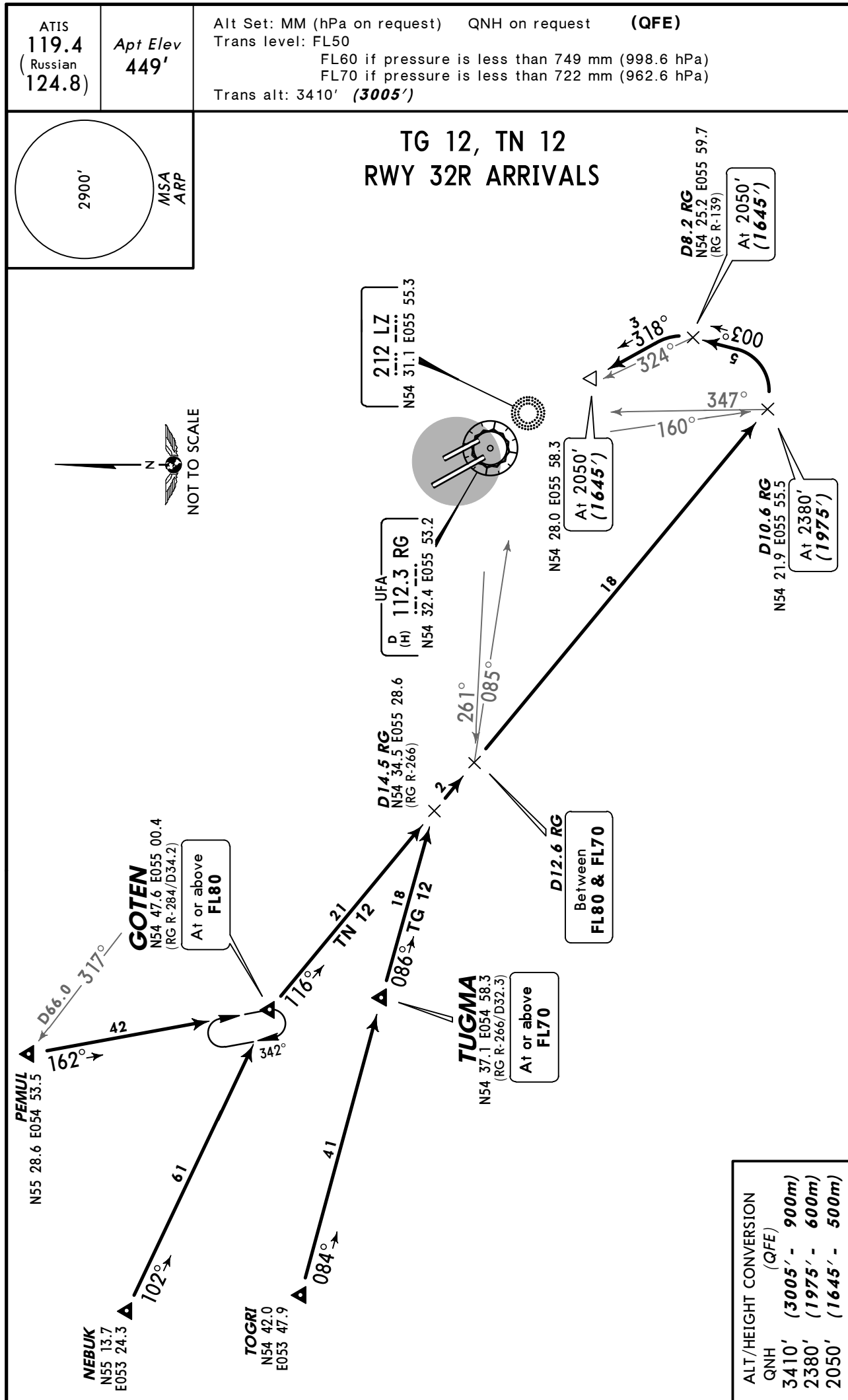
ATIS 119.4 (Russian 124.8)	<i>Apt Elev</i> 449'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (3015')
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ALT/HEIGHT CONVERSION QNH (QFE)
3410' (3015' - 900m)
2370' (1975' - 600m)
2040' (1645' - 500m)

TG 11, TN 11 RWY 14L ARRIVALS





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)

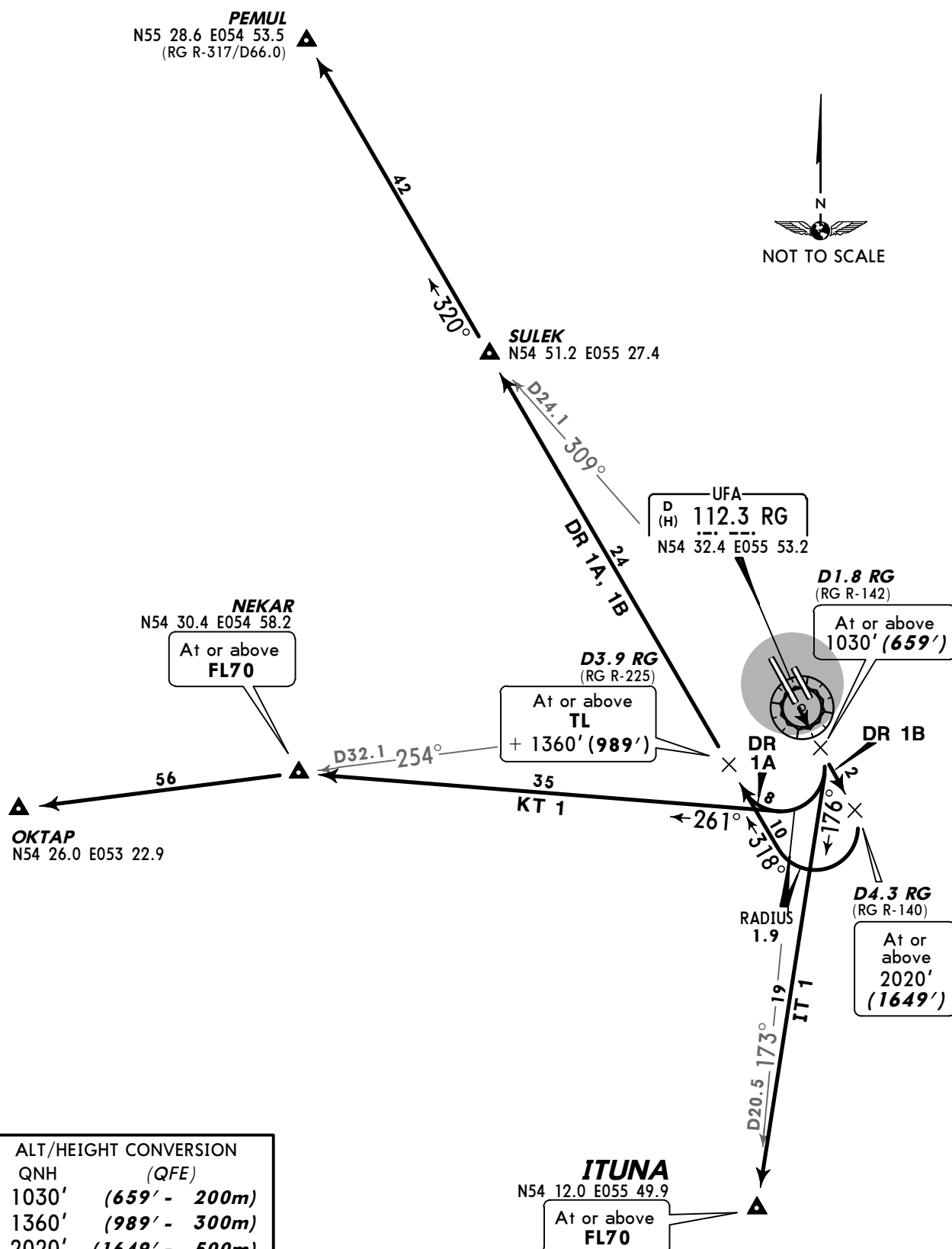
Trans alt: 3410' (3039')

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



ALT/HEIGHT CONVERSION

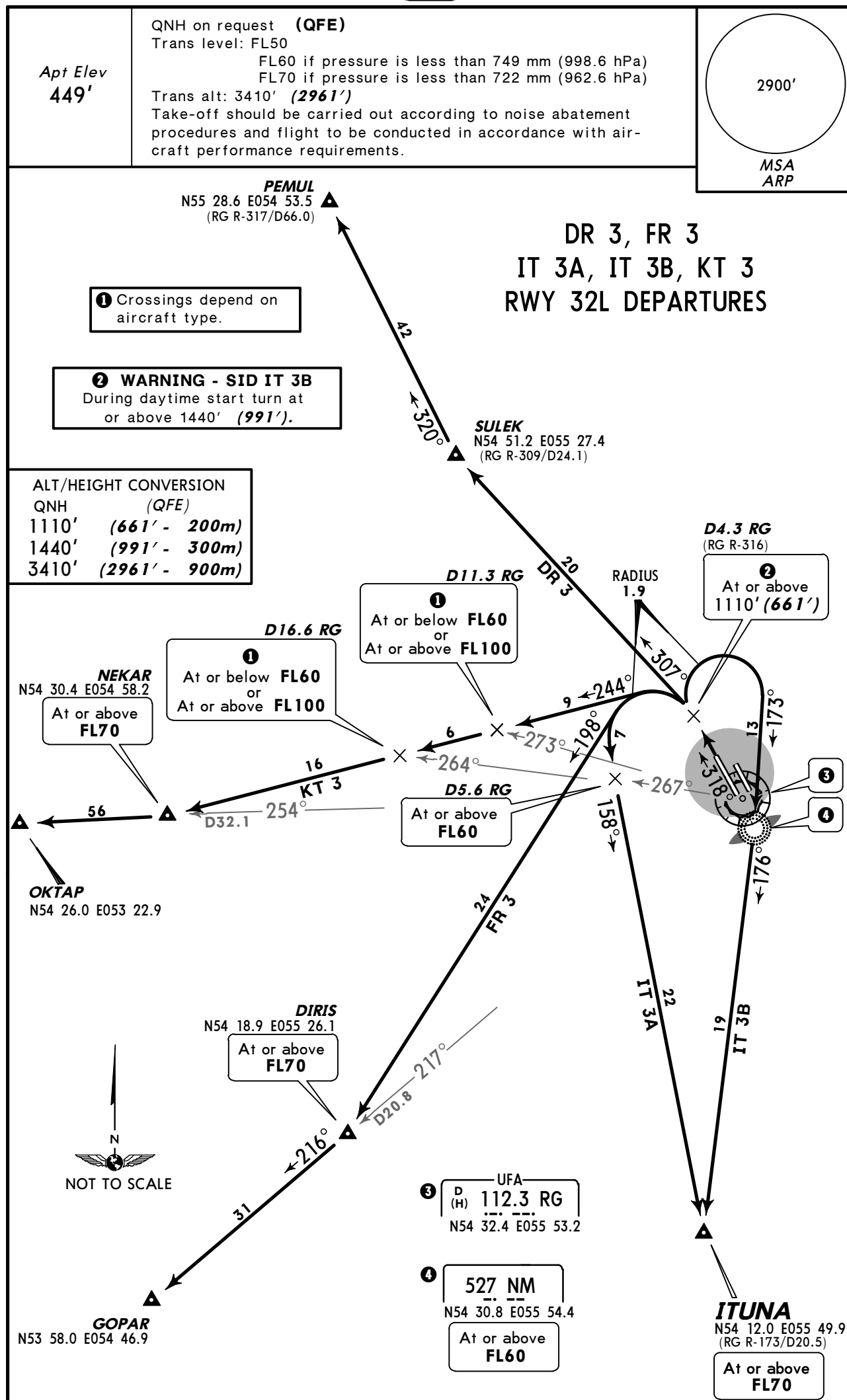
QNH (QFE)

1030' (659' - 200m)

1360' (989' - 300m)

2020' (1649' - 500m)

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)

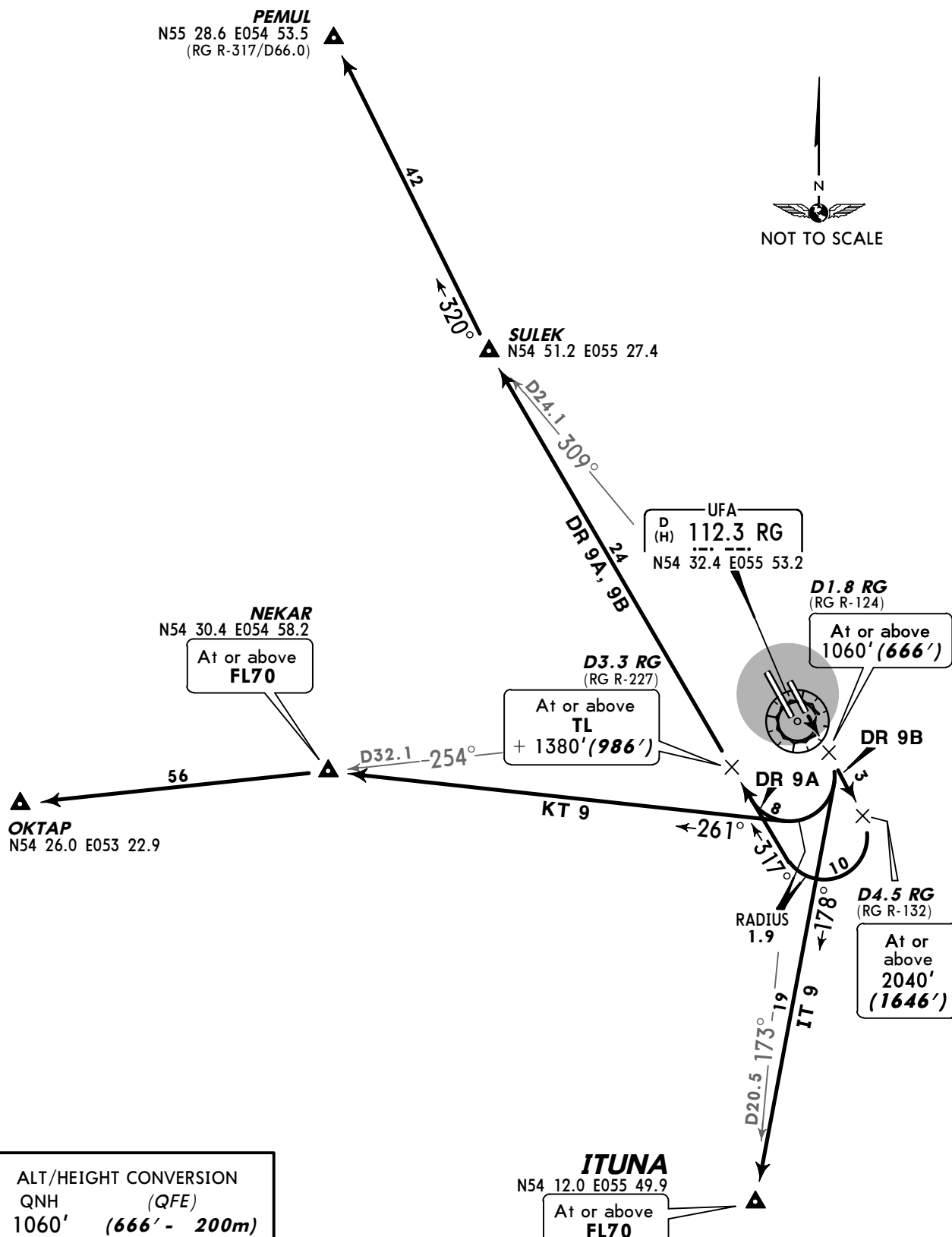
Trans alt: 3410' (3016')

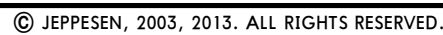
Take-off should be carried out according to noise abatement procedures and flight to be conducted in accordance with aircraft performance requirements.

2900'

MSA
ARP

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





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

LU 1, PK 1 RWY 14R DEPARTURES

▲ PIKOR
N55 12.0 E056 14.9



MITKO
N54 45.8 E056 23.9

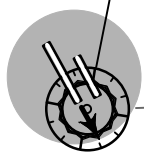
At or above
FL70

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)

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)

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.

MSA
ARP

SULEK
N54 51.2
E055 27.4
(RG R-309/
D24.1)

PIKOR
N55 12.0 E056 14.9

D4.3 RG
(RG R-316)
①
At or above
1110' (661')

AGLOT
N54 39.2 E056 29.4
At or above
FL80

URANA
N54 59.3
E058 16.7

D13.5 RG
(RG R-057)
At or above
FL60

RADIUS 1.9

UFA
D(H) 112.3 RG
N54 32.4 E055 53.2

527 NM
N54 30.8 E055 54.4

NOT TO SCALE

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 day-
time, turn LEFT to NM, then to
AGLOT with mandatory report
to ATC and under ATC control.

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)

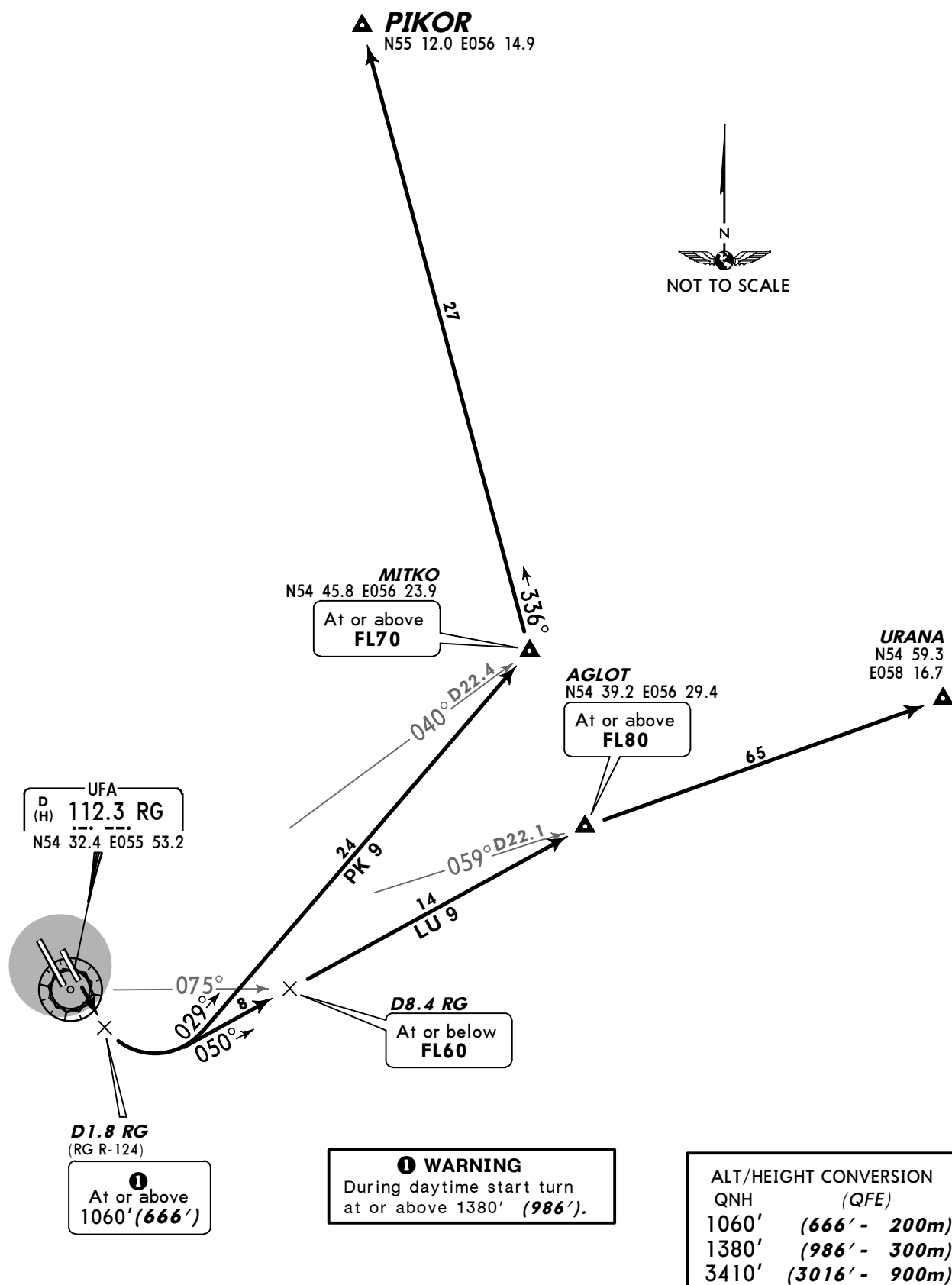
Trans alt: 3410' (3016')

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



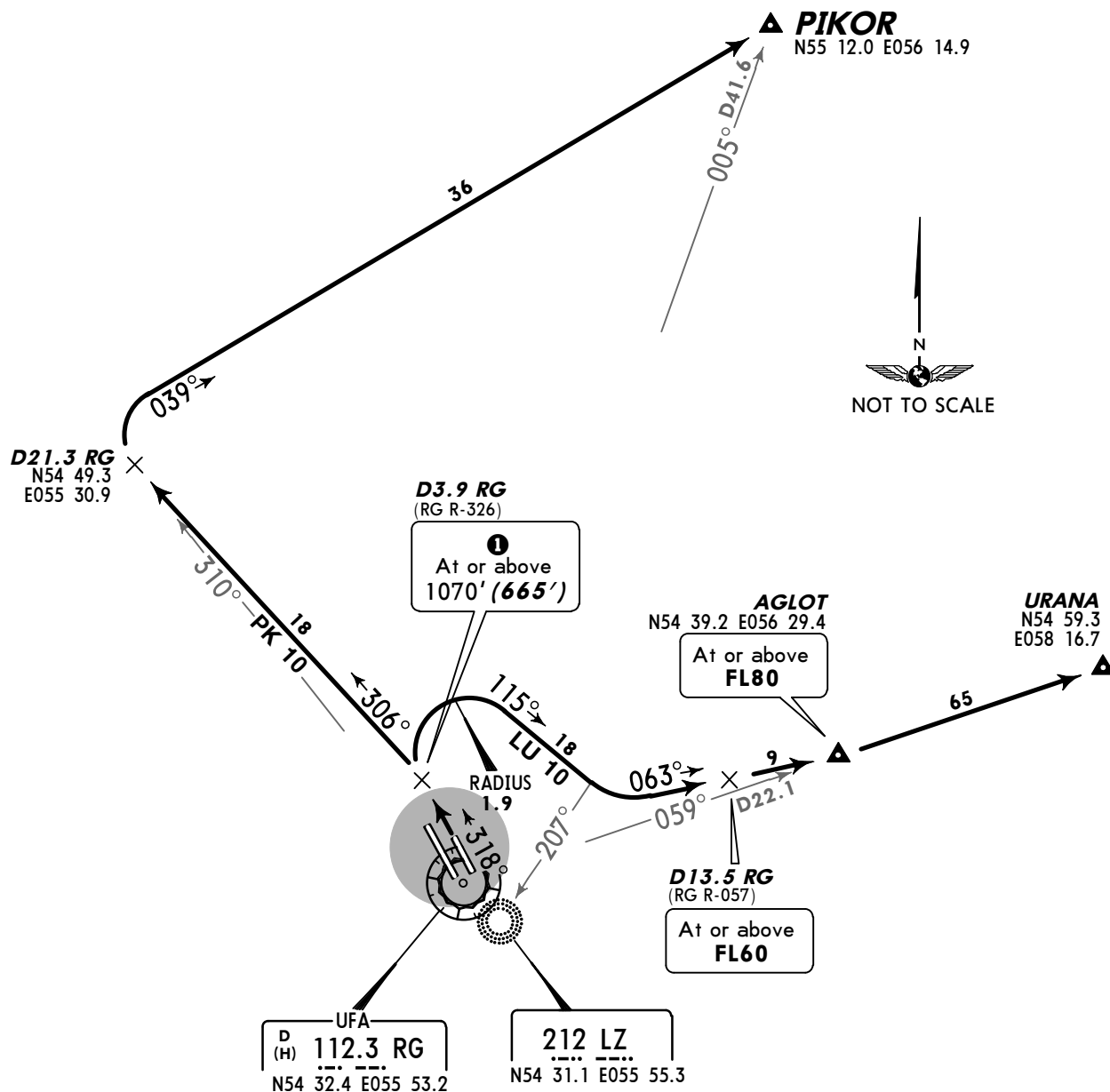
Apt Elev
449'

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.

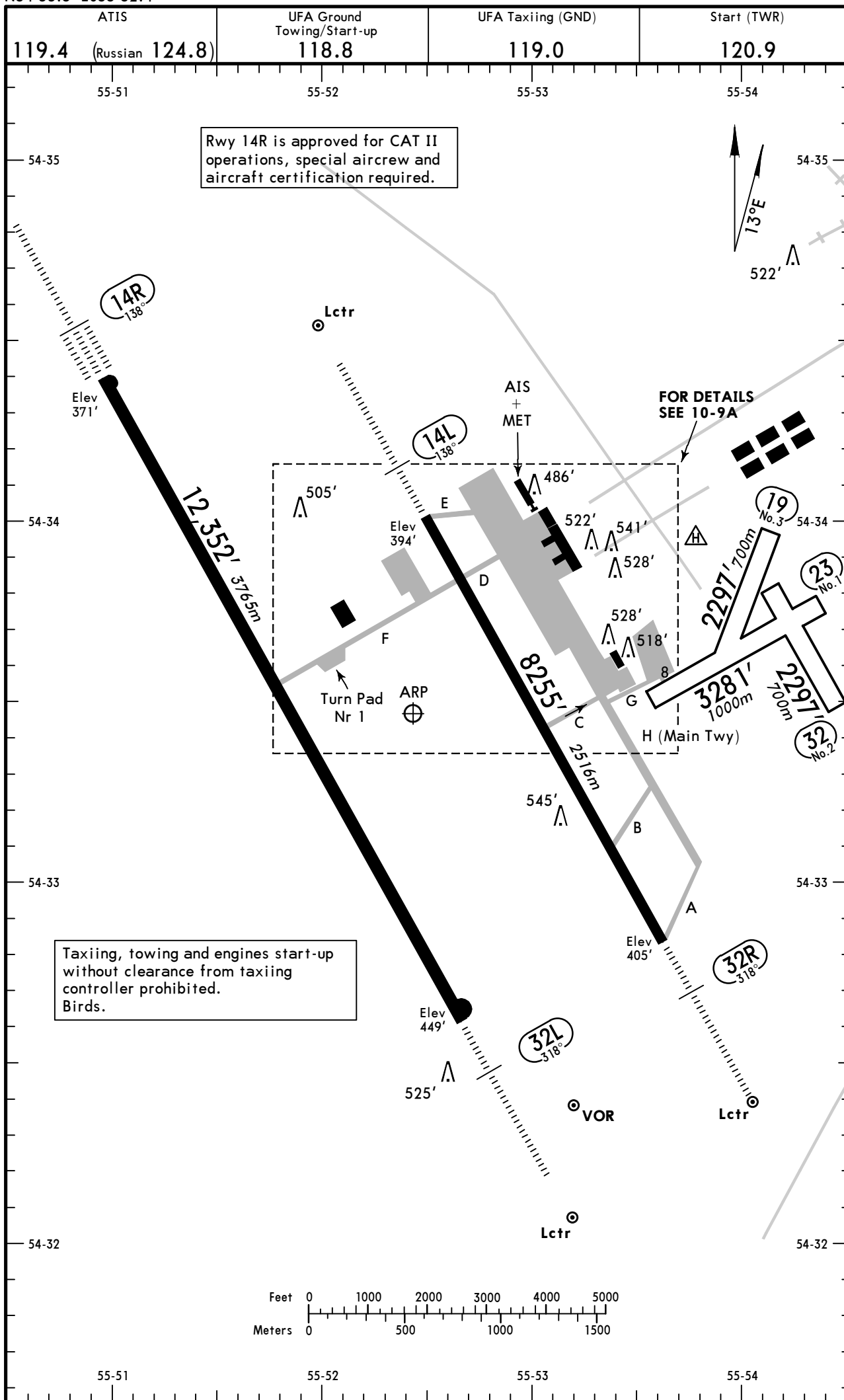
ALT/HEIGHT CONVERSION

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



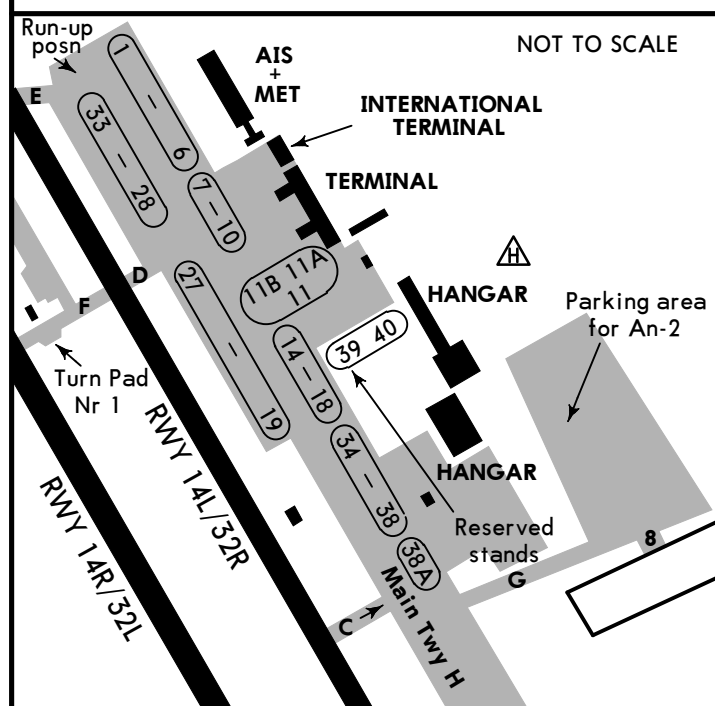
CHANGES: Apch lights rwy 14R/32L established.

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ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING	BEYOND		
			Threshold	Glide Slope		
14L		HIRL (57m) HIALS PAPI-L (angle 2.67°)		7101' 2164m		161'
32R				7040' 2146m		49m
14R		HIRL (60m) HIALS-II PAPI-L		11,441' 3487m	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
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 RLRCLM (DAY only)
or RL

A

B

C

D

250m

300m

400m

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
14R	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')
	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')
	w/o FAF	C4300m	C4300m	C4500m	C4500m
	ALS out	C5000m	C5000m	C5000m	C5000m
32L	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 ALS out	800' (351') R900m R1500m	800' (351') R900m R1500m	800' (351') R900m R1600m	800' (351') R900m R1600m
	NM NDB ① with FAF ALS out	840' (391') R1100m R1500m	840' (391') R1100m R1500m	840' (391') R1100m R1800m	840' (391') R1100m R1800m
	N NDB ① with FAF ALS out	870' (421') R1300m R1500m	870' (421') R1300m R1500m	870' (421') R1300m R2000m	870' (421') R1300m R2000m
	2 NDB w/o FAF ALS out	1120' (671') C2600m C3300m	1120' (671') C2600m C3300m	1120' (671') C2800m C3500m	1120' (671') C2800m C3500m
	N or NM NDB w/o FAF ALS out	1350' (901') C3800m C4500m	1350' (901') C3800m C4500m	1350' (901') C4000m C4700m	1350' (901') C4000m C4700m
32R	ILS FULL Limited ALS out	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 ALS out	790' (385') R1100m R1500m	790' (385') R1100m R1500m	790' (385') R1100m R1800m	790' (385') R1100m R1800m
	2 NDB ① with FAF ALS out	770' (365') R1000m R1500m	770' (365') R1000m R1500m	770' (365') R1000m R1700m	770' (365') R1000m R1700m
	2 NDB w/o FAF ALS out	770' (365') R1200m R1900m	770' (365') R1200m R1900m	770' (365') R1400m C2100m	770' (365') R1400m C2100m
	LZ NDB ① with FAF ALS out	790' (385') R1100m R1500m	790' (385') R1100m R1500m	790' (385') R1100m R1800m	790' (385') R1100m R1800m
	L NDB ① with FAF ALS out	870' (465') R1500m R1500m	870' (465') R1500m R1500m	870' (465') R1500m C2200m	870' (465') R1500m C2200m
	LZ NDB w/o FAF ALS out	1110' (705') C2800m C3500m	1110' (705') C2800m C3500m	1110' (705') C3000m C3700m	1110' (705') C3000m C3700m
	L NDB w/o FAF ALS out	1350' (945') C3800m C4500m	1350' (945') C3800m C4500m	1350' (945') C4000m C4700m	1350' (945') C4000m C4700m

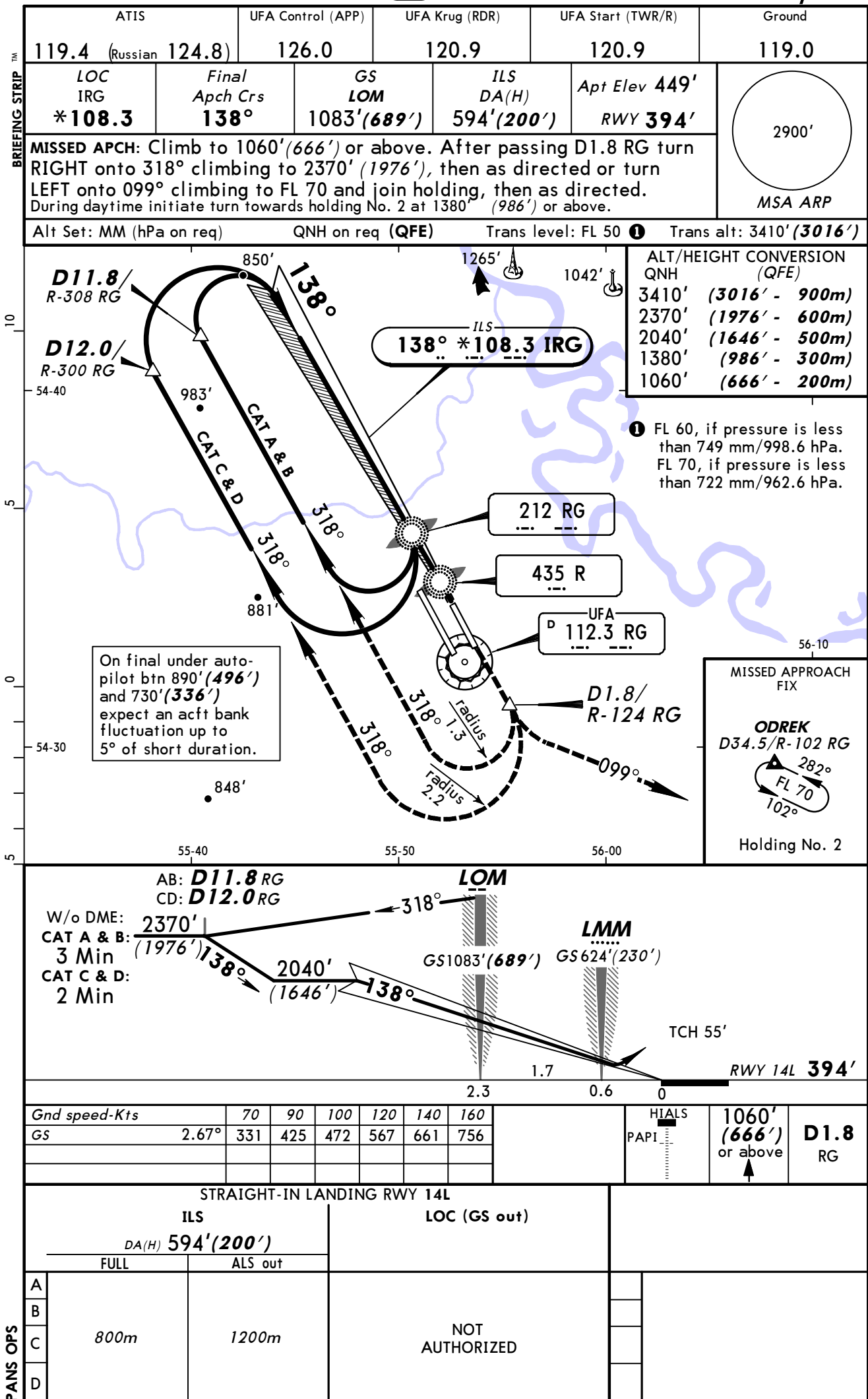
① Continuous Descent Final Approach.

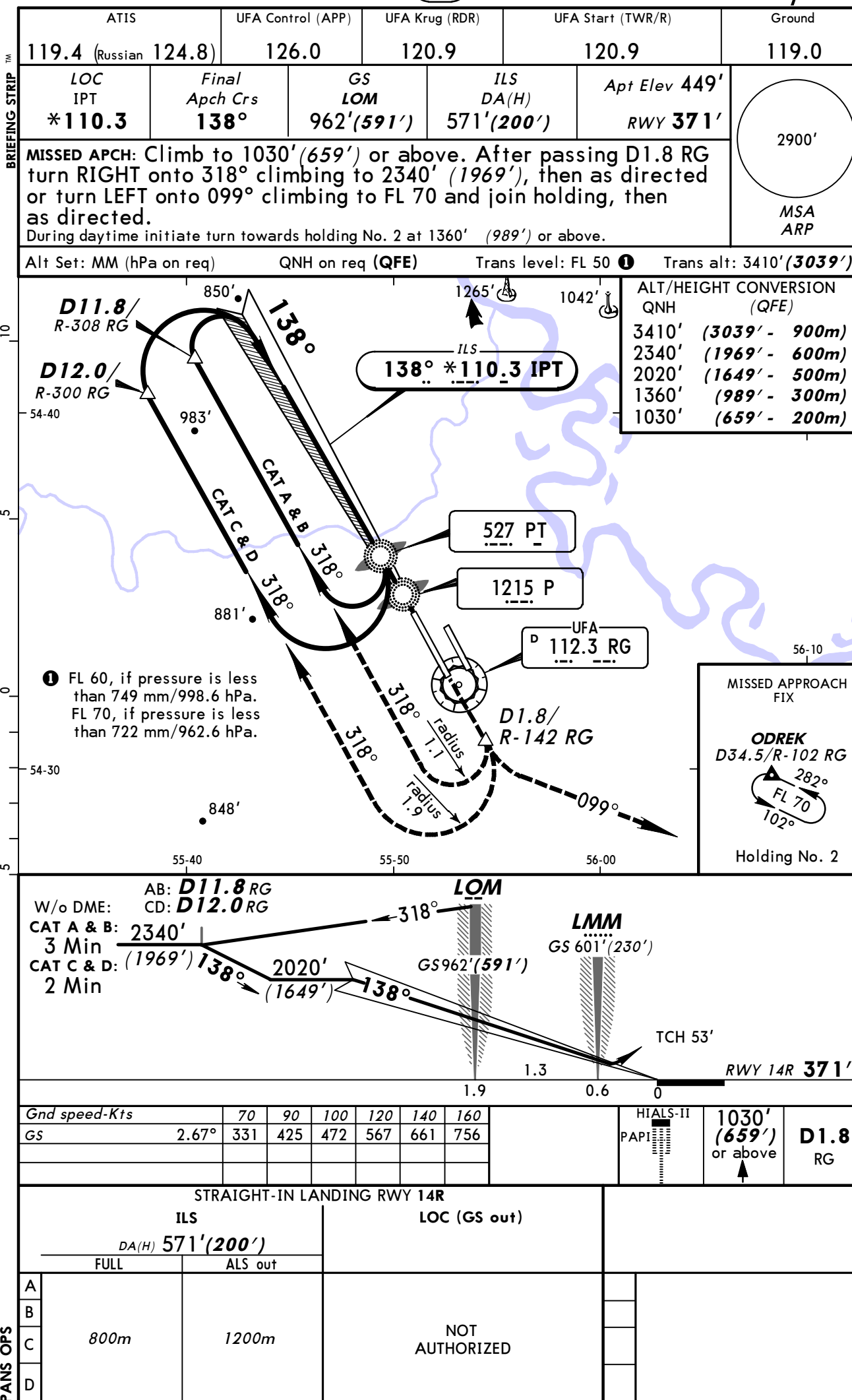
TAKE-OFF RWY 14L/R, 32L/R

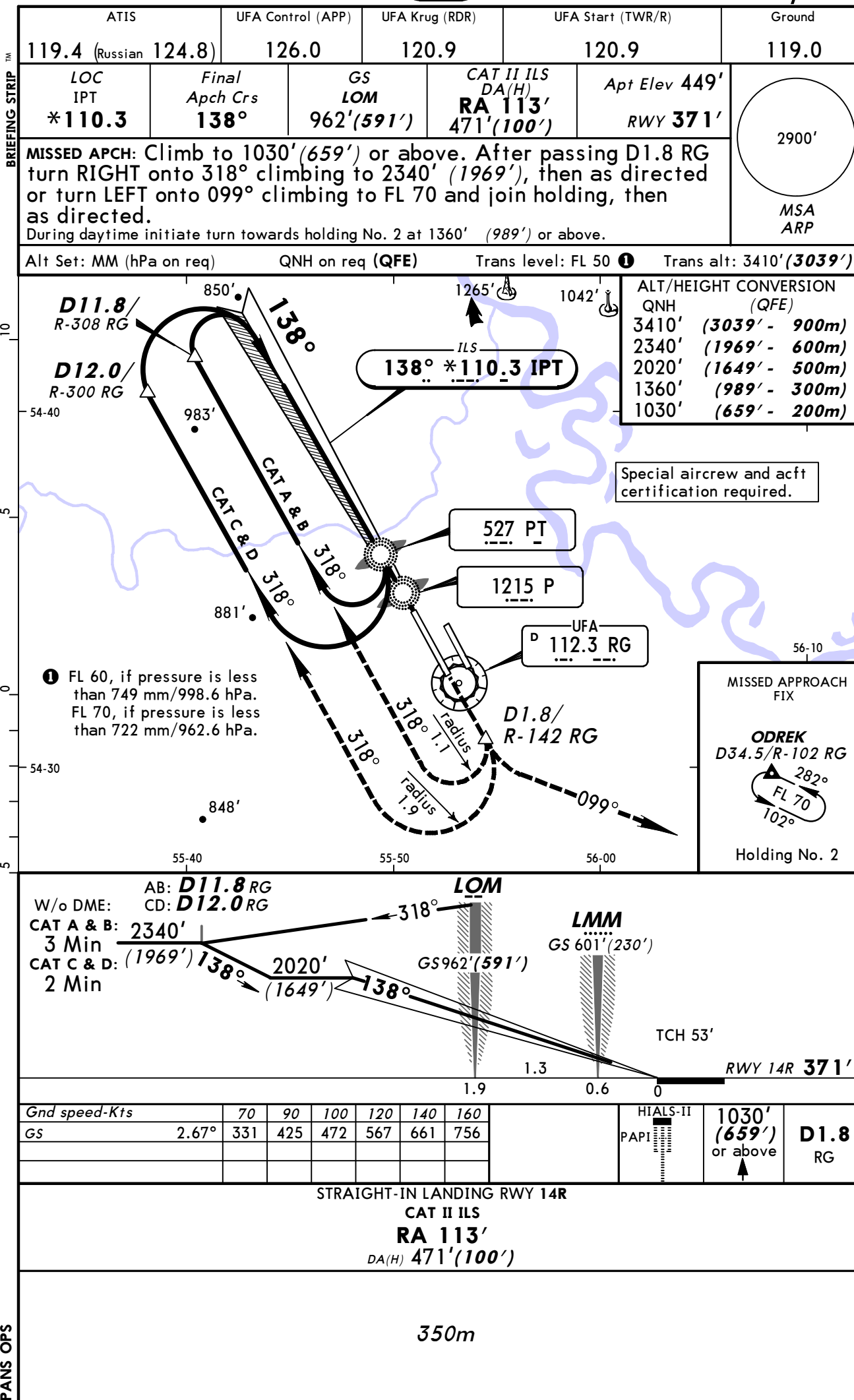
LVP must be in force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

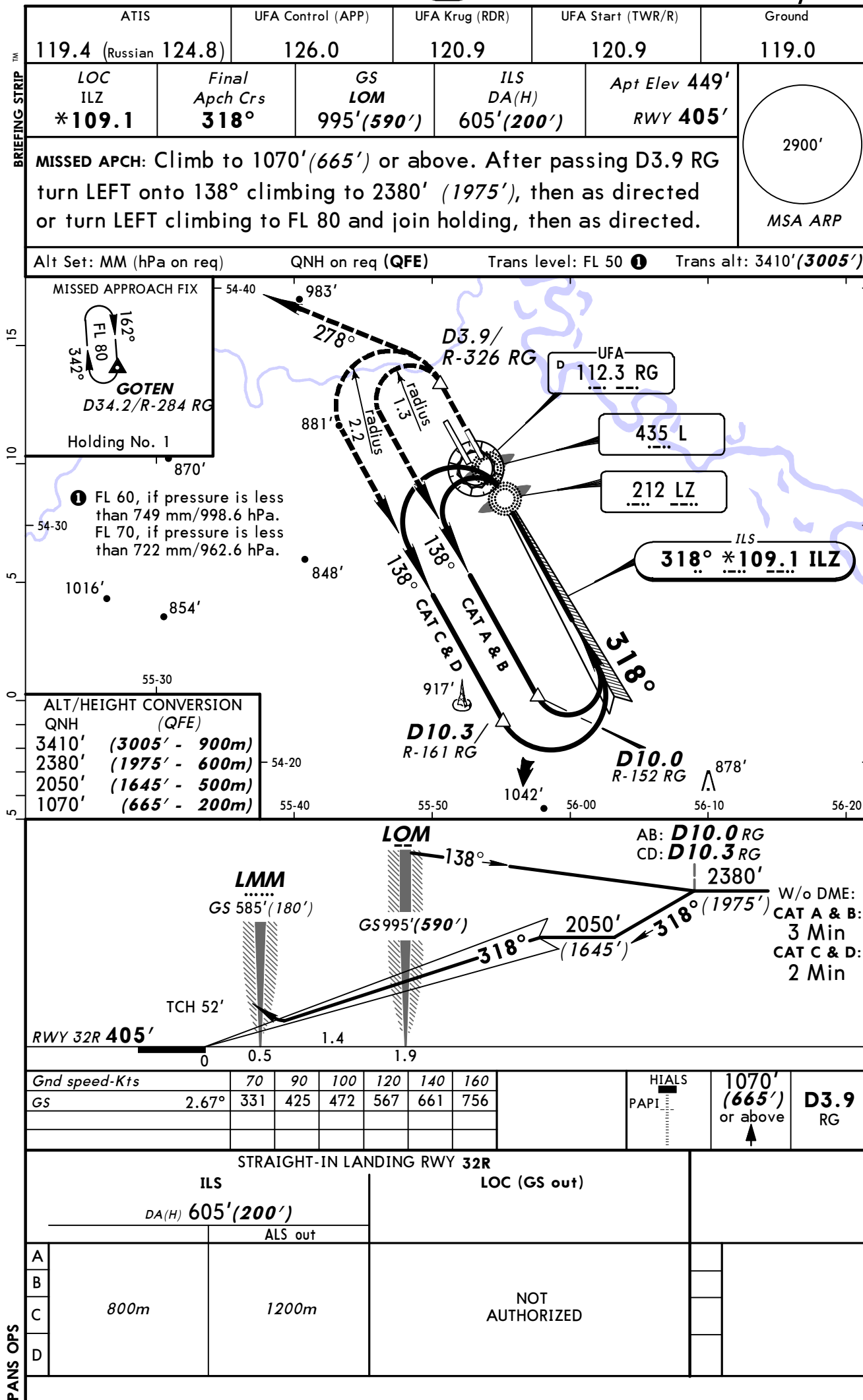
CHANGES: Minimums.

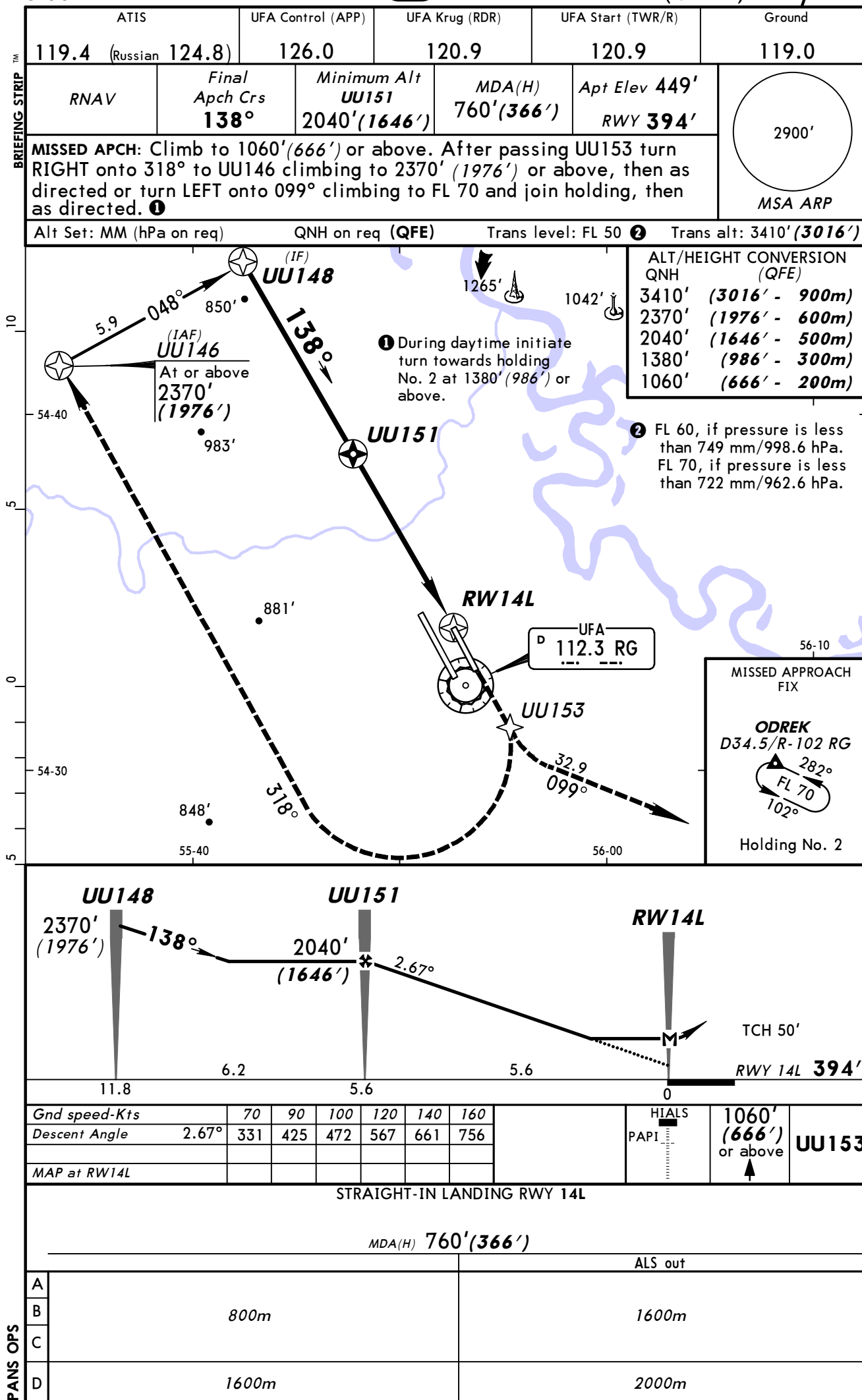
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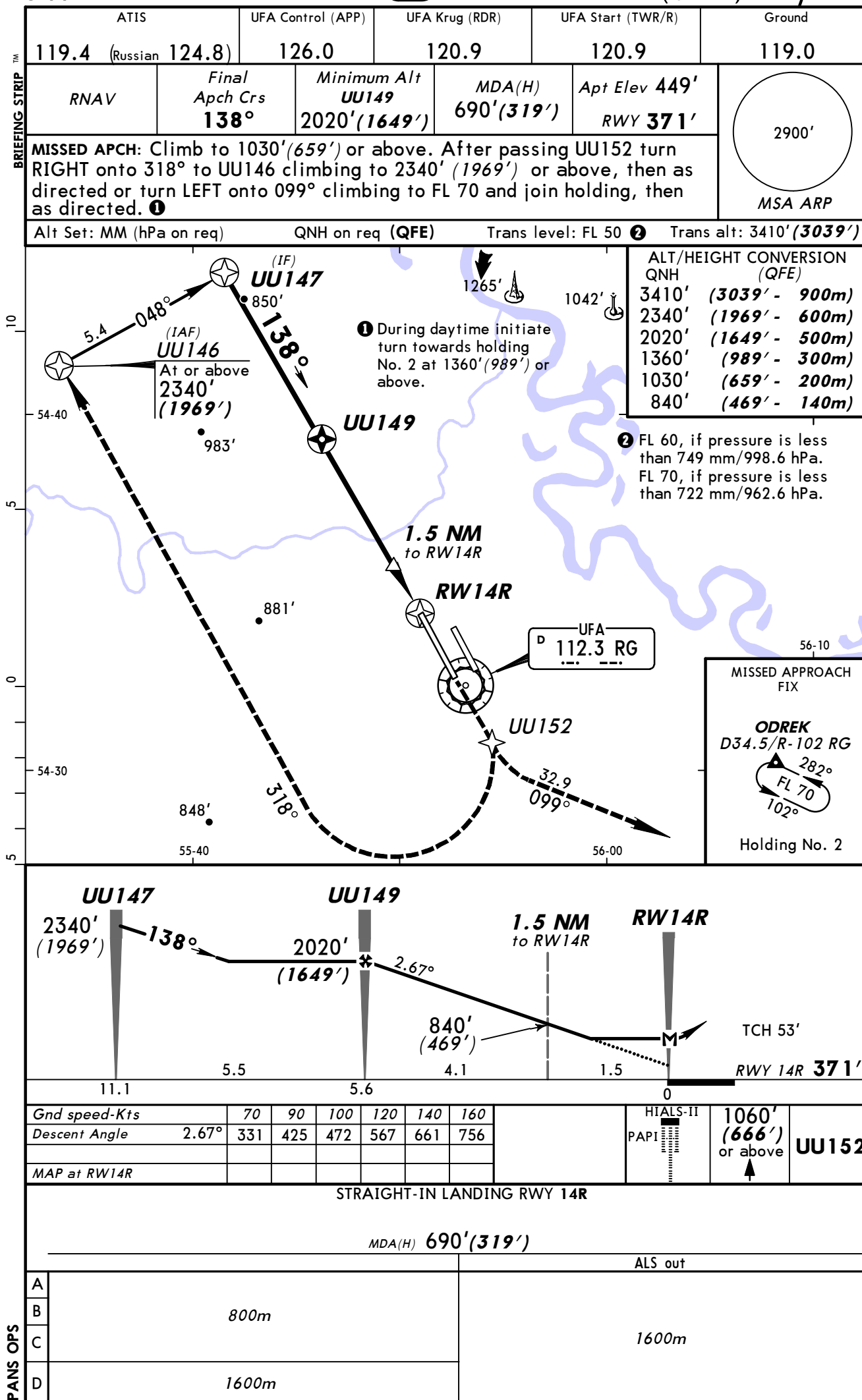


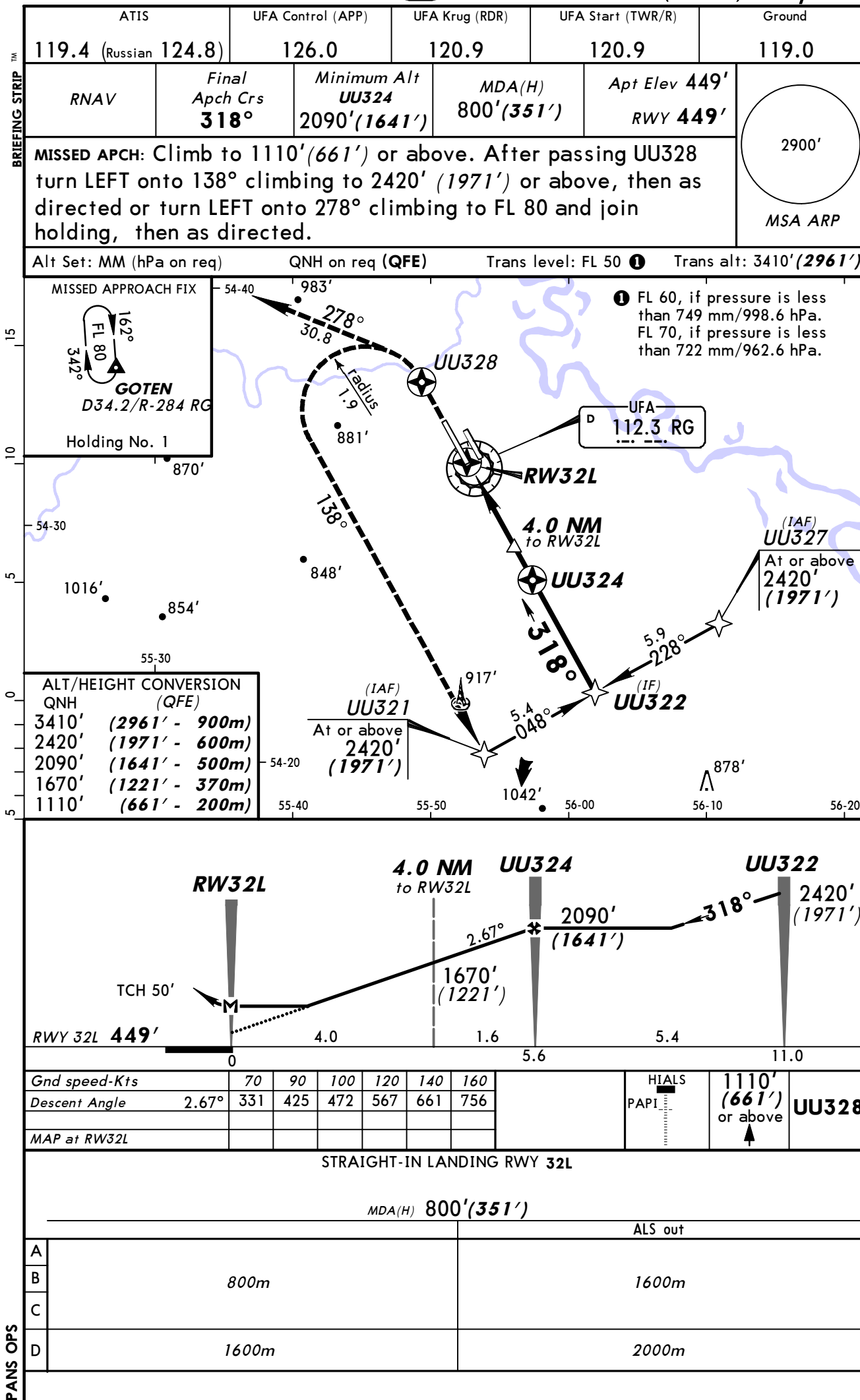


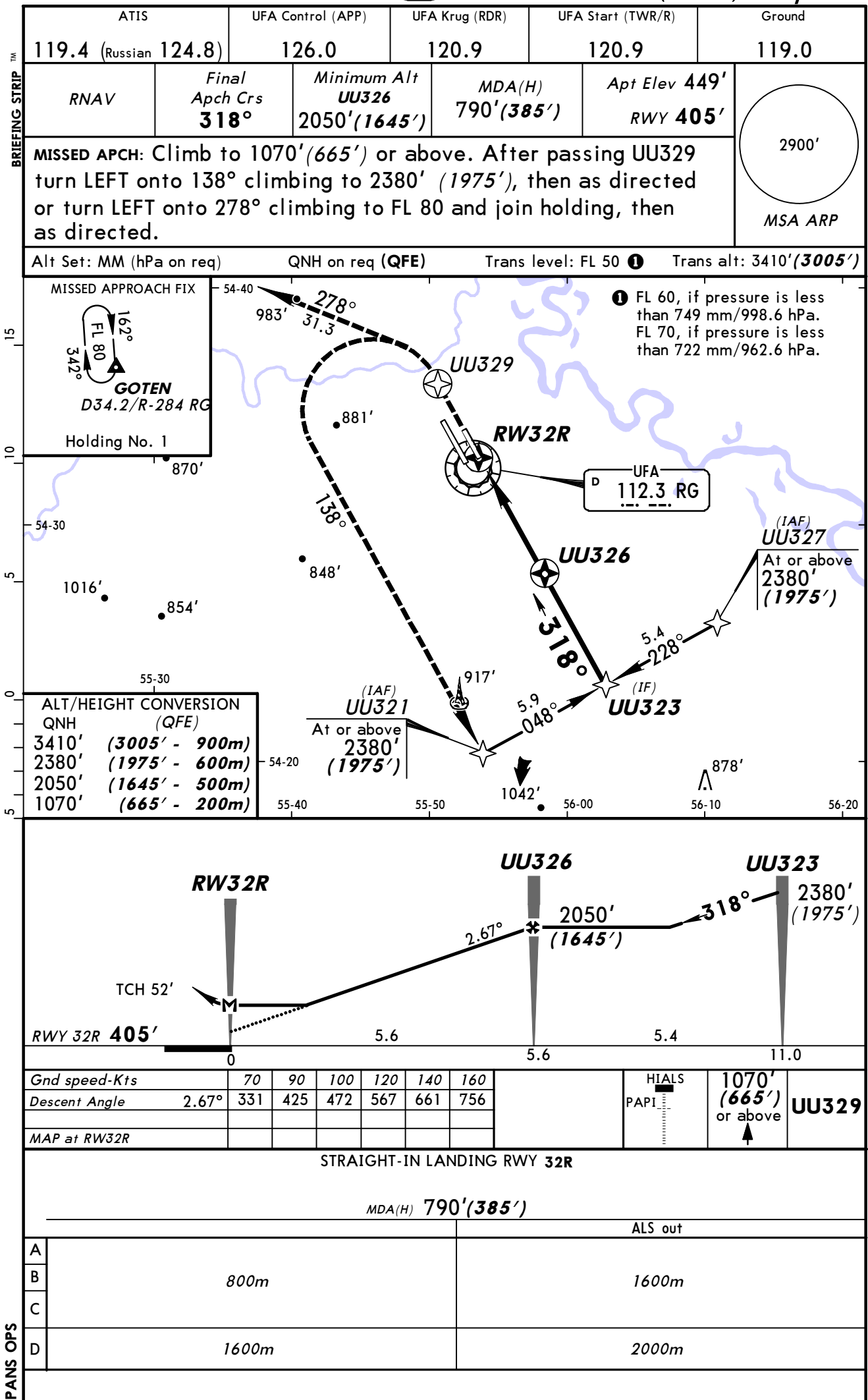




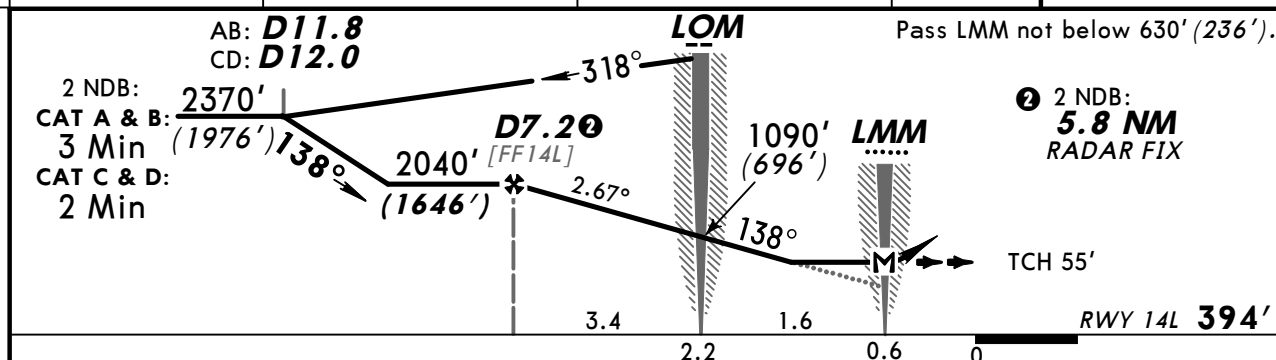
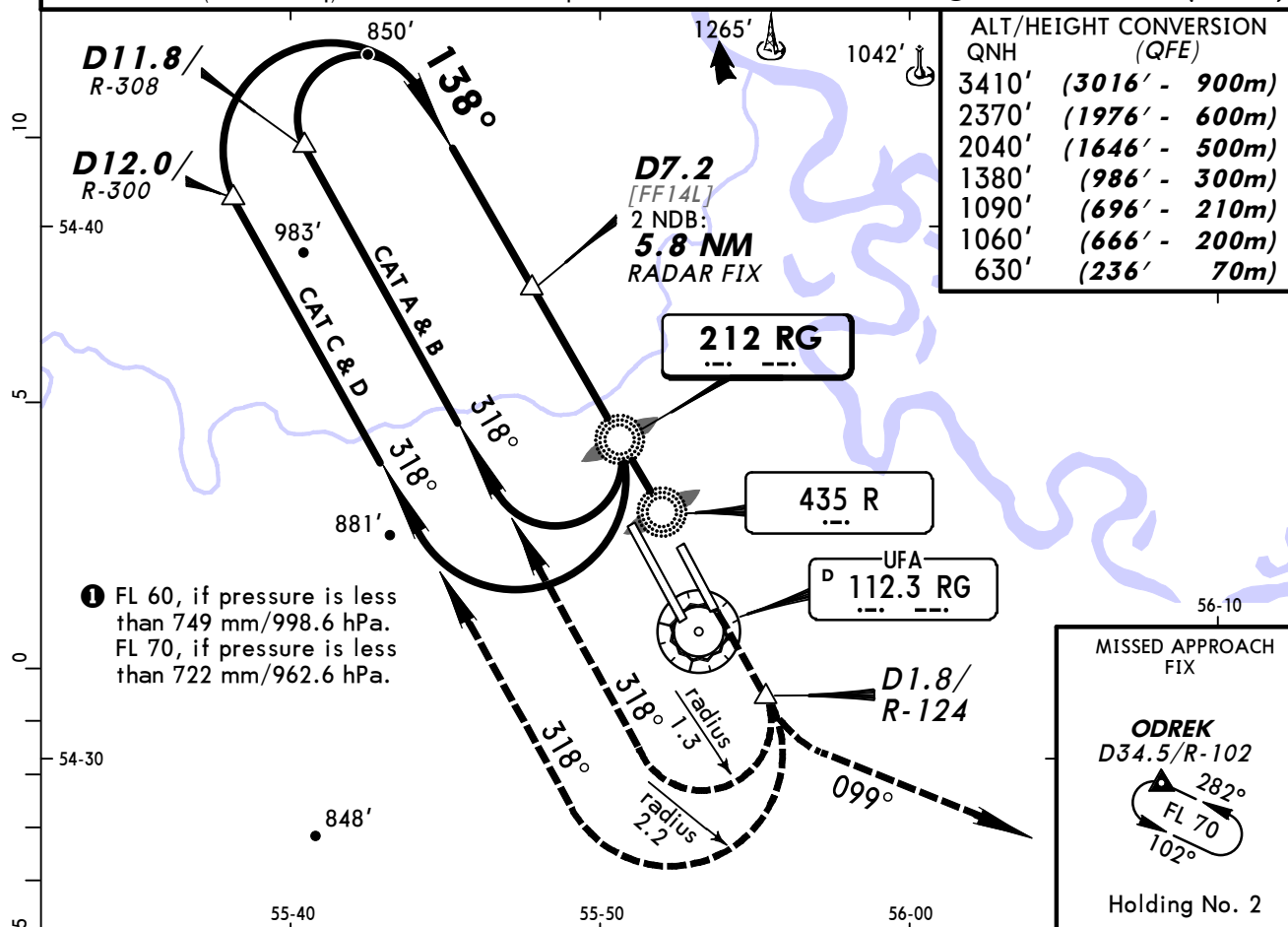






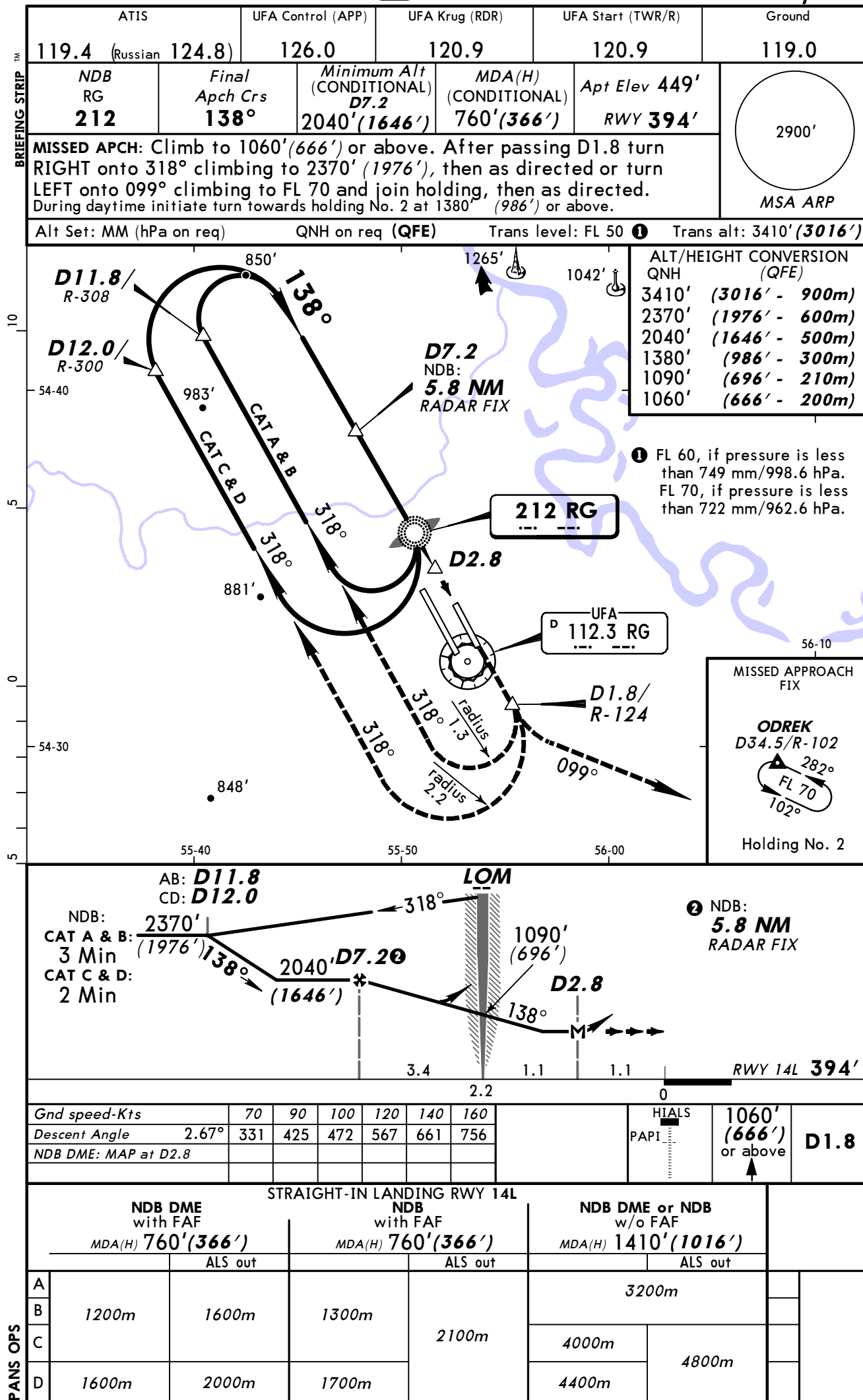


ATIS		UFA Control (APP)		UFA Krug (RDR)		UFA Start (TWR/R)		Ground	
119.4 (Russian 124.8)		126.0		120.9		120.9		119.0	
NDB RG 212	Final Apch Crs 138°	Minimum Alt (CONDITIONAL) D7.2 2040'(1646')	MDA(H) (CONDITIONAL) 760'(366')	Apt Elev 449' RWY 394'		2900' MSA ARP			
MISSED APCH: Climb to 1060'(666') 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'**)

<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Descent Angle</i> 2.67°	331	425	472	567	661	756	
<i>MAP at LMM</i>							

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



UWUU/UFA
UFA

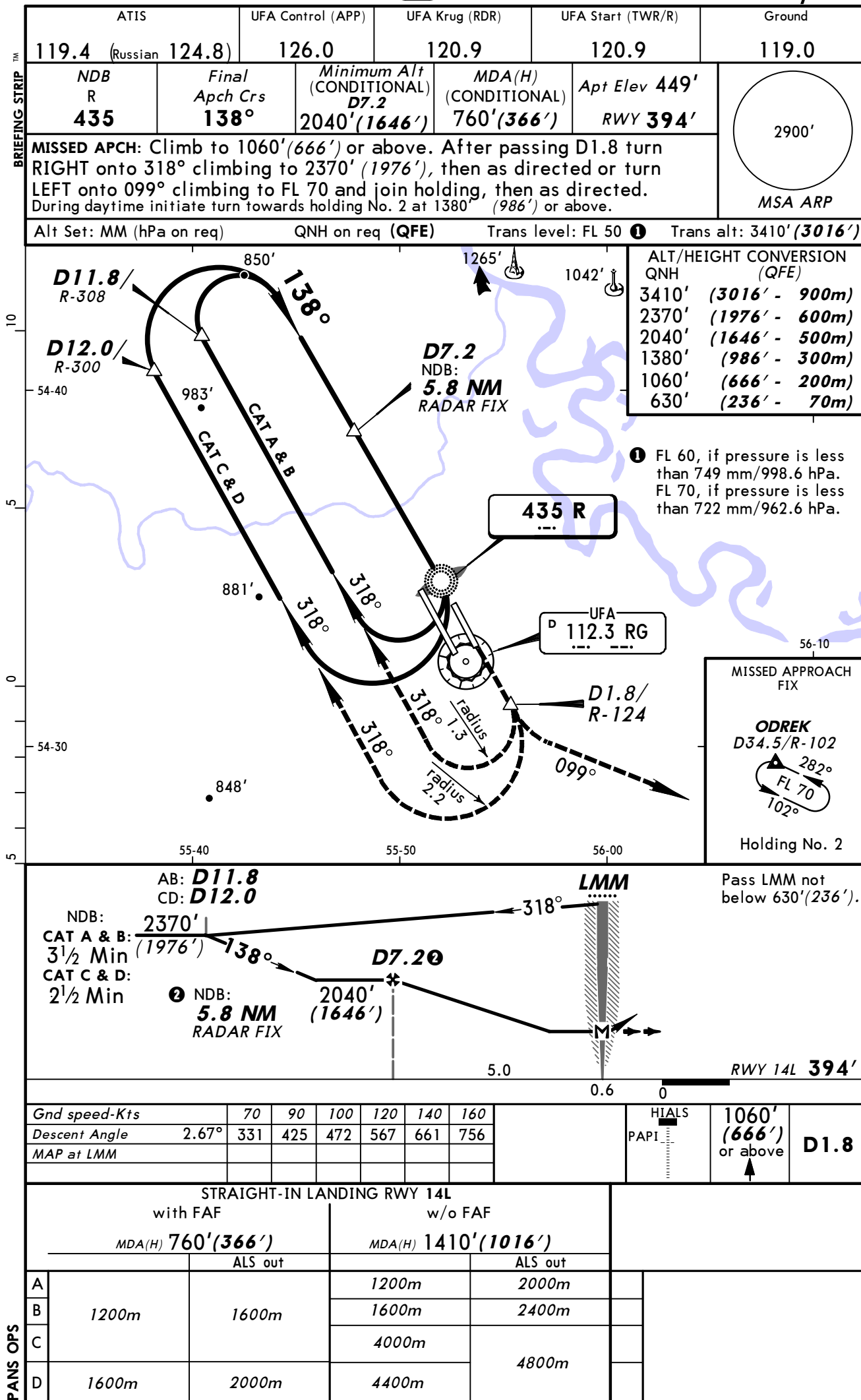
JEPPesen

28 JUN 13

(16-3)

R NDB DME or R NDB Rwy 14L

UFA, RUSSIA



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UFA

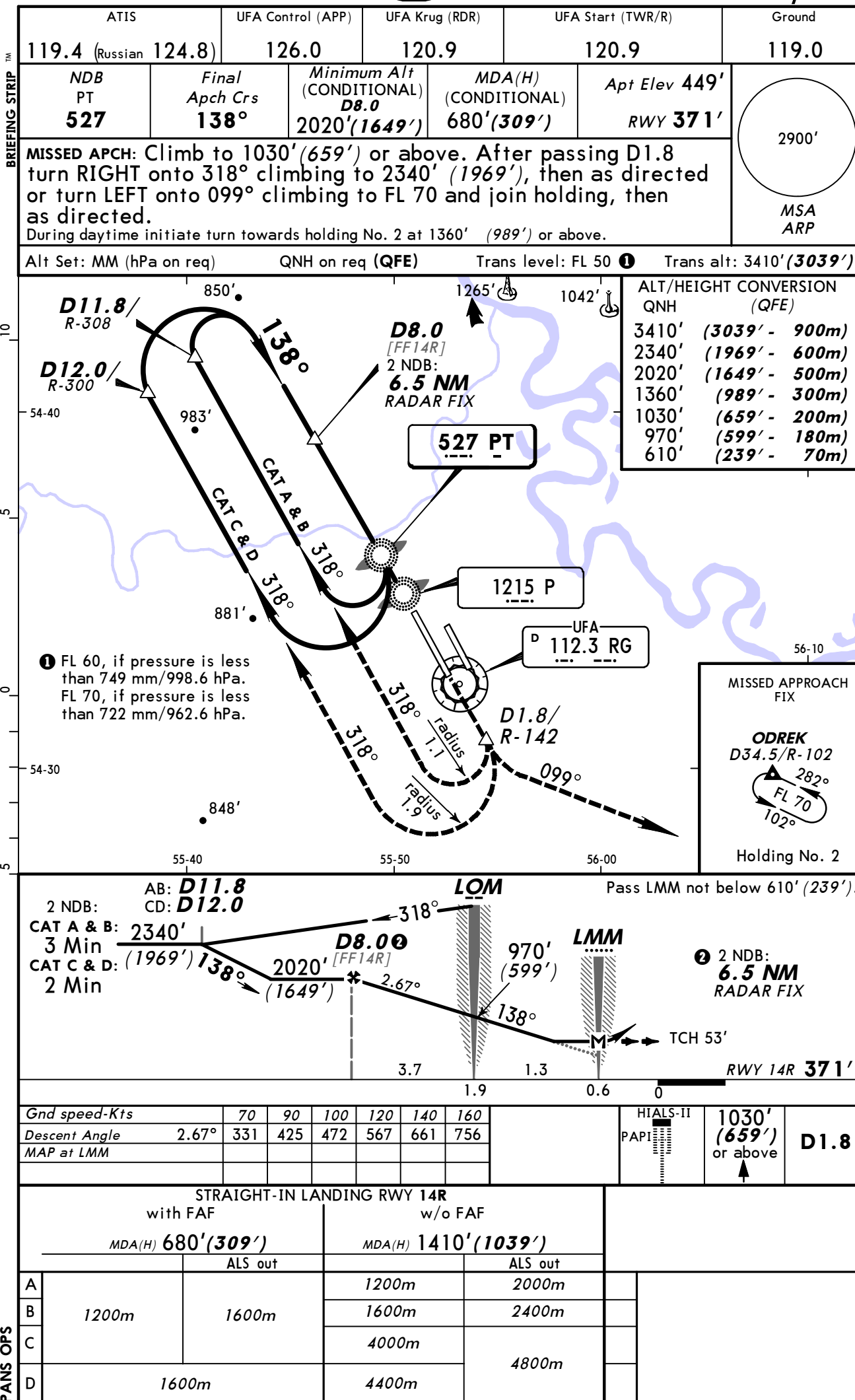
JEPPesen

28 JUN 13

(16-4)

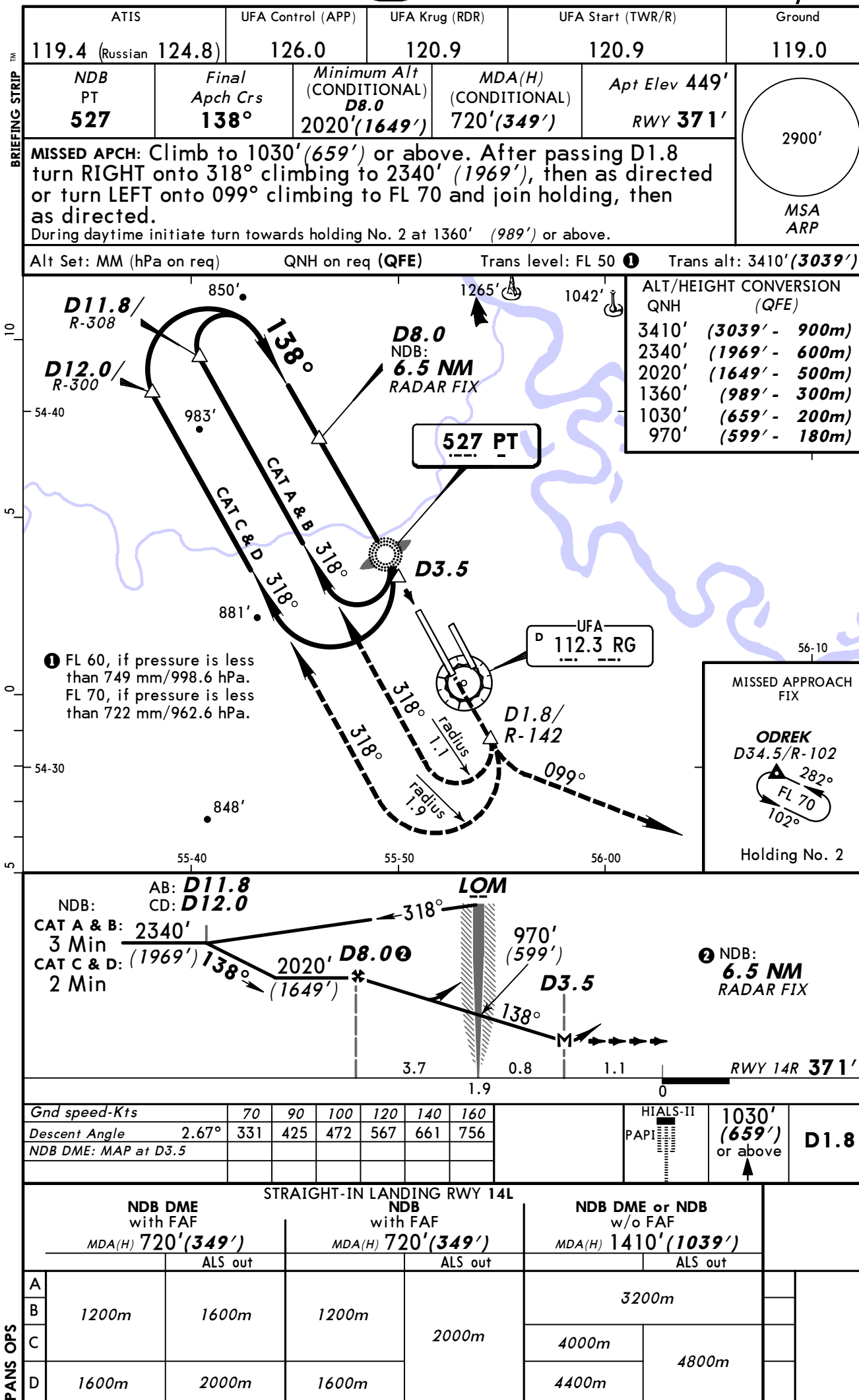
2 NDB DME or 2 NDB Rwy 14R

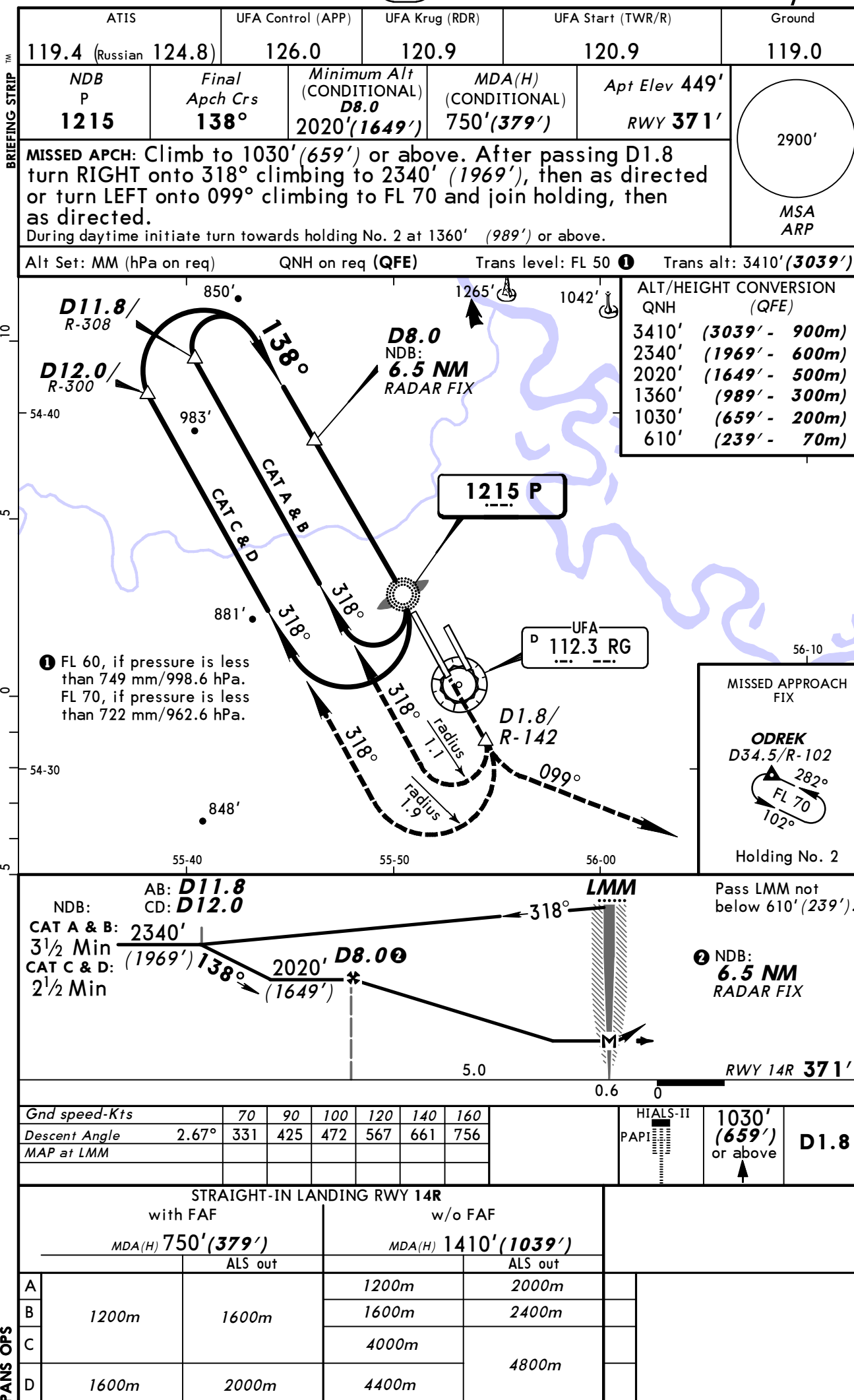
UFA, RUSSIA



CHANGES: New procedure.

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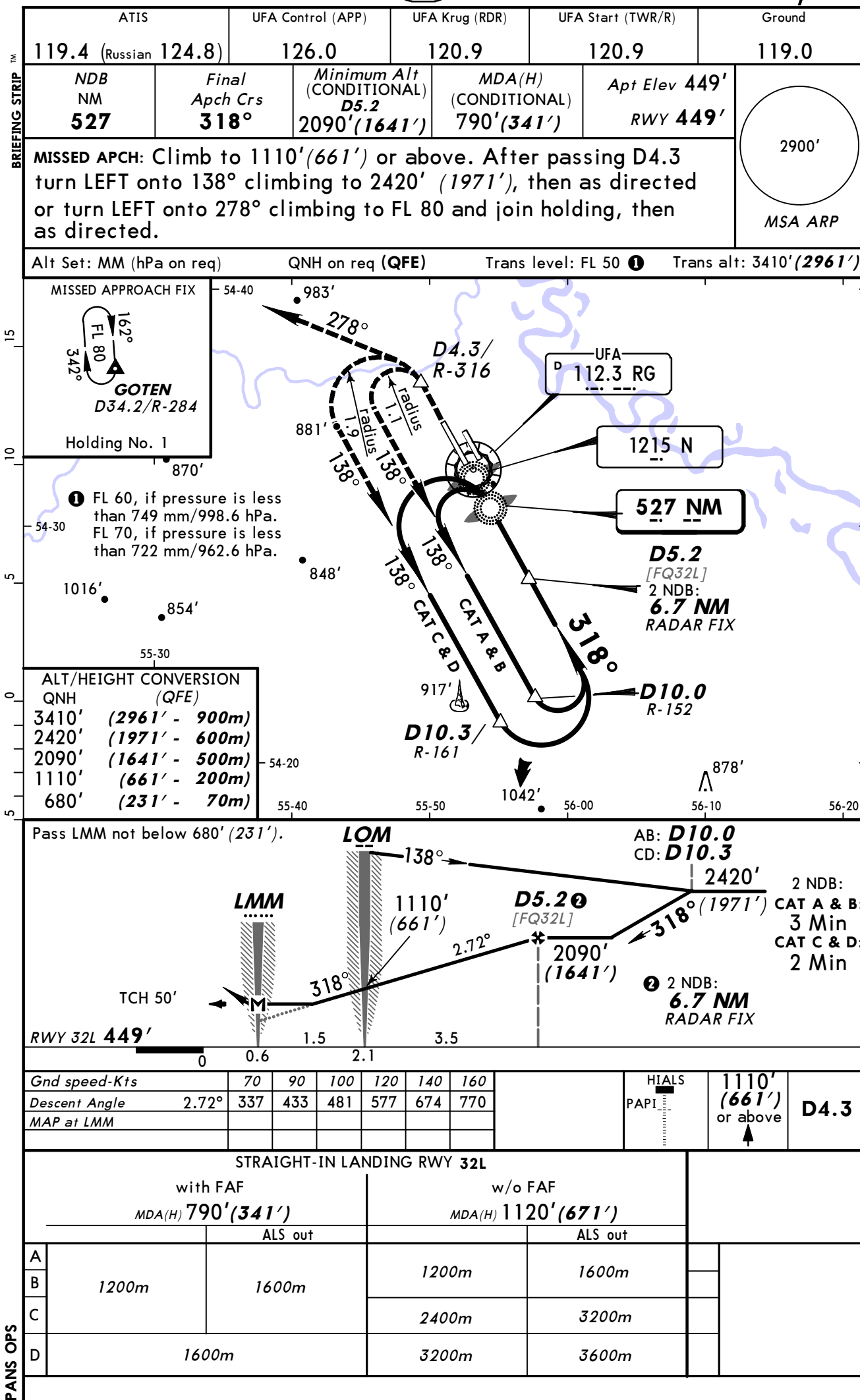
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28 JUN 13

(16-7)

2 NDB DME or 2 NDB Rwy 32L

UFA, RUSSIA



CHANGES: New procedure.

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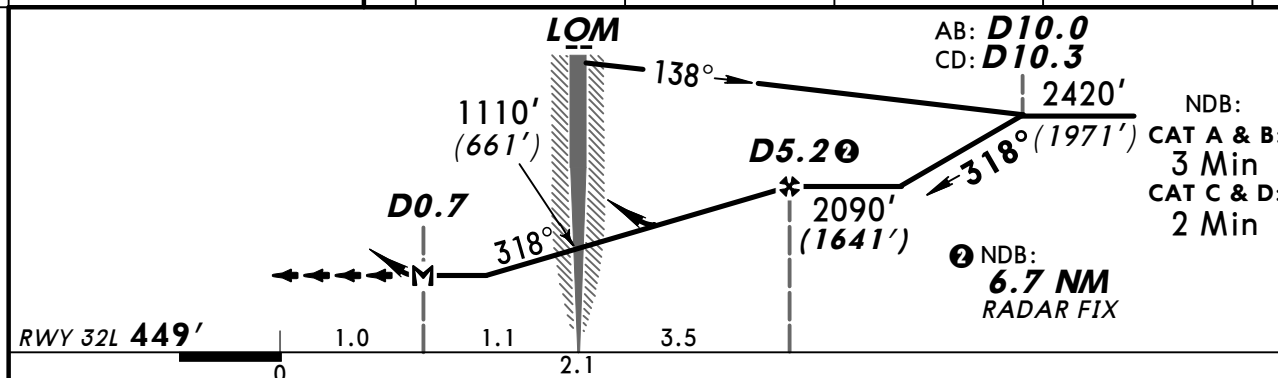
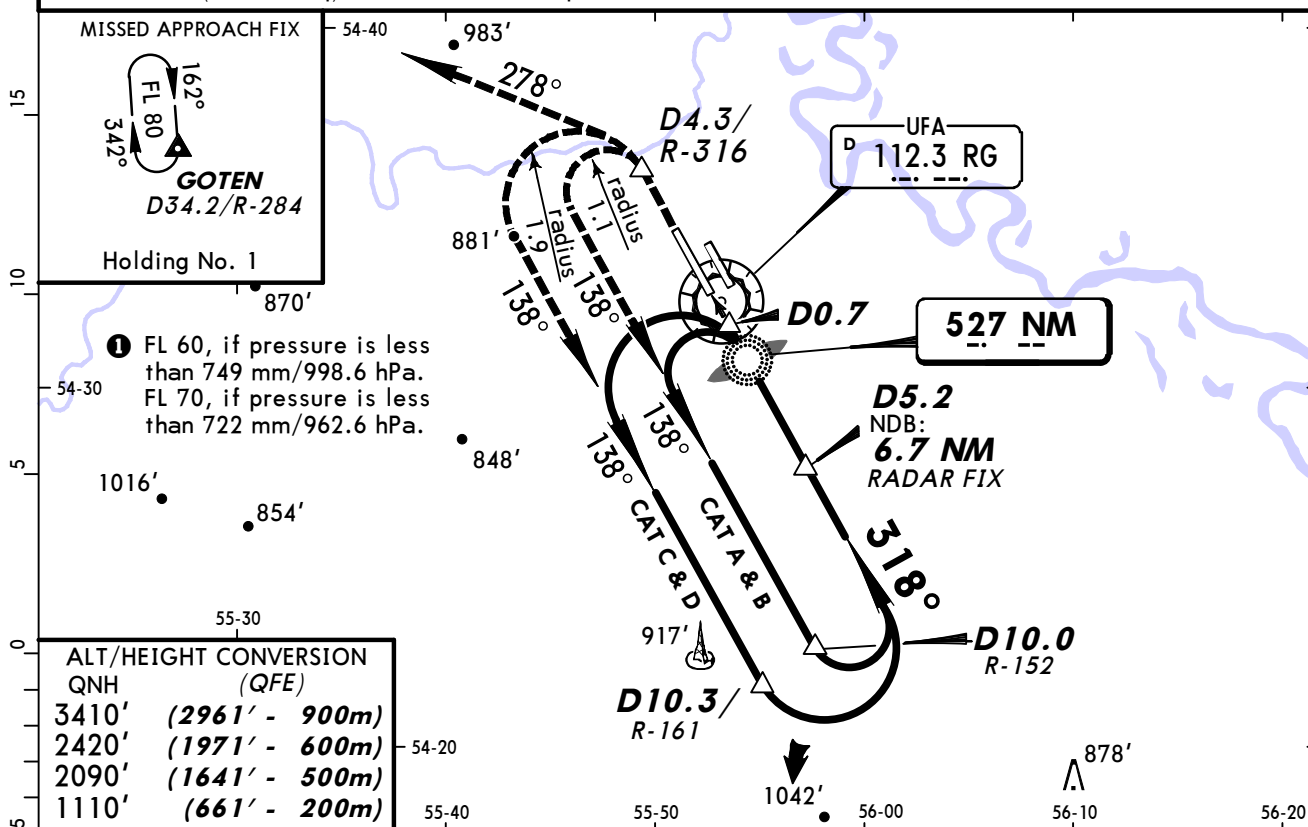
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UFA

JEPPesen

28 JUN 13 (16-8)

UFA, RUSSIA
NM NDB DME or NM 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 NM 527	Final Apch Crs 318°	Minimum Alt (CONDITIONAL) D5.2 2090' (1641')	MDA(H) (CONDITIONAL) 840' (391')	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	1110' (661') or above	D4.3
Descent Angle 2.67°	331	425	472	567	661	756	PAPI		
NDB DME: MAP at D0.7									

STRAIGHT-IN LANDING RWY 32L					
NDB DME with FAF MDA(H) 840' (391')		NDB with FAF MDA(H) 840' (391')		NDB DME or NDB w/o FAF MDA(H) 1350' (901')	
ALS out		ALS out		ALS out	
A				3200m	
B	1200m	1600m	1400m		
C			2200m	3600m	4400m
D	1600m	2000m	1800m	4400m	4800m

PANS OPS

CHANGES: New procedure.

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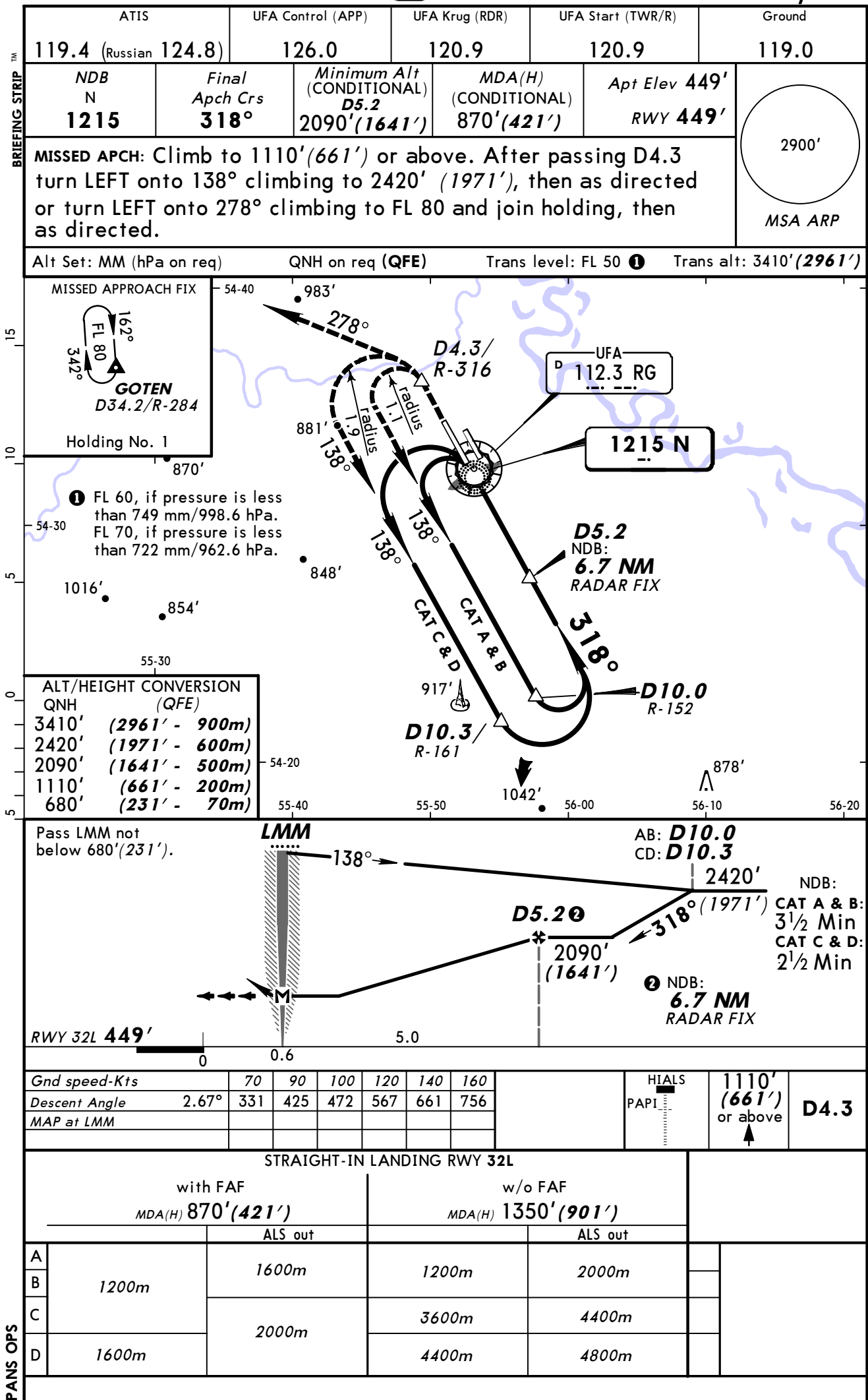
JEPPESEN

28 JUN 13

(16-9)

N NDB DME or N NDB Rwy 32L

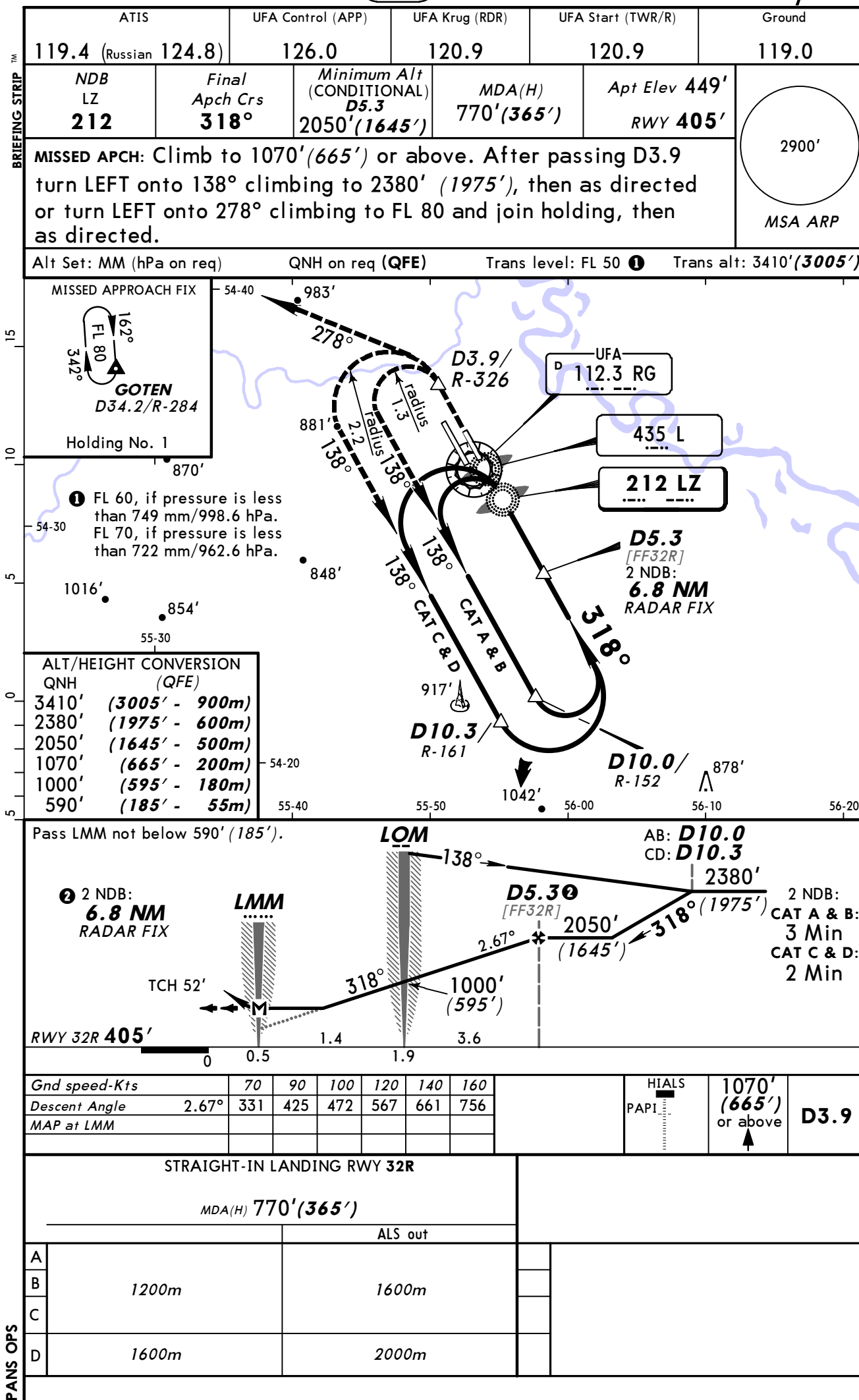
UFA, RUSSIA

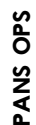


UWUU/UFA
UFA

28 JUN 13 **16-10**

UFA, RUSSIA
2 NDB DME or 2 NDB Rwy 32R



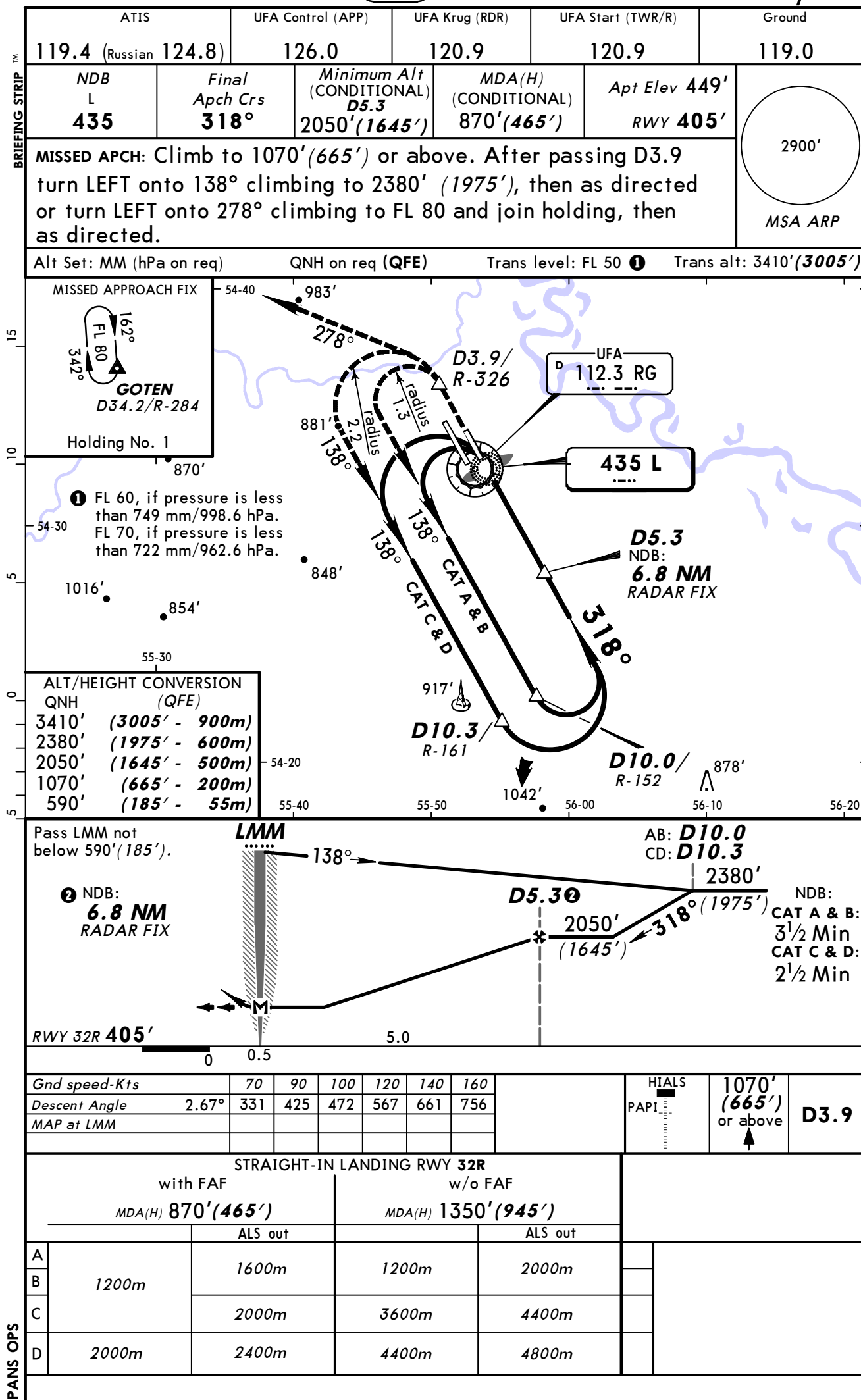
BRIEFING STRIP™

STRAIGHT-IN LANDING RWY 32R							
NDB DME with FAF MDA(H) 790' (385')		NDB with FAF MDA(H) 790' (385')		NDB DME or NDB w/o FAF MDA(H) 1110' (705')			
ALS out		ALS out		ALS out			
A	1200m	1600m	1400m	2200m	3200m		
B							
C							
D	1600m	2000m	1800m		3200m	3600m	

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UFA

28 JUN 13 **16-12** **JEPPESEN**

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



CHANGES: New procedure.

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UFA, (UFA - UWUU)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWUU