

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UWUU

Terminal Charts For UWUU

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

Location: Ufa Rus
IATA Code: UFA
Lat/Long: N54° 33.5' E055° 52.4'
Elevation: 446 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: 0437 Z
Sunset: 1207 Z,

Runway Information

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

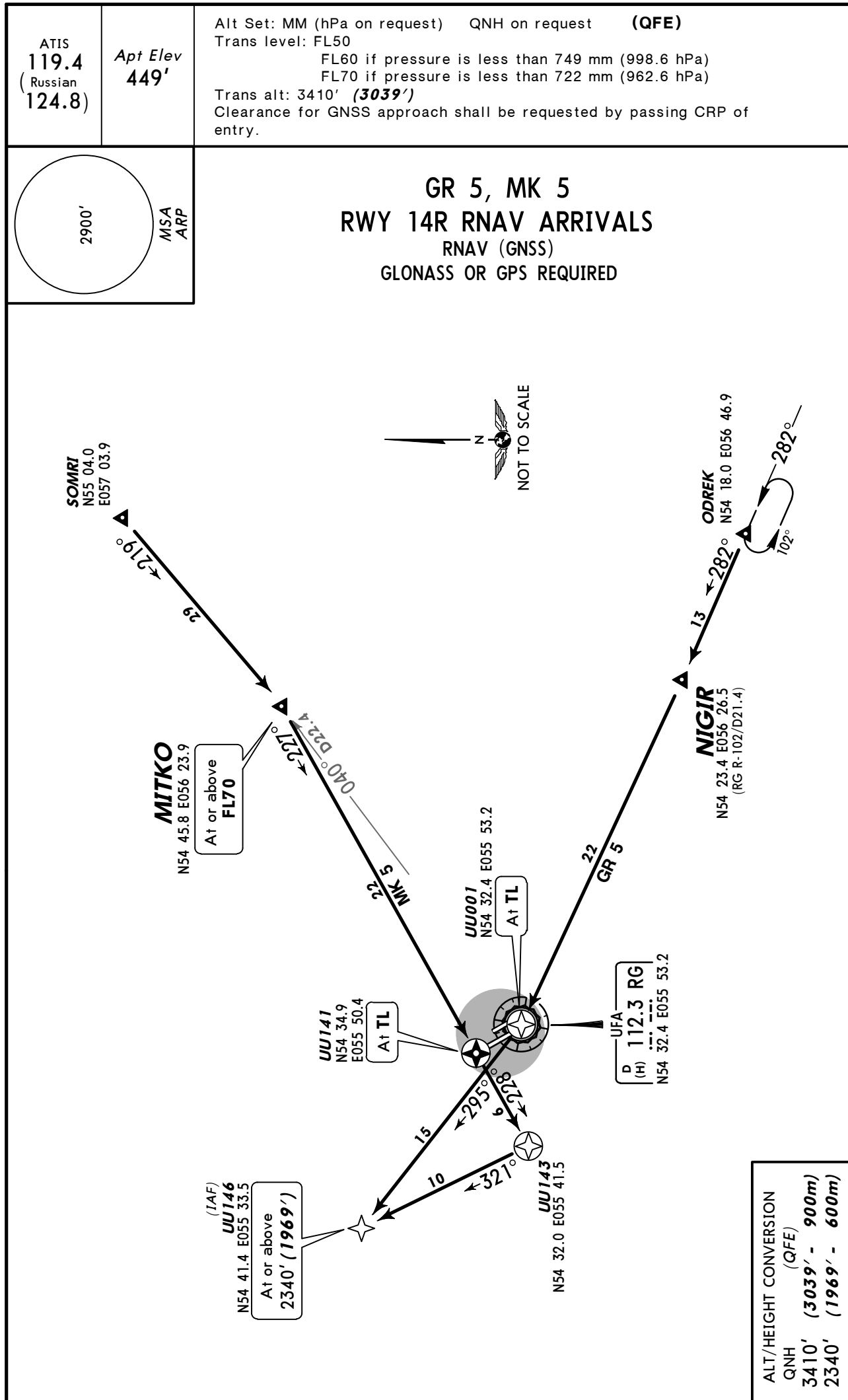
Runway: 14R
Length x Width: 12352 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 371 ft

Runway: 32L
Length x Width: 12352 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 449 ft

Runway: 32R
Length x Width: 8255 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 406 ft
Lighting: Edge, ALS

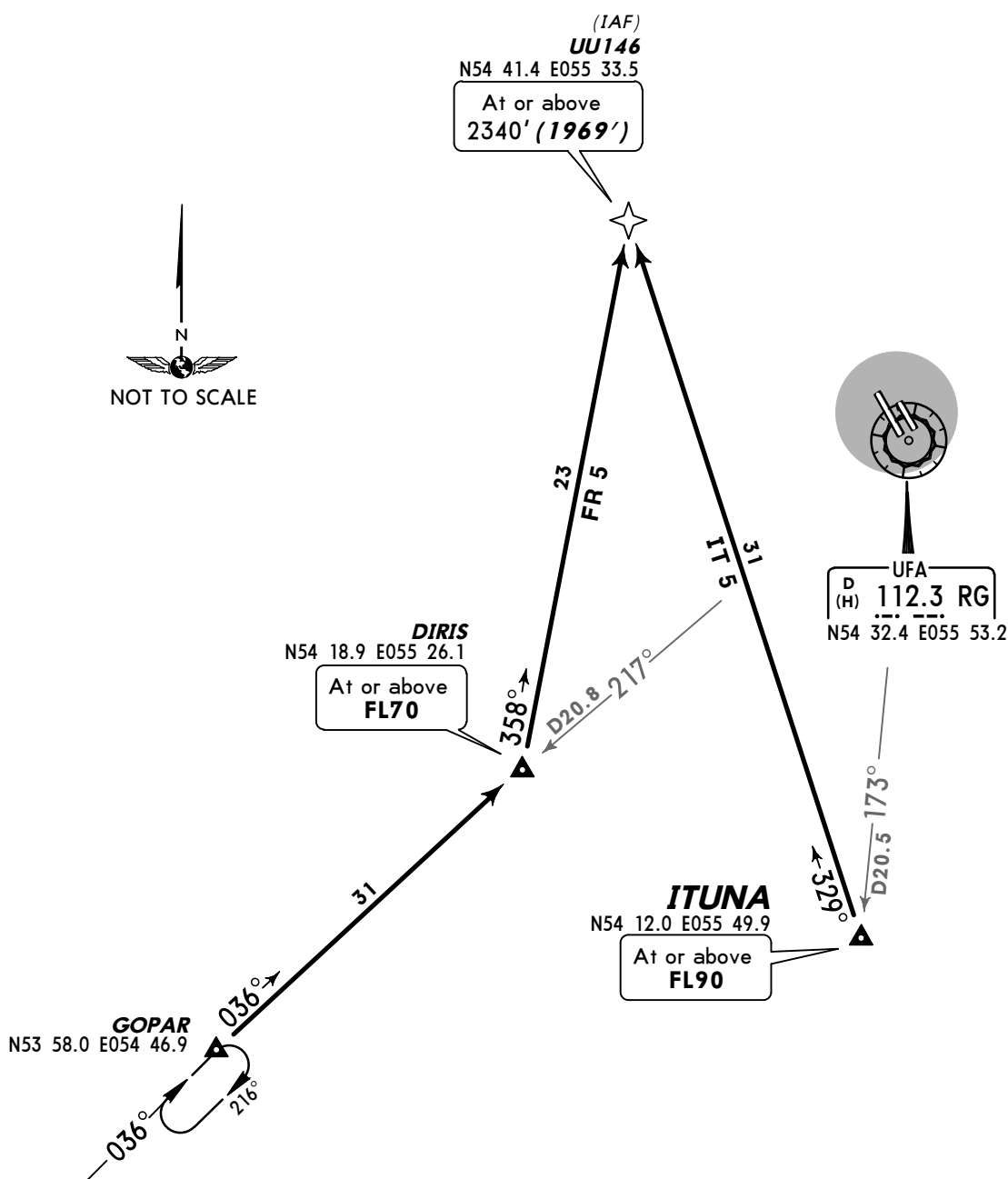
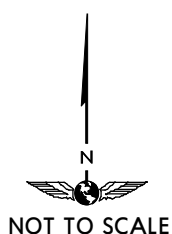
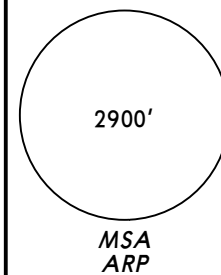
Communication Information

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

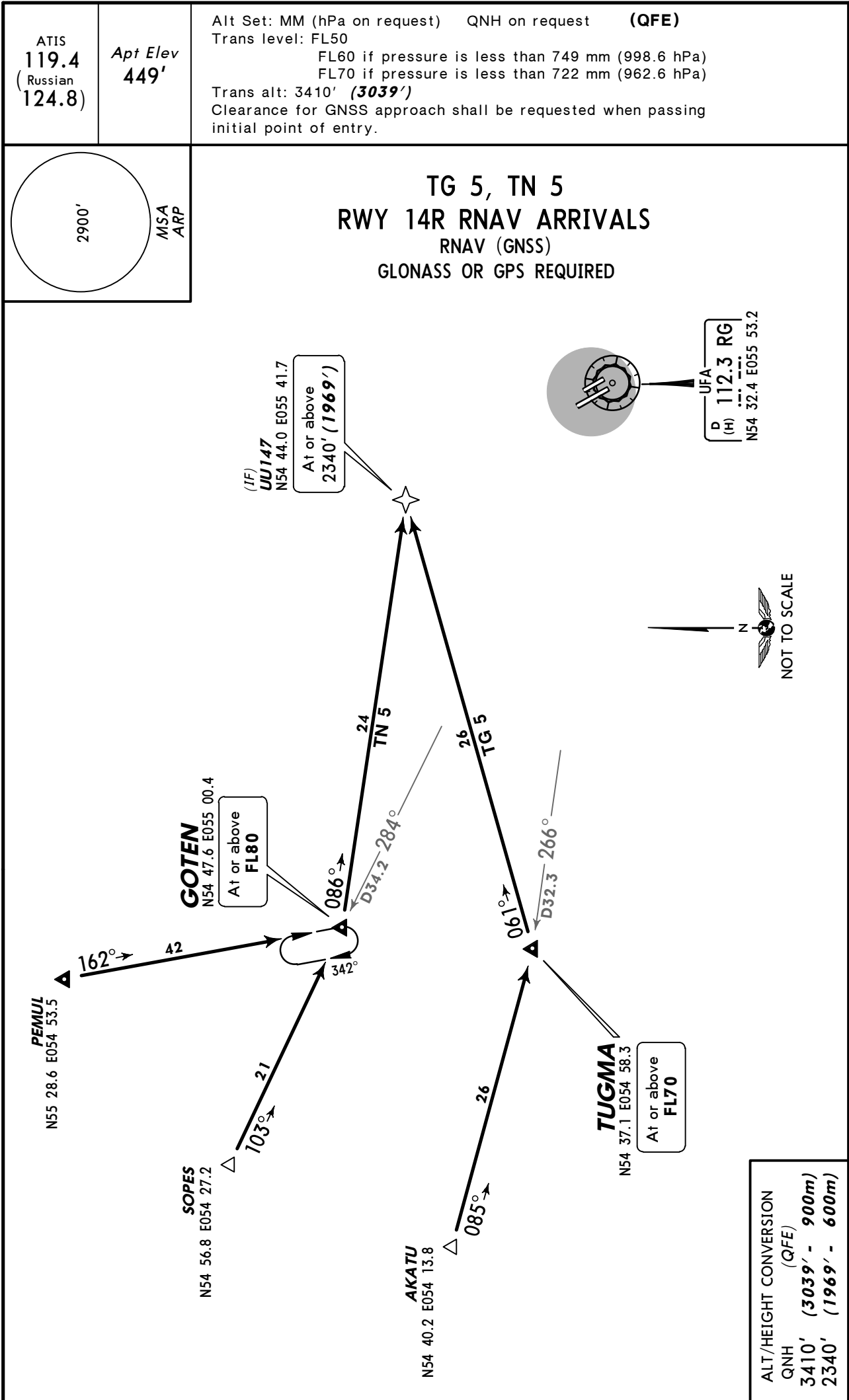


ATIS 119.4 (Russian 124.8)	<i>Apt Elev</i> 449'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (3039') Clearance for GNSS approach shall be requested by passing CRP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



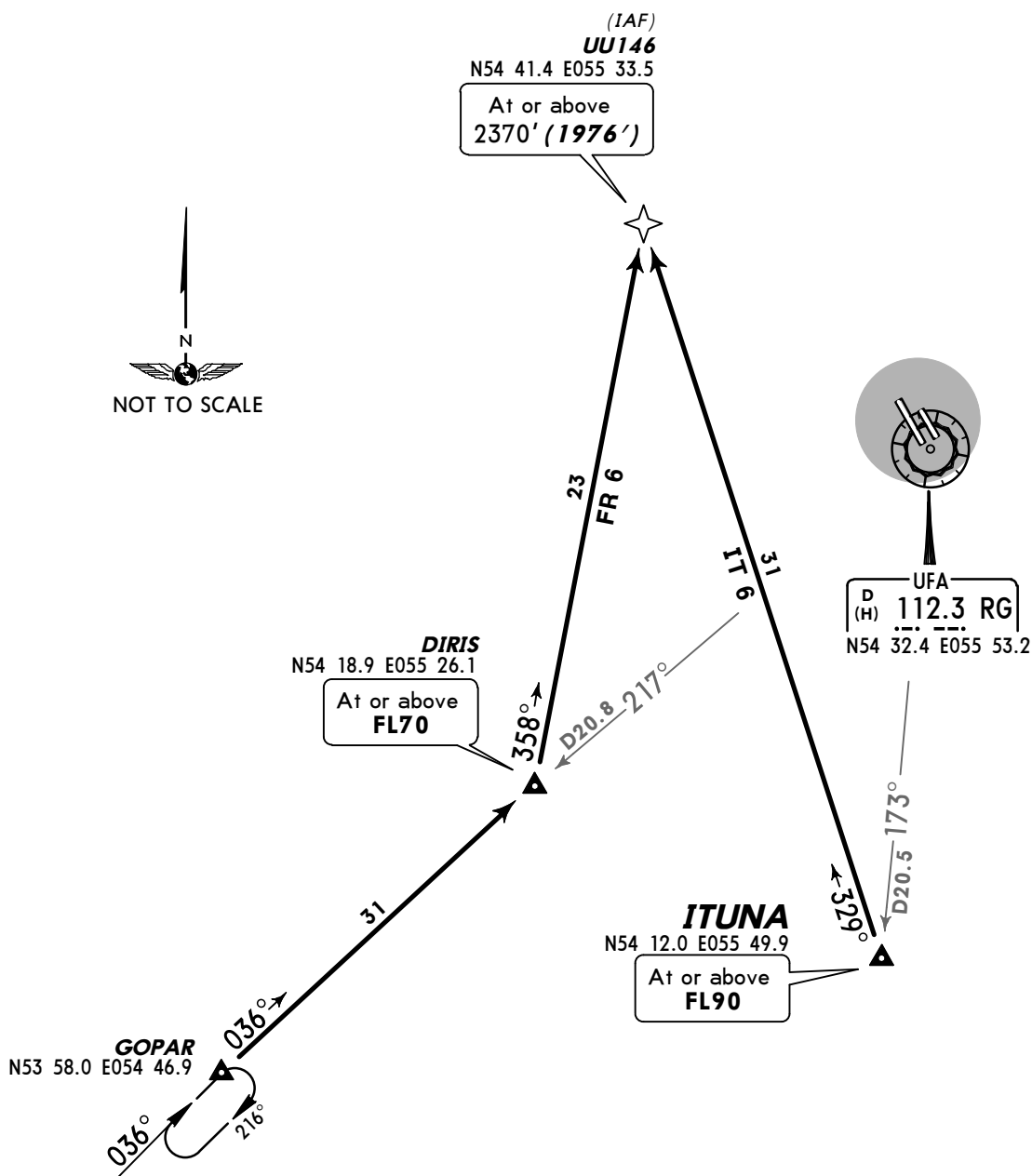
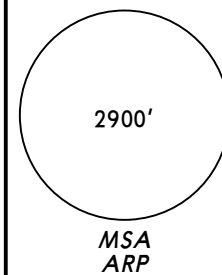
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(3039' - 900m)
2340'	(1969' - 600m)



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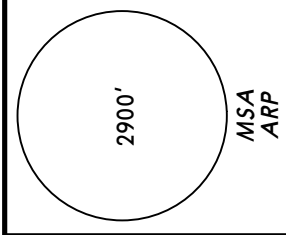
ATIS 119.4 (Russian 124.8)	<i>Apt Elev</i> 449'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (3016') Clearance for GNSS approach shall be requested when passing initial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

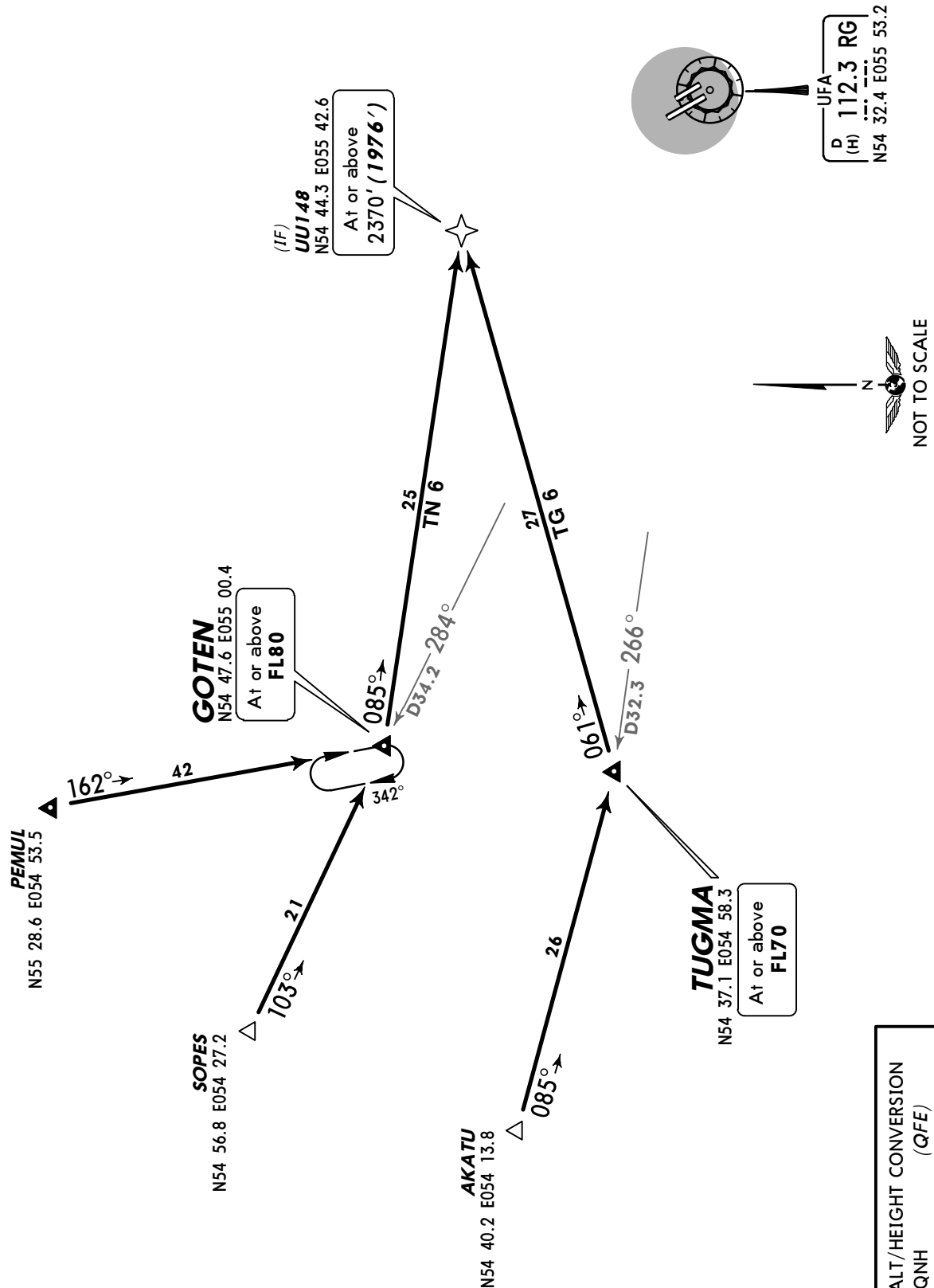


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(3016' - 900m)
2370'	(1976' - 600m)

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 when passing initial point 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)

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

2900'
MSA
ARP

SOMRI
N55 04.0
E057 03.9

AGLOT
N54 39.2 E056 29.4

ODREK
N54 18.0 E056 46.9

ITUNA
N54 12.0 E055 49.9

UUA323
N54 23.2 E056 02.8

UUA322
N54 23.0 E056 01.9

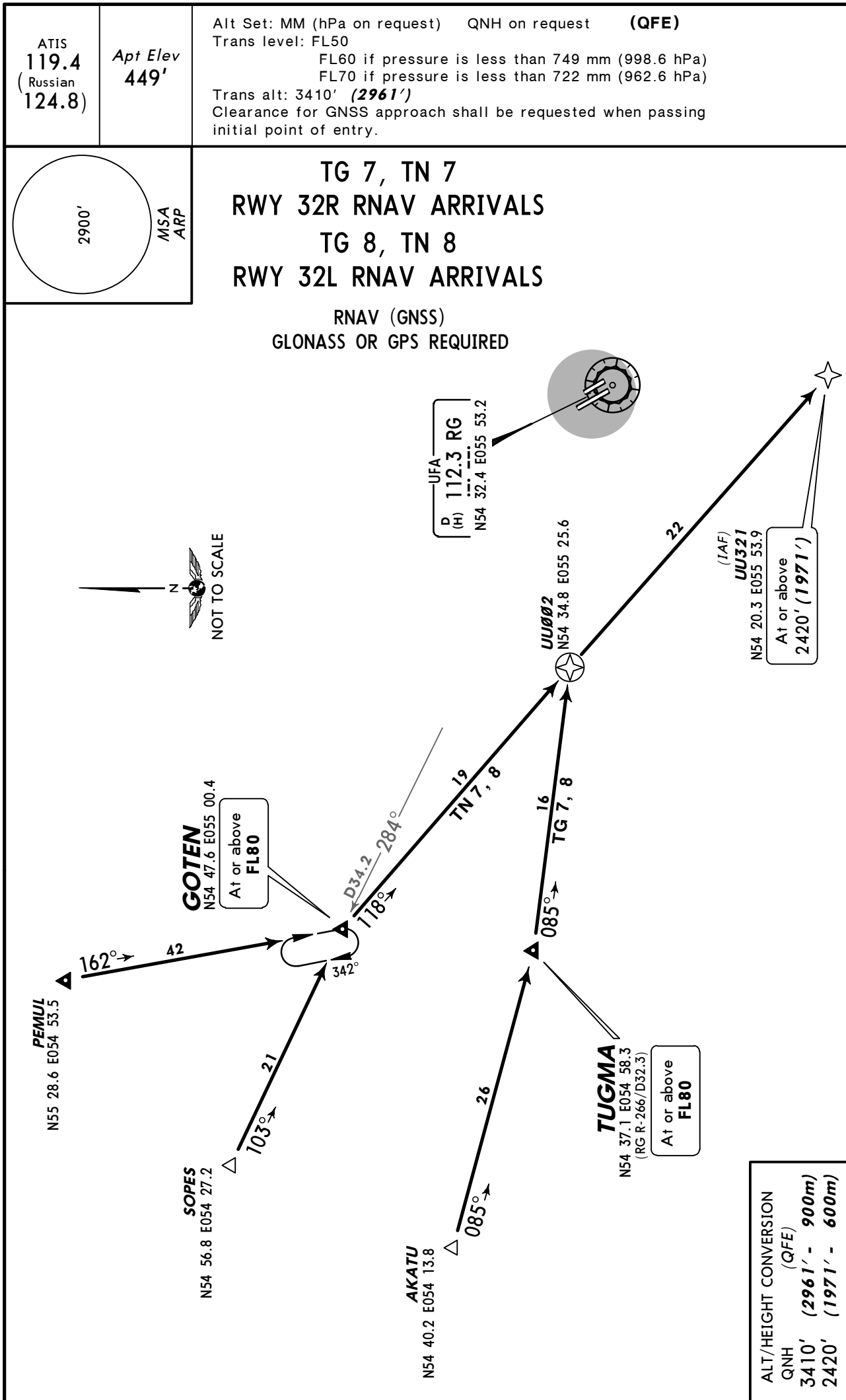
UFA
D (H) 112.3 RG
N54 32.4 E055 53.2

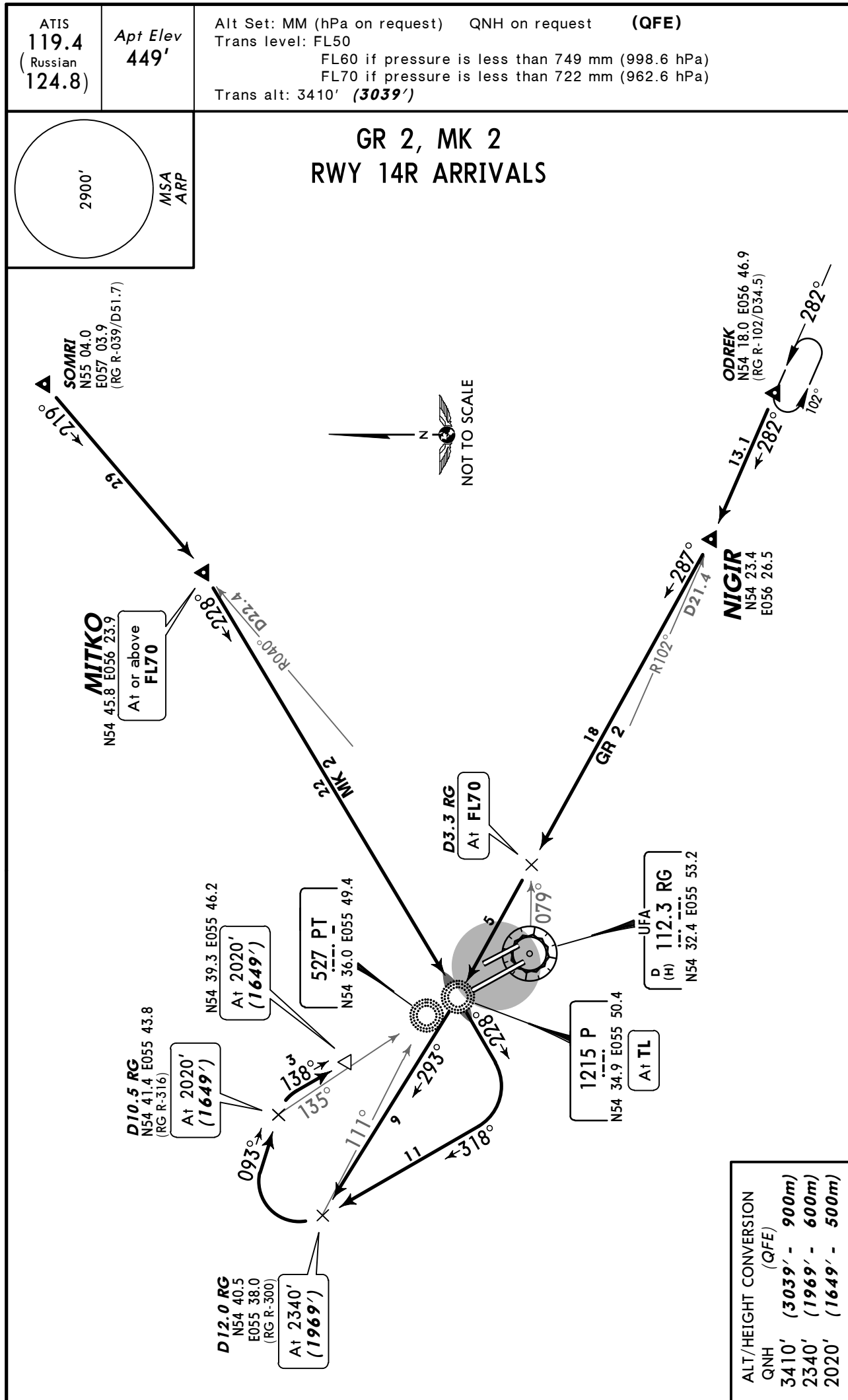
At or above 2420' (1971')

At or above 2420' (1971')

At TL

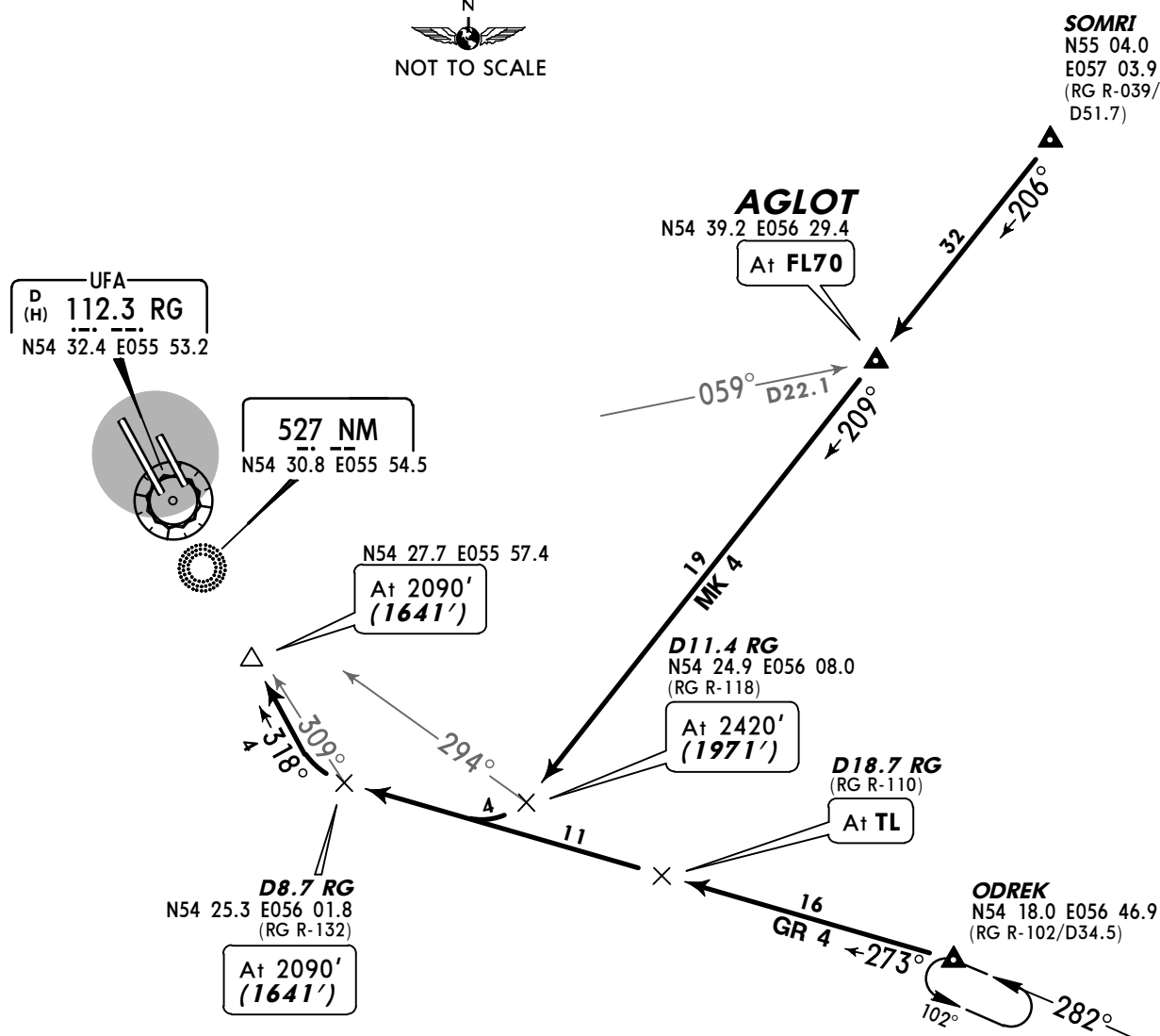
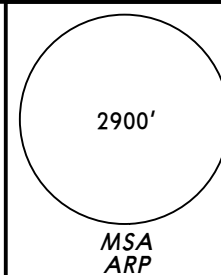
ALT/HEIGHT CONVERSION
QNH (QFE)
3410' (2961' - 900m)
2420' (1971' - 600m)



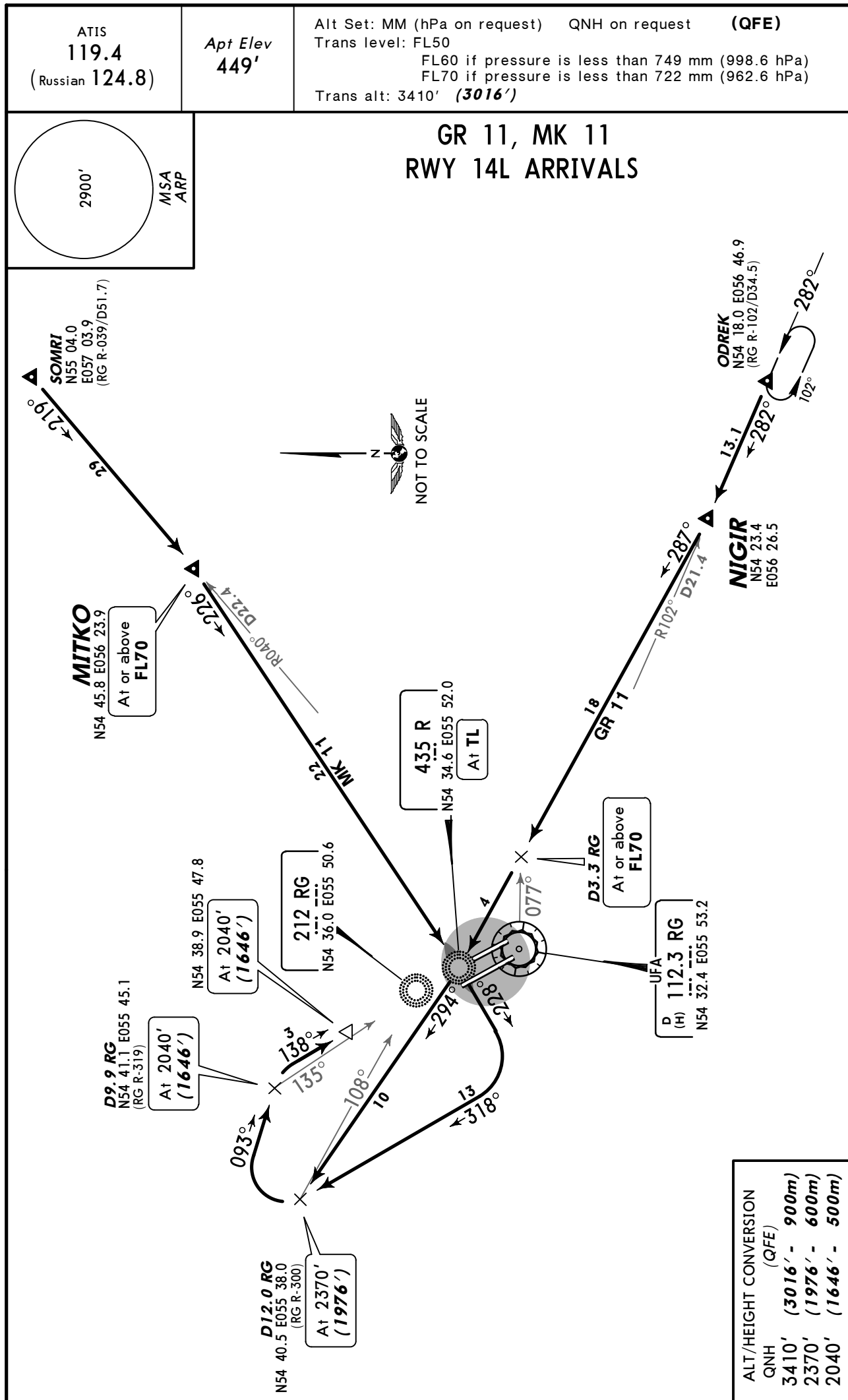


ATIS 119.4 (Russian 124.8)	<i>Apt Elev</i> 449'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410' (2961')
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**GR 4, MK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

2900'
MSA
ARP

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

AGLOT
N54 39.2 E056 29.4
At FL70

UFA
D (H) 112.3 RG
N54 32.4 E055 53.2

212 LZ
N54 31.1 E055 55.3

D11.4 RG
N54 24.9 E056 08.0
(RG R-118)

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')

At 2050' (1645')

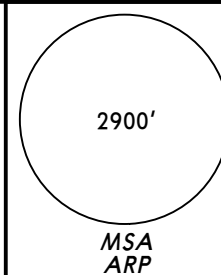
At 2380' (1975')

At 2050' (1645')

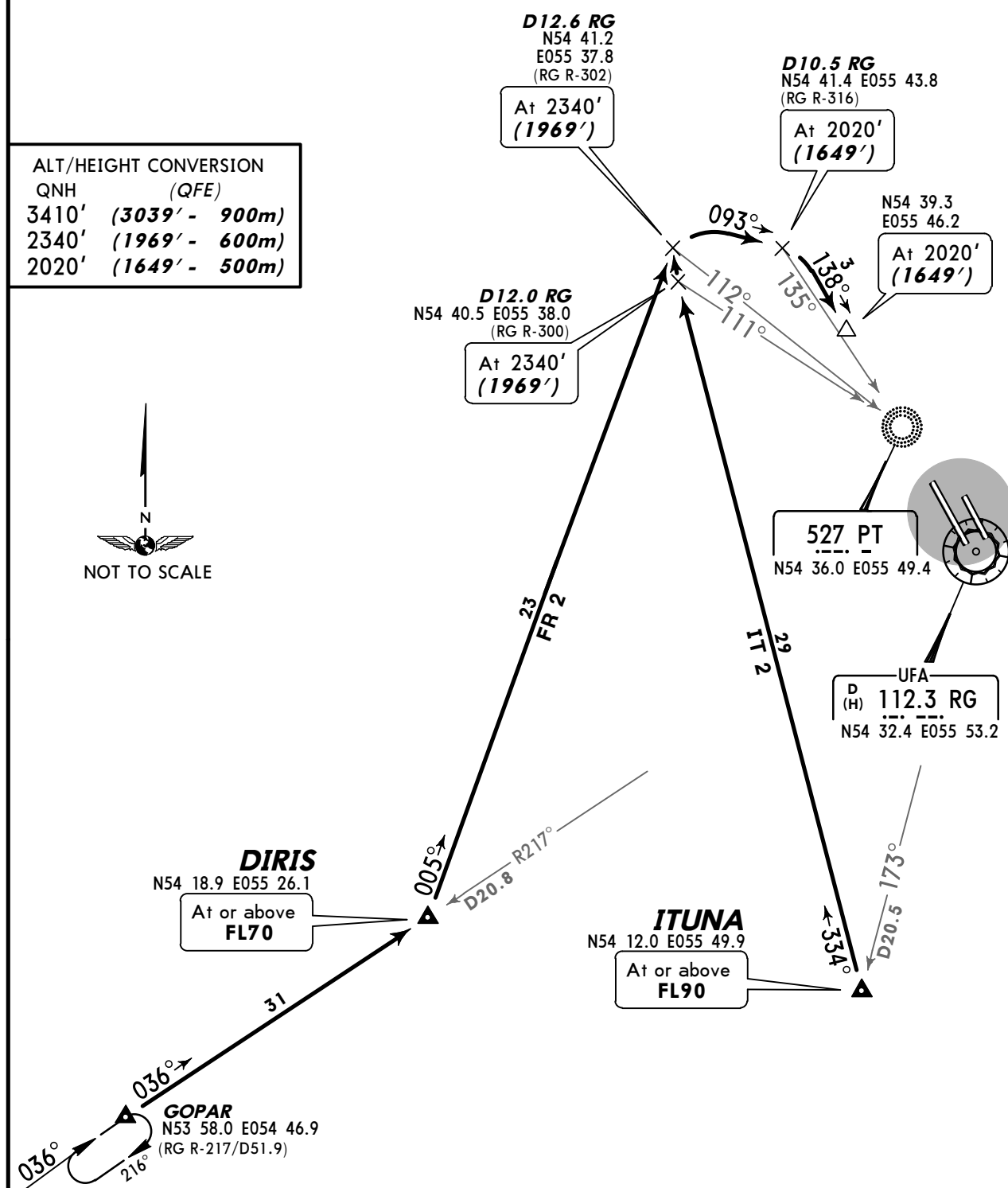
ALT/HEIGHT CONVERSION
QNH (QFE)
3410' (3005' - 900m)
2380' (1975' - 600m)
2050' (1645' - 500m)

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

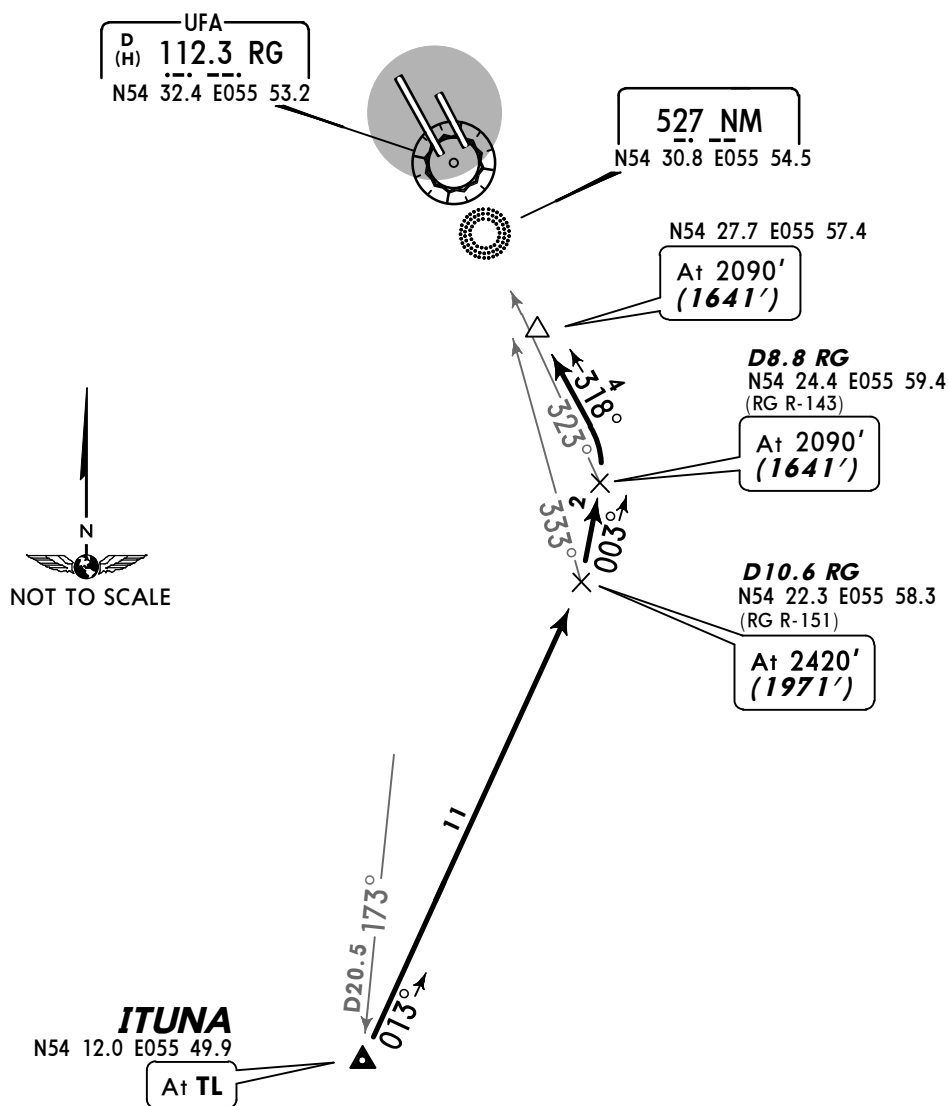
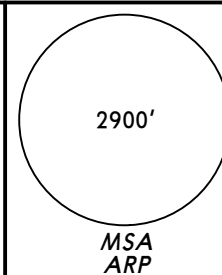


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(3039' - 900m)
2340'	(1969' - 600m)
2020'	(1649' - 500m)



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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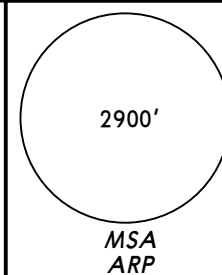
IT 4 RWY 32L ARRIVAL



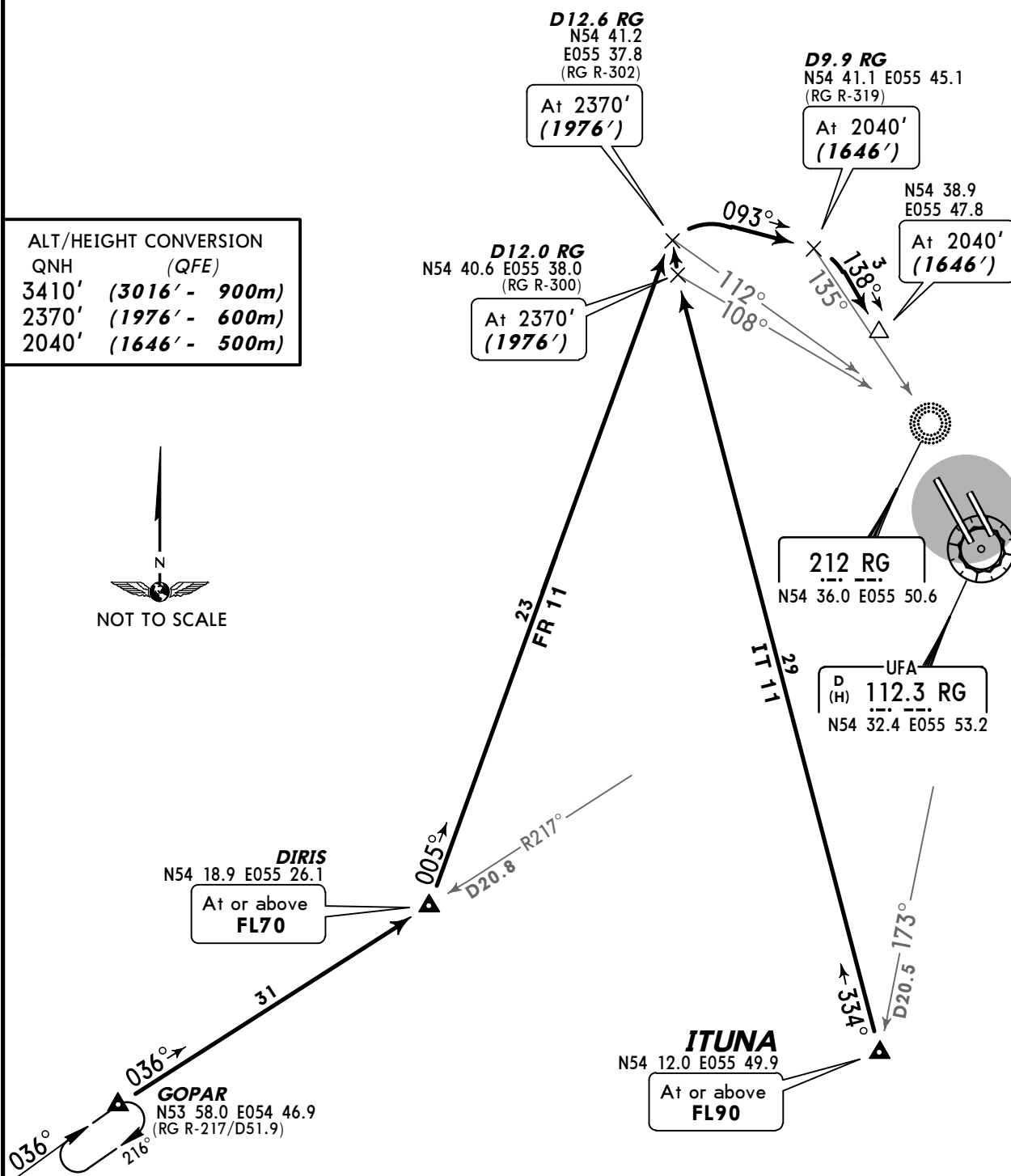
ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3410'	(2961' -	900m)
2420'	(1971' -	600m)
2090'	(1641' -	500m)

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')
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FR 11, IT 11
RWY 14L ARRIVALS

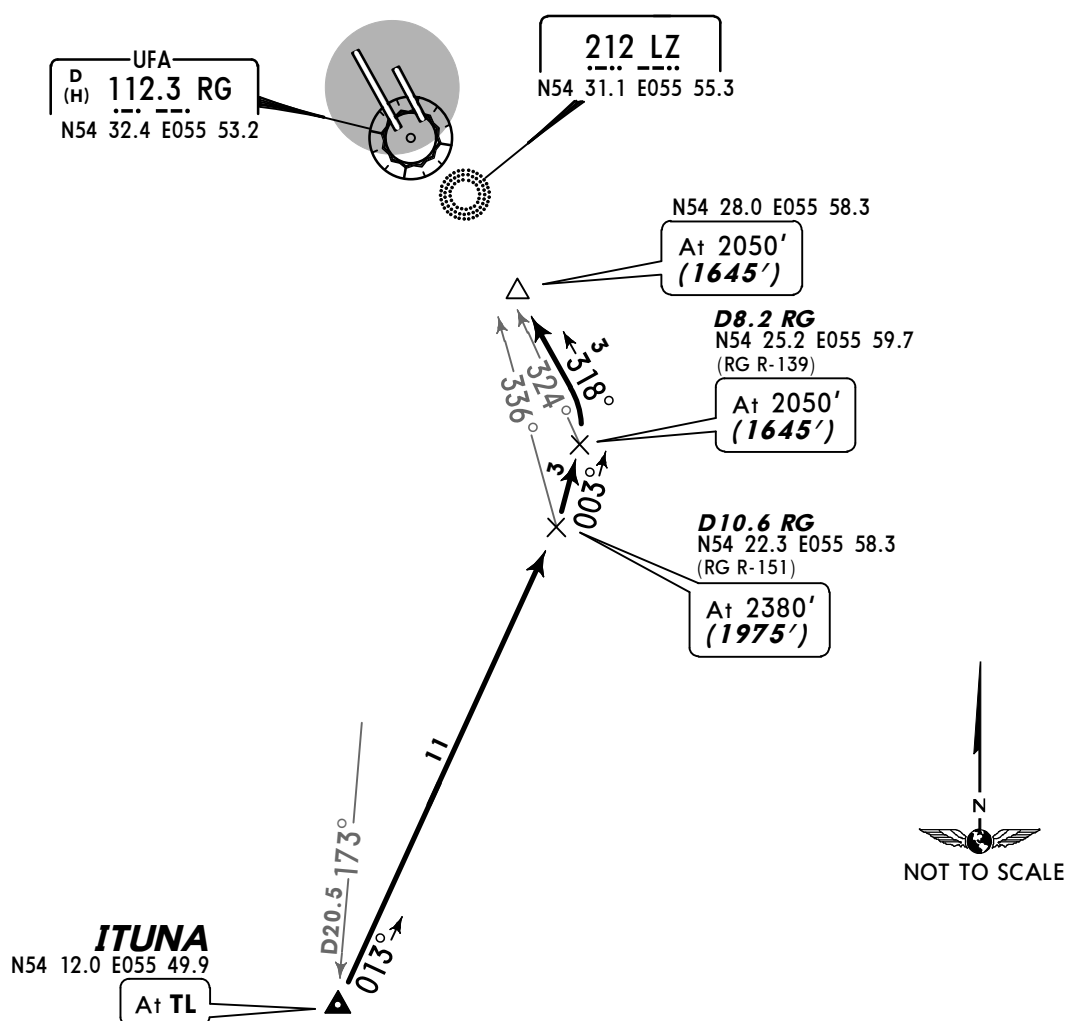
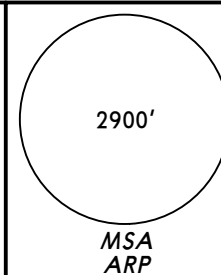


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410'	(3016' - 900m)
2370'	(1976' - 600m)
2040'	(1646' - 500m)



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' (3005')
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IT 12 RWY 32R ARRIVAL



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

PEMUL
N55 28.6 E054 53.5

SITES
N54 56.8 E054 27.2

GOTEN
N54 47.6 E055 00.4
(RG R-284/D34.2)

AKATU
N54 40.2 E054 13.8

TUGMA
N54 37.1 E054 58.3
(RG R-266/D32.3)

FLIGHT PATH:

- PEMUL to SITES: 21, 103°
- SITES to GOTEN: 42, 162°
- GOTEN to AKATU: 4, TN 2, 091°
- AKATU to TUGMA: 26, 085°
- TUGMA to GOTEN: 12, 066°
- GOTEN to D20.7 RG: 10, 100° brg to PT
- D20.7 RG to D20.8 RG: 12, 089° brg to PT
- D20.8 RG to D12.7 RG: 11, 121°
- D12.7 RG to 527 PT: 12, 121°

Waypoint Details:

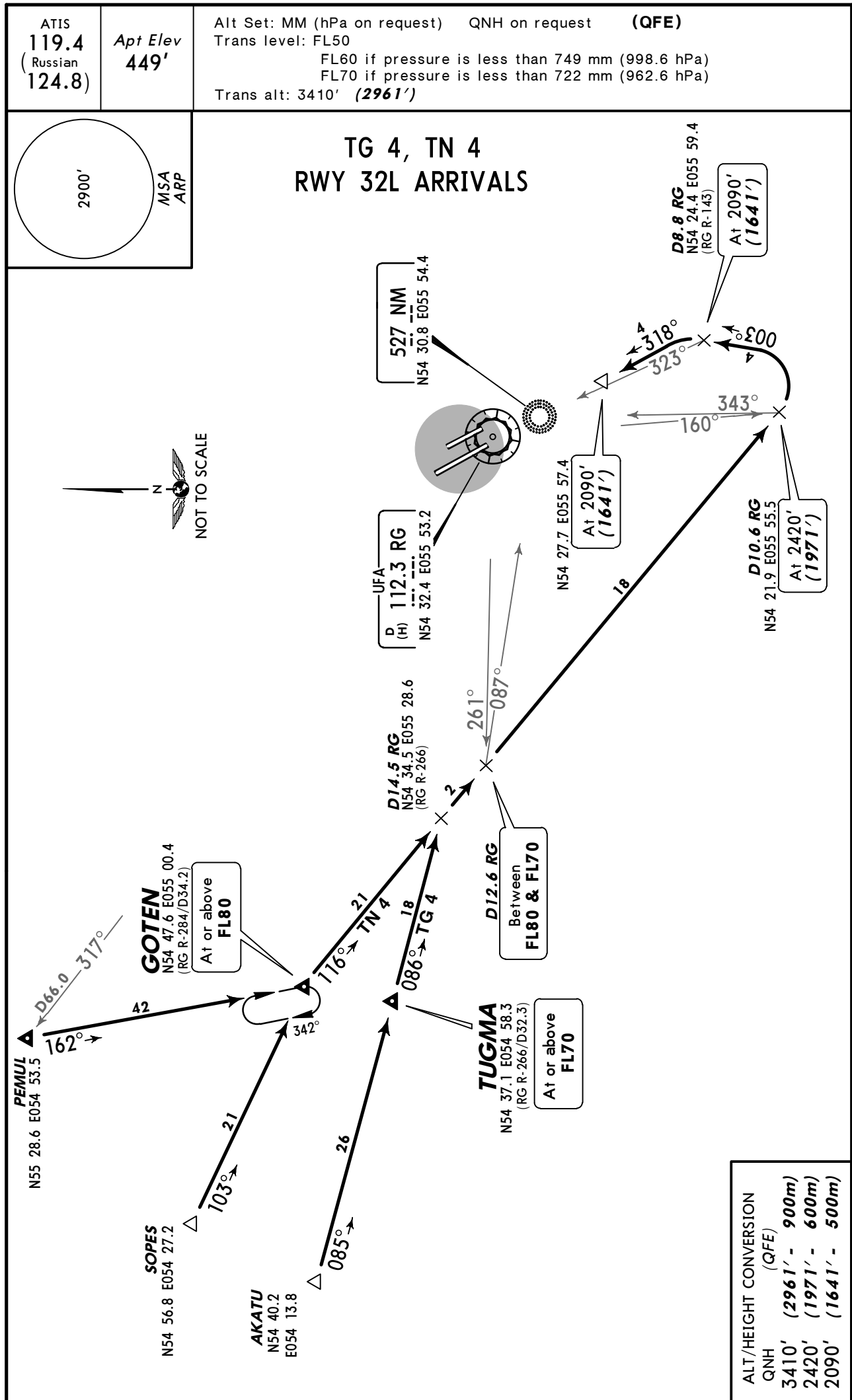
- D20.7 RG** (RG R-293) (106° brg to PT): At TL
- D30.7 RG** (RG R-286) (100° brg to PT): At FL80
- D20.8 RG** (RG R-278) (089° brg to PT): At TL
- D12.7 RG** (N54 41.9 E055 38.8) (RG R-306): At 2340' (1969')
- 527 PT** (N54 36.0 E055 49.0): At 527'

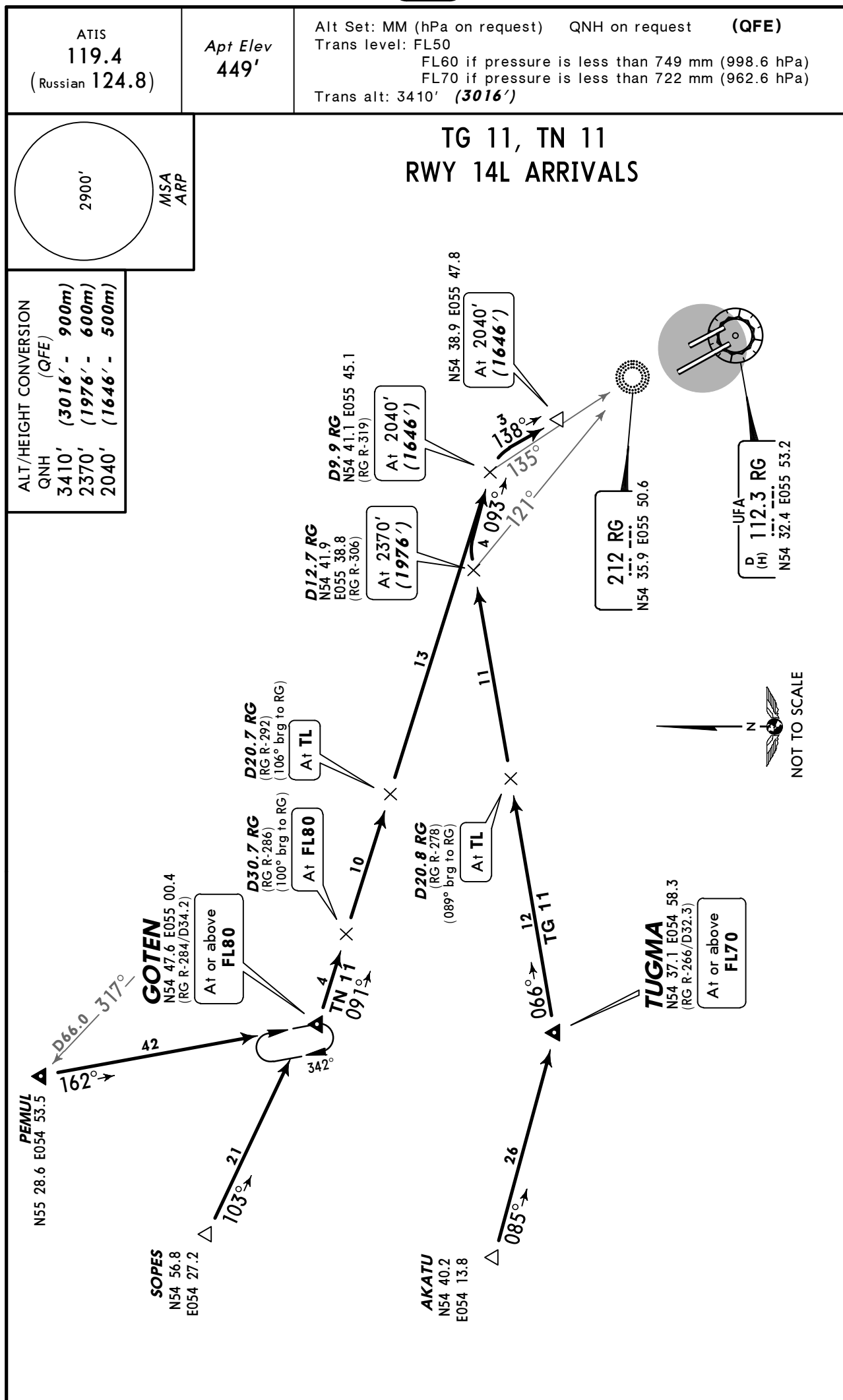
NOTES:

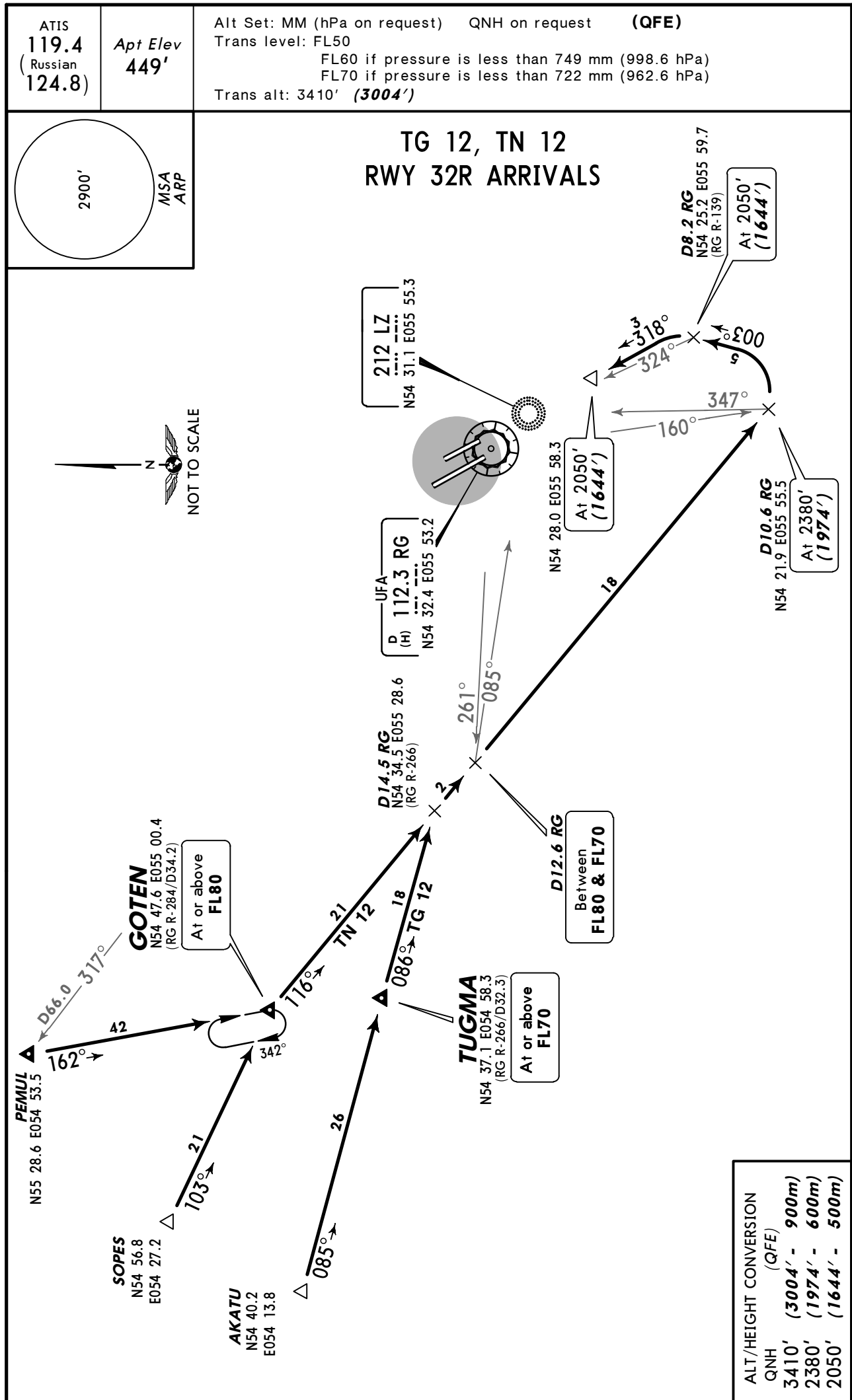
- At or above FL80 (near GOTEN)
- At or above FL70 (near TUGMA)
- NOT TO SCALE

Legend:

- D: Distance
- H: Height
- N: North







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)

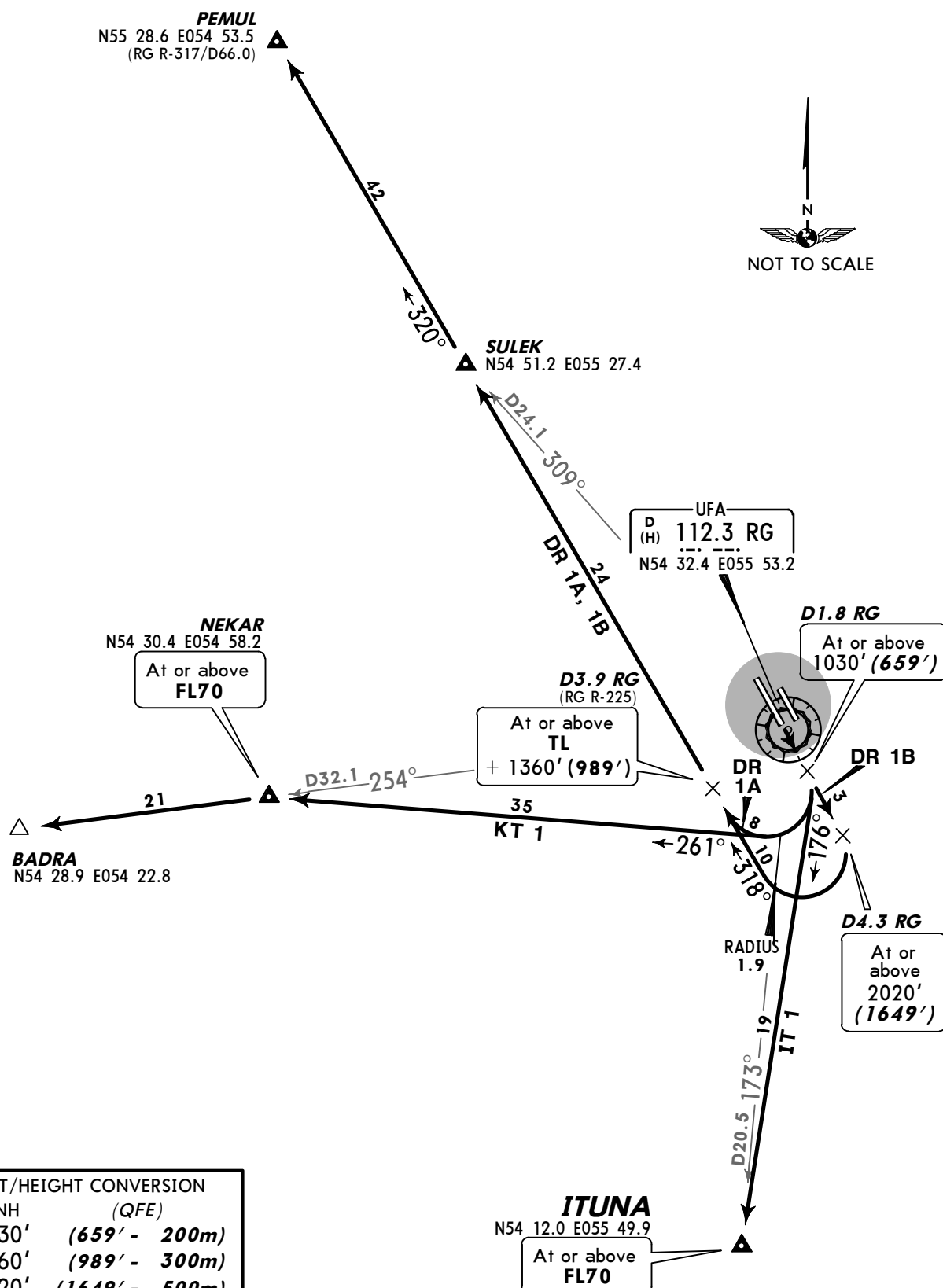
Trans alt: 3410' (3039')

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

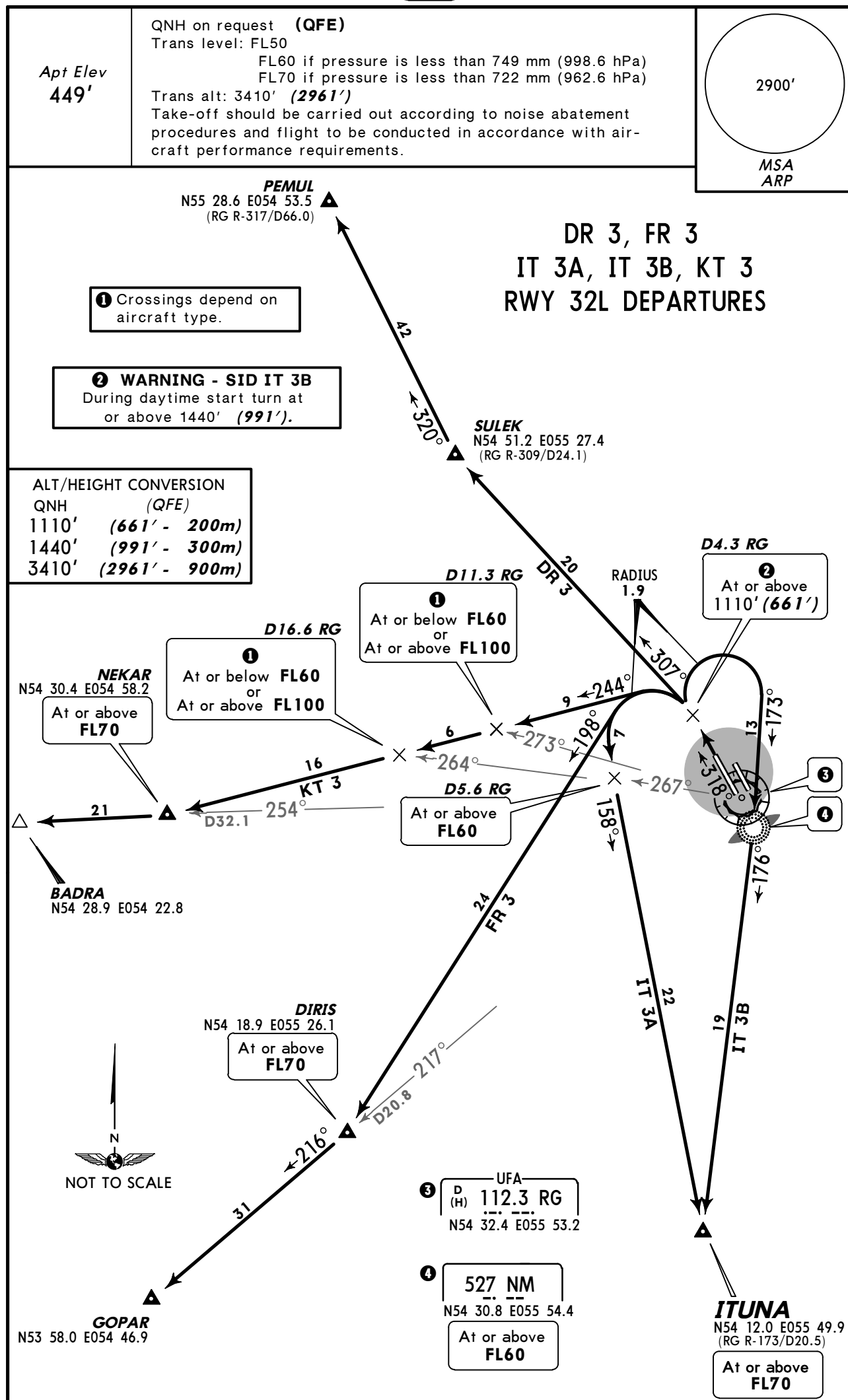
QNH (QFE)

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)

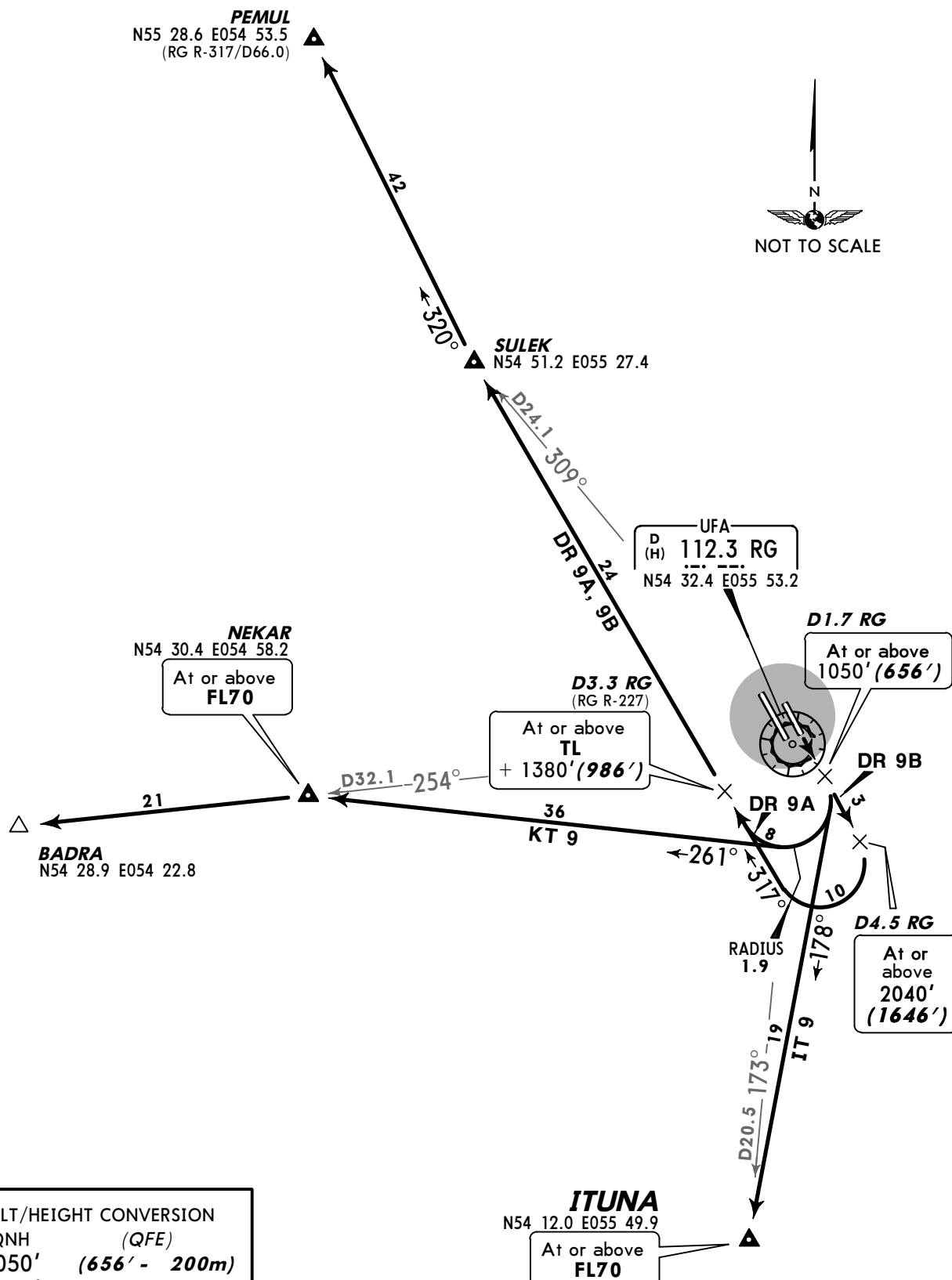
Trans alt: 3410' (3016')

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



ALT/HEIGHT CONVERSION

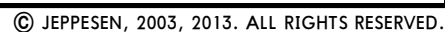
QNH (QFE)

1050' (656' - 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.

2900'

MSA
ARP

LU 1, PK 1 RWY 14R DEPARTURES

▲ **PIKOR**
N55 12.0 E056 14.9



MITKO
N54 45.8 E056 23.9

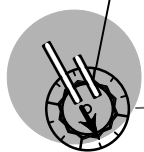
At or above
FL70

AGLOT
N54 39.2 E056 29.4

At or above
FL80

ASPUM
N54 46.7
E057 07.1

UFA
D (H) 112.3 RG
N54 32.4 E055 53.2



D1.8 RG

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
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)

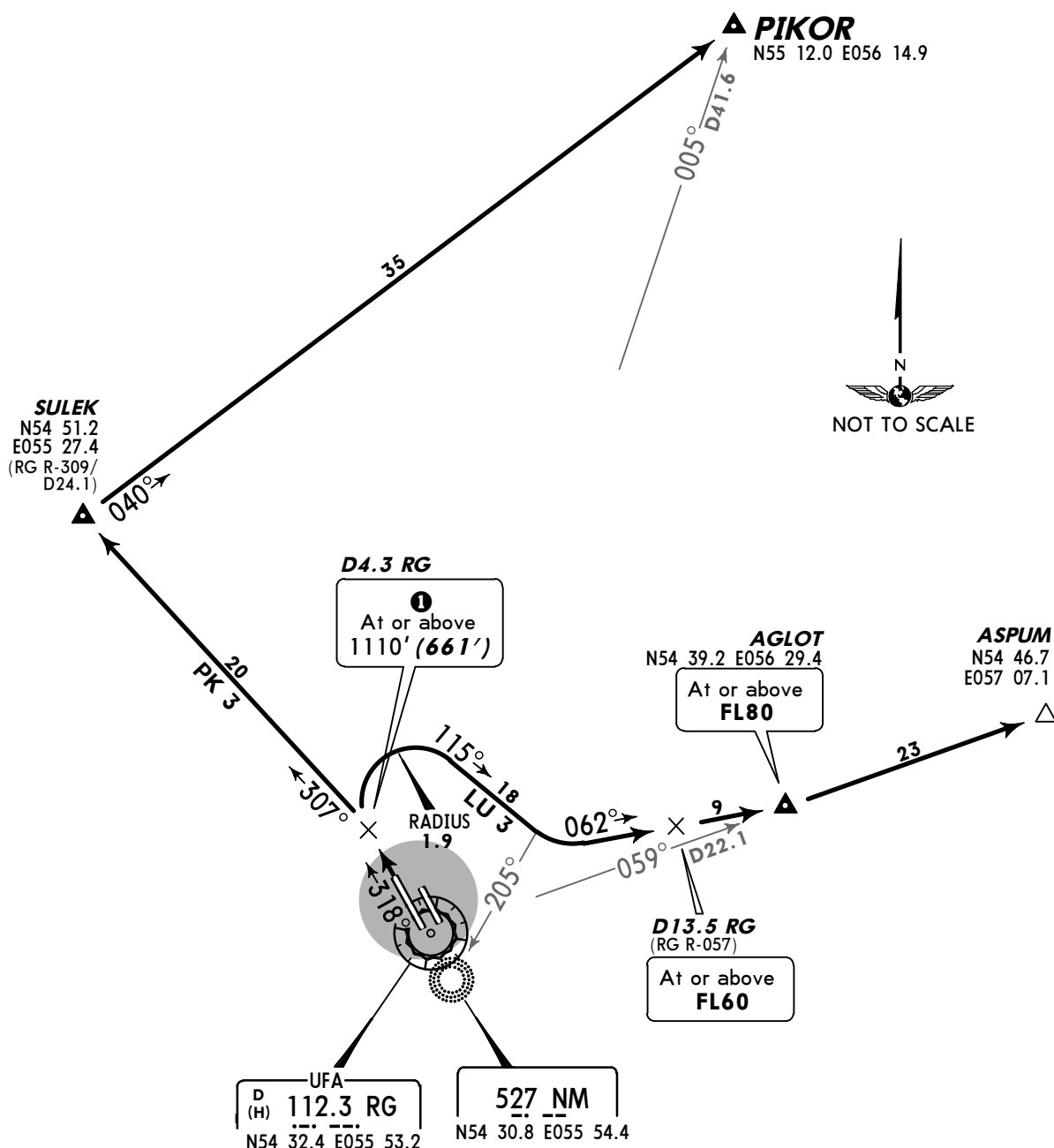
Trans alt: 3410' (2961')

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)

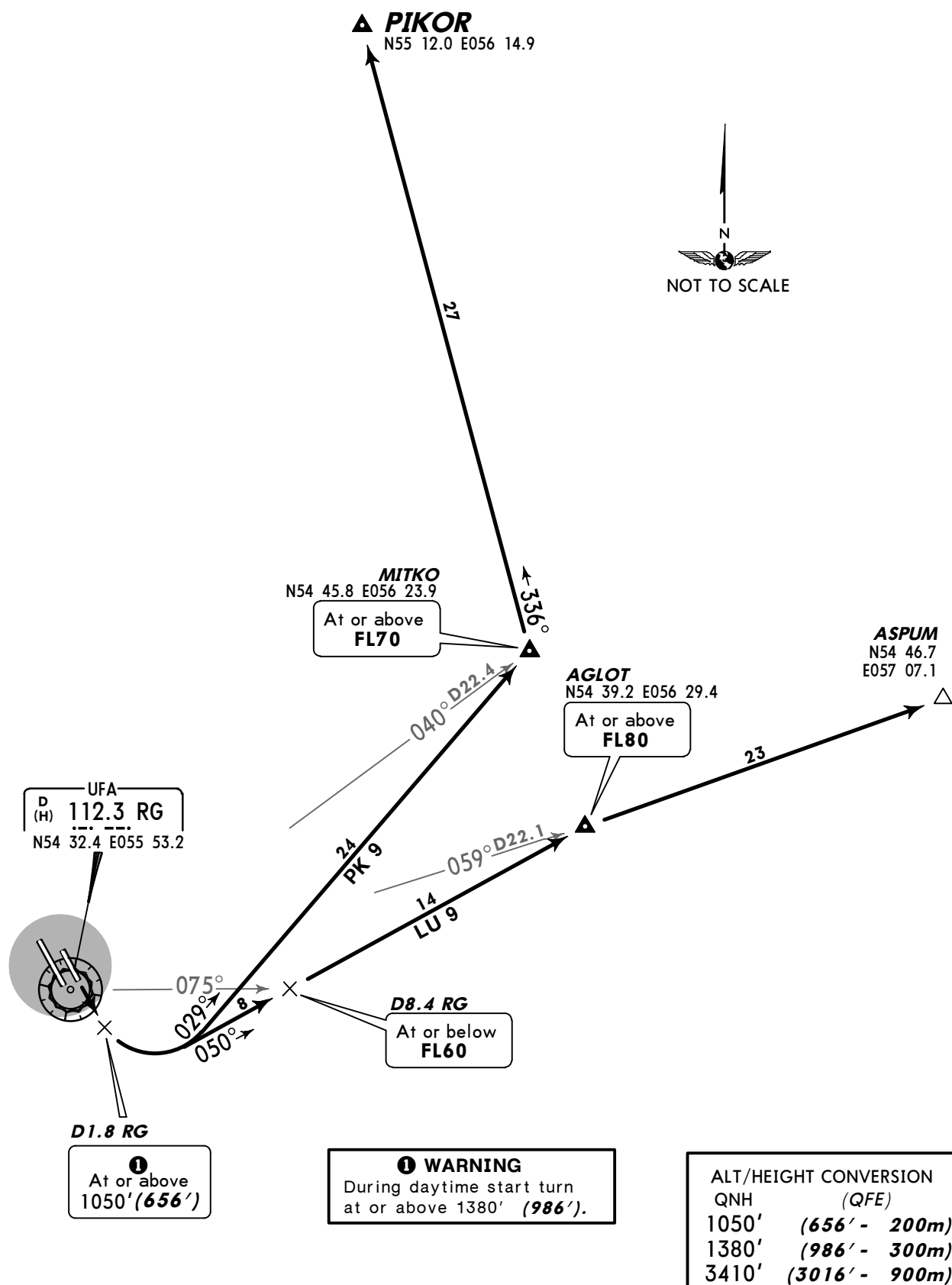
Trans alt: 3410' (3016')

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)

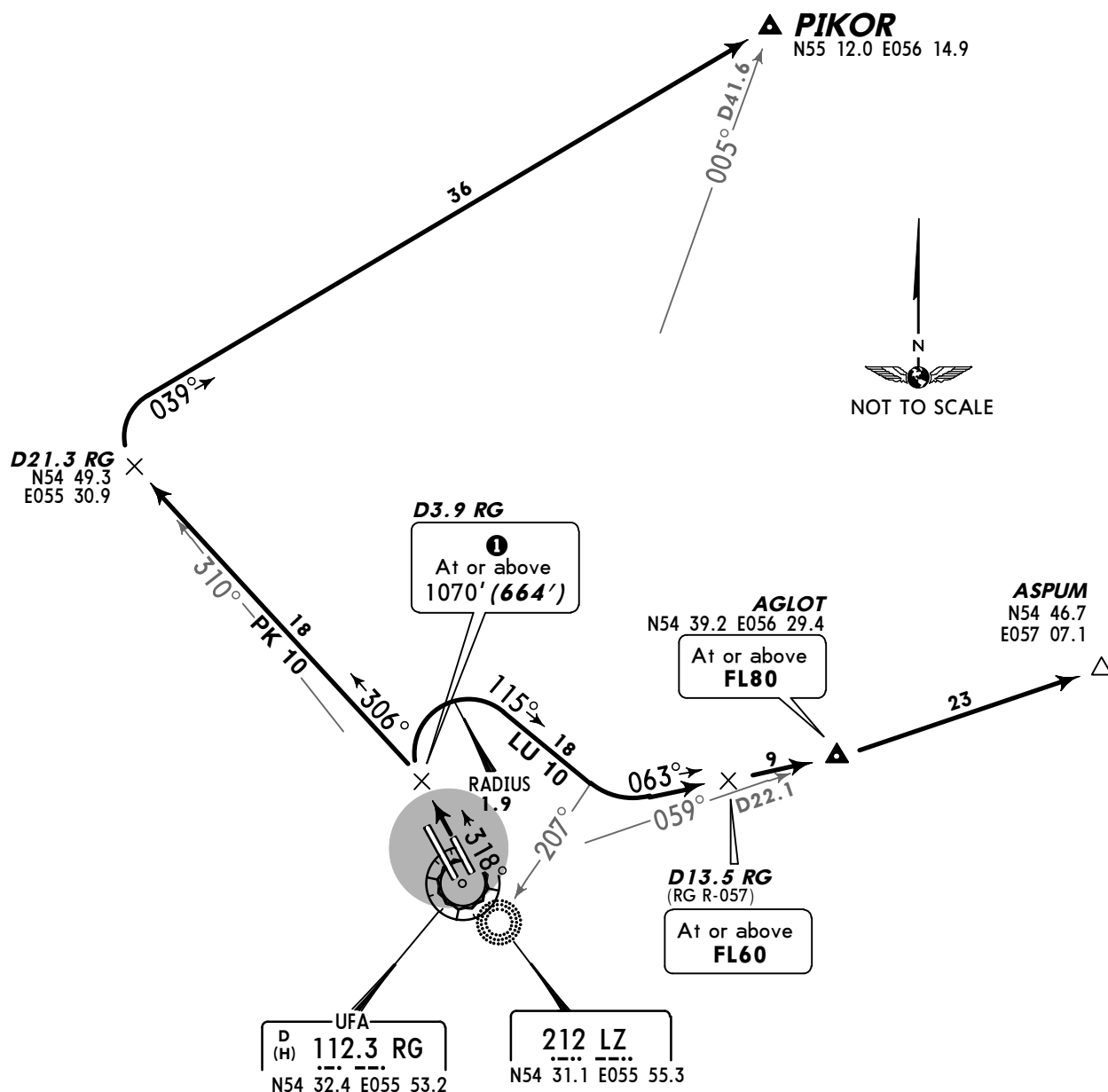
Trans alt: 3410' (3004')

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

LU 10, PK 10 RWY 32R DEPARTURES



1 WARNING - SID LU 10

During daytime start turn at or above 1390' (984').
If unable to cross D3.9 RG at or above 1070' (664') at nighttime/ at or above 1390' (984') at daytime, turn LEFT to LZ, then to AGLOT with mandatory report to ATC and under ATC control.

ALT/HEIGHT CONVERSION

QNH (QFE)

1070' (664' - 200m)

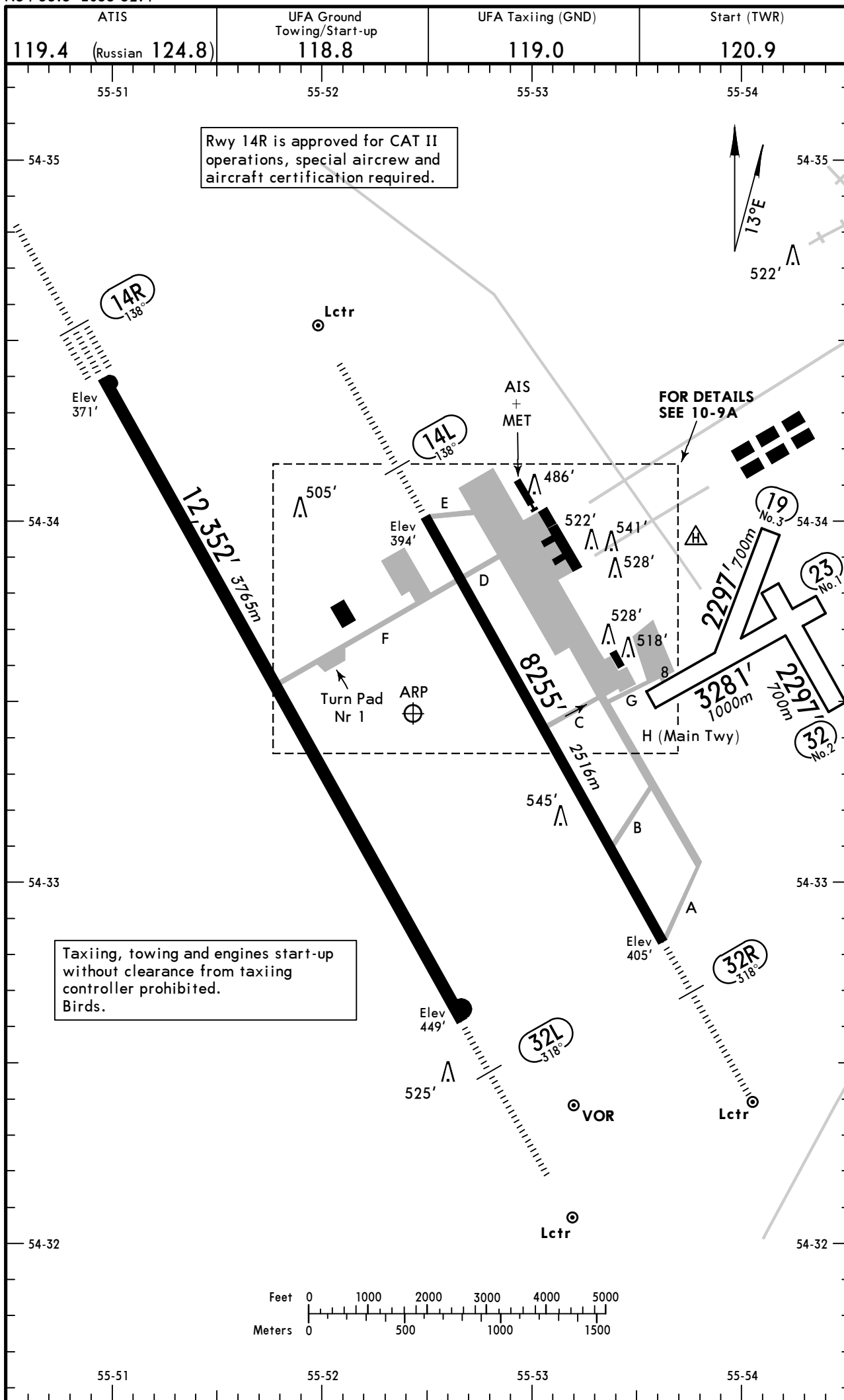
1390' (984' - 300m)

3410' (3004' - 900m)

UWUU/UFA
 Apt Elev **449'**
 N54 33.5 E055 52.4

JEPPESEN
 21 JUN 13 **(10-9)** Eff 27 Jun

UFA, RUSSIA
 UFA



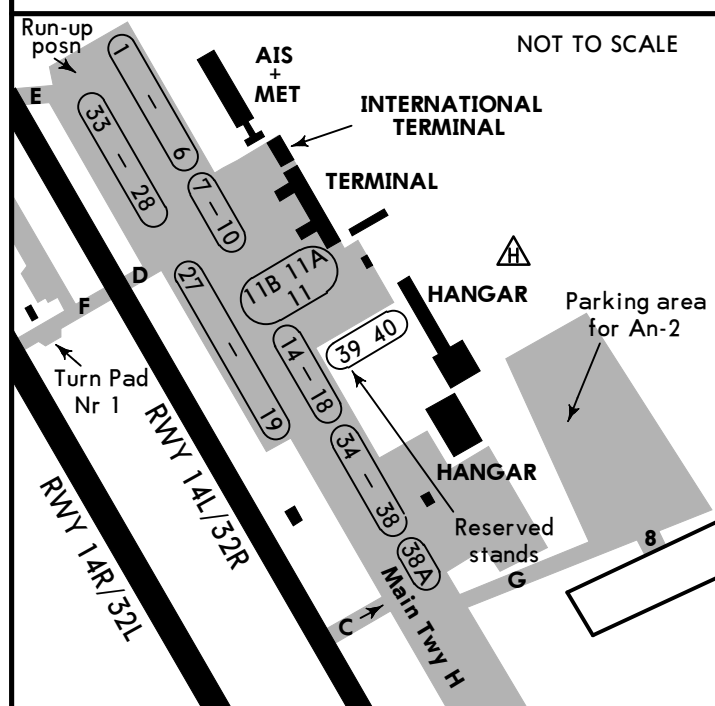
CHANGES: Apch lights rwy 14R/32L established.

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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
14R	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')
32L	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
32L	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 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

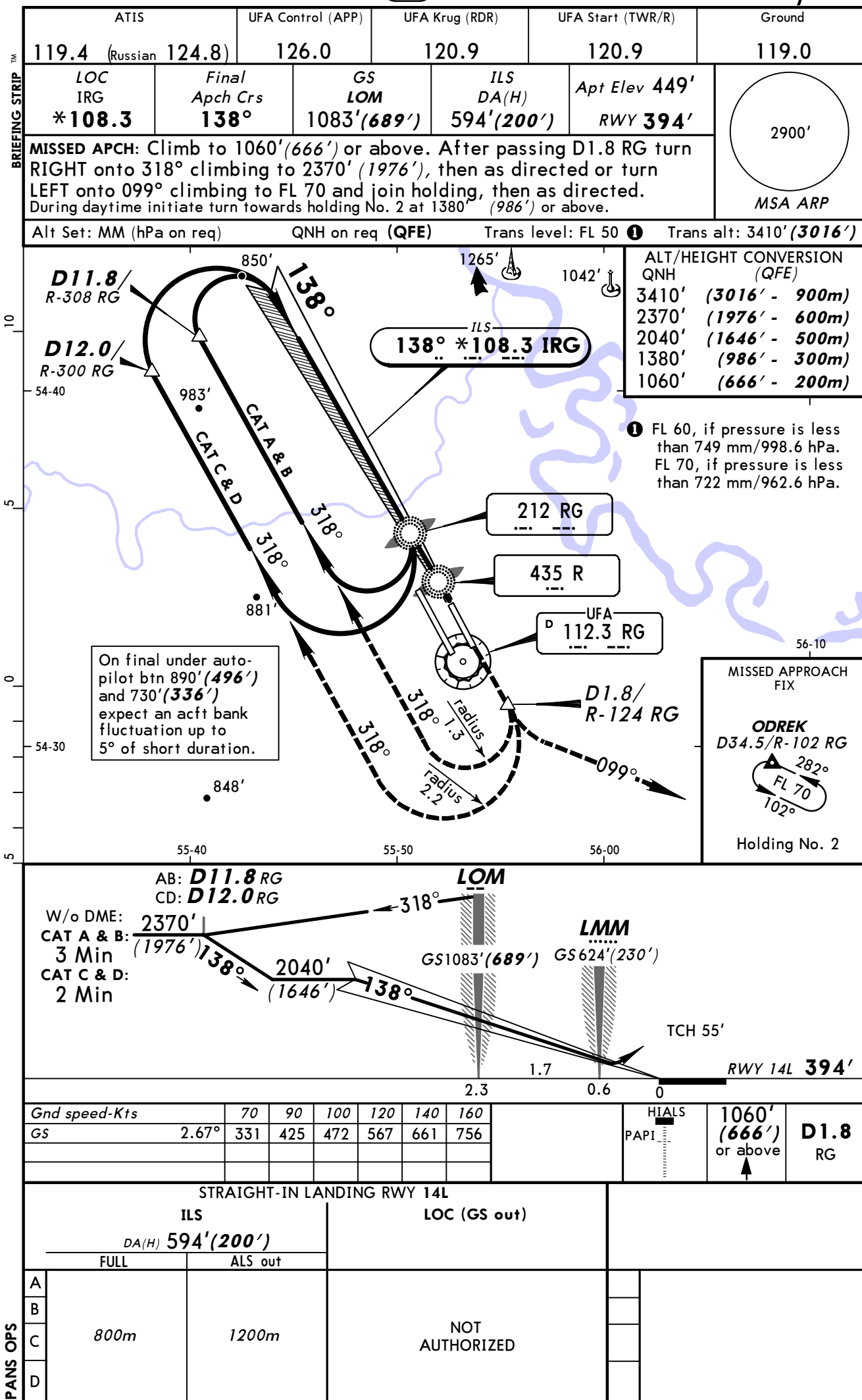
① Continuous Descent Final Approach.

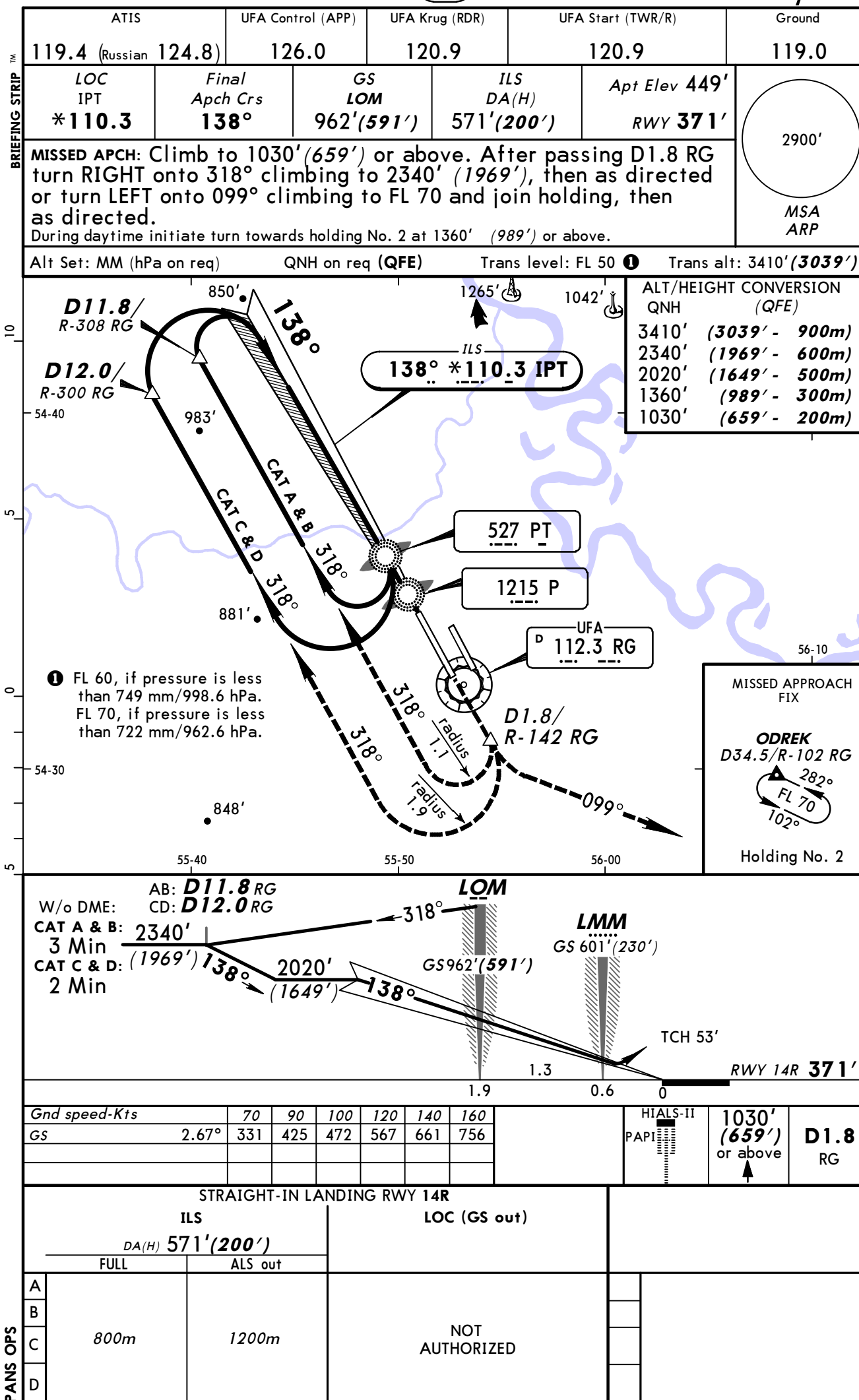
TAKE-OFF RWY 14L/R, 32L/R

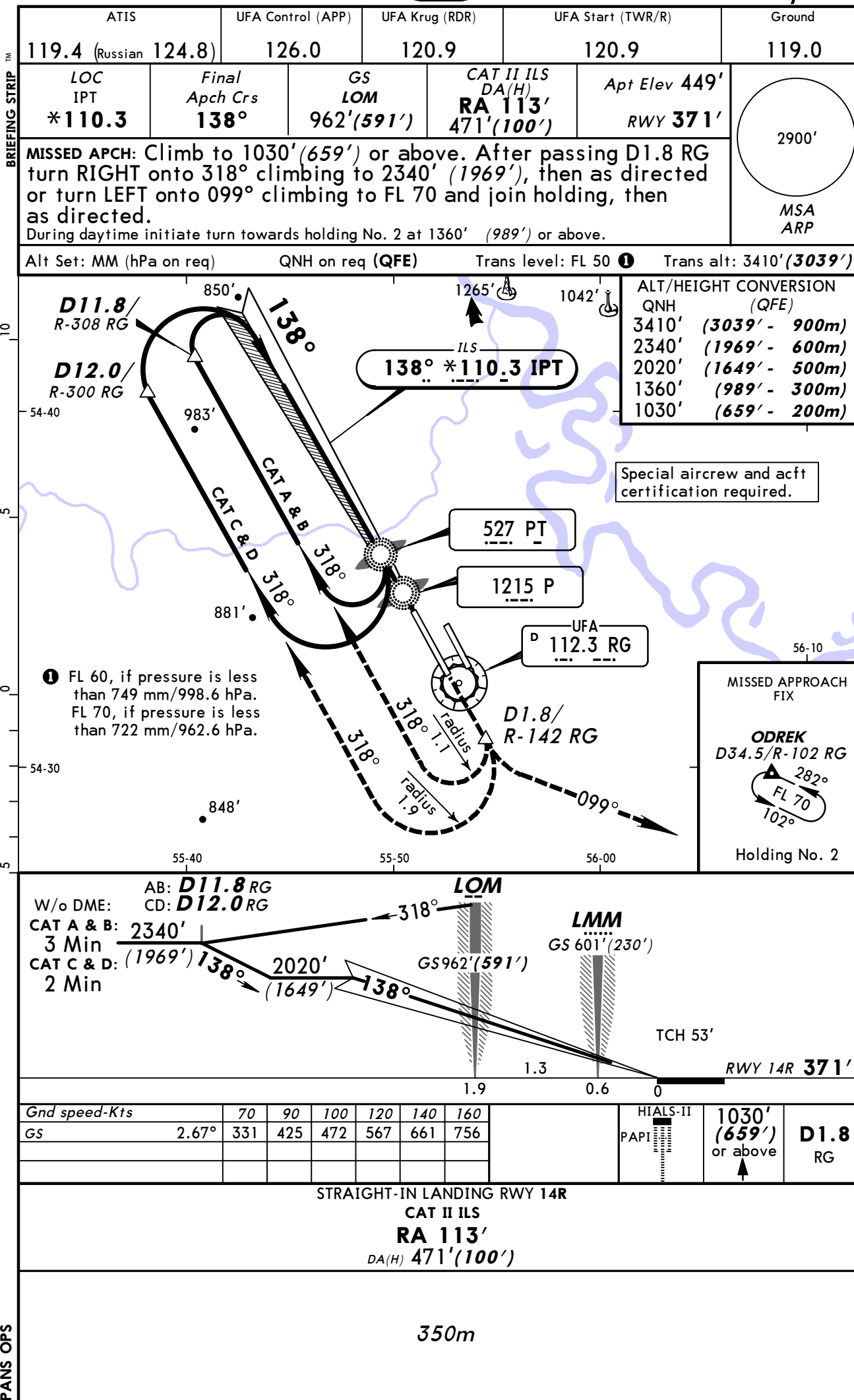
LVP must be in force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

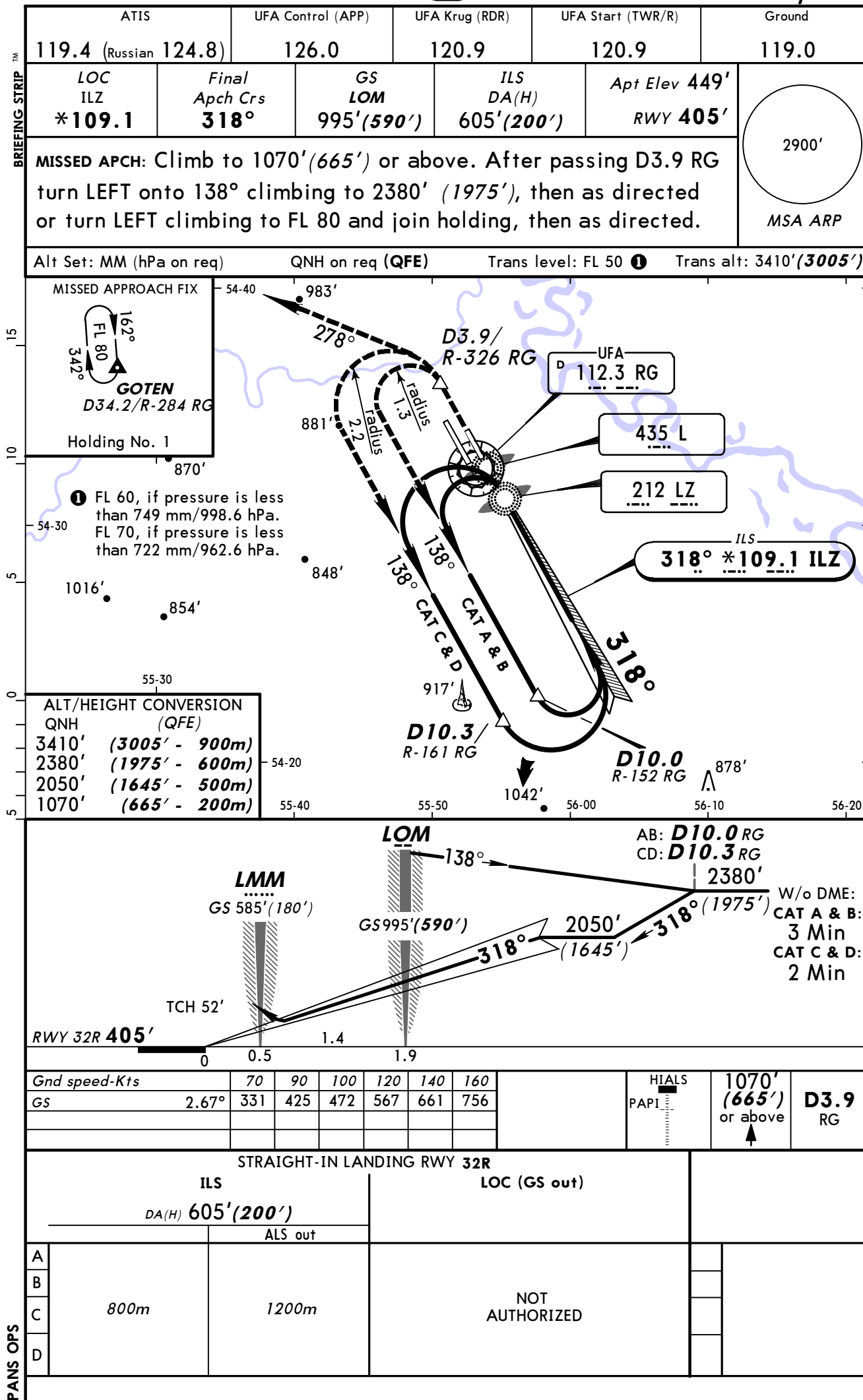
CHANGES: Minimums.

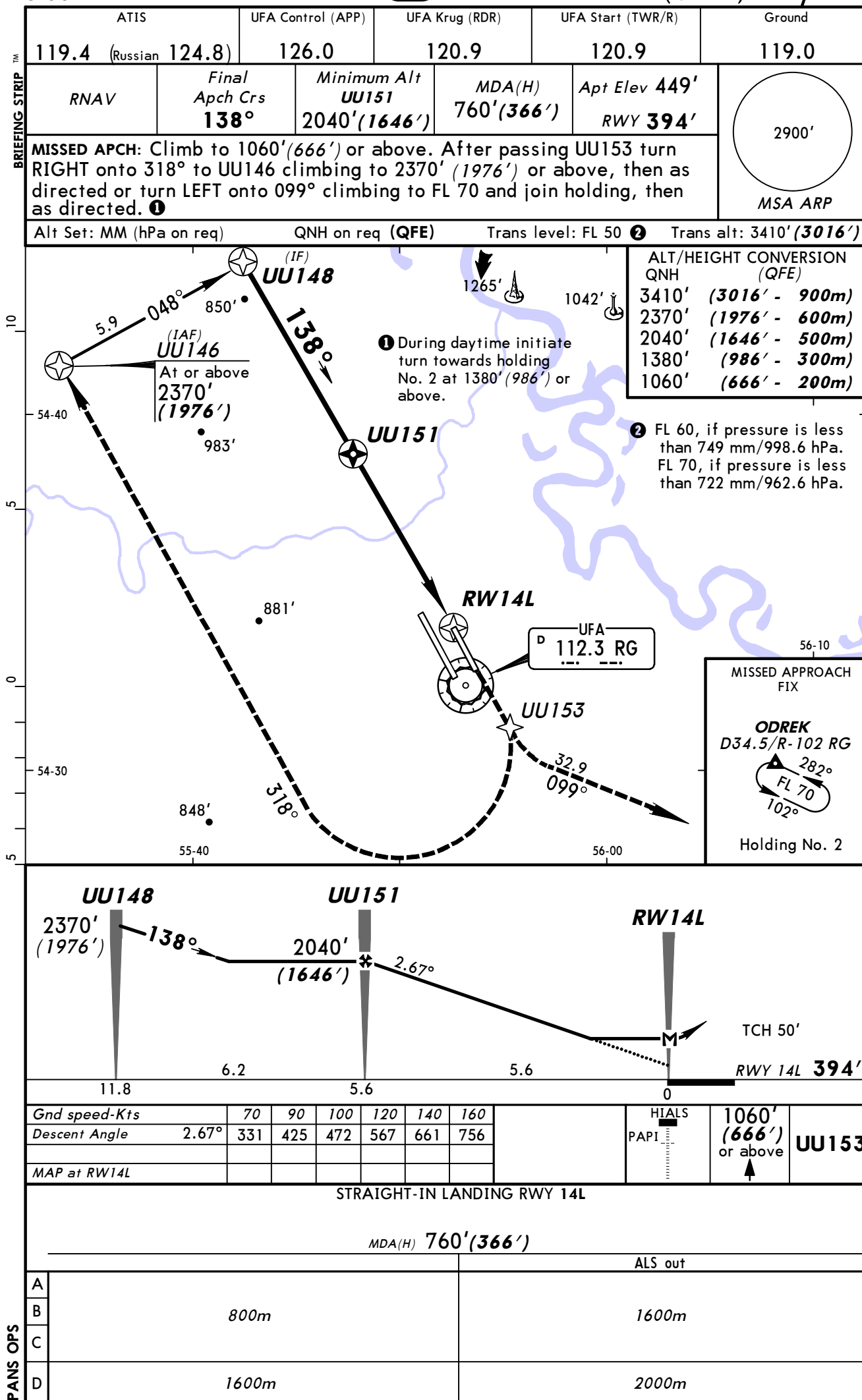
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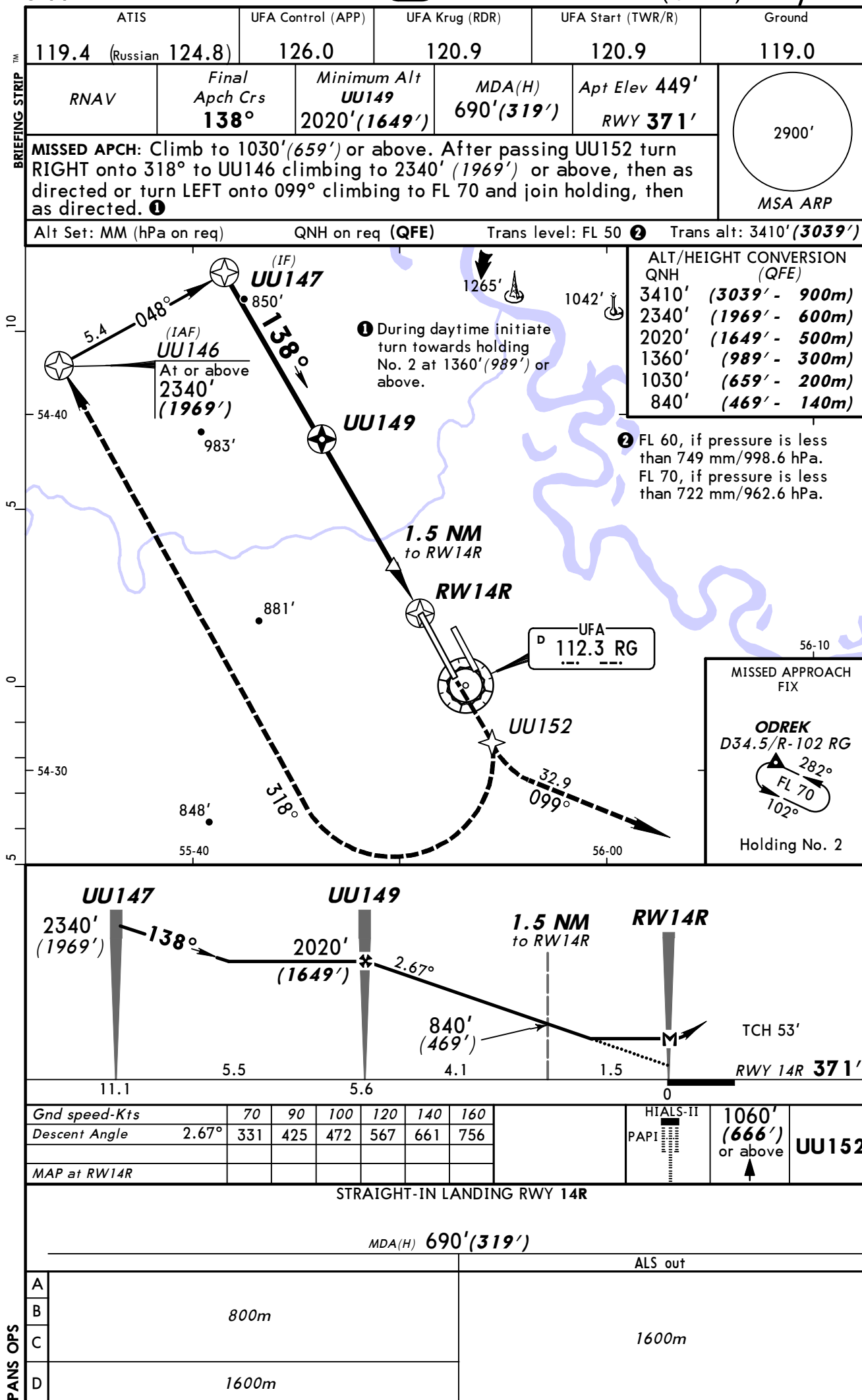


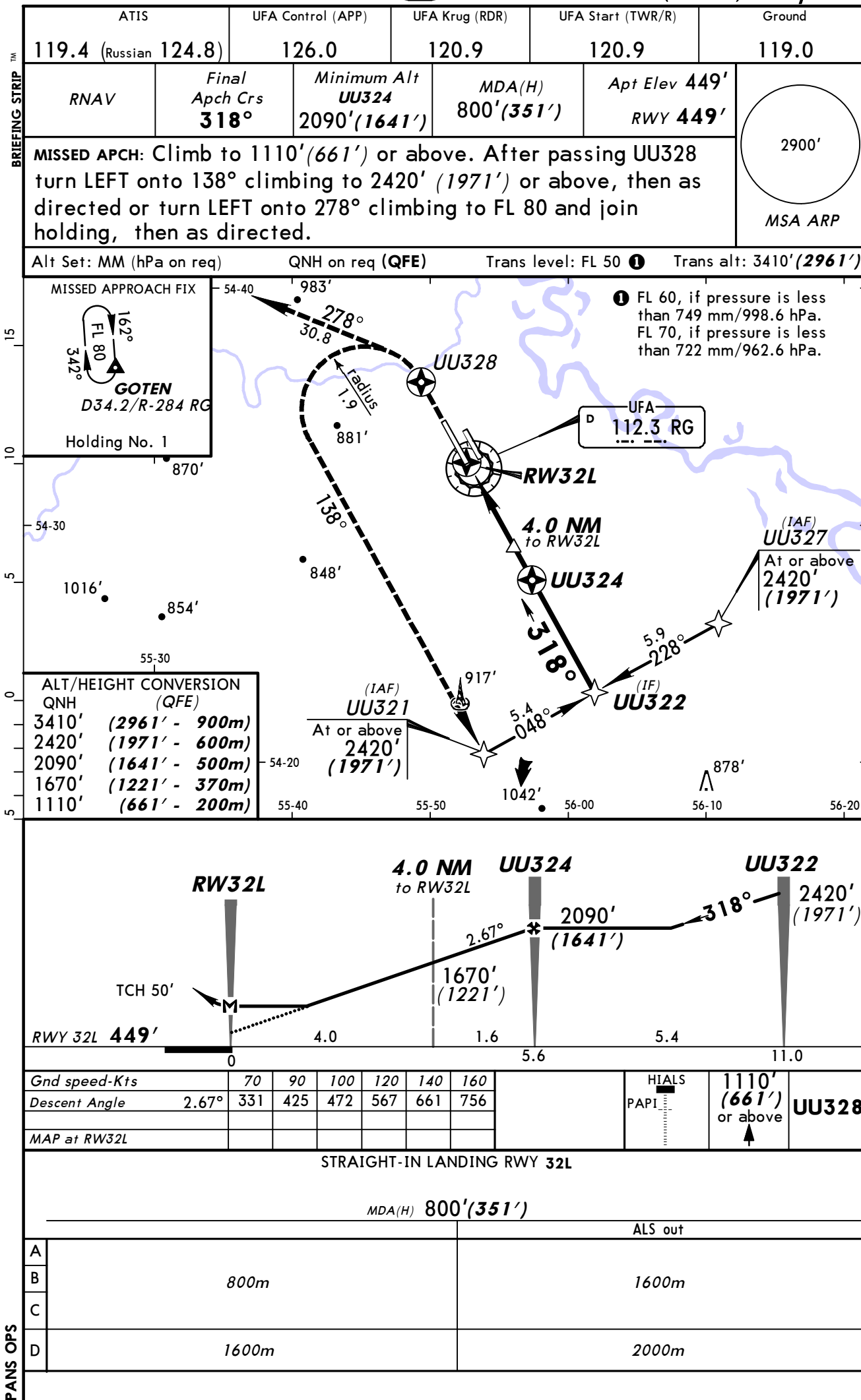


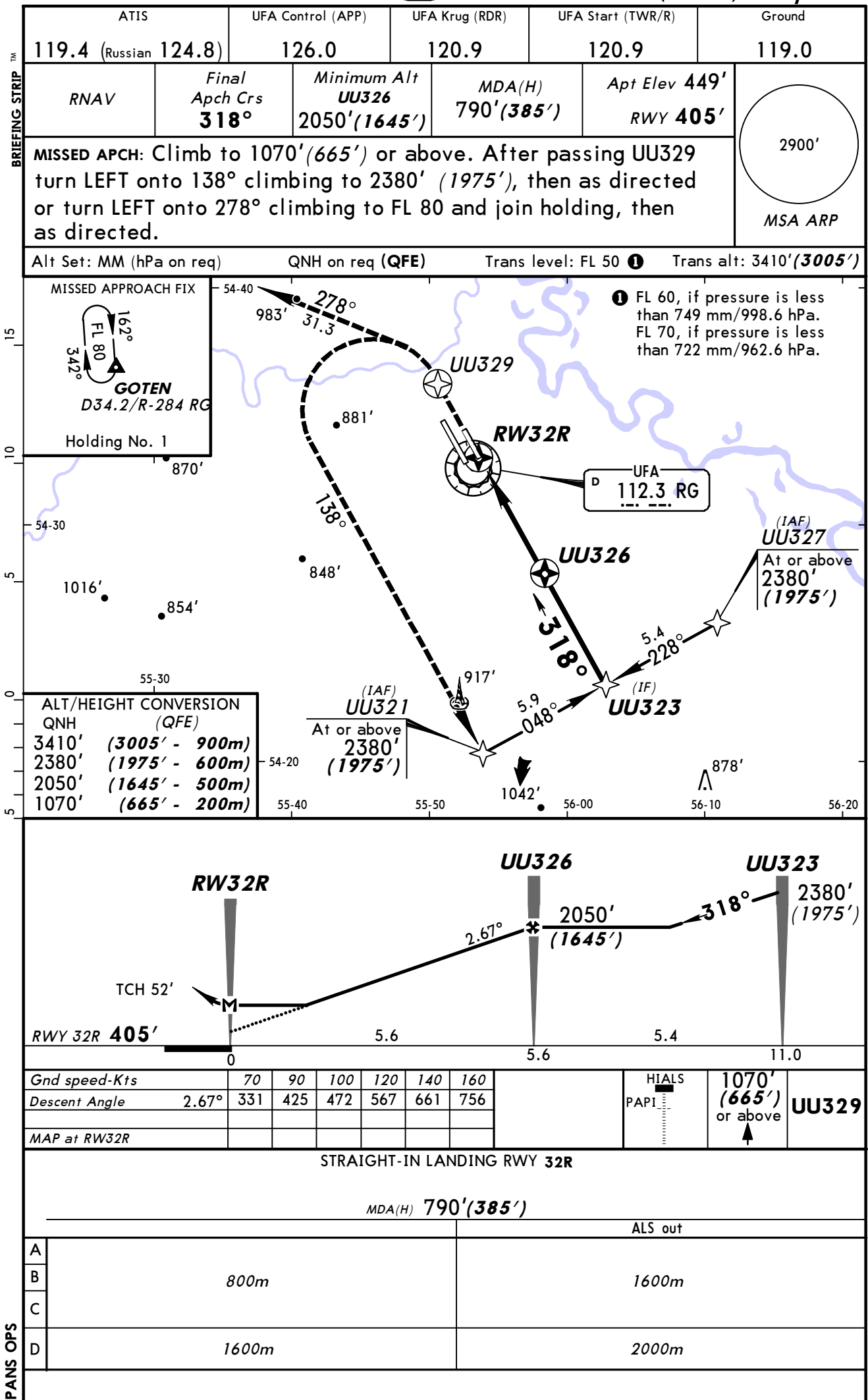












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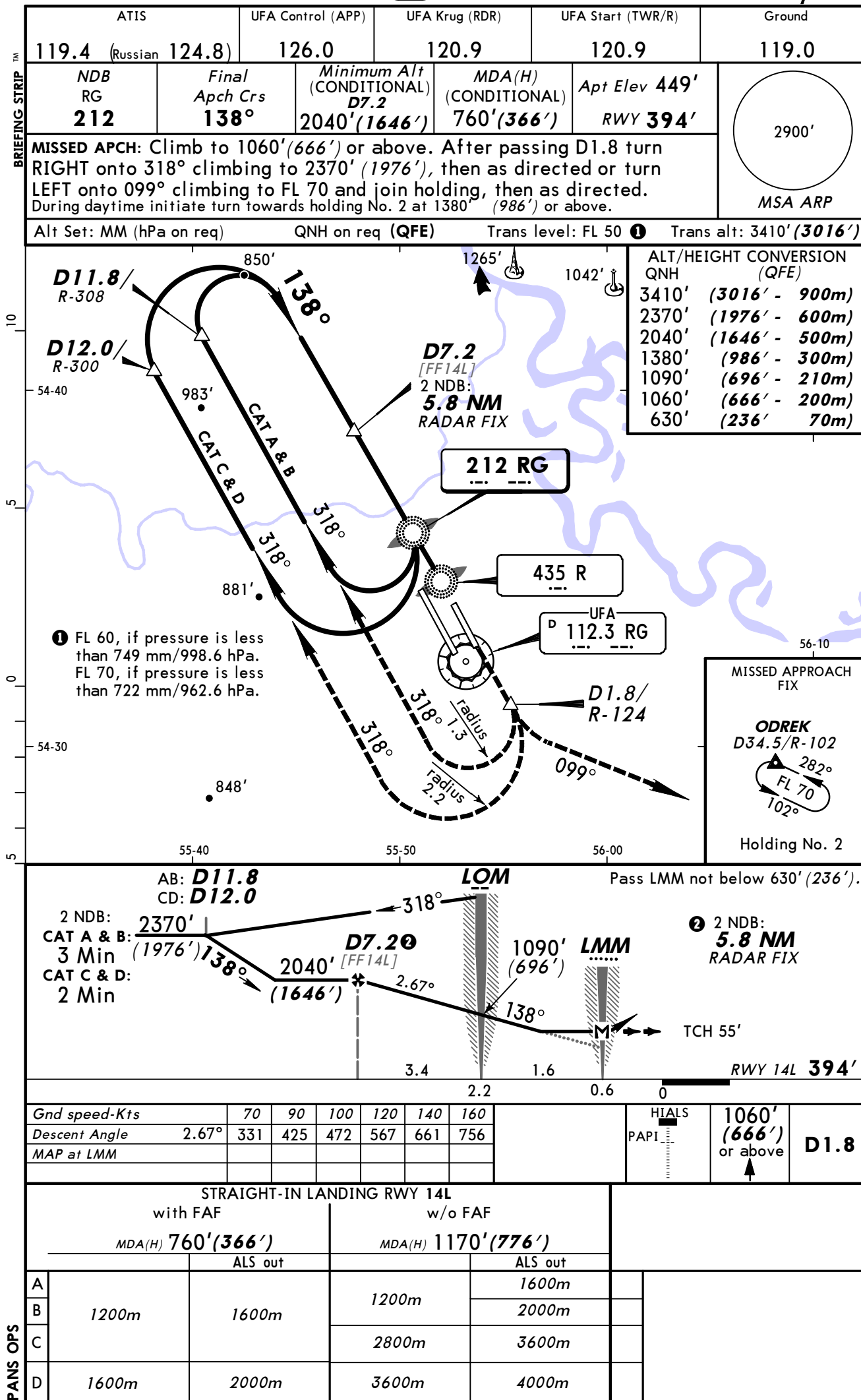
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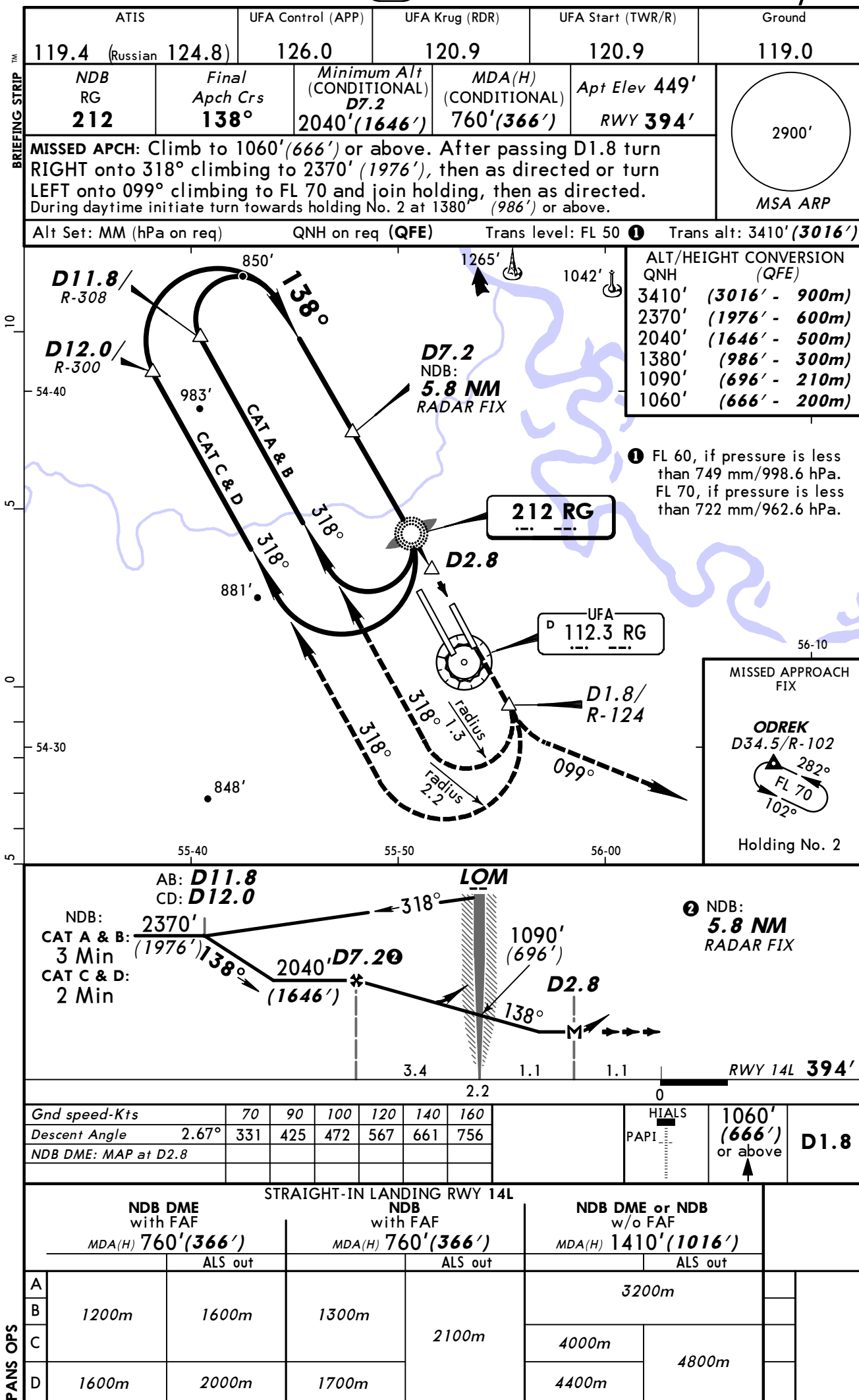
28 JUN 13

(16-1)

2 NDB DME or 2 NDB Rwy 14L

UFA, RUSSIA





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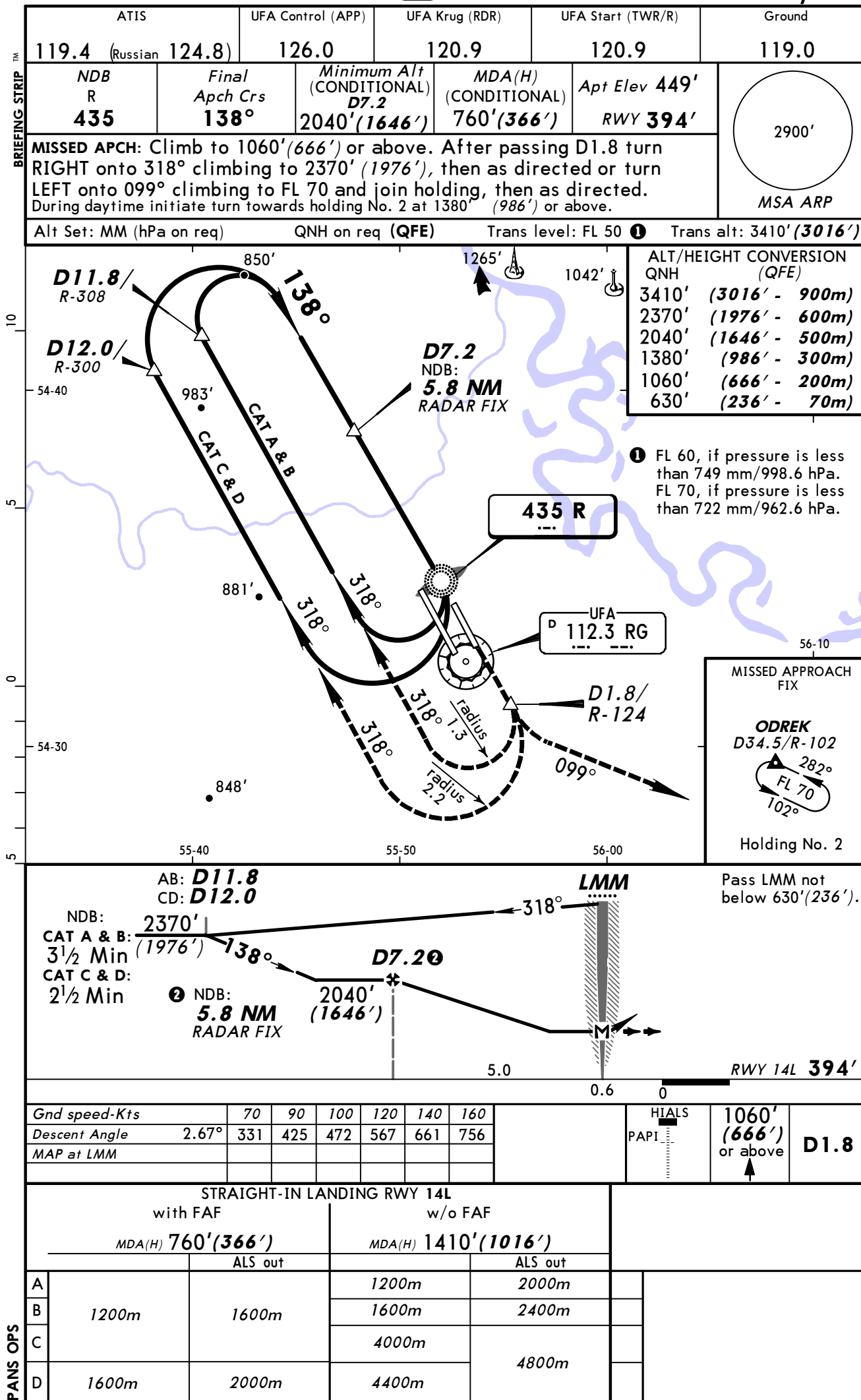
JEPPesen

28 JUN 13

(16-3)

R NDB DME or R NDB Rwy 14L

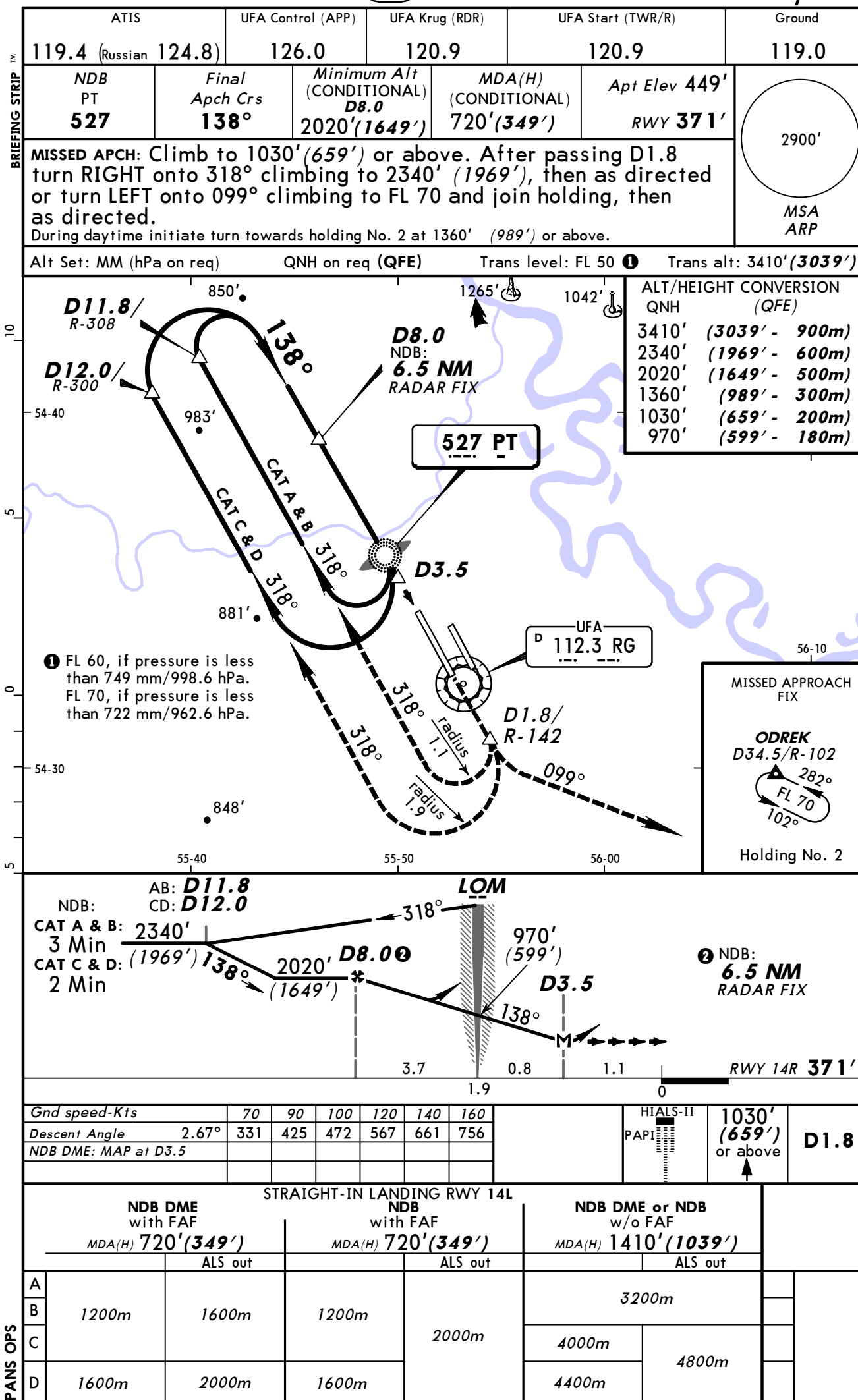
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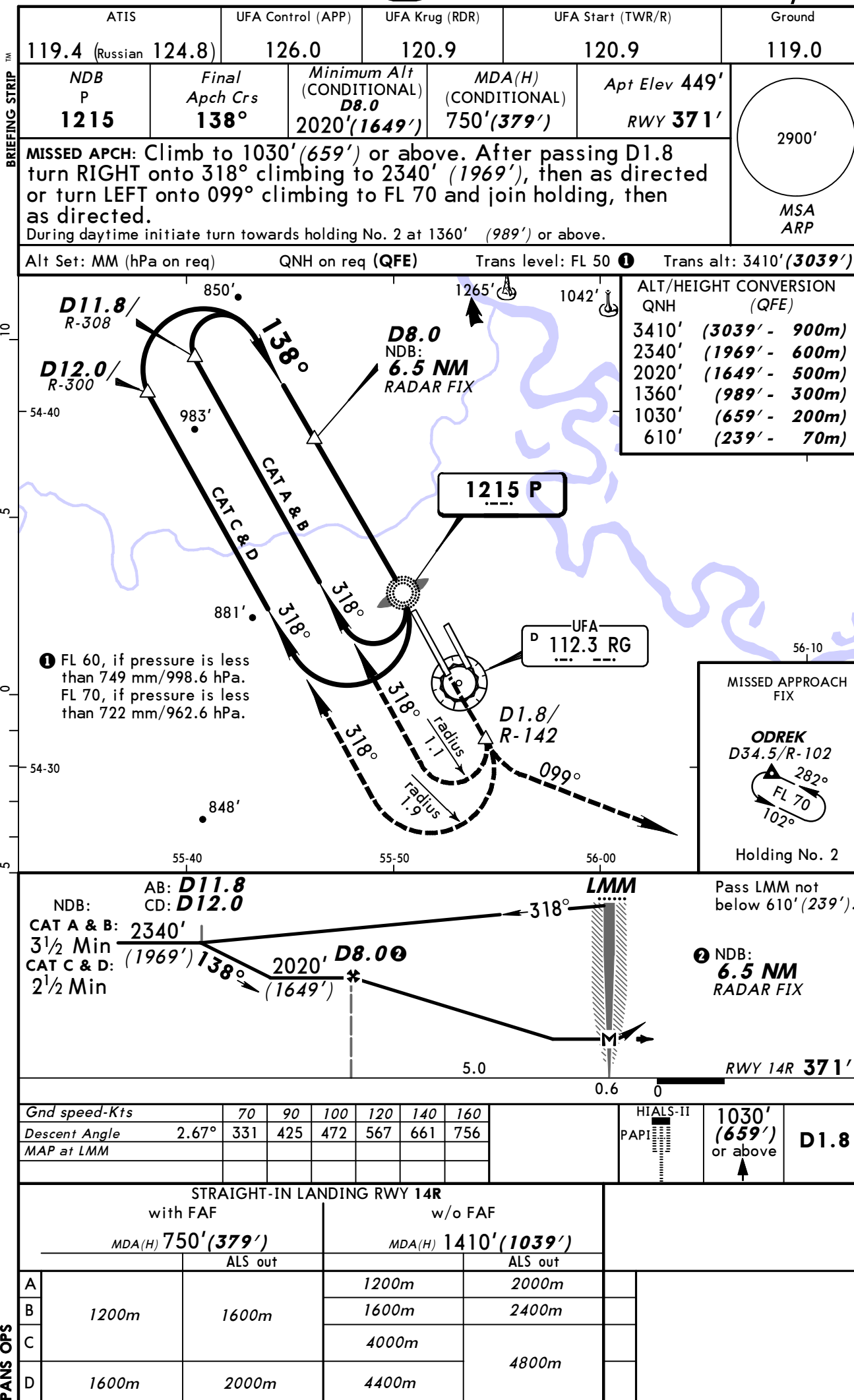


BRIEFING STRIP™



PANS OPS





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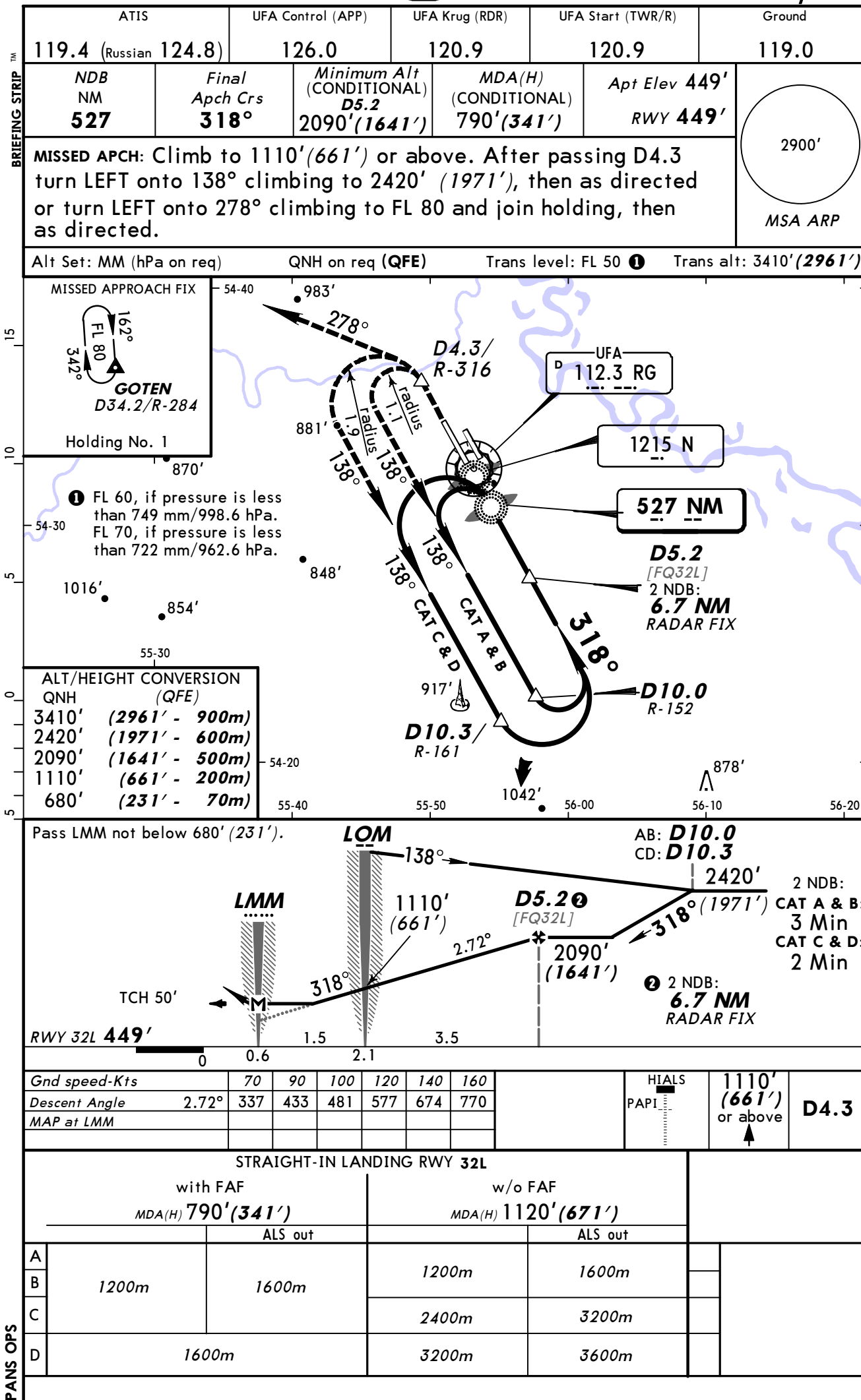
JEPPESSEN

28 JUN 13

(16-7)

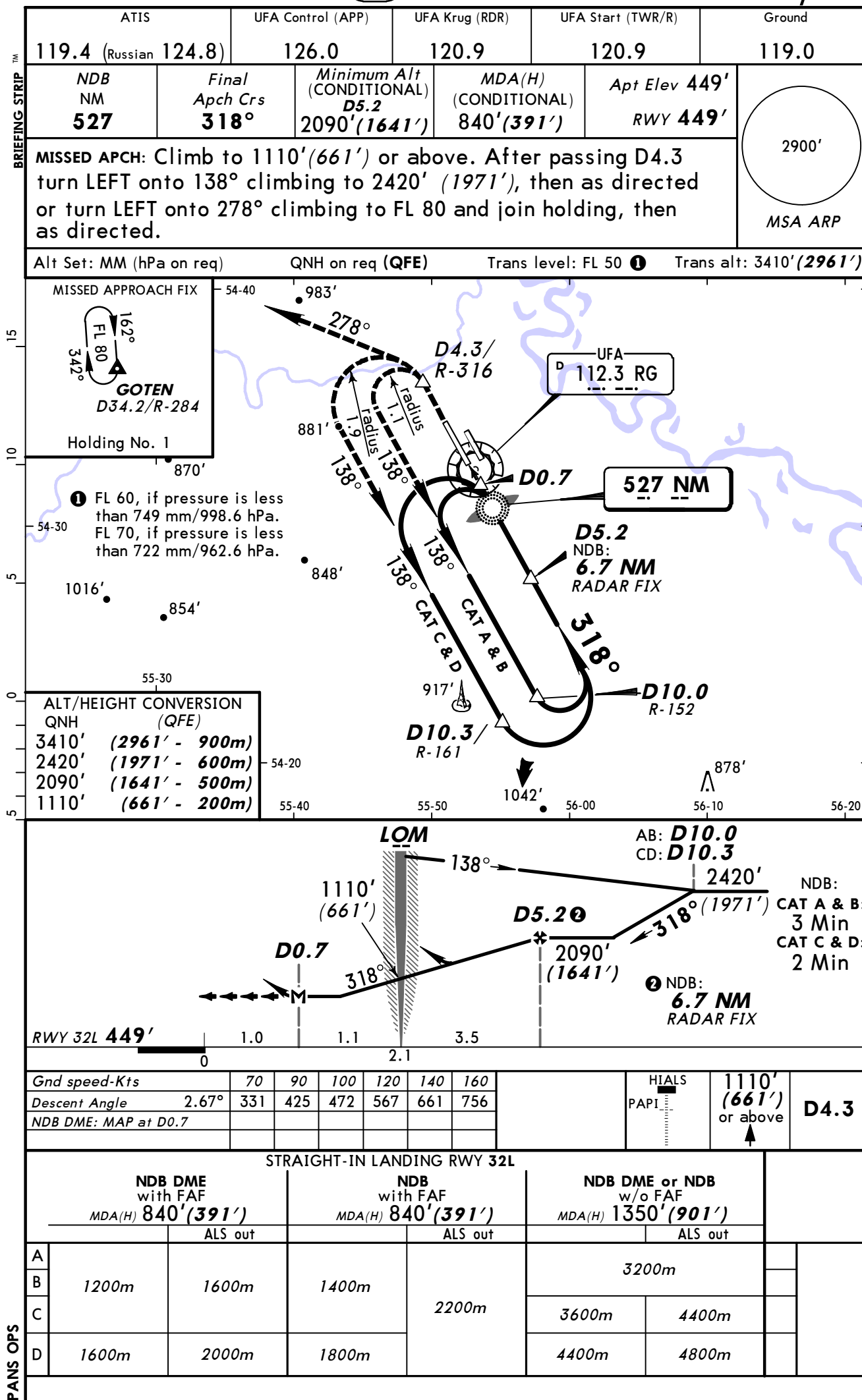
2 NDB DME or 2 NDB Rwy 32L

UFA, RUSSIA



CHANGES: New procedure.

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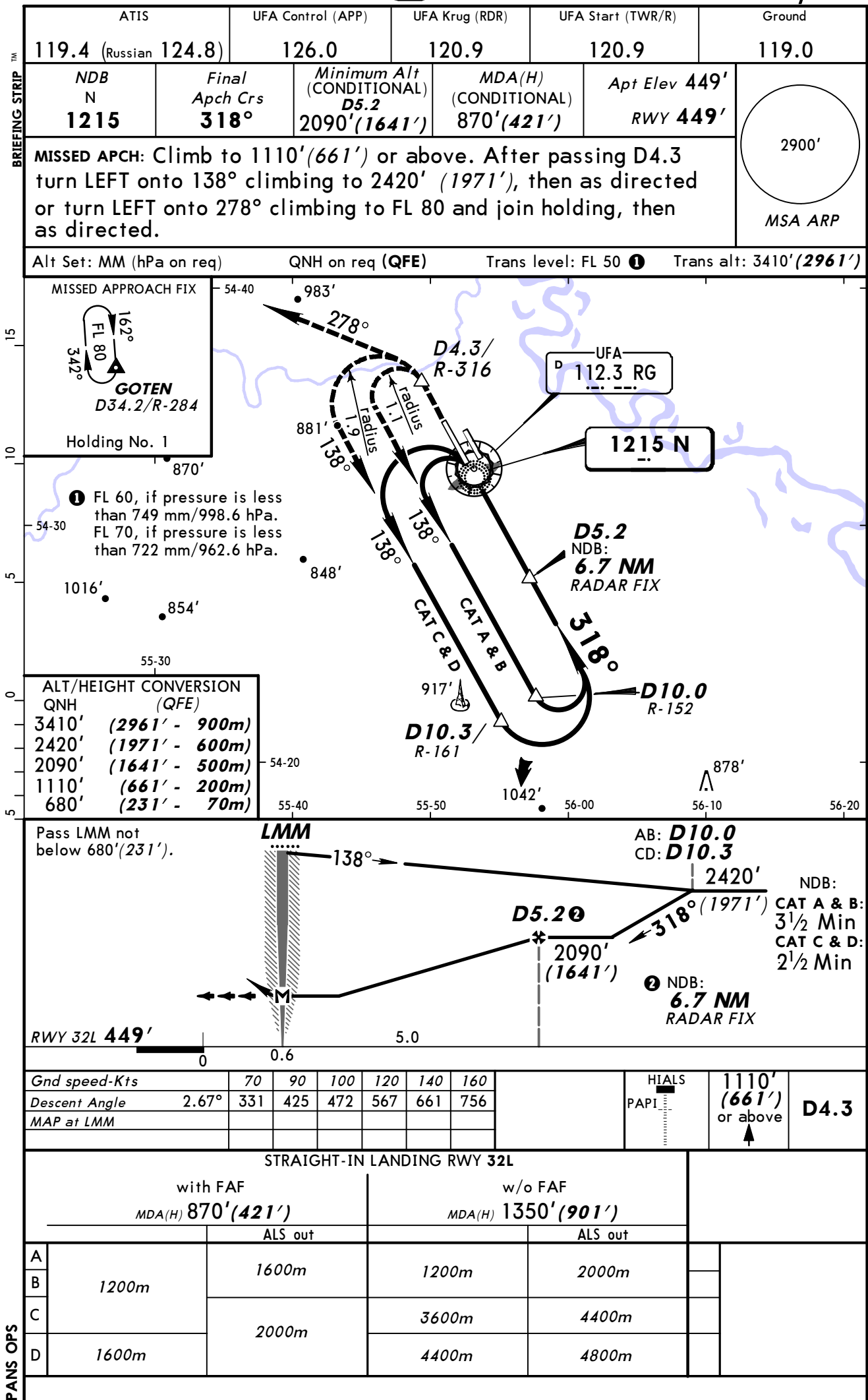
JEPPESEN

28 JUN 13

(16-9)

N NDB DME or N NDB Rwy 32L

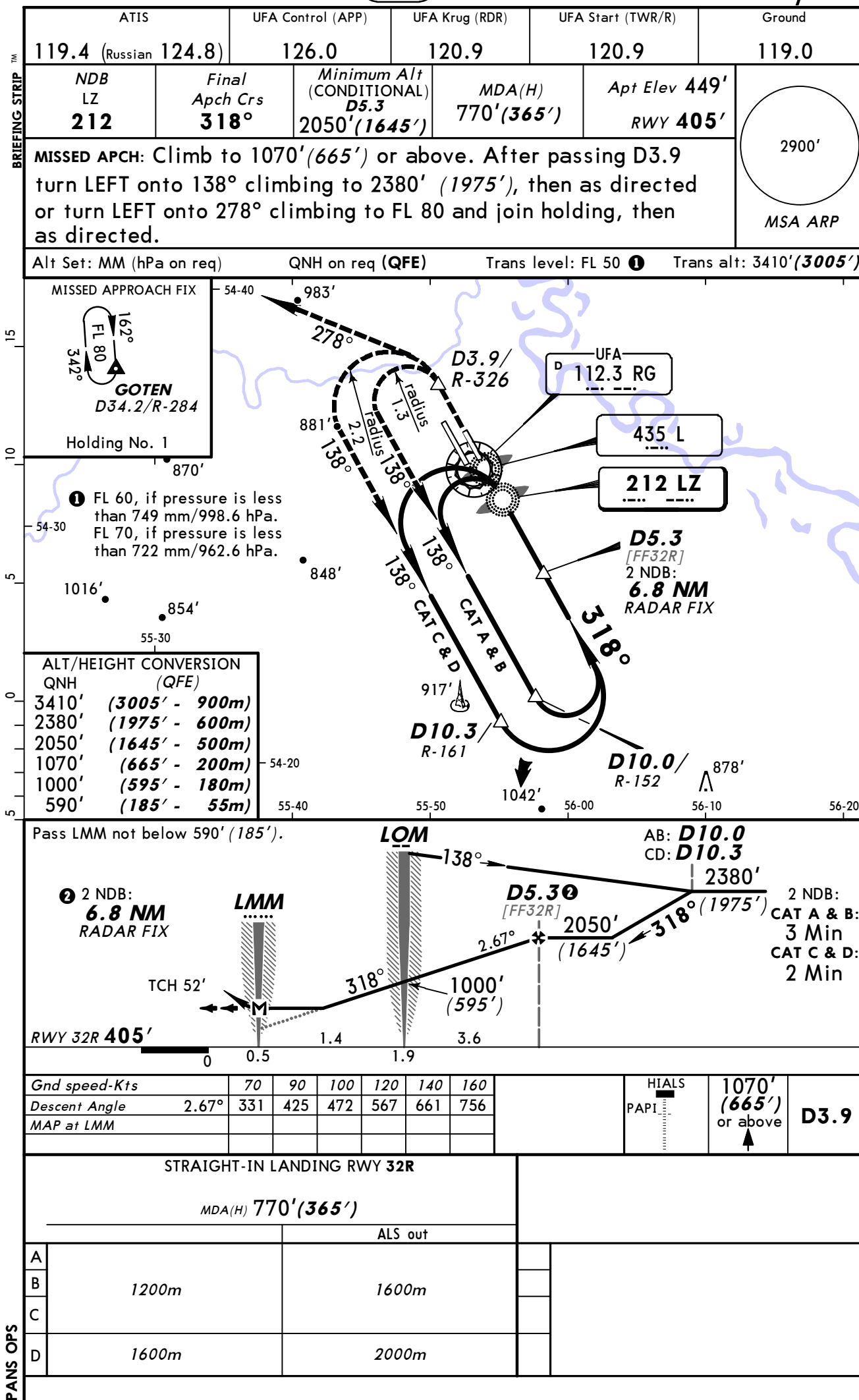
UFA, RUSSIA

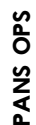


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UFA

28 JUN 13 **16-10**

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



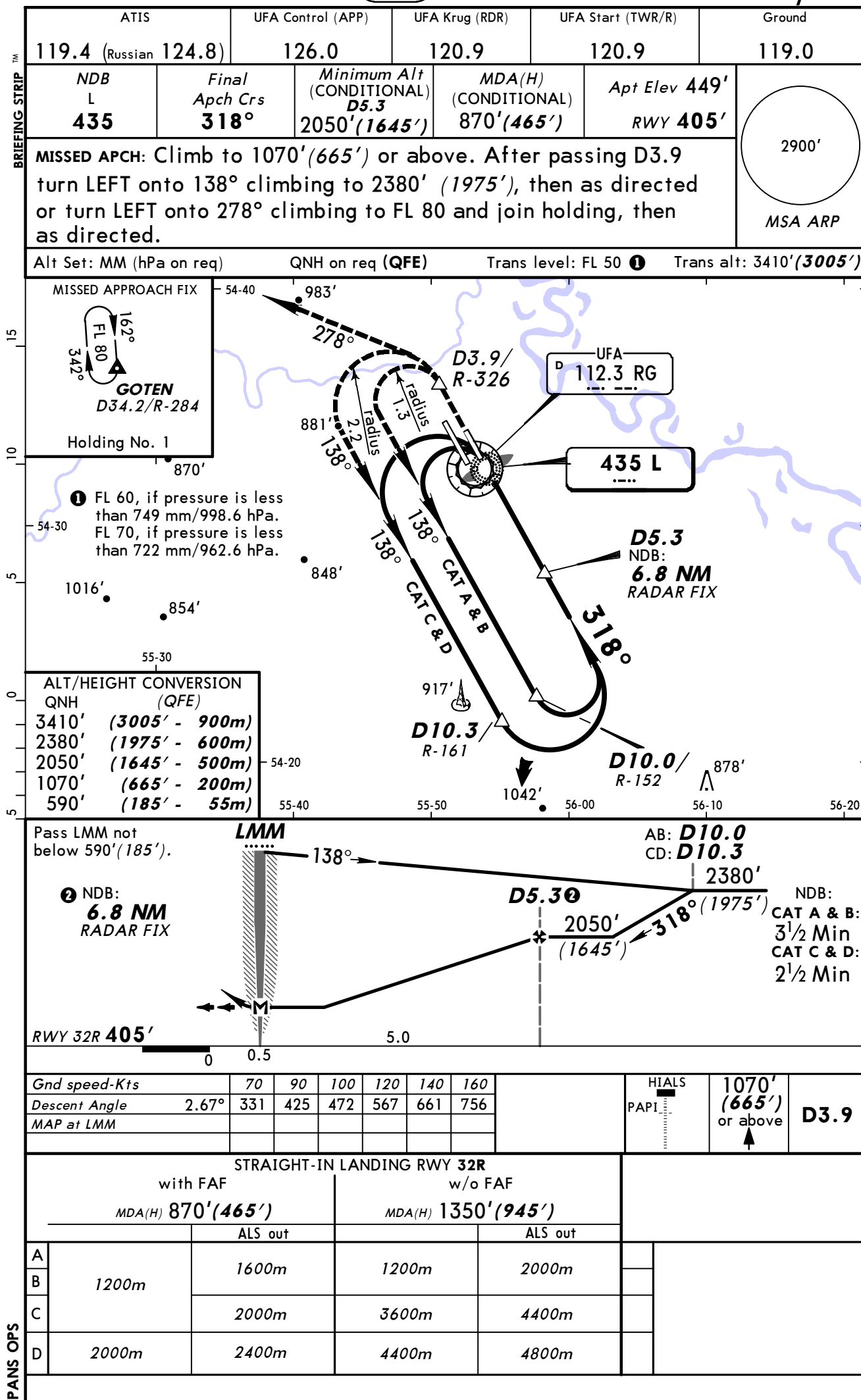
BRIEFING STRIP™

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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Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
UFA, (UFA - UWUU)				
REV	TG & TN 5 RNAV ARRS	10-2B	29 Nov 2013	12 Dec 2013
REV	GR & MK 6 RNAV ARRS	10-2C	29 Nov 2013	12 Dec 2013
REV	FR & IT 6 RNAV ARRS	10-2D	29 Nov 2013	12 Dec 2013
REV	TG & TN 6 RNAV ARRS	10-2E	29 Nov 2013	12 Dec 2013
REV	GR, IT & MK 7 & 8 RNAV AR...	10-2F	29 Nov 2013	12 Dec 2013
REV	TG & TN 7 & 8 RNAV ARRS	10-2G	29 Nov 2013	12 Dec 2013
REV	TG & TN 2 ARRS	10-2S	29 Nov 2013	12 Dec 2013
REV	TG & TN 4 ARRS	10-2T	29 Nov 2013	12 Dec 2013
REV	TG & TN 11 ARRS	10-2U	29 Nov 2013	12 Dec 2013
REV	TG & TN 12 ARRS	10-2V	29 Nov 2013	12 Dec 2013
REV	DR 1A & 1B, IT & KT 1 DEP...	10-3	29 Nov 2013	12 Dec 2013
REV	DR, FR & KT 3, IT 3A & 3B...	10-3A	29 Nov 2013	12 Dec 2013
REV	DR 9A & 9B, IT & KT 9 DEP...	10-3B	29 Nov 2013	12 Dec 2013
REV	DR, FR & KT 10, IT 10A & ...	10-3C	29 Nov 2013	12 Dec 2013
REV	LU & PK 1 DEPS	10-3D	29 Nov 2013	12 Dec 2013
REV	LU & PK 3 DEPS	10-3E	29 Nov 2013	12 Dec 2013
REV	LU & PK 9 DEPS	10-3F	29 Nov 2013	12 Dec 2013
REV	LU & PK 10 DEPS	10-3G	29 Nov 2013	12 Dec 2013

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWUU