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Airport Information For UUBW

Terminal Charts For UUBW

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: RAMENSKOYE RUS
ICAO: UUBW
Lat/Long: N55° 33.17', E038° 08.98'
Elevation: 404 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 11.0° E

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

Sunrise: 0044 Z
Sunset: 1814 Z

Runway Information

Runway: 12
Length x Width: 15092 ft x 230 ft
Surface Type: concrete
TDZ-Elev: 401 ft
Lighting: Edge, Centerline

Runway: 30
Length x Width: 15092 ft x 230 ft
Surface Type: concrete
TDZ-Elev: 376 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 127.750 Non-English
Gordy Krug Tower: 125.250 Non-English
Gordy Rulenie Ground: 125.250 Non-English
Gordy Transit Operations: 123.900 Non-English

UUBW
RAMENSKOYE

6 NOV 15

JEPPESEN

10-1P

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RAMENSKOYE, RUSSIA

AIRPORT BRIEFING

1. GENERAL

FOR RUSSIAN USERS ONLY

1.1. ATIS

*ATIS 127.750X (Russian only)

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP shall be applied when RVR is less than 400m.

The flight crews shall be informed about the beginning of LVP by the ATS controller.

The permission for ACFT towing or taxiing out of stand shall be requested when the ACFT is ready to do it immediately.

The following standard routes of taxiing for departure are established for commercial aviation ACFT and FSUE EMERCOM ACFT positioned on stands 1 thru 4 on RWY 08/26:

- For take-off from RWY 30: stand - RWY 26 - strengthened segment of RWY 12 - RWY 12 - lineup of RWY 30 or stand - RWY 08 - TWY A2 - lineup of RWY 12 - lineup of RWY 30;
- For take-off from RWY 12: stand - RWY 26 - strengthened segment of RWY 12 - lineup of RWY 12 or stand - RWY 08 - TWY A2 - lineup of RWY 12.

Taxiing along RWY 12 for occupation of RWY 30 lineup position shall be carried out to RWY 30 threshold.

ACFT turn for occupation of RWY 30 lineup position shall be carried out on the turn pad at RWY 30 threshold.

1.3. OTHER INFORMATION

Birds in vicinity of APT.

During DAY, take-off and landing of transport and bombing ACFT shall be carried out with landing lights switched on.

2. ARRIVAL

FOR RUSSIAN USERS ONLY

2.1. SPEED RESTRICTIONS

280 KT +/- 10 KT or Mach 0.8 whichever is less from cruising FL to FL 250;

270 KT +/- 10 KT below FL 250 to FL 100;

250 KT +/- 10 KT below FL 100 to TL.

Below transition level - IAS shall be as in accordance with the Aeroplane Flight Manual without exceeding IAS indicated in limitations section. The above mentioned IAS shall be maintained by the flight crew unless otherwise instructed by ATS unit or by the established approach procedure.

If unable to maintain the above mentioned IAS, the flight crew shall report it to ATS unit.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. NOISE ABATEMENT APPROACH PROCEDURES

General

Noise abatement APCH procedures shall be executed by crews of all ACFT for RWYs 12/30.

RWY 30 is a noise preferential RWY which shall be used to the maximum degree.

When meteorological phenomena dangerous (strong wind, CB, etc.) for a flight of ACFT are present in arrival and APCH sectors. ATC can deviate from procedure shown below by own intention or by crew request due to safety reason.

The crews shall maintain the prescribed STAR routes and in case of deviation from them - join the assigned track immediately.

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AIRPORT BRIEFING

2. ARRIVAL

Restrictions

Noise abatement procedure shall not be executed under following conditions:

- RWY surface covered (for example: snow, slush, ice, water, dust, rubber, oil and other obstructions) and friction coefficient at this is 0.4 or less;
- Cloud base less than 150m or visibility less than 1800m;
- Crosswind component (including gusts) is more than 7m/sec;
- Tailwind component is more than 2.5m/sec;
- Forecast or reported windshear, or expected adverse weather conditions (i.e. thunderstorms) can influence APP/LNDG.

Immediately prior to the APCH the crews should avoid (as far as possible) excessive rates of descent. The change of flight configuration and ACFT speed, connected with noise abatement procedures, shall be carried out according to the requirements of the AFM for the specific ACFT type.

In case of instrument APCH and also in case of visual APCH flying below the ILS GS is prohibited.

No noise abatement procedures shall envisage the exceeding of the indicated rate of descent.

A displaced RWY THR shall not be used as a noise abatement measure.

During the execution of noise abatement procedures air-ground communication should be kept to a minimum.

Landing of ACFT with tailwind component up to 5m/sec is allowed under the following conditions:

- RWY is dry or damp;
- Friction coefficient is 0.5 or more;
- Cross-wind component is not more than 5m/sec.

Reverse thrust power (with the exception of reverse idle thrust) shall be used only for safety reasons.

Straight-in Approach RWY 30

The flight crew shall carry out the flight at 3340' by the moment when the ACFT reaches the distance of 13.5NM from RWY THR, maintaining 210 KT and flight direction to intercept ILS LOC coverage area providing approach.

From distance of 11.9NM the crew shall reduce the IAS from 210 KT to 185 KT (+/- 10 KT) and descend to 2020' to enter the ILS LOC coverage area at the distance of 8.1NM at 2020'.

At distance 8.1NM from RWY THR gear down.

Before intercepting the GP, wings should be in intermediate position.

After GP interception at 2020' the crew shall continue the reduction of IAS and initiation of descent along the GP to establish the IAS to set flaps/slats into landing position at 1690'.

During descent along GP at 1690' the flight crew continues setting flaps/slats into landing position and establish final approach speed.

After that the speed shall be maintained according to AFM.

Note: Flaps/slats in landing position and ACFT trimming shall be reached before overflying LOM.

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AIRPORT BRIEFING

2. ARRIVAL

Approach RWY 12

Gear down execute before final turn.

After GP interception at 2050' the crew shall continue the reduction of IAS and initiation of descent along the GP to establish the IAS to set flaps/slats into landing position at 1720'.

At 1720' the flight crew continues setting flaps/slats into landing position and establish final approach speed.

Note: During APCH to RWY 12 along 4.3NM width racetrack, gear down shall be carried out before turn on base leg, and set flaps/slats into intermediate position shall be carried out before turn on final. Flaps/slats in landing position and ACFT trimming shall be reached before overflying LOM.

2.3. LOST COMMS

General

In case of radio communication failure the crew take measures to re-establish lost communication with other ACFT and ATS units using all available channels (frequencies).

If radio communication re-establishment impossible, crew must:

- Switch on the distress signal ("BEDSTVIE");
- If ATC transponder is available:
 - Switch "EMERGENCY" signal on in "ATC" mode;
 - Set "A" mode in the "RBS" mode;
 - Set code 7600;
 - Identify itself by periodic pressing of the IDENT button.
- Using all available channels (frequencies) continue transmission of information about position, actions and flight mode, without confirmation by ATC;
- Use emergency frequency 121.5;
- Maintain communication watch on the aerodrome LOM frequency 370 LOM RWY 30 "RT";
- By receiving information from controller comply instructions. Confirm receiving information with maneuver given by the controller and pressing RBS "IDENT" button or "OPOZNAVANIE" button of the transponder.

Radio Communication Failure after TMA Entry

The flight crew shall continue flight in accordance with FPL at last assigned FL by ATC and confirmed by crew to Ramenskoye APT along one of the following STARs:

- BD NDB - SW NDB - BESTA - RUGEL - RW - LOM RWY 30 Ramenskoye;
- FK NDB - UM NDB - GISIN - BESTA - RUGEL - RW - LOM RWY 30 Ramenskoye;
- IN NDB - DR NDB - DMD VORDME - LOM RWY 30 Ramenskoye;
- FE NDB - AO NDB - LOM RWY 30 Ramenskoye;
- MF NDB - ITINA - LOM RWY 30 Ramenskoye;

After passing LOM RWY 30 enter holding area and carry out one standard flight at the last assigned FL¹. If necessary, the number of flights in the holding area are determined by the required time for fuel use or dumping.

After completing a flight in the holding area, carry out a maneuver for out-of-turn procedure.

Carry out approach and landing according to published procedures.

After passing LOM RWY 30 carry out one standard flight in the holding area at FL 140.

If unable to land at Ramenskoye APT after go-around, proceed to alternate aerodrome.

1. If FL at holding area is above FL 140 - after holding pattern entry, on 122° track begin descent to $H = (H_{init} + 4250)$.
After reaching indicated height, turn LEFT descending to FL 140 at LOM RWY 30.

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AIRPORT BRIEFING

3. DEPARTURE

FOR RUSSIAN USERS ONLY

3.1. NOISE ABATEMENT PROCEDURES

3.1.1. TAKE-OFF AND CLIMBING PROCEDURE

General

Noise abatement procedure during take-off and climbing phase shall be executed by crews of all ACFT for departure RWYs 12/30.

When executing the noise abatement procedures, the provisions, concerning the responsibility of a pilot-in-command for carrying out a flight as in accordance with his duties to provide flight safety, shall remain in force.

Noise abatement procedures shall not be executed at the expense of reduction of flight safety. Noise abatement procedure shall not be executed in case of one of the ACFT engines failure during take-off phase.

Restrictions

Take-off of ACFT with tail-wind component up to 5m/sec is allowed under the following conditions:

- RWY is dry or damp;
- friction coefficient is 0.5 or more;
- cross-wind component is not more than 5 m/sec.

The change of flight direction (course) of the ACFT after take-off shall be permitted only after reaching a flight altitude of 800'.

The minimum indicated airspeed during steady climb shall not be less than $V_2 + 10$ KT or not less than the prescribed one in the AFM.

It is not required to observe the minimum climb speed, if it leads to exceedance of the maximum allowed angle of attack.

Noise abatement procedure shall not be applied until:

- The ACFT reaches 1200';
- Established standard power mode enables with the maximum certified takeoff mass to maintain the steady climb gradient of not less than 4.0% at the speed specified above;
- Take-off path provides overflying all obstacles located under the flight path with sufficient clearance both when all engines are operating normally and also taking into account possible engine failure and the time period necessary for the rest engines to develop full power.

Noise abatement procedure with reduced take-off thrusts shall be not executed under following conditions:

- RWY surface covered (for example: snow, slush, ice, water, mud, rubber or other substances) and friction coefficient is 0.4 or less;
- Visibility less than 1800m;
- Crosswind component (including gusts) is more than 7m/sec;
- Tailwind component (including gusts) is more than 2.5m/sec;
- Forecast or reported windshear, or expected, that thunderstorms may affect TKOF/LNDG performance. During take-off from RWY 30 climbing shall be performed with maximum possible climb gradient.

During Take-off

RWY 12 is noise preferential RWY which shall be used to the maximum degree for ACFT take-off.

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AIRPORT BRIEFING

3. DEPARTURE

Take-off:

- Take-off power;
- Take-off flaps/slats position.

Reduced take-off thrust during take-off and climb shall be used according to AFM. The following two variants of take-off and climb procedures are applied:

- NADP 1 provides noise reduction for noise-sensitive areas in direct proximity to the RWY end.
- NADP 2 provides noise reduction for noise areas more distant from the RWY end.

For both procedures, intermediate flap transitions required for specific performance related issues may be initiated prior to the prescribed minimum height; however, no power reduction can be initiated prior to reaching prescribed minimum height.

IAS for the initial portion of the departure prior to the acceleration segment is to be flown at a climb speed of $V_2 + 10-20$ KT.

Noise Abatement Procedures NADP1 and NADP2

Two variants of take-off and climb procedures are applied: NADP1 and NADP2 (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

NADP 1 is the main method for departure RWY 30.

3.2. LOST COMMS

General

In case of radio communication failure the crew take measures to re-establish lost communication with other ACFT and ATS units using all available channels (frequencies).

If radio communication re-establishment impossible, crew must:

- Switch on the distress signal ("BEDSTVIE").
- If ATC transponder is available:
 - Switch "EMERGENCY" signal on in "ATC" mode;
 - Set "A" mode in the "RBS" mode;
 - Set code 7600;
 - Identify itself by periodic pressing of the IDENT button.
- Using all available channels (frequencies) continue transmission of information about position, actions and flight mode, without confirmation by ATC.
- Use emergency frequency 121.5.
- Maintain communication watch on the aerodrome LOM frequency 370 LOM RWY 30 "RT".
- By receiving information from controller comply instructions. Confirm receiving information with maneuver given by the controller and pressing RBS "IDENT" button or "OPOZNAVANIE" button of the transponder.

Radio Communication Failure immediately after Take-off or after Missed Approach

If at 1060' communication with ATC not established:

- Continue climb to 2050' and execute racetrack approach according to IAC², without descent.
- During the climb and circling execute the following: Carry out at least one circuit flight at 2050', circuit width shall not exceed 4.3NM.
- After go-around, carry out landing at Ramenskoye APT depending on meteorological conditions and landing weight;
- If meteorological conditions below minima, proceed to alternate APT.

2. After take-off from RWY 12 for landing RWY 30:

- At 1060' turn onto 156° proceed climbing to 2050' to base turn leg of RWY 30.
- After reaching 2050', carry out RWY 30 APCH without descent

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AIRPORT BRIEFING

3. DEPARTURE

In case of ACFT weight exceeding landing weight and conditions provide for fuel use or dumping before landing at departure APT, crew must:

- After passing LOM RWY 30 at 2050' enter the holding area climbing to 5906'/1800m and continue to fly in it for fuel use or dumping. Fuel dumping in the holding area shall be carried out on 122° track.
- After completing fuel use or dumping, proceed to LOM RWY 30, carry out a maneuver for out-of-turn APCH;
- Carry out APCH in accordance with the published chart.

If unable to land at Ramenskoye APT due to meteorological conditions or other reasons, after flight along approach procedure route or missed approach, the pilot-in-command has the right to proceed to the:

- a) Destination APT, climbing to FL indicated in the FPL along SID and then in accordance with the flight plan. Climbing to the FL indicated in the FPL shall be carried out after passing final SID point. Landing at destination APT shall be carried out with minimum deviations of time indicated in flight plan.
- b) Alternate APTs within Moscow TMA:
 - To Vnukovo APT climbing to FL 70 on SID and then:
LOM RWY 30 Ramenskoye - RW NDB - GEKLA - BITSA - LOM RWY in use Vnukovo APT, then descent and approach according approach chart with given facility.
 - To Domodedovo APT climbing to FL 70 on SID and then:
LOM RWY 30 Ramenskoye - RW NDB - GEKLA - WT NDB - LOM (VOR) of Domodedovo APT, then descent and approach according approach chart with given facility.
 - To Sheremetyevo APT climbing to FL 70 on SID and then:
LOM RWY 30 Ramenskoye - RW NDB - RUGEL - BESTA - LOM/LMM RWY in use Sheremetyevo APT, then descent and approach according approach chart with given facility.
- c) Alternate APT located outside Moscow TMA, chosen when making decision for departure, at lower safe FL or at FL 140, FL 150 or FL 240, FL 250, specially established for a flight without radio communications, depending on flight direction along SID climbing to indicated FL.

Radio Communication Failure in APT Area or Special Areas

In case of radio communication failure in APT area and special areas UU(R)-215 and UU(R)-216, crew must:

- Stop carrying out flight mission;
- Proceed to LOM RWY 30 at last assigned FL (height);
- After passing LOM RWY 30 enter holding area and carry out one standard flight at the last assigned FL ³. If necessary, the number of flights in the holding area are determined by the required time for fuel use or dumping.
- After completing a flight in the holding area, carry out a maneuver for out-of-turn procedure.
- Carry out approach and landing according to published procedures.

After passing LOM RWY 30 carry out one standard flight in the holding area at FL 140.

3. If FL at holding area is above FL 140 - after holding pattern entry, on 122° track begin descent to $H = (H_{init} + 4250)$.
After reaching indicated height, turn LEFT descending to FL 140 at LOM RWY 30.

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10-1P6

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RAMENSKOYE, RUSSIA

AIRPORT BRIEFING

3. DEPARTURE

If unable to land at Ramenskoye after go-around, pilot-in-command has the right to proceed to:

- a) The alternate APT;
- b) The alternate APT for ACFT of experimental aviation - Lukhovitsy, Ryazan (Dyagilevo), Chkalovskiy - if the ACFT of experimental aviation have departed from Ramenskoye APT for flights in the APT area, areas UU(R)-215, UU(R)-216 and, when making decision for departure, crew has necessary information, undergone training and arranged the use of APT of experimental aviation as an alternate one.

The order of proceeding to the alternate APT for ACFT of experimental aviation. Climbing to FL 70 along:

- Lukhovitsy APT: Route Ramenskoye - Kolomna - LOM of RWY in use Lukhovitsy APT.
- Ryazan (Dyagilevo): Route Ramenskoye - Kolomna - Lukhovitsy (Tretyyakov) APT - LOM of RWY in use Ryazan (Dyagilevo) APT.
- Chkalovskiy APT: SID route via LOM RWY 30 Ramenskoye - RW NDB - LOM of RWY in use Chkalovskiy APT.

Radio Communication Failure when joining the AWYs

In case of radio communication failure before passing the final SID point, the pilot-in-command has the right to:

- a) Proceed to the destination APT climbing to FL indicated in FPL along SID and then in accordance with flight plan. Climbing to FL indicated in FPL shall be carried out after passing final SID point. Landing at destination APT shall be carried out with minimum deviations of time indicated in flight plan.
- b) Return to Ramenskoye APT:
 - Proceed at last assigned FL to LOM RWY 30.
 - After passing LOM RWY 30 enter holding area and carry out one standard flight at the last assigned FL. If necessary, the number of flights in the holding area are determined by the required time for fuel use or dumping.
 - After completing a flight in the holding area, carry out a maneuver for out-of-turn procedure.
 - Carry out approach and landing according to published procedures.

If unable to land at Ramenskoye APT due to meteorological conditions or other reasons after go-around, proceed to alternate aerodrome.

In case of radio communication failure after passing the final SID point, the pilot-in-command must maintain the last confirmed FL assigned by controller before passing the final SID point of exit from Moscow TMA. After passing final SID point of exit from Moscow TMA the pilot-in-command has the right to:

- a) Proceed to the destination APT along route according to the flight plan. Climbing to FL indicated in FPL shall be carried out after passing final SID point of exit from Moscow TMA. LNDG at destination APT shall be carried out with minimum deviations of time indicated in flight plan.

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AIRPORT BRIEFING

3. DEPARTURE

b) Return to Ramenskoye APT:

- Proceed along SID of exit from Moscow TMA, without changing last confirmed FL assigned by controller.
- After exit from Moscow TMA proceed to Ramenskoye APT via nearest NDB of entry route into Moscow TMA along:
 - NE NDB - BD NDB - SW NDB - BESTA - RUGEL - RW NDB - LOM 30 Ramenskoye;
 - BG NDB - FK NDB - UM NDB - GISIN - BESTA - RUGEL - RW NDB - LOM 30 Ramenskoye;
 - Zakharovka NDB - IN NDB - DR NDB - DMD VORDME - LOM RWY 30 Ramenskoye;
 - FV NDB - FE NDB - AO NDB - LOM RWY 30 Ramenskoye;
 - SF NDB - CW NDB - MF NDB - ITINA - LOM 30 Ramenskoye.
- After passing LOM RWY 30 enter holding area and carry out one standard flight at the last assigned FL ⁴. If necessary, the number of flights in the holding area are determined by the required time for fuel use or dumping.
- After passing LOM RWY 30 carry out one standard flight in the holding area at FL 140.
- After completing a flight in the holding area, carry out a maneuver for out-of-turn procedure.
- Carry out approach and landing according to published procedures.

If unable to land at Ramenskoye APT after go-around, proceed to alternate aerodrome.

4. If FL at holding area is above FL 140 - after holding pattern entry, on 122° track begin descent to $H = (H_{init} + 4250)$.
After reaching indicated height, turn LEFT descending to FL 140 at LOM RWY 30.

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6 NOV 15

(10-2)

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RAMENSKOYE, RUSSIA

STAR

STAR TRANS DESIGNATION	REFER TO CHART
LARIONOVO 2R, 4R, TIKBI 2R	10-2B
OKTYABRSKIY 2R, 4R, SUKHOTINO 2AR, 2BR, 4R	10-2C
GAGARIN 2R, 4AR, 4BR	10-2D
BOGDANOVO 2R, 4R, SAVELOVO 2R	10-2E
RNAV STAR DESIGNATION	REFER TO CHART
IT 12S, RW 12S	10-2F
IT 30S, RW 30S	10-2G
OK 12S, RE 12S	10-2H
RE 30S, TI 30S	10-2J
AO 12S, DMD 12S	10-2K
AO 30S, DMD 30SA, 30SB	10-2L
STAR DESIGNATION	REFER TO CHART
ITINA 2A, RW 2A (CAT C & D)	10-2M
ITINA 2A, RW 2A (CAT A & B)	10-2N
ITINA 2B, 2C, RW 2B, 2C (CAT C & D)	10-2P
ITINA 2B, 2C, RW 2B, 2C (CAT A & B)	10-2Q
ITINA 4A, RW 4A (CAT C & D)	10-2S
ITINA 4A, RW 4A (CAT A & B)	10-2T
ITINA 4B, RW 4B	10-2U
ITINA 4C, 4D, RW 4C, 4D	10-2V
OKREM 2A, RELTO 2A, TIKBI 2A (CAT C & D)	10-2V1
OKREM 2A, RELTO 2A, TIKBI 2A (CAT A & B)	10-2V2
OKREM 2B, RELTO 2B, TIKBI 2B (CAT C & D)	10-2V3
OKREM 2B, RELTO 2B, TIKBI 2B (CAT A & B)	10-2V4
OKREM 4A, RELTO 4A, TIKBI 4A (CAT C & D)	10-2V5
OKREM 4A, RELTO 4A, TIKBI 4A (CAT A & B)	10-2V6
OKREM 4B, RELTO 4B, TIKBI 4B	10-2W
AO 4B, 4C	10-2X
FOR FURTHER STAR DESIGNATION REFER TO PAGE 10-2A FOR RUSSIAN USERS ONLY	

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6 NOV 15 **(10-2A)** **Eff 12 Nov**

RAMENSKOYE, RUSSIA
STAR

STAR DESIGNATION	REFER TO CHART
AO 2A, DMD 2A (CAT C & D)	10-2X1
AO 2A, DMD 2A (CAT A & B)	10-2X2
AO 2B, DMD 2B (CAT C & D)	10-2X3
AO 2B, DMD 2B (CAT A & B)	10-2X4
AO 4A, DMD 4A (CAT C & D)	10-2X5
AO 4A, DMD 4A (CAT A & B)	10-2X6
DMD 4B, 4C	10-2X7

FOR RUSSIAN USERS ONLY

UUBW
RAMENSKOYE

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11 MAR 16 (10-2B)

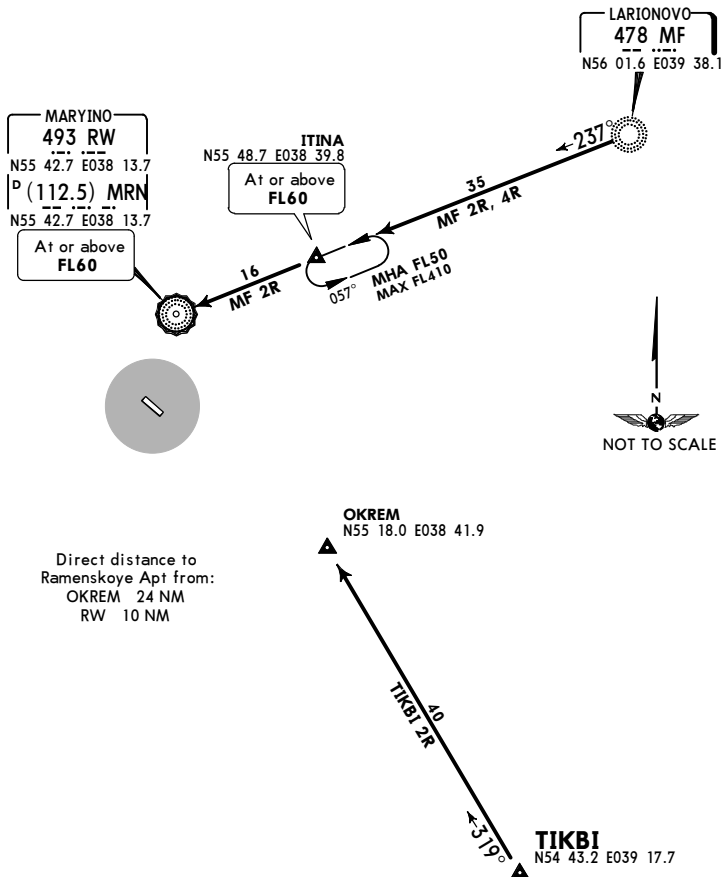
RAMENSKOYE, RUSSIA
TRANSITION

*ATIS
127.750X
(Russian only)

Apt Elev
404'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3946')

LARIONOVO 2R (MF 2R)
LARIONOVO 4R (MF 4R)
TIKBI 2R [TIK2R]
TRANSITIONS
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3946' - 1200m)

TRANSITION	ROUTING
MF 2R	MF - ITINA - RW.
MF 4R	MF - ITINA.
TIKBI 2R By ATC	TIKBI - OKREM.

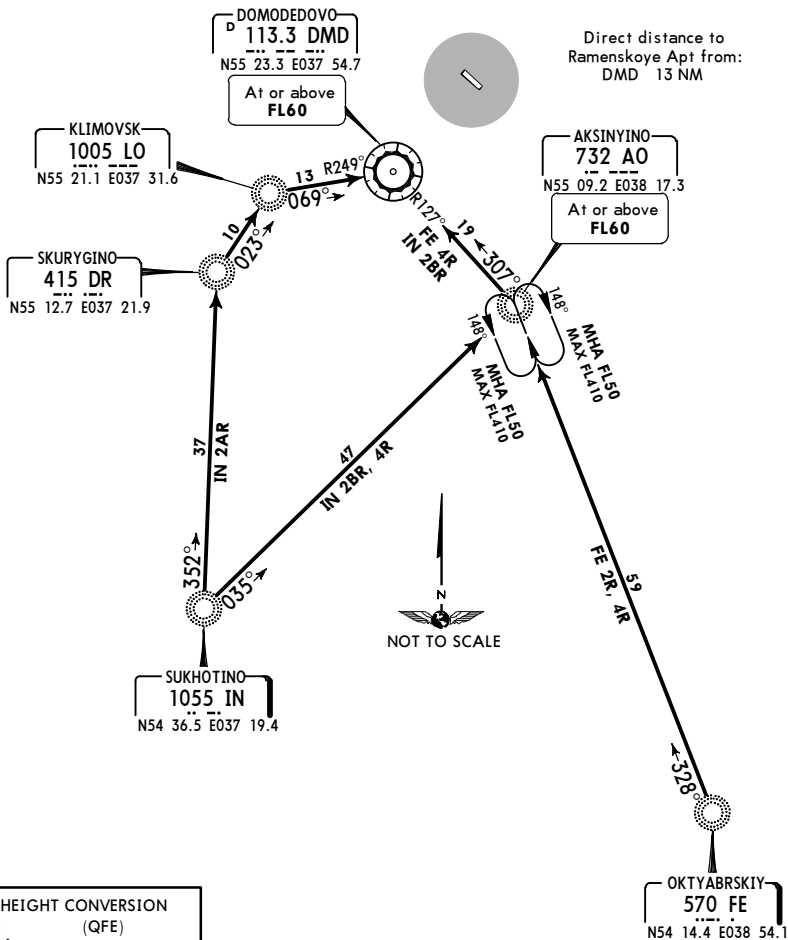
UUBW
RAMENSKOYE

11 MAR 16 **10-2C**

RAMENSKOYE, RUSSIA
TRANSITION

*ATIS 127.750X (Russian only)	Apt Elev 404'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt: 4350' (3946')
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OKTYABRSKIY 2R (FE 2R)
OKTYABRSKIY 4R (FE 4R)
SUKHOTINO 2AR (IN 2AR)
SUKHOTINO 2BR (IN 2BR)
SUKHOTINO 4R (IN 4R)
TRANSITIONS
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3946' - 1200m)

TRANSITION	ROUTING
FE 2R	FE - AO.
FE 4R	FE - AO - DMD.
IN 2AR	IN - DR - LO - DMD.
IN 2BR	IN - AO - DMD.
IN 4R	IN - AO.

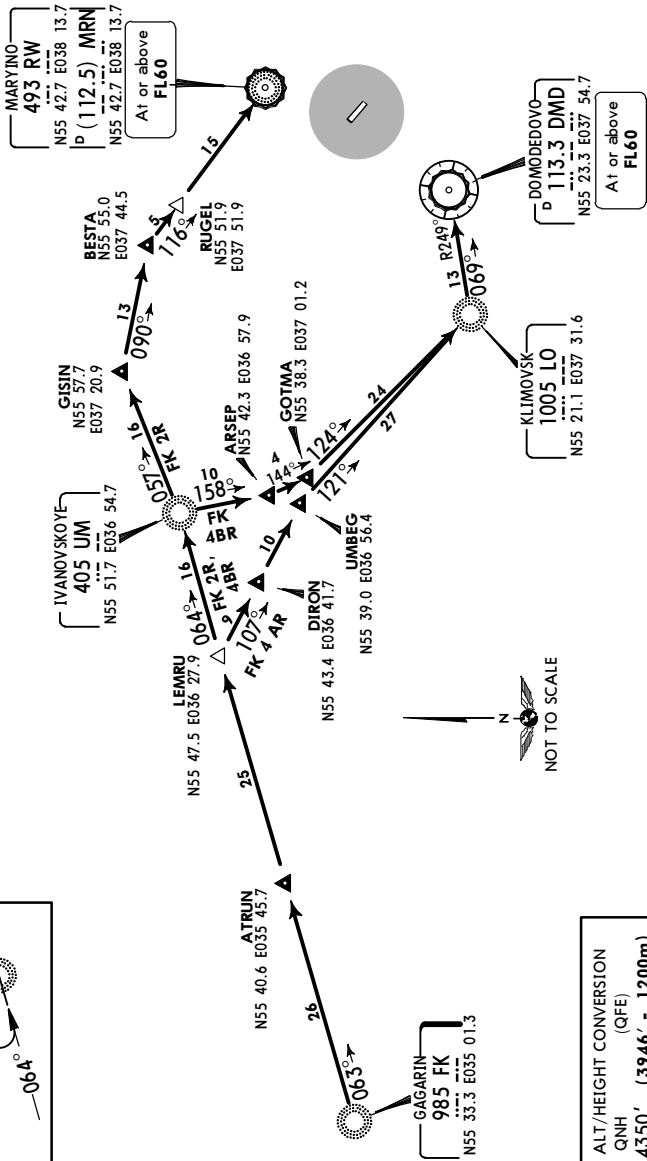
UUBW
RAMENSKOYE

11 MAR 16 (10-2D)

RAMENSKOYE, RUSSIA
TRANSITION

*ATIS 127.750X (Russian only)	Apt Elev 404'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt: 4350' (3946')
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GAGARIN 2R (FK 2R)
GAGARIN 4AR (FK 4AR)
GAGARIN 4BR (FK 4BR)
TRANSITIONS
FOR RUSSIAN USERS ONLY



Direct distance to
Ramenskoye Apt from:
DMD 13 NM
RW 10 NM

HOLDING OVER UM



ALT/HEIGHT CONVERSION QNH (QFE) 4350' (3946' - 1200m)

TRANSITION	ROUTING
FK 2R	FK - ATRUN - LEMRU - UM - GISIN - BESTA - RUGEL - RW.
FK 4AR	FK - ATRUN - LEMRU - DIRON - UMBEG - LO - DMD.
FK 4BR	FK - ATRUN - LEMRU - UM - ARSEP - GOTMA - LO - DMD.

UUBW
RAMENSKOYE

11 MAR 16 **10-2E**

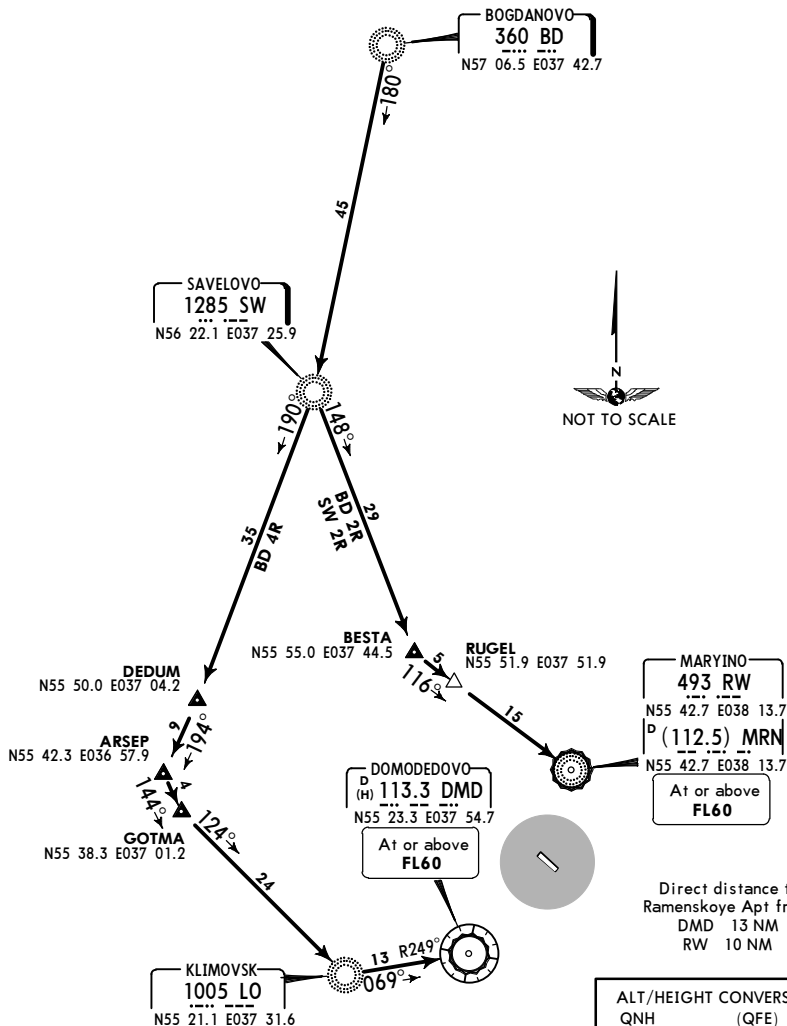
RAMENSKOYE, RUSSIA
TRANSITION

*ATIS
127.750X
(Russian only)

Apt Elev
404'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3946')

**BOGDANOVO 2R (BD 2R)
BOGDANOVO 4R (BD 4R)
SAVELOVO 2R (SW 2R)
TRANSITIONS
FOR RUSSIAN USERS ONLY**



TRANSITION	ROUTING
BD 2R	BD - SW - BESTA - RUGEL - RW.
BD 4R By ATC	BD - SW - DEDUM - ARSEP - GOTMA - LO - DMD.
SW 2R	SW - BESTA - RUGEL - RW.

CHANGES: MRN DME frequency.

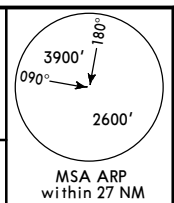
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UUBW
RAMENSKOYE

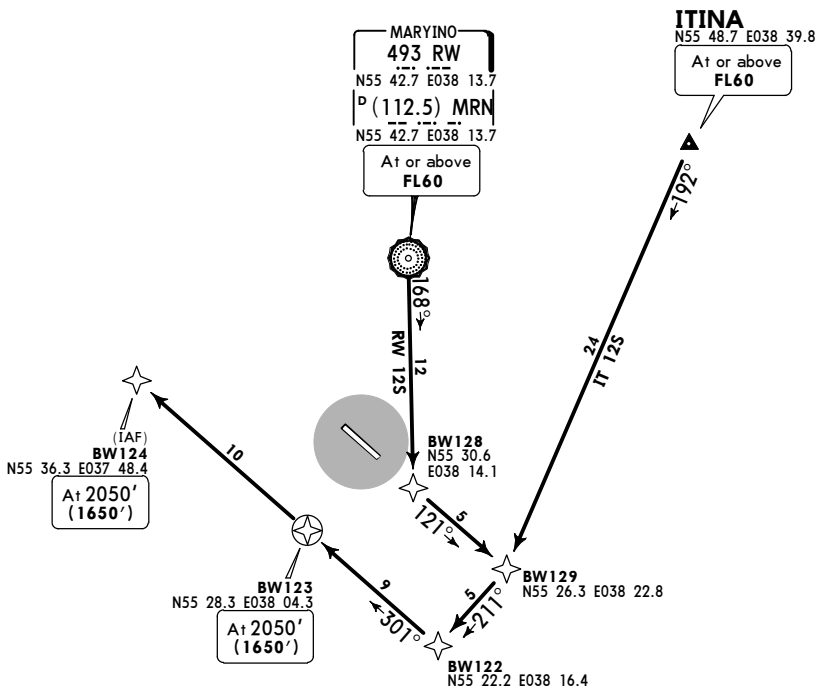
11 MAR 16 **10-2F**

RAMENSKOYE, RUSSIA
RNAV STAR

*ATIS 127.750X (Russian only)	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa)
Apt Elev 404'	Trans alt: 4350' (3950') RNAV (GNSS)



IT 12S
RW 12S
RWY 12 RNAV
FOR RUSSIAN USERS ONLY



Direct distance to
Ramenskoye Apt from:
BW124 12 NM



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3950' - 1200m)
2050' (1650' - 500m)

UUBW
RAMENSKOYE

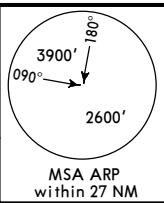
11 MAR 16 **10-2G**

RAMENSKOYE, RUSSIA
RNAV STAR

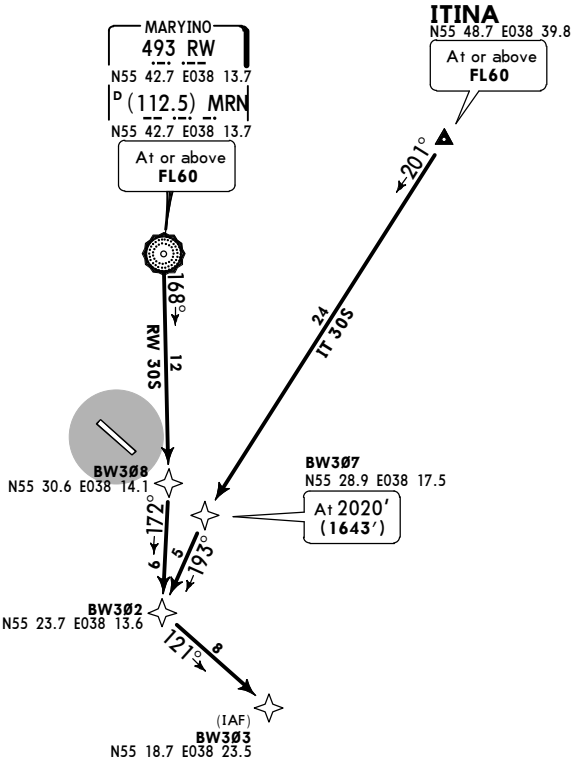
*ATIS
127.750X
(Russian only)

Apt Elev
404'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3973')
RNAV (GNSS)



IT 30S
RW 30S
RWY 30 RNAV
FOR RUSSIAN USERS ONLY



Direct distance to
Ramenskoye Apt from:
BW303 17 NM



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3973' - 1200m)
2020' (1643' - 500m)

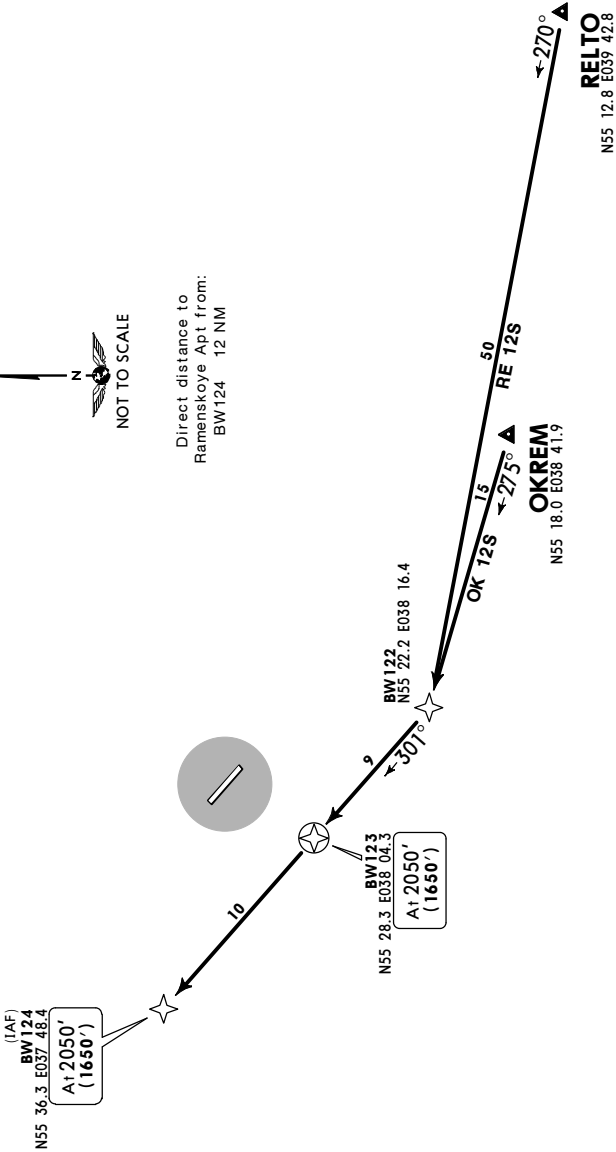
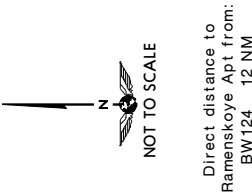
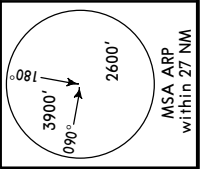
UUBW
RAMENSKOYE

JEPPesen
25 DEC 15 (10-2H) Eff 7 Jan

RAMENSKOYE, RUSSIA
RNAV STAR

*ATIS 127.750X (Russian only)	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa)
Apt Elev 404'	Trans alt: 4350' (3950') RNAV (GNSS)

OK 12S
RE 12S
RWY 12 RNAV ARRIVALS
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3950' - 1200m)
2050' (1650' - 500m)

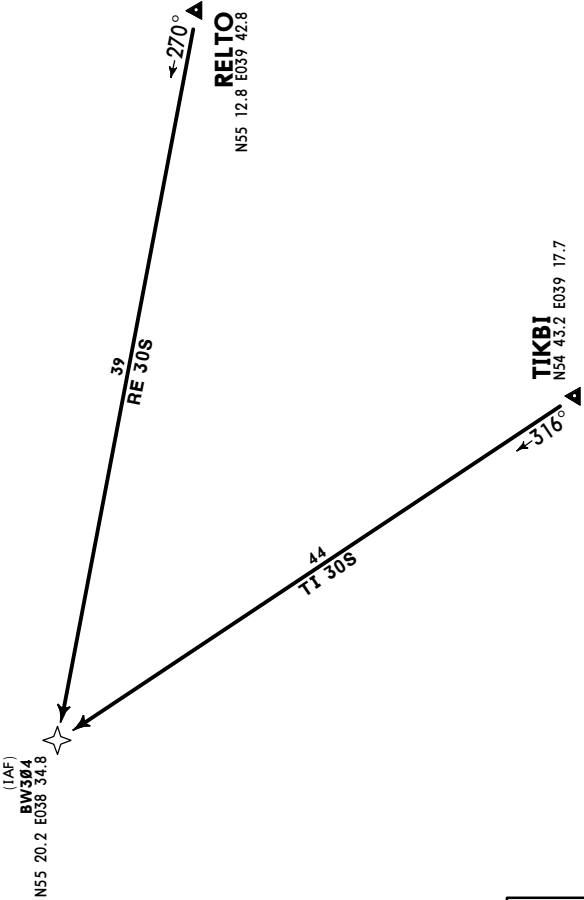
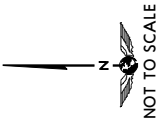
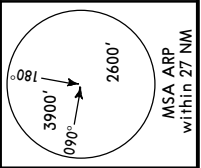
UUBW
RAMENSKOYE

JEPPesen
25 DEC 15 (10-2J) Eff 7 Jan

RAMENSKOYE, RUSSIA
RNAV STAR

*ATIS 127.750X (Russian only)	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa)
Apt Elev 404'	Trans alt: 4350' (3973') RNAV (GNSS)

RE 30S
TI 30S
RWY 30 RNAV ARRIVALS
FOR RUSSIAN USERS ONLY



Direct distance to
Ramenskoye Apt from:
BW304 12 NM

ALT/HEIGHT CONVERSION QNH (QFE) 4350' (3973' - 1200m)

UUBW
RAMENSKOYE

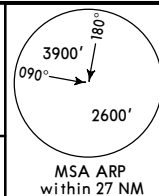
25 DEC 15 **10-2K** **Eff 7 Jan**

RAMENSKOYE, RUSSIA
RNAV STAR

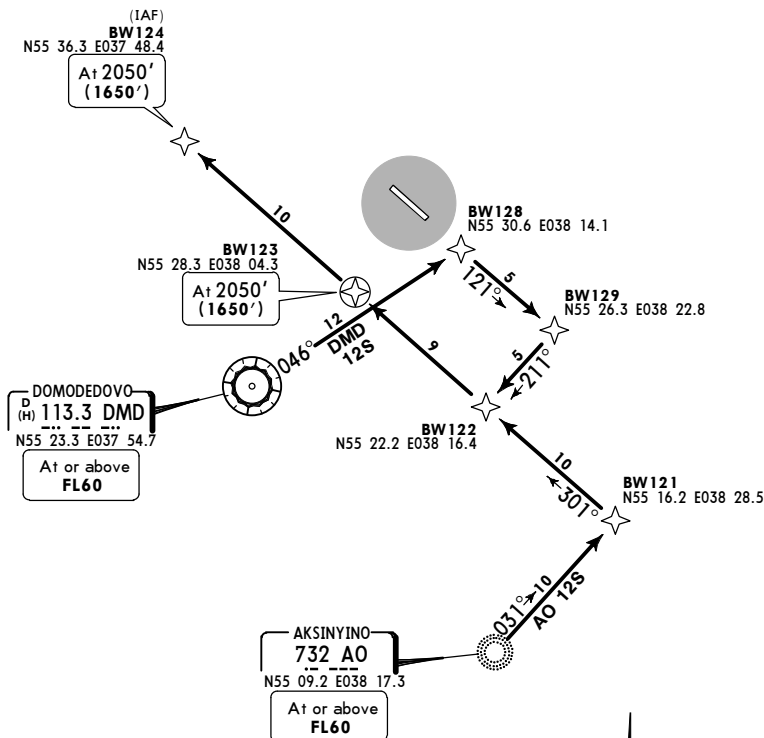
*ATIS
127.750X
(Russian only)

Apt Elev
404'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' **(3950')**
RNAV (GNSS)



AO 12S
DMD 12S
RWY 12 RNAV ARRIVALS
FOR RUSSIAN USERS ONLY



Direct distance to
Ramenskoye Apt from:
BW124 12 NM

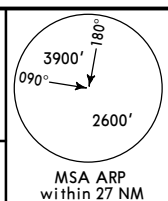
ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3950' - 1200m)
2050' (1650' - 500m)

UUBW
RAMENSKOYE

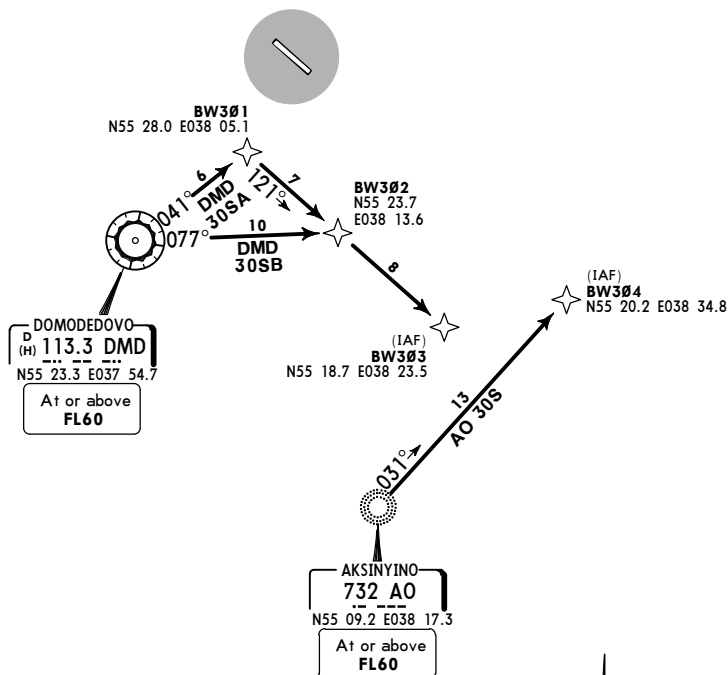
JEPPESSEN
25 DEC 15 (10-2L) Eff 7 Jan

RAMENSKOYE, RUSSIA
RNAV STAR

*ATIS 127.750X (Russian only)	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa)
Apt Elev 404'	Trans alt: 4350' (3973') RNAV (GNSS)



AO 30S
DMD 30SA [DM30SA]
DMD 30SB [DM30SB]
RWY 30 RNAV ARRIVALS
FOR RUSSIAN USERS ONLY



Direct distance to
Ramenskoye Apt from:
BW303 17 NM
BW304 20 NM

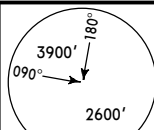


ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3973' - 1200m)

UUBW
RAMENSKOYE

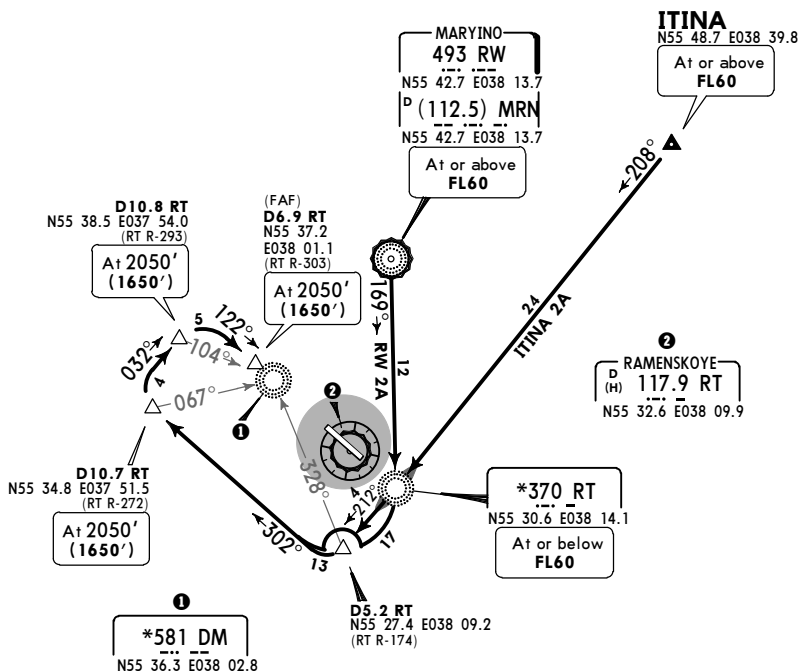
11 MAR 16 **10-2M**

RAMENSKOYE, RUSSIA
STAR

*ATIS 127.750X (Russian only)	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt: 4350' (3950') Crossing at airway exit points by ATC.	
Apt Elev 404'		

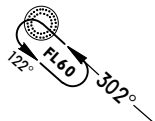
ITINA 2A [ITIN2A]
RW 2A
RWY 12
FOR RUSSIAN USERS ONLY

CAT C & D



ALT/HEIGHT CONVERSION	
QNH (QFE)	
4350' (3950' - 1200m)	
2050' (1650' - 500m)	

**HOLDING OVER
RT LCTR**



UUBW
RAMENSKOYE

11 MAR 16

(10-2N)

RAMENSKOYE, RUSSIA

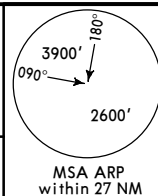
STAR

*ATIS

127.750X
(Russian only)

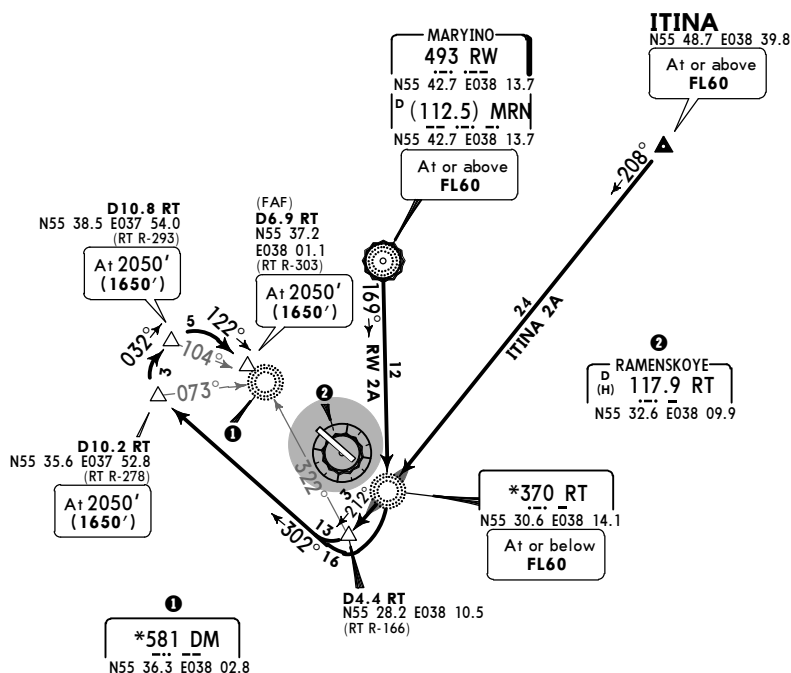
Apt Elev
404'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3950')
Crossing at airway exit points by ATC.

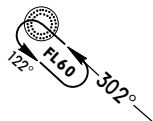


ITINA 2A
RW 2A
RWY 12
FOR RUSSIAN USERS ONLY

CAT A & B



HOLDING OVER
RT LCTR



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3950' - 1200m)
2050' (1650' - 500m)

UUBW
RAMENSKOYE

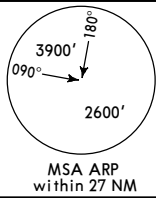
11 MAR 16 **10-2P**

RAMENSKOYE, RUSSIA
STAR

*ATIS
127.750X
(Russian only)

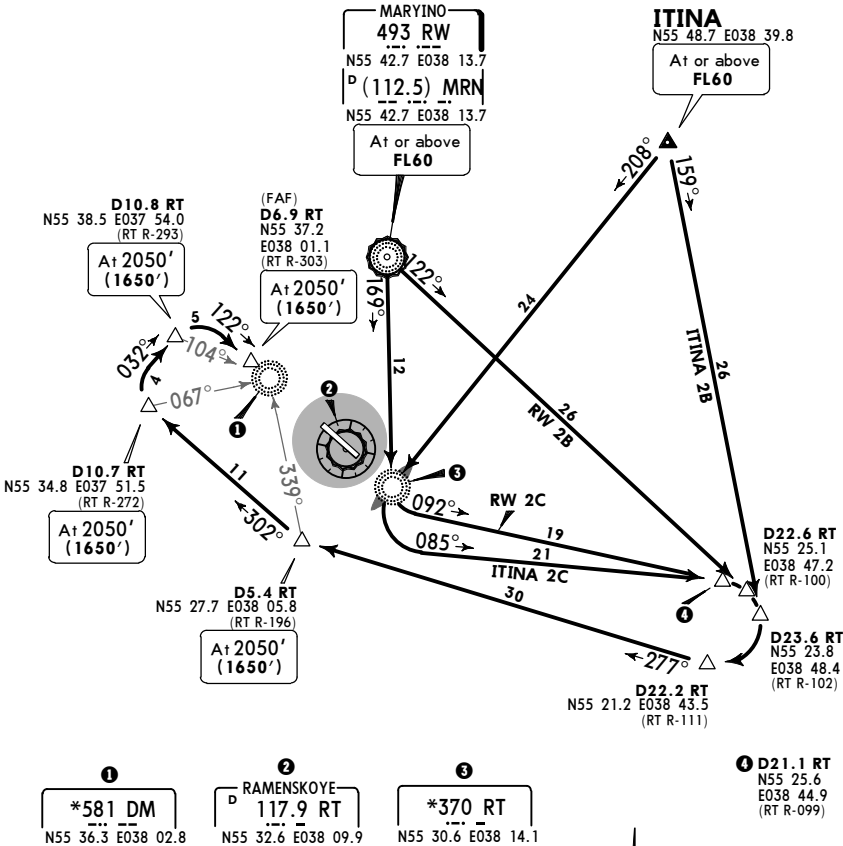
Apt Elev
404'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (**3950'**)
Crossing at airway exit points by ATC.



**ITINA 2B [ITIN2B]
ITINA 2C [ITIN2C]
RW 2B, RW 2C
RWY 12
BY ATC
FOR RUSSIAN USERS ONLY**

CAT C & D



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3950' - 1200m)
2050' (1650' - 500m)

UUBW
RAMENSKOYE

11 MAR 16

10-2Q

RAMENSKOYE, RUSSIA

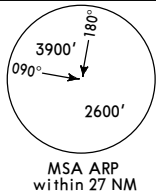
STAR

*ATIS

127.750X
(Russian only)

Apt Elev
404'

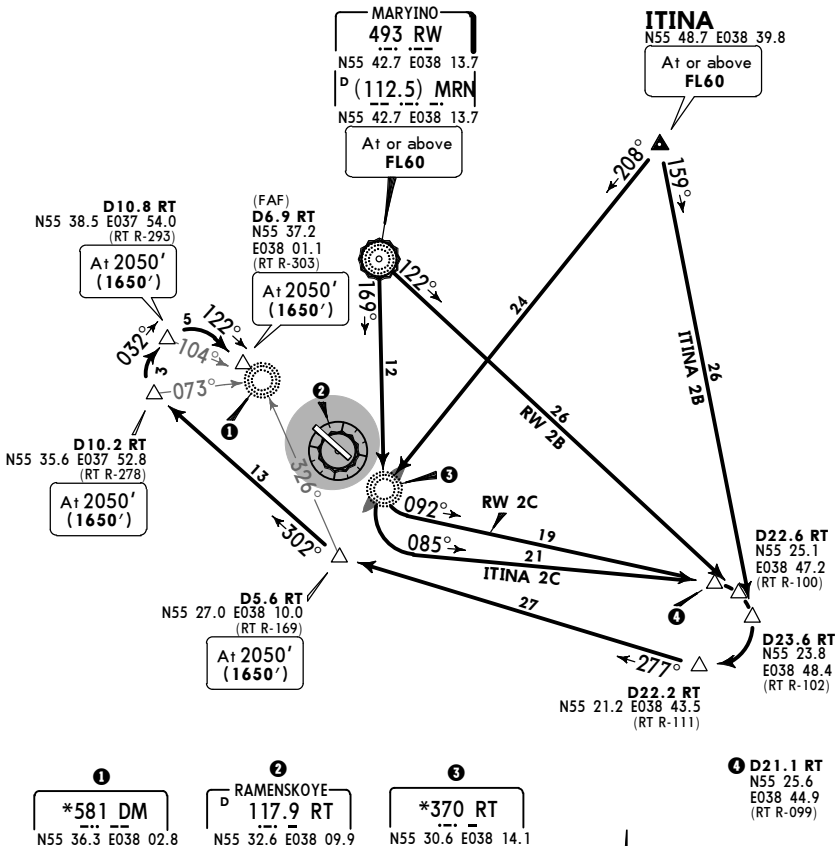
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3950')
Crossing at airway exit points by ATC.



ITINA 2B
ITINA 2C
RW 2B, RW 2C
RWY 12
BY ATC

FOR RUSSIAN USERS ONLY

CAT A & B



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3950' - 1200m)
2050' (1650' - 500m)

UUBW
RAMENSKOYE

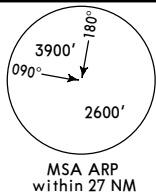
11 MAR 16 **10-2S**

RAMENSKOYE, RUSSIA
STAR

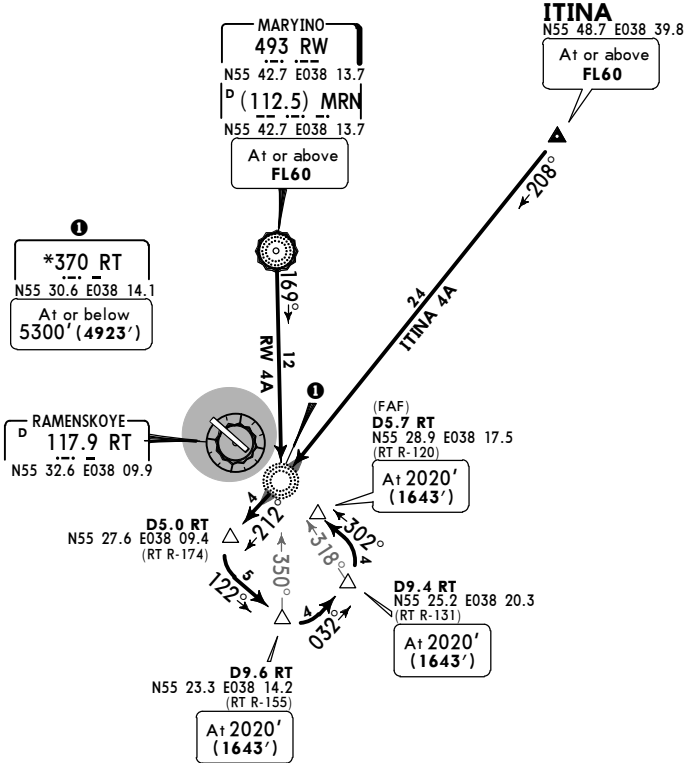
*ATIS
127.750X
(Russian only)

Apt Elev
404'

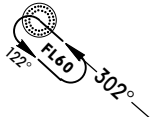
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3973')
Crossing at airway exit points by ATC.



ITINA 4A [ITIN4A]
RW 4A
RWY 30
FOR RUSSIAN USERS ONLY
CAT C & D



**HOLDING OVER
RT LCTR**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5300'	(4923' - 1500m)
4350'	(3973' - 1200m)
2020'	(1643' - 500m)

UUBW
RAMENSKOYE

11 MAR 16

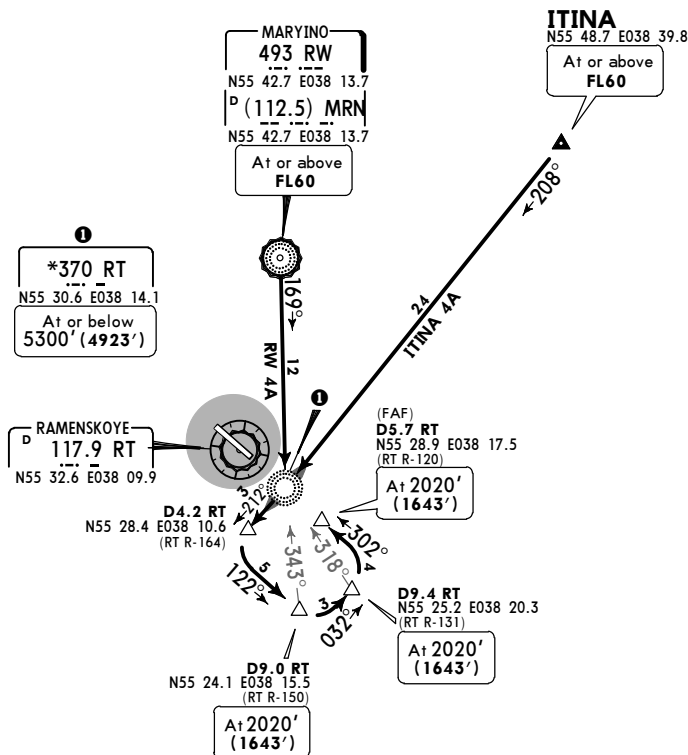


RAMENSKOYE, RUSSIA
STAR

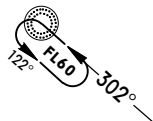
*ATIS 127.750X (Russian only)	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa)	
Apt Elev 404'	Trans alt: 4350' (3973') Crossing at airway exit points by ATC.	

ITINA 4A
RW 4A
RWY 30
FOR RUSSIAN USERS ONLY

CAT A & B



HOLDING OVER
RT LCTR



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5300'	(4923' - 1500m)
4350'	(3973' - 1200m)
2020'	(1643' - 500m)

UUBW
RAMENSKOYE

JEPPesen
6 NOV 15 (10-2V1) Eff 12 Nov

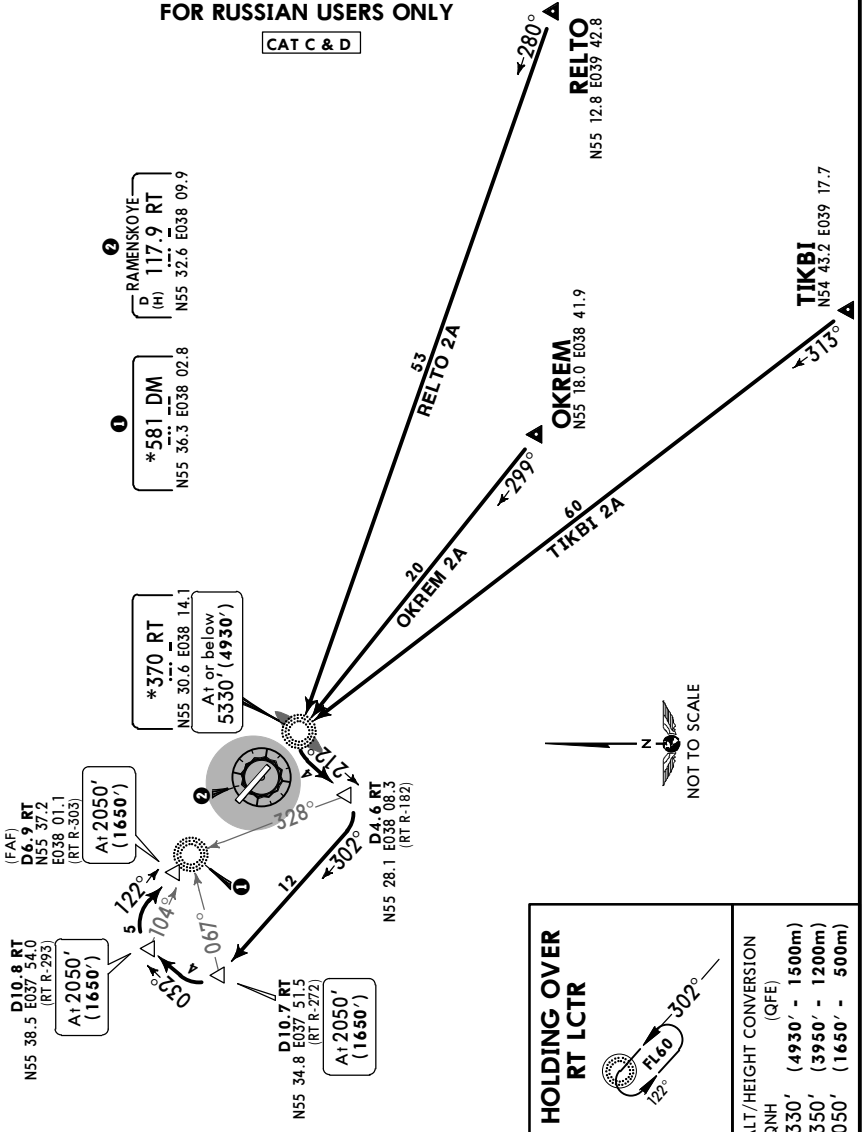
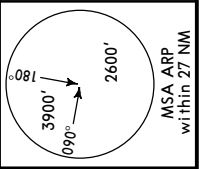
RAMENSKOYE, RUSSIA
STAR

*ATIS 127.750X (Russian only)	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt: 4350' (3950') Crossing at airway exit points by ATC.
Apt Elev 404'	

OKREM 2A [OKRE2A]
RELTO 2A [RELT2A]
TIKBI 2A [TIKB2A]
RWY 12 ARRIVALS
BY ATC

FOR RUSSIAN USERS ONLY

CAT C & D



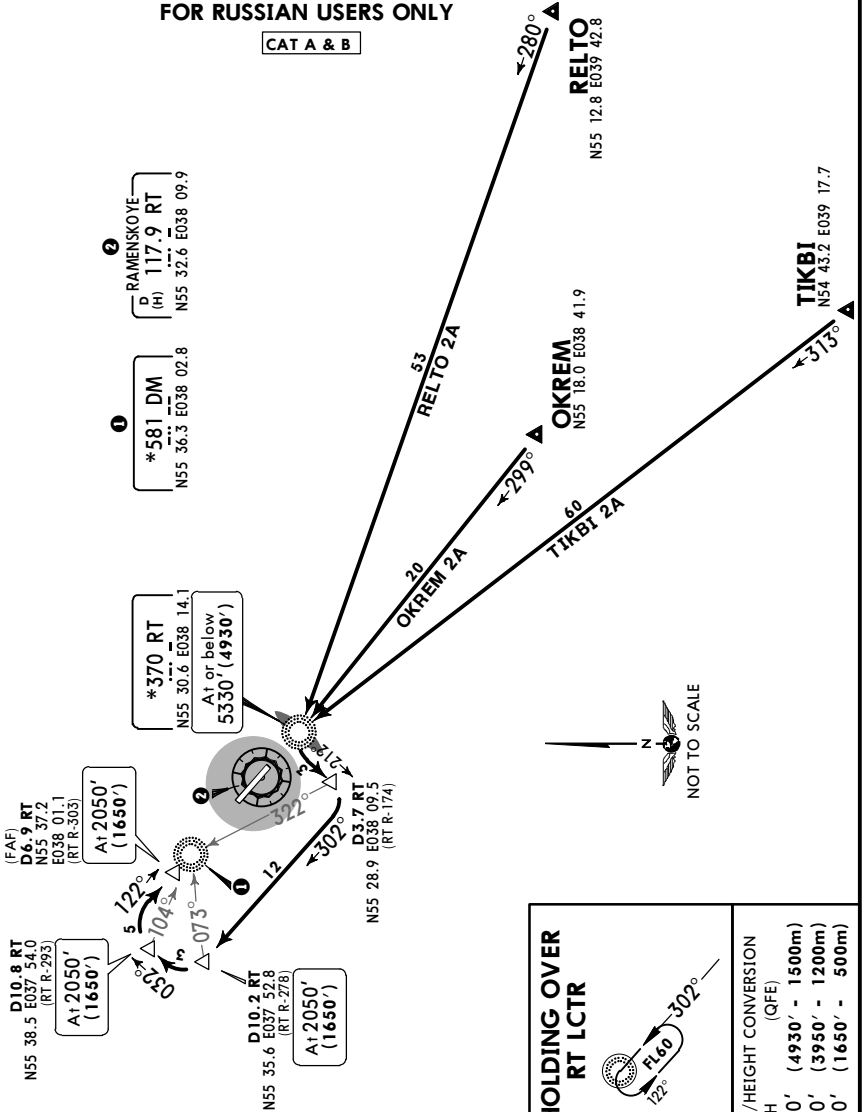
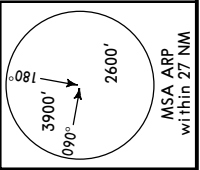
UUBW
RAMENSKOYE

JEPPesen
6 NOV 15 (10-2V2) Eff 12 Nov

RAMENSKOYE, RUSSIA
STAR

*ATIS 127.750X (Russian only)	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt: 4350' (3950') Crossing at airway exit points by ATC.
Apt Elev 404'	

OKREM 2A
RELTO 2A
TIKBI 2A
RWY 12 ARRIVALS
BY ATC
FOR RUSSIAN USERS ONLY
CAT A & B



HOLDING OVER RT LCTR	ALT/HEIGHT CONVERSION QNH (QFE) 5330' (4930' - 1500m) 4350' (3950' - 1200m) 2050' (1650' - 500m)
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UUBW
RAMENSKOYE

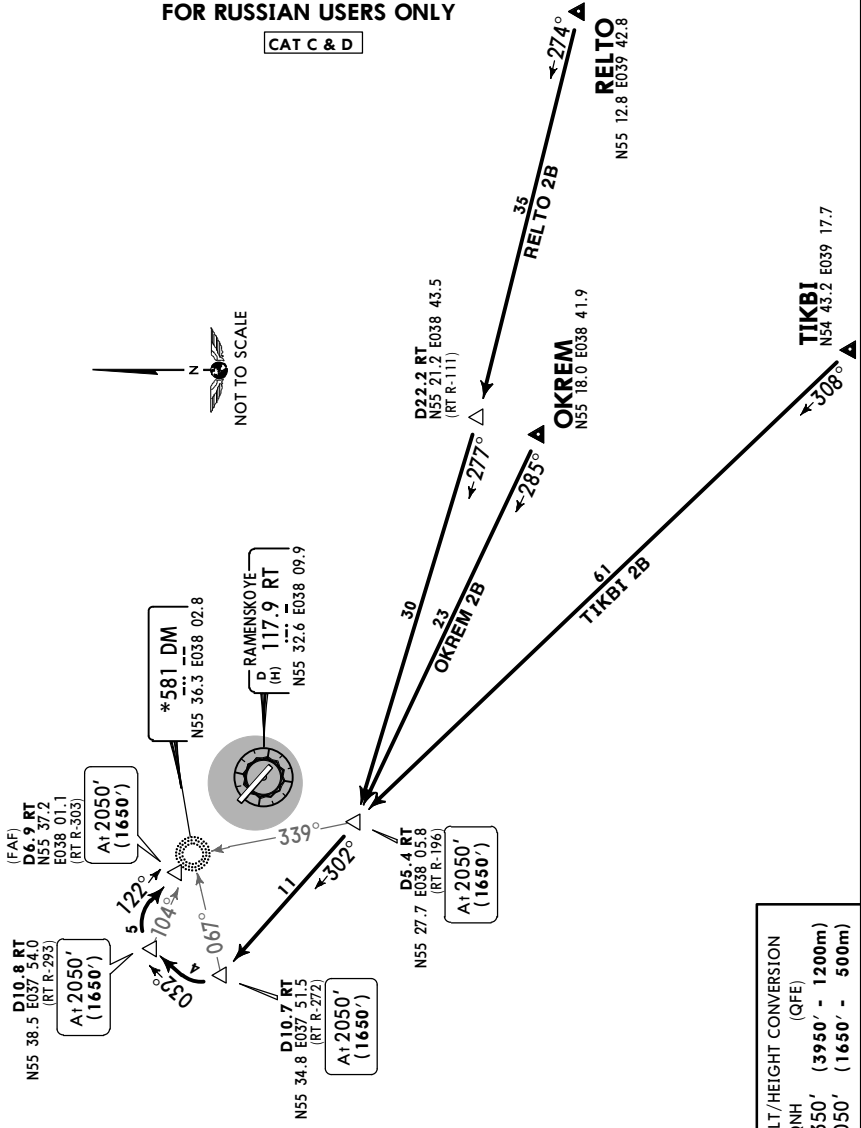
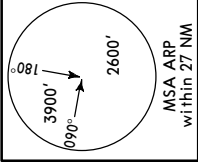
JEPPESSEN
6 NOV 15 (10-2V3) Eff 12 Nov

RAMENSKOYE, RUSSIA
STAR

*ATIS 127.750X (Russian only)	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa)
Apt Elev 404'	Trans alt: 4350' (3950') Crossing at airway exit points by ATC.

OKREM 2B [OKRE2B]
RELTO 2B [RELT2B]
TIKBI 2B [TIKB2B]
RWY 12 ARRIVALS
BY ATC
FOR RUSSIAN USERS ONLY

CAT C & D



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3950' - 1200m)
2050' (1650' - 500m)

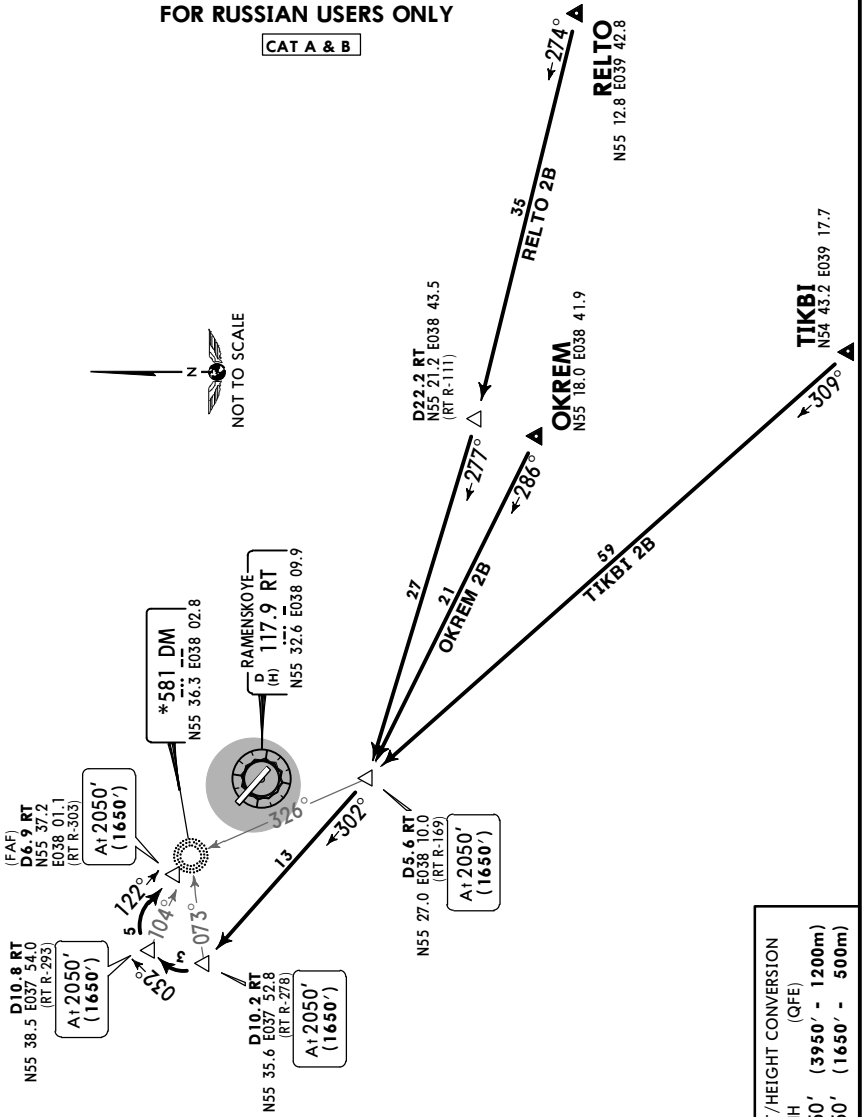
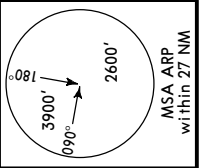
UUBW
RAMENSKOYE

JEPPesen
6 NOV 15 (10-2V4) Eff 12 Nov

RAMENSKOYE, RUSSIA
STAR

*ATIS 127.750X (Russian only)	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa)
Apt Elev 404'	Trans alt: 4350' (3950') Crossing at airway exit points by ATC.

OKREM 2B
RELTO 2B
TIKBI 2B
RWY 12 ARRIVALS
BY ATC
FOR RUSSIAN USERS ONLY
CAT A & B



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3950' - 1200m)
2050' (1650' - 500m)

UUBW
RAMENSKOYE

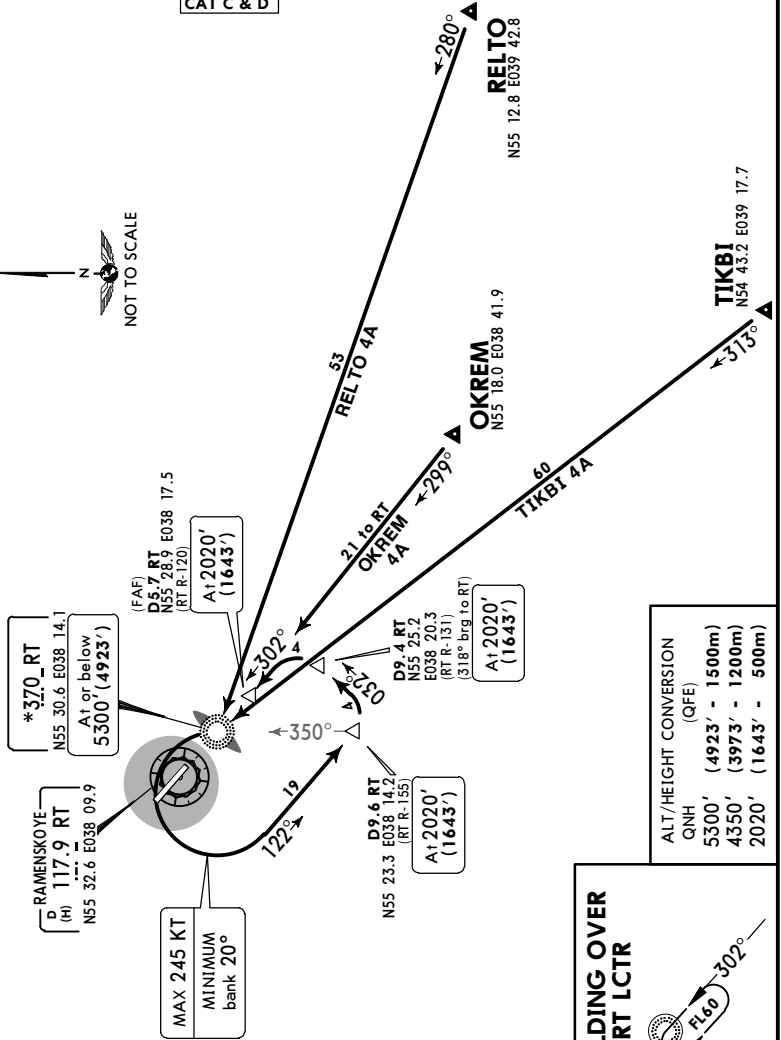
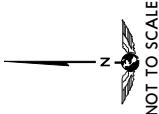
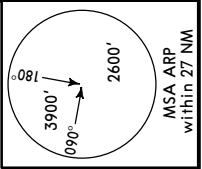
JEPPESEN
6 NOV 15 (10-2V5) Eff 12 Nov

RAMENSKOYE, RUSSIA
STAR

*ATIS 127.750X (Russian only)	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa)
Apt Elev 404'	Trans alt: 4350' (3973') Crossing at airway exit points by ATC.

OKREM 4A [OKRE4A]
RELTO 4A [RELT4A]
TIKBI 4A [TIKB4A]
RWY 30 ARRIVALS
BY ATC
FOR RUSSIAN USERS ONLY

CAT C & D



ALT/HEIGHT CONVERSION
QNH (QFE)
5300' (4923' - 1500m)
4350' (3973' - 1200m)
2020' (1643' - 500m)

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UUBW
RAMENSKOYE

JEPPESEN

RAMENSKOYE, RUSSIA

6 NOV 15

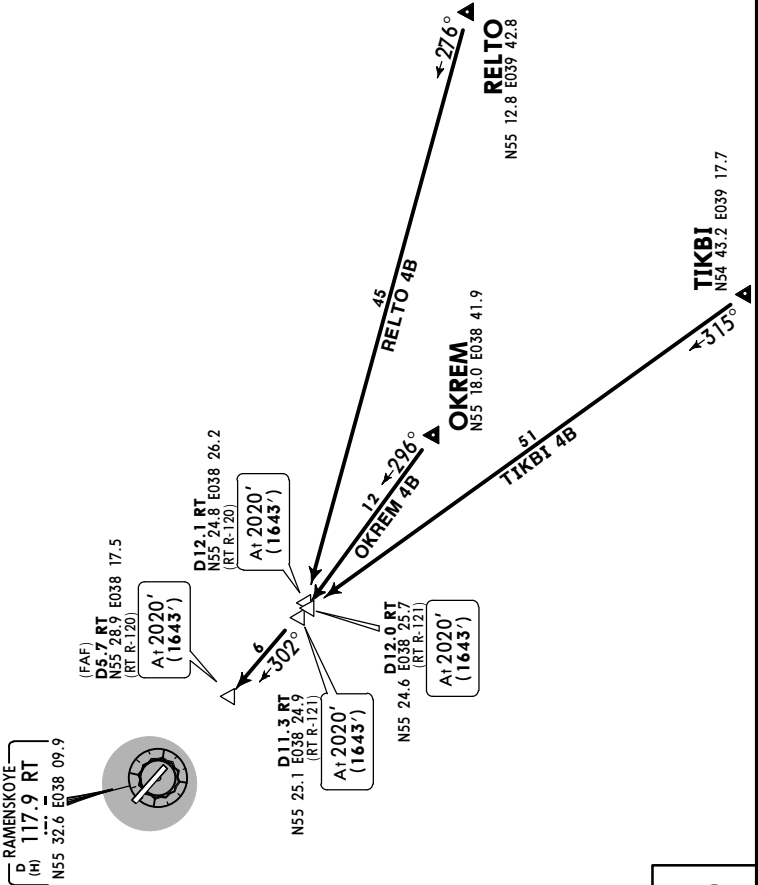
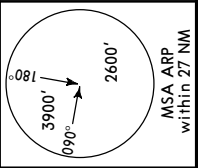
(10-2W)

Eff 12 Nov

STAR

*ATIS 127.750X (Russian only)	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt: 4350' (3973')
Apt Elev 404'	Crossing at airway exit points by ATC.

OKREM 4B [OKRE4B]
RELTO 4B [RELT4B]
TIKBI 4B [TIKB4B]
RWY 30 ARRIVALS
BY ATC
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3973' - 1200m)
2020' (1643' - 500m)

UUBW
RAMENSKOYE

JEPPesen
6 NOV 15 (10-2X) Eff 12 Nov

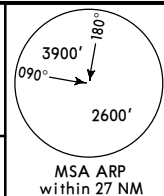
RAMENSKOYE, RUSSIA

STAR

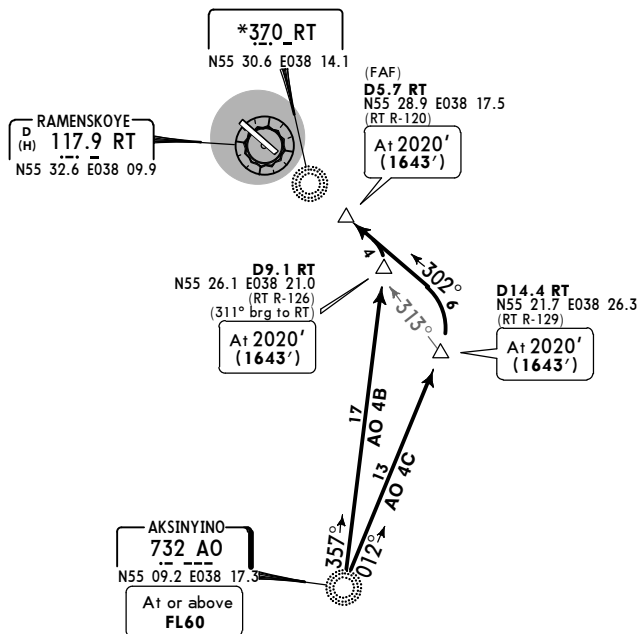
*ATIS
127.750X
(Russian only)

Apt Elev
404'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3973')
Crossing at airway exit points by ATC.



AO 4B
AO 4C
RWY 30 ARRIVALS
BY ATC
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3973' - 1200m)
2020' (1643' - 500m)

UUBW
RAMENSKOYE

JEPPesen
6 NOV 15 (10-2X1)

Eff 12 Nov

RAMENSKOYE, RUSSIA

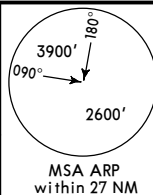
STAR

*ATIS

127.750X
(Russian only)

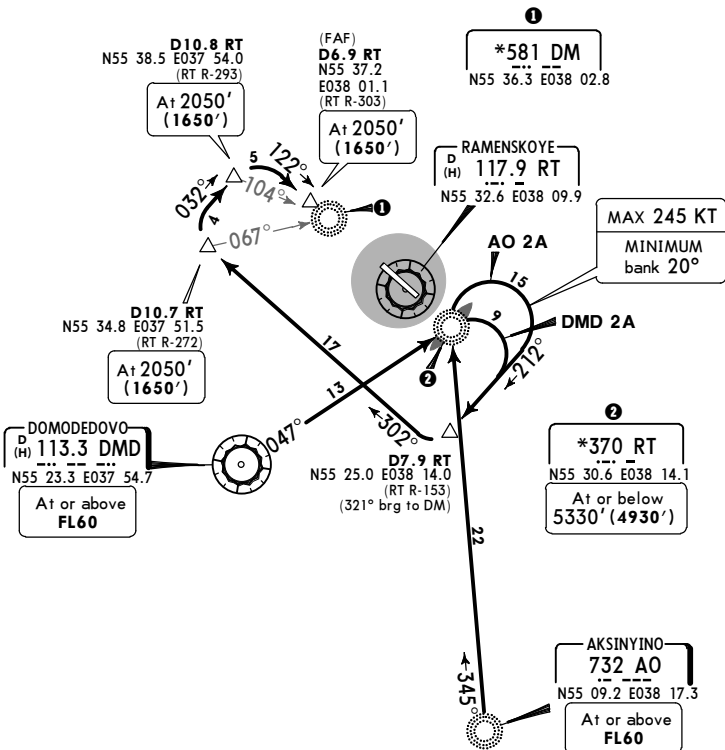
Apt Elev
404'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3950')
Crossing at airway exit points by ATC.

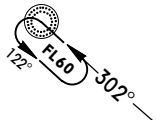


AO 2A
DMD 2A
RWY 12 ARRIVALS
FOR RUSSIAN USERS ONLY

CAT C & D



HOLDING OVER
RT LCTR



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5330'	(4930' - 1500m)
4350'	(3950' - 1200m)
2050'	(1650' - 500m)



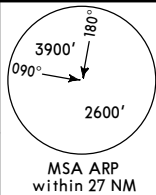
UUBW
RAMENSKOYE

JEPPesen
6 NOV 15 (10-2X2) Eff 12 Nov
RAMENSKOYE, RUSSIA
STAR

*ATIS
127.750X
(Russian only)

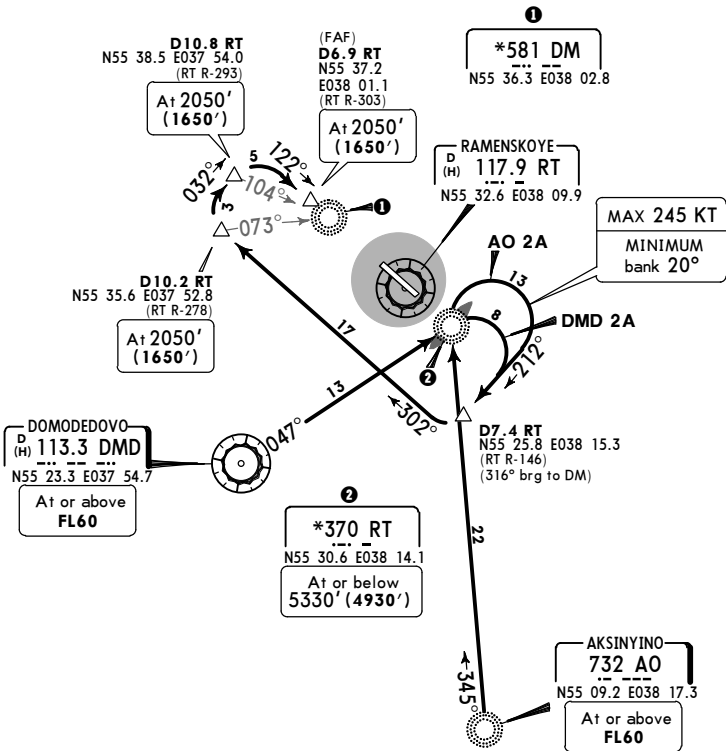
Apt Elev
404'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3950')
Crossing at airway exit points by ATC.



AO 2A
DMD 2A
RWY 12 ARRIVALS
FOR RUSSIAN USERS ONLY

CAT A & B



HOLDING OVER
RT LCTR



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5330' (4930' - 1500m)	
4350' (3950' - 1200m)	
2050' (1650' - 500m)	



UUBW
RAMENSKOYE

JEPPesen
6 NOV 15 10-2X3 Eff 12 Nov

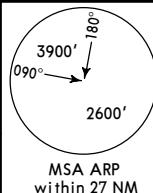
RAMENSKOYE, RUSSIA

STAR

*ATIS
127.750X
(Russian only)

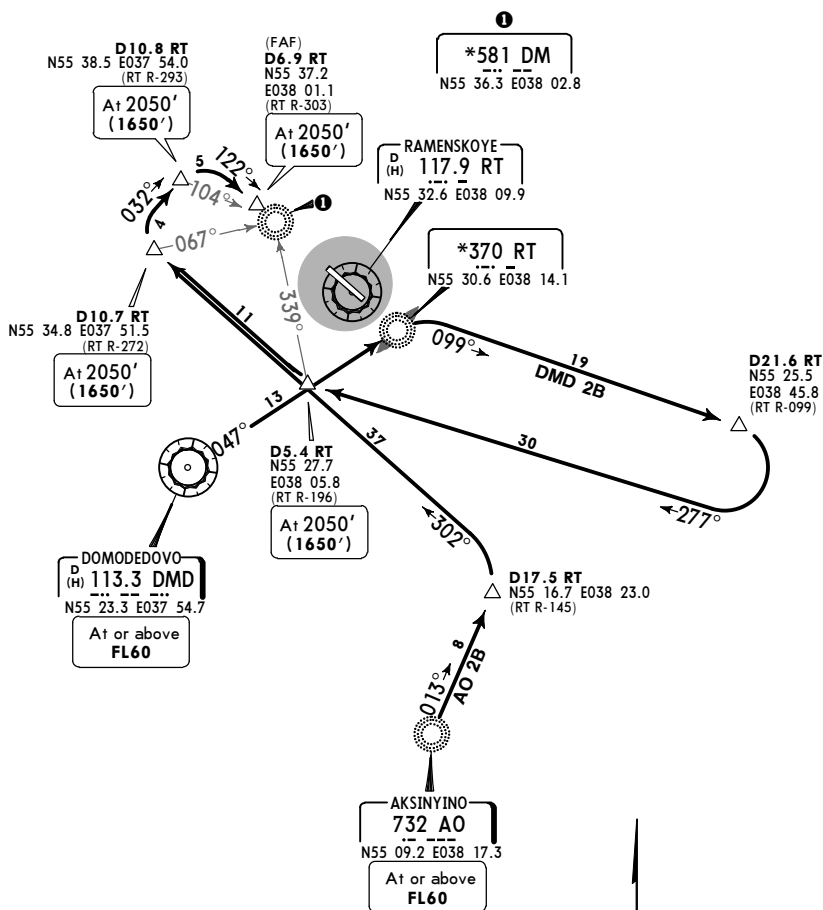
Apt Elev
404'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3950')
Crossing at airway exit points by ATC.



AO 2B
DMD 2B
RWY 12 ARRIVALS
BY ATC
FOR RUSSIAN USERS ONLY

CAT C & D



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3950' - 1200m)
2050' (1650' - 500m)

UUBW
RAMENSKOYE

JEPPESSEN
6 NOV 15 10-2X4 Eff 12 Nov

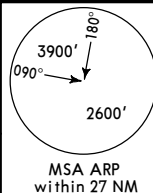
RAMENSKOYE, RUSSIA

STAR

*ATIS
127.750X
(Russian only)

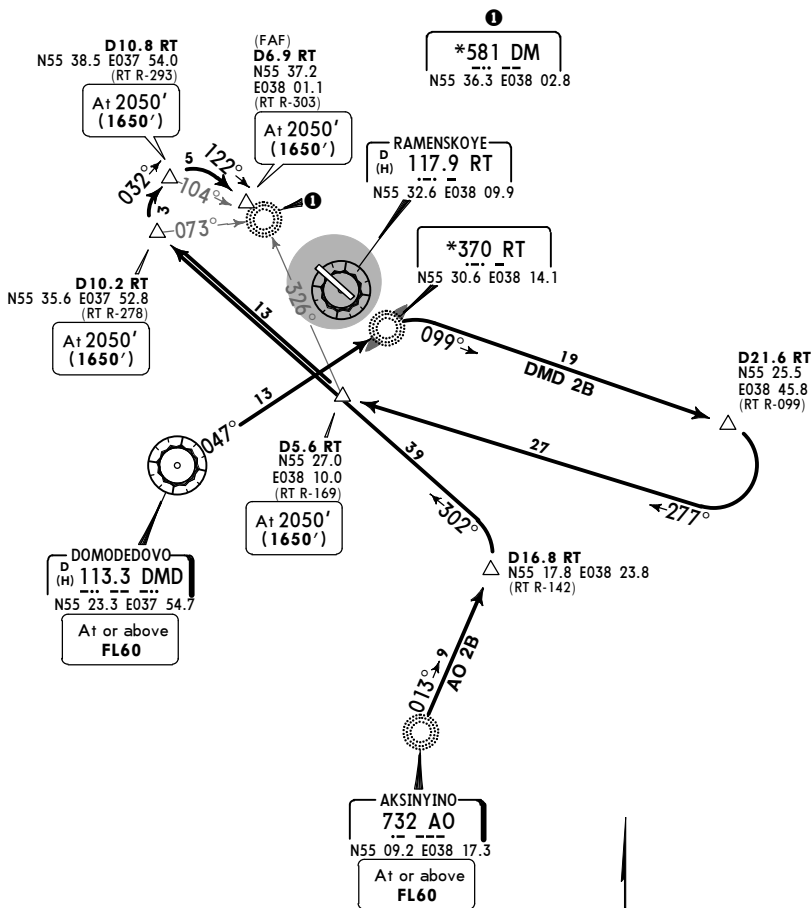
Apt Elev
404'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3950')
Crossing at airway exit points by ATC.



AO 2B
DMD 2B
RWY 12 ARRIVALS
BY ATC
FOR RUSSIAN USERS ONLY

CAT A & B



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3950' - 1200m)
2050' (1650' - 500m)

UUBW
RAMENSKOYE

JEPPESSEN
6 NOV 15 (10-2X5)

Eff 12 Nov

RAMENSKOYE, RUSSIA

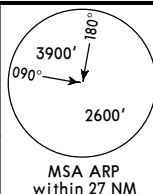
STAR

*ATIS

127.750X
(Russian only)

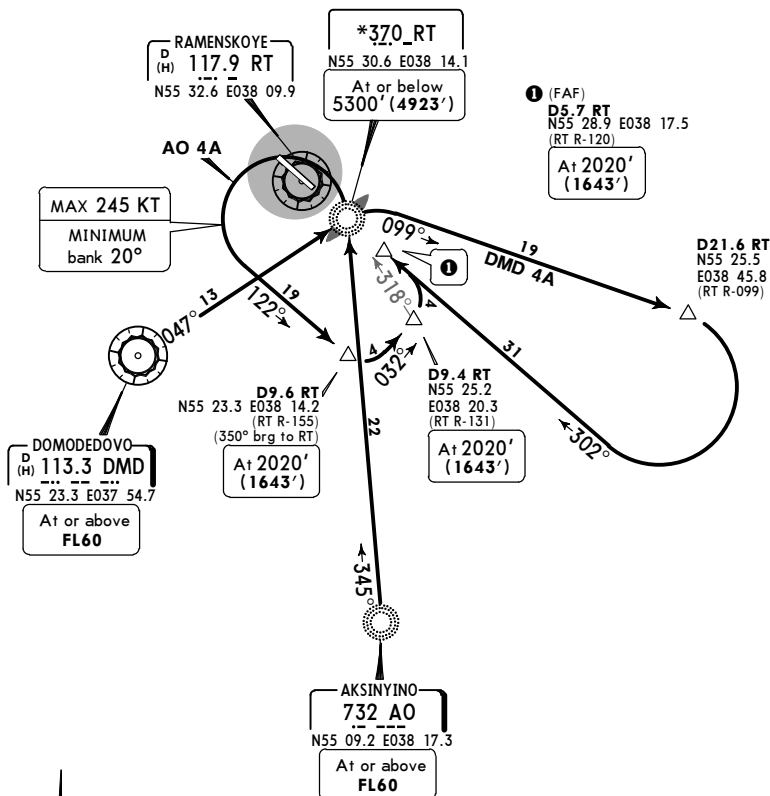
Apt Elev
404'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3973')
Crossing at airway exit points by ATC.



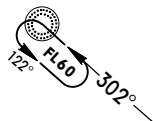
AO 4A
DMD 4A
RWY 30 ARRIVALS
FOR RUSSIAN USERS ONLY

CAT C & D



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5300'	(4923' - 1500m)
4350'	(3973' - 1200m)
2020'	(1643' - 500m)

HOLDING OVER
RT LCTR



UUBW
RAMENSKOYE

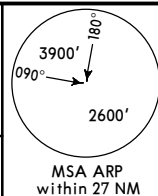
JEPPesen
6 NOV 15 (10-2X6) Eff 12 Nov

RAMENSKOYE, RUSSIA
STAR

*ATIS
127.750X
(Russian only)

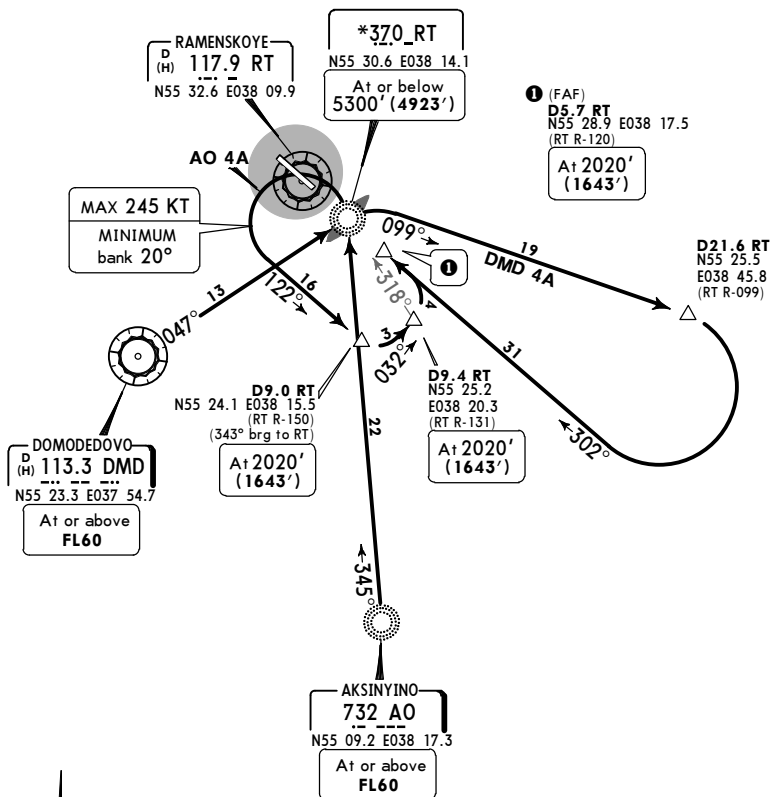
Apt Elev
404'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3973')
Crossing at airway exit points by ATC.

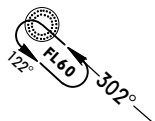


AO 4A
DMD 4A
RWY 30 ARRIVALS
FOR RUSSIAN USERS ONLY

CAT A & B



HOLDING OVER
RT LCTR



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5300'	(4923' - 1500m)
4350'	(3973' - 1200m)
2020'	(1643' - 500m)

UUBW
RAMENSKOYE

JEPPesen
6 NOV 15 (10-2X7)

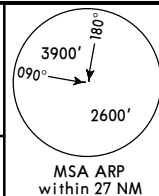
RAMENSKOYE, RUSSIA
Eff 12 Nov

STAR

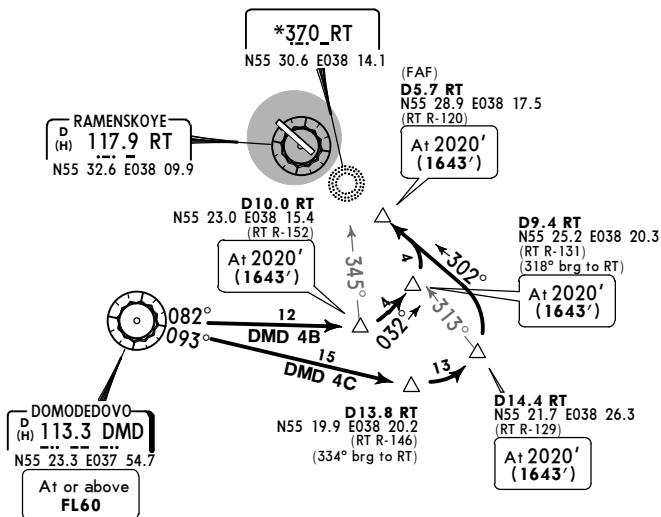
*ATIS
127.750X
(Russian only)

Apt Elev
404'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (**3973'**)
Crossing at airway exit points by ATC.



DMD 4B
DMD 4C
RWY 30 ARRIVALS
BY ATC
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (**3973'** - 1200m)
2020' (**1643'** - 500m)

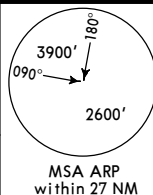
UUBW
RAMENSKOYE

JEPPesen
11 MAR 16 (10-3A)

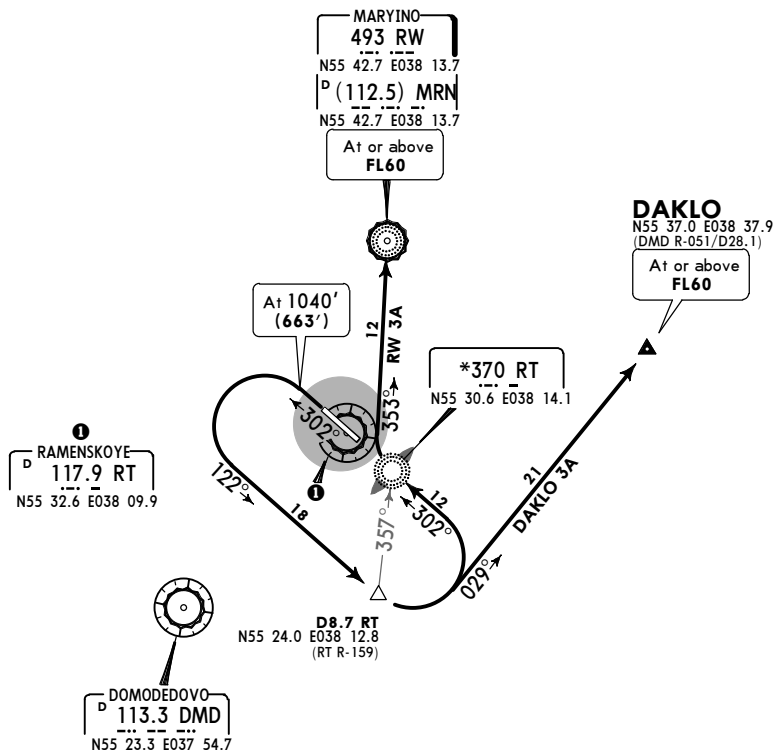
RAMENSKOYE, RUSSIA
SID

Apt Elev
404'

QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3973')
Crossing at airway exit points by ATC.



DAKLO 3A [DAKL3A]
RW 3A
RWY 30
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
QNH (QFE)
1040' (663' - 200m)
4350' (3973' - 1200m)

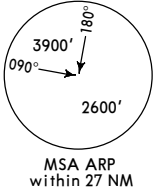
UUBW
RAMENSKOYE

JEPPesen
11 MAR 16 (10-3B)

RAMENSKOYE, RUSSIA
SID

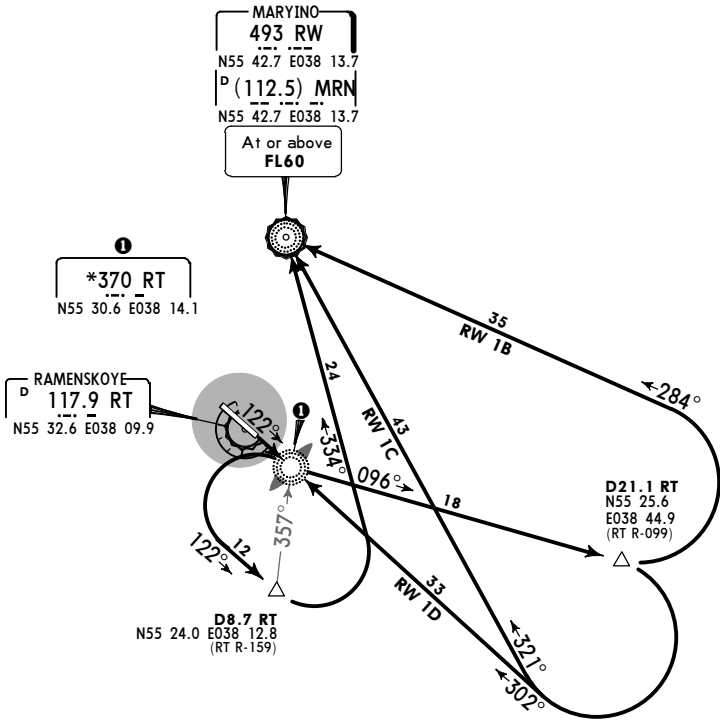
Apt Elev
404'

QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3950')
Crossing at airway exit points by ATC.



RW 1B
RW 1C
RW 1D
RWY 12
BY ATC

FOR RUSSIAN USERS ONLY



Direct distance from
Ramenskoye Apt to:
RT Lctr 4 NM



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3950' - 1200m)

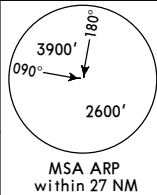
UUBW
RAMENSKOYE

11 MAR 16 **10-3C**

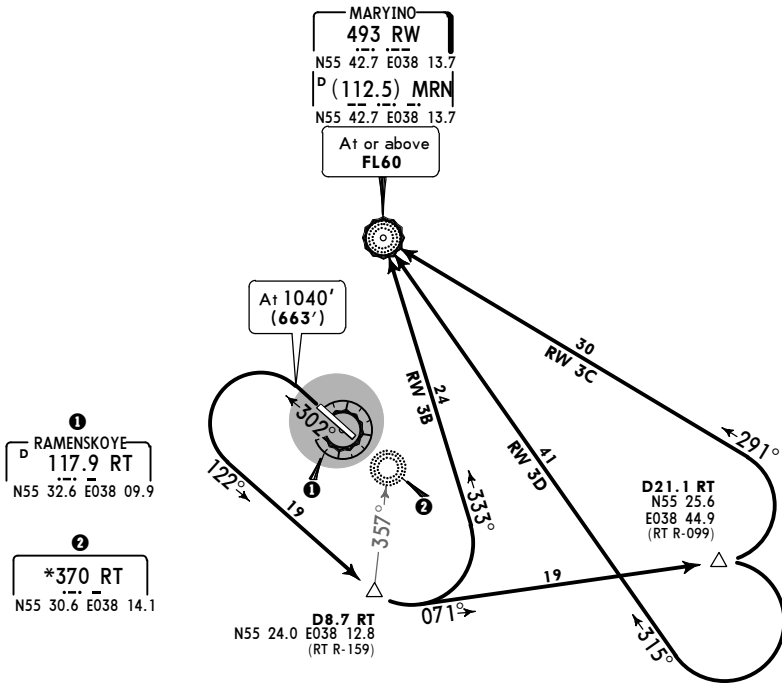
RAMENSKOYE, RUSSIA
SID

Apt Elev
404'

QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (**3973'**)
Crossing at airway exit points by ATC.



**RW 3B
RW 3C
RW 3D
RWY 30
BY ATC
FOR RUSSIAN USERS ONLY**



ALT/HEIGHT CONVERSION
QNH (QFE)
1040' (663' - 200m)
4350' (3973' - 1200m)

UUBW
RAMENSKOYE

JEPPESSEN
6 NOV 15 (10-3D) Eff 12 Nov

RAMENSKOYE, RUSSIA
SID

Apt Elev
404'

QNH on request (QFE)

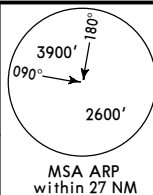
Trans level: FL60

FL70 if pressure is less than 748mm (997.3 hPa)

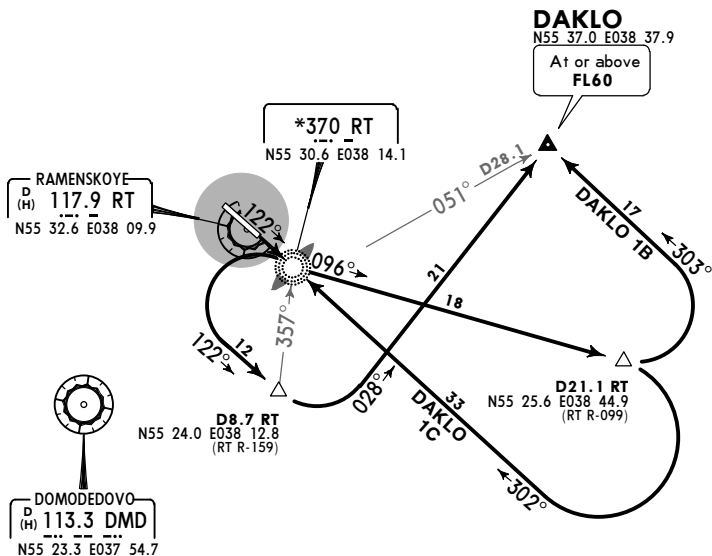
FL80 if pressure is less than 721mm (961.3 hPa)

Trans alt: 4350' (3950')

Crossing at airway exit points by ATC.



DAKLO 1B [DAKL1B]
DAKLO 1C [DAKL1C]
RWY 12 DEPARTURES
BY ATC
FOR RUSSIAN USERS ONLY



Direct distance from
Ramenskoye Apt to:
RT Lctr 4 NM



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3950' - 1200m)

UUBW
RAMENSKOYE

JEPPesen
6 NOV 15 10-3E Eff 12 Nov

RAMENSKOYE, RUSSIA
SID

Apt Elev
404'

QNH on request (QFE)

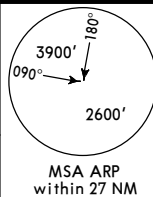
Trans level: FL60

FL70 if pressure is less than 748mm (997.3 hPa)

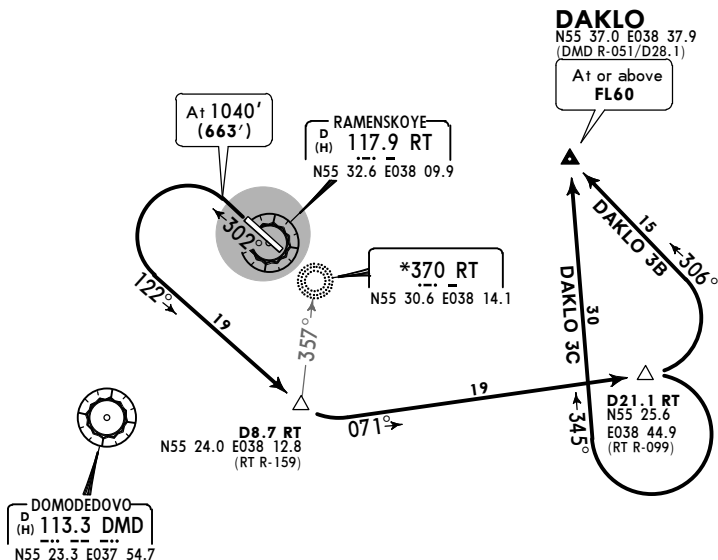
FL80 if pressure is less than 721mm (961.3 hPa)

Trans alt: 4350' (3973')

Crossing at airway exit points by ATC.



DAKLO 3B [DAKL3B]
DAKLO 3C [DAKL3C]
RWY 30 DEPARTURES
BY ATC
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
QNH (QFE)
1040' (663' - 200m)
4350' (3973' - 1200m)

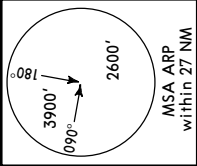
UUBW
RAMENSKOYE

JEPPesen
6 NOV 15 10-3F Eff 12 Nov

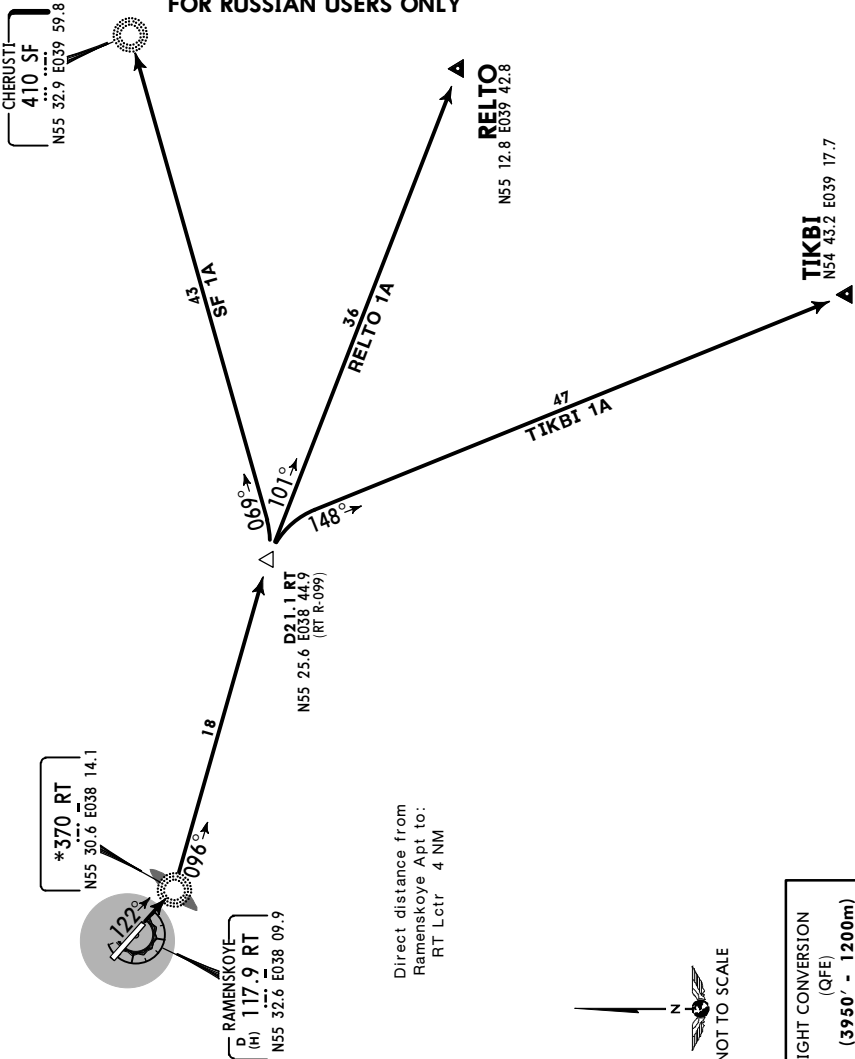
RAMENSKOYE, RUSSIA
SID

Apt Elev
404'

QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3950')
Crossing at airway exit points by ATC.



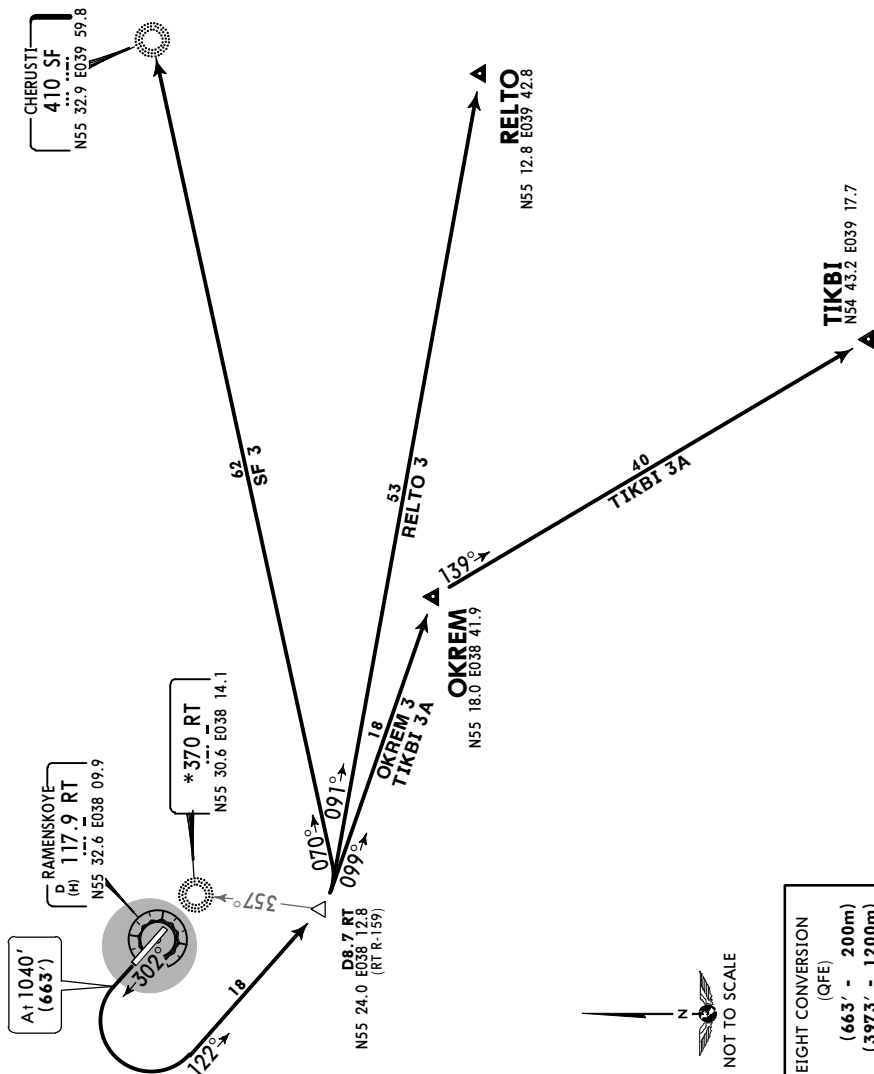
SF 1A
RELTO 1A [RELT1A]
TIKBI 1A [TIKB1A]
BY ATC
RWY 12 DEPARTURES
FOR RUSSIAN USERS ONLY



Direct distance from
Ramenskoye Apt to:
RT Lctr 4 NM

ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3950' - 1200m)

Crossing at airway exit points by ATC.



ALT/HEIGHT CONVERSION	QNH	(QFE)
	1040'	(663' - 200m)
	4350'	(3973' - 1200m)

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UUBW
RAMENSKOYE

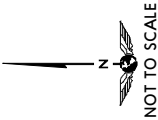
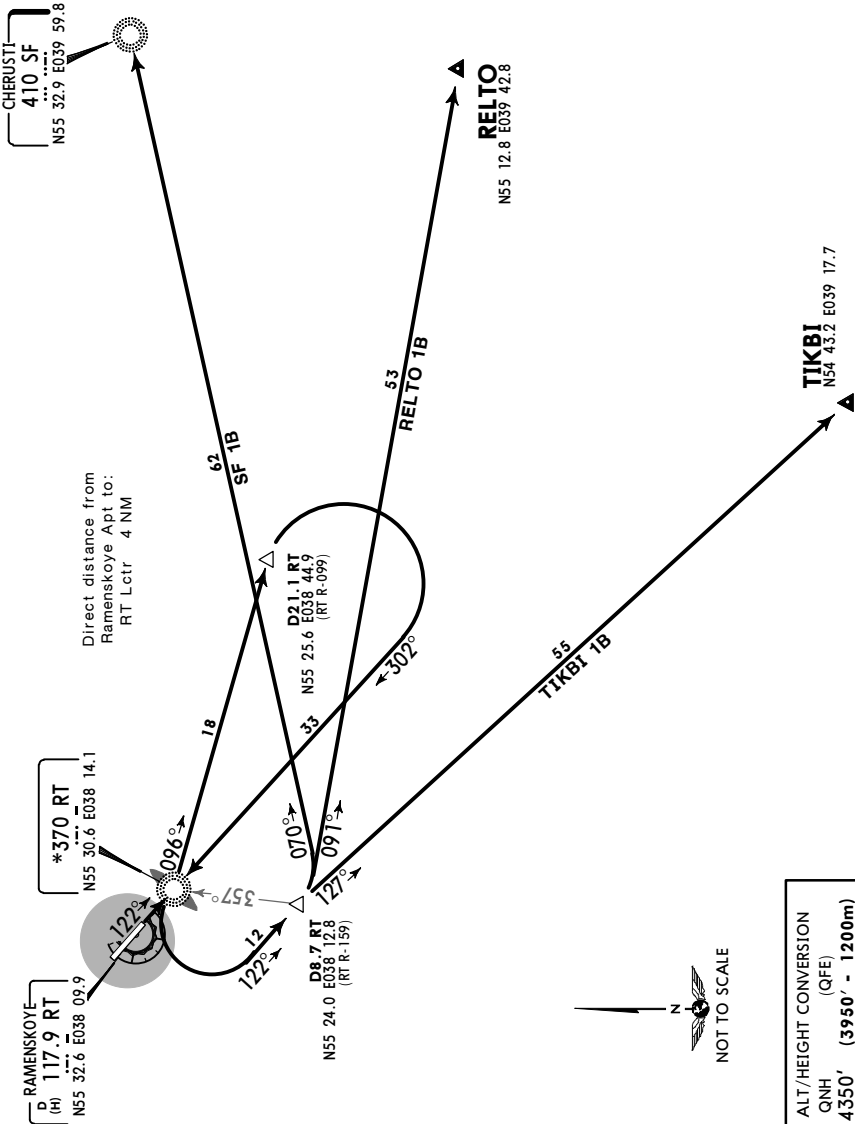
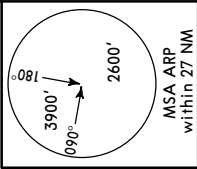
JEPPesen
6 NOV 15 (10-3H) Eff 12 Nov

RAMENSKOYE, RUSSIA
SID

Apt Elev
404'

QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3950')
Crossing at airway exit points by ATC.

RELTO 1B [RELT1B]
SF 1B
TIKBI 1B [TIKB1B]
RWY 12 DEPARTURES
BY ATC
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3950' - 1200m)

UUBW
RAMENSKOYE

JEPPesen
6 NOV 15 (10-3J) Eff 12 Nov

RAMENSKOYE, RUSSIA
SID

Apt Elev
404'

QNH on request (QFE)

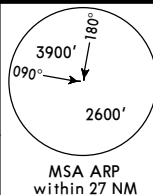
Trans level: FL60

FL70 if pressure is less than 748mm (997.3 hPa)

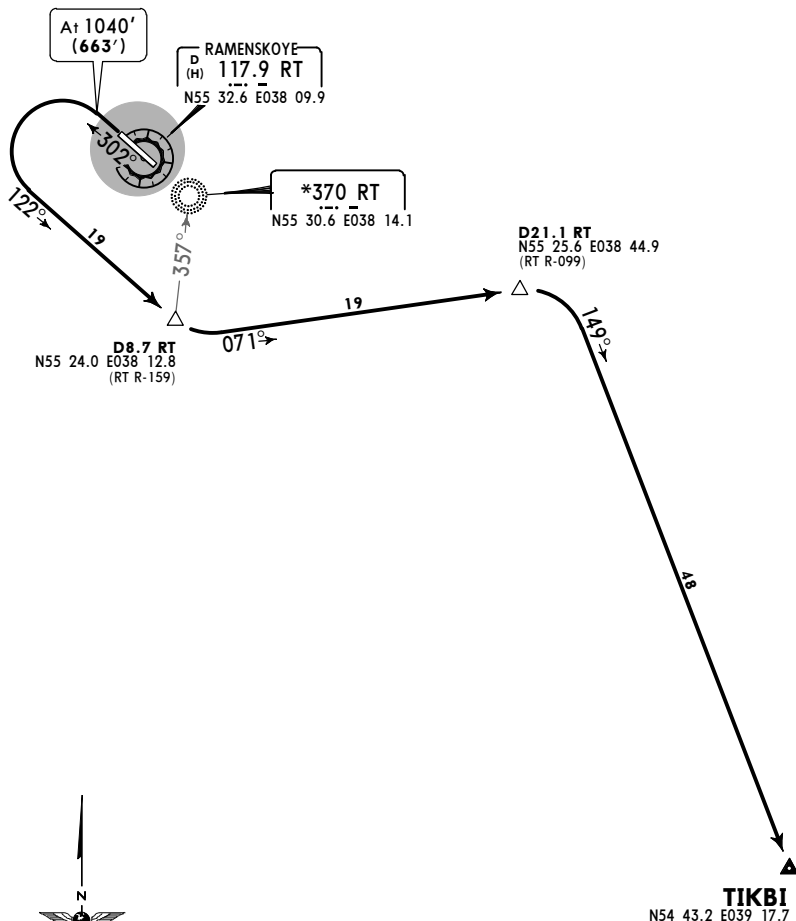
FL80 if pressure is less than 721mm (961.3 hPa)

Trans alt: 4350' (3973')

Crossing at airway exit points by ATC.



TIKBI 3B [TIKB3B]
RWY 30 DEPARTURE
BY ATC
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH (QFE)

1040' (663' - 200m)

4350' (3973' - 1200m)

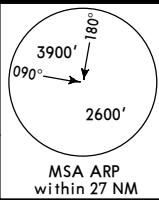
UUBW
RAMENSKOYE

JEPPESSEN
6 NOV 15 (10-3K) Eff 12 Nov

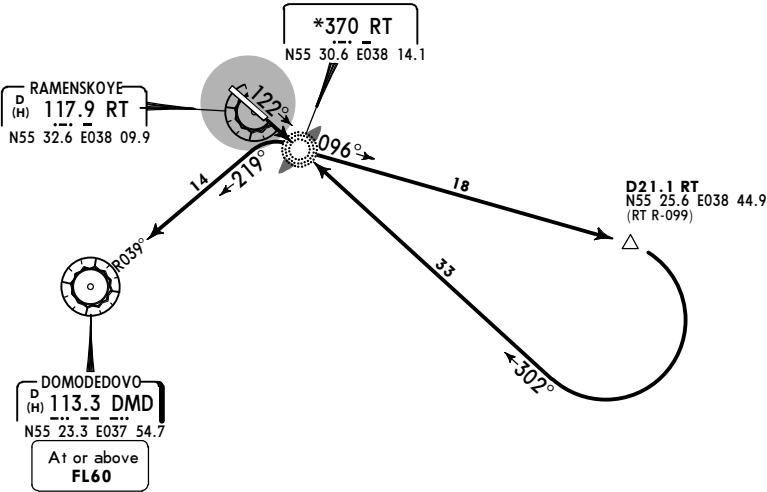
RAMENSKOYE, RUSSIA
SID

Apt Elev
404'

QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3950')
Crossing at airway exit points by ATC.



DMD 1A
RWY 12 DEPARTURE
FOR RUSSIAN USERS ONLY



Direct distance from
Ramenskoye Apt to:
RT Lctr 4 NM



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3950' - 1200m)

UUBW
RAMENSKOYE

JEPPesen
6 NOV 15 **10-3L** **Eff 12 Nov**

RAMENSKOYE, RUSSIA
SID

Apt Elev
404'

QNH on request **(QFE)**

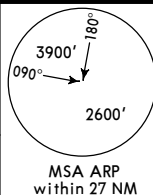
Trans level: FL60

FL70 if pressure is less than 748mm (997.3 hPa)

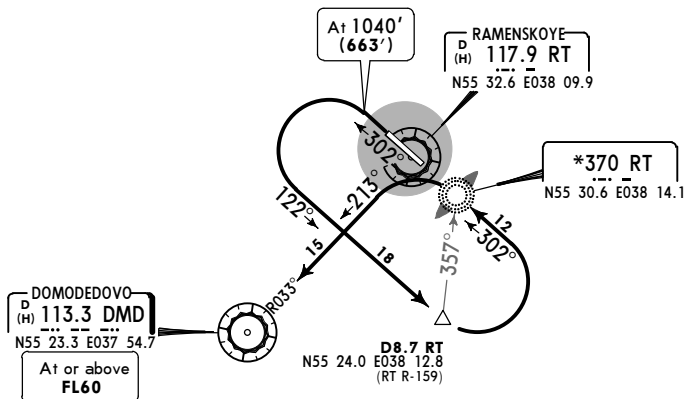
FL80 if pressure is less than 721mm (961.3 hPa)

Trans alt: 4350' **(3973')**

Crossing at airway exit points by ATC.



**DMD 3A
RWY 30 DEPARTURE
FOR RUSSIAN USERS ONLY**



ALT/HEIGHT CONVERSION
QNH (QFE)
1040' (663' - 200m)
4350' (3973' - 1200m)

UUBW
RAMENSKOYE

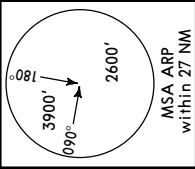
JEPPESEN
6 NOV 15 (10-3M) Eff 12 Nov

RAMENSKOYE, RUSSIA
SID

Apt Elev
404'

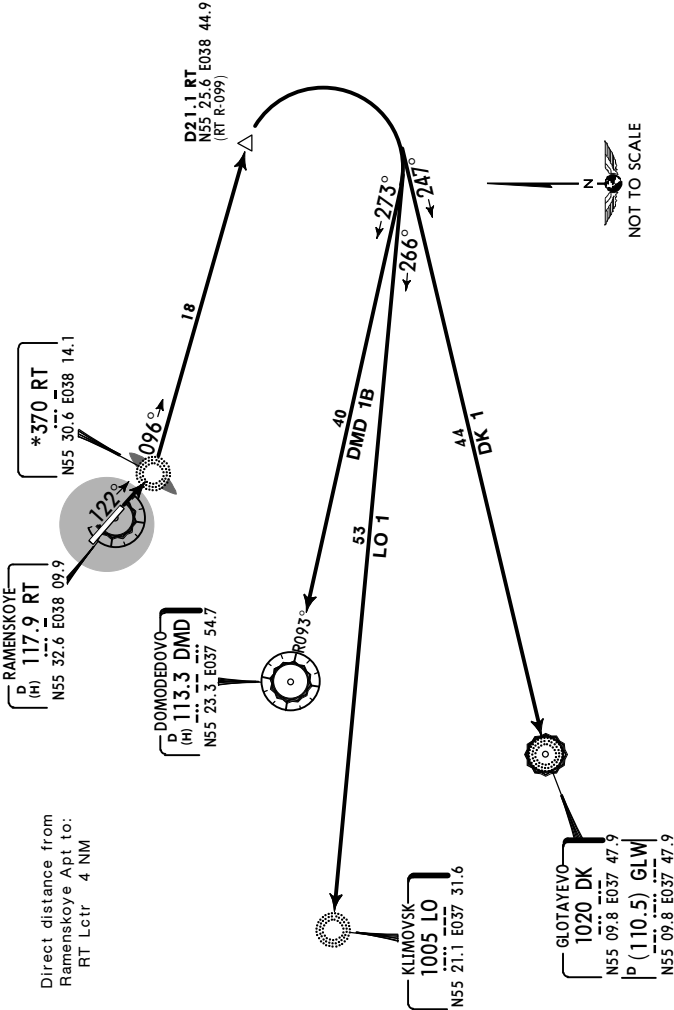
QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3950')
Crossing at airway exit points by ATC.

DK 1
DMD 1B
LO 1
RWY 12 DEPARTURES
BY ATC
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3950' - 1200m)

Direct distance from
Ramenskoye Apt to:
RT Lc tr 4 NM



UUBW
RAMENSKOYE

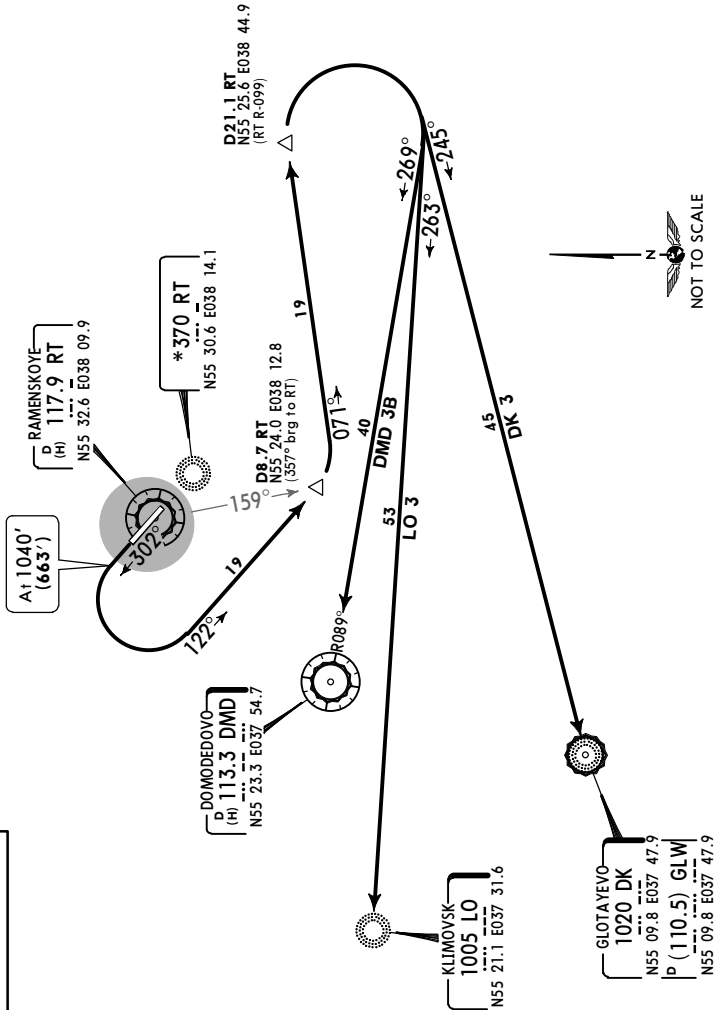
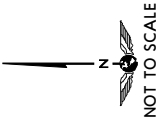
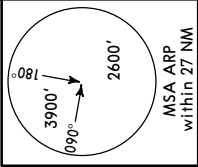
JEPPesen
6 NOV 15 (10-3N) Eff 12 Nov

RAMENSKOYE, RUSSIA
SID

Apt Elev
404'

QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3973')
Crossing at airway exit points by ATC.

DK 3
DMD 3B
LO 3
RWY 30 DEPARTURES
BY ATC
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
QNH (QFE)
1040' (663' - 200m)
4350' (3973' - 1200m)

UUBW
RAMENSKOYE

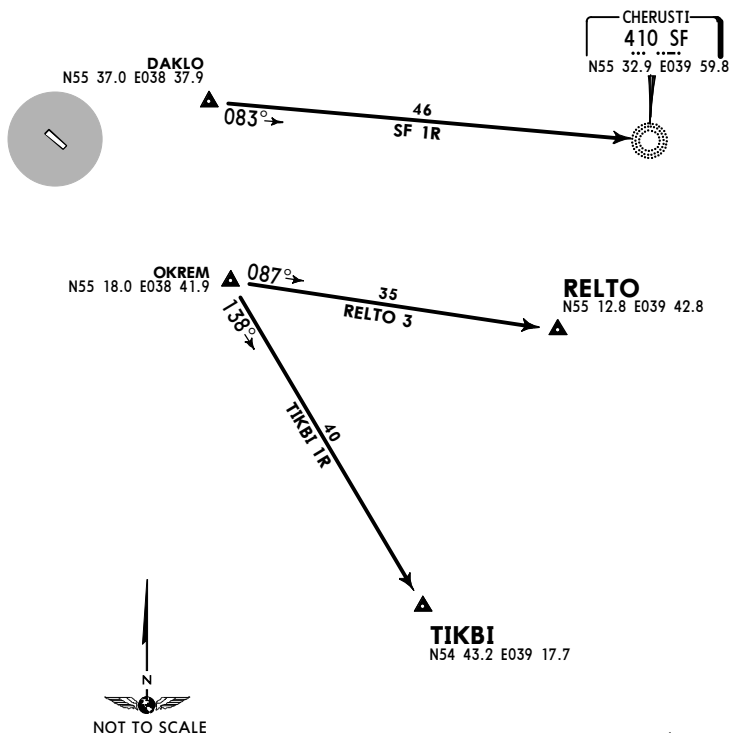
11 MAR 16 **JEPPESSEN**
(10-3P)

RAMENSKOYE, RUSSIA
TRANSITION

Apt Elev
404'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3946')

CHERUSTI 1R (SF 1R)
RELTO 3 [RELT3]
TIKBI 1R [TIK1R]
TRANSITIONS
FOR RUSSIAN USERS ONLY



Direct distance from
Ramenskoye Apt to:
DAKLO 17 NM
OKREM 24 NM

ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (3946' - 1200m)

TRANSITION	ROUTING
RELTO 3 By ATC	OKREM - RELTO.
SF 1R	DAKLO - SF.
TIKBI 1R By ATC	OKREM - TIKBI.

CHANGES: None.

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UUBW
RAMENSKOYE

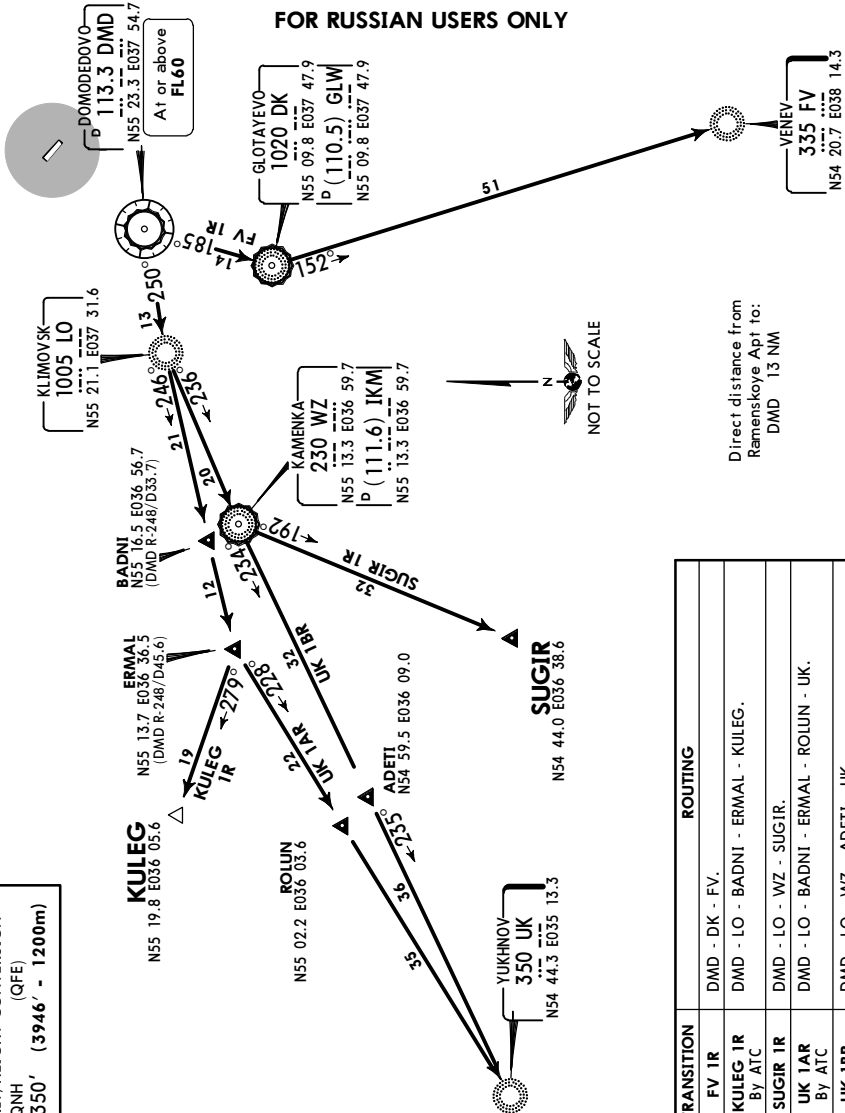
11 MAR 16 **10-3Q**

RAMENSKOYE, RUSSIA
TRANSITION

Apt Elev
404'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (**3946'**)

KULEG 1R [KUL1R]
SUGIR 1R [SUG1R]
VENEV 1R (FV 1R)
YUKHNOV 1AR (UK 1AR)
YUKHNOV 1BR (UK 1BR)
TRANSITIONS
FOR RUSSIAN USERS ONLY



TRANSITION	ROUTING
FV 1R	DMD - DK - FV.
KULEG 1R By ATC	DMD - LO - BADNI - ERMAL - KULEG.
SUGIR 1R	DMD - LO - WZ - SUGIR.
UK 1AR By ATC	DMD - LO - BADNI - ERMAL - ROLUN - UK.
UK 1BR By ATC	DMD - LO - WZ - ADETI - UK.

ALT/HEIGHT CONVERSION
QNH (QFE)
4350' (**3946'** - 1200m)

UUBW
RAMENSKOYE

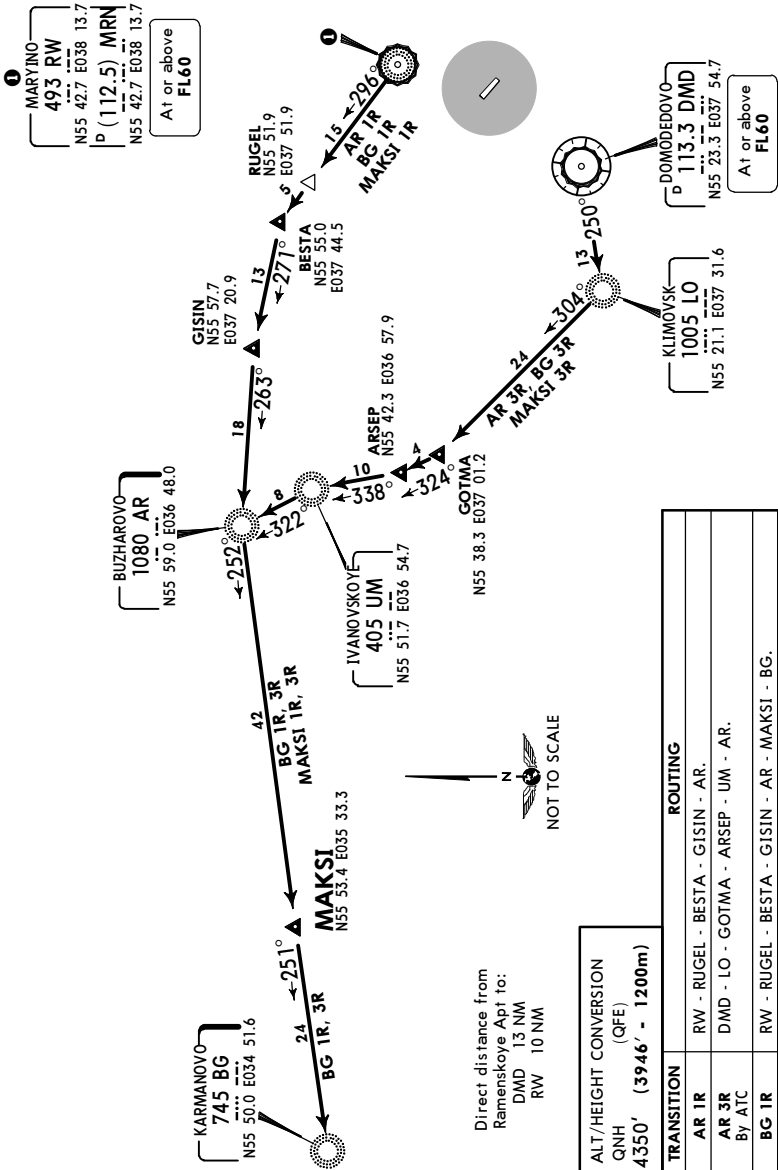
11 MAR 16 **10-3S**

RAMENSKOYE, RUSSIA
TRANSITION

Apt Elev
404'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3946')

BUZHAROVO 1R (AR 1R), BUZHAROVO 3R (AR 3R)
KARMANOVO 1R (BG 1R), KARMANOVO 3R (BG 3R)
MAKSI 1R [MAK1R], MAKSI 3R [MAK3R]
TRANSITIONS
FOR RUSSIAN USERS ONLY



UUBW
RAMENSKOYE

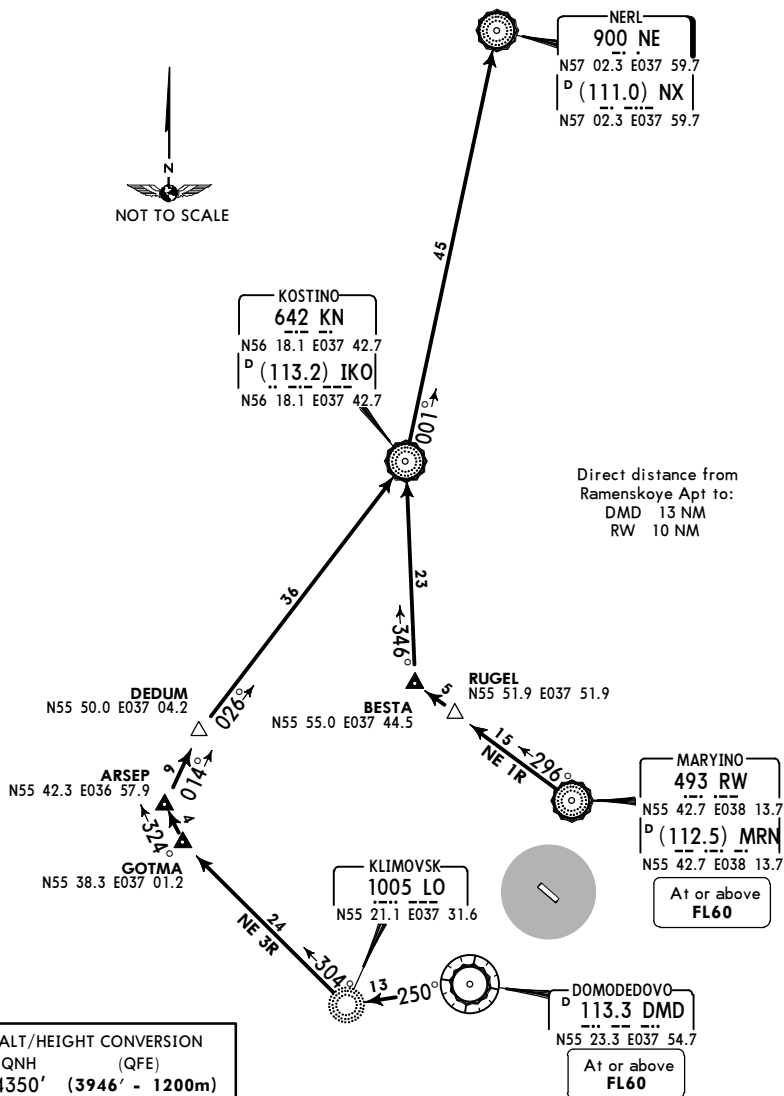
11 MAR 16 **10-3T**

RAMENSKOYE, RUSSIA
TRANSITION

Apt Elev
404'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt: 4350' (3946')

NERL 1R (NE 1R)
NERL 3R (NE 3R)
TRANSITIONS
FOR RUSSIAN USERS ONLY



TRANSITION	ROUTING
NE 1R	RW - RUGEL - BESTA - KN - NE.
NE 3R By ATC	DMD - LO - GOTMA - ARSEP - DEDUM - KN - NE.

UUBW

Apt Elev **404'**
N55 33.2 E038 09.0

JEPPESSEN

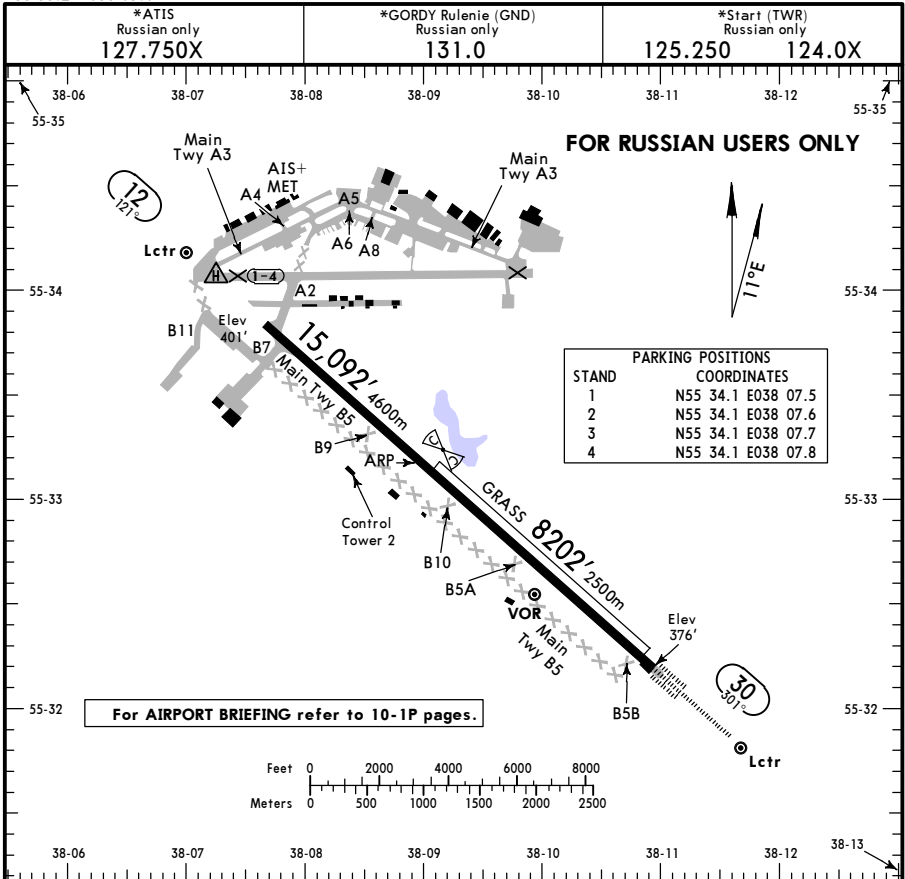
25 DEC 15

10-9

Eff 7 Jan

RAMENSKOYE, RUSSIA

RAMENSKOYE



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
12	HIRL (60m) CL (15m) PAPI (3.0°) RVR				230' 70m
30	HIRL (60m) CL (15m) HIALS-II PAPI (3.0°) RVR		13,998' 4267m		
12	Grass runway				197' 60m
30					

TAKE-OFF

AIR CARRIER (JAA)

All Rwy's

LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m (150m)	250m	400m
C			
D	250m (200m)	300m	

UUBW


Standard
RAMENSKOYE, RUSSIA
RAMENSKOYE

STRAIGHT-IN RWY		A	B	C	D
12	PAR	603' (203') R1200m	613' (213') R1200m	623' (223') R1200m	633' (233') R1200m
	RNAV ①	830' (430') R1500m	830' (430') R1500m	830' (430') R2000m	830' (430') R2000m
	VOR ① with FAF	800' (400') R1500m	800' (400') R1500m	800' (400') R1800m	800' (400') R1800m
	VOR ① w/o FAF	1040' (640') R1800m	1040' (640') R1800m	1040' (640') R1800m	1040' (640') C1800m
	2 NDB ①	820' (420') R1500m	820' (420') R1500m	820' (420') R1900m	820' (420') R1900m
	DM NDB ①	920' (520') R1500m	920' (520') R1500m	920' (520') C2400m	920' (520') C2400m
	D NDB ① with FAF	890' (490') R1500m	890' (490') R1500m	890' (490') C2300m	890' (490') C2300m
	D NDB w/o FAF	1290' (890') C4200m	1290' (890') C4200m	1290' (890') C4400m	1290' (890') C4400m
	ILS FULL	577' (200') R550m	577' (200') R550m	577' (200') R550m	577' (200') R550m
	Limited ALS out	R750m R1200m	R750m R1200m	R750m R1200m	R750m R1200m
30	PAR	580' (203') R750m	590' (213') R750m	600' (223') R750m	610' (233') R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ①	740' (363') R1000m	740' (363') R1000m	740' (363') R1000m	740' (363') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	VOR ① with FAF	740' (363') R1000m	740' (363') R1000m	740' (363') R1000m	740' (363') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	VOR ① w/o FAF	990' (613') C2100m	990' (613') C2100m	990' (613') C2100m	990' (613') C2100m
	ALS out	C2800m	C2800m	C2800m	C2800m
	2 NDB ① with FAF	740' (363') R1000m	740' (363') R1000m	740' (363') R1000m	740' (363') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	RT NDB ① with FAF	790' (413') R1200m	790' (413') R1200m	790' (413') R1200m	790' (413') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	2 NDB or RT NDB ① w/o FAF	1140' (763') C2900m	1140' (763') C2900m	1140' (763') C2900m	1140' (763') C2900m
	ALS out	C3600m	C3600m	C3600m	C3600m
	R NDB ① with FAF	830' (453') R1400m	830' (453') R1400m	830' (453') R1400m	830' (453') R1400m
	ALS out	R1500m	R1500m	C2100m	C2100m
	R NDB w/o FAF	1140' (763') C3100m	1140' (763') C3100m	1140' (763') C3300m	1140' (763') C3300m
	ALS out	C3800m	C3800m	C4000m	C4000m

① Continuous Descent Final Approach.

UUBW

 **JEPPESSEN**

6 NOV 15

Eff 12 Nov

10-951

Standard

RAMENSKOYE, RUSSIA

RAMENSKOYE

TAKE-OFF RWY 12, 30

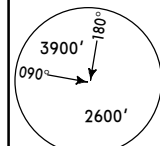
	Approved Operators RL, CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A							
B	125m	150m	200m	250m	400m		500m
C							
D	150m	200m	250m	300m			

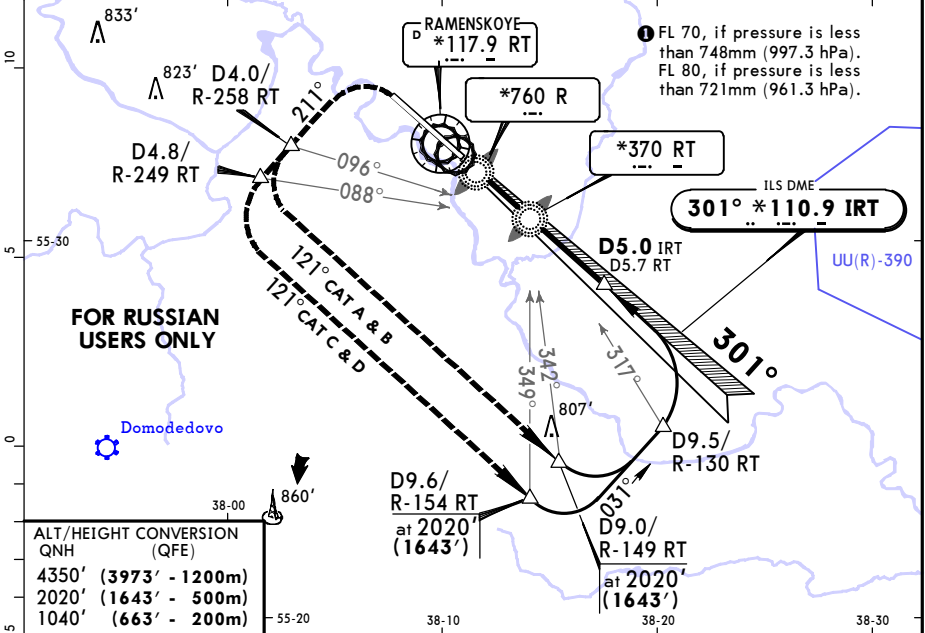
UUBW
RAMENSKOYE

JEPPesen
25 DEC 15
Eff 7 Jan 11-1

RAMENSKOYE, RUSSIA
ILS DME or PAR Rwy 30

BRIEFING STRIP

*ATIS Russian only 127.750X		*GORDY Podkhod (APP) Russian only 125.250 124.0X		*GORDY Krug/Start (TWR) Russian only 125.250 124.0X		*Ground Russian only 131.0	
LOC IRT *110.9	Final Apch Crs 301°	GS LOM 1198'(821')	ILS DA(H) 577'(200')		Apt Elev 404'		
RADAR		PAR GS LOM 1198'(821')	PAR DA(H) Refer to Minimums		Rwy 377'		
MISSED APCH: Climb to 1040'(663'), then turn LEFT onto 211° climbing to 2020'(1643'), then as directed.							MSA ARP within 27 NM
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 60 1		Trans alt: 4350'(3973')	

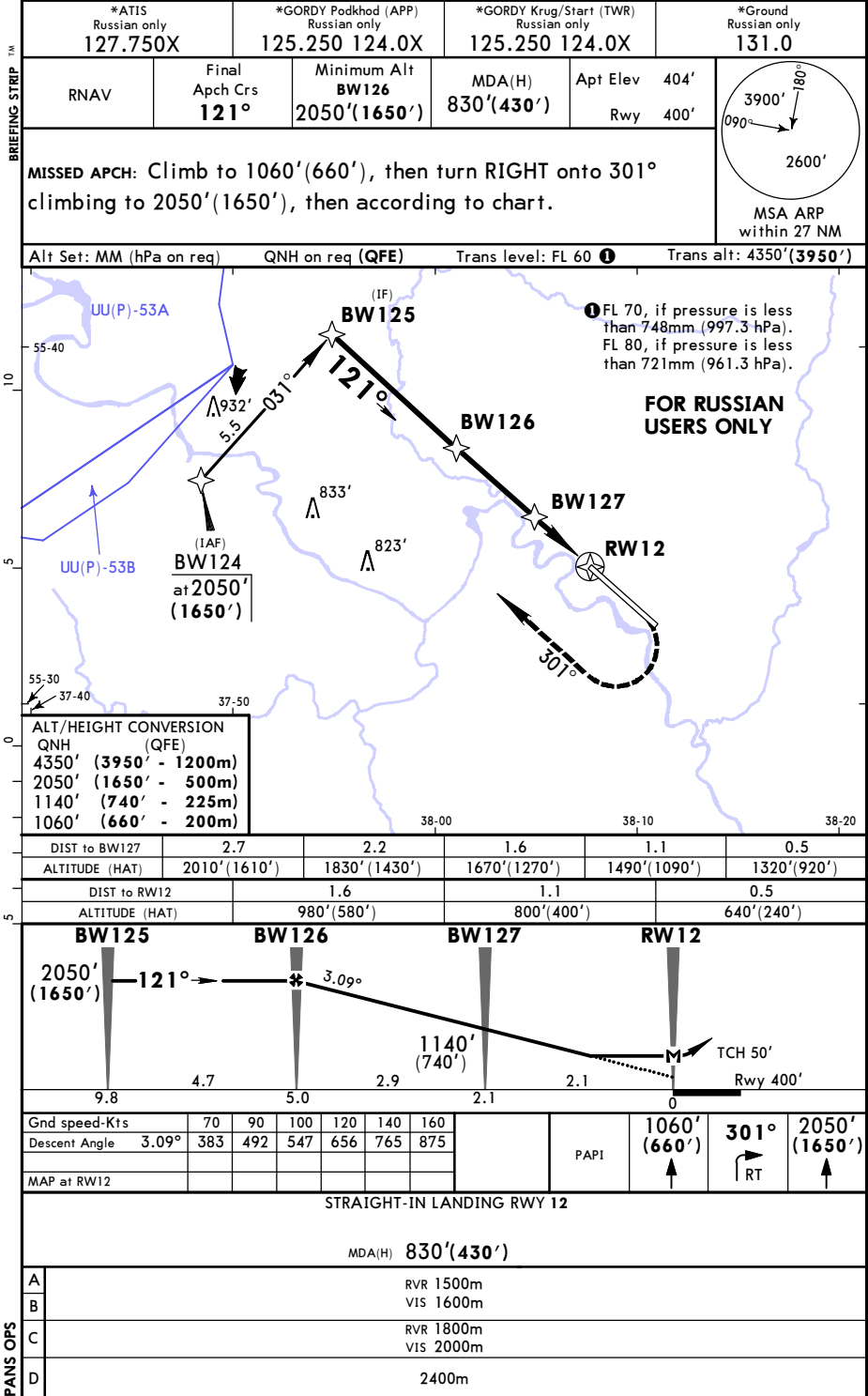


LMM GS 607'(230')		LOM GS 1198'(821')		D5.0 IRT D5.7 RT		2020' (1643')	
TCH 57'		Rwy 377'		301°		301°	
Gnd speed-Kts		70	90	100	120	140	160
ILS GS or PAR GS		3.00°	372	478	531	637	849
STRAIGHT-IN LANDING RWY 30		LOC (GS out)		PAR			
ILS		LOC (GS out)		PAR			
DA(H) 577'(200')		DA(H) 577'(200')		A: 580' (203') C: 600' (223')		211°	
FULL		FULL		B: 590' (213') D: 610' (233')		LT	
TDZ or CL out		TDZ or CL out		ALS out			
ALS out		ALS out					
A		A		A			
B		B		B			
C		C		C			
D		D		D			
RVR 550m VIS 800m		RVR 720m VIS 800m		1200m		NOT AUTH	
RVR 550m VIS 800m		RVR 720m VIS 800m		1200m			

UUBW
RAMENSKOYE

JEPPesen
25 DEC 15 (12-1) Eff 7 Jan

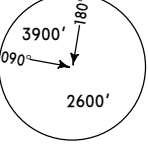
RAMENSKOYE, RUSSIA
RNAV (GNSS) Rwy 12



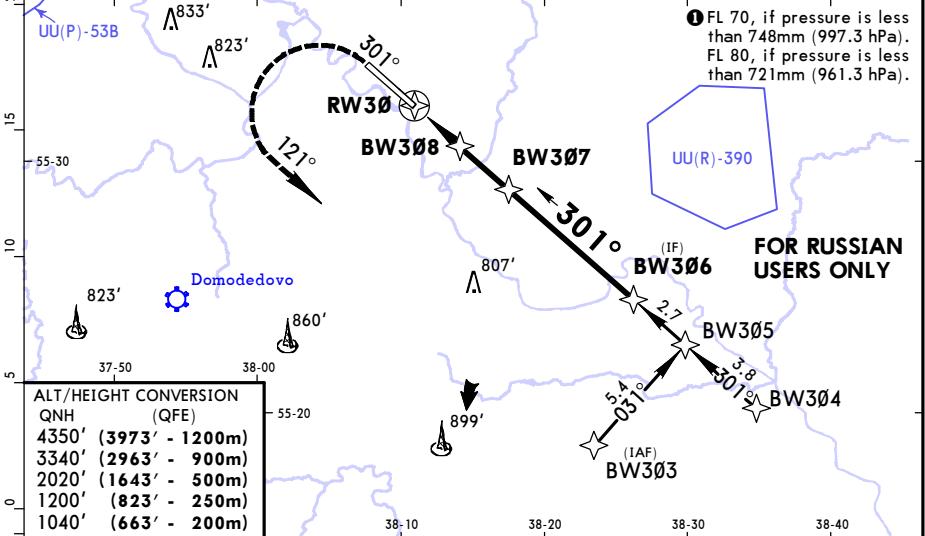
UUBW
RAMENSKOYE

JEPPesen
25 DEC 15 (12-2) Eff 7 Jan

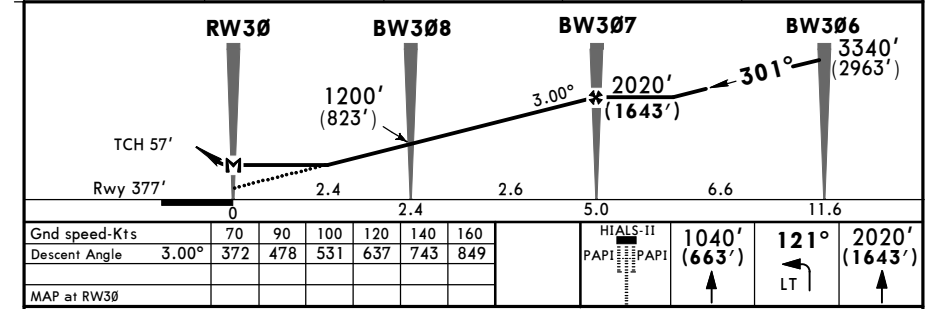
RAMENSKOYE, RUSSIA
RNAV (GNSS) Rwy 30

*ATIS Russian only 127.750X	*GORDY Podkhod (APP) Russian only 125.250 124.0X	*GORDY Krug/Start (TWR) Russian only 125.250 124.0X	*Ground Russian only 131.0
RNAV	Final Apch Crs 301°	Minimum Alt BW307 2020'(1643')	MDA(H) 740'(363')
Apt Elev 404' Rwy 377'			
MISSED APCH: Climb to 1040'(663'), then turn LEFT onto 121° climbing to 2020'(1643'), then according to chart.			

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 1 Trans alt: 4350'(3973')



DIST to BW308	0.5	1.1	1.6	2.2
ALTITUDE (HAT)	1360'(983')	1550'(1173')	1730'(1353')	1890'(1513')
DIST to RW30	0.5	1.1	1.6	2.2
ALTITUDE (HAT)	610'(233')	770'(393')	950'(573')	1120'(743')



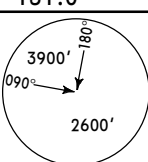
STRAIGHT-IN LANDING RWY 30	
MDA(H) 740'(363')	
ALS out	
A	
B	RVR 720m VIS 800m
C	
D	RVR 1500m VIS 1600m

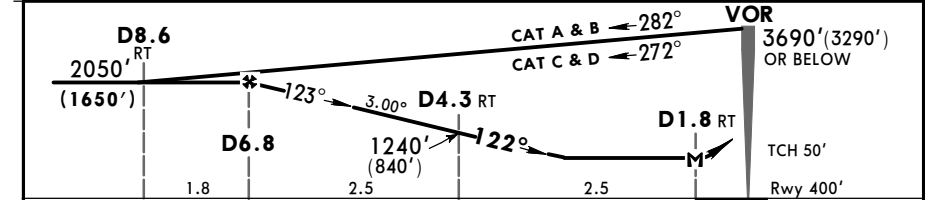
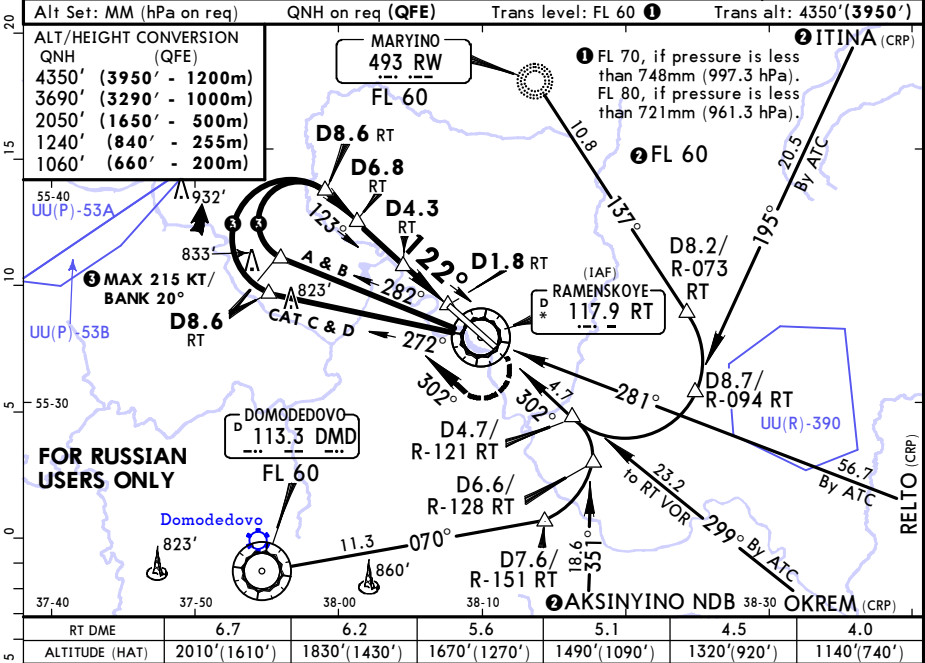
PANS OPS

UUBW
RAMENSKOYE

JEPPESEN
6 NOV 15 **13-1** Eff 12 Nov

RAMENSKOYE, RUSSIA
VOR DME Rwy 12

*ATIS Russian only 127.750X		*GORDY Podkhod (APP) Russian only 125.250 124.0X		*GORDY Krug/Start (TWR) Russian only 125.250 124.0X		*Ground Russian only 131.0	
VOR RT *117.9	Final Apch Crs 122°	Minimum Alt D6.8 RT 2050'(1650')	MDA(H) (CONDITIONAL) 800'(400')	Apt Elev 404'	Rwy 400'	 MSA ARP within 27 NM	
MISSED APCH: Climb to 1060'(660'), then turn RIGHT onto 302° climbing to 2050'(1650'), then as directed.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI		1060'(660')	302°	2050'(1650')
Descent Angle 3.00°	372	478	531	637	743	849			↑	↻ RT	↑
MAP at RW12											

STRAIGHT-IN LANDING RWY 12							
with FAF			w/o FAF				
MDA(H) 800'(400')			MDA(H) 1040'(640')				
ALS out			ALS out				
A					1600m		
B	1600m						
C					2800m		
D	2000m				3200m		

PANS OPS

STRAIGHT-IN LANDING RWY 30				
with FAF		w/o FAF		
MDA(H) 740' (363')		MDA(H) 990' (613')		
ALS out		ALS out		
A				
B	1200m	1600m	1200m	1600m
C			2000m	2800m
D	1600m	2000m	2400m	3200m

UUBW
RAMENSKOYE

JEPPESSEN
6 NOV 15
Eff 12 Nov 16-1

RAMENSKOYE, RUSSIA
2 NDB or NDB Rwy 12

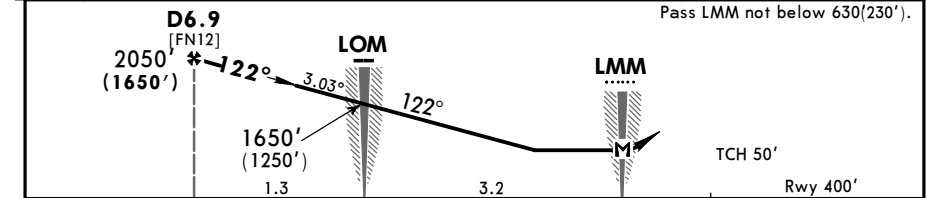
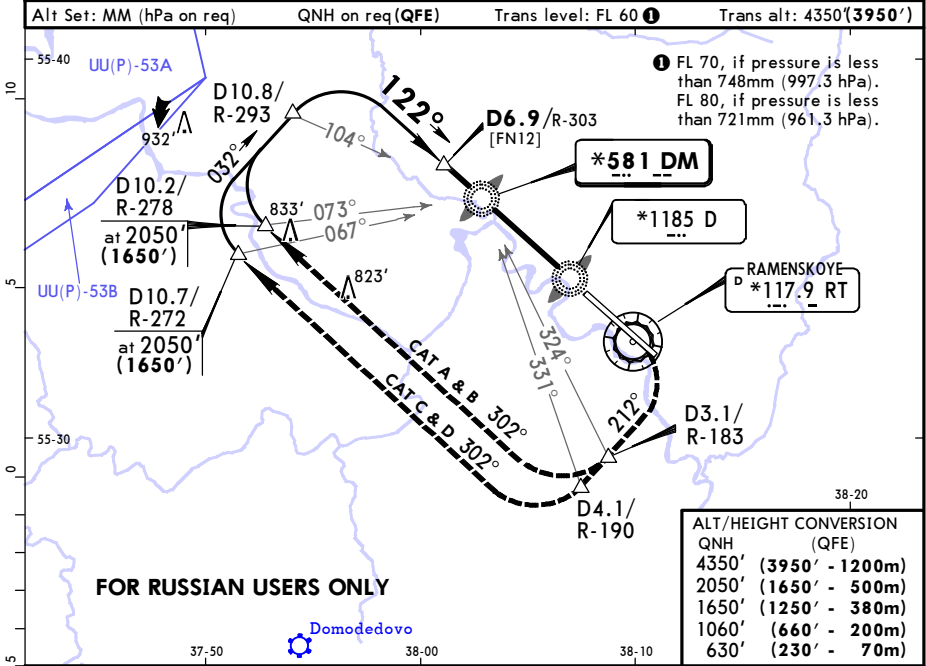
BREFFING STRIP™

*ATIS Russian only 127.750X	*GORDY Podkhod (APP) Russian only 125.250 124.0X	*GORDY Krug/Start (TWR) Russian only 125.250 124.0X	*Ground Russian only 131.0	
NDB DM *581	Final Apch Crs 122°	Minimum Alt D6.9 2050'(1650')	MDA(H) Refer to Minimums	Apt Elev 404' Rwy 400'

MISSED APCH: Climb to 1060'(660'), then turn RIGHT onto 212° climbing to 2050'(1650'), then as directed.

3900'
180°
2600'
090°

MSA ARP
within 27 NM



Gnd speed-Kts	70	90	100	120	140	160			1060' (660')	212°	2050' (1650')
Descent Angle	3.03°	375	482	536	643	750	858	PAPI	↑	RT	↑
MAP at LMM											

STRAIGHT-IN LANDING RWY 12											
2 NDB			DM NDB			D NDB with FAF			D NDB w/o FAF		
MDA(H) 820'(420')			MDA(H) 920'(520')			MDA(H) 890'(490')			MDA(H) 1290'(890')		
ALS out			ALS out			ALS out			ALS out		
A	1600m		1600m		1600m		2000m				
B											
C	2000m		2400m		2000m		4400m				
D			2800m		2400m		4800m				

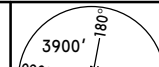
PANS OPS

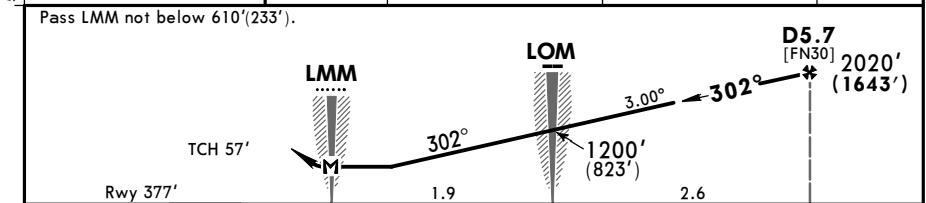
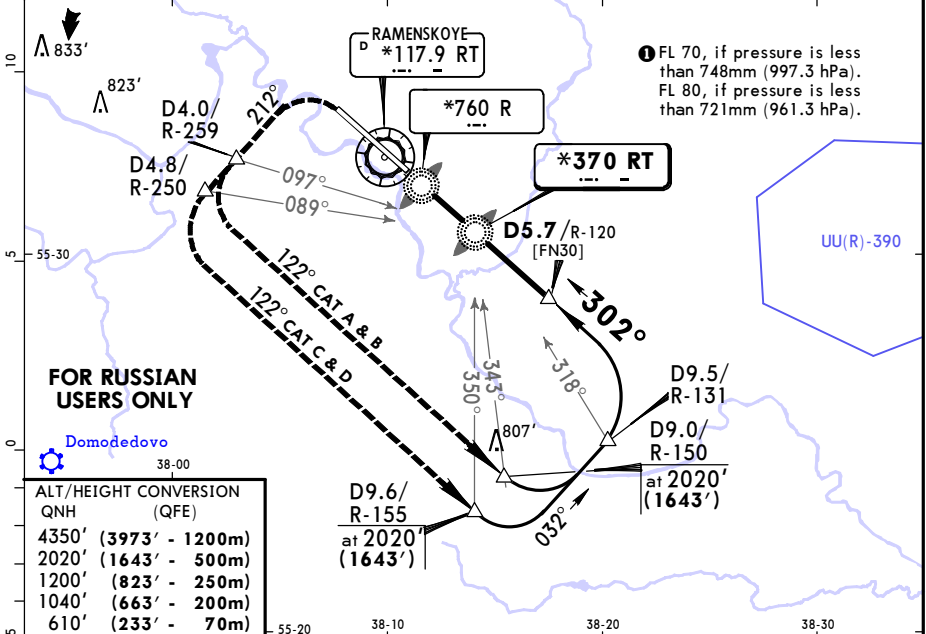
UUBW
RAMENSKOYE

JEPPesen
6 NOV 15
Eff 12 Nov 16-2

RAMENSKOYE, RUSSIA
2 NDB or NDB Rwy 30

BRIEFING STRIP

*ATIS Russian only 127.750X		*GORDY Podkhod (APP) Russian only 125.250 124.0X		*GORDY Krug/Start (TWR) Russian only 125.250 124.0X		*Ground Russian only 131.0				
NDB RT *370		Final Apch Crs 302°		Minimum Alt D5.7 2020'(1643')		MDA(H) Refer to Minimums		Apt Elev 404' Rwy 377'		
MISSED APCH: Climb to 1040'(663'), then turn LEFT onto 212° climbing to 2020'(1643'), then as directed.										
Alt Set: MM (hPa on req)		QNH on req(QFE)		Trans level: FL 60 1		Trans alt: 4350'(3973')				



Gnd speed-Kts	70	90	100	120	140	160	HALS-II PAPI	1040' (663')	212° LT	2020' (1643')
Descent Angle	3.00°	372	478	531	637	743	849			
MAP at LMM										

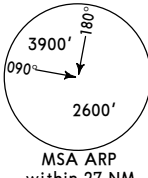
2 NDB				STRAIGHT-IN LANDING RWY 30				R NDB			
with FAF		w/o FAF		with FAF		w/o FAF		with FAF		w/o FAF	
MDA(H) 740(363')		MDA(H) 1140(763')		MDA(H) 790(413')		MDA(H) 1140(763')		MDA(H) 830(453')		MDA(H) 1140(763')	
ALS out		ALS out		ALS out		ALS out		ALS out		ALS out	
A											
B	1200m	1600m	1200m	1600m	1200m	1600m	1200m	1200m	1600m	1200m	1600m
C			2800m	3600m						2800m	3600m
D	1600m	2000m	3600m	4000m				2000m	2400m	3600m	4000m

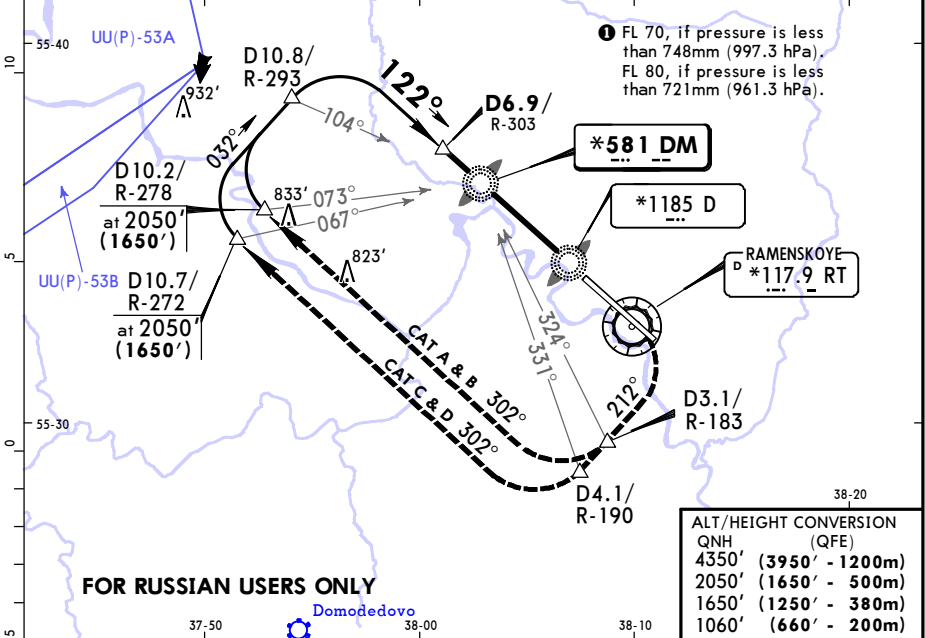
UUBW
RAMENSKOYE

JEPPSEN
6 NOV 15
Eff 12 Nov 18-1

RAMENSKOYE, RUSSIA
PAR Rwy 12

BRIEFING STRIP

*ATIS Russian only 127.750X		*GORDY Podkhod (APP) Russian only 125.250 124.0X		*GORDY Krug/Start (TWR) Russian only 125.250 124.0X		*Ground Russian only 131.0				
RADAR		Final Apch Crs 122°		GS LOM 1647'(1247')		DA(H) Refer to Minimums		Apt Elev 404' Rwy 400'		
MISSED APCH: Climb to 1060'(660'), then turn RIGHT onto 212° climbing to 2050'(1650'), then as directed.										
Alt Set: MM (hPa on req)		QNH on req(QFE)		Trans level: FL 60 1		Trans alt: 4350(3950')				



D6.9 2050' (1650') LOM GS1647'(1247') LMM GS 630'(230') 1.3 3.7 3.2 0.5 0 Rwy 400'									
Gnd speed-Kts		70	90	100	120	140	160		
PAR GS		3.00°	372	478	531	637	743	849	
									PAPI
									1060' (660')
									212° RT
									2050' (1650')
STRAIGHT-IN LANDING RWY 12									
A: 603' (203') C: 623' (223')									
DA(H) B: 613' (213') D: 633' (233')									
A	1200m								
B									
C									
D									

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
RAMENSKOYE, (RAMENSKOYE - UUBW)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUBW