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JEPPESEN
JeppView for Windows

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Airport Information For UWUU
Terminal Charts For UWUU
Revision Letter For Cycle 13-2016
Change Notices
Notebook

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General Information

Location: UFA RUS
ICAO/IATA: UWUU / UFA
Lat/Long: N54° 33.47', E055° 52.43'
Elevation: 449 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 13.0° E

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

Sunrise: 2340 Z
Sunset: 1656 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
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32L
Length x Width: 12352 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 448 ft
Lighting: Edge, ALS, Centerline

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

Communication Information

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ATIS: 124.800 Non-English
ATIS: 119.400
Ufa Start Tower: 120.900
Ufa Start Tower: 124.000 Secondary
Ufa Ground: 124.000
Ufa Ground: 119.000
Ufa Apron Ramp/Taxi: 118.800 Non-English
Ufa Approach Approach: 125.300 Secondary
Ufa Approach Approach: 126.000
Ufa Transit Operations: 131.700
Ufa Krug Radar: 120.900
Ufa Krug Radar: 124.000

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RNAV STAR DESIGNATION	REFER TO CHART
GR 6, MK 6	10-2B
FR 6, IT 6	10-2C
TG 6, TN 6	10-2D
GR 7, IT 7, MK 7	10-2E
TG 7, TN 7	10-2F
SOMRI 1C	10-2G
SUGED 1C, ULSOR 1C	10-2G1
OKMOS 1C, RUKOB 1C	10-2G2
AKATU 1C, GOPAR 1C	10-2H
PEMUL 1C, SOPES 1C	10-2J
SOMRI 1F, SUGED 1F	10-2J1
RUKOB 1F, ULSOR 1F	10-2J2
OKMOS 1F	10-2K
AKATU 1F, SPOES 1F	10-2L
GOPAR 1F, PEMUL 1F	10-2L1

STAR DESIGNATION	REFER TO CHART
GR 11, MK 11	10-2M
GR 12, MK 12	10-2N
FR 11, IT 11	10-2P
IT 12	10-2Q
TG 11, TN 11	10-2Q1
TG 12, TN 12	10-2Q2

FOR FURTHER STAR DESIGNATION
REFER TO PAGE 10-2A

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STAR DESIGNATION	REFER TO CHART
OKMOS 1H, RUKOB 1H, SOMRI 1H, SUGED 1H, ULSOR 1H	10-2S
AKATU 1H, GOPAR 1H, PEMUL 1H, SOPES 1H	10-2T
OKMOS 1J, RUKOB 1J SOMRI 1J, SUGED 1J, ULSOR 1J	10-2U
AKATU 1J, GOPAR 1J, PEMUL 1J, SOPES 1J	10-2V
OKMOS 1A, RUKOB 1A, SOMRI 1A, SUGED 1A, ULSOR 1A	10-2W
AKATU 1A, GOPAR 1A, PEMUL 1A, SOPES 1A	10-2X
OKMOS 1D, RUKOB 1D, SOMRI 1D, SUGED 1D, ULSOR 1D	10-2X1
AKATU 1D, GOPAR 1D, PEMUL 1D, SOPES 1D	10-2X2
OKMOS 1B, RUKOB 1B, SOMRI 1B, SUGED 1B, ULSOR 1B	10-2X3
AKATU 1B, GOPAR 1B, PEMUL 1B, SOPES 1B	10-2X4
OKMOS 1E, RUKOB 1E, SOMRI 1E, SUGED 1E, ULSOR 1E	10-2X5
AKATU 1E, GOPAR 1E, PEMUL 1E, SOPES 1E	10-2X6

CHANGES: Index page established; RNAV STARs transferred.

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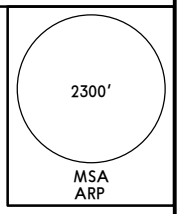
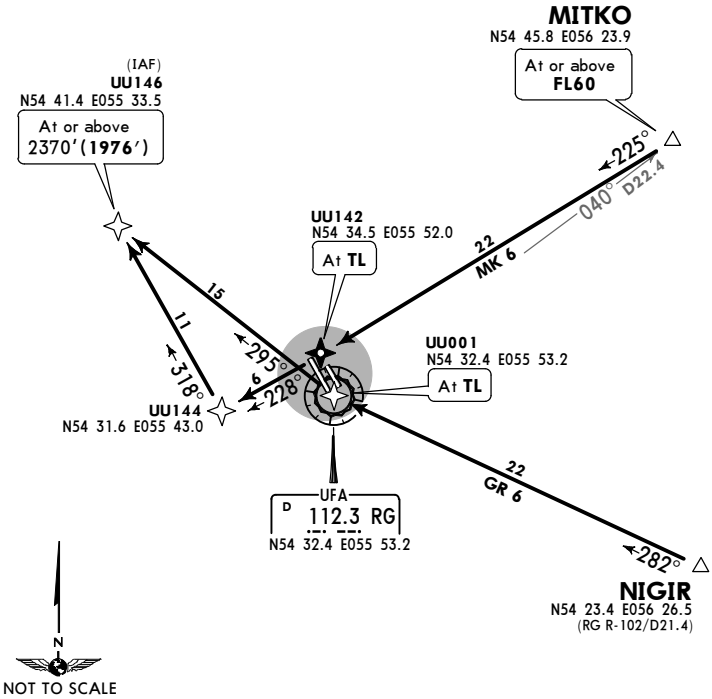
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3016′)** Clearance for GNSS approach shall be requested when passing initial point of entry.

GR 6, MK 6
RWY 14L RNAV ARRIVALS
RNAV (GNSS)
GLONASS OR GPS REQUIRED





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

CHANGES: RNAV STARs revised.

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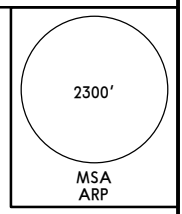
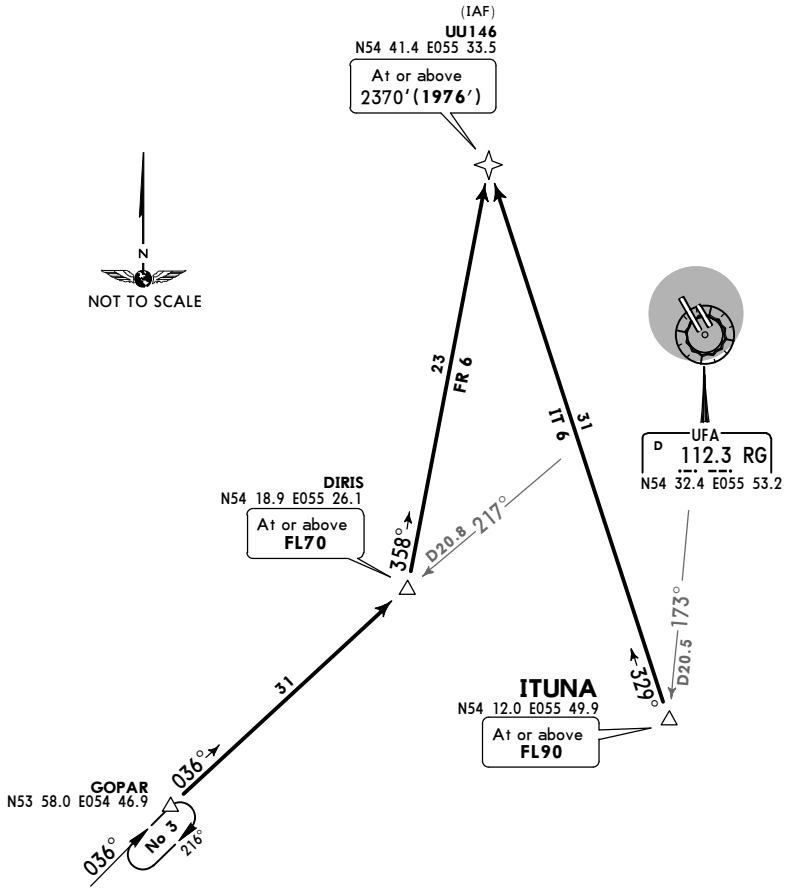
FR 6, IT 6
RWY 14L RNAV ARRIVALS
RNAV (GNSS)
GLONASS OR GPS REQUIRED





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

CHANGES: None.

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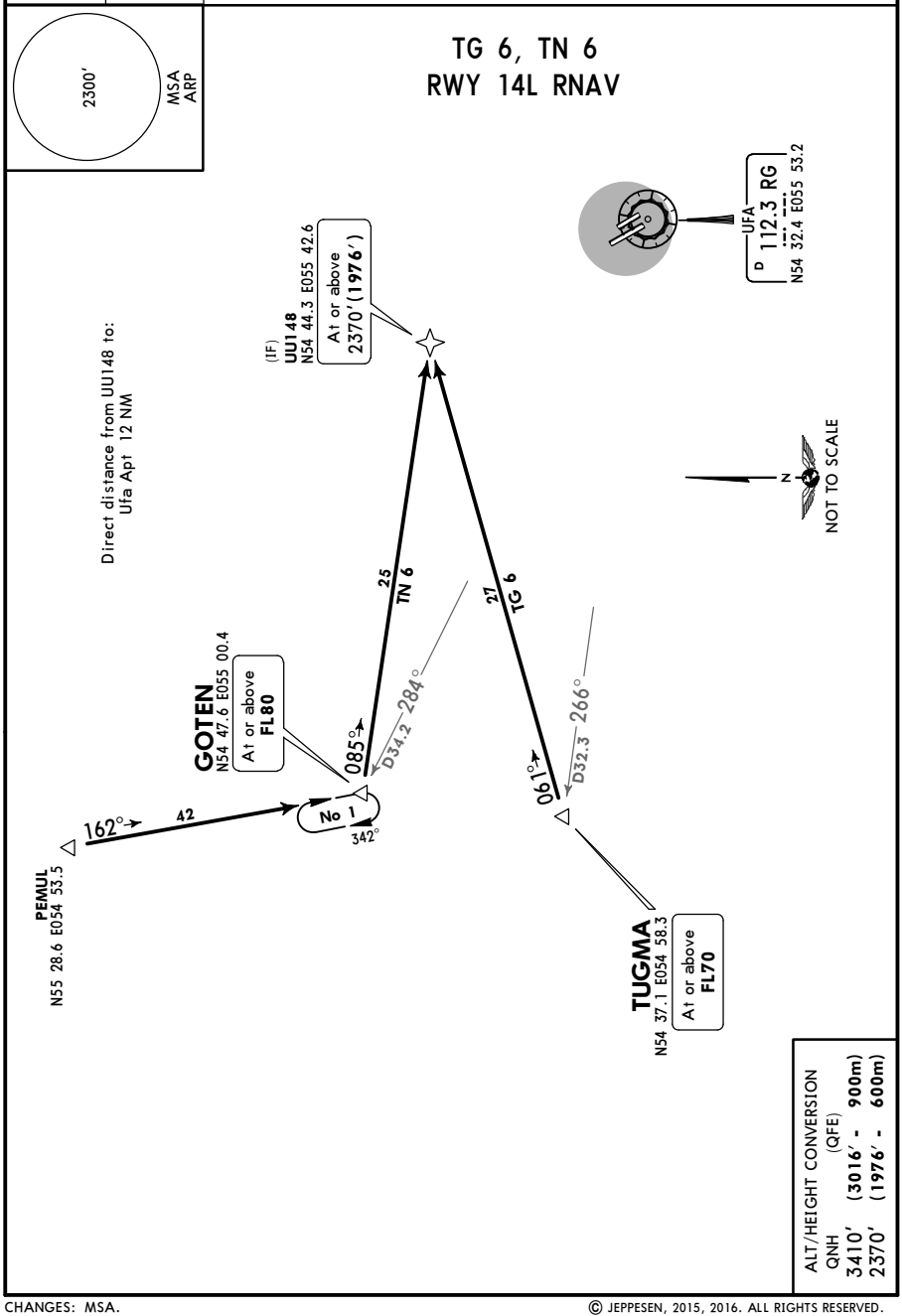
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3016′)** **1. RNAV (GNSS).** **2. GLONASS or GPS required.** 3. Clearance for GNSS approach shall be requested when passing initial point of entry.



ALT/HEIGHT CONVERSION

	(QFE)
QNH	
3410′	**(3016′ - 900m)**
2370′	**(1976′ - 600m)**

CHANGES: MSA.

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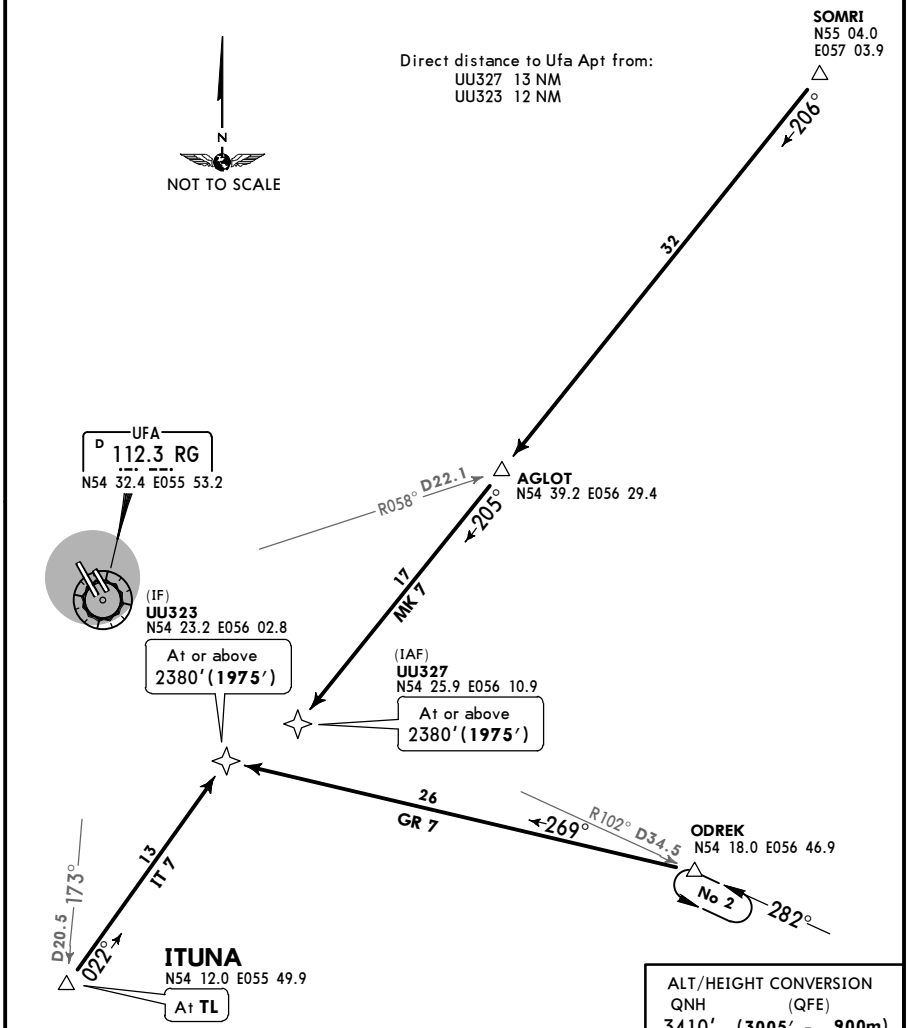
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3005′)** **1. RNAV (GNSS).** **2. GLONASS or GPS required.** 3. Clearance for GNSS approach shall be requested when passing initial point of entry.

2300′
MSA
ARP

GR 7, IT 7, MK 7
RWY 32R RNAV



ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	**(3005′ - 900m)**
2380′	**(1975′ - 600m)**

CHANGES: MSA.

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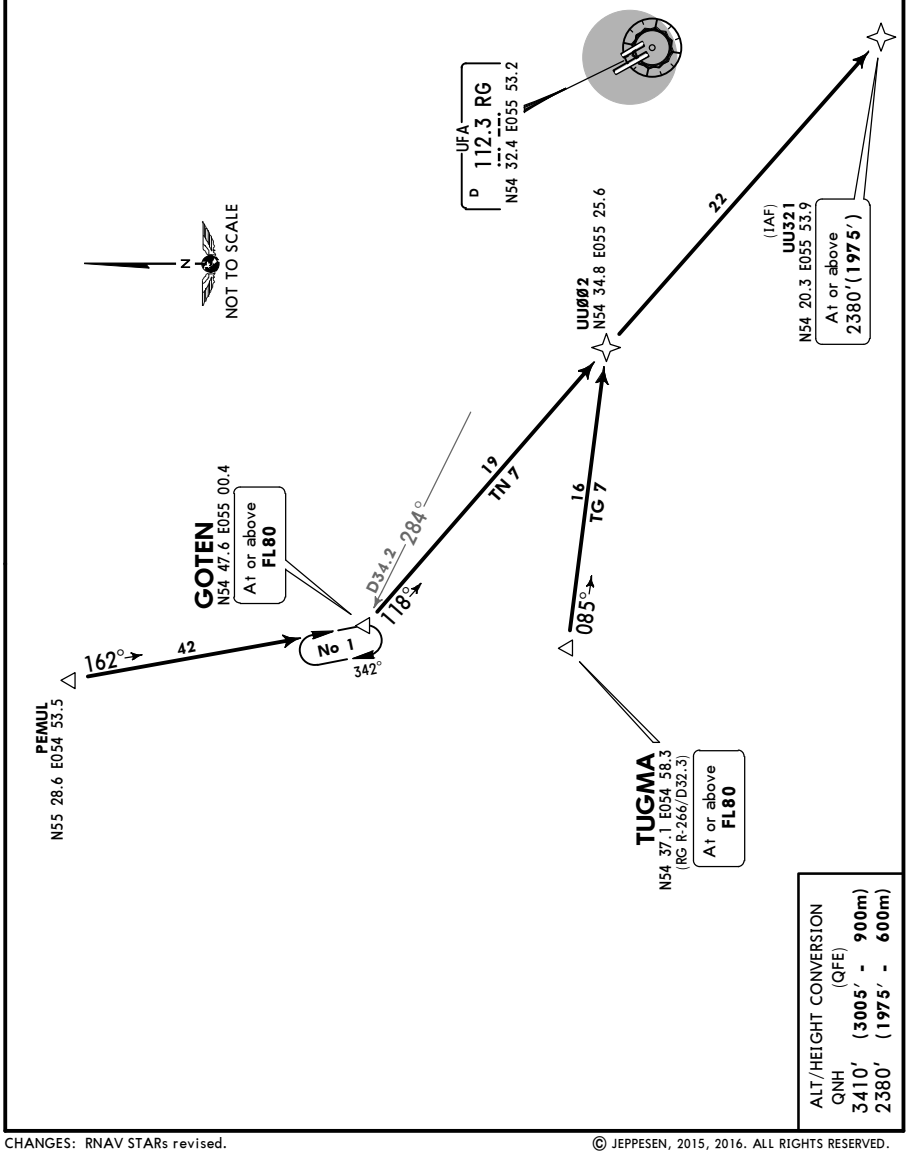
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3005′)** Clearance for GNSS approach shall be requested when passing initial point of entry.

MSA ARP 2300′

TG 7, TN 7
RWY 32R RNAV ARRIVALS

RNAV (GNSS)
GLONASS OR GPS REQUIRED



ALT/HEIGHT CONVERSION
(QFE)
QNH
3410′ **(3005′ - 900m)**
2380′ **(1975′ - 600m)**

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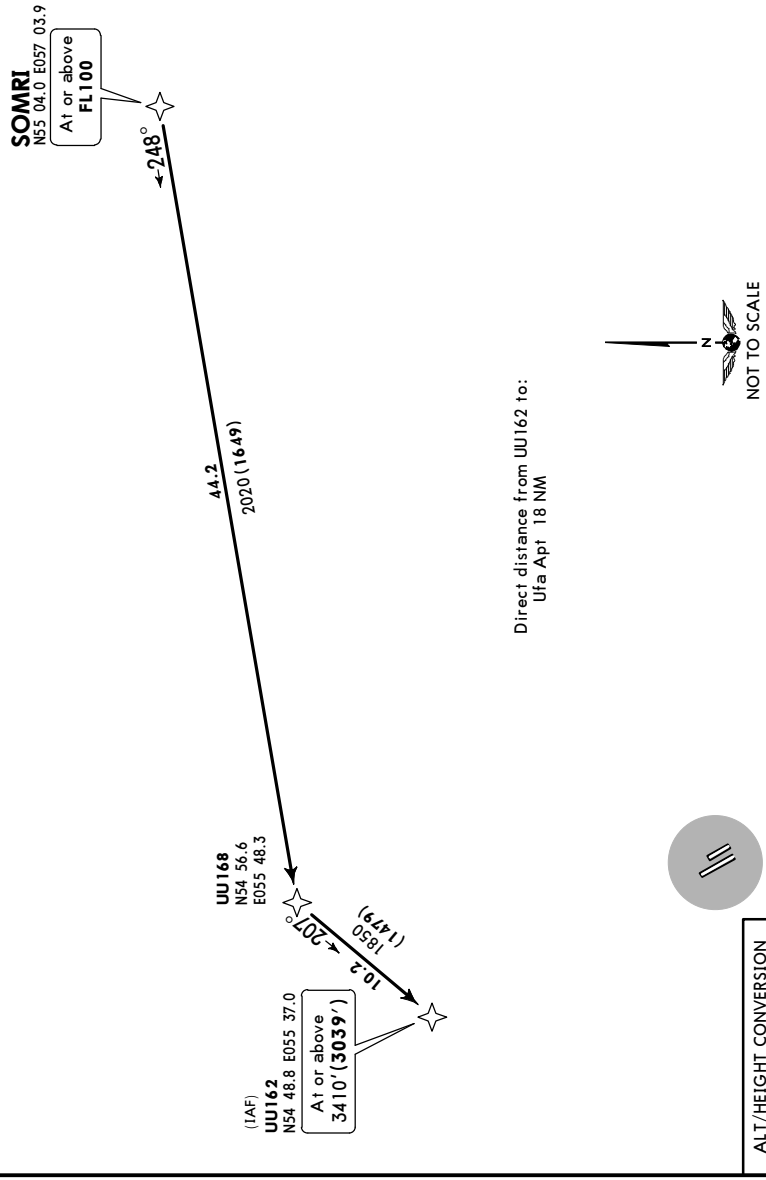
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3039′)**

SOMRI 1C [SOMR1C]
RWY 14R RNAV ARRIVAL
RNAV (GNSS)
RNAV 1



ALT/HEIGHT CONVERSION
QNH (QFE)
3410′ **(3039′ - 900m)**

CHANGES: None.

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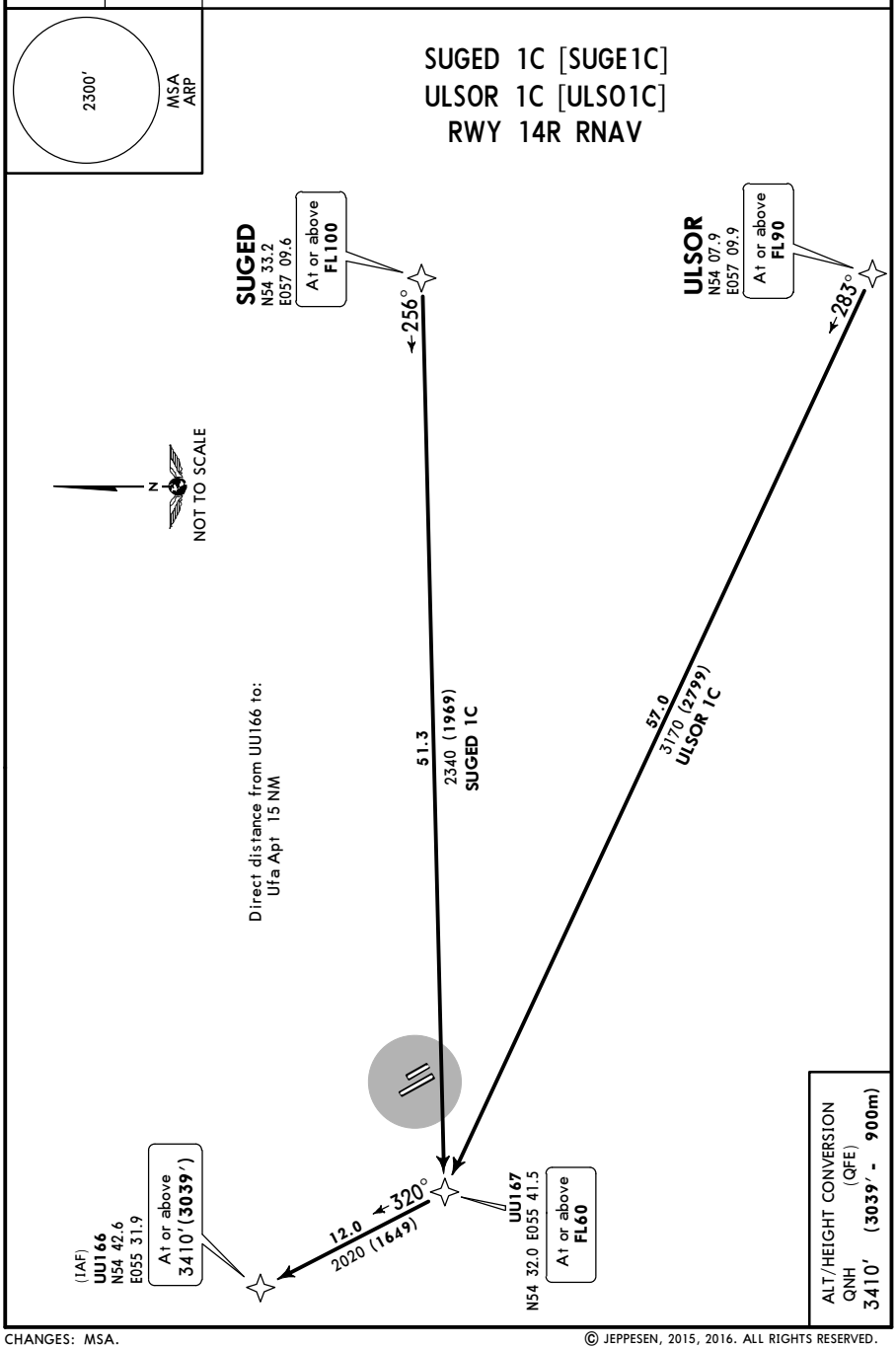
ATIS	Apt Elev
119.4 (Russian 124.8)	449′

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′)**
1. RNAV 1.
2. RNAV (GNSS).



CHANGES: MSA.

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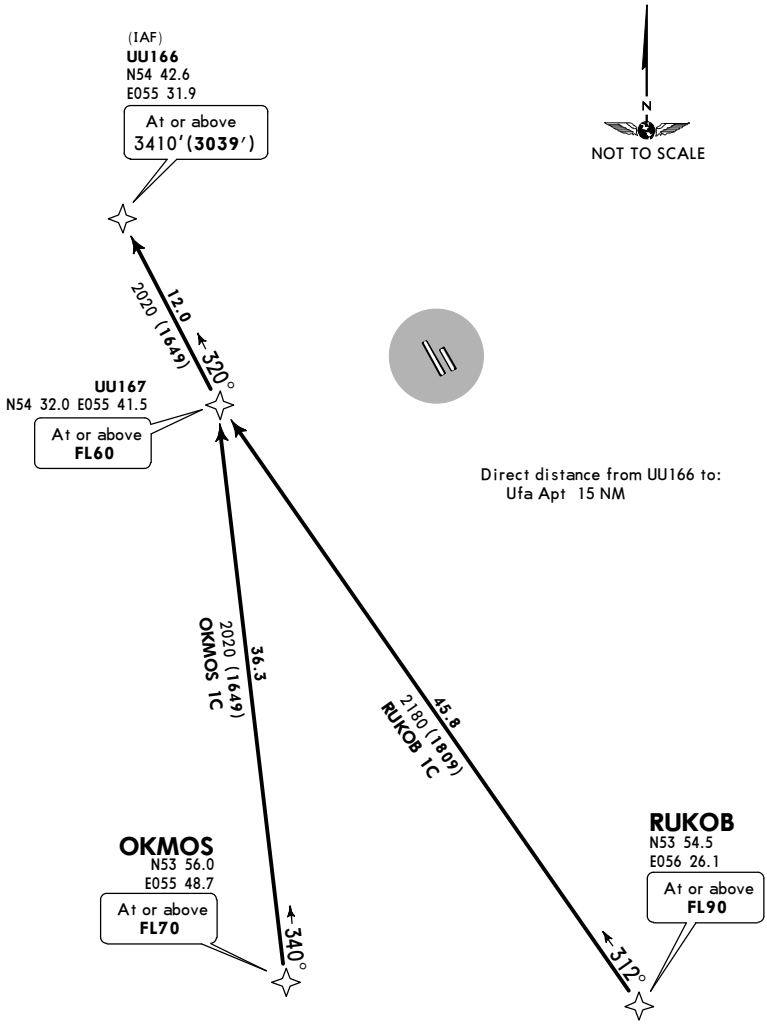
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3039′)** **1. RNAV 1.** **2. RNAV (GNSS).**

2300′
MSA
ARP

OKMOS 1C [OKMO1C]
RUKOB 1C [RUKO1C]
RWY 14R RNAV



ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	**(3039′ - 900m)**

CHANGES: MSA.

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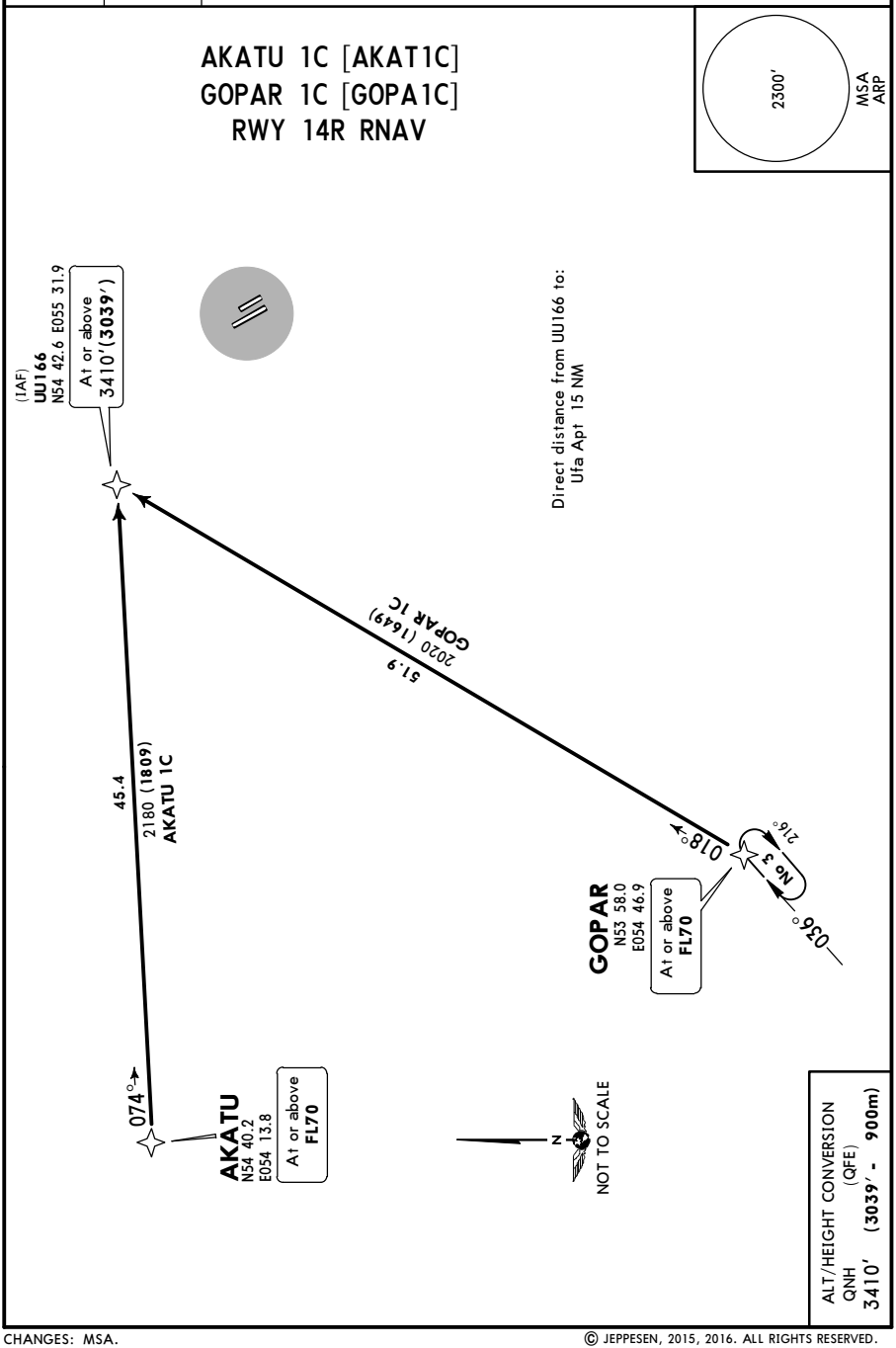
AKATU 1C [AKAT1C]
GOPAR 1C [GOPA1C]
RWY 14R RNAV



CHANGES: MSA.

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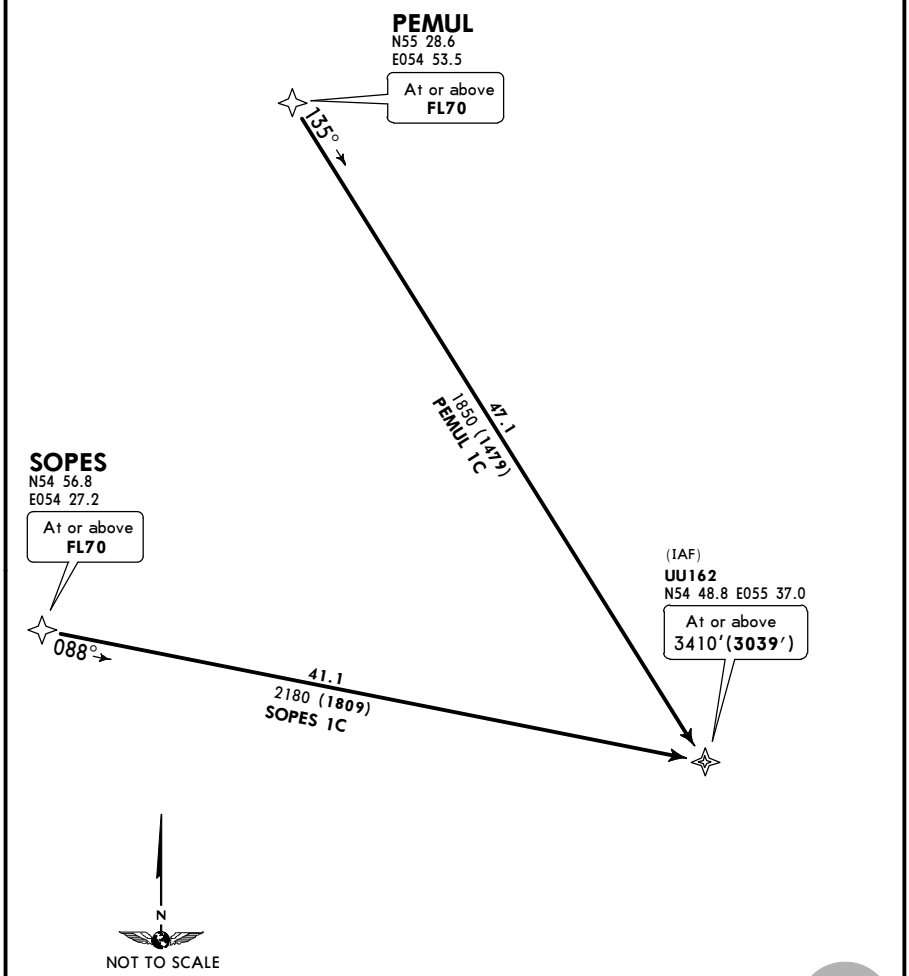
2300′
MSA
ARP

PEMUL 1C [PEMU1C]
SOPES 1C [SOPE1C]
RWY 14R RNAV



Direct distance from UU162 to:
Ufa Apt 18 NM

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410′	**(3039′ - 900m)**

CHANGES: MSA.

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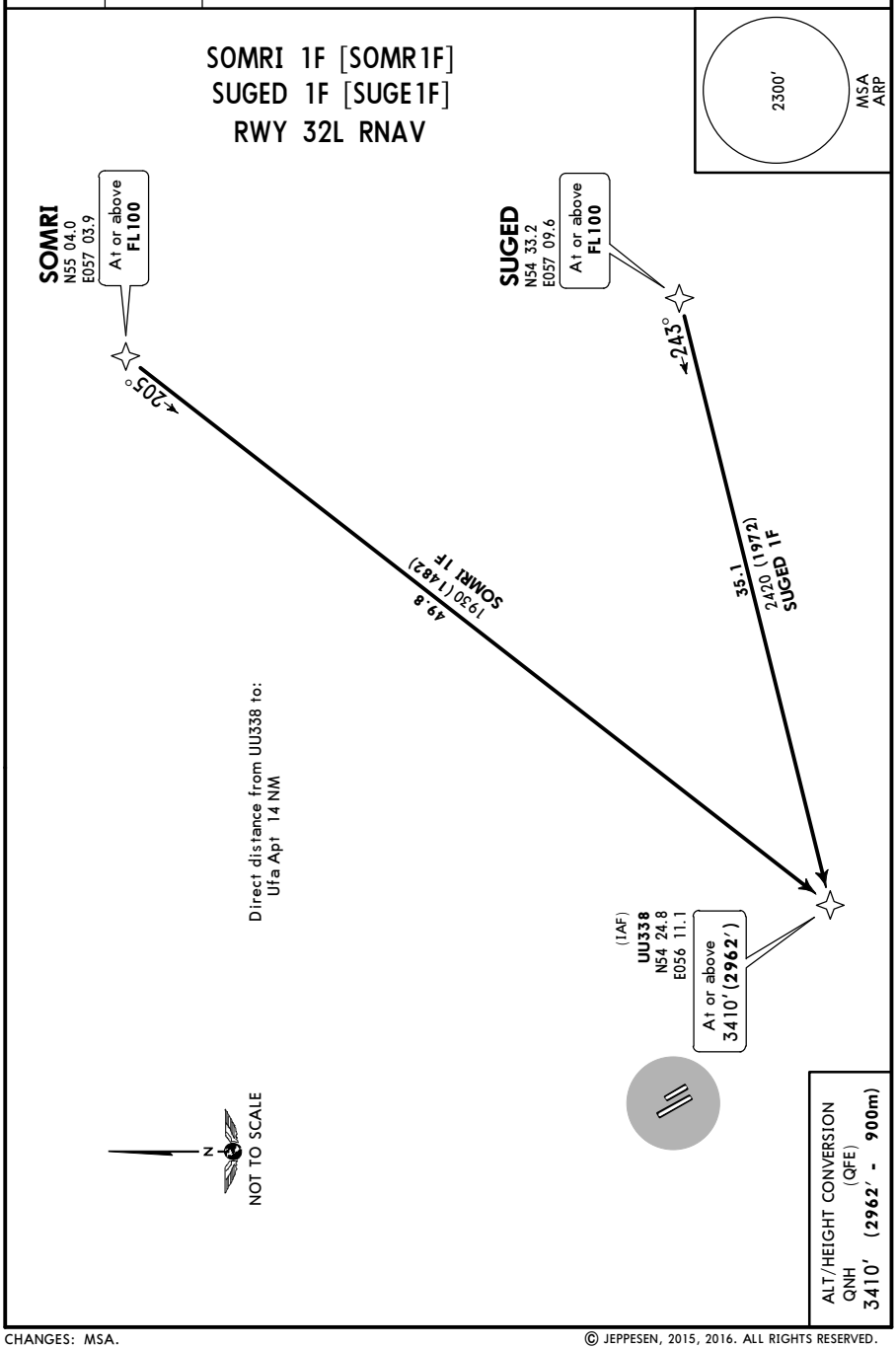

CHANGES: MSA.

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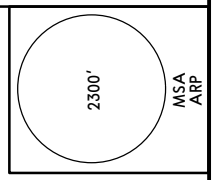
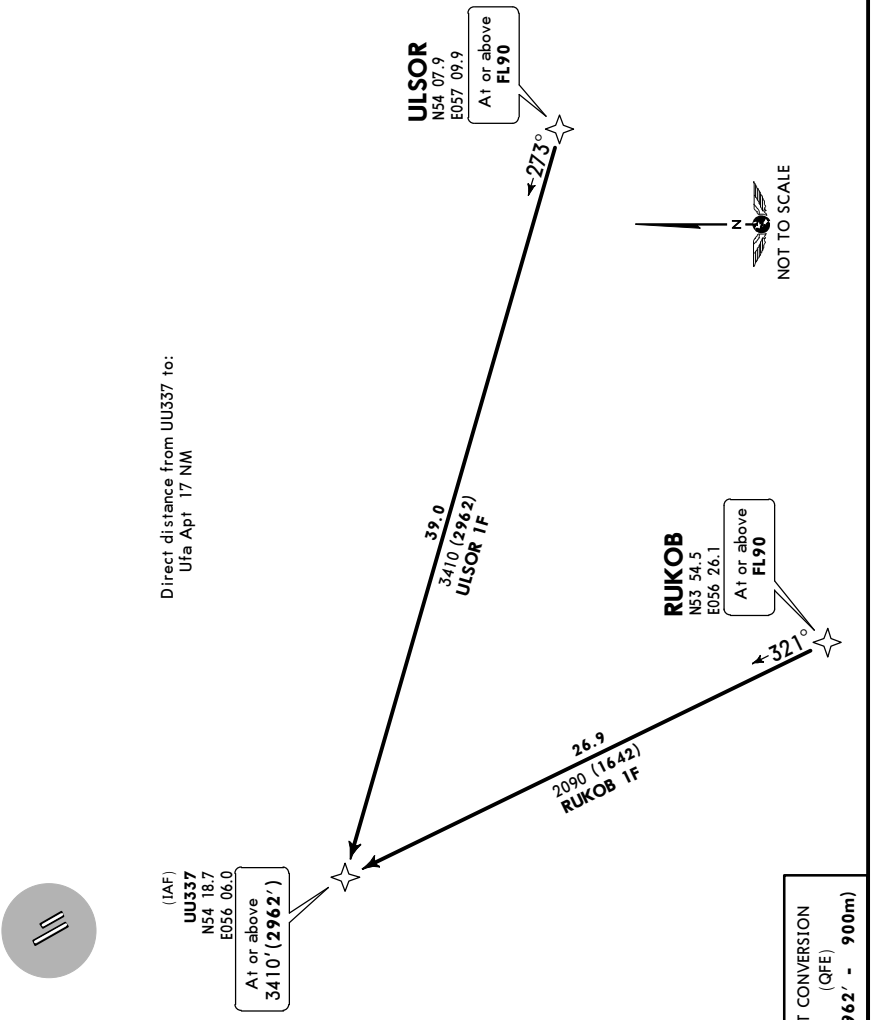
RUKOB 1F [RUKO1F]
ULSOR 1F [ULSO1F]
RWY 32L RNAV





ALT/HEIGHT CONVERSION
QNH (QFE)
3410′ (2962′ - 900m)

CHANGES: MSA.

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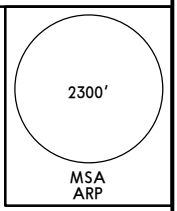
OKMOS 1F [OKMO1F]
RWY 32L RNAV



(IAF)
UU337
N54 18.7
E056 06.0

At or above
3410′**(2962′)**

Direct distance from UU337 to:
Ufa Apt 17 NM

24.9
2090 (1642)

OKMOS
N53 56.0
E055 48.7

At or above
FL70

012°

NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410′	**(2962′ - 900m)**

CHANGES: MSA.

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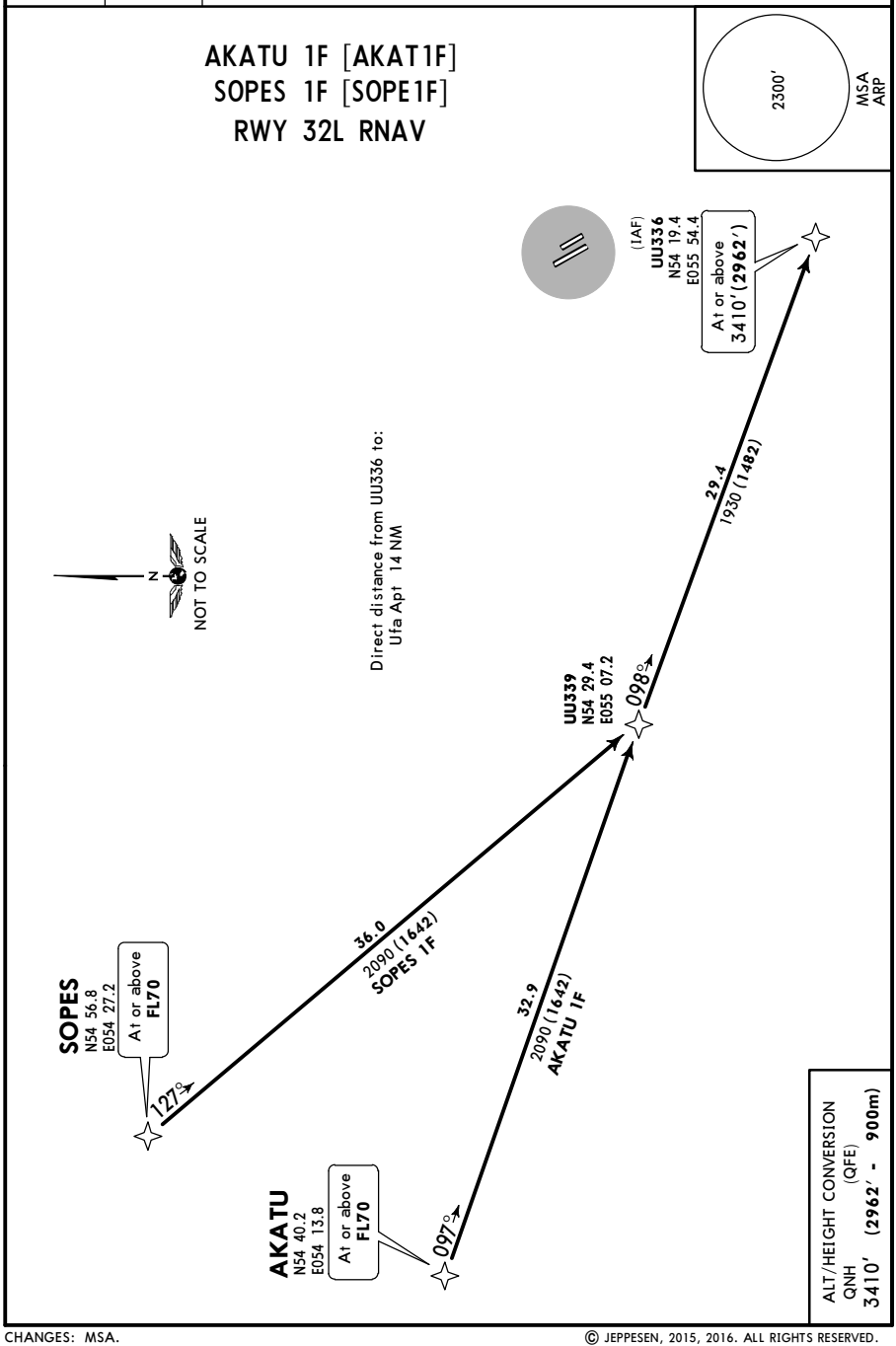
AKATU 1F [AKAT1F]
SOPES 1F [SOPE1F]
RWY 32L RNAV



CHANGES: MSA.

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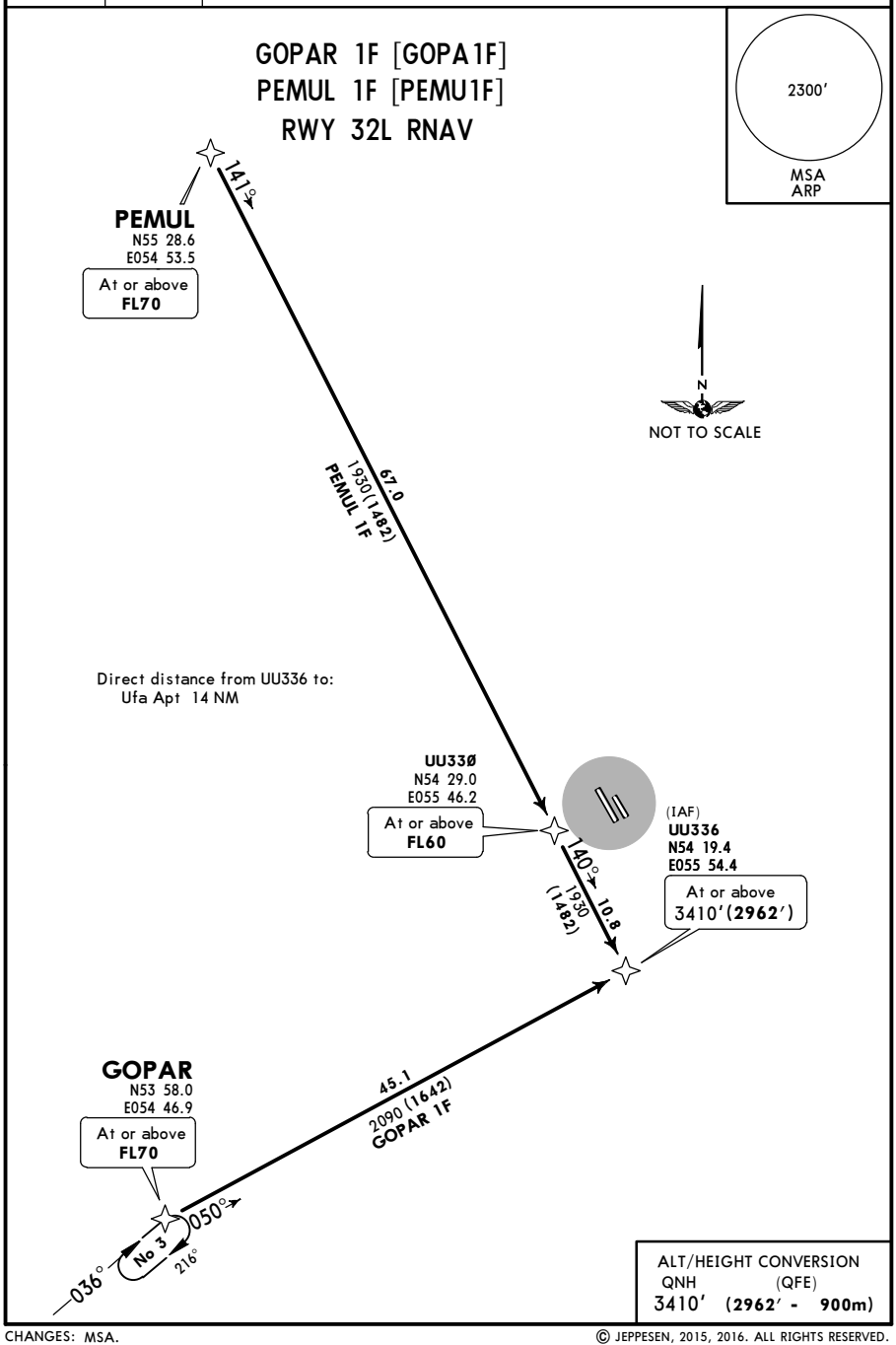

CHANGES: MSA.

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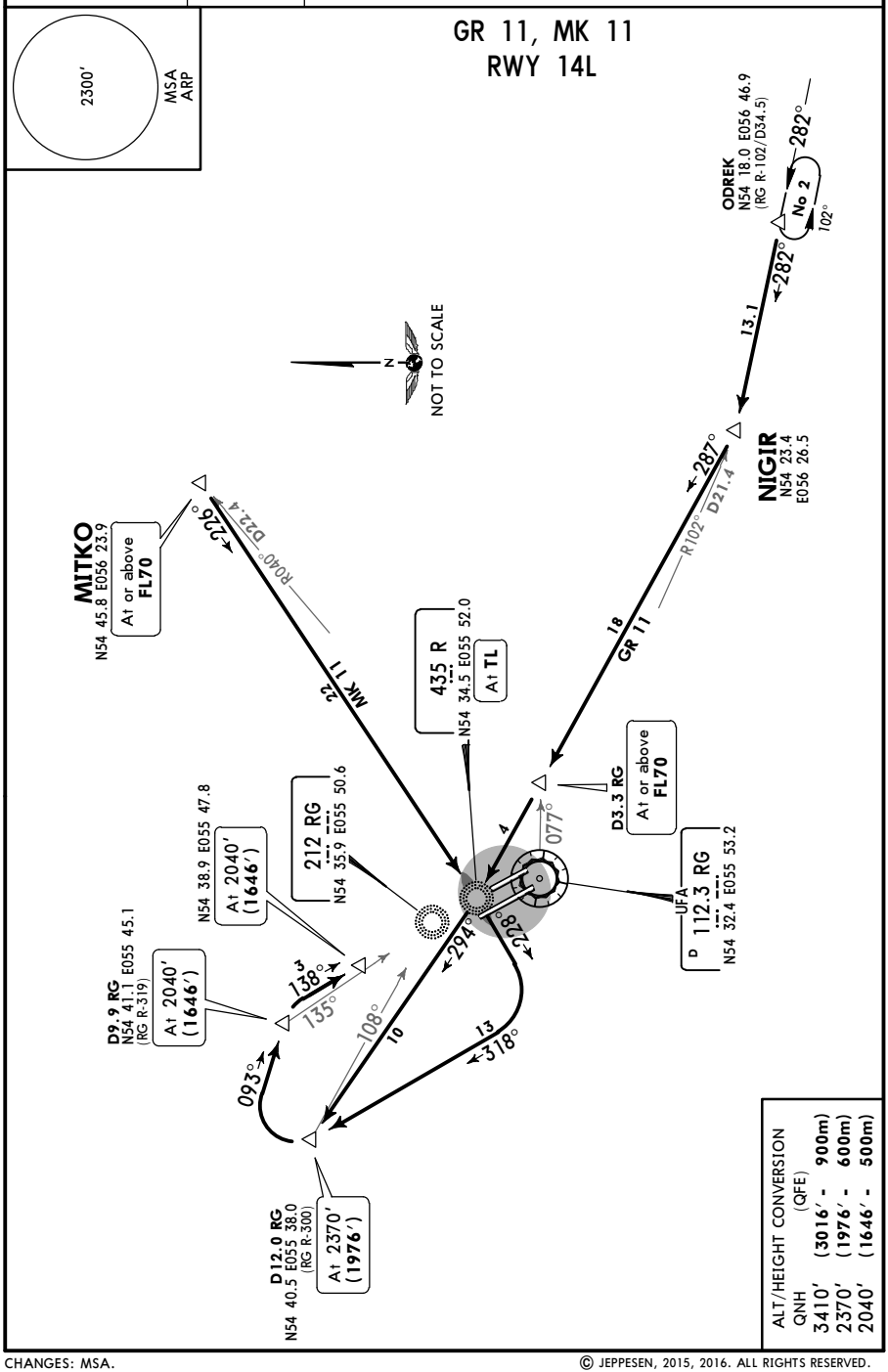

CHANGES: MSA.

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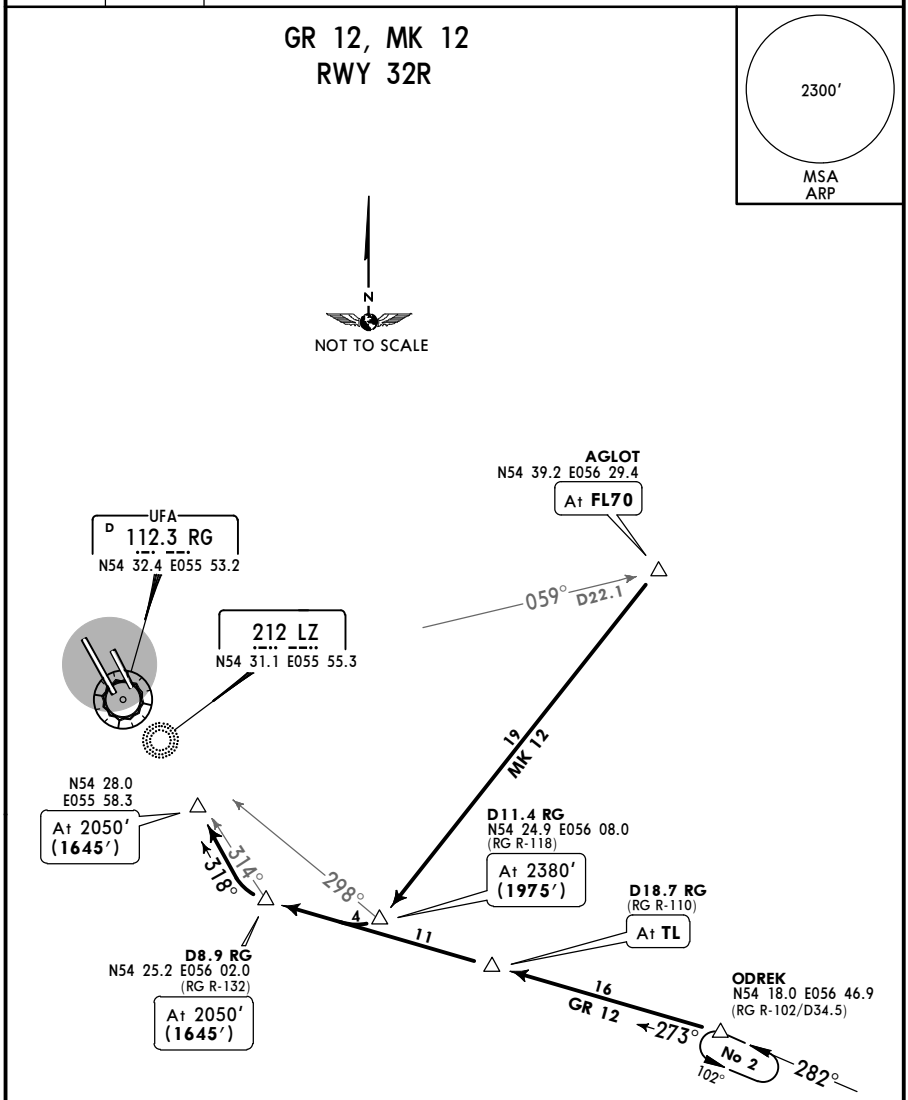
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3005′)**

GR 12, MK 12
RWY 32R



ALT/HEIGHT CONVERSION

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

CHANGES: MSA.

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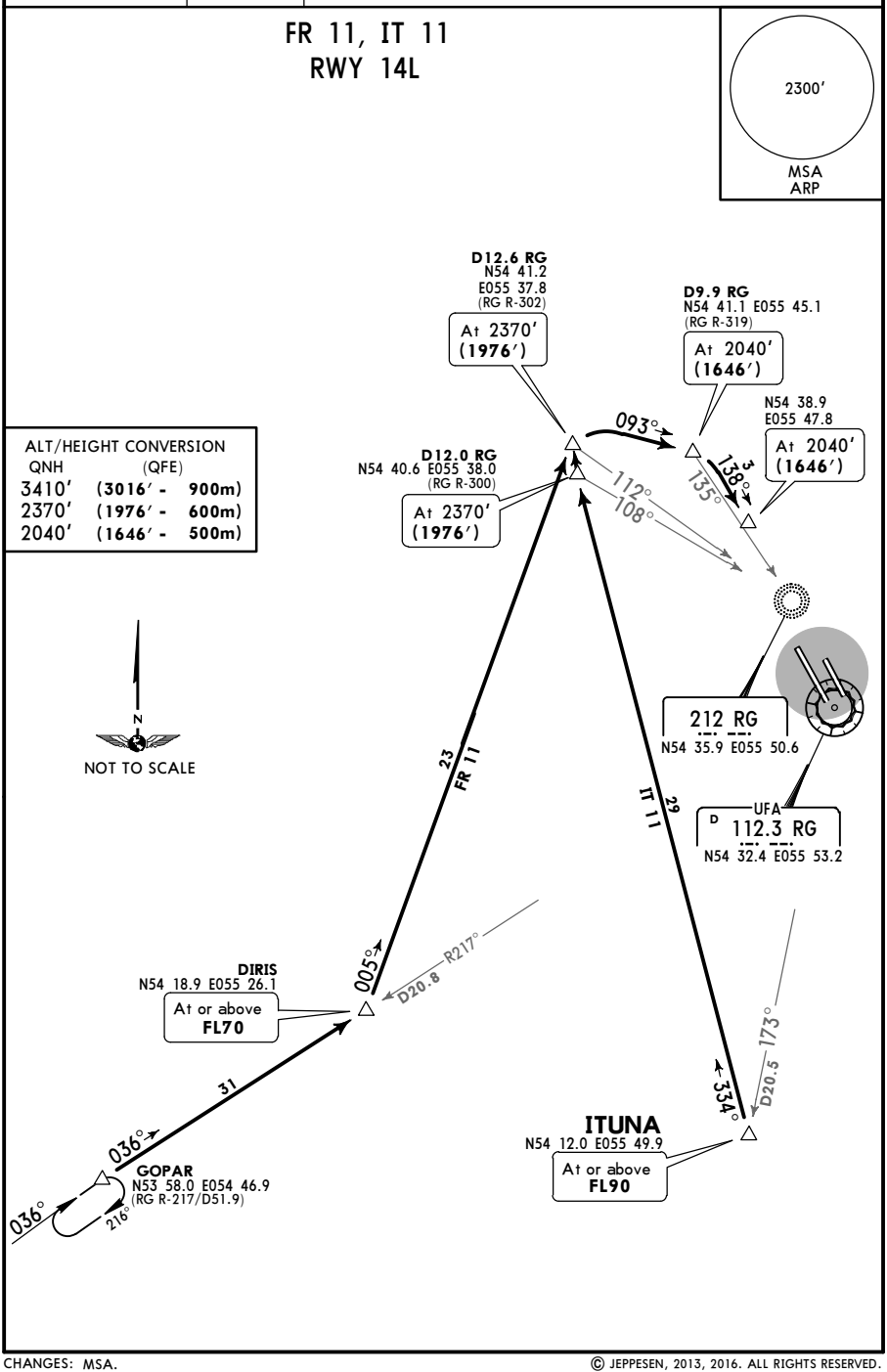
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3016′)**

FR 11, IT 11
RWY 14L



CHANGES: MSA.

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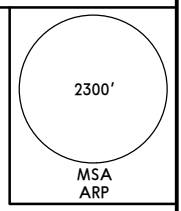
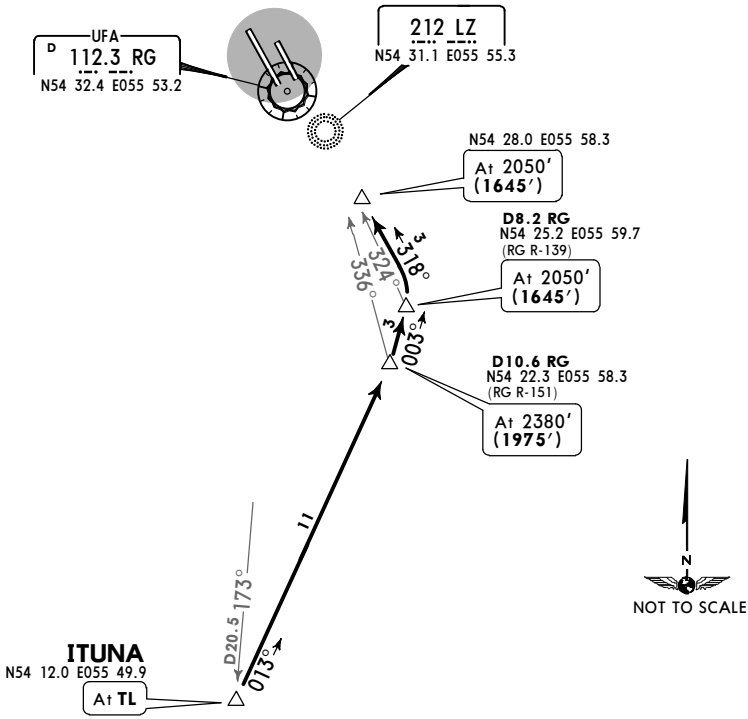
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3005′)**

IT 12
RWY 32R





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

CHANGES: MSA.

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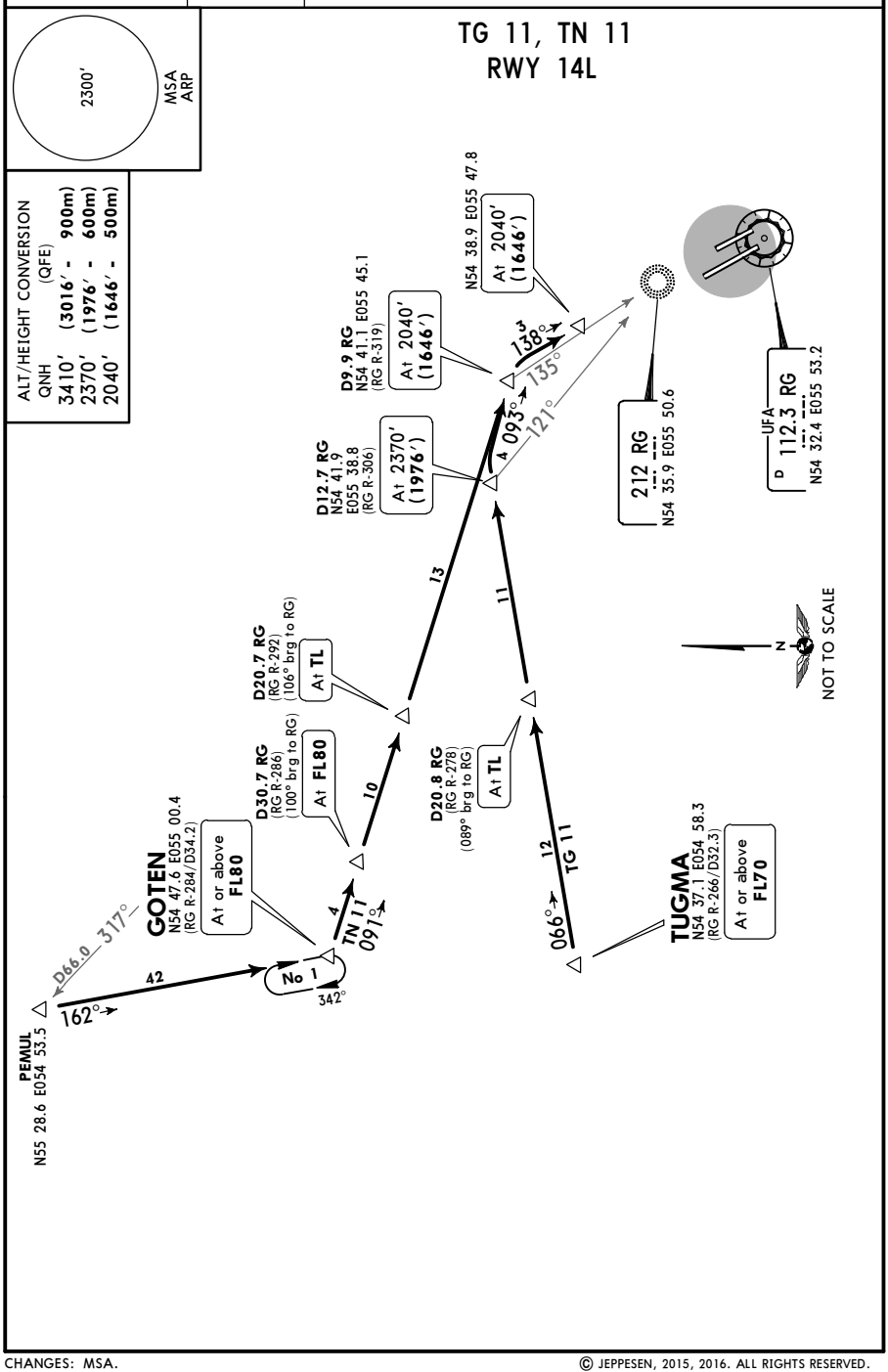
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3016′)**



CHANGES: MSA.

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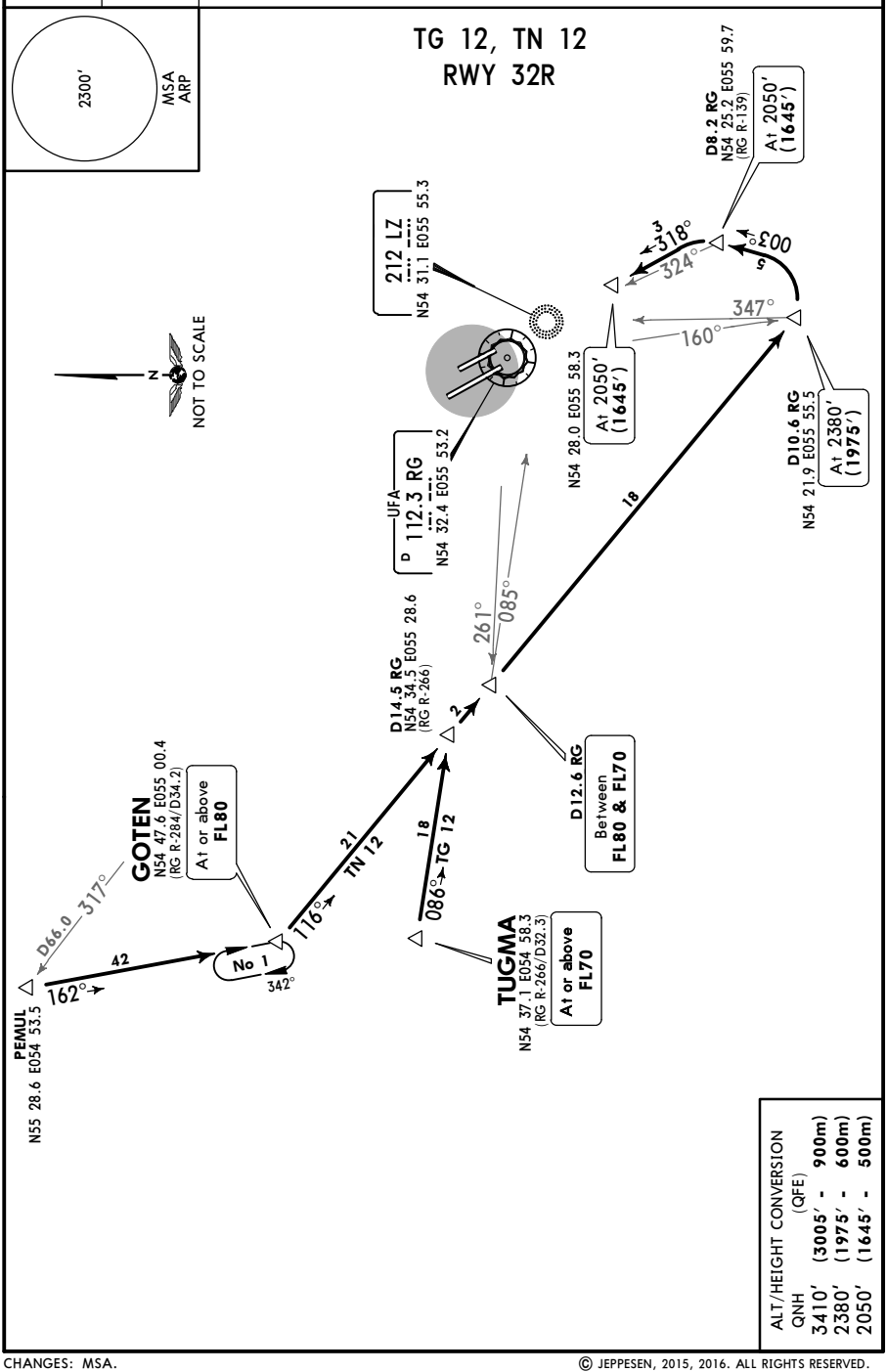
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ (3005′)



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

CHANGES: MSA.

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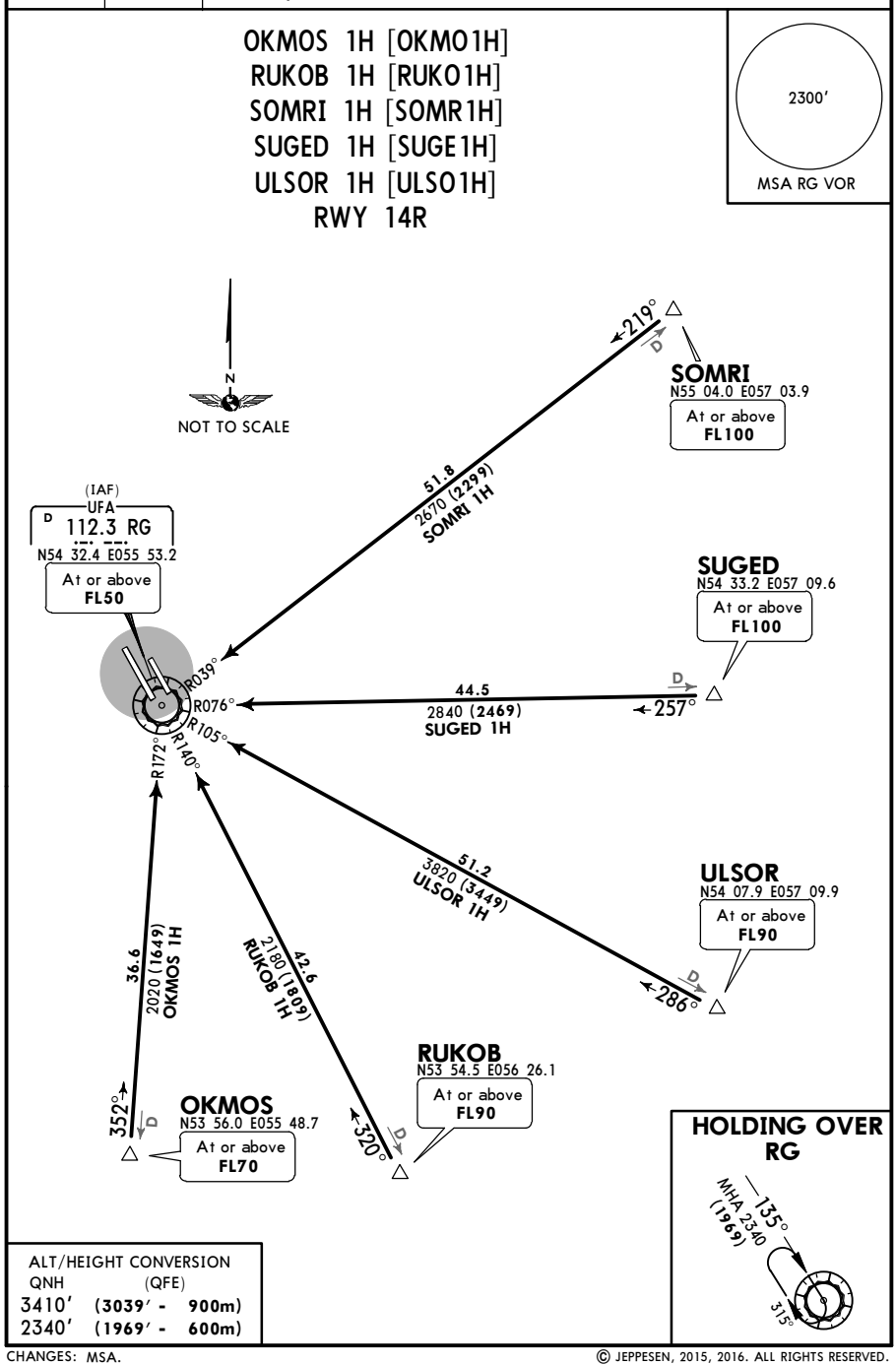
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3039′)** **DME required.**

OKMOS 1H [OKMO1H]
RUKOB 1H [RUKO1H]
SOMRI 1H [SOMR1H]
SUGED 1H [SUGE1H]
ULSOR 1H [ULSO1H]
RWY 14R



ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	(3039′ - 900m)
2340′	(1969′ - 600m)

CHANGES: MSA.

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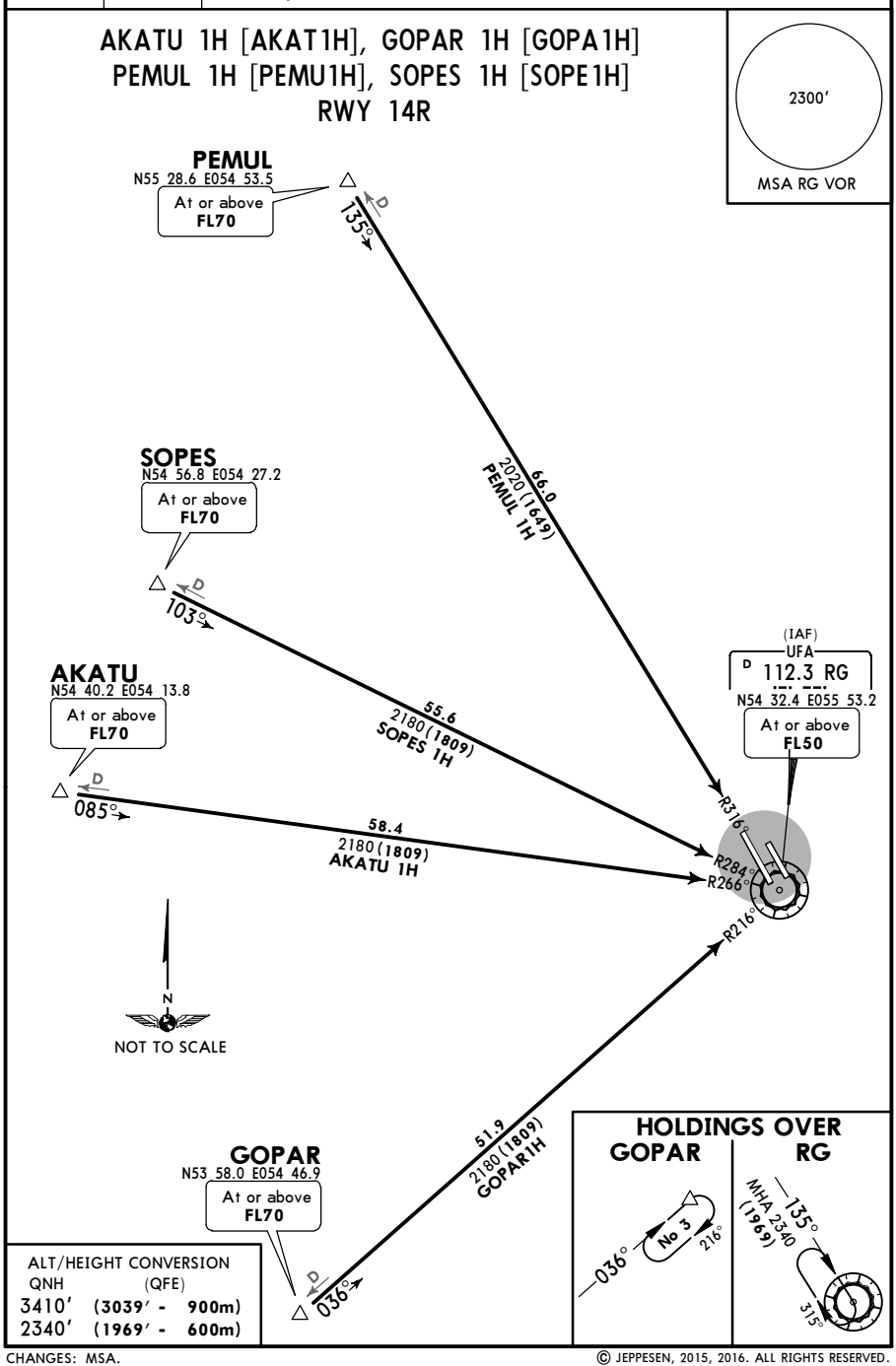
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3039′)** **DME required.**

AKATU 1H [AKAT1H], GOPAR 1H [GOPA1H] PEMUL 1H [PEMU1H], SOPES 1H [SOPE1H] RWY 14R



ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	(3039′ - 900m)
2340′	(1969′ - 600m)

CHANGES: MSA.

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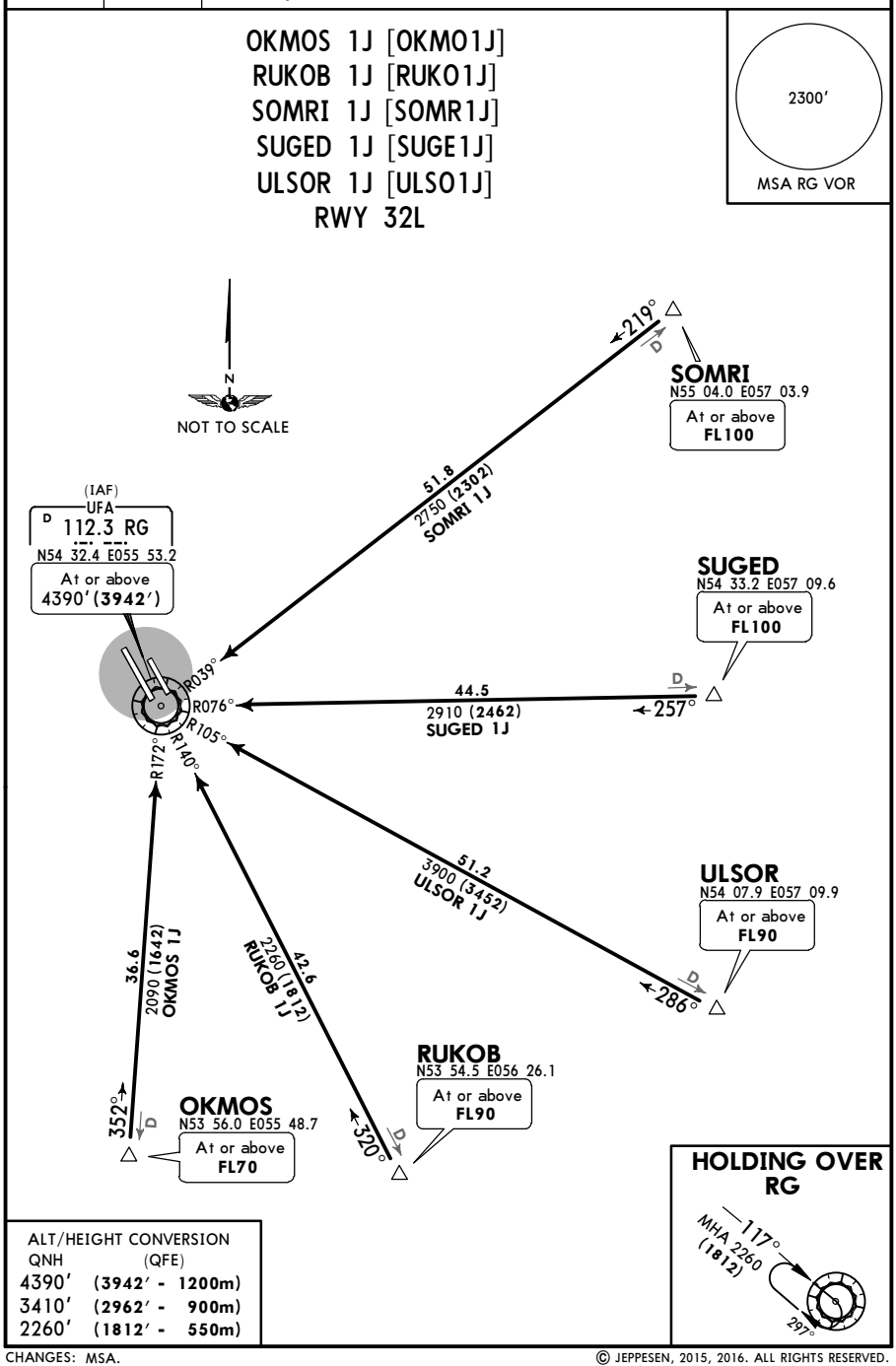
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(2962′)** **DME required.**

OKMOS 1J [OKMO1J]
RUKOB 1J [RUKO1J]
SOMRI 1J [SOMR1J]
SUGED 1J [SUGE1J]
ULSOR 1J [ULSO1J]
RWY 32L



ALT/HEIGHT CONVERSION

QNH	(QFE)
4390′	**(3942′ - 1200m)**
3410′	**(2962′ - 900m)**
2260′	**(1812′ - 550m)**

CHANGES: MSA.

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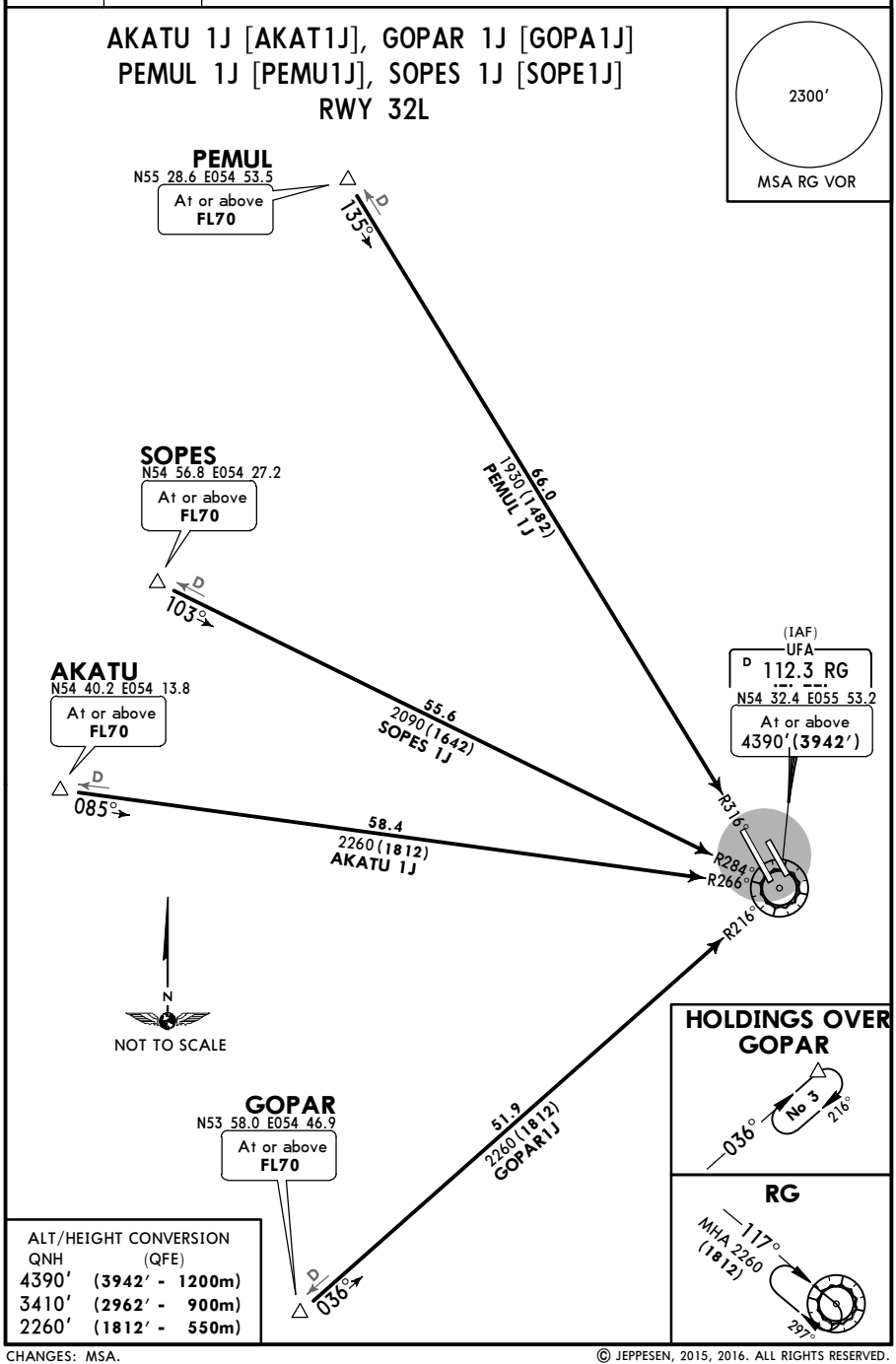
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(2962′)** **DME required.**

AKATU 1J [AKAT1J], GOPAR 1J [GOPA1J] PEMUL 1J [PEMU1J], SOPES 1J [SOPE1J] RWY 32L



ALT/HEIGHT CONVERSION

QNH	(QFE)
4390′	(3942′ - 1200m)
3410′	(2962′ - 900m)
2260′	(1812′ - 550m)

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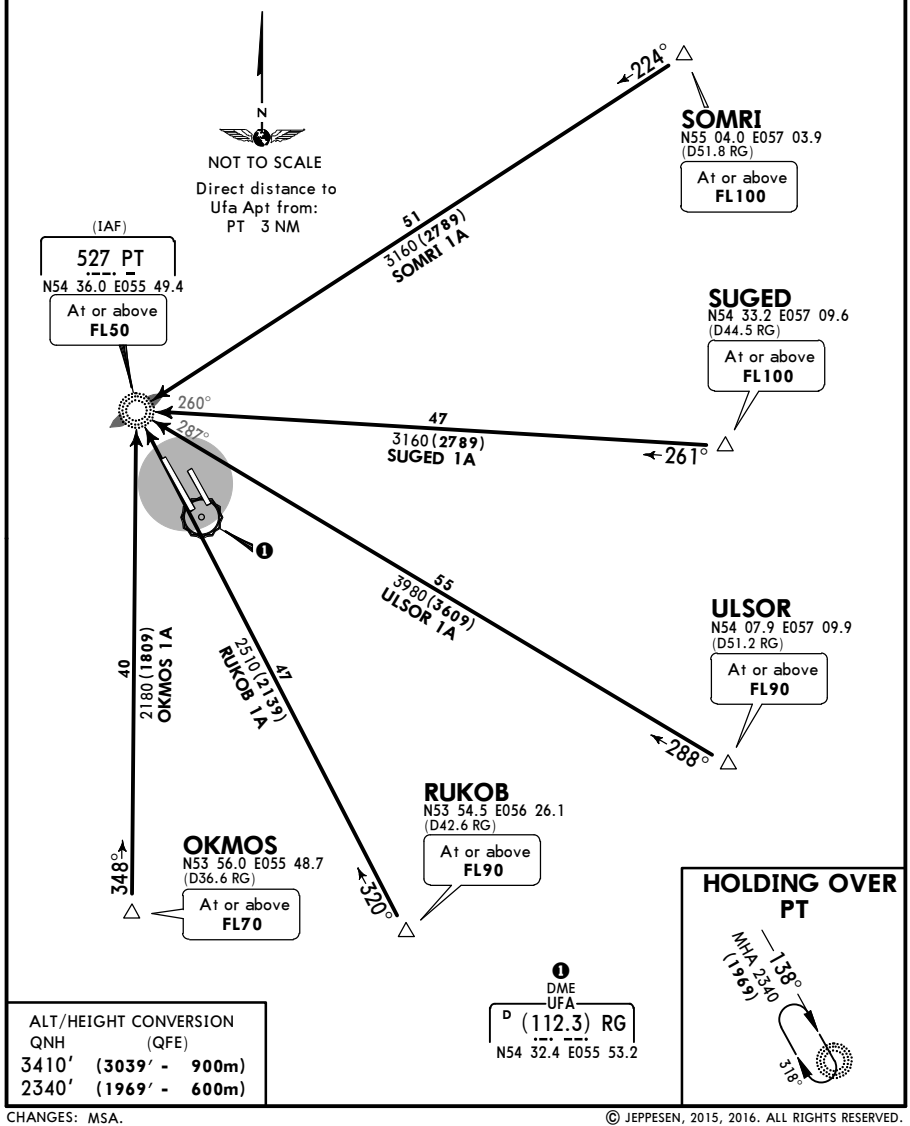
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3039′)** **DME required.**

OKMOS 1A [OKMO1A]
RUKOB 1A [RUKO1A]
SOMRI 1A [SOMR1A]
SUGED 1A [SUGE1A]
ULSOR 1A [ULSO1A]
RWY 14R



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

CHANGES: MSA.

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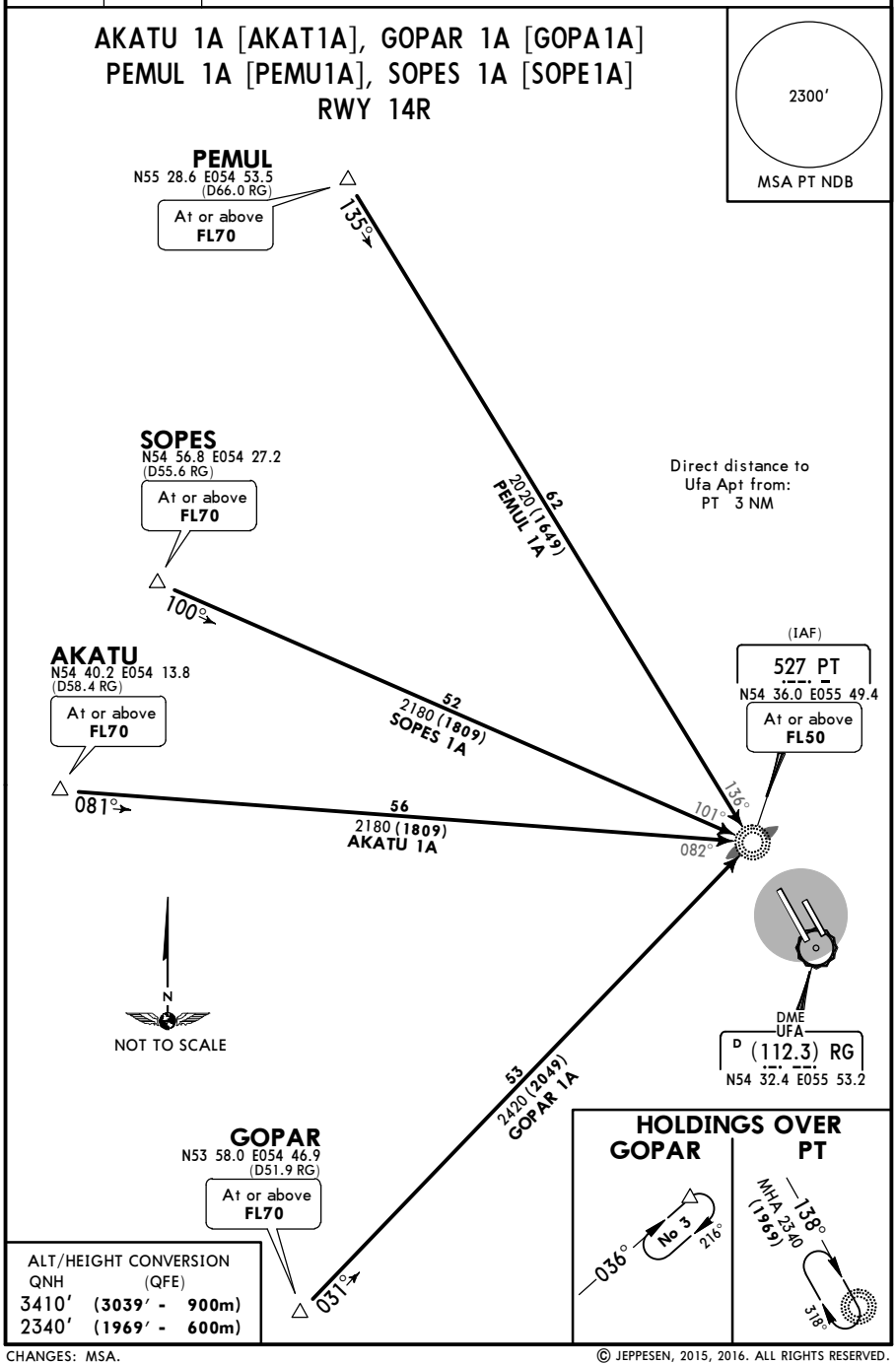
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3039′)** **DME required.**

AKATU 1A [AKAT1A], GOPAR 1A [GOPA1A] PEMUL 1A [PEMU1A], SOPES 1A [SOPE1A] RWY 14R



ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	**(3039′ - 900m)**
2340′	**(1969′ - 600m)**

CHANGES: MSA.

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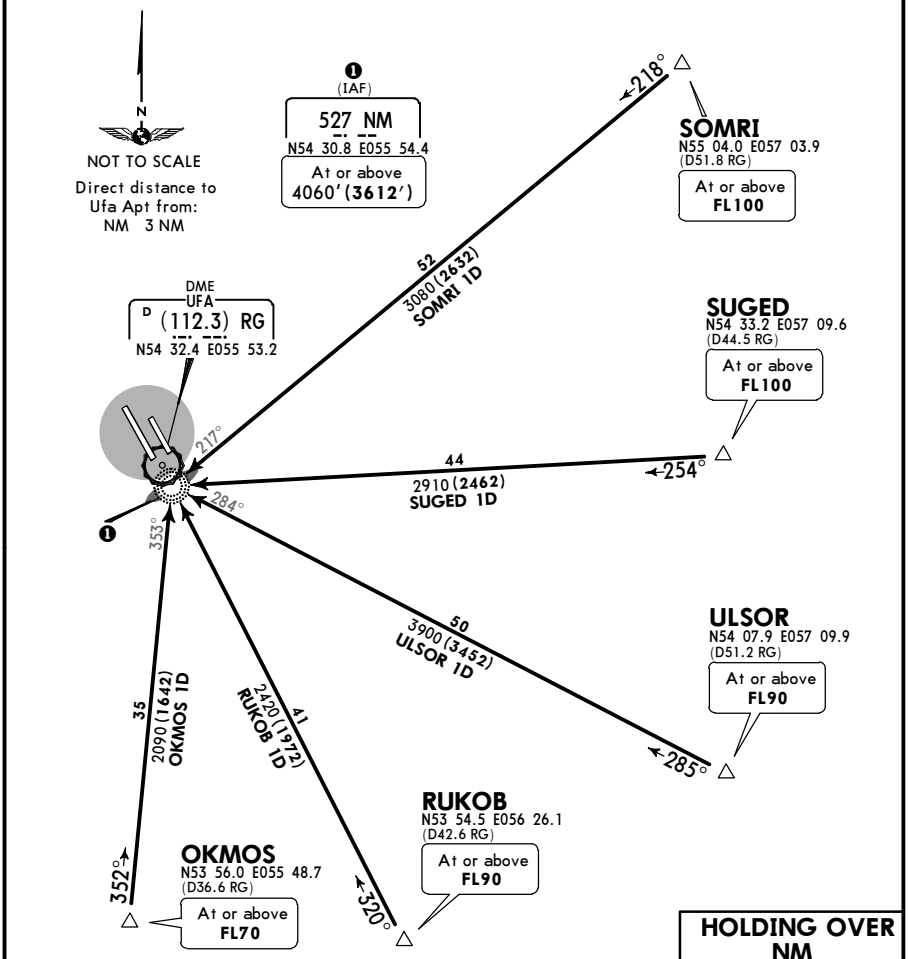
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(2962′)** **DME required.**

OKMOS 1D [OKMO1D]
RUKOB 1D [RUKO1D]
SOMRI 1D [SOMR1D]
SUGED 1D [SUGE1D]
ULSOR 1D [ULSO1D]
RWY 32L



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4060′	(3612′ - 1100m)
3410′	(2962′ - 900m)
1930′	(1482′ - 450m)

CHANGES: MSA.

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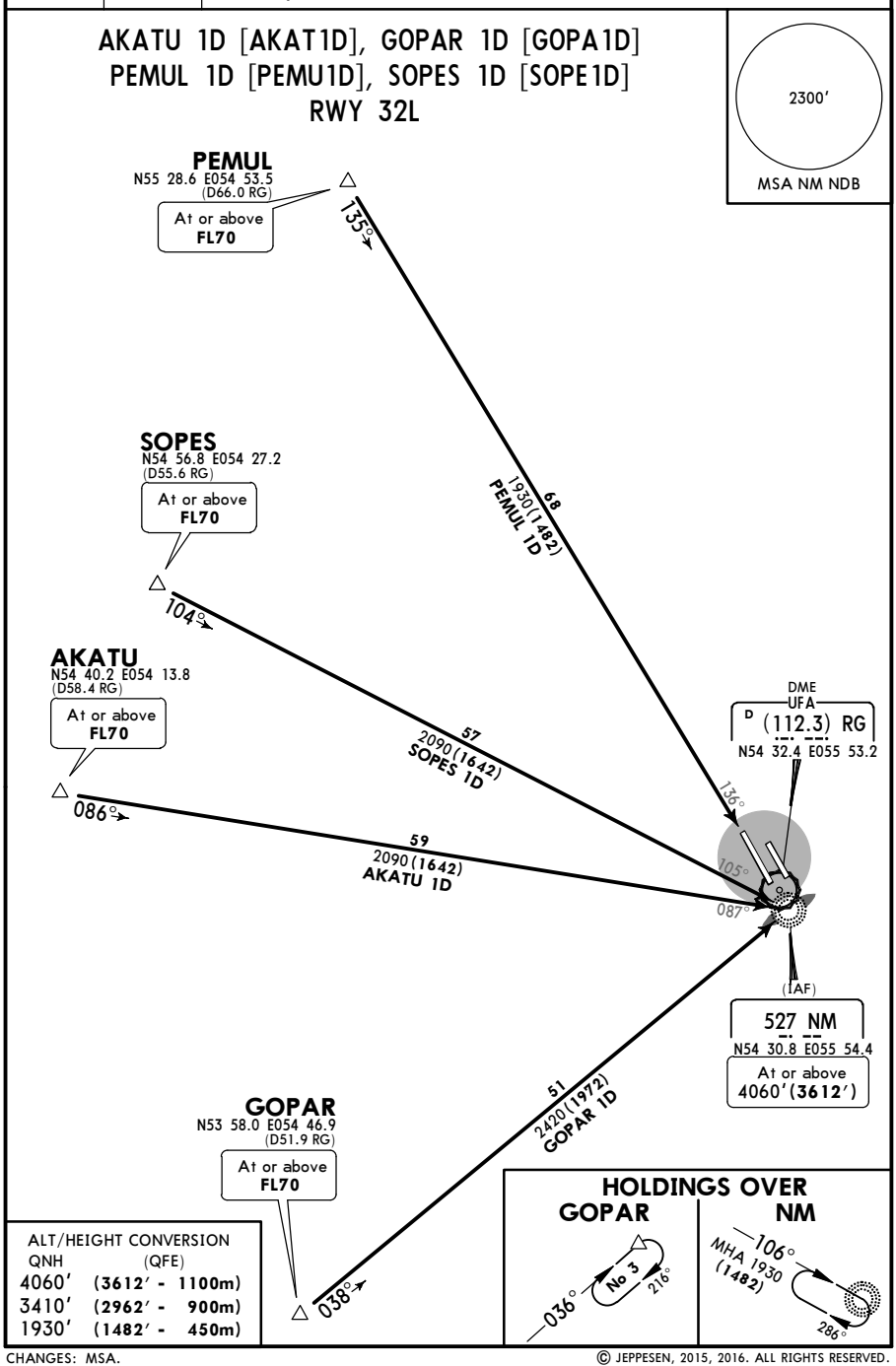
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(2962′)** **DME required.**

AKATU 1D [AKAT1D], GOPAR 1D [GOPA1D] PEMUL 1D [PEMU1D], SOPES 1D [SOPE1D] RWY 32L



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3612′ - 1100m)
3410′	(2962′ - 900m)
1930′	(1482′ - 450m)

CHANGES: MSA.

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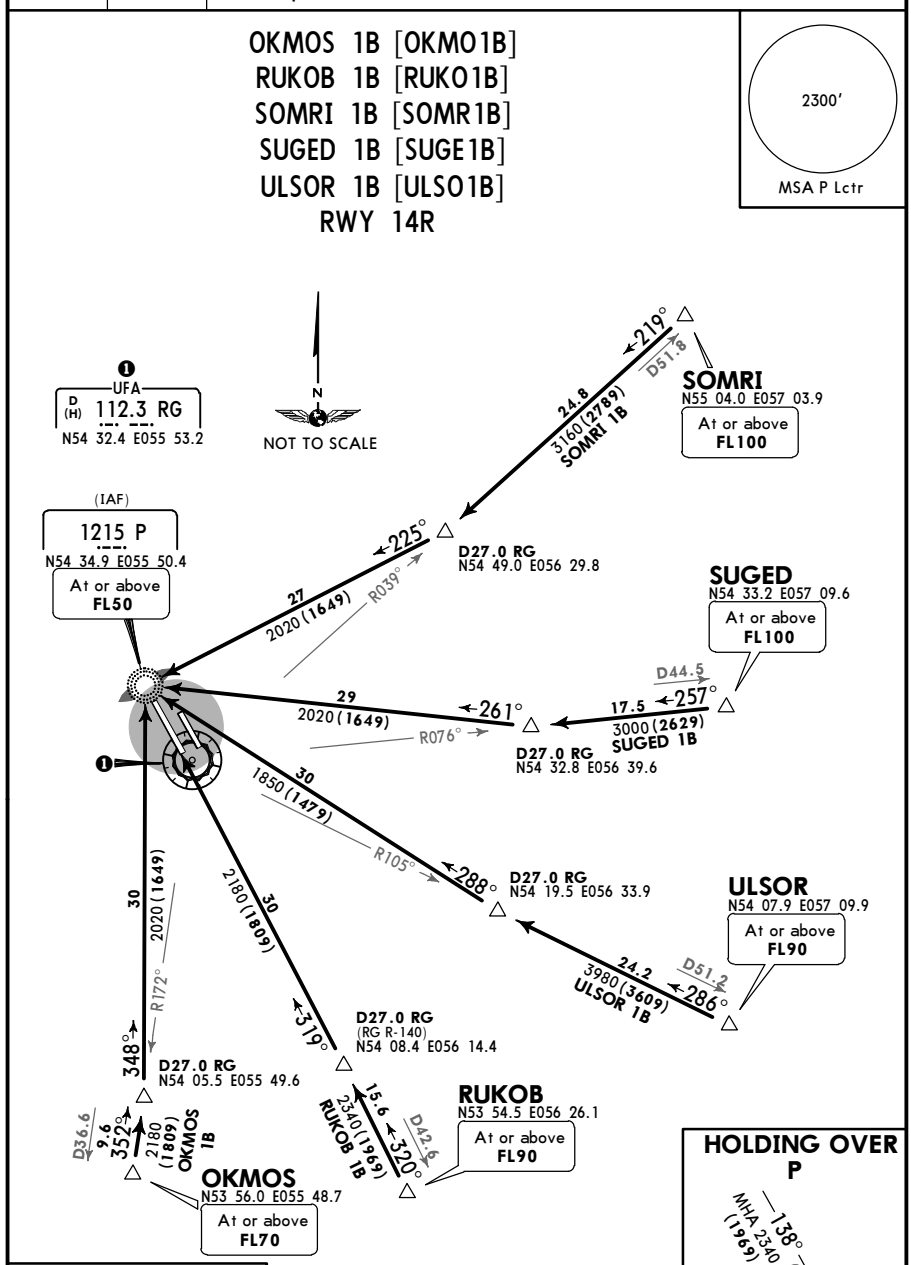
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3039′)** **DME required.**

OKMOS 1B [OKMO1B]
RUKOB 1B [RUKO1B]
SOMRI 1B [SOMR1B]
SUGED 1B [SUGE1B]
ULSOR 1B [ULSO1B]
RWY 14R



ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	**(3039′ - 900m)**
2340′	**(1969′ - 600m)**

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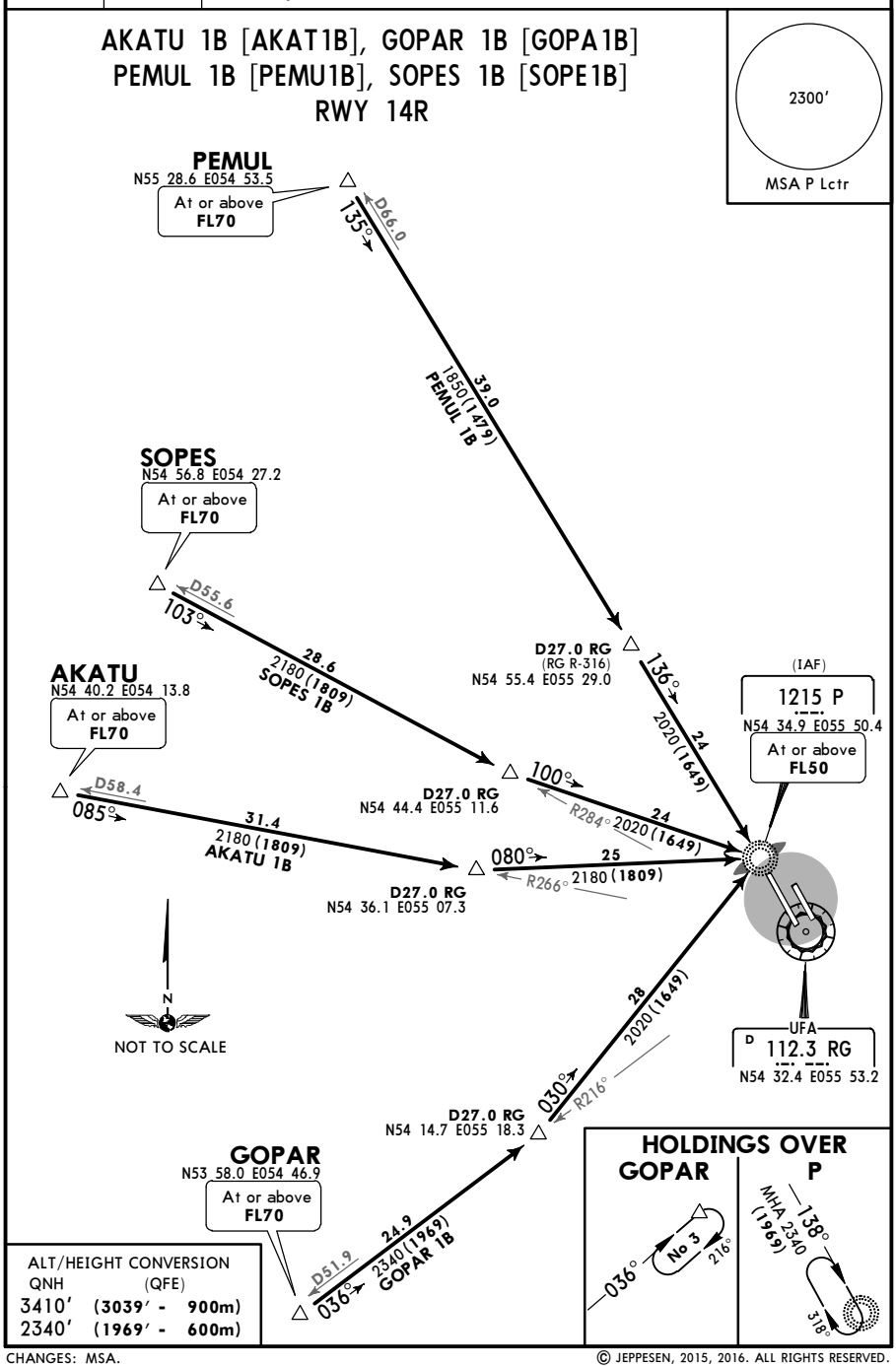
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3039′)** **DME required.**

AKATU 1B [AKAT1B], GOPAR 1B [GOPA1B] PEMUL 1B [PEMU1B], SOPES 1B [SOPE1B] RWY 14R



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

CHANGES: MSA.

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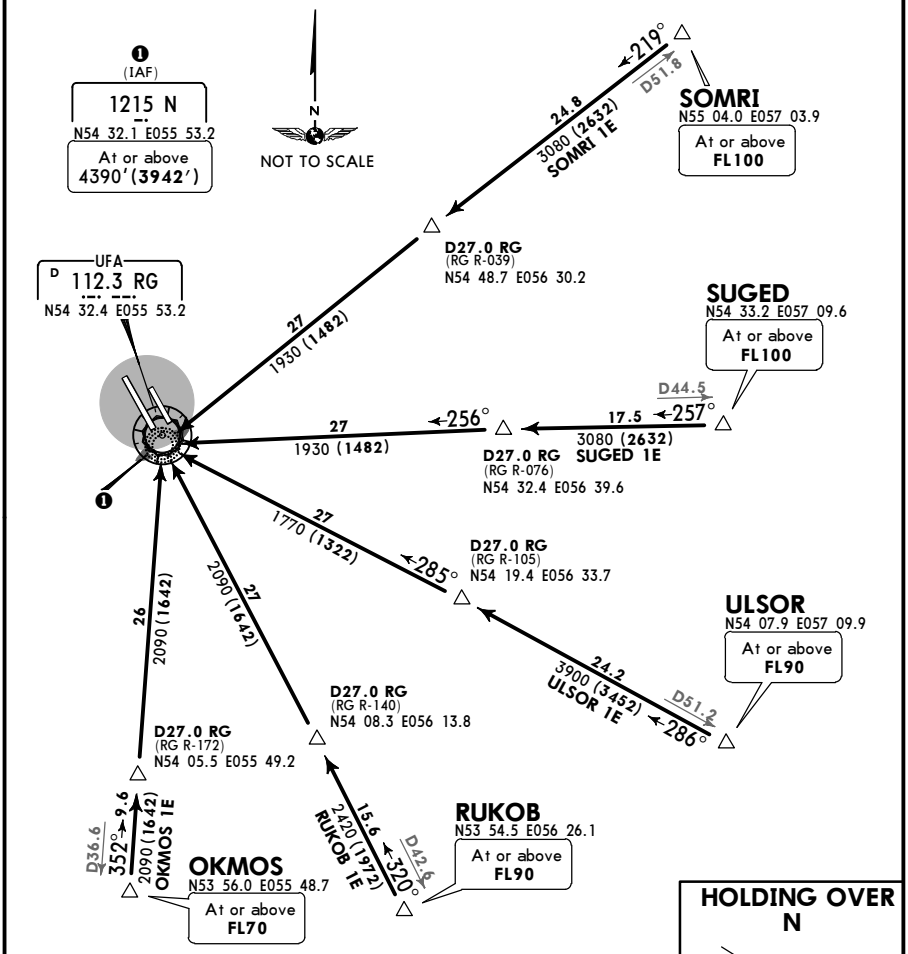
ATIS 119.4 (Russian 124.8)	Apt Elev 449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(2962′)** **DME required.**

OKMOS 1E [OKMO1E]
RUKOB 1E [RUKO1E]
SOMRI 1E [SOMR1E]
SUGED 1E [SUGE1E]
ULSOR 1E [ULSO1E]
RWY 32L



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4390′	**(3942′ - 1200m)**
3410′	**(2962′ - 900m)**
1930′	**(1482′ - 450m)**

CHANGES: MSA.

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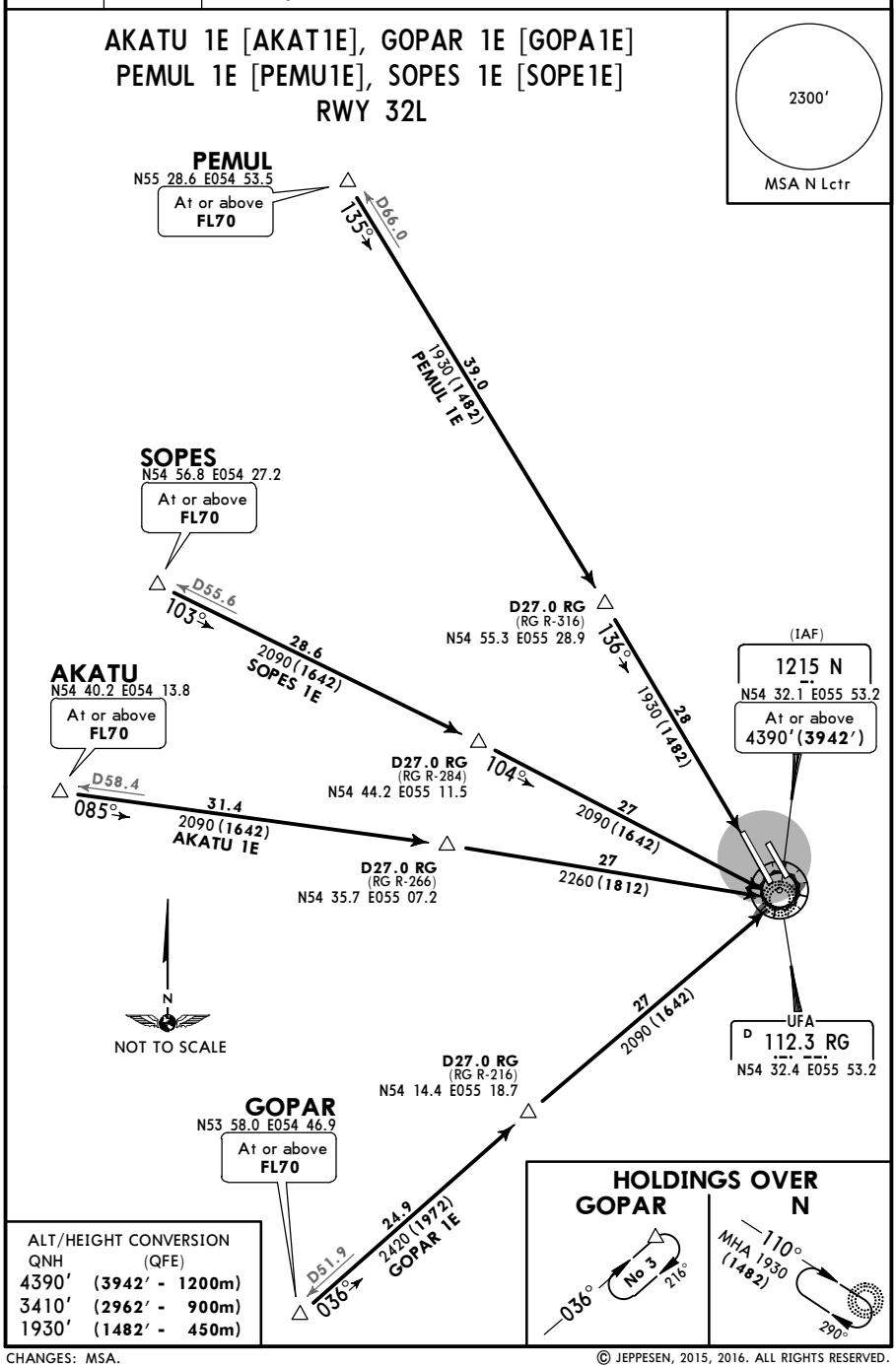
ATIS	Apt Elev	
119.4 (Russian 124.8)	449′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(2962′)** **DME required.**

AKATU 1E [AKAT1E], GOPAR 1E [GOPA1E] PEMUL 1E [PEMU1E], SOPES 1E [SOPE1E] RWY 32L



ALT/HEIGHT CONVERSION

QNH	(QFE)
4390′	(3942′ - 1200m)
3410′	(2962′ - 900m)
1930′	(1482′ - 450m)

CHANGES: MSA.

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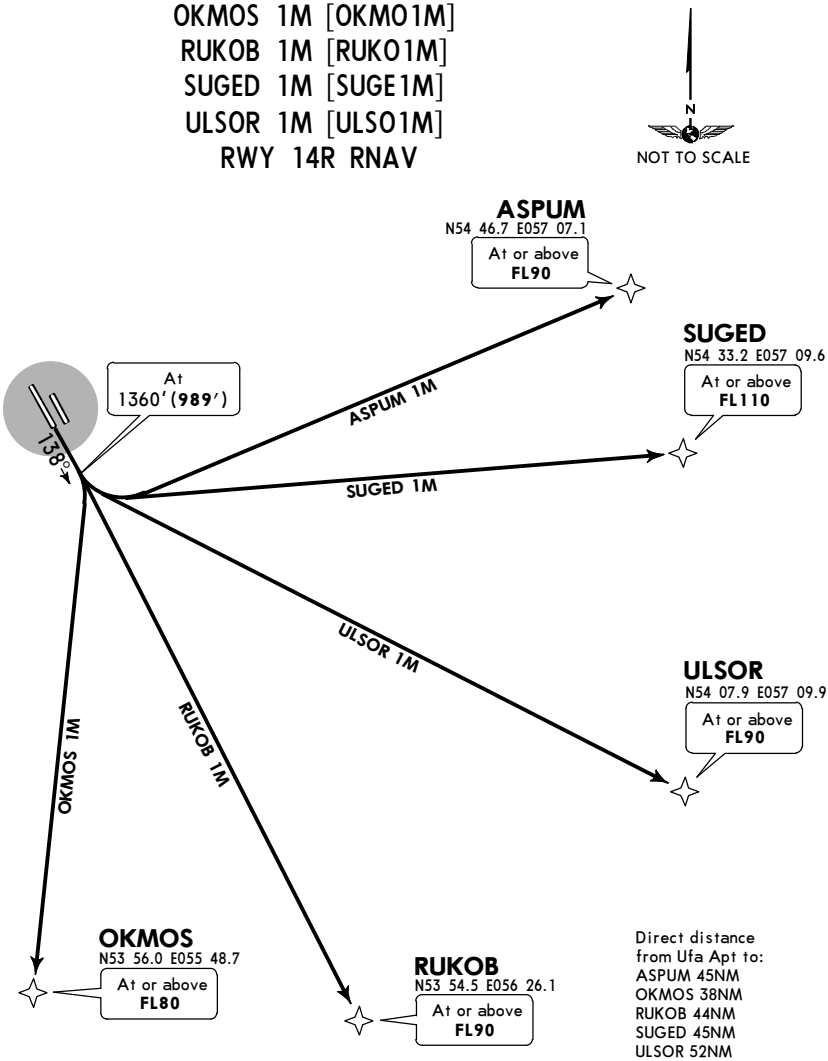
Apt Elev 449′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3039′)** **1. RNAV 1.** **2. RNAV (GNSS).** 3. Noise abatement take-off procedures shall be applied according to ACFT flight manual.	2300′ MSA ARP

ASPUM 1M [ASPU1M]
OKMOS 1M [OKMO1M]
RUKOB 1M [RUKO1M]
SUGED 1M [SUGE1M]
ULSOR 1M [ULSO1M]
RWY 14R RNAV



Direct distance
from Ufa Apt to:
ASPUM 45NM
OKMOS 38NM
RUKOB 44NM
SUGED 45NM
ULSOR 52NM

SUGED 1M
This SID requires a minimum climb gradient of
3.6% due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094

ALT/HEIGHT CONVERSION

QNH	(QFE)
1360′	**(989′ - 300m)**
3410′	**(3039′ - 900m)**

CHANGES: MSA.

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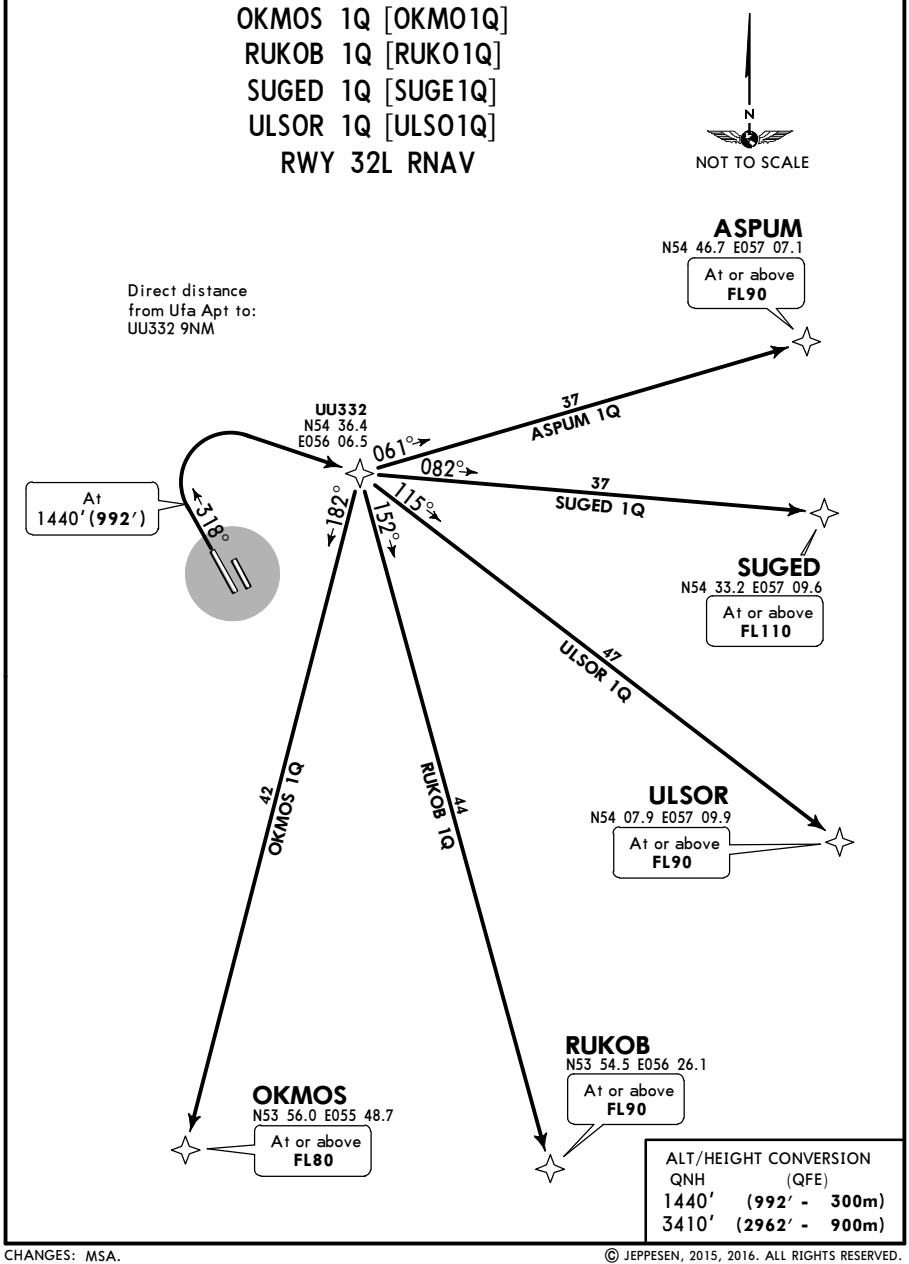
Apt Elev 449′	QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ (2962′) **1. RNAV 1.** **2. RNAV (GNSS).** 3. Noise abatement take-off procedures shall be applied according to ACFT flight manual.	2300′ MSA ARP

ASPUM 1Q [ASPU1Q]
OKMOS 1Q [OKMO1Q]
RUKOB 1Q [RUKO1Q]
SUGED 1Q [SUGE1Q]
ULSOR 1Q [ULSO1Q]
RWY 32L RNAV



ALT/HEIGHT CONVERSION

QNH	(QFE)
1440′	(992′ - 300m)
3410′	(2962′ - 900m)

CHANGES: MSA.

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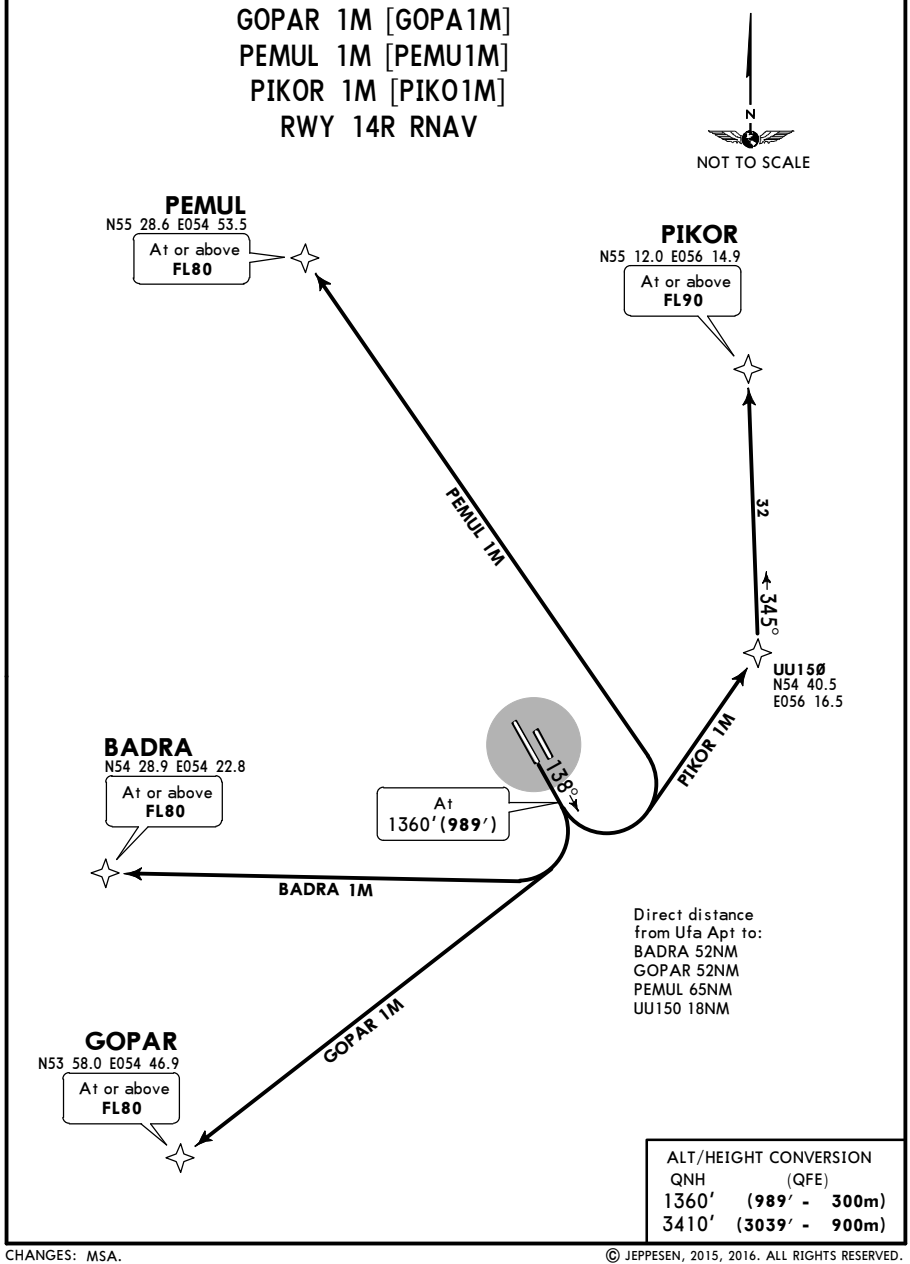
Apt Elev 449′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3039′)** **1. RNAV 1.** **2. RNAV (GNSS).** 3. Noise abatement take-off procedures shall be applied according to ACFT flight manual.	2300′ MSA ARP

BADRA 1M [BADR1M]
GOPAR 1M [GOPA1M]
PEMUL 1M [PEMU1M]
PIKOR 1M [PIKO1M]
RWY 14R RNAV



Direct distance
from Ufa Apt to:
BADRA 52NM
GOPAR 52NM
PEMUL 65NM
UU150 18NM

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1360′	**(989′ - 300m)**
3410′	**(3039′ - 900m)**

CHANGES: MSA.

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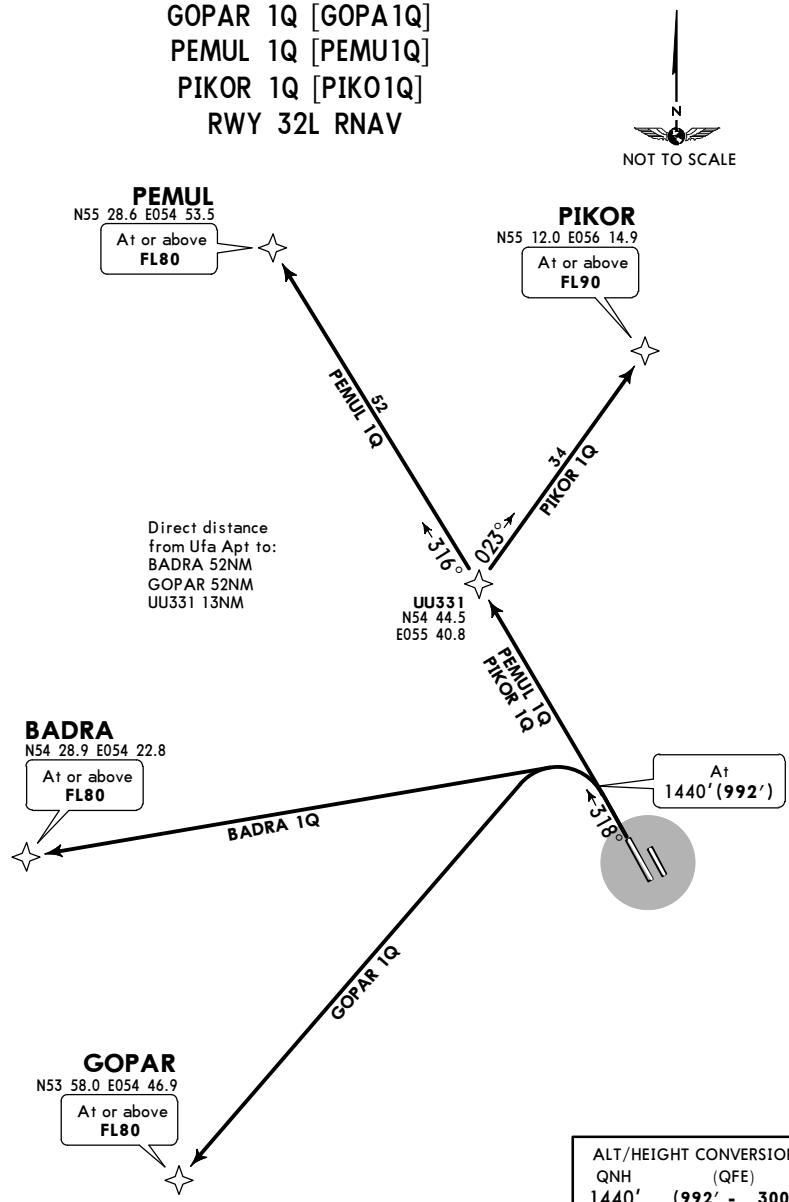
Apt Elev 449′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(2962′)** **1. RNAV 1.** **2. RNAV (GNSS).** 3. Noise abatement take-off procedures shall be applied according to ACFT flight manual.	2300′ MSA ARP

BADRA 1Q [BADR1Q]
GOPAR 1Q [GOPA1Q]
PEMUL 1Q [PEMU1Q]
PIKOR 1Q [PIKO1Q]
RWY 32L RNAV



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1440′	(992′ - 300m)
3410′	(2962′ - 900m)

CHANGES: MSA.

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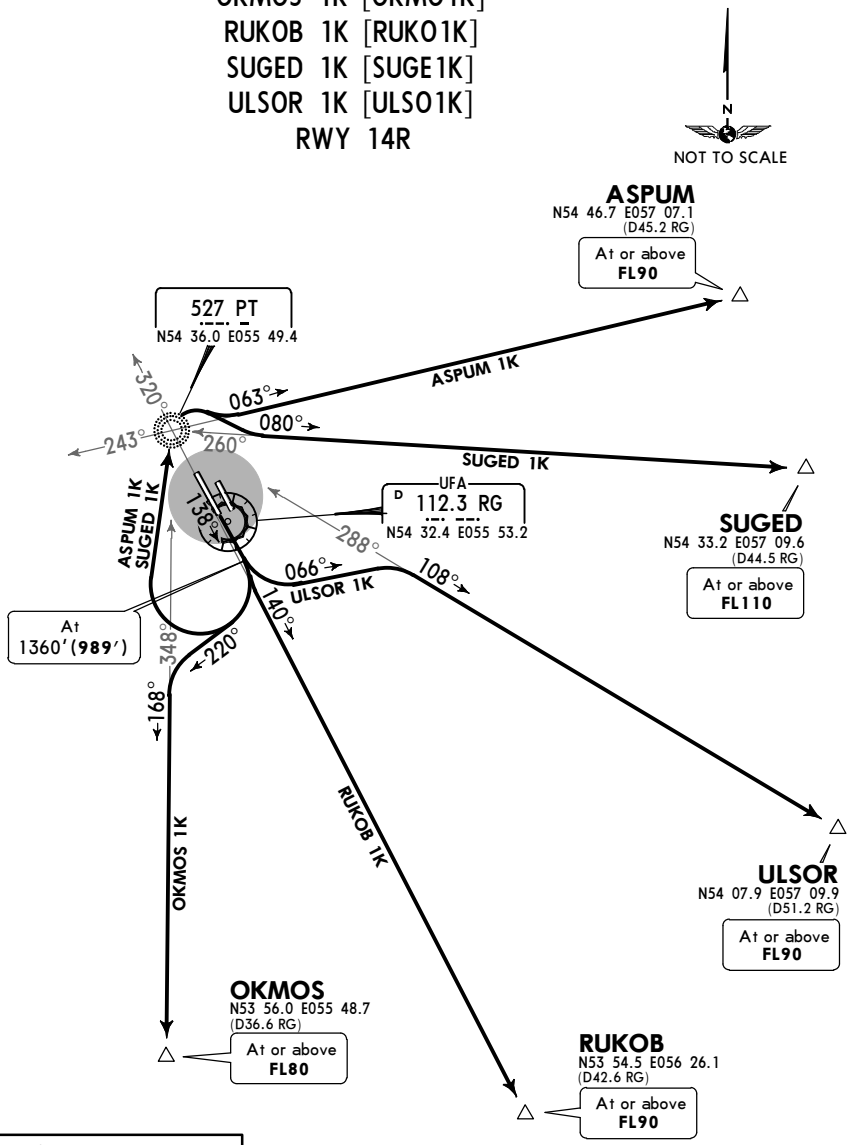
Apt Elev 449′	QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ (3039′) **1. DME required.** 2. Noise abatement take-off procedures shall be applied according to ACFT flight manual.	2300′ MSA PT NDB

ASPUM 1K [ASPU1K]
OKMOS 1K [OKMO1K]
RUKOB 1K [RUKO1K]
SUGED 1K [SUGE1K]
ULSOR 1K [ULSO1K]
RWY 14R



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1360′	(989′ - 300m)
3410′	(3039′ - 900m)

CHANGES: MSA.

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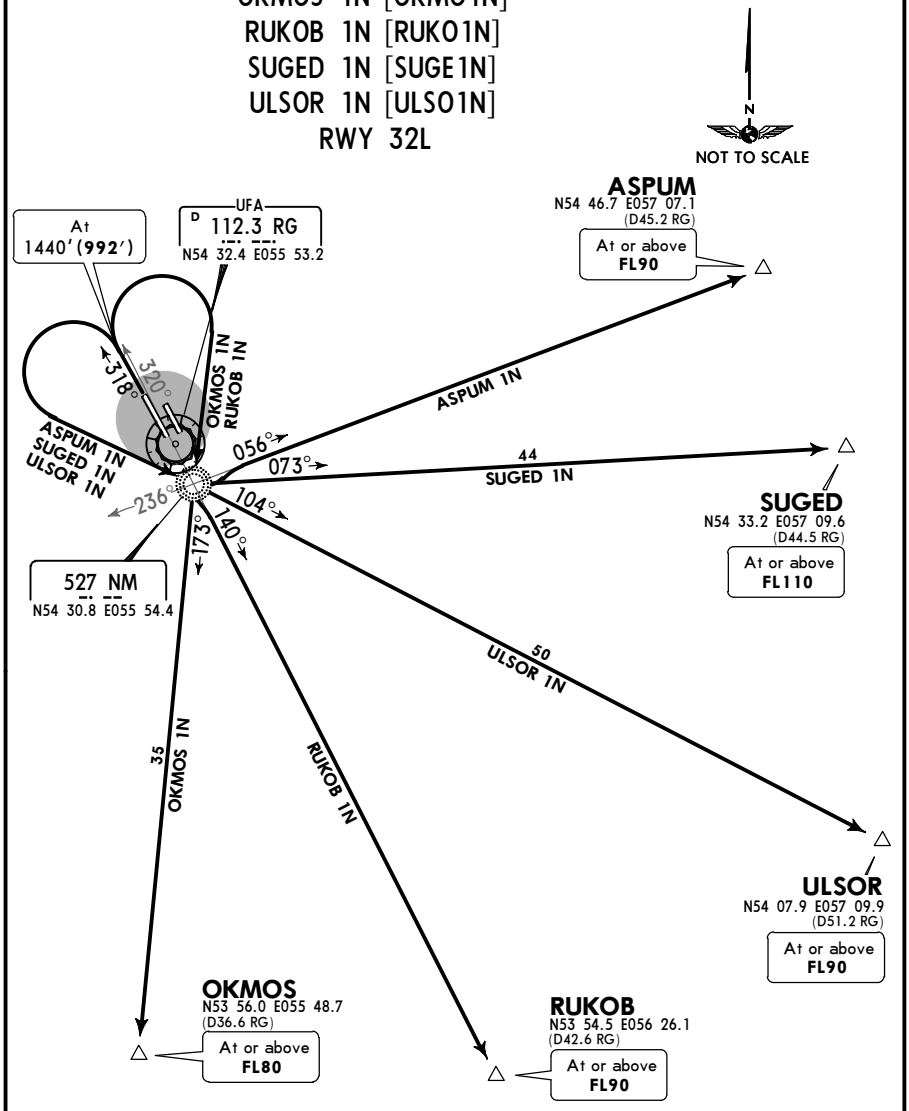
Apt Elev 449′	QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ (2962′) **1. DME required.** 2. Noise abatement take-off procedures shall be applied according to ACFT flight manual.	2300′ MSA NM NDB

ASPUM 1N [ASPU1N]
OKMOS 1N [OKMO1N]
RUKOB 1N [RUKO1N]
SUGED 1N [SUGE1N]
ULSOR 1N [ULSO1N]
RWY 32L



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1440′	(992′ -	300m)
3410′	(2962′ -	900m)

CHANGES: MSA.

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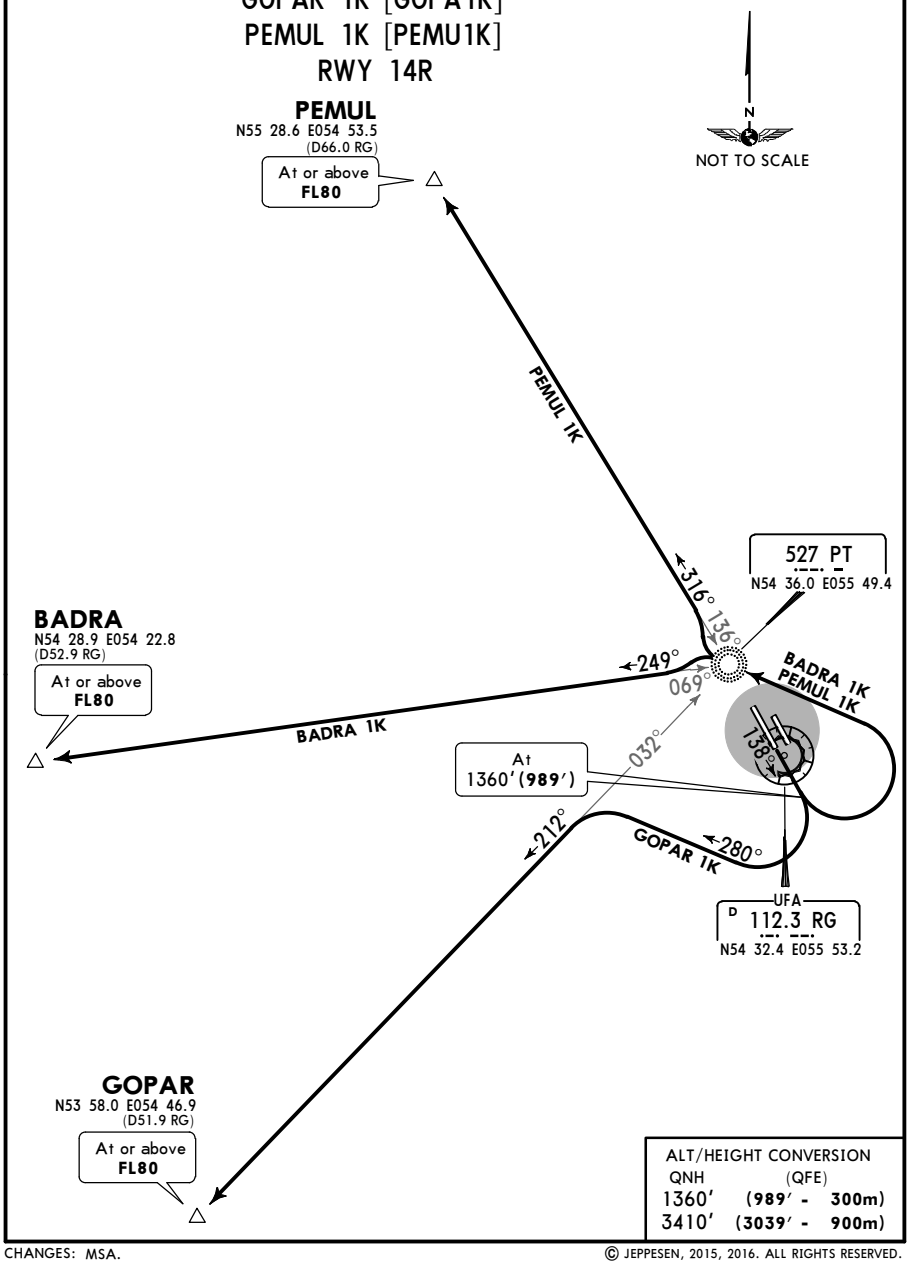
Apt Elev 449′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3039′)** **1. DME required.** 2. Noise abatement take-off procedures shall be applied according to ACFT flight manual.	2300′ MSA PT NDB

BADRA 1K [BADR1K]
GOPAR 1K [GOPA1K]
PEMUL 1K [PEMU1K]
RWY 14R



ALT/HEIGHT CONVERSION

QNH	(QFE)
1360′	**(989′ - 300m)**
3410′	**(3039′ - 900m)**

CHANGES: MSA.

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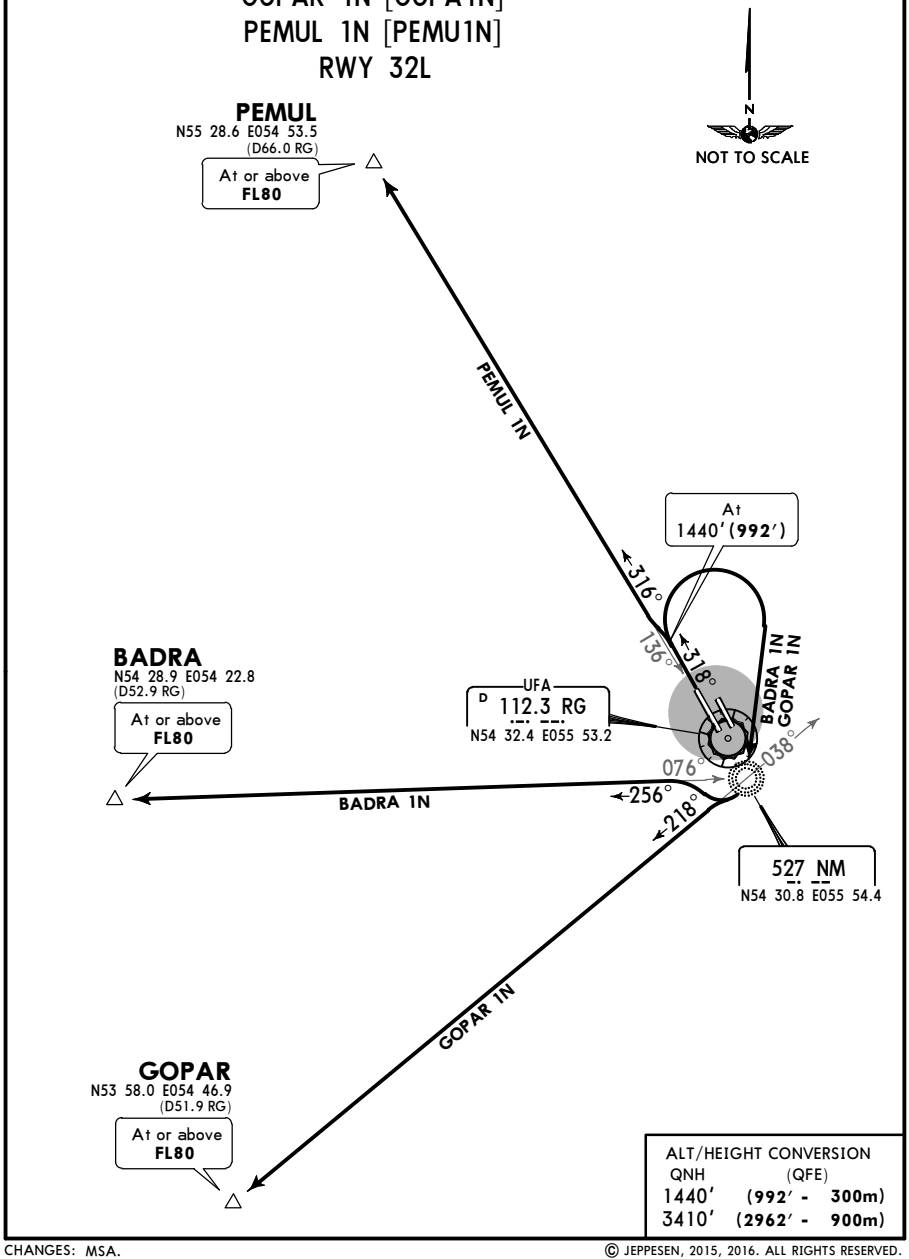
Apt Elev 449′	QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ (**2962′**) **1. DME required.** 2. Noise abatement take-off procedures shall be applied according to ACFT flight manual.	2300′ MSA NM NDB

BADRA 1N [BADR1N]
GOPAR 1N [GOPA1N]
PEMUL 1N [PEMU1N]
RWY 32L



ALT/HEIGHT CONVERSION

QNH	(QFE)
1440′	(992′ - 300m)
3410′	(2962′ - 900m)

CHANGES: MSA.

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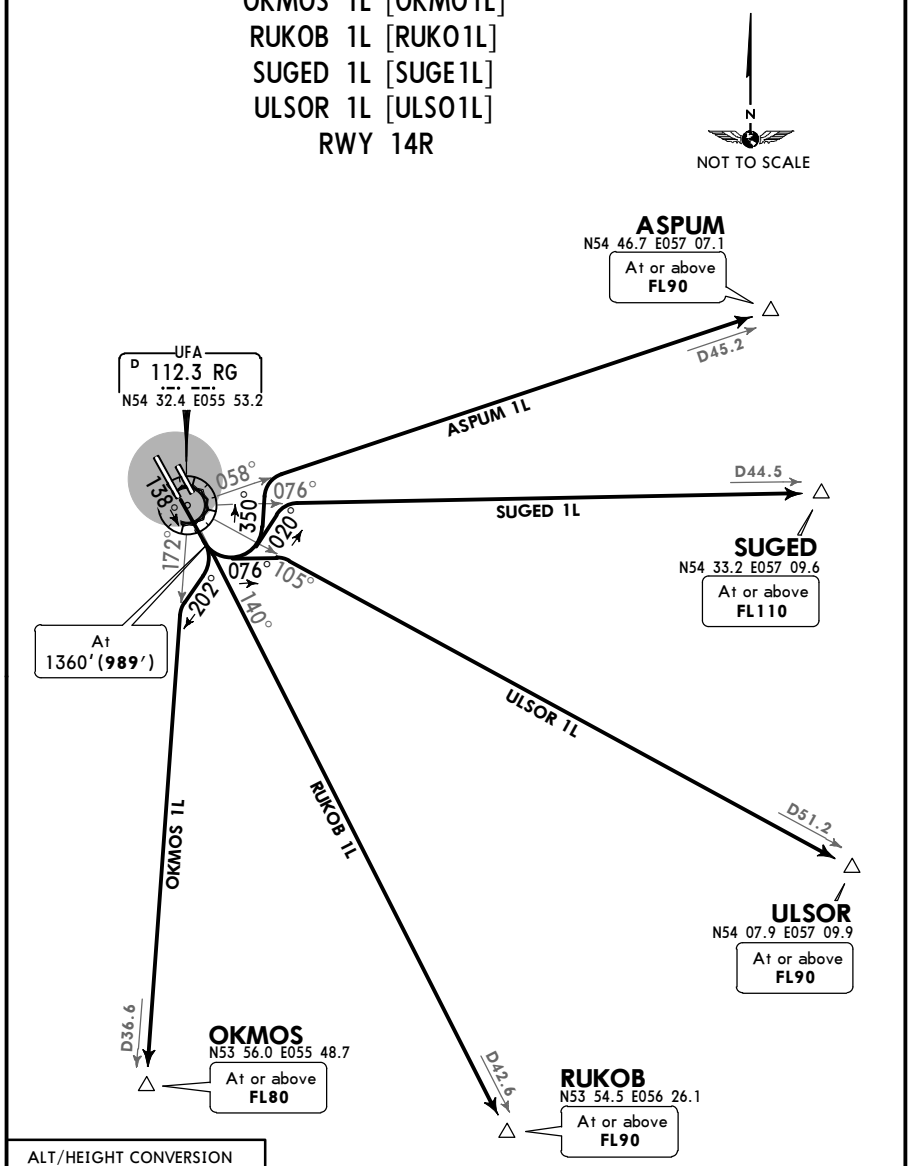
Apt Elev 449′	QNH on request (**QFE**) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ (**3039′**) **1. DME required.** 2. Noise abatement take-off procedures shall be applied according to ACFT flight manual.	2300′ MSA RG VOR

ASPUM 1L [ASPU1L]
OKMOS 1L [OKMO1L]
RUKOB 1L [RUKO1L]
SUGED 1L [SUGE1L]
ULSOR 1L [ULSO1L]
RWY 14R



ALT/HEIGHT CONVERSION

QNH	(QFE)
1360′	(**989′ - 300m**)
3410′	(**3039′ - 900m**)

CHANGES: MSA.

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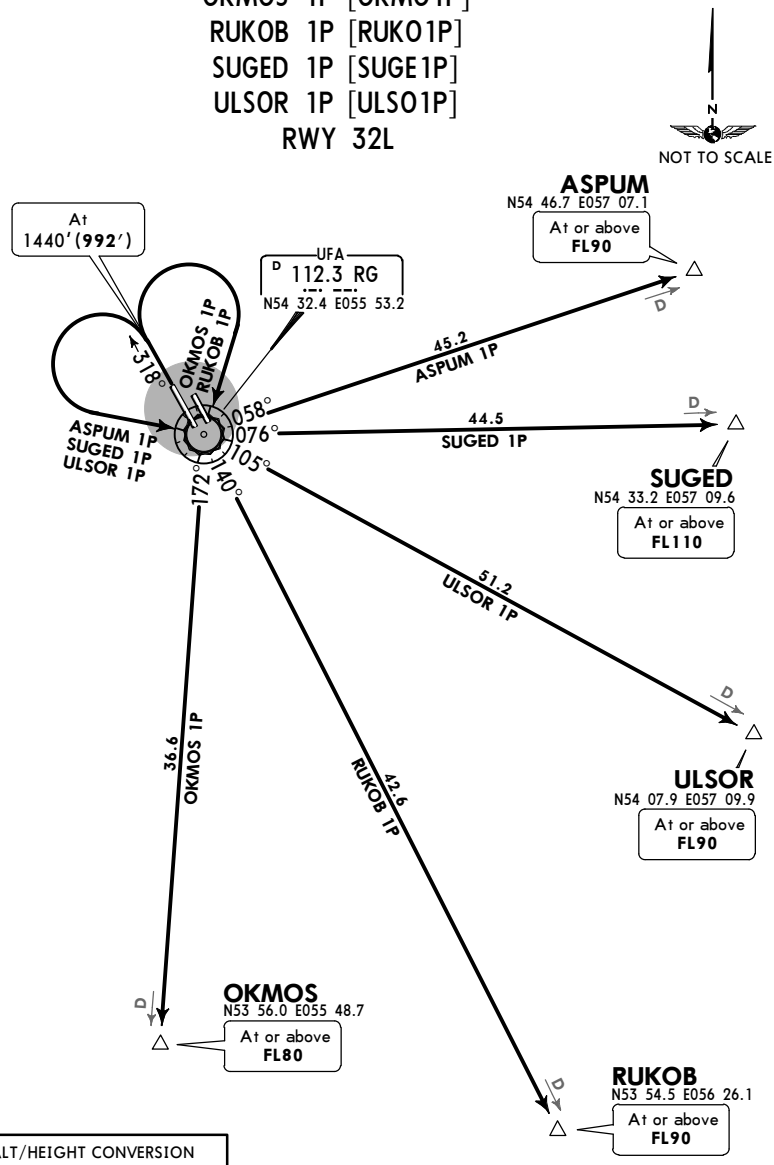
Apt Elev 449′	QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ (2962′) **1. DME required.** 2. Noise abatement take-off procedures shall be applied according to ACFT flight manual.	2300′ MSA RG VOR

ASPUM 1P [ASPU1P]
OKMOS 1P [OKMO1P]
RUKOB 1P [RUKO1P]
SUGED 1P [SUGE1P]
ULSOR 1P [ULSO1P]
RWY 32L



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1440′	(992′ -	300m)
3410′	(2962′ -	900m)

CHANGES: MSA.

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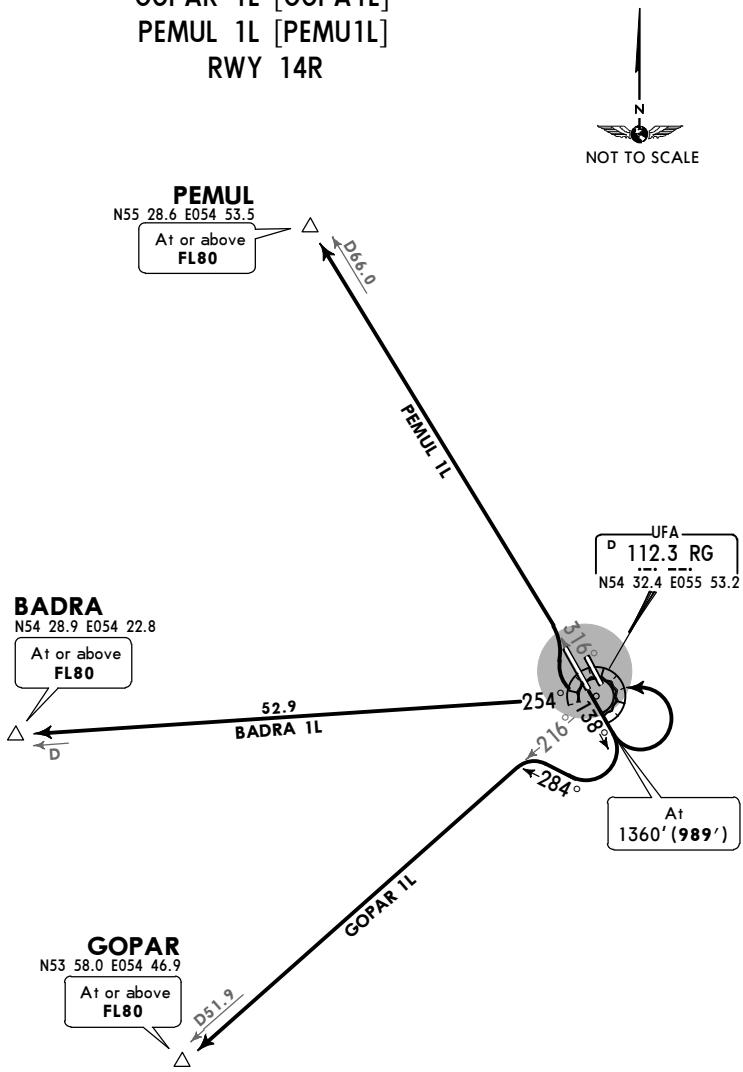
Apt Elev	
449′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ **(3039′)** **1. DME required.** 2. Noise abatement take-off procedures shall be applied according to ACFT flight manual.

2300′
MSA RG VOR

BADRA 1L [BADR1L]
GOPAR 1L [GOPA1L]
PEMUL 1L [PEMU1L]
RWY 14R



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1360′	**(989′ - 300m)**
3410′	**(3039′ - 900m)**

CHANGES: MSA.

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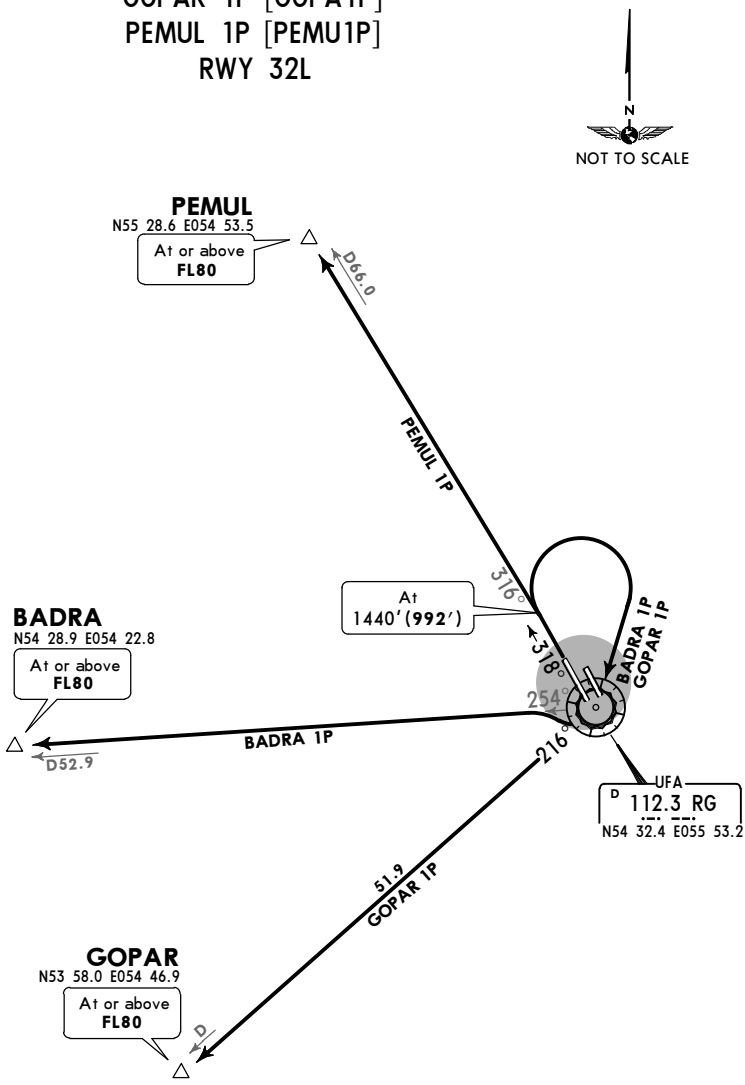
Apt Elev 449′	QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ (2962′) **1. DME required.** 2. Noise abatement take-off procedures shall be applied according to ACFT flight manual.	2300′ MSA RG VOR

BADRA 1P [BADR1P]
GOPAR 1P [GOPA1P]
PEMUL 1P [PEMU1P]
RWY 32L



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1440′	(992′ - 300m)
3410′	(2962′ - 900m)

CHANGES: MSA.

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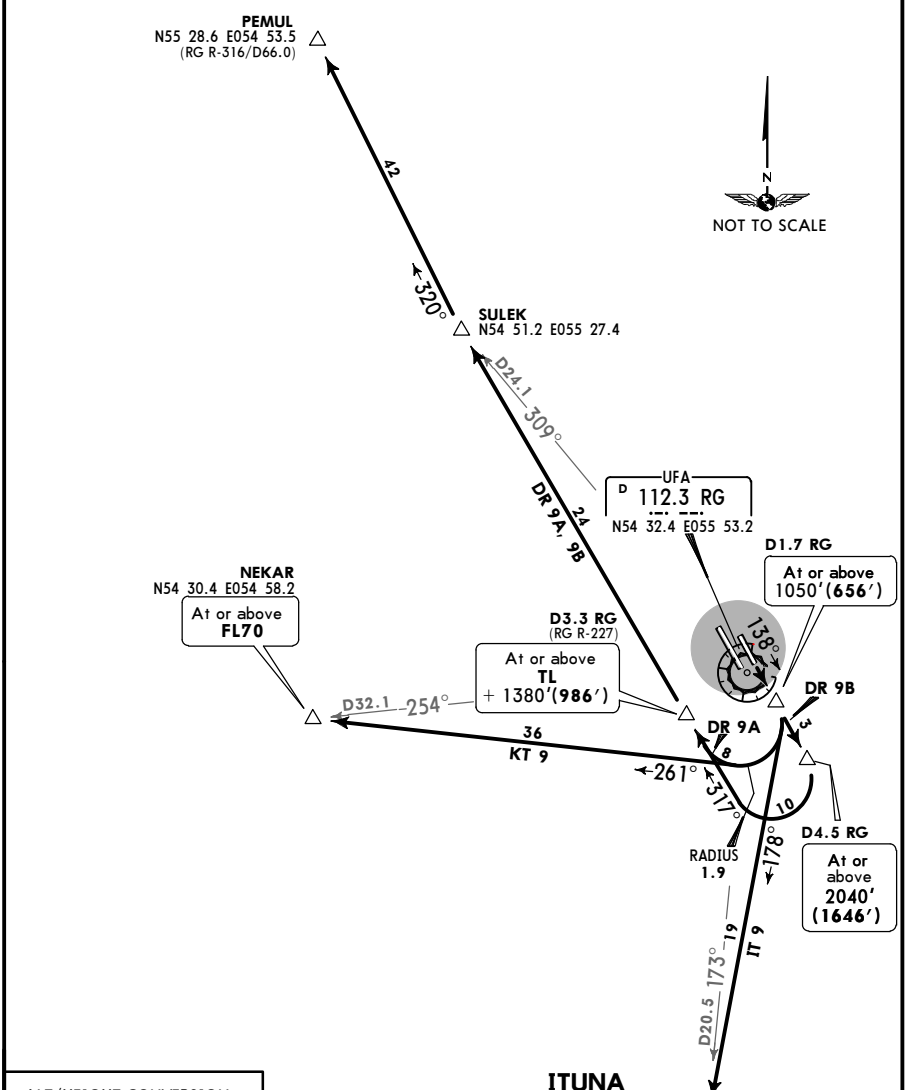
Apt Elev 449′	QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ (3016′) Noise abatement take-off procedures shall be applied according to ACFT flight manual.

2300′
MSA ARP

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
1050′	(656′ - 200m)
1380′	(986′ - 300m)
2040′	(1646′ - 500m)
3410′	(3016′ - 900m)

CHANGES: None.

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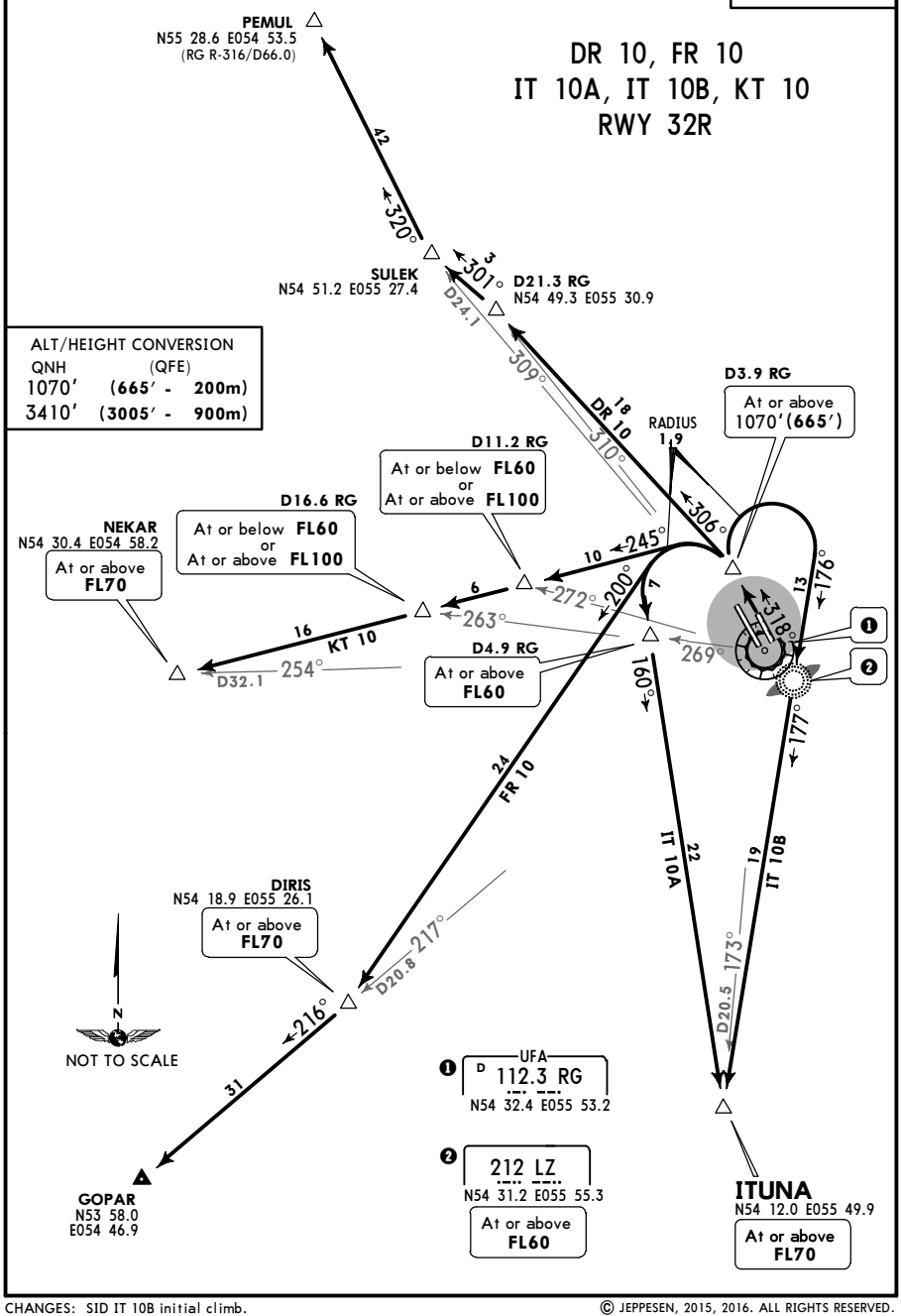
Apt Elev
449′

QNH on request (**QFE**)
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa)
FL70 if pressure is less than 722 mm (962.6 hPa)
Trans alt: 3410′ (**3005′**)
Noise abatement take-off procedures shall be applied according to ACFT flight manual.

2300′
MSA ARP



ALT/HEIGHT CONVERSION

QNH	(QFE)
1070′	(**665′ - 200m**)
3410′	(**3005′ - 900m**)

CHANGES: SID IT 10B initial climb.

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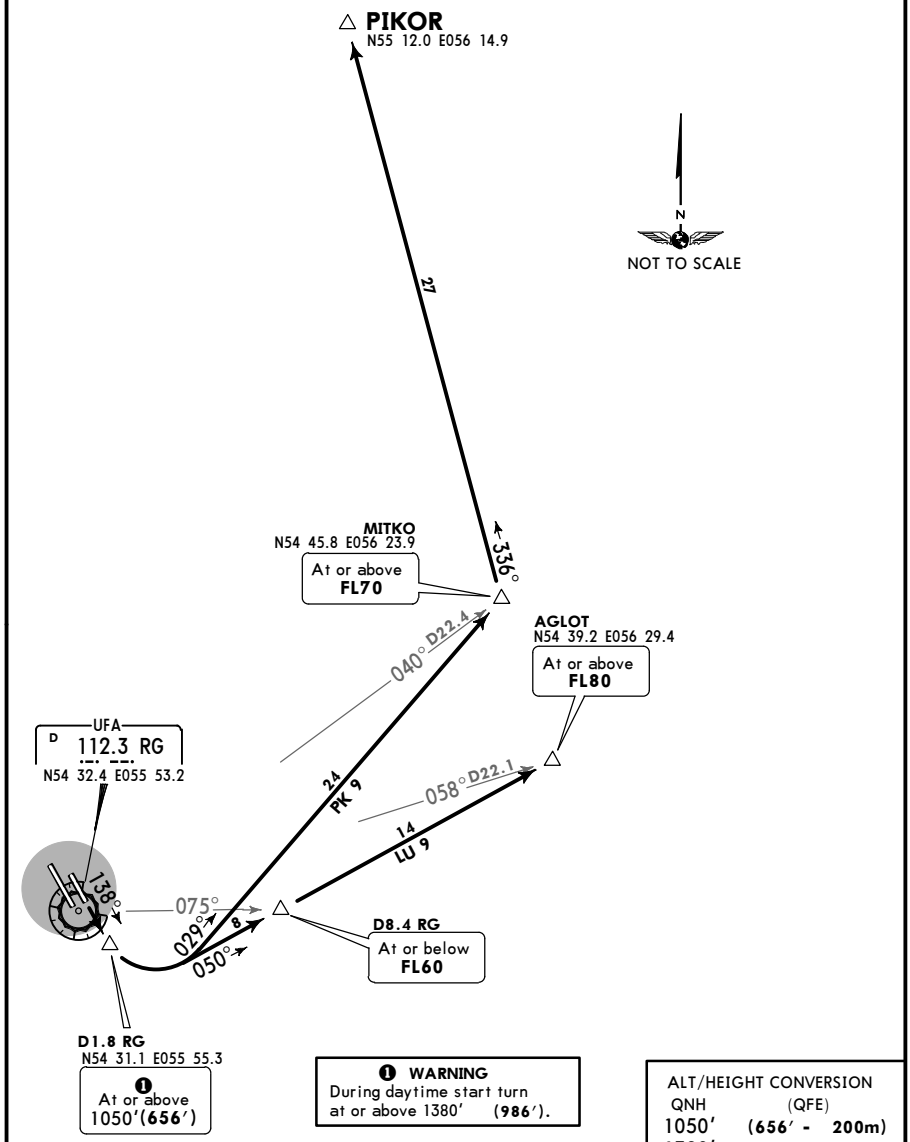
Apt Elev 449′	QNH on request (**QFE**) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ (**3016′**) Noise abatement take-off procedures shall be applied according to ACFT flight manual.	2300′ MSA ARP

LU 9, PK 9
RWY 14L DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1050′	(656′ - 200m)
1380′	(986′ - 300m)
3410′	(3016′ - 900m)

CHANGES: Reissue.

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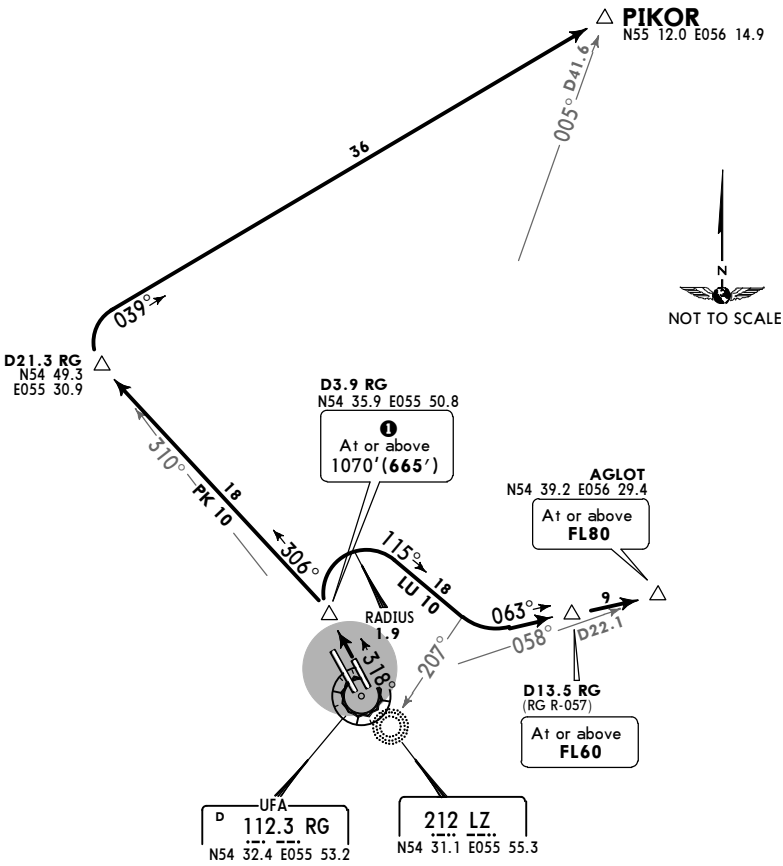
Apt Elev 449′	QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3410′ (3005′) Noise abatement take-off procedures shall be applied according to ACFT flight manual.	2300′ MSA ARP

LU 10, PK 10
RWY 32R DEPARTURES



1 WARNING - SID LU 10
If unable to cross D3.9 RG at or above 1070′ (665′), turn LEFT to LZ, then to AGLOT with mandatory report to ATC and under ATC control.

ALT/HEIGHT CONVERSION

QNH	(QFE)
1070′	(665′ - 200m)
3410′	(3005′ - 900m)

CHANGES: SID LU 10 initial climb.

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UWUU/UFA

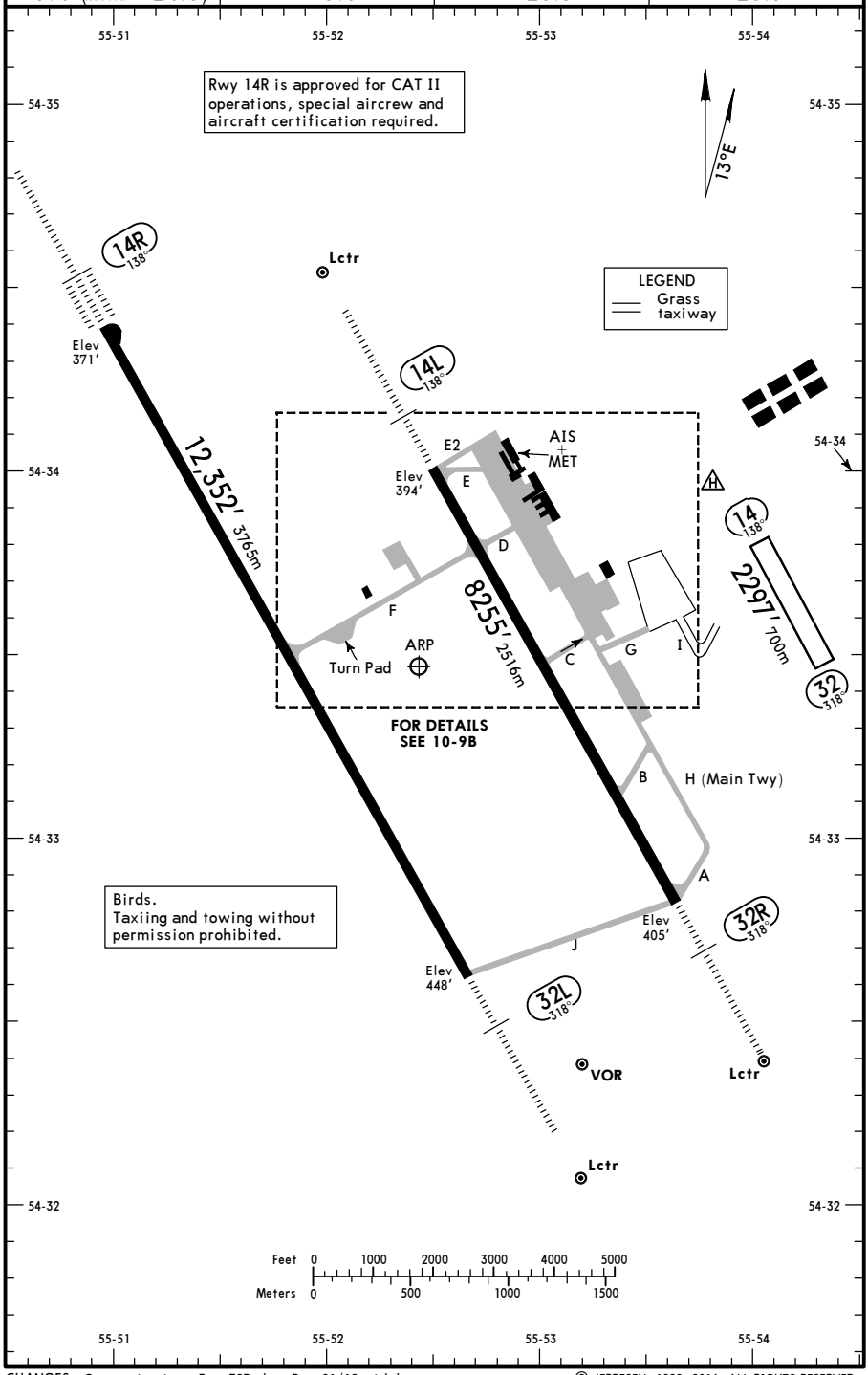
Apt Elev **449'**
N54 33.5 E055 52.4

JEPPESEN
20 MAY 16 (10-9) **Eff 26 May**

UFA, RUSSIA

UFA

ATIS	UFA Ground	Krug (TWR)	Start (TWR)
119.4 (Russian 124.8)	119.0	120.9	120.9



CHANGES: Communications. Rwy 32R elev. Rwy 01/19 withdrawn.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
14 32					328′ 100m
14L 32R	HIRL (57m) HIALS PAPI-L (2.67°)		7101′ 2164m 7040′ 2146m	❶	161′ 49m

❶ TAKE-OFF RUN AVAILABLE
RWY 14L: From rwy head 8255′ (2516m)
twy D int 6736′ (2053m)
twy C int 4121′ (1256m)
RWY 32R: From rwy head 8255′ (2516m)
twy B int 6234′ (1900m)
twy C int 4134′ (1260m)

14R 32L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (2.67°) HIRL (60m) CL (15m) HIALS PAPI-L (3.00°)		11,441′ 3487m 11,380′ 3469m	❷	148′ 45m

❷ TAKE-OFF RUN AVAILABLE
RWY 14R: From rwy head 12,352′ (3765m) ❸
twy F int 6171′ (1881m)
RWY 32L: From rwy head 12,352′ (3765m) ❸
twy F int 6181′ (1884m)

❸ First 492′/150m not available for take-off for An-124, Il-96, Il-86, Il-76TD, Il-76T, Il-62M acft.

LOW VISIBILITY PROCEDURES (LVP)

Low visibility procedures are applied when RVR is less than 550 m and cancelled when RVR is 800 m or more.

Introduction (cancellation) of operations under the low visibility conditions shall be initiated by Flight Control Officer.

When low visibility procedures are introduced, acft shall be escorted by the Follow-me vehicle by the fligh crews request.

When actual value of RVR is less than 550 m, the flight crews shall be informed by ATIS or by ATS unit using the phrase: "Low Visibility Procedures in progress"

Changes of RVR (visibility) and ceiling (vertical visibility) shall be transmitted by the controller after passing FAF or by the flight crews request.

Information about changes of RVR (visibility) and ceiling (vertical visibility) may not be transmitted, if the flight crew has reported observing the RWY or its references.

The following holding positions are available for standing by for clearance to occupy RWY by ACFT:
- for RWY 14L/32R: The boundary of holding position in front of the marking (day) and light signs of critical areas of radio beacon systems on TWY A, B, C, D, E, E2.
- for RWY 14R/32L: The boundary of holding position in front of the marking (day) and light signs of critical areas of radio beacon systems on TWY F, TWY J or Turn Pad on TWY F.

The following holding positions are AVBL in order to maintain the capacity of the manoeuvring area, to establish longitudinal interval between ACFT:
- for TWY H: Intersections of TWY H with TWY B, C, D;
- for TWY F: TWY D, inoperative RWY 14L/32R with operational lighting system, segment of TWY F between Turn Pad and RWY 14L/32R, Turn Pad on TWY F;
- for TWY J: TWY A, inoperative RWY 14L/32R with operational lighting system.

Flight crew shall request escorting before requesting for towing/engines start-up.
Take-off clearance may include a notice about flight crews report on initiation of the run or execution of take-off (liftoff).
Flight crew shall report roll termination after landing.
Flight crew shall report ACFT parking on the stand.

TAKE-OFF

	AIR CARRIER (JAA) Rwys 14R/32L LVP must be in force RL & CL	All Rwys LVP must be in force RCLM (DAY only) or RL	All Rwys RCLM (DAY only) or RL
A	200m (150m)	250m	400m
B			
C			
D	250m (200m)	300m	

CHANGES: Stand 38 added. Parking stands transferred to 10-9B. LVP.

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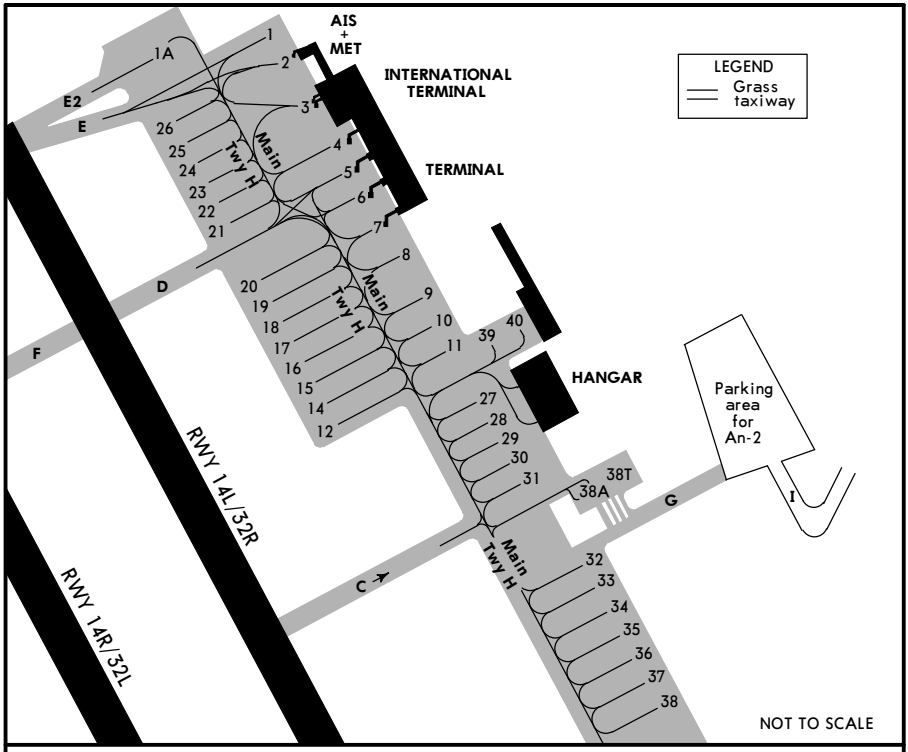

TAXI TO AND FROM STANDS

Stands 32 thru 38, and at turn pad Twy F available as quarantine stands.

Taxiing into stands 1 thru 11, 11A, 11B, 14 thru 38, 38A, 39, 40 and taxiing out of them shall be carried out under the control of the marshaller.

ACFT parking onto stands 19 thru 28, 33 on heading 048° MAG, on stands 14 thru 18, 34, 37, 38 on heading 228° MAG shall be carried out by towing, taxiing out of the stands shall be carried out under own engines power.

ACFT parking onto stands 39 and 40 and exit from them shall be carried out by towing.

Stands 1 thru 12, 14 thru 38, 38A, 38T, 39, 40 and at turn pad Twy F available for helicopter.

ACFT taxiing into stand 3 to carry out strictely by marschaller instructions.
Stand 1A is available for de-icing.

TAXIING LIMITATIONS

Taxiing under own engines power along MAIN TWY H from stand 34 to TWY E and along TWY E is permitted to aircraft with the following wingspan:

- up to 138′ (42m): Without restrictions.
- up to 161′ (49m): If there are no special vehicles on the routes for special transport.

Taxiing under own engines power along MAIN TWY H from TWY A to stand 34 is permitted to ACFT with a wingspan up to 167′ (51m).

Taxiing under own engines power along TWY D to MAIN TWY H is permitted to ACFT with a wingspan up to197′ (60.1m).

Exit from RWY 14L/32R along TWY B shall be carried out along the taxi guide line at minimum speed maintaining a distance of not less than 2′ (0.7 m) from the pavement edge to the outer wheels of the main landing gear.

CHANGES: Parking stands transferred from 10-9A. Notes.

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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 ❶	**760′**(366′)	**760′**(366′)	**760′**(366′)	**760′**(366′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	2, RG or R NDB ❶	**760′**(366′)	**760′**(366′)	**760′**(366′)	**760′**(366′)
	with FAF	**R1000m**	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	2 NDB	**1170′**(776′)	**1170′**(776′)	**1170′**(776′)	**1170′**(776′)
	w/o FAF	**C3100m**	**C3100m**	**C3300m**	**C3300m**
	ALS out	C3800m	C3800m	C4000m	C4000m
	RG or R NDB	**1410′**(1016′)	**1410′**(1016′)	**1410′**(1016′)	**1410′**(1016′)
	w/o FAF	**C4300m**	**C4300m**	**C4500m**	**C4500m**
	ALS out	C5000m	C5000m	C5000m	C5000m
14R	CAT 2 ILS	**471′**(100′)	**471′**(100′)	**471′**(100′)	**471′**(100′)
		R113′ R300m	**R113′ R300m**	**R113′ R300m**	**R113′ R300m**
	ILS	**571′**(200′)	**571′**(200′)	**571′**(200′)	**571′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**690′**(319′)	**690′**(319′)	**690′**(319′)	**690′**(319′)
		R750m	**R750m**	**R750m**	**R750m**
	ALS out	R1400m	R1400m	R1400m	R1400m
	VOR ❶	**760′**(389′)	**760′**(389′)	**760′**(389′)	**760′**(389′)
		R1100m	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB Z ❶	**1220′**(849′)	**1220′**(849′)	**1220′**(849′)	**1220′**(849′)
		R1500m	**R1500m**	**C2400m**	**C2400m**
	NDB Z	**1220′**(849′)	**1220′**(849′)	**1220′**(849′)	**1220′**(849′)
		C3300m	**C3300m**	**C3500m**	**C3500m**
	ALS out	C4000m	C4000m	C4200m	C4200m
	NDB Y ❶	**760′**(389′)	**760′**(389′)	**760′**(389′)	**760′**(389′)
		R1100m	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB X ❶	**730′**(359′)	**730′**(359′)	**730′**(359′)	**730′**(359′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
32L	ILS	**649′**(200′)	**649′**(200′)	**649′**(200′)	**649′**(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 ❶	**810′**(361′)	**810′**(361′)	**810′**(361′)	**810′**(361′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m

❶ Continuous Descent Final Approach.

CHANGES: Minimums.

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STRAIGHT-IN RWY		A	B	C	D
32L (contd)	VOR Y ❶	**1090**′(641′)	**1090**′(641′)	**1200**′(751′)	**1200**′(751′)
		R1500m	**R1500m**	**C2700m**	**C2700m**
	ALS out	R1500m	R1500m	C3500m	C3500m
	VOR Y	**1090**′(641′)	**1090**′(641′)	**1200**′(751′)	**1200**′(751′)
		C2500m	**C2500m**	**C3100m**	**C3100m**
	ALS out	C3200m	C3200m	C3900m	C3900m
	VOR X ❶	**810**′(361′)	**810**′(361′)	**810**′(361′)	**810**′(361′)
	with D2.6	**R1000m**	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	VOR X ❶	**870**′(421′)	**870**′(421′)	**870**′(421′)	**870**′(421′)
	w/o D2.6	**R1300m**	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB Z ❶	**1090**′(641′)	**1090**′(641′)	**1190**′(741′)	**1190**′(741′)
		R1500m	**R1500m**	**C2400m**	**C2400m**
	NDB Z	**1090**′(641′)	**1090**′(641′)	**1190**′(741′)	**1190**′(741′)
		C2500m	**C2500m**	**C3100m**	**C3100m**
	ALS out	C3200m	C3200m	C3900m	C3900m
	NDB Y and X ❶	**810**′(361′)	**810**′(361′)	**810**′(361′)	**810**′(361′)
	with D2.6	**R1000m**	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB Y and X ❶	**870**′(421′)	**870**′(421′)	**870**′(421′)	**870**′(421′)
	w/o D2.6	**R1300m**	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
32R	ILS	**607**′(200′)	**607**′(200′)	**607**′(200′)	**607**′(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 ❶	**790**′(383′)	**790**′(383′)	**790**′(383′)	**790**′(383′)
		R1100m	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	2 NDB ❶	**770**′(363′)	**770**′(363′)	**770**′(363′)	**770**′(363′)
	with FAF	**R1000m**	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	2 NDB ❶	**770**′(363′)	**770**′(363′)	**770**′(363′)	**770**′(363′)
	w/o FAF	**R1000m**	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1700m	R1700m	R1700m	R1700m
	LZ NDB ❶	**790**′(383′)	**790**′(383′)	**790**′(383′)	**790**′(383′)
	with FAF	**R1100m**	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	LZ NDB	**1110**′(703′)	**1110**′(703′)	**1110**′(703′)	**1110**′(703′)
	w/o FAF	**C2800m**	**C2800m**	**C3000m**	**C3000m**
	ALS out	C3500m	C3500m	C3700m	C3700m
	L NDB ❶	**870**′(463′)	**870**′(463′)	**870**′(463′)	**870**′(463′)
	with FAF	**R1500m**	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	C2200m	C2200m
	L NDB	**1350**′(943′)	**1350**′(943′)	**1350**′(943′)	**1350**′(943′)
	w/o FAF	**C3800m**	**C3800m**	**C4000m**	**C4000m**
	ALS out	C4500m	C4500m	C4700m	C4700m

❶ Continuous Descent Final Approach.

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CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to Rwy 14R/32L	**890′** (441′)❶	**960′** (511′)❶	**1070′** (621′)❶	**1250′** (801′)
After NDB Z 14R	**1300′** (851′) V1500m❶	**1300′** (851′) V1600m❶	**1300′** (851′) V2400m❶	**1300′** (851′) V3600m❶

❶ or higher minimums of preceding straight-in approach.

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

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

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16 (11-1) Eff 26 May

UFA, RUSSIA
ILS Rwy 14L

BRIEFING STRIP TM

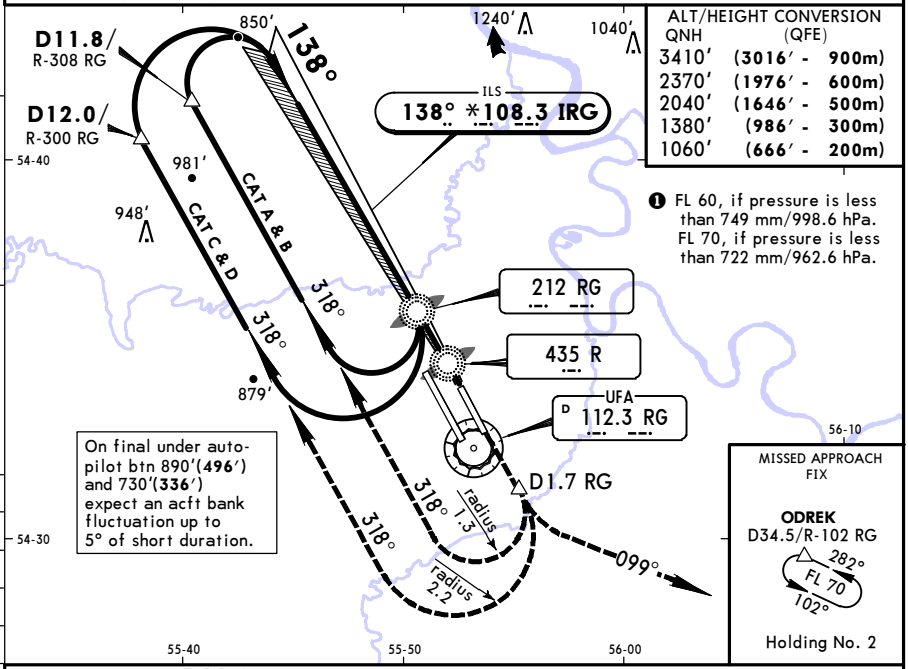
ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

LOC IRG	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 449'
*108.3	138°	1083'(689')	594'(200')	Rwy 394'

MISSED APCH: Climb to 1060'(666') or above. After passing D1.7 RG turn RIGHT onto 318° climbing to 2370'(1976'), then as directed or turn LEFT onto 099° climbing to FL 70 and join holding, then as directed.
During daytime initiate turn towards holding No. 2 at 1380'(986') or above.

2300'
MSA ARP

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



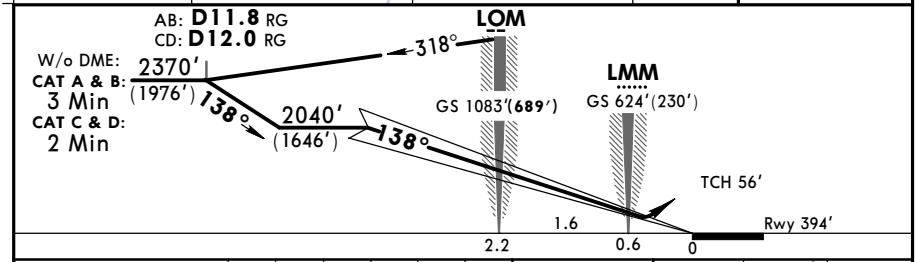
ALT/HEIGHT CONVERSION

QNH	(QFE)
3410'	(3016' - 900m)
2370'	(1976' - 600m)
2040'	(1646' - 500m)
1380'	(986' - 300m)
1060'	(666' - 200m)

❶ FL 60, if pressure is less than 749 mm/998.6 hPa. FL 70, if pressure is less than 722 mm/962.6 hPa.

On final under auto-pilot btn 890'(496') and 730'(336') expect an acft bank fluctuation up to 5° of short duration.

MISSED APPROACH FIX
ODREK
D34.5/R-102 RG
282° FL 70 102°
Holding No. 2



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

HIALS
PAPI

1060' (666') or above

D1.7 RG

STRAIGHT-IN LANDING RWY 14L

ILS		LOC (GS out)
DA(H) 594'(200')		
FULL	ALS out	

PANS OPS

A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

CHANGES: Comm.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16 (11-2) Eff 26 May

UFA, RUSSIA
ILS Rwy 14R

BRIEFING STRIP TM

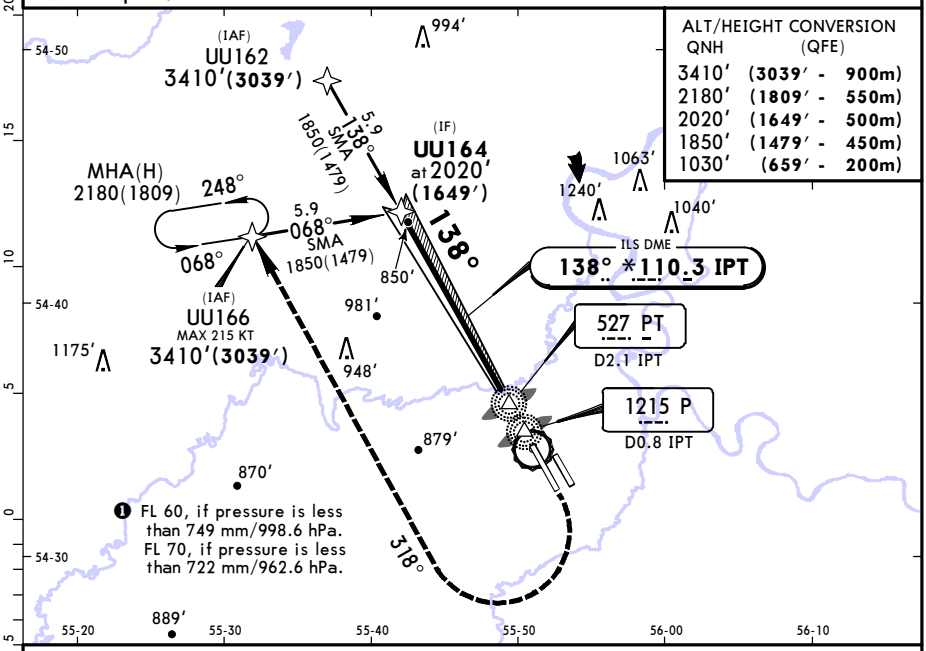
ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

LOC IPT	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 449′
*110.3	138°	955′(584′)	571′(200′)	Rwy 371′

MISSED APCH: Climb STRAIGHT AHEAD to 1030′(659′), then turn RIGHT onto 318° to UU166 climbing to 2180′(1809′), then proceed according to approach chart, or as directed.

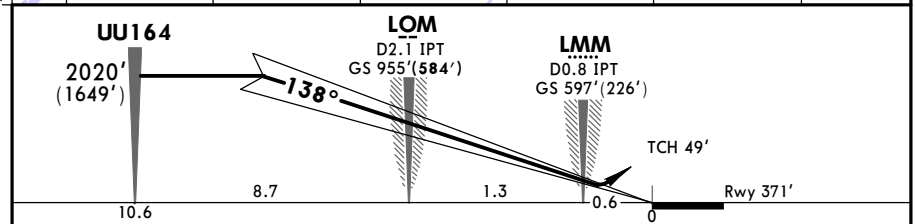
2300′
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410′ (3039′)
RNAV 1 required.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	(3039′ - 900m)
2180′	(1809′ - 550m)
2020′	(1649′ - 500m)
1850′	(1479′ - 450m)
1030′	(659′ - 200m)



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

HIALS-II
PAPI

1030′ (659′) | UU166 on 318° RT | 2180′ (1809′)

STRAIGHT-IN LANDING RWY 14R

	ILS FULL	ILS ALS out	LOC (GS out)
DA(H)	571′(200′)		
A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′(441′)	1600m
135	960′(511′)	1600m
180	1070′(621′)	2800m
205	1250′(801′)	4000m

PANS OPS

CHANGES: Comm.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16
Eff 26 May
(11-2A)

UFA, RUSSIA
CAT II ILS Rwy 14R

ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

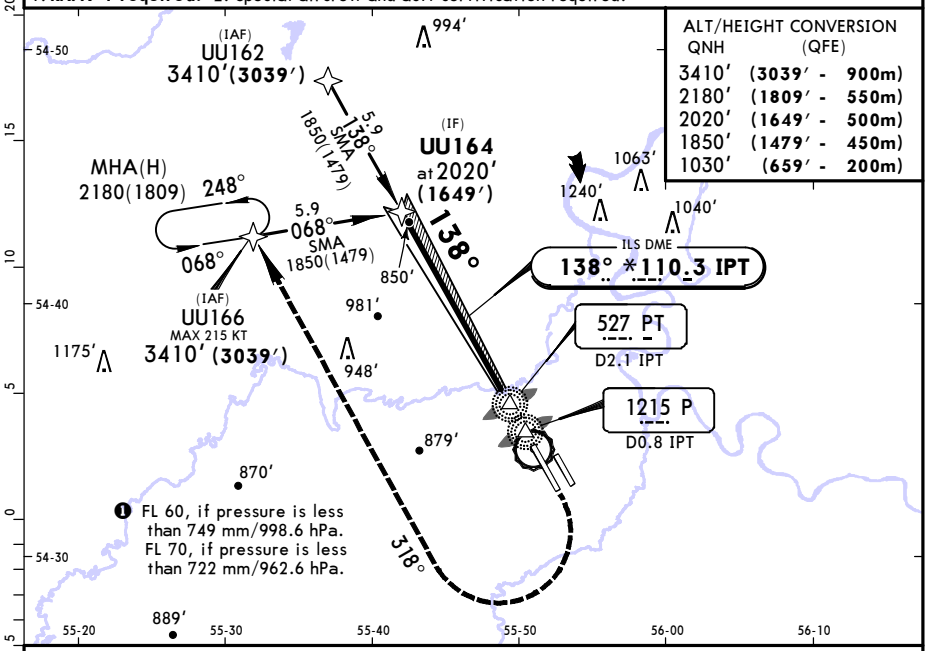
BRIEFING STRIP TM

LOC IPT	Final Apch Crs	GS LOM	CAT II ILS DA(H) Refer to Minimums	Apt Elev 449′ Rwy 371′
*110.3	138°	955′(584′)		

MISSED APCH: Climb STRAIGHT AHEAD to 1030′(659′), then turn RIGHT onto 318° to UU166 climbing to 2180′(1809′), then proceed according to approach chart, or as directed.

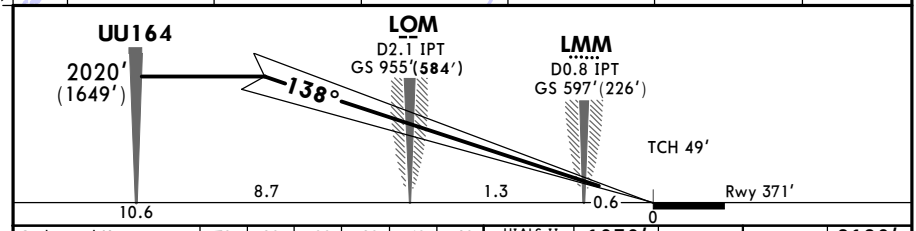
2300′
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410′ (3039′)
1. **RNAV 1 required.** 2. Special aircrew and acft certification required.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	(3039′ - 900m)
2180′	(1809′ - 550m)
2020′	(1649′ - 500m)
1850′	(1479′ - 450m)
1030′	(659′ - 200m)



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

HIALS-II
PAPI

1030′ (659′) | UU166 on RT | 318° | 2180′ (1809′)

STRAIGHT-IN LANDING RWY 14R
CAT II ILS

RA 113′
DA(H) 471′(100′)

PANS OPS

300m

CHANGES: Comm.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16 (11-3) Eff 26 May

UFA, RUSSIA
ILS Rwy 32L

BRIEFING STRIP TM

ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

LOC INM	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 449′ Rwy 448′
*108.7	318°	1170′(722′)	648′(200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1110′(662′), then turn LEFT onto 138° to UU336 climbing to 2090′(1642′), then proceed according to approach chart, or as directed.

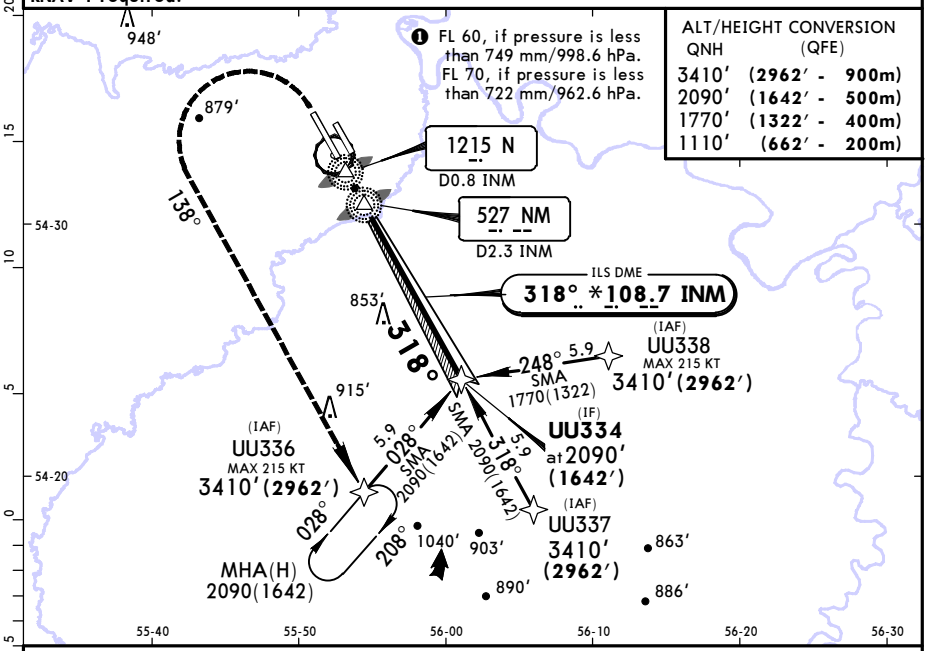
2300′
MSA ARP

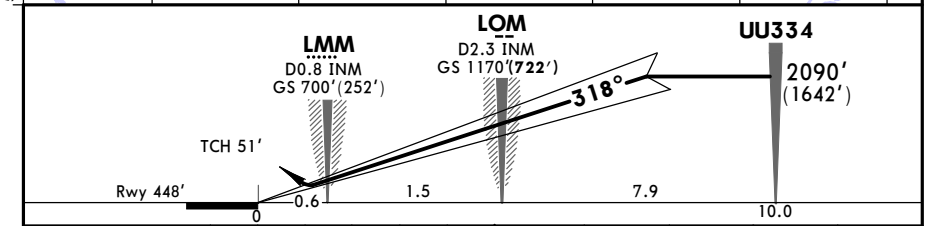
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410′ (2962′)
RNAV 1 required.

❶ FL 60, if pressure is less than 749 mm/998.6 hPa. FL 70, if pressure is less than 722 mm/962.6 hPa.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	(2962′ - 900m)
2090′	(1642′ - 500m)
1770′	(1322′ - 400m)
1110′	(662′ - 200m)





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS
PAPI

1110′ (662′)

UU336 on 138° LT

2090′ (1642′)

STRAIGHT-IN LANDING RWY 32L

	ILS DA(H) 648′(200′) FULL	ILS DA(H) 648′(200′) ALS out	LOC (GS out)
A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′(441′)	1600m
135	960′(511′)	1600m
180	1070′(621′)	2800m
205	1250′(801′)	4000m

PANS OPS

CHANGES: Comm. Rwy elev.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16 (11-4) Eff 26 May

UFA, RUSSIA
ILS Rwy 32R

BRIEFING STRIP

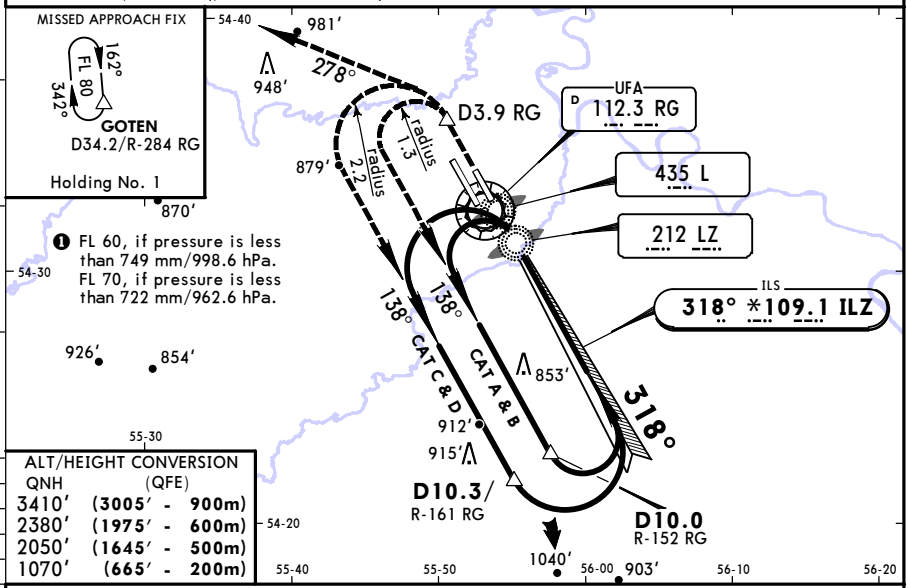
ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

LOC ILZ	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 449′ Rwy 405′
*109.1	318°	996′(591′)	605′(200′)	

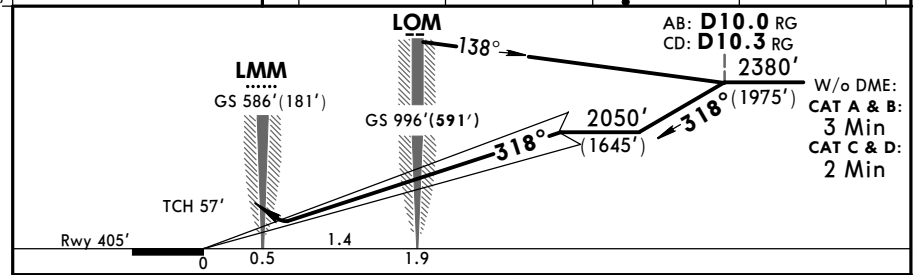
MISSED APCH: Climb to 1070′(665′) or above. After passing D3.9 RG turn LEFT onto 138° climbing to 2380′(1975′), then as directed or turn LEFT onto 278° climbing to FL 80 and join holding, then as directed.

2300′
MSA ARP

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 50 ❶ Trans alt: 3410′ (**3005′**)



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3410′	(3005′ - 900m)
2380′	(1975′ - 600m)
2050′	(1645′ - 500m)
1070′	(665′ - 200m)



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

HIALS
PAPI

1070′ (665′) or above

D3.9 RG

STRAIGHT-IN LANDING RWY 32R

	ILS DA(H) 605′(200′)	ILS ALS out	LOC (GS out)
A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Comm. Rwy elev.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16 (12-1) Eff 26 May

UFA, RUSSIA
RNAV (GNSS) Rwy 14L

BRIEFING STRIP TM

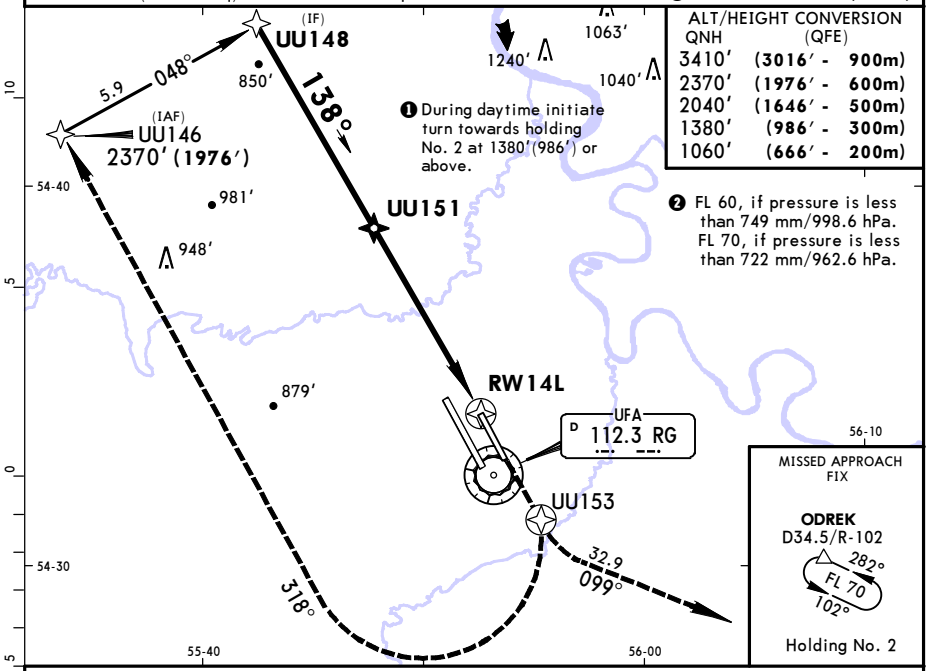
ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 449'
	138°	UU151 2040'(1646')	760'(366')	Rwy 394'

MISSED APCH: Climb to 1060'(666') or above. After passing UU153 turn RIGHT onto 318° to UU146 climbing to 2370'(1976') or above, then as directed or turn LEFT onto 099° climbing to FL 70 and join holding, then as directed. ❶

2300'
MSA ARP

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



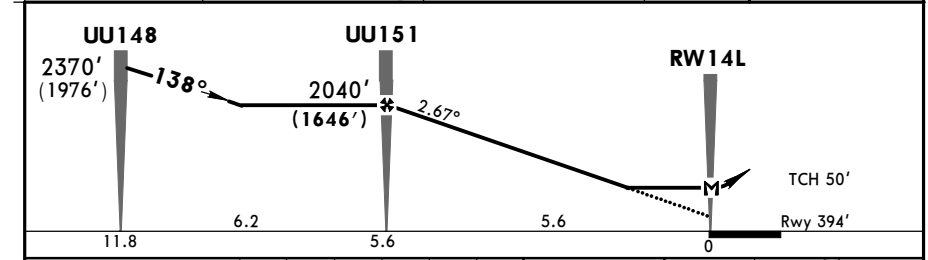
ALT/HEIGHT CONVERSION

QNH	(QFE)
3410'	(3016' - 900m)
2370'	(1976' - 600m)
2040'	(1646' - 500m)
1380'	(986' - 300m)
1060'	(666' - 200m)

❷ FL 60, if pressure is less than 749 mm/998.6 hPa. FL 70, if pressure is less than 722 mm/962.6 hPa.

MISSED APPROACH FIX

ODREK
D34.5/R-102
282°
FL 70
102°
Holding No. 2



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at RW14L							

HIALS
PAPI

1060' (666') or above

UU153

STRAIGHT-IN LANDING RWY 14L

MDA(H) 760'(366')

PANS OPS

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

CHANGES: Comm.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16
Eff 26 May
(12-2)

UFA, RUSSIA
RNAV (GNSS) Rwy 14R

BRIEFING STRIP

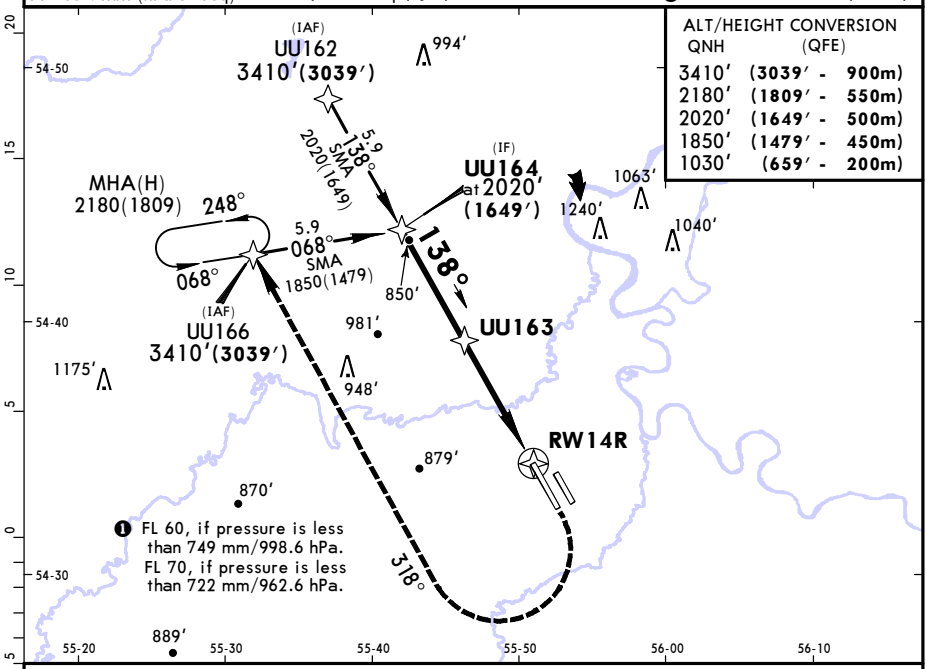
ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 449'
	138°	UU163 2020'(1649')	690'(319')	Rwy 371'

MISSED APCH: Climb STRAIGHT AHEAD to 1030'(659'), then turn RIGHT onto 318° to UU166 climbing to 2180'(1809'), then proceed according to approach chart, or as directed.

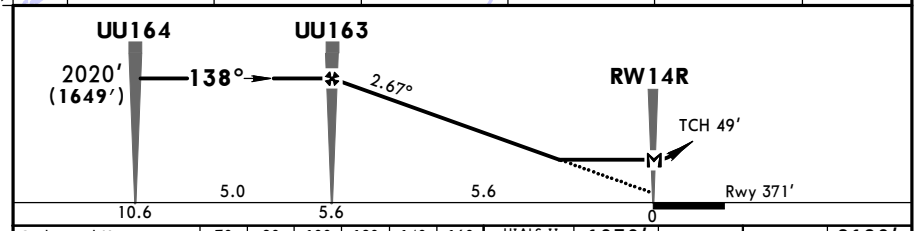
2300'
MSA ARP

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
3410'	(3039' - 900m)
2180'	(1809' - 550m)
2020'	(1649' - 500m)
1850'	(1479' - 450m)
1030'	(659' - 200m)



Gnd speed-Kts	70	90	100	120	140	160
Desc Angle 2.67°	331	425	472	567	661	756
MAP at RW14R						

HIALS-II
PAPI

1030' (659') | UU166 on 318° RT | 2180' (1809')

STRAIGHT-IN LANDING RWY 14R

MDA(H) 690'(319')

		ALS out
A	800m	1600m
B		
C		
D	1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890'(441')	1600m
135	960'(511')	1600m
180	1070'(621')	2800m
205	1250'(801')	4000m

PANS OPS

CHANGES: Comm.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16
Eff 26 May
(12-3)

UFA, RUSSIA
RNAV (GNSS) Rwy 32L

BRIEFING STRIP

ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 449′
	318°	UU333 2090′(1642′)	810′(362′)	Rwy 448′

MISSED APCH: Climb STRAIGHT AHEAD to 1110′(662′), then turn LEFT onto 138° to UU336 climbing to 2090′(1642′), then proceed according to approach chart, or as directed.

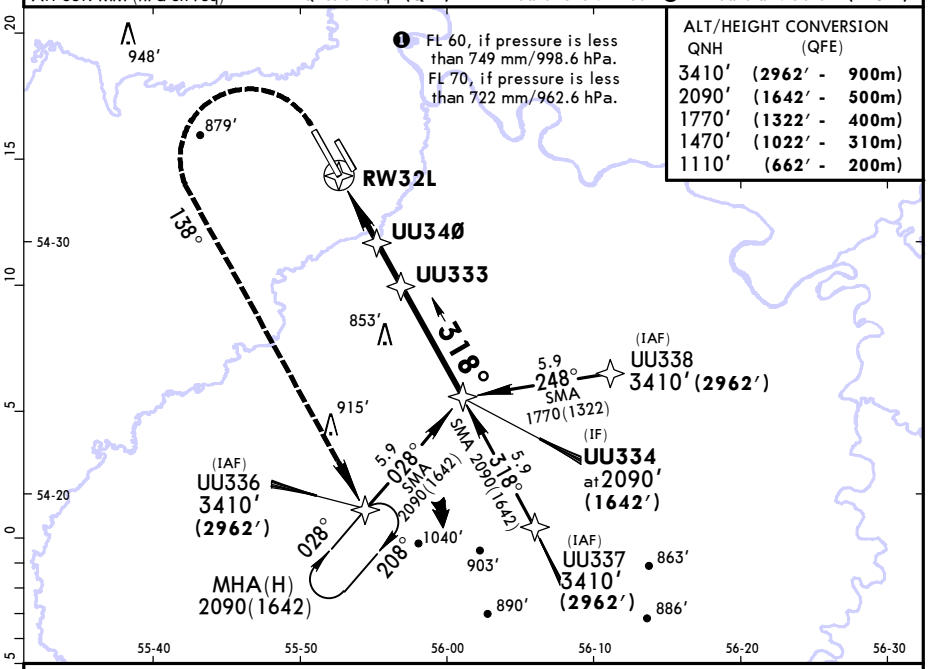
2300′
MSA ARP

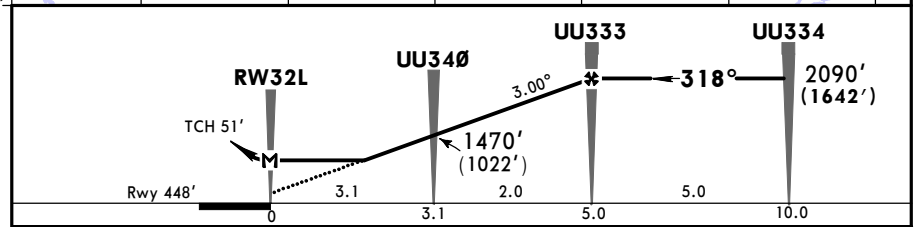
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410′ (2962′)

❶ FL 60, if pressure is less than 749 mm/998.6 hPa. FL 70, if pressure is less than 722 mm/962.6 hPa.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	(2962′ - 900m)
2090′	(1642′ - 500m)
1770′	(1322′ - 400m)
1470′	(1022′ - 310m)
1110′	(662′ - 200m)





Gnd speed-Kts		70	90	100	120	140	160
Desc Angle	3.00°	372	478	531	637	743	849
MAP at RW32L							

HIALS
PAPI

1110′ (662′)

UU336 on LT 138°

2090′ (1642′)

PANS OPS

STRAIGHT-IN LANDING RWY 32L

MDA(H) 810′(362′)

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

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′(441′)	1600m
135	960′(511′)	1600m
180	1070′(621′)	2800m
205	1250′(801′)	4000m

CHANGES: Comm. Rwy elev.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16
Eff 26 May
12-4

UFA, RUSSIA
RNAV (GNSS) Rwy 32R

BRIEFING STRIP TM

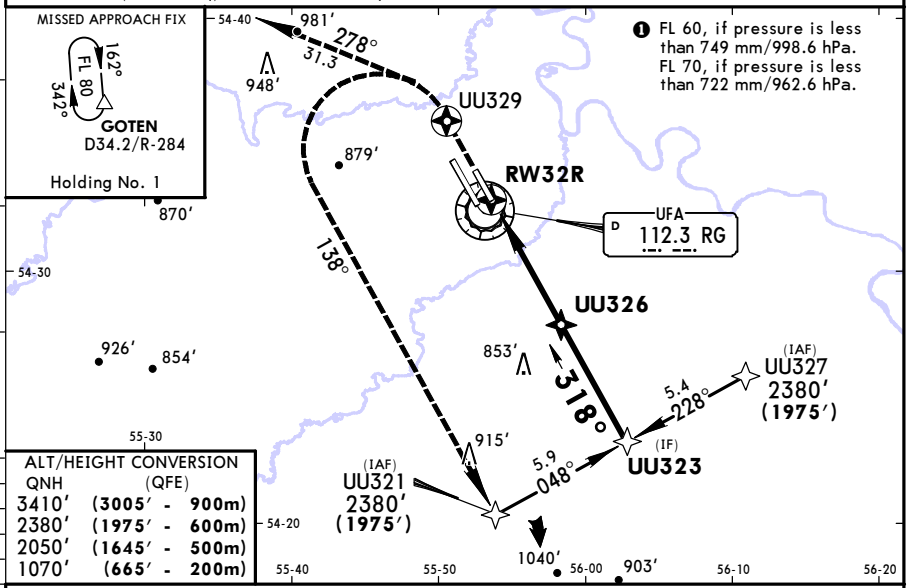
ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 449′
	318°	**UU326** 2050′(**1645′**)	790′(**385′**)	Rwy 405′

2300′
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 1070′(665′) or above. After passing UU329 turn LEFT onto 138° climbing to 2380′(1975′), then as directed or turn LEFT onto 278° climbing to FL 80 and join holding, then as directed.

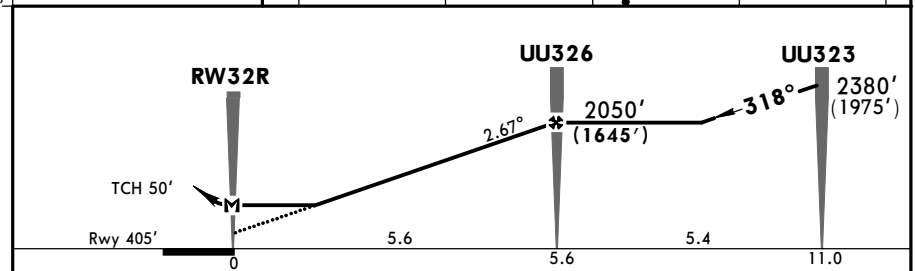
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 50 ❶ Trans alt: 3410′ (**3005′**)



❶ FL 60, if pressure is less than 749 mm/998.6 hPa. FL 70, if pressure is less than 722 mm/962.6 hPa.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	(**3005′ - 900m**)
2380′	(**1975′ - 600m**)
2050′	(**1645′ - 500m**)
1070′	(**665′ - 200m**)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at RW32R							

HIALS
PAPI

1070′ (**665′**) or above

UU329

STRAIGHT-IN LANDING RWY **32R**

MDA(H) 790′(**385′**)

PANS OPS

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

CHANGES: Comm. Rwy elev.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16 (13-1) Eff 26 May

UFA, RUSSIA
VOR Rwy 14R

BRIEFING STRIP TM

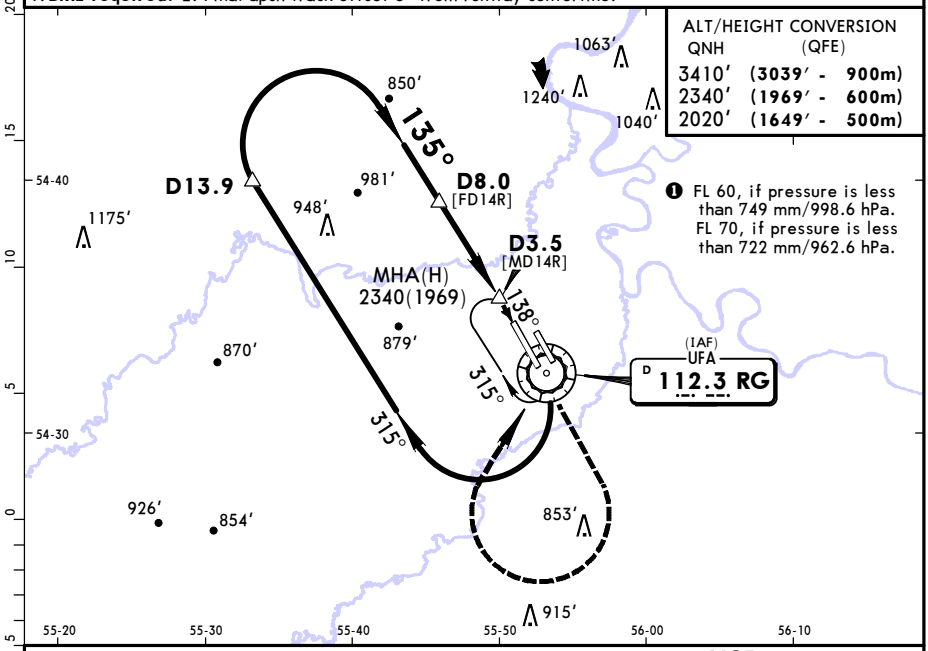
ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

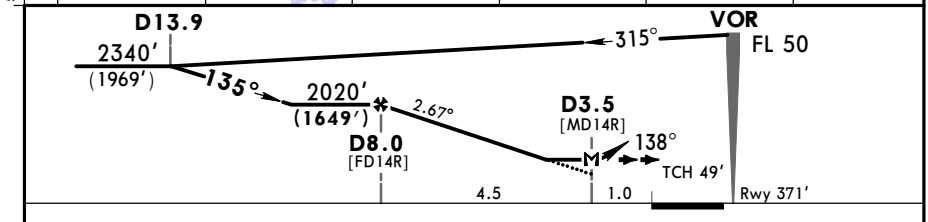
VOR RG	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 449′
112.3	**135°**	**D8.0** 2020′(**1649′**)	760′(**389′**)	Rwy 371′

MISSED APCH: Climb STRAIGHT AHEAD to 2020′(1649′), then turn RIGHT to VOR climbing to 3410′(3039′), then proceed according to approach chart.

2300′
MSA RG VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3410′(**3039′**)
1. **DME required.** 2. Final apch track offset 3° from runway centerline.





Gnd speed-Kts		70	90	100	120	140	160
Desc Angle	2.67°	331	425	472	567	661	756
MAP at D3.5							

HIALS-II
PAPI

2020′	3410′	RG
(1649′)	(3039′) RT	112.3

PANS OPS

STRAIGHT-IN LANDING RWY **14R**

MDA(H) 760′(**389′**)

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

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′(441′)	1600m
135	960′(511′)	1600m
180	1070′(621′)	2800m
205	1250′(801′)	4000m

CHANGES: Comm.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16 (13-2) Eff 26 May

UFA, RUSSIA
VOR Y Rwy 32L

BRIEFING STRIP TM

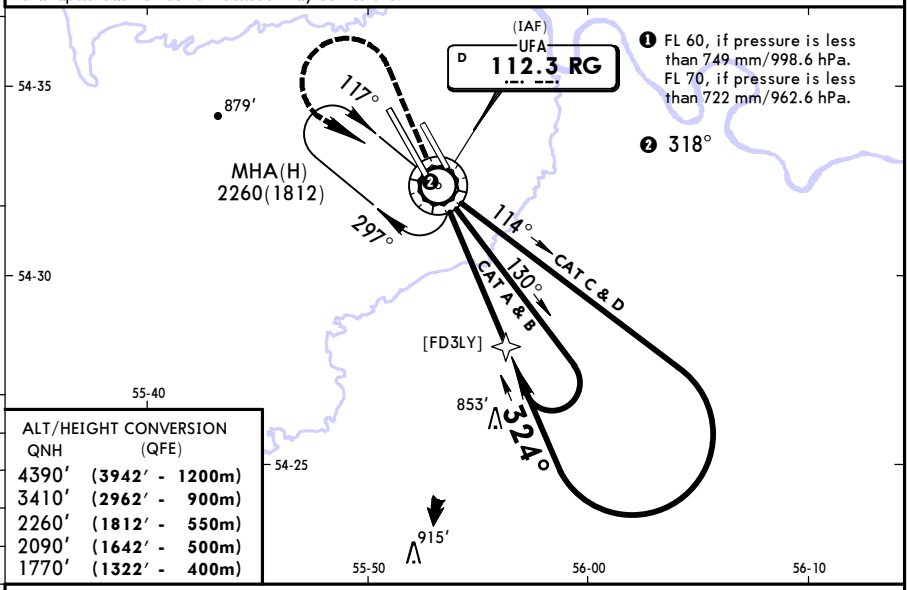
ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

VOR RG	Final Apch Crs	No FAF	MDA(H) Refer to Minimums	Apt Elev 449' Rwy 448'
112.3	324°			

MISSED APCH: Climb STRAIGHT AHEAD to 1770'(1322'), then turn LEFT to VOR climbing to 3410'(2962'), then proceed according to approach chart.

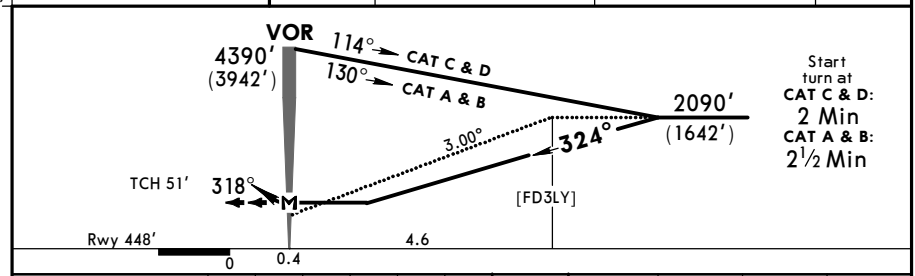
MSA RG VOR: 2300'

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410' (2962')
Final apch track offset 6° from runway centerline.



ALT/HEIGHT CONVERSION

QNH	(QFE)
4390'	(3942' - 1200m)
3410'	(2962' - 900m)
2260'	(1812' - 550m)
2090'	(1642' - 500m)
1770'	(1322' - 400m)



Start turn at
CAT C & D: 2 Min
CAT A & B: 2½ Min

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

HIALS PAPI | 1770' (1322') | 3410' (2962') LT | RG 112.3

PANS OPS

STRAIGHT-IN LANDING RWY 32L

MDA(H) AB:1090'(642') CD:1200'(752')

		ALS out
A	800m	1600m
B		
C	2800m	3600m
D	3200m	4000m

CIRCLE-TO-LAND

Max Kts.	MDA(H)	
100	1090' (641')	1600m
135		
180	1200' (751')	3600m
205	1250' (801')	4000m

CHANGES: Comm. Rwy elev.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16 (13-3) Eff 26 May

UFA, RUSSIA
VOR X Rwy 32L

BRIEFING STRIP TM

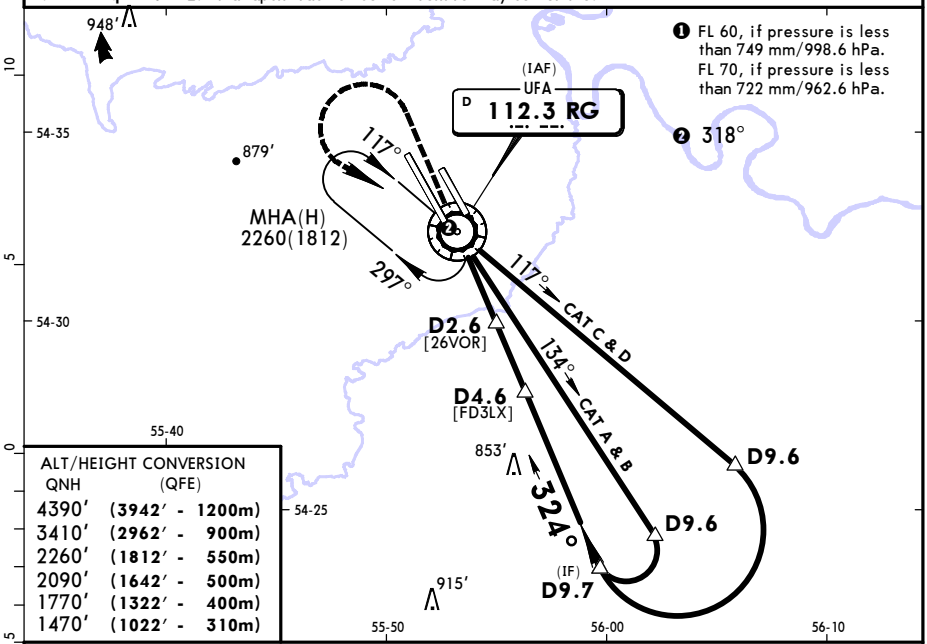
ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

VOR RG	Final Apch Crs	Minimum Alt D4.6	MDA(H) (CONDITIONAL)	Apt Elev 449' Rwy 448'
112.3	324°	2090'(1642')	810'(362')	

MISSED APCH: Climb STRAIGHT AHEAD to 1770'(1322'), then turn LEFT to VOR climbing to 3410'(2962'), then proceed according to approach chart.

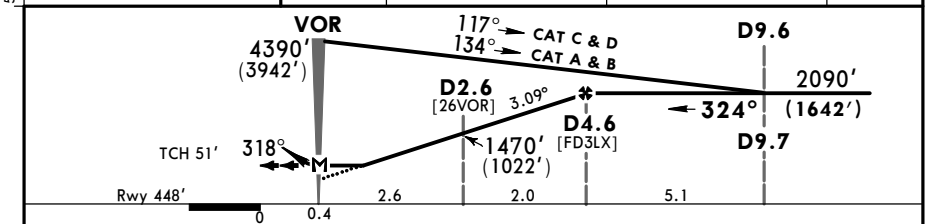
2300'
MSA RG VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410' (2962')
1. **DME required.** 2. Final apch track offset 6° from runway centerline.



ALT/HEIGHT CONVERSION

QNH	(QFE)	
4390'	(3942' -	1200m)
3410'	(2962' -	900m)
2260'	(1812' -	550m)
2090'	(1642' -	500m)
1770'	(1322' -	400m)
1470'	(1022' -	310m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.09°	383	492	547	656	765	875
MAP at VOR							

HIALS
PAPI

1770' (1322') 3410' (2962') LT

RG 112.3

PANS OPS

STRAIGHT-IN LANDING RWY 32L

	with D2.6 MDA(H) 810'(362')		w/o D2.6 MDA(H) 870'(422')	
		ALS out		ALS out
A	800m	1600m	800m	1600m
B				
C			1200m	2000m
D	1600m	2000m	1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890' (441')	1600m
135	960' (511')	1600m
180	1070' (621')	2800m
205	1250' (801')	4000m

CHANGES: Comm. Rwy elev.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16
Eff 26 May
(16-1)

UFA, RUSSIA
2 NDB DME or 2 NDB Rwy 14L

BRIEFING STRIP

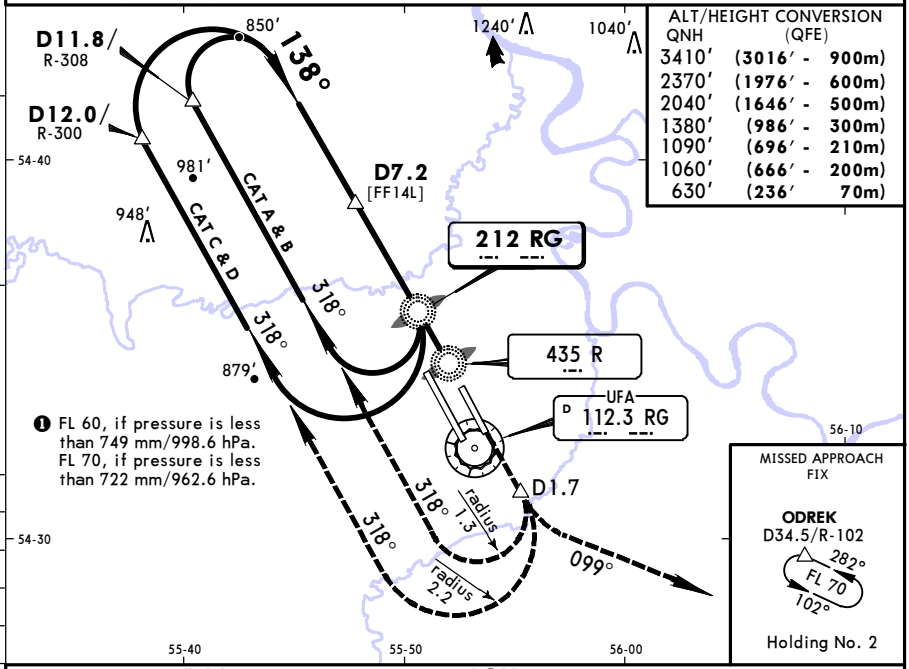
ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

NDB RG	Final Apch Crs	Minimum Alt D7.2	MDA(H) (CONDITIONAL)	Apt Elev 449′ / Rwy 394′
212	138°	2040′(1646′)	760′(366′)	

MISSED APCH: Climb to 1060′(666′) or above. After passing D1.7 turn RIGHT onto 318° climbing to 2370′ (1976′), then as directed or turn LEFT onto 099° climbing to FL 70 and join holding, then as directed.
During daytime initiate turn towards holding No. 2 at 1380′ (986′) or above.

2300′
MSA ARP

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

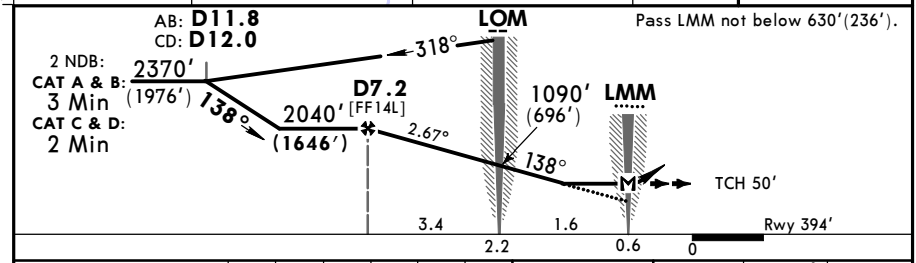


❶ FL 60, if pressure is less than 749 mm/998.6 hPa. FL 70, if pressure is less than 722 mm/962.6 hPa.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	(3016′ - 900m)
2370′	(1976′ - 600m)
2040′	(1646′ - 500m)
1380′	(986′ - 300m)
1090′	(696′ - 210m)
1060′	(666′ - 200m)
630′	(236′ 70m)

MISSED APPROACH FIX
ODREK
D34.5/R-102
282°
FL 70
102°
Holding No. 2



Pass LMM not below 630′(236′).

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

HIALS
PAPI

1060′ (666′) or above

D1.7

PANS OPS

STRAIGHT-IN LANDING RWY 14L

	with FAF MDA(H) 760′(366′)		w/o FAF MDA(H) 1170′(776′)	
		ALS out		ALS out
A	1200m	1600m	1200m	1600m
B				2000m
C			2800m	3600m
D	1600m	2000m	3600m	4000m

CHANGES: Comm. FAF.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16
Eff 26 May

UFA, RUSSIA
(16-2) RG NDB DME or RG NDB Rwy 14L

BRIEFING STRIP

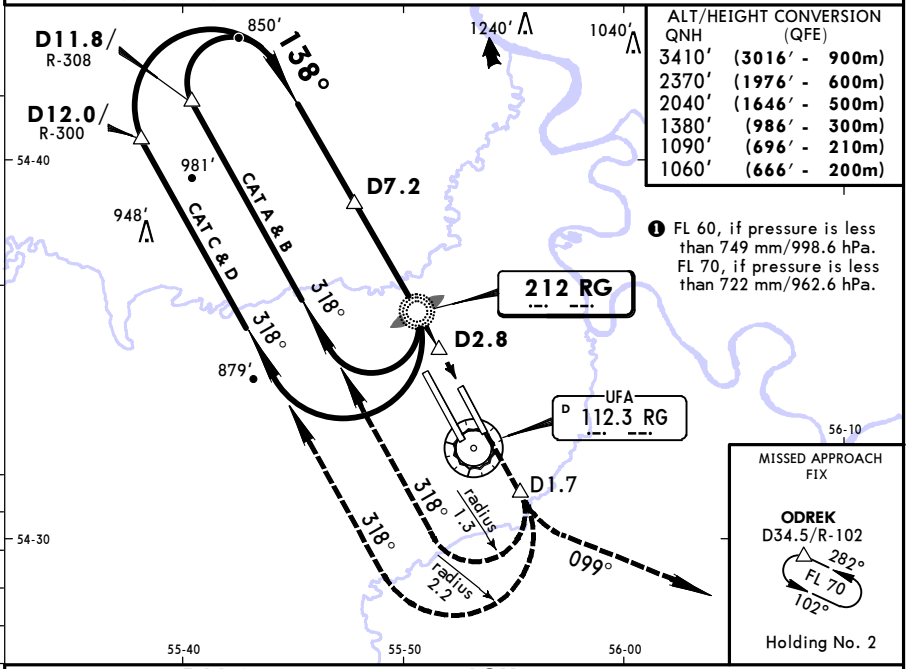
ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

NDB RG	Final Apch Crs	Minimum Alt D7.2	MDA(H) (CONDITIONAL)	Apt Elev 449′ Rwy 394′
212	138°	2040′(1646′)	760′(366′)	

MISSED APCH: Climb to 1060′(666′) or above. After passing D1.7 turn RIGHT onto 318° climbing to 2370′ (1976′), then as directed or turn LEFT onto 099° climbing to FL 70 and join holding, then as directed.
During daytime initiate turn towards holding No. 2 at 1380′ (986′) or above.

2300′
MSA ARP

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

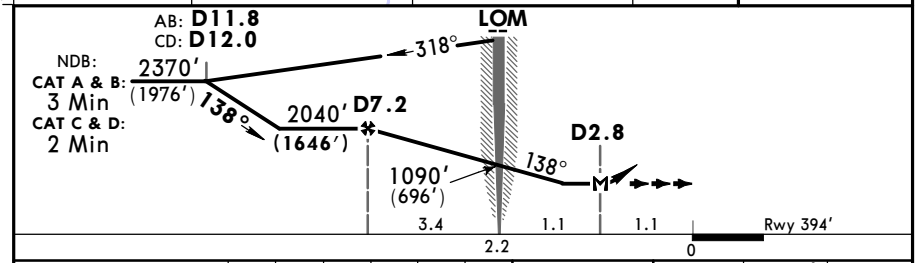


ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	(3016′ - 900m)
2370′	(1976′ - 600m)
2040′	(1646′ - 500m)
1380′	(986′ - 300m)
1090′	(696′ - 210m)
1060′	(666′ - 200m)

❶ FL 60, if pressure is less than 749 mm/998.6 hPa. FL 70, if pressure is less than 722 mm/962.6 hPa.

MISSED APPROACH FIX
ODREK
D34.5/R-102
282°
FL 70
102°
Holding No. 2



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at D2.8							

HIALS
PAPI
1060′ (666′) or above
D1.7

STRAIGHT-IN LANDING RWY 14L

	with FAF MDA(H) 760′(366′)	ALS out	w/o FAF MDA(H) 1410′(1016′)	ALS out
A	1300m	2100m	1300m	2100m
B			1600m	2400m
C			4000m	4800m
D	1700m		4400m	

PANS OPS

CHANGES: Comm. FAF. Minimums.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16
Eff 26 May
(16-3)

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

BRIEFING STRIP TM

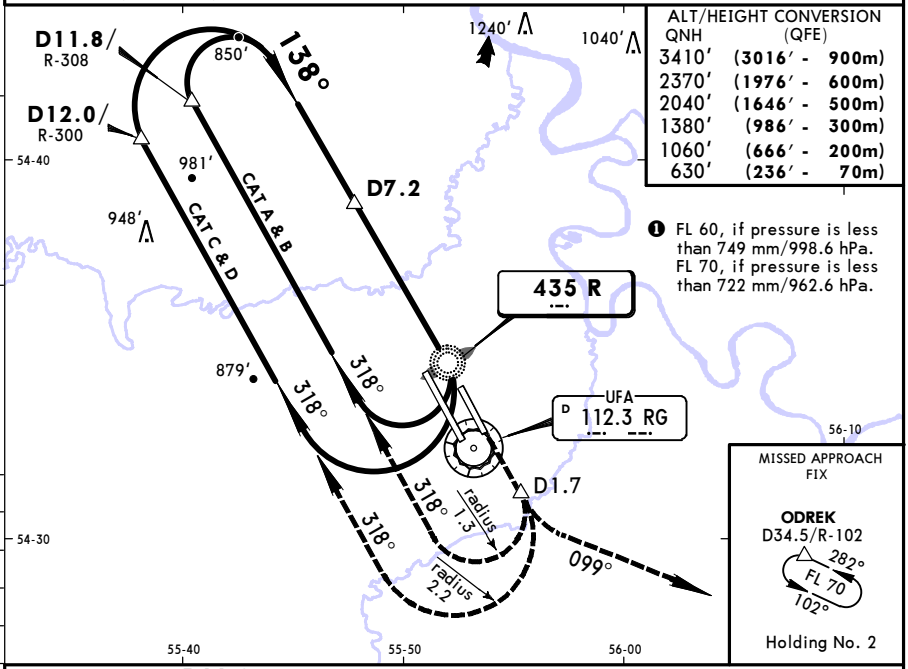
ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

NDB R	Final Apch Crs	Minimum Alt D7.2	MDA(H) (CONDITIONAL)	Apt Elev 449' Rwy 394'
435	138°	2040'(1646')	760'(366')	

MISSED APCH: Climb to 1060'(666') or above. After passing D1.7 turn RIGHT onto 318° climbing to 2370' (1976'), then as directed or turn LEFT onto 099° climbing to FL 70 and join holding, then as directed.
During daytime initiate turn towards holding No. 2 at 1380' (986') or above.

2300'
MSA ARP

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



ALT/HEIGHT CONVERSION

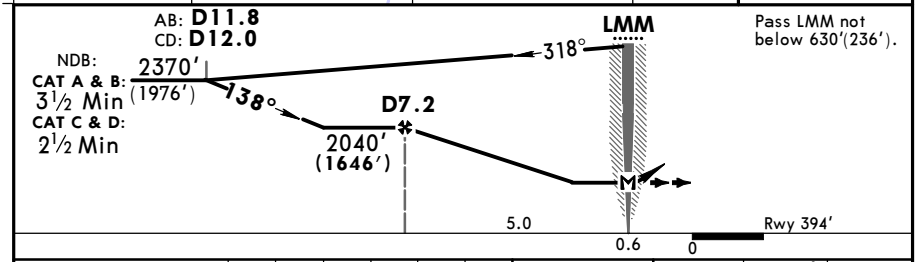
QNH	(QFE)
3410'	(3016' - 900m)
2370'	(1976' - 600m)
2040'	(1646' - 500m)
1380'	(986' - 300m)
1060'	(666' - 200m)
630'	(236' - 70m)

❶ FL 60, if pressure is less than 749 mm/998.6 hPa. FL 70, if pressure is less than 722 mm/962.6 hPa.

MISSED APPROACH FIX

ODREK
D34.5/R-102

Holding No. 2



Pass LMM not below 630'(236').

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

HIALS
PAPI

1060' (666') or above

D1.7

STRAIGHT-IN LANDING RWY 14L

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

PANS OPS

CHANGES: Comm. FAF.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16 (16-4) Eff 26 May

UFA, RUSSIA
NDB Z Rwy 14R

BRIEFING STRIP TM

ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

Lctr P	Final Apch Crs	No FAF	MDA(H)	Apt Elev 449′ / Rwy 371′
1215	138°		1220′(849′)	

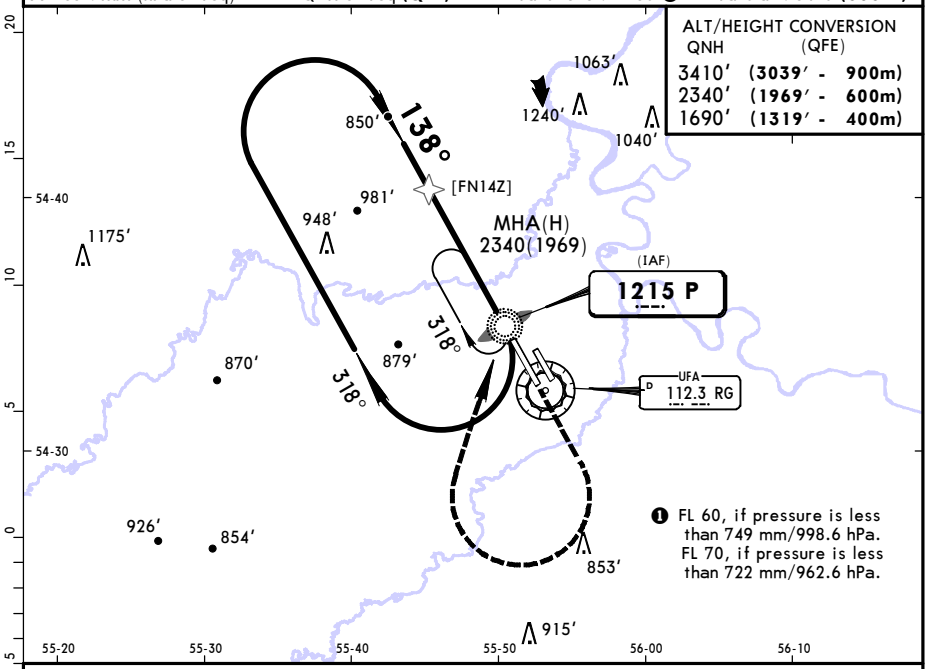
2300′
MSA P Lctr

MISSED APCH: Climb STRAIGHT AHEAD to 1690′(1319′), then turn RIGHT to Lctr climbing to 3410′(3039′), then proceed according to approach chart.

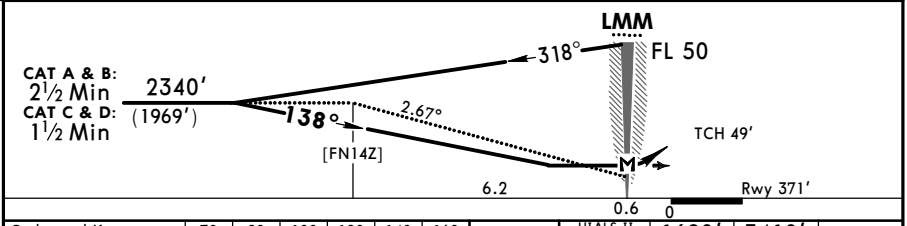
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410′(3039′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	(3039′ - 900m)
2340′	(1969′ - 600m)
1690′	(1319′ - 400m)



❶ FL 60, if pressure is less than 749 mm/998.6 hPa. FL 70, if pressure is less than 722 mm/962.6 hPa.



Gnd speed-Kts		70	90	100	120	140	160
Desc Angle	2.67°	331	425	472	567	661	756
MAP at LMM							

HIALS-II
PAPI

1690′ (1319′)	3410′ (3039′)	P 1215
↑	↱ RT	

PANS OPS

STRAIGHT-IN LANDING RWY 14R

MDA(H) 1220′(849′)

		ALS out
A	1200m	1600m
B		2000m
C	3200m	4000m
D	4000m	4400m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1300′(851′)	1600m
135	1300′(851′)	2000m
180	1300′(851′)	4000m
205	1300′(851′)	4400m

CHANGES: Comm.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16 (16-5) Eff 26 May

UFA, RUSSIA
NDB Y Rwy 14R

BRIEFING STRIP

ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

Lctr P	Final Apch Crs	Minimum Alt D8.0	MDA(H)	Apt Elev 449′ Rwy 371′
1215	138°	2020′(1649′)	760′(389′)	

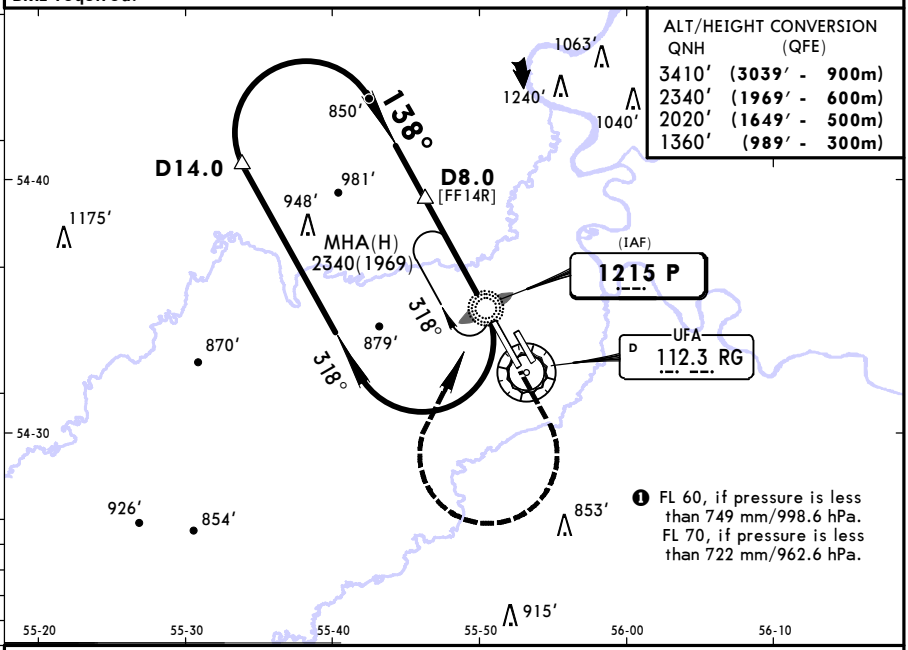
2300′
MSA P Lctr

MISSED APCH: Climb STRAIGHT AHEAD to 1360′(989′), then turn RIGHT to Lctr climbing to 3410′(3039′), then proceed according to approach chart.

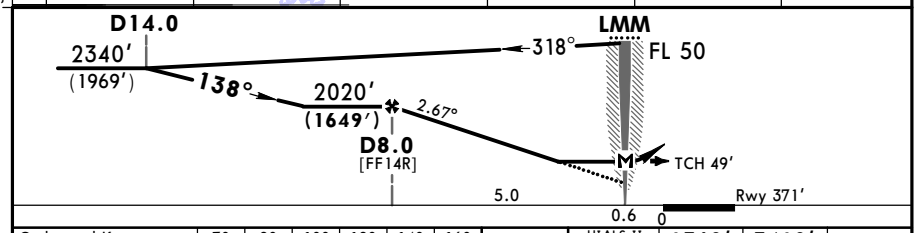
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410′(3039′)
DME required.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	(3039′ - 900m)
2340′	(1969′ - 600m)
2020′	(1649′ - 500m)
1360′	(989′ - 300m)



❶ FL 60, if pressure is less than 749 mm/998.6 hPa.
FL 70, if pressure is less than 722 mm/962.6 hPa.



Gnd speed-Kts		70	90	100	120	140	160
Desc Angle	2.67°	331	425	472	567	661	756
MAP at LMM							

HIALS-II
PAPI

1360′ (989′)	3410′ (3039′) RT	P 1215

PANS OPS

STRAIGHT-IN LANDING RWY 14R

MDA(H) 760′(389′)

		ALS out
A		
B	1200m	1600m
C		
D	1600m	2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′(441′)	1600m
135	960′(511′)	1600m
180	1070′(621′)	2800m
205	1250′(801′)	4000m

CHANGES: Comm.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16 (16-6) Eff 26 May

UFA, RUSSIA
NDB X Rwy 14R

BRIEFING STRIP

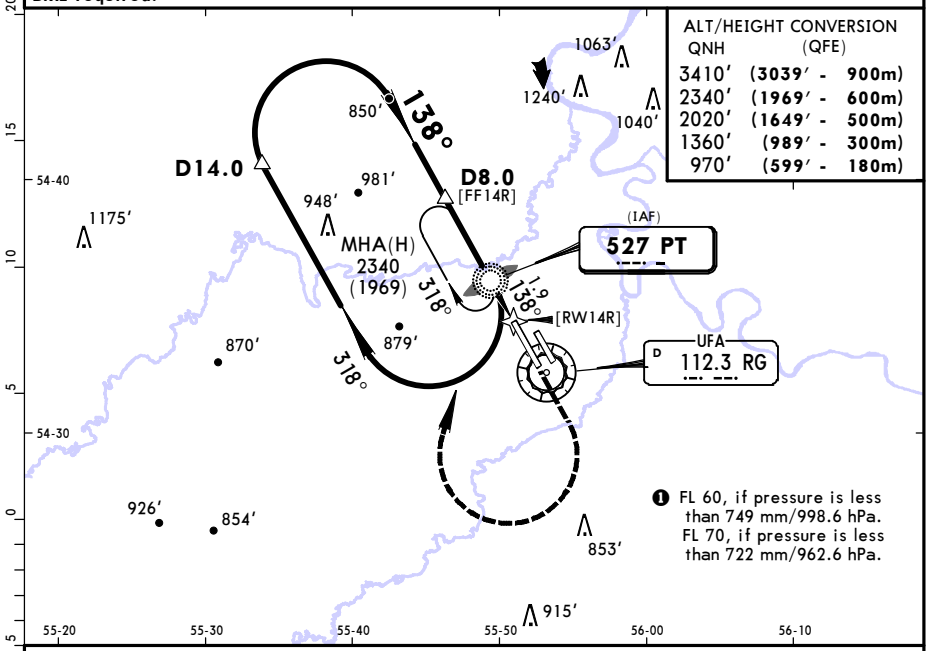
ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

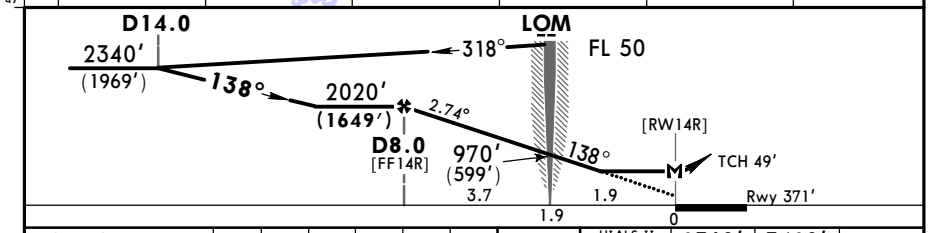
NDB PT	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 449′
527	138°	D8.0 2020′(1649′)	730′(359′)	Rwy 371′

MISSED APCH: Climb STRAIGHT AHEAD to 1360′(989′), then turn RIGHT to NDB climbing to 3410′(3039′), then proceed according to approach chart.

2300′
MSA PT NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410′(3039′)
DME required.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.74°	339	436	485	582	679	775
D8.0 to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

HIALS-II
PAPI

1360′ (989′)	3410′ (3039′) RT	PT 527

PANS OPS

STRAIGHT-IN LANDING RWY 14R

MDA(H) 730′(359′)

		ALS out
A		
B	1200m	1600m
C		
D	1600m	2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′(441′)	1600m
135	960′(511′)	1600m
180	1070′(621′)	2800m
205	1250′(801′)	4000m

CHANGES: Comm.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16 (16-7) Eff 26 May

UFA, RUSSIA
NDB Z Rwy 32L

BRIEFING STRIP TM

ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

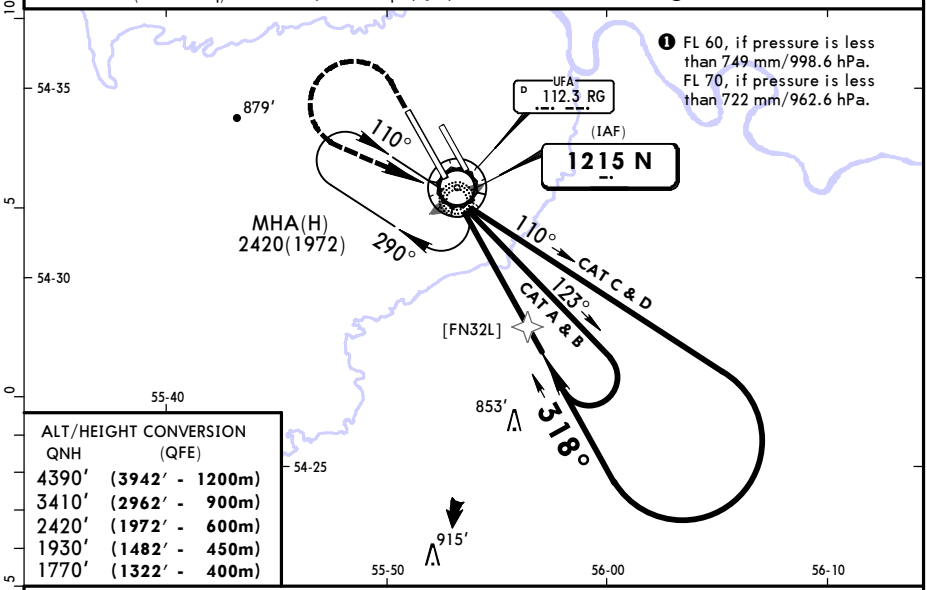
Lctr N	Final Apch Crs	No FAF	MDA(H) Refer to Minimums	Apt Elev 449′ Rwy 448′
1215	**318°**			

MISSED APCH: Climb STRAIGHT AHEAD to 1770′(1322′), then turn LEFT to Lctr climbing to 3410′(2962′), then proceed according to approach chart.

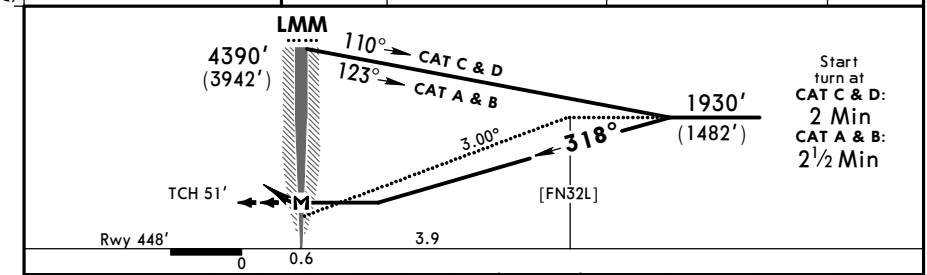
2300′
MSA N Lctr

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3410′ **(2962′)**

❶ FL 60, if pressure is less than 749 mm/998.6 hPa. FL 70, if pressure is less than 722 mm/962.6 hPa.



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
4390′	(3942′ -	1200m)
3410′	(2962′ -	900m)
2420′	(1972′ -	600m)
1930′	(1482′ -	450m)
1770′	(1322′ -	400m)



Start turn at
CAT C & D: 2 Min
CAT A & B: 2½ Min

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM							

HIALS PAPI 1770′ (1322′) 3410′ (2962′) LT N 1215

PANS OPS

STRAIGHT-IN LANDING RWY 32L			CIRCLE-TO-LAND		
MDA(H) AB:1090′(642′) CD:1190′(742′)		ALS out	Max Kts.	MDA(H)	
A	1200m	1600m	100	1090′ (641′)	1600m
B			135		
C	2800m	3600m	180	1190′ (741′)	3600m
D	3600m	4000m	205	1250′ (801′)	4000m

CHANGES: Comm. Rwy elev.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16 (16-8) Eff 26 May

UFA, RUSSIA
NDB Y Rwy 32L

BRIEFING STRIP

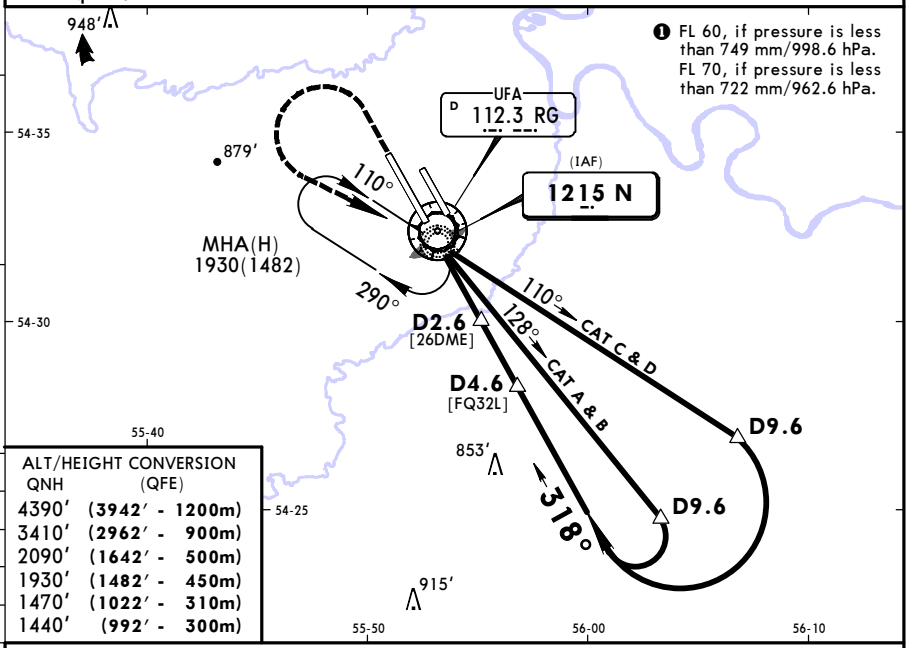
ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

Lctr N	Final Apch Crs	Minimum Alt D4.6	MDA(H) (CONDITIONAL)	Apt Elev 449' Rwy 448'
1215	318°	2090'(1642')	810'(362')	

MISSED APCH: Climb STRAIGHT AHEAD to 1440'(992'), then turn LEFT to Lctr climbing to 3410'(2962'), then proceed according to approach chart.

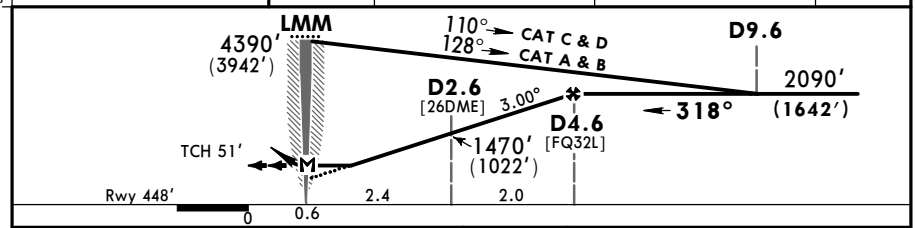
2300'
MSA N Lctr

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410' (2962')
DME required.



ALT/HEIGHT CONVERSION

QNH	(QFE)	
4390'	(3942' -	1200m)
3410'	(2962' -	900m)
2090'	(1642' -	500m)
1930'	(1482' -	450m)
1470'	(1022' -	310m)
1440'	(992' -	300m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM						

HIALS
PAPI

1440' (992') | 3410' (2962') LT | N 1215

PANS OPS

STRAIGHT-IN LANDING RWY 32L

	with D2.6 MDA(H) 810'(362')		w/o D2.6 MDA(H) 870'(422')	
		ALS out		ALS out
A	1200m	1600m	1200m	1600m
B				
C				2000m
D	1600m	2000m	1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890'(441')	1600m
135	960'(511')	1600m
180	1070'(621')	2800m
205	1250'(801')	4000m

CHANGES: Comm. Rwy elev.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16 (16-9) Eff 26 May

UFA, RUSSIA
NDB X Rwy 32L

BRIEFING STRIP

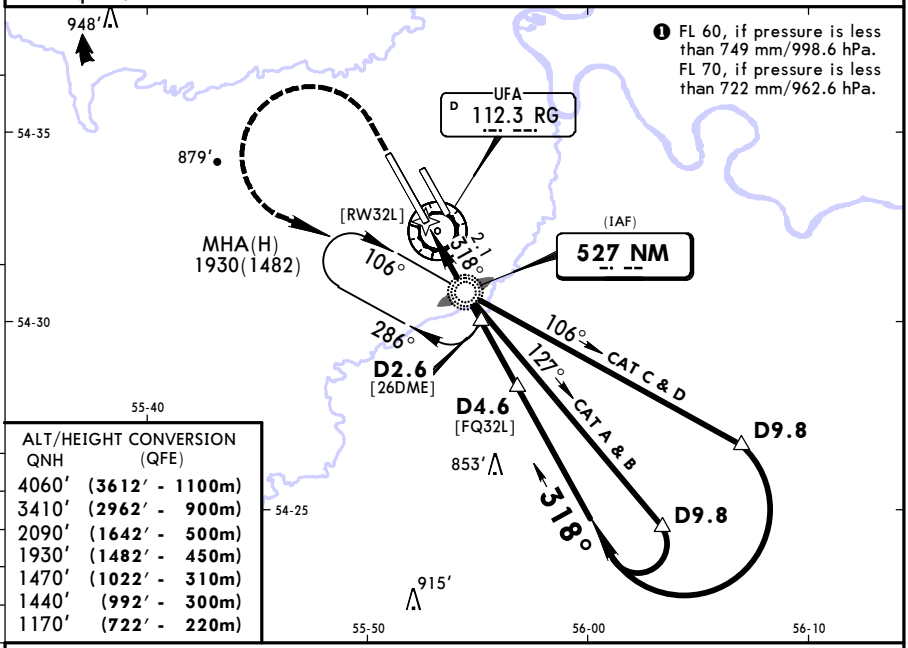
ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

NDB NM	Final Apch Crs	Minimum Alt D4.6	MDA(H) (CONDITIONAL)	Apt Elev 449' Rwy 448'
527	318°	2090'(1642')	810'(362')	

MISSED APCH: Climb STRAIGHT AHEAD to 1440'(992'), then turn LEFT to NDB climbing to 3410'(2962'), then proceed according to approach chart.

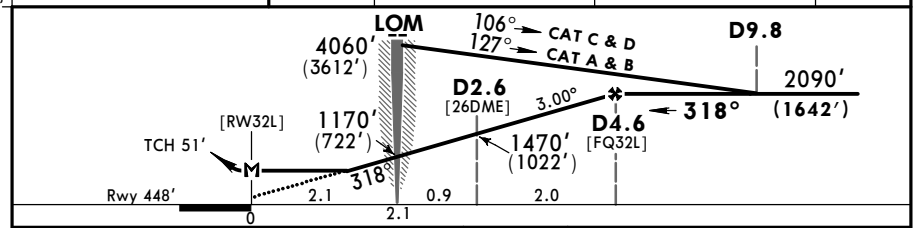
2300'
MSA NM NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410' (2962')
DME required.



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060'	(3612' - 1100m)
3410'	(2962' - 900m)
2090'	(1642' - 500m)
1930'	(1482' - 450m)
1470'	(1022' - 310m)
1440'	(992' - 300m)
1170'	(722' - 220m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
D4.6 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

HIALS
PAPI
1440' (992')
3410' (2962')
LT
NM 527

PANS OPS

STRAIGHT-IN LANDING RWY 32L

	with D2.6 MDA(H) 810'(362')		w/o D2.6 MDA(H) 870'(422')	
		ALS out		ALS out
A	1200m	1600m	1200m	1600m
B				
C				2000m
D	1600m	2000m	1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890'(441')	1600m
135	960'(511')	1600m
180	1070'(621')	2800m
205	1250'(801')	4000m

CHANGES: Comm. Rwy elev.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16
Eff 26 May
(16-10)

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

BRIEFING STRIP TM

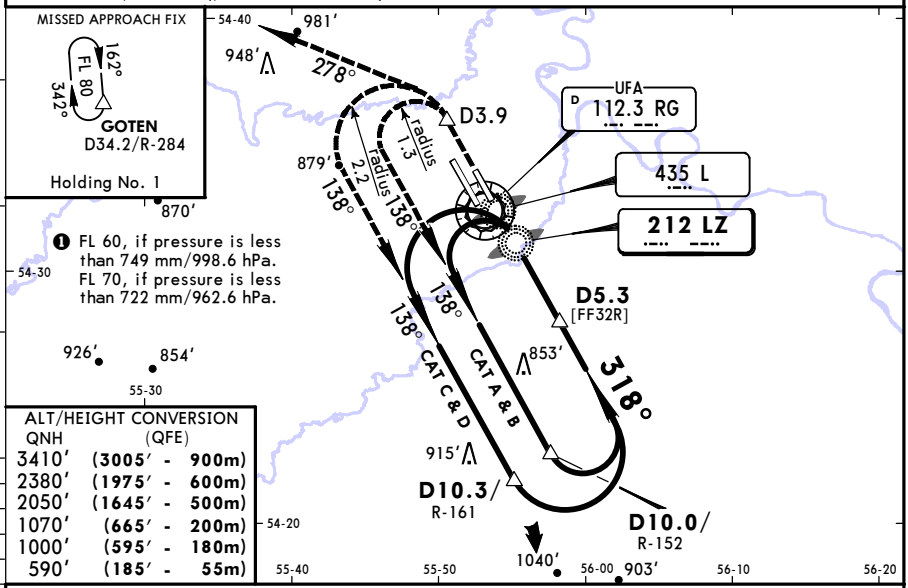
ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

NDB LZ	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 449'
212	**318°**	**D5.3** 2050'(**1645'**)	770'(**365'**)	Rwy 405'

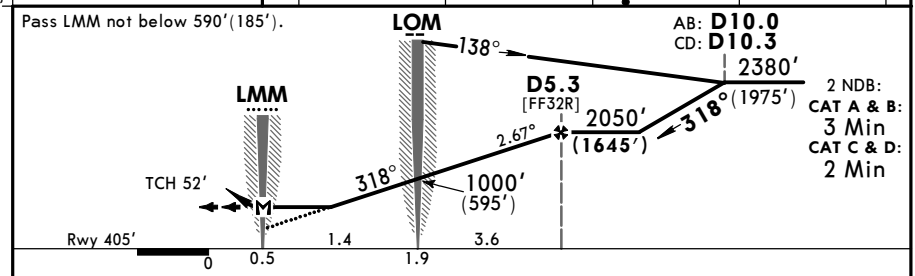
2300'
MSA ARP

MISSED APCH: Climb to 1070'(665') or above. After passing D3.9 turn LEFT onto 138° climbing to 2380'(1975'), then as directed or turn LEFT onto 278° climbing to FL 80 and join holding, then as directed.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 50 ❶ Trans alt: 3410' (**3005'**)



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3410'	(3005' -	900m)
2380'	(1975' -	600m)
2050'	(1645' -	500m)
1070'	(665' -	200m)
1000'	(595' -	180m)
590'	(185' -	55m)



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

HIALS
PAPI

1070' (**665'**) or above

D3.9

STRAIGHT-IN LANDING RWY **32R**

MDA(H) 770'(**365'**)

PANS OPS

		ALS out
A		
B	1200m	1600m
C		
D	1600m	2000m

CHANGES: Comm. Rwy elev. FAF.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16
Eff 26 May
(16-11)

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

BRIEFING STRIP

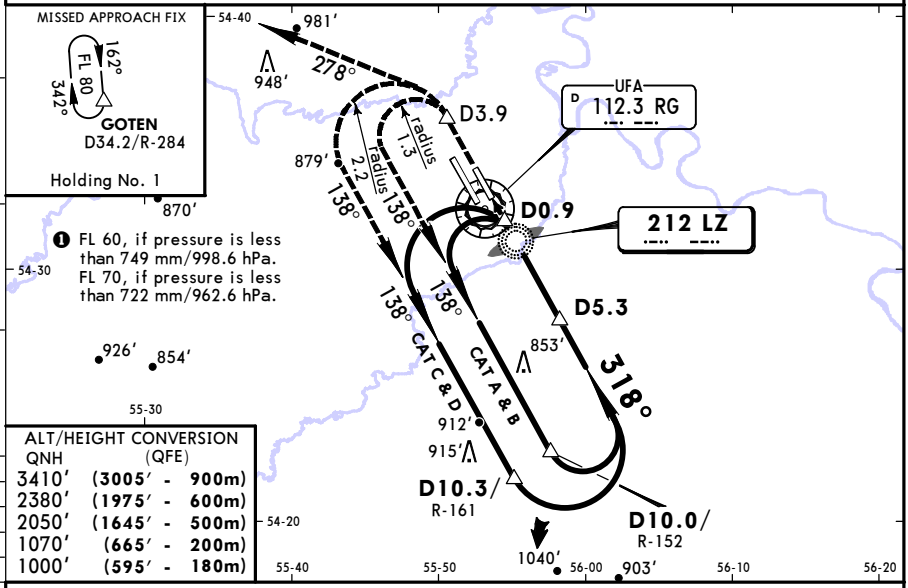
ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

NDB LZ	Final Apch Crs	Minimum Alt D5.3	MDA(H) (CONDITIONAL)	Apt Elev 449' Rwy 405'
212	318°	2050'(1645')	790'(385')	

MISSED APCH: Climb to 1070'(665') or above. After passing D3.9 turn LEFT onto 138° climbing to 2380'(1975'), then as directed or turn LEFT onto 278° climbing to FL 80 and join holding, then as directed.

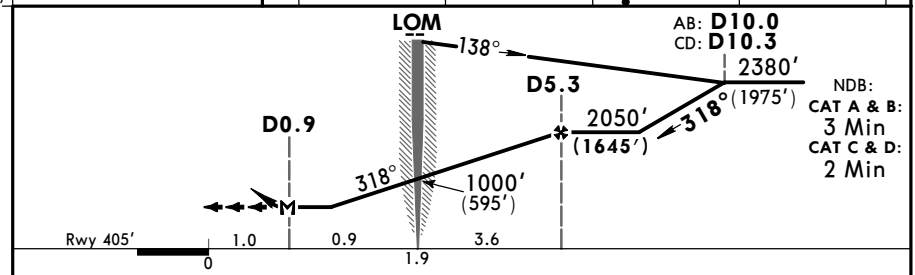
2300'
MSA ARP

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 50 ❶ Trans alt: 3410' (**3005'**)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3410'	(3005' - 900m)
2380'	(1975' - 600m)
2050'	(1645' - 500m)
1070'	(665' - 200m)
1000'	(595' - 180m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at D0.9							

HIALS
PAPI

1070' (665') or above

D3.9

PANS OPS

STRAIGHT-IN LANDING RWY **32R**

	with FAF MDA(H) 790'(385')		w/o FAF MDA(H) 1110'(705')	
		ALS out		ALS out
A	1200m	1900m	1200m	1900m
B				
C			2400m	3200m
D	1600m	2000m	3200m	3600m

CHANGES: Comm. Rwy elev. FAF. Minimums.

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UWUU/UFA
UFA

JEPPESEN
20 MAY 16
Eff 26 May
(16-12)

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

BRIEFING STRIP

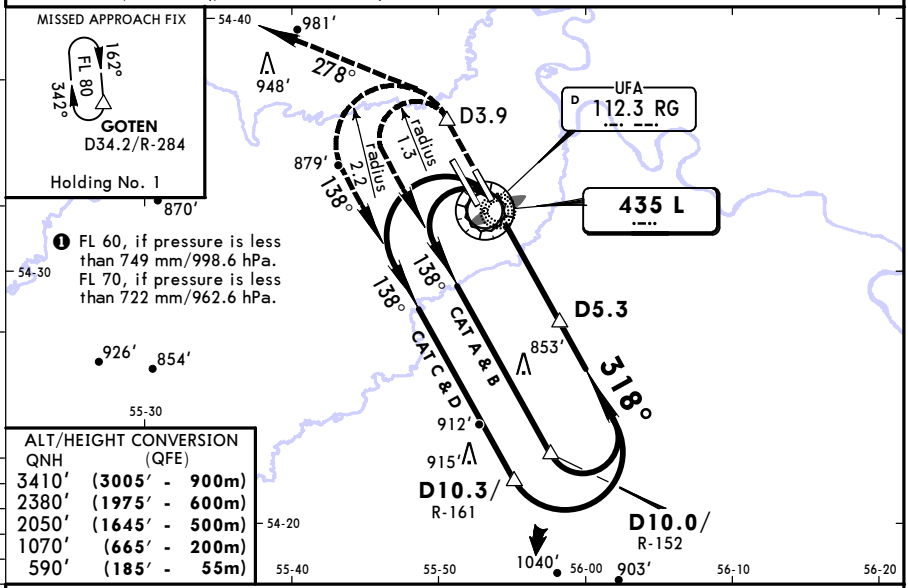
ATIS	UFA Approach	UFA Krug (TWR)	UFA Start (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	120.9	119.0

NDB	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 449'
L 435	318°	D5.3 2050'(1645')	870'(465')	Rwy 405'

MISSED APCH: Climb to 1070'(665') or above. After passing D3.9 turn LEFT onto 138° climbing to 2380'(1975'), then as directed or turn LEFT onto 278° climbing to FL 80 and join holding, then as directed.

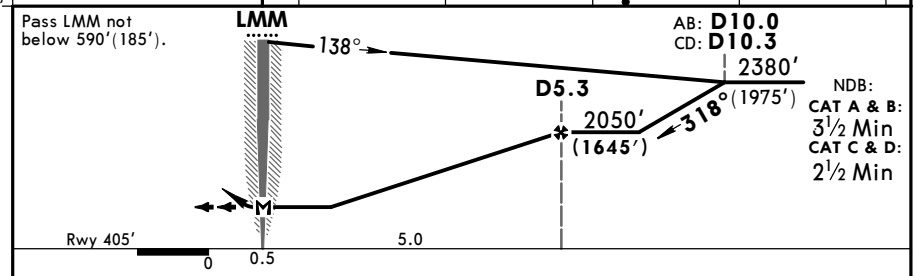
2300'
MSA ARP

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 50 ❶ Trans alt: 3410' (**3005'**)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3410'	(3005' - 900m)
2380'	(1975' - 600m)
2050'	(1645' - 500m)
1070'	(665' - 200m)
590'	(185' - 55m)



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

HIALS
PAPI

1070' (665') or above

D3.9

STRAIGHT-IN LANDING RWY **32R**

	with FAF MDA(H) 870'(465')		w/o FAF MDA(H) 1350'(945')	
		ALS out		ALS out
A	1200m	1600m	1200m	2000m
B				
C		2000m	3600m	4400m
D	2000m	2400m	4400m	4800m

PANS OPS

CHANGES: Comm. Rwy elev. FAF.

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JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

UFA, (UFA - UWUU)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWUU