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Airport Information For UWWW

Terminal Charts For UWWW

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: SAMARA RUS
ICAO/IATA: UWWW / KUF
Lat/Long: N53° 30.07', E050° 09.23'
Elevation: 476 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -4:00 = UTC
Magnetic Variation: 12.0° E

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

Sunrise: 0010 Z
Sunset: 1712 Z

Runway Information

Runway: 05
Length x Width: 8376 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 477 ft
Lighting: Edge, ALS

Runway: 15
Length x Width: 9852 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 415 ft
Lighting: Edge, ALS

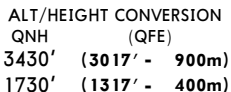
Runway: 23
Length x Width: 8376 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 412 ft
Lighting: Edge, ALS

Runway: 33
Length x Width: 9852 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 387 ft
Lighting: Edge, ALS

Communication Information

ATIS: 134.100
ATIS: 134.900 Non-English
Samara Tower: 118.200
Samara Tower: 124.000 Secondary
Samara Ground: 124.000 Secondary
Samara Ground: 119.000
Samara Apron Ramp/Taxi: 118.800
Samara Approach: 118.700 Secondary
Samara Approach: 124.600
Samara Transit Operations: 131.600
Samara Radar: 128.000
Samara Radar: 124.000 Secondary

FL by ATC.



UWWW/KUF
KURUMOCH

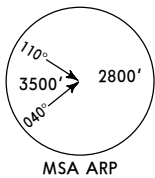
JEPPESSEN
12 FEB 16 10-2B

SAMARA, RUSSIA
STAR

ATIS
134.1 (Russian 134.9)

Apt Elev
476'

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 721 mm (961.3 hPa)
Trans alt: 3430' (3013')
FL by ATC.



GISUL 6, LATKI 6



① Only available when arriving from PEKUR.

LATKI
N54 13.0 E050 27.9

185°
MHA FL70
MAX FL200

005°

190°

36
4630
LATKI 6

GISUL
N53 54.0 E051 10.9

239°

39
4570
GISUL 6

N53 39.7 E050 05.8
At 1730' (1313')

N53 38.2 E050 05.9
At 1730' (1313')

Intercept final at
1730' (1313')

*287 WG
N53 33.2 E050 08.9

ALT/HEIGHT CONVERSION
QNH (QFE)
3430' (3013' - 900m)
1730' (1313' - 400m)



STAR	RWY	ROUTING
GISUL 6	15	239° track to N53 41.0 E050 08.0, turn LEFT to N53 38.2 E050 05.9, 148° track to intercept final approach.
LATKI 6		190° track to N53 39.7 E050 05.8, turn LEFT to N53 38.2 E050 05.9, 148° track to intercept final approach.

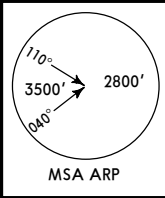
UWWW/KUF
KURUMOCH

12 FEB 16 **10-2C**

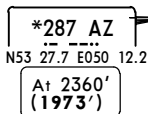
SAMARA, RUSSIA
STAR

ATIS 134.1 (Russian 134.9)	Apt Elev 476'	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 721 mm (961.3 hPa) Trans alt: 3430' (3043') FL by ATC.
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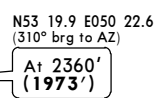
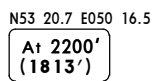
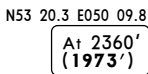
GISUL 80, LATKI 8



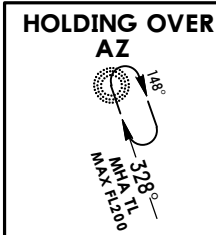
- 1 Only available when arriving from PEKUR.
- 2 The maximum distance from ARP when turning on final should not exceed 12.4 NM.



Intercept final at 2200' (1813')



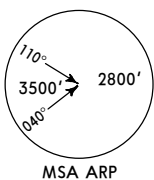
12.4 NM Arc from ARP



ALT/HEIGHT CONVERSION
QNH (QFE)
3430' (3043' - 900m)
2360' (1973' - 600m)
2200' (1813' - 550m)

STAR	RWY	ROUTING
GISUL 8	33	208° track to N53 19.9 E050 22.6, turn RIGHT to N53 20.7 E050 16.5, 328° track to intercept final approach.
LATKI 8		180° bearing to AZ, continue on 180° bearing to N53 20.3 E050 09.8, turn LEFT to N53 20.7 E050 16.5, 328° track to intercept final approach.

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 721 mm (961.3 hPa)
Trans alt: 3430' (2954')
FL by ATC.



① GPWS may be brought into operation of short duration during approach at the beginning of turn on final.

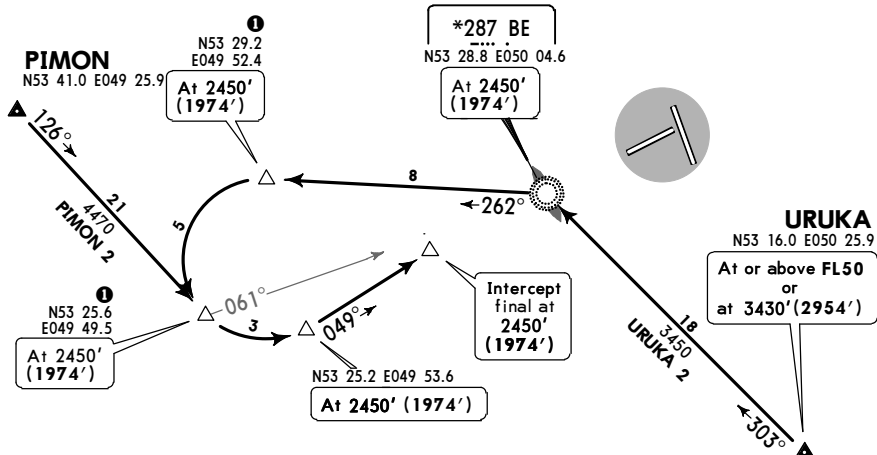


Diagram illustrating a loop structure with a 229° angle. The loop is labeled with "049°", "MHA TL", and "MAX FL200".

103°
MHA FL50
MAX FL200

283°



ALT/HEIGHT CONVERSION
QNH (QFE)

3430'	(2954' - 900m)
2450'	(1974' - 600m)

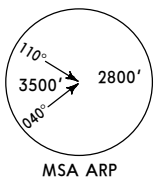
STAR	RWY	ROUTING
PIMON 2	05	126° track to N53 25.6 E049 49.5, turn LEFT to N53 25.2 E049 53.6, 049° track to intercept final approach.
URUKA 2		303° bearing to BE, turn LEFT, 262° bearing to N53 29.2 E049 52.4, turn LEFT to N53 25.2 E049 53.6, 049° track to intercept final approach.

UWWW/KUF
KURUMOCH

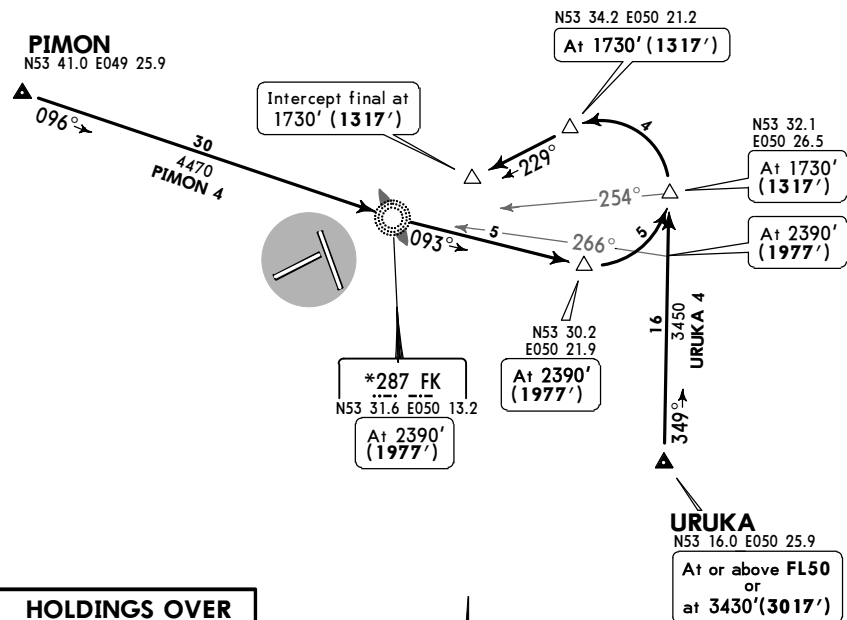
JEPPesen
12 FEB 16 10-2E

SAMARA, RUSSIA
STAR

ATIS 134.1 (Russian 134.9)	Apt Elev 476'	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 721 mm (961.3 hPa) Trans alt: 3430' (3017') FL by ATC.
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PIMON 4, URUKA 4



HOLDINGS OVER FK



PIMON



ALT/HEIGHT CONVERSION
QNH (QFE)
3430' (3017' - 900m)
2390' (1977' - 600m)
1730' (1317' - 400m)

STAR	RWY	ROUTING
PIMON 4	23	096° bearing to FK, turn LEFT, 093° bearing to N53 30.2 E050 21.9, turn LEFT to N53 34.2 E050 21.2, 229° track to intercept final approach.
URUKA 4		349° track to N53 32.1 E050 26.5, turn LEFT to N53 34.2 E050 21.2, 229° track to intercept final approach.

UWWW/KUF
KURUMOCH

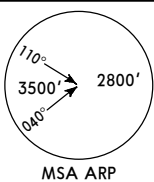
JEPPesen
12 FEB 16 10-2F

SAMARA, RUSSIA
STAR

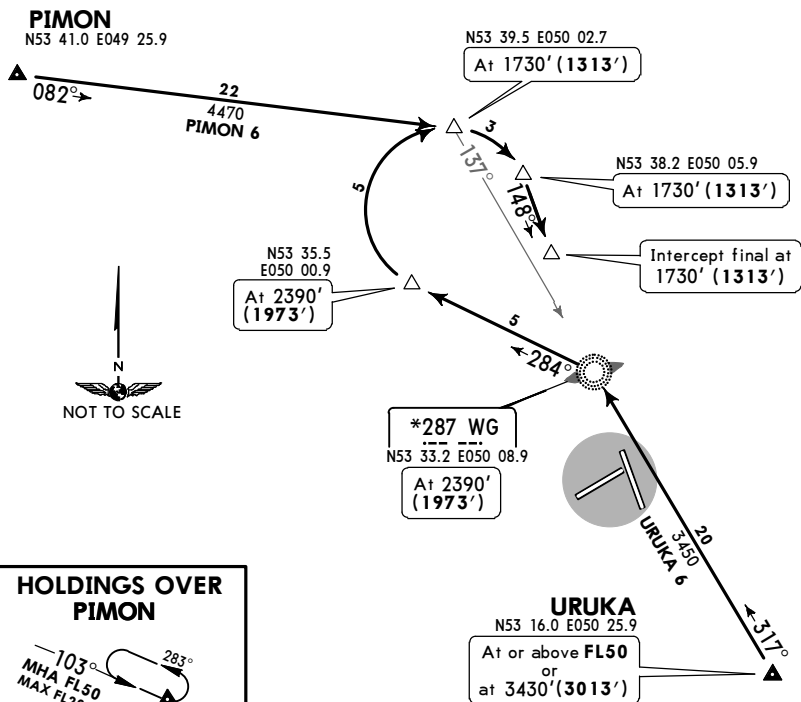
ATIS
134.1 (Russian 134.9)

Apt Elev
476'

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 721 mm (961.3 hPa)
Trans alt: 3430' (3013')
FL by ATC.



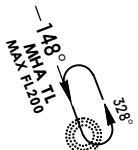
PIMON 6, URUKA 6



HOLDINGS OVER PIMON



WG



ALT/HEIGHT CONVERSION
QNH (QFE)
3430' (3013' - 900m)
2390' (1973' - 600m)
1730' (1313' - 400m)

STAR	RWY	ROUTING
PIMON 6	15	082° track to N53 39.5 E050 02.7, turn RIGHT to N53 38.2 E050 05.9, 148° track to intercept final approach.
URUKA 6		317° bearing to WG, turn LEFT, 284° bearing to N53 35.5 E050 00.9, turn RIGHT to N53 38.2 E050 05.9, 148° track to intercept final approach.

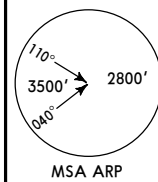
UWWW/KUF
KURUMOCH

JEPPesen
12 FEB 16 10-2G

SAMARA, RUSSIA
STAR

ATIS 134.1 (Russian 134.9)	Apt Elev 476'	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 721 mm (961.3 hPa) Trans alt: 3430' (3043') FL by ATC.
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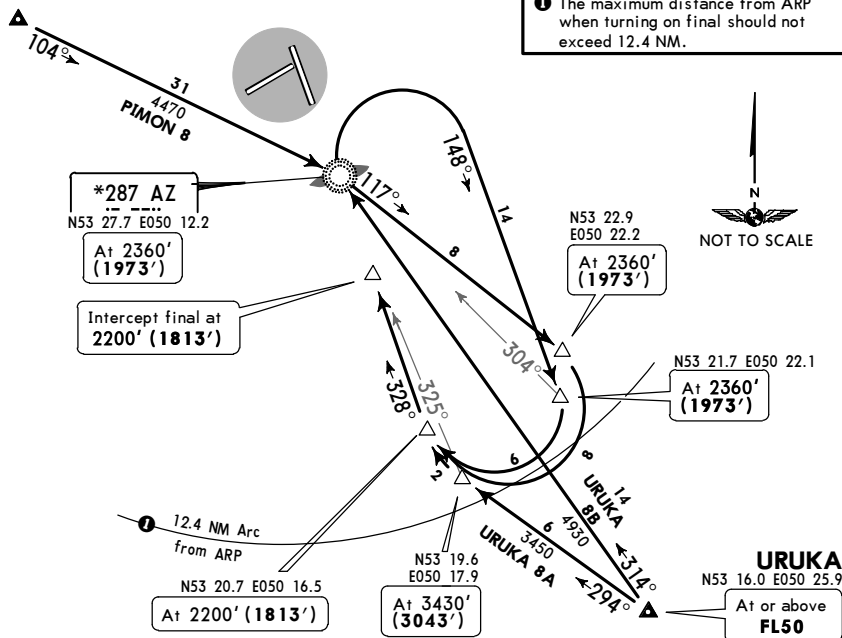
PIMON 8
URUKA 8A [URUK8A]
URUKA 8B [URUK8B]



PIMON

N53 41.0 E049 25.9

1 The maximum distance from ARP when turning on final should not exceed 12.4 NM.



HOLDINGS OVER PIMON



ALT/HEIGHT CONVERSION
QNH (QFE)
3430' (3043' - 900m)
2360' (1973' - 600m)
2200' (1813' - 550m)

STAR	RWY	ROUTING
PIMON 8	33	104° bearing to AZ, turn RIGHT, 117° bearing to N53 22.9 E050 22.2, turn RIGHT to N53 20.7 E050 16.5, 328° track to intercept final approach.
URUKA 8A		294° track to N53 19.6 E 050 17.9E, turn RIGHT to N53 20.7 E050 16.5, 328° track to intercept final approach.
URUKA 8B		314° bearing to AZ, turn RIGHT, 148° track to N53 21.7 E050 22.1, turn RIGHT to N53 20.7 E050 16.5, 328° track to intercept final approach.

UWWW/KUF
KURUMOC

JEPPesen
12 FEB 16 (10-3)

SAMARA, RUSSIA
SID

Apt Elev
476'

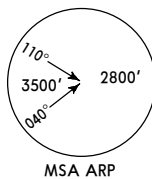
QNH on request (QFE)
Trans level: FL50

FL60 if pressure is less than 749 mm (998.6 hPa)

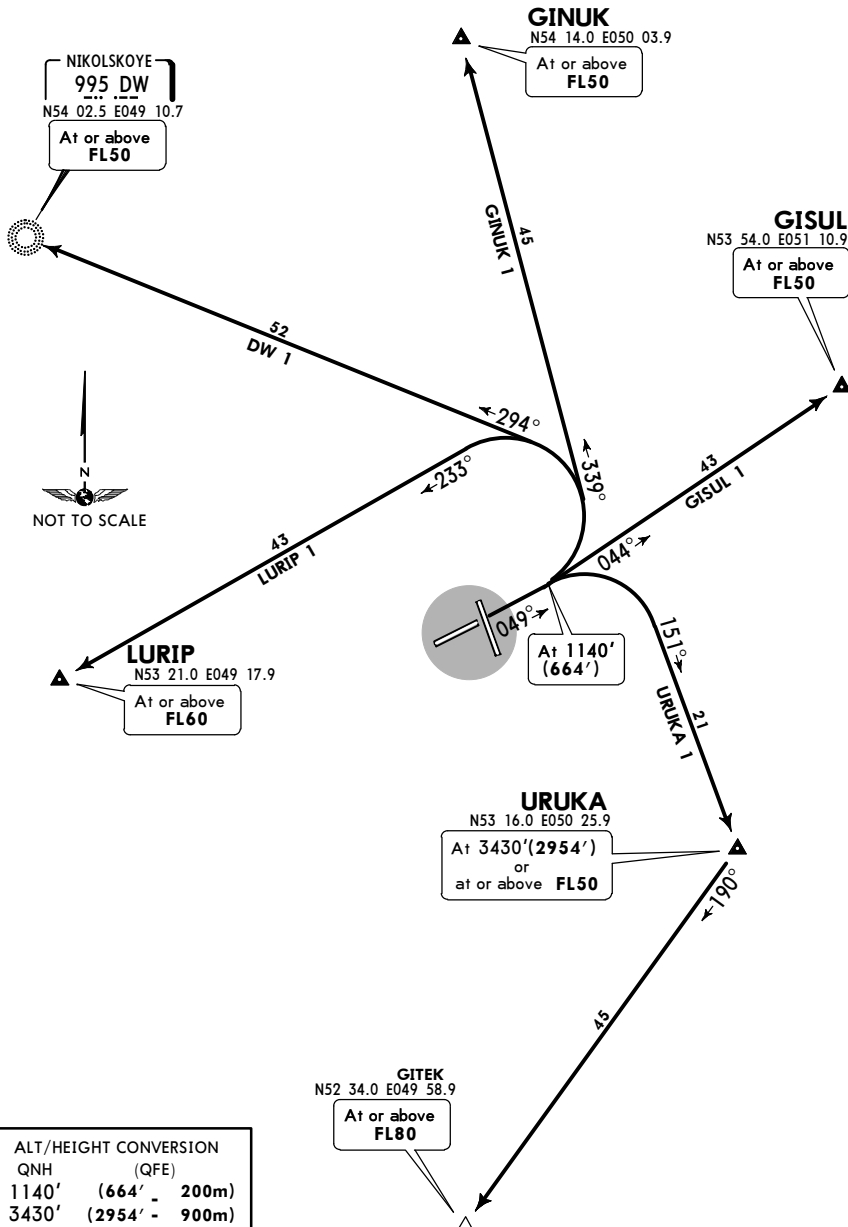
FL70 if pressure is less than 721 mm (961.3 hPa)

Trans alt: 3430' (2954')

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



DW 1, GINUK 1, GISUL 1, LURIP 1, URUKA 1
RWY 05



UWWW/KUF
KURUMUCH

JEPPesen
12 FEB 16 10-3A

SAMARA, RUSSIA
SID

Apt Elev
476'

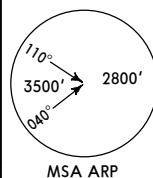
QNH on request (QFE)
Trans level: FL50

FL60 if pressure is less than 749 mm (998.6 hPa)

FL70 if pressure is less than 721 mm (961.3 hPa)

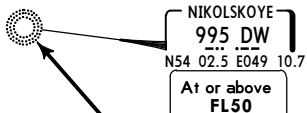
Trans alt: 3430' (3017')

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



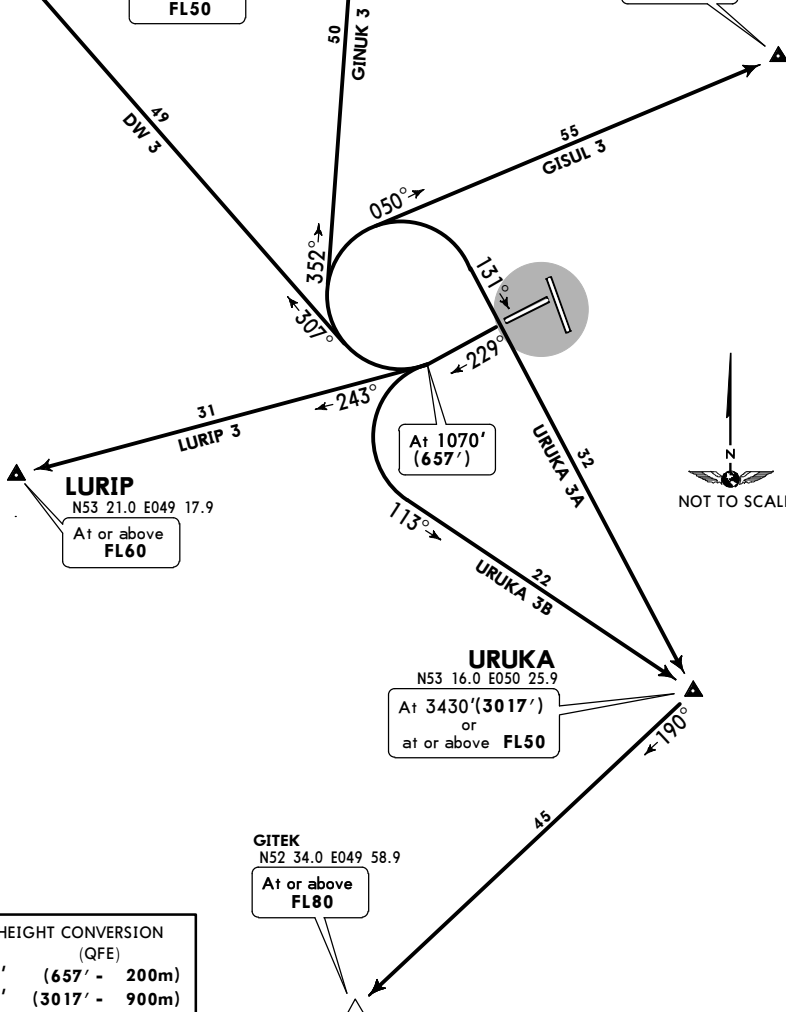
DW 3, GINUK 3, GISUL 3, LURIP 3
URUKA 3A [URUK3A]

URUKA 3B [URUK3B]
BY ATC
RWY 23



GINUK
N54 14.0 E050 03.9
At or above
FL50

GISUL
N53 54.0 E051 10.9
At or above
FL50

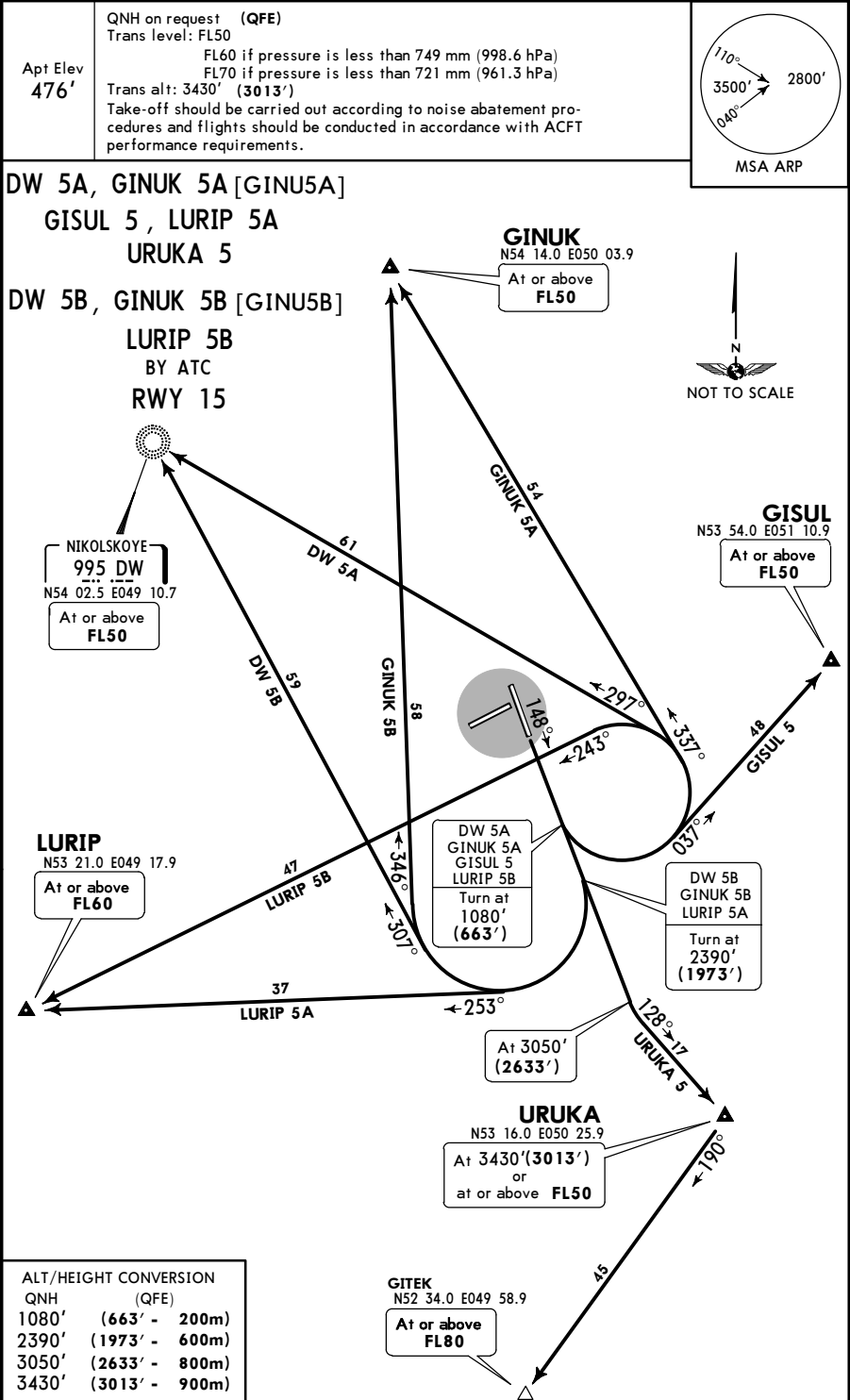


ALT/HEIGHT CONVERSION
QNH (QFE)
1070' (657' - 200m)
3430' (3017' - 900m)

UWWW/KUF
KURUMUCH

JEPPESSEN
12 FEB 16 (10-3B)

SAMARA, RUSSIA
SID



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UWWW/KUF
KURUMOCH

JEPPesen
15 JAN 16 10-4

SAMARA, RUSSIA
NOISE

NOISE ABATEMENT

LOCAL TIME -4 = UTC (Z)

GENERAL

Noise abatement procedures shall be executed by all aircraft, except in case of reduction of flight safety and in case of engine failure.

Overflying of Samara City and Beryeza during approach phase is prohibited.

DEPARTURES

Restrictions

Take-off with tailwind component up to 5m/sec is allowed under following conditions:

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

During take-off from both runways it is necessary to follow strictly the departure procedure to avoid overflying the residential areas.

Between 2300-0700LT take-off shall usually be carried out on runways 05 and 15.

Special take-off procedures shall be carried out on runways 23 and 33.

UWWW/KUF

Apt Elev **476'**
N53 30.1 E050 09.2

JEPPESSEN

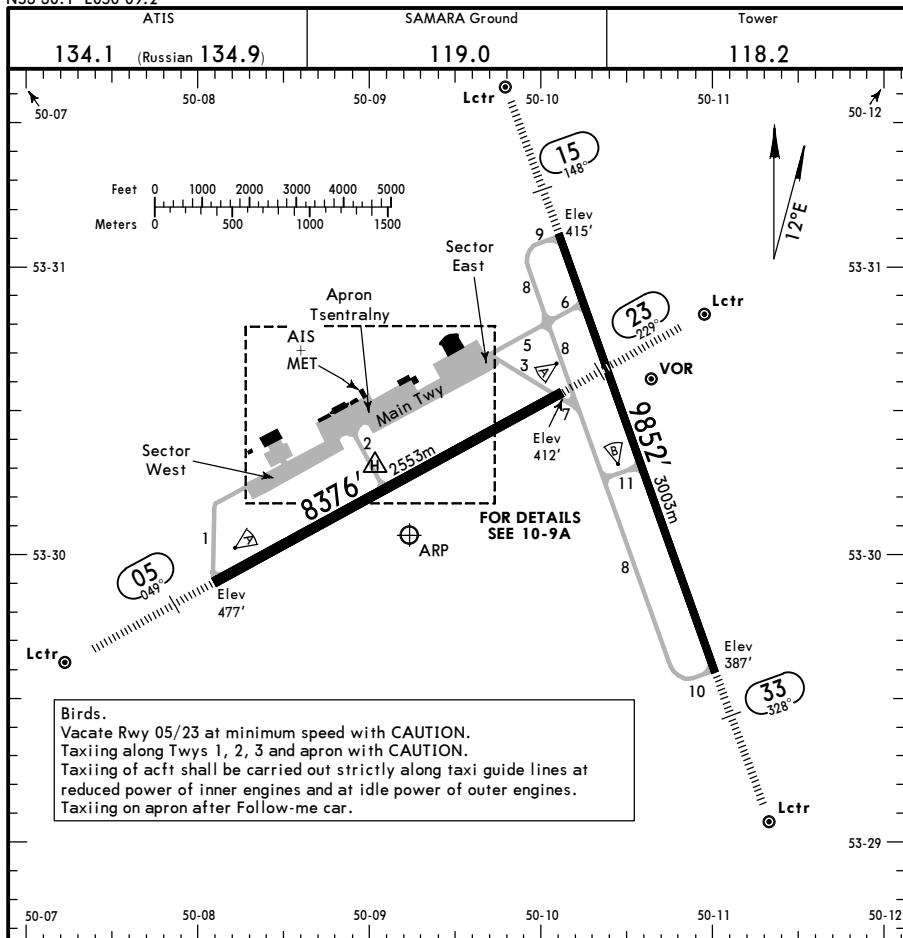
22 JAN 16

10-9

Eff 4 Feb

SAMARA, RUSSIA

KURUMOCH



Birds.

Vacate Rwy 05/23 at minimum speed with CAUTION.
Taxiing along Twys 1, 2, 3 and apron with CAUTION.
Taxiing of acft shall be carried out strictly along taxi guide lines at reduced power of inner engines and at idle power of outer engines.
Taxiing on apron after Follow-me car.

ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS			
RWY					LANDING BEYOND		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
05	23	HIRL (60m)	HIALS	PAPI-L (3.00°)	RVR	7282' 2220m	1	197' 60m
		HIRL (60m)	HIALS	PAPI-L (2.67°)	RVR	7343' 2238m		
15	33	HIRL (60m)	HIALS	PAPI-L (2.67°)	RVR	8880' 2707m		148' 45m
		HIRL (60m)	HIALS		RVR	8698' 2651m		

1 TAKE-OFF RUN AVAILABLE

RWY 05:

From rwy head 8376' (2553m)
twy 2 int 4255' (1297m)

RWY 23:

From rwy head 8376' (2553m)
twy 2 int 4121' (1256m)

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

LVP must be in force

RCLM (DAY only)
or RL

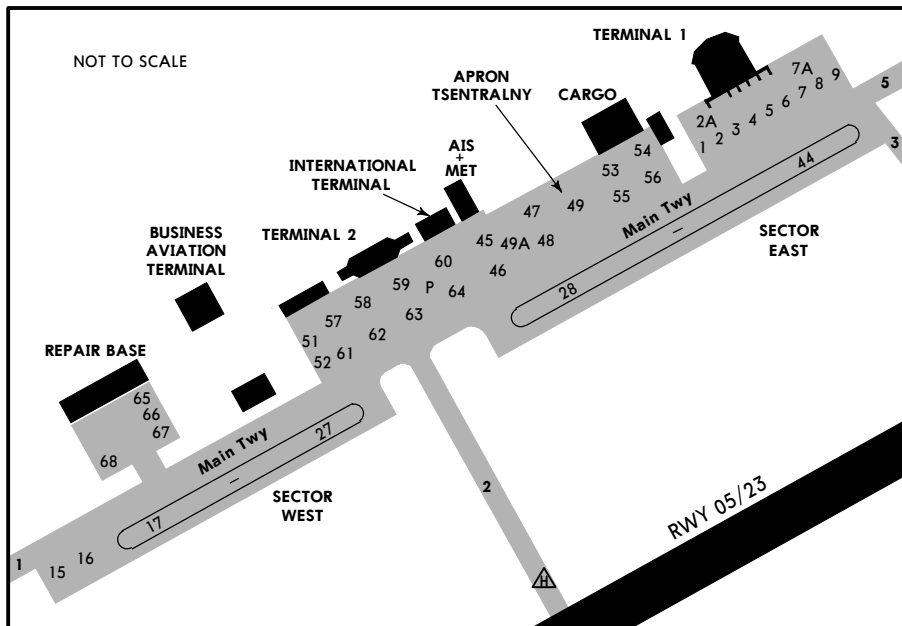
RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

UWWW/KUF

JEPPESEN
22 JAN 16 (10-9A) Eff 4 Feb

SAMARA, RUSSIA
KURUMOCH



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N53 30.7 E050 09.4	45	N53 30.5 E050 09.0
4, 5	N53 30.7 E050 09.5	46 thru 48	N53 30.5 E050 09.1
6 thru 8	N53 30.7 E050 09.6	49	N53 30.5 E050 09.2
9	N53 30.7 E050 09.7	49A	N53 30.5 E050 09.0
15	N53 30.2 E050 08.3	51, 52	N53 30.4 E050 08.7
16, 17	N53 30.2 E050 08.4	53 thru 56	N53 30.6 E050 09.2
19, 20	N53 30.3 E050 08.5	57	N53 30.4 E050 08.8
21, 22	N53 30.3 E050 08.6	58	N53 30.5 E050 08.8
23 thru 25	N53 30.3 E050 08.7	59, 60	N53 30.5 E050 08.9
26, 27	N53 30.4 E050 08.8	61, 62	N53 30.4 E050 08.8
28	N53 30.4 E050 09.0	63	N53 30.5 E050 08.9
29	N53 30.4 E050 09.1	64	N53 30.5 E050 09.0
30, 31	N53 30.5 E050 09.1	P	N53 30.5 E050 08.9
32, 33	N53 30.5 E050 09.2		
34, 35	N53 30.5 E050 09.3		
36, 37	N53 30.5 E050 09.4		
38	N53 30.6 E050 09.4		
39 thru 41	N53 30.6 E050 09.5		
42, 43	N53 30.6 E050 09.6		
44	N53 30.7 E050 09.7		

Stands 15 and 16 available for run-up.
Stands 53 thru 56 available for helicopters.
Twy 2 MAX wingspan 105'/32m.

UWWW/KUF


JEPPESSEN
12 FEB 16 **(10-9S)**
Standard
SAMARA, RUSSIA
KURUMOCH

STRAIGHT-IN RWY	A	B	C	D
05				
ILS	676' (200')	676' (200')	676' (200')	676' (200')
FULL	R550m	R550m	R550m	R550m
Limited	R750m	R750m	R750m	R750m
ALS out	R1200m	R1200m	R1200m	R1200m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNAV ①	900' (424')	900' (424')	900' (424')	900' (424')
	R1300m	R1300m	R1300m	R1300m
ALS out	R1500m	R1500m	R2000m	R2000m
NDB ①	900' (424')	900' (424')	900' (424')	900' (424')
with FAF	R1300m	R1300m	R1300m	R1300m
ALS out	R1500m	R1500m	R2000m	R2000m
NDB	1960' (1484')	1960' (1484')	1960' (1484')	1960' (1484')
w/o FAF	C5000m	C5000m	C5000m	C5000m
15				
ILS	617' (200')	617' (200')	617' (200')	617' (200')
FULL	R550m	R550m	R550m	R550m
Limited	R750m	R750m	R750m	R750m
ALS out	R1200m	R1200m	R1200m	R1200m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNAV ①	930' (513')	930' (513')	930' (513')	930' (513')
	R1500m	R1500m	R1600m	R1600m
ALS out	R1500m	R1500m	C2400m	C2400m
NDB ①	770' (353')	770' (353')	770' (353')	770' (353')
with FAF	R1000m	R1000m	R1200m	R1200m
ALS out	R1500m	R1500m	R1500m	R1500m
NDB	1180' (763')	1180' (763')	1180' (763')	1180' (763')
w/o FAF	C3100m	C3100m	C3300m	C3300m
ALS out	C3800m	C3800m	C4000m	C4000m
23				
ILS	613' (200')	613' (200')	613' (200')	613' (200')
FULL	R550m	R550m	R550m	R550m
Limited	R750m	R750m	R750m	R750m
ALS out	R1200m	R1200m	R1200m	R1200m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNAV ①	890' (477')	890' (477')	890' (477')	890' (477')
	R1500m	R1500m	R1500m	R1500m
ALS out	R1500m	R1500m	C2200m	C2200m
NDB ①	770' (357')	770' (357')	770' (357')	770' (357')
with FAF	R900m	R900m	R900m	R900m
ALS out	R1500m	R1500m	R1600m	R1600m
NDB ①	770' (357')	770' (357')	770' (357')	770' (357')
w/o FAF	R1000m	R1000m	R1200m	R1200m
ALS out	R1600m	R1600m	R1600m	R1600m

① Continuous Descent Final Approach.

UWWW/KUF



Standard
SAMARA, RUSSIA
KURUMOCH

STRAIGHT-IN RWY	A	B	C	D
33				
ILS	587' (200')	587' (200')	587' (200')	587' (200')
FULL	R550m	R550m	R550m	R550m
Limited	R750m	R750m	R750m	R750m
ALS out	R1200m	R1200m	R1200m	R1200m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNAV ①	770' (383')	770' (383')	770' (383')	770' (383')
	R1100m	R1100m	R1100m	R1100m
ALS out	R1500m	R1500m	R1800m	R1800m
NDB ①	740' (353')	740' (353')	740' (353')	740' (353')
with FAF	R900m	R900m	R900m	R900m
ALS out	R1500m	R1500m	R1600m	R1600m
NDB	1390' (1003')	1390' (1003')	1390' (1003')	1390' (1003')
w/o FAF	C4300m	C4300m	C4500m	C4500m
ALS out	C5000m	C5000m	C5000m	C5000m

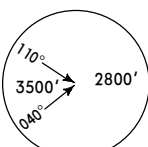
① Continuous Descent Final Approach.

TAKE-OFF RWY 05, 15, 23, 33		
LVP must be in Force		
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A		
B	250m	400m
C		500m
D	300m	

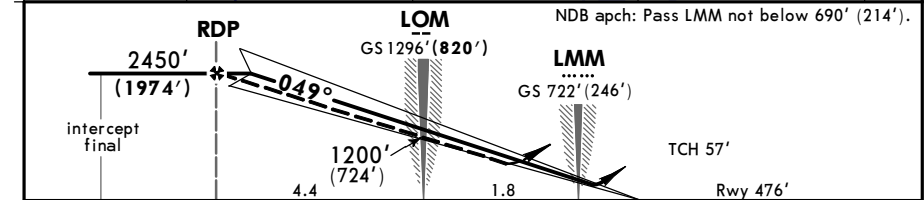
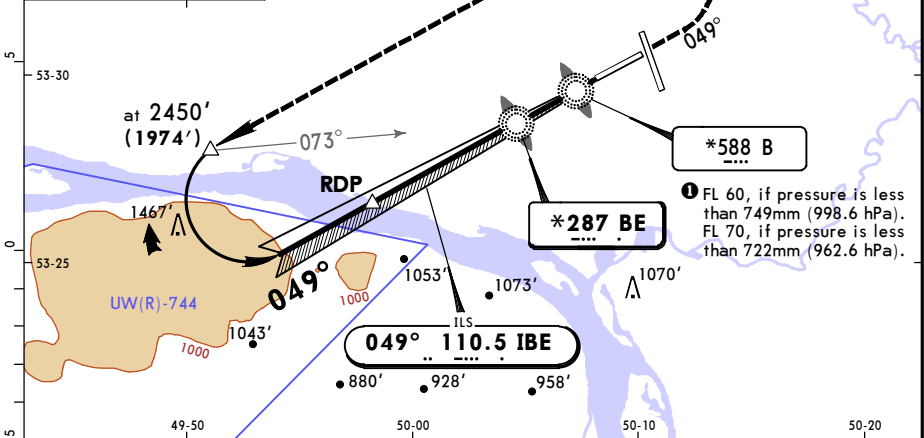
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12 FEB 16 (11-1)

SAMARA, RUSSIA
ILS or 2 NDB Rwy 05

BREEZING STRIP™	ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
	134.1 (Russian 134.9)	124.6	128.0	118.2	119.0
	ILS IBE 110.5 NDB BE *287	Final Apch Crs 049°	GS LOM 1296'(820') Minimum Alt RDP 2450'(1974')	ILS DA(H) 676'(200') NDB MDA(H) (CONDITIONAL) 900'(424')	Apt Elev 476' Rwy 476'
MISSED APCH: Climb on 049° to 1140' (664') , then turn LEFT onto 229° climbing to 2450' (1974') , then according to chart.					 MSA ARP

Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 ①		Trans alt: 3430' (2954')	
ALT/HEIGHT CONVERSION QNH (QFE)		53-35 WARNING: GPWS may be brought into operation of short duration during approach at the beginning of turn on final.				RDP (Radar descent point) -will be allocated by Radar Controller	
3430' (2954' - 900m)							
2450' (1974' - 600m)							
1200' (724' - 220m)							
1140' (664' - 200m)							
690' (214' - 65m)							



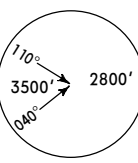
Gnd speed-Kts	70	90	100	120	140	160	1140' (664') on 049°	229°	2450' (1974')
ILS GS	3.00°	372	478	531	637	743	849		
NDB Descent Angle	2.67°	331	425	472	567	661	756		

STRAIGHT-IN LANDING RWY 05									
ILS		LOC (GS out)		with FAF		NDB		w/o FAF	
DA(H) 676'(200')				MDA(H) 900'(424')		MDA(H) 1960'(1484')			
FULL		ALS out		ALS out		ALS out		ALS out	
A									
B									
C	RVR 720m Vis 800m	1200m	NOT AUTHORIZED	RVR 1500m Vis 1600m	2400m	3200m			
D						4000m	4800m		

UWWW/KUF
KURUMOCH

12 FEB 16 **11-3**

SAMARA, RUSSIA
ILS or 2 NDB Rwy 23

ATIS 134.1 (Russian 134.9)		SAMARA Approach (R) 124.6	SAMARA Radar 128.0	SAMARA Tower 118.2	Ground 119.0
LOC IFK *109.7	Final Apch Crs 229°	GS LOM 1070'(657')	ILS DA(H) 613'(200')	Apt Elev 476' Rwy 413'	
NDB FK *287		Minimum Alt RDP 1730'(1317')	NDB MDA(H) 760'(347')		

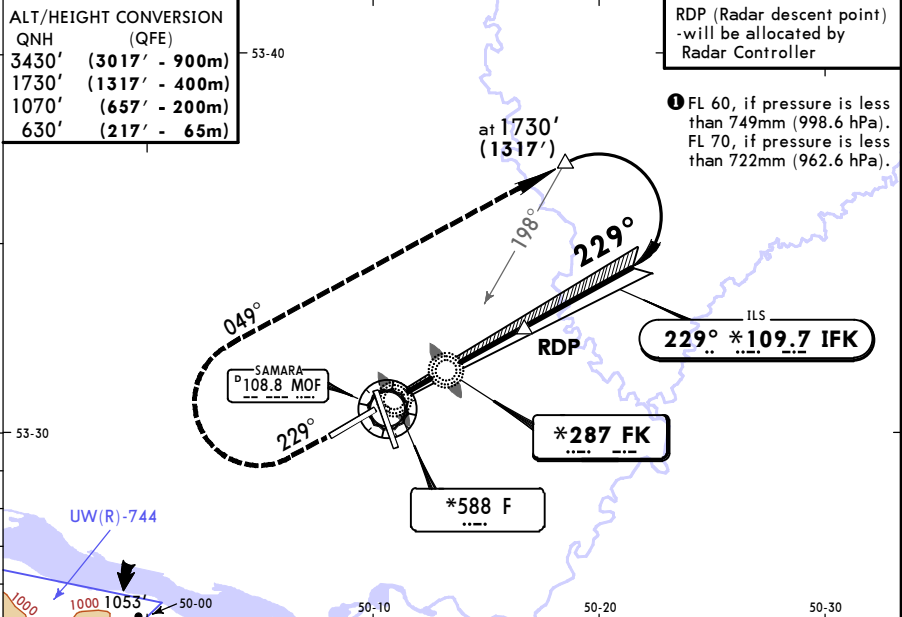
MISSED APCH: Climb on 229° to 1070' (657') , then turn RIGHT onto 049° climbing to 1730' (1317') , then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 **1** Trans alt: 3430' (**3017'**)

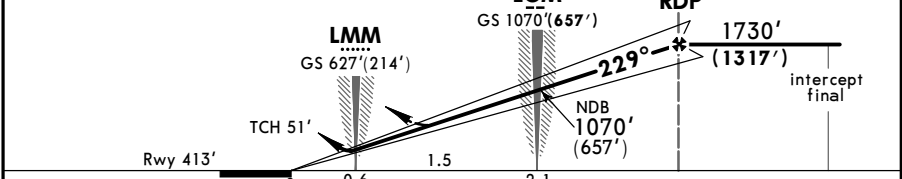
ALT/HEIGHT CONVERSION QNH (QFE)
3430' (3017' - 900m)
1730' (1317' - 400m)
1070' (657' - 200m)
630' (217' - 65m)

RDP (Radar descent point)
-will be allocated by
Radar Controller

1 FL 60, if pressure is less
than 749mm (998.6 hPa).
FL 70, if pressure is less
than 722mm (962.6 hPa).



NDB apch: Pass LMM not below 630' (217').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1070' (657') on 229°	049° RT	1730' (1317')
ILS GS or	2.67°	331	425	472	567	661	756			
NDB Desc Angle										

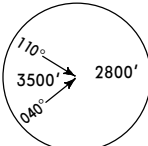
STRAIGHT-IN LANDING RWY 23					
ILS		LOC (GS out)	NDB		
DA(H)	613'(200')		MDA(H)	760'(347')	
FULL	ALS out			ALS out	
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m 2000m	
D				RVR 1500m VIS 1600m	

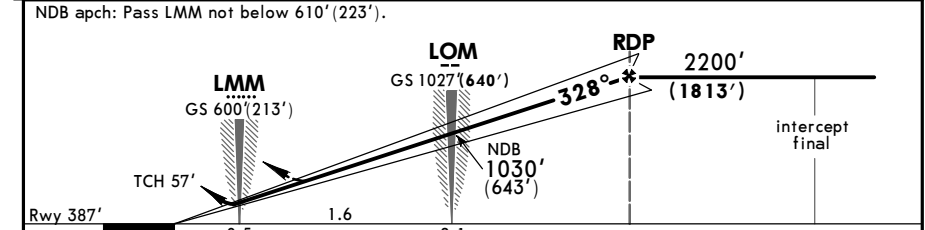
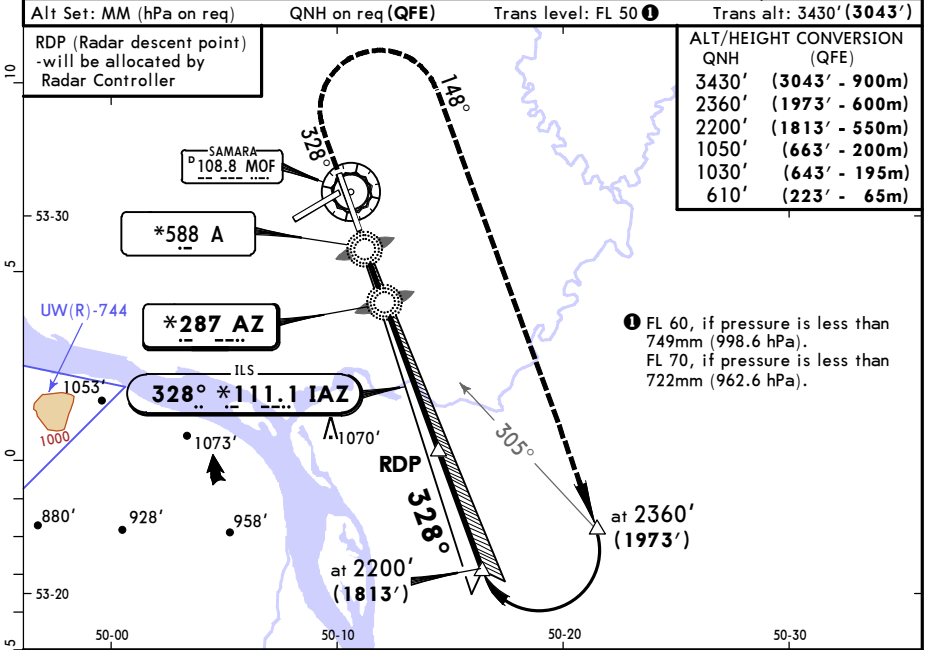
UWWW/KUF
KURUMOCH

12 FEB 16 **11-4**

SAMARA, RUSSIA
ILS or 2 NDB Rwy 33

BRIEFING STRIP™

ATIS		SAMARA Approach (R)		SAMARA Radar		SAMARA Tower		Ground	
134.1 (Russian 134.9)		124.6		128.0		118.2		119.0	
LOC IAZ *111.1		Final Apch Crs 328°		GS LOM 1027'(640')		ILS DA(H) 587'(200')		Apt Elev 476'	
NDB AZ *287				Minimum Alt RDP 2200'(1813')		NDB MDA(H) (CONDITIONAL) 720'(333')		Rwy 387'	
MISSED APCH: Climb on 328° to 1050'(663'), then turn RIGHT onto 148° climbing to 2360'(1973'), then according to chart.									
								MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1050' (663') on 328°	148° RT	2360' (1973')
ILS GS or NDB Desc Angle	2.67°	331	425	472	567	661	756			

ILS		STRAIGHT-IN LANDING RWY 33		NDB	
DA(H) 587'(200')		LOC (GS out)		w/o FAF	
FULL		with FAF		MDA(H) 1390'(1003')	
ALS out		MDA(H) 720'(333')		ALS out	
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m
D					

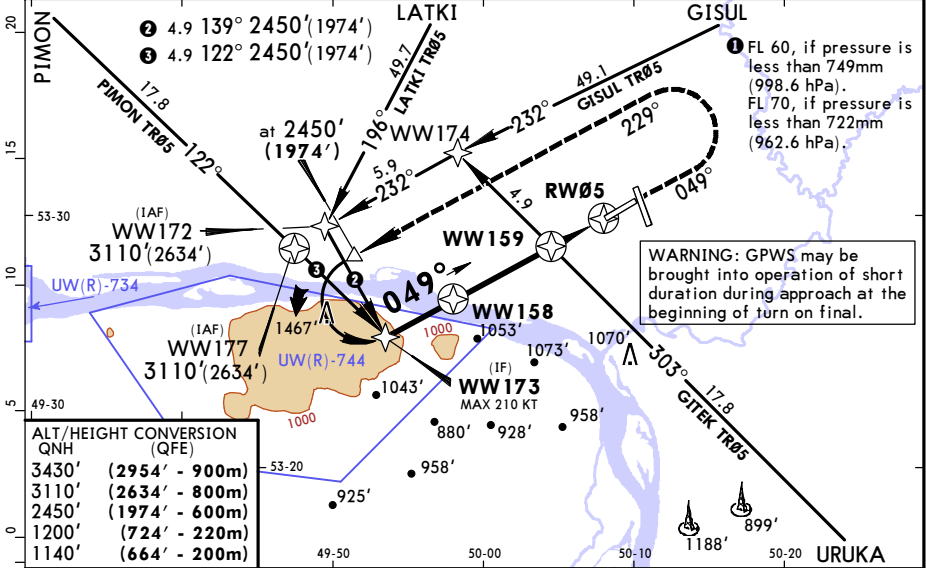
UWWW/KUF
KURUMOCH

12 FEB 16 **12-1**

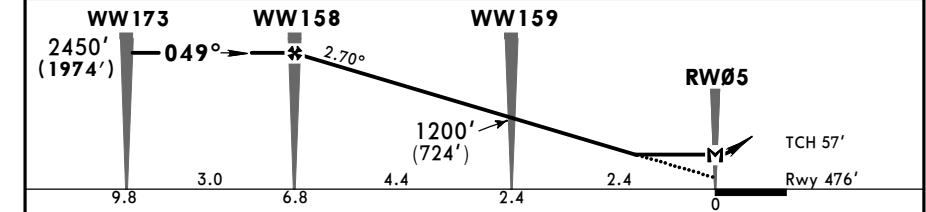
SAMARA, RUSSIA
GNSS Rwy 05

BRIEFING STRIP™	ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
	134.1 (Russian 134.9)	124.6	128.0	118.2	119.0
	RNAV	Final Apch Crs 049°	Minimum Alt WW158 2450'(1974')	MDA(H) 900'(424')	Apt Elev 476' Rwy 476'
MISSED APCH: Climb on 049° to 1140'(664'), then turn LEFT onto 229° climbing to 2450'(1974'), then according to Instrument Approach route.					MSA 110° 3500' ARP 2800' 040°

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3430'(2954')
1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller before passing the point of GNSS apch route beginning.



DIST to WW159	3.2	2.7	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	2120'(1644')	1970'(1494')	1810'(1334')	1660'(1184')	1510'(1034')	1370'(894')
DIST to RW05	2.2		1.6		1.1	0.5
ALTITUDE (HAT)	1140'(664')		990'(514')		840'(364')	680'(204')



STRAIGHT-IN LANDING RWY 05									
MDA(H) 900'(424')									
					ALS out				
A						RVR 1500m			
B						VIS 1600m			
C						RVR 1800m			
D						VIS 2000m			

STRAIGHT-IN LANDING RWY 15		
MDA(H) 930'(513')		
		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	RVR 1500m VIS 1600m	2400m
D	RVR 1800m VIS 2000m	2800m

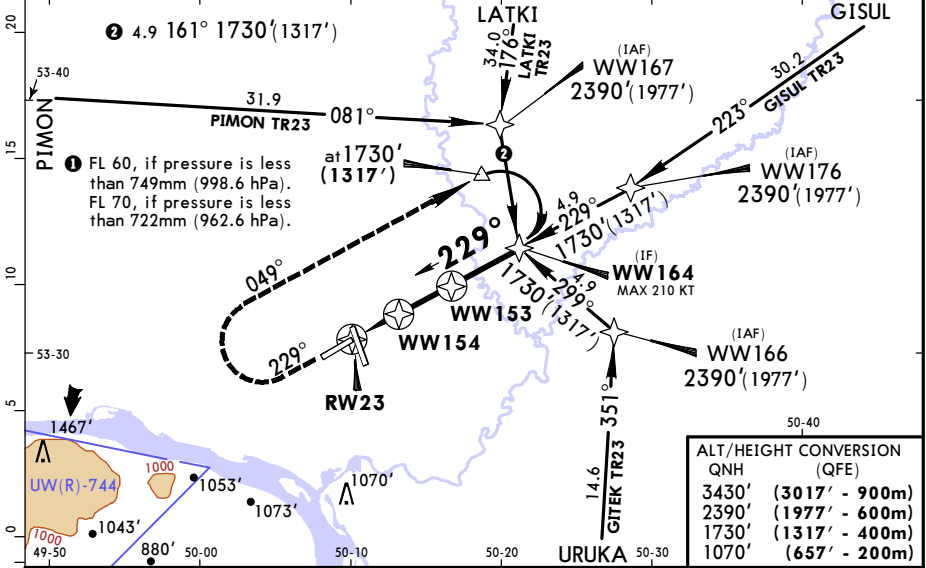
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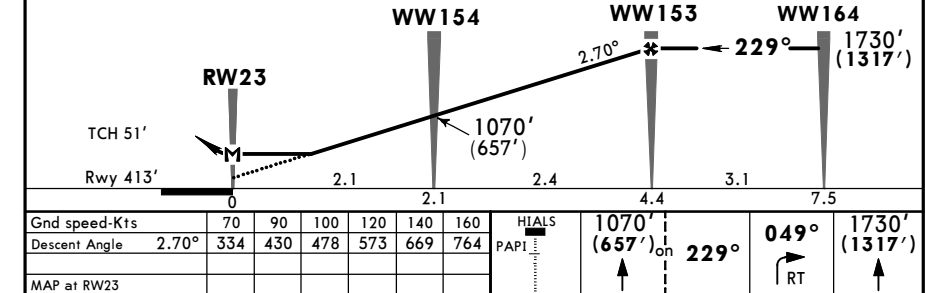
SAMARA, RUSSIA
GNSS Rwy 23

BRIEFING STRIP™	ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
	134.1 (Russian 134.9)	124.6	128.0	118.2	119.0
	RNAV	Final Apch Crs 229°	Minimum Alt WW153 1730'(1317')	MDA(H) 890'(477')	Apt Elev 476' Rwy 413'
MISSED APCH: Climb on 229° to 1070' (657'), then turn RIGHT onto 049° climbing to 1730' (1317'), then according to Instrument Approach route.					MSA 110° 3500' ARP 2800' 040°

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3430'(3017')
1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller before passing the point of GNSS apch route beginning.



DIST to WW154	0.5	1.1	1.6	2.2
ALTITUDE (HAT)	1220'(807')	1370'(957')	1530'(1117')	1680'(1267')
DIST to RW23	0.5	1.1	1.6	
ALTITUDE (HAT)	620'(207')	780'(367')	930'(517')	



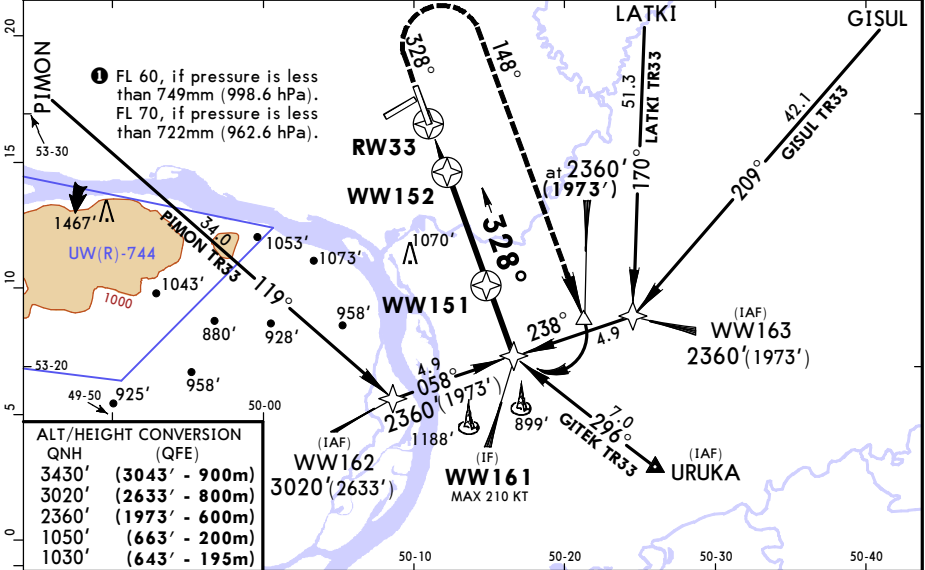
STRAIGHT-IN LANDING RWY 23					
MDA(H) 890'(477')					
ALS out					
A	RVR 720m VIS 800m			RVR 1500m VIS 1600m	
B					
C	1200m			RVR 1800m VIS 2000m	
D	RVR 1500m VIS 1600m			2400m	

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SAMARA, RUSSIA
GNSS Rwy 33

BRIEFING STRIP™	ATIS	SAMARA Approach (R)	SAMARA Radar	SAMARA Tower	Ground
	134.1 (Russian 134.9)	124.6	128.0	118.2	119.0
	RNAV	Final Apch Crs 328°	Minimum Alt WW151 2360'(1973')	MDA(H) 770'(383')	Apt Elev 476' Rwy 387'
MISSED APCH: Climb on 328° to 1050'(663'), then turn RIGHT onto 148° climbing to 2360'(1973'), then according to Instrument Approach route.					MSA 110° 3500' ARP 2800' 040°
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3430'(3043')					
1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller before passing the point of GNSS apch route beginning.					



5

DIST to WW152		0.5	1.1	1.6	2.2	2.7	3.2
ALTITUDE (HAT)		1180'(793')	1330'(943')	1490'(1103')	1640'(1253')	1790'(1403')	1950'(1563')
DIST to RW33		0.5	1.1	1.6	2.2	2.7	3.2
ALTITUDE (HAT)		590'(203')	750'(363')	900'(513')	1050'(663')	1200m	1350m

CHANGES: Airport elev. MSA.

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Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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SAMARA, (KURUMUCH - UWWW)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWWW