

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UUBW

Terminal Charts For UUBW

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: RAMENSKOYE RUS
ICAO/IATA: UUBW / ZIA
Lat/Long: N55° 33.2', E038° 09.0'
Elevation: 404 ft

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

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

Sunrise: 0127 Z
Sunset: 1720 Z

Runway Information

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

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

Communication Information

ATIS: 127.750 Non-English
Gordy Krug/Start Tower: 124.000 Non-English
Gordy Krug/Start Tower: 125.250 Non-English
Gordy Rulenie Ground: 131.000 Non-English
Gordy Rulenie Ground: 125.250 Secondary Non-English
Gordy Podkhod Approach: 124.000 Non-English
Gordy Podkhod Approach: 125.250 Non-English
Gordy Transit Operations: 123.900 Non-English

UUBW

JEPPESEN

RAMENSKOYE, RUSSIA

RAMENSKOYE

9 JUN 17

10-1P

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*ATIS 127.750 (Russian only)

1.2. TAXI PROCEDURES

Taxiing along TWY A1 on segment from stand 2 to 4 is allowed when stand 1 is vacant.

Taxiing shall be carried out under inboard engines powers.

ACFT taxiing or towing to/from stands 16 thru 20B shall be carried out after "FOLLOW ME" car.

1.3. PARKING INFORMATION

Stand 20B is available for helicopters.

Taxiing of ACFT out of stands shall be carried out by towing.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

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

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

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

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

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. NOISE ABATEMENT APPROACH PROCEDURES

General

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

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

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

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

Restrictions

Noise abatement procedure shall not be executed under following conditions:

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

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

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10-1P1

AIRPORT BRIEFING

2. ARRIVAL

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

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

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

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

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

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

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

Straight-in Approach RWY 30

The flight crew shall carry out the flight at 3330' by the moment when the ACFT reaches the distance of 13.5NM from RWY THR, maintaining 210 KT and flight direction to intercept ILS LOC coverage area providing approach.

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

At distance 8.1NM from RWY THR gear down.

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

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

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

After that the speed shall be maintained according to AFM.

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

Approach RWY 12

Gear down execute before final turn.

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

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

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

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15 JUL 16

10-1P2

Eff 21 Jul

AIRPORT BRIEFING

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

3.1.1. TAKE-OFF AND CLIMBING PROCEDURE

General

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

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

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

Restrictions

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

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

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

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

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

Noise abatement procedure shall not be applied until:

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

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

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

During Take-off

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

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15 JUL 16

10-1P3

Eff 21 Jul

AIRPORT BRIEFING

3. DEPARTURE

Take-off:

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

Reduced take-off thrust during take-off and climb shall be used according to AFM.

The following two variants of take-off and climb procedures are applied:

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

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

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

Noise Abatement Procedures NADP1 and NADP2

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

NADP 1 is the main method for departure RWY 30.

Notes:

- If the initial altitude of climb assigned for the flight crew before take-off is less than 3360', then the execution of noise abatement procedure shall be ended at this altitude.
- Turns shall be carried out with a bank angle of 15 degrees from 800' to 1390' and with a bank angle of 20 degrees from 1390' to 3360'.
- Noise abatement procedures during take-off shall not be applied under following conditions:
 - icing;
 - moderate bumpiness;
 - presence of windshear or expectation of thunderstorms.

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15 JUL 16

10-2

Eff 21 Jul

RAMENSKOYE, RUSSIA

STAR

STAR TRANS DESIGNATION	REFER TO CHART
LARIONOVO 2R, 4R, 6R, 8R, TIKBI 2R	10-2B
OKTYABRSKIY 2R, 4R, SUKHOTINO 2AR, 2BR, 4R	10-2C
GAGARIN 2R, 4AR, 4BR	10-2D
BOGDANOVO 2R, 4R, SAVELOVO 2R	10-2E
RNAV STAR DESIGNATION	REFER TO CHART
IT 12S, RW 12S	10-2F
IT 30S, RW 30S	10-2G
OK 12S, RE 12S	10-2H
RE 30S, TI 30S	10-2J
AO 12S, DMD 12S	10-2K
AO 30S, DMD 30SA, 30SB	10-2L
STAR DESIGNATION	REFER TO CHART
BANSU 2A, DIGBA 2A (CAT C & D)	10-2M
BANSU 4A, DIGBA 4A (CAT C & D)	10-2N
OKREM 2A, RELTO 2A, TIKBI 2A (CAT C & D)	10-2P
OKREM 4A, RELTO 4A, TIKBI 4A (CAT C & D)	10-2Q
NENLI 2A, ROSKU 2A (CAT C & D)	10-2S
NENLI 4A, ROSKU 4A (CAT C & D)	10-2T
BANSU 2A, DIGBA 2A (CAT A & B)	10-2U
BANSU 4A, DIGBA 4A (CAT A & B)	10-2V
OKREM 2A, RELTO 2A, TIKBI 2A (CAT A & B)	10-2W
OKREM 4A, RELTO 4A, TIKBI 4A (CAT A & B)	10-2X
NENLI 2A, ROSKU 2A (CAT A & B)	10-2X1
NENLI 4A, ROSKU 4A (CAT A & B)	10-2X2

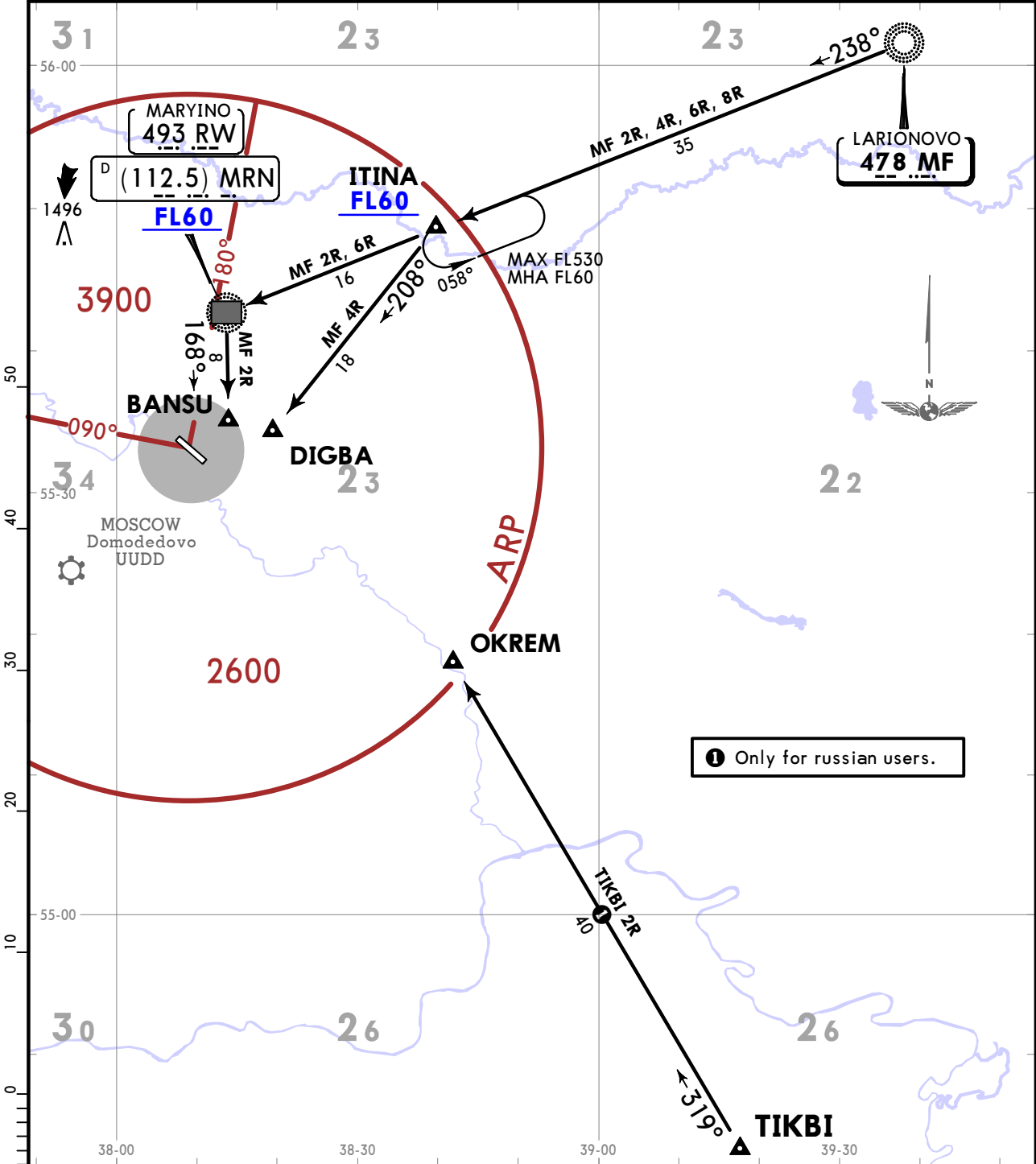
UUBW/ZIA
RAMENSKOYE

JEPPESSEN
27 APR 18 (10-2B)

RAMENSKOYE, RUSSIA
TRANSITION

*ATIS 127.750 (Russian only)	Apt Elev 404	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa)
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LARIONOVO 2R (MF 2R) [MF2R], LARIONOVO 4R (MF 4R) [MF4R]
LARIONOVO 6R (MF 6R) [MF6R], LARIONOVO 8R (MF 8R) [MF8R]
TIKBI 2R [TIK2R]
TRANSITIONS



TRANSITION	ROUTING
MF 2R	MF - ITINA - RW - BANSU.
MF 4R	MF - ITINA - DIGBA.
MF 6R	MF - ITINA - RW.
MF 8R	MF - ITINA.
TIKBI 2R By ATC	TIKBI - OKREM.

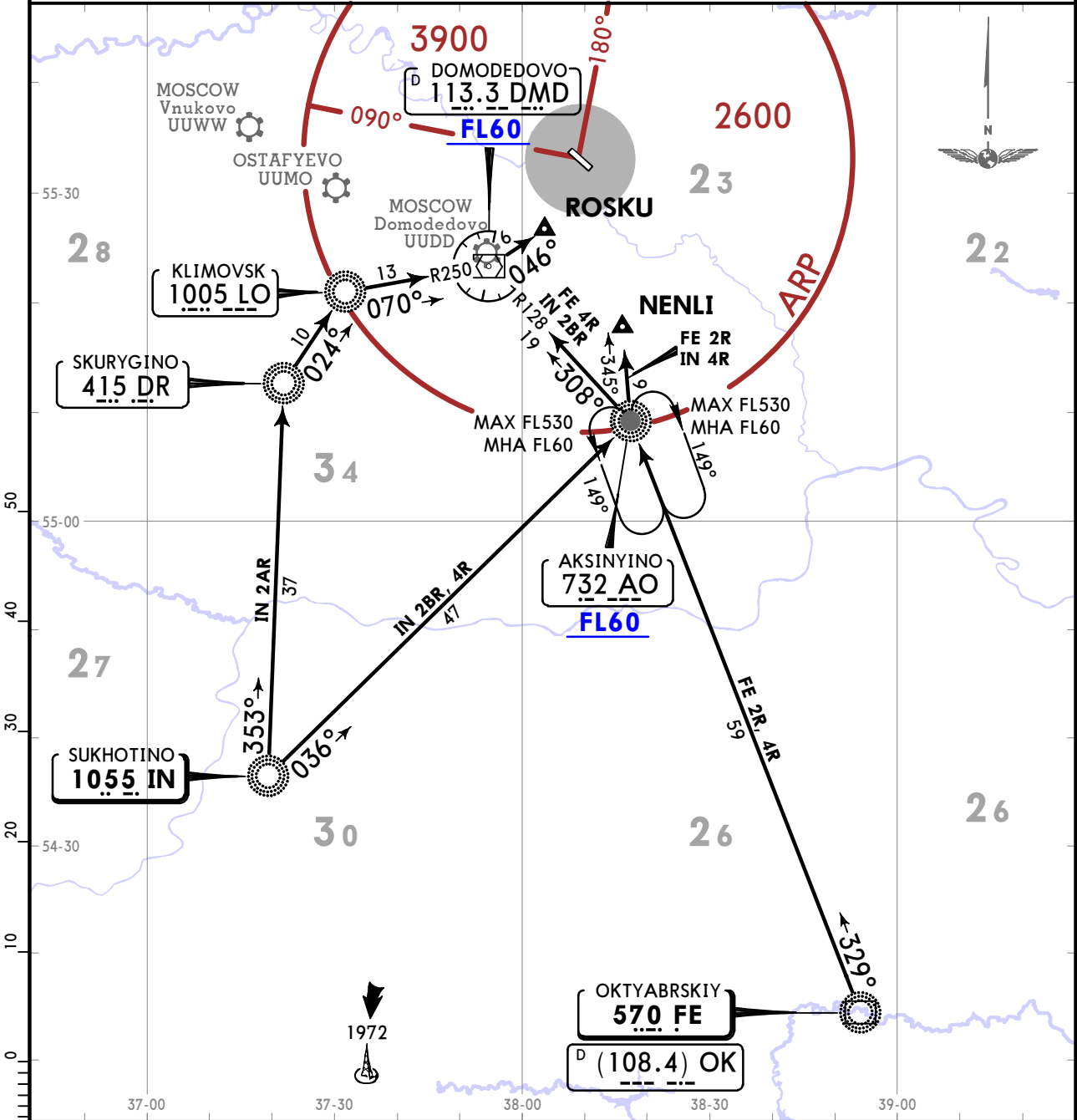
UUBW/ZIA
RAMENSKOYE

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27 APR 18 10-2C

RAMENSKOYE, RUSSIA
TRANSITION

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OKTYABRSKIY 2R (FE 2R)
OKTYABRSKIY 4R (FE 4R)
SUKHOTINO 2AR (IN 2AR)
SUKHOTINO 2BR (IN 2BR)
SUKHOTINO 4R (IN 4R)
TRANSITIONS



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



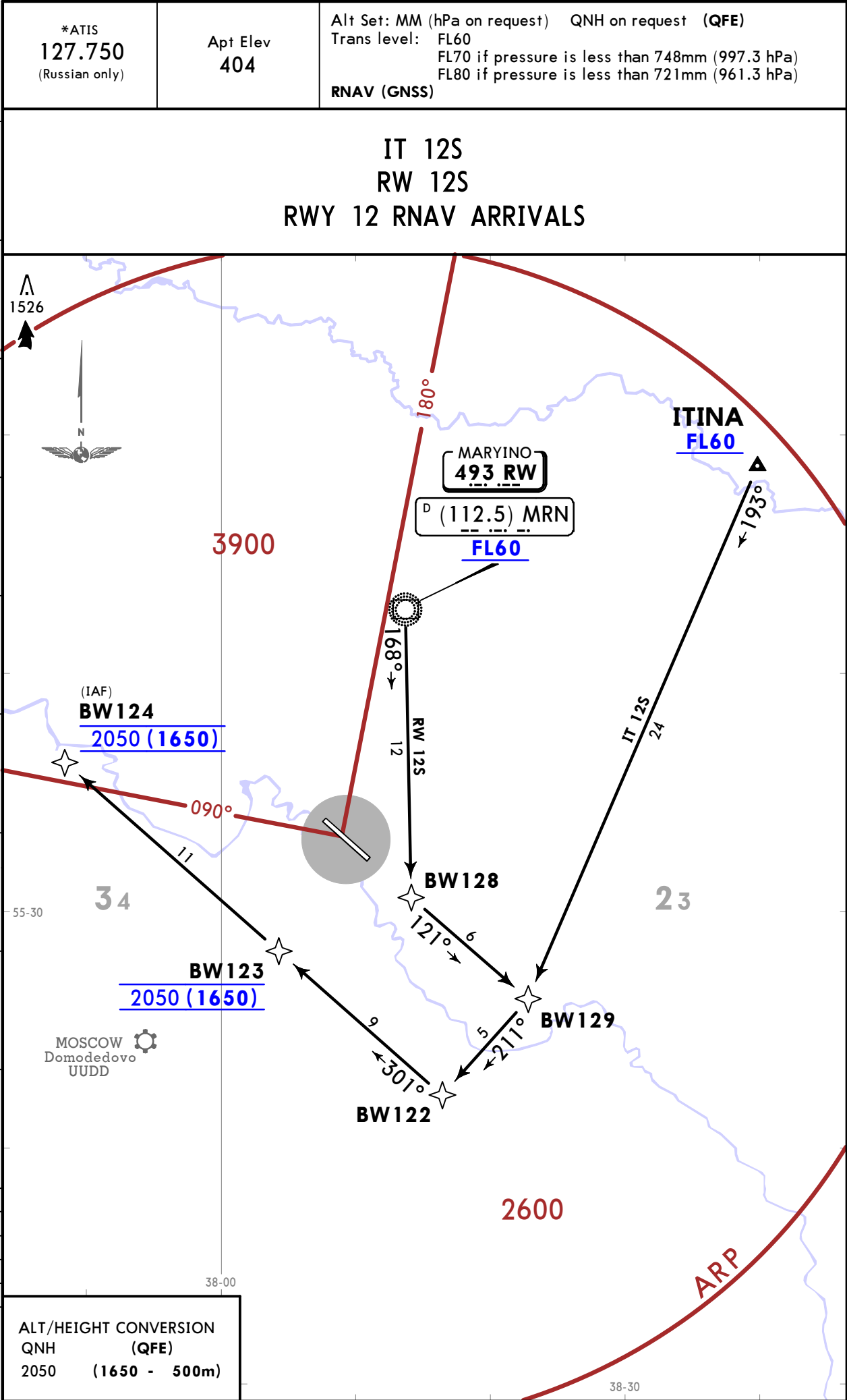
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)

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

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27 APR 18 10-2F

RAMENSKOYE, RUSSIA
RNAV STAR



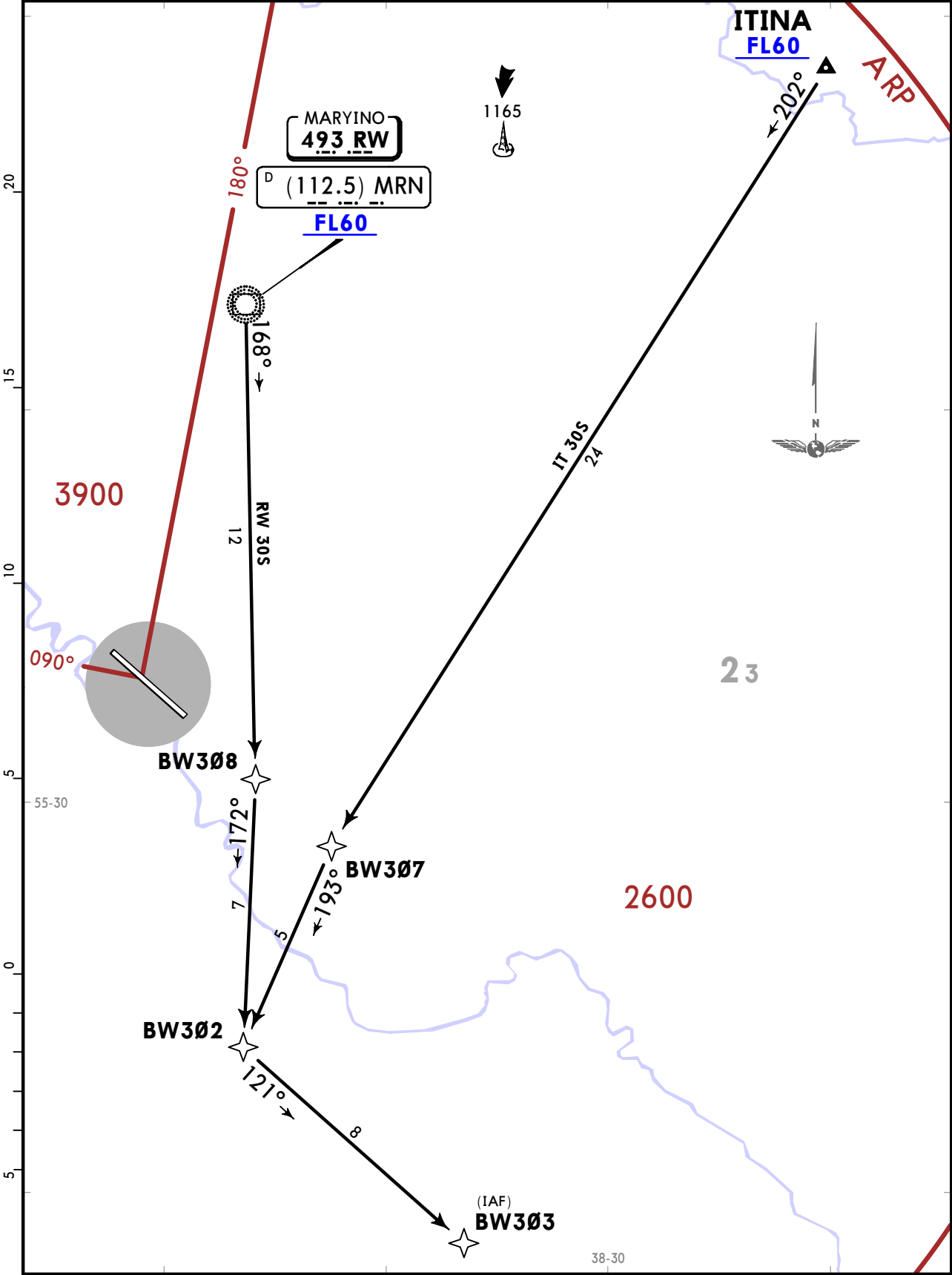
UUBW/ZIA
RAMENSKOYE

JEPPESSEN
27 APR 18 10-2G

RAMENSKOYE, RUSSIA
RNAV STAR

*ATIS 127.750 (Russian only)	Apt Elev 404	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) RNAV (GNSS)
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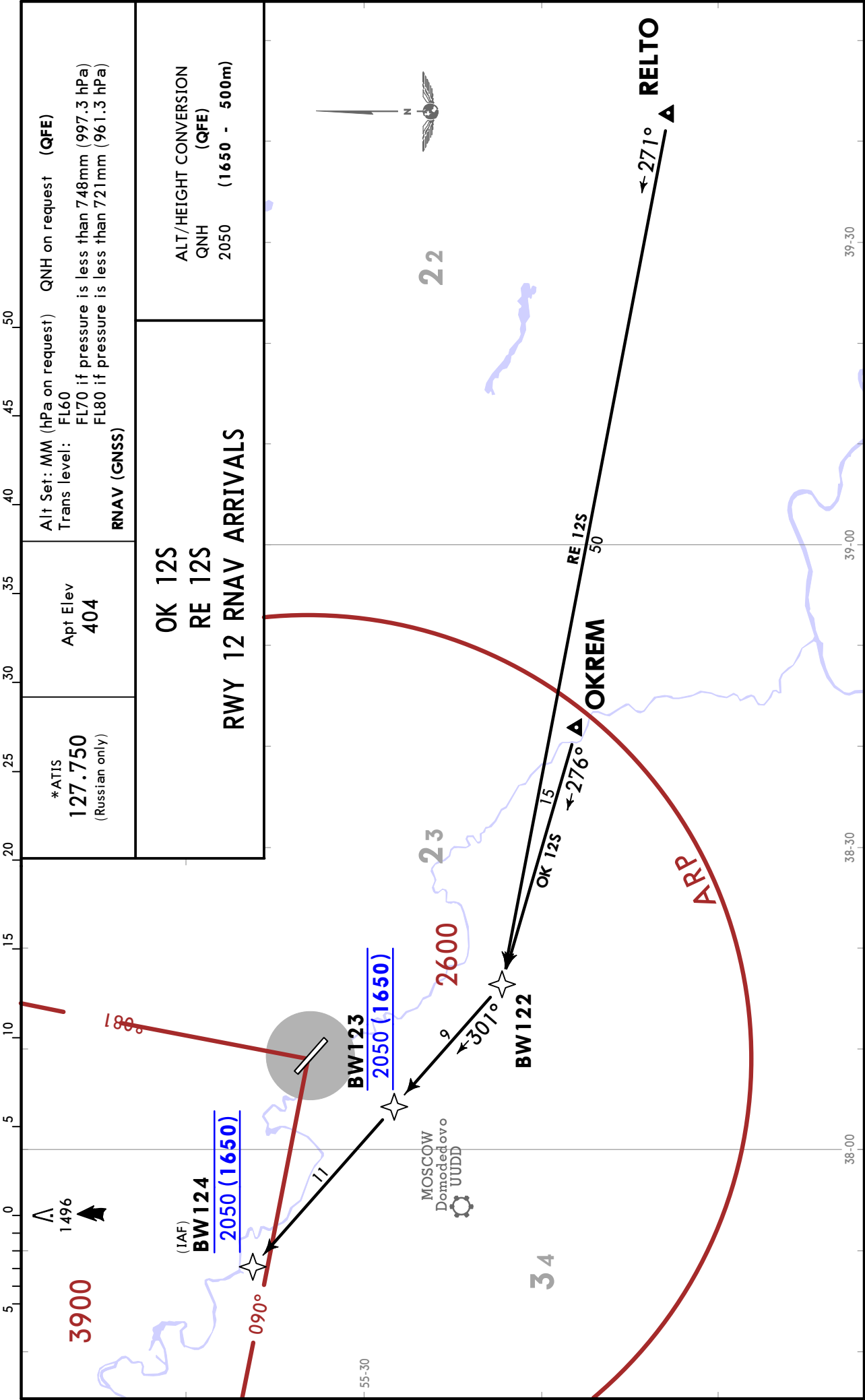
IT 30S
RW 30S
RWY 30 RNAV ARRIVALS



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RAMENSKOYE

JEPPESSEN
27 APR 18 10-2H

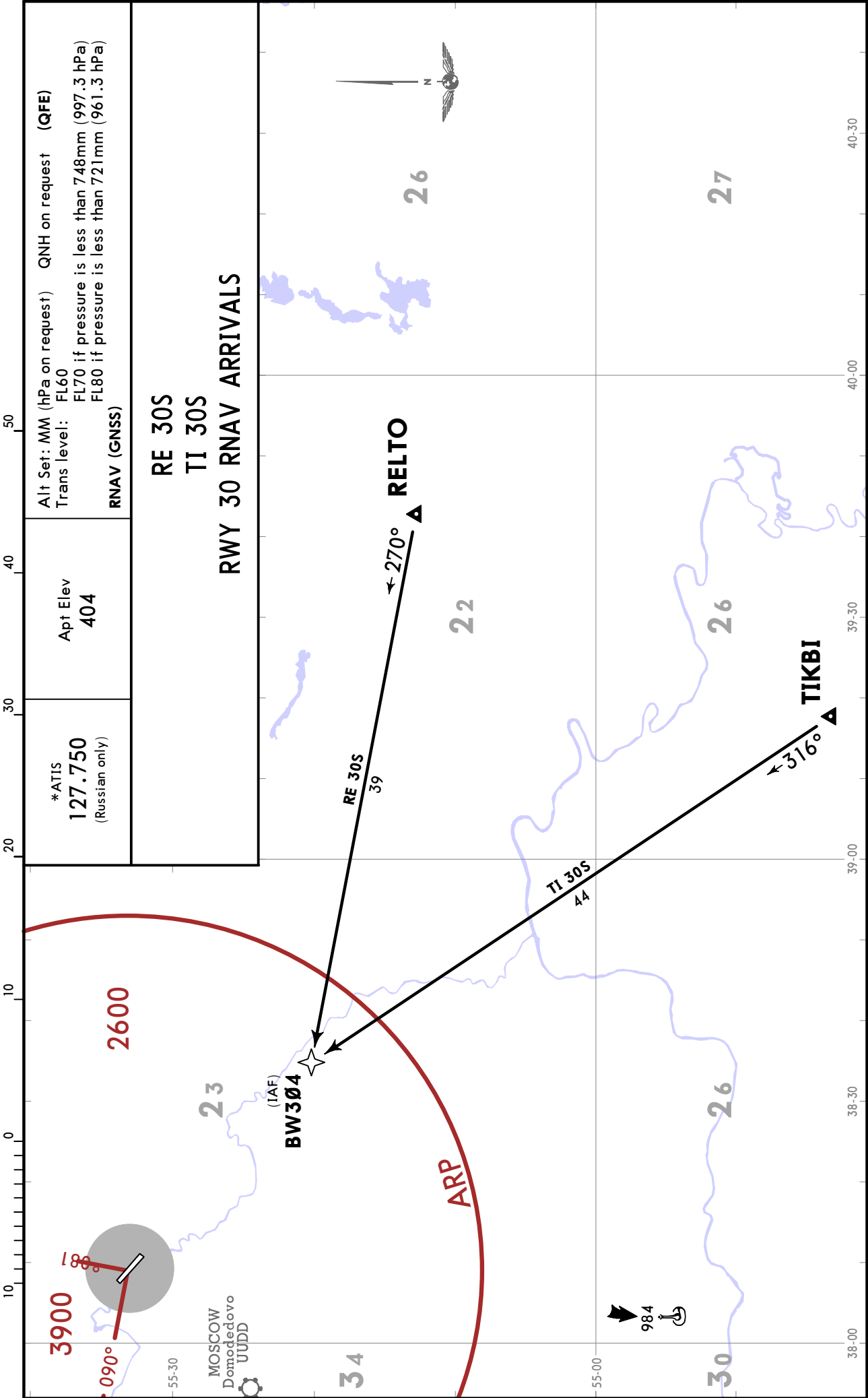
RAMENSKOYE, RUSSIA
RNAV STAR



UUBW/ZIA
RAMENSKOYE

27 APR 18 10-2J

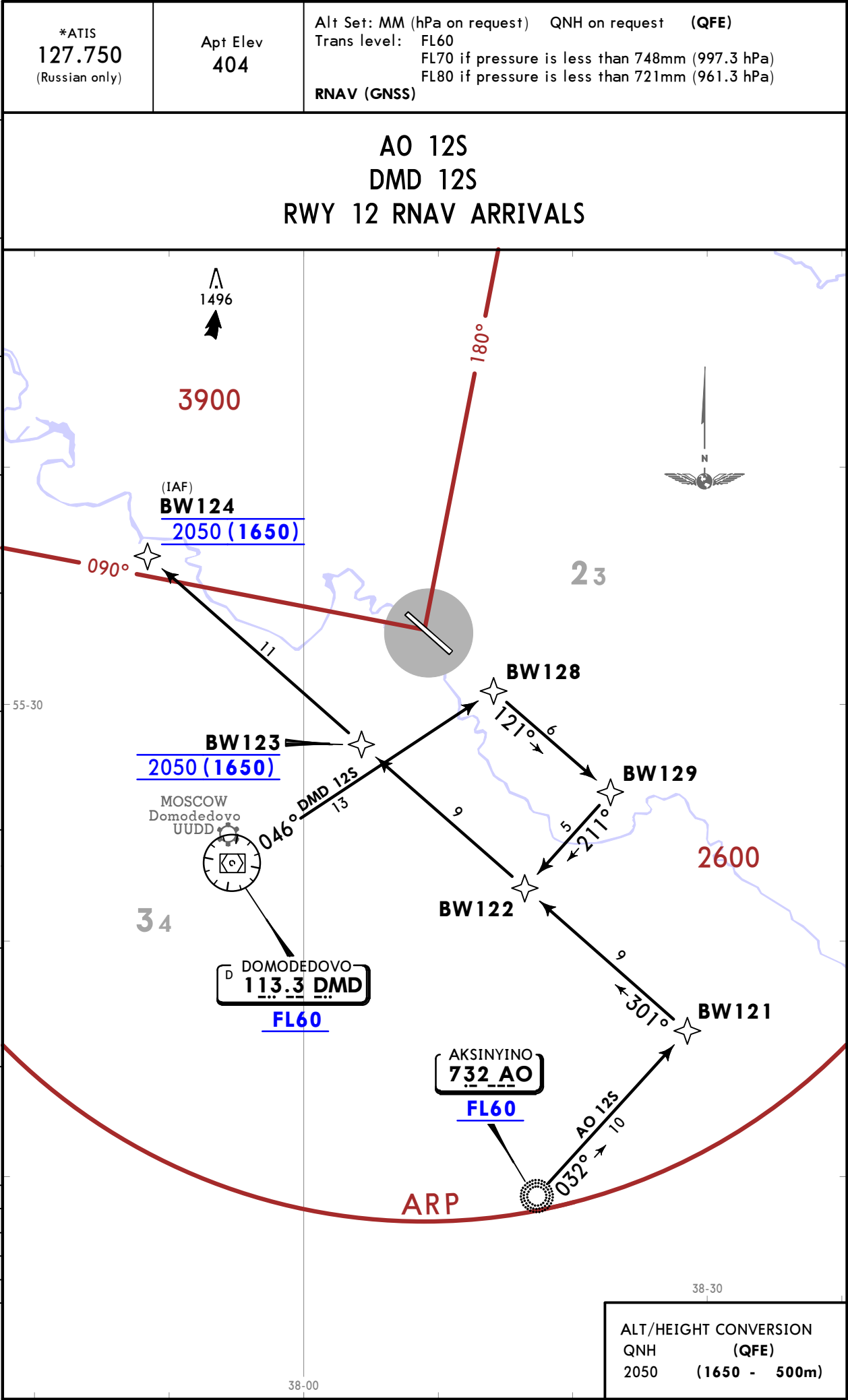
RAMENSKOYE, RUSSIA
RNAV STAR



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RAMENSKOYE

JEPPESSEN
27 APR 18 10-2K

RAMENSKOYE, RUSSIA
RNAV STAR



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RAMENSKOYE

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RAMENSKOYE, RUSSIA

27 APR 18

10-2L

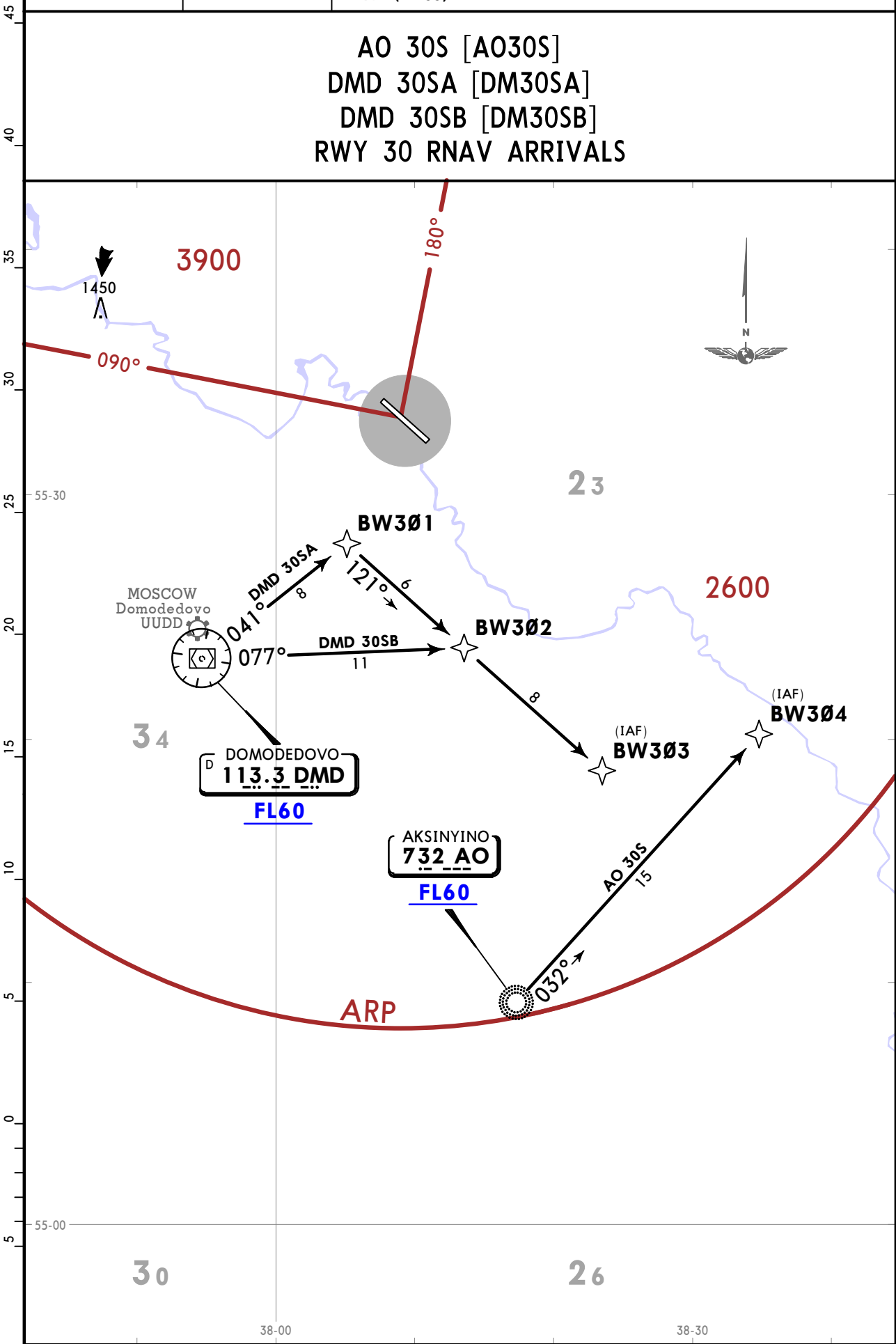
RNAV STAR

*ATIS
127.750
(Russian only)

Apt Elev
404

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

AO 30S [AO30S]
DMD 30SA [DM30SA]
DMD 30SB [DM30SB]
RWY 30 RNAV ARRIVALS



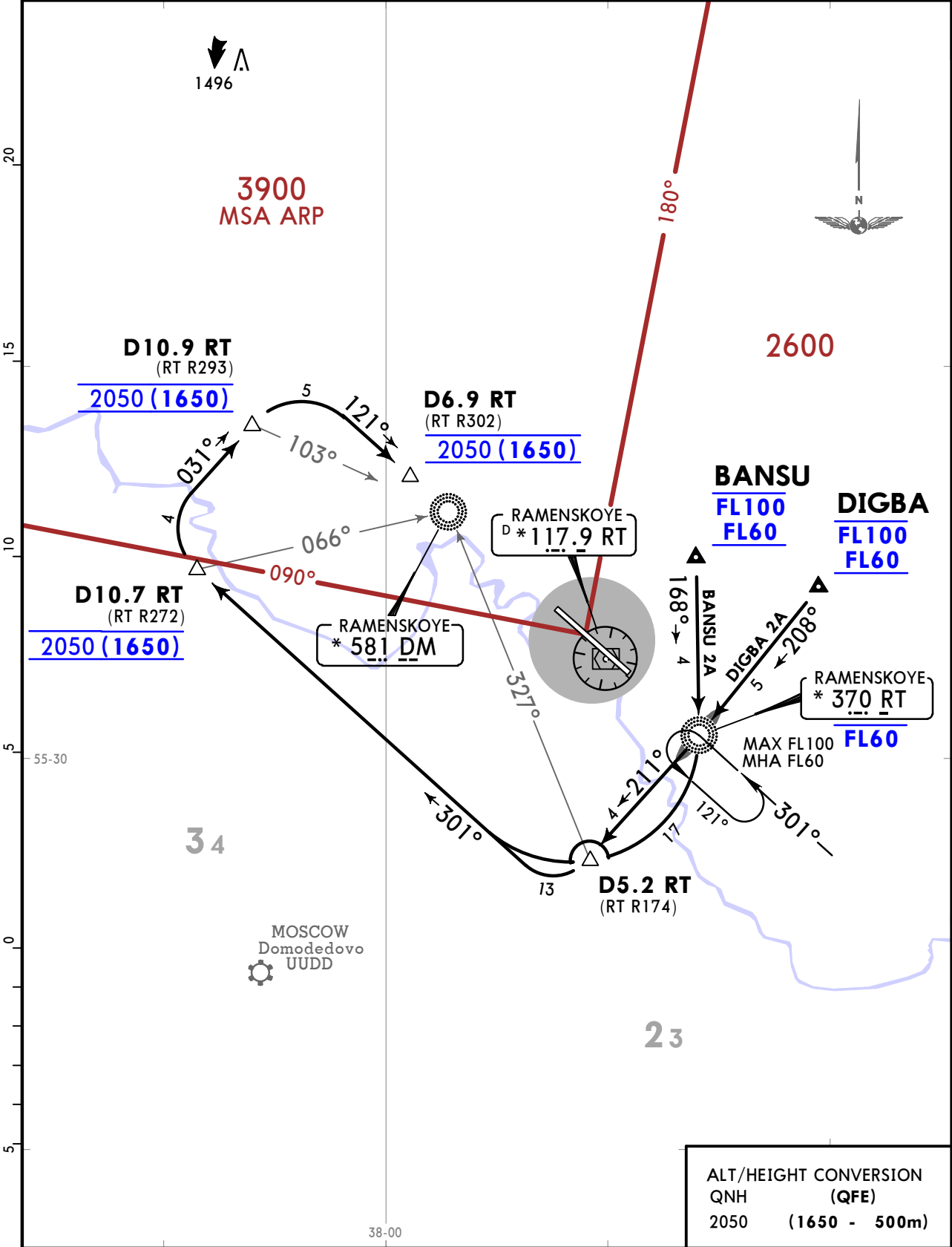
UUBW/ZIA
RAMENSKOYE

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27 APR 18 (10-2M)

RAMENSKOYE, RUSSIA
STAR

*ATIS 127.750 (Russian only)	Apt Elev 404	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa)
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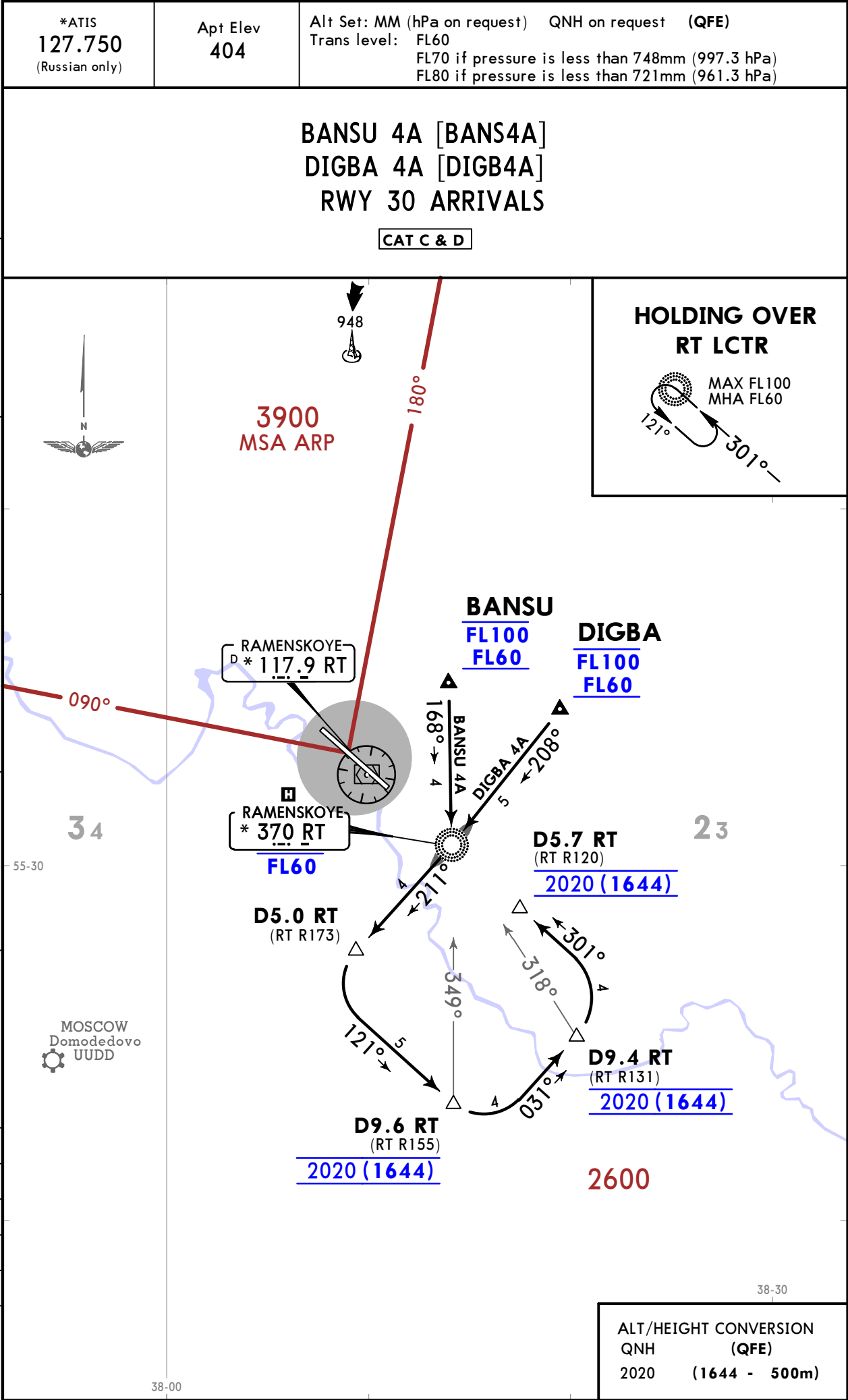
BANSU 2A [BANS2A]
DIGBA 2A [DIGB2A]
RWY 12 ARRIVALS
CAT C & D

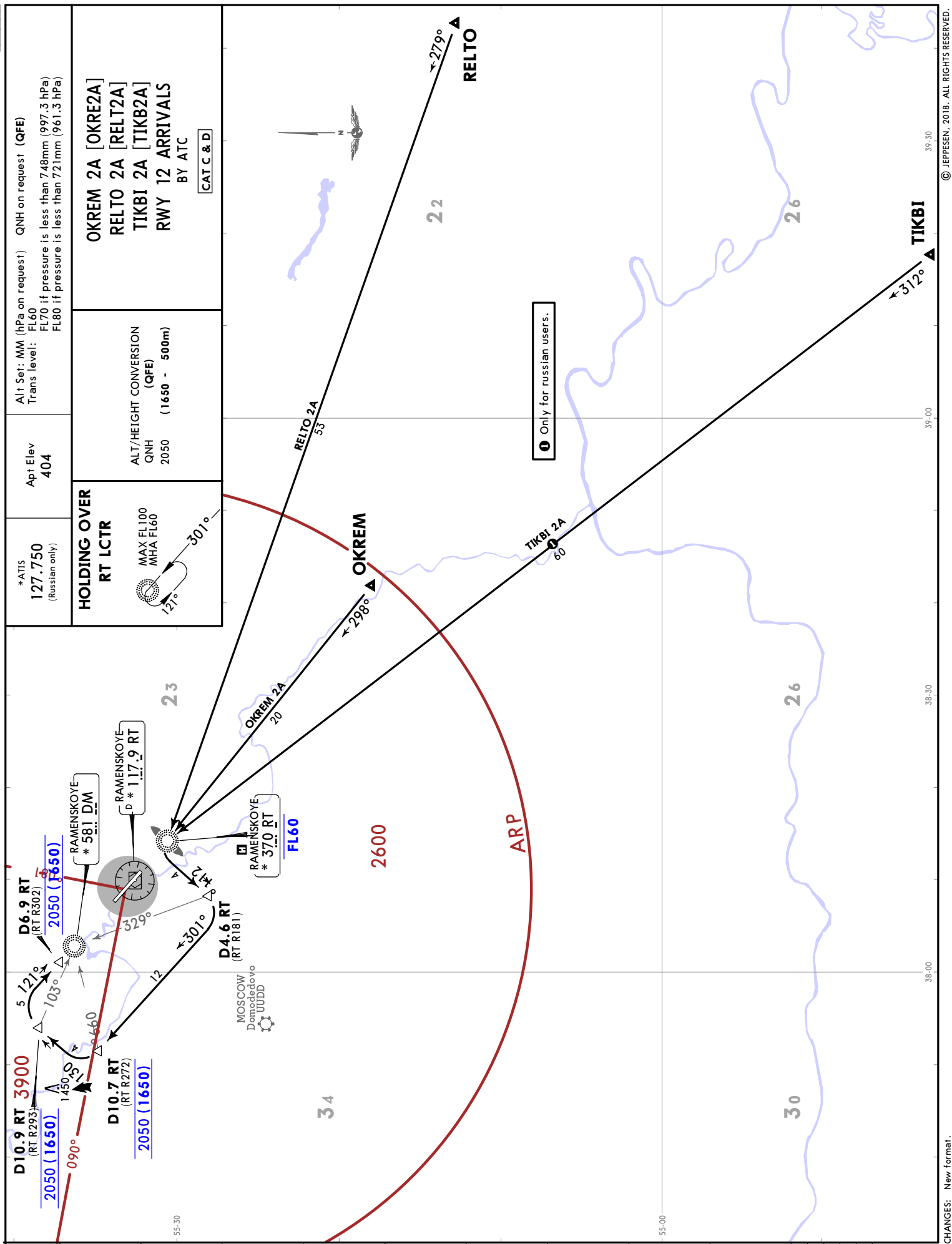


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RAMENSKOYE

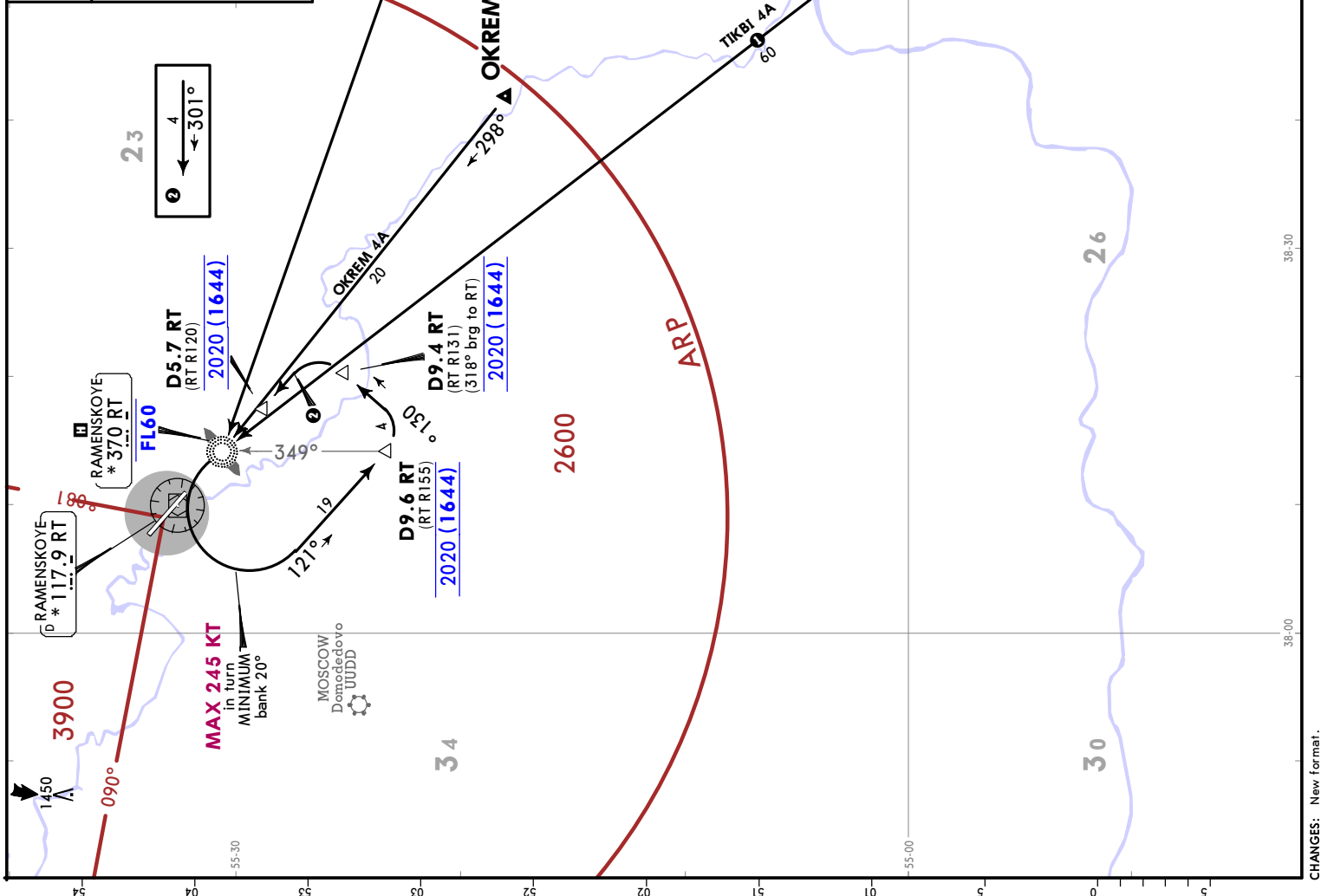
JEPPESSEN
27 APR 18 10-2N

RAMENSKOYE, RUSSIA
STAR





*ATIS 127.750 (Russian only)	Apt Elev 404	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa)
HOLDING OVER RT LCTR MAX FL100 MHA FL60 127° 301°		ALT/HEIGHT CONVERSION QNH 2020 (1644 - 500m)
OKREM 4A [OKRE4A] RELTO 4A [RELT4A] TIKBI 4A [TIKB4A] RWY 30 ARRIVALS BY ATC CAT C & D		



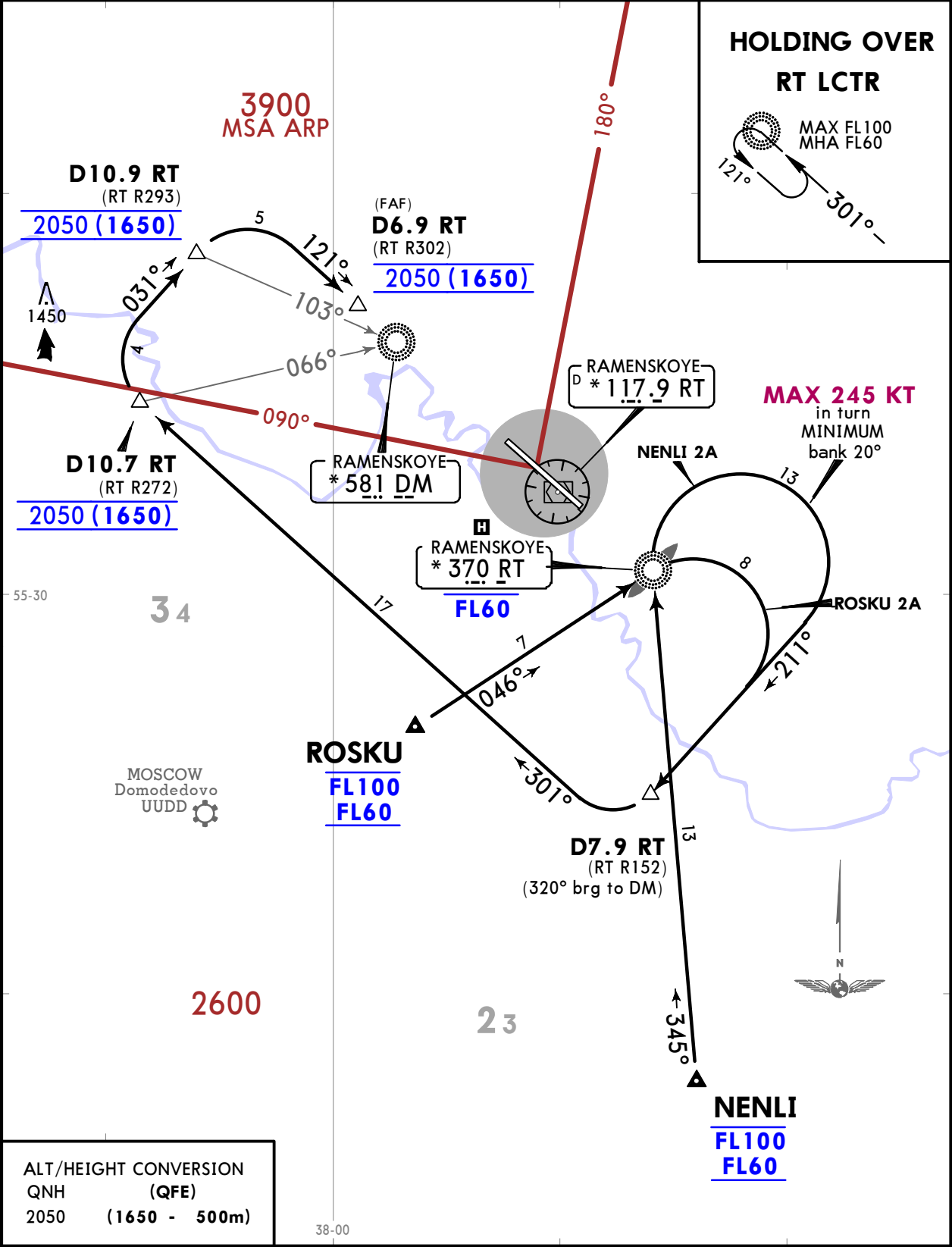
UUBW/ZIA
RAMENSKOYE

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27 APR 18 (10-2S)

RAMENSKOYE, RUSSIA
STAR

*ATIS 127.750 (Russian only)	Apt Elev 404	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa)
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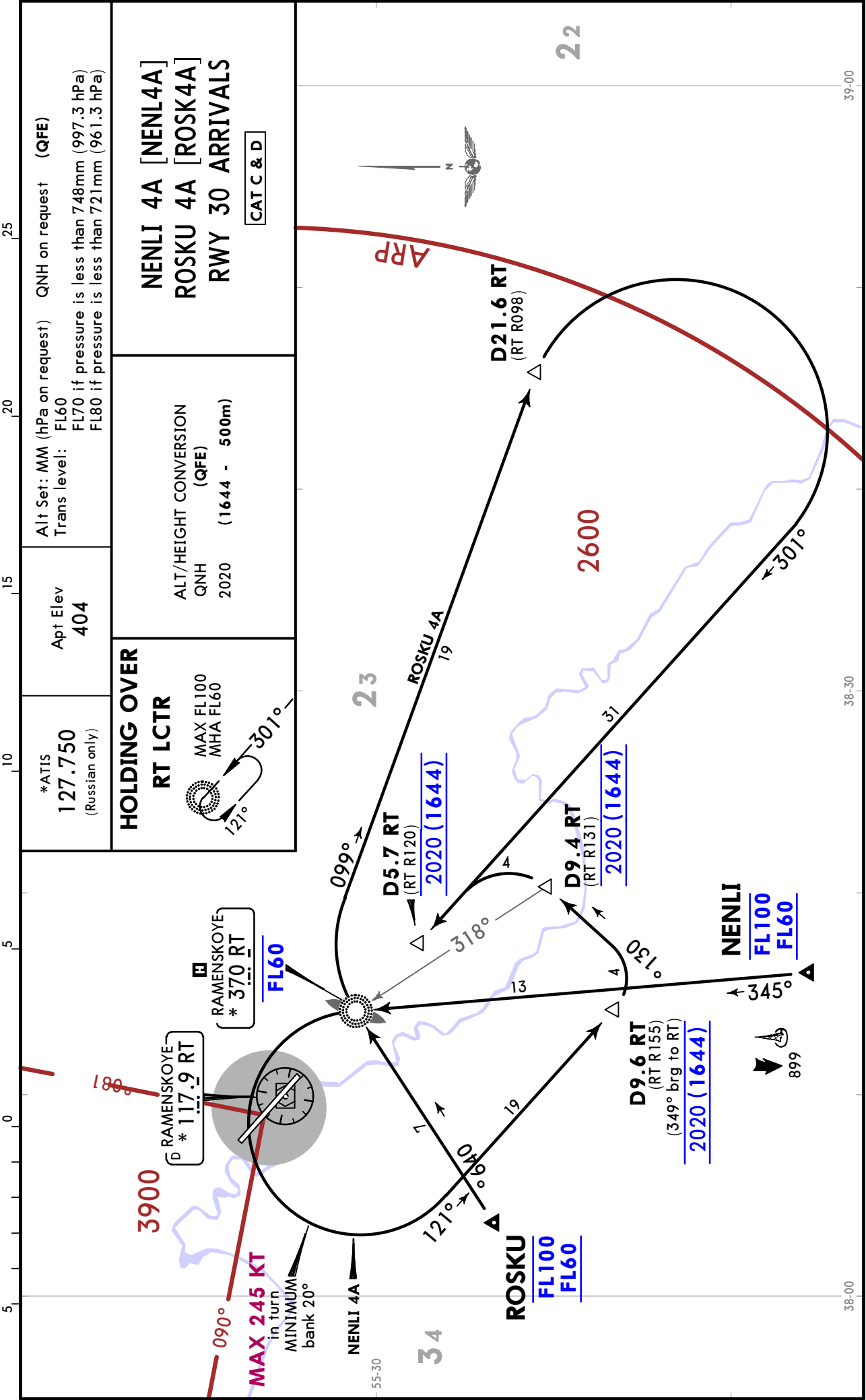
NENLI 2A [NENL2A]
ROSKU 2A [ROSK2A]
RWY 12 ARRIVALS
CAT C & D



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RAMENSKOYE

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27 APR 18 10-2T

RAMENSKOYE, RUSSIA
STAR



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RAMENSKOYE

JEPPESSEN
27 APR 18 (10-2U)

RAMENSKOYE, RUSSIA
STAR

*ATIS 127.750 (Russian only)	Apt Elev 404	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa)
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BANSU 2A
DIGBA 2A
RWY 12 ARRIVALS
CAT A & B

25
20
15
10
5
0
5

3900
MSA ARP

D10.9 RT
(RT R293)
2050 (1650)

D6.9 RT
(RT R302)
2050 (1650)

D10.2 RT
(RT R277)
2050 (1650)

RAMENSKOYE
* 581 DM

RAMENSKOYE
* 117.9 RT

BANSU
FL100
FL60

DIGBA
FL100
FL60

RAMENSKOYE
* 370 RT
FL60

D4.4 RT
(RT R165)

MOSCOW
Domodedovo
UDD

34

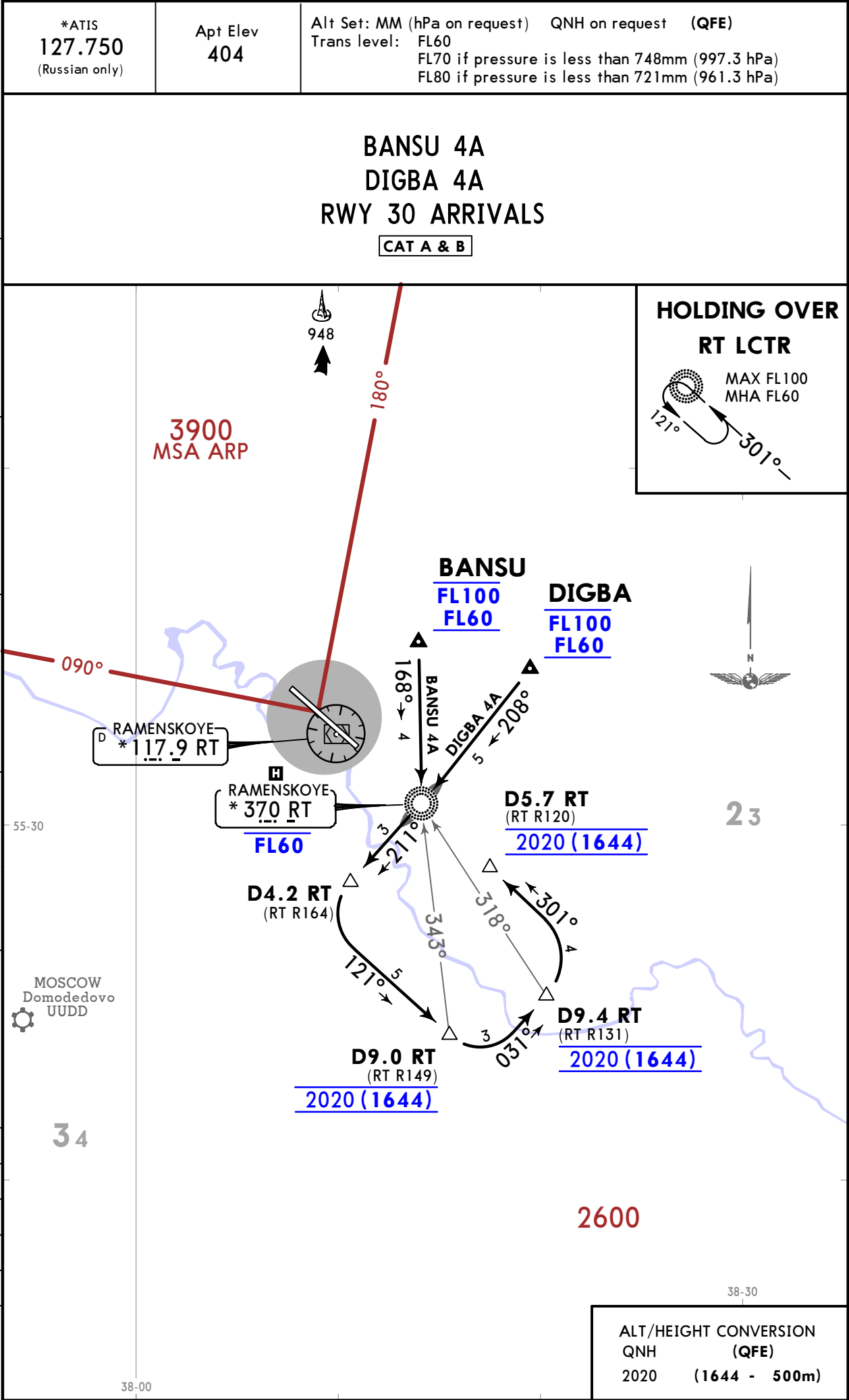
23

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2050	(1650 - 500m)

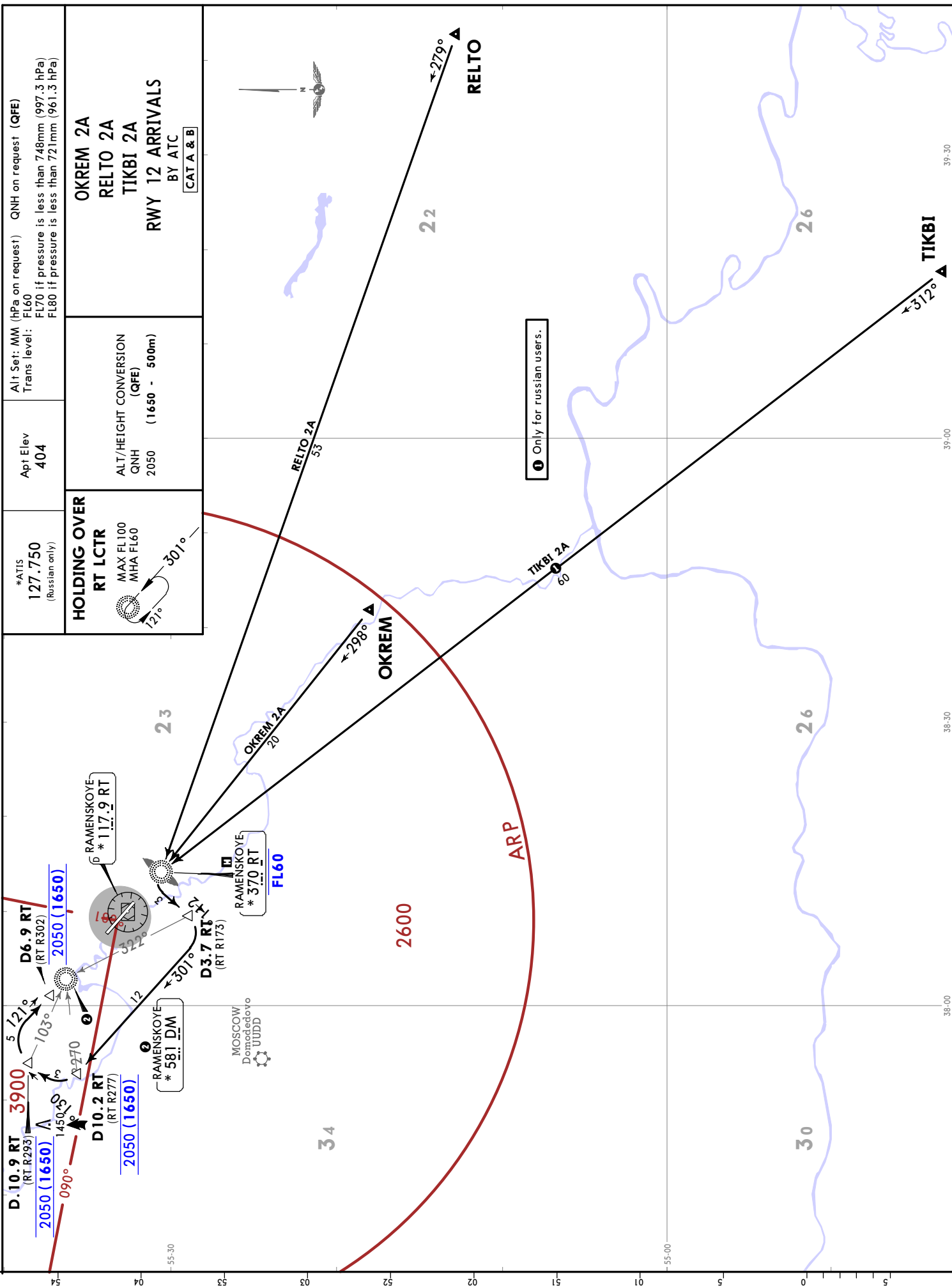
UUBW/ZIA
RAMENSKOYE

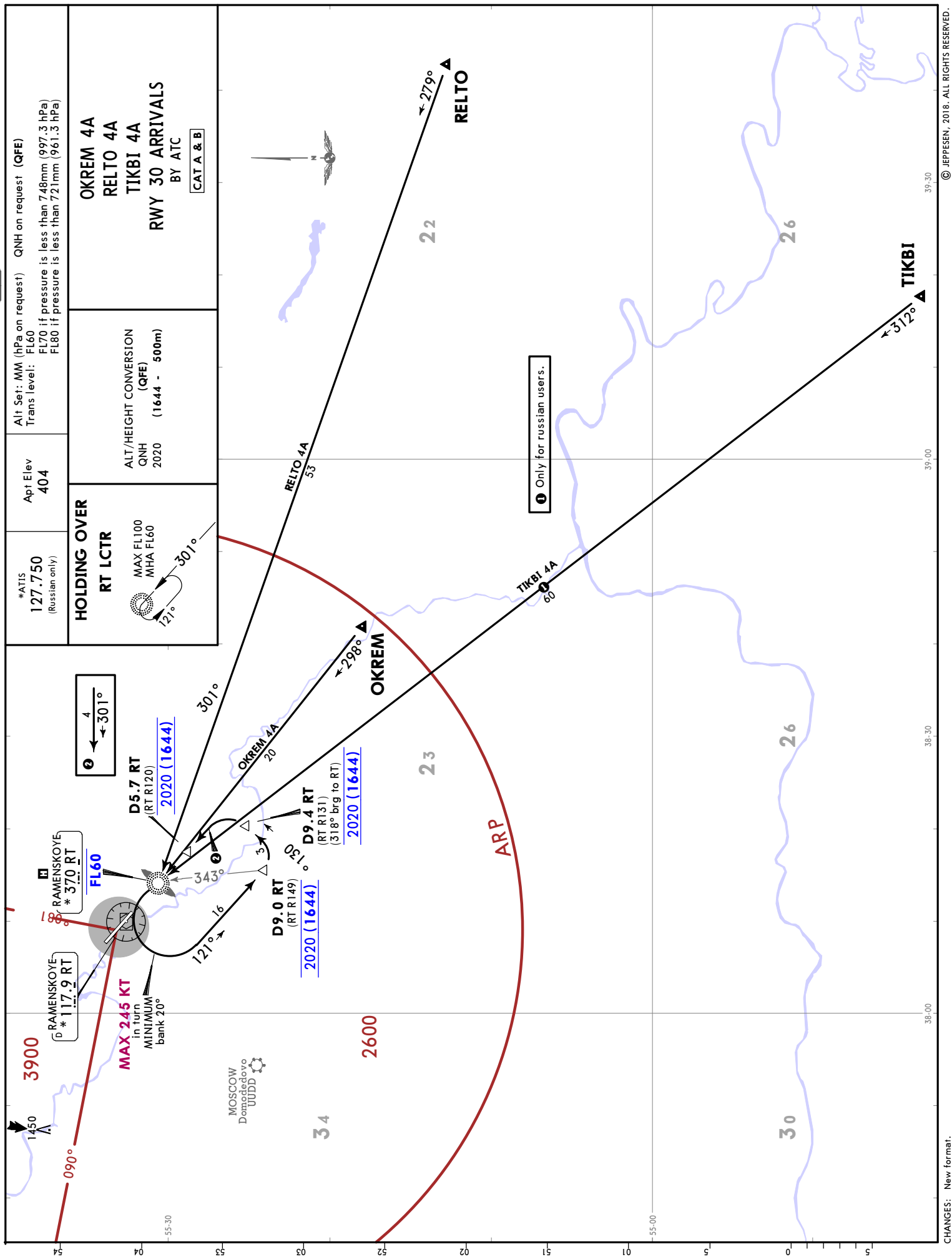
JEPPESSEN
27 APR 18 10-2V

RAMENSKOYE, RUSSIA
STAR



*ATIS 127.750 (Russian only)	Apt Elev 404	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa)	OKREM 2A RELTO 2A TIKBI 2A RWY 12 ARRIVALS BY ATC CAT A & B
HOLDING OVER RT LCTR MAX FL100 MHA FL60 121° 301°		ALT/HEIGHT CONVERSION QNH 2050 (1650 - 500m)	

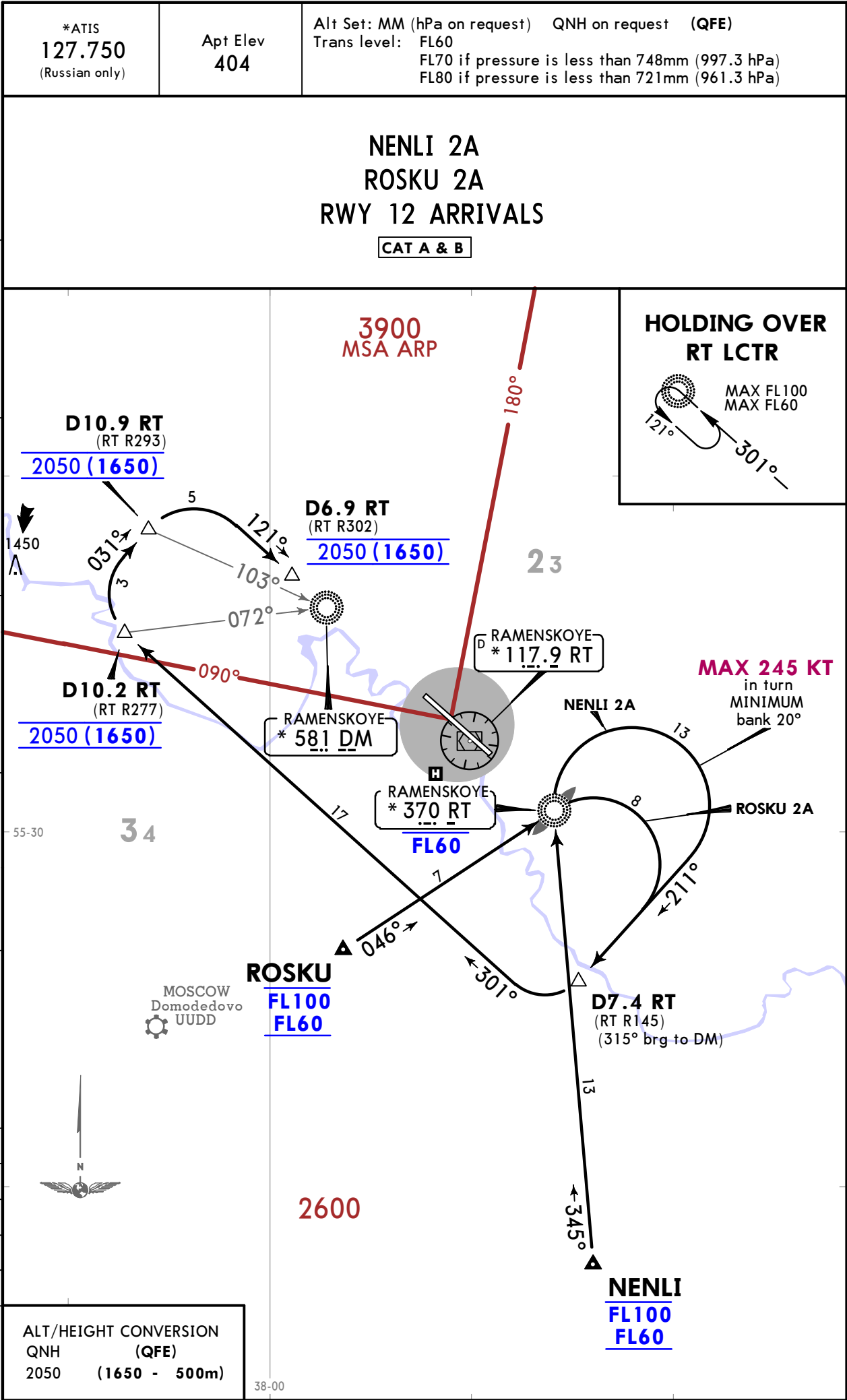




UUBW/ZIA
RAMENSKOYE

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27 APR 18 10-2X1

RAMENSKOYE, RUSSIA
STAR



UUBW/ZIA
RAMENSKOYE

JEPPesen
27 APR 18 10-2X2

RAMENSKOYE, RUSSIA

STAR

*ATIS
127.750
(Russian only)

Apt Elev
404

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

NENLI 4A
ROSKU 4A
RWY 30 ARRIVALS

CAT A & B

HOLDING OVER
RT LCTR

MAX FL100
MHA FL60

1496
A

3900

23

2600

RAMENSKOYE
*117.9 RT

RAMENSKOYE
*370 RT
FL60

D5.7 RT
(RT R120)
2020 (1644)

MAX 245 KT
in turn
MINIMUM
bank 20°

ROSKU
FL100
FL60

MOSCOW
Domodedovo
UDD

D9.0 RT
(RT R149)
(343° brg to RT)
2020 (1644)

D9.4 RT
(RT R131)
2020 (1644)

D21.6 RT
(RT R098)

NENLI
FL100
FL60

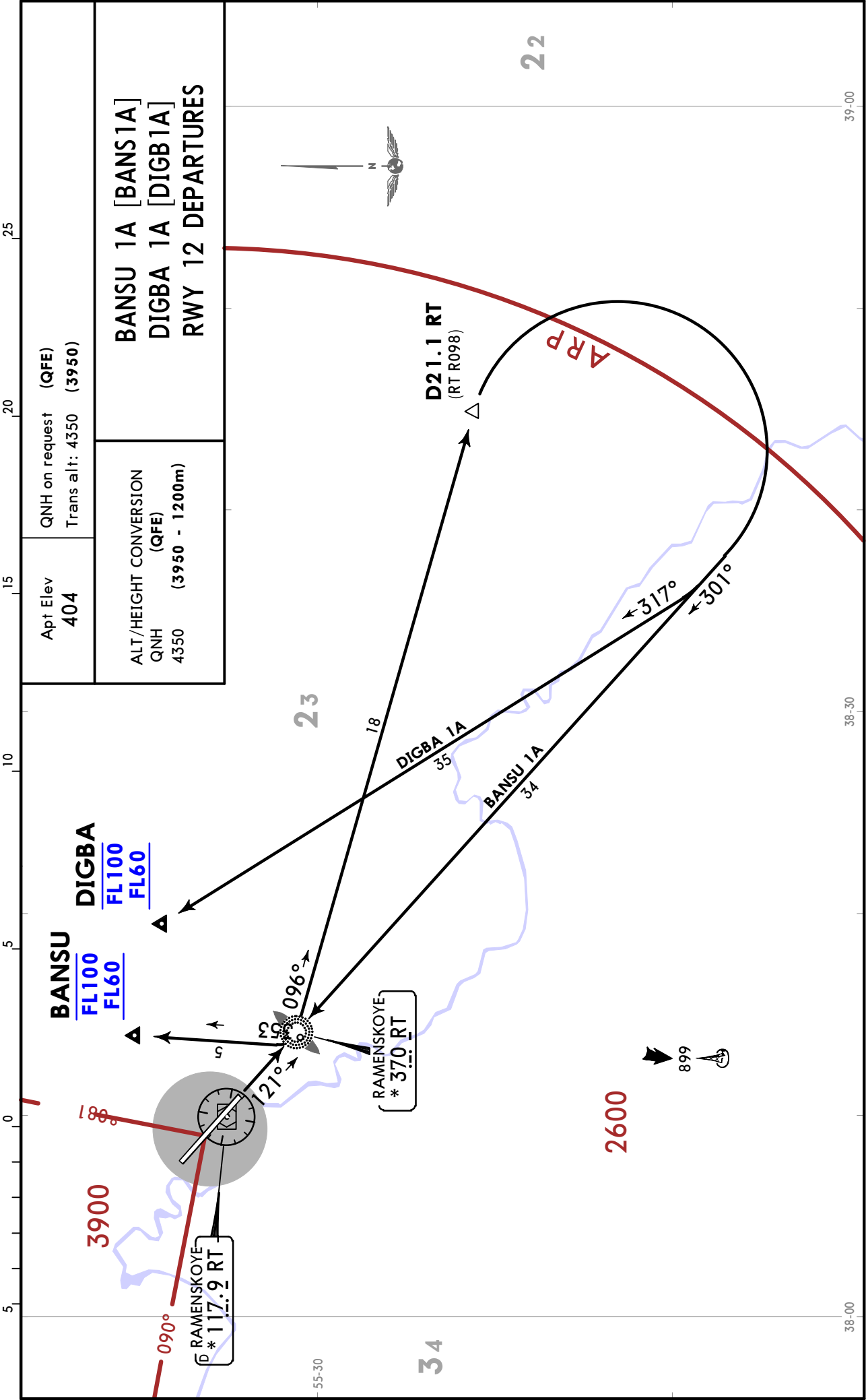
ARP

ALT/HEIGHT CONVERSION
QNH (QFE)
2020 (1644 - 500m)

UUBW/ZIA
RAMENSKOYE

JEPPESSEN
27 APR 18 10-3

RAMENSKOYE, RUSSIA
SID



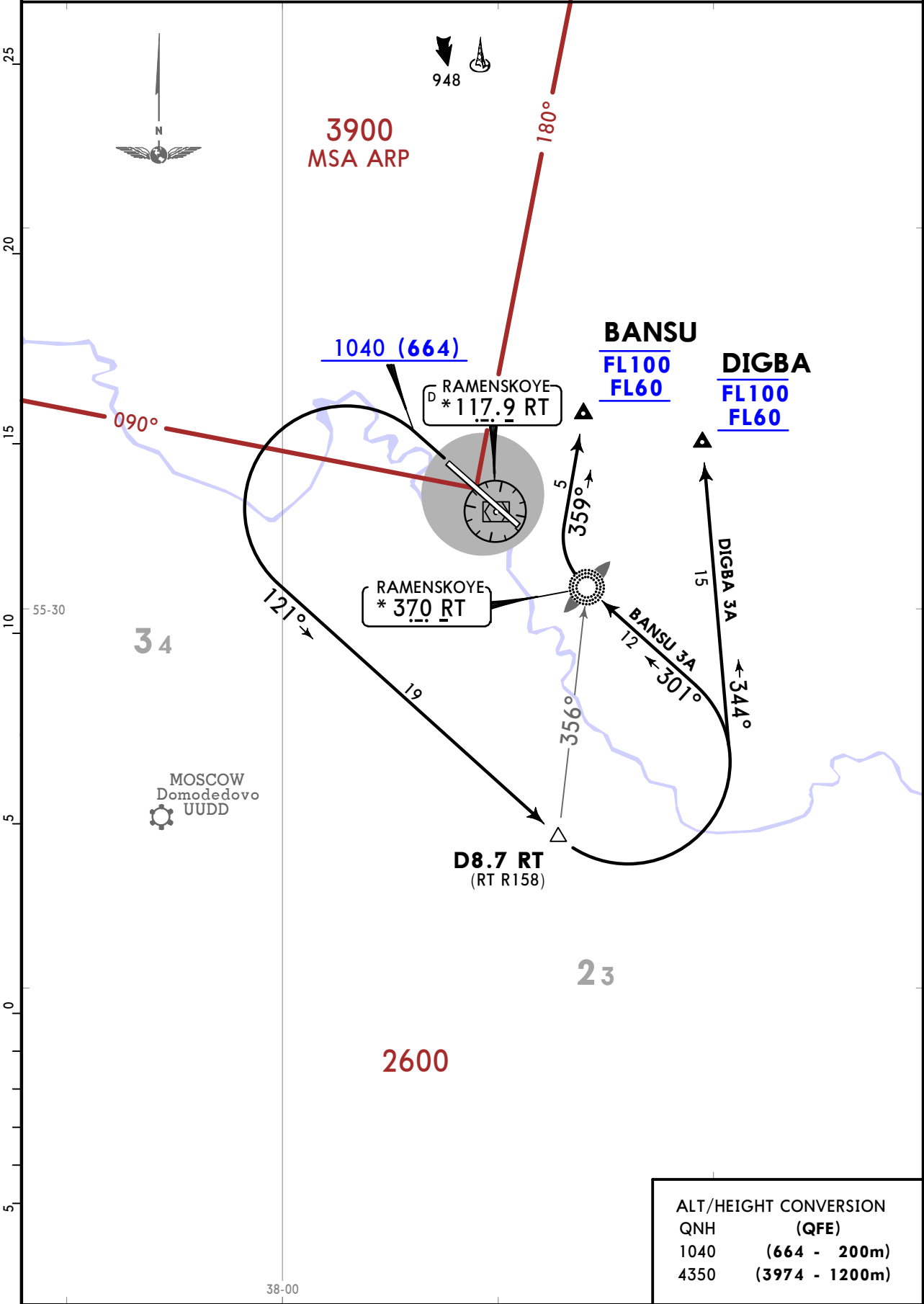
UUBW/ZIA
RAMENSKOYE

JEPPESSEN
27 APR 18 10-3A

RAMENSKOYE, RUSSIA
SID

Apt Elev 404	QNH on request Trans alt: 4350	(QFE) (3974)
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BANSU 3A [BANS3A]
DIGBA 3A [DIGB3A]
RWY 30 DEPARTURES



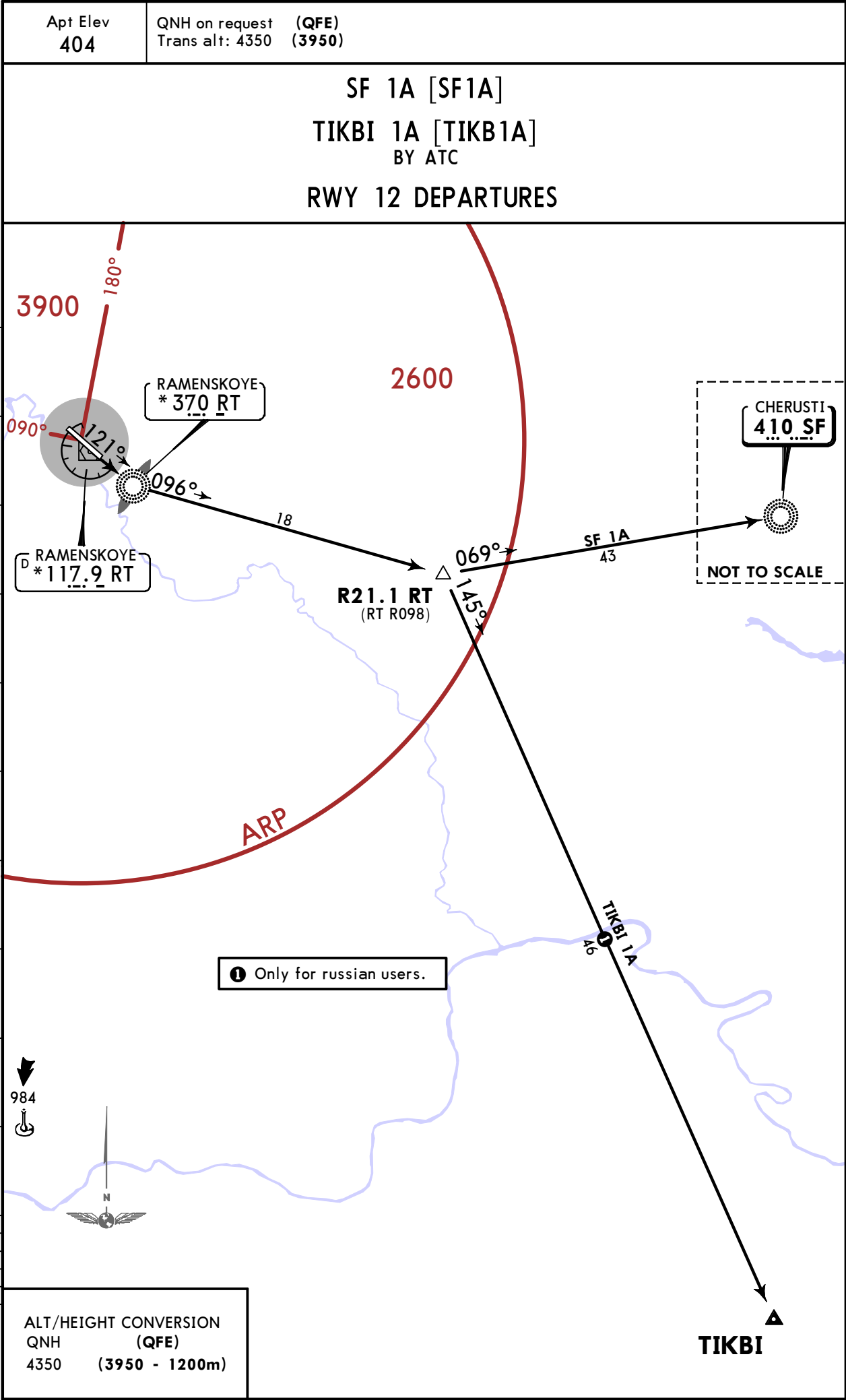




UUBW/ZIA
RAMENSKOYE

JEPPesen
27 APR 18 (10-3D)

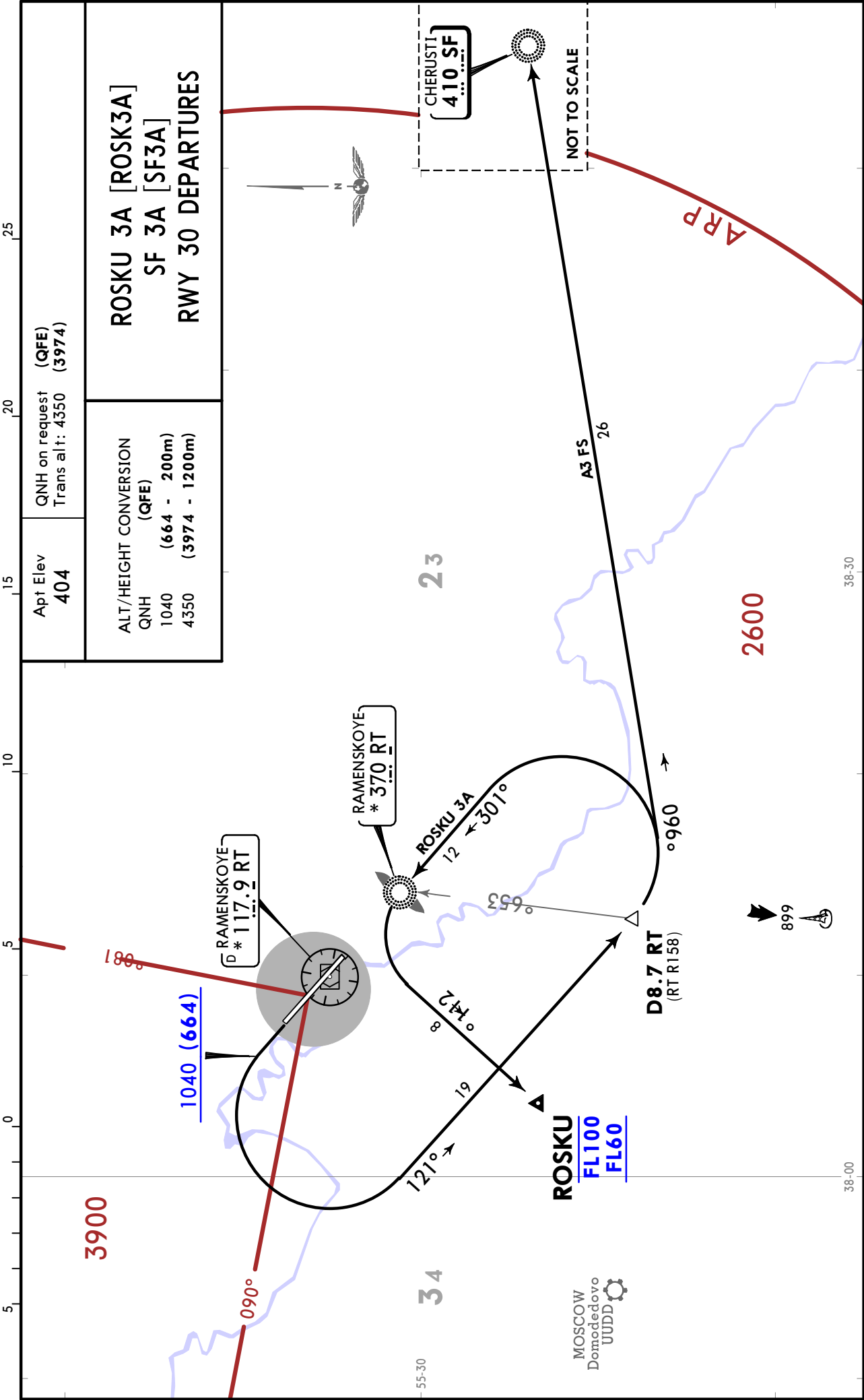
RAMENSKOYE, RUSSIA
SID



UUBW/ZIA
RAMENSKOYE

JEPPESSEN
27 APR 18 10-3E

RAMENSKOYE, RUSSIA
SID

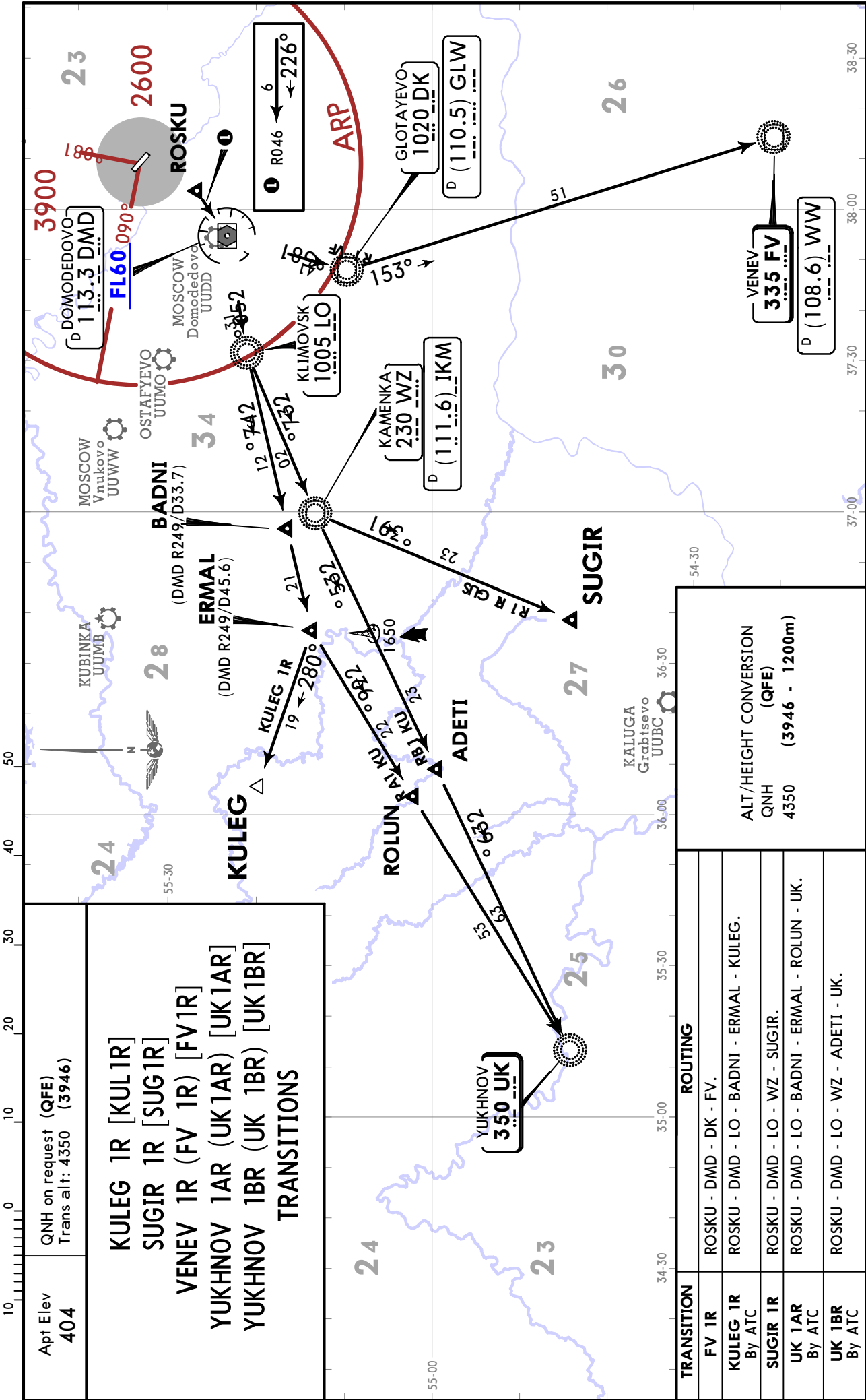


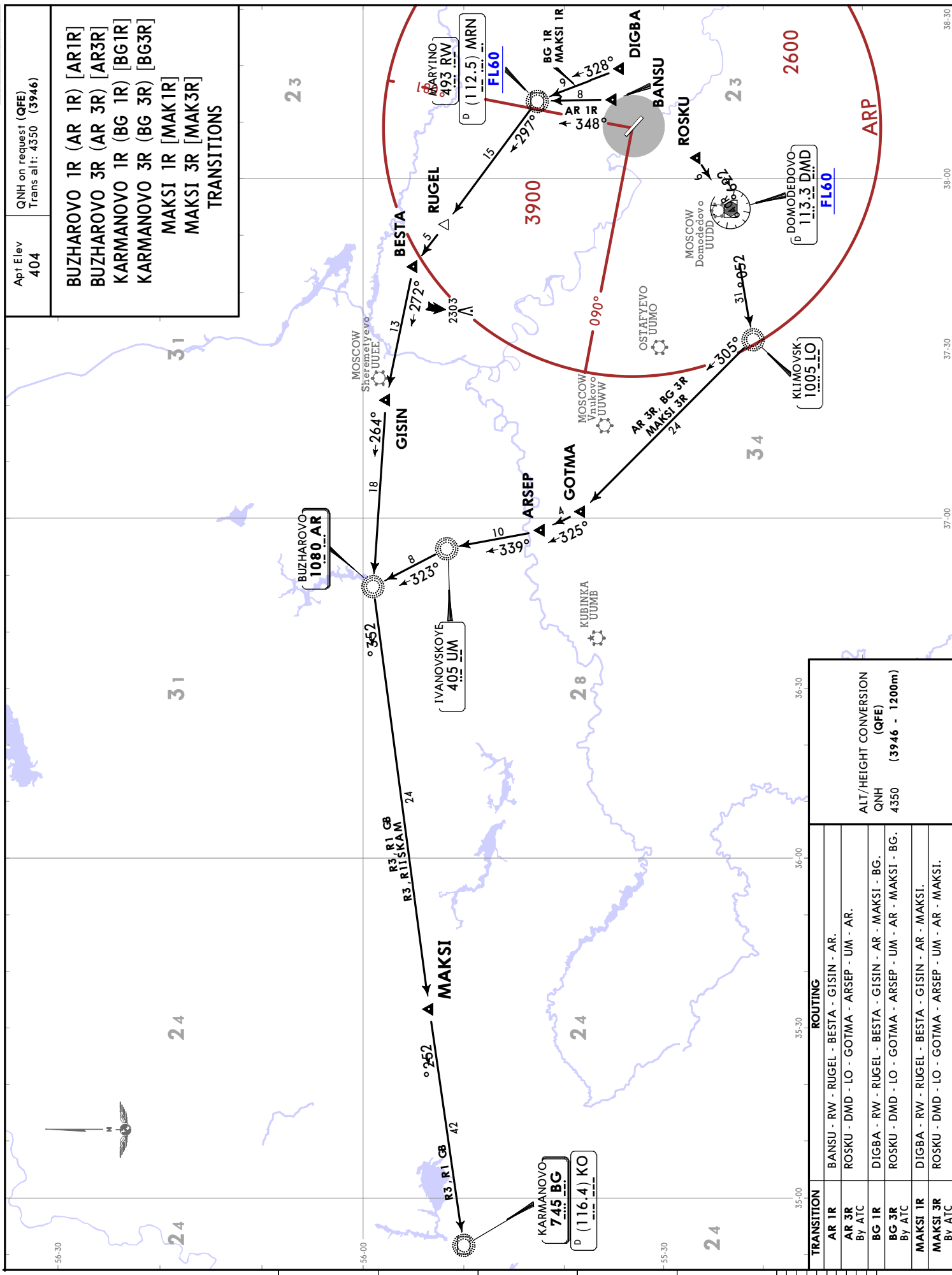
OKREM - TIKBI.

UUBW/ZIA
RAMENSKOYE

JEPPESSEN
27 APR 18 10-3G

RAMENSKOYE, RUSSIA
TRANSITION





Apt Elev 404	QNH on request (QFE) Trans alt: 4350 (3946)
BUZHAROVO 1R (AR 1R) [AR1R] BUZHAROVO 3R (AR 3R) [AR3R] KARMANOVO 1R (BG 1R) [BG1R] KARMANOVO 3R (BG 3R) [BG3R] MAKSI 1R [MAK1R] MAKSI 3R [MAK3R] TRANSITIONS	

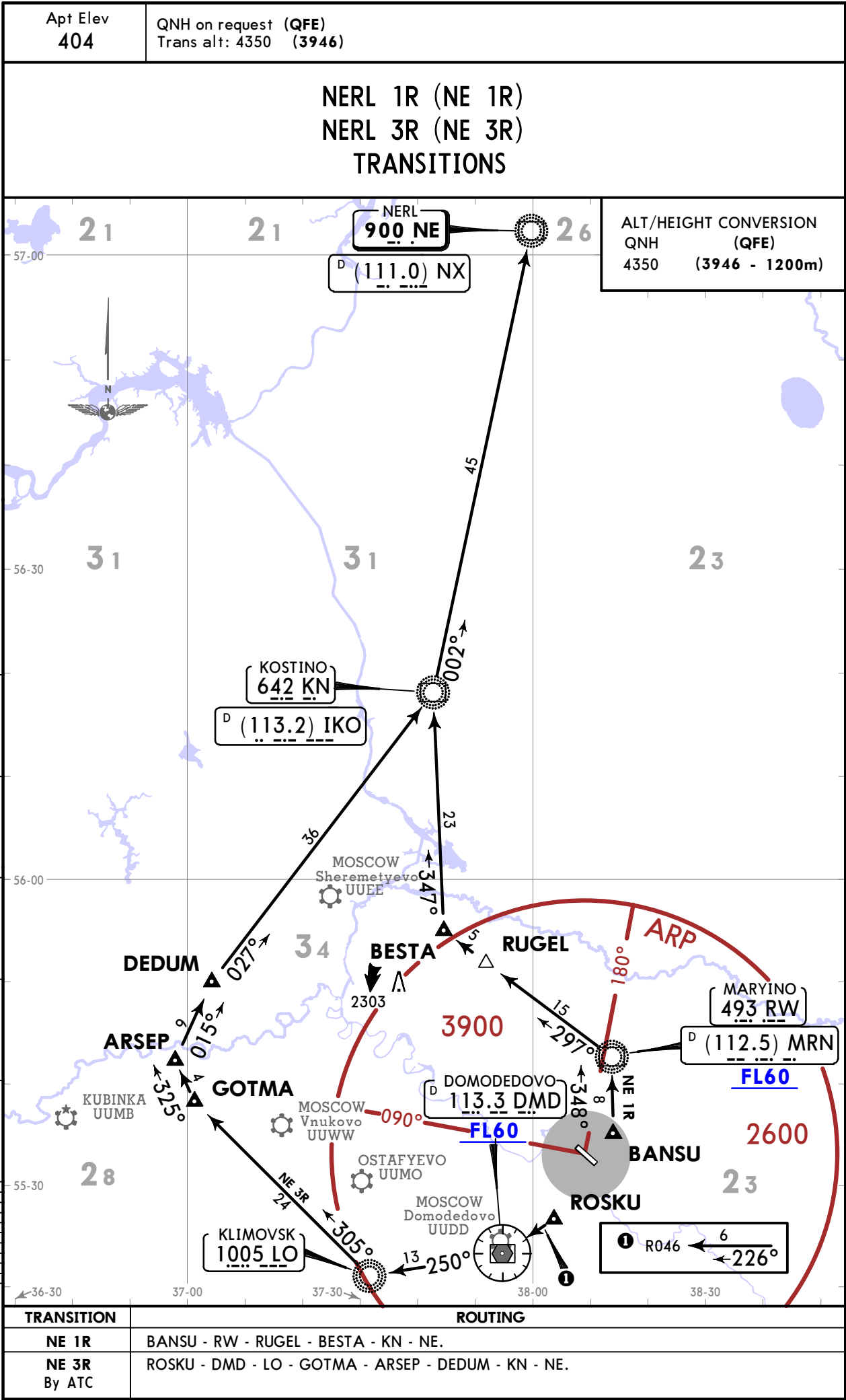
TRANSITION	ROUTING
AR 1R	BANSU - RW - RUGEL - BESTA - GISIN - AR.
AR 3R By ATC	ROSKU - DMD - LO - GOTMA - ARSEP - UM - AR.
BG 1R	DIGBA - RW - RUGEL - BESTA - GISIN - AR - MAKSI - BG.
BG 3R By ATC	ROSKU - DMD - LO - GOTMA - ARSEP - UM - AR - MAKSI - BG.
MAKSI 1R	DIGBA - RW - RUGEL - BESTA - GISIN - AR - MAKSI.
MAKSI 3R By ATC	ROSKU - DMD - LO - GOTMA - ARSEP - UM - AR - MAKSI.

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

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JEPPESSEN
27 APR 18 10-3J

RAMENSKOYE, RUSSIA
TRANSITION

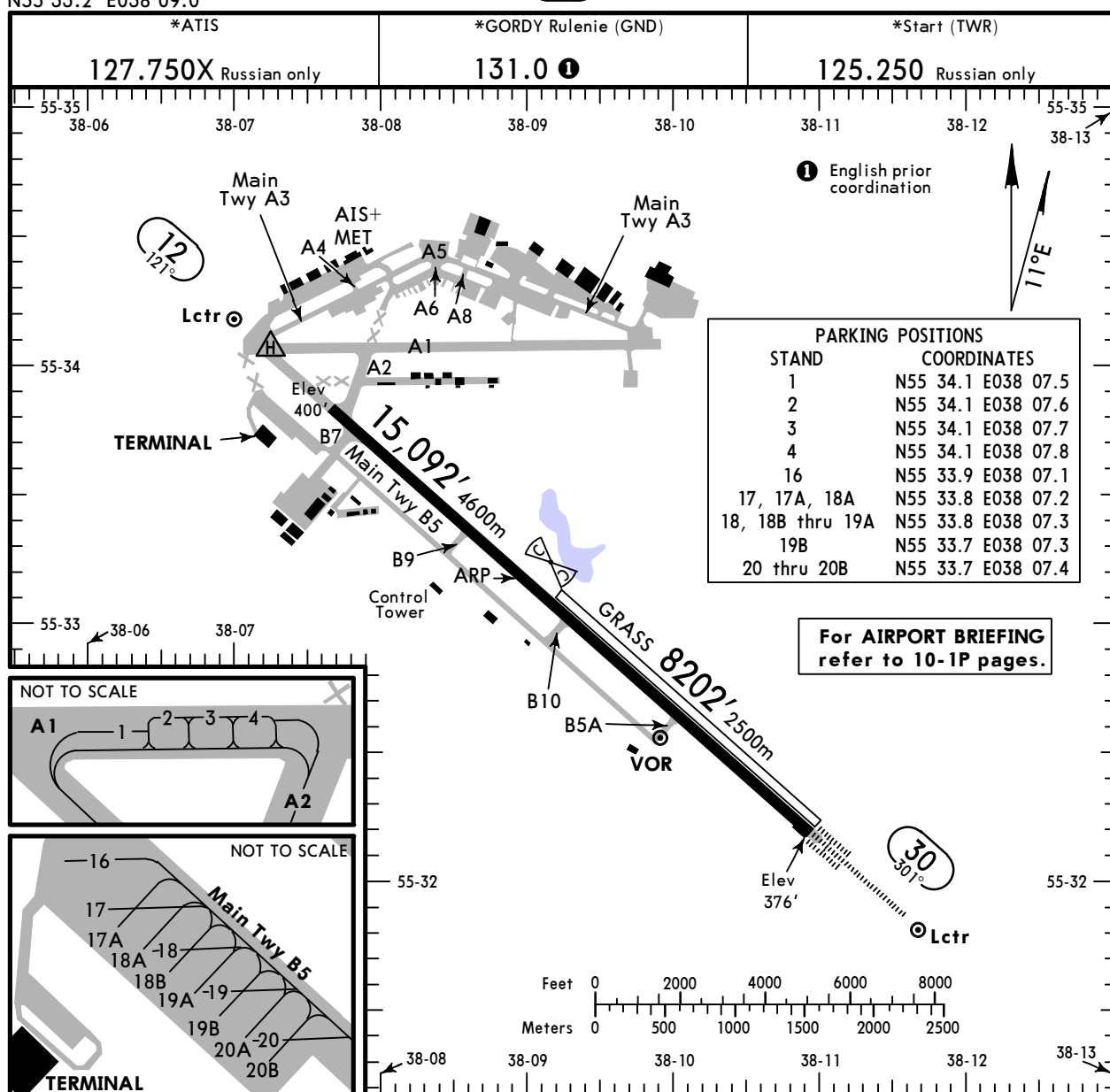


UUBW

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

JEPPesen

1 SEP 17 **(10-9)** Eff 14 Sep

RAMENSKOYE, RUSSIA
RAMENSKOYE

② TAKE-OFF RUN AVAILABLE
RWY 12:

From rwy head 15,092' (4600m)
twy B7 int 14,436' (4400m)
twy B9 int 10,827' (3300m)
twy B10 int 7677' (2340m)

RWY 30:

From rwy head 15,092' (4600m)
twy B5A int 11,089' (3380m)
twy B10 int 7546' (2300m)
twy B9 int 4396' (1340m)

TAKE-OFF
AIR CARRIER (JAA)
All Rwys

	LVP must be in force		RCLM (DAY only) or RL
	RL & CL	RCLM (DAY only) or RL	
A			
B	200m (150m)	250m	400m
C			
D	250m (200m)	300m	

RVR in parentheses if TDZ RVR is supplemented by Mid and/or Rollout RVR.

CHANGES: Twy. Apron.

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JEPPesen
 9 JUN 17
 Eff 22 Jun 10-9S

Standard
RAMENSKOYE, RUSSIA
 RAMENSKOYE

STRAIGHT-IN RWY		A	B	C	D
12	PAR	603'(203') R1200m	613'(213') R1200m	623'(223') R1200m	633'(233') R1200m
	RNAV ①	830'(430') R1500m	830'(430') R1500m	830'(430') R2000m	830'(430') R2000m
	2 NDB ①	820'(420') R1500m	820'(420') R1500m	820'(420') R1900m	820'(420') R1900m
	DM NDB ①	920'(520') R1500m	920'(520') R1500m	920'(520') R2400m	920'(520') R2400m
	D NDB ① with FAF	890'(490') R1500m	890'(490') R1500m	890'(490') R2300m	890'(490') R2300m
	D NDB w/o FAF	1290'(890') R4200m	1290'(890') R4200m	1290'(890') R4400m	1290'(890') R4400m
30	ILS	576'(200') R550m ②	576'(200') R550m ②	576'(200') R550m ②	576'(200') R550m ②
	ALS out	R1200m	R1200m	R1200m	R1200m
	PAR	577'(201') R550m ②	586'(210') R550m ②	596'(220') R550m ②	606'(230') ③ R550m ②
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ①	740'(364') R1000m	740'(364') R1000m	740'(364') R1000m	740'(364') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	2 NDB ① with FAF ALS out	740'(364') R1000m R1500m	740'(364') R1000m R1500m	740'(364') R1000m R1700m	740'(364') R1000m R1700m
	RT NDB ① with FAF ALS out	790'(414') R1200m R1500m	790'(414') R1200m R1500m	790'(414') R1200m R1900m	790'(414') R1200m R1900m
	2 NDB or RT NDB ① w/o FAF ALS out	1140'(764') R2900m R3600m	1140'(764') R2900m R3600m	1140'(764') R2900m R3600m	1140'(764') R2900m R3600m
	R NDB ① with FAF ALS out	830'(454') R1400m R1500m	830'(454') R1400m R1500m	830'(454') R1400m R2100m	830'(454') R1400m R2100m
	R NDB w/o FAF ALS out	1140'(764') R3100m R3800m	1140'(764') R3100m R3800m	1140'(764') R3300m R4000m	1140'(764') R3300m R4000m

① Continuous Descent Final Approach.

② W/o HUD/AP/FD: RVR 750m.

③ Widebodied acft: DA(H) 626'(250')

TAKE-OFF

	Low Visibility Take-off					Adequate vis ref (Day only)
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	
A	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m
B						
C						
D						

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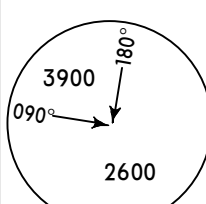
RAMENSKOYE, RUSSIA
ILS or PAR Rwy 30

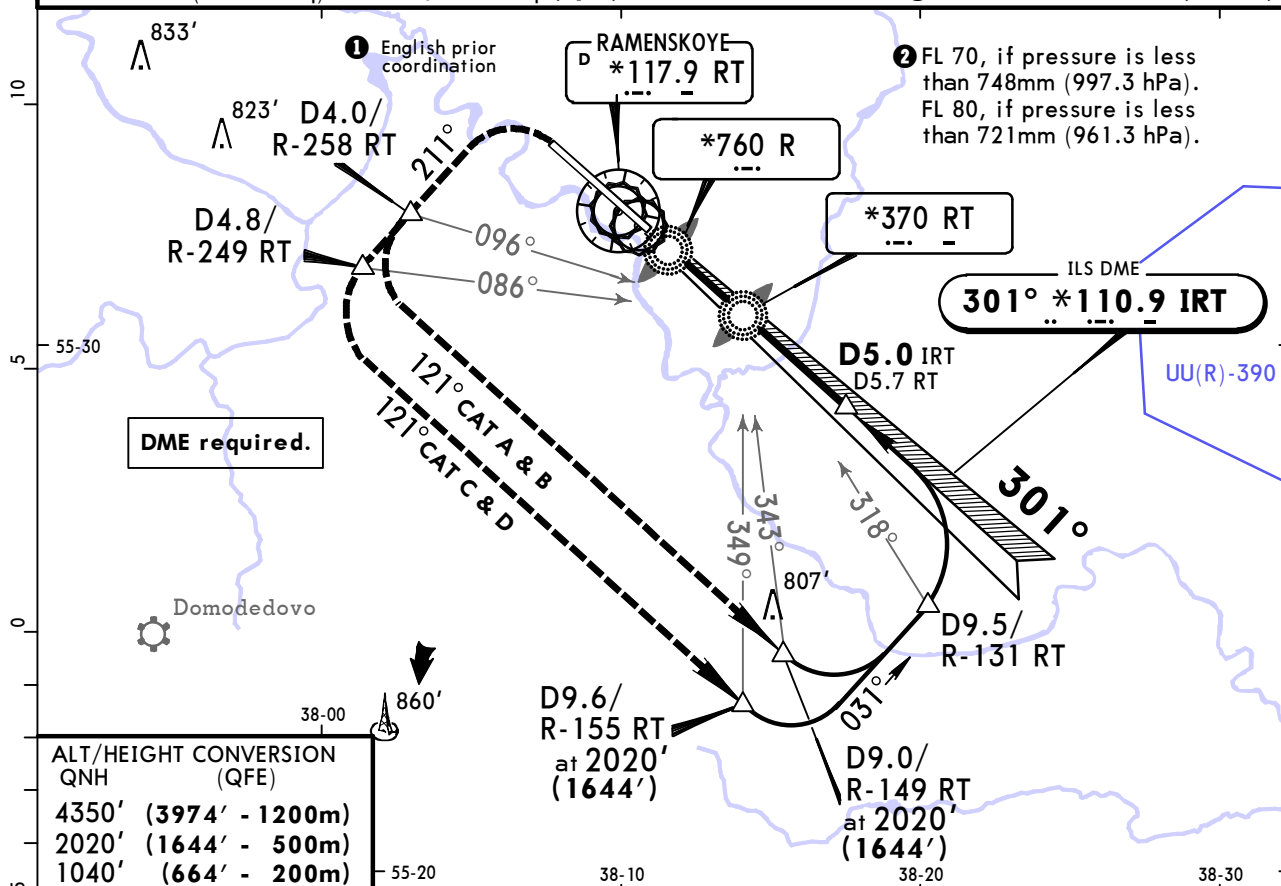
1 SEP 17

(11-1)

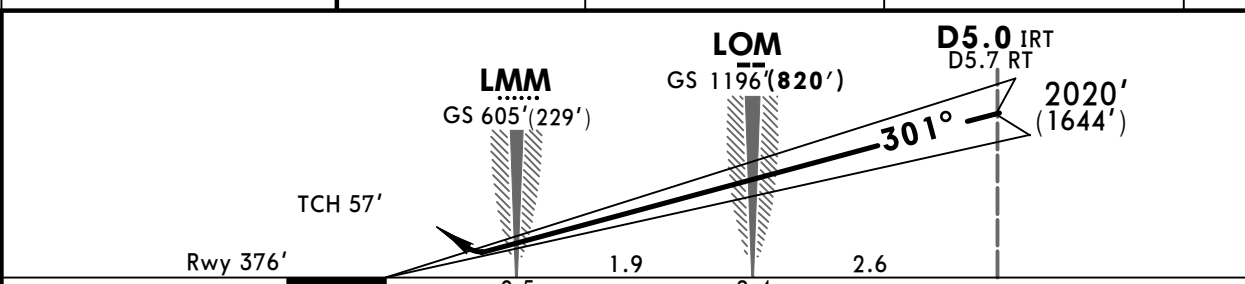
Eff 14 Sep

BRIEFING STRIP

*ATIS 127.750X Russian only		*GORDY Podkhod (APP) 125.250 Russian only		*GORDY Krug (TWR) 125.250 ①		*Ground 131.0 ①	
LOC IRT *110.9	Final Apch Crs 301°	GS LOM 1196'(820')	ILS DA(H) 576'(200')	Apt Elev 404' Rwy 376'			
RADAR		PAR GS LOM 1196'(820')	PAR DA(H) Refer to Minimums				
MISSED APCH: Climb to 1040'(664'), then turn LEFT onto 211° climbing to 2020'(1644'), then as directed.							
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 60 ②		Trans alt: 4350'(3974')	



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4350' (3974' - 1200m)	
2020' (1644' - 500m)	
1040' (664' - 200m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1040' (664')	211°	2020' (1644')
ILS GS or PAR GS	372	478	531	637	743	849	PAPI		LT	

STRAIGHT-IN LANDING RWY 30						
ILS			LOC (GS out)		PAR	
DA(H) 576'(200')			DA(H)		A: 577'(201') C: 596'(220') B: 586'(210') D: 606'(230') ①	
FULL	TDZ or CL out	ALS out	FULL		TDZ or CL out	ALS out
A						
B						
C	RVR 550m VIS 800m	RVR 720m VIS 800m	NOT AUTH		RVR 550m VIS 800m	RVR 720m VIS 800m
D						

① Widebodied acft: DA(H) 626'(250').

CHANGES: None.

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RAMENSKOYE

JEPPESSEN
13 JAN 17 (12-1)

RAMENSKOYE, RUSSIA
RNAV (GNSS) Rwy 12

*ATIS

127.750X Russian only

*GORDY Podkhod (APP)

125.250 Russian only

*GORDY Krug (TWR)

125.250 ①

*Ground

131.0 ①

RNAV

Final
Apch Crs
121°

Minimum Alt
BW126
2050'(1650')

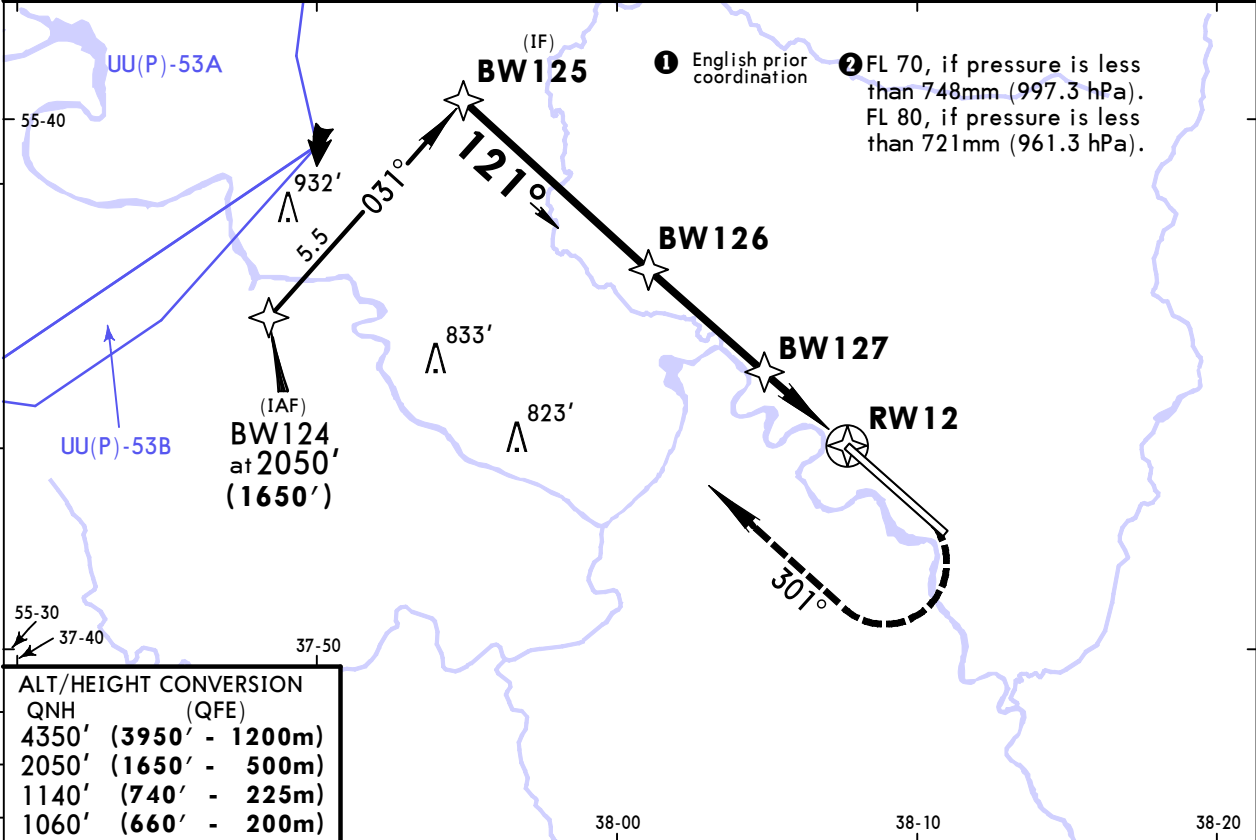
MDA(H)
830'(430')

Apt Elev 404'
Rwy 400'

3900'
090°
2600'

MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ② Trans alt: 4350'(3950')



DIST to BW127	2.7	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	2010'(1610')	1830'(1430')	1670'(1270')	1490'(1090')	1320'(920')
DIST to RW12	1.6		1.1		0.5
ALTITUDE (HAT)	980'(580')		800'(400')		640'(240')

BW125

2050'(1650')

121°

BW126

3.09°

BW127

1140'(740')

RW12

TCH 50'

Rwy 400'

9.8

4.7

5.0

2.9

2.1

2.1

0

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.09°	383	492	547	656	765	875
MAP at RW12						

PAPI-L

1060'(660')

301°

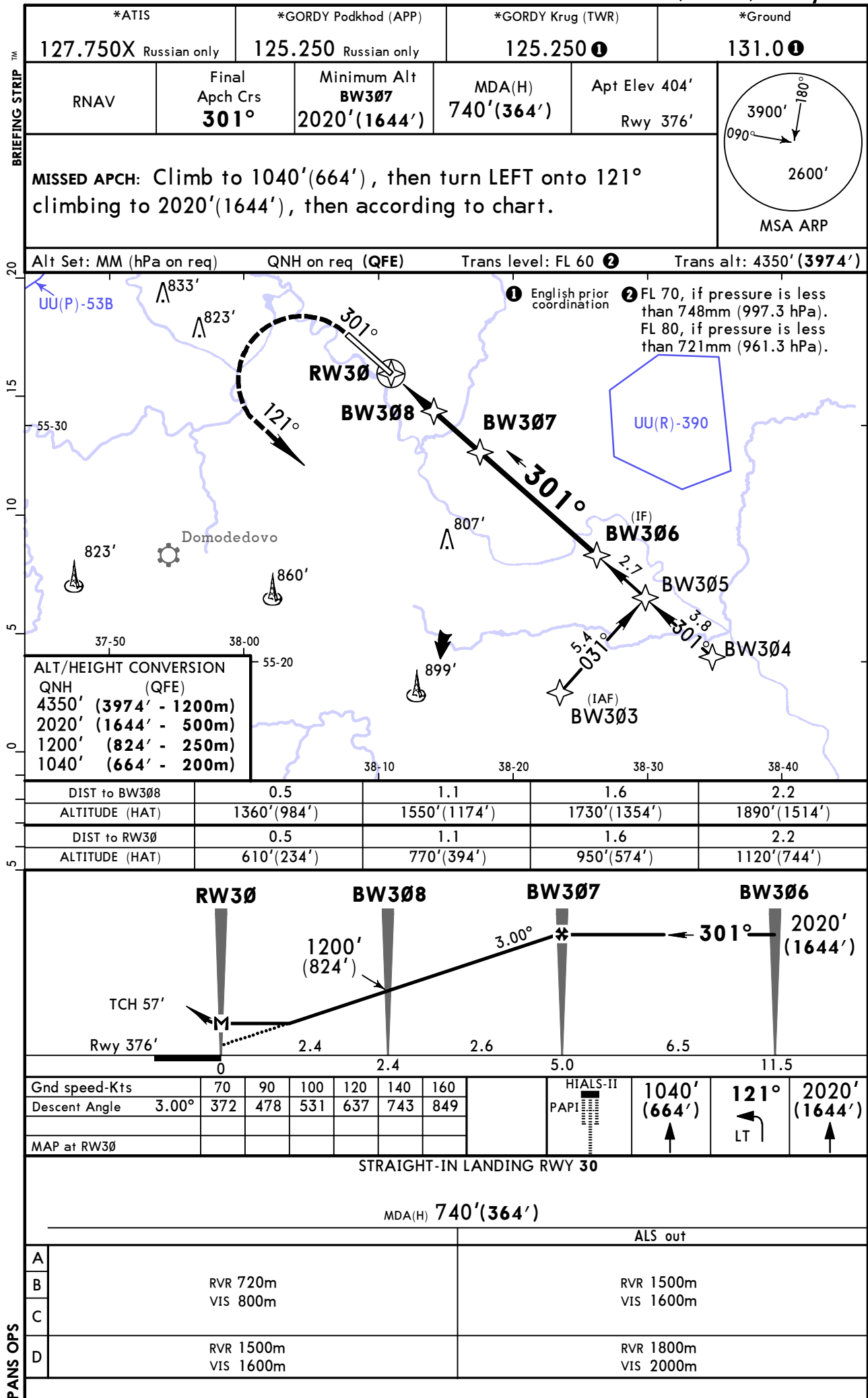
2050'(1650')

STRAIGHT-IN LANDING RWY 12	
MDA(H) 830'(430')	
A	RVR 1500m
B	VIS 1600m
C	RVR 1800m
D	VIS 2000m
2400m	

UUBW
RAMENSKOYE

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13 JAN 17 (12-2)

RAMENSKOYE, RUSSIA
RNAV (GNSS) Rwy 30

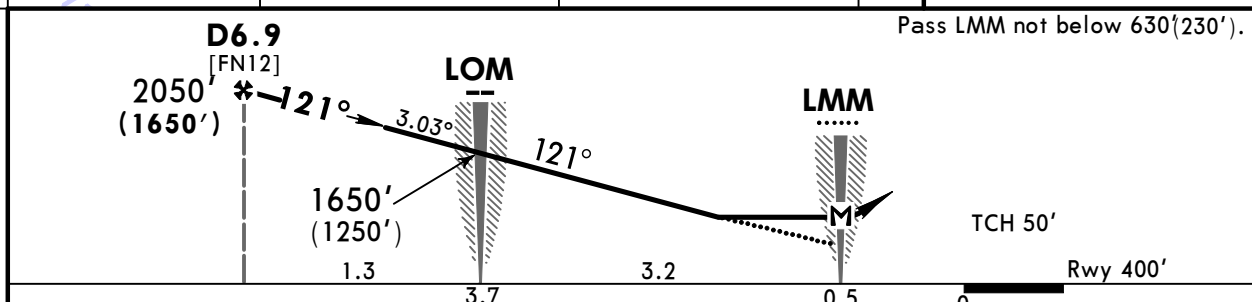
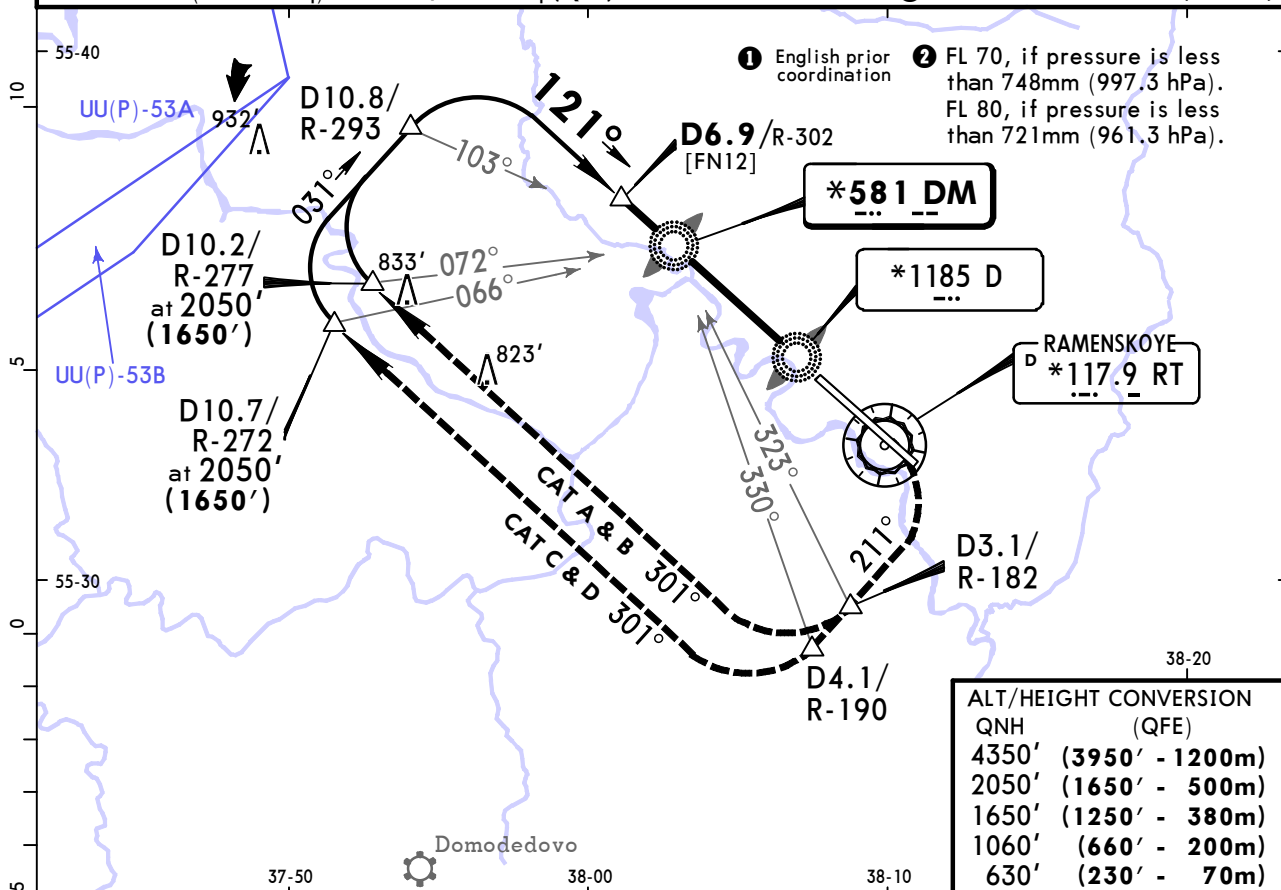


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13 JAN 17 **(16-1)**

RAMENSKOYE, RUSSIA
2 NDB or NDB Rwy 12

*ATIS 127.750X Russian only	*GORDY Podkhod (APP) 125.250 Russian only	*GORDY Krug (TWR) 125.250 ①	*Ground 131.0 ①
NDB DM *581	Final Apt Crs 121°	Minimum Alt D6.9 2050'(1650')	MDA(H) Refer to Minimums
MISSED APCH: Climb to 1060'(660'), then turn RIGHT onto 211° climbing to 2050'(1650'), then as directed.			Apt Elev 404' Rwy 400'
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ② Trans alt: 4350'(3950')			MSA ARP



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle	3.03°	375	482	536	643	750	858			
MAP at LMM										

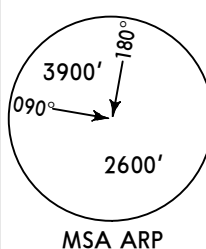
STRAIGHT-IN LANDING RWY 12					
2 NDB		DM NDB		D NDB	
MDA(H) 820'(420')		MDA(H) 920'(520')		MDA(H) 890'(490')	
ALS out		ALS out		ALS out	
A	1600m		1600m		2000m
B					
C	2000m		2400m		4400m
D			2800m		4800m

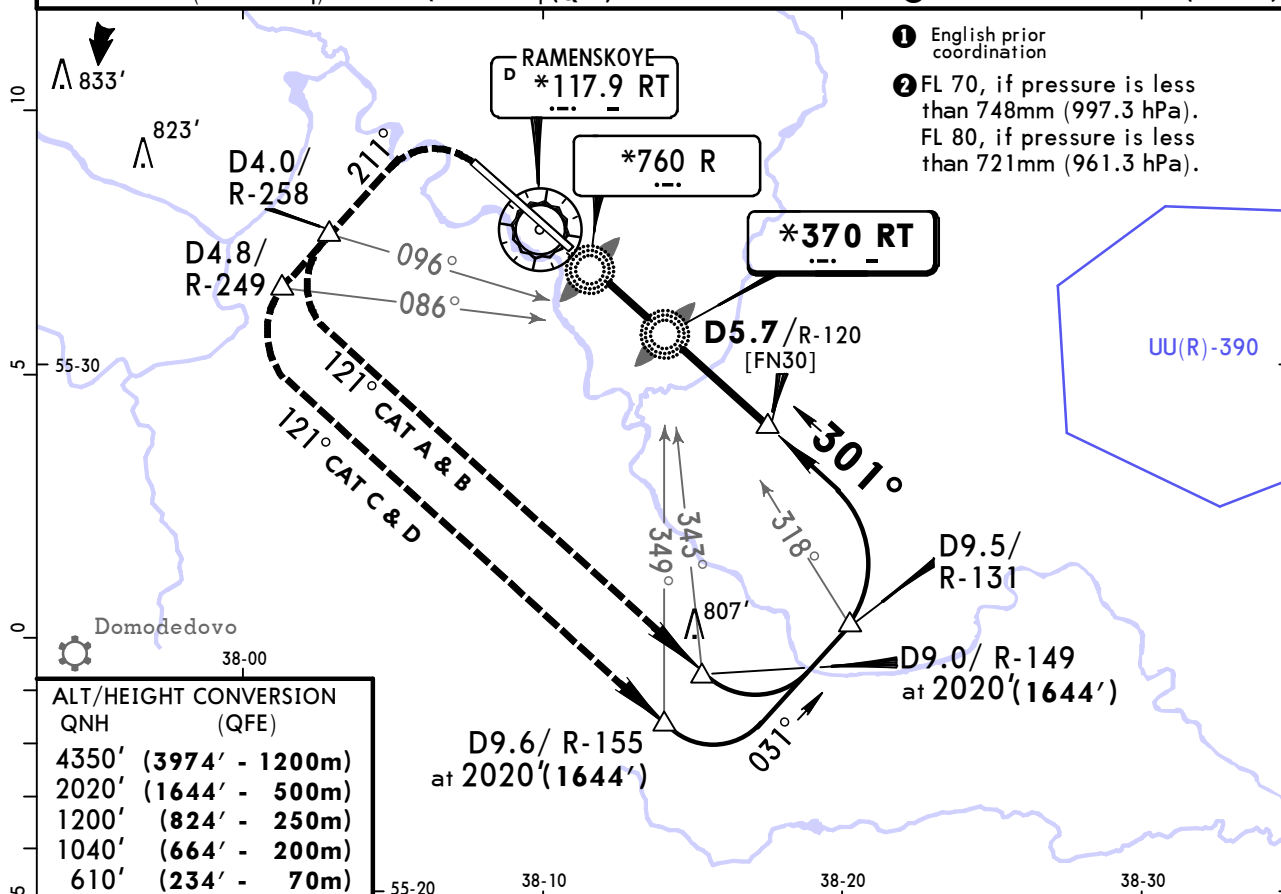
UUBW
RAMENSKOYE

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13 JAN 17 **(16-2)**

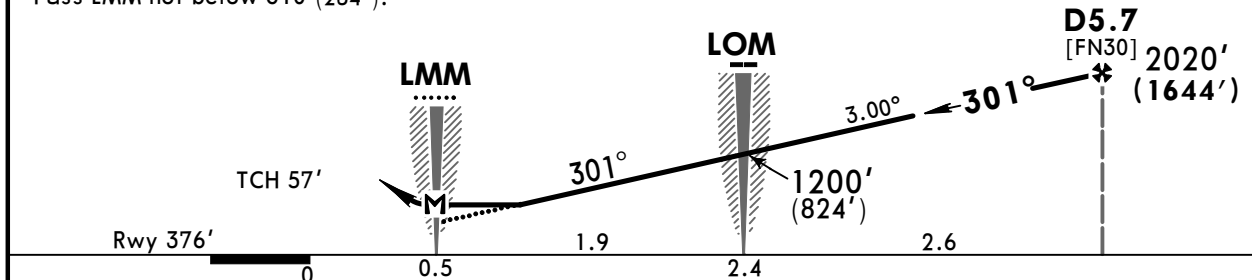
RAMENSKOYE, RUSSIA
2 NDB or NDB Rwy 30

BRIEFING STRIP

*ATIS		*GORDY Podkhod (APP)		*GORDY Krug (TWR)		*Ground	
127.750X Russian only		125.250 Russian only		125.250 ①		131.0 ①	
NDB RT *370	Final Apch Crs 301°	Minimum Alt D5.7 2020'(1644')	MDA(H) Refer to Minimums	Apt Elev 404'	Rwy 376'	 MSA ARP	
MISSED APCH: Climb to 1040'(664'), then turn LEFT onto 211° climbing to 2020'(1644'), then as directed.							
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 60 ②		Trans alt: 4350'(3974')	



Pass LMM not below 610'(234').



Gnd speed-Kts	70	90	100	120	140	160		1040' (664')	211° LT	2020' (1644')
Descent Angle	3.00°	372	478	531	637	743				
MAP at LMM										

2 NDB				STRAIGHT-IN LANDING RWY 30				R NDB			
with FAF		w/o FAF		with FAF		w/o FAF		with FAF		w/o FAF	
MDA(H)		MDA(H)		MDA(H)		MDA(H)		MDA(H)		MDA(H)	
740'(364')		1140'(764')		790'(414')		1140'(764')		830'(454')		1140'(764')	
ALS out		ALS out		ALS out		ALS out		ALS out		ALS out	
A			1200m	1600m		1600m	1200m		1600m	1200m	1600m
B	1200m	1600m		2000m	1200m		2000m	1200m	1600m		2000m
C			2800m	3600m	1200m	2800m	3600m		2000m	2800m	3600m
D	1600m	2000m	3600m	4000m		3600m	4000m	2000m	2400m	3600m	4000m

CHANGES: Communications.

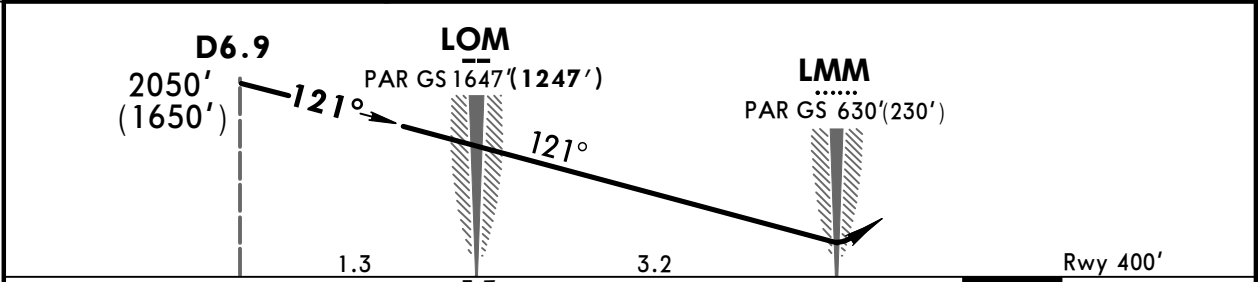
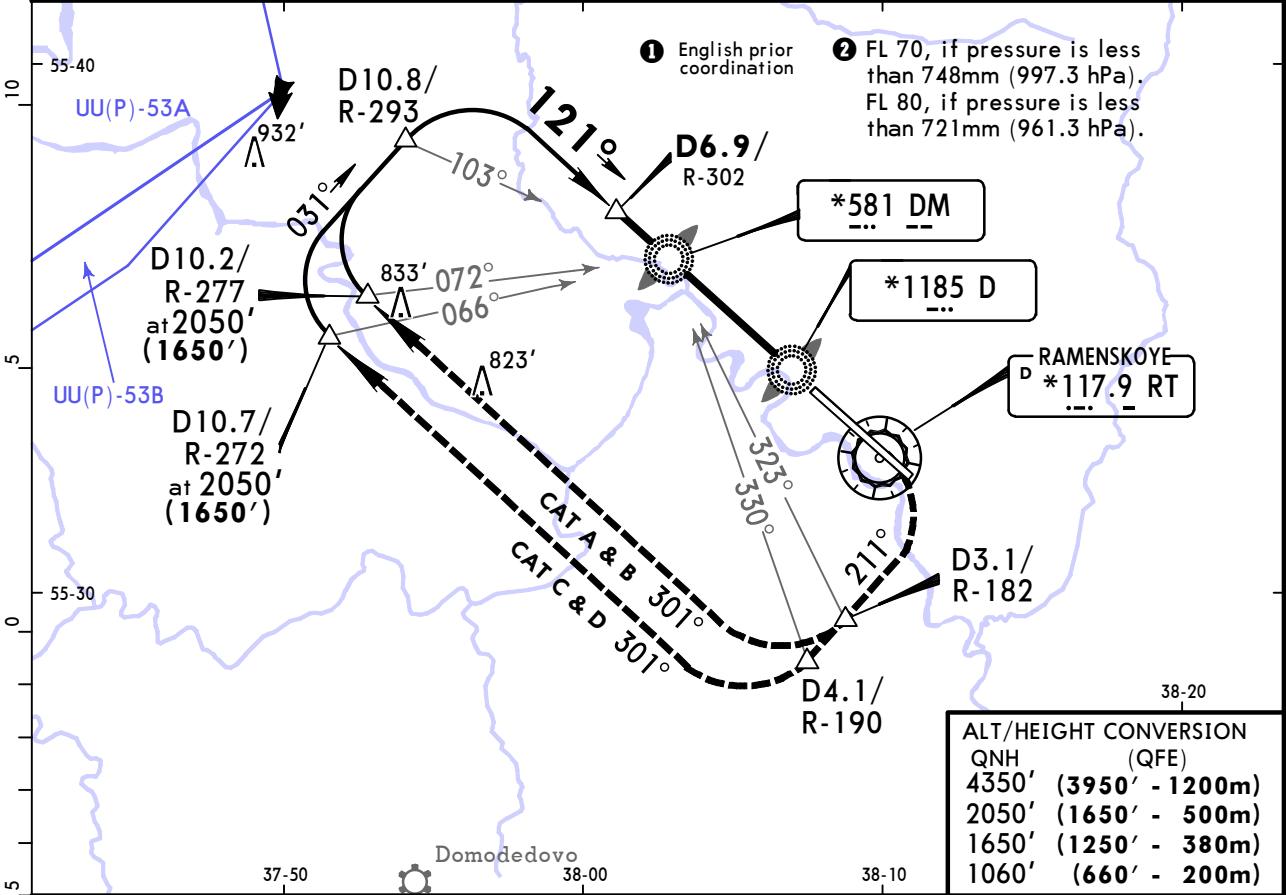
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UUBW
RAMENSKOYE

JEPPESSEN
13 JAN 17 (18-1)

RAMENSKOYE, RUSSIA
PAR Rwy 12

*ATIS	*GORDY Podkhod (APP)	*GORDY Krug TWR	*Ground
127.750X Russian only	125.250 Russian only	125.250 ①	131.0 ①
RADAR	Final Apch Crs 121°	PAR GS LOM 1647' (1247')	DA(H) Refer to Minimums
		Apt Elev 404'	Rwy 400'
MISSED APCH: Climb to 1060' (660'), then turn RIGHT onto 211° climbing to 2050' (1650'), then as directed.			MSA ARP
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ②			Trans alt: 4350' (3950')



Gnd speed-Kts	70	90	100	120	140	160			1060' (660')	211°	2050' (1650')
PAR GS	3.00°	372	478	531	637	743	849	PAPI-L	↑	RT	↑

STRAIGHT-IN LANDING RWY 12											
A: 603' (203') C: 623' (223') DA(H) B: 613' (213') D: 633' (233')											
A	1200m										
B											
C											
D											

RAMENSKOYE, (RAMENSKOYE - UUBW)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUBW