

## List of pages in this Trip Kit

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Airport Information For UWOO

Terminal Charts For UWOO

Revision Letter For Cycle 09-2019

Change Notices

Notebook

## General Information

Location: ORENBURG RUS  
ICAO/IATA: UWOO / REN  
Lat/Long: N51° 47.7', E055° 27.4'  
Elevation: 387 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -5:00 = UTC  
Magnetic Variation: 11.0° 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: 0034 Z  
Sunset: 1555 Z

## Runway Information

Runway: 08  
Length x Width: 8205 ft x 138 ft  
Surface Type: asphalt  
TDZ-Elev: 385 ft  
Lighting: Edge, ALS

Runway: 26  
Length x Width: 8205 ft x 138 ft  
Surface Type: asphalt  
TDZ-Elev: 384 ft  
Lighting: Edge, ALS

## Communication Information

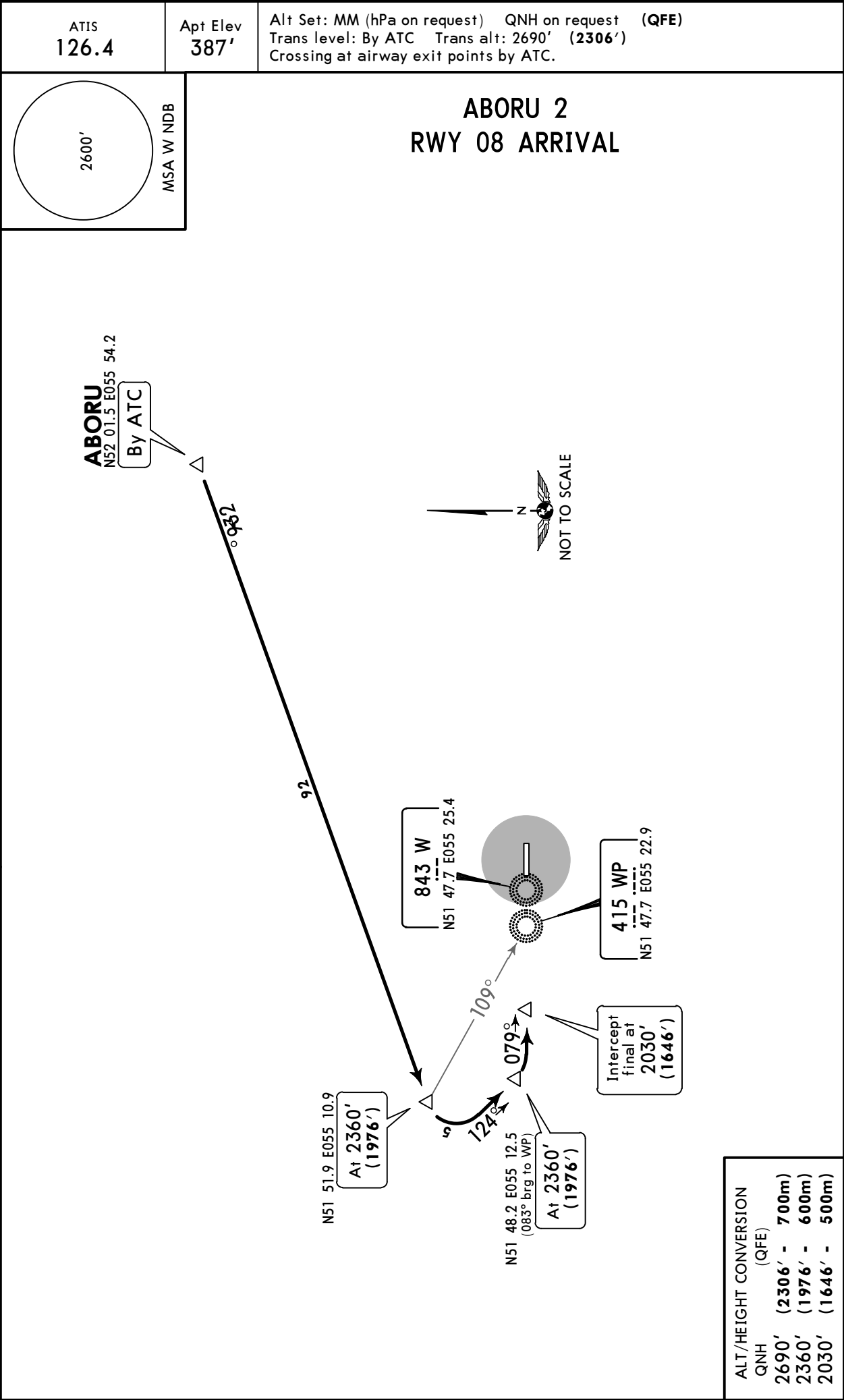
ATIS: 126.400  
Orenburg Tower: 128.000  
Orenburg Transit Operations: 131.700 Non-English  
Orenburg Radar: 120.400

UWOO/REN  
ORENBURG

JEPPESSEN  
25 DEC 15 10-2 Eff 7 Jan

ORENBURG, RUSSIA

STAR



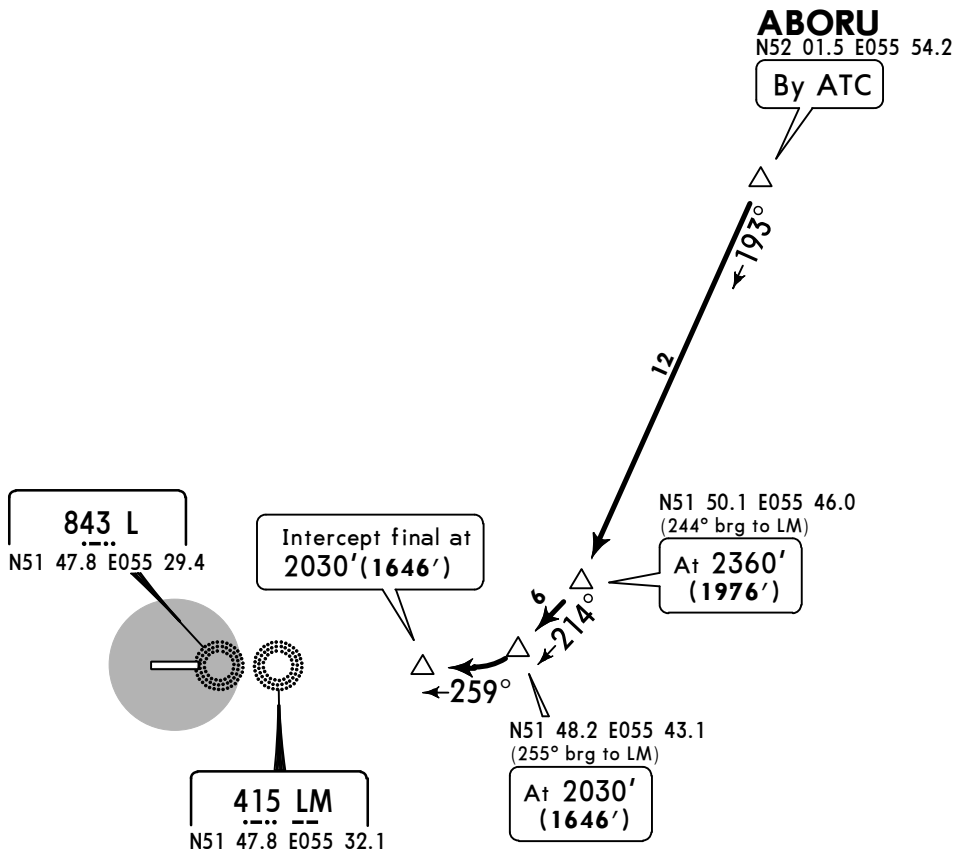
UWOO/REN  
ORENBURG

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

ORENBURG, RUSSIA  
**STAR**

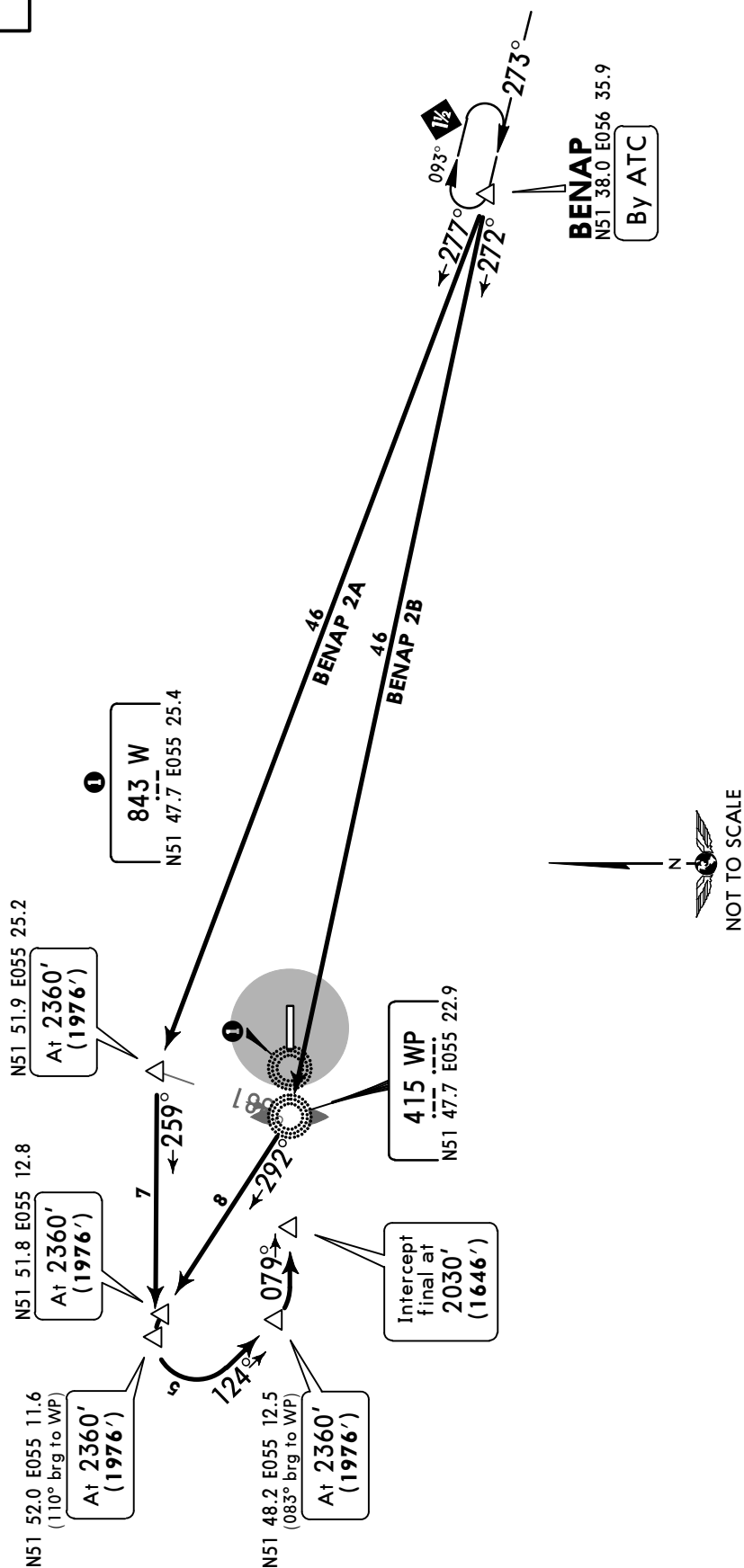
|                      |                         |                                                                                                                                             |                                       |
|----------------------|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| ATIS<br><b>126.4</b> | Apt Elev<br><b>387'</b> | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: By ATC Trans alt: 2690' (2306')<br>Crossing at airway exit points by ATC. | <div>2600'</div> <div>MSA L NDB</div> |
|----------------------|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|

ABORU 4  
RWY 26 ARRIVAL



| ALT/HEIGHT CONVERSION |          |       |
|-----------------------|----------|-------|
| QNH                   | (QFE)    |       |
| 2690'                 | (2306' - | 700m) |
| 2360'                 | (1976' - | 600m) |
| 2030'                 | (1646' - | 500m) |

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 2690' (2306')  
Crossing at airway exit points by ATC.

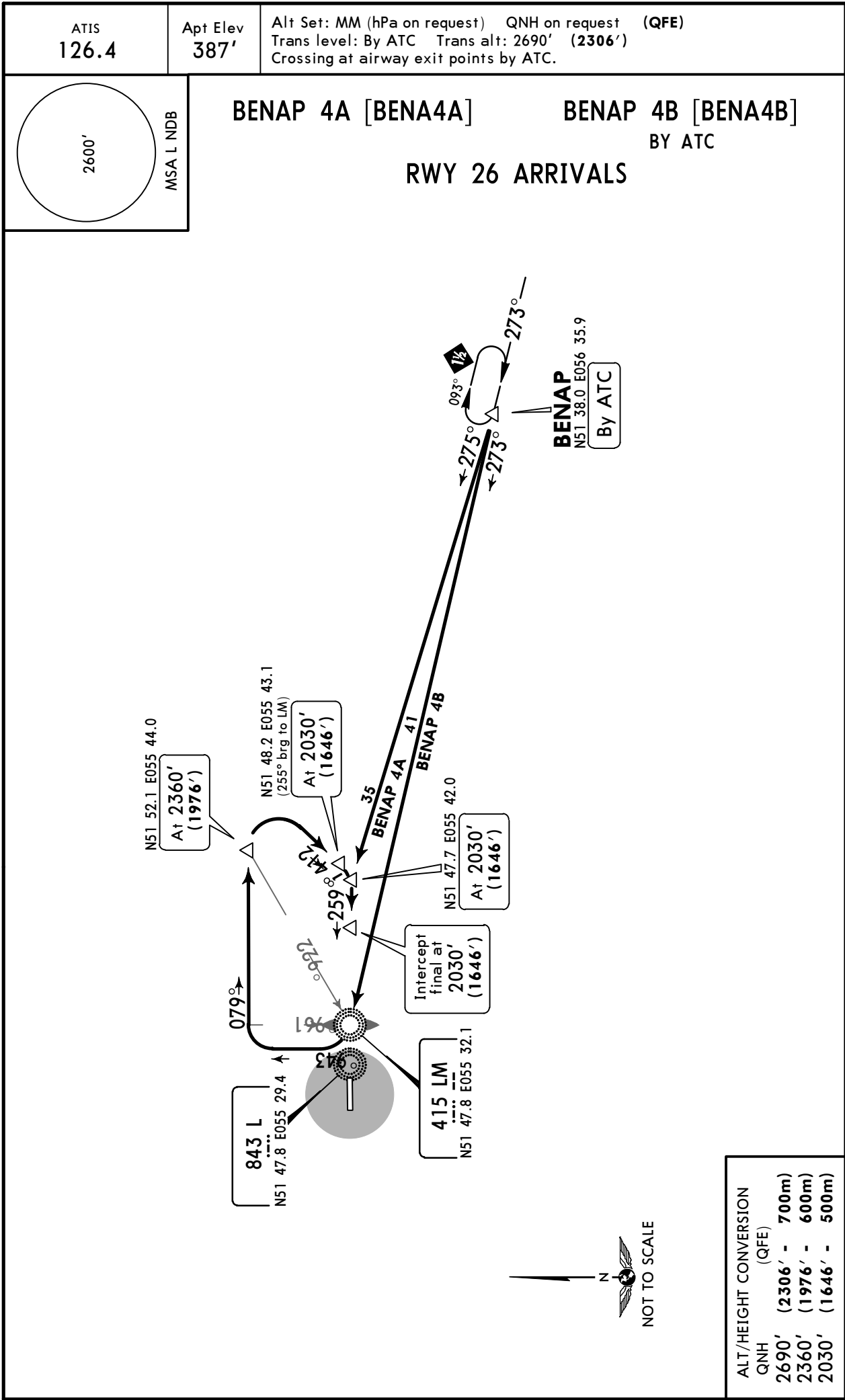


| ALT/HEIGHT CONVERSION | QNH   | (QFE)          |
|-----------------------|-------|----------------|
|                       | 2690' | (2306' - 700m) |
|                       | 2360' | (1976' - 600m) |
|                       | 2030' | (1646' - 500m) |

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25 DEC 15 10-2C Eff 7 Jan

ORENBURG, RUSSIA  
STAR



UWOO/REN  
ORENBURG

JEPPesen  
25 DEC 15 10-2D Eff 7 Jan

ORENBURG, RUSSIA  
STAR

ATIS  
126.4

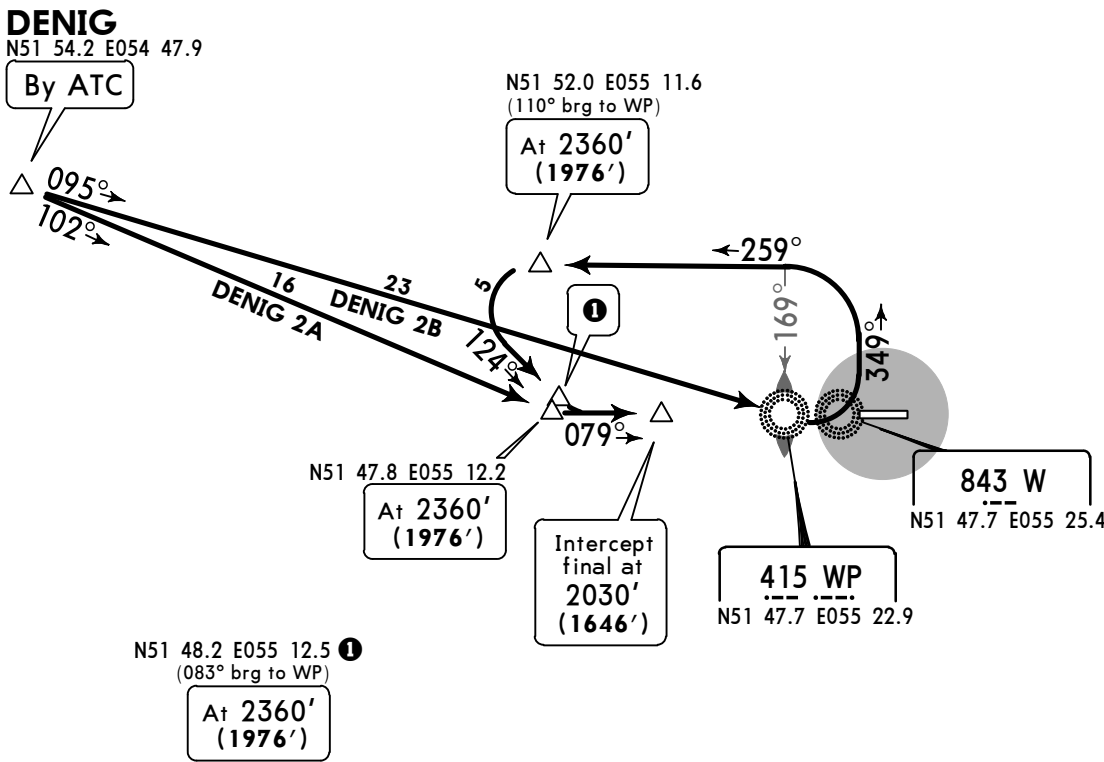
Apt Elev  
387'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 2690' (2306')  
Crossing at airway exit points by ATC.

2600'

MSA W NDB

DENIG 2A [DENI2A] DENIG 2B [DENI2B]  
BY ATC  
RWY 08 ARRIVALS  
ONLY FOR RUSSIAN USERS OF AIRSPACE



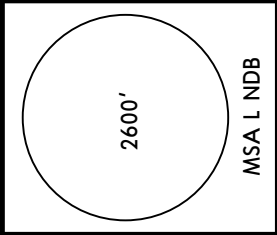
| ALT/HEIGHT CONVERSION |          |       |
|-----------------------|----------|-------|
| QNH                   | (QFE)    |       |
| 2690'                 | (2306' - | 700m) |
| 2360'                 | (1976' - | 600m) |
| 2030'                 | (1646' - | 500m) |

UWOO/REN  
ORENBURG

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

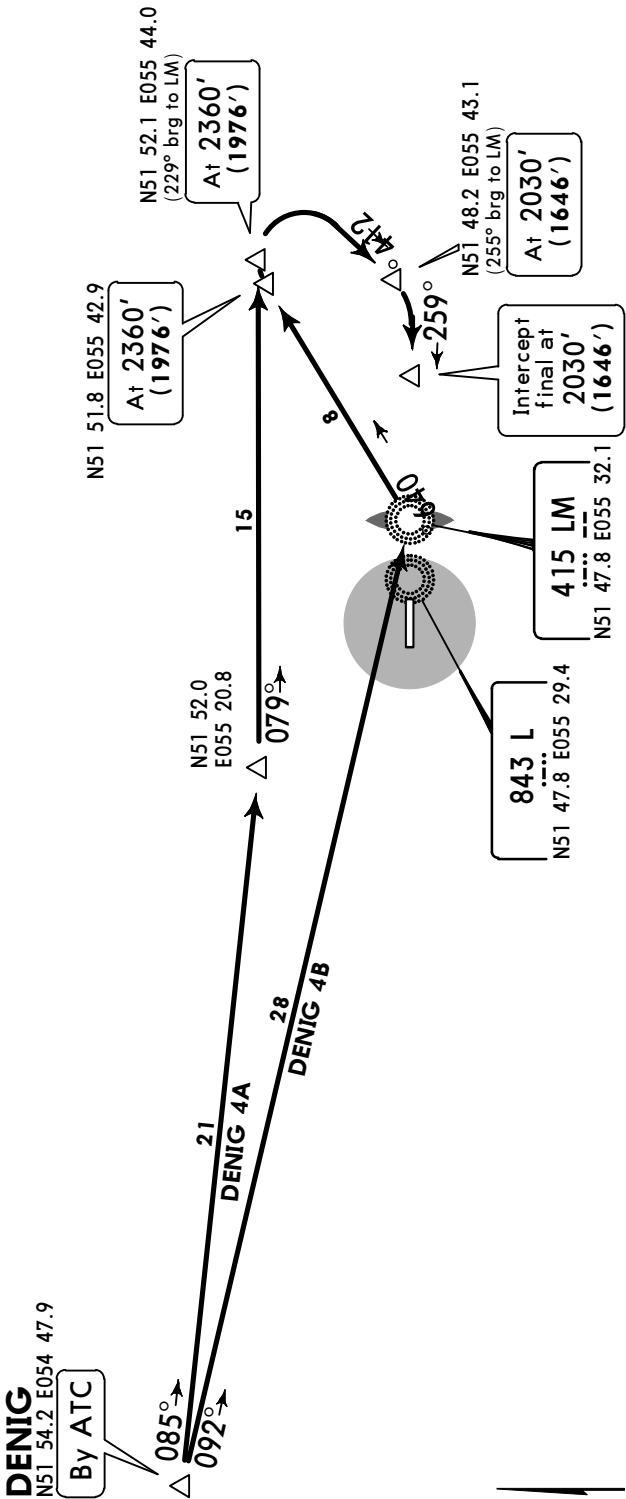
ORENBURG, RUSSIA  
**STAR**

|                      |                         |                                                                                                                                             |
|----------------------|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| ATIS<br><b>126.4</b> | Apt Elev<br><b>387'</b> | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: By ATC Trans alt: 2690' (2306')<br>Crossing at airway exit points by ATC. |
|----------------------|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|



**DENIG 4A [DENI4A]** **DENIG 4B [DENI4B]**  
BY ATC

**RWY 26 ARRIVALS**  
ONLY FOR RUSSIAN USERS OF AIRSPACE



| ALT/HEIGHT CONVERSION |
|-----------------------|
| QNH (QFE)             |
| 2690' (2306' - 700m)  |
| 2360' (1976' - 600m)  |
| 2030' (1646' - 500m)  |



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ORENBURG

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25 DEC 15 10-2F Eff 7 Jan

ORENBURG, RUSSIA

STAR

ATIS  
126.4

Apt Elev  
387'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 2690' (2306')  
Crossing at airway exit points by ATC.

2600'

MSA W NDB

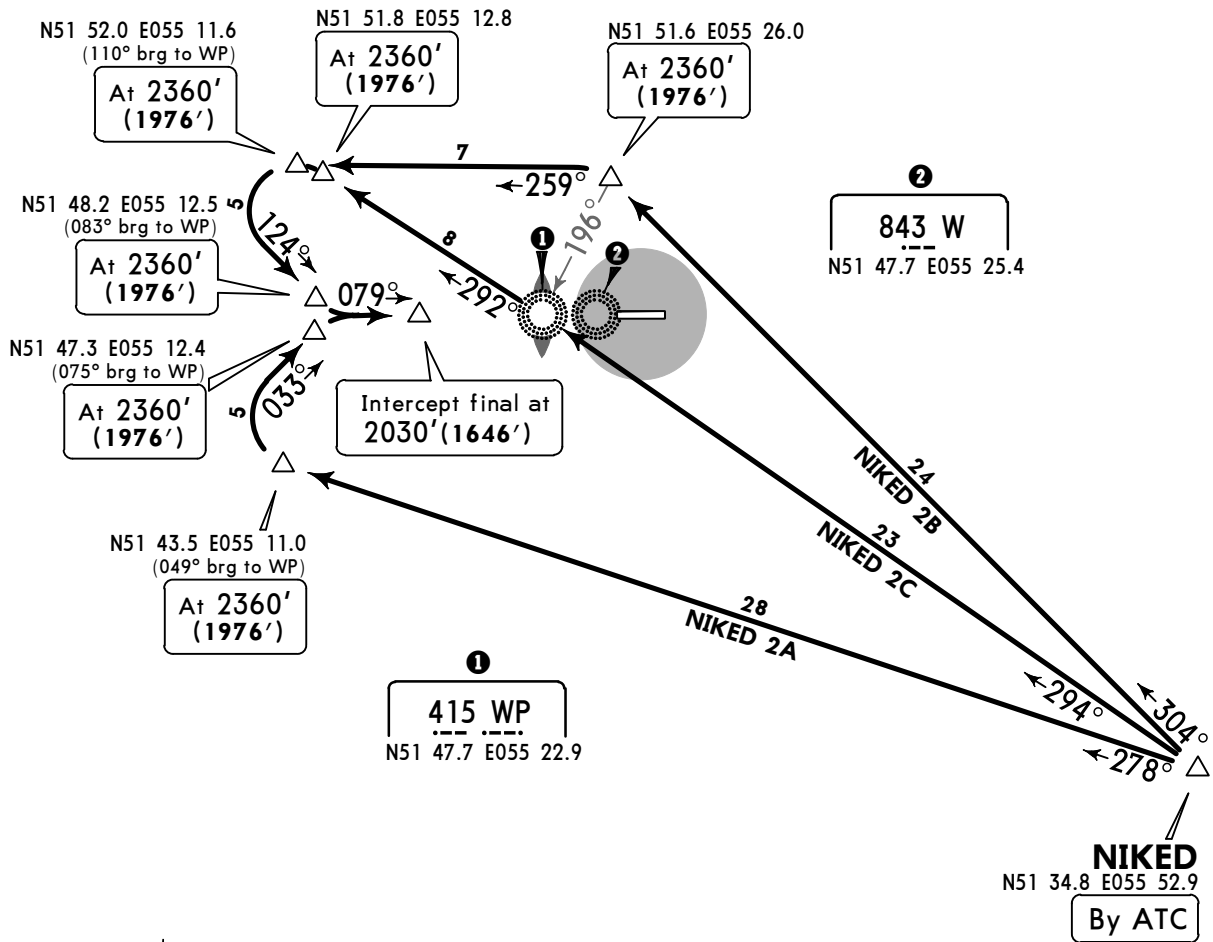
NIKED 2A [NIKE2A]

NIKED 2B [NIKE2B]

NIKED 2C [NIKE2C]

BY ATC

RWY 08 ARRIVALS



| ALT/HEIGHT CONVERSION |          |       |
|-----------------------|----------|-------|
| QNH                   |          | (QFE) |
| 2690'                 | (2306' - | 700m) |
| 2360'                 | (1976' - | 600m) |
| 2030'                 | (1646' - | 500m) |

UWOO/REN  
ORENBURG

JEPPESSEN  
25 DEC 15 10-2G Eff 7 Jan

ORENBURG, RUSSIA

STAR

ATIS  
126.4

Apt Elev  
387'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 2690' (2306')  
Crossing at airway exit points by ATC.

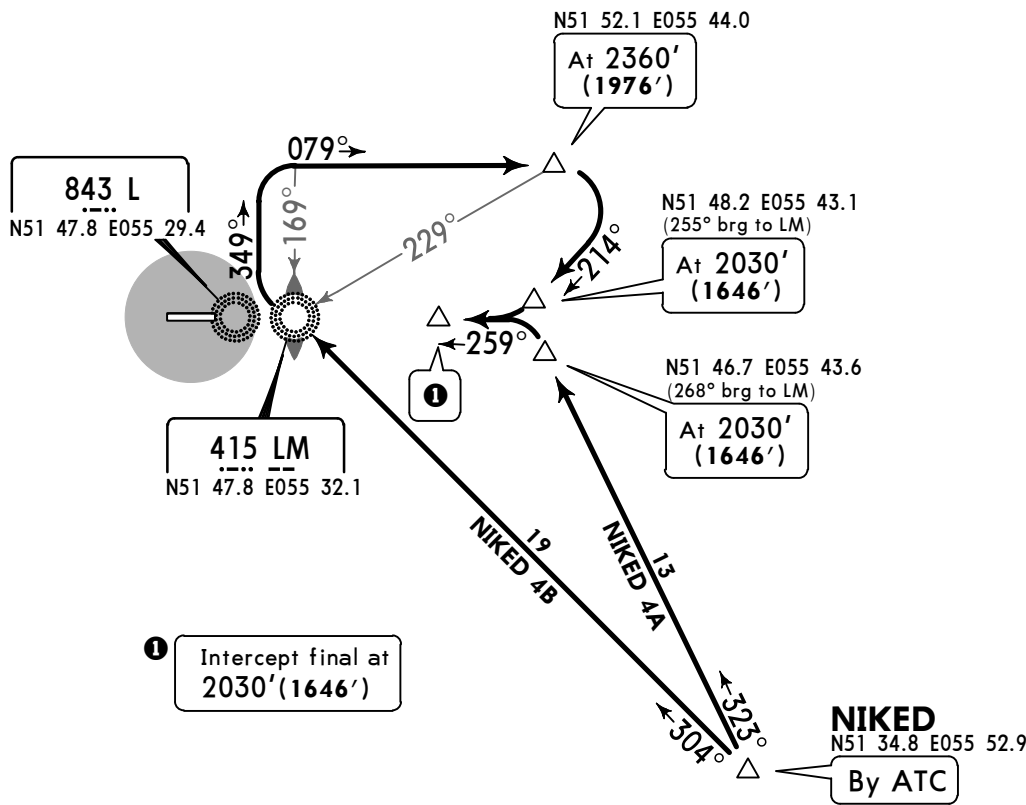
NIKED 4A [NIKE4A]

NIKED 4B [NIKE4B]  
BY ATC

RWY 26 ARRIVALS

2600'

MSA L NDB



| ALT/HEIGHT CONVERSION |          |       |
|-----------------------|----------|-------|
| QNH                   |          | (QFE) |
| 2690'                 | (2306' - | 700m) |
| 2360'                 | (1976' - | 600m) |
| 2030'                 | (1646' - | 500m) |

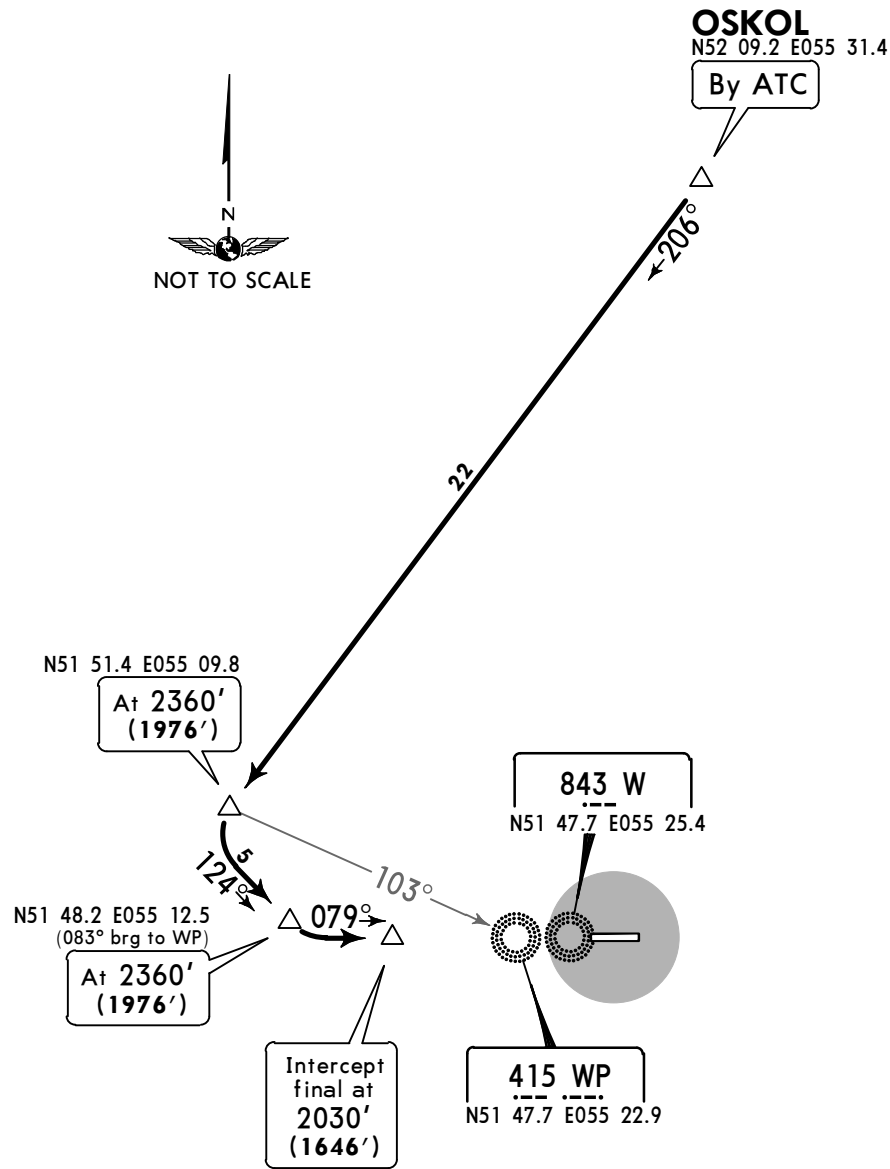
UWOO/REN  
ORENBURG

JEPPESSEN  
25 DEC 15 10-2H Eff 7 Jan

ORENBURG, RUSSIA  
STAR

|               |                  |                                                                                                                                             |                                       |
|---------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| ATIS<br>126.4 | Apt Elev<br>387' | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: By ATC Trans alt: 2690' (2306')<br>Crossing at airway exit points by ATC. | <div>2600'</div> <div>MSA W NDB</div> |
|---------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|

OSKOL 2  
RWY 08 ARRIVAL

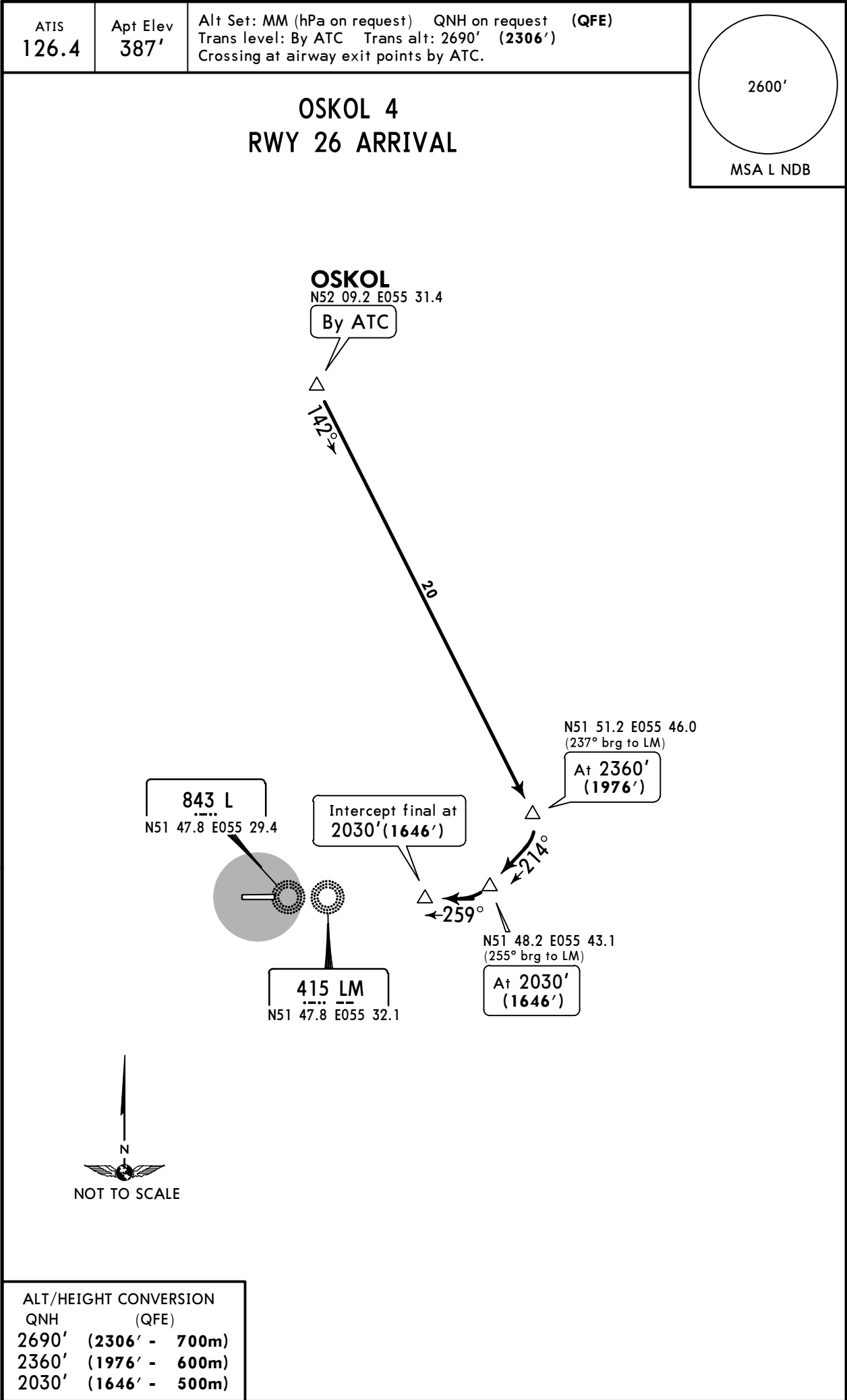


| ALT/HEIGHT CONVERSION |          |       |
|-----------------------|----------|-------|
| QNH                   |          | (QFE) |
| 2690'                 | (2306' - | 700m) |
| 2360'                 | (1976' - | 600m) |
| 2030'                 | (1646' - | 500m) |

UWOO/REN  
ORENBURG

JEPPesen  
25 DEC 15 10-2J Eff 7 Jan

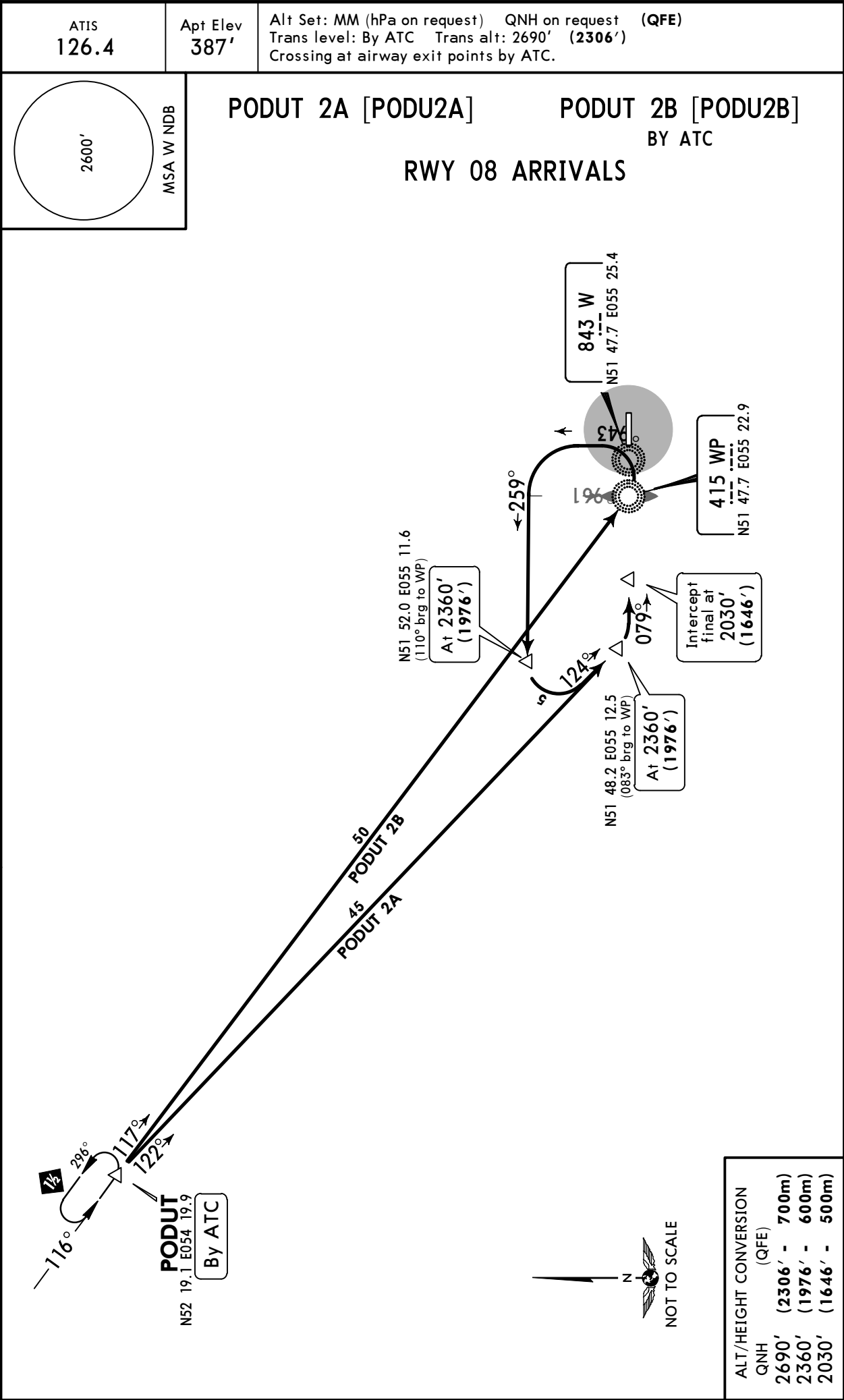
ORENBURG, RUSSIA  
STAR



UWOO/REN  
ORENBURG

JEPPesen  
25 DEC 15 10-2K Eff 7 Jan

ORENBURG, RUSSIA  
STAR

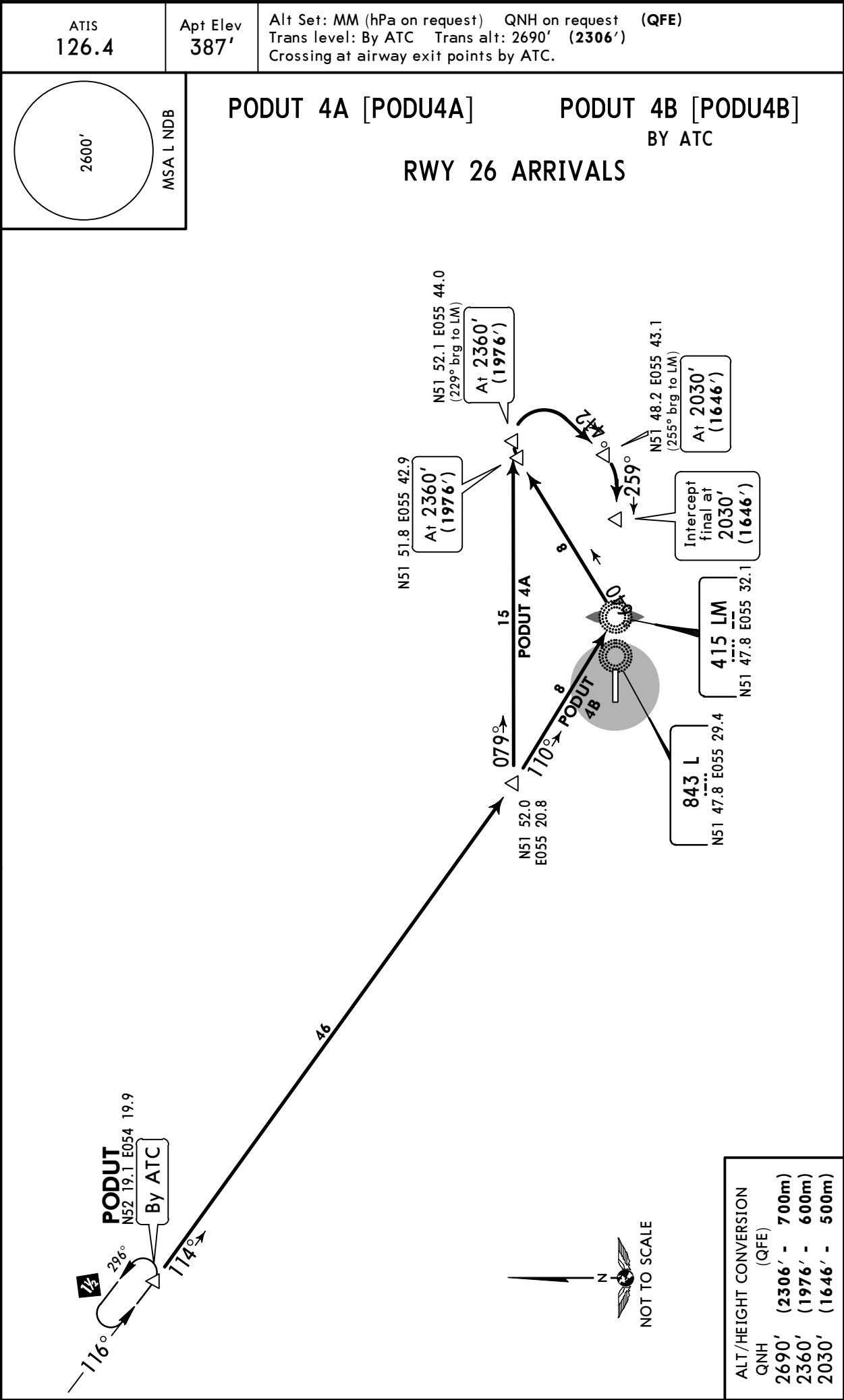


UWOO/REN  
ORENBURG

JEPPESSEN  
25 DEC 15 10-2L Eff 7 Jan

ORENBURG, RUSSIA

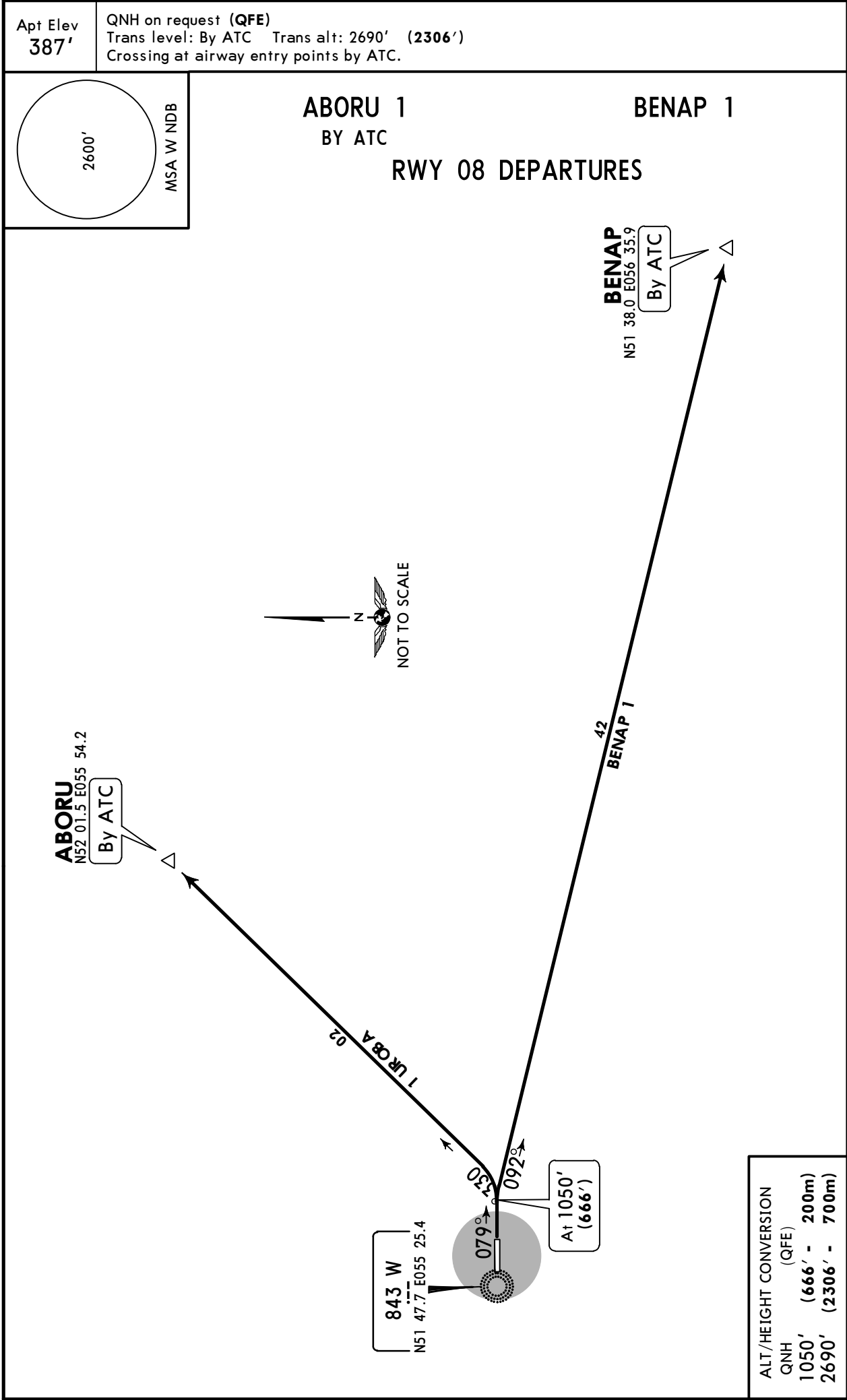
STAR



UWOO/REN  
ORENBURG

JEPPESSEN  
25 DEC 15 10-3 Eff 7 Jan

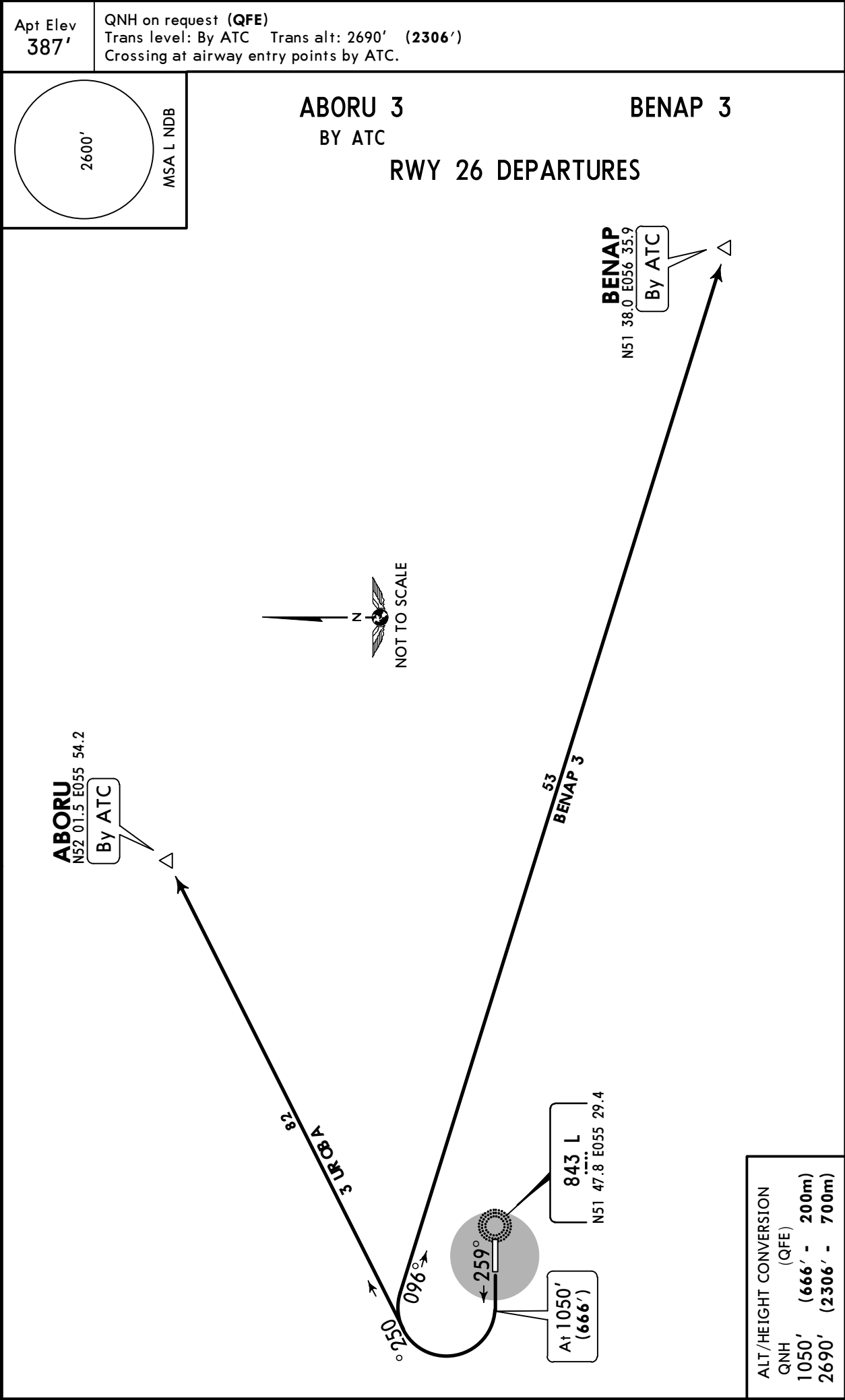
ORENBURG, RUSSIA  
SID



UWOO/REN  
ORENBURG

JEPPESSEN  
25 DEC 15 10-3A Eff 7 Jan

ORENBURG, RUSSIA  
SID





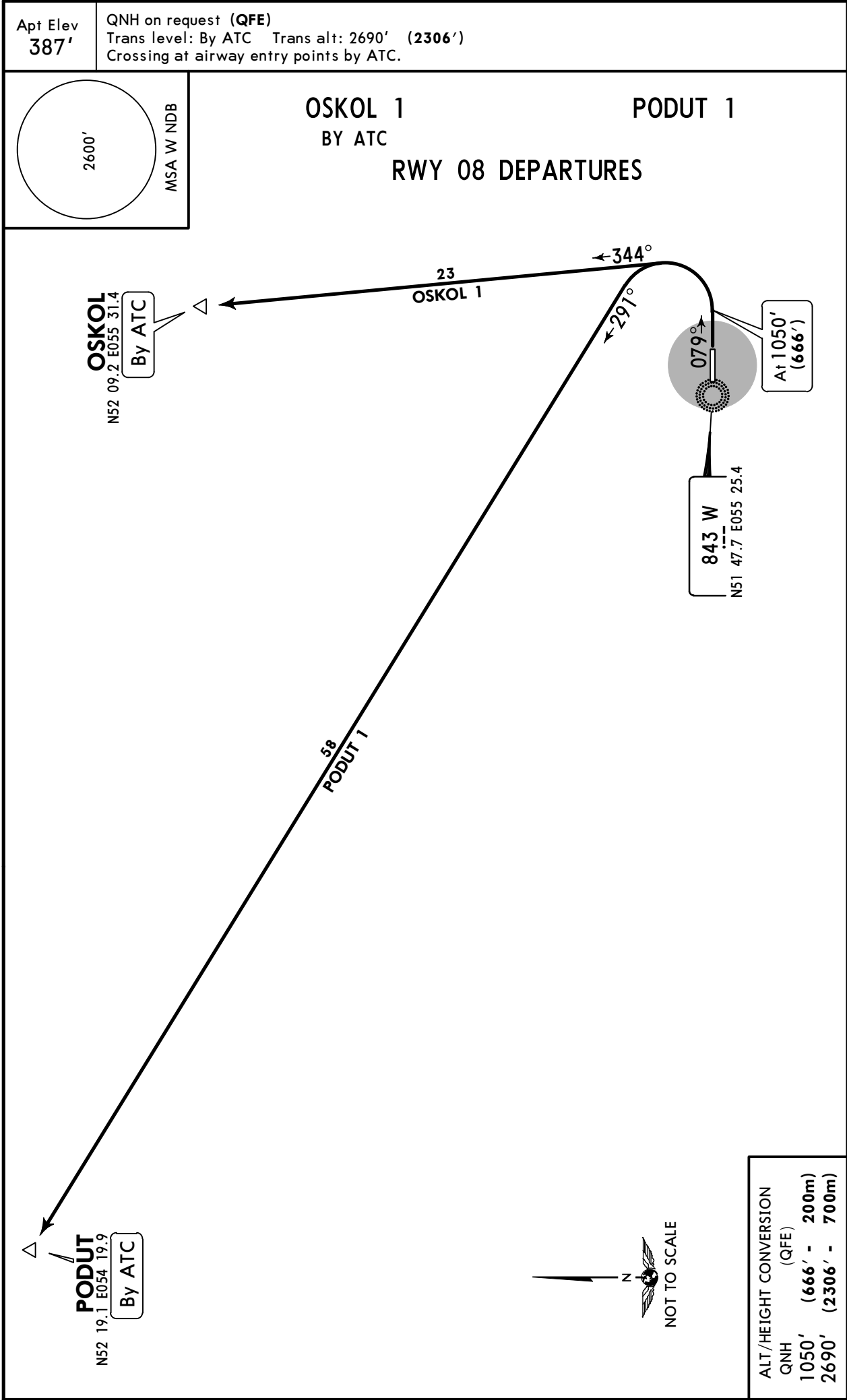
| ALT/HEIGHT CONVERSION | QNH   | (QFE)          |
|-----------------------|-------|----------------|
|                       | 1050' | (666' - 200m)  |
|                       | 2690' | (2306' - 700m) |



UWOO/REN  
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25 DEC 15 **JEPPESEN**  
**10-3D** Eff 7 Jan

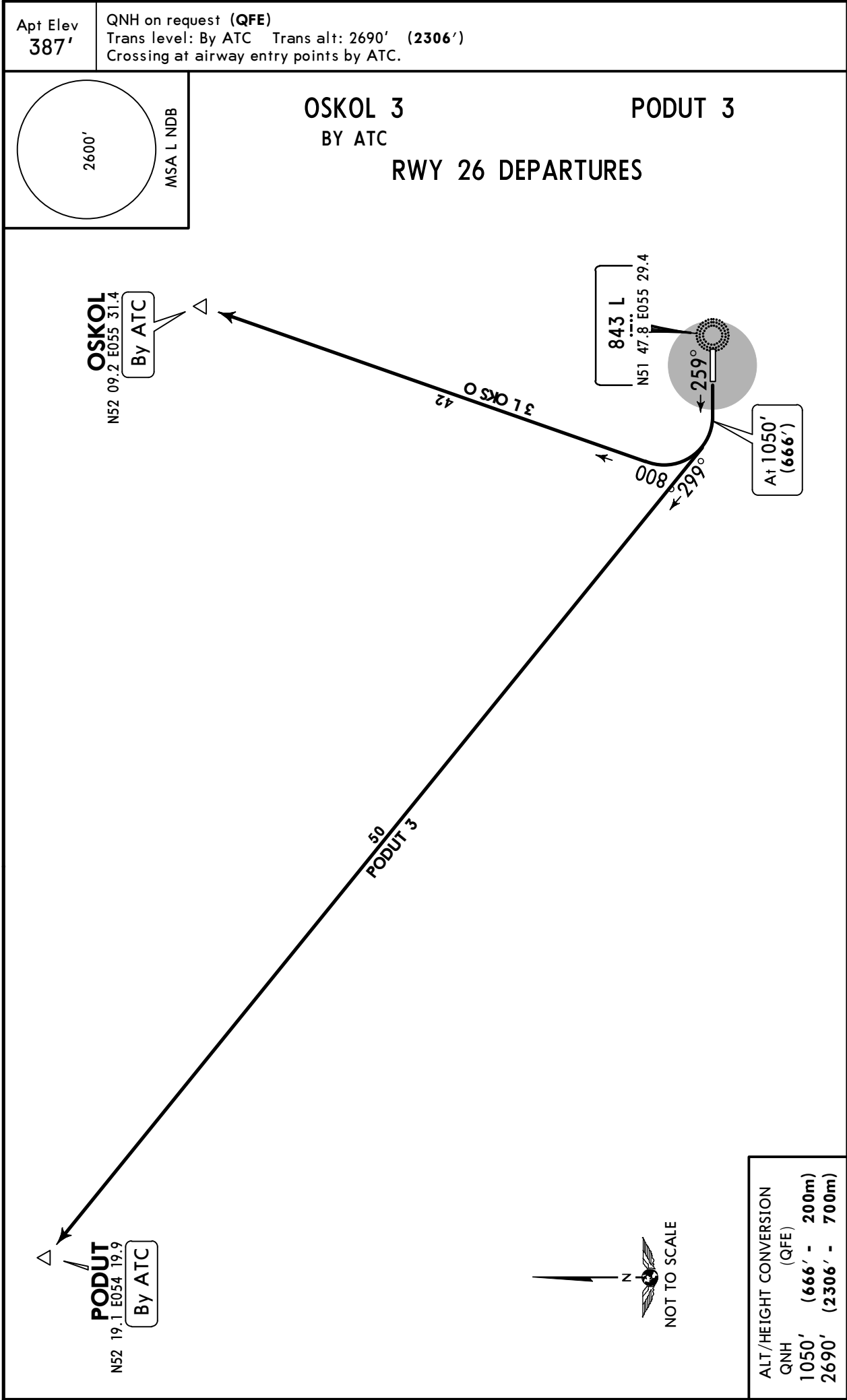
ORENBURG, RUSSIA  
**SID**



UWOO/REN  
ORENBURG

25 DEC 15 **JEPPesen** 10-3E Eff 7 Jan

ORENBURG, RUSSIA  
SID



**UWOO/REN**

Apt Elev **387'**  
N51 47.8 E055 27.4



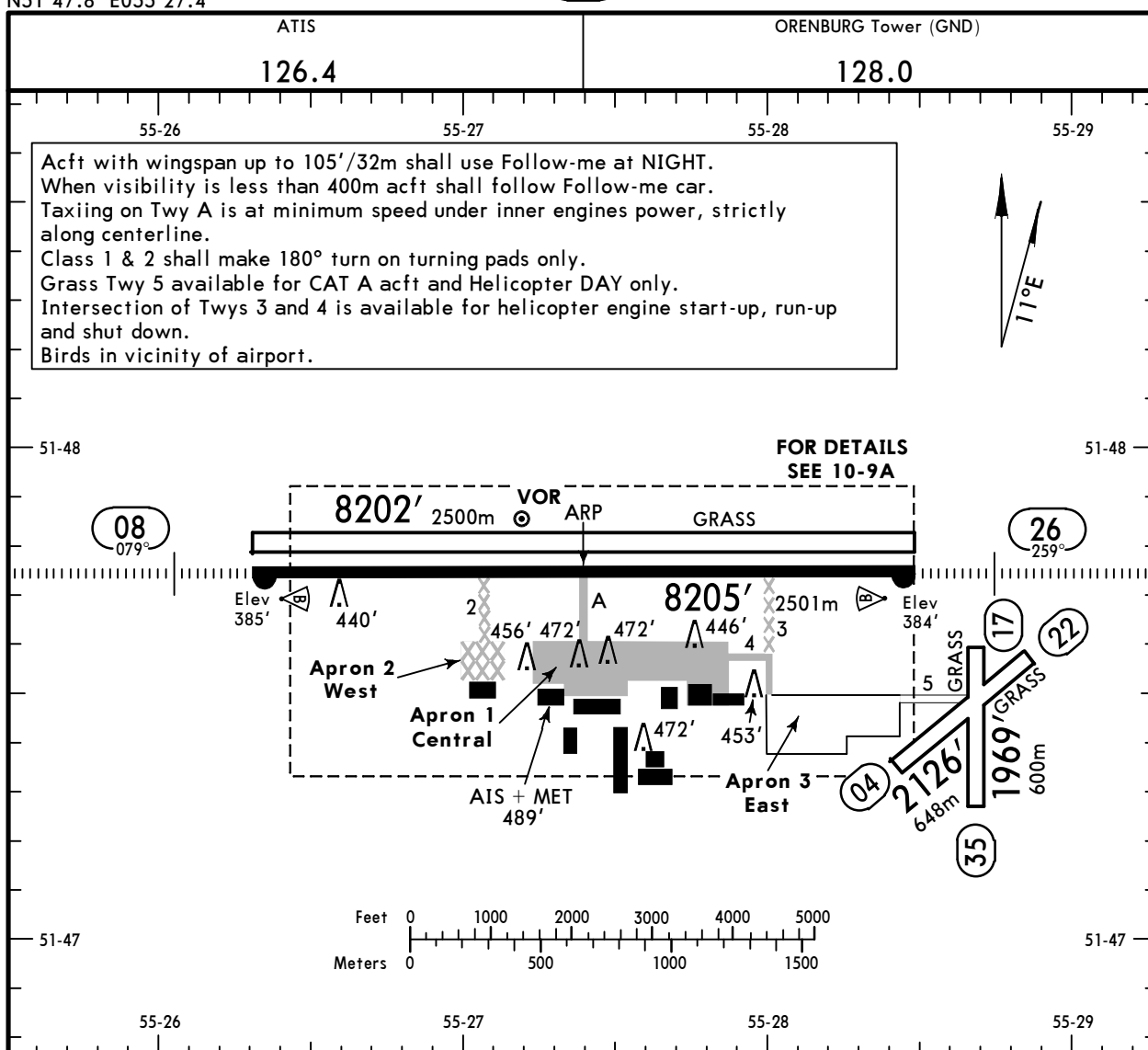
8 JUN 18

(10-9)

**Eff 21 Jun**

# ORENBURG, RUSSIA

ORENBURG



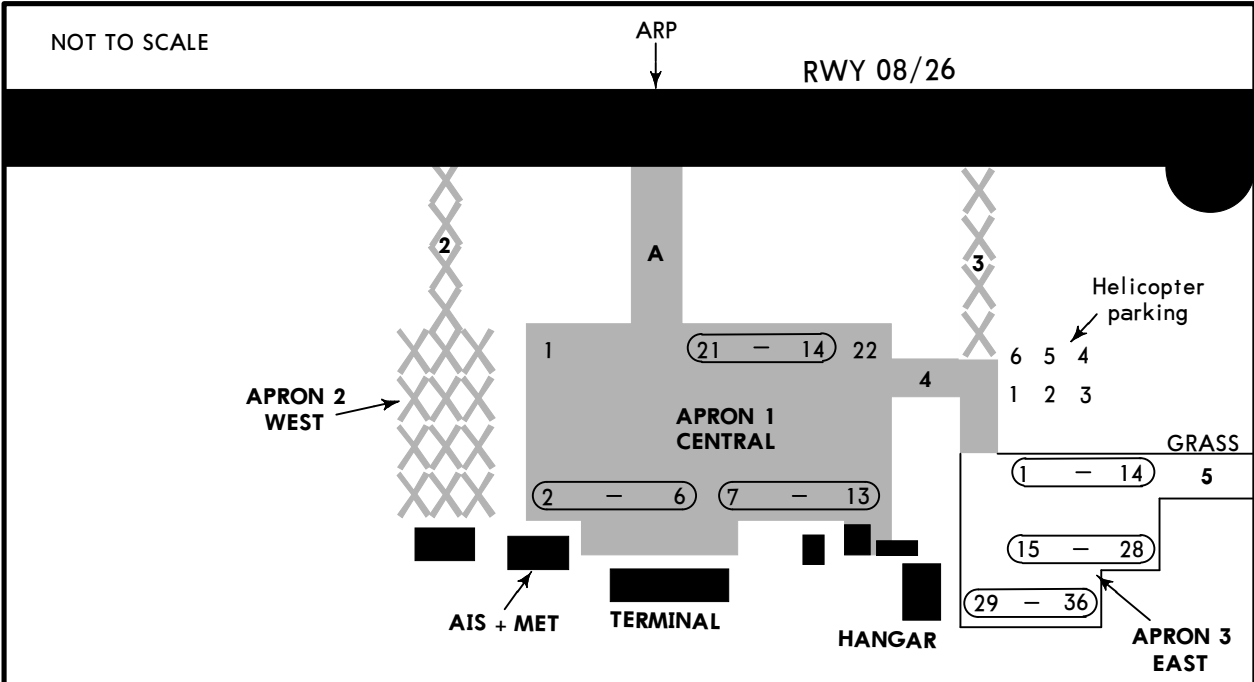
| ADDITIONAL RUNWAY INFORMATION |              |       |                      |     |                |             |          |             |
|-------------------------------|--------------|-------|----------------------|-----|----------------|-------------|----------|-------------|
| RWY                           |              |       |                      |     | USABLE LENGTHS |             | WIDTH    |             |
|                               |              |       |                      |     | LANDING BEYOND |             |          |             |
|                               |              |       |                      |     | Threshold      | Glide Slope | TAKE-OFF |             |
| 04<br>22                      |              |       |                      |     |                |             |          | 197'<br>60m |
| 08<br>26                      | HIRL (60m)   | HIALS | PAPI-R (angle 2.67°) | RVR |                | 7229'2203m  |          | 138'        |
|                               | HIRL (60m)   | HIALS | PAPI-L (angle 2.67°) | RVR |                | 7132'2174m  |          | 42m         |
| 08<br>26                      | Grass runway |       |                      |     |                |             |          | 246'<br>75m |
| 17<br>35                      |              |       |                      |     |                |             |          | 197'<br>60m |
|                               |              |       |                      |     |                |             |          |             |

|   |                                                  |                          |
|---|--------------------------------------------------|--------------------------|
|   | TAKE-OFF                                         |                          |
|   | AIR CARRIER (JAA)<br>Main rwy 08/26              |                          |
|   | LVP must be in force<br>RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL |
| A | 250m                                             | 400m                     |
| B |                                                  |                          |
| C |                                                  |                          |
| D | 300m                                             |                          |

UWOO/REN

JEPPESEN  
8 JUN 18 10-9A Eff 21 Jun

ORENBURG, RUSSIA  
ORENBURG



Exit from apron 1 stands 1 thru 13 by towing.  
Apron 1 stand 22 for sanitary quarantine.  
Apron 3 stands 1 thru 36 are available for helicopters.

### LOW VISIBILITY PROCEDURES (LVP)

Low visibility procedures are implemented at the airport when RVR value is 800 m or less. LVP are implemented by the following phrase communicated to the flight crew by ATS unit controller:  
"Low Visibility procedures in progress. Check your minima."

#### RVR MONITORING

RVR value is recorded at touchdown point, mid-point and stop end of the RWY. When RVR value at all three points of visibility measurement is 800 m or more, only the value of RVR at the touchdown point is communicated to the flight crew, whereas the name of the observation point is not indicated. When RVR value at least at one of the three points of visibility measurement is less than 800 m all three RVR values are communicated to the flight crew in the following order: touchdown point, mid-point, stop end of the RWY.

#### LANDING

RWY 08/26 are equipped for ICAO CAT I operations.  
Flight crews of arriving ACFT shall report the following information to the ATS unit controller:

- execution of landing;
- vacuation of RWY after crossing ILS critical area line.

#### It is PROHIBITED:

- to execute take-off not from RWY beginning;
- to execute take-off without stopping at the line-up position;
- to cross runway-holding position marking when holding at the RWY.

UWOO/REN



JEPPesen

5 SEP 14

10-9S

Eff 18 Sep

ORENBURG, RUSSIA  
ORENBURG

Standard

| STRAIGHT-IN RWY | A                    | B                    | C                    | D                    |
|-----------------|----------------------|----------------------|----------------------|----------------------|
| <b>08</b>       |                      |                      |                      |                      |
| ILS             | <b>584'</b> (200')   | <b>584'</b> (200')   | <b>584'</b> (200')   | <b>584'</b> (200')   |
| <i>FULL</i>     | <b>R550m</b>         | <b>R550m</b>         | <b>R550m</b>         | <b>R550m</b>         |
| <i>Limited</i>  | R750m                | R750m                | R750m                | R750m                |
| <i>ALS out</i>  | R1200m               | R1200m               | R1200m               | R1200m               |
| LOC             | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    |
| 2 NDB ①②        | <b>760'</b> (376')   | <b>760'</b> (376')   | <b>760'</b> (376')   | <b>760'</b> (376')   |
|                 | <b>R1000m</b>        | <b>R1000m</b>        | <b>R1000m</b>        | <b>R1000m</b>        |
| <i>ALS out</i>  | R1500m               | R1500m               | R1700m               | R1700m               |
| 2 NDB ③         | <b>1330'</b> (946')  | <b>1330'</b> (946')  | <b>1330'</b> (946')  | <b>1330'</b> (946')  |
|                 | <b>C3800m</b>        | <b>C3800m</b>        | <b>C4000m</b>        | <b>C4000m</b>        |
| <i>ALS out</i>  | C4500m               | C4500m               | C4700m               | C4700m               |
| WP NDB ①②       | <b>760'</b> (376')   | <b>760'</b> (376')   | <b>760'</b> (376')   | <b>760'</b> (376')   |
|                 | <b>R1000m</b>        | <b>R1000m</b>        | <b>R1000m</b>        | <b>R1000m</b>        |
| <i>ALS out</i>  | R1500m               | R1500m               | R1700m               | R1700m               |
| WP NDB ①③       | <b>1130'</b> (746')  | <b>1130'</b> (746')  | <b>1130'</b> (746')  | <b>1130'</b> (746')  |
|                 | <b>C2700m</b>        | <b>C2700m</b>        | <b>C2700m</b>        | <b>C2700m</b>        |
| <i>ALS out</i>  | C3500m               | C3500m               | C3500m               | C3500m               |
| W Lctr ①②       | <b>770'</b> (386')   | <b>770'</b> (386')   | <b>770'</b> (386')   | <b>770'</b> (386')   |
|                 | <b>R1100m</b>        | <b>R1100m</b>        | <b>R1100m</b>        | <b>R1100m</b>        |
| <i>ALS out</i>  | R1500m               | R1500m               | R1800m               | R1800m               |
| W Lctr ③        | <b>1130'</b> (746')  | <b>1130'</b> (746')  | <b>1130'</b> (746')  | <b>1130'</b> (746')  |
|                 | <b>C2900m</b>        | <b>C2900m</b>        | <b>C3100m</b>        | <b>C3100m</b>        |
| <i>ALS out</i>  | C3700m               | C3700m               | C3900m               | C3900m               |
| <b>26</b>       |                      |                      |                      |                      |
| ILS             | <b>584'</b> (200')   | <b>584'</b> (200')   | <b>584'</b> (200')   | <b>584'</b> (200')   |
| <i>FULL</i>     | <b>R550m</b>         | <b>R550m</b>         | <b>R550m</b>         | <b>R550m</b>         |
| <i>Limited</i>  | R750m                | R750m                | R750m                | R750m                |
| <i>ALS out</i>  | R1200m               | R1200m               | R1200m               | R1200m               |
| LOC             | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    |
| 2 NDB ①②        | <b>740'</b> (356')   | <b>740'</b> (356')   | <b>740'</b> (356')   | <b>740'</b> (356')   |
|                 | <b>R900m</b>         | <b>R900m</b>         | <b>R900m</b>         | <b>R900m</b>         |
| <i>ALS out</i>  | R1500m               | R1500m               | R1600m               | R1600m               |
| 2 NDB ③         | <b>1430'</b> (1046') | <b>1430'</b> (1046') | <b>1430'</b> (1046') | <b>1430'</b> (1046') |
|                 | <b>C4300m</b>        | <b>C4300m</b>        | <b>C4500m</b>        | <b>C4500m</b>        |
| <i>ALS out</i>  | C5000m               | C5000m               | C5000m               | C5000m               |
| LM NDB ①②       | <b>740'</b> (356')   | <b>740'</b> (356')   | <b>740'</b> (356')   | <b>740'</b> (356')   |
|                 | <b>R900m</b>         | <b>R900m</b>         | <b>R900m</b>         | <b>R900m</b>         |
| <i>ALS out</i>  | R1500m               | R1500m               | R1600m               | R1600m               |
| LM NDB ③        | <b>1240'</b> (856')  | <b>1240'</b> (856')  | <b>1240'</b> (856')  | <b>1240'</b> (856')  |
|                 | <b>C3500m</b>        | <b>C3500m</b>        | <b>C3700m</b>        | <b>C3700m</b>        |
| <i>ALS out</i>  | C4200m               | C4200m               | C4400m               | C4400m               |
| L Lctr ①②       | <b>740'</b> (356')   | <b>740'</b> (356')   | <b>740'</b> (356')   | <b>740'</b> (356')   |
|                 | <b>R900m</b>         | <b>R900m</b>         | <b>R900m</b>         | <b>R900m</b>         |
| <i>ALS out</i>  | R1500m               | R1500m               | R1600m               | R1600m               |
| L Lctr ③        | <b>1240'</b> (856')  | <b>1240'</b> (856')  | <b>1240'</b> (856')  | <b>1240'</b> (856')  |
|                 | <b>C3500m</b>        | <b>C3500m</b>        | <b>C3700m</b>        | <b>C3700m</b>        |
| <i>ALS out</i>  | C4200m               | C4200m               | C4400m               | C4400m               |

① Continuous Descent Final Approach.

② with FAF

③ w/o FAF

UWOO/REN



5 SEP 14

10-9S

Eff 18 Sep

**Standard**  
**ORENBURG, RUSSIA**  
ORENBURG

| CIRCLE-TO-LAND ❶ | A                                           | B                                           | C                                            | D                                            |
|------------------|---------------------------------------------|---------------------------------------------|----------------------------------------------|----------------------------------------------|
| to rwy 08/26 ❷   | <b>790'</b> (406')❸<br>ceiling 350m- V1600m | <b>980'</b> (596')❸<br>ceiling 350m- V3000m | <b>1140'</b> (756')❸<br>ceiling 400m- V3000m | <b>1210'</b> (826')❸<br>ceiling 400m- V4000m |

- ❶ Prohibited South of the airport.
- ❷ Circling height based on rwy 08/26 thresh elev of 384'.
- ❸ After OSKOL: V6000m.

| TAKE-OFF RWY 04, 08, 17, 22, 26, 35 |      |                          |                   |
|-------------------------------------|------|--------------------------|-------------------|
| LVP must be in Force                |      |                          |                   |
| RCLM (DAY only)<br>or RL            |      | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                                   | 250m | 400m                     | 500m              |
| B                                   |      |                          |                   |
| C                                   |      |                          |                   |
| D                                   |      |                          |                   |



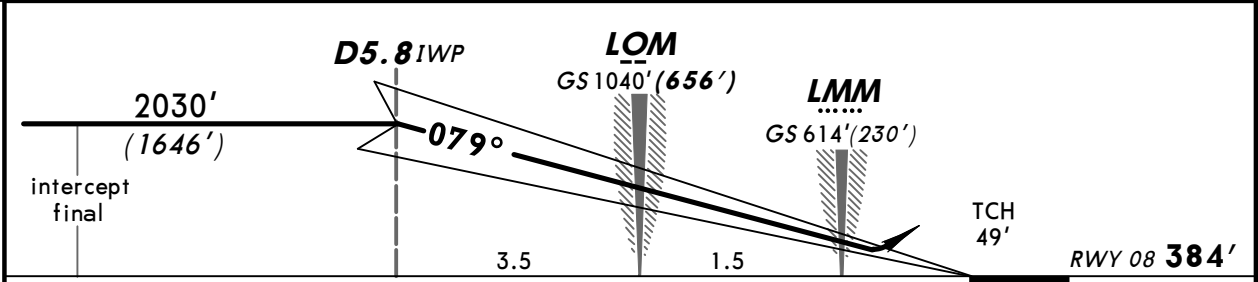
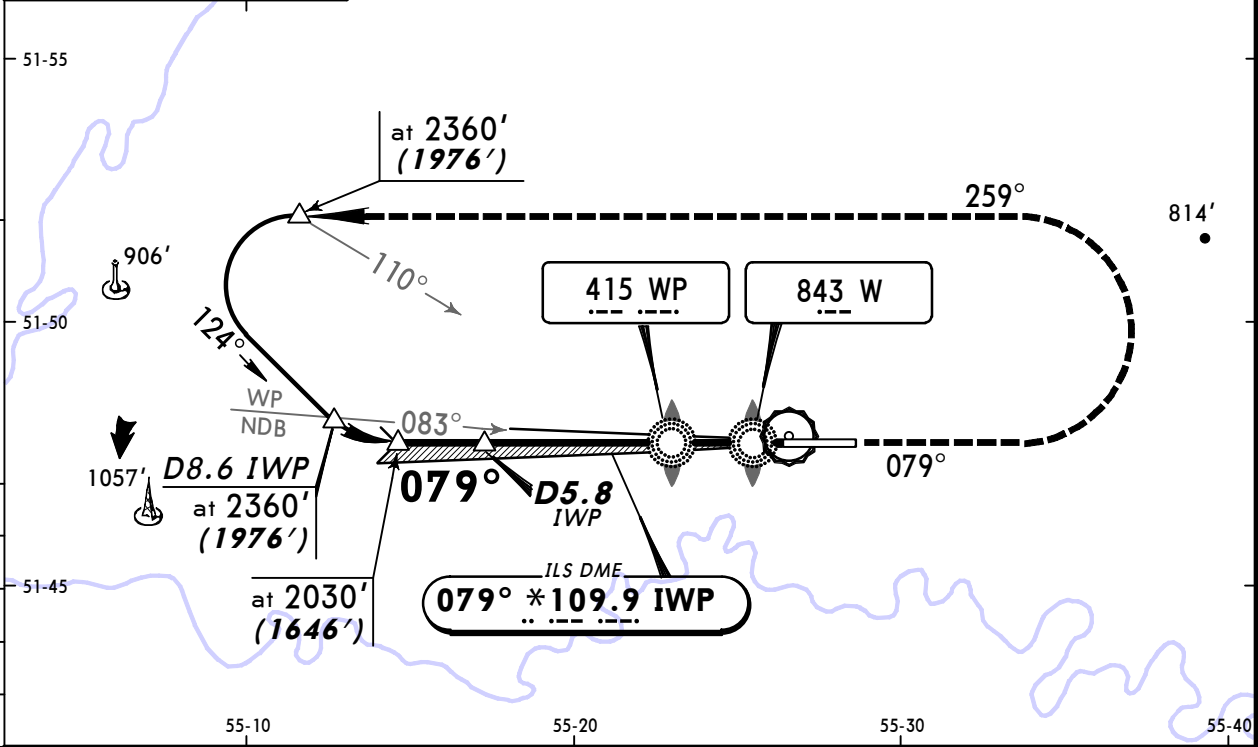
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5 SEP 14 11-1 Eff 18 Sep

ORENBURG, RUSSIA  
ILS DME Rwy 08

|                                                                                                                          |                        |                        |                          |                           |                                        |
|--------------------------------------------------------------------------------------------------------------------------|------------------------|------------------------|--------------------------|---------------------------|----------------------------------------|
| ATIS                                                                                                                     |                        | ORENBURG Radar         |                          | ORENBURG Tower            |                                        |
| 126.4                                                                                                                    |                        | 120.4                  |                          | 128.0                     |                                        |
| LOC IWP<br>*109.9                                                                                                        | Final Apch Crs<br>079° | GS LOM<br>1040' (656') | ILS DA(H)<br>584' (200') | Apt Elev 387'<br>RWY 384' | <div>2600'</div> <div>MSA W Lctr</div> |
| MISSED APCH: Climb on 079° to 1040' (656'), then turn LEFT onto 259° climbing to 2360' (1976'), then according to chart. |                        |                        |                          |                           |                                        |
| Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 2690' (2306')                                   |                        |                        |                          |                           |                                        |

| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 2690'                 | (2306' - 700m) |
| 2360'                 | (1976' - 600m) |
| 2030'                 | (1646' - 500m) |
| 1040'                 | (656' - 200m)  |



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

| STRAIGHT-IN LANDING RWY08 |                      |         |       | LOC (GS out) |  |
|---------------------------|----------------------|---------|-------|--------------|--|
| ILS DA(H) 584' (200')     |                      |         |       |              |  |
| FULL                      |                      | ALS out |       |              |  |
| A                         |                      |         |       |              |  |
| B                         |                      |         |       |              |  |
| C                         | RVR 720m<br>VIS 800m |         | 1200m | NOT AUTH     |  |
| D                         |                      |         |       |              |  |

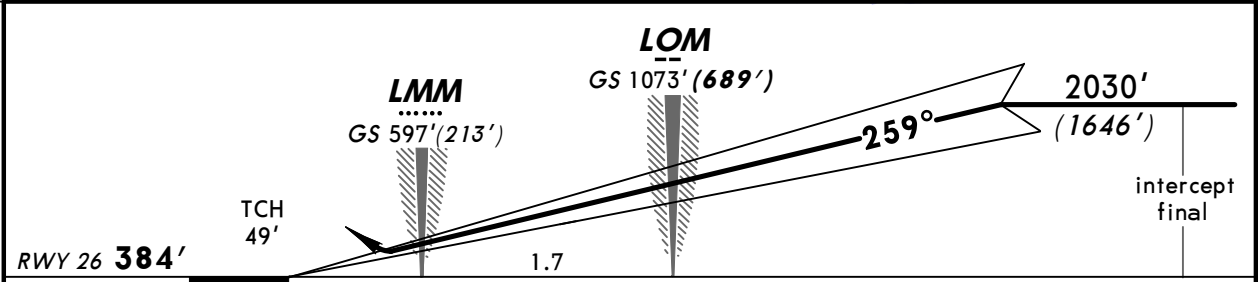
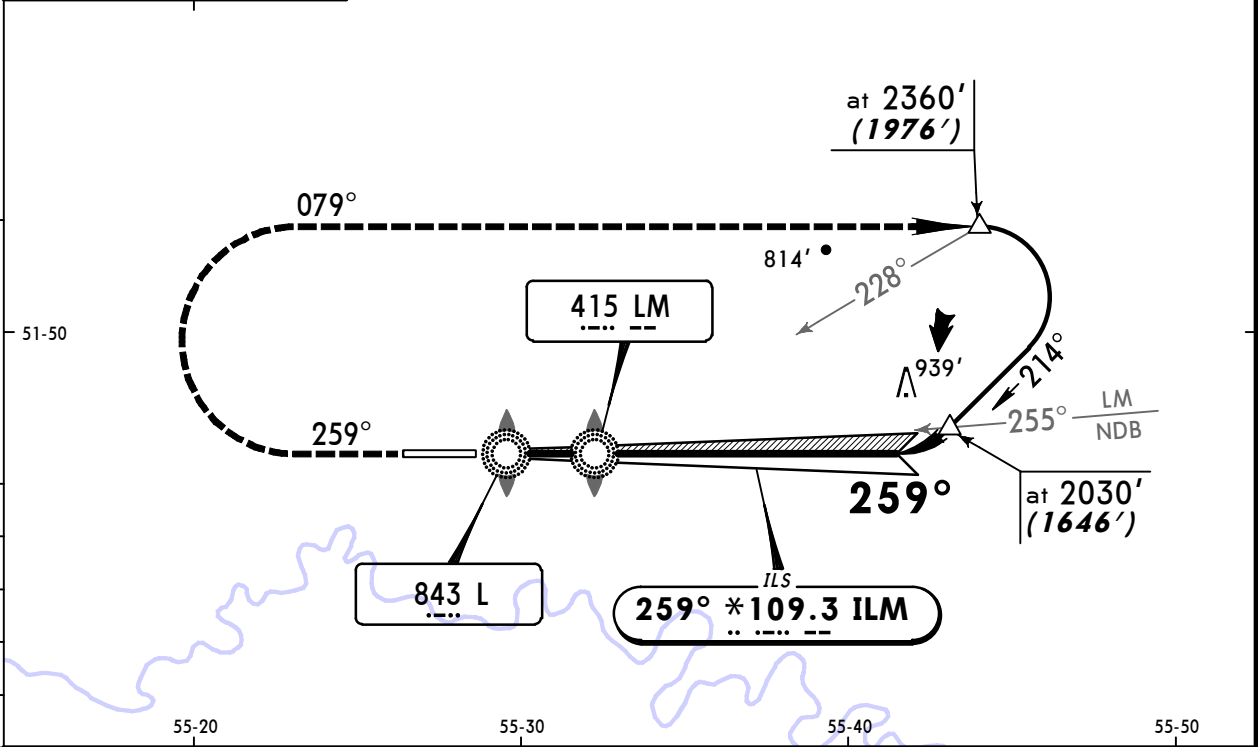
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ORENBURG

JEPPESSEN  
5 SEP 14 (11-2) Eff 18 Sep

ORENBURG, RUSSIA  
ILS Rwy 26

| ATIS                                                                                                                      |                           | ORENBURG Radar           |                            | ORENBURG Tower            |                                        |
|---------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------|----------------------------|---------------------------|----------------------------------------|
| 126.4                                                                                                                     |                           | 120.4                    |                            | 128.0                     |                                        |
| LOC<br>ILM<br>*109.3                                                                                                      | Final<br>Apch Crs<br>259° | GS<br>LOM<br>1073'(689') | ILS<br>DA(H)<br>584'(200') | Apt Elev 387'<br>RWY 384' | <div>2600'</div> <div>MSA L Lctr</div> |
| MISSED APCH: Climb on 259° to 1040' (656'), then turn RIGHT onto 079° climbing to 2360' (1976'), then according to chart. |                           |                          |                            |                           |                                        |
| Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 2690'(2306')                                     |                           |                          |                            |                           |                                        |

| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 2690'                 | (2306' - 700m) |
| 2360'                 | (1976' - 600m) |
| 2030'                 | (1646' - 500m) |
| 1040'                 | (656' - 200m)  |



| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS | 1040' (656') on 259° | 079° RT | 2360' (1976') |
|---------------|-------|-----|-----|-----|-----|-----|-------|----------------------|---------|---------------|
| GS            | 2.67° | 331 | 425 | 472 | 567 | 661 | 756   | PAPI                 |         |               |

| STRAIGHT-IN LANDING RWY 26 |                      |      |       | LOC (GS out) |          |
|----------------------------|----------------------|------|-------|--------------|----------|
| DA(H) 584' (200')          |                      | FULL |       | ALS out      |          |
| A                          | RVR 720m<br>VIS 800m |      | 1200m |              | NOT AUTH |
| B                          |                      |      |       |              |          |
| C                          |                      |      |       |              |          |
| D                          |                      |      |       |              |          |

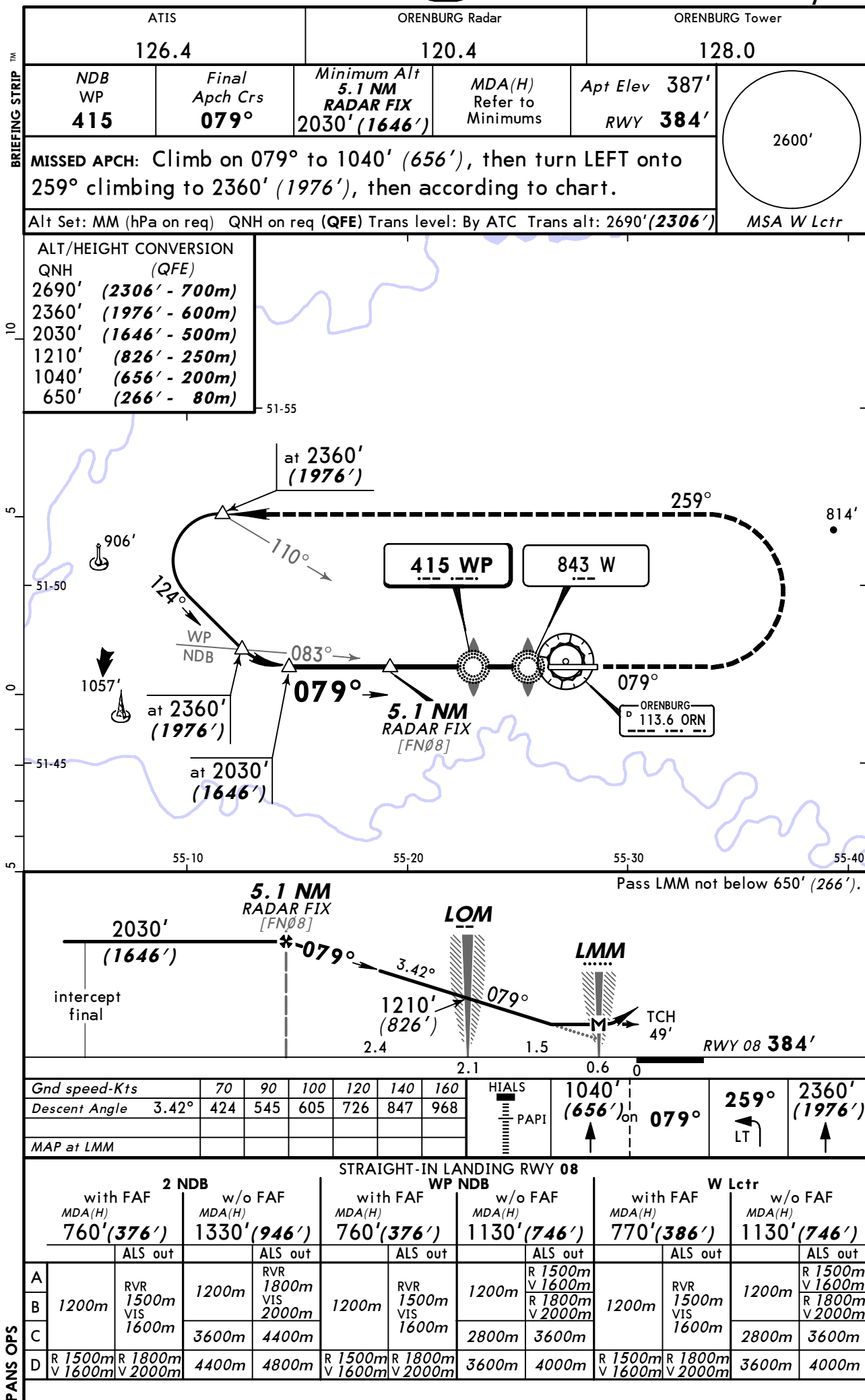
CHANGES: Communications. Apt elev. TCH.

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5 SEP 14 **(16-1)** **Eff 18 Sep**

**ORENBURG, RUSSIA**  
**2 NDB Rwy 08**



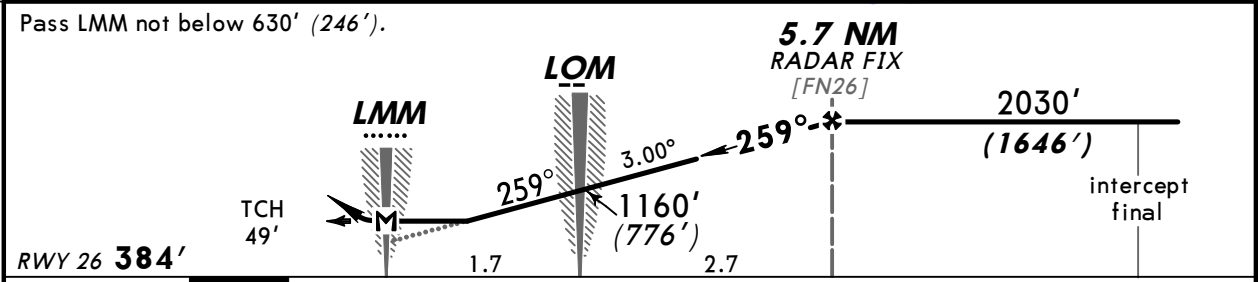
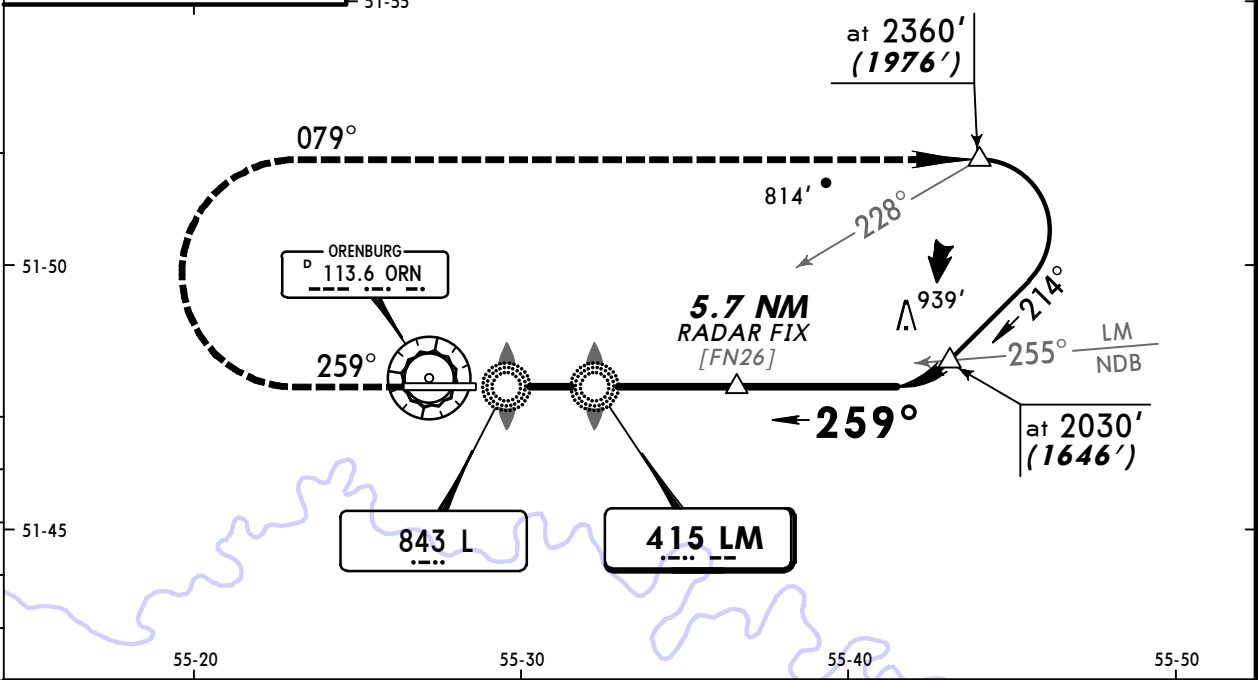
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JEPPESSEN  
5 SEP 14 **16-2** Eff 18 Sep

ORENBURG, RUSSIA  
2 NDB Rwy 26

| ATIS                                                                                                                      |                           | ORENBURG Radar                                      |                                | ORENBURG Tower                |                                        |
|---------------------------------------------------------------------------------------------------------------------------|---------------------------|-----------------------------------------------------|--------------------------------|-------------------------------|----------------------------------------|
| 126.4                                                                                                                     |                           | 120.4                                               |                                | 128.0                         |                                        |
| NDB<br>LM<br>415                                                                                                          | Final<br>Apch Crs<br>259° | Minimum Alt<br>5.7 NM<br>RADAR FIX<br>2030' (1646') | MDA(H)<br>Refer to<br>Minimums | Apt Elev 387'<br><br>RWY 384' | <div>2600'</div> <div>MSA L Lctr</div> |
| MISSED APCH: Climb on 259° to 1040' (656'), then turn RIGHT onto 079° climbing to 2360' (1976'), then according to chart. |                           |                                                     |                                |                               |                                        |
| Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 2690'(2306')                                     |                           |                                                     |                                |                               |                                        |

| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 2690'                 | (2306' - 700m) |
| 2360'                 | (1976' - 600m) |
| 2030'                 | (1646' - 500m) |
| 1160'                 | (776' - 235m)  |
| 1040'                 | (656' - 200m)  |
| 630'                  | (246' - 75m)   |



| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS | 1040' (656') on 259° | 079° | 2360' (1976') |
|---------------|-------|-----|-----|-----|-----|-----|-------|----------------------|------|---------------|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849   | PAPI                 | RT   |               |
| MAP at LMM    |       |     |     |     |     |     |       |                      |      |               |

| STRAIGHT-IN LANDING RWY 26 |       |                     |                 |             |  |                     |                 |             |  |                     |                 |
|----------------------------|-------|---------------------|-----------------|-------------|--|---------------------|-----------------|-------------|--|---------------------|-----------------|
| 2 NDB                      |       |                     |                 | LM NDB      |  |                     |                 | L Lctr      |  |                     |                 |
| 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)              |                 |
| 710' (326')                |       | 1430' (1046')       |                 | 730' (346') |  | 1240' (856')        |                 | 740' (356') |  | 1240' (856')        |                 |
| ALS out                    |       | ALS out             |                 | ALS out     |  | ALS out             |                 | ALS out     |  | ALS out             |                 |
| A                          |       | RVR 1200m           | R 1800m V 2000m |             |  | RVR 1200m           | R 1500m V 1600m |             |  | RVR 1200m           | R 1500m V 1600m |
| B                          | 1200m | RVR 1500m VIS 1600m | R 1500m V 1600m | 1200m       |  | RVR 1500m VIS 1600m | R 1800m V 2000m | 1200m       |  | RVR 1500m VIS 1600m | R 1800m V 2000m |
| C                          |       |                     | 4000m           |             |  |                     | 3200m           |             |  |                     | 3200m           |
| D                          |       | RVR 1500m VIS 1600m | 4400m           |             |  | R 1500m V 1600m     | R 1800m V 2000m |             |  | R 1500m V 1600m     | R 1800m V 2000m |

**Chart changes since cycle 08-2019**

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

| ACT                         | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----------------------------|-----------------|-------|----------|----------|
| ORENBURG, (ORENBURG - UWOO) |                 |       |          |          |

## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport UWOO**