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Terminal Charts For UWUU
Revision Letter For Cycle 09-2019
Change Notices
Notebook

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General Information

Location: UFA RUS
ICAO/IATA: UWUU / UFA
Lat/Long: N54° 33.5', E055° 52.4'
Elevation: 449 ft

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

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

Sunrise: 0021 Z
Sunset: 1605 Z

Runway Information

Runway: 14R
Length x Width: 12339 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 396 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32L
Length x Width: 12339 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 450 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 119.400
ATIS: 124.800 Non-English
Ufa Start Tower: 120.900
Ufa Start Tower: 124.000
Ufa Start Tower: 129.000 Secondary
Ufa Ground: 119.000
Ufa Ground: 124.000
Ufa Ground: 129.000 Secondary

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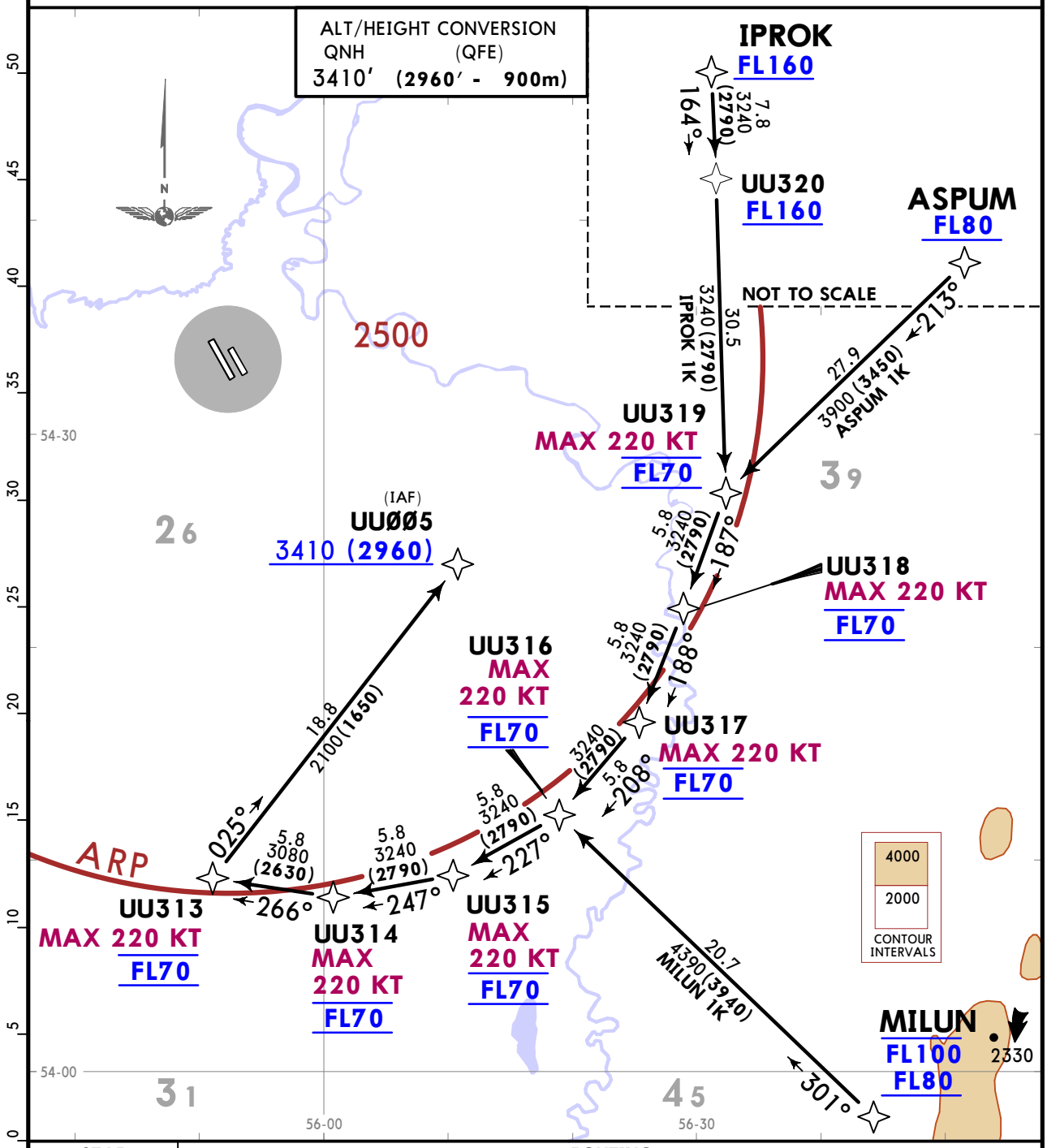
Ufa Apron Ramp/Taxi: 118.800 Non-English
Ufa Approach: 129.000 Secondary
Ufa Approach: 125.300 Secondary
Ufa Approach: 126.000
Ufa Krug Radar: 124.000
Ufa Krug Radar: 129.000 Secondary
Ufa Krug Radar: 120.900
Ufa Transit Operations: 131.700

Printed from JeppView for Windows 5.3.0.0 on 10 May 2019; Terminal chart data cycle 09-2019; Notice: After 16 May 2019, 0000Z, this chart may no longer be valid

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

ASPUM 1K [ASPU1K]
IPROK 1K [IPRO1K]
MILUN 1K [MILU1K]
RWY 32L RNAV ARRIVALS



STAR	ROUTING
ASPUM 1K	ASPUM (FL80+) - UU319 (K220-; FL70) - UU318 (K220-; FL70) - UU317 (K220-; FL70) - UU316 (K220-; FL70) - UU315 (K220-; FL70) - UU314 (K220-; FL70) - UU313 (K220-; FL70) - UU005 (3410+).
IPROK 1K	IPROK (FL160+) - UU320 (FL160+) - UU319 (K220-; FL70) - UU318 (K220-; FL70) - UU317 (K220-; FL70) - UU316 (K220-; FL70) - UU315 (K220-; FL70) - UU314 (K220-; FL70) - UU313 (K220-; FL70) - UU005 (3410+).
MILUN 1K	MILUN (FL100-; FL80+) - UU316 (K220-; FL70) - UU315 (K220-; FL70) - UU314 (K220-; FL70) - UU313 (K220-; FL70) - UU005 (3410+).

CHANGES: RNAV STARs completely revised; Index page withdrawn; new format.

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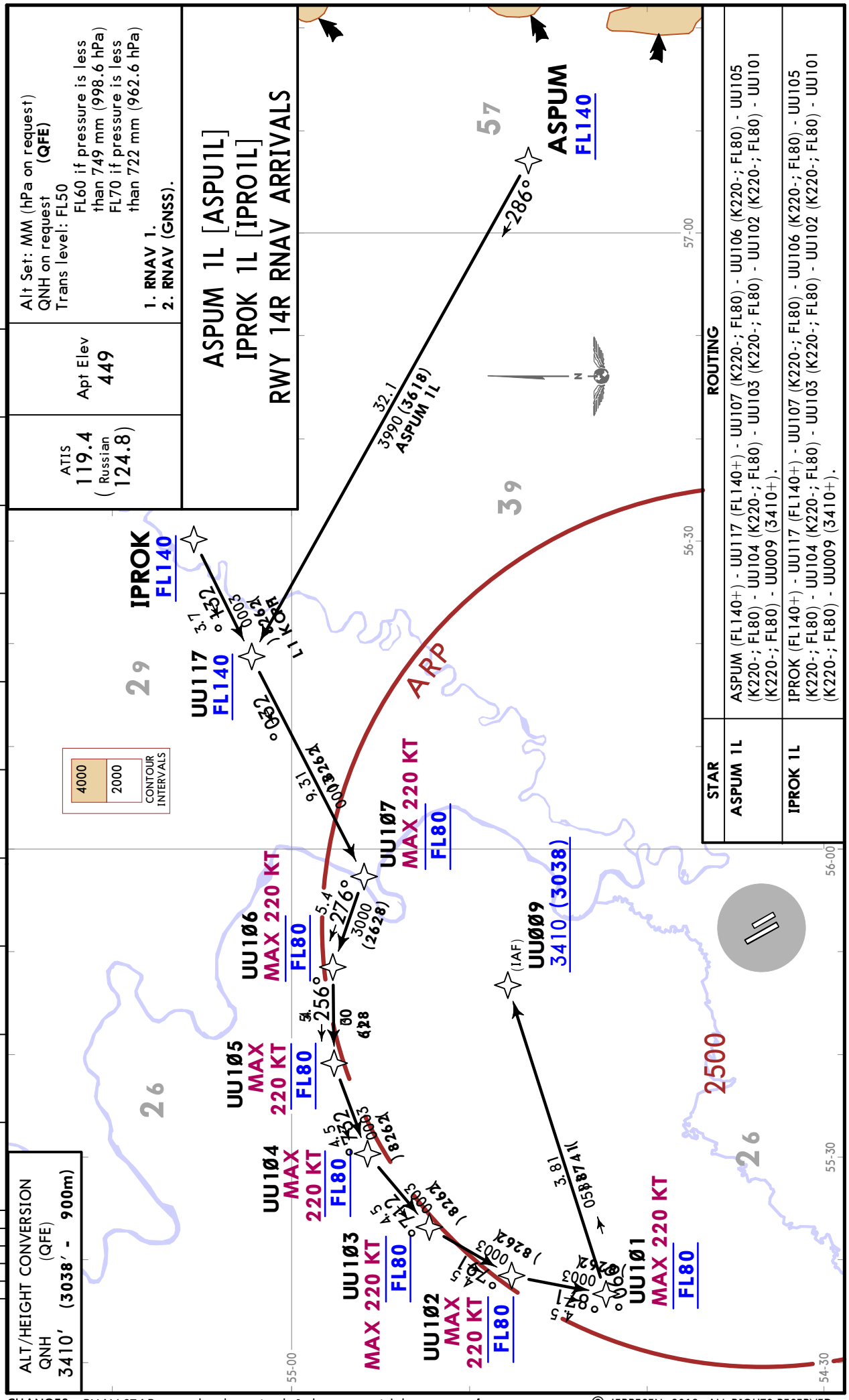
Alt Set: MM (hPa on request)
QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa)
FL70 if pressure is less than 722 mm (962.6 hPa)

1. RNAV 1.
2. RNAV (GNSS).

ATIS 119.4 (Russian 124.8)

Apt Elev 449

ASPUM 1L [ASPU1L]
IPROK 1L [IPRO1L]
RWY 14R RNAV ARRIVALS



STAR	ROUTING
ASPUM 1L	ASPUM (FL140+) - UU117 (FL140+) - UU107 (K220-; FL80) - UU106 (K220-; FL80) - UU105 (K220-; FL80) - UU104 (K220-; FL80) - UU103 (K220-; FL80) - UU102 (K220-; FL80) - UU101 (K220-; FL80) - UU009 (3410+).
IPROK 1L	IPROK (FL140+) - UU117 (FL140+) - UU107 (K220-; FL80) - UU106 (K220-; FL80) - UU105 (K220-; FL80) - UU104 (K220-; FL80) - UU103 (K220-; FL80) - UU102 (K220-; FL80) - UU101 (K220-; FL80) - UU009 (3410+).

CHANGES: RNAV STARs completely revised; Index page withdrawn; new format.

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JEPPESEN
30 NOV 18 (10-2B) Eff 6 Dec

UFA, RUSSIA
RNAV STAR

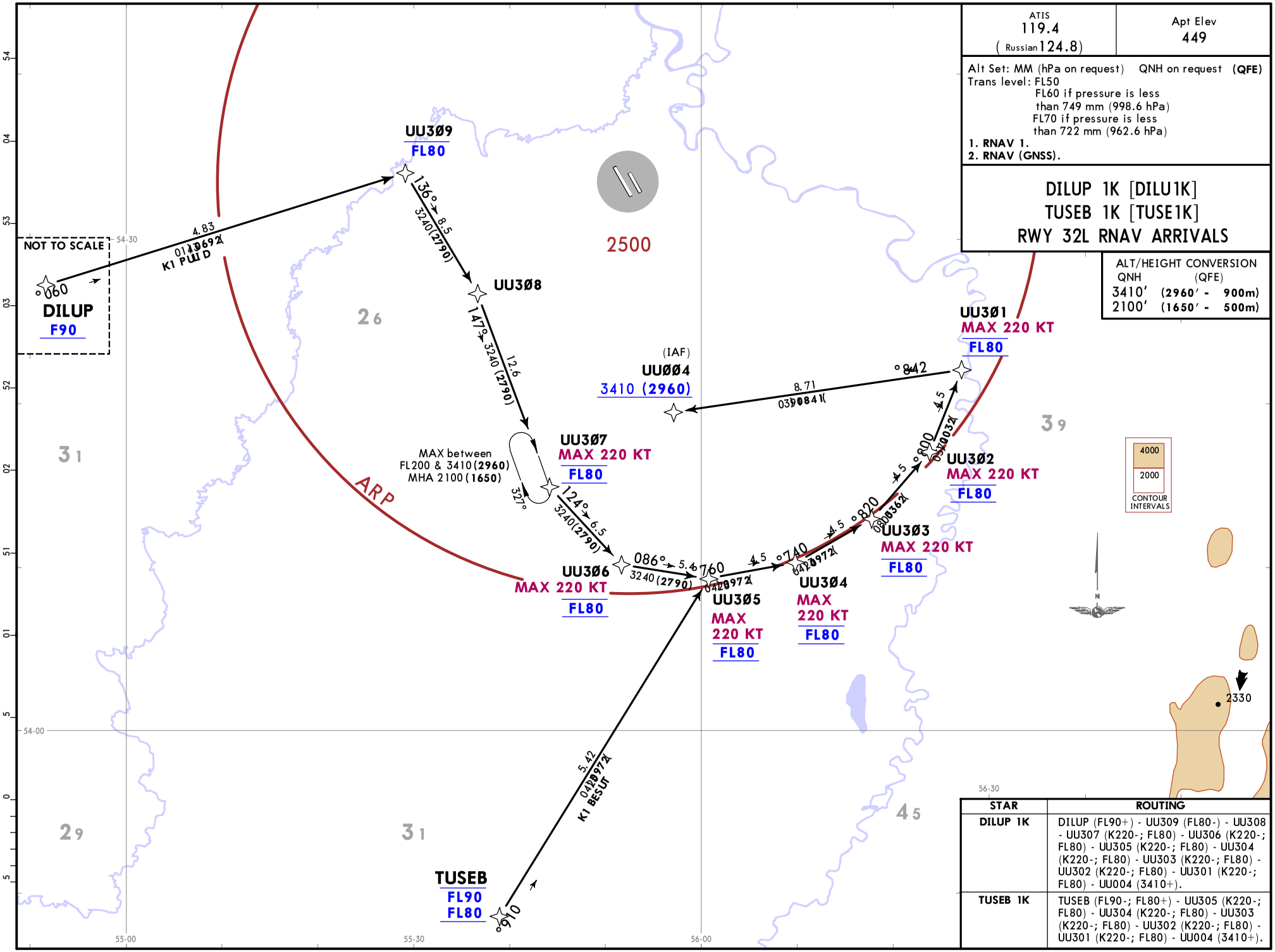
ATIS	Apt Elev
119.4 (Russian 124.8)	449

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa)
FL70 if pressure is less than 722 mm (962.6 hPa)
1. RNAV 1.
2. RNAV (GNSS).

DILUP 1K [DILU1K]
TUSEB 1K [TUSE1K]
RWY 32L RNAV ARRIVALS

ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	(2960′ - 900m)
2100′	(1650′ - 500m)



STAR	ROUTING
DILUP 1K	DILUP (FL90+) - UU309 (FL80-) - UU308 - UU307 (K220-; FL80) - UU306 (K220-; FL80) - UU305 (K220-; FL80) - UU304 (K220-; FL80) - UU303 (K220-; FL80) - UU302 (K220-; FL80) - UU301 (K220-; FL80) - UU004 (3410+).
TUSEB 1K	TUSEB (FL90-; FL80+) - UU305 (K220-; FL80) - UU304 (K220-; FL80) - UU303 (K220-; FL80) - UU302 (K220-; FL80) - UU301 (K220-; FL80) - UU004 (3410+).

CHANGES: Holding over UU307 altitude revised.

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UFA, RUSSIA
RNAV STAR

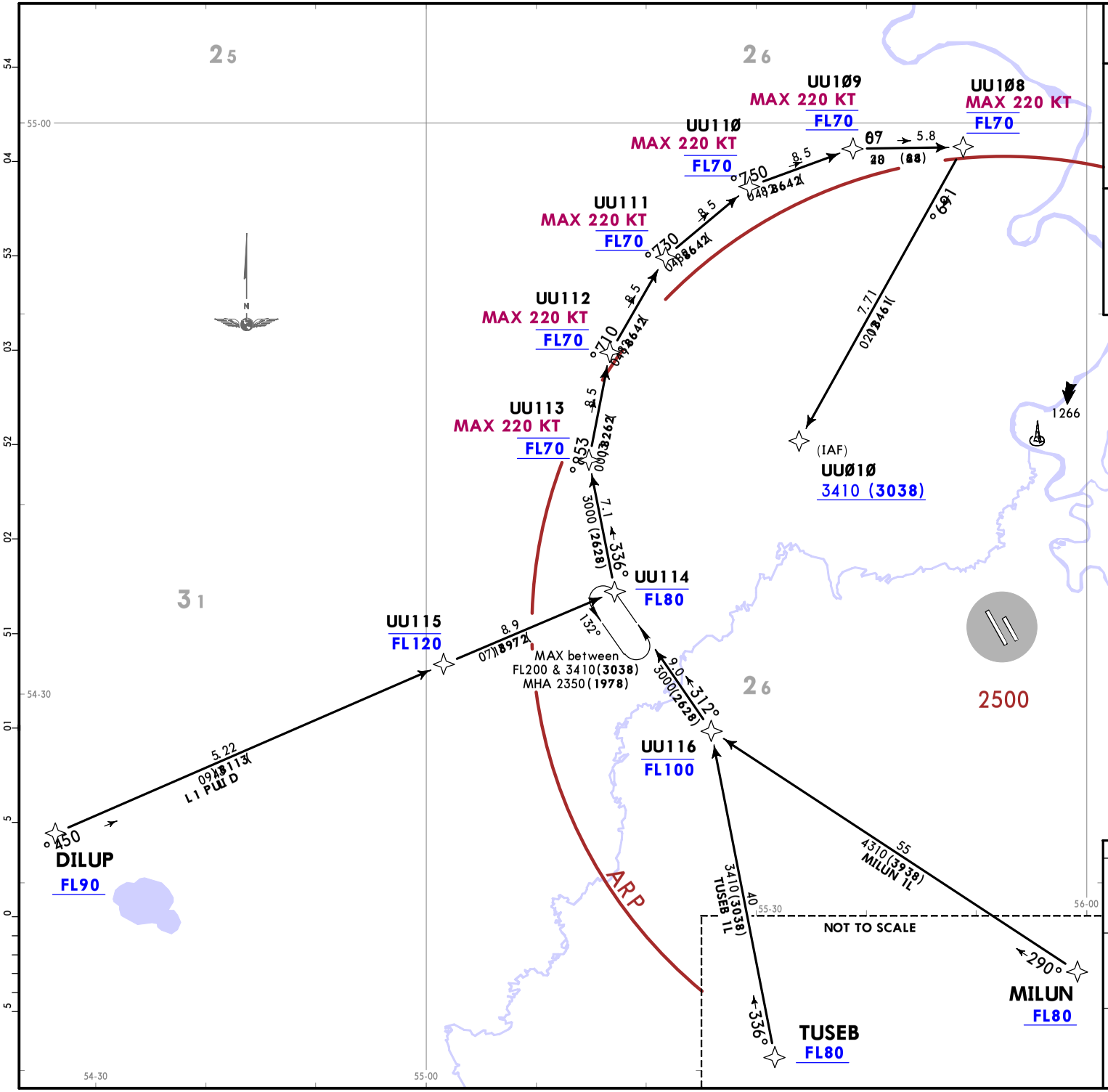
ATIS	Apt Elev
119.4 (Russian 124.8)	449

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa)
FL70 if pressure is less than 722 mm (962.6 hPa)
1. RNAV 1.
2. RNAV (GNSS).

DILUP 1L [DILU1L]
MILUN 1L [MILU1L]
TUSEB 1L [TUSE1L]
RWY 14R RNAV ARRIVALS

ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	(3038′ - 900m)
2350′	(1978′ - 600m)



STAR	ROUTING
DILUP 1L	DILUP (FL90+) - UU115 (FL120-) - UU114 (FL80-) - UU113 (K220-; FL70) - UU112 (K220-; FL70) - UU111 (K220-; FL70) - UU110 (K220-; FL70) - UU109 (K220-; FL70) - UU108 (K220-; FL70) - UU010 (3410+).
MILUN 1L	MILUN (FL80+) - UU116 (FL100-) - UU114 (FL80-) - UU113 (K220-; FL70) - UU112 (K220-; FL70) - UU111 (K220-; FL70) - UU110 (K220-; FL70) - UU109 (K220-; FL70) - UU108 (K220-; FL70) - UU010 (3410+).
TUSEB 1L	TUSEB (FL80+) - UU116 (FL100-) - UU114 (FL80-) - UU113 (K220-; FL70) - UU112 (K220-; FL70) - UU111 (K220-; FL70) - UU110 (K220-; FL70) - UU109 (K220-; FL70) - UU108 (K220-; FL70) - UU010 (3410+).

CHANGES: Holding over UU114 altitude revised.

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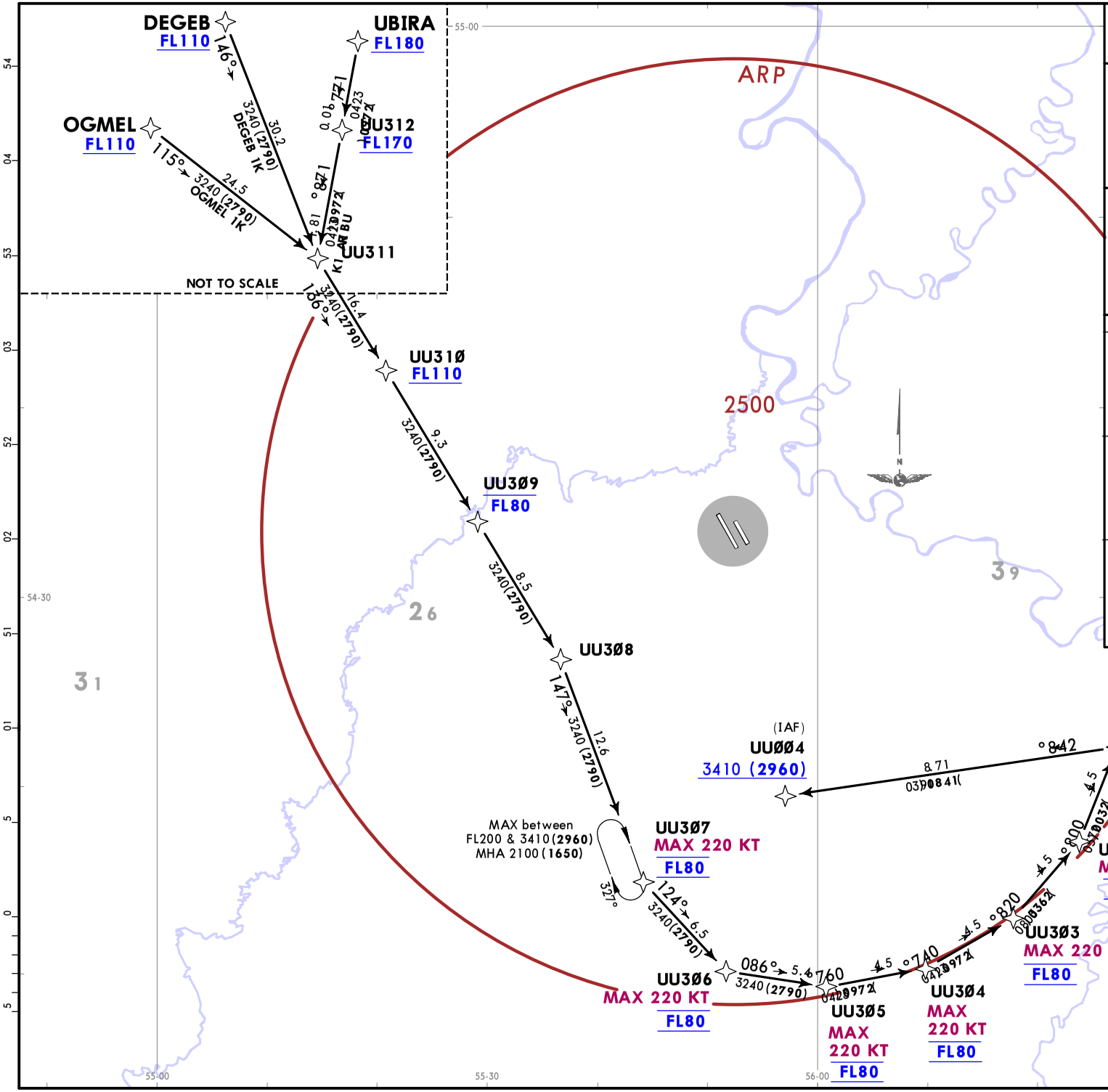
JEPPESEN
30 NOV 18 (10-2D) Eff 6 Dec

UFA, RUSSIA
RNAV STAR



ATIS	Apt Elev
119.4 (Russian 124.8)	449

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa)
FL70 if pressure is less than 722 mm (962.6 hPa)

1. RNAV 1.
2. RNAV (GNSS).

DEGEB 1K [DEGE1K]
OGMEL 1K [OGME1K]
UBIRA 1K [UBIR1K]
RWY 32L RNAV ARRIVALS

STAR	ROUTING
DEGEB 1K	DEGEB (FL110+) - UU311 - UU310 (FL110+) - UU309 (FL80-) - UU308 - UU307 (K220-; FL80) - UU306 (K220-; FL80) - UU305 (K220-; FL80) - UU304 (K220-; FL80) - UU303 (K220-; FL80) - UU302 (K220-; FL80) - UU301 (K220-; FL80) - UU004 (3410+).
OGMEL 1K	OGMEL (FL110+) - UU311 - UU310 (FL110+) - UU309 (FL80-) - UU308 - UU307 (K220-; FL80) - UU306 (K220-; FL80) - UU305 (K220-; FL80) - UU304 (K220-; FL80) - UU303 (K220-; FL80) - UU302 (K220-; FL80) - UU301 (K220-; FL80) - UU004 (3410+).
UBIRA 1K	UBIRA (FL180+) - UU312 (FL170+) - UU311 - UU310 (FL110+) - UU309 (FL80-) - UU308 - UU307 (K220-; FL80) - UU306 (K220-; FL80) - UU305 (K220-; FL80) - UU304 (K220-; FL80) - UU303 (K220-; FL80) - UU302 (K220-; FL80) - UU301 (K220-; FL80) - UU004 (3410+).

ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	(2960′ - 900m)
2100′	(1650′ - 500m)

CHANGES: Holding over UU307 altitude revised.

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JEPPESEN

30 NOV 18 (10-2E) Eff 6 Dec

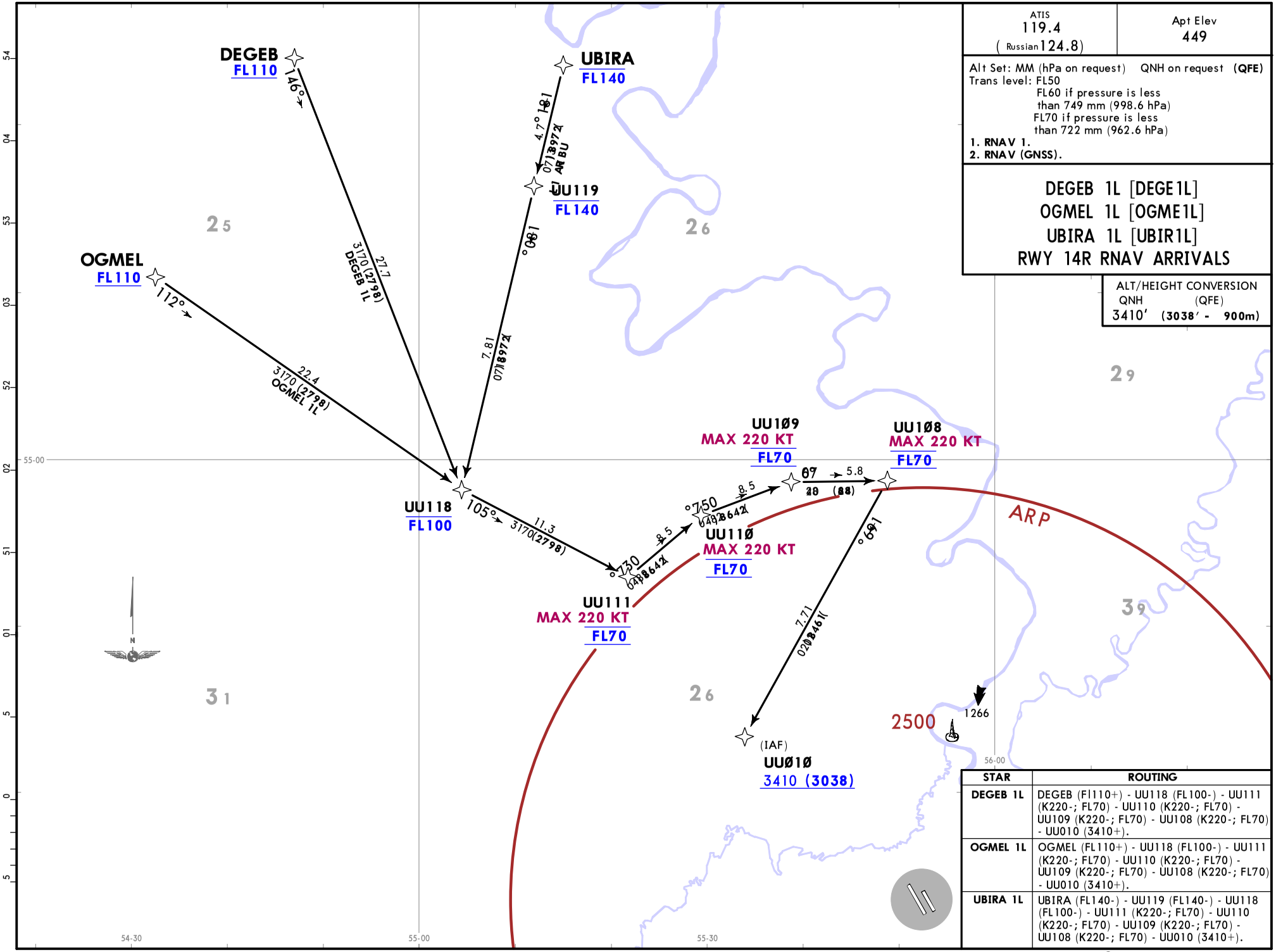
UFA, RUSSIA
RNAV STAR

ATIS	Apt Elev
119.4 (Russian 124.8)	449

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa)
FL70 if pressure is less than 722 mm (962.6 hPa)
1. RNAV 1.
2. RNAV (GNSS).

DEGEB 1L [DEGE1L]
OGMEL 1L [OGME1L]
UBIRA 1L [UBIR1L]
RWY 14R RNAV ARRIVALS

ALT/HEIGHT CONVERSION
QNH (QFE)
3410′ (3038′ - 900m)



STAR	ROUTING
DEGEB 1L	DEGEB (Fl110+) - UU118 (FL100-) - UU111 (K220-; FL70) - UU110 (K220-; FL70) - UU109 (K220-; FL70) - UU108 (K220-; FL70) - UU010 (3410+).
OGMEL 1L	OGMEL (FL110+) - UU118 (FL100-) - UU111 (K220-; FL70) - UU110 (K220-; FL70) - UU109 (K220-; FL70) - UU108 (K220-; FL70) - UU010 (3410+).
UBIRA 1L	UBIRA (FL140-) - UU119 (FL140-) - UU118 (FL100-) - UU111 (K220-; FL70) - UU110 (K220-; FL70) - UU109 (K220-; FL70) - UU108 (K220-; FL70) - UU010 (3410+).

CHANGES: None.

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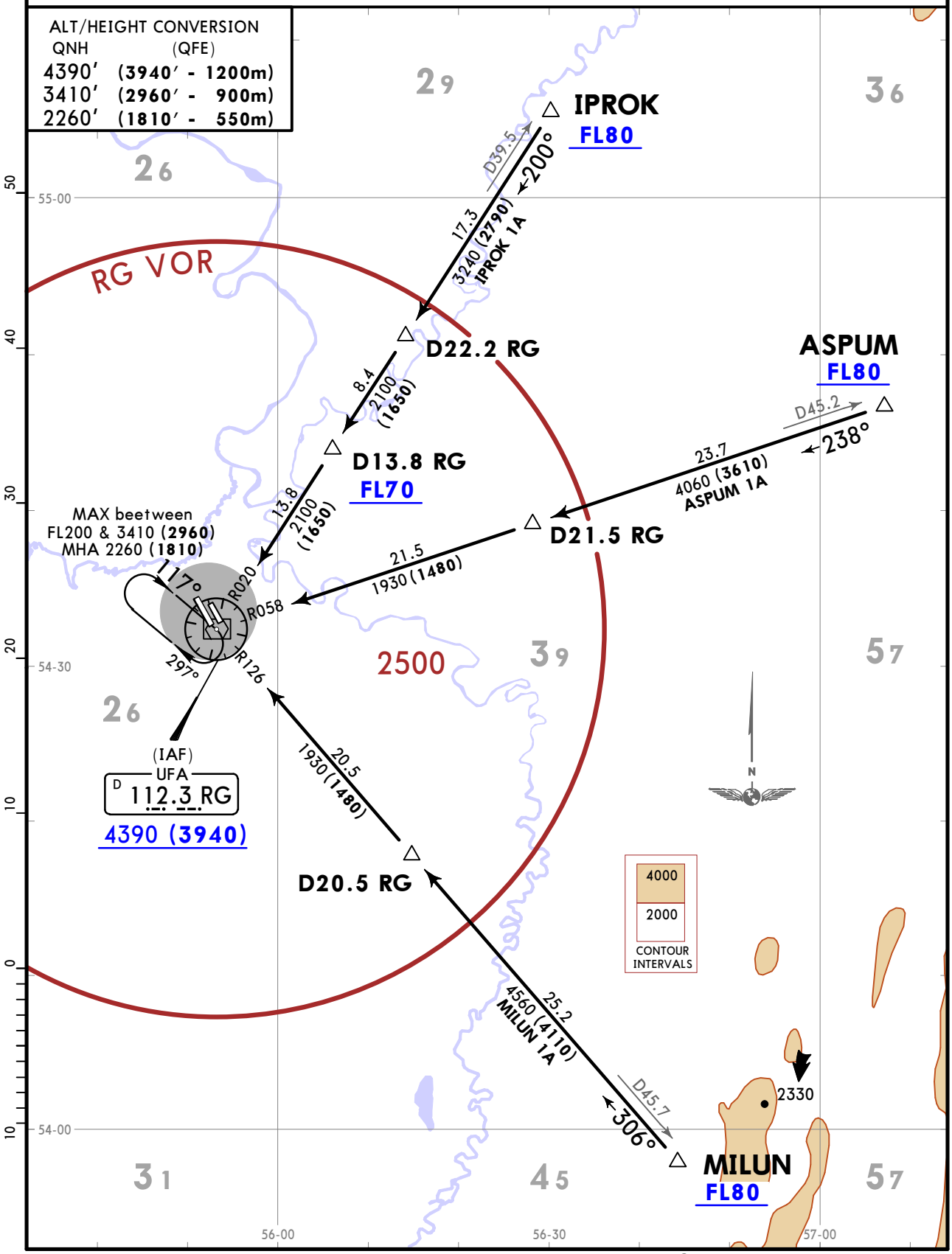
ATIS	Apt Elev	
119.4 (Russian 124.8)	449	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) **DME required.**

ASPUM 1A [ASPU1A]
IPROK 1A [IPRO1A]
MILUN 1A [MILU1A]
RWY 32L ARRIVALS



CHANGES: Holding over RG VOR altitude revised.

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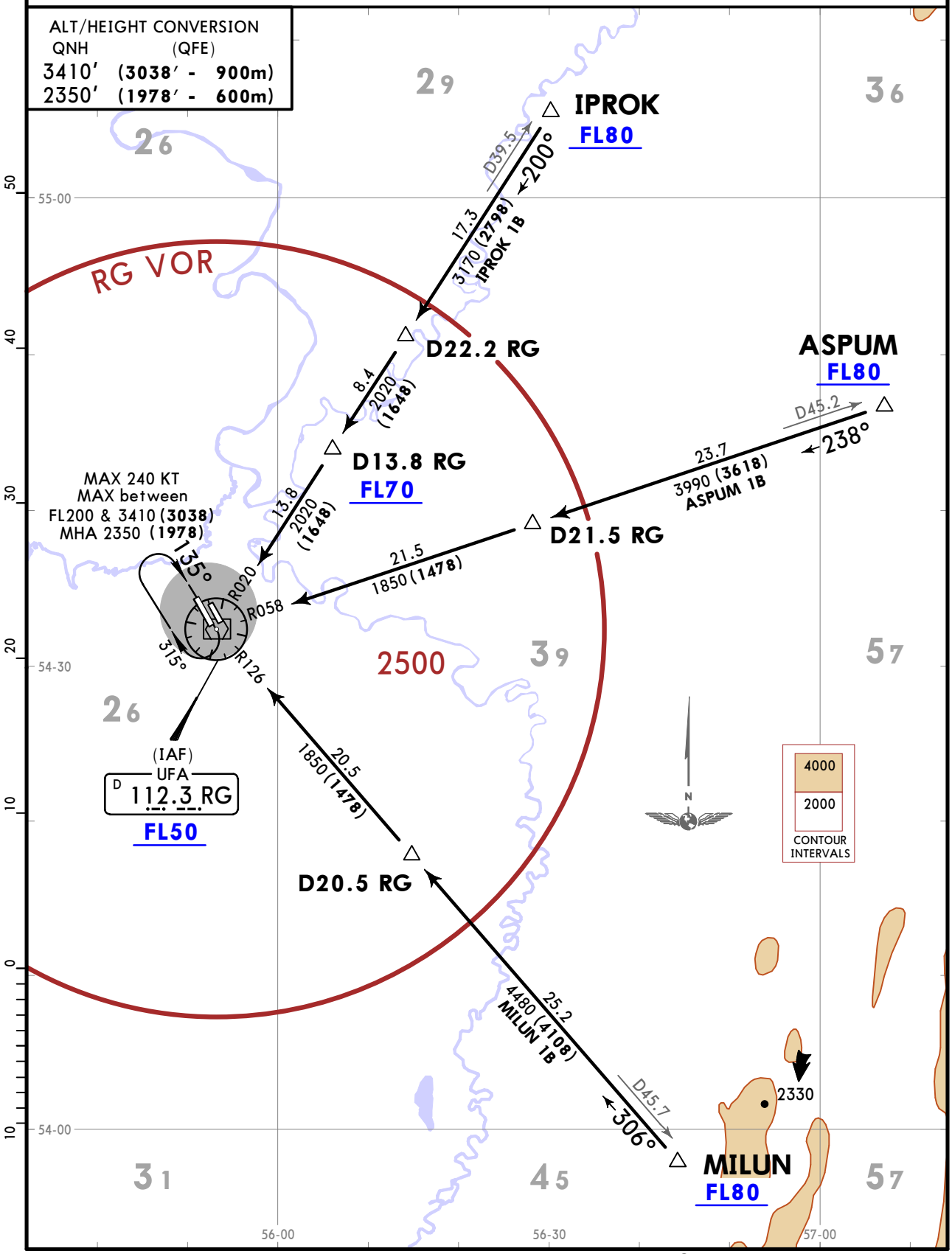
ATIS	Apt Elev	
119.4 (Russian 124.8)	449	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) **DME required.**

ASPUM 1B [ASPU1B]
IPROK 1B [IPRO1B]
MILUN 1B [MILU1B]
RWY 14R ARRIVALS



CHANGES: Holding over RG VOR altitude revised.

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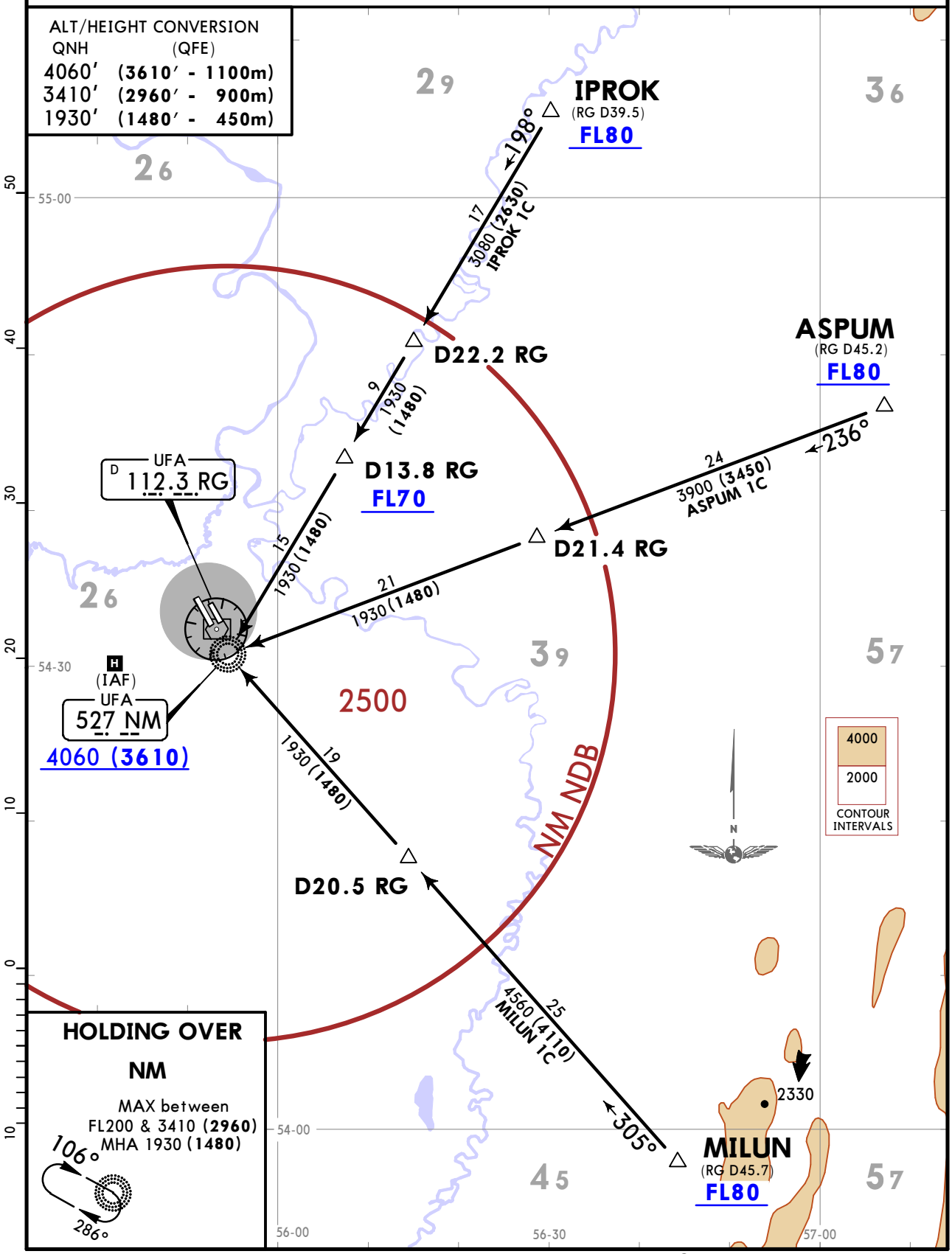
ATIS	Apt Elev	
119.4 (Russian 124.8)	449	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) **DME required.**

ASPUM 1C [ASPU1C]
IPROK 1C [IPRO1C]
MILUN 1C [MILU1C]
RWY 32L ARRIVALS



CHANGES: Holding over NM NDB altitude revised.

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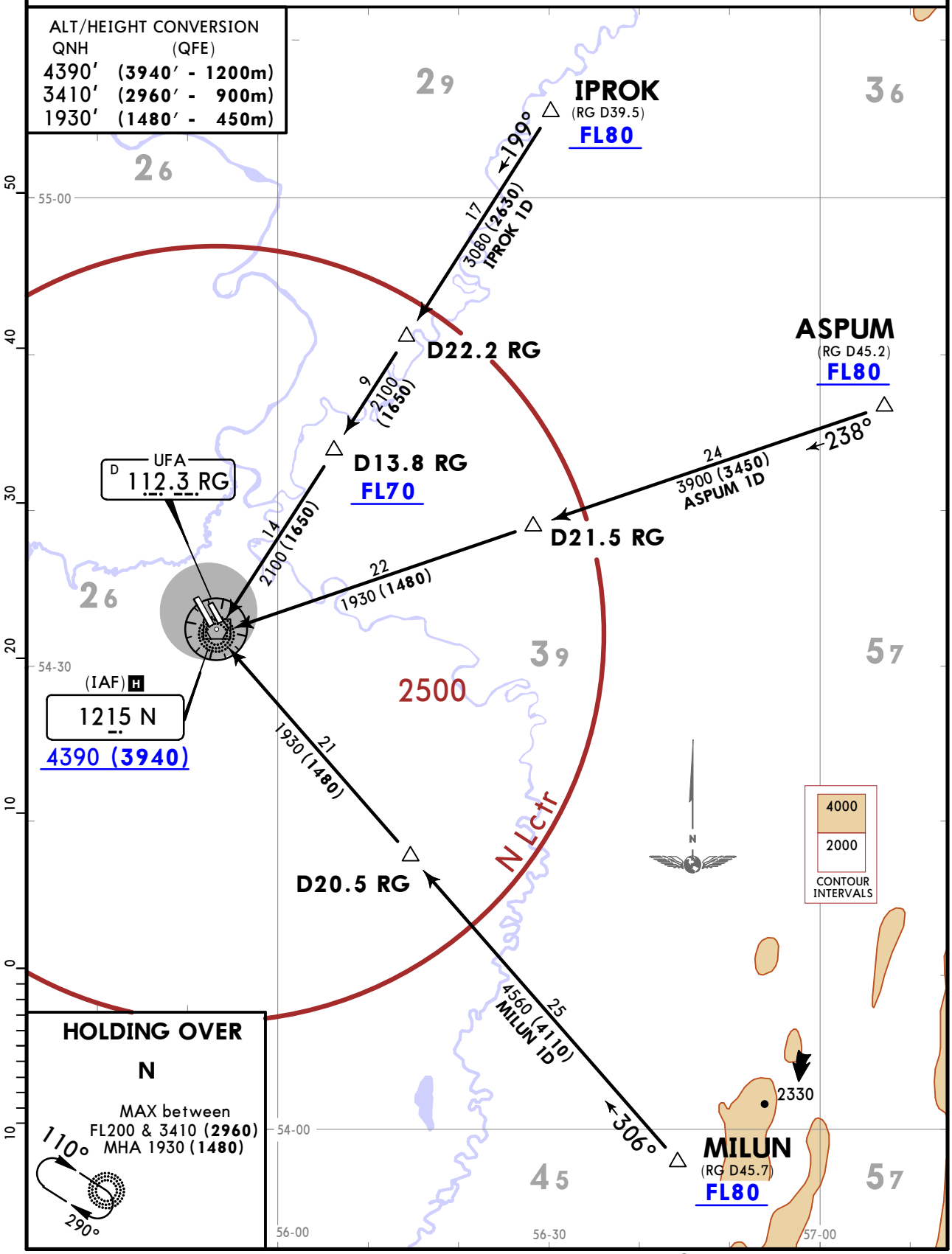
ATIS	Apt Elev	
119.4 (Russian 124.8)	449	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) **DME required.**

ASPUM 1D [ASPU1D]
IPROK 1D [IPRO1D]
MILUN 1D [MILU1D]
RWY 32L ARRIVALS



CHANGES: Holding over N Lctr altitude revised.

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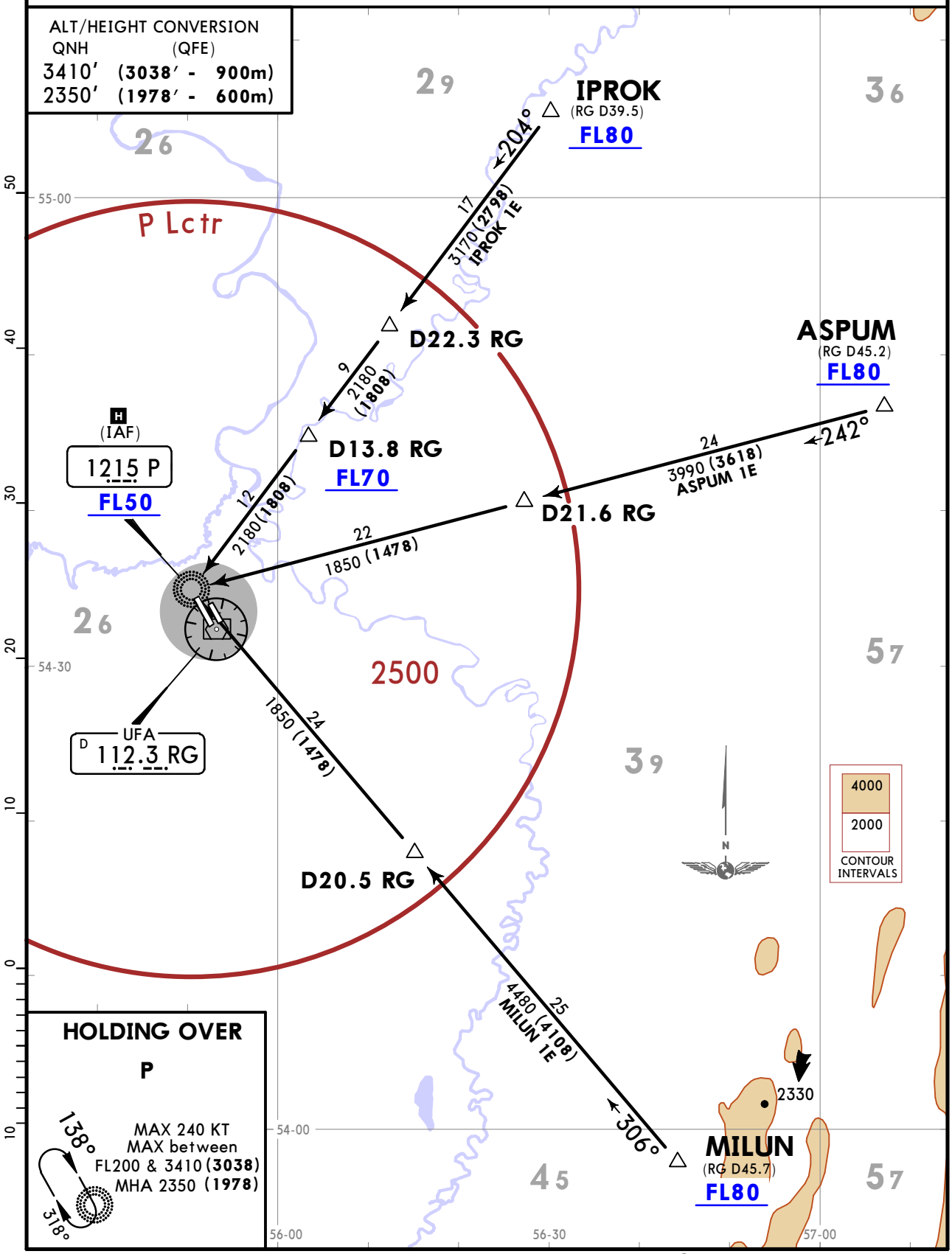
ATIS	Apt Elev	
119.4 (Russian 124.8)	449	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) **DME required.**

ASPUM 1E [ASPU1E]
IPROK 1E [IPRO1E]
MILUN 1E [MILU1E]
RWY 14R ARRIVALS



CHANGES: Holding over P Lctr altitude revised.

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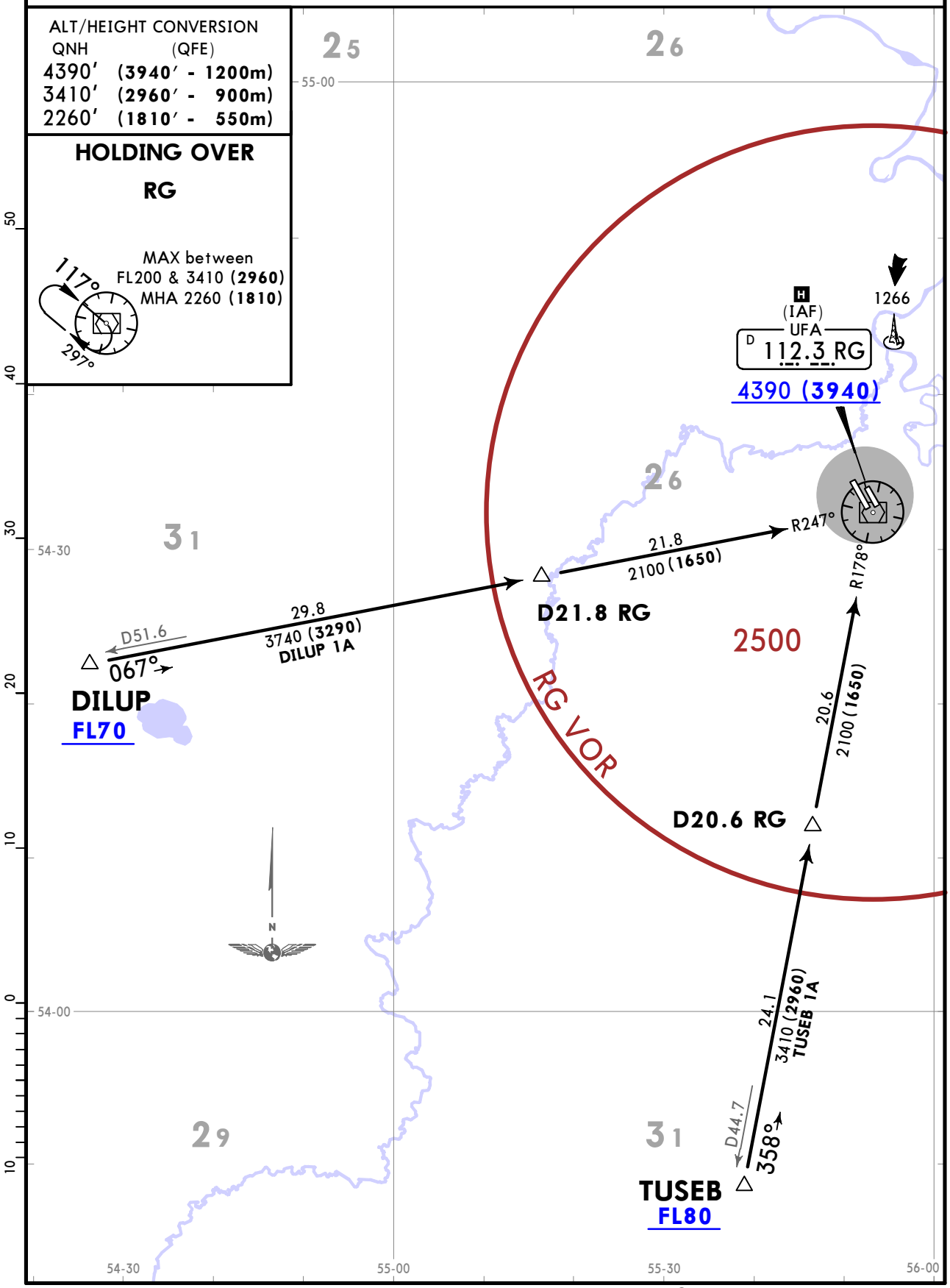
ATIS	Apt Elev	
119.4 (Russian 124.8)	449	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) **DME required.**

DILUP 1A [DILU1A]
TUSEB 1A [TUSE1A]
RWY 32L ARRIVALS



CHANGES: Holding over RG VOR altitude revised.

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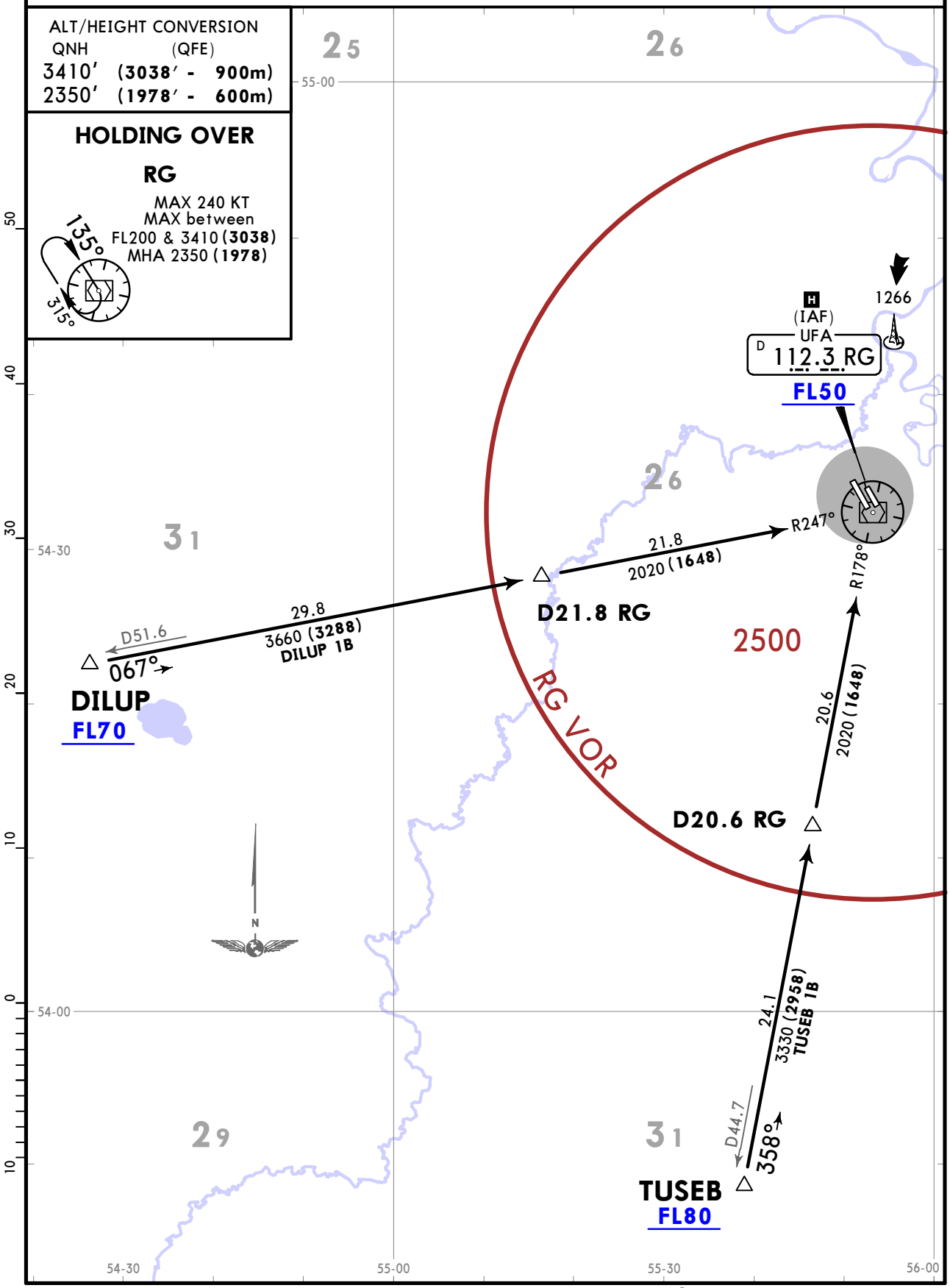
ATIS	Apt Elev	
119.4 (Russian 124.8)	449	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) **DME required.**

DILUP 1B [DILU1B]
TUSEB 1B [TUSE1B]
RWY 14R ARRIVALS



CHANGES: Holding over RG VOR altitude revised.

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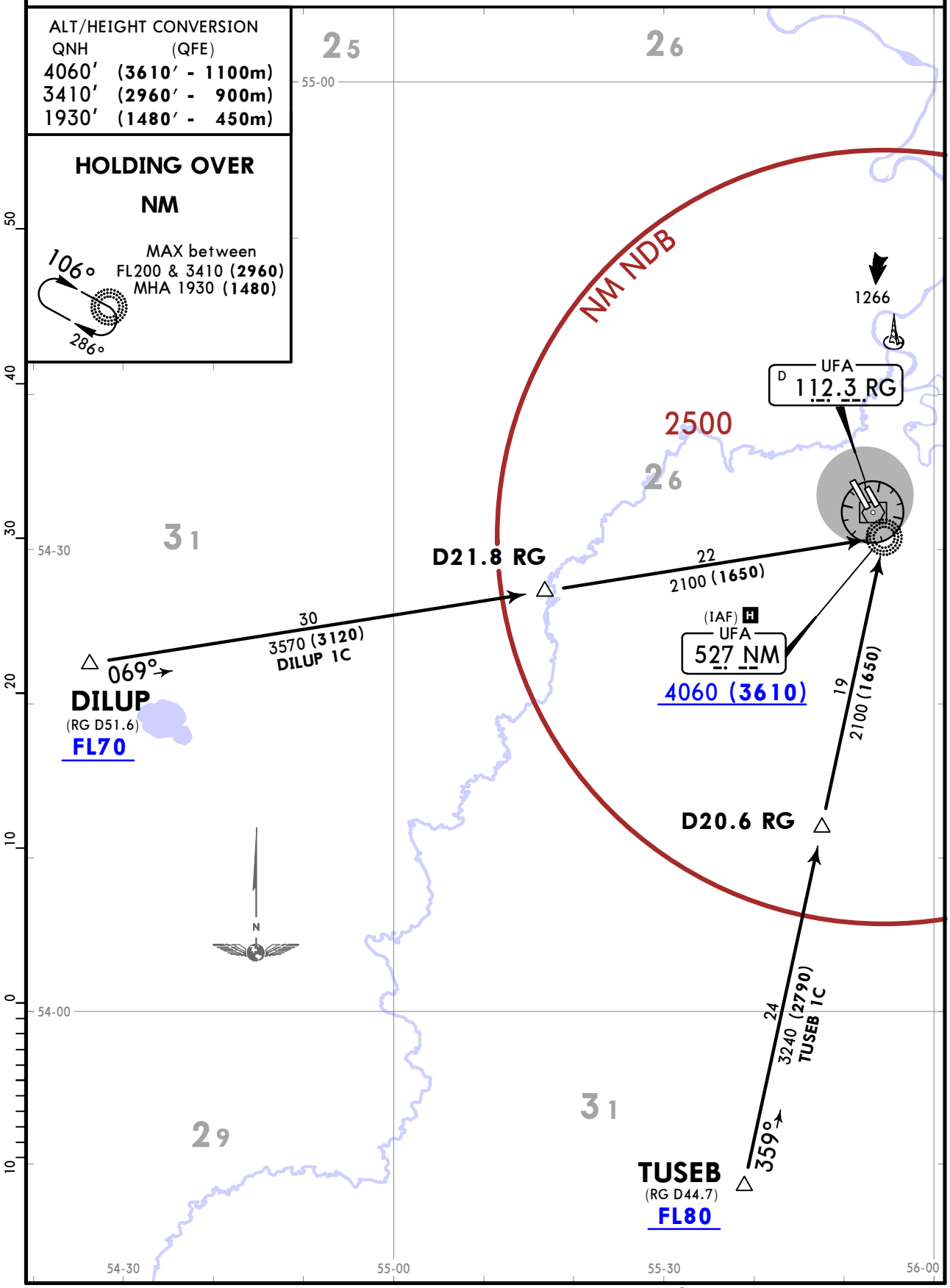
ATIS	Apt Elev	
119.4 (Russian 124.8)	449	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) **DME required.**

DILUP 1C [DILU1C]
TUSEB 1C [TUSE1C]
RWY 32L ARRIVALS



CHANGES: Holding over NM NDB altitude revised.

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

DILUP 1D [DILU1D]
TUSEB 1D [TUSE1D]
RWY 32L ARRIVALS

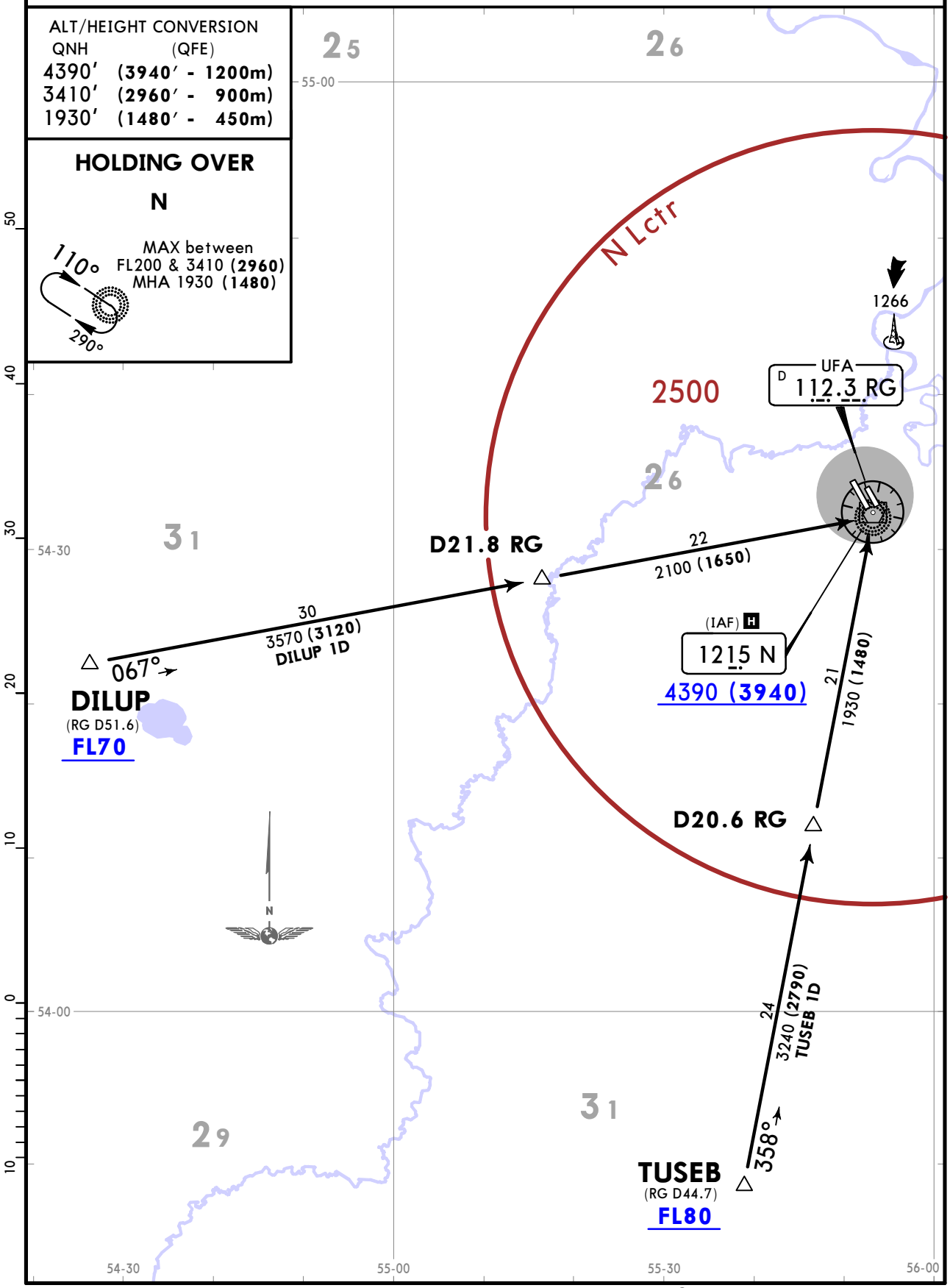
ALT/HEIGHT CONVERSION

QNH	(QFE)
4390′	(3940′ - 1200m)
3410′	(2960′ - 900m)
1930′	(1480′ - 450m)

HOLDING OVER

N

110°
290°
MAX between
FL200 & 3410 (2960)
MHA 1930 (1480)



CHANGES: Holding over N Lctr altitude revised.

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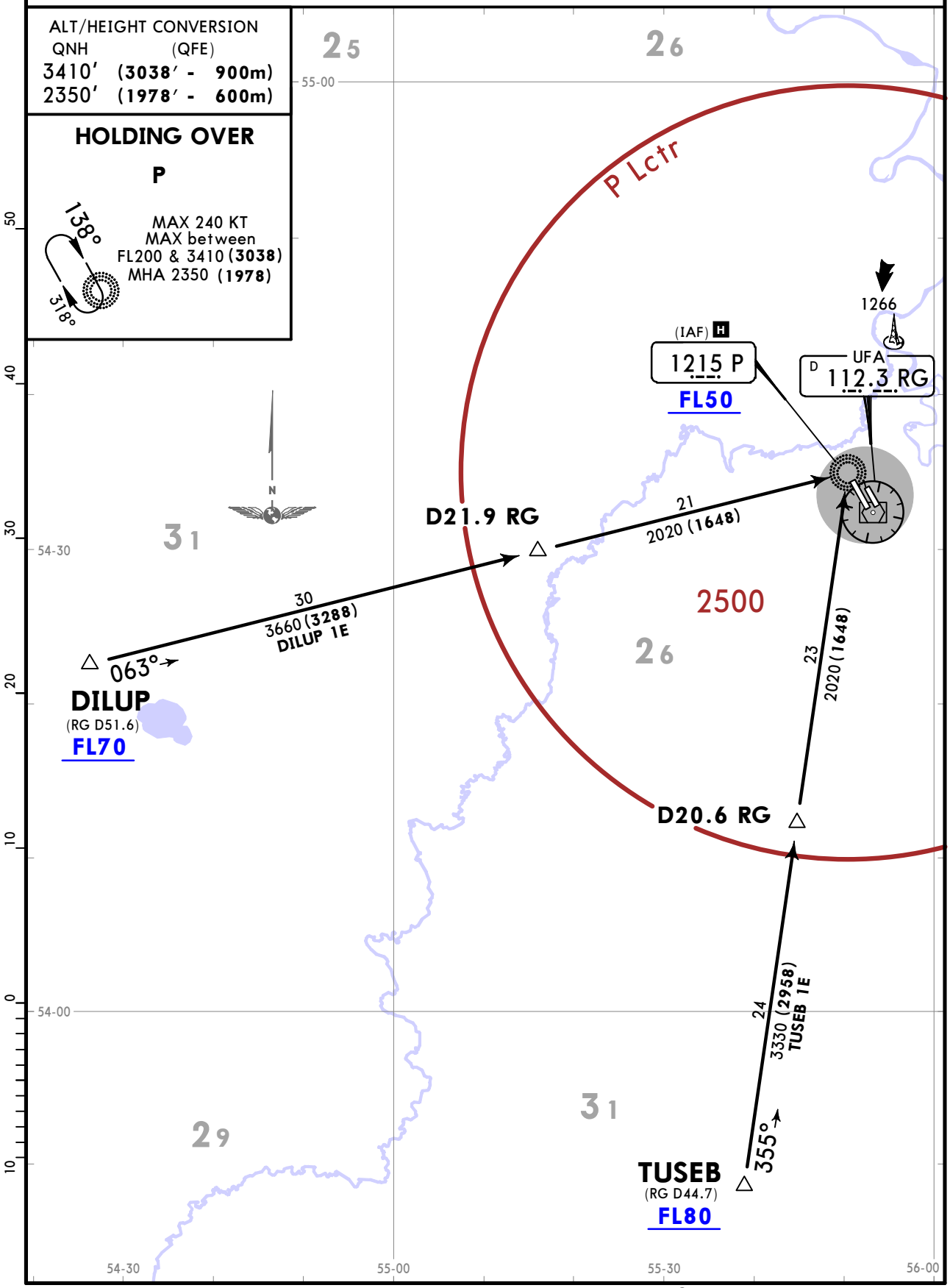
ATIS	Apt Elev	
119.4 (Russian 124.8)	449	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) **DME required.**

DILUP 1E [DILU1E]
TUSEB 1E [TUSE1E]
RWY 14R ARRIVALS



CHANGES: Holding over P Lctr altitude revised.

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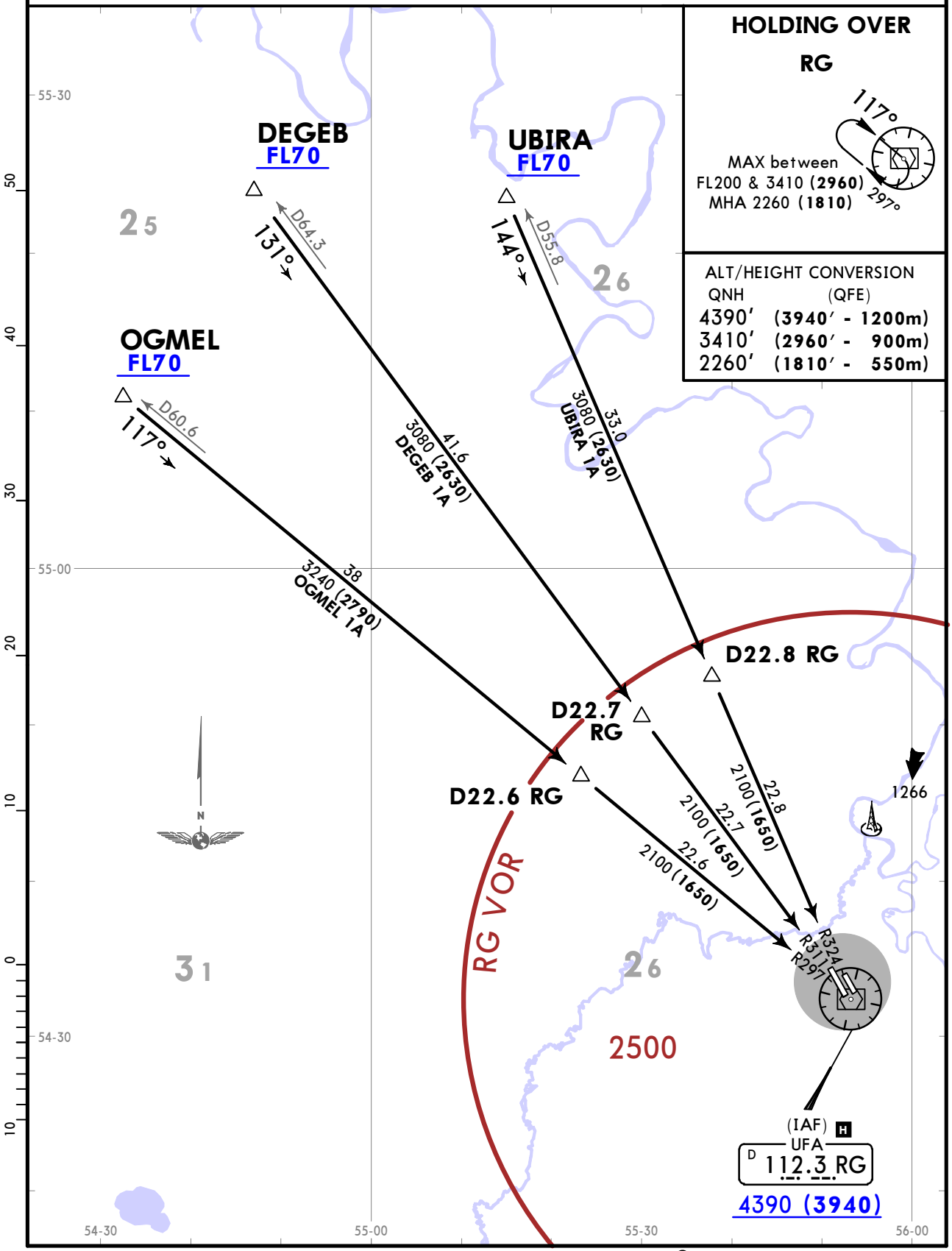
ATIS	Apt Elev	
119.4 (Russian 124.8)	449	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) **DME required.**

DEGEB 1A [DEGE1A]
OGMEL 1A [OGME1A]
UBIRA 1A [UBIR1A]
RWY 32L ARRIVALS



CHANGES: Holding over RG VOR altitude revised.

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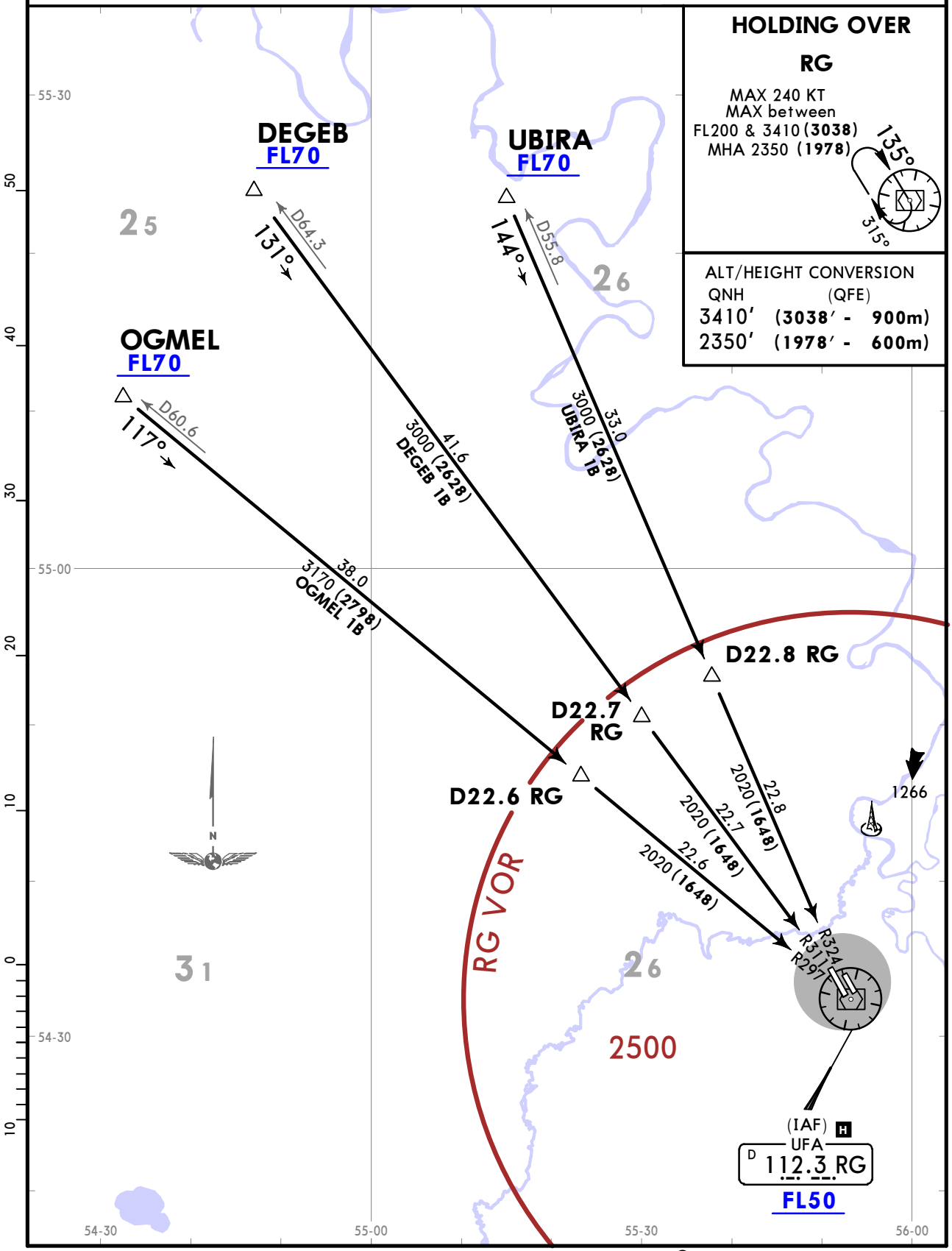
ATIS	Apt Elev	
119.4 (Russian 124.8)	449	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) **DME required.**

DEGEB 1B [DEGE1B]
OGMEL 1B [OGME1B]
UBIRA 1B [UBIR1B]
RWY 14R ARRIVALS



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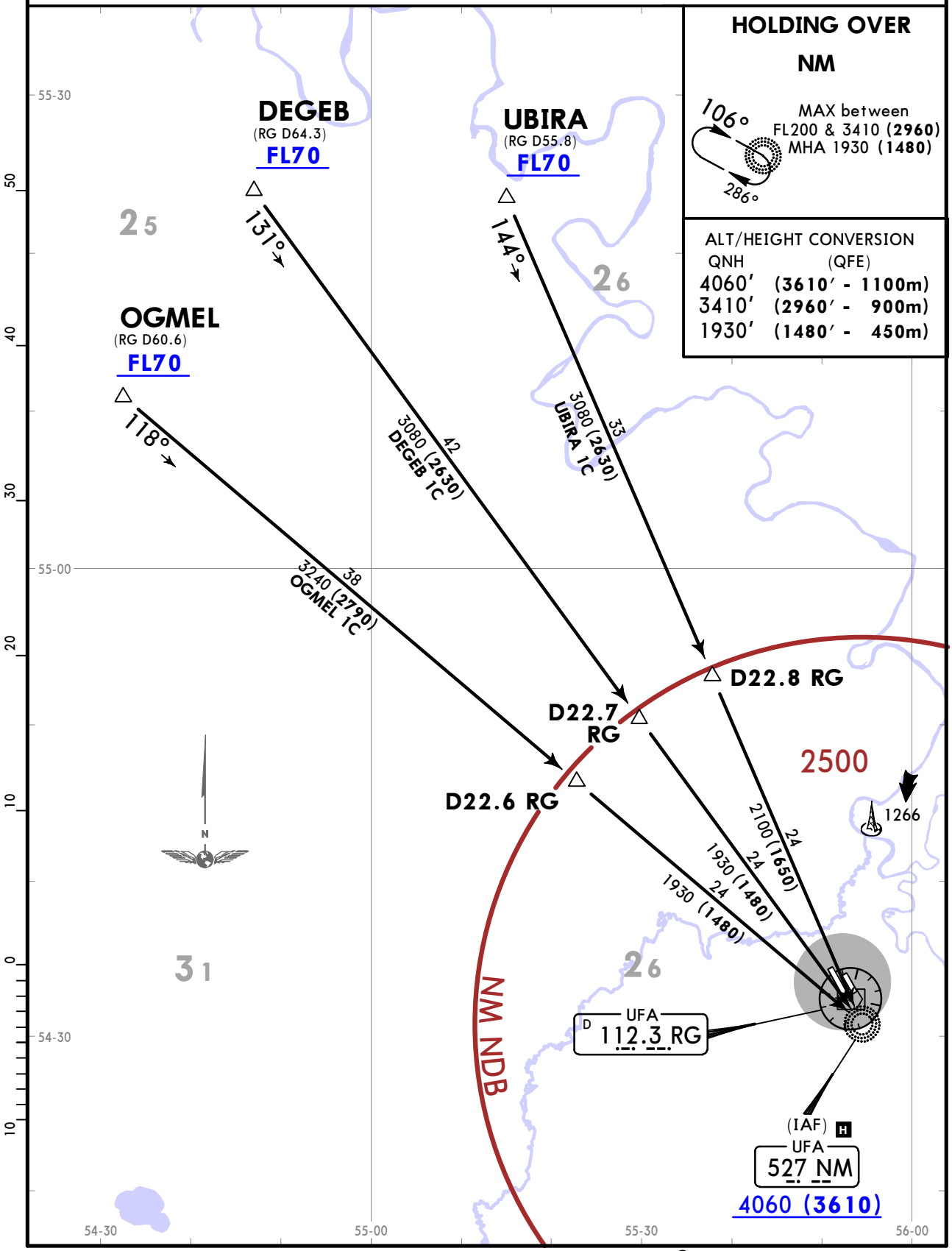
ATIS	Apt Elev	
119.4 (Russian 124.8)	449	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) **DME required.**

DEGEB 1C [DEGE1C]
OGMEL 1C [OGME1C]
UBIRA 1C [UBIR1C]
RWY 32L ARRIVALS



CHANGES: Holding over NM NDB altitude revised.

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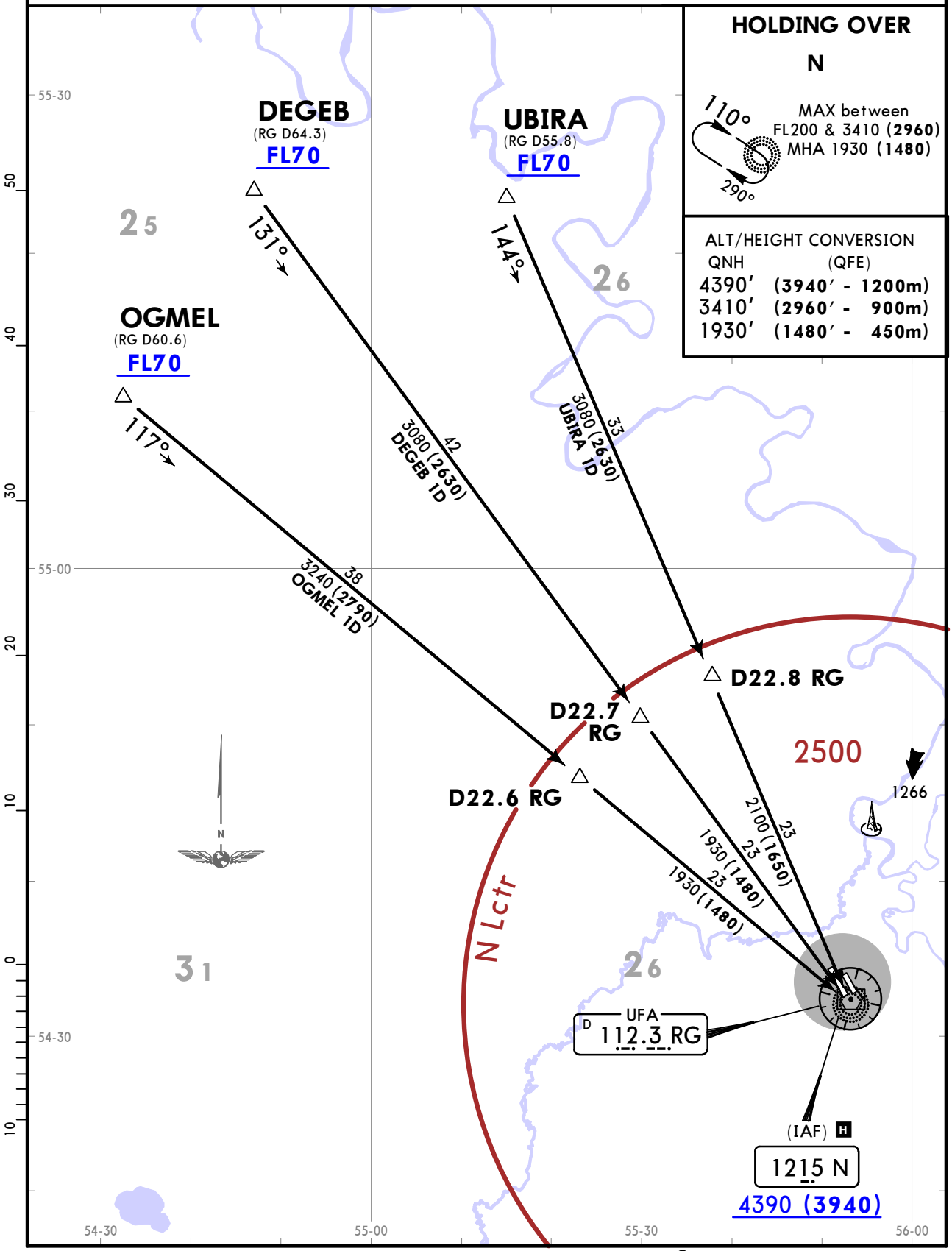
ATIS	Apt Elev	
119.4 (Russian 124.8)	449	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) **DME required.**

DEGEB 1D [DEGE1D]
OGMEL 1D [OGME1D]
UBIRA 1D [UBIR1D]
RWY 32L ARRIVALS



CHANGES: Holding over N Lctr altitude revised.

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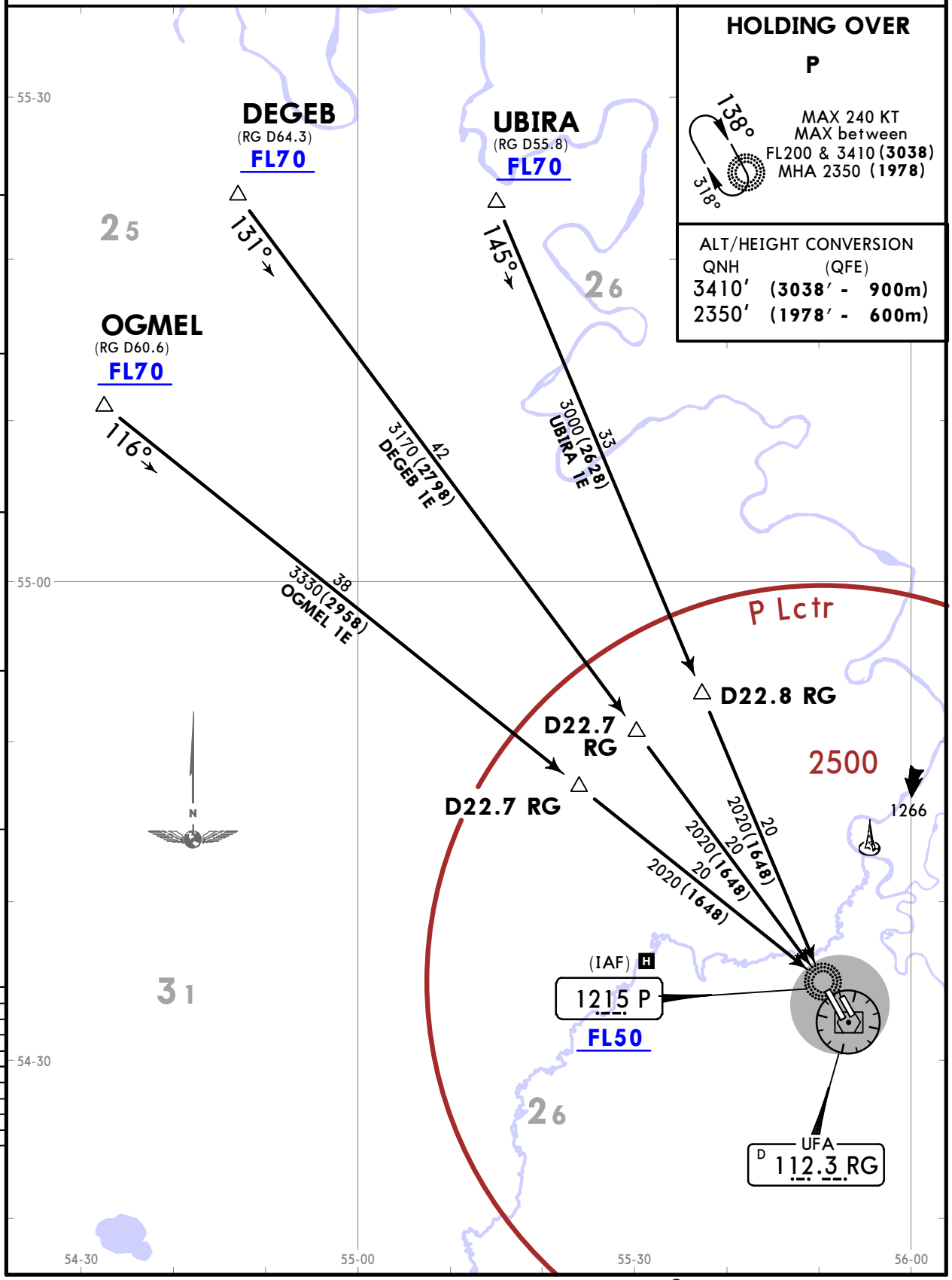
ATIS	Apt Elev	
119.4 (Russian 124.8)	449	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) FL70 if pressure is less than 722 mm (962.6 hPa) **DME required.**

DEGEB 1E [DEGE1E]
OGMEL 1E [OGME1E]
UBIRA 1E [UBIR1E]
RWY 14R ARRIVALS



CHANGES: Holding over P Lctr altitude revised.

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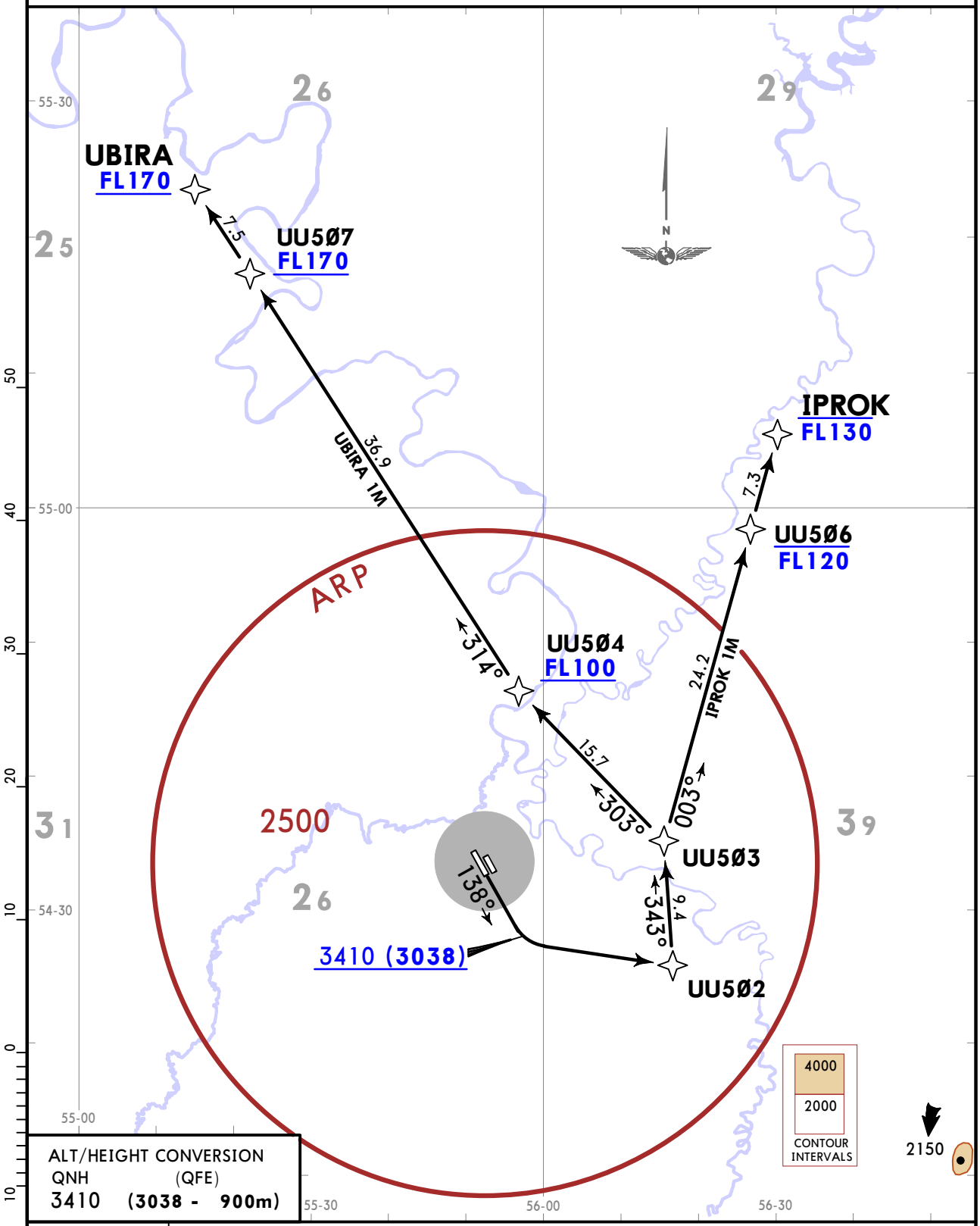
Apt Elev 449	QNH on request (QFE) Trans alt: 3410 (3038) **1. RNAV (GNSS)** **2. RNAV 1** 3. Turn before DER is prohibited. 4. Noise abatement take-off procedures shall be applied according to ACFT flight manual.

IPROK 1M [IPRO1M]
UBIRA 1M [UBIR1M]
RWY 14R RNAV DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
3410 (3038 - 900m)

SID	ROUTING
IPROK 1M	(3410+) - UU502 - UU503 - UU506 (FL120-) - IPROK (FL130-).
UBIRA 1M	(3410+) - UU502 - UU503 - UU504 (FL100+) - UU507 (FL170+) - UBIRA (FL170-).

CHANGES: RNAV SIDs completely revised; new format.

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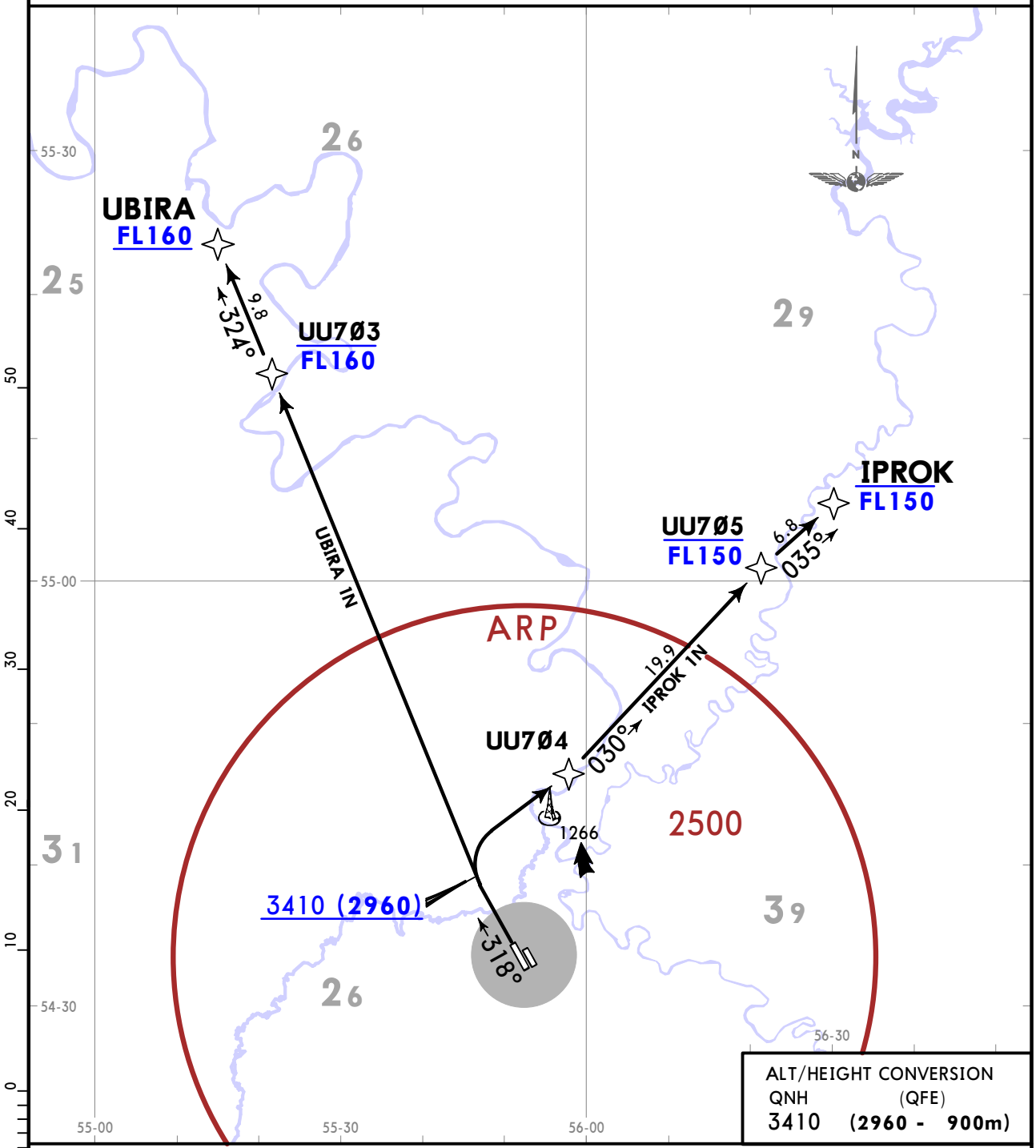
Apt Elev 449	QNH on request (QFE) Trans alt: 3410 (2960) 1. RNAV (GNSS) 2. RNAV 1 3. Turn before DER is prohibited. 4. EXPECT close-in octacles. 5. Noise abatement take-off procedures shall be applied according to ACFT flight manual.

IPROK 1N [IPRO1N]
UBIRA 1N [UBIR1N]
RWY 32L RNAV DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
3410 (2960 - 900m)

UBIRA 1N
This SID requires a minimum climb gradient of
4.9% up to FL160 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

SID	ROUTING
IPROK 1N	(3410+) - UU704 - UU705 (FL150-) - IPROK (FL150-).
UBIRA 1N	(3410+) - UU703 (FL160-) - UBIRA (FL160+).

CHANGES: RNAV SIDs completely revised; new format.

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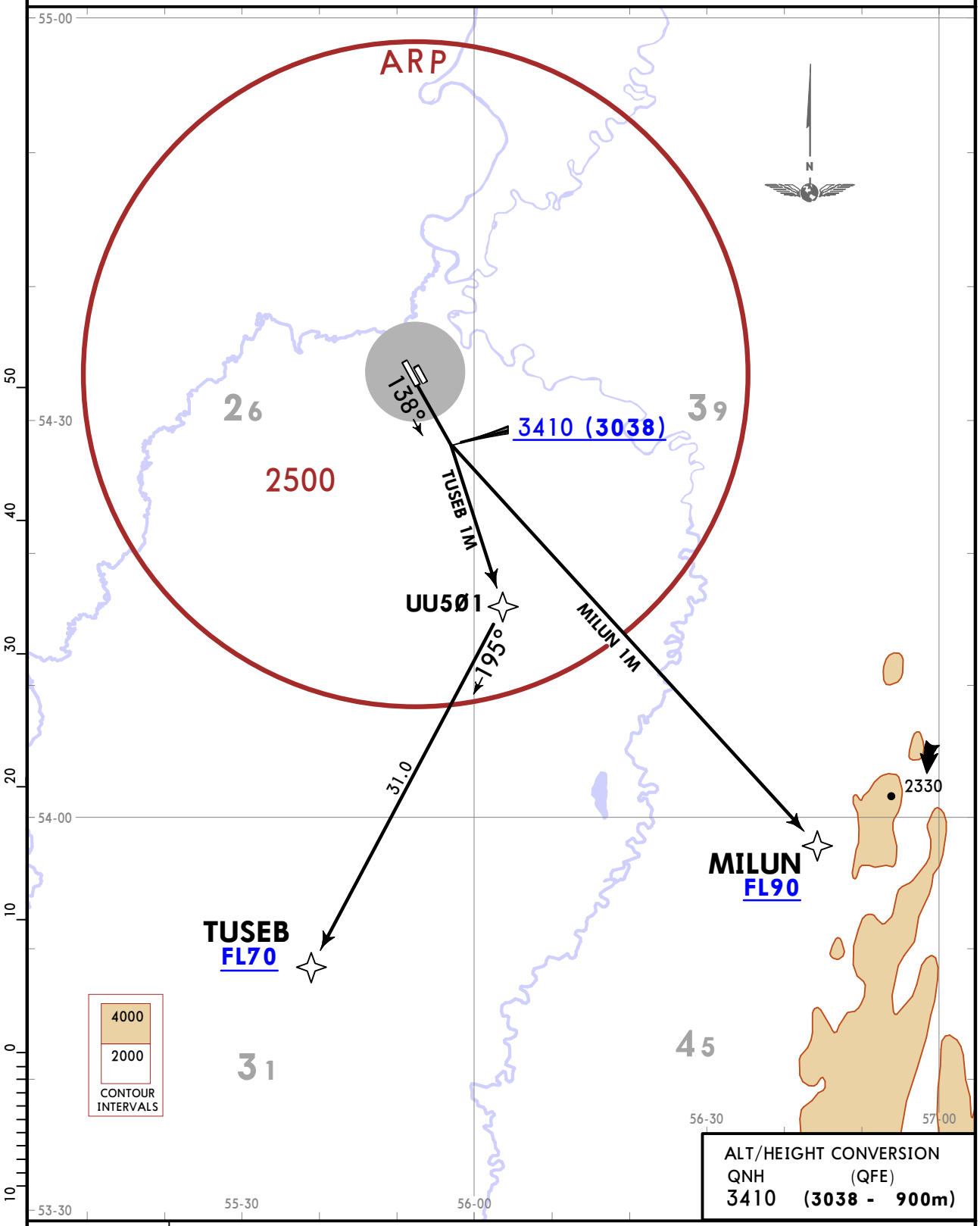
Apt Elev 449	QNH on request (QFE) Trans alt: 3410 (3038) **1. RNAV (GNSS)** **2. RNAV 1** 3. Turn before DER is prohibited. 4. Noise abatement take-off procedures shall be applied according to ACFT flight manual.

MILUN 1M [MILU1M]
TUSEB 1M [TUSE1M]
RWY 14R RNAV DEPARTURES



SID	ROUTING
MILUN 1M	(3410+) - MILUN (FL90+).
TUSEB 1M	(3410+) - UU501 - TUSEB (FL70+).

CHANGES: None.

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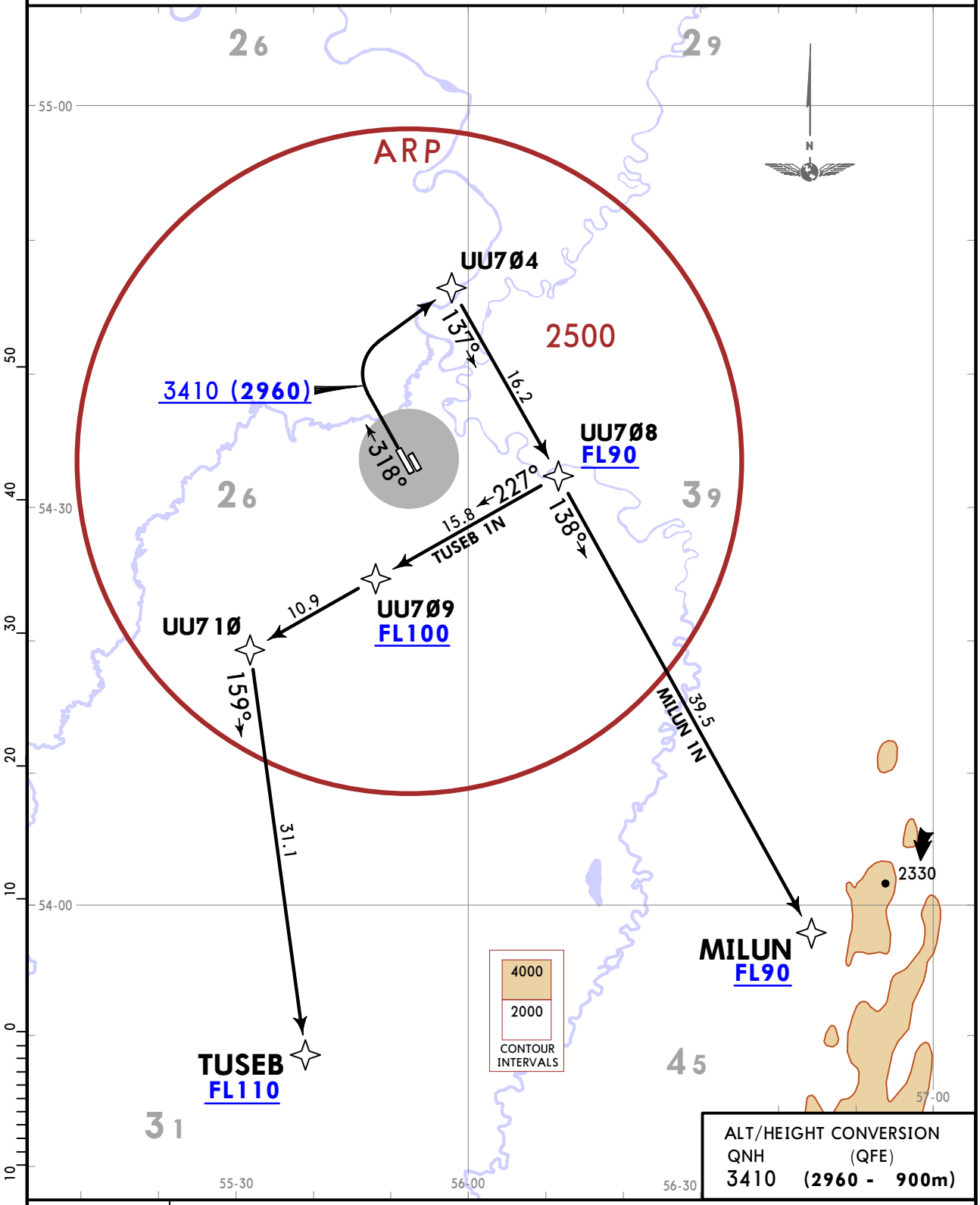
Apt Elev 449	QNH on request (QFE) Trans alt: 3410 (2960) 1. RNAV (GNSS) 2. RNAV 1 3. Turn before DER is prohibited. 4. EXPECT close-in octacles. 5. Noise abatement take-off procedures shall be applied according to ACFT flight manual.

MILUN 1N [MILU1N]
TUSEB 1N [TUSE1N]
RWY 32L RNAV DEPARTURES



SID	ROUTING
MILUN 1N	(3410+) - UU704 - UU708 (FL90+)- MILUN (FL90+).
TUSEB 1N	(3410+) - UU704 - UU708 (FL90+) - UU709 (FL100+) - UU710 - TUSEB (FL110+).

CHANGES: Altitude at TUSEB wpt revised.

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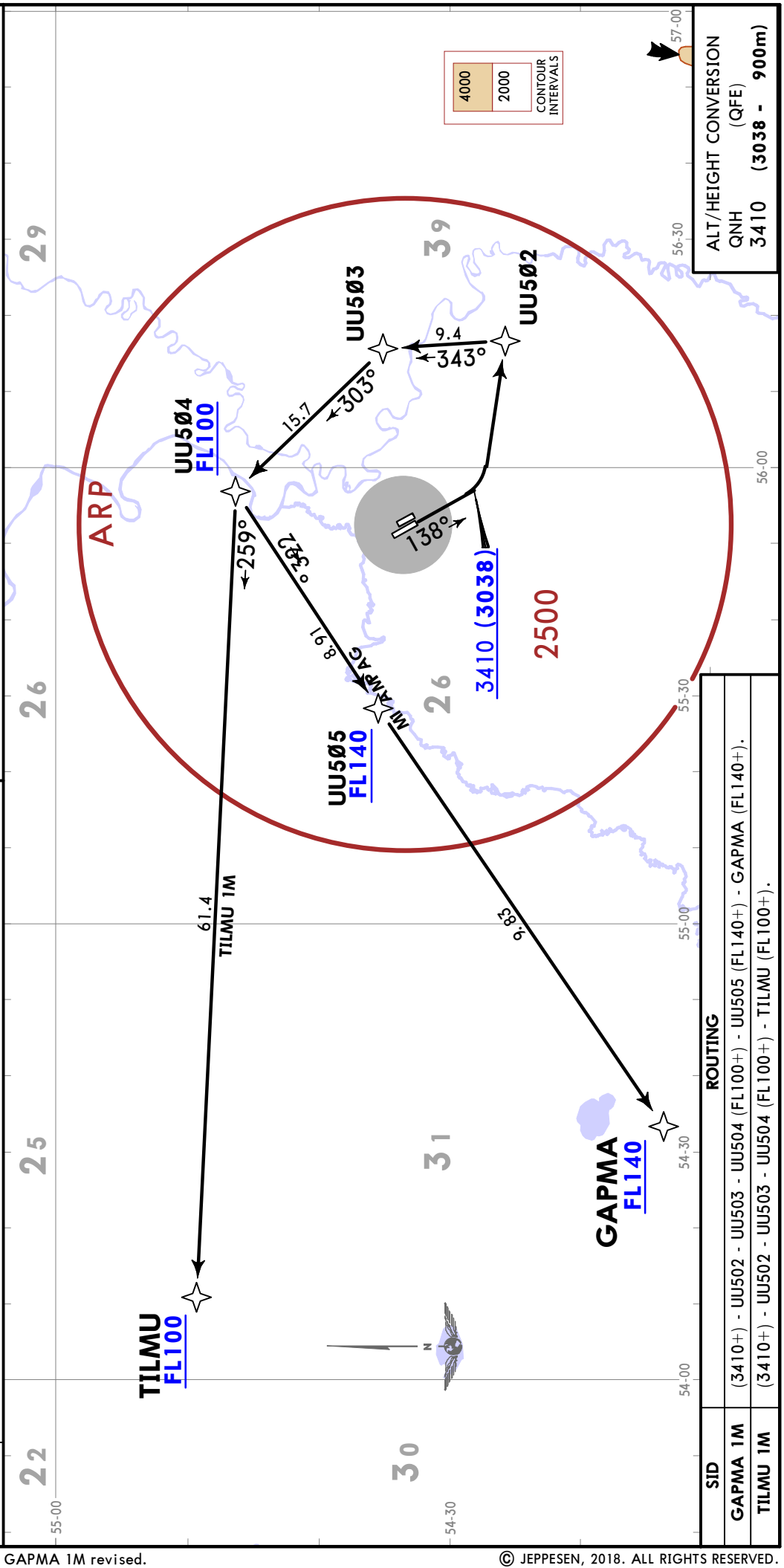
GAPMA 1M [GAPM1M]
TILMU 1M [TILM1M]
RWY 14R RNAV DEPARTURES



Apt Elev 449

QNH on request (QFE)
Trans alt: 3410 (3038)
1. RNAV (GNSS)
2. RNAV 1
3. Turn before DER is prohibited.
4. Noise abatement take-off procedures shall be applied according to ACFT flight manual.

SID	ROUTING
GAPMA 1M	(3410+) - UU502 - UU503 - UU504 (FL100+) - UU505 (FL140+) - GAPMA (FL140+).
TILMU 1M	(3410+) - UU502 - UU503 - UU504 (FL100+) - TILMU (FL100+).

CHANGES: RNAV SID GAPMA 1M revised.

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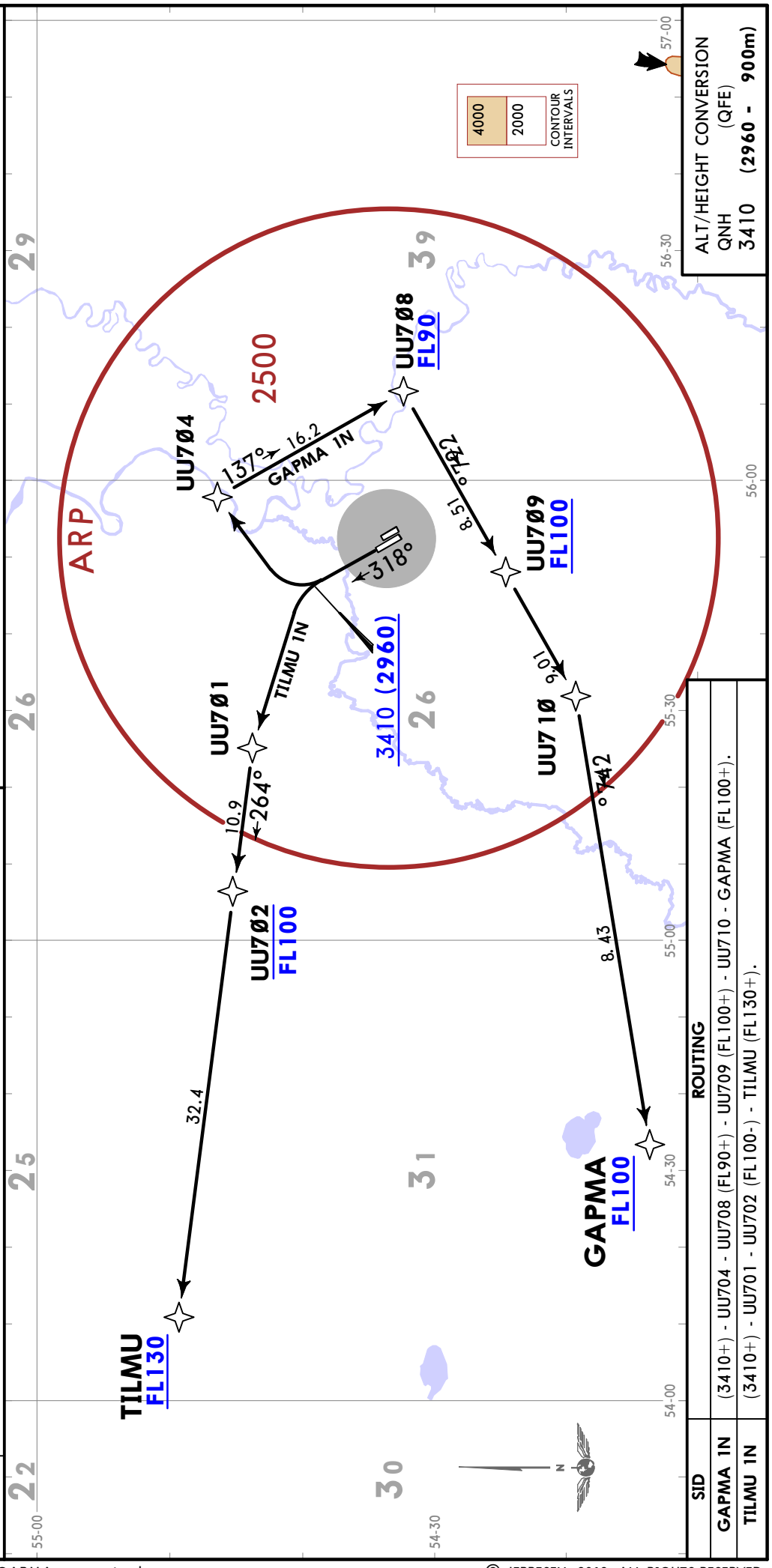
GAPMA 1N [GAPM1N]
TILMU 1N [TILM1N]
RWY 32L RNAV DEPARTURES



Apt Elev
449

QNH on request (QFE)
Trans alt: 3410 (2960)
1. RNAV (GNSS)
2. RNAV 1
3. Turn before DER is prohibited.
4. EXPECT close-in octacles.
5. Noise abatement take-off procedures shall be applied according to ACFT flight manual.

CHANGES: Altitude at GAPMA wpt revised.

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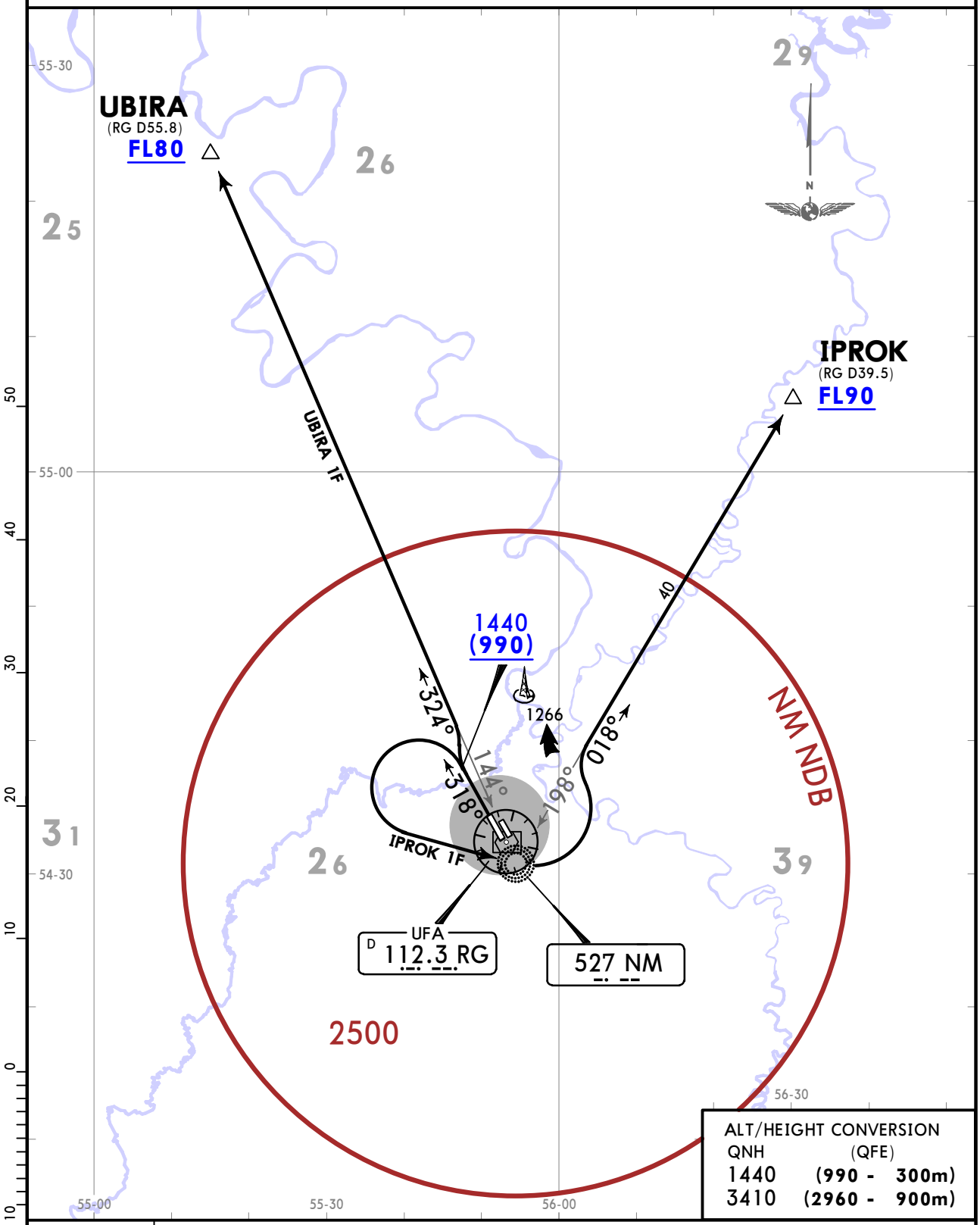
Apt Elev 449	QNH on request (QFE) Trans alt: 3410 (2960) **1. DME required.** 2. EXPECT close-in obstacles. 3. Noise abatement take-off procedures shall be applied according to ACFT flight manual.

IPROK 1F [IPRO1F]
UBIRA 1F [UBIR1F]
RWY 32L DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1440	(990 - 300m)
3410	(2960 - 900m)

SID	ROUTING
IPROK 1F	Climb on 318° track to at or above 1440 (990), turn LEFT to NM, intercept 018° bearing from NM to IPROK.
UBIRA 1F	Climb on 318° track to at or above 1440 (990), intercept 324° bearing from NM to UBIRA.

CHANGES: Altitude at UBIRA wpt revised.

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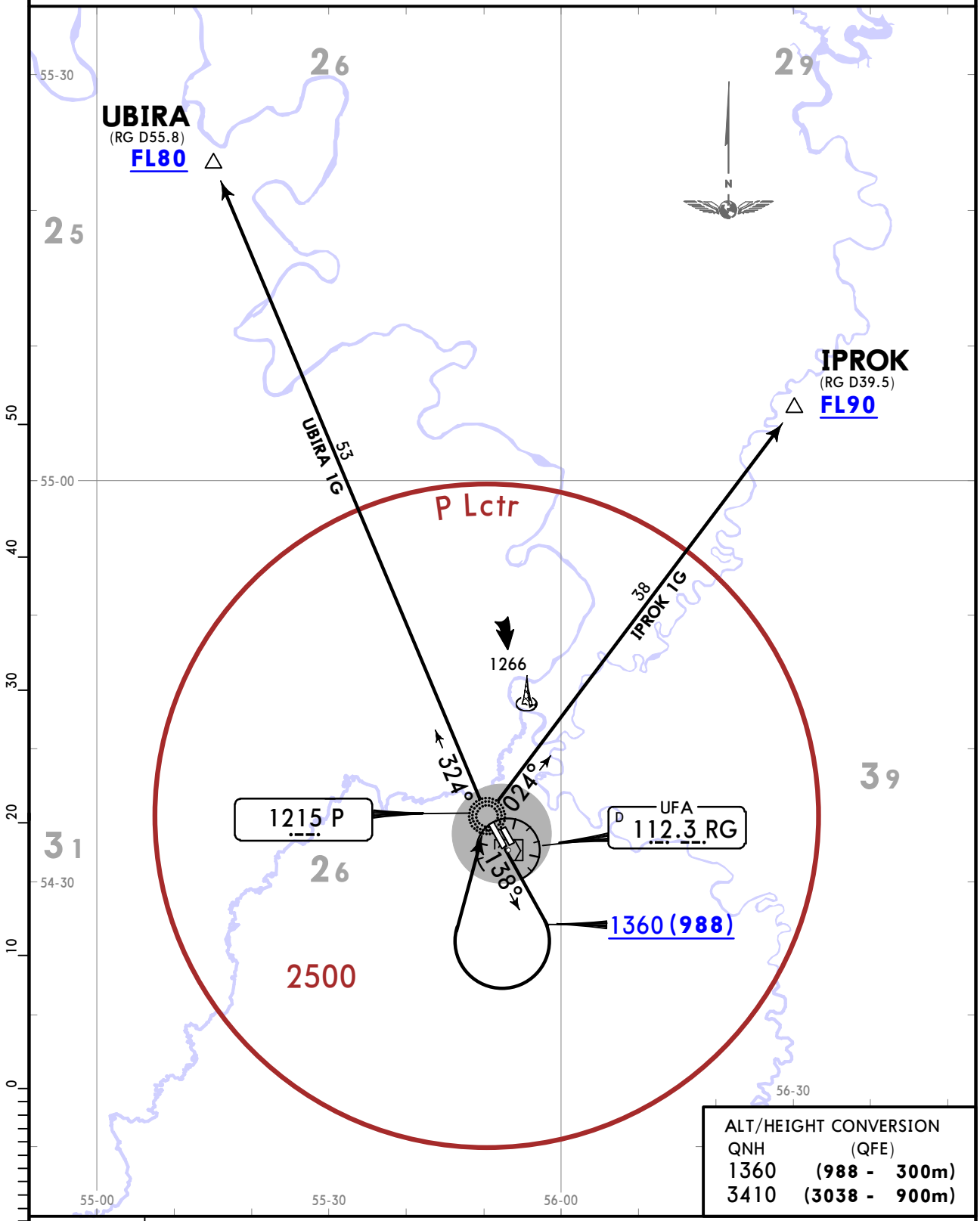
Apt Elev 449	QNH on request (QFE) Trans alt: 3410 (3038) **1. DME required.** 2. Noise abatement take-off procedures shall be applied according to ACFT flight manual.

IPROK 1G [IPRO1G]
UBIRA 1G [UBIR1G]
RWY 14R DEPARTURES



SID	ROUTING
IPROK 1G	Climb on 138° track to at or above 1360 (988), turn RIGHT to P, 024° bearing from P to IPROK.
UBIRA 1G	Climb on 138° track to at or above 1360 (988), turn RIGHT to P, 324° bearing from P to UBIRA.

CHANGES: SID UBIRA 1G revised.

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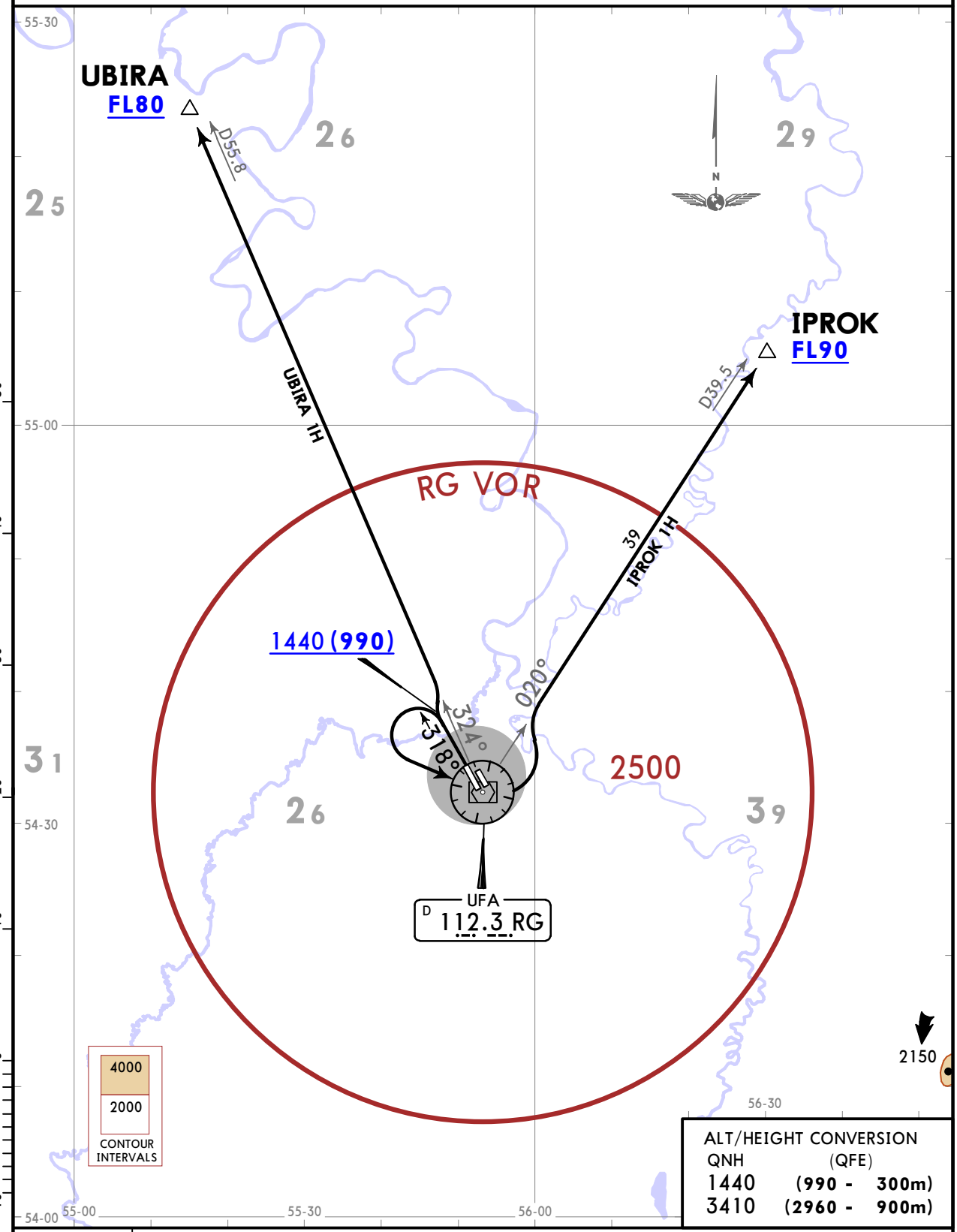
Apt Elev 449	QNH on request (QFE) Trans alt: 3410 (2960) **1. DME required.** 2. EXPECT close-in obstacles. 3. Noise abatement take-off procedures shall be applied according to ACFT flight manual.

IPROK 1H [IPRO1H]
UBIRA 1H [UBIR1H]
RWY 32L DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1440	(990 - 300m)
3410	(2960 - 900m)

SID	ROUTING
IPROK 1H	Climb on 318° track to at or above 1440 (990), turn LEFT to RG, intercept RG R020 to IPROK.
UBIRA 1H	Climb on 318° track to at or above 1440 (990), intercept RG R324 to UBIRA.

CHANGES: Altitude at UBIRA wpt revised, track update.

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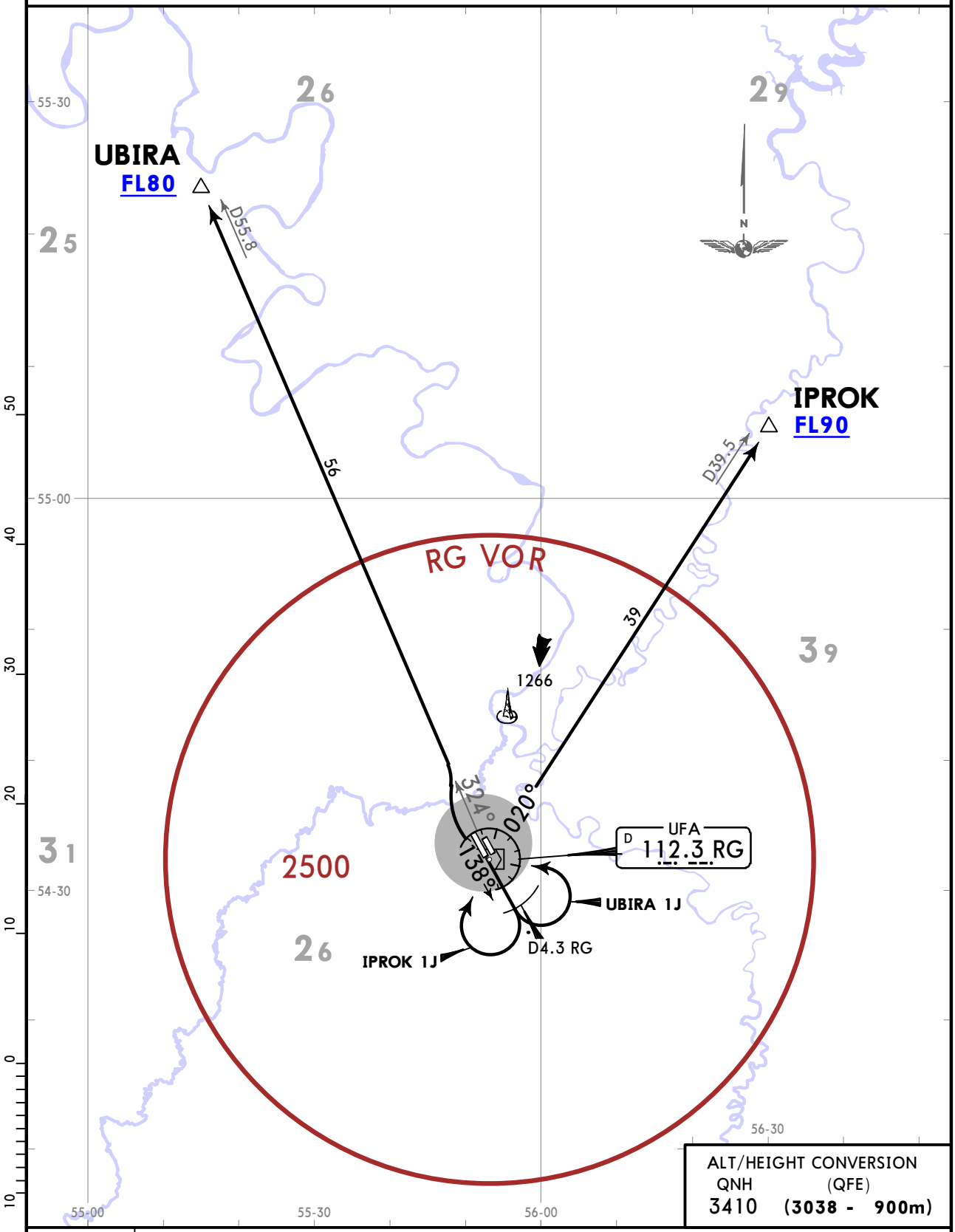
Apt Elev 449	QNH on request (QFE) Trans alt: 3410 (3038) **1. DME required.** 2. Noise abatement take-off procedures shall be applied according to ACFT flight manual.

IPROK 1J [IPRO1J]
UBIRA 1J [UBIR1J]
RWY 14R DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
3410 (3038 - 900m)

SID	ROUTING
IPROK 1J	Climb on 138° track to D4.3 RG, turn RIGHT to RG, RG R020 to IPROK.
UBIRA 1J	Climb on 138° track to D4.3 RG, turn LEFT to RG, intercept RG R324 to UBIRA.

CHANGES: SIDs revised.

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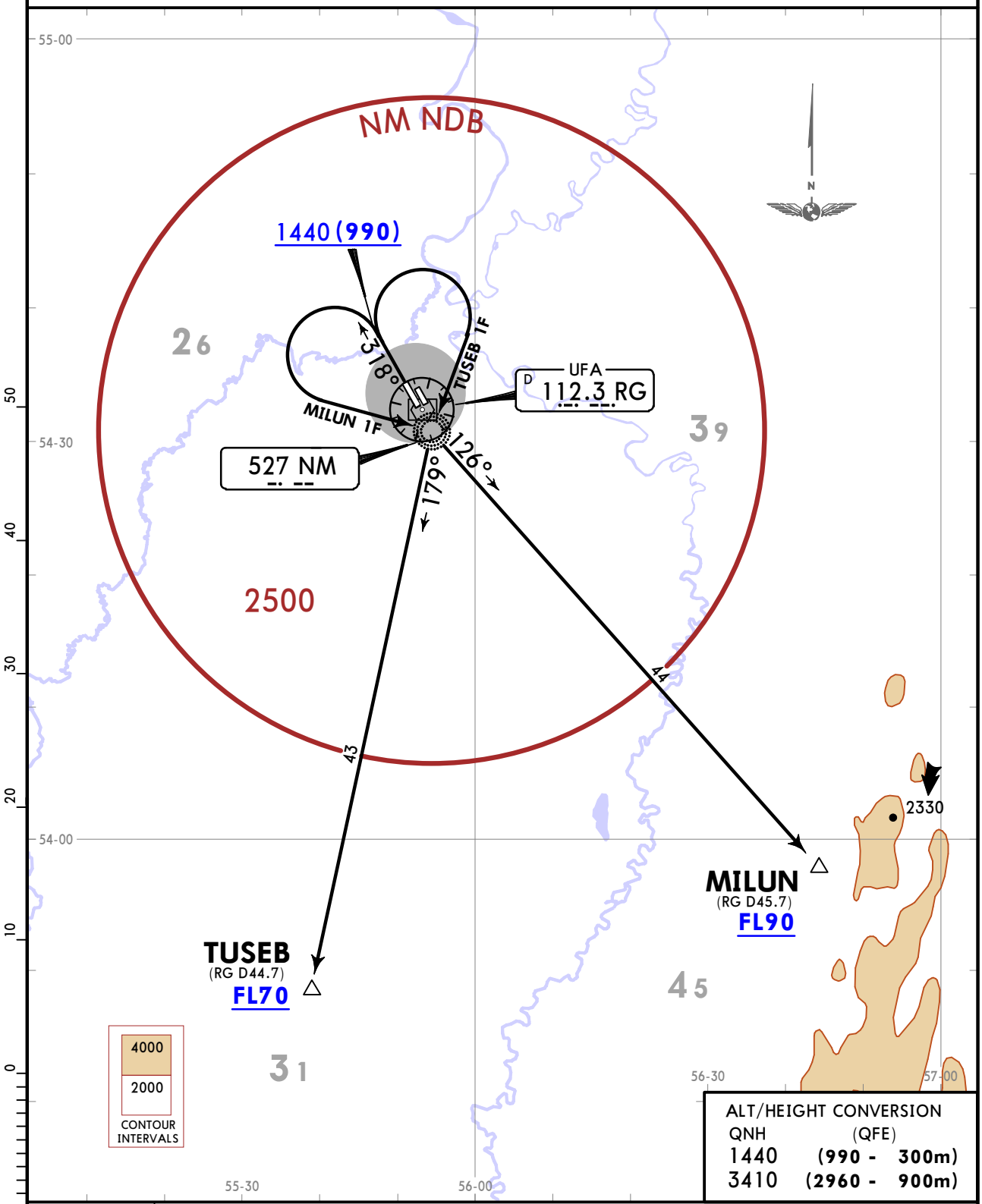
Apt Elev 449	QNH on request (QFE) Trans alt: 3410 (2960) **1. DME required.** 2. EXPECT close-in obstacles. 3. Noise abatement take-off procedures shall be applied according to ACFT flight manual.

MILUN 1F [MILU1F]
TUSEB 1F [TUSE1F]
RWY 32L DEPARTURES



SID	ROUTING
MILUN 1F	Climb on 318° track to at or above 1440 (990), turn LEFT to NM, 126° bearing from NM to MILUN.
TUSEB 1F	Climb on 318° track to at or above 1440 (990), turn RIGHT to NM, 179° bearing from NM to TUSEB.

CHANGES: SID MILUN 1F revised.

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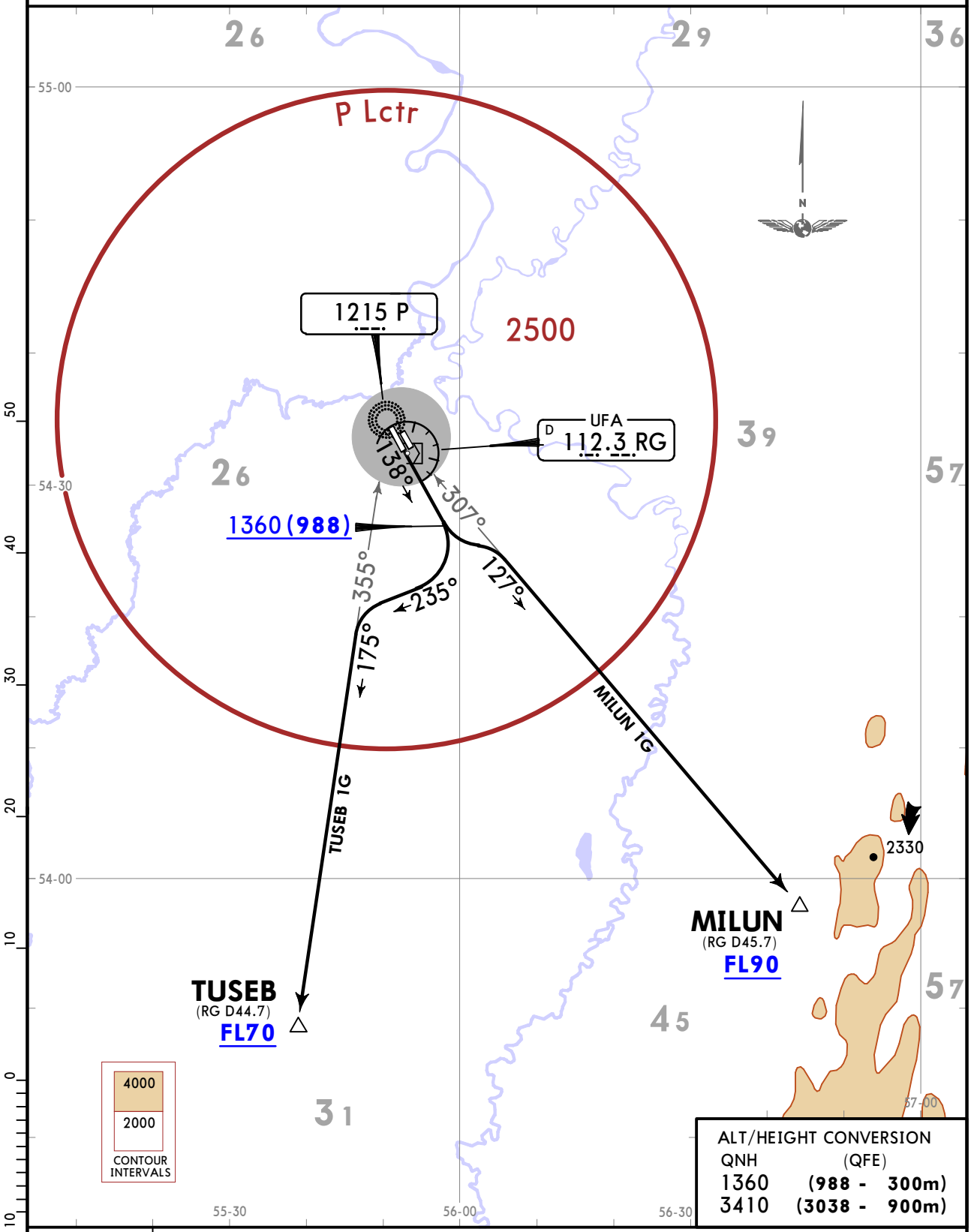
Apt Elev 449	QNH on request (QFE) Trans alt: 3410 (3038) **1. DME required.** 2. Noise abatement take-off procedures shall be applied according to ACFT flight manual.

MILUN 1G [MILU1G]
TUSEB 1G [TUSE1G]
RWY 14R DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1360	(988 - 300m)
3410	(3038 - 900m)

SID	ROUTING
MILUN 1G	Climb on 138° track to at or above 1360 (988), intercept 127° bearing from P to MILUN.
TUSEB 1G	Climb on 138° track to at or above 1360 (988), turn RIGHT, 235° track, intercept 175° bearing from P to TUSEB.

CHANGES: SID TUSEB 1G revised.

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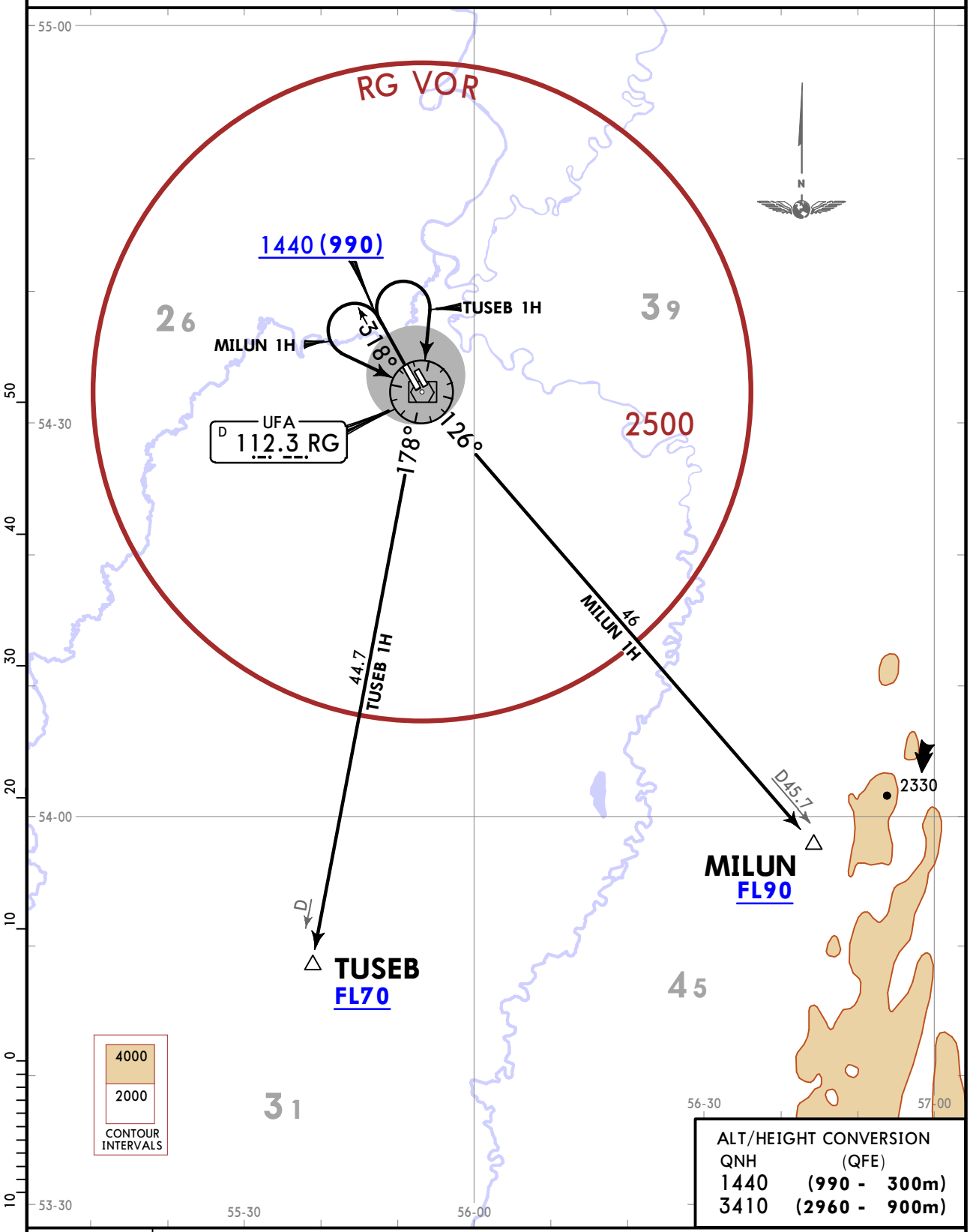
Apt Elev 449	QNH on request (QFE) Trans alt: 3410 (2960) **1. DME required.** 2. EXPECT close-in obstacles. 3. Noise abatement take-off procedures shall be applied according to ACFT flight manual.

MILUN 1H [MILU1H]
TUSEB 1H [TUSE1H]
RWY 32L DEPARTURES



SID	ROUTING
MILUN 1H	Climb on 318° track to at or above 1440 (990), turn LEFT to RG, RG R126 to MILUN.
TUSEB 1H	Climb on 318° track to at or above 1440 (990), turn RIGHT to RG, RG R178 to TUSEB.

CHANGES: SIDs revised.

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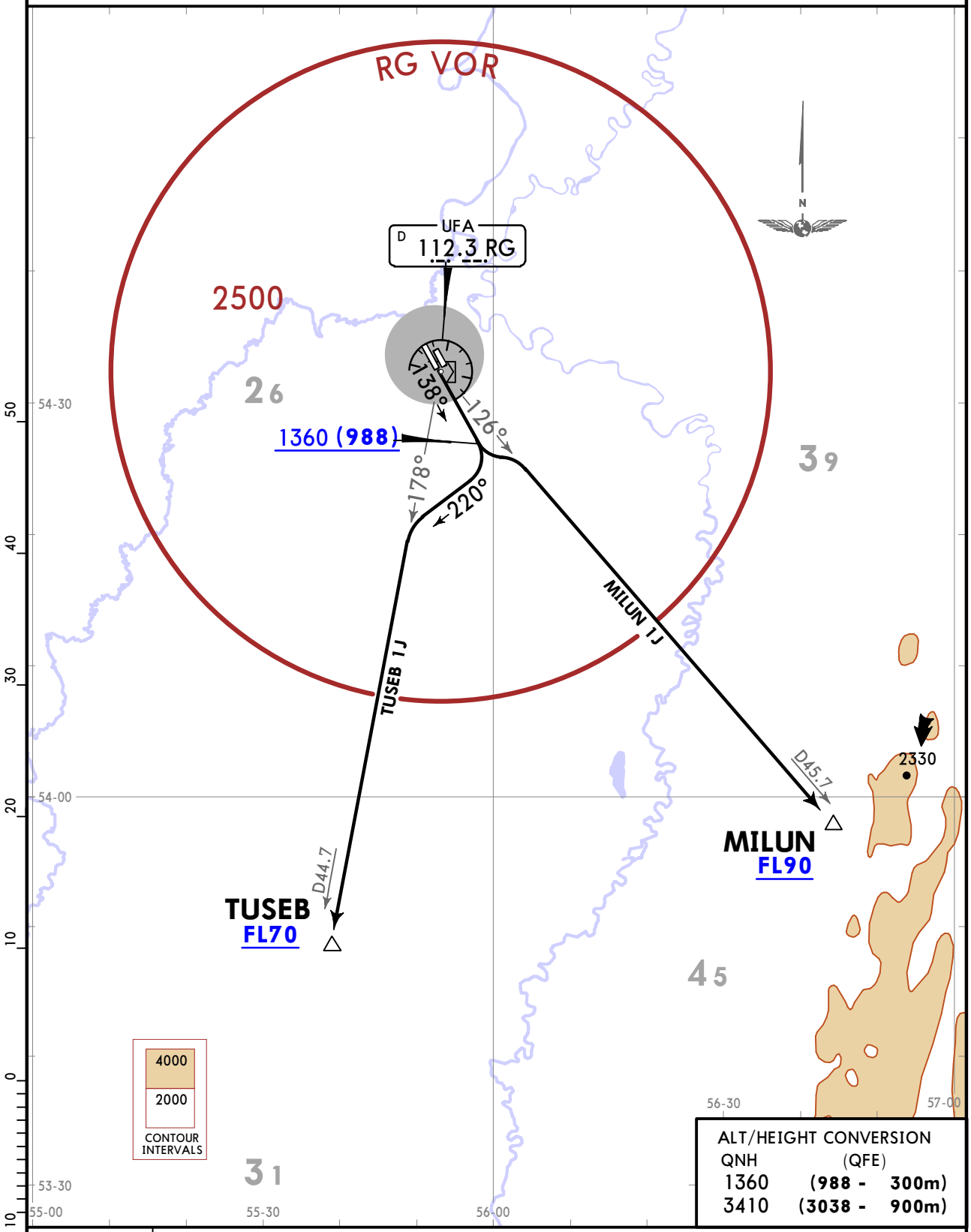
Apt Elev 449	QNH on request (QFE) Trans alt: 3410 (3038) **1. DME required.** 2. Noise abatement take-off procedures shall be applied according to ACFT flight manual.

MILUN 1J [MILU1J]
TUSEB 1J [TUSE1J]
RWY 14R DEPARTURES



SID	ROUTING
MILUN 1J	Climb on 138° track to at or above 1360 (988), intercept RG R126 to MILUN.
TUSEB 1J	Climb on 138° track to at or above 1360 (988), turn RIGHT, 220° track, intercept RG R178 to TUSEB.

CHANGES: None.

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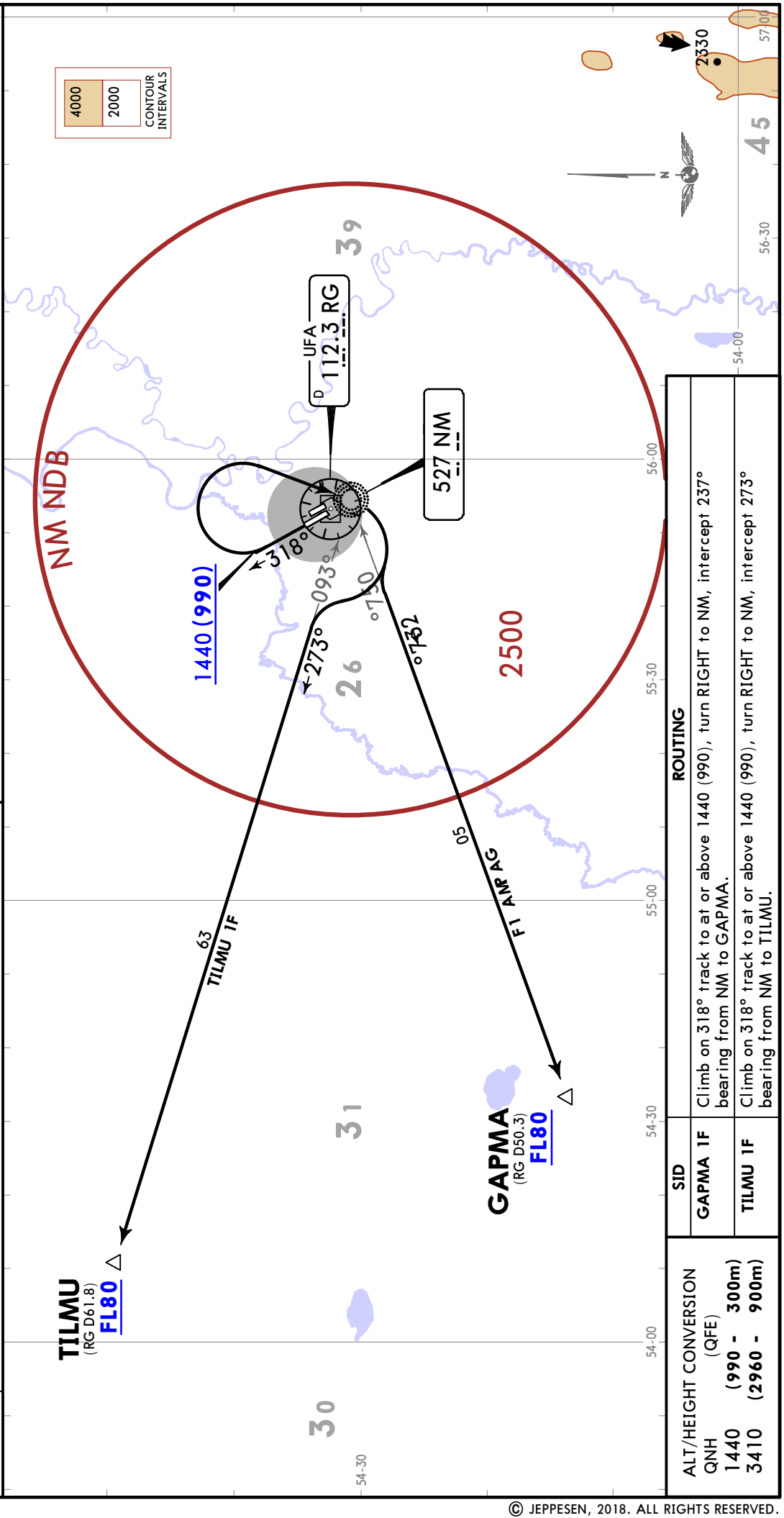
GAPMA 1F [GAPM1F]
TILMU 1F [TILM1F]
RWY 32L DEPARTURES



Apt Elev
449

QNH on request (QFE)
Trans alt: 3410 (2960)
1. **DME required.**
2. EXPECT close-in obstacles.
3. Noise abatement take-off procedures shall be applied according to ACFT flight manual.

SID	ROUTING
GAPMA 1F	Climb on 318° track to at or above 1440 (990), turn RIGHT to NM, intercept 237° bearing from NM to GAPMA.
TILMU 1F	Climb on 318° track to at or above 1440 (990), turn RIGHT to NM, intercept 273° bearing from NM to TILMU.

ALT/HEIGHT CONVERSION (QFE)

QNH		
1440	(990 -	300m)
3410	(2960 -	900m)

CHANGES: None.

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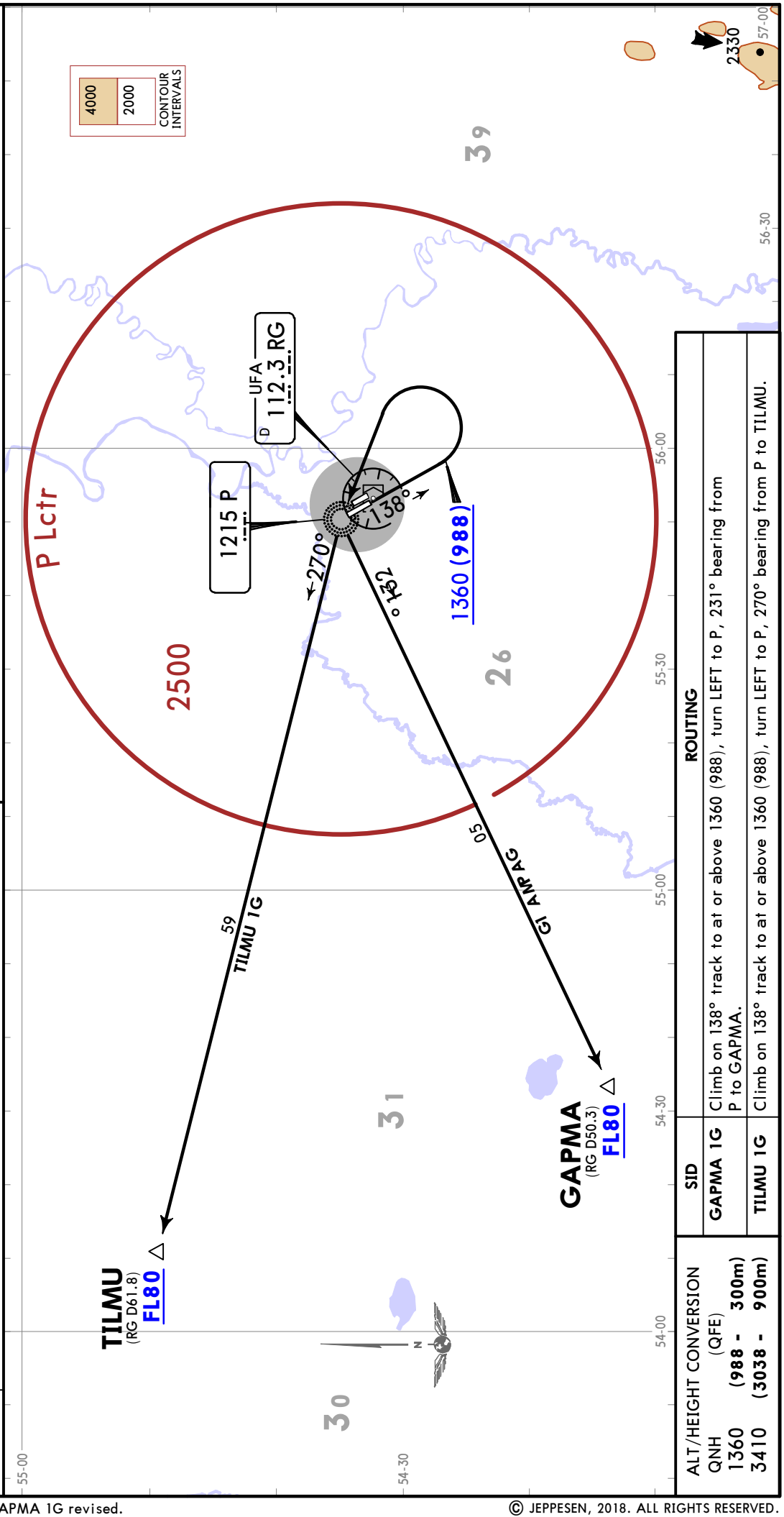
GAPMA 1G [GAPM1G]
TILMU 1G [TILM1G]
RWY 14R DEPARTURES



Apt Elev
449

QNH on request (QFE)
Trans alt: 3410 (3038)
1. **DME required.**
2. Noise abatement take-off procedures shall be applied according to ACFT flight manual.

SID	ROUTING
GAPMA 1G	Climb on 138° track to at or above 1360 (988), turn LEFT to P, 231° bearing from P to GAPMA.
TILMU 1G	Climb on 138° track to at or above 1360 (988), turn LEFT to P, 270° bearing from P to TILMU.

ALT/HEIGHT CONVERSION
QNH (QFE)
1360 (988 - 300m)
3410 (3038 - 900m)

CHANGES: SID GAPMA 1G revised.

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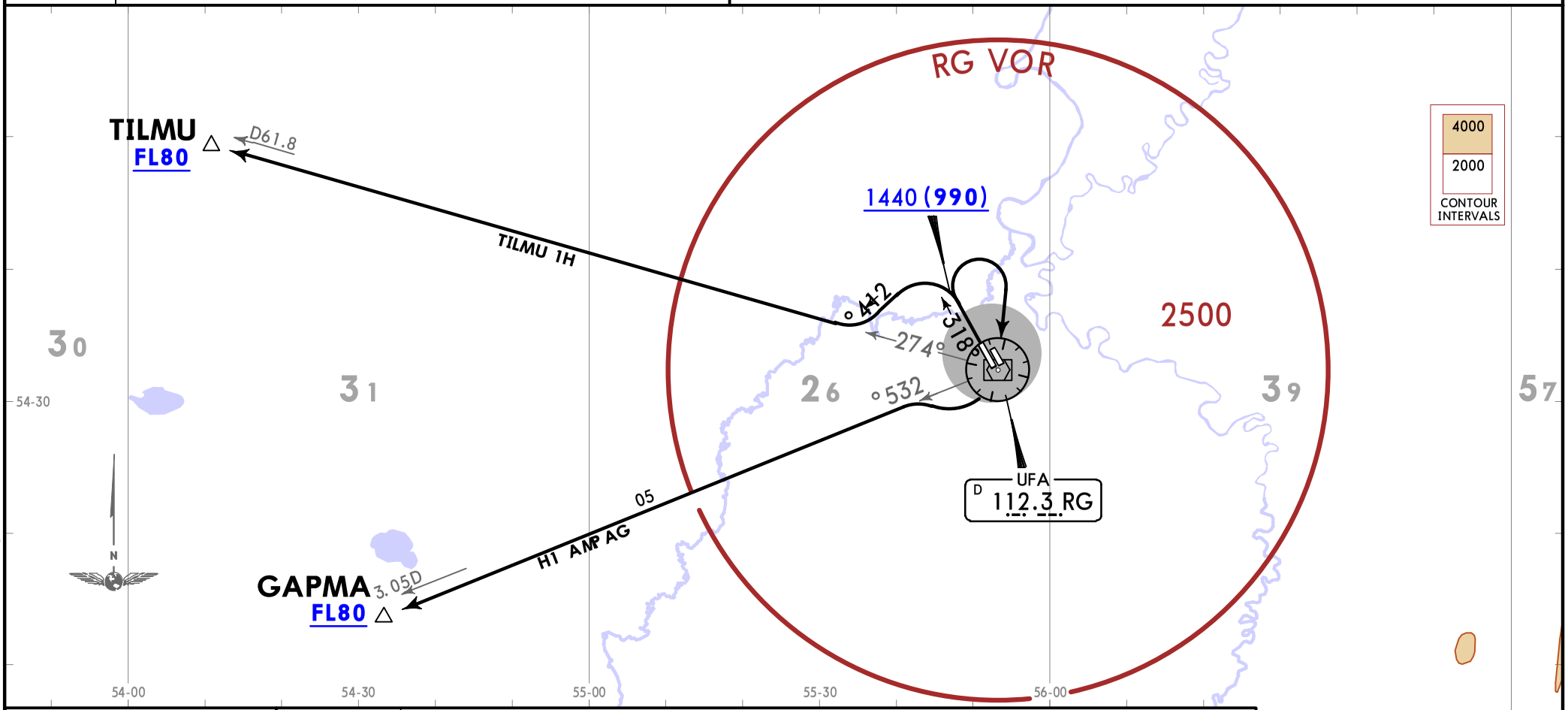
Apt Elev 449	QNH on request (**QFE**) Trans alt: 3410 (**2960**) **1. DME required.** 2. EXPECT close-in obstacles. 3. Noise abatement take-off procedures shall be applied according to ACFT flight manual.

GAPMA 1H [GAPM1H]
TILMU 1H [TILM1H]
RWY 32L DEPARTURES



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1440	(990 -	300m)
3410	(2960 -	900m)

SID	ROUTING
GAPMA 1H	Climb on 318° track to at or above 1440 (990), turn RIGHT to RG, intercept RG R235 to GAPMA.
TILMU 1H	Climb on 318° track to at or above 1440 (990), turn LEFT, 214° track, intercept RG R274 to TILMU.

CHANGES: SIDs revised.

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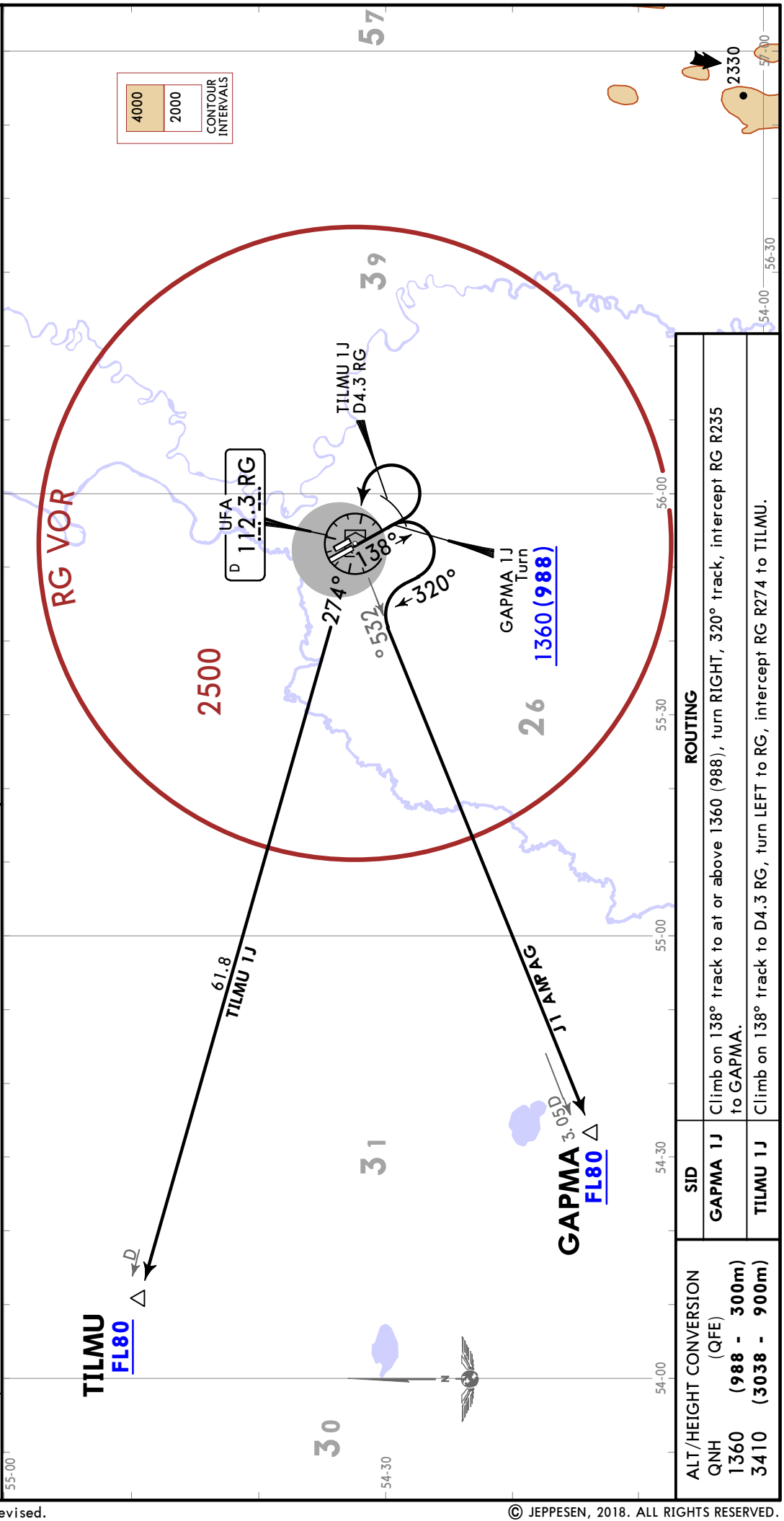
GAPMA 1J [GAPM1J]
TILMU 1J [TILM1J]
RWY 14R DEPARTURES

Apt Elev
449

QNH on request (QFE)
Trans alt: 3410 (3038)
1. **DME required.**
2. Noise abatement take-off procedures shall be applied according to ACFT flight manual.



ROUTING

SID	
GAPMA 1J	Climb on 138° track to at or above 1360 (988), turn RIGHT, 320° track, intercept RG R235 to GAPMA.
TILMU 1J	Climb on 138° track to D4.3 RG, turn LEFT to RG, intercept RG R274 to TILMU.

ALT/HEIGHT CONVERSION (QFE)

QNH	
1360	(988 - 300m)
3410	(3038 - 900m)

CHANGES: SIDs revised.

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UWUU/UFA

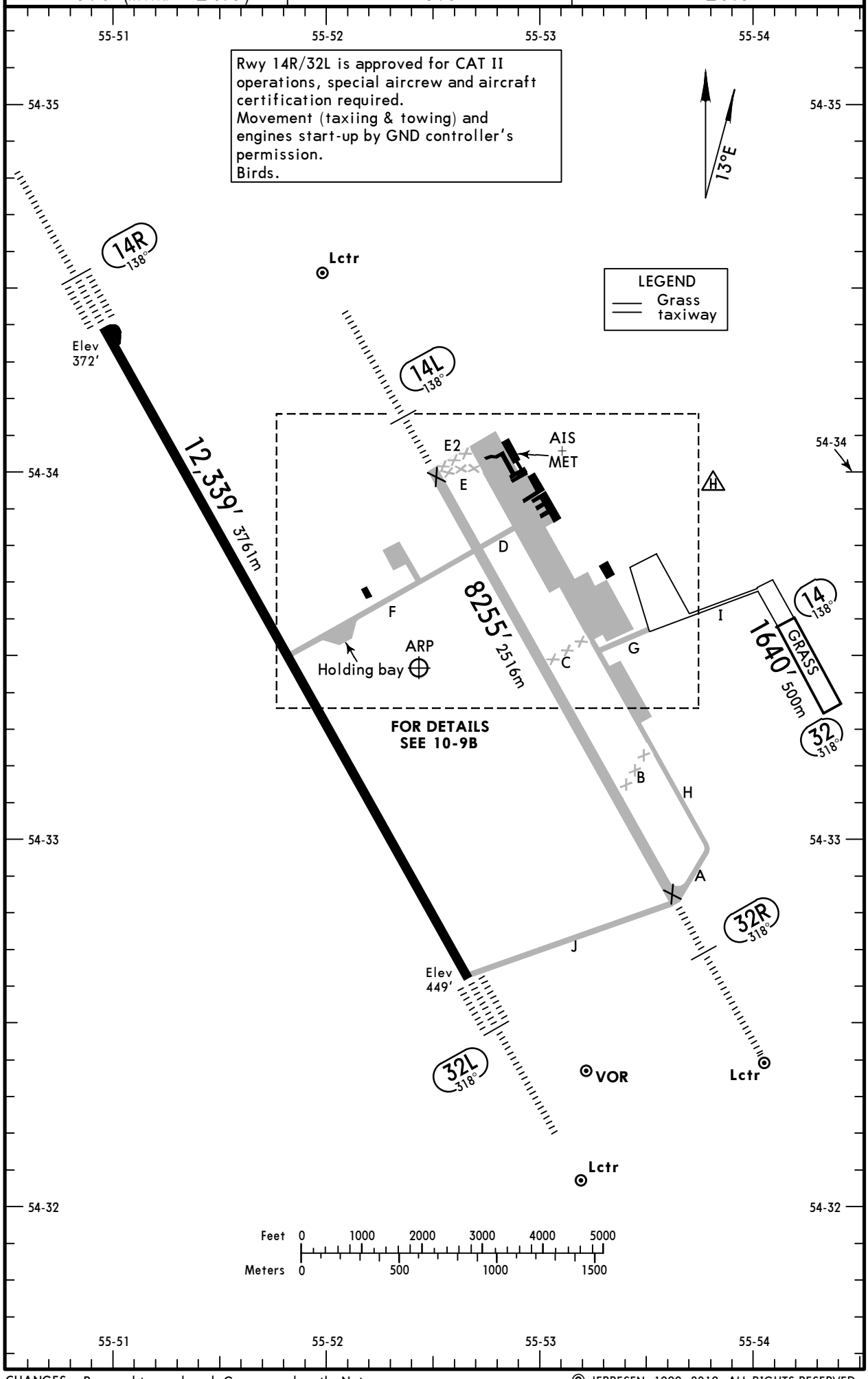
Apt Elev **449'**
N54 33.5 E055 52.4

JEPPESEN
15 FEB 19 (10-9) **Eff 28 Feb**

UFA, RUSSIA

UFA

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



CHANGES: Rwy and twys closed. Grass rwy length. Note.

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ADDITIONAL RUNWAY INFORMATION

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

❶ TAKE-OFF RUN AVAILABLE
RWY 14L: From rwy head 8255′ (2516m)
twy D int 6768′ (2063m)
twy C int 4557′ (1389m)
RWY 32R: From rwy head 8255′ (2516m)
twy B int 6263′ (1909m)
twy C int 3747′ (1142m)

14R / 32L	HIRL (60m) CL (15m) HIALS-II TDZ ❷ RVR		11,428′ 3483m / 11,246′ 3428m	❸	148′ 45m

❷ PAPI-L (3.00°)
❸ TAKE-OFF RUN AVAILABLE
RWY 14R: From rwy head 12,339′ (3761m)
twy F int 6138′ (1871m)
RWY 32L: From rwy head 12,339′ (3761m)
twy F int 6270′ (1911m)

LOW VISIBILITY PROCEDURES (LVP)

Procedures are applied when RVR is less than 600m. ATC will inform pilots using phraseology: "LVP in progress." When LVP are in force, taxiing of ACFT shall be executed after Follow-me car at reduced speed with increased caution of flight crew.
When LVP are in force, holding position can be occupied by one ACFT only.

ARRIVAL
Flight crew shall report the following: a) end of run after landing; b) RWY vacation after crossing ILS critical areas on TWY; c) reaching the assigned holding position on manoeuvring area; d) parking on stand.
Arriving ACFT shall taxi after Follow-me car from junction of TWY and apron to stand.
If Holding Bay on TWY F is occupied, arriving ACFT shall be escorted by Follow-me car via TWY F to stand. ACFT shall hold while expecting clearance to taxi to stand as follows: - after landing on RWY 14L/32R: a) on TWY H just before apron boundary; - after landing on RWY 14R/32L: a) on segment of TWY F located between stop bar lights on TWY F and RWY 14R/32L ILS critical areas signs (DAY/NIGHT marking); b) on Holding Bay on TWY F; c) on holding position in front of RWY 14L/32R ILS critical areas signs (DAY/NIGHT marking) on taxiways F and J; d) on RWY 14L/32R; e) on TWY H just before apron boundary.
Follow-me car parked on TWY H designates holding position on TWY H. When holding position on TWY H is occupied, taxiing of ACFT via TWY B is PROHIBITED.

DEPARTURE
Departing ACFT shall taxi after Follow-me car to junctions of TWY and apron.
ACFT shall hold while expecting clearance for taxiing to holding position designated for departing ACFT as follows:
- when departing RWY 14L/32R: a) on engines start-up positions.- when departing RWY 14R/32L: a) on engines start-up positions; b) on holding position in front of RWY 14L/32R ILS critical areas signs (DAY/NIGHT marking) on taxiways A, B, C, D, E, E2;
c) on RWY 14L/32R; d) on segment of TWY F located between RWY 14L/32R ILS critical areas signs (DAY/NIGHT marking) and stop bar lights on TWY F;
e) on Holding Bay on TWY F. ACFT shall hold while expecting clearance to occupy (cross) RWY as follows: a) RWY 14L/32R - on holding position in front of ILS critical areas signs (DAY/NIGHT marking) on taxiways A, B, C, D, E, E2, F, J;
b) RWY 14R/32L - on holding position in front of ILS critical areas signs (DAY/NIGHT) on taxiways F, J. Take-off clearance may include instruction to flight crew to report start of run or airborne.
LVP will be terminated if RVR is 800m or more.

TAKE-OFF

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

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

CHANGES: None.

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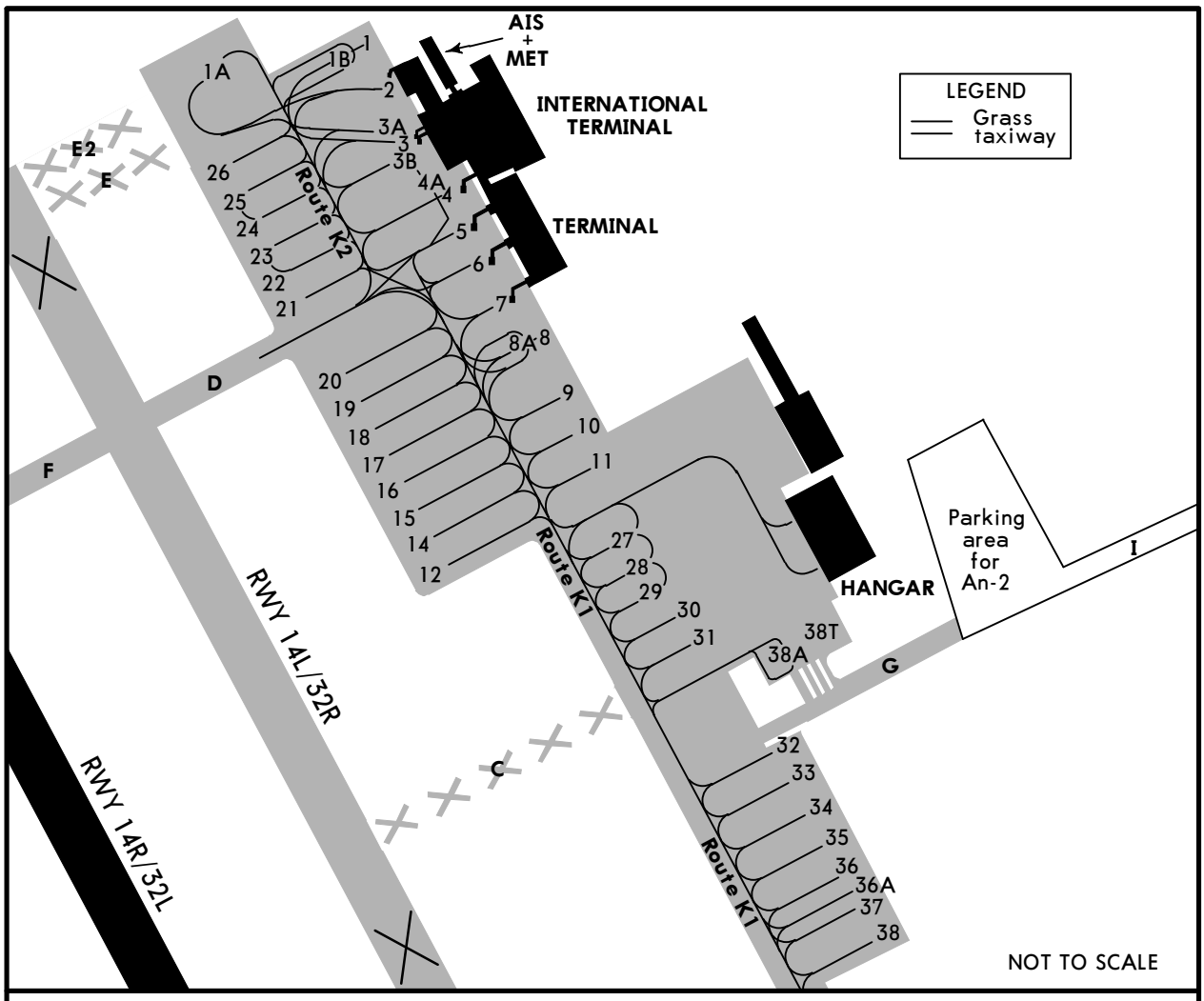

Stand 38 and holding bay of Twy F are available as quarantine stands.

Stand 37 is designated for run-up. During run-up stand 36 and 38 must be vacant.

Stand 38A available for helicopter.

Stand 1A is available for de-icing.

Taxiing into stand 3 shall be carried out strictly by marshaller's instructions.

STANDARD TAXI ROUTES

Before Take-off:

Route 1: Route K2, TWY D, crossing of RWY 14L/32R, TWY F.
Route 2: Route K1, TWY D, crossing of RWY 14L/32R, TWY F.
Route 3: Route K2, Route K1, TWY H, TWY A, crossing of RWY 14L/32R, TWY J.
Route 4: Route K1, TWY H, TWY A, crossing of RWY 14L/32R, TWY J.

All RWY crossings by ATC clearance only.

After landing:

Route 5: TWY J, crossing of RWY 14L/32R, TWY A, TWY H, Route K1, Route K2.
Route 6: TWY J, crossing of RWY 14L/32R, TWY A, TWY H, Route K1.
Route 7: TWY F, crossing of RWY 14L/32R, TWY D, Route K2.
Route 8: TWY F, crossing of RWY 14L/32R, TWY D, Route K1.

All RWY crossings by ATC clearance only.

CHANGES: Rwy and twys closed.

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STRAIGHT-IN RWY		A	B	C	D
14R	CAT 2 ILS	**477**′(105′) **RA118′ R300m**	**494**′(122′) **RA138′ R400m**	**507**′(135′) **RA165′ R400m**	**520**′(148′) **RA178′ R450m**
	ILS FULL TDZ or CL out ALS out	**572**′(200′) **R550m** ❶ R550m R1200m	**576**′(204′) **R550m** ❶ R550m R1200m	**586**′(214′) **R550m** ❶ R550m R1200m	**596**′(224′) **R550m** ❶ R550m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	❷ RNAV ALS out	**760**′(388′) **R1100m** R1500m	**760**′(388′) **R1100m** R1500m	**760**′(388′) **R1100m** R1800m	**760**′(388′) **R1100m** R1800m
	❷ VOR ALS out	**770**′(398′) **R1100m** R1500m	**770**′(398′) **R1100m** R1500m	**770**′(398′) **R1100m** R1800m	**770**′(398′) **R1100m** R1800m
	❷ NDB Z	**1220**′(848′) **R1500m**	**1220**′(848′) **R1500m**	**1220**′(848′) **R2400m**	**1220**′(848′) **R2400m**
	NDB Z ALS out	**1220**′(848′) **R3300m** R4000m	**1220**′(848′) **R3300m** R4000m	**1220**′(848′) **R3500m** R4200m	**1220**′(848′) **R3500m** R4200m
	❷ NDB Y ALS out	**760**′(388′) **R1100m** R1500m	**760**′(388′) **R1100m** R1500m	**760**′(388′) **R1100m** R1800m	**760**′(388′) **R1100m** R1800m
32L	CAT 2 ILS	**550**′(100′) **RA95′ R300m**	**550**′(100′) **RA95′ R300m**	**550**′(100′) **RA95′ R300m**	**559**′(109′) **RA102′R300m**
	ILS FULL TDZ or CL out ALS out	**650**′(200′) **R550m** ❶ R550m R1200m	**650**′(200′) **R550m** ❶ R550m R1200m	**650**′(200′) **R550m** ❶ R550m R1200m	**650**′(200′) **R550m** ❶ R550m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	❷ RNAV ALS out	**860**′(410′) **R1200m** R1500m	**860**′(410′) **R1200m** R1500m	**860**′(410′) **R1200m** R1900m	**860**′(410′) **R1200m** R1900m
	❷ VOR Y ALS out	**1090**′(640′) **R1500m** R1500m	**1090**′(640′) **R1500m** R1500m	**1200**′(750′) **R2700m** R3500m	**1200**′(750′) **R2700m** R3500m
	VOR Y ALS out	**1090**′(640′) **R2400m** R3100m	**1090**′(640′) **R2400m** R3100m	**1200**′(750′) **R3100m** R3900m	**1200**′(750′) **R3100m** R3900m
	❷ VOR X with D2.6 ALS out	**810**′(360′) **R900m** R1500m	**810**′(360′) **R900m** R1500m	**810**′(360′) **R1200m** R1600m	**810**′(360′) **R1200m** R1600m
	❷ VOR X w/o D2.6 ALS out	**870**′(420′) **R1200m** R1500m	**870**′(420′) **R1200m** R1500m	**870**′(420′) **R1200m** R1900m	**870**′(420′) **R1200m** R1900m
	❷ NDB Z ALS out	**1040**′(590′) **R1500m** R1500m	**1040**′(590′) **R1500m** R1500m	**1040**′(590′) **R2000m** R2400m	**1040**′(590′) **R2000m** R2400m
	NDB Z ALS out	**1040**′(590′) **R2200m** R2900m	**1040**′(590′) **R2200m** R2900m	**1040**′(590′) **R2400m** R3100m	**1040**′(590′) **R2400m** R3100m

❶ W/o HUD/AP/FD: RVR 750m.

❷ Continuous Descent Final Approach.

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STRAIGHT-IN RWY		A	B	C	D
32L (contd)	❶ NDB Y with D2.6	**840**′(390′) **R1100m**	**840**′(390′) **R1100m**	**840**′(390′) **R1100m**	**840**′(390′) **R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	❶ NDB Y w/o D2.6	**880**′(430′) **R1300m**	**880**′(430′) **R1300m**	**880**′(430′) **R1300m**	**880**′(430′) **R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	❶ NDB X	**850**′(400′) **R1100m**	**850**′(400′) **R1100m**	**850**′(400′) **R1100m**	**850**′(400′) **R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	890′(441′)	**960**′(511′)	**1070**′(621′)	**1270**′(821′)
After NDB Z 14R	**1300**′(851′)	**1300**′(851′)	**1300**′(851′)	**1300**′(851′)
After VOR Y 32L	**1090**′(641′)	**1090**′(641′)	**1200**′(751′)	**1270**′(821′)
After NDB Z 32L	**1090**′(641′)	**1090**′(641′)	**1190**′(741′)	**1270**′(821′)
	V1500m❷	V1600m❷	V2400m❷	V3600m❷

❷ or higher minimums of preceding straight-in approach.

TAKE-OFF

	Low Visibility Take-off					
	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	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO R125m	TDZ, MID, RO R150m	R200m	R300m	400m	500m

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UWUU/UFA
UFA

JEPPESEN
30 NOV 18 (11-1) Eff 6 Dec

UFA, RUSSIA
ILS Rwy 14R

BRIEFING STRIP

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

LOC IPT	Final Apch Crs	GS D3.7 IPT	ILS DA(H) Refer to Minimums	Apt Elev 449′ Rwy 372′
*110.3	138°	1540′(1168′)		

MISSED APCH: Climb STRAIGHT AHEAD to 1030′(658′) or above, then turn RIGHT and proceed to UU116, then to UU114 climbing to 3410′(3038′), then to holding area, or as directed.

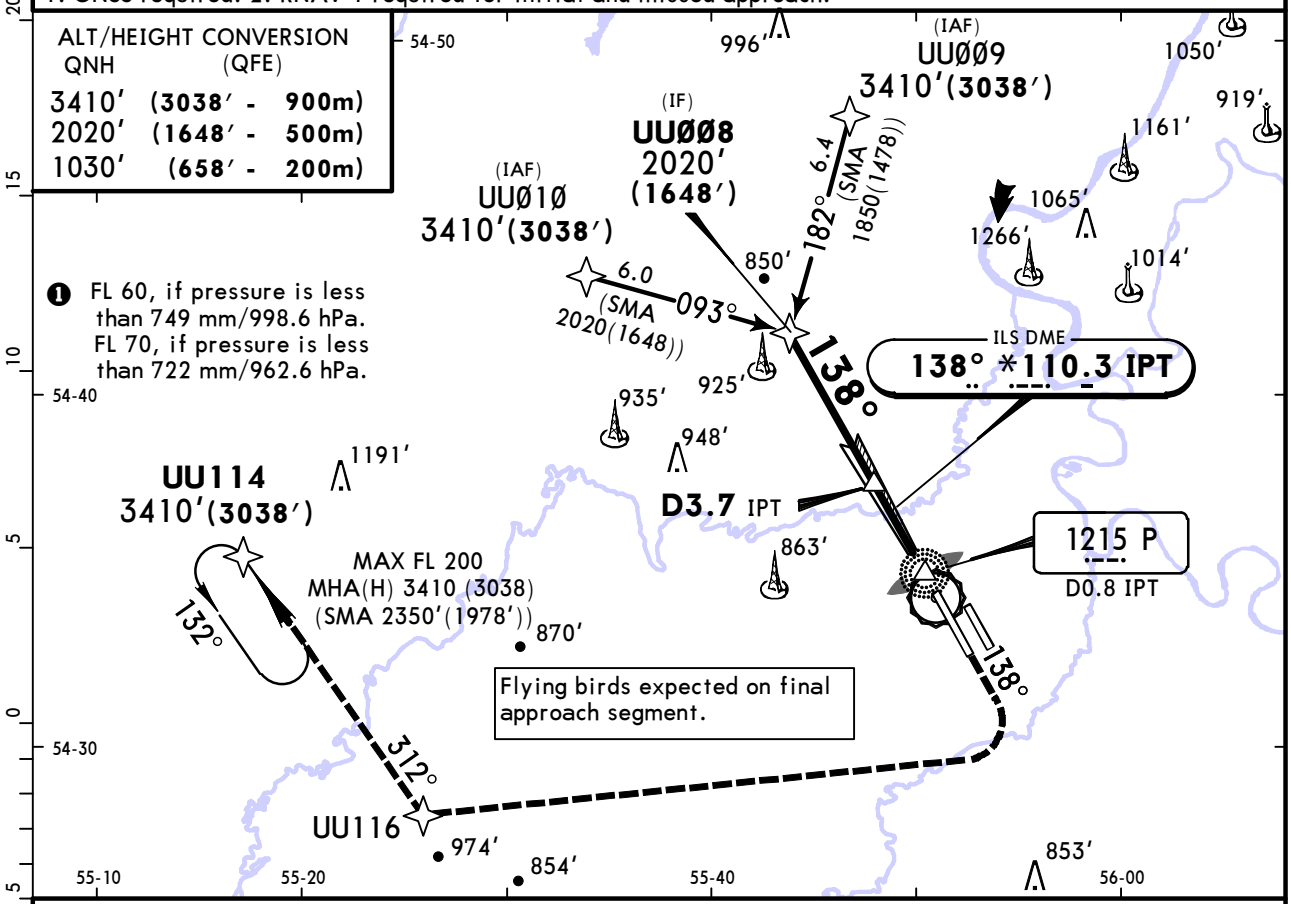
2500
MSA ARP

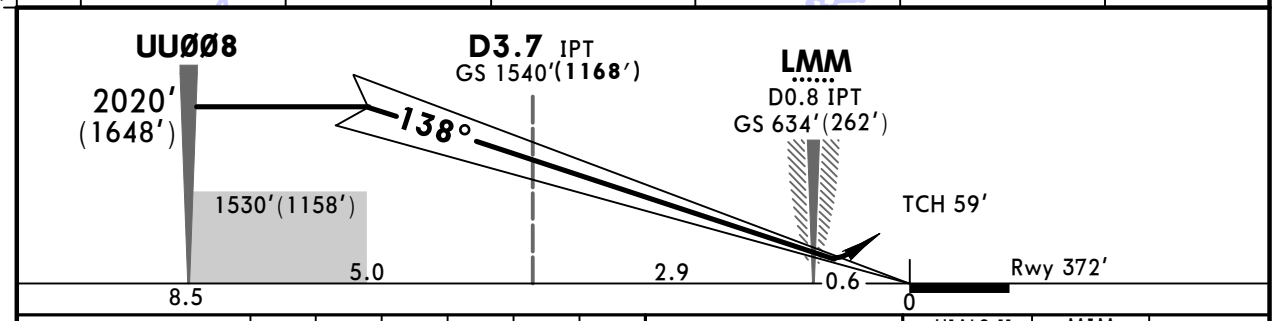
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410′ (3038′)

1. GNSS required. 2. RNAV 1 required for initial and missed approach.

ALT/HEIGHT CONVERSION

QNH	(QFE)	
3410′	(3038′ -	900m)
2020′	(1648′ -	500m)
1030′	(658′ -	200m)





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

HIALS-II
PAPI
MIM 1030′ (658′)
UU116 RT

PANS OPS

STRAIGHT-IN LANDING RWY 14R

ILS — DA(H) A: 572′(200′) C: 586′(214′) B: 576′(204′) D: 596′(224′)

	FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′(441′)	1600m
135	960′(511′)	1600m
180	1070′(621′)	2800m
205	1270′(821′)	4400m

CHANGES: MSA. Missed apch. Holding altitudes. Note. Minimums.

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UWUU/UFA
UFA

JEPPESEN
30 NOV 18 (11-1A) Eff 6 Dec

UFA, RUSSIA
CAT II ILS Rwy 14R

BRIEFING STRIP

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

LOC IPT	Final Apch Crs	GS D3.7 IPT	CAT II ILS Refer to Minimums	Apt Elev 449′ Rwy 372′
*110.3	138°	1540′(1168′)		

MISSED APCH: Climb STRAIGHT AHEAD to 1030′(658′) or above, then turn RIGHT and proceed to UU116, then to UU114 climbing to 3410′(3038′), then to holding area, or as directed.

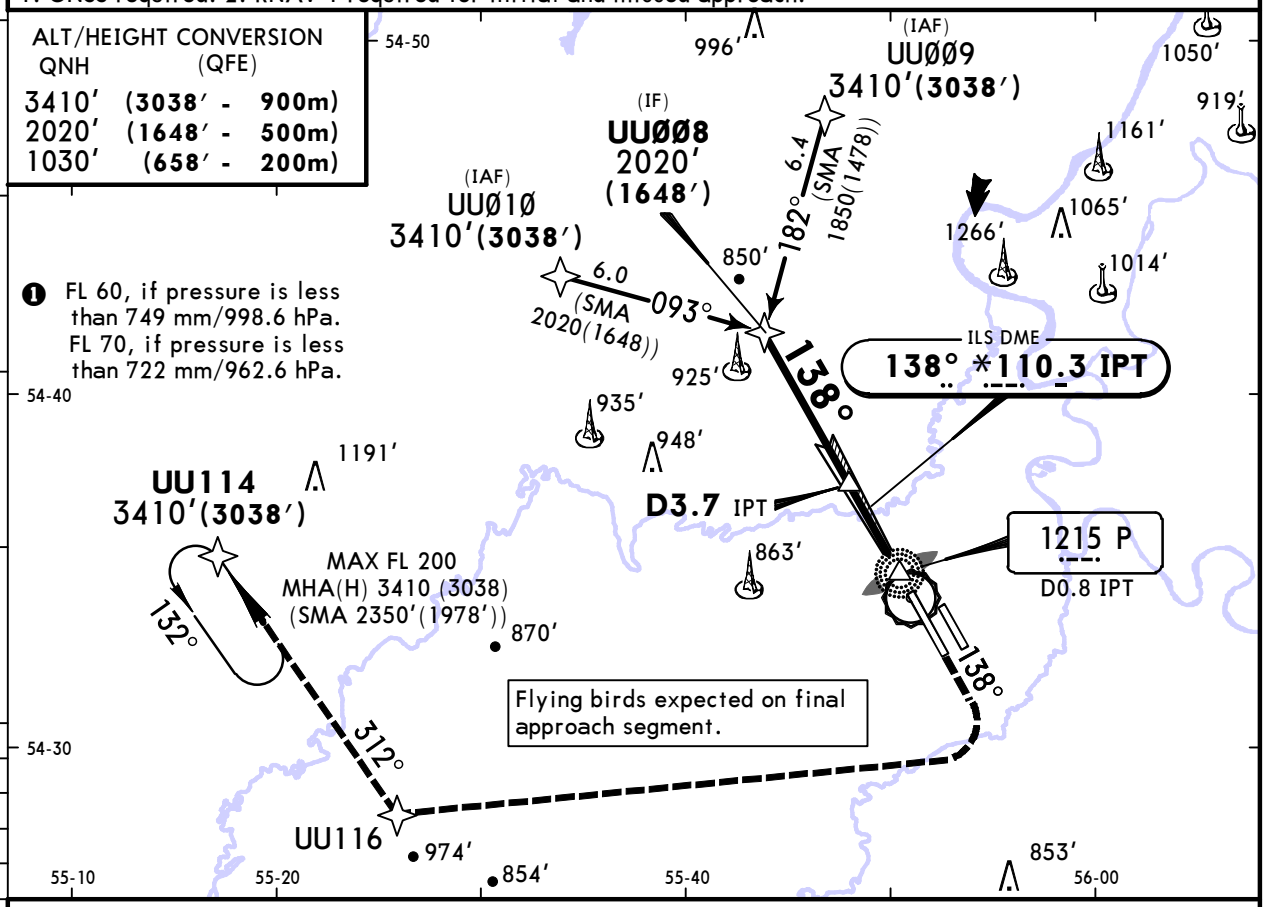
2500
MSA ARP

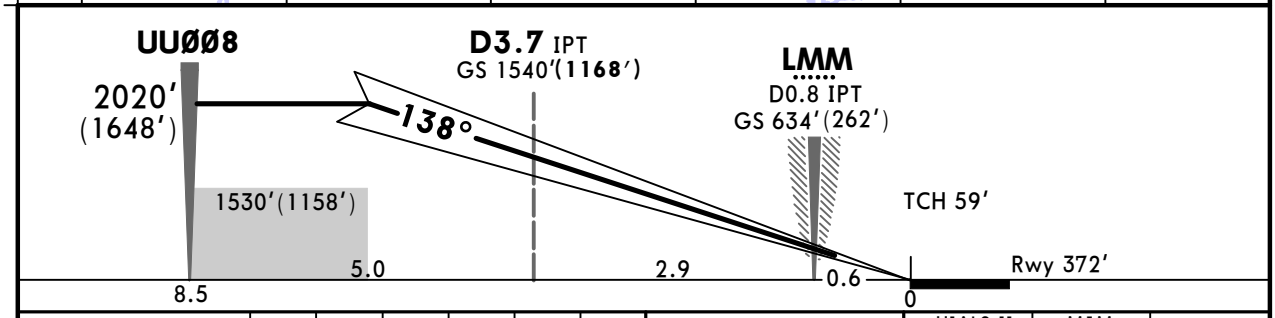
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3410′ **(3038′)**

1. GNSS required. 2. RNAV 1 required for initial and missed approach.

ALT/HEIGHT CONVERSION

QNH	(QFE)	
3410′	(3038′ -	900m)
2020′	(1648′ -	500m)
1030′	(658′ -	200m)





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

HIALS-II
PAPI
MIM 1030′ (658′)
UU116 RT

PANS OPS

STRAIGHT-IN LANDING RWY **14R**
CAT II ILS

A	B	C	D
RA 118′	**RA 138′**	**RA 165′**	**RA 178′**
DA(H) **477′** (105′)	DA(H) **494′** (122′)	DA(H) **507′** (135′)	DA(H) **520′** (148′)
RVR 300m	RVR 400m		RVR 450m

CHANGES: MSA. Missed apch. Holding altitude. Note.

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UWUU/UFA
UFA

JEPPESEN
30 NOV 18 (11-2) Eff 6 Dec

UFA, RUSSIA
ILS Rwy 32L

BRIEFING STRIP

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

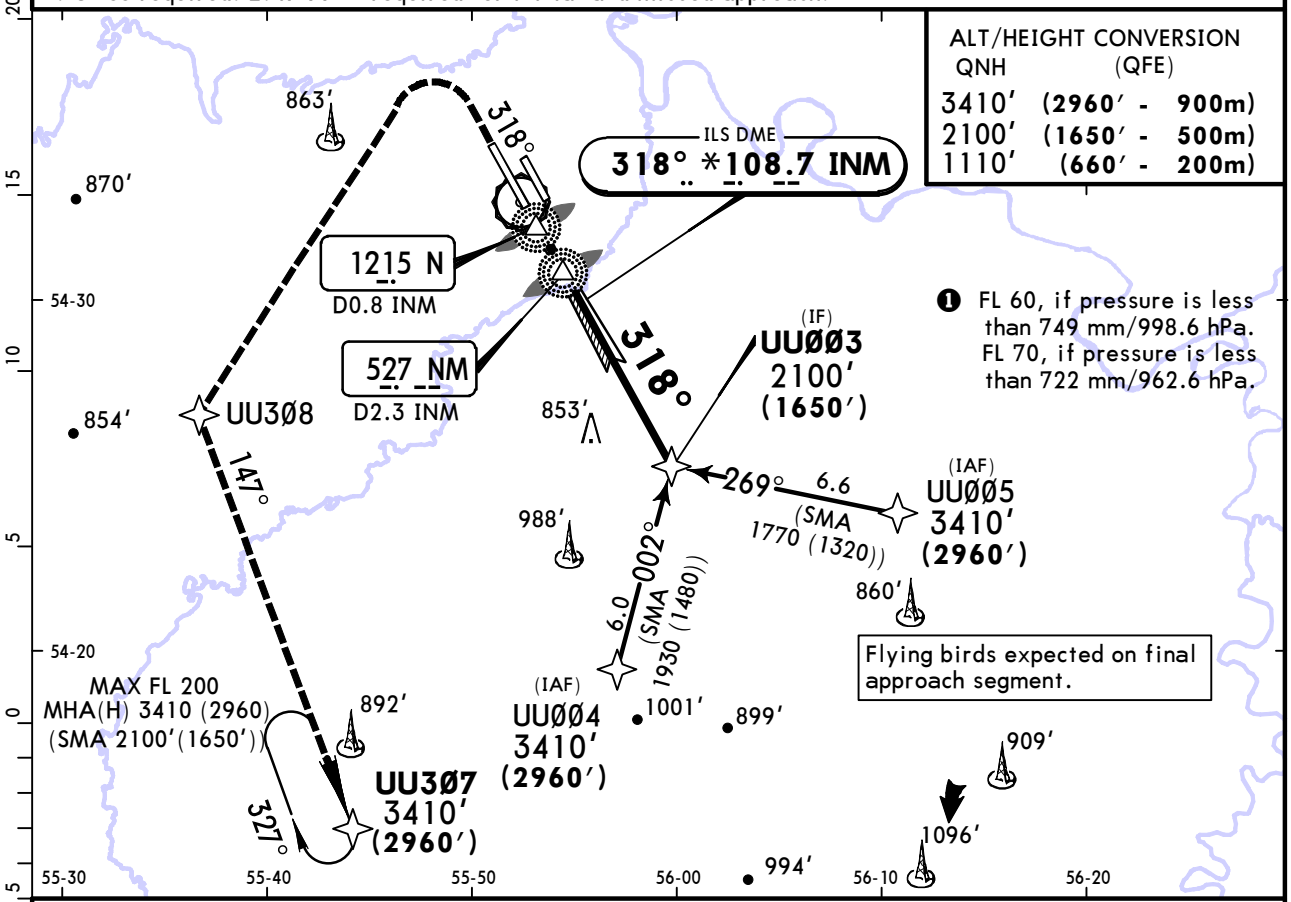
LOC INM	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 449' Rwy 450'
*108.7	318°	1172'(722')	650'(200')	

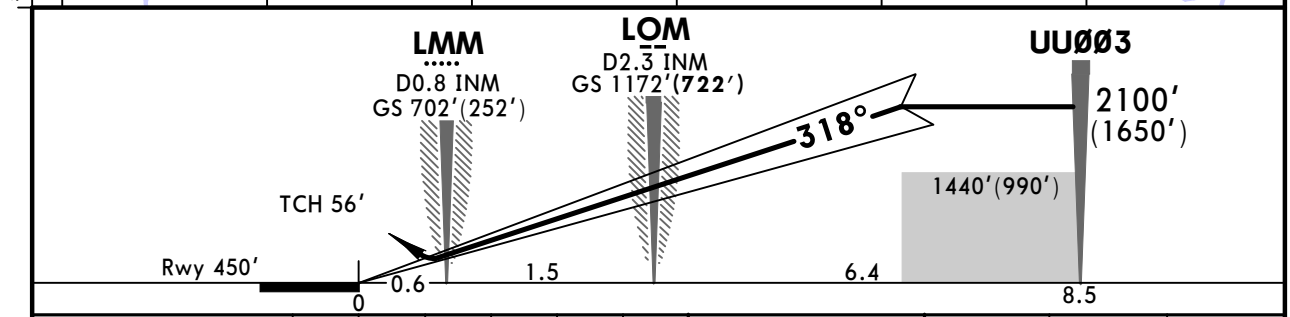
MISSED APCH: Climb STRAIGHT AHEAD to 1110'(660') or above, then turn LEFT and proceed to UU3Ø8, then to UU3Ø7 climbing to 3410'(2960'), then to holding area, or as directed.

2500
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410' (2960')

1. GNSS required. 2. RNAV 1 required for initial and missed approach.





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

HIALS-II
PAPI
MIM 1110' (660')
UU308
LT

PANS OPS

STRAIGHT-IN LANDING RWY 32L

	ILS DA(H) 650'(200') FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890'(441')	1600m
135	960'(511')	1600m
180	1070'(621')	2800m
205	1270'(821')	4400m

CHANGES: MSA. Procedure altitudes. Missed apch. Note. Minimums.

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UWUU/UFA
UFA

JEPPESEN
30 NOV 18 (11-2A) Eff 6 Dec

UFA, RUSSIA
CAT II ILS Rwy 32L

BRIEFING STRIP

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

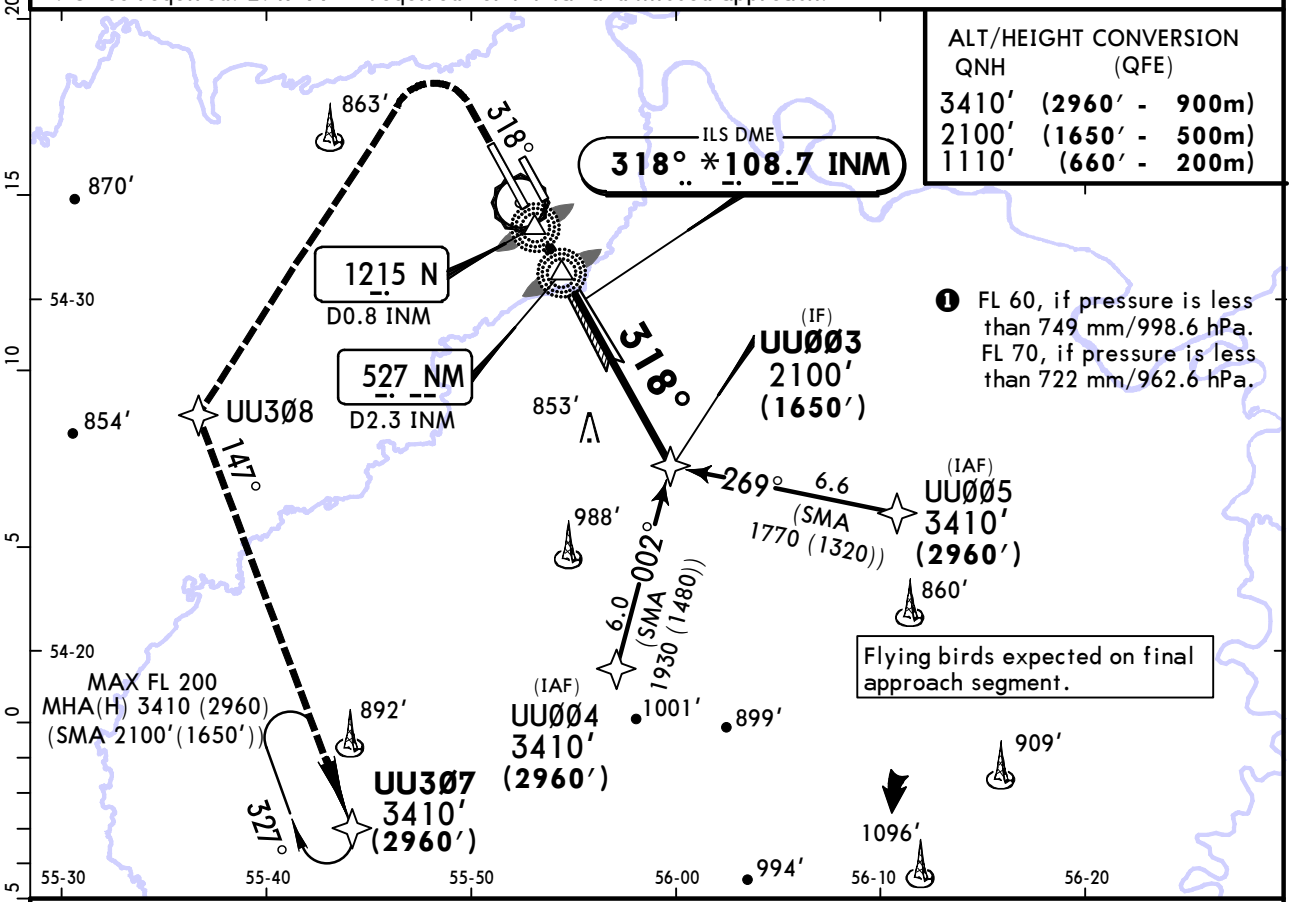
LOC INM	Final Apch Crs	GS LOM	CAT II ILS Refer to Minimums	Apt Elev 449' Rwy 450'
*108.7	318°	1172'(722')		

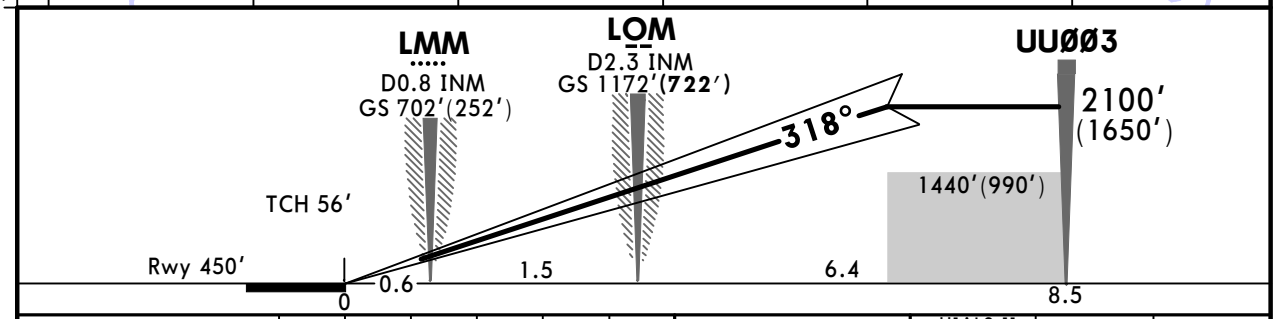
MISSED APCH: Climb STRAIGHT AHEAD to 1110'(660') or above, then turn LEFT and proceed to UU3Ø8, then to UU3Ø7 climbing to 3410'(2960'), then to holding area, or as directed.

2500
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410' (2960')

1. GNSS required. 2. RNAV 1 required for initial and missed approach.





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

HIALS-II
PAPI
MIM
1110'
(660')
UU308
LT

STRAIGHT-IN LANDING RWY 32L
CAT II ILS

ABC	D
RA 95'	RA 102'
DA(H) 550'(100')	DA(H) 559'(109')

PANS OPS

RVR 300m

CHANGES: MSA. Procedure altitudes. Missed approach. Note. Minimums.

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UWUU/UFA
UFA

JEPPESEN
30 NOV 18
Eff 6 Dec
(12-1)

UFA, RUSSIA
RNAV (GNSS) Rwy 14R

BRIEFING STRIP™

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

RNAV	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 449′
	138°	**UUØØ7** 2020′(**1648′**)	760′(**388′**)	Rwy 372′

MISSED APCH: Climb STRAIGHT AHEAD to 1030′(658′) or above, then turn RIGHT and proceed to UU116, then to UU114 climbing to 3410′(3038′), then to holding area, or as directed.

2500
MSA ARP

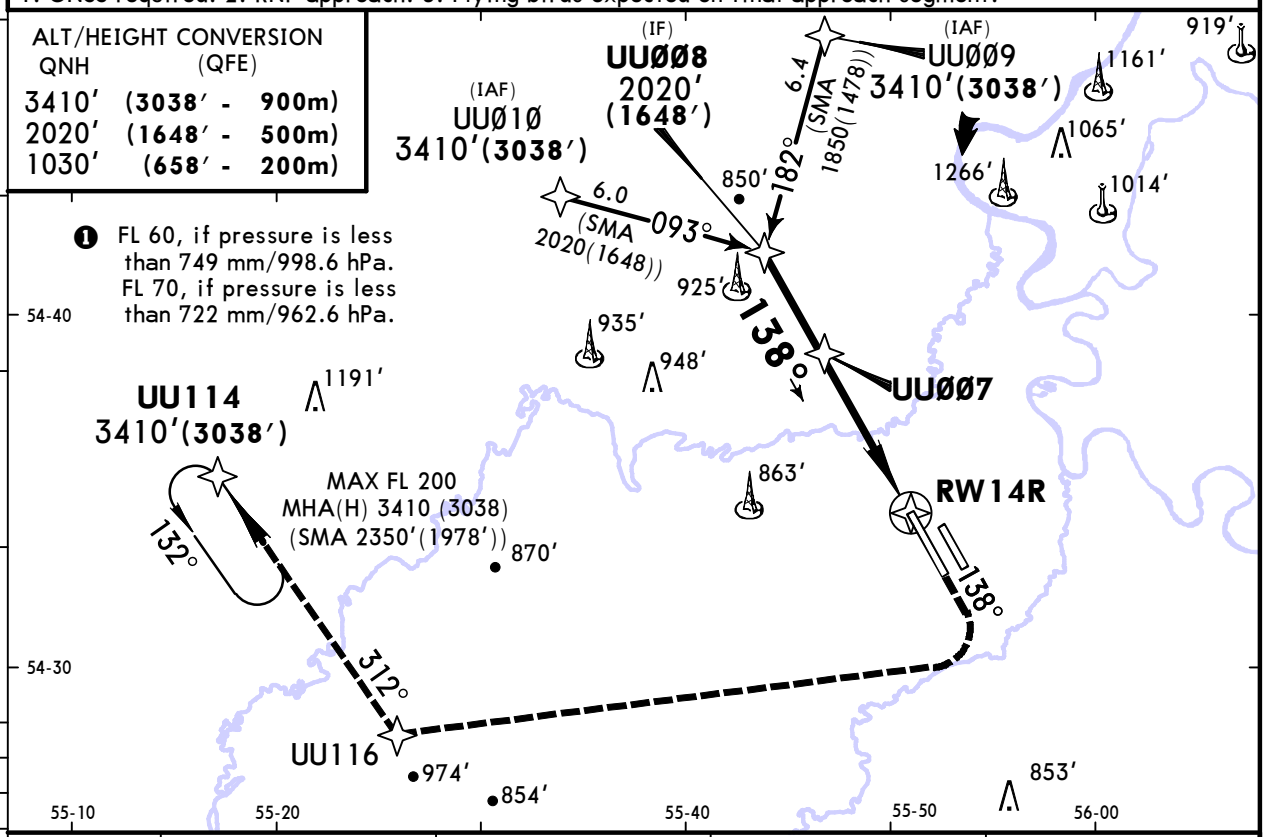
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3410′ **(3038′)**

1. GNSS required. 2. RNP approach. 3. Flying birds expected on final approach segment.

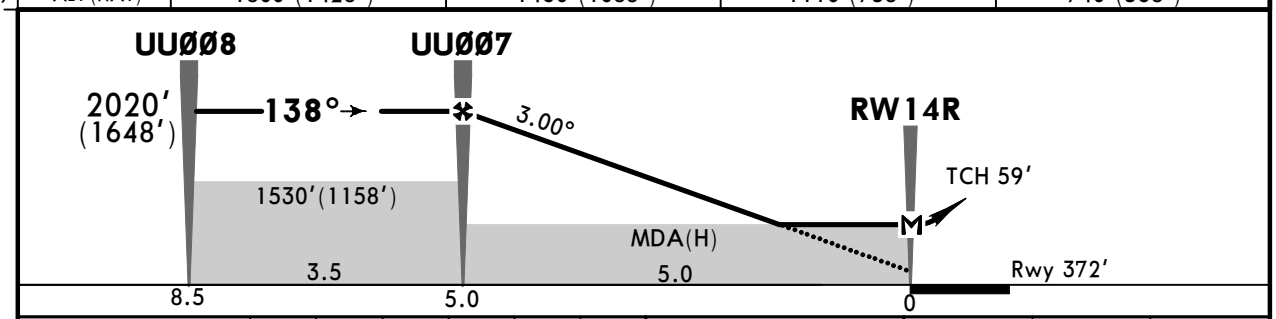
ALT/HEIGHT CONVERSION

QNH	(QFE)
3410′	**(3038′ - 900m)**
2020′	**(1648′ - 500m)**
1030′	**(658′ - 200m)**

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



DIST to RW14R	4.3	3.2	2.2	1.1
ALT (HAT)	1800′(1428′)	1460′(1088′)	1110′(738′)	740′(368′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW14R							

HIALS-II
PAPI
MIM 1030′ (658′)
UU116 RT

PANS OPS

STRAIGHT-IN LANDING RWY **14R**

LNAV

MDA(H) 760′(**388′**)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′(441′)	1600m
135	960′(511′)	1600m
180	1070′(621′)	2800m
205	1270′(821′)	4400m

CHANGES: MSA. Missed apch. Holding altitudes. Minimums.

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UWUU/UFA
UFA

JEPPESEN
30 NOV 18
Eff 6 Dec
(12-2)

UFA, RUSSIA
RNAV (GNSS) Rwy 32L

BRIEFING STRIP ™

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

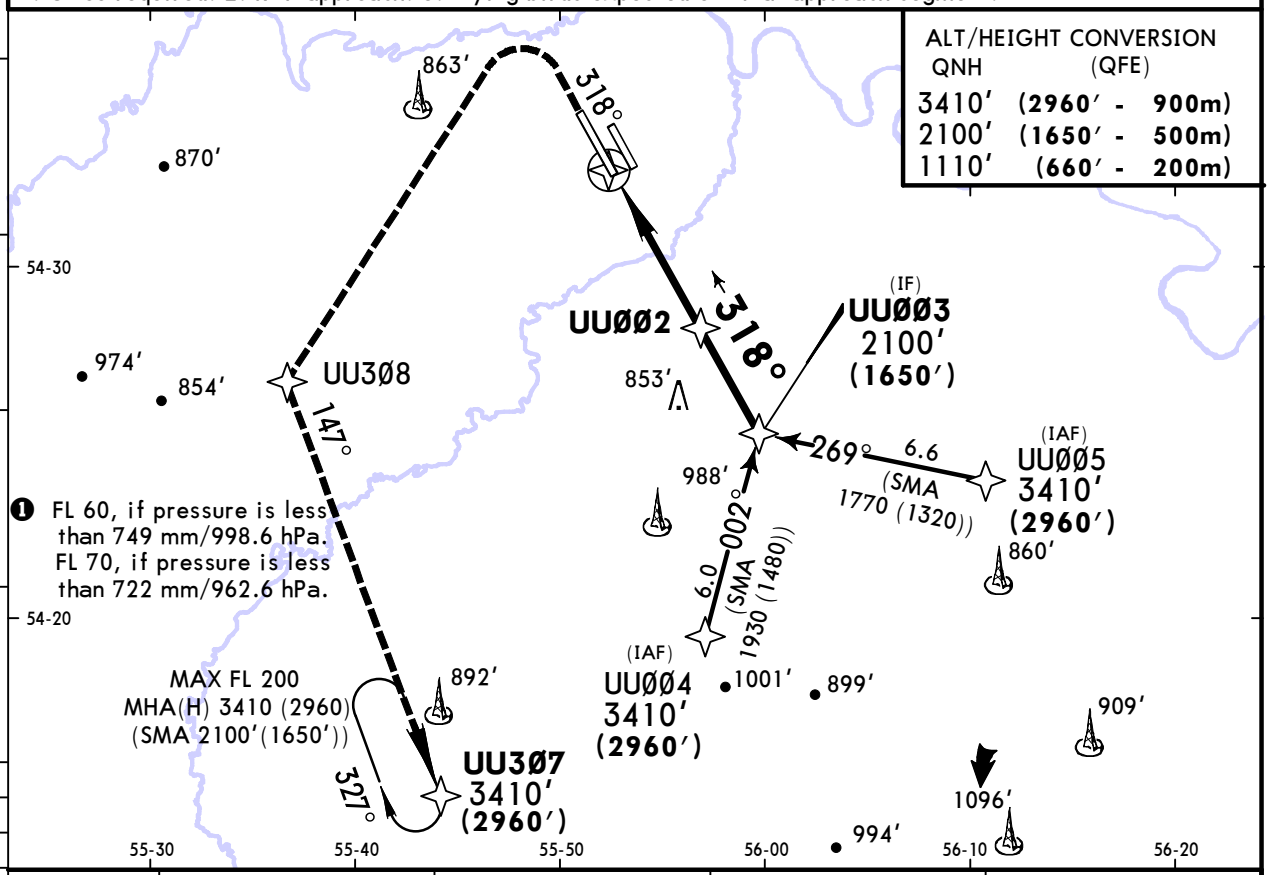
RNAV	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 449'
	318°	UUØØ2 2100'(1650')	860'(410')	Rwy 450'

MISSED APCH: Climb STRAIGHT AHEAD to 1110'(660') or above, then turn LEFT and proceed to UU3Ø8, then to UU3Ø7 climbing to 3410'(2960'), then to holding area, or as directed.

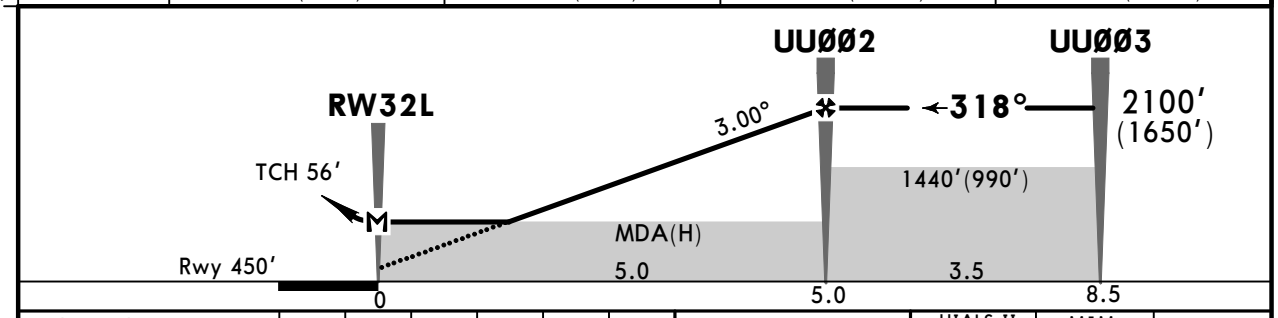
2500
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410' (2960')

1. GNSS required. 2. RNP approach. 3. Flying birds expected on final approach segment.



DIST to RW32L	1.1	2.2	3.2	4.3
ALT (HAT)	820'(370')	1190'(740')	1540'(1090')	1880'(1430')



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

HIALS-II
PAPI
MIM 1110' (660')
UU308
LT

PANS OPS

STRAIGHT-IN LANDING RWY 32L
LNAV
MDA(H) 860'(410')

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890'(441')	1600m
135	960'(511')	1600m
180	1070'(621')	2800m
205	1270'(821')	4400m

CHANGES: MSA. Missed approach. Holding altitudes. Note. Minimums.

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UWUU/UFA
UFA

JEPPESEN
30 NOV 18 (13-1) Eff 6 Dec

UFA, RUSSIA
VOR Rwy 14R

BRIEFING STRIP ™

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

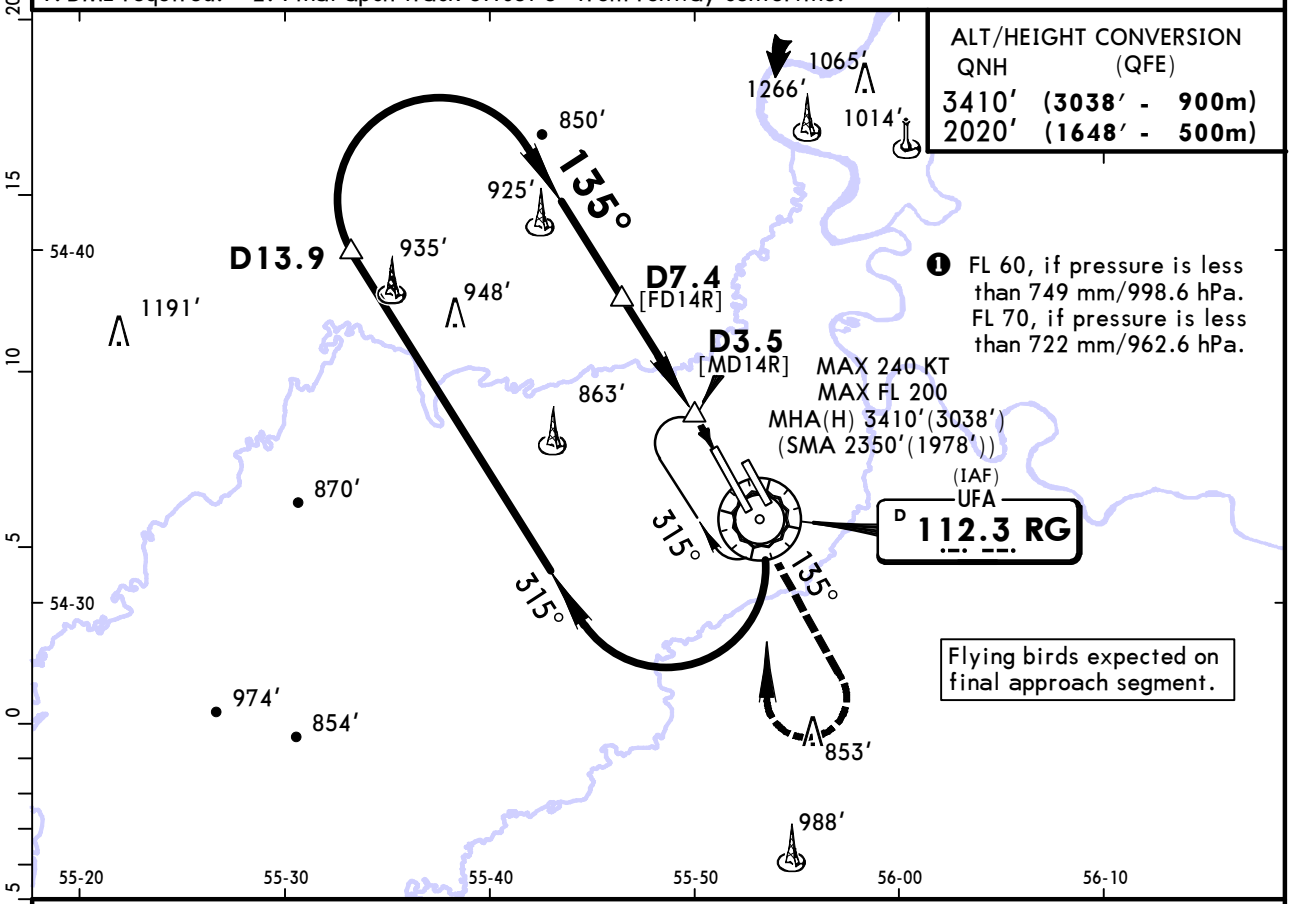
VOR RG	Final Apch Crs	Procedure Alt D7.4	MDA(H)	Apt Elev 449'
112.3	135°	2020'(1648')	770'(398')	Rwy 372'

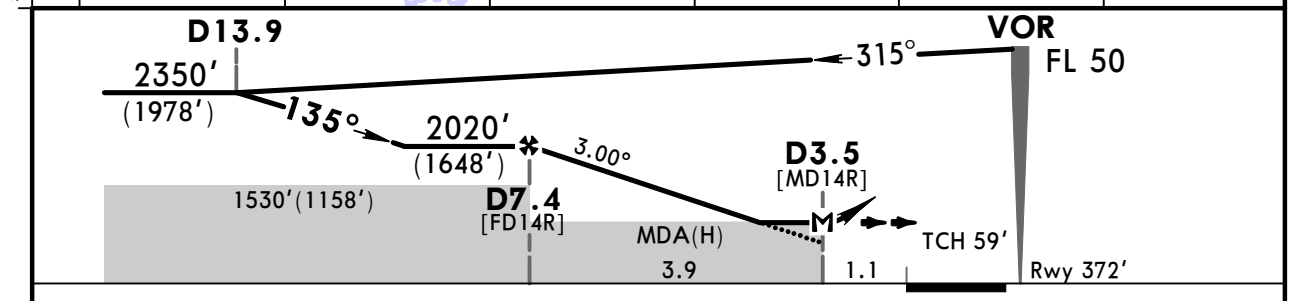
MISSED APCH: Climb STRAIGHT AHEAD to 2020'(1648') or above, then turn RIGHT to VOR climbing to 3410'(3038'), then proceed according to chart.

2500
MSA RG VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410'(3038')

1. DME required. 2. Final apch track offset 3° from runway centerline.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.5							

HIALS-II
PAPI

MIM 2020' (1648')

3410' (3038') RT

RG 112.3

PANS OPS

STRAIGHT-IN LANDING RWY 14R

MDA(H) 770'(398')

		ALS out
A	1200m	RVR 1800m VIS 2000m
B		
C		
D	RVR 1500m VIS 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890'(441')	2000m
135	960'(511')	2000m
180	1070'(621')	2800m
205	1270'(821')	4400m

CHANGES: MSA. Missed apch. Holding altitudes. Note. Minimums.

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UWUU/UFA
UFA

JEPPESEN
30 NOV 18 (13-2) Eff 6 Dec

UFA, RUSSIA
VOR Y Rwy 32L

BRIEFING STRIP ™

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

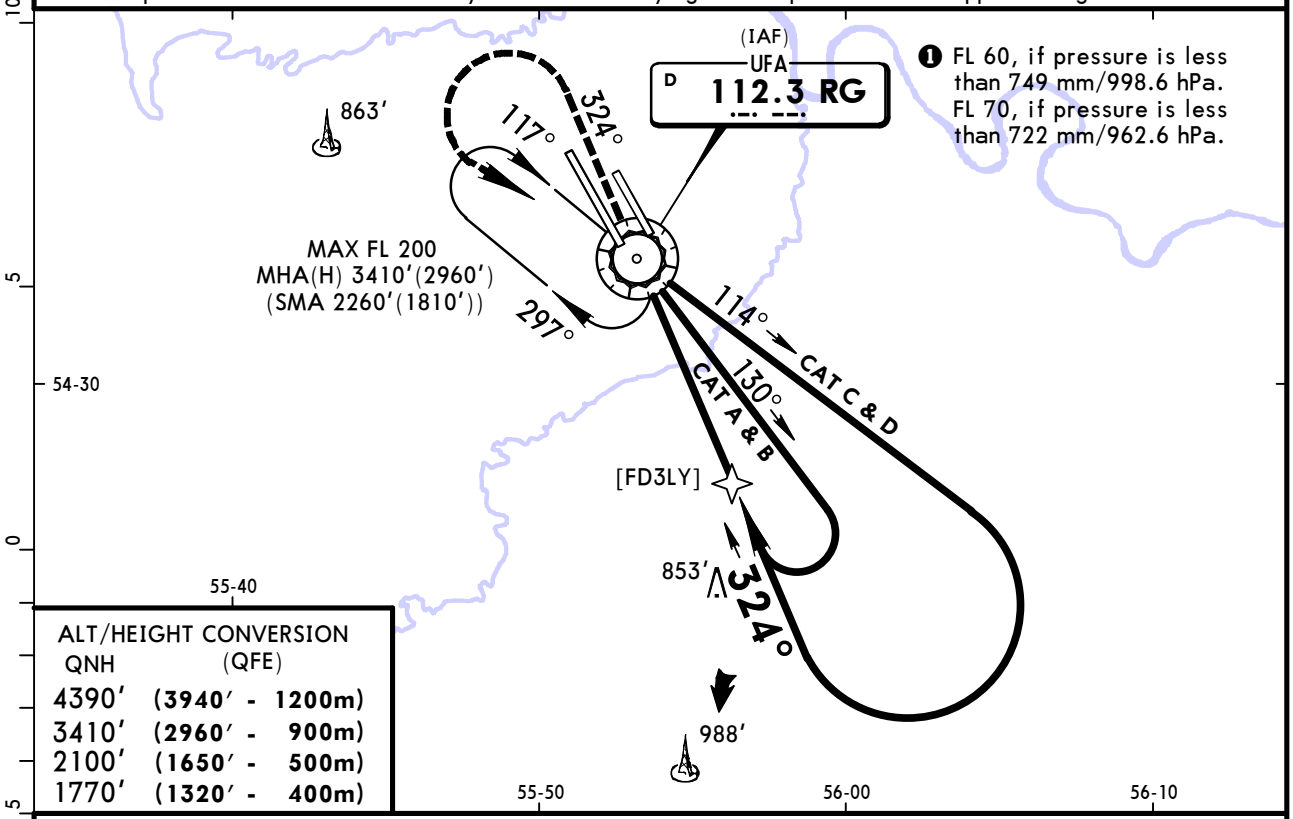
VOR RG	Final Apch Crs	No FAF	MDA(H) Refer to Minimums	Apt Elev 449' Rwy 450'
112.3	324°			

MISSED APCH: Climb STRAIGHT AHEAD to 1770'(1320') or above, then turn LEFT to VOR climbing to 3410'(2960'), then proceed according to chart.

MSA RG VOR: 2500

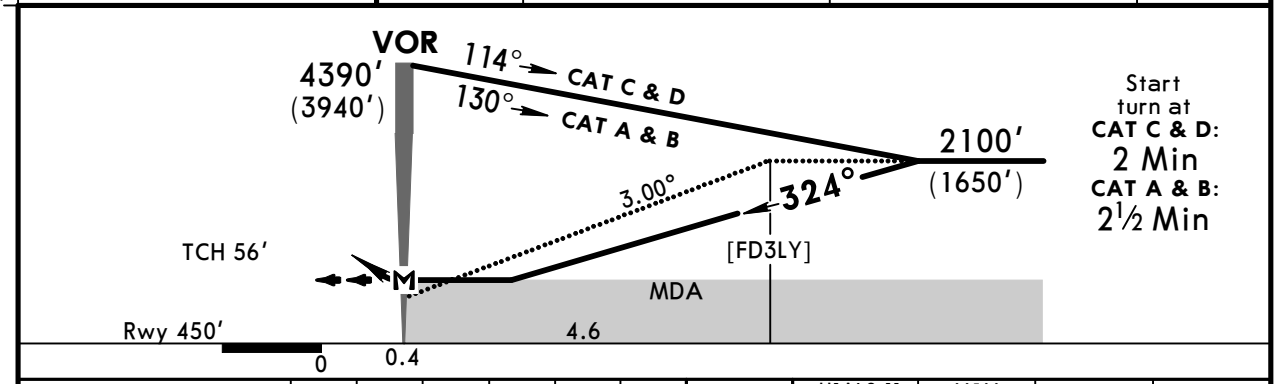
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410' (2960')

1. Final apch track offset 6° from runway centerline. 2. Flying birds expected on final approach segment.



ALT/HEIGHT CONVERSION

QNH	(QFE)
4390'	(3940' - 1200m)
3410'	(2960' - 900m)
2100'	(1650' - 500m)
1770'	(1320' - 400m)



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

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

HIALS-II PAPI

MIM 1770' (1320')

3410' (2960') LT

RG 112.3

PANS OPS

STRAIGHT-IN LANDING RWY 32L

MDA(H) AB: 1090'(640') CD: 1200'(750')

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	2800m	3600m
D	3200m	4000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1090' (641')	1600m
135		
180	1200' (751')	3600m
205	1270' (821')	4400m

CHANGES: MSA. Missed apch. Holding altitudes. Note. SMA. Minimums.

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UWUU/UFA
UFA

JEPPESEN
30 NOV 18 (13-3) Eff 6 Dec

UFA, RUSSIA
VOR X Rwy 32L

BRIEFING STRIP

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

VOR RG	Final Apch Crs	Procedure Alt D4.6	MDA(H) (CONDITIONAL)	Apt Elev 449' Rwy 450'
112.3	324°	2100'(1650')	810'(360')	

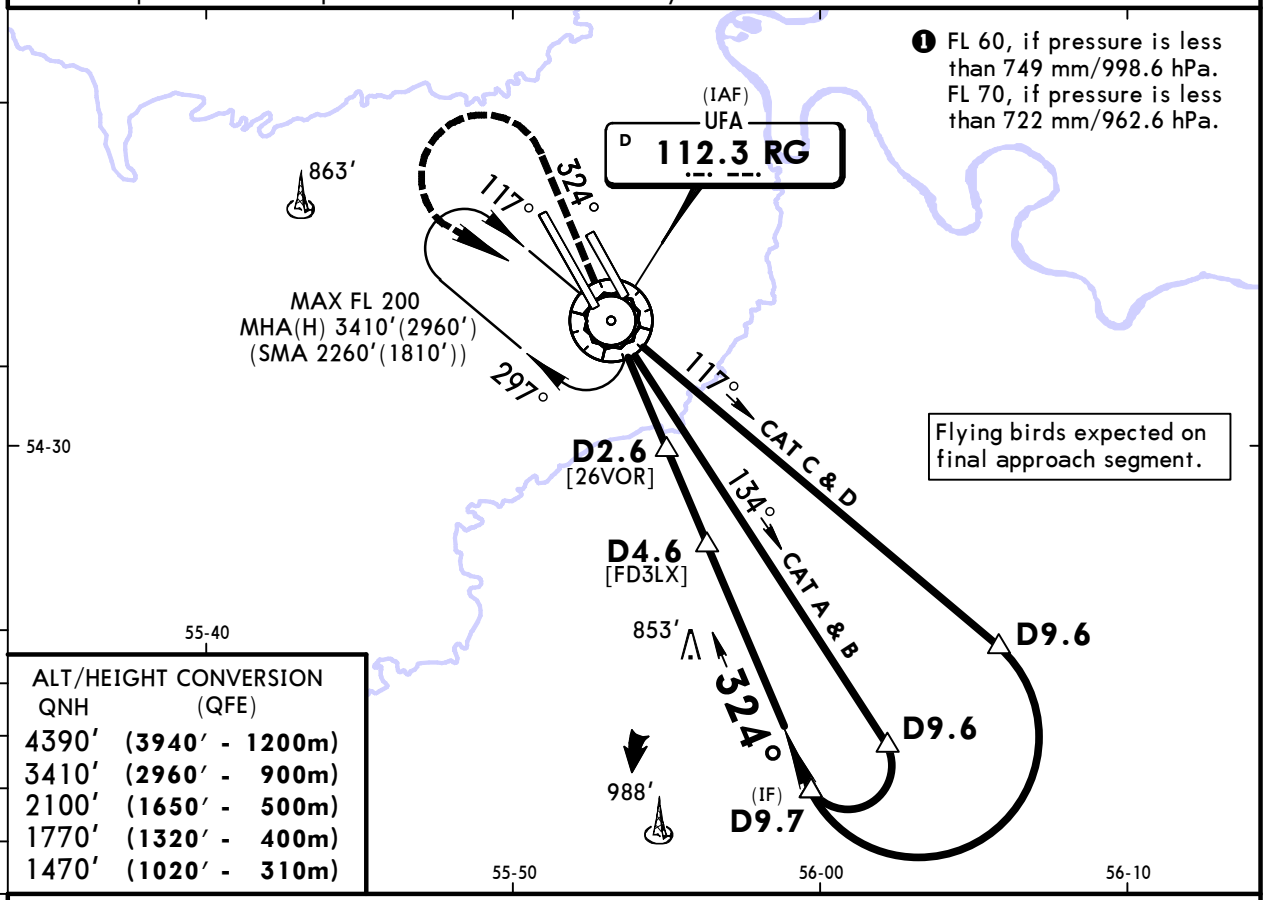
MISSED APCH: Climb STRAIGHT AHEAD to 1770'(1320') or above, then turn LEFT to VOR climbing to 3410'(2960'), then proceed according to chart.

2500
MSA RG VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410' (2960')

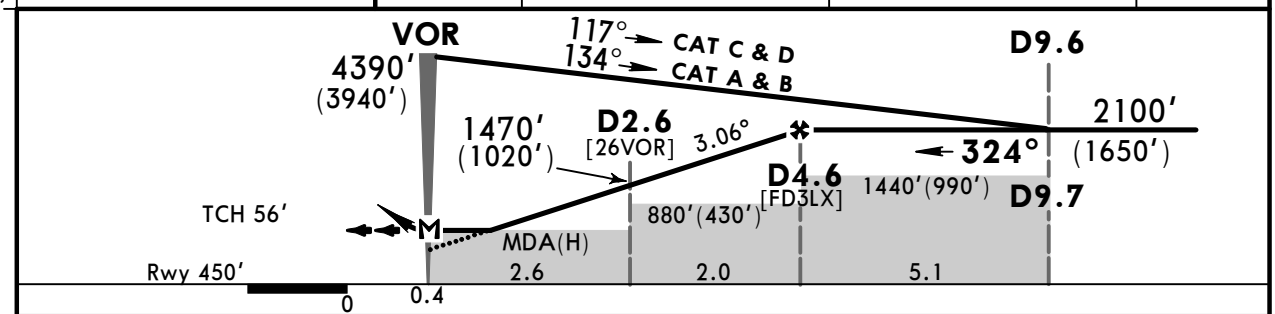
1. DME required. 2. Final apch track offset 6° from runway centerline.

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
4390'	(3940' - 1200m)
3410'	(2960' - 900m)
2100'	(1650' - 500m)
1770'	(1320' - 400m)
1470'	(1020' - 310m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.06°	379	487	541	650	758	866
MAP at VOR						

HIALS-II
PAPI

MIM 1770' (1320')

3410' (2960') LT

RG 112.3

PANS OPS

STRAIGHT-IN LANDING RWY 32L

	with D2.6 MDA(H) 810'(360')		w/o D2.6 MDA(H) 870'(420')	
		ALS out		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				
C			1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890' (441')	1600m
135	960' (511')	1600m
180	1070' (621')	2800m
205	1270' (821')	4400m

CHANGES: MSA. Missed apch. Holding altitudes. Note. Minimums.

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UWUU/UFA
UFA

JEPPESEN
30 NOV 18 (16-1) Eff 6 Dec

UFA, RUSSIA
NDB Z Rwy 14R

BRIEFING STRIP

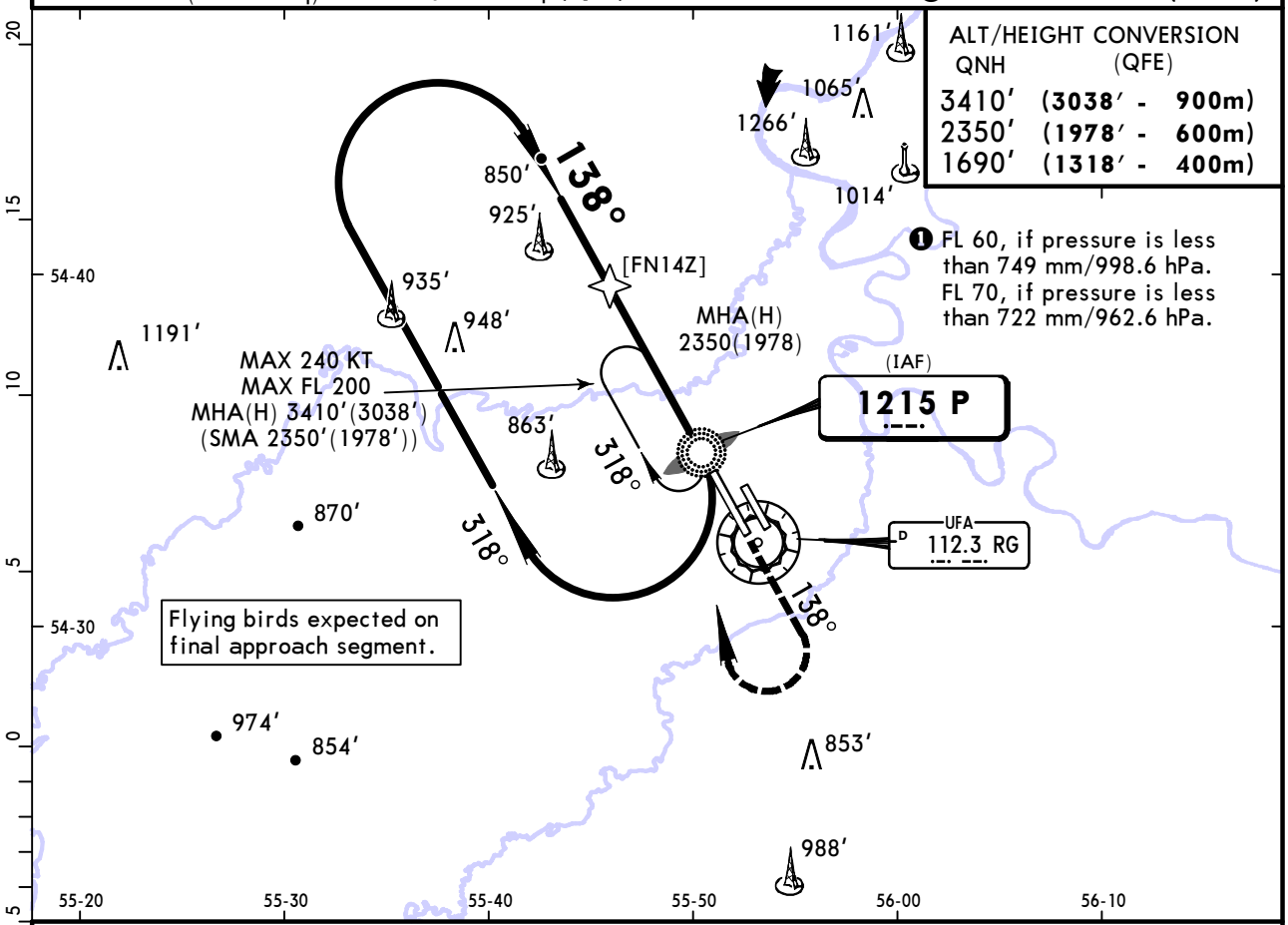
ATIS	UFA Approach	UFA Krug (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	119.0

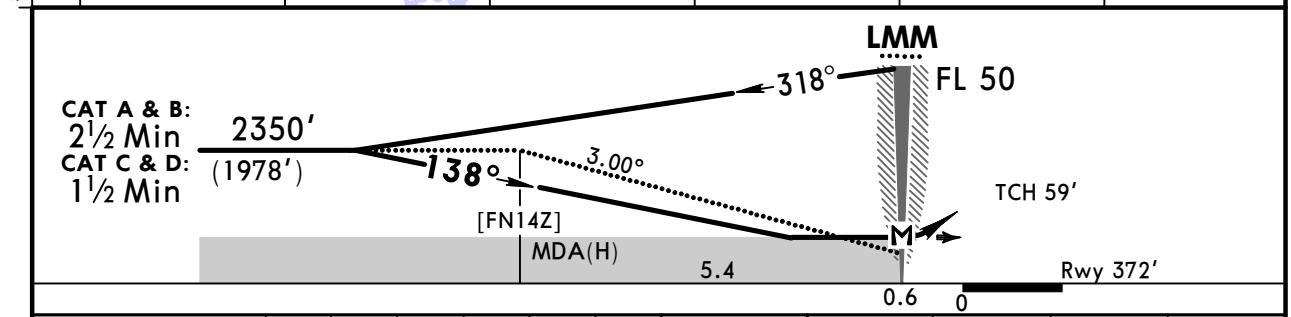
Lctr	Final Apch Crs		MDA(H)	Apt Elev 449′
P 1215	138°	No FAF	1220′(848′)	Rwy 372′

MISSED APCH: Climb STRAIGHT AHEAD to 1690′(1318′) or above, then turn RIGHT to Lctr climbing to 3410′(3038′), then proceed according to chart.

2500
MSA P Lctr

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410′(3038′)





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

HIALS-II
PAPI

MIM		P
1690′ (1318′)	3410′ (3038′) RT	1215

PANS OPS

	STRAIGHT-IN LANDING RWY 14R		CIRCLE-TO-LAND		
	MDA(H) 1220′(848′)				
		ALS out	Max Kts	MDA(H)	
A	1200m	RVR 1500m VIS 1600m	100	1300′(851′)	1600m
B		RVR 1800m VIS 2000m	135	1300′(851′)	2000m
C	3200m	4000m	180	1300′(851′)	4000m
D	4000m	4400m	205	1300′(851′)	4400m

CHANGES: MSA. Missed apch. Holding. Note. Minimums.

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UWUU/UFA
UFA

JEPPESEN
30 NOV 18 (16-2) Eff 6 Dec

UFA, RUSSIA
NDB Y Rwy 14R

BRIEFING STRIP

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

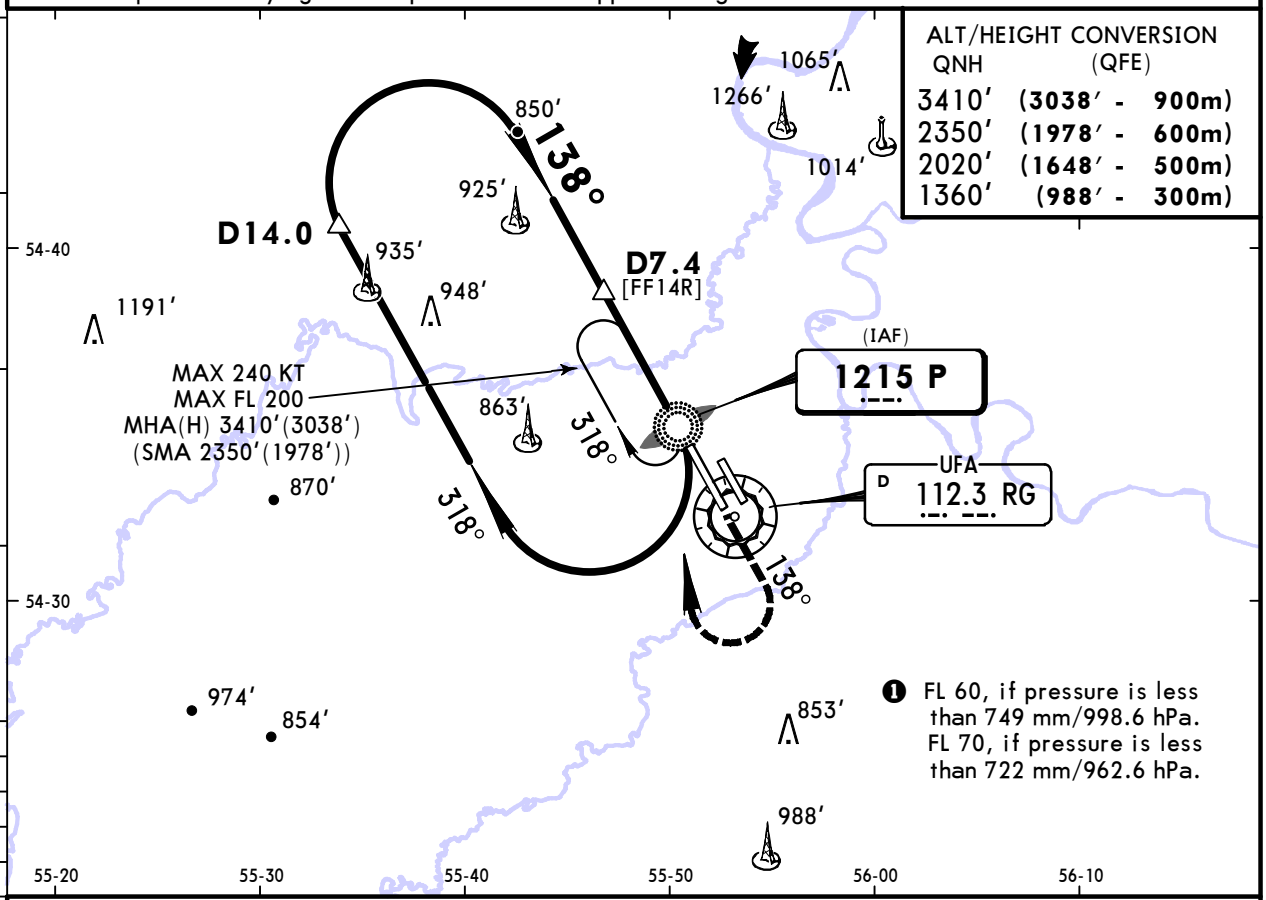
Lctr	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 449'
P 1215	138°	D7.4 2020'(1648')	760'(388')	Rwy 372'

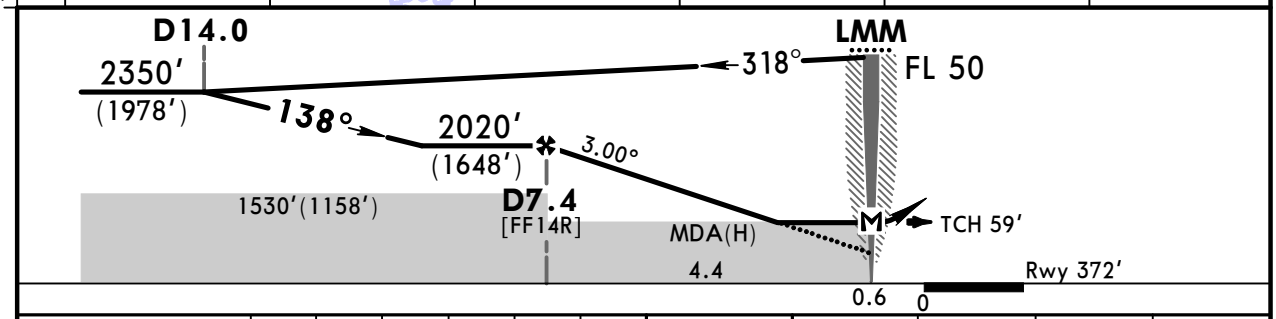
MISSED APCH: Climb STRAIGHT AHEAD to 1360'(988') or above, then turn RIGHT to Lctr climbing to 3410'(3038'), then proceed according to approach chart.

2500
MSA P Lctr

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410'(3038')

1. DME required. 2. Flying birds expected on final approach segment.





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

HIALS-II
PAPI

MIM 1360' (988')

3410' (3038') RT

P 1215

PANS OPS

STRAIGHT-IN LANDING RWY 14R

MDA(H) 760'(388')

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890'(441')	1600m
135	960'(511')	1600m
180	1070'(621')	2800m
205	1270'(821')	4400m

CHANGES: MSA. Missed apch. Holding. Note. Minimums.

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UWUU/UFA
UFA

JEPPESEN
30 NOV 18 (16-3) Eff 6 Dec

UFA, RUSSIA
NDB Z Rwy 32L

BRIEFING STRIP™

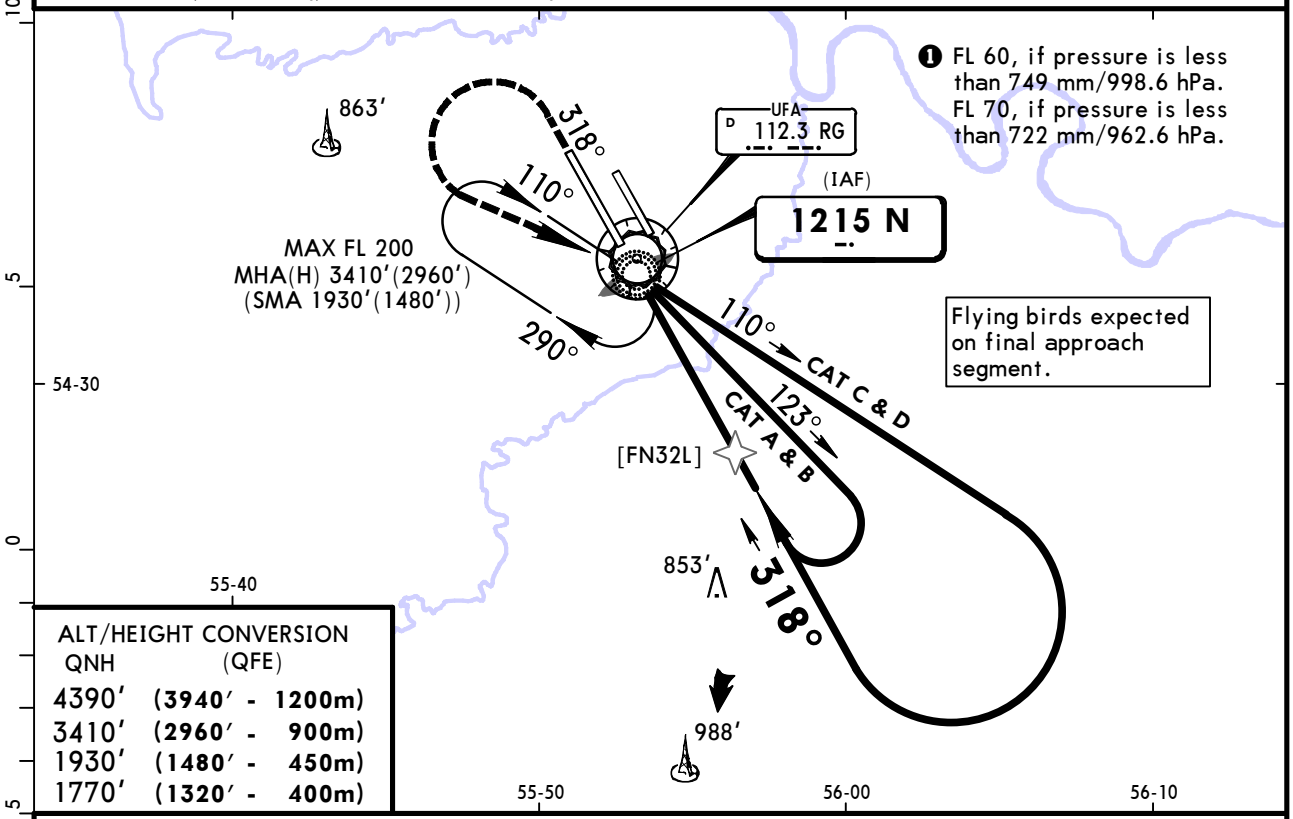
ATIS	UFA Approach	UFA Krug (TWR)	Ground
119.4 (Russian 124.8)	126.0	120.9	119.0

Lctr	Final Apch Crs	No FAF	MDA(H)	Apt Elev 449′
N **1215**	**318°**		1040′(**590′**)	Rwy 450′

2500
MSA
N Lctr

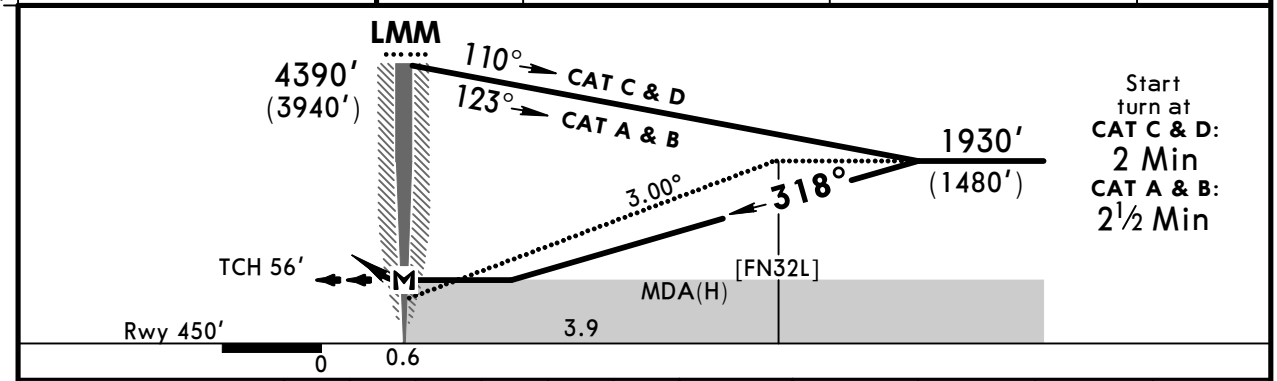
MISSED APCH: Climb STRAIGHT AHEAD to 1770′(1320′) or above, then turn LEFT to Lctr climbing to 3410′(2960′), then proceed according to chart.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 50 ❶ Trans alt: 3410′ (**2960′**)



ALT/HEIGHT CONVERSION

QNH	(QFE)	
4390′	(3940′ -	1200m)
3410′	(2960′ -	900m)
1930′	(1480′ -	450m)
1770′	(1320′ -	400m)



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

HIALS-II
PAPI
MIM 1770′ (1320′)
3410′ (2960′) LT
N 1215

PANS OPS

STRAIGHT-IN LANDING RWY **32L**

MDA(H) 1040′(**590′**)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C	RVR 1500m VIS 1600m	2400m
D	2400m	2800m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1090′ (641′)	1600m
135		
180	1190′ (741′)	3600m
205	1270′ (821′)	4400m

CHANGES: MSA. Missed apch. Holding altitudes. Note. Minimums.

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UWUU/UFA
UFA

JEPPESEN
30 NOV 18 (16-4) Eff 6 Dec

UFA, RUSSIA
NDB Y Rwy 32L

BRIEFING STRIP TM

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

Lctr	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 449′
N		D4.6	(CONDITIONAL)	Rwy 450′
1215	**318°**	2100′(**1650′**)	840′(**390′**)	

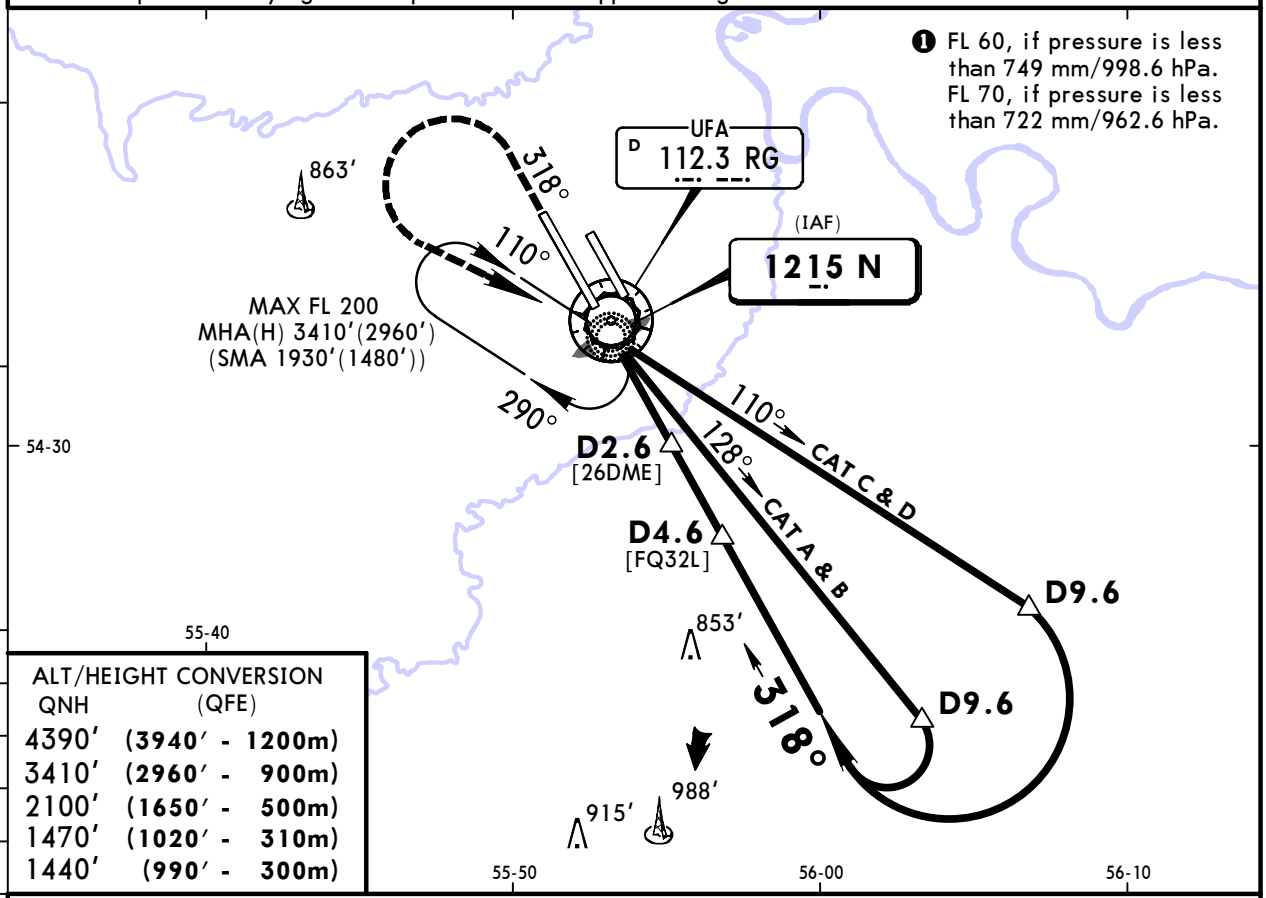
MISSED APCH: Climb STRAIGHT AHEAD to 1440′(990′) or above, then turn LEFT to Lctr climbing to 3410′(2960′), then proceed according to chart.

2500
MSA N Lctr

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 50 ❶ Trans alt: 3410′ (**2960′**)

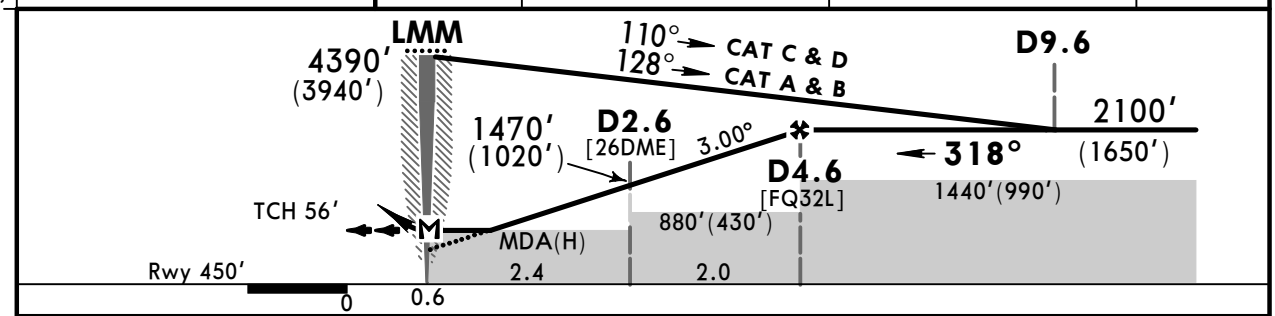
1. DME required. 2. Flying birds expected on final approach segment.

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
4390′	(3940′ - 1200m)
3410′	(2960′ - 900m)
2100′	(1650′ - 500m)
1470′	(1020′ - 310m)
1440′	(990′ - 300m)



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

HIALS-II
PAPI

MIM 1440′ (990′)

3410′ (2960′) LT

N 1215

PANS OPS

	STRAIGHT-IN LANDING RWY **32L** with D2.6 MDA(H) 840′(**390′**)		STRAIGHT-IN LANDING RWY **32L** w/o D2.6 MDA(H) 880′(**430′**)		CIRCLE-TO-LAND		
		ALS out		ALS out	Max Kts	MDA(H)	
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	100	890′ (441′)	1600m
B					135	960′ (511′)	1600m
C				RVR 1800m VIS 2000m	180	1070′ (621′)	2800m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1800m VIS 2000m	2400m	205	1270′ (821′)	4400m

CHANGES: MSA. Missed apch. Holding altitudes. Note. Minimums.

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UWUU/UFA
UFA

JEPPESEN
30 NOV 18 (16-5) Eff 6 Dec

UFA, RUSSIA
NDB X Rwy 32L

BRIEFING STRIP

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

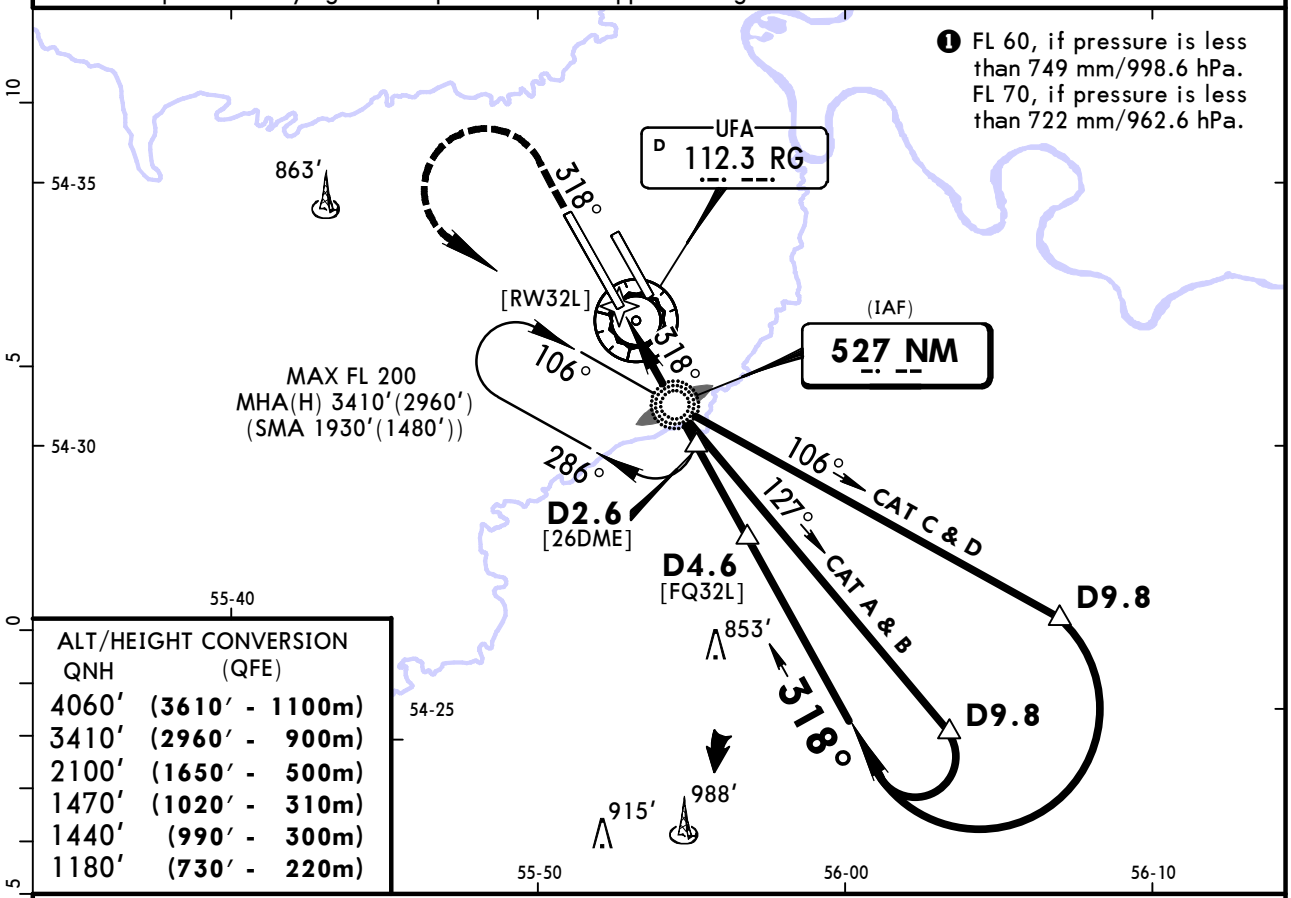
NDB NM	Final Apch Crs	Procedure Alt D4.6	MDA(H)	Apt Elev 449′ Rwy 450′
527	318°	2100′(1650′)	850′(400′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1440′(990′) or above, then turn LEFT to NDB climbing to 3410′(2960′), then proceed according to chart.

2500
MSA NM NDB

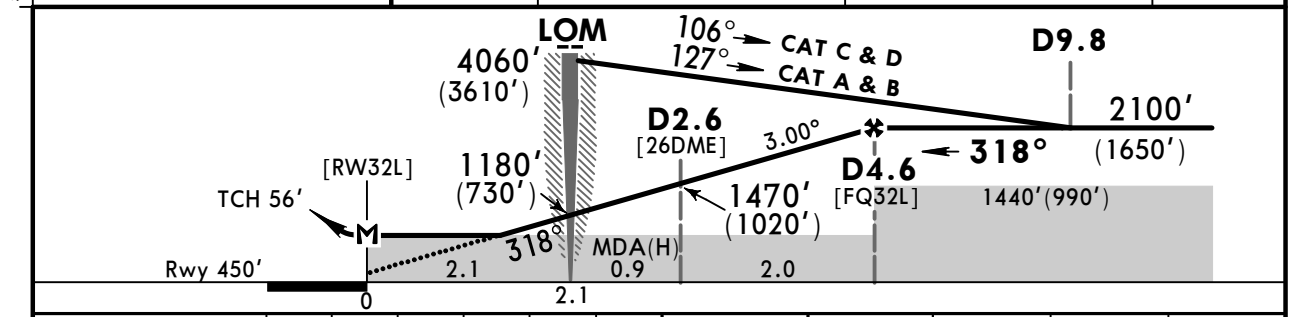
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3410′ (2960′)

1. DME required. 2. Flying birds expected onfinal approach segment.



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3610′ - 1100m)
3410′	(2960′ - 900m)
2100′	(1650′ - 500m)
1470′	(1020′ - 310m)
1440′	(990′ - 300m)
1180′	(730′ - 220m)



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

HIALS-II PAPI | MIM 1440′ (990′) | 3410′ (2960′) LT | NM 527

PANS OPS

STRAIGHT-IN LANDING RWY 32L

MDA(H) 850′(400′)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′(441′)	1600m
135	960′(511′)	1600m
180	1070′(621′)	2800m
205	1270′(821′)	4400m

CHANGES: MSA. Missed apch. Holding altitudes. Note. Minimums.

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Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

UFA, (UFA - UWUU)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWUU