

## List of pages in this Trip Kit

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Airport Information For UWLL

Terminal Charts For UWLL

Revision Letter For Cycle 08-2026

Change Notices

Notebook

## General Information

Location: ULYANOVSK RUS  
ICAO/IATA: UWLL / ULV  
Lat/Long: N54° 16.27', E048° 13.60'  
Elevation: 449 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -4:00 = UTC  
Magnetic Variation: 13.0° E

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

Sunrise: 0103 Z  
Sunset: 1625 Z

## Runway Information

Runway: 02  
Length x Width: 10171 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 449 ft  
Lighting: Edge, ALS

Runway: 20  
Length x Width: 10171 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 404 ft  
Lighting: Edge, ALS

## Communication Information

ATIS: 128.850  
ATIS: 126.600 Non-English  
Ulyanovsk Start/Precision Tower: 124.000 Secondary  
Ulyanovsk Start/Precision Tower: 129.000 Secondary  
Ulyanovsk Start/Precision Tower: 120.400  
Ulyanovsk Ground: 129.000 Secondary  
Ulyanovsk Ground: 124.000 Secondary  
Ulyanovsk Ground: 121.800  
Baratayevka Apron 1 Ramp/Taxi: 119.000 Non-English

Ulyanovsk Approach: 129.000 Secondary  
Ulyanovsk Approach: 127.300  
Ulyanovsk Approach: 124.000 Secondary  
Ulyanovsk Rayon Terminal Control Area: 131.300  
Ulyanovsk Radar: 129.000 Secondary  
Ulyanovsk Radar: 124.000 Secondary  
Baratayevka Transit Operations: 131.900 Non-English  
Ulyanovsk Radar: 120.800

UWLL/ULV  
BARATAYEVKA

JEPPESEN

10 APR 26

20-1P

Eff 16 Apr

ULYANOVSK, RUSSIA  
AIRPORT BRIEFING

## 1. GENERAL

### 1.1. ATIS

ATIS 128.850  
126.600 (Russian)

### 1.2. LOW VISIBILITY PROCEDURES

#### 1.2.1. GENERAL

LVP shall be applied when RVR is less than 550m.

Flight crews are informed about putting into LVP operation by ATIS or ATS controller using following phrase: "Low visibility procedures in progress, check your minimum".

The flight crew is responsible for RWY incursions and non-adherence to taxi routes assigned by TWR controller.

**When LVP are in force, it is prohibited:**

- To take off not from the RWY beginning.
- To take off without stop at the line-up position after the ACFT enter the RWY.
- To take off on heading opposite to the active landing heading.

#### 1.2.2. ARRIVAL

After landing in low visibility conditions, the flight crew must report TWR controller about execution of landing, vacation of RWY and ILS-critical area.

The flight crew must read back all GND controller's instructions.

#### 1.2.3. DEPARTURE

In case of difficulty or doubt in determining the ACFT position, it is necessary to stop taxiing and report this to TWR controller.

The RWY-holding positions at RWY 02/20 (TWY A1 thru A4 and B1), are marked by light boxes of red colour. The flight crew should read back all TWR controller's instructions on holding at the RWY.

#### 1.2.4. CANCELLATION

LVP is cancelled when RVR is above 550m at all three points of visibility measurement.

### 1.3. TAXI PROCEDURES

Taxiing to and out of stands shall be executed by the instructions and signals of the marshaller providing arrival/departure.

### 1.4. TAILWIND TAKE-OFF AND LANDING

Pilot-in-command is responsible for safety and observing taxi procedures.

Take-off and landing can be executed with a tailwind component not exceeding the value indicated in the Flight Manual. The pilot-in-command must request another direction, if execution of take-off or landing with current wind does not provide safety.

### 1.5. COMMUNICATION FAILURE

In all cases of radio communication failure the flight crew can do the following:

- Use mobile communication - the phone of Flight Control Officer is +7 8422 61-88-73
- Watch information and instructions of the controller on AD LOM frequency.

### 1.6. OTHER INFORMATION

Birds in vicinity of APT.

UWLL/ULV  
BARATAYEVKA

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10 APR 26

20-1P1

Eff 16 Apr

ULYANOVSK, RUSSIA

AIRPORT BRIEFING

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## 2. ARRIVAL

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### 2.1. WHEN UNABLE STAR OR APPROACH

If the flight crew does not have STAR and/or approach procedure parameters or if unable to maintain them, report to APP controller and request vectoring for arrival and/or approach-to-land.

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## 3. DEPARTURE

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### 3.1. DE-ICING

De-icing treatment of ACFT is executed on apron 1 on stands 1 thru 6. Type I and type IV fluids are used for de-icing treatment of ACFT. De-icing treatment is executed by means of special vehicles.

### 3.2. WHEN UNABLE SID

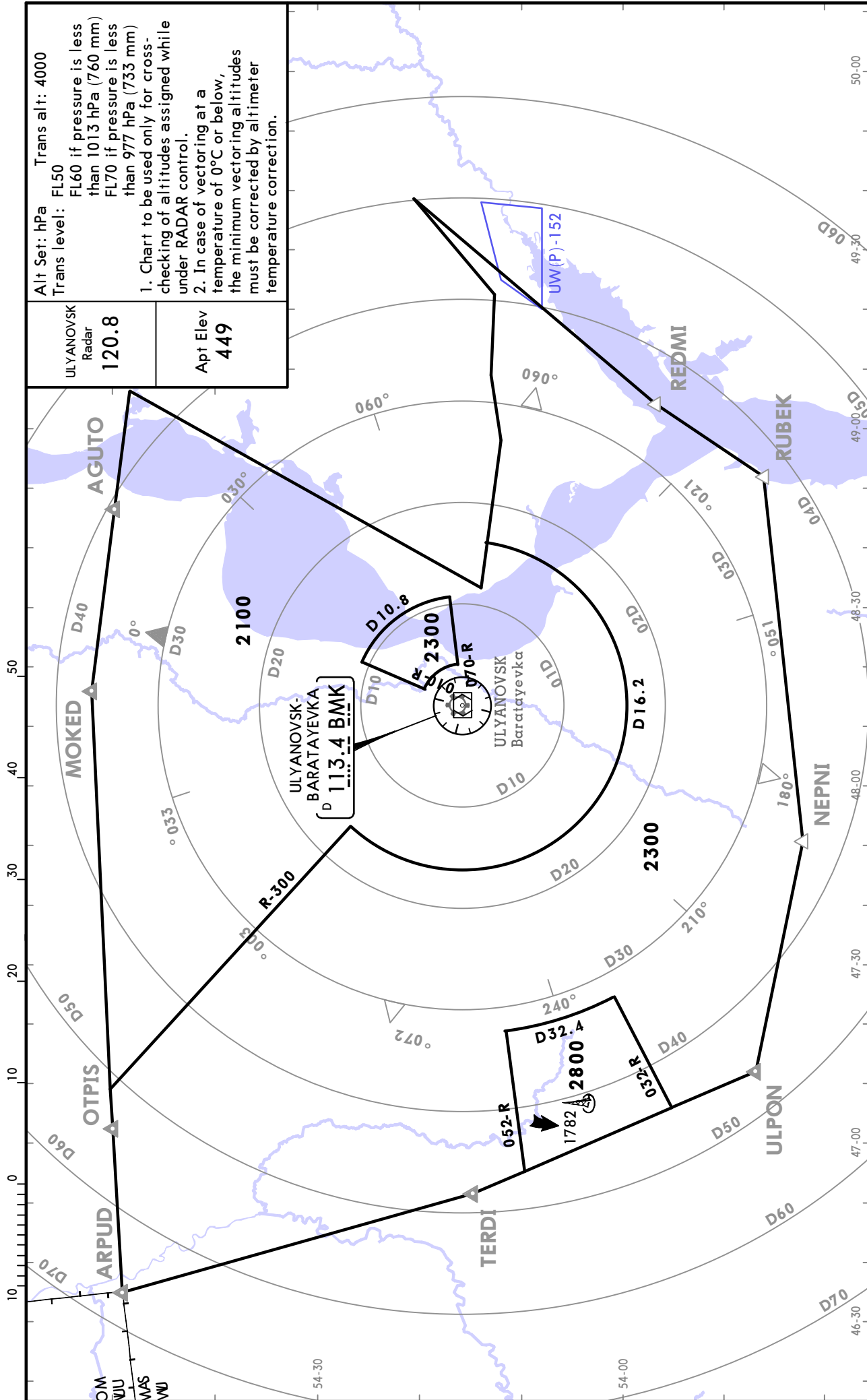
If the flight crew does not have SID parameters or if unable to maintain SID, report to TWR controller and obtain maneuvering instructions after take-off.

# UWLL/ULV BARATAYEVKA

**JEPPESSEN**  
20 NOV 20  
Eff 3 Dec **20-1R**

**ULYANOVSK, RUSSIA**  
**RADAR MINIMUM ALTITUDES**

ULYANOVSK Radar <b>120.8</b>	Alt Set: hPa Trans level: FL50 Trans alt: 4000 FL60 if pressure is less than 1013 hPa (760 mm) FL70 if pressure is less than 977 hPa (733 mm) 1. Chart to be used only for cross-checking of altitudes assigned while under RADAR control. 2. In case of vectoring at a temperature of 0°C or below, the minimum vectoring altitudes must be corrected by altimeter temperature correction.
Apt Elev <b>449</b>	



CHANGES: New chart

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**UWLL/ULV  
BARATAYEVKA**



**ULYANOVSK, RUSSIA**

10 APR 26

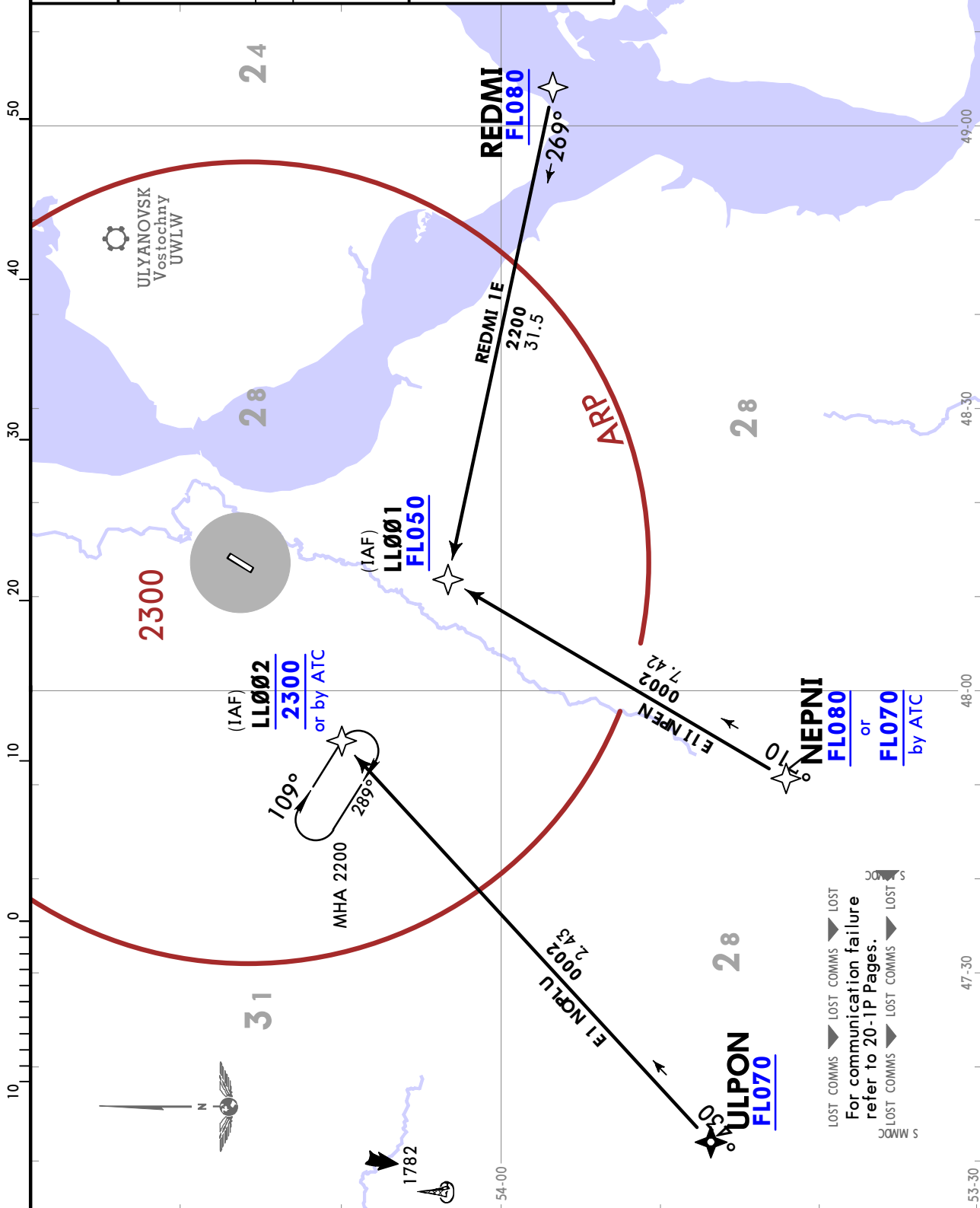
20-2B

Eff 16 Apr

**RNAV STAR**

ATIS <b>128.850</b> (Russian 126.6)	Apt Elev <b>449</b>
Alt Set: hPa Trans level: <b>FL050</b> FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm)	
RNAV 1 GNSS required.	
Flight crew may request other STAR and approach procedures from ATS unit and upon obtaining clearance and after passing IAF execute the chosen approach procedure.	
<b>NEPNI 1E [NEPN1E]</b> <b>REDMI 1E [REDM1E]</b> <b>ULPON 1E [ULPO1E]</b> <b>RNAV ARRIVALS (RWY 02)</b>	

FEET METERS	
QNH (QFE)	
2300 (565)	
2200 (535)	



LOST COMMS > LOST COMMS > LOST  
 For communication failure refer to 20-1P Pages.  
 LOST COMMS > LOST COMMS > LOST

# UWLL/ULV BARATAYEVKA



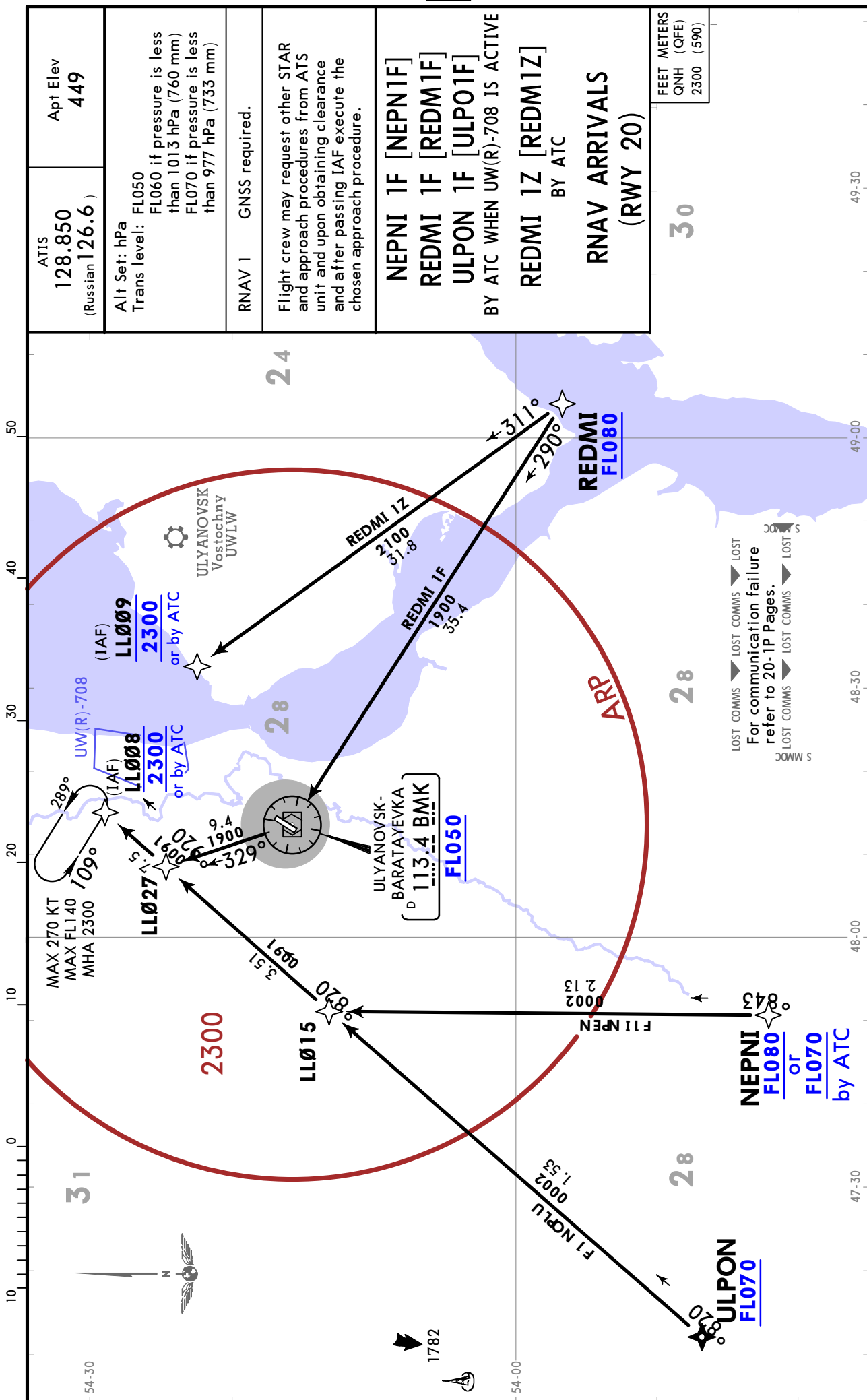
# ULYANOVSK, RUSSIA

10 APR 26

20-2C

Eff 16 Apr

RNAV STAR



CHANGES: General note, crossing over LL008 & LL009.

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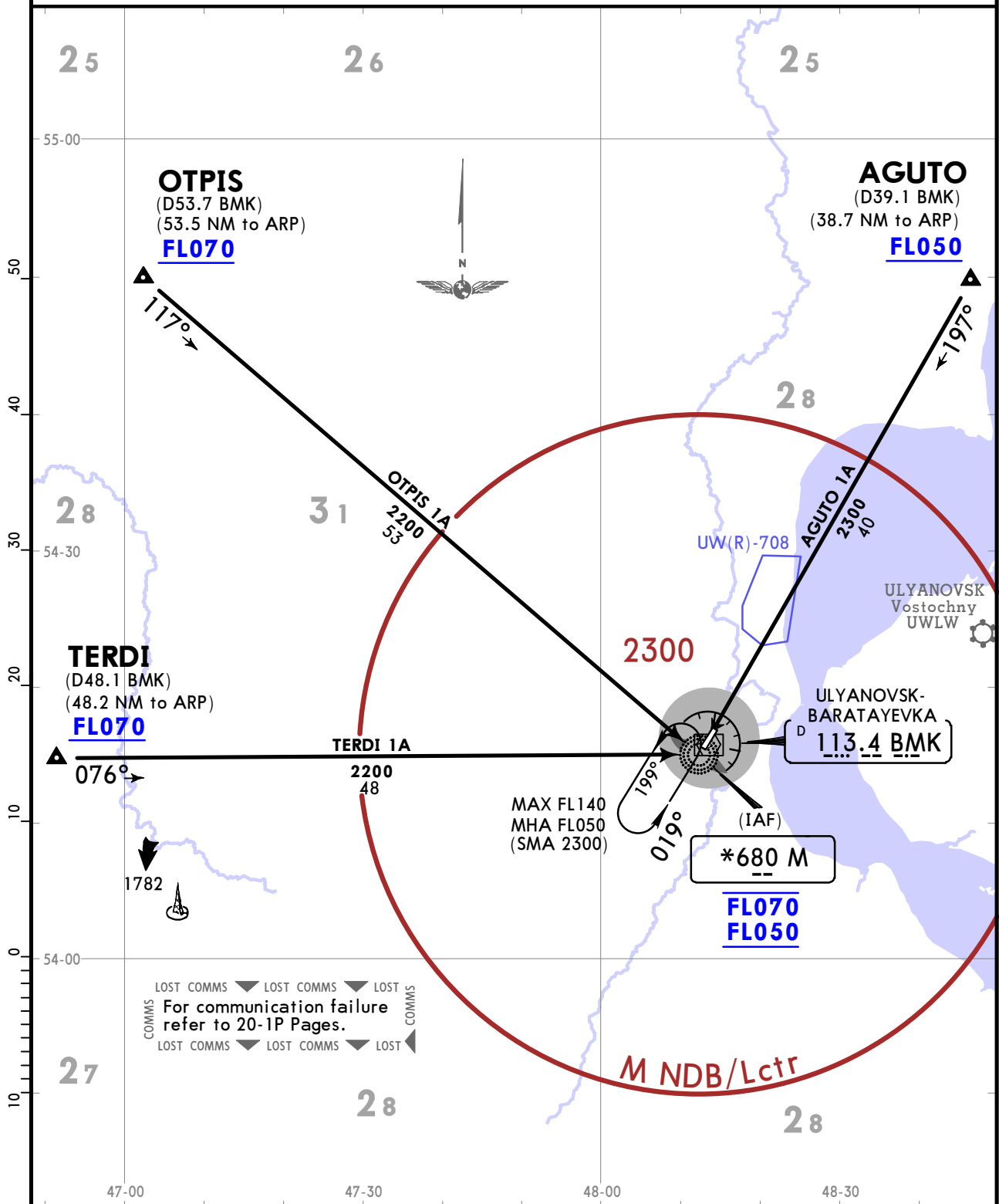
**UWLL/ULV**  
**BARATAYEVKA**

**JEPPESSEN**  
8 AUG 25 (20-2D)

**ULYANOVSK, RUSSIA**  
**STAR**

<p>ATIS <b>128.850</b> (Russian <b>126.6</b>)</p>	<p>Apt Elev <b>449</b></p>	<p>Alt Set: hPa Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm) 1. DME or RADAR control required. 2. When UW(R)-708 is active, STAR AGUTO 1A is available by coordination with ATS unit.</p>
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**AGUTO 1A [AGUT1A]**  
**OTPIS 1A [OTPI1A]**  
**TERDI 1A [TERD1A]**  
**ARRIVALS**  
**(RWY 02)**



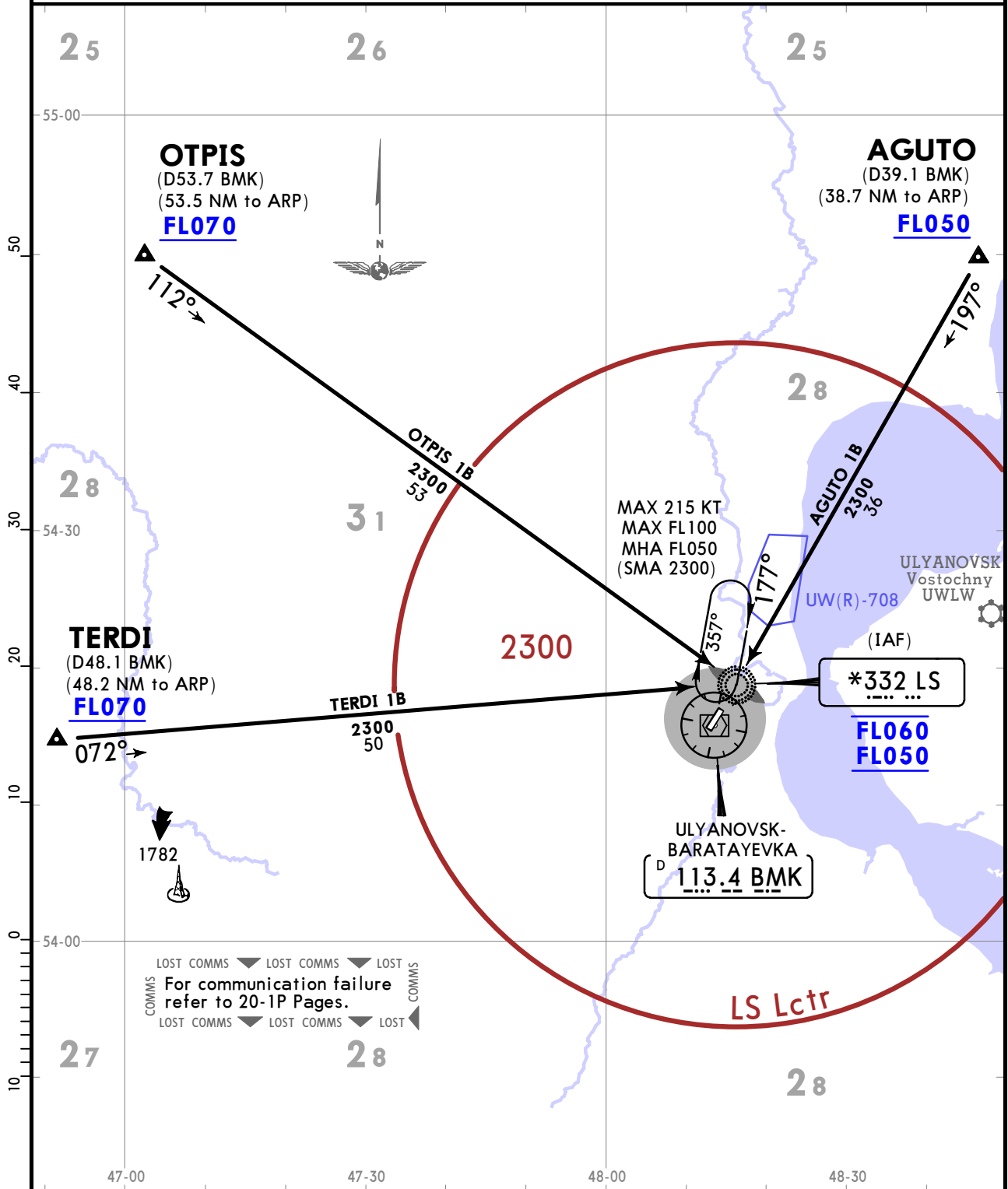
**UWLL/ULV**  
**BARATAYEVKA**

**JEPPESEN**  
8 AUG 25 **(20-2E)**

**ULYANOVSK, RUSSIA**  
**STAR**

<p>ATIS <b>128.850</b> (Russian <b>126.6</b>)</p>	<p>Apt Elev <b>449</b></p>	<p>Alt Set: hPa Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm) DME or RADAR control required.</p>
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**AGUTO 1B [AGUT1B]**  
**OTPIS 1B [OTPI1B]**  
**TERDI 1B [TERD1B]**  
**ARRIVALS**  
**(RWY 20)**  
BY ATC WHEN UW(R)-708 IS ACTIVE



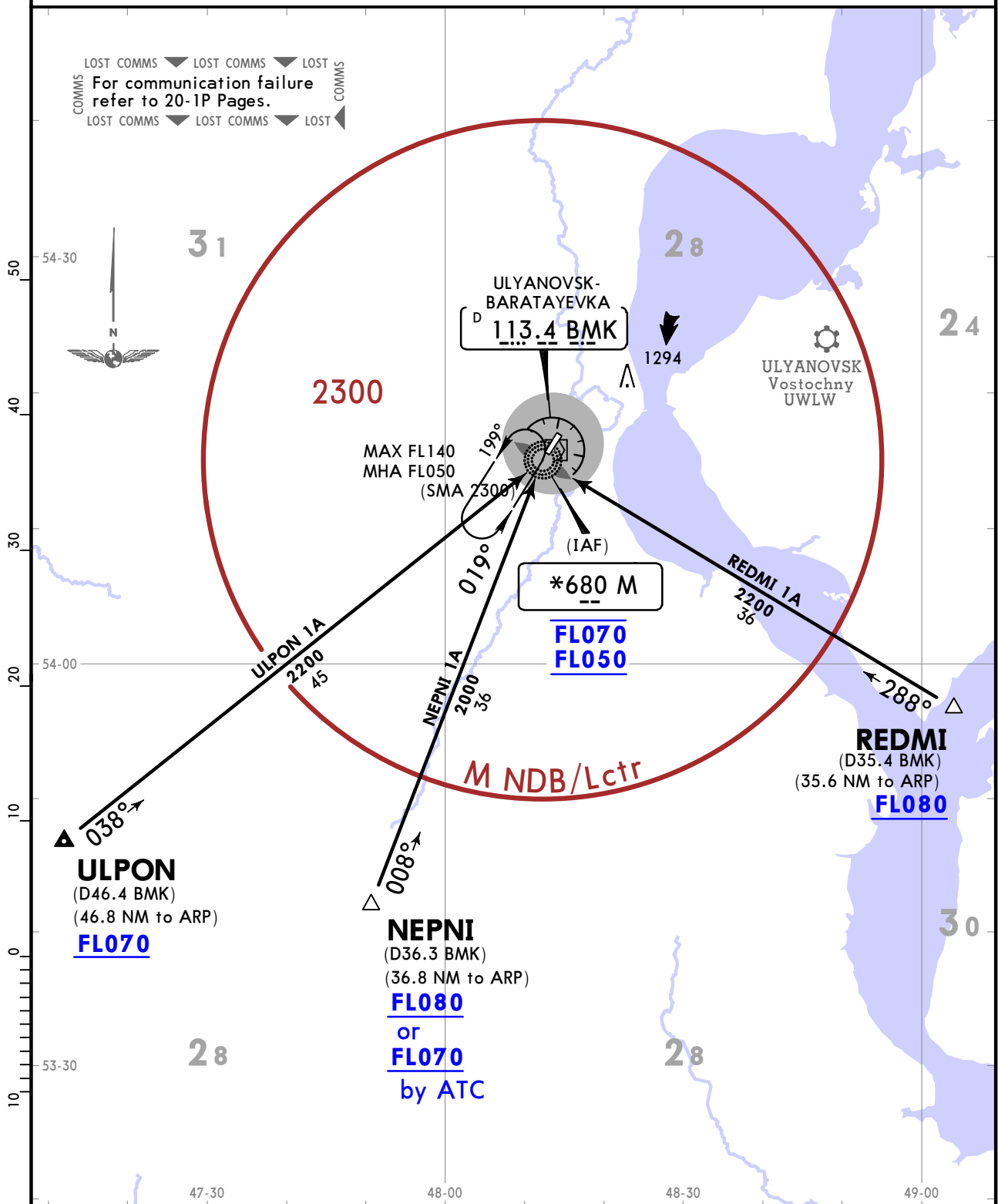
**UWLL/ULV**  
**BARATAYEVKA**

**JEPPesen**  
8 AUG 25 **(20-2F)**

**ULYANOVSK, RUSSIA**  
**STAR**

<p>ATIS <b>128.850</b> (Russian <b>126.6</b>)</p>	<p>Apt Elev <b>449</b></p>	<p>Alt Set: hPa Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm) DME or RADAR control required.</p>
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**NEPNI 1A [NEPN1A]**  
**REDMI 1A [REDM1A]**  
**ULPON 1A [ULPO1A]**  
**ARRIVALS**  
**(RWY 02)**



**UWLL/ULV**  
**BARATAYEVKA**

**JEPPESSEN**

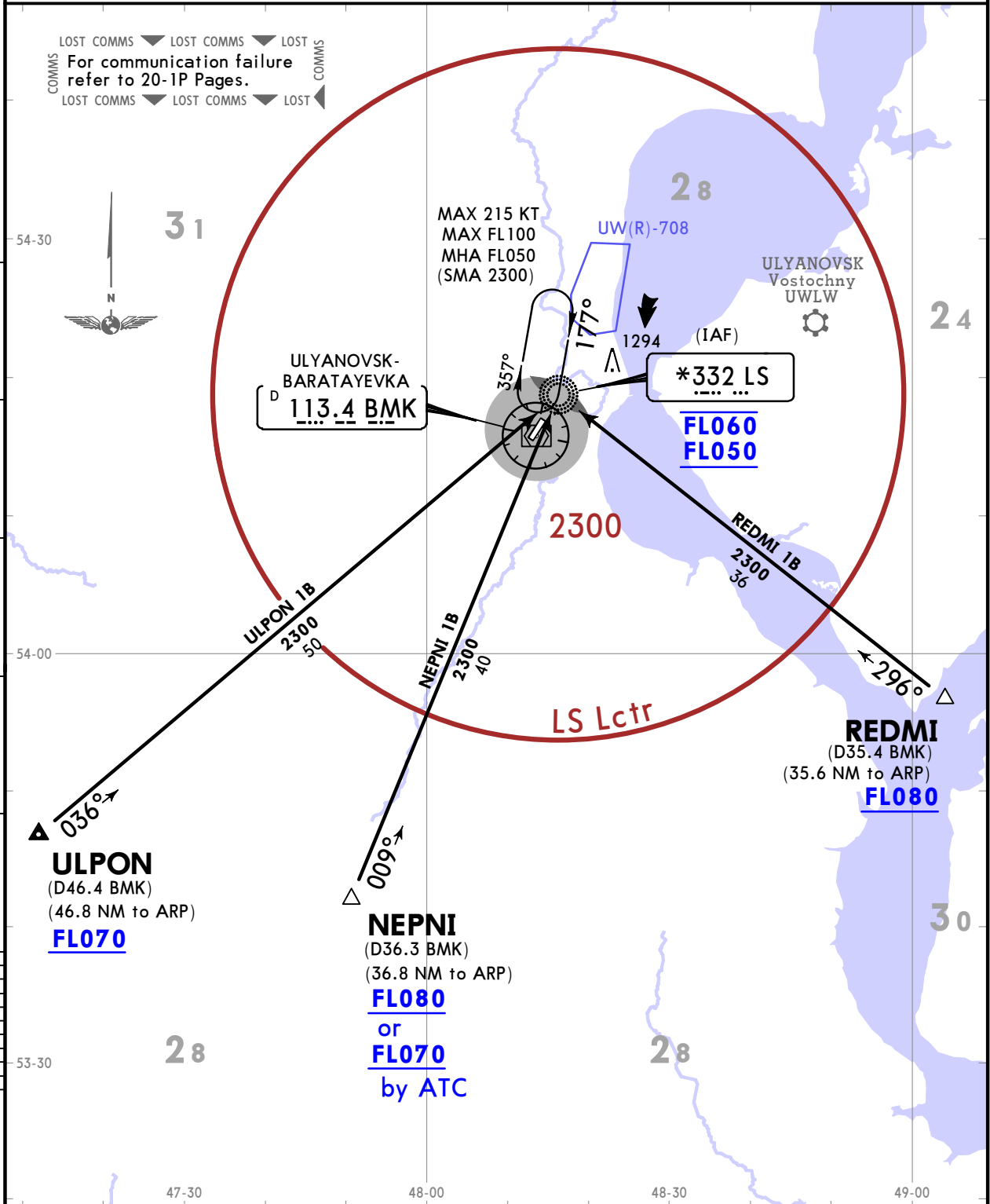
**ULYANOVSK, RUSSIA**

8 AUG 25 **(20-2G)**

**STAR**

<p>ATIS <b>128.850</b> (Russian <b>126.6</b>)</p>	<p>Apt Elev <b>449</b></p>	<p>Alt Set: hPa Trans level: <b>FL050</b> FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm) DME or RADAR control required.</p>
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**NEPNI 1B [NEPN1B]**  
**REDMI 1B [REDM1B]**  
**ULPON 1B [ULPO1B]**  
**ARRIVALS**  
**(RWY 20)**  
**BY ATC WHEN UW(R)-708 IS ACTIVE**











# UWLL/ULV BARATAYEVKA



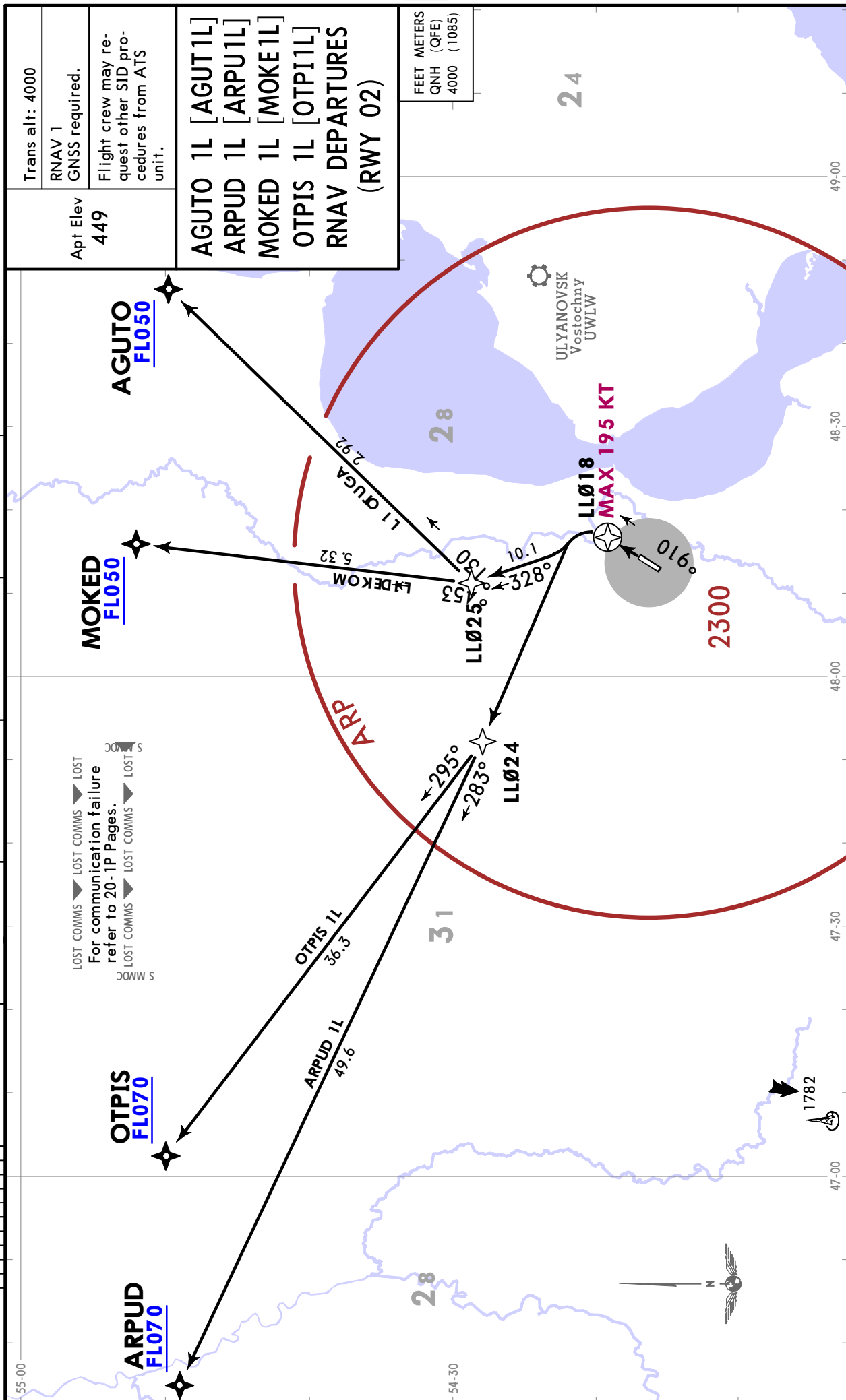
# ULYANOVSK, RUSSIA

10 APR 26

20-3

Eff 16 Apr

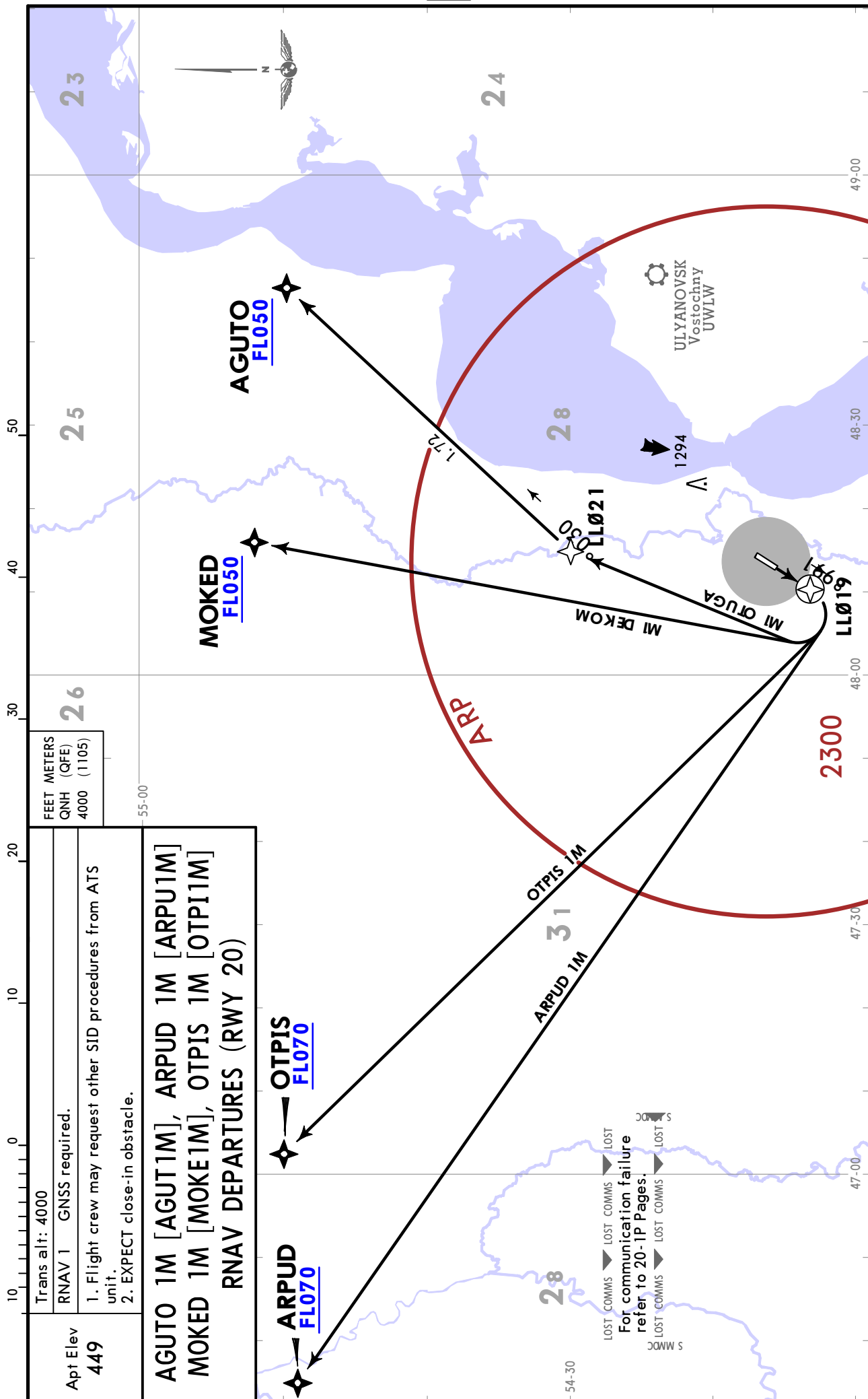
RNAV SID



**UWLL/ULV**  
**BARATAYEVKA**

**JEPPESEN**  
10 APR 26 **20-3A** **Eff 16 Apr**

**ULYANOVSK, RUSSIA**  
**RNAV SID**



Trans alt: 4000  
RNAV 1 GNSS required.  
1. Flight crew may request other SID procedures from ATS unit.  
2. EXPECT close-in obstacle.

**AGUTO 1M [AGUT1M], ARPUD 1M [ARPU1M]**  
**MOKED 1M [MOKE1M], OTPIIS 1M [OTPI1M]**  
**RNAV DEPARTURES (RWY 20)**

CHANGES: General note, WP LL019.



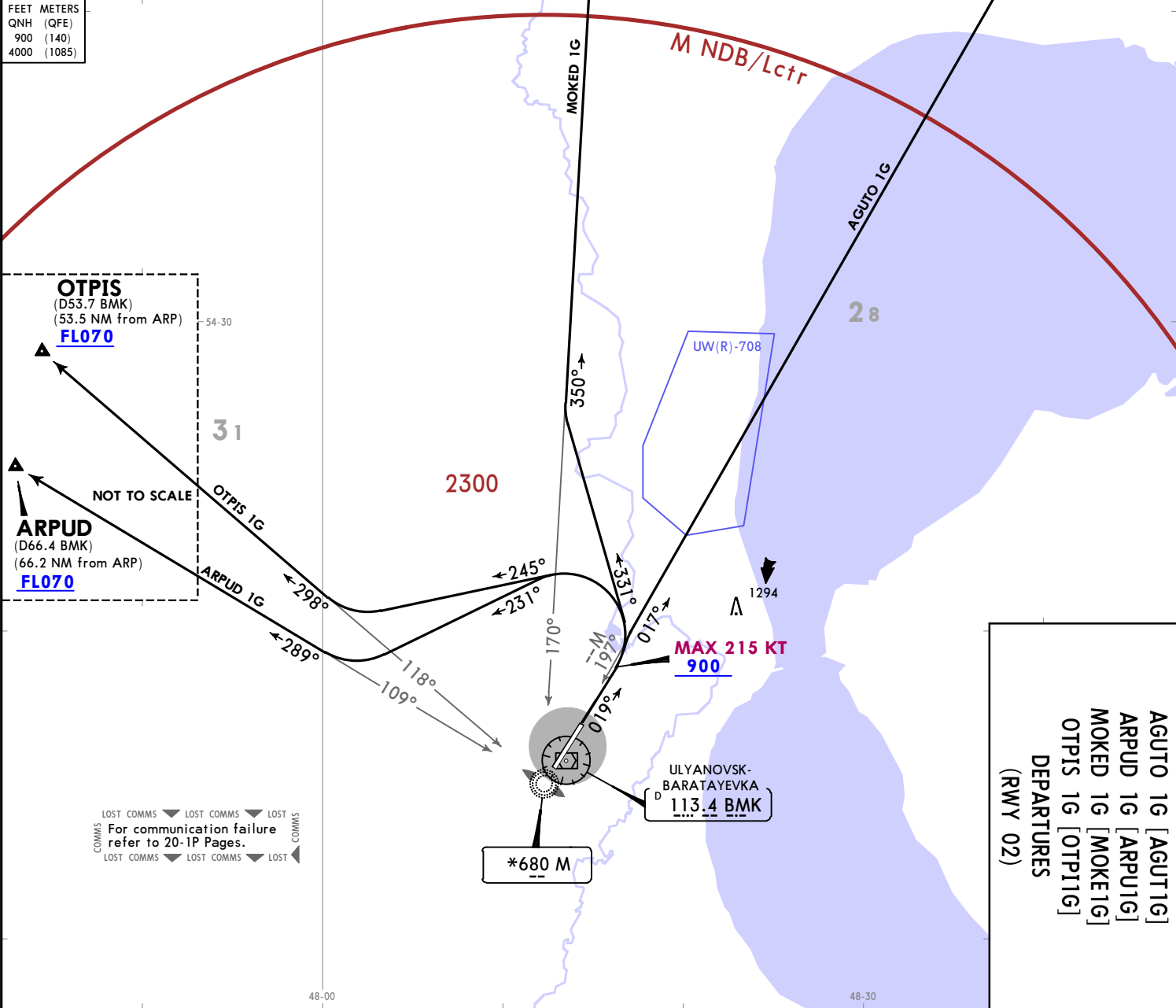


CHANGES: None

UWLL/ULV  
BARATAYEVKA

Apt Elev <b>449</b>		Trans alt: 4000 1. DME or RADAR control required. 2. When UW(R)-708 is active, SIDs AGUTO 1G & MOKED 1G are available by coordination with ATS unit. 3. Turn before DER is PROHIBITED.
<b>AGUTO 1G [AGUT1G]</b> <b>ARPUD 1G [ARPU1G]</b> <b>MOKED 1G [MOKE1G]</b> <b>OTPIS 1G [OTPI1G]</b> <b>DEPARTURES</b> <b>(RWY 02)</b>		
SID	ROUTING	
<b>AGUTO 1G</b>	Climb on 019° track to 900 or above, 017° bearing from M NDB/Lctr to AGUTO.	
<b>ARPUD 1G</b>	Climb on 019° track to 900 or above, turn LEFT, 231° track, 289° bearing from M NDB/Lctr to ARPUD.	
<b>MOKED 1G</b>	Climb on 019° track to 900 or above, turn LEFT, 331° track, 350° bearing from M NDB/Lctr to MOKED.	
<b>OTPIS 1G</b>	Climb on 019° track to 900 or above, turn LEFT, 245° track, 298° bearing from M NDB/Lctr to OTPIS.	

FEET METERS	
QNH (QFE)	
900 (140)	
4000 (1085)	



**OTPI1G**  
(D53.7 BMK)  
(53.5 NM from ARP)  
**FL070**

**ARPUD**  
(D66.4 BMK)  
(66.2 NM from ARP)  
**FL070**

NOT TO SCALE

<b>AGUTO 1G [AGUT1G]</b> <b>ARPUD 1G [ARPU1G]</b> <b>MOKED 1G [MOKE1G]</b> <b>OTPI1G [OTPI1G]</b> <b>DEPARTURES</b> <b>(RWY 02)</b>
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JEPPesenULYANOVSK, RUSSIA  
10 APR 26 20-3D EFF 16 Apr  
SID

LOST COMMS  
For communication failure refer to 20-1P Pages.

CHANGES: General note.

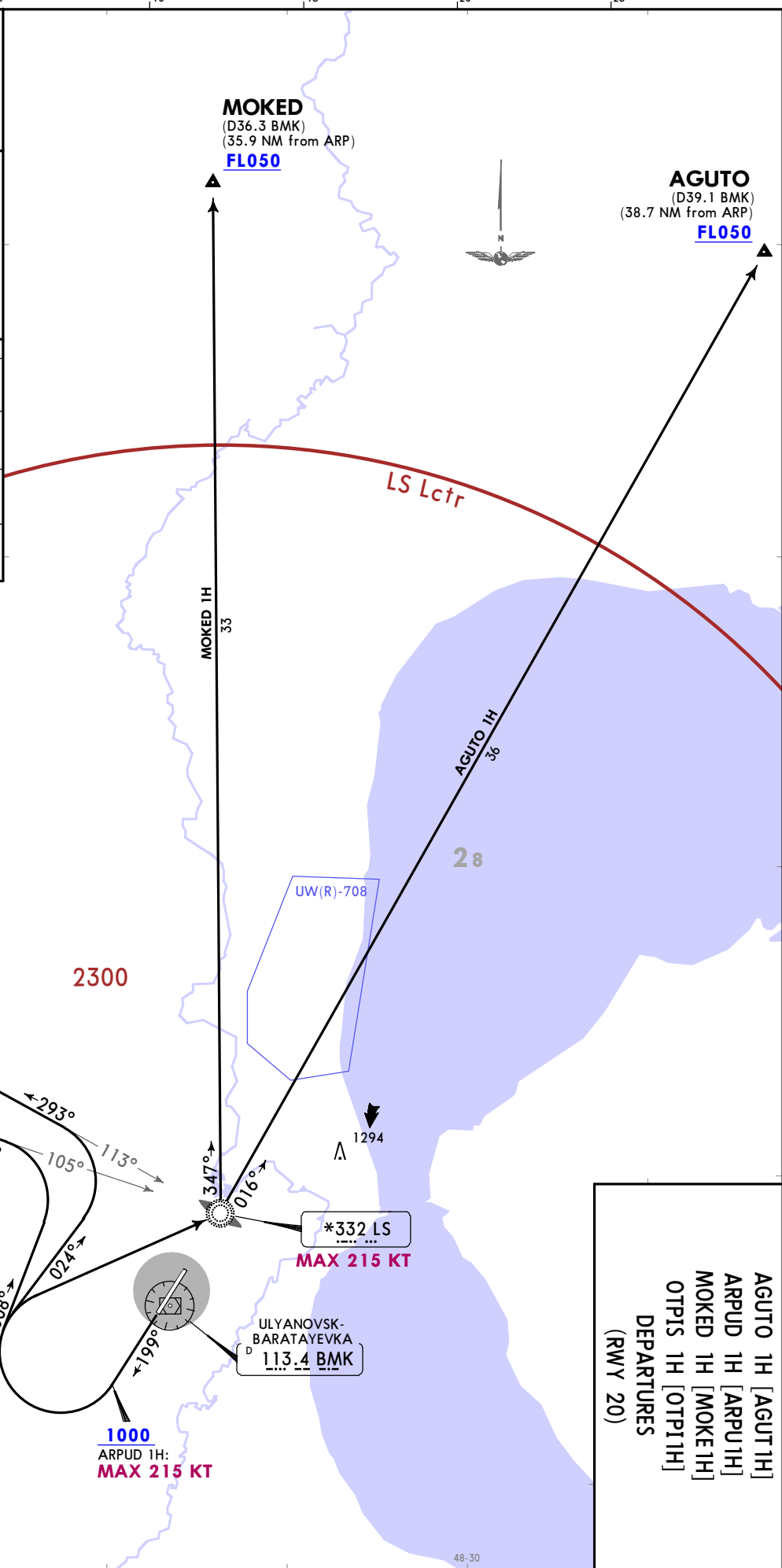
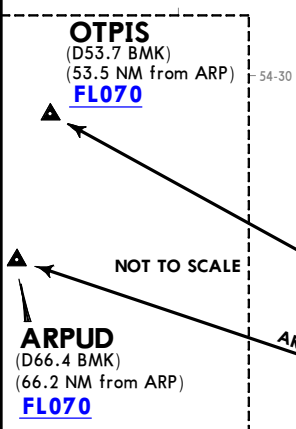
Apt Elev  
449

Trans alt: 4000  
 1. DME or RADAR control required.  
 2. When UW(R)-708 is active, SIDs AGUTO 1H & MOKED 1H are available by coordination with ATS unit.  
 3. Turn before DER is PROHIBITED.  
 4. EXPECT close-in obstacle.

**AGUTO 1H [AGUT1H]**  
**ARPUD 1H [ARPU1H]**  
**MOKED 1H [MOKE1H]**  
**OTPIS 1H [OTPI1H]**  
**DEPARTURES**  
**(RWY 20)**

SID	ROUTING
AGUTO 1H	Climb on 199° track to 1000 or above, turn RIGHT to LS Lctr, 016° bearing from LS Lctr to AGUTO.
ARPUD 1H	Climb on 199° track to 1000 or above, turn RIGHT, 008° track, 285° bearing from LS Lctr to ARPUD.
MOKED 1H	Climb on 199° track to 1000 or above, turn RIGHT to LS Lctr, 347° bearing from LS Lctr to MOKED.
OTPIS 1H	Climb on 199° track to 1000 or above, turn RIGHT, 024° track, 293° bearing from LS Lctr to OTPIS.

FEET	METERS
QNH	(QFE)
1000	(190)
4000	(1105)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
 For communication failure refer to 20-1P Pages.  
 LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

UWLL/ULV  
 BARATAYEVKA

10 APR 26 (20-3E) EFF 16 APR

JEPPESSEN

ULYANOVSK, RUSSIA

SID

UWLL/ULV  
BARATAYEVKA

Apt Elev  
**449**

Trans alt: 4000  
1. DME or Radar control required.  
2. Turn before DER is PROHIBITED.

**NEPNI 1G [NEPN1G]  
RUBEK 1G [RUBE1G]  
TERDI 1G [TERD1G]  
DEPARTURES  
(RWY 02)**

FEET METERS  
QNH (QFE)  
900 (140)  
4000 (1085)

**TERDI**  
(D48.1 BMK)  
(48.2 NM from ARP)  
**FL070**

TERDI 1G  
←257° 077°

NOT TO SCALE

**MAX 215 KT  
900**

ULYANOVSK-  
BARATAYEVKA  
**113.4 BMK**

**\*680 M**

**MAX 215 KT  
4000**

**M NDB/Lctr**

**RUBEK**  
(D37.4 BMK)  
(37.8 NM from ARP)  
**FL070**

**NEPNI**  
(D36.3 BMK)  
(36.8 NM from ARP)  
**FL080**  
or  
**FL070**  
by ATC

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
For communication failure refer to 20-1P Pages.  
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

**NEPNI 1G, RUBEK 1G**  
These SIDs require a minimum climb gradient of 4.5% up to FL050 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

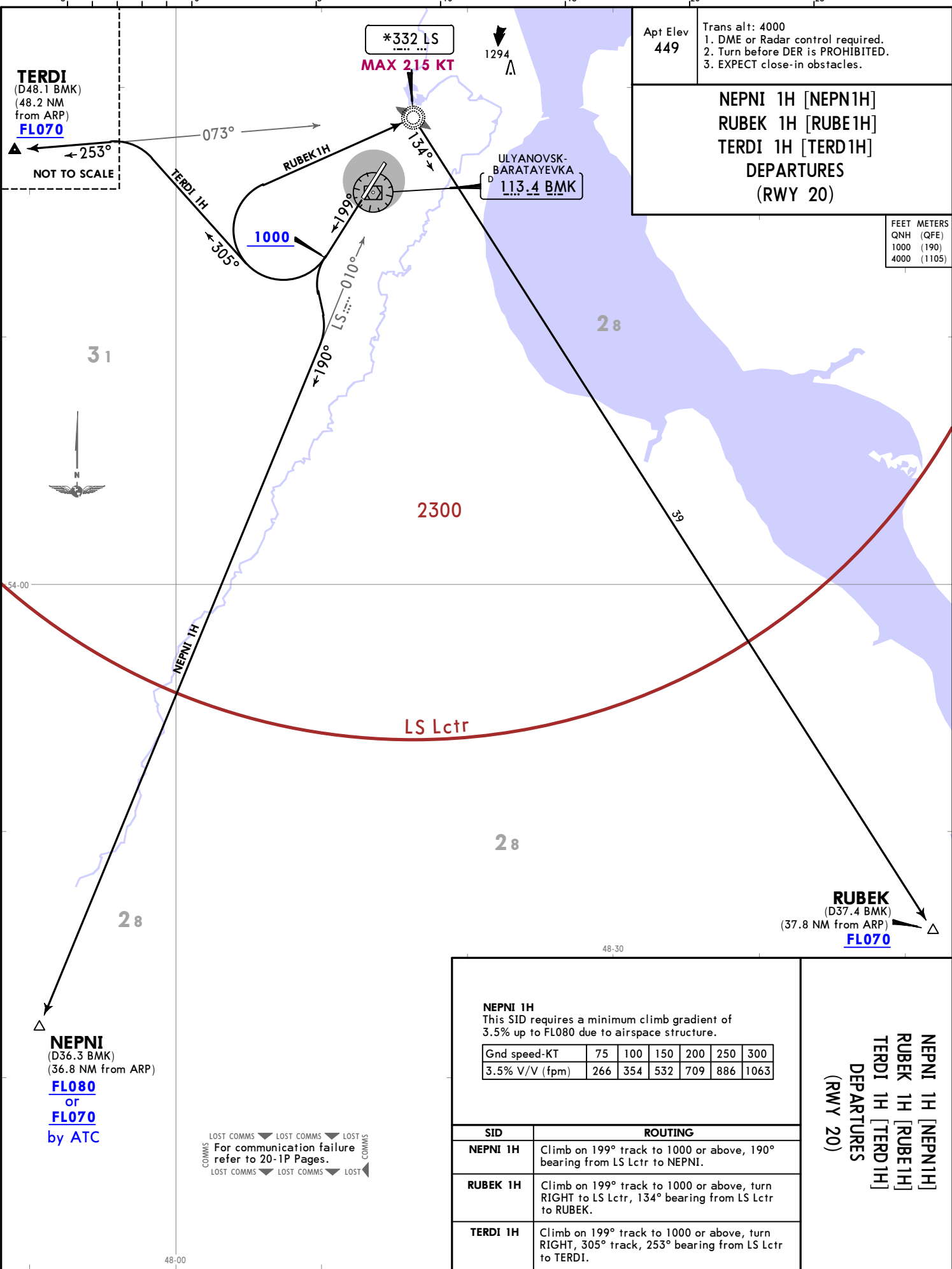
SID	ROUTING
<b>NEPNI 1G</b>	Climb on 019° track to 900 or above, turn LEFT to M NDB/Lctr, 188° bearing from M NDB/Lctr to NEPNI.
<b>RUBEK 1G</b>	Climb on 019° track to 900 or above, turn LEFT to M NDB/Lctr, 128° bearing from M NDB/Lctr to RUBEK.
<b>TERDI 1G</b>	Climb on 019° track to 900 or above, turn LEFT, 192° track, 257° bearing from M NDB/Lctr to TERDI.

**NEPNI 1G [NEPN1G]  
RUBEK 1G [RUBE1G]  
TERDI 1G [TERD1G]  
DEPARTURES  
(RWY 02)**

10 APR 26  
JEPPESNULYANOVSK, RUSSIA  
EFT 16 APR  
SID

CHANGES: None.  
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CHANGES: General note.



Apt Elev <b>449</b>	Trans alt: 4000 1. DME or Radar control required. 2. Turn before DER is PROHIBITED. 3. EXPECT close-in obstacles.
<b>NEPNI 1H [NEPN1H]</b> <b>RUBEK 1H [RUBE1H]</b> <b>TERDI 1H [TERD1H]</b> <b>DEPARTURES</b> <b>(RWY 20)</b>	

FEET	METERS
QNH	(QFE)
1000	(190)
4000	(1105)

<b>NEPNI 1H</b> This SID requires a minimum climb gradient of 3.5% up to FL080 due to airspace structure.	
Gnd speed-KT	75   100   150   200   250   300
3.5% V/V (fpm)	266   354   532   709   886   1063
<b>SID</b>	<b>ROUTING</b>
<b>NEPNI 1H</b>	Climb on 199° track to 1000 or above, 190° bearing from LS Lctr to NEPNI.
<b>RUBEK 1H</b>	Climb on 199° track to 1000 or above, turn RIGHT to LS Lctr, 134° bearing from LS Lctr to RUBEK.
<b>TERDI 1H</b>	Climb on 199° track to 1000 or above, turn RIGHT, 305° track, 253° bearing from LS Lctr to TERDI.

**RUBEK**  
(D37.4 BMK)  
(37.8 NM from ARP)  
**FL070**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
 For communication failure refer to 20-IP Pages.  
 LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

ULL/ULV  
 BARATAYEVKA  
 10 APR 26 20:30  
 JEPPESEN  
 EFF 16 APR  
 ULYANOVSK, RUSSIA  
 SID

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CHANGES: Reissue.

UWLL/ULV  
BARATAYEVKA

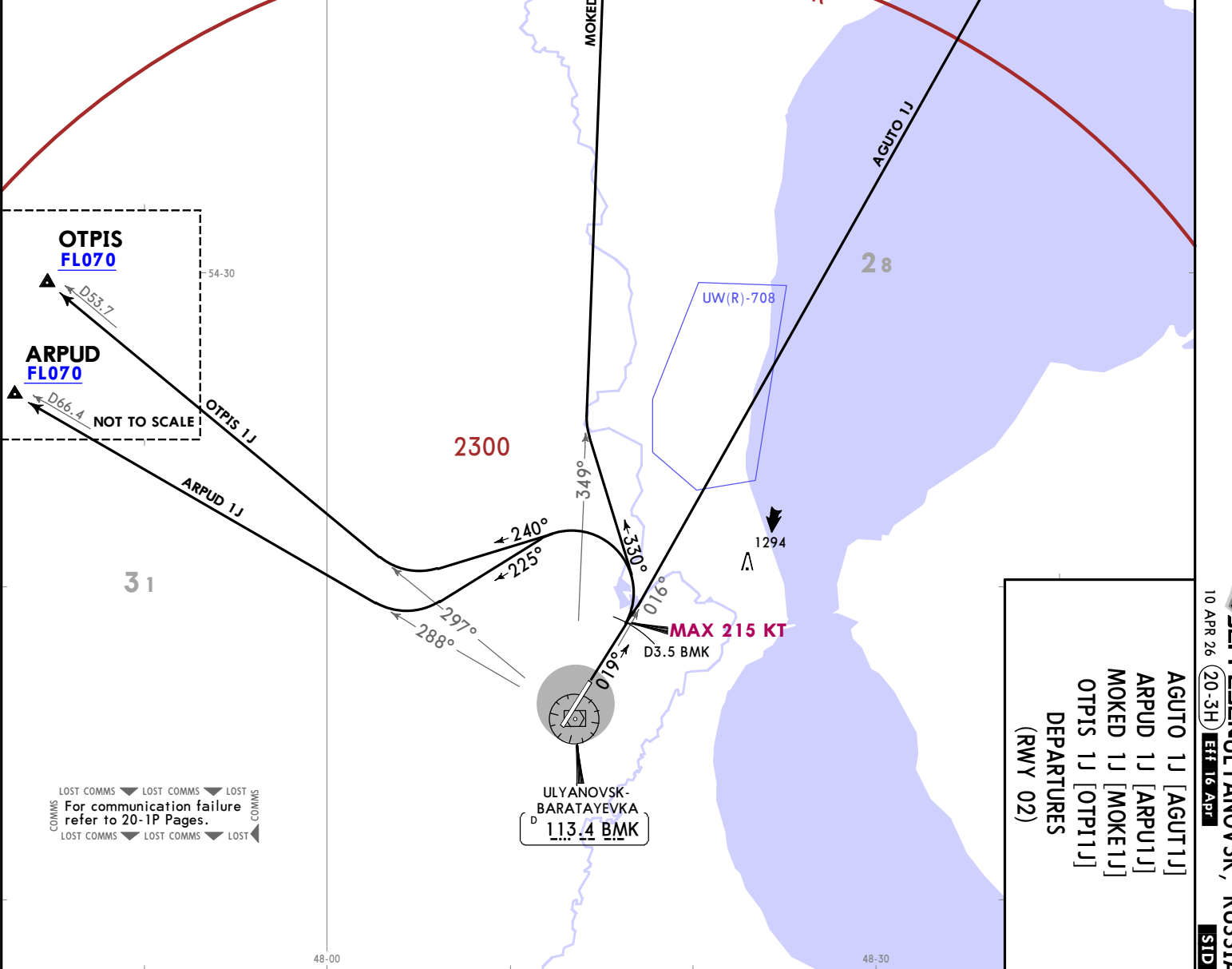
Apt Elev  
**449**

Trans alt: 4000  
1. DME required.  
2. When UW(R)-708 is active, SIDs AGUTO 1J & MOKED 1J are available by coordination with ATS unit.

**AGUTO 1J [AGUT1J]**  
**ARPUD 1J [ARPU1J]**  
**MOKED 1J [MOKE1J]**  
**OTPIS 1J [OTPI1J]**  
**DEPARTURES**  
**(RWY 02)**

SID	ROUTING
<b>AGUTO 1J</b>	Climb on 019° track to D3.5 BMK, intercept BMK R016 to AGUTO.
<b>ARPUD 1J</b>	Climb on 019° track to D3.5 BMK, turn LEFT, 225° track, intercept BMK R288 to ARPUD.
<b>MOKED 1J</b>	Climb on 019° track to D3.5 BMK, turn LEFT, 330° track, intercept BMK R349 to MOKED.
<b>OTPIS 1J</b>	Climb on 019° track to D3.5 BMK, turn LEFT, 240° track, intercept BMK R297 to OTPIS.

FEET METERS  
QNH (QFE)  
4000 (1085)



**OTPIS**  
**FL070**

**ARPUD**  
**FL070**

NOT TO SCALE

54-30

OTPIS 1J

ARPUD 1J

31

2300

349°

240°

225°

288°

297°

330°

016°

019°

MAX 215 KT

D3.5 BMK

1294

UW(R)-708

28

BMK VOR

AGUTO 1J

MOKED 1J

D36.3

D39.1

ULYANOVSK-BARATAYEVKA  
D  
113.4 BMK

**AGUTO 1J [AGUT1J]**  
**ARPUD 1J [ARPU1J]**  
**MOKED 1J [MOKE1J]**  
**OTPIS 1J [OTPI1J]**  
**DEPARTURES**  
**(RWY 02)**

JEPESENULYANOVSK, RUSSIA  
10 APR 26 (20-3H) EFF 16 Apr  
SID

CHANGES: General note.

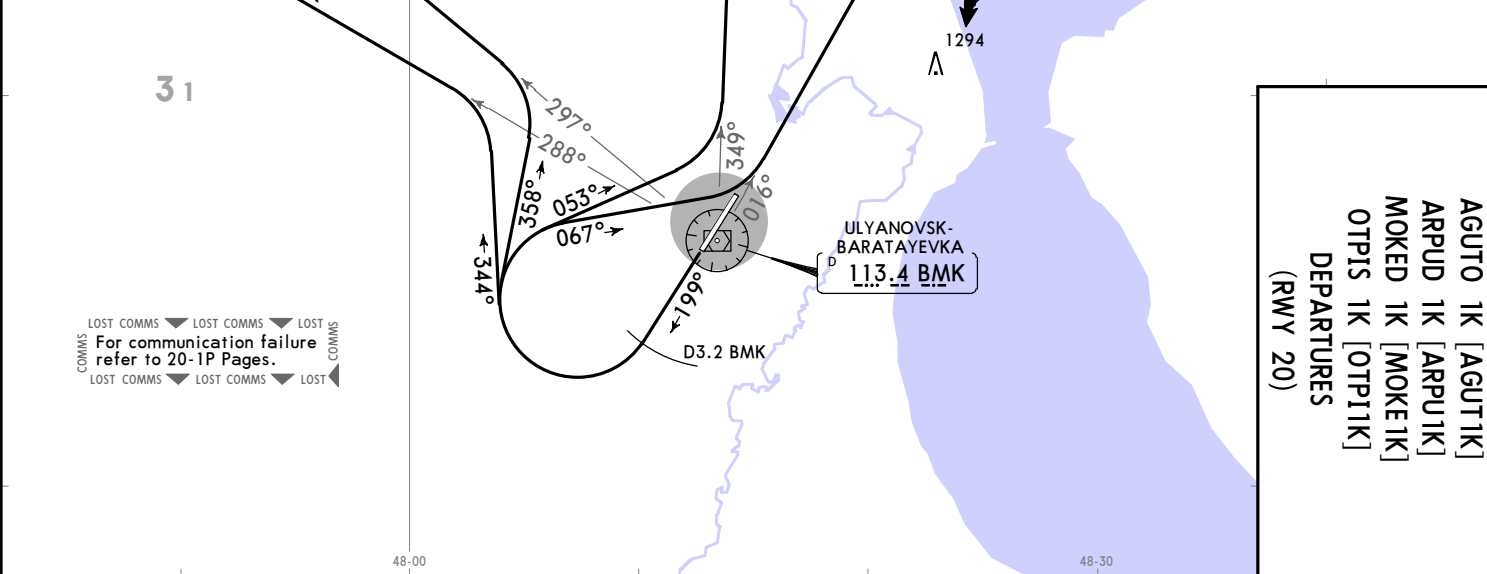
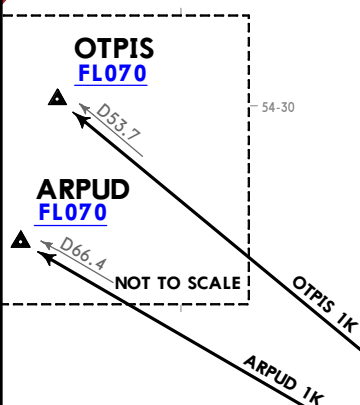
Apt Elev  
449

Trans alt: 4000  
1. DME required.  
2. When UW(R)-708 is active, SIDs AGUTO 1K & MOKED 1K are available by coordination with ATS unit.  
3. EXPECT close-in obstacle.

**AGUTO 1K [AGUT1K]  
ARPUD 1K [ARPU1K]  
MOKED 1K [MOKE1K]  
OTPIS 1K [OTPI1K]  
DEPARTURES  
(RWY 20)**

SID	ROUTING
AGUTO 1K	Climb on 199° track to D3.2 BMK, turn RIGHT, 067° track, intercept BMK R016 to AGUTO.
ARPUD 1K	Climb on 199° track to D3.2 BMK, turn RIGHT, 344° track, intercept BMK R288 to ARPUD.
MOKED 1K	Climb on 199° track to D3.2 BMK, turn RIGHT, 053° track, intercept BMK R349 to MOKED.
OTPIS 1K	Climb on 199° track to D3.2 BMK, turn RIGHT, 358° track, intercept BMK R297 to OTPIS.

FEET METERS  
QNH (QFE)  
4000 (1105)



**AGUTO 1K [AGUT1K]  
ARPUD 1K [ARPU1K]  
MOKED 1K [MOKE1K]  
OTPIS 1K [OTPI1K]  
DEPARTURES  
(RWY 20)**

UWL/ULV  
BARATAYEVKA

JEPPESSEN  
10 APR 26 (20-3J) EFF 16 Apr

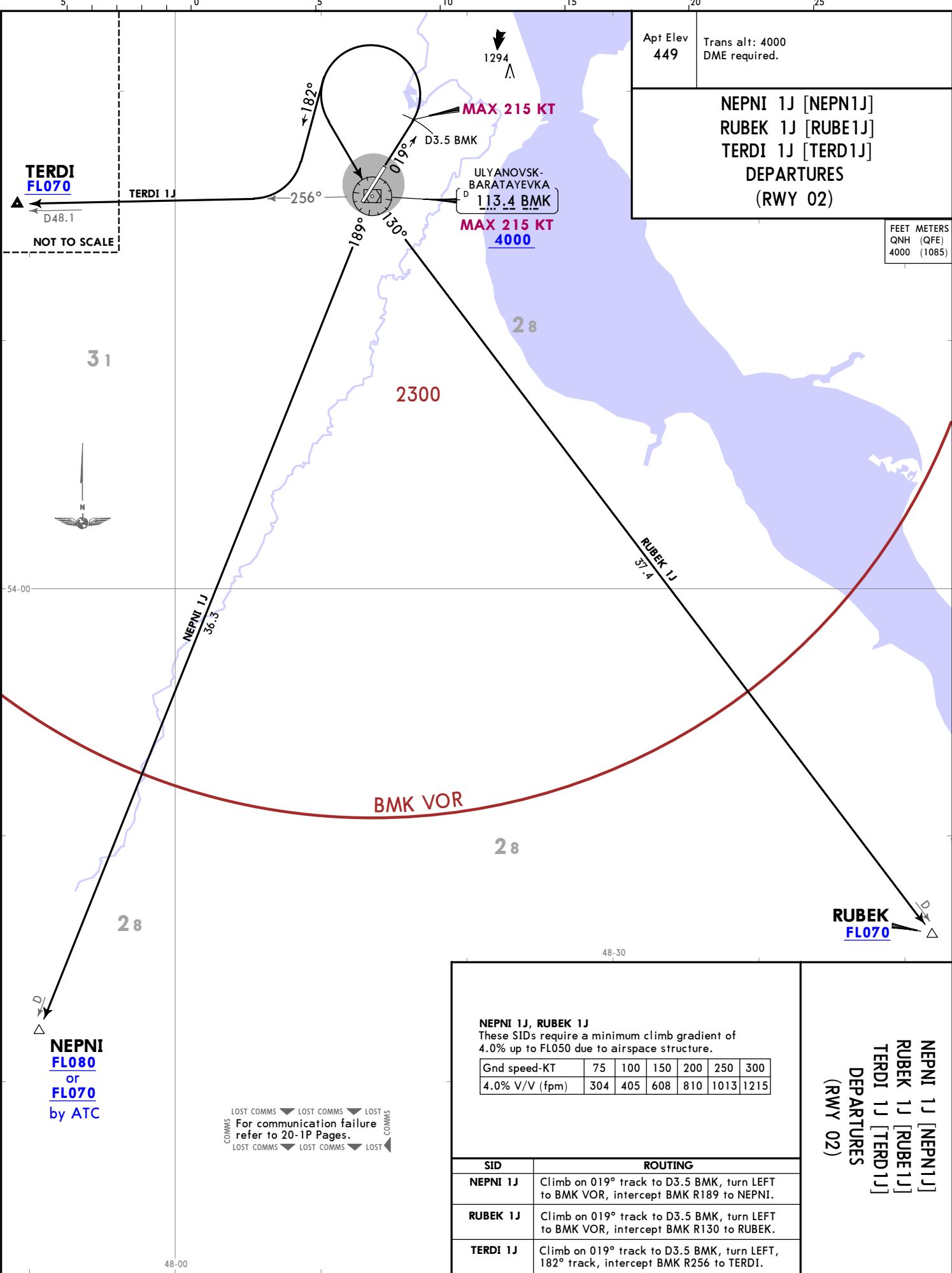
ULYANOVSK, RUSSIA  
SID

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
For communication failure refer to 20-1P Pages.  
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

UWLL/ULV  
BARATAYEVKA

Apt Elev <b>449</b>	Trans alt: 4000 DME required.
<b>NEPNI 1J [NEPN1J]</b> <b>RUBEK 1J [RUBE1J]</b> <b>TERDI 1J [TERD1J]</b> <b>DEPARTURES</b> <b>(RWY 02)</b>	

FEET	METERS
QNH	(QFE)
4000	(1085)



**NEPNI 1J, RUBEK 1J**  
These SIDs require a minimum climb gradient of 4.0% up to FL050 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

SID	ROUTING
<b>NEPNI 1J</b>	Climb on 019° track to D3.5 BMK, turn LEFT to BMK VOR, intercept BMK R189 to NEPNI.
<b>RUBEK 1J</b>	Climb on 019° track to D3.5 BMK, turn LEFT to BMK VOR, intercept BMK R130 to RUBEK.
<b>TERDI 1J</b>	Climb on 019° track to D3.5 BMK, turn LEFT, 182° track, intercept BMK R256 to TERDI.

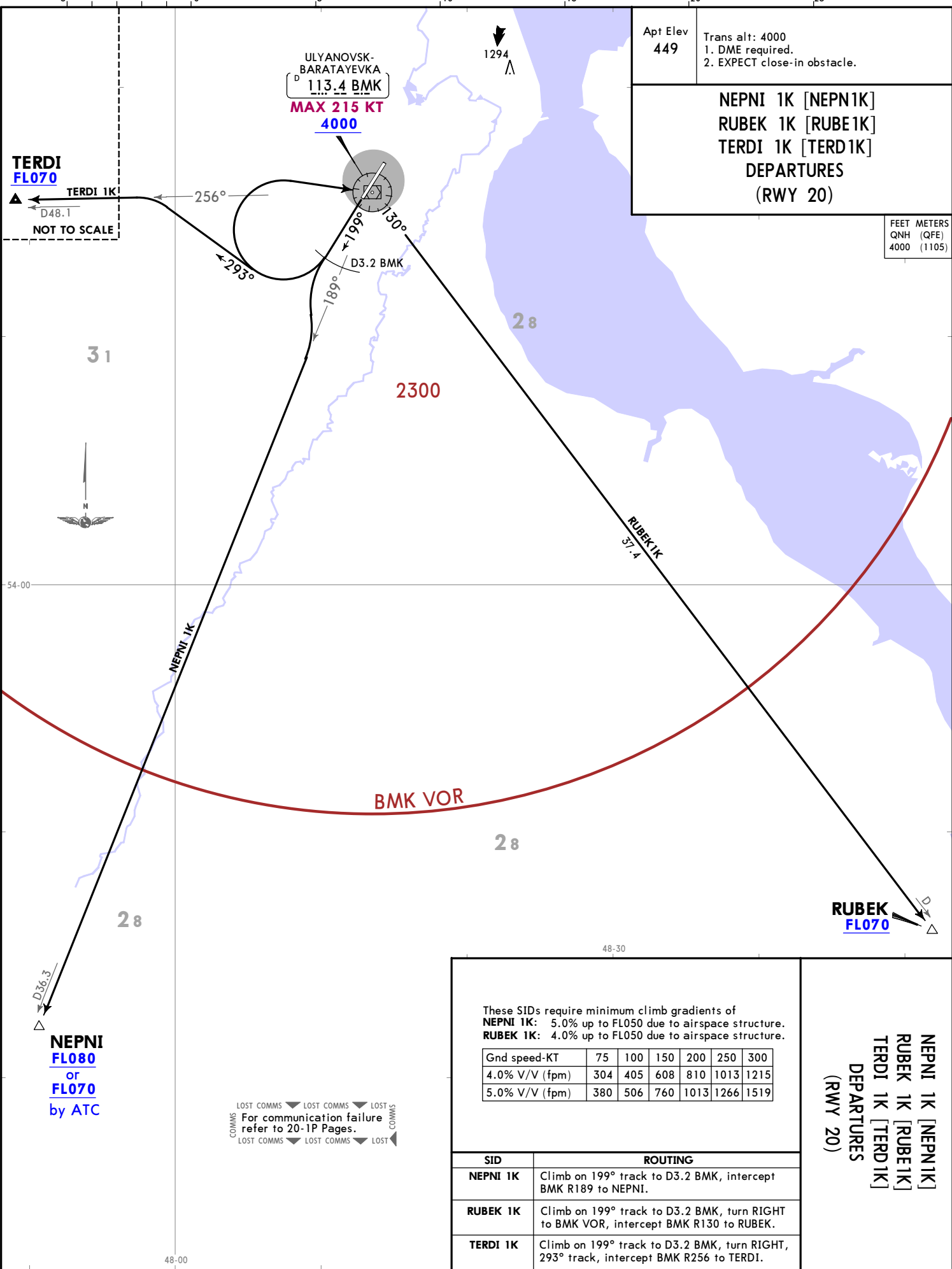
**NEPNI 1J [NEPN1J]**  
**RUBEK 1J [RUBE1J]**  
**TERDI 1J [TERD1J]**  
**DEPARTURES**  
**(RWY 02)**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
 For communication failure refer to 20-1P Pages.  
 LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

10 APR 26 20-3K  
 JEPPESEN ULYANOVSK, RUSSIA  
 EFF 16 APR  
 SID

CHANGES: Reissue.  
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CHANGES: General note.





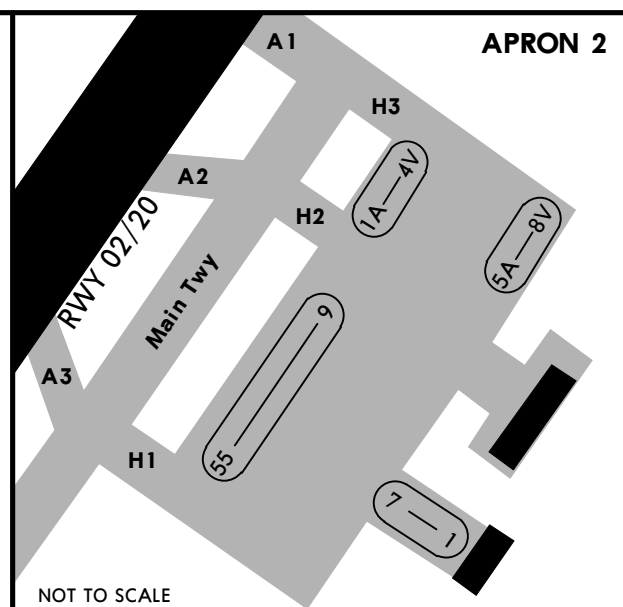
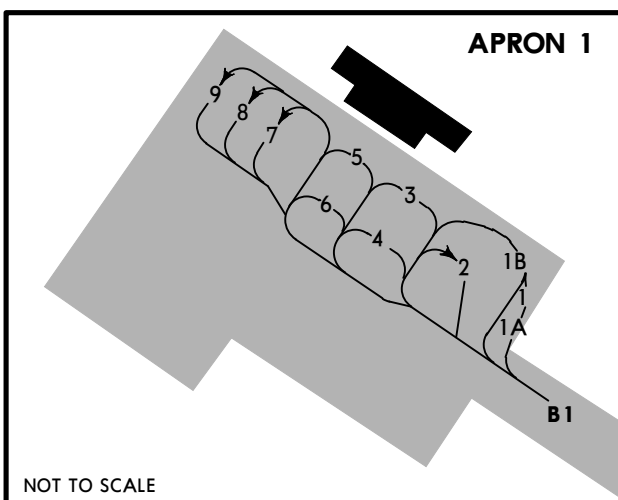
UWLL/ULV

**JEPPESEN**

**ULYANOVSK, RUSSIA**

10 APR 26 (20-9A) Eff 16 Apr

**BARATAYEVKA**



STRAIGHT-IN RWY		A	B	C	D
02	ILS Z, Y or X	649'(200') ① R550m R1200m	649'(200') ① R550m R1200m	649'(200') ① R550m R1200m	649'(200') ① R550m R1200m
	ALS out				
	GLS	649'(200') ① R550m R1200m	649'(200') ① R550m R1200m	649'(200') ① R550m R1200m	649'(200') ① R550m R1200m
	ALS out				
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNP LNAV/VNAV	701'(252') ① R600m R1300m	712'(263') ① R600m R1300m	721'(272') ① R600m R1300m	731'(282') ① R650m R1400m
	ALS out				
	② RNP LNAV	840'(391') R1100m R1500m	840'(391') R1100m R1500m	840'(391') R1100m R1800m	840'(391') R1100m R1800m
	ALS out				
	② VOR with D2.2	840'(391') R1100m R1500m	840'(391') R1100m R1500m	860'(411') R1200m R1900m	880'(431') R1300m R2000m
	ALS out				
	② VOR w/o D2.2	950'(501') R1500m R1500m	950'(501') R1500m R1500m	950'(501') R1600m R2400m	950'(501') R1600m R2400m
ALS out					
② NDB Z with D2.2	850'(401') R1200m R1500m	850'(401') R1200m R1500m	850'(401') R1200m R1900m	850'(401') R1200m R1900m	
ALS out					
② NDB Z w/o D2.2	950'(501') R1500m R1500m	950'(501') R1500m R1500m	950'(501') R1600m R2400m	950'(501') R1600m R2400m	
ALS out					
② NDB Y	1010'(561') R1500m R1500m	1010'(561') R1500m R1500m	1010'(561') R1900m R2400m	1010'(561') R1900m R2400m	
ALS out					
20	ILS Z, Y or X	577'(200') ① R550m R1200m	577'(200') ① R550m R1200m	577'(200') ① R550m R1200m	584'(207') ① R550m R1200m
	ALS out				
	GLS	577'(200') ① R550m R1200m	577'(200') ① R550m R1200m	577'(200') ① R550m R1200m	584'(207') ① R550m R1200m
	ALS out				
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNP LNAV/VNAV	627'(250') ① R550m R1300m	632'(255') ① R600m R1300m	647'(270') ① R600m R1300m	661'(284') ① R650m R1400m
	ALS out				
	② RNP LNAV	750'(373') R1000m R1500m	750'(373') R1000m R1500m	750'(373') R1000m R1700m	750'(373') R1000m R1700m
	ALS out				
	② VOR with D4.3	810'(433') R1300m R1500m	810'(433') R1300m R1500m	810'(433') R1300m R2000m	810'(433') R1300m R2000m
	ALS out				
	② VOR w/o D4.3	980'(603') R1500m R1500m	980'(603') R1500m R1500m	980'(603') R2100m R2400m	980'(603') R2100m R2400m
ALS out					
② NDB Z with D4.3	820'(443') R1400m R1500m	820'(443') R1400m R1500m	820'(443') R1400m R2100m	820'(443') R1400m R2100m	
ALS out					
② NDB Z w/o D4.3	940'(563') R1500m R1500m	940'(563') R1500m R1500m	940'(563') R1900m R2400m	940'(563') R1900m R2400m	
ALS out					

① R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

② Continuous Descent Final Approach.

UWLL/ULV

**JEPPESEN**

**EASA AIR OPS**

4 AUG 23

**(20-9S)**

**Eff 10 Aug**

**ULYANOVSK, RUSSIA  
BARÁTAYEVKA**

STRAIGHT-IN RWY		A	B	C	D
20 (contd)	① NDB Y with D4.3 ALS out	780'(403') R1200m R1500m	780'(403') R1200m R1500m	780'(403') R1200m R1900m	780'(403') R1200m R1900m
	① NDB Y w/o D4.3 ALS out	950'(573') R1500m R1500m	950'(573') R1500m R1500m	950'(573') R1900m R2400m	950'(573') R1900m R2400m
	① NDB X  ALS out	1130'(753') R1500m R1500m	1130'(753') R1500m R1500m	1130'(753') R2400m R2400m	1130'(753') R2400m R2400m

① Continuous Descent Final Approach.

② CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After VOR, NDB Z Rwy 02 or NDB Y Rwy 20	920'(471') 950'(501')	1010'(561') 1010'(561')	1340'(891') 1340'(891')	1340'(891') 1340'(891')
After VOR Rwy 20	980'(531')	1010'(561')	1340'(891')	1340'(891')
After NDB Y Rwy 02	1010'(561')	1010'(561')	1340'(891')	1340'(891')
After NDB Z Rwy 20	940'(491')	1010'(561')	1340'(891')	1340'(891')
After NDB X Rwy 20	1130'(681') ③ V1500m	1130'(681') ③ V1600m	1340'(891') ③ V2400m	1340'(891') ③ V3600m

② Prohibited East of airport

③ or higher straight-in minimums.

TAKE-OFF					
Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required				DAY	NIGHT
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

**UWLL/ULV  
BARATAYEVKA**

**JEPPESSEN**  
10 APR 26 (21-1) Eff 16 Apr

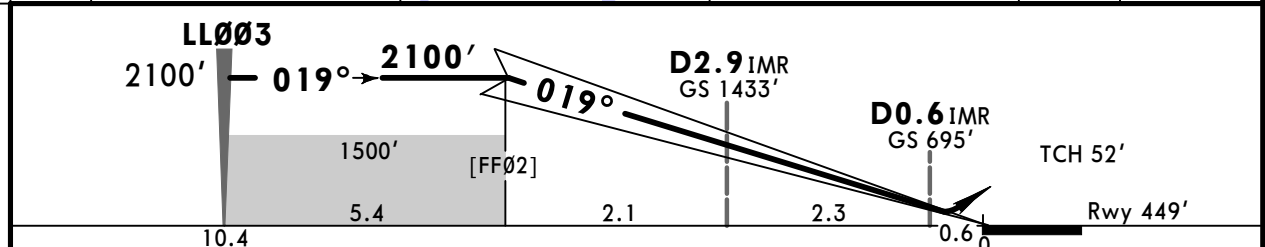
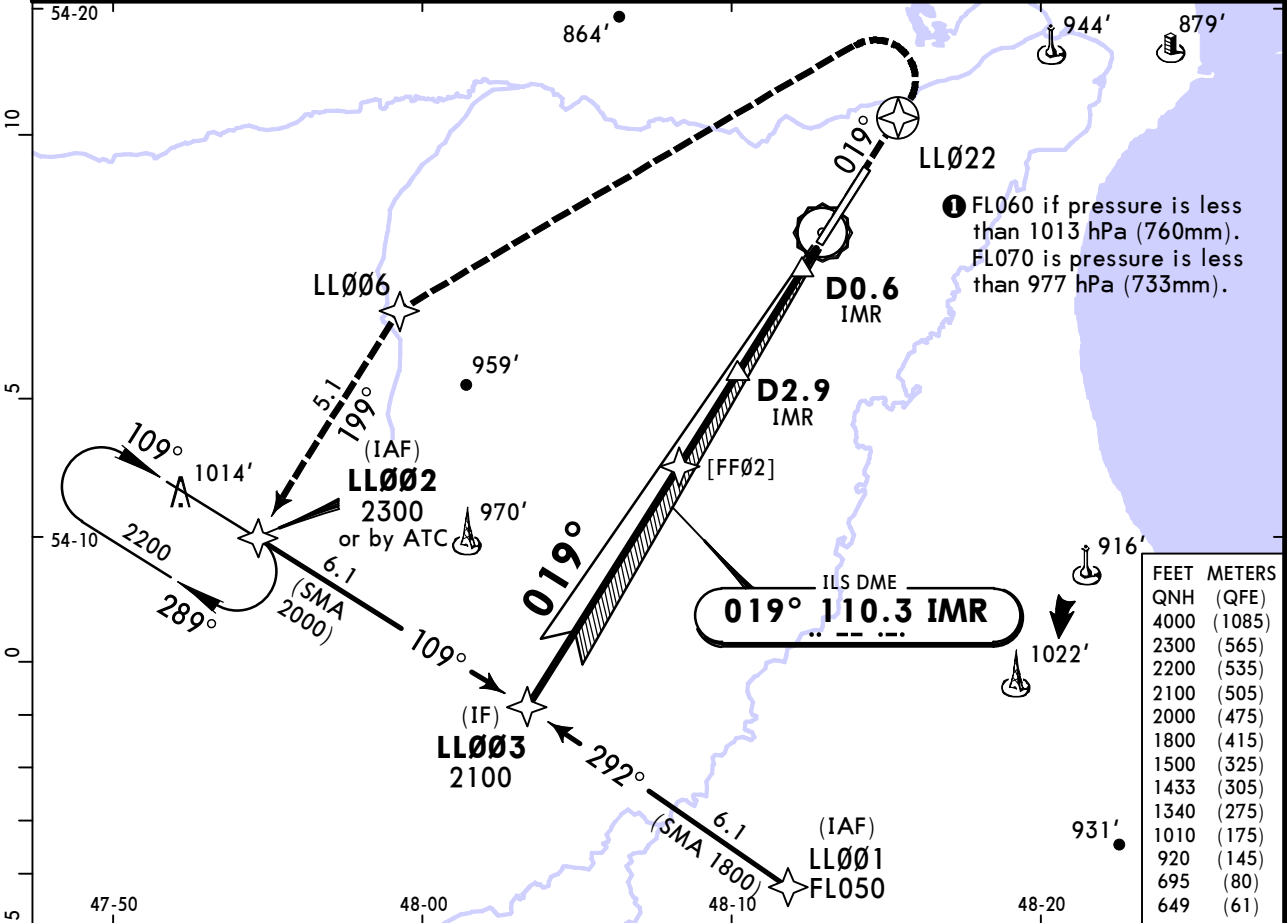
**ULYANOVSK, RUSSIA  
ILS Z Rwy 02**

ATIS <b>128.850</b> (Russian 126.6)		ULYANOVSK Approach <b>127.3</b>			2300 MSA ARP
ULYANOVSK Radar (TWR) <b>120.8</b>		ULYANOVSK Start (TWR) <b>120.4</b>		Ground <b>121.8</b>	
LOC IMR <b>110.3</b>	Final Apch Crs <b>019°</b>	[FF02] <b>2100'</b> (1651')	DA(H) <b>649'</b> (200')	Apt Elev 449' Rwy 449'	

**MISSED APCH:** Climb on track 019° to LL022 (MAX 245 KT), turn LEFT to LL006, then to LL002 climbing to 2300' or as directed, then according procedure or holding area.

Alt Set: hPa (MM on req) Rwy Elev: 16 hPa Trans level: FL050 ① Trans alt: 4000'

RNAV 1 for initial and missed approach. 1. GNSS required. 2. ILS DME reads zero at rwy 02 threshold. 3. Request automatic ILS apch in advance due to intensive training flights at airport.



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	245 KT MAX	LL022 ↑	LL006 LT
GS	3.00°	372	478	531	637	743				

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS		Prohibited East of airport	
	DA(H)	ALS out	Max KT	MDA(H)
A	649'	R1200m	100	920' (471')
B	① R550m	R1200m	135	1010' (561')
C			180	1340' (891')
D			205	1340' (891')

① R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications, LL022 designation, missed apch. © JEPPESSEN, 2020, 2026. ALL RIGHTS RESERVED.



**UWLL/ULV  
BARATAYEVKA**

**JEPPESEN**  
10 APR 26 (21-3) Eff 16 Apr

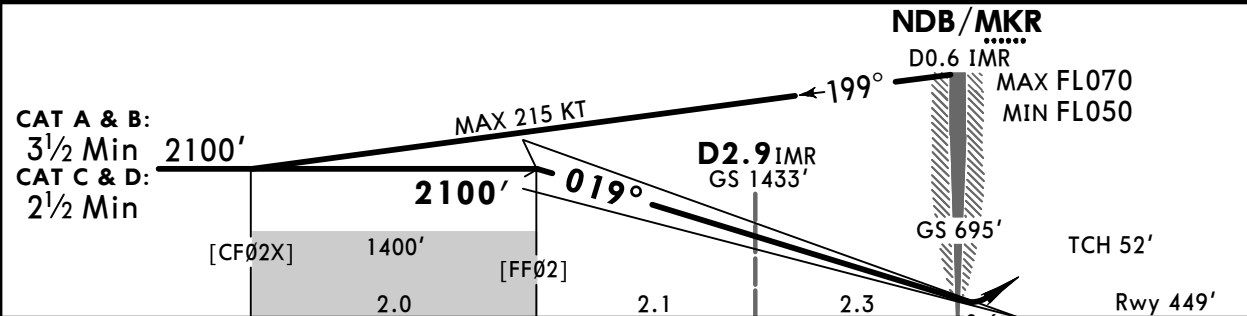
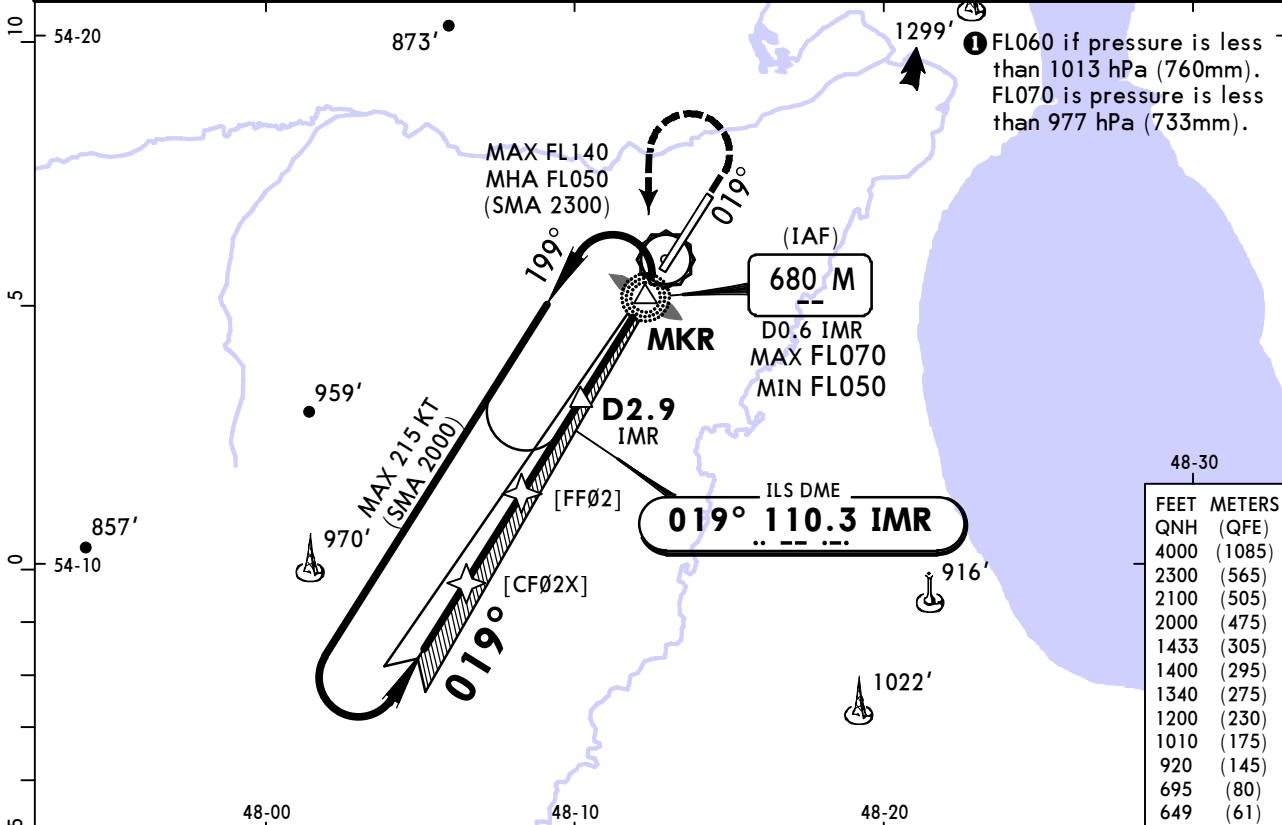
**ULYANOVSK, RUSSIA**  
By ATC ILS X Rwy 02

ATIS <b>128.850</b> (Russian 126.6)		ULYANOVSK Approach <b>127.3</b>			2300 MSA M NDB
ULYANOVSK Radar (TWR) <b>120.8</b>		ULYANOVSK Start (TWR) <b>120.4</b>		Ground <b>121.8</b>	
LOC IMR <b>110.3</b>	Final Apch Crs <b>019°</b>	[FF02] <b>2100'</b> (1651')	DA(H) <b>649'</b> (200')	Apt Elev 449' Rwy 449'	

**MISSED APCH:** Climb on track 019° to 1200' or above (MAX 185 KT), turn LEFT to NDB climbing to 2300' or as instructed by ATC, then according procedure or holding area.

Alt Set: hPa (MM on req) Rwy Elev: 16 hPa Trans level: FL050 ① Trans alt: 4000'

1. ILS DME reads zero at rwy 02 threshold. 2. Request automatic ILS apch in advance due to intensive training flights at airport.



Gnd speed-KT	70	90	100	120	140	160		PALS CAT I	185 KT	MIN	M
GS	3.00°	372	478	531	637	743	849	PAPI	MAX	1200'	680
											LT

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS		Prohibited East of airport	
	DA(H)	ALS out	Max KT	MDA(H)
A	649' (200')		100	920' (471')
B			135	1010' (561')
C			180	1340' (891')
D			205	1340' (891')

① R750m when a Flight Director or Autopilot or HUD to DA is not used.

# UWLL/ULV BARATAYEVKA

**JEPPESEN**  
10 APR 26 (21-4) Eff 16 Apr

# ULYANOVSK, RUSSIA

By ATC ILS Z Rwy 20

ATIS <b>128.850</b> (Russian 126.6)		ULYANOVSK Approach <b>127.3</b>			2300 MSA ARP
ULYANOVSK Radar (TWR) <b>120.8</b>		ULYANOVSK Start (TWR) <b>120.4</b>		Ground <b>121.8</b>	
LOC ILS <b>111.3</b>	Final Apch Crs <b>199°</b>	[FF20] <b>2000'</b> (1623')	DA(H) Refer to Minimums	Apt Elev 449' Rwy 377'	

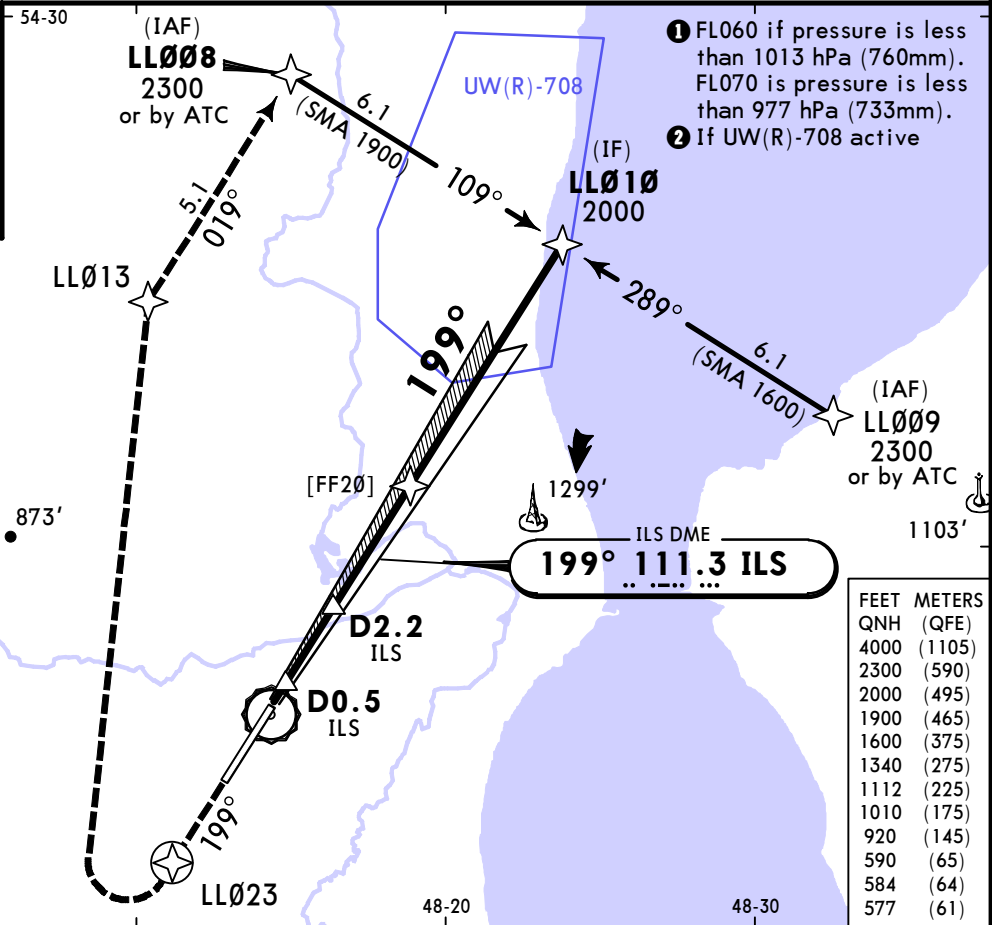
**MISSED APCH:** Climb on track 199° to LL023, turn RIGHT to LL013, then to LL008 climbing to 2300' or as directed, then according procedure or holding area.

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 ① Trans alt: 4000'

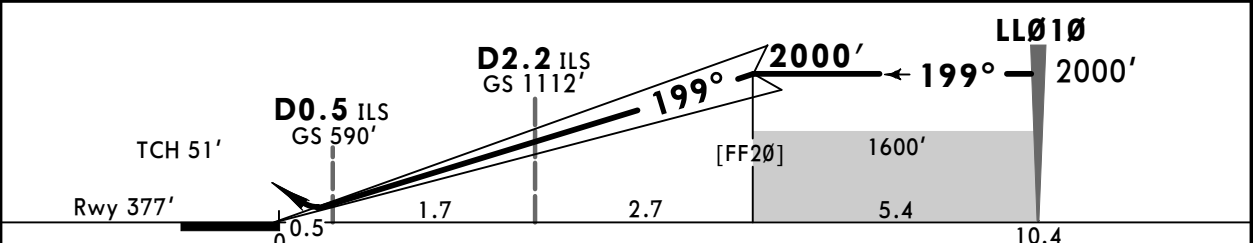
RNAV 1 for initial and missed approach. 1. GNSS required. 2. ILS DME reads zero at rwy 20 threshold. 3. Request automatic ILS apch in advance due to intensive training flights at airport.

**HOLDING FIX**  
MAX 270 KT  
MAX FL140  
MHA 2300

LL008



FEET	METERS
4000	(1105)
2300	(590)
2000	(495)
1900	(465)
1600	(375)
1340	(275)
1112	(225)
1010	(175)
920	(145)
590	(65)
584	(64)
577	(61)



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

PALS CAT I  
PAPI

LL023 LL013

Std	STRAIGHT-IN LANDING ILS	
	DA(H) ABC: <b>577'</b> (200')	D: <b>584'</b> (207')
A	<b>1</b> R550m	ALS out
B		R1200m
C		
D		

Max KT	CIRCLE-TO-LAND	
	Prohibited East of airport	
	MDA(H)	
100	<b>920'</b> (471')	V1500m
135	<b>1010'</b> (561')	V1600m
180	<b>1340'</b> (891')	V2400m
205	<b>1340'</b> (891')	V3600m

**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.

**UWLL/ULV  
BARATAYEVKA**

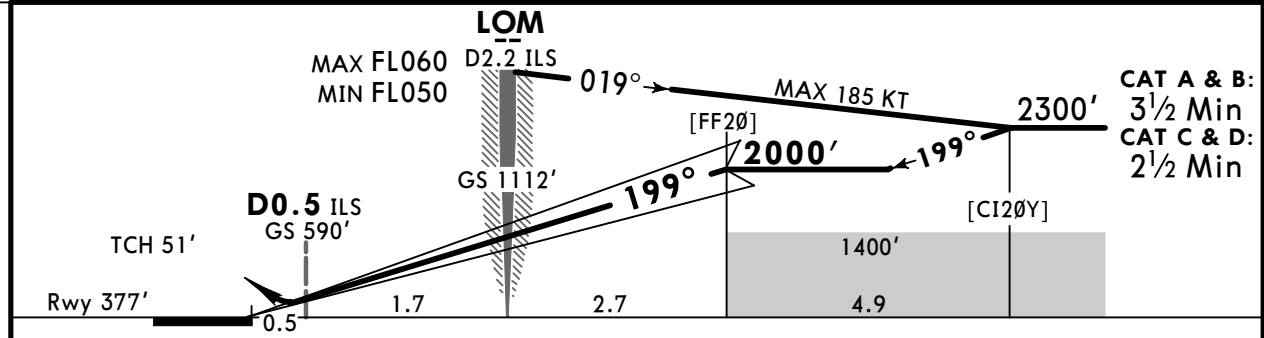
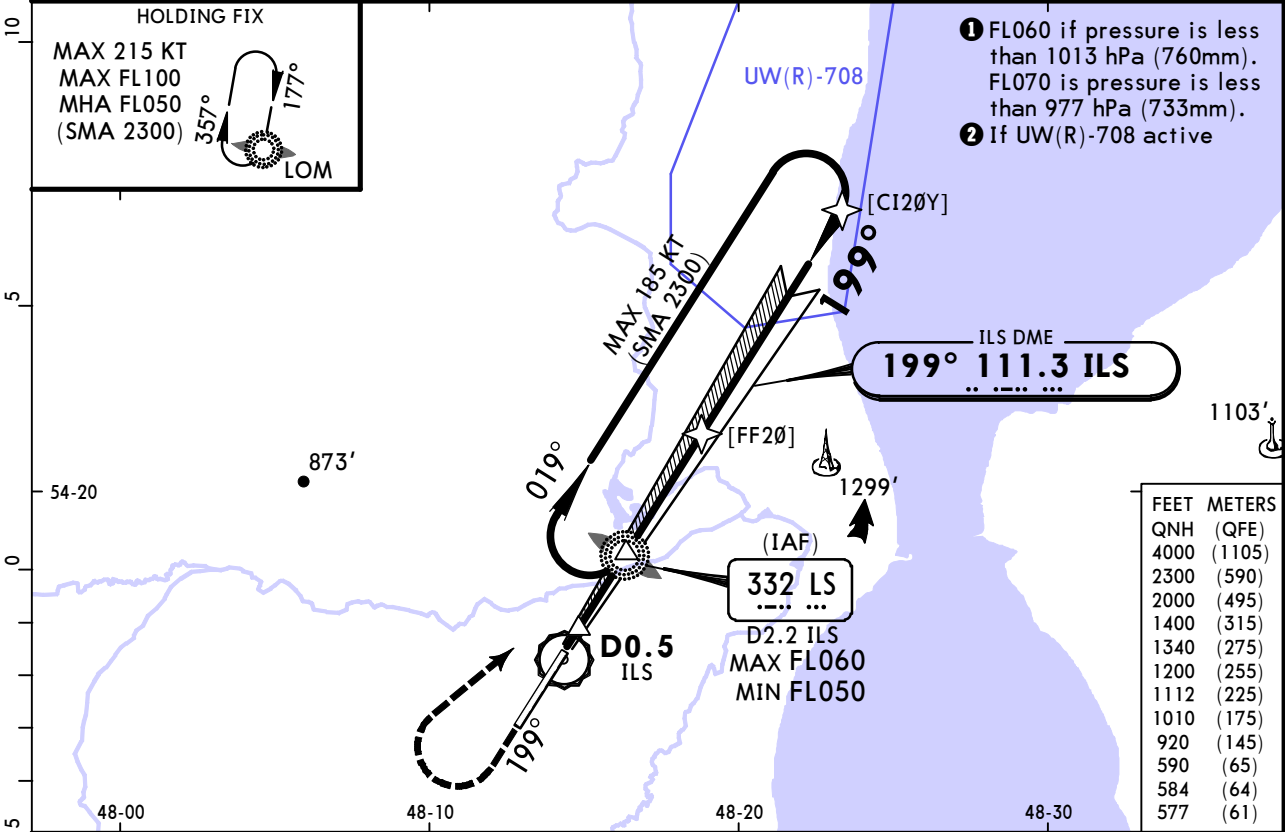
**JEPPESEN**  
10 APR 26 (21-5) Eff 16 Apr

**ULYANOVSK, RUSSIA**  
By ATC ILS Y Rwy 20

ATIS <b>128.850</b> (Russian 126.6)		ULYANOVSK Approach <b>127.3</b>			2300  MSA LS NDB
ULYANOVSK Radar (TWR) <b>120.8</b>	ULYANOVSK Start (TWR) <b>120.4</b>	Ground <b>121.8</b>			
LOC ILS <b>111.3</b>	Final Apch Crs <b>199°</b>	[FF20] <b>2000'</b> (1623')	DA(H) Refer to Minimums	Apt Elev 449' Rwy 377'	

**MISSED APCH:** Climb on track 199° to 1200' or above (MAX 215 KT), turn RIGHT to NDB climbing to 2300' or as directed, then according procedure or holding area.

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 ① Trans alt: 4000'  
1. ILS DME reads zero at rwy 20 threshold. 2. Request automatic ILS apch in advance due to intensive training flights at airport.



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	215 KT MAX	MIN 1200'	LS 332 RT
GS	3.00°	372	478	531	637	743				

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND			
	DA(H) ABC: <b>577'</b> (200') D: <b>584'</b> (207')		Prohibited East of airport			
	ALS out		Max KT	MDA(H)		
	A	1 R550m	R1200m	100	920' (471')	V1500m
	B			135	1010' (561')	V1600m
C	180			1340' (891')	V2400m	
D	205			1340' (891')	V3600m	

**UWLL/ULV  
BARATAYEVKA**

**JEPPESEN**  
10 APR 26 **(21-6)** Eff 16 Apr

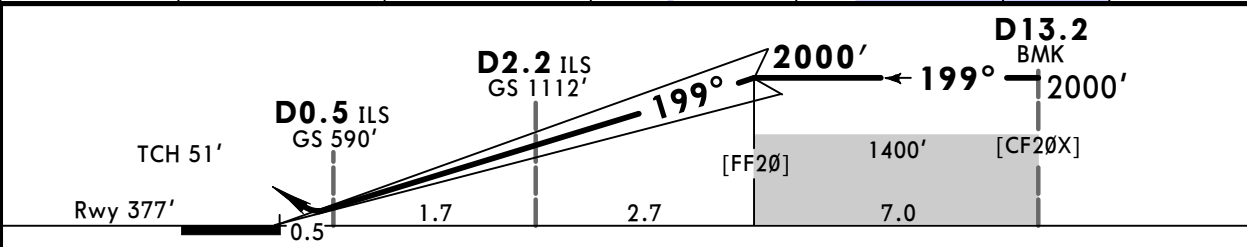
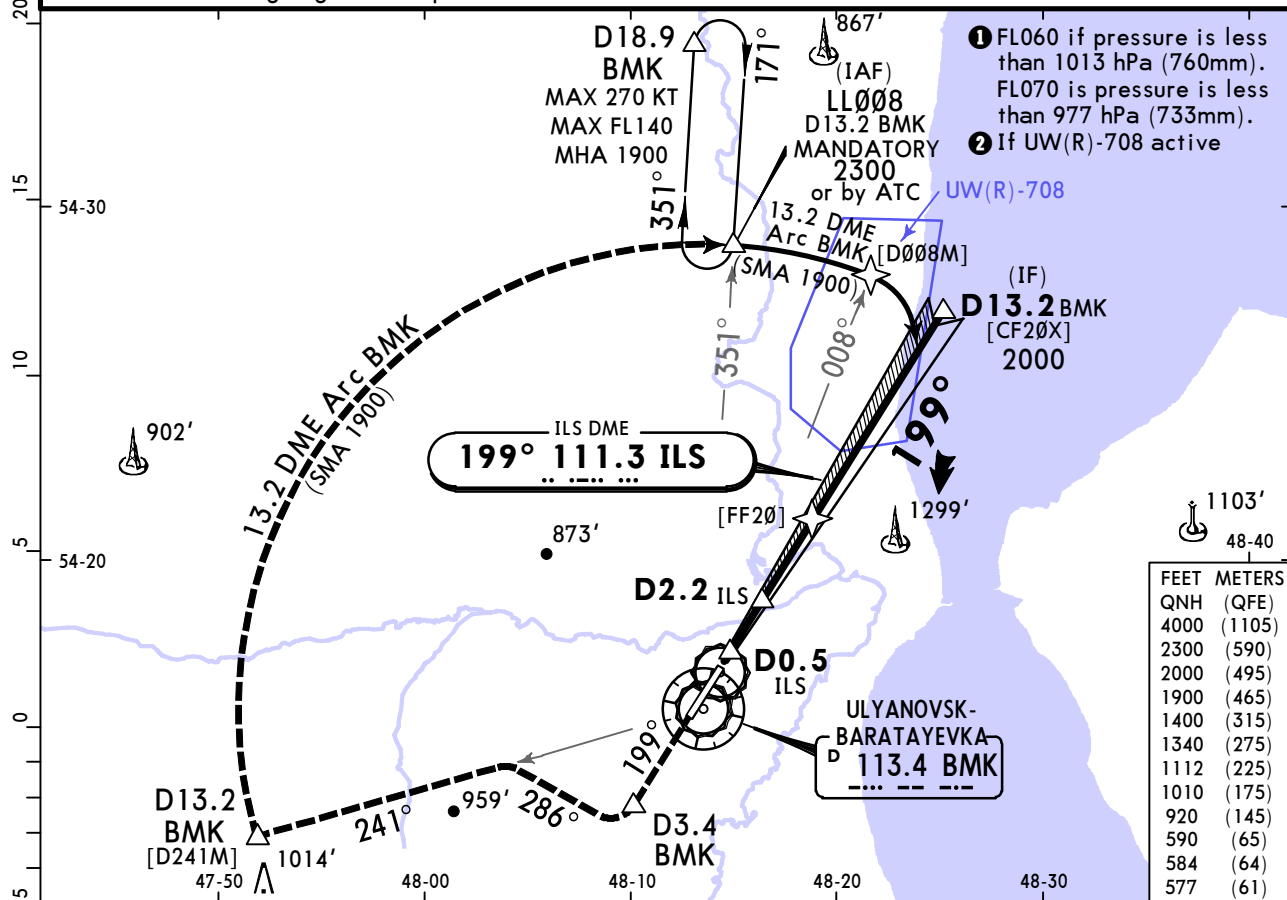
**ULYANOVSK, RUSSIA**  
By ATC ILS X Rwy 20

ATIS <b>128.850</b> (Russian 126.6)		ULYANOVSK Approach <b>127.3</b>			2300 MSA BMK VOR
ULYANOVSK Radar (TWR) <b>120.8</b>		ULYANOVSK Start (TWR) <b>120.4</b>		Ground <b>121.8</b>	
LOC ILS <b>111.3</b>	Final Apch Crs <b>199°</b>	[FF20] <b>2000'</b> (1623')	DA(H) Refer to Minimums	Apt Elev 449' Rwy 377'	

**MISSED APCH:** Climb on track 199° to D3.4 BMK (MAX 185 KT), turn RIGHT onto 286°, intercept R-241 BMK and proceed to D13.2 BMK climbing to 1900' or as directed by ATC, then turn RIGHT and execute on 13.2 DME Arc BMK.

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 ① Trans alt: 4000'

1. DME required. 2. ILS DME reads zero at rwy 20 threshold. 3. Request automatic ILS apch in advance due to intensive training flights at airport.



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	<b>185 KT</b> MAX	<b>D3.4</b> BMK
GS	3.00°	372	478	531	637	849			

PANS OPS	STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND		
	DA(H) ABC: <b>577'</b> (200')	D: <b>584'</b> (207')	Prohibited East of airport		
A	<b>1</b> R550m	R1200m	Max KT	MDA(H)	
B			100	<b>920'</b> (471')	V1500m
C			135	<b>1010'</b> (561')	V1600m
D			180	<b>1340'</b> (891')	V2400m
			205	<b>1340'</b> (891')	V3600m

**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.

**UWLL/ULV  
BARATAYEVKA**

**JEPPESEN**  
10 APR 26 **(22-1)** Eff 16 Apr

**ULYANOVSK, RUSSIA  
RNP Rwy 02**

ATIS <b>128.850</b> (Russian 126.6)		ULYANOVSK Approach <b>127.3</b>			2300 MSA ARP
ULYANOVSK Radar (TWR) <b>120.8</b>		ULYANOVSK Start (TWR) <b>120.4</b>		Ground <b>121.8</b>	
RNAV	Final Apch Crs <b>019°</b>	<b>LL004</b> <b>2100'</b> (1651')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 449' Rwy 449'	

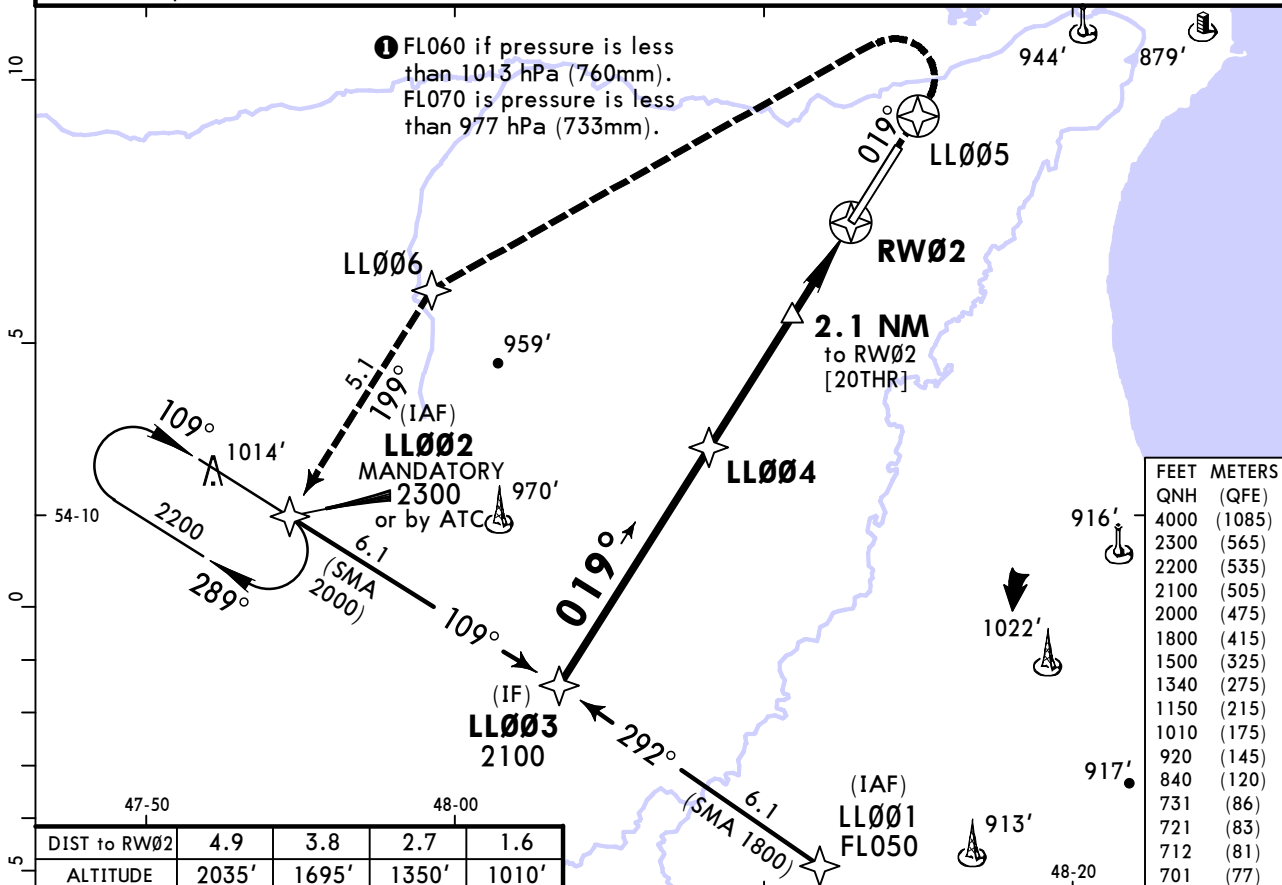
BRIEFING STRIP™

**MISSED APCH:** Climb on track 019° to LL005 (MAX 240 KT), turn LEFT to LL006, then to LL002 climbing to 2300' or as directed, then according procedure or holding area.

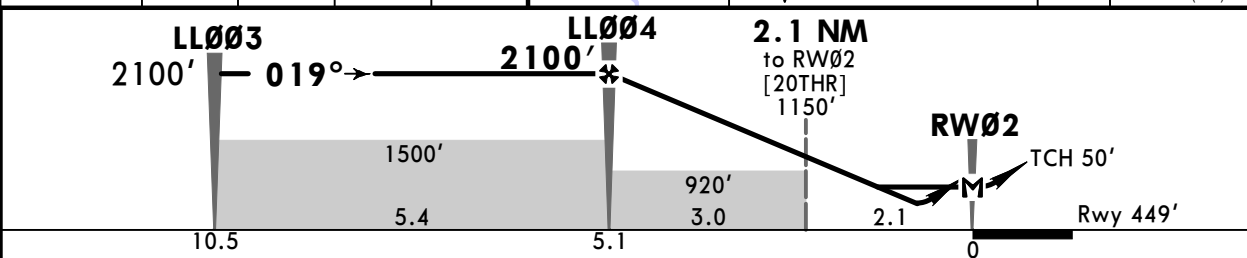
Alt Set: hPa (MM on req)      Rwy Elev: 16 hPa      Trans level: FL050 **1**      Trans alt: 4000'

RNP apch.

1. GNSS required. 2. Baro-VNAV not authorized below -30°C. 3. VPA exceeds 3.5° above 50°C.



FEET	METERS
4000	(1085)
2300	(565)
2200	(535)
2100	(505)
2000	(475)
1800	(415)
1500	(325)
1340	(275)
1150	(215)
1010	(175)
920	(145)
840	(120)
731	(86)
721	(83)
712	(81)
701	(77)



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	<b>240 KT</b> MAX	<b>LL005</b> ↑	<b>LL006</b> ←
Glide Path Angle	3.00°	372	478	531	637	743				

STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
LNAV/VNAV DA(H) A: <b>701'</b> (252') C: <b>721'</b> (272') B: <b>712'</b> (263') D: <b>731'</b> (282')		LNAV CDFA <b>1</b> DA/MDA(H) <b>840'</b> (391')		Prohibited East of airport	
ALS out		ALS out		Max KT	MDA(H)
A	R750m	R1300m	R1100m	100	<b>920'</b> (471') V1500m
B				135	<b>1010'</b> (561') V1600m
C				180	<b>1340'</b> (891') V2400m
D		R1400m		205	<b>1340'</b> (891') V3600m

**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy.

# UWLL/ULV BARATAYEVKA

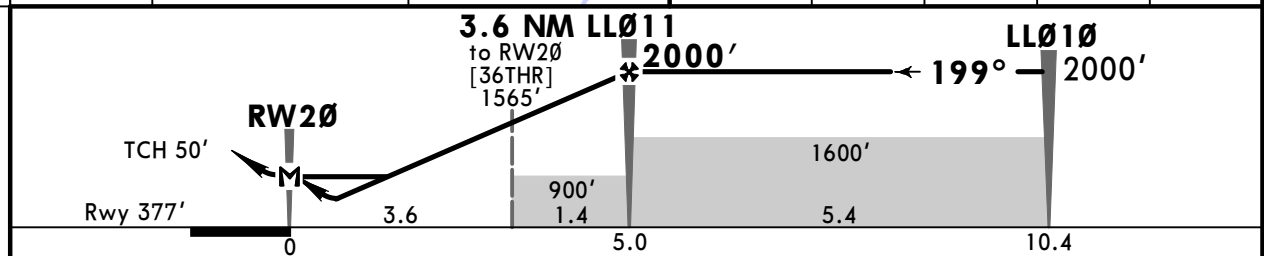
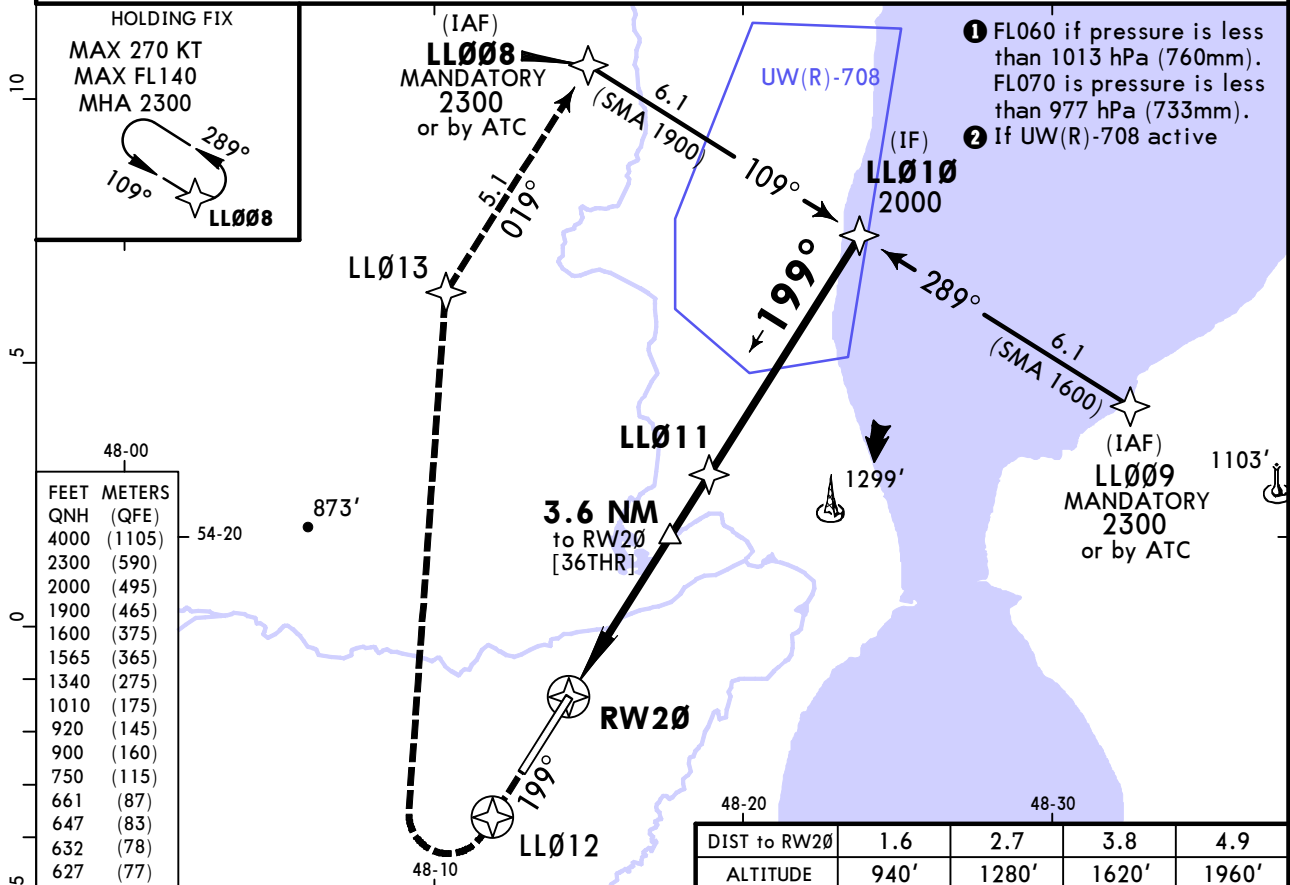
**JEPPESEN**  
10 APR 26 **(22-2)** Eff 16 Apr

**ULYANOVSK, RUSSIA**  
② By ATC RNP Rwy 20

ATIS <b>128.850</b> (Russian 126.6)		ULYANOVSK Approach <b>127.3</b>			
ULYANOVSK Radar (TWR) <b>120.8</b>	ULYANOVSK Start (TWR) <b>120.4</b>	Ground <b>121.8</b>			
RNAV	Final Apch Crs <b>199°</b>	LL011 <b>2000'</b> (1623')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 449' Rwy 377'	

**MISSED APCH:** Climb on track 199° to LL012, turn RIGHT to LL013, then to LL008 climbing to 2300' or as directed, then according procedure or holding area.

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 ① Trans alt: 4000'  
RNP apch.  
1. GNSS required. 2. Baro-VNAV not authorized below -28°C. 3. VPA exceeds 3.5° above 50°C.



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	LL012 ↑	LL013 RT
Glide Path Angle	3.00°	372	478	531	637	743			

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV DA(H) A: <b>627'</b> (250') C: <b>647'</b> (270') B: <b>632'</b> (255') D: <b>661'</b> (284')		LNAV CDFA DA/MDA(H) <b>750'</b> (373')		Prohibited East of airport	
	ALS out		ALS out		Max KT	MDA(H)
	A	R750m	R1300m	R1000m	100	920' (471') V1500m
B				135	1010' (561') V1600m	
C				180	1340' (891') V2400m	
D		R1400m		205	1340' (891') V3600m	

**UWLL/ULV  
BARATAYEVKA**

**JEPPESEN**  
10 APR 26 (22-40) Eff 16 Apr

**ULYANOVSK, RUSSIA  
GLS Rwy 02**

ATIS <b>128.850</b> (Russian 126.6)		ULYANOVSK Approach <b>127.3</b>			2300 MSA ARP
ULYANOVSK Radar (TWR) <b>120.8</b>	ULYANOVSK Start (TWR) <b>120.4</b>	Ground <b>121.8</b>			
GBAS <b>Ch 20711 G02A</b>	Final Apch Crs <b>019°</b>	<b>LL007</b> <b>2100'</b> (1651')	DA(H) <b>649'</b> (200')	Apt Elev 449' Rwy 449'	

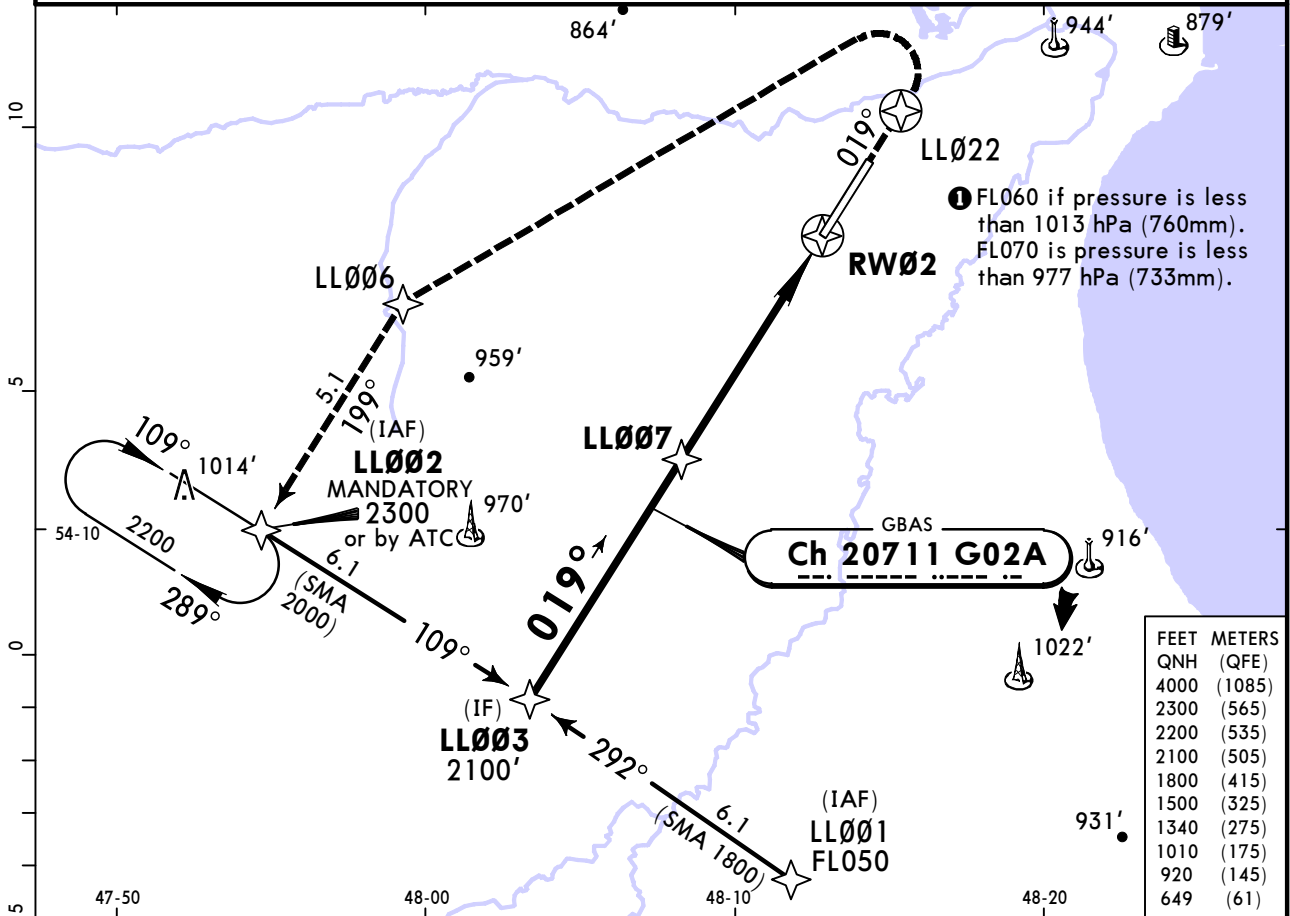
BRIEFING STRIP™

**MISSED APCH:** Climb on track 019° to LL022 (MAX 240 KT), turn LEFT to LL006, then to LL002 climbing to 2300' or as directed, then according procedure or holding area.

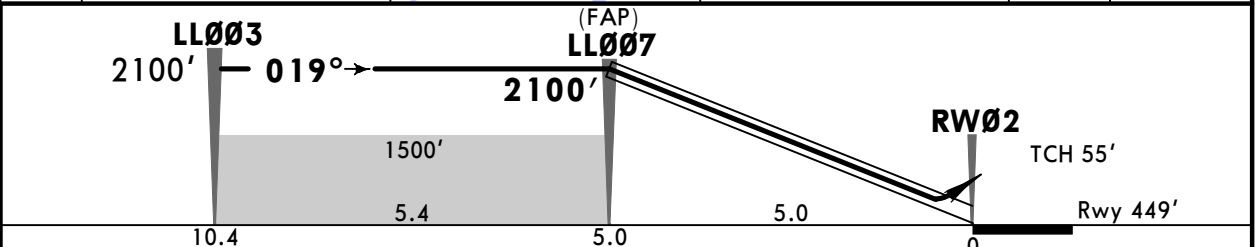
Alt Set: hPa (MM on req) Rwy Elev: 16 hPa Trans level: FL050 **1** Trans alt: 4000'

RNAV 1 for initial and missed approach.

GNSS required.



FEET	METERS
4000	(1085)
2300	(565)
2200	(535)
2100	(505)
1800	(415)
1500	(325)
1340	(275)
1010	(175)
920	(145)
649	(61)



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	240 KT MAX	LL022 ↑	LL006 LT
Glide Path Angle	3.00°	372	478	531	637	743				

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	GLS	ALS out	MDA(H)	
A	DA(H) <b>649'</b> (200')		920' (471')	V1500m
B			1010' (561')	V1600m
C	<b>1</b> R550m	R1200m	1340' (891')	V2400m
D			1340' (891')	V3600m

**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.

# UWLL/ULV BARATAYEVKA

**JEPPESEN**  
10 APR 26 **(22-41)** Eff 16 Apr

**ULYANOVSK, RUSSIA**  
By ATC **GLS Rwy 20**

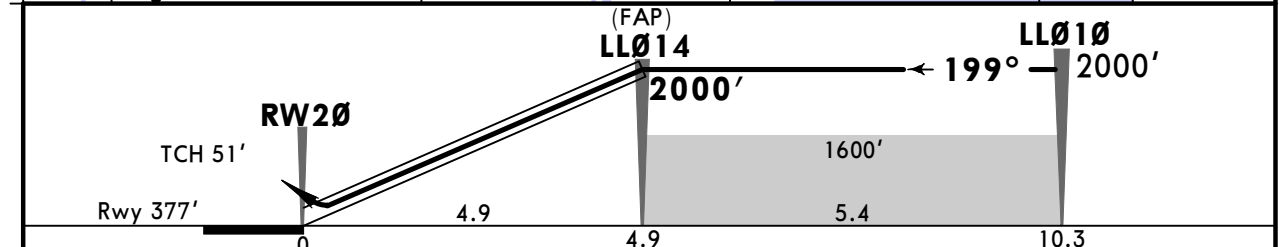
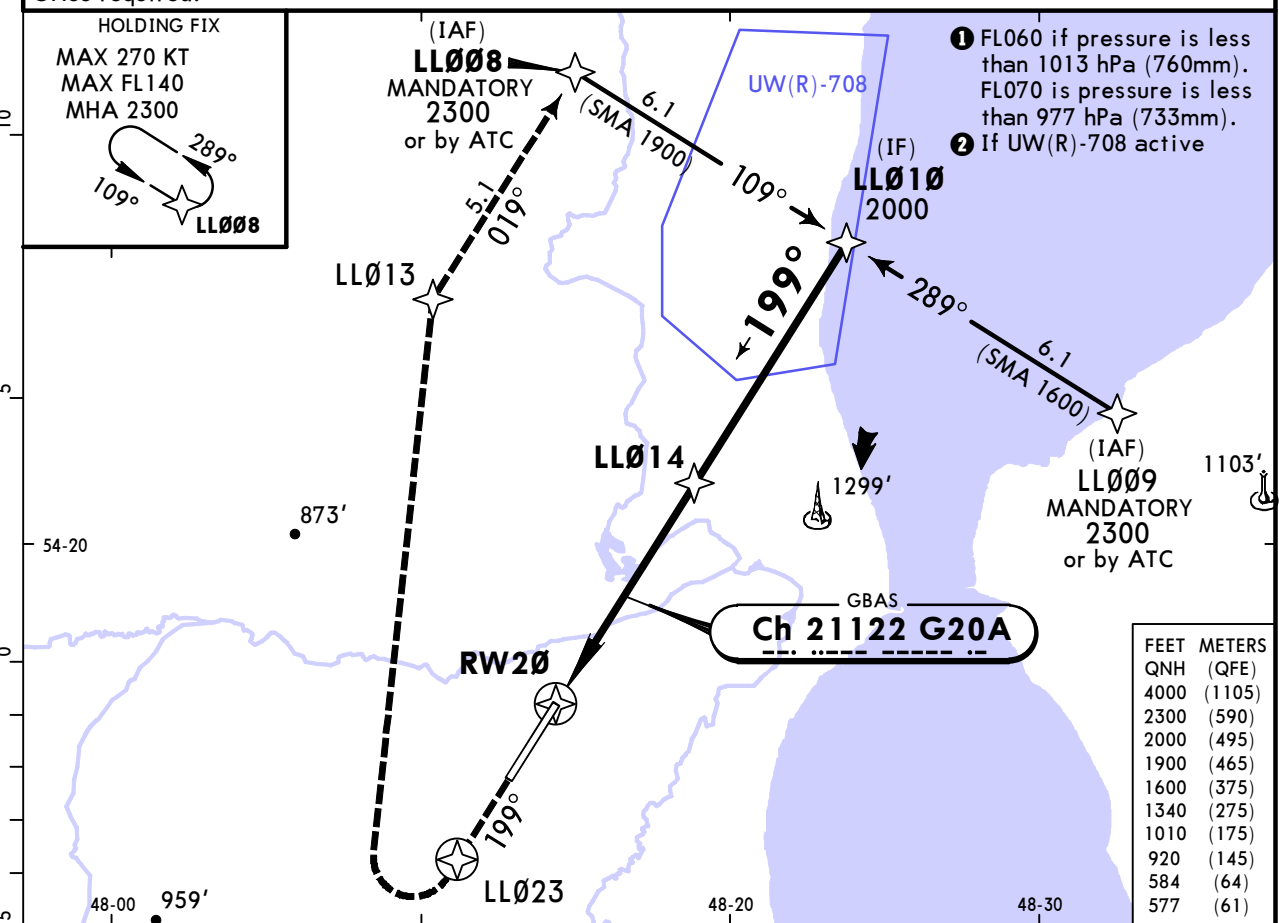
ATIS <b>128.850</b> (Russian 126.6)		ULYANOVSK Approach <b>127.3</b>			2300 MSA ARP
ULYANOVSK Radar (TWR) <b>120.8</b>	ULYANOVSK Start (TWR) <b>120.4</b>	Ground <b>121.8</b>			
GBAS <b>Ch 21122 G20A</b>	Final Apch Crs <b>199°</b>	LL014 <b>2000'</b> (1623')	DA(H) Refer to Minimums	Apt Elev 449' Rwy 377'	

**MISSED APCH:** Climb on track 199° to LL023, turn RIGHT to LL013, then to LL008 climbing to 2300' or as directed, then according procedure or holding area.

Alt Set: hPa (MM on req)      Rwy Elev: 14 hPa      Trans level: FL050 ①      Trans alt: 4000'

RNAV 1 for initial and missed approach.

GNSS required.



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	LL023 ↑	LL013 RT
Glide Path Angle 3.00°	372	478	531	637	743	849			

Std	STRAIGHT-IN LANDING GLS		CIRCLE-TO-LAND		
	DA(H) ABC: <b>577'</b> (200') D: <b>584'</b> (207')	ALS out	Prohibited East of airport		
A	<b>① R550m</b>	R1200m	Max KT	MDA(H)	
B			100	<b>920'</b> (471')	V1500m
C			135	<b>1010'</b> (561')	V1600m
D			180	<b>1340'</b> (891')	V2400m
			205	<b>1340'</b> (891')	V3600m

① R750m when a Flight Director or Autopilot or HUD to DA is not used.

**ULYANOVSK, RUSSIA**  
**VOR, RWY 02**

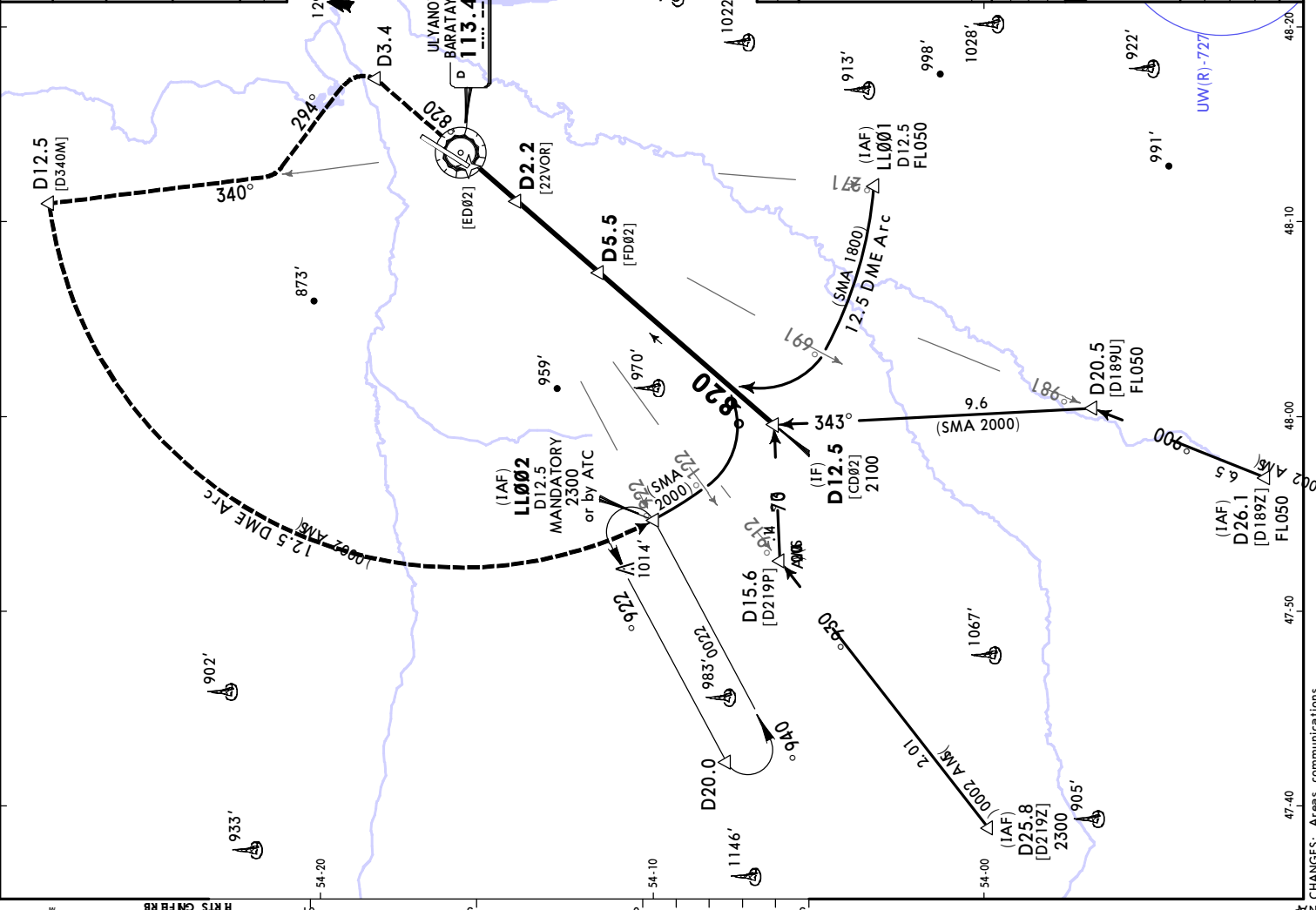
**UWLL/ULV**  
**BARATAYEVKA**

**JEPPESEN**  
10 APR 26 (23-1) Eff 16 Apr

ATIS		ULYANOVSK Approach	
128.850 (Russian)	126.6	127.3	
ULYANOVSK Radar (TWR)		ULYANOVSK Start (TWR)	
120.8	120.4	121.8	
VOR	Final Appch Crs	DA/MDA(H) Refer to Minimums	Apt Elev 449'
113.4	028°	D5.5 2100' (1651')	
<b>MISSED APCH:</b> Climb on R-028 to D3.4 (MAX 185 KT), turn LEFT onto 294°, intercept intercept R-340 and proceed to D12.5 climbing to 2000' or as directed, then turn LEFT and proceed on 12.5 DME Arc.			
Alt Set: hPa (MM on req)		Apt Elev: 16 hPa	Trans level: FL050
1. DME required. 2. Final approach track offset 9° from rwy centerline.		Trans alt: 4000'	

ULYANOVSK- BARATAYEVKA	
P 113.4 BMK	
Mandatory 2300 or by ATC	
1. FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm).	

FEET METERS	
QNH (QFE)	49.00
4000 (1085)	
2300 (695)	
2200 (655)	
2100 (605)	
2000 (575)	
1800 (475)	
1600 (355)	
1500 (325)	
1340 (275)	
1060 (190)	
1010 (175)	
950 (155)	
860 (135)	
840 (120)	



BMK DME	5.4	4.3	3.2	2.2
ALTITUDE	2080'	1740'	1400'	1050'

VOR		D3.4		BMK	
2100'		2100'		113.4	
D12.5 [CD02]		D5.5 [FD02]		185 KT MAX	
D12.5 [IF]		D2.2 [22VOR]		CIRCLE-TO-LAND	
D15.6 [D219P]		D20.5 [D189U]		Prohibited East of airport	
D20.0		D26.1 [D189Z]		Max MDA(H) 100	
D25.8 [D219Z]		D12.5 [IF]		950' (501') V1500m	
D12.5 [IF]		D20.5 [D189U]		135 1010' (561') V1600m	
D20.5 [D189U]		D26.1 [D189Z]		180 1340' (891') V2400m	
D26.1 [D189Z]		D12.5 [IF]		205 1340' (891') V3600m	

# UWLL/ULV BARATAYEVKA

**JEPPESEN**  
10 APR 26 **(23-2)** Eff 16 Apr

# ULYANOVSK, RUSSIA

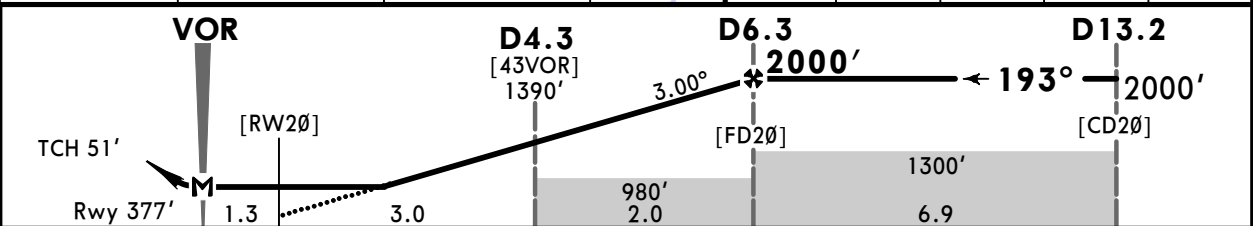
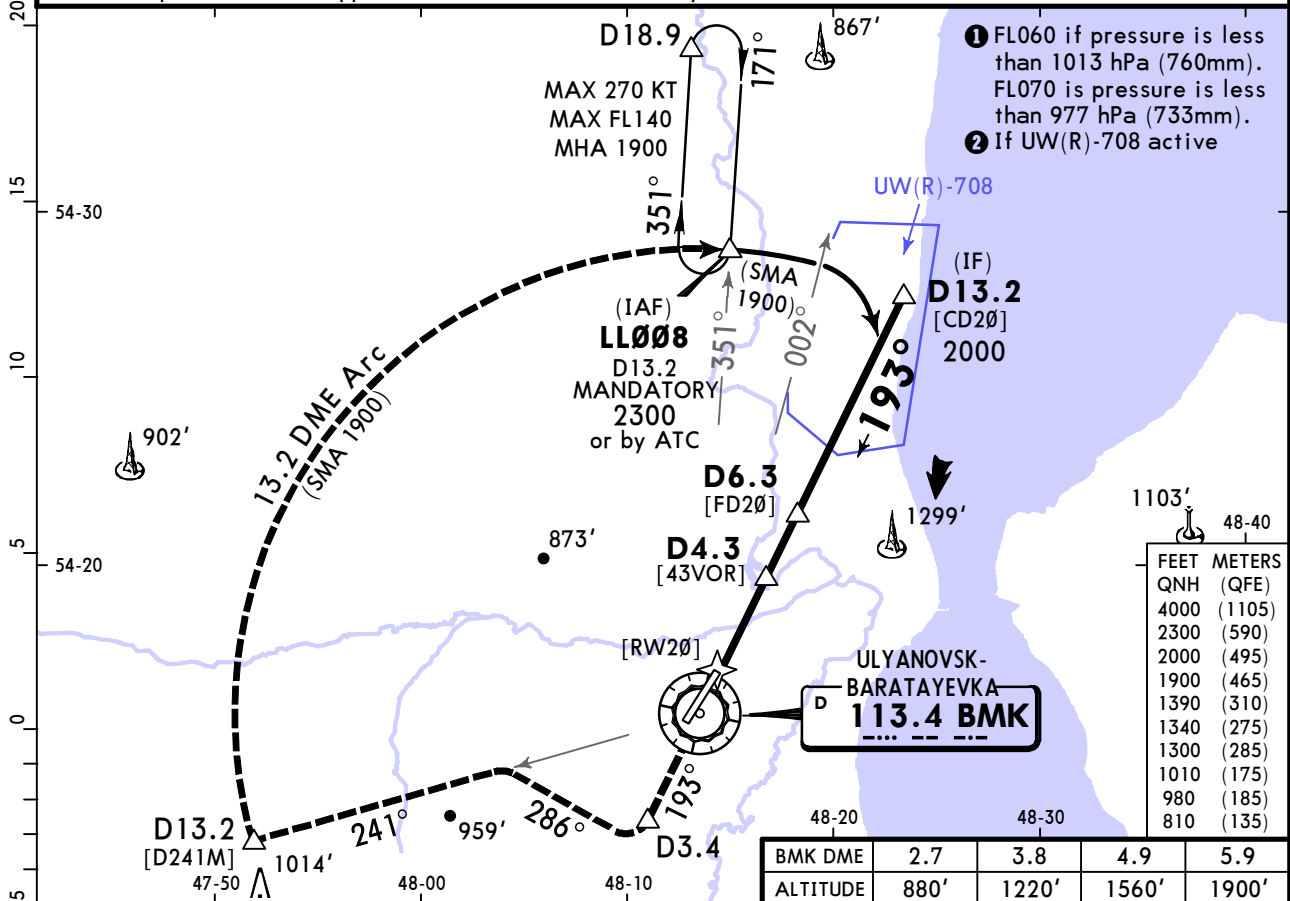
  
By ATC **VOR Rwy 20**

ATIS <b>128.850</b> (Russian 126.6)		ULYANOVSK Approach <b>127.3</b>			
ULYANOVSK Radar (TWR) <b>120.8</b>	ULYANOVSK Start (TWR) <b>120.4</b>		Ground <b>121.8</b>		
VOR BMK <b>113.4</b>	Final Apch Crs <b>193°</b>	<b>D6.3</b> <b>2000'</b> (1623')	DA/MDA(H) (CONTITIONAL) <b>810'</b> (433')	Apt Elev 449' Rwy 377'	
MSA BMK VOR					

**MISSED APCH:** Climb on R-193 to D3.4 (MAX 185 KT), turn RIGHT onto 286°, intercept R-241 and proceed to D13.2 climbing to 1900' or as instructed by ATC, then turn RIGHT and proceed on 13.2 DME Arc.

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 **1** Trans alt: 4000'

1. DME required. 2. Final approach track offset 6° from rwy centerline.



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	<b>185 KT</b> MAX	<b>D3.4</b> ↑ on <b>113.4</b> <b>R-193</b>	
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at VOR								Timing not authorized for defining MAP.		

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND
	with D4.3 CDFA		w/o D4.3 CDFA		
	<b>1</b> DA/MDA(H) <b>810'</b> (433')		<b>1</b> DA/MDA(H) <b>980'</b> (603')		Prohibited East of airport
	ALS out		ALS out		Max KT
A	R1300m	R1500m	R1500m	R1500m	100 <b>980'</b> (531') V1500m
B					135 <b>1010'</b> (561') V1600m
C		R2000m	R2100m	R2800m	180 <b>1340'</b> (891') V2400m
D					205 <b>1340'</b> (891') V3600m

**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy.



**UWLL/ULV  
BARATAYEVKA**

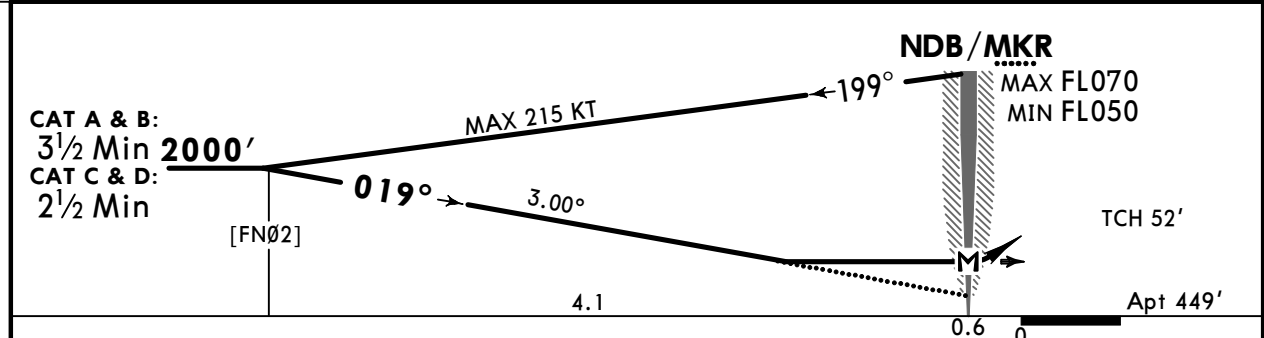
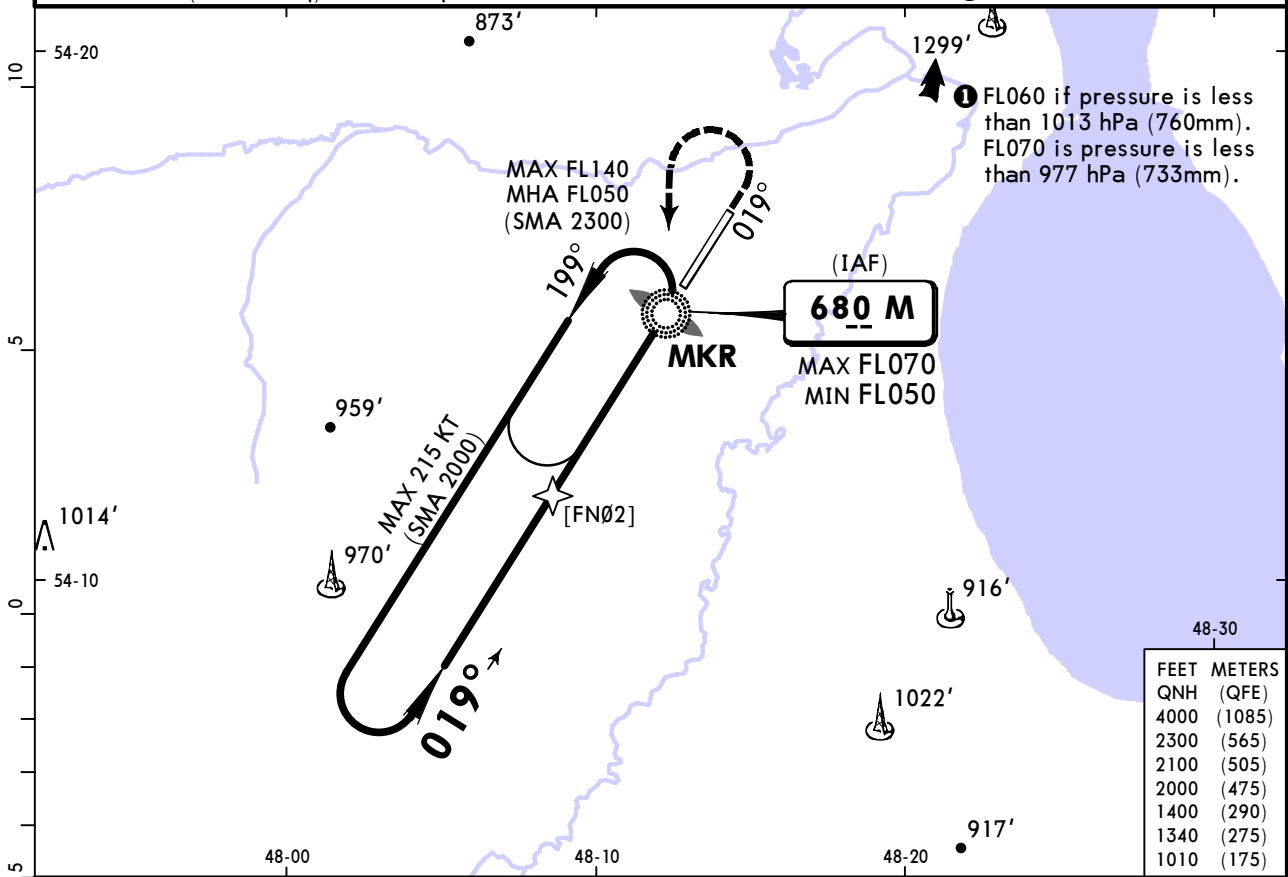
**JEPPESEN**  
10 APR 26 (26-2) Eff 16 Apr

**ULYANOVSK, RUSSIA**  
By ATC NDB Y Rwy 02

ATIS <b>128.850</b> (Russian 126.6)		ULYANOVSK Approach <b>127.3</b>			2300 MSA M NDB
ULYANOVSK Radar (TWR) <b>120.8</b>	ULYANOVSK Start (TWR) <b>120.4</b>		Ground <b>121.8</b>		
NDB M <b>680</b>	Final Apch Crs <b>019°</b>	[FNØ2] <b>2000'</b> (1551')	DA/MDA(H) <b>1010'</b> (561')	Apt Elev 449'	

**MISSED APCH:** Climb on track 019° to 1400' or above (MAX 185 KT), turn LEFT to NDB climbing to 2300' or as instructed by ATC, then according procedure or holding area. Turn before MAP is prohibited.

Alt Set: hPa (MM on req)      Apt Elev: 16 hPa      Trans level: FL050 ①      Trans alt: 4000'



Gnd speed-KT	70	90	100	120	140	160	PALS CAT 1 PAPI	<b>185 KT</b> MAX	<b>1400'</b> or above	M <b>680</b> LT
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at NDB										
Timing not authorized for defining MAP.										

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	CDFA DA/MDA(H) <b>1010'</b> (561')	ALS out	Prohibited East of airport		
	R1500m		Max KT	MDA(H)	
A	R1500m		100	<b>1010'</b> (561')	V1500m
B	R1500m		135	<b>1010'</b> (561')	V1600m
C	R1900m	R2400m	180	<b>1340'</b> (891')	V2400m
D	R1900m	R2400m	205	<b>1340'</b> (891')	V3600m

# UWLL/ULV BARATAYEVKA



# ULYANOVSK, RUSSIA

10 APR 26

(26-3)

Eff 16 Apr

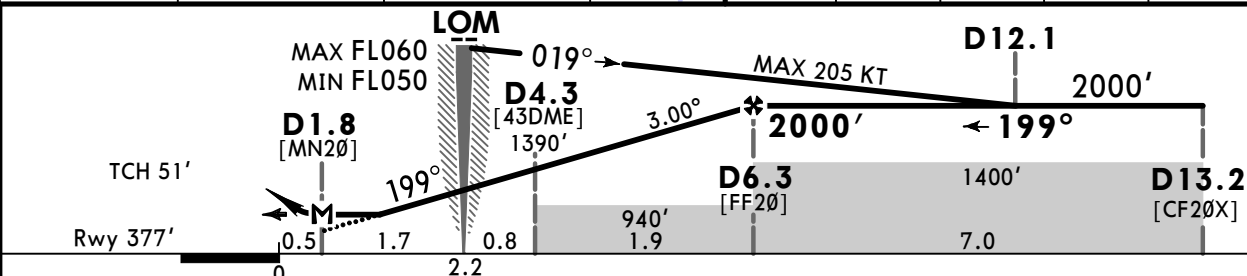
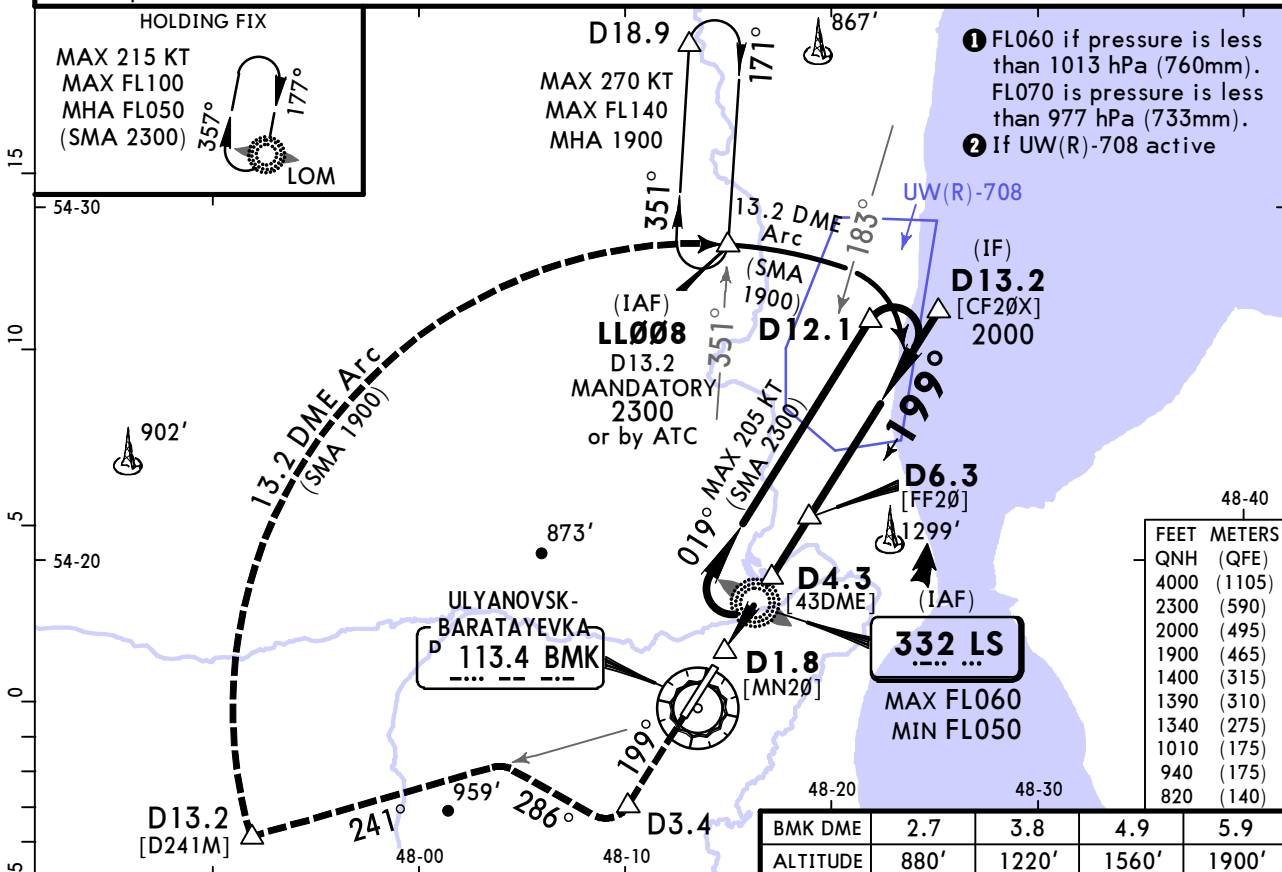
By ATC NDB Z Rwy 20

ATIS <b>128.850</b> (Russian 126.6)		ULYANOVSK Approach <b>127.3</b>			
ULYANOVSK Radar (TWR) <b>120.8</b>	ULYANOVSK Start (TWR) <b>120.4</b>		Ground <b>121.8</b>		
NDB LS <b>332</b>	Final Apch Crs <b>199°</b>	<b>D6.3</b> <b>2000'</b> (1623')	DA/MDA(H) (CONDITIONAL) <b>820'</b> (443')	Apt Elev 449' Rwy 377'	
MSA LS NDB					

**MISSED APCH:** Climb on track 199° to D3.4 (MAX 185 KT), turn RIGHT onto track 286°, then intercept R-241 BMK and proceed to D13.2 climbing to 1900' or as instructed by ATC, then turn RIGHT and proceed on 13.2 DME Arc.

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 ① Trans alt: 4000'

DME required.



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI <b>185 KT</b> MAX <b>D3.4</b>
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.8							

Timing not authorized for defining MAP.

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	with D4.3 CDFA	w/o D4.3 CDFA	Prohibited East of airport	
	<b>1</b> DA/MDA(H) <b>820'</b> (443')	<b>1</b> DA/MDA(H) <b>940'</b> (563')		
	ALS out	ALS out	Max KT	MDA(H)
A	R1400m	R1500m	100	<b>940'</b> (491') V1500m
B	R1500m	R1500m	135	<b>1010'</b> (561') V1600m
C	R2100m	R1900m	180	<b>1340'</b> (891') V2400m
D	R2100m	R2400m	205	<b>1340'</b> (891') V3600m

**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy.

# UWLL/ULV BARATAYEVKA



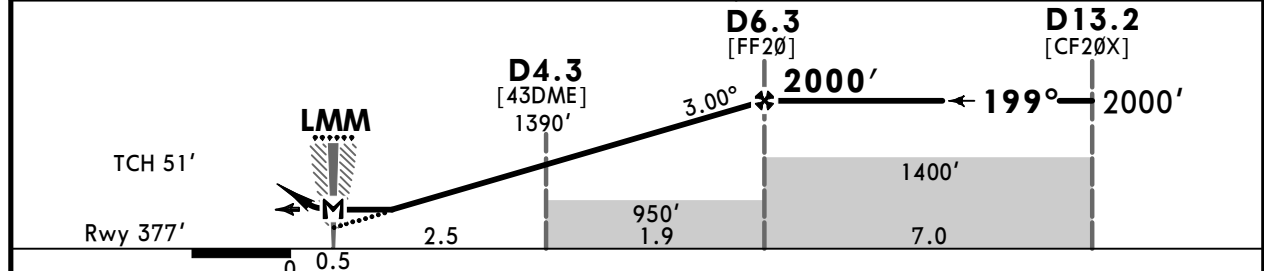
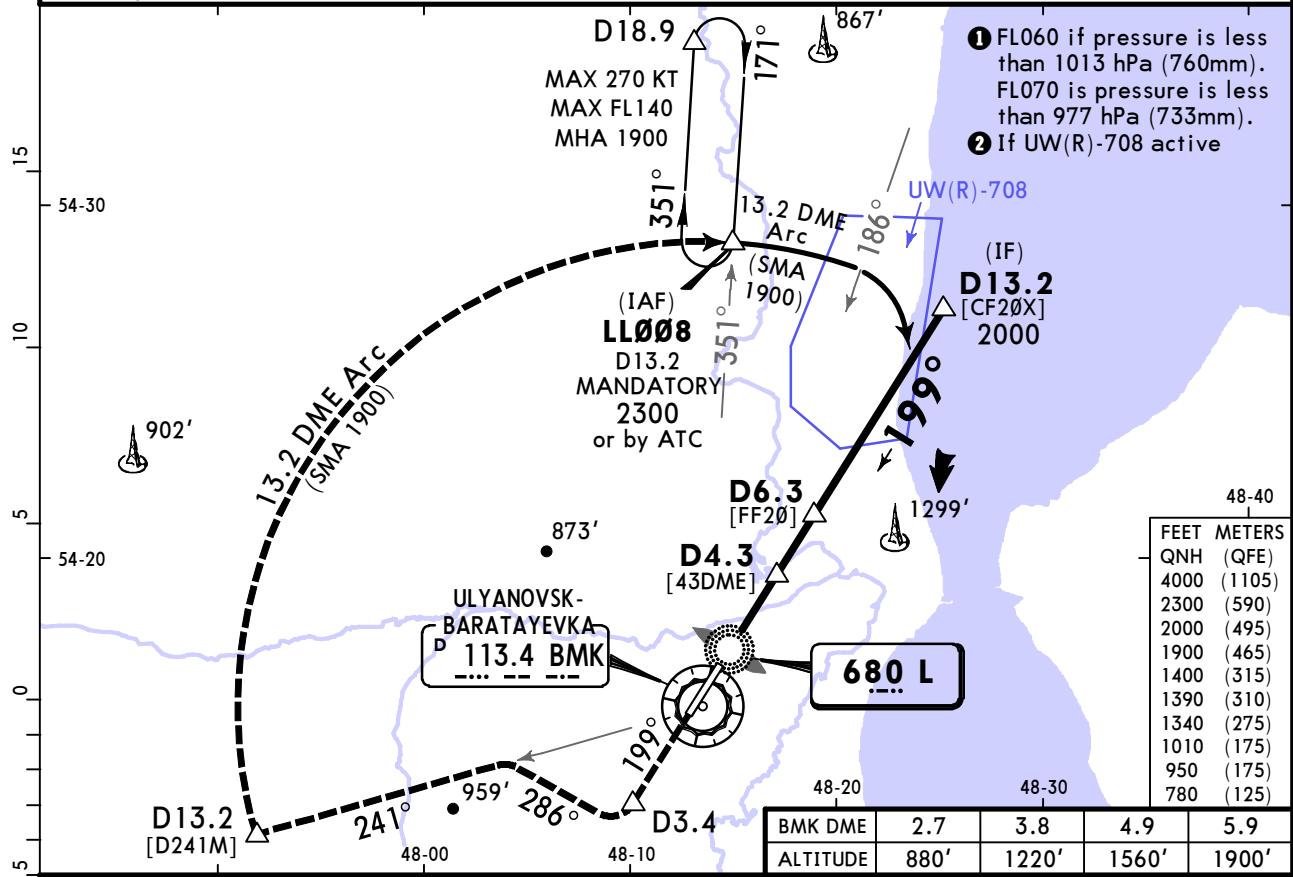
# ULYANOVSK, RUSSIA

10 APR 26 (26-4) Eff 16 Apr ② By ATC NDB Y Rwy 20

ATIS 128.850 (Russian 126.6)		ULYANOVSK Approach 127.3			2300 MSA L Lctr
ULYANOVSK Radar (TWR) 120.8		ULYANOVSK Start (TWR) 120.4		Ground 121.8	
Lctr L <b>680</b>	Final Apch Crs <b>199°</b>	<b>D6.3</b> 2000' (1623')	DA/MDA(H) (CONDITIONAL) <b>780'</b> (403')	Apt Elev 449' Rwy 377'	

**MISSED APCH:** Climb on track 199° to D3.4 (MAX 185 KT), turn RIGHT onto track 286°, then intercept R-241 BMK and proceed to D13.2 climbing to 1900' or as instructed by ATC, then turn RIGHT and proceed on 13.2 DME Arc.

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 ① Trans alt: 4000'  
DME required.



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	185 KT MAX	D3.4 ↑
Descent Angle 3.00°	372	478	531	637	743	849			

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	with D4.3 CDFA	w/o D4.3 CDFA	Prohibited East of airport	
	① DA/MDA(H) 780' (403')	① DA/MDA(H) 950' (573')		
	ALS out	ALS out	Max KT	MDA(H)
A	R1200m	R1500m	100	950' (501') V1500m
B	R1200m	R1500m	135	1010' (561') V1600m
C	R1200m	R1900m	180	1340' (891') V2400m
D	R1200m	R1900m	205	1340' (891') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
CHANGES: Communications, missed apch. © JEPPesen, 2020, 2026. ALL RIGHTS RESERVED.

# UWLL/ULV BARATAYEVKA



# ULYANOVSK, RUSSIA

10 APR 26

(26-5)

Eff 16 Apr

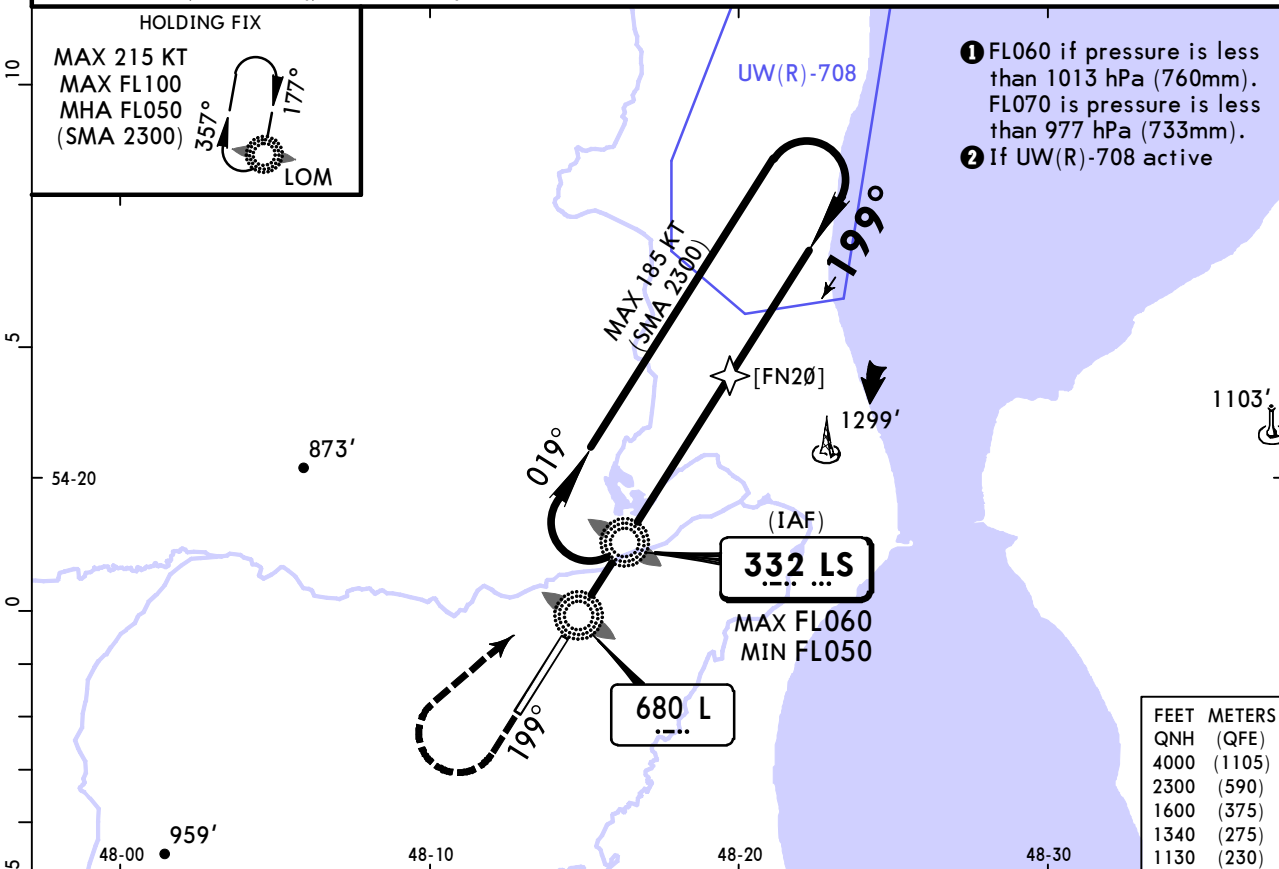
By ATC NDB X Rwy 20

BRIEFING STRIP™

ATIS <b>128.850</b> (Russian 126.6)		ULYANOVSK Approach <b>127.3</b>			<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;">2300</div> <p>MSA LS NDB</p>
ULYANOVSK Radar (TWR) <b>120.8</b>	ULYANOVSK Start (TWR) <b>120.4</b>		Ground <b>121.8</b>		
NDB LS <b>332</b>	Final Apch Crs <b>199°</b>	[FN20] <b>2300'</b> (1923')	DA/MDA(H) <b>1130'</b> (753')	Apt Elev 449' Rwy 377'	

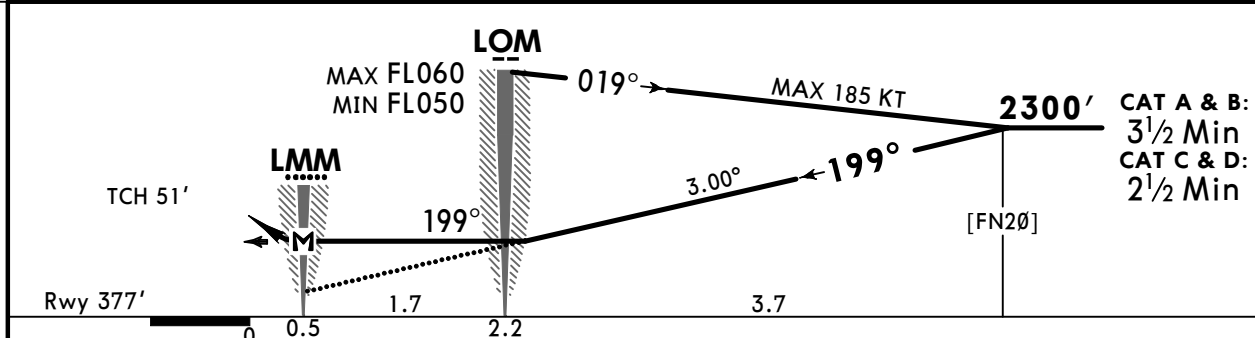
**MISSED APCH:** Climb on track 199° to 1600' or above (MAX 215 KT), turn RIGHT to LS NDB climbing to 2300' or as instructed by ATC, then according procedure or holding area. Turn before MAP is prohibited.

Alt Set: hPa (MM on req)      Rwy Elev: 14 hPa      Trans level: FL050 ①      Trans alt: 4000'



- ① FL060 if pressure is less than 1013 hPa (760mm). FL070 if pressure is less than 977 hPa (733mm).
- ② If UW(R)-708 active

FEET	METERS
QNH (QFE)	
4000	(1105)
2300	(590)
1600	(375)
1340	(275)
1130	(230)



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	215 KT MAX	1600' or above	LS 332 RT
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at LMM										

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA DA/MDA(H) <b>1130'</b> (753')	ALS out	Prohibited East of airport	
A	R1500m	Max 100	1130' (681')	V1500m
B			135	1130' (681')
C	R2400m	180	1340' (891')	V2400m
D		205	1340' (891')	V3600m

PANS OPS

## Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>ULYANOVSK, (BARATAYEVKA - UWLL)</b>				
REV	AIRPORT BRIEFING (GEN)	20-1P	10 Apr 2026	16 Apr 2026
REV	AIRPORT BRIEFING (ARR, DE...	20-1P1	10 Apr 2026	16 Apr 2026
REV	AGUTO, OTPIS & TERDI 1E R...	20-2	10 Apr 2026	16 Apr 2026
REV	AGUTO, OTPIS & TERDI 1F R...	20-2A	10 Apr 2026	16 Apr 2026
REV	NEPNI, REDMI & ULPON 1E R...	20-2B	10 Apr 2026	16 Apr 2026
REV	NEPNI & ULPON 1F, REDMI 1...	20-2C	10 Apr 2026	16 Apr 2026
REV	AGUTO, OTPIS & TERDI 1C A...	20-2H	10 Apr 2026	16 Apr 2026
REV	AGUTO, OTPIS & TERDI 1D A...	20-2J	10 Apr 2026	16 Apr 2026
REV	NEPNI, REDMI & ULPON 1C A...	20-2K	10 Apr 2026	16 Apr 2026
REV	NEPNI, REDMI & ULPON 1D A...	20-2L	10 Apr 2026	16 Apr 2026
REV	AGUTO, ARPUD, MOKED & OTP...	20-3	10 Apr 2026	16 Apr 2026
REV	AGUTO, ARPUD, MOKED & OTP...	20-3A	10 Apr 2026	16 Apr 2026
REV	NEPNI, RUBEK & TERDI 1L R...	20-3B	10 Apr 2026	16 Apr 2026
REV	NEPNI, RUBEK & TERDI 1M R...	20-3C	10 Apr 2026	16 Apr 2026
REV	AGUTO, ARPUD, MOKED & OTP...	20-3D	10 Apr 2026	16 Apr 2026
REV	AGUTO, ARPUD, MOKED & OTP...	20-3E	10 Apr 2026	16 Apr 2026
REV	NEPNI, RUBEK & TERDI 1G D...	20-3F	10 Apr 2026	16 Apr 2026
REV	NEPNI, RUBEK & TERDI 1H D...	20-3G	10 Apr 2026	16 Apr 2026
REV	AGUTO, ARPUD, MOKED & OTP...	20-3H	10 Apr 2026	16 Apr 2026
REV	AGUTO, ARPUD, MOKED & OTP...	20-3J	10 Apr 2026	16 Apr 2026
REV	NEPNI, RUBEK & TERDI 1J D...	20-3K	10 Apr 2026	16 Apr 2026
REV	NEPNI, RUBEK & TERDI 1K D...	20-3L	10 Apr 2026	16 Apr 2026
REV	AIRPORT, AIPOINT INFO, TAK...	20-9	10 Apr 2026	16 Apr 2026
REV	PARKING STANDS	20-9A	10 Apr 2026	16 Apr 2026
REV	ILS Z RWY 02	21-1	10 Apr 2026	16 Apr 2026
REV	ILS Y RWY 02	21-2	10 Apr 2026	16 Apr 2026
REV	ILS X RWY 02	21-3	10 Apr 2026	16 Apr 2026
REV	ILS Z RWY 20	21-4	10 Apr 2026	16 Apr 2026
REV	ILS Y RWY 20	21-5	10 Apr 2026	16 Apr 2026
REV	ILS X RWY 20	21-6	10 Apr 2026	16 Apr 2026
REV	RNP RWY 02	22-1	10 Apr 2026	16 Apr 2026
REV	RNP RWY 20	22-2	10 Apr 2026	16 Apr 2026
REV	GLS RWY 02	22-40	10 Apr 2026	16 Apr 2026
REV	GLS RWY 20	22-41	10 Apr 2026	16 Apr 2026
REV	VOR RWY 02	23-1	10 Apr 2026	16 Apr 2026
REV	VOR RWY 20	23-2	10 Apr 2026	16 Apr 2026
REV	NDB Z RWY 02	26-1	10 Apr 2026	16 Apr 2026
REV	NDB Y RWY 02	26-2	10 Apr 2026	16 Apr 2026
REV	NDB Z RWY 20	26-3	10 Apr 2026	16 Apr 2026
REV	NDB Y RWY 20	26-4	10 Apr 2026	16 Apr 2026
REV	NDB X RWY 20	26-5	10 Apr 2026	16 Apr 2026

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWLL