JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: ULYANOVSK RUS
ICAO/IATA: UWLW / ULY
Lat/Long: N54° 23.97', E048° 48.07'
Elevation: 251 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: 0100 Z
Sunset: 1623 Z

Runway Information

Runway: 02
Length x Width: 16404 ft x 318 ft
Surface Type: concrete
TDZ-Elev: 251 ft
Lighting: Edge, ALS, Centerline

Runway: 20
Length x Width: 16404 ft x 318 ft
Surface Type: concrete
TDZ-Elev: 204 ft
Lighting: Edge, ALS, Centerline

Communication Information

Vostochny Tower: 124.000 Secondary
Vostochny Tower: 124.200
Vostochny Apron Ramp/Taxi: 119.000
Vostochny Transit Operations: 120.100

1. GENERAL

1.1. LOW VISIBILITY PROCEDURES (LVP)

Procedures are applied when RVR is 550m or less. ATC will inform pilots using phraseology: "LVP in progress. Check your minimum."

During LVP the following safety conditions are provided:

- Determination of short cuts to line-up position;
- Only one ACFT permitted on RWY and TWY;
- ACFT movement on the maneuvering area by Follow-me car only;
- Towing by flight crew's request.

The following is prohibited during LVP:

- Take-off not from RWY beginning;
- Take-off without stop on the line-up position.

1.2. TAXI PROCEDURES

Taxiing and towing are prohibited without permission of TWR controller.

ACFT shall taxi at idle power, and four-engined ACFT shall taxi under inboard engines power. When visibility is less than 550 m, ACFT shall taxi via TWY 2 and TWY 5 after the Follow-me vehicle.

Responsibility for maintaining the assigned taxi routes and taxiing speed on the maneuvering area is placed on the flight crew.

1.3. PARKING INFORMATON

Stand 21 available for helicopter.

1.4. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure after entry into CTR, continue flight at last assigned and cleared level towards LOM of landing heading 018°/198°. Descend from LOM to FL060 without leaving holding area shall be commenced at ETA or close as possible to it.

After that pilot shall:

- descend towards LOM of landing heading 018°/198° to transition level of FL050, then execute approach following racetrack procedure; or
- proceed to alternate aerodrome of Samara (Kurumoch), Kazan or in accordance with FPL at one of flight levels FL140, FL150 or FL240, FL250 depending on flight direction.

3. DEPARTURE

3.1. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure after take-off and communication with VOSTOCHNY Tower is not established at 1000', continue climbing to aerodrome traffic circuit height and proceed according to instrument approach pattern and land at Ulyanovsk aerodrome depending on meteorological conditions and ACFT landing weight or proceed to the alternate aerodrome (Samara (Kurumoch) or Kazan) at one of the flight levels FL140, FL150 or FL240, FL250, depending on flight direction.

If unable to land at Ulyanovsk (Vostochny) APT, follow instrument approach pattern established for this RWY direction without descending (at the aerodrome traffic circuit height) until passing LMM. After that the pilot shall proceed to the destination aerodrome or to the alternate aerodrome of Samara (Kurumoch) or Kazan along departure routes from Ulyanovsk CTR climbing to FL according to flight plan.

Apt Elev 251

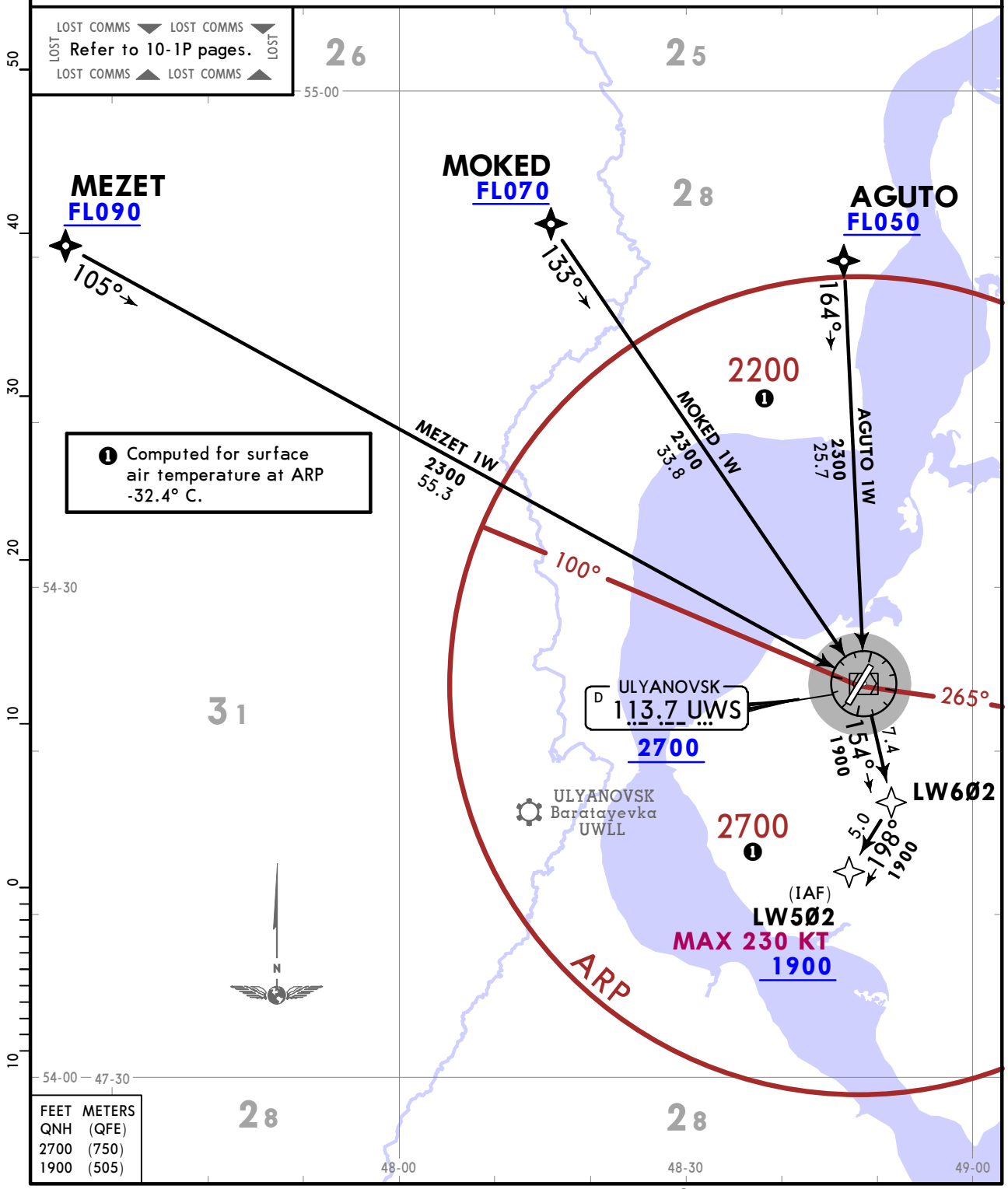
Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 977 hPa (733 mm)

RNAV 1 GNSS required

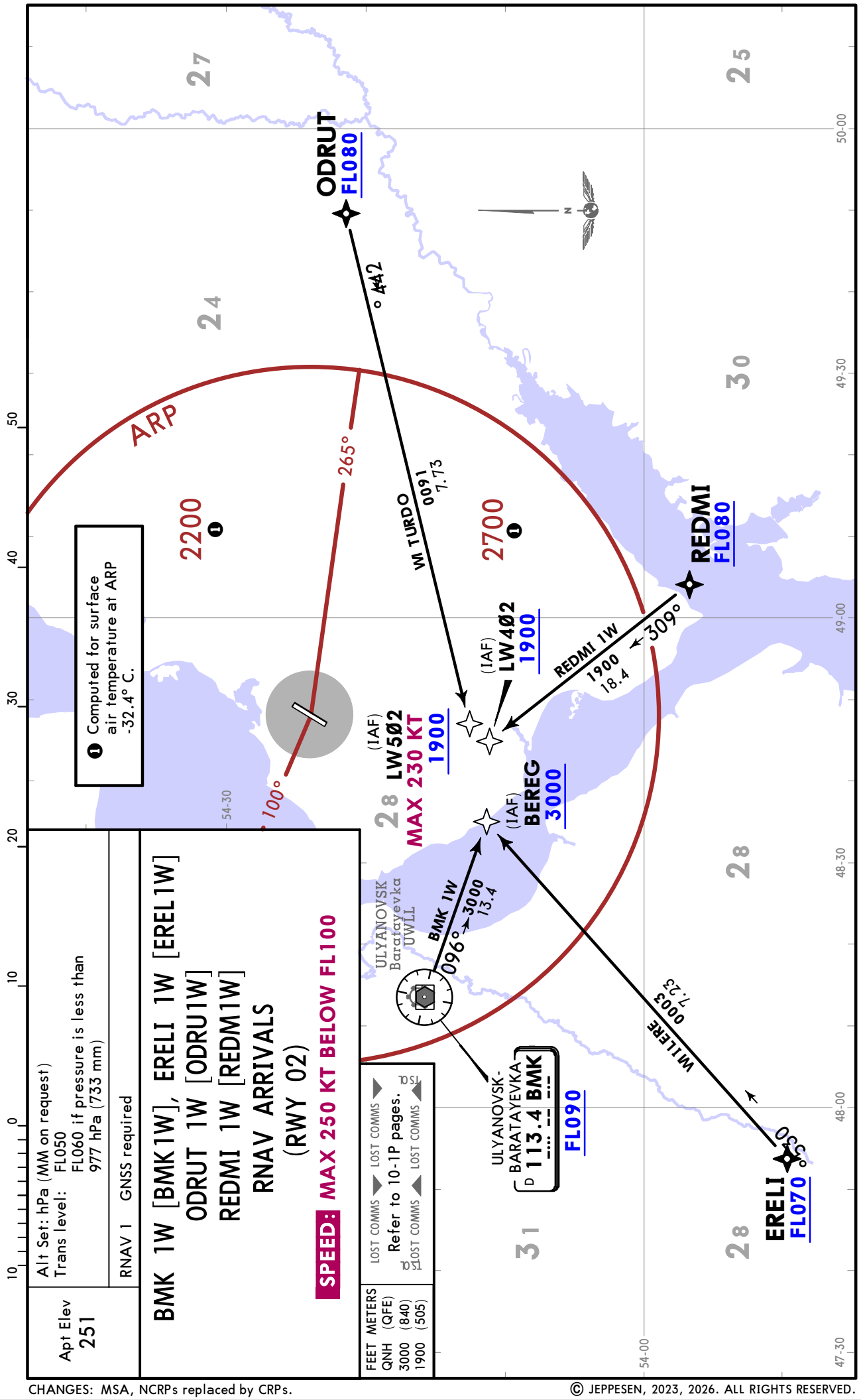
AGUTO 1W [AGUT1W]
MEZET 1W [MEZE1W]
MOKED 1W [MOKE1W]
BY ATC

RNAV ARRIVALS
(RWY 02)

SPEED: MAX 250 KT BELOW FL100



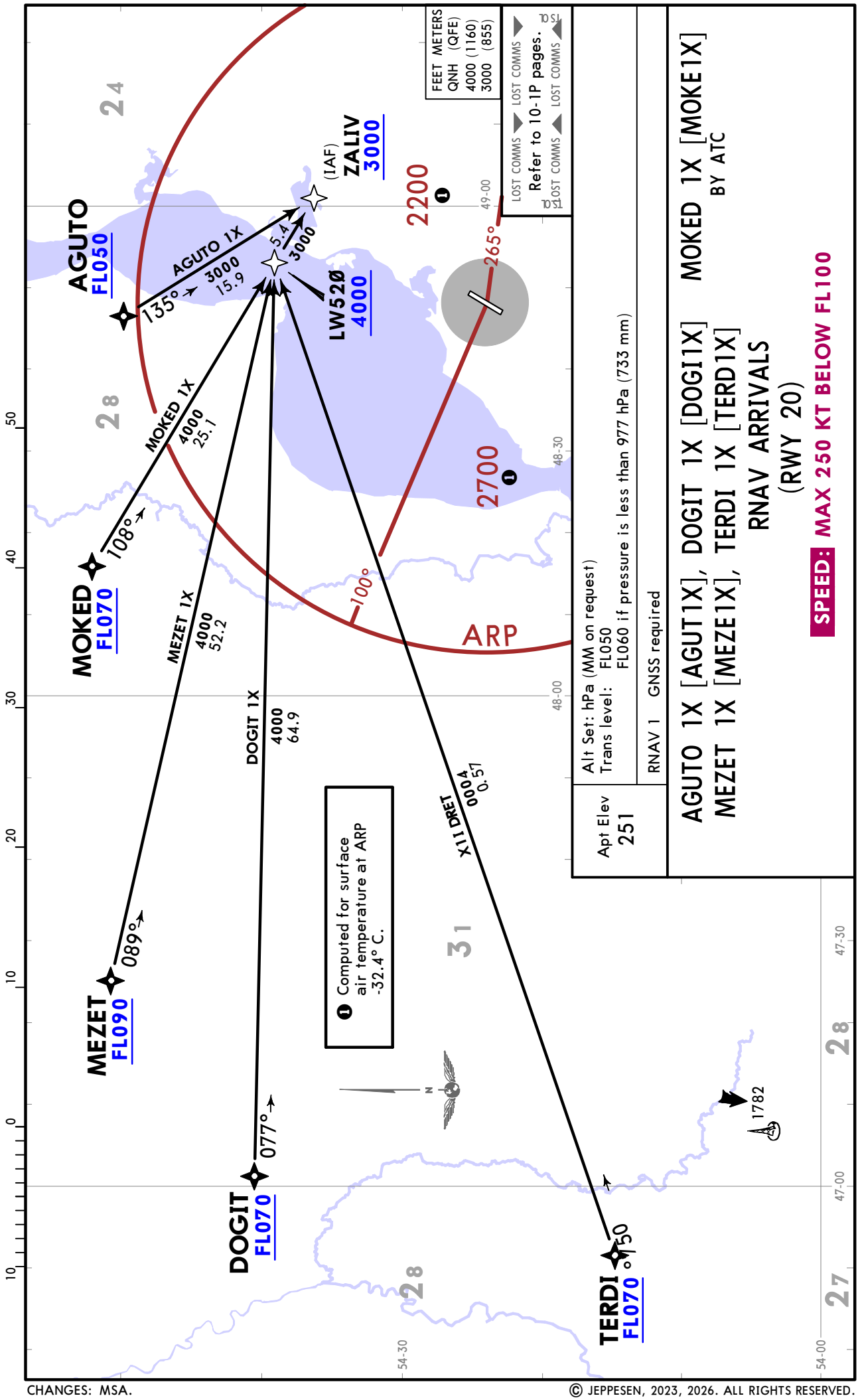
CHANGES: MSA, crossing at UWS revised, track update from MEZET to UWS.



UWLW/ULY
VOSTOCHNY

JEPPESEN
13 FEB 26 (10-2B) Eff 19 Feb

ULYANOVSK, ~~RUSSIA~~
RNAV STAR

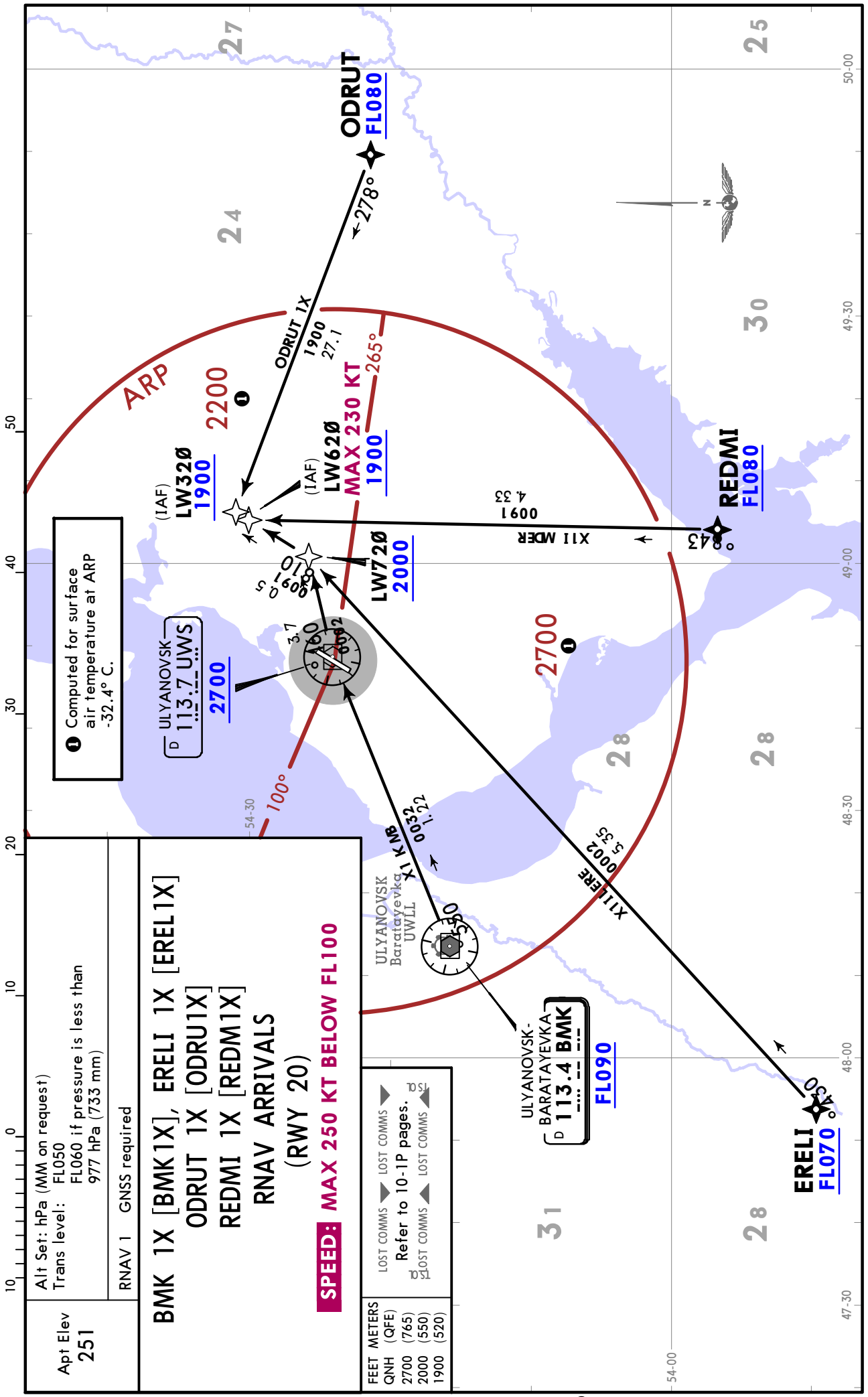


CHANGES: MSA.

UWLW/ULY
VOSTOCHNY

JEPPESEN
13 FEB 26 (10-2C) Eff 19 Feb

ULYANOVSK, ~~RUSSIA~~
RNAV STAR



Apt Elev	
251	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 977 hPa (733 mm) DME required.

AGUTO 1N [AGUT1N]
MEZET 1N [MEZE1N]
MOKED 1N [MOKE1N]
BY ATC

ARRIVALS
(ALL RWYS)

SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST
Refer to 10-1P pages.
LOST COMMS ▲ LOST COMMS ▲ LOST

MEZET
FL090
106°
D
MEZET 1N
2300
55.3

MOKED
FL070
133°
D
MOKED 1N
2300
33.8

AGUTO
FL050
164°
D
AGUTO 1N
2300
25.7

2200
1

100°
R313
R286
R344
198°
018°
265°

MAX FL080
MHA 2700
2700T

(IAF)
ULYANOVSK
D 113.7 UWS
4000
2700

MAX FL080
MHA 2700
2700T

ULYANOVSK
Baratayevka
UWLL

2700
1

ARP

1 Computed for surface air temperature at ARP -32.4° C.

N

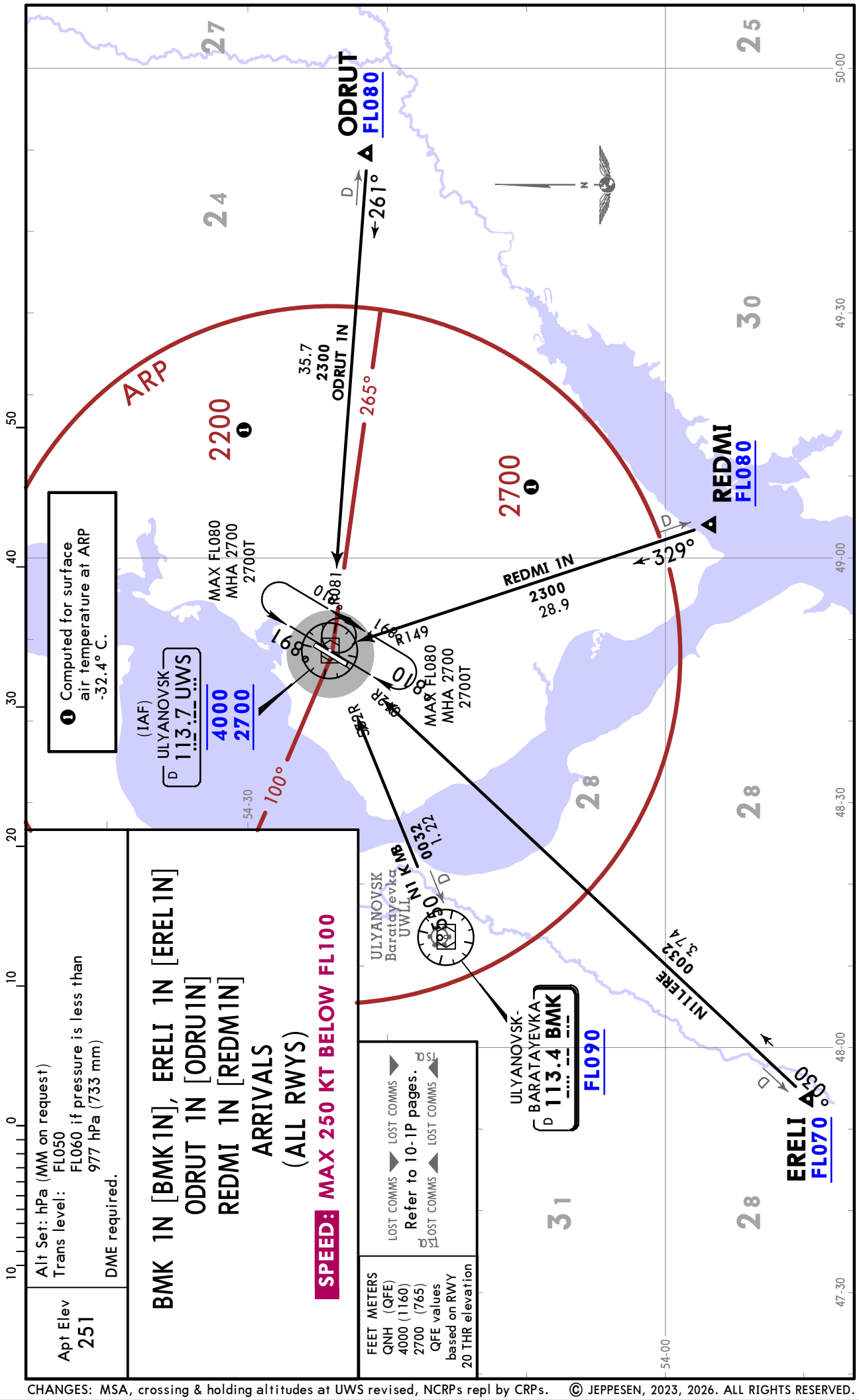
FEET METERS
QNH (QFE)
4000 (1160)
2700 (765)
QFE values based on RWY 20 THR elevation

CHANGES: MSA, crossing & holding altitudes at UWS revised.

UWLW/ULY
VOSTOCHNY

JEPPESEN
13 FEB 26 (10-2E) Eff 19 Feb

ULYANOVSK, ~~RUSSIA~~
STAR



CHANGES: MSA, crossing & holding altitudes at UWS revised, NCRPs repl by CRPs.

Apt Elev 251

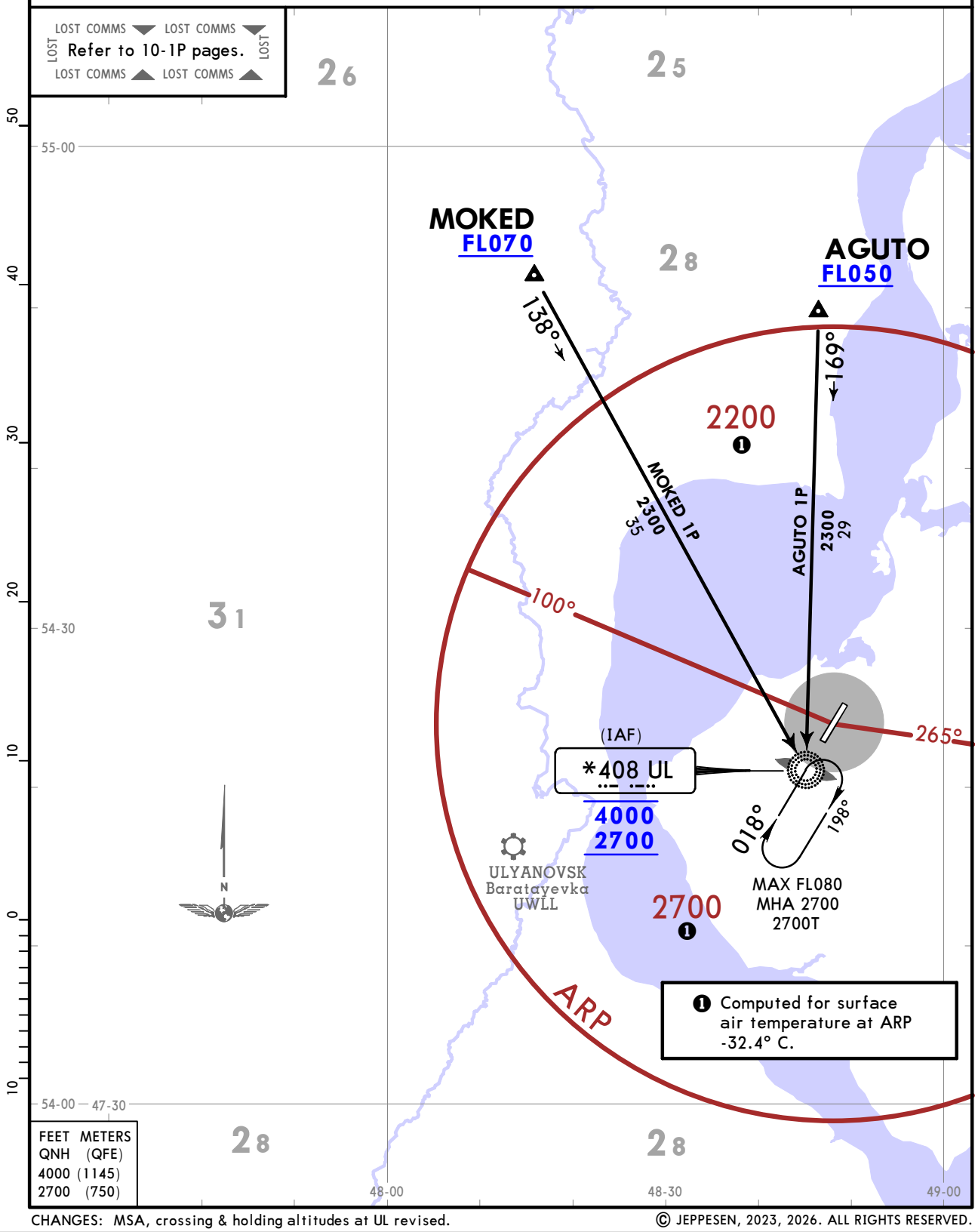
Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 977 hPa (733 mm)

AGUTO 1P [AGUT1P]
MOKED 1P [MOKE1P]
BY ATC

ARRIVALS
(RWY 02)

SPEED: MAX 250 KT BELOW FL100

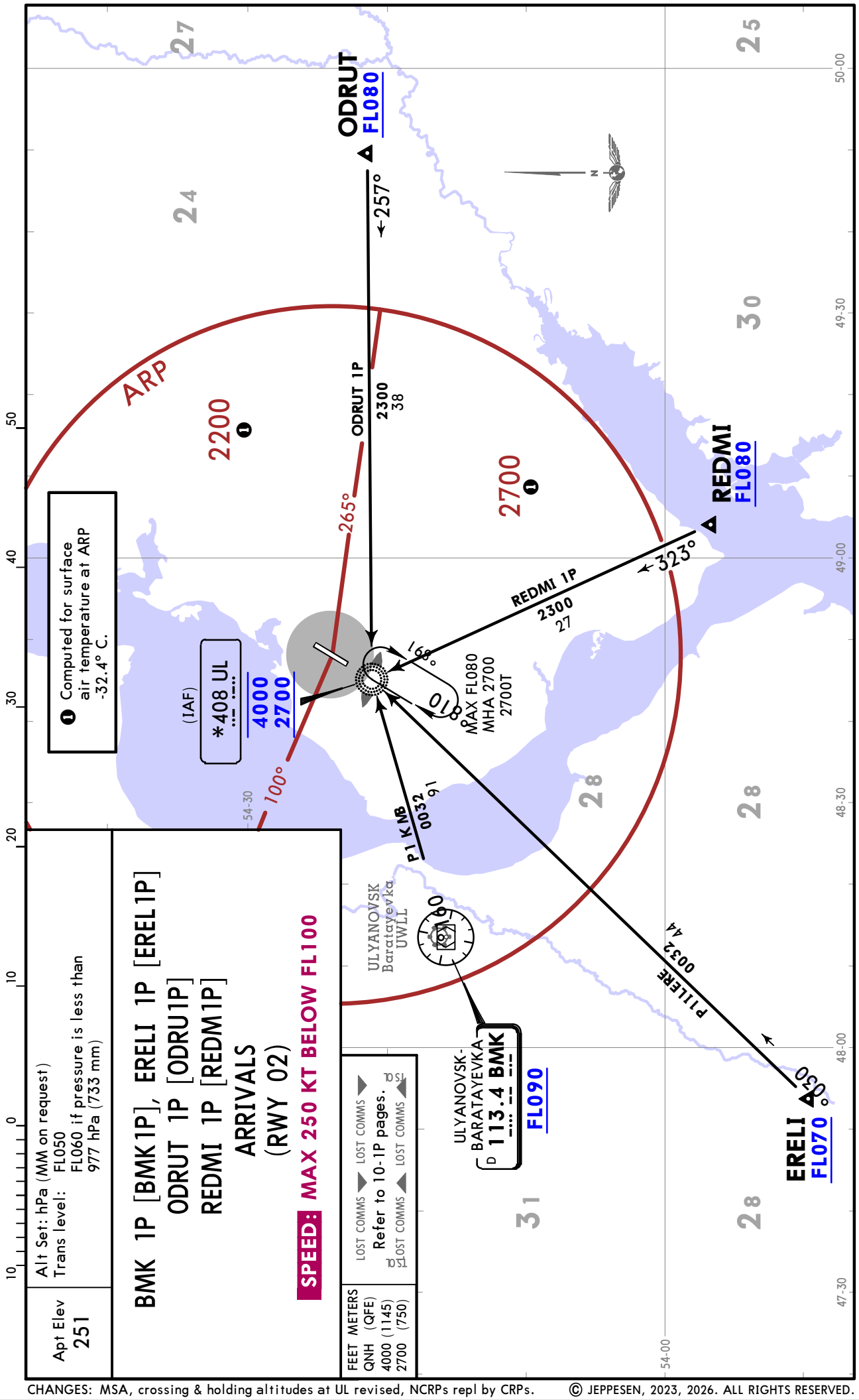
LOST COMMS ▼ LOST COMMS ▼ LOST
Refer to 10-1P pages.
LOST COMMS ▲ LOST COMMS ▲



1 Computed for surface air temperature at ARP -32.4° C.

FEET	METERS
QNH	(QFE)
4000	(1145)
2700	(750)

CHANGES: MSA, crossing & holding altitudes at UL revised.



Apt Elev 251

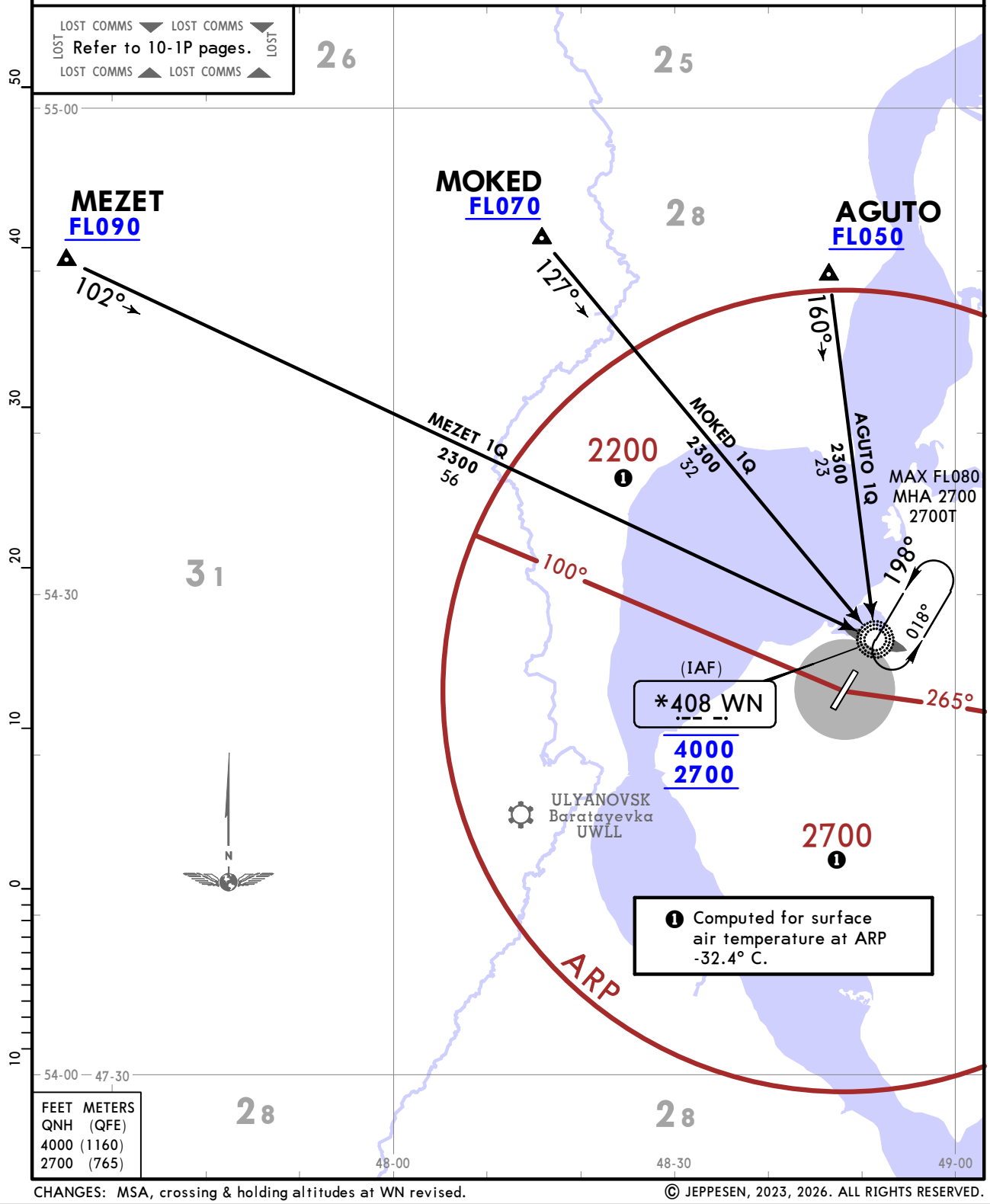
Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 977 hPa (733 mm)

AGUTO 1Q [AGUT1Q]
MEZET 1Q [MEZE1Q]
MOKED 1Q [MOKE1Q]

BY ATC

ARRIVALS
(RWY 20)

SPEED: MAX 250 KT BELOW FL100

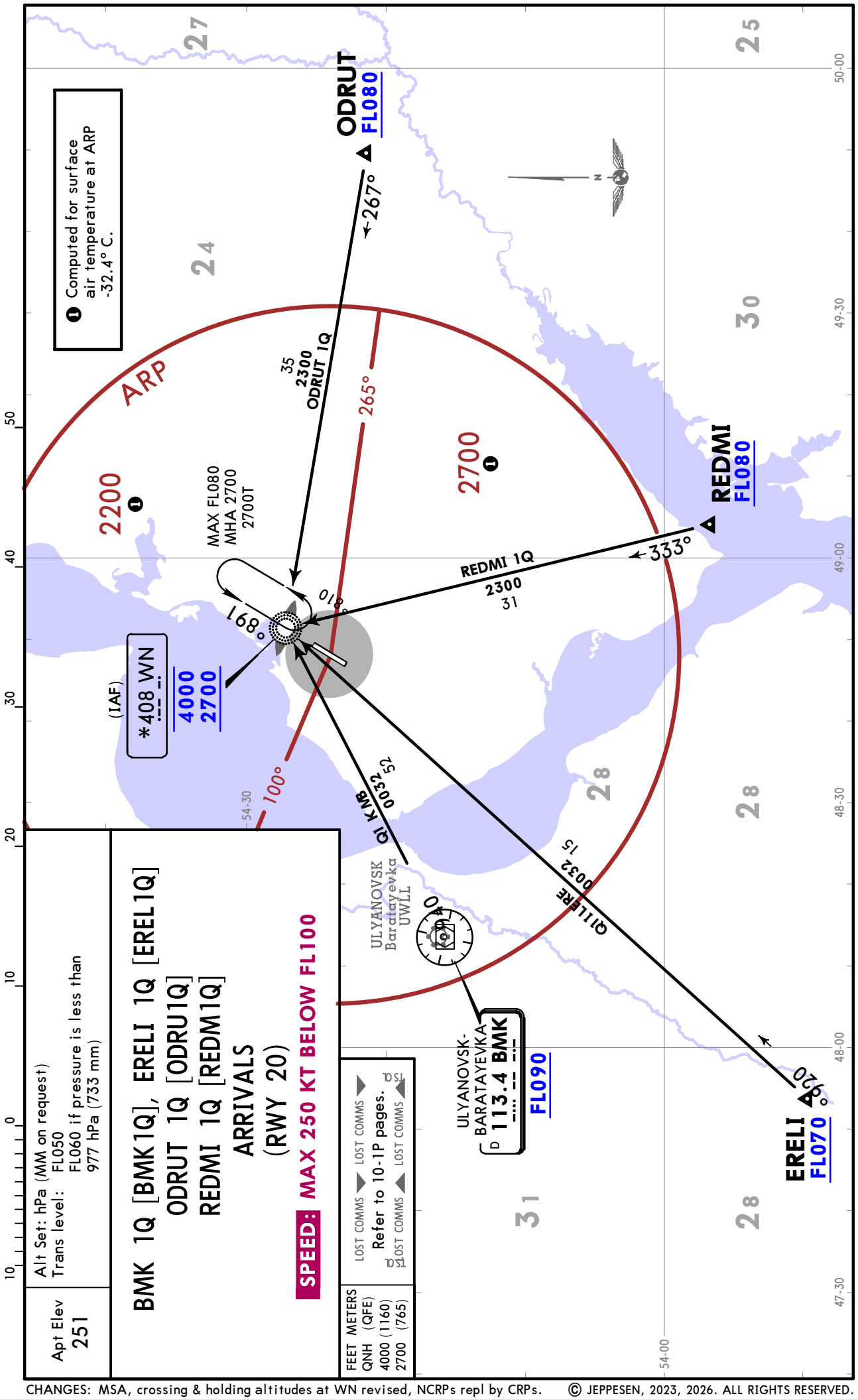


CHANGES: MSA, crossing & holding altitudes at WN revised.

UWLW/ULY
VOSTOCHNY

JEPPESEN
13 FEB 26 (10-2J) Eff 19 Feb

ULYANOVSK, ~~RUSSIA~~
STAR



BMK 1Q [BMK1Q], ERELI 1Q [EREL1Q]
ODRUT 1Q [ODRU1Q]
REDMI 1Q [REDM1Q]
ARRIVALS
(RWY 20)

SPEED: MAX 250 KT BELOW FL100

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 977 hPa (733 mm)

Apt Elev 251

FEET METERS
QNH (QFE)
4000 (1160)
2700 (765)

LOST COMMS ▶ LOST COMMS ▶
Refer to 10-1P pages.
◀ LOST COMMS ◀ LOST COMMS

LOST COMMS ▼ LOST COMMS ▼ Refer to 10-1P pages. LOST COMMS ▲ LOST COMMS ▲ TSL LOST

FEET METERS
QNH (QFE)
4000 (1145)

Apt Elev
251

Trans alt: 4000 QNH (QFE on request)

RNAV 1 GNSS required

If unable to maintain the assigned SID, report to ATS unit and request vectoring for departure.

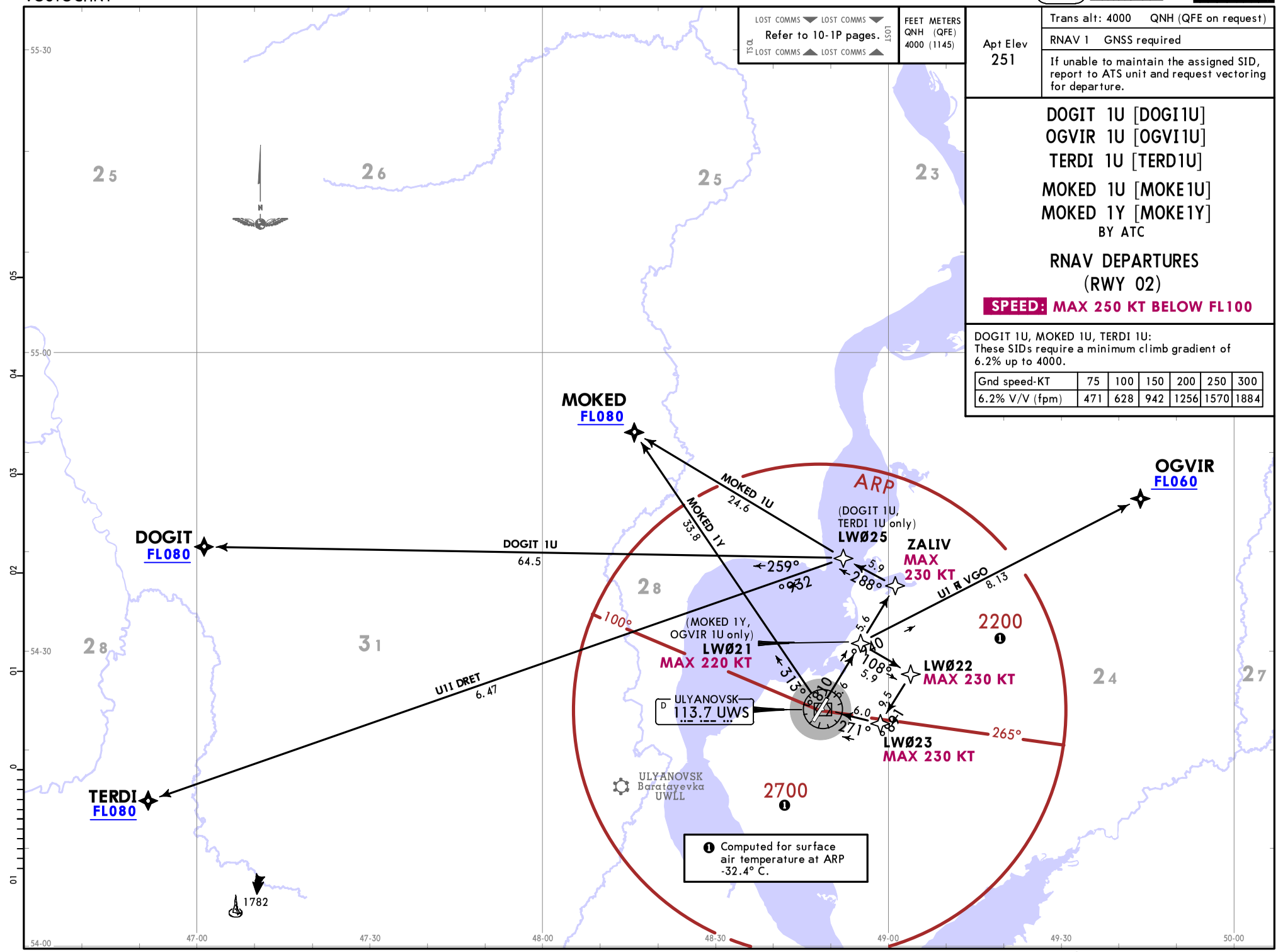
DOGIT 1U [DOGI1U]
OGVIR 1U [OGVI1U]
TERDI 1U [TERD1U]
MOKED 1U [MOKE1U]
MOKED 1Y [MOKE1Y]
BY ATC

RNAV DEPARTURES
(RWY 02)

SPEED: MAX 250 KT BELOW FL100

DOGIT 1U, MOKED 1U, TERDI 1U:
These SIDs require a minimum climb gradient of 6.2% up to 4000.

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884

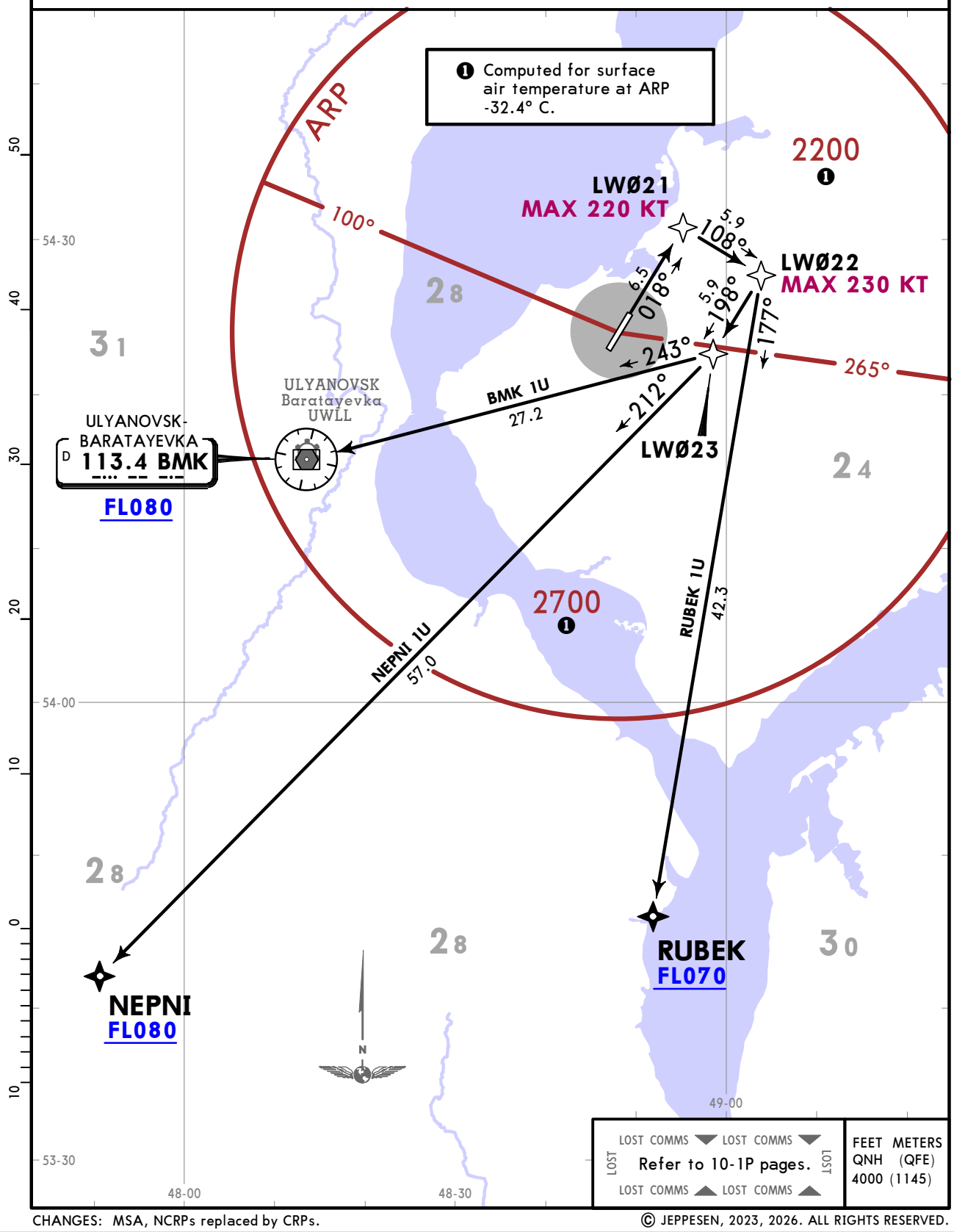


CHANGES: MSA, track from LWØ21 to OGVIR revised.

Apt Elev 251	Trans alt: 4000 QNH (QFE on request)
	RNAV 1 GNSS required
	If unable to maintain the assigned SID, report to ATS unit and request vectoring for departure.

BMK 1U [BMK1U], NEPNI 1U [NEPN1U]
RUBEK 1U [RUBE1U]
RNAV DEPARTURES
(RWY 02)

SPEED: MAX 250 KT BELOW FL100



CHANGES: MSA, NCRPs replaced by CRPs.

LOST COMMS ▼ LOST COMMS ▼ LOST
Refer to 10-1P pages.
LOST COMMS ▲ LOST COMMS ▲ LOST

FEET METERS
QNH (QFE)
4000 (1160)

Apt Elev
251

Trans alt: 4000 QNH (QFE on request)

RNAV 1 GNSS required

If unable to maintain the assigned SID, report to ATS unit and request vectoring for departure.

MOKED 1V [MOKE1V]
BY ATC

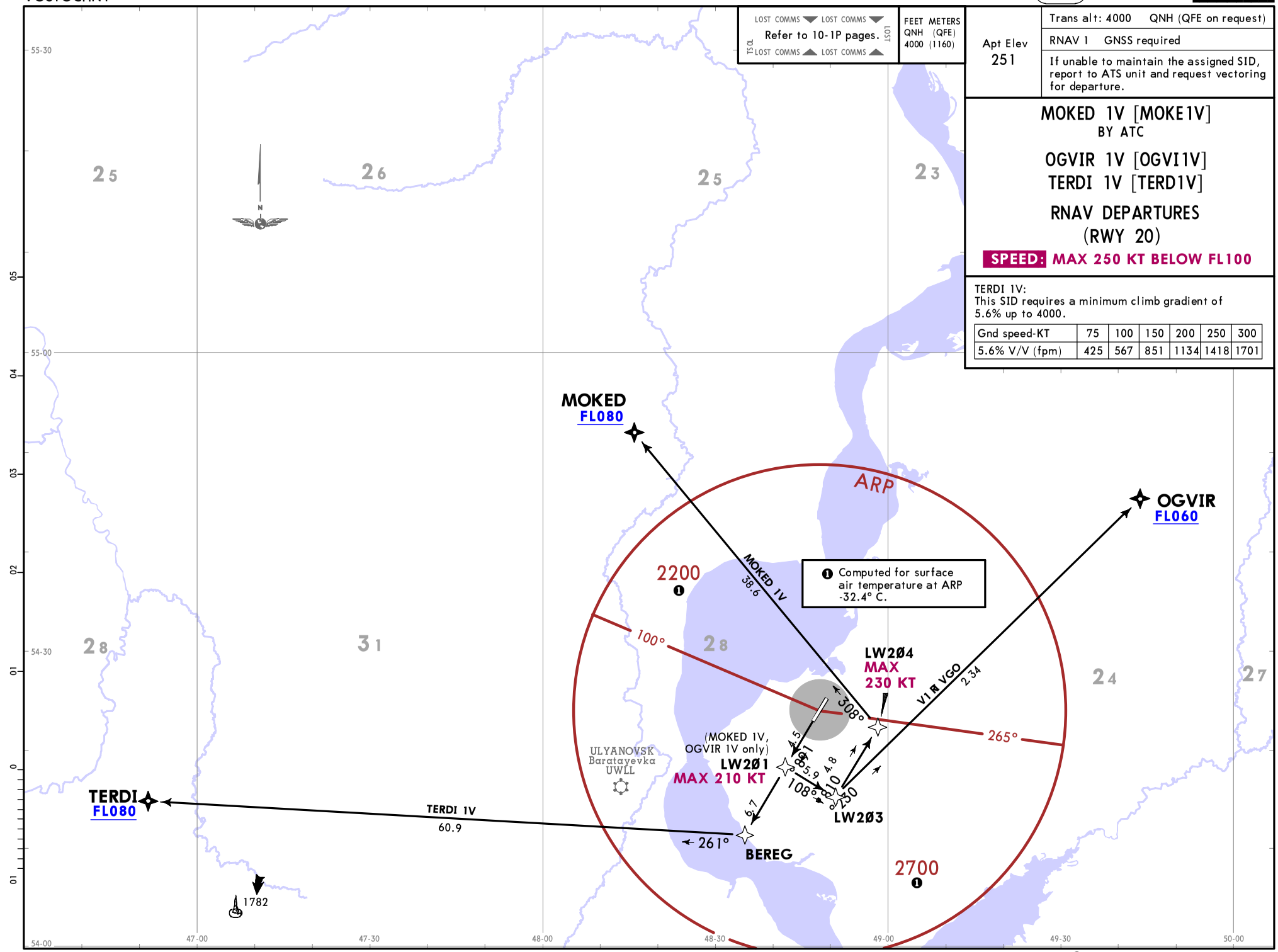
OGVIR 1V [OGVI1V]
TERDI 1V [TERD1V]

RNAV DEPARTURES
(RWY 20)

SPEED: MAX 250 KT BELOW FL100

TERDI 1V:
This SID requires a minimum climb gradient of 5.6% up to 4000.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

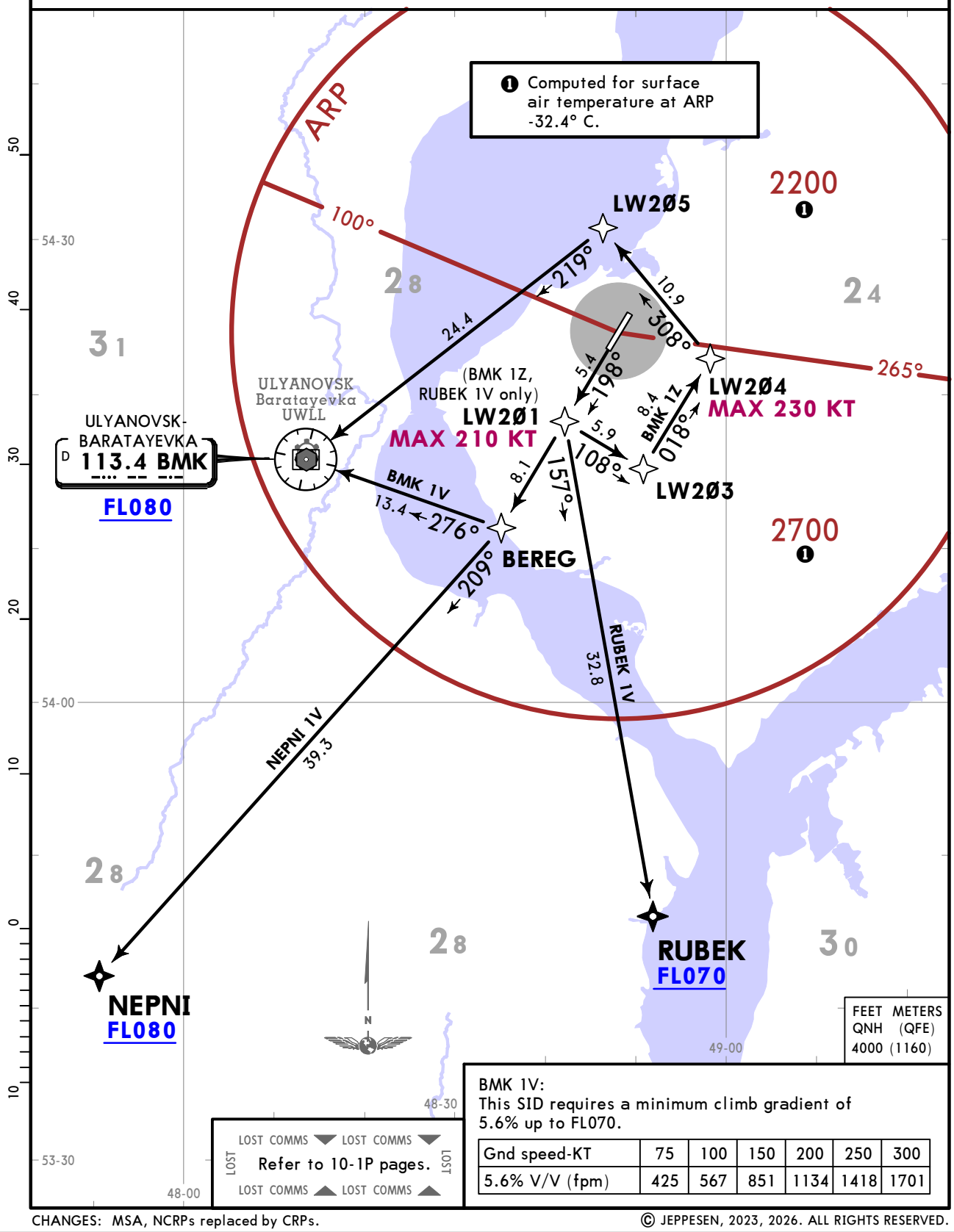


CHANGES: MSA, track from LW2Ø3 to OGVIR.

Apt Elev 251	Trans alt: 4000 QNH (QFE on request)
	RNAV 1 GNSS required
	If unable to maintain the assigned SID, report to ATS unit and request vectoring for departure.

BMK 1V [BMK1V], BMK 1Z [BMK1Z]
NEPNI 1V [NEPN1V], RUBEK 1V [RUBE1V]
RNAV DEPARTURES
(RWY 20)

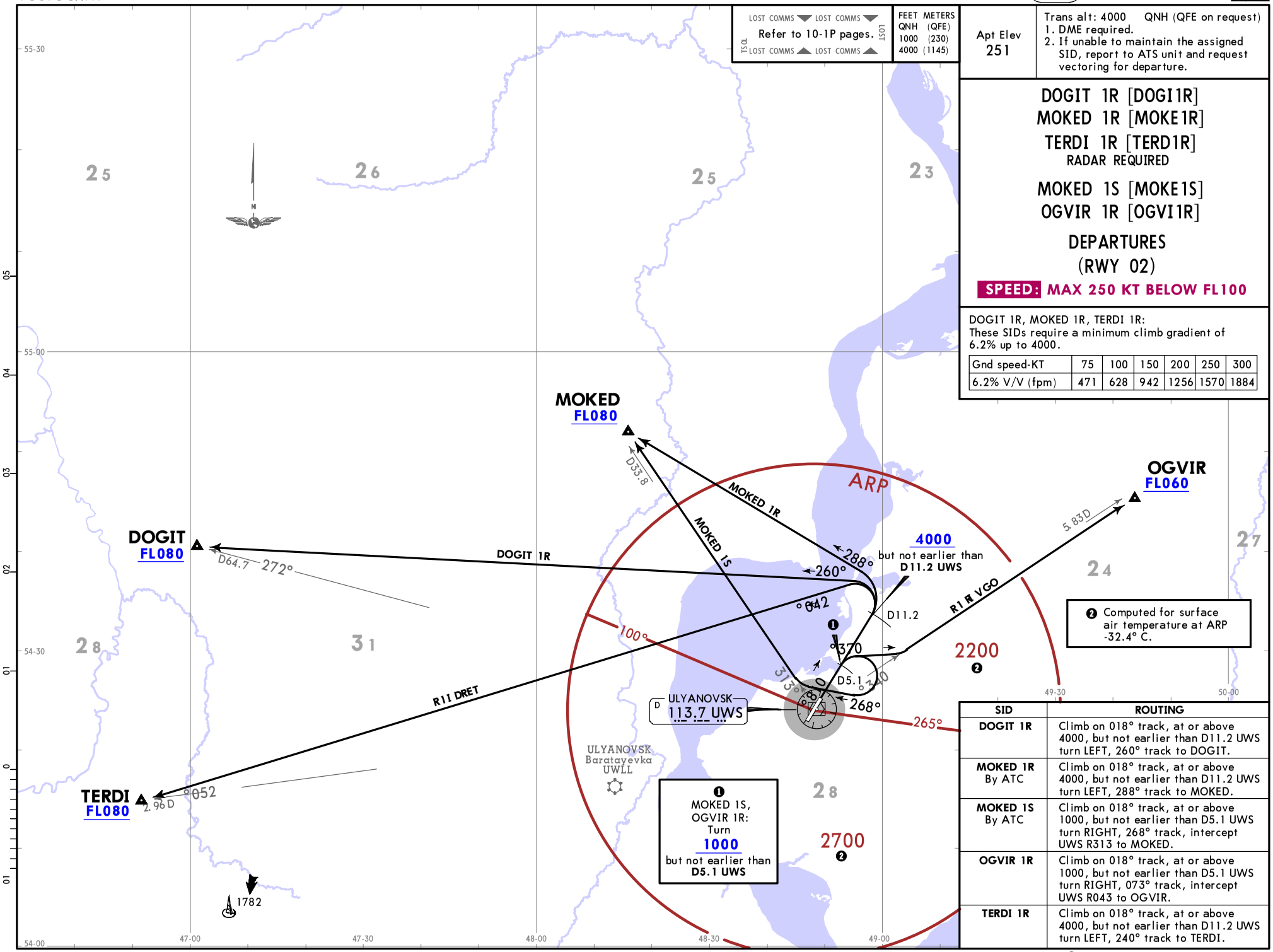
SPEED: MAX 250 KT BELOW FL100



BMK 1V:
This SID requires a minimum climb gradient of 5.6% up to FL070.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

CHANGES: MSA, NCRPs replaced by CRPs.



SID	ROUTING
DOGIT 1R	Climb on 018° track, at or above 4000, but not earlier than D11.2 UWS turn LEFT, 260° track to DOGIT.
MOKED 1R By ATC	Climb on 018° track, at or above 4000, but not earlier than D11.2 UWS turn LEFT, 288° track to MOKED.
MOKED 1S By ATC	Climb on 018° track, at or above 1000, but not earlier than D5.1 UWS turn RIGHT, 268° track, intercept UWS R313 to MOKED.
OGVIR 1R	Climb on 018° track, at or above 1000, but not earlier than D5.1 UWS turn RIGHT, 073° track, intercept UWS R043 to OGVIR.
TERDI 1R	Climb on 018° track, at or above 4000, but not earlier than D11.2 UWS turn LEFT, 240° track to TERDI.

CHANGES: MSA.

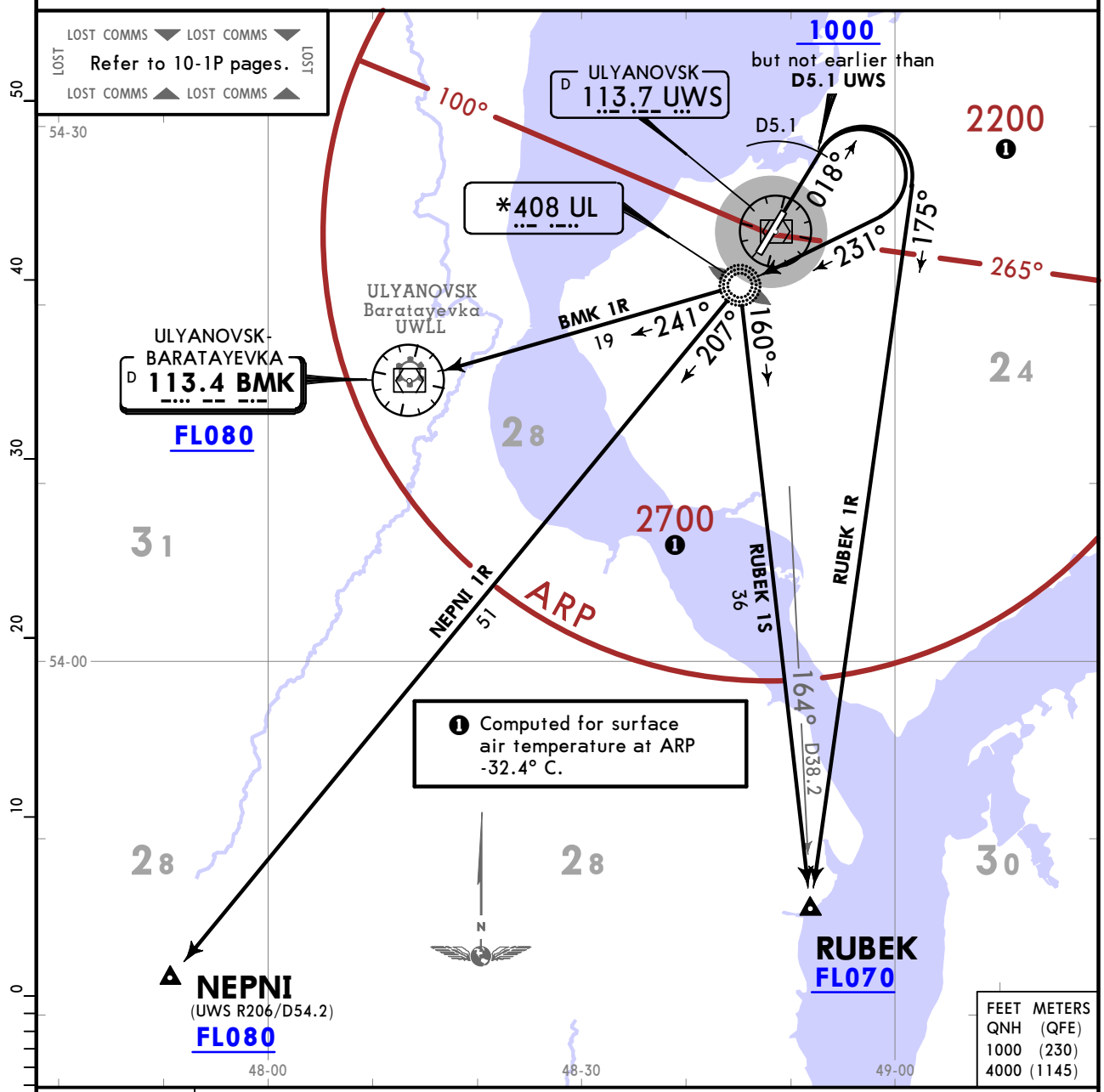
Apt Elev	
251	Trans alt: 4000 QNH (QFE on request) 1. DME required. 2. If unable to maintain the assigned SID, report to ATS unit and request vectoring for departure.

BMK 1R [BMK1R], NEPNI 1R [NEPN1R]
RUBEK 1S [RUBE1S]
RUBEK 1R [RUBE1R]

RADAR REQUIRED

DEPARTURES
(RWY 02)

SPEED: MAX 250 KT BELOW FL100



SID	ROUTING
BMK 1R	Climb on 018° track, at or above 1000, but not earlier than D5.1 UWS turn RIGHT, intercept 231° bearing to UL, 241° bearing to BMK.
NEPNI 1R	Climb on 018° track, at or above 1000, but not earlier than D5.1 UWS turn RIGHT, intercept 231° bearing to UL, 207° bearing to NEPNI.
RUBEK 1R	Climb on 018° track, at or above 1000, but not earlier than D5.1 UWS turn RIGHT, 175° track to RUBEK.
RUBEK 1S	Climb on 018° track, at or above 1000, but not earlier than D5.1 UWS turn RIGHT, intercept 231° bearing to UL, 160° bearing to RUBEK.

CHANGES: MSA, crossing at UL withdrawn, NCRPs replaced by CRPs.

LOST COMMS ▼ LOST COMMS ▼ LOST
Refer to 10-1P pages.
LOST
LOST COMMS ▲ LOST COMMS ▲

FEET	METERS
QNH	(QFE)
1000	(245)
4000	(1160)

Apt Elev 251

Trans alt: 4000 QNH (QFE on request)
1. DME required.
2. If unable to maintain the assigned SID, report to ATS unit and request vectoring for departure.

MOKED 1T [MOKE1T]
OGVIR 1T [OGVI1T]
TERDI 1T [TERD1T]
RADAR REQUIRED
OGVIR 1S [OGVI1S]
DEPARTURES
(RWY 20)

SPEED: MAX 250 KT BELOW FL100

TERDI 1T:
This SID requires a minimum climb gradient of 5.6% up to 4000.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

MOKED
FL080

OGVIR
FL060

TERDI
FL080

ULYANOVSK
113.7 UWS

*408 WN

Computed for surface air temperature at ARP -32.4° C.

MOKED 1T
313°
D33.8
308°
127°
100°
265°
340°
053°
141°
430°
260°
D3.2
D12.5
5.83D
2.96D
052°
S1 R VGO
T1 R VGO

MOKED 1T, OGVIR 1S, 1T:
Turn
1000
but not earlier than
D3.2 UWS

4000
but not earlier than
D12.5 UWS

2200
2700

ULYANOVSK
Baratayevka
UWLL

1782

ARP

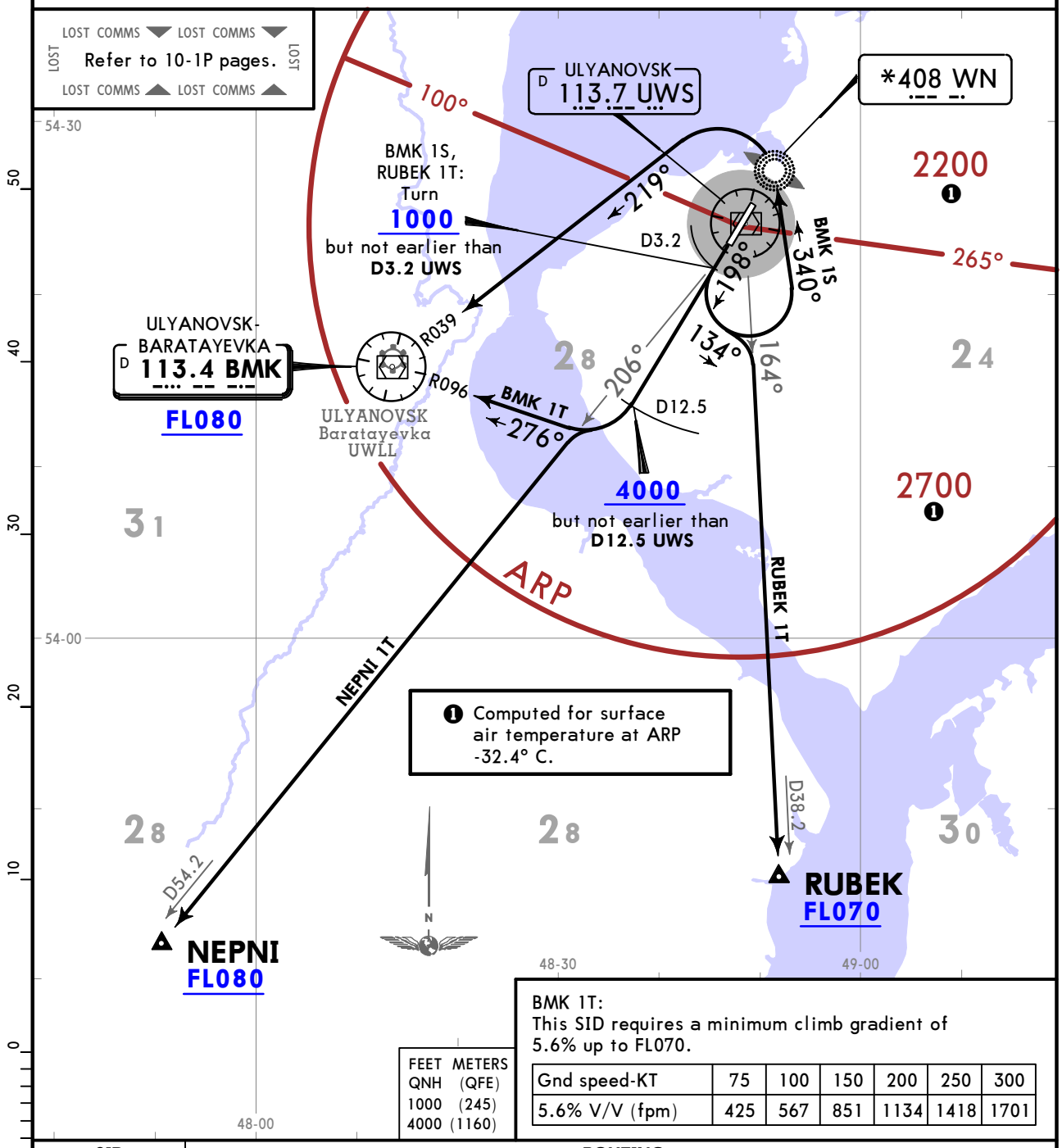
SID	ROUTING
MOKED 1T By ATC	Climb on 198° track, at or above 1000, but not earlier than D3.2 UWS turn LEFT, intercept 340° bearing to WN, 308° bearing to MOKED.
OGVIR 1S	Climb on 198° track, at or above 1000, but not earlier than D3.2 UWS turn LEFT, 358° track, intercept UWS R043 to OGVIR.
OGVIR 1T	Climb on 198° track, at or above 1000, but not earlier than D3.2 UWS turn LEFT, 034° track to OGVIR
TERDI 1T	Climb on 198° track, at or above 4000, but not earlier than D12.5 UWS turn RIGHT, 260° track to TERDI.

CHANGES: MSA, crossing at WN withdrawn.

Apt Elev	
251	Trans alt: 4000 QNH (QFE on request) 1. DME required. 2. If unable to maintain the assigned SID, report to ATS unit and request vectoring for departure.

BMK 1S [BMK1S], BMK 1T [BMK1T]
NEPNI 1T [NEPN1T], RUBEK 1T [RUBE1T]
DEPARTURES
(RWY 20)

SPEED: MAX 250 KT BELOW FL100



FEET METERS
QNH (QFE)
1000 (245)
4000 (1160)

BMK 1T:
This SID requires a minimum climb gradient of 5.6% up to FL070.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

SID	ROUTING
BMK 1S	Climb on 198° track, at or above 1000, but not earlier than D3.2 UWS turn LEFT, intercept 340° bearing to WN, turn LEFT, intercept BMK R039 inbound to BMK.
BMK 1T	Climb on 198° track, at or above 4000, but not earlier than D12.5 UWS turn RIGHT, intercept BMK R096 inbound to BMK.
NEPNI 1T	Climb on 198° track, at or above 4000, but not earlier than D12.5 UWS turn RIGHT, intercept UWS R206 to NEPNI.
RUBEK 1T	Climb on 198° track, at or above 1000, but not earlier than D3.2 UWS turn LEFT, 134° track, intercept UWS R164 to RUBEK.

CHANGES: MSA, crossing at WN withdr, climb gradients revised, NCRPs replaced.

NOISE ABATEMENT

LT minus 4 HOURS = UTC (Z)

ARRIVALS

Noise abatement procedures during approach shall be carried out by crews of all ACFT.

If special meteorological conditions, such as strong wind, cumulonimbus clouds etc. occur in arrival and approach sectors, ATS unit may at their own discretion or by pilot-in-command's request deviate from the provisions given below, if it is necessary for safety reasons.

Special approach procedures for noise abatement are not required.

DEPARTURES

If special meteorological conditions, such as strong wind, cumulonimbus clouds etc. occur in arrival and approach sectors, ATS unit may at their own discretion or by pilot-in-command's request deviate from the provisions given below, if it is necessary for safety reasons.

Take-off shall be executed in accordance with the noise abatement departure procedure defined by the ACFT Manual.

After take-off ACFT shall proceed in accordance with the established SID, unless otherwise instructed by ATS unit.

The required noise abatement procedures shall not be executed in the overflown areas in the following cases:

a) if there is ice, snow, slush, water on RWY and friction coefficient is 0.4 or less;
b) wind shear;
c) moderate turbulence;
d) icing
e) when unfavourable weather conditions are forecasted or reported (e.g. thunderstorms) that may affect aircraft take-off and landing.

UWLW/ULY

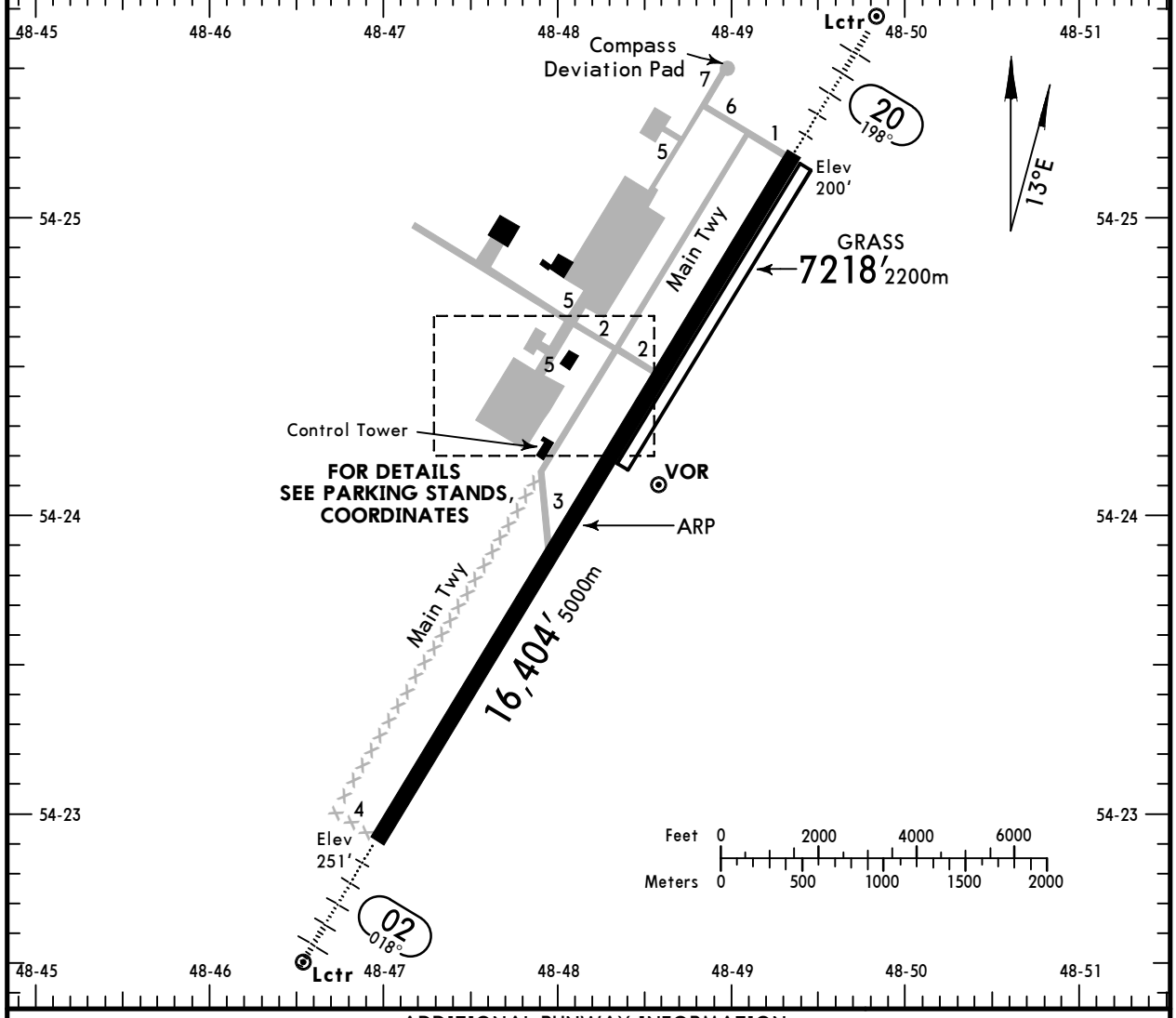
Apt Elev 251′
N54 24.0 E048 48.1

JEPPESEN
13 FEB 26 (10-9) Eff 19 Feb

ULYANOVSK, ~~RUSSIA~~

VOSTOCHNY

VOSTOCHNY TWR (Radar/Precision/Start/GND)	VOSTOCHNY Apron
124.2	119.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	LANDING BEYOND: Glide Slope	TAKE-OFF	WIDTH
02 20	HIRL (60m) CL (30m) ❶ HIALS		15,371′ 4685m	❷	318′ 97m
02 20	Grass runway				164′ 50m

❶ length 900m

❷ TAKE-OFF RUN AVAILABLE

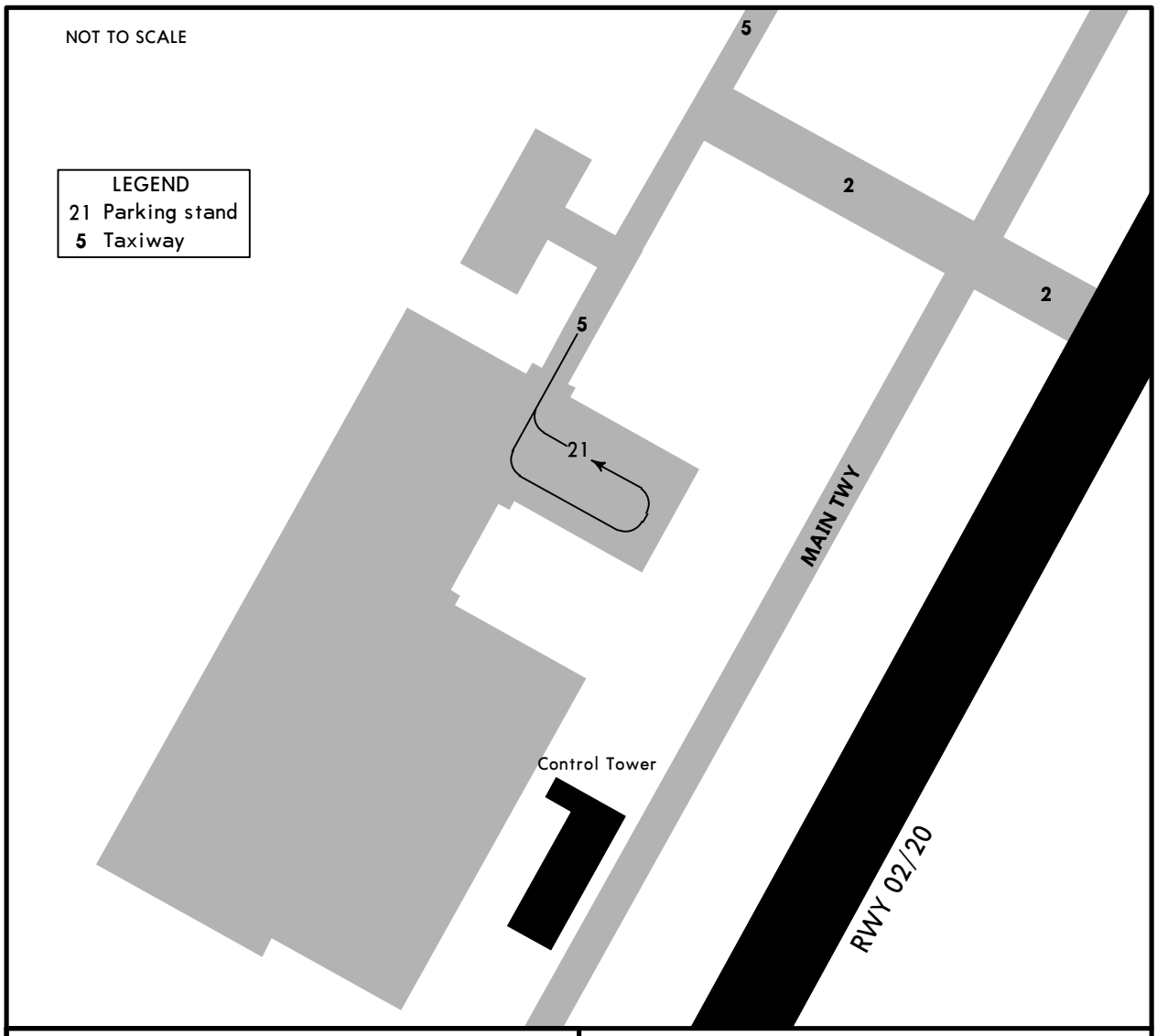
RWY 02:
From rwy head 16,404′ (5000m)
twy 3 int 9626′ (2934m)

RWY 20:
From rwy head 16,404′ (5000m)
twy 2 int 11,194′ (3412m)

Std TAKE-OFF

RL & CL & relevant RVR	RL & CL	RL & RCLM DAY	RL & RCLM NIGHT	RL or RCLM DAY	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R400m	R/V500m	NA

CHANGES: Communications, apron.



INS COORDINATES	
STAND No.	**COORDINATES**
21	N54 24.5 E048 47.9

CHANGES: None.

ULYANOVSK, RUSSIA
VOSTOCHNY

STRAIGHT-IN RWY		A	B	C	D
02	ILS Z ALS out	**451**′(200′) ❶ R550m R1200m	**451**′(200′) ❶ R550m R1200m	**451**′(200′) ❶ R550m R1200m	**451**′(200′) ❶ R550m R1200m
	ILS Y ALS out	**451**′(200′) ❶ R550m R1200m	**451**′(200′) ❶ R550m R1200m	NOT APPLICABLE	NOT APPLICABLE
	ILS X ALS out	NOT APPLICABLE	NOT APPLICABLE	**451**′(200′) ❶ R550m R1200m	**451**′(200′) ❶ R550m R1200m
	❷ LOC Y ALS out	**610**′(359′) R900m R1500m	**610**′(359′) R900m R1500m	NOT APPLICABLE	NOT APPLICABLE
	❷ LOC X ALS out	NOT APPLICABLE	NOT APPLICABLE	**610**′(359′) R900m R1600m	**610**′(359′) R900m R1600m
	RNP **LNAV/VNAV** ALS out	**501**′(250′) ❶ R550m R1300m	**501**′(250′) ❶ R550m R1300m	**501**′(250′) ❶ R550m R1300m	**501**′(250′) ❶ R550m R1300m
	RNP ❷ **LNAV** ALS out	**630**′(379′) R1000m R1500m	**630**′(379′) R1000m R1500m	**630**′(379′) R1000m R1700m	**630**′(379′) R1000m R1700m
	❷ VOR Y ALS out	**630**′(379′) R1000m R1500m	**630**′(379′) R1000m R1500m	NOT APPLICABLE	NOT APPLICABLE
	❷ VOR X ALS out	NOT APPLICABLE	NOT APPLICABLE	**630**′(379′) R1000m R1700m	**630**′(379′) R1000m R1700m
	❷ 2 NDB Y **With D5.6 UWS** ALS out	**610**′(359′) R900m R1500m	**610**′(359′) R900m R1500m	NOT APPLICABLE	NOT APPLICABLE
	❷ 2 NDB Y **W/o D5.6 UWS**	**1260**′(1009′) R1500m	**1260**′(1009′) R1500m	NOT APPLICABLE	NOT APPLICABLE
	❷ 2 NDB X **With D5.6 UWS** ALS out	NOT APPLICABLE	NOT APPLICABLE	**610**′(359′) R900m R1600m	**610**′(359′) R900m R1600m
	❷ 2 NDB X **W/o D5.6 UWS**	NOT APPLICABLE	NOT APPLICABLE	**1260**′(1009′) R2400m	**1260**′(1009′) R2400m
	❷ NDB Y **With D5.6 UWS** ALS out	**630**′(379′) R1000m R1500m	**630**′(379′) R1000m R1500m	NOT APPLICABLE	NOT APPLICABLE
	❷ NDB Y **W/o D5.6 UWS**	**970**′(719′) R1500m	**970**′(719′) R1500m	NOT APPLICABLE	NOT APPLICABLE

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

❷ Continuous Descent Final Approach.

CHANGES: Minimums.

ULYANOVSK, RUSSIA
VOSTOCHNY

STRAIGHT-IN RWY		A	B	C	D
02 contd	❶ NDB X **With D5.6 UWS** ALS out	NOT APPLICABLE	NOT APPLICABLE	**630**′(379′) R1000m R1700m	**630**′(379′) R1000m R1700m
	❶ NDB X **W/o D5.6 UWS**	NOT APPLICABLE	NOT APPLICABLE	**970**′(719′) R2400m	**970**′(719′) R2400m
20	ILS Z ALS out	**400**′(200′) ❷ R550m R1200m	**400**′(200′) ❷ R550m R1200m	**400**′(200′) ❷ R550m R1200m	**400**′(200′) ❷ R550m R1200m
	ILS Y ALS out	**400**′(200′) ❷ R550m R1200m	**400**′(200′) ❷ R550m R1200m	NOT APPLICABLE	NOT APPLICABLE
	ILS X ALS out	NOT APPLICABLE	NOT APPLICABLE	**400**′(200′) ❷ R550m R1200m	**400**′(200′) ❷ R550m R1200m
	❶ LOC Y ALS out	**550**′(350′) R900m R1500m	**550**′(350′) R900m R1500m	NOT APPLICABLE	NOT APPLICABLE
	❶ LOC X ALS out	NOT APPLICABLE	NOT APPLICABLE	**550**′(350′) R900m R1600m	**550**′(350′) R900m R1600m
	RNP **LNAV/VNAV** ALS out	**463**′(263′) ❷ R600m R1300m	**473**′(273′) ❷ R600m R1300m	**482**′(282′) ❷ R650m R1400m	**554**′(354′) R900m R1600m
	RNP ❶ **LNAV** ALS out	**570**′(370′) R1000m R1500m	**570**′(370′) R1000m R1500m	**570**′(370′) R1000m R1700m	**570**′(370′) R1000m R1700m
	❶ VOR Y ALS out	**580**′(380′) R1000m R1500m	**580**′(380′) R1000m R1500m	NOT APPLICABLE	NOT APPLICABLE
	❶ VOR X ALS out	NOT APPLICABLE	NOT APPLICABLE	**580**′(380′) R1000m R1700m	**580**′(380′) R1000m R1700m
	❶ 2 NDB Y **With or w/o D5.5 UWS** ALS out	**580**′(380′) R1000m R1500m	**580**′(380′) R1000m R1500m	NOT APPLICABLE	NOT APPLICABLE
	❶ 2 NDB X **With or w/o D5.5 UWS** ALS out	NOT APPLICABLE	NOT APPLICABLE	**580**′(380′) R1000m R1700m	**580**′(380′) R1000m R1700m
	❶ NDB Y **With D5.5 UWS** ALS out	**580**′(380′) R1000m R1500m	**580**′(380′) R1000m R1500m	NOT APPLICABLE	NOT APPLICABLE
	❶ NDB Y **W/o D5.5 UWS** ALS out	**630**′(430′) R1300m R1500m	**630**′(430′) R1300m R1500m	NOT APPLICABLE	NOT APPLICABLE

❶ Continuous Descent Final Approach.

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

CHANGES: Minimims.

ULYANOVSK, RUSSIA
VOSTOCHNY

STRAIGHT-IN RWY		A	B	C	D
20 contd	❶ NDB X With D5.5 UWS ALS out	NOT APPLICABLE	NOT APPLICABLE	**580**′(380′) R1000m R1700m	**580**′(380′) R1000m R1700m
	❶ NDB X W/o D5.5 UWS ALS out	NOT APPLICABLE	NOT APPLICABLE	**630**′(430′) R1300m R2000m	**630**′(430′) R1300m R2000m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
	❸**690**′(439′) V1500m	❸**760**′(509′) V1600m	❸**880**′(629′) V2400m	❸**960**′(709′) V3600m

❷ Prohibited Northwest of airport.

❸ or higher straight-in minimums.

TAKE-OFF

Low Visibility Procedures required			RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required						
RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL				
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R150m	R300m		R/V400m		R/V500m	NA

CHANGES: Minimums.

UWLW/ULY
VOSTOCHNY

JEPPESEN
13 FEB 26 (11-1) Eff 19 Feb

ULYANOVSK, ~~RUSSIA~~
ILS Z Rwy 02

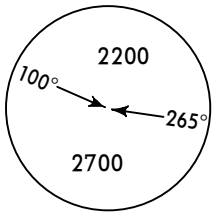
BRIEFING STRIP ™

VOSTOCHNY TWR (Radar/Precision/Start/GND)

124.2

LOC IUL	Final Apch Crs	[FFØ2]	ILS DA(H)	Apt Elev 251′
110.1	018°	1600′ (1349′)	451′ (200′)	Rwy 251′

MISSED APCH: Climb on track 018° to 1000′ (MAX 210 KT), then turn RIGHT to LW6Ø2 climbing to 1900′ or above, then to LW5Ø2, or as instructed by ATC.



MSA ARP ❶

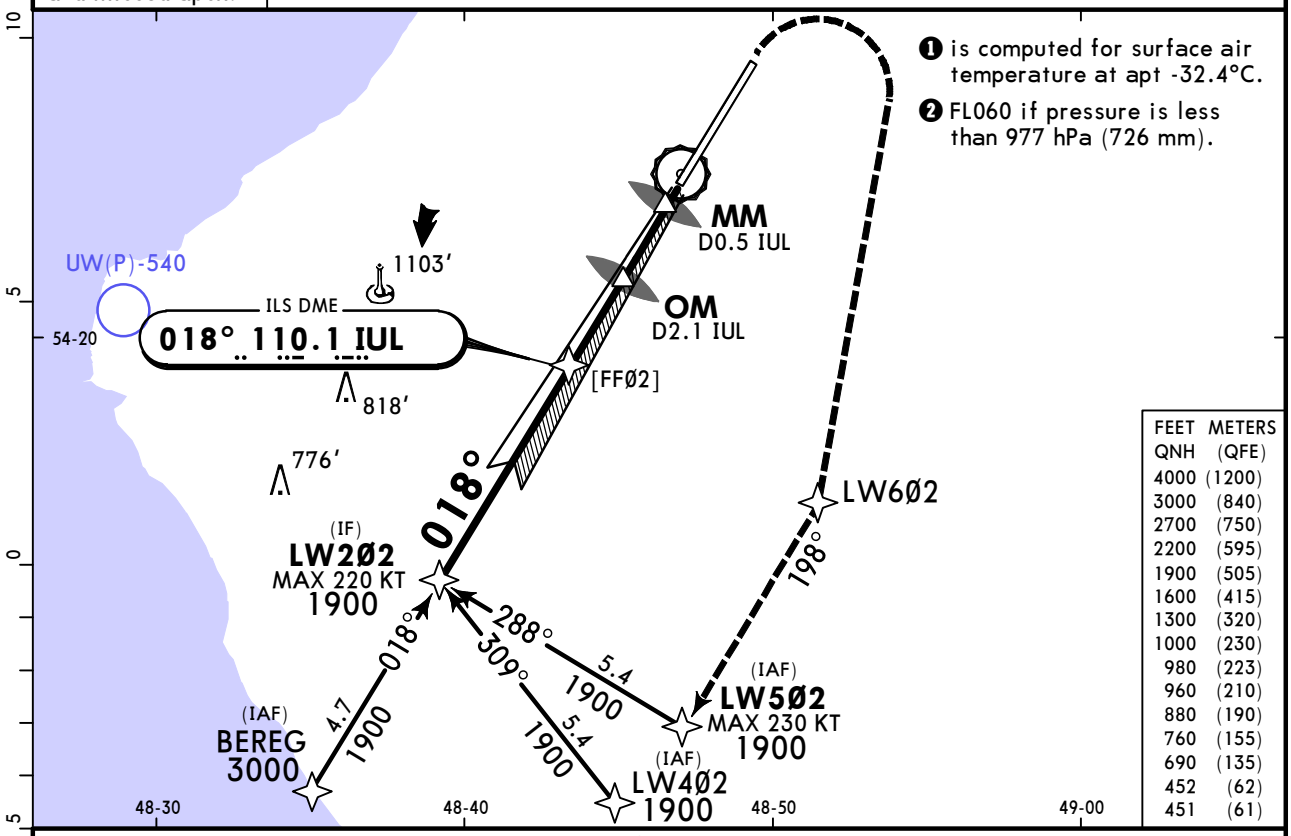
Alt Set: hPa (MM on req) | Rwy Elev: 9 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

RNAV 1 for initial and missed apch.

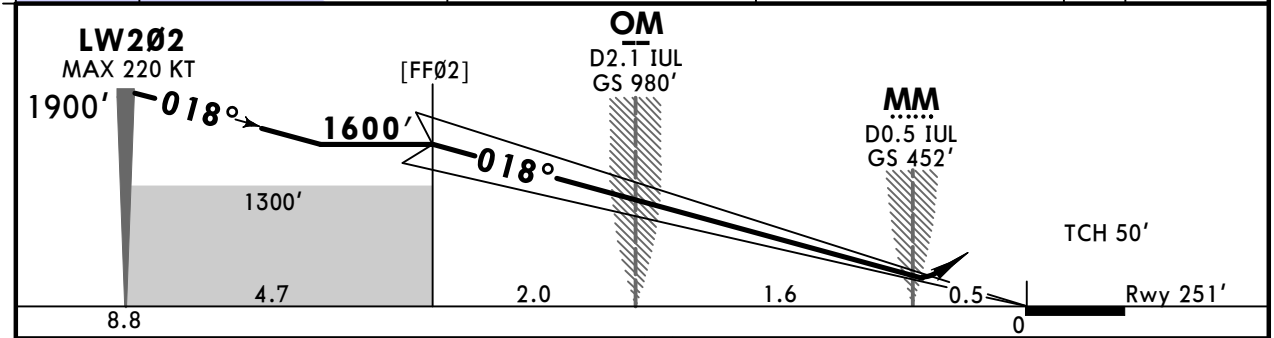
1. DME required. 2. GNSS required. 3. ILS DME reads zero at rwy 02 threshold.

❶ is computed for surface air temperature at apt -32.4°C.

❷ FL060 if pressure is less than 977 hPa (726 mm).



FEET QNH	METERS (QFE)
4000	(1200)
3000	(840)
2700	(750)
2200	(595)
1900	(505)
1600	(415)
1300	(320)
1000	(230)
980	(223)
960	(210)
880	(190)
760	(155)
690	(135)
452	(62)
451	(61)



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

HIALS

1000′ on 018° | 210 KT MAX | LW6Ø2 RT

Std

STRAIGHT-IN LANDING

ILS

DA(H) **451′** (200′)

	ALS out
A	❶ R550m
B	
C	
D	R1200m

CIRCLE-TO-LAND

Prohibited
Northwest of airport

Max Kts	MDA(H)	
100	690′ (439′)	V1500m
135	760′ (509′)	V1600m
180	880′ (629′)	V2400m
205	960′ (709′)	V3600m

PANS OPS

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

CHANGES: MSA, VORDME withdrawn, prohibited area established, SMA.

UWLW/ULY
VOSTOCHNY

JEPPESEN
13 FEB 26
Eff 19 Feb
11-2
CAT A & B

ULYANOVSK, RUSSIA
ILS Y or LOC Y Rwy 02

VOSTOCHNY TWR (Radar/Precision/Start/GND)

124.2

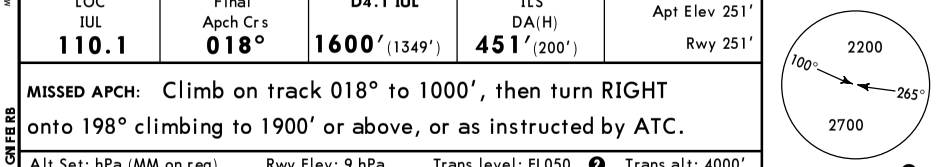
LOC IUL	Final Apch Crs	D4.1 IUL	ILS DA(H)	Apt Elev 251′ Rwy 251′
110.1	018°	1600′ (1349′)	451′ (200′)	

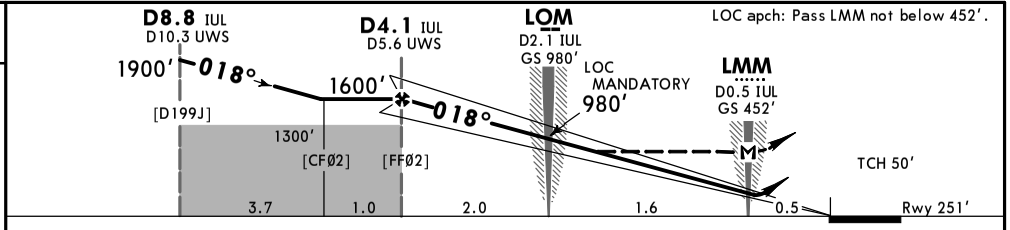
MISSED APCH: Climb on track 018° to 1000′, then turn RIGHT onto 198° climbing to 1900′ or above, or as instructed by ATC.

Alt Set: hPa (MM on req) Rwy Elev: 9 hPa Trans level: FL050 ❷ Trans alt: 4000′

1. DME required. 2. Radar required. 3. ILS DME reads zero at rwy 02 thresh.

LOC (GS out)				
	UWS DME	5.4	4.3	3.2
	ALTITUDE	1530′	1190′	850′





LOC apch: Pass LMM not below 452′.

Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM/D0.5 IUL							

HIALS

1000′ on 018° 198° RT MIN 1900′

HOLDING FIX
UWS VOR
°810 °891
MAX FL080
MHA 2700

❶ is computed for surface air temperature at apt -32.4°C.

❷ FL060 if pressure is less than 977 hPa (726 mm).

(IAF) VOSTOCHNY D 113.7 UWS
MAX 4000
MIN 2700

U 830
D0.5 IUL

UL 408
D2.1 IUL

ILS DME
018° 110.1 IUL

D4.1 IUL
D5.6 UWS
[FFØ2]
[CFØ2]

D8.8 IUL
D10.3 UWS
[D199J]
1900
[D201O]
3000

D9.7 UWS 1900
[D183J] 1900
[D186J] 1900
[D196J] 1900
[D195J] 1900

D15.0/ R-199 UWS
[D199O]
3000

(IAF) ODRUT
D35.7/R-081 UWS
FL080

(IAF) BARATAYEVKA D 113.4 BMK
FL090

(IAF) ERELI
D47.3/R-210 UWS
FL070

(IAF) REDMI (CRP)
D28.9/R-149 UWS
FL080

ULYANOVSK Baratayevka UWLL

UW(P)-544 UW(P)-540 UW(P)-541 UW(P)-542 UW(P)-152

❸ 288°

❹ Trans alt

FEET	METERS	
QNH	(QFE)	
4000	(1200)	❹
4000	(1145)	
3000	(840)	
2700	(750)	
2200	(595)	
1900	(505)	
1600	(415)	
1530	(390)	
1300	(320)	
1190	(287)	
1000	(230)	
980	(223)	
850	(183)	
760	(135)	
690	(130)	
610	(110)	
452	(62)	
451	(61)	

S WU 622- R SS ORC T ON OD
L ANF NO GN RUT ELI H W

Std STRAIGHT-IN LANDING

	ILS DA(H) 451′ (200′)		LOC (GS out) CDFA ❷ DA/MDA(H) 610′ (359′)		CIRCLE-TO-LAND Prohibited Northwest of airport	
		ALS out		ALS out	Max Kts	MDA(H)
A	❶ R550m	R1200m	R900m	R1500m	100	690′ (439′) V1500m
B					135	760′ (509′) V1600m
C	NOT APPLICABLE		NOT APPLICABLE		C	NOT APPLICABLE
D					D	

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MSA, altitudes, prohibited areas established, SMA.

VOSTOCHNY TWR (Radar/Precision/Start/GND)

124.2

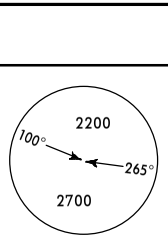
LOC IUL 110.1	Final Apch Crs 018°	D4.1 IUL 1600′ (1349′)	ILS DA(H) 451′ (200′)	Apt Elev 251′ Rwy 251′

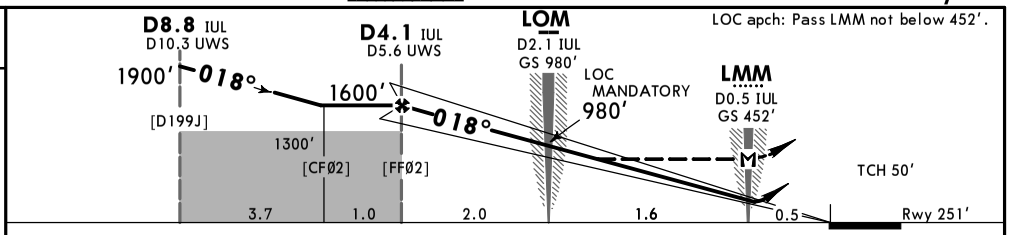
MISSED APCH: Climb on track 018° to 1000′, then turn RIGHT onto 198° climbing to 1900′ or above, or as instructed by ATC.

Alt Set: hPa (MM on req) Rwy Elev: 9 hPa Trans level: FL050 ❷ Trans alt: 4000′

1. DME required. 2. Radar required. 3. ILS DME reads zero at rwy 02 thresh.

LOC (GS out)	UWS DME	5.4	4.3	3.2
	ALTITUDE	1530′	1190′	850′





LOC apch: Pass LMM not below 452′.

Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM/D0.5 IUL							

HIALS | 1000′ on 018° | 198° RT | MIN 1900′

HOLDING FIX
UWS VOR
°810 °891
MAX FL080
MHA 2700

❶ is computed for surface air temperature at apt -32.4°C.

❷ FL060 if pressure is less than 977 hPa (726 mm).

(IAF) VOSTOCHNY D 113.7 UWS
MAX 4000
MIN 2700

U 830
D0.5 IUL

UL 408
D2.1 IUL

ILS DME
018° 110.1 IUL

D4.1 IUL
D5.6 UWS
[FFØ2]

D8.7 UWS 1900

D8.8 IUL
D10.3 UWS
[D199J]
1900
[D2Ø7P]
3000

D15.0/
R-199 UWS
[D199O]
3000

[D193J] 1900
[D173K] 1900
[D166J] 1900
[D19ØJ] 1900
[CFØ2]

(IAF) BARATAYEVKA D 113.4 BMK
FL090

(IAF) ERELI
D47.3/R-210 UWS
FL070

(IAF) REDMI (CRP)
D28.9/R-149 UWS
FL080

(IAF) ODRUT
D35.7/R-081 UWS
FL080

ULYANOVSK Baratayevka UWLL

UW(P)-544 UW(P)-540 UW(P)-541 UW(P)-542 UW(P)-152

S WU 622- R SS ORC T ON OD
L AN F NO GN RUT ELI H W

FEET QNH	METERS (QFE)
4000	(1200) ❸
4000	(1145)
3000	(840)
2700	(750)
2200	(595)
1900	(505)
1600	(415)
1530	(390)
1300	(320)
1190	(287)
1000	(230)
980	(223)
960	(210)
880	(190)
850	(183)
610	(110)
452	(62)
451	(61)

❸ Trans alt

Std

	STRAIGHT-IN LANDING ILS DA(H) 451′ (200′) ALS out	STRAIGHT-IN LANDING LOC (GS out) CDFA ❷ DA/MDA(H) 610′ (359′) ALS out	CIRCLE-TO-LAND Prohibited Northwest of airport Max Kts	MDA(H)
A	NOT APPLICABLE	NOT APPLICABLE	A	NOT APPLICABLE
B			B	
C	❶ R550m	R1200m	R900m	R1600m	180	880′ (629′) V2400m
D					205	960′ (709′) V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MSA, altitudes, prohibited areas established, SMA.

UWLW/ULY
VOSTOCHNY

JEPPESEN
13 FEB 26 (11-4) Eff 19 Feb

ULYANOVSK, ~~RUSSIA~~
ILS Z Rwy 20

BRIEFING STRIP ™

VOSTOCHNY TWR (Radar/Precision/Start/GND)

124.2

LOC IWN	Final Apch Crs	[FF2Ø]	ILS DA(H)	Apt Elev 251′
110.1	198°	1600′ (1400′)	400′ (200′)	Rwy 200′

MISSED APCH: Climb on track 198° to 1000′ (MAX 210 KT), then turn LEFT to LW72Ø climbing to 1900′ or above, then to LW62Ø or as instructed by ATC.

2200 100° 265° 2700
MSA ARP ❶

Alt Set: hPa (MM on req) | Rwy Elev: 7 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

RNAV 1 for initial and missed apch. | 1. DME required. 2. GNSS required.

❶ is computed for surface air temperature at apt -32.4°C.

❷ FL060 if pressure is less than 977 hPa (726 mm).

ILS DME reads zero at rwy 20 thresh.

(IAF) ZALIV 3000
198° 4.0 1900

(IF) LW22Ø MAX 220 KT 1900

198°

278° 5.5 1900 (IAF) LW32Ø 1900

288° 5.4 1900 (IAF) LW62Ø MAX 230 KT 1900

ILS DME 198° 110.1 IWN

54-30

[FF2Ø]

OM D2.3 IWN

MM D0.5 IWN

018° LW72Ø

1103′

48-40 49-00 49-10

FEET QNH	METERS (QFE)
4000	(1200)
3000	(855)
2700	(765)
2200	(610)
1900	(520)
1600	(430)
1000	(245)
980	(238)
960	(210)
880	(190)
760	(155)
700	(155)
690	(135)
421	(68)
400	(61)

OM D2.3 IWN GS 980′

MM D0.5 IWN GS 421′

[FF2Ø] 1600′

LW22Ø MAX 220 KT 198° 1900′

198°

TCH 50′

700′

Rwy 200′ 0 0.5 1.8 2.0 4.7 9.0

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

HIALS

1000′ on 198° | 210 KT MAX | LW72Ø LT

Std STRAIGHT-IN LANDING

ILS

DA(H) 400′ (200′)

	ALS out
A	❶ R550m
B	
C	
D	

CIRCLE-TO-LAND

Prohibited
Northwest of airport

Max Kts	MDA(H)	
100	690′ (439′)	V1500m
135	760′ (509′)	V1600m
180	880′ (629′)	V2400m
205	960′ (709′)	V3600m

PANS OPS

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

CHANGES: MSA, SMA.

UWLW/ULY
VOSTOCHNY

JEPPESEN
13 FEB 26
Eff 19 Feb
11-5
CAT A & B

ULYANOVSK, RUSSIA
ILS Y or LOC Y Rwy 20

VOSTOCHNY TWR (Radar/Precision/Start/GND)

124.2

LOC IWN 110.1	Final Apch Crs 198°	D4.3 IWN 1600′ (1400′)	ILS DA(H) 400′ (200′)	Apt Elev 251′ Rwy 200′

MISSED APCH: Climb on track 198° to 1000′, then turn LEFT onto 018° climbing to 1900′ or above, or as instructed by ATC.

MSA ARP ❶

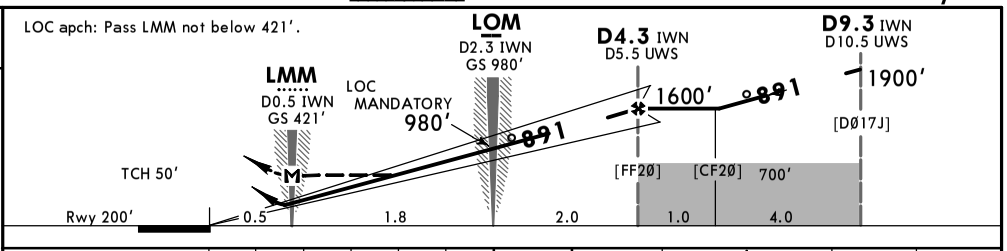
2200 (100°–265°) 2700

Alt Set: hPa (MM on req) Rwy Elev: 7 hPa Trans level: FL050 ❷ Trans alt: 4000′

1. DME required. 2. Radar required. 3. ILS DME reads zero at rwy 20 thresh.

LOC (GS out)	UWS DME	2.7	3.8	4.9
	ALTITUDE	730′	1070′	1410′

LOC apch: Pass LMM not below 421′.



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM/D0.5 IWN							

HIALS | 1000′ | on | 198° | 018° LT | MIN 1900′

FEET QNH	METERS (QFE)
4000	(1200) ❺
4000	(1160)
3000	(855)
2700	(765)
2200	(610)
1900	(520)
1600	(430)
1410	(369)
1070	(266)
1000	(245)
980	(238)
760	(155)
730	(162)
700	(155)
690	(135)
550	(110)
421	(68)
400	(61)

NOT TO SCALE

❶ is computed for surface air temperature at apt -32.4°C.

❷ FL060 if pressure is less than 977 hPa (726 mm).

❺ Trans alt

(IAF) MEZET D55.3/R-286 UWS FL090

(IAF) MOKED D33.8/R-313 UWS FL070

(IAF) AGUTO D25.6/R-344 UWS FL050

(IAF) DOGIT D64.7/R-272 UWS FL070

(IAF) TERDI D69.2/R-250 UWS FL070

(IAF) ODRUT D35.7/R-081 UWS FL080

(IAF) REDMI (CRP) D28.9/R-149 UWS FL080

(IF) D9.3 IWN D10.5 UWS [D017J] 1900

D4.3 IWN D5.5 UWS [FF20]

408 WN D2.3 IWN

830 W D0.5 IWN

ILS DME 198° 110.1 IWN

(IAF) VOSTOCHNY D 113.7 UWS MAX 4000 MIN 2700

[D007N] 4000 · [D008N] 4000 · [D009N] 4000 · [D014N] 3000 · [D016N] 3000 · [D021J] 1900 · [D031J] 1900 · D9.8 UWS [D033J] 1900

❸ 108° ❹ 288°

HOLDING FIX
UWS VOR
°891
°810
MAX FL080
MHA 2700

Std

	STRAIGHT-IN LANDING ILS DA(H) 400′ (200′)		LOC (GS out) CDFA ❷ DA/MDA(H) 550′ (350′)		CIRCLE-TO-LAND Prohibited Northwest of airport	
		ALS out		ALS out	Max Kts	MDA(H)
A	❶ R550m	R1200m	R900m	R1500m	100	690′ (439′) V1500m
B					135	760′ (509′) V1600m
C	NOT APPLICABLE		NOT APPLICABLE		C	NOT APPLICABLE
D					D	

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MSA, altitudes.

UWLW/ULY
VOSTOCHNY

JEPPESEN 13 FEB 26 Eff 19 Feb (11-6) CAT C & D

ULYANOVSK, RUSSIA
ILS X or LOC X Rwy 20

VOSTOCHNY TWR (Radar/Precision/Start/GND)

124.2

LOC IWN 110.1	Final Apch Crs 198°	D4.3 IWN 1600′ (1349′)	ILS DA(H) 400′ (200′)	Apt Elev 251′ Rwy 200′

MISSED APCH: Climb on track 198° to 1000′, then turn LEFT onto 018° climbing to 1900′ or above, or as instructed by ATC.

Alt Set: hPa (MM on req) Rwy Elev: 7 hPa Trans level: FL050 ❷ Trans alt: 4000′

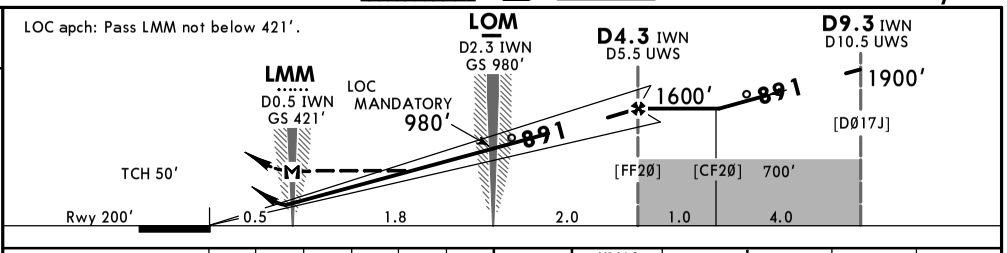
1. DME required. 2. Radar required. 3. ILS DME reads zero at rwy 20 thresh.

LOC (GS out)	UWS DME	2.7	3.8	4.9
	ALTITUDE	730′	1070′	1410′

MSA ARP ❶

2200 100° 265° 2700

LOC apch: Pass LMM not below 421′.



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM/D0.5 IWN							

HIALS 1000′ on 198° 018° LT MIN 1900′

Std STRAIGHT-IN LANDING

	ILS DA(H) 400′ (200′) ALS out		LOC (GS out) CDFA ❷ DA/MDA(H) 550′ (350′) ALS out	
A	NOT APPLICABLE		NOT APPLICABLE	
B				
C	❶ R550m	R1200m	R900m	R1600m
D				

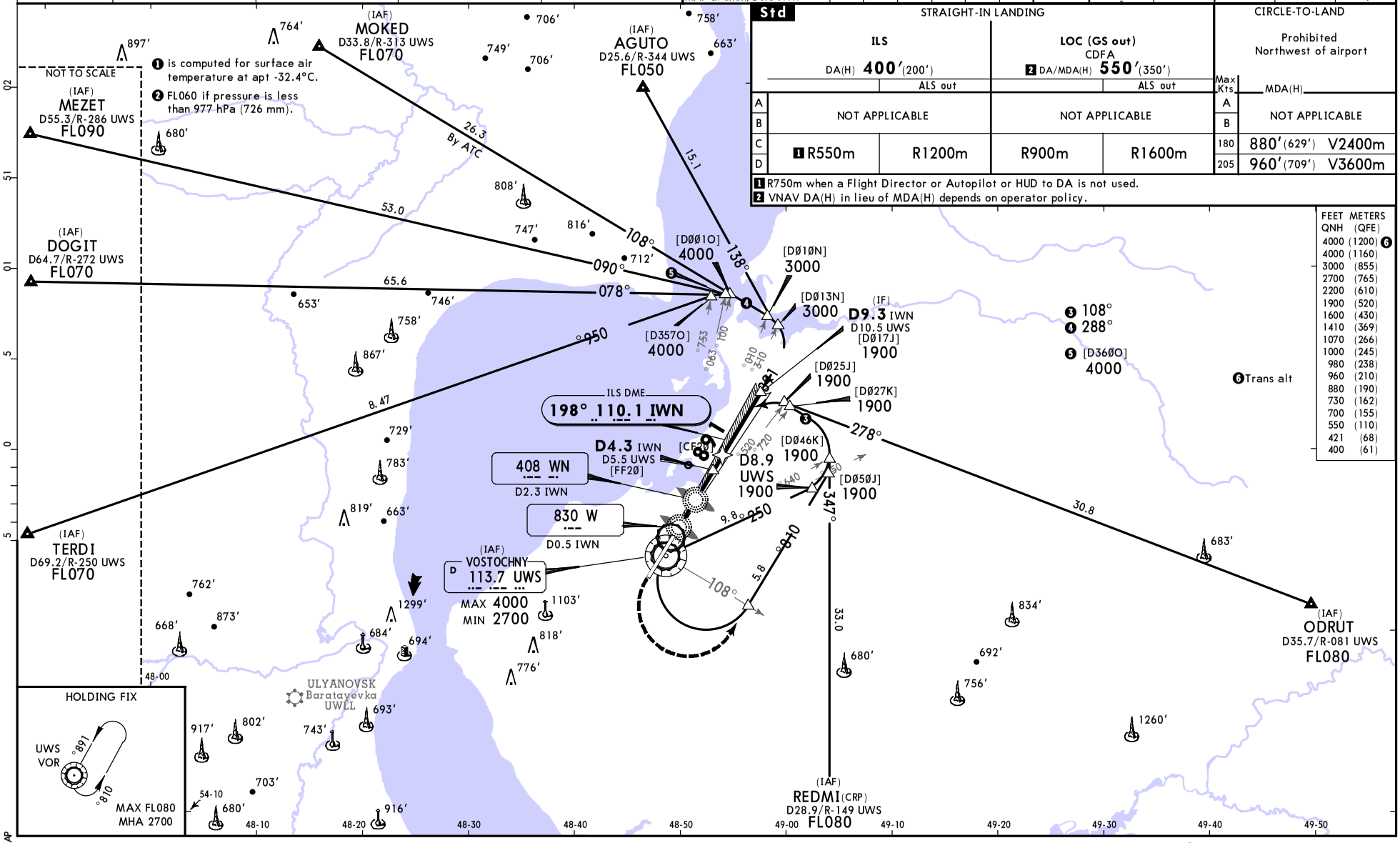
CIRCLE-TO-LAND: Prohibited Northwest of airport

Max Kts	MDA(H)
A	NOT APPLICABLE
B	
180	880′ (629′) V2400m
205	960′ (709′) V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

FEET QNH	METERS (QFE)
4000	(1200) ❻
4000	(1160)
3000	(855)
2700	(765)
2200	(610)
1900	(520)
1600	(430)
1410	(369)
1070	(266)
1000	(245)
980	(238)
960	(210)
880	(190)
730	(162)
700	(155)
550	(110)
421	(68)
400	(61)

❸ 108°
❹ 288°
❺ [D360O] 4000
❻ Trans alt



CHANGES: MSA, altitudes.

UWLW/ULY
VOSTOCHNY

JEPPESEN
13 FEB 26 (12-1) Eff 19 Feb

ULYANOVSK, ~~RUSSIA~~
RNP Rwy 02

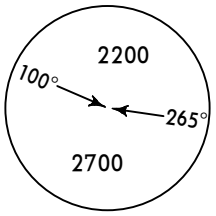
BRIEFING STRIP ™

VOSTOCHNY TWR (Radar/Precision/Start/GND)

124.2

RNAV	Final Apch Crs 018°	LW1Ø2 1600′ (1349′)	LNAV/VNAV DA(H) 501′ (250′)	Apt Elev 251′ Rwy 251′

MISSED APCH: Climb on track 018° to 1000′ (MAX 210 KT), then turn RIGHT to LW6Ø2 climbing to 1900′ or above, then to LW5Ø2, or by ATC.



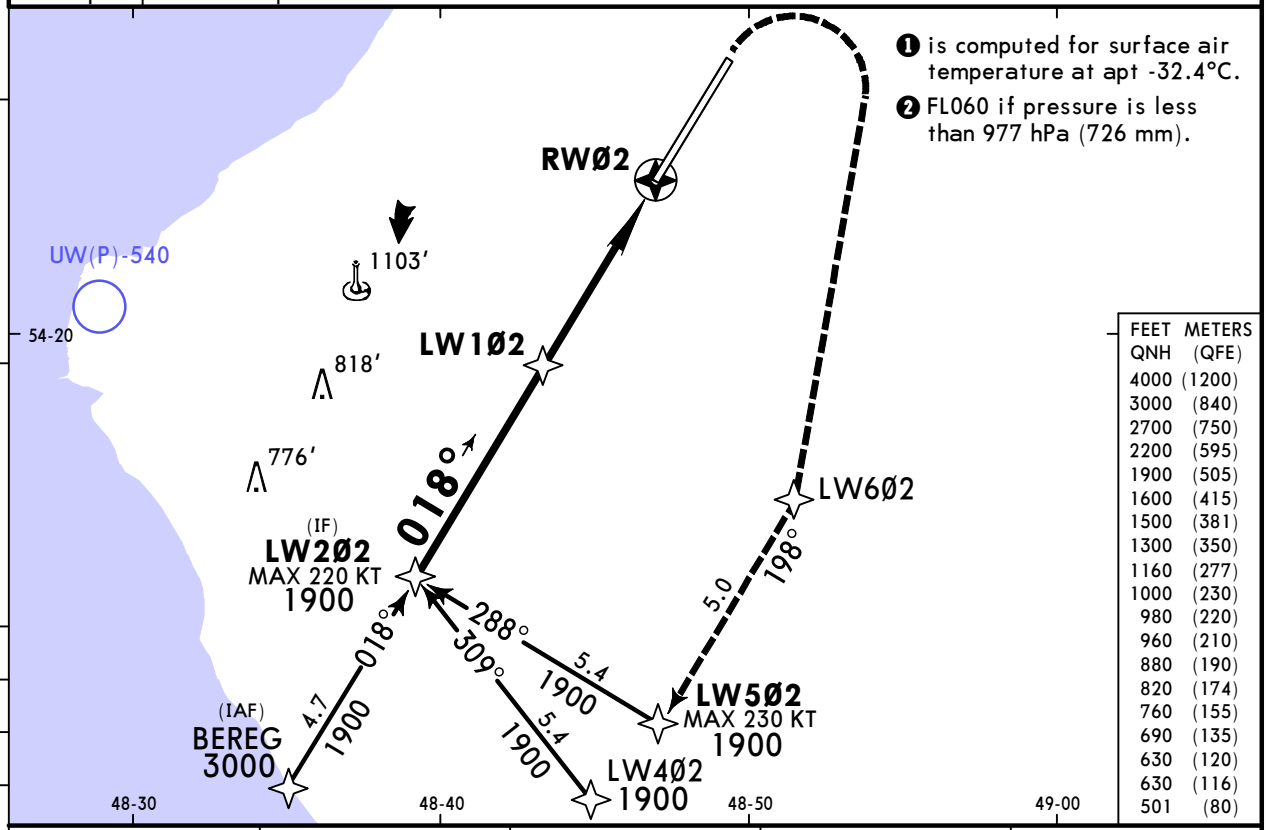
MSA ARP ❶

Alt Set: hPa (MM on req) | Rwy Elev: 9 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

RNP apch. | 1. GNSS required. 2. Baro-VNAV not authorized below -30°C.

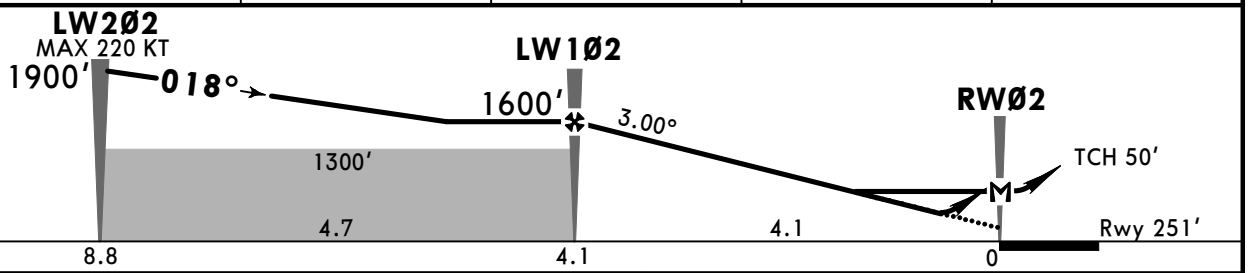
❶ is computed for surface air temperature at apt -32.4°C.

❷ FL060 if pressure is less than 977 hPa (726 mm).



FEET QNH	METERS (QFE)
4000	(1200)
3000	(840)
2700	(750)
2200	(595)
1900	(505)
1600	(415)
1500	(381)
1300	(350)
1160	(277)
1000	(230)
980	(220)
960	(210)
880	(190)
820	(174)
760	(155)
690	(135)
630	(120)
630	(116)
501	(80)

DIST to RWØ2	3.8	2.7	1.6	1.0
ALTITUDE	1500′	1160′	820′	630′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ2							

HIALS

1000′ on 018° | 210 KT MAX | LW6Ø2 RT

PANS OPS

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 501′ (250′)		LNAV CDFA ❶DA/MDA(H) 630′ (379′)	
		ALS out		ALS out
A	R750m	R1300m	R1000m	R1500m
B				
C				R1700m
D				

CIRCLE-TO-LAND

Prohibited
Northwest of airport

Max Kts	MDA(H)	
100	690′ (439′)	V1500m
135	760′ (509′)	V1600m
180	880′ (629′)	V2400m
205	960′ (709′)	V3600m

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

CHANGES: MSA, prohibited area established.

UWLW/ULY
VOSTOCHNY

JEPPESEN
13 FEB 26 (12-2) Eff 19 Feb

ULYANOVSK, ~~RUSSIA~~
RNP Rwy 20

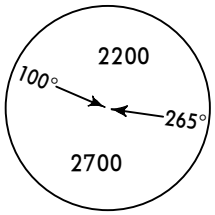
BRIEFING STRIP ™

VOSTOCHNY TWR (Radar/Precision/Start/GND)

124.2

RNAV	Final Apch Crs 198°	LW12Ø 1600′ (1400′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 251′ Rwy 200′

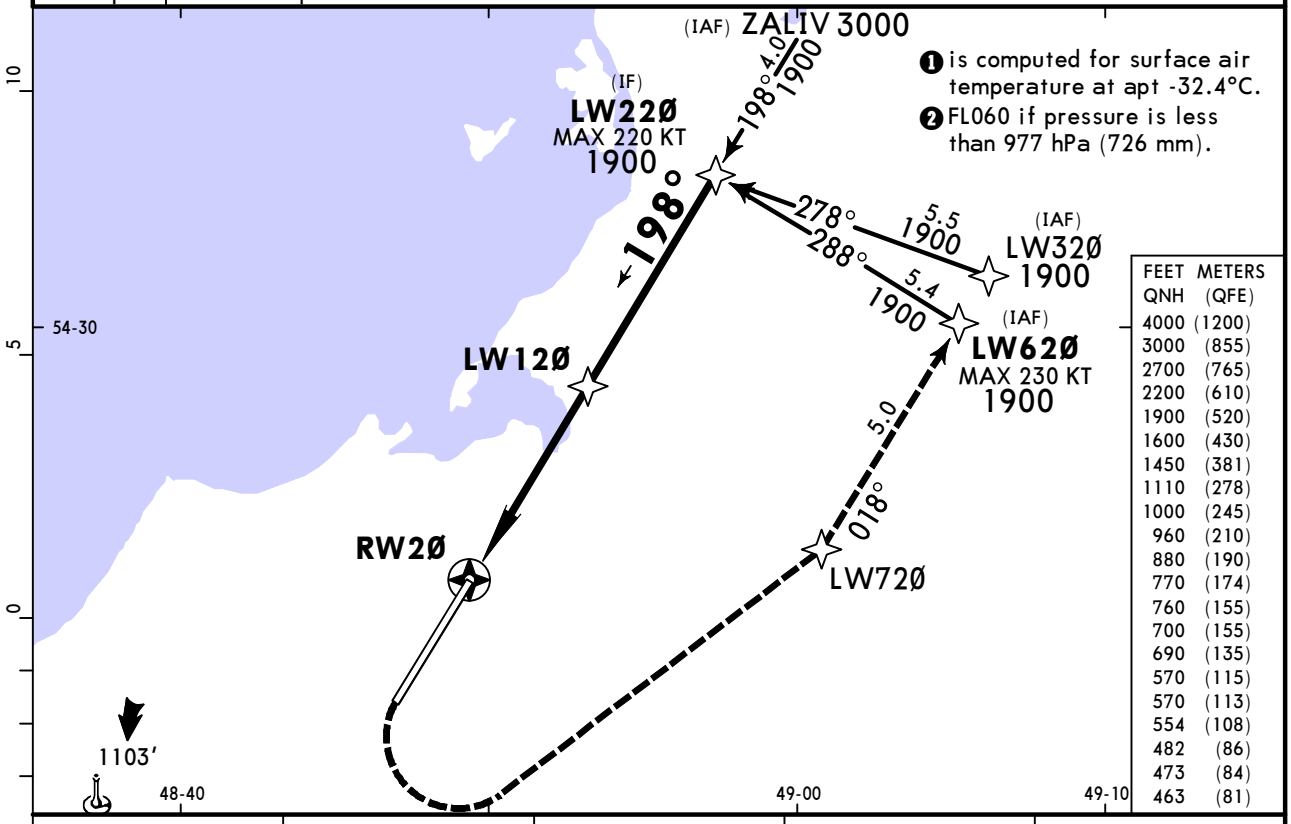
MISSED APCH: Climb on track 198° to 1000′ (MAX 210 KT), then turn LEFT to LW72Ø climbing to 1900′ or above, then to LW62Ø, or by ATC.



MSA ARP ❶

Alt Set: hPa (MM on req) | Rwy Elev: 7 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

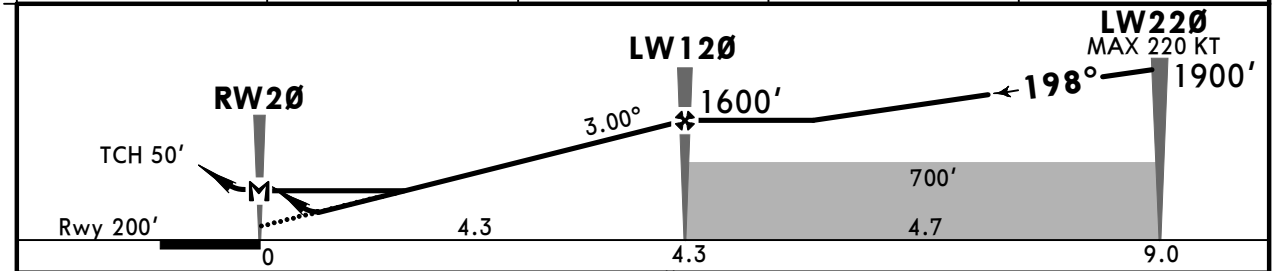
RNP apch. | 1. GNSS required. 2. Baro-VNAV not authorized below -30°C.



❶ is computed for surface air temperature at apt -32.4°C.
❷ FL060 if pressure is less than 977 hPa (726 mm).

FEET QNH	METERS (QFE)
4000	(1200)
3000	(855)
2700	(765)
2200	(610)
1900	(520)
1600	(430)
1450	(381)
1110	(278)
1000	(245)
960	(210)
880	(190)
770	(174)
760	(155)
700	(155)
690	(135)
570	(115)
570	(113)
554	(108)
482	(86)
473	(84)
463	(81)

DIST to RW2Ø	1.0	1.6	2.7	3.8
ALTITUDE	570′	770′	1110′	1450′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW2Ø							

HIALS

1000′ on 198° | 210 KT MAX | LW72Ø LT

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV CDFA	
DA(H)	A: 463′ (263′) C: 482′ (282′)		❶ DA/MDA(H) 570′ (370′)	
	B: 473′ (273′) D: 554′ (354′)			
		ALS out		ALS out
A	R750m	R1300m	R1000m	R1500m
B				
C		R1400m		R1700m
D	R900m	R1600m		

CIRCLE-TO-LAND

Prohibited
Northwest of airport

Max Kts	MDA(H)	
100	690′ (439′)	V1500m
135	760′ (509′)	V1600m
180	880′ (629′)	V2400m
205	960′ (709′)	V3600m

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

PANS OPS

CHANGES: MSA, minimums.

UWLW/ULY
VOSTOCHNY

JEPPESEN
13 FEB 26
Eff 19 Feb
13-1
CAT A & B

ULYANOVSK, RUSSIA
VOR Y Rwy 02

VOSTOCHNY TWR (Radar/Precision/Start/GDN)

124.2

VOR UWS	Final Apch Crs	D5.6 UWS	DA/MDA(H)	Apt Elev 251′
113.7	021°	1600′ (1349′)	630′ (379′)	

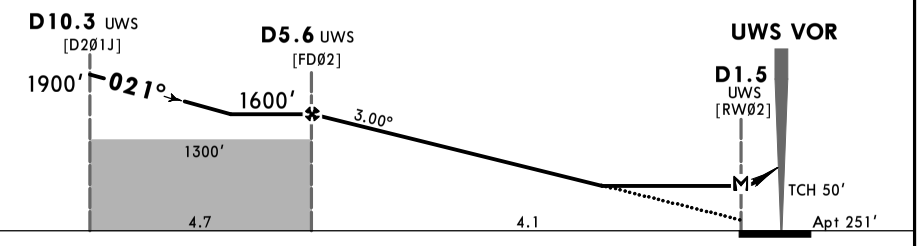
MISSED APCH: Climb STRAIGHT AHEAD to 1000′, then turn RIGHT onto 201° climbing to 1900′ or above, then as instructed by ATC.

MSA ARP ❶: 100° – 265° – 2200 – 2700

Alt Set: hPa (MM on req) Apt Elev: 9 hPa Trans level: FL050 ❷ Trans alt: 4000′

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

UWS DME	5.4	4.3	3.2
ALTITUDE	1530′	1190′	850′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.5 UWS						

HIALS | 1000′ | 201° RT | MIN 1900′

HOLDING FIX
UWS VOR
°810 °891
MAX FL080
MHA 2700

❶ is computed for surface air temperature at apt -32.4°C.
❷ FL060 if pressure is less than 977 hPa (726 mm).

(IAF) VOSTOCHNY
D 113.7 UWS
MAX 4000
MIN 2700

D1.5 UWS [RWØ2]
D5.6 UWS [FDØ2]
D9.7 UWS [D185J] 1900
D10.3 UWS [D2ØIJ] 1900
R-188 UWS [D188J] 1900
R-198 UWS [D198J] 1900
R-197 UWS [D197J] 1900
R-203 UWS [D203O] 3000
D15.1/R-201 UWS [D2Ø1P] 3000

(IAF) BARATAYEVKA
D 113.4 BMK
FL090

(IAF) ODRUT
D35.7/R-081 UWS
FL080

(IAF) REDMI (CRP)
D28.9/R-149 UWS
FL080

(IAF) ERELI
D47.3/R-210 UWS
FL070

ULYANOVSK Baratayevka UWLL

UW(P)-544 UW(P)-540 UW(P)-541 UW(P)-542 UW(P)-152

S WU 622- R SS ORC T ON OD
L ANF NO GN RUT ELI H W

❸ 291°

❹ Trans alt

FEET	METERS
QNH	(QFE)
4000	(1200) ❹
4000	(1145)
3000	(840)
2700	(750)
2200	(595)
1900	(505)
1600	(415)
1530	(390)
1300	(320)
1190	(287)
1000	(230)
850	(183)
760	(155)
690	(135)
630	(120)

Std	STRAIGHT-IN LANDING		CIRCLE-TO-LAND
	CDFA		Prohibited Northwest of airport
	❶ DA/MDA(H) 630′ (379′)		Max Kts / MDA(H)
		ALS out	
A	R1000m	R1500m	100 690′ (439′) V1500m
B			135 760′ (509′) V1600m
C	NOT APPLICABLE		C NOT APPLICABLE
D			D

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

CHANGES: MSA, altitudes, probited area established.

UWLW/ULY
VOSTOCHNY

JEPPESEN
13 FEB 26
Eff 19 Feb
13-2
CAT C & D

ULYANOVSK, RUSSIA
VOR X Rwy 02

VOSTOCHNY TWR (Radar/Precision/Start/GDN)

124.2

VOR UWS 113.7	Final Apch Crs 021°	D5.6 UWS 1600′ (1349′)	DA/MDA(H) 630′ (379′)	Apt Elev 251′

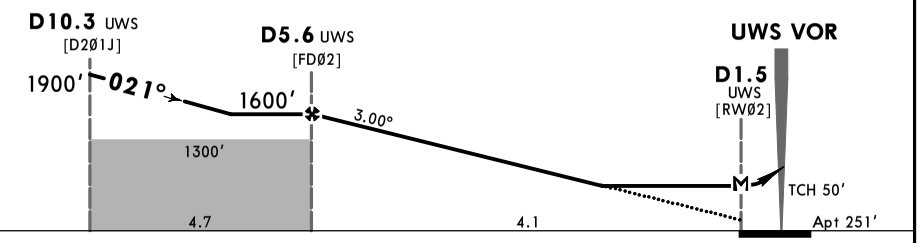
MISSED APCH: Climb STRAIGHT AHEAD to 1000′, then turn RIGHT onto 201° climbing to 1900′ or above, then as instructed by ATC.

MSA ARP ❶

Alt Set: hPa (MM on req) Apt Elev: 9 hPa Trans level: FL050 ❷ Trans alt: 4000′

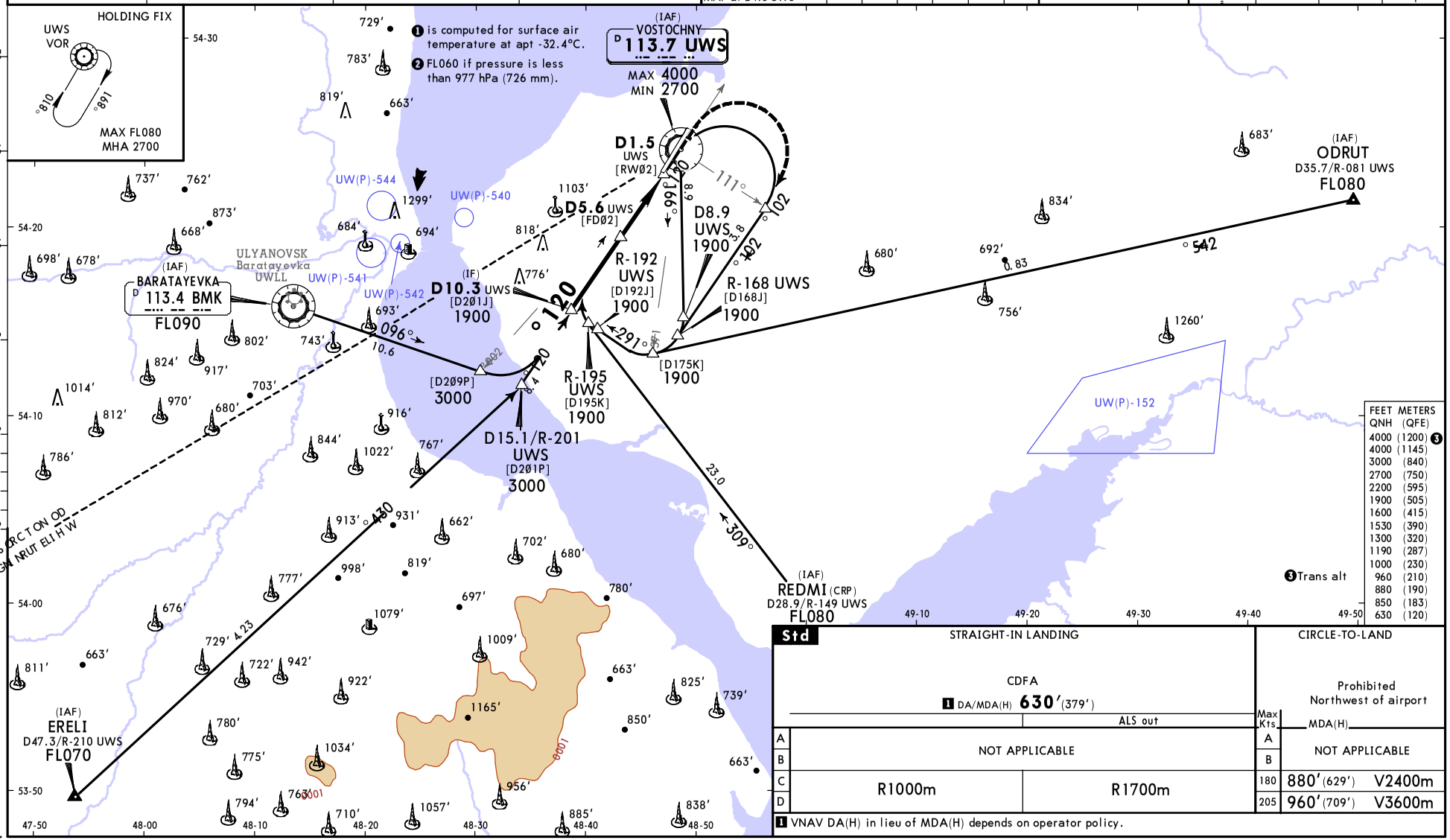
1. DME required. 2. Radar required. 3. Final apch track offset 3° from rwy centerline.

UWS DME	5.4	4.3	3.2
ALTITUDE	1530′	1190′	850′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.5 UWS						

HIALS | 1000′ | 201° RT | MIN 1900′



Std	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			Prohibited Northwest of airport
	❶ DA/MDA(H) 630′ (379′)			
	ALS out		Max Kts	MDA(H)
A	NOT APPLICABLE		A	NOT APPLICABLE
B			B	
C	R1000m	R1700m	180	880′ (629′) V2400m
D			205	960′ (709′) V3600m

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

CHANGES: MSA, altitudes, prohibited areas established.

UWLW/ULY
VOSTOCHNY

JEPPESEN 13 FEB 26 Eff 19 Feb (13-3) CAT A & B

ULYANOVSK, RUSSIA
VOR Y Rwy 20

VOSTOCHNY TWR (Radar/Precision/Start/GDN)

124.2

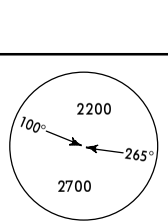
VOR UWS 113.7	Final Apch Crs 193°	D5.5 1600′ (1400′)	DA/MDA(H) 580′ (380′)	Apt Elev 251′ Rwy 200′

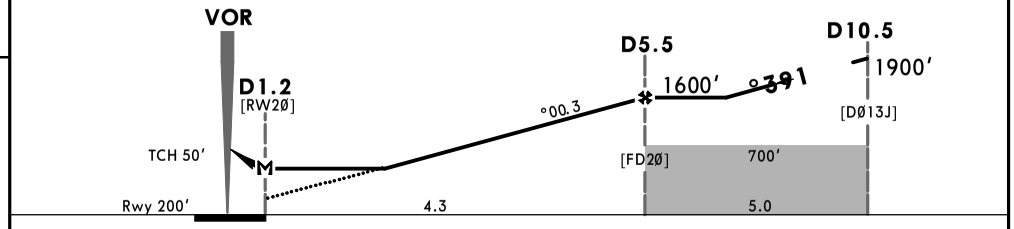
MISSED APCH: Climb STRAIGHT AHEAD to 1000′, then turn LEFT onto 013° climbing to 1900′ or above, then as instructed by ATC.

Alt Set: hPa (MM on req) Rwy Elev: 7 hPa Trans level: FL050 ❷ Trans alt: 4000′

1. DME required. 2. Radar required. 3. Final apch track offset 5° from rwy centerline.

UWS DME	2.7	3.8	4.9
ALTITUDE	730′	1070′	1410′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.2						

HIALS 1000′ 013° LT MIN 1900′

NOT TO SCALE

❶ is computed for surface air temperature at apt -32.4°C.

❷ FL060 if pressure is less than 977 hPa (726 mm).

FEET QNH	METERS (QFE)
4000	(1200) ❸
4000	(1160)
3000	(855)
2700	(765)
2200	(610)
1900	(520)
1600	(430)
1410	(369)
1070	(266)
1000	(245)
760	(155)
730	(162)
700	(155)
690	(135)
580	(120)

❺ Trans alt

(IAF) MEZET D55.3/R-286 FL090

(IAF) MOKED D33.8/R-313 FL070

(IAF) AGUTO D25.6/R-344 FL050

(IAF) DOGIT D64.7/R-272 FL070

(IAF) TERDI D69.2/R-250 FL070

(IAF) ODRUT D35.7/R-081 FL080

(IAF) REDMI (CRP) D28.9/R-149 FL080

(IF) D10.5 [D013J] 1900

D5.5 [FD20]

D1.2 [RW20]

D9.8 1900

R-003 [D003N] 4000

R-004 [D004N] 4000

R-005 [D005N] 4000

R-010 [D010O] 3000

R-012 [D012N] 3000

R-018 [D018K] 1900

R-028 [D028J] 1900

R-029 [D029J] 1900

(IAF) VOSTOCHNY D 113.7 UWS MAX 4000 MIN 2700

❸ 283°
❹ 103°

108° 27.4 By ATC
136° 14.8
090° 54.2
079° 66.7
° 950 9.57
° 920 8.9
° 310 7.9
° 103° 34.1
° 310 35.4
° 344 32.4
° 279

HOLDING FIX
VOR °891 °810
MAX FL080
MHA 2700

Std	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Prohibited Northwest of airport	
	❶ DA/MDA(H) 580′ (380′)			
		ALS out	Max Kts.	MDA(H)
A	R1000m	R1500m	100	690′ (439′) V1500m
B			135	760′ (509′) V1600m
C	NOT APPLICABLE		C	NOT APPLICABLE
D			D	

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

CHANGES: MSA, altitudes, minimums.

VOSTOCHNY TWR (Radar/Precision/Start/GDN)

124.2

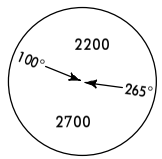
VOR UWS 113.7	Final Apch Crs 193°	D5.5 1600′ (1400′)	DA/MDA(H) 580′ (380′)	Apt Elev 251′ Rwy 200′

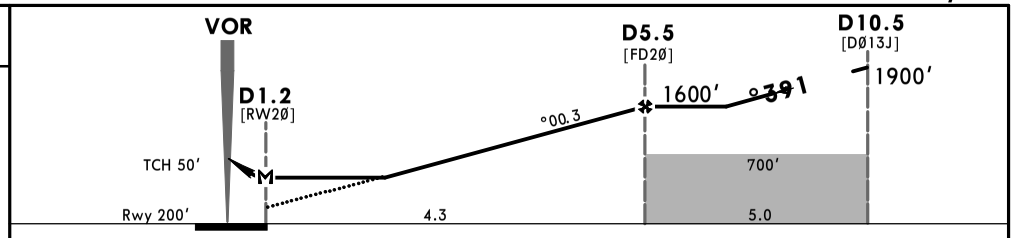
MISSED APCH: Climb STRAIGHT AHEAD to 1000′, then turn LEFT onto 013° climbing to 1900′ or above, then as instructed by ATC.

Alt Set: hPa (MM on req) Rwy Elev: 7 hPa Trans level: FL050 ❷ Trans alt: 4000′

1. DME required. 2. Radar required. 3. Final apch track offset 5° from rwy centerline.

UWS DME	2.7	3.8	4.9
ALTITUDE	730′	1070′	1410′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.2						

HIALS 1000′ 013° LT MIN 1900′

NOT TO SCALE

❶ is computed for surface air temperature at apt -32.4°C.

❷ FL060 if pressure is less than 977 hPa (726 mm).

FEET QNH	METERS (QFE)
4000	(1200) ❹
4000	(1160)
3000	(855)
2700	(765)
2200	(610)
1900	(520)
1600	(430)
1410	(369)
1070	(266)
1000	(245)
960	(210)
880	(190)
730	(162)
700	(155)
580	(120)

❹ Trans alt

(IAF) MEZET D55.3/R-286 FL090

(IAF) MOKED D33.8/R-313 FL070

(IAF) AGUTO D25.6/R-344 FL050

(IAF) DOGIT D64.7/R-272 FL070

(IAF) TERDI D69.2/R-250 FL070

(IAF) ODRUT D35.7/R-081 FL080

(IAF) REDMI (CRP) D28.9/R-149 FL080

(IF) D10.5 [D013J] 1900

D5.5 [FD20]

D1.2 [RW20]

(IAF) VOSTOCHNY D 113.7 UWS MAX 4000 MIN 2700

R-357 [D357N] 4000

R-006 [D006N] 3000

R-010 [D010M] 3000

R-354 [D354O] 4000

R-356 [D356O] 4000

R-021 [D021K] 1900

R-042 [D042K] 1900

R-046 [D046J] 1900

D9.0 1900

HOLDING FIX
UWS VOR
°891
°810
MAX FL080
MHA 2700

Std

STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
CDFA		Prohibited Northwest of airport		
❶ DA/MDA(H) 580′ (380′)		Max Kts	MDA(H)	
ALS out		A	NOT APPLICABLE	
A	NOT APPLICABLE	B		
B		180	880′ (629′)	V2400m
C	R1000m R1700m	205	960′ (709′)	V3600m
D				

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

CHANGES: MSA, altitudes, minimums.

VOSTOCHNY TWR (Radar/Precision/Start/GDN)
124.2

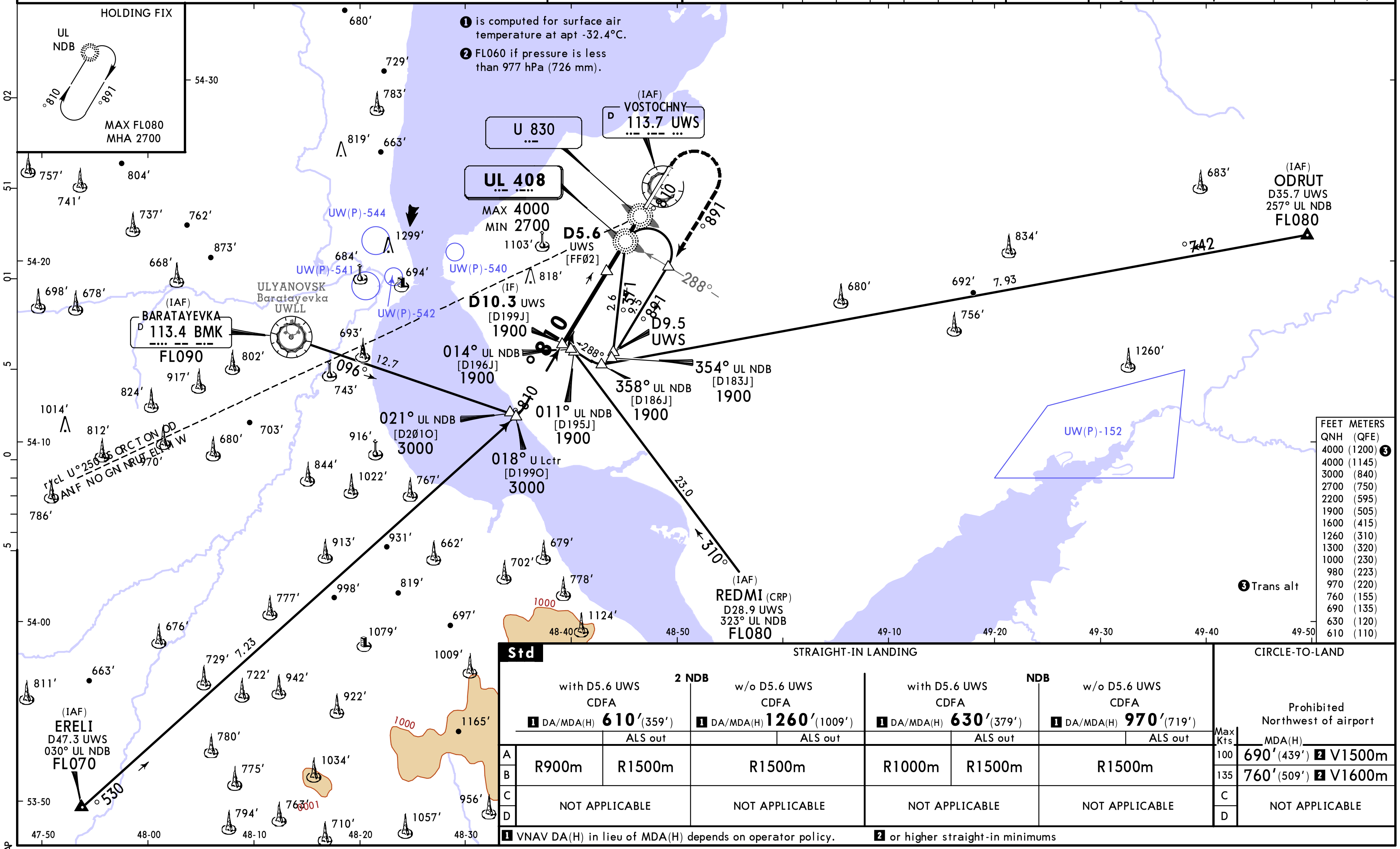
NDB UL	Final Apch Crs	D5.6 UWS	DA/MDA(H)	Apt Elev 251'
408	018°	1600' (1349')	Refer to Minimums	

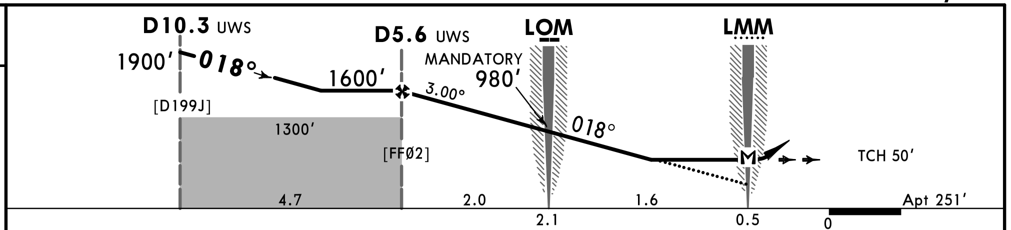
MSA ARP ❶: 100°–265° 2200; 265°–100° 2700

MISSED APCH: Climb on track 018° to 1000', then turn RIGHT onto 198° climbing to 1900' or above, then as instructed by ATC.

Alt Set: hPa (MM on req) | Apt Elev: 9 hPa | Trans level: FL050 ❷ | Trans alt: 4000'

1. DME required. 2. Radar required. 3. 2 NDB: Dual ADF required.





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

HIALS — 1000' on 018° — RT 198° — MIN 1900'

Std — STRAIGHT-IN LANDING

	2 NDB with D5.6 UWS CDFA ❶ DA/MDA(H) 610'(359')	2 NDB with D5.6 UWS ALS out	2 NDB w/o D5.6 UWS CDFA ❶ DA/MDA(H) 1260'(1009')	NDB with D5.6 UWS CDFA ❶ DA/MDA(H) 630'(379')	NDB with D5.6 UWS ALS out	NDB w/o D5.6 UWS CDFA ❶ DA/MDA(H) 970'(719')
A	R900m	R1500m	R1500m	R1000m	R1500m	R1500m
B	R900m	R1500m	R1500m	R1000m	R1500m	R1500m
C	NOT APPLICABLE		NOT APPLICABLE	NOT APPLICABLE		NOT APPLICABLE
D	NOT APPLICABLE		NOT APPLICABLE	NOT APPLICABLE		NOT APPLICABLE

(ALS out applies to the "w/o D5.6 UWS" columns as well: R1500m.)

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts		MDA(H)
100	A	690'(439') ❷ V1500m
135	B	760'(509') ❷ V1600m
	C	NOT APPLICABLE
	D	NOT APPLICABLE

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❷ or higher straight-in minimums

CHANGES: MSA, altitudes, prohibited areas established, SMA.

UWLW/ULY
VOSTOCHNY

JEPPESEN 13 FEB 26 Eff 19 Feb (16-2) CAT C & D

ULYANOVSK, RUSSIA
2 NDB X or NDB X Rwy 02

VOSTOCHNY TWR (Radar/Precision/Start/GDN)

124.2

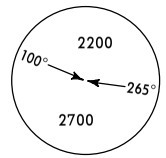
NDB UL 408	Final Apch Crs 018°	D5.6 UWS 1600′ (1349′)	DA/MDA(H) Refer to Minimums	Apt Elev 251′

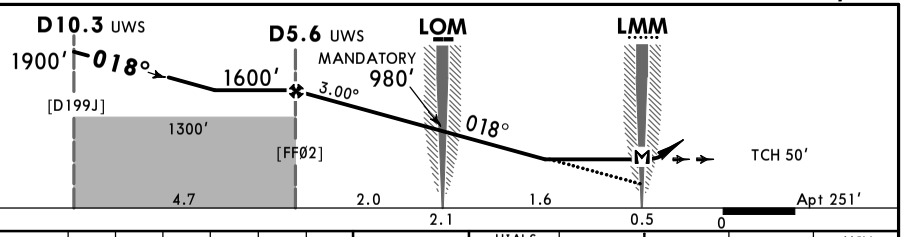
MISSED APCH: Climb on track 018° to 1000′, then turn RIGHT onto 198° climbing to 1900′ or above, then as instructed by ATC.

Alt Set: hPa (MM on req) Apt Elev: 9 hPa Trans level: FL050 ❷ Trans alt: 4000′

1. DME required. 2. Radar required. 3. 2 NDB: Dual ADF required.

MSA ARP ❶





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

HIALS 1000′ on 018° 198° RT MIN 1900′

HOLDING FIX
UL NDB
°810 °891
MAX FL080
MHA 2700

❶ is computed for surface air temperature at apt -32.4°C.

❷ FL060 if pressure is less than 977 hPa (726 mm).

(IAF) VOSTOCHNY D 113.7 UWS

U 830

UL 408
MAX 4000
MIN 2700

D5.6 UWS [FF02]

D8.2 UWS 1900

D10.3 UWS [D199J] 1900

(IAF) BARATAYEVKA D 113.4 BMK FL090

ULYANOVSK Baratayevka UWLL

UW(P)-544 UW(P)-540 UW(P)-541 UW(P)-542

[D166J] 1900

[D173K] 1900

[D190J] 1900

[D207P] 3000

[D193J] 1900

D13.4 UWS 018° UL NDB [D199O] 3000

(IAF) ODRUT D35.7 UWS 257° UL NDB FL080

REDMI (CRP) D28.9 UWS 323° UL NDB FL080

(IAF) ERELI D47.3 UWS 030° UL NDB FL070

UW(P)-152

RACL U°250-356 CRC T ON DD ANF NO GN NRUT ELEV W

FEET	METERS
QNH	(QFE)
4000	(1200) ❸
4000	(1145)
3000	(840)
2700	(705)
2200	(595)
1900	(505)
1600	(415)
1260	(310)
1300	(320)
1000	(230)
980	(223)
970	(220)
960	(210)
880	(190)
630	(120)
610	(110)

❸ Trans alt

Std

STRAIGHT-IN LANDING

	2 NDB with D5.6 UWS CDFA	2 NDB w/o D5.6 UWS CDFA	NDB with D5.6 UWS CDFA	NDB w/o D5.6 UWS CDFA
	❶ DA/MDA(H) 610′ (359′) ALS out	❶ DA/MDA(H) 1260′ (1009′) ALS out	❶ DA/MDA(H) 630′ (379′) ALS out	❶ DA/MDA(H) 970′ (719′) ALS out
A	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
B				
C	R900m	R1600m	R2400m	R1000m	R1700m	R2400m
D				

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)
A	NOT APPLICABLE
B	
180	880′ (629′) ❷ V2400m
205	960′ (709′) ❷ V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❷ or higher straight-in minimums

CHANGES: MSA, altitudes, prohibited areas established, SMA.

UWLW/ULY
VOSTOCHNY

JEPPESEN
13 FEB 26
Eff 19 Feb
16-3
CAT A & B

ULYANOVSK, RUSSIA
2 NDB Y or NDB Y Rwy 20

VOSTOCHNY TWR (Radar/Precision/Start/GDN)
124.2

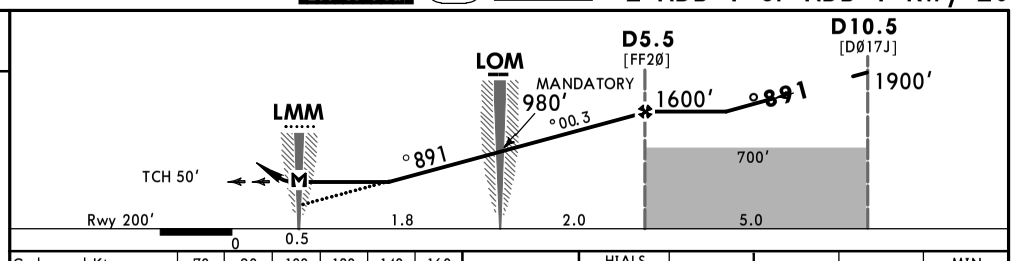
NDB WN	Final Apch Crs	D5.5	DA/MDA(H) Refer to Minimums	Apt Elev 251′ Rwy 200′
408	198°	1600′ (1400′)		

MISSED APCH: Climb on track 198° to 1000′, then turn LEFT onto 018° climbing to 1900′ or above, then as instructed by ATC.

MSA ARP ❶: 2200 (100°–265°), 2700

Alt Set: hPa (MM on req) Rwy Elev: 7 hPa Trans level: FL050 ❷ Trans alt: 4000′

1. DME required. 2. Radar required. 3. 2 NDB apch: Dual ADF required.



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

HIALS | 1000′ | on | 198° | 018° LT | MIN 1900′

NOT TO SCALE

❶ is computed for surface air temperature at apt -32.4°C.

❷ FL060 if pressure is less than 977 hPa (726 mm).

❸ Trans alt

FEET QNH	METERS (QFE)
4000	(1200) ❸
4000	(1160)
3000	(855)
2700	(765)
2200	(610)
1900	(520)
1600	(430)
1000	(245)
980	(238)
760	(155)
700	(155)
690	(135)
630	(135)
580	(120)

(IAF) MEZET D55.3 102° WN NDB FL090

(IAF) MOKED D33.8 127° WN NDB FL070

(IAF) AGUTO D25.6 159° WN NDB FL050

(IAF) DOGIT D64.7 088° WN NDB FL070

(IAF) TERDI D69.2 066° WN NDB FL070

(IAF) ODRUT D35.7 267° WN NDB FL080

(IAF) REDMI (CRP) D28.9 333° WN NDB FL080

(IAF) 408 WN MAX 4000 MIN 2700

830 W

VOSTOCHNY 113.7 UWS

(IF) D10.5 [DØ17J] 1900

D5.5 [FF20]

D9.7 1900

189° W Lctr [DØ9N] 4000

188° W Lctr [DØ8N] 4000

195° W Lctr [DØ14N] 3000

[DØ16N] 3000

187° W Lctr [DØ7N] 4000

204° W Lctr [DØ21J] 1900

215° W Lctr [DØ31J] 1900

217° W Lctr [DØ33J] 1900

❸ 108°
❹ 288°

STRAIGHT-IN LANDING

Std

	2 NDB with D5.5 CDFA	2 NDB w/o D5.5 CDFA	NDB with D5.5 CDFA	NDB w/o D5.5 CDFA
❶ DA/MDA(H)	580′ (380′)	580′ (380′)	580′ (380′)	630′ (430′)
ALS out	R1000m	R1000m	R1000m	R1300m
ALS out	R1500m	R1500m	R1500m	R1500m
A	R1000m	R1000m	R1000m	R1300m
B	R1500m	R1500m	R1500m	R1500m
C	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
D	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❷ or higher straight-in minimums

CIRCLE-TO-LAND

Prohibited
Northwest of airport

Max Kts	MDA(H)
A	
B	
100	690′ (439′) ❷ V1500m
135	760′ (509′) ❷ V1600m
C	NOT APPLICABLE
D	NOT APPLICABLE

HOLDING FIX
WN NDB
MAX FL080
MHA 2700

CHANGES: MSA, altitudes, minimums.

UWLW/ULY
VOSTOCHNY

JEPPESEN
13 FEB 26
Eff 19 Feb
16-4
CAT C & D

ULYANOVSK, RUSSIA
2 NDB X or NDB X Rwy 20

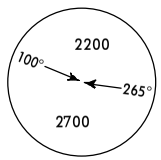
VOSTOCHNY TWR (Radar/Precision/Start/GDN)

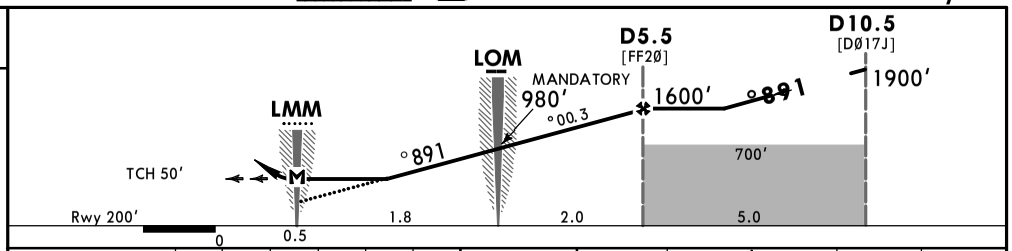
124.2

NDB WN	Final Apch Crs	D5.5	DA/MDA(H) Refer to Minimums	Apt Elev 251′ Rwy 200′
408	198°	1600′ (1400′)		

MISSED APCH: Climb on track 198° to 1000′, then turn LEFT onto 018° climbing to 1900′ or above, then as instructed by ATC.

MSA ARP ❶





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

HIALS | 1000′ | on | 198° | 018° LT | MIN 1900′

Alt Set: hPa (MM on req) Rwy Elev: 7 hPa Trans level: FL050 ❷ Trans alt: 4000′

1. DME required. 2. Radar required. 3. 2 NDB apch: Dual ADF required.

NOT TO SCALE

❶ is computed for surface air temperature at apt -32.4°C.

❷ FL060 if pressure is less than 977 hPa (726 mm).

❺ Trans alt

FEET QNH	METERS (QFE)
4000	(1200) ❸
4000	(1160)
3000	(855)
2700	(765)
2200	(610)
1900	(520)
1600	(430)
1000	(245)
980	(238)
960	(210)
880	(190)
700	(155)
580	(120)

(IAF) MEZET D55.3 102° WN NDB FL090

(IAF) MOKED D33.8 127° WN NDB FL070

(IAF) AGUTO D25.6 159° WN NDB FL050

(IAF) DOGIT D64.7 088° WN NDB FL070

(IAF) TERDI D69.2 066° WN NDB FL070

(IAF) ODRUT D35.7 267° WN NDB FL080

(IAF) REDMI (CRP) D28.9 333° WN NDB FL080

(IF) D10.5 [D017J] 1900

(IAF) 408 WN MAX 4000 MIN 2700

830 W

VOSTOCHNY 113.7 UWS

180° W Lctr [D001O] 4000

178° W Lctr [D360O] 4000

190° W Lctr [D010N] 3000

194° W Lctr [D013N] 3000

175° W Lctr [D357O] 4000

207° W Lctr [D027K] 1900

210° W Lctr [D025J] 1900

239° W Lctr [D046K] 1900

237° W Lctr [D050J] 1900

D8.3 1900

❸ 288°
❹ 108°

Std

STRAIGHT-IN LANDING

	2 NDB with D5.5 CDFA	2 NDB w/o D5.5 CDFA	NDB with D5.5 CDFA	NDB w/o D5.5 CDFA
	❶ DA/MDA(H) 580′(380′) ALS out	❶ DA/MDA(H) 580′(380′) ALS out	❶ DA/MDA(H) 580′(380′) ALS out	❶ DA/MDA(H) 630′(430′) ALS out
A	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
B				
C	R1000m	R1700m	R1000m	R1700m	R1000m	R1700m	R1300m	R2000m
D				

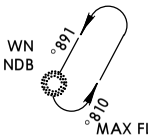
CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)
A	NOT APPLICABLE
B	
180	880′(629′) ❷ V2400m
205	960′(709′) V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❷ or higher straight-in minimums

HOLDING FIX



CHANGES: MSA, altitudes, minimums.

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ULYANOVSK, (VOSTOCHNY - UWLW)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWLW