JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: UFA RUS
ICAO/IATA: UWUU / UFA
Lat/Long: N54° 33.47', E055° 52.43'
Elevation: 450 ft

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

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

Sunrise: 0031 Z
Sunset: 1556 Z

Runway Information

Runway: 14L
Length x Width: 8255 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 394 ft
Lighting: Edge, ALS

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

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

Runway: 32R
Length x Width: 8255 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 406 ft
Lighting: Edge, ALS

Communication Information

ATIS: 124.800 Non-English
ATIS: 119.400
Ufa Tower: 120.900
Ufa Tower: 124.000
Ufa Tower: 129.000 Secondary
Ufa Tower: 131.000 At or below 1700 ft
Ufa Ground: 129.000 Secondary
Ufa Ground: 124.000
Ufa Ground: 119.000
Ufa Apron Ramp/Taxi: 118.800 Non-English
Ufa Approach: 129.000 Secondary
Ufa Approach: 126.000
Ufa Approach: 125.300 Secondary
Ufa Transit Operations: 131.700
Ufa Radar: 129.000 Secondary
Ufa Radar: 120.900
Ufa Radar: 124.000

1. GENERAL

1.1. ATIS

ATIS 119.4
124.4 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. USE OF RWY SYSTEM IN DAYTIME

Noise abatement procedures shall be executed by all ACFT but not at the expense of flight safety. Maintain assigned SID/STAR and in case of diversion immediately join the assigned track.

1.2.2. USE OF RWY SYSTEM AT NIGHT

The term "NIGHT" indicates the time period 1800-0200UTC.

Departure and arrival are permitted for ACFT producing noise at a level not exceeding the requirements stated by ICAO Annex 16, Chapter 3.

Run-up of ACFT engines at the AD is prohibited.

Flights of Tu-134, Tu-154B and Il-86 ACFT are prohibited, except for medical, emergency and SAR, state aviation flights.

After landing it is recommended to use reverse thrust at idle power except for cases related to flight safety.

On stands with ground power unit and air conditioning units operation of APU should be avoided and/or limited after arrival at and before taxiing out of the stand.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP are implemented when RVR is less than 550m. ATC will inform pilots using phraseology: "Low visibility procedures in progress".

Holding position can be occupied by one ACFT only.

Taxiing shall be executed after Follow-me car.

1.3.2. ARRIVAL

Flight crew shall report the following:

- end of landing run;
- RWY vacation after crossing the line on TWY designated by illuminated RWY designation signs (day/night marking) and RWY guard lights;
- reaching the assigned holding position on maneuvering area;
- parking on stand.

ACFT shall taxi after Follow-me car from junction of TWY with apron to stand or on taxi route segment (by decision of pilot-in-command).

ACFT shall hold while expecting clearance to taxi to stands on holding positions on TWY D, H just before apron boundary. Follow-me car parked on TWY D, H designates holding positions on TWY D, TWY H.

1.3.3. DEPARTURE

ACFT shall taxi after Follow-me car from engines start-up point to junctions of TWY with apron or on taxi route segment (by decision of pilot-in-command).

ACFT shall hold while expecting clearance to occupy RWY on holding positions in front of illuminated RWY designation signs (DAY/NIGHT marking) and RWY guard lights on TWY F, TWY J.

1. GENERAL

ACFT shall hold while expecting clearance for taxiing to RWY holding position as follows:

- on engines start-up positions, when engines startup is executed on stands;
- on route K1 on the apron;
- on route K2 on the apron;
- on holding bay on TWY F, designated by RWY guard lights and stop bar lights.

1.4. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure monitor controller's information and instructions on LOM frequency (RG 212 kHz). In all cases pilot can use high frequency channel 4260 kHz, radio communication with other ACFT and ATS units and mobile communication:

Flight Control Officer of ATS unit of Joint ATM System (Ufa)

Tel: +7 347 293 18 71

1.5. TAXI PROCEDURES

Movement on the apron shall be executed only upon receiving GND controller's clearance.

1.6. PARKING INFORMATION

Taxiing into stands issued by GND controller.

Towing out of stands and start-up clearance issued by GND controller.

Stand 1A available for de-icing or as directed.

1.7. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

Standard procedures applying RNAV are used for landing. If unable to execute RNAV procedures use NDB procedures. If deciding to land proceed to holding fix of IAP at cleared FL (altitude). Descend in the holding area to FL (altitude) according to IAP if necessary. After passing holding fix execute approach and landing maintaining approach profile.

2.2. NOISE ABATEMENT PROCEDURES

Immediately prior to final approach avoid (when possible) excessive rates of descent.

During instrument or visual approach flying below ILS GP is PROHIBITED.

Noise abatement procedures must not envisage exceeding of the IAS in descent defined by the Aeroplane Flight Manual.

Noise abatement procedures are not applied in case of:

- ice, slush, water or mud, rubber, oil etc. on RWY and friction coefficient is 0.4 or less;
- ceiling is less than 150m or VIS is less than 1800m;
- cross-wind component on RWY (including gusts) exceeds 7m/s;
- tail-wind component on RWY exceeds 2.5 m/s;
- wind shear is forecasted or reported or adverse weather conditions (e.g. thunderstorms) that may influence approach and landing are expected.

2.3. CAT II OPERATIONS

RWY 14R/32L is approved for CAT II operations, special aircrew and aircraft certification required.

2.4. TAXI PROCEDURES

Taxi routes after landing:

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

3. DEPARTURE

3.1. TAXI PROCEDURES

Taxi routes before take-off:

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

3.2. NOISE ABATEMENT PROCEDURES

During departure from AD strictly adhere to established departure procedures.

Apply NADP 1 (ICAO Doc 8168).

3.3. COMMUNICATION FAILURE PROCEDURES

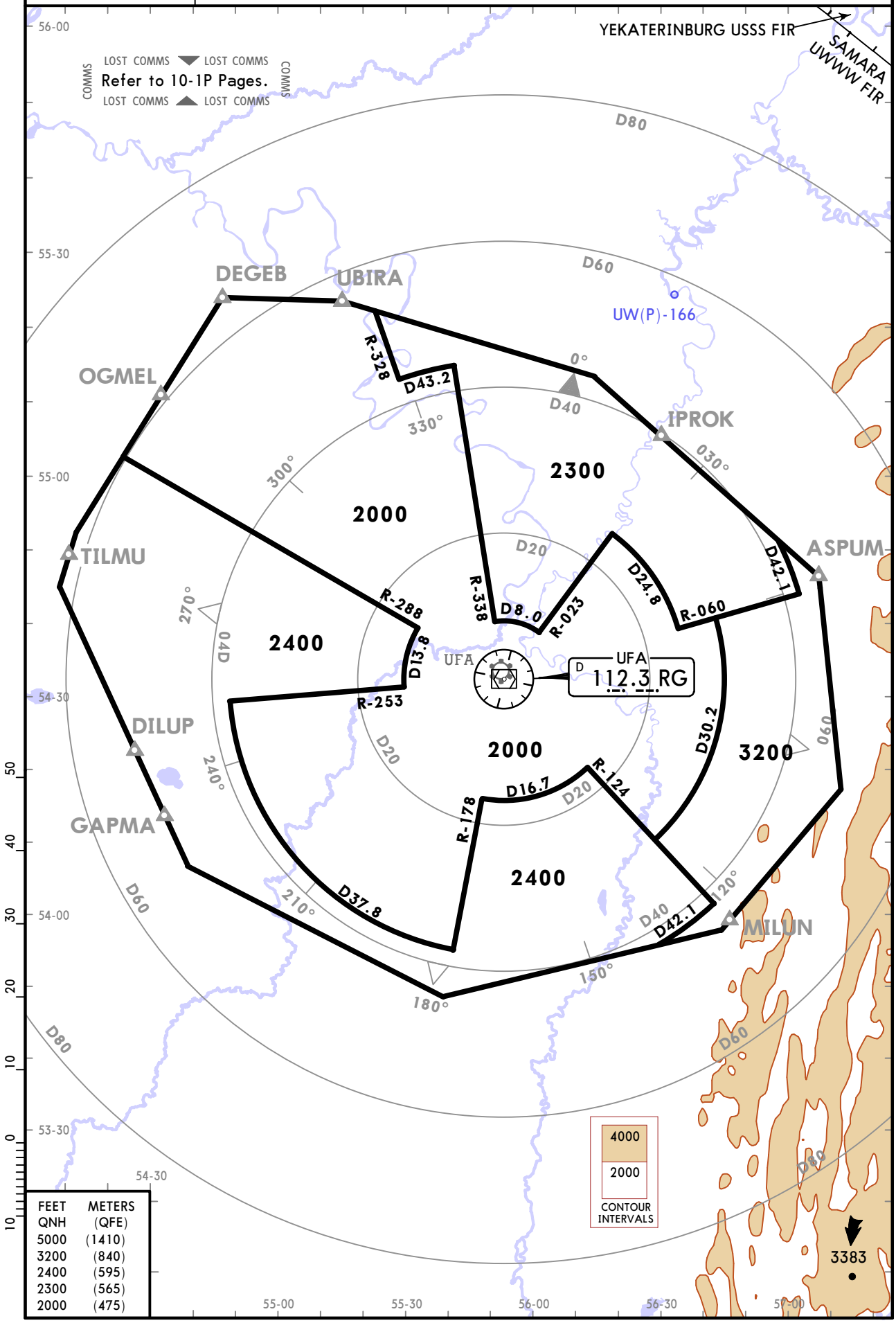
If deciding to proceed to destination (alternate) AD maintain the cleared FL and flight track for 2 minutes and then perform flight according to flight plan or procedures of diversion to alternate AD.

UWUU/UFA
UFA

JEPPESEN
6 OCT 23 (10-1R)

UFA, RUSSIA
RADAR MINIMUM ALTITUDES

UFA Radar 120.9	Alt Set: hPa (MM on request) Trans level: FL70 Trans alt: 5000 QNH (QFE on request) 1. Chart only to be used for cross-checking of altitudes assigned while under vectoring control. 2. When vectoring is carried out under low temperature conditions vectoring altitudes must be corrected.
Apt Elev 450	



CHANGES: Waypoints & conversion Table added.

ATIS	Apt Elev	
119.4 (Russian 124.4)	450	Alt Set: hPa (MM on request) Trans level: FL070
		RNAV 1 GNSS required

ASPUM 2K [ASPU2K], ASPUM 2Y [ASPU2Y]❶
IPROK 2K [IPRO2K], IPROK 2Y [IPRO2Y]❷
MILUN 2K [MILU2K], MILUN 2Y [MILU2Y]❸
RNAV ARRIVALS
(RWY 32L)

For trip fuel calculation use STARs:
❶ ASPUM 2Y: ASPUM [FL080+] - UU219 [FL070] - UUØ52 [3000+].
❷ IPROK 2Y: IPROK [FL140-] - UU22Ø - UU219 [FL070] - UUØ52 [3000+].
❸ MILUN 2Y: MILUN [FL110+] - UU216 [FL070] - UUØ52 [3000+].

FEET METERS
QNH (QFE)
5000 (1390)
3000 (780)
2200 (535)

❹ Computed for surface air temperature at the aerodrome -49.0°C.

IPROK
FL140
FL100
7.6
1800
165°
UU22Ø
30.0
2000
IPROK 2K
ASPUM
FL100
214°
NOT TO SCALE
27.8
2800
ASPUM 2K
3000 ❹
UU219
MAX 230 KT
FL070
345°
MAX 230 KT
MAX FL140
MHA 5000
2200T
5.8
1700
187°
UU218
MAX 230 KT
FL070
5.8
1500
188°
UU216
MAX
230 KT
FL070
UU217
MAX 230 KT
FL070
5.8
1700
208°
5.8
2000
227°
(IAF)
UUØ52
3000
18.8
2000
025°
ARP
5.8
2000
266°
5.8
2100
247°
UU213
MAX 220 KT
FL070
UU214
MAX
220 KT
FL070
UU215
MAX
230 KT
FL070
21.0
2900
MILUN 2K
301°
MILUN
FL100
FL080
2330
4000
2000
CONTOUR INTERVALS
54-30
54-00
56-00
56-30
26
39
31
45

UWUU/UFA
UFA

JEPPESEN
13 JUN 25 (10-2A)

UFA, ~~RUSSIA~~
RNAV STAR

ATIS 119.4 (Russian 124.4)
Apt Elev 450
Alt Set: hPa (MM on request)
Trans level: FL070
RNAV 1
GNSS required

ASPUM 2L [ASPU2L]
ASPUM 2Z [ASPU2Z]❶
IPROK 2L [IPRO2L]
IPROK 2Z [IPRO2Z]❷
RNAV ARRIVALS
(RWY 14R)

FEET METERS
QNH (QFE)
3000 (805)
2300 (590)

CONTOUR INTERVALS
4000
2000

For trip fuel calculation use STARs:
❶ ASPUM 2Z: ASPUM [FL140+] - UU42Ø [FL130-] - UU417 [FL110-] - UU4Ø7 [FL080] - UUØ43 [3000+].
❷ IPROK 2Z: IPROK [FL120-] - UU417 [FL110-] - UU4Ø7 [FL080] - UUØ43 [3000+].

❸ Computed for surface air temperature at the aerodrome -49.0°C.

ASPUM FL140
IPROK FL120
UU42Ø FL130
UU417 FL110
UU4Ø7 MAX 230 KT FL080
UU4Ø6 MAX 230 KT FL080
UU4Ø5 MAX 230 KT FL080
UU4Ø4 MAX 230 KT FL080
UU4Ø3 MAX 230 KT FL080
UU4Ø2 MAX 230 KT FL080
UU4Ø1 MAX 220 KT FL080
UUØ43 3000
(IAF)
MAX 230 KT
MAX FL140
MHA FL070
2300T
ARP
3000❸
CHANGES: ATIS.

JEPPESEN
13 JUN 25 (10-2B)

UFA, RUSSIA
RNAV STAR

ATIS	Apt Elev
119.4 (Russian 124.4)	450

Alt Set: hPa (MM on request)
Trans level: FL070

RNAV 1
GNSS required

DILUP 3K [DILU3K]
DILUP 3Y [DILU3Y]❶
TUSEB 3K [TUSE3K]
TUSEB 3Y [TUSE3Y]❷
RNAV ARRIVALS (RWY 32L)

FEET	METERS
QNH	(QFE)
5000	(1390)
3000	(780)
2200	(535)

NOT TO SCALE

DILUP
FL090

4.93
0022
K3 PUL D

UU221
FL110

MAX FL110
MHA 5000
2200T

136°
316°
144°
16.7
1900

UU2Ø7
MAX 230 KT
FL080

124°
6.5
2000

UU2Ø6
MAX 230 KT
FL080

086°
5.4
760
0012

UU2Ø5
MAX
230 KT
FL080

4.5
740
0012

UU2Ø4
MAX
230 KT
FL080

4.5
820
0081

UU2Ø3
MAX 230 KT
FL080

4.5
800
0081

UU2Ø2
MAX 230 KT
FL080

4.5

UU2Ø1
MAX 220 KT
FL080

042°
8.71
0091

(IAF)
UUØ5Ø
3000

3000 ❸

❸ Computed for surface air temperature at the aerodrome -49.0°C.

ARP

TUSEB
FL140

310°
6.42
0022
K3 BESUT

2330

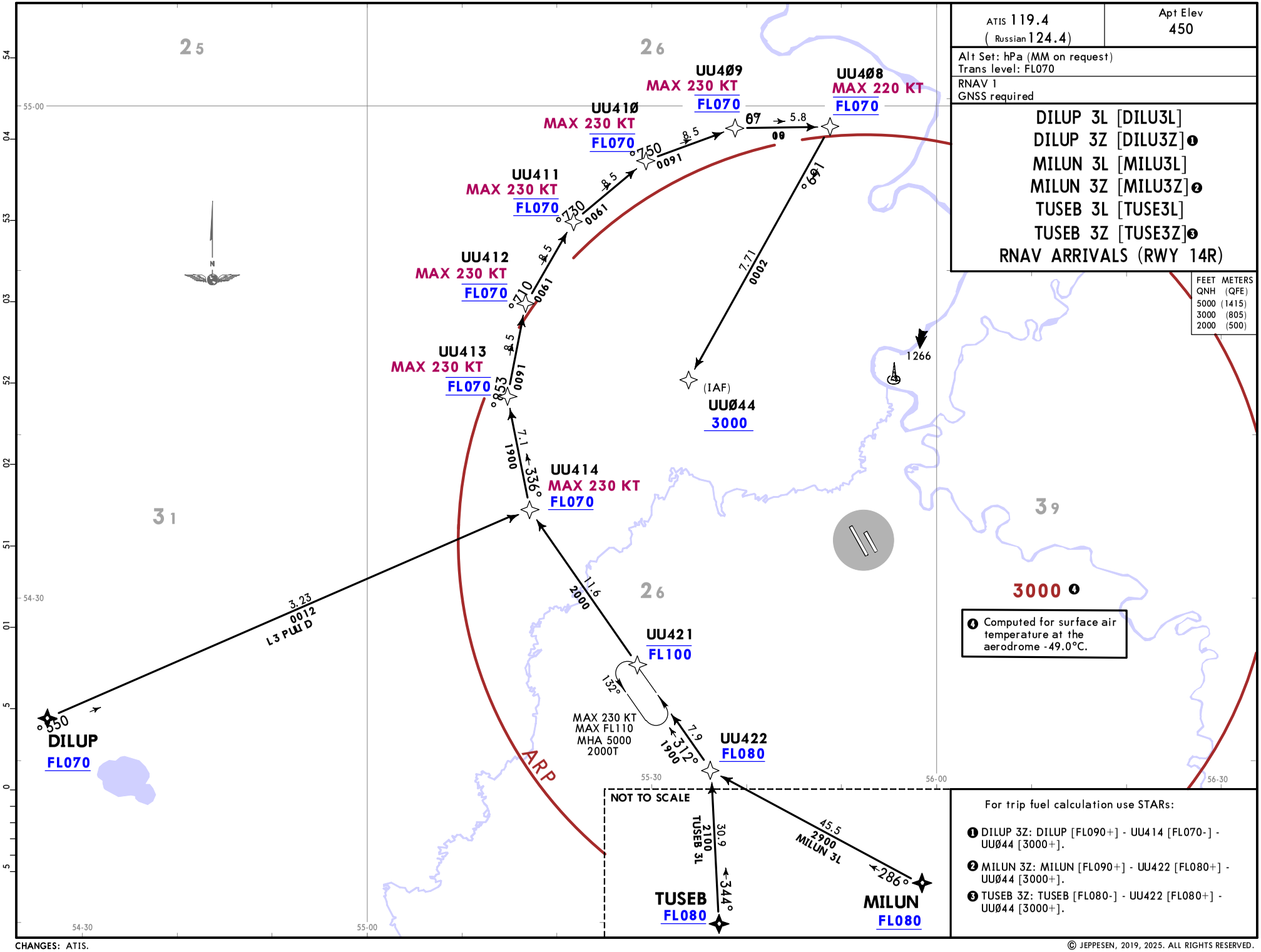
CONTOUR INTERVALS
4000
2000

For trip fuel calculation use STARs:

❶ DILUP 3Y: DILUP [FL090+] - UU221 [FL110-] - UU2Ø7 [FL080] - UUØ5Ø [3000+].

❷ TUSEB 3Y: TUSEB [FL090-; FL080+] - UU2Ø5 [FL080] - UUØ5Ø [3000+].

CHANGES: ATIS.



CHANGES: ATIS.

JEPPESEN
13 JUN 25 (10-2D)

UFA, RUSSIA

RNAV STAR

ATIS	Apt Elev
119.4 (Russian 124.4)	450

Alt Set: hPa (MM on request)
Trans level: FL070

RNAV 1
GNSS required

DEGEB 3K [DEGE3K]
DEGEB 3Y [DEGE3Y]❶
OGMEL 3K [OGME3K]
OGMEL 3Y [OGME3Y]❷
UBIRA 3K [UBIR3K]
UBIRA 3Y [UBIR3Y]❸

RNAV ARRIVALS (RWY 32L)

For trip fuel calculation use STARs:

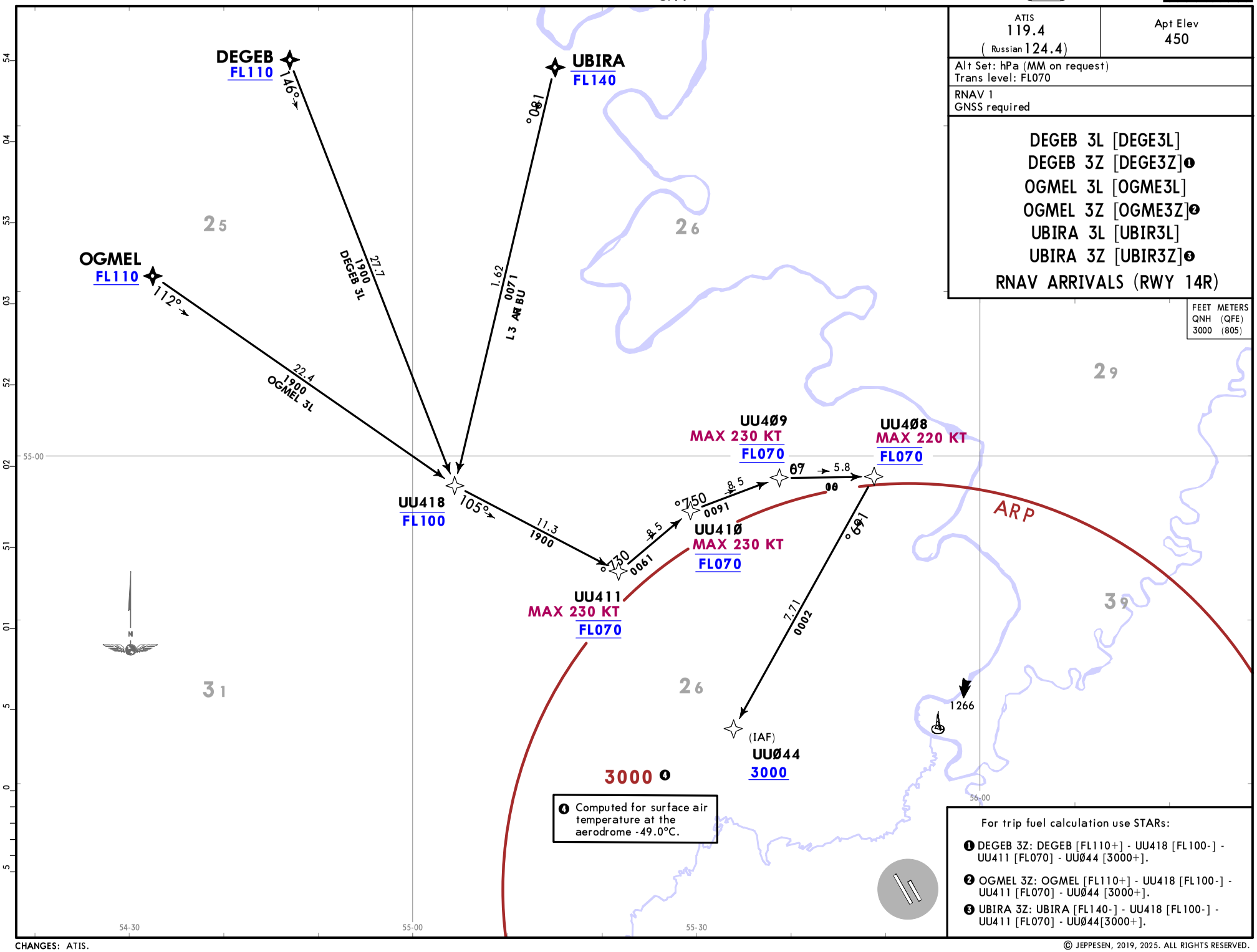
❶ DEGEB 3Y: DEGEB [FL110+] - UU211 - UU21Ø [FL110+] - UU221 [FL110-] - UU2Ø7 [FL080] - UUØ5Ø [3000+].

❷ OGMEL 3Y: OGMEL [FL110+] - UU211 - UU21Ø [FL110+] - UU221 [FL110-] - UU2Ø7 [FL080] - UUØ5Ø [3000+].

❸ UBIRA 3Y: UBIRA [FL180+] - UU211 - UU210 [FL110+] - UU221 [FL110-] - UU2Ø7 [FL080] - UUØ5Ø [3000+].

FEET	METERS
QNH	(QFE)
5000	(1390)
3000	(780)
2200	(535)

DEGEB FL110
UBIRA FL180
OGMEL FL110
145°
114°
DEGEB 3K
1900
29.9
OGMEL 3K
24.2
°871
9.72
0071
K3 AR BU
UU211
NOT TO SCALE
136°
16.4
UU21Ø FL110
13.5
2000
MAX FL110
MHA 5000
2200T
UU221 FL110
316°
144°
16.7
ARP
3000 ❹
❹ Computed for surface air temperature at the aerodrome -49.0°C.
(IAF)
UUØ5Ø 3000
8.71
0091
°942
UU2Ø1 MAX 220 KT FL080
4.5
°800
0081
UU2Ø2 MAX 230 KT FL080
°820
UU2Ø3 MAX 230 KT FL080
°740
0012
UU2Ø4 MAX 230 KT FL080
UU2Ø5 MAX 230 KT FL080
086°
5.4
760
UU2Ø6 MAX 230 KT FL080
124°
6.5
UU2Ø7 MAX 230 KT FL080
2150
4000
2000
CONTOUR INTERVALS



ATIS	Apt Elev
119.4 (Russian 124.4)	450

Alt Set: hPa (MM on request)
Trans level: FL070

RNAV 1
GNSS required

DEGEB 3L [DEGE3L]
DEGEB 3Z [DEGE3Z]❶
OGMEL 3L [OGME3L]
OGMEL 3Z [OGME3Z]❷
UBIRA 3L [UBIR3L]
UBIRA 3Z [UBIR3Z]❸

RNAV ARRIVALS (RWY 14R)

FEET	METERS
QNH	(QFE)
3000	(805)

For trip fuel calculation use STARs:

❶ DEGEB 3Z: DEGEB [FL110+] - UU418 [FL100-] - UU411 [FL070] - UUØ44 [3000+].

❷ OGMEL 3Z: OGMEL [FL110+] - UU418 [FL100-] - UU411 [FL070] - UUØ44 [3000+].

❸ UBIRA 3Z: UBIRA [FL140-] - UU418 [FL100-] - UU411 [FL070] - UUØ44[3000+].

CHANGES: ATIS.

ATIS	Apt Elev	
119.4 (Russian 124.4)	450	Alt Set: hPa (MM on request) Trans level: FL070 DME required.

ASPUM 3B [ASPU3B]
IPROK 3B [IPRO3B]
MILUN 3B [MILU3B]
ARRIVALS (RWY 14R)

H
P
MAX 230 KT
MAX FL140
MHA 3000
1900T

301°
121°

FEET	METERS
QNH	(QFE)
5000	(1415)
3000	(805)
1900	(470)

IPROK
(RG D39.5)
FL100

204°
25
2100
IPROK 3B

ASPUM
(RG D45.2)
FL100

13
2800
ASPUM 3B
244°
to RG Lctr

H
(IAF)
*1215 P
5000
3000

D14.0 RG
FL070

D31.6 RG
FL070

242°
12
2200
32
2000

212 RG

ARP

D UFA
112.3 RG

32
2100

306°

D29.4 RG
FL070

16
3400
MILUN 3B
308°
to RG Lctr

2330

MILUN
(RG D45.7)
FL080

4000
2000
CONTOUR INTERVALS

N

3000 ❶

❶ Computed for surface air temperature at the aerodrome -49.0°C.

29 26 36 26 39 57 26 31 45 57

50 40 30 20 10 0 10

55-00 54-30 54-00

56-00 56-30 57-00

CHANGES: ATIS.

ATIS	Apt Elev	
119.4 (Russian 124.4)	450	Alt Set: hPa (MM on request) Trans level: FL070 DME required.

ASPUM 3C [ASPU3C]
IPROK 3C [IPRO3C]
MILUN 3C [MILU3C]
ARRIVALS (RWY 32L)

H
N
MAX 230 KT
MAX FL140
MHA 3000
2300T
109°
289°

FEET	METERS
QNH	(QFE)
5000	(1390)
3000	(780)
2300	(565)

IPROK
(RG D39.5)
FL100

200°
25
2000
IPROK 3C

ASPUM
(RG D45.2)
FL100

239°
45
2800
ASPUM 3C

D14.6 RG
FL070

15
2000

212 RG

ARP

H
(IAF)
*1215 N
5000
3000

UFA
D 112.3 RG

29
2000

3000 ❶

❶ Computed for surface air temperature at the aerodrome -49.0°C.

D29.4 RG
FL070

305°

16
3400
MILUN 3C

308°
to RG Lctr

MILUN
(RG D45.7)
FL080

2330

4000
2000
CONTOUR INTERVALS

29 36 26 39 57 31 45 57

55-00 54-30 54-00 56-00 56-30 57-00

50 40 30 20 10 0 10

CHANGES: ATIS.

ATIS	Apt Elev	
119.4 (Russian 124.4)	450	Alt Set: hPa (MM on request) Trans level: FL070 DME required.

ASPUM 3T [ASPU3T]
IPROK 3T [IPRO3T]
MILUN 3T [MILU3T]
ARRIVALS (RWY 14R)

FEET METERS
QNH (QFE)
5000 (1415)
2200 (560)

IPROK
FL100

200°
D39.5
27.1
2000
IPROK 3T

ASPUM
FL100

D45.2
238°
32.8
2800
ASPUM 3T

(IAF)
[DØ2ØL]
D12.4 RG
FL070

(IAF)
[D291L]
D12.4 RG
5000

D
12.4
2000
291°

R020
R058
R126

(IAF)
[DØ58L]
D12.4 RG
FL080

ARP

UFA
D 112.3 RG
FL080

3000 ❶

❶ Computed for surface air temperature at the aerodrome -49.0°C.

45.7
3300
MILUN 3T

D
306°

MILUN
FL080

2330

4000
2000
CONTOUR INTERVALS

D12.4 RG
MAX 230 KT
MAX FL140
MHA 3000
2200T

291°
RG VOR
111°

29 26 36 39 26 57 45 57

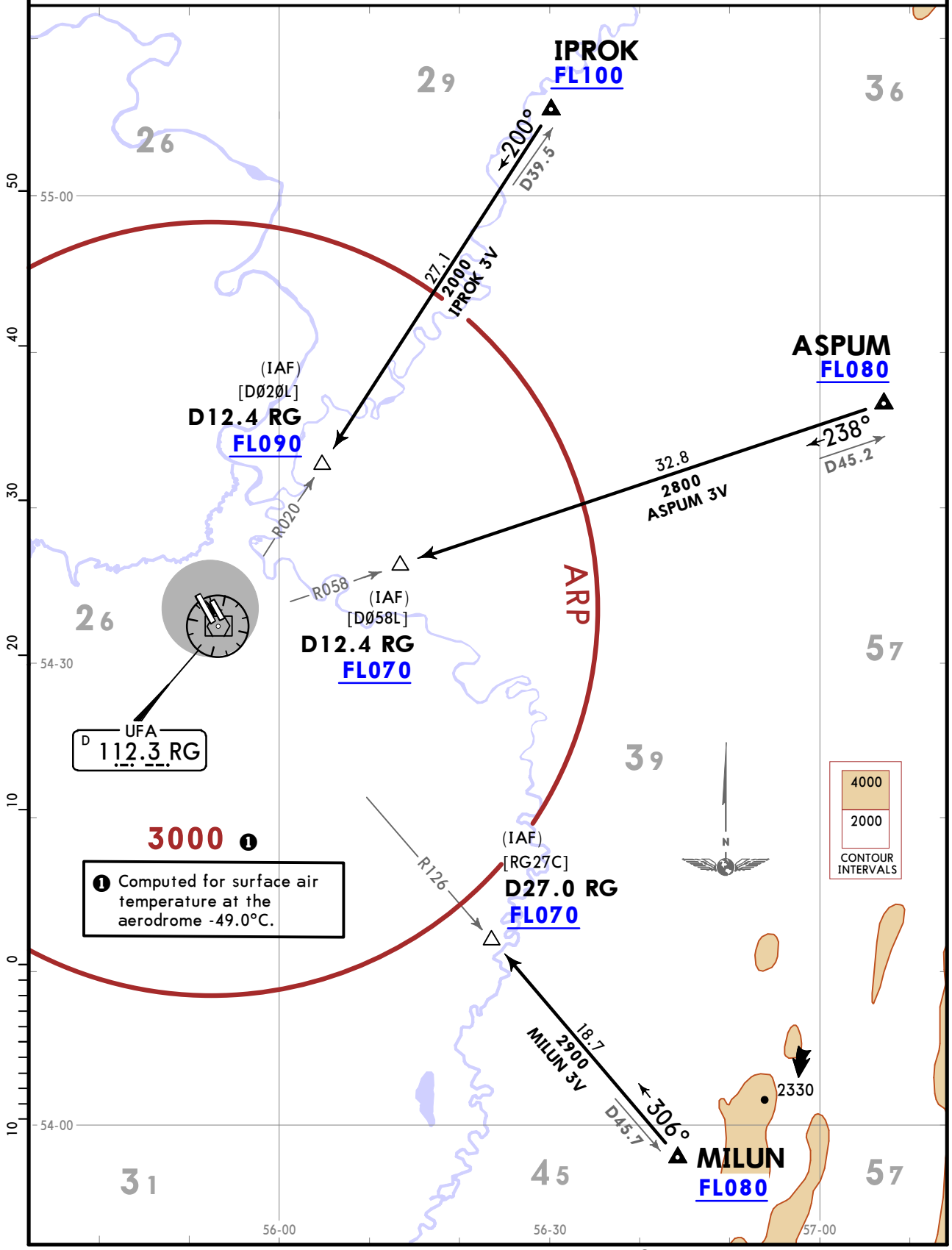
55-00 54-30 54-00 56-00 56-30 57-00

50 40 30 20 10 0 10

CHANGES: ATIS.

ATIS	Apt Elev	
119.4 (Russian 124.4)	450	Alt Set: hPa (MM on request) Trans level: FL070 DME required.

ASPUM 3V [ASPU3V]
IPROK 3V [IPRO3V]
MILUN 3V [MILU3V]
ARRIVALS (RWY 32L)



CHANGES: ATIS.

ATIS	Apt Elev	
119.4 (Russian 124.4)	450	Alt Set: hPa (MM on request) Trans level: FL070 DME required.

DILUP 3B [DILU3B]
TUSEB 3B [TUSE3B]
ARRIVALS (RWY 14R)

H
P
MAX 230 KT
MAX FL140
MHA 3000
1900T

301°
121°

FEET	METERS
QNH	(QFE)
5000	(1415)
3000	(805)
1900	(470)

25 26 31 29 26

55-00 54-30 54-00

50 40 30 20 10 0 10

H
(IAF)
*1215 P
5000
3000

3000 ❶

❶ Computed for surface air temperature at the aerodrome -49.0°C.

212 RG

ARP

UFA
D 112.3 RG

063°
32
2000

061° to RG Lctr
18
2400
DILUP 3B

D33.5 RG
FL070

DILUP
(RG D51.7)
FL070

D30.1 RG
FL070

355°
32
2000

355° to RG Lctr
15
2100
TUSEB 3B

TUSEB
(RG D44.7)
FL080

54-30 55-00 55-30 56-00

CHANGES: ATIS.

ATIS	Apt Elev	
119.4 (Russian 124.4)	450	Alt Set: hPa (MM on request) Trans level: FL070 DME required.

DILUP 3C [DILU3C]
TUSEB 3C [TUSE3C]
ARRIVALS (RWY 32L)

H
N
MAX 230 KT
MAX FL140
MHA 3000
2300T

109°
289°

FEET	METERS
QNH	(QFE)
5000	(1390)
3000	(780)
2300	(565)

25
26
26
31
29
31

55-00
54-30
54-00
54-30
55-00
55-30
56-00

50
40
30
20
10
0
10

3000 ❶

❶ Computed for surface air temperature at the aerodrome -49.0°C.

ARP

212 RG

UFA
112.3 RG

D33.5 RG
FL070

33
2000

069°

061° to RG Lctr
18
2400
DILUP 3C

DILUP
(RG D51.7)
FL070

H
(IAF)
*1215 N
5000
3000

30
2000

359°

D30.1 RG
FL070

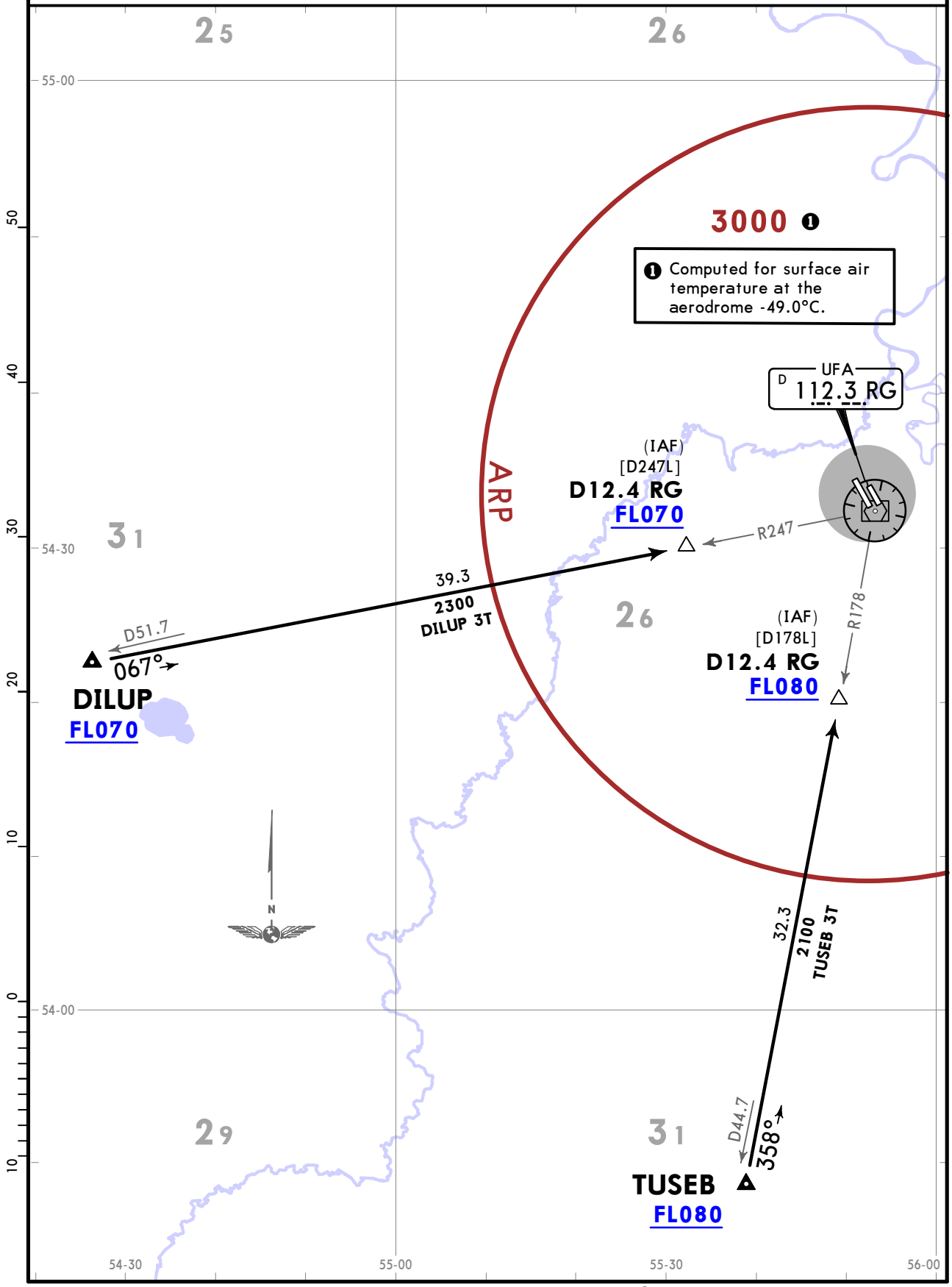
15
2100
TUSEB 3C

355° to RG Lctr

TUSEB
(RG D44.7)
FL080

ATIS	Apt Elev	
119.4 (Russian 124.4)	450	Alt Set: hPa (MM on request) Trans level: FL070 DME required.

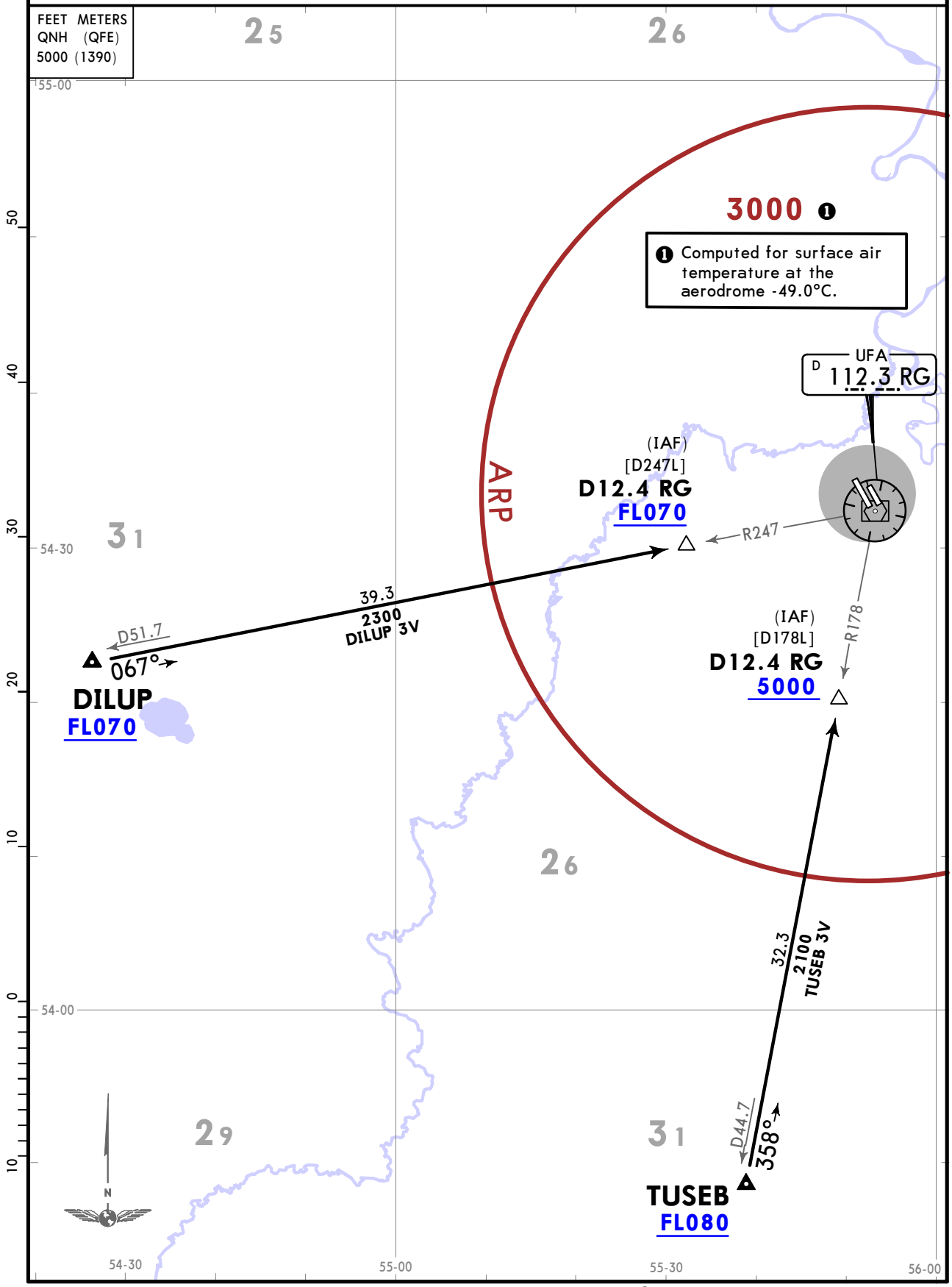
DILUP 3T [DILU3T]
TUSEB 3T [TUSE3T]
ARRIVALS (RWY 14R)



CHANGES: ATIS.

ATIS	Apt Elev	
119.4 (Russian 124.4)	450	Alt Set: hPa (MM on request) Trans level: FL070 DME required.

DILUP 3V [DILU3V]
TUSEB 3V [TUSE3V]
ARRIVALS (RWY 32L)



CHANGES: ATIS.

ATIS	Apt Elev	
119.4 (Russian 124.4)	450	Alt Set: hPa (MM on request) Trans level: FL070 DME required.

DEGEB 3B [DEGE3B]
OGMEL 3B [OGME3B]
UBIRA 3B [UBIR3B]
ARRIVALS (RWY 14R)

FEET	METERS
QNH	(QFE)
5000	(1415)
3000	(805)
1900	(470)

H
P
MAX 230 KT
MAX FL140
MHA 3000
1900T
301°
121°

DEGEB
(RG D64.3)
FL070

UBIRA
(RG D55.8)
FL070

OGMEL
(RG D60.6)
FL070

129° to RG Lctr
29
1900
DEGEB 3B

143° to RG Lctr
21
1700
UBIRA 3B

115° to RG Lctr
25
1900
OGMEL 3B

D35.4 RG
FL070

D35.4 RG
FL070

D35.3 RG
FL070

145°
131°
116°

32
2000

ARP

UFA
D 112.3 RG

212 RG

H
(IAF)
*1215 P

5000
3000

3000 ❶

❶ Computed for surface air temperature at the aerodrome -49.0°C.

2 6
2 5
3 1
2 6

55-30
55-00
54-30
56-00

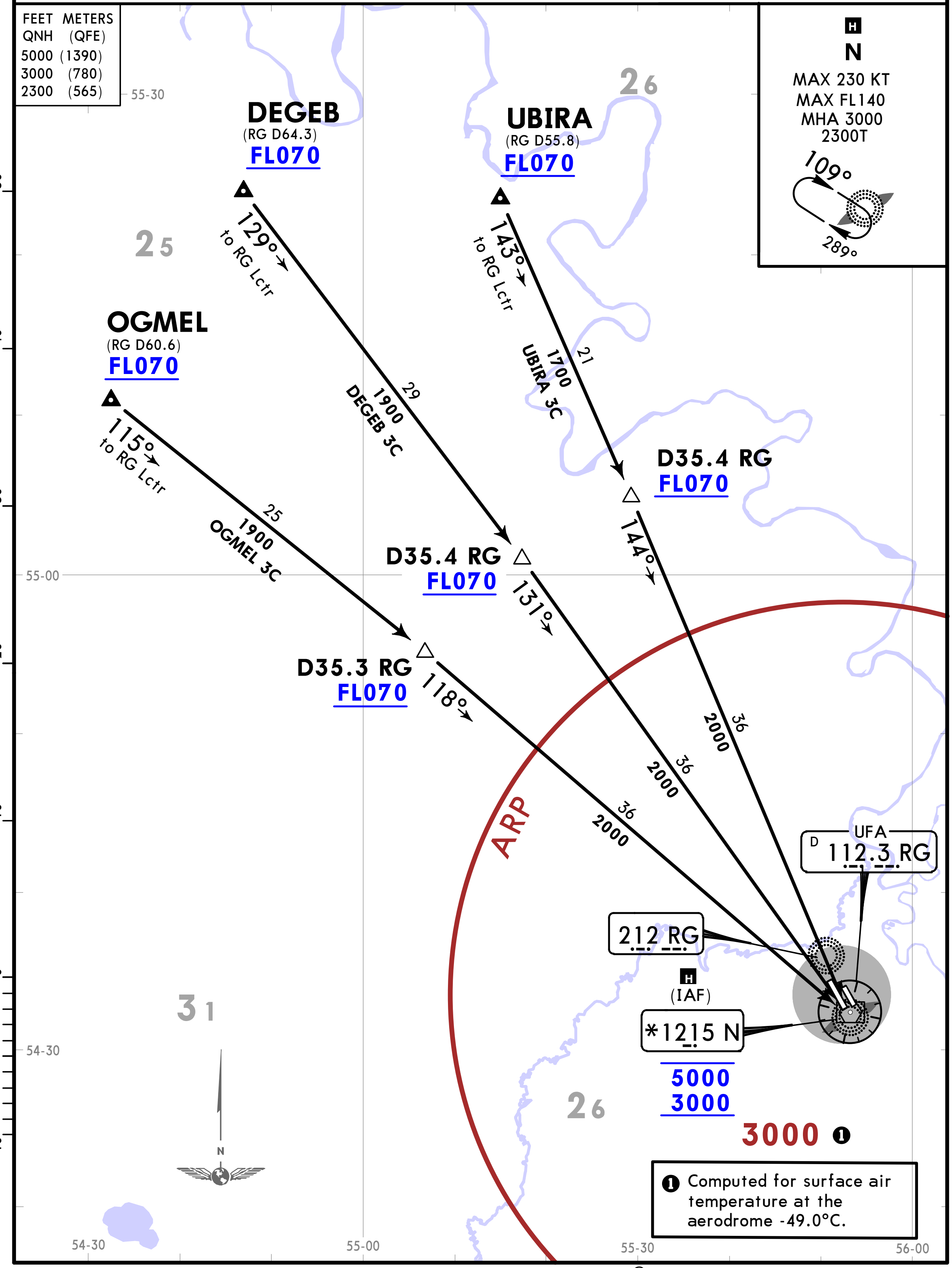
50
40
30
20
10
0
10

N

CHANGES: ATIS.

ATIS 119.4 (Russian 124.4)	Apt Elev 450	Alt Set: hPa (MM on request) Trans level: FL070 DME required.

DEGEB 3C [DEGE3C]
OGMEL 3C [OGME3C]
UBIRA 3C [UBIR3C]
ARRIVALS (RWY 32L)

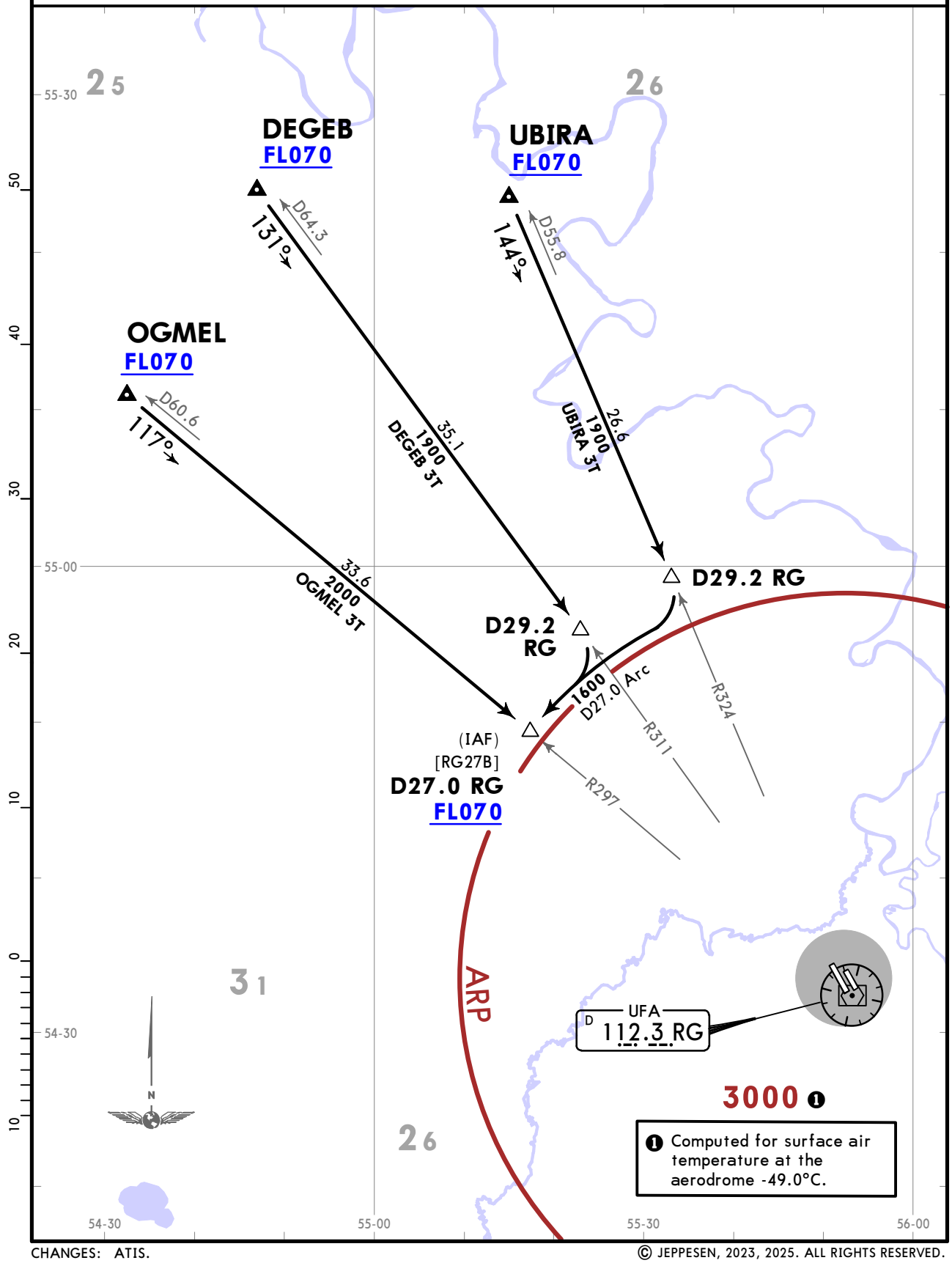

FEET METERS
QNH (QFE)
5000 (1390)
3000 (780)
2300 (565)
N
MAX 230 KT
MAX FL140
MHA 3000
2300T
109°
289°
DEGEB
(RG D64.3)
FL070
129° to RG Lctr
29
1900
DEGEB 3C
UBIRA
(RG D55.8)
FL070
143° to RG Lctr
21
1700
UBIRA 3C
OGMEL
(RG D60.6)
FL070
115° to RG Lctr
25
1900
OGMEL 3C
D35.4 RG
FL070
144°
D35.4 RG
FL070
131°
D35.3 RG
FL070
118°
36
2000
ARP
UFA
D 112.3 RG
212 RG
(IAF)
*1215 N
5000
3000
3000 ❶
55-30
55-00
54-30
56-00
50
40
30
20
10
0
10

❶ Computed for surface air temperature at the aerodrome -49.0°C.

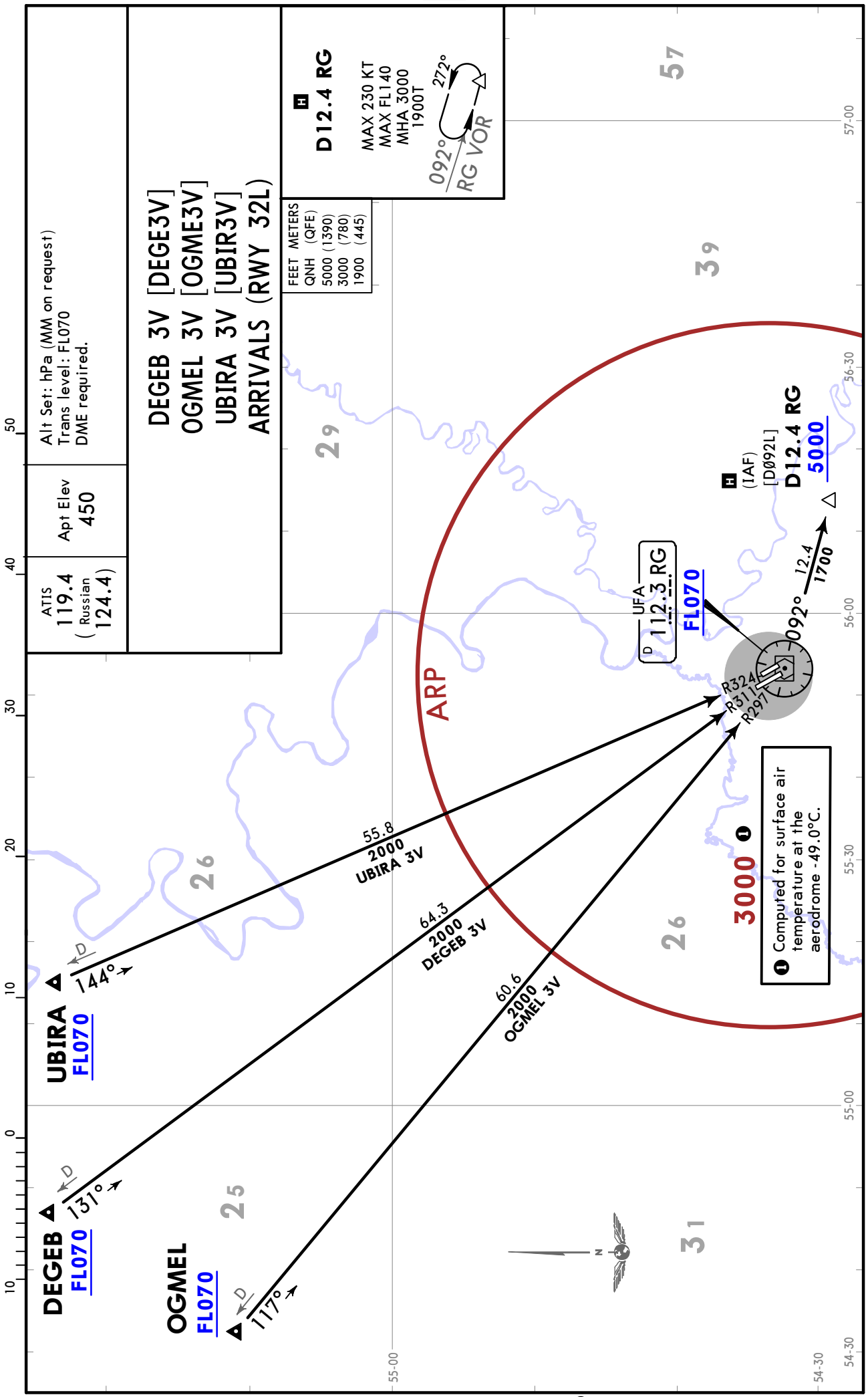
CHANGES: ATIS.

ATIS	Apt Elev	
119.4 (Russian 124.4)	450	Alt Set: hPa (MM on request) Trans level: FL070 DME required.

DEGEB 3T [DEGE3T]
OGMEL 3T [OGME3T]
UBIRA 3T [UBIR3T]
ARRIVALS (RWY 14R)



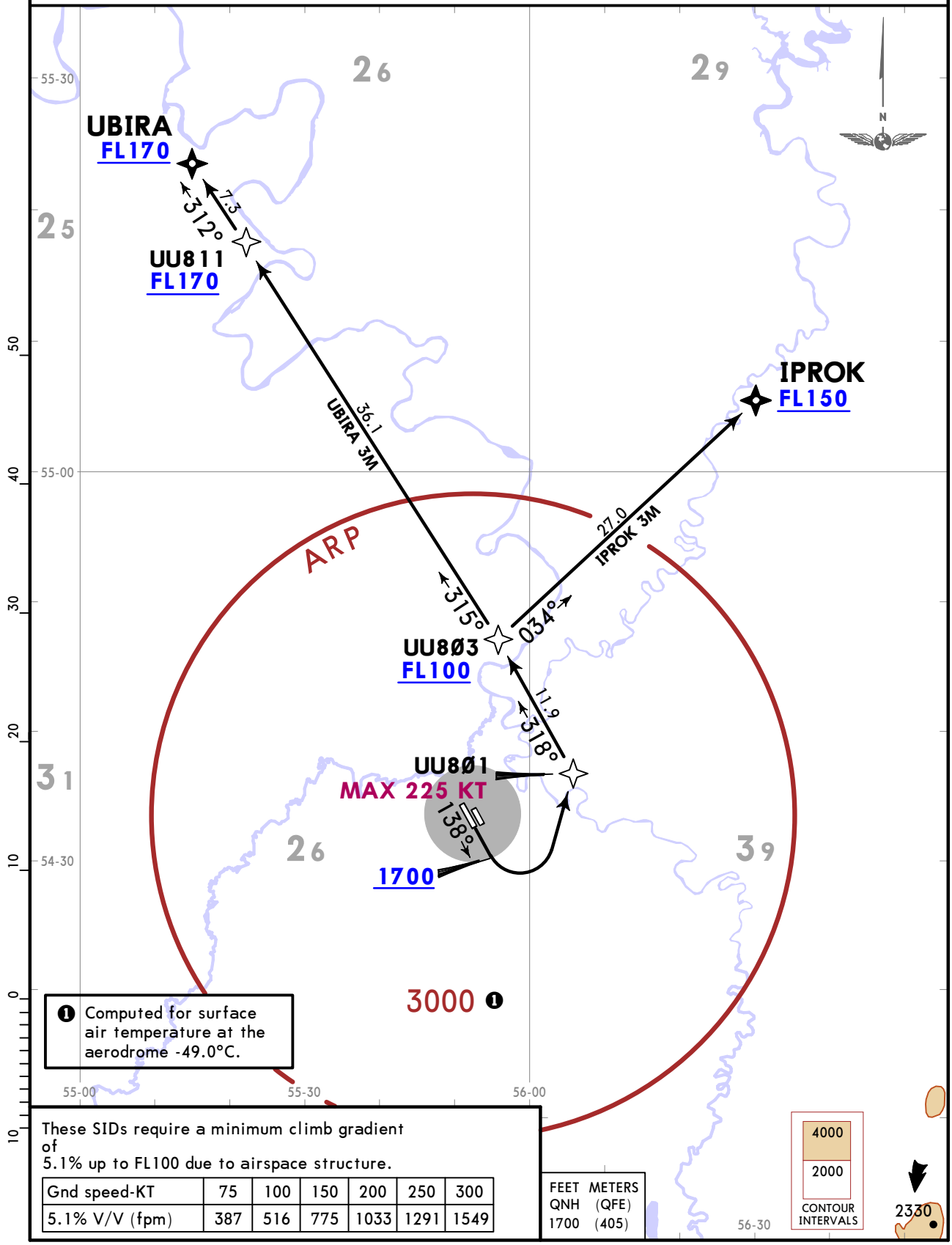
CHANGES: ATIS.



CHANGES: ATIS.

Apt Elev 450	Trans alt: 5000
	GNSS required. RNAV 1.
	1. Turn before DER is prohibited. 2. WARNING: Close-in obstacles.

IPROK 3M [IPRO3M]
UBIRA 3M [UBIR3M]
RNAV DEPARTURES
(RWY 14R)



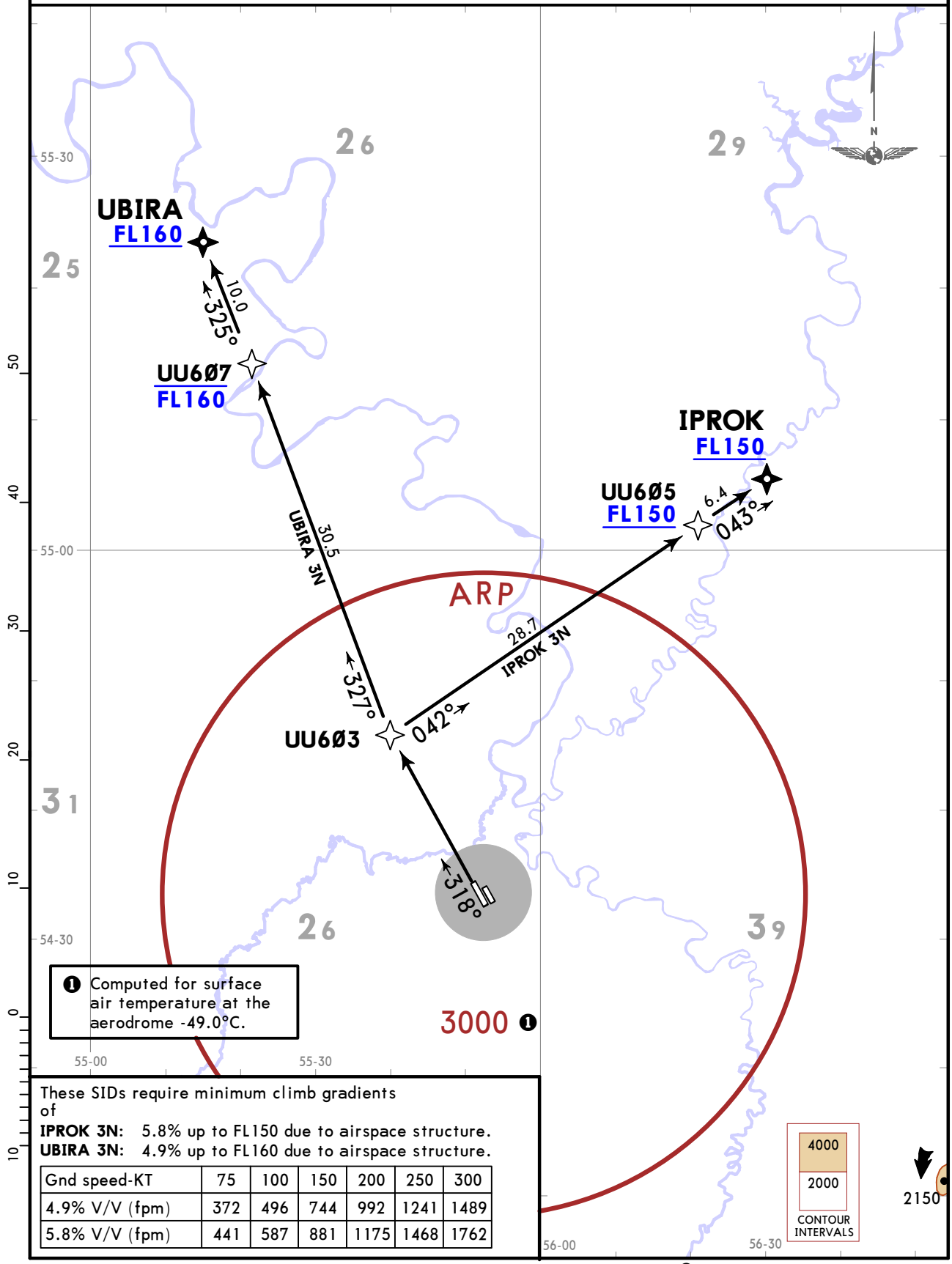
These SIDs require a minimum climb gradient of 5.1% up to FL100 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

FEET METERS
QNH (QFE)
1700 (405)

Apt Elev 450	Trans alt: 5000
	GNSS required. RNAV 1.
	Turn before DER is prohibited.

IPROK 3N [IPRO3N]
UBIRA 3N [UBIR3N]
RNAV DEPARTURES
(RWY 32L)

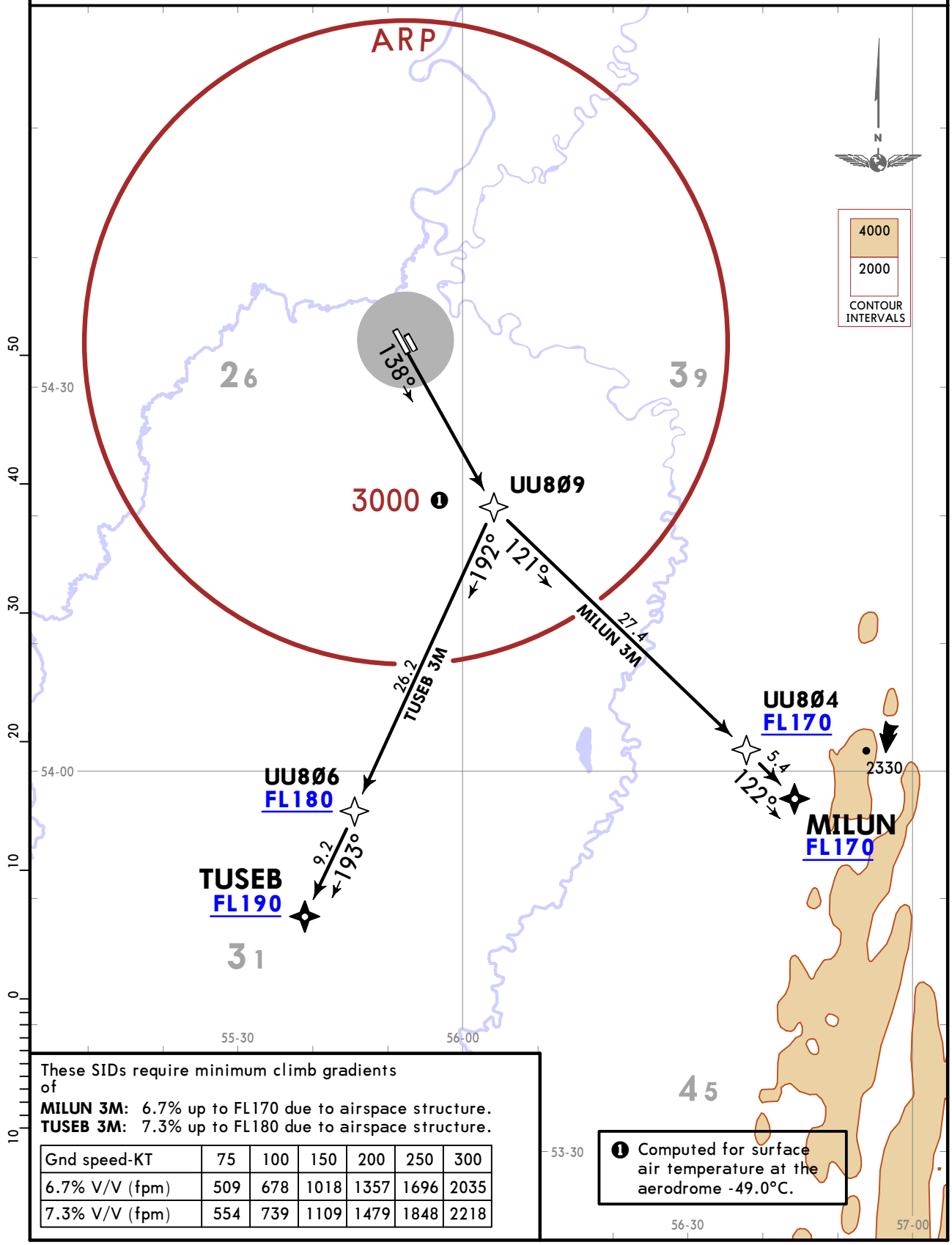


These SIDs require minimum climb gradients of
IPROK 3N: 5.8% up to FL150 due to airspace structure.
UBIRA 3N: 4.9% up to FL160 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
5.8% V/V (fpm)	441	587	881	1175	1468	1762

Apt Elev 450	Trans alt: 5000
	GNSS required. RNAV 1.
	1. Turn before DER is prohibited. 2. WARNING: Close-in obstacles.

MILUN 3M [MILU3M]
TUSEB 3M [TUSE3M]
RNAV DEPARTURES
(RWY 14R)



These SIDs require minimum climb gradients of
MILUN 3M: 6.7% up to FL170 due to airspace structure.
TUSEB 3M: 7.3% up to FL180 due to airspace structure.

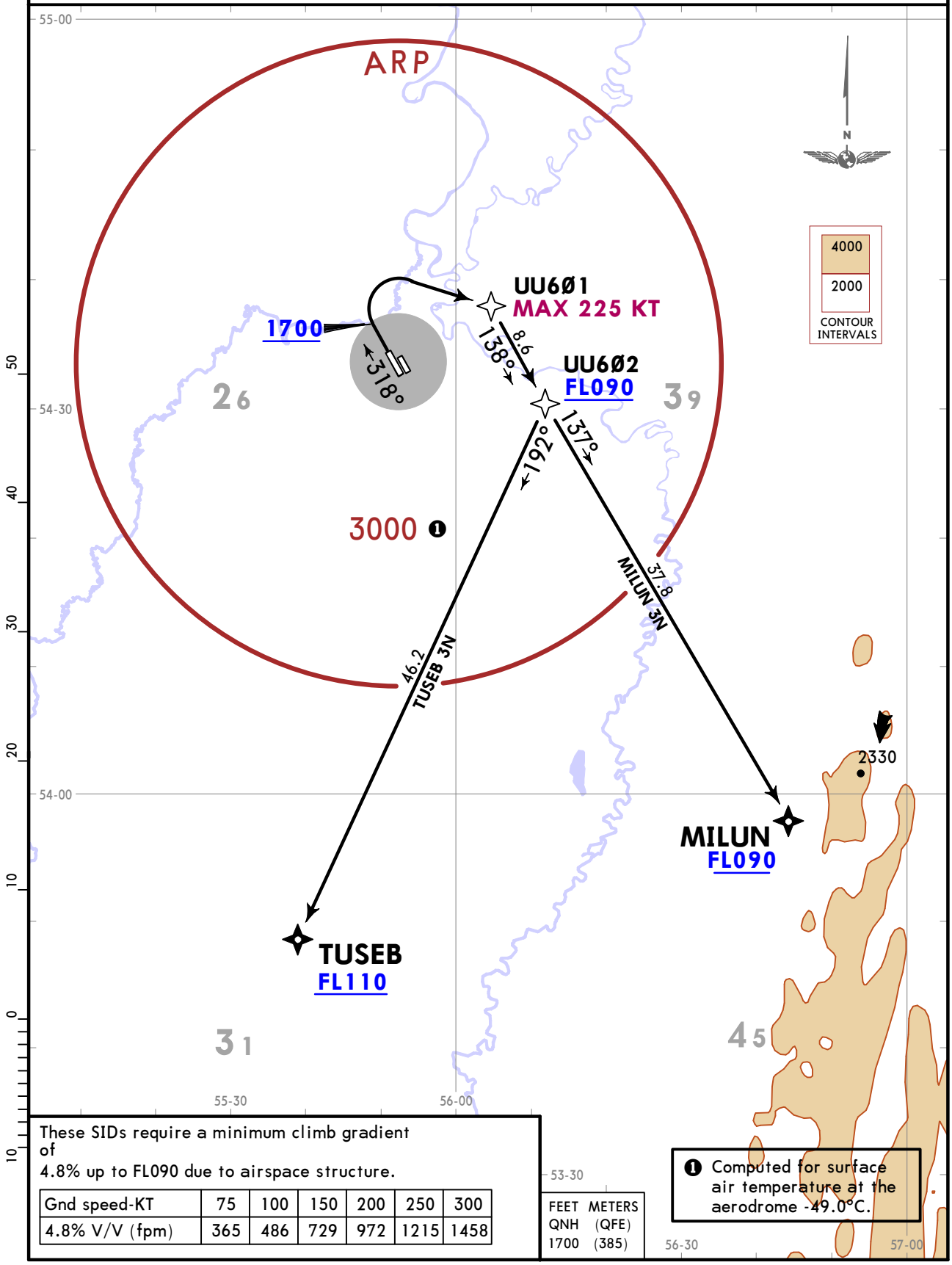
Gnd speed-KT	75	100	150	200	250	300
6.7% V/V (fpm)	509	678	1018	1357	1696	2035
7.3% V/V (fpm)	554	739	1109	1479	1848	2218

❶ Computed for surface air temperature at the aerodrome -49.0°C.

CHANGES: MSA, RNAV SIDs completely revised.

Apt Elev 450	Trans alt: 5000
	GNSS required. RNAV 1.
	Turn before DER is prohibited.

MILUN 3N [MILU3N]
TUSEB 3N [TUSE3N]
RNAV DEPARTURES
(RWY 32L)



These SIDs require a minimum climb gradient of
4.8% up to FL090 due to airspace structure.

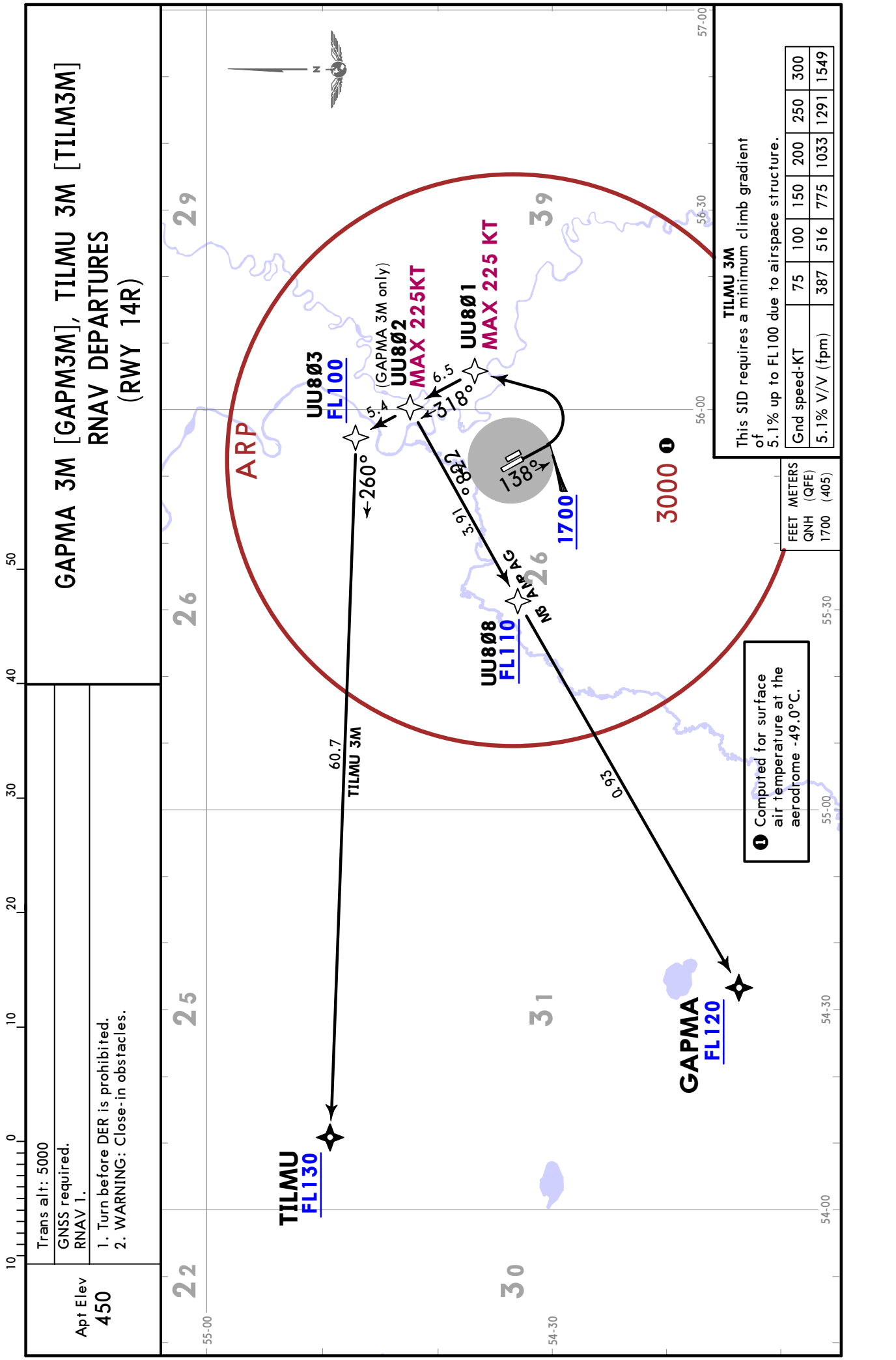
Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

FEET	METERS
QNH	(QFE)
1700	(385)

❶ Computed for surface air temperature at the aerodrome -49.0°C.

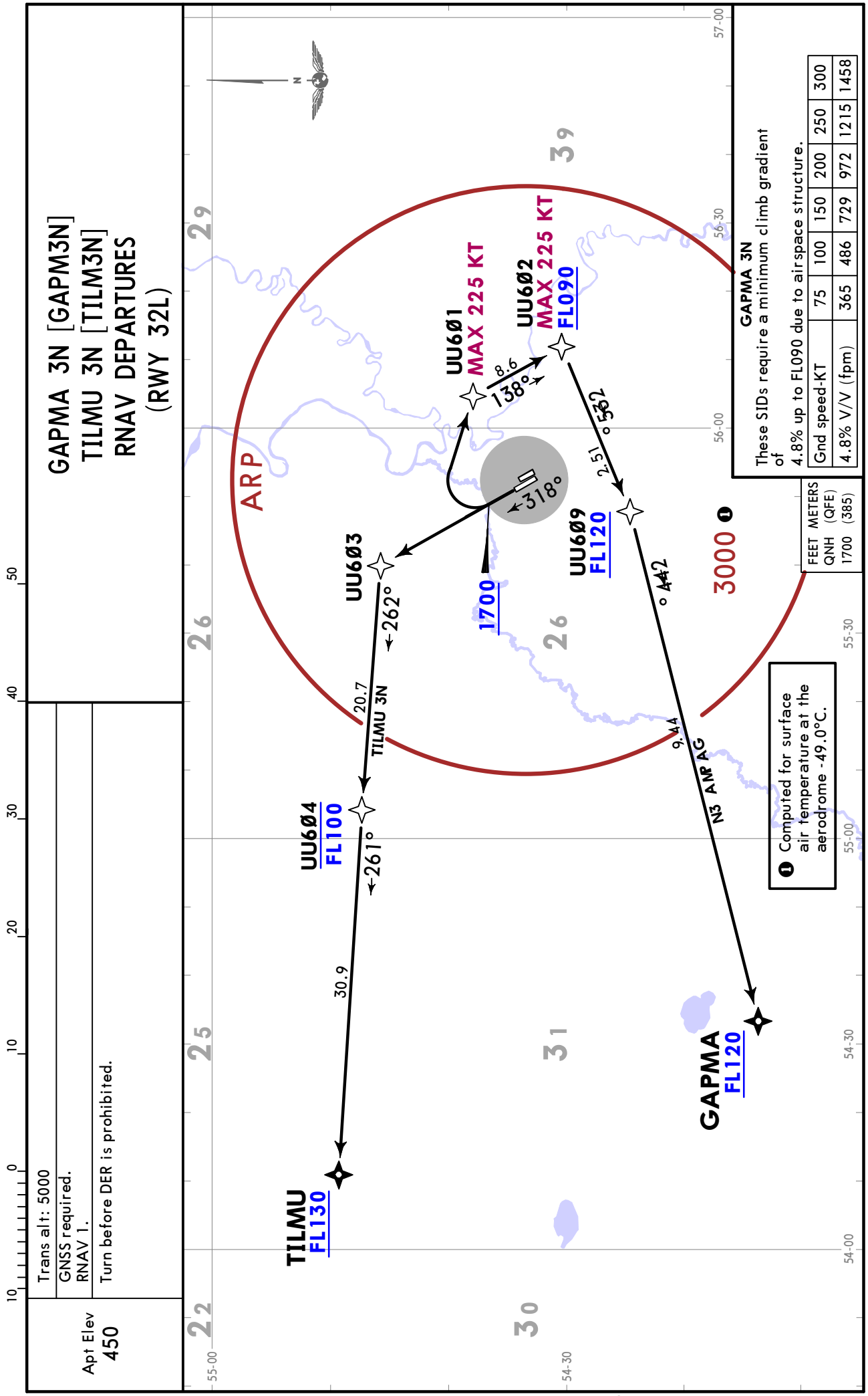
CHANGES: MSA, RNAV SIDs completely revised.

GAPMA 3M [GAPM3M], TILMU 3M [TILM3M]
RNAV DEPARTURES
(RWY 14R)



CHANGES: MSA, RNAV SIDs completely revised.

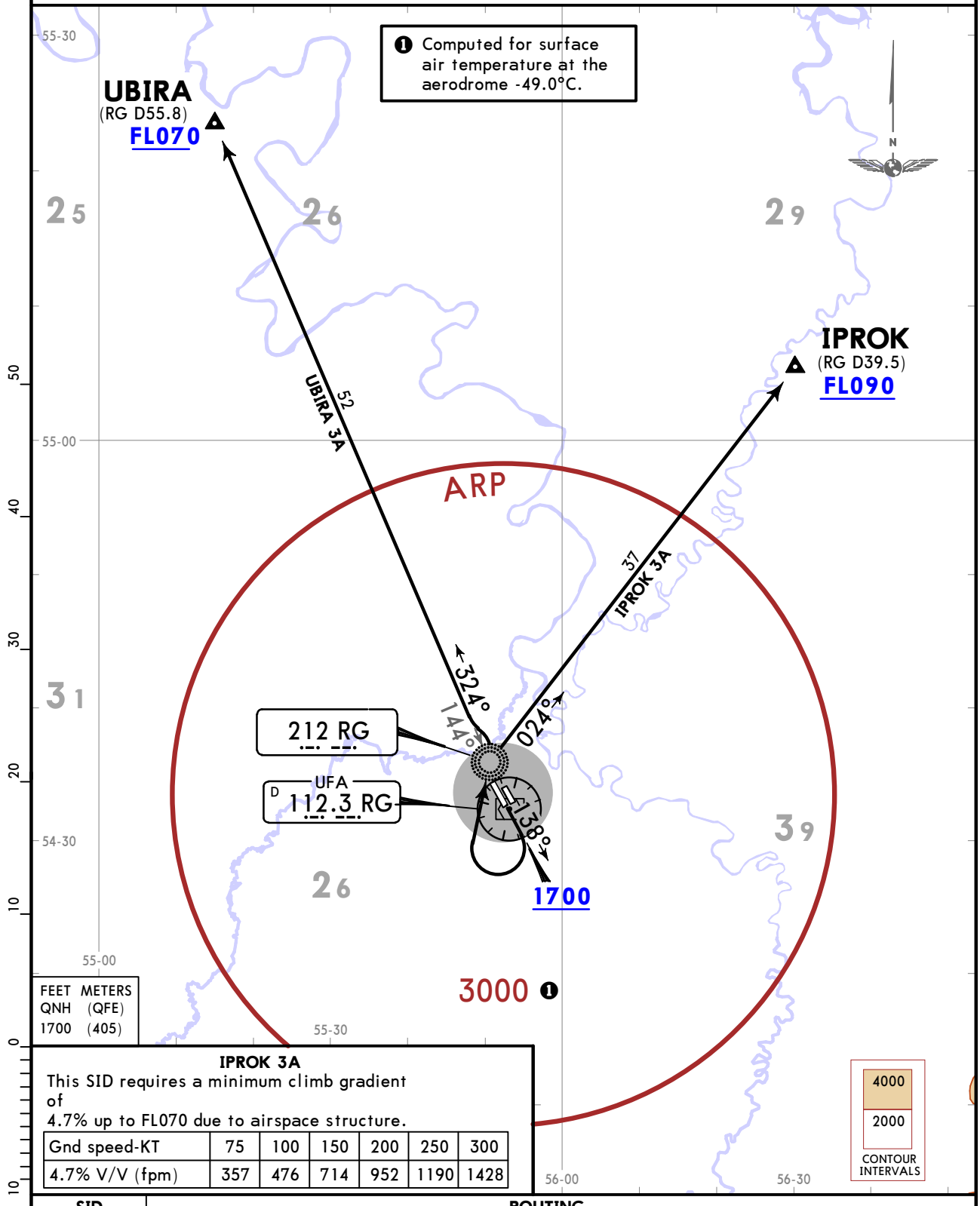
GAPMA 3N [GAPM3N]
TILMU 3N [TILM3N]
RNAV DEPARTURES
(RWY 32L)



CHANGES: MSA, RNAV SIDs completely revised.

Apt Elev	
450	Trans alt: 5000 1. DME required. 2. Turn before DER is prohibited. 3. Close-in obstacles are located to the LEFT of take-off hdg at 0.3 NM from DER with MAX 518.

IPROK 3A [IPRO3A]
UBIRA 3A [UBIR3A]
DEPARTURES
(RWY 14R)



IPROK 3A

This SID requires a minimum climb gradient of
4.7% up to FL070 due to airspace structure.

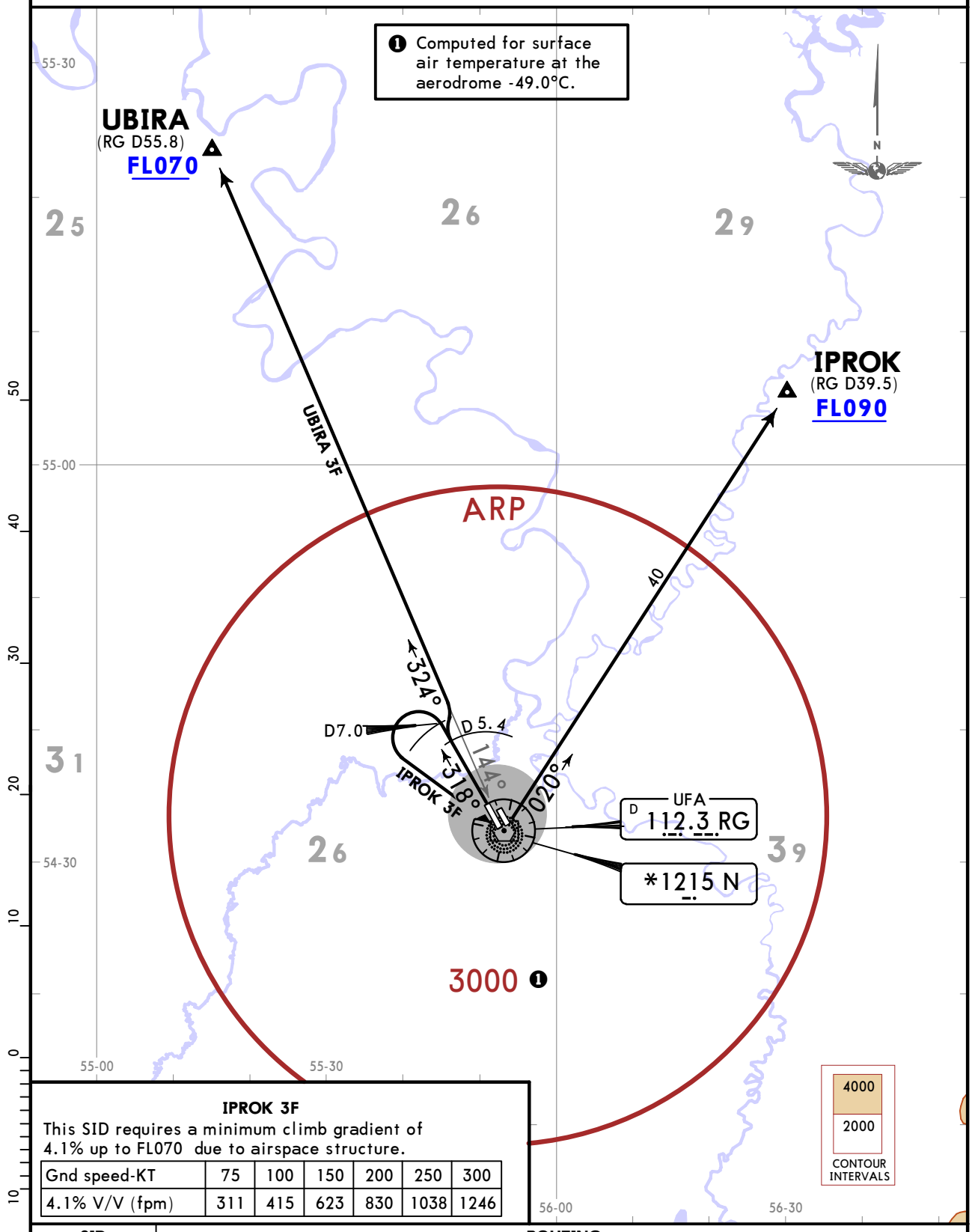
Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

SID	ROUTING
IPROK 3A	Climb on 138° track to at or above 1700, turn RIGHT to RG Lctr, 024° bearing to IPROK.
UBIRA 3A	Climb on 138° track to at or above 1700, turn RIGHT to RG Lctr, intercept 324° bearing to UBIRA.

CHANGES: Chart reindexed (MSA, SIDs renumbered & revised).

Apt Elev	
450	Trans alt: 5000 1. DME required. 2. Turn before DER is prohibited.

IPROK 3F [IPRO3F]
UBIRA 3F [UBIR3F]
DEPARTURES
(RWY 32L)



IPROK 3F

This SID requires a minimum climb gradient of 4.1% up to FL070 due to airspace structure.

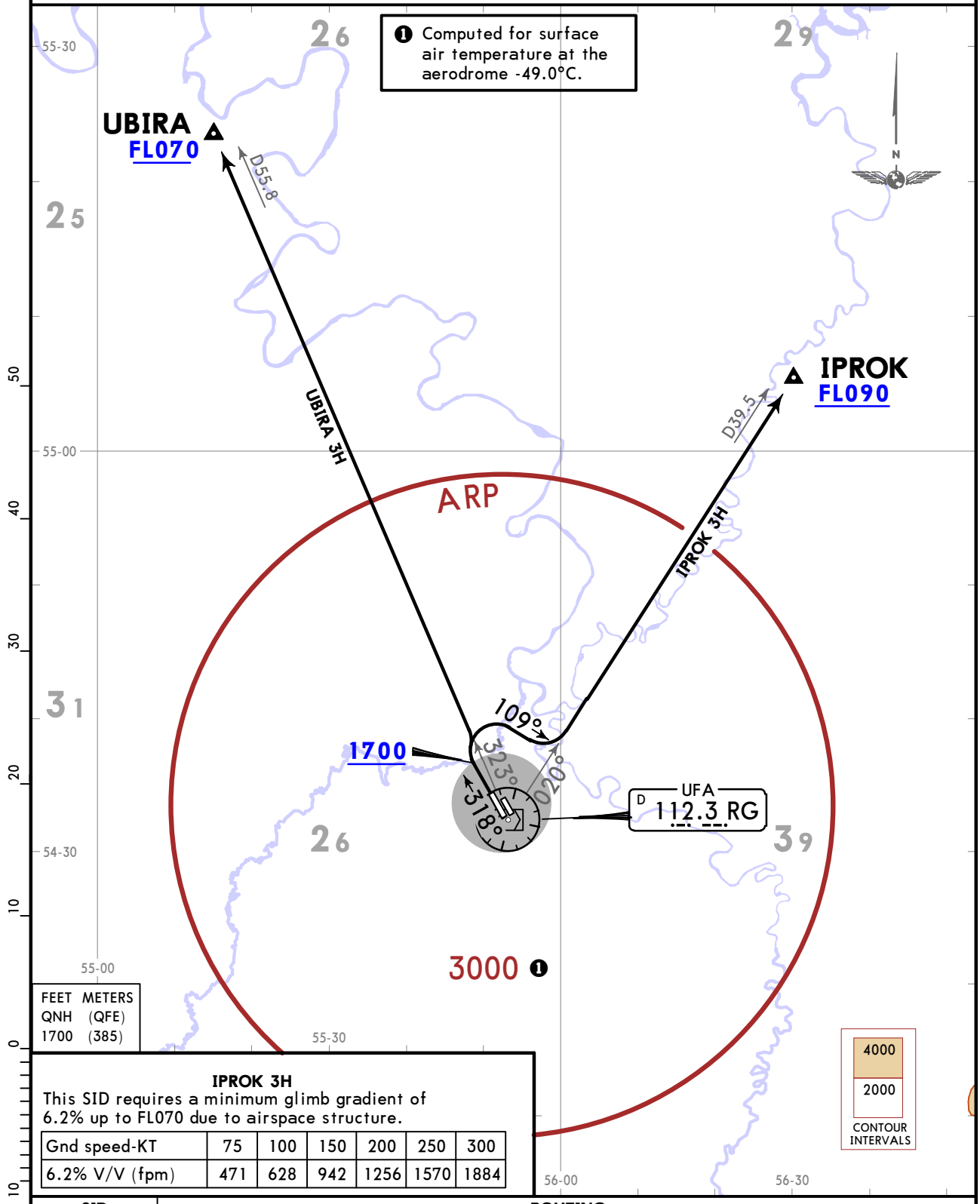
Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

SID	ROUTING
IPROK 3F	Climb on 318° track to D7.0 RG, turn LEFT to N, 020° bearing to IPROK.
UBIRA 3F	Climb on 318° track to D5.4 RG, intercept 324° bearing to UBIRA.

CHANGES: Chart reindexed (MSA, SIDs renumbered & revised).

Apt Elev	
450	Trans alt: 5000 1. DME required. 2. Turn before DER is prohibited.

IPROK 3H [IPRO3H]
UBIRA 3H [UBIR3H]
DEPARTURES
(RWY 32L)



IPROK 3H
This SID requires a minimum glimb gradient of 6.2% up to FL070 due to airspace structure.

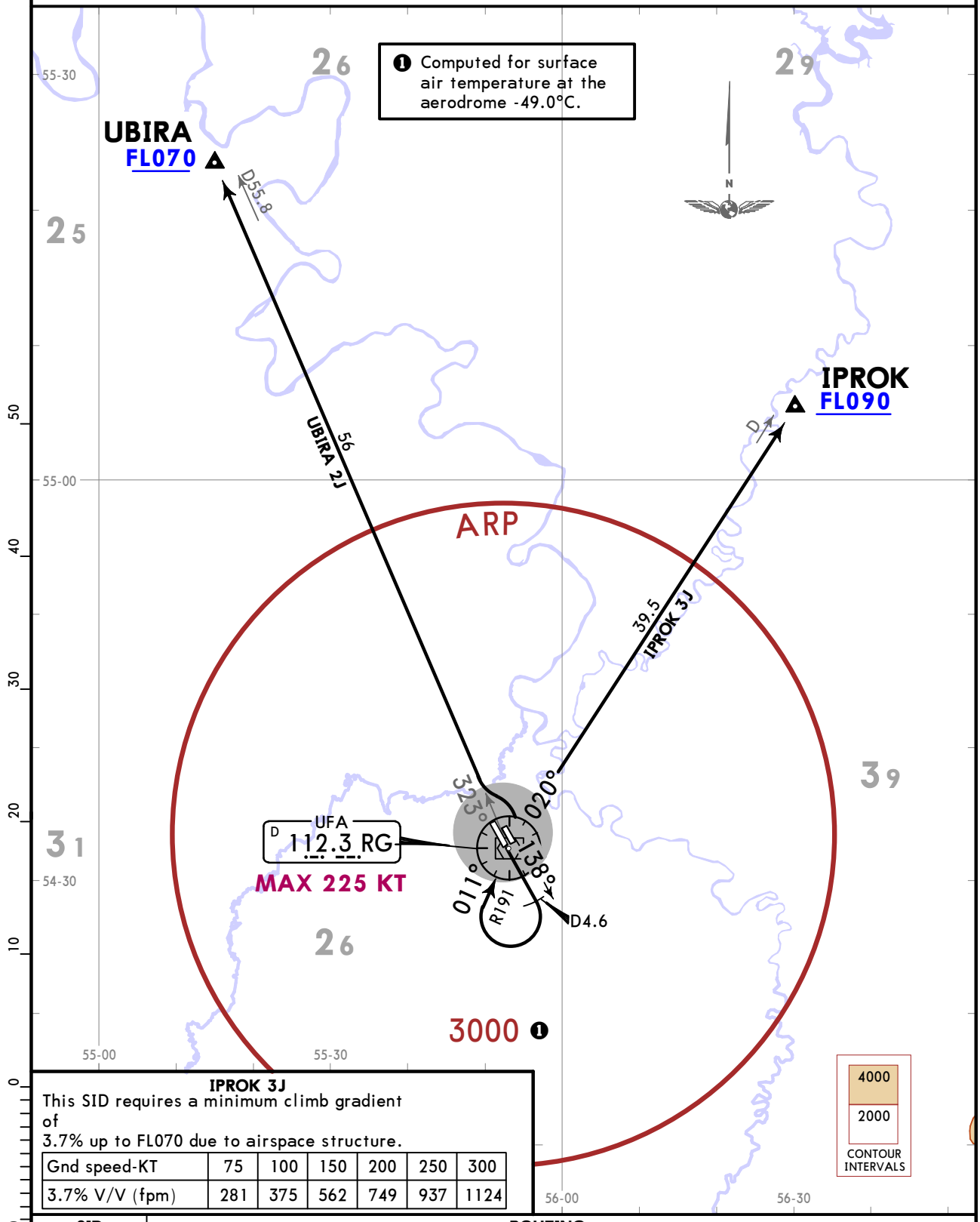
Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884

SID	ROUTING
IPROK 3H	Climb on 318° track to at or above 1700, turn RIGHT, 109° track, intercept RG R020 to IPROK.
UBIRA 3H	Climb on 318° track to at or above 1700, intercept RG R323 to UBIRA.

CHANGES: Chart reindexed (MSA, SIDs renumbered & revised).

Apt Elev	
450	Trans alt: 5000 1. DME required. 2. Turn before DER is prohibited. 3. Close-in obstacles are located to the LEFT of take-off hdg at 0.3 NM from DER with MAX 518.

IPROK 3J [IPRO3J], UBIRA 2J [UBIR2J] DEPARTURES (RWY 14R)



IPROK 3J
This SID requires a minimum climb gradient of
3.7% up to FL070 due to airspace structure.

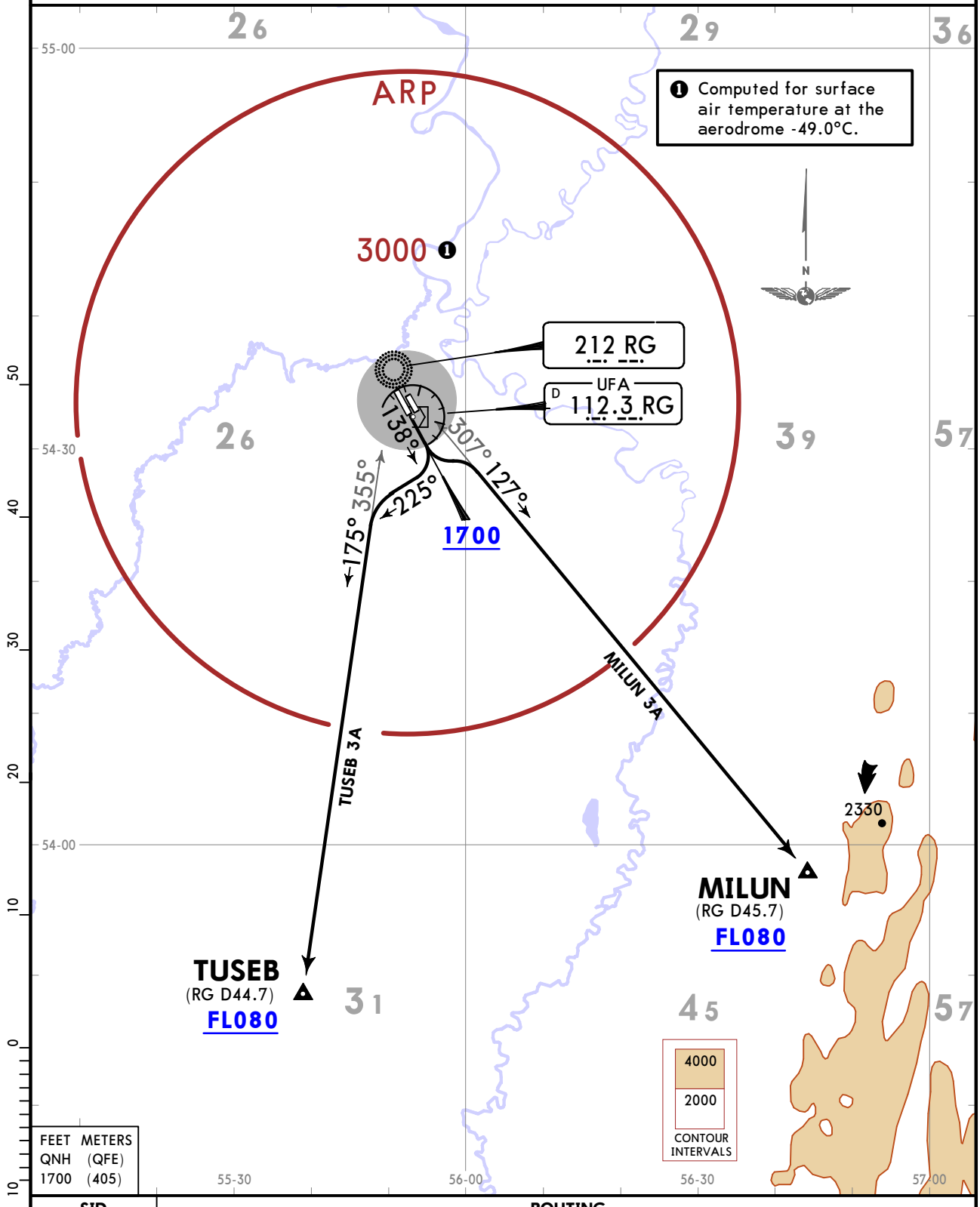
Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

SID	ROUTING
IPROK 3J	Climb on 138° track to D4.6 RG, turn RIGHT, intercept RG R191 inbound to RG, RG R020 to IPROK.
UBIRA 2J	Climb on 138° track to D4.6 RG, turn RIGHT, intercept RG R191 inbound to RG, intercept RG R323 to UBIRA.

CHANGES: Chart reindexed (MSA, SIDs renumbered & revised).

Apt Elev	
450	Trans alt: 5000 1. DME required. 2. Turn before DER is prohibited. 3. Close-in obstacles are located to the LEFT of take-off hdg at 0.3 NM from DER with MAX 518.

MILUN 3A [MILU3A]
TUSEB 3A [TUSE3A]
DEPARTURES
(RWY 14R)

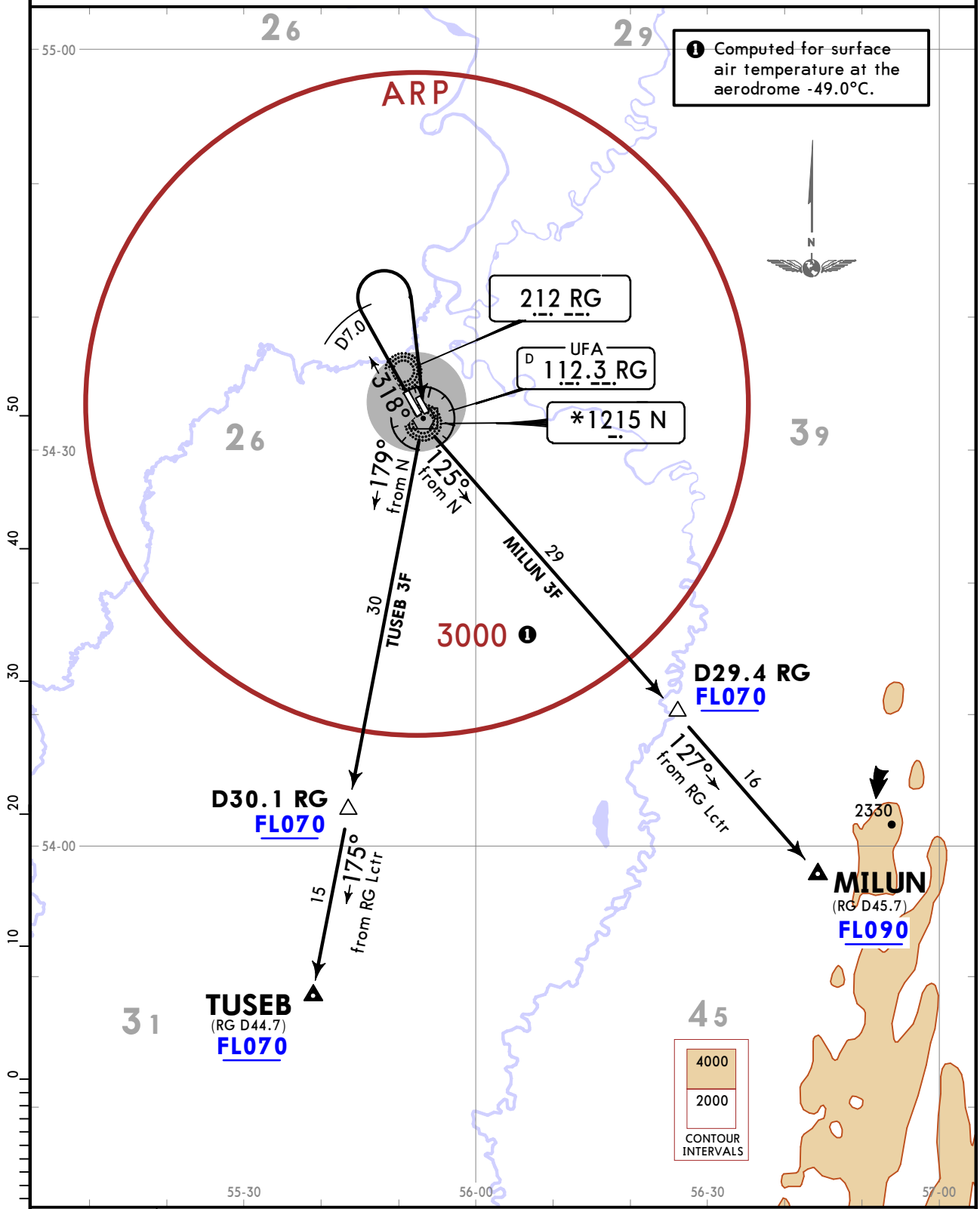


SID	ROUTING
MILUN 3A	Climb on 138° track to at or above 1700, intercept 127° bearing from RG Lctr to MILUN.
TUSEB 3A	Climb on 138° track to at or above 1700, turn RIGHT, 225° track, intercept 175° bearing from RG Lctr to TUSEB.

CHANGES: Chart reindexed (MSA, SIDs renumbered & revised).

Apt Elev	
450	Trans alt: 5000 1. DME required. 2. Turn before DER is prohibited.

MILUN 3F [MILU3F]
TUSEB 3F [TUSE3F]
DEPARTURES
(RWY 32L)

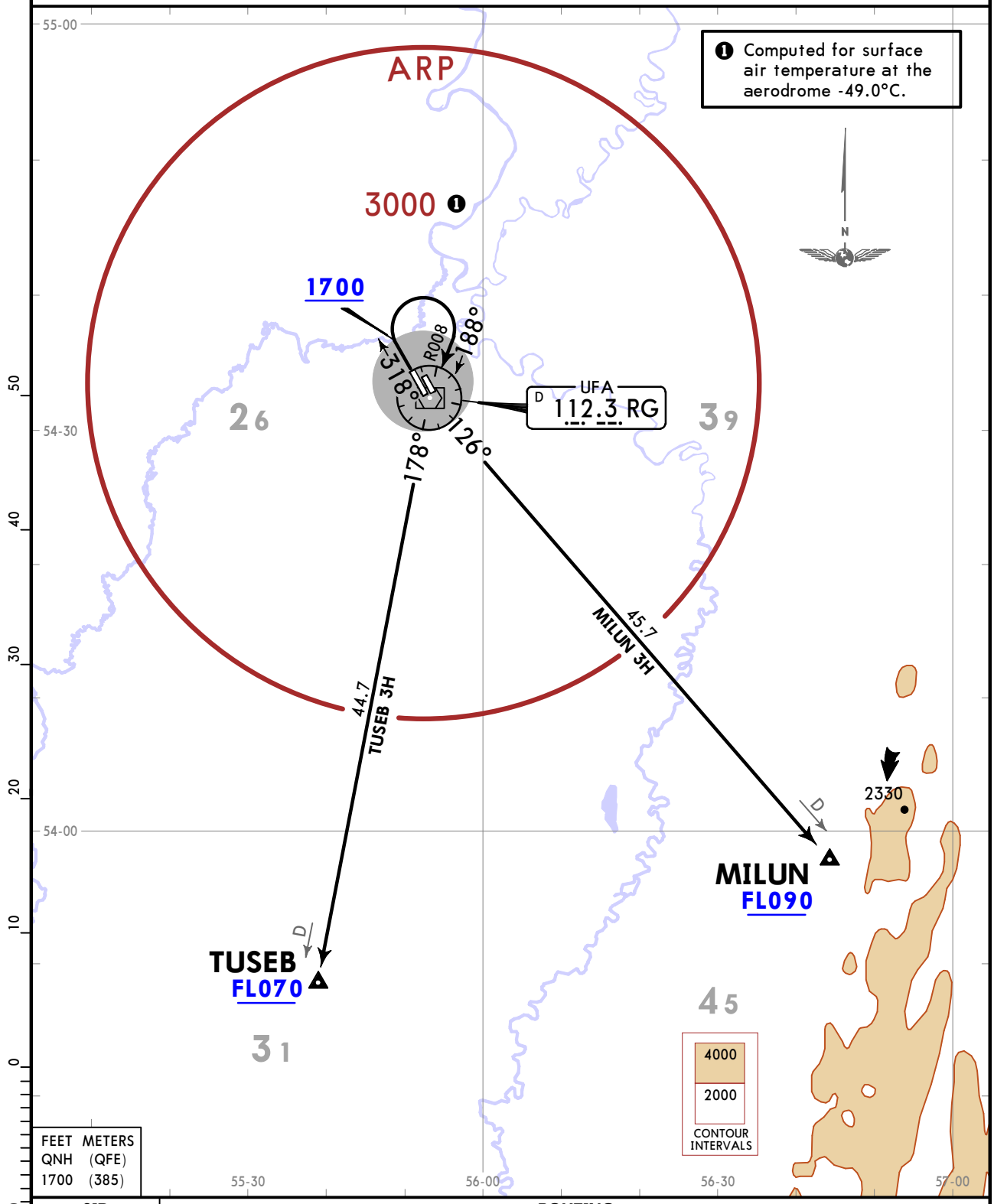


SID	ROUTING
MILUN 3F	Climb on 318° track to D7.0 RG turn RIGHT to N, 125° bearing to D29.4 RG, inercept 127° bearing from RG Lctr to MILUN.
TUSEB 3F	Climb on 318° track to D7.0 RG, turn RIGHT to N, 179° bearing from RG Lctr to TUSEB.

CHANGES: Chart reindexed (MSA, SIDs renumbered & revised).

Apt Elev	
450	Trans alt: 5000 1. DME required. 2. Turn before DER is prohibited.

MILUN 3H [MILU3H]
TUSEB 3H [TUSE3H]
DEPARTURES
(RWY 32L)

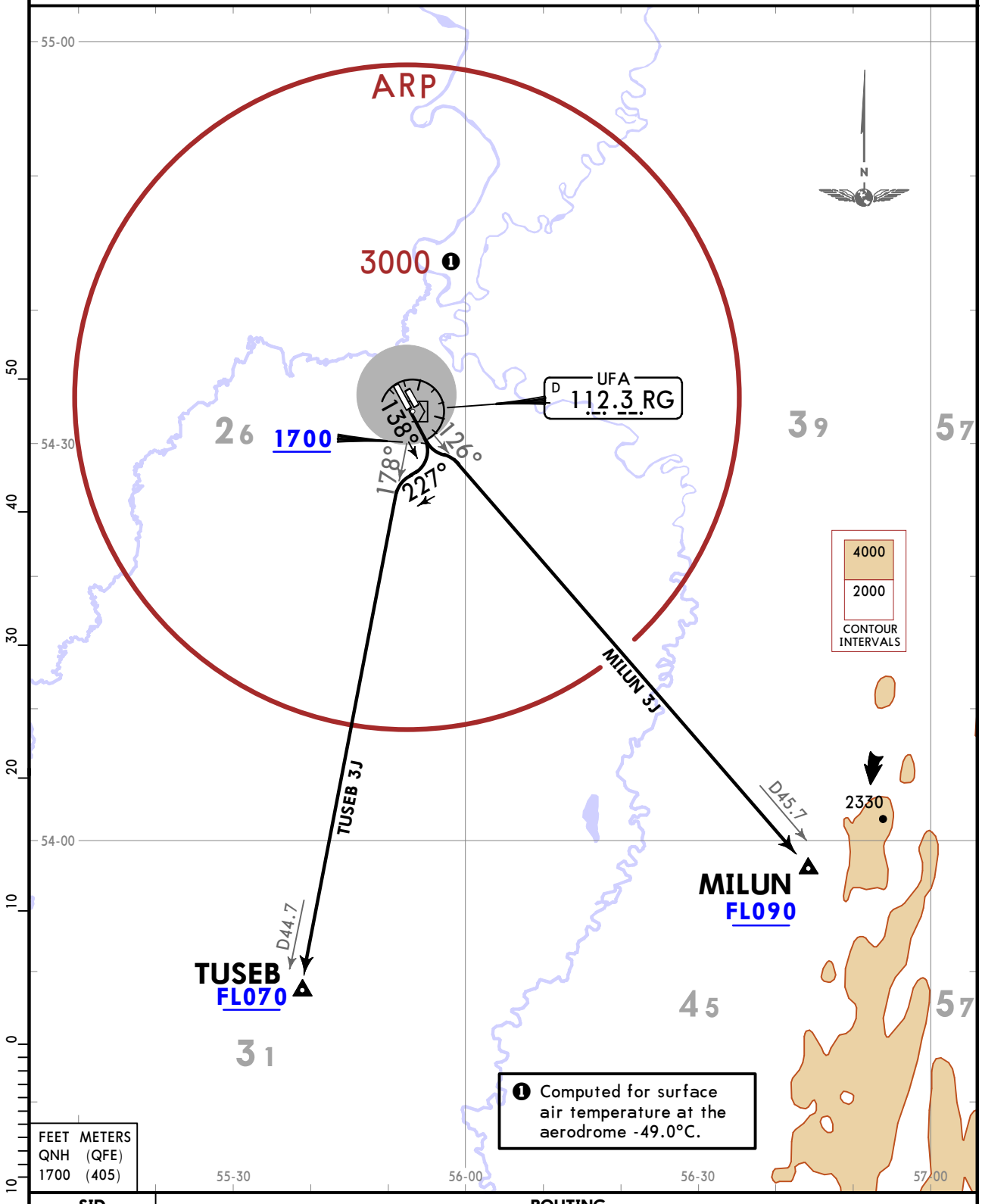


SID	ROUTING
MILUN 3H	Climb on 318° track to at or above 1700, turn RIGHT, intercept RG R008 inbound to RG, RG R126 to MILUN.
TUSEB 3H	Climb on 318° track to at or above 1700, turn RIGHT, intercept RG R008 inbound to RG, RG R178 to TUSEB.

CHANGES: Chart reindexed (MSA, SIDs renumbered & revised).

Apt Elev	
450	Trans alt: 5000 1. DME required. 2. Turn before DER is prohibited. 3. Close-in obstacles are located to the LEFT of take-off hdg at 0.3 NM from DER with MAX 518.

MILUN 3J [MILU3J]
TUSEB 3J [TUSE3J]
DEPARTURES
(RWY 14R)



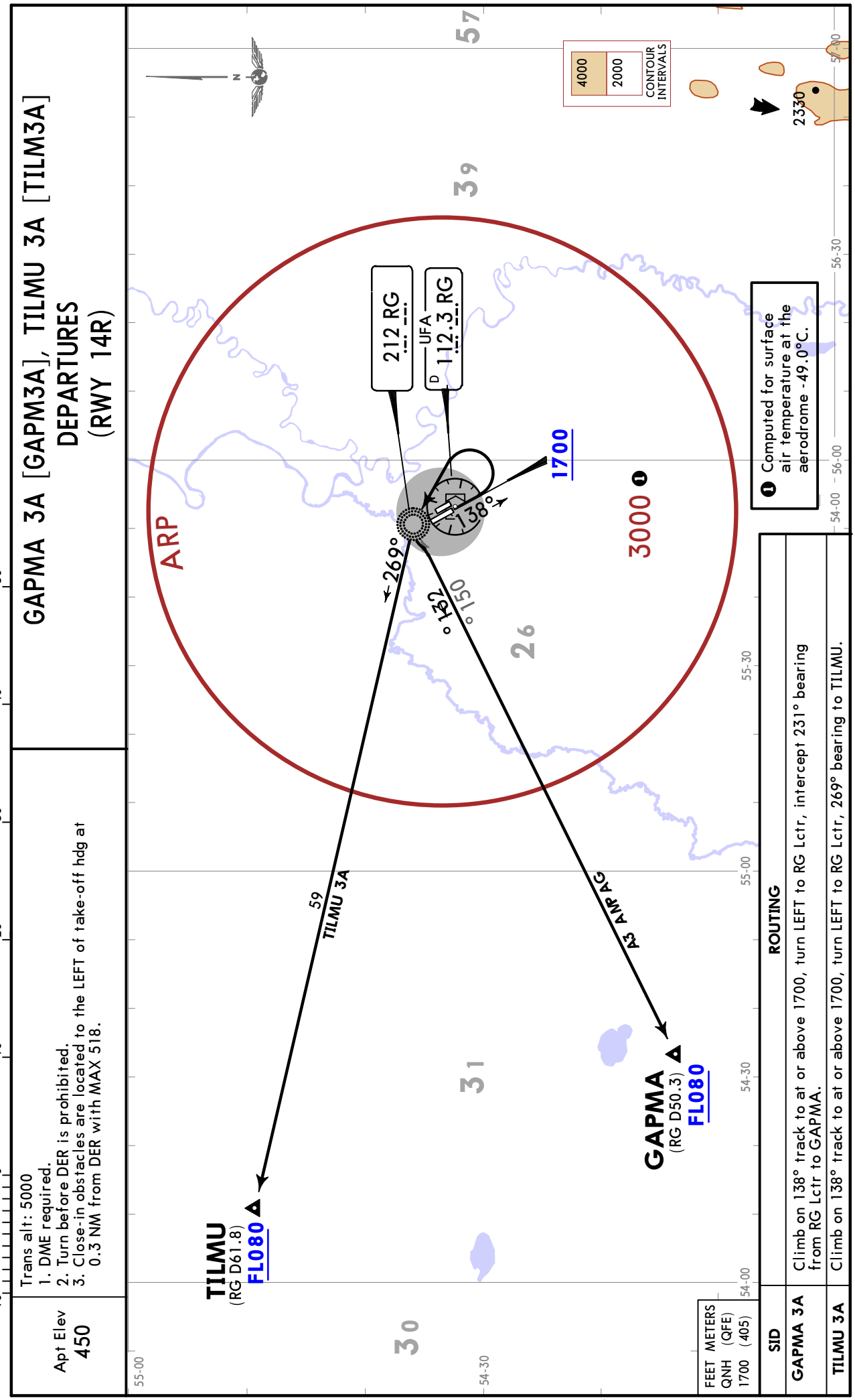
SID	ROUTING
MILUN 3J	Climb on 138° track to at or above 1700, intercept RG R126 to MILUN.
TUSEB 3J	Climb on 138° track to at or above 1700, turn RIGHT, 227° track, intercept RG R178 to TUSEB.

CHANGES: Chart reindexed (MSA, SIDs renumbered & revised).

GAPMA 3A [GAPM3A], TILMU 3A [TILM3A]
DEPARTURES
(RWY 14R)

Apt Elev 450

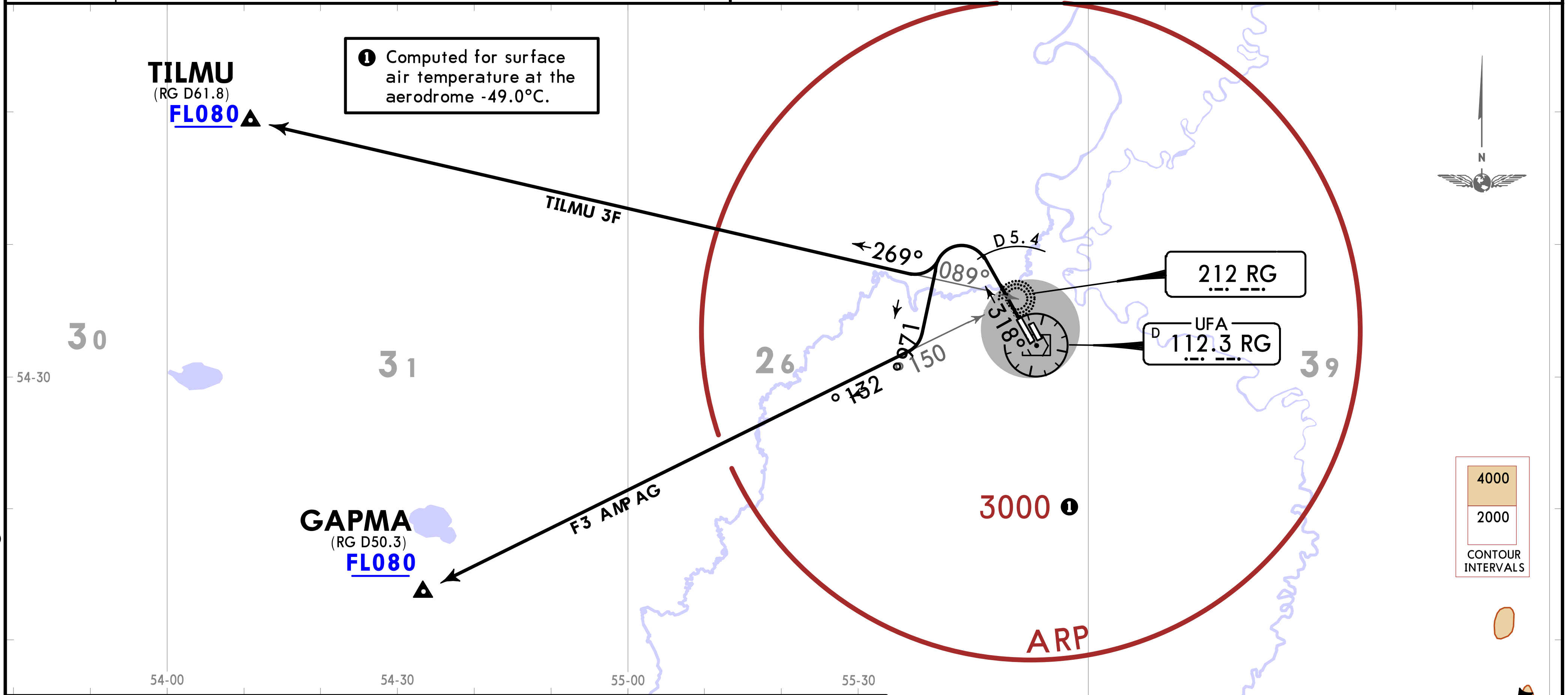
Trans alt: 5000
1. DME required.
2. Turn before DER is prohibited.
3. Close-in obstacles are located to the LEFT of take-off hdg at 0.3 NM from DER with MAX 518.



SID	ROUTING
GAPMA 3A	Climb on 138° track to at or above 1700, turn LEFT to RG Lctr, intercept 231° bearing from RG Lctr to GAPMA.
TILMU 3A	Climb on 138° track to at or above 1700, turn LEFT to RG Lctr, 269° bearing to TILMU.

CHANGES: None.

Apt Elev 450	Trans alt: 5000 1. DME required. 2. Turn before DER is prohibited.	GAPMA 3F [GAPM3F], TILMU 3F [TILM3F] DEPARTURES (RWY 32L)



SID	ROUTING
GAPMA 3F	Climb on 318° track to D5.4 RG, turn LEFT, 179° track, intercept 231° bearing from RG Lctr to GAPMA.
TILMU 3F	Climb on 318° track to D5.4 RG, turn LEFT, intercept 269° bearing from RG Lctr to TILMU.

CHANGES: Reissue.

GAPMA 3H [GAPM3H], TILMU 3H [TILM3H] DEPARTURES (RWY 32L)

Apt Elev 450

Trans alt: 5000
1. DME required.
2. Turn before DER is prohibited.

1 Computed for surface air temperature at the aerodrome -49.0°C.

CONTOUR INTERVALS 4000 2000

3000 1

1700

ARP

UFA 112.3 RG

GAPMA 3H

TILMU 3H

D61.8

3.0 5D

TILMU FL080

GAPMA FL080

2330

SID	ROUTING
GAPMA 3H	Climb on 318° track to at or above 1700, turn RIGHT, intercept RG R008 inbound to RG, intercept RG R235 to GAPMA.
TILMU 3H	Climb on 318° track to at or above 1700, turn LEFT, 207° track, intercept RG R272 to TILMU.

FEET METERS
QNH (QFE)
1700 (385)

CHANGES: Chart reindexed (MSA, SIDs renumbered & revised).

GAPMA 2J [GAPM2J], TILMU 2J [TILM2J]
DEPARTURES
(RWY 14R)

Trans alt: 5000
1. DME required.
2. Turn before DER is prohibited.
3. Close-in obstacles are located to the LEFT of take-off hdg at 0.3 NM from DER with MAX 518.

Apt Elev
450

1 Computed for surface air temperature at the aerodrome -49.0°C.

ARP

UFA
D 112.3 RG

MAX 225 KT

3000 1

267°
R087
138°
D4.6
272°
°532

61.8
TILMU 2J

3.05
J2 AMPAG

TILMU
FL080

GAPMA
FL080

2330

CONTOUR INTERVALS
4000
2000

39
26
31
30

SID	ROUTING
GAPMA 2J	Climb on 138° track to D4.6 RG, turn LEFT, intercept RG R087 inbound to RG, RG R235 to GAPMA.
TILMU 2J	Climb on 138° track, to D4.6 RG turn LEFT, intercept RG R087 inbound to RG, RG R272 to TILMU.

CHANGES: Chart reindexed (MSA, SIDs renumbered & revised).

UWUU/UFA

Apt Elev 450′
N54 33.5 E055 52.4

JEPPESEN
4 JUL 25 (10-9) Eff 10 Jul

UFA, ~~RUSSIA~~
UFA

ATIS	UFA Ground	UFA Tower	UFA Tower ❶
119.4 (Russian 124.4)	119.0 124.0	120.9 124.0	131.0

❶ CAT A only

55-51 55-52 55-53 55-54
54-35 54-34 54-33 54-32

13°E

LEGEND
Grass
taxiway

Lctr

14R 138°
Elev 372′
12,339′ 3761m

14L 138°
Helipad 1
E2
Elev 395′
E
MET
Helipad 2
FOR DETAILS SEE PARKING STANDS, COORDINATES

D
F
8255′ 2516m
Helipad 3
ARP
Holding bay
C
G
I
14 139°
1640′ 500m GRASS
32 319°
Helipad 4
B
H
A
Elev 406′
32R 318°
J
Elev 450′
32L 318°
VOR
NDB
NDB

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

CHANGES: ATIS.

ADDITIONAL RUNWAY INFORMATION

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

❶ Rwy closed UFN.

❷ TAKE-OFF RUN AVAILABLE

RWY 14L: From rwy head 8255′ (2516m)
twy D int 6768′ (2063m)
twy C int 4557′ (1389m)

RWY 32R: From rwy head 8255′ (2516m)
twy B int 6263′ (1909m)
twy C int 3747′ (1142m)

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

❸ PAPI-L (3.00°)

❹ TAKE-OFF RUN AVAILABLE

RWY 14R: From rwy head 12,339′ (3761m)
twy F int 6138′ (1871m)

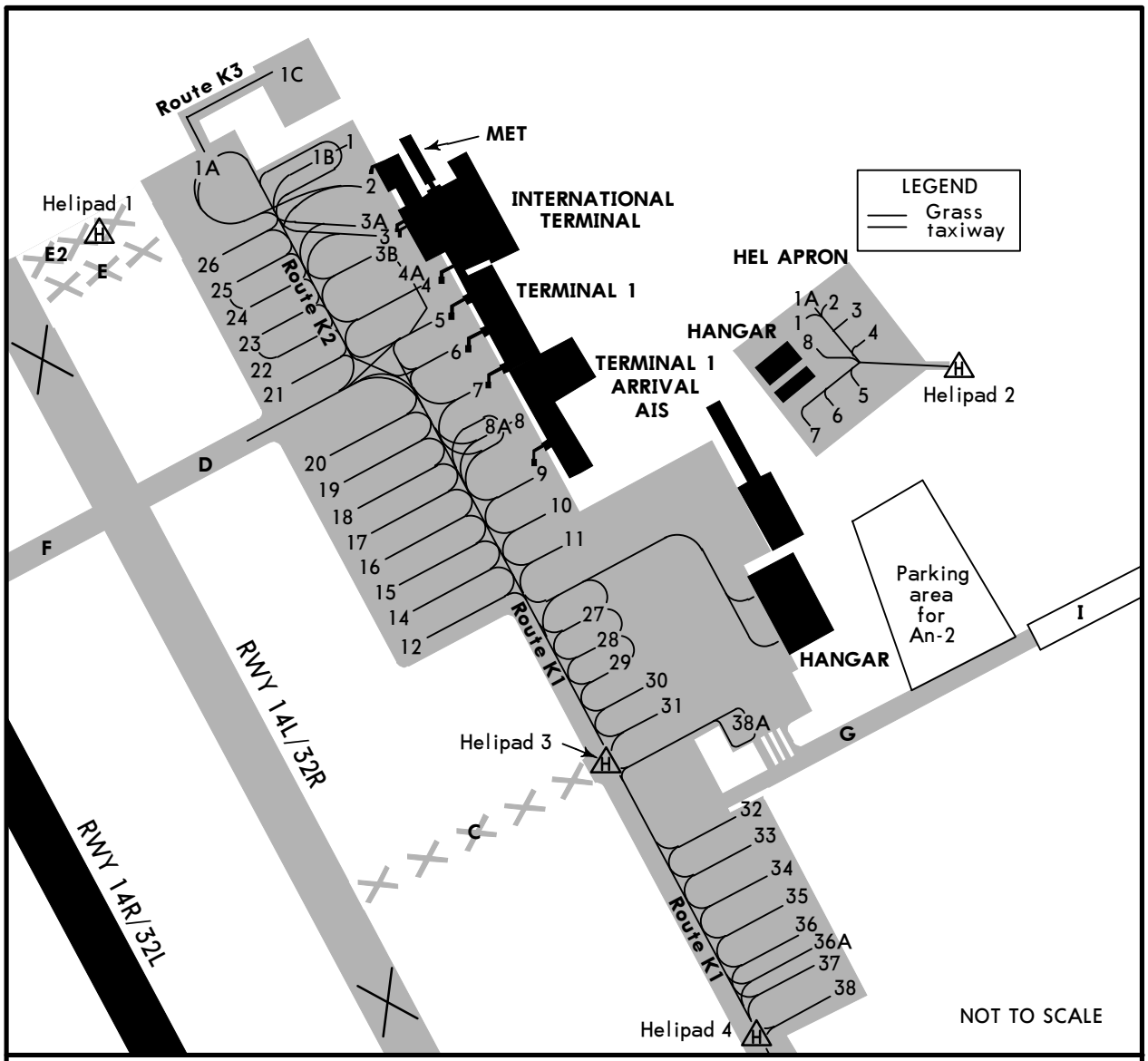
RWY 32L: From rwy head 12,339′ (3761m)
twy F int 6270′ (1911m)

Std TAKE-OFF

HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R/V200m	R/V300m	R/V400m	R/V500m	NA

1 For NIGHT operations, at least RL or CL and RENL are required.

CHANGES: None.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N54 34.1 E055 52.8	28 thru 30	N54 33.6 E055 53.2
1A	N54 34.0 E055 52.7	31	N54 33.6 E055 53.3
1B	N54 34.0 E055 52.8	32, 33	N54 33.5 E055 53.4
1C	N54 34.1 E055 52.7	34	N54 33.4 E055 53.4
2 thru 3B	N54 34.0 E055 52.9	35, 36, 36A	N54 33.4 E055 53.5
4 thru 7	N54 33.9 E055 53.0	37, 38	N54 33.3 E055 53.5
8A	N54 33.8 E055 53.0	38A	N54 33.6 E055 53.3
8, 9	N54 33.8 E055 53.1		
10 thru 12	N54 33.7 E055 53.1		
14 thru 16	N54 33.7 E055 53.0		
17, 18	N54 33.8 E055 53.0	HEL APRON	
19, 20	N54 33.8 E055 52.9	1 thru 5	N54 33.9 E055 53.6
21 thru 25	N54 33.9 E055 52.8	6, 7	N54 33.8 E055 53.6
26	N54 34.0 E055 52.8	8	N54 33.9 E055 53.6
27	N54 33.7 E055 53.2		

CHANGES: Stand withdrawn.

STRAIGHT-IN RWY		A	B	C	D
14R	CAT 2 ILS Z, Y or X	**475**′(103′) **RA114**′ R300m	**493**′(121′) **RA136**′ R400m	**504**′(132′) **RA152**′ R400m	**519**′(147′) **RA177**′ R450m
	ILS Z, Y or X TDZ or CL out ALS out	**572**′(200′) **R550m** ❶ R550m R1200m	**576**′(204′) **R550m** ❶ R550m R1200m	**584**′(212′) **R550m** ❶ R550m R1200m	**594**′(222′) **R550m** ❶ R550m R1200m
	GLS TDZ or CL out ALS out	**572**′(200′) **R550m** ❶ R550m R1200m	**576**′(204′) **R550m** ❶ R550m R1200m	**584**′(212′) **R550m** ❶ R550m R1200m	**594**′(222′) **R550m** ❶ R550m R1200m
	❷ LOC Z, Y or X ALS out	**740**′(368′) **R1000m** R1500m	**740**′(368′) **R1000m** R1500m	**740**′(368′) **R1000m** R1700m	**740**′(368′) **R1000m** R1700m
	RNP **LNAV/VNAV** ALS out	**622**′(250′) **R750m** R1300m	**622**′(250′) **R750m** R1300m	**622**′(250′) **R750m** R1300m	**640**′(268′) **R750m** R1300m
	❷ RNP **LNAV** ALS out	**740**′(368′) **R1000m** R1500m	**740**′(368′) **R1000m** R1500m	**740**′(368′) **R1000m** R1700m	**740**′(368′) **R1000m** R1700m
	❷ VOR ALS out	**760**′(388′) **R1100m** R1500m	**760**′(388′) **R1100m** R1500m	**760**′(388′) **R1100m** R1800m	**760**′(388′) **R1100m** R1800m
	❷ NDB Z ALS out	**750**′(378′) **R1000m** R1500m	**750**′(378′) **R1000m** R1500m	**750**′(378′) **R1000m** R1700m	**750**′(378′) **R1000m** R1700m
	❷ NDB Y	**1230**′(858′) **R1500m**	**1230**′(858′) **R1500m**	**1230**′(858′) **R2400m**	**1230**′(858′) **R2400m**
32L	CAT 2 ILS Z,Y or X	**550**′(100′) **RA95**′ R300m	**550**′(100′) **RA95**′ R300m	**550**′(100′) **RA95**′ R300m	**565**′(115′) **RA107**′ ❸ R300m
	ILS Z, Y or X TDZ or CL out ALS out	**650**′(200′) **R550m** ❶ R550m R1200m	**650**′(200′) **R550m** ❶ R550m R1200m	**650**′(200′) **R550m** ❶ R550m R1200m	**650**′(200′) **R550m** ❶ R550m R1200m
	GLS TDZ or CL out ALS out	**650**′(200′) **R550m** ❶ R550m R1200m	**650**′(200′) **R550m** ❶ R550m R1200m	**650**′(200′) **R550m** ❶ R550m R1200m	**650**′(200′) **R550m** ❶ R550m R1200m
	❷ LOC Z, Y or X ALS out	**810**′(360′) **R900m** R1500m	**810**′(360′) **R900m** R1500m	**810**′(360′) **R900m** R1600m	**810**′(360′) **R900m** R1600m
	RNP **LNAV/VNAV** ALS out	**710**′(260′) **R750m** R1300m	**730**′(280′) **R750m** R1300m	**740**′(290′) **R750m** R1400m	**750**′(300′) **R750m** R1400m
	❷ RNP **LNAV** ALS out	**870**′(420′) **R1200m** R1500m	**870**′(420′) **R1200m** R1500m	**870**′(420′) **R1200m** R1900m	**870**′(420′) **R1200m** R1900m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ Continuous Descent Final Approach.
❸ Required autoland or HUDLS, otherwise: R350m.

STRAIGHT-IN RWY		A	B	C	D
32L (contd)	❶ VOR	**1270**′(820′)	**1270**′(820′)	**1270**′(820′)	**1270**′(820′)
		R1500m	**R1500m**	**R3100m**	**R3100m**
	ALS out	R1500m	R1500m	R3800m	R3800m
	❶ NDB Z	**870**′(420′)	**870**′(420′)	**870**′(420′)	**870**′(420′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	❶ NDB Y	**1190**′(740′)	**1190**′(740′)	**1230**′(780′)	**1230**′(780′)
		R1500m	**R1500m**	**R2400m**	**R2400m**

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	890′(440′)	**950**′(500′)	**1090**′(640′)	**1260**′(810′)
after NDB Y 14R	**1230**′(780′)	**1230**′(780′)	**1230**′(780′)	**1310**′(860′)
after VOR 32L	**1270**′(820′)	**1270**′(820′)	**1270**′(820′)	**1270**′(820′)
after NDB Y 32L	**1230**′(780′)	**1230**′(780′)	**1230**′(780′)	**1260**′(810′)
	V1500m ❷	V1600m ❷	V2400m ❷	V3600m ❷

❷ or higher minimums of preceding straight-in approach.

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 (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
		DAY	NIGHT				
R125m	R150m	R300m		R/V400m		R/V500m	NA

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4 JUL 25
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11-1

UFA, ~~RUSSIA~~
ILS Z or LOC Z Rwy 14R

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

BRIEFING STRIP ™

LOC IPT	Final Apch Crs	D4.9 IPT MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 450′ Rwy 372′
*110.3	138°	2000′(1628′)		

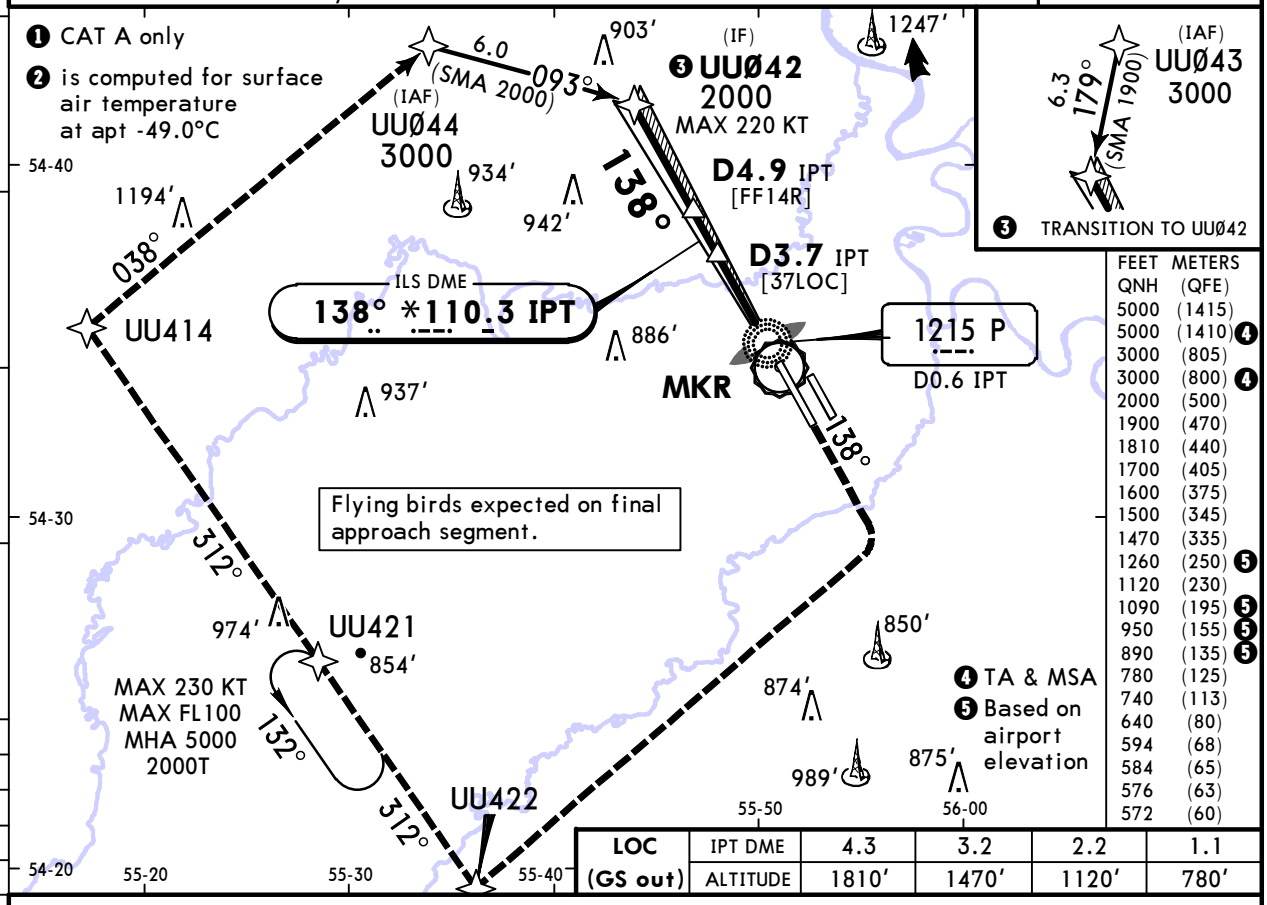
MISSED APCH: Climb STRAIGHT AHEAD to 1700′ or above, then turn RIGHT to UU422, then turn RIGHT to UU421 climbing to 5000′ or above, then according to chart or to the holding area.

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL070 Trans alt: 5000′

1. RNAV 1 required for initial and missed approach. 2. GNSS and DME required.
3. ILS DME reads zero at Rwy 14R threshold.

3000
❷ MSA ARP

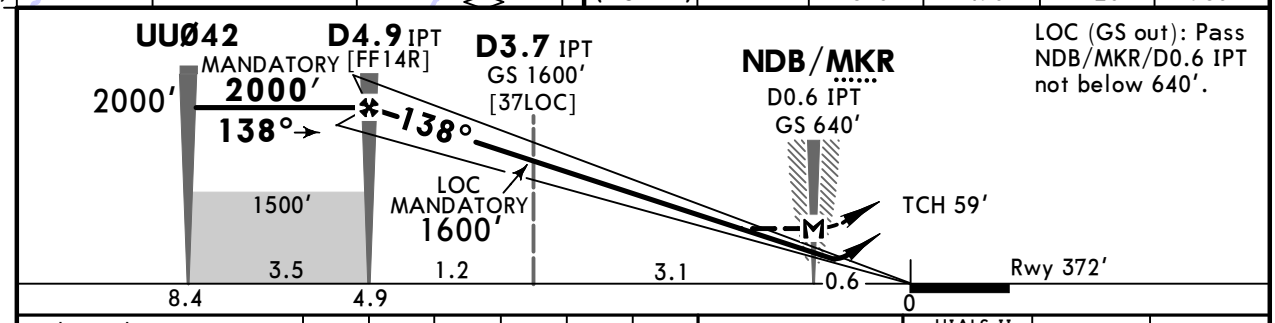
❶ CAT A only
❷ is computed for surface air temperature at apt -49.0°C



FEET QNH	METERS (QFE)	
5000	(1415)	
5000	(1410)	❹
3000	(805)	
3000	(800)	❹
2000	(500)	
1900	(470)	
1810	(440)	
1700	(405)	
1600	(375)	
1500	(345)	
1470	(335)	
1260	(250)	❺
1120	(230)	
1090	(195)	❺
950	(155)	❺
890	(135)	❺
780	(125)	
740	(113)	
640	(80)	
594	(68)	
584	(65)	
576	(63)	
572	(60)	

❹ TA & MSA
❺ Based on airport elevation

LOC (GS out)	IPT DME	4.3	3.2	2.2	1.1
	ALTITUDE	1810′	1470′	1120′	780′



LOC (GS out): Pass NDB/MKR/D0.6 IPT not below 640′.

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 NDB/MKR/D0.6 IPT							

HIALS-II
PAPI
MIN 1700′
UU422 RT

Std STRAIGHT-IN LANDING

ILS
DA(H) A: 572′ (200′) C: 584′ (212′)
B: 576′ (204′) D: 594′ (222′)

LOC (GS out)
CDFA
❷ DA/MDA(H) 740′ (368′)

	TDZ or CL out	ALS out		ALS out
A	R550m	❶ R550m	R1200m	1000m	1500m
B					
C					1700m
D					

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	890′ (440′)	V1500m
135	950′ (500′)	V1600m
180	1090′ (640′)	V2400m
205	1260′ (810′)	V3600m

PANS OPS

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: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25
Eff 10 Jul
11-1A

UFA, ~~RUSSIA~~
CAT II ILS Z Rwy 14R

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

BRIEFING STRIP ™

LOC IPT	Final Apch Crs	D4.9 IPT MANDATORY	CAT II ILS Refer to Minimums	Apt Elev 450′ Rwy 372′
*110.3	138°	2000′(1628′)		

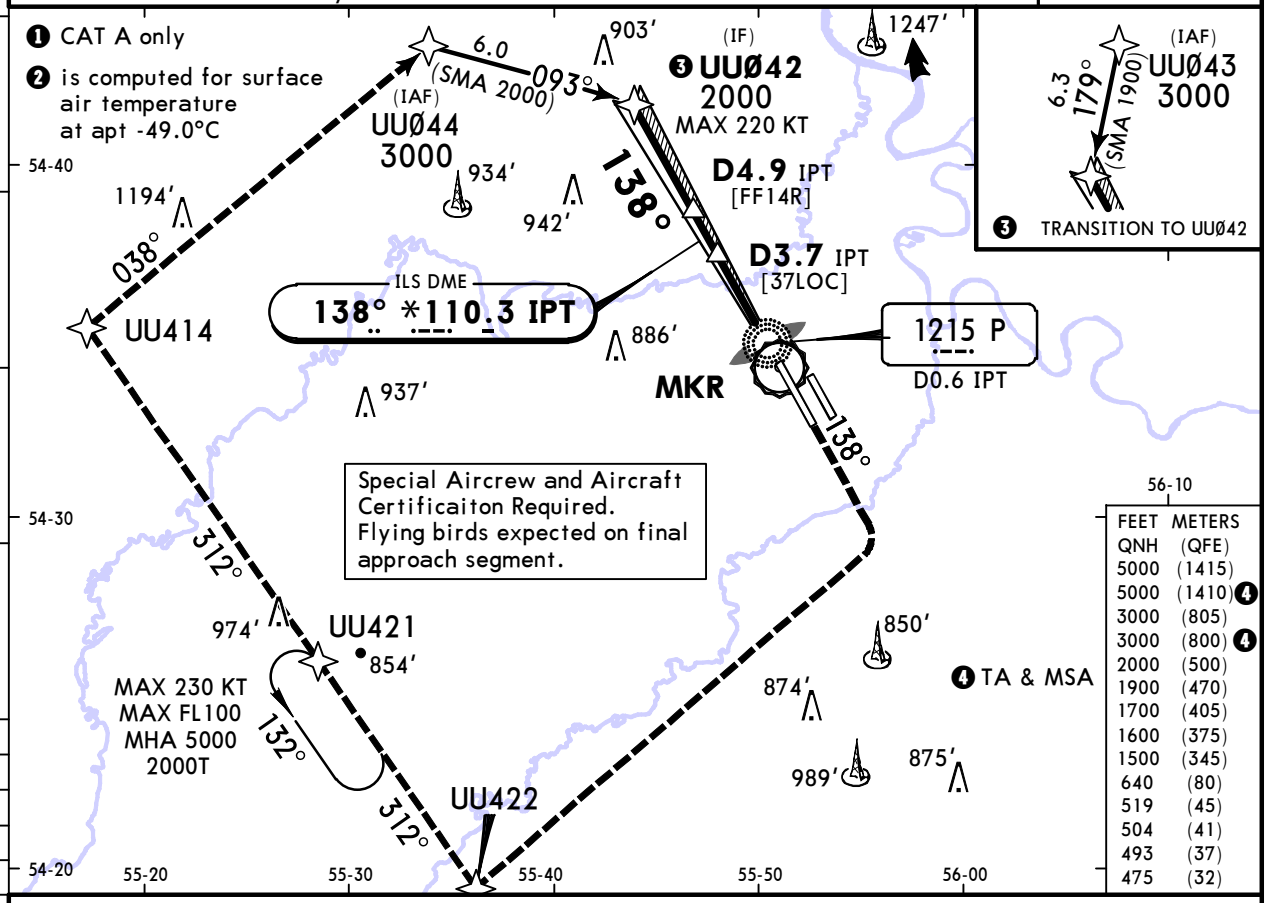
MISSED APCH: Climb STRAIGHT AHEAD to 1700′ or above, then turn RIGHT to UU422, then turn RIGHT to UU421 climbing to 5000′ or above, then according to chart or to the holding area.

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL070 Trans alt: 5000′

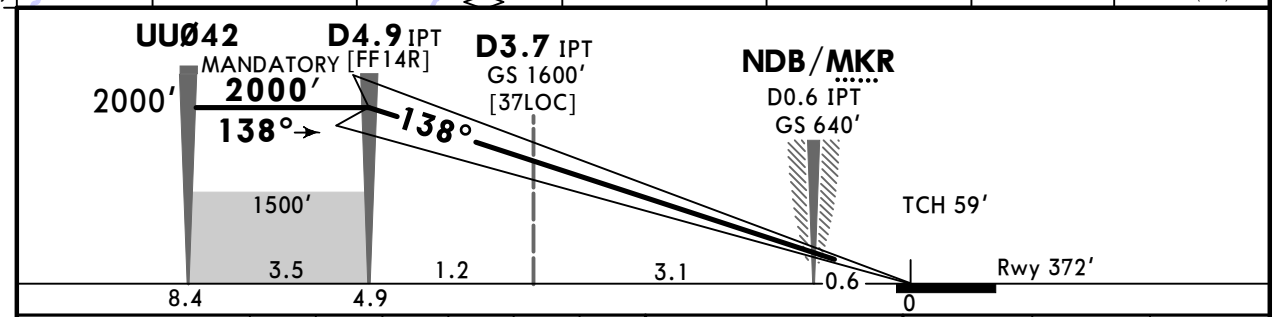
1. RNAV 1 required for initial and missed approach. 2. GNSS and DME required.
3. ILS DME reads zero at Rwy 14R threshold.

3000
❷ MSA ARP

❶ CAT A only
❷ is computed for surface air temperature at apt -49.0°C



FEET	METERS
QNH	(QFE)
5000	(1415)
5000	(1410) ❹
3000	(805)
3000	(800) ❹
2000	(500)
1900	(470)
1700	(405)
1600	(375)
1500	(345)
640	(80)
519	(45)
504	(41)
493	(37)
475	(32)



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

HIALS-II
PAPI

MIN 1700′

UU422 RT

Std STRAIGHT-IN LANDING
CAT II ILS

A	B	C	D
RA 114′	RA 136′	RA 152′	RA 177′
DA(H) 475′(103′)	DA(H) 493′(121′)	DA(H) 504′(132′)	DA(H) 519′(147′)
R300m	R400m		R450m

PANS OPS

CHANGES: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25
Eff 10 Jul
11-2

UFA, ~~RUSSIA~~
ILS Y or LOC Y Rwy 14R

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

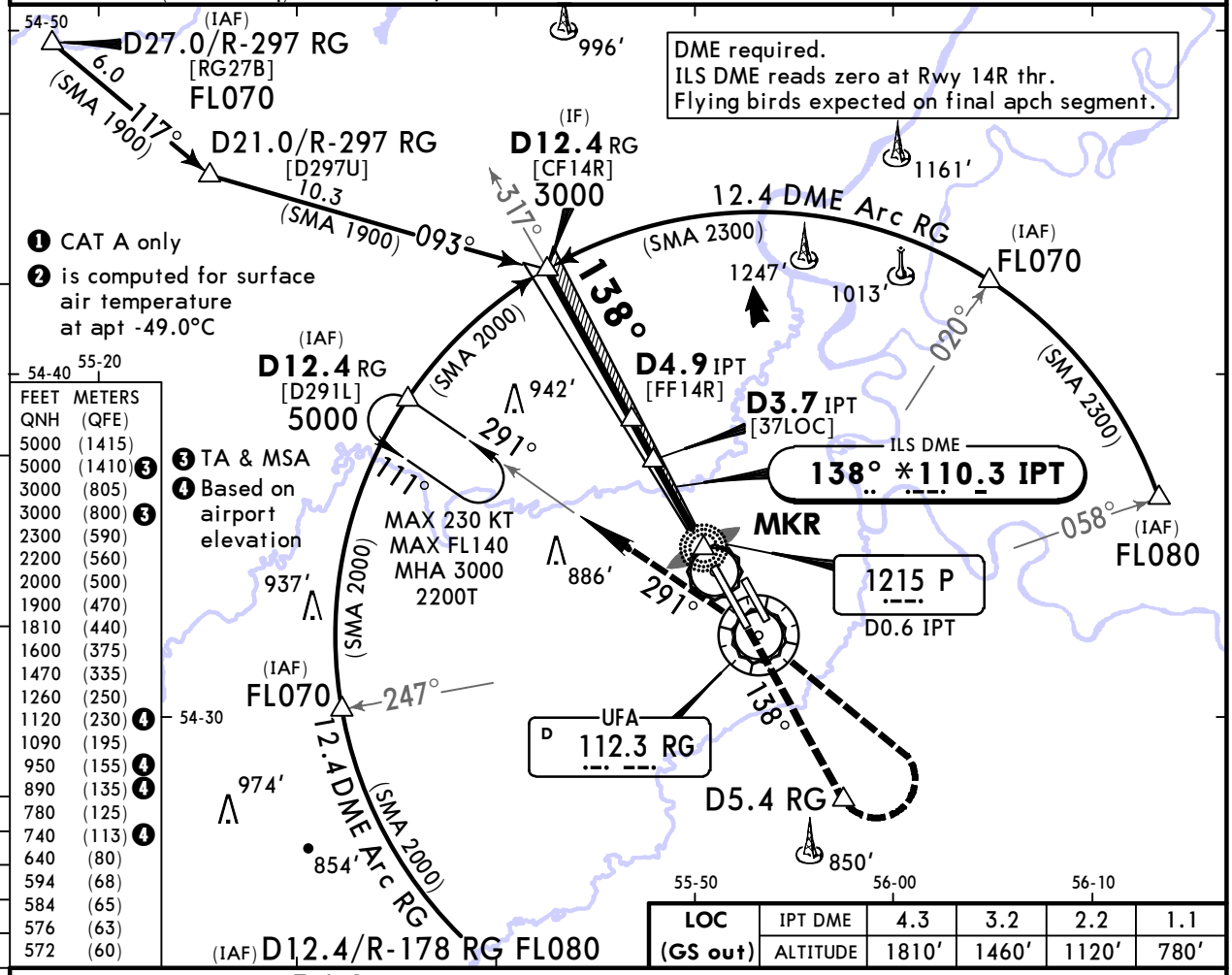
LOC IPT	Final Apch Crs	D4.9 IPT MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 450′ Rwy 372′
*110.3	138°	2000′ (1628′)		

MISSED APCH: Climb STRAIGHT AHEAD to D5.4 RG, then turn LEFT to VOR (MAX 225 KT). Proceed on R-291 to D12.4 RG and join holding, or as directed.

3000
❷ MSA ARP

Alt Set: hPa (MM on req) | Rwy Elev: 14 hPa | Trans level: FL070 | Trans alt: 5000′

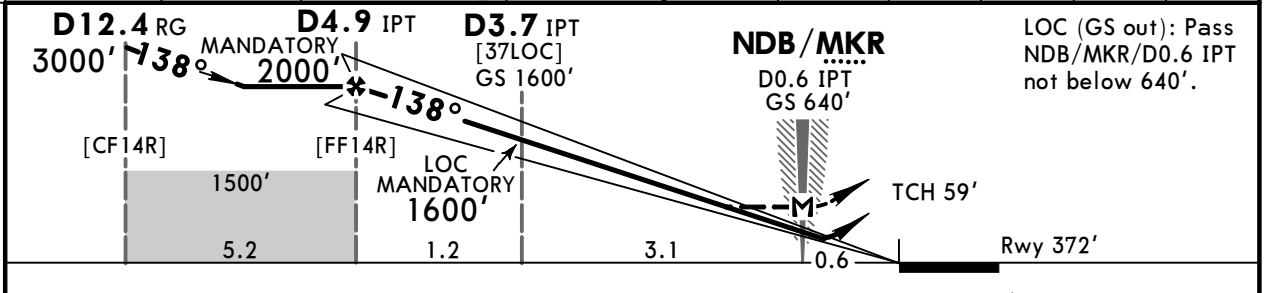
BRIEFING STRIP ™



FEET	METERS
QNH	(QFE)
5000	(1415)
5000	(1410) ❸
3000	(805)
3000	(800) ❸
2300	(590)
2200	(560)
2000	(500)
1900	(470)
1810	(440)
1600	(375)
1470	(335)
1260	(250)
1120	(230) ❹
1090	(195)
950	(155) ❹
890	(135) ❹
780	(125)
740	(113) ❹
640	(80)
594	(68)
584	(65)
576	(63)
572	(60)

❸ TA & MSA
❹ Based on airport elevation

LOC (GS out)	IPT DME	4.3	3.2	2.2	1.1
	ALTITUDE	1810′	1460′	1120′	780′



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 NDB/MKR/D0.6 IPT							

HIALS-II
PAPI
D5.4 RG

Std STRAIGHT-IN LANDING

DA(H)	ILS	LOC (GS out) CDFA
A: 572′ (200′) C: 584′ (212′)		
B: 576′ (204′) D: 594′ (222′)		❷ DA/MDA(H) 740′ (368′)

	TDZ or CL out	ALS out		ALS out
A	R550m	❶ R550m	R1200m	1000m	1500m
B					
C					1700m
D					

CIRCLE-TO-LAND

Max KT	MDA(H)
100	890′ (440′) V1500m
135	950′ (500′) V1600m
180	1090′ (640′) V2400m
205	1260′ (810′) V3600m

PANS OPS

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: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25
Eff 10 Jul
11-2A

UFA, ~~RUSSIA~~
CAT II ILS Y Rwy 14R

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

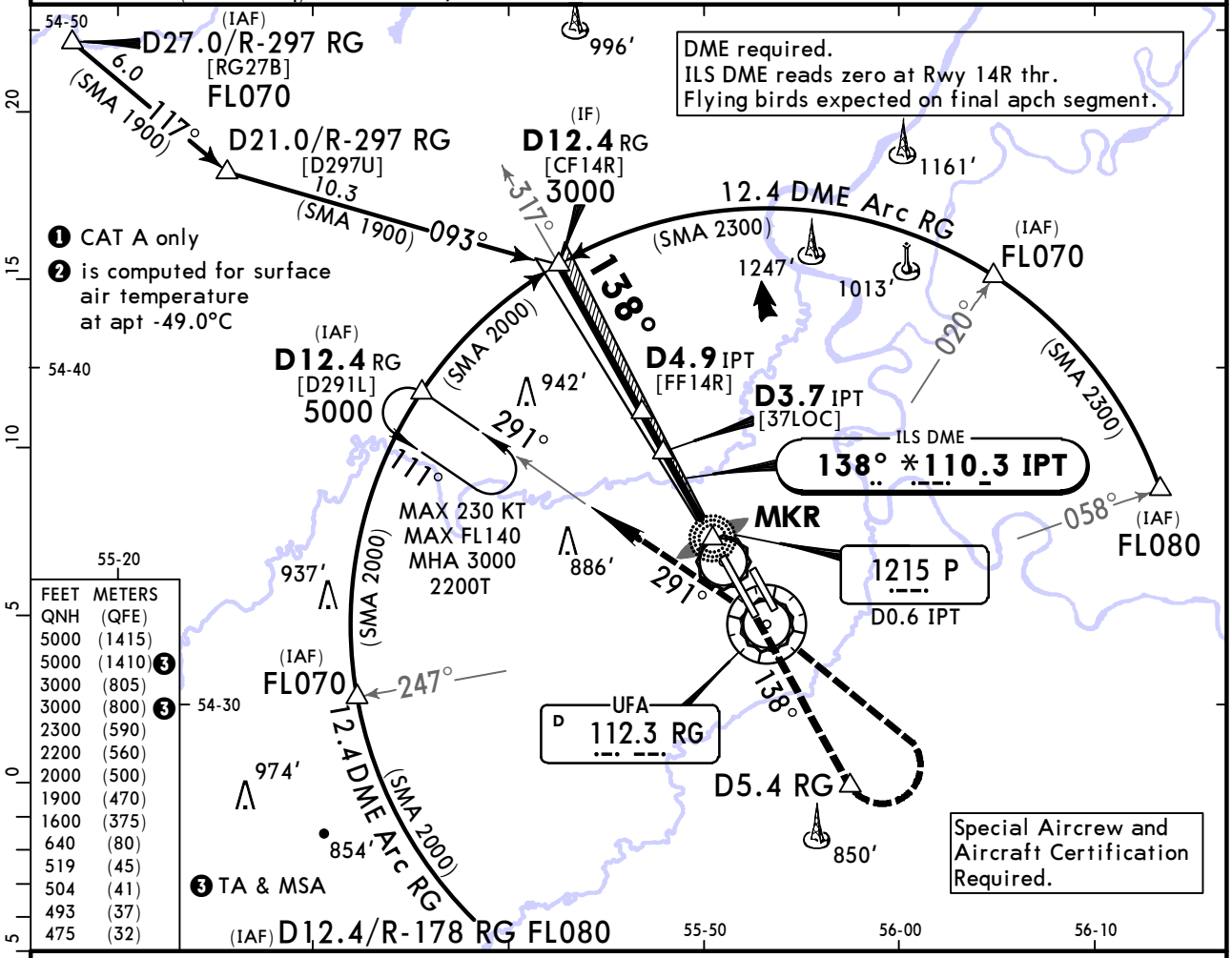
BRIEFING STRIP ™

LOC IPT	Final Apch Crs	D4.9 IPT MANDATORY	CAT II ILS Refer to Minimums	Apt Elev 450′ Rwy 372′
*110.3	138°	2000′ (1628′)		

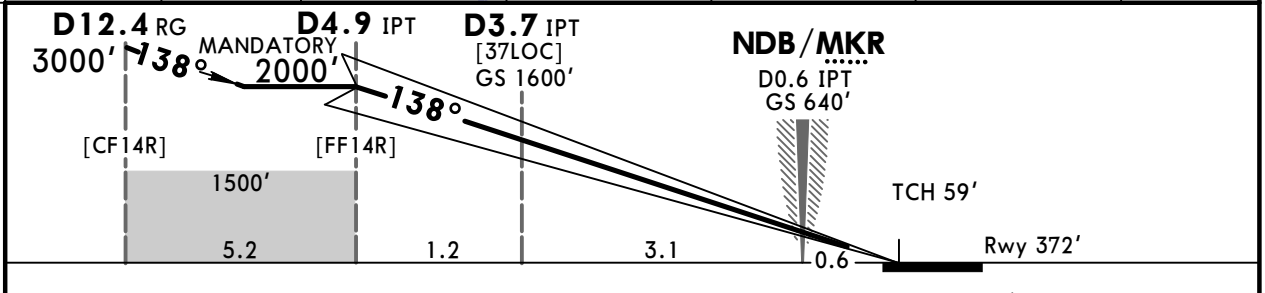
MISSED APCH: Climb STRAIGHT AHEAD to D5.4 RG, then turn LEFT to VOR (MAX 225 KT). Proceed on R-291 to D12.4 RG and join holding, or as directed.

3000
❷ MSA ARP

Alt Set: hPa (MM on req) | Rwy Elev: 14 hPa | Trans level: FL070 | Trans alt: 5000′



FEET	METERS
QNH	(QFE)
5000	(1415)
5000	(1410) ❸
3000	(805)
3000	(800) ❸
2300	(590)
2200	(560)
2000	(500)
1900	(470)
1600	(375)
640	(80)
519	(45)
504	(41)
493	(37)
475	(32)



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

HIALS-II
PAPI
D5.4 RG

Std

STRAIGHT-IN LANDING
CAT II ILS

A	B	C	D
RA 114′	**RA 136′**	**RA 152′**	**RA 177′**
DA(H)	DA(H)	DA(H)	DA(H)
475′ (103′)	**493′** (121′)	**504′** (132′)	**519′** (147′)
R300m	R400m		R450m

PANS OPS

CHANGES: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25
Eff 10 Jul
11-3

UFA, ~~RUSSIA~~
ILS X OR LOC X Rwy 14R

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

BRIEFING STRIP ™

LOC IPT	Final Apch Crs	D4.9 IPT MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 450′ Rwy 372′
*110.3	138°	2000′(1628′)		

MISSED APCH: Climb STRAIGHT AHEAD to 1700′ or above, then turn LEFT to NDB, then by ATC.

3000
MSA ARP ❷

Alt Set: hPa (mm on req) Rwy Elev: 14 hPa Trans level: FL070 Trans alt: 5000′

❶ CAT A only

❷ is computed for surface air temperature at apt -49.0°C

P NDB 128°
P NDB 110°
903′ (IF)
D12.4 RG
[CF14R]
138°
5.1
D12.4 RG
CAT A & B
9.4
308°
CAT C & D
9.6
290°
942′
934′
886′
ILS DME
138° *110.3 IPT
D4.9 IPT
[FF14R]
MANDATORY
2000
D3.7 IPT
[37LOC]
(IAF)
1215 P
D0.6 IPT
MAX 5000
MIN 3000
MKR
121°
301°
MAX 230 KT
MAX FL140
MHA 3000
1900T
138°
UFA
D 112.3 RG
881′
1247′
1013′

DME required.
ILS DME reads zero at RWY 14R thresh.

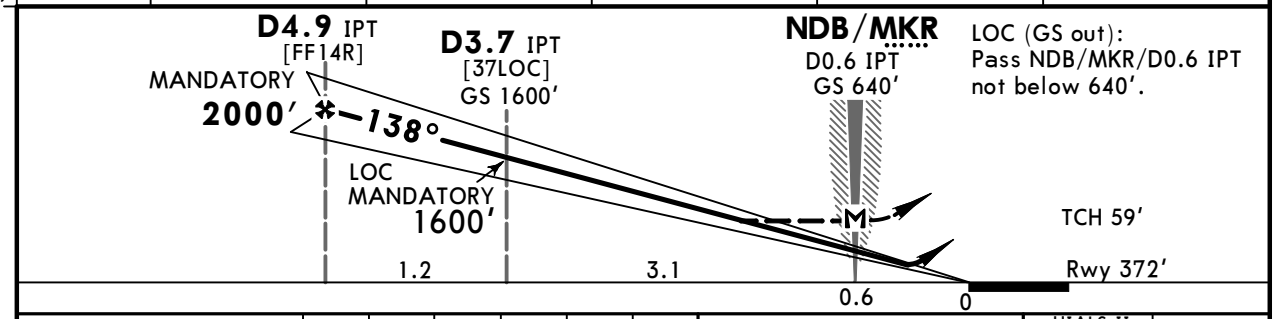
Flying birds expected on final approach segment.

FEET QNH	METERS (QFE)	
5000	(1415)	
5000	(1410)	❸
3000	(805)	
3000	(800)	❸
2000	(500)	
1900	(470)	
1810	(440)	
1700	(405)	
1600	(375)	
1500	(345)	
1470	(335)	
1260	(250)	❹
1120	(230)	
1090	(195)	❹
950	(155)	❹
890	(135)	❹
780	(125)	
740	(113)	
640	(80)	
594	(68)	
584	(65)	
576	(63)	
572	(60)	

❸ TA & MSA
❹ Based on airport elevation
❺ (SMA 2000)
❻ (SMA 1500)

54-40
54-30
55-30
55-40
55-50
56-00
10
5
0
5

LOC (GS out)					
	IPT DME	4.3	3.2	2.2	1.1
	ALTITUDE	1810′	1470′	1120′	780′



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 NDB/MKR/D0.6 IPT							

HIALS-II
PAPI
MIN 1700′

Std STRAIGHT-IN LANDING

	ILS	LOC (GS out) CDFA
DA(H)	A: 572′(200′) C: 584′(212′) B: 576′(204′) D: 594′(222′)	❷ DA/MDA(H) 740′(368′)

CIRCLE-TO-LAND

	TDZ or CL out	ALS out		ALS out	Max KT	MDA(H)
A	R550m	❶ R550m	R1200m	R1000m	R1500m	100 890′(440′) V1500m
B						135 950′(500′) V1600m
C					R1700m	180 1090′(640′) V2400m
D						205 1260′(810′) V3600m

PANS OPS

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: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25
Eff 10 Jul
11-3A

UFA, ~~RUSSIA~~
CAT II ILS X Rwy 14R

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

BRIEFING STRIP ™

LOC IPT	Final Apch Crs	D4.9 MANDATORY	CAT II ILS DA(H) Refer to Minimums	Apt Elev 450′ Rwy 372′
*110.3	138°	2000′(1628′)		

MISSED APCH: Climb STRAIGHT AHEAD to 1700′ or above, then turn LEFT to NDB, then by ATC.

Alt Set: hPa (mm on req) | Rwy Elev: 14 hPa | Trans level: FL070 | Trans alt: 5000′

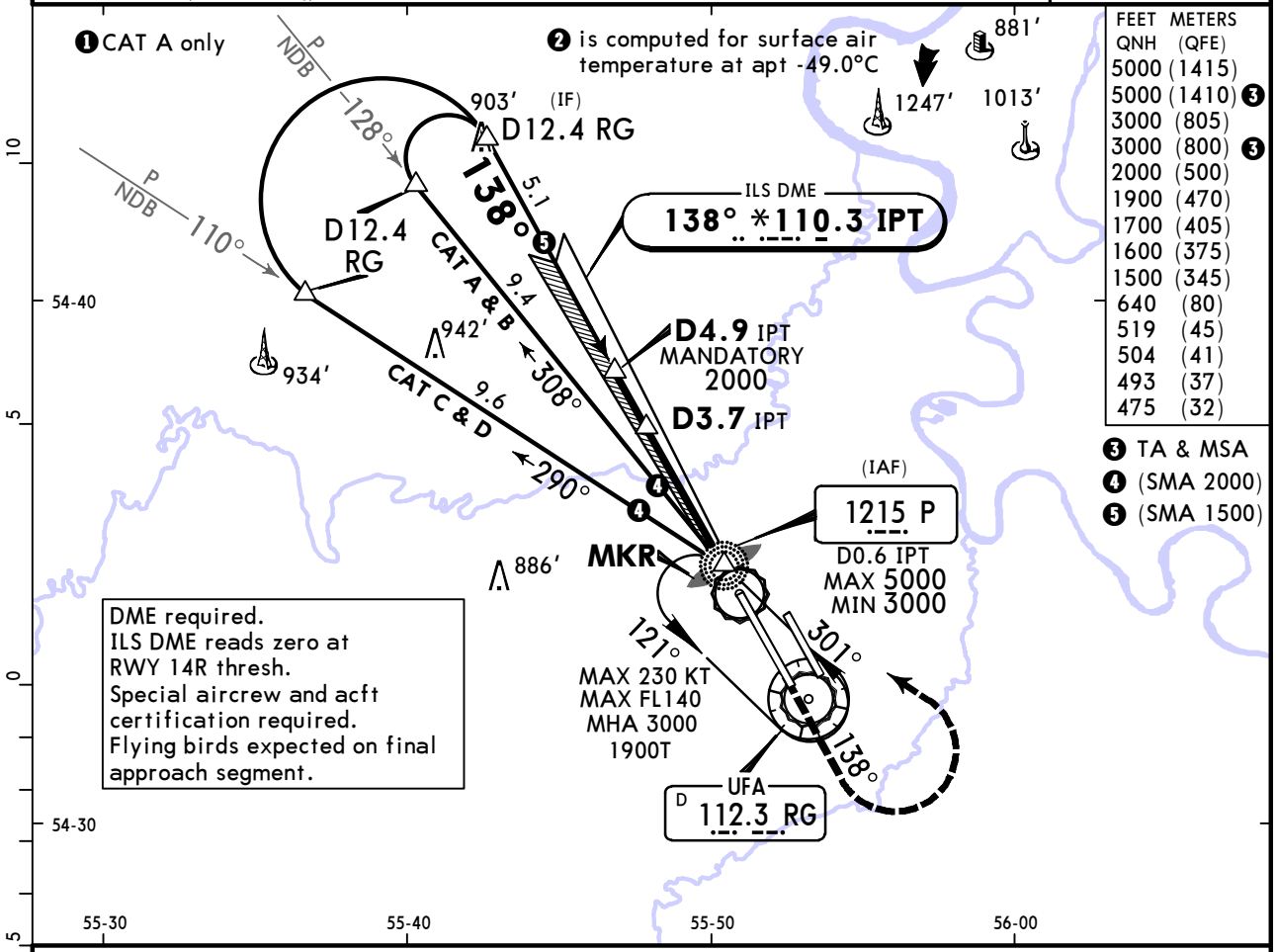
3000
MSA ARP ❷

❶ CAT A only

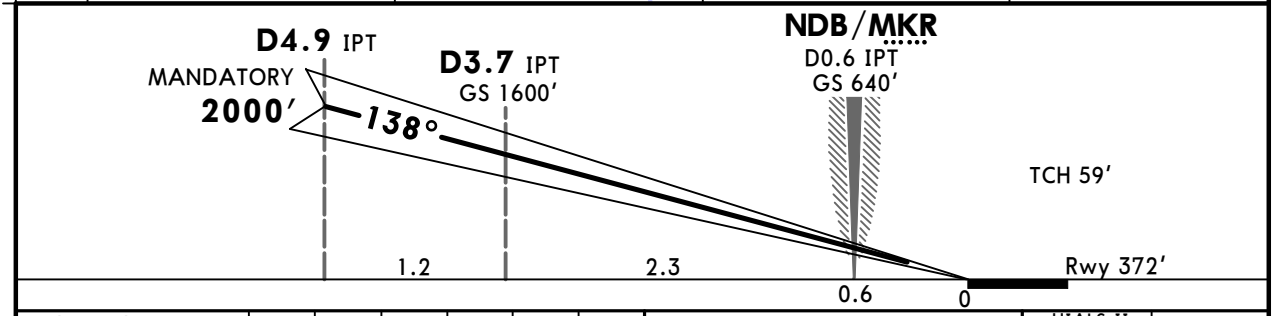
❷ is computed for surface air temperature at apt -49.0°C

FEET QNH	METERS (QFE)
5000	(1415)
5000	(1410) ❸
3000	(805)
3000	(800) ❸
2000	(500)
1900	(470)
1700	(405)
1600	(375)
1500	(345)
640	(80)
519	(45)
504	(41)
493	(37)
475	(32)

❸ TA & MSA
❹ (SMA 2000)
❺ (SMA 1500)



DME required.
ILS DME reads zero at RWY 14R thresh.
Special aircrew and acft certification required.
Flying birds expected on final approach segment.



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

HIALS-II
PAPI
MIN 1700′

Std STRAIGHT-IN LANDING
CAT II ILS

A	B	C	D
RA 114′ DA(H) **475′**(103′)	**RA 136′** DA(H) **493′**(121′)	**RA 152′** DA(H) **504′**(132′)	**RA 177′** DA(H) **519′**(147′)
R300m	R400m		R450m

PANS OPS

CHANGES: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25
Eff 10 Jul
11-4

UFA, ~~RUSSIA~~
ILS Z or LOC Z Rwy 32L

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

BRIEFING STRIP™

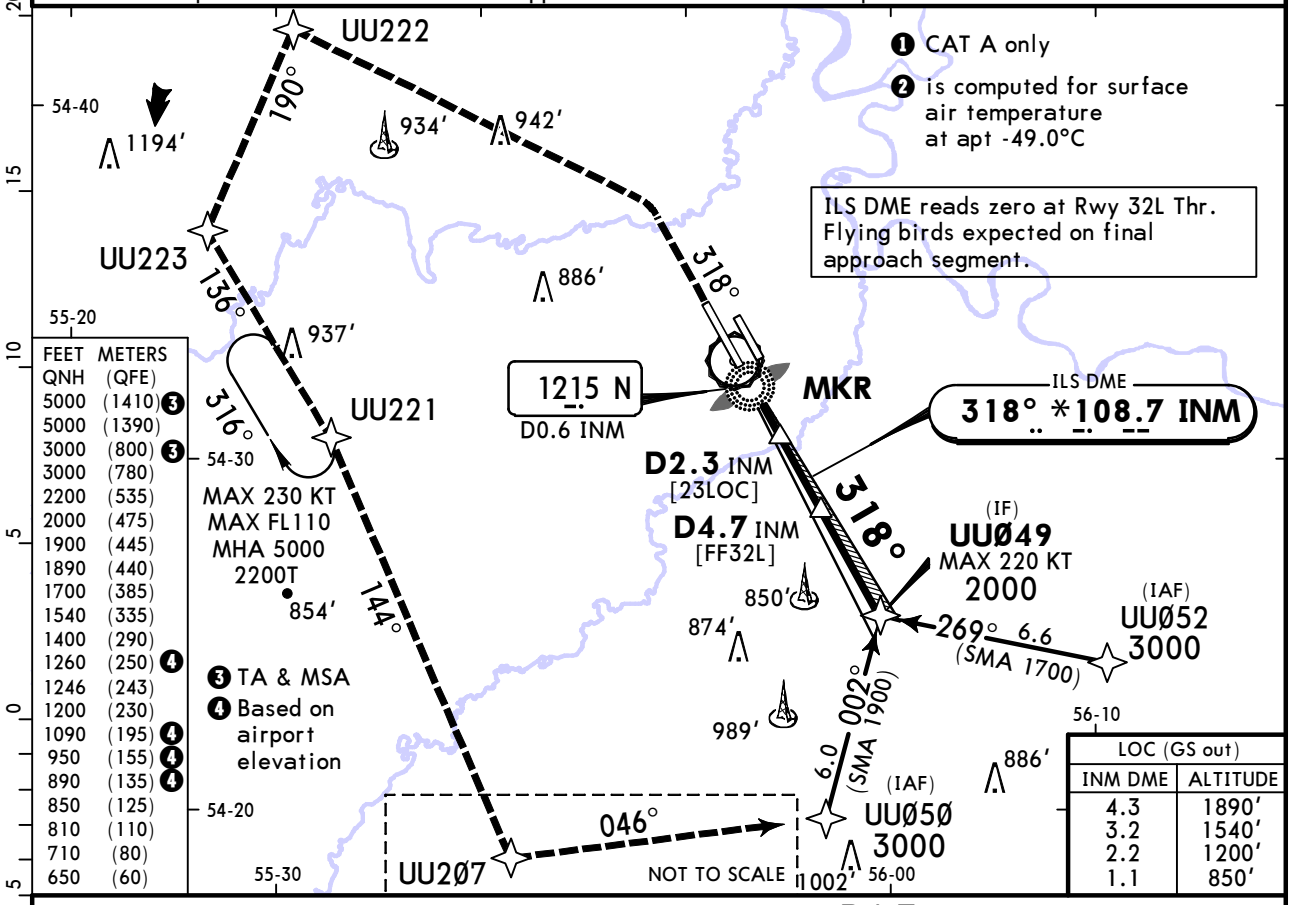
LOC INM	Final Apch Crs	D4.7 INM MANDATORY	ILS DA(H)	Apt Elev 450′ Rwy 450′
*108.7	318°	2000′ (1550′)	650′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1700′ or above, then turn LEFT to UU222, then turn LEFT to UU223, then turn LEFT to UU221 climbing to 5000′ or above, then according to chart or to the holding area.

3000
❷ MSA ARP

Alt Set: hPa (MM on req) | Rwy Elev: 16 hPa | Trans level: FL070 | Trans alt: 5000′

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

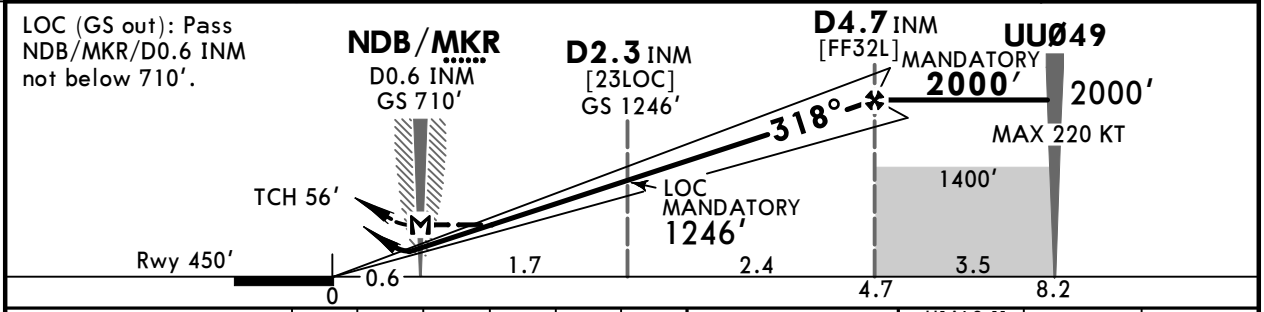


FEET	METERS	QNH (QFE)
5000	(1410)	❸
5000	(1390)	
3000	(800)	❸
3000	(780)	
2200	(535)	
2000	(475)	
1900	(445)	
1890	(440)	
1700	(385)	
1540	(335)	
1400	(290)	
1260	(250)	❹
1246	(243)	
1200	(230)	
1090	(195)	❹
950	(155)	❹
890	(135)	❹
850	(125)	
810	(110)	
710	(80)	
650	(60)	

❸ TA & MSA
❹ Based on airport elevation

LOC (GS out)	
INM DME	ALTITUDE
4.3	1890′
3.2	1540′
2.2	1200′
1.1	850′

LOC (GS out): Pass NDB/MKR/D0.6 INM not below 710′.



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 NDB/MKR/D0.6 INM							

HIALS-II
PAPI
MIN 1700′
UU222 LT

Std

STRAIGHT-IN LANDING

	ILS DA(H) 650′ (200′) TDZ or CL out	ILS DA(H) 650′ (200′) ALS out	LOC (GS out) CDFA ❷ DA/MDA(H) 810′ (360′)	LOC (GS out) CDFA ALS out
A	R550m	R1200m	R900m	R1500m
B				
C	❶ R550m			R1600m
D				

CIRCLE-TO-LAND

Max KT	MDA(H)
100	890′ (440′) V1500m
135	950′ (500′) V1600m
180	1090′ (640′) V2400m
205	1260′ (810′) V3600m

PANS OPS

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: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25
Eff 10 Jul
11-4A

UFA, ~~RUSSIA~~
CAT II ILS Z Rwy 32L

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

BRIEFING STRIP™

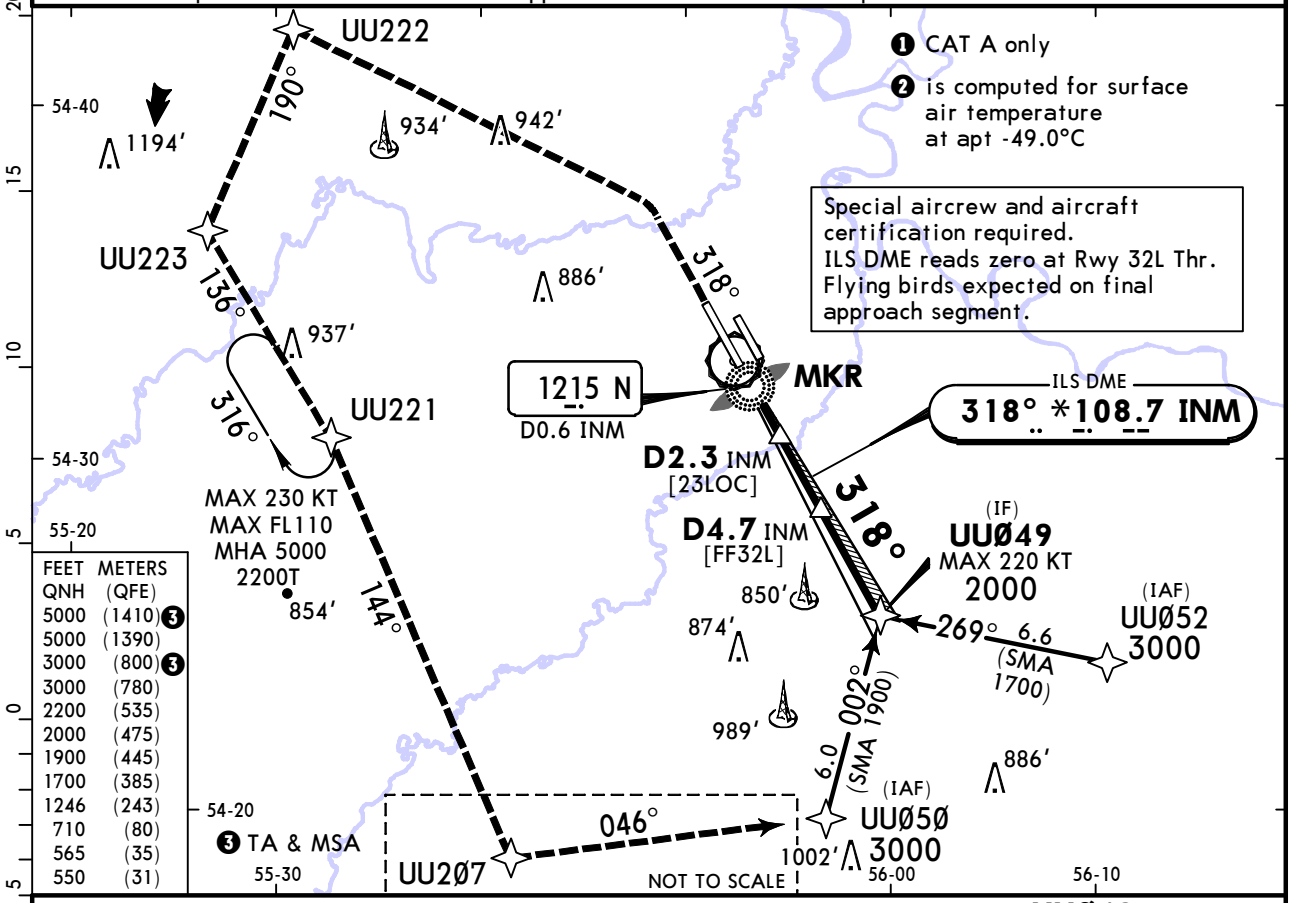
LOC INM	Final Apch Crs	D4.7 INM MANDATORY	CAT II ILS Refer to Minimums	Apt Elev 450′ Rwy 450′
*108.7	318°	2000′(1550′)		

MISSED APCH: Climb STRAIGHT AHEAD to 1700′ or above, then turn LEFT to UU222, then turn LEFT to UU223, then turn LEFT to UU221 climbing to 5000′ or above, then according to chart or to the holding area.

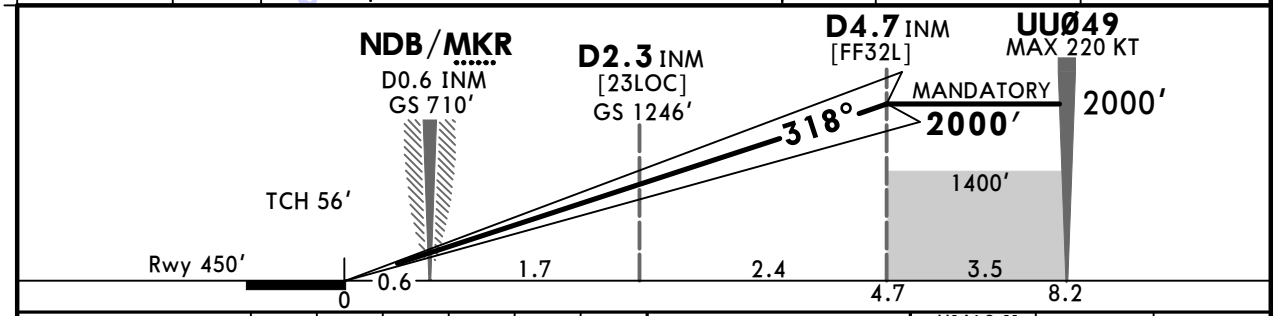
3000
❷ MSA ARP

Alt Set: hPa (MM on req) | Rwy Elev: 16 hPa | Trans level: FL070 | Trans alt: 5000′

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



FEET QNH	METERS (QFE)
5000	(1410) ❸
5000	(1390)
3000	(800) ❸
3000	(780)
2200	(535)
2000	(475)
1900	(445)
1700	(385)
1246	(243)
710	(80)
565	(35)
550	(31)



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

HIALS-II
PAPI

MIN 1700′

UU222
LT

Std

STRAIGHT-IN LANDING
CAT II ILS

ABC	D
RA 95′	**RA 107′**
DA(H) **550′**(100′)	DA(H) **565′**(115′)

PANS OPS

❶ R300m

❶ CAT D without autoland: R350m.

CHANGES: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25
Eff 10 Jul
11-5

UFA, ~~RUSSIA~~
ILS Y or LOC Y Rwy 32L

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

BRIEFING STRIP ™

LOC INM	Final Apch Crs	D4.7 INM MANDATORY	ILS DA(H)	Apt Elev 450′
*108.7	318°	2000′(1550′)	650′(200′)	Rwy 450′

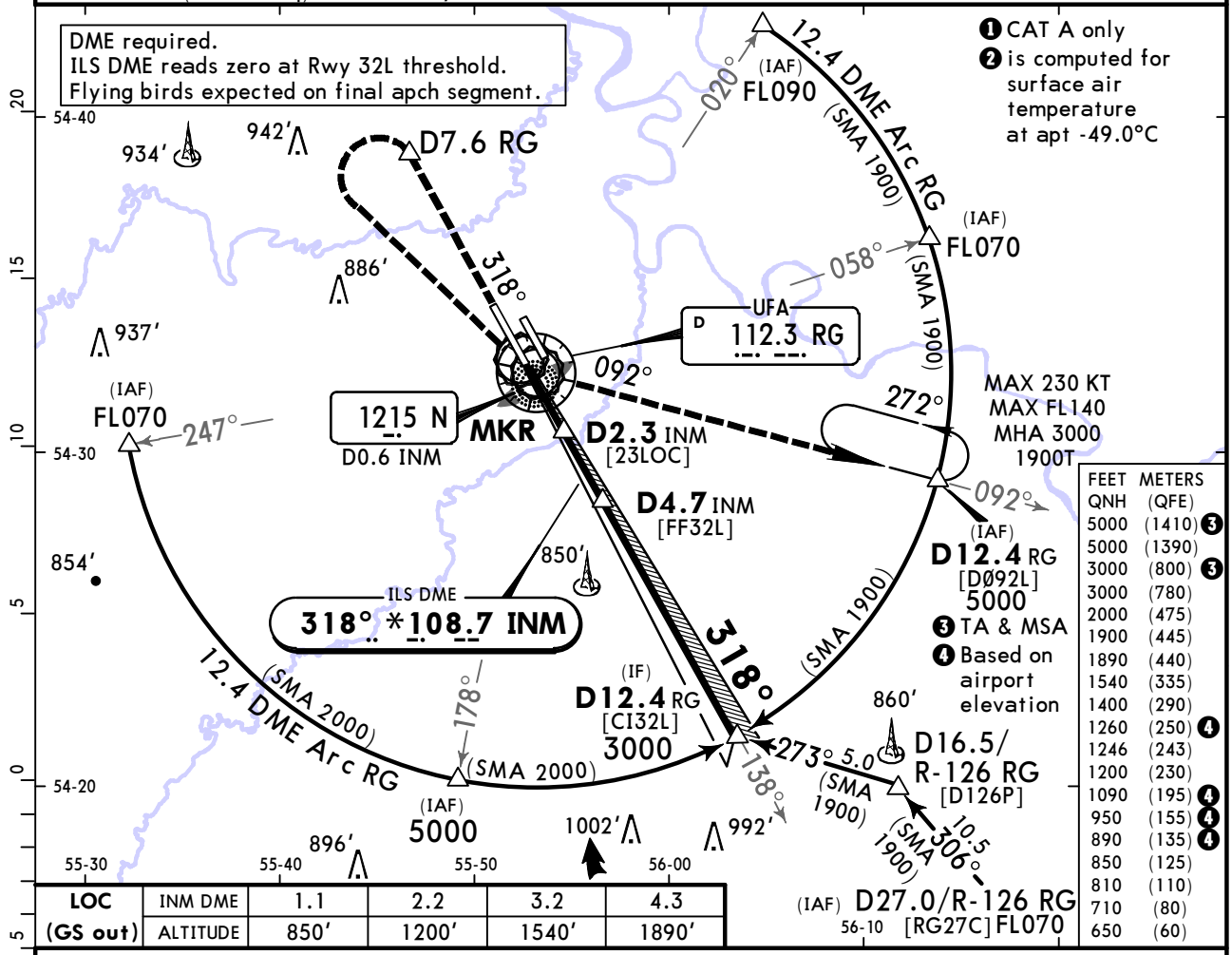
MISSED APCH: Climb STRAIGHT AHEAD to D7.6 RG, then turn LEFT to VOR. Proceed on R-092 to D12.4 RG and join holding, or as directed.

3000
❷ MSA ARP

Alt Set: hPa (MM on req) | Rwy Elev: 16 hPa | Trans level: FL070 | Trans alt: 5000′

DME required.
ILS DME reads zero at Rwy 32L threshold.
Flying birds expected on final apch segment.

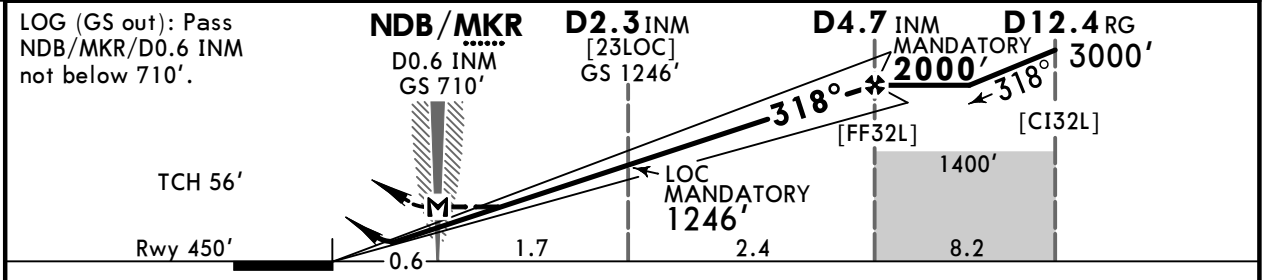
❶ CAT A only
❷ is computed for surface air temperature at apt -49.0°C



FEET QNH	METERS (QFE)	
5000	(1410)	❸
5000	(1390)	
3000	(800)	❸
3000	(780)	
2000	(475)	
1900	(445)	
1890	(440)	
1540	(335)	
1400	(290)	
1260	(250)	❹
1246	(243)	
1200	(230)	
1090	(195)	❹
950	(155)	❹
890	(135)	❹
850	(125)	
810	(110)	
710	(80)	
650	(60)	

LOC (GS out)	INM DME	1.1	2.2	3.2	4.3
	ALTITUDE	850′	1200′	1540′	1890′

LOG (GS out): Pass NDB/MKR/D0.6 INM not below 710′.



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 NDB/MKR/D0.6 INM							

HIALS-II
PAPI
D7.6 RG

Std

STRAIGHT-IN LANDING

	ILS DA(H) 650′(200′)			LOC (GS out) CDFA ❷ DA/MDA(H) 810′(360′)	
		TDZ or CL out	ALS out		ALS out
A	R550m	❶ R550m	R1200m	R900m	R1500m
B					
C					R1600m
D					

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	890′(440′)	V1500m
135	950′(500′)	V1600m
180	1090′(640′)	V2400m
205	1260′(810′)	V3600m

PANS OPS

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: ATIS.

CAT II ILS Y Rwy 32L

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

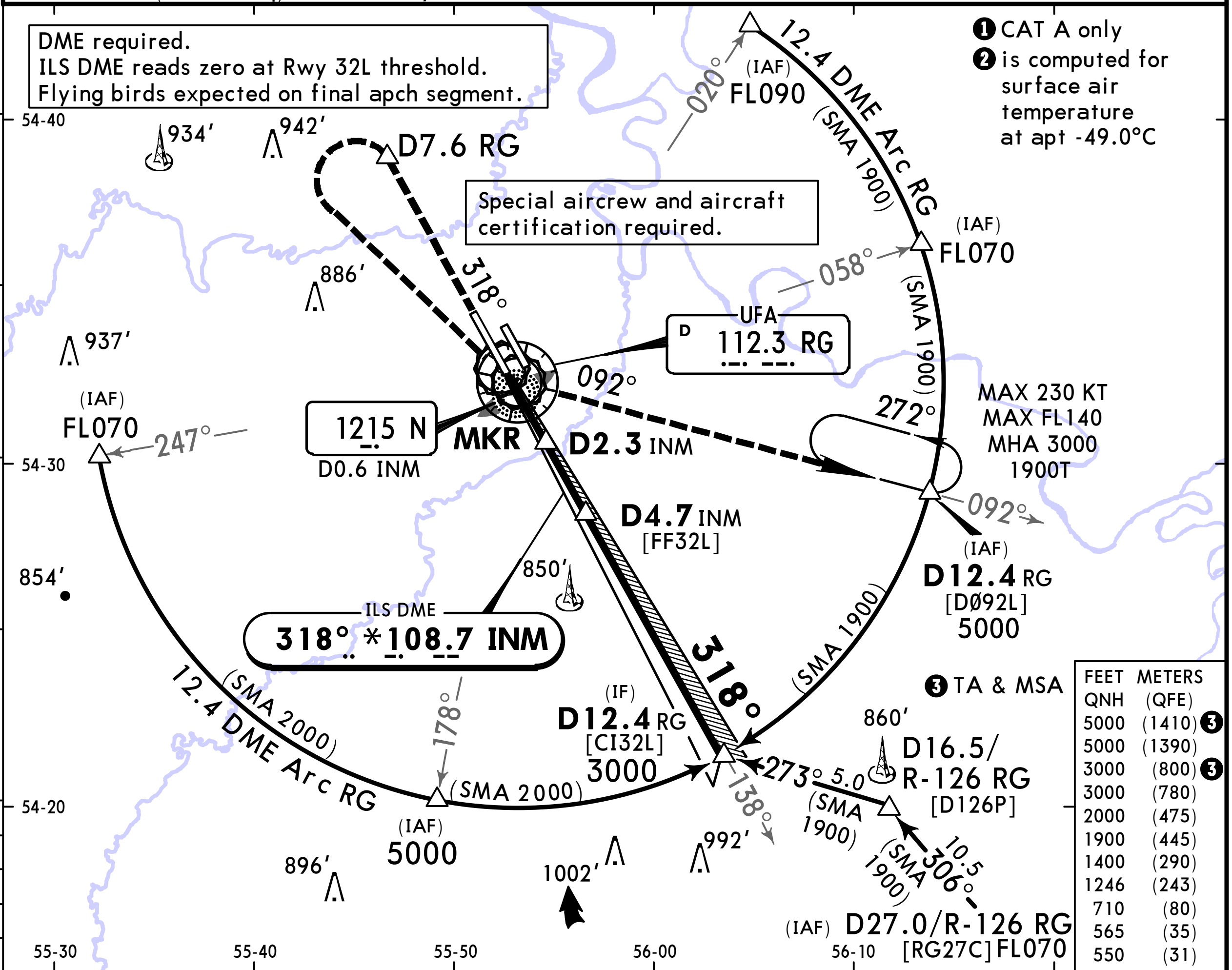
LOC	Final Apch Crs	D4.7 INM MANDATORY	CAT II ILS	Apt Elev 450'
INM *108.7	318°	2000' (1550')	Refer to Minimums	Rwy 450'

BRIEFING STRIP ™

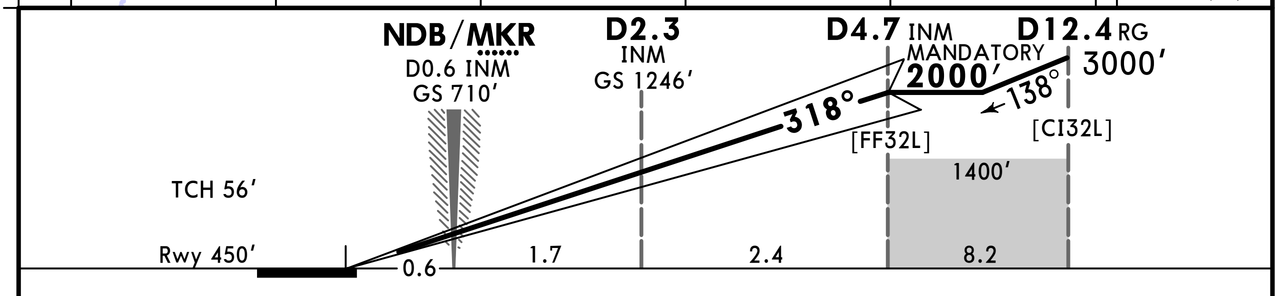
MISSED APCH: Climb STRAIGHT AHEAD to D7.6 RG, then turn LEFT to VOR. Proceed on R-092 to D12.4 RG and join holding, or as directed.

MSA: 3000 — ❷ MSA ARP

Alt Set: hPa (MM on req) | Rwy Elev: 16 hPa | Trans level: FL070 | Trans alt: 5000'



FEET QNH	METERS (QFE)
5000	(1410)❸
5000	(1390)
3000	(800)❸
3000	(780)
2000	(475)
1900	(445)
1400	(290)
1246	(243)
710	(80)
565	(35)
550	(31)



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

HIALS-II
PAPI
D7.6 RG

STRAIGHT-IN LANDING
CAT II ILS

ABC	D
RA 95'	**RA 107'**
DA(H) **550'** (100')	DA(H) **565'** (115')

❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25
Eff 10 Jul
11-6

UFA, ~~RUSSIA~~
ILS X OR LOC X Rwy 32L

BRIEFING STRIP

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

LOC INM	Final Apch Crs	D4.7 INM MANDATORY	ILS DA(H)	Apt Elev 450′ Rwy 450′
*108.7	318°	2000′ (1550′)	650′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1700′ or above, then turn LEFT to NDB, then by ATC.

3000

MSA ARP ❷

Alt Set: hPa (mm on req) | Rwy Elev: 16 hPa | Trans level: FL070 | Trans alt: 5000′

FEET METERS
QNH (QFE)
5000 (1410) ❻
5000 (1390)
3000 (800) ❻
3000 (780)
2300 (565)
2000 (475)
1900 (445)
1890 (440)
1700 (385)
1540 (335)
1300 (260)
1260 (250)
1246 (243)
1200 (230)
1090 (195)
950 (155)
890 (135)
850 (125)
810 (110)
710 (80)
650 (60)

❶ CAT A only
886′

❻ TA & MSA

DME required.
ILS DME reads zero at RWY 32L thresh.

❷ is computed for surface air temperature at apt -49.0°C

Flying birds expected on final approach segment.

UFA
D 112.3 RG

MKR

(IAF)
1215 N
D0.6 INM
MAX 5000
MIN 3000

318°

D2.3 INM
[23LOC]

54-30

ILS DME
318° *108.7 INM

D4.7 INM
[FF32L]
MANDATORY
2000
850′
874′

❸ (SMA 2000)
❹ (SMA 1900)
❺ (SMA 1300)

109° 9.4 CAT C & D

127° 9.2 CAT A & B

318° 5.1

D9.4 RG

289° N NDB

307° N NDB

(IF)
D9.4 RG
[CF32L]
875′
989′

55-40
55-50
56-00
56-10

HOLDING FIX
MAX 230 KT
MAX FL140
MHA 3000
2300T
109°
289°
NDB

LOC (GS out)	INM DME	1.1	2.2	3.2	4.3
	ALTITUDE	850′	1200′	1540′	1890′

LOC (GS out):
Pass NDB/MKR/D0.6 INM not below 710′.

NDB/MKR
D0.6 INM
GS 710′

D2.3 INM
[23LOC]
GS 1246′

D4.7 IMN
[FF32L]
MANDATORY
318° * 2000′

TCH 56′
Rwy 450′

LOC
MANDATORY
1246′

0 0.6 1.7 2.4

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 NDB/MKR/D0.6 INM							

HIALS-II
PAPI

MIN 1700′

PANS OPS

Std

STRAIGHT-IN LANDING

	ILS DA(H) 650′ (200′) TDZ or CL out	ILS DA(H) 650′ (200′) ALS out	LOC (GS out) CDFA ❷ DA/MDA(H) 810′ (360′)	ALS out
A	R550m	❶ R550m	R1200m	R900m
B				R1500m
C				
D				R1600m

CIRCLE-TO-LAND

Max KT	MDA(H)
100	890′ (440′) V1500m
135	950′ (500′) V1600m
180	1090′ (640′) V2400m
205	1260′ (810′) 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: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25
Eff 10 Jul
11-6A

UFA, ~~RUSSIA~~
CAT II ILS X Rwy 32L

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

BRIEFING STRIP™

LOC INM	Final Apch Crs	D4.7 MANDATORY	CAT II ILS DA(H) Refer to Minimums	Apt Elev 450′ Rwy 450′
*108.7	318°	2000′ (1550′)		

MISSED APCH: Climb STRAIGHT AHEAD to 1700′ or above, then turn LEFT to NDB, then by ATC.

3000

MSA ARP ❷

Alt Set: hPa (mm on req) Rwy Elev: 16 hPa Trans level: FL070 Trans alt: 5000′

FEET (QNH)	METERS (QFE)
5000	(1410) ❻
5000	(1390)
3000	(800) ❻
3000	(780)
2300	(565)
2000	(475)
1900	(445)
1700	(385)
1300	(260)
1246	(243)
710	(80)
565	(35)
550	(31)

❻ TA & MSA

❶ CAT A only

886′

DME required.
ILS DME reads zero at RWY 32L thresh.
Special aircrew and acft certification required.

❷ is computed for surface air temperature at apt -49.0°C

Flying birds expected on final approach segment.

UFA
D 112.3 RG

(IAF)
1215 N
D0.6 INM
MAX 5000
MIN 3000

MKR

D2.3 INM

❸ (SMA 2000)
❹ (SMA 1900)
❺ (SMA 1300)

ILS DME
318° *108.7 INM

D4.7 INM
MANDATORY
2000

318°
109° CAT C & D 9.4
127° CAT A & B 9.2
5.1

D9.4 RG

289° N NDB

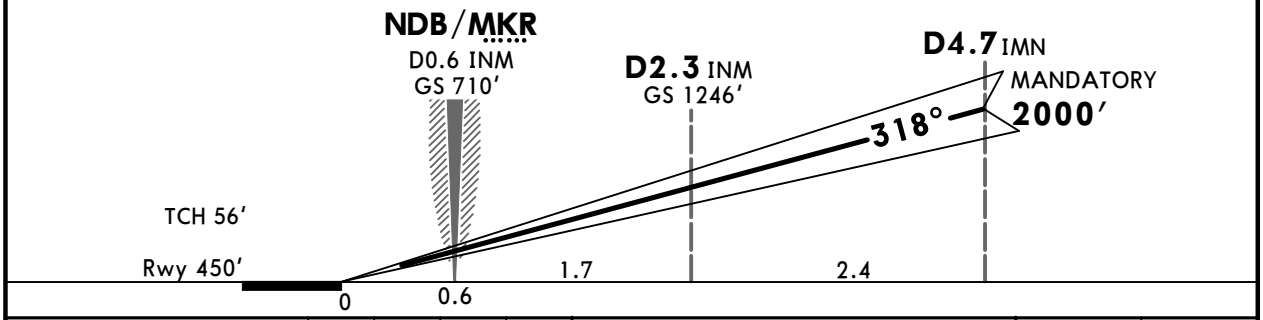
307° N NDB

850′
874′
989′
875′

(IF)
D9.4 RG

54-30
55-40
55-50
56-00
56-10
10
5
0
5

HOLDING FIX
MAX 230 KT
MAX FL140
MHA 3000
2300T
109°
289°
NDB



Gnd speed-Kts		120	140	160	180
GS	3.00°	637	743	849	955

HIALS-II
PAPI

MIN
1700′

Std

STRAIGHT-IN LANDING
CAT II ILS

ABC	D
RA 95′	**RA 107′**
DA(H) **550′** (100′)	DA(H) **565′** (115′)

PANS OPS

❶ R300m

❶ CAT D without autoland: R350m.

CHANGES: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25 (12-1) Eff 10 Jul

UFA, ~~RUSSIA~~
RNP Rwy 14R

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

BRIEFING STRIP™

RNAV	Final Apch Crs 138°	UU053 MANDATORY 2000′(1628′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 450′ Rwy 372′

MISSED APCH: Climb STRAIGHT AHEAD to 1700′ or above, turn RIGHT to UU422, then turn RIGHT to UU421 climbing to 5000′ or above, then according to chart or to the holding area.

Alt Set: hPa (MM on req) | Rwy Elev: 14 hPa | Trans level: FL070 | Trans alt: 5000′

RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -20°C.
3. Birds expected on final apch segment.

3000
MSA ARP is computed for sfc air temperature at apt -49.0°C

❶ CAT A only

(IAF) UU044 3000
6.0 (SMA 2000) 093°
(IF) ❷ UU042 2000 MAX 220 KT
1247′
138°
UU053
942′
934′
1194′
12.5
038°
UU414
886′
RW14R
937′
138°
11.6
312°
974′
UU421
854′
MAX 230 KT
MAX FL100
MHA 5000
2000T
132°
7.9
312°
UU422
850′
874′
989′
875′
886′

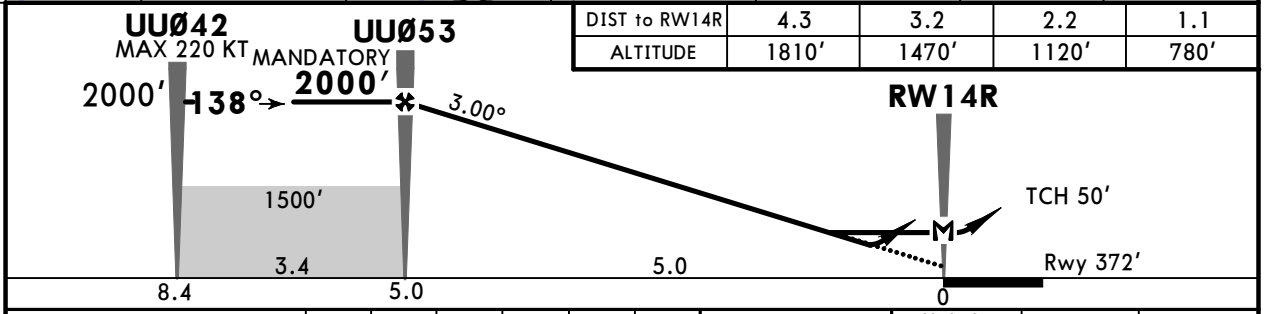
(IAF) UU043 3000
6.3 179° (SMA 1900)
❷ TRANSITION TO UU042

❸ TA & MSA
❹ Based on airport elevation

FEET	METERS
QNH	(QFE)
5000	(1415)
5000	(1410) ❸
3000	(805)
3000	(800) ❸
2000	(500)
1900	(465)
1810	(440)
1700	(405)
1500	(345)
1470	(335)
1260	(250) ❹
1120	(230)
1090	(195) ❹
950	(155) ❹
890	(135) ❹
780	(125)
740	(113)
640	(82)
622	(76)

54-40 / 54-30 / 54-20 / 55-20 / 55-30 / 55-40 / 55-50 / 56-00 / 56-10

DIST to RW14R	4.3	3.2	2.2	1.1
ALTITUDE	1810′	1470′	1120′	780′



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

HIALS-II
PAPI
MIN 1700′
UU422 RT

Std STRAIGHT-IN LANDING

LNAV/VNAV DA(H) ABC: 622′(250′) D: 640′(268′)		LNAV CDFA ❶ DA/MDA(H) 740′(368′)	
	ALS out		ALS out
A	R750m	R1300m	R1000m	R1500m
B				
C				R1700m
D				

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	890′(440′)	V1500m
135	950′(500′)	V1600m
180	1090′(640′)	V2400m
205	1260′(810′)	V3600m

PANS OPS

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

CHANGES: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25 (12-2) Eff 10 Jul

UFA, ~~RUSSIA~~
RNP Rwy 32L

BRIEFING STRIP TM

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

RNAV	Final Apch Crs 318°	UUØ56 MANDATORY 2000′(1550′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 450′ Rwy 450′

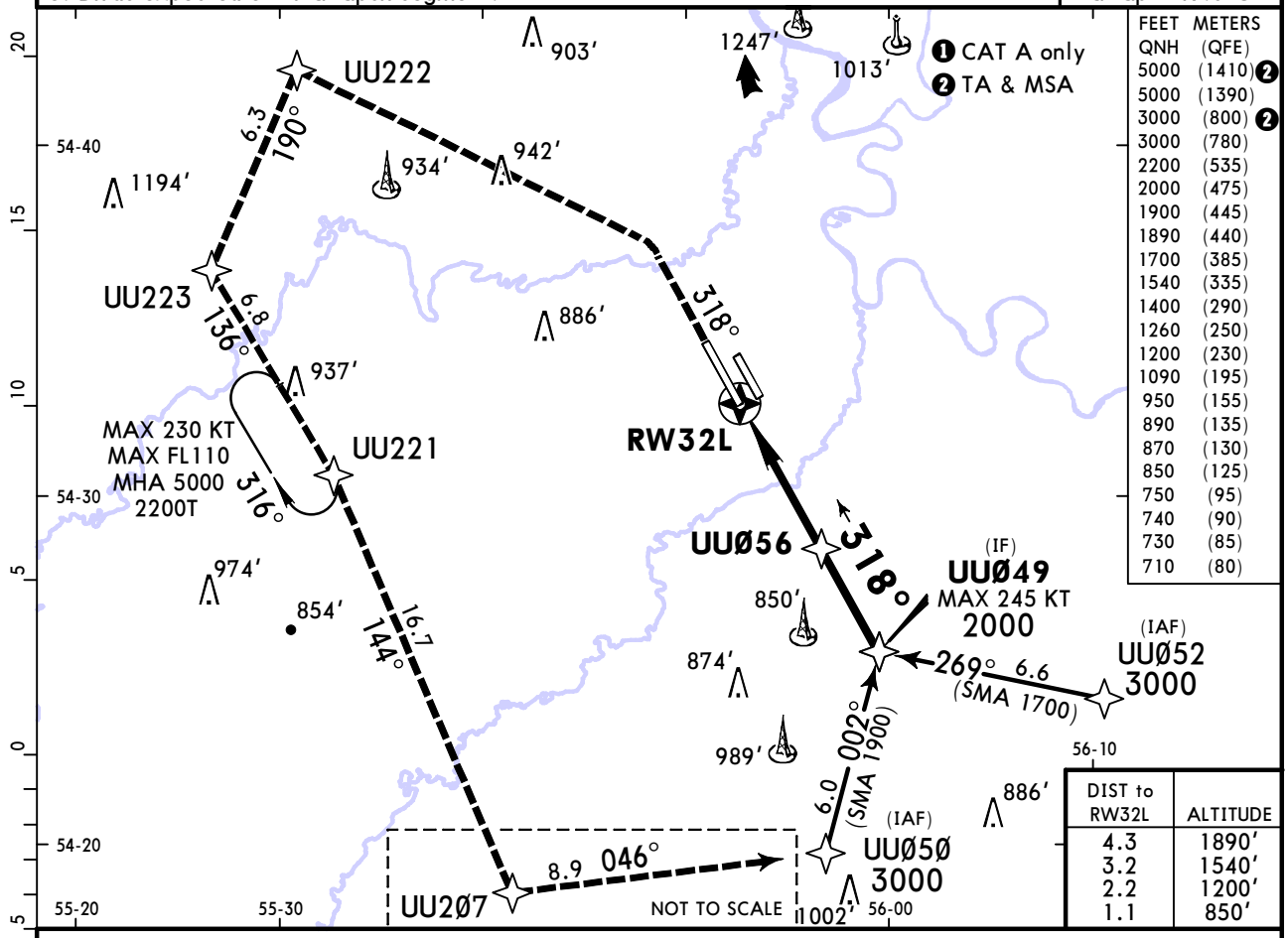
MISSED APCH: Climb STRAIGHT AHEAD to 1700′ or above, turn LEFT to UU222, then turn LEFT to UU223, then turn LEFT to UU221 climbing to 5000′ or above, then according to chart or to the holding area.

Alt Set: hPa (MM on req) Rwy Elev: 16 hPa Trans level: FL070 Trans alt: 5000′

RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -20°C. 3. Birds expected on final apch segment.

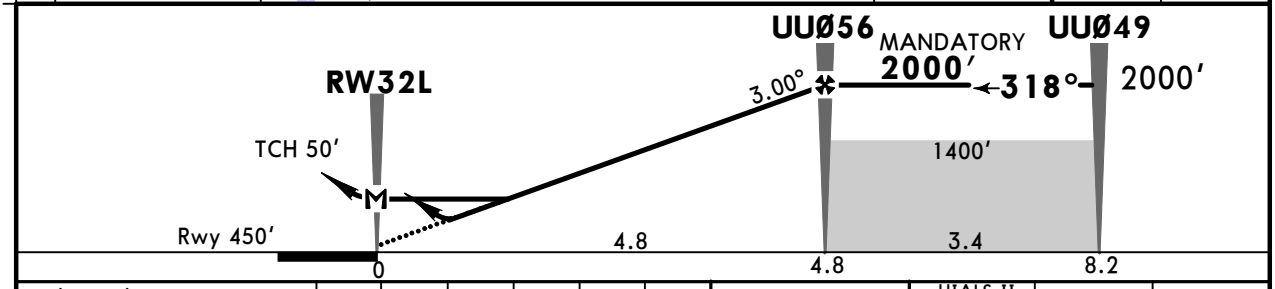
3000

MSA ARP is computed for sfc air temperature at apt -49.0°C



FEET QNH	METERS (QFE)
5000	(1410) ❷
5000	(1390)
3000	(800) ❷
3000	(780)
2200	(535)
2000	(475)
1900	(445)
1890	(440)
1700	(385)
1540	(335)
1400	(290)
1260	(250)
1200	(230)
1090	(195)
950	(155)
890	(135)
870	(130)
850	(125)
750	(95)
740	(90)
730	(85)
710	(80)

DIST to RW32L	ALTITUDE
4.3	1890′
3.2	1540′
2.2	1200′
1.1	850′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW32L							

HIALS-II PAPI

MIN 1700′

UU222 LT

Std STRAIGHT-IN LANDING

LNAV/VNAV
DA(H) A: **710′** (260′) C: **740′** (290′)
B: **730′** (280′) D: **750′** (300′)

LNAV
CDFA
❶ DA/MDA(H) **870′** (420′)

CIRCLE-TO-LAND

	ALS out	ALS out
A	R1300m	R1500m
B	R750m	R1200m
C	R1400m	R1900m
D		

Max KT	MDA(H)
100	890′ (440′) V1500m
135	950′ (500′) V1600m
180	1090′ (640′) V2400m
205	1260′ (810′) V3600m

PANS OPS

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

CHANGES: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25 (12-40) Eff 10 Jul

UFA, ~~RUSSIA~~
GLS Rwy 14R

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

BRIEFING STRIP ™

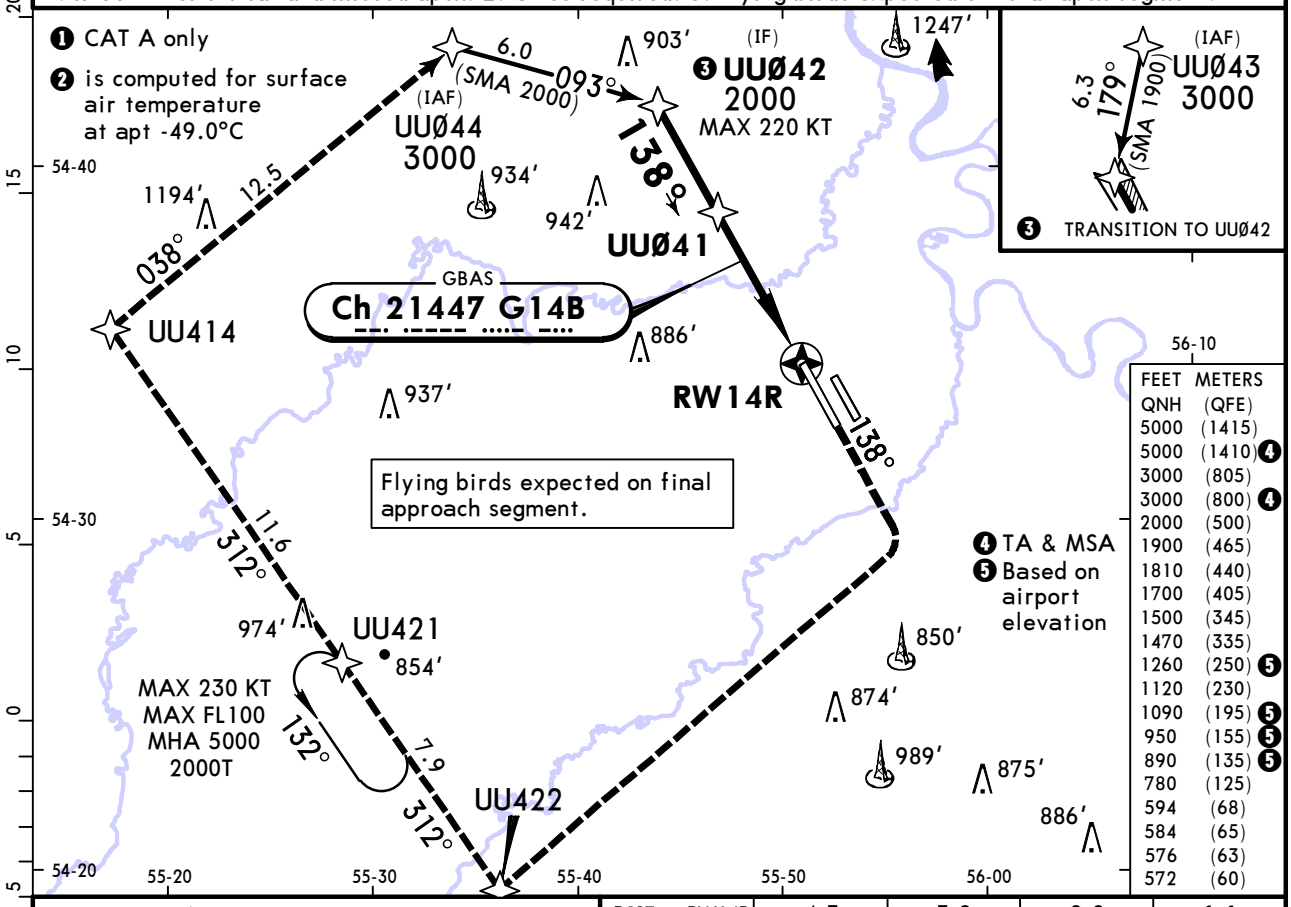
GBAS	Final Apch Crs	UU041 MANDATORY	GLS DA(H) Refer to Minimums	Apt Elev 450′ Rwy 372′
Ch 21447 G14B	138°	2000′(1628′)		

MISSED APCH: Climb STRAIGHT AHEAD to 1700′ or above, turn RIGHT to UU422, then turn RIGHT to UU421 climbing to 5000′ or above, then according to chart or to the holding area.

3000
❷ MSA ARP

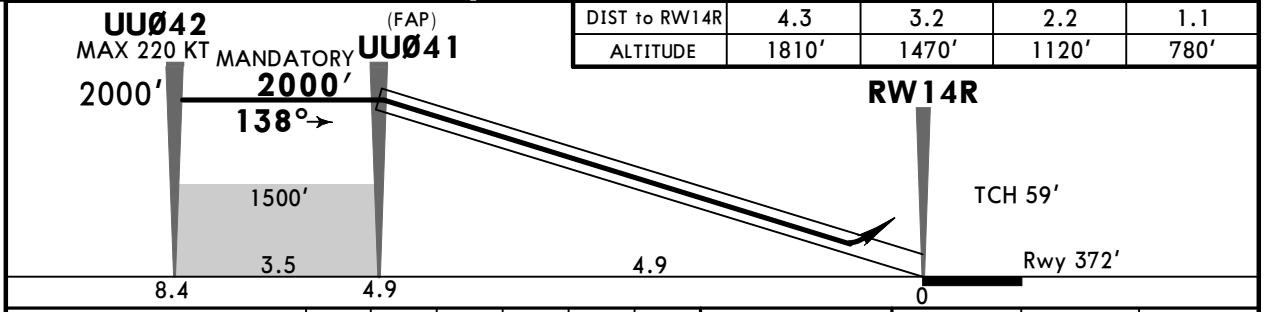
Alt Set: hPa (MM on req) | Rwy Elev: 14 hPa | Trans level: FL070 | Trans alt: 5000′

1. RNAV 1 for initial and missed apch. 2. GNSS required. 3. Flying birds expected on final apch segment.



FEET QNH	METERS (QFE)	
5000	(1415)	
5000	(1410)	❹
3000	(805)	
3000	(800)	❹
2000	(500)	
1900	(465)	
1810	(440)	
1700	(405)	
1500	(345)	
1470	(335)	
1260	(250)	❺
1120	(230)	
1090	(195)	❺
950	(155)	❺
890	(135)	❺
780	(125)	
594	(68)	
584	(65)	
576	(63)	
572	(60)	

❹ TA & MSA
❺ Based on airport elevation



DIST to RW14R	4.3	3.2	2.2	1.1
ALTITUDE	1810′	1470′	1120′	780′

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

HIALS-II
PAPI
MIN 1700′
UU422 RT

PANS OPS

Std STRAIGHT-IN LANDING

A: **572′**(200′) C: **584′**(212′)
DA(H) B: **576′**(204′) D: **594′**(222′)

	TDZ or CL out	ALS out
A	R550m	R1200m
B	❶ R550m	
C		
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	890′(440′)	V1500m
135	950′(500′)	V1600m
180	1090′(640′)	V2400m
205	1260′(810′)	V3600m

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

CHANGES: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25 (12-41) Eff 10 Jul

UFA, ~~RUSSIA~~
GLS Rwy 32L

BRIEFING STRIP ™

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

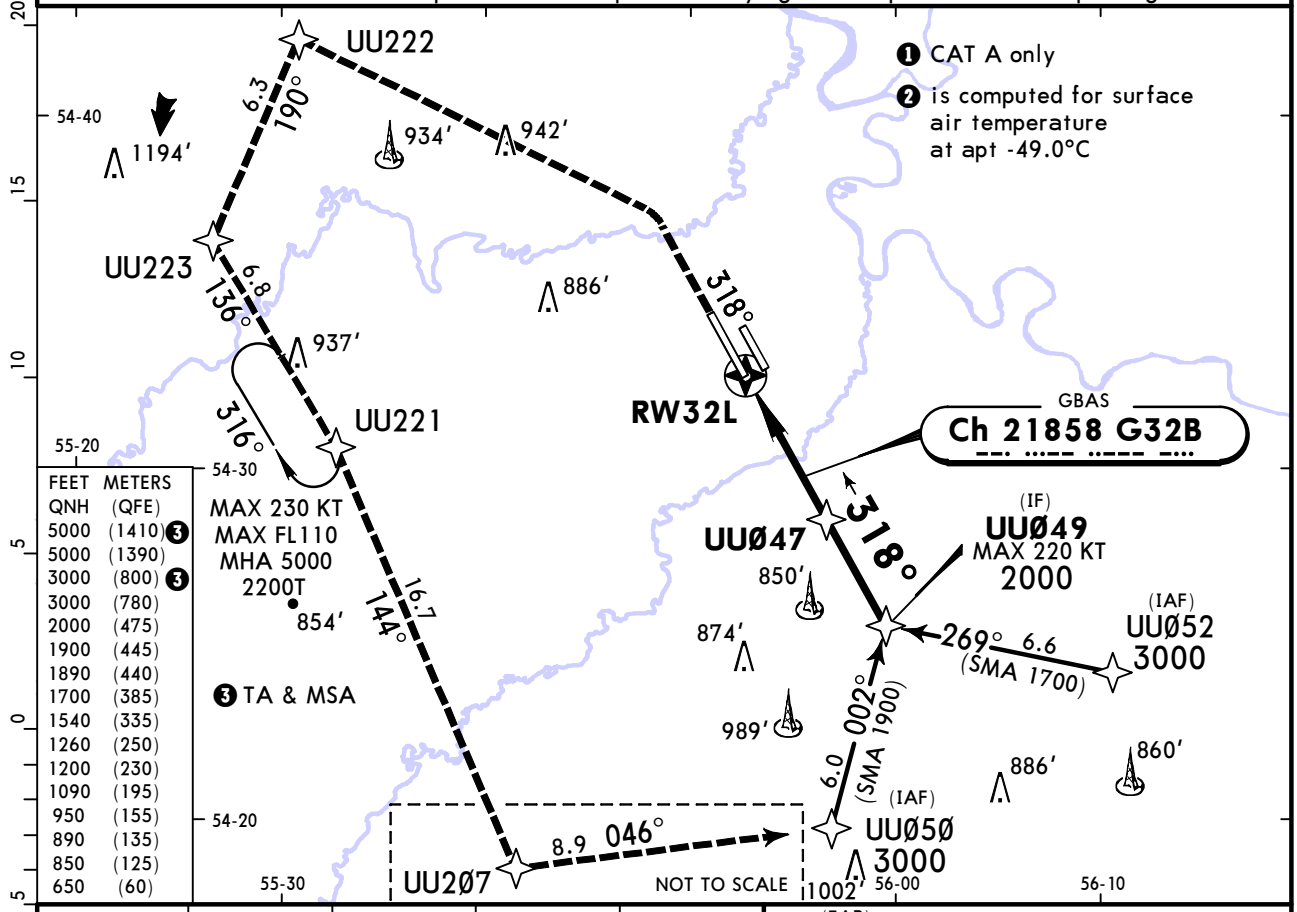
GBAS	Final Apch Crs	UU047 MANDATORY	GLS DA(H)	Apt Elev 450′ Rwy 450′
Ch 21858 G32B	318°	2000′(1550′)	650′(200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1700′ or above, turn LEFT to UU222, then turn LEFT to UU223, then turn LEFT to UU221 climbing to 5000′ or above, then according to chart or to the holding area.

3000
❷ MSA ARP

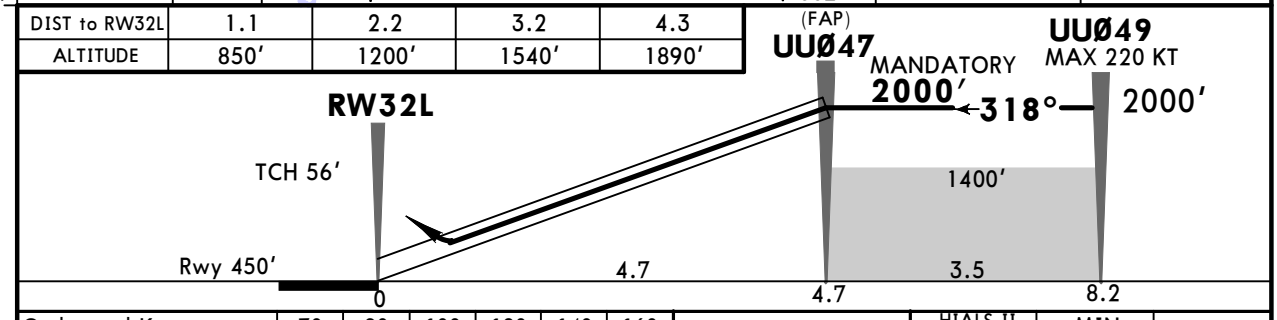
Alt Set: hPa (MM on req) | Rwy Elev: 16 hPa | Trans level: FL070 | Trans alt: 5000′

1. RNAV 1 for initial and missed apch. 2. GNSS required. 3. Flying birds expected on final apch segment.



FEET	METERS
QNH	(QFE)
5000	(1410) ❸
5000	(1390)
3000	(800) ❸
3000	(780)
2000	(475)
1900	(445)
1890	(440)
1700	(385)
1540	(335)
1260	(250)
1200	(230)
1090	(195)
950	(155)
890	(135)
850	(125)
650	(60)

DIST to RW32L	1.1	2.2	3.2	4.3
ALTITUDE	850′	1200′	1540′	1890′



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

HIALS-II
PAPI
MIN 1700′
UU222 LT

Std STRAIGHT-IN LANDING

DA(H) 650′(200′)

	TDZ or CL out	ALS out
A	R550m	❶ R550m	R1200m
B			
C			
D			

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	890′(440′)	V1500m
135	950′(500′)	V1600m
180	1090′(640′)	V2400m
205	1260′(810′)	V3600m

PANS OPS

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

CHANGES: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25 (13-1) Eff 10 Jul

UFA, ~~RUSSIA~~
VOR Rwy 14R

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

VOR RG	Final Apch Crs	D7.4 MANDATORY	DA/MDA(H)	Apt Elev 450′
112.3	135°	2000′(1628′)	760′(388′)	Rwy 372′

3000
❷ MSA ARP

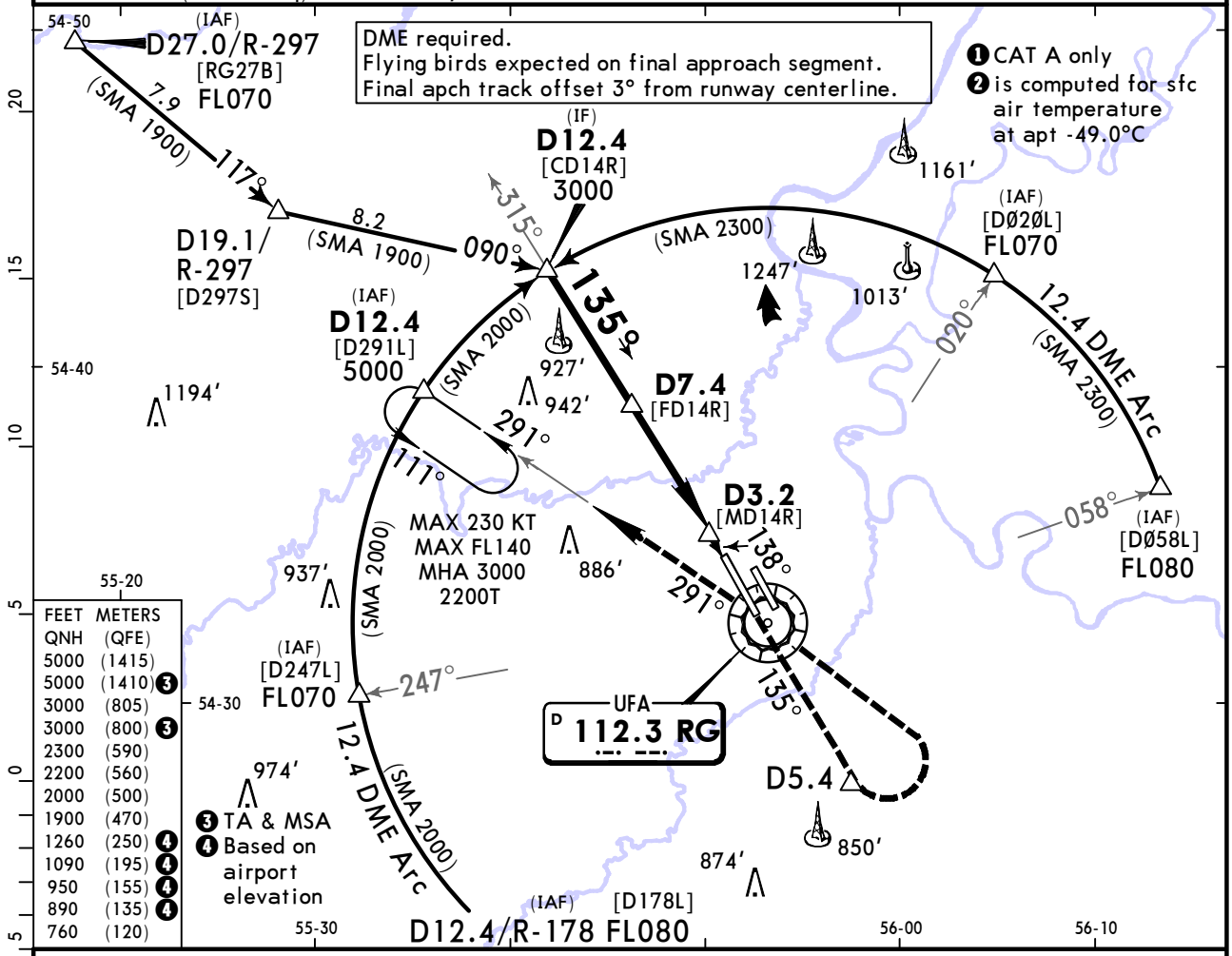
MISSED APCH: Climb STRAIGHT AHEAD to D5.4, then turn LEFT to VOR (MAX 225 KT). Proceed on R-291 to D12.4 and join holding, or as directed.

Alt Set: hPa (MM on req) | Rwy Elev: 14 hPa | Trans level: FL070 | Trans alt: 5000′

BRIEFING STRIP ™

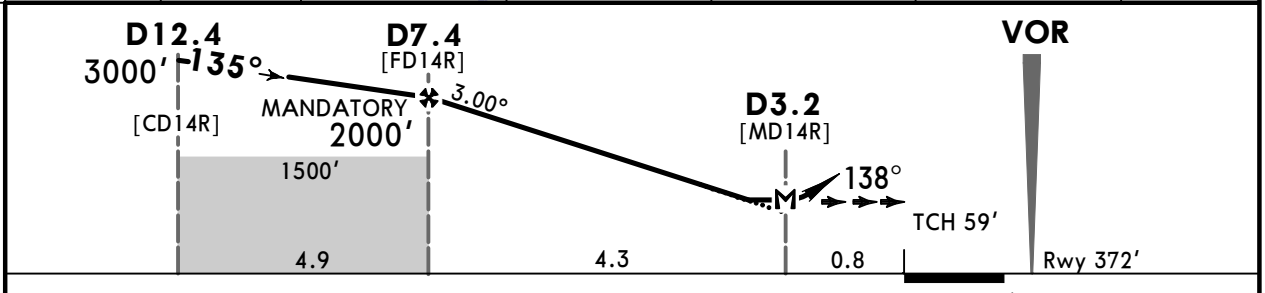
DME required.
Flying birds expected on final approach segment.
Final apch track offset 3° from runway centerline.

❶ CAT A only
❷ is computed for sfc air temperature at apt -49.0°C



FEET	METERS
QNH	(QFE)
5000	(1415)
5000	(1410) ❸
3000	(805)
3000	(800) ❸
2300	(590)
2200	(560)
2000	(500)
1900	(470)
1260	(250) ❹
1090	(195) ❹
950	(155) ❹
890	(135) ❹
760	(120)

❸ TA & MSA
❹ Based on airport elevation



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.2							

HIALS-II
PAPI
D5.4

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 760′(388′)

		ALS out
A	R1100m	R1500m
B		
C		R1800m
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	890′ (440′)	V1500m
135	950′ (500′)	V1600m
180	1090′ (640′)	V2400m
205	1260′ (810′)	V3600m

PANS OPS

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

CHANGES: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25 (13-2) Eff 10 Jul

UFA, ~~RUSSIA~~
VOR Rwy 32L

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

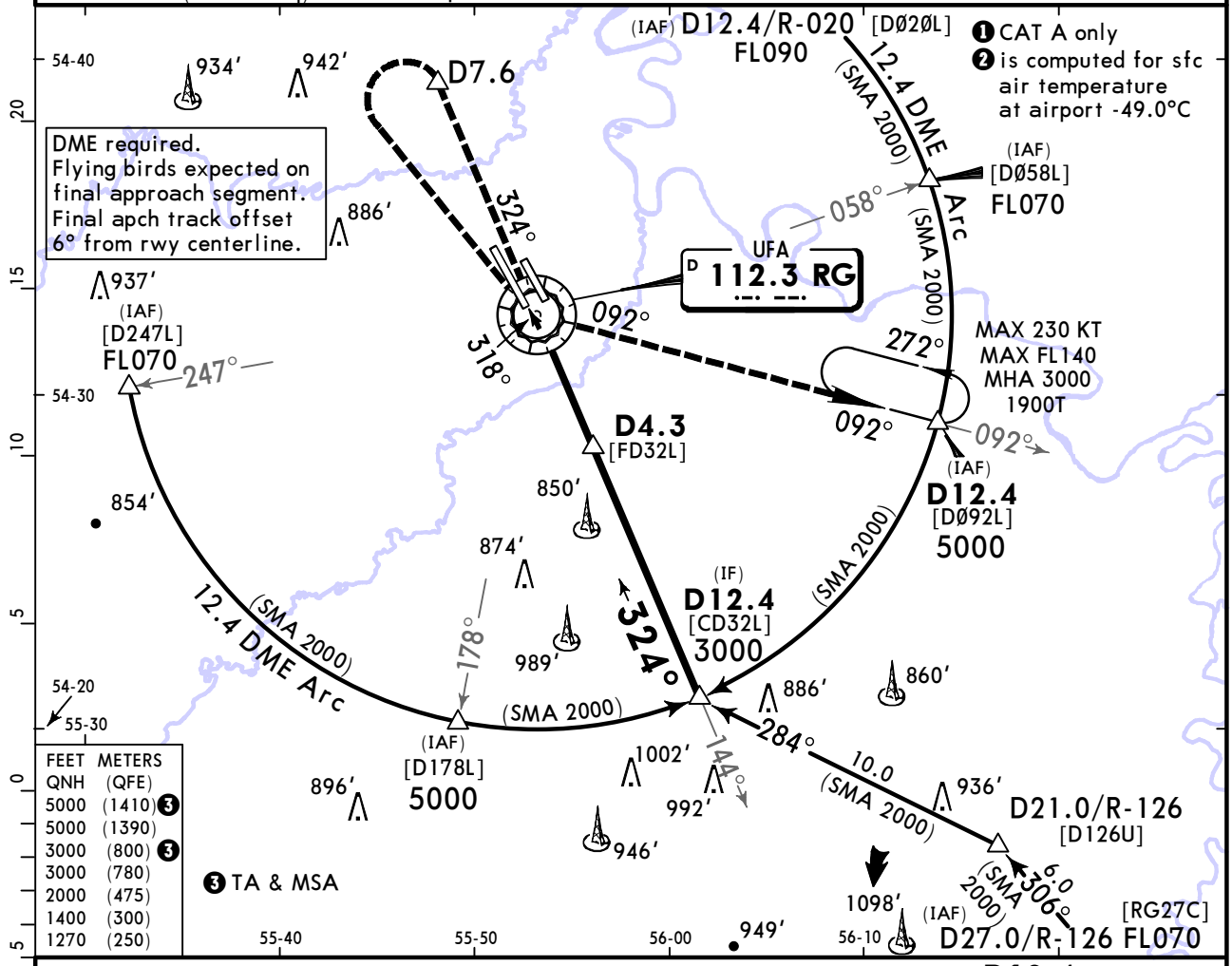
VOR RG	Final Apch Crs	D4.3 MANDATORY	DA/MDA(H)	Apt Elev 450′
112.3	324°	2000′(1550′)	1270′(820′)	

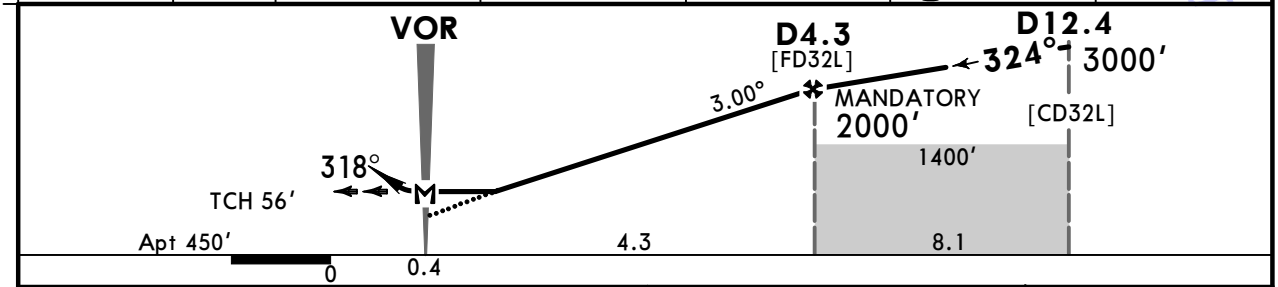
MISSED APCH: Climb STRAIGHT AHEAD to D7.6, then turn LEFT to VOR. Proceed on R-092 to D12.4 and join holding, or as directed.

3000
❷ MSA ARP

Alt Set: hPa (MM on req) | Apt Elev: 16 hPa | Trans level: FL070 | Trans alt: 5000′

BRIEFING STRIP ™





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

HIALS-II
PAPI
D7.6

PANS OPS

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1270′ (820′)

ALS out

A	R1500m	
B		
C	R3100m	R3800m
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1270′(820′)	V1500m
135	1270′(820′)	V1600m
180	1270′(820′)	❷ V2400m
205	1270′(820′)	❷ V3600m

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

CHANGES: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25 (16-1) Eff 10 Jul

UFA, ~~RUSSIA~~
NDB Z Rwy 14R

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

BRIEFING STRIP ™

NDB P 1215	Final Apch Crs 138°	D7.4 MANDATORY 2000′(1628′)	DA/MDA(H) 750′(378′)	Apt Elev 450′ Rwy 372′

MISSED APCH: Climb STRAIGHT AHEAD to 1700′ or above, then turn LEFT to P NDB, then by ATC.

Alt Set: hPa (mm on req) | Rwy Elev: 14 hPa | Trans level: FL070 | Trans alt: 5000′

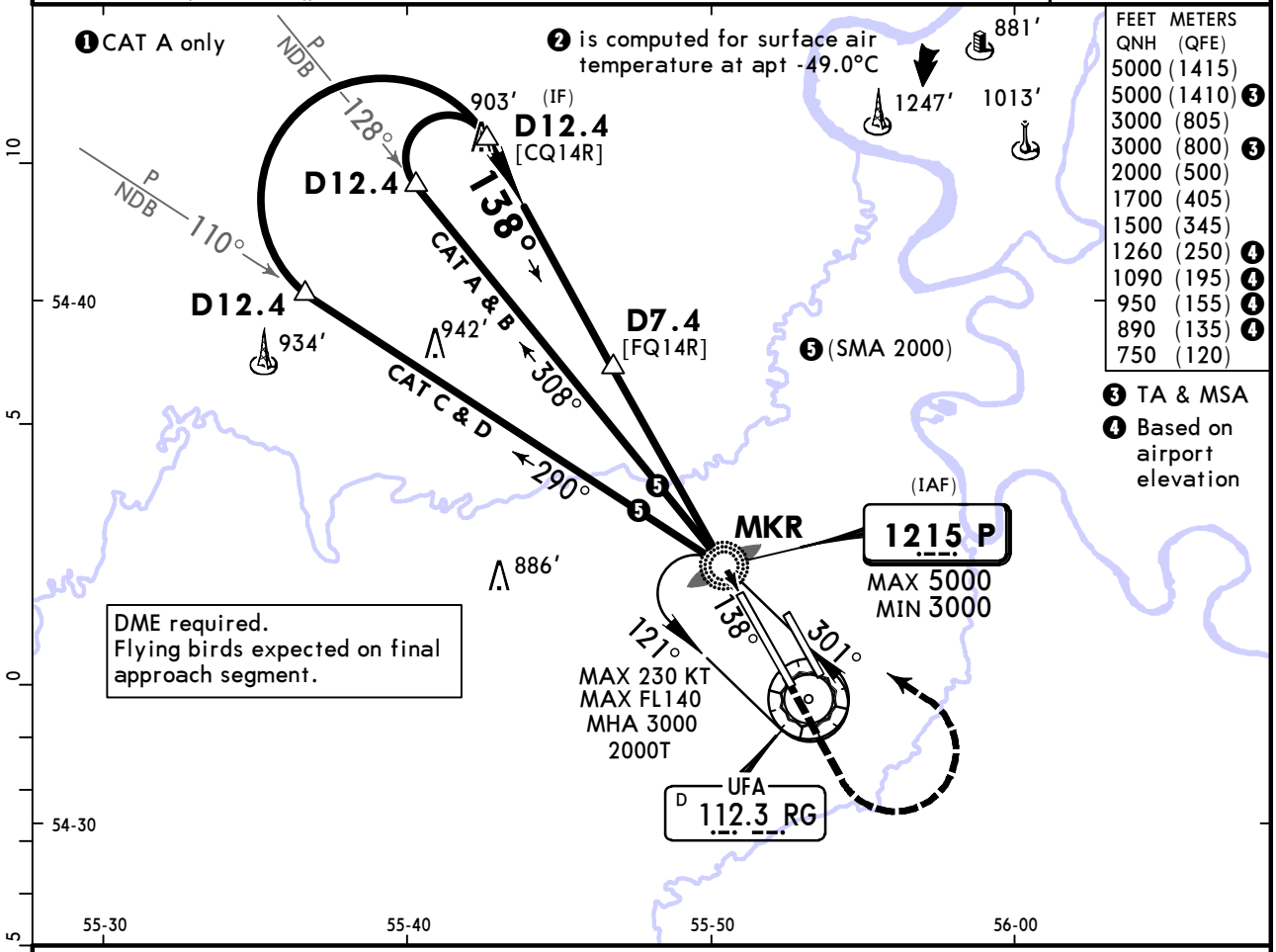
3000
MSA ARP ❷

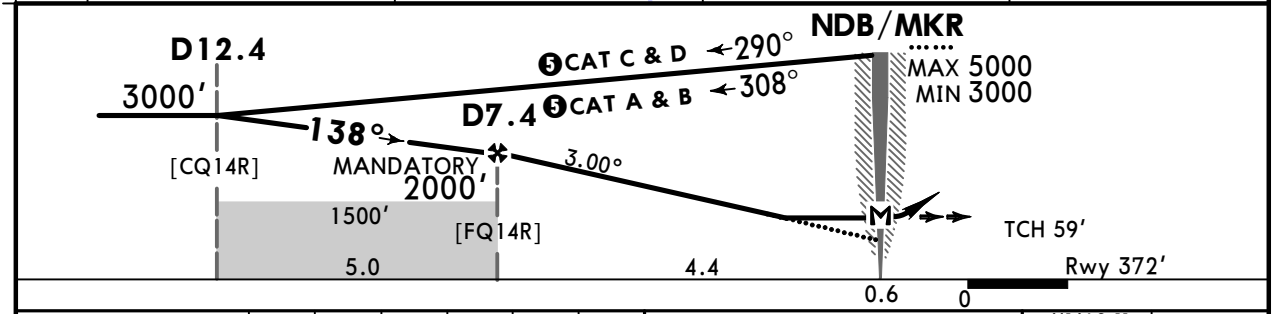
❶ CAT A only

❷ is computed for surface air temperature at apt -49.0°C

FEET QNH	METERS (QFE)
5000	(1415)
5000	(1410) ❸
3000	(805)
3000	(800) ❸
2000	(500)
1700	(405)
1500	(345)
1260	(250) ❹
1090	(195) ❹
950	(155) ❹
890	(135) ❹
750	(120)

❸ TA & MSA
❹ Based on airport elevation





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

HIALS-II
PAPI
MIN 1700′

PANS OPS

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 750′(378′)

ALS out

A	R1000m	R1500m
B		
C		R1700m
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	890′(440′)	V1500m
135	950′(500′)	V1600m
180	1090′(640′)	V2400m
205	1260′(810′)	V3600m

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

CHANGES: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25 (16-2) Eff 10 Jul

UFA, ~~RUSSIA~~
NDB Y Rwy 14R

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

BRIEFING STRIP ™

NDB P	Final Apch Crs	[FN14R]	DA/MDA(H)	Apt Elev 450′
1215	138°	2600′ (2228′)	1230′ (858′)	Rwy 372′

MISSED APCH: Climb STRAIGHT AHEAD to 2000′ or above, then turn LEFT to P NDB, then by ATC.

Alt Set: hPa (mm on req) Rwy Elev: 14 hPa Trans level: FL070 Trans alt: 5000′

3000
MSA ARP ❷

❶ CAT A only

❷ is computed for surface air temperature at apt -49.0°C

P NDB 127°
P NDB 109°
903′
881′
1247′
1013′
138°
[FN14R]
CAT A & B
307°
934′
942′
CAT C & D
289°
886′
(IAF)
MKR
1215 P
MAX 5000
MIN 3000
121°
138°
301°
MAX 230 KT
MAX FL140
MHA 3000
1900T
UFA
D 112.3 RG
❺ (SMA 2000)

Flying birds expected on final approach segment.

FEET METERS QNH (QFE)
5000 (1415)
5000 (1410) ❸
3000 (805)
3000 (800) ❸
2600 (680)
2000 (500)
1900 (470)
1310 (265) ❹
1230 (240) ❹
1230 (265)

❸ TA & MSA
❹ Based on airport elevation

54-40
54-30
55-30
55-40
55-50
56-00
10
5
0
5

NDB/MKR

Start turn at
CAT C & D: 2 Min
CAT A & B: 3½ Min

2600′
❺ CAT A & B 307°
❺ CAT C & D 289°
138°
3.00°
[FN14R]
MAX 5000
MIN 3000
TCH 59′
6.2
0.6
0
Rwy 372′

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

HIALS-II
PAPI
MIN 2000′

Std

STRAIGHT-IN LANDING
CDFA
❶ DA/MDA(H) 1230′ (858′)
ALS out

		Max KT	MDA(H)	
A	R1500m	100	1230′ (780′)	❷ V1500m
B		135	1230′ (780′)	❷ V1600m
C	R2400m	180	1230′ (780′)	V2400m
D		205	1310′ (860′)	V3600m

CIRCLE-TO-LAND

PANS OPS

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

CHANGES: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25 (16-3) Eff 10 Jul

UFA, ~~RUSSIA~~
NDB Z Rwy 32L

ATIS	UFA Approach	UFA Radar/UFA Tower	UFA Tower ❶	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	131.0	119.0 124.0

BRIEFING STRIP™

NDB N 1215	Final Apch Crs 318°	D4.4 MANDATORY 2000′ (1550′)	DA/MDA(H) 870′ (420′)	Apt Elev 450′

MISSED APCH: Climb STRAIGHT AHEAD to 1700′ or above, then turn LEFT to N NDB, then by ATC.

3000
MSA ARP ❷

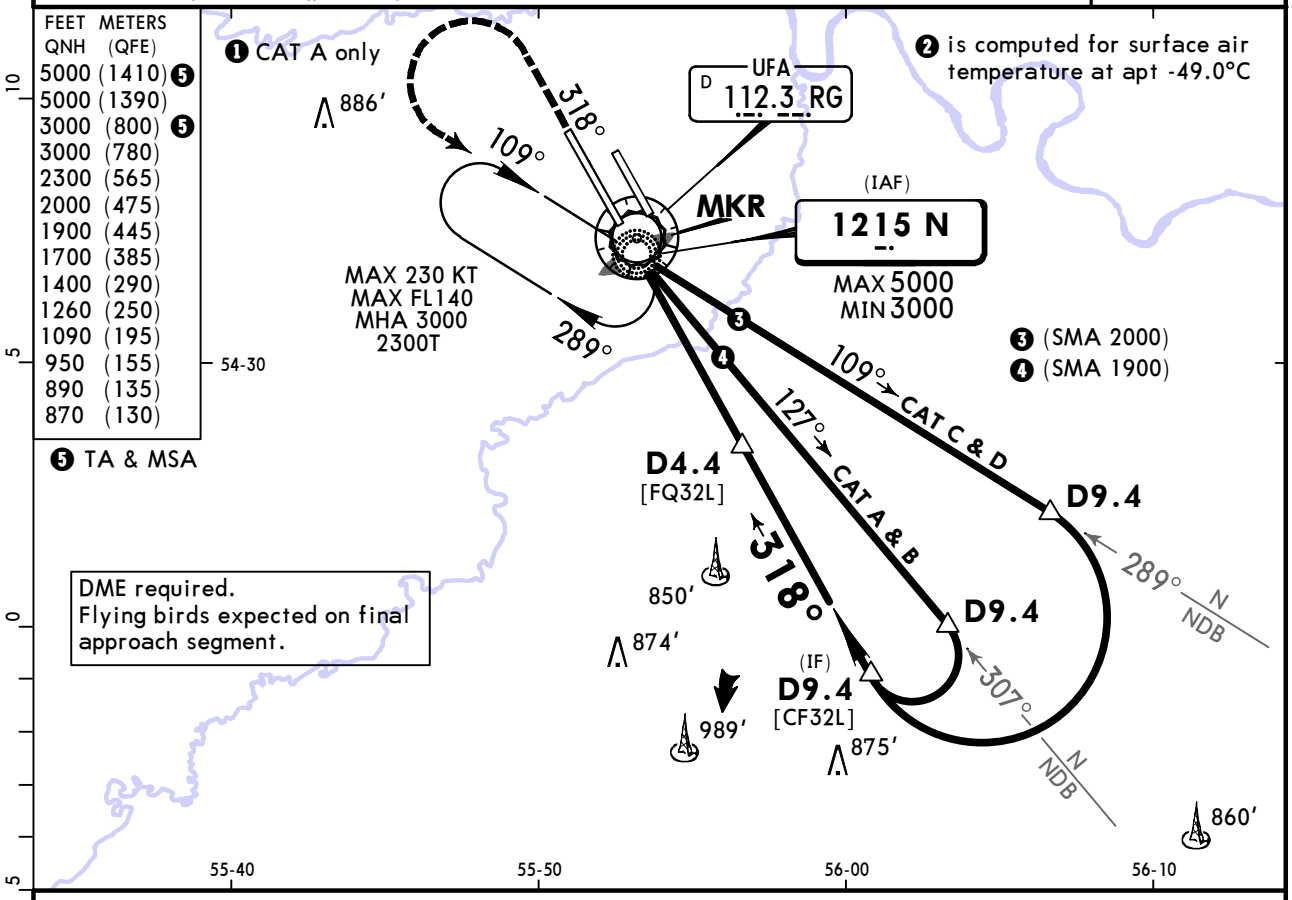
Alt Set: hPa (mm on req) | Apt Elev: 16 hPa | Trans level: FL070 | Trans alt: 5000′

FEET METERS QNH (QFE)
5000 (1410) ❺
5000 (1390)
3000 (800) ❺
3000 (780)
2300 (565)
2000 (475)
1900 (445)
1700 (385)
1400 (290)
1260 (250)
1090 (195)
950 (155)
890 (135)
870 (130)

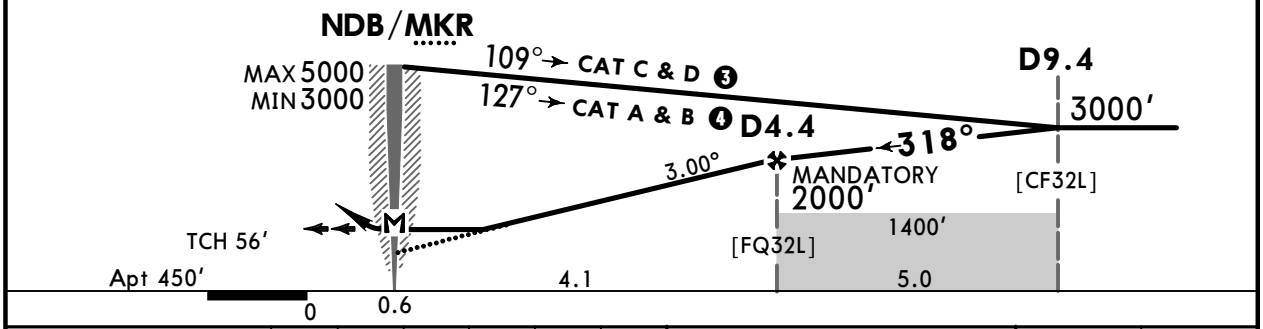
❺ TA & MSA

❶ CAT A only

❷ is computed for surface air temperature at apt -49.0°C



DME required.
Flying birds expected on final approach segment.



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

HIALS-II
PAPI
MIN 1700′

Std

STRAIGHT-IN LANDING
CDFA
❶ DA/MDA(H) 870′ (420′)

		ALS out
A	R1200m	R1500m
B		
C		R1900m
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	890′ (440′)	V1500m
135	950′ (500′)	V1600m
180	1090′ (640′)	V2400m
205	1260′ (810′)	V3600m

PANS OPS

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

CHANGES: ATIS.

UWUU/UFA
UFA

JEPPESEN
4 JUL 25 (16-4) Eff 10 Jul

UFA, ~~RUSSIA~~
NDB Y Rwy 32L

ATIS	UFA Approach	UFA Radar/UFA Tower	Ground
119.4 (Russian 124.4)	126.0	120.9 124.0	119.0 124.0

BRIEFING STRIP TM

NDB N 1215	Final Apch Crs 318°	[FN32L] 2600′ (2150′)	DA/MDA(H) Refer to Minimums	Apt Elev 450′

MISSED APCH: Climb STRAIGHT AHEAD to 2000′ or above, then turn LEFT to N NDB, then by ATC.

3000
MSA ARP ❷

Alt Set: hPa (mm on req) Apt Elev: 16 hPa Trans level: FL070 Trans alt: 5000′

FEET QNH	METERS (QFE)
5000	(1410) ❺
5000	(1390)
3000	(800) ❺
3000	(780)
2600	(660)
2300	(565)
2000	(475)
1900	(445)
1260	(250)
1230	(240)
1230	(240)
1190	(230)

54-30

❺ TA & MSA

❶ CAT A only

❷ is computed for surface air temperature at apt -49.0°C

886′

318°
109°

UFA
D 112.3 RG

MKR

(IAF)
1215 N

MAX 5000
MIN 3000

MAX 230 KT
MAX FL140
MHA 3000
2300T

289°

❸ (SMA 2000)
❹ (SMA 1900)

109° CAT C & D
127° CAT A & B

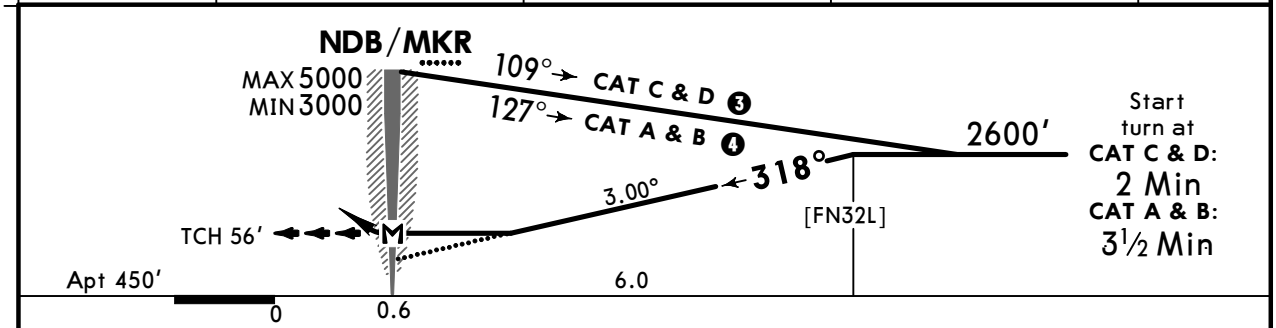
[FN32L]
850′
874′
318°
989′
875′
860′

289° N NDB
307° N NDB

Flying birds expected on final approach segment.

10 5 0 5

55-40 55-50 56-00 56-10



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

HIALS-II
PAPI
MIN 2000′

Std

STRAIGHT-IN LANDING
CDFA
❶ DA/MDA(H) AB: 1190′ (740′) CD: 1230′ (780′)
ALS out

CIRCLE-TO-LAND

		Max KT	MDA(H)	
A	R1500m	100	1230′ (780′)	V1500m
B		135	1230′ (780′)	V1600m
C	R2400m	180	1230′ (780′)	V2400m
D		205	1260′ (810′)	V3600m

PANS OPS

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

CHANGES: ATIS.

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

UFA, (UFA - UWUU)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWUU