

## List of pages in this Trip Kit

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Airport Information For UWWW

Terminal Charts For UWWW

Revision Letter For Cycle 08-2026

Change Notices

Notebook

## General Information

Location: SAMARA RUS  
ICAO/IATA: UWWW / KUF  
Lat/Long: N53° 30.07', E050° 09.23'  
Elevation: 477 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: 0058 Z  
Sunset: 1615 Z

## Runway Information

Runway: 05  
Length x Width: 8379 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 477 ft  
Lighting: Edge, ALS

Runway: 23  
Length x Width: 8379 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 428 ft  
Lighting: Edge, ALS

Runway: 15  
Length x Width: 9846 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 421 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 33  
Length x Width: 9846 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 389 ft  
Lighting: Edge, ALS, Centerline

## Communication Information

ATIS: 134.100

ATIS: 134.900 Non-English

Samara Tower: 118.200

Samara Ground: 119.000

Samara Apron Ramp/Taxi: 118.800

Samara Approach: 130.800

Samara Approach: 124.600 Secondary

Samara Transit Operations: 131.600

Samara Radar: 128.000

UWWW/KUF  
KURUMOCH

JEPPESEN

13 FEB 26

10-1P

Eff 19 Feb

SAMARA, RUSSIA  
AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

ATIS 134.1  
134.9 (Russian only)

**1.2. LOST COMMUNICATION PROCEDURES**

In case of radio communication failure, the pilot can:

- Use mobile communication:
  - Flight Control Officer
  - Tel: +7 846-279-18-60
  - +7 846-278-47-96
  - +7 846-278-47-95
  - +7 846-255-62-71
- Monitor LOM frequency for ATC instructions.

**1.3. LOW VISIBILITY PROCEDURES (LVP)****1.3.1. GENERAL**

LVP are in progress if RVR is less than 550m and/or ceiling is less than 60m (in the case of CAT II operations on RWY 15).

Flight crews will be informed about LVP initiation by ATIS or ATS controller by the phrase: "Low visibility procedures in progress, check your minimum".

LVP will be terminated if RVR is 550m or above (at all three points of visibility measurement) and/or ceiling is more than 60m (in case of CAT II operations on RWY 15).

When LVP are in force, taxiing on TWYs and apron not equipped with centerline lights must be executed after Follow-me car.

Flight crew is responsible for not following the assigned taxi routes on the maneuvering area and potential RWY incursion.

**1.3.2. ARRIVAL**

The flight crew shall report RWY vacated to TWR controller only after ACFT has passed the marking of RWY holding position and/or the last yellow light of TWYB1/B4 centerline for RWY 15/33 RWY holding position marking, which implies that ACFT is clear of ILS critical area.

ACFT must vacate ILS critical area as soon as possible.

The following taxi routes are established after landing on RWY 15:

- TWY B4, M, B7, A3, apron;
- TWY B4, M, B5 (B6), apron.

Flight crew shall report vacated to tower controller and change over to communication with GND controller.

Flight crew shall proceed via assigned taxi route by instruction of GND controller, unless otherwise instructed.

The following taxi routes are established after landing on RWY 33:

- TWY B2, B5, apron;
- TWY B1, M, B5 (B6), apron.

Flight crew shall report vacated to tower controller and change over to communication with GND controller.

Flight crew shall proceed via assigned taxi route by instruction of GND controller, unless otherwise instructed.

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AIRPORT BRIEFING

## 1. GENERAL

### 1.3.3. DEPARTURE

During LVP the following is prohibited:

- Take-off using RWY shortened length;
- Take-off without stop at the line-up position.

Flight crew of departing ACFT must proceed to the RWY holding position along TWY centerline and report reaching red stop bar lights to GND controller.

It is prohibited to cross RWY holding position line (ILS critical area boundary), designated by red stop bars and day marking, without TWR controller's clearance. The flight crew must read back all TWR controller's instructions on holding on the RWY.

After receiving line-up clearance the flight crew must start taxiing only after stop bars are switched off.

Towing shall be executed with navigation and flashing lights switched on.

Flight crew of departing ACFT shall taxi only via TWY equipped with centerline lights unless otherwise instructed by GND controller.

In the event of stop bar lights failure, ACFT shall taxi only under assistance of the Follow-me vehicle at reduced speed, flight crew shall exercise extreme caution.

Taxiing on the apron and TWYs without centerline shall be carried out only after Follow-me car by instruction of GND controller.

The following taxi routes are established for take-off from RWY 15:

- apron, TWY B5 (B6), M, B1.

At the established transfer of control limit flight crew shall change over from GND to tower controller by GND controller's instruction and continue taxiing to red stop bar lights on TWY B1.

The following taxi routes are established for take-off from RWY 33:

- apron, TWY B5 (B6), M, B4;
- apron, TWY A3, B7, M, B4.

At the established transfer of control limit flight crew shall change over from GND to tower controller by GND controller's instruction and continue taxiing to red stop bar lights on TWY B4.

### 1.4. TAXI PROCEDURES

Taxiing and towing only with GND controller's clearance.

Taxiing on the apron shall be carried out with increased caution of the flight crew at minimum allowed speed.

At any stage of taxiing, assistance of Follow-me car can be requested.

Crossing of ILS critical area only with TWR controller's clearance.

### 1.5. PARKING PROCEDURES

All stands available for helicopters.

Stands 71 and 72 for de-icing.

### 1.6. OTHER INFORMATION

Birds.

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**AIRPORT BRIEFING**

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## **2. ARRIVAL**

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### **2.1. GENERAL**

Having established radio contact with approach controller in descent, flight crew must report present flight level and flight level (altitude) to be reached.

Flight crew must listen to the current ATIS broadcast, report its code letter on initial radio contact with APP controller.

### **2.2. CATII OPERATIONS**

RWY 15 approved for CAT II operations, special aircrew and ACFT certification required.

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## **3. DEPARTURE**

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### **3.1. NOISE ABATEMENT PROCEDURES**

Noise abatement procedures during take-off and climbing phase shall be executed by all ACFT.

Noise abatement procedures shall not be executed at the expense of flight safety.

Apply any of NAPD 1 and NAPD 2 take-off and climb procedures to reach the necessary effect (ICAO Doc 8168).

Take-off with a tail wind component is permitted within restrictions of the Aeroplane Flight Manual.

### **3.2. OTHER INFORMATION**

Before taxiing out of stand, flight crew shall report the last communicated ATIS information code letter and stand number on initial radio contact with the controller and receive departure instructions, SSR transponder code and flight clearance.

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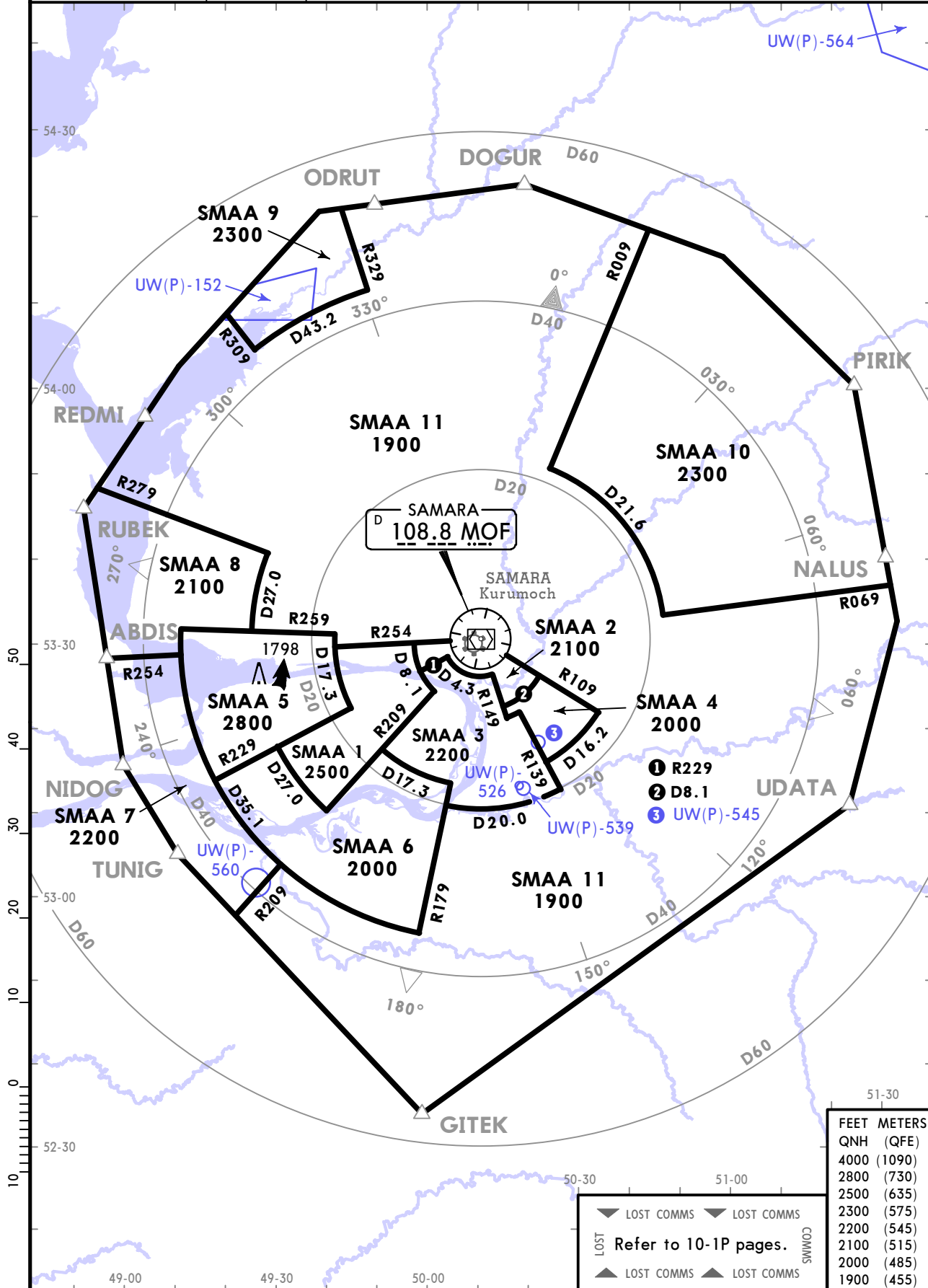
13 FEB 26

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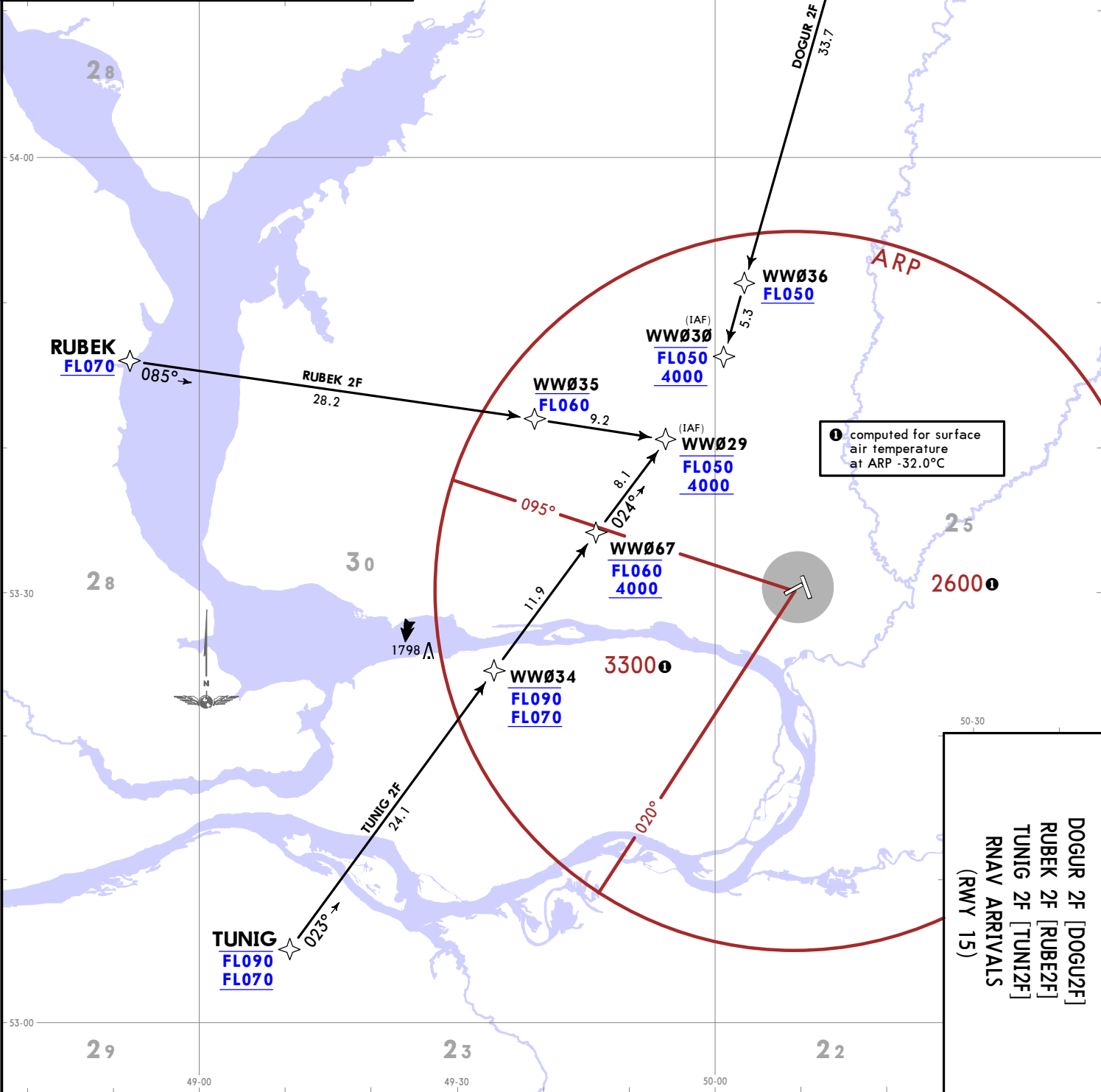
Eff 19 Feb

**RADAR MINIMUM ALTITUDES**

SAMARA Radar 128.0	Apt Elev 421	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm) Trans alt: 4000 QNH (QFE on request) 1. Chart may only be used for cross-checking of altitudes assigned while under RADAR control. 2. When vectoring is carried out under low-temperature conditions, minimum altitudes must be corrected by altimeter temperature correction.
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ATIS <b>134.1</b> (Russian <b>134.9</b> )	SAMARA Approach <b>130.8</b>	Apt Elev <b>421</b>	FEET METERS QNH (QFE) 4000 (1090)
Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm)			54-30
RNAV 1 GNSS required.			
1. EXPECT 'Direct to' instructions and/or vectoring. 2. If no information on RNAV STAR available or if unable to maintain RNAV STAR, report to APP controller and request vectoring.			
<b>DOGUR 2F [DOGU2F]</b> <b>RUBEK 2F [RUBE2F]</b> <b>TUNIG 2F [TUNI2F]</b> <b>RNAV ARRIVALS (RWY 15)</b> <b>SPEED: MAX 250 KT BELOW FL100</b>			

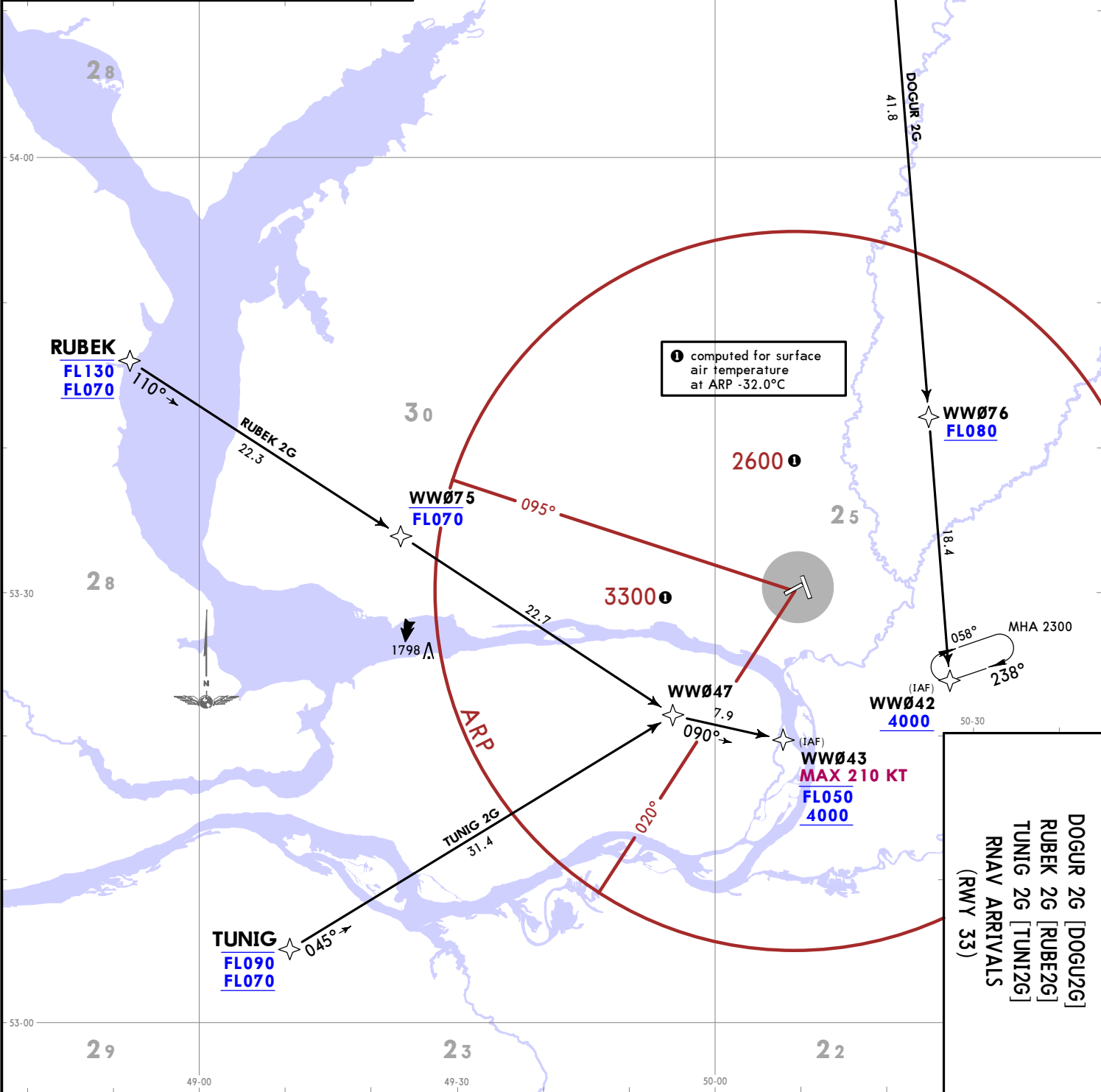


**DOGUR 2F [DOGU2F]**  
**RUBEK 2F [RUBE2F]**  
**TUNIG 2F [TUNI2F]**  
**RNAV ARRIVALS**  
**(RWY 15)**

CHANGES: Chart reindexed, track update, MEAs, MSA, general instruction notes.  
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CHANGES: Chart reindexed, track update, MHA, MEAs, MSA, general instruction notes.

ATIS <b>134.1</b> (Russian <b>134.9</b> )	SAMARA Approach <b>130.8</b>	Apt Elev <b>421</b>	FEET METERS QNH (QFE) 4000 (1090) 2300 (585)
Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm)			-54-30
RNAV 1 GNSS required.			
1. EXPECT 'Direct to' instructions and/or vectoring. 2. If no information on RNAV STAR available or if unable to maintain RNAV STAR, report to APP controller and request vectoring.			
<b>DOGUR 2G [DOGU2G]</b> <b>RUBEK 2G [RUBE2G]</b> <b>TUNIG 2G [TUNI2G]</b> <b>RNAV ARRIVALS (RWY 33)</b> <b>SPEED: MAX 250 KT BELOW FL100</b>			



**DOGUR 2G [DOGU2G]**  
**RUBEK 2G [RUBE2G]**  
**TUNIG 2G [TUNI2G]**  
**RNAV ARRIVALS (RWY 33)**

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13 FEB 26 10-2A Eff 19 Feb  
SAMARA, RUSSIA  
RNAV STAR

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 13 FEB 26 (10-2B) Eff 19 Feb **RNAV STAR**

ATIS <b>134.1</b> (Russian 134.9)	SAMARA Approach <b>130.8</b>	Apt Elev <b>421</b>
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Alt Set: hPa (MM on request)  
 Trans level: **FL050**  
 (760 mm)  
 FL070 if pressure is less than 1013 hPa  
 (733 mm)

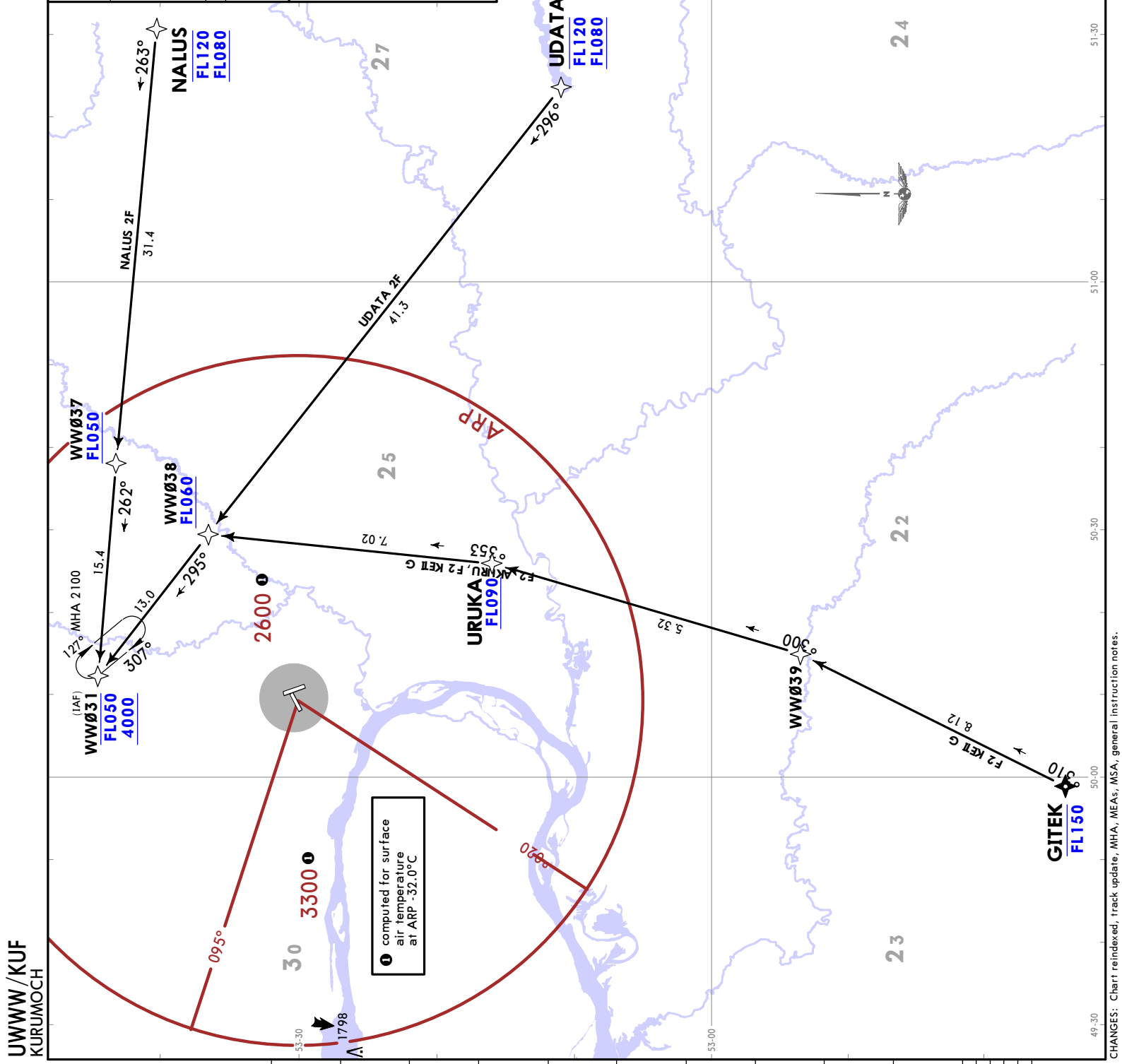
RNAV 1 GNSS required.

1. EXPECT 'Direct to' instructions and/or vectoring.  
 2. If no information on RNAV STAR available or if unable to maintain RNAV STAR, report to APP controller and request vectoring.

**GITEK 2F [GITE2F]**  
**NALUS 2F [NALU2F]**  
**UDATA 2F [UDAT2F]**  
**URUKA 2F [URUK2F]**  
**RNAV ARRIVALS**  
**(RWY 15)**

**SPEED: MAX 250 KT BELOW FL100**

FEET METERS  
 QNH (QFE)  
 4000 (1090)  
 2100 (515)

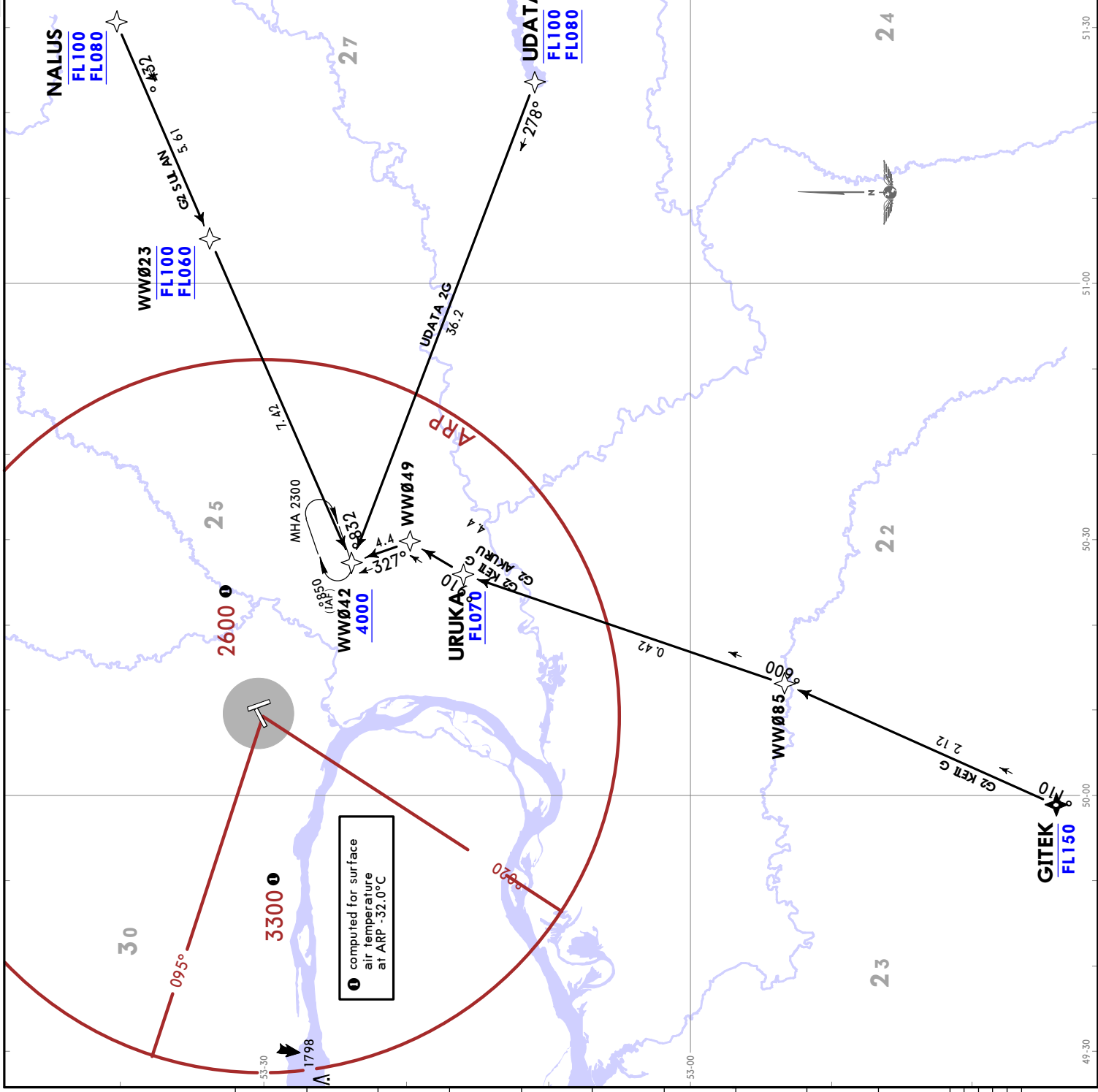


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**JEPPESEN** 13 FEB 26 10-2C Eff 19 Feb **RNAV STAR**  
**UWWW/KUF** **SAMARA, RUSSIA**  
 KURUMOCH

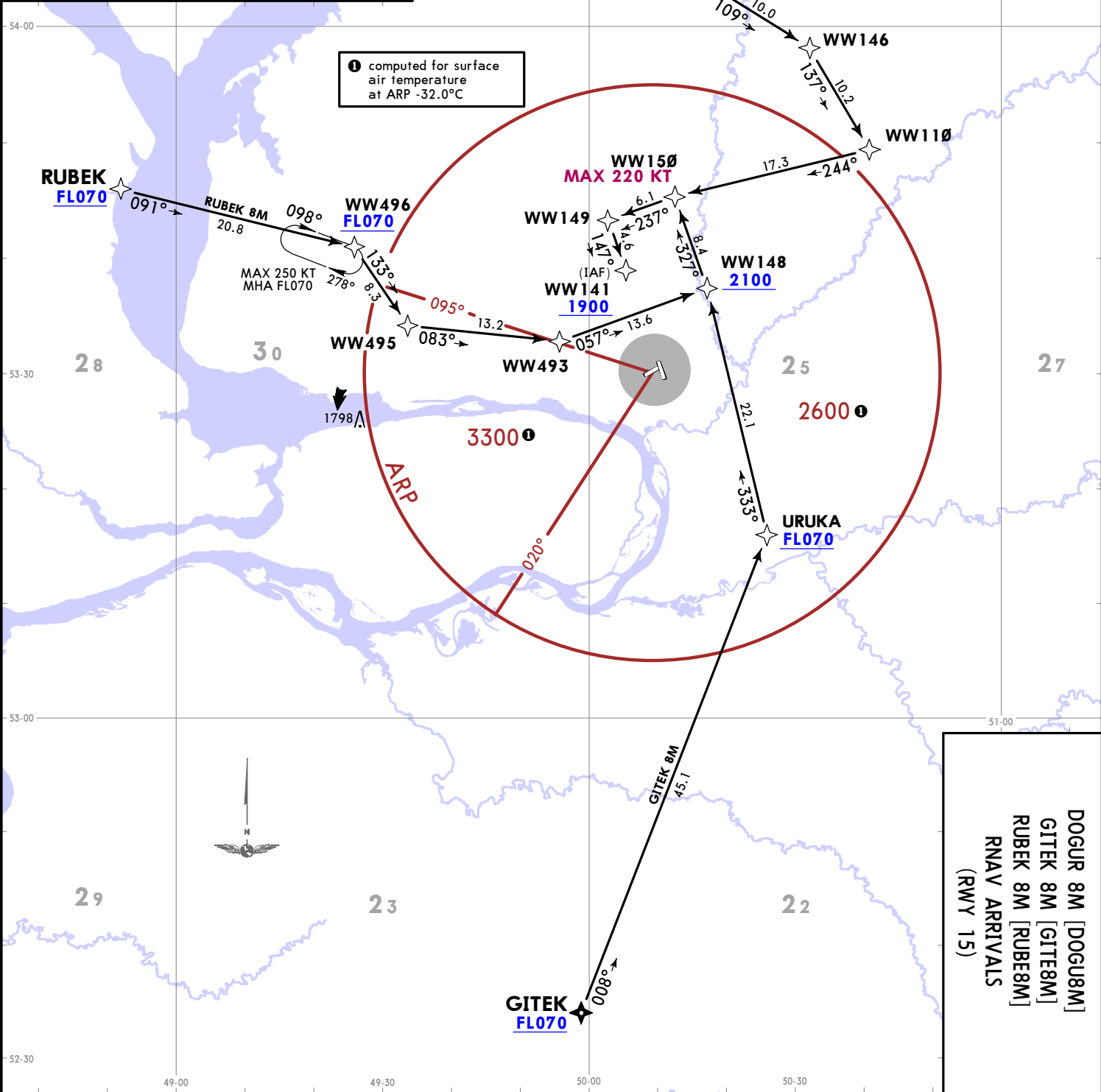
ATIS <b>134.1</b> (Russian <b>134.9</b> )	SAMARA Approach <b>130.8</b>	Apt Elev <b>421</b>
Alt Set: hPa (MM on request) Trans level: <b>FL050</b> (760 mm) <b>FL070</b> if pressure is less than 1013 hPa (753 mm)		
RNAV 1 GNSS required.		
1. EXPECT 'Direct to' instructions and/or vectoring. 2. If no information on RNAV STAR available or if unable to maintain RNAV STAR, report to APP controller and request vectoring.		
<b>GITEK 2G [GITE2G]</b> <b>NALUS 2G [NALU2G]</b> <b>UDATA 2G [UDAT2G]</b> <b>URUKA 2G [URUK2G]</b> <b>RNAV ARRIVALS</b> <b>(RWY 33)</b> <b>SPEED: MAX 250 KT BELOW FL100</b>		

FEET METERS
QNH (QFE)
4000 (1090)
2300 (585)



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ATIS <b>134.1</b> (Russian 134.9)	SAMARA Approach <b>130.8</b>	Apt Elev <b>421</b>	FEET METERS QNH (QFE) 2100 (515) 1900 (455) -54-30
Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm)			
RNAV 1 GNSS or DME/DME required.			
1. EXPECT 'Direct to' instructions and/or vectoring. 2. If no information on RNAV STAR available or if unable to maintain RNAV STAR, report to APP controller and request vectoring.			
<b>DOGUR 8M [DOGU8M]</b> <b>GITEK 8M [GITE8M]</b> <b>RUBEK 8M [RUBE8M]</b> <b>RNAV ARRIVALS (RWY 15)</b> <b>SPEED: MAX 250 KT BELOW FL100</b>			

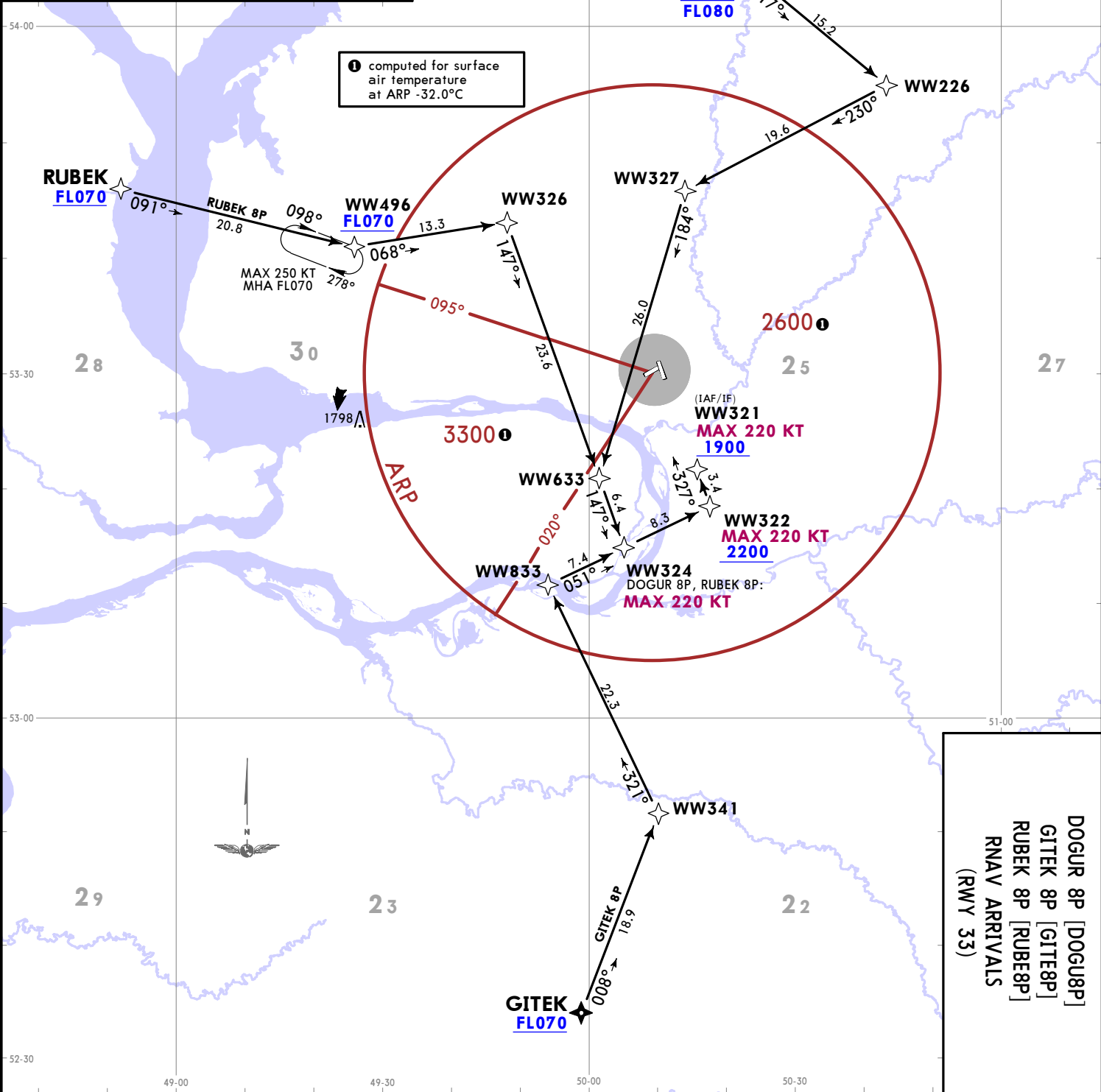


13 FEB 26 10-2D EFF 19 Feb  
**JEPPESSEN SAMARA, RUSSIA**  
**RNAV STAR**

CHANGES: Chart reindexed, RNAV STARs renumbered & revised.

ATIS <b>134.1</b> (Russian <b>134.9</b> )	SAMARA Approach <b>130.8</b>	Apt Elev <b>421</b>
Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm)		
RNAV 1 GNSS or DME/DME required.		
1. EXPECT 'Direct to' instructions and/or vectoring. 2. If no information on RNAV STAR available or if unable to maintain RNAV STAR, report to APP controller and request vectoring.		
<b>DOGUR 8P [DOGU8P]</b> <b>GITEK 8P [GITE8P]</b> <b>RUBEK 8P [RUBE8P]</b> <b>RNAV ARRIVALS (RWY 33)</b> <b>SPEED: MAX 250 KT BELOW FL100</b>		

FEET	METERS
QNH (QFE)	
2200 (555)	
1900 (465)	

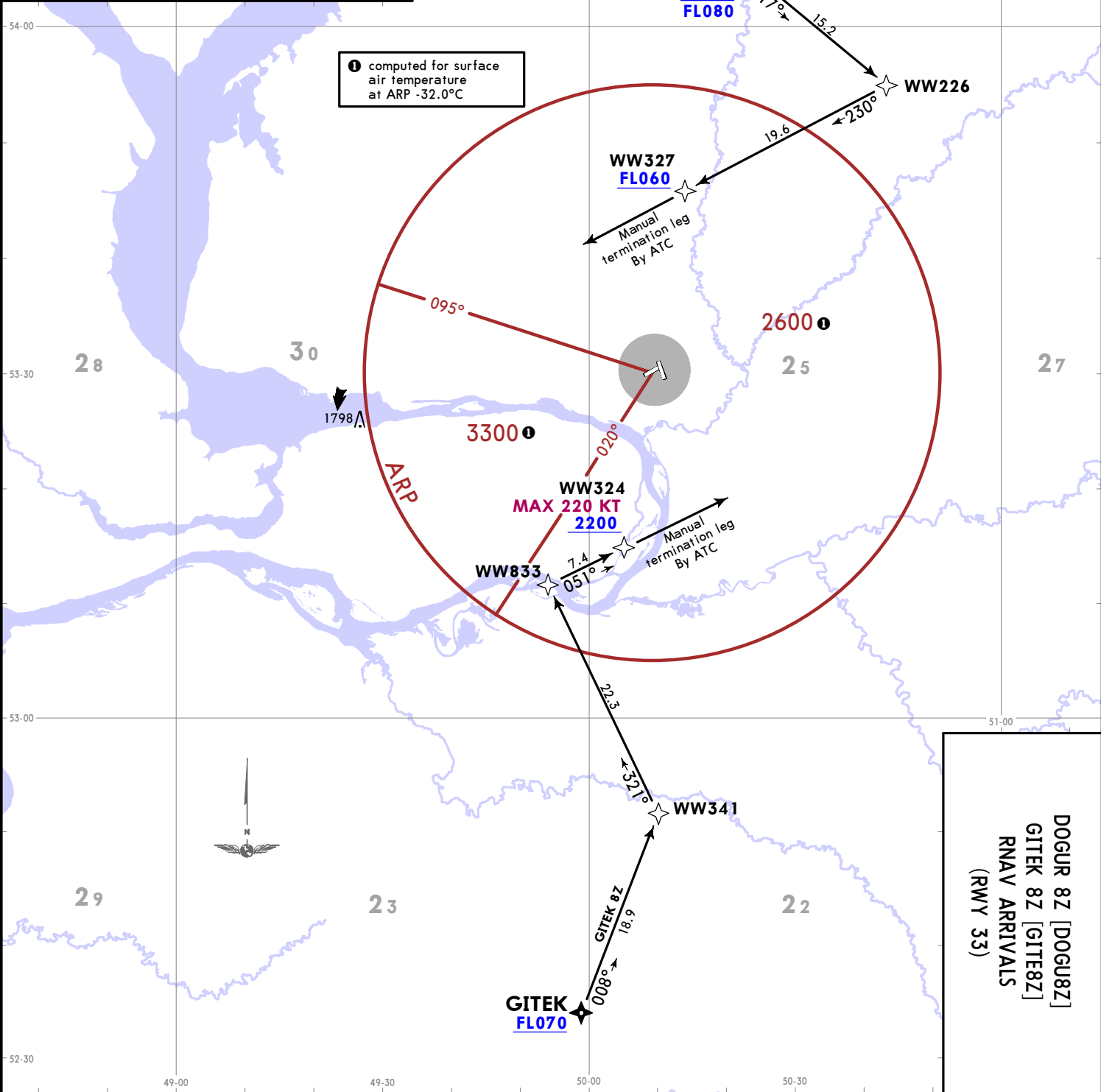


DOGUR 8P [DOGU8P]
GITEK 8P [GITE8P]
RUBEK 8P [RUBE8P]
RNAV ARRIVALS (RWY 33)

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EFT 19 Feb  
SAMARA, RUSSIA  
RNAV STAR

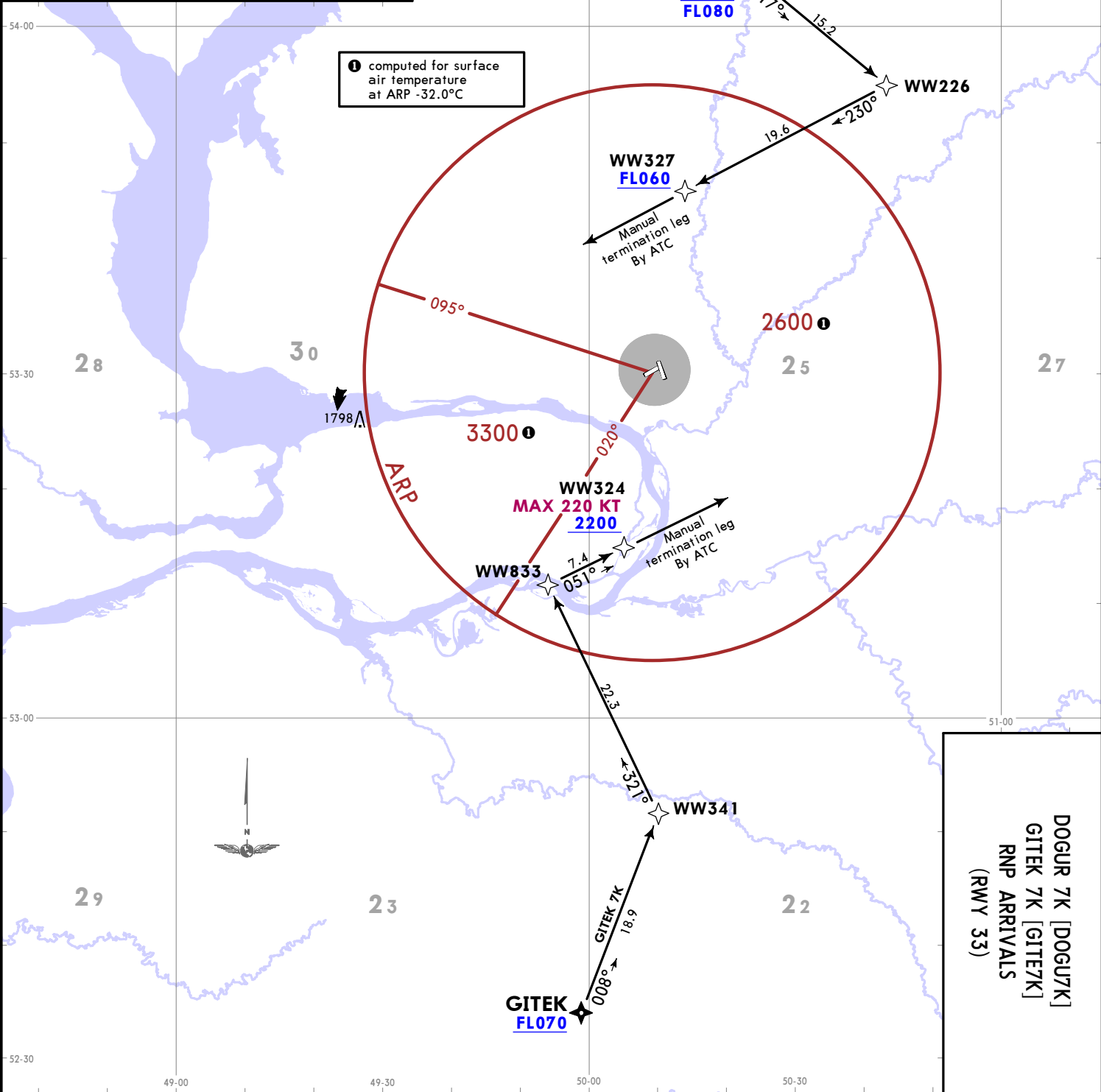
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ATIS <b>134.1</b> (Russian 134.9)	SAMARA Approach <b>130.8</b>	Apt Elev <b>421</b>	FEET METERS QNH (QFE) 2200 (555) -54-30
Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm)			
RNAV 1 GNSS or DME/DME required.			
1. EXPECT 'Direct to' instructions and/or vectoring. 2. If no information on RNAV STAR available or if unable to maintain RNAV STAR, report to APP controller and request vectoring.			
<b>DOGUR 8Z [DOGU8Z]</b> <b>GITEK 8Z [GITE8Z]</b> <b>RNAV ARRIVALS</b> <b>(RWY 33)</b>			
<b>SPEED: MAX 250 KT BELOW FL100</b>			



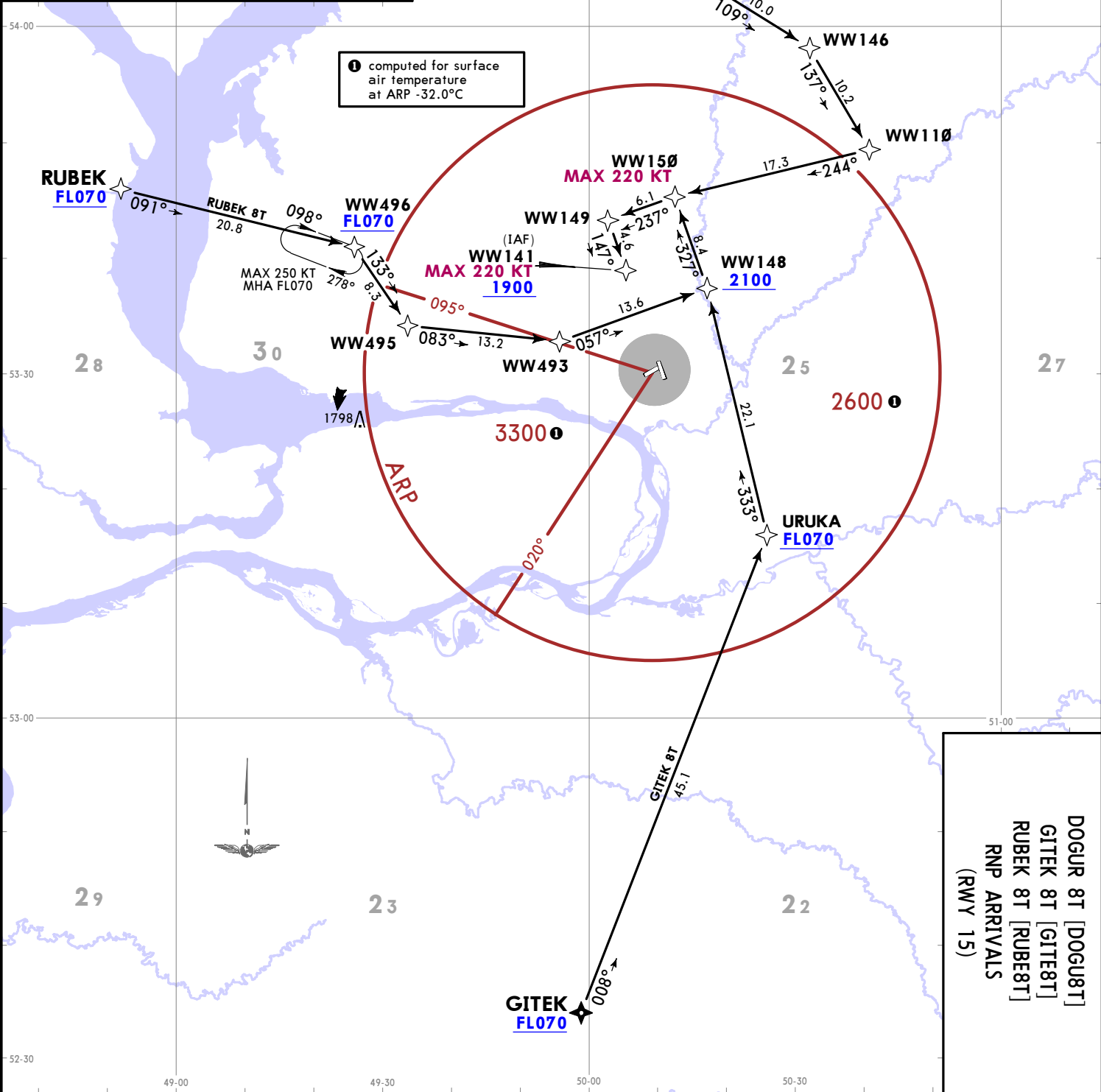
CHANGES: New RNP STARs established.

ATIS <b>134.1</b> (Russian <b>134.9</b> )	SAMARA Approach <b>130.8</b>	Apt Elev <b>421</b>	FEET METERS QNH (QFE) 2200 (555) -54-30
Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm)			
RNP 1 GNSS required.			
1. EXPECT 'Direct to' instructions and/or vectoring. 2. If no information on RNAV STAR available or if unable to maintain RNP STAR, report to APP controller and request vectoring.			
<b>DOGUR 7K [DOGU7K]</b> <b>GITEK 7K [GITE7K]</b> <b>RNP ARRIVALS</b> <b>(RWY 33)</b>			
<b>SPEED: MAX 250 KT BELOW FL100</b>			



**DOGUR 7K [DOGU7K]**  
**GITEK 7K [GITE7K]**  
**RNP ARRIVALS**  
**(RWY 33)**

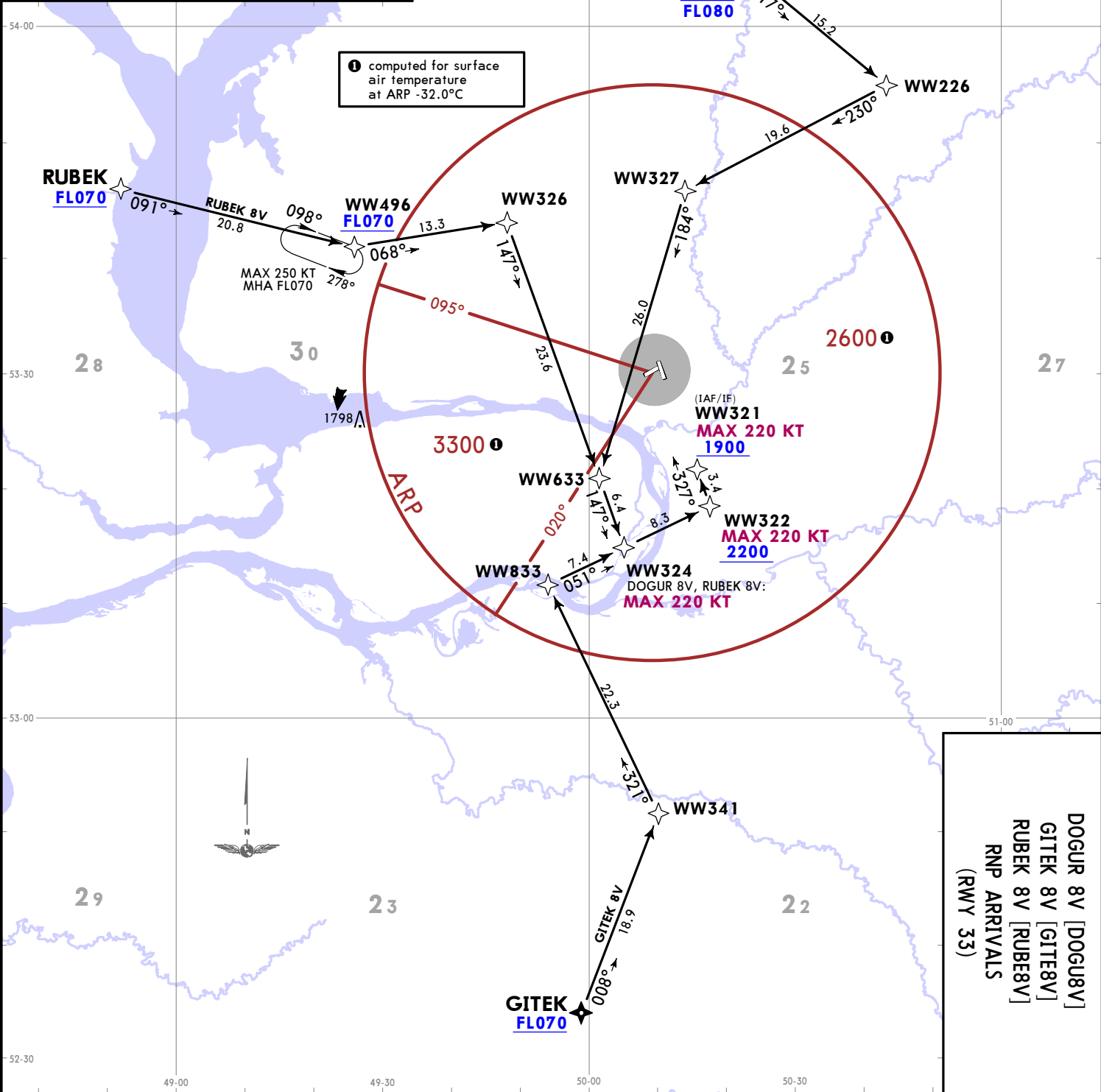
ATIS <b>134.1</b> (Russian 134.9)	SAMARA Approach <b>130.8</b>	Apt Elev <b>421</b>	FEET METERS QNH (QFE) 2100 (515) -54-30 1900 (455)
Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm)			
RNP 1 GNSS required.			
1. EXPECT 'Direct to' instructions and/or vectoring. 2. If no information on RNAV STAR available or if unable to maintain RNP STAR, report to APP controller and request vectoring.			
<b>DOGUR 8T [DOGU8T]</b> <b>GITEK 8T [GITE8T]</b> <b>RUBEK 8T [RUBE8T]</b> <b>RNP ARRIVALS (RWY 15)</b> <b>SPEED: MAX 250 KT BELOW FL100</b>			



CHANGES: Chart reindexed, RNP STARs renumbered & revised.

ATIS <b>134.1</b> (Russian 134.9)	SAMARA Approach <b>130.8</b>	Apt Elev <b>421</b>
Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm)		
RNP 1 GNSS required.		
1. EXPECT 'Direct to' instructions and/or vectoring. 2. If no information on RNAV STAR available or if unable to maintain RNP STAR, report to APP controller and request vectoring.		
<b>DOGUR 8V [DOGU8V]</b> <b>GITEK 8V [GITE8V]</b> <b>RUBEK 8V [RUBE8V]</b> <b>RNP ARRIVALS (RWY 33)</b>		
<b>SPEED: MAX 250 KT BELOW FL100</b>		

FEET	METERS
QNH (QFE)	
2200 (555)	
1900 (465)	



**DOGUR 8V [DOGU8V]**  
**GITEK 8V [GITE8V]**  
**RUBEK 8V [RUBE8V]**  
**RNP ARRIVALS (RWY 33)**

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 SAMARA, RUSSIA  
 RNAV STAR

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10-2M

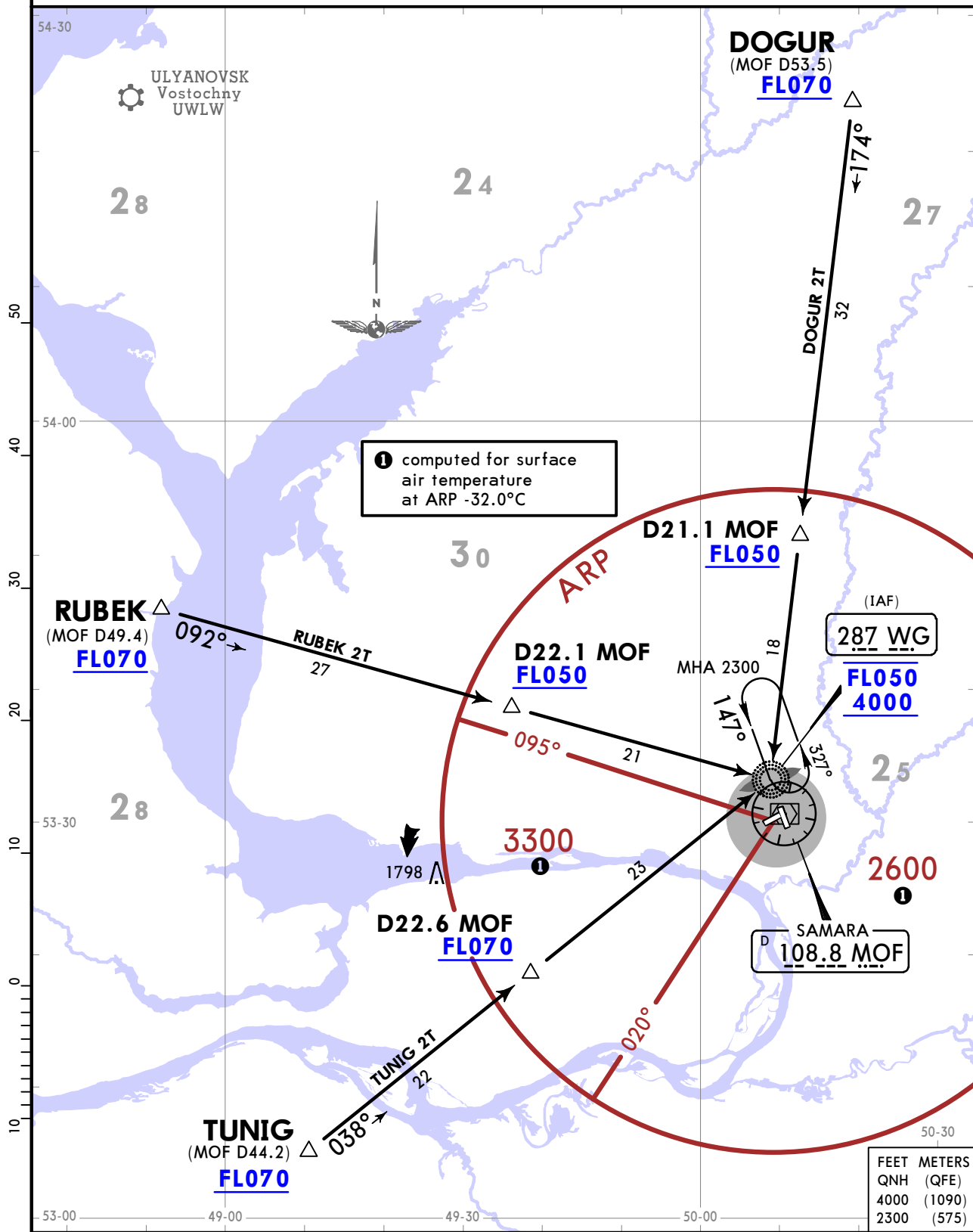
Eff 19 Feb

**STAR**

ATIS <b>134.1</b> (Russian 134.9)	Apt Elev <b>421</b>	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm) 1. DME required. 2. EXPECT 'Direct to' instructions and/or vectoring. 3. If no information on STAR available or if unable to maintain STAR, report to APP controller and request vectoring.
SAMARA Approach <b>130.8</b>		

**DOGUR 2T [DOGU2T], RUBEK 2T [RUBE2T]  
TUNIG 2T [TUNI2T]  
ARRIVALS (RWY 15)**

**SPEED: MAX 250 KT BELOW FL100**



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13 FEB 26 **10-2N** **Eff 19 Feb**

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**STAR**

ATIS  
**134.1**  
(Russian **134.9**)

SAMARA Approach  
**130.8**

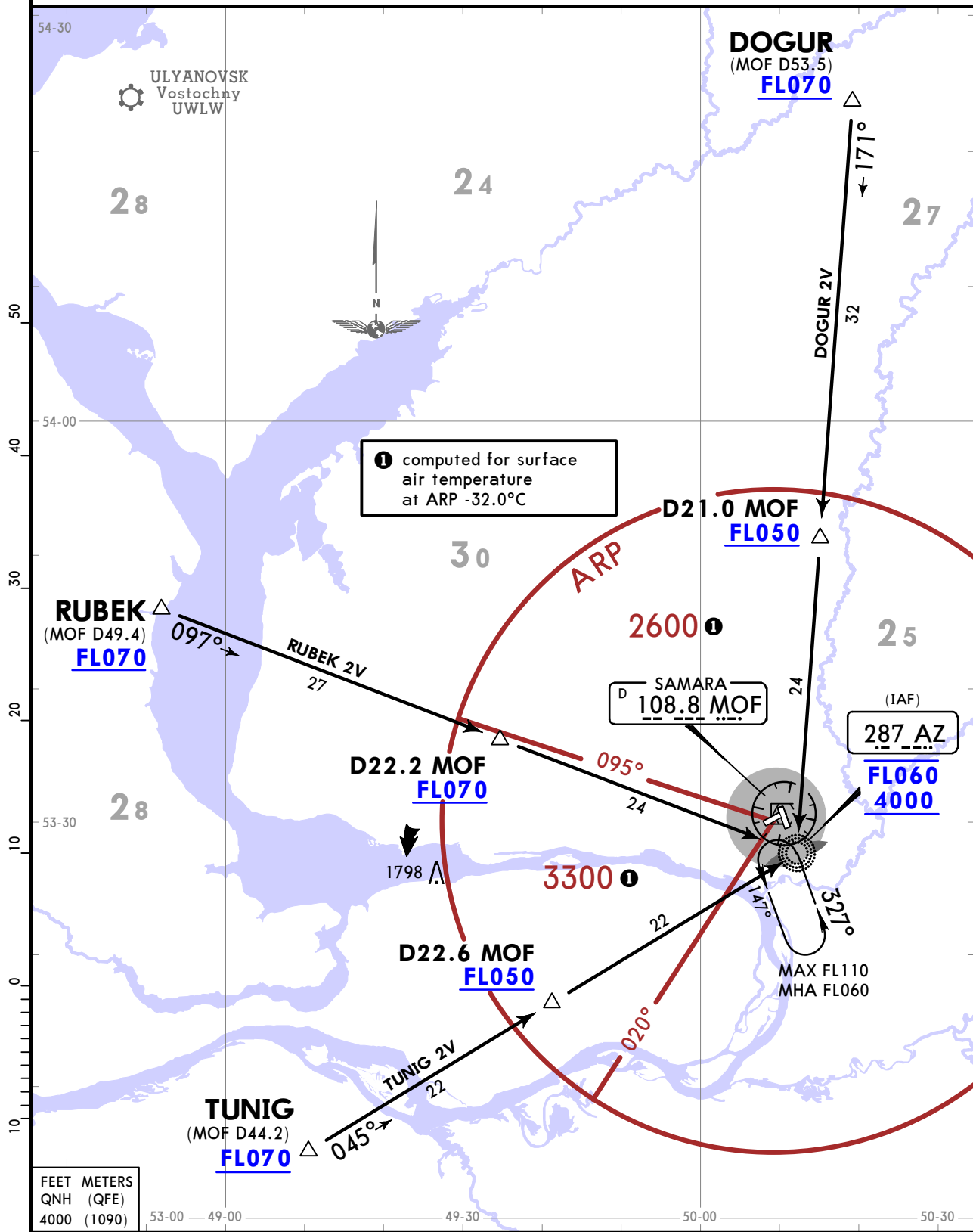
Apt Elev  
**421**

Alt Set: hPa (MM on request)  
Trans level: FL050  
FL060 if pressure is less than 1013 hPa (760 mm)  
FL070 if pressure is less than 977 hPa (733 mm)

1. DME required.
2. EXPECT 'Direct to' instructions and/or vectoring.
3. If no information on STAR available or if unable to maintain STAR, report to APP controller and request vectoring.

**DOGUR 2V [DOGU2V], RUBEK 2V [RUBE2V]**  
**TUNIG 2V [TUNI2V]**  
**ARRIVALS (RWY 33)**

**SPEED: MAX 250 KT BELOW FL100**



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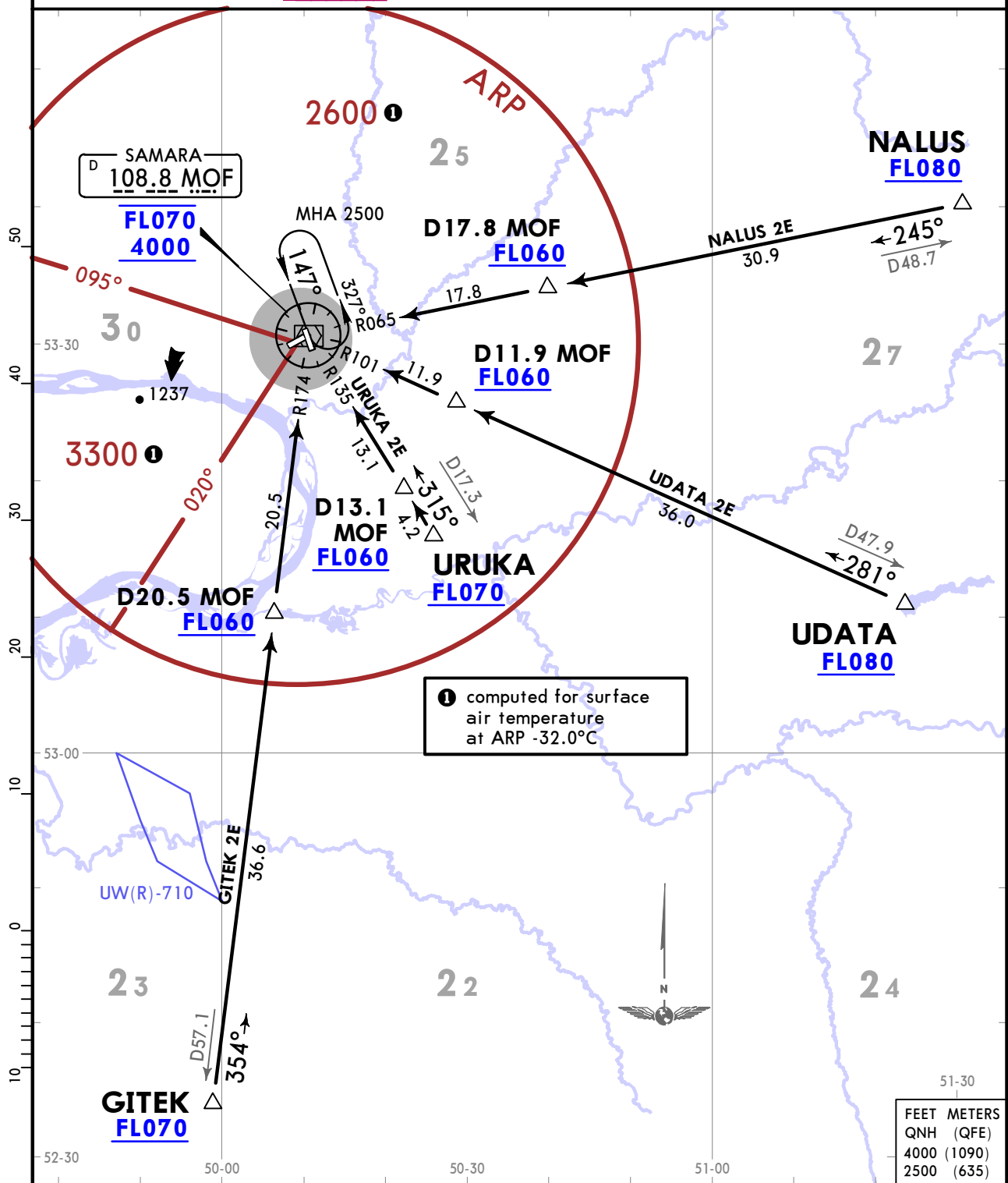
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**SAMARA, RUSSIA**  
**STAR**

ATIS <b>134.1</b> (Russian 134.9)	Apt Elev <b>421</b>	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm) 1. DME required. 2. EXPECT 'Direct to' instructions and/or vectoring. 3. If no information on STAR available or if unable to maintain STAR, report to APP controller and request vectoring.
SAMARA Approach <b>130.8</b>		

**GITEK 2E [GITE2E]**  
 PERMISSION TO OVERFLY UW(R)-710 REQUIRED OR BY ATC  
**NALUS 2E [NALU2E], UDATA 2E [UDAT2E]**  
**URUKA 2E [URUK2E]**  
**ARRIVALS (RWY 15)**

**SPEED: MAX 250 KT BELOW FL100**





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13 FEB 26

10-2S

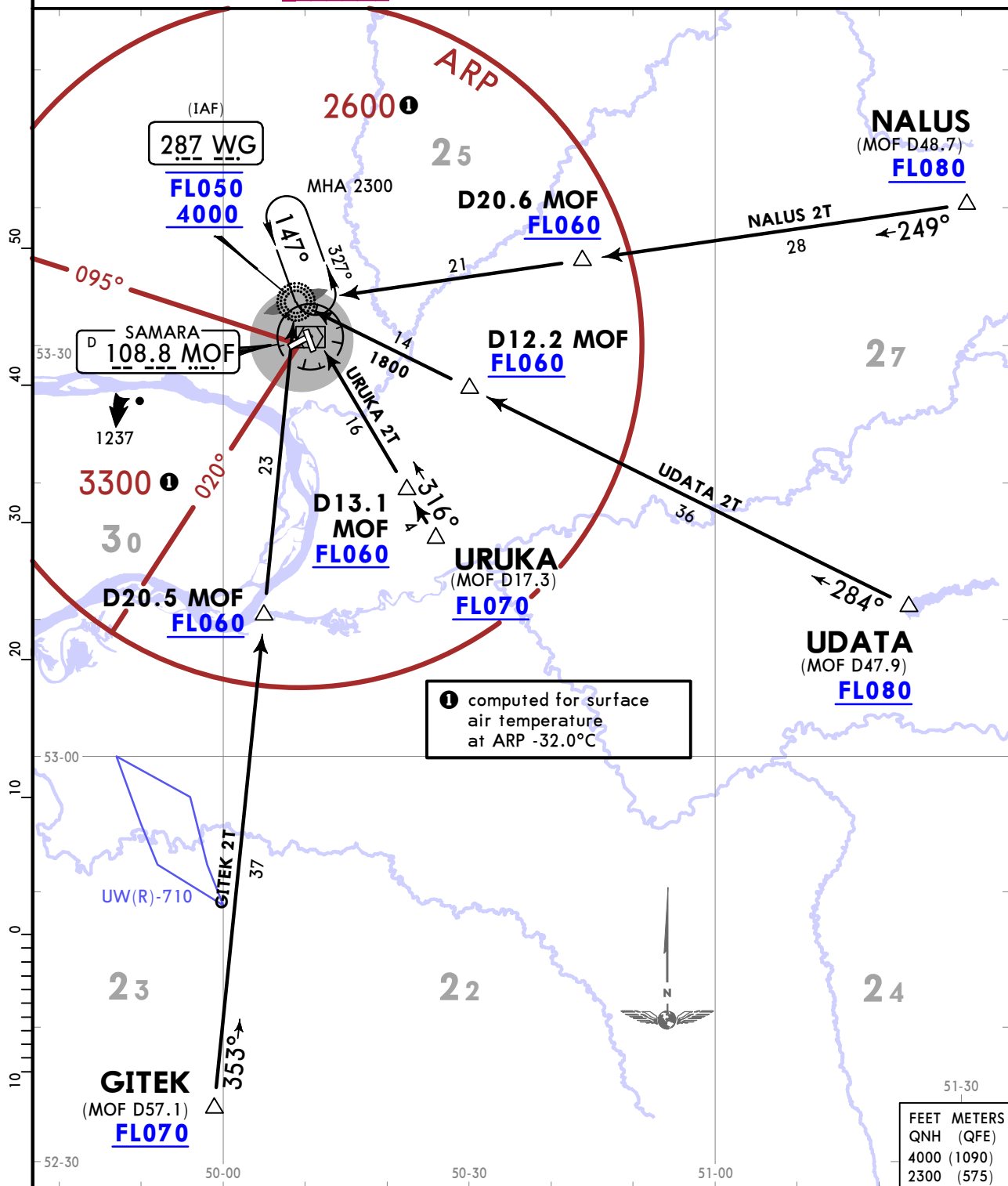
Eff 19 Feb

STAR

ATIS <b>134.1</b> (Russian 134.9)	Apt Elev <b>421</b>	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm) 1. DME required. 2. EXPECT 'Direct to' instructions and/or vectoring. 3. If no information on STAR available or if unable to maintain STAR, report to APP controller and request vectoring.
SAMARA Approach <b>130.8</b>		

**GITEK 2T [GITE2T]**  
 PERMISSION TO OVERFLY UW(R)-710 REQUIRED OR BY ATC  
**NALUS 2T [NALU2T], UDATA 2T [UDAT2T]**  
**URUKA 2T [URUK2T]**  
**ARRIVALS (RWY 15)**

**SPEED: MAX 250 KT BELOW FL100**



**UWWW/KUF**  
KURUMOCH

**JEPPESEN**

**SAMARA, RUSSIA**

13 FEB 26

10-2T

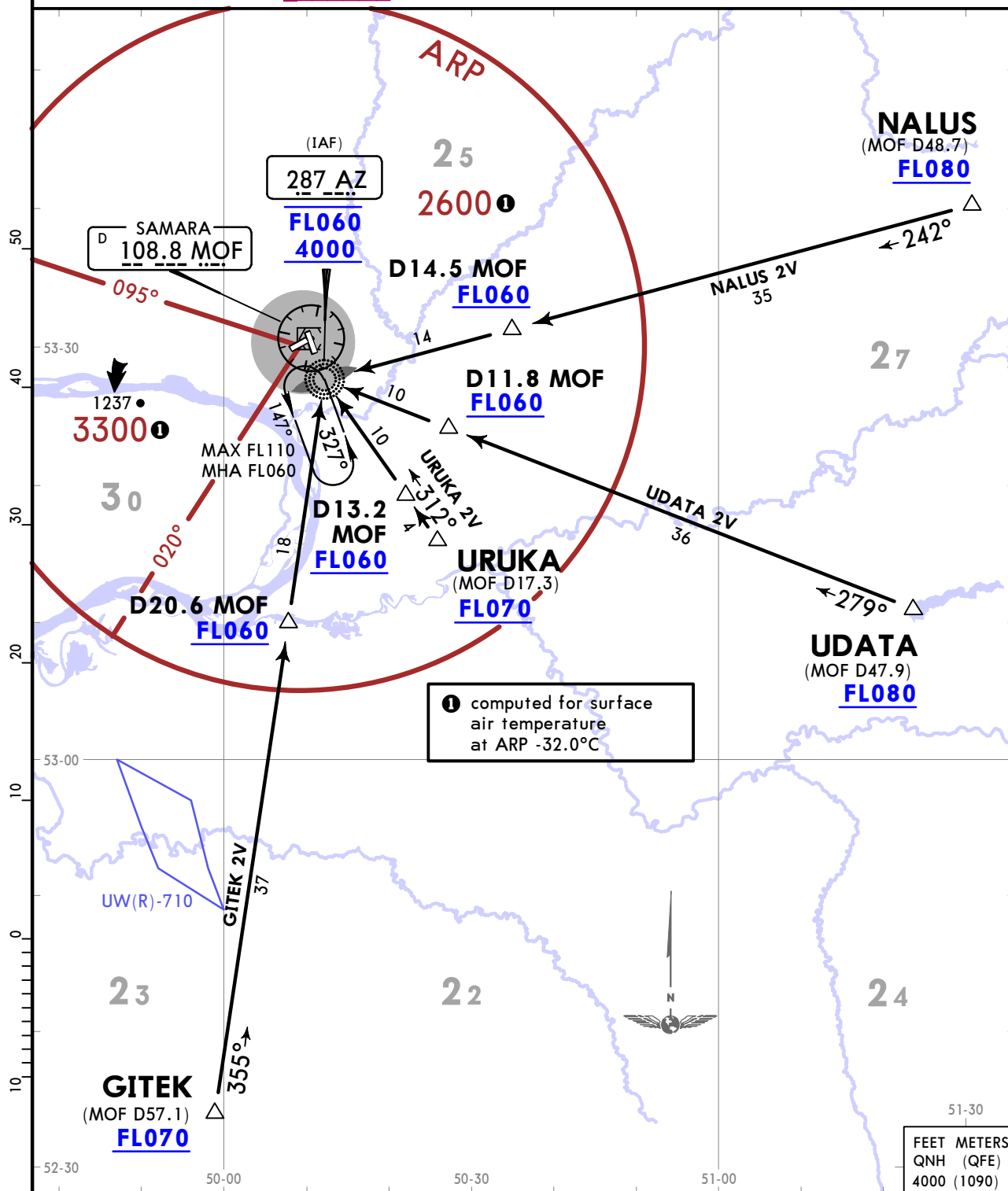
Eff 19 Feb

**STAR**

ATIS <b>134.1</b> (Russian 134.9)	Apt Elev <b>421</b>	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm)
SAMARA Approach <b>130.8</b>		1. DME required. 2. EXPECT 'Direct to' instructions and/or vectoring. 3. If no information on STAR available or if unable to maintain STAR, report to APP controller and request vectoring.

**GITEK 2V [GITE2V]**  
 PERMISSION TO OVERFLY UW(R)-710 REQUIRED OR BY ATC  
**NALUS 2V [NALU2V], UDATA 2V [UDAT2V]**  
**URUKA 2V [URUK2V]**  
**ARRIVALS (RWY 33)**

**SPEED: MAX 250 KT BELOW FL100**



UWWW/KUF  
KURUMOCH

JEPPesen

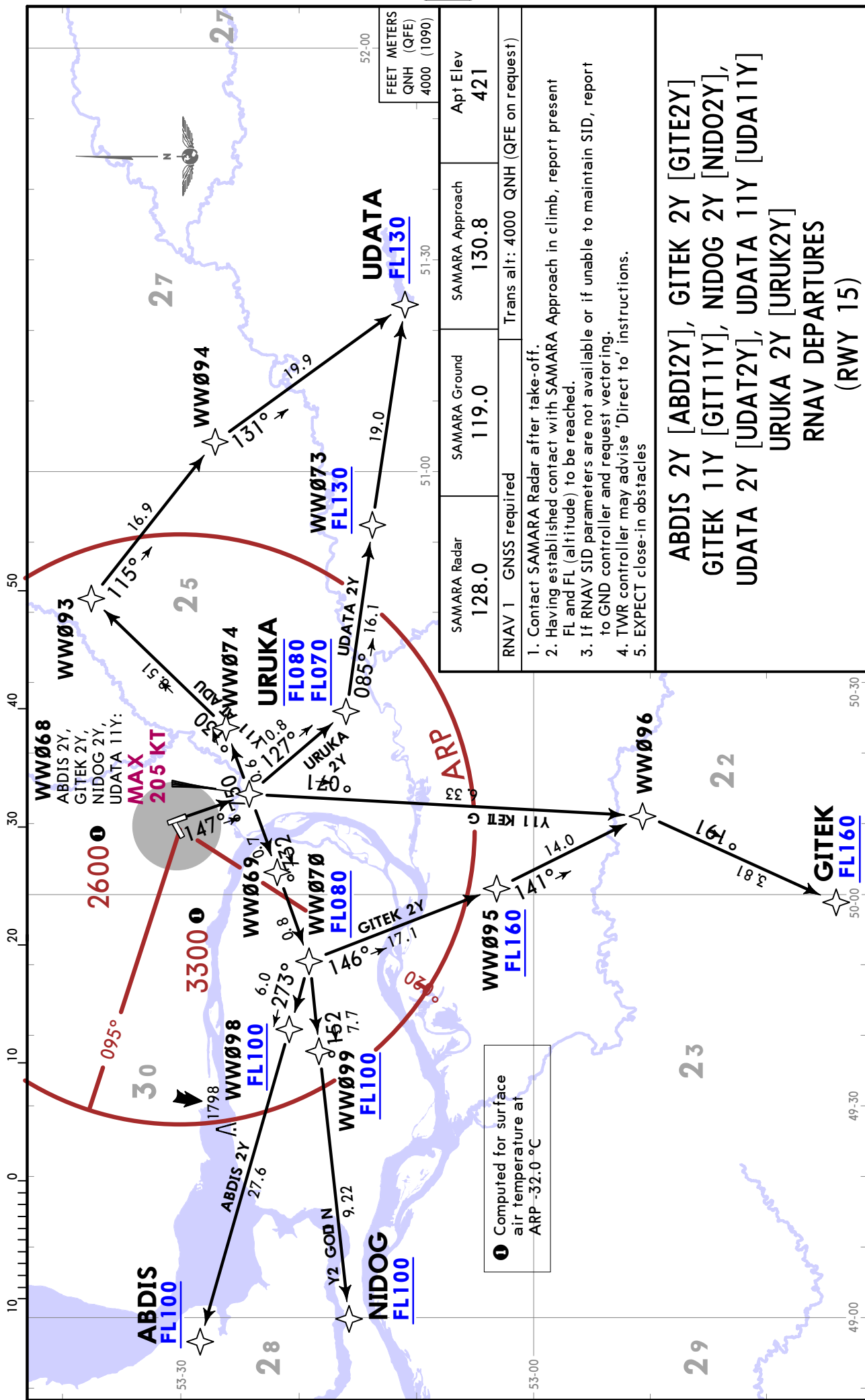
SAMARA, RUSSIA

13 FEB 26

10-3

Eff 19 Feb

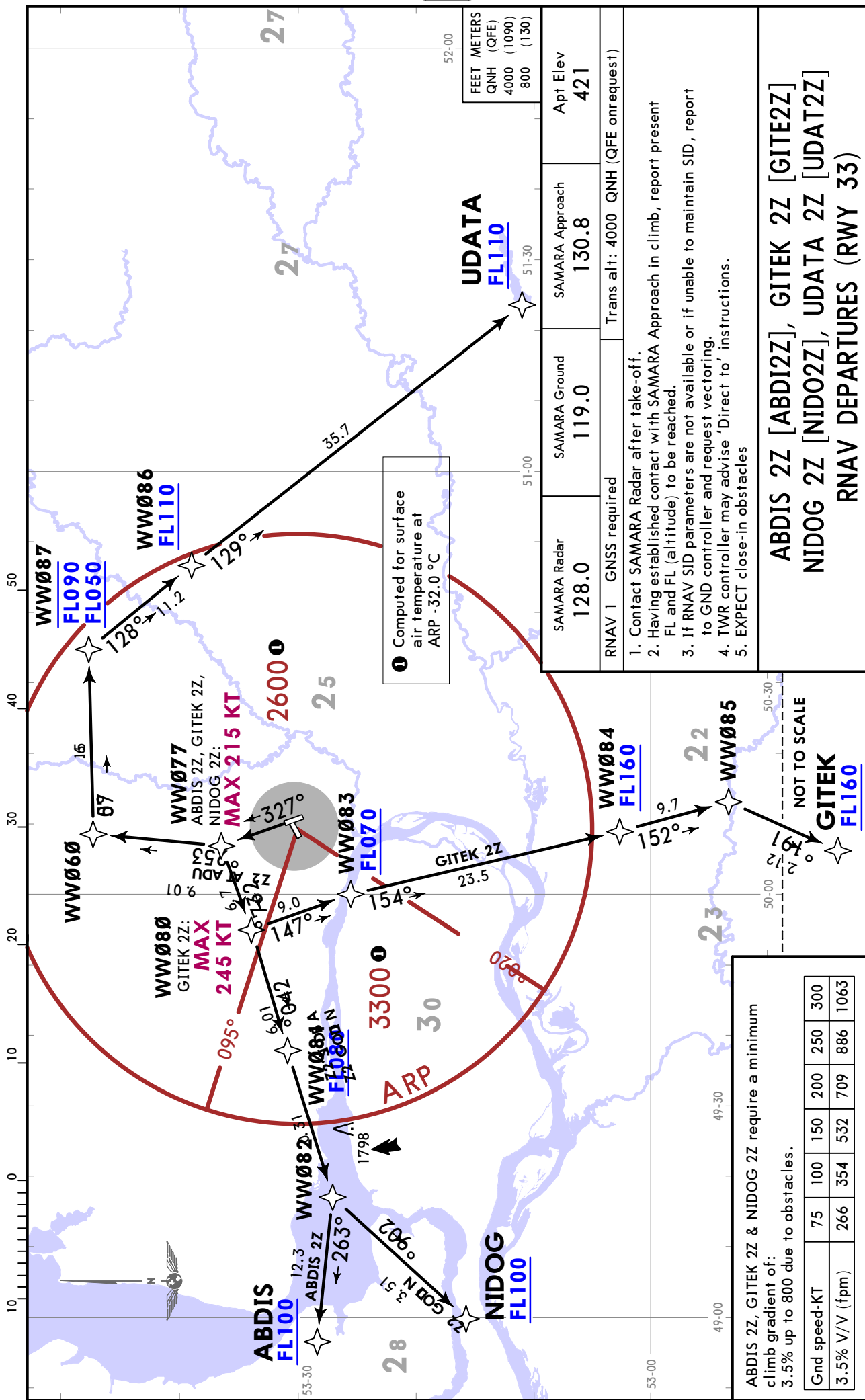
RNAV SID



UWWW/KUF  
KURUMOCH

JEPPESEN  
13 FEB 26 (10-3A) Eff 19 Feb

SAMARA, RUSSIA  
RNAV SID

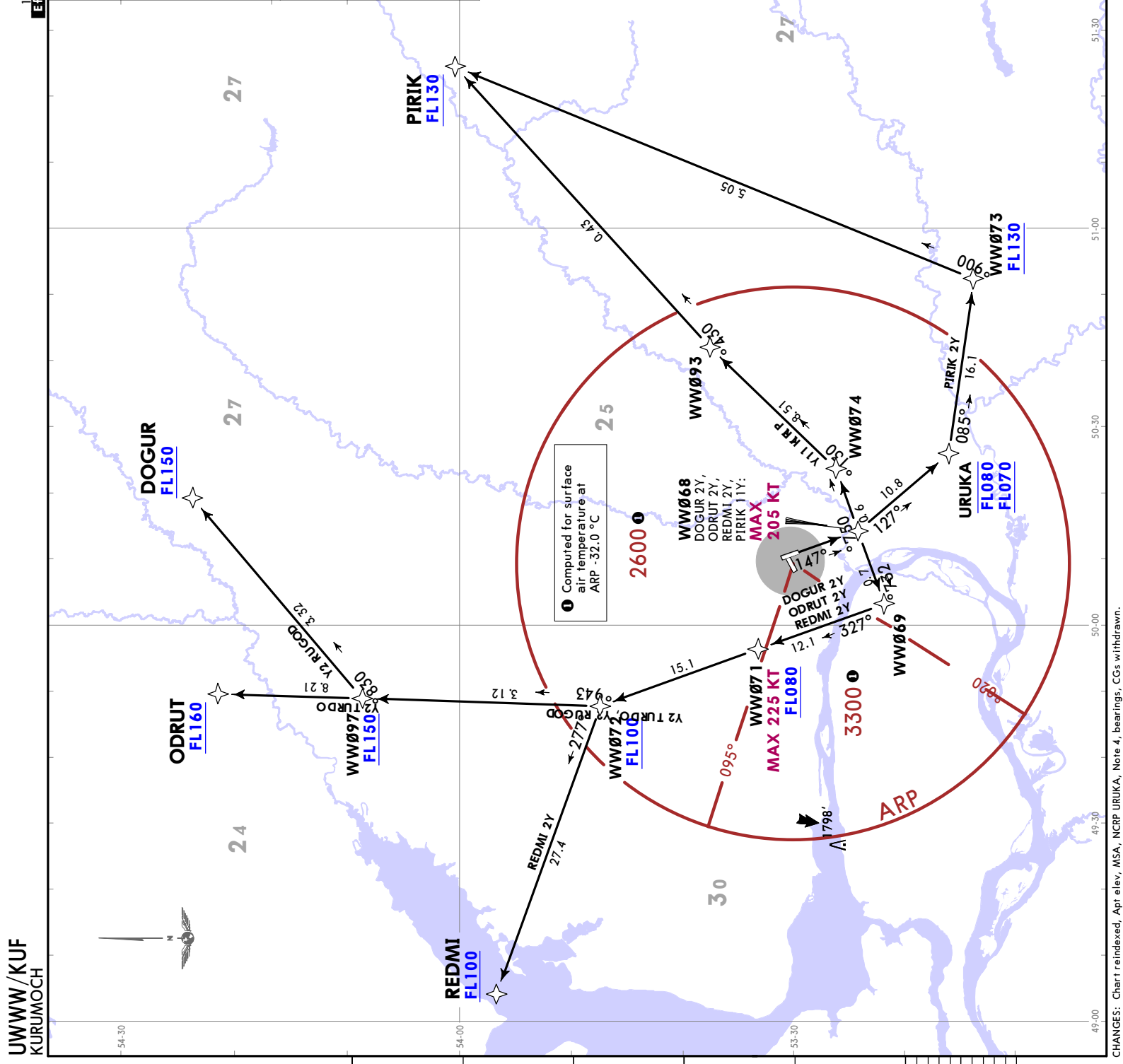


**JEPPESENSAMARA, RUSSIA**  
**13 FEB 26**  
**10-3B**  
**Eff 19 Feb**

SAMARA Radar	SAMARA Ground	SAMARA Approach	Apt Elev
128.0	119.0	130.8	421
Trans alt: 4000 QNH (QFE on request)			
RNAV 1 GNSS required			
1. Contact SAMARA Radar after take-off. 2. Having established contact with SAMARA Approach in climb, report present FL and FL (altitude) to be reached. 3. If RNAV SID parameters are not available or if unable to maintain SID, report to GND controller and request vectoring. 4. TWR controller may advise 'Direct to' instructions. 5. EXPECT close-in obstacles			

**DOGUR 2Y [DOGU2Y]**  
**ODRUT 2Y [ODRU2Y]**  
**PIRIK 2Y [PIRI2Y]**  
**PIRIK 11Y [PIRI11Y]**  
**REDMI 2Y [REDM2Y]**  
**RNAV DEPARTURES (RWY 15)**

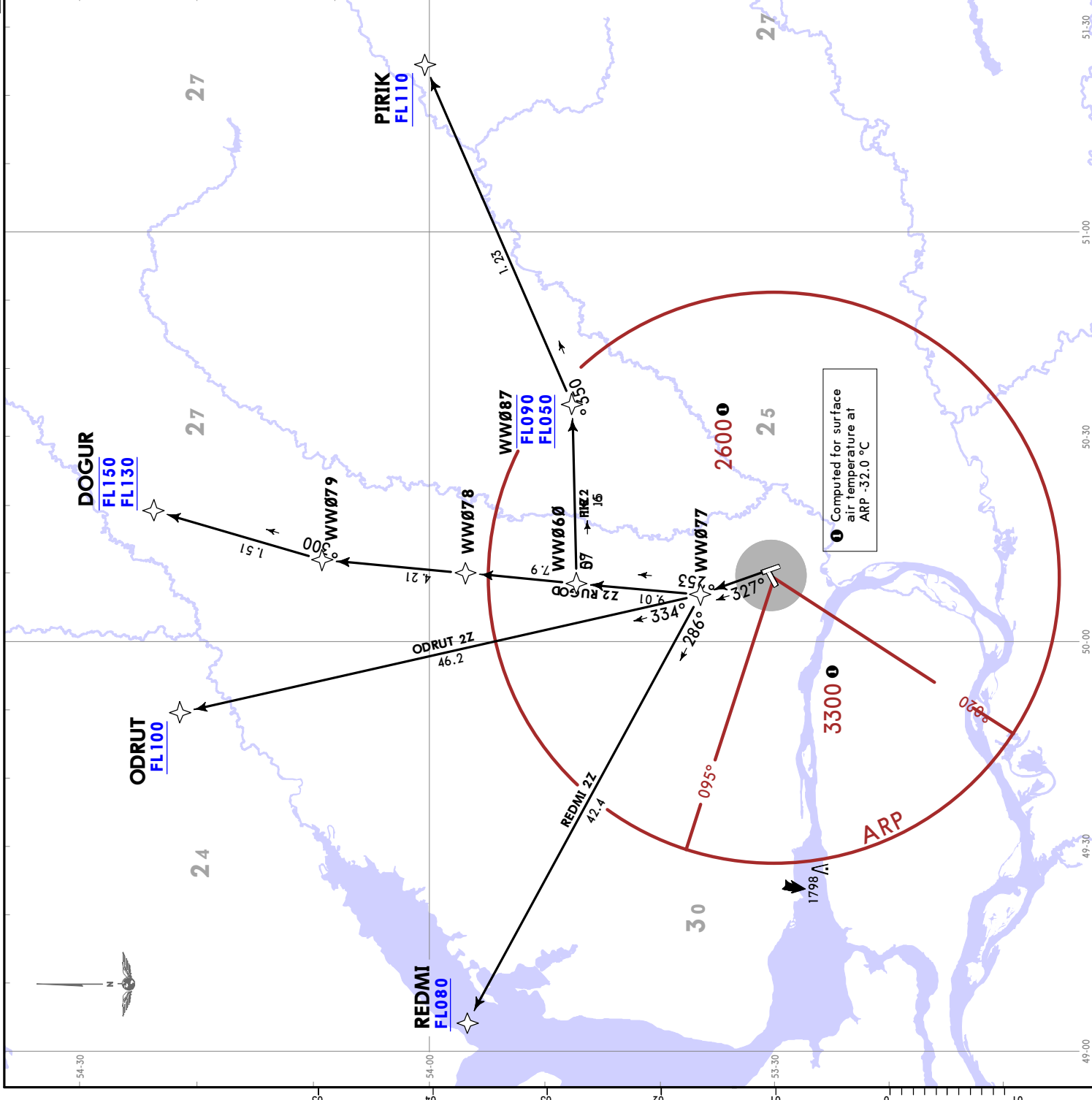
FEET METERS  
 QNH (QFE)  
 4000 (1090)



**UWW/KUF**  
**KURUMOCH**

SAMARA Radar	128.0	SAMARA Ground	119.0	SAMARA Approach	130.8	Apt Elev	421
Trans alt: 4000 QMH (QFE on request)							
RNAV 1 GNSS required							
1. Contact SAMARA Radar after take-off. 2. Having established contact with SAMARA Approach in climb, report present FL and FL (altitude) to be reached. 3. If RNAV SID parameters are not available or if unable to maintain SID, report to GND controller and request vectoring. 4. TWR controller may advise 'Direct to' instructions. 5. EXPECT close-in obstacles							
DOGUR 2Z [DOGUZZ] ODRUT 2Z [ODRUZZ] PIRIK 2Z [PIRIZZ] REDMI 2Z [REDMZZ] RNAV DEPARTURES (RWY 33)							

FEET METERS  
QNH (QFE)  
4000 (1090)



Computed for surface air temperature at ARP -32.0 °C



**UWWW/KUF**  
KURUMOCH

**JEPPESEN**  
13 FEB 26 (10-3E) Eff 19 Feb

**SAMARA, RUSSIA**  
RNAV SID

SAMARA Radar 128.0	SAMARA Ground 119.0	SAMARA Approach 130.8	Apt Elev 421
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Trans alt: 4000 QNH (QFE on request)

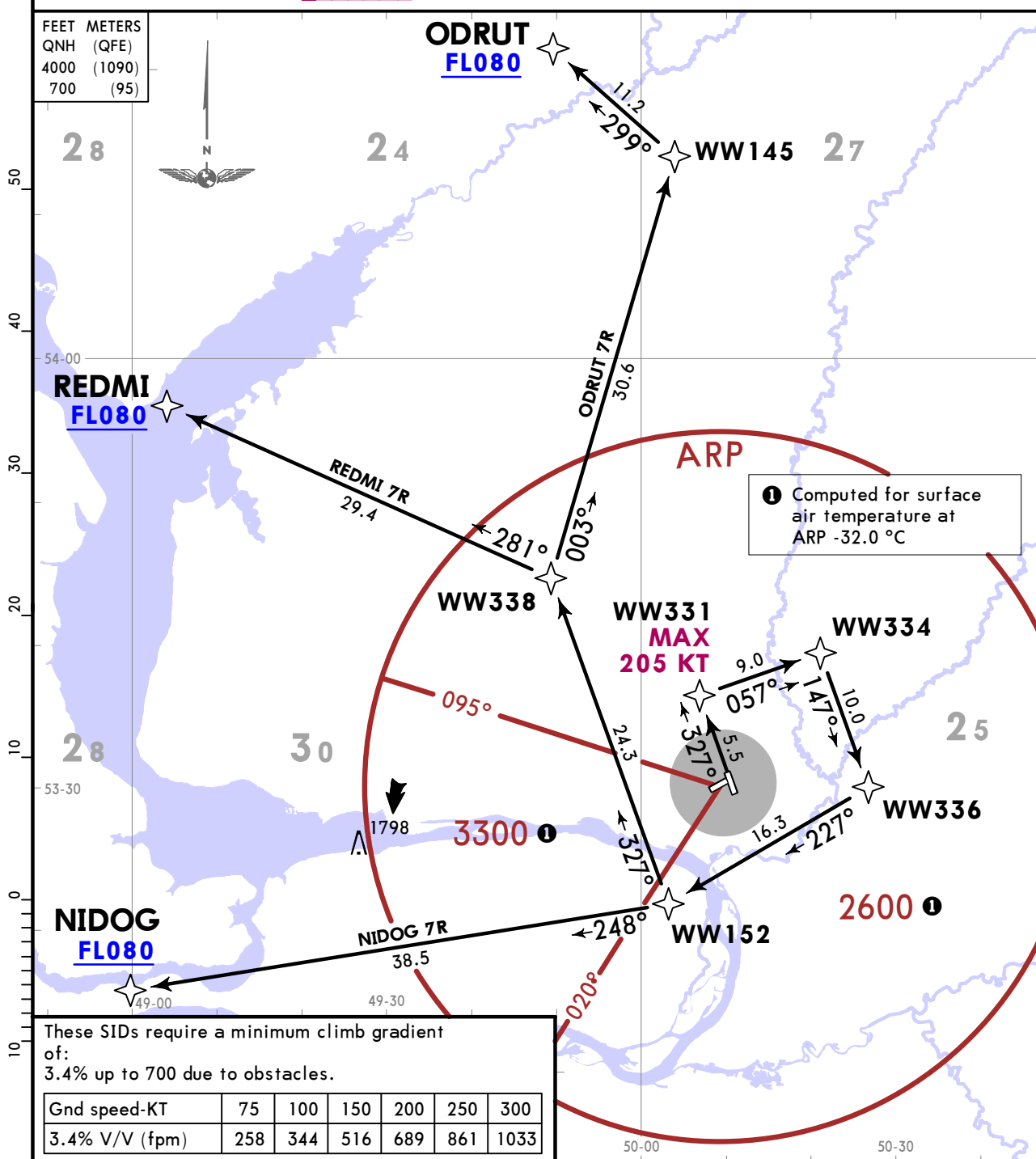
RNAV 1 GNSS or DME/DME required.

1. Contact SAMARA Radar after take-off.
2. Having established contact with SAMARA Approach in climb, report present FL and FL (altitude) to be reached.
3. If RNAV SID parameters are not available or if unable to maintain SID, report to GND controller and request vectoring.
4. TWR controller may advise 'Direct to' instructions.
5. EXPECT close-in obstacles

**NIDOG 7R [NIDO7R], ODRUT 7R [ODRU7R]  
REDMI 7R [REDM7R]  
RNAV DEPARTURES  
(RWY 33)**

**SPEED: MAX 250 KT BELOW FL100**

FEET METERS	
QNH (QFE)	
4000 (1090)	
700 (95)	



These SIDs require a minimum climb gradient of:  
3.4% up to 700 due to obstacles.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033

**UWWW/KUF**  
KURUMOCH

**JEPPESEN**  
13 FEB 26 **10-3F** Eff 19 Feb

**SAMARA, RUSSIA**  
**RNAV SID**

SAMARA Radar <b>128.0</b>	SAMARA Ground <b>119.0</b>	SAMARA Approach <b>130.8</b>	Apt Elev <b>421</b>
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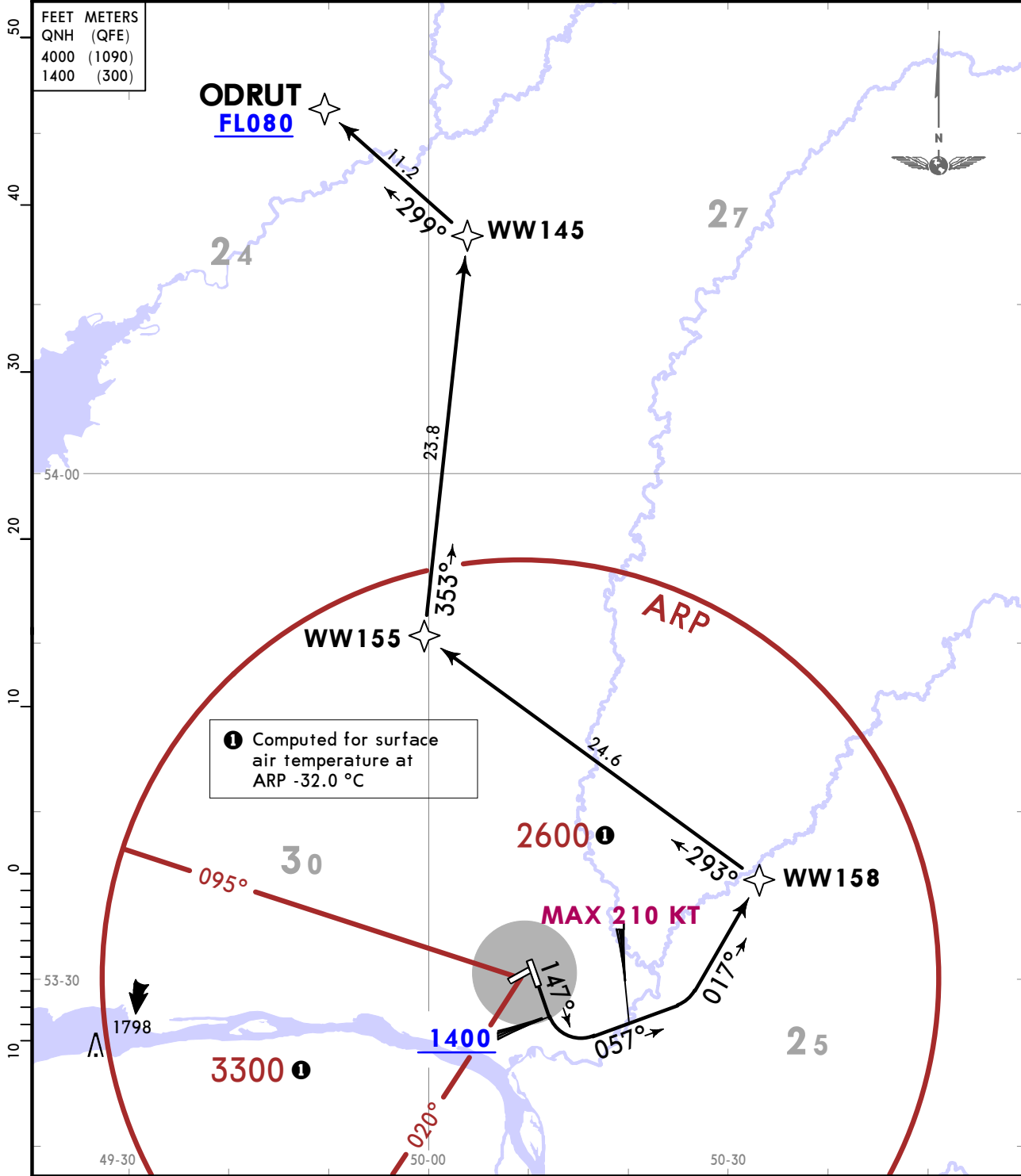
Trans alt: 4000 QNH (QFE on request)

RNAV 1 GNSS or DME/DME required.

1. Contact SAMARA Radar after take-off.
2. Having established contact with SAMARA Approach in climb, report present FL and FL (altitude) to be reached.
3. If RNAV SID parameters are not available or if unable to maintain SID, report to GND controller and request vectoring.
4. TWR controller may advise 'Direct to' instructions.
5. EXPECT close-in obstacles

**ODRUT 8G [ODRU8G]**  
**RNAV DEPARTURE**  
**(RWY 15)**

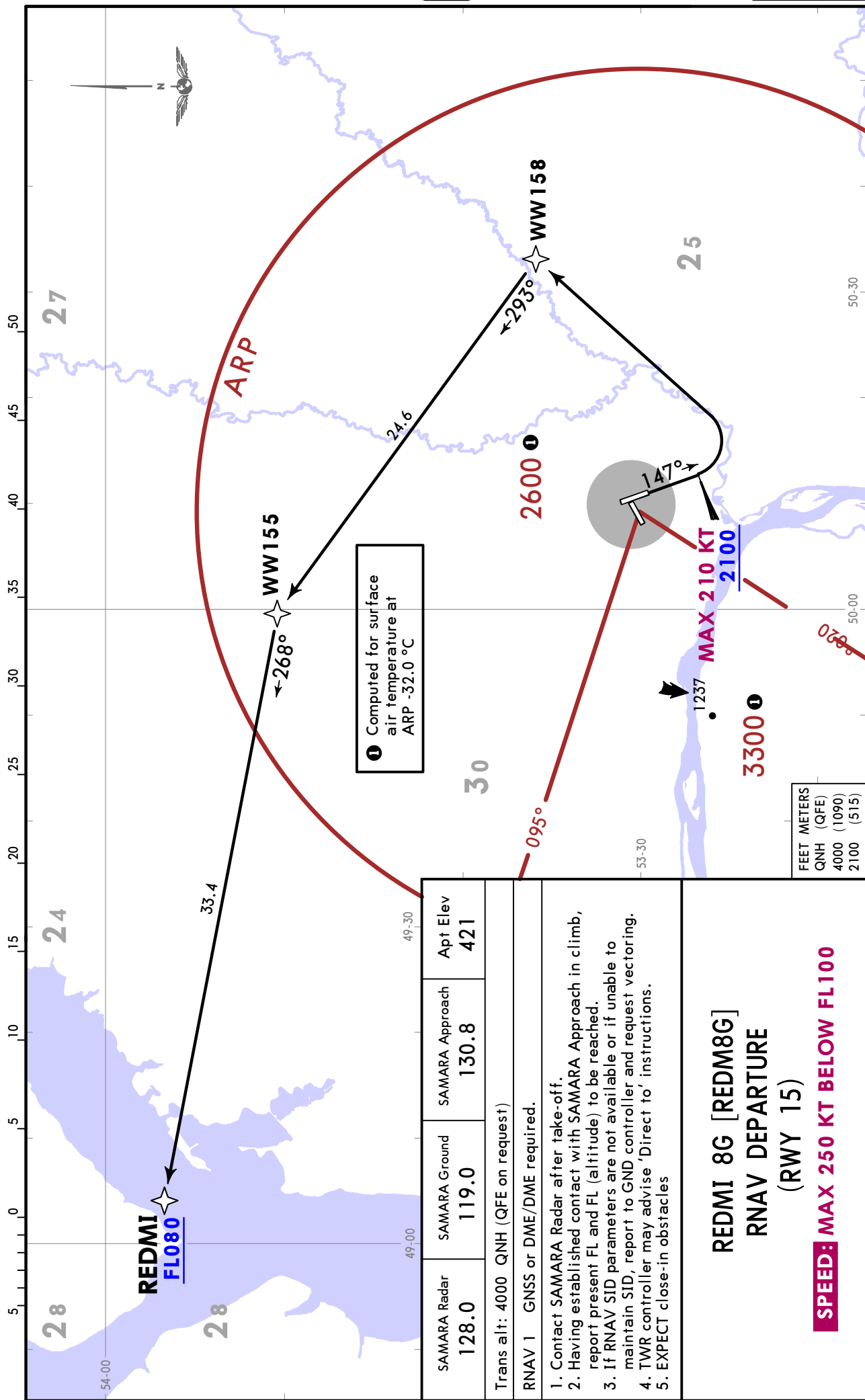
**SPEED: MAX 250 KT BELOW FL100**



**UWWW/KUF**  
KURUMOCH

**JEPPESSEN**  
13 FEB 26 **10-3G** Eff 19 Feb

**SAMARA, RUSSIA**  
**RNAV SID**



① Computed for surface air temperature at ARP -32.0 °C

FEET	METERS
QNH (QFE)	4000 (1090)
	2100 (515)

SAMARA Radar	128.0	SAMARA Ground	119.0	SAMARA Approach	130.8	Apt Elev	421
Trans alt: 4000 QNH (QFE on request)							
RNAV 1 GNSS or DME/DME required.							
<ol style="list-style-type: none"> <li>1. Contact SAMARA Radar after take-off.</li> <li>2. Having established contact with SAMARA Approach in climb, report present FL and FL (altitude) to be reached.</li> <li>3. If RNAV SID parameters are not available or if unable to maintain SID, report to GND controller and request vectoring.</li> <li>4. TWR controller may advise 'Direct to' instructions.</li> <li>5. EXPECT close-in obstacles</li> </ol>							
<b>REDMI 8G [REDM8G]</b> <b>RNAV DEPARTURE</b> <b>(RWY 15)</b> <b>SPEED: MAX 250 KT BELOW FL100</b>							





**UWWW/KUF**  
KURUMOCH

**JEPPESEN**  
13 FEB 26 **(10-3K)** Eff 19 Feb

**SAMARA, RUSSIA**  
**RNAV SID**

SAMARA Radar <b>128.0</b>	SAMARA Ground <b>119.0</b>	SAMARA Approach <b>130.8</b>	Apt Elev <b>421</b>
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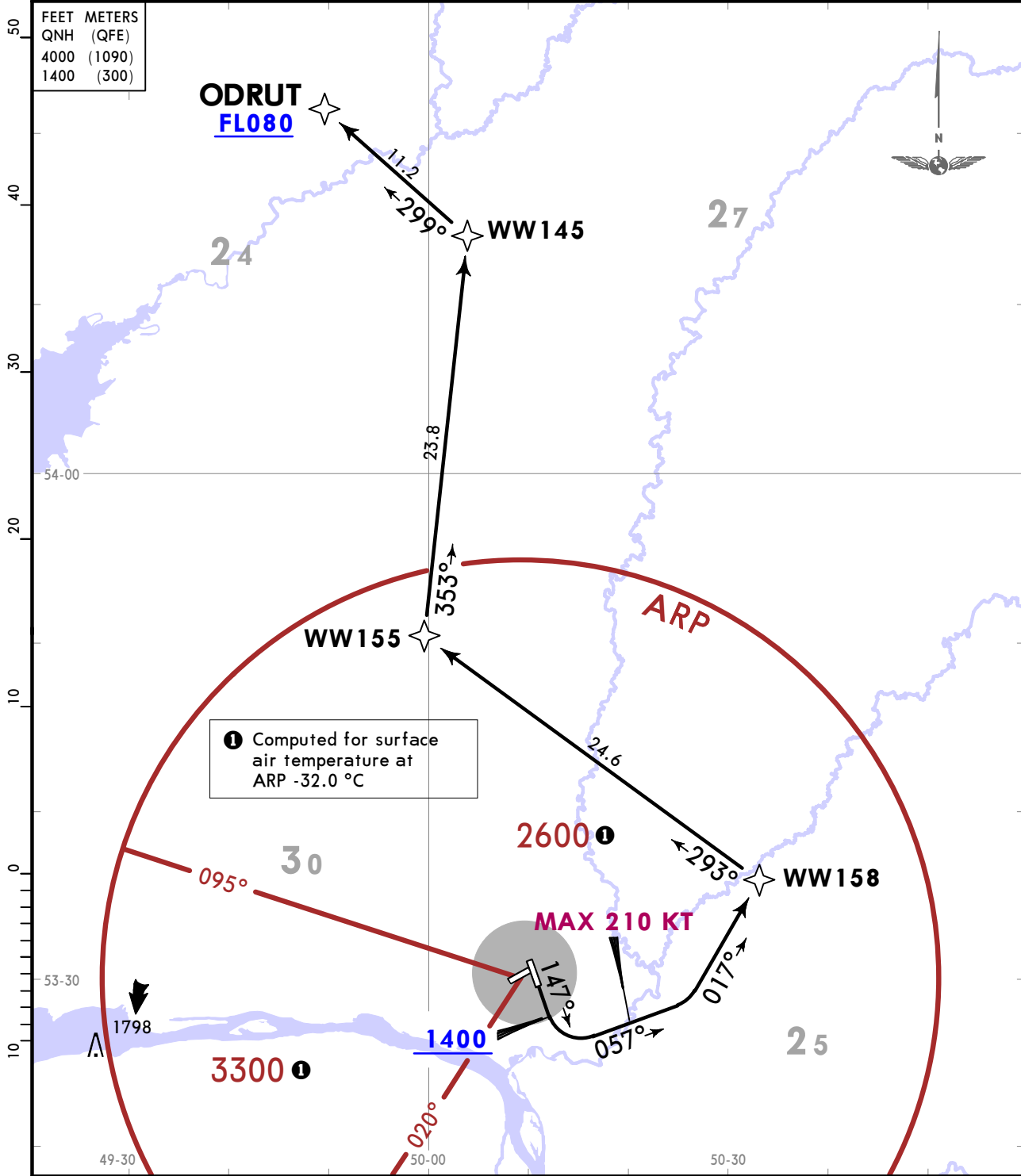
Trans alt: 4000 QNH (QFE on request)

RNP 1 GNSS required.

1. Contact SAMARA Radar after take-off.
2. Having established contact with SAMARA Approach in climb, report present FL and FL (altitude) to be reached.
3. If RNP SID parameters are not available or if unable to maintain SID, report to GND controller and request vectoring.
4. TWR controller may advise 'Direct to' instructions.
5. EXPECT close-in obstacles

**ODRUT 8A [ODRU8A]**  
**RNP DEPARTURE**  
**(RWY 15)**

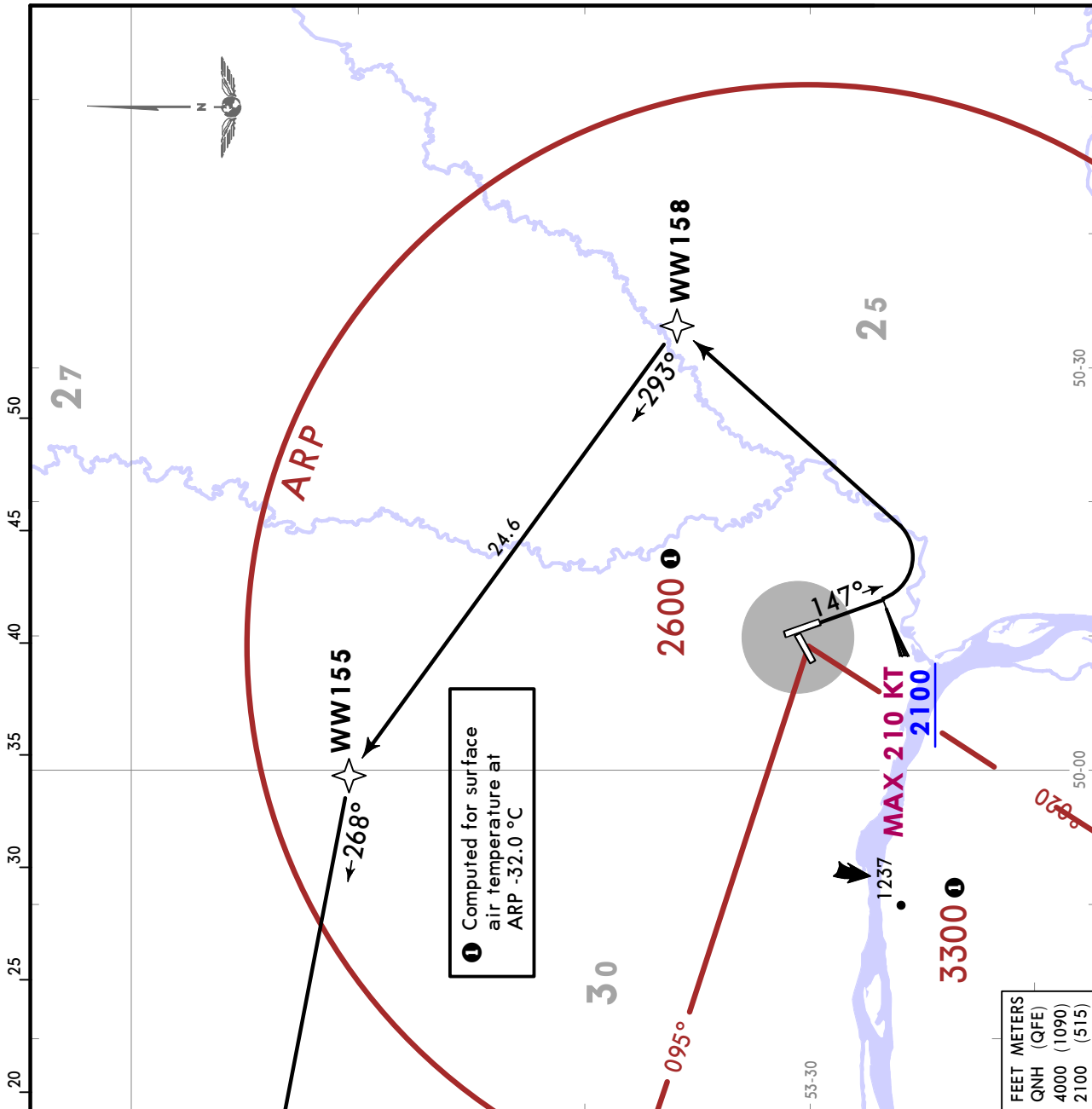
**SPEED: MAX 250 KT BELOW FL100**



UWWW/KUF  
KURUMOCH

JEPPESEN  
13 FEB 26 10-3L Eff 19 Feb

SAMARA, RUSSIA  
RNAV SID



① Computed for surface air temperature at ARP -32.0 °C

FEET	METERS
QNH (QFE)	4000 (1090)
	2100 (515)

SAMARA Radar	128.0	SAMARA Ground	119.0	SAMARA Approach	130.8	Apt Elev	421
Trans alt: 4000 QNH (QFE on request)							
RNP 1 GNSS required.							
<ol style="list-style-type: none"> <li>1. Contact SAMARA Radar after take-off.</li> <li>2. Having established contact with SAMARA Approach in climb, report present FL and FL (altitude) to be reached.</li> <li>3. If RNP SID parameters are not available or if unable to maintain SID, report to GND controller and request vectoring.</li> <li>4. TWR controller may advise 'Direct to' instructions.</li> <li>5. EXPECT close-in obstacles</li> </ol>							

**REDMI 8C [REDM8C]**  
**RNP DEPARTURE**  
**(RWY 15)**  
**SPEED: MAX 250 KT BELOW FL100**

13 FEB 26 10-3M Eff 19 Feb **SID**

UWWW/KUF  
KURUMOCH

**JEPPESEN SAMARA, RUSSIA**

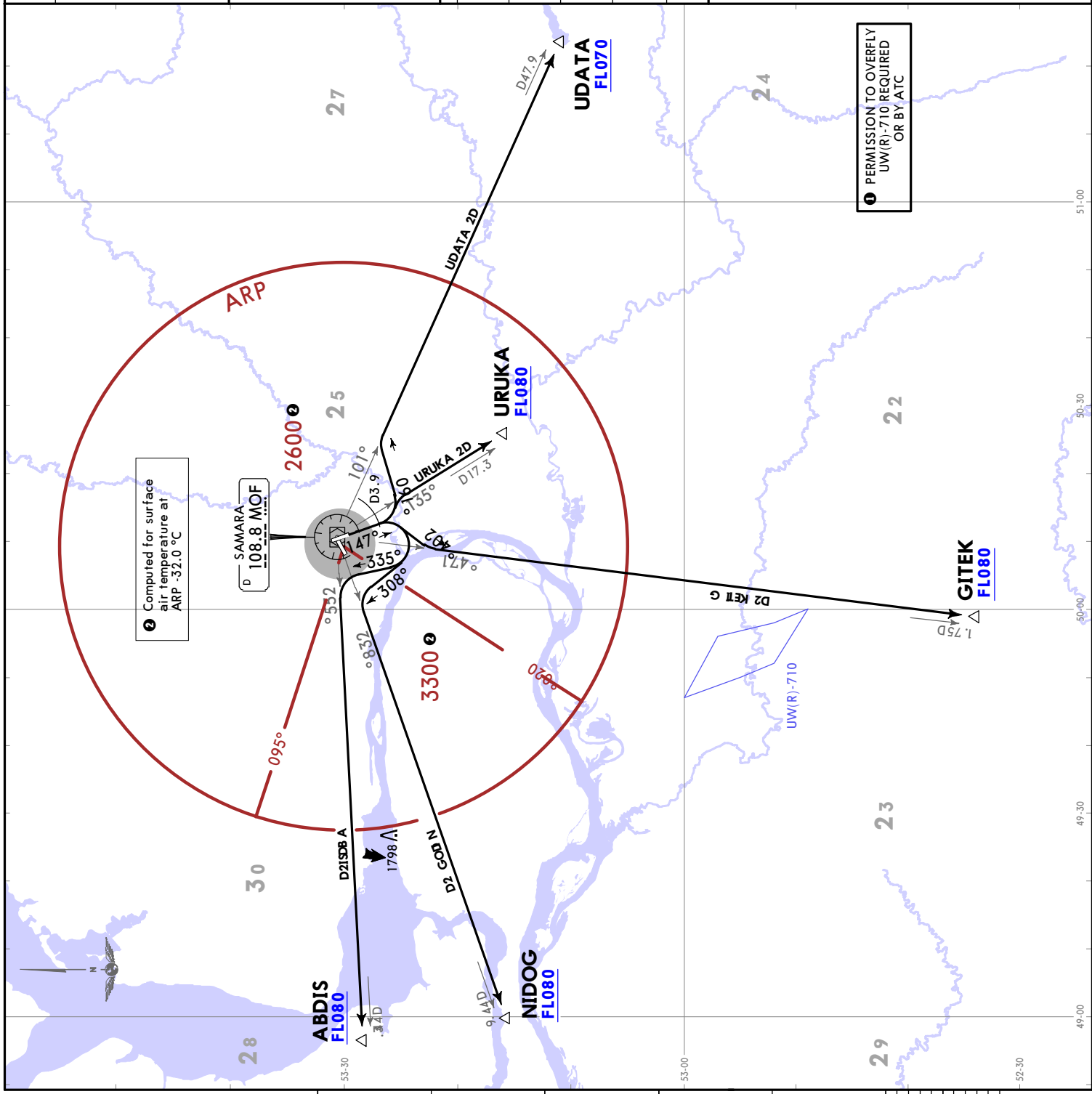
SAMARA Radar	SAMARA Ground	SAMARA Approach	Apt Elev
128.0	119.0	130.8	421

Trans alt: 4000 QNH (QFE on request)

- DME required.
- Contact SAMARA Radar after take-off.
- Having established contact with SAMARA Approach in climb, report present FL and FL (altitude) to be reached.
- If SID parameters are not available or if unable to maintain SID, report to GND controller and request vectoring.
- EXPECT vectoring under RADAR control.
- EXPECT close-in obstacles

<b>ABDIS 2D [ABDI2D]</b>	<b>ROUTING</b>
<b>GITEK 2D [GITE2D]</b>	Climb on 147° track to D3.9 MOF, turn RIGHT, 335° track to intercept MOF R255 to ABDIS.
<b>NIDOG 2D [NIDO2D]</b>	Climb on 147° track to D3.9 MOF, turn RIGHT, 204° track to intercept MOF R174 to GITEK.
<b>UDATA 2D [UDAT2D]</b>	Climb on 147° track to D3.9 MOF, turn RIGHT, 308° track to intercept MOF R238 to NIDOG.
<b>URUKA 2D [URUK2D]</b>	Climb on 147° track to D3.9 MOF, turn LEFT, 061° track to intercept MOF R101 to UDATA.
<b>DEPARTURES (RWY 15)</b>	Climb on 147° track to D3.9 MOF, MOF R135 to URUKA.

FEET METERS
QNH (QFE)
4000 (1090)



**JEPESEN SAMARA, RUSSIA**  
 13 FEB 26 10-3N Eff 19 Feb **SID**

SAMARA Radar	SAMARA Ground	SAMARA Approach	Apt Elev
128.0	119.0	130.8	421

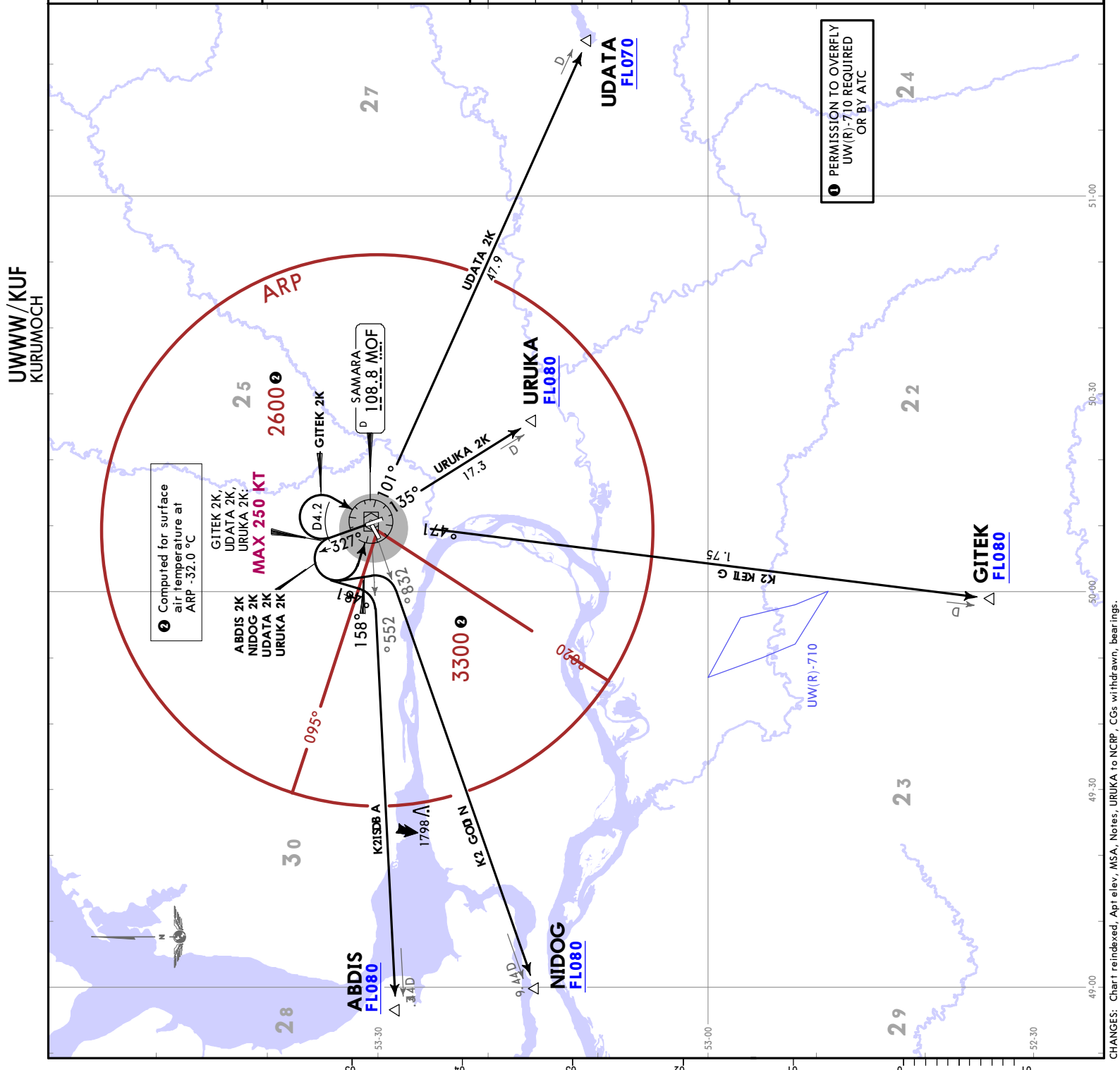
Trans alt: 4000 QNH (QFE on request)

- DME required.
- Contact SAMARA Radar after take-off.
- Having established contact with SAMARA Approach in climb, report present FL and FL (altitude) to be reached.
- If SID parameters are not available or if unable to maintain SID, report to GND controller and request vectoring.
- EXPECT vectoring under RADAR control.
- EXPECT close-in obstacles

ABDIS 2K [ABDI2K] GITEK 2K [GITE2K] NIDOG 2K [NIDO2K] UDATA 2K [UDAT2K] URUKA 2K [URUK2K] <b>DEPARTURES (RWY 33)</b>	
SID	ROUTING
ABDIS 2K	Climb on 327° track to D4.2 MOF, turn LEFT, 184° track to intercept MOF R255 to ABDIS.
GITEK 2K	Climb on 327° track to D4.2 MOF, turn RIGHT to MOF VOR, MOF R174 to G-ITEK.
NIDOG 2K	Climb on 327° track to D4.2 MOF, turn LEFT, 158° track to intercept MOF R238 to NIDOG.
UDATA 2K	Climb on 327° track to D4.2 MOF, turn LEFT to MOF VOR, MOF R101 to UDATA.
URUKA 2K	Climb on 327° track to D4.2 MOF, turn LEFT to MOF VOR, MOF R135 to URUKA.

FEET METERS  
 QNH (QFE)  
 4000 (1090)

① PERMISSION TO OVERFLY UW(R)-710 REQUIRED OR BY ATC



SAMARA Radar	SAMARA Ground	SAMARA Approach	Apt Elev
128.0	119.0	130.8	421

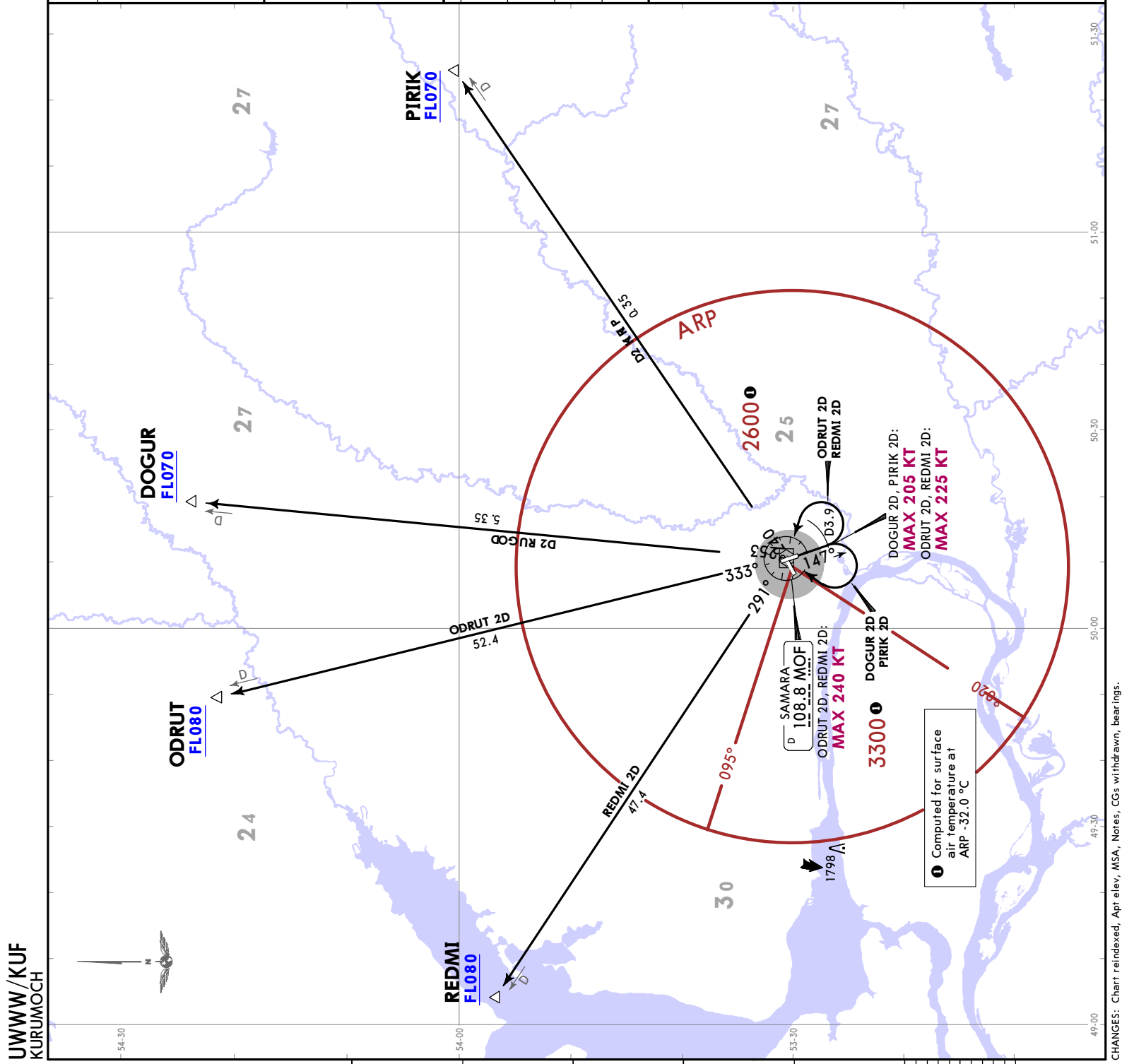
Trans alt: 4000 QNH (QFE on request)

- DME required.
- Contact SAMARA Radar after take-off.
- Having established contact with SAMARA Approach in climb, report present FL and FL (altitude) to be reached.
- If SID parameters are not available or if unable to maintain SID, report to GND controller and request vectoring.
- EXPECT vectoring under RADAR control.
- EXPECT close-in obstacles

**DOGUR 2D [DOGU2D]**  
**ODRUT 2D [ODRU2D]**  
**PIRIK 2D [PIRI2D]**  
**REDMI 2D [REDM2D]**  
**DEPARTURES**  
**(RWY 15)**

SID	ROUTING
<b>DOGUR 2D</b>	Climb on 147° track to D3.9 MOF, turn RIGHT to MOF VOR, MOF R352 to DOGUR.
<b>ODRUT 2D</b>	Climb on 147° track to D3.9 MOF, turn LEFT to MOF VOR, MOF R333 to ODRUT.
<b>PIRIK 2D</b>	Climb on 147° track to D3.9 MOF, turn RIGHT to MOF VOR, MOF R042 to PIRIK.
<b>REDMI 2D</b>	Climb on 147° track to D3.9 MOF, turn LEFT to MOF VOR, MOF R291 to REDMI.

FEET METERS  
 QNH (QFE)  
 4000 (1090)



**JEYPESEN SAMARA, RUSSIA**  
**SID**  
 13 FEB 26 10-3Q Eff 19 Feb

SAMARA Radar	SAMARA Ground	SAMARA Approach	Apt Elev
128.0	119.0	130.8	421

Trans alt: 4000 QNH (QFE on request)

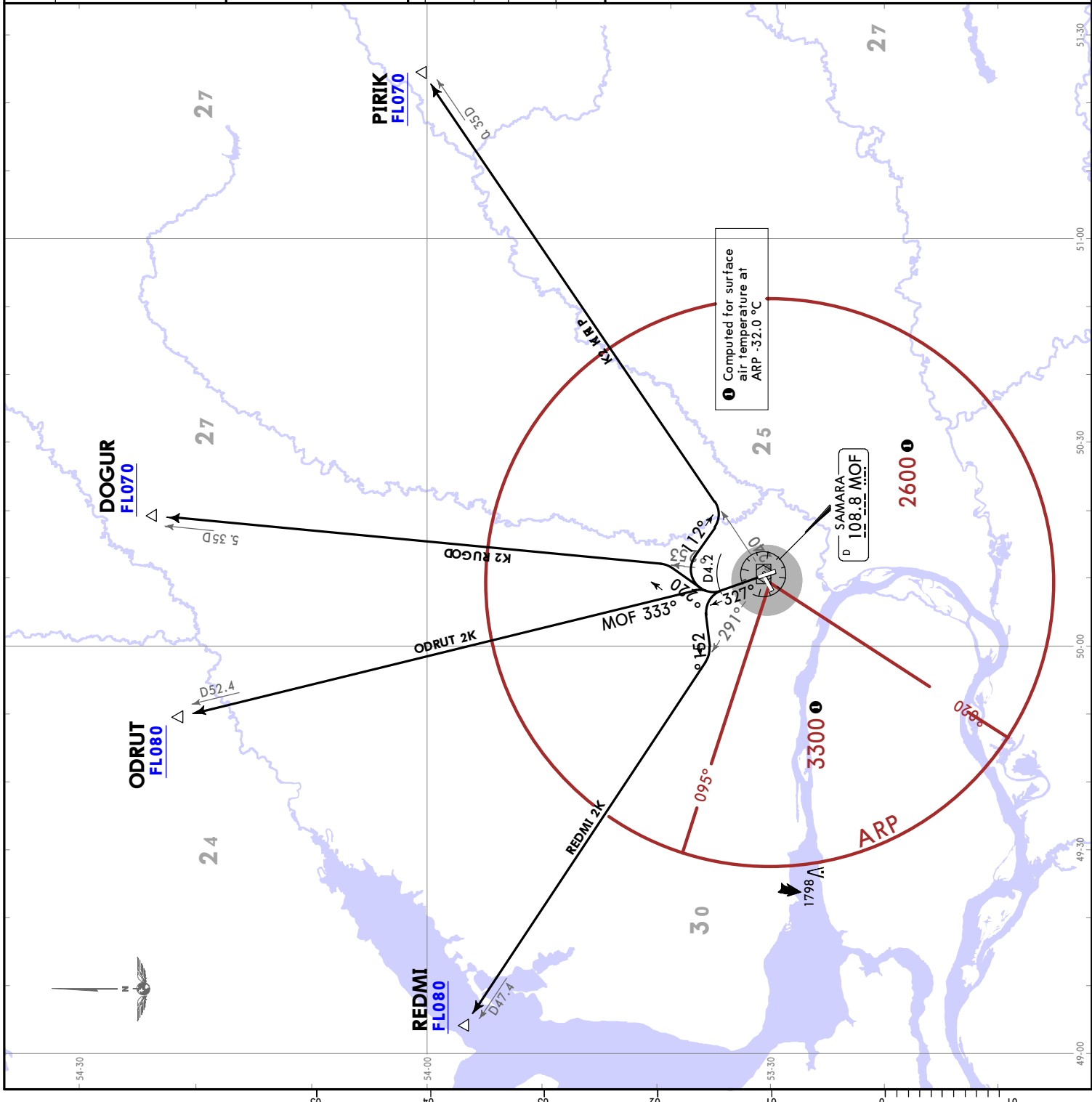
- DME required.
- Contact SAMARA Radar after take-off.
- Having established contact with SAMARA Approach in climb, report present FL and FL (altitude) to be reached.
- If SID parameters are not available or if unable to maintain SID, report to GND controller and request vectoring.
- EXPECT vectoring under RADAR control.
- EXPECT close-in obstacles

**DEPARTURES (RWY 33)**

SID	ROUTING
<b>DOGUR 2K</b>	Climb on 327° track to D4.2 MOF, turn RIGHT, 022° track to intercept MOF R352 to DOGUR.
<b>ODRUT 2K</b>	Climb on 327° track to D4.2 MOF, MOF R333 to ODRUT.
<b>PIRIK 2K</b>	Climb on 327° track to D4.2 MOF, turn RIGHT, 112° track to intercept MOF R042 to PIRIK.
<b>REDMI 2K</b>	Climb on 327° track to D4.2 MOF, turn LEFT, 251° track to intercept MOF R291 to REDMI.

**FEET METERS**  
 QNH (QFE)  
 4000 (1090)

**UWWW/KUF**  
**KURUMOCH**



13 FEB 26 10-35 Eff 19 Feb

JEPPESENSAMARA, RUSSIA

UWWW/KUF KURUMOCH

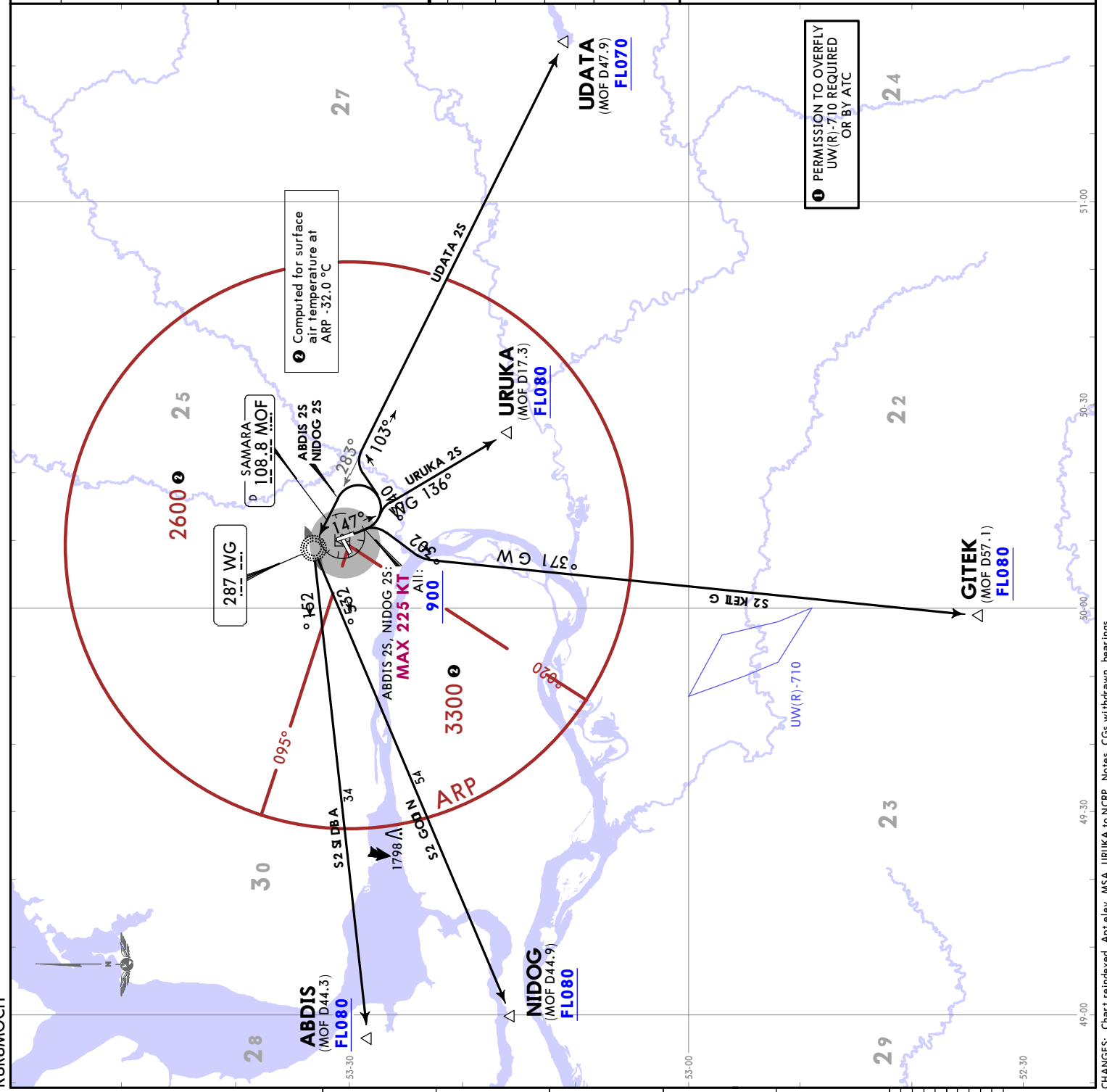
SAMARA Radar	SAMARA Ground	SAMARA Approach	Apt Elev
128.0	119.0	130.8	421

Trans alt: 4000 QNH (QFE on request)  
 1. Contact SAMARA Radar after take-off.  
 2. Having established contact with SAMARA Approach in climb, report present FL and FL (altitude) to be reached.  
 3. If SID parameters are not available or if unable to maintain SID, report to GND controller and request vectoring.  
 4. EXPECT vectoring under RADAR control.  
 5. EXPECT close-in obstacles

SID	ROUTING
ABDIS 2S	Climb on 147° track to 900 or above, turn LEFT to WG, 251° bearing from WG to ABDIS.
GITEK 2S	Climb on 147° track to 900 or above, turn RIGHT, 203° track to intercept 173° bearing from WG to GITEK.
NIDOG 2S	Climb on 147° track to 900 or above, turn LEFT to WG, 235° bearing from WG to NIDOG.
UDATA 2S	Climb on 147° track to 900 or above, turn LEFT, 043° track to intercept 103° bearing from WG to UDATA.
URUKA 2S	Climb on 147° track to 900 or above, 136° bearing from WG to URUKA.

DEPARTURES (RWY 15)	
ABDIS 2S [ABDI2S]	
GITEK 2S [GITE2S]	
NIDOG 2S [NIDO2S]	
UDATA 2S [UDAT2S]	
URUKA 2S [URUK2S]	

FEET METERS  
 QNH (QFE)  
 4000 (1090)  
 900 (150)



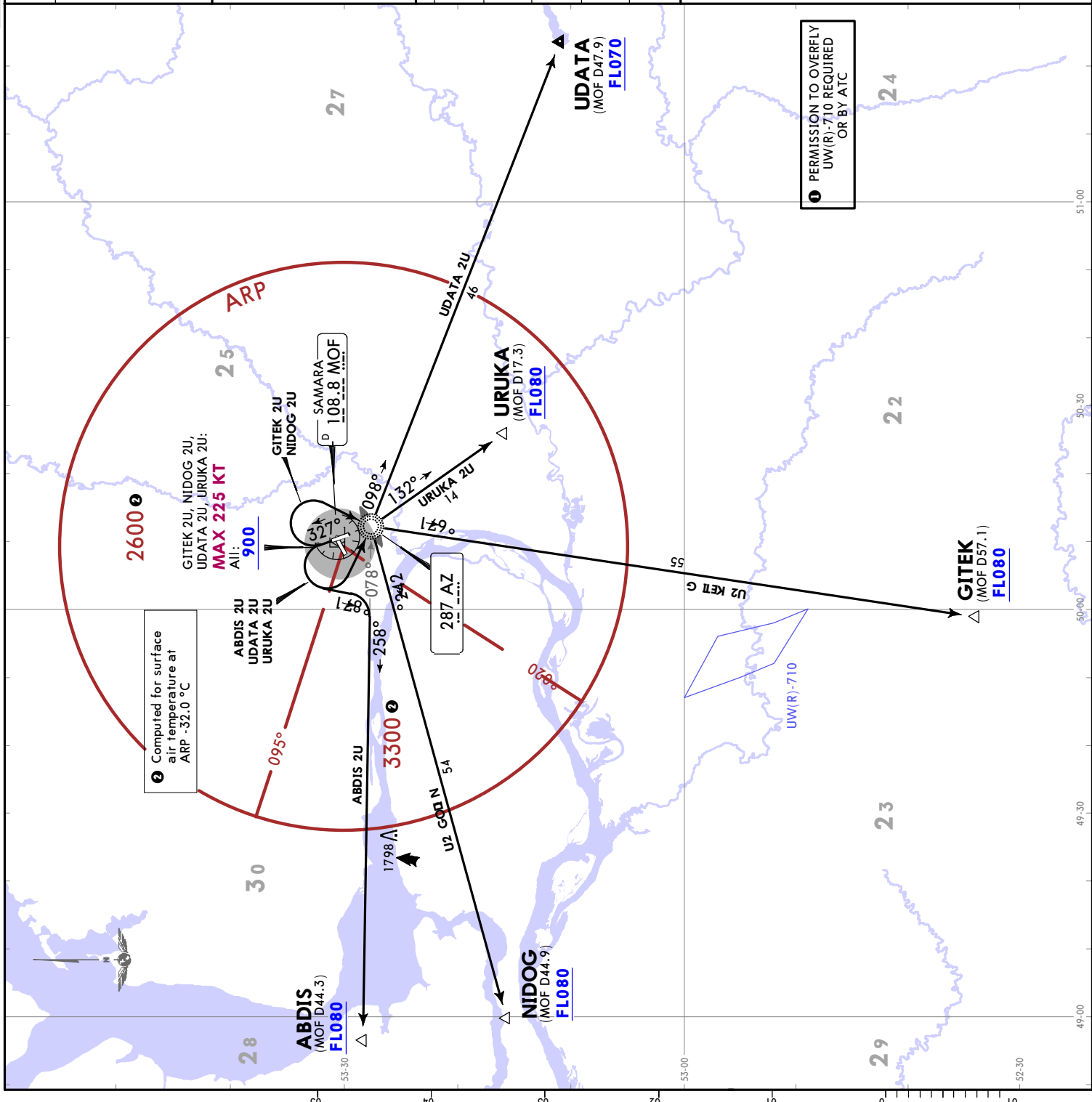
SAMARA Radar	SAMARA Ground	SAMARA Approach	Apt Elev
128.0	119.0	130.8	421

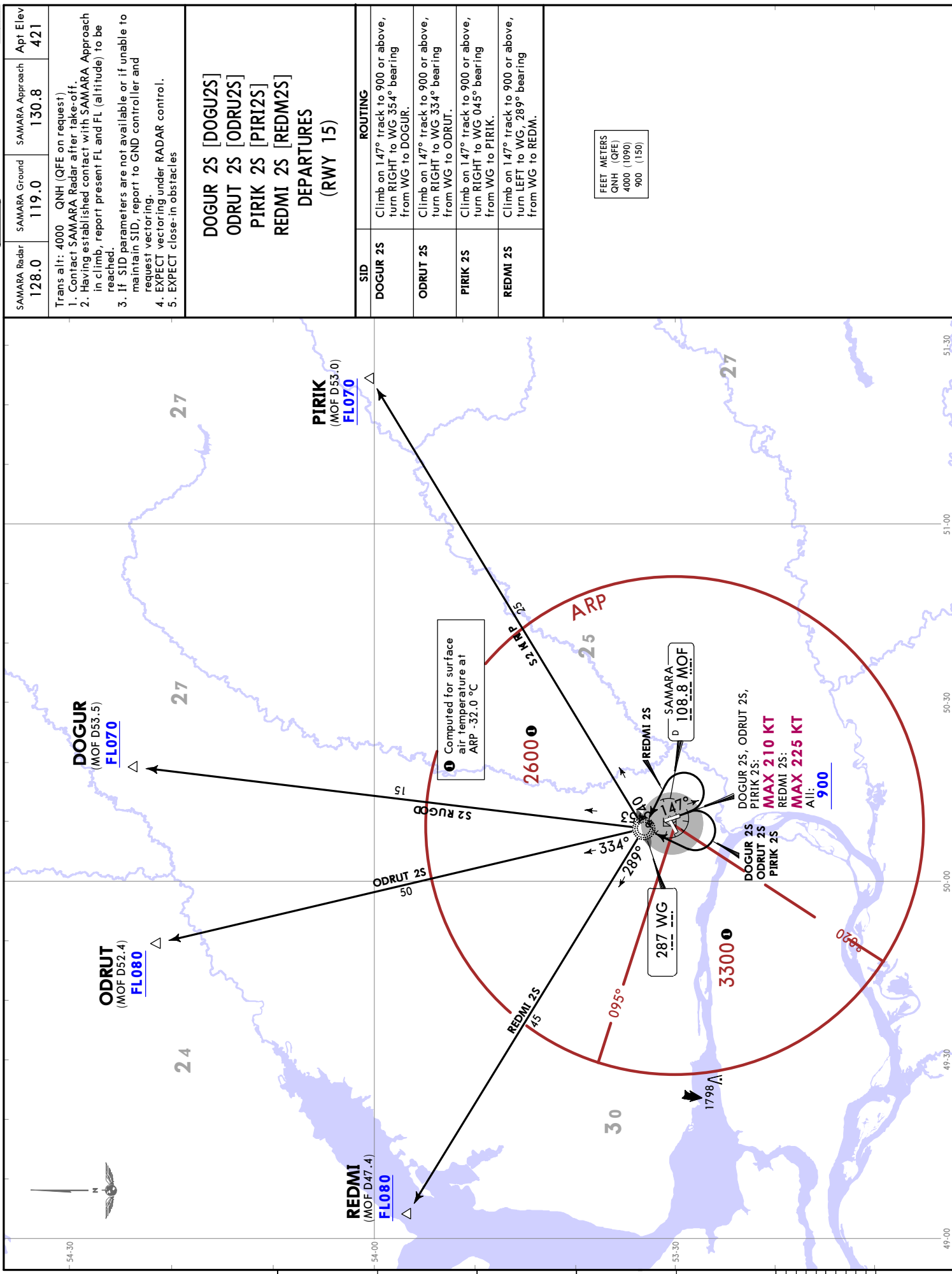
Trans alt: 4000 QNH (QFE on request)  
 1. Contact SAMARA Radar after take-off.  
 2. Having established contact with SAMARA Approach in climb, report present FL and FL (altitude) to be reached.  
 3. If SID parameters are not available or if unable to maintain SID, report to GND controller and request vectoring.  
 4. EXPECT vectoring under RADAR control.  
 5. EXPECT close-in obstacles

<b>ABDIS 2U [ABDI2U]</b>	<b>ROUTING</b>
<b>GITEK 2U [GITE2U]</b>	Climb on 327° track to 900 or above, turn LEFT, 178° track to intercept 258° bearing from AZ to ABDIS.
<b>NIDOG 2U [NIDO2U]</b>	Climb on 327° track to 900 or above, turn RIGHT to AZ, 176° bearing from AZ to GITEK.
<b>UDATA 2U [UDAT2U]</b>	Climb on 327° track to 900 or above, turn RIGHT to AZ, 242° bearing from AZ to NIDOG.
<b>URUKA 2U [URUK2U]</b>	Climb on 327° track to 900 or above, turn LEFT to 900 or above, from AZ to UDATA.
<b>DEPARTURES (RWY 33)</b>	Climb on 327° track to 900 or above, turn LEFT to 900 or above, from AZ to URUKA.

<b>ABDIS 2U</b>	<b>ROUTING</b>
<b>GITEK 2U</b>	Climb on 327° track to 900 or above, turn LEFT, 178° track to intercept 258° bearing from AZ to ABDIS.
<b>NIDOG 2U</b>	Climb on 327° track to 900 or above, turn RIGHT to AZ, 176° bearing from AZ to GITEK.
<b>UDATA 2U</b>	Climb on 327° track to 900 or above, turn RIGHT to AZ, 242° bearing from AZ to NIDOG.
<b>URUKA 2U</b>	Climb on 327° track to 900 or above, turn LEFT to 900 or above, from AZ to UDATA.
<b>URUKA 2U</b>	Climb on 327° track to 900 or above, turn LEFT to 900 or above, from AZ to URUKA.

FEET METERS	
QNH (QFE)	4000 (1090)
	900 (150)





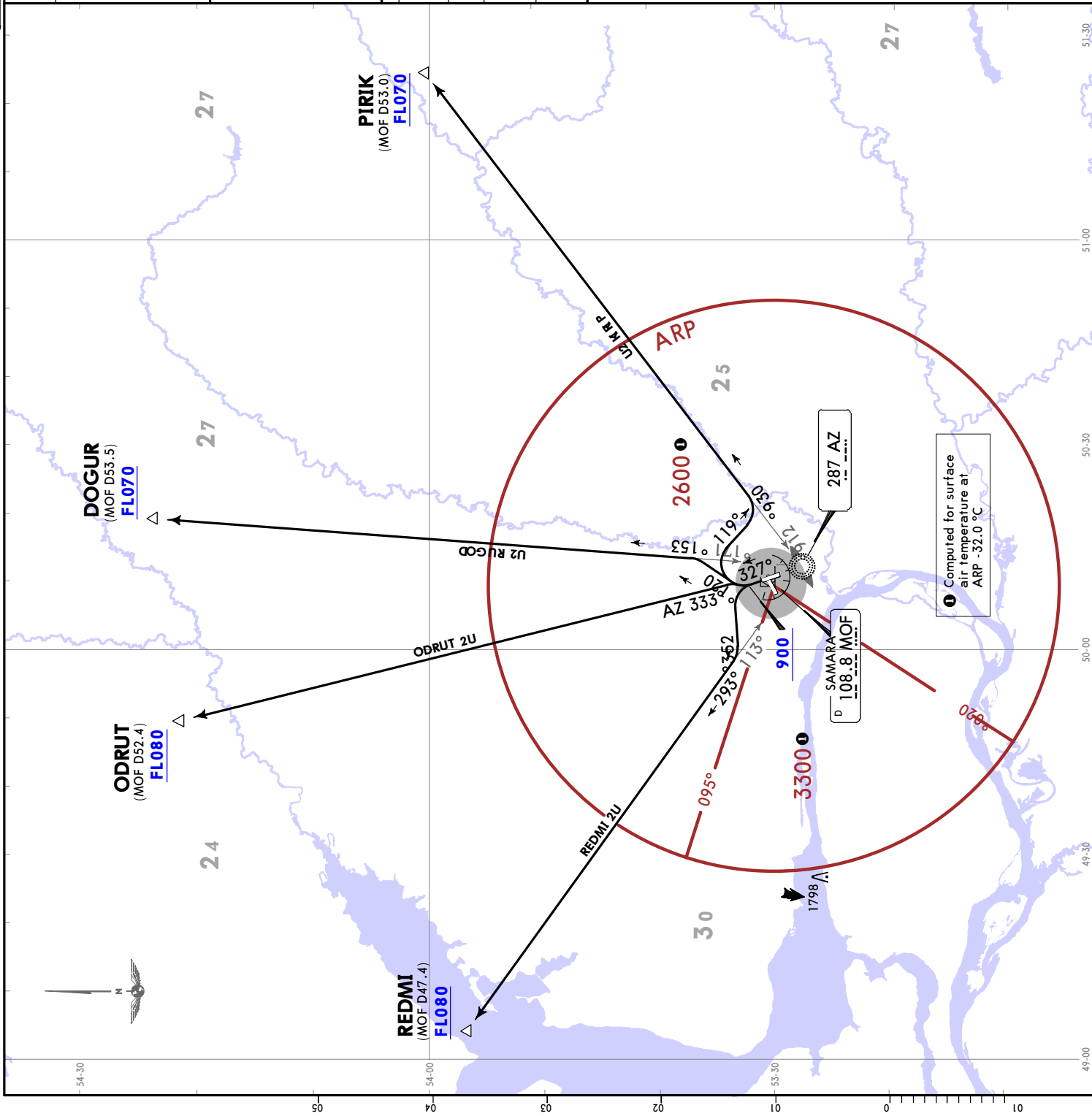
SAMARA Radar	128.0	SAMARA Ground	119.0	SAMARA Approach	130.8	Apt Elev	421
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Trans alt: 4000 QNH (QFE on request)  
 1. Contact SAMARA Radar after take-off.  
 2. Having established contact with SAMARA Approach in climb, report present FL and FL (altitude) to be reached.  
 3. If SID parameters are not available or if unable to maintain SID, report to GND controller and request vectoring.  
 4. EXPECT vectoring under RADAR control.  
 5. EXPECT close-in obstacles

SID	ROUTING
<b>DOGUR 2U</b>	Climb on 327° track to 900 or above, turn RIGHT, 021° track to intercept 351° bearing from AZ to DOGUR.
<b>ODRUT 2U</b>	Climb on 327° track to 900 or above, 333° bearing from AZ to ODRUT.
<b>PIRIK 2U</b>	Climb on 327° track to 900 or above, turn RIGHT, 119° track to intercept 039° bearing from AZ to PIRIK.
<b>REDMI 2U</b>	Climb on 327° track to 900 or above, turn LEFT, 253° track to intercept 293° bearing from AZ to REDMI.

DEPARTURES (RWY 33)	
<b>DOGUR 2U</b> [DOGU2U]	
<b>ODRUT 2U</b> [ODRU2U]	
<b>PIRIK 2U</b> [PIRI2U]	
<b>REDMI 2U</b> [REDM2U]	

FEET METERS	
QNH (QFE)	4000 (1090)
	900 (150)



**UWWW/KUF**

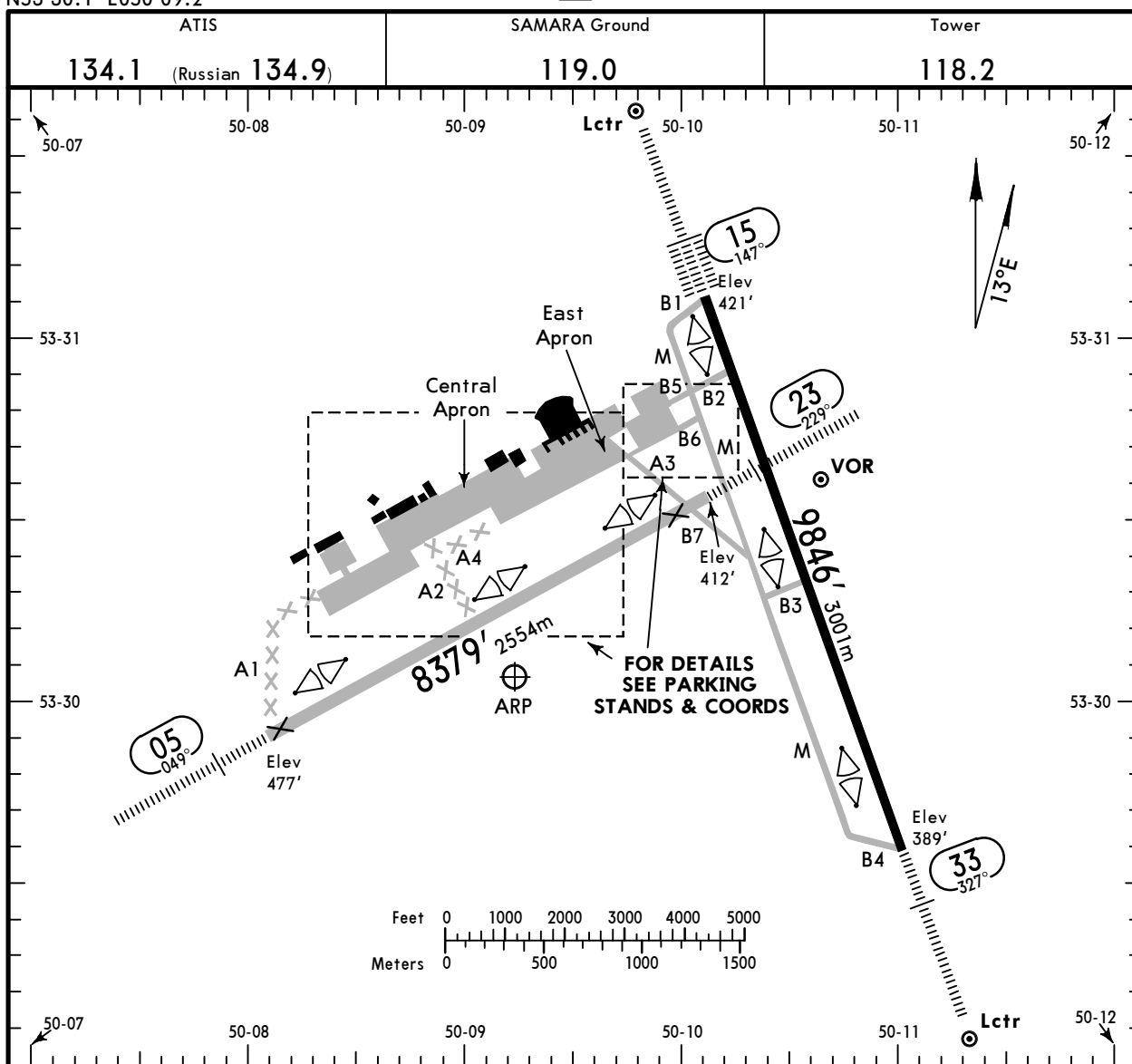
Apt Elev **421'**  
N53 30.1 E050 09.2

**JEPPESEN**

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

**SAMARA, RUSSIA**

**KURUMOCH**



**ADDITIONAL RUNWAY INFORMATION**

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
05	HIRL (60m) ②PALS CAT-I PAPI-L (3.00°) RVR				197'
① 23	HIRL (60m) ②PALS CAT-I PAPI-L (2.67°) RVR				60m
15	HIRL (60m) CL (15m) ②PALS CAT-II TDZ ③PAPI-L RVR		8691' 2649m	④	148'
33	HIRL (60m) CL (15m) ②PALS CAT-I PAPI-L (2.67°) RVR		8632' 2631m		45m

- ① Lighting unusable.
- ② length 900m.
- ③ (angle 2.67°).
- ④ TAKE-OFF RUN AVAILABLE

**RWY 15:**

From rwy head 9846' (3001m)  
twy B2 int 8330' (2539m)

**RWY 33:**

From rwy head 9846' (3001m)  
twy B3 int 5236' (1596m)

**Std**

**TAKE-OFF**

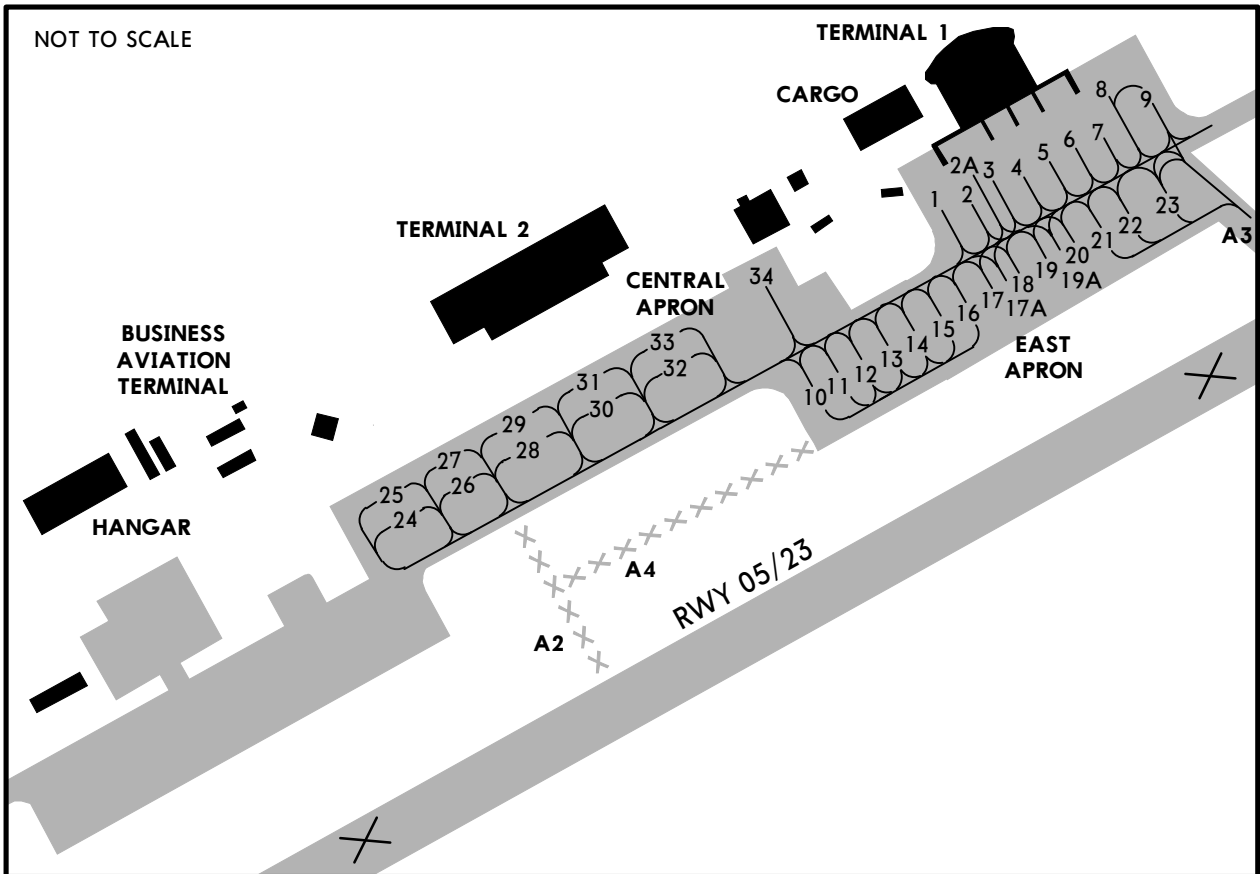
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	① RL & RCLM	RL or RCLM ①	Adequate Vis Ref	
					DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R/V200m	R/V300m	R/V400m	R/V500m	NA

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

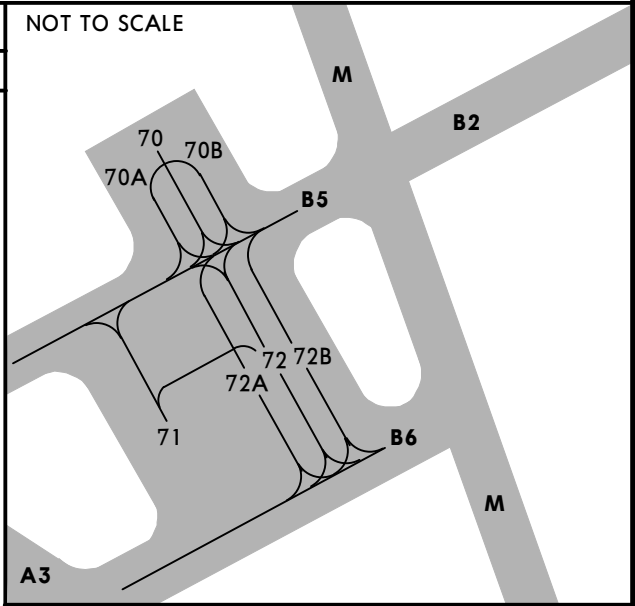
UWWW/KUF

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

**SAMARA, RUSSIA**  
KURUMOCH



INS COORDINATES	
STAND No.	COORDINATES
1 thru 3	N53 30.7 E050 09.4
4, 5	N53 30.7 E050 09.5
6 thru 8	N53 30.7 E050 09.6
9	N53 30.7 E050 09.7
10, 11	N53 30.5 E050 09.2
12 thru 14	N53 30.5 E050 09.3
15 thru 17	N53 30.6 E050 09.4
17A thru 19A	N53 30.6 E050 09.5
20 thru 22	N53 30.6 E050 09.6
23	N53 30.7 E050 09.7
24 thru 26	N53 30.4 E050 08.8
27	N53 30.5 E050 08.8
28, 29	N53 30.5 E050 08.9
30	N53 30.5 E050 09.0
31	N53 30.5 E050 08.9
32, 33	N53 30.5 E050 09.0
34	N53 30.6 E050 09.1
70 thru 70B	N53 30.8 E050 09.9
71, 72	N53 30.7 E050 09.9
72A, 72B	N53 30.7 E050 10.0



UWWW/KUF

**JEPPESEN**  
13 FEB 26 **10-9S** Eff 19 Feb

**EASA AIR OPS**  
**SAMARA, RUSSIA**  
KURUMOCH

STRAIGHT-IN RWY		A	B	C	D
15	CAT 2 ILS Z, Y or X	<b>521'</b> (100') RA118' R300m	<b>521'</b> (100') RA118' R300m	<b>521'</b> (100') RA118' R300m	<b>①521'</b> (100') RA118' R300m
	ILS Z, Y or X	<b>621'</b> (200') R550m	<b>621'</b> (200') R550m	<b>621'</b> (200') R550m	<b>②621'</b> (200') R550m
	TDZ or CL out ALS out	<b>③</b> R550m R1200m	<b>③</b> R550m R1200m	<b>③</b> R550m R1200m	<b>③</b> R550m R1200m
	GLS or GLS Y	<b>621'</b> (200') R550m	<b>621'</b> (200') R550m	<b>621'</b> (200') R550m	<b>②621'</b> (200') R550m
	TDZ or CL out ALS out	<b>③</b> R550m R1200m	<b>③</b> R550m R1200m	<b>③</b> R550m R1200m	<b>③</b> R550m R1200m
	RNP X (AR) RNP 0.30	<b>673'</b> (252') R600m	<b>695'</b> (274') R600m	<b>714'</b> (293') R650m	<b>732'</b> (311') R700m
	TDZ or CL out ALS out	<b>③</b> R600m R1300m	<b>③</b> R600m R1300m	<b>③</b> R650m R1400m	<b>③</b> R700m R1400m
	RNP or RNP Y LNAV/VNAV	<b>671'</b> (250') R550m	<b>683'</b> (262') R600m	<b>691'</b> (270') R600m	<b>702'</b> (281') R650m
	TDZ or CL out ALS out	<b>③</b> R550m R1300m	<b>③</b> R600m R1300m	<b>③</b> R600m R1300m	<b>③</b> R650m R1400m
	RNP or RNP Y <b>④</b> LNAV	<b>810'</b> (389') R1100m	<b>810'</b> (389') R1100m	<b>810'</b> (389') R1100m	<b>810'</b> (389') R1100m
ALS out	R1500m	R1500m	R1800m	R1800m	
<b>④</b> VOR with D2.4 ALS out	<b>860'</b> (439') R1300m	<b>860'</b> (439') R1300m	<b>860'</b> (439') R1300m	<b>860'</b> (439') R1300m	
<b>④</b> VOR w/o D2.4 ALS out	<b>940'</b> (519') R1500m	<b>940'</b> (519') R1500m	<b>940'</b> (519') R1600m	<b>940'</b> (519') R1600m	
<b>④</b> NDB Z ALS out	<b>890'</b> (469') R1500m	<b>890'</b> (469') R1500m	<b>890'</b> (469') R1500m	<b>890'</b> (469') R1500m	
				R2200m	
33	ILS Z, Y or X	<b>589'</b> (200') <b>③</b> R550m	<b>589'</b> (200') <b>③</b> R550m	<b>589'</b> (200') <b>③</b> R550m	<b>⑤589'</b> (200') <b>③</b> R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS or GLS Y	<b>589'</b> (200') <b>③</b> R550m	<b>589'</b> (200') <b>③</b> R550m	<b>589'</b> (200') <b>③</b> R550m	<b>⑤589'</b> (200') <b>③</b> R550m
	ALS out	R1200m	R1200m	R1200m	R1200m

**①** DL: DA(H) 521'(100').

**②** DL: DA(H) 621'(200').

**③** R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

**④** Continuous Descent Final Approach.

**⑤** DL: DA(H) 589'(200').

UWWW/KUF

**JEPPESEN**  
13 FEB 26 **(10-9S1)** Eff 19 Feb

**EASA AIR OPS**  
**SAMARA, RUSSIA**  
KURUMOCH

STRAIGHT-IN RWY	A	B	C	D
<b>33 (contd)</b> RNP X (AR) RNP 0.30 ALS out	<b>649'</b> (260') ① R600m R1300m	<b>661'</b> (272') ① R600m R1300m	<b>669'</b> (280') ① R600m R1300m	<b>688'</b> (299') ① R650m R1400m
RNP or RNP Y LNAV/VNAV ALS out	<b>639'</b> (250') ① R550m R1300m	<b>639'</b> (250') ① R550m R1300m	<b>639'</b> (250') ① R550m R1300m	<b>639'</b> (250') ① R550m R1300m
RNP or RNP Y ② LNAV ALS out	<b>720'</b> (331') R800m R1500m	<b>720'</b> (331') R800m R1500m	<b>720'</b> (331') R800m R1500m	<b>720'</b> (331') R800m R1500m
② VOR with D3.5 ALS out	<b>800'</b> (411') R1200m R1500m	<b>800'</b> (411') R1200m R1500m	<b>800'</b> (411') R1200m R1900m	<b>800'</b> (411') R1200m R1900m
② VOR w/o D3.5	<b>1140'</b> (751') R1500m	<b>1140'</b> (751') R1500m	<b>1140'</b> (751') R2400m	<b>1140'</b> (751') R2400m
② NDB Z with D4.0 ALS out	<b>800'</b> (411') R1200m R1500m	<b>800'</b> (411') R1200m R1500m	<b>800'</b> (411') R1200m R1900m	<b>800'</b> (411') R1200m R1900m
② NDB Z w/o D4.0	<b>1190'</b> (801') R1500m	<b>1190'</b> (801') R1500m	<b>1190'</b> (801') R2400m	<b>1190'</b> (801') R2400m

- ① R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ② Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	<b>950'</b> (529')	<b>950'</b> (529')	<b>1100'</b> (679')	③ <b>1260'</b> (839')
After VOR Rwy 33	<b>1150'</b> (729')	<b>1150'</b> (729')	④ <b>1100'</b> (679')	<b>1260'</b> (839')
After NDB Z Rwy 33	<b>1200'</b> (779')	<b>1200'</b> (779')	<b>1200'</b> (779')	<b>1260'</b> (839')
After NDB D Rwy 33	<b>1340'</b> (919')	<b>1340'</b> (919')	<b>1340'</b> (919')	<b>1340'</b> (919')
	V1500m	V1600m	V2400m	V3600m

- ③ DL : DA(H) 1260'(839').
- ④ or higher straight-in minimums.

**TAKE-OFF**

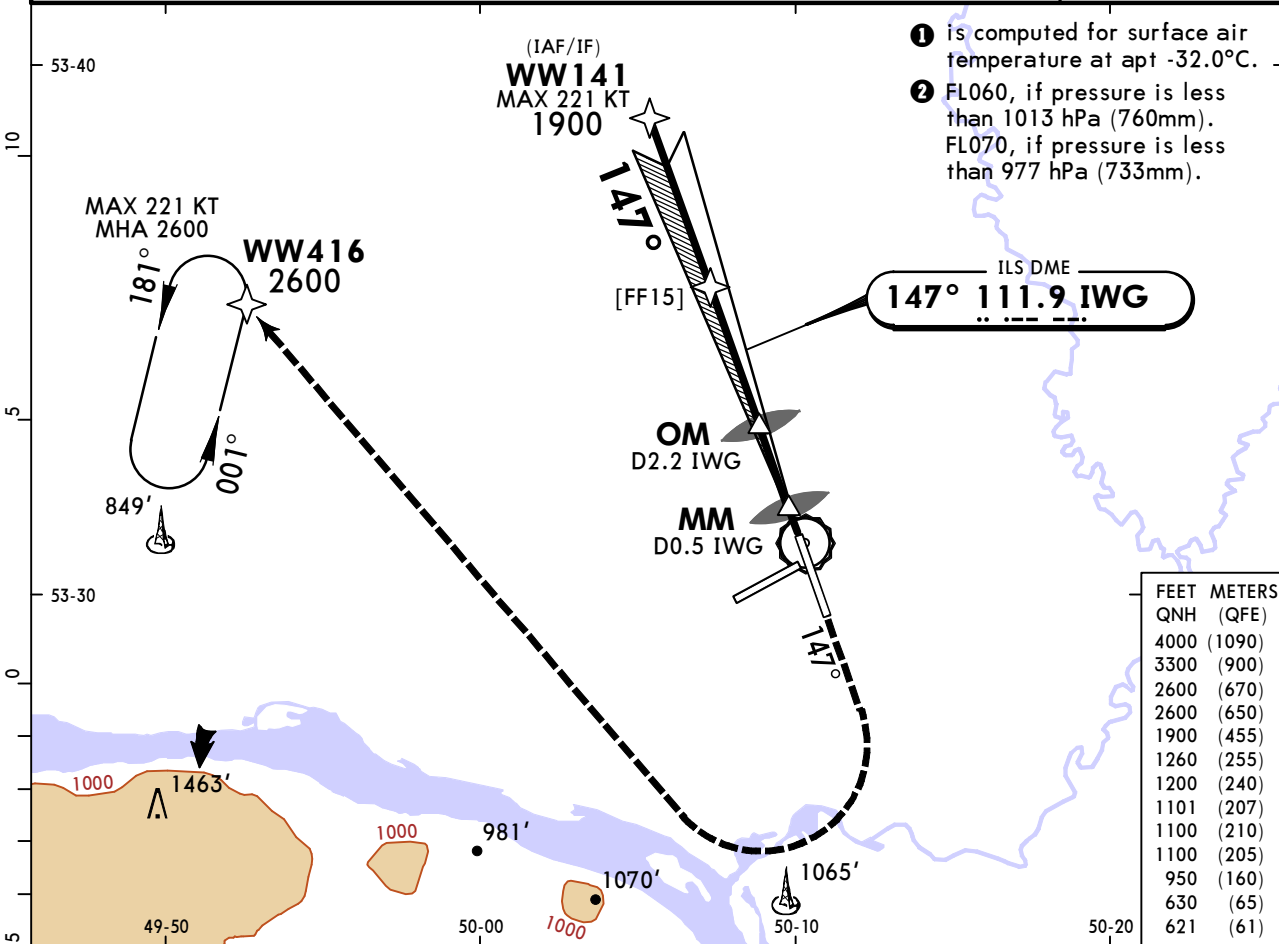
Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required						DAY	NIGHT
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT		
R125m	R150m	R300m		R/V400m		R/V500m	NA

# UWWW/KUF KURUMOCH

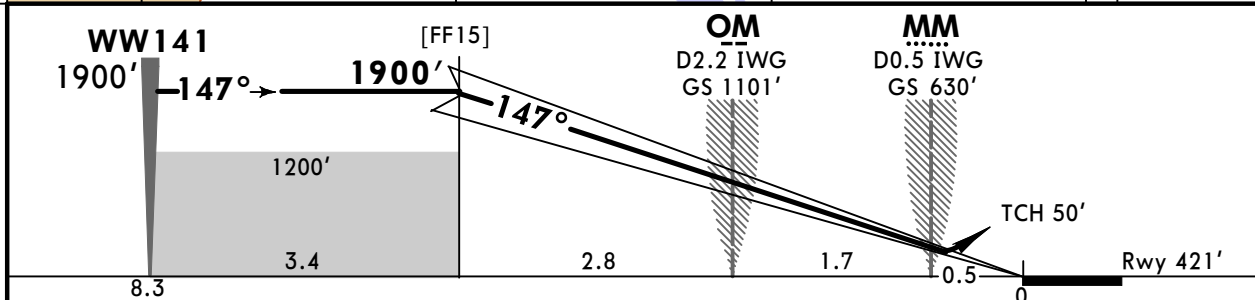
**JEPPESSEN**  
13 FEB 26 **(11-1) Eff 19 Feb**

# SAMARA, RUSSIA ILS X Rwy 15

ATIS <b>134.1</b> (Russian 134.9)		SAMARA Approach <b>130.8</b>	SAMARA Radar <b>128.0</b>	SAMARA Tower <b>118.2</b>	Ground <b>119.0</b>
LOC IWG <b>111.9</b>	Final Apch Crs <b>147°</b>	[FF15] <b>1900'</b> (1479')	DA(H) <b>621'</b> (200')	Apt Elev 421' Rwy 421'	
<b>MISSED APCH:</b> Climb on track 147° to 1100' or above (MAX 221 KT), turn RIGHT to WW416 climbing to 2600' or above (MAX 221 KT).					
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: FL050 ② Trans alt: 4000' 1. GNSS required. 2. ILS DME reads zero at RWY 15 threshold.					



- ① is computed for surface air temperature at apt -32.0°C.
- ② FL060, if pressure is less than 1013 hPa (760mm). FL070, if pressure is less than 977 hPa (733mm).



Gnd speed-KT	70	90	100	120	140	160	PALS CAT-II PAPI	221 KT MAX	1100' or above on 147°
Gs	2.70°	334	430	478	573	669			

PANS OPS	STRAIGHT-IN LANDING ILS			CIRCLE-TO-LAND	
	DA(H) 621' (200')	TDZ or CL out	ALS out	Max KT	MDA(H)
A				100	950' (529') V1500m
B				135	950' (529') V1600m
C	R550m	■ R550m	R1200m	180	1100' (679') V2400m
D				205	1260' (839') V3600m
D <sub>L</sub>				D <sub>L</sub>	

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

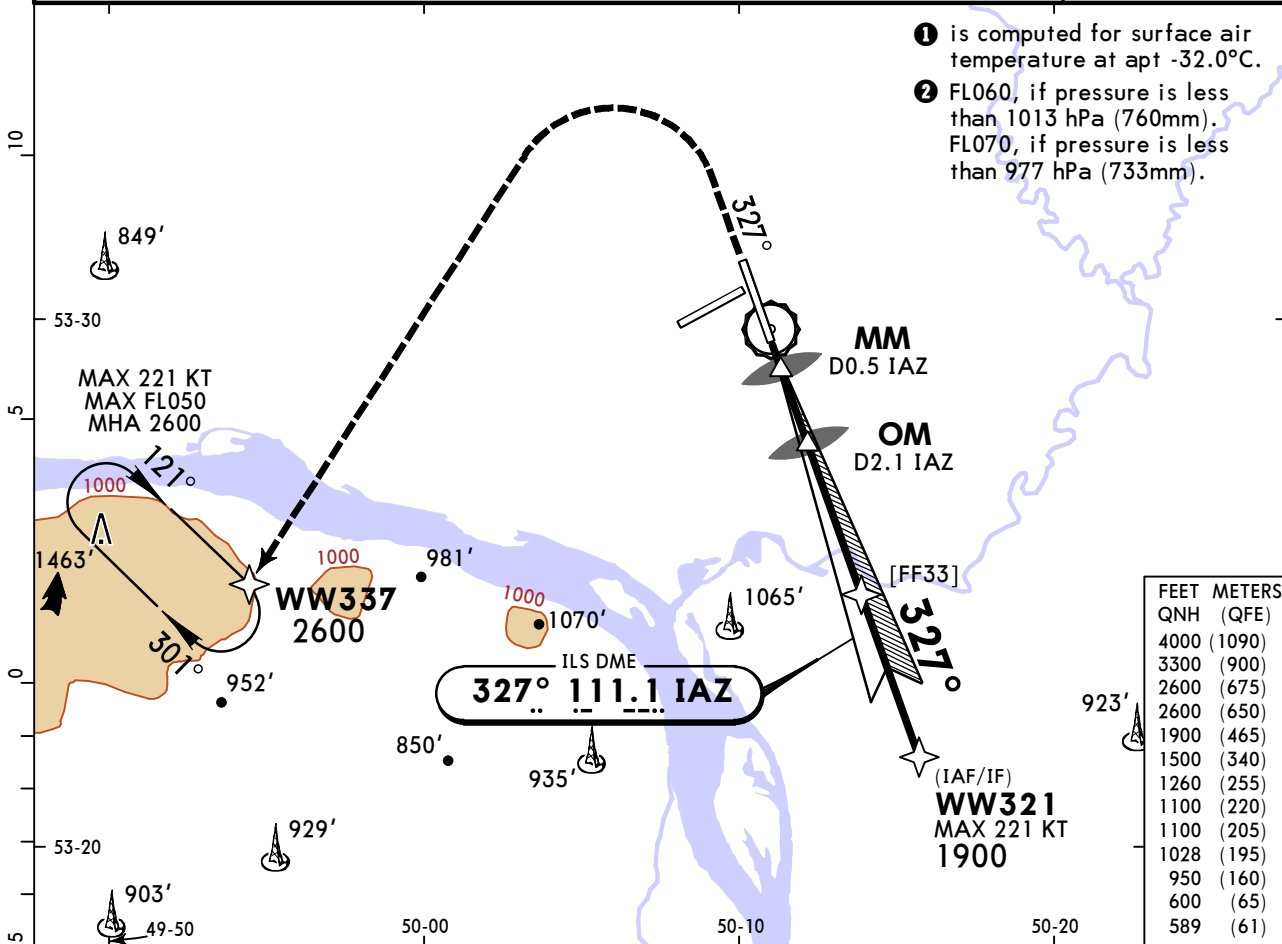


**UWWW/KUF**  
**KURUMOCH**

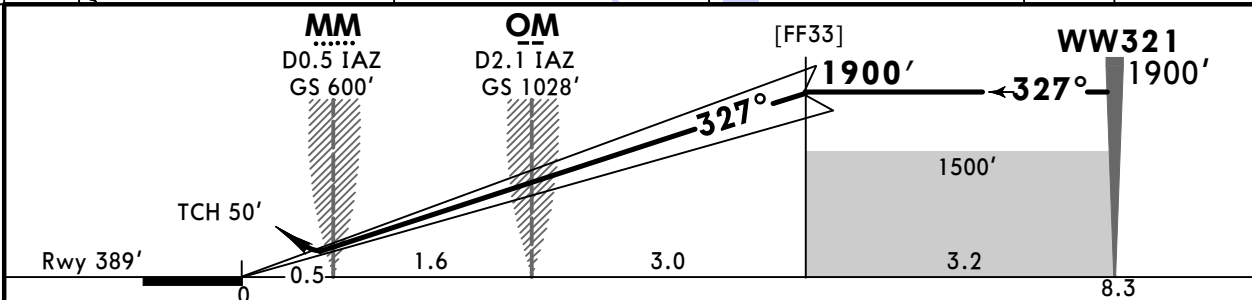
**JEPPESEN**  
13 FEB 26 **(11-2) Eff 19 Feb**

**SAMARA, RUSSIA**  
**ILS X Rwy 33**

ATIS <b>134.1</b> (Russian 134.9)		SAMARA Approach <b>130.8</b>	SAMARA Radar <b>128.0</b>	SAMARA Tower <b>118.2</b>	Ground <b>119.0</b>
LOC IAZ <b>111.1</b>	Final Apch Crs <b>327°</b>	[FF33] <b>1900'</b> (1511')	DA(H) <b>589'</b> (200')	Apt Elev 421' Rwy 389'	<p><b>1 MSA ARP</b></p>
<b>MISSED APCH: Climb on track 327° to 1100' or above (MAX 221 KT), turn LEFT to WW337 climbing to 2600' or above (MAX 221 KT).</b>					
Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 <b>2</b> Trans alt: 4000' 1. GNSS required. 2. ILS DME reads zero at RWY 33 threshold.					



- 1** is computed for surface air temperature at apt -32.0°C.
- 2** FL060, if pressure is less than 1013 hPa (760mm). FL070, if pressure is less than 977 hPa (733mm).



Gnd speed-KT	70	90	100	120	140	160	PALS CAT-I PAPI	<b>221 KT</b> MAX	<b>1100'</b> or above on ↑ <b>327°</b>
GS	2.70°	334	430	478	573	669			

PANS OPS	STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
	DA(H) <b>589'</b> (200')		Max KT	MDA(H)
A	ALS out		100	<b>950'</b> (529') V1500m
B			135	<b>950'</b> (529') V1600m
C	<b>1</b> R550m	R1200m	180	<b>1100'</b> (679') V2400m
D			205	<b>1260'</b> (839') V3600m
D <sub>L</sub>			D <sub>L</sub>	

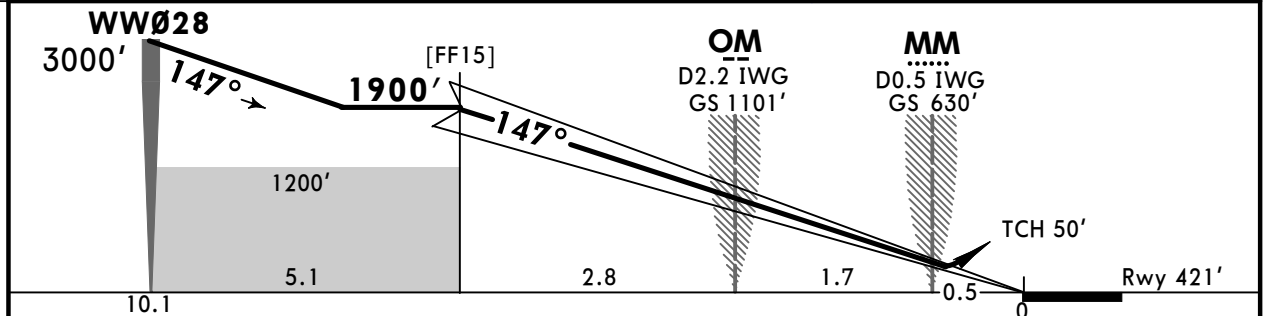
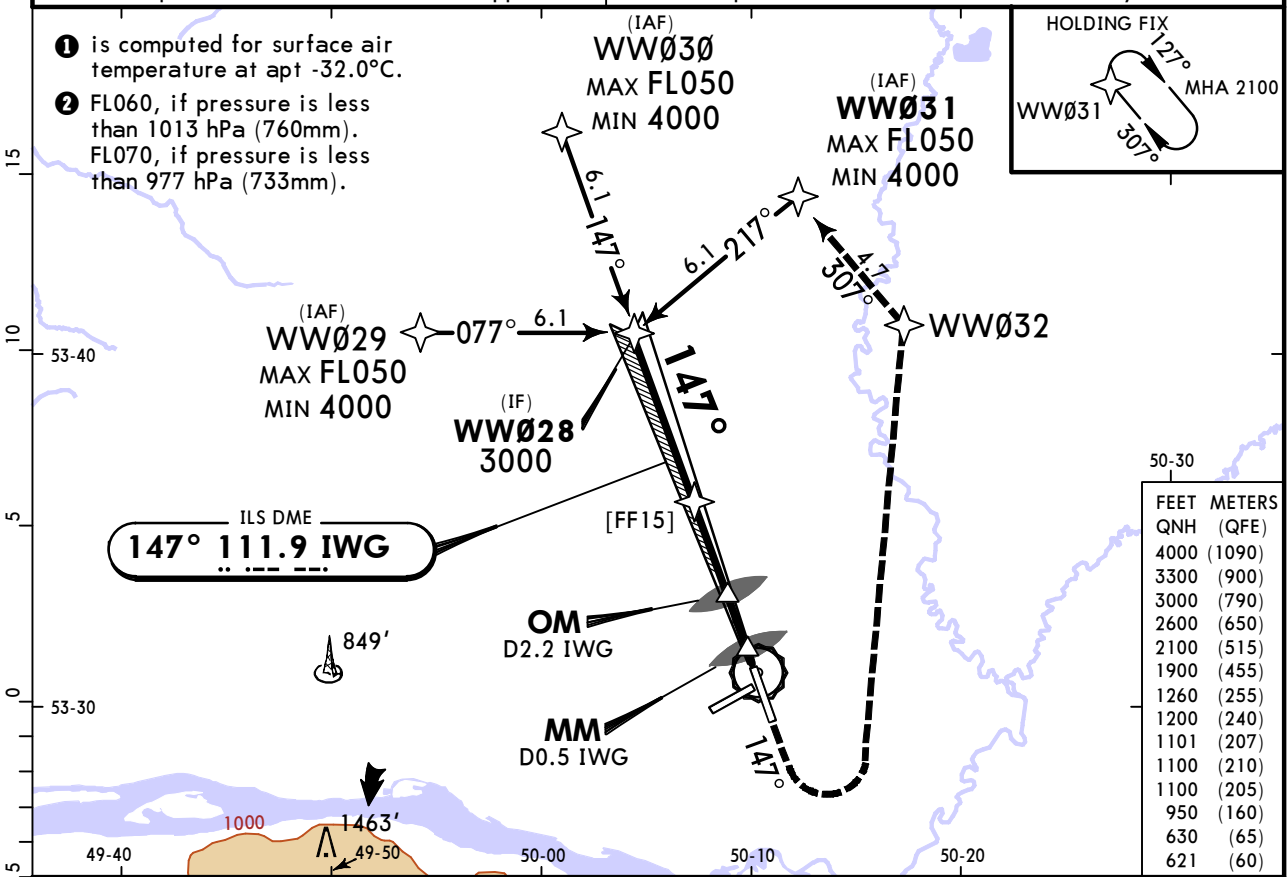
**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.

# UWWW/KUF KURUMOCH

**JEPPesen**  
13 FEB 26 **(11-3) Eff 19 Feb**

# SAMARA, RUSSIA ILS Z Rwy 15

ATIS <b>134.1</b> (Russian <b>134.9</b> )		SAMARA Approach <b>130.8</b>		SAMARA Radar <b>128.0</b>		SAMARA Tower <b>118.2</b>		Ground <b>119.0</b>	
LOC IWG <b>111.9</b>	Final Apch Crs <b>147°</b>	[FF15] <b>1900'</b> (1479')	DA(H) <b>621'</b> (200')	Apt Elev 421' Rwy 421'					
<b>MISSED APCH:</b> Climb on track 147° to 1100' or above (MAX 254 KT), turn LEFT to WW032, then proceed to WW031 climbing to MIN 4000' - MAX FL050.						<b>MSA ARP</b>			
Alt Set: hPa (MM on req)		Rwy Elev: 15 hPa		Trans level: FL050		Trans alt: 4000'			
RNAV 1 required for initial and missed approach.				1. GNSS required. 2. ILS DME reads zero at rwy 15 thresh.					



Gnd speed-KT	70	90	100	120	140	160	PALS CAT-II PAPI	<b>254 KT</b> MAX <b>1100'</b> or above on <b>147°</b>
GS	2.70°	334	430	478	573	669		

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING ILS			CIRCLE-TO-LAND		
	DA(H) <b>621'</b> (200')					
	TDZ or CL out		ALS out	Max KT	MDA(H)	
	A			100	<b>950'</b> (529')	V1500m
	B			135	<b>950'</b> (529')	V1600m
C	R550m	<b>1</b> R550m	R1200m	180	<b>1100'</b> (679')	V2400m
D				205	<b>1260'</b> (839')	V3600m
D <sub>L</sub>				D <sub>L</sub>		

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

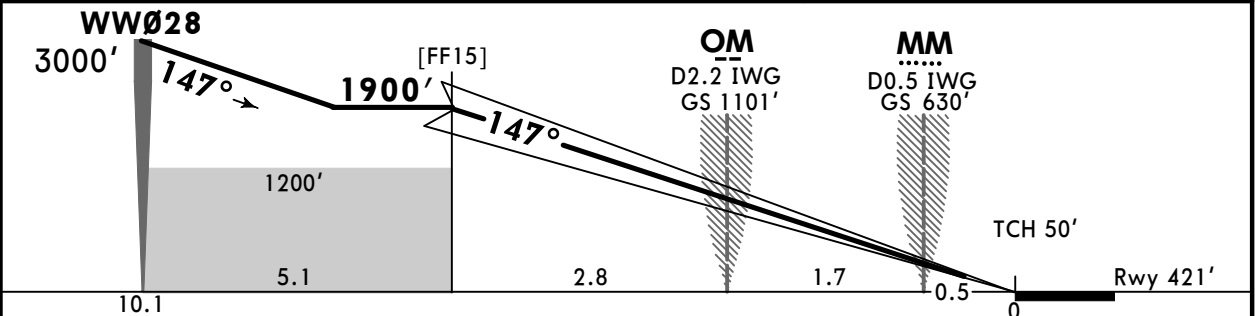
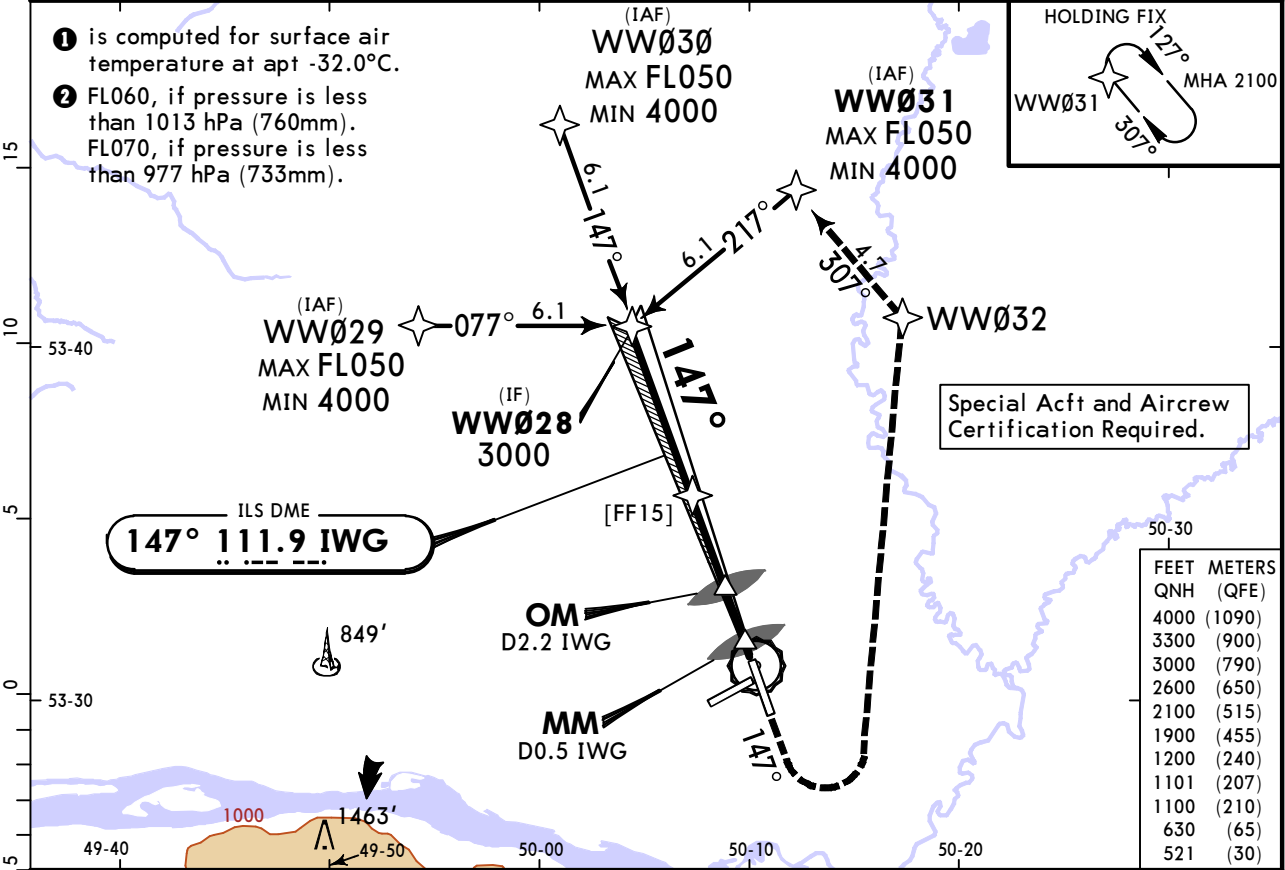
# UWWW/KUF KURUMOCH

13 FEB 26  
Eff 19 Feb

**JEPPESSEN**  
**11-3A**

# SAMARA, RUSSIA CAT II ILS Z Rwy 15

ATIS <b>134.1</b> (Russian 134.9)		SAMARA Approach <b>130.8</b>	SAMARA Radar <b>128.0</b>	SAMARA Tower <b>118.2</b>	Ground <b>119.0</b>
LOC IWG <b>111.9</b>	Final Apch Crs <b>147°</b>	[FF15] <b>1900'</b> (1479')	CAT II ILS <b>RA 118'</b> DA(H) 521' (100')	Apt Elev 421' Rwy 421'	<p>① MSA ARP</p>
<b>MISSED APCH:</b> Climb on track 147° to 1100' or above (MAX 254 KT), turn LEFT to WWØ32, then proceed to WWØ31 climbing to MIN 4000' - MAX FL050.					
Alt Set: hPa (MM on req)		Rwy Elev: 15 hPa	Trans level: FL050 ②	Trans alt: 4000'	
RNAV 1 required for initial and missed approach.			1. GNSS required. 2. ILS DME reads zero at rwy 15 thresh.		



Gnd speed-KT	70	90	100	120	140	160	PALS CAT-II PAPI	254 KT MAX	1100' or above on 147°
GS	2.70°	334	430	478	573	669			

**Std** STRAIGHT-IN LANDING  
CAT II ILS  
**RA 118'**  
DA(H) **521'** (100')  
**R300m**

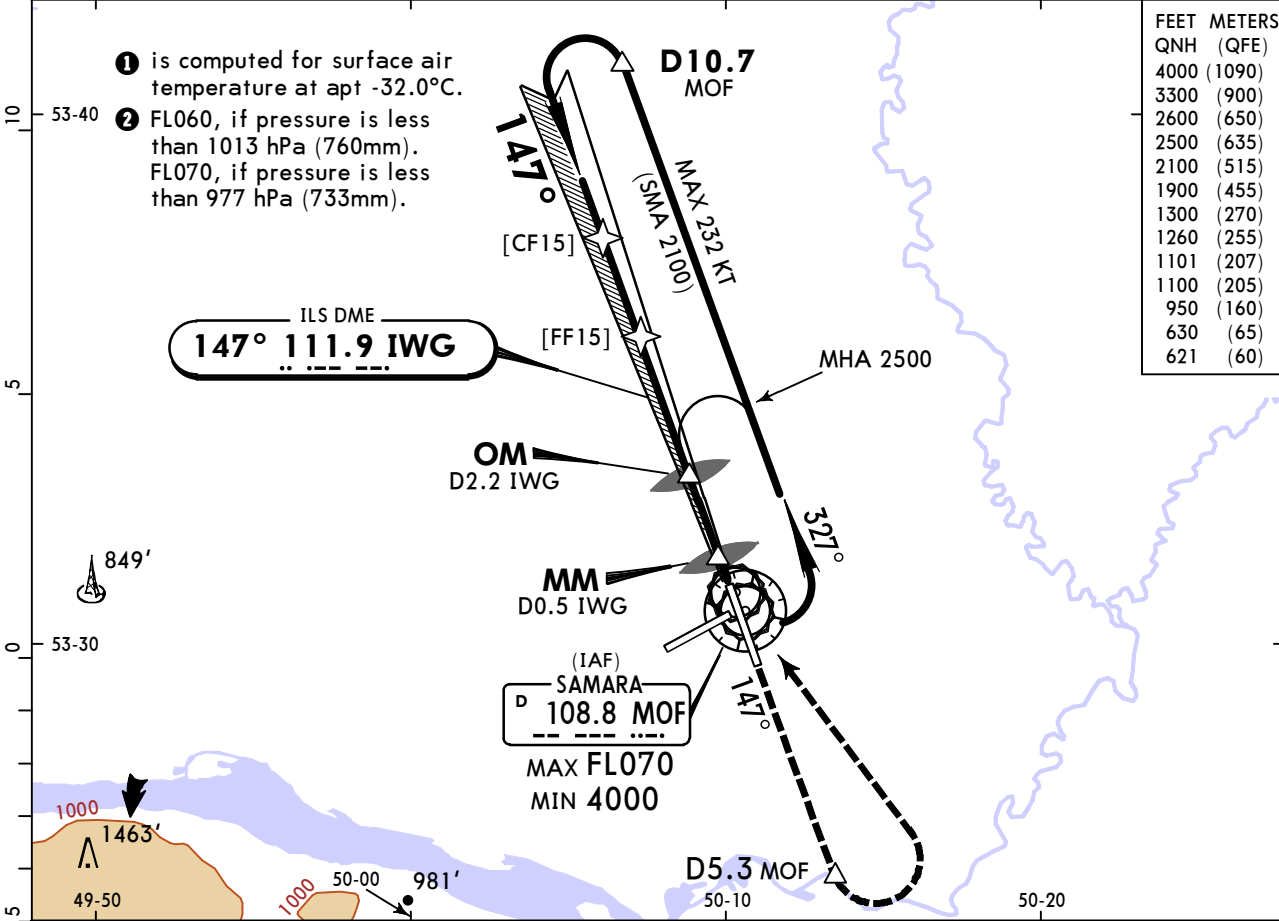
① CAT D without autoland: R350m.

**UWWW/KUF**  
**KURUMOCH**

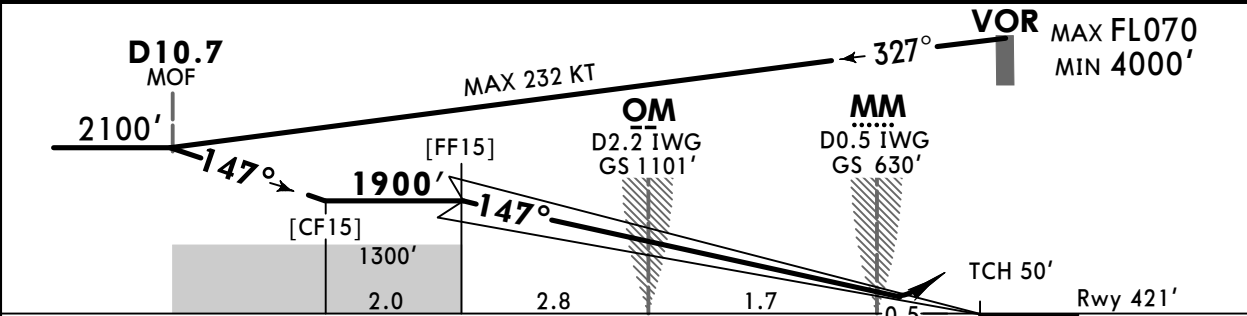
**JEPPESSEN**  
13 FEB 26 **(11-4) Eff 19 Feb**

**SAMARA, RUSSIA**  
**ILS Y Rwy 15**

ATIS		SAMARA Approach		SAMARA Radar		SAMARA Tower		Ground	
134.1 (Russian 134.9)		130.8		128.0		118.2		119.0	
LOC IWG	Final Apch Crs	[FF15]	DA(H)	Apt Elev 421'					
<b>111.9</b>	<b>147°</b>	<b>1900'</b> (1479')	<b>621'</b> (200')	Rwy 421'					
<b>MISSED APCH:</b> Climb on track 147° to D5.3 MOF (MAX 224 KT), turn LEFT to VOR climbing to 2500' or above.									
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: FL050 ② Trans alt: 4000'									
1. DME required. 2. ILS DME reads zero at rwy 15 thresh.									



- ① is computed for surface air temperature at apt -32.0°C.
- ② FL060, if pressure is less than 1013 hPa (760mm). FL070, if pressure is less than 977 hPa (733mm).



Gnd speed-KT	70	90	100	120	140	160	PALS CAT-II	224 KT MAX	D5.3 MOF on 147°
GS	2.70°	334	430	478	573	669			

PANS OPS	STRAIGHT-IN LANDING ILS			CIRCLE-TO-LAND	
	DA(H) <b>621'</b> (200')	TDZ or CL out	ALS out	Max KT	MDA(H)
A				100	950' (529') V1500m
B				135	950' (529') V1600m
C	R550m	■ R550m	R1200m	180	1100' (679') V2400m
D				205	1260' (839') V3600m
D <sub>L</sub>				D <sub>L</sub>	

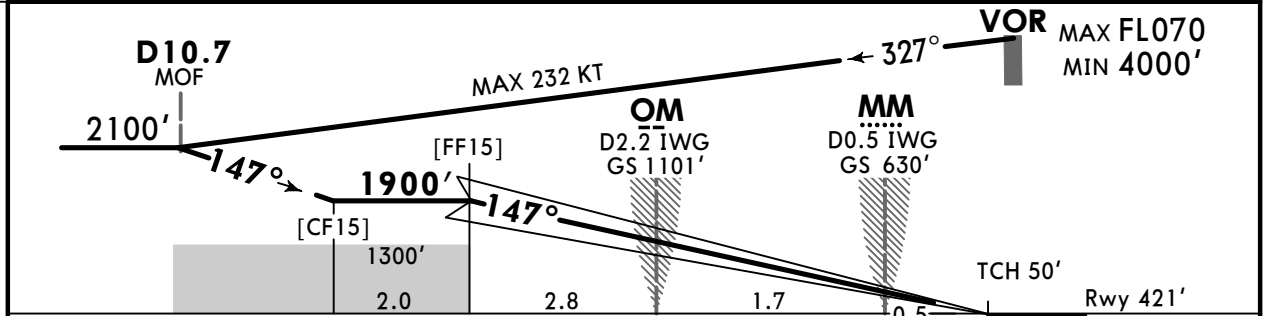
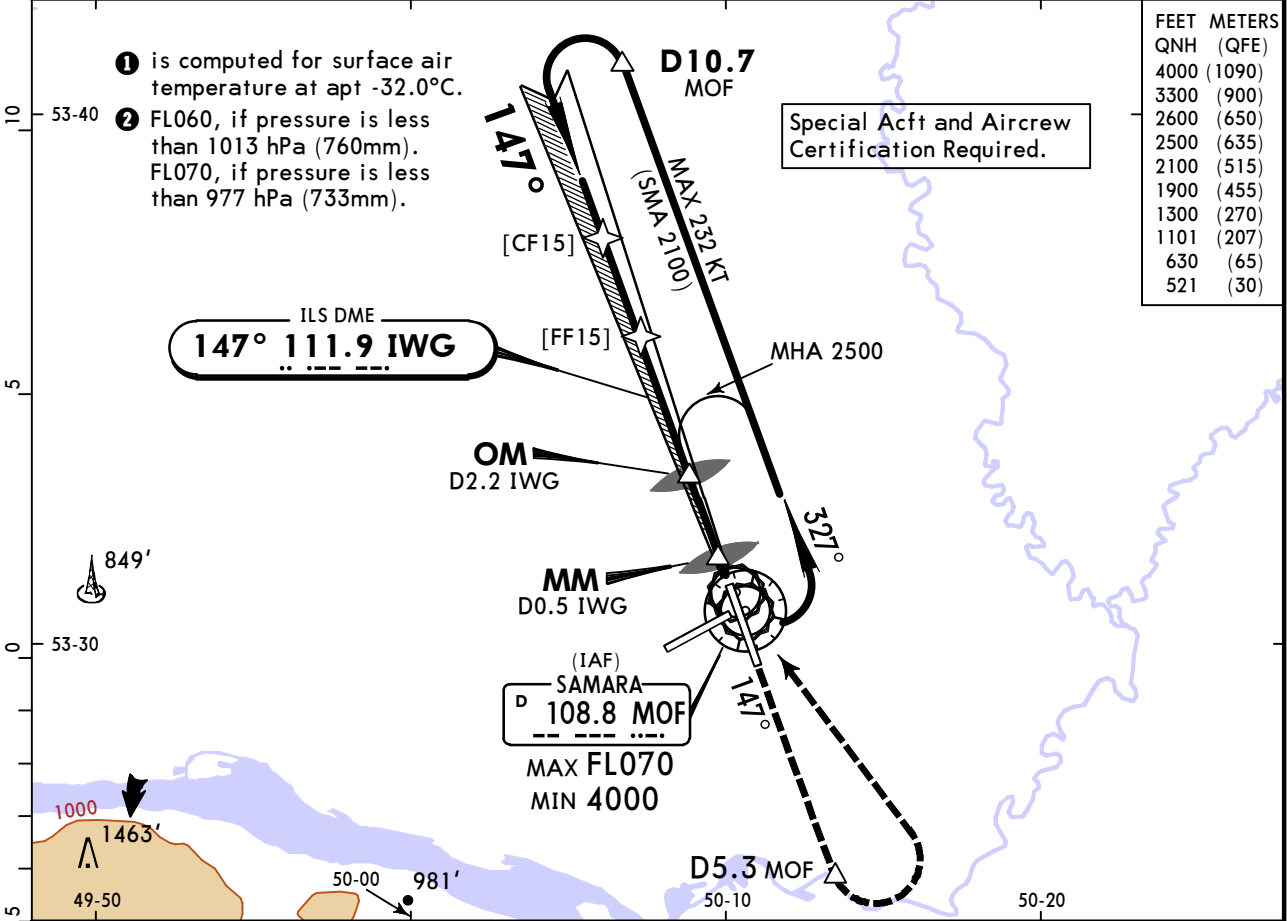
■ R750m when a Flight Director or Autopilot or HUD to DA is not used.

**UWWW/KUF**  
**KURUMOCH**

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

**SAMARA, RUSSIA**  
**CAT II ILS Y Rwy 15**

ATIS <b>134.1</b> (Russian 134.9)		SAMARA Approach <b>130.8</b>	SAMARA Radar <b>128.0</b>	SAMARA Tower <b>118.2</b>	Ground <b>119.0</b>
LOC IWG <b>111.9</b>	Final Apch Crs <b>147°</b>	[FF15] <b>1900'</b> (1479')	CAT II ILS <b>RA 118'</b> DA(H) 521' (100')	Apt Elev 421' Rwy 421'	<p><b>1 MSA ARP</b></p>
<b>MISSED APCH: Climb on track 147° to D5.3 MOF (MAX 224 KT), turn LEFT to VOR climbing to 2500' or above.</b>					
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: FL050 <b>2</b> Trans alt: 4000' 1. DME required. 2. ILS DME reads zero at rwy 15 thresh.					



Gnd speed-KT	70	90	100	120	140	160	PALS CAT-II PAPI	<b>224 KT</b> MAX	<b>D5.3</b> MOF on <b>147°</b>
GS	2.70°	334	430	478	573	669			

**Std** STRAIGHT-IN LANDING  
CAT II ILS  
**RA 118'**  
DA(H) **521'** (100')

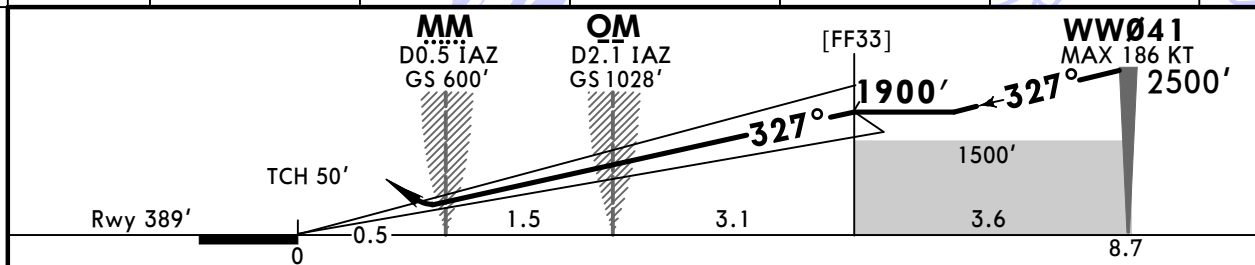
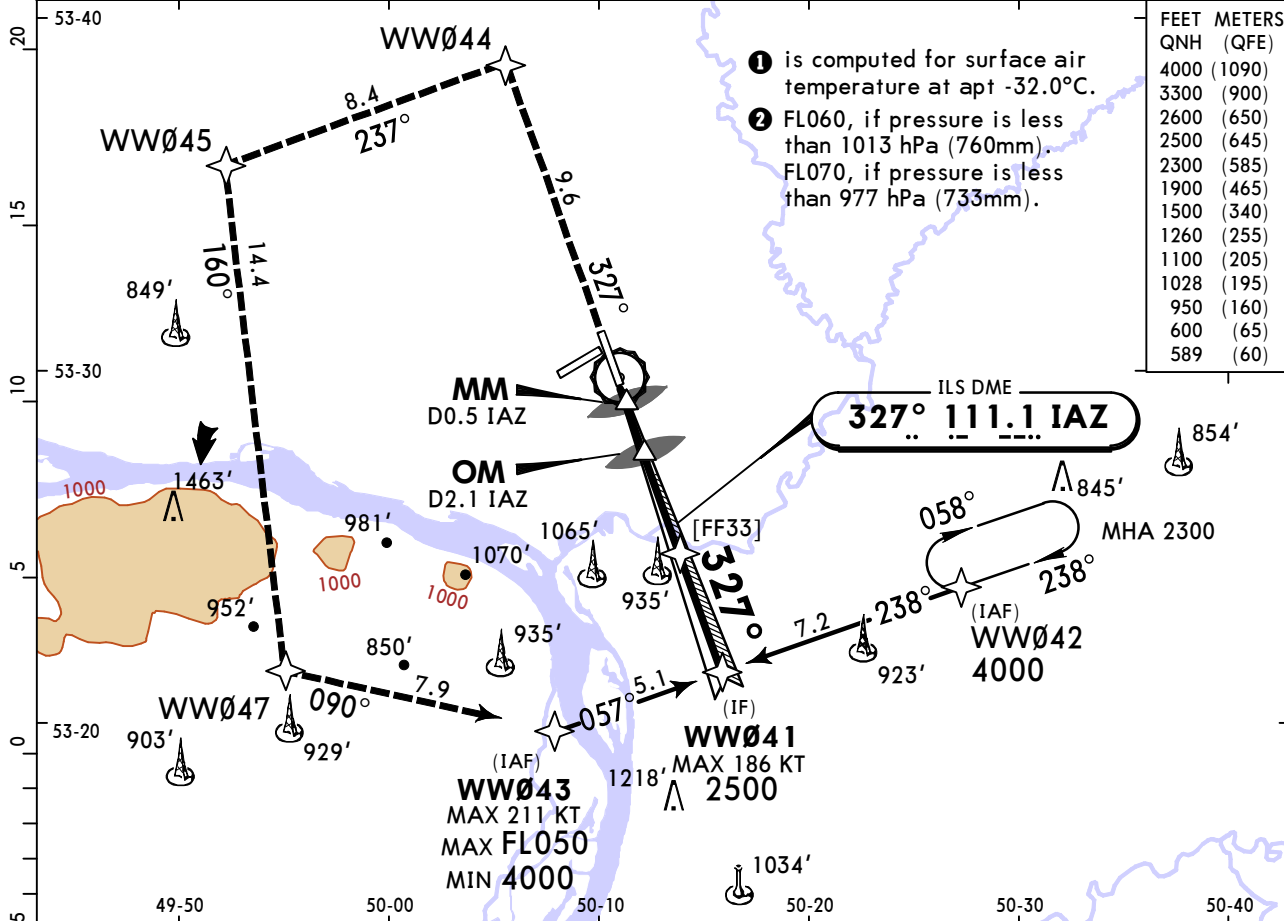
**1 R300m**  
**1** CAT D without autoland: R350m.

**UWWW/KUF**  
**KURUMOCH**

**JEPPESEN**  
13 FEB 26 **(11-7)** **Eff 19 Feb**

**SAMARA, RUSSIA**  
**ILS Z Rwy 33**

ATIS <b>134.1</b> (Russian 134.9)		SAMARA Approach <b>130.8</b>		SAMARA Radar <b>128.0</b>		SAMARA Tower <b>118.2</b>		Ground <b>119.0</b>	
LOC IAZ <b>111.1</b>	Final Apch Crs <b>327°</b>	[FF33] <b>1900'</b> (1511')	DA(H) <b>589'</b> (200')	Apt Elev 421' Rwy 389'					
<b>MISSED APCH:</b> Climb on track 327° to WWØ44 (MAX 186 KT), turn LEFT to WWØ45, proceed to WWØ47, proceed to WWØ43 (MAX 211 KT) climbing to MIN 4000' - MAX FL050.								<b>1</b> MSA ARP	
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa		Trans level: FL050 <b>2</b>		Trans alt: 4000'			
RNAV 1 required for initial and missed apch.			1. GNSS required. 2. ILS DME reads zero at rwy 33 thresh.						



Gnd speed-KT	70	90	100	120	140	160	PALS CAT-I PAPI	186 KT MAX	↑ WWØ44 on 327°
GS	2.70°	334	430	478	573	669			

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
	DA(H) <b>589'</b> (200')		ALS out	
	A		Max KT	MDA(H)
	B		100	950' (529') V1500m
	C		135	950' (529') V1600m
D		180	1100' (679') V2400m	
D <sub>L</sub>		205	1260' (839') V3600m	
D <sub>L</sub>				

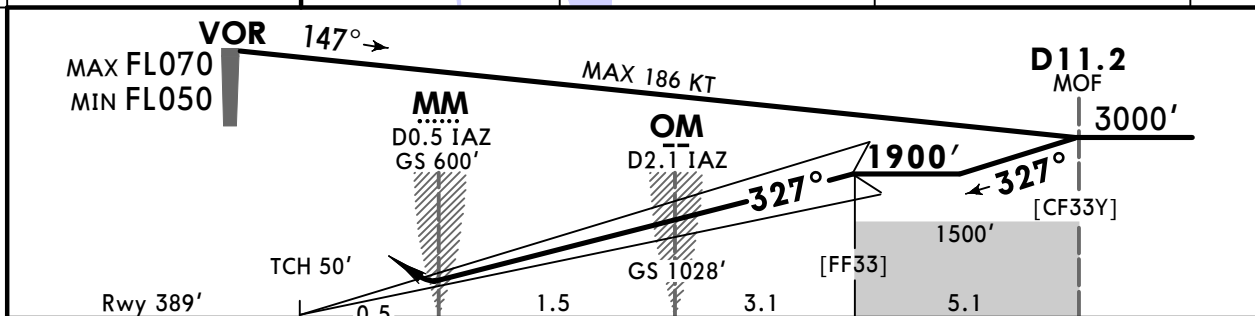
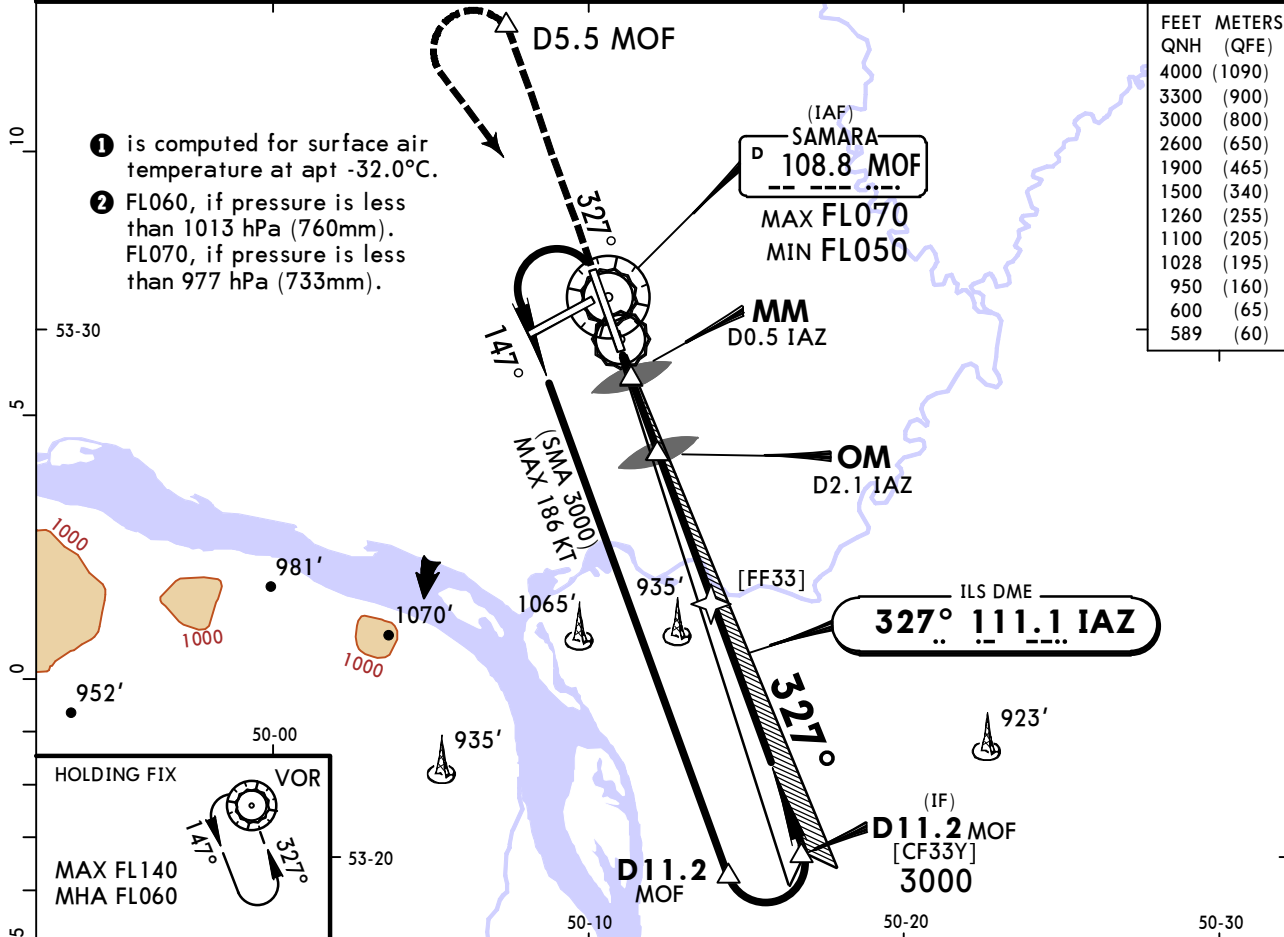
**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.

**UWWW/KUF**  
**KURUMOCH**

**JEPPESEN**  
13 FEB 26 **11-8** **Eff 19 Feb**

**SAMARA, RUSSIA**  
**ILS Y Rwy 33**

ATIS		SAMARA Approach		SAMARA Radar		SAMARA Tower		Ground	
134.1 (Russian 134.9)		130.8		128.0		118.2		119.0	
LOC IAZ	Final Apch Crs	[FF33]	DA(H)	Apt Elev 421'					
111.1	327°	1900' (1511')	589' (200')	Rwy 389'					
<b>MISSED APCH: Climb on track 327° to D5.5 MOF, turn LEFT to VOR climbing to 3000' or above.</b>									
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa		Trans level: FL050 ②		Trans alt: 4000'		① MSA ARP	
1. DME required. 2. ILS DME reads zero at rwy 33 thresh.									



Gnd speed-KT	70	90	100	120	140	160	PALS CAT-I	D5.5 MOF on 327°
GS	2.70°	334	430	478	573	669		

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND		
	DA(H) 589' (200')		ALS out		
	A	R550m	R1200m	Max KT	MDA(H)
	B			100	950' (529') V1500m
	C			135	950' (529') V1600m
D	180			1100' (679') V2400m	
D <sub>L</sub>	205			1260' (839') V3600m	

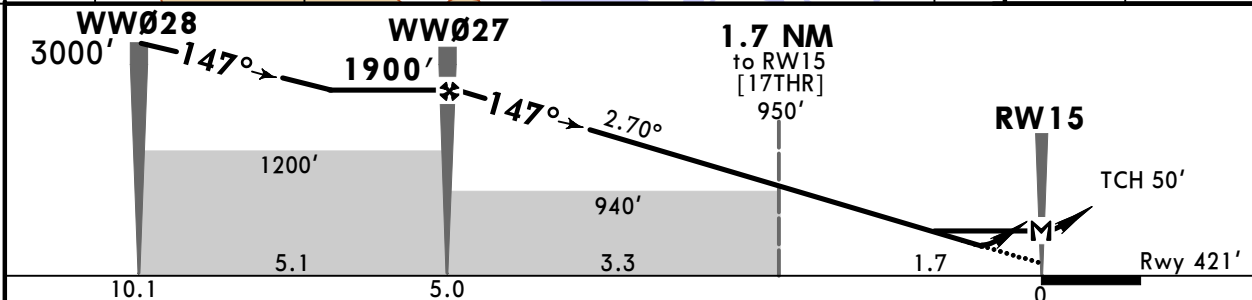
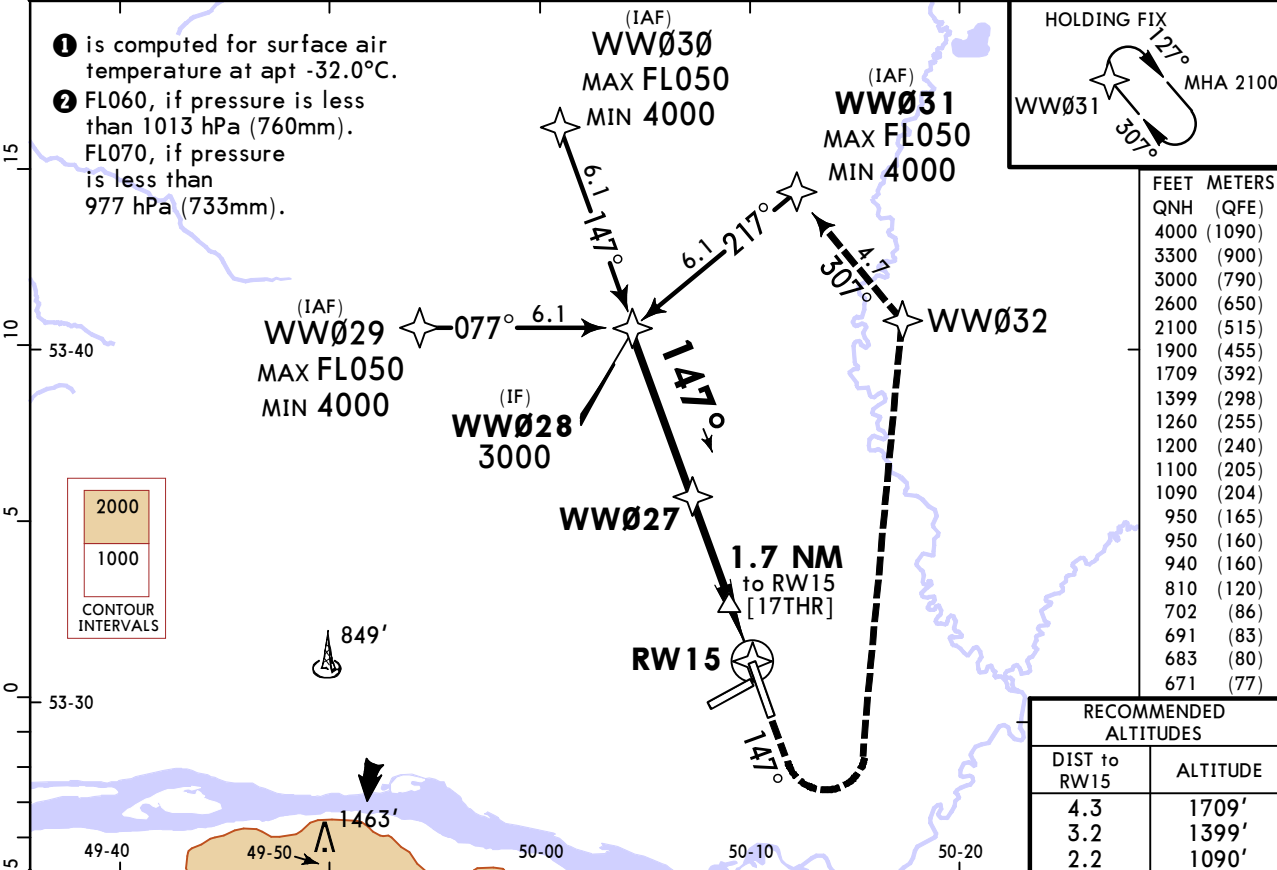
① R750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: MSA, apt elev, procedure, minimums. © JEPPESEN, 2017, 2026. ALL RIGHTS RESERVED.

# UWWW/KUF KURUMOCH

**JEPPESSEN**  
13 MAR 26 (12-1) Eff 19 Mar

# SAMARA, RUSSIA RNP Rwy 15

ATIS <b>134.1</b> (Russian 134.9)		SAMARA Approach <b>130.8</b>	SAMARA Radar <b>128.0</b>	SAMARA Tower <b>118.2</b>	Ground <b>119.0</b>
RNAV	Final Apch Crs <b>147°</b>	<b>WW027</b> 1900' (1479')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 421' Rwy 421'	<p>MSA ARP ①</p>
<b>MISSED APCH:</b> Climb on track 147° to 1100' or above, turn LEFT to WW032, then proceed to WW031 climbing to MIN 4000' and MAX FL050.					
Alt Set: hPa (MM on req)		Rwy Elev: 15 hPa	Trans level: FL050 ②	Trans alt: 4000'	
RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -5°C.					



Gnd speed-KT	70	90	100	120	140	160	PALS CAT II PAPI 1100' or above on 147°
Descent Angle	2.70°	334	430	478	573	764	
MAP at RW15							

Timing not authorized to define MAP.

PANS OPS	STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
	LNAV/VNAV	LNAV	CDFA	ALS out	ALS out	Max KT
A	A: 671' (250') C: 691' (270')	DA(H) B: 683' (262') D: 702' (281')	DA/MDA(H) 810' (389')	R1300m	R1500m	100
B	R750m	R1300m	R1100m	R1500m		135
C		R1400m		R1800m		180
D						205

**UWWW/KUF**  
**KURUMOCH**

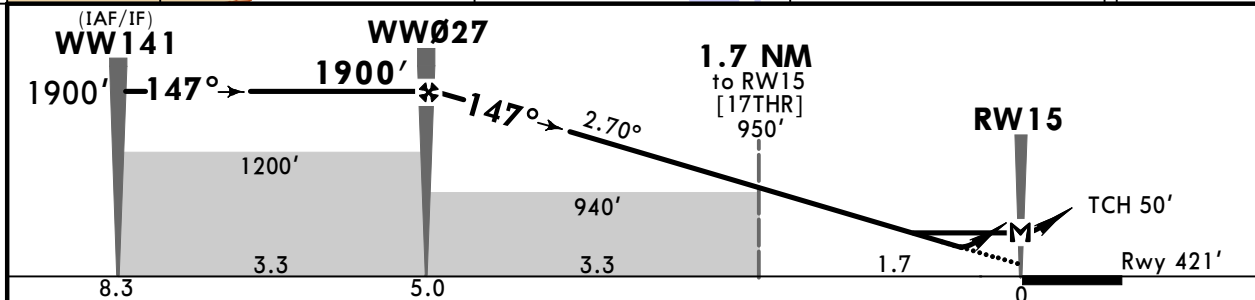
**JEPPESEN**  
13 MAR 26 (12-2) Eff 19 Mar

**SAMARA, RUSSIA**  
**RNP Y Rwy 15**

ATIS <b>134.1</b> (Russian 134.9)		SAMARA Approach <b>130.8</b>	SAMARA Radar <b>128.0</b>	SAMARA Tower <b>118.2</b>	Ground <b>119.0</b>
RNAV	Final Apch Crs <b>147°</b>	<b>WW027</b> <b>1900'</b> (1479')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 421' Rwy 421'	<p>MSA ARP ①</p>
<b>MISSED APCH:</b> Climb on track 147° to 1100' or above (MAX 221 KT), turn RIGHT to WW416 climbing to 2600' or above (MAX 221 KT).					
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: FL050 ② Trans alt: 4000' RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -5°C.					

RECOMMENDED ALTITUDES	
DIST to RW15	ALTITUDE
4.3	1709'
3.2	1399'
2.2	1090'

- ① is computed for surface air temperature at apt -32.0°C.
- ② FL060, if pressure is less than 1013 hPa (760mm). FL070, if pressure is less than 977 hPa (733mm).



Gnd speed-KT	70	90	100	120	140	160	PALS CAT-II PAPI	221 KT MAX	1100' or above	on 147°
Descent Angle 2.70°	334	430	478	573	669	764				
MAP at RW15										
Timing not authorized to define MAP.										

PANS OPS	STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
	LNAV/VNAV		LNAV CDFA		CIRCLE-TO-LAND	
	A: 671' (250') C: 691' (270')		DA/MDA(H) 810' (389')			
	DA(H) B: 683' (262') D: 702' (281')		ALS out			
A	R750m	R1300m	R1100m	R1500m	100	950' (529') V1500m
B				R1800m	135	950' (529') V1600m
C		R1400m			180	1100' (679') V2400m
D					205	1260' (839') V3600m

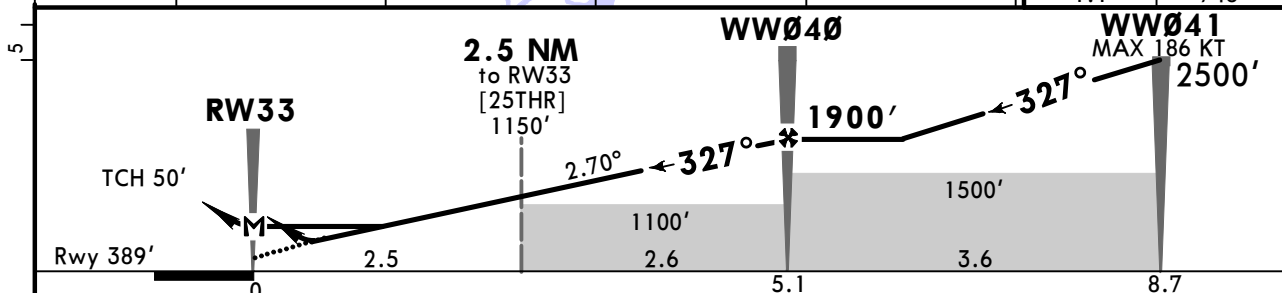
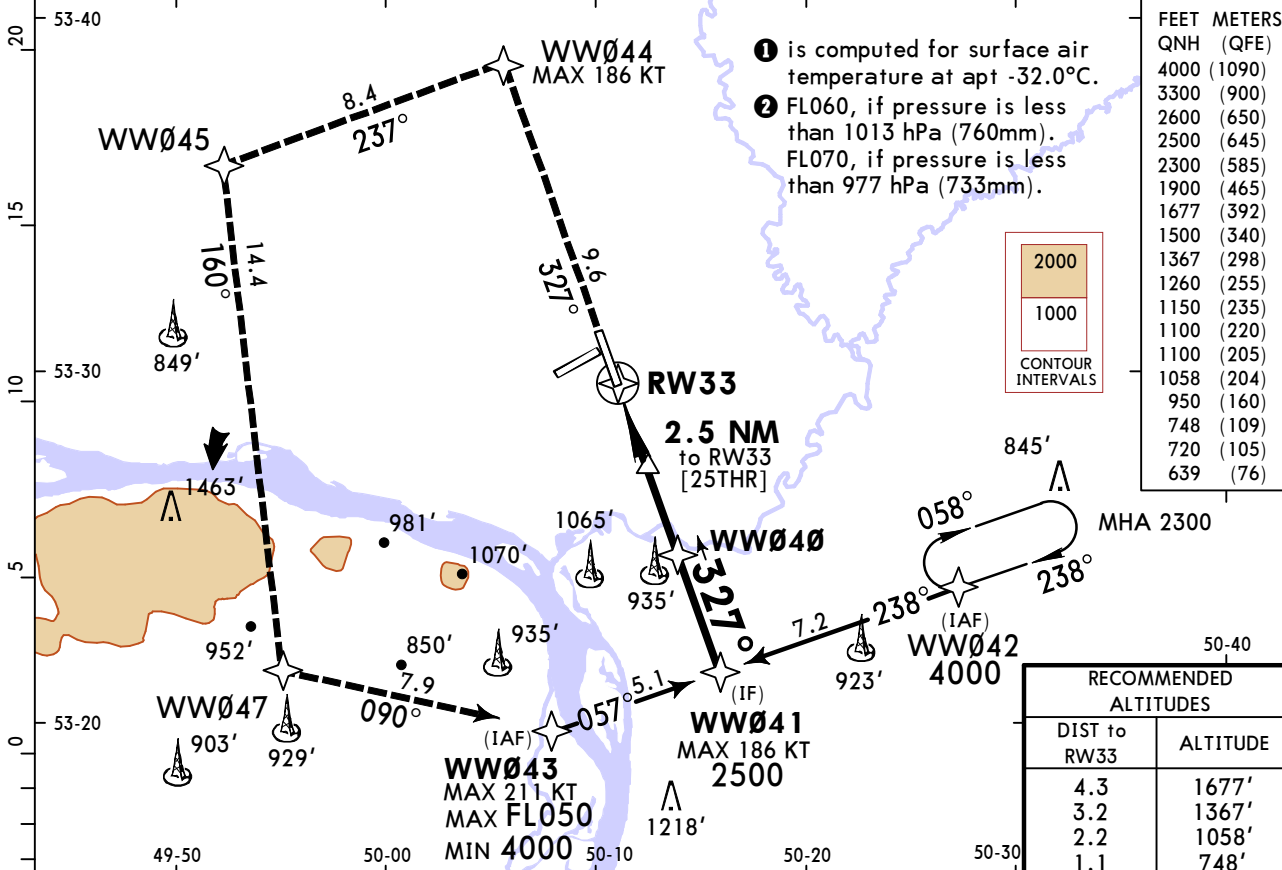
① R750m when a Flight Director or Autopilot or HUD to DA is not used.

**UWWW/KUF**  
**KURUMOCH**

**JEPPESEN**  
13 MAR 26 **(12-3)** Eff 19 Mar

**SAMARA, RUSSIA**  
**RNP Rwy 33**

ATIS <b>134.1</b> (Russian 134.9)		SAMARA Approach <b>130.8</b>		SAMARA Radar <b>128.0</b>		SAMARA Tower <b>118.2</b>		Ground <b>119.0</b>	
RNAV	Final Apch Crs <b>327°</b>	WW040 <b>1900'</b> (1511')		LNAV/VNAV DA(H) <b>639'</b> (250')		Apt Elev 421' Rwy 389'			
<b>MISSED APCH:</b> Climb on track 327° to WW044 (MAX 186 KT), turn LEFT to WW045, then to WW047, then proceed to WW043 climbing to MIN 4000' and MAX FL050.									MSA ARP ①
Alt Set: hPa (MM on req)			Rwy Elev: 14 hPa		Trans level: FL050 ②		Trans alt: 4000'		
RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -6°C.									



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	WW044 on 327° ↑	186 KT MAX	
Descent Angle	2.70°	334	430	478	573	669				764
MAP at RW33										

Timing not authorized to define MAP.

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
	LNAV/VNAV		LNAV CDFA		Max KT	MDA(H)	
	DA(H) <b>639'</b> (250')		① DA/MDA(H) <b>720'</b> (331')				
	ALS out		ALS out				
A					100	950' (529')	V1500m
B	R750m	R1300m	R800m	R1500m	135	950' (529')	V1600m
C					180	1100' (679')	V2400m
D					205	1260' (839')	V3600m

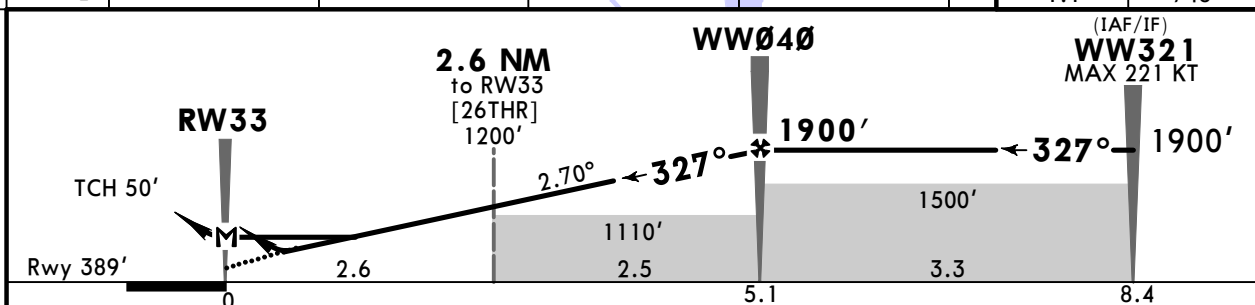
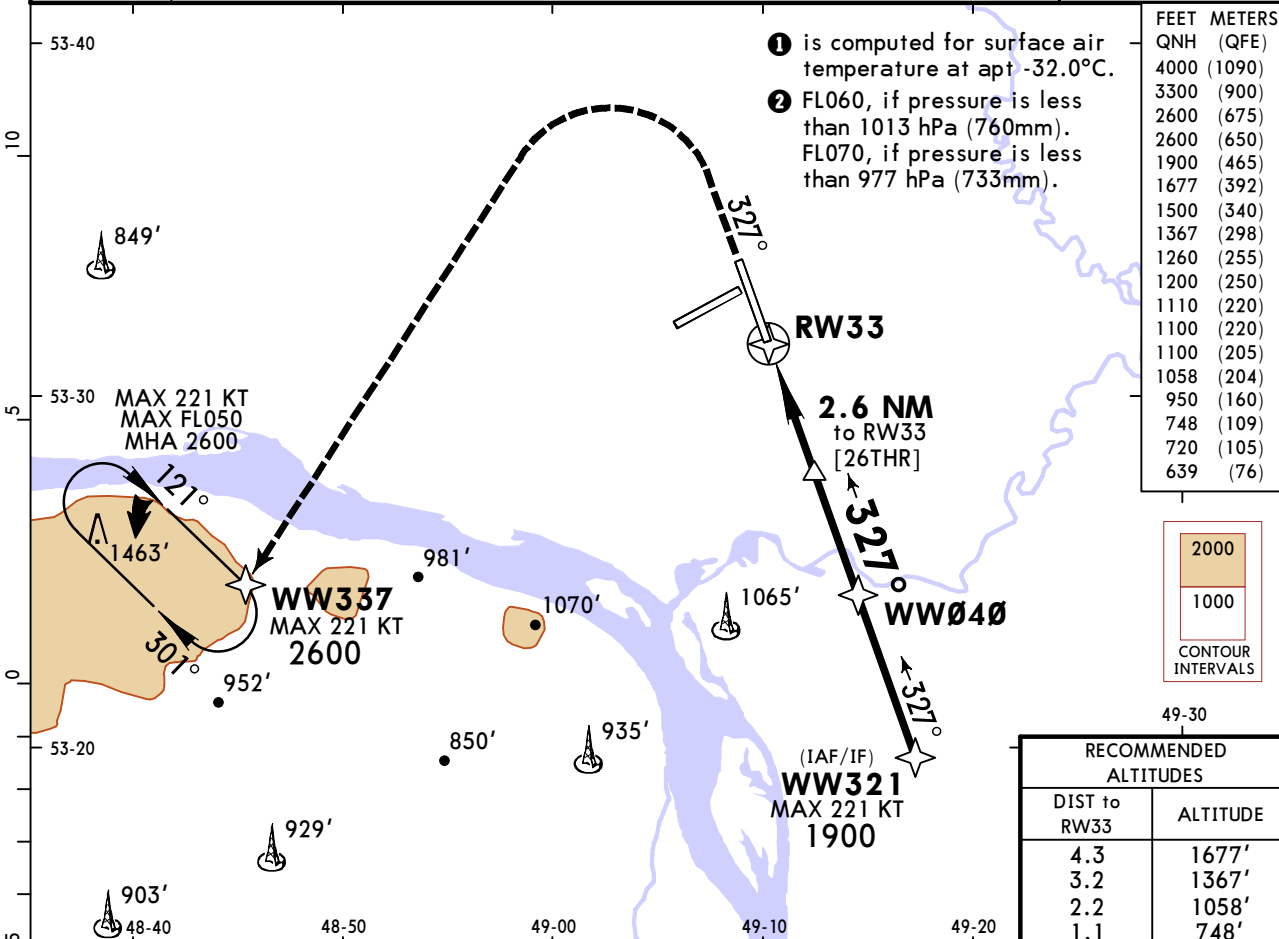
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

# UWWW/KUF KURUMOCH

**JEPPESEN**  
13 MAR 26 (12-4) Eff 19 Mar

# SAMARA, RUSSIA RNP Y Rwy 33

ATIS <b>134.1</b> (Russian 134.9)		SAMARA Approach <b>130.8</b>	SAMARA Radar <b>128.0</b>	SAMARA Tower <b>118.2</b>	Ground <b>119.0</b>
RNAV	Final Apch Crs <b>327°</b>	<b>WW040</b> <b>1900'</b> (1511')	RNAV/VNAV DA(H) <b>639'</b> (250')	Apt Elev 421' Rwy 389'	<p><b>MSA ARP 1</b></p>
<b>MISSED APCH:</b> Climb on track 327° to 1100' or above (MAX 221 KT), turn LEFT to WW337 climbing to 2600' or above (MAX 221 KT).					
Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 2 Trans alt: 4000' RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -5°C.					



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	<b>221 KT</b> MAX	<b>1100'</b> or above on <b>327°</b>
Descent Angle	2.70°	334	430	478	573	669			
MAP at RW33									
Timing not authorized to define MAP.									

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV CDFA		Max KT	MDA(H)
A	DA(H) <b>639'</b> (250')	ALS out	DA/MDA(H) <b>720'</b> (331')	ALS out	100	<b>950'</b> (529') V1500m
B	R750m	R1300m	R800m	R1500m	135	<b>950'</b> (529') V1600m
C					180	<b>1100'</b> (679') V2400m
D					205	<b>1260'</b> (839') V3600m

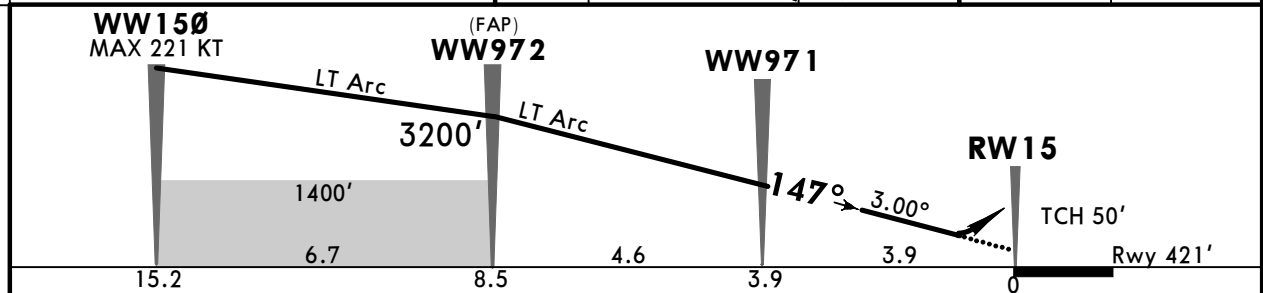
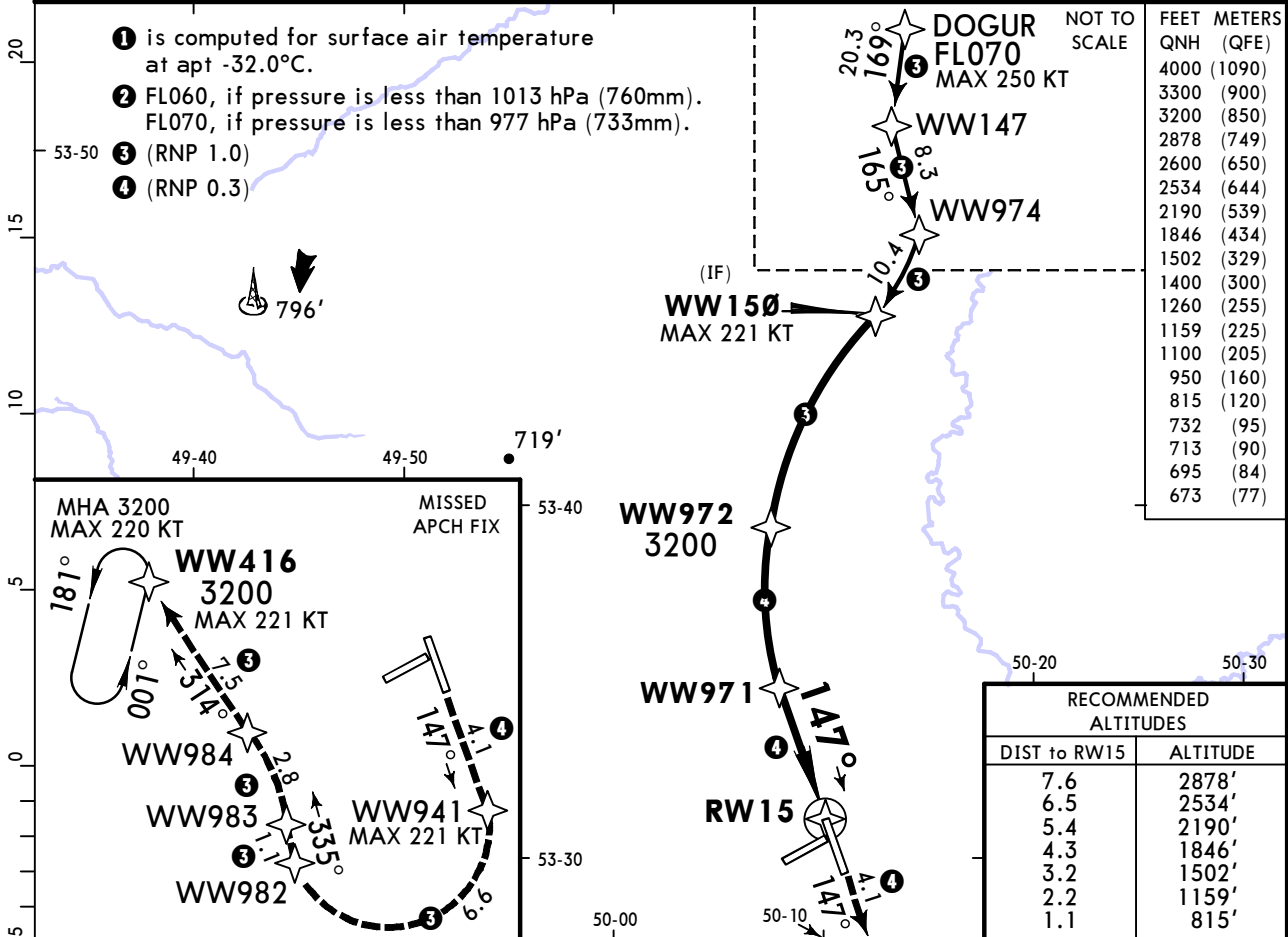
**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.

# UWWW/KUF KURUMOCH

**JEPPESEN**  
13 FEB 26 **12-20** Eff 19 Feb

# SAMARA, RUSSIA RNP X Rwy 15 (AR)

ATIS <b>134.1</b> (Russian <b>134.9</b> )	SAMARA Approach <b>130.8</b>	SAMARA Radar <b>128.0</b>	SAMARA Tower <b>118.2</b>	Ground <b>119.0</b>
RNAV	Final Apch Crs <b>147°</b>	<b>WW972</b> <b>3200'</b> (2779')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 421' Rwy 421'
<b>MISSED APCH:</b> Climb on track 147° to WW941 (MAX 221 KT), turn RIGHT to WW982, then direct to WW983, turn LEFT to WW984, then proceed to WW416 climbing to 3200' or above.				<p>MSA ARP ①</p>
Alt Set: hPa (MM on req)		Rwy Elev: 15 hPa	Trans level: FL050 ②	Trans alt: 4000'
RNP AR Apch   RF and GNSS required. RNP 0.3 to WW941 required for missed approach.				
1. RNP AR apch authorization required. 2. Baro-VNAV not authorized below -30°C.				



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

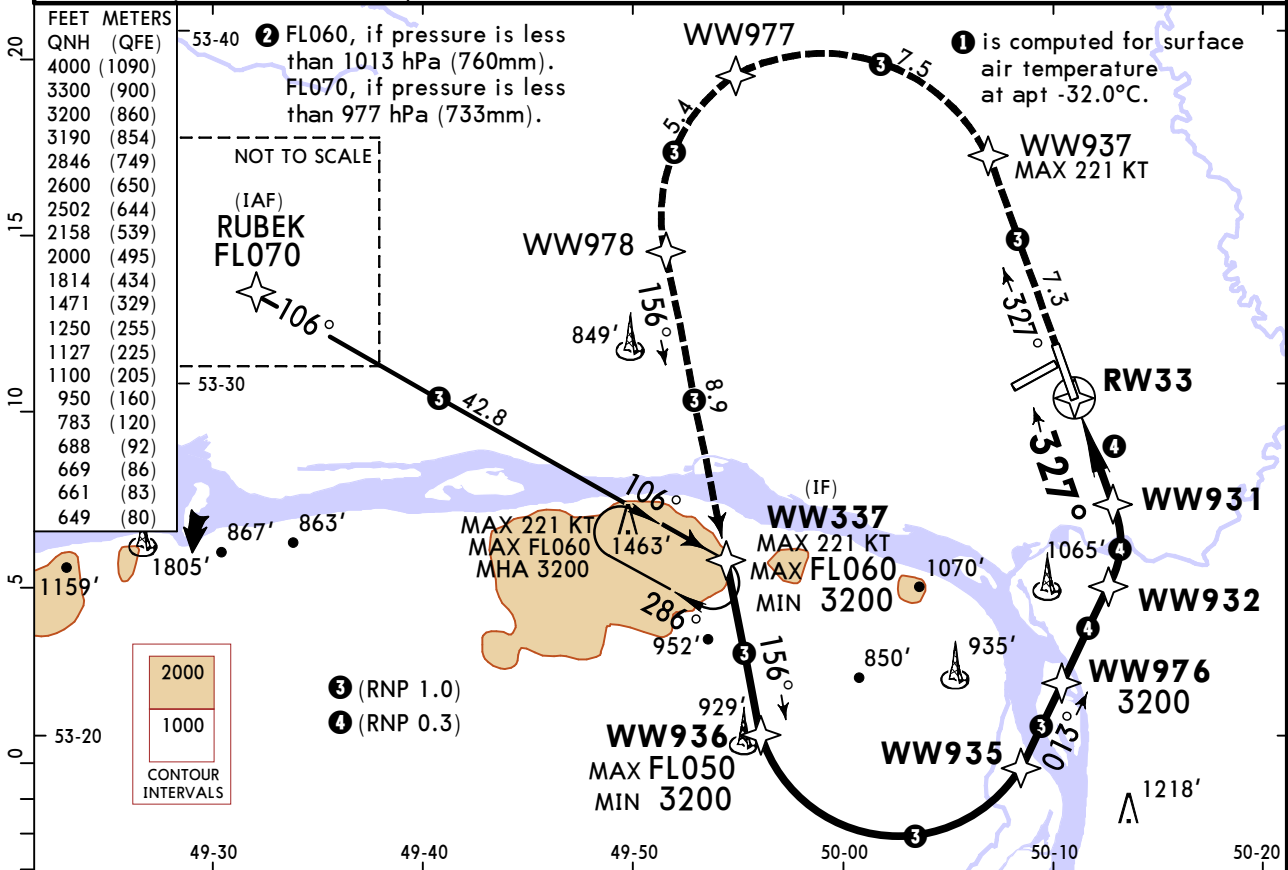
PANS OPS	<b>Std</b> STRAIGHT-IN LANDING RNP 0.30		CIRCLE-TO-LAND	
	DA(H) A: <b>673'</b> (252') C: <b>714'</b> (293') B: <b>695'</b> (274') D: <b>732'</b> (311')			
	ALS out		Max KT	MDA(H)
	A		100	<b>950'</b> (529') V1500m
	B	R750m	135	<b>950'</b> (529') V1600m
C		180	<b>1100'</b> (679') V2400m	
D		205	<b>1260'</b> (839') V3600m	

# UWWW/KUF KURUMOCH

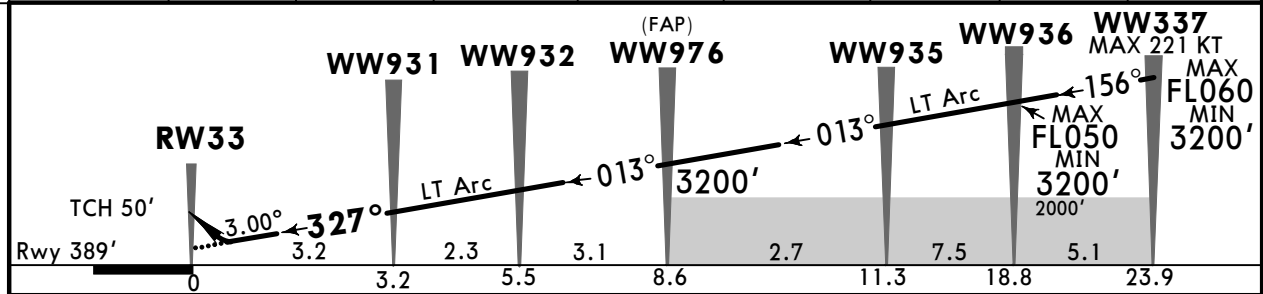
**JEPPESEN**  
13 FEB 26 **(12-21)** Eff 19 Feb

# SAMARA, RUSSIA RNP X Rwy 33 (AR)

ATIS <b>134.1</b> (Russian <b>134.9</b> )	SAMARA Approach <b>130.8</b>	SAMARA Radar <b>128.0</b>	SAMARA Tower <b>118.2</b>	Ground <b>119.0</b>
RNAV	Final Apch Crs <b>327°</b>	<b>WW976</b> <b>3200'</b> (2811')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 421 Rwy 389'
<b>MISSED APCH: Climb on track 327° to WW937 (MAX 221 KT), turn LEFT to WW977, turn LEFT to WW978, then direct to WW337 (MAX 221 KT) climbing to MIN 3200' and MAX FL060.</b>				
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa	Trans level: FL050 <b>2</b>	Trans alt: 4000'
RNP AR Apch RF and GNSS required.				
1. RNP AR apch authorization required. 2. Baro-VNAV not authorized below -30°C.				



DIST to RW33	1.1	2.2	3.2	4.3	5.4	6.5	7.6	8.6
ALTITUDE	783'	1127'	1471'	1814'	2158'	2502'	2846'	3190'



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I	WW937 on 327° 221 KT MAX
Glide Path Angle 3.00°	372	478	531	637	743	849		

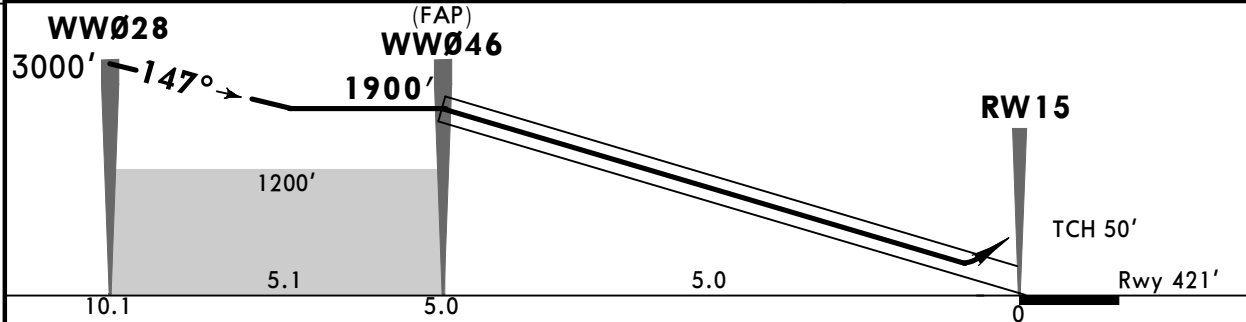
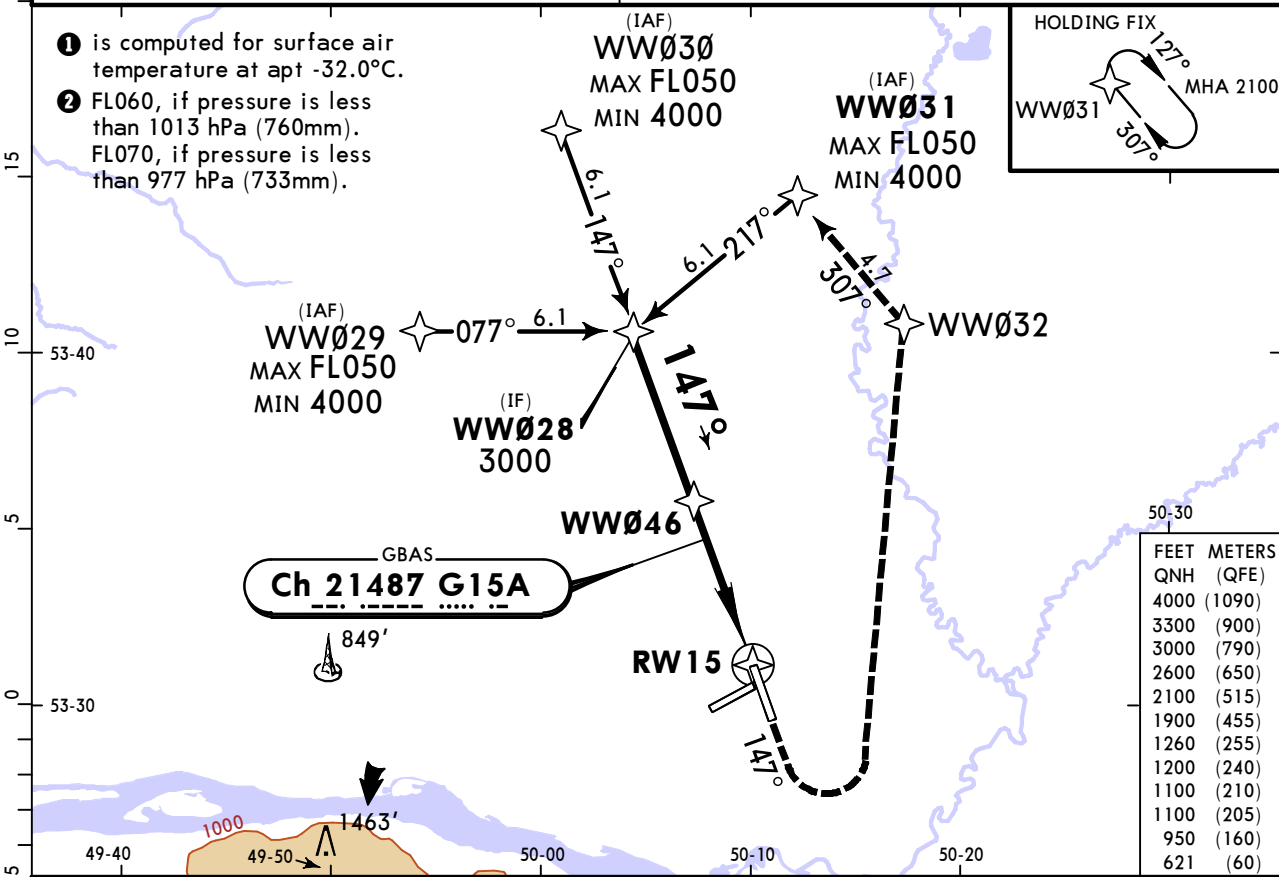
PANS OPS	<b>Std</b> STRAIGHT-IN LANDING RNP 0.30				CIRCLE-TO-LAND			
	DA(H) A: <b>649'</b> (260') C: <b>669'</b> (280')				Max KT			
	B: <b>661'</b> (272') D: <b>688'</b> (299')				MDA(H)			
	ALS out				100			
	R750m				R1300m			
				135				
				180				
				205				
				R1400m				
				V1500m				
				V1600m				
				V2400m				
				V3600m				

**UWWW/KUF**  
**KURUMOCH**

**JEPPESSEN**  
13 FEB 26 **(12-40)** Eff 19 Feb

**SAMARA, RUSSIA**  
**GLS Rwy 15**

BRIEFING STRIP™	ATIS	SAMARA Approach	SAMARA Radar	SAMARA Tower	Ground
	134.1 (Russian 134.9)	130.8	128.0	118.2	119.0
	GBAS <b>Ch 21487</b> G15A	Final Apch Crs <b>147°</b>	<b>WW046</b> 1900' (1479')	DA(H) <b>621'</b> (200')	Apt Elev 421' Rwy 421'
<b>MISSED APCH:</b> Climb on track 147° to 1100' or above (MAX 254 KT), turn LEFT to WW032, then proceed to WW031 climbing to MIN 4000' - MAX FL050.					<p>① MSA ARP</p>
Alt Set: hPa (MM on req)		Rwy Elev: 15 hPa	Trans level: FL050 ②	Trans alt: 4000'	
RNAV 1 required for initial and missed approach.			GNSS required.		



Gnd speed-KT	70	90	100	120	140	160	PALS CAT-II PAPI	254 KT MAX	1100' or above on 147°
Glide Path Angle 2.70°	334	430	478	573	669	764			

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	GLS				
	DA(H) <b>621'</b> (200')				
		TDZ or CL out	ALS out	Max KT	MDA(H)
	A			100	950' (529') V1500m
B			135	950' (529') V1600m	
C	R550m	■ R550m	180	1100' (679') V2400m	
D			205		
D <sub>L</sub>			D <sub>L</sub>	1260' (839') V3600m	
■ R750m when a Flight Director or Autopilot or HUD to DA is not used.					

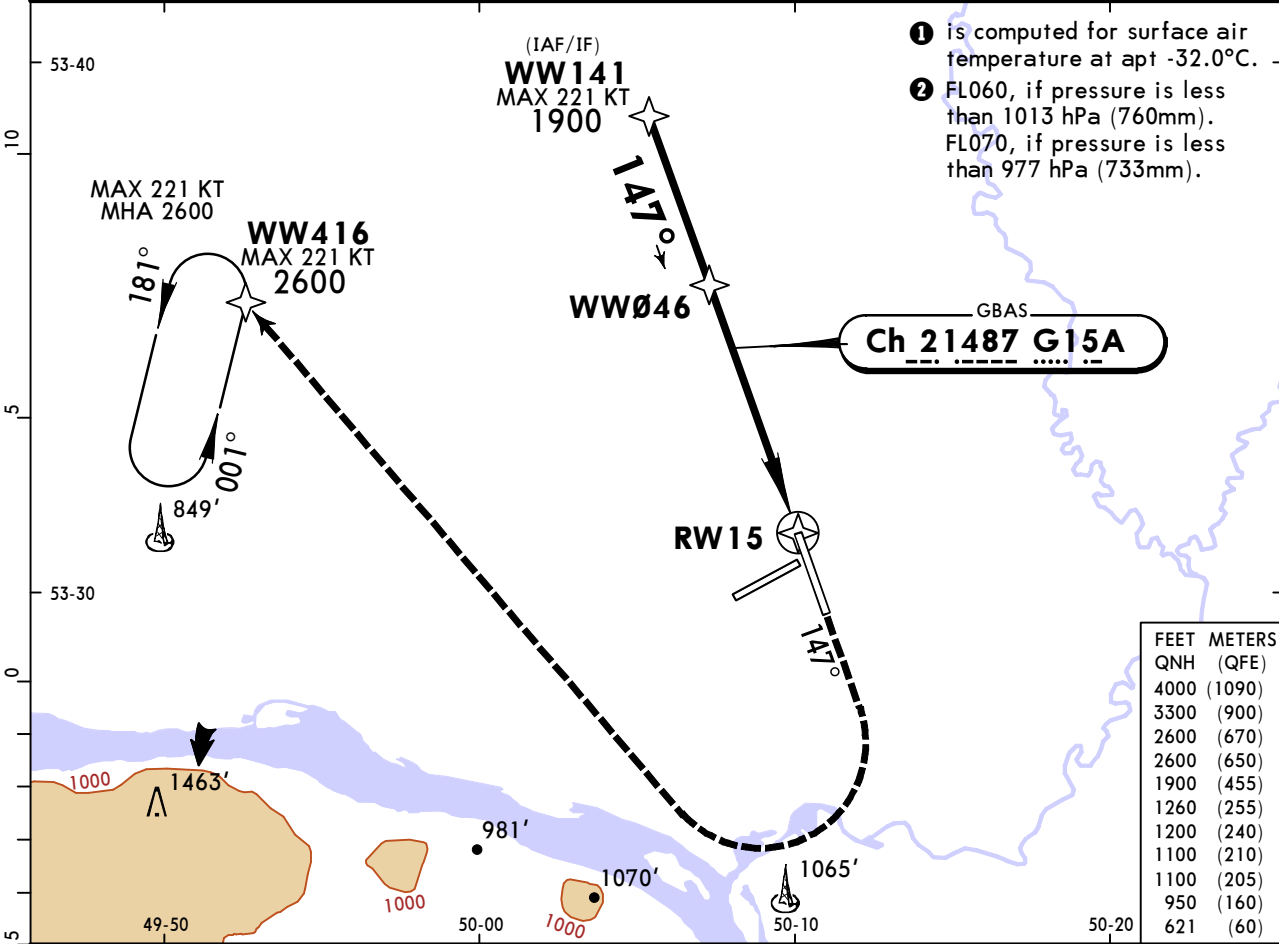
CHANGES: Reindexed, MSA, apt elev, procedure, minimums.

**UWWW/KUF**  
**KURUMOCH**

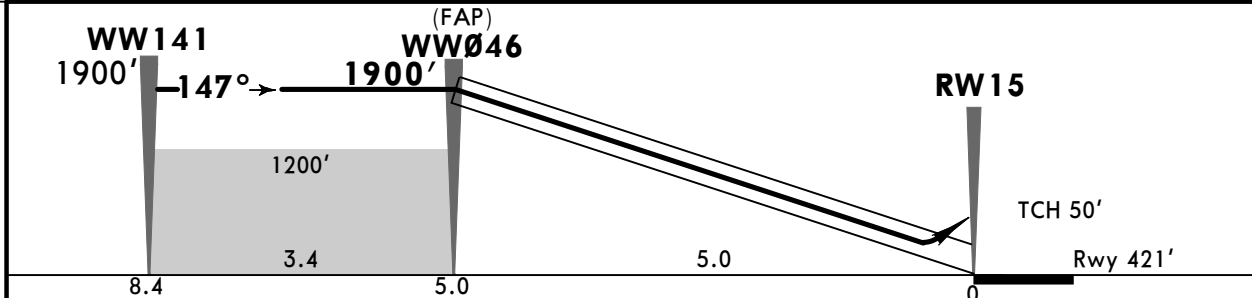
**JEPPESSEN**  
13 FEB 26 **(12-41)** **Eff 19 Feb**

**SAMARA, RUSSIA**  
**GLS Y Rwy 15**

ATIS <b>134.1</b> (Russian <b>134.9</b> )		SAMARA Approach <b>130.8</b>	SAMARA Radar <b>128.0</b>	SAMARA Tower <b>118.2</b>	Ground <b>119.0</b>
GBAS <b>Ch 21487</b> <b>G15A</b>	Final Apch Crs <b>147°</b>	<b>WWØ46</b> <b>1900'</b> (1479')	DA(H) <b>621'</b> (200')	Apt Elev 421' Rwy 421'	<p><b>MSA ARP</b></p>
<b>MISSED APCH:</b> Climb on track 147° to 1100' or above (MAX 221 KT), turn RIGHT to WW416 climbing to 2600' or above (MAX 221 KT).					
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: FL050 <b>2</b> Trans alt: 4000' RNAV 1 required for missed approach. GNSS required.					



- 1** is computed for surface air temperature at apt -32.0°C.
- 2** FL060, if pressure is less than 1013 hPa (760mm). FL070, if pressure is less than 977 hPa (733mm).



Gnd speed-KT	70	90	100	120	140	160	PALS CAT-II PAPI	<b>221 KT</b> MAX	<b>1100'</b> or above on ↑	<b>147°</b>
GS	2.70°	334	430	478	573	669				

<b>PANS OPS</b>	<b>Std</b>	<b>STRAIGHT-IN LANDING</b>		<b>CIRCLE-TO-LAND</b>		
		<b>GLS</b>				
		DA(H) <b>621'</b> (200')				
			TDZ or CL out	ALS out	Max KT	MDA(H)
	A				100	<b>950'</b> (529') <b>V1500m</b>
B				135	<b>950'</b> (529') <b>V1600m</b>	
C	<b>R550m</b>	<b>1</b> <b>R550m</b>	<b>R1200m</b>	180	<b>1100'</b> (679') <b>V2400m</b>	
D				205		
D <sub>L</sub>				D <sub>L</sub>	<b>1260'</b> (839') <b>V3600m</b>	

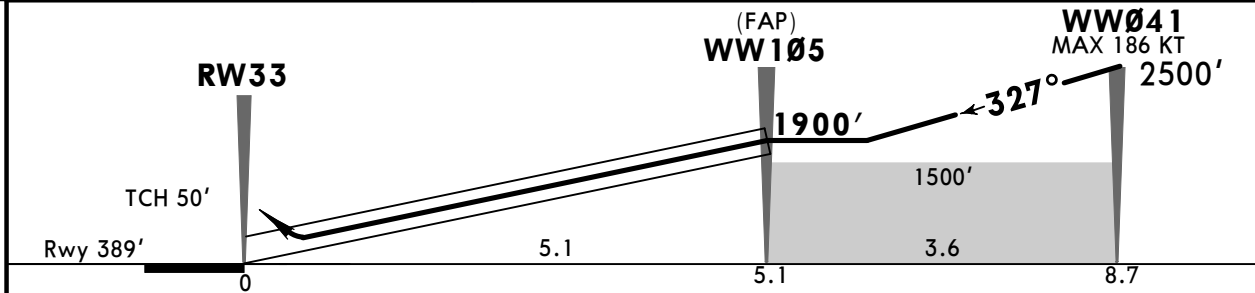
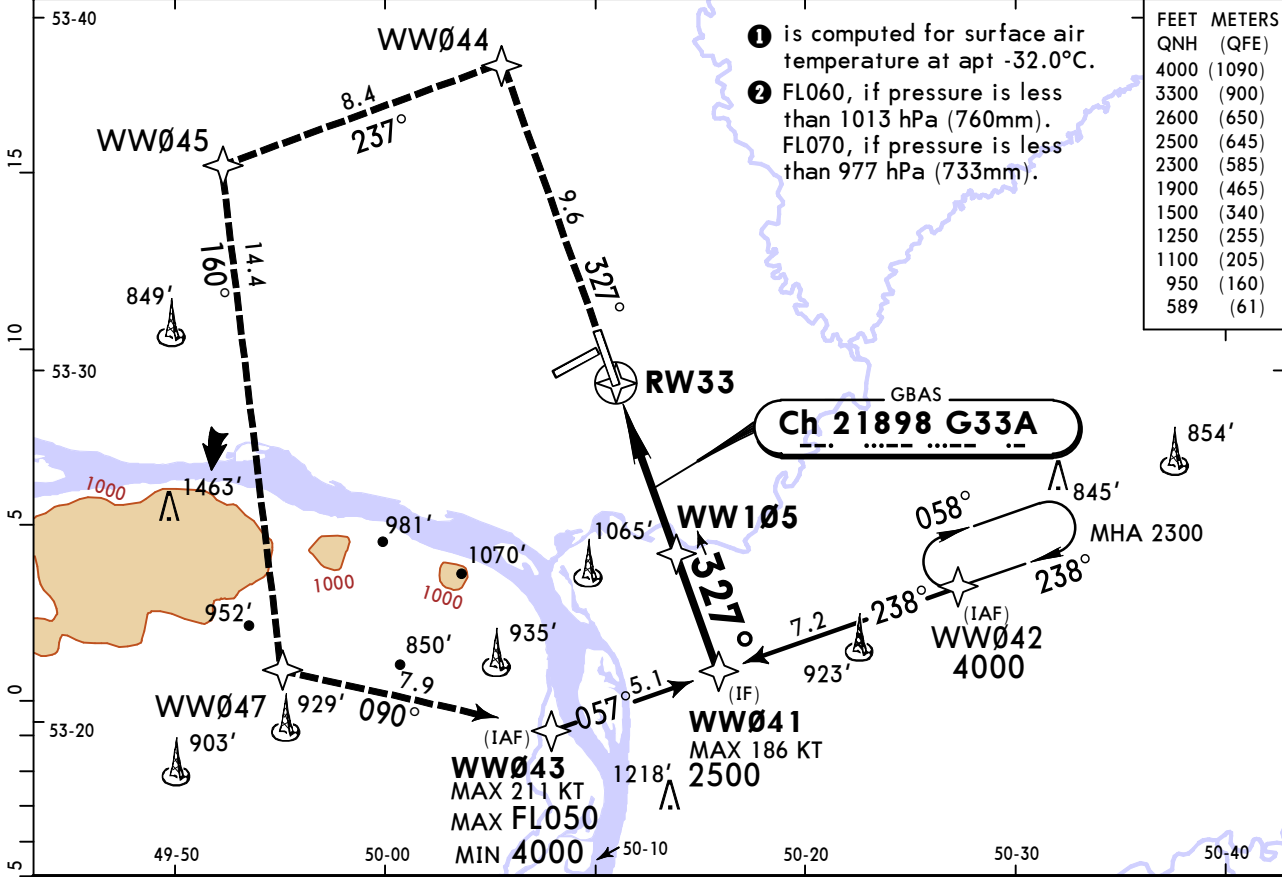
**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.

# UWWW/KUF KURUMOCH

**JEPPESEN**  
13 MAR 26 **12-42** Eff 19 Mar

# SAMARA, RUSSIA GLS Rwy 33

BRIEFING STRIP™	ATIS	SAMARA Approach	SAMARA Radar	SAMARA Tower	Ground
	134.1 (Russian 134.9)	130.8	128.0	118.2	119.0
	GBAS <b>Ch 21898</b> G33A	Final Apch Crs <b>327°</b>	WW105 <b>1900'</b> (1511')	DA(H) <b>589'</b> (200')	Apt Elev 421' Rwy 389'
<b>MISSED APCH:</b> Climb on track 327° to WW044 (MAX 186 KT), turn LEFT to WW045, then to WW047, then proceed to WW043 (MAX 211 KT) climbing to MIN 4000' - MAX FL050.					<p>① MSA ARP</p>
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa	Trans level: FL050 ②	Trans alt: 4000'	
RNAV 1 required for initial and missed approach.			GNSS required.		



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT-I PAPI	186 KT MAX	WW044 on 327°
Glide Path Angle	2.70°	334	430	478	573	764			

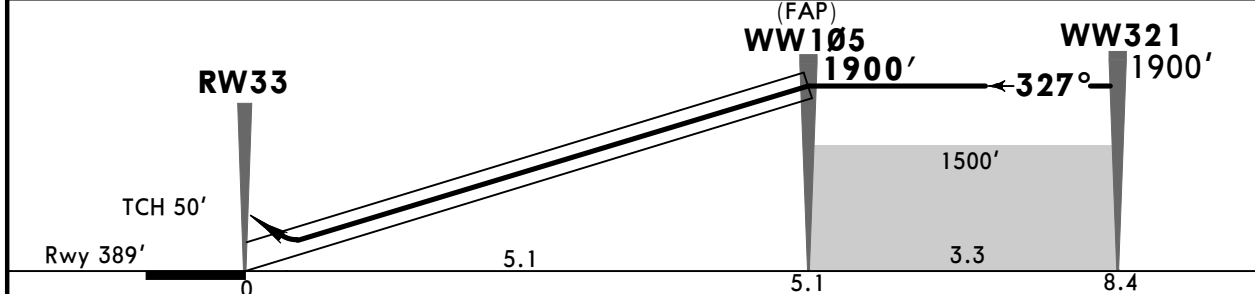
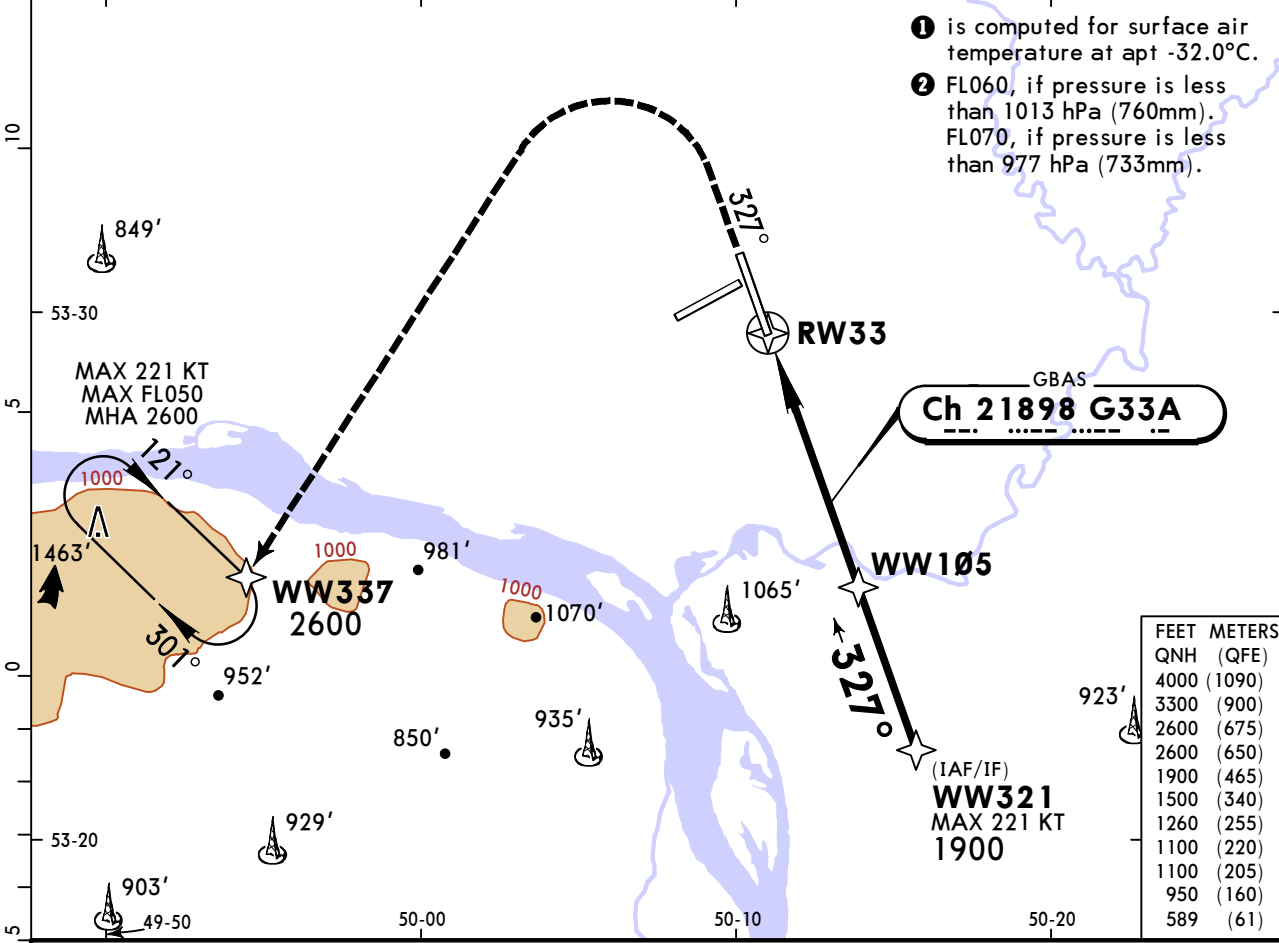
PANS OPS	<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	GLS			
	DA(H) <b>589'</b> (200')			
	ALS out		Max KT	MDA(H)
	A	① R550m	R1200m	100
B	135			950' (529') V1600m
C	180			1100' (679') V2400m
D	205			1260' (839') V3600m
D <sub>L</sub>				

# UWWW/KUF KURUMOCH

**JEPPESEN**  
13 MAR 26 **(12-43)** Eff 19 Mar

# SAMARA, RUSSIA GLS Y Rwy 33

BRIEFING STRIP™	ATIS	SAMARA Approach	SAMARA Radar	SAMARA Tower	Ground	
	134.1 (Russian 134.9)	130.8	128.0	118.2	119.0	
	GBAS <b>Ch 21898</b> G33A	Final Apch Crs <b>327°</b>	<b>WW105</b> 1900' (1511')	DA(H) <b>589'</b> (200')	Apt Elev 421' Rwy 389'	
	<b>MISSED APCH:</b> Climb on track 327° to 1100' or above (MAX 221 KT), turn LEFT to WW337 climbing to 2600' or above (MAX 221 KT).					
Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 ② Trans alt: 4000'						
RNAV 1 required for missed approach.			GNSS required.			



Gnd speed-KT	70	90	100	120	140	160	PALS CAT-I PAPI	221 KT MAX	1100' or above on 327°
GS	2.70°	334	430	478	573	669			

PANS OPS	<b>Std</b>	STRAIGHT-IN LANDING GLS DA(H) <b>589'</b> (200')		CIRCLE-TO-LAND	
		ALS out		Max KT	MDA(H)
	A	<b>1</b> R550m	R1200m	100	950' (529') V1500m
	B			135	950' (529') V1600m
	C			180	1100' (679') V2400m
D	205			1260' (839') V3600m	
D <sub>L</sub>					

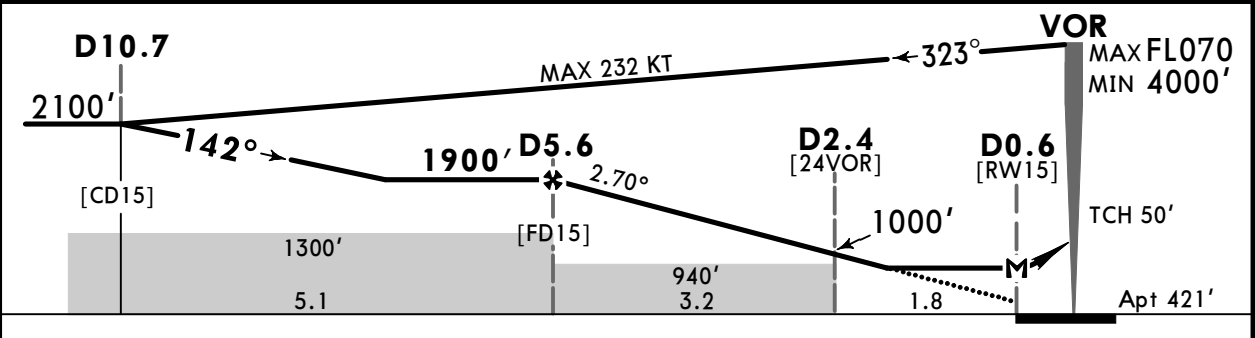
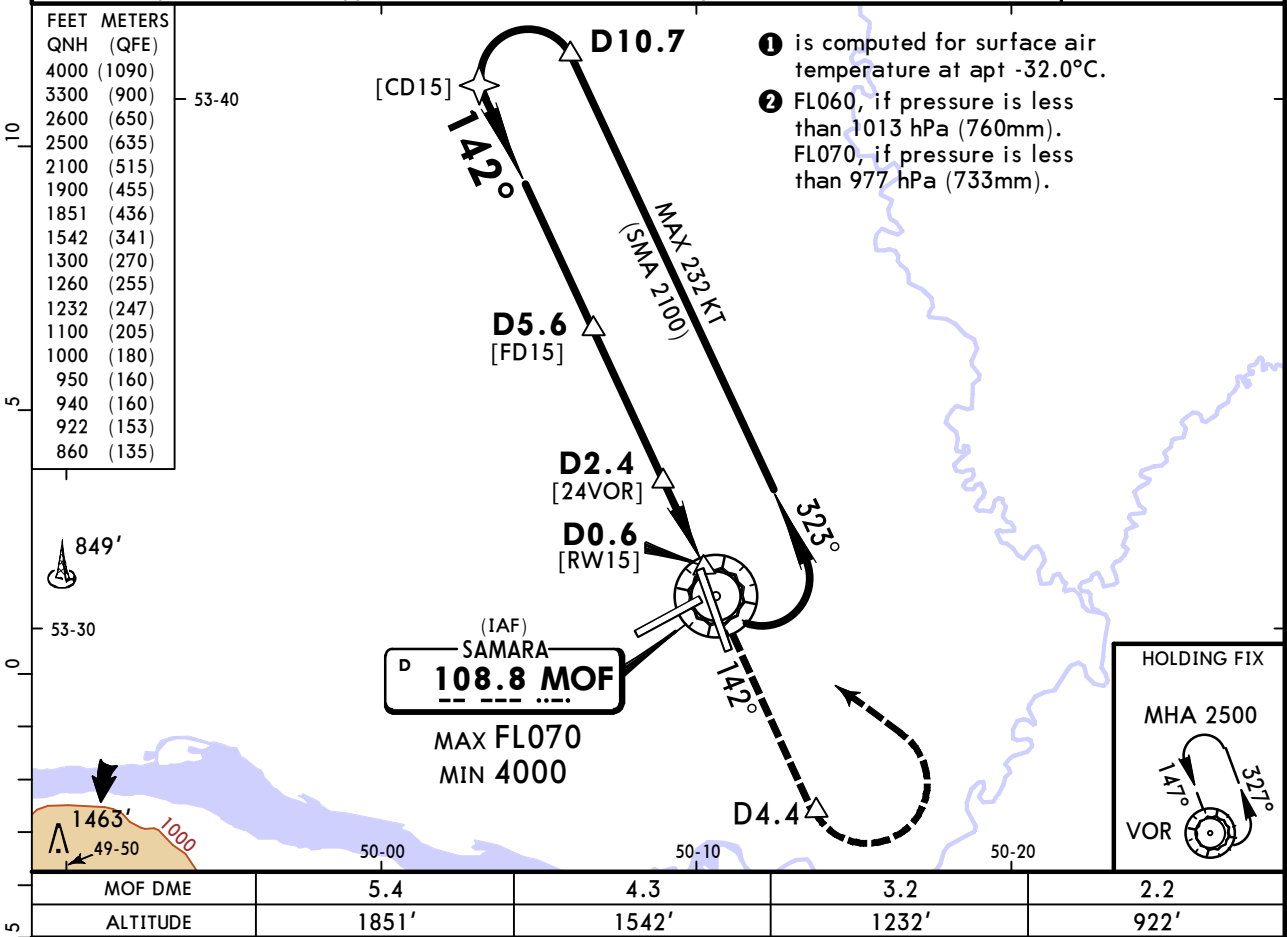
**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: RNAV 1 note added. © JEPPESEN, 2026. ALL RIGHTS RESERVED.

**UWWW/KUF**  
**KURUMOCH**

**JEPPESSEN**  
13 FEB 26 **(13-1)** Eff 19 Feb

**SAMARA, RUSSIA**  
**VOR Rwy 15**

ATIS <b>134.1</b> (Russian 134.9)		SAMARA Approach <b>130.8</b>	SAMARA Radar <b>128.0</b>	SAMARA Tower <b>118.2</b>	Ground <b>119.0</b>
VOR MOF <b>108.8</b>	Final Apch Crs <b>142°</b>	D5.6 <b>1900'</b> (1479')	DA/MDA(H) (CONDITIONAL) <b>860'</b> (439')	Apt Elev 421'	
<b>MISSED APCH: Climb on track 142° to D4.4 (MAX 224 KT), turn LEFT to VOR climbing to 2500' or above.</b>					<p><b>MSA ARP</b></p>
Alt Set: hPa (MM on req) Apt Elev: 15 hPa Trans level: FL050 <b>2</b> Trans alt: 4000'					
1. DME required. 2. Final approach track offset 5° from rwy centerline.					



Gnd speed-KT	70	90	100	120	140	160	PALS CAT-II PAPI	<b>224 KT</b> MAX	<b>D4.4</b> on 142°
Descent Angle	2.70°	334	430	478	573	764			
MAP at D0.6									

Timing not authorized for defining the MAP.

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
	with D2.4 CDFA		w/o D2.4 CDFA		Max KT	MDA(H)	
	<b>1</b> DA/MDA(H) <b>860'</b> (439')		<b>1</b> DA/MDA(H) <b>940'</b> (519')				
	ALS out		ALS out				
	A	R1300m	R1500m	R1500m	100	950' (529')	V1500m
B				135	950' (529')	V1600m	
C		R2000m	R1600m	R2400m	180	1100' (679')	V2400m
D					205	1260' (839')	V3600m

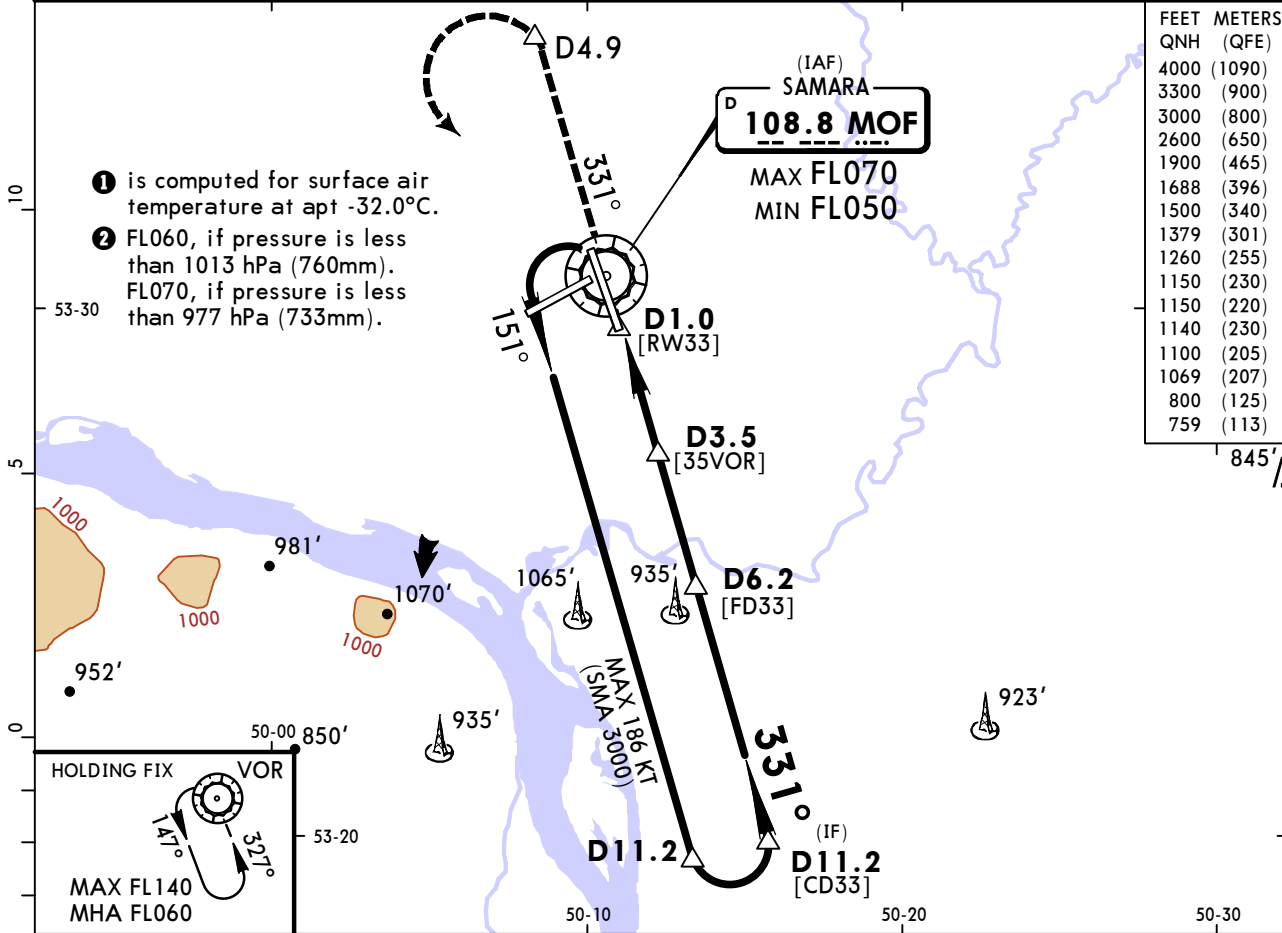
**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UWWW/KUF**  
KURUMOCH

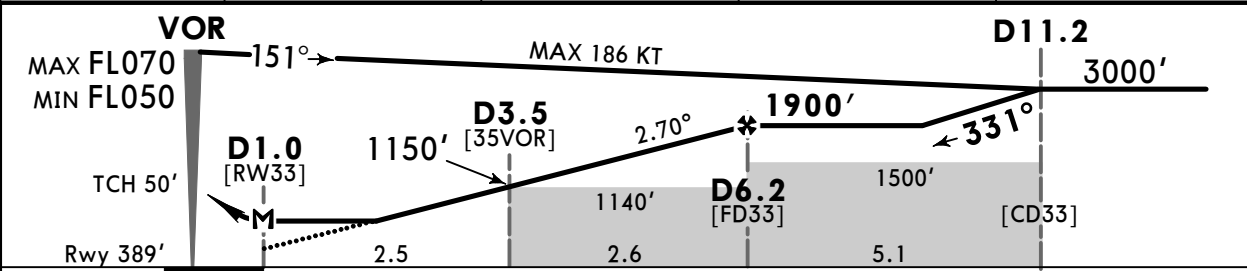
**JEPPESEN**  
13 FEB 26 **(13-2)** Eff 19 Feb

**SAMARA, RUSSIA**  
VOR Rwy 33

ATIS <b>134.1</b> (Russian 134.9)		SAMARA Approach <b>130.8</b>	SAMARA Radar <b>128.0</b>	SAMARA Tower <b>118.2</b>	Ground <b>119.0</b>
VOR MOF <b>108.8</b>	Final Apch Crs <b>331°</b>	D6.2 <b>1900'</b> (1511')	DA/MDA(H) (CONDITIONAL) <b>800'</b> (411')	Apt Elev 421' Rwy 389'	
<b>MISSED APCH: Climb on 331° to D4.9, turn LEFT to VOR climbing to 3000' or above.</b>					
Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 <b>2</b> Trans alt: 4000'					
1. DME required. 2. Final apch track offset 4° from rwy centerline.					<b>1</b> MSA ARP



MOF DME	2.2	3.2	4.3	5.4
ALTITUDE	759'	1069'	1379'	1688'



Gnd speed-KT	70	90	100	120	140	160	PALS CAT-I PAPI 
Descent Angle 2.70°	334	430	478	573	669	764	
MAP at D1.0							

Timing not authorized for defining the MAP.

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND
	with D3.5 CDFA	w/o D3.5 CDFA	
<b>1</b> DA/MDA(H)	<b>800'</b> (411')	<b>1140'</b> (751')	
	ALS out	ALS out	Max KT
A	R1200m	R1500m	100 1150' (729') V1500m
B	R1200m	R1500m	135 1150' (729') V1600m
C	R1200m	R1900m	180 1100' (679') <b>2</b> V2400m
D	R1200m	R2400m	205 1260' (839') V3600m

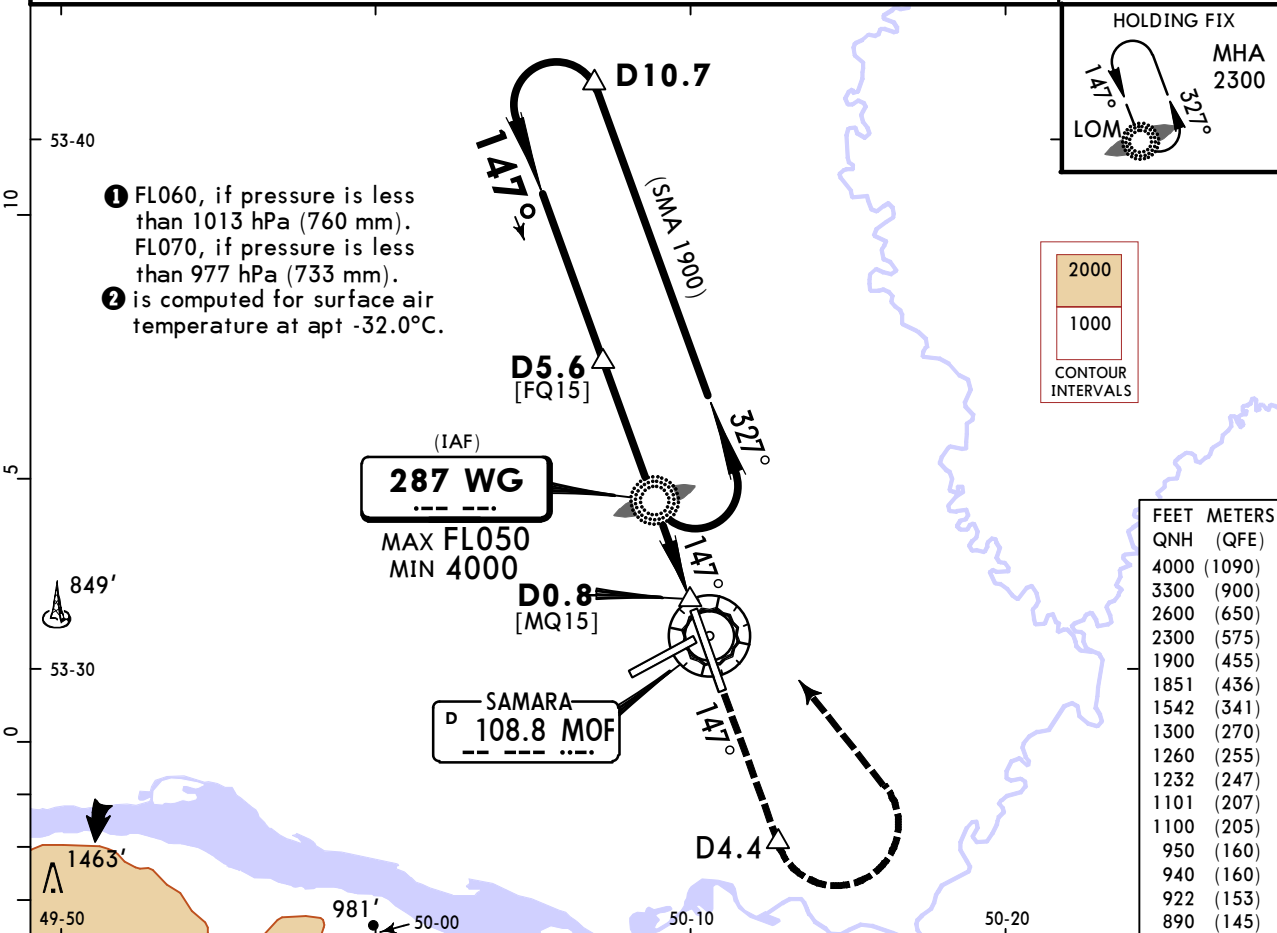
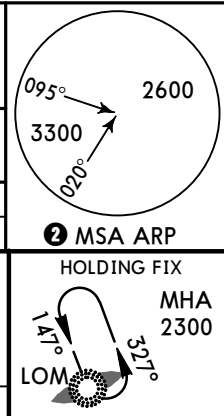
**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minimums.  
 CHANGES: MSA, apt elev, procedure, minimums, reindexed. © JEPPESEN, 2017, 2026. ALL RIGHTS RESERVED.

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**KURUMOCH**

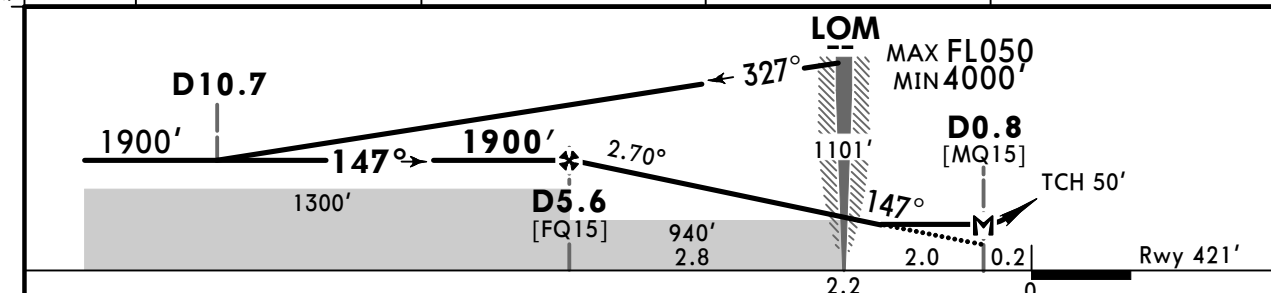
**JEPPESEN**  
13 FEB 26 **(16-3)** Eff 19 Feb

**SAMARA, RUSSIA**  
**NDB Z Rwy 15**

ATIS <b>134.1</b> (Russian 134.9)		SAMARA Approach <b>130.8</b>		SAMARA Radar <b>128.0</b>		SAMARA Tower <b>118.2</b>		Ground <b>119.0</b>	
NDB WG <b>287</b>		Final Apch Crs <b>147°</b>		D5.6 <b>1900'</b> (1479')		DA/MDA(H) <b>890'</b> (469')		Apt Elev 421' Rwy 421'	
<b>MISSED APCH: Climb on track 147° to D4.4 (MAX 224 KT), turn LEFT to LOM climbing to 2300' or above.</b>									
Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: FL050 <b>1</b> Trans alt: 4000' DME required.									



MOF DME	5.4	4.3	3.2	2.2
ALTITUDE	1851'	1542'	1232'	922'



Gnd speed-KT	70	90	100	120	140	160		PALS CAT-II	
Descent Angle	2.70°	334	430	478	573	669	764	PAPI	
MAP at D0.8									
Timing not authorized for defining the MAP.									

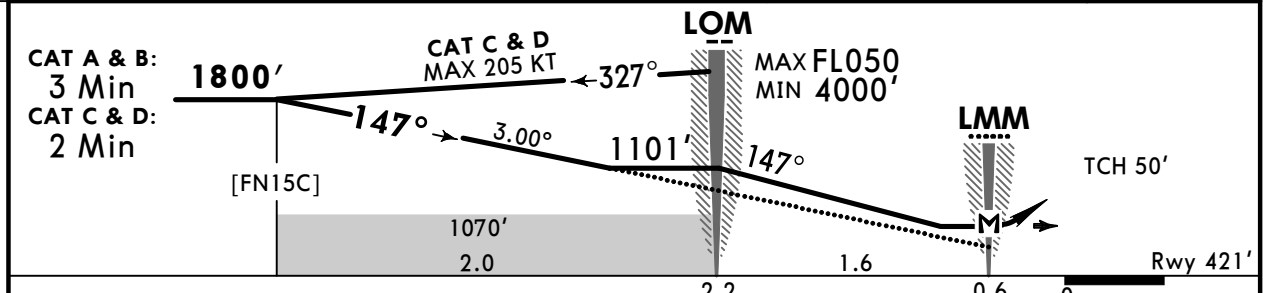
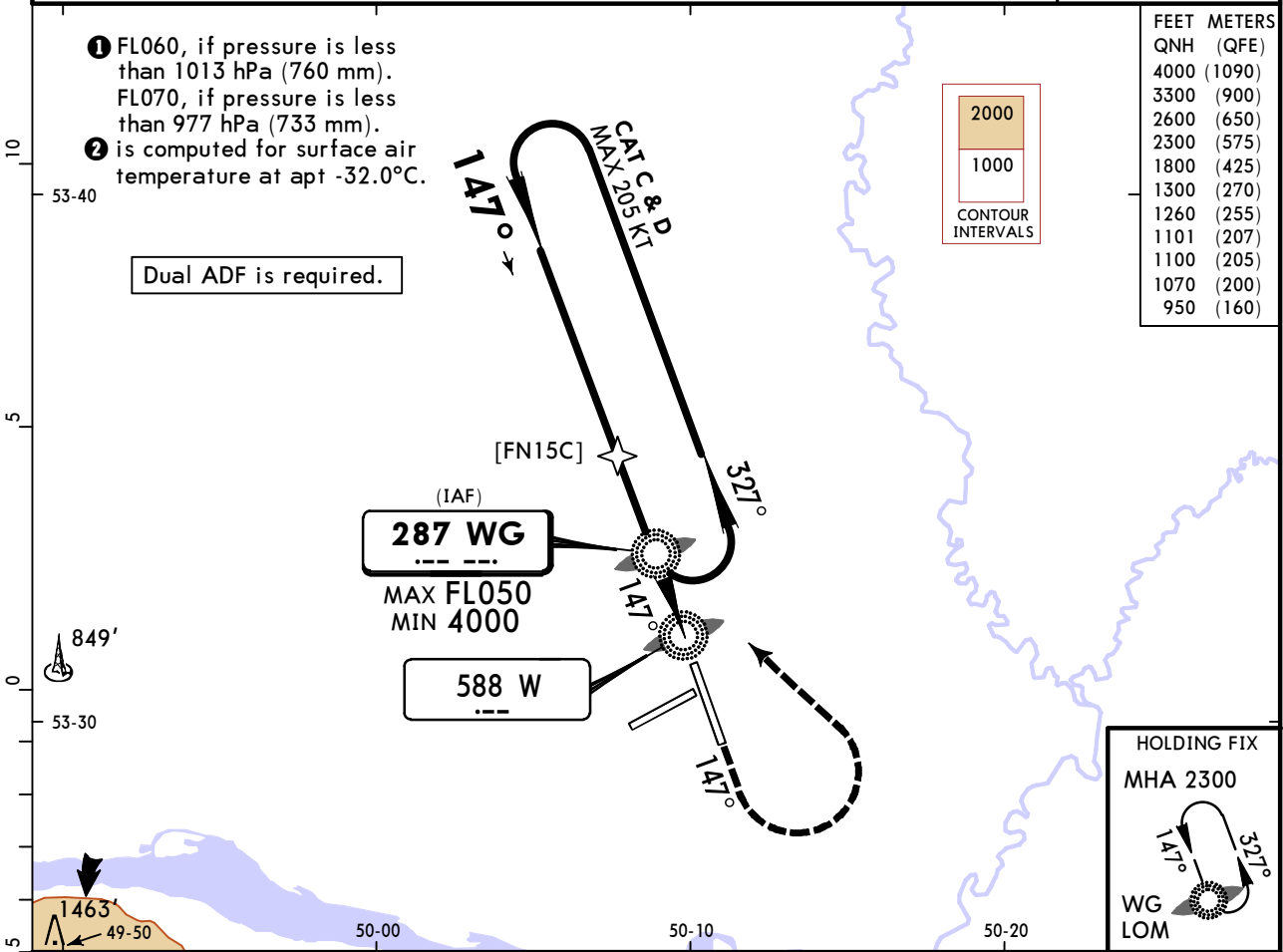
<b>Std</b> STRAIGHT-IN LANDING					CIRCLE-TO-LAND				
CDFA									
<b>1</b> DA/MDA(H) <b>890'</b> (469')									
					ALS out				
A					Max 100				
B					135				
C					180				
D					205				
R1500m					MDA(H)				
					950' (529')				
					V1500m				
					950' (529')				
					V1600m				
					1100' (679')				
					V2400m				
					1260' (839')				
					V3600m				

**UWWW/KUF**  
**KURUMOCH**

**JEPPESEN**  
13 FEB 26 **16-4** Eff 19 Feb

**SAMARA, RUSSIA**  
**NDB C Rwy 15**

ATIS		SAMARA Approach		SAMARA Radar		SAMARA Tower		Ground	
134.1 (Russian 134.9)		130.8		128.0		118.2		119.0	
NDB WG	Final Apch Crs	[FN15C]	MDA(H) Refer to Minimums		Apt Elev 421'				
<b>287</b>	<b>147°</b>	<b>1800'</b> (1379')			Rwy 421'				
<b>MISSED APCH: Climb on track 147° to 1300' or above, turn LEFT to WG LOM climbing to 2300' or above.</b> Turn before MAP is prohibited.									
Alt Set: hPa (MM on req)		Rwy Elev: 15 hPa		Trans level: FL050 ①		Trans alt: 4000'		② MSA ARP	



Gnd speed-KT	70	90	100	120	140	160	PALS CAT-II PAPI 
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM							

Timing not authorized for defining the MAP.

**Std** CIRCLE-TO-LAND

Max KT	MDA(H)	
A 100	950' (529')	V1500m
B 135	950' (529')	V1600m
C 180	1100' (679')	V2400m
D 205	1260' (839')	V3600m

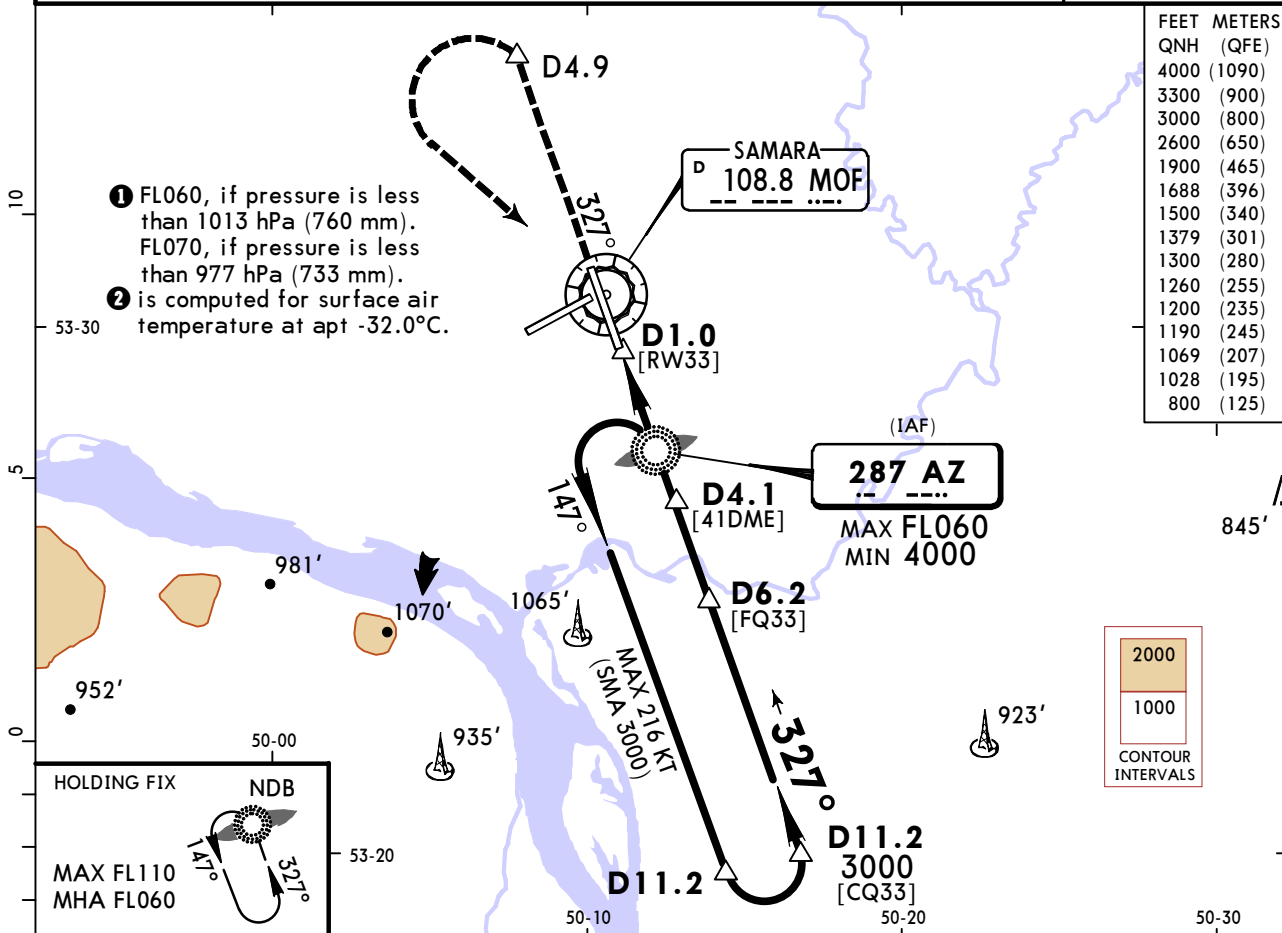
PANS OPS

**UWWW/KUF**  
**KURUMOCH**

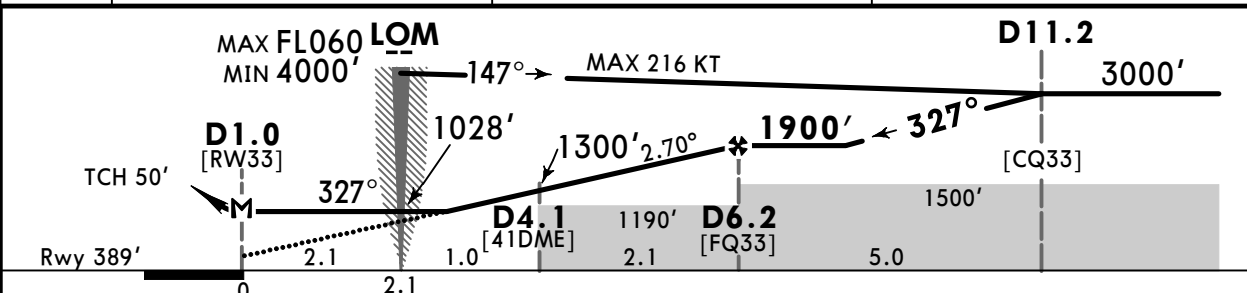
**JEPPESEN**  
13 FEB 26 **(16-7)** Eff 19 Feb

**SAMARA, RUSSIA**  
**NDB Z Rwy 33**

ATIS		SAMARA Approach		SAMARA Radar		SAMARA Tower		Ground	
134.1 (Russian 134.9)		130.8		128.0		118.2		119.0	
NDB AZ	Final Apch Crs	D6.2	DA/MDA(H) (CONDITIONAL)	Apt Elev 421'					
<b>287</b>	<b>327°</b>	<b>1900'</b> (1511')	<b>800'</b> (411')	Rwy 389'					
<b>MISSED APCH: Climb on 327° to D4.9 (MAX 251 KT), turn LEFT to AZ NDB climbing to 3000' or above.</b>									
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa	Trans level: FL050 ①	Trans alt: 4000'		② MSA ARP			
DME required.									



MOF DME	3.2	4.3	5.4
ALTITUDE	1069'	1379'	1688'



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I	251 KT MAX	D4.9 on 327°
Descent Angle	2.70°	334	430	478	573	764			
MAP at D1.0	Timing not authorized for defining the MAP.								

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND
	with D4.1 CDFA	w/o D4.1 CDFA	
	DA/MDA(H) <b>800'</b> (411')	DA/MDA(H) <b>1190'</b> (801')	
	ALS out	ALS out	Max KT
A	R1200m	R1500m	100
B			135
C			180
D			205
			MDA(H)
			V1500m
			V1600m
			V2400m
			V3600m

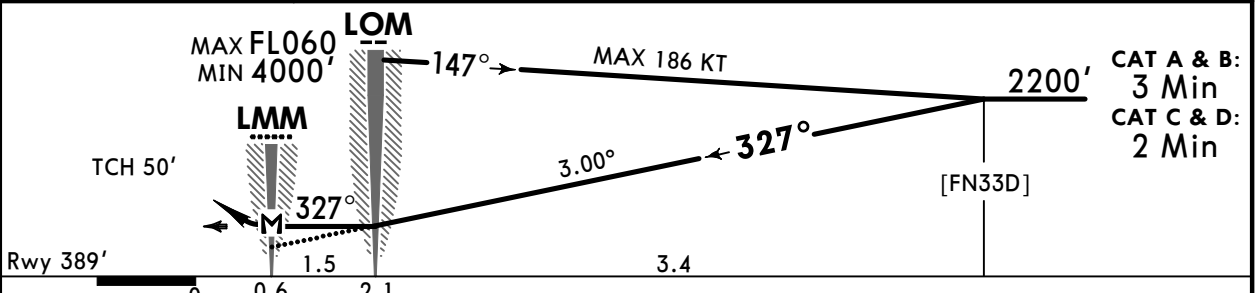
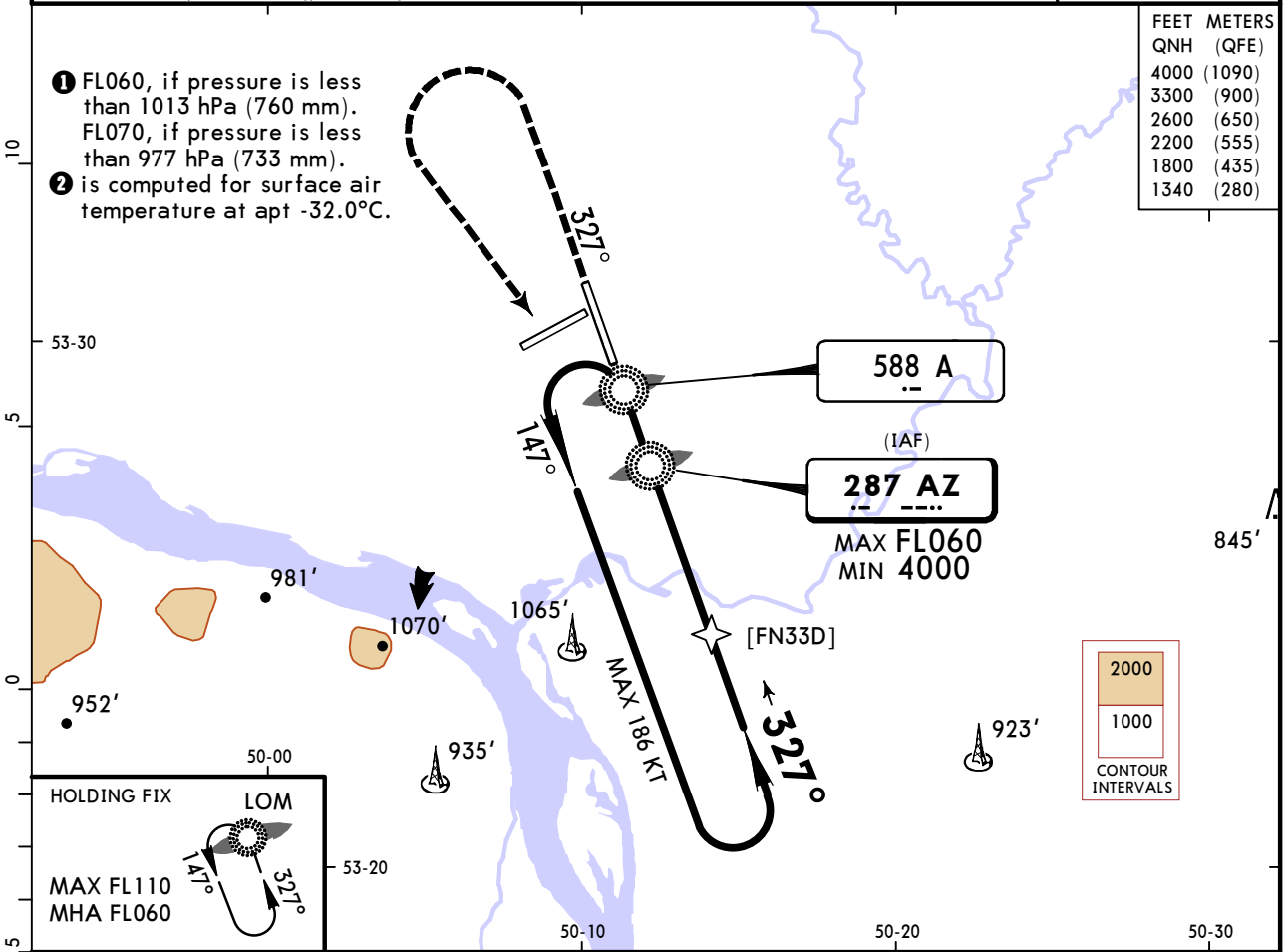
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
CHANGES: Apt elev, MSA, procedure bearings, missed apch, minimums. © JEPPESEN, 2020, 2026. ALL RIGHTS RESERVED.

# UWWW/KUF KURUMOCH

**JEPPESEN**  
13 FEB 26 (16-8) Eff 19 Feb

# SAMARA, RUSSIA NDB D Rwy 33

BRIEFING STRIP™	ATIS	SAMARA Approach	SAMARA Radar	SAMARA Tower	Ground
	134.1 (Russian 134.9)	130.8	128.0	118.2	119.0
	NDB AZ <b>287</b>	Final Apch Crs <b>327°</b>	[FN33D] <b>2200'</b> (1811')	MDA(H) <b>1340'</b> (919')	Apt Elev 421' Rwy 389'
Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 ① Trans alt: 4000'					② MSA ARP



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	200 KT MAX	MIN 1800' on 327°
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at LMM									

Timing not authorized for defining the MAP.

**Std** CIRCLE-TO-LAND

PANS OPS	Max KT	MDA(H)	
	A 100	1340' (919')	V1500m
	B 135	1340' (919')	V1600m
	C 180	1340' (919')	V2400m
	D 205	1340' (919')	V3600m



### Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**SAMARA, (KURUMOCH - UWWW)**

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWWW