

UFA-UWUU

1-10

AOI

AOI

**GENERAL****Operational Hours****ATS Hours / AD OPS Hours:** H24**AD ADMIN Hours:** MON-FRI 0300-1200, SAT, SUN and HOL CLSD**Airport Information****RFF:** CAT 8**Fuel:** TS-1**PCN:** RWY 14L/32R: 79/F/D/W/T

RWY 14R/32L: 87/R/B/W/T

**Operation****Low Visibility Procedures (LVP)**

LVP in force when RVR is below 600m.

Follow-me is mandatory.

Taxi at MNM speed.

HLDG position can be occupied by 1 ACFT only.

Report the following during LVP:

- end of run after LDG
- RWY vacation after leaving ILS sensitive area
- when reaching assigned HLDG position on manoeuvring area
- when ACFT is parked on stand

**RWY Restriction**

180° turns on RWY 14L/32R shall be carried out only at junctions and TWY A,B,D,E provided that the RWY width for a turn corresponds to the requirements of airplane flight manual for specific ACFT.

**TWY Restriction**

TWY B width 17m / 56ft.

TWY C width 16m / 52ft.

Exit from RWY 14L/32R and entry onto RWY 14L/32R via TWY B shall be carried out along the TWY CL at MNM speed.

**Standard Taxi Routes****Departure**

Route 1: Route K2 - TWY D - crossing RWY 14L/32R by ATC CLR - TWY F

Route 2: Route K1 - TWY D - crossing RWY 14L/32R by ATC CLR - TWY F

Route 3: Route K2 - Route K1 - TWY H - TWY A - crossing RWY 14L/32R by ATC CLR - TWY J

Route 4: Route K1 - TWY H - TWY A - crossing RWY 14L/32R by ATC CLR- TWY J.

**Arrival**

Route 5: TWY J - crossing RWY 14L/32R by ATC CLR - TWY A - TWY H - Route K1 - Route K2.

Route 6: TWY J - crossing RWY 14L/32R by ATC CLR - TWY A - Route K1.

Route 7: TWY F - crossing RWY 14L/32R by ATC CLR - TWY D - Route K2.

Route 8: TWY F - crossing RWY 14L/32R by ATC CLR - TWY D - Route K.

**GENERAL****Warnings****RWY 14L**

Arrival from NCRP GOPAR shall be carried out via NCRP DIRIS.  
Departure to NCRP GOPAR shall be carried out via NCRP ITUNA.

**RWY 32R**

Arrival from NCRP GOPAR shall be carried out via NCRP ITUNA.  
Departure to NCRP GOPAR shall be carried out via NCRP DIRIS.

Birds in vicinity of AD.

**ARRIVAL****Arrival Procedure****Non-standard GP intercept position on****RWY 14R**

GP intercepts RWY 14R at 343m / 1126ft after landing threshold.  
Remaining DIST beyond GP is 3418m / 11213ft.

**RWY 32L**

GP intercepts RWY 32L at 326m / 1069ft after landing threshold.  
Remaining DIST beyond GP is 3435m / 11270ft.

**DEPARTURE****Take-off Minima**

RWY		14R/32L	
All ACFT	ft - m/km	0 - 125R	-

RWY		14L/32R	
All ACFT	ft - m/km	0 - 300R/300V	-

**Departure Procedure****Start-up**

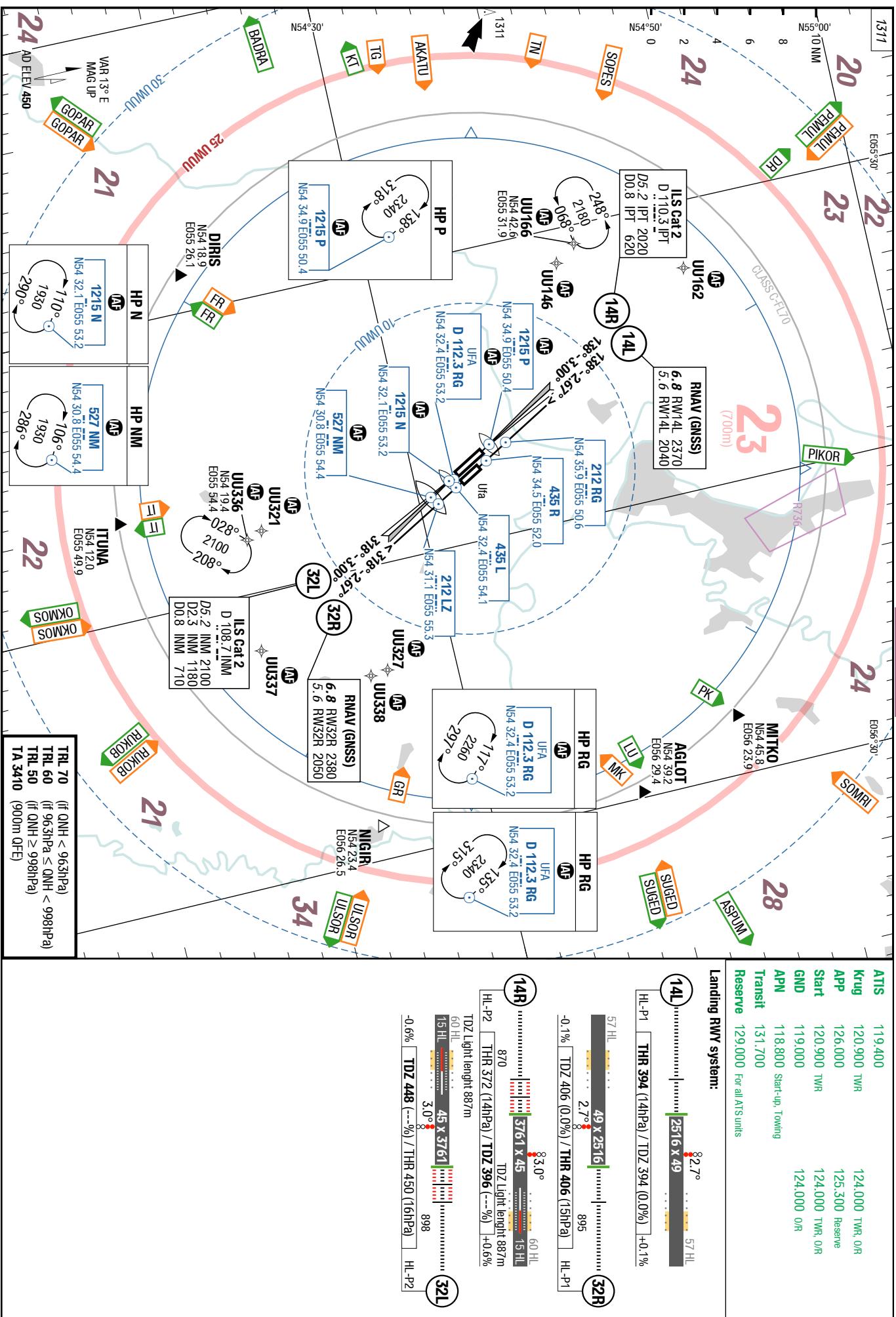
ENG start-up can be carried out on Main TWY H, TWY D, TWY E, TWY E2, TWY J, TWY F (+ turn pad).  
ENG start-up at idle for checking ACFT systems can be carried out on stands 1-12 and 14-38.

**Noise Abatement Procedure**

Use TKOF NAP in accordance with the AFM.

**De-Icing**

AVBL



E055° 52'

E055° 53'

E055° 54'

Changes: APN, BLDG

ATIS	119.400	
Start	120.900 TWR	124.000 TWR, O/R
GND	119.000	124.000 O/R
APN	118.800 Start-up, Towing	
Transit	131.700	

435 R

14R  
138°  
37214L  
138°  
394

INTERNATIONAL TERMINAL

APRON

See APC

14

32

32R  
318°  
40632L  
318°  
450

3-20

3761 x 45  
1911  
1877

Turn Pad

ARP  
N 54 33.5  
E 055 52.4

D

E

F

G

H

I

J

K

L

M

N

O

P

Q

R

S

T

U

V

W

X

Y

Z

RWY	TORA	ASDA	TODA
14L	2516	2516	2816
32R	2516	2516	2816
14R	3761	3761	3911
32L	3761	3761	3911

**Warning:**

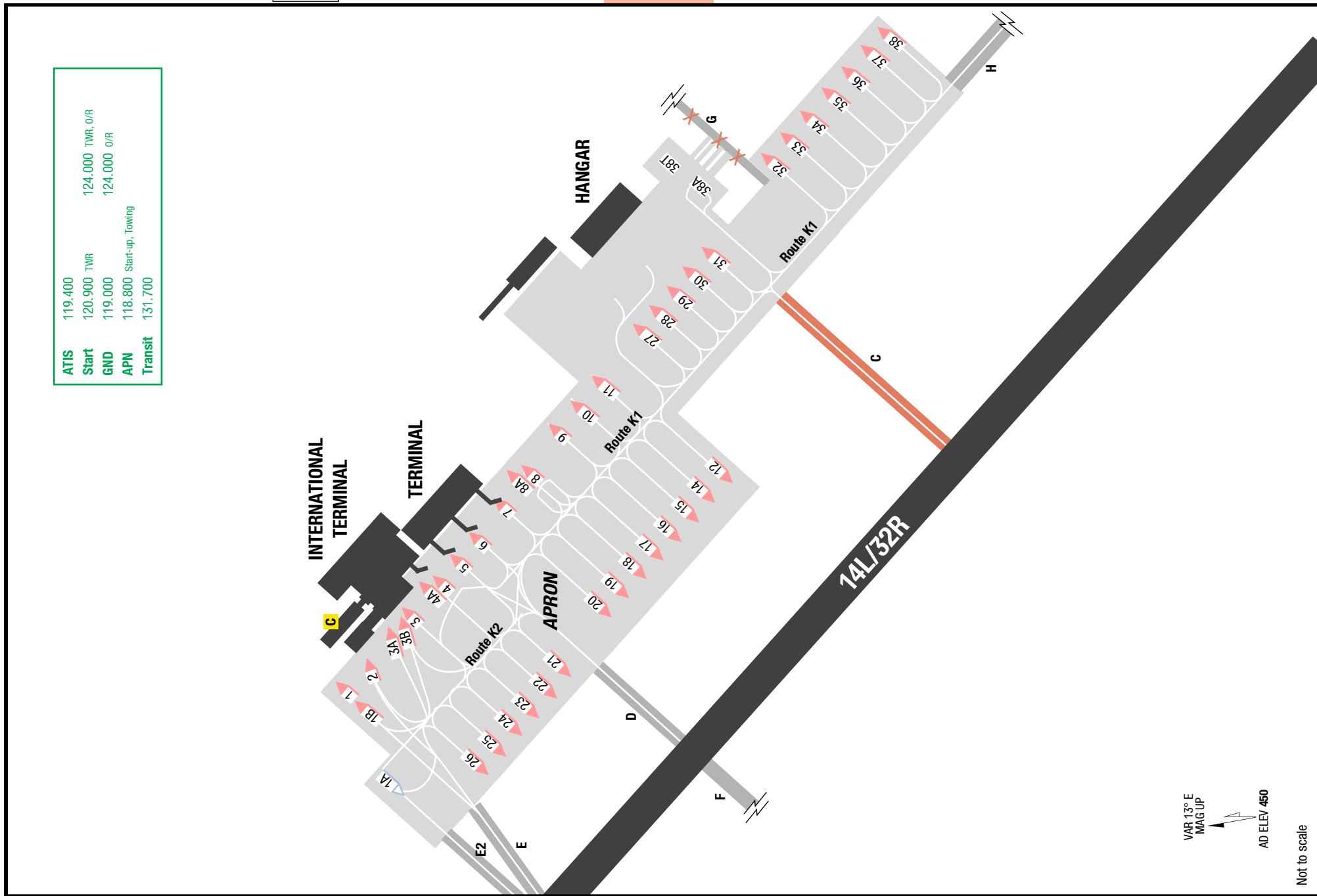
Turns for backtrack on RWY 14L/32R at RWY junctions with TWY A, B, D, E, provided that RWY width for ACFT turning corresponds to that indicated in the Aeroplane Flight Manual of the specified ACFT.

VAR 13° E  
MAG UP

AD ELEV 450

1215 N





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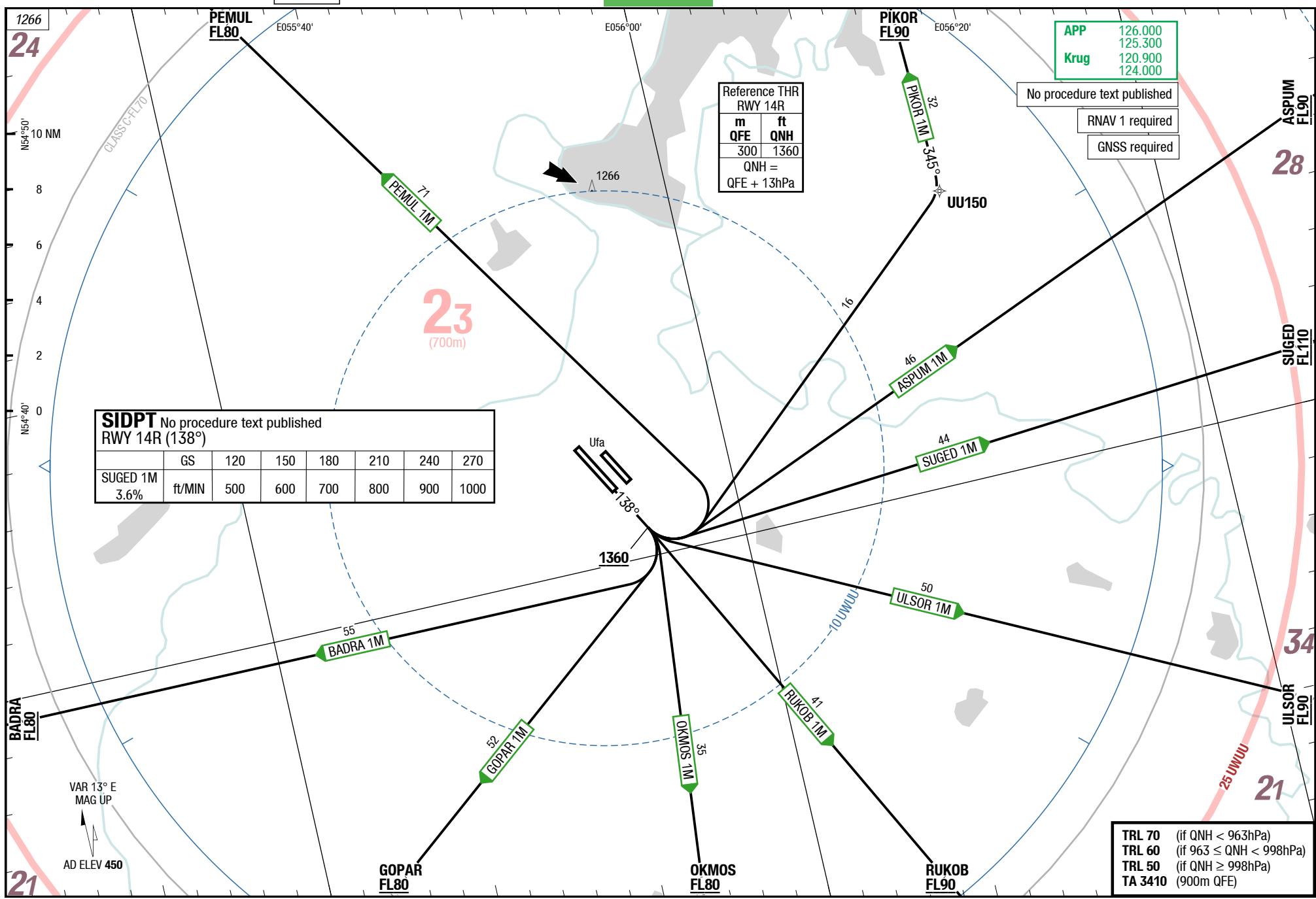
RNAV SIDs RWY 32L

## RNAV SIDs RWY 14R

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**RNAV SIDs RWY 32L**

**RNAV SIDs RWY 14R**



## Changes: ALT, ASP, OBST, AD ELEV

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4-20

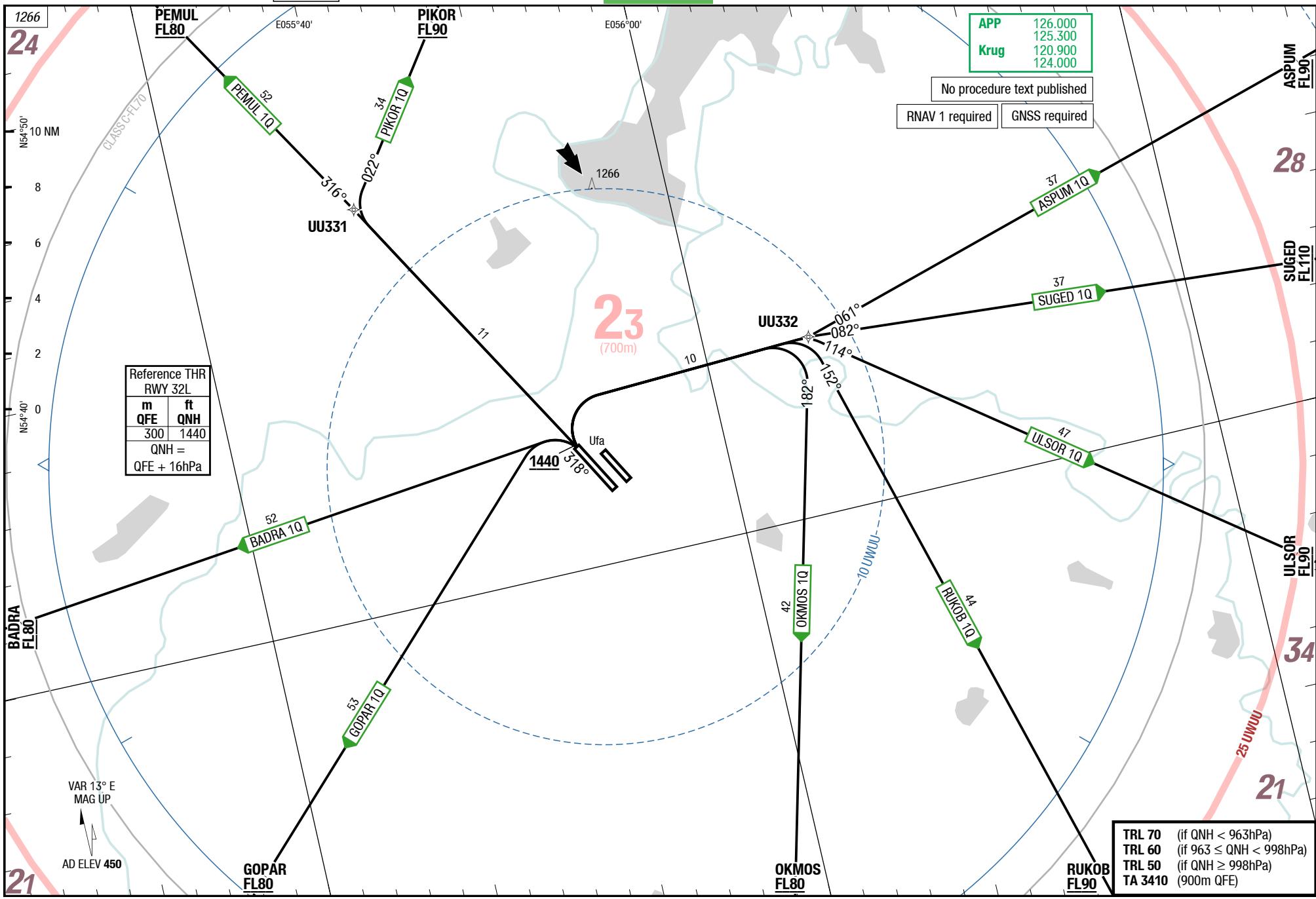
Russian Federation Ufa

RNAV SIDs RWY 32L

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## **RNAV SIDs RWY 32L**



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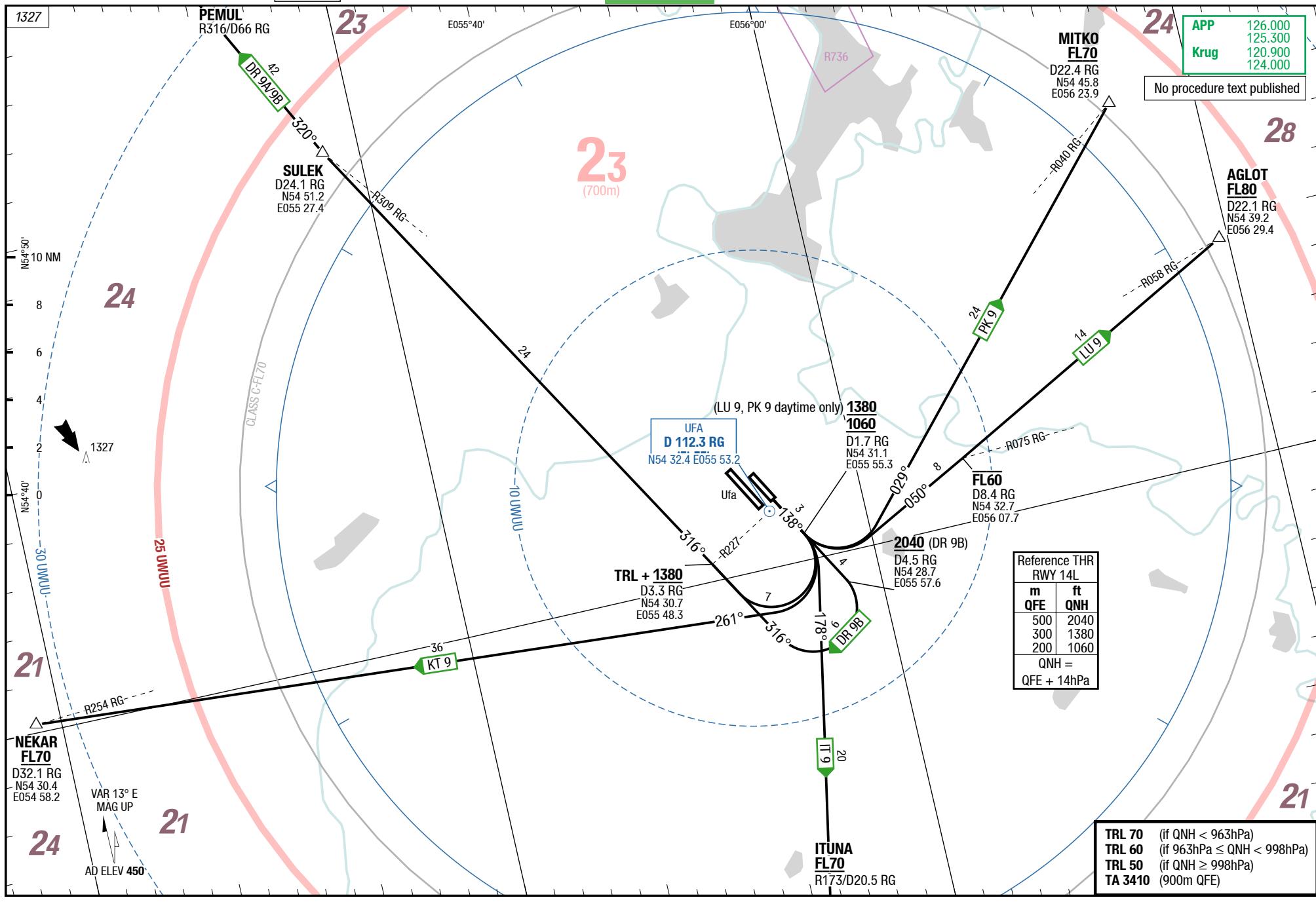
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SIDs RWY 14R

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SIDs RWY 14R

4-30



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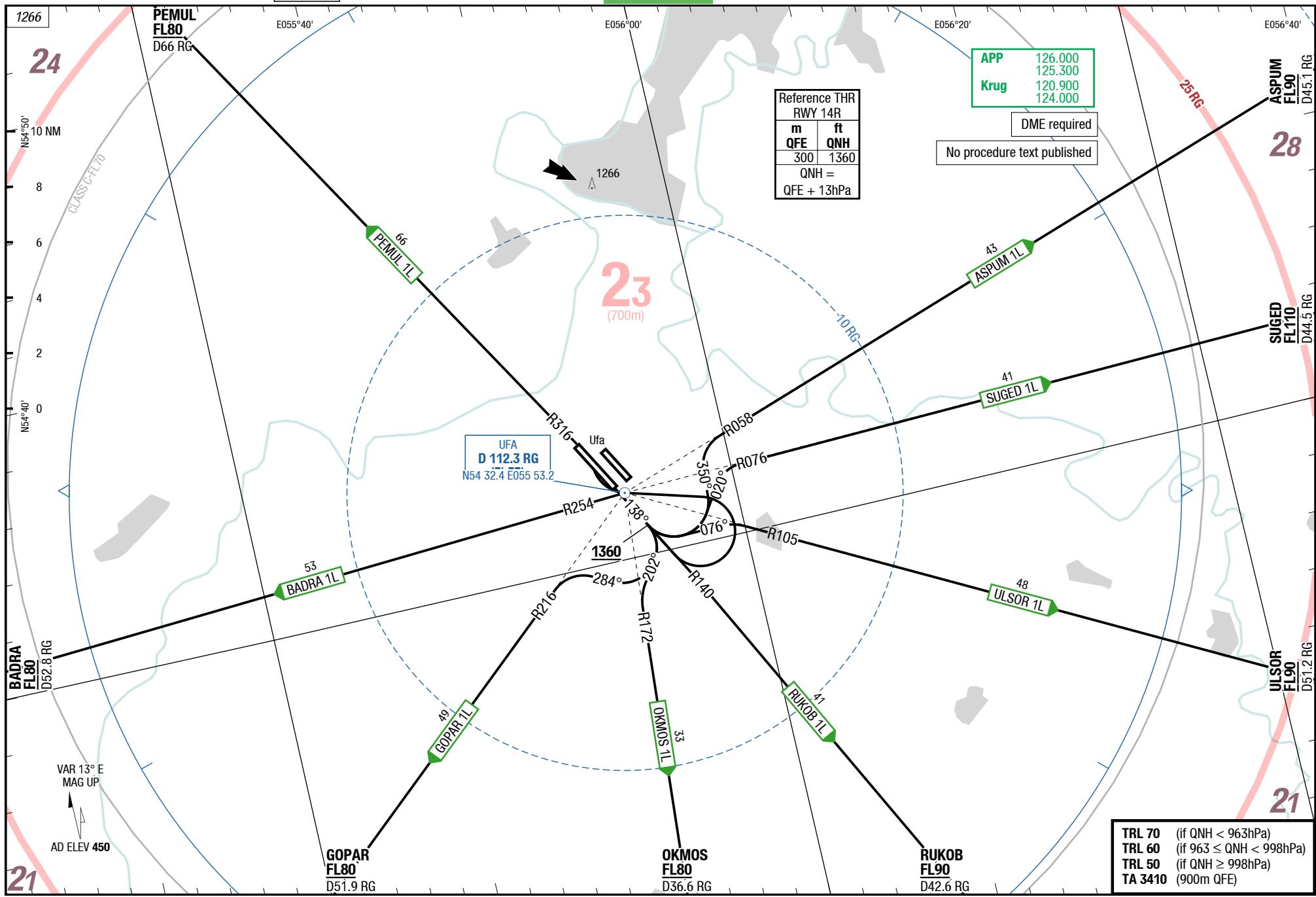
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-40

SIDs RWY 14R

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**SIDs RWY 14R**



Changes: chart title, Page Number, ALT, ASP, OBST, AD ELEV

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SIDs RWY 32L (PROCs P)

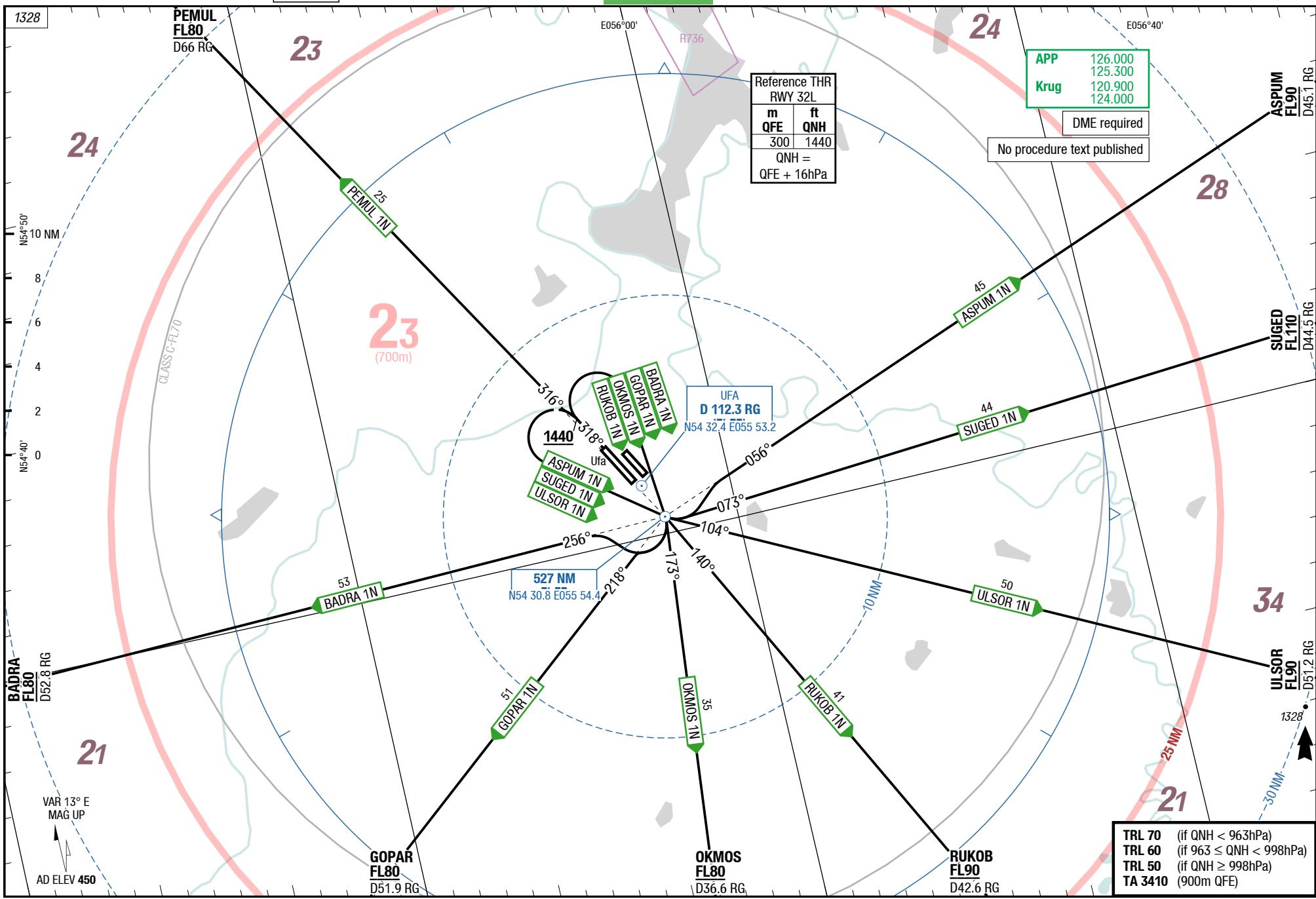
4-50

## SIDs RWY 32L (PROCs N)

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SIDs RWY 32L (PROCs

## SIDs RWY 32L (PROCs N)



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4-60

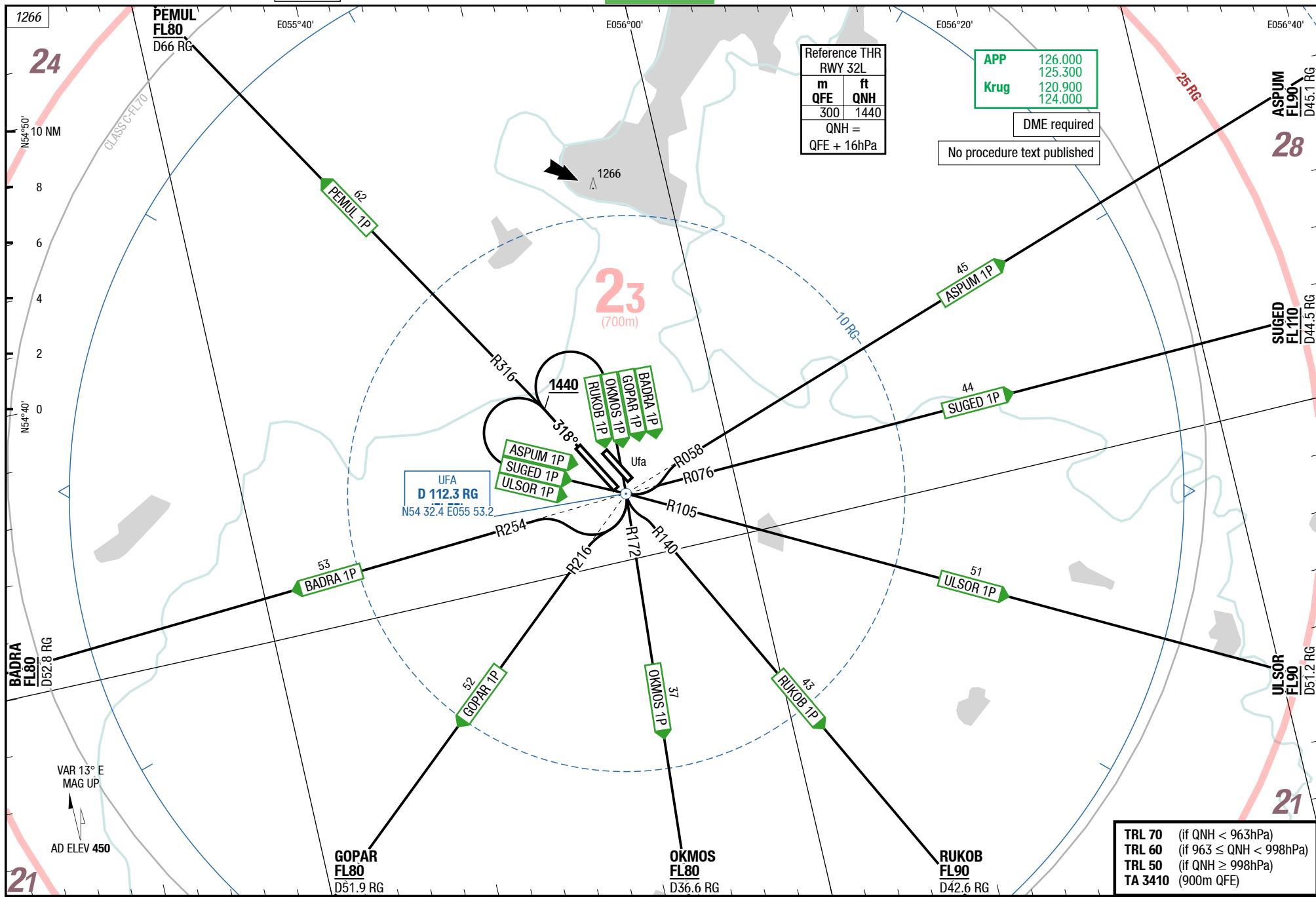
SIDs RWY 32L (PROCs P)

SID

SID

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SIDs RWY 32L (PROCs P)



Changes: ASP, ALT, Page Number, OBST, AD ELEV

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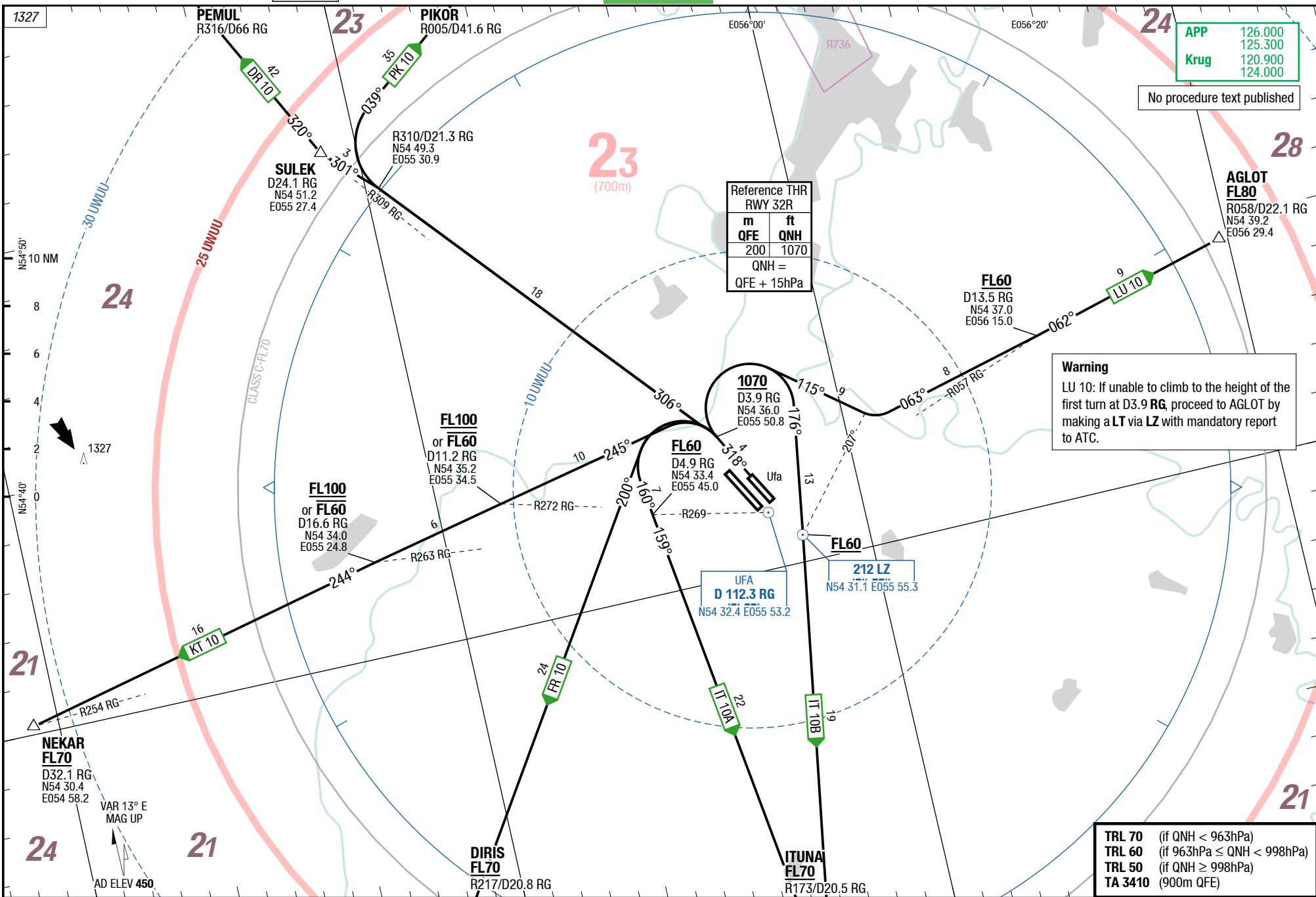


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SIDs RWY 32R

4-70



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[RNAV STARs RWY 14R]

RNAV STARs RWY 14L

STAR

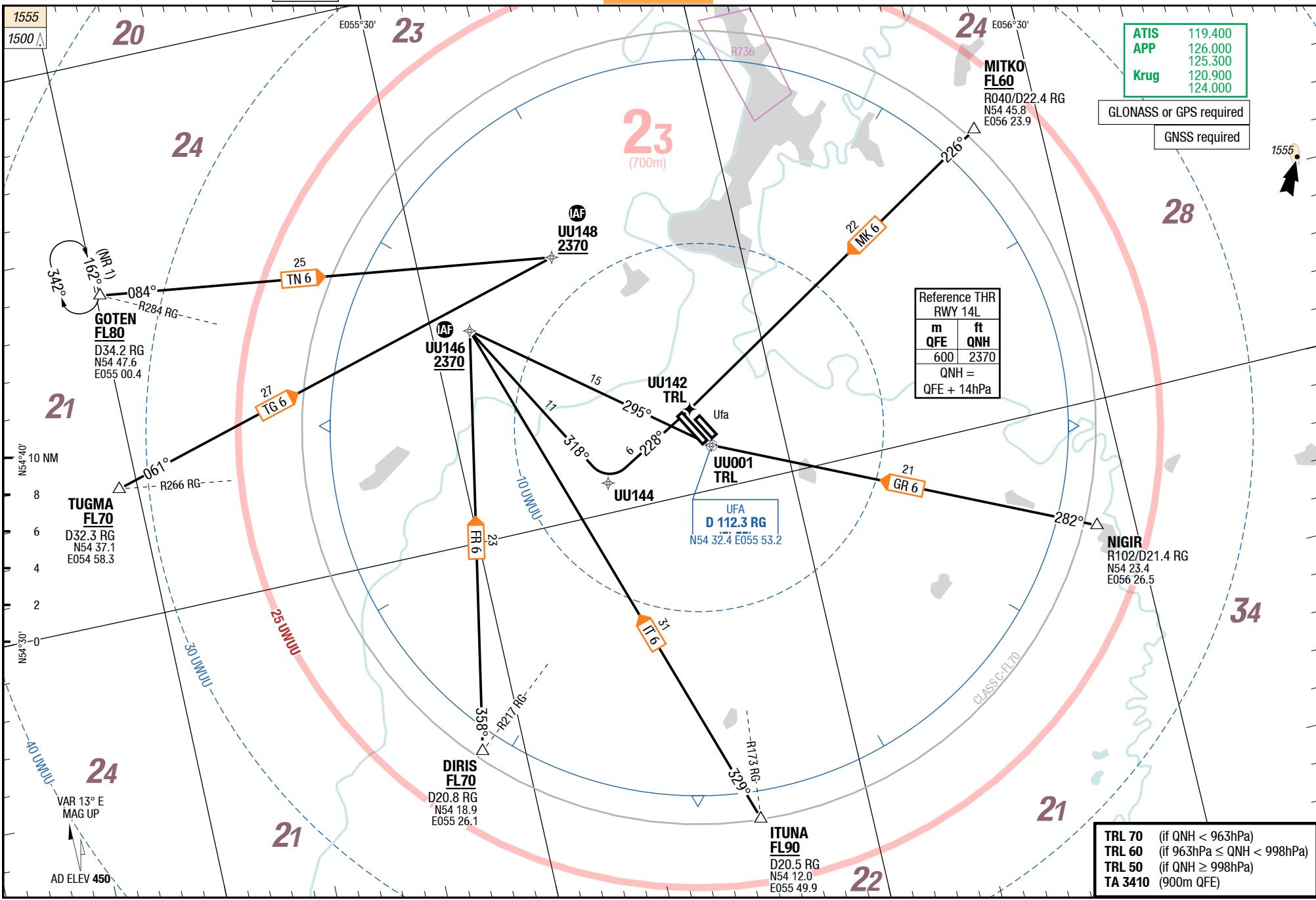
STAR

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[RNAV STARs RWY 14R]

RNAV STARs RWY 14L

6-10



Changes: ASP, MGA, AD ELEV

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07-SEP-2017

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6-20

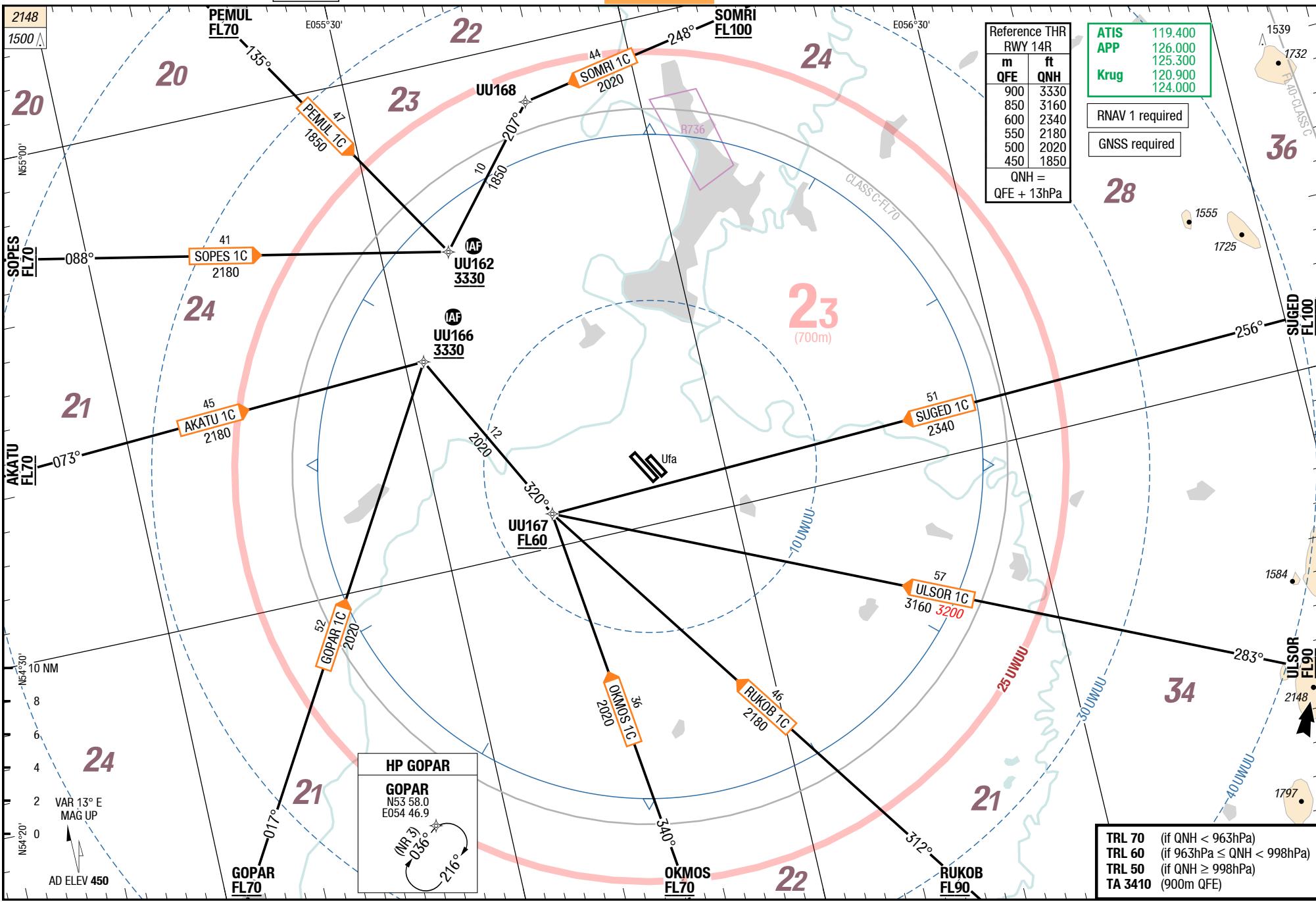
RNAV STARs RWY 14R

STAR

STAR

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RNAV STARs RWY 14R



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RNAV STARs RWY 32R

**RNAV STARs RWY 32L**

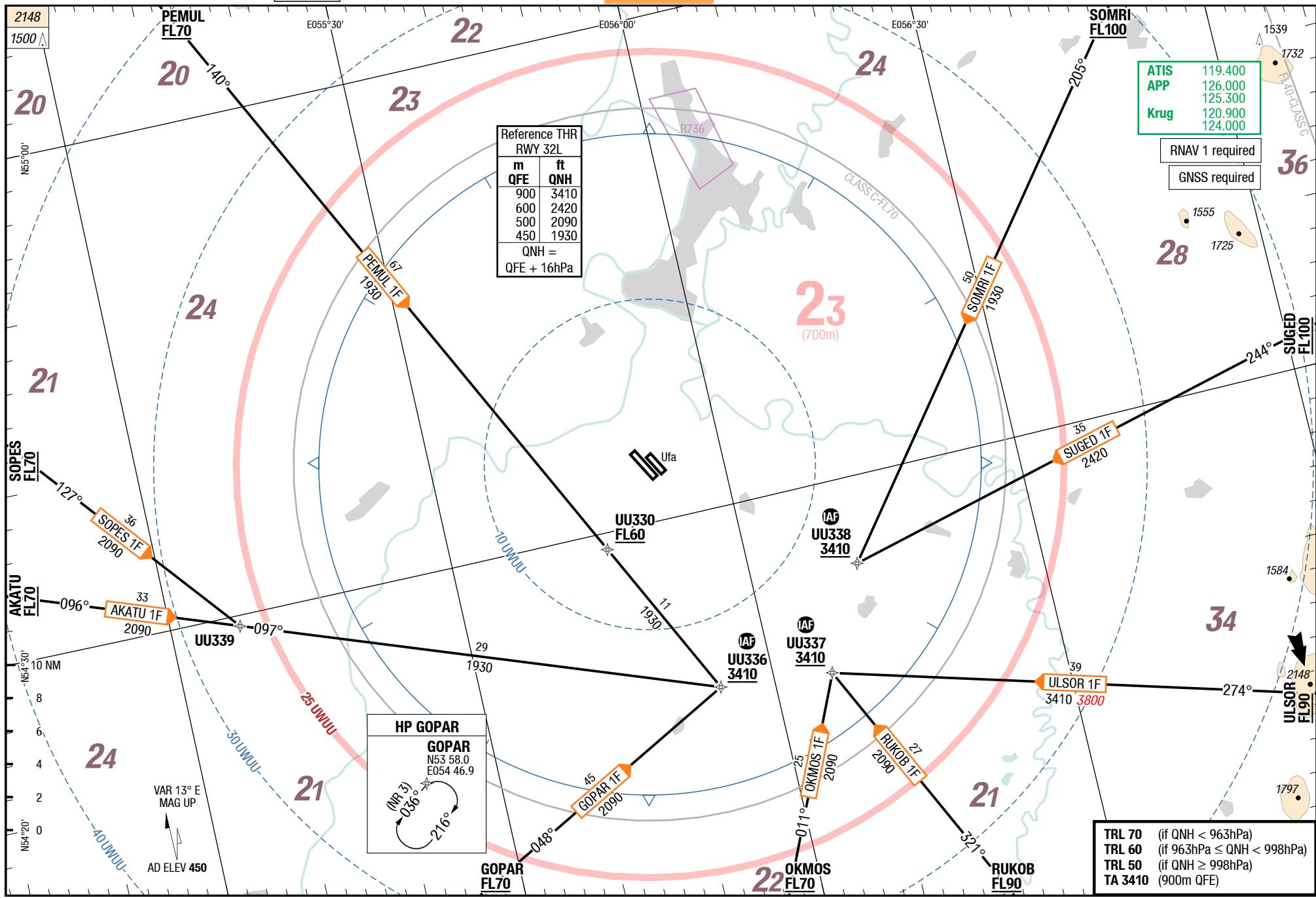
STAR

274

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RNAV STARs RWY 32R

RNAV STARs RWY 32



## Changes: ASP, MGA, OBST, AD ELEV

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6-40

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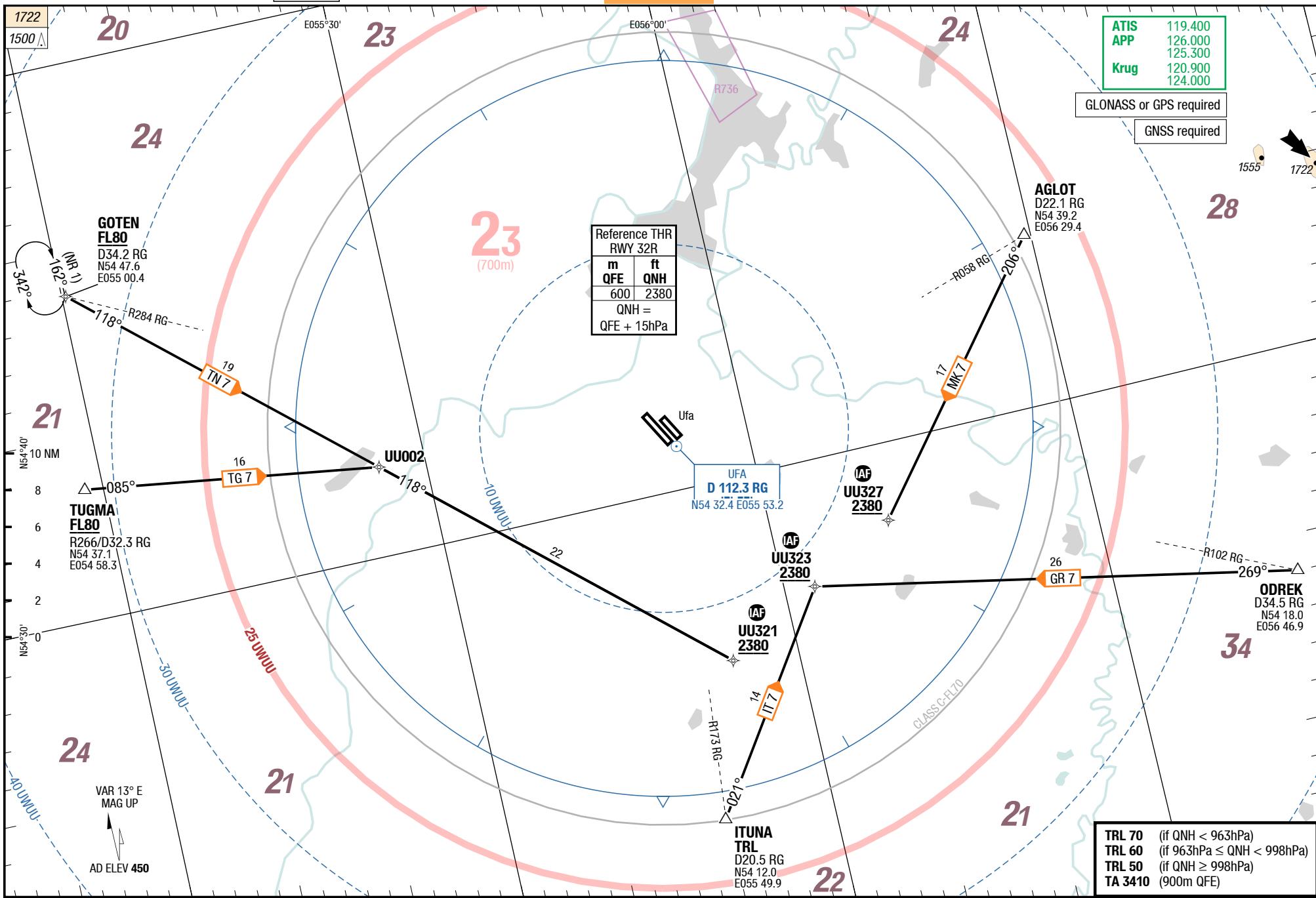
RNAV STARs RWY 32R

STAR

STAR

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RNAV STARs RWY 32R



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STARs RWY 14R (PROCs B)

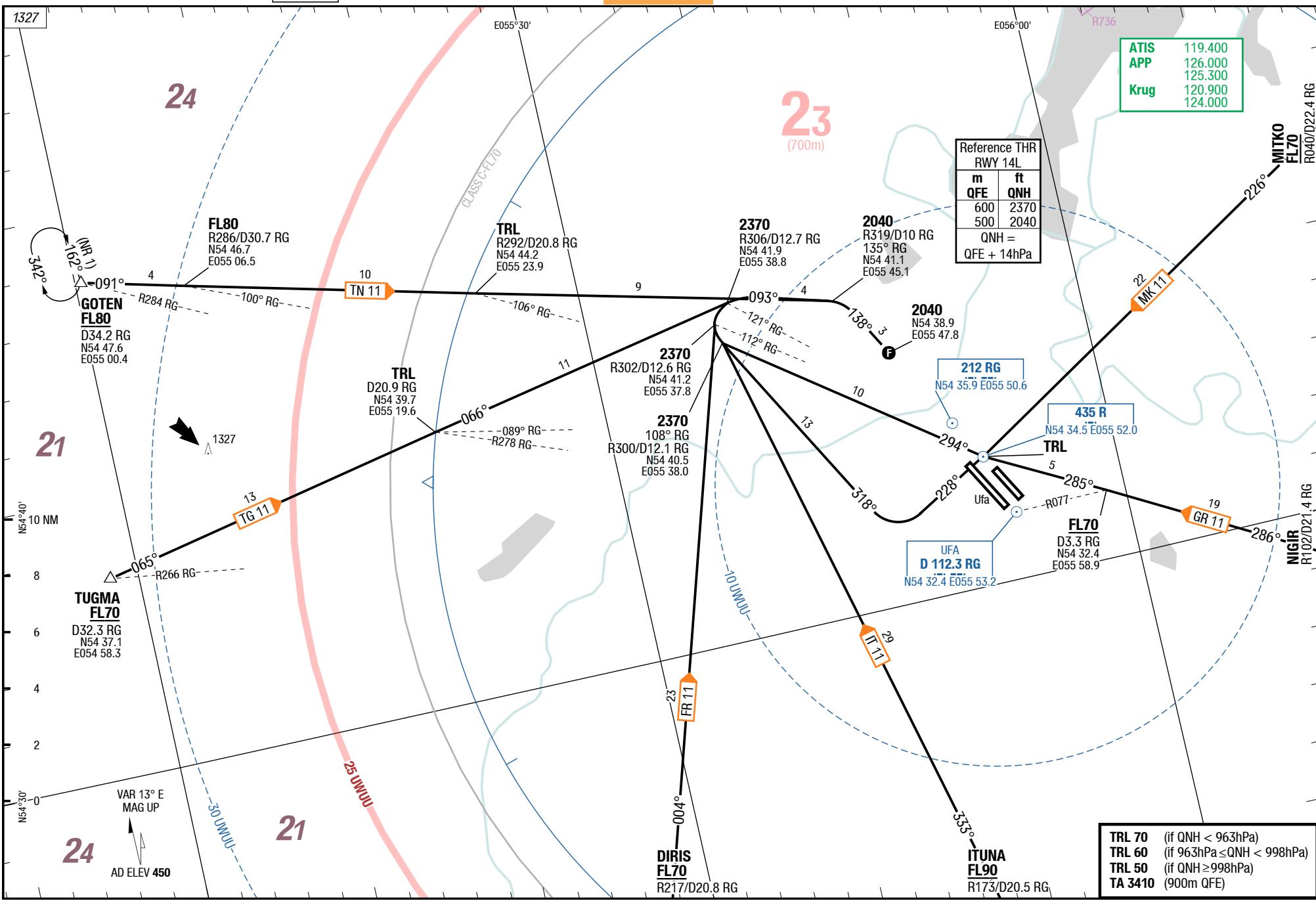
STARs RWY 14L

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STARs RWY 14R (PROCs B)

STARs RWY 14L

6-50



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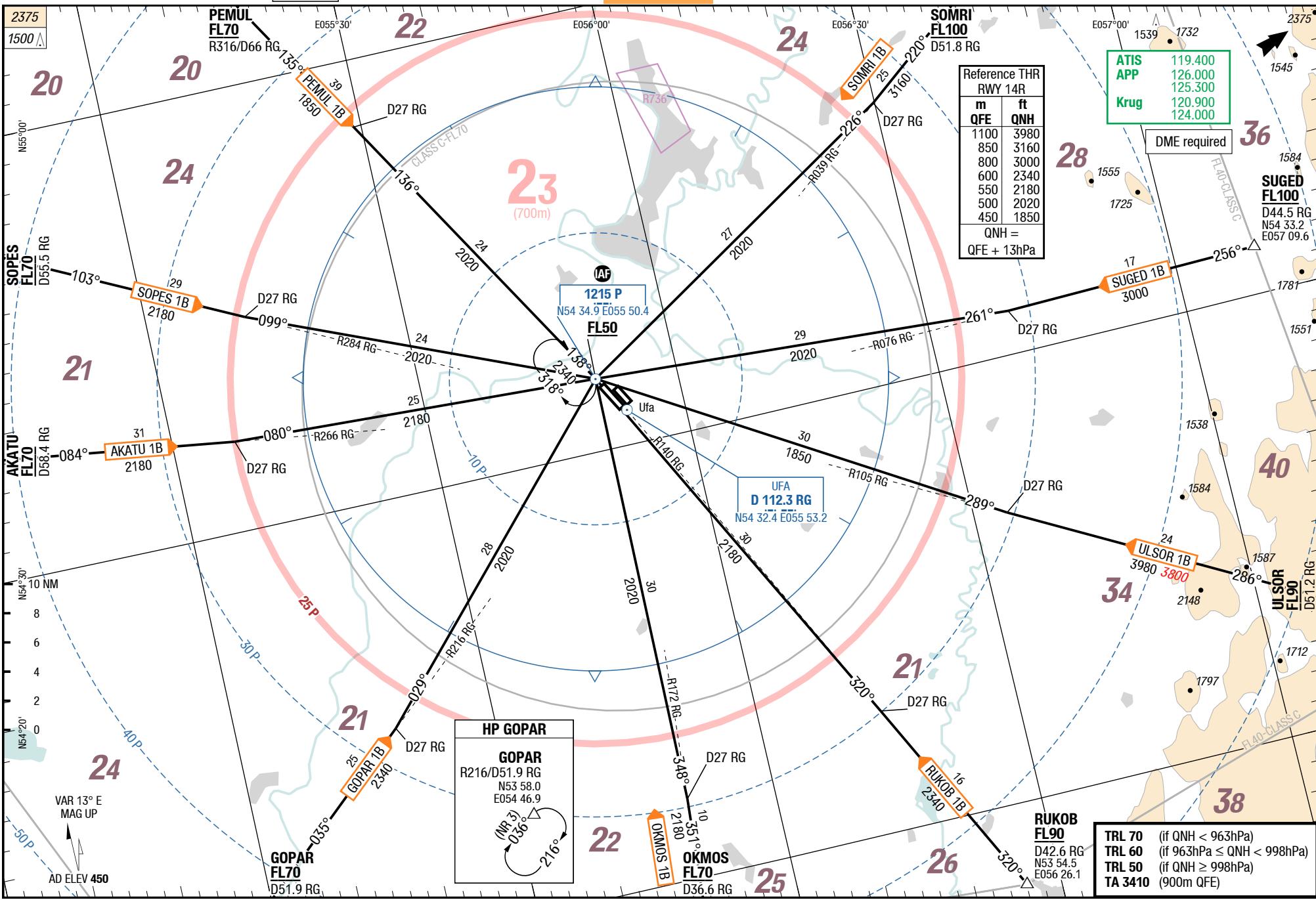
STAR

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6-60

STARs RWY 14R (PROCs B)



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STARs RWY 32L (PROCs D)

STAR

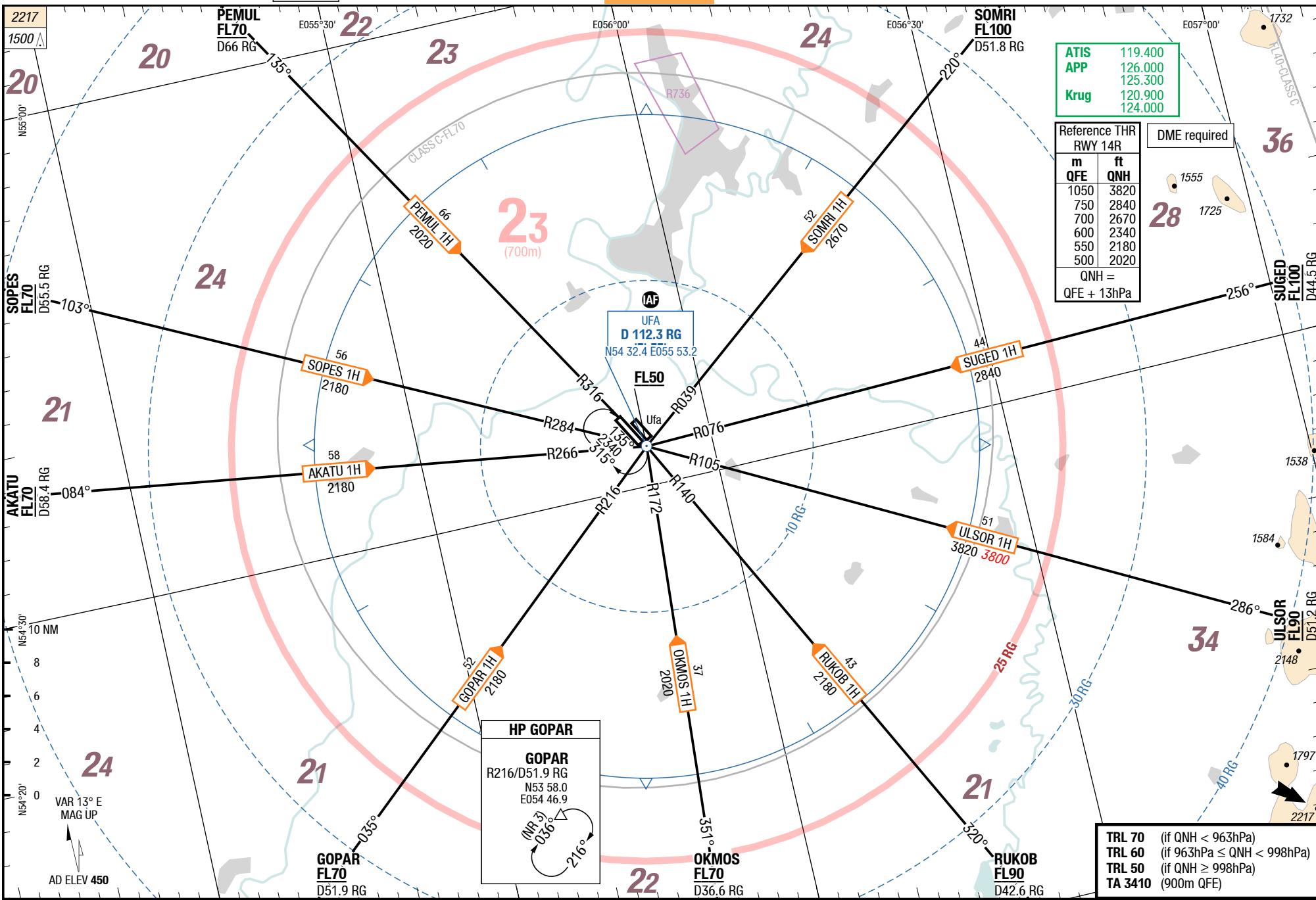
## Ufa Russian Federation

STARs RWY 32L (PROCs D)

## STARs RWY 14R (PROCs H)

6-70

## STARs RWY 14R (PROCs H)



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6-80

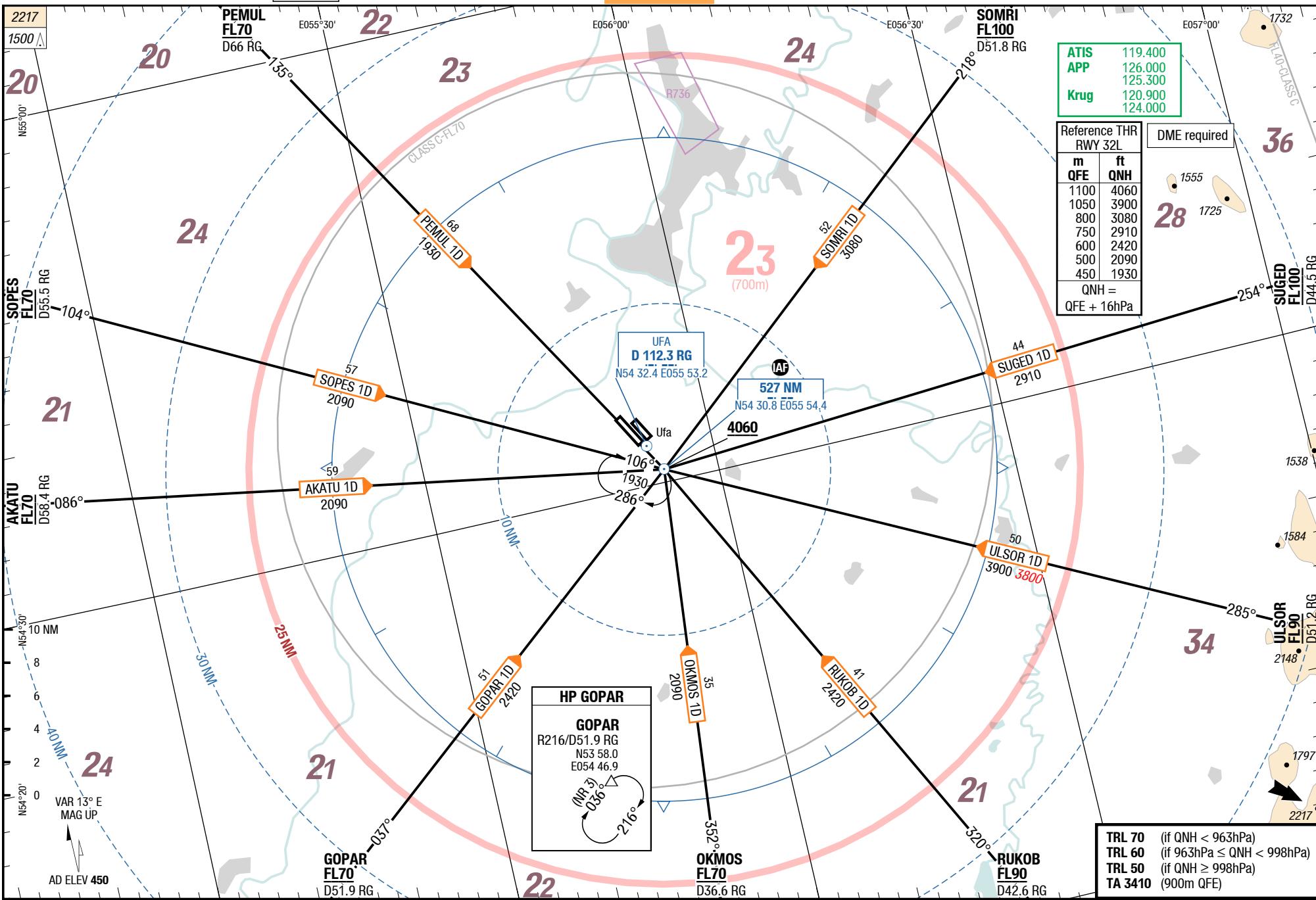
STARs RWY 32L (PROCs D)

STAR

STAR

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STARs RWY 32L (PROCs D)



Changes: ASP, MGA, Page Number, OBST, AD ELEV

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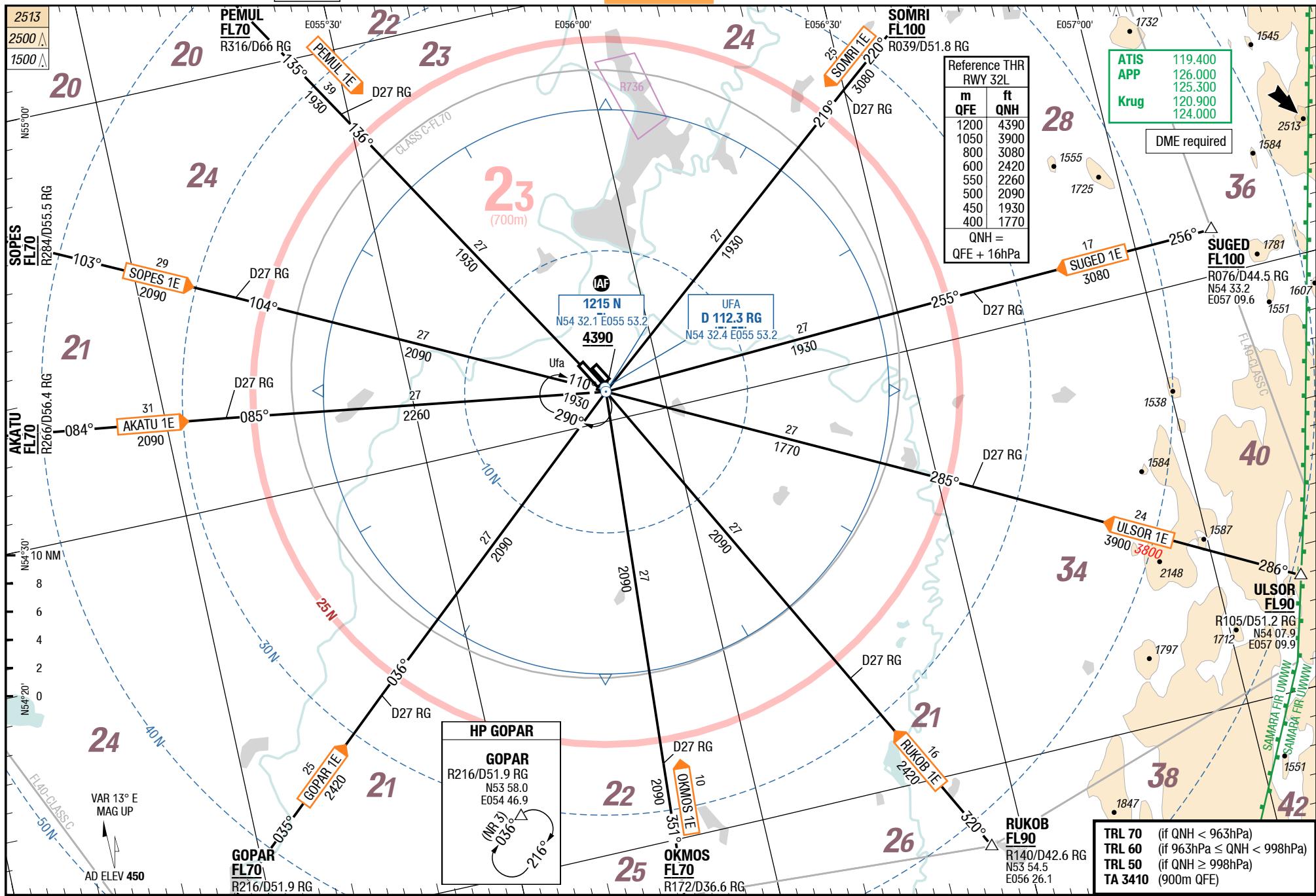
STARs RWY 32L (PROCs J)

**6-90    STARs RWY 32L (PROCs E)**

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**STARs RWY 32L (PROCs)**

## **STARs RWY 32L (PROCs E)**



**UFA-UWUU**

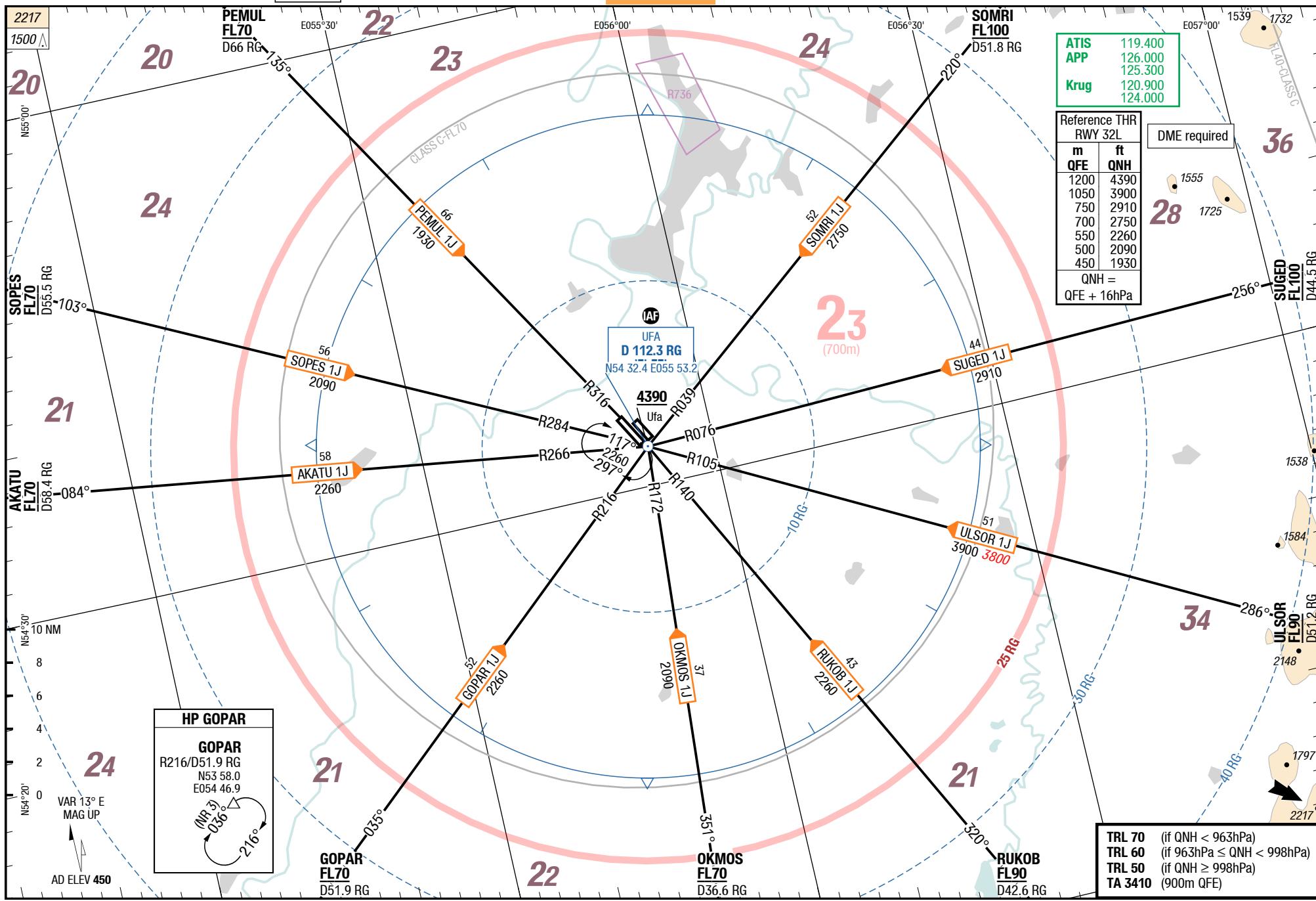
6-100

## **STARs RWY 32L (PROCs J)**

STAR

CTAD

## **STARs RWY 32L (PROCs J)**



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STARs RWY 32R

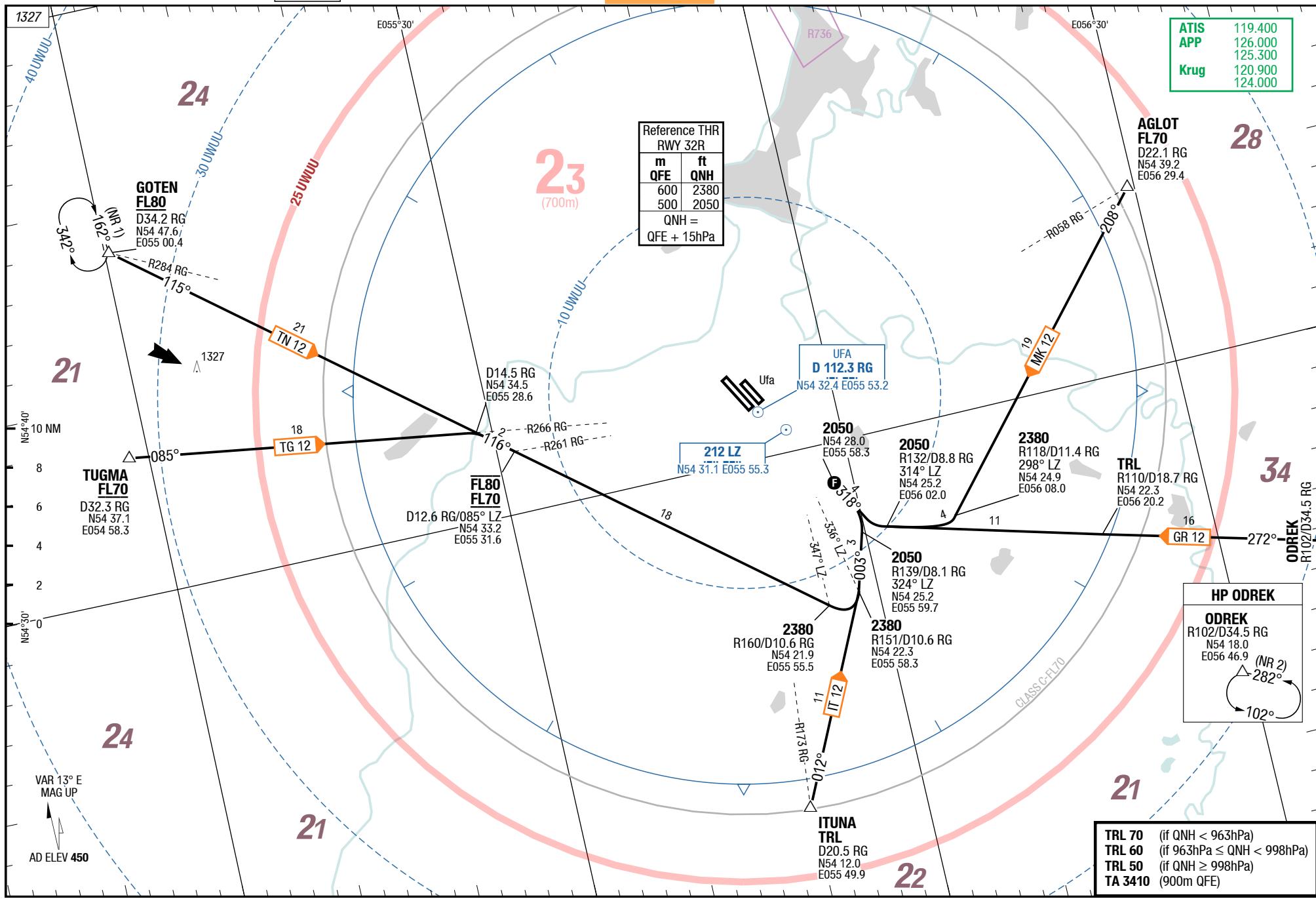
STAR

STAR

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STARs RWY 32R

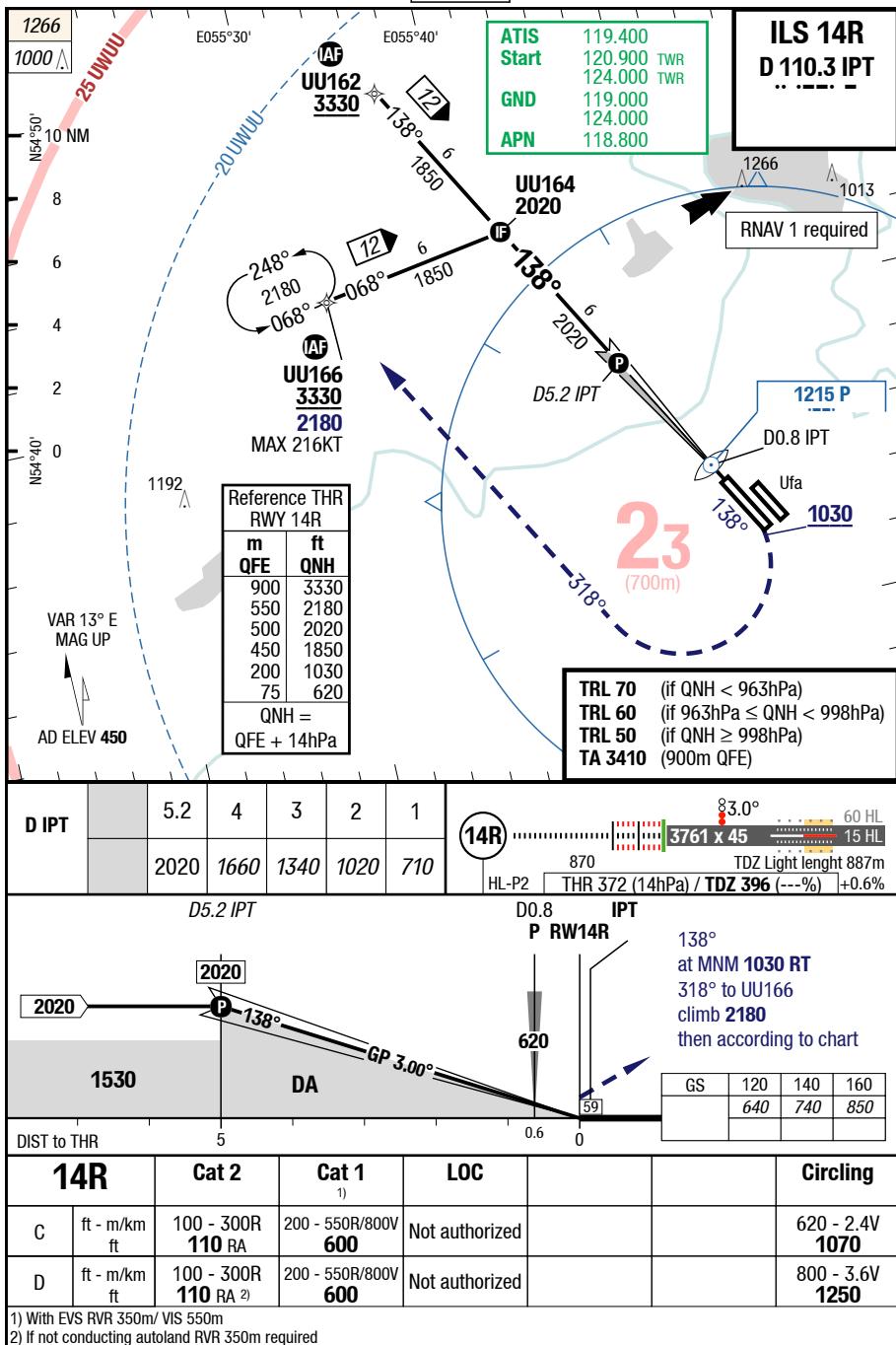
6-110



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7-10

ILS 14R



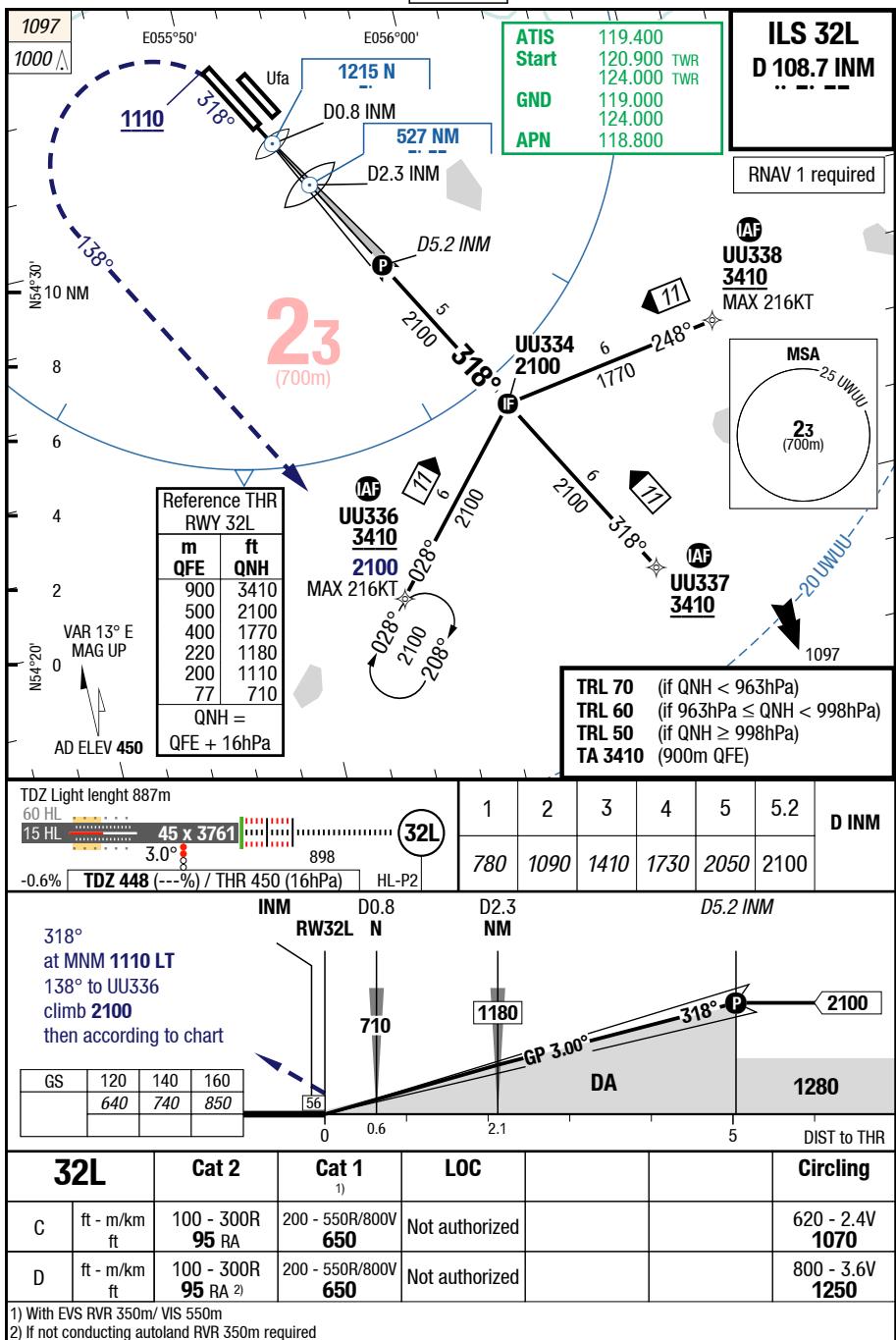
Changes: Navaid , DIST ALT table, APL, MIN, OBST, OM, MOCA

07-SEP-2017

UFA-UWUU

7-20

ILS 32L

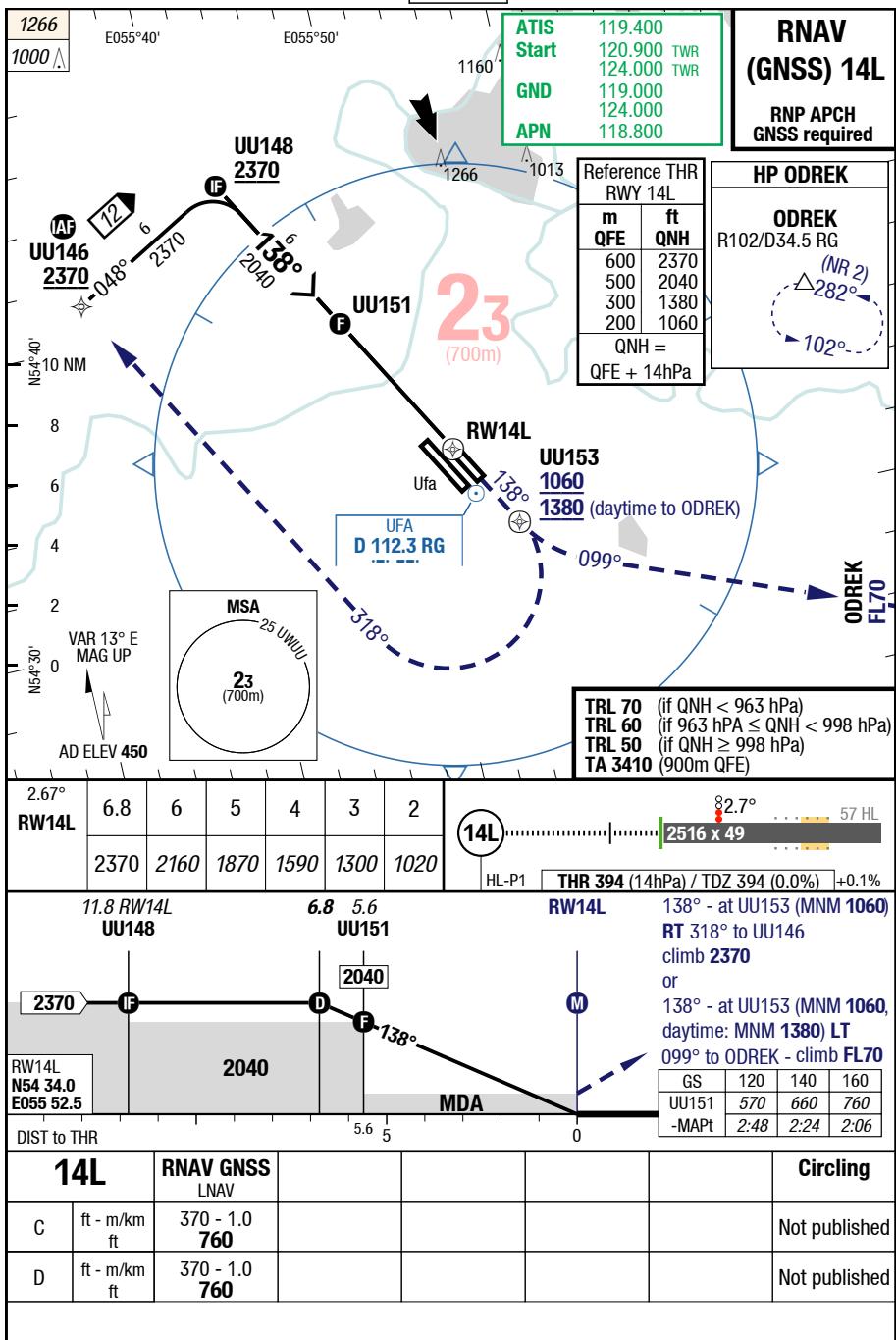


Changes: APL, OBST, MOCA

## UFA-UWUU

7-30

## RNAV (GNSS) 14L

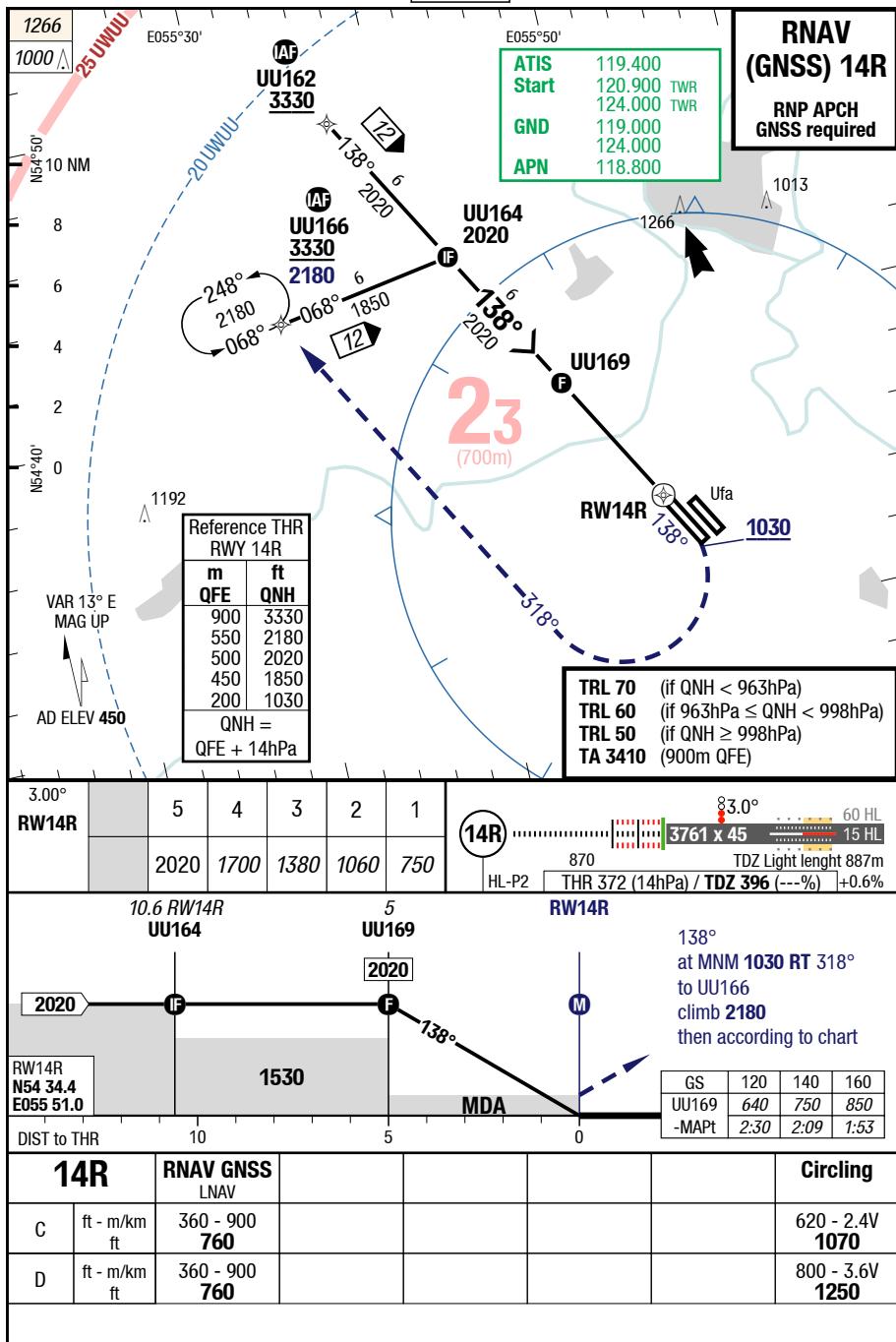


Changes: OBST

**UFA-UWUU**

7-40

**RNAV (GNSS) 14R**



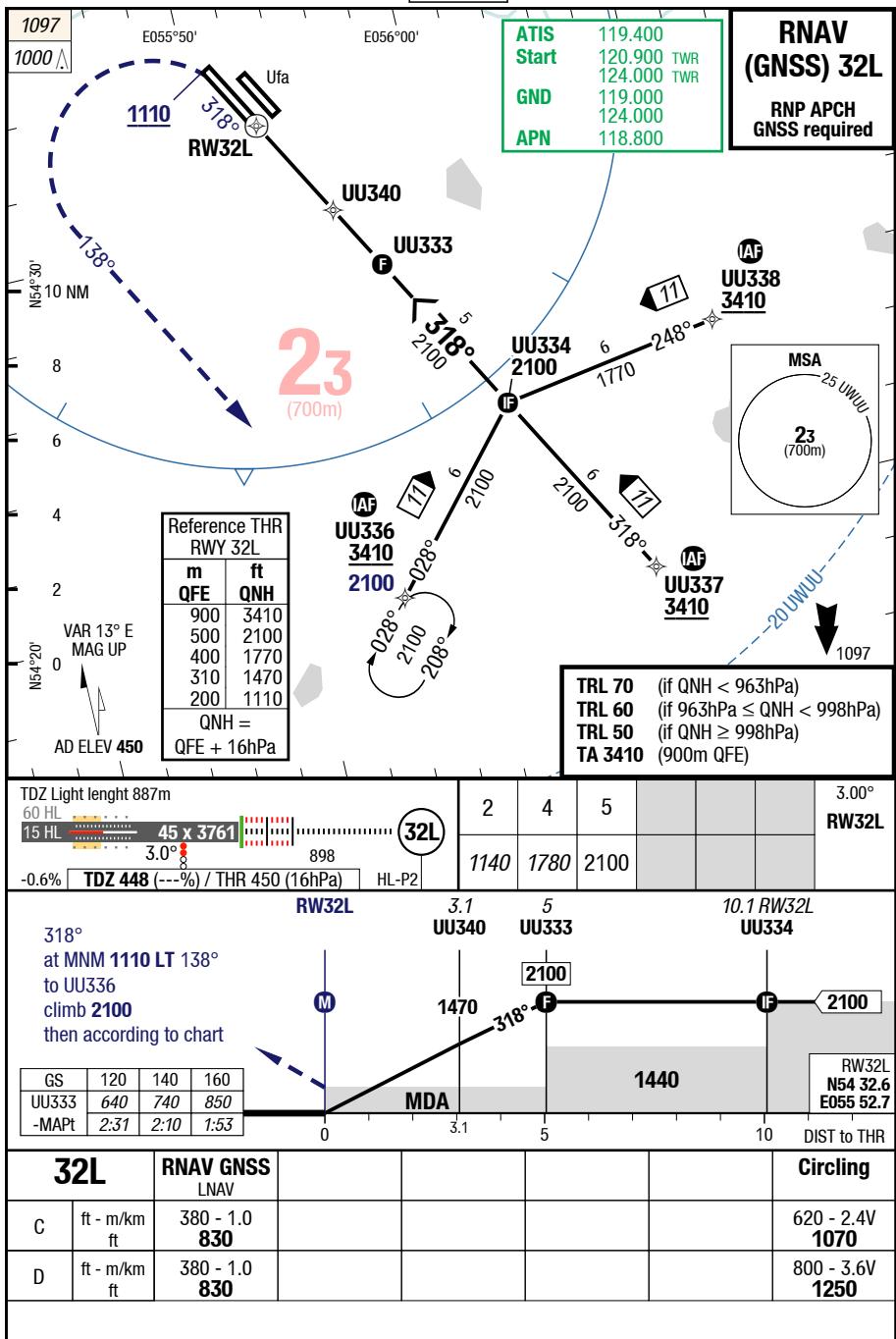
## Changes: APL, MIN, OBST, MOCA

07-SEP-2017

## UFA-UWUU

7-50

## RNAV (GNSS) 32L

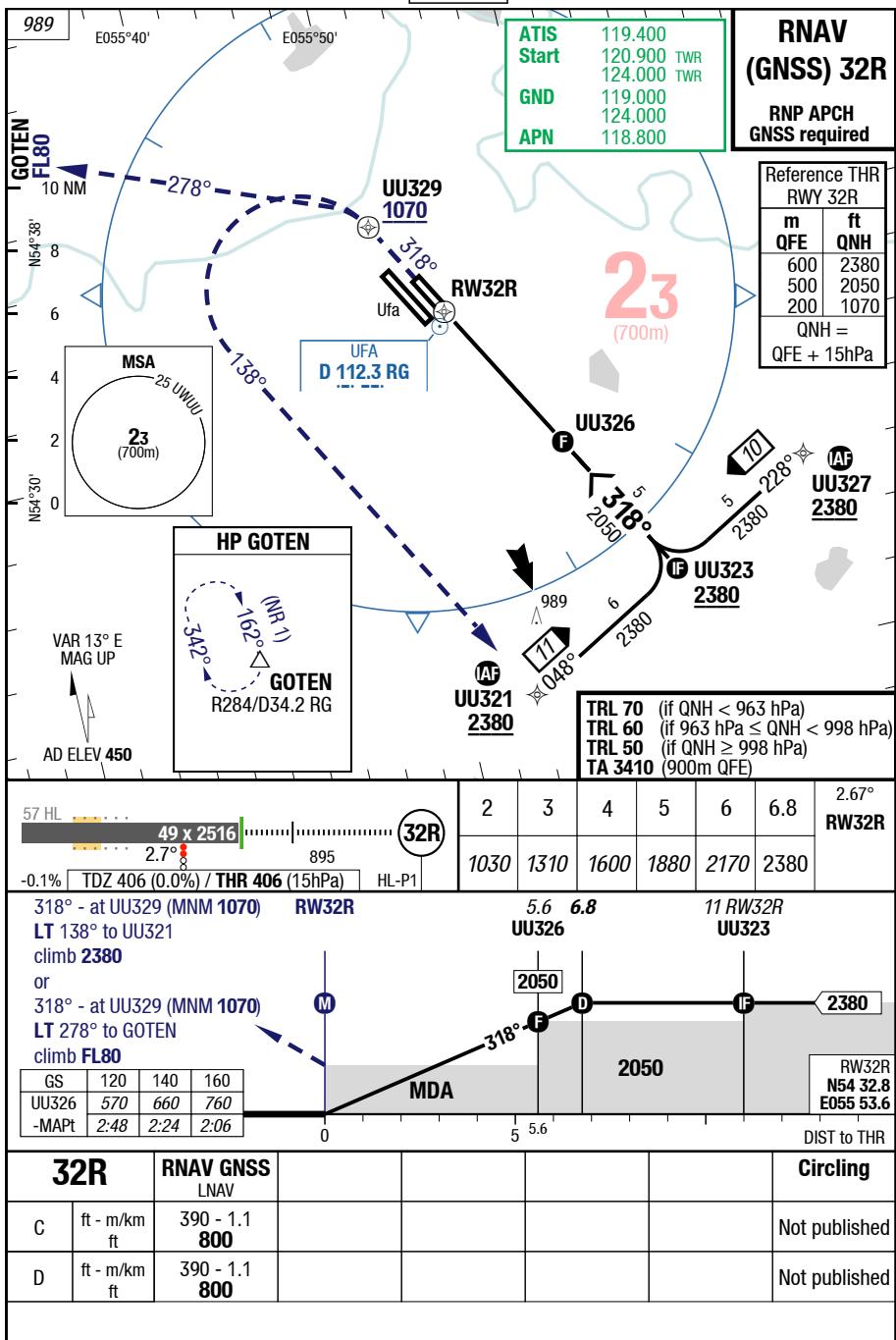


Changes: APL, DIST ALT table, OBST, MOCA

## UFA-UWUU

7-60

## RNAV (GNSS) 32R



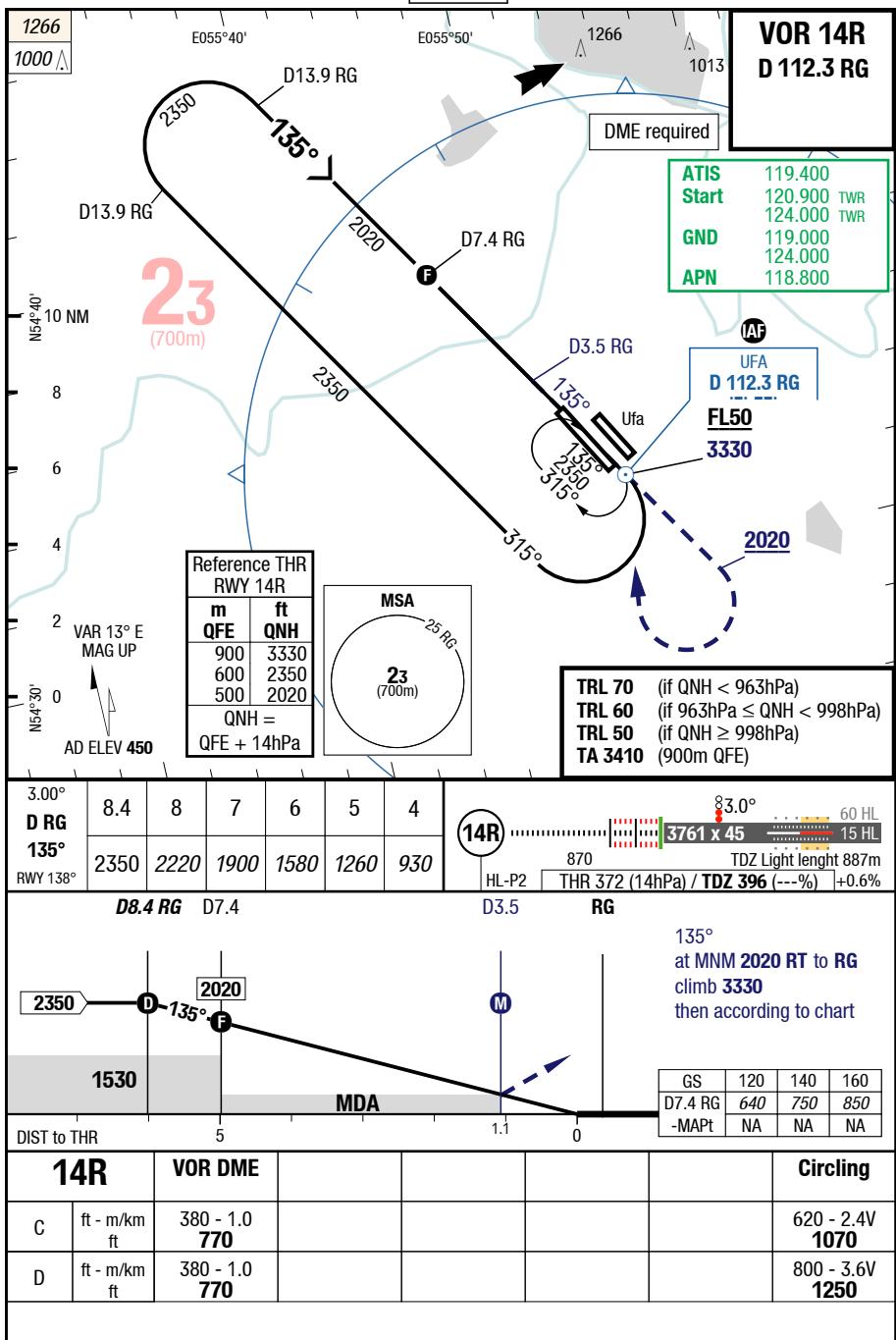
07-SEP-2017

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7-70

IAC

VOR 14R



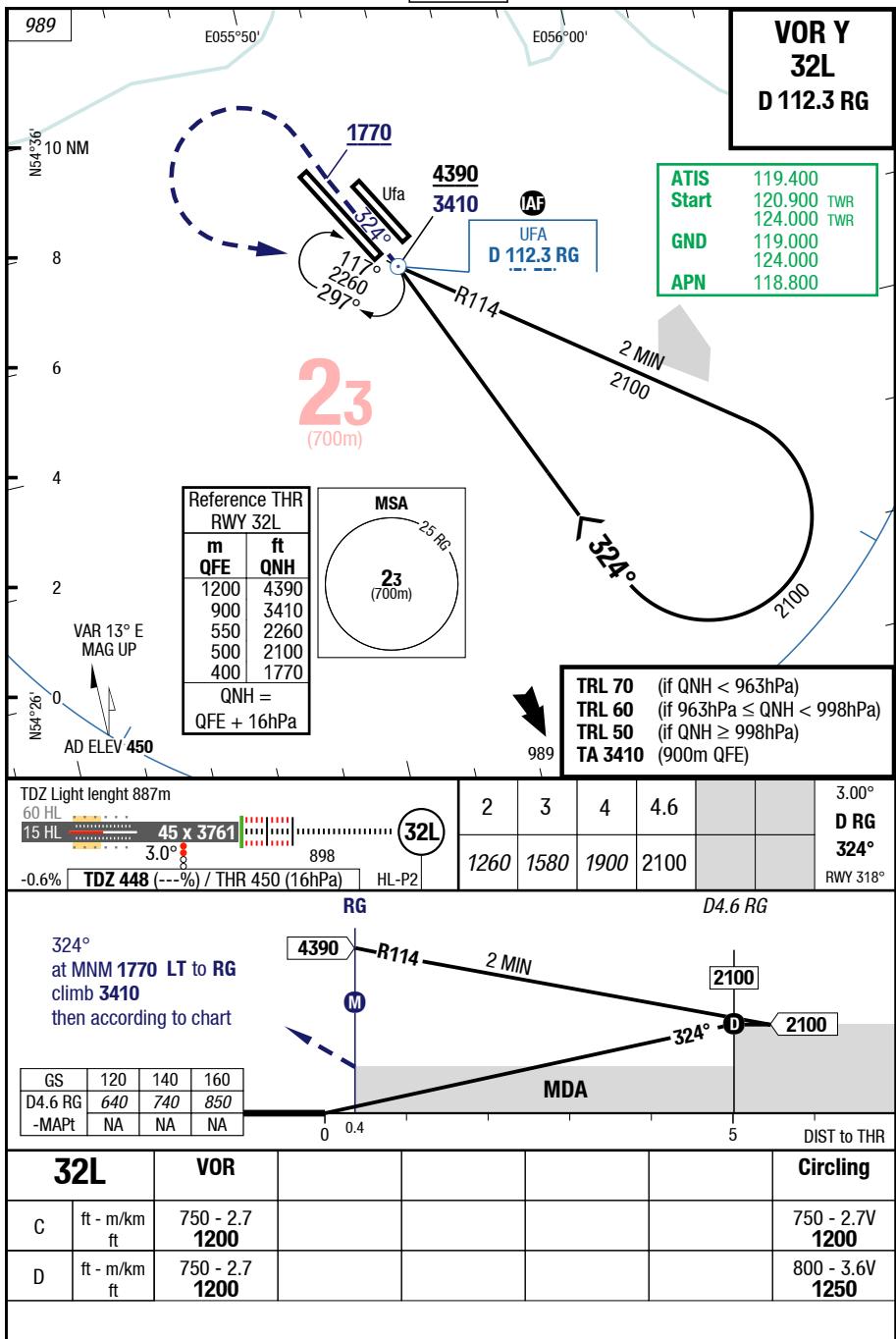
Changes: APL, Track, MIN, OBST, MOCA

07-SEP-2017

## UFA-UWUU

7-80

## VOR Y 32L



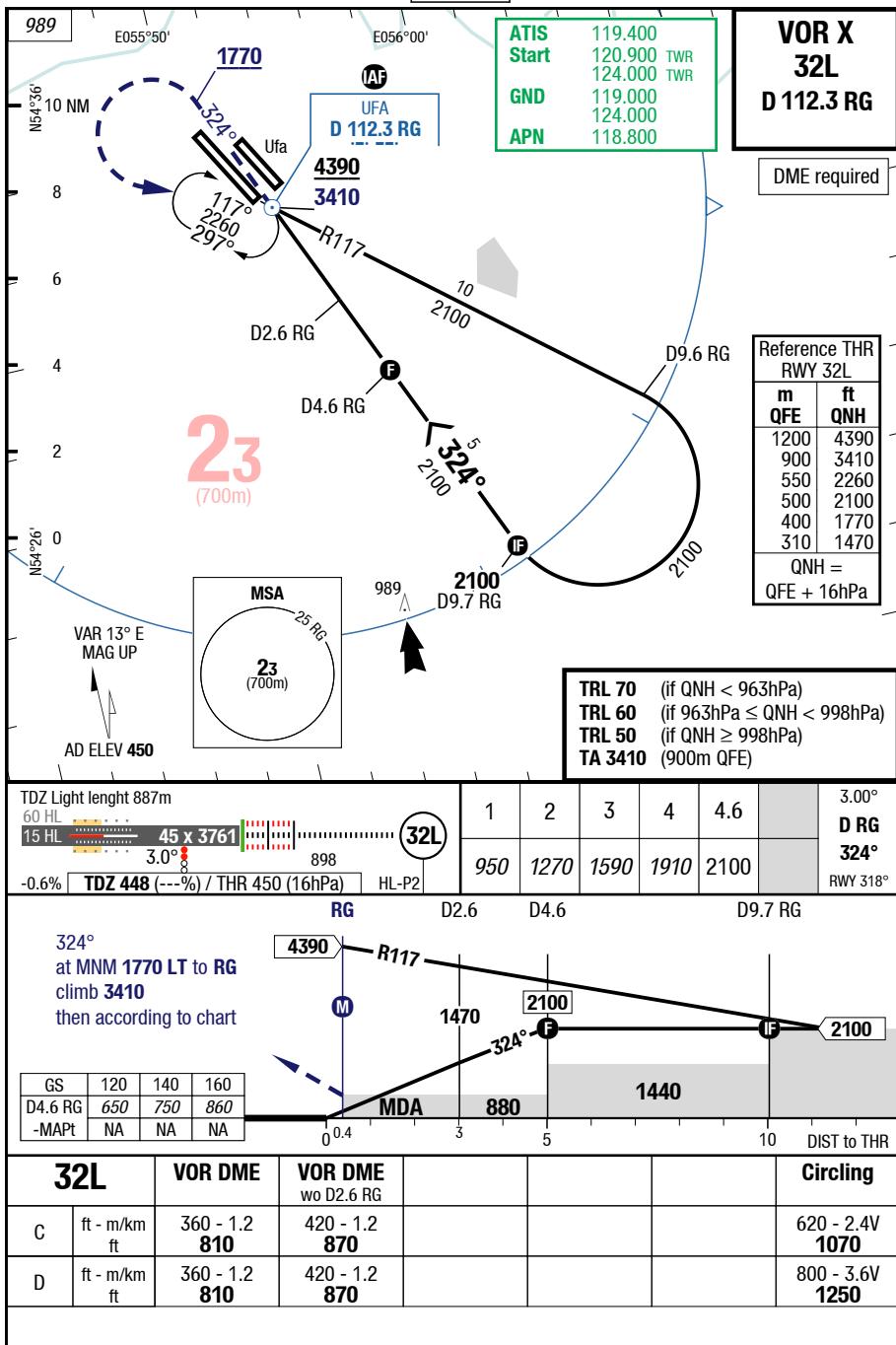
Changes: Track, APL, MIN, OBST

07-SEP-2017

## UFA-UWUU

7-90

VOR X 32L

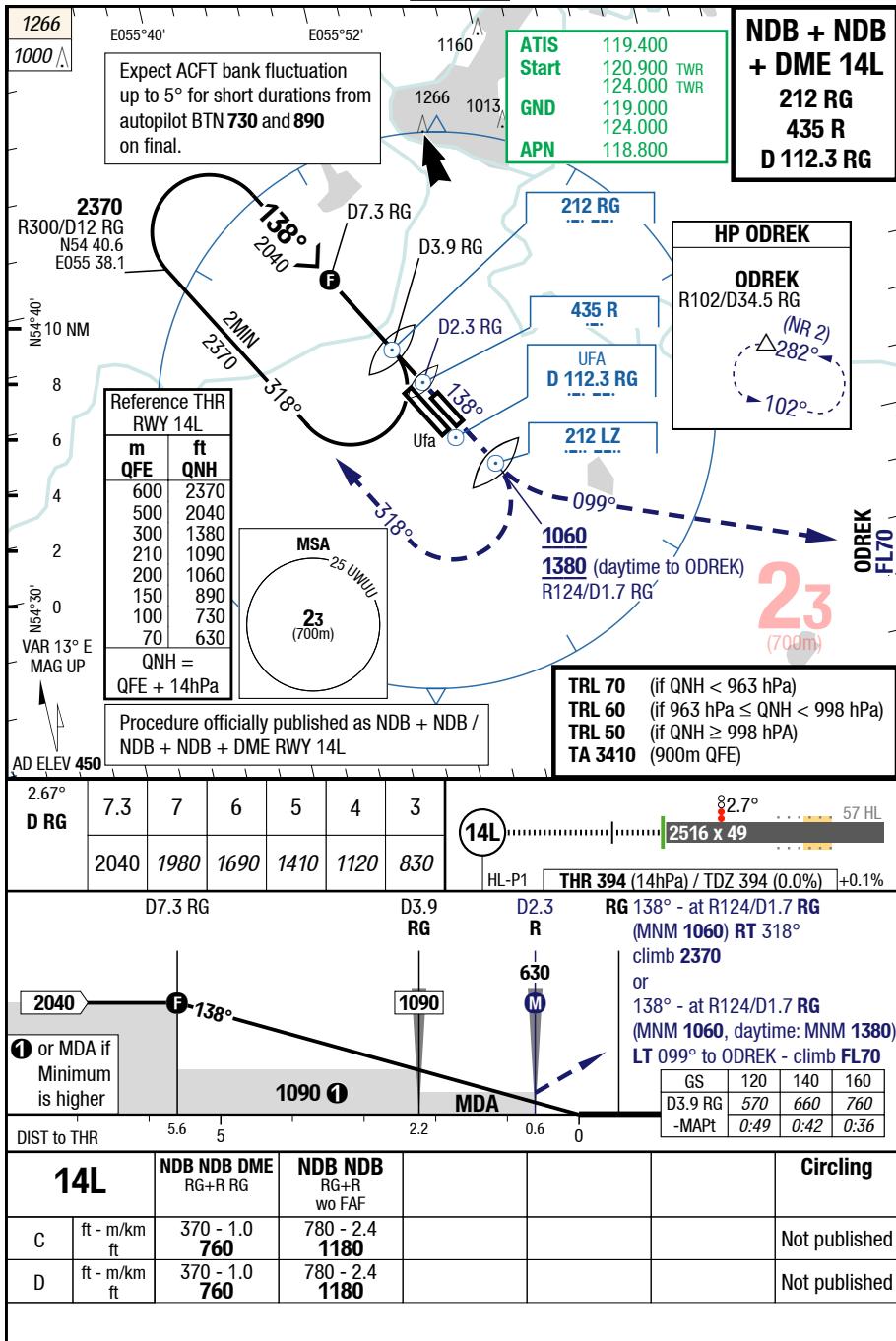


Changes: APL, Track, MIN, OBST, MOCA

## UFA-UWUU

7-100

NDB + NDB + DME 14L

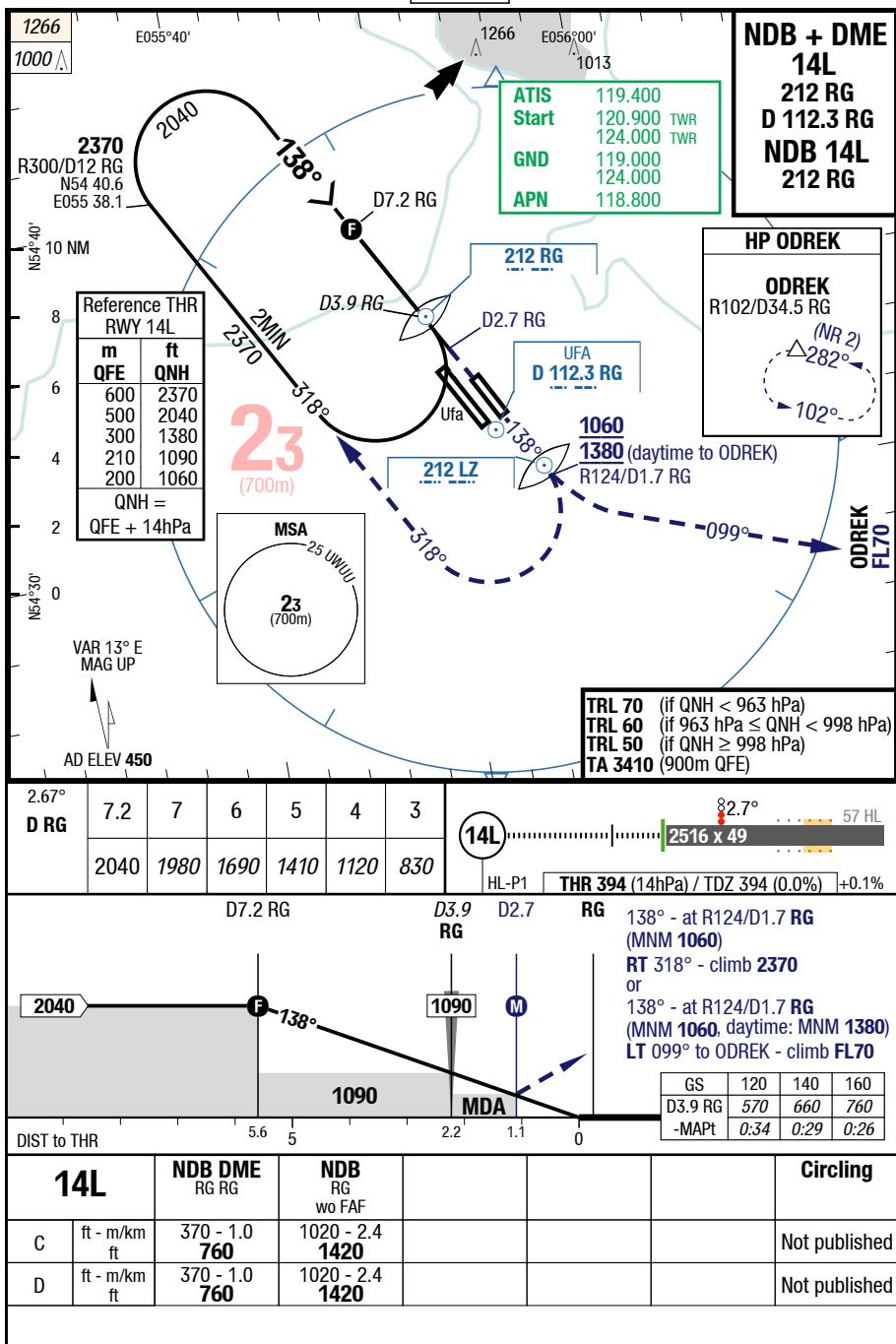


Changes: OBST

## UFA-UWUU

7-110

NDB RG + DME 14L / NDB RG 14L



Changes: OBST

7-120

## **NDB R + DME 14L / NDB R 14L**

**NDB + DME**

**14L**  
435 R  
**D 112.3 RG**  
**NDB 14L**  
435 R

**ATIS**  
Start 119.400  
120.900 TWR  
124.000 TWR  
**GND**  
119.000  
124.000  
**APN**  
118.800

**HP ODREK**

**ODREK**  
R102/D34.5 RG  
(NR 2)  
△ 282°  
102°

**Reference THR RWY 14L**

m	QFE	ft	QNH
600	2370		
500	2040		
300	1380		
200	1060		
70	630		

QNHC = QFE + 14hPa

**MSA**  
25 UWUU  
23 (700m)

**AD ELEV 450**

**VAR 13° E MAG UP**

**2.67° D RG**

	7.2	7	6	5	4	3	14L	HL-P1	THR 394 (14hPa) / TDZ 394 (0.0%)	+0.1%
2040	1970	1690	1400	1110	830				2516 x 49	

**82.7°** 57 HL

**DIST to THR** 5.6 5 0.6 0

**D7.2 RG**

**2040** 7.38° M 630

**D2.3 R**

**RG** 138° - at R124/D1.7 RG (MNM 1060)  
**RT** 318° - climb 2370 or 138° - at R124/D1.7 RG (MNM 1060, daytime: MNM 1380)  
**LT** 099° to ODREK - climb FL70

**GS** 120 140 160  
D7.2 RG 570 660 760  
-MAPt 2:30 2:08 1:52

**14L**

**NDB DME**  
R RG

**NDB**  
R wo FAF

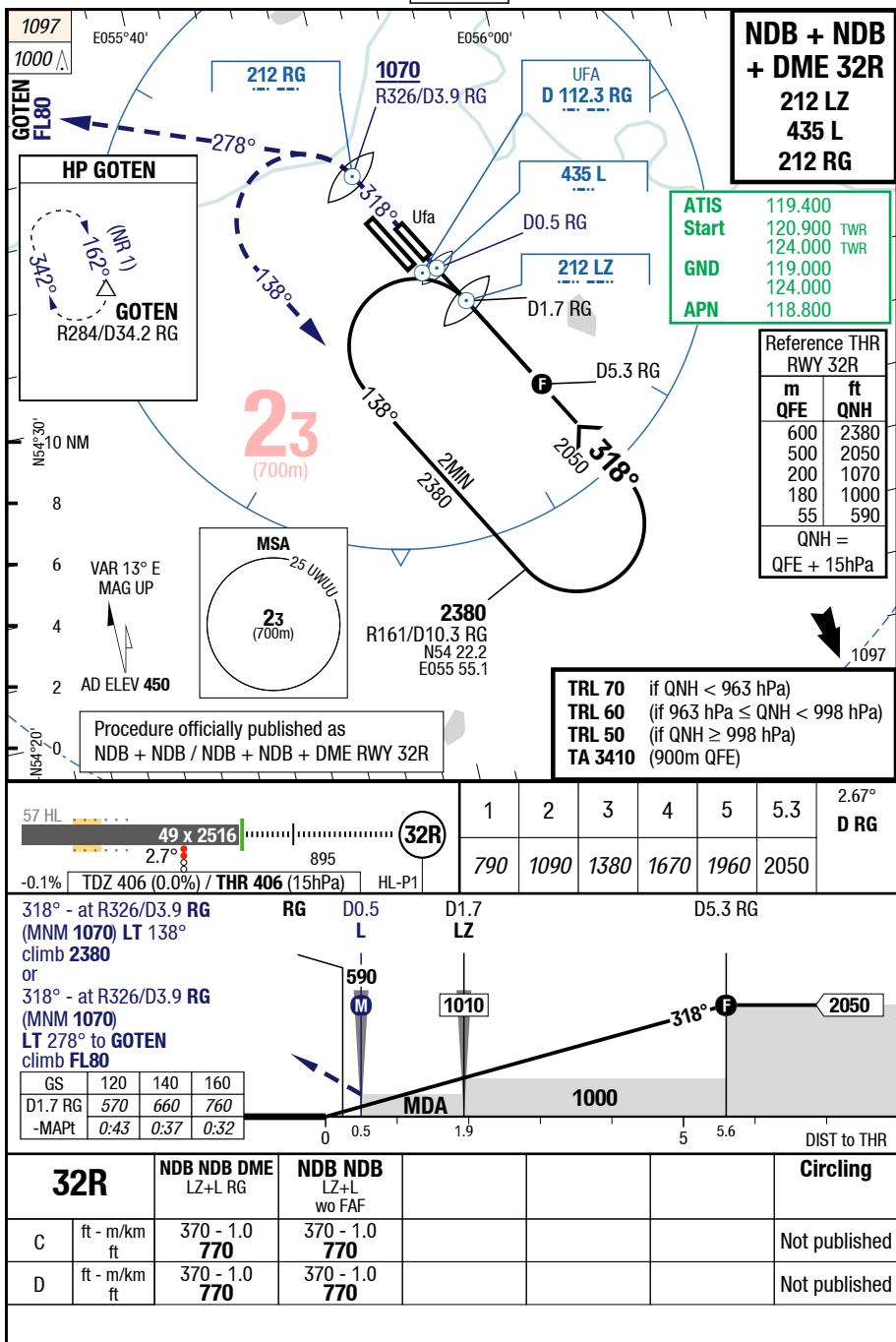
**Circling**

<b>C</b>	ft - m/km ft	370 - 1.0 <b>760</b>	1020 - 2.4 <b>1420</b>				
<b>D</b>	ft - m/km ft	370 - 1.0 <b>760</b>	1020 - 2.4 <b>1420</b>				

## UFA-UWUU

7-130

NDB + NDB + DME 32R

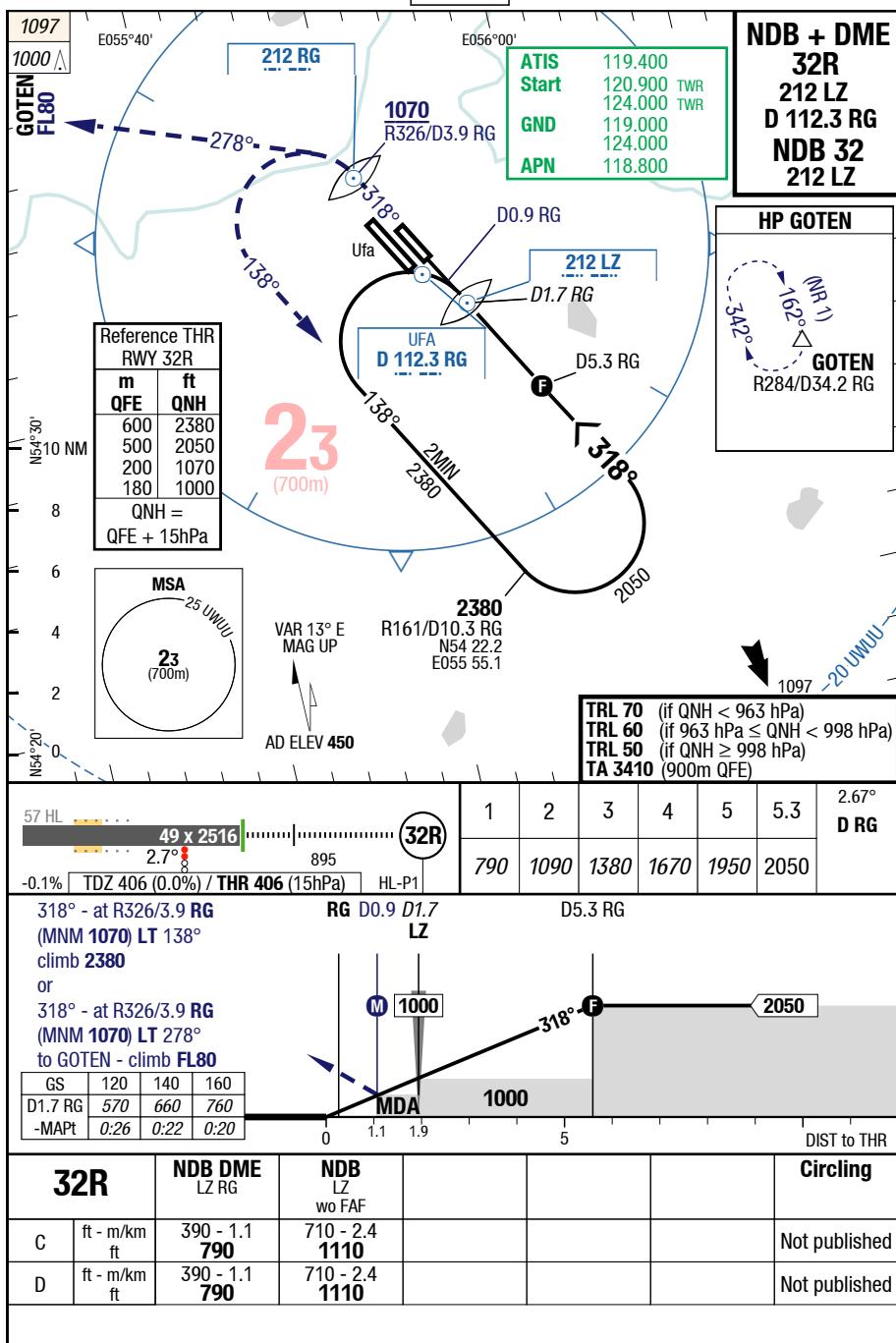


Changes: OBST

UFA-UWUU

7-140

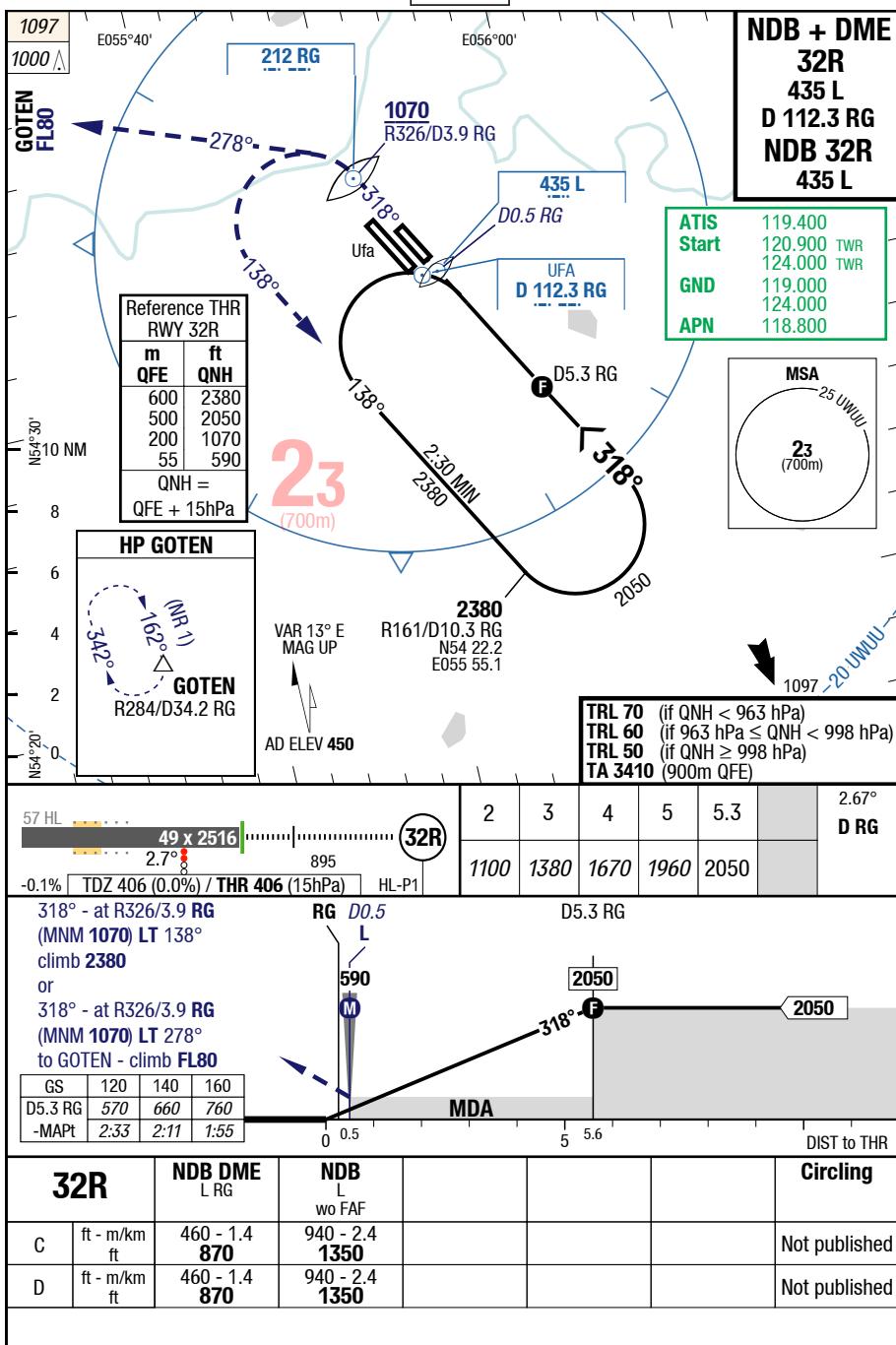
**NDB LZ + DME 32R / NDB LZ 32R**



## UFA-UWUU

7-150

NDB L + DME 32R / NDB L 32R



Changes: OBST

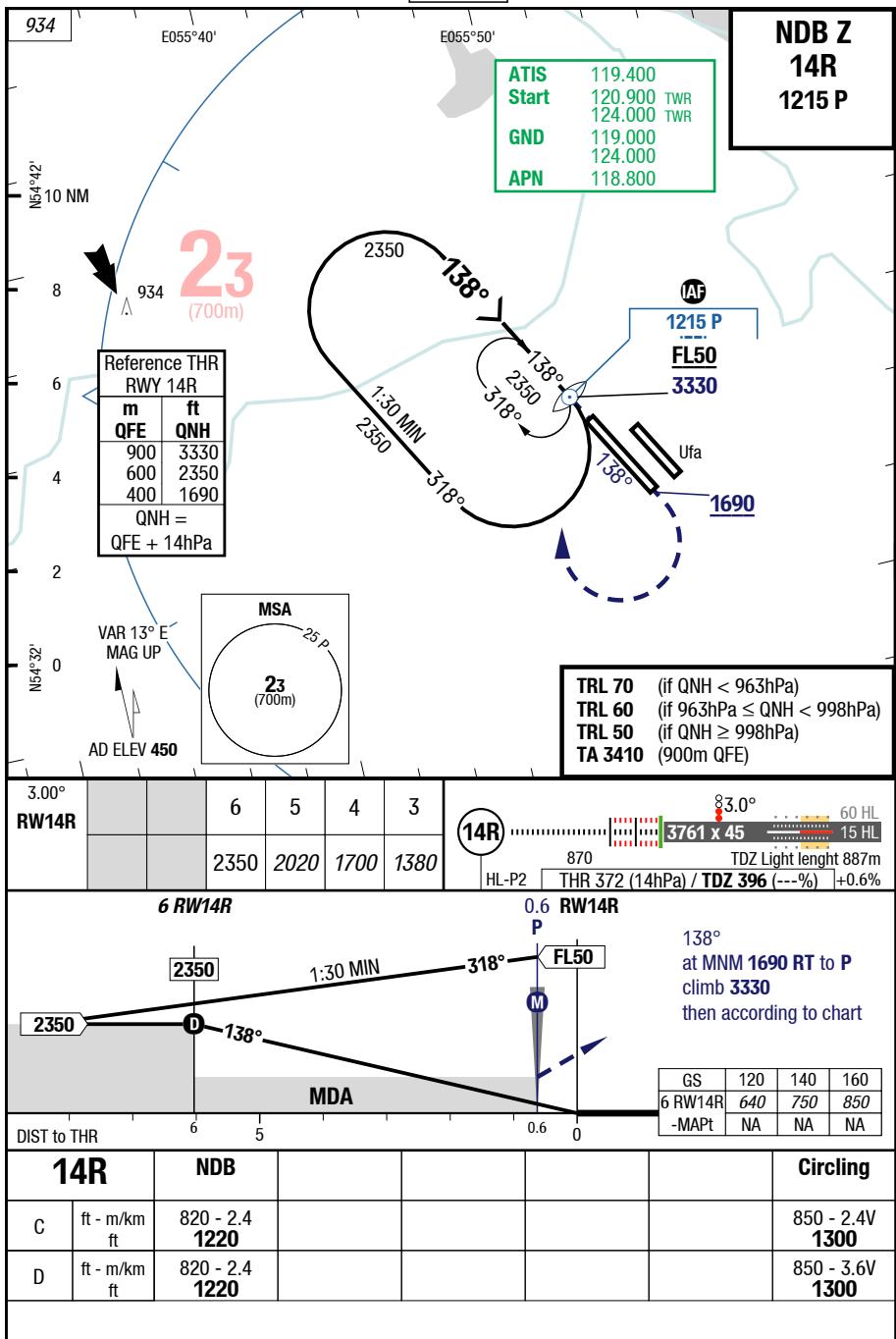
07-SEP-2017

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7-160

NDB Z 14R

IAC

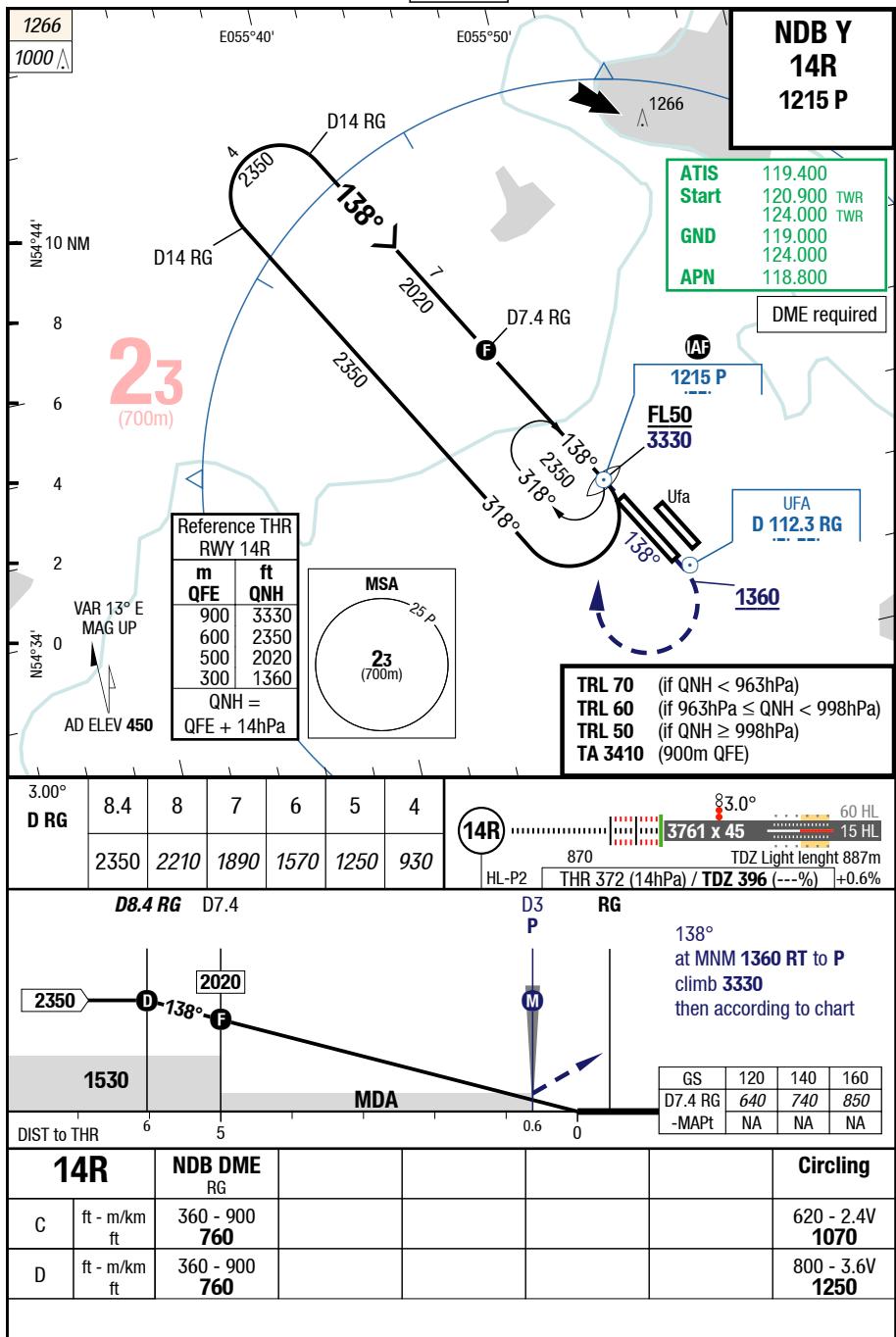


Changes: APL, MIN, OBST

**UFA-UWUU**

7-170

**NDB Y 14R**



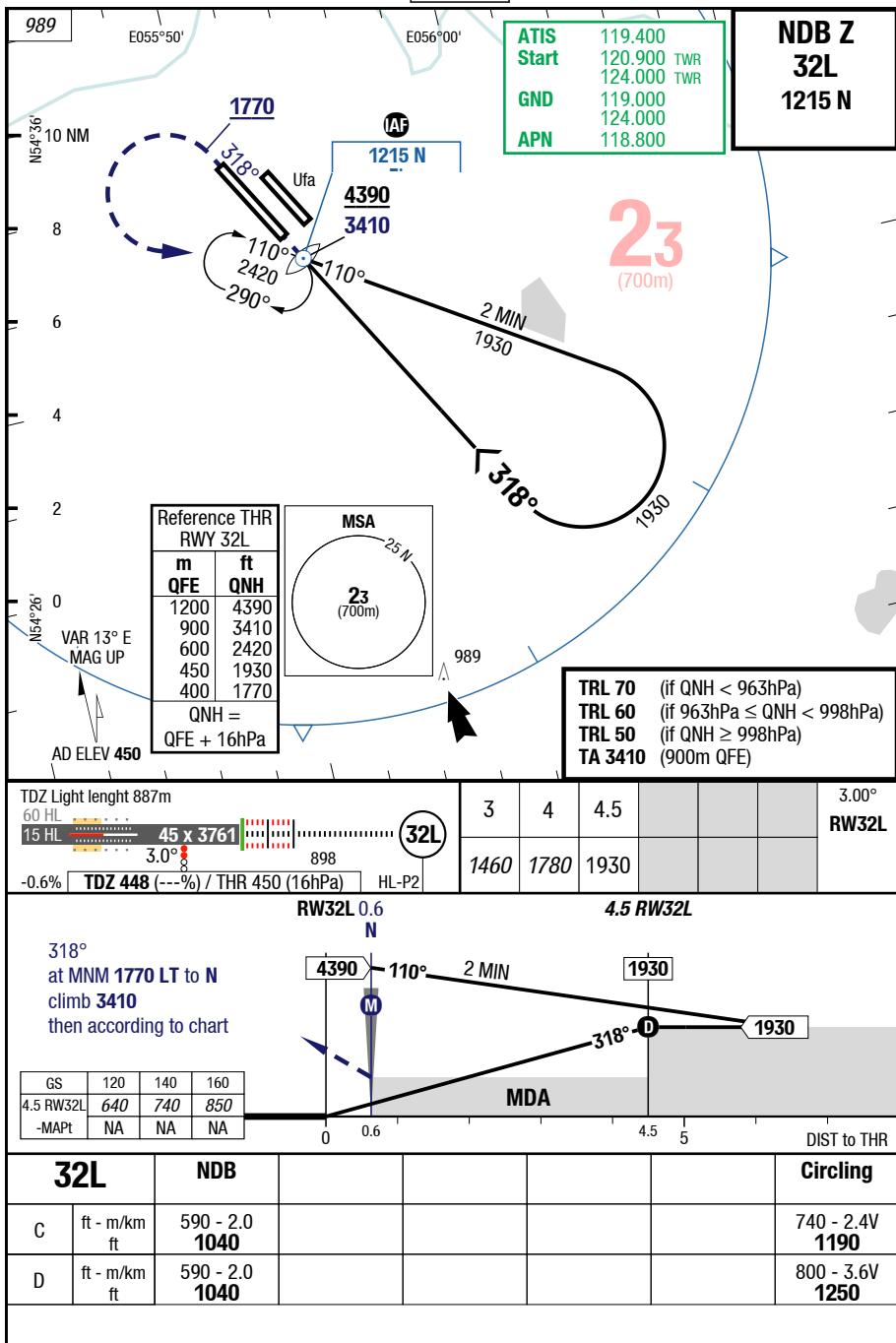
## Changes: APL, MIN, OBST, MOCA

07-SEP-2017

## UFA-UWUU

7-180

NDB Z 32L



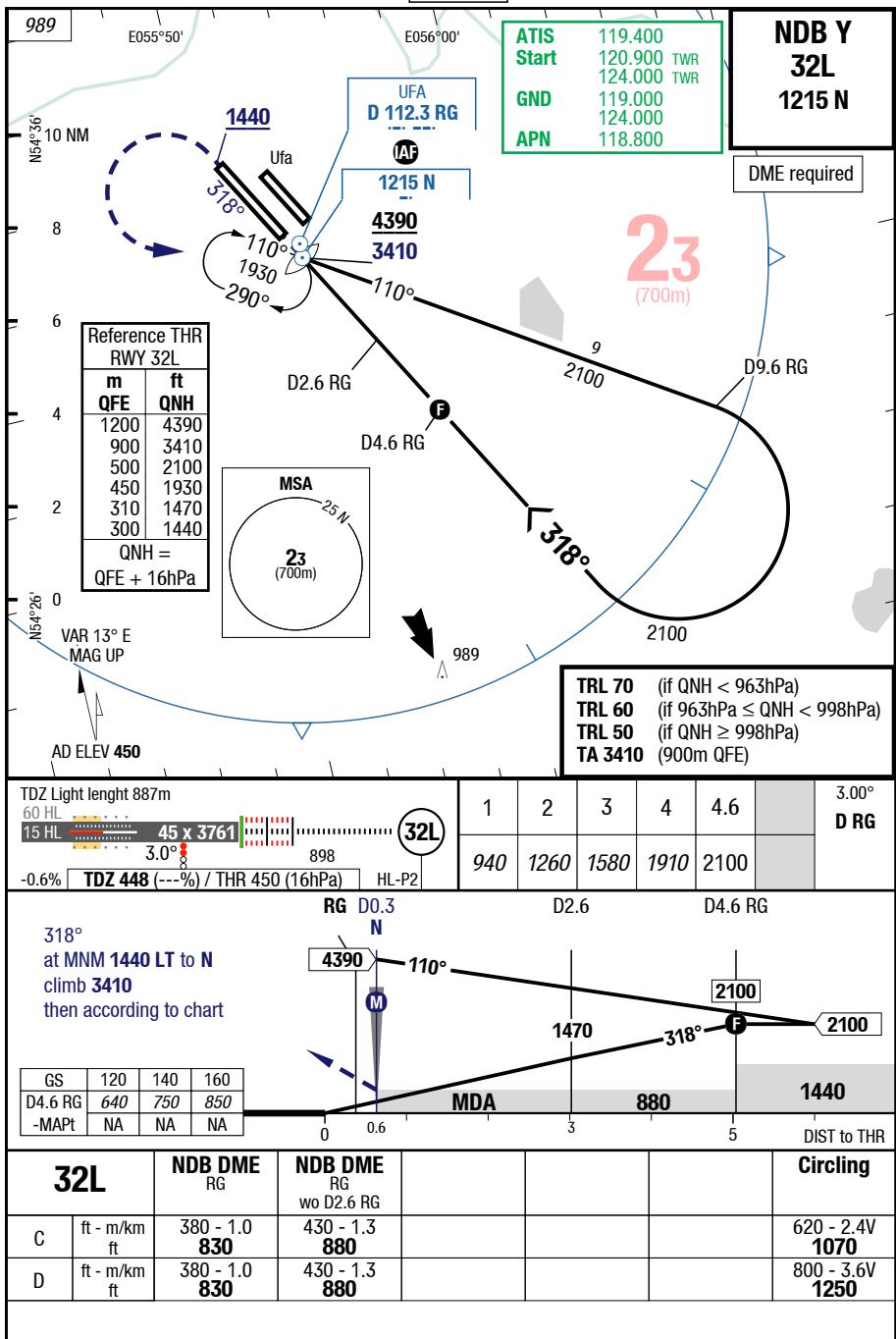
Changes: APL, OBST

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## UFA-UWUU

7-190

## NDB Y 32L



Changes: APL, OBST, MOCA

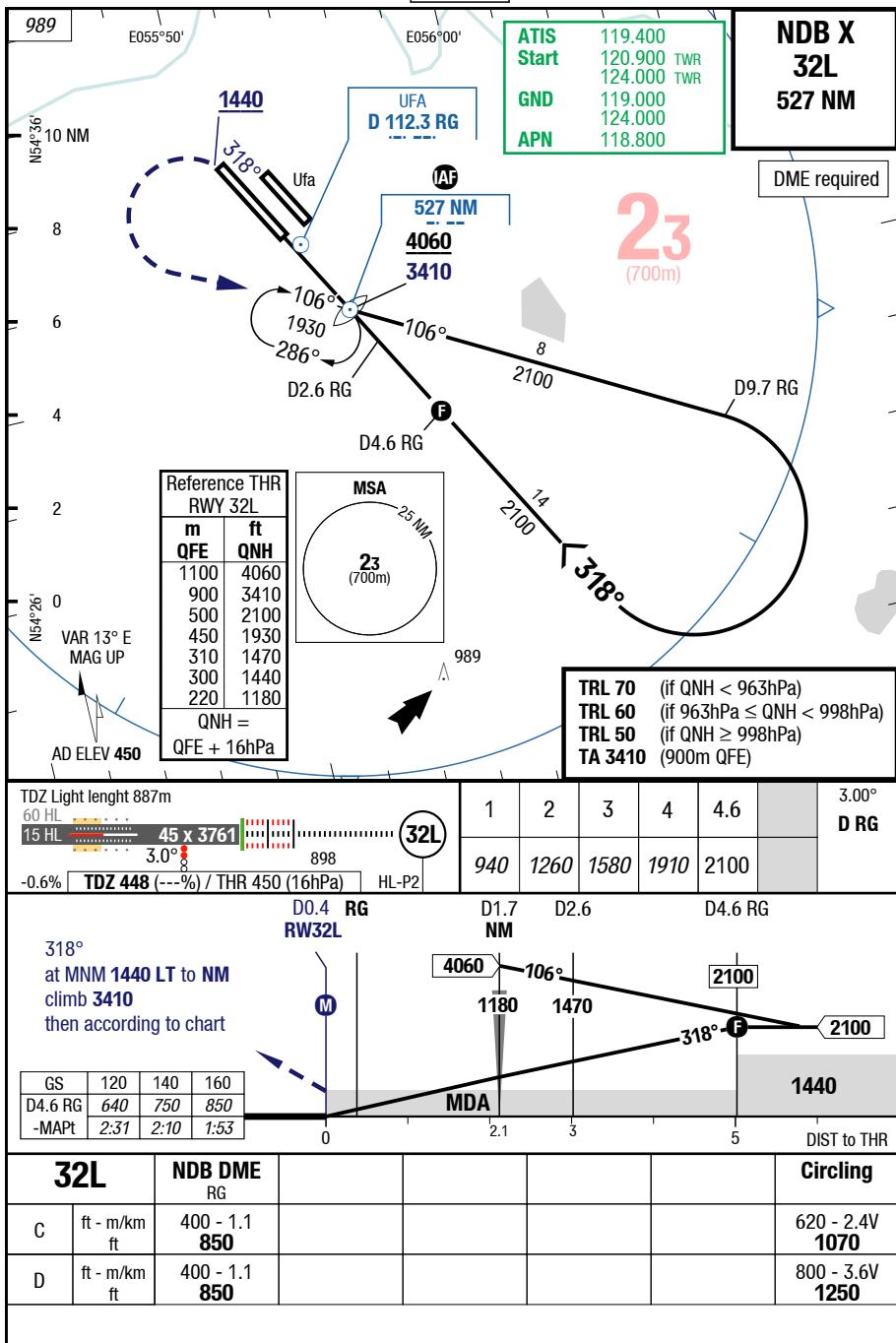
07-SEP-2017

UFA-UWUU

7-200

IAC

NDB X 32L



Changes: APL, MIN, OBST, MOCA