

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKFF

Terminal Charts For UKFF

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Simferopol' Ukr
IATA Code: SIP
Lat/Long: N45° 03.1' E033° 58.4'
Elevation: 598 ft

Airport Use: Public
Magnetic Variation: 6.2°E

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

Sunrise: 0252 Z
Sunset: 1635 Z,

Runway Information

Runway: 01
Length x Width: 12142 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 598 ft
Lighting: Edge, ALS, Centerline

Runway: 19
Length x Width: 12142 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 578 ft
Lighting: Edge, ALS, Centerline, TDZ

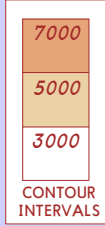
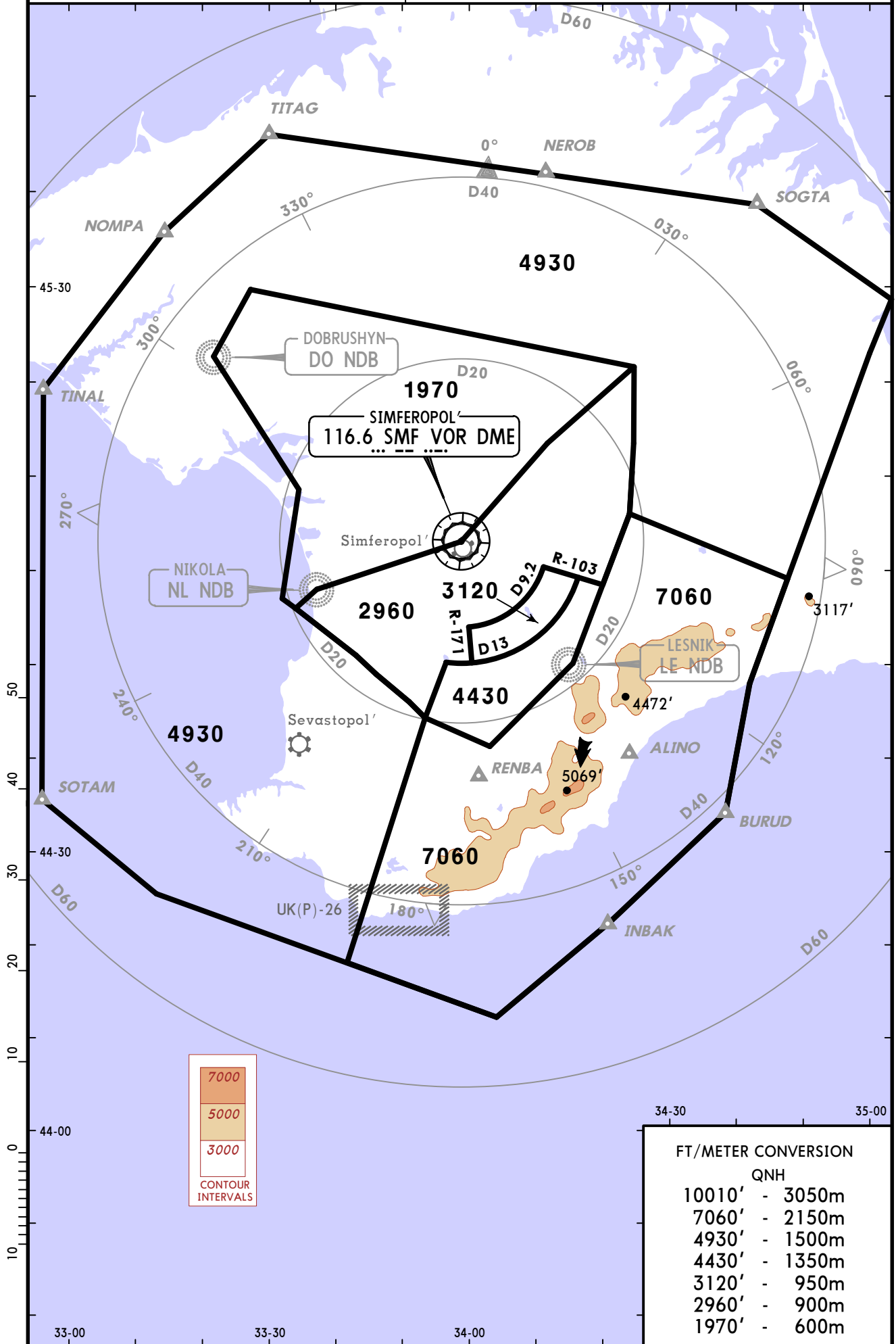
Communication Information

ATIS 127.2
Simferopol' Tower 120.8
Simferopol' Ground Control 119.0 MF
Simferopol' Radar Approach Control 135.775
Simferopol' Radar Approach Control 124.7

SIMFEROPOL' Radar
135.77 124.7

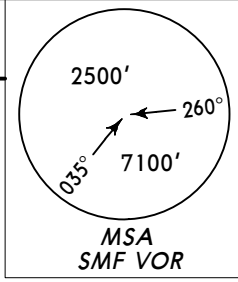
Apt Elev
598'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'
This chart may only be used for cross-checking of altitudes assigned while under radar control.

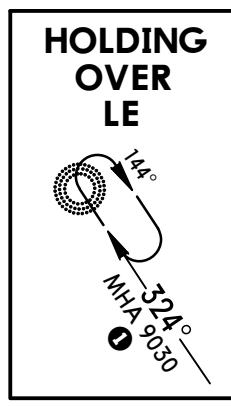
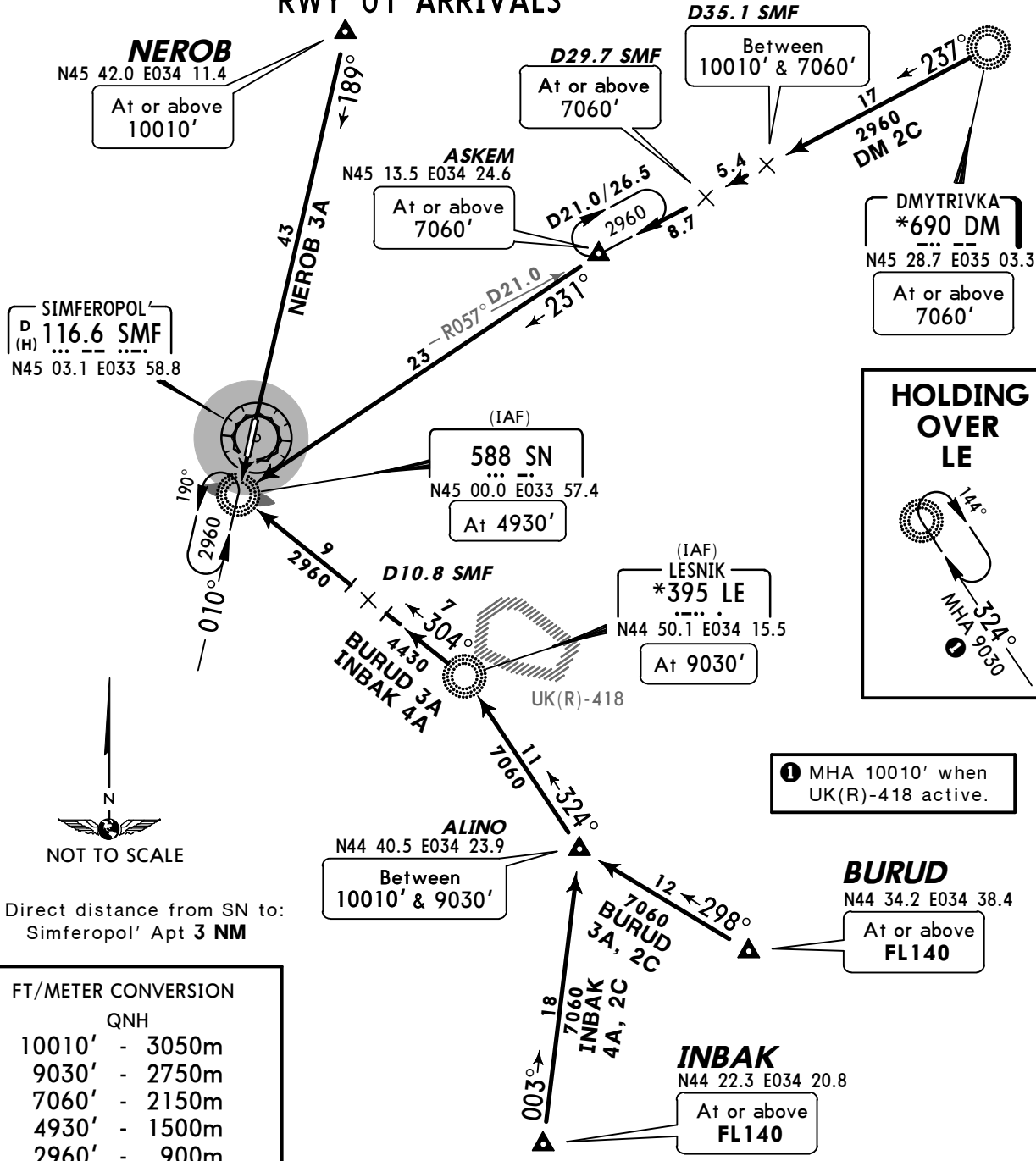


FT/METER CONVERSION	
QNH	
10010'	- 3050m
7060'	- 2150m
4930'	- 1500m
4430'	- 1350m
3120'	- 950m
2960'	- 900m
1970'	- 600m

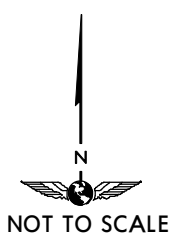
ATIS
122.15 (Russian 127.2)
Apt Elev 598'
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



BURUD THREE ALFA (BURUD 3A) [BURU3A]
BURUD TWO CHARLIE (BURUD 2C) [BURU2C]
DMYTRIVKA TWO CHARLIE (DM 2C)
INBAK FOUR ALFA (INBAK 4A) [INBA4A]
INBAK TWO CHARLIE (INBAK 2C) [INBA2C]
NEROB THREE ALFA (NEROB 3A) [NERO3A]
RWY 01 ARRIVALS



SIMFEROPOL'
D (H) 116.6 SMF
N45 03.1 E033 58.8



Direct distance from SN to:
Simferopol' Apt 3 NM

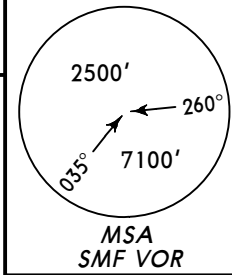
FT/METER CONVERSION	
	QNH
10010'	- 3050m
9030'	- 2750m
7060'	- 2150m
4930'	- 1500m
2960'	- 900m

STAR	ROUTING
BURUD 3A	On 298° track to ALINO, turn RIGHT, intercept 324° bearing to LE, turn LEFT, 304° bearing to SN.
BURUD 2C	On 298° track to ALINO, turn RIGHT, intercept 324° bearing to LE.
DM 2C	Intercept SMF R-057 inbound to ASKEM, turn LEFT, intercept 231° bearing to SN.
INBAK 4A	On 003° track to ALINO, turn LEFT, intercept 324° bearing to LE, turn LEFT, 304° bearing to SN.
INBAK 2C	On 003° track to ALINO, turn LEFT, intercept 324° bearing to LE.
NEROB 3A	Intercept 189° bearing to SN.

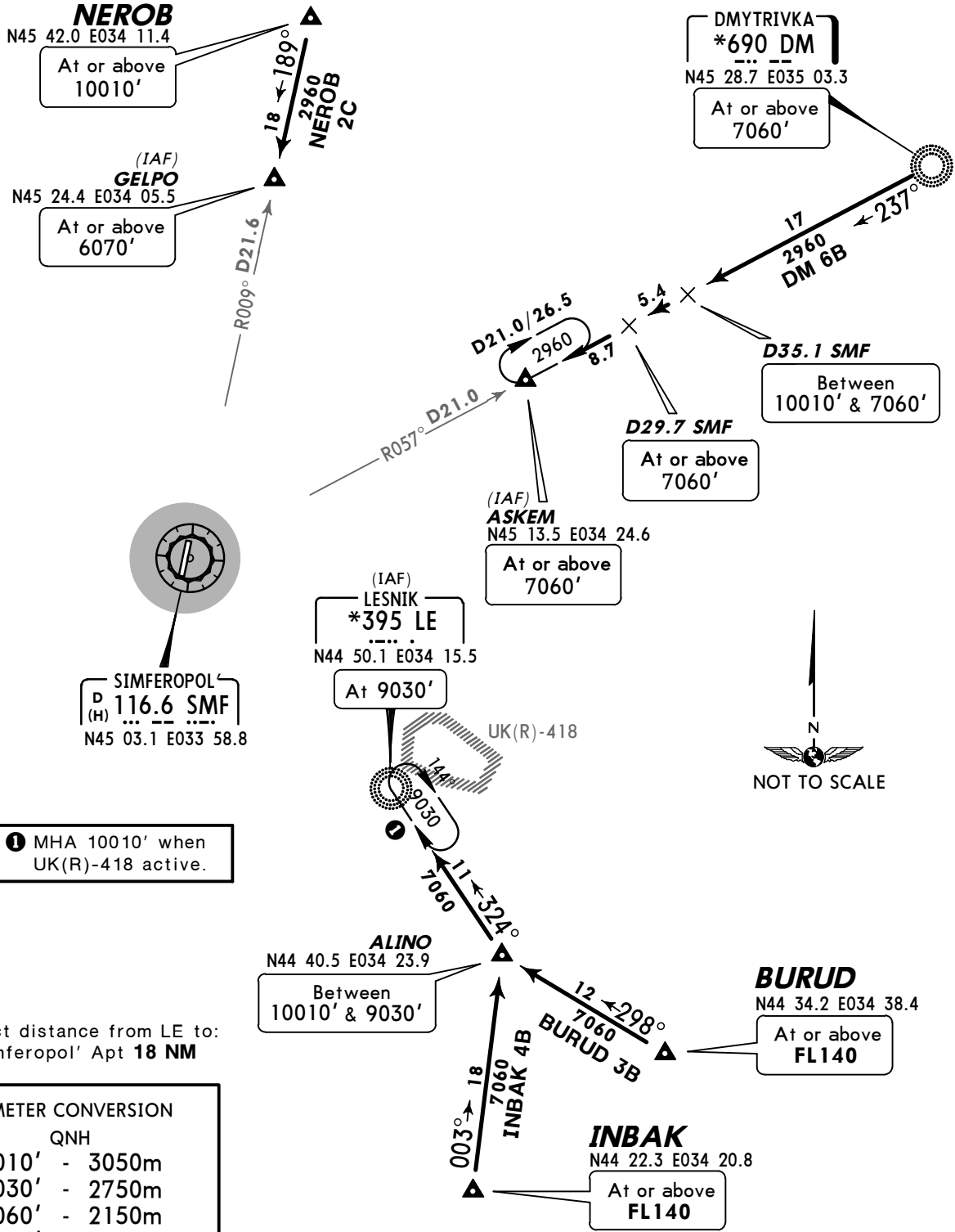
ATIS
122.15 (Russian 127.2)

Apt Elev
598'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



**BURUD THREE BRAVO (BURUD 3B) [BURU3B]
DMYTRIVKA SIX BRAVO (DM 6B)
INBAK FOUR BRAVO (INBAK 4B) [INBA4B]
NEROB TWO CHARLIE (NEROB 2C) [NERO2C]
RWY 19 ARRIVALS**

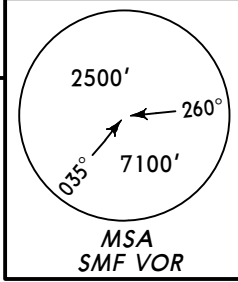


FT/METER CONVERSION

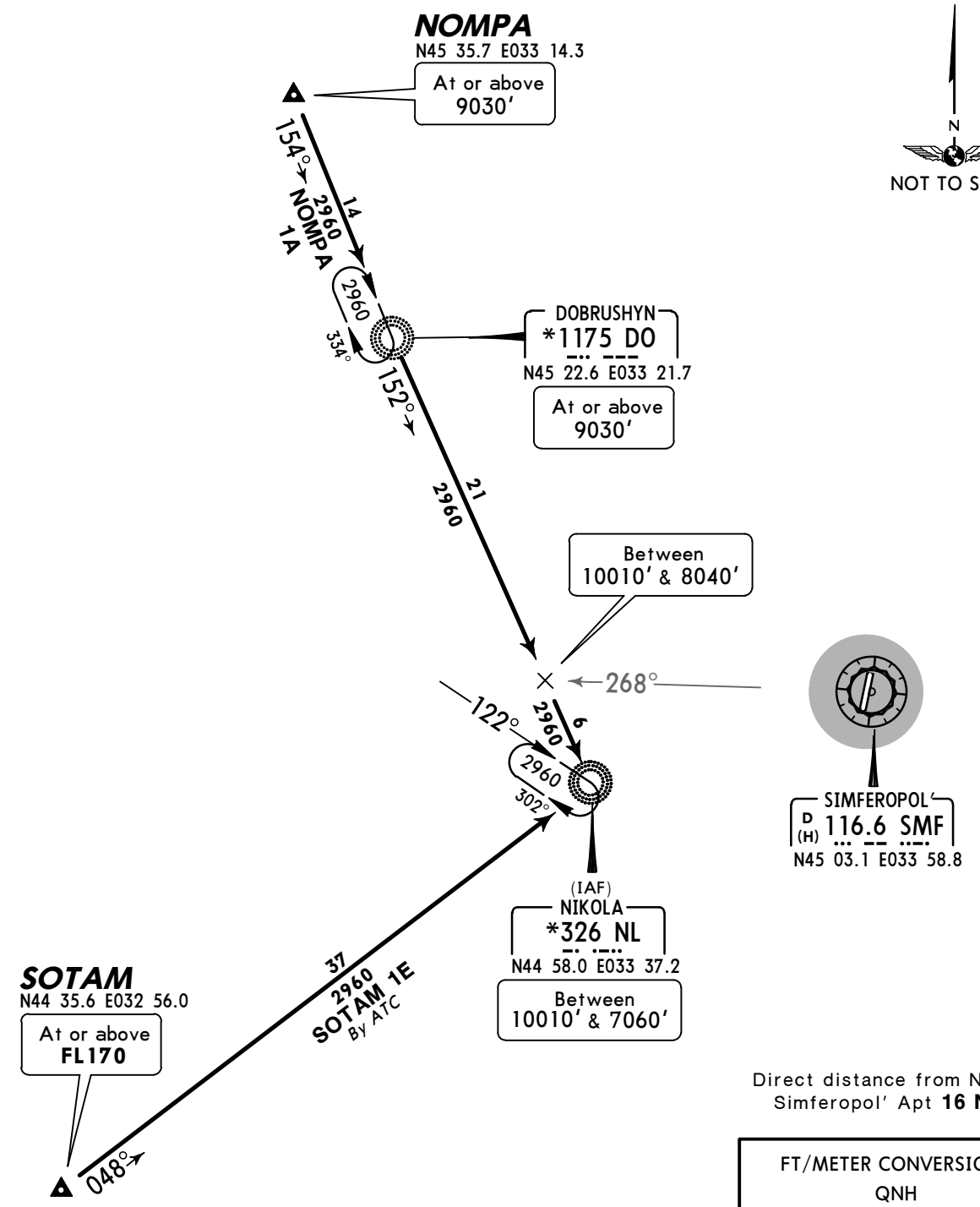
FT	METER
10010'	3050m
9030'	2750m
7060'	2150m
6070'	1850m
2960'	900m

STAR	ROUTING
BURUD 3B	On 298° track to ALINO, turn RIGHT, intercept 324° bearing to LE.
DM 6B	Intercept 237° bearing to ASKEM.
INBAK 4B	On 003° track to ALINO, turn LEFT, intercept 324° bearing to LE.
NEROB 2C	On 189° track to GELPO.

ATIS
122.15 (Russian 127.2) Apt Elev 598' Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'



NOMPA ONE ALFA (NOMPA 1A) [NOMP1A]
SOTAM ONE ECHO (SOTAM 1E) [SOTA1E]
RWY 01 ARRIVALS

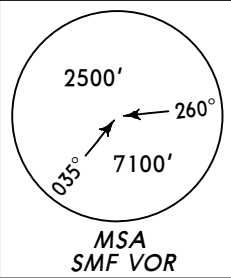


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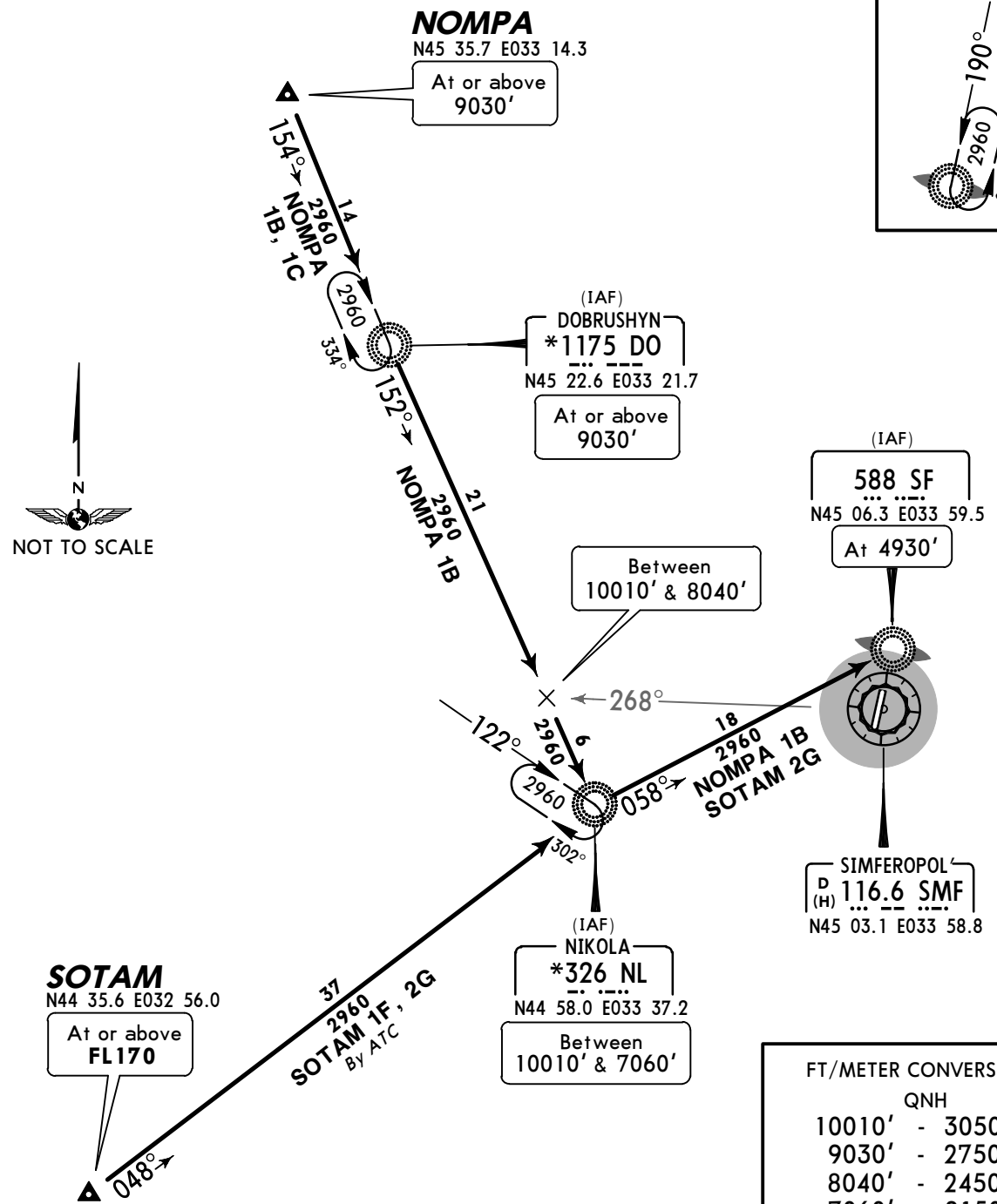
FT	METER
10010'	3050m
9030'	2750m
8040'	2450m
7060'	2150m
2960'	900m

STAR	ROUTING
NOMPA 1A	Intercept 154° bearing to DO, turn LEFT, 152° bearing to NL.
SOTAM 1E By ATC	Intercept 048° bearing to NL.

ATIS
122.15 (Russian 127.2) Apt Elev 598' Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'



NOMPA ONE BRAVO (NOMPA 1B) [NOMP1B]
NOMPA ONE CHARLIE (NOMPA 1C) [NOMP1C]
SOTAM ONE FOXTROT (SOTAM 1F) [SOTA1F]
SOTAM TWO GOLF (SOTAM 2G) [SOTA2G]
RWY 19 ARRIVALS



Direct distance from SF to:
Simferopol' Apt 3 NM

FT/METER CONVERSION

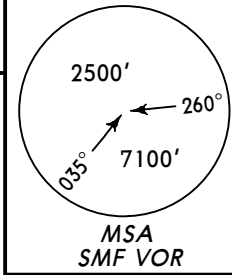
FT	METER
10010'	3050m
9030'	2750m
8040'	2450m
7060'	2150m
4930'	1500m
2960'	900m

STAR	ROUTING
NOMPA 1B	Intercept 154° bearing to DO, turn LEFT, 152° bearing to NL, turn LEFT, 058° bearing to SF.
NOMPA 1C	Intercept 154° bearing to DO.
SOTAM 1F By ATC	Intercept 048° bearing to NL.
SOTAM 2G By ATC	Intercept 048° bearing to NL, turn RIGHT, 058° bearing to SF.

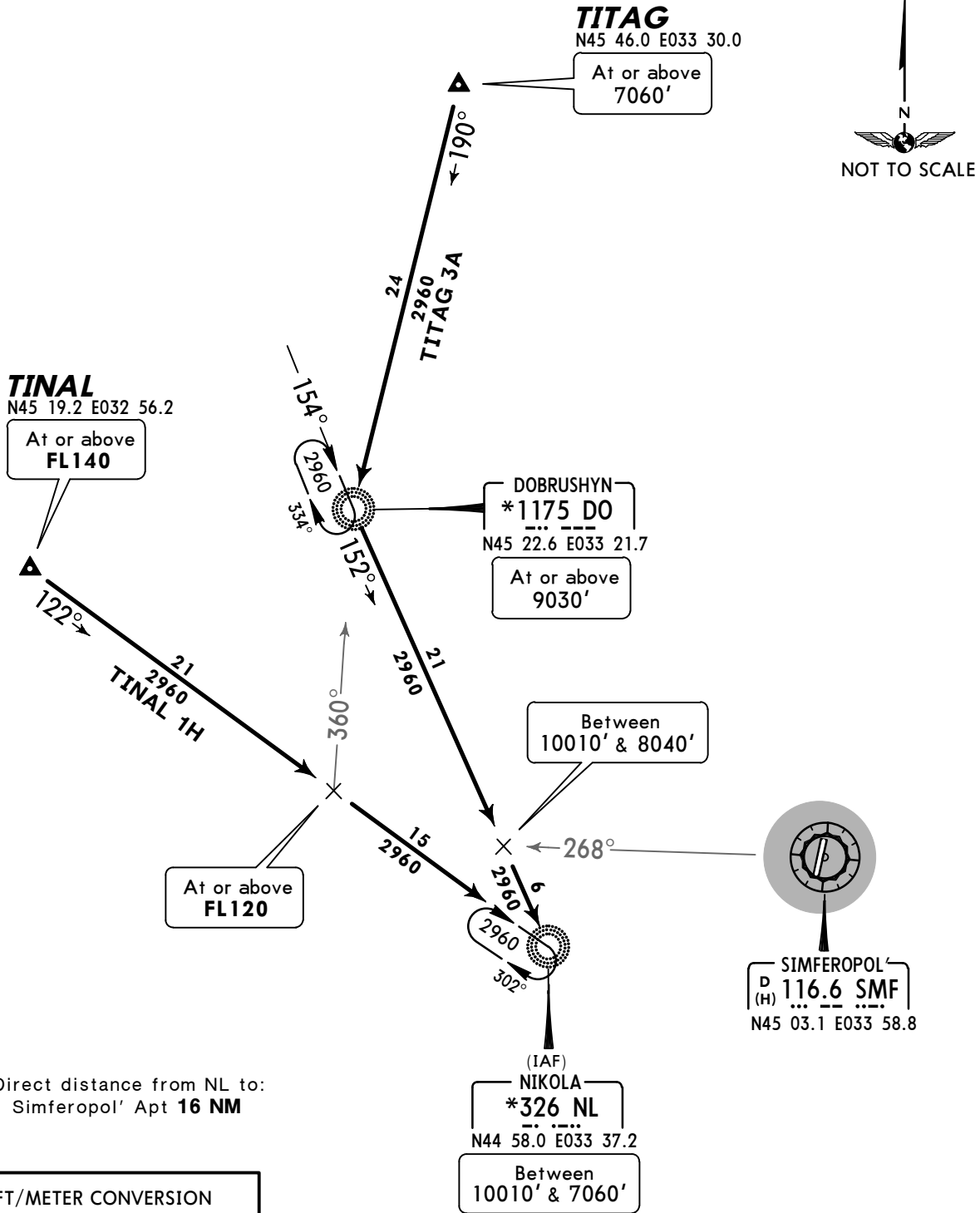
ATIS
122.15 (Russian 127.2)

Apt Elev
598'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



TINAL ONE HOTEL (TINAL 1H) [TINA1H]
TITAG THREE ALFA (TITAG 3A) [TITA3A]
RWY 01 ARRIVALS

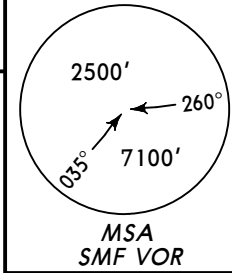


Direct distance from NL to:
Simferopol' Apt 16 NM

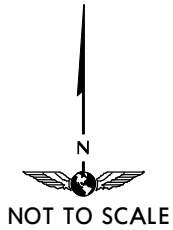
FT/METER CONVERSION	
QNH	
10010'	- 3050m
9030'	- 2750m
8040'	- 2450m
7060'	- 2150m
2960'	- 900m

STAR	ROUTING
TINAL 1H	Intercept 122° bearing to NL.
TITAG 3A	Intercept 190° bearing to DO, turn LEFT, 152° bearing to NL.

ATIS
122.15 (Russian 127.2) Apt Elev 598' Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'



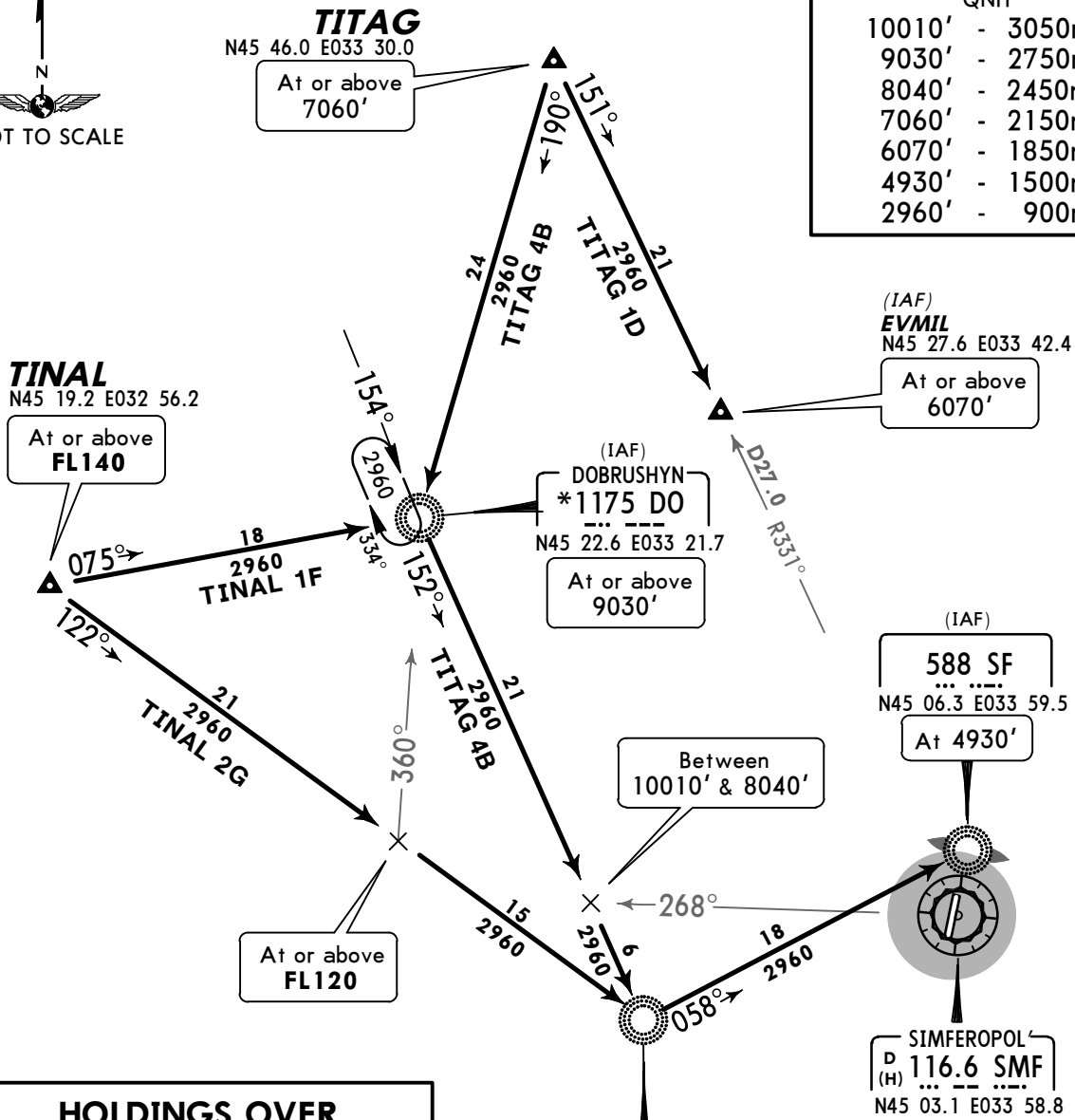
TINAL ONE FOXTROT (TINAL 1F) [TINA1F]
TINAL TWO GOLF (TINAL 2G) [TINA2G]
TITAG FOUR BRAVO (TITAG 4B) [TITA4B]
TITAG ONE DELTA (TITAG 1D) [TITA1D]
RWY 19 ARRIVALS



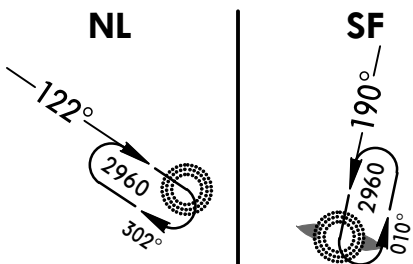
FT/METER CONVERSION

QNH

10010'	-	3050m
9030'	-	2750m
8040'	-	2450m
7060'	-	2150m
6070'	-	1850m
4930'	-	1500m
2960'	-	900m



HOLDINGS OVER

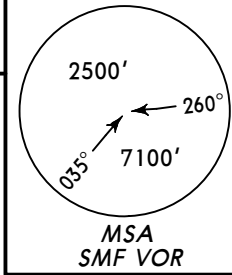


Direct distance from SF to:
Simferopol' Apt 3 NM

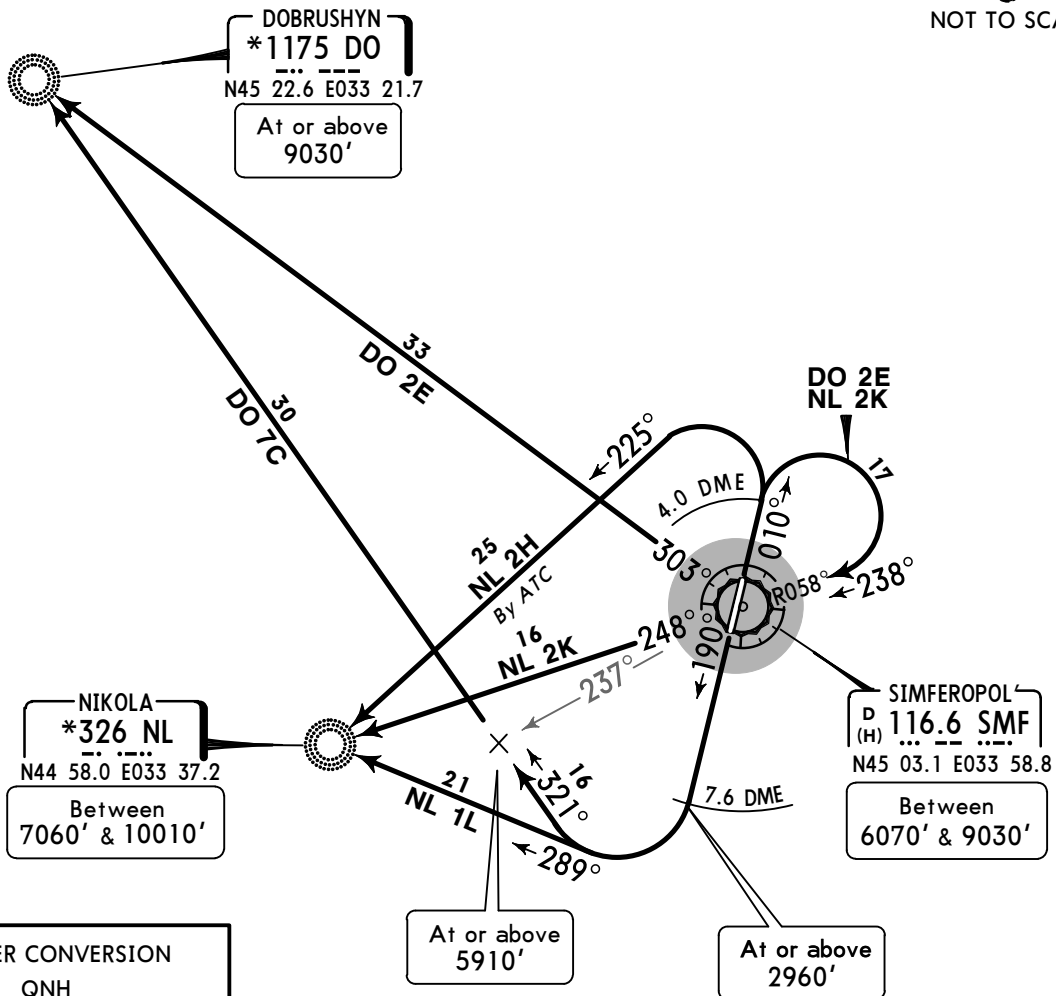
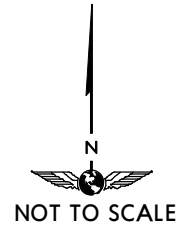
STAR	ROUTING
TINAL 1F	Intercept 075° bearing to DO.
TINAL 2G	Intercept 122° bearing to NL, turn LEFT, 058° bearing to SF.
TITAG 4B	Intercept 190° bearing to DO, turn LEFT, 152° bearing to NL, turn LEFT, 058° bearing to SF.
TITAG 1D	On 151° track to EVMIL.

Apt Elev
598'

Trans level: By ATC Trans alt: 10010'



DOBRUSHYN SEVEN CHARLIE (DO 7C)
DOBRUSHYN TWO ECHO (DO 2E)
NIKOLA TWO HOTEL (NL 2H)
NIKOLA TWO KILO (NL 2K)
NIKOLA ONE LIMA (NL 1L)
RWYS 19, 01 DEPARTURES

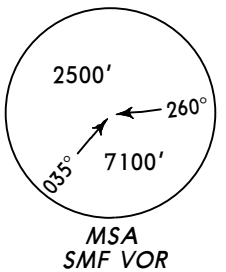


FT/METER CONVERSION

QNH

2960'	-	900m
5910'	-	1800m
6070'	-	1850m
7060'	-	2150m
9030'	-	2750m
10010'	-	3050m

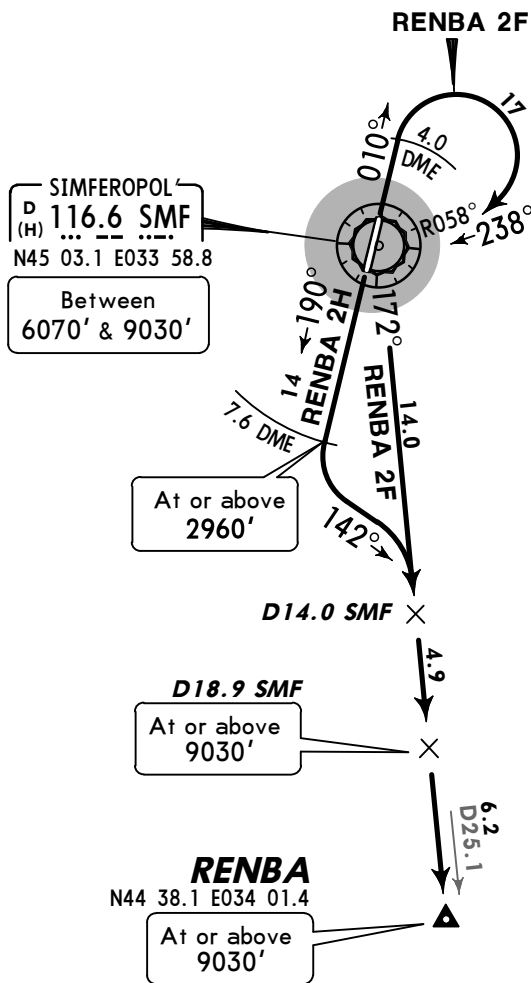
SID	RWY	ROUTING
DO 7C	19	Climb on 190° track to SMF 7.6 DME, turn RIGHT, intercept 321° bearing to DO.
DO 2E	01	Climb on 010° track to SMF 4.0 DME, turn RIGHT, intercept SMF R-058 inbound to SMF, turn RIGHT, SMF R-303 to DO.
NL 2H By ATC		Climb on 010° track to SMF 4.0 DME, turn LEFT, intercept 225° bearing to NL.
NL 2K		Climb on 010° track to SMF 4.0 DME, turn RIGHT, intercept SMF R-058 inbound to SMF, turn RIGHT, SMF R-248 to NL.
NL 1L	19	Climb on 190° track to SMF 7.6 DME, turn RIGHT, intercept 289° bearing to NL.



Apt Elev
598'

Trans level: By ATC Trans alt: 10010'

RENBA TWO FOXTROT (RENBA 2F) [RENB2F]
RENBA TWO HOTEL (RENBA 2H) [RENB2H]
RWYS 01, 19 DEPARTURES



FT/METER CONVERSION

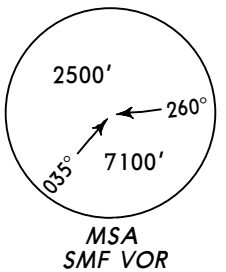
	QNH
2960'	- 900m
6070'	- 1850m
9030'	- 2750m
10010'	- 3050m

RENBA 2H

This SID requires a minimum climb gradient of 8% up to 9030'.

Gnd speed-KT	75	100	150	200	250	300
8% V/V (fpm)	608	810	1215	1620	2025	2430

SID	RWY	ROUTING
RENBA 2F	01	Climb on 010° track to SMF 4.0 DME, turn RIGHT, intercept SMF R-058 inbound to SMF, turn LEFT, SMF R-172 to RENBA.
RENBA 2H	19	Climb on 190° track to SMF 7.6 DME, turn LEFT, 142° track, intercept SMF R-172 to RENBA.



Apt Elev
598'

Trans level: By ATC Trans alt: 10010'

**SOGTA ONE ALFA (SOGTA 1A) [SOGT1A]
SOGTA ONE CHARLIE (SOGTA 1C) [SOGT1C]
SOGTA ONE ECHO (SOGTA 1E) [SOGT1E]
TITAG FOUR FOXTROT (TITAG 4F) [TITA4F]
RWYS 01, 19 DEPARTURES**

TITAG
N45 46.0 E033 30.0
At or above
7060'

SOGTA
N45 38.7 E034 43.1
At or above
FL110

D29.7 SMF
At or above
7060'

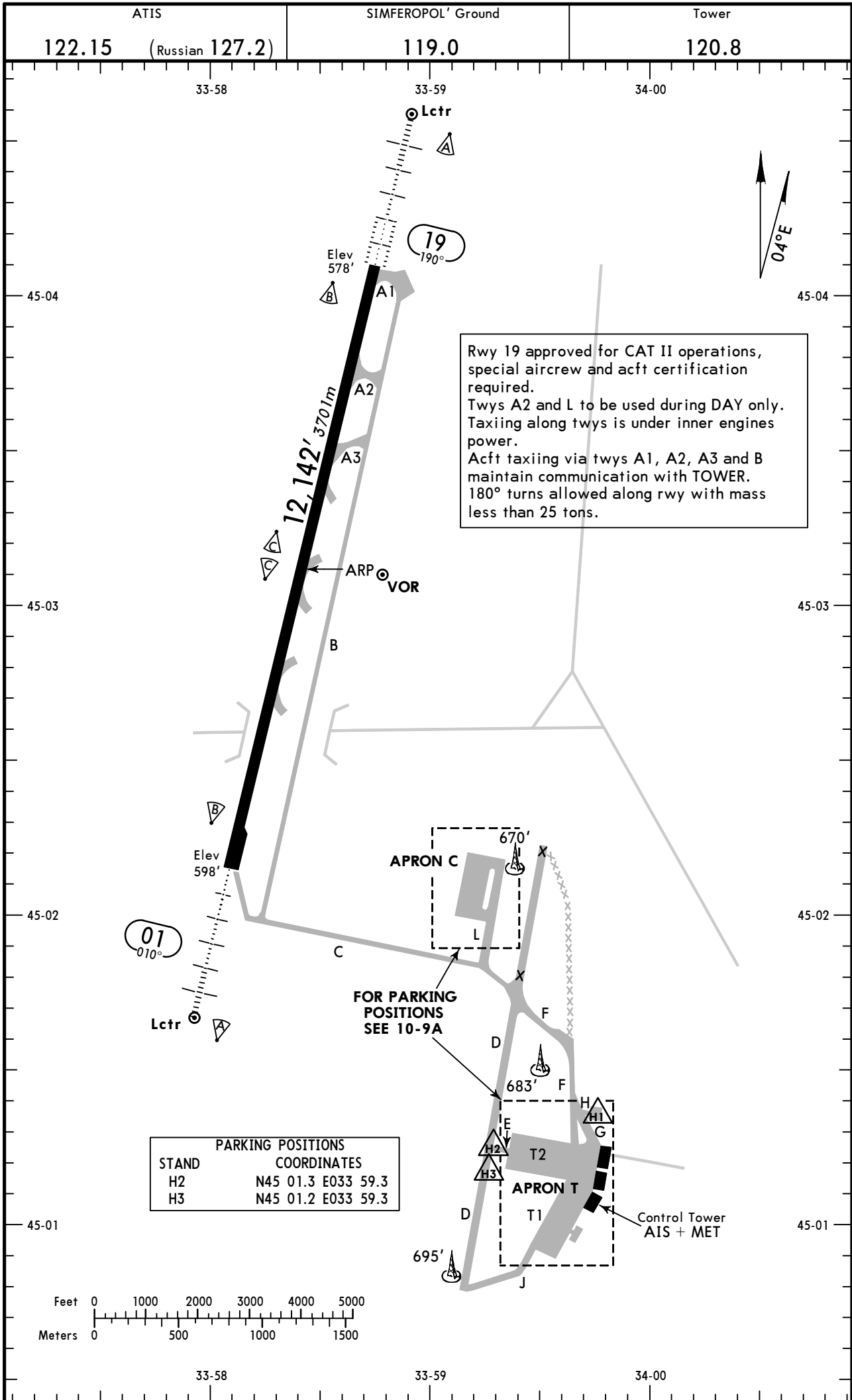
D7.6 SMF
N45 08.8 E034 05.8

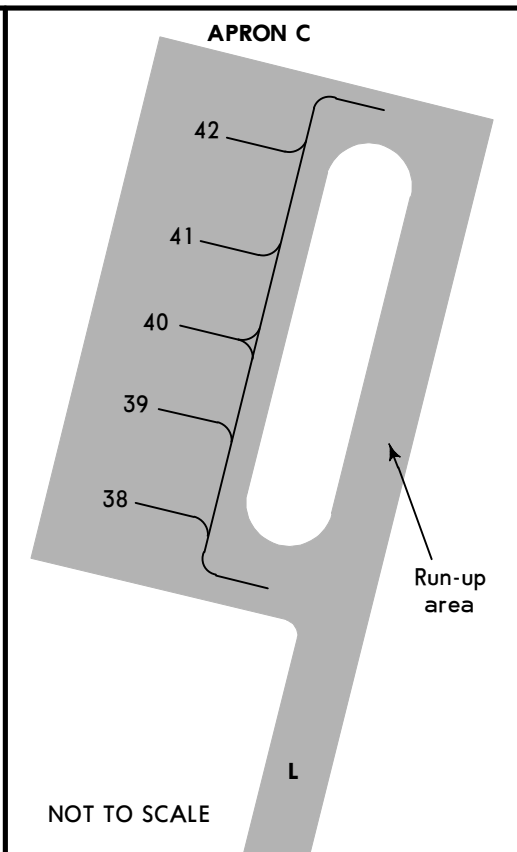
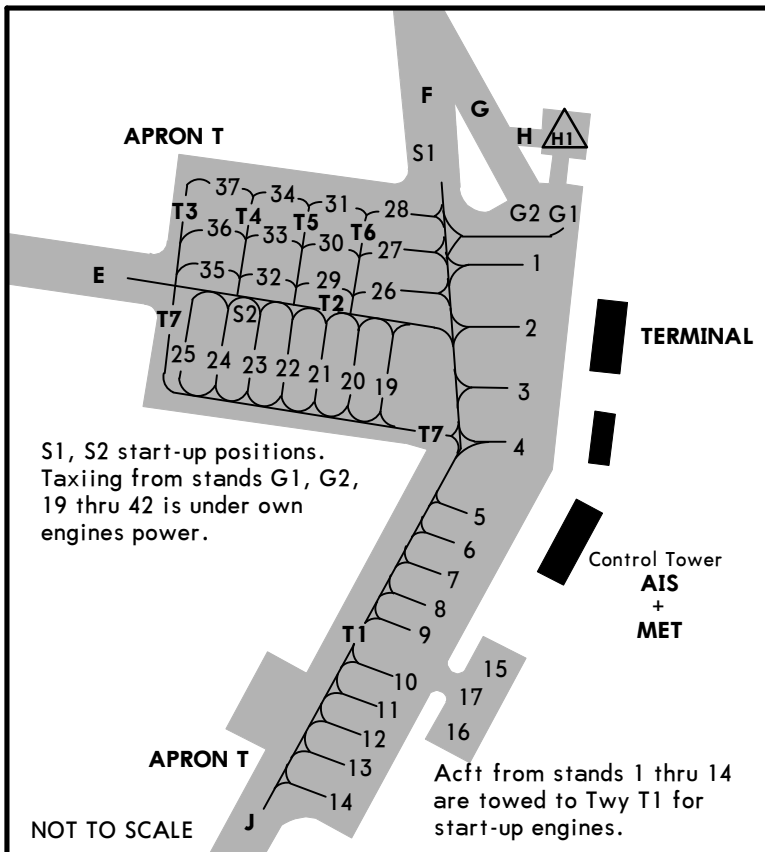
SIMFEROPOL'
D 116.6 SMF
(H) ...
N45 03.1 E033 58.8



FT/METER CONVERSION	
QNH	
2960'	- 900m
7060'	- 2150m
10010'	- 3050m

SID	RWY	ROUTING
SOGTA 1A	01	Climb on 010° track to SMF 4.0 DME, turn RIGHT, intercept SMF R-037 to SOGTA.
SOGTA 1C	19	Climb on 190° track to SMF 7.6 DME, turn RIGHT, intercept SMF R-230 inbound to SMF, turn LEFT, SMF R-037 to SOGTA.
SOGTA 1E By ATC		Climb on 190° track to SMF 3.2 DME, turn LEFT, 010° track, intercept SMF R-037 to SOGTA.
TITAG 4F By ATC	01	Climb on 010° track to SMF 4.0 DME, turn LEFT, 294° track, when passing SMF R-334 turn RIGHT, intercept SMF R-331 to TITAG.





INS COORDINATES	
STAND No.	COORDINATES
G1, G2	N45 01.3 E033 59.8
H1	N45 01.4 E033 59.8
1 thru 4	N45 01.2 E033 59.8

ADDITIONAL RUNWAY INFORMATION					
RWY		RVR	USABLE LENGTHS		
			Threshold	Glide Slope	TAKE-OFF
01	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°)	RVR		11,109' 3386m	
19	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°)	RVR		10,988' 3349m	197' 60m

LOW VISIBILITY PROCEDURE (LVP)

LVP shall be applied when RVR is less than 600m.
 Pilots will be informed by ATIS and ATC about beginning of LVP.
 - After landing pilots should report about leaving RWY and location.
 - Taxiing and parking is performed with follow-me car only.
 - Only one acft allowed on the manoeuvring area at a time.

JAR-OPS		TAKE-OFF 1				
All Rws						
Approved Operators	LVP must be in force					NIL (DAY only)
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

STRAIGHT-IN RWY		A	B	C	D
01	ILS	798' (200')	798' (200')	798' (200')	798' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶❷	970' (372')	990' (392')	1020' (422')	1040' (442')
	<i>ALS out</i>	R1000m R1500m	R1100m R1500m	R1300m R2000m	R1400m C2100m
	VOR ❶❸	1100' (502')	1100' (502')	1100' (502')	1100' (502')
	<i>ALS out</i>	R1500m	R1500m	R1600m C2400m	R1600m C2400m
	2 NDB ❶	970' (372')	970' (372')	970' (372')	970' (372')
<i>ALS out</i>	R1000m R1500m	R1000m R1500m	R1000m R1700m	R1000m R1700m	
N Lctr ❶	1170' (572')	1170' (572')	1170' (572')	1170' (572')	
<i>ALS out</i>	R1500m R1500m	R1500m R1500m	R1900m C2400m	R1900m C2400m	
19	CAT 2 ILS	678' (100')	678' (100')	686' (108')	699' (121')
		RA107'R300m	RA107'R300m	RA115'R300m	RA129'R400m
	ILS	778' (200')	778' (200')	778' (200')	778' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶❹	960' (382')	970' (392')	1010' (432')	1020' (442')
	<i>ALS out</i>	R1100m R1500m	R1100m R1500m	R1300m R2000m	R1400m C2100m
	VOR ❶❺	1020' (442')	1020' (442')	1020' (442')	1020' (442')
<i>ALS out</i>	R1400m R1500m	R1400m R1500m	R1400m C2100m	R1400m C2100m	
2 NDB ❶	960' (382')	960' (382')	960' (382')	960' (382')	
<i>ALS out</i>	R1100m R1500m	R1100m R1500m	R1100m R1800m	R1100m R1800m	
F Lctr ❶	1020' (442')	1020' (442')	1020' (442')	1020' (442')	
<i>ALS out</i>	R1400m R1500m	R1400m R1500m	R1400m C2100m	R1400m C2100m	

❶ Continuous Descent Final Approach.

❷ with D3.2.

❸ w/o D3.2.

❹ with D2.7.

❺ w/o D2.7.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to rwy 01	1070' (472')	1100' (502')	1530' (932')	1530' (932')
After apch to rwy 19 ⑥	1070' (492') V1500m ⑦	1100' (522') V1600m ⑦	1530' (952') V2400m	1530' (952') V3600m

- ⑥ Circling height based on rwy 19 thresh elev of 578'.
 ⑦ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 01, 19

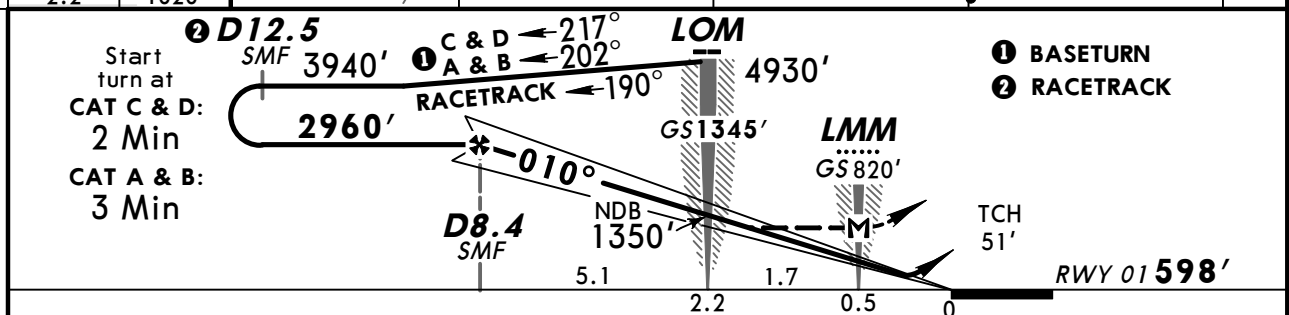
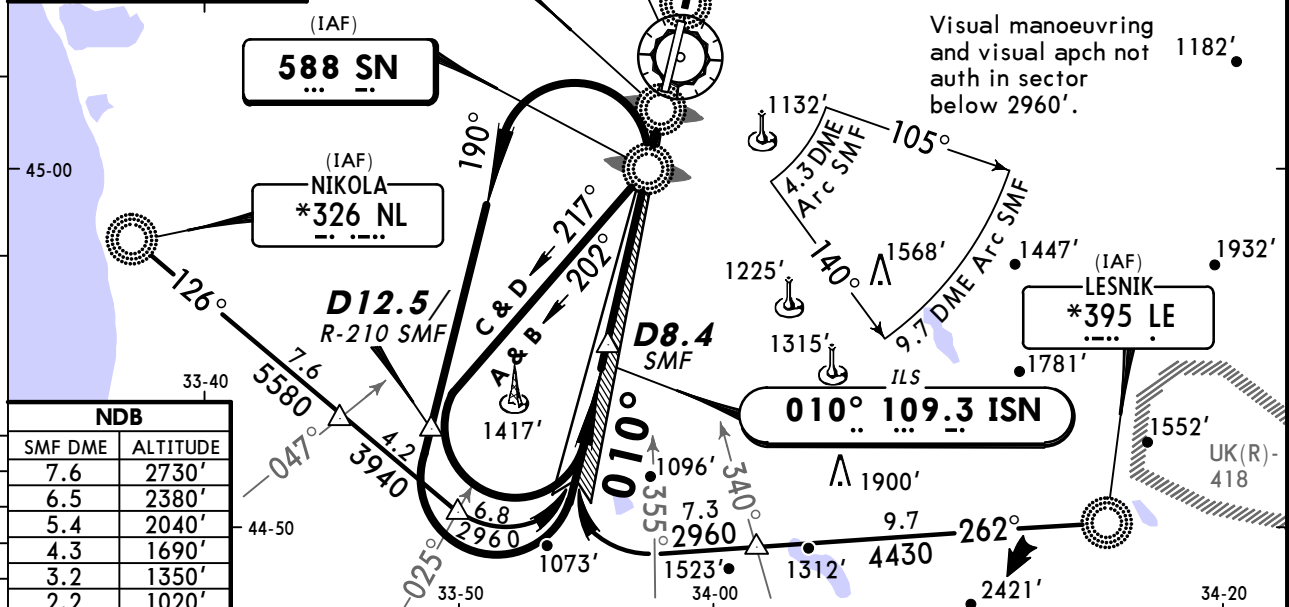
	Approved Operators HIRL, CL & mult. RVR req	LVP must be in force			RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		

ATIS 122.15 (Russian 127.2)		SIMFEROPOL' Radar (APP) 124.7 135.77		SIMFEROPOL' Tower 120.8		Ground 119.0	
BRIEFING STRIP™ LOC ISN 109.3	Final Apch Crs 010°	GS LOM 1345' (747')		ILS DA(H) 798' (200')		Apt Elev 598'	
		Minimum Alt D8.4 SMF 2960' (2362')		NDB MDA(H) (CONDITIONAL) 970' (372')		RWY 598'	
NDB SN 588		<p>MISSED APCH: Climb on 010° to 2960', then turn RIGHT to SN NDB climbing to 3940'.</p>					
MSA SMF VOR							

Alt Set: hPa (MM on req) Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 10010'

FT/METER CONVERSION
QNH

10010'	-	3050m
5580'	-	1700m
4930'	-	1500m
4430'	-	1350m
3940'	-	1200m
2960'	-	900m
1350'	-	410m



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2960'	on	010°	3940'	SN
ILS GS or							PAPI					588
NDB Desc angle	3.00°											
MAP at LMM												

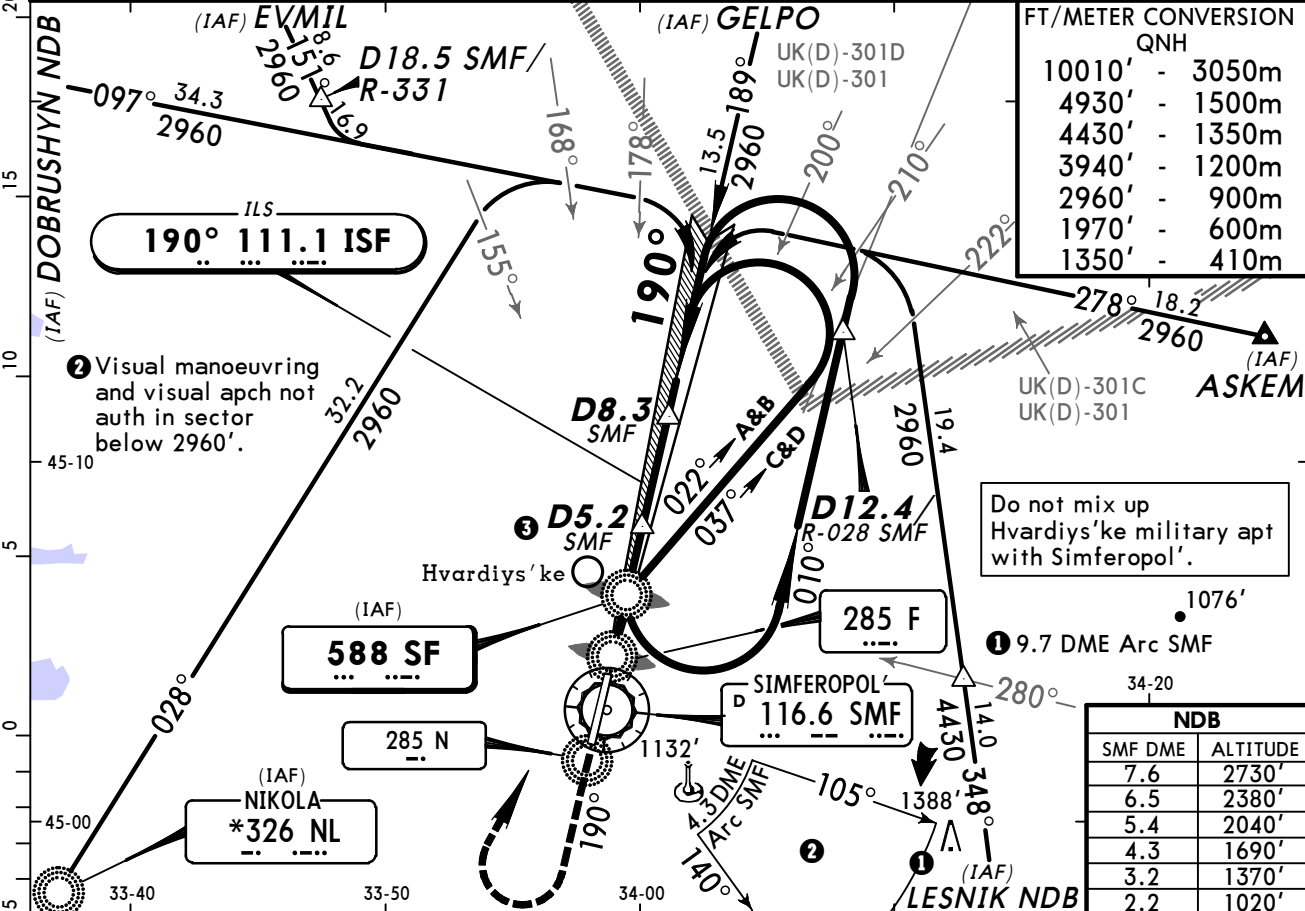
JAR-OPS						STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND					
ILS DA(H) 798' (200')		LOC (GS out)		with LOM MDA(H) 970' (372')		NDB MDA(H) 1170' (572')		w/o LOM MDA(H) 1170' (572')		Max Kts		MDA(H)		VIS	
FULL		ALS out		ALS out		ALS out		ALS out							
A				RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m			100	1070' (472')	1500m			
B				RVR 1000m	RVR 1800m	RVR 1200m	RVR 2000m			135	1100' (502')	1600m			
C	RVR 550m	RVR 1000m	NOT AUTH	RVR 1000m	RVR 1800m	RVR 1200m	RVR 2000m			180	1530' (932')	2400m			
D				RVR 1400m	RVR 2000m	RVR 1600m				205	1530' (932')	3600m			

After NDB apch w/o LOM: MDA(H) 1170' (572').

CHANGES: ATIS frequency.

ATIS 122.15 (Russian 127.2)		SIMFEROPOL' Radar (APP) 124.7 135.77		SIMFEROPOL' Tower 120.8		Ground 119.0	
LOC ISF 111.1	Final Apch Crs 190°	GS LOM 1345' (767')	ILS DA(H) 778' (200')	Apt Elev 598'			
NDB SF 588		Minimum Alt (CONDITIONAL) D8.3 SMF 2960' (2382')	NDB (CONDITIONAL) MDA(H) 960' (382')	RWY 578'			
MISSED APCH: Climb on 190° to 3940', then turn RIGHT to SF NDB.							MSA SMF VOR

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 10010'

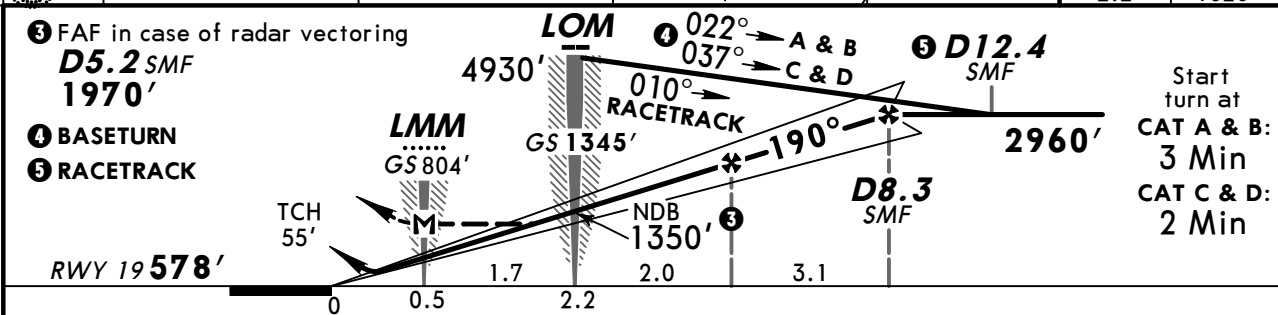


FT/METER CONVERSION QNH

10010'	3050m
4930'	1500m
4430'	1350m
3940'	1200m
2960'	900m
1970'	600m
1350'	410m

NDB

SMF DME	ALTITUDE
7.6	2730'
6.5	2380'
5.4	2040'
4.3	1690'
3.2	1370'
2.2	1020'

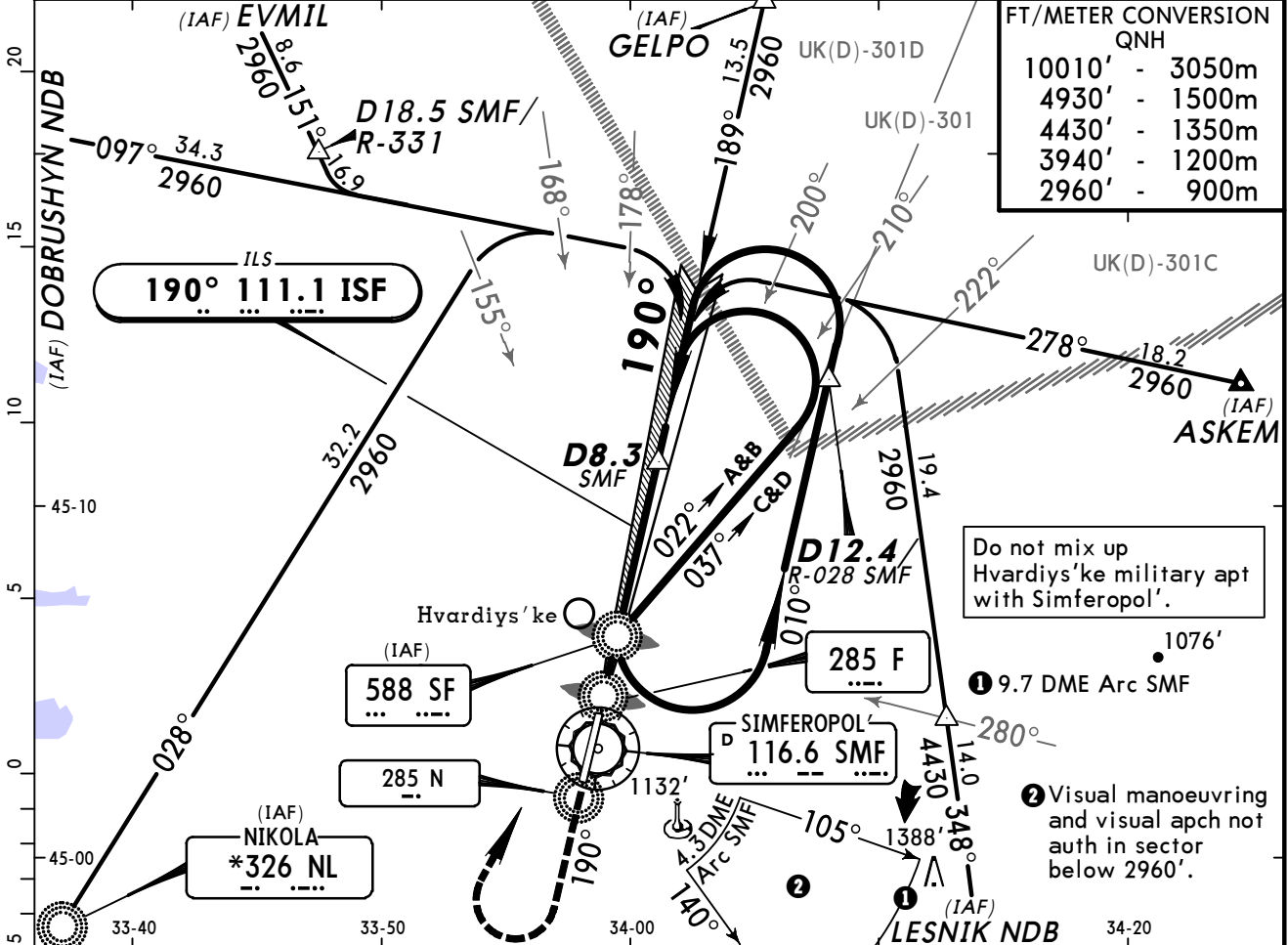


Gnd speed-Kts	70	90	100	120	140	160		3940' on 190° SF 588 RT
ILS GS or NDB Descent angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

JAR-OPS		STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND			
PANS OPS	ILS		LOC (GS out)		NDB		Max Kts	MDA(H)	VIS
	DA(H)	FULL	ALS out	with LOM	w/o LOM	ALS out			
A	778' (200')			960' (382')	1020' (442')		100	1070' (492')	1500m
B							135	1100' (522')	1600m
C		RVR 550m	RVR 1000m				180	1530' (952')	2400m
D							205	1530' (952')	3600m

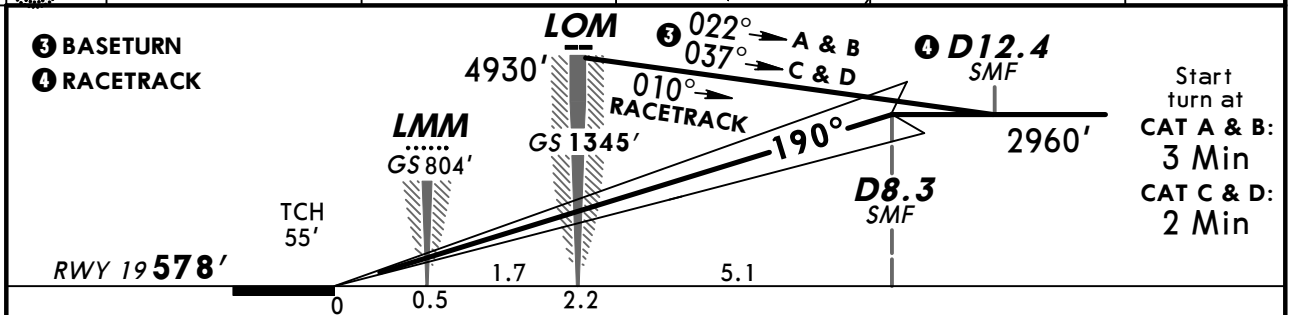
■ Circling height based on rwy 19 thresh elev of 578'.
CHANGES: ATIS frequency. © JEPPESEN, 2000, 2012. ALL RIGHTS RESERVED.

ATIS 122.15 (Russian 127.2)		SIMFEROPOL' Radar (APP) 124.7 135.77		SIMFEROPOL' Tower 120.8		Ground 119.0	
LOC ISF 111.1	Final Apch Crs 190°	GS LOM 1345' (767')	CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 598' RWY 578'		
MISSED APCH: Climb on 190° to 3940', then turn RIGHT to SF NDB.							
Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 10010' Special Aircrew & Aircraft Certification required.							MSA SMF VOR



FT/METER CONVERSION
QNH

10010'	-	3050m
4930'	-	1500m
4430'	-	1350m
3940'	-	1200m
2960'	-	900m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	3940' ↑ on 190°	SF 588 RT
GS	3.00°	372	478	531	637	743			

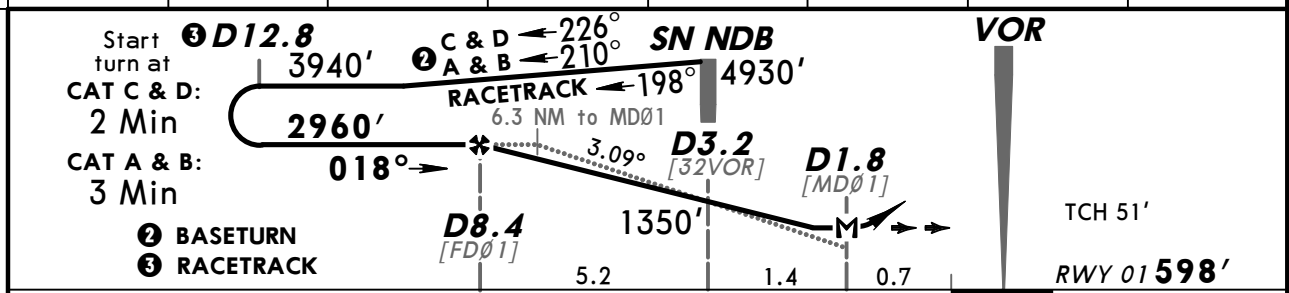
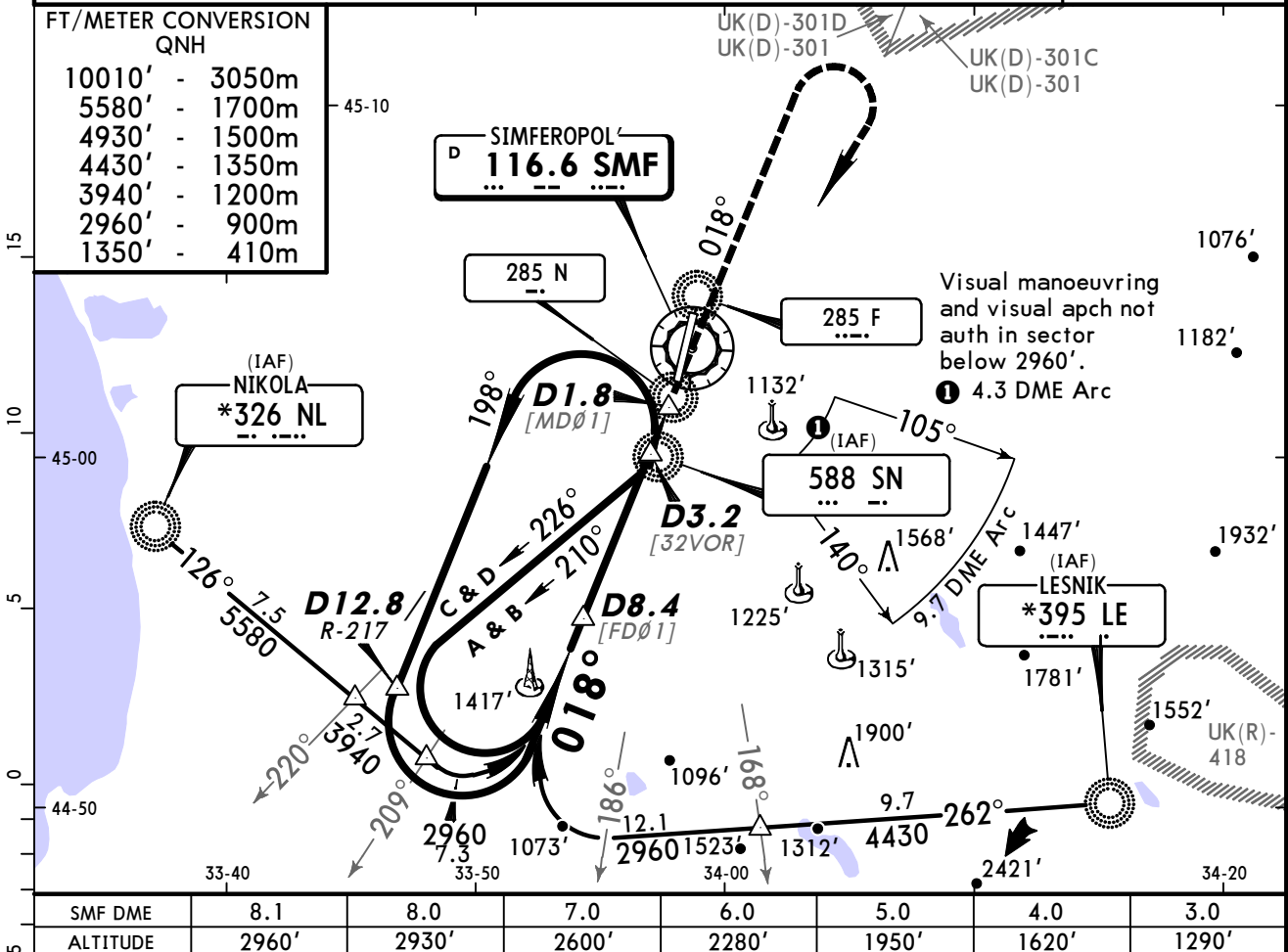
JAR-OPS STRAIGHT-IN LANDING RWY 19 CAT II ILS

AB RA 107' DA(H) 678' (100')	C RA 115' DA(H) 686' (108')	D RA 129' DA(H) 699' (121')
RVR 300m I	RVR 300m I	RVR 400m

ATIS 127.2		SIMFEROPOL' Radar (APP) 124.7 135.77		SIMFEROPOL' Tower 120.8		Ground 119.0	
VOR SMF 116.6	Final Apch Crs 018°	Minimum Alt D8.4 2960' (2362')	MDA(H) Refer to Minimums	Apt Elev 598'	RWY 598'		
MISSED APCH: Climb on 018° to 2960', then turn RIGHT to SN NDB climbing to 3940'.							
Alt Set: hPa (MM on req) Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 10010'						MSA SMF VOR	

FT/METER CONVERSION
QNH

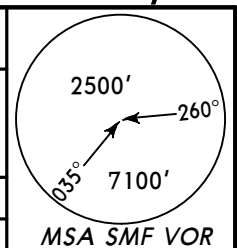
10010'	-	3050m
5580'	-	1700m
4930'	-	1500m
4430'	-	1350m
3940'	-	1200m
2960'	-	900m
1350'	-	410m



Gnd speed-Kts	70	90	100	120	140	160		2960' on 018° 3940' SN 588
Descent angle	3.09°	383	492	547	656	765		
MAP at D1.8								

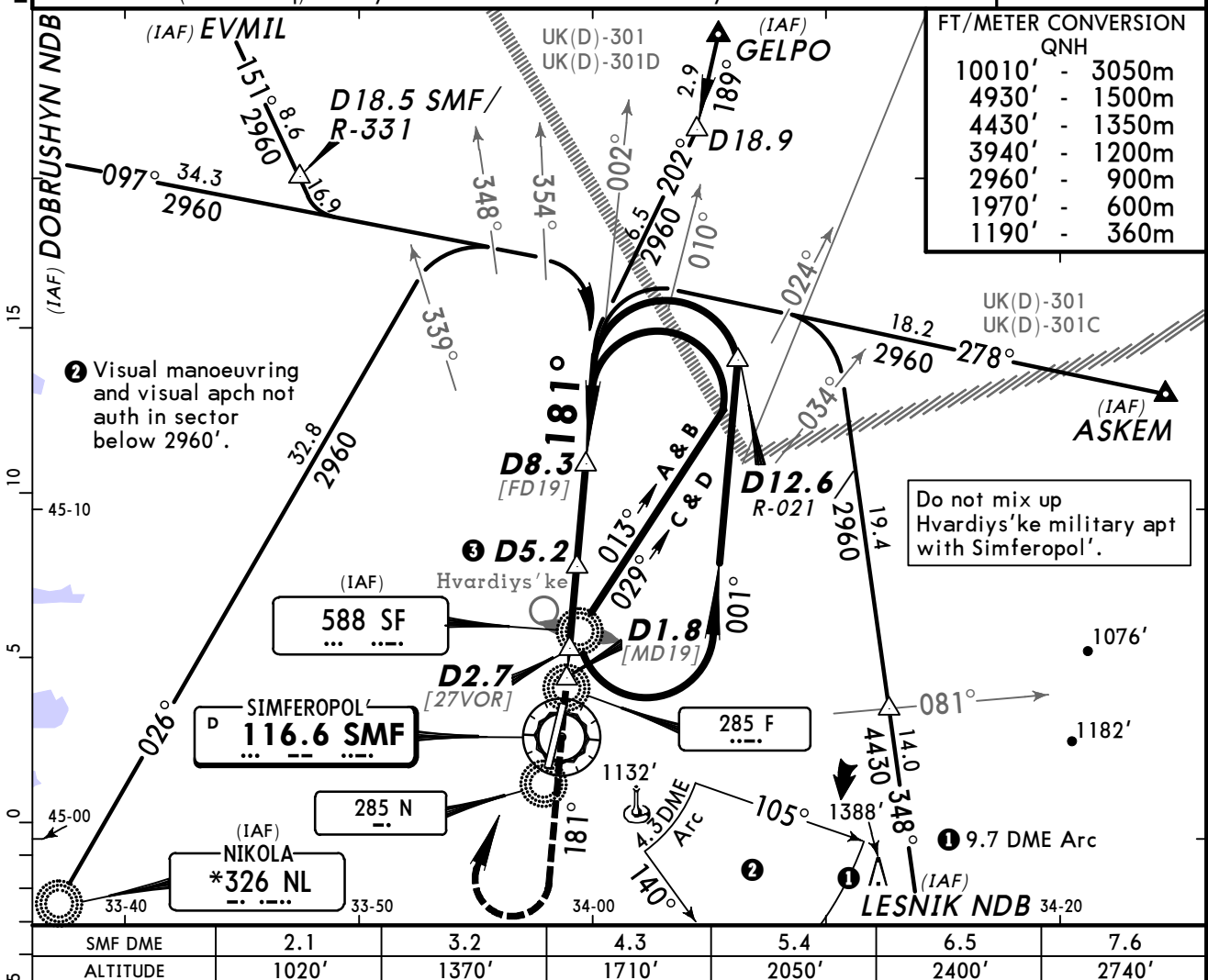
JAR-OPS with D3.2 STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND			
A: 970' (372') C: 1020' (422')		w/o D3.2		Max Kts		MDA(H) VIS	
B: 990' (392') D: 1040' (442')		MDA(H) 1100' (502')		100	1100' (502')		1500m
A	RVR 900m	ALS out	RVR 1000m	135	1100' (502')		1600m
B		RVR 1500m		180	1530' (932')		2400m
C	RVR 1000m	RVR 1800m	RVR 1200m	205	1530' (932')		3600m
D	RVR 1400m	RVR 2000m	RVR 1600m				

ATIS 127.2	SIMFEROPOL' Radar (APP) 124.7 135.77	SIMFEROPOL' Tower 120.8	Ground 119.0
VOR SMF 116.6	Final Apch Crs 181°	Minimum Alt (CONDITIONAL) D8.3 2960' (2382')	MDA(H) Refer to Minimums Apt Elev 598' RWY 578'



MISSED APCH: Climb on 181° to 3940', then turn RIGHT to SF NDB.
Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 10010'

MSA SMF VOR



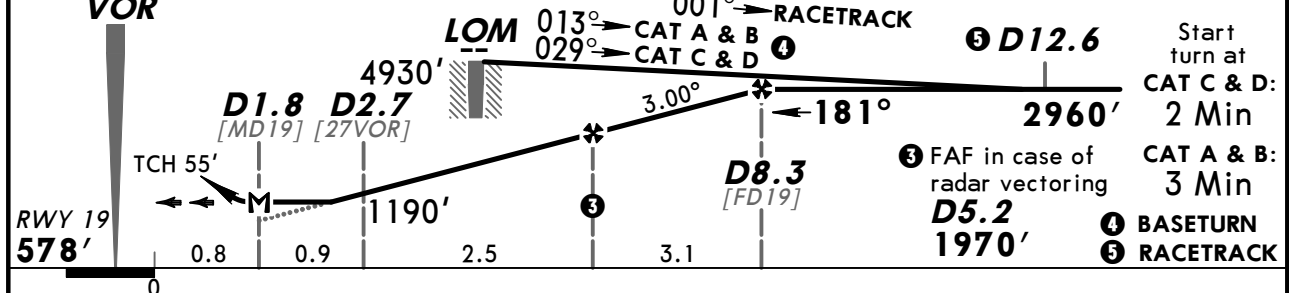
FT/METER CONVERSION
QNH

10010'	-	3050m
4930'	-	1500m
4430'	-	1350m
3940'	-	1200m
2960'	-	900m
1970'	-	600m
1190'	-	360m

Visual manoeuvring and visual apch not auth in sector below 2960'.

Do not mix up Hvardiys'ke military apt with Simferopol'.

SMF DME	2.1	3.2	4.3	5.4	6.5	7.6
ALTITUDE	1020'	1370'	1710'	2050'	2400'	2740'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	3940' on 181°	SF 588 RT	
Descent angle	3.00°	372	478	531	637	743				849
MAP at D1.8										

JAR-OPS with D2.7 STRAIGHT-IN LANDING RWY 19

A: 960' (382') C: 1010' (432')		w/o D2.7		Max Kts	MDA(H)	VIS
B: 970' (392') D: 1020' (442')		MDA(H) 1020' (442')				
A	RVR 900m	RVR 1500m	RVR 900m	100	1070' (492')	1500m
B	RVR 1000m	RVR 1800m	RVR 1000m	135	1100' (522')	1600m
C	RVR 1400m	RVR 2000m	RVR 1400m	180	1530' (952')	2400m
D	RVR 1400m	RVR 2000m	RVR 1400m	205	1530' (952')	3600m

1 Circling height based on rwy 19 thresh elev of 578'.

Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SIMFEROPOL', (SIMFEROPOL' - UKFF)				
REV	AIRPORT	10-9	23 Mar 2012	05 Apr 2012
REV	PARKING, AIRPORT INFO, TA...	10-9A	23 Mar 2012	05 Apr 2012
REV	STANDARD MNMS	10-9S	23 Mar 2012	05 Apr 2012
REV	STANDARD MNMS CONTD	10-9S1	23 Mar 2012	05 Apr 2012
REV	ILS OR NDB RWY 01	11-1	23 Mar 2012	05 Apr 2012
REV	ILS OR NDB RWY 19	11-2	23 Mar 2012	05 Apr 2012
ADD	CAT II ILS RWY 19	11-2A	23 Mar 2012	05 Apr 2012

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UKFF

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(13-1,13-2) ATIS on freq 122.15MHz established. ATIS on freq 127.2MHz Russian only.