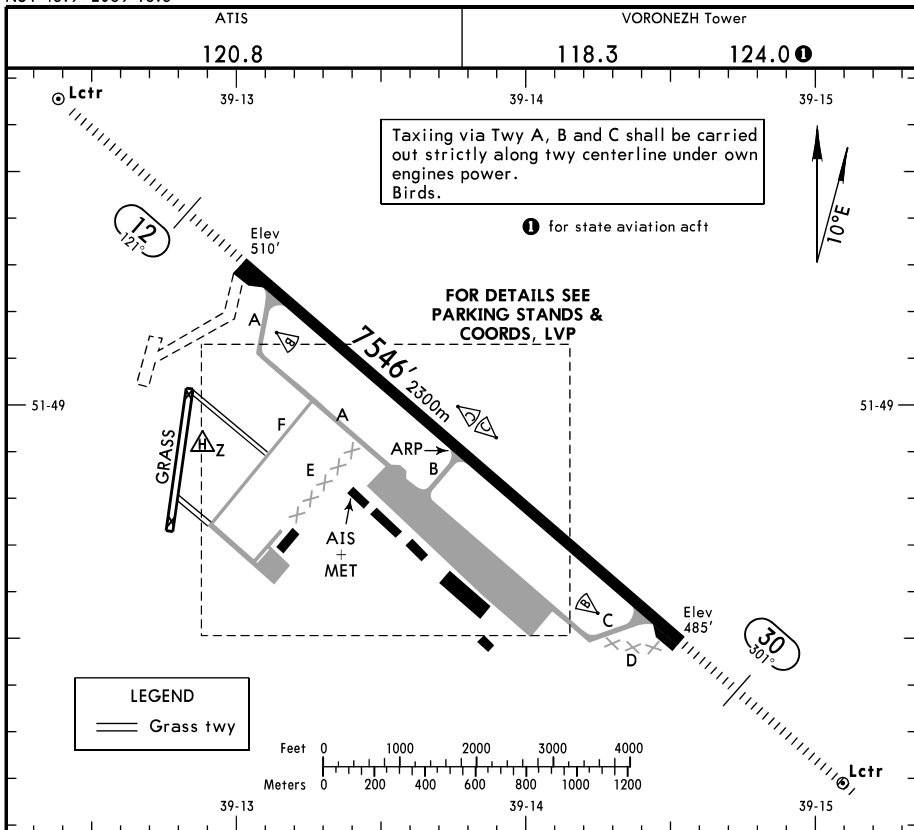


UU00/VOZ
 Apt Elev 517'
 N51 48.9 E039 13.8

JEPPESEN
 13 SEP 24 (10-9)

VORONEZH, RUSSIA
 CHERTOVITSKOYE



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING	GLIDE SLOPE	TAKE-OFF	WIDTH
12 30	RL (60m) HIALS PAPI-L (angle 3.00°)	RVR		①	148' 45m

① TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head 7546' (2300m)
 twy A int 7070' (2155m)
 twy B int 3809' (1161m)

RWY 30:

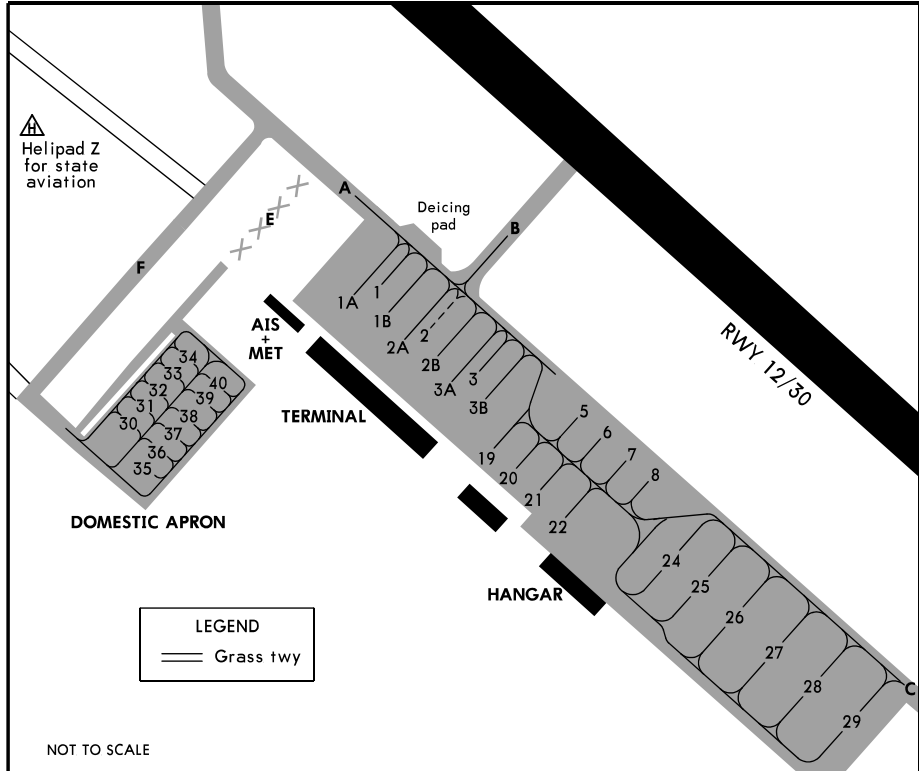
From rwy head 7546' (2300m)
 twy C int 7073' (2156m)
 twy B int 3802' (1159m)

Std

TAKE-OFF

① RL & RCLM	① RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT
R/V300m	R/V400m	R/V500m	NA

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



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 1B	N51 48.8 E039 13.5	19, 20	N51 48.7 E039 13.7
2 thru 2B	N51 48.8 E039 13.6	21, 22	N51 48.7 E039 13.8
3, 3A	N51 48.7 E039 13.6	24 thru 26	N51 48.6 E039 13.9
3B	N51 48.7 E039 13.7	27, 28	N51 48.6 E039 14.0
5 thru 8	N51 48.7 E039 13.8	29	N51 48.5 E039 14.1

Taxiing and towing without TWR controller's clearance are prohibited.
 Stands 5 thru 8, 19 thru 22 and 26 thru 29 are available for helicopter.
 De-icing available on stands 1 thru 29. Flight crew must inform ground personnel when ready for de-icing procedure.

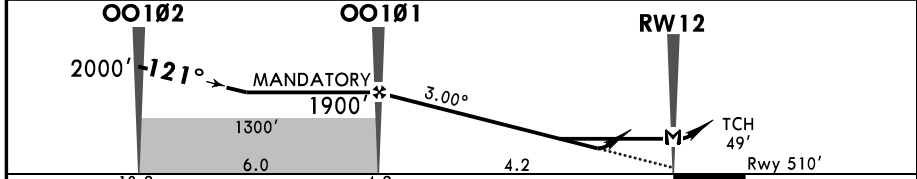
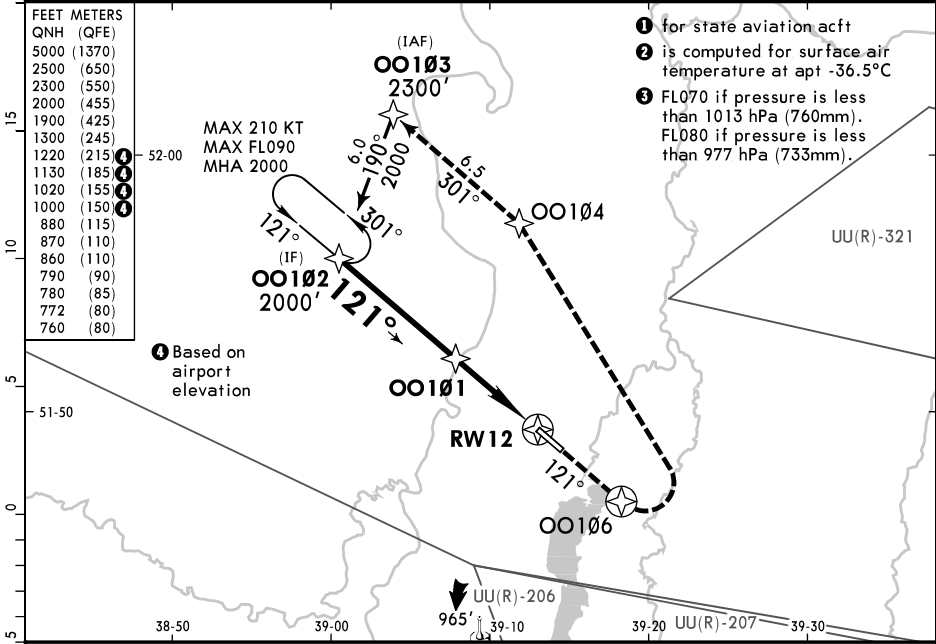
LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR is less than 550m at least at one of three observation points (touchdown zone, mid-point and stop-end of RWY).

ATC or ATIS broadcast will inform pilots about LVP implementation.
 Taxi route to rwy holding positions is designated by TWR controller.
 Flight crew should read back all instructions of TWR controller.

When LVP in progress:
 -Take-off permitted only from rwy beginning.
 -Take-off without stopping at line-up position is prohibited.

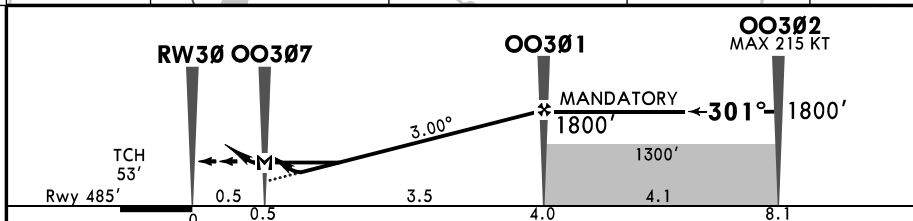
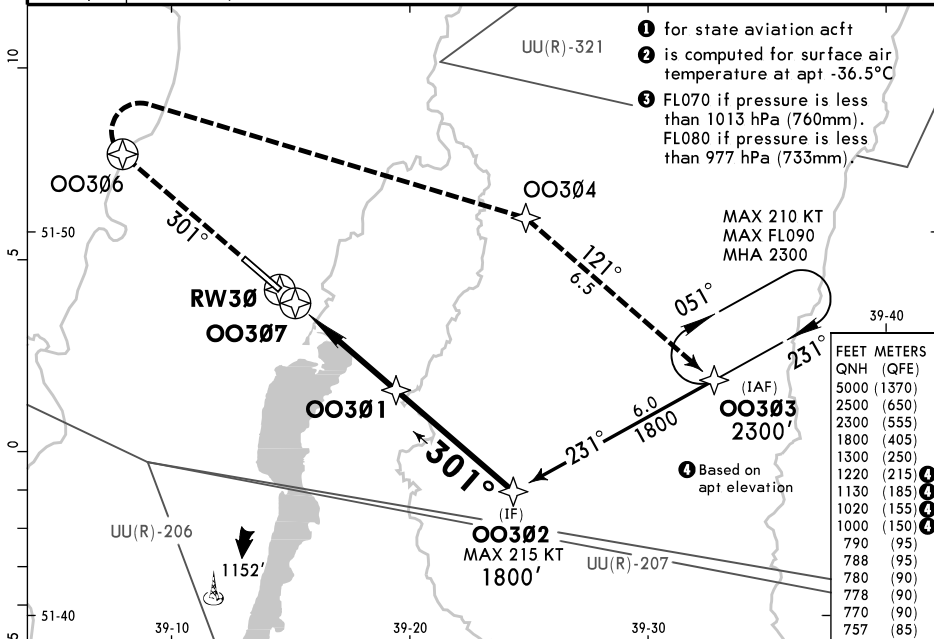
ATIS 120.8			VORONEZH Tower 118.3 124.00		
RNAV	Final Apch Crs 121°	OO101 MANDATORY 1900' (1390')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 517' Rwy 510'	2500 MSA ARP ②
MISSED APCH: Climb on 121° to OO106 (MAX 240 KT), then turn LEFT to OO104 climbing to 2300' or above, then to OO103, then according to the chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 19 hPa	Trans level: FL060 ③	Trans alt: 5000'	
RNP APCH 1. GNSS required. 2. Baro-VNAV not authorized below -20° C.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	OO106 240 KT MAX on 121°
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW12								

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV CDFA		Circle-to-Land	
DA(H) A: 760' (250') C: 780' (270') B: 772' (262') D: 790' (280')	ALS out		ALS out		Max Kts MDA(H)	
	R750m	R1300m	R900m	R1500m	100	1000' (483') V1500m
			R1000m	R1700m	135	1020' (503') V1600m
					180	1130' (613') V2400m
					205	1220' (703') V3600m

ATIS 120.8			VORONEZH Tower 118.3 124.0		
RNAV	Final ApcH Crs 301°	00301 MANDATORY 1800' (1315')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 517' Rwy 485'	2500 MSA ARP
MISSED APCH: Climb on 301° to 00306 (MAX 225 KT), then turn RIGHT to 00304 climbing to 2300' or above, then to 00303, then according to the chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 18 hPa	Trans level: FL060	Trans alt: 5000'	
RNP ApcH. 1. GNSS required. 2. Baro-VNAV not authorized below -20° C.					

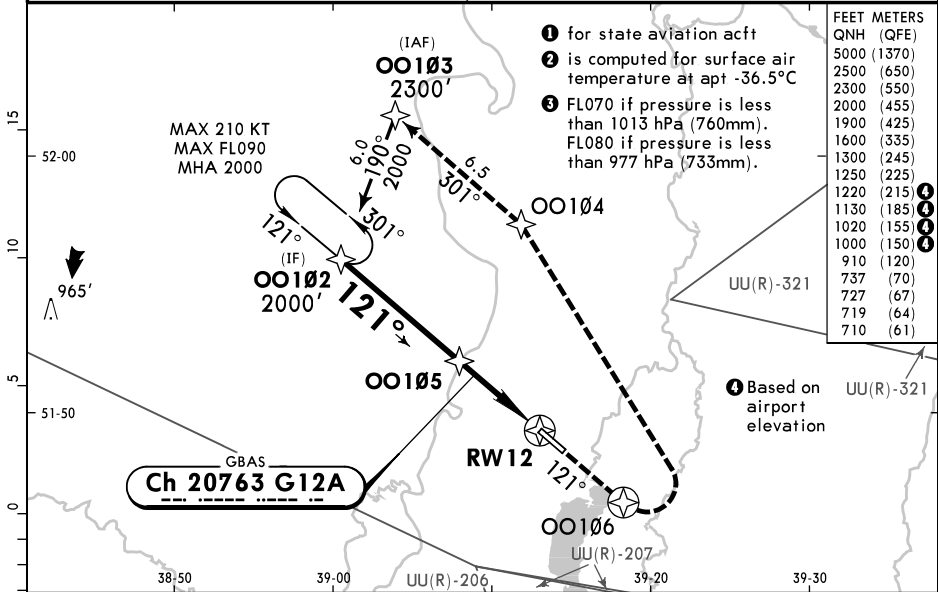


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	00306 ↑ 225 KT MAX on 301°
Glide Path Angle 3.00°	372	478	531	637	743	849		

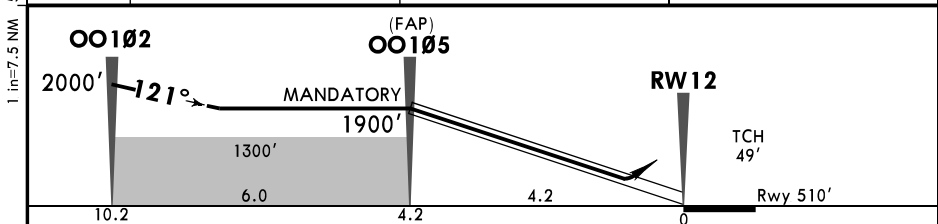
PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	LNAV/VNAV		LNAV CDFA					
	DA(H) A: 757' (272') C: 778' (293') B: 770' (285') D: 788' (303')		DA/ A: 770' (285') CD: 790' (305') MDA(H) B: 780' (295')					
	ALS out		ALS out		Max Kts MDA(H)			
	A	R750m	R1300m	R750m	R1400m	100	1000' (483')	V1500m
B					135	1020' (503')	V1600m	
C					180	1130' (613')	V2400m	
D					205	1220' (703')	V3600m	

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

ATIS 120.8			VORONEZH Tower 118.3 124.0		
GBAS Ch 20763 G12A	Final Apch Crs 121°	OO105 MANDATORY 1900' (1390')	DA(H) Refer to Minimums	Apt Elev 517' Rwy 510'	2500 MSA ARP
MISSED APCH: Climb on 121° to OO106 (MAX 240 KT), then turn LEFT to OO104 climbing to 2300' or above, then to OO103, then according to the chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 19 hPa	Trans level: FL060	Trans alt: 5000'	
RNAV 1 for initial, intermediate and missed apch.			GNSS required.		



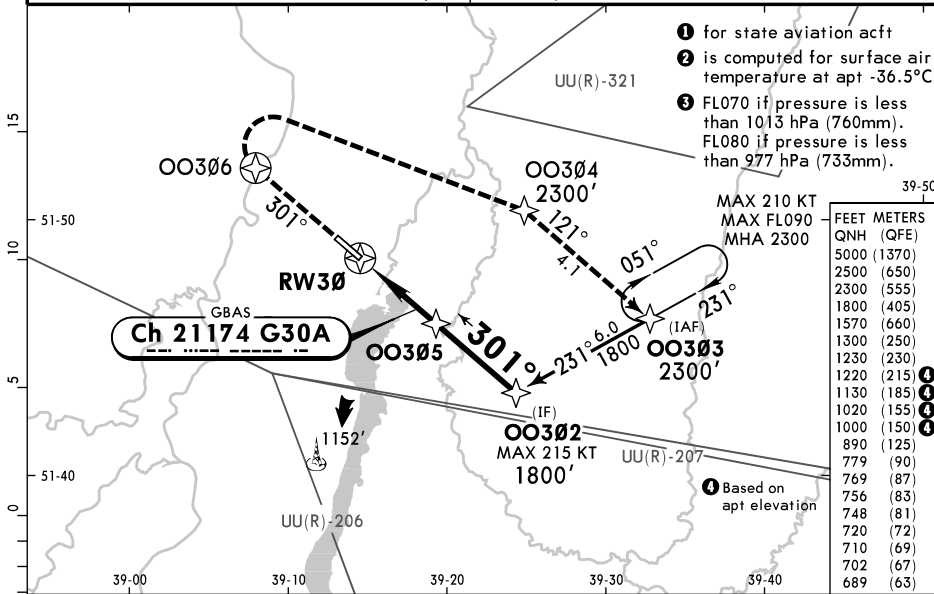
DIST to RW12	3.2	2.2	1.1
ALTITUDE	1600'	1250'	910'



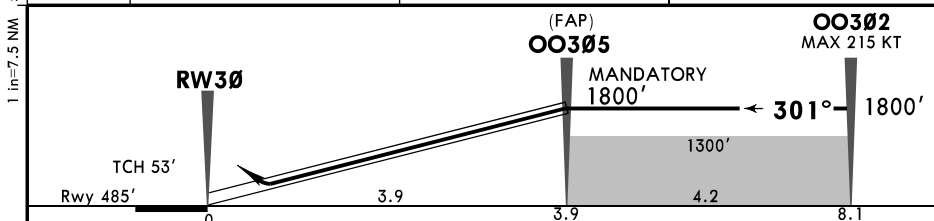
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	OO106 ↑ 240 KT MAX on 121°
Glide Path Angle 3.00°	372	478	531	637	743	849		

Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND				
DA(H) A: 710' (200') C: 727' (217') B: 719' (209') D: 737' (227')				ALS out				
A	R550m			R1200m			Max Kts	MDA(H)
B							100	1000' (483') V1500m
C							135	1020' (503') V1600m
D							180	1130' (613') V2400m
							205	1220' (703') V3600m

ATIS 120.8			VORONEZH Tower 118.3 124.0①		
GBAS Ch 21174 G30A	Final Apch Crs 301°	OO305 MANDATORY 1800' (1315')	DA(H) Refer to Minimums	Apt Elev 517' Rwy 485'	2500 MSA ARP②
MISSED APCH: Climb on 301° to OO306 (MAX 225 KT), then turn RIGHT to OO304 climbing to 2300' or above, then to OO303, then according to the chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 18 hPa	Trans level: FL060③		Trans alt: 5000'
RNAV 1 for initial, intermediate and missed apch.			GNSS required.		



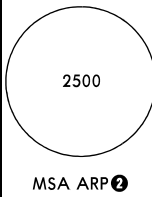
DIST to RW30	1.1	2.2	3.2
ALTITUDE	890'	1230'	1570'

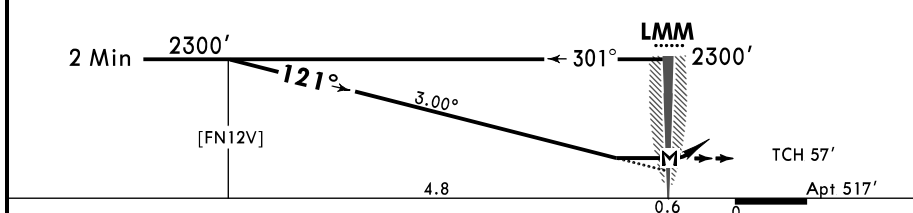
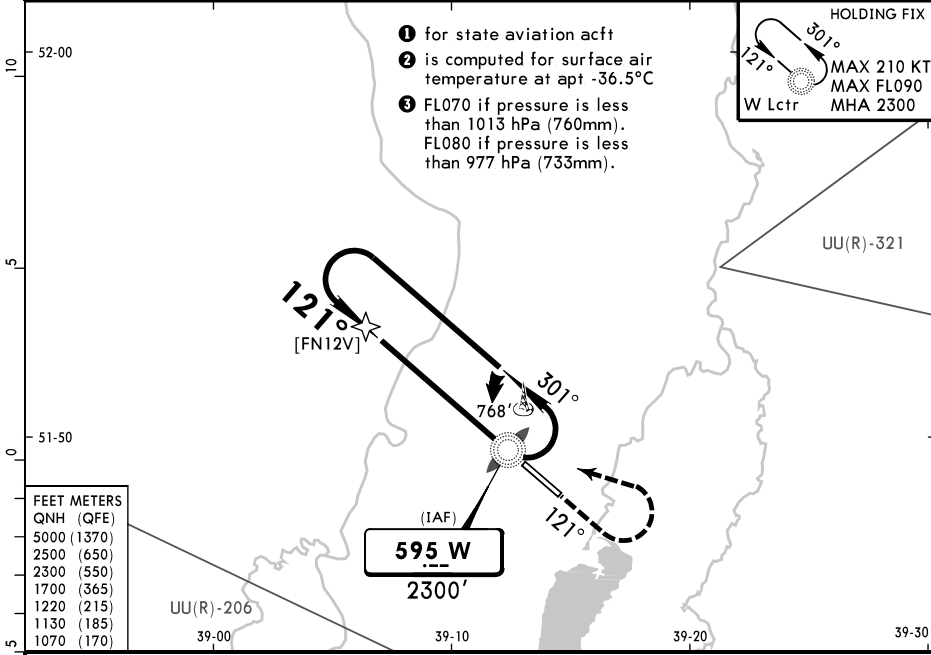


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	OO306 ↑ 225 KT MAX on 301°
Glide Path Angle 3.00°	372	478	531	637	743	849		

A	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	Missed apch climb gradient MIN 4.0%		Missed apch climb gradient MIN 2.5%	
	DA(H) A: 689' (204') C: 710' (225') B: 702' (217') D: 720' (235')		DA(H) A: 748' (263') C: 769' (284') B: 756' (271') D: 779' (294')	
	ALS out		ALS out	
B	R550m	R1200m	R600m	R1300m
C			R650m	R1400m
D				
			Max Kts	MDA(H)
			100	1000'(483') V1500m
			135	1020'(503') V1600m
			180	1130'(613') V2400m
			205	1220'(703') V3600m

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

ATIS 120.8		VORONEZH Tower 118.3 124.0			
Lctr W 595	Final Apch Crs 121°	[FN12V] 2300' (1783')	DA/MDA(H) 1070' (553')	Apt Elev 517'	
MISSED APCH: Climb on 121° to 1700', then turn LEFT (MAX 210 KT) to W Lctr climbing to 2300' or above, then according to the chart.					
Alt Set: hPa (MM on req)		Apt Elev: 19 hPa	Trans level: FL060		Trans alt: 5000'
Procedure turn restricted to MAX 240 KT.					



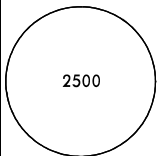
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1700' on 121°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM							

A	STRAIGHT-IN LANDING		Max Kts A B	CIRCLE-TO-LAND	
	CDFA DA/MDA(H) 1070' (553')			MDA(H)	
B	NOT APPLICABLE		A	NOT APPLICABLE	
C	R1800m		180	1130' (613')	V2400m
D	R2400m		205	1220' (703')	V3600m

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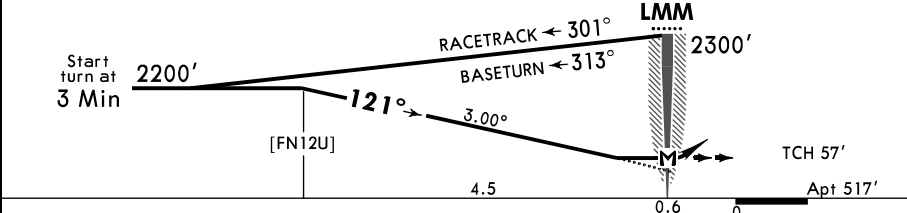
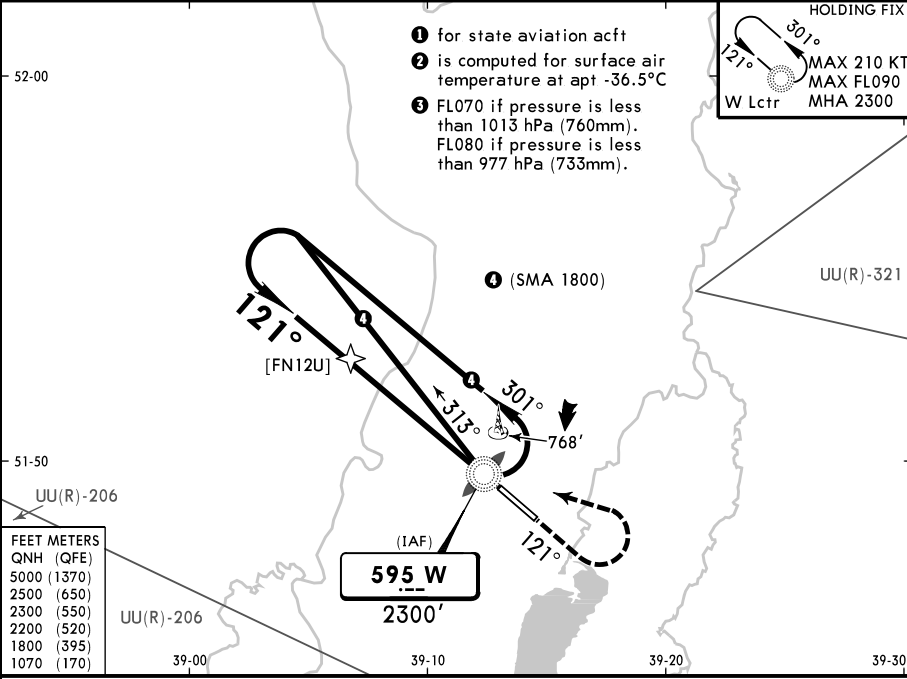
BRIEFING STRIP™

ATIS 120.8		VORONEZH Tower 118.3 124.0①		
Lctr W 595	Final Apch Crs 121°	[FN12U] 2200' (1683')	DA/MDA(H) 1070' (553')	Apt Elev 517'

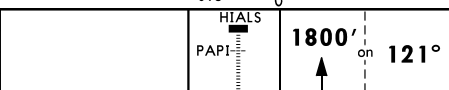


MISSED APCH: Climb on 121° to 1800', then turn LEFT (MAX 135 KT) to W Lctr climbing to 2300' or above, then according to the chart.

Alt Set: hPa (MM on req) Apt Elev: 19 hPa Trans level: FL060③ Trans alt: 5000'



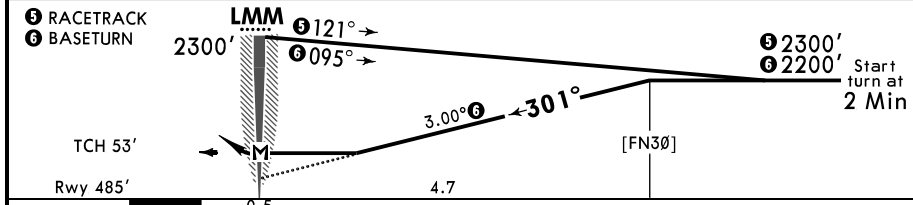
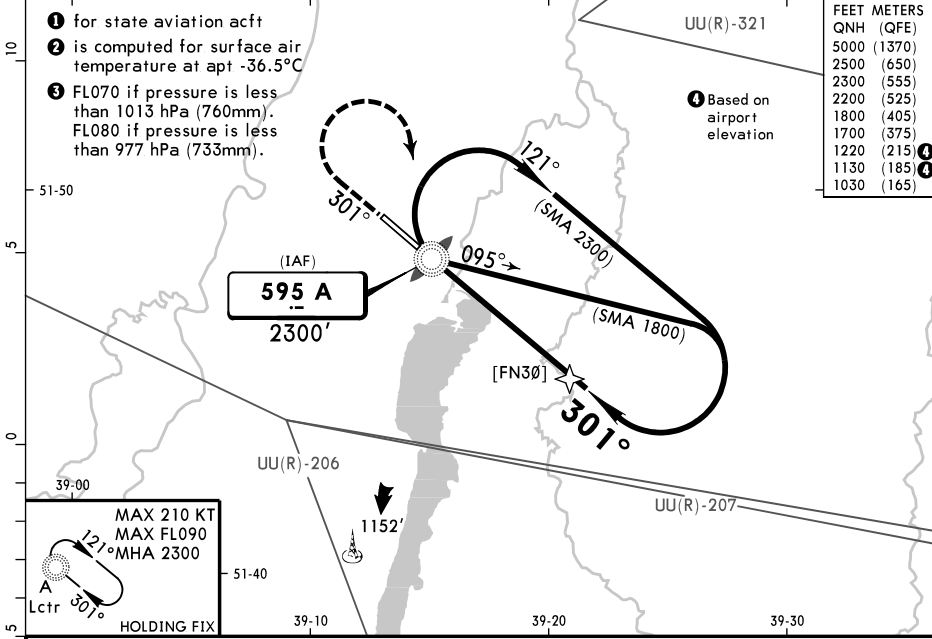
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849



PANS OPS	Std		STRAIGHT-IN LANDING CDFA ① DA/MDA(H) 1070' (553')		CIRCLE-TO-LAND	
	ALS out				Max Kts	MDA(H)
	A	R1500m			100	1070' (553') V1500m
	B				135	1070' (553') V1600m
C	NOT APPLICABLE				C	NOT APPLICABLE
D					D	NOT APPLICABLE

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

ATIS 120.8			VORONEZH Tower 118.3 124.0①		
Lctr A 595	Final Apch Crs 301°	[FN30] Refer to Profile	DA/MDA(H) 1030' (545')	Apt Elev 517' Rwy 485'	2500 MSA ARP②
MISSED APCH: Climb on 301° to 1700', then turn RIGHT (MAX 225 KT) to A Lctr climbing to 2300' or above, then according to the chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 18 hPa	Trans level: FL060③	Trans alt: 5000'	
Procedure turn restricted to MAX 215 KT. Racetrack is available when UU(R)-206, UU(R)-207 are not active.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1700' on 301°
Descent Angle 3.00°	372	478	531	637	743	849	

MAP at LMM		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
Std		CDFA			
		DA/MDA(H) 1030' (545')			
		ALS out		Max Kts	
A	NOT APPLICABLE			A	MDA(H)
B	NOT APPLICABLE			B	NOT APPLICABLE
C	R1800m	R2400m		180	1130'(613') V2400m
D				205	1220'(703') V3600m

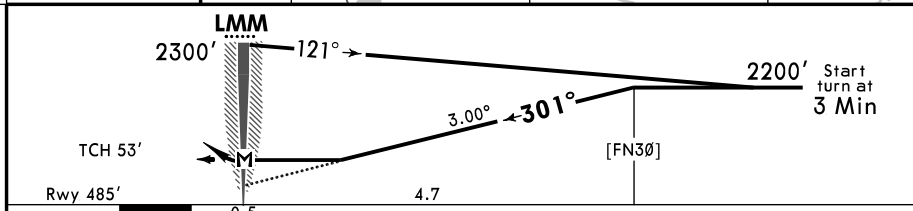
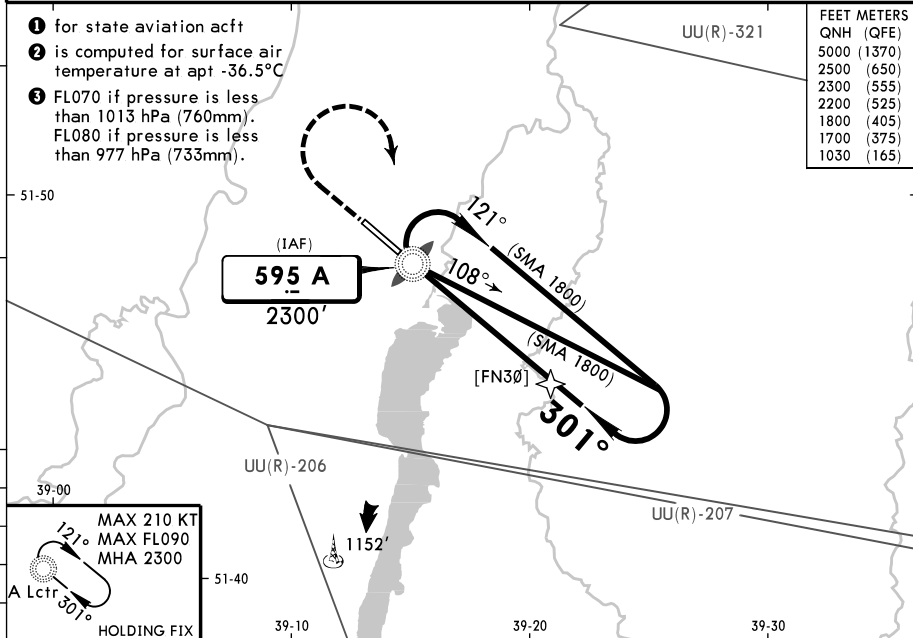
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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ATIS 120.8			VORONEZH Tower 118.3 124.0		
Lctr A 595	Final Apch Crs 301°	[FN30] 2200' (1715')	DA/MDA(H) 1030' (545')	Apt Elev 517' Rwy 485'	2500 MSA ARP
MISSED APCH: Climb on 301° to 1700', then turn RIGHT (MAX 135 KT) to A Lctr climbing to 2300' or above, then according to the chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 18 hPa	Trans level: FL060	Trans alt: 5000'	
Procedure available when UU(R)-206, UU(R)-207 are not active.					

- 1 for state aviation acct
- 2 is computed for surface air temperature at apt -36.5°C
- 3 FL070 if pressure is less than 1013 hPa (760mm).
FL080 if pressure is less than 977 hPa (733mm).

FEET METERS	
QNH (QFE)	
5000 (1370)	
2500 (650)	
2300 (555)	
2200 (525)	
1800 (405)	
1700 (375)	
1030 (165)	

1 in=5 NM



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1700' on 301°
Descent Angle 3.00°	372	478	531	637	743	849	

PANS OPS	MAP at LMM	Std	STRAIGHT-IN LANDING	CIRCLE-TO-LAND
			CDFA	Circling height based on rwy 30 thr elev of 485'
			DA/MDA(H) 1030' (545')	Max Kts MDA(H) 100 1030'(545') V1500m 135 1030'(545') V1600m
			ALS out	
	A		R1500m	
	B			
	C		NOT APPLICABLE	C
	D			D