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Revision Letter For Cycle 08-2026

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## General Information

Location: BELGOROD RUS  
ICAO/IATA: UUOB / EGO  
Lat/Long: N50° 38.63', E036° 35.40'  
Elevation: 735 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -3:00 = UTC  
Magnetic Variation: 8.0° E

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

Sunrise: 0202 Z  
Sunset: 1659 Z

## Runway Information

Runway: 11  
Length x Width: 8202 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 735 ft  
Lighting: Edge, ALS

Runway: 29  
Length x Width: 8202 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 718 ft  
Lighting: Edge, ALS

## Communication Information

ATIS: 130.300  
Belgorod Tower: 118.200  
Belgorod Tower: 124.000 Secondary  
Belgorod Apron Ramp/Taxi: 118.800  
Belgorod Transit Operations: 123.300

UUOB/EGO  
BELGOROD

JEPPESEN

21 JUN 24

10-1P

BELGOROD, RUSSIA  
AIRPORT BRIEFING

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## 1. GENERAL

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### 1.1. ATIS

ATIS 130.3

### 1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP are implemented when RVR is below 550m at least at one of the observation sites (TDZ, mid-point and stop-end of RWY).

Flight Control Officer transmits the following phrase via intercom:

"Low Visibility Procedures in progress".

ACFT shall taxi strictly along centerline.

Flight crew shall report RWY vacation to tower controller only after passing RWY holding position marking on TWY A and B.

When LVP are in force, it is prohibited:

- to take off not from RWY beginning;
- to take off without stop at the line-up position.

### 1.3. TAXI PROCEDURES

Taxi operations after landing and engine start-ups shall be carried out after TWR controller's clearance.

ACFT shall taxi into/out of stands and shut down engines/start engines under the supervision of the ground handling service specialist.

During winter conditions: On apron ACFT shall taxi at reduced speed, under assistance of Follow-me vehicle.

### 1.4. PARKING INFORMATION

Stands 9 thru 11 available for helicopters.

De-icing available on stand 5.

### 1.5. OTHER INFORMATION

Turn on the RWY is prohibited for ACFT with mass more than 15 tons.

Junction of TWY A and RWY 11 and turn pad at RWY 29 THR shall be used for ACFT turn.

Birds in vicinity of APT.

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## 2. ARRIVAL

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### 2.1. COMMUNICATION FAILURE PROCEDURES

#### 2.1.1. COMMUNICATION FAILURE PROCEDURES DURING ARRIVAL

In the event of communication failure during arrival flight crew must:

- continue the flight maintaining the track and profile of the cleared (basic) RNAV STAR;
- execute approach in accordance with the established procedure (along the shortest STAR);
- in the event of a missed approach proceed to the nearest holding area maintaining the flight track and profile of the missed approach procedure.

If it is required to deviate from the specified procedure, set transponder to code 7700.

#### 2.1.2. COMMUNICATION FAILURE PROCEDURES DURING/AFTER MISSED APPROACH

In the event of radio communication failure flight crew shall:

- proceed to the nearest holding area maintaining the flight track and profile of the missed approach procedure;
- enter the holding area at the published MHA, burn fuel, if necessary.

If a decision was made to land at the destination APT:

- execute approach to IF in accordance with the established procedure.

If a decision was made to proceed to an alternate APT:

- continue the flight maintaining the track and profile of the cleared RNAV SID;
- after joining the AWY continue climbing to the FL specially established for flights without radio communication (FL140, FL150, FL240, FL250).

If it is necessary to deviate from the specified procedure, set transponder to code 7700.

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## 3. DEPARTURE

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### 3.1. COMMUNICATION FAILURE PROCEDURES

In the event of communication failure flight crew shall:

- continue the flight maintaining track and profile of the cleared RNAV SID;

If a decision was made to return to the APT of departure:

- proceed to the last WPT of SID and then to the first WPT of the nearest (basic) RNAV STAR;
- maintain the flight track and profile of the (basic) RNAV STAR;
- execute approach in accordance with the established procedure;
- in the event of a missed approach proceed to the nearest holding area maintaining the flight track and profile of the missed approach procedure;
- follow para 2.1.2. "Communication Failure Procedures during/after Missed Approach".

If a decision was made to proceed to the destination APT:

- continue climbing to the FL (altitude) along the SID indicated in the flight plan.

If it is required to deviate from the specified procedure, set transponder to code 7700.

# UUOB/EGO BELGOROD

**JEPPESEN**  
15 MAR 24 (10-1R)

# BELGOROD, RUSSIA

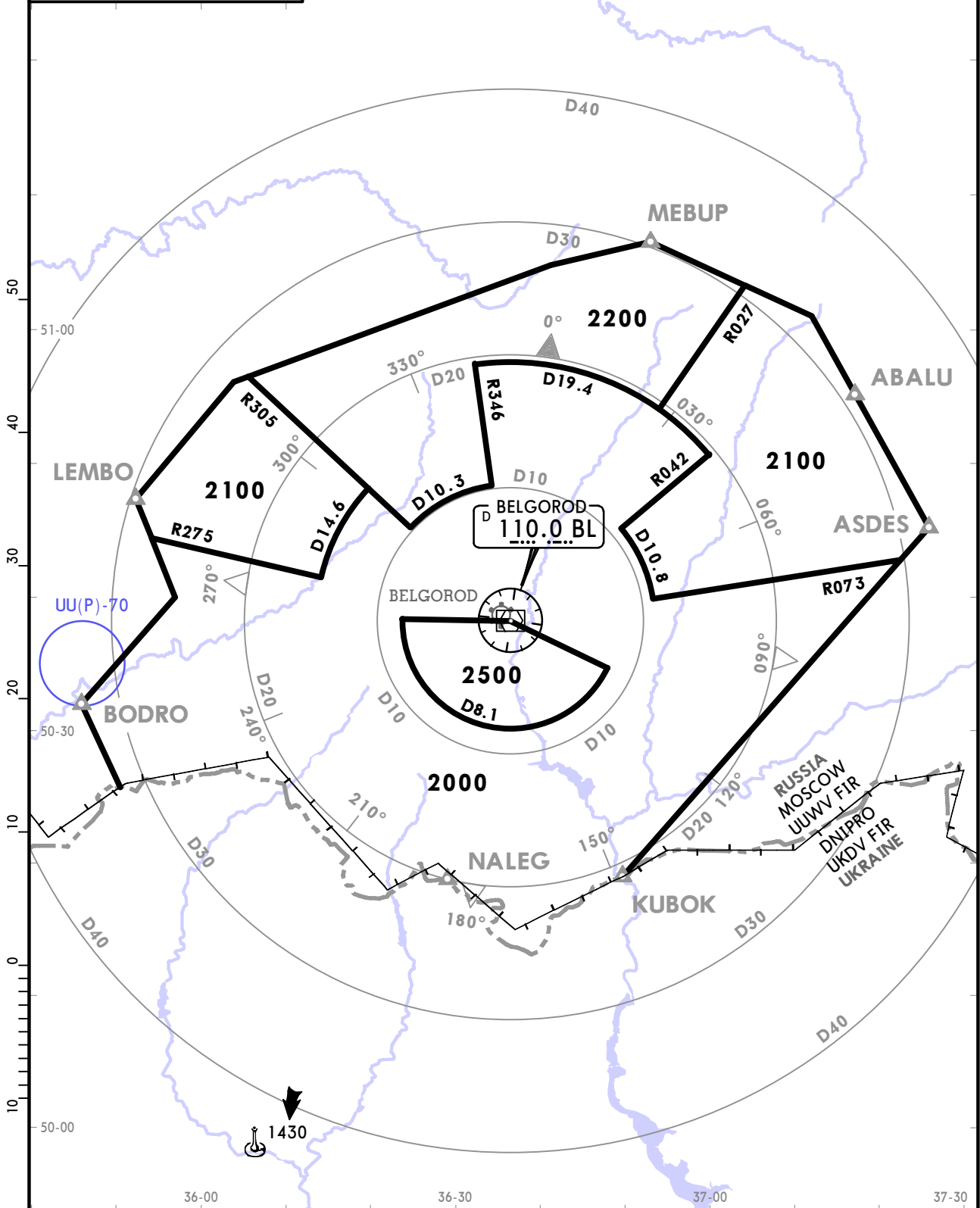
Eff 21 Mar **RADAR MINIMUM ALTITUDES**

Apt Elev <b>735</b>	Alt Set: hPa (MM on request)
	Trans level: FL060 FL070 when QNH is less than 1013 hPa (760 mm) FL080 when QNH is less than 977 hPa (733 mm)
	Trans alt: 5000 QNH (QFE on request)
	1. This chart may only be used for cross-checking of altitudes while under RADAR control.
	2. When vectoring is executed at low temperature, minimum altitudes must be corrected using altimeter temperature correction by ATC.

FT/METER CONVERSION	
QNH	
2500'	- 770m
2200'	- 680m
2100'	- 650m
2000'	- 610m

FEET METERS	COMMS	LOST COMMS	LOST COMMS	COMMS
QNH (QFE)				
5000 (1300)				
Refer to 10-1P Pages				
	COMMS	LOST COMMS	LOST COMMS	COMMS

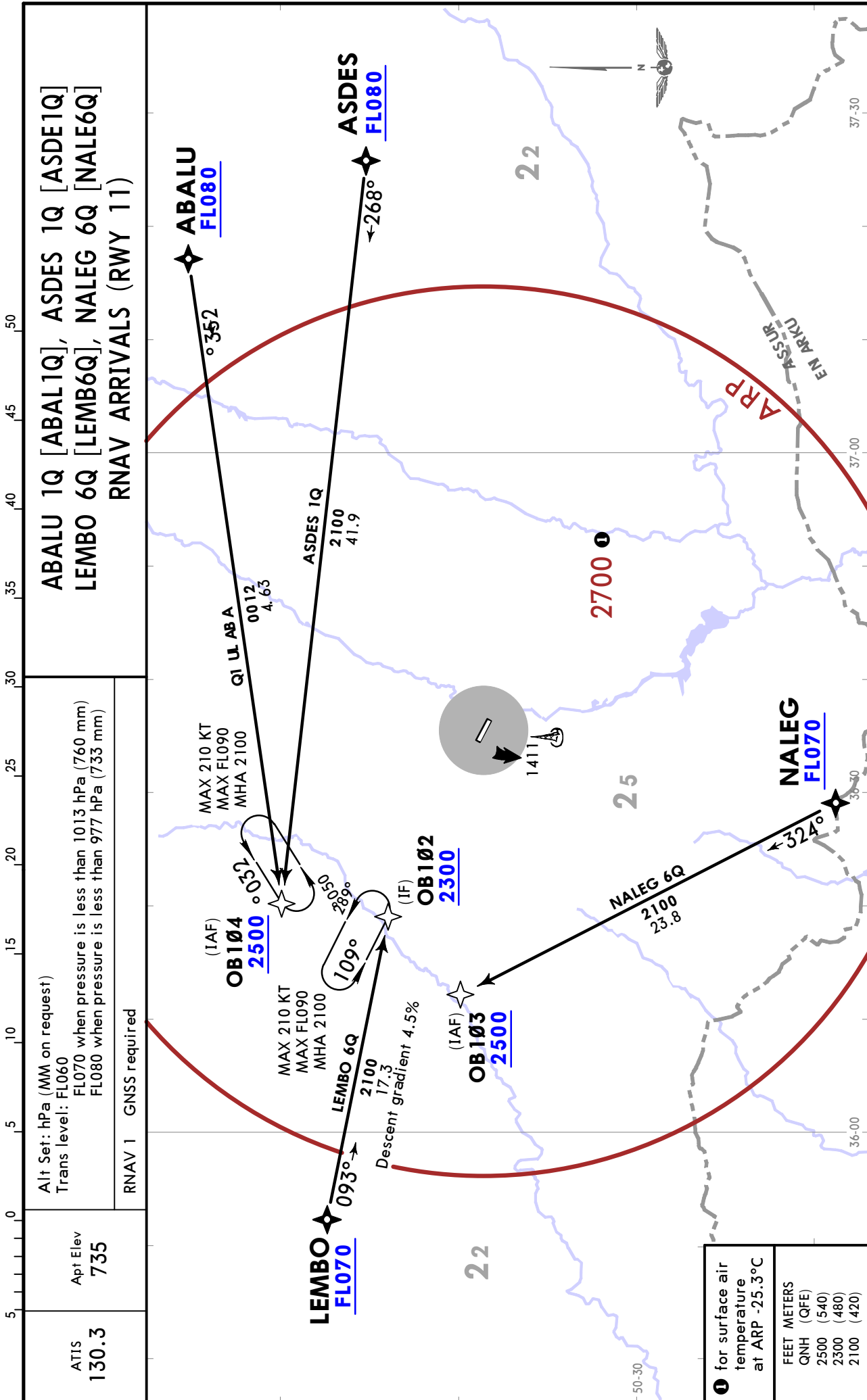
51-30



UUOB/EGO  
BELGOROD

JEPPESEN  
15 MAR 24 10-2 Eff 21 Mar

BELGOROD, RUSSIA  
RNAV STAR



**ABALU 1Q [ABAL1Q], ASDES 1Q [ASDE1Q]  
LEMBO 6Q [LEMB6Q], NALEG 6Q [NALE6Q]  
RNAV ARRIVALS (RWY 11)**

Alt Set: hPa (MM on request)  
Trans level: FL060  
FL070 when pressure is less than 1013 hPa (760 mm)  
FL080 when pressure is less than 977 hPa (733 mm)

RNAV 1 GNSS required

ATIS  
130.3

Apt Elev  
735

1 for surface air temperature at ARP -25.3°C

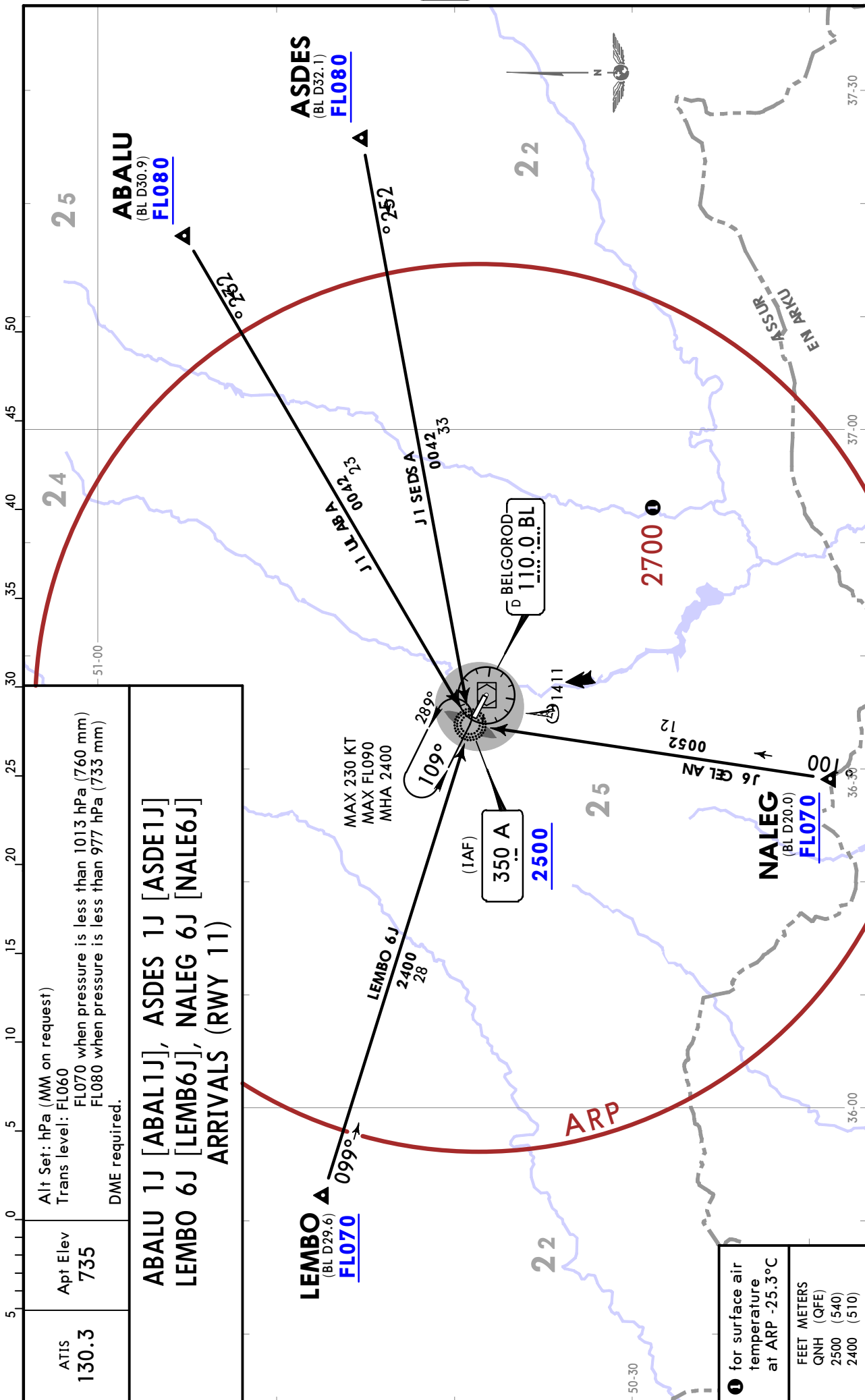
FEET	METERS
QNH (QFE)	
2500 (540)	
2300 (480)	
2100 (420)	



**UUOB/EGO**  
**BELGOROD**

**JEPPESEN**  
15 MAR 24 **10-2B** Eff 21 Mar

**BELGOROD, RUSSIA**  
**STAR**

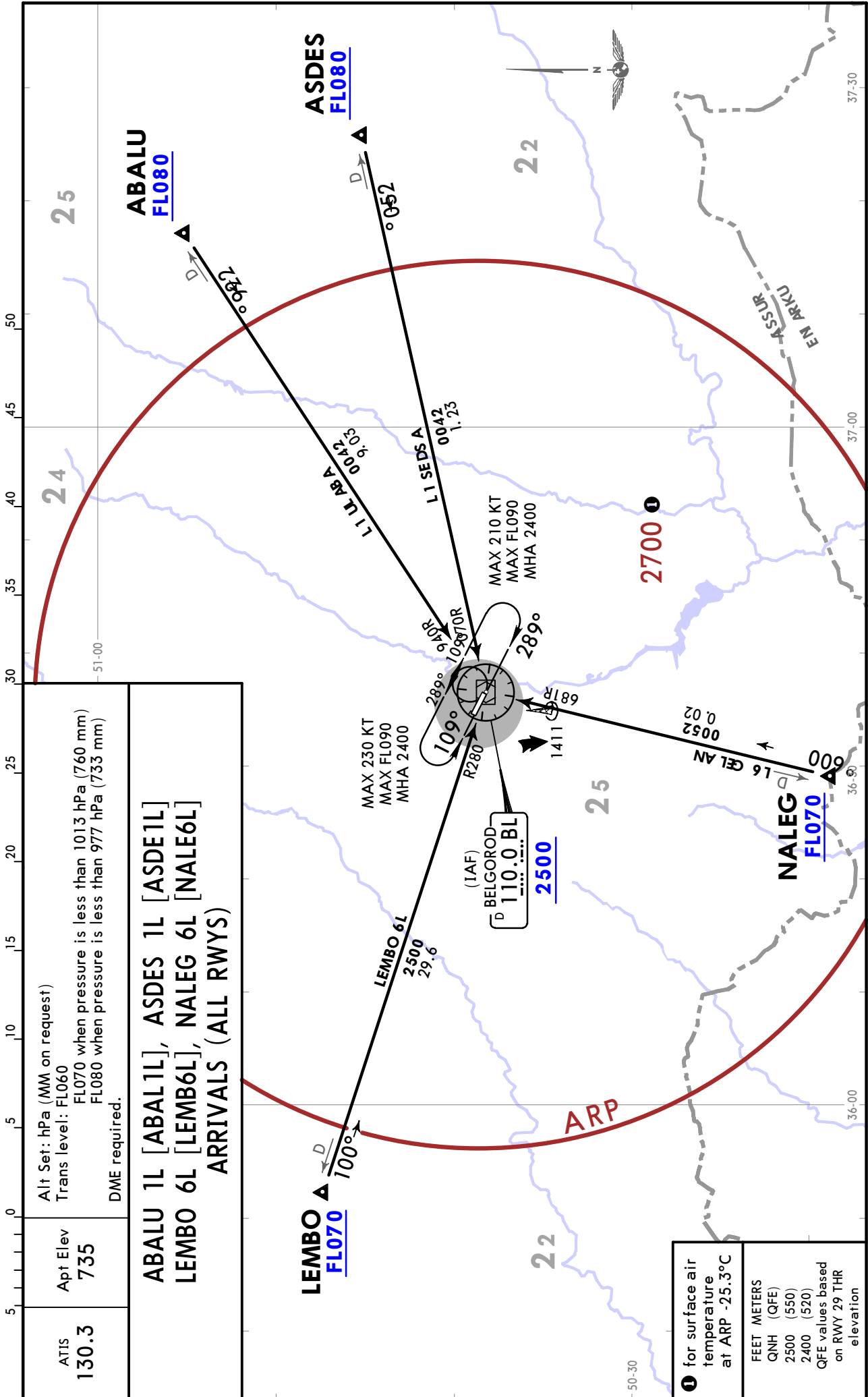




**UUOB/EGO**  
**BELGOROD**

**JEPPESEN**  
15 MAR 24 **(10-2D)** Eff 21 Mar

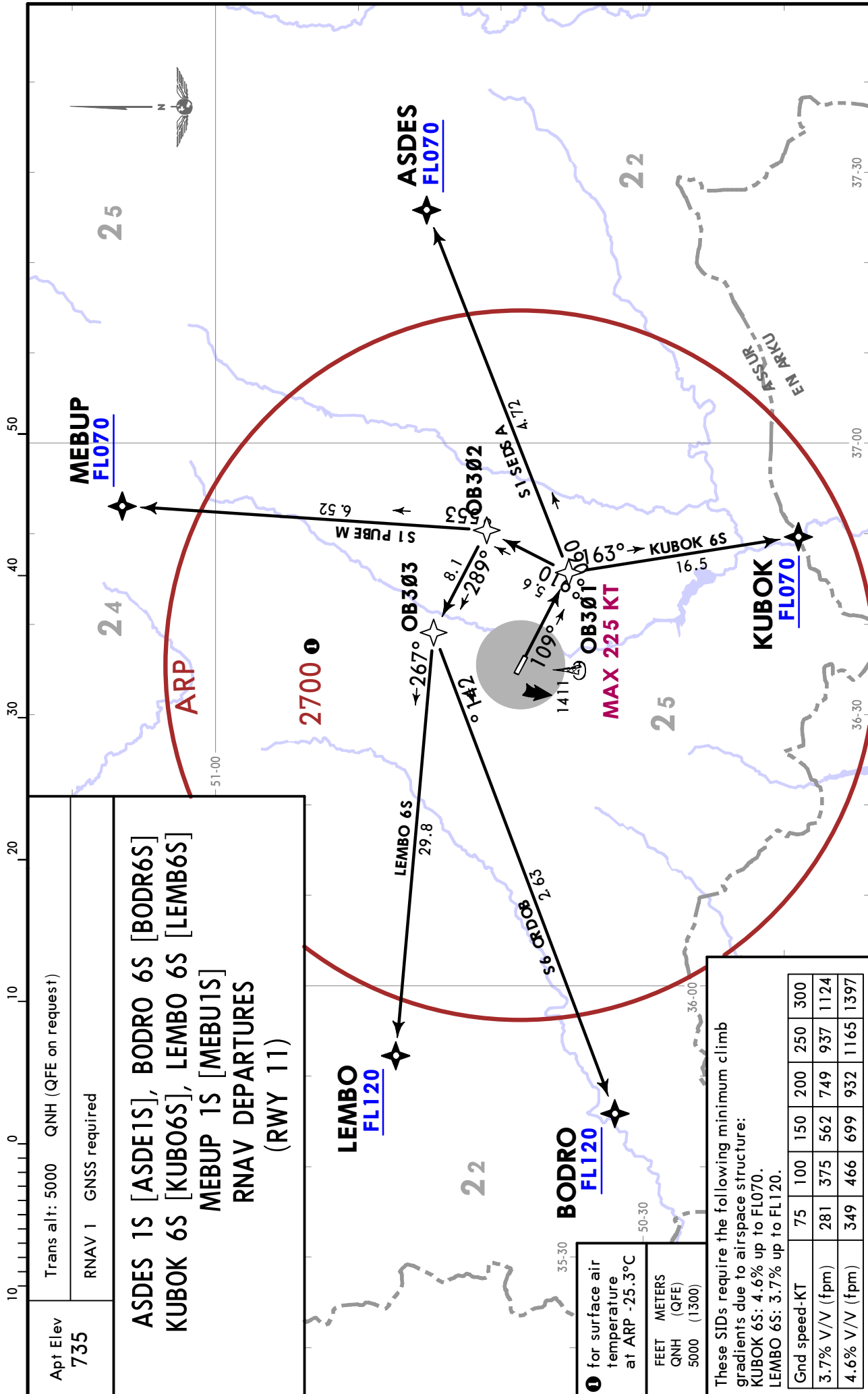
**BELGOROD, RUSSIA**  
**STAR**



UUOB/EGO  
BELGOROD

JEPPESEN  
15 MAR 24 10-3 Eff 21 Mar

BELGOROD, RUSSIA  
RNAV SID



Trans alt: 5000 QNH (QFE on request)  
RNAV 1 GNSS required

**ASDES 1S [ASDE1S], BODRO 6S [BODR6S]  
KUBOK 6S [KUBO6S], LEMBO 6S [LEMB6S]  
MEBUP 1S [MEBU1S]  
RNAV DEPARTURES  
(RWY 11)**

① for surface air temperature at ARP -25.3°C

FEET METERS  
QNH (QFE)  
5000 (1300)

These SIDs require the following minimum climb gradients due to airspace structure:

KUBOK 6S: 4.6% up to FL070.  
LEMBO 6S: 3.7% up to FL120.

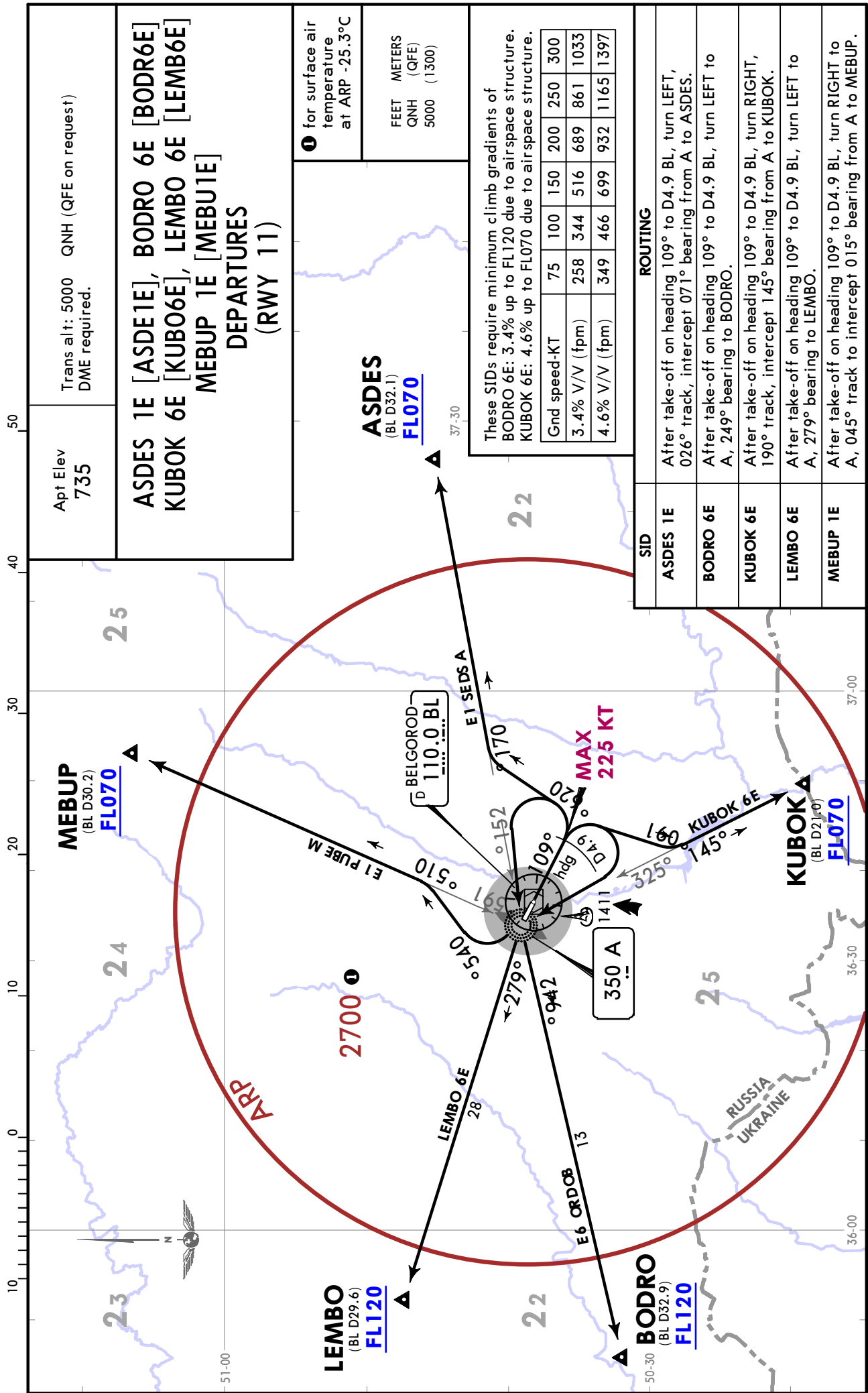
Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.6% V/V (fpm)	349	466	699	932	1165	1397



# UUOB/EGO BELGOROD

**JEPPesen**  
15 MAR 24 **10-3B** Eff 21 Mar

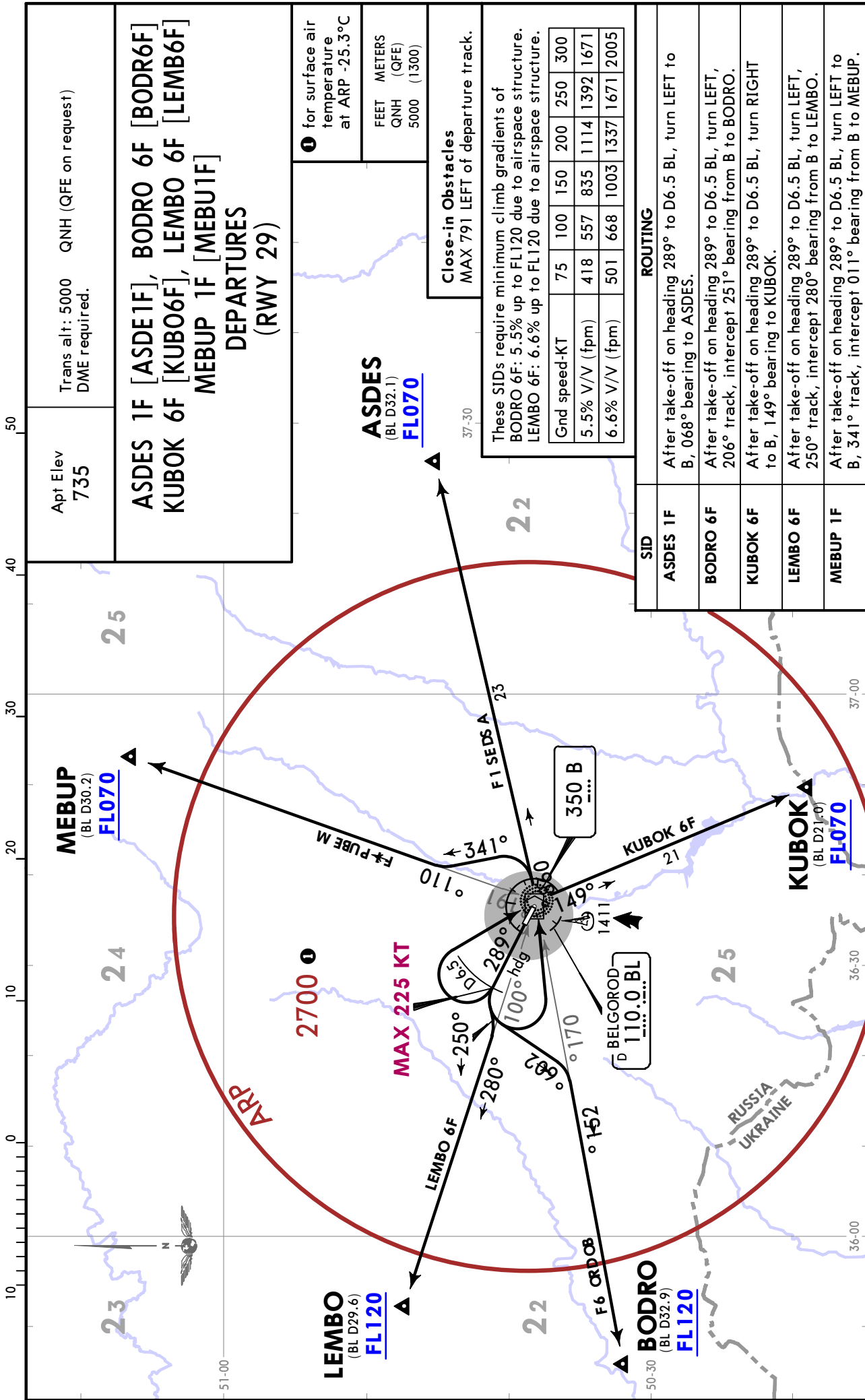
**BELGOROD, RUSSIA**  
**SID**



**UUOB/EGO**  
**BELGOROD**

**JEPPESSEN**  
15 MAR 24 **10-3C** Eff 21 Mar

**BELGOROD, RUSSIA**  
**SID**

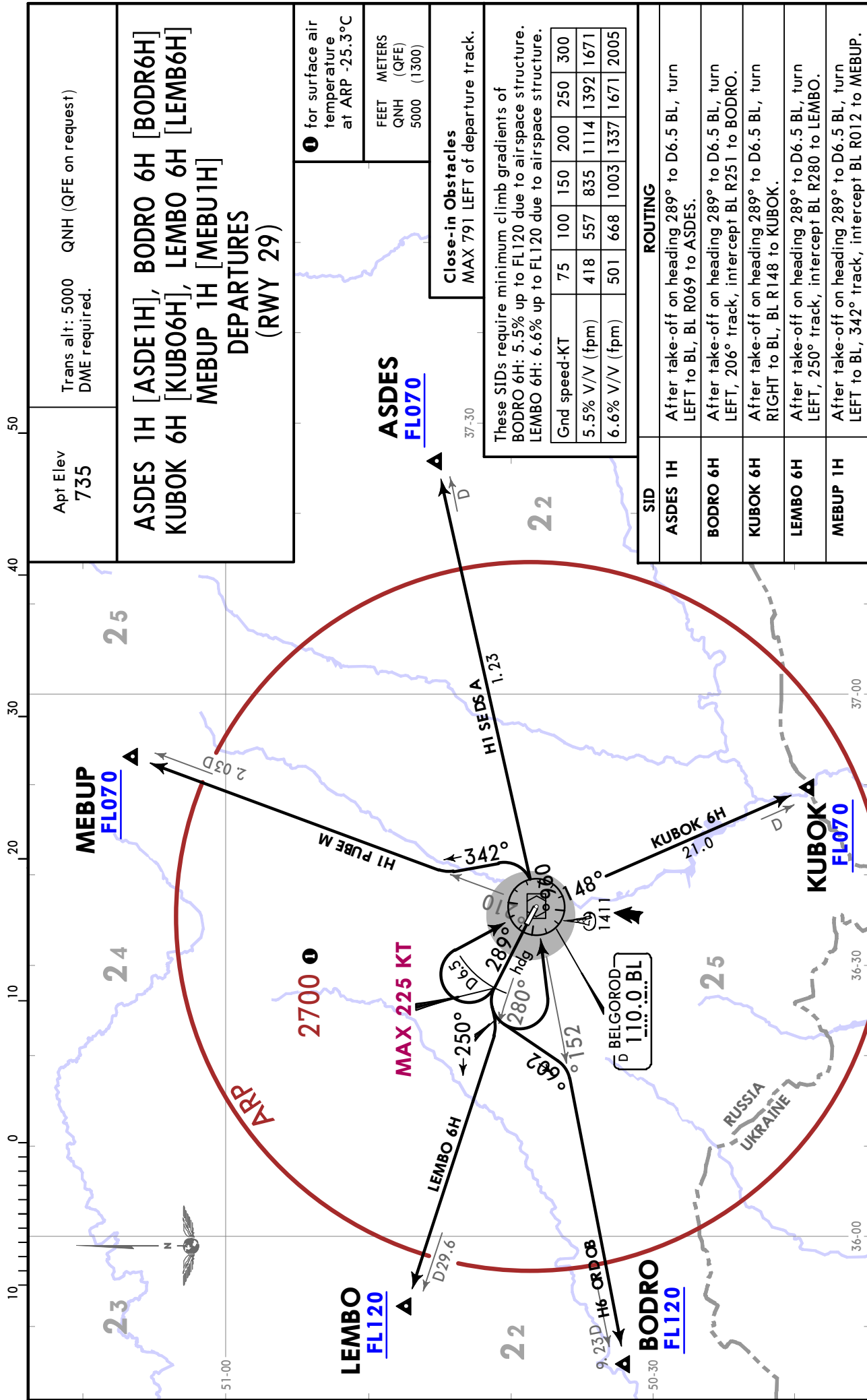




**UUOB/EGO**  
**BELGOROD**

**JEPPesen**  
15 MAR 24 **10-3E** Eff 21 Mar

**BELGOROD, RUSSIA**  
**SID**



**NOISE ABATEMENT**

LT minus 3 HOURS = UTC (Z)
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**ARRIVALS**

Noise abatement procedures during approach shall be carried out by crews of all ACFT. They shall not be executed at the expense of compromising flight safety. If weather conditions that can jeopardize flight safety occur in arrival and approach sectors, flight crew has the right to deviate from STAR, a report to the ATS unit is required.

Approach shall be carried out in accordance with procedures prescribed in the ACFT Flight Manual.

Special attention should be paid to the requirement to maintain the same thrust level on all engines during approach, which leads to significant noise reduction. Noise abatement procedures should not involve employment of speed greater than the IAS of descent.

The practice of using a displaced runway threshold as a noise abatement measure shall not be applied.

After landing of ACFT on either landing heading, reverse thrust shall not be used, if possible, especially at night.

Practice flights of class A, B & C ACFT shall be conducted at altitude not below the established aerodrome traffic circuit ALT of 2500'.

The required noise abatement procedures shall not be applied in the following cases:

- when there are ice, slush, water or mud, etc. on the RWY and friction coefficient is 0.4 or below;
- under weather conditions, when the height of the cloud base is below 150 m or horizontal visibility is less than 1800 m
- when crosswind component on the RWY (including gusts) exceeds 13.6 KT (7 m/s);
- when tailwind component on the RWY exceeds 4.9 KT (2.5 m/s);
- when wind shear is forecasted or reported, or it is expected that unfavourable weather conditions may affect approach and landing operations.

**DEPARTURES**

Noise abatement procedures during take-off and climb shall be carried out by crews of all ACFT. They shall not be employed at the expense of compromising flight safety or in case of one of engine failure during take-off.

The following noise abatement procedures should be applied during take-off:

- NADP 1 (ICAO Doc 8168) shall be applied;
- take-off shall be carried out in accordance with requirements specified in the ACFT Flight Manual;
- after take-off ACFT shall proceed along the established SID, unless otherwise instructed by ATS;
- first turn shall be carried out at distance prescribed in SID procedure;
- climb within sector 120°-250° after take-off is PROHIBITED to avoid overflying the city of Belgorod;
- it is recommended for partially loaded ACFT to take off at rated engines power.

**PREFERENTIAL RWY SYSTEMS****Use of the runway system during the day period**

RWY 29 is noise-preferential and is used for take-off and landing operations.

**Use of the runway system during the night period**

At night RWY is used in accordance with the airport flight schedule aimed at reducing the number of flight operations of ACFT with highest levels of noise.

RWY 29 is noise-preferential and is used for take-off and landing operations. Restrictions on take-off and landing operations of TU-134, TU-154, IL-86, IL-76, AN-12, AN-26 ACFT, that do not meet noise level requirements, have been imposed daily between 2300-0700 LT. Restrictions do not apply to VIP, medical and SAR flights.



UUOB/EGO



EASA AIR OPS

BELGOROD, RUSSIA  
BELGOROD

STRAIGHT-IN RWY		A	B	C	D
11	GLS	<b>935'</b> (200') R1000m	<b>935'</b> (200') R1000m	<b>940'</b> (205') R1000m	<b>950'</b> (215') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
RNAV LNAV/VNAV		<b>985'</b> (250') R1000m	<b>987'</b> (252') R1100m	<b>995'</b> (260') R1100m	<b>1005'</b> (270') R1100m
	ALS out	R1300m	R1300m	R1300m	R1300m
① RNAV LNAV		<b>1070'</b> (335') R1300m	<b>1070'</b> (335') R1300m	<b>1070'</b> (335') R1300m	<b>1070'</b> (335') R1300m
	ALS out	R1500m	R1500m	R1500m	R1500m
① VOR Z		NOT APPLICABLE	NOT APPLICABLE	<b>1080'</b> (345') R1400m	<b>1080'</b> (345') R1400m
	ALS out			R1600m	R1600m
① VOR Y		<b>1080'</b> (345') R1400m	<b>1080'</b> (345') R1400m	NOT APPLICABLE	NOT APPLICABLE
	ALS out	R1500m	R1500m		
① NDB Z		NOT APPLICABLE	NOT APPLICABLE	<b>1100'</b> (365') R1500m	<b>1100'</b> (365') R1500m
	ALS out			R1700m	R1700m
① NDB Y		<b>1100'</b> (365') R1500m	<b>1100'</b> (365') R1500m	NOT APPLICABLE	NOT APPLICABLE
① NDB X		NOT APPLICABLE	NOT APPLICABLE	<b>1380'</b> (645') R2400m	<b>1380'</b> (645') R2400m
① NDB W		<b>1140'</b> (405') R1500m	<b>1140'</b> (405') R1500m	NOT APPLICABLE	NOT APPLICABLE

① Continuous Descent Final Approach.

STRAIGHT-IN RWY		A	B	C	D
29 (contd)	① GLS	898' (200') ② R550m	907' (209') ② R550m	915' (217') ② R550m	926' (228') ② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	③ GLS	904' (206') ② R550m	916' (218') ② R550m	929' (231') ② R550m	940' (242') ② R550m
	ALS out	R1200m	R1200m	R1200m	R1300m
RNAV LNAV/VNAV		948' (250') R750m	948' (250') R750m	948' (250') R750m	950' (252') R750m
	ALS out	R1300m	R1300m	R1300m	R1300m
④ RNAV LNAV		1020' (322') R800m	1020' (322') R800m	1020' (322') R800m	1020' (322') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
④ VOR Z		NOT APPLICABLE	NOT APPLICABLE	1050' (352') R900m	1050' (352') R900m
	ALS out			R1600m	R1600m
④ VOR Y		1050' (352') R900m	1050' (352') R900m	NOT APPLICABLE	NOT APPLICABLE
	ALS out	R1500m	R1500m		
④ NDB Z		NOT APPLICABLE	NOT APPLICABLE	1080' (382') R1100m	1080' (382') R1100m
	ALS out			R1800m	R1800m
④ NDB Y		1060' (362') R1000m	1060' (362') R1000m	NOT APPLICABLE	NOT APPLICABLE
	ALS out	R1500m	R1500m		
④ NDB X		NOT APPLICABLE	NOT APPLICABLE	1100' (402') R1200m	1100' (402') R1200m
	ALS out			R1900m	R1900m
④ NDB W		1080' (382') R1100m	1080' (382') R1100m	NOT APPLICABLE	NOT APPLICABLE
	ALS out	R1500m	R1500m		

- ① Missed apch climb gradient mim 4.0% (243'/NM).
- ② R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ③ Missed apch climb gradient mim 2.5% (152'/NM).
- ④ Continuous Descent Final Approach.

CIRCLE-TO-LAND ⑤	⑥ A	⑥ B	⑦ C	⑦ D
After NDB X 11	1200' (465')	1240' (505')	1340' (605')	1440' (705')
	NOT APPL V1500m	NOT APPL V1600m	1380' (645') V2400m	1440' (705') V3600m

- ⑤ PROHIBITED in sector 278° thru 119° based on rwy CL.
- ⑥ NOT APPLICABLE after: VOR Z 11, VOR Z 29, NDB Z 11, NDB Z 29 and NDB X 29.
- ⑦ NOT APPLICABLE after: VOR Y 11, VOR Y 29, NDB Y 11, NDB Y 29, NDB W 11 and NDB W 29.

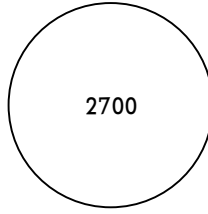
**TAKE-OFF**

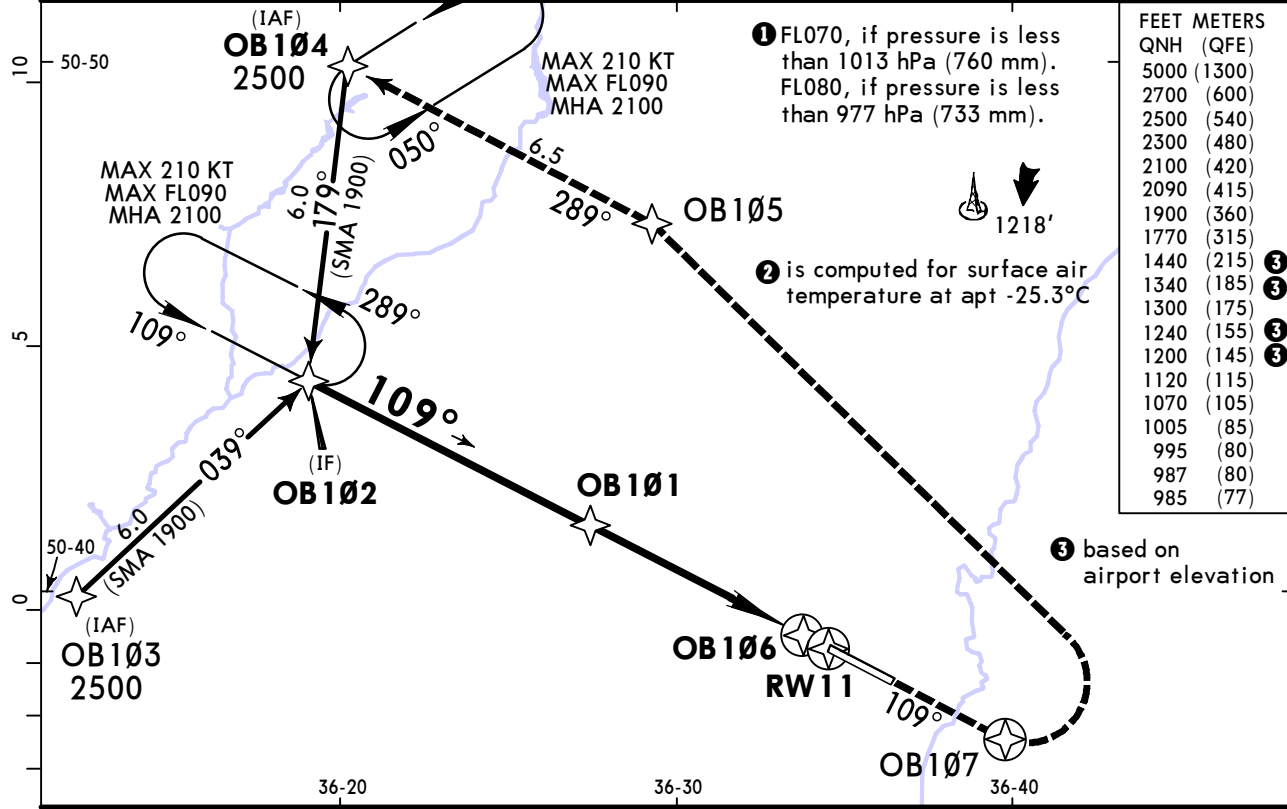
Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required				DAY	NIGHT
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

**UUOB/EGO**  
**BELGOROD**

**JEPPESEN**  
15 MAR 24 **(12-1)** Eff 21 Mar

**BELGOROD, RUSSIA**  
**RNAV Rwy 11**

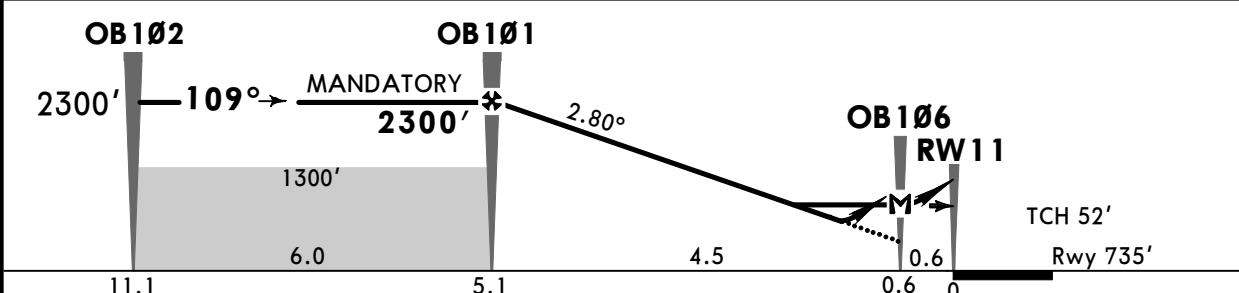
ATIS <b>130.3</b>		BELGOROD Tower <b>118.2</b>			 2700 MSA ARP <b>2</b>
RNAV	Final Apch Crs <b>109°</b>	<b>OB101</b> MANDATORY <b>2300'</b> (1565')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 735' Rwy 735'	
<b>MISSED APCH:</b> Climb on track 109° to OB107 (MAX 245 KT), then turn LEFT to OB105, then to OB104 climbing to 2500' or above, then according to chart.					
RNP Apch	Alt Set: hPa (MM on req)	Rwy Elev: 27 hPa	Trans level: FL060 <b>1</b>	Trans alt: 5000'	
1. GNSS required. 2. Baro-VNAV not authorized below -20°C.					



FEET METERS	
QNH (QFE)	
5000	(1300)
2700	(600)
2500	(540)
2300	(480)
2100	(420)
2090	(415)
1900	(360)
1770	(315)
1440	(215)
1340	(185)
1300	(175)
1240	(155)
1200	(145)
1120	(115)
1070	(105)
1005	(85)
995	(80)
987	(80)
985	(77)

**3** based on airport elevation

DIST to RW11	4.3	3.2	2.2	1.1
ALTITUDE	2090'	1770'	1440'	1120'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI <b>245 KT</b> MAX <b>OB107</b> on 109°
Glide Path Angle	2.80°	347	446	495	594	693	
MAP at OB106							

PANS OPS	STRAIGHT-IN LANDING				Max KT	CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV			Prohibited in sector 278° thru 119° based on rwy CL.	
	DA(H)		CDFA			MDA(H)	
	A: <b>985'</b> (250') C: <b>995'</b> (260')		DA/MDA(H) <b>1070'</b> (335')		100	<b>1200'</b> (465') V1500m	
	B: <b>987'</b> (252') D: <b>1005'</b> (270')		ALS out		135	<b>1240'</b> (505') V1600m	
A	R1000m				180	<b>1340'</b> (605') V2400m	
B	R1100m	R1300m	R1300m	R1500m	205	<b>1440'</b> (705') V3600m	
C							
D							

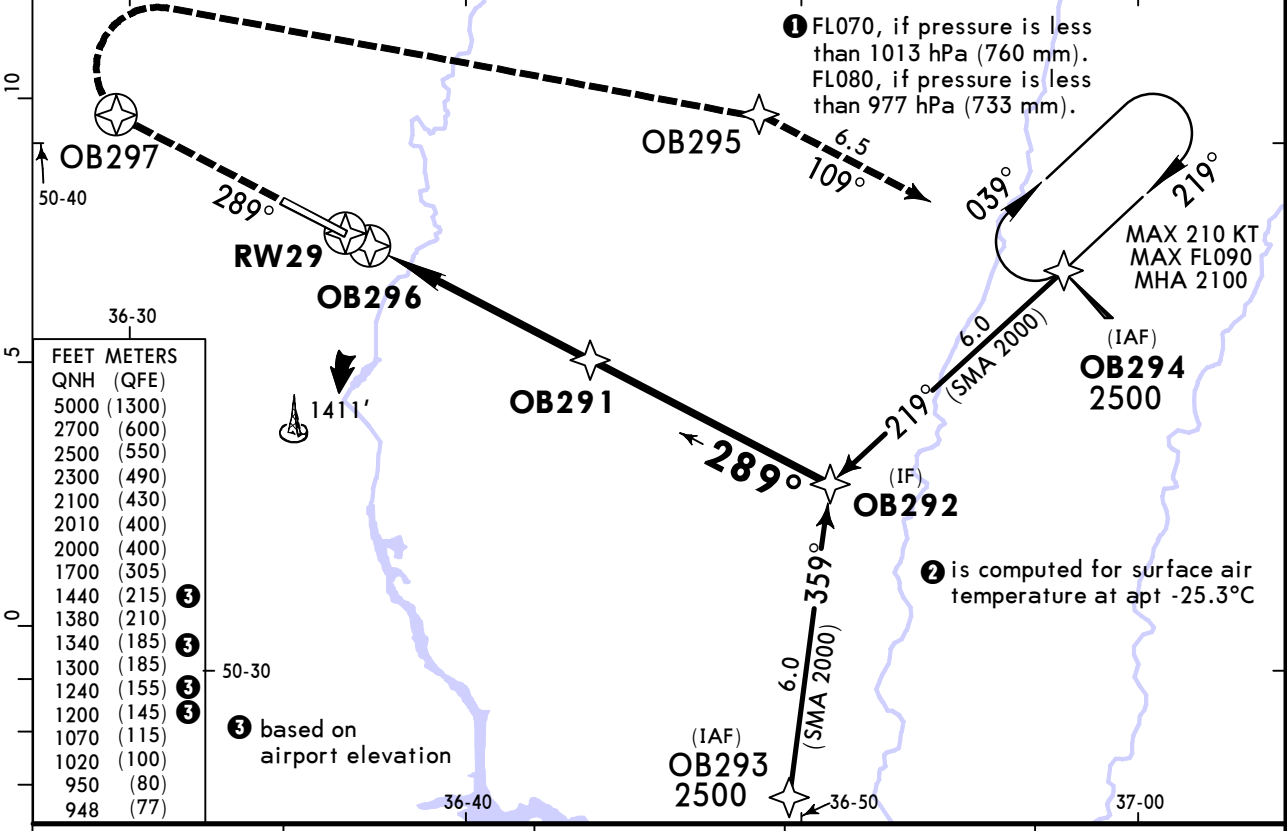
**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy.

# UUOB/EGO BELGOROD

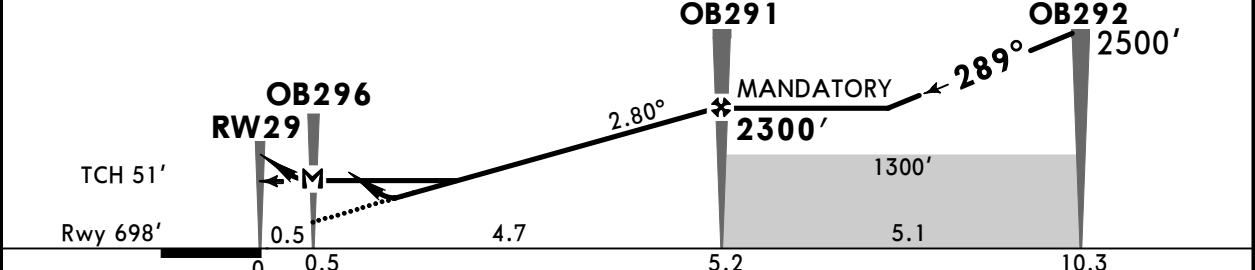
**JEPPESEN**  
15 MAR 24 **(12-2)** Eff 21 Mar

# BELGOROD, RUSSIA RNAV Rwy 29

ATIS <b>130.3</b>		BELGOROD Tower <b>118.2</b>			2700  MSA ARP ②
RNAV	Final Apch Crs <b>289°</b>	<b>OB291</b> MANDATORY <b>2300'</b> (1602')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 735'  Rwy 698'	
<b>MISSED APCH: Climb on track 289° to OB297, then turn RIGHT (MAX 245 KT) to OB295, then to OB294 climbing to 2500' or above, then according to chart.</b>					
RNP Apch	Alt Set: hPa (MM on req)	Rwy Elev: 25 hPa	Trans level: FL060 ①	Trans alt: 5000'	
1. GNSS required. 2. Baro-VNAV not authorized below -20°C.					



DIST to RW29	1.1	2.2	3.2	4.3
ALTITUDE	1070'	1380'	1700'	2010'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI <b>OB297</b> on <b>289°</b>
Glide Path Angle 2.80°	347	446	495	594	693	792	
MAP at OB296							

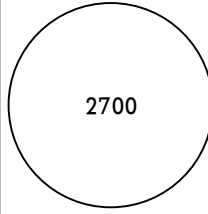
Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		Prohibited in sector 278° thru 119° based on rwy CL.	
DA(H) ABC: <b>948'</b> (250')		CDFA			
D: <b>950'</b> (252')		① DA/MDA(H) <b>1020'</b> (322')			
ALS out		ALS out		Max KT	MDA(H)
A				100	<b>1200'</b> (465') V1500m
B	R750m	R1300m	R800m	135	<b>1240'</b> (505') V1600m
C				180	<b>1340'</b> (605') V2400m
D				205	<b>1440'</b> (705') V3600m

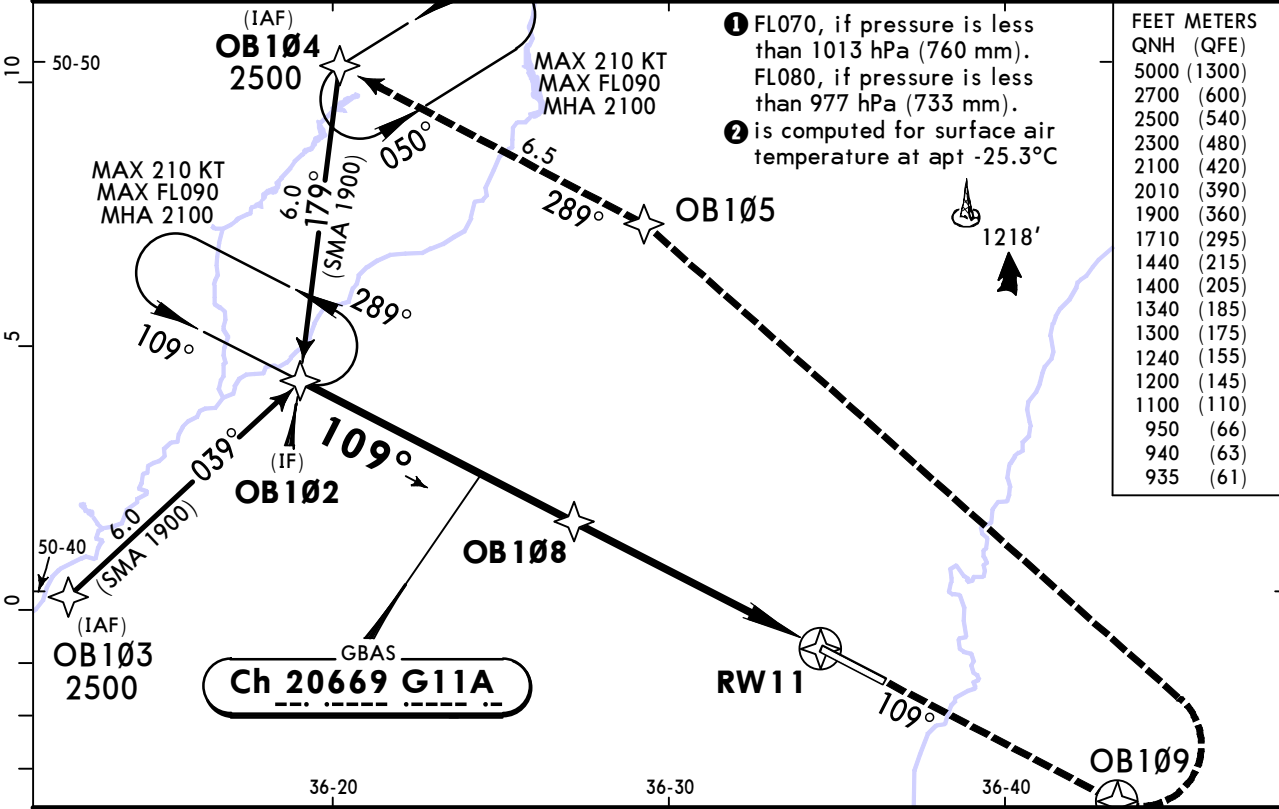
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UUOB/EGO**  
BELGOROD

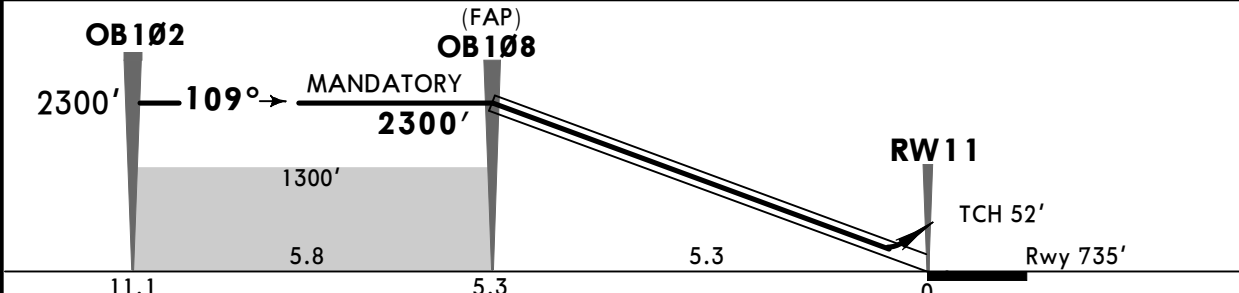
**JEPPESEN**  
15 MAR 24 **12-40** **Eff 21 Mar**

**BELGOROD, RUSSIA**  
GLS Rwy 11

ATIS <b>130.3</b>		BELGOROD Tower <b>118.2</b>			 2700 MSA ARP ②
GBAS <b>Ch 20669</b> G11A	Final Apch Crs <b>109°</b>	<b>OB108</b> MANDATORY <b>2300'</b> (1565')	DA(H) Refer to Minimums	Apt Elev 735' Rwy 735'	
<b>MISSED APCH: Climb on track 109° to OB109 (MAX 245 KT), then turn LEFT to OB105, then to OB104 climbing to 2500' or above, then according to chart.</b>					
Alt Set: hPa (MM on req)		Rwy Elev: 27 hPa	Trans level: FL060 ①		Trans alt: 5000'
RNAV 1 required for initial, intermediate and missed apch.			GNSS required.		



DIST to RW11	4.3	3.2	2.2	1.1
ALTITUDE	2010'	1710'	1400'	1100'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	245 KT MAX	OB109 on 109°
Glide Path Angle	2.70°	347	446	495	594	693			

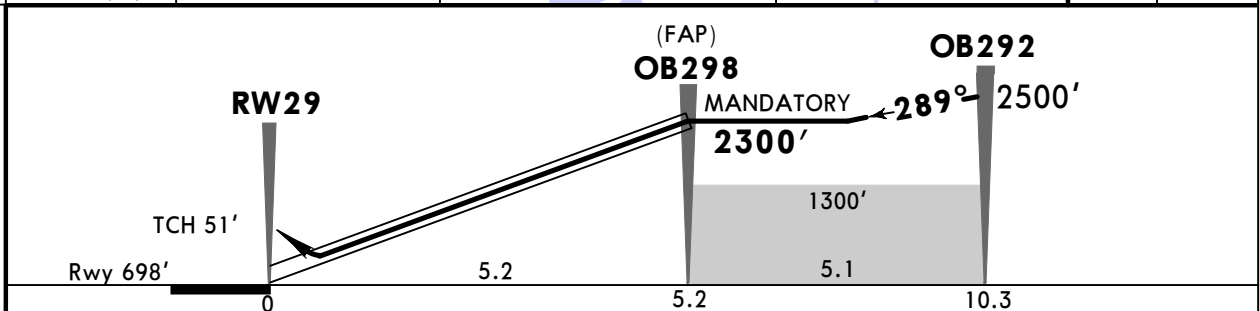
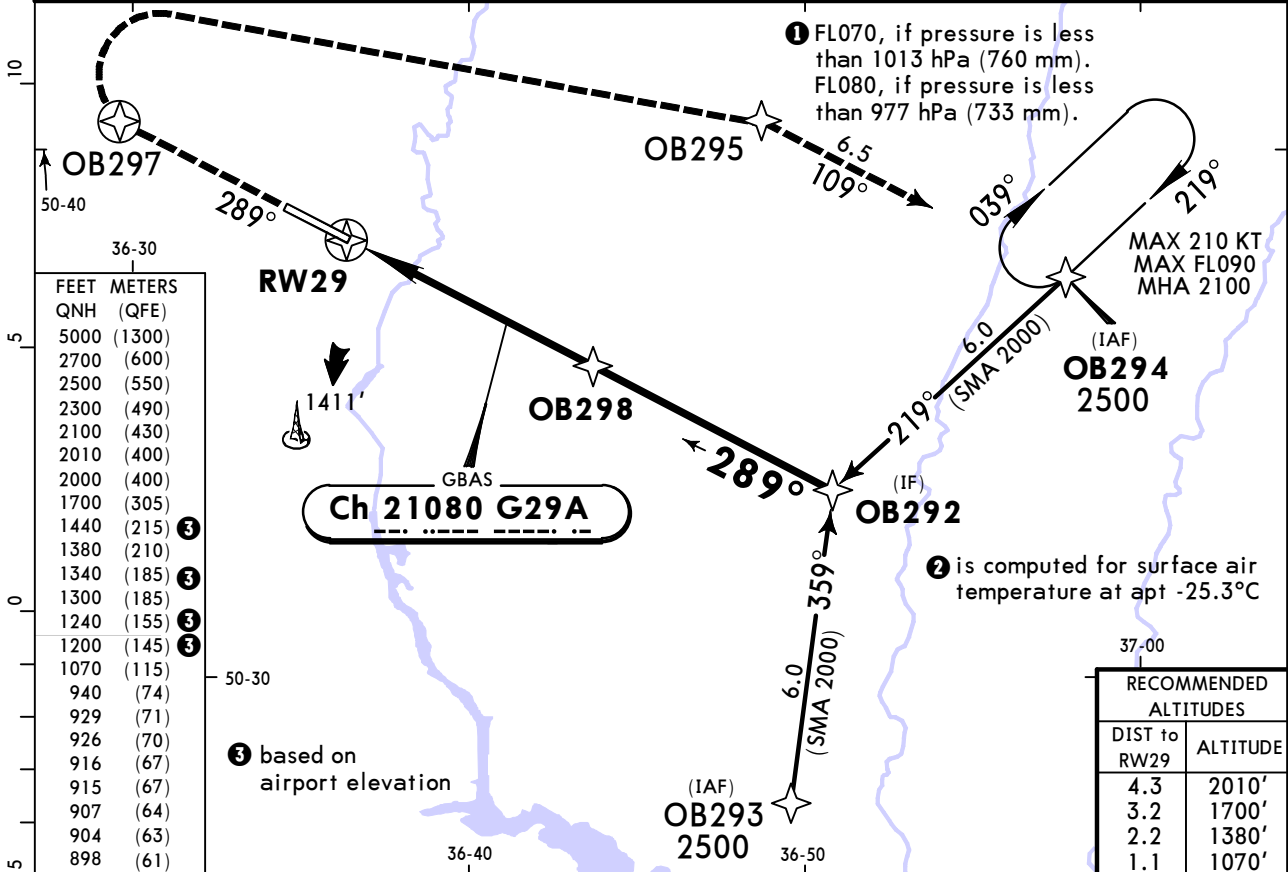
PANS OPS	<b>Std</b>	STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	GLS				Prohibited in sector 278° thru 119° based on rwy CL	
	DA(H) AB: <b>935'</b> (200')		C: <b>940'</b> (205')		D: <b>950'</b> (215')	
	ALS out		ALS out		Max KT	MDA(H)
	A	R1000m	R1200m		100	1200' (465') V1500m
B				135	1240' (505') V1600m	
C				180	1340' (605') V2400m	
D				205	1440' (705') V3600m	

**UUOB/EGO**  
**BELGOROD**

**JEPPESEN**  
15 MAR 24 **(12-41)** Eff 21 Mar

**BELGOROD, RUSSIA**  
**GLS Rwy 29**

ATIS <b>130.3</b>		BELGOROD Tower <b>118.2</b>			
GBAS <b>Ch 21080</b> G29A	Final Apch Crs <b>289°</b>	<b>OB298</b> MANDATORY <b>2300'</b> (1602')	DA(H) Refer to Minimums	Apt Elev 735' Rwy 698'	
<b>MISSED APCH: Climb on track 289° to OB297, then turn RIGHT (MAX 245 KT) to OB295, then to OB294 climbing to 2500' or above, then according to chart.</b>					
Alt Set: hPa (MM on req)		Rwy Elev: 25 hPa	Trans level: FL060 ①		Trans alt: 5000'
RNAV 1 required for initial, intermediate and missed apch.			GNSS required.		



Gnd speed-Kts	70	90	100	120	140	160		<b>OB297</b> on <b>289°</b>
Glide Path Angle	2.80°	347	446	495	594	792		

	STRAIGHT-IN LANDING GLS				CIRCLE-TO-LAND	
	MACG MIN 4.0% (243'/NM)		MACG MIN 2.5% (152'/NM)		Prohibited in sector 278° thru 119° based on rwy CL	
	DA(H) A: <b>898'</b> (200') C: <b>915'</b> (217') B: <b>907'</b> (209') D: <b>926'</b> (228')		DA(H) A: <b>904'</b> (206') C: <b>929'</b> (231') B: <b>916'</b> (218') D: <b>940'</b> (242')			
	ALS out		ALS out		Max KT	MDA(H)
A					100	1200' (465') V1500m
B	<b>1</b> R550m	R1200m	<b>1</b> R550m	R1200m	135	1240' (505') V1600m
C					180	1340' (605') V2400m
D				R1300m	205	1440' (705') V3600m

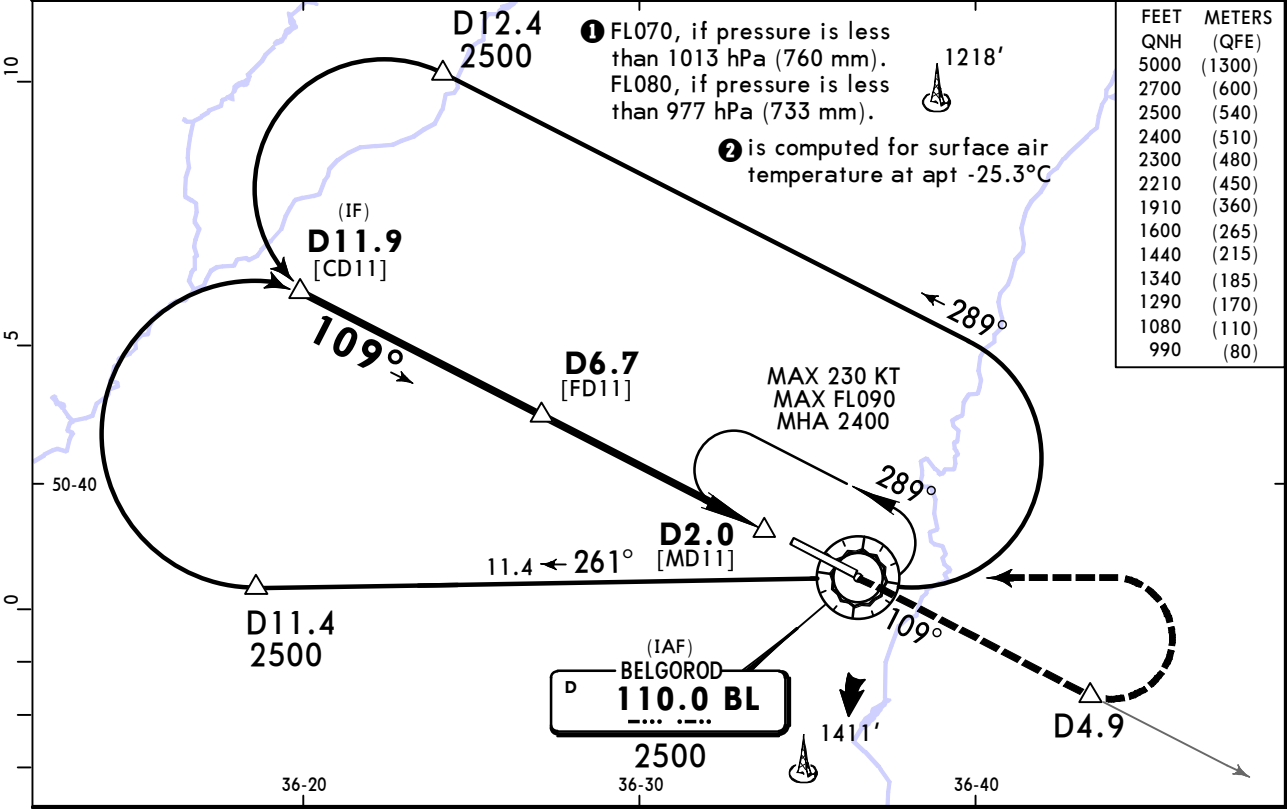
**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.

**UUOB/EGO**  
**BELGOROD**

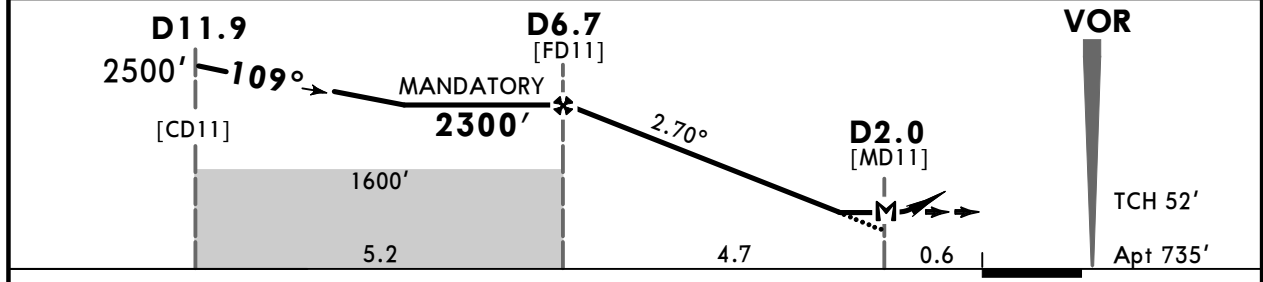
**JEPPESEN**  
15 MAR 24  
Eff 21 Mar (13-1) CAT C & D

**BELGOROD, RUSSIA**  
**VOR Z Rwy 11**

ATIS <b>130.3</b>			BELGOROD Tower <b>118.2</b>			
VOR BL <b>110.0</b>	Final Apch Crs <b>109°</b>	D6.7 MANDATORY <b>2300'</b> (1565')	DA/MDA(H) <b>1080'</b> (345')	Apt Elev 735'		
<b>MISSED APCH:</b> Climb on track R-109 to D4.9, then turn LEFT (MAX 230 KT) to VOR climbing to 2500' or above, then according to chart.						
Alt Set: hPa (MM on req)		Apt Elev: 27 hPa		Trans level: FL060 ①		Trans alt: 5000'
DME required.						



BL DME	6.5	5.4	4.3	3.2	2.2
ALTITUDE	2210'	1910'	1600'	1290'	990'



MAP at D2.0						
ALS	PAPI					D4.9 BL on 110.0 R-109

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA ① DA/MDA(H) <b>1080'</b> (345')		Prohibited in sector 278° thru 119° based on rwy CL.	
	ALS out		Max KT	MDA(H)
	A	NOT APPLICABLE	A	NOT APPLICABLE
B	NOT APPLICABLE	B	NOT APPLICABLE	
C	R1400m	180	1340' (605') V2400m	
D	R1600m	205	1440' (705') V3600m	

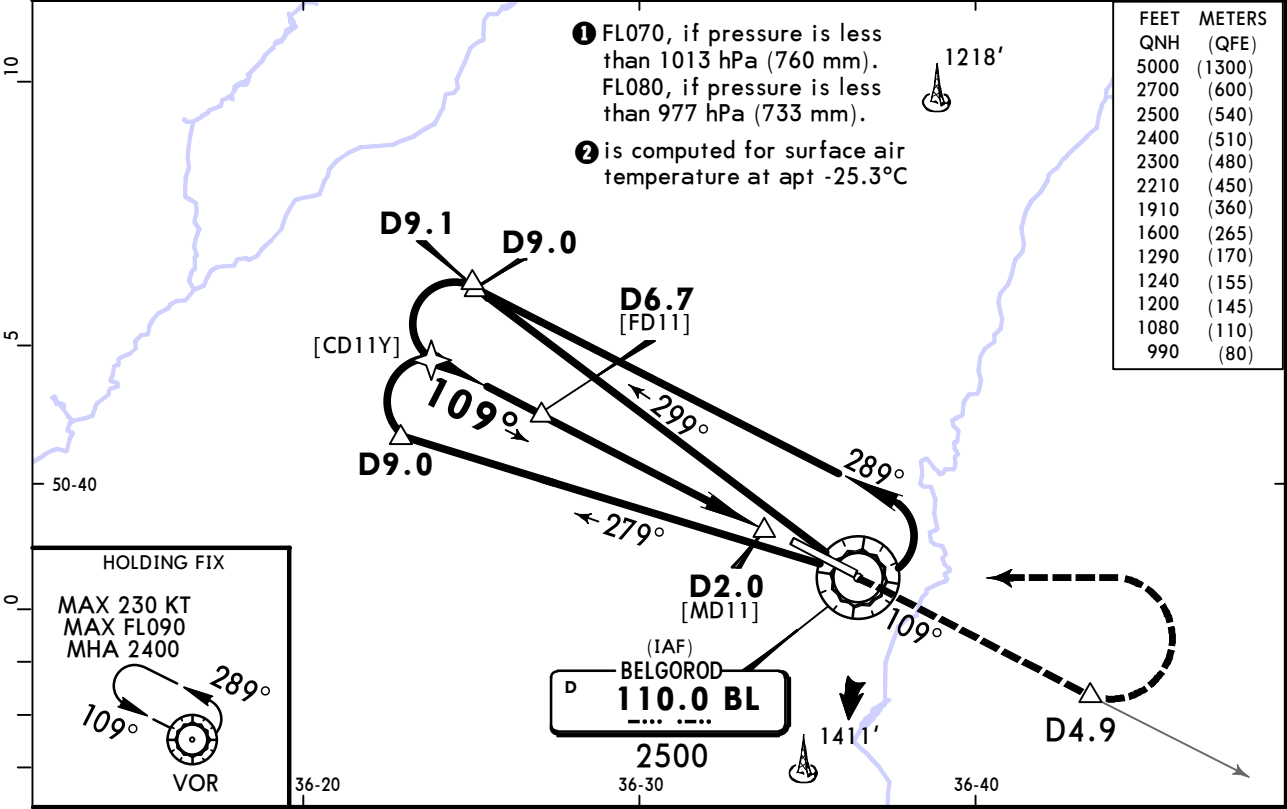
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
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**UUOB/EGO**  
**BELGOROD**

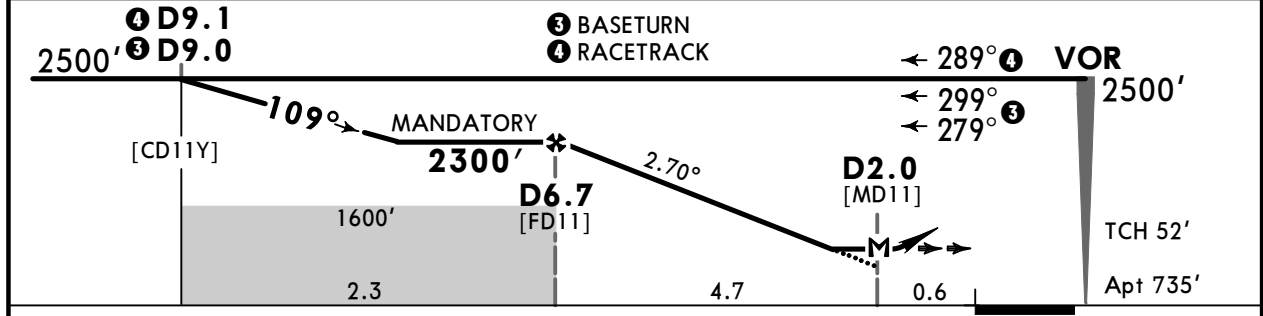
**JEPPESEN**  
15 MAR 24  
Eff 21 Mar **(13-2)** **CAT A & B**

**BELGOROD, RUSSIA**  
**VOR Y Rwy 11**

BRIEFING STRIP™	ATIS <b>130.3</b>			BELGOROD Tower <b>118.2</b>		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">2700</div>
	VOR BL <b>110.0</b>	Final Apch Crs <b>109°</b>	<b>D6.7</b> MANDATORY <b>2300'</b> (1565')	DA/MDA(H) <b>1080'</b> (345')	Apt Elev 735'	
	<b>MISSED APCH:</b> Climb on track R-109 to D4.9, then turn LEFT (MAX 135 KT) to VOR climbing to 2500' or above, then according to chart.					
Alt Set: hPa (MM on req)		Apt Elev: 27 hPa		Trans level: FL060 ①		Trans alt: 5000'
DME required.						



BL DME	6.5	5.4	4.3	3.2	2.2
ALTITUDE	2210'	1910'	1600'	1290'	990'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI <b>D4.9</b> BL on <b>110.0</b> ↑ <b>R-109</b>
Descent Angle	2.70°	334	430	478	573	764	
MAP at D2.0							

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
	CDFA					
	① DA/MDA(H) <b>1080'</b> (345')					
	ALS out			Max KT		
	A	R1400m	R1500m	100	1200'	(465') V1500m
B			135	1240'	(505') V1600m	
C	NOT APPLICABLE			C	NOT APPLICABLE	
D	NOT APPLICABLE			D	NOT APPLICABLE	

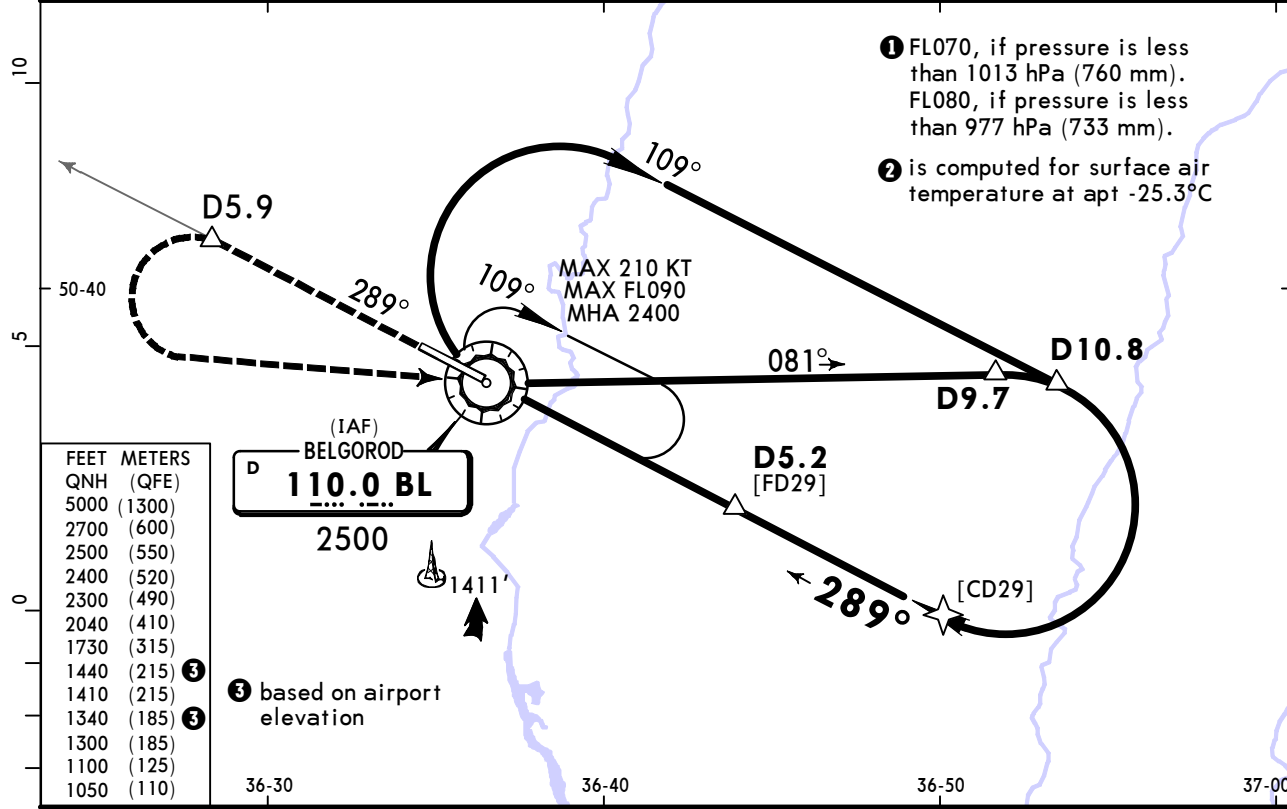
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UUOB/EGO**  
**BELGOROD**

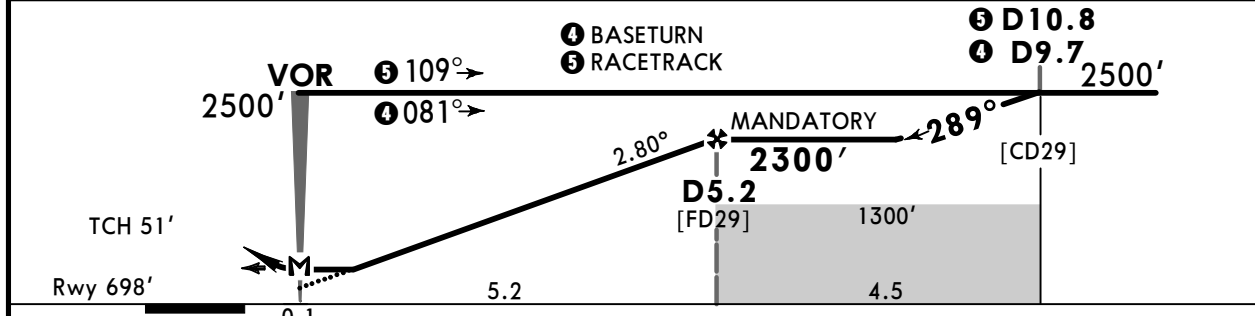
**JEPPESEN**  
15 MAR 24  
Eff 21 Mar **(13-3)** **CAT C & D**

**BELGOROD, RUSSIA**  
**VOR Z Rwy 29**

ATIS <b>130.3</b>			BELGOROD Tower <b>118.2</b>			
VOR BL <b>110.0</b>	Final Apch Crs <b>289°</b>	D5.2 MANDATORY <b>2300'</b> (1602')	DA/MDA(H) <b>1050'</b> (352')	Apt Elev 735' Rwy 698'		
<b>MISSED APCH:</b> Climb on track R-289, to D5.9, then turn LEFT (MAX 245 KT) to VOR climbing to 2500' or above, then according to chart.						
Alt Set: hPa (MM on req)		Rwy Elev: 25 hPa	Trans level: FL060 ①		Trans alt: 5000'	
DME required.						



BL DME	1.1	2.2	3.2	4.3
ALTITUDE	1100'	1410'	1730'	2040'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 2.80°	347	446	495	594	693	792	
MAP at VOR							

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA ① DA/MDA(H) <b>1050'</b> (352')		Prohibited in sector 278° thru 119° based on rwy CL.	
	ALS out		Max KT	MDA(H)
	A	NOT APPLICABLE	A	NOT APPLICABLE
	B	NOT APPLICABLE	B	NOT APPLICABLE
C	R900m	180	1340' (605') V2400m	
D	R1600m	205	1440' (705') V3600m	

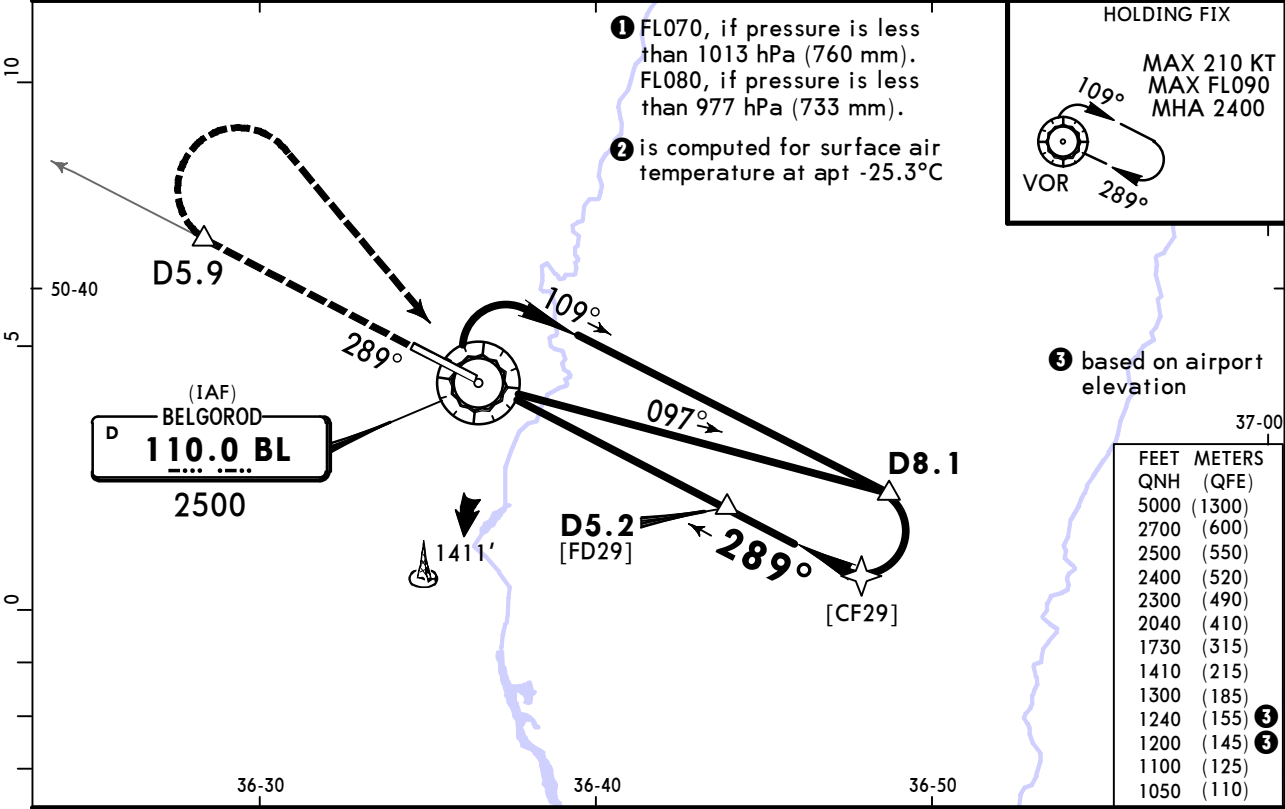
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
CHANGES: MSA, restricted area withdrawn. © JEPPESEN, 2018, 2024. ALL RIGHTS RESERVED.

**UUOB/EGO**  
BELGOROD

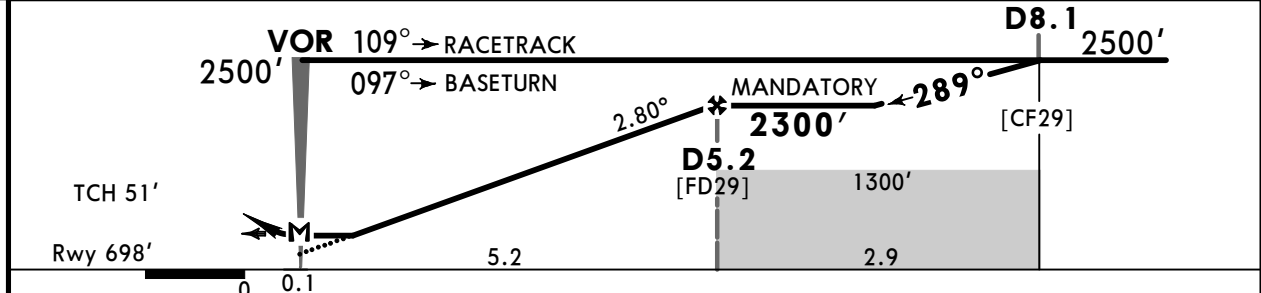
**JEPPESEN**  
15 MAR 24  
Eff 21 Mar **13-4** **CAT A & B**

**BELGOROD, RUSSIA**  
VOR Y Rwy 29

ATIS 130.3			BELGOROD Tower 118.2		2700  MSA ARP ②
VOR BL <b>110.0</b>	Final Apch Crs <b>289°</b>	D5.2 MANDATORY <b>2300'</b> (1602')	DA/MDA(H) <b>1050'</b> (352')	Apt Elev 735' Rwy 698'	
<b>MISSED APCH: Climb on track R-289 to D5.9, then turn RIGHT (MAX 140 KT) to VOR climbing to 2500' or above, then according to chart.</b>					
Alt Set: hPa (MM on req)		Rwy Elev: 25 hPa	Trans level: FL060 ①		Trans alt: 5000'
DME required.					



BL DME	1.1	2.2	3.2	4.3
ALTITUDE	1100'	1410'	1730'	2040'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.80°	347	446	495	594	693	792
MAP at VOR						

HIALS  
PAPI

D5.9 on 110.0  
R-289

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA ① DA/MDA(H) <b>1050'</b> (352')		Prohibited in sector 278° thru 119° based on rwy CL.	
	ALS out		Max KT	MDA(H)
	A	R900m	100	1200' (465') V1500m
	B	R1500m	135	1240' (505') V1600m
C	NOT APPLICABLE		C	NOT APPLICABLE
D	NOT APPLICABLE		D	NOT APPLICABLE

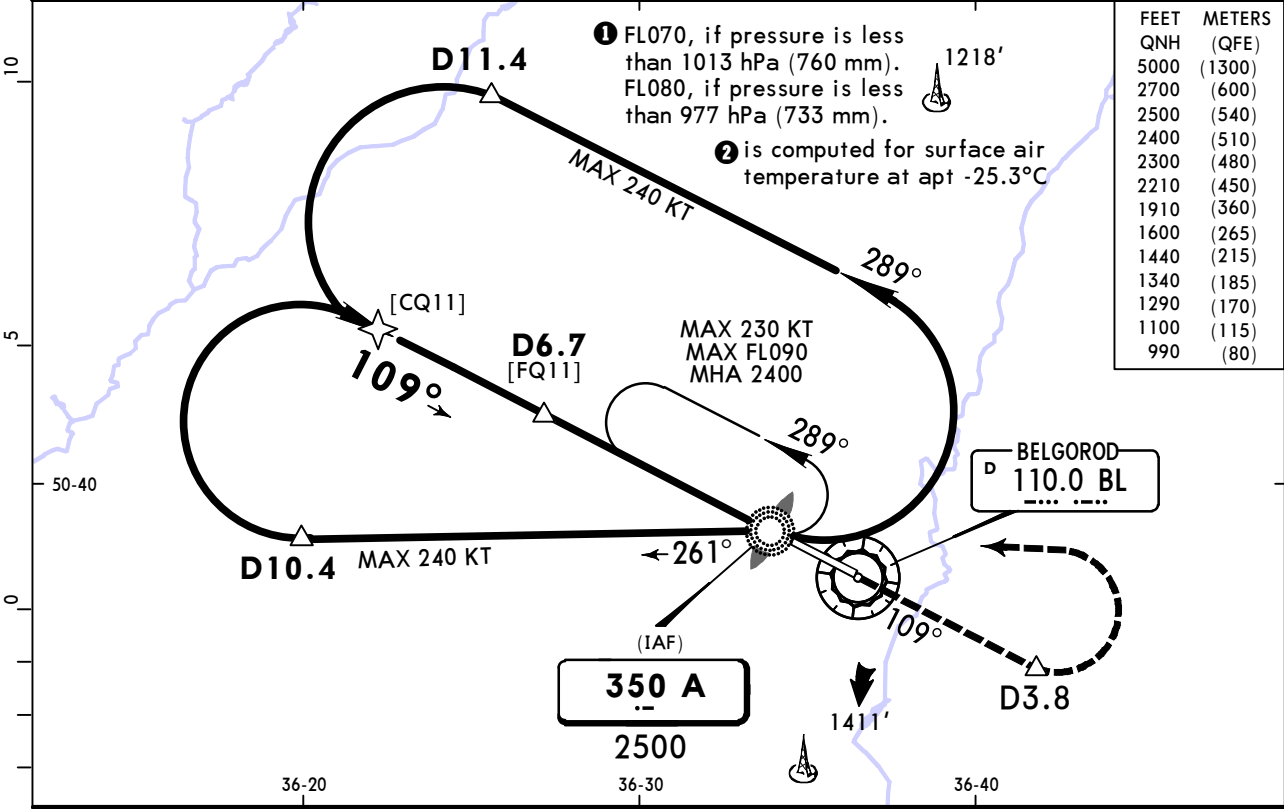
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UUOB/EGO**  
BELGOROD

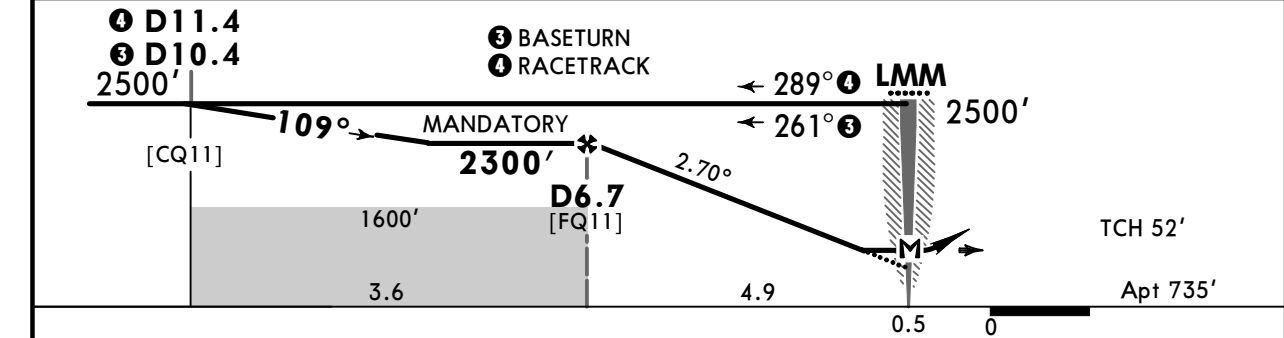
**JEPPESEN**  
15 MAR 24  
Eff 21 Mar (16-1) CAT C & D

**BELGOROD, RUSSIA**  
NDB Z Rwy 11

ATIS <b>130.3</b>			BELGOROD Tower <b>118.2</b>			2700  MSA ARP ②
Lctr A <b>350</b>	Final Apch Crs <b>109°</b>	<b>D6.7</b> MANDATORY <b>2300'</b> (1565')	DA/MDA(H) <b>1100'</b> (365')	Apt Elev 735'		
<b>MISSED APCH:</b> Climb on track 109° to D3.8, then turn LEFT (MAX 245 KT) to Lctr climbing to 2500' or above, then according to chart.						
Alt Set: hPa (MM on req)		Apt Elev: 27 hPa		Trans level: FL060 ①		Trans alt: 5000'
DME required.						



BL DME	6.5	5.4	4.3	3.2	2.2
ALTITUDE	2210'	1910'	1600'	1290'	990'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	D3.8 on 109°
Descent Angle	2.70°	334	430	478	573	669		
MAP at LMM								

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	CDFA							
	① DA/MDA(H) <b>1100'</b> (365')				Max KT			
	ALS out				MDA(H)			
	A	NOT APPLICABLE				A	NOT APPLICABLE	
B	NOT APPLICABLE				B	NOT APPLICABLE		
C	R1500m		R1700m		180	1340' (605') V2400m		
D	R1500m		R1700m		205	1440' (705') V3600m		

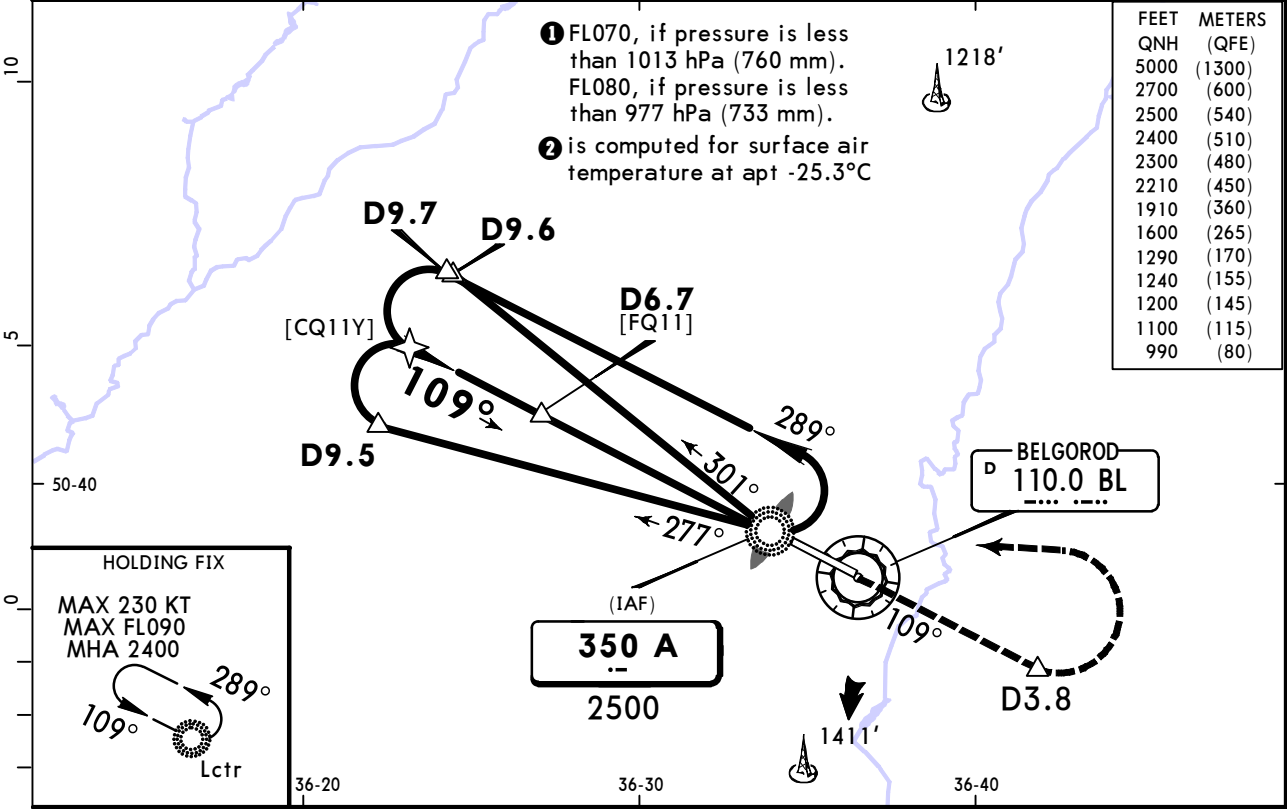
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UUOB/EGO**  
**BELGOROD**

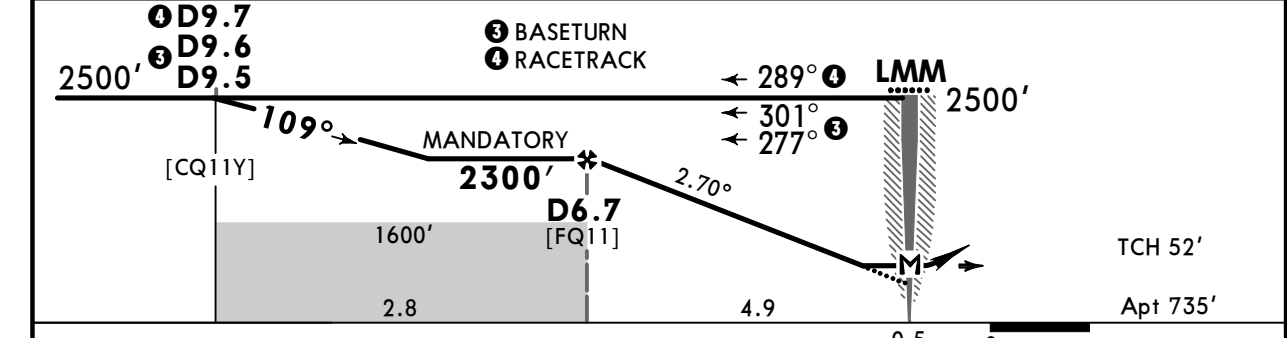
**JEPPESEN**  
15 MAR 24  
Eff 21 Mar **(16-2)** **CAT A & B**

**BELGOROD, RUSSIA**  
**NDB Y Rwy 11**

ATIS <b>130.3</b>			BELGOROD Tower <b>118.2</b>			2700  MSA ARP ②
Lctr A <b>350</b>	Final Apch Crs <b>109°</b>	<b>D6.7</b> MANDATORY <b>2300'</b> (1565')	DA/MDA(H) <b>1100'</b> (365')	Apt Elev 735'		
<b>MISSED APCH:</b> Climb on track 109° to D3.8, then turn LEFT (MAX 140 KT) to Lctr climbing to 2500' or above, then according to chart.						
Alt Set: hPa (MM on req)		Apt Elev: 27 hPa		Trans level: FL060 ①		Trans alt: 5000'
DME required.						



BL DME	6.5	5.4	4.3	3.2	2.2
ALTITUDE	2210'	1910'	1600'	1290'	990'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	D3.8 on 109°
Descent Angle 2.70°	334	430	478	573	669	764		
MAP at LMM								

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
	CDFA ① DA/MDA(H) <b>1100'</b> (365')			Prohibited in sector 278° thru 119° based on rwy CL.		
	ALS out			Max KT	MDA(H)	
	A	R1500m		100	1200' (465') V1500m	
B			135	1240' (505') V1600m		
C	NOT APPLICABLE			C	NOT APPLICABLE	
D				D	NOT APPLICABLE	

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

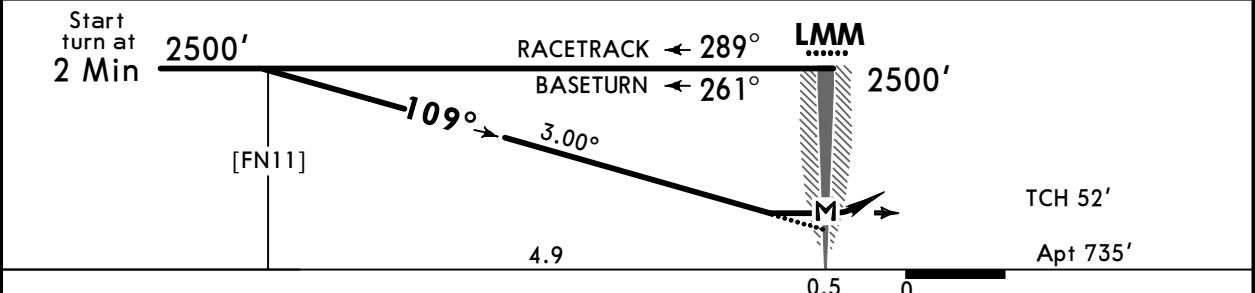
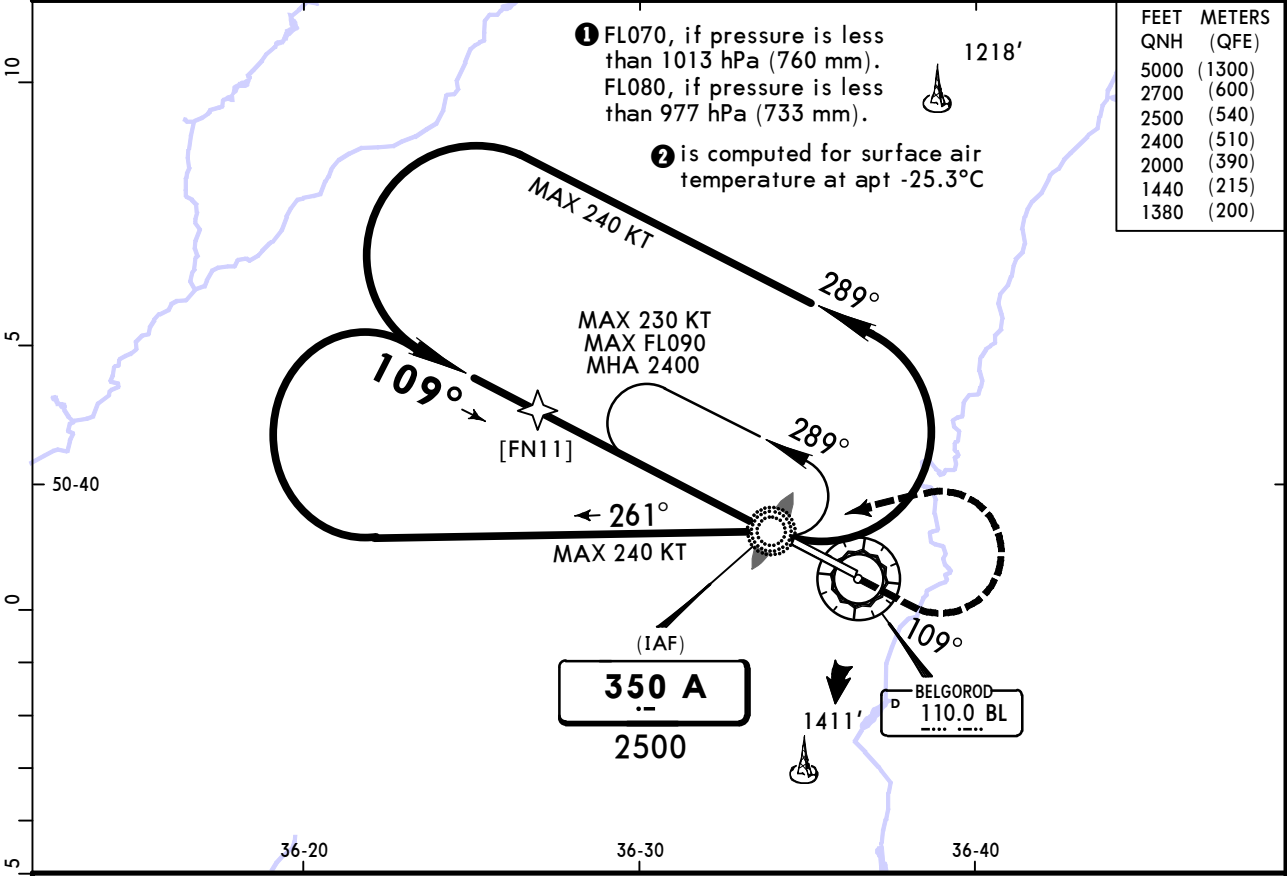
**UUOB/EGO**  
**BELGOROD**

**JEPPESEN**  
15 MAR 24  
Eff 21 Mar **16-3** **CAT C & D**

**BELGOROD, RUSSIA**  
**NDB X Rwy 11**

ATIS <b>130.3</b>			BELGOROD Tower <b>118.2</b>		2700  MSA ARP ②
Lctr A <b>350</b>	Final Apch Crs <b>109°</b>	No FAF	DA/MDA(H) <b>1380'</b> (645')	Apt Elev 735'	
<b>MISSED APCH:</b> Climb on track 109° to 2000', then turn LEFT (MAX 230 KT) to Lctr climbing to 2500' or above, then according to chart.					

Alt Set: hPa (MM on req)      Apt Elev: 27 hPa      Trans level: FL060 ①      Trans alt: 5000'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	2000' ↑ on 109°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

PANS OPS	<b>Std</b>	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		CDFA ① DA/MDA(H) <b>1380'</b> (645')		Prohibited in sector 278° thru 119° based on rwy CL.	
		ALS out		Max KT	MDA(H)
	A	NOT APPLICABLE		A	NOT APPLICABLE
	B	NOT APPLICABLE		B	NOT APPLICABLE
C	R2400m		180	1380' (645') V2400m	
D			205	1440' (705') V3600m	

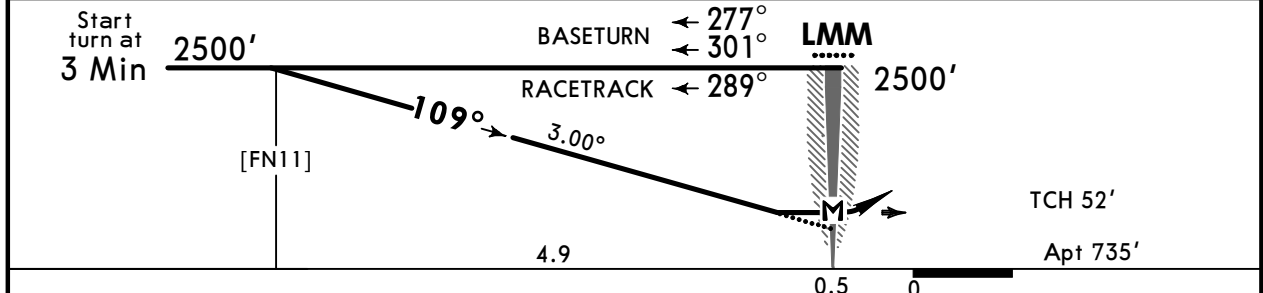
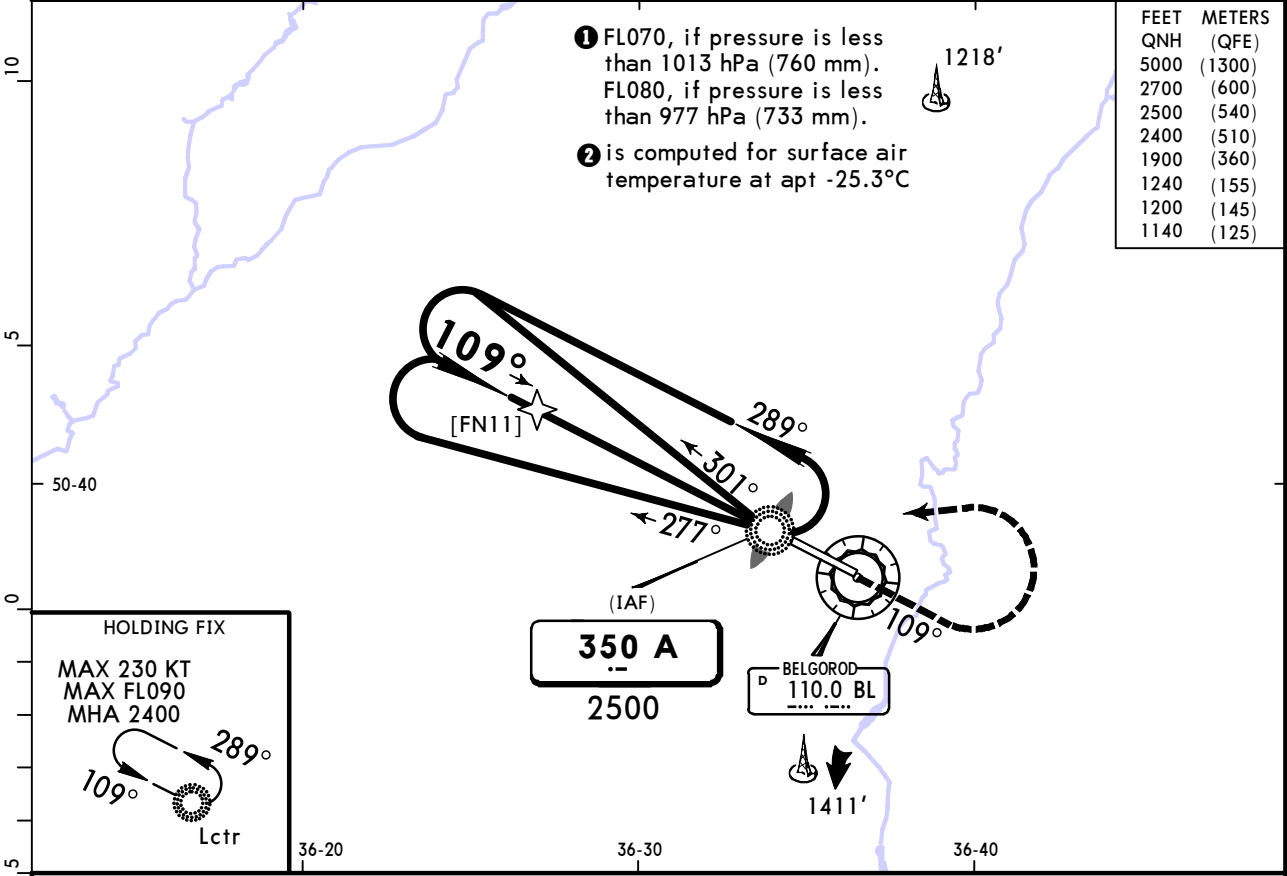
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UUOB/EGO**  
BELGOROD

**JEPPESEN**  
15 MAR 24  
Eff 21 Mar (16-4) CAT A & B

**BELGOROD, RUSSIA**  
NDB W Rwy 11

ATIS <b>130.3</b>	BELGOROD Tower <b>118.2</b>						
Lctr A <b>350</b>	Final Apch Crs <b>109°</b>	No FAF	DA/MDA(H) <b>1140' (405')</b>	Apt Elev 735'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> <span style="font-size: 24px;">2700</span> </div> MSA ARP ②		
<b>MISSED APCH:</b> Climb on track 109° to 1900', then turn LEFT (MAX 140 KT) to Lctr climbing to 2500' or above, then according to chart.							
Alt Set: hPa (MM on req)		Apt Elev: 27 hPa		Trans level: FL060 ①		Trans alt: 5000'	



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	1900' ↑ on 109°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

<b>Std</b> STRAIGHT-IN LANDING  CDFA ① DA/MDA(H) <b>1140' (405')</b> ALS out	CIRCLE-TO-LAND  Prohibited in sector 278° thru 119° based on rwy CL.
A R1500m	Max KT MDA(H) 100 1200' (465') V1500m 135 1240' (505') V1600m
C NOT APPLICABLE	C NOT APPLICABLE
D NOT APPLICABLE	D NOT APPLICABLE

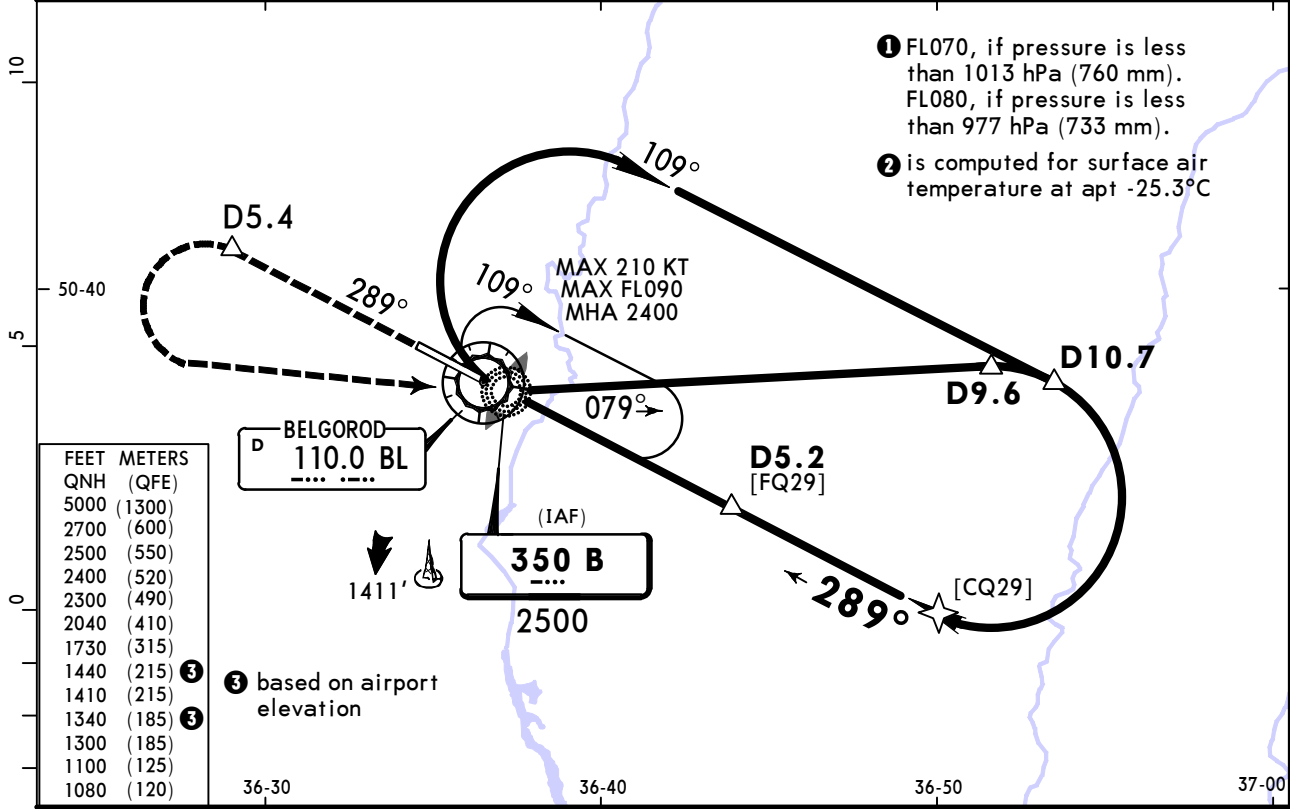
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UUOB/EGO**  
BELGOROD

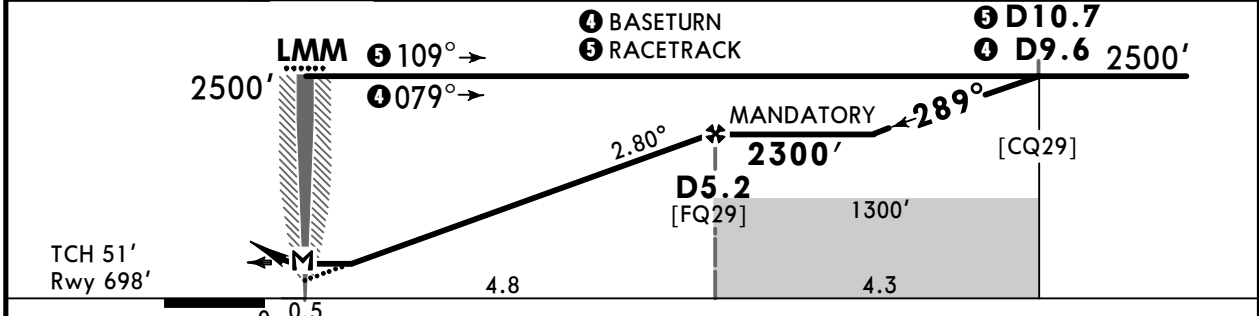
**JEPPESEN**  
15 MAR 24  
Eff 21 Mar (16-5) CAT C & D

**BELGOROD, RUSSIA**  
NDB Z Rwy 29

ATIS 130.3			BELGOROD Tower 118.2		2700 MSA ARP ②
Lctr B <b>350</b>	Final Apch Crs <b>289°</b>	<b>D5.2</b> MANDATORY <b>2300'</b> (1602')	DA/MDA(H) <b>1080'</b> (382')	Apt Elev 735' Rwy 698'	
<b>MISSED APCH:</b> Climb on track 289° to D5.4, then turn LEFT (MAX 245 KT) to Lctr climbing to 2500' or above, then according to chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 25 hPa	Trans level: FL060 ①		Trans alt: 5000'
DME required.					



BL DME	1.1	2.2	3.2	4.3
ALTITUDE	1100'	1410'	1730'	2040'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D5.4 on 289°
Descent Angle 2.80°	347	446	495	594	693	792		
MAP at LMM								

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA ① DA/MDA(H) <b>1080'</b> (382')		Prohibited in sector 278° thru 119° based on rwy CL.	
	ALS out		Max KT	MDA(H)
	A	NOT APPLICABLE	A	NOT APPLICABLE
	B	NOT APPLICABLE	B	NOT APPLICABLE
C	R1100m	180	1340' (605') V2400m	
D	R1800m	205	1440' (705') V3600m	

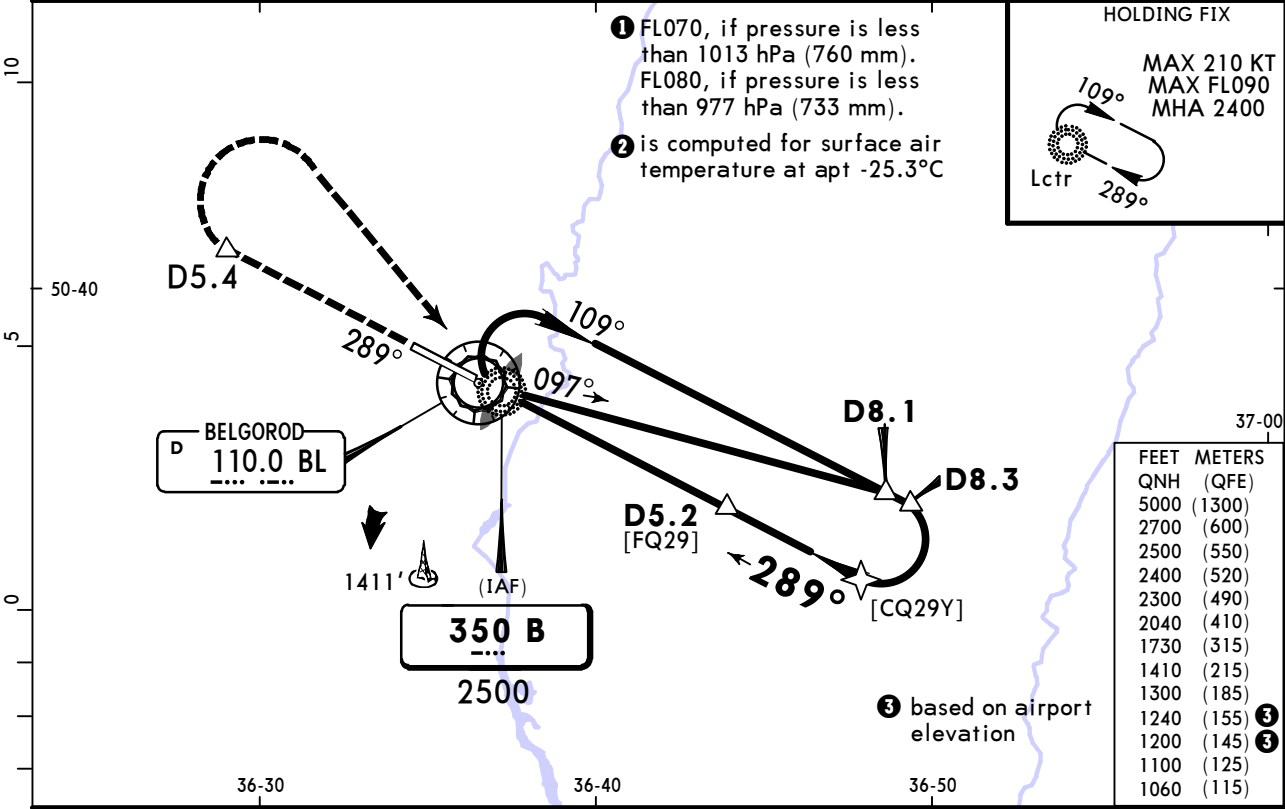
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UUOB/EGO**  
BELGOROD

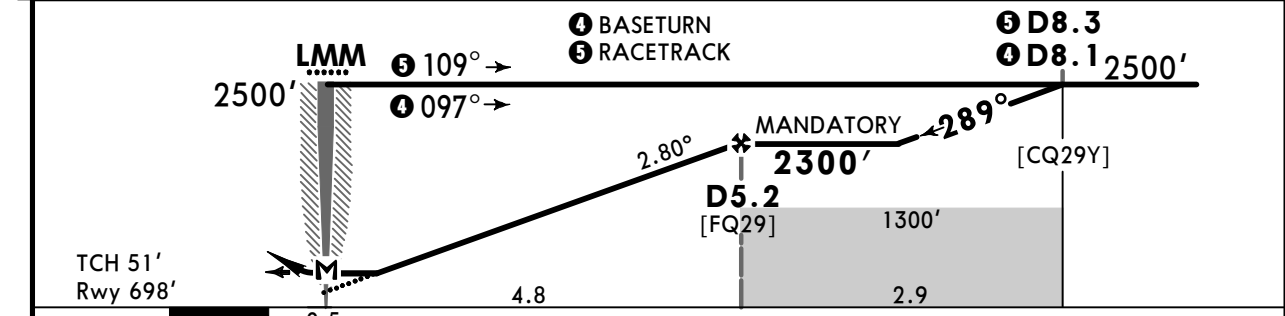
**JEPPESEN**  
15 MAR 24  
Eff 21 Mar **16-6** **CAT A & B**

**BELGOROD, RUSSIA**  
NDB Y Rwy 29

ATIS <b>130.3</b>			BELGOROD Tower <b>118.2</b>			<p>2700</p> <p>MSA ARP ②</p>
Lctr B <b>350</b>	Final Apch Crs <b>289°</b>	D5.2 MANDATORY <b>2300'</b> (1602')	DA/MDA(H) <b>1060'</b> (362')	Apt Elev 735' Rwy 698'		
<b>MISSED APCH:</b> Climb on track 289° to D5.4, then turn RIGHT (MAX 140 KT) to Lctr climbing to 2500' or above, then according to chart.						
Alt Set: hPa (MM on req)		Rwy Elev: 25 hPa	Trans level: FL060 ①		Trans alt: 5000'	
DME required.						



BL DME	1.1	2.2	3.2	4.3
ALTITUDE	1100'	1410'	1730'	2040'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	D5.4 on 289°
Descent Angle	2.80°	347	446	495	594	693		
MAP at LMM								

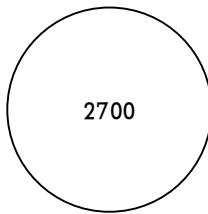
PANS OPS	<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA ① DA/MDA(H) <b>1060'</b> (362')		Prohibited in sector 278° thru 119° based on rwy CL.	
	A	R1000m	ALS out	Max KT
	B	R1000m	R1500m	MDA(H)
C	NOT APPLICABLE		C	100 1200' (465') V1500m
D	NOT APPLICABLE		D	135 1240' (505') V1600m

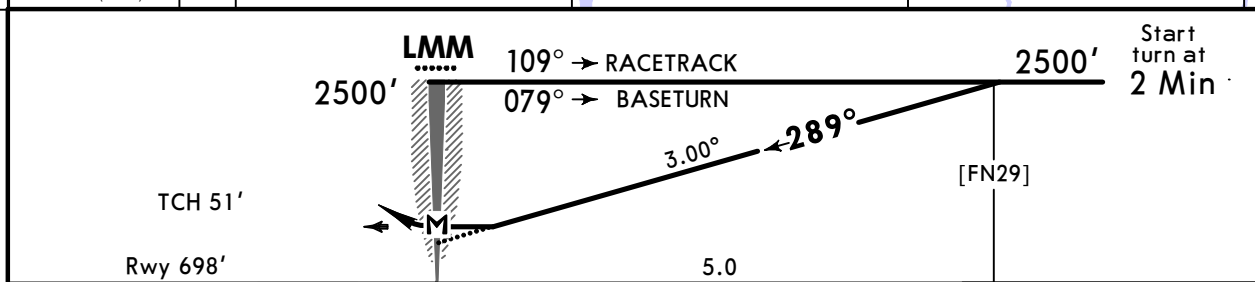
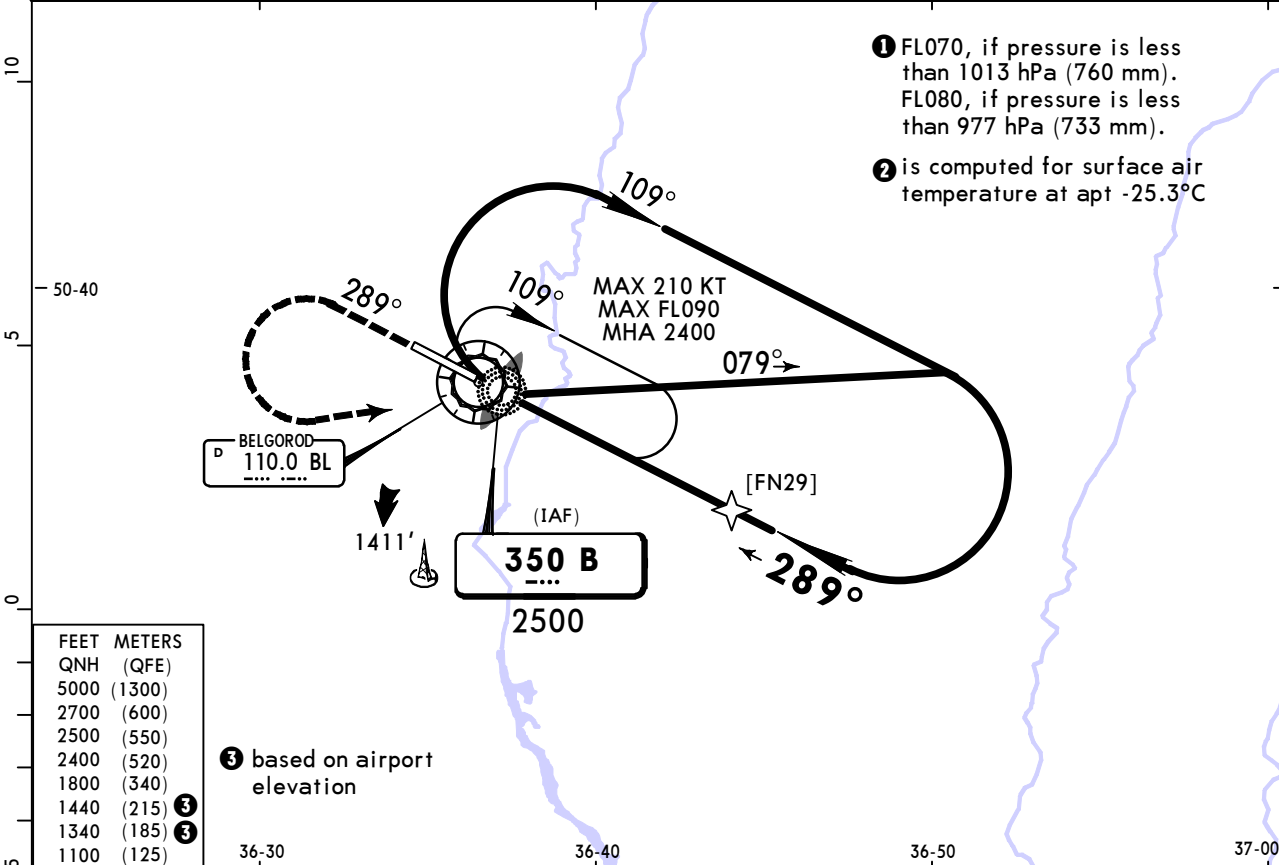
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UUOB/EGO**  
BELGOROD

**JEPPESEN**  
15 MAR 24  
Eff 21 Mar (16-7) CAT C & D

**BELGOROD, RUSSIA**  
NDB X Rwy 29

ATIS <b>130.3</b>			BELGOROD Tower <b>118.2</b>			 2700 MSA ARP ②
Lctr B <b>350</b>	Final Apch Crs <b>289°</b>	No FAF	DA/MDA(H) <b>1100'</b> (402')	Apt Elev 735' Rwy 698'		
<b>MISSED APCH:</b> Climb on track 289° to 1800, then turn LEFT (MAX 245 KT) to Lctr climbing to 2500' or above, then according to chart.						
Alt Set: hPa (MM on req)		Rwy Elev: 25 hPa	Trans level: FL060 ①		Trans alt: 5000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1800' on 289°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM							

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA ① DA/MDA(H) <b>1100'</b> (402')		Prohibited in sector 278° thru 119° based on rwy CL.	
	ALS out		Max KT	MDA(H)
	A	NOT APPLICABLE	A	NOT APPLICABLE
B	NOT APPLICABLE	B	NOT APPLICABLE	
C	R1200m	R1900m	180	1340' (605') V2400m
D			205	1440' (705') V3600m

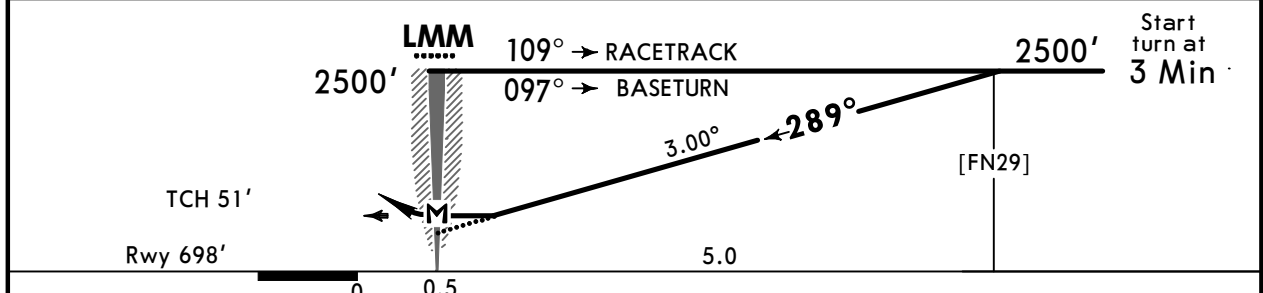
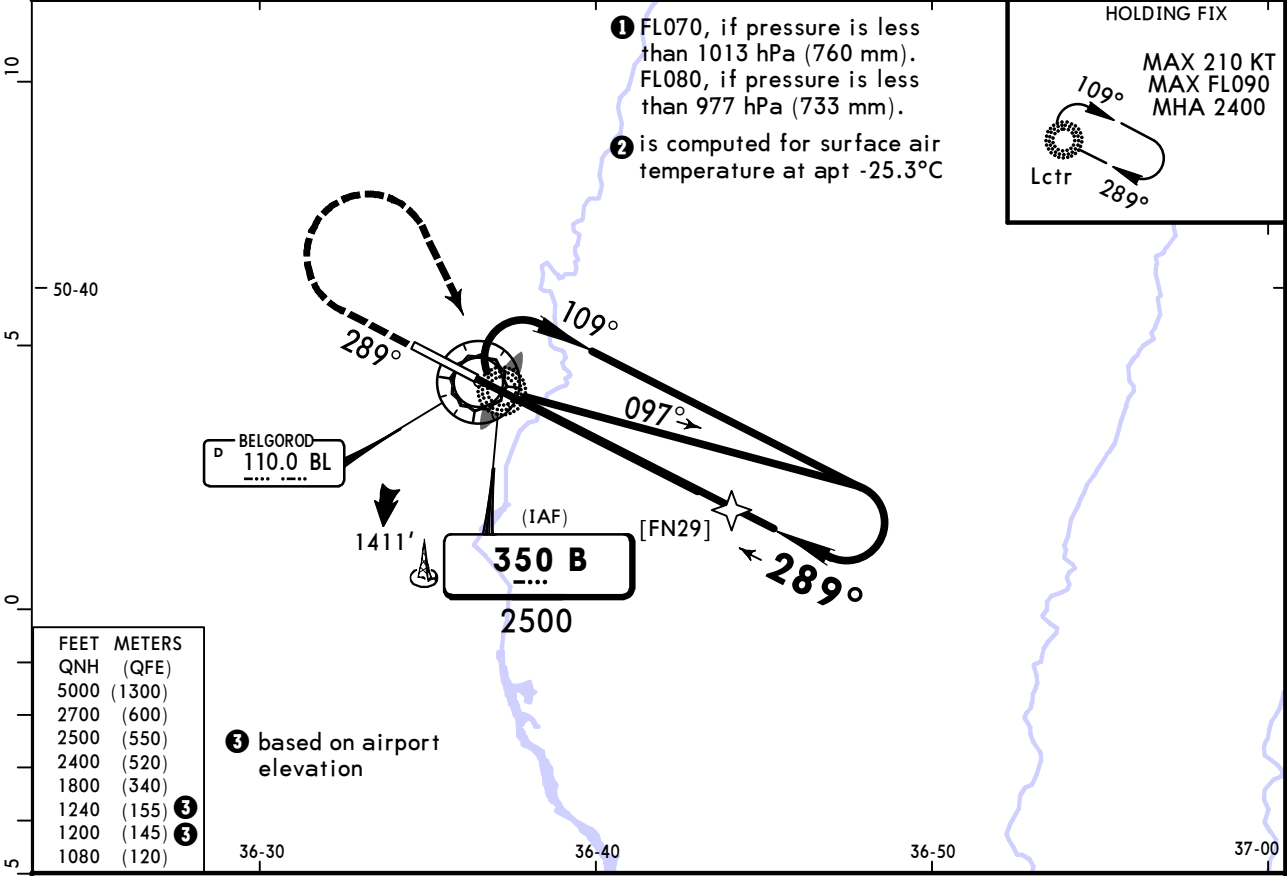
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UUOB/EGO**  
BELGOROD

**JEPPESEN**  
15 MAR 24  
Eff 21 Mar **(16-8)** **CAT A & B**

**BELGOROD, RUSSIA**  
NDB W Rwy 29

BRIEFING STRIP™	ATIS <b>130.3</b>		BELGOROD Tower <b>118.2</b>			<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">2700</div> <p>MSA ARP <b>②</b></p>
	Lctr B <b>350</b>	Final Apch Crs <b>289°</b>	No FAF	DA/MDA(H) <b>1080'</b> (382')	Apt Elev 735' Rwy 698'	
	<b>MISSED APCH:</b> Climb on track 289° to 1800, then turn RIGHT (MAX 140 KT) to Lctr climbing to 2500' or above, then according to chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 25 hPa	Trans level: FL060 <b>①</b>		Trans alt: 5000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1800' on 289°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM							

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Prohibited in sector 278° thru 119° based on rwy CL.	
	<b>①</b> DA/MDA(H) <b>1080'</b> (382')			
	ALS out		Max KT	MDA(H)
	A	R1100m	100	1200' (465') V1500m
B		135	1240' (505') V1600m	
C	NOT APPLICABLE		C	NOT APPLICABLE
D			D	NOT APPLICABLE

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

## 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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**BELGOROD, (BELGOROD - UUOB)**

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport UUOB

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** 20261226

Conventional SIDs (10-3B/C/D/E) ASDES & MEBUP 1E/1F/1G/1H, BODRO, KUBOK & LEMBO 6E/6F/6G/6H not available.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** 20261226

RNAV SIDs (10-3/10-3A) ASDES & MEBUP 1S/1V, BODRO, KUBOK & LEMBO 6S/6V not available.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** 20261226

RNAV STARs (10-2/10-2A) ABALU, & ASDES 1Q/1R, LEMBO & NALEG 6Q/6R not available.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** 20261226

Conventional STARs (10-2B/C/D) ABALU & ASDES 1J/1K/1L, LEMBO & NALEG 6J/6K/6L not available.