

## List of pages in this Trip Kit

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Revision Letter For Cycle 08-2026

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## General Information

Location: VORONEZH RUS  
ICAO/IATA: UUOO / VOZ  
Lat/Long: N51° 48.90', E039° 13.78'  
Elevation: 517 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -3:00 = UTC  
Magnetic Variation: 10.0° E

Fuel Types: 100-130 Octane, 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: 0147 Z  
Sunset: 1652 Z

## Runway Information

Runway: 12  
Length x Width: 7546 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 510 ft  
Lighting: Edge, ALS

Runway: 30  
Length x Width: 7546 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 485 ft  
Lighting: Edge, ALS

## Communication Information

ATIS: 120.800  
Voronezh Tower: 118.300  
Voronezh Tower: 124.000  
Voronezh Tower: 121.800 Secondary  
Voronezh Apron Ramp/Taxi: 126.000  
Voronezh Transit Operations: 131.600

# VORONEZH, RUSSIA

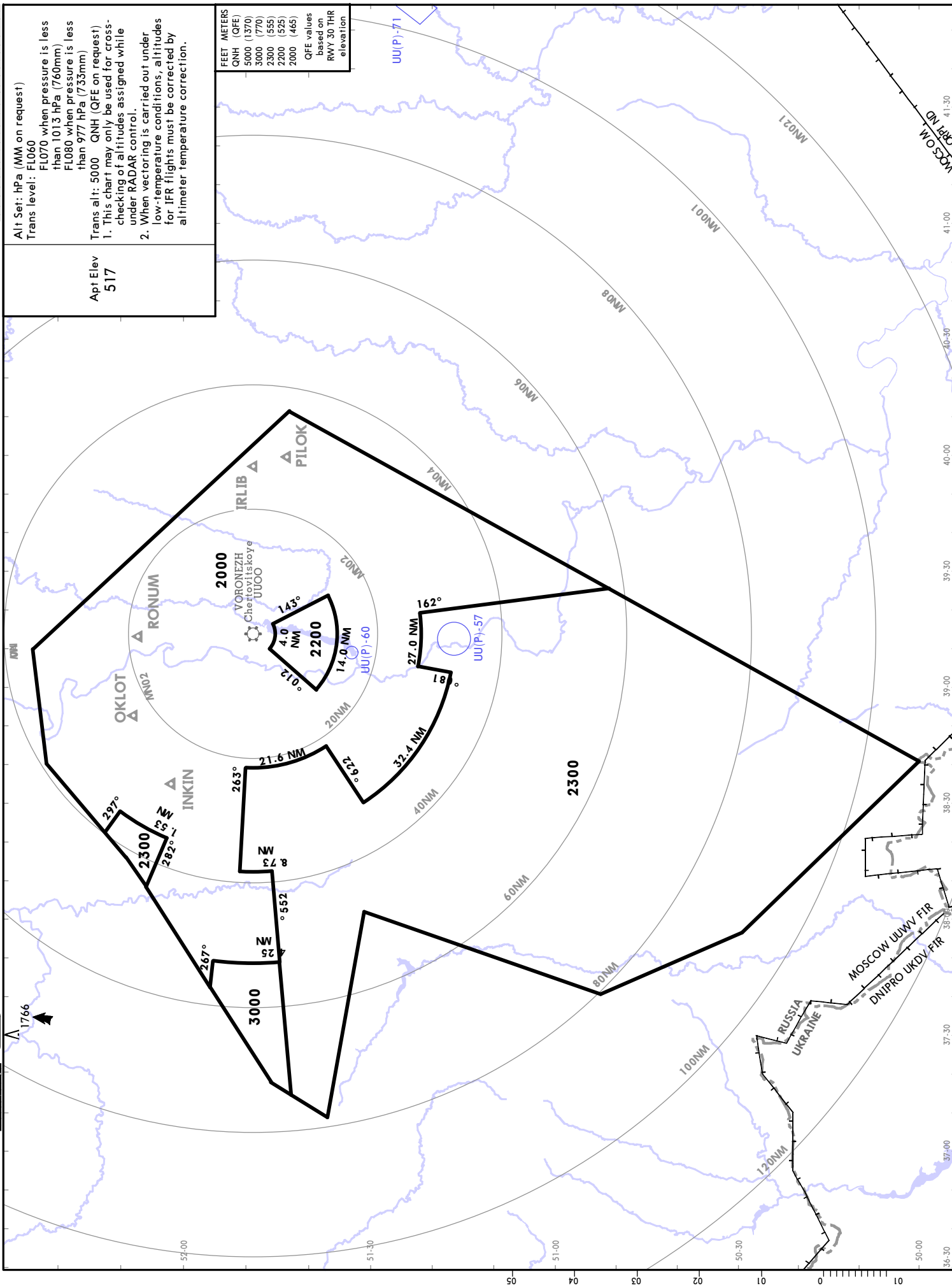
## RADAR MINIMUM ALTITUDES

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

Trans alt: 5000 QNH (QFE on request)  
 1. This chart may only be used for cross-checking of altitudes assigned while under RADAR control.  
 2. When vectoring is carried out under low-temperature conditions, altitudes for IFR flights must be corrected by altimeter temperature correction.

Apt Elev  
**517**

FEET METERS	
QNH (QFE)	
5000 (1370)	
3000 (770)	
2300 (555)	
2200 (525)	
2000 (465)	
QFE values based on RWY 30 THR elevation	



**JEPPesen**  
 30 AUG 24  
 Eff 5 Sep  
**10-1R**

**UUOO/VOZ**  
**CHERTOVITSKOYE**

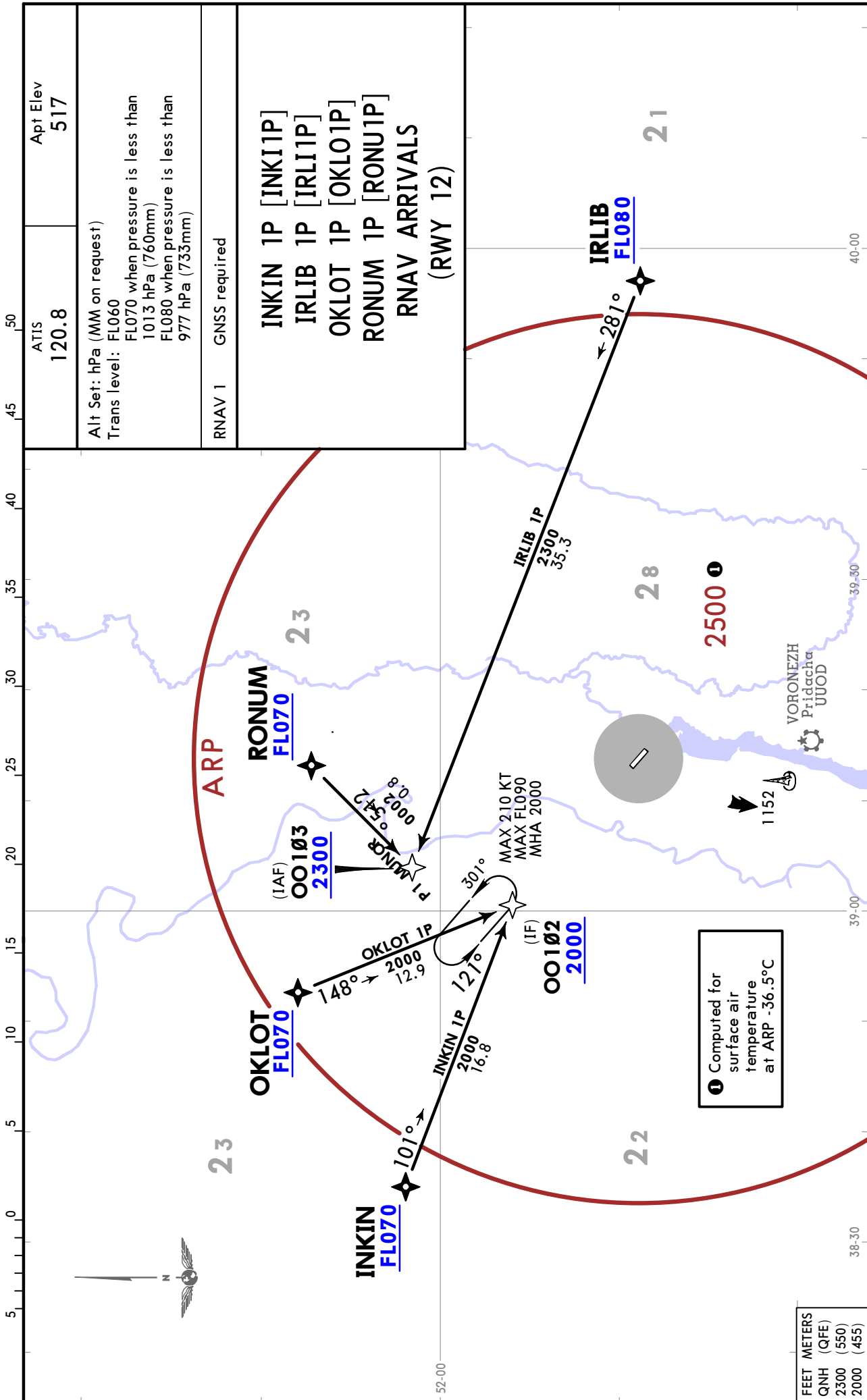
**UU00/VOZ**  
**CHERTOVITSKOYE**



**VORONEZH, RUSSIA**

30 AUG 24 10-2 Eff 5 Sep

**RNAV STAR**



# UU00/VOZ CHERTOVITSKOYE

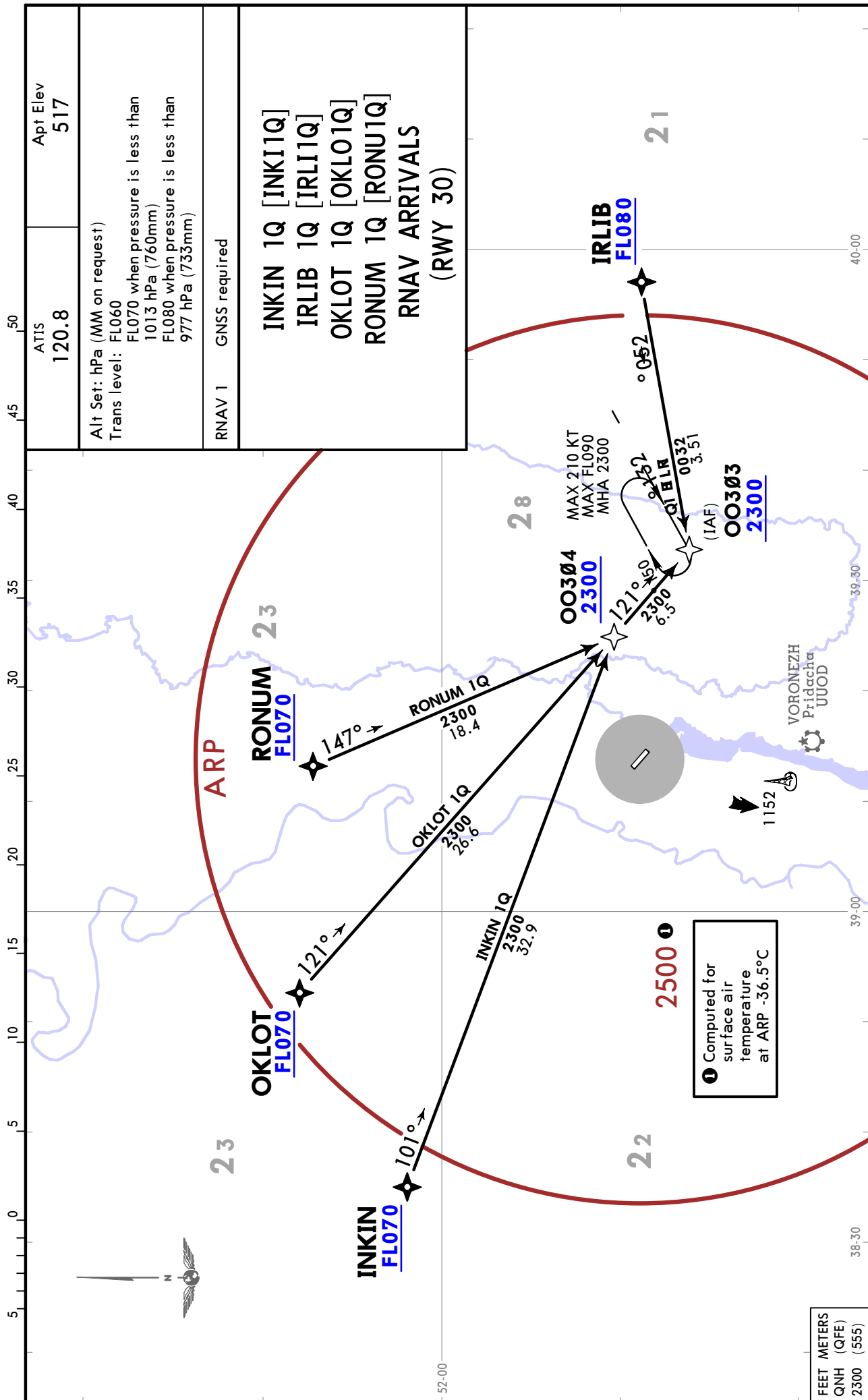


# VORONEZH, RUSSIA

30 AUG 24 (10-2A)

Eff 5 Sep

RNAV STAR

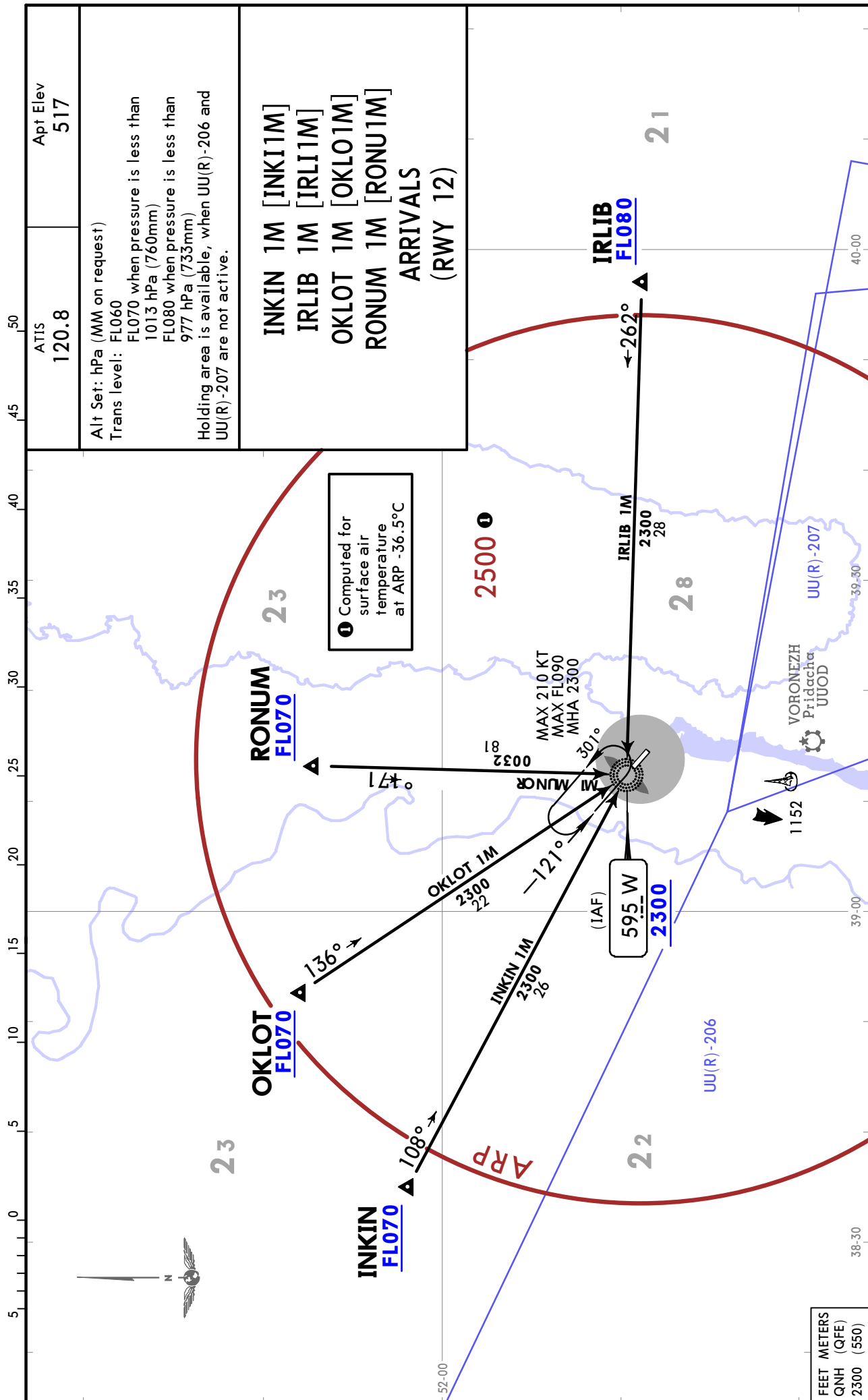


# UU00/VOZ CHERTOVITSKOYE

JEPPesen  
30 AUG 24 10-2B Eff 5 Sep

# VORONEZH, RUSSIA

STAR



CHANGES: MSA, conversion table update.

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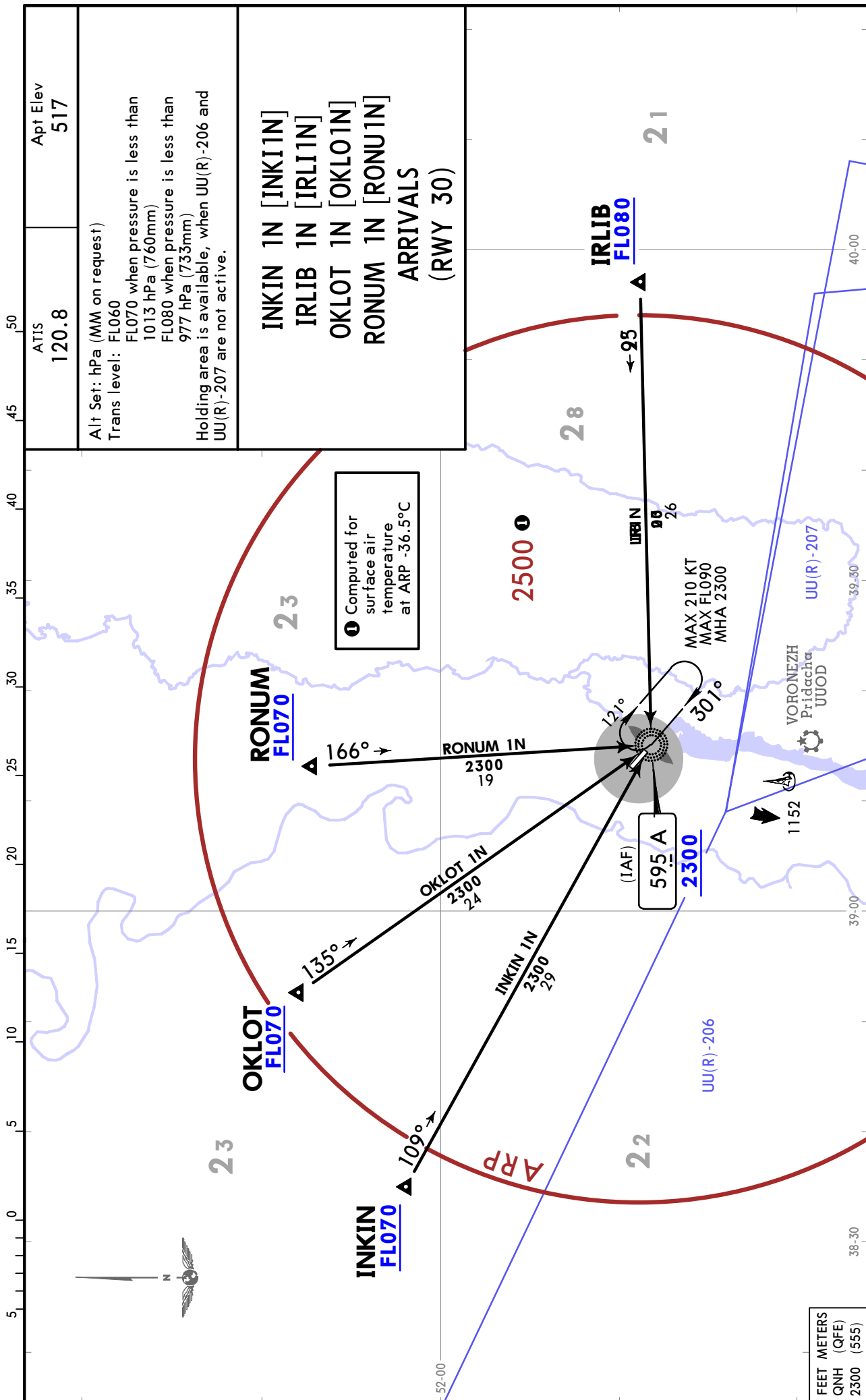
# UU00/VOZ CHERTOVITSKOYE



# VORONEZH, RUSSIA

30 AUG 24 10-2C Eff 5 Sep

STAR



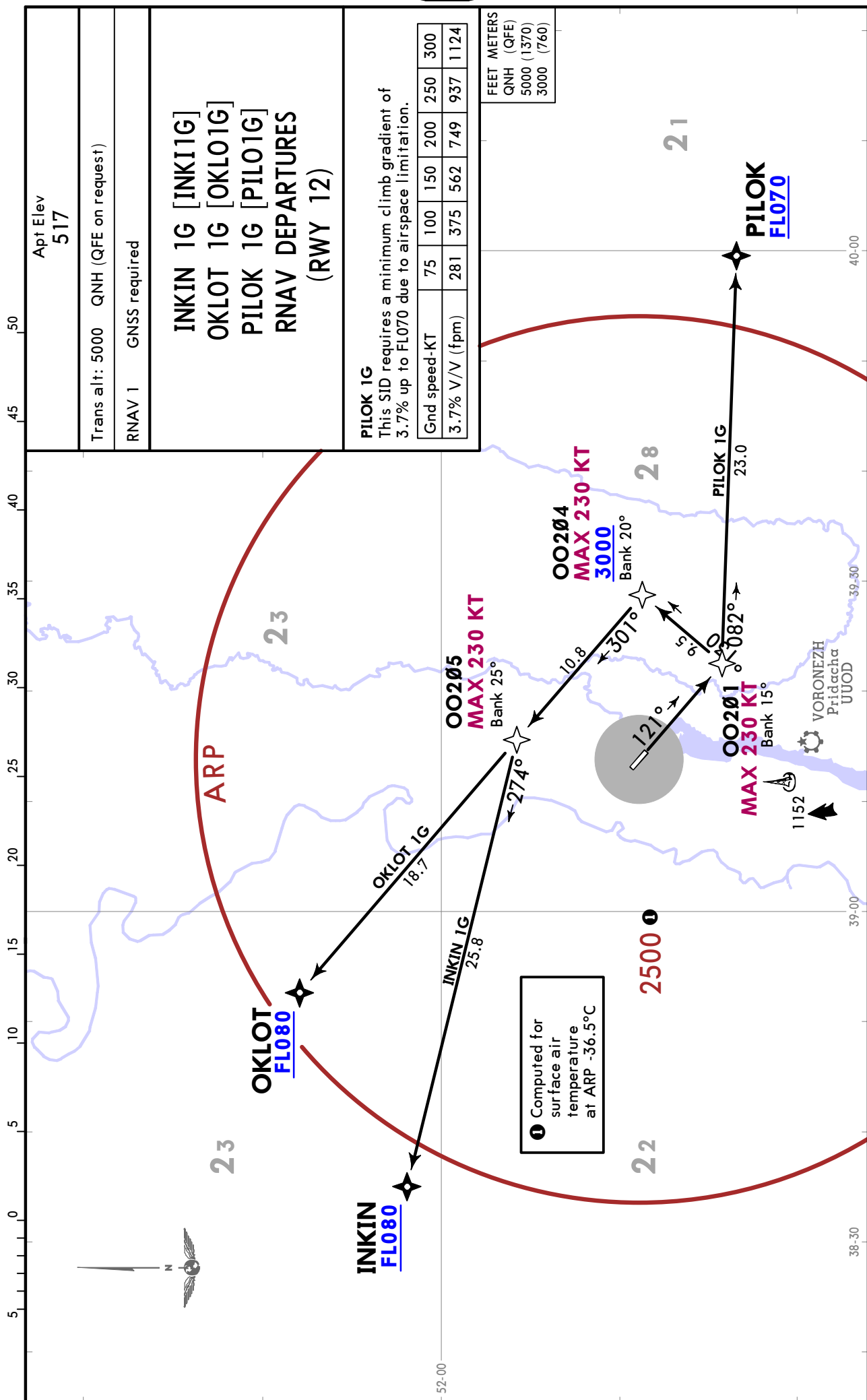
**UU00/VOZ**  
CHERTOVITSKOYE



**VORONEZH, RUSSIA**

30 AUG 24 10-3 Eff 5 Sep

**RNAV SID**



Apt Elev  
**517**

Trans alt: 5000 QNH (QFE on request)

RNAV 1 GNSS required

**INKIN 1G [INKI1G]**  
**OKLOT 1G [OKLO1G]**  
**PILOK 1G [PILO1G]**  
**RNAV DEPARTURES**  
**(RWY 12)**

**PILOK 1G**  
This SID requires a minimum climb gradient of 3.7% up to FL070 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

FEET METERS	
QNH (QFE)	5000 (1370)
	3000 (760)

# UU00/VOZ CHERTOVITSKOYE

**JEPPESSEN**  
30 AUG 24 **10-3A** Eff 5 Sep

**VORONEZH, RUSSIA**  
**RNAV SID**

Apt Elev  
**517**

Trans alt: 5000 QNH (QFE on request)

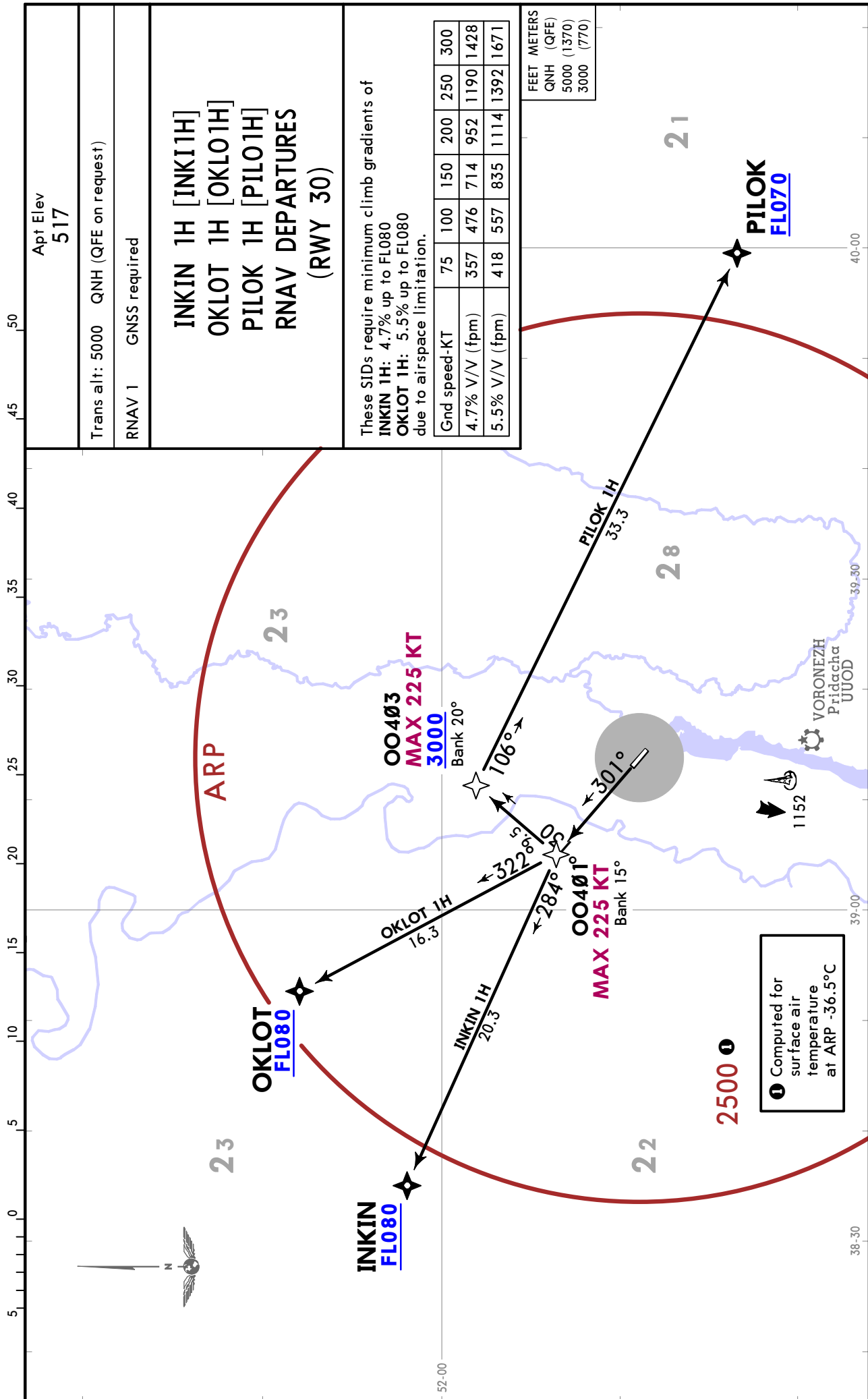
RNAV 1 GNSS required

**INKIN 1H [INKI1H]  
OKLOT 1H [OKLO1H]  
PILOK 1H [PILO1H]  
RNAV DEPARTURES  
(RWY 30)**

These SIDs require minimum climb gradients of  
**INKIN 1H: 4.7% up to FL080**  
**OKLOT 1H: 5.5% up to FL080**  
 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.5% V/V (fpm)	418	557	835	1114	1392	1671

FEET METERS	
QNH (QFE)	5000 (1370)
	3000 (770)





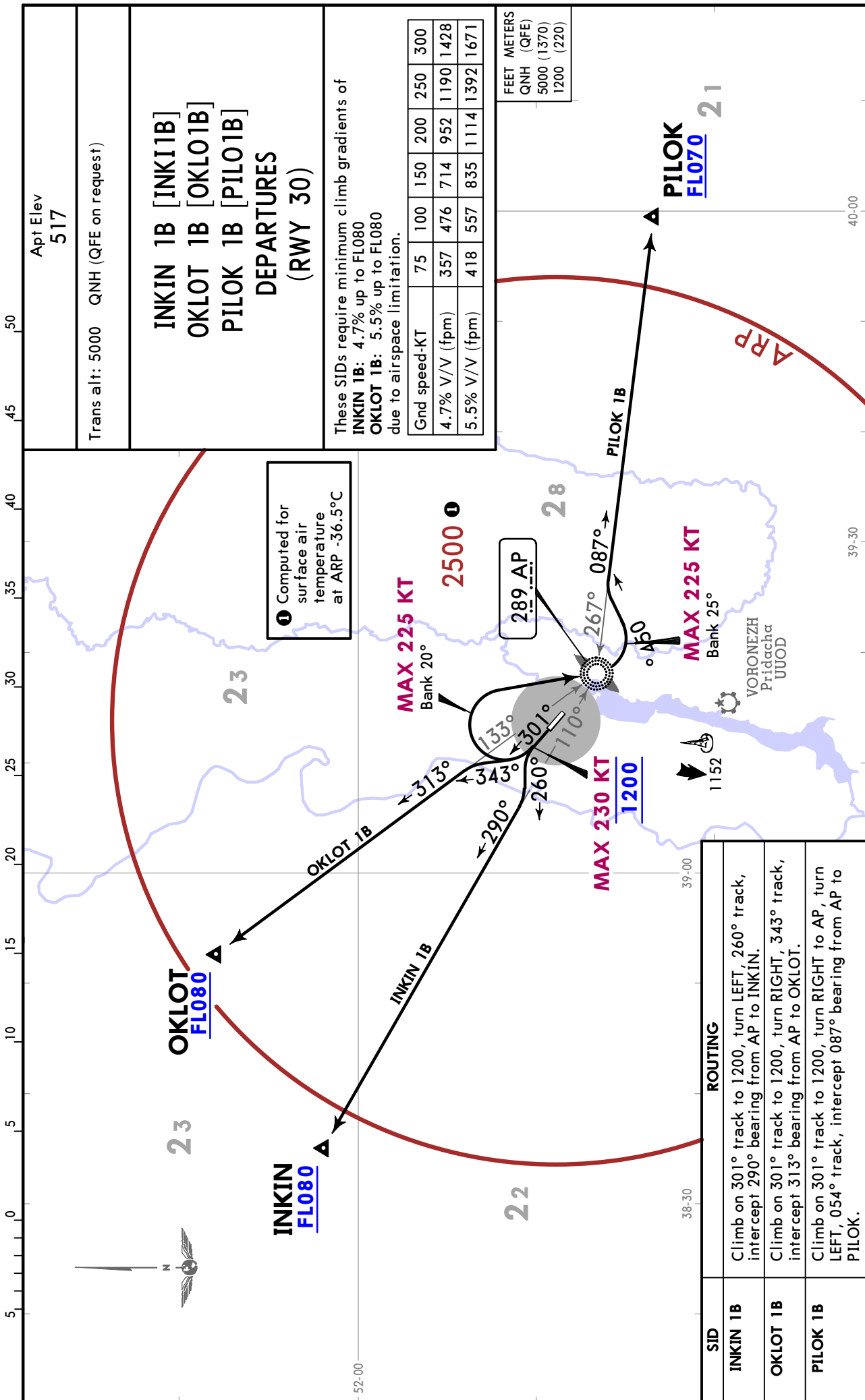
# UU00/VOZ CHERTOVITSKOYE



# VORONEZH, RUSSIA

30 AUG 24 10-3C Eff 5 Sep

SID



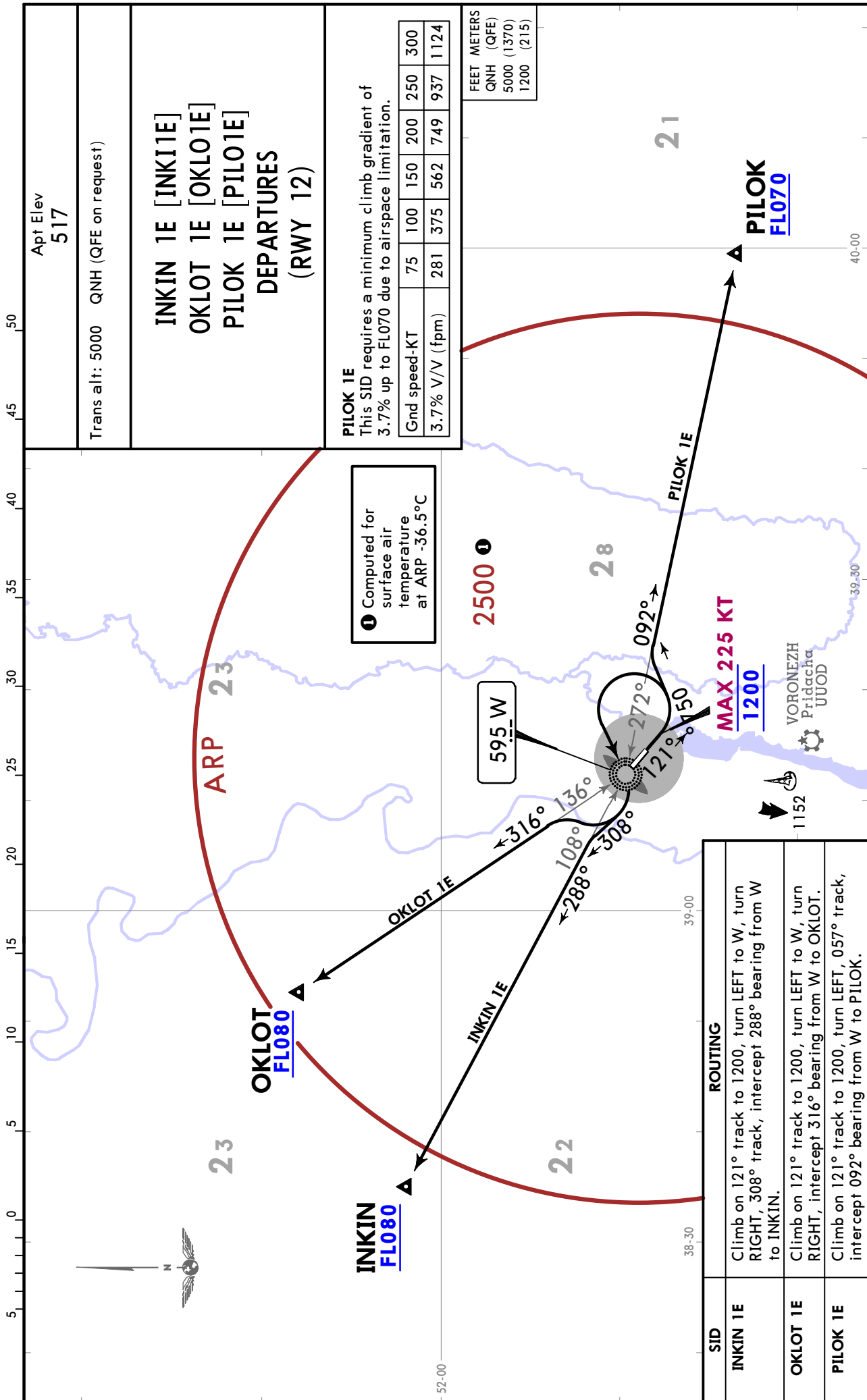
# UU00/VOZ CHERTOVITSKOYE



30 AUG 24 **10-3D** Eff 5 Sep

# VORONEZH, RUSSIA

**SID**



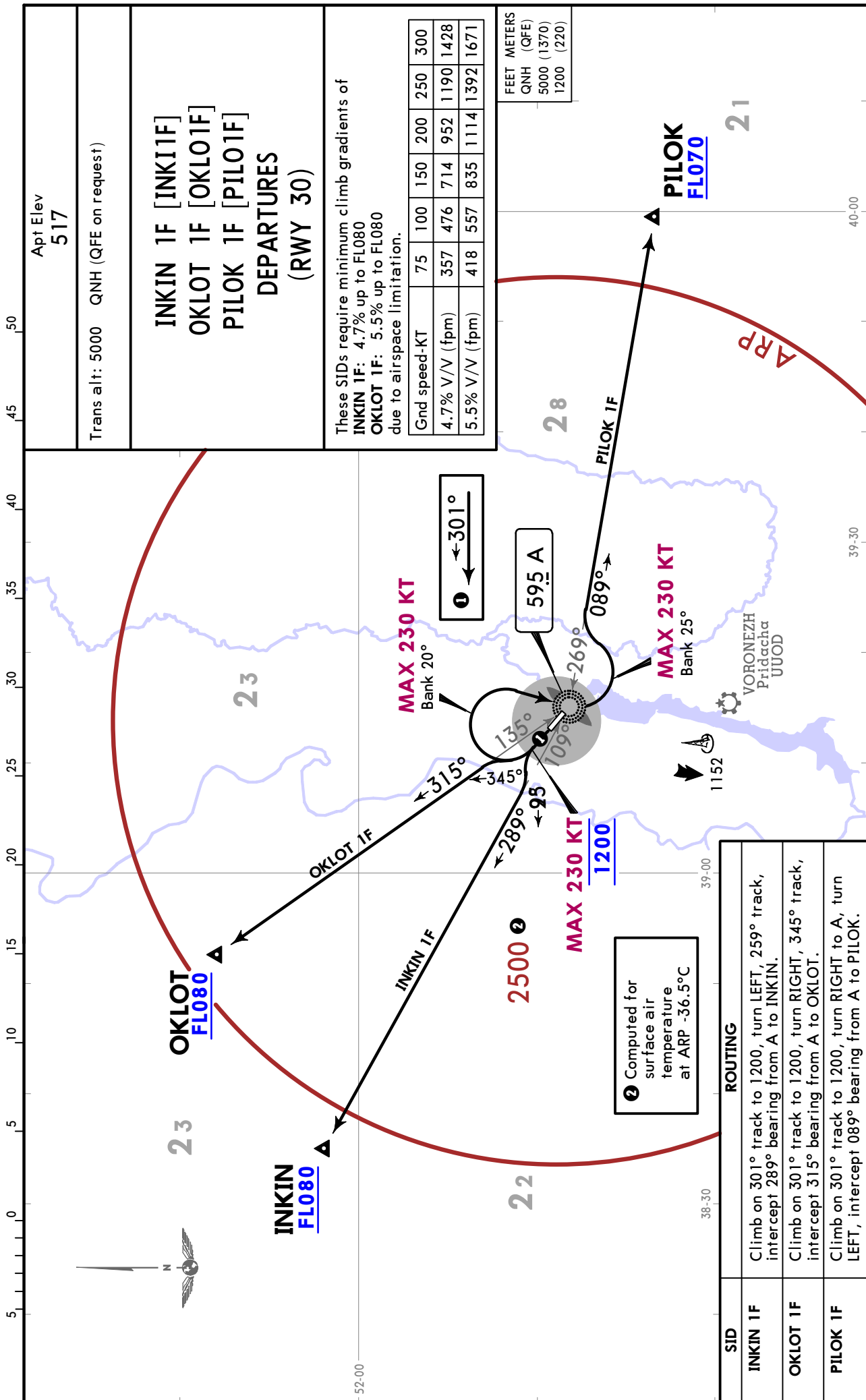
# UU00/VOZ CHERTOVITSKOYE



30 AUG 24 **10-3E** Eff 5 Sep

# VORONEZH, RUSSIA

**SID**



**UU00/VOZ**  
**CHERTOVITSKOYE**

**JEPPESEN**

30 AUG 24

10-4

Eff 5 Sep

**VORONEZH, RUSSIA**  
**NOISE**

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## **NOISE ABATEMENT**

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### **ARRIVALS**

#### **RWY 12/30 APPROACH PROCEDURE**

Noise abatement procedures during approach-to-land shall not be executed at the expense of compromising of flight safety.

### **DEPARTURES**

#### **RESTRICTIONS**

Noise abatement procedures during take-off and climbing shall be executed by all ACFT, except in case of reduction of flight safety.

Noise abatement procedures shall not be executed in case engine failure during take-off.

Take-off of ACFT with maximum crosswind and/or maximum tailwind component shall be executed according to the Flight Manual under the following conditions:

- RWY is dry or damp;
- Friction coefficient is 0.3 or more.

Take-off from RWY 30 shall be carried out according to noise abatement procedure in the Flight Manual.

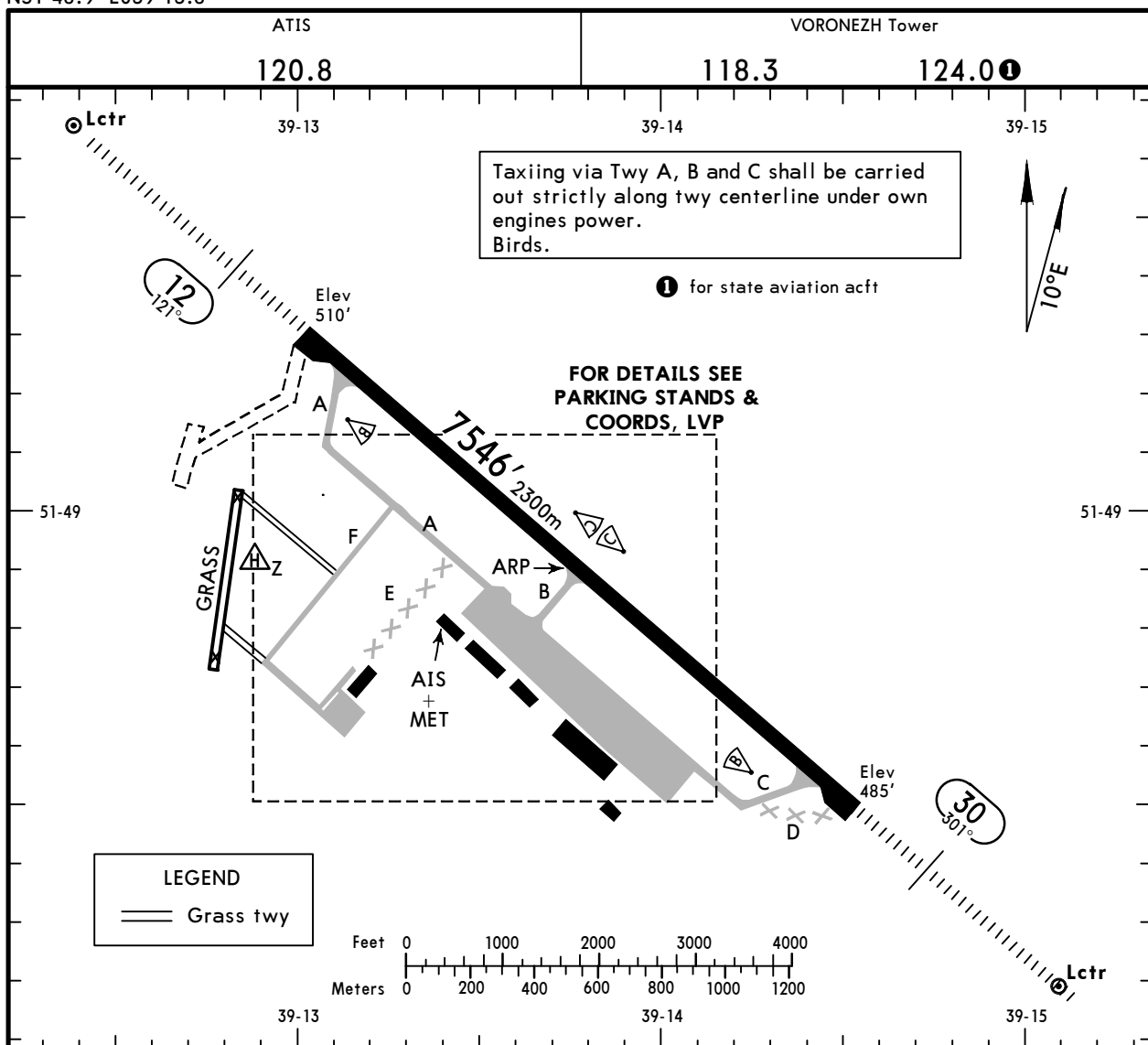
CAT B, C, D ACFT shall perform the initial turn at or above 1200' and by class 4 ACFT and helicopters at 850'.

ACFT shall join the assigned route, reaching the assigned flight altitude in accordance with departure procedure.

**UU00/VOZ**  
 Apt Elev **517'**  
 N51 48.9 E039 13.8

**JEPESEN**  
 5 DEC 25 **(10-9)**

**VORONEZH, RUSSIA**  
**CHERTOVITSKOYE**



**ADDITIONAL RUNWAY INFORMATION**

RWY	USABLE LENGTHS	LANDING BEYOND	TAKE-OFF	WIDTH
12 30	RL (60m) HIALS PAPI-L (angle 3.00°)	RVR	<b>1</b>	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)

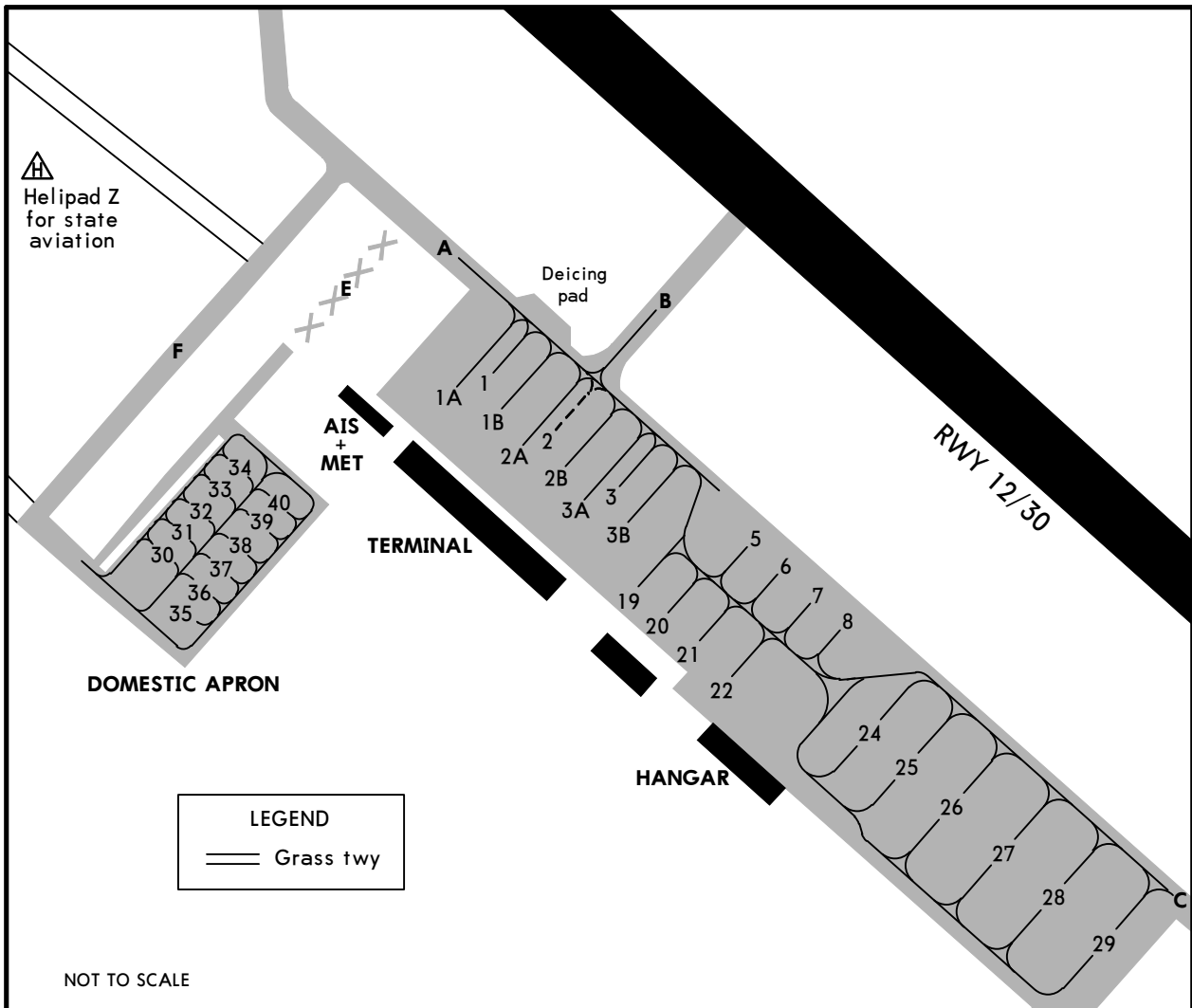
<b>Std TAKE-OFF</b>			
<b>1</b> RL & RCLM	<b>1</b> RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT
R/V300m	R/V400m	R/V500m	NA

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

UU00/VOZ

**JEPPESSEN**  
5 DEC 25 (10-9A)

**VORONEZH, RUSSIA**  
CHERTOVITSKOYE



**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 550 m at least at one of the three points of visibility measurement, low visibility procedures are implemented at the aerodrome, the following phraseology is used: "Low visibility procedures in progress".

LVP cancelled when RVR is above 600 m at all three points of visibility measurement, the following phraseology is used: "Low visibility procedures cancelled".

ATS unit or ATIS broadcast will inform pilots about LVP implementation.

Taxi route to rwy holding positions is assigned by TWR controller.  
 Flight crew should read back all instructions of TWR controller.

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

UU00/VOZ



EASA AIR OPS

VORONEZH, RUSSIA  
CHERTÓVITSKOYE

STRAIGHT-IN RWY		A	B	C	D
12	GLS	<b>710'</b> (200') ① R550m R1200m	<b>719'</b> (209') ① R550m R1200m	<b>727'</b> (217') ① R550m R1200m	<b>737'</b> (227') ① R550m R1200m
	ALS out				
	RNAV LNAV/VNAV	<b>760'</b> (250') ① R550m R1300m	<b>772'</b> (262') ① R600m R1300m	<b>780'</b> (270') ① R600m R1300m	<b>790'</b> (280') ① R600m R1300m
	ALS out				
	② RNAV LNAV	<b>860'</b> (350') R900m R1500m	<b>870'</b> (360') R900m R1500m	<b>880'</b> (370') R1000m R1700m	<b>880'</b> (370') R1000m R1700m
	ALS out				
	② NDB V	NOT APPLICABLE	NOT APPLICABLE	<b>1070'</b> (553') R1800m R2400m	<b>1070'</b> (553') R1800m R2400m
ALS out					
② NDB U	<b>1070'</b> (553') R1500m	<b>1070'</b> (553') R1500m	NOT APPLICABLE	NOT APPLICABLE	
30	③ GLS	<b>689'</b> (204') ① R550m R1200m	<b>702'</b> (217') ① R550m R1200m	<b>710'</b> (225') ① R550m R1200m	<b>720'</b> (235') ① R550m R1200m
	ALS out				
	④ GLS	<b>748'</b> (263') ① R600m R1300m	<b>756'</b> (271') ① R600m R1300m	<b>769'</b> (284') ① R650m R1400m	<b>779'</b> (294') ① R650m R1400m
	ALS out				
	RNAV LNAV/VNAV	<b>757'</b> (272') ① R600m R1300m	<b>770'</b> (285') ① R650m R1400m	<b>778'</b> (293') ① R650m R1400m	<b>788'</b> (303') ① R700m R1400m
	ALS out				
	② RNAV LNAV	<b>770'</b> (285') ①⑤ R650m R1400m	<b>780'</b> (295') ①⑤ R650m R1400m	<b>790'</b> (305') ①⑤ R700m R1400m	<b>790'</b> (305') ①⑤ R700m R1400m
	ALS out				
	② NDB V	NOT APPLICABLE	NOT APPLICABLE	<b>1030'</b> (545') R1800m R2400m	<b>1030'</b> (545') R1800m R2400m
	ALS out				
② NDB U	<b>1030'</b> (545') R1500m	<b>1030'</b> (545') R1500m	NOT APPLICABLE	NOT APPLICABLE	

- ① R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ② Continuous Descent Final Approach.
- ③ Missed apch climb gradient min 4.0%.
- ④ Missed apch climb gradient min 2.5%.
- ⑤ R750m for CDFA 2D operations.

UU00/VOZ



**EASA AIR OPS**  
**VORONEZH, RUSSIA**  
 CHERTÓVITSKOYE

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	<b>1000'</b> (483')	<b>1020'</b> (503')	<b>1130'</b> (613')	<b>1220'</b> (703')
After NDB V 12	NOT APPLICABLE	NOT APPLICABLE	<b>1130'</b> (613')	<b>1220'</b> (703')
After NDB U 12	<b>1070'</b> (553')	<b>1070'</b> (553')	NOT APPLICABLE	NOT APPLICABLE
After NDB V 30	NOT APPLICABLE	NOT APPLICABLE	<b>1130'</b> (613')	<b>1220'</b> (703')
After NDB U 30	<b>1030'</b> (513')	<b>1030'</b> (513')	NOT APPLICABLE	NOT APPLICABLE
	① V1500m	① V1600m	V2400m	V3600m

① or higher of preceding straight-in approach

**TAKE-OFF**

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

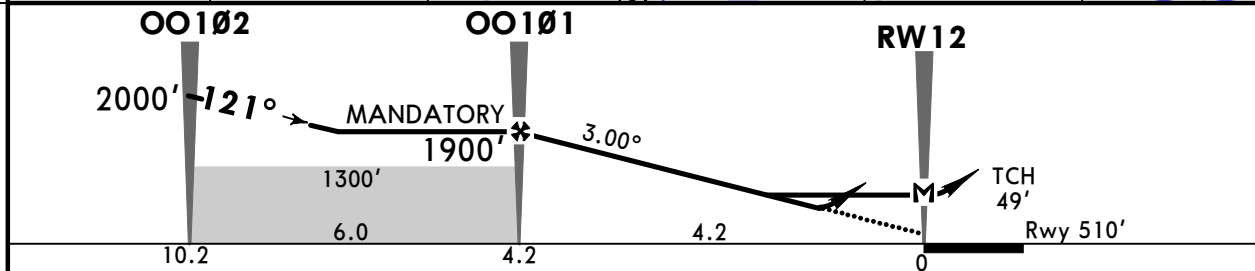
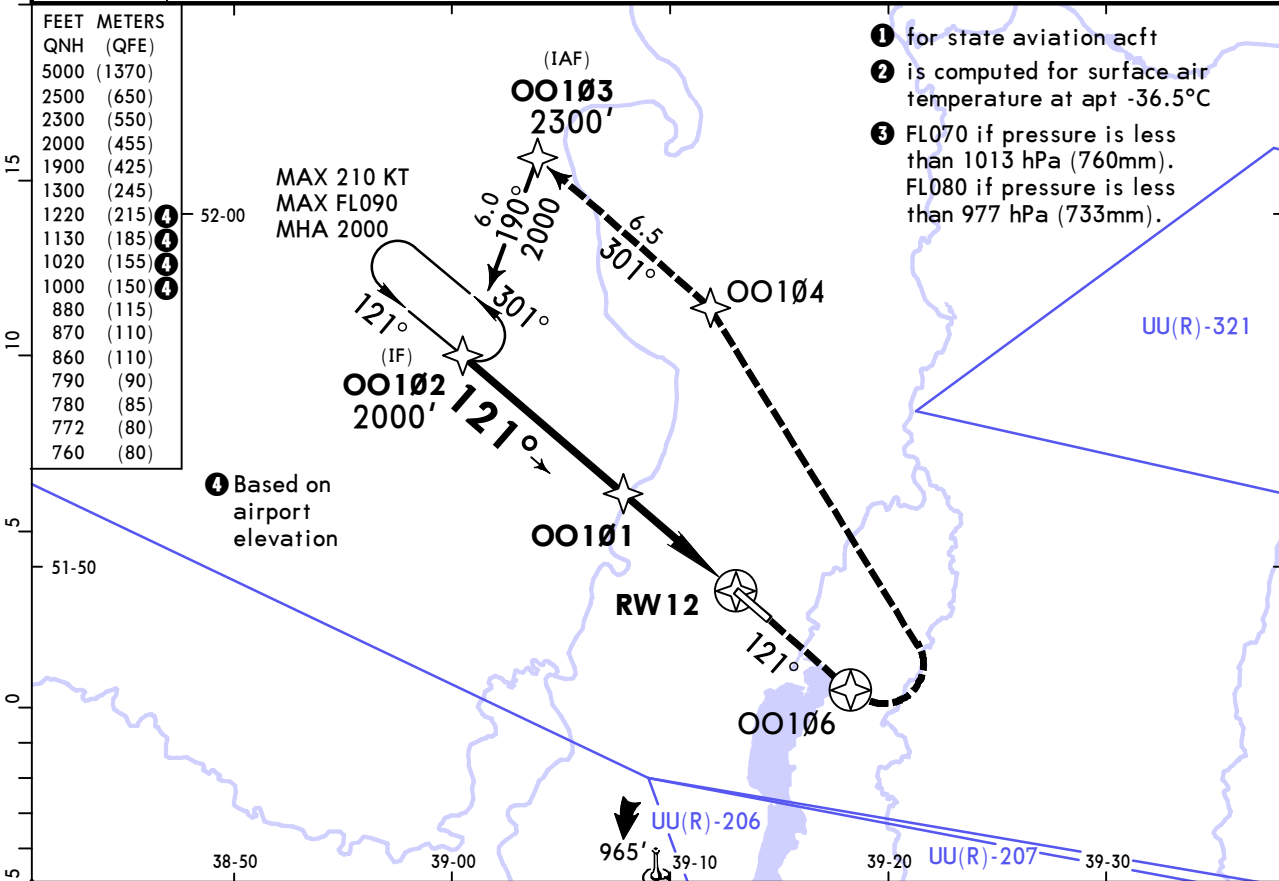
**UU00/VOZ**  
CHERTOVITSKOYE



**VORONEZH, RUSSIA**  
RNAV Rwy 12

13 SEP 24 (12-1)

ATIS <b>120.8</b>			VORONEZH Tower <b>118.3</b> <b>124.00</b>		
RNAV	Final Apch Crs <b>121°</b>	<b>00101</b> MANDATORY <b>1900'</b> (1390')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 517' Rwy 510'	2500  MSA ARP ②
<b>MISSED APCH:</b> Climb on 121° to 00106 (MAX 240 KT), then turn LEFT to 00104 climbing to 2300' or above, then to 00103, 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	849	

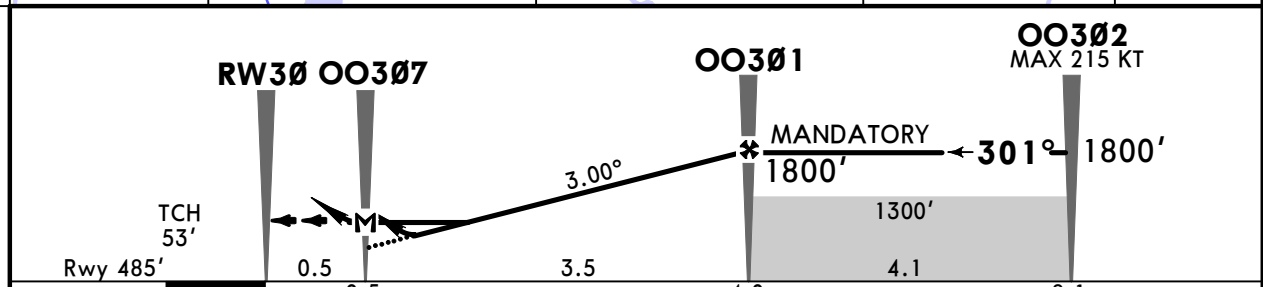
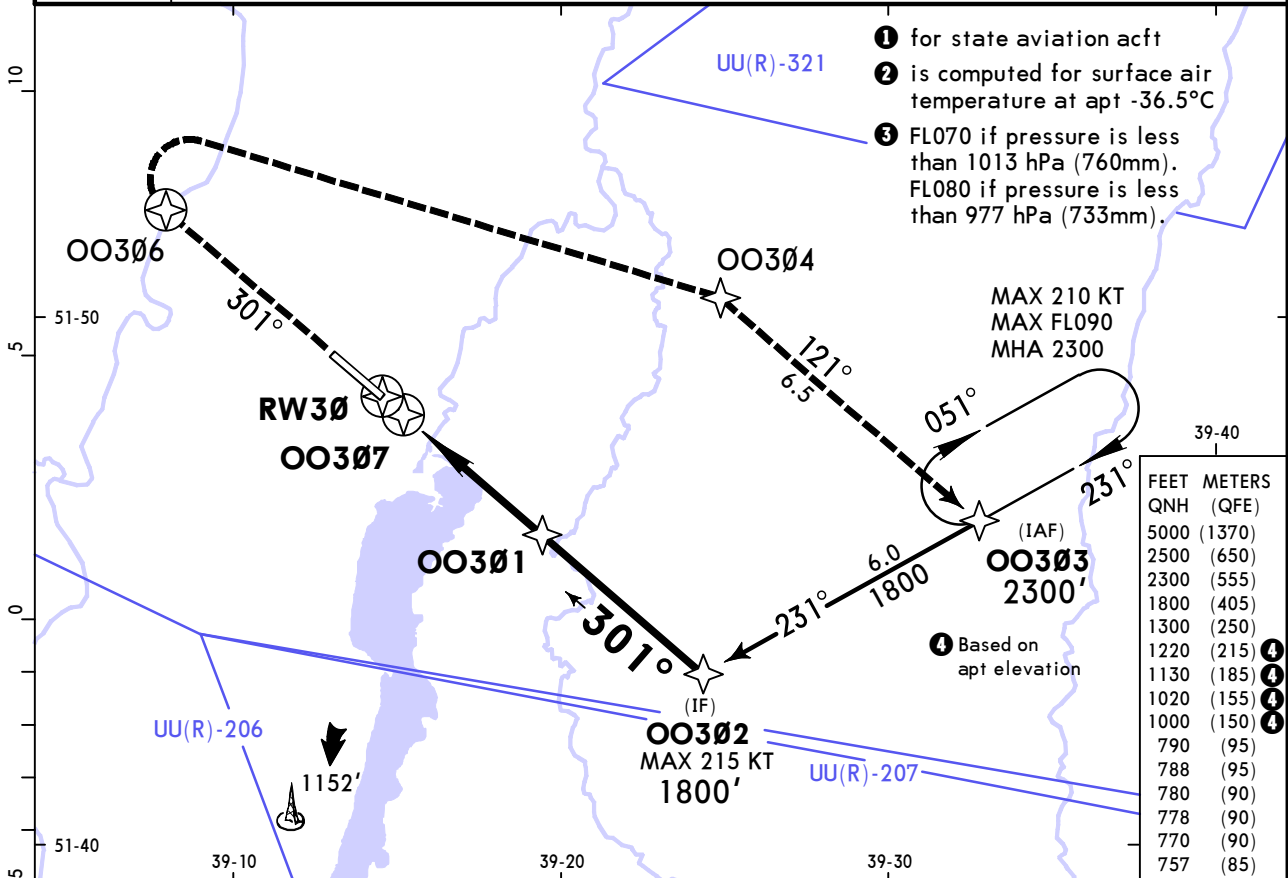
PANS OPS	<b>Std</b> LNAV/VNAV    STRAIGHT-IN LANDING    LNAV CDFA    CIRCLE-TO-LAND				
	DA(H) A: <b>760'</b> (250') C: <b>780'</b> (270') B: <b>772'</b> (262') D: <b>790'</b> (280')		DA/ A: <b>860'</b> (350') MDA(H) B: <b>870'</b> (360') CD: <b>880'</b> (370')		Max Kts
	ALS out		ALS out		
	A		R900m	R1500m	100    1000' (483') V1500m
	B				135    1020' (503') V1600m
C	R750m	R1300m		180    1130' (613') V2400m	
D			R1000m	R1700m	205    1220' (703') V3600m

**UU00/VOZ**  
CHERTOVITSKOYE

**JEPPESEN**  
13 SEP 24 (12-2)

**VORONEZH, RUSSIA**  
RNAV Rwy 30

ATIS 120.8			VORONEZH Tower 118.3 124.00		
RNAV	Final Apch Crs <b>301°</b>	<b>00301</b> MANDATORY <b>1800'</b> (1315')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 517' Rwy 485'	2500 MSA ARP ②
<b>MISSED APCH:</b> 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: 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 OO306 225 KT MAX 301°
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at OO307							

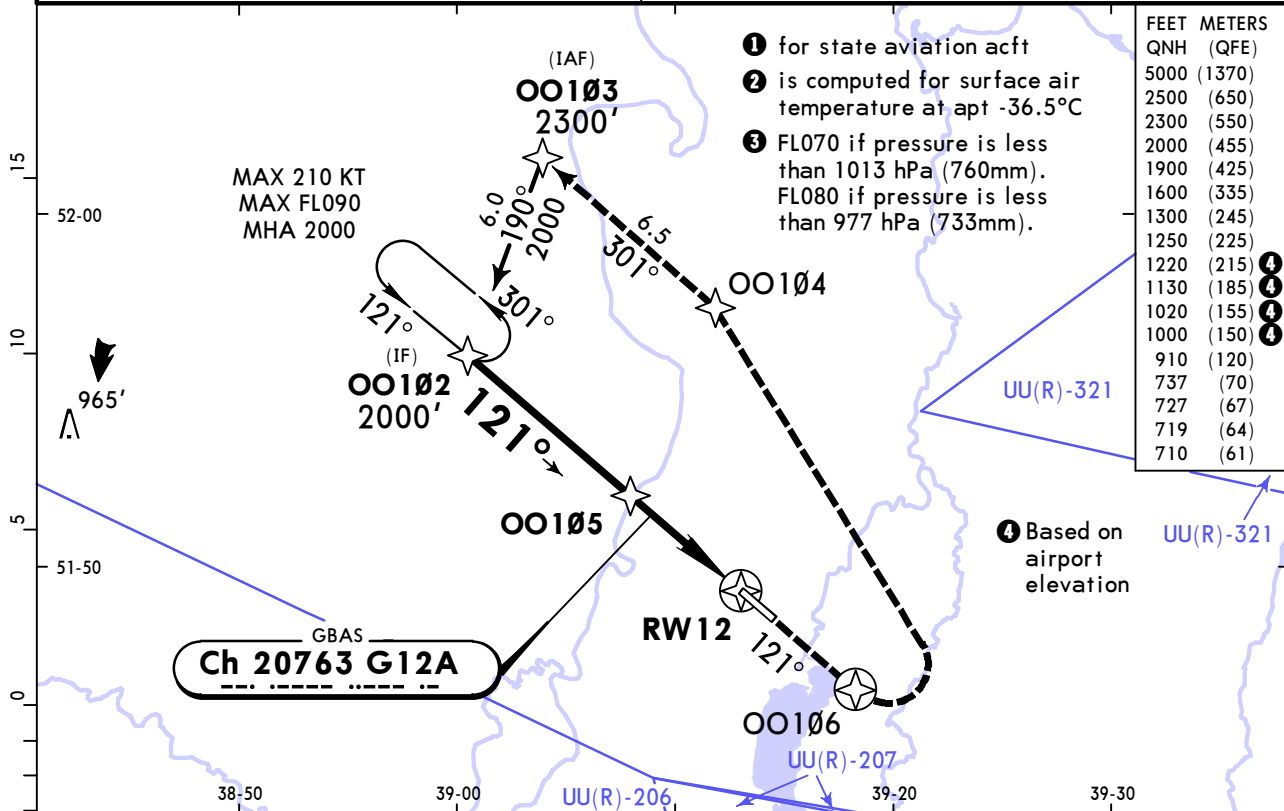
PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND
	LNAV/VNAV		LNAV CDF A		
	DA(H) A: 757' (272') C: 778' (293') B: 770' (285') D: 788' (303')		DA(H) A: 770' (285') CD: 790' (305') B: 780' (295')		
		ALS out		ALS out	Max Kts
A	R750m	R1300m	R750m	R1400m	100
B					135
C		R1400m			180
D					205
					MDA(H)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

**UU00/VOZ**  
CHERTOVITSKOYE

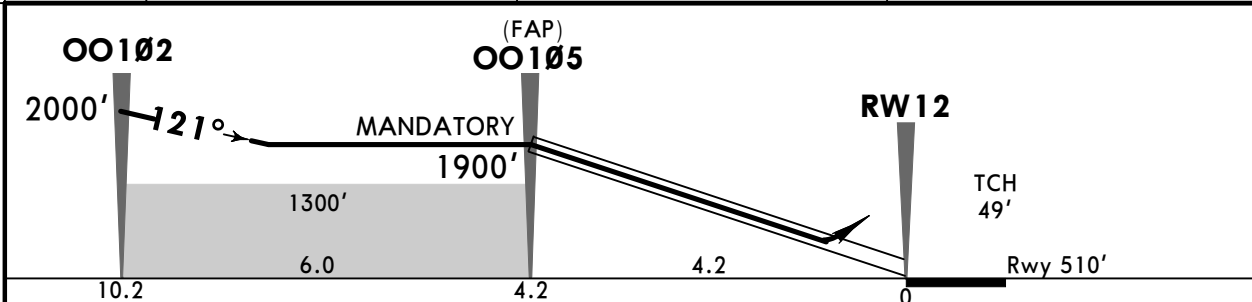
**JEPPESEN**  
13 SEP 24 **(12-40)**

**VORONEZH, RUSSIA**  
GLS Rwy 12

ATIS <b>120.8</b>			VORONEZH Tower <b>118.3</b> <b>124.00</b>		
GBAS <b>Ch 20763</b> G12A	Final Apch Crs <b>121°</b>	<b>00105</b> MANDATORY <b>1900'</b> (1390')	DA(H) Refer to Minimums	Apt Elev 517' Rwy 510'	2500  MSA ARP ②
<b>MISSED APCH:</b> 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'
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	<b>OO106</b> ↑	<b>240 KT</b> MAX on <b>121°</b>
Glide Path Angle	3.00°	372	478	531	637	743			

<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
DA(H) A: <b>710'</b> (200') C: <b>727'</b> (217') B: <b>719'</b> (209') D: <b>737'</b> (227')			
ALS out		Max Kts	MDA(H)
A	① R550m	R1200m	100 1000' (483') V1500m
B			135 1020' (503') V1600m
C			180 1130' (613') V2400m
D			205 1220' (703') V3600m

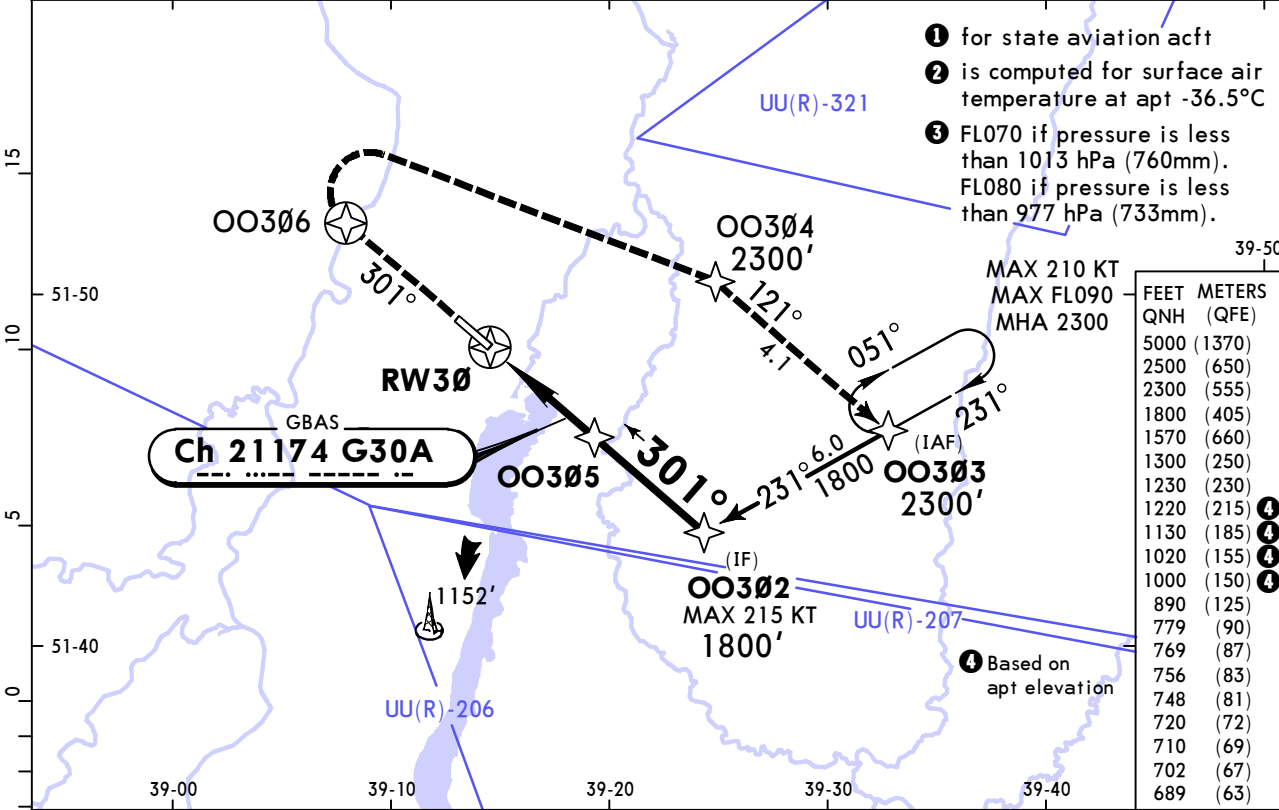
① R750m when a Flight Director or Autopilot or HUD to DA is not used.

**UU00/VOZ**  
CHERTOVITSKOYE

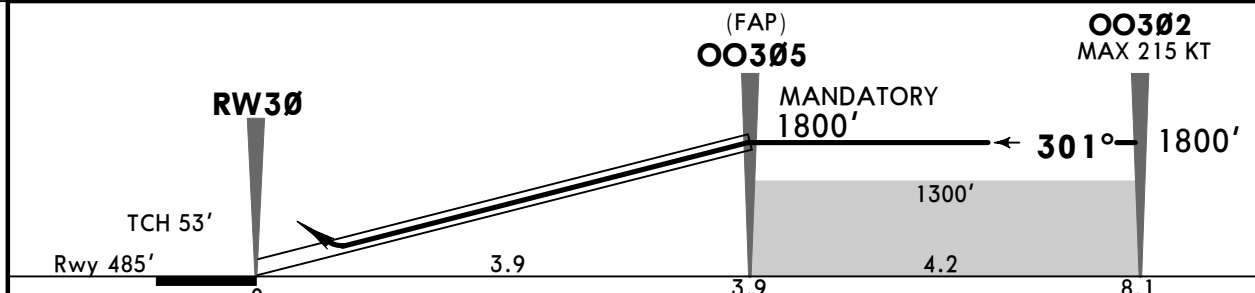
**JEPPESEN**  
13 SEP 24 **(12-41)**

**VORONEZH, RUSSIA**  
GLS Rwy 30

ATIS <b>120.8</b>			VORONEZH Tower <b>118.3</b> <b>124.00</b>		
GBAS <b>Ch 21174</b> G30A	Final Apch Crs <b>301°</b>	<b>00305</b> MANDATORY <b>1800'</b> (1315')	DA(H) Refer to Minimums	Apt Elev 517' Rwy 485'	2500  MSA ARP ②
<b>MISSED APCH:</b> 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 ③		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 <b>00306</b> 225 KT MAX on 301°
Glide Path Angle	3.00°	372	478	531	637	849	

Std	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	Missed apch climb gradient MIN 4.0%		Missed apch climb gradient MIN 2.5%	
DA(H)	A: <b>689'</b> (204') C: <b>710'</b> (225') B: <b>702'</b> (217') D: <b>720'</b> (235')		A: <b>748'</b> (263') C: <b>769'</b> (284') B: <b>756'</b> (271') D: <b>779'</b> (294')	
	ALS out	ALS out	Max Kts	MDA(H)
A			100	<b>1000'</b> (483') V1500m
B	<b>1</b> R550m	R1200m	135	<b>1020'</b> (503') V1600m
C			180	<b>1130'</b> (613') V2400m
D			205	<b>1220'</b> (703') V3600m

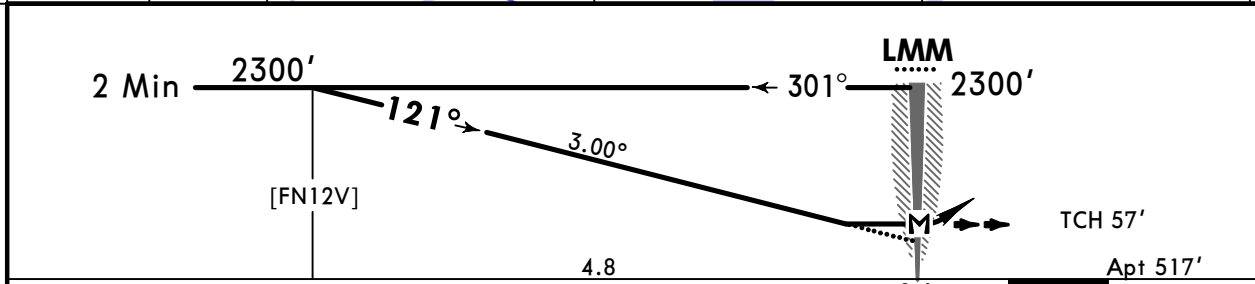
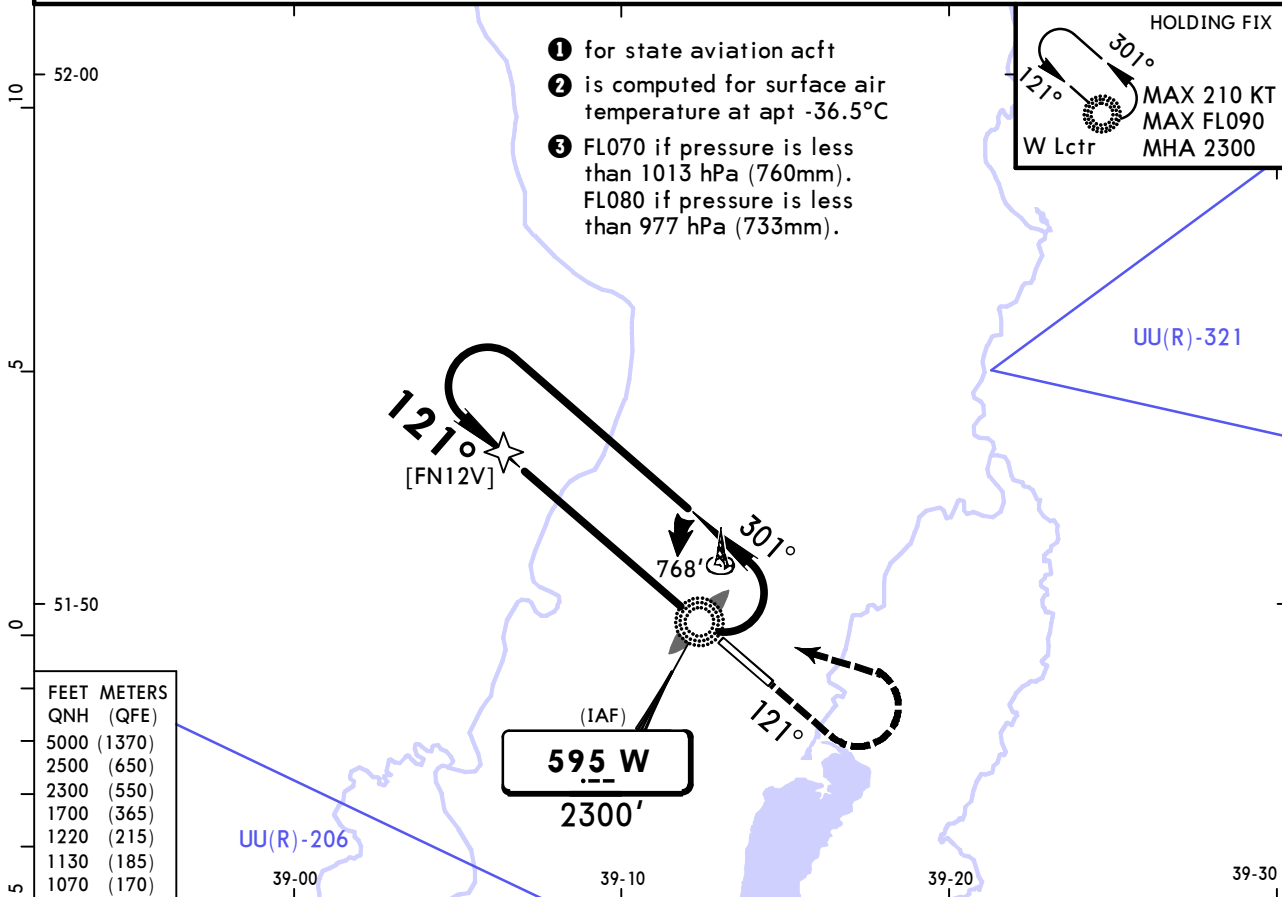
**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.  
 CHANGES: Communications, MSA, missed apch, conversion box. © JEPPESEN, 2019, 2024. ALL RIGHTS RESERVED.

**UU00/VOZ**  
CHERTOVITSKOYE

**JEPPESEN**  
13 SEP 24 (16-1) CAT C & D

**VORONEZH, RUSSIA**  
NDB V Rwy 12

ATIS 120.8			VORONEZH Tower 118.3 124.0①			2500  MSA ARP ②
Lctr W <b>595</b>	Final Apch Crs <b>121°</b>	[FN12V] <b>2300'</b> (1783')	DA/MDA(H) <b>1070'</b> (553')	Apt Elev 517'		
<b>MISSED APCH:</b> 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 ③		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								

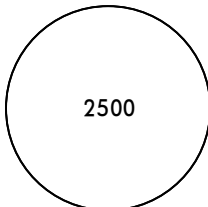
PANS OPS	<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	① DA/MDA(H) 1070' (553')		ALS out	
	NOT APPLICABLE		NOT APPLICABLE	
A	NOT APPLICABLE		Max Kts	MDA(H)
B	NOT APPLICABLE		A	NOT APPLICABLE
C	R1800m	R2400m	180	1130' (613') V2400m
D			205	1220' (703') V3600m

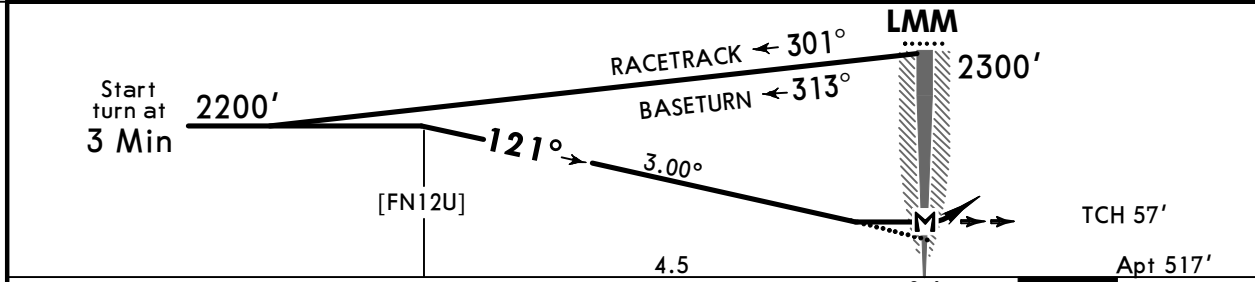
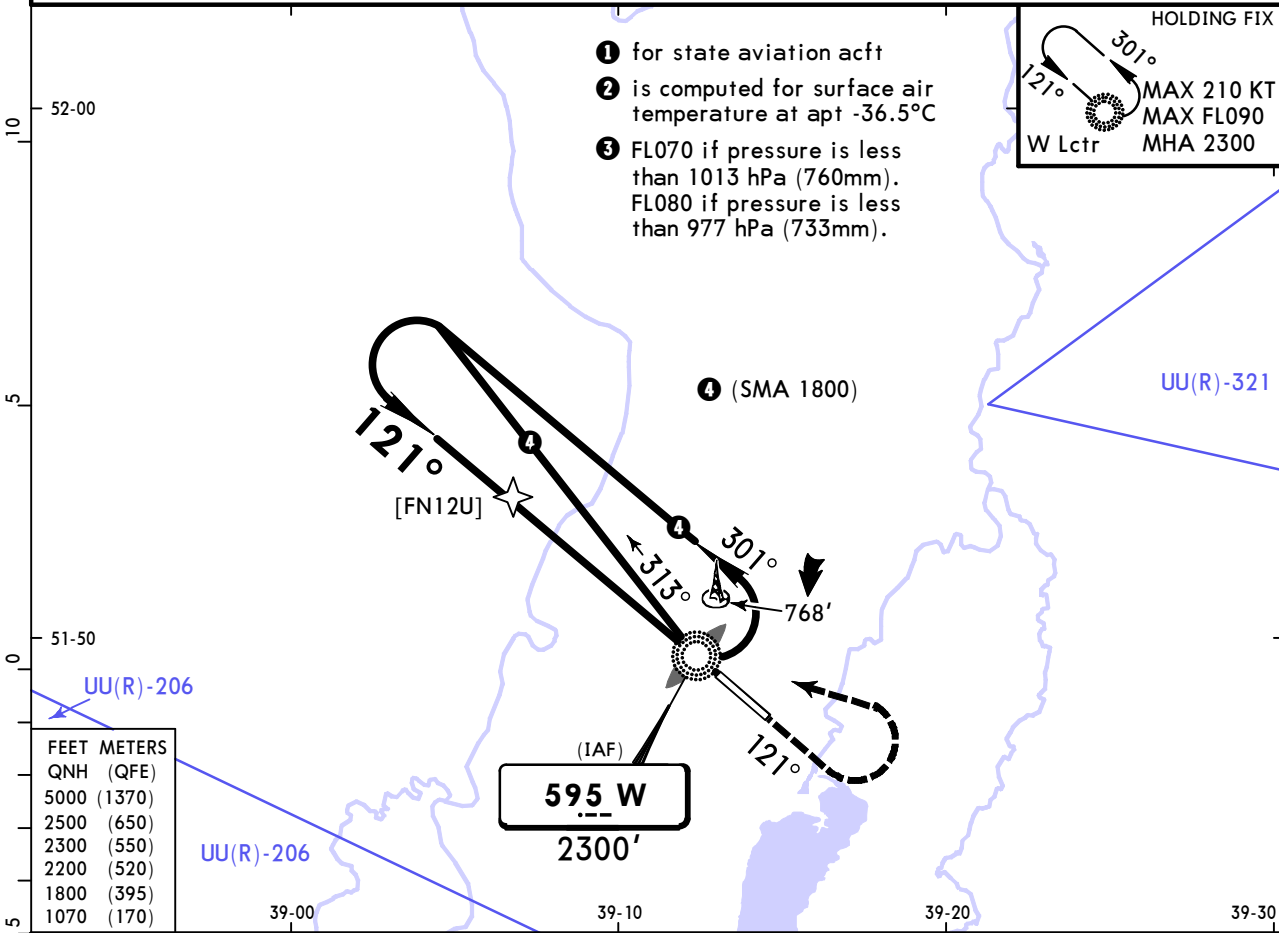
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
CHANGES: Communications, MSA, conversion box. © JEPPESEN, 2020, 2024. ALL RIGHTS RESERVED.

**UU00/VOZ**  
CHERTOVITSKOYE

**JEPPESEN**  
13 SEP 24 **(16-2)** **CAT A & B**

**VORONEZH, RUSSIA**  
NDB U Rwy 12

ATIS <b>120.8</b>		VORONEZH Tower <b>118.3</b> <b>124.0</b> <sup>①</sup>			 2500 MSA ARP <b>②</b>
Lctr W <b>595</b>	Final Apch Crs <b>121°</b>	[FN12U] <b>2200'</b> (1683')	DA/MDA(H) <b>1070'</b> (553')	Apt Elev 517'	
<b>MISSED APCH:</b> 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: FL060 <b>③</b>		Trans alt: 5000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI <b>1800'</b> on 121°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM							

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

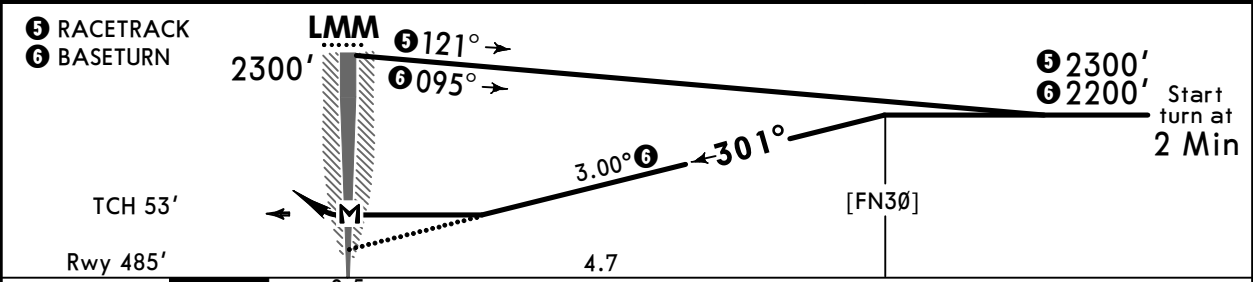
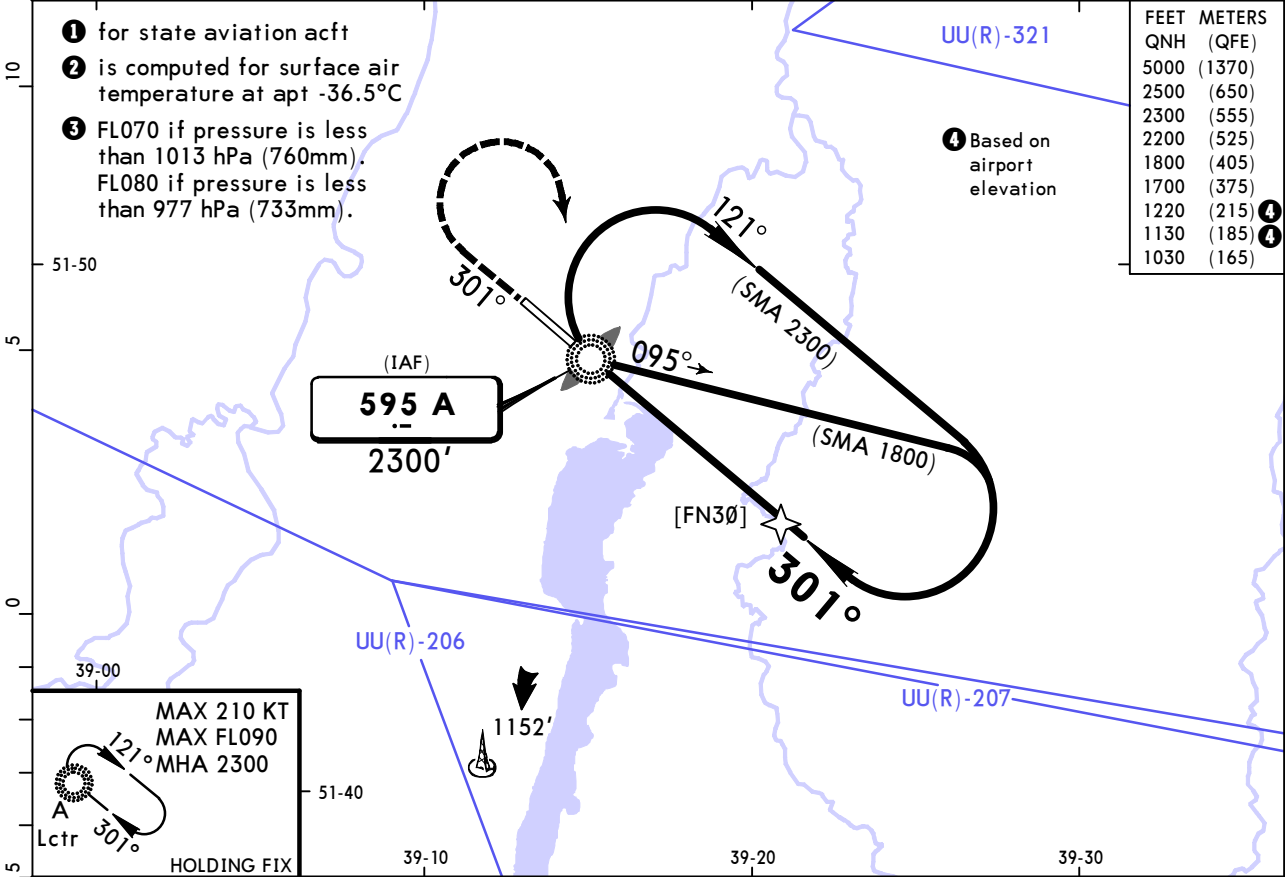
**①** VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
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# UU00/VOZ CHERTOVITSKOYE

**JEPPESEN**  
13 SEP 24 (16-3) CAT C & D

# VORONEZH, RUSSIA NDB V Rwy 30

ATIS <b>120.8</b>			VORONEZH Tower <b>118.3</b> <b>124.00</b>		
Lctr A <b>595</b>	Final Apch Crs <b>301°</b>	[FN30] Refer to Profile	DA/MDA(H) <b>1030'</b> (545')	Apt Elev 517' Rwy 485'	2500  MSA ARP ②
<b>MISSED APCH:</b> 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: FL060 ③	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							

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	① DA/MDA(H) 1030' (545')		ALS out	
	NOT APPLICABLE		NOT APPLICABLE	
A	NOT APPLICABLE		Max Kts	MDA(H)
B	NOT APPLICABLE		A	NOT APPLICABLE
C	R1800m	R2400m	180	1130'(613') V2400m
D			205	1220'(703') V3600m

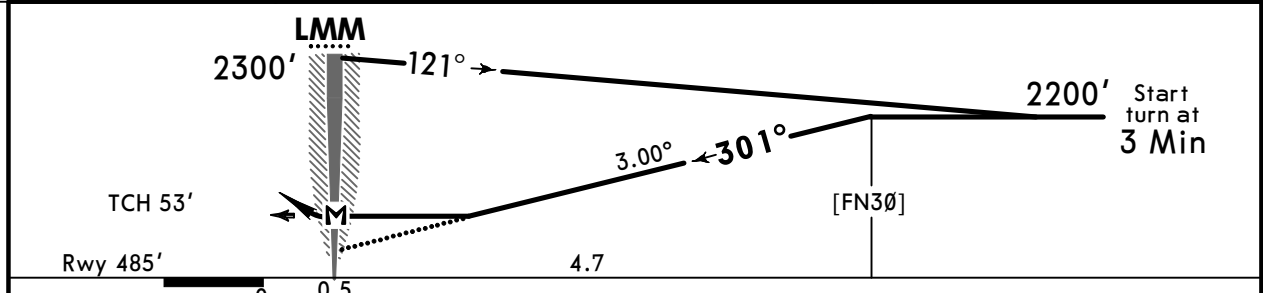
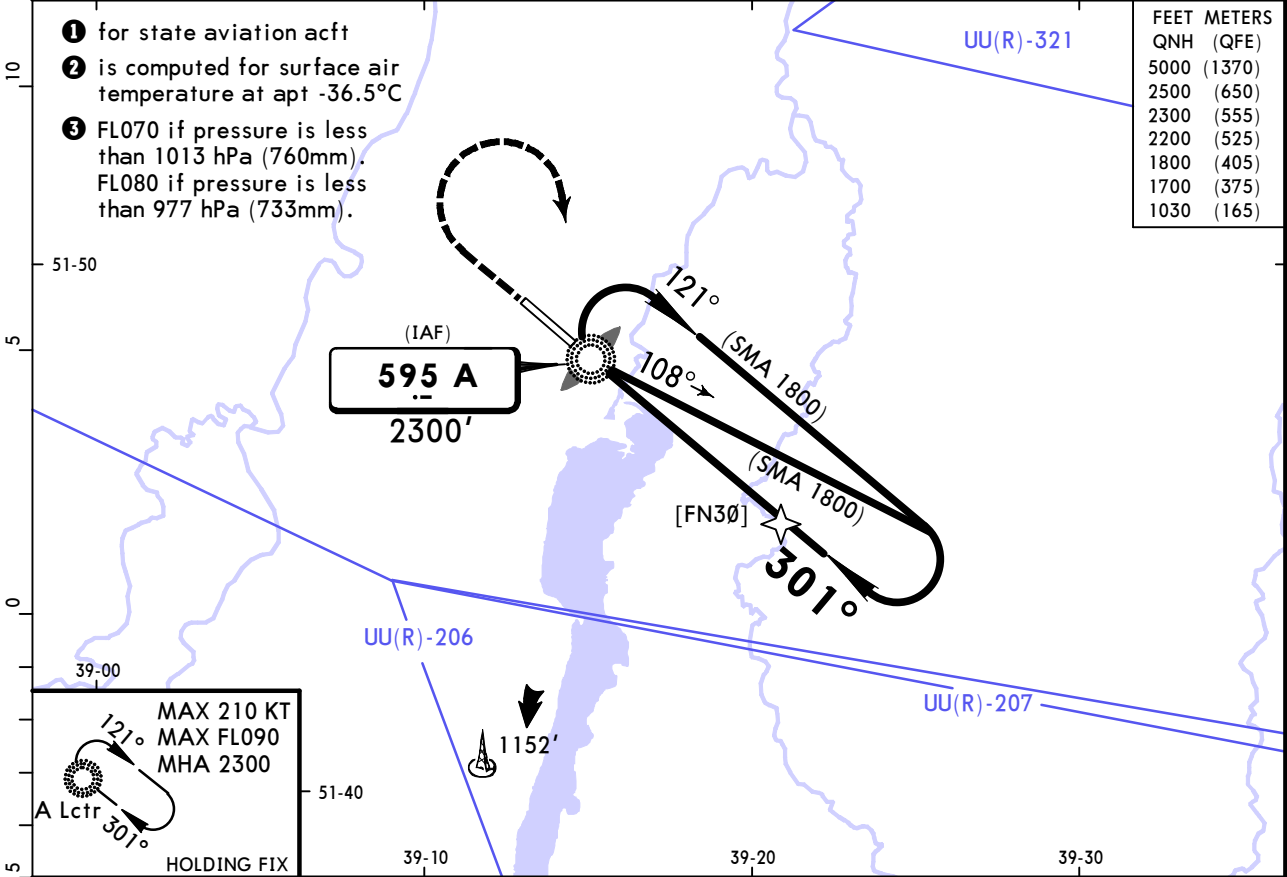
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
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**UU00/VOZ**  
CHERTOVITSKOYE

**JEPPESEN**  
13 SEP 24 (16-4) CAT A & B

**VORONEZH, RUSSIA**  
NDB U Rwy 30

BRIEFING STRIP™	ATIS <b>120.8</b>			VORONEZH Tower <b>118.3</b> <b>124.00</b>		
	Lctr A <b>595</b>	Final Apch Crs <b>301°</b>	[FN30] <b>2200'</b> (1715')	DA/MDA(H) <b>1030'</b> (545')	Apt Elev 517' Rwy 485'	<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">2500</div> <p>MSA ARP ②</p>
	<b>MISSED APCH:</b> 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 ③	Trans alt: 5000'		
Procedure available when UU(R)-206, UU(R)-207 are not active.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI <div style="text-align: center;">                     1700' on 301° ↑                 </div>
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			Circling height based on rwy 30 thr elev of 485'		
	① DA/MDA(H) <b>1030'</b> (545')			ALS out		
	A	R1500m			Max Kts	MDA(H)
B				100	<b>1030'</b> (545')	V1500m
C				135	<b>1030'</b> (545')	V1600m
C	NOT APPLICABLE			C	NOT APPLICABLE	
D				D	NOT APPLICABLE	

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
 CHANGES: Communications, MSA, conversion box.    © JEPPESEN, 2020, 2024. ALL RIGHTS RESERVED.

## 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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VORONEZH, (CHERTOVITSKOYE - UUOO)

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUOO