

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UUOO

Terminal Charts For UUOO

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: VORONEZH RUS
ICAO/IATA: UUOO / VOZ
Lat/Long: N51° 48.90', E039° 13.78'
Elevation: 515 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 9.0° 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: 0104 Z
Sunset: 1745 Z

Runway Information

Runway: 12
Length x Width: 7546 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 512 ft
Lighting: Edge, ALS

Runway: 30
Length x Width: 7546 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 486 ft
Lighting: Edge, ALS

Communication Information

ATIS: 120.800
Voronezh Tower: 124.000
Voronezh Tower: 121.800
Voronezh Tower: 118.300
Voronezh Ground Ramp/Taxi: 126.000 Non-English
Voronezh Approach: 125.900
Voronezh Approach: 134.500
Voronezh Approach: 124.000 Secondary
Voronezh Transit Operations: 131.600

UU00/VOZ
CHERTOVITSKOYE

 **JEPPESSEN**
7 NOV 14 **10-2** **Eff 13 Nov**

VORONEZH, RUSSIA
STAR

SPECIAL RWY 12 AND 30 APPROACH PROCEDURES

Descent for landing shall be carried out, as a rule, straight-in via base and final turns.

DESCENT PLANNING

At or below FL190 by TE,
At or below FL190 by TS,
At or below FL200 by PT.

CROSSINGS

When approaching from direct routes cross 37.8 NM from ARP at or below FL150.
To prevent possible deviations from the established forward and vertical speeds, FL at 18.9 NM from ARP shall not exceed TL.

CROSSINGS AND LANDING IN CASE OF RESTRICTIONS

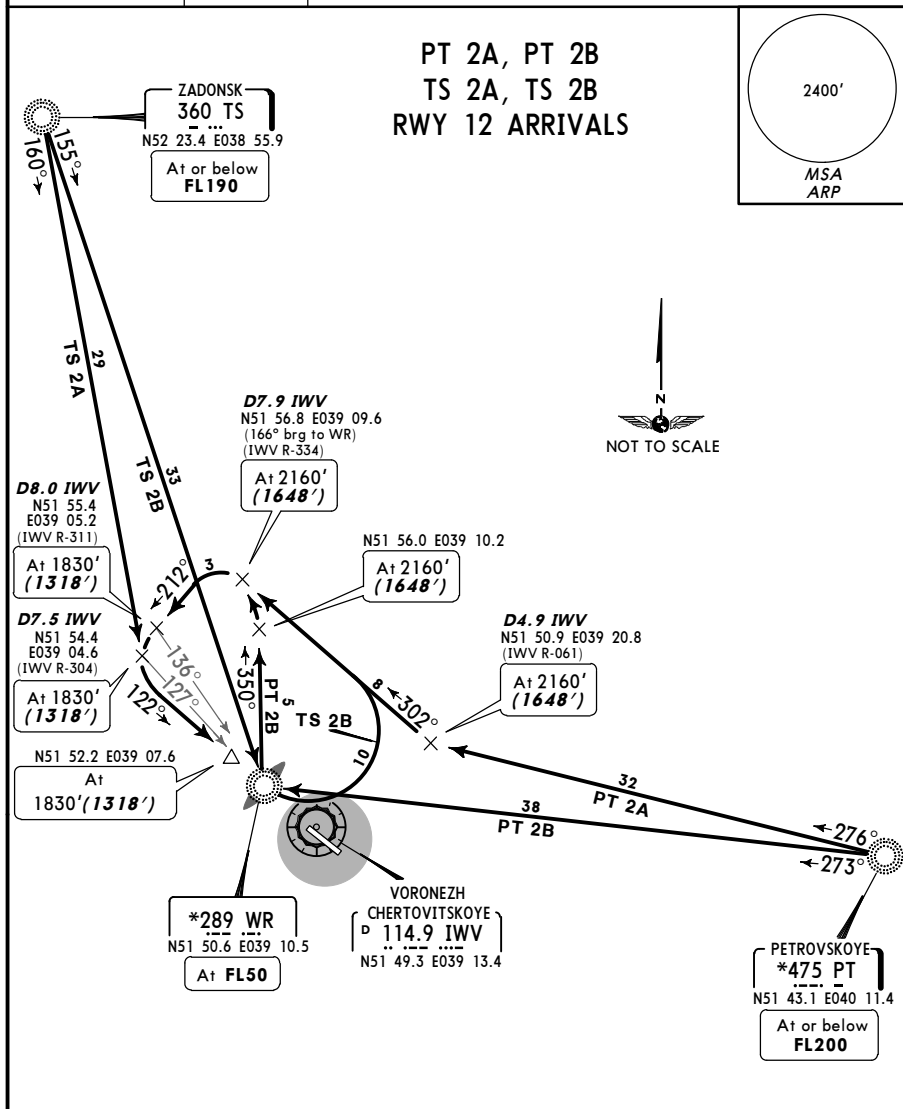
Approach for landing is possible from
TE at FL170,
TS at FL150 on landing heading 302°,
PT at FL160 on landing heading 122°
without carrying out the rectangular approach traffic pattern.

UU00/VOZ
CHERTOVITSKOYE

JEPPESSEN
7 NOV 14 **(10-2B)** **Eff 13 Nov**

VORONEZH, RUSSIA
STAR

ATIS 120.8	Apt Elev 515'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40. FL50 if pressure is less than 746mm (994.6 hPa) Trans alt: 2490' (1978') Crossings at airway exit points by ATC.
---------------	------------------	---



ALT/HEIGHT CONVERSION QNH (QFE) 2490' (1978' - 600m) 2160' (1648' - 500m) 1830' (1318' - 400m)	HOLDINGS AFTER PT D22.9 IWV N51 45.2 E039 49.7 (IWV R-091) 271° No 4 091° MHA FL100 MAX FL200	TS D21.6 IWV N52 09.8 E039 02.7 (IWV R-333) 154° 153° No 3 333° MHA FL100 MAX FL200
---	---	--

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40.
FL50 if pressure is less than 746mm (994.6 hPa)
Trans alt: 2490' **(1978')**
Crossings at airway exit points by ATC.

MSA



Diagram illustrating the pitch angles and airspeeds for a No. 5 propeller:

- At 13 ft, the pitch angle is 111°.
- At 291 ft, the pitch angle is 291°.
- The airspeed at 13 ft is MFA FL100.
- The airspeed at 291 ft is MAX FL200.
- The airspeed at 291 ft is also labeled as D27.0 IWW, N52 02.2, E038 35.2, and (IWW R-291).

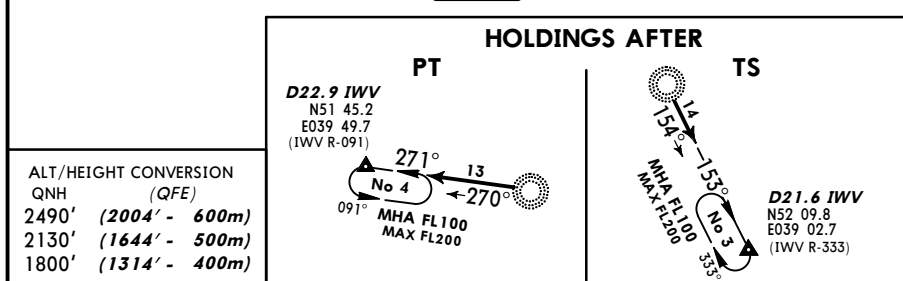
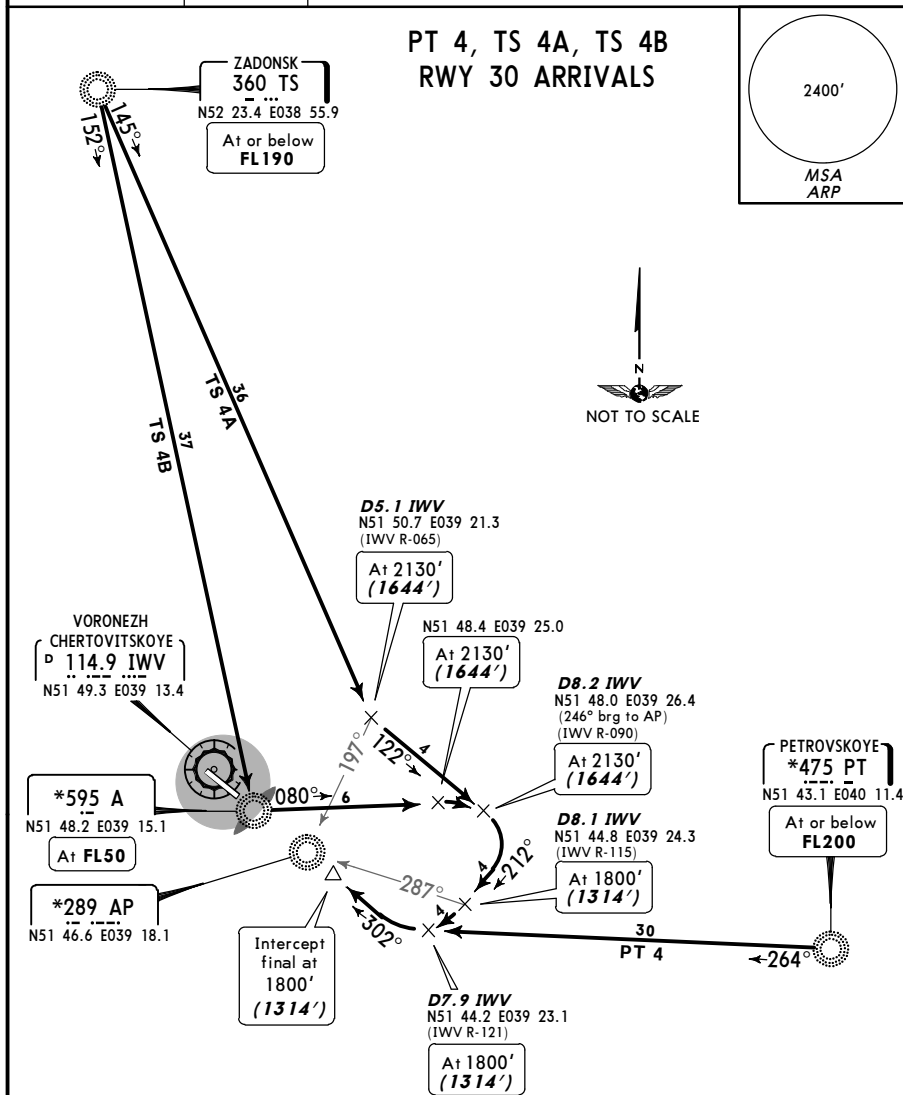
© JEPPESEN, 2014. ALL RIGHTS RESERVED.

UU00/VOZ
CHERTOVITSKOYE

JEPPESSEN
7 NOV 14 **(10-2D)** **Eff 13 Nov**

VORONEZH, RUSSIA
STAR

ATIS 120.8	Apt Elev 515'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40. FL50 if pressure is less than 746mm (994.6 hPa) Trans alt: 2490' (2004') Crossings at airway exit points by ATC.
---------------	------------------	---

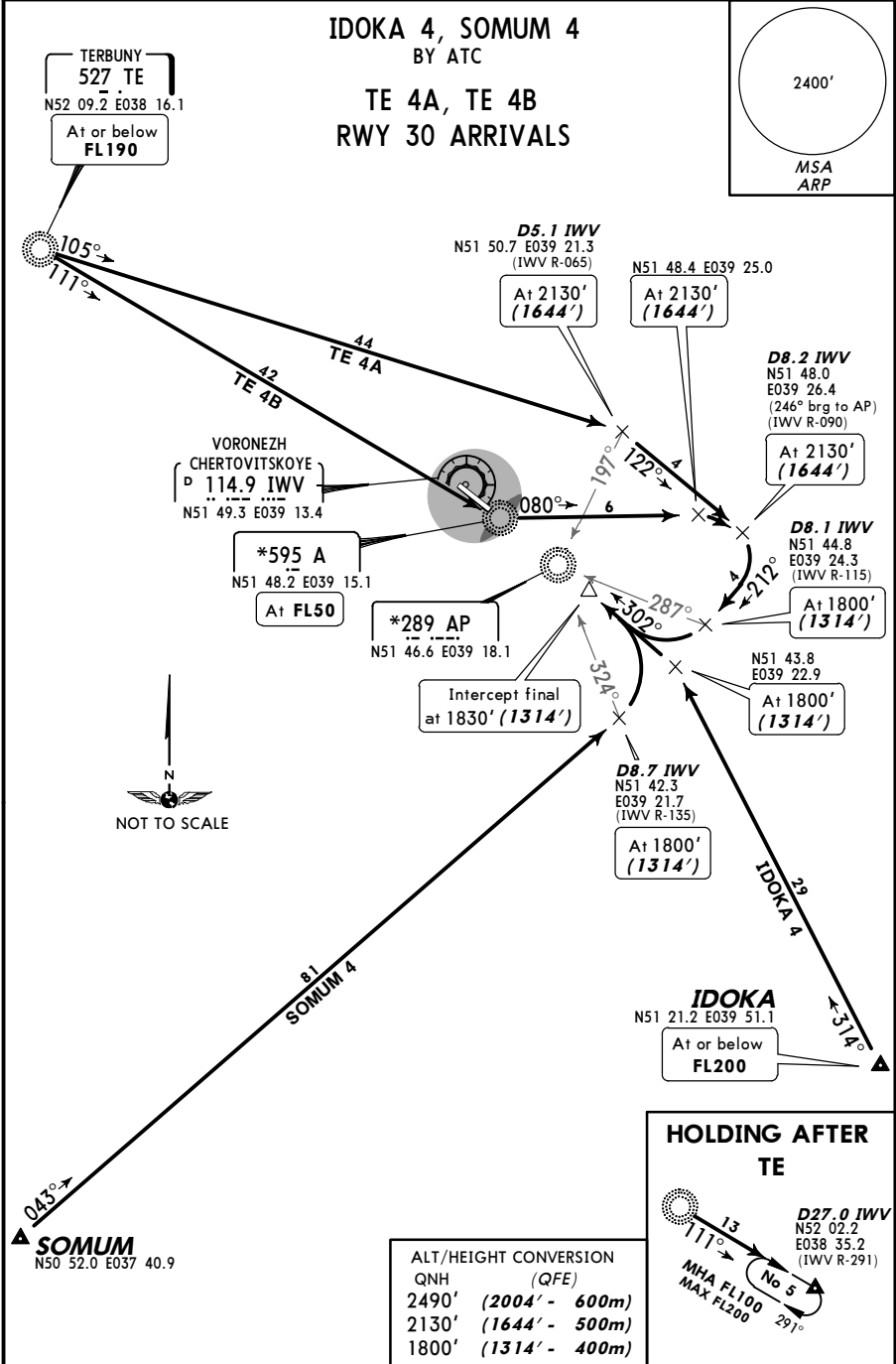


UU00/VOZ
CHERTOVITSKOYE

JEPPESSEN
7 NOV 14 **(10-2E)** **Eff 13 Nov**

VORONEZH, RUSSIA
STAR

ATIS 120.8	Apt Elev 515'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40. FL50 if pressure is less than 746mm (994.6 hPa) Trans alt: 2490' (2004') Crossings at airway exit points by ATC.
---------------	------------------	---



UU00/VOZ
CHERTOVITSKOYE

 **JEPPESSEN**
7 NOV 14 (10-3) Eff 13 Nov

VORONEZH, RUSSIA
SID

Apt Elev
515'

QNH on request (QFE)

Trans level: FL40.

FL50 if pressure is less than 746mm (994.6 hPa)

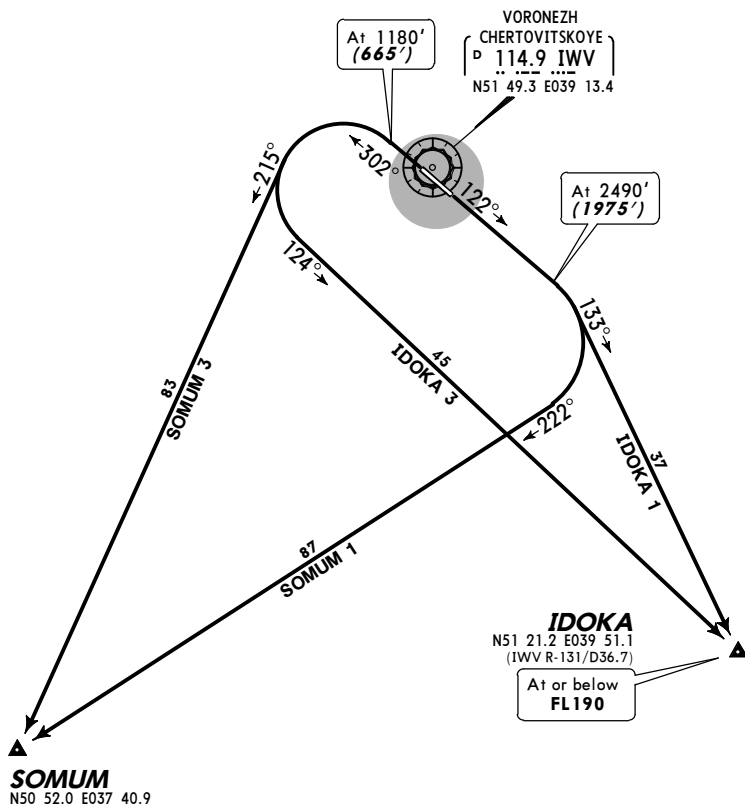
Trans alt: 2490' (1975')

Crossings at airway entry points by ATC.

2400'

MSA
ARP

IDOKA 1, IDOKA 3
SOMUM 1, SOMUM 3
RWYS 12, 30 DEPARTURES
BY ATC



ALT/HEIGHT CONVERSION

QNH (QFE)

1180' (665' - 200m)

2490' (1975' - 600m)

UU00/VOZ
CHERTOVITSKOYE

JEPPESSEN
7 NOV 14 (10-3A) Eff 13 Nov

VORONEZH, RUSSIA
SID

Apt Elev
515'

QNH on request (QFE)

Trans level: FL40.

FL50 if pressure is less than 746mm (994.6 hPa)

Trans alt: 2490' (1975')

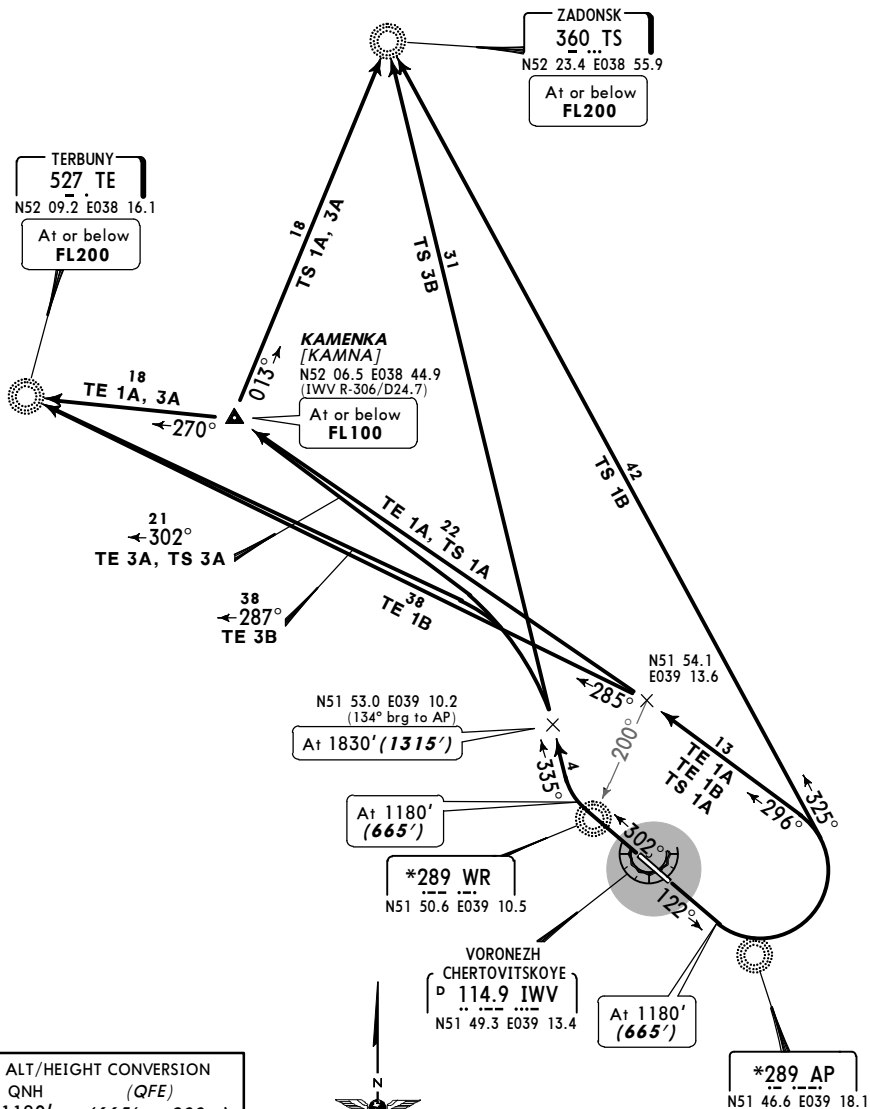
Crossings at airway entry points by ATC.

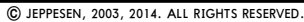
2400'

MSA
ARP

TE 1B, TE 3B, TS 1B, TS 3B
BY ATC

TE 1A, TE 3A, TS 1A, TS 3A
RWYS 12, 30 DEPARTURES

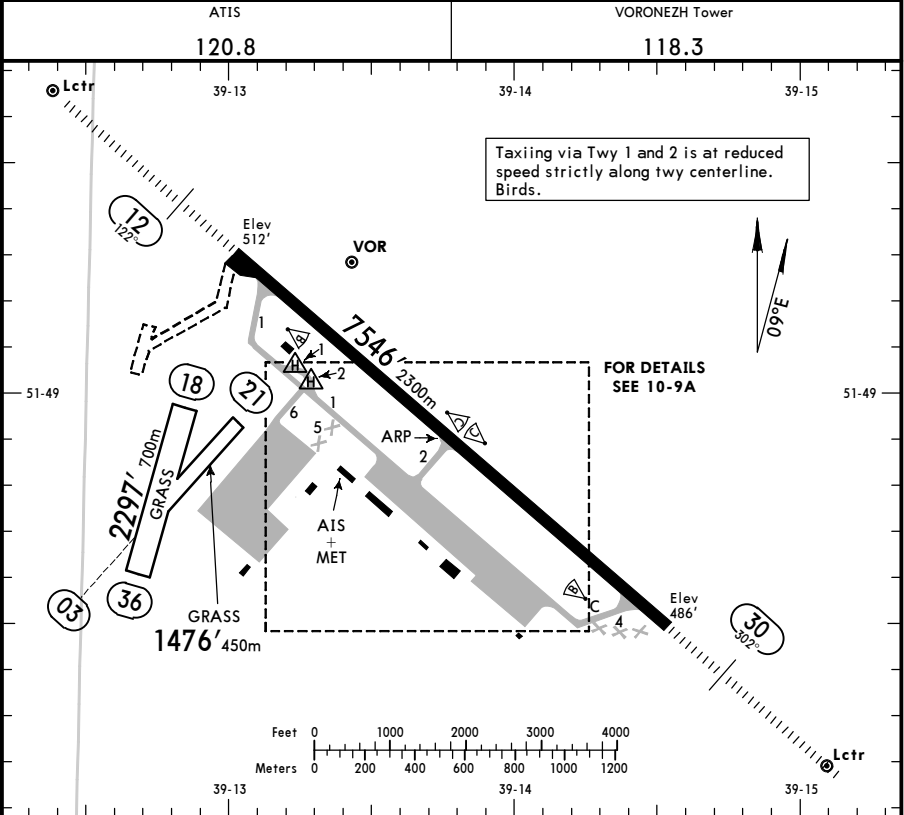




UU00/VOZ
Apt Elev **515'**
N51 48.9 E039 13.8

JEPPESN
12 FEB 16 **(10-9)**

VORONEZH, RUSSIA
CHERTOVITSKOYE



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
03	21				197' 60m
12	RL (60m) HIALS PAPI-L (angle 2.67°) RVR			1	148' 45m
30	RL (60m) HIALS PAPI-L (angle 3.00°) RVR		6756' 2059m		
18					262' 80m
36					

1 TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head 7546' (2300m)
twy 1 int 6824' (2080m)
twy 2 int 3773' (1150m)

RWY 30:

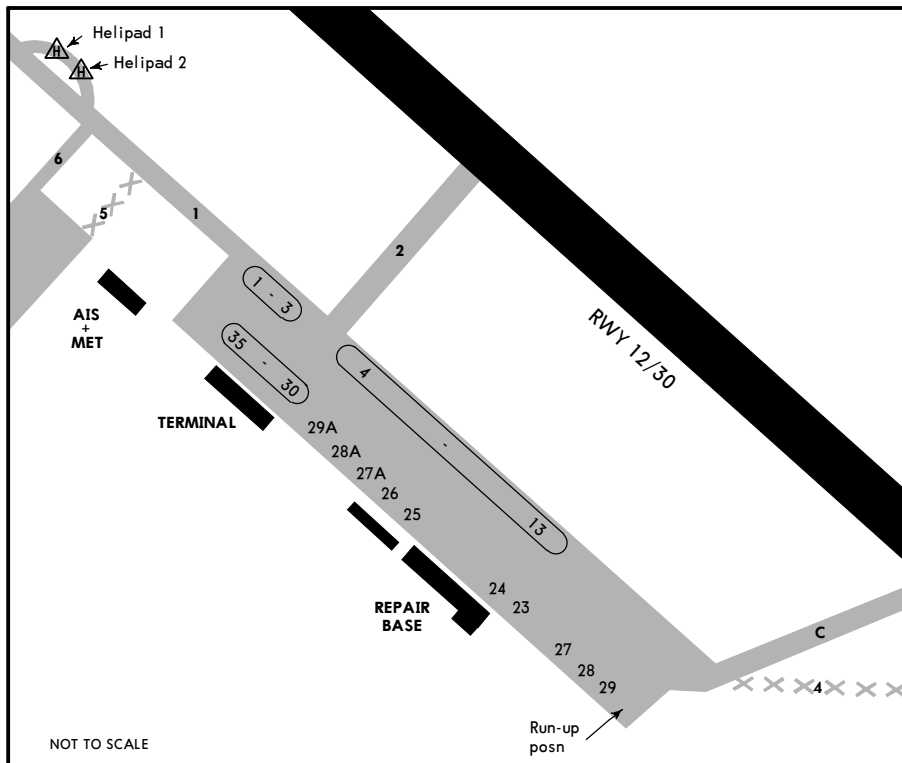
From rwy head 7546' (2300m)
twy C int 6850' (2088m)
twy 2 int 3773' (1150m)

TAKE-OFF	
AIR CARRIER (JAA)	
Rwy 12/30	
LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	
B	
C	
D	
300m	400m

UU00/VOZ

JEPPESSEN
12 FEB 16 10-9A

VORONEZH, RUSSIA
CHERTOVITSKOYE



INS COORDINATES

STAND No.	COORDINATES
4	N51 48.8 E039 13.7
27, 28	N51 48.6 E039 14.0
29	N51 48.5 E039 14.1
34	N51 48.8 E039 13.5

Taxiing and towing without permission of controller are prohibited.
Stands 3 thru 5 and 26 thru 35 available for helicopters.

LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR 600m or less.

ATC will inform pilots using phraseology: "LVP in progress. Check your minima."

Taxi route to runway holding positions is designated by Tower.

Flight crew shall repeat all instructions.

When LVP in progress:

-Take-off permitted only from runway beginning.

-Take-off without stop at line-up position is prohibited.

UU00/VOZ

 **JEPPESSEN**
31 OCT 14 **(10-9S)** **Eff 13 Nov**

Standard
VORONEZH, RUSSIA
CHERTÓVITSKOYE

STRAIGHT-IN RWY		A	B	C	D
12	2 NDB ① ②	860' (348') R900m	860' (348') R900m	860' (348') R900m	890' (348') R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ③	1270' (758') C2900m	1270' (758') C2900m	1270' (758') C3100m	1270' (758') C3100m
	ALS out	C3700m	C3700m	C3900m	C3900m
	WR NDB ① ②	880' (368') R1000m	880' (368') R1000m	880' (368') R1000m	880' (368') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	WR NDB ① ③	1070' (558') R1800m	1070' (558') R1800m	1070' (558') R1800m	1070' (558') R1800m
	ALS out	C2500m	C2500m	C2500m	C2500m
	ILS	686' (200') R550m	686' (200') R550m	686' (200') R550m	689' (203') R550m
	FULL	R750m	R750m	R750m	R750m
30	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	820' (334') R800m	820' (334') R800m	820' (334') R800m	820' (334') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m

- ① Continuous Descent Final Approach.
② With FAF.
③ W/o FAF.

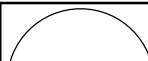
TAKE-OFF RWY 12, 30

LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	300m	400m
B		
C		
D		
	NIL (DAY only)	

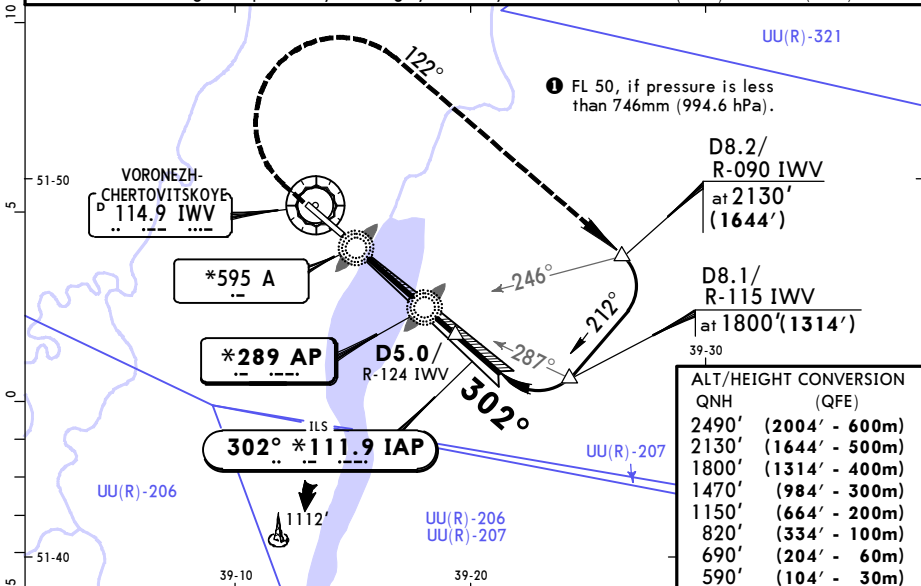
UU00/VOZ
CHERTOVITSKOYE

JEPPESSEN
13 NOV 15 (11-1)

VORONEZH, RUSSIA
ILS or 2 NDB or NDB Rwy 30

BRIEFING STRIP TM	ATIS		VORONEZH Approach (0515-1815) 125.9 (1815-0515) 134.5		VORONEZH Tower 118.3		
	LOC IAP *111.9	Final Apch Crs 302°	GS LOM 1470'(984')	ILS DA(H) Refer to Minimums	Apt Elev 515' Rwy 486'		
	NDB AP *289		Minimum Alt D5.0 IWV 1800'(1314')	NDB MDA(H) 820'(334')			
	MISSED APCH: Climb on 302° to 1150'(664'), then turn RIGHT onto 122° climbing to 2130' (1644'), then according to chart.						MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ① Trans alt: 2490'(2004')
1. Wind shear with downdrafts may be expected on final. 2. Under conditions of air turbulence short activation of ground proximity warning system may arise between 820'(334') and 590'(104').



NDB apch: Pass LMM not below 690'(204').		LOM GS 1470'(984')		D5.0 IWV 1800' (1314')	
LMM GS 682'(196')		TCH 52'		intercept final	
Rwy 486'		0.5 2.4 2.9		1150' (664') on 302°	
Gnd speed-Kts		70 90 100 120 140 160		122°	
ILS GS or NDB Desc Angle 3.00°		372 478 531 637 743 849		RT	
MAP at LMM				2130' (1644')	

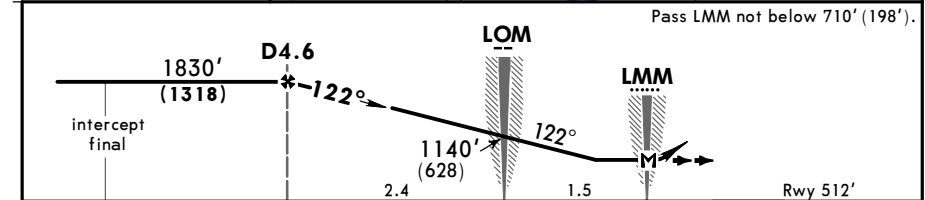
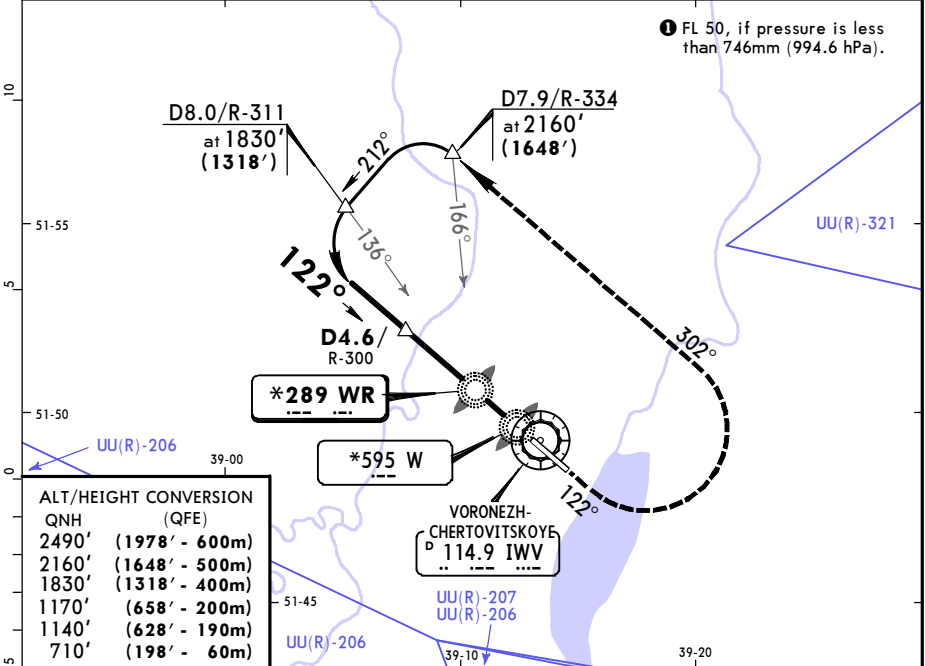
ILS		STRAIGHT-IN LANDING RWY 30		2 NDB or AP NDB	
DA(H) ABC: 686'(200') D: 689'(203')		LOC (GS out)		MDA(H) 820(334')	
FULL		ALS out		ALS out	
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
D					

UU00/V0Z
CHERTOVITSKOYE

JEPPESSEN
13 NOV 15 (16-1)

VORONEZH, RUSSIA
2 NDB or NDB Rwy 12

BREEZING STRIP™	ATIS		VORONEZH Approach (0515-1815) (1815-0515)		VORONEZH Tower		2400' MSA ARP
	120.8		125.9	134.5	118.3		
	NDB WR *289	Final Apch Crs 122°	Minimum Alt D4.6 1830' (1318')		MDA(H) Refer to Minimums	Apt Elev 515' Rwy 512'	
	MISSED APCH: Climb on 122° to 1170' (658'), then turn LEFT onto 302° climbing to 2160' (1648'), then according to chart.						
	Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ① Trans alt: 2490' (1978')						



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1170' (658')	122°	302°	2160' (1648')
Descent angle	2.67°	336	432	480	576	671	PAPI	↑	↑	↑	↑
MAP at LMM											

STRAIGHT-IN LANDING RWY 12											
with FAF 2 NDB				w/o FAF				with FAF WR NDB			
MDA(H) 860'(348')				MDA(H) 1270'(758')				MDA(H) 880'(368')			
ALS out				ALS out				ALS out			
A											
B	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	1200m
C			2800m	3600m						RVR 1500m VIS 1600m	2400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3600m	4000m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m	2800m			



Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

VORONEZH, (CHERTOVITSKOYE - UUOO)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUOO