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Terminal Charts For UMOO
Revision Letter For Cycle 09-2019
Change Notices
Notebook

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General Information

Location: MAHILIOU BLR
ICAO/IATA: UMOO / MVQ
Lat/Long: N53° 57.3', E030° 05.6'
Elevation: 637 ft

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

Fuel Types: 100 Octane (LL), Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0207 Z
Sunset: 1746 Z

Runway Information

Runway: 13
Length x Width: 8419 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 625 ft
Lighting: Edge, ALS

Runway: 31
Length x Width: 8419 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 617 ft
Lighting: Edge, ALS

Communication Information

ATIS: 126.200 Non-English
ATIS: 118.075
Mahiliou Tower: 127.100
Mahiliou Tower: 133.000 Secondary

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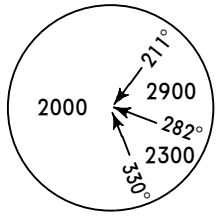
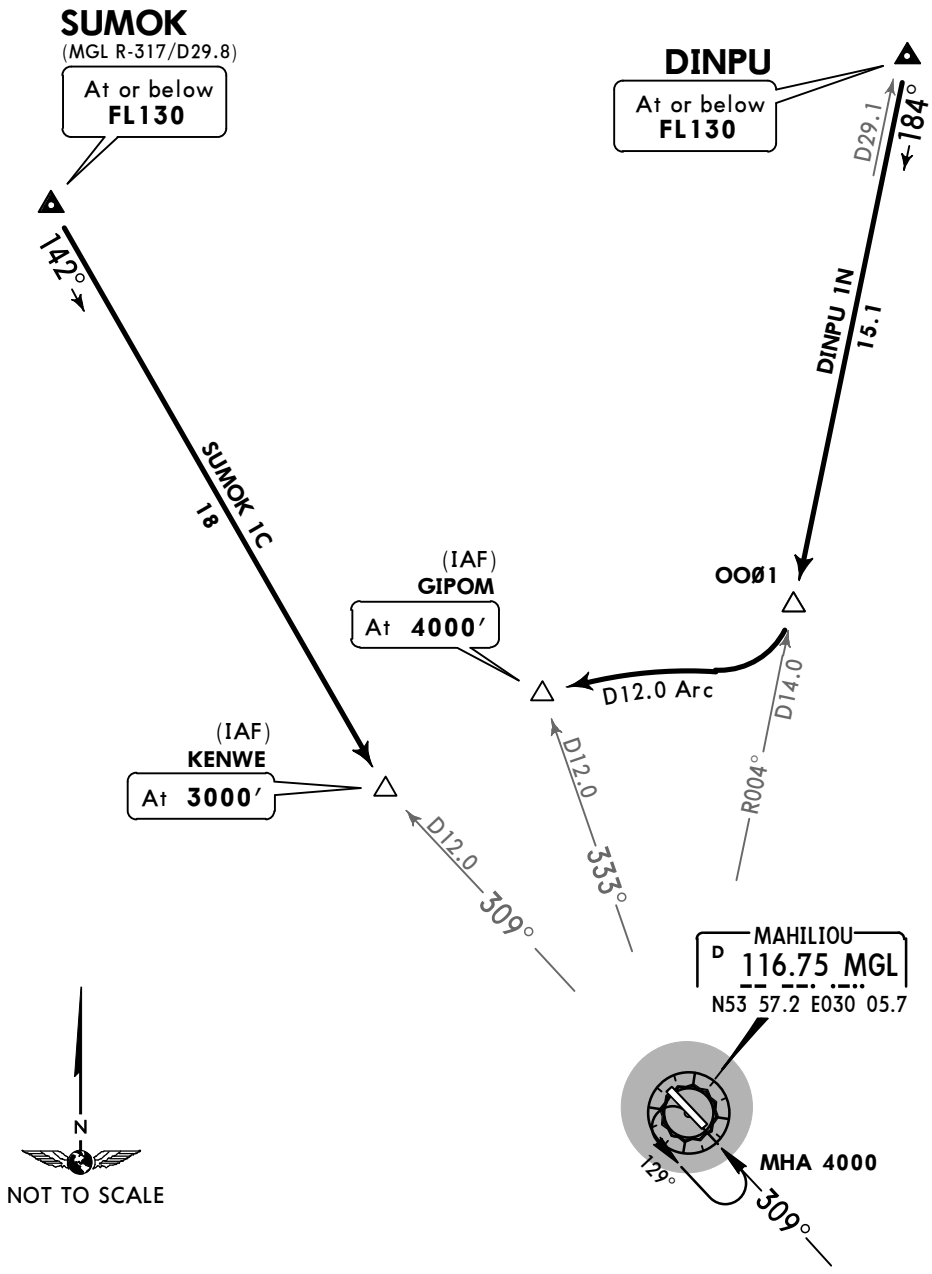
*ATIS	Apt Elev	Alt Set: hPa Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000′ **VOR DME required.**
118.075 (126.2 Russian)	637′	



MSA
MGL VOR

DINPU 1N [DINP1N]
SUMOK 1C [SUMO1C]
ARRIVALS
(RWY 13)



STAR	ROUTING
DINPU 1N	Intercept MGL R-004 inbound to OOØ1, turn RIGHT, along D12.0 Arc to GIPOM.
SUMOK 1C	On 142° track to KENWE.

CHANGES: STARs DEDOK & DULEB 1C withdrawn; SUMOK 1C established.

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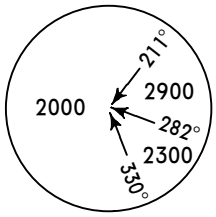
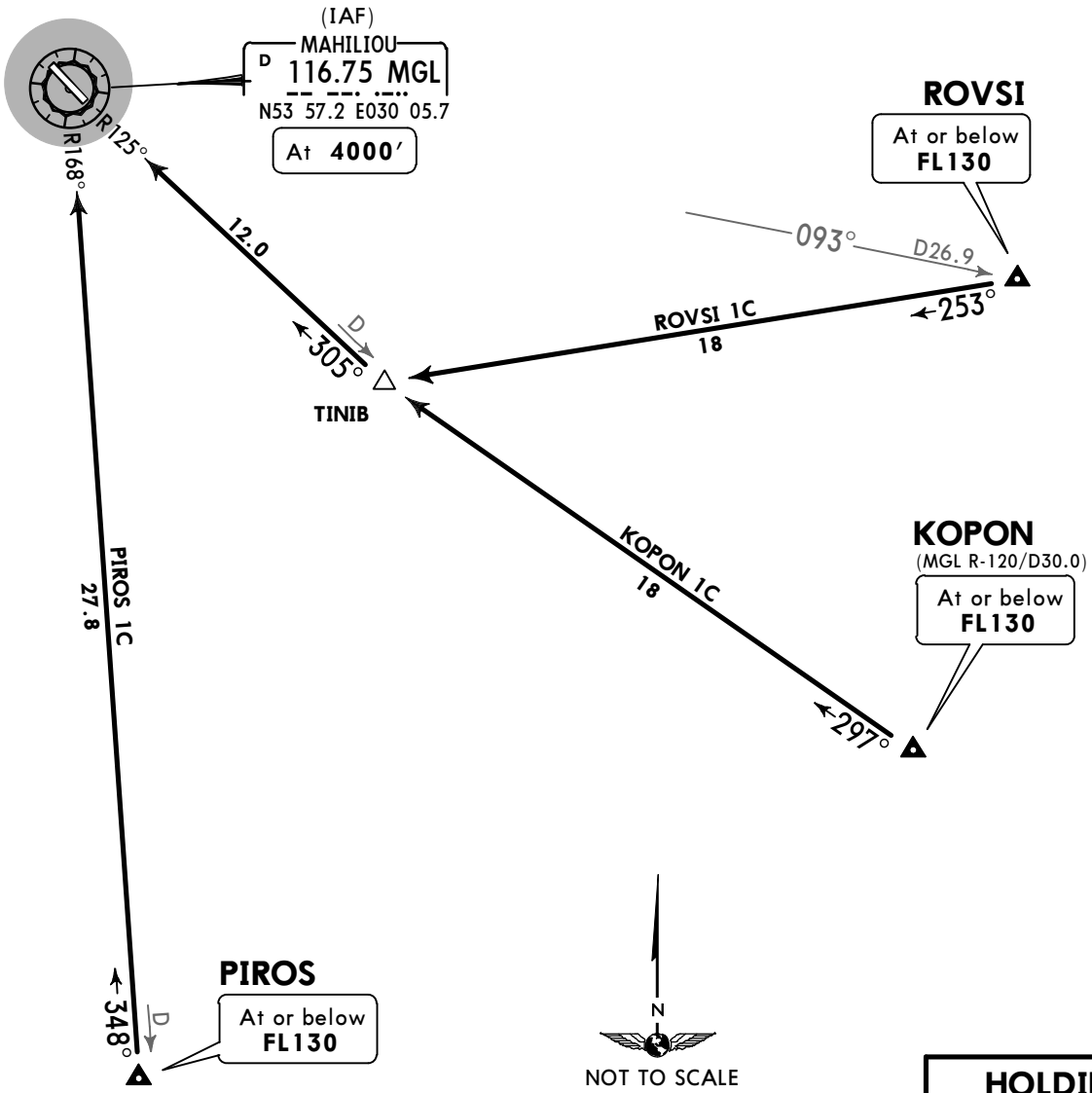
*ATIS	Apt Elev	
118.075 (126.2 Russian)	637′	Alt Set: hPa Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000′ **VOR DME required.**

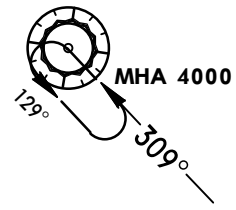


MSA
MGL VOR

KOPON 1C [KOP01C]
PIROS 1C [PIR01C]
ROVSI 1C [ROVS1C]
ARRIVALS
(RWY 13)



HOLDING OVER MGL



STAR	ROUTING
KOPON 1C	On 297° track to TINIB, turn RIGHT, intercept MGL R-125 inbound to MGL VOR.
PIROS 1C	Intercept MGL R-168 inbound to MGL VOR.
ROVSI 1C	On track 253° to TINIB, turn RIGHT, intercept MGL R-125 inbound to MGL VOR.

CHANGES: None.

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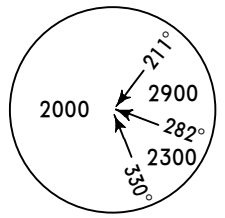
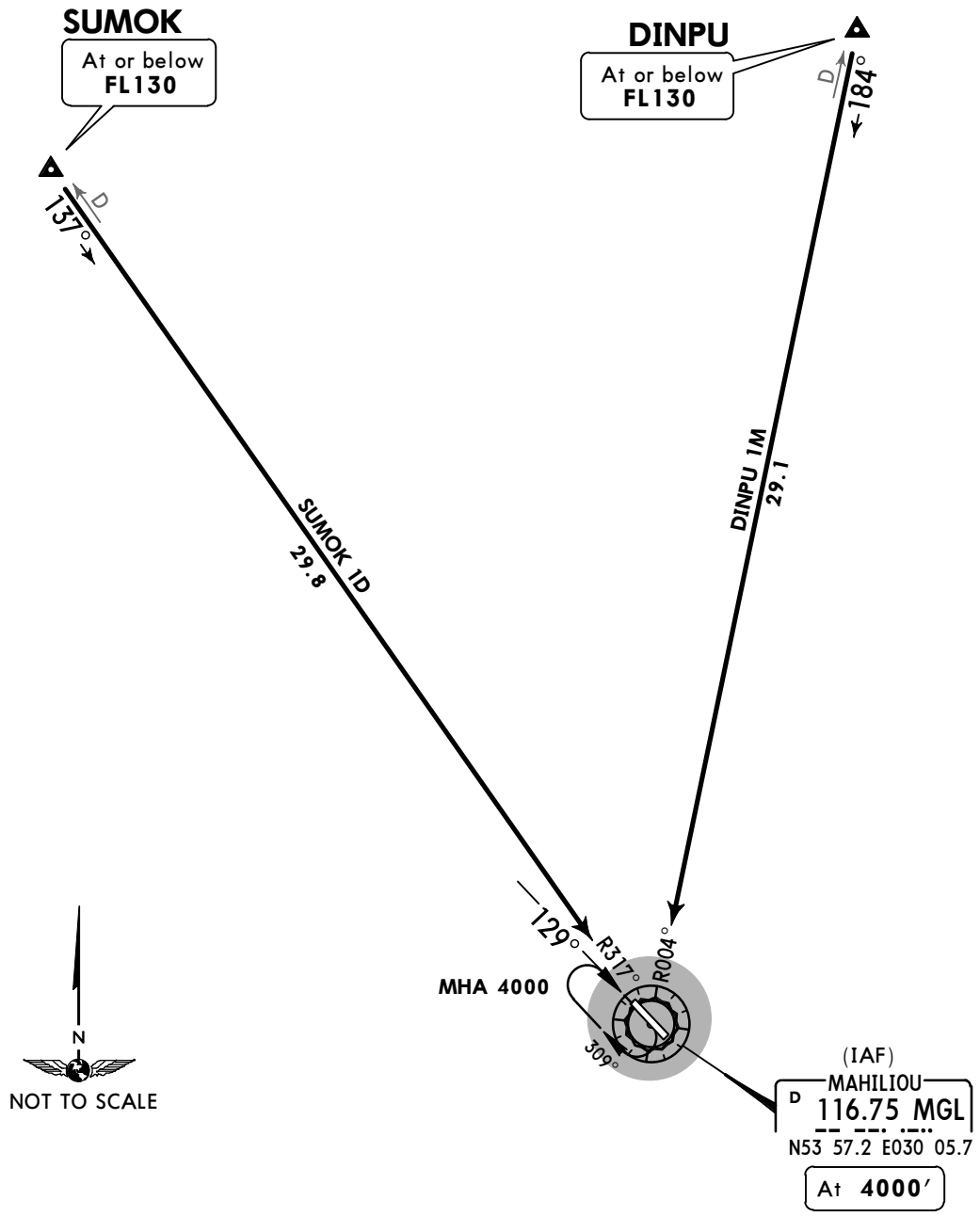
*ATIS	Apt Elev	Alt Set: hPa Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000′ **VOR DME required.**
118.075 (126.2 Russian)	637′	



MSA
MGL VOR

DINPU 1M [DINP1M]
SUMOK 1D [SUMO1D]
ARRIVALS
(RWY 31)



STAR	ROUTING
DINPU 1M	Intercept MGL R-004 inbound to MGL VOR.
SUMOK 1D	Intercept MGL R-317 inbound to MGL VOR.

CHANGES: STARs DEDOK & DULEB 1D withdrawn; SUMOK 1D established.

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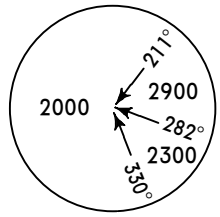
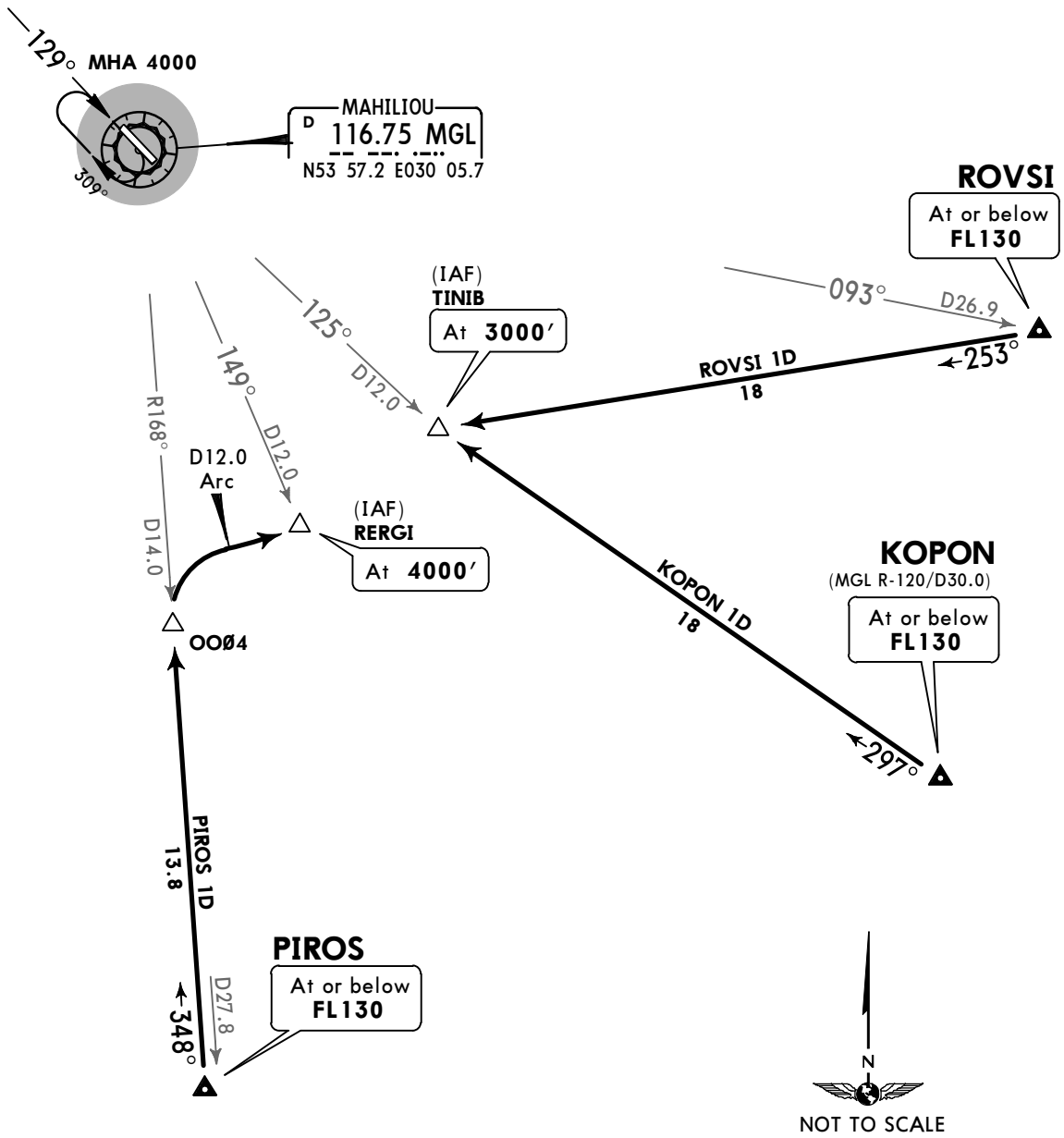
*ATIS	Apt Elev	
118.075 (126.2 Russian)	637′	Alt Set: hPa Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000′ **VOR DME required.**



MSA
MGL VOR

KOPON 1D [KOPO1D]
PIROS 1D [PIRO1D]
ROVSI 1D [ROVS1D]
ARRIVALS
(RWY 31)



STAR	ROUTING
KOPON 1D	On track 297° to TINIB.
PIROS 1D	Intercept MGL R-168 inbound to OOØ4, turn RIGHT, along D12.0 Arc to RERGI.
ROVSI 1D	On 253°track to TINIB.

CHANGES: None.

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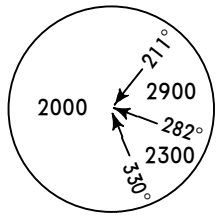
Apt Elev	
637′	Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000′ **1. VOR DME required.** 2. Procedures based on 240 KT.



MSA
MGL VOR

LUBIN 1A [LUBI1A]
NEZGI 1A [NEZG1A]
RAFMA 1A [RAFM1A]
SLEDA 1A [SLED1A]
DEPARTURES
(RWY 13)

LUBIN
At or below
FL130

D

LUBIN 1A
27.1

MAHILIOU
D 116.75 MGL
N53 57.2 E030 05.7

At or above
4000′

RAFMA
At or below
FL130

D27.0

RAFMA 1A

265°

031°

145°

At or above
1300′

295°

202°

232°

N

NOT TO SCALE

NEZGI 1A

SLEDA 1A

NEZGI
At or below
FL130

D23.4

SLEDA
At or below
FL130

D26.9

SID	ROUTING
LUBIN 1A	Climb straight ahead to at or above 1300′, turn RIGHT to MGL VOR, intercept MGL R-031 to LUBIN.
NEZGI 1A	Climb straight ahead to at or above 1300′, turn RIGHT, 232° track, intercept MGL R-202 to NEZGI.
RAFMA 1A	Climb straight ahead to at or above 1300′, turn RIGHT, 295° track, intercept MGL R-265 to RAFMA.
SLEDA 1A	Climb straight ahead to at or above 1300′, turn RIGHT, intercept MGL R-145 to SLEDA.

CHANGES: SIDs DULEB & PEKUD 1A withdrawn; NEZGI & RAFMA 1A established.

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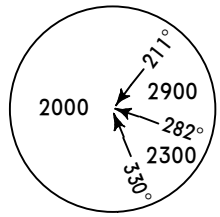
Apt Elev 637′	Trans level: FL80 FL90 if pressure is less than 977.2 hPa Trans alt: 6000′ **1. VOR DME required.** 2. Procedures based on 240 KT.



MSA
MGL VOR

LUBIN 1B [LUBI1B]
NEZGI 1B [NEZG1B]
RAFMA 1B [RAFM1B]
SLEDA 1B [SLED1B]
DEPARTURES
(RWY 31)

LUBIN
At or below
FL130

D27.1

LUBIN 1B

At or above
1300′

061°

031°

RAFMA
At or below
FL130

D27.0

RAFMA 1B

235°

265°

MAHILIOU
D 116.75 MGL
N53 57.2 E030 05.7

172°

115°

145°

202°

N

NOT TO SCALE

NEZGI 1B

SLEDA 1B

NEZGI
At or below
FL130

D23.4

D26.9

SLEDA
At or below
FL130

SID	ROUTING
LUBIN 1B	Climb straight ahead to at or above 1300′, turn RIGHT, 061° track, intercept MGL R-031 to LUBIN.
NEZGI 1B	Climb straight ahead to at or above 1300′, turn LEFT, 172° track, intercept MGL R-202 to NEZGI.
RAFMA 1B	Climb straight ahead to at or above 1300′, turn LEFT, 235° track, intercept MGL R-265 to RAFMA.
SLEDA 1B	Climb straight ahead to at or above 1300′, turn LEFT, 115° track, intercept MGL R-145 to SLEDA.

CHANGES: SIDs DULEB & PEKUD 1B withdrawn; NEZGI & RAFMA 1B established.

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NOISE ABATEMENT

ARRIVALS

Noise abatement procedures during approach phase shall be carried out by crews of all ACFT according to the Aeroplane Flight Manual unless there are unfavourable meteorological conditions, such as considerable wind speed, cumulo-nimbus clouds etc., in arrival and approach sectors.
During instrument as well as visual approach, flying below the ILS glide path angle is not allowed.
No noise abatement procedures shall prescribe the exceeding of indicated air speed of descent.

DEPARTURES

Noise abatement procedures during take-off and climbing phase shall be carried out by crews of all ACFT according to the Aeroplane Flight Manual, but not at the expense of flight safety in case of engines failure during take-off phase or in case of forecasted or expected wind shear or downward gusts.

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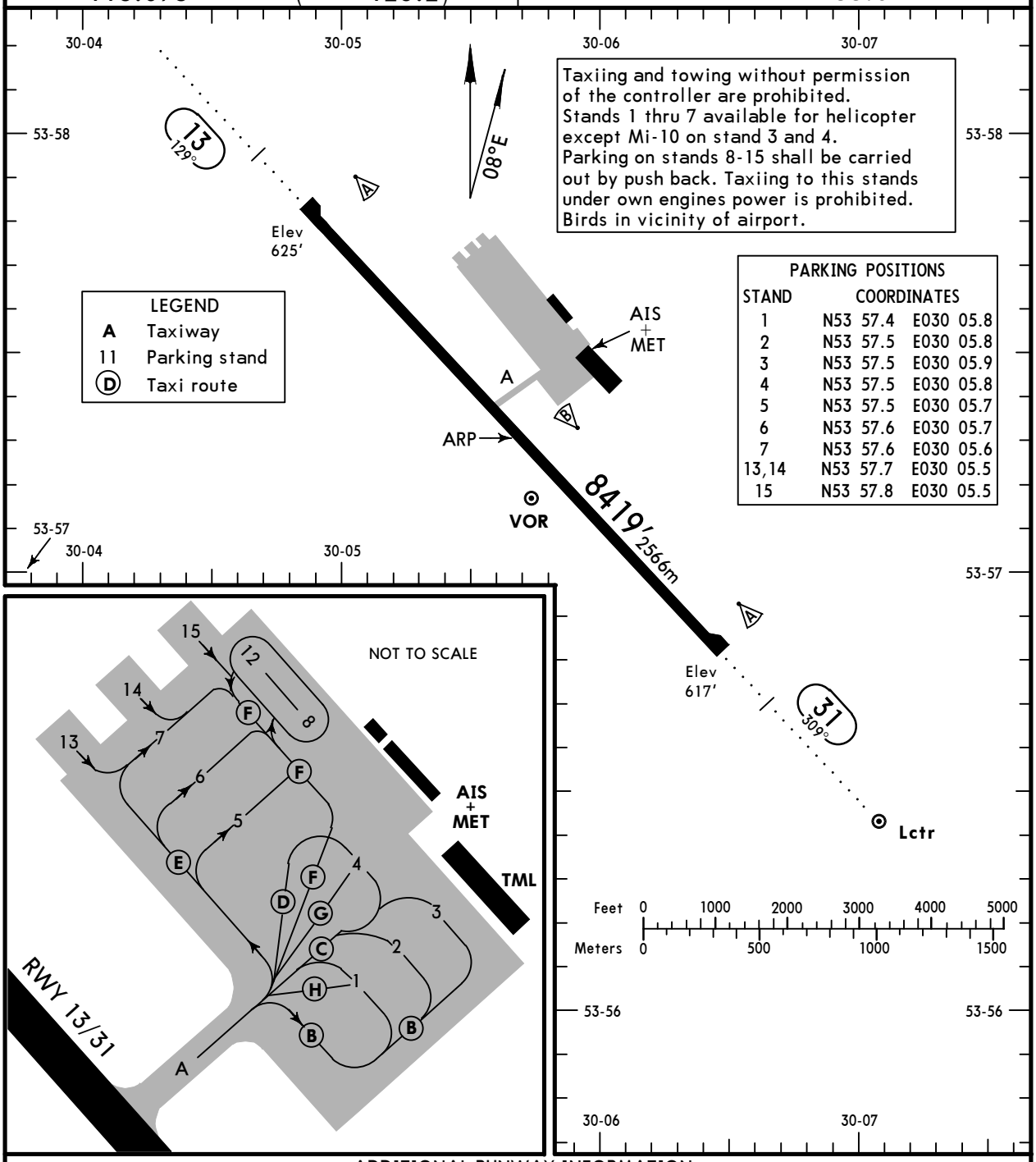
UMOO/MVQ

Apt Elev **637′**
N53 57.3 E030 05.7

JEPPESEN
12 APR 19 (10-9) **Eff 25 Apr**

MAHILIOU, BELARUS
MAHILIOU

*ATIS		*MAHILIOU Tower	
118.075	(Russian 126.2)	127.1	133.0



PARKING POSITIONS		
STAND	COORDINATES	
1	N53 57.4	E030 05.8
2	N53 57.5	E030 05.8
3	N53 57.5	E030 05.9
4	N53 57.5	E030 05.8
5	N53 57.5	E030 05.7
6	N53 57.6	E030 05.7
7	N53 57.6	E030 05.6
13,14	N53 57.7	E030 05.5
15	N53 57.8	E030 05.5

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
13	RL (58m)	ALS PAPI-L (angle 2.83°)	RVR		7447′2270m	❶	138′ 42m
31	RL (58m)	ALS PAPI-L (angle 2.67°)	RVR				

❶ TAKE-OFF RUN AVAILABLE

RWY 13:
From rwy head 8419′ (2566m)
twy A int 4465′ (1361m)

RWY 31:
From rwy head 8419′ (2566m)
twy A int 3953′ (1205m)

TAKE-OFF

	AIR CARRIER (JAA) All Rwys	
	LVP must be in force	
	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	400m	
B		
C		
D		

CHANGES: Stands added. Notes.

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STRAIGHT-IN RWY		A	B	C	D
13	ILS	**825′** (200′) **R1000m**	**825′** (200′) **R1000m**	**833′** (208′) **R1000m**	**843′** (218′) **R1000m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	❶ VOR with DME	**960′** (335′) **R1300m**	**960′** (335′) **R1300m**	**960′** (335′) **R1300m**	**960′** (335′) **R1300m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	VOR w/o DME	**1010′** (385′) **R1800m**	**1010′** (385′) **R1800m**	**1050′** (425′) **R2200m**	**1070′** (445′) **R2300m**
	ALS out	R2000m	R2000m	R2400m	R2500m
	❶ NDB	**930′** (305′) **R1200m**	**930′** (305′) **R1200m**	**930′** (305′) **R1200m**	**940′** (315′) **R1200m**
	ALS out	R1400m	R1400m	R1400m	R1400m
31	❶ VOR with DME	**900′** (283′) **R1200m**	**900′** (283′) **R1200m**	**900′** (283′) **R1200m**	**930′** (313′) **R1200m**
	ALS out	R1400m	R1400m	R1400m	R1400m
	VOR w/o DME	**1230′** (613′) **R2800m**	**1230′** (613′) **R2800m**	**1230′** (613′) **R3000m**	**1230′** (613′) **R3000m**
	ALS out	R3000m	R3000m	R3200m	R3200m
	❶ NDB	**920′** (303′) **R1200m**	**920′** (303′) **R1200m**	**920′** (303′) **R1200m**	**930′** (313′) **R1200m**
	ALS out	R1400m	R1400m	R1400m	R1400m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
	1100′ (463′)❸	**1140′** (503′)❸	**1300′** (663′)	**1340′** (703′)
CEILING REQUIRED	ceil 190m V1900m	ceil 200m V2800m	ceil 300m V3700m	ceil 310m V4600m

❷ Not authorized in sector between R-040 MGL and R-110 MGL clockwise.
❸ or higher minimums of preceding straight-in approach.

TAKE-OFF

	Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A B C D	400m		500m

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UM00/MVQ
MAHILIOU

JEPPESEN
12 APR 19 (11-1) Eff 25 Apr

MAHILIOU, BELARUS
ILS Rwy 13

BRIEFING STRIP™

*ATIS		*MAHILIOU Tower (APP/TWR)	
118.075	(Russian 126.2)	127.1	133.0

LOC IUF	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 637′ Rwy 625′
*111.1	129°	1268′(643′)		

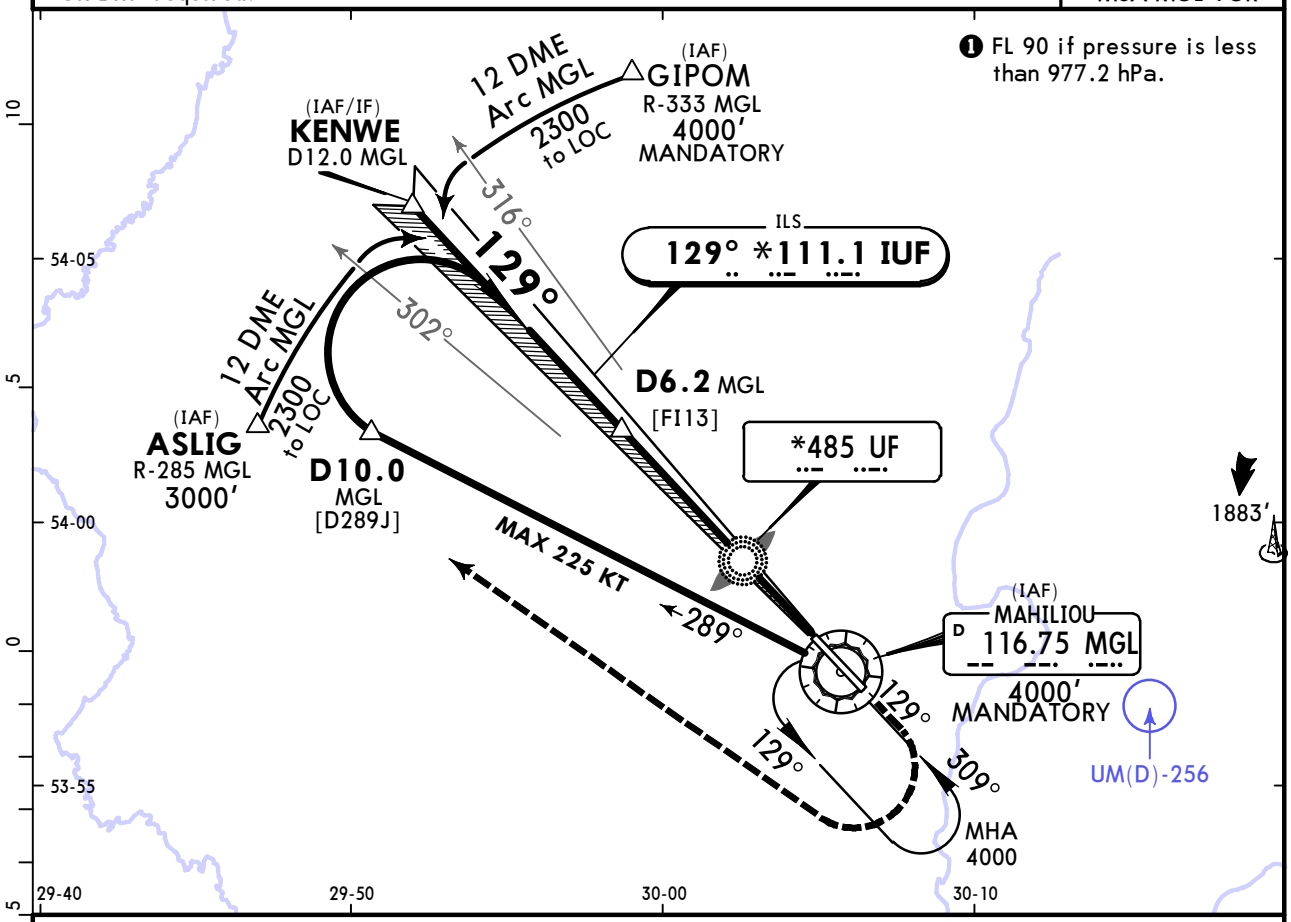
MISSED APCH: Climb on 129° to 1300′ or above, then turn RIGHT to ASLIG climbing to 3000′, then as directed.

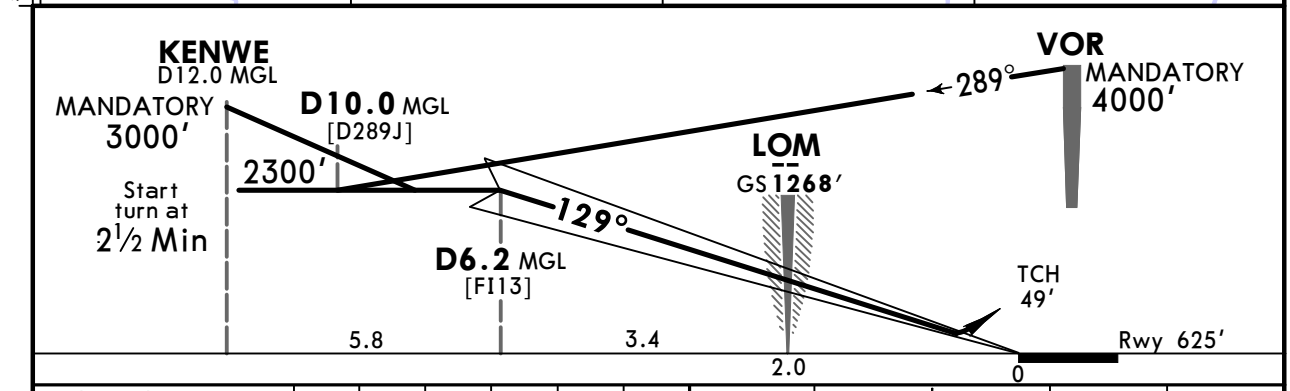
Alt Set: hPa | Rwy Elev: 23 hPa | Trans level: FL 80 ❶ | Trans alt: 6000′

VOR DME required.

MSA MGL VOR: 2000 (211°), 2900 (282°), 2300 (330°)

❶ FL 90 if pressure is less than 977.2 hPa.





Gnd speed-Kts		70	90	100	120	140	160
GS	2.80°	347	446	495	594	693	792

ALS / PAPI | 1300′ or above on 129° | 3000′ RT | ASLIG

STRAIGHT-IN LANDING RWY 13

	ILS	LOC (GS out)
DA(H)	C: 833′(208′) D: 843′(218′)	
	AB: 825′(200′)	
	FULL / ALS out	
A	1200m	NOT AUTHORIZED
B		
C		
D		

CEILING REQUIRED

Not authorized in sector between R-040 MGL and R-110 MGL clockwise

Max Kts	MDA(H)	CEIL-VIS
100	1100′(463′)	190m - 1900m
135	1130′(493′)	200m - 2800m
180	1300′(663′)	300m - 3700m
205	1330′(693′)	310m - 4600m

PANS OPS

CHANGES: KENWE waypoint established. Altitudes.

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UM00/MVQ MAHILIOU

JEPPESEN 12 APR 19 (13-1) Eff 25 Apr

MAHILIOU, BELARUS VOR Rwy 13

BRIEFING STRIP TM

*ATIS		*MAHILIOU Tower (APP/TWR)	
118.075	(Russian 126.2)	127.1	133.0

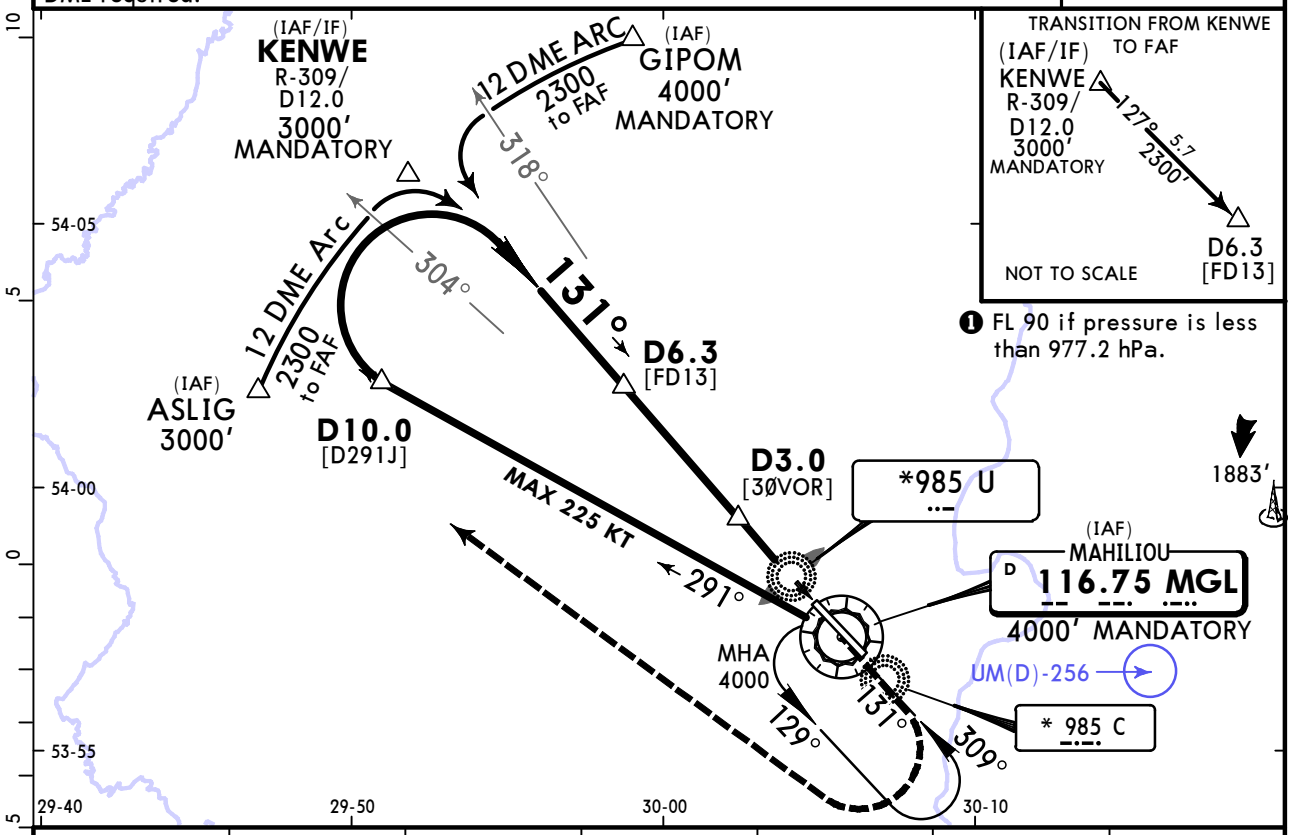
VOR MGL	Final Apch Crs	Minimum Alt D6.3	MDA(H) (CONDITIONAL)	Apt Elev 637′ Rwy 625′
116.75	131°	2300′ (1675′)	960′ (335′)	

MISSED APCH: Climb on 131° to 1300′ or above, then turn RIGHT to ASLIG climbing to 3000′, then as directed.

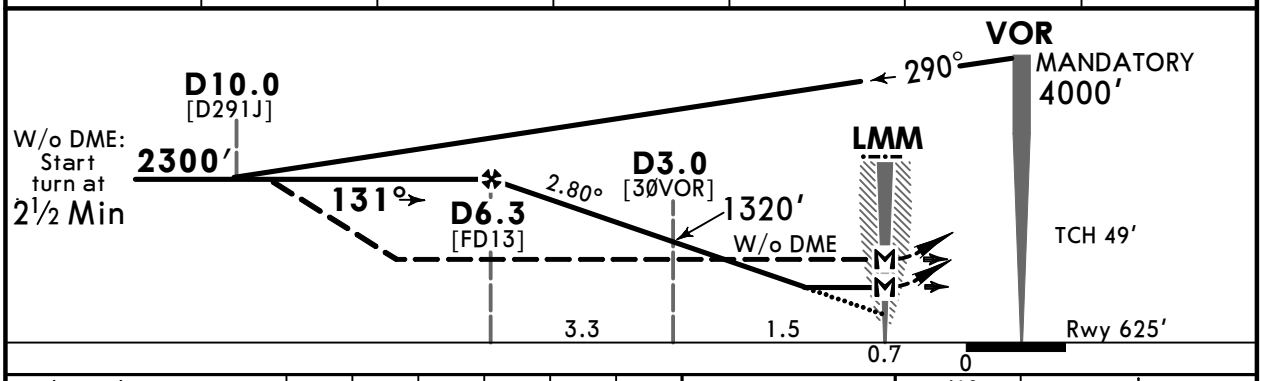
Alt Set: hPa Rwy Elev: 23 hPa Trans level: FL 80 ❶ Trans alt: 6000′

DME required.

MSA MGL VOR: 2000 (211°), 2900 (282°), 2300 (330°)



MGL DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2300′	2220′	1920′	1620′	1320′	1020′



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

ALS PAPI 1300′ or above on 131°

STRAIGHT-IN LANDING RWY 13

With DME		W/o DME	
MDA(H) 960′ (335′)	ALS out	MDA(H) C: 1050′ (425′) AB: 1010′ (385′) D: 1070′ (445′)	ALS out

PANS OPS

	With DME	W/o DME
A	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m
B		
C		RVR 1800m VIS 2000m
D		2400m

CEILING REQUIRED

Not authorized in sector between R-040 and R-110 clockwise

Max Kts	MDA(H)	CEIL-VIS
100	1100′ (463′)	190m - 1900m
135	1130′ (493′)	200m - 2800m
180	1300′ (663′)	300m - 3700m
205	1330′ (693′)	310m - 4600m

CHANGES: KENWE waypoint established. Altitudes. Bearings.

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UM00/MVQ MAHILIOU

JEPPESEN

12 APR 19 (13-2) Eff 25 Apr

MAHILIOU, BELARUS VOR Rwy 31

*ATIS	*MAHILIOU Tower (APP/TWR)
118.075 (Russian 126.2)	127.1 133.0

BRIEFING STRIP

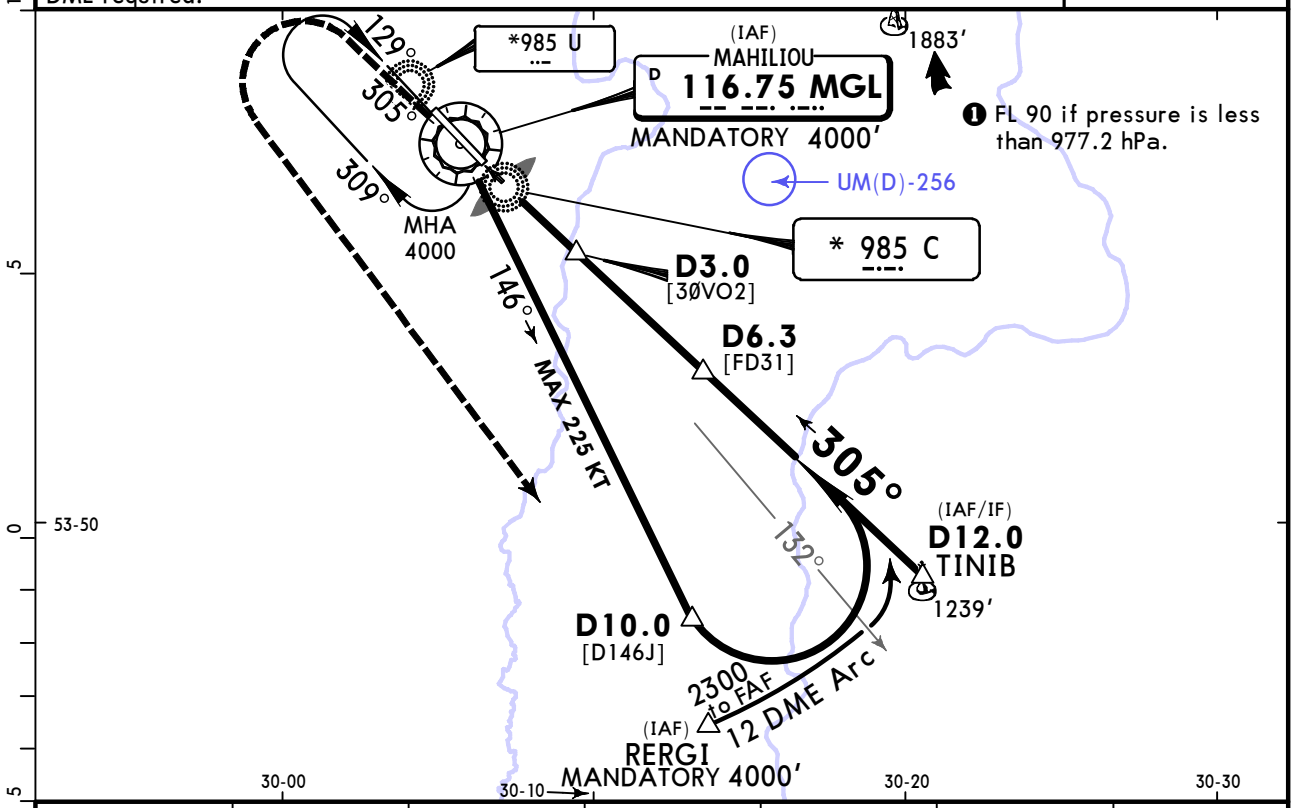
VOR MGL	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 637′
116.75	305°	D6.3 2300′(1683′)	Refer to Minimums	Rwy 617′

MISSED APCH: Climb on 305° to 1300′ or above, then turn LEFT to RERGI climbing to 3000′, then as directed.

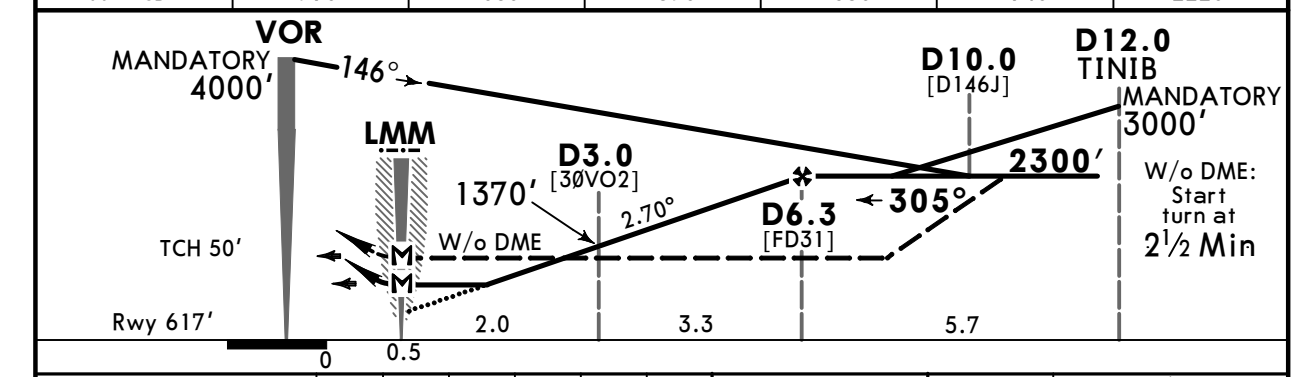
Alt Set: hPa | Rwy Elev: 22 hPa | Trans level: FL 80 ❶ | Trans alt: 6000′

DME required.

MSA MGL VOR: 2000 (211°), 2900 (282°), 2300 (330°)



MGL DME	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	790′	1080′	1370′	1650′	1940′	2220′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669	764
MAP at LMM							

ALS PAPI 1300′ or above on 305°

STRAIGHT-IN LANDING RWY 31

With DME	W/o DME
ABC: 900′(283′)	
MDA(H) D: 930′(313′)	MDA(H) 1230′(613′)
ALS out	ALS out

	With DME	W/o DME
A	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m
B		
C		2800m
D		3200m

CEILING REQUIRED

Not authorized in sector between R-040 and R-110 clockwise

Max Kts	MDA(H)	CEIL-VIS
100	1100′(463′) ❶	190m - 1900m
135	1130′(493′) ❶	200m - 2800m
180	1300′(663′)	300m - 3700m
205	1330′(693′)	310m - 4600m

PANS OPS

❶ After VOR apch: MDA(H) 1230′(593′).

CHANGES: None.

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UM00/MVQ
MAHILIOU

JEPPESEN
12 APR 19 (16-1) Eff 25 Apr

MAHILIOU, BELARUS
NDB Rwy 13

BRIEFING STRIP

*ATIS	*MAHILIOU Tower (APP/TWR)
118.075 (Russian 126.2)	127.1 133.0

NDB U *985	Final Apch Crs 129°	Minimum Alt D6.3 MGL 2300′ (1675′)	MDA(H) Refer to Minimums	Apt Elev 637′ Rwy 625′

MISSED APCH: Climb on 129° to 1300′ or above, then turn RIGHT to ASLIG climbing to 3000′, then as directed.

Alt Set: hPa Rwy Elev: 23 hPa Trans level: FL 80 ❶ Trans alt: 6000′

DME required.

MSA MGL VOR: 2000 (211°), 2900 (282°), 2300 (330°)

❶ FL 90 if pressure is less than 977.2 hPa.

(IAF) GIPOM 156° to U NDB 4000′ MANDATORY

12 DME Arc 2300 to FAF

(IAF/IF) KENWE D12.0 MGL 3000′ MANDATORY

317°

129°

301°

D6.3 MGL [FQ13]

12 DME Arc 2300 to FAF

(IAF) ASLIG 101° to U NDB 3000′

D9.3 MGL [D285I]

*485 UF

(IAF) *985 U

MAX 225 KT

285°

MAHILIOU D 116.75 MGL

MHA 4000

129°

309°

129°

1883′

UM(D)-256

54-05 54-00 53-55

29-40 29-50 30-00 30-10

MGL DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2220′	1920′	1620′	1320′	1020′

KENWE D12.0 MGL MANDATORY 3000′

D9.3 MGL [D285I]

Start turn at 2 Min

2300′

129°

2.80°

D6.3 MGL [FQ13]

285°

LMM 4000′

LOM

1270′

TCH 49′

5.7 3.5 1.3 2.0 0.7 0

Rwy 625′

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

ALS PAPI 1300′ or above on 129°

STRAIGHT-IN LANDING RWY 13

MDA(H) ABC: 930′(305′) D: 940′(315′)

ALS out

CEILING REQUIRED

Not authorized in sector between 228° to U NDB and 288° to U NDB clockwise

PANS OPS

		Max Kts	MDA(H)	CEIL-VIS
A	RVR 1500m VIS 1600m	100	1100′(463′)	190m - 1900m
B		135	1130′(493′)	200m - 2800m
C		180	1300′(663′)	300m - 3700m
D		205	1330′(693′)	310m - 4600m

CHANGES: DME requirement. KENWE wpt. Altitudes. Circling allowed sector.

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UM00/MVQ
MAHILIOU

JEPPESEN
12 APR 19 (16-2) Eff 25 Apr

MAHILIOU, BELARUS
NDB Rwy 31

BRIEFING STRIP

*ATIS	*MAHILIOU Tower (APP/TWR)
118.075 (Russian 126.2)	127.1 133.0

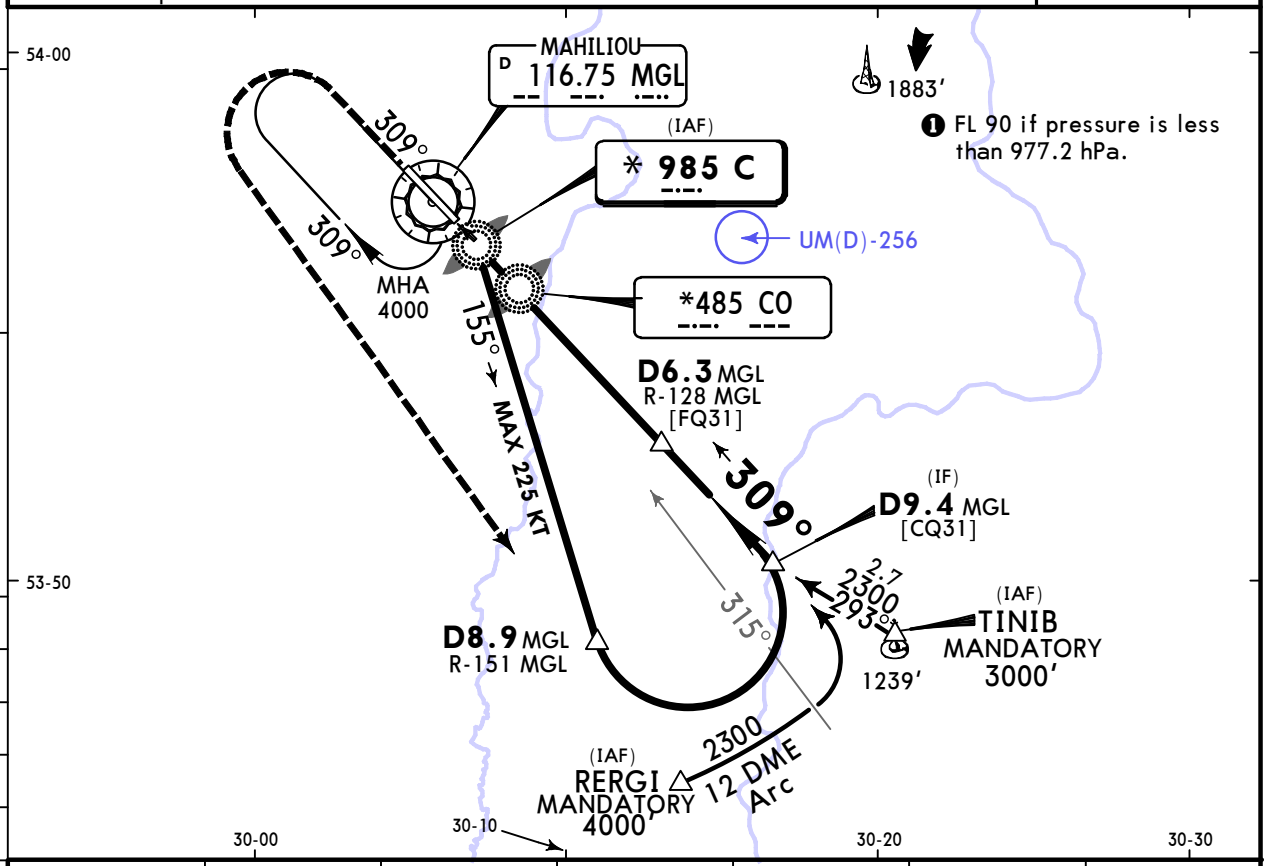
NDB C	Final Apch Crs	Minimum Alt D6.3 MGL	MDA(H) Refer to Minimums	Apt Elev 637′ Rwy 617′
*985	309°	2300′(1683′)		

MISSED APCH: Climb on 309° to 1300′ or above, then turn LEFT to RERGI climbing to 3000′, then as directed.

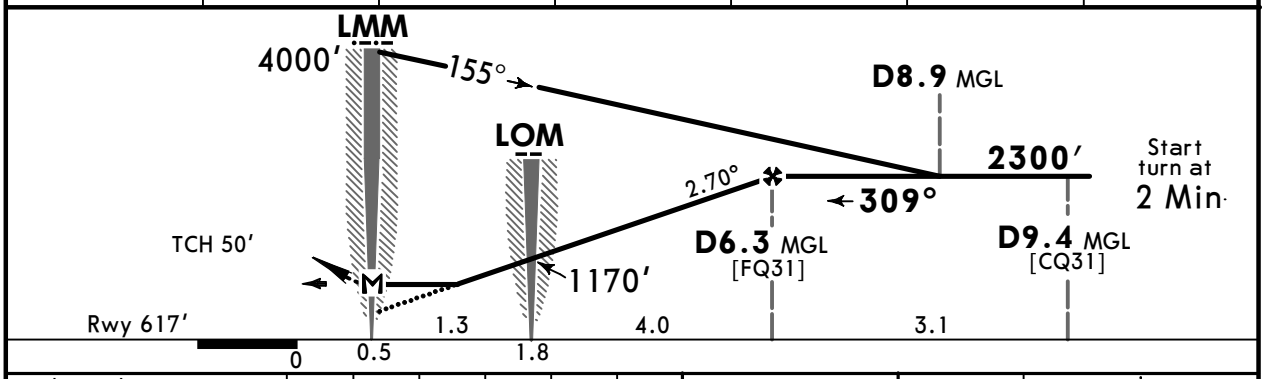
Alt Set: hPa Rwy Elev: 22 hPa Trans level: FL 80 ❶ Trans alt: 6000′

VOR DME required.

MSA MGL VOR: 2000 (211°), 2900 (282°), 2300 (330°)



MGL DME	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	790′	1080′	1370′	1650′	1940′	2220′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669	764
MAP at LMM							

ALS PAPI — 1300′ or above on 309°

STRAIGHT-IN LANDING RWY 31

MDA(H) ABC: 920′(303′) D: 930′(313′)
ALS out

PANS OPS

A	RVR 1500m
B	VIS 1600m
C	
D	

CEILING REQUIRED

Not authorized in sector between R-040 and R-110 clockwise

Max Kts	MDA(H)	CEIL-VIS
100	1100′(463′)	190m - 1900m
135	1130′(493′)	200m - 2800m
180	1300′(663′)	300m - 3700m
205	1330′(693′)	310m - 4600m

CHANGES: None.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MAHILIOU, (MAHILIOU - UMOO)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMOO