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List of pages in this Trip Kit

Trip Kit Index
Airport Information For UWKE
Terminal Charts For UWKE
Revision Letter For Cycle 09-2019
Change Notices
Notebook

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General Information

Location: BEGISHEVO RUS
ICAO/IATA: UWKE / NBC
Lat/Long: N55° 33.9', E052° 05.5'
Elevation: 643 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 13.0° E

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

Sunrise: 0032 Z
Sunset: 1625 Z

Runway Information

Runway: 21
Length x Width: 8209 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 623 ft
Lighting: Edge, ALS

Runway: 03
Length x Width: 8209 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 627 ft
Lighting: Edge, ALS

Communication Information

ATIS: 134.200
Begishevo Tower: 129.000 Secondary
Begishevo Tower: 121.200
Begishevo Tower: 124.000 Secondary
Begishevo Apron Ramp/Taxi: 118.000
Begishevo Apron Ramp/Taxi: 118.900 Secondary
Begishevo Radar: 129.000 Secondary
Begishevo Radar: 124.000 Secondary
Begishevo Transit Operations: 131.900

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Begishevo Radar: 127.900

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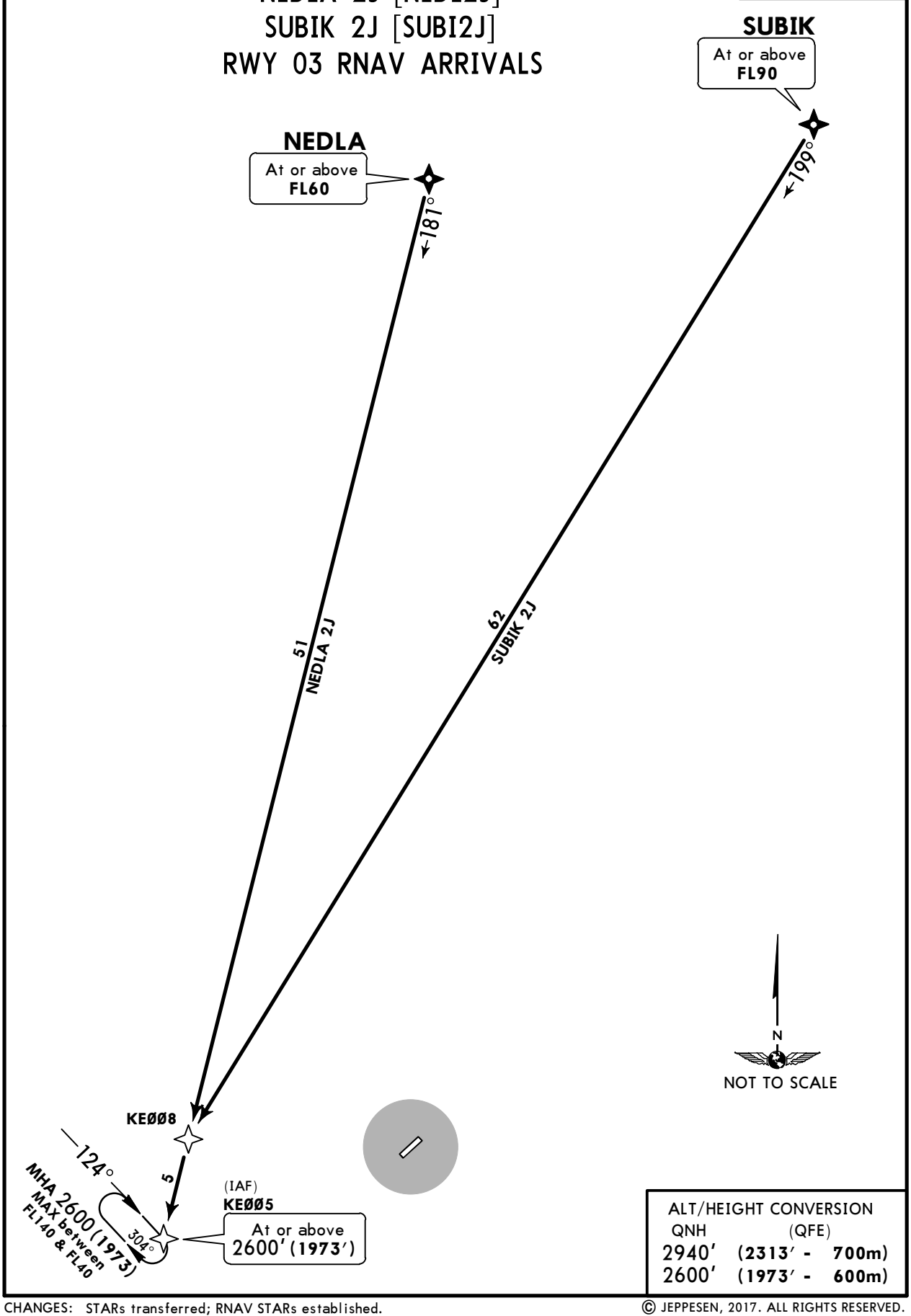
ATIS 134.2	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ **(2313′)** **1. RNAV 1.** **2. GNSS required.**
Apt Elev 643′	

3000
MSA ARP

NEDLA 2J [NEDL2J]
SUBIK 2J [SUBI2J]
RWY 03 RNAV ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
2940′	**(2313′ - 700m)**
2600′	**(1973′ - 600m)**

CHANGES: STARs transferred; RNAV STARs established.

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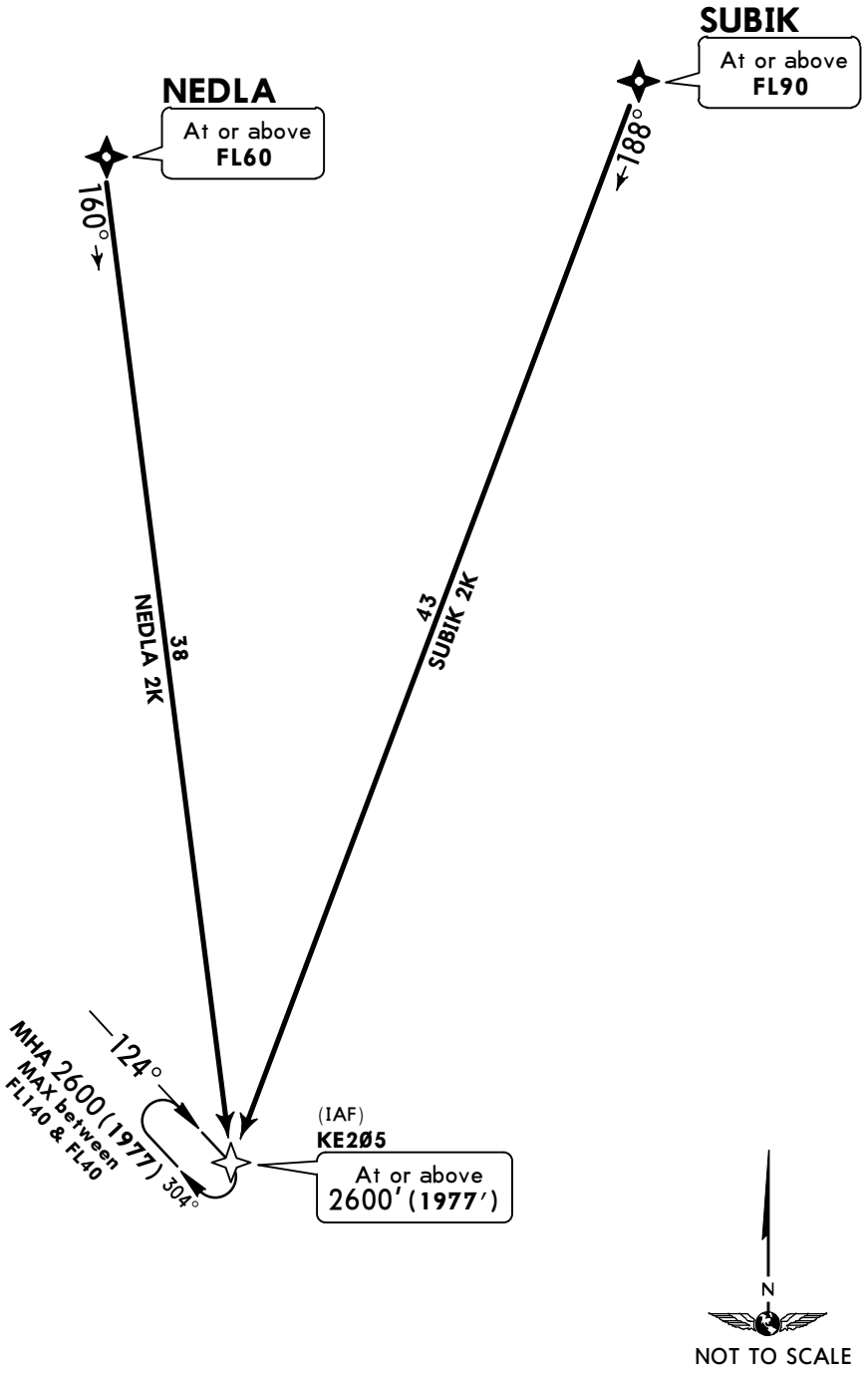
Apt Elev 643′	

3000
MSA ARP

NEDLA 2K [NEDL2K]
SUBIK 2K [SUBI2K]
RWY 21 RNAV ARRIVALS



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2940′	**(2317′ -**	**700m)**
2600′	**(1977′ -**	**600m)**

CHANGES: STARs transferred; RNAV STARs established.

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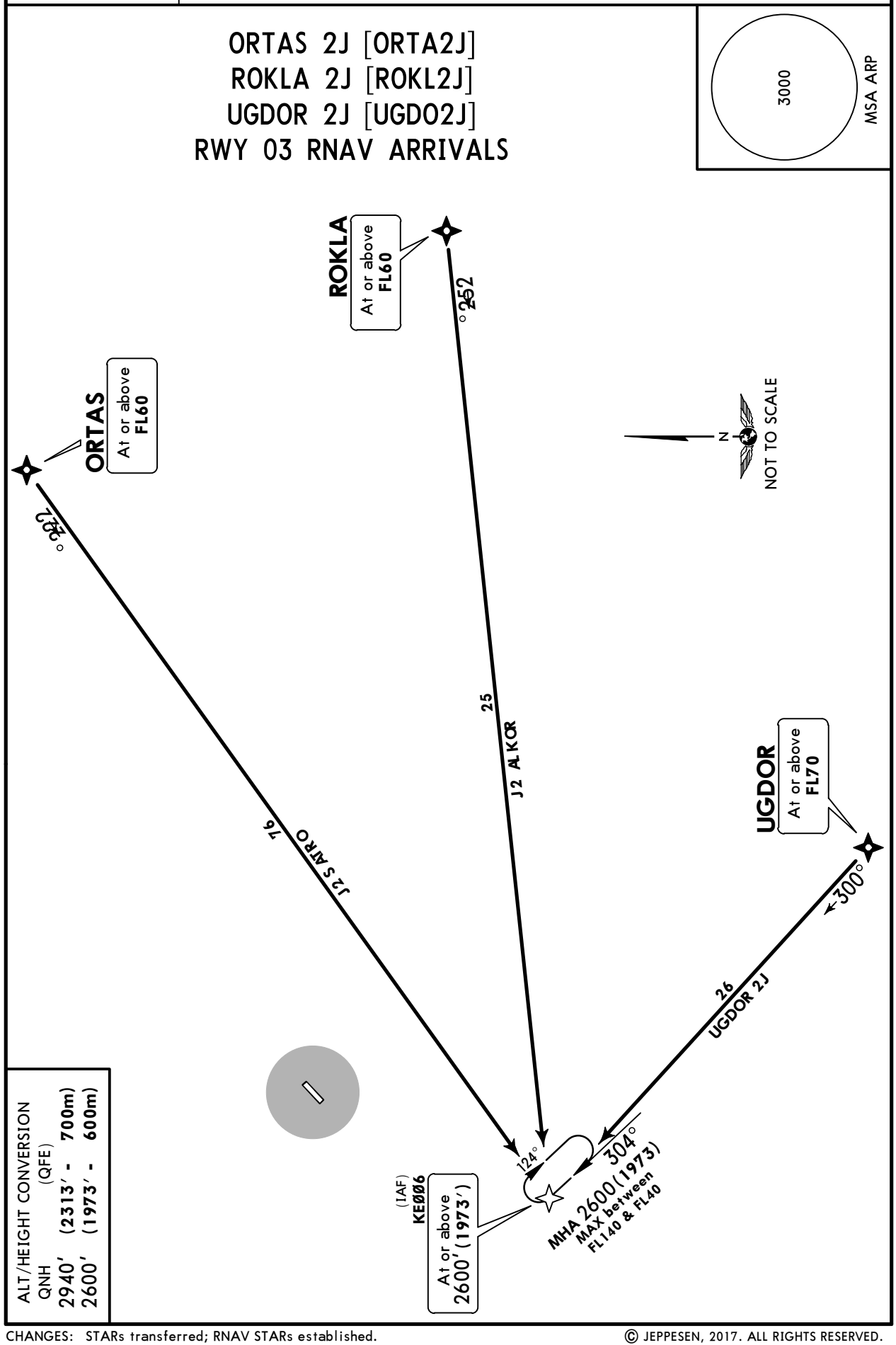
ATIS 134.2	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less
Apt Elev 643′	Trans alt: 2940′ **(2313′)** **1. RNAV 1.** **2. GNSS required.**

ORTAS 2J [ORTA2J]
ROKLA 2J [ROKL2J]
UGDOR 2J [UGDO2J]
RWY 03 RNAV ARRIVALS



ALT/HEIGHT CONVERSION (QFE)

QNH	
2940′	(2313′ - 700m)
2600′	(1973′ - 600m)

CHANGES: STARs transferred; RNAV STARs established.

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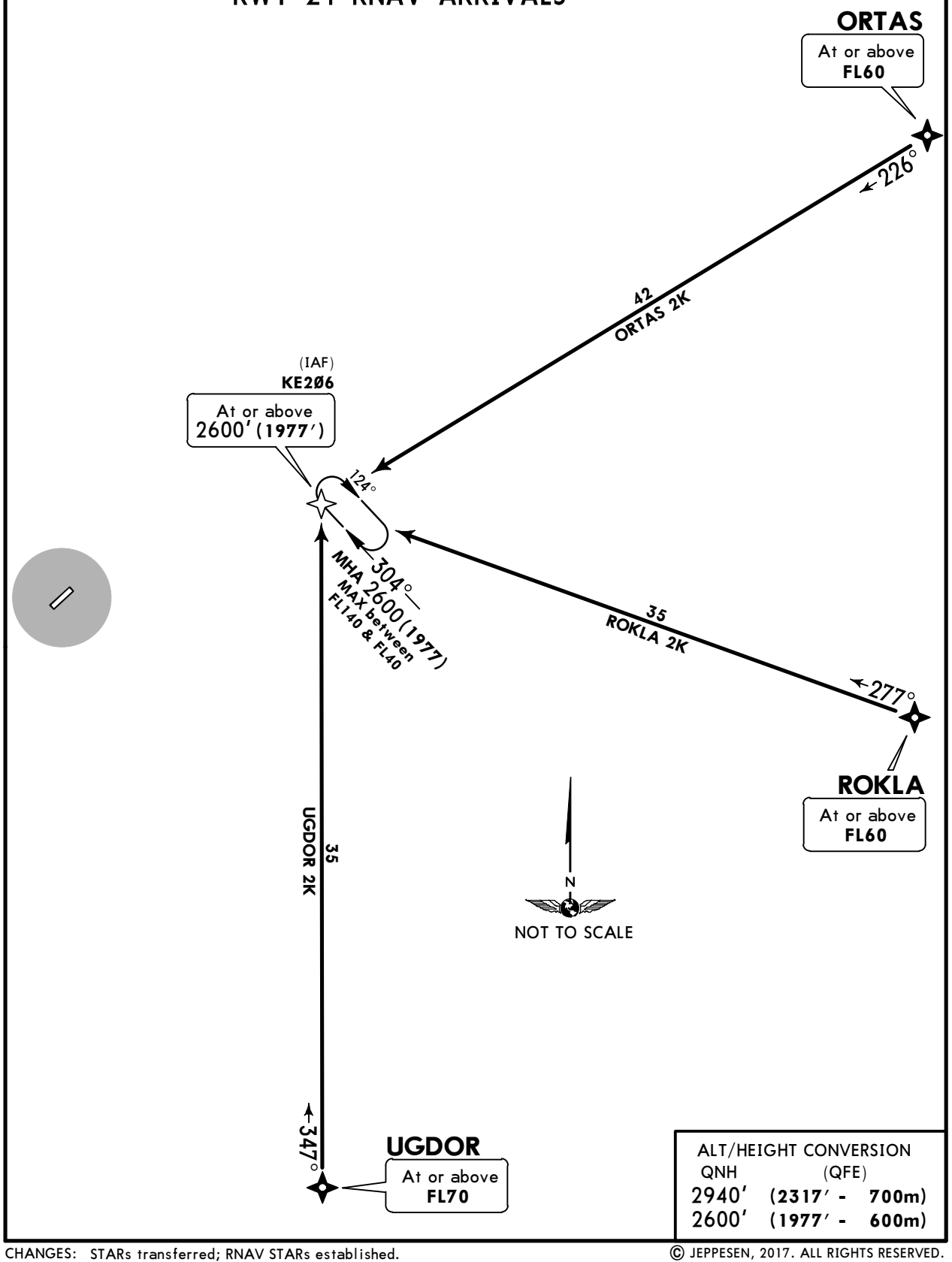
ATIS 134.2	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ **(2317′)** **1. RNAV 1.** **2. GNSS required.**
Apt Elev 643′	

3000
MSA ARP

ORTAS 2K [ORTA2K]
ROKLA 2K [ROKL2K]
UGDOR 2K [UGDO2K]
RWY 21 RNAV ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
2940′	**(2317′ - 700m)**
2600′	**(1977′ - 600m)**

CHANGES: STARs transferred; RNAV STARs established.

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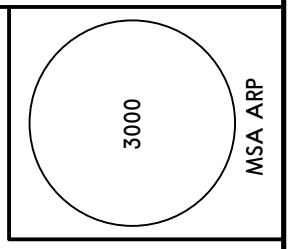
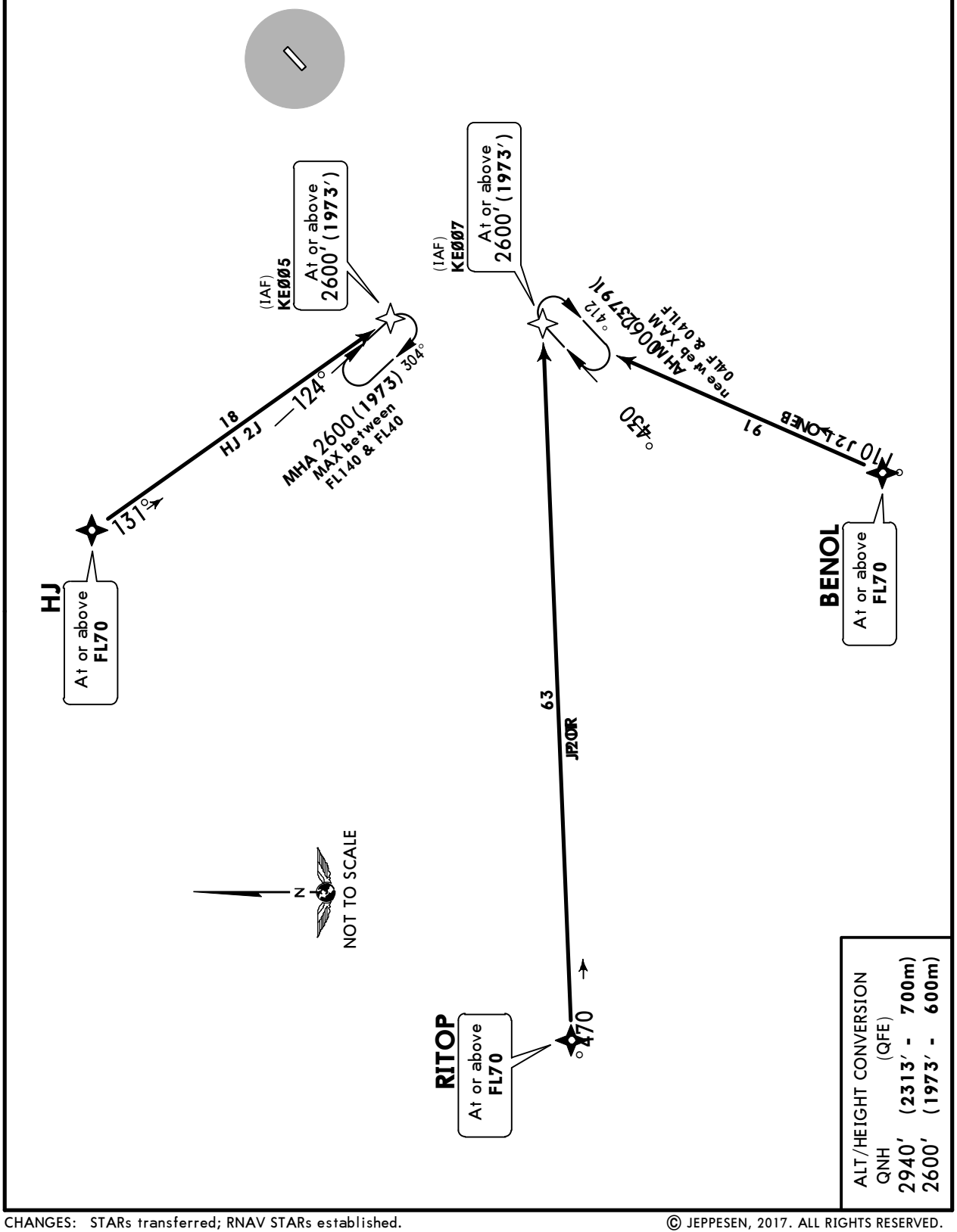
ATIS 134.2	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less
Apt Elev 643′	Trans alt: 2940′ **(2313′)** **1. RNAV 1.** **2. GNSS required.**

BENOL 2J [BENO2J]
HJ 2J [HJ2J]
RITOP 2J [RITO2J]
RWY 03 RNAV ARRIVALS





CHANGES: STARs transferred; RNAV STARs established.

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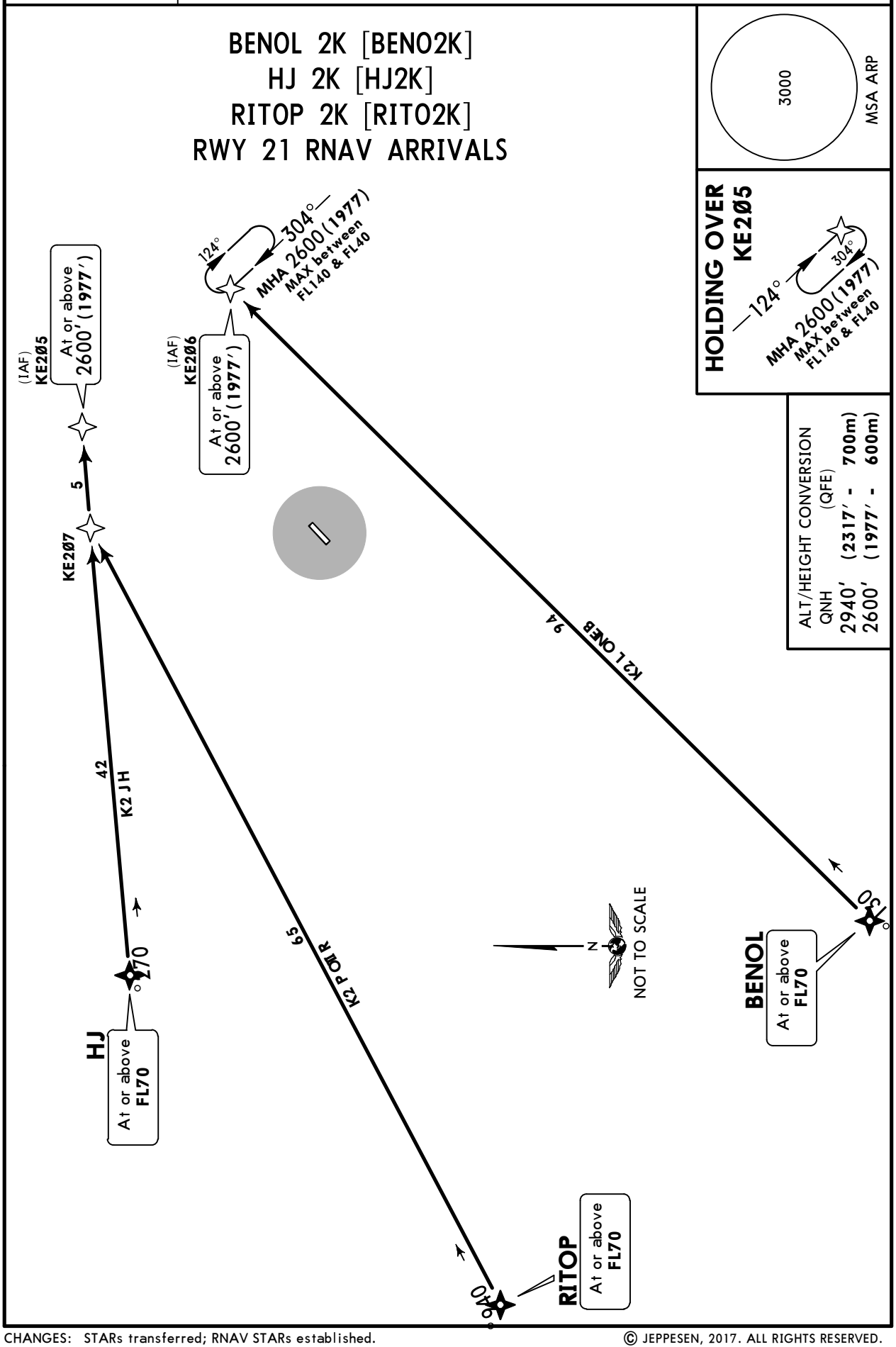
ATIS 134.2	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less
Apt Elev 643′	Trans alt: 2940′ **(2317′)** **1. RNAV 1.** **2. GNSS required.**

BENOL 2K [BENO2K]
HJ 2K [HJ2K]
RITOP 2K [RITO2K]
RWY 21 RNAV ARRIVALS



CHANGES: STARs transferred; RNAV STARs established.

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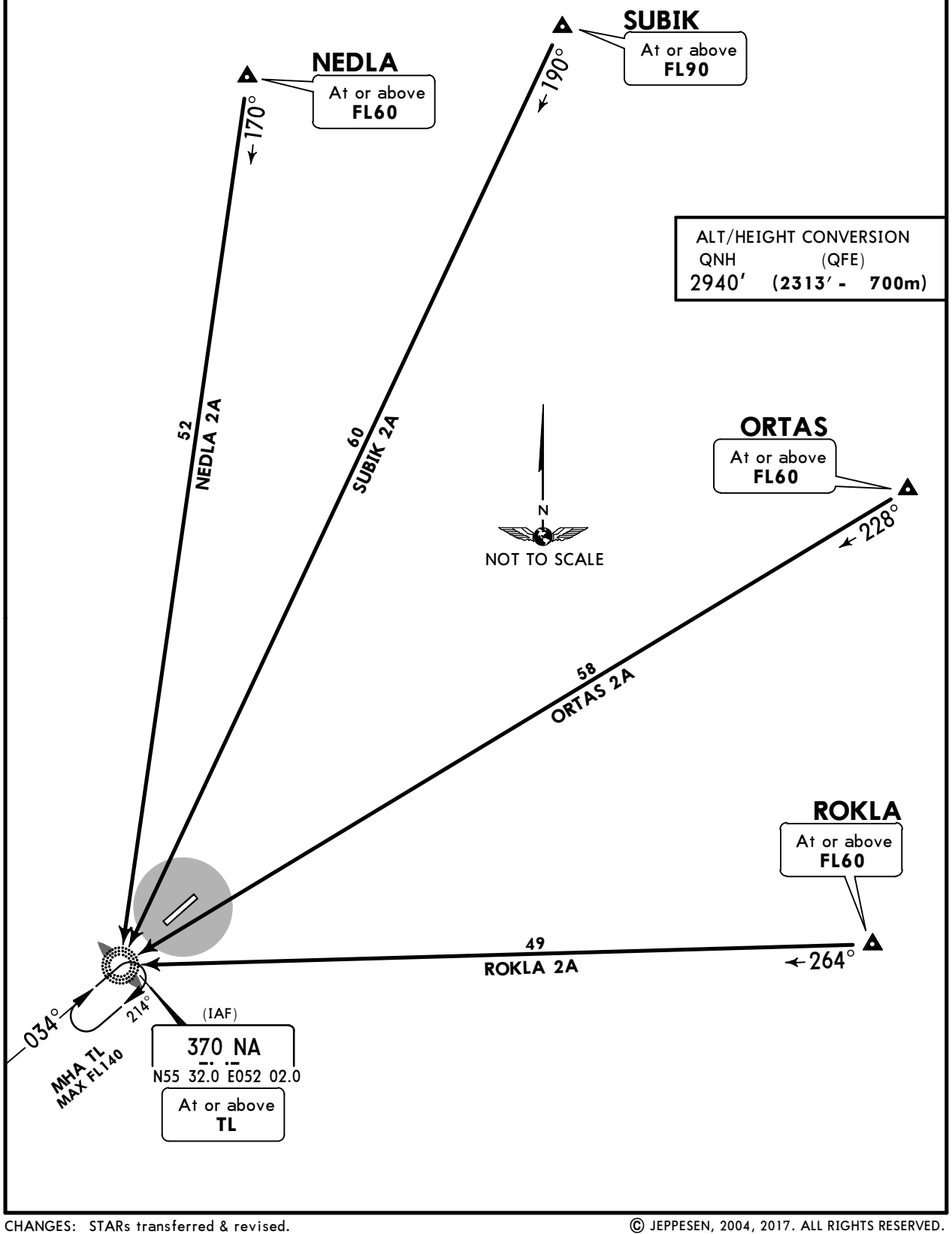
ATIS	Apt Elev	
134.2	643′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ **(2313′)**

3000′
MSA
NA Lctr

NEDLA 2A [NEDL2A], ORTAS 2A [ORTA2A]
ROKLA 2A [ROKL2A], SUBIK 2A [SUBI2A]
RWY 03 ARRIVALS



CHANGES: STARs transferred & revised.

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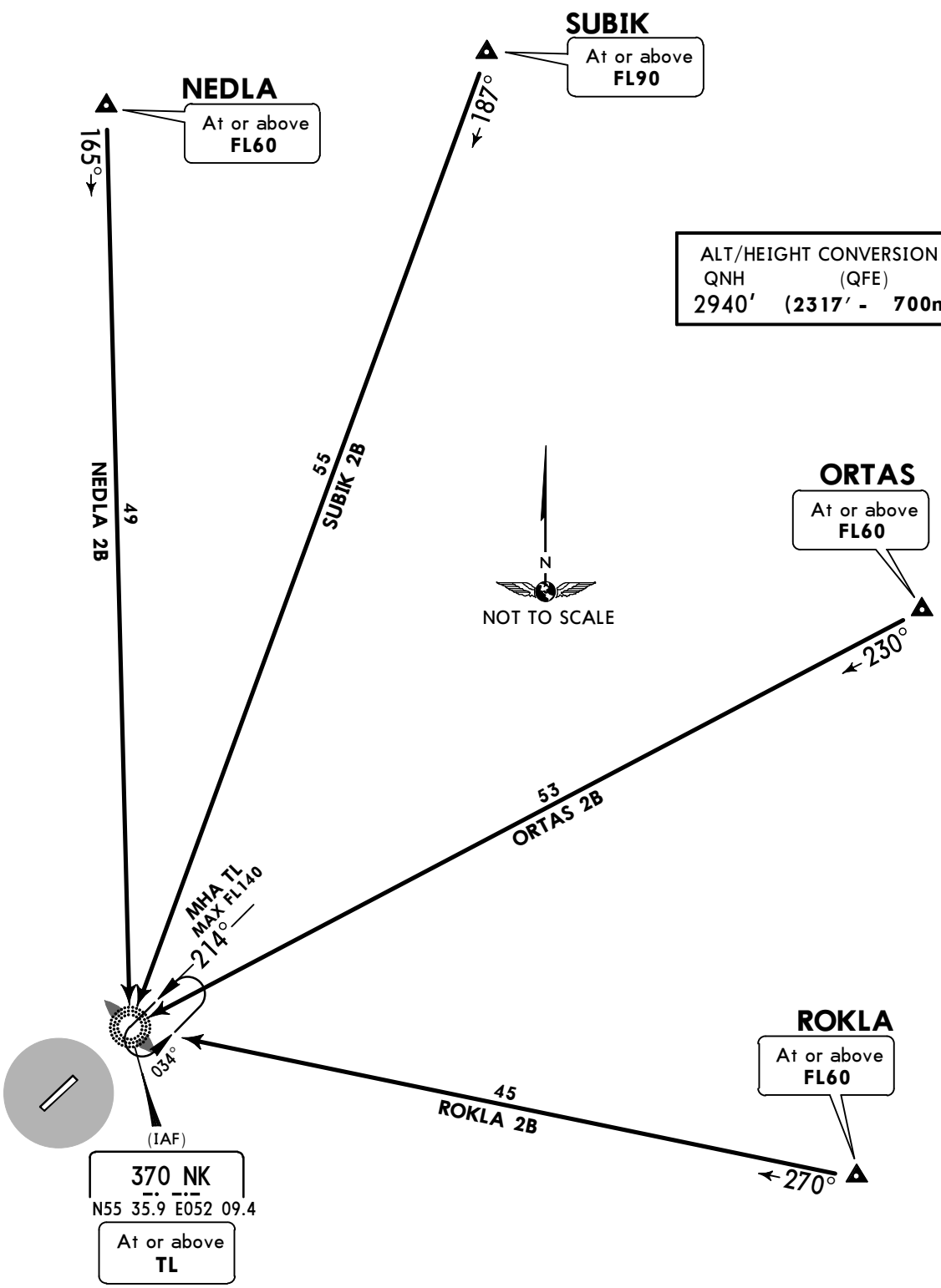
ATIS	Apt Elev	
134.2	643′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ **(2317′)**

3000′
MSA
NK Lctr

NEDLA 2B [NEDL2B], ORTAS 2B [ORTA2B]
ROKLA 2B [ROKL2B], SUBIK 2B [SUBI2B]
RWY 21 ARRIVALS



CHANGES: STARs transferred & revised.

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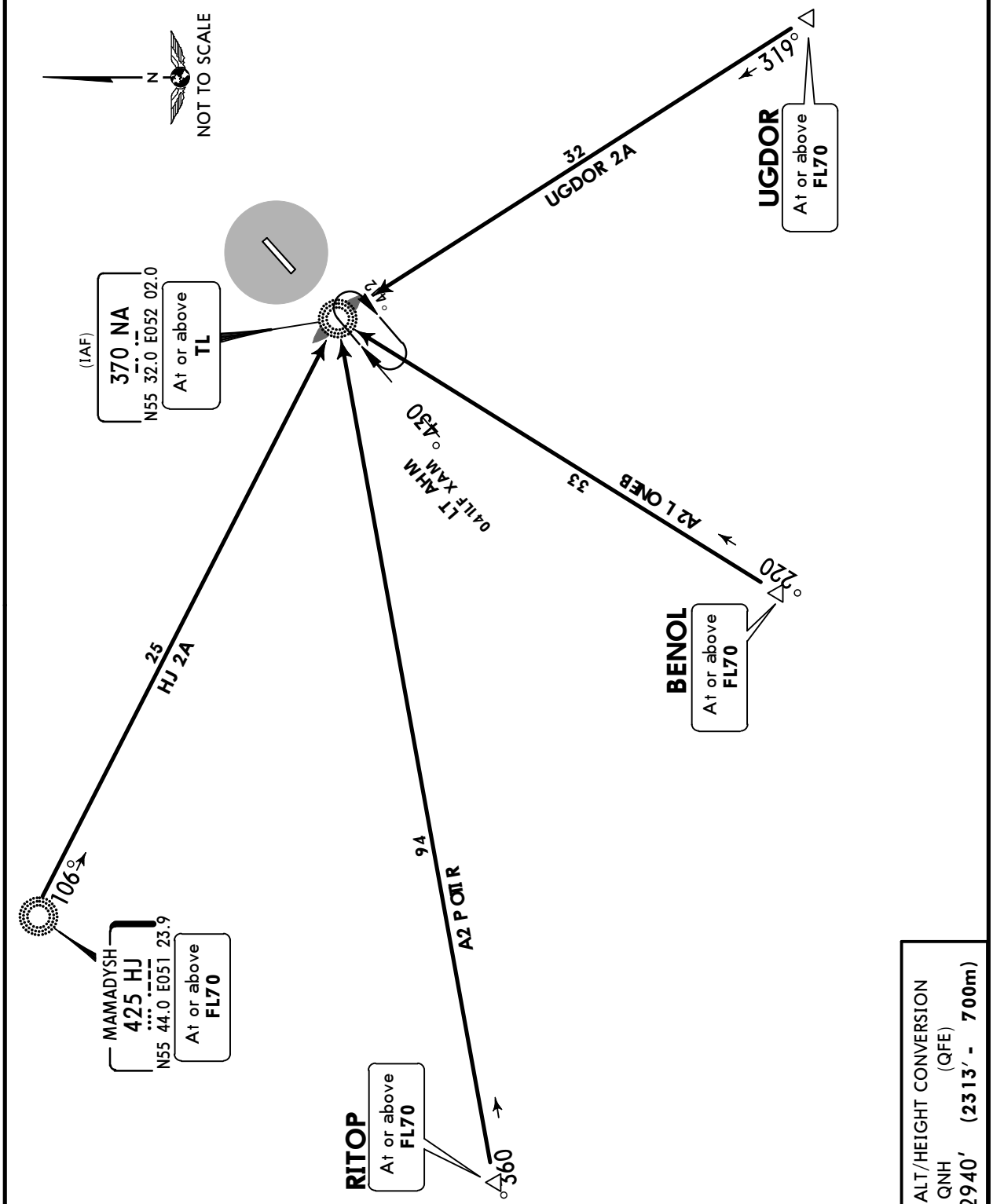
ATIS	Apt Elev	
134.2	643′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ **(2313′)**

MSA NA Lctr
3000′

BENOL 2A [BENO2A], MAMADYSH 2A (HJ 2A) [HJ2A]
RITOP 2A [RITO2A], UGDOR 2A [UGDO2A]
RWY 03 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
2940′ **(2313′ - 700m)**

CHANGES: New chart (STARs transferred & revised).

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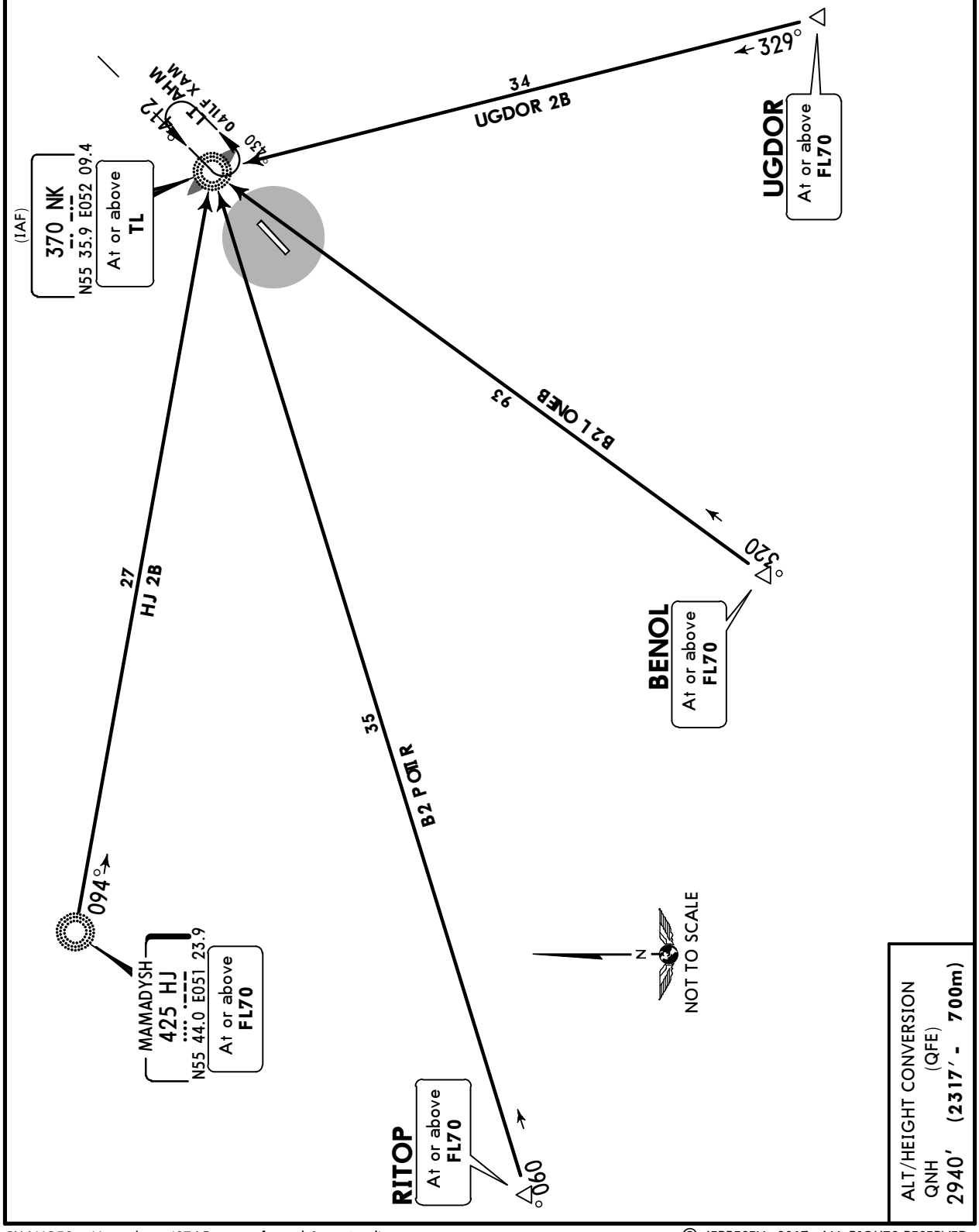
ATIS	Apt Elev	
134.2	643′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ **(2317′)**

3000′
MSA
NK Lctr

BENOL 2B [BENO2B], MAMADYSH 2B (HJ 2B) [HJ2B]
RITOP 2B [RITO2B], UGDOR 2B [UGDO2B]
RWY 21 ARRIVALS



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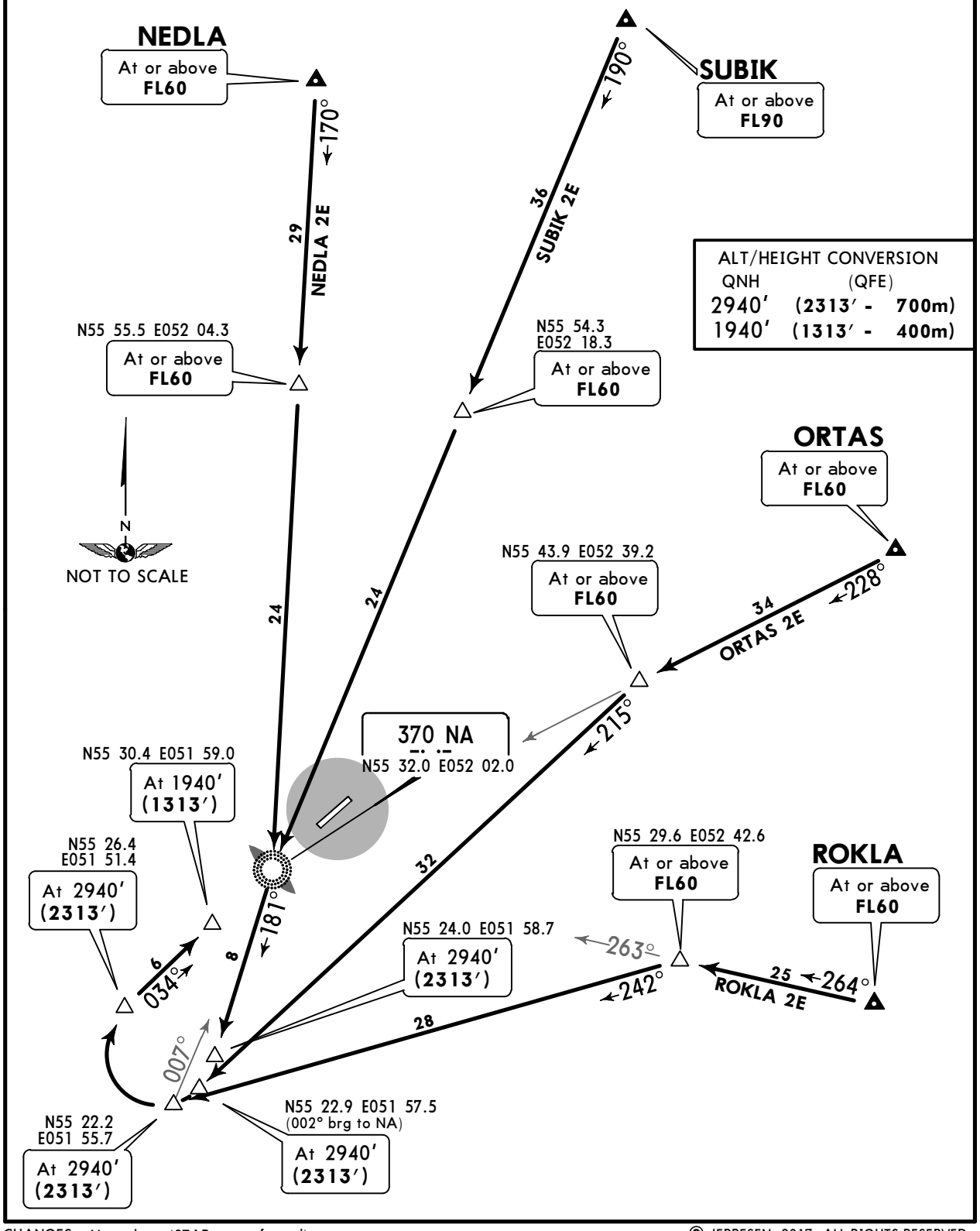
ATIS	Apt Elev	
134.2	643′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ **(2313′)**

3000′
MSA
NA Lctr

NEDLA 2E [NEDL2E], ORTAS 2E [ORTA2E]
ROKLA 2E [ROKL2E], SUBIK 2E [SUBI2E]
RWY 03 ARRIVALS
UNDER RADAR CONTROL



CHANGES: New chart (STARs transferred).

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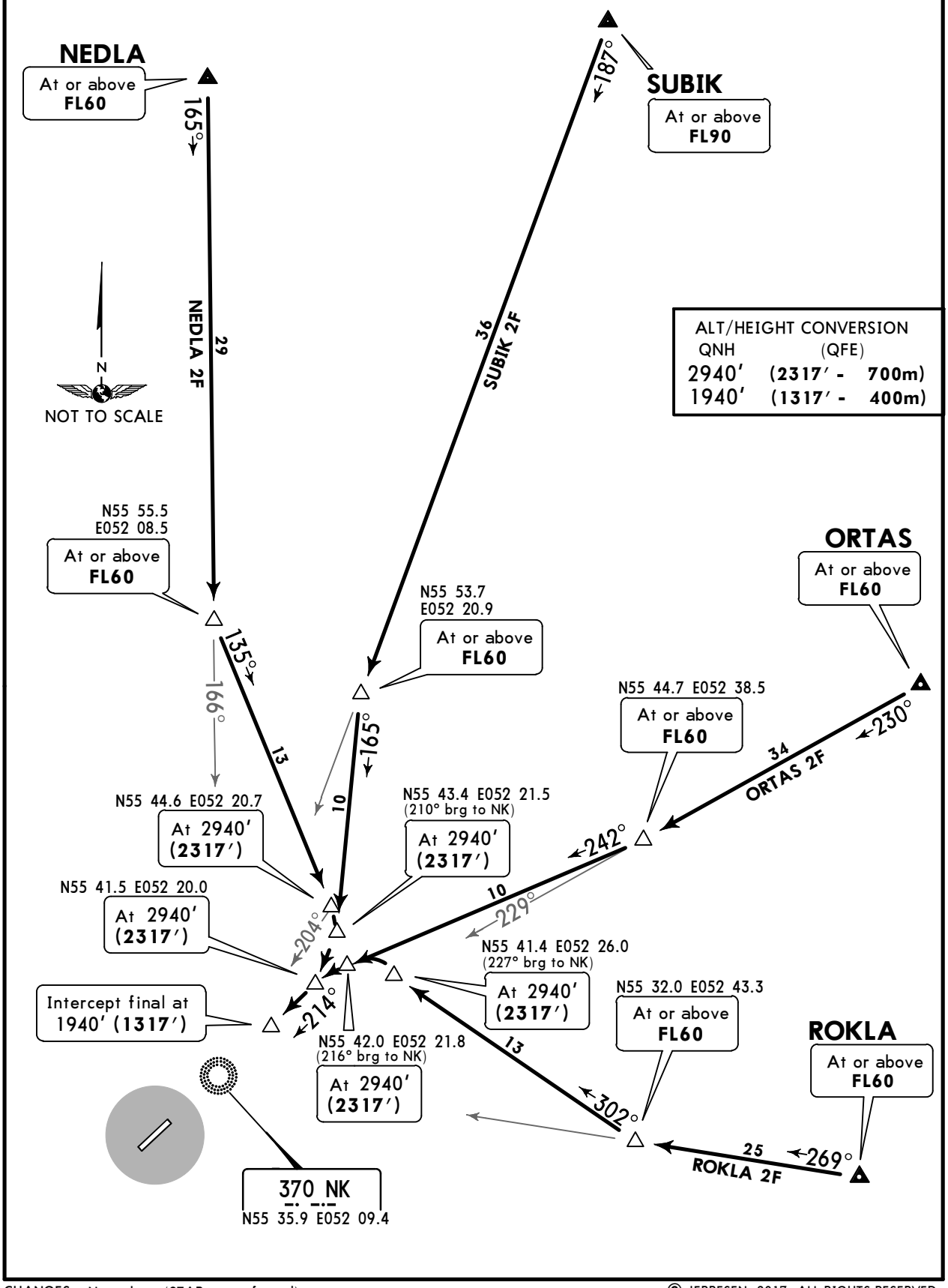
ATIS	Apt Elev	
134.2	643′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ **(2317′)**

3000′
MSA
NK Lctr

NEDLA 2F [NEDL2F], ORTAS 2F [ORTA2F] ROKLA 2F [ROKL2F], SUBIK 2F [SUBI2F] RWY 21 ARRIVALS

UNDER RADAR CONTROL



CHANGES: New chart (STARs transferred).

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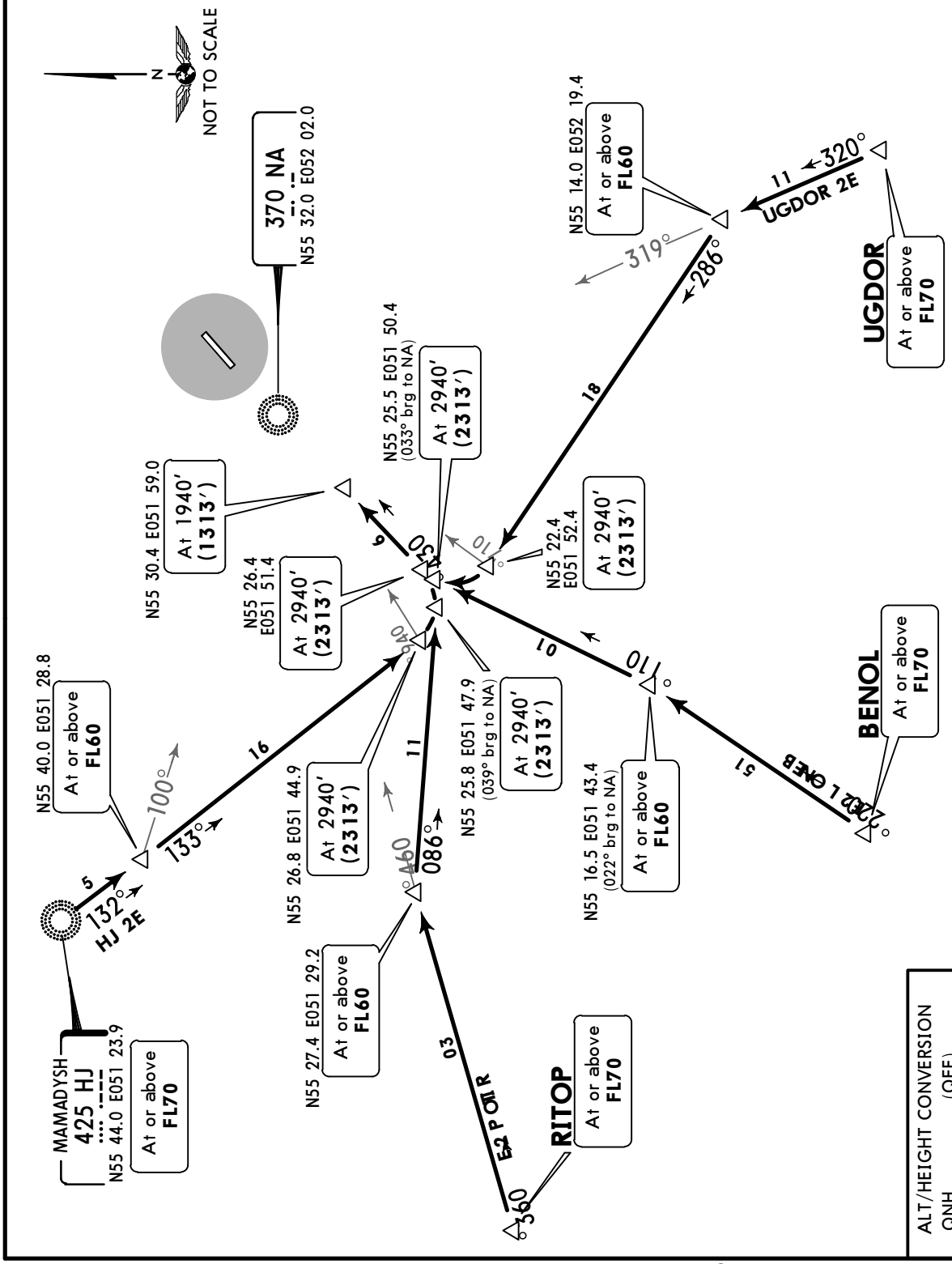
ATIS	Apt Elev	
134.2	643′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ **(2313′)**

MSA NA Lctr
3000′

BENOL 2E [BENO2E], MAMADYSH 2E (HJ 2E) [HJ2E] RITOP 2E [RITO2E], UGDOR 2E [UGDO2E] RWY 03 ARRIVALS

UNDER RADAR CONTROL



ALT/HEIGHT CONVERSION (QFE)

QNH	
2940′	(2313′ - 700m)
1940′	(1313′ - 400m)

CHANGES: New chart (STARs transferred).

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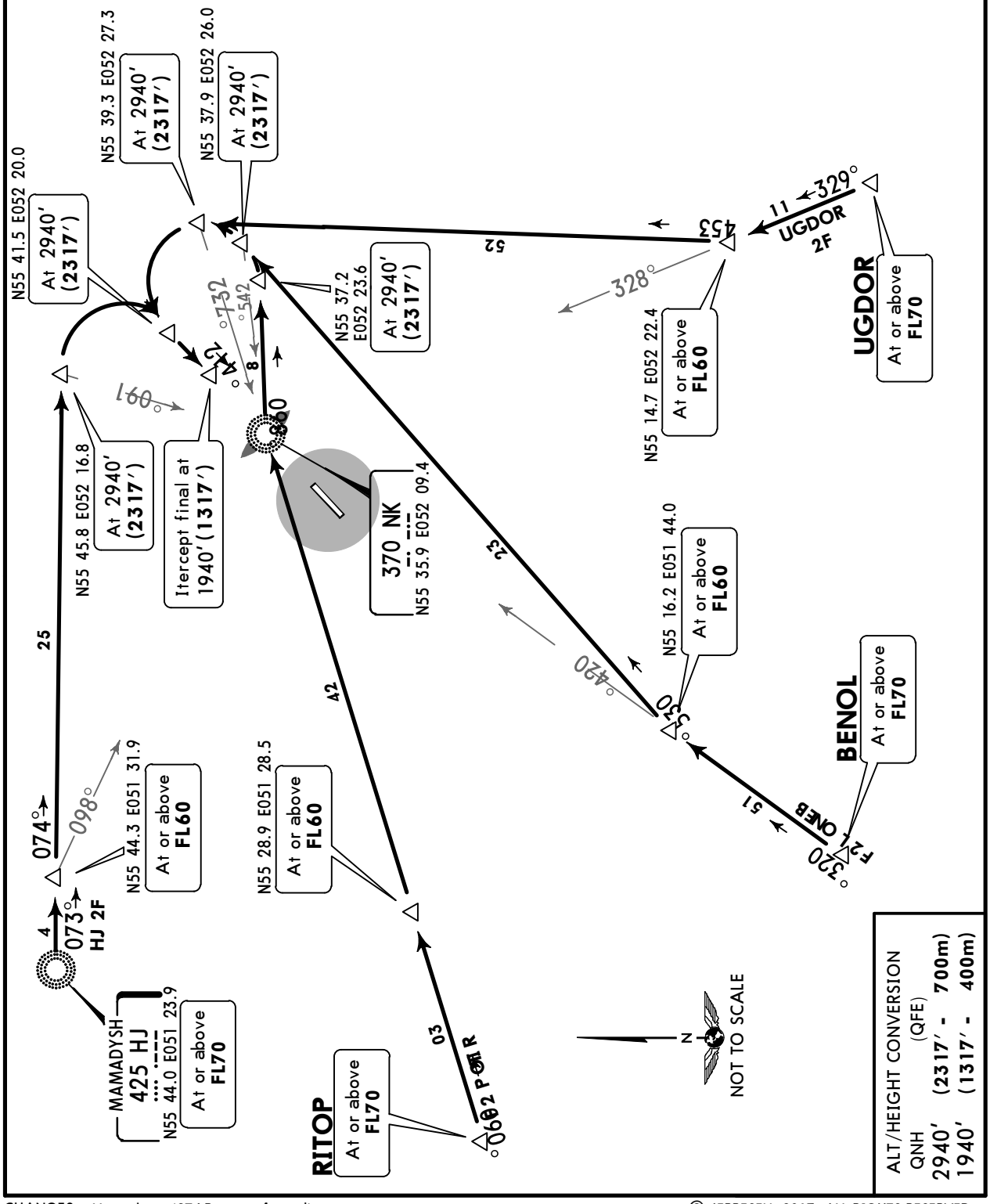
ATIS	Apt Elev	
134.2	643′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ **(2317′)**

3000′ MSA NK Lctr

BENOL 2F [BENO2F], MAMADYSH 2F (HJ 2F) [HJ2F] RITOP 2F [RITO2F], UGDOR 2F [UGDO2F] RWY 21 ARRIVALS

UNDER RADAR CONTROL



CHANGES: New chart (STARs transferred).

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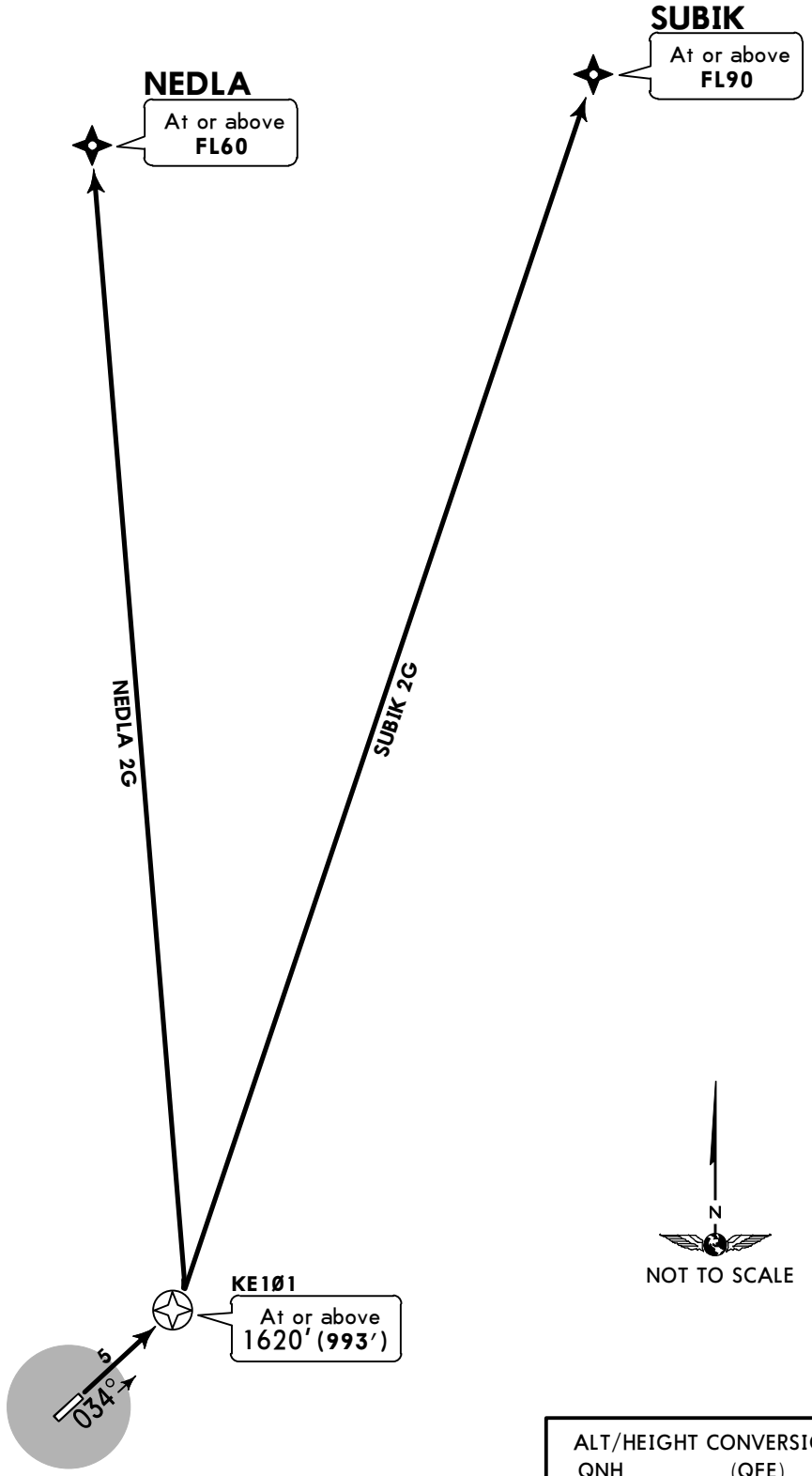
Apt Elev 643′	QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ (2313′) **1. RNAV 1.** **2. GNSS required.**	3000 MSA ARP

NEDLA 2G [NEDL2G]
SUBIK 2G [SUBI2G]
RWY 03 RNAV DEPARTURES



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1620′	(993′ -	300m)
2940′	(2313′ -	700m)

CHANGES: SIDs transferred; RNAV SIDs established.

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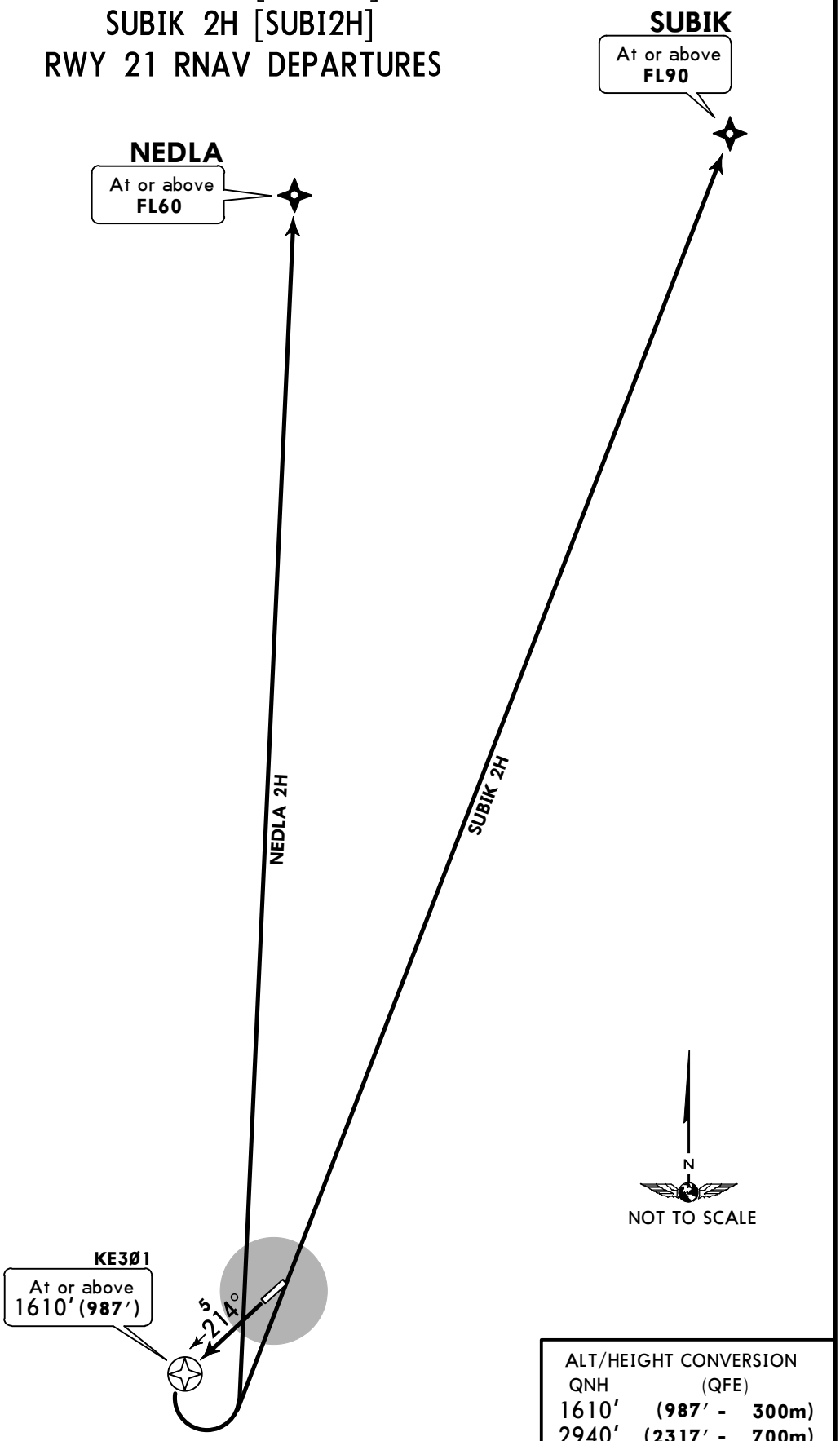
Apt Elev	
643′	QNH on request (**QFE**) Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ (**2317′**) **1. RNAV 1.** **2. GNSS required.**

3000
MSA ARP

NEDLA 2H [NEDL2H]
SUBIK 2H [SUBI2H]
RWY 21 RNAV DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1610′	(**987′ - 300m**)
2940′	(**2317′ - 700m**)

CHANGES: SIDs transferred; RNAV SIDs established.

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Apt Elev	
643′	QNH on request (**QFE**) Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ (**2313′**) **1. RNAV 1.** **2. GNSS required.**

3000
MSA ARP

NEBUK 2G [NEBU2G]
ORTAS 2G [ORTA2G]
ROKLA 2G [ROKL2G]
UGDOR 2G [UGDO2G]
RWY 03 RNAV DEPARTURES

ORTAS
At or above
FL70

ORTAS 2G

N
NOT TO SCALE

KE1Ø1
At or above
1620′ (**993′**)

5
034°

ROKLA 2G

ROKLA
At or above
FL70

NEBUK 2G

UGDOR 2G

NEBUK
At or above
FL70

UGDOR
At or above
FL70

ALT/HEIGHT CONVERSION

QNH	(QFE)	
1620′	(**993′** -	**300m**)
2940′	(**2313′** -	**700m**)

CHANGES: SIDs transferred; RNAV SIDs established.

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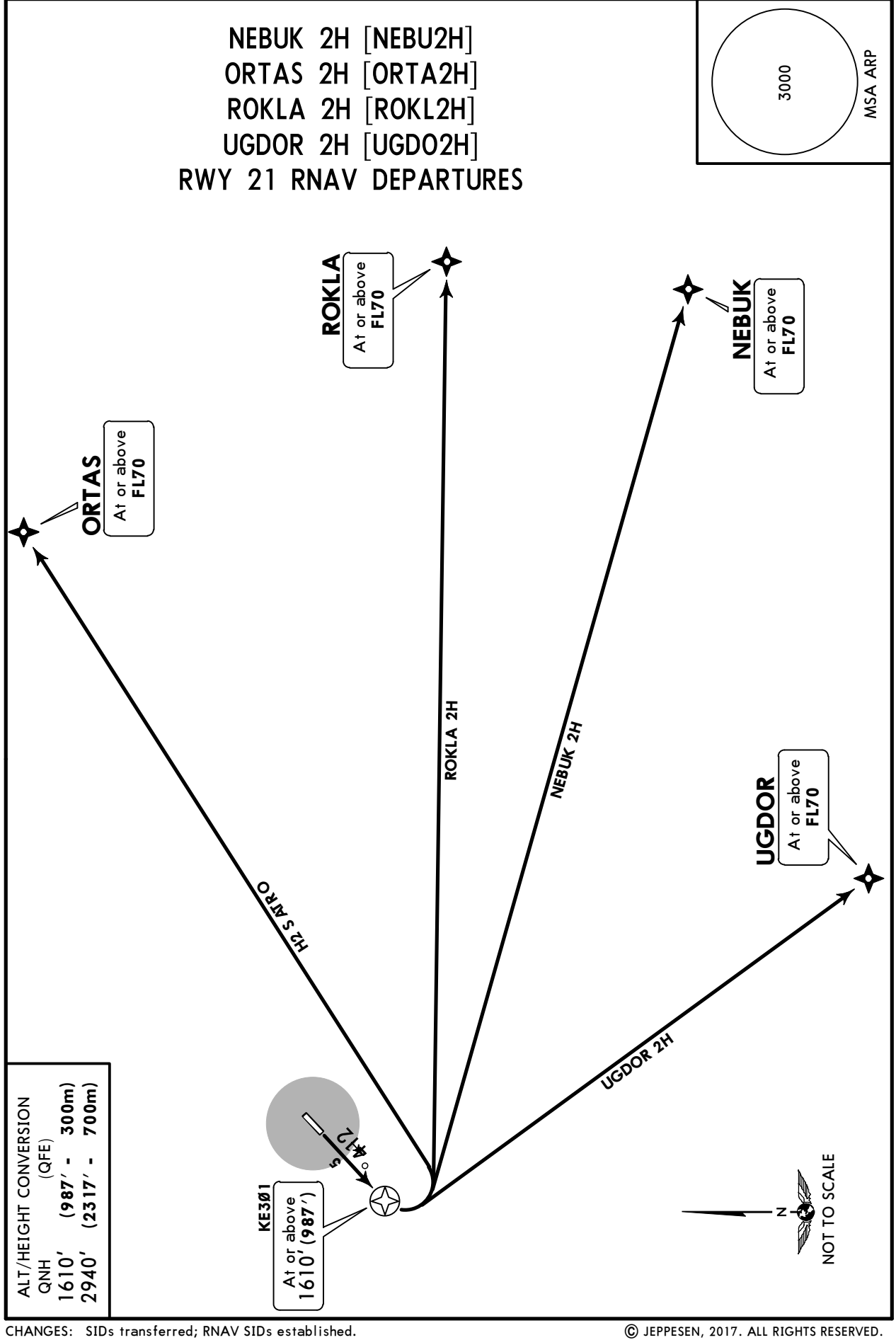
Apt Elev 643′	QNH on request (**QFE**) Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ (**2317′**) **1. RNAV 1.** **2. GNSS required.**

NEBUK 2H [NEBU2H]
ORTAS 2H [ORTA2H]
ROKLA 2H [ROKL2H]
UGDOR 2H [UGDO2H]
RWY 21 RNAV DEPARTURES



ALT/HEIGHT CONVERSION (QFE)

QNH	(987′ -	300m)
1610′	(2317′ -	700m)
2940′		

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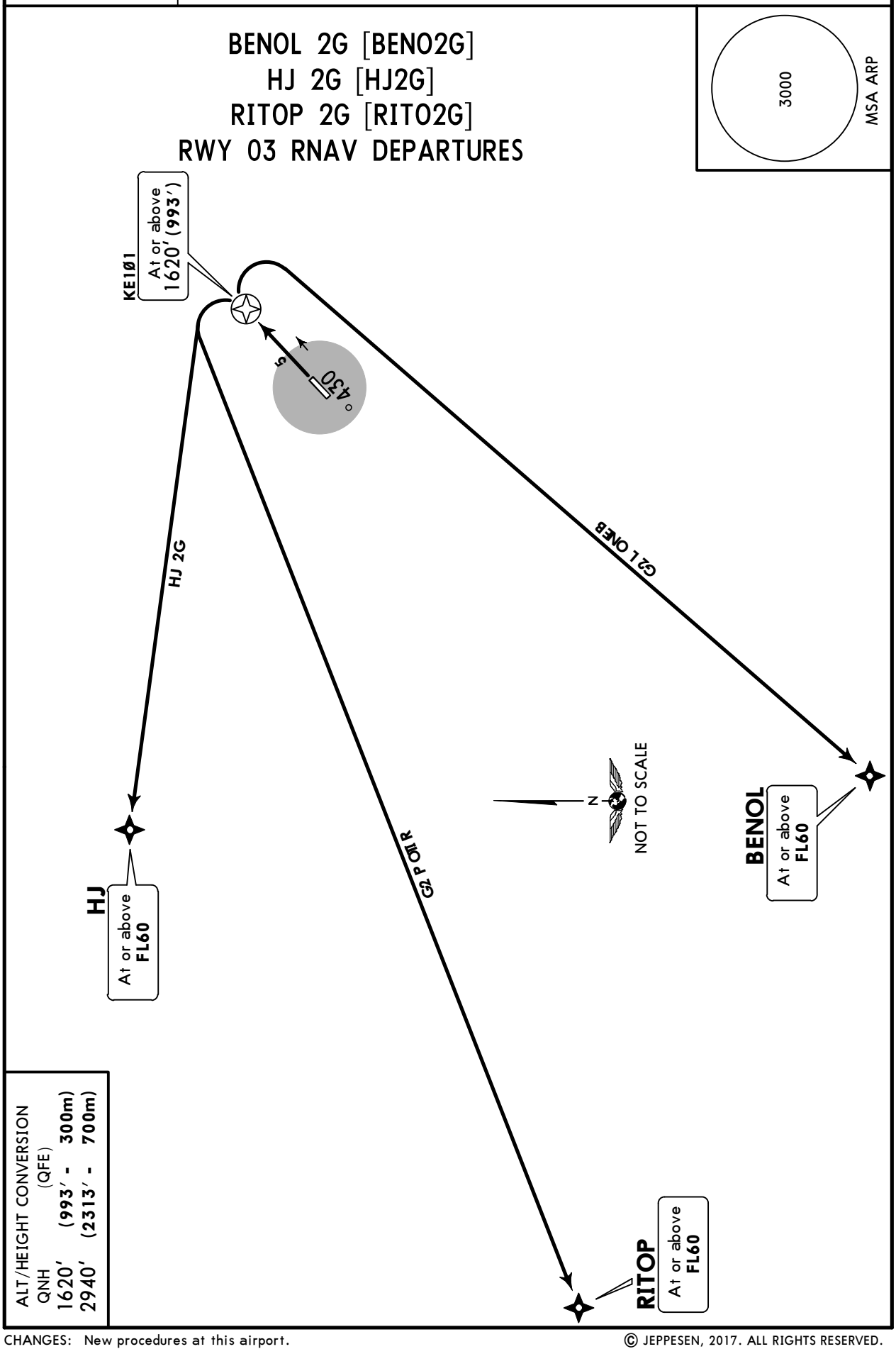
Apt Elev 643′	QNH on request (**QFE**) Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ (**2313′**) **1. RNAV 1.** **2. GNSS required.**

BENOL 2G [BENO2G]
HJ 2G [HJ2G]
RITOP 2G [RITO2G]
RWY 03 RNAV DEPARTURES



ALT/HEIGHT CONVERSION (QFE)	
QNH	
1620′	(993′ - 300m)
2940′	(2313′ - 700m)

CHANGES: New procedures at this airport.

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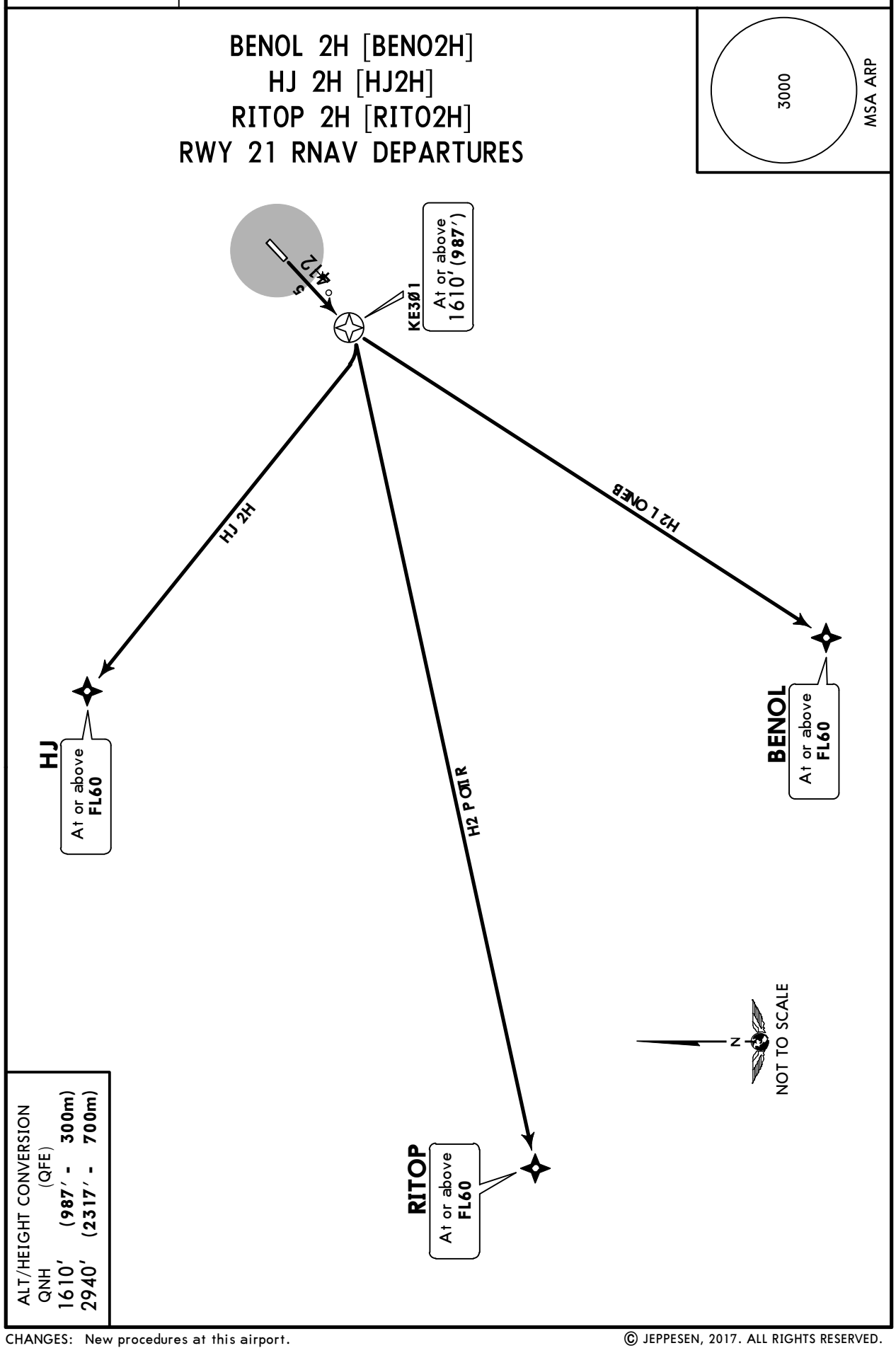
Apt Elev 643′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ **(2317′)** **1. RNAV 1.** **2. GNSS required.**

BENOL 2H [BENO2H]
HJ 2H [HJ2H]
RITOP 2H [RITO2H]
RWY 21 RNAV DEPARTURES



ALT/HEIGHT CONVERSION (QFE)

QNH	
1610′	**(987′ - 300m)**
2940′	**(2317′ - 700m)**

CHANGES: New procedures at this airport.

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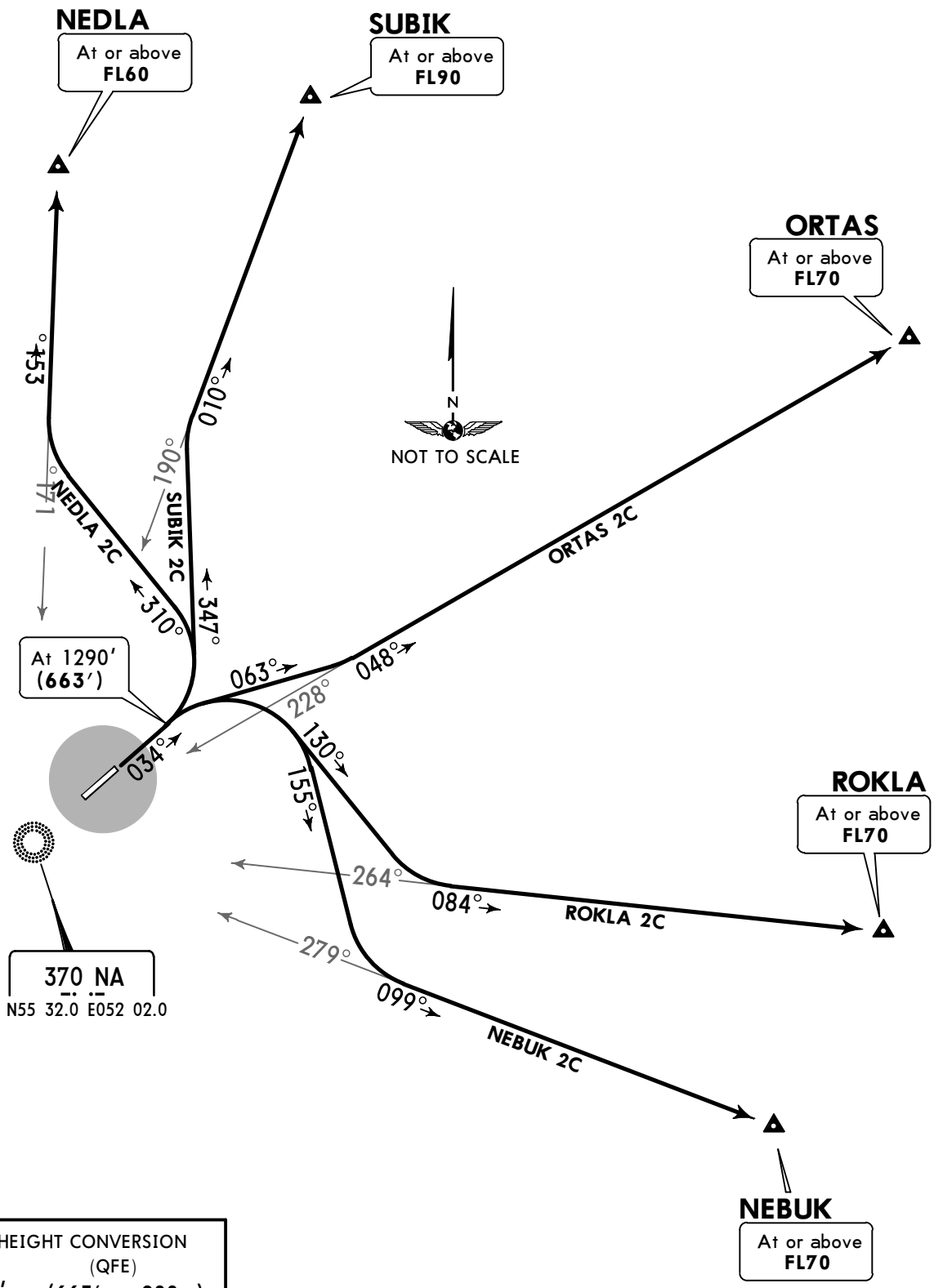
Apt Elev	
643′	QNH on request (**QFE**) Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ (**2313′**)

3000′
MSA
NA Lctr

NEBUK 2C [NEBU2C], NEDLA 2C [NEDL2C]
ORTAS 2C [ORTA2C], ROKLA 2C [ROKL2C]
SUBIK 2C [SUBI2C]
RWY 03 DEPARTURES



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1290′	(663′ -	200m)
2940′	(2313′ -	700m)

CHANGES: New chart (SIDs transferred).

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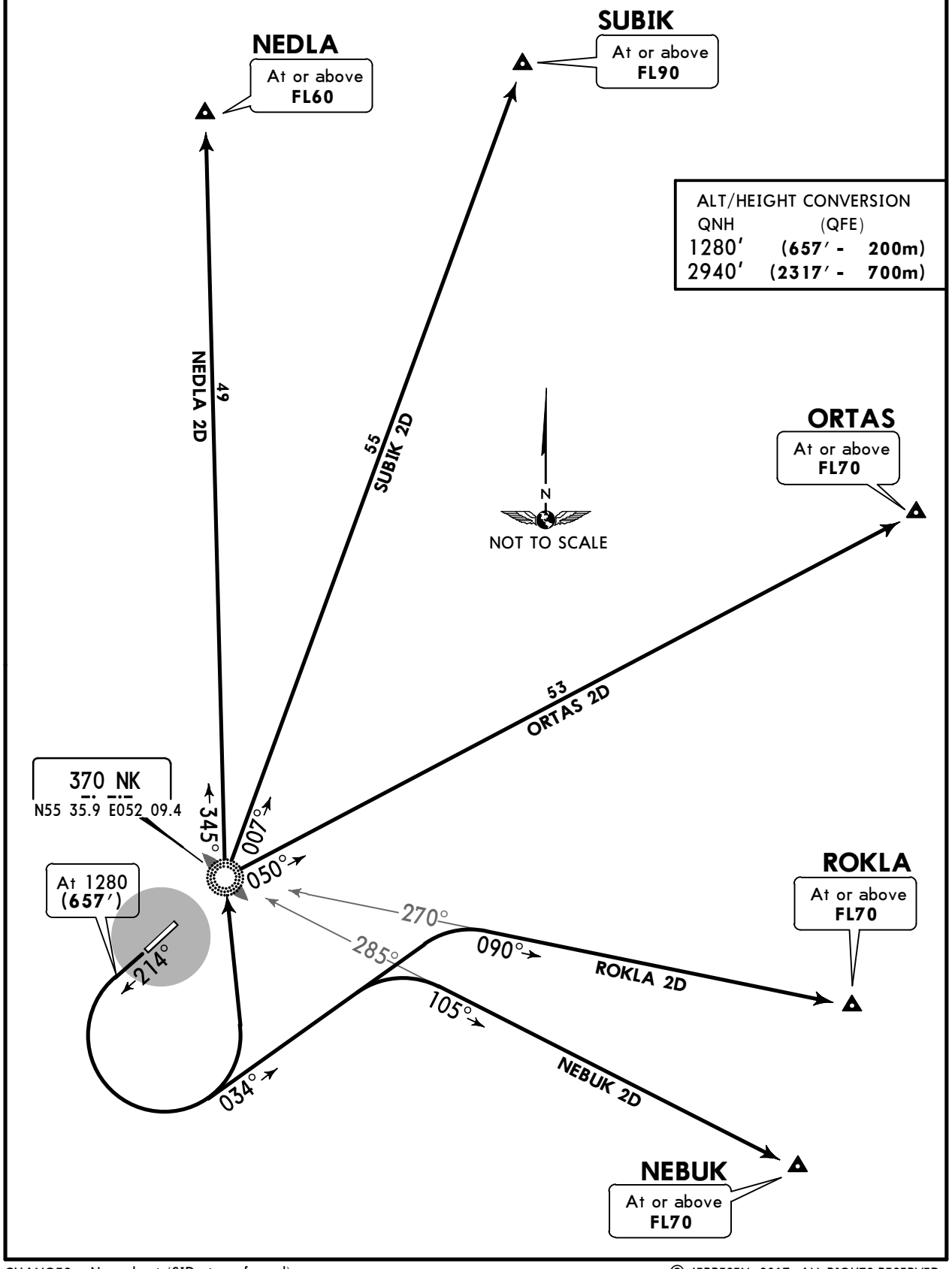
Apt Elev 643′	QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ (2317′)

3000′
MSA
NK Lctr

NEBUK 2D [NEBU2D], NEDLA 2D [NEDL2D]
ORTAS 2D [ORTA2D], ROKLA 2D [ROKL2D]
SUBIK 2D [SUBI2D]
RWY 21 DEPARTURES



CHANGES: New chart (SIDs transferred).

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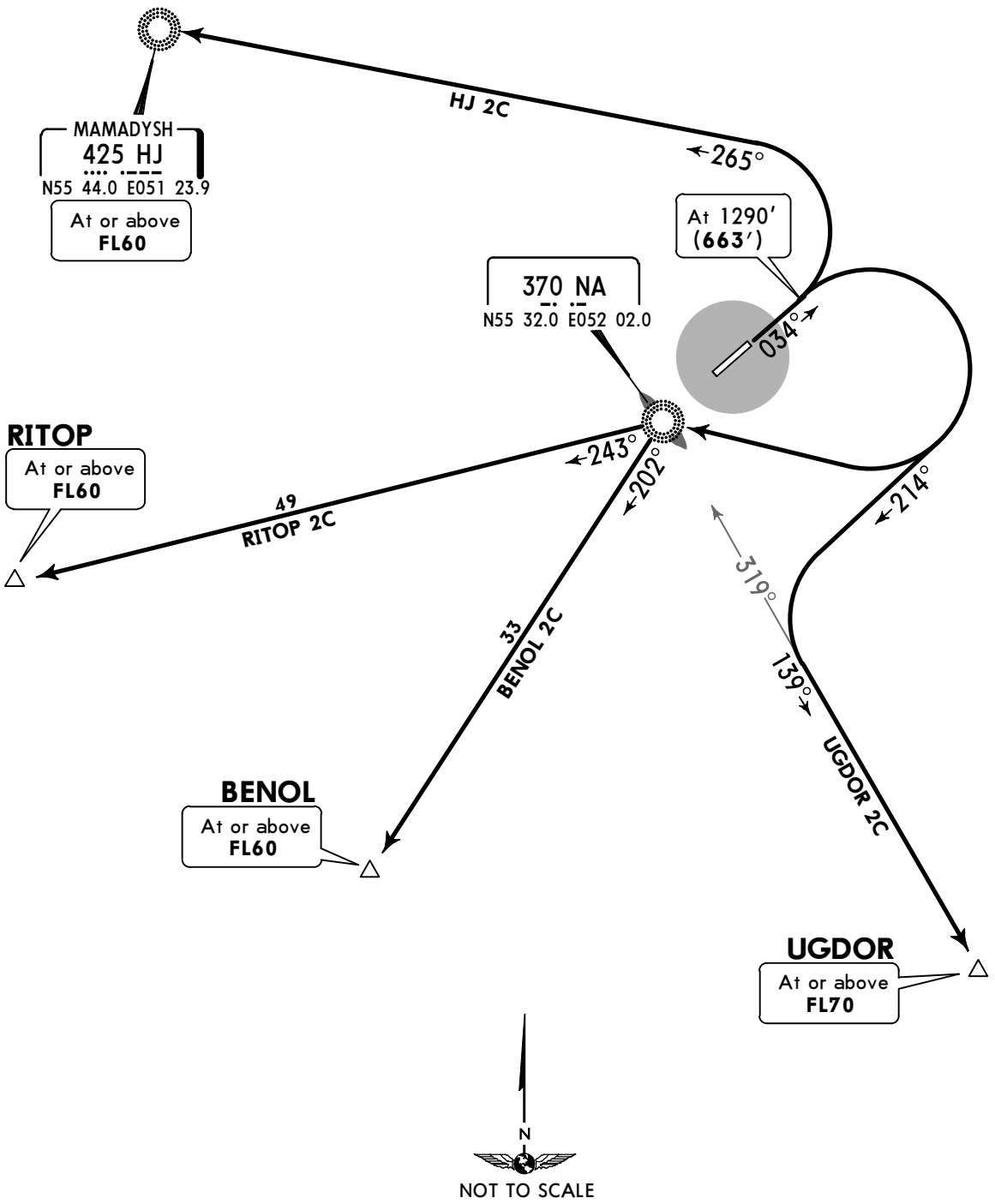
Apt Elev	
643′	QNH on request (**QFE**) Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ (**2313′**)

3000′
MSA
NA Lctr

BENOL 2C [BENO2C], MAMADYSH 2C (HJ 2C) [HJ2C]
RITOP 2C [RITO2C], UGDOR 2C [UGDO2C]
RWY 03 DEPARTURES



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1290′	(**663′** -	**200m**)
2940′	(**2313′** -	**700m**)

CHANGES: New chart (SIDs transferred).

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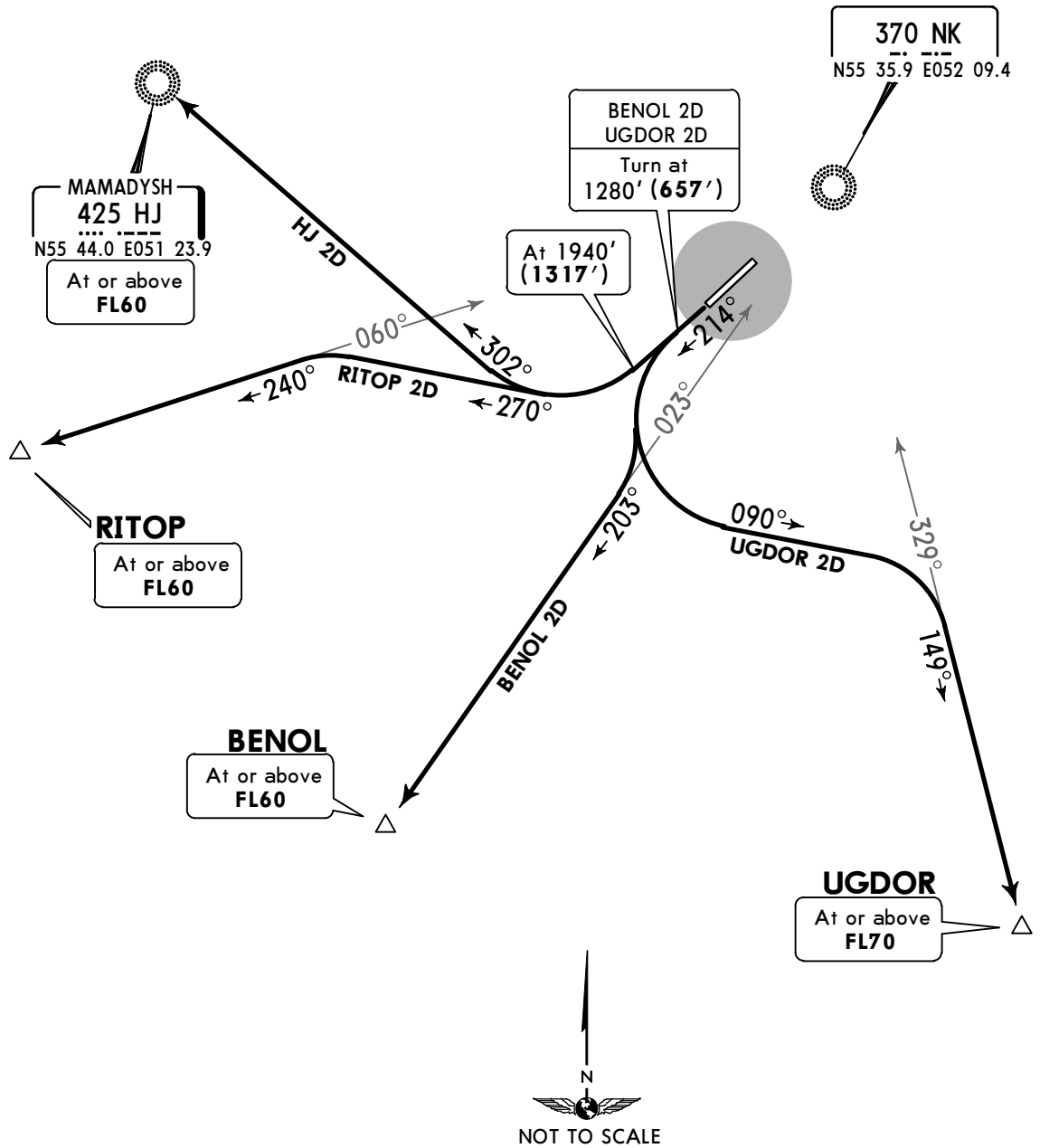
Apt Elev	
643′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) FL60 if pressure is 715 mm (953.3 hPa) or less Trans alt: 2940′ **(2317′)**

3000′
MSA
NK Lctr

BENOL 2D [BENO2D], MAMADYSH 2D (HJ 2D) [HJ2D]
RITOP 2D [RITO2D], UGDOR 2D [UGDO2D]
RWY 21 DEPARTURES



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1280′	**(657′ -**	**200m)**
1940′	**(1317′ -**	**400m)**
2940′	**(2317′ -**	**700m)**

CHANGES: New chart (SIDs transferred).

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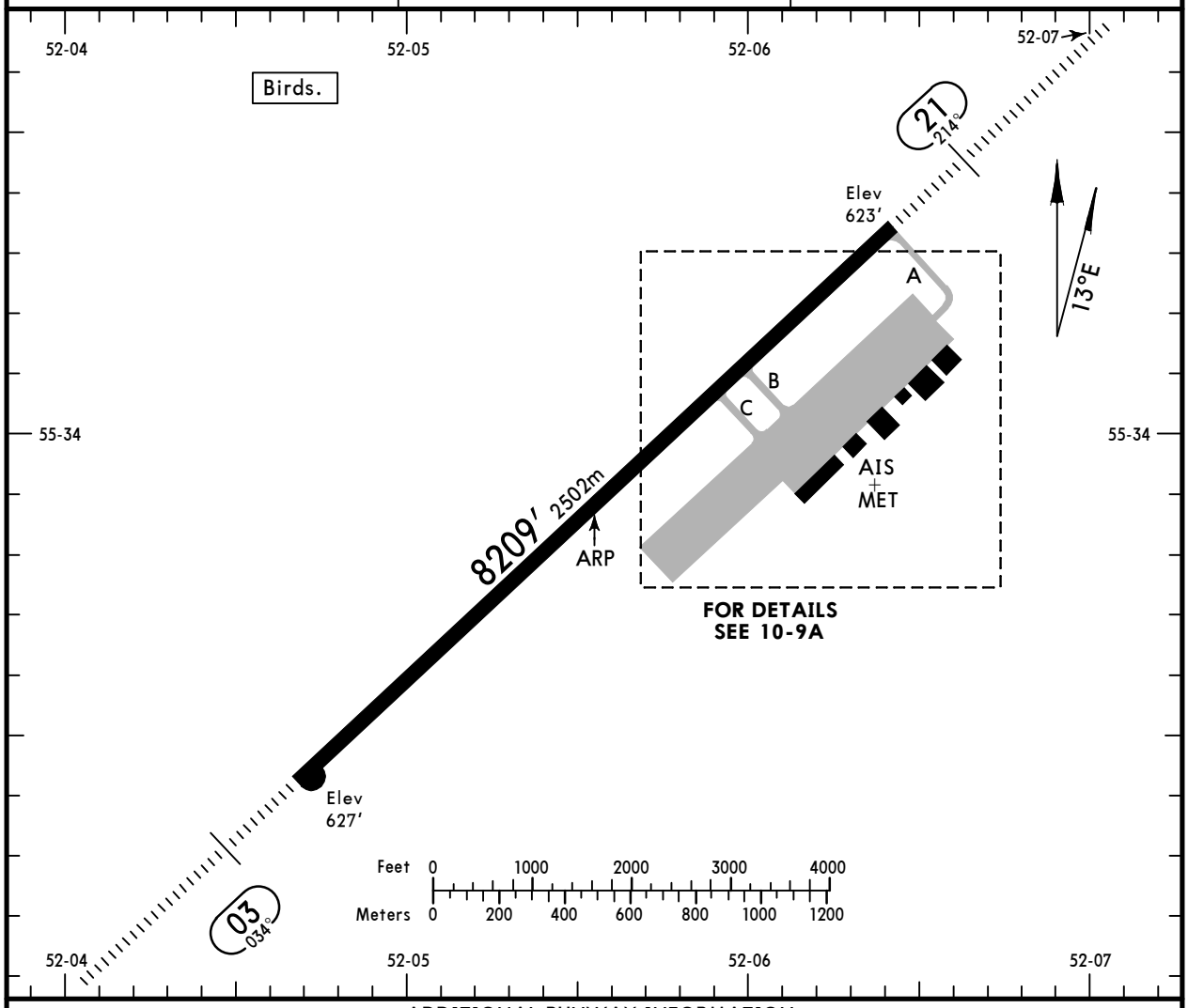
UWKE/NBC

Apt Elev **643′**
N55 33.9 E052 05.6

JEPPESEN
4 MAR 16 (10-9)

BEGISHEVO, RUSSIA
BEGISHEVO

ATIS	BEGISHEVO Tower (GND/TWR)	Apron
134.2	121.2	118.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03 21	HIRL (60m) HIALS PAPI-L (angle 2.67°) RVR		7115′ 2169m	7881′ 2402m ❶	138′ 42m

❶ First 328′/100m unusable for take-off.

LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR is less than 550m.
ATC will inform pilots using phraseology: "LVP in progress. Check your minimums."

Flight crew is responsible for rwy incursion and for non-adherence to assigned taxi route in manoeuvring area.
During LVP, take-off without stop at the line-up position prohibited or take-off permitted only from rwy beginning.
Flight crew shall request for acft towing if unsure in safety of execution of taxiing.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	

CHANGES: LVP added.

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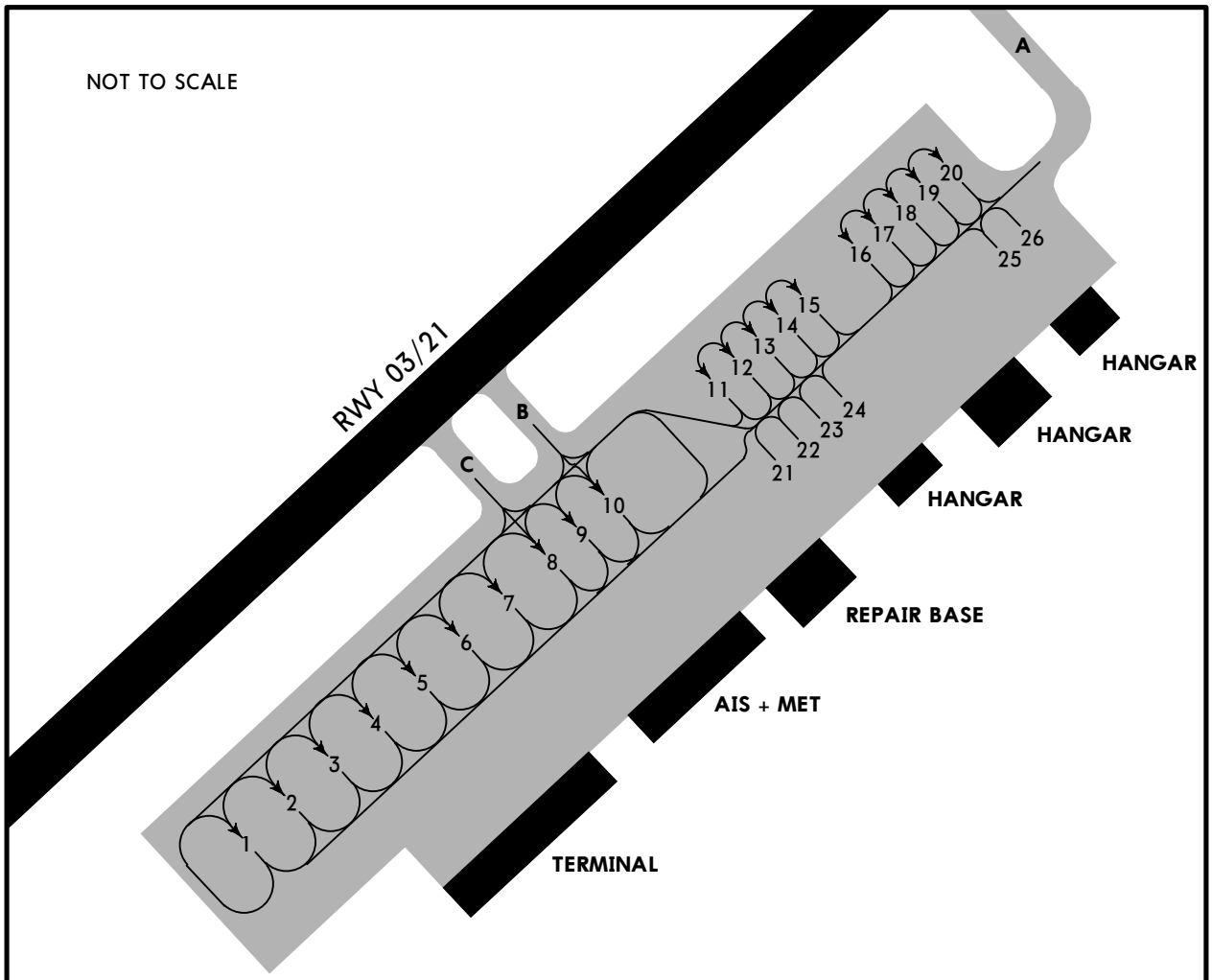

INS COORDINATES	
STAND No.	COORDINATES
1	N55 33.8 E052 05.7
2, 3	N55 33.8 E052 05.8
4	N55 33.8 E052 05.9
5, 6	N55 33.9 E052 05.9
7, 8	N55 33.9 E052 06.0
9, 10	N55 34.0 E052 06.1

Stands 17 thru 20 available for helicopters.
Stand 26 available for engines run-up.
Stand 1 available as quarantine stand.
Taxiing is under inner engines power only.
Taxiing along twy B and C with the crews good look-out strictly along markings.

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STRAIGHT-IN RWY		A	B	C	D
03	GLS	**827**′(200′) ❶ **R550m**	**827**′(200′) ❶ **R550m**	**827**′(200′) ❶ **R550m**	**827**′(200′) ❶ **R550m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNAV (GNSS) Z (LNAV/VNAV)	**972**′(345′) **R900m**	**972**′(345′) **R900m**	**972**′(345′) **R900m**	**972**′(345′) **R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	❷ RNAV (GNSS) Z or Y (LNAV)	**980**′(353′) **R900m**	**980**′(353′) **R900m**	**980**′(353′) **R900m**	**980**′(353′) **R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	❷ 2 NDB, NDB X or Y	**980**′(353′) **R900m**	**980**′(353′) **R900m**	**980**′(353′) **R900m**	**980**′(353′) **R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
21	ILS	**823**′(200′) ❶ **R550m**	**823**′(200′) ❶ **R550m**	**823**′(200′) ❶ **R550m**	**823**′(200′) ❶ **R550m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**823**′(200′) ❶ **R550m**	**823**′(200′) ❶ **R550m**	**823**′(200′) ❶ **R550m**	**823**′(200′) ❶ **R550m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV (GNSS) Z (LNAV/VNAV)	**935**′(312′) ❶ **R700m**	**935**′(312′) ❶ **R700m**	**935**′(312′) ❶ **R700m**	**935**′(312′) ❶ **R700m**
	ALS out	R1400m	R1400m	R1400m	R1400m
	❷ RNAV (GNSS) Z (LNAV)	**940**′(317′) **R750m**	**940**′(317′) **R750m**	**940**′(317′) **R750m**	**940**′(317′) **R750m**
	ALS out	R1400m	R1400m	R1400m	R1400m
	❷ RNAV (GNSS) Y (LNAV)	**970**′(347′) **R900m**	**970**′(347′) **R900m**	**970**′(347′) **R900m**	**970**′(347′) **R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	❷ 2 NDB, NDB X or Y	**1030**′(407′) **R1200m**	**1030**′(407′) **R1200m**	**1030**′(407′) **R1200m**	**1030**′(407′) **R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m

❶ W/o HUD/AP/FD: RVR 750m.

❷ Continuous Descent Final Approach.

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CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1090′(447′) V1500m	**1200**′(557′) V1600m	**1460**′(817′) V2400m	**1860**′(1217′) V3600m

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	RVR 300m	400m	500m

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UWKE/NBC
BEGISHEVO

JEPPESEN

1 SEP 17 (11-1) **Eff 14 Sep**

BEGISHEVO, RUSSIA
ILS Rwy 21

BRIEFING STRIP™

ATIS	BEGISHEVO Radar (TWR)	BEGISHEVO Tower	Ground
134.2	127.9	121.2	121.2

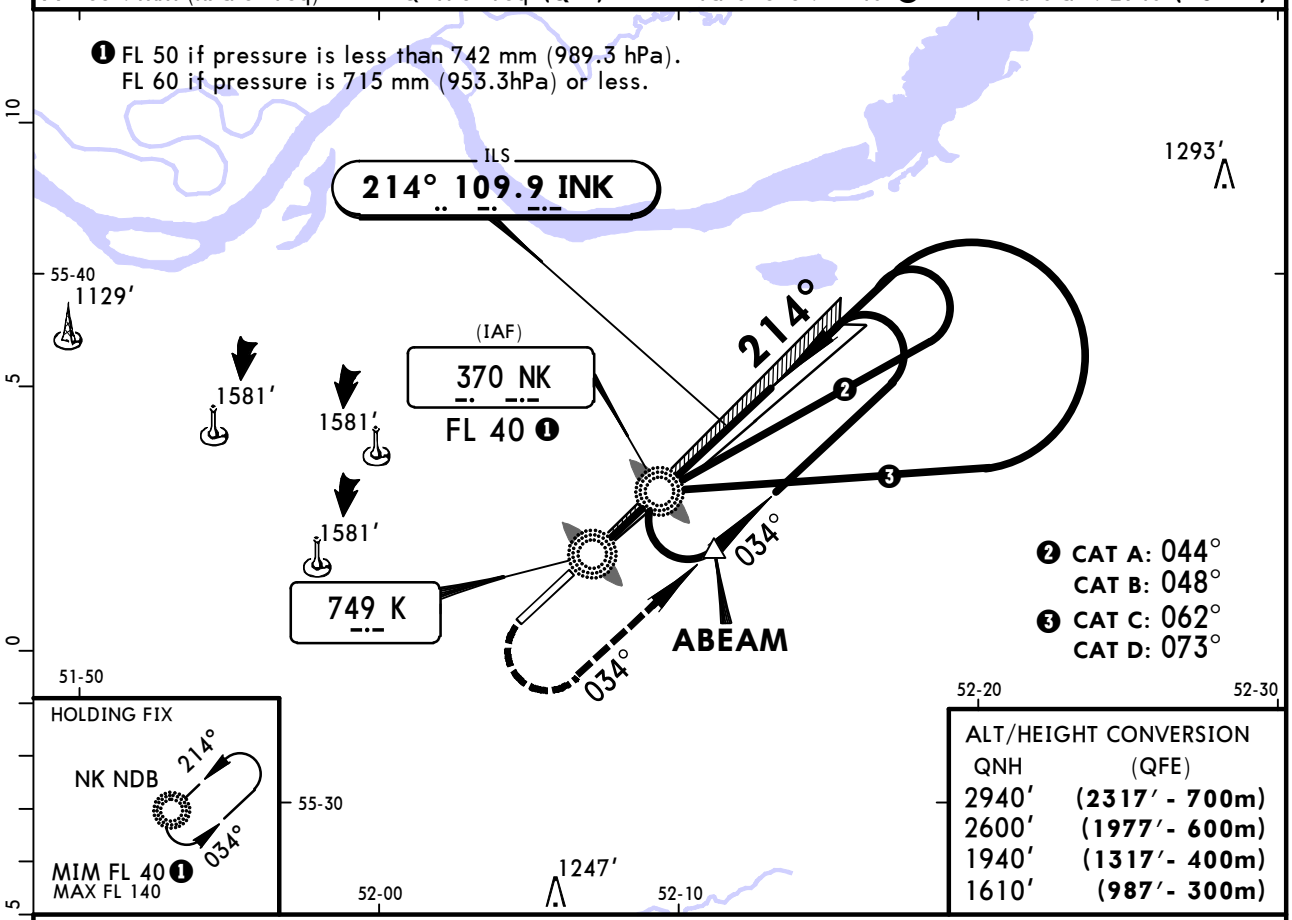
LOC INK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 643′ / Rwy 623′
109.9	**214°**	1312′(**689′**)	823′(**200′**)	

MISSED APCH: Climb to 1610′ (987′), then turn LEFT onto 034° climbing to 2600′ (1977′) to ABEAM NK NDB, then according to chart.

3000′ MSA NK NDB

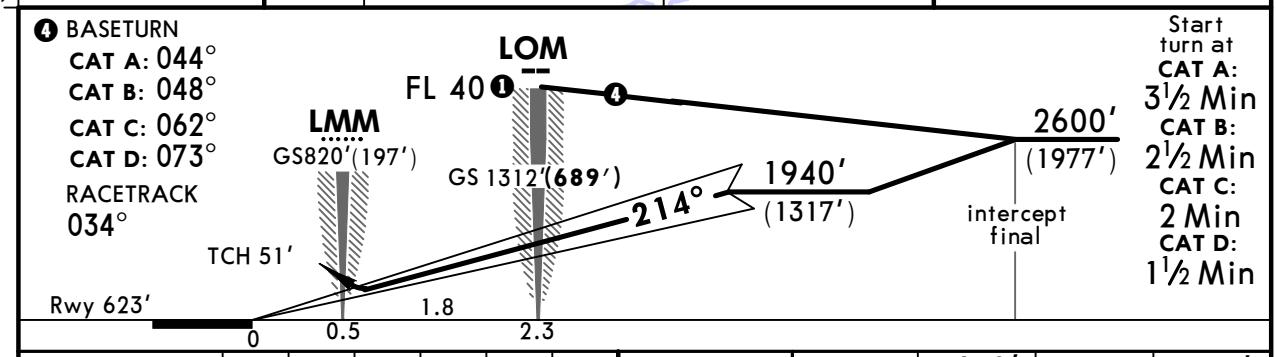
Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL 40 ❶ | Trans alt: 2940′(**2317′**)

❶ FL 50 if pressure is less than 742 mm (989.3 hPa).
FL 60 if pressure is 715 mm (953.3hPa) or less.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2940′	(**2317′ - 700m**)
2600′	(**1977′ - 600m**)
1940′	(**1317′ - 400m**)
1610′	(**987′ - 300m**)



Gnd speed-Kts		70	90	100	120	140	160
GS	2.67°	331	425	472	567	661	756

HIALS PAPI | 1610′ (**987′**) | **034°** LT | 2600′ (**1977′**)

PANS OPS

STRAIGHT-IN LANDING RWY **21**

	ILS DA(H) 823′(**200′**) FULL	ILS DA(H) 823′(**200′**) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTH
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)		
100	1090′	(447′)	1600m
135	1200′	(557′)	1600m
180	1460′	(817′)	4000m
205	1860′	(1217′)	4800m

CHANGES: Holding level.

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UWKE/NBC
BEGISHEVO

JEPPESEN

1 SEP 17
Eff 14 Sep
(12-1)

BEGISHEVO, RUSSIA
RNAV (GNSS) Z Rwy 03

BRIEFING STRIP ™

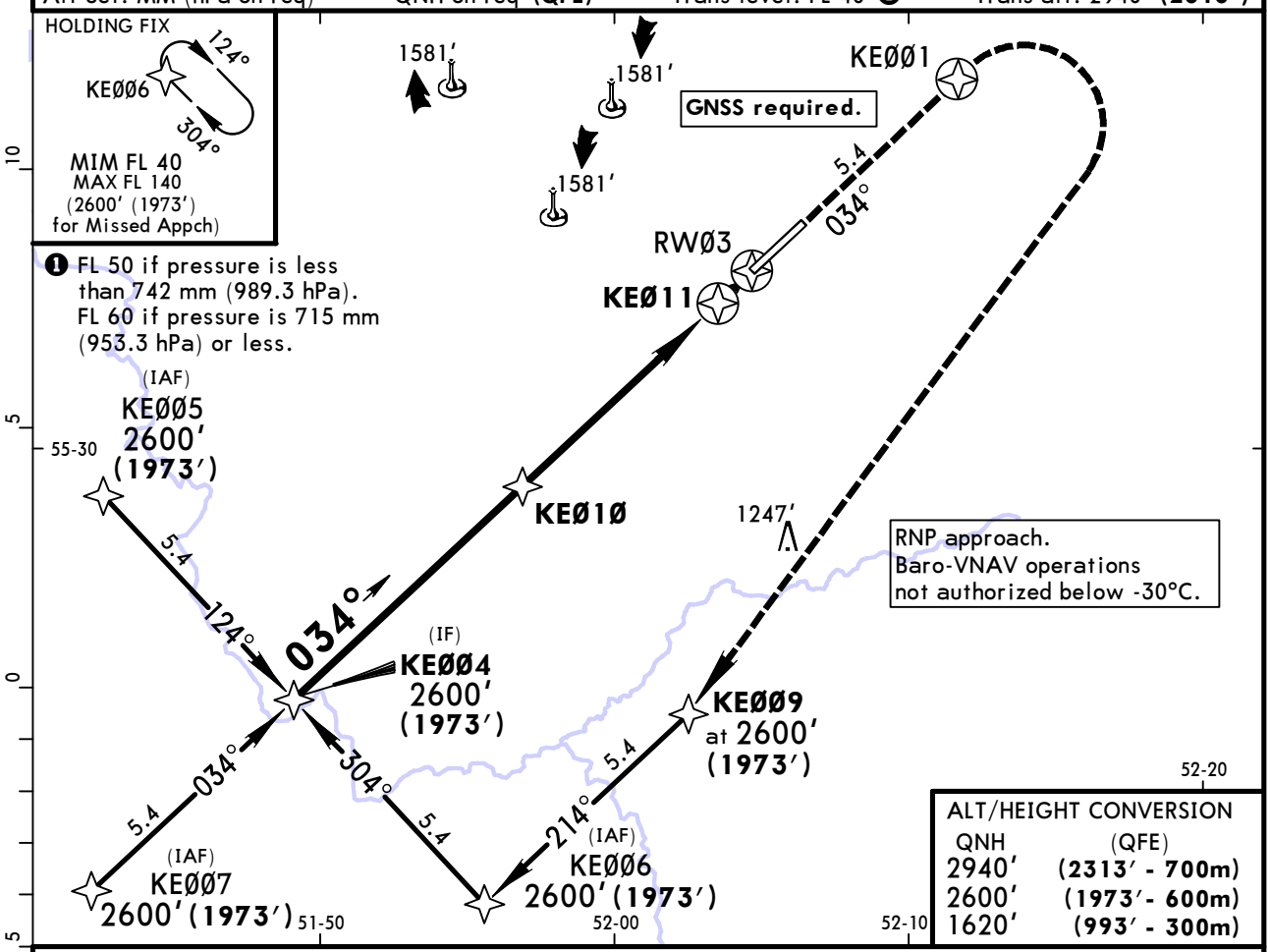
ATIS	BEGISHEVO Radar (TWR)	BEGISHEVO Tower	Ground
134.2	127.9	121.2	121.2

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 643′
	034°	KEØ1Ø 2600′(1973′)	972′(345′)	Rwy 627′

3000′
MSA ARP

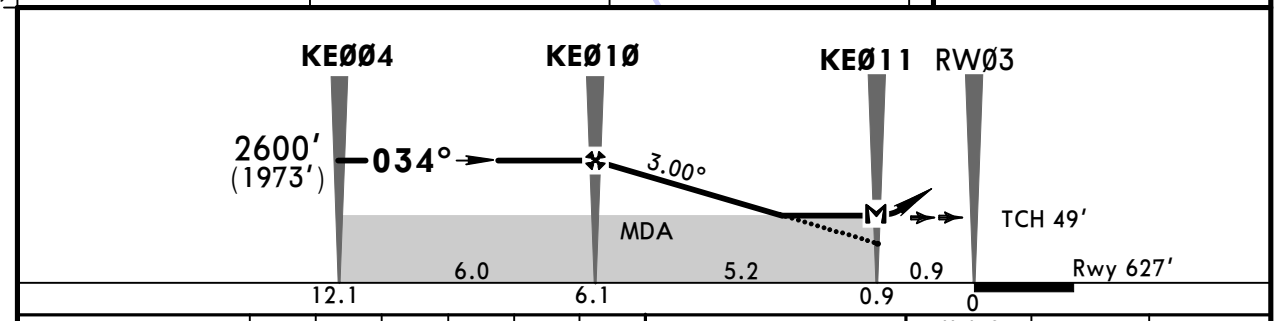
MISSED APCH: Climb to 1620′ (993′) or above to KEØØ1, then turn RIGHT to KEØØ9 climbing to 2600′ (1973′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2940′ (2313′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2940′	(2313′ - 700m)
2600′	(1973′- 600m)
1620′	(993′ - 300m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at KEØ11							

HIALS
PAPI
1620′
(993′)
KEØØ1

STRAIGHT-IN LANDING RWY 03

	LNAV/VNAV DA(H) 972′(345′)		LNAV MDA(H) 980′(353′)	
		ALS out		ALS out
A	900m	1700m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				
C				
D			RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)		
100	1090′	(447′)	1600m
135	1200′	(557′)	1600m
180	1460′	(817′)	4000m
205	1860′	(1217′)	4800m

PANS OPS

CHANGES: New procedure.

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UWKE/NBC
BEGISHEVO

JEPPESEN

1 SEP 17
Eff 14 Sep
(12-2)

BEGISHEVO, RUSSIA
RNAV (GNSS) Y Rwy 03

BRIEFING STRIP ™

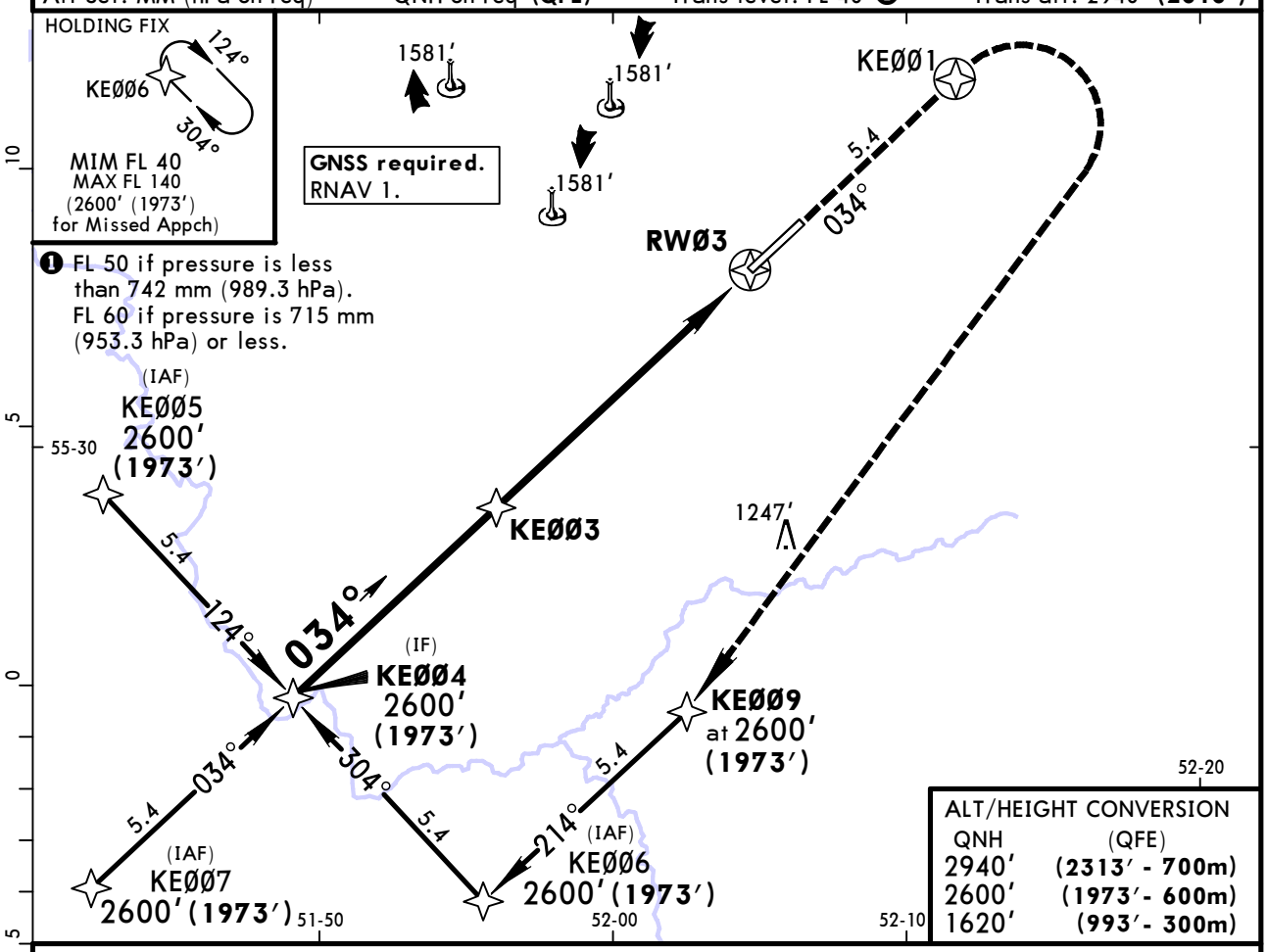
ATIS	BEGISHEVO Radar (TWR)	BEGISHEVO Tower	Ground
134.2	127.9	121.2	121.2

RNAV	Final Apch Crs	Minimum Alt KEØØ3	MDA(H)	Apt Elev 643′ Rwy 627′
	034°	2600′(1973′)	980′(353′)	

MISSED APCH: Climb to 1620′ (993′) or above to KEØØ1, then turn RIGHT to KEØØ9 climbing to 2600′ (1973′), then according to chart.

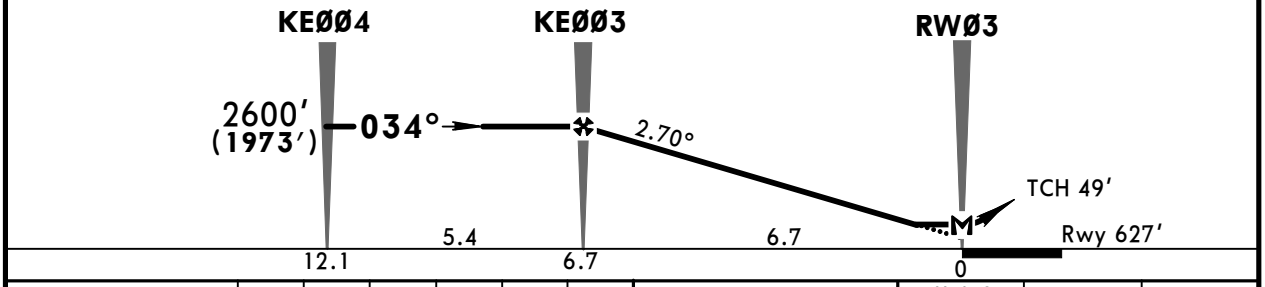
3000′
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2940′ (2313′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2940′	(2313′ - 700m)
2600′	(1973′- 600m)
1620′	(993′- 300m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669	764
MAP at RWØ3							

HIALS
PAPI

1620′
(993′)

KEØØ1

PANS OPS

STRAIGHT-IN LANDING RWY 03

MDA(H) 980′(353′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)		
100	1090′	(447′)	1600m
135	1200′	(557′)	1600m
180	1460′	(817′)	4000m
205	1860′	(1217′)	4800m

CHANGES: New procedure.

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UWKE/NBC
BEGISHEVO

JEPPESEN

1 SEP 17
Eff 14 Sep
(12-3)

BEGISHEVO, RUSSIA
RNAV (GNSS) Z Rwy 21

BRIEFING STRIP ™

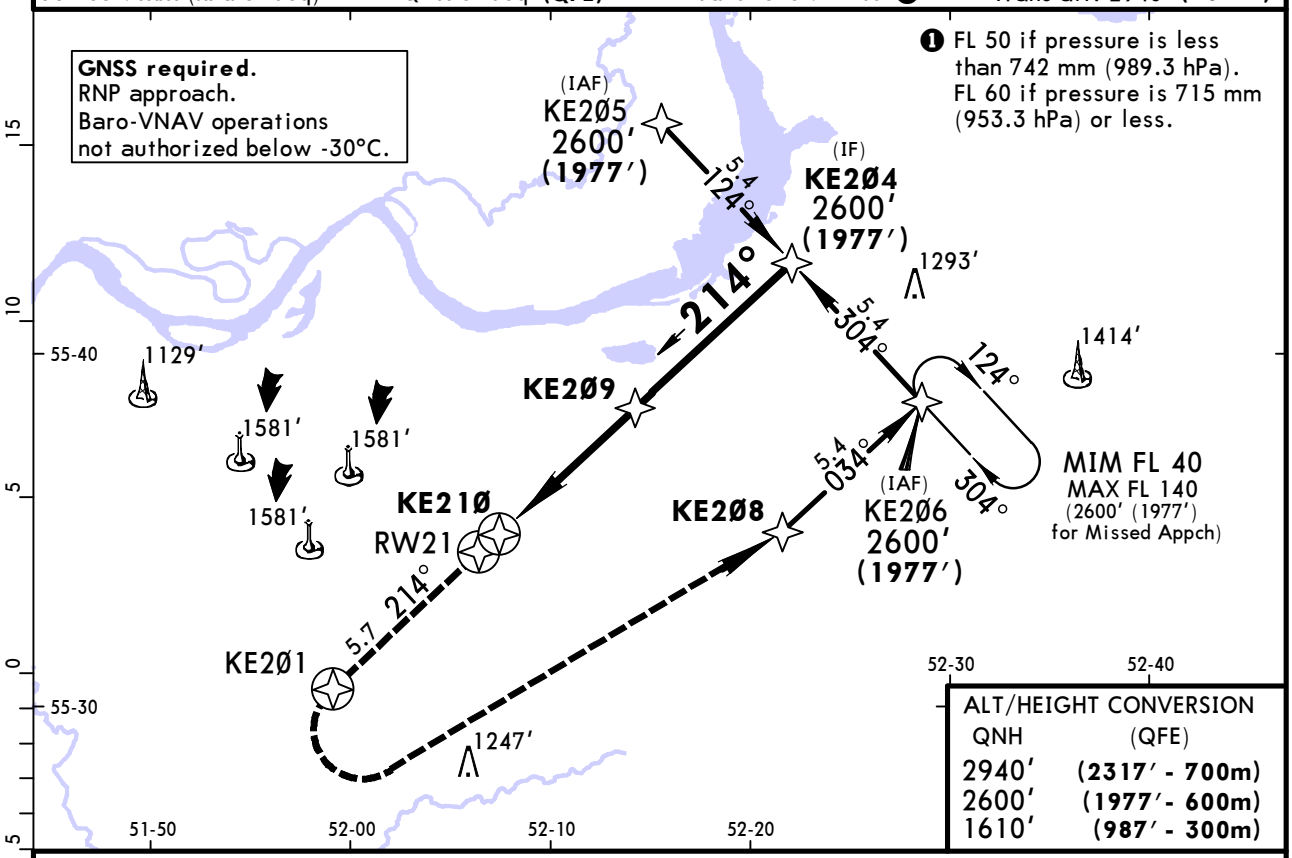
ATIS	BEGISHEVO Radar (TWR)	BEGISHEVO Tower	Ground
134.2	127.9	121.2	121.2

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 643′
	214°	KE2Ø9 2600′(1977′)	935′(312′)	Rwy 623′

MISSED APCH: Climb to 1610′ (987′) or above to KE2Ø1, then turn LEFT to KE2Ø8 climbing to 2600′ (1977′), then according to chart.

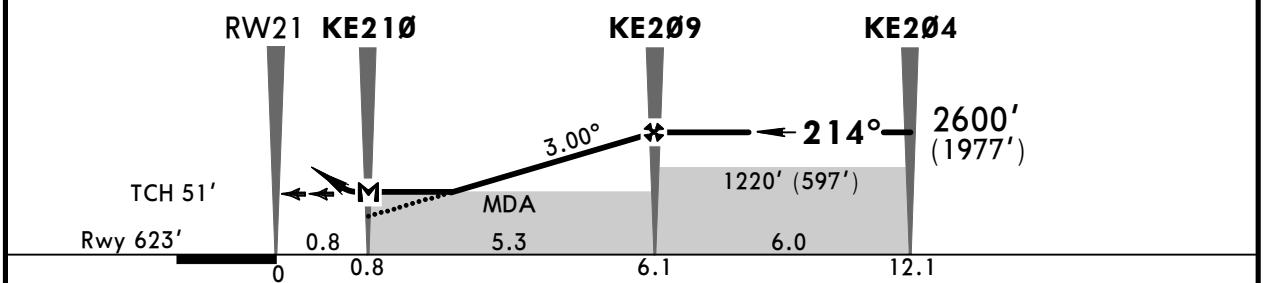
3000′
MSA ARP

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 40 ❶ | Trans alt: 2940′ (2317′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2940′	(2317′ - 700m)
2600′	(1977′ - 600m)
1610′	(987′ - 300m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at KE21Ø							

HIALS
PAPI

1610′
(987′)
KE2Ø1

STRAIGHT-IN LANDING RWY 21

	LNAV/VNAV DA(H) 935′ (312′)		LNAV MDA(H) 940′ (317′)	
		ALS out		ALS out
A	900m	1500m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)		
100	1090′	(447′)	1600m
135	1200′	(557′)	1600m
180	1460′	(817′)	4000m
205	1860′	(1217′)	4800m

PANS OPS

CHANGES: New procedure.

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UWKE/NBC
BEGISHEVO

JEPPESEN

1 SEP 17
Eff 14 Sep
(12-4)

BEGISHEVO, RUSSIA
RNAV (GNSS) Y Rwy 21

BRIEFING STRIP ™

ATIS	BEGISHEVO Radar (TWR)	BEGISHEVO Tower	Ground
134.2	127.9	121.2	121.2

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 643′
	214°	KE2Ø3 2600′(1977′)	970′(347′)	Rwy 623′

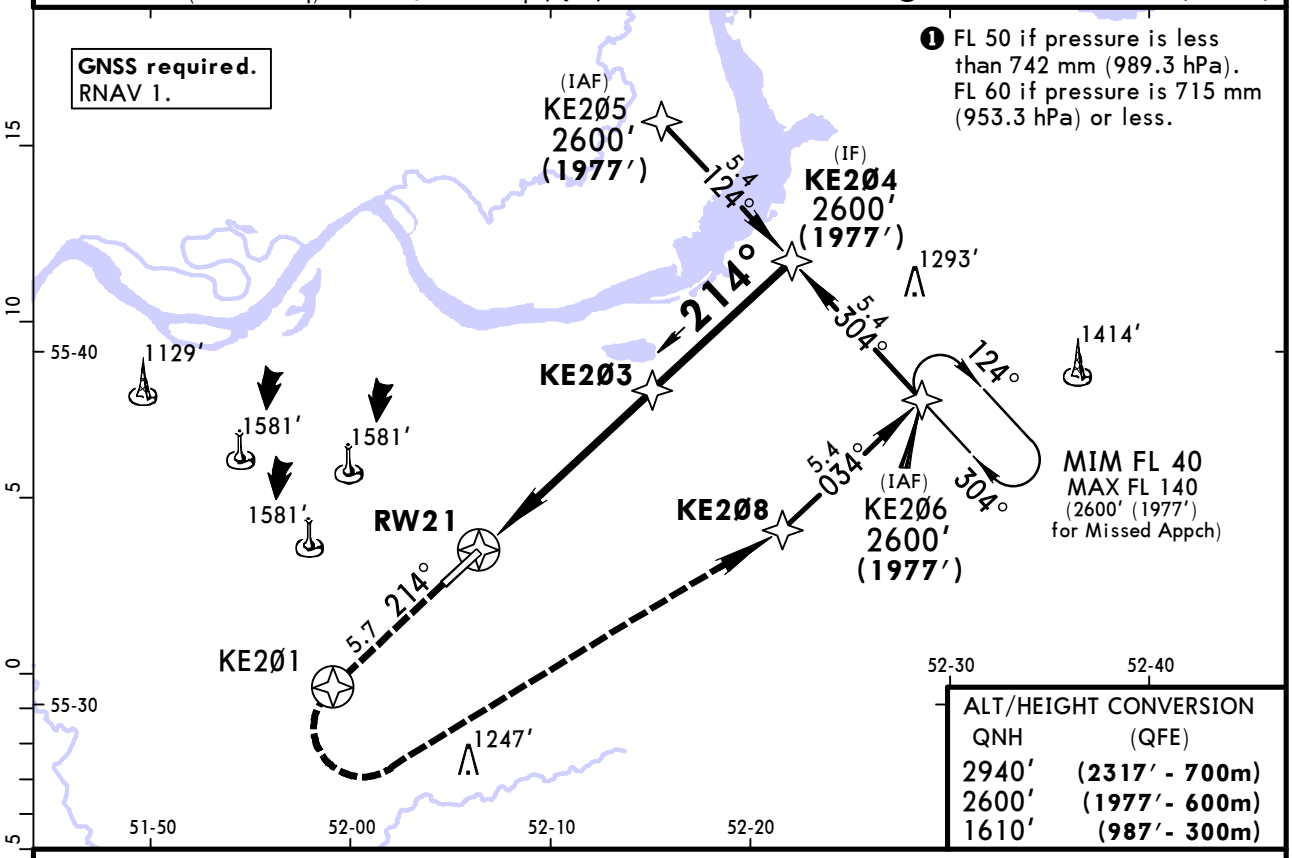
MISSED APCH: Climb to 1610′ (987′) or above to KE2Ø1, then turn LEFT to KE2Ø8 climbing to 2600′ (1977′), then according to chart.

3000′
MSA ARP

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 40 ❶ | Trans alt: 2940′ (2317′)

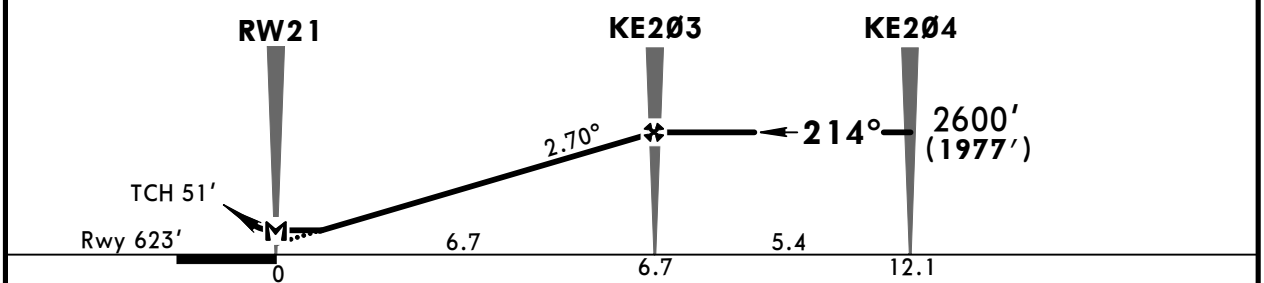
❶ FL 50 if pressure is less than 742 mm (989.3 hPa). FL 60 if pressure is 715 mm (953.3 hPa) or less.

GNSS required.
RNAV 1.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2940′	(2317′ - 700m)
2600′	(1977′- 600m)
1610′	(987′- 300m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669	764
MAP at RW21							

HIALS
PAPI

1610′
(987′)

KE2Ø1

PANS OPS

STRAIGHT-IN LANDING RWY 21

MDA(H) 970′ (347′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)		
100	1090′	(447′)	1600m
135	1200′	(557′)	1600m
180	1460′	(817′)	4000m
205	1860′	(1217′)	4800m

CHANGES: New procedure.

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UWKE/NBC
BEGISHEVO

JEPPESEN

1 SEP 17
Eff 14 Sep

(12-40)

BEGISHEVO, RUSSIA
GLS Rwy 03

BRIEFING STRIP™

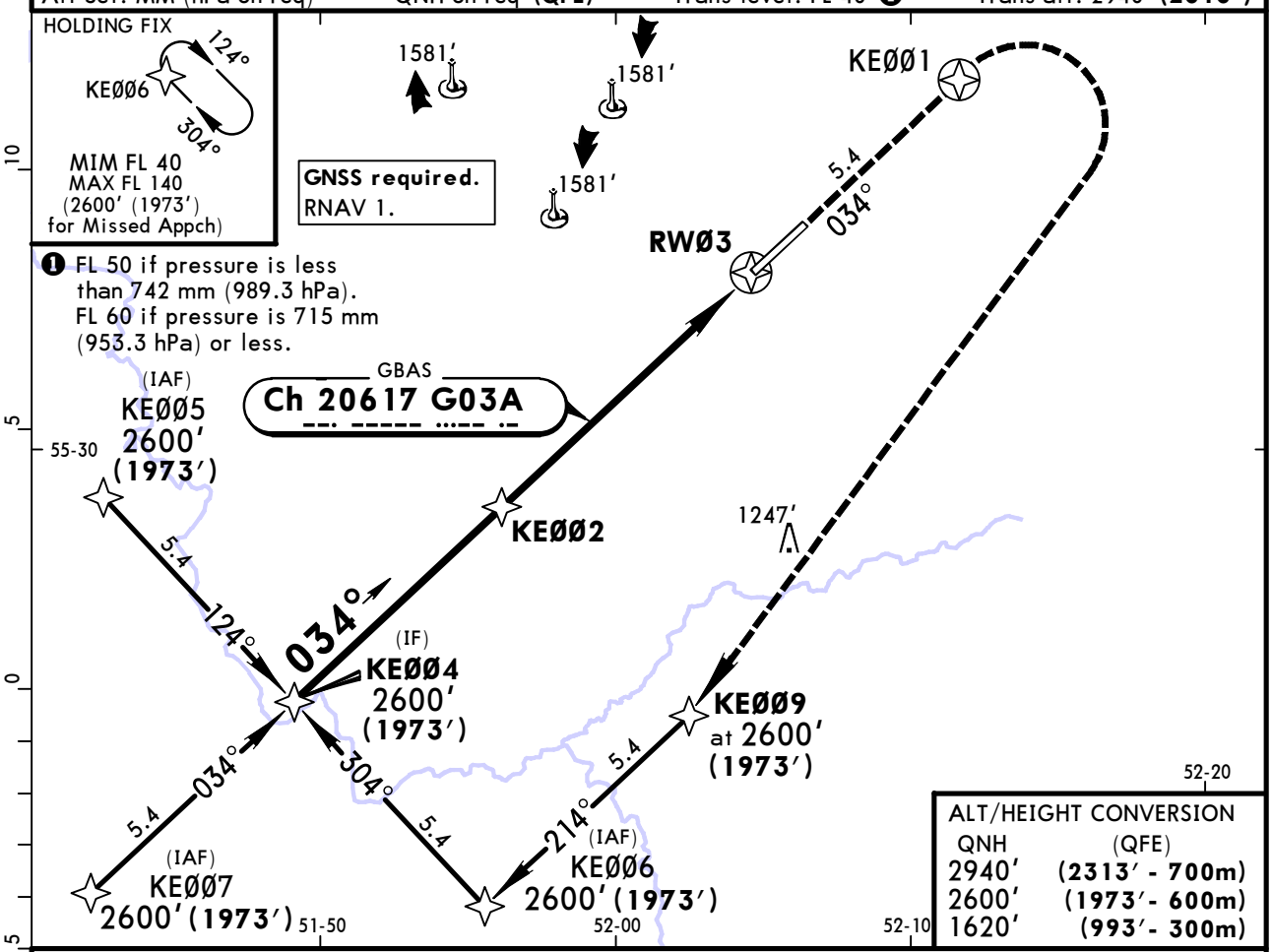
ATIS	BEGISHEVO Radar (TWR)	BEGISHEVO Tower	Ground
134.2	127.9	121.2	121.2

GBAS	Final Apch Crs	Minimum Alt	GLS DA(H)	
CH20617 G03A	**034°**	**KEØØ2** 2600′(**1973′**)	827′(**200′**)	Apt Elev 643′ Rwy 627′

MISSED APCH: Climb to 1620′ (993′) or above to KEØØ1, then turn RIGHT to KEØØ9 climbing to 2600′ (1973′), then according to chart.

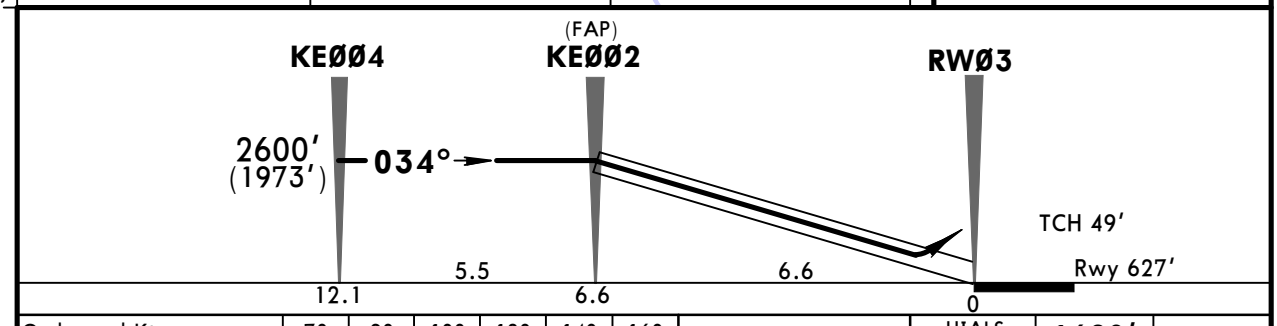
3000′ MSA ARP

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 ❶ Trans alt: 2940′ (**2313′**)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2940′	(**2313′ - 700m**)
2600′	(**1973′- 600m**)
1620′	(**993′- 300m**)



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

HIALS
PAPI

1620′
(**993′**)

KEØØ1

PANS OPS

STRAIGHT-IN LANDING RWY **03**

DA(H) 827′(**200′**)

		ALS out
A	RVR 720m VIS 800m	1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)		
100	1090′	(447′)	1600m
135	1200′	(557′)	1600m
180	1460′	(817′)	4000m
205	1860′	(1217′)	4800m

CHANGES: New procedure.

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UWKE/NBC
BEGISHEVO

JEPPESEN

1 SEP 17
Eff 14 Sep
(12-41)

BEGISHEVO, RUSSIA
GLS Rwy 21

BRIEFING STRIP™

ATIS	BEGISHEVO Radar (TWR)	BEGISHEVO Tower	Ground
134.2	127.9	121.2	121.2

GBAS	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 643′
CH21028 G21A	**214°**	**KE2Ø2** 2600′(**1977′**)	823′(**200′**)	Rwy 623′

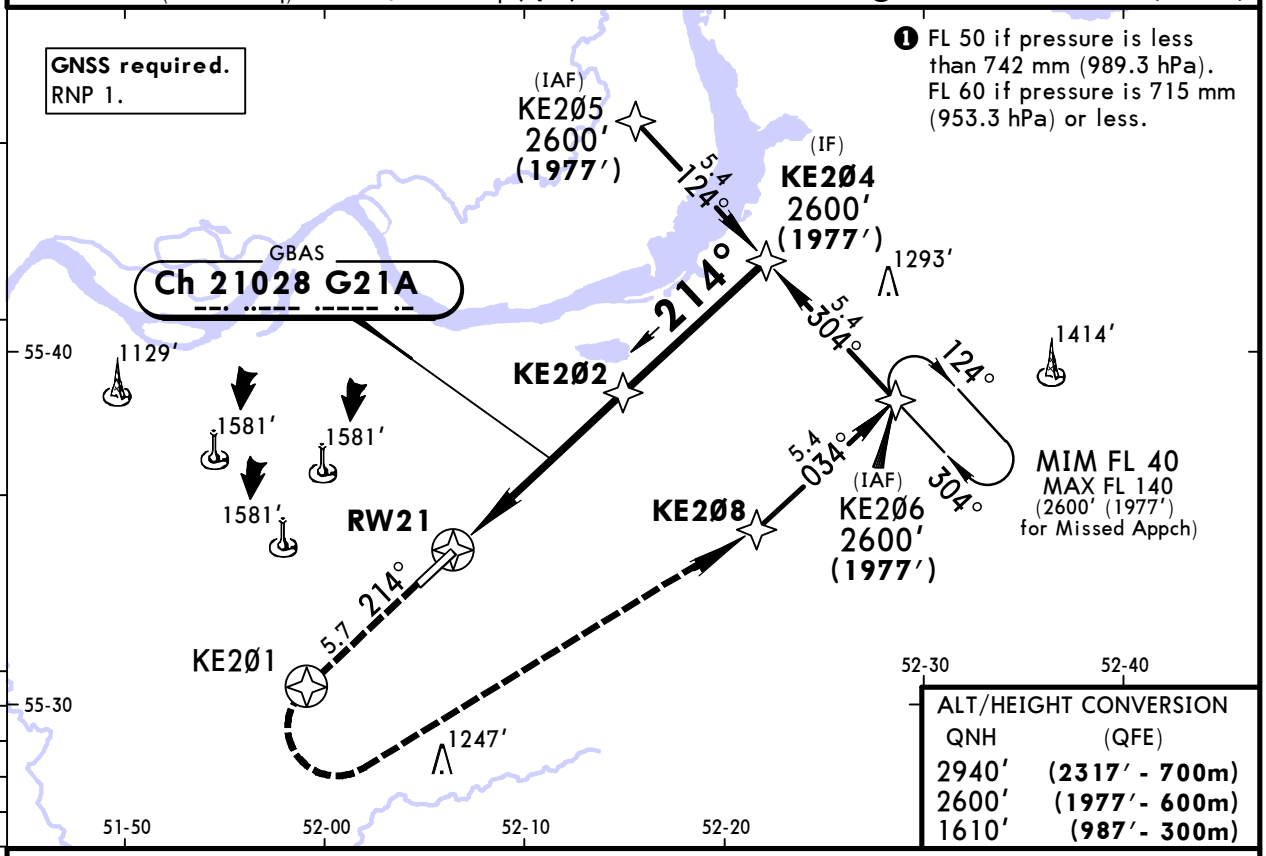
MISSED APCH: Climb to 1610′ (987′) or above to KE2Ø1, then turn LEFT to KE2Ø8 climbing to 2600′ (1977′), then according to chart.

3000′ MSA ARP

Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL 40 ❶ | Trans alt: 2940′ (**2317′**)

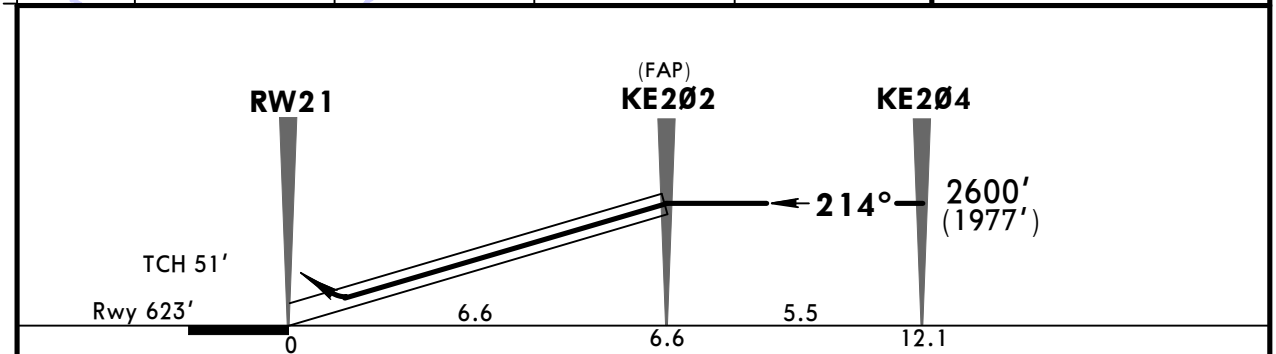
❶ FL 50 if pressure is less than 742 mm (989.3 hPa). FL 60 if pressure is 715 mm (953.3 hPa) or less.

GNSS required.
RNP 1.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2940′	(**2317′ - 700m**)
2600′	(**1977′ - 600m**)
1610′	(**987′ - 300m**)



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

HIALS
PAPI

1610′
(**987′**)

KE2Ø1

PANS OPS

STRAIGHT-IN LANDING RWY **21**

DA(H) 823′ (**200′**)

		ALS out
A	RVR 720m VIS 800m	1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)		
100	1090′	(447′)	1600m
135	1200′	(557′)	1600m
180	1460′	(817′)	4000m
205	1860′	(1217′)	4800m

CHANGES: New procedure.

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UWKE/NBC
BEGISHEVO

JEPPESEN

1 SEP 17
Eff 14 Sep
(16-1)

BEGISHEVO, RUSSIA
2 NDB or NDB X Rwy 03

BRIEFING STRIP

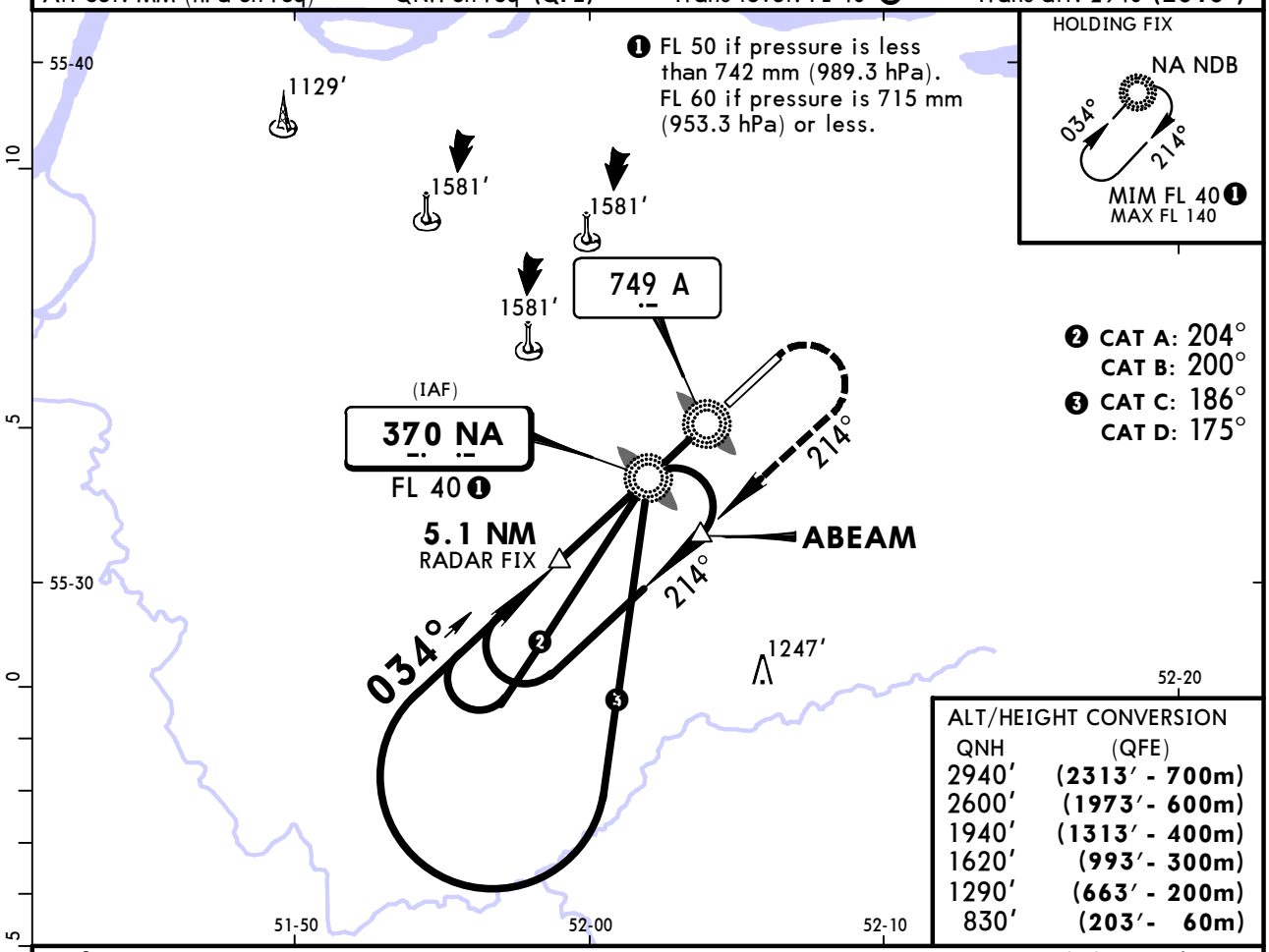
ATIS	BEGISHEVO Radar (TWR)	BEGISHEVO Tower	Ground
134.2	127.9	121.2	121.2

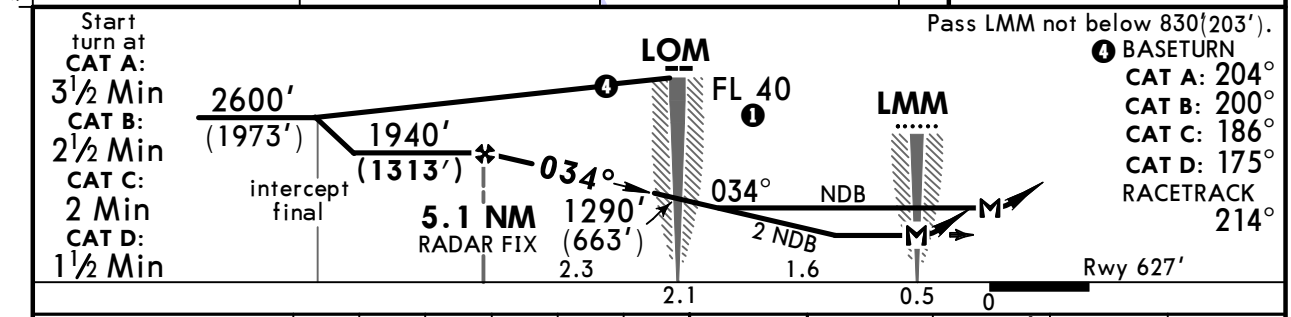
NDB NA	Final Apch Crs	Minimum Alt 5.1 NM RADAR FIX	MDA(H)	Apt Elev 643′ Rwy 627′
370	034°	1940′(1313′)	980′(353′)	

3000′
MSA NA NDB

MISSED APCH: Climb to 1620′(993′), then turn RIGHT onto 214° climbing to 2600′(1973′) to ABEAM NA NDB, then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2940′(2313′)





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
2 NDB: MAP at LMM							
NDB: LOM to MAP	2.1	1:48	1:24	1:16	1:03	0:54	0:47

HIALS PAPI | 1620′ (993′) | 214° RT | 2600′ (1973′)

PANS OPS

STRAIGHT-IN LANDING RWY 03

2 NDB or NA NDB

MDA(H) 980′(353′)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)		
100	1090′	(447′)	1600m
135	1200′	(557′)	1600m
180	1460′	(817′)	4000m
205	1860′	(1217′)	4800m

CHANGES: Holding level.

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UWKE/NBC
BEGISHEVO

JEPPESEN

1 SEP 17 (16-2) **Eff 14 Sep**

BEGISHEVO, RUSSIA
NDB Y Rwy 03

BRIEFING STRIP ™

ATIS	BEGISHEVO Radar (TWR)	BEGISHEVO Tower	Ground
134.2	127.9	121.2	121.2

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 643′
A **749**	**034°**	**5.1 NM RADAR FIX** 1940′(1313′)	980′(353′)	Rwy 627′

3000′ MSA A Lctr

MISSED APCH: Climb to 1620′(993′), then turn RIGHT onto 214° climbing to 2600′(1973′) to ABEAM A Lctr, then according to chart.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 ❶ Trans alt: 2940′(**2313′**)

❶ FL 50 if pressure is less than 742 mm (989.3 hPa). FL 60 if pressure is 715 mm (953.3 hPa) or less.

HOLDING FIX
A Lctr
034° 214°
MIM FL 40 ❶
MAX FL 140

55-40 55-30 52-20 51-50 52-00 52-10

1129′ 1581′ 1581′ 1581′ 1247′

(IAF)
749 A
FL 40 ❶

❷ CAT A: 206°
CAT B: 204°
❸ CAT C: 191°
CAT D: 185°

5.1 NM RADAR FIX [FNØ3]
034° 214° 214°
ABEAM

ALT/HEIGHT CONVERSION

QNH	(QFE)
2940′	(2313′ - 700m)
2600′	(1973′ - 600m)
1940′	(1313′ - 400m)
1620′	(993′ - 300m)
830′	(203′ - 60m)

Start turn at
CAT A: 4½ Min
CAT B: 3½ Min
CAT C: 2½ Min
CAT D: 2 Min

2600′ (1973′) intercept final
1940′ (1313′) **5.1 NM** RADAR FIX [FNØ3]
034° 2.67° 3.9 0.5 0

Pass LMM not below 830′(203′).
LMM FL 40 ❶
❹ BASETURN
CAT A: 206°
CAT B: 204°
CAT C: 191°
CAT D: 185°
RACETRACK 214°
TCH 49′ Rwy 627′

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at LMM							

HIALS PAPI | 1620′ (993′) | 214° RT | 2600′ (1973′)

PANS OPS

STRAIGHT-IN LANDING RWY **03**

MDA(H) 980′(353′)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)		
100	1090′	(447′)	1600m
135	1200′	(557′)	1600m
180	1460′	(817′)	4000m
205	1860′	(1217′)	4800m

CHANGES: Holding level.

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UWKE/NBC
BEGISHEVO

JEPPESEN

1 SEP 17
Eff 14 Sep
(16-3)

BEGISHEVO, RUSSIA
2 NDB or NDB X Rwy 21

BRIEFING STRIP ™

ATIS	BEGISHEVO Radar (TWR)	BEGISHEVO Tower	Ground
134.2	127.9	121.2	121.2

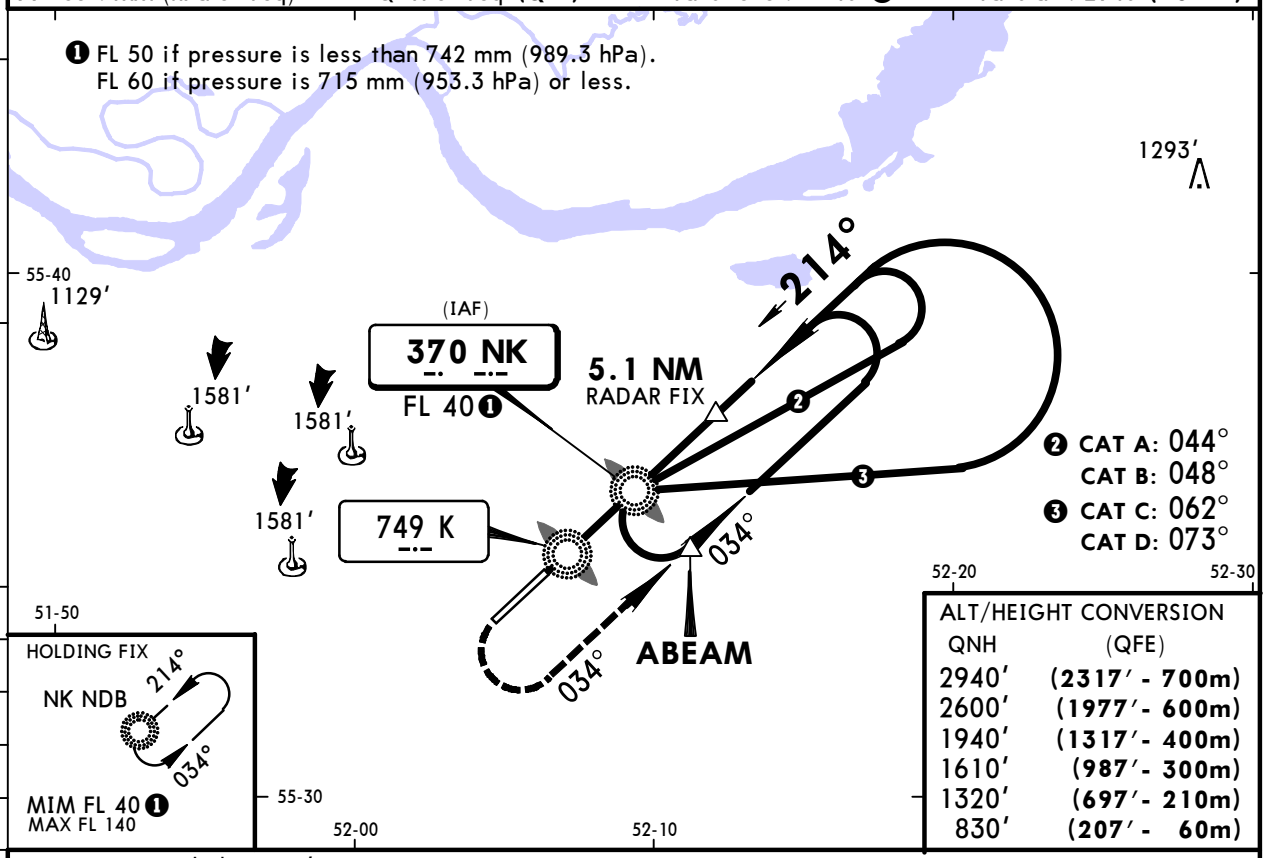
NDB NK	Final Apch Crs	Minimum Alt 5.1 NM RADAR FIX	MDA(H)	Apt Elev 643′ Rwy 623′
370	214°	1940′(1317′)	1030′(407′)	

MISSED APCH: Climb to 1610′(987′), then turn LEFT onto 034° climbing to 2600′(1977′) to ABEAM NK NDB, then according to chart.

3000′
MSA NK NDB

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 40 ❶ | Trans alt: 2940′(2317′)

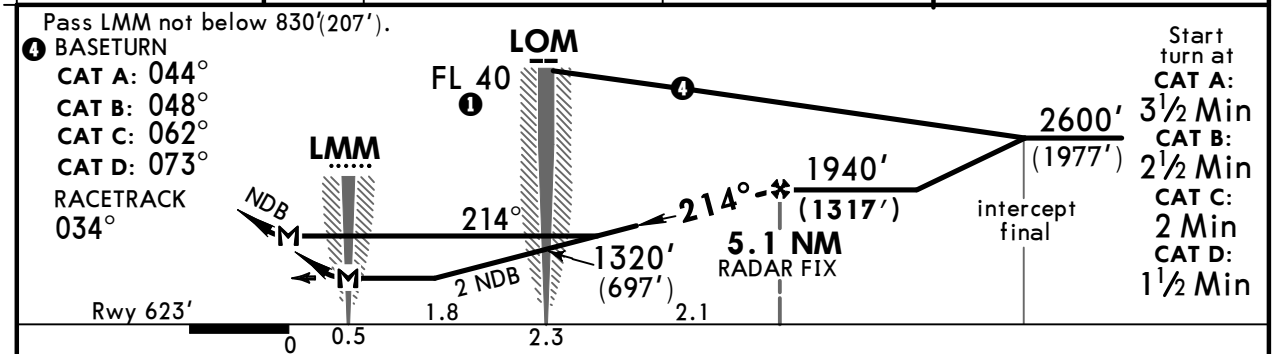
❶ FL 50 if pressure is less than 742 mm (989.3 hPa).
FL 60 if pressure is 715 mm (953.3 hPa) or less.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2940′	(2317′ - 700m)
2600′	(1977′ - 600m)
1940′	(1317′ - 400m)
1610′	(987′ - 300m)
1320′	(697′ - 210m)
830′	(207′ - 60m)

Pass LMM not below 830′(207′).
❹ BASETURN
CAT A: 044°
CAT B: 048°
CAT C: 062°
CAT D: 073°
RACETRACK 034°



Start turn at
CAT A: 3½ Min
CAT B: 2½ Min
CAT C: 2 Min
CAT D: 1½ Min

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
2 NDB: MAP at LMM							
NDB: LOM to MAP	2.3	1:58	1:32	1:23	1:09	0:59	0:52

HIALS
PAPI

1610′ (987′)	034° LT	2600′ (1977′)

PANS OPS

STRAIGHT-IN LANDING RWY 21

2 NDB or NK NDB

MDA(H) 1030′(407′)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)		
100	1090′	(447′)	1600m
135	1200′	(557′)	1600m
180	1460′	(817′)	4000m
205	1860′	(1217′)	4800m

CHANGES: Holding level.

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UWKE/NBC
BEGISHEVO

JEPPESEN

1 SEP 17 (16-4) Eff 14 Sep

BEGISHEVO, RUSSIA
NDB Y Rwy 21

BRIEFING STRIP ™

ATIS	BEGISHEVO Radar (TWR)	BEGISHEVO Tower	Ground
134.2	127.9	121.2	121.2

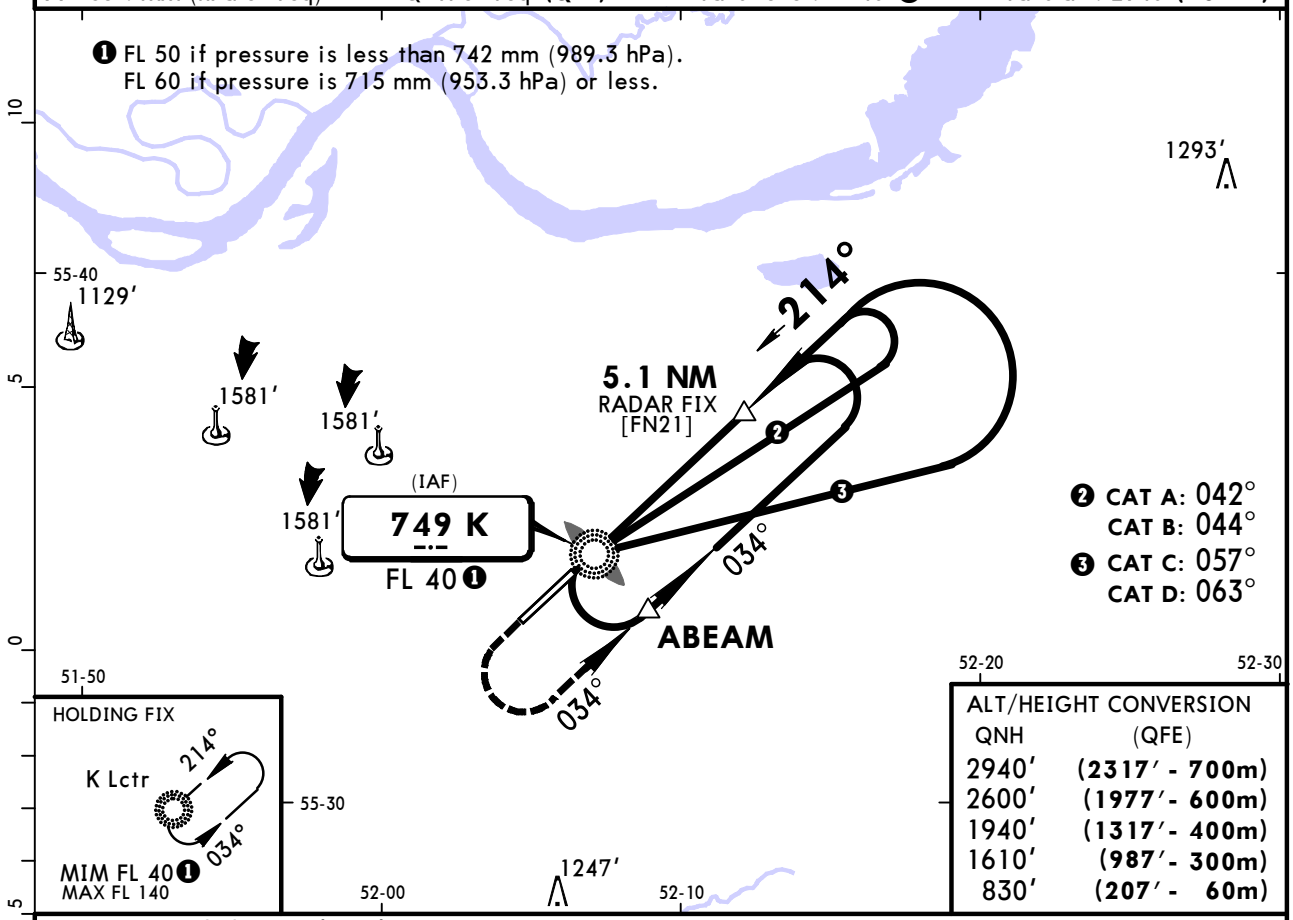
Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / Rwy
K **749**	**214°**	**5.1 NM RADAR FIX** 1940′(1317′)	1030′(**407′**)	Apt Elev 643′ Rwy 623′

MISSED APCH: Climb to 1610′(987′), then turn LEFT onto 034° climbing to 2600′(1977′) to ABEAM K Lctr, then according to chart.

3000′ MSA K Lctr

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 ❶ Trans alt: 2940′(**2317′**)

❶ FL 50 if pressure is less than 742 mm (989.3 hPa).
FL 60 if pressure is 715 mm (953.3 hPa) or less.

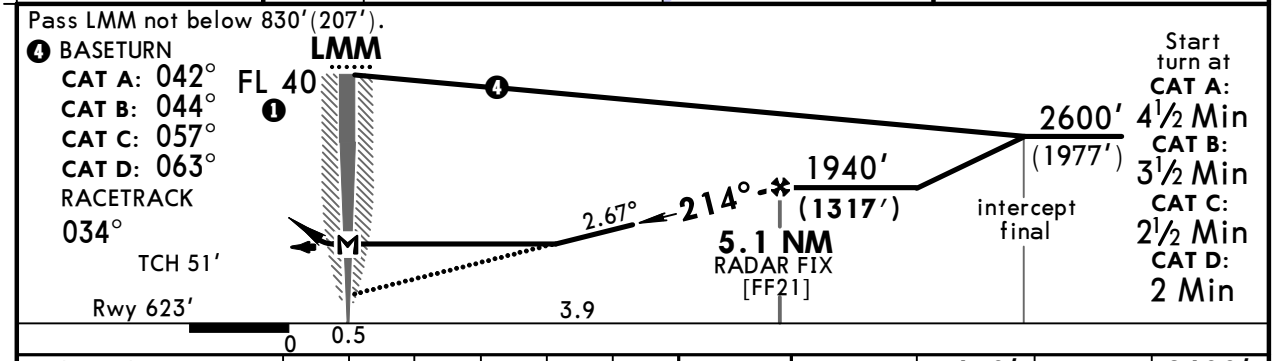


ALT/HEIGHT CONVERSION

QNH	(QFE)
2940′	(**2317′ - 700m**)
2600′	(**1977′ - 600m**)
1940′	(**1317′ - 400m**)
1610′	(**987′ - 300m**)
830′	(**207′ - 60m**)

Pass LMM not below 830′(207′).

❹ BASETURN
CAT A: 042°
CAT B: 044°
CAT C: 057°
CAT D: 063°
RACETRACK 034°



Start turn at
CAT A: 4½ Min
CAT B: 3½ Min
CAT C: 2½ Min
CAT D: 2 Min

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.67°	331	425	472	567	661	756
MAP at LMM						

HIALS PAPI

1610′ (**987′**) ↑ | **034°** LT | 2600′ (**1977′**) ↑

PANS OPS

STRAIGHT-IN LANDING RWY **21**

MDA(H) 1030′(**407′**)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1090′ (447′)	1600m
135	1200′ (557′)	1600m
180	1460′ (817′)	4000m
205	1860′ (1217′)	4800m

CHANGES: Holding level.

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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

BEGISHEVO, (BEGISHEVO - UWKE)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWKE