

**Page 1**

**Changed chart(s) since Disc 26-2010**

**ADD = Added chart, REV = Revised chart, DEL = Deleted chart.**

| <b>ACT</b> | <b>PROCEDURE IDENT</b> | <b>INDEX</b> | <b>REV DATE</b> | <b>EFF DATE</b> |
|------------|------------------------|--------------|-----------------|-----------------|
|------------|------------------------|--------------|-----------------|-----------------|

**No revision activity since Disc 26-2010**

## **TERMINAL CHART NOTAMs**

**No Chart NOTAMs for Airport URWW**

**General Info**

Volgograd, RUS

N 48° 47.0' E 44° 20.7' Mag Var: 7.3°E

Elevation: 482'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

**Runway Info**

Runway 08-26 1804' x 328' grass

Runway 11-29 8202' x 161' asphalt

Runway 08 (80.0°M) TDZE 482'

Runway 11 (112.0°M) TDZE 430'

Lights: Edge, ALS

Runway 26 (260.0°M) TDZE 482'

Runway 29 (292.0°M) TDZE 482'

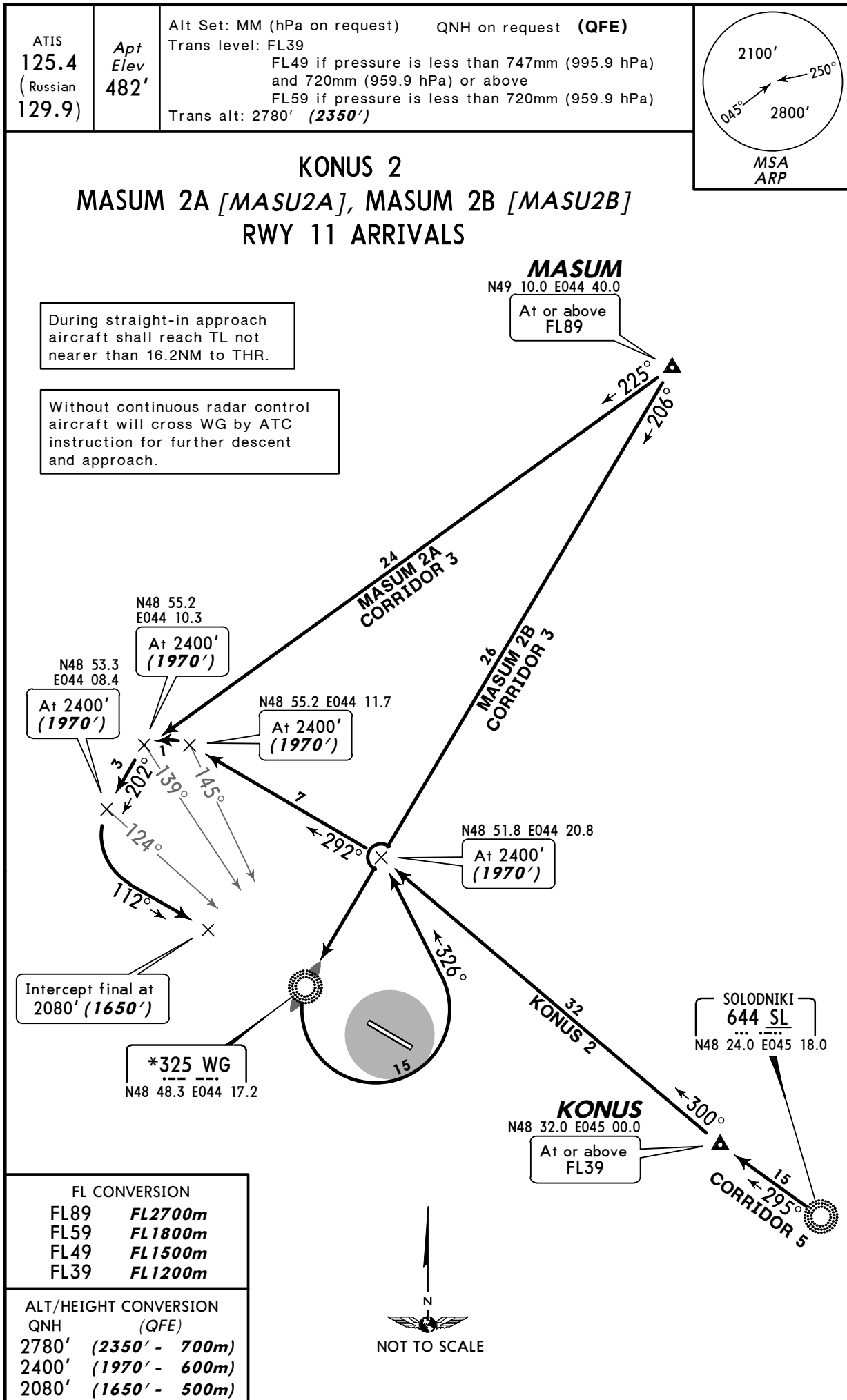
Lights: Edge, ALS

**Communications Info**ATIS **129.9** Non-EnglishATIS **125.4**Volgograd Taxiing Tower **119.0** MFVolgograd Start Tower **128.0**Volgograd Krug Tower **122.0**Volgograd Approach Control **125.3** (1°-360°)**Notebook Info**

**URWW/VOG**  
**GUMRAK**

**JEPPesen**  
17 DEC 10 **10-2**

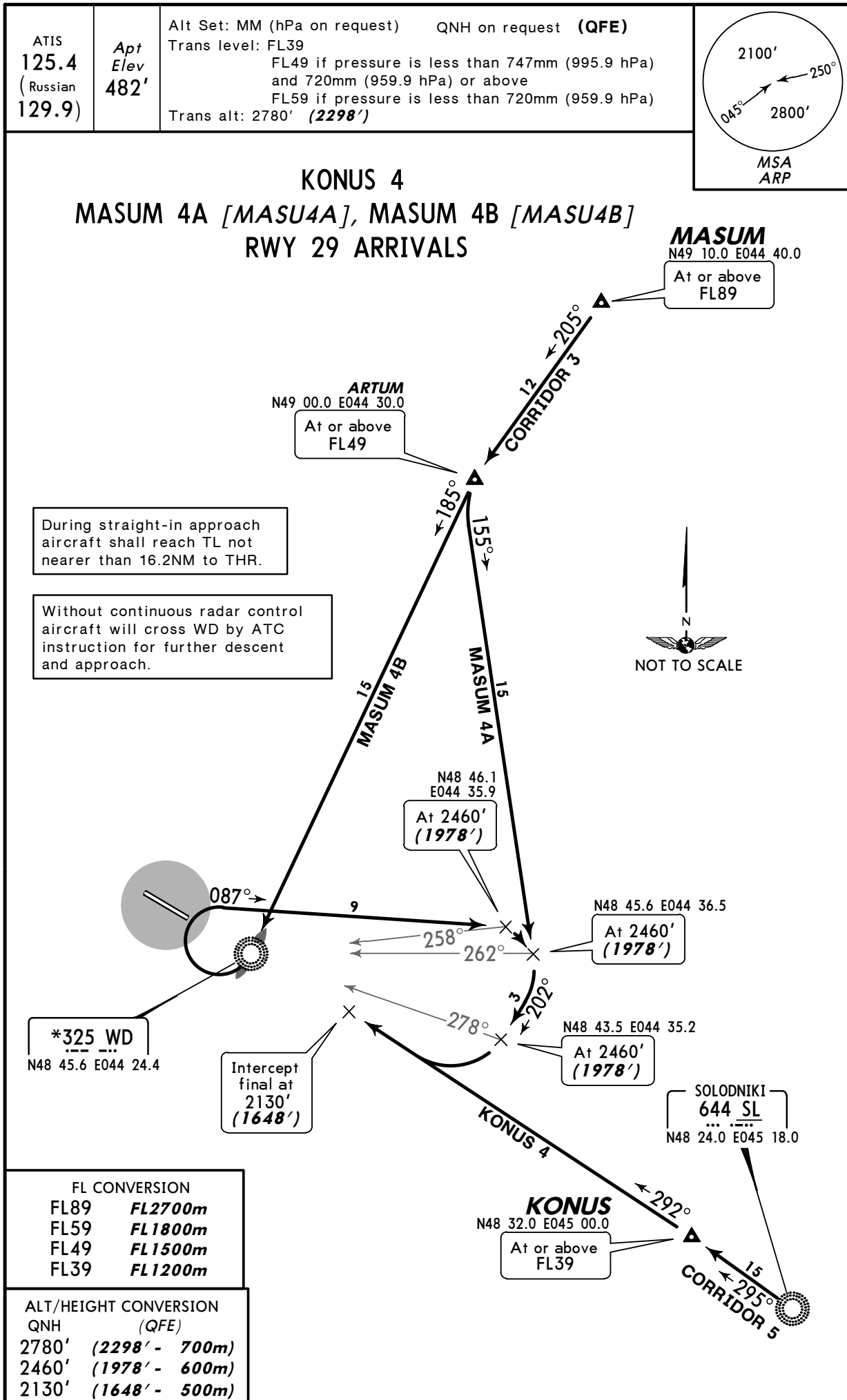
**VOLGOGRAD, RUSSIA**  
**STAR**



**URWW/VOG**  
**GUMRAK**

**JEPPesen**  
17 DEC 10 **(10-2A)**

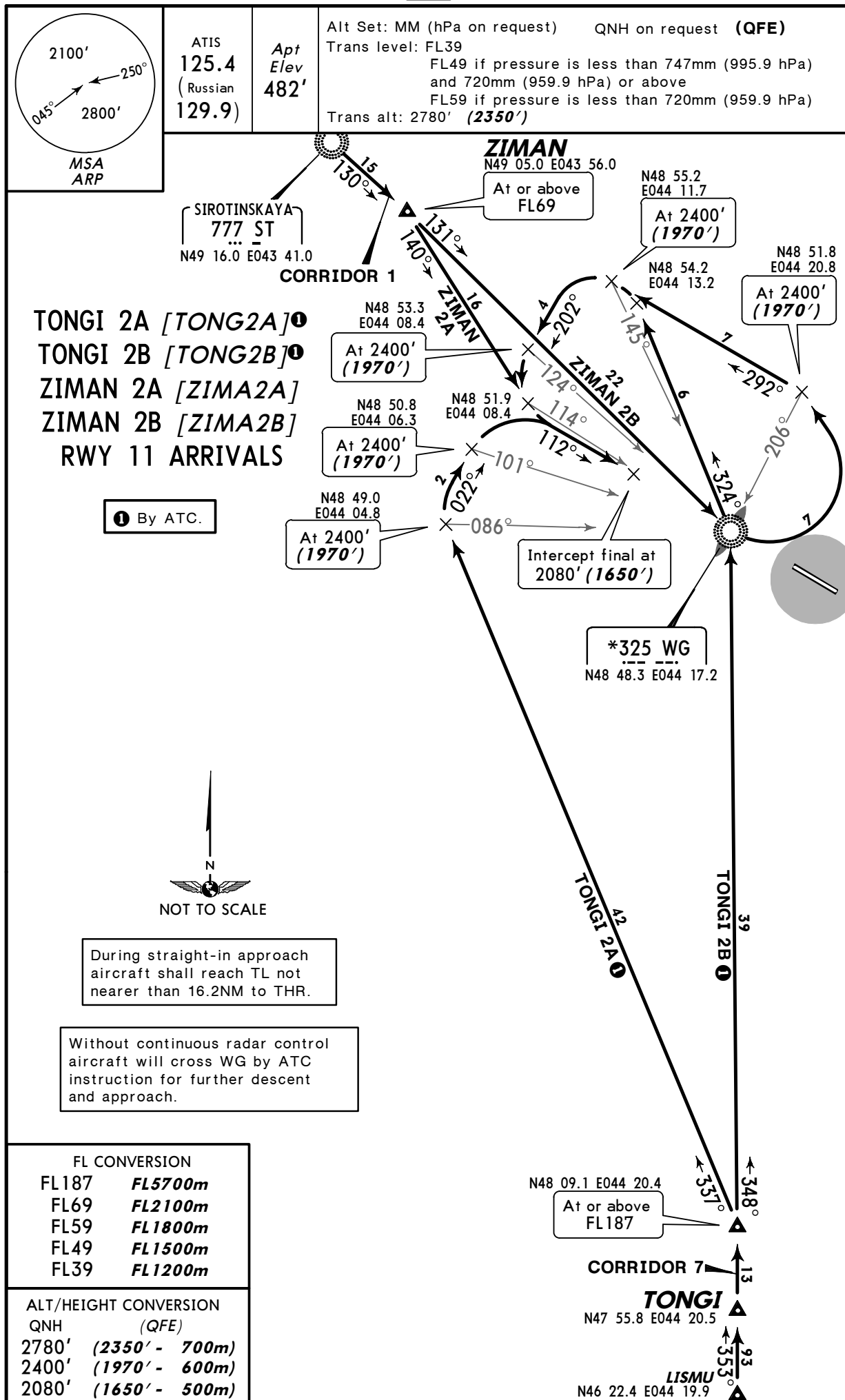
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**STAR**



**URWW/VOG**  
**GUMRAK**

**JEPPesen**  
17 DEC 10 **10-2B**

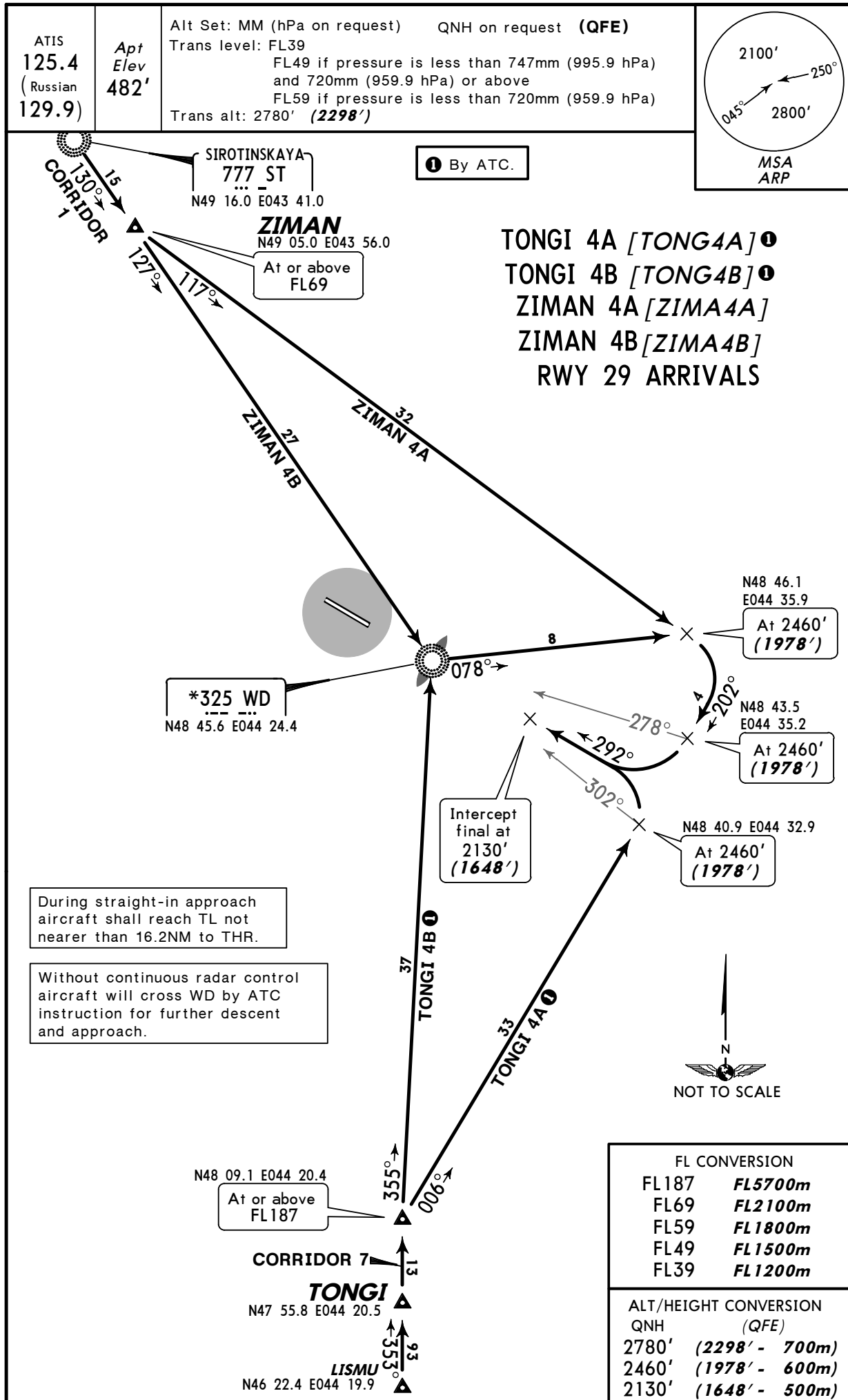
**VOLGOGRAD, RUSSIA**  
**STAR**



**URWW/VOG  
GUMRAK**

**JEPPESEN**  
17 DEC 10 10-2C

**VOLGOGRAD, RUSSIA**

**STAR**

**URWW/VOG**  
**GUMRAK**

**JEPPESSEN**  
17 DEC 10 **10-3**

**VOLGOGRAD, RUSSIA**  
**SID**

*Apt Elev*  
**482'**

QNH on request **(QFE)**

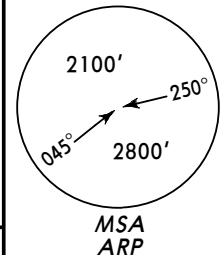
Trans level: FL39

FL49 if pressure is less than 747mm (995.9 hPa)  
and 720mm (959.9 hPa) or above

FL59 if pressure is less than 720mm (959.9 hPa)

Trans alt: 2780' **(2350')**

Noise abatement procedures should be applied according  
to Flight Manual.

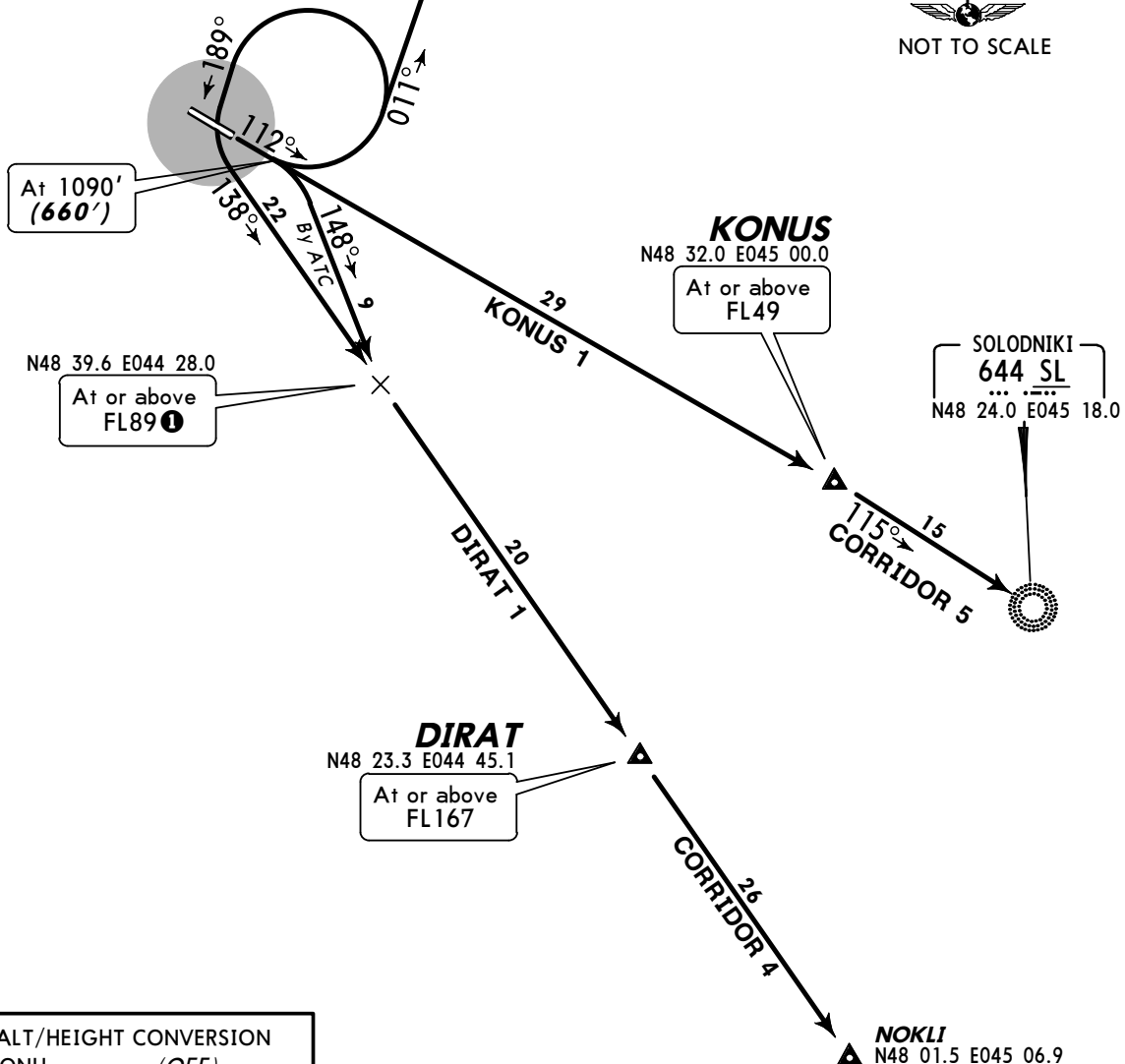


**DIRAT 1, KONUS 1**  
**MASUM 1**  
**RWY 11 DEPARTURES**

**MASUM**

N49 10.0 E044 40.0

At or above  
FL49



**ALT/HEIGHT CONVERSION**  
QNH **(QFE)**  
1090' **(660' - 200m)**  
2780' **(2350' - 700m)**

**FL CONVERSION**  
FL39 **FL1200m**  
FL49 **FL1500m**  
FL59 **FL1800m**  
FL89 **FL2700m**  
FL167 **FL5100m**

**① DIRAT 1**

This SID requires a minimum climb gradient  
of  
365' per NM (6%) up to N48 39.6 E044 28.0 to  
be crossed at or above FL89.

| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
|--------------|-----|-----|-----|------|------|------|
| 365' per NM  | 456 | 608 | 911 | 1215 | 1519 | 1823 |

If unable to comply use SID KONUS 1 instead.



**URWW/VOG  
GUMRAK**

**JEPPESEN**  
17 DEC 10 **10-3A**

## VOLGOGRAD, RUSSIA

**SID**

*Apt Elev*  
**482'**

QNH on request **(QFE)**

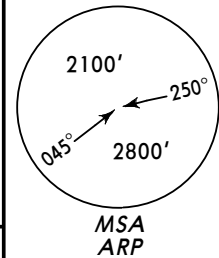
Trans level: FL39

FL49 if pressure is less than 747mm (995.9 hPa)  
and 720mm (959.9 hPa) or above

FL59 if pressure is less than 720mm (959.9 hPa)

Trans alt: 2780' **(2298')**

Noise abatement procedures should be applied according to Flight Manual.



DIRAT 3A [DIRA3A], DIRAT 3B [DIRA3B] ❶  
KONUS 3A [KONU3A], KONUS 3B [KONU3B] ❶, MASUM 3  
RWY 29 DEPARTURES

**MASUM**

N49 10.0 E044 40.0

At or above  
FL49

① By ATC.



At 1140  
(658')

\*325 WD  
N48 45.6 E044 24.4

**KONUS**  
N48 32.0 E045 00.0

At or above  
FL49

At or above  
FL89 ②

ALT/HEIGHT CONVERSION  
QNH (QFE)  
1140' (658' - 200m)  
2780' (2298' - 700m)

FL CONVERSION

|       |                       |
|-------|-----------------------|
| FL39  | <b><i>FL1200m</i></b> |
| FL49  | <b><i>FL1500m</i></b> |
| FL59  | <b><i>FL1800m</i></b> |
| FL89  | <b><i>FL2700m</i></b> |
| FL167 | <b><i>FL5100m</i></b> |

**DIRAT**  
N48 23.3 E044 45.1  
At or above  
FL167

SOLODNIKI  
644 SL  
... ..  
N48 24.0 E045 18.0

## 2 DIRAT 3A

This SID requires a minimum climb gradient of 365' per NM (6%) up to N48 39.6 E044 28.0 to be crossed at or above FL89.

|              |     |     |     |      |      |      |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
| 365' per NM  | 456 | 608 | 911 | 1215 | 1519 | 1823 |

If unable to comply use KONUS SIDs instead.

**URWW/VOG**  
**GUMRAK**

**JEPPesen**  
17 DEC 10 **(10-3B)**

**VOLGOGRAD, RUSSIA**  
**SID**

*Apt Elev*  
**482'**

QNH on request **(QFE)**

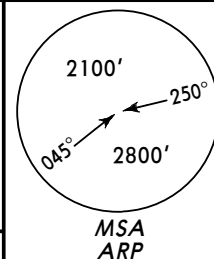
Trans level: FL39

FL49 if pressure is less than 747mm (995.9 hPa)  
and 720mm (959.9 hPa) or above

FL59 if pressure is less than 720mm (959.9 hPa)

Trans alt: 2780' **(2350')**

Noise abatement procedures should be applied according  
to Flight Manual.



**TONGI 1, ZIMAN 1**  
**RWY 11 DEPARTURES**

**SIROTINSKAYA**  
**777 ST**  
N49 16.0 E043 41.0

**CORRIDOR 1**  
15 ← 310°

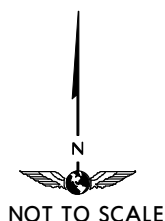
**ZIMAN**

N49 05.0 E043 56.0

At or above  
FL59

**ZIMAN 1**  
33

**1** By ATC.



**ALT/HEIGHT CONVERSION**

QNH **(QFE)**  
1090' **(660' - 200m)**  
2780' **(2350' - 700m)**

**FL CONVERSION**

FL39 **FL1200m**  
FL49 **FL1500m**  
FL59 **FL1800m**  
FL187 **FL5700m**

**TONGI**  
N47 55.8 E044 20.5

At or above  
FL187

**TONGI 1**  
**CORRIDOR 7**  
52

173°  
93

**LISMU**  
N46 22.4 E044 19.9

**URWW/VOG**  
**GUMRAK**

**JEPPESSEN**  
17 DEC 10 **(10-3C)**

**VOLGOGRAD, RUSSIA**  
**SID**

*Apt Elev*  
**482'**

QNH on request **(QFE)**

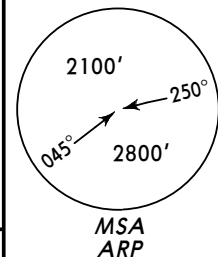
Trans level: FL39

FL49 if pressure is less than 747mm (995.9 hPa)  
and 720mm (959.9 hPa) or above

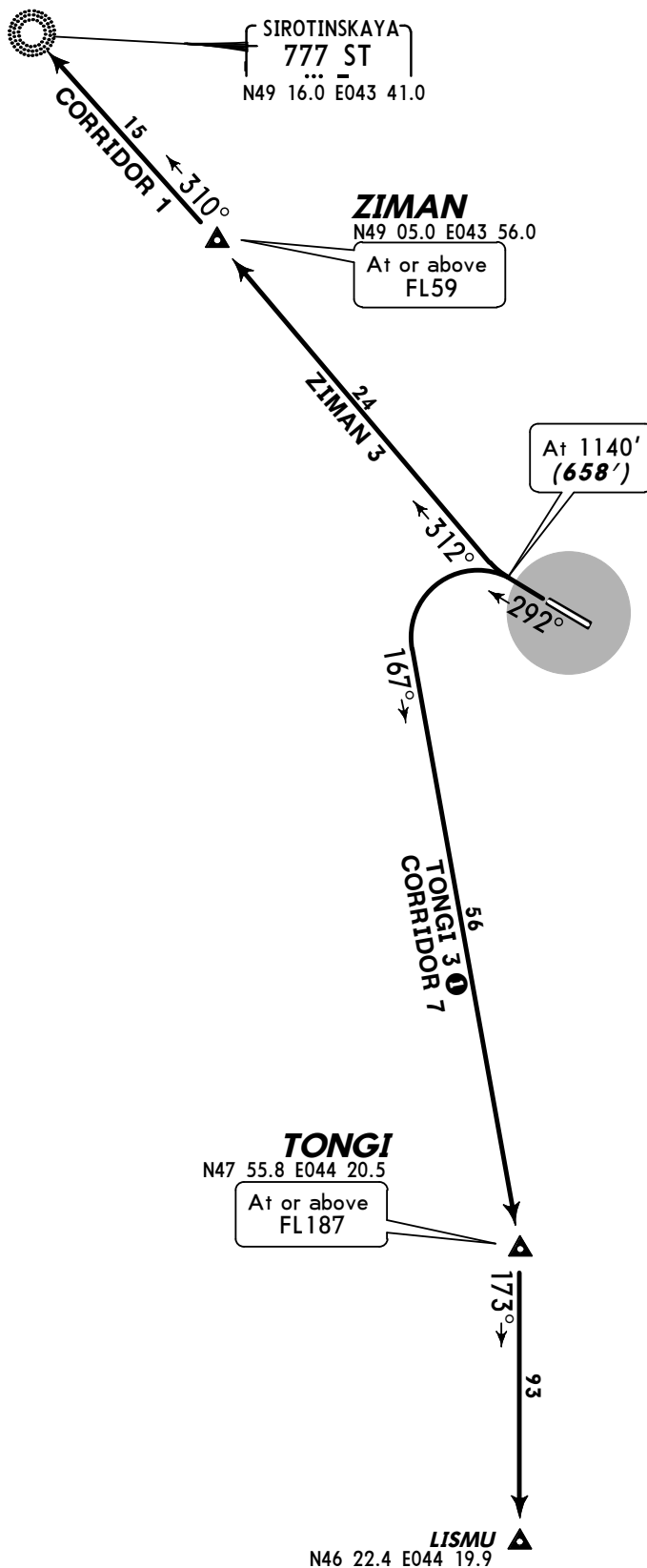
FL59 if pressure is less than 720mm (959.9 hPa)

Trans alt: 2780' **(2298')**

Noise abatement procedures should be applied according  
to Flight Manual.



**TONGI 3 ①, ZIMAN 3**  
**RWY 29 DEPARTURES**



**①** By ATC.



**ALT/HEIGHT CONVERSION**

| QNH   | (QFE)          |
|-------|----------------|
| 1140' | (658' - 200m)  |
| 2780' | (2298' - 700m) |

**FL CONVERSION**

|       |                 |
|-------|-----------------|
| FL39  | <b>FL 1200m</b> |
| FL49  | <b>FL 1500m</b> |
| FL59  | <b>FL 1800m</b> |
| FL187 | <b>FL 5700m</b> |

**URWW/VOG**

Apt Elev **482'**  
N48 47.0 E044 20.7

**JEPPesen**

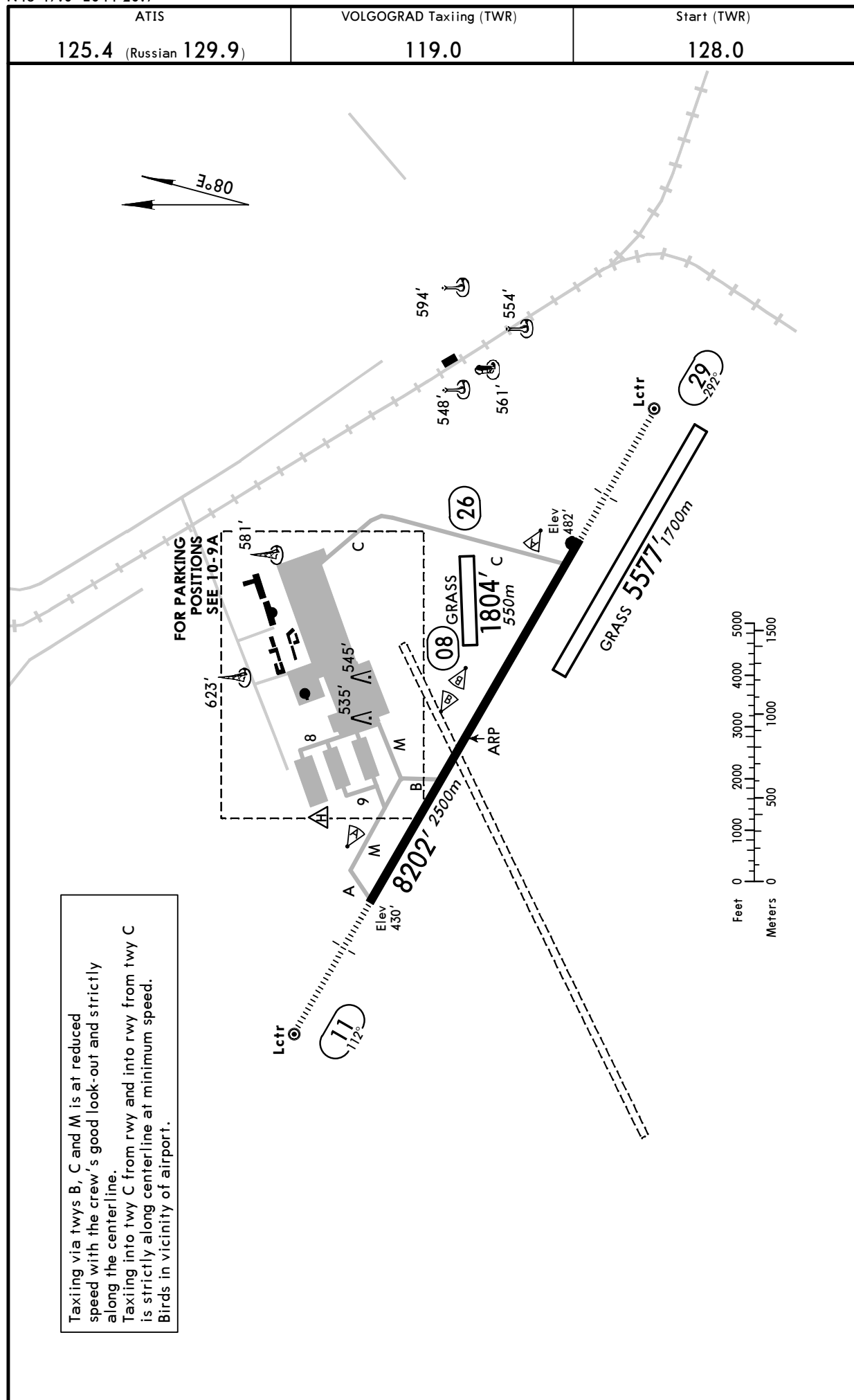
9 OCT 09

(10-9)

Eff 22 Oct

**VOLGOGRAD, RUSSIA**

**GUMRAK**

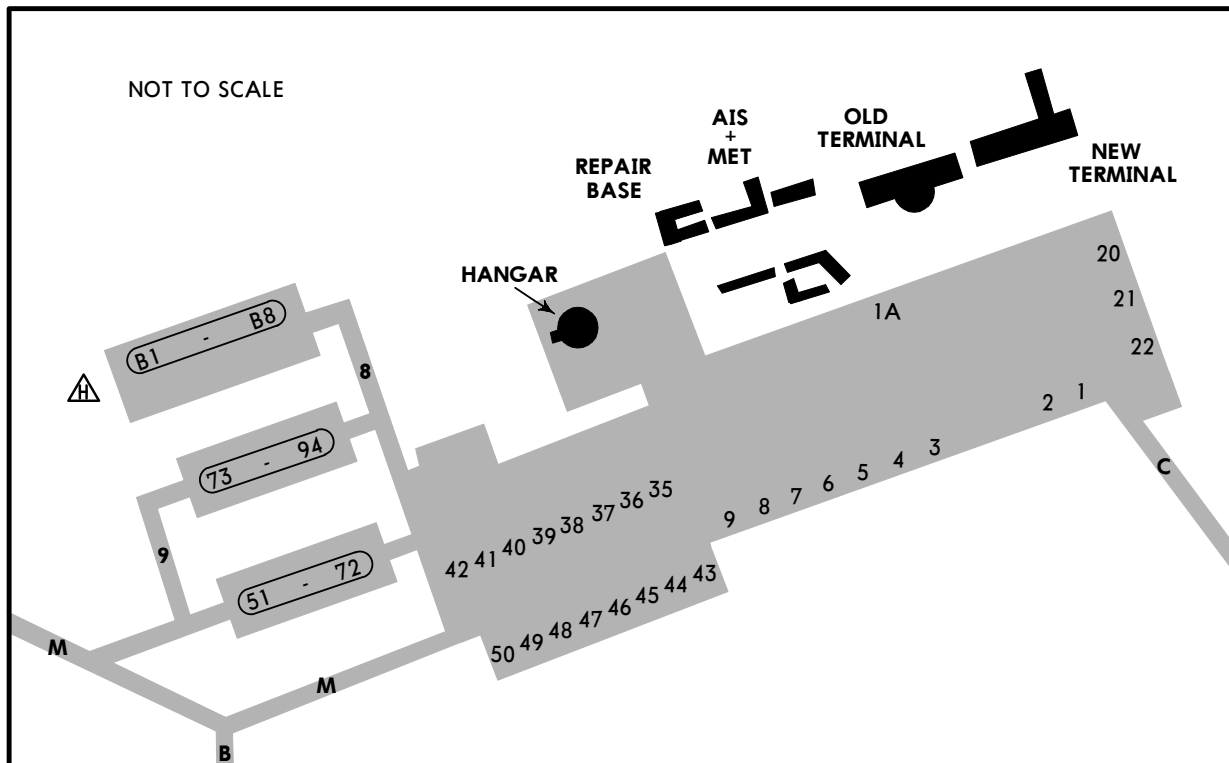


URWW/VOG

**JEPPESEN**  
9 OCT 09 **(10-9A)** **Eff 22 Oct**

**VOLGOGRAD, RUSSIA**

**GUMRAK**



Taxiing of acft with wingspan more than 125'/38m on aprons is prohibited, except acft with wingspan up to 166'/50.5m taxiing into/out of stands 41 and 42. When stand 42 is occupied taxiing into/out of stand 41 is by towing.

Stands 3, 36 thru 40, 43 thru 49 and B1 thru B8 available for helicopters.

Parking of TU-134, YAK-42 and AN-12 acft types shall be carried out by towing onto stands 36 thru 40 and 49.

#### ADDITIONAL RUNWAY INFORMATION

| RWY |    |                                           | USABLE LENGTHS |                               | TAKE-OFF | WIDTH        |
|-----|----|-------------------------------------------|----------------|-------------------------------|----------|--------------|
|     |    |                                           | Threshold      | Landing Beyond<br>Glide Slope |          |              |
| 08  | 26 |                                           |                |                               |          | 328'<br>100m |
| 11  | 29 | HIRL (60m) HIALS PAPI-L (angle 2.67°) RVR |                | 6892' 2101m<br>7163' 2183m    |          | 161'<br>49m  |
| 11  | 29 | Grass runway                              |                |                               |          | 279'<br>85m  |
|     |    |                                           |                |                               |          |              |
|     |    |                                           |                |                               |          |              |

#### TAKE-OFF

| AIR CARRIER (JAA)                                |                          |
|--------------------------------------------------|--------------------------|
| Main rwy 11/29                                   |                          |
| LVP must be in force<br>RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL |
| A                                                | 400m                     |
| B                                                |                          |
| C                                                |                          |
| D                                                |                          |

URWW/VOG


**JEPPESEN**  
19 FEB 10 **10-9S**
**Standard**  
**VOLGOGRAD, RUSSIA**  
**GUMRAK**

| STRAIGHT-IN RWY |                | A                       | B                       | C                       | D                       |
|-----------------|----------------|-------------------------|-------------------------|-------------------------|-------------------------|
| 11              | ILS            | <b>630'</b> (200')      | <b>630'</b> (200')      | <b>630'</b> (200')      | <b>630'</b> (200')      |
|                 | <i>FULL</i>    | <b>R550m</b>            | <b>R550m</b>            | <b>R550m</b>            | <b>R550m</b>            |
|                 | <i>Limited</i> | R750m                   | R750m                   | R750m                   | R750m                   |
|                 | <i>ALS out</i> | R1200m                  | R1200m                  | R1200m                  | R1200m                  |
|                 | LOC            | NOT AUTH                | NOT AUTH                | NOT AUTH                | NOT AUTH                |
|                 | NDB ❶          | <b>810'</b> (380')      | <b>810'</b> (380')      | <b>810'</b> (380')      | <b>810'</b> (380')      |
|                 | <i>ALS out</i> | <b>R1000m</b><br>R1700m | <b>R1000m</b><br>R1700m | <b>R1200m</b><br>R1700m | <b>R1200m</b><br>R1700m |
| 29              | ILS            | <b>682'</b> (200')      | <b>682'</b> (200')      | <b>682'</b> (200')      | <b>682'</b> (200')      |
|                 | <i>FULL</i>    | <b>R550m</b>            | <b>R550m</b>            | <b>R550m</b>            | <b>R550m</b>            |
|                 | <i>Limited</i> | R750m                   | R750m                   | R750m                   | R750m                   |
|                 | <i>ALS out</i> | R1200m                  | R1200m                  | R1200m                  | R1200m                  |
|                 | LOC            | NOT AUTH                | NOT AUTH                | NOT AUTH                | NOT AUTH                |
|                 | NDB ❶          | <b>840'</b> (358')      | <b>840'</b> (358')      | <b>840'</b> (358')      | <b>840'</b> (358')      |
|                 | <i>ALS out</i> | <b>R1000m</b><br>R1600m | <b>R1000m</b><br>R1600m | <b>R1200m</b><br>R1600m | <b>R1200m</b><br>R1600m |

❶ Continuous Descent Final Approach.

**TAKE-OFF RWY 11, 29**

| LVP must be in Force |                          | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
|----------------------|--------------------------|--------------------------|-------------------|
|                      | RCLM (DAY only)<br>or RL |                          |                   |
| A                    | 250m                     | 400m                     | 500m              |
| B                    |                          |                          |                   |
| C                    |                          |                          |                   |
| D                    | 300m                     |                          |                   |

**URWW/VOG**  
**GUMRAK**

**JEPPesen**  
17 DEC 10 **(11-1)**

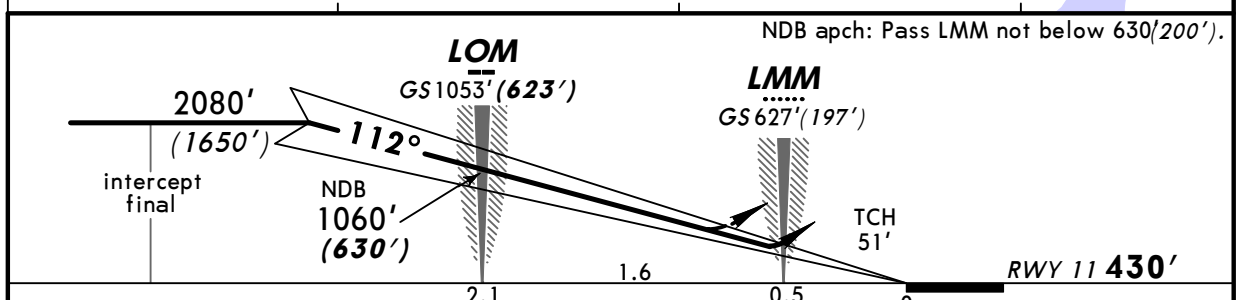
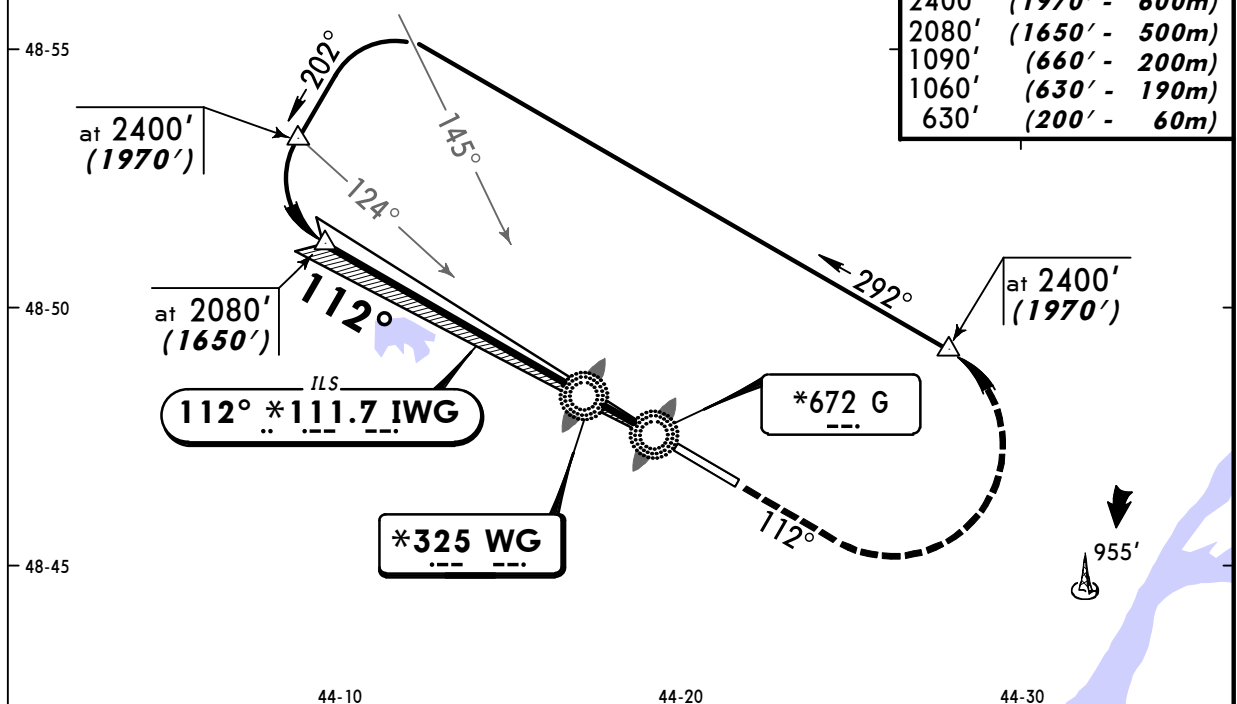
**VOLGOGRAD, RUSSIA**  
**ILS or 2 NDB Rwy 11**

BRIEFING STRIP

| ATIS                                                                                                                   |                           | VOLGOGRAD Approach (R)            |                             | VOLGOGRAD<br>Krug (TWR/SRE)   | VOLGOGRAD Tower | VOLGOGRAD<br>Start (TWR)                                                                                    | Ground |                         |  |
|------------------------------------------------------------------------------------------------------------------------|---------------------------|-----------------------------------|-----------------------------|-------------------------------|-----------------|-------------------------------------------------------------------------------------------------------------|--------|-------------------------|--|
| 125.4 (Russian 129.9)                                                                                                  |                           | 125.3                             |                             | 122.0                         | 128.0           | 128.0                                                                                                       | 119.0  |                         |  |
| LOC<br>IWG<br>*111.7                                                                                                   | Final<br>Apch Crs<br>112° | GS<br>LOM<br>1053'(623')          | ILS<br>DA(H)<br>630'(200')  | Apt Elev 482'<br><br>RWY 430' |                 | <div><div><div>2100'</div><div>250'</div><div>2800'</div><div>045°</div></div></div> <div>MSA<br/>ARP</div> |        |                         |  |
| NDB<br>WG<br>*325                                                                                                      |                           | Minimum Alt<br>LOM<br>1060'(630') | NDB<br>MDA(H)<br>810'(380') |                               |                 |                                                                                                             |        |                         |  |
| MISSED APCH: Climb on 112° to 1090'(660'), then turn LEFT onto 292° climbing to 2400'(1970'), then according to chart. |                           |                                   |                             |                               |                 |                                                                                                             |        |                         |  |
| Alt Set: MM (hPa on req)                                                                                               |                           | QNH on req (QFE)                  |                             | Trans level: FL 39 1          |                 |                                                                                                             |        | Trans alt: 2780'(2350') |  |

**1** FL 49, if pressure is less than 747mm (995.9 hPa) and 720mm (959.9 hPa) or above.  
FL 59, if pressure is less than 720mm (959.9 hPa).

| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 2780'                 | (2350' - 700m) |
| 2400'                 | (1970' - 600m) |
| 2080'                 | (1650' - 500m) |
| 1090'                 | (660' - 200m)  |
| 1060'                 | (630' - 190m)  |
| 630'                  | (200' - 60m)   |



|                                    |     |     |     |     |     |     |       |                      |      |               |
|------------------------------------|-----|-----|-----|-----|-----|-----|-------|----------------------|------|---------------|
| Gnd speed-Kts                      | 70  | 90  | 100 | 120 | 140 | 160 | HIALS | 1090' (660') on 112° | 292° | 2400' (1970') |
| ILS GS 2.67° or NDB Desc Grad 4.7% | 336 | 433 | 481 | 577 | 673 | 769 | PAPI  | ↑                    | LT   | ↑             |

| STRAIGHT-IN LANDING RWY 11 |                      |              |          |                    |         |
|----------------------------|----------------------|--------------|----------|--------------------|---------|
| ILS                        |                      | LOC (GS out) |          | NDB                |         |
| DA(H) 630' (200')          |                      |              |          | MDA(H) 810' (380') |         |
| FULL                       | ALS out              |              |          |                    | ALS out |
| A                          |                      |              |          |                    |         |
| B                          |                      |              |          |                    |         |
| C                          | RVR 720m<br>VIS 800m | 1200m        | NOT AUTH | 1300m              | 2100m   |
| D                          |                      |              |          | 1700m              |         |

PANS OPS

CHANGES: MSA. Trans level. Trans alt.

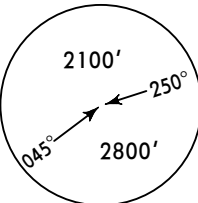
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**URWW/VOG**  
**GUMRAK**

**JEPPesen**  
17 DEC 10 **(11-2)**

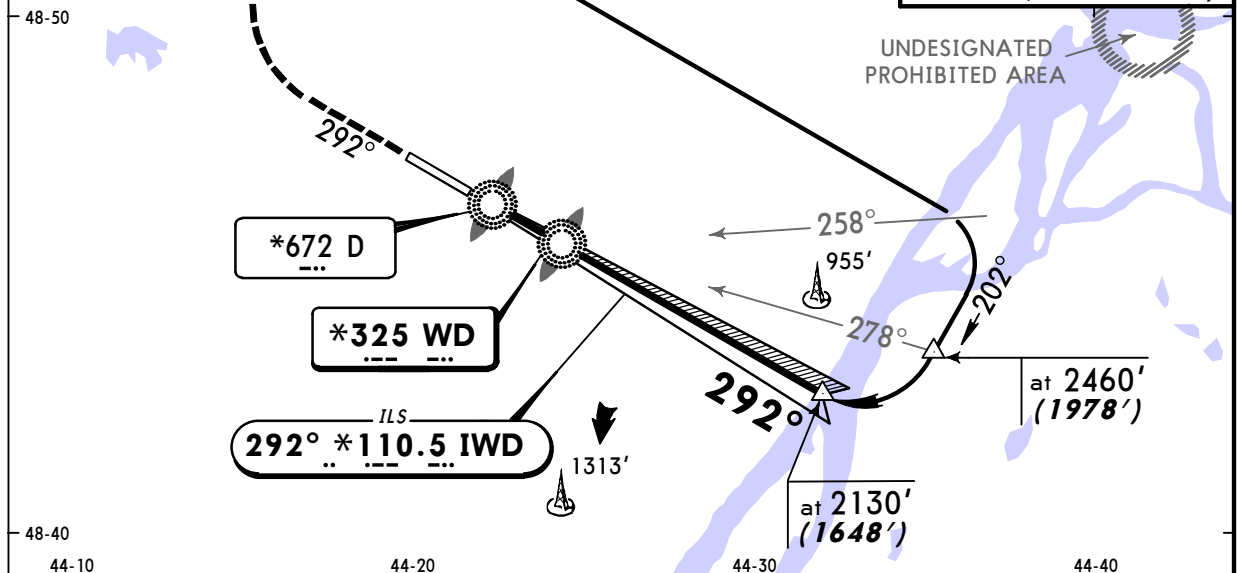
**VOLGOGRAD, RUSSIA**  
**ILS or 2 NDB Rwy 29**

BRIEFING STRIP

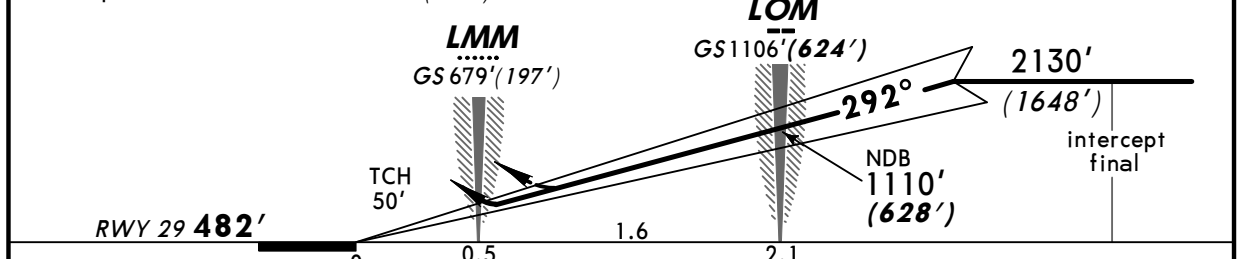
| ATIS                                                                                                                    |                           | VOLGOGRAD Approach (R) |                                | VOLGOGRAD Krug (TWR/SRE) |                               | VOLGOGRAD Tower         |                                                                                                | VOLGOGRAD Start (TWR) |  | Ground |  |         |  |  |
|-------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------|--------------------------------|--------------------------|-------------------------------|-------------------------|------------------------------------------------------------------------------------------------|-----------------------|--|--------|--|---------|--|--|
| 125.4 (Russian 129.9)                                                                                                   |                           | 125.3                  |                                | 122.0                    |                               | 128.0                   |                                                                                                | 128.0                 |  | 119.0  |  |         |  |  |
| LOC IWD<br>*110.5                                                                                                       | Final<br>Apch Crs<br>292° |                        | GS LOM<br>1106'(624')          | ILS DA(H)<br>682'(200')  | Apt Elev 482'<br><br>RWY 482' |                         | <div></div> |                       |  |        |  |         |  |  |
| NDB WD<br>*325                                                                                                          |                           |                        | Minimum Alt LOM<br>1110'(628') | NDB MDA(H)<br>840'(358') |                               |                         |                                                                                                |                       |  |        |  |         |  |  |
| MISSED APCH: Climb on 292° to 1140'(658'), then turn RIGHT onto 112° climbing to 2460'(1978'), then according to chart. |                           |                        |                                |                          |                               |                         |                                                                                                |                       |  |        |  | MSA ARP |  |  |
| Alt Set: MM (hPa on req)                                                                                                |                           | QNH on req (QFE)       |                                | Trans level: FL 39 1     |                               | Trans alt: 2780'(2298') |                                                                                                |                       |  |        |  |         |  |  |

**1** FL 49, if pressure is less than 747mm (995.9 hPa) and 720 mm (959.9 hPa) or above.  
FL 59, if pressure is less than 720mm (959.9 hPa).

| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 2780'                 | (2298' - 700m) |
| 2460'                 | (1978' - 600m) |
| 2130'                 | (1648' - 500m) |
| 1140'                 | (658' - 200m)  |
| 1110'                 | (628' - 190m)  |
| 680'                  | (198' - 60m)   |



NDB apch: Pass LMM not below 680' (198').



|                                    |     |     |     |     |     |     |       |                      |         |               |
|------------------------------------|-----|-----|-----|-----|-----|-----|-------|----------------------|---------|---------------|
| Gnd speed-Kts                      | 70  | 90  | 100 | 120 | 140 | 160 | HIALS | 1140' (658') on 292° | 112° RT | 2460' (1978') |
| ILS GS 2.67° or NDB Desc Grad 4.7% | 336 | 433 | 481 | 577 | 673 | 769 | PAPI  |                      |         |               |

| STRAIGHT-IN LANDING RWY 29 |                      |              |          |                    |         |
|----------------------------|----------------------|--------------|----------|--------------------|---------|
| ILS                        |                      | LOC (GS out) |          | NDB                |         |
| DA(H) 682' (200')          |                      |              |          | MDA(H) 840' (358') |         |
| FULL                       | ALS out              |              |          |                    | ALS out |
| A                          |                      |              |          |                    |         |
| B                          |                      |              |          |                    |         |
| C                          | RVR 720m<br>VIS 800m | 1200m        | NOT AUTH | 1200m              | 2000m   |
| D                          |                      |              |          | 1600m              |         |

PANS OPS

CHANGES: MSA. Trans level. Trans alt.

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