

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 04-2011

TERMINAL CHART NOTAMS

Chart NOTAMs for Airport URWA

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-1) NDB apch: MDA(H) raised to 340'(412'), CAT C ALS out RVR 1800m VIS 2000m.

URWA (Astrakhan)**General Info**

Astrakhan, RUS

N 46° 17.0' E 48° 00.4' Mag Var: 6.7°E

Elevation: -65'

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 09-27 10499' x 148' asphalt

Runway 11-29 6398' x 328' grass

Runway 09 (89.0°M) TDZE -72'

Lights: Edge, ALS

Runway 11 (114.0°M) TDZE -74'

Runway 27 (269.0°M) TDZE -70'

Lights: Edge, ALS

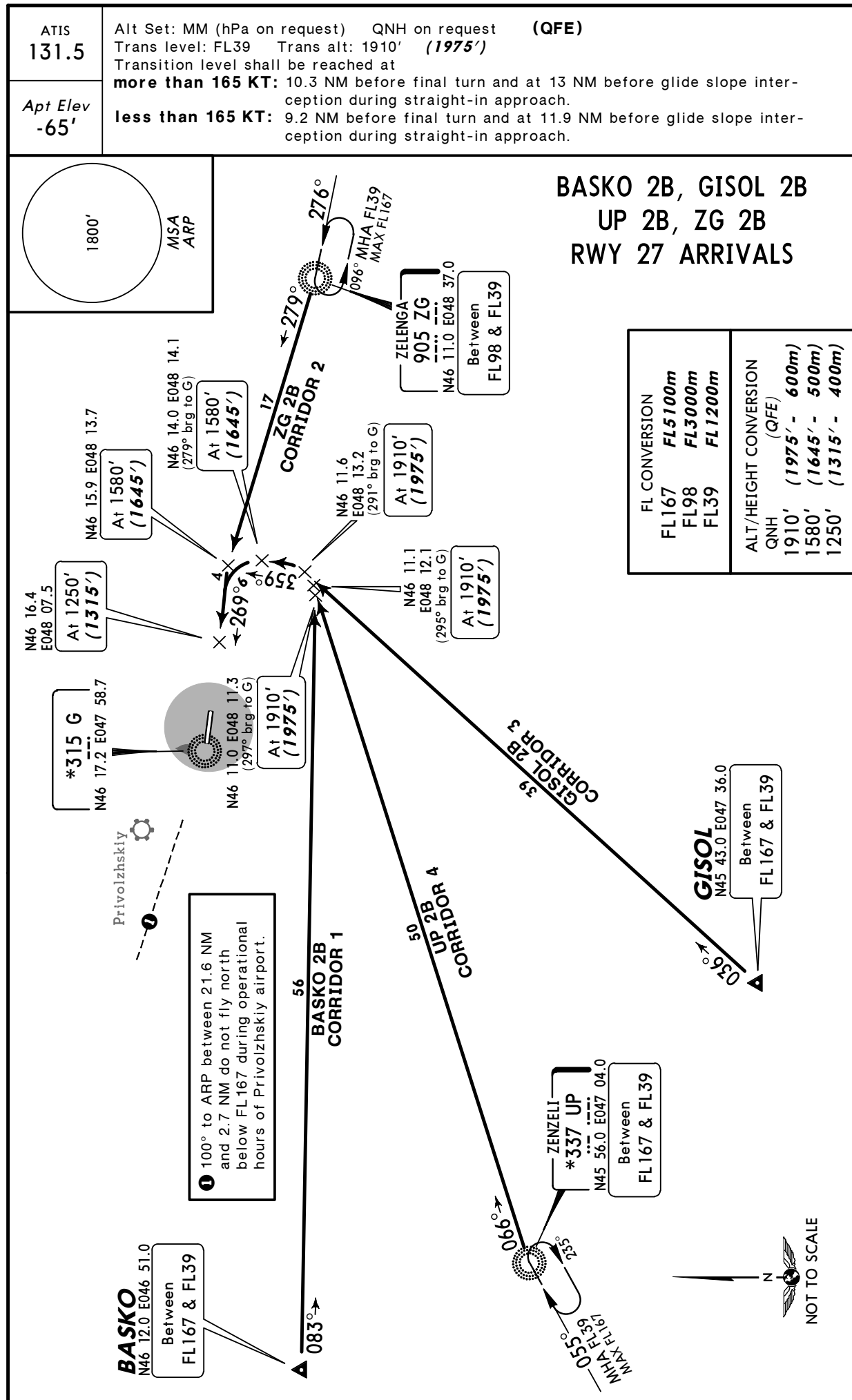
Runway 29 (294.0°M) TDZE -79'

Communications InfoATIS **131.5** MFAstrakhan Tower **129.0** SecondaryAstrakhan Tower **118.6** MFAstrakhan Approach Control **129.0** SecondaryAstrakhan Approach Control **126.0** MFAstrakhan Krug Radar **129.0** Secondary VHF-DFAstrakhan Krug Radar **120.6****Notebook Info**

URWA/ASF
ASTRAKHAN

JEPPESSEN
19 NOV 10 **10-2**

ASTRAKHAN, RUSSIA
STAR



URWA/ASF
ASTRAKHAN

19 NOV 10

(10-2A)

ASTRAKHAN, RUSSIA

STAR

ATIS
131.5

Alt Set: MM (hPa on request) QNH on request **(QFE)**

(QFE)

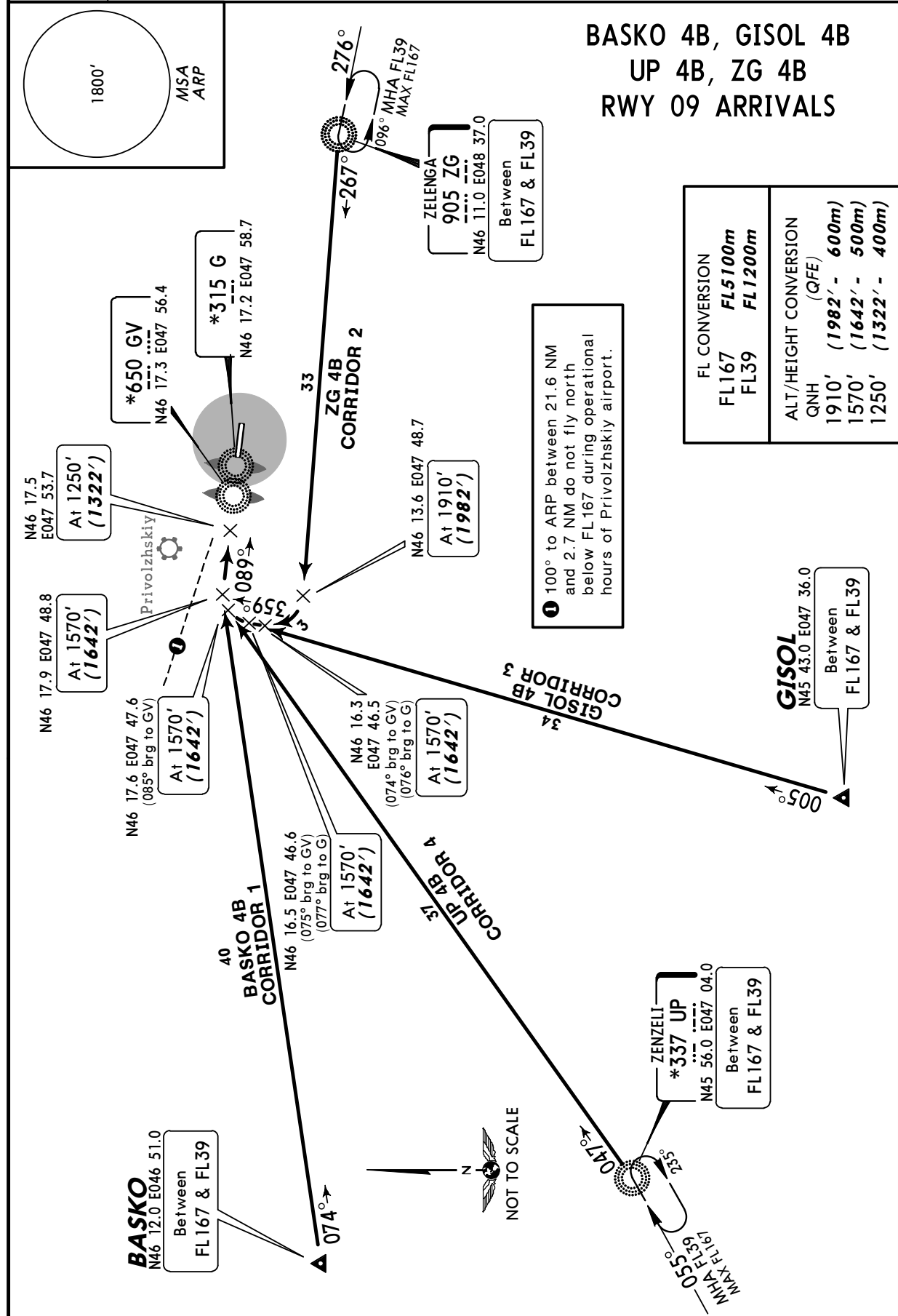
Trans level: FL39 Trans alt: 1910' (1982')

Transition level shall be reached at

more than 165 KT: 10.3 NM before final turn and at 13 NM before glide slope interception during straight-in approach.

Apt Elev
-65'

less than 165 KT: 9.2 NM before final turn and at 11.9 NM before glide slope interception during straight-in approach.



CHANGES: Arrivals replaced by STARS.

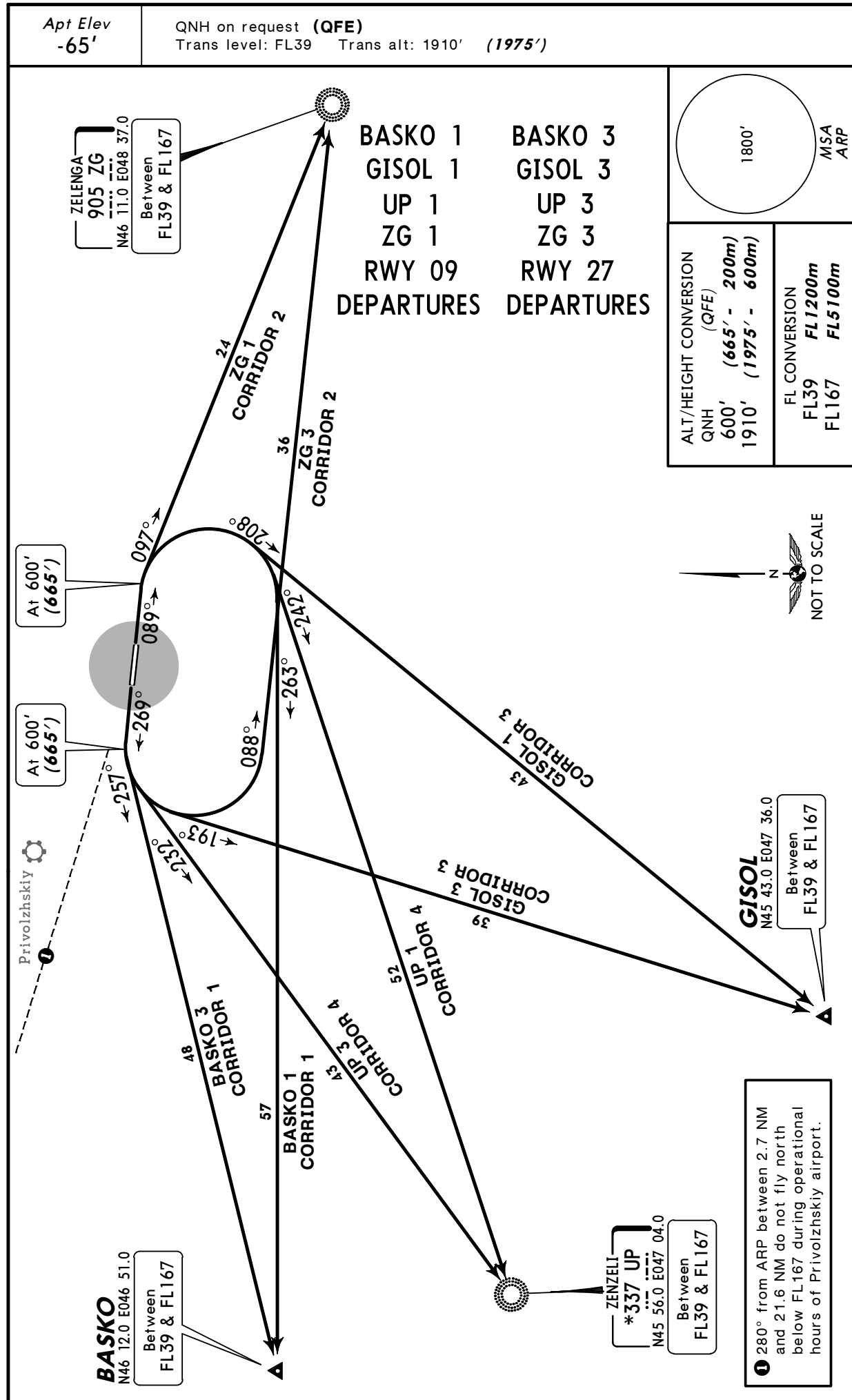
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URWA/ASF
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JEPPESSEN
28 JAN 11 **10-3**

ASTRAKHAN, RUSSIA

SID



URWA/ASF

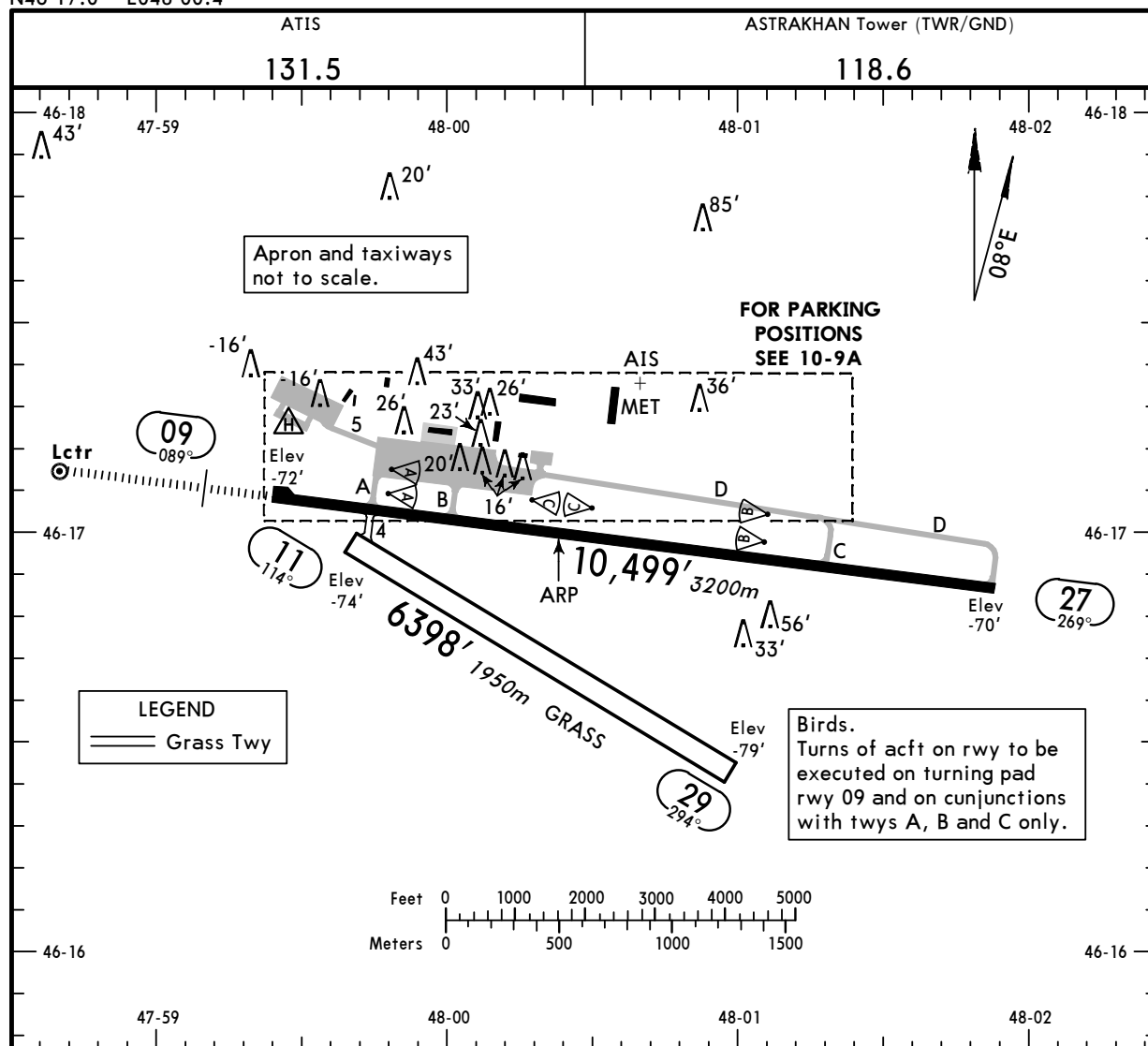
Apt Elev **-65'** (BELOW SEA LEVEL)
N46 17.0 E048 00.4

JEPPESEN

19 NOV 10 (10-9)

ASTRAKHAN, RUSSIA

ASTRAKHAN



ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS			WIDTH
					LANDING BEYOND		TAKE-OFF	
RWY					Threshold	Glide Slope		
09	HIRL (58m)	HIALS	PAPI-L (angle 3.0°)	RVR		9639' 2938m	2	148'
27	HIRL (58m)	1 HIALS	PAPI-L (angle 3.0°)	RVR				45m
11								328'
29								100m

1 Configuration unknown.

2 TAKE-OFF RUN AVAILABLE

RWY 09:

From rwy head 10,499' (3200')
twy A int 9058' (2761')
twy B int 7867' (2398')

RWY 27:

From rwy head 10,499' (3200')
twy C int 8202' (2500')

TAKE-OFF

AIR CARRIER (JAA)

Rwy 09/27

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A

B

C

D

250m

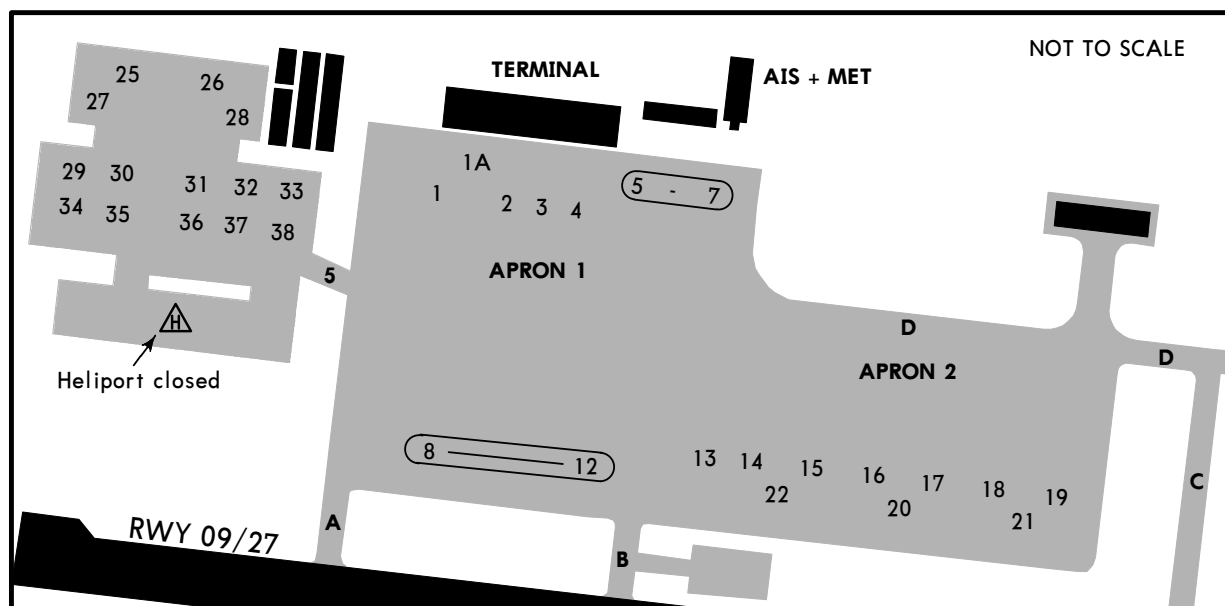
300m

400m

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19 NOV 10 **JEPPESEN**
(10-9A)

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Taxiing on Twy A and Twy B is at reduced speed, strictly along centerline under inner engines power.
Taxiing along Twy 5 is only by towing.
Taxiing out from stands 1 thru 7 only by towing.
Taxiing into/out of stand 1A by own power.
Acft with wingspan up to 105'/32m shall be escorted by follow me car at NIGHT.
When VIS is less than 400m acft shall be escorted by follow me car.
Parking stands 1 thru 8, 13 thru 19, 25 thru 38 available for helicopters.

URWA/ASF

 **JEPPESEN**
19 NOV 10 **10-9S**

Standard
ASTRAKHAN, RUSSIA
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STRAIGHT-IN RWY	A	B	C	D
09				
ILS	128' (200')	128' (200')	128' (200')	128' (200')
<i>FULL</i>	R550m	R550m	R550m	R550m
<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 ①	310' (382')	310' (382')	310' (382')	310' (382')
	R1100m	R1100m	R1200m	R1200m
<i>ALS out</i>	R1800m	R1800m	R1800m	R1800m

① Continuous Descent Final Approach.

TAKE-OFF RWY 09, 27

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

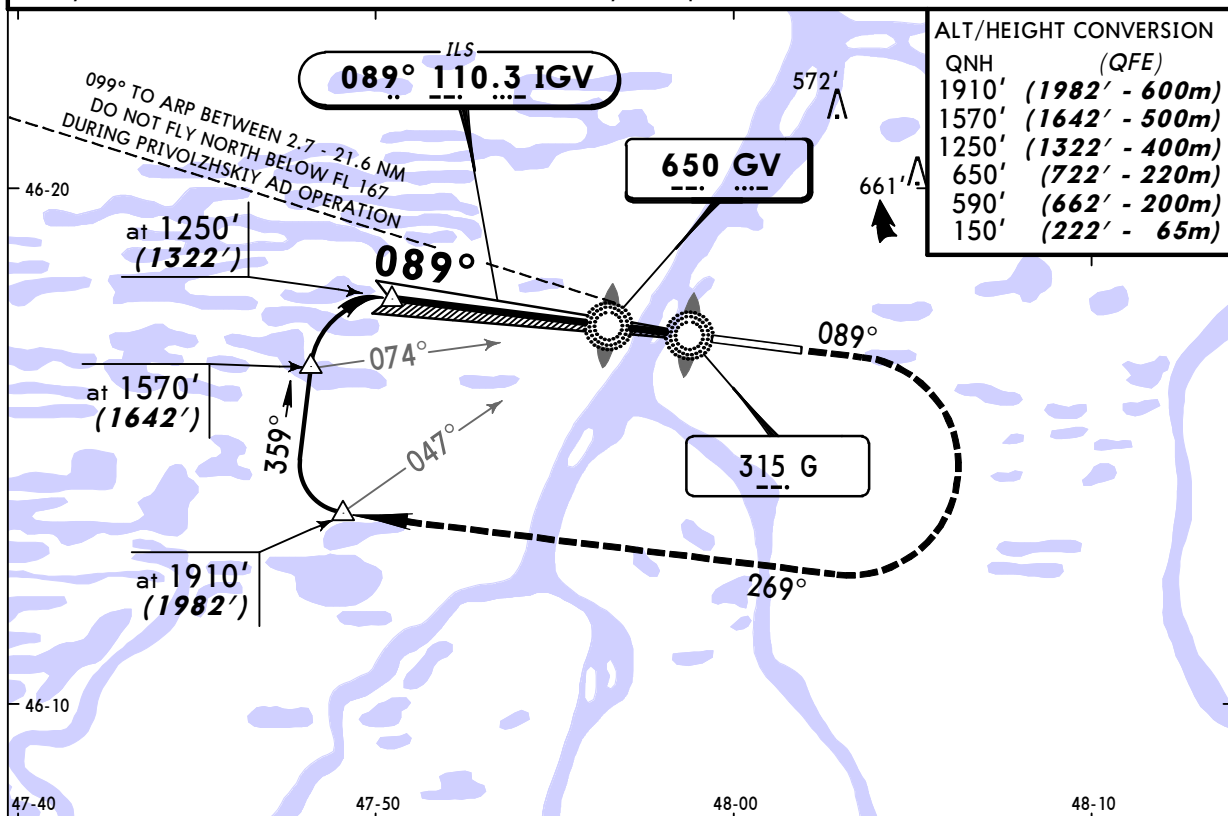
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JEPPesen
19 NOV 10 **(11-1)**

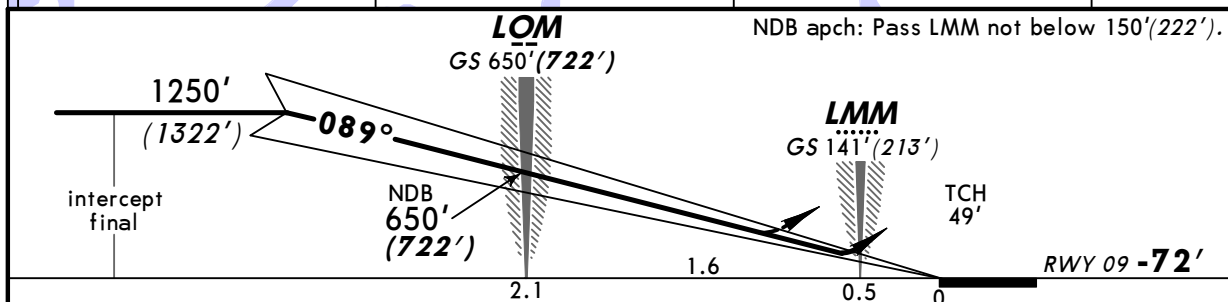
ASTRAKHAN, RUSSIA
ILS or 2 NDB Rwy 09

BRIEFING STRIP

ATIS		ASTRAKHAN Approach (APP/SRE)		ASTRAKHAN Krug (SRE)		ASTRAKHAN Tower (TWR/GND)	
131.5		126.0		120.6		118.6	
LOC IGV 110.3	Final Apch Crs 089°	GS/ Minimum Alt LOM 650' (722')	ILS DA(H) 128' (200')	Apt Elev -65' (BELOW SEA LEVEL)	1800'		
NDB GV 650			NDB MDA(H) 310' (382')				
MISSED APCH: Climb on 089° to 590' (662'), then turn RIGHT onto 269° climbing to 1910' (1982'), then according to chart.							
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 39		Trans alt: 1910' (1982')	
Heavy turbulence with downdrafts and wind shear may be expected on final.							



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1910'	(1982' - 600m)
1570'	(1642' - 500m)
1250'	(1322' - 400m)
650'	(722' - 220m)
590'	(662' - 200m)
150'	(222' - 65m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS	590' (662')	on 089°	269°	1910' (1982')
ILS GS or NDB Desc Angle 3.00°	377	485	539	647	755	862	PAPI			RT	

STRAIGHT-IN LANDING RWY 09					
ILS		LOC (GS out)	NDB		
DA(H) 128' (200')			MDA(H) 310' (382')		
FULL	ALS out			ALS out	
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

PANS OPS