Page 1
Changed chart(s) since Disc 09-2011
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 09-2011

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.

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 (113.0°M) TDZE -74'
Runway 27 (269.0°M) TDZE -70'
  Lights: Edge, ALS
Runway 29 (293.0°M) TDZE -79'

Communications Info

ATIS **131.5** MF
Astrakhan Tower **129.0** Secondary
Astrakhan Tower **118.6** MF
Astrakhan Approach Control **129.0** Secondary
Astrakhan Approach Control **126.0** MF
Astrakhan Krug Radar **129.0** Secondary VHF-DF
Astrakhan Krug Radar **120.6**

Notebook Info

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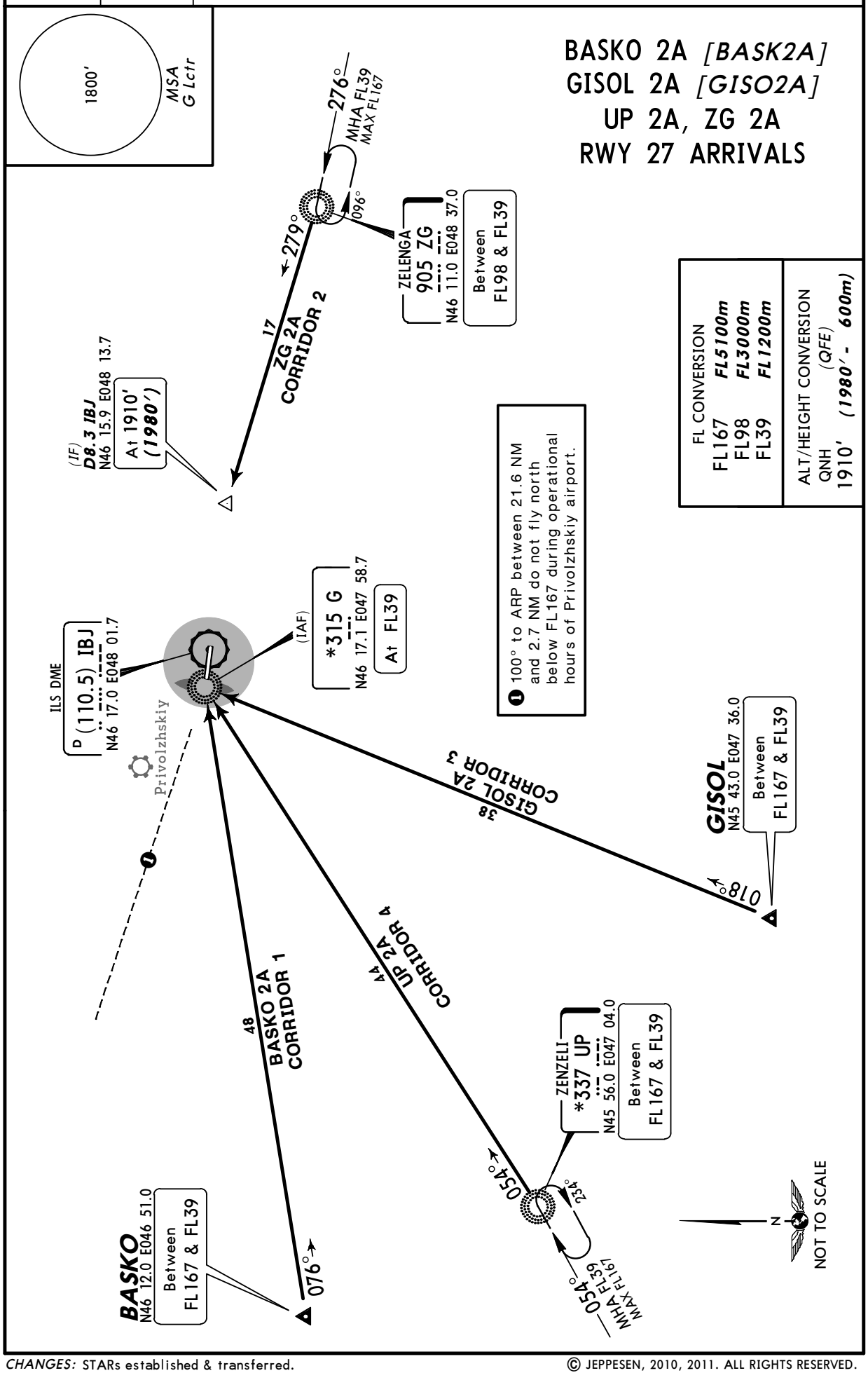
Apt Elev	ATIS	
-65′	131.5	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL39 Trans alt: 1910′ ***(1980′)*** For noise limitation flight mode as per flight manual.



CHANGES: STARs established & transferred.

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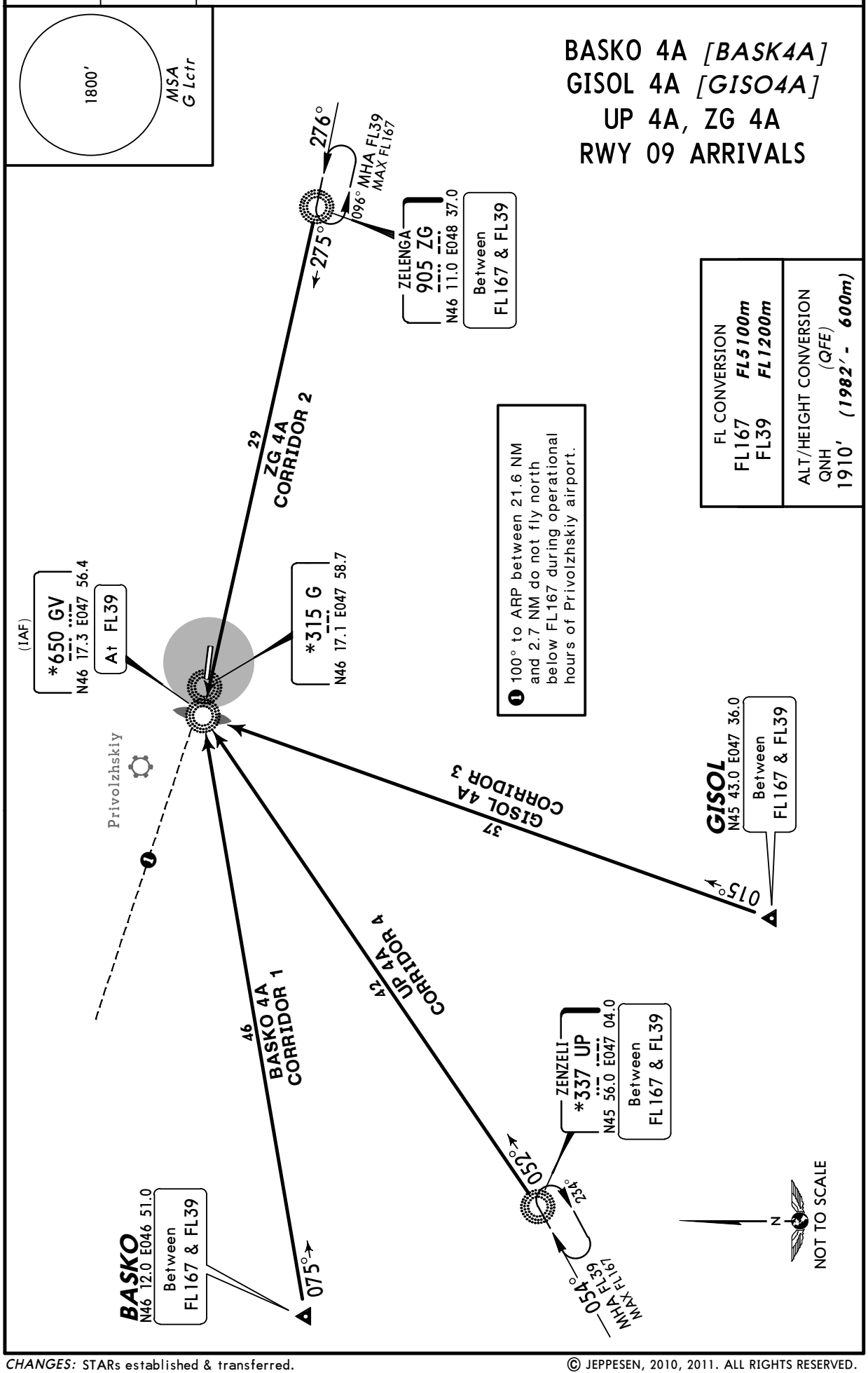
URWA/ASF
ASTRAKHAN

JEPPESEN
8 APR 11 (10-2A)

ASTRAKHAN, RUSSIA
STAR

Apt Elev	ATIS	
-65′	131.5	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL39 Trans alt: 1910′ ***(1982′)*** For noise limitation flight mode as per flight manual.



CHANGES: STARs established & transferred.

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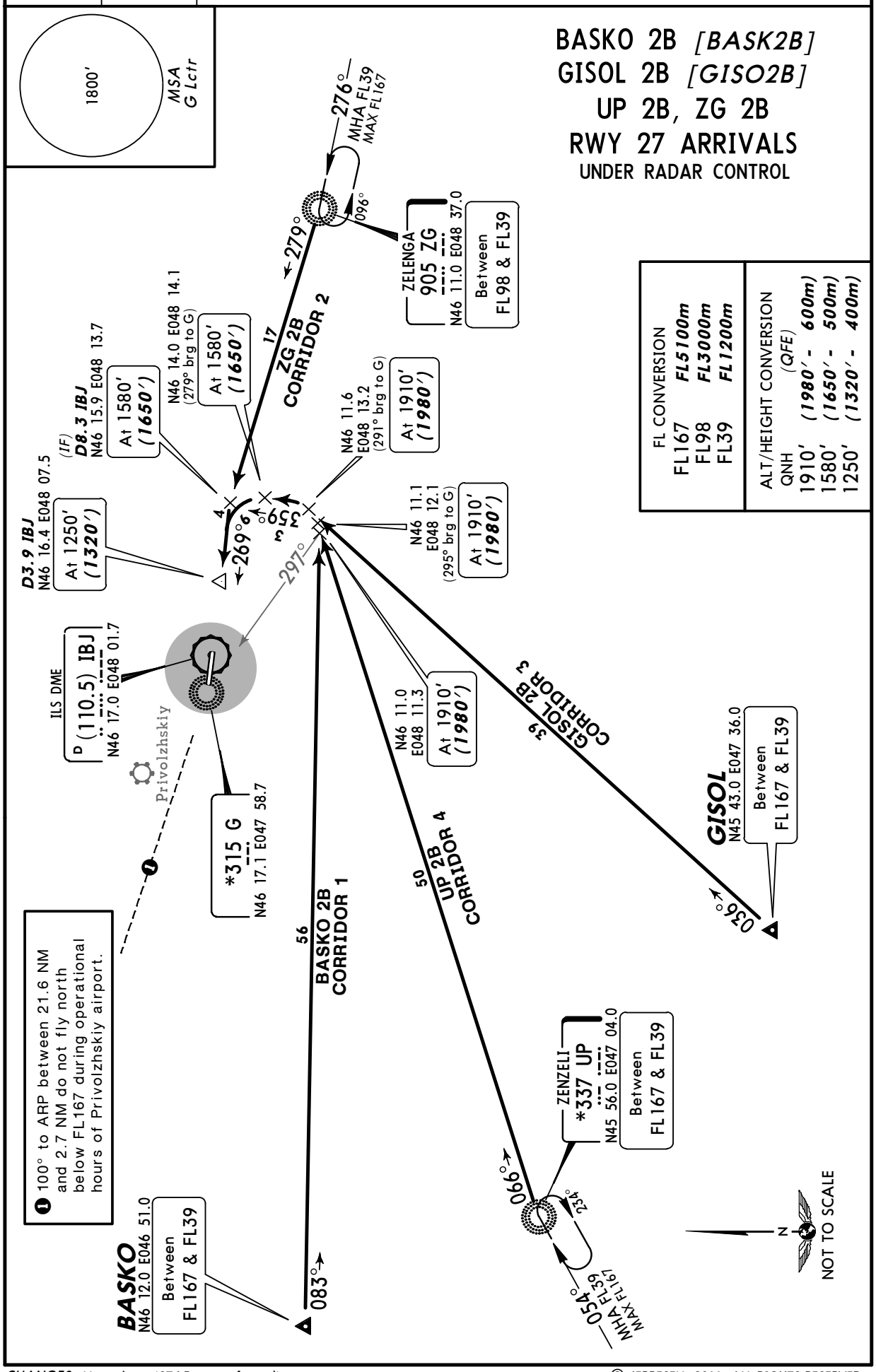
Apt Elev	ATIS	
-65′	131.5	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL39 Trans alt: 1910′ ***(1980′)*** For noise limitation flight mode as per flight manual.



CHANGES: New chart (STARs transferred).

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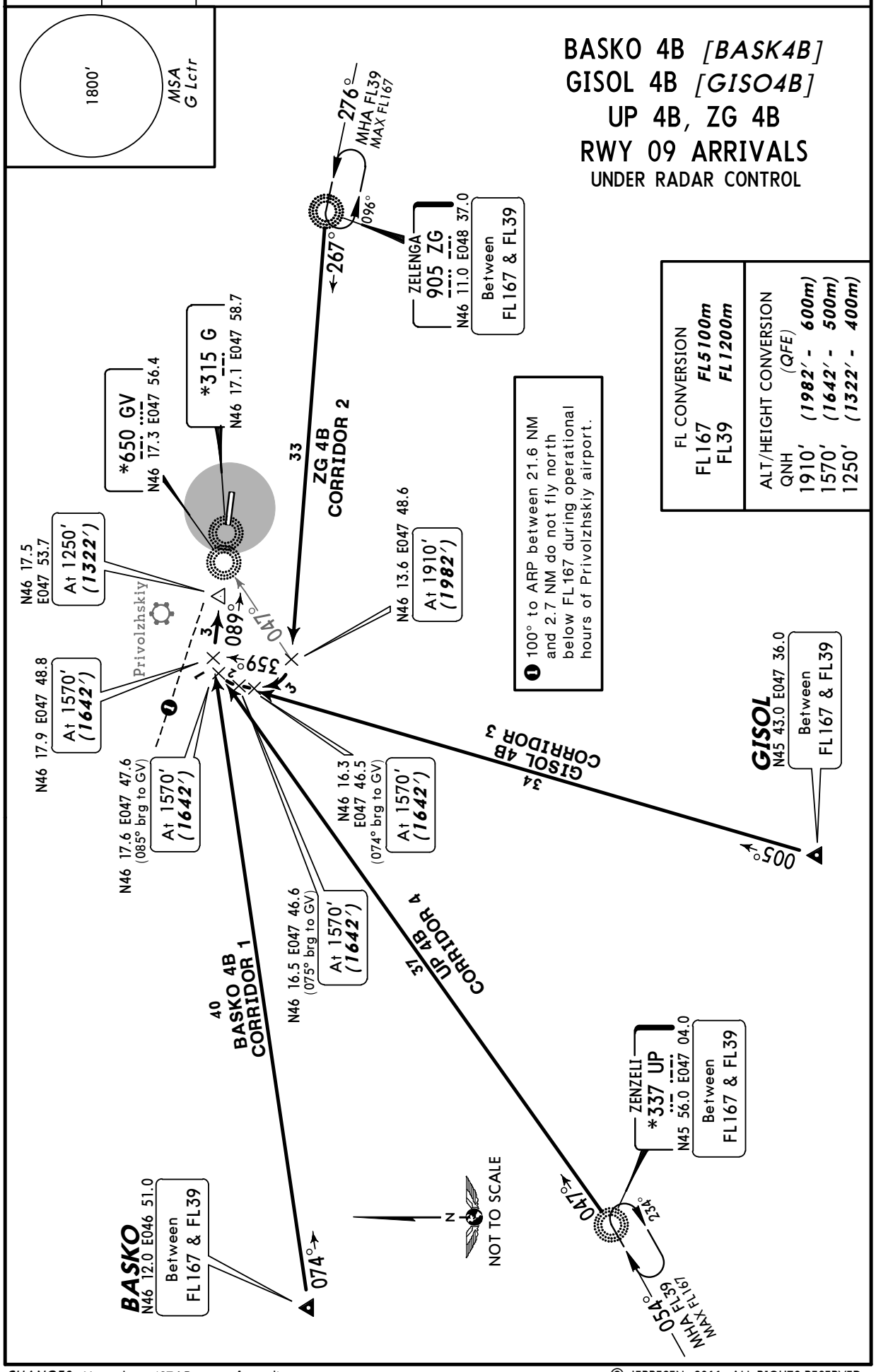
URWA/ASF
ASTRAKHAN

JEPPESEN
8 APR 11 (10-2C)

ASTRAKHAN, RUSSIA
STAR

Apt Elev	ATIS	
-65′	131.5	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL39 Trans alt: 1910′ ***(1982′)*** For noise limitation flight mode as per flight manual.



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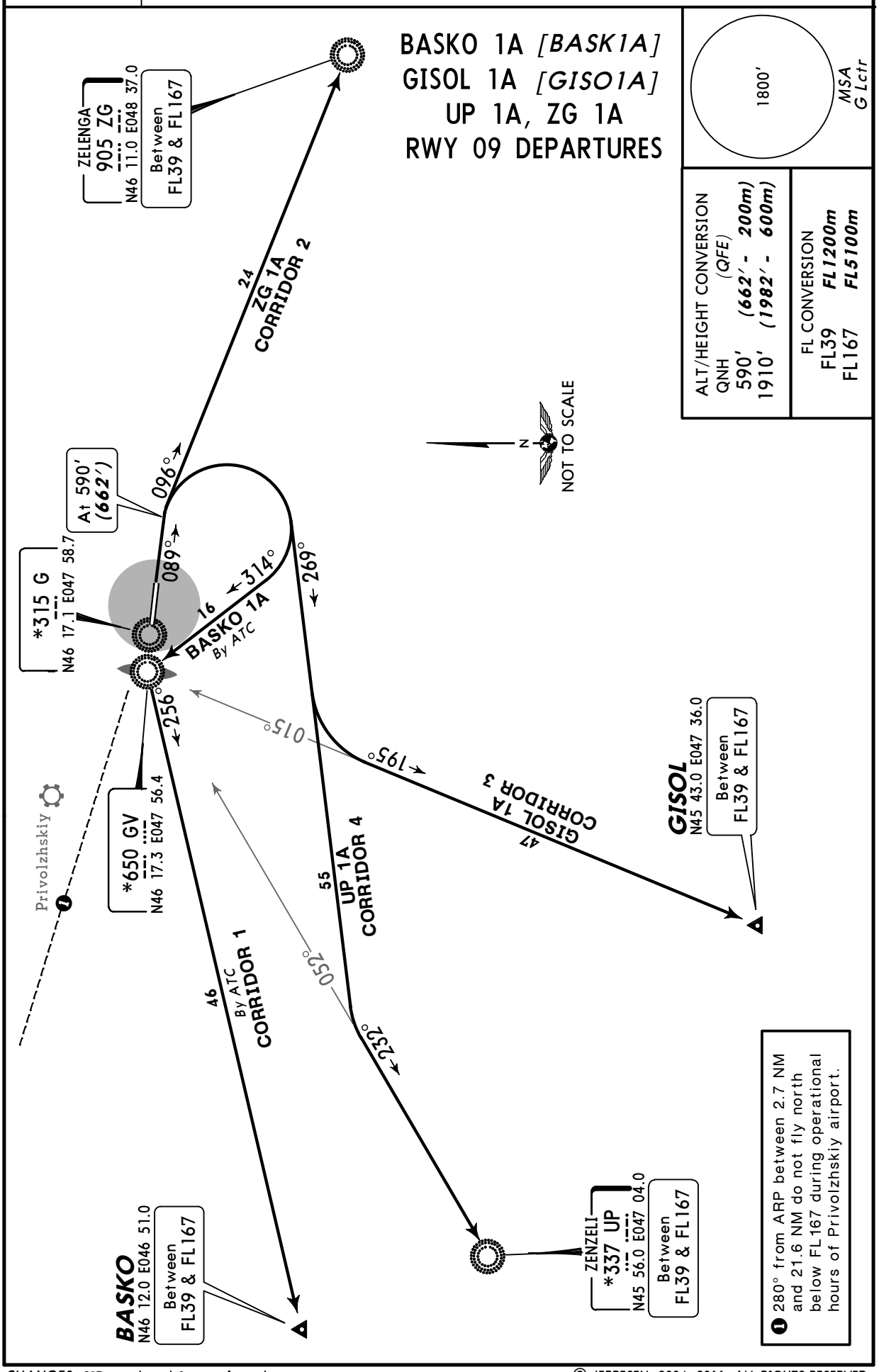
Apt Elev	
-65′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 1910′ ***(1982′)*** For noise limitation flight mode as per flight manual.



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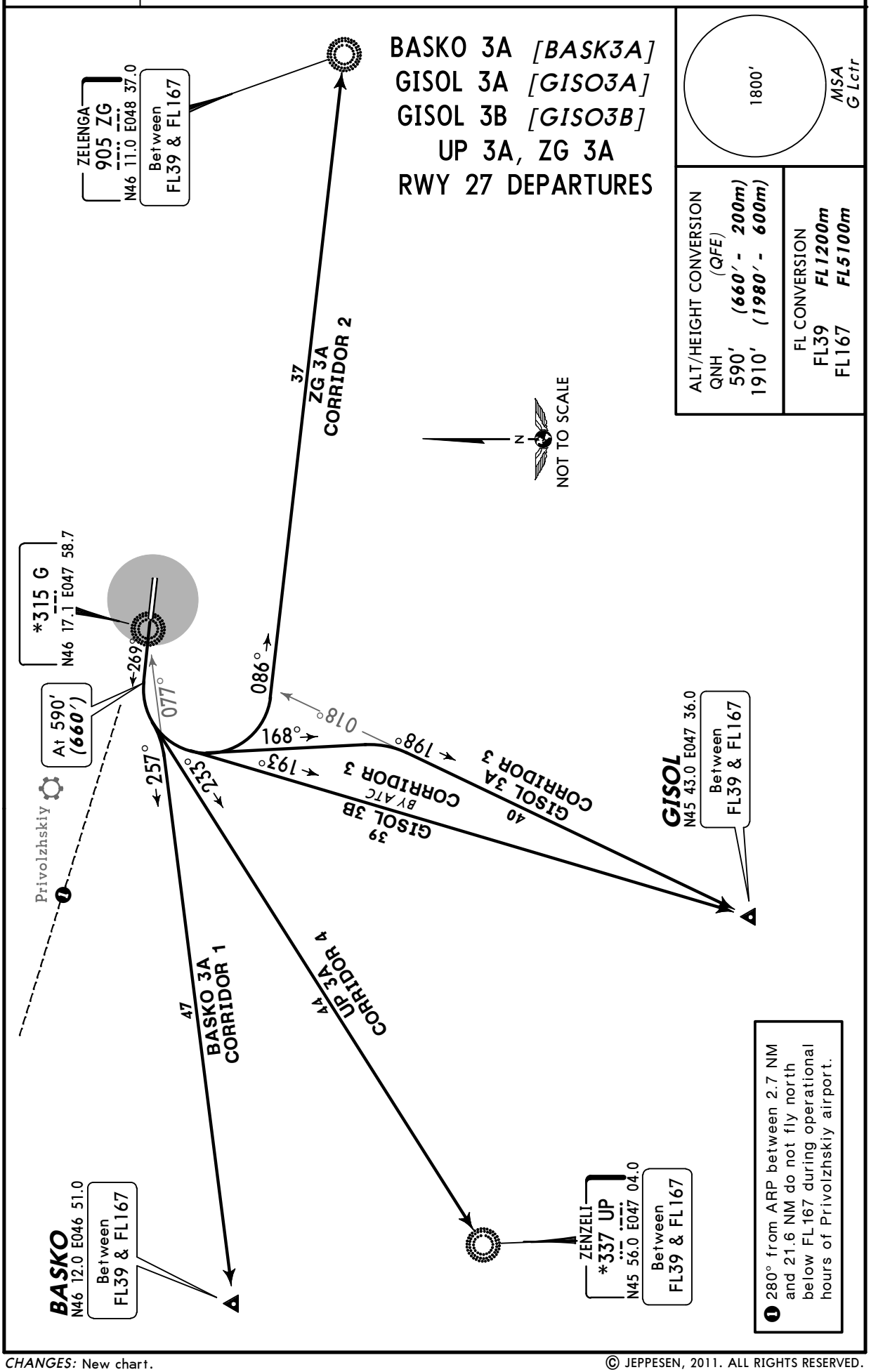
URWA/ASF
ASTRAKHAN

JEPPESEN
8 APR 11 (10-3A)

ASTRAKHAN, RUSSIA
SID

Apt Elev -65′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 1910′ ***(1980′)*** For noise limitation flight mode as per flight manual.



CHANGES: New chart.

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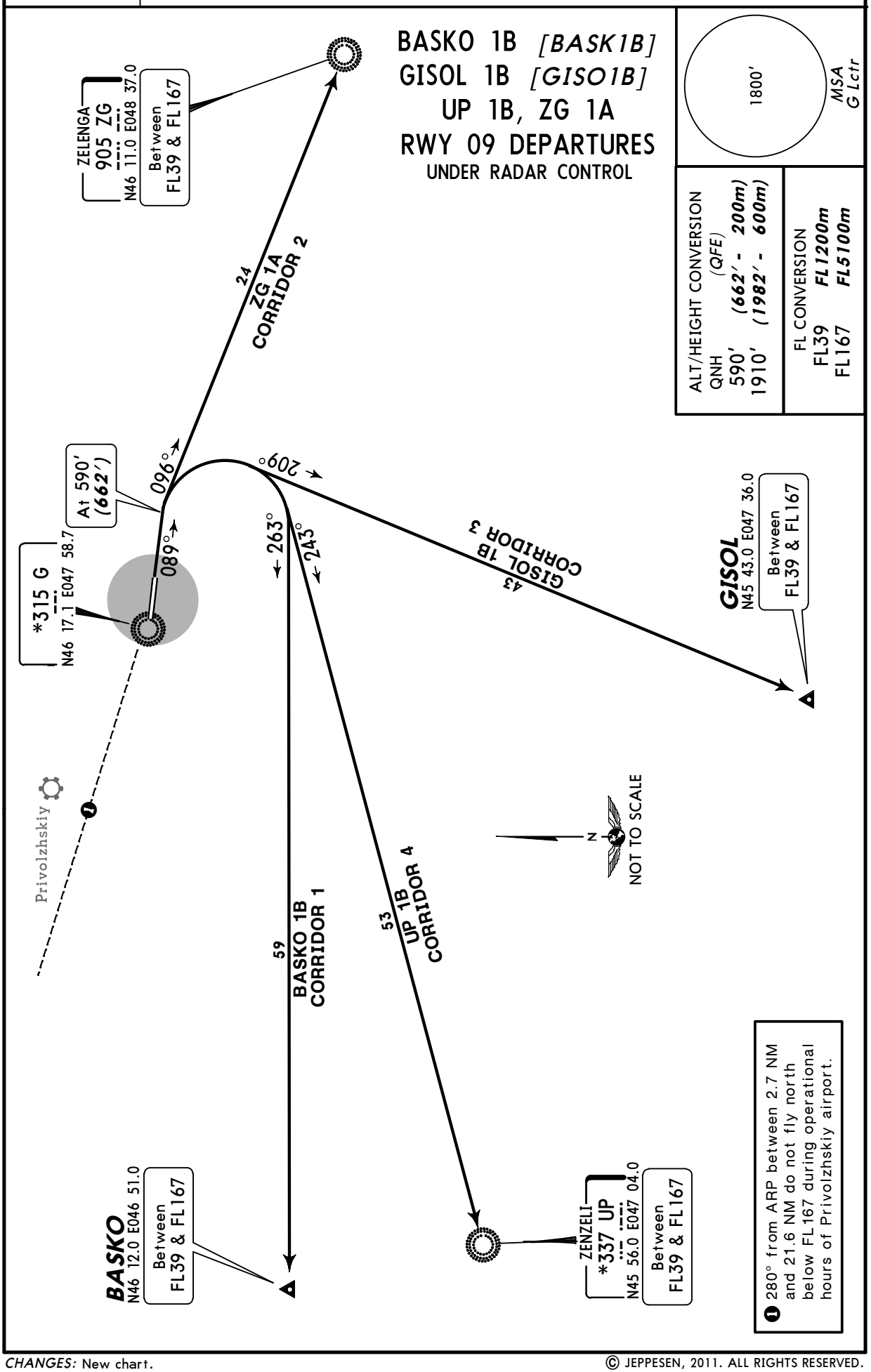
Apt Elev -65′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 1910′ ***(1982′)*** For noise limitation flight mode as per flight manual.



CHANGES: New chart.

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URWA/ASF

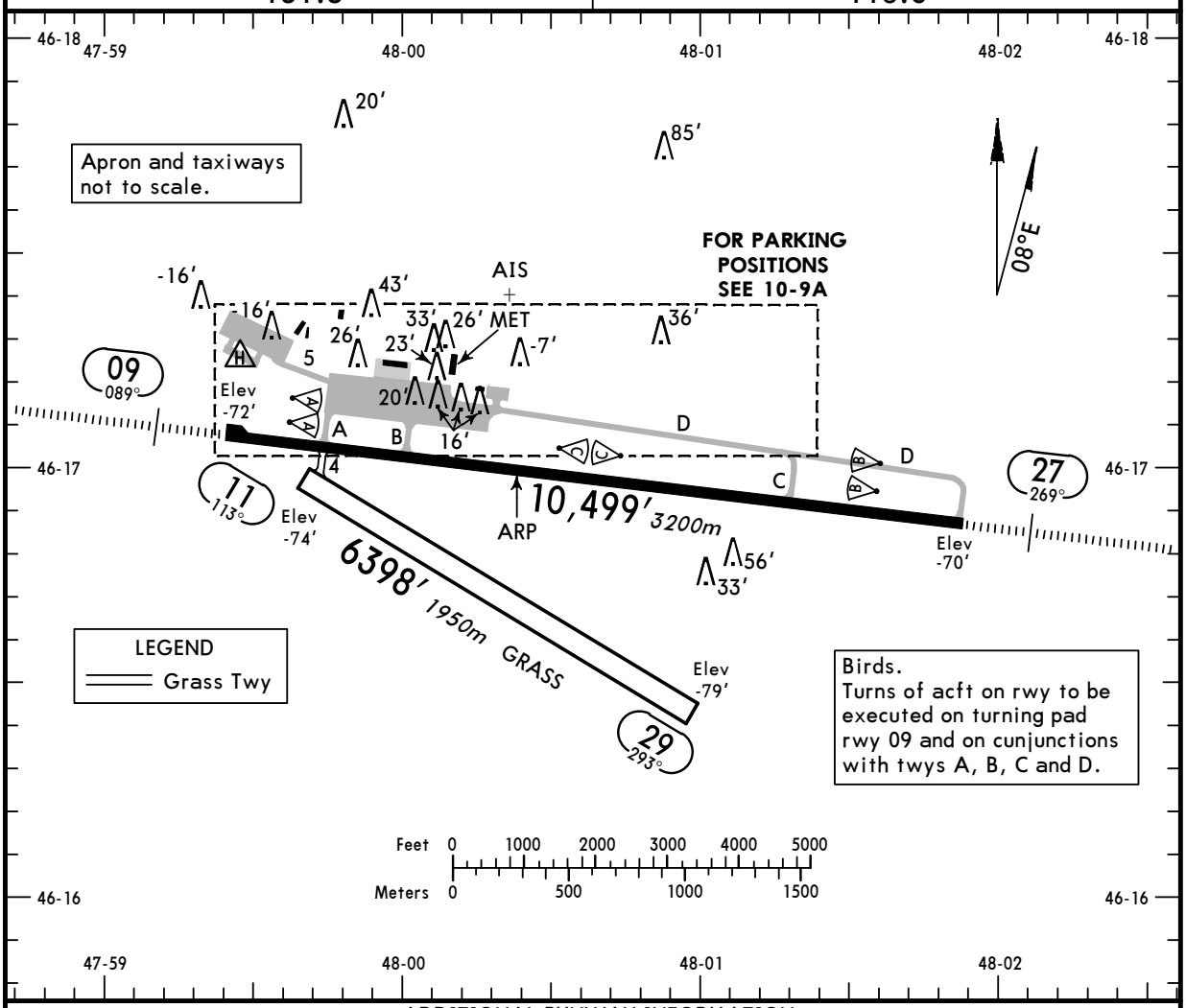
Apt Elev **-65'** (BELOW SEA LEVEL)
N46 17.0 E048 00.4

JEPPESEN 25 MAR 11 (10-9) **Eff 7 Apr**

ASTRAKHAN, RUSSIA

ASTRAKHAN

ATIS	ASTRAKHAN Tower (TWR/GND)
131.5	118.6



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09 27	HIRL *(58m)* HIALS PAPI-L (angle 3.0°) RVR		9588' *2922m*	❶	148' *45m*
11 29					328' *100m*

❶ TAKE-OFF RUN AVAILABLE

RWY 09:

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

RWY 27:

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

TAKE-OFF

AIR CARRIER (JAA)
Rwy 09/27

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

CHANGES: Transmissometer positions. Usable lengths. Lights.

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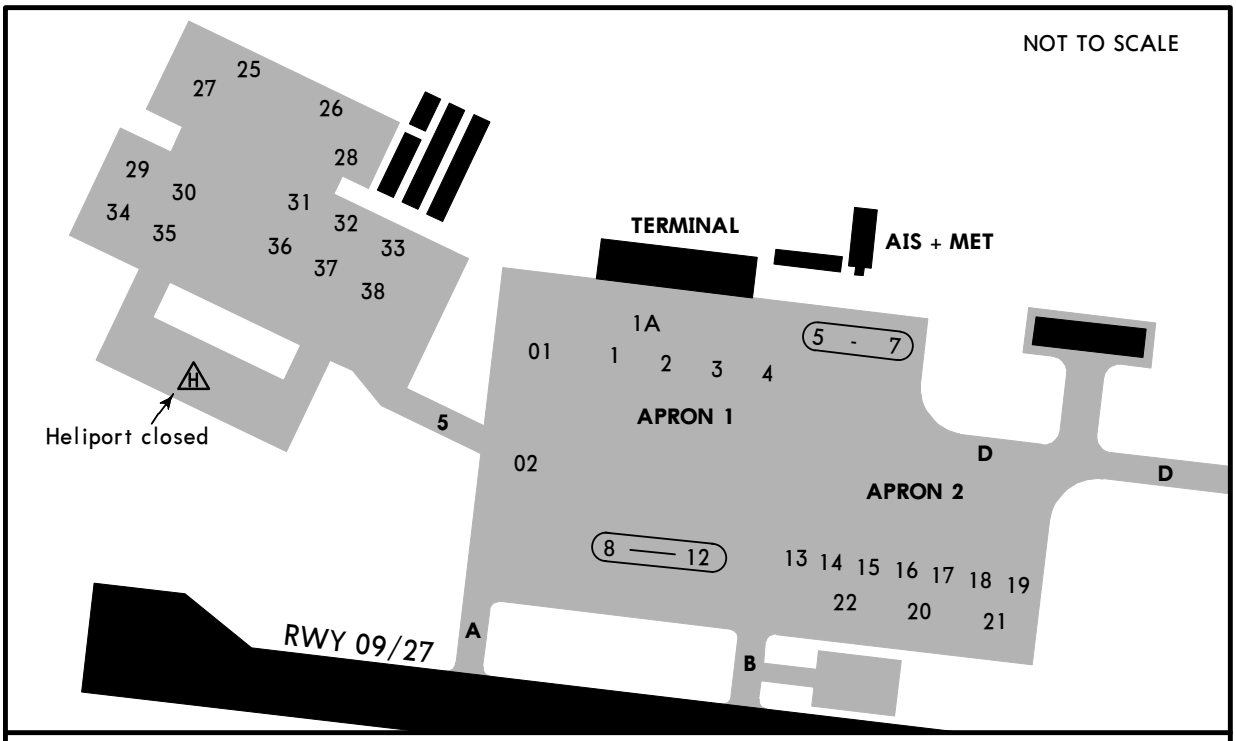

Taxiing into stands via Twy A. Twy B only by ATC.
Taxiing along Twy 5 is only by towing.
Taxiing out from stands 1 thru 7 only by towing.
Acft with wingspan up to 105'/32m shall be escorted by follow me car at NIGHT.
When VIS is less than 400m acft shall be escorted by follow me car.
Parking stands 01, 02, 1 thru 8, 13 thru 19, 25 thru 38 available for helicopters.

CHANGES: Parking stands. Notes.

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STRAIGHT-IN RWY		A	B	C	D
09	ILS	**128**′(200′)	**128**′(200′)	**128**′(200′)	**128**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	**340**′(412′)	**340**′(412′)	**340**′(412′)	**340**′(412′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	NDB ❶	**410**′(482′)	**410**′(482′)	**410**′(482′)	**410**′(482′)
	(with FAF)	**R1500m**	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	C2300m	C2300m
	NDB	**660**′(732′)	**660**′(732′)	**660**′(732′)	**660**′(732′)
	(w/o FAF)	**C2900m**	**C2900m**	**C3100m**	**C3100m**
	ALS out	C3600m	C3600m	C3800m	C3800m
27	ILS	**130**′(200′)	**130**′(200′)	**130**′(200′)	**130**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB DME ❶	**410**′(480′)	**410**′(480′)	**410**′(480′)	**410**′(480′)
	(with FAF)	**R1500m**	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	C2200m	C2200m
	NDB DME	**650**′(720′)	**650**′(720′)	**650**′(720′)	**650**′(720′)
	(w/o FAF)	**C2800m**	**C2800m**	**C3000m**	**C3000m**
	ALS out	C3500m	C3500m	C3700m	C3700m
	NDB ❶	**410**′(480′)	**410**′(480′)	**410**′(480′)	**410**′(480′)
	(with FAF)	**R1500m**	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	C2200m	C2200m
	NDB	**650**′(720′)	**650**′(720′)	**650**′(720′)	**650**′(720′)
	(w/o FAF)	**C2800m**	**C2800m**	**C3000m**	**C3000m**
	ALS out	C3500m	C3500m	C3700m	C3700m

❶ 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, B, C	250m	400m	500m
D	300m		

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URWA/ASF ASTRAKHAN

JEPPESEN
25 MAR 11
Eff 7 Apr
(11-1)

ASTRAKHAN, RUSSIA
❶ILS or 2 NDB Rwy 09

BRIEFING STRIP ™

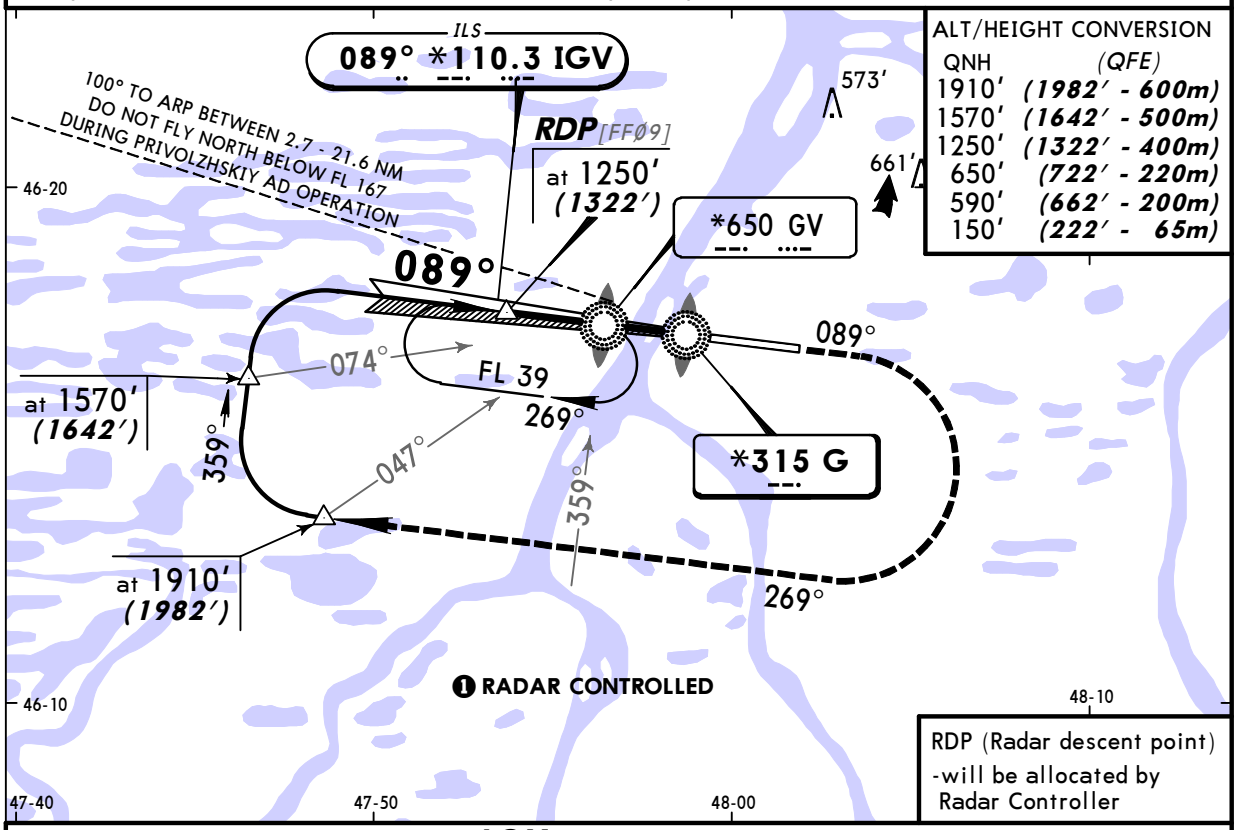
ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Tower (TWR/GND)
131.5	126.0	120.6	118.6

LOC IGV ***110.3**	*Final Apch Crs* **089°**	*GS* ***LOM*** 650′ *(722′)*	*ILS DA(H)* 128′ *(200′)*	*Apt Elev* -65′ (BELOW SEA LEVEL)
NDB G ***315**		*Minimum Alt* ***RDP*** 1250′ *(1322′)*	*NDB MDA(H)* 340′ *(412′)*	*RWY* **-72′**

MISSED APCH: Climb on 089° to 590′ *(662′)*, then turn RIGHT onto 269° climbing to 1910′ *(1982′)*, then as directed.

1800′ *MSA G NDB*

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.

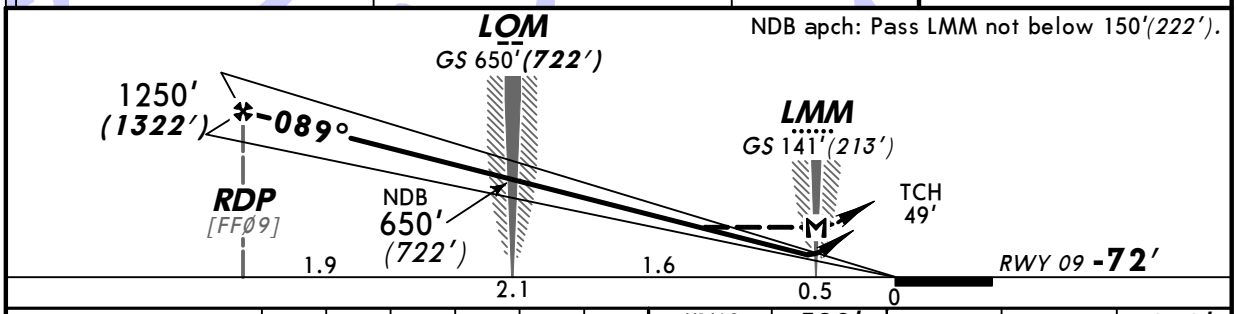


ALT/HEIGHT CONVERSION

QNH	(QFE)
1910′	***(1982′ - 600m)***
1570′	***(1642′ - 500m)***
1250′	***(1322′ - 400m)***
650′	***(722′ - 220m)***
590′	***(662′ - 200m)***
150′	***(222′ - 65m)***

RDP (Radar descent point) -will be allocated by Radar Controller

NDB apch: Pass LMM not below 150′*(222′)*.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc angle 3.00°	377	484	538	646	753	861
MAP at LMM						

HIALS PAPI 590′ *(662′)* on 089° 269° RT 1910′ *(1982′)*

STRAIGHT-IN LANDING RWY **09**

PANS OPS

	ILS DA(H) 128′ *(200′)* FULL	ILS DA(H) 128′ *(200′)* ALS out	LOC (GS out)	NDB MDA(H) 340′ *(412′)*	NDB MDA(H) 340′ *(412′)* ALS out
A	RVR *720m* VIS *800m*	*1200m*	NOT AUTH	*1200m*	RVR *1500m* VIS *1600m*
B					
C					RVR *1800m* VIS *2000m*
D				RVR *1500m* VIS *1600m*	

CHANGES: Procedure. Minimums.

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URWA/ASF ASTRAKHAN

JEPPESEN
25 MAR 11
Eff 7 Apr
(11-2)

CAT C & D

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

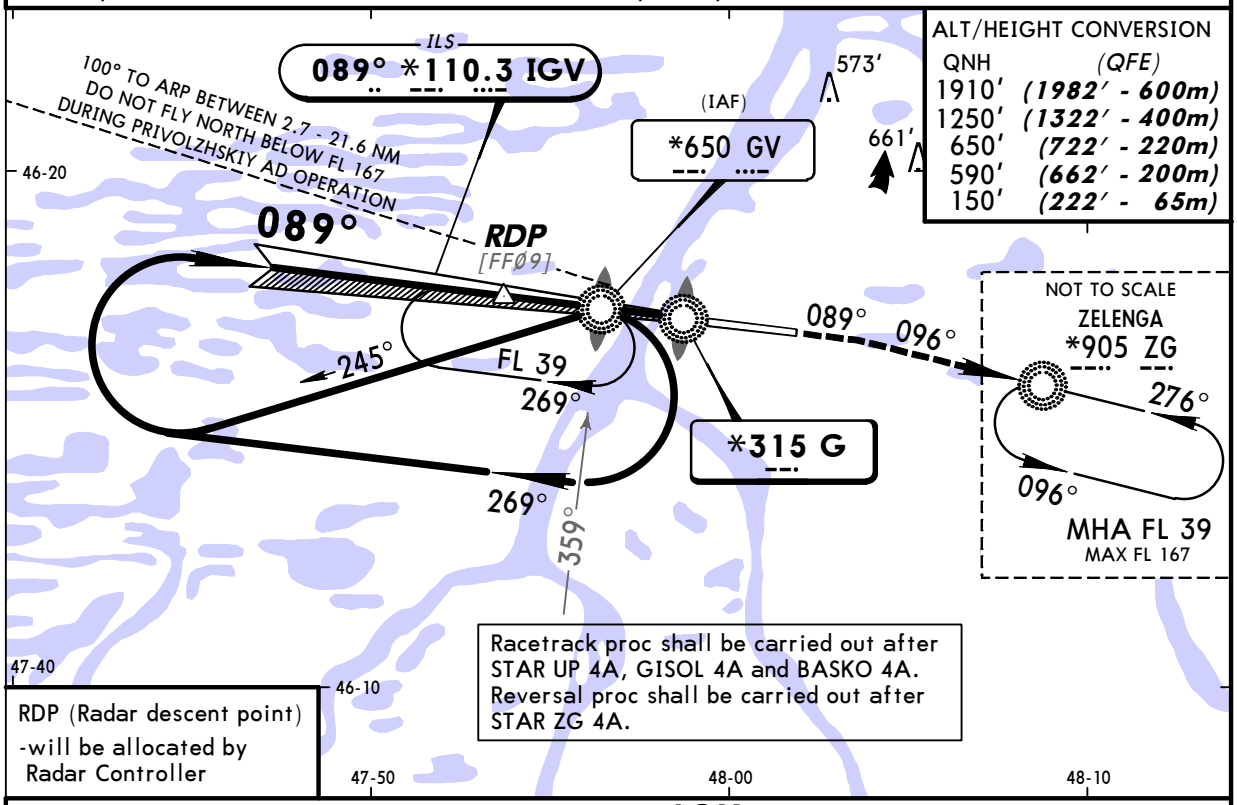
LOC IGV *110.3	Final Apch Crs 089°	GS LOM 650′ (722′)	ILS DA(H) 128′ (200′)	Apt Elev -65′ (BELOW SEA LEVEL)
NDB G *315		Minimum Alt RDP 1250′ (1322′)	NDB MDA(H) 340′ (412′)	RWY -72′

1800′
MSA G NDB

MISSED APCH: Climb on 089° to 590′ (662′), then turn RIGHT to ZG NDB climbing to FL 39, or as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 1910′ (1982′)

1. Procedure restricted to 225 KT.
2. Heavy turbulence with downdrafts and wind shear may be expected on final.

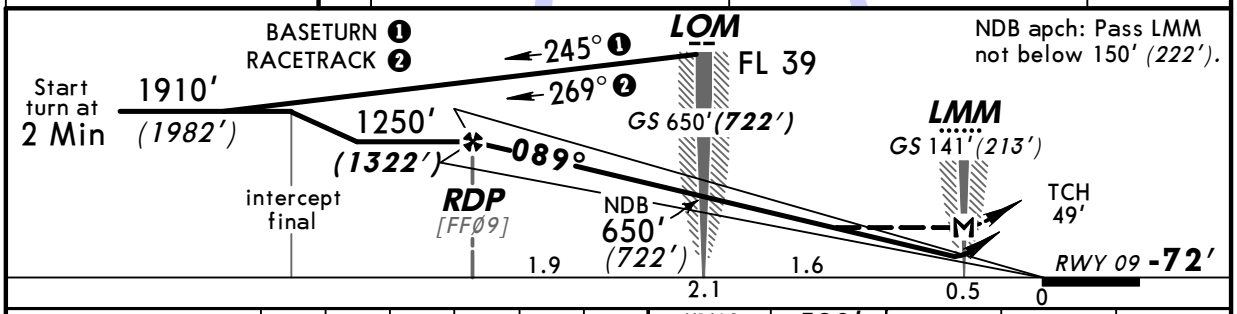


ALT/HEIGHT CONVERSION

QNH	(QFE)
1910′	(1982′ - 600m)
1250′	(1322′ - 400m)
650′	(722′ - 220m)
590′	(662′ - 200m)
150′	(222′ - 65m)

Racetrack proc shall be carried out after STAR UP 4A, GISOL 4A and BASKO 4A. Reversal proc shall be carried out after STAR ZG 4A.

RDP (Radar descent point) -will be allocated by Radar Controller



NDB apch: Pass LMM not below 150′ (222′).

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc angle 3.00°	377	484	538	646	753	861
MAP at LMM						

HIALS PAPI | 590′ (662′) on 089° | FL 39 RT | ZG 905

STRAIGHT-IN LANDING RWY 09

	ILS DA(H) 128′ (200′) FULL	ILS DA(H) 128′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 340′ (412′)	NDB MDA(H) 340′ (412′) ALS out
A	see 11-3		NOT AUTH	see 11-3	
B					
C	RVR 720m VIS 800m	1200m		1200m	RVR 1800m VIS 2000m
D				RVR 1500m VIS 1600m	

PANS OPS

CHANGES: New procedure.

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URWA/ASF ASTRAKHAN

JEPPESEN
25 MAR 11
Eff 7 Apr
(11-3)

CAT A & B

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

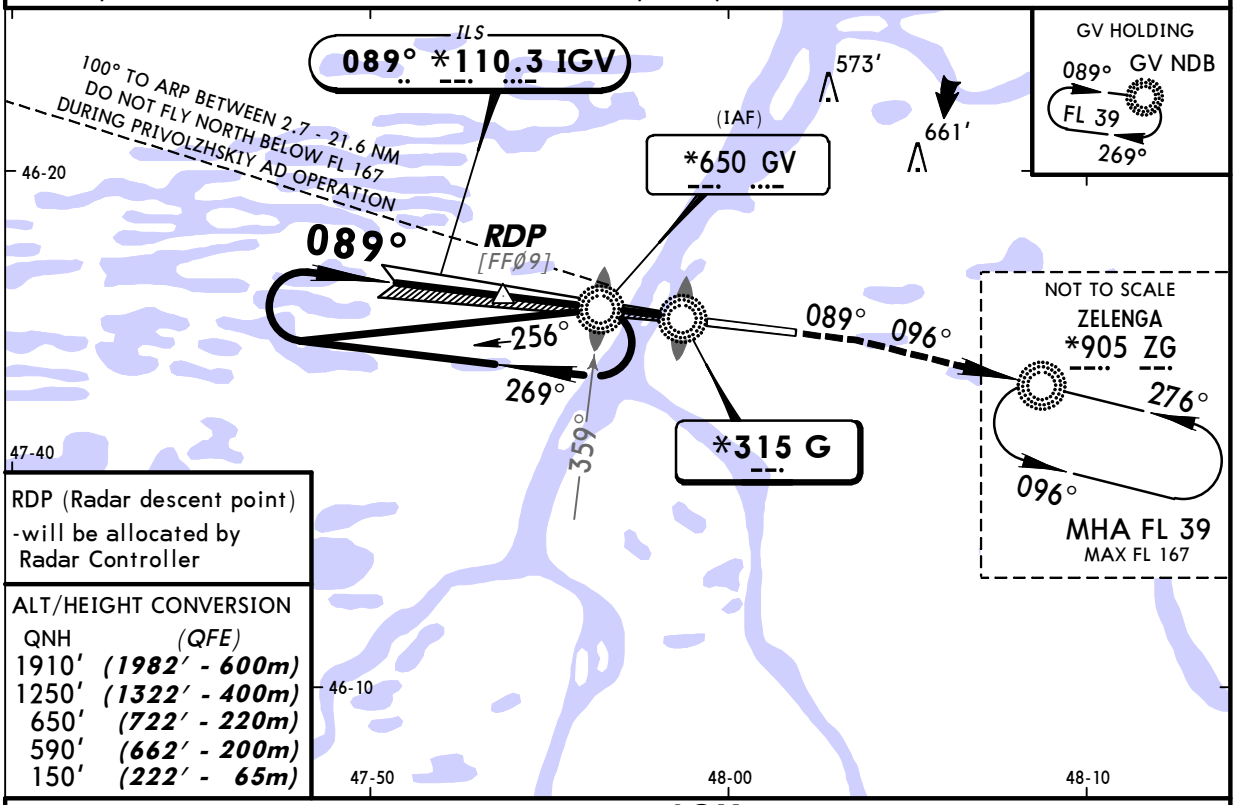
LOC IGV *110.3	Final Apch Crs 089°	GS LOM 650′ (722′)	ILS DA(H) 128′ (200′)	Apt Elev -65′ (BELOW SEA LEVEL)
NDB G *315		Minimum Alt RDP 1250′ (1322′)	NDB MDA(H) 340′ (412′)	RWY -72′

MISSED APCH: Climb on 089° to 590′ (662′), then turn RIGHT to ZG NDB climbing to FL 39, or as directed.

1800′ MSA G NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 1910′ (1982′)

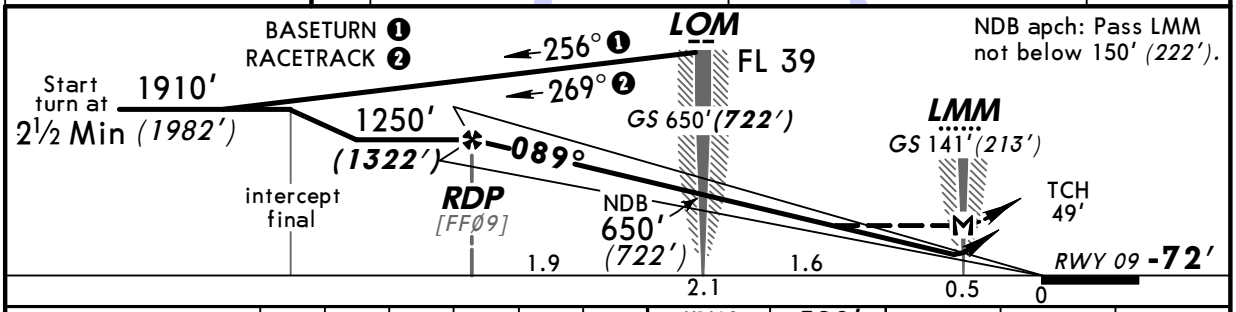
1. Procedure restricted to 225 KT.
2. Heavy turbulence with downdrafts and wind shear may be expected on final.



RDP (Radar descent point)
-will be allocated by Radar Controller

ALT/HEIGHT CONVERSION

QNH	(QFE)
1910′	(1982′ - 600m)
1250′	(1322′ - 400m)
650′	(722′ - 220m)
590′	(662′ - 200m)
150′	(222′ - 65m)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc angle 3.00°	377	484	538	646	753	861
MAP at LMM						

HIALS PAPI | 590′ (662′) on 089° | FL 39 RT | ZG 905

STRAIGHT-IN LANDING RWY 09

	ILS DA(H) 128′ (200′) FULL	ILS DA(H) 128′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 340′ (412′)	NDB MDA(H) 340′ (412′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B					
C	see 11-2			see 11-2	
D					

PANS OPS

CHANGES: New procedure.

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URWA/ASF ASTRAKHAN

JEPPESEN
25 MAR 11 (11-4) Eff 7 Apr

ASTRAKHAN, RUSSIA
❶ ILS DME Rwy 27

BRIEFING STRIP ™

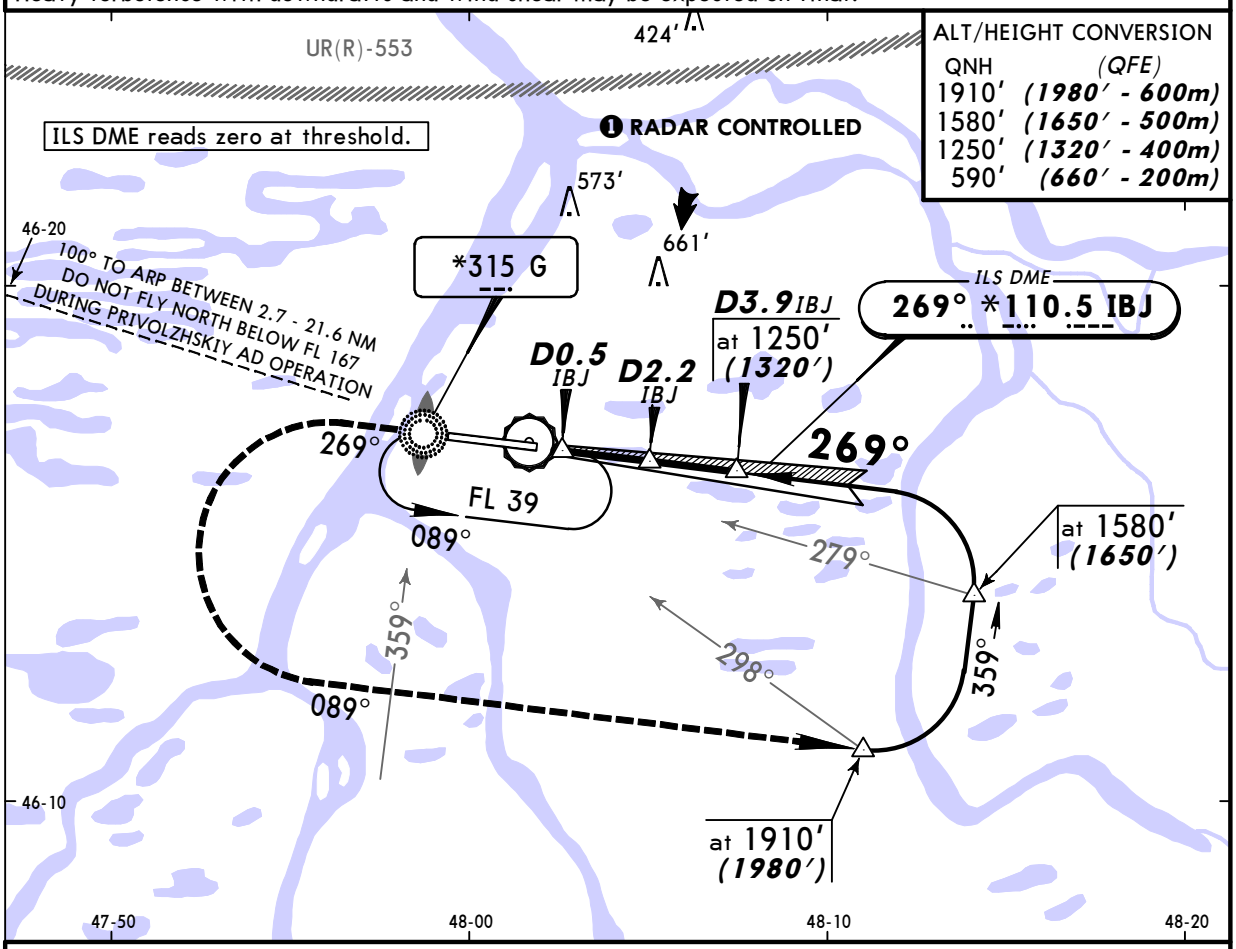
ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Tower (TWR/GND)
131.5	126.0	120.6	118.6

LOC	Final	GS	ILS	Apt Elev -65' (BELOW SEA LEVEL)
IBJ	Apch Crs	D2.2 IBJ	DA(H)	RWY -70'
*110.5	269°	668' (738')	130' (200')	

1800'
MSA G NDB

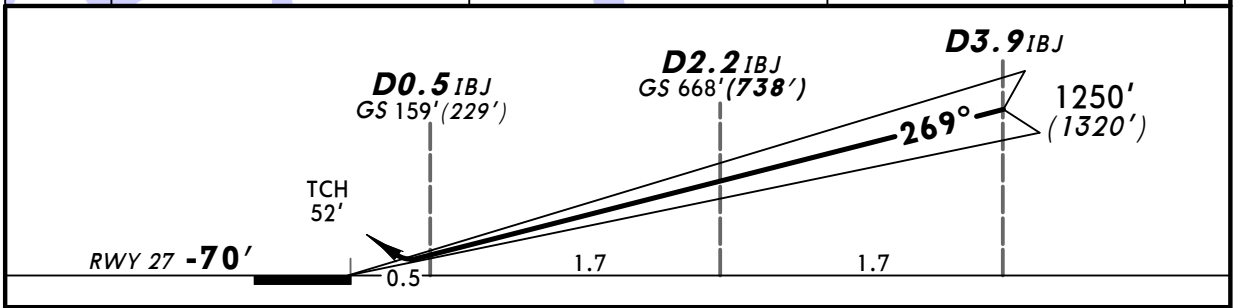
MISSED APCH: Climb on 269° to 590' (660'), then turn LEFT onto 089° climbing to 1910' (1980'), then as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 1910' **(1980')**
Heavy turbulence with downdrafts and wind shear may be expected on final.



ALT/HEIGHT CONVERSION

QNH	(QFE)
1910'	(1980' - 600m)
1580'	(1650' - 500m)
1250'	(1320' - 400m)
590'	(660' - 200m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS
PAPI

590' (660') on 269°

089° LT

1910' (1980')

STRAIGHT-IN LANDING RWY **27**

	ILS		LOC (GS out)
	DA(H) 130' (200')		
	FULL	ALS out	
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: New procedure.

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URWA/ASF ASTRAKHAN

JEPPESEN
25 MAR 11
Eff 7 Apr
11-5
CAT C & D

ASTRAKHAN, RUSSIA ILS DME Rwy 27

BRIEFING STRIP ™

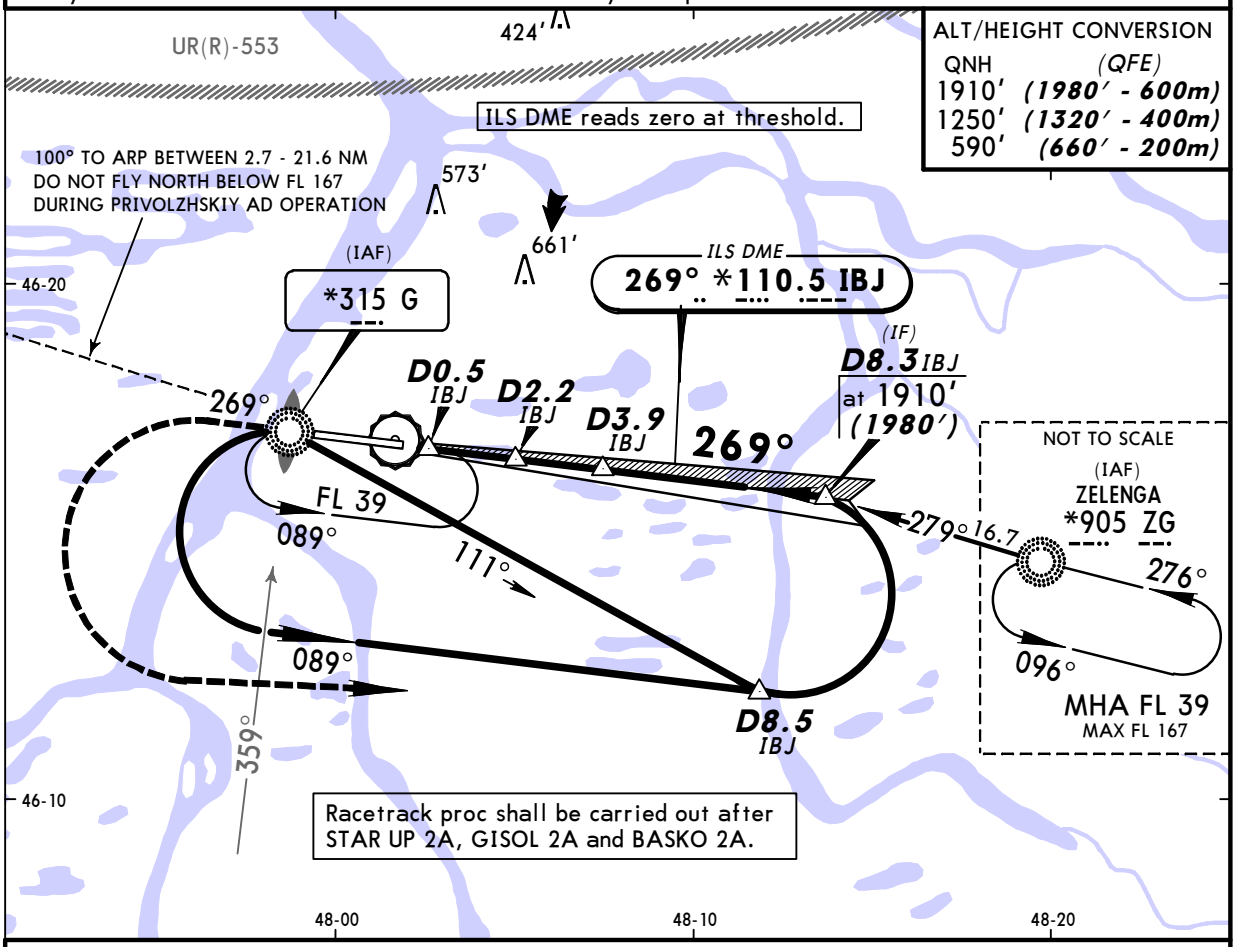
ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Tower (TWR/GND)
131.5	126.0	120.6	118.6

LOC IBJ	Final Apch Crs	GS D2.2 IBJ	ILS DA(H)	Apt Elev -65' (BELOW SEA LEVEL)
*110.5	269°	668' (738')	130' (200')	RWY -70'

1800'
MSA G NDB

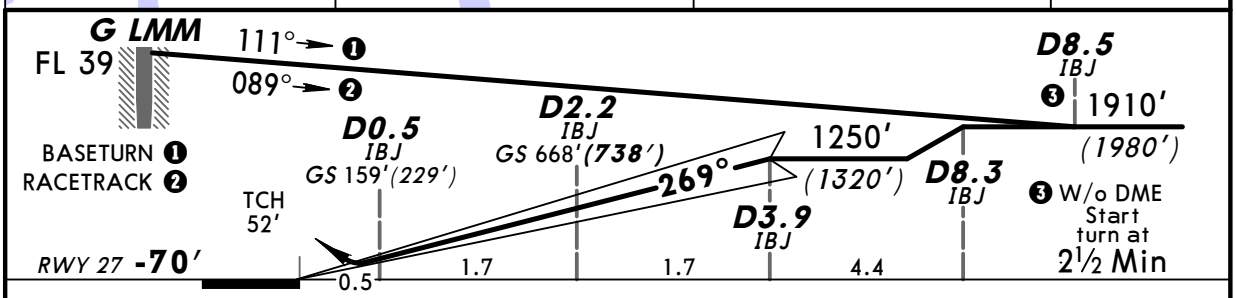
MISSED APCH: Climb on 269° to 590' (660'), then turn LEFT to ZG NDB climbing to FL 39, or as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 1910' (1980')
Heavy turbulence with downdrafts and wind shear may be expected on final.



ALT/HEIGHT CONVERSION

QNH	(QFE)
1910'	(1980' - 600m)
1250'	(1320' - 400m)
590'	(660' - 200m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS
PAPI

590' (660') on 269°

FL 39 LT

ZG 905

STRAIGHT-IN LANDING RWY 27

ILS DA(H) 130' (200') FULL	ILS DA(H) 130' (200') ALS out	LOC (GS out)
see 11-6		NOT AUTHORIZED
RVR 720m VIS 800m	1200m	

PANS OPS

A	see 11-6		NOT AUTHORIZED
B	see 11-6		NOT AUTHORIZED
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
D	RVR 720m VIS 800m	1200m	NOT AUTHORIZED

CHANGES: New procedure.

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URWA/ASF ASTRAKHAN

JEPPESEN
25 MAR 11
Eff 7 Apr
11-6
CAT A & B

ASTRAKHAN, RUSSIA ILS DME Rwy 27

BRIEFING STRIP ™

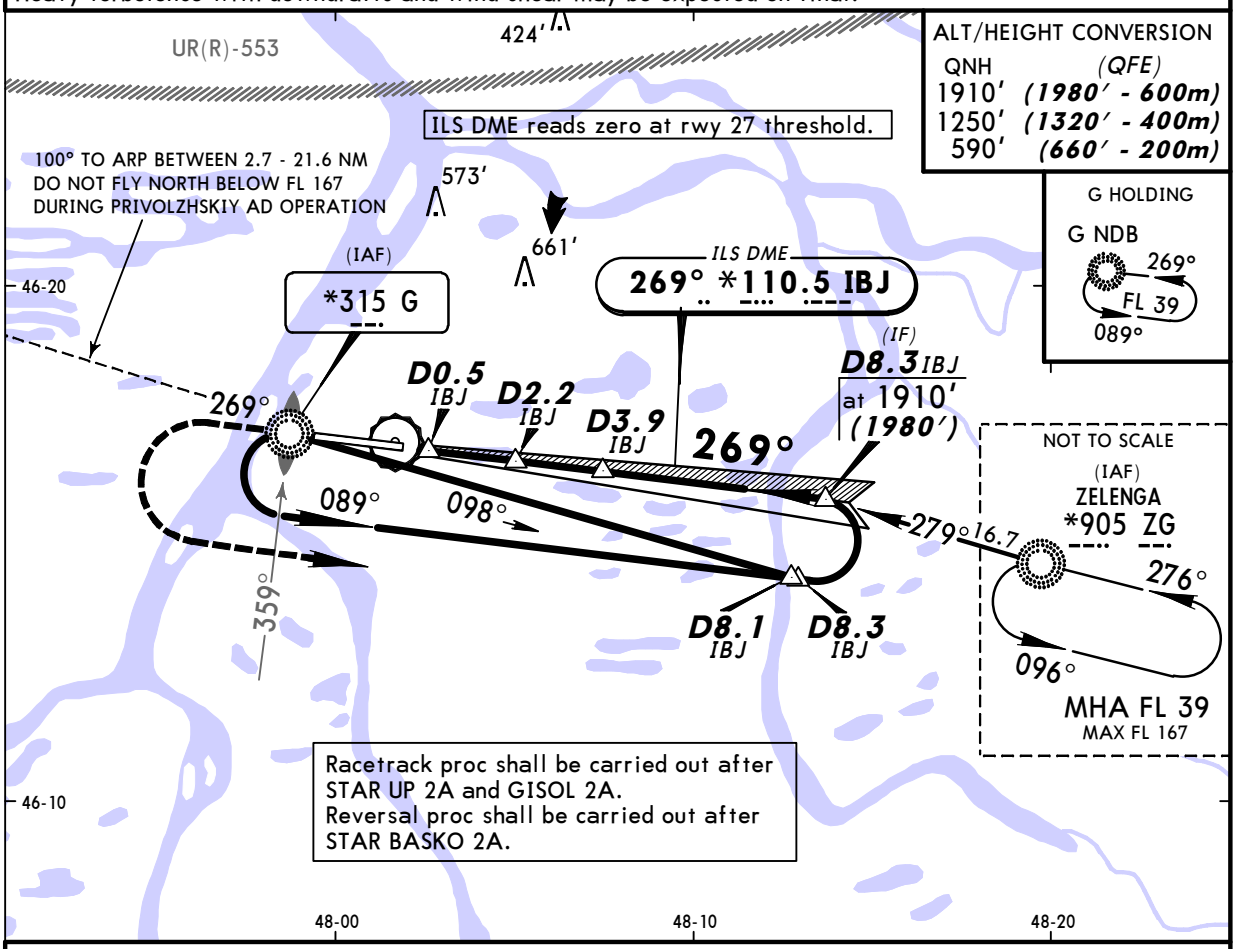
ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Tower (TWR/GND)
131.5	126.0	120.6	118.6

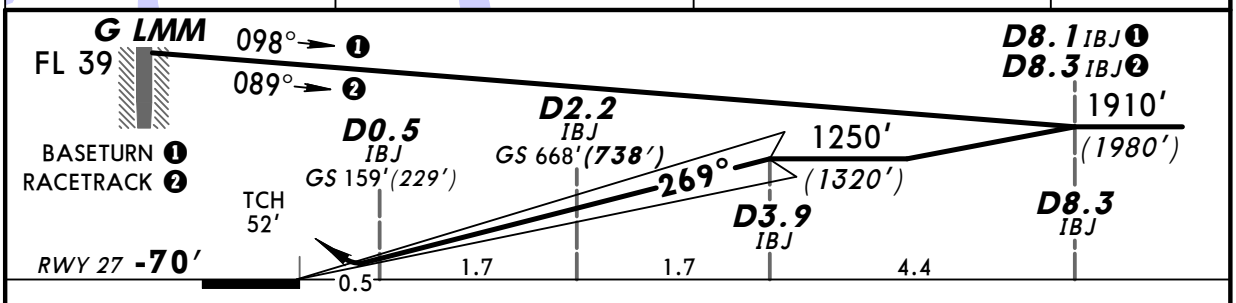
LOC IBJ	Final Apch Crs	GS D2.2 IBJ	ILS DA(H)	Apt Elev -65' (BELOW SEA LEVEL)
*110.5	269°	668'(738')	130'(200')	RWY -70'

1800'
MSA G NDB

MISSED APCH: Climb on 269° to 590' (660'), then turn LEFT to ZG NDB climbing to FL 39, or as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 1910' (1980')
Heavy turbulence with downdrafts and wind shear may be expected on final.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS
PAPI

590' (660') on 269°

FL 39 LT

ZG 905

STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 130'(200') FULL	ILS DA(H) 130'(200') ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C	see 11-5		
D			

PANS OPS

CHANGES: New procedure.

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URWA/ASF ASTRAKHAN

JEPPESEN
25 MAR 11 (16-1) Eff 7 Apr

ASTRAKHAN, RUSSIA
❶ NDB Rwy 09

BRIEFING STRIP ™

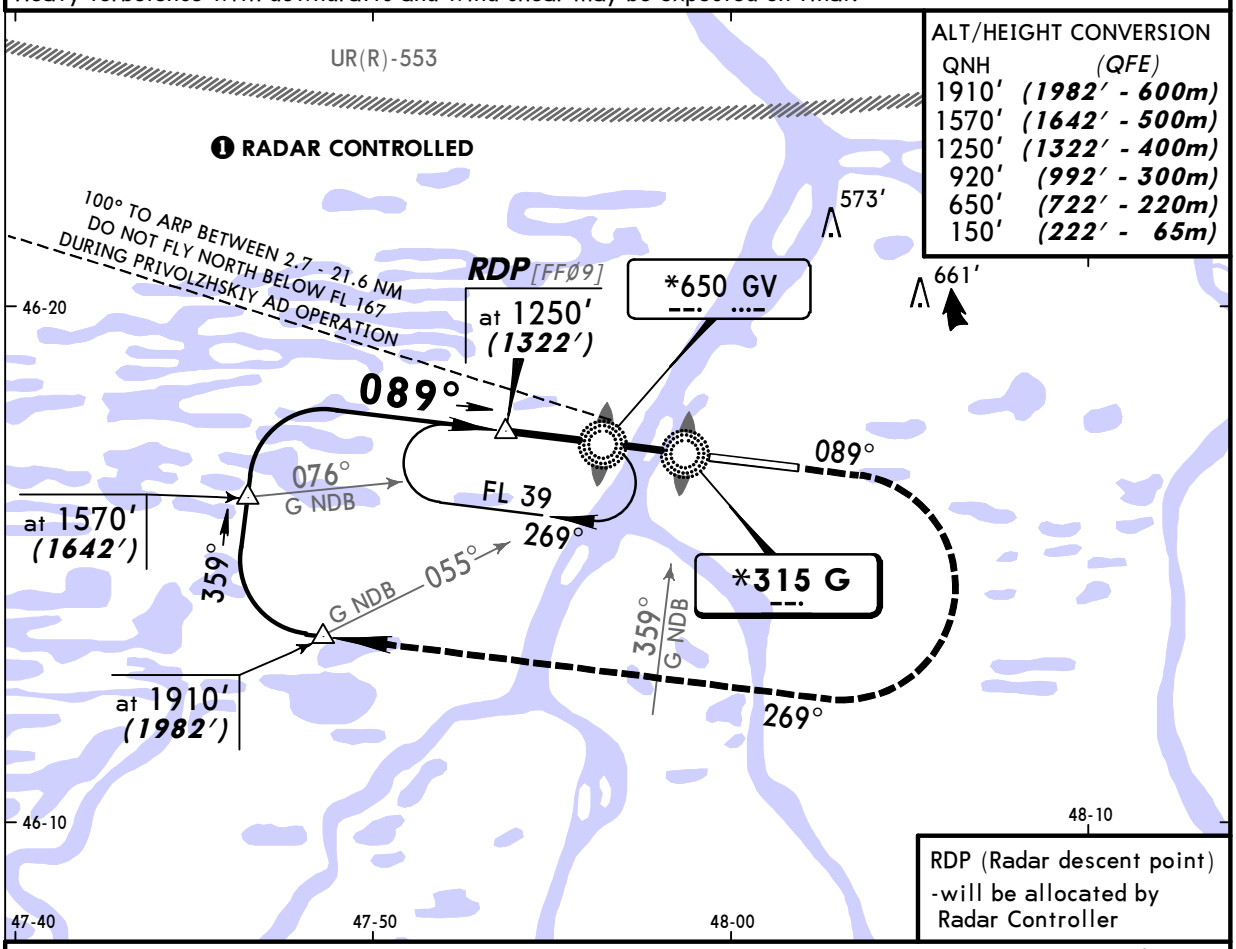
ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Tower (TWR/GND)
131.5	126.0	120.6	118.6

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev -65'
G *315	089°	RDP 1250' (1322')	(CONDITIONAL) 410' (482')	(BELOW SEA LEVEL) RWY -72'

1800'
MSA G NDB

MISSED APCH: Climb on 089° to 920' (992'), then turn RIGHT onto 269° climbing to 1910' (1982'), then as directed.

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.

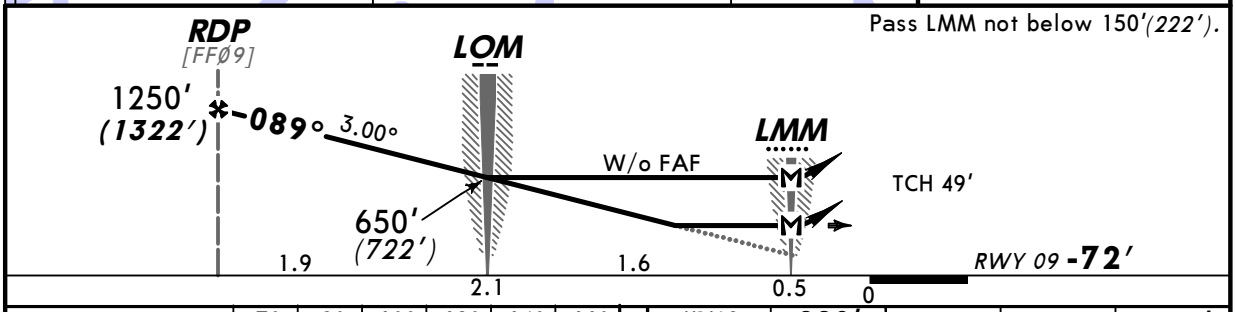


ALT/HEIGHT CONVERSION

QNH	(QFE)
1910'	(1982' - 600m)
1570'	(1642' - 500m)
1250'	(1322' - 400m)
920'	(992' - 300m)
650'	(722' - 220m)
150'	(222' - 65m)

RDP (Radar descent point) -will be allocated by Radar Controller

Pass LMM not below 150'(222').



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

HIALS
PAPI
920' (992') on 089°
269° RT
1910' (1982')

STRAIGHT-IN LANDING RWY 09

	With FAF MDA(H) 410' (482')		W/o FAF MDA(H) 660' (732')	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C		RVR 1800m VIS 2000m	2400m	3200m
D	RVR 1800m VIS 2000m	2400m	3200m	3600m

PANS OPS

CHANGES: New procedure.

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URWA/ASF ASTRAKHAN

JEPPESEN
25 MAR 11
Eff 7 Apr
16-2
CAT C & D

ASTRAKHAN, RUSSIA 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

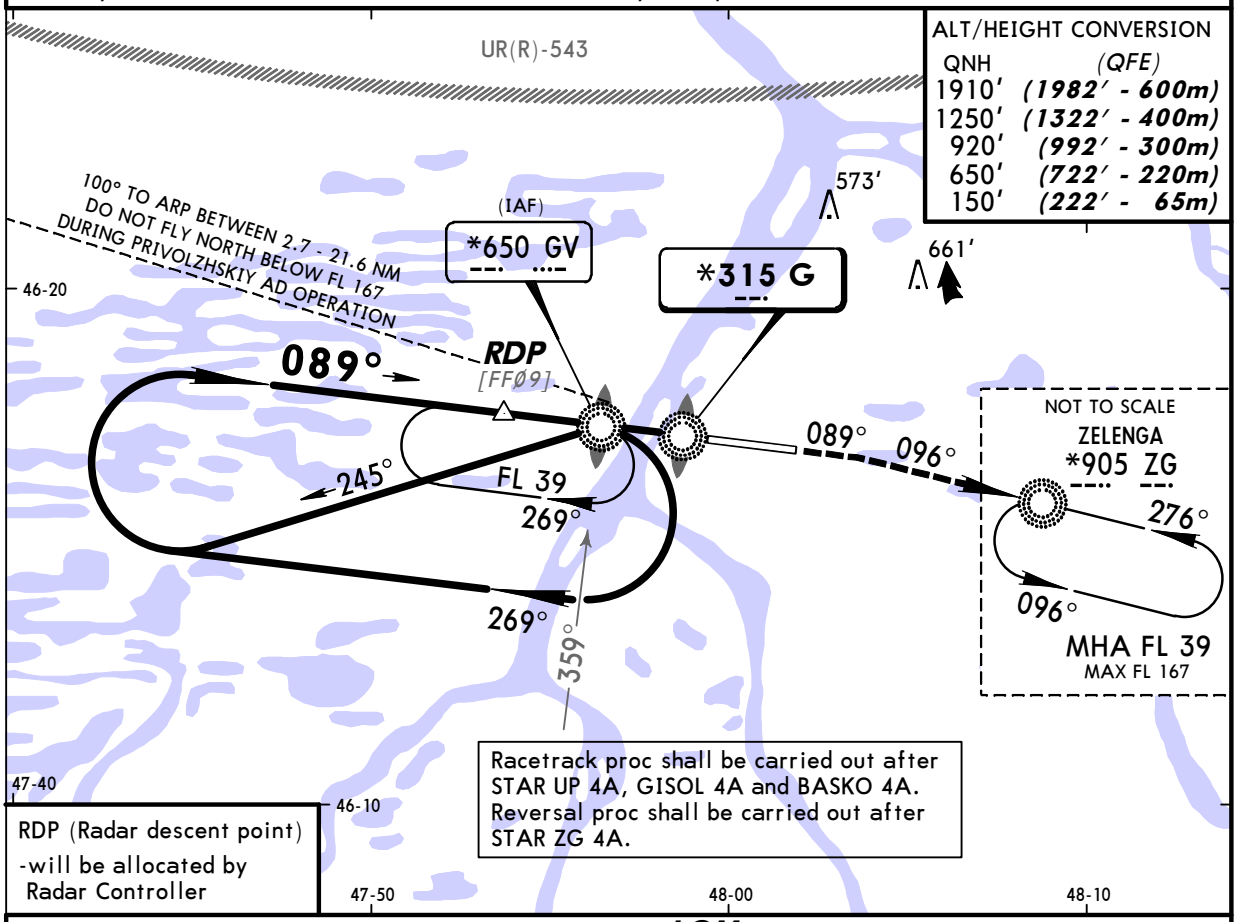
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev -65'
G *315	089°	RDP 1250' (1322')	(CONDITIONAL) 410' (482')	(BELOW SEA LEVEL) RWY -72'

1800'
MSA G NDB

MISSED APCH: Climb on 089° to 920' (992'), then turn RIGHT to ZG NDB climbing to FL 39, or as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 1910' (1982')

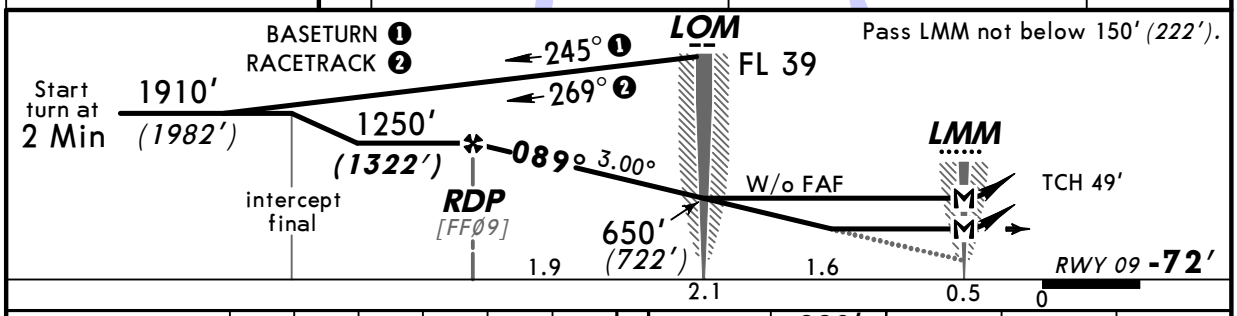
1. Procedure restricted to 225 KT.
2. Heavy turbulence with downdrafts and wind shear may be expected on final.



ALT/HEIGHT CONVERSION

QNH	(QFE)
1910'	(1982' - 600m)
1250'	(1322' - 400m)
920'	(992' - 300m)
650'	(722' - 220m)
150'	(222' - 65m)

RDP (Radar descent point)
-will be allocated by Radar Controller



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

HIALS
PAPI

920' (992') on 089°

FL 39 RT

ZG 905

STRAIGHT-IN LANDING RWY 09

	With FAF		W/o FAF	
	MDA(H) 410' (482')		MDA(H) 660' (732')	
		ALS out		ALS out
A	see 16-3		see 16-3	
B				
C	1200m	RVR 1800m VIS 2000m	2400m	3200m
D	RVR 1800m VIS 2000m	2400m	3200m	3600m

PANS OPS

CHANGES: New procedure.

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URWA/ASF ASTRAKHAN

JEPPESEN
25 MAR 11
Eff 7 Apr
16-3
CAT A & B

ASTRAKHAN, RUSSIA 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

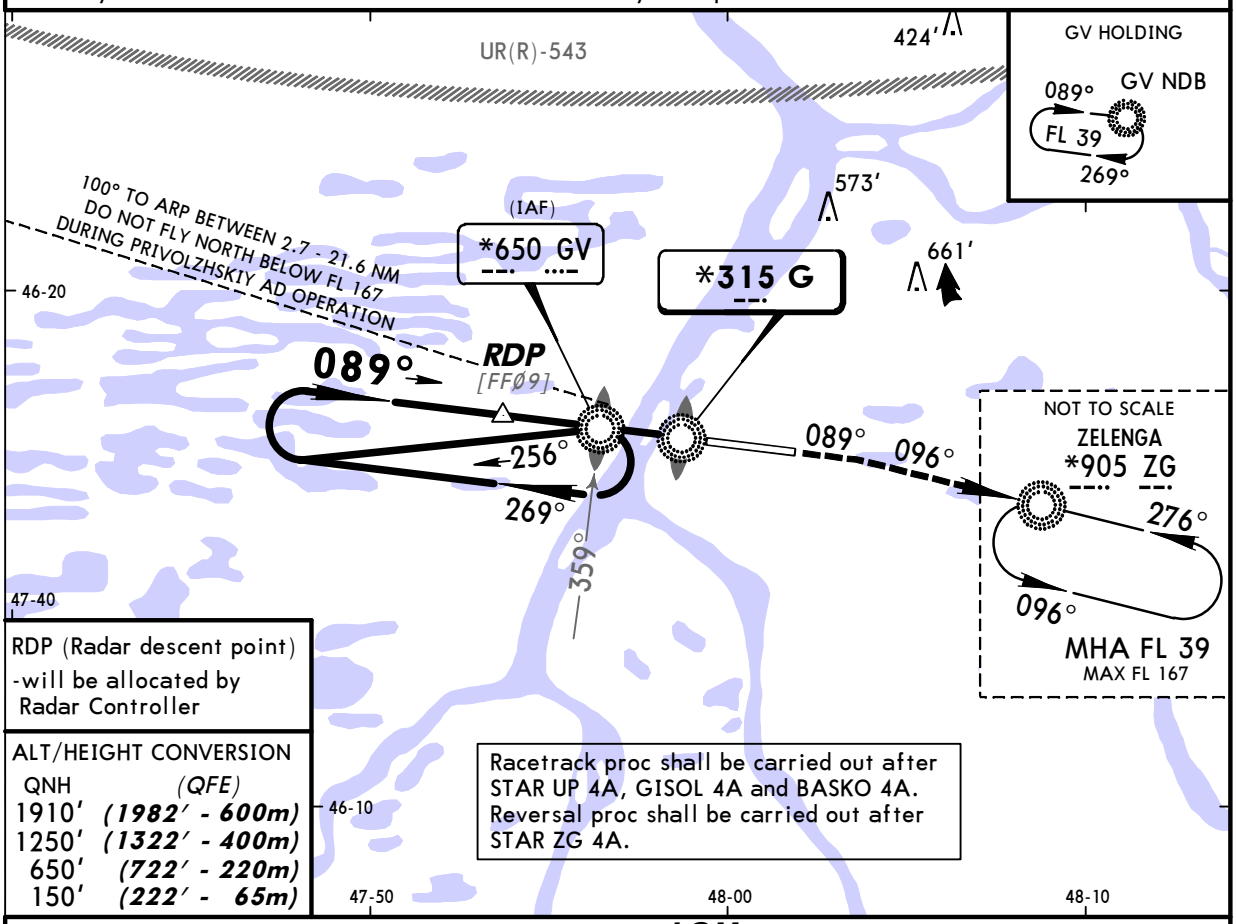
NDB	Final Apch Crs	Minimum Alt RDP	MDA(H) (CONDITIONAL)	Apt Elev -65' (BELOW SEA LEVEL)
G *315	089°	1250' (1322')	410' (482')	RWY -72'

1800'
MSA G NDB

MISSED APCH: Climb on 089° to 650' (772'), then turn RIGHT to ZG NDB climbing to FL 39, or as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 1910' (1982')

1. Procedure restricted to 225 KT.
2. Heavy turbulence with downdrafts and wind shear may be expected on final.

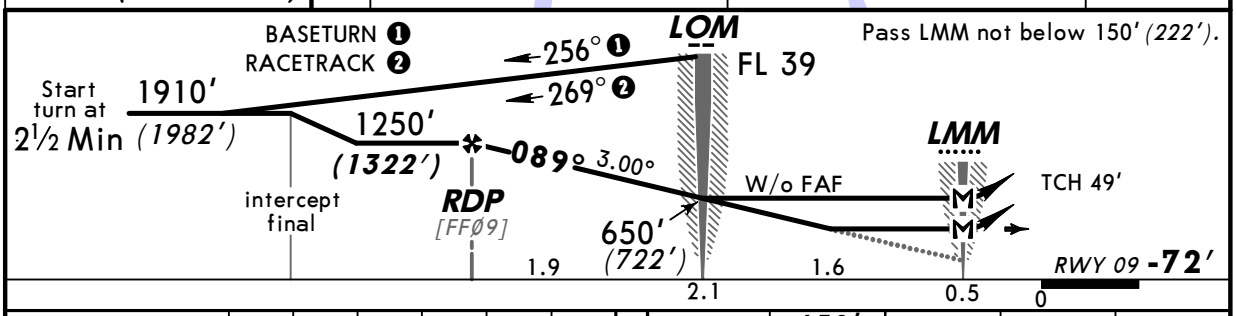


RDP (Radar descent point)
-will be allocated by Radar Controller

ALT/HEIGHT CONVERSION

QNH	(QFE)
1910'	(1982' - 600m)
1250'	(1322' - 400m)
650'	(722' - 220m)
150'	(222' - 65m)

Racetrack proc shall be carried out after STAR UP 4A, GISOL 4A and BASKO 4A. Reversal proc shall be carried out after STAR ZG 4A.



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

HIALS
PAPI

650' (772') on 089°

FL 39 RT

ZG 905

STRAIGHT-IN LANDING RWY 09

	With FAF MDA(H) 410' (482')		W/o FAF MDA(H) 660' (732')	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C	see 16-2		see 16-2	
D				

PANS OPS

CHANGES: New procedure.

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URWA/ASF ASTRAKHAN

JEPPESEN
25 MAR 11 (16-4) Eff 7 Apr

ASTRAKHAN, RUSSIA
❶ NDB Rwy 27

BRIEFING STRIP ™

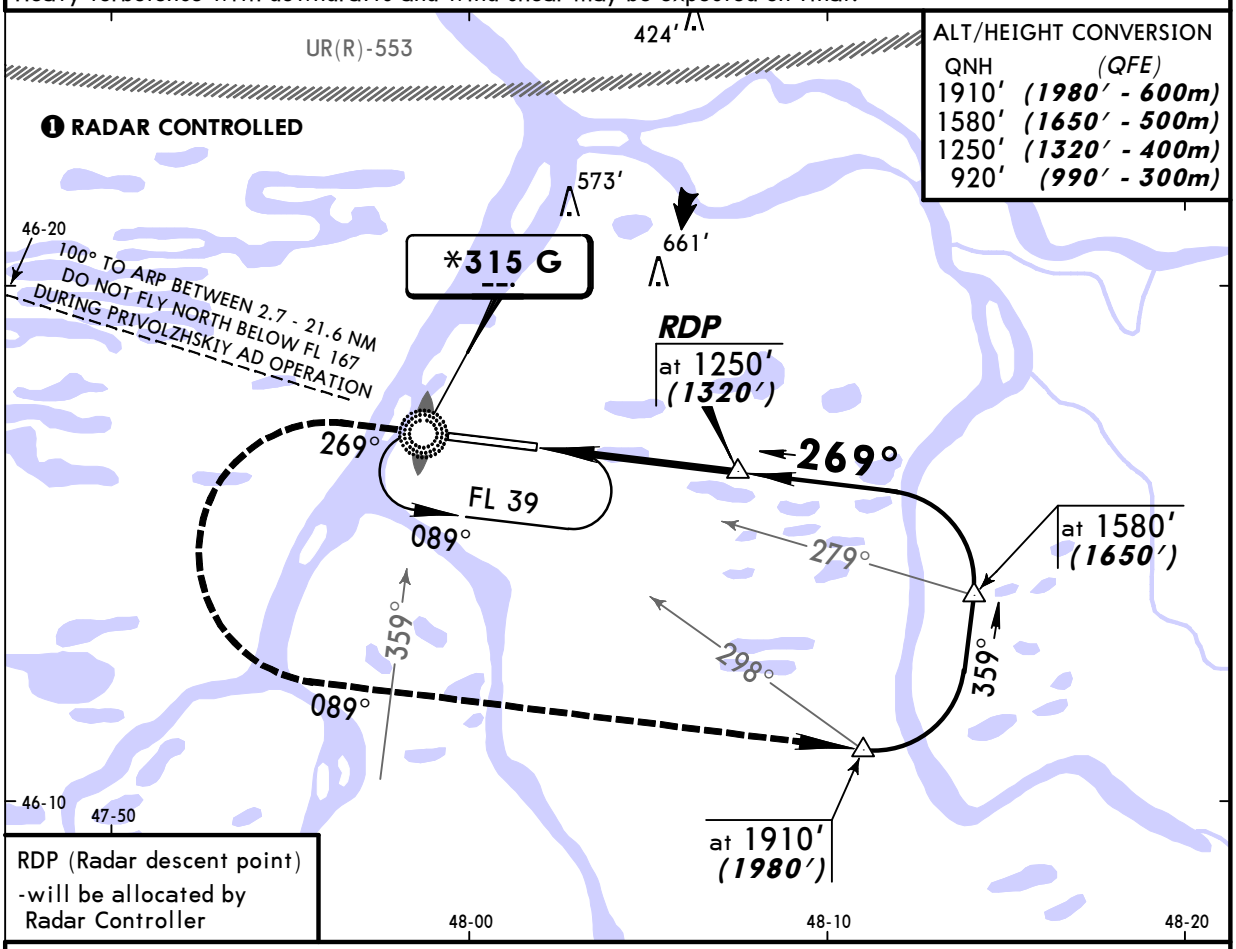
ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Tower (TWR/GND)
131.5	126.0	120.6	118.6

NDB	Final Apch Crs	Minimum Alt RDP	MDA(H) (CONDITIONAL)	Apt Elev -65' (BELOW SEA LEVEL)
G *315	269°	1250' (1320')	410' (480')	RWY -70'

1800'
MSA G NDB

MISSED APCH: Climb on 269° to 920' (990'), then turn LEFT onto 089° climbing to 1910' (1980'), then as directed.

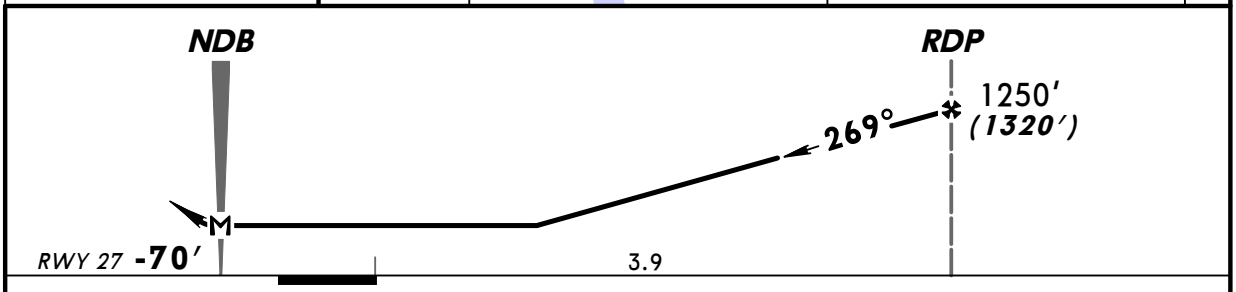
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 1910' **(1980')**
Heavy turbulence with downdrafts and wind shear may be expected on final.



ALT/HEIGHT CONVERSION

QNH	(QFE)
1910'	(1980' - 600m)
1580'	(1650' - 500m)
1250'	(1320' - 400m)
920'	(990' - 300m)

RDP (Radar descent point)
-will be allocated by Radar Controller



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	377	484	538	646	753	861
MAP at NDB						

HIALS
PAPI

920' (990') on 269°

089° LT

1910' (1980')

STRAIGHT-IN LANDING RWY 27

	With FAF MDA(H) 410' (480')		W/o FAF MDA(H) 650' (720')	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C		RVR 1800m VIS 2000m	2400m	3200m
D	RVR 1800m VIS 2000m	2400m	3200m	3600m

PANS OPS

CHANGES: New procedure.

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URWA/ASF ASTRAKHAN

JEPPESEN
25 MAR 11
Eff 7 Apr
16-5
CAT C & D

ASTRAKHAN, RUSSIA NDB DME Rwy 27

BRIEFING STRIP ™

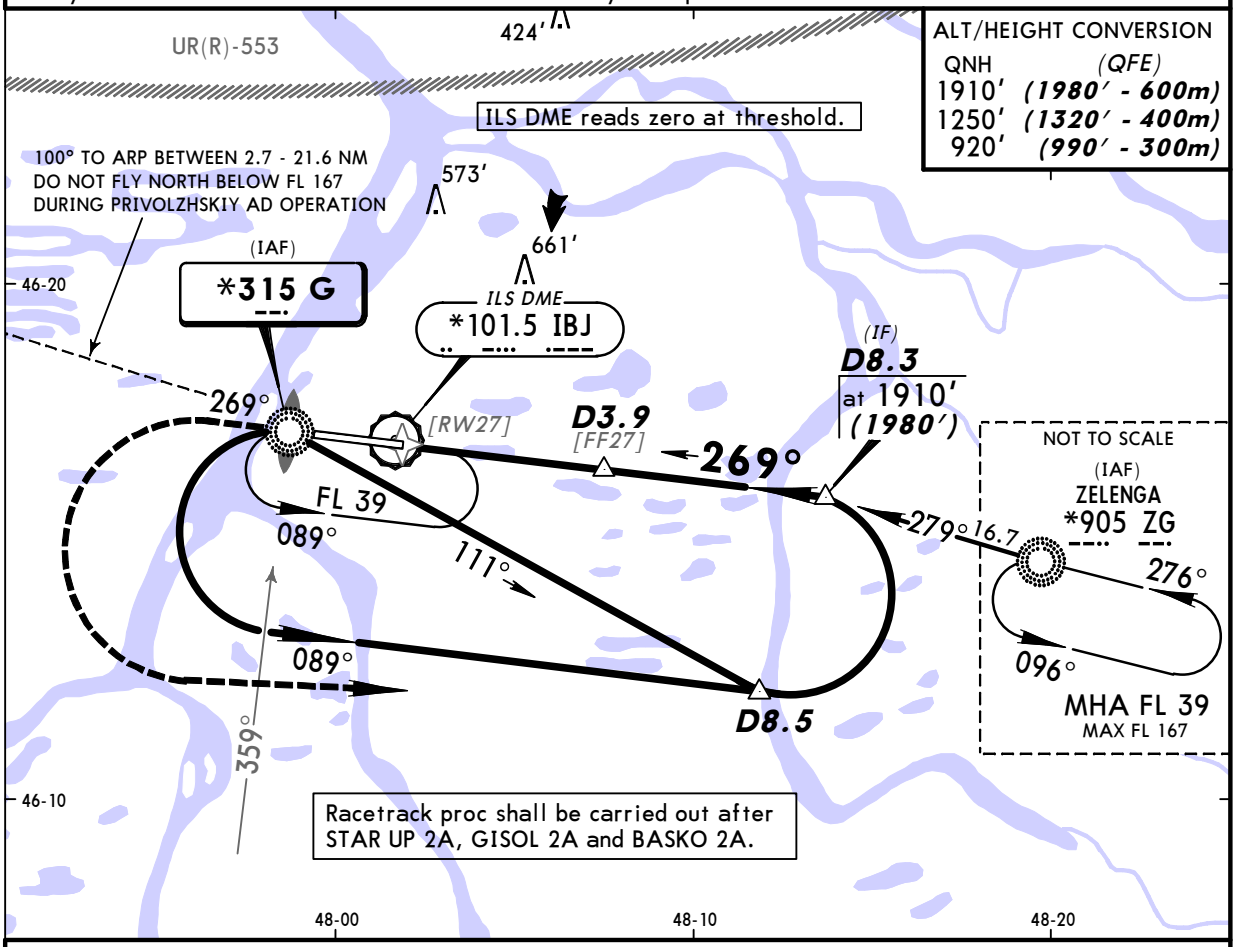
ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Tower (TWR/GND)
131.5	126.0	120.6	118.6

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev -65'
G *315	269°	D3.9 1250'(1320')	(CONDITIONAL) 410'(480')	(BELOW SEA LEVEL) RWY -70'

1800'
MSA G NDB

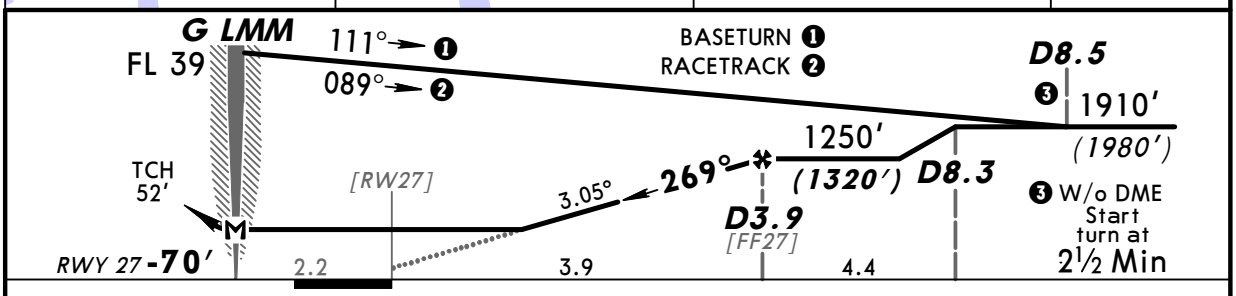
MISSED APCH: Climb on 269° to 920' (990'), then turn LEFT to ZG NDB climbing to FL 39, or as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 1910' **(1980')**
Heavy turbulence with downdrafts and wind shear may be expected on final.



ALT/HEIGHT CONVERSION

QNH	(QFE)
1910'	(1980' - 600m)
1250'	(1320' - 400m)
920'	(990' - 300m)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.05°	378	486	540	648	755	863
MAP at G LMM						

HIALS
PAPI

920' (990') on 269°

FL 39 LT

ZG 905

STRAIGHT-IN LANDING RWY 27

	With FAF		W/o FAF	
	MDA(H) 410'(480')		MDA(H) 650'(720')	
		ALS out		ALS out
A	see 16-6		see 16-6	
B				
C	1200m	RVR 1800m VIS 2000m	2400m	3200m
D	RVR 1800m VIS 2000m	2400m	3200m	3600m

PANS OPS

CHANGES: New procedure.

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URWA/ASF ASTRAKHAN

JEPPESEN
25 MAR 11
Eff 7 Apr
16-6
CAT A & B

ASTRAKHAN, RUSSIA NDB DME Rwy 27

BRIEFING STRIP ™

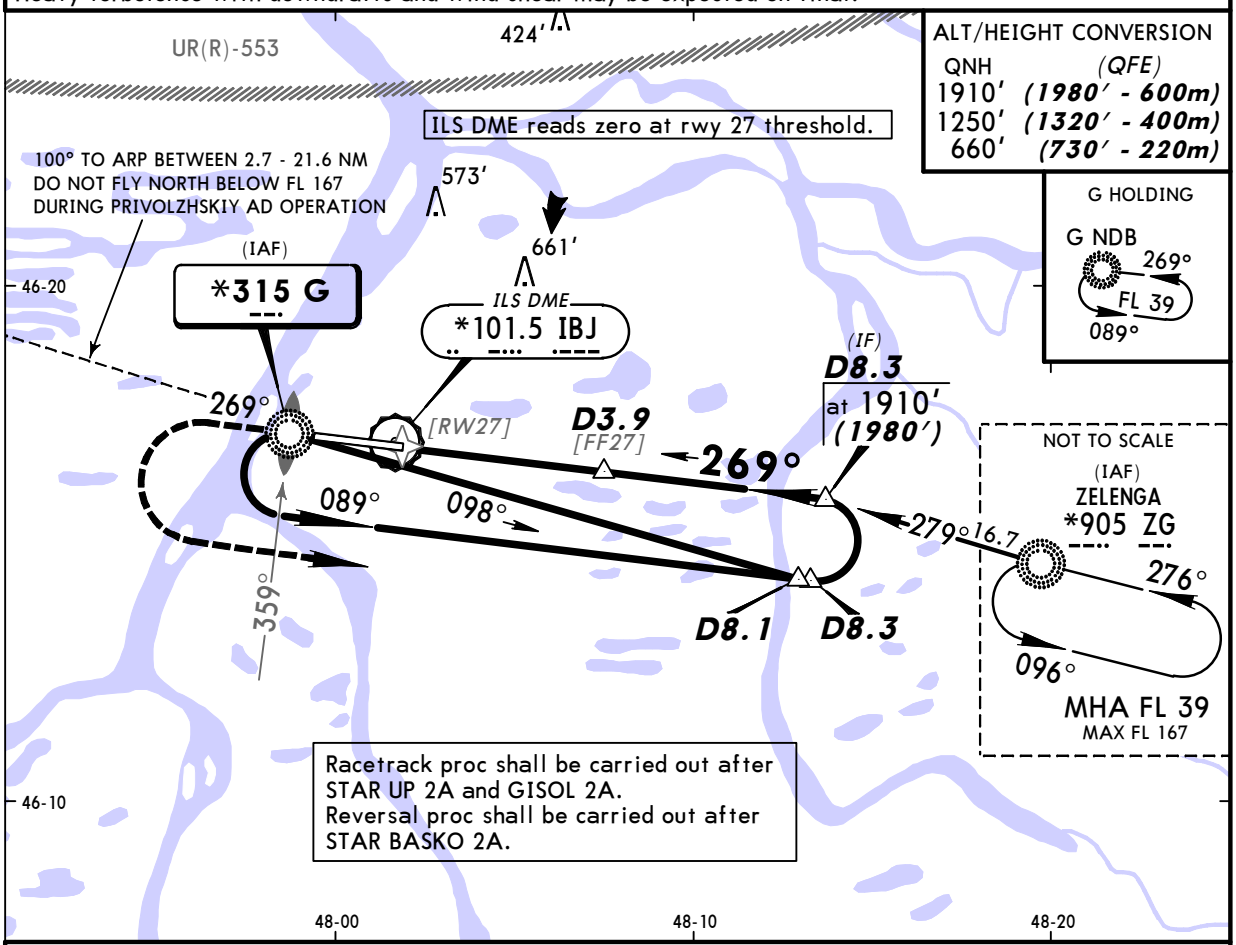
ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Tower (TWR/GND)
131.5	126.0	120.6	118.6

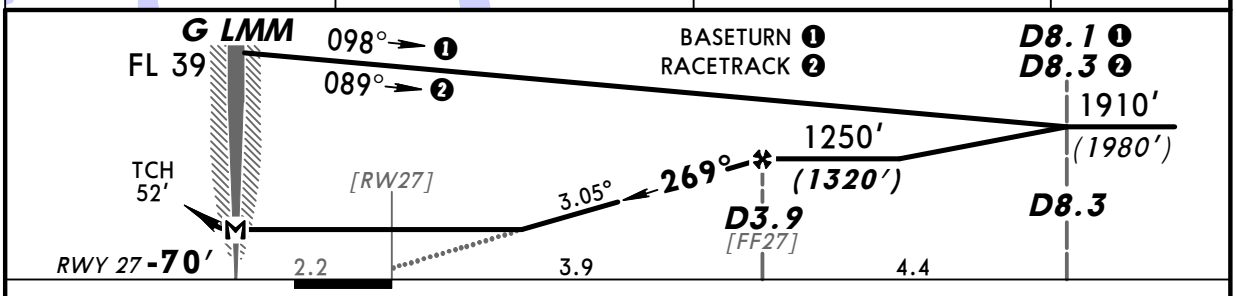
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev -65'
G *315	269°	D3.9 1250' (1320')	(CONDITIONAL) 410' (480')	(BELOW SEA LEVEL) RWY -70'

1800'
MSA G NDB

MISSED APCH: Climb on 269° to 660' (730'), then turn LEFT to ZG NDB climbing to FL 39, or as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 1910' **(1980')**
Heavy turbulence with downdrafts and wind shear may be expected on final.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.05°	378	486	540	648	755	863
MAP at G LMM						

HIALS
PAPI

660' (730') on 269°

FL 39 LT

ZG 905

STRAIGHT-IN LANDING RWY 27

	With FAF		W/o FAF	
	MDA(H) 410' (480')		MDA(H) 650' (720')	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C	see 16-5		see 16-5	
D				

PANS OPS

CHANGES: New procedure.

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