

List of pages in this Trip Kit

Trip Kit Index

Airport Information For URWA

Terminal Charts For URWA

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Astrakhan Rus
IATA Code: ASF
Lat/Long: N46° 17.0' E048° 00.4'
Elevation: -65 ft

Airport Use: Public
Magnetic Variation: 7.9°E

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

Sunrise: 0153 Z
Sunset: 1541 Z,

Runway Information

Runway: 09
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -72 ft
Lighting: Edge, ALS

Runway: 11
Length x Width: 6398 ft x 328 ft
Surface Type: grass
TDZ-Elev: -74 ft

Runway: 27
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -70 ft
Lighting: Edge, ALS

Runway: 29
Length x Width: 6398 ft x 328 ft
Surface Type: grass
TDZ-Elev: -79 ft

Communication Information

ATIS 131.5 Non-English

ATIS 125.625

Astrakhan Tower 129.0 Secondary

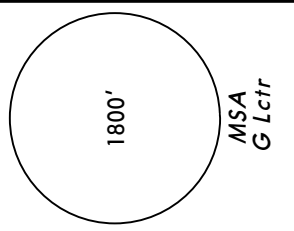
Astrakhan Tower 118.6 MF

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

Apt Elev
-65'ATIS
125.62 (Russian 131.5)Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 1910' (1980')
For noise limitation flight mode as per flight manual.

BASKO 2A [BASK2A]
GISOL 2A [GISO2A]
UP 2A, ZG 2A
RWY 27 ARRIVALS

(IF)
D8.3 IBJ
N46 15.9 E048 13.7

A+ 1910'
(1980')

17
ZG 2A
CORRIDOR 2

ZELENGA
905 ZG
N46 11.4 E048 36.1

Between
FL90 & FL40

1 100° to ARP between 21.6 NM
and 2.7 NM do not fly north
below FL170 during operational
hours of Privolzhskiy airport.

ALT/HEIGHT CONVERSION
QNH (QFE)
1910' (1980') - 600m

ILS DME

D (110.5) IBJ
(T)
N46 17.0 E048 01.7



Privolzhskiy

(IAF)
*315 G
N46 17.1 E047 58.7

A+ FL40

38
GISOL 2A
CORRIDOR 3

GISOL
N45 43.0 E047 36.0

Between
FL170 & FL40

48
BASKO 2A
CORRIDOR 1

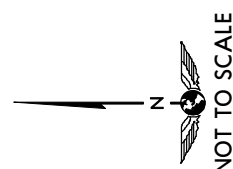
44
UP 2A
CORRIDOR 4

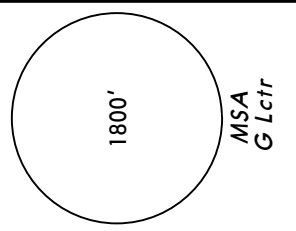
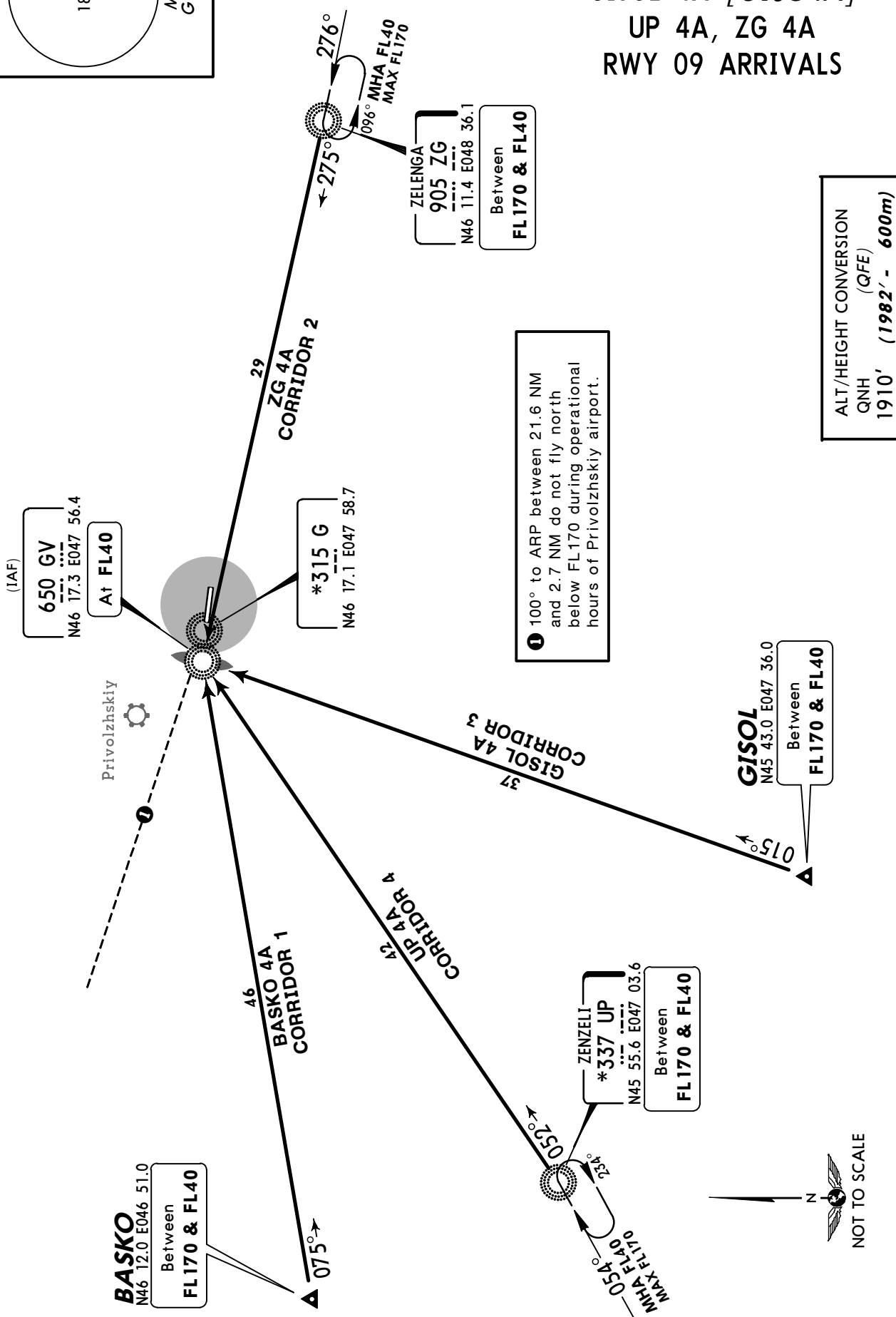
BASKO
N46 12.0 E046 51.0

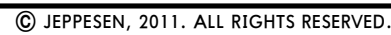
Between
FL170 & FL40

ZENZELI
*337 UP
N45 55.6 E047 03.6

Between
FL170 & FL40



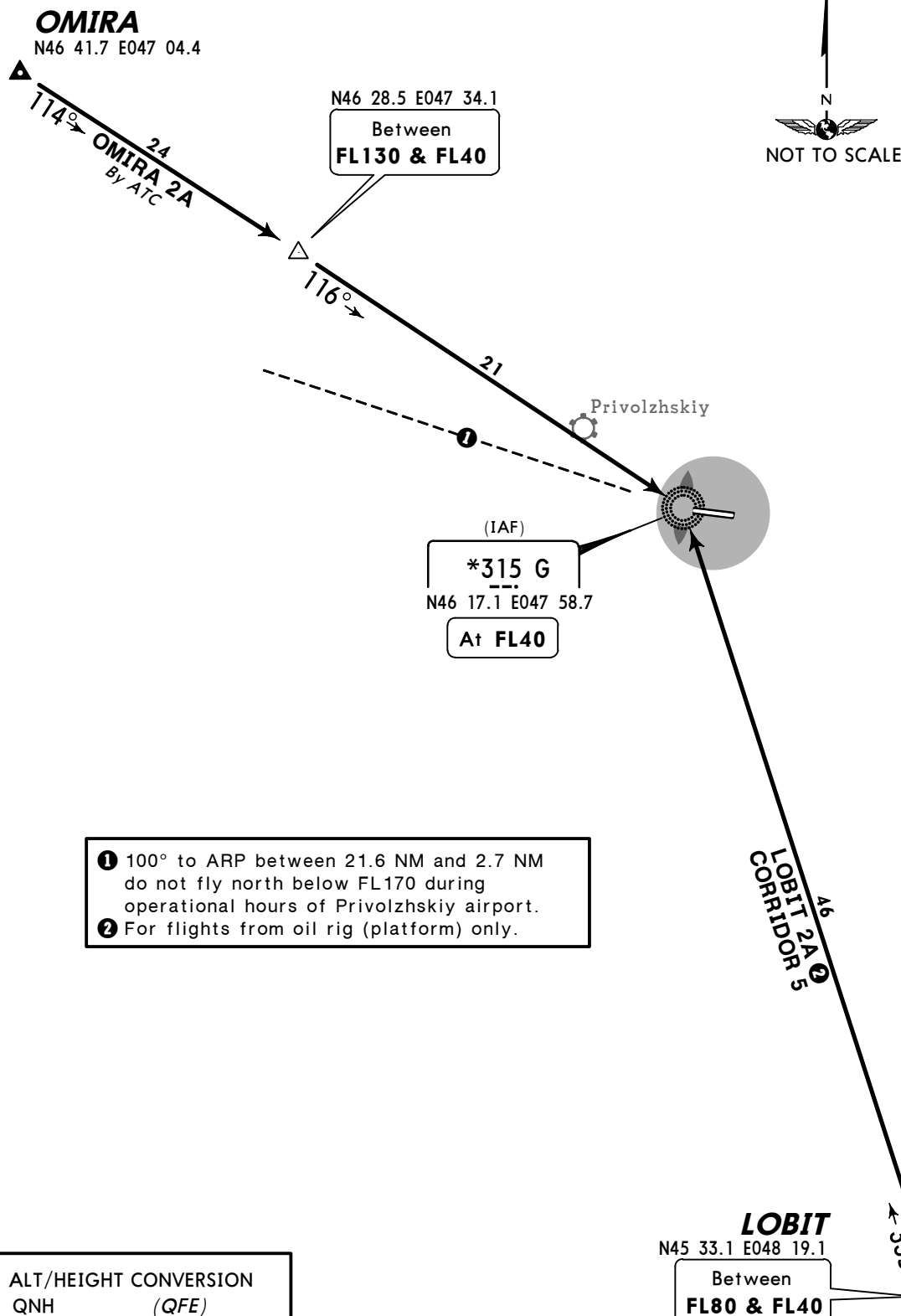
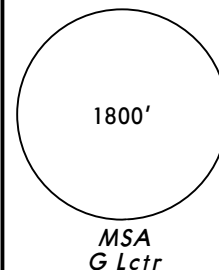
Apt Elev
-65'ATIS
125.62 (Russian 131.5)Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 1910' (1982')
For noise limitation flight mode as per flight manual.BASKO 4A [BASK4A]
GISOL 4A [GISO4A]
UP 4A, ZG 4A
RWY 09 ARRIVALS



© JEPPESEN, 2011. ALL RIGHTS RESERVED.

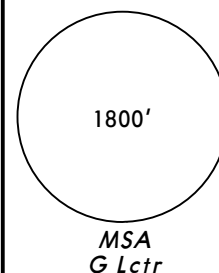
ATIS
125.62 (Russian 131.5)Apt Elev
-65'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt (hgt): 1910' (1980')
For noise limitation flight mode as per flight manual.LOBIT 2A [LOBI2A]②, OMIRA 2A [OMIR2A]
RWY 27 ARRIVALS

FOR RUSSIAN USERS ONLY



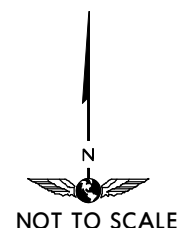
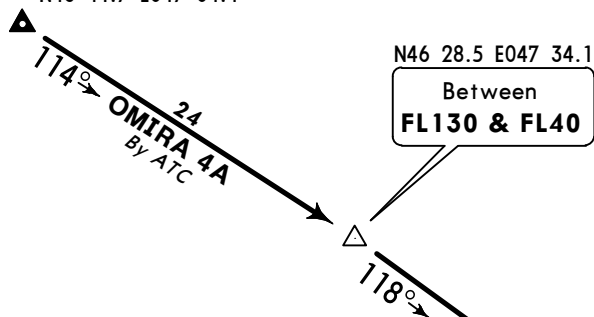
ATIS
125.62 (Russian 131.5)Apt Elev
-65'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt (hgt): 1910' (1982')
For noise limitation flight mode as per flight manual.LOBIT 4A [LOBI4A]②, OMIRA 4A [OMIR4A]
RWY 09 ARRIVALS

FOR RUSSIAN USERS ONLY



OMIRA

N46 41.7 E047 04.4



Privolzhskiy

(IAF)

*650 GV

N46 17.3 E047 56.4

At FL40

*315 G

N46 17.1 E047 58.7

- ① 100° to ARP between 21.6 NM and 2.7 NM do not fly north below FL170 during operational hours of Privolzhskiy airport.
- ② For flights from oil rig (platform) only.

CORRIDOR
LOBIT 4A②
A7

LOBIT

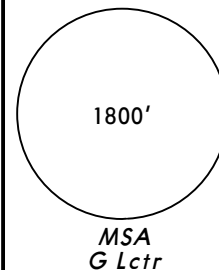
N45 33.1 E048 19.1

Between
FL80 & FL40ALT/HEIGHT CONVERSION
QNH (QFE)
1910' (1982' - 600m)

ATIS
125.62 (Russian 131.5)Apt Elev
-65'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt (hgt): 1910' (1980')
For noise limitation flight mode as per flight manual.LOBIT 2B [LOBI2B] ②, OMIRA 2B [OMIR2B]
RWY 27 ARRIVALS

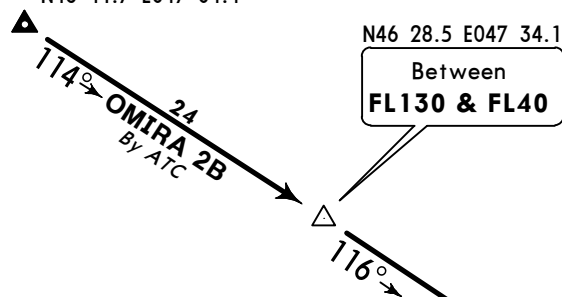
AVAILABLE UNDER RADAR CONTROL

FOR RUSSIAN USERS ONLY

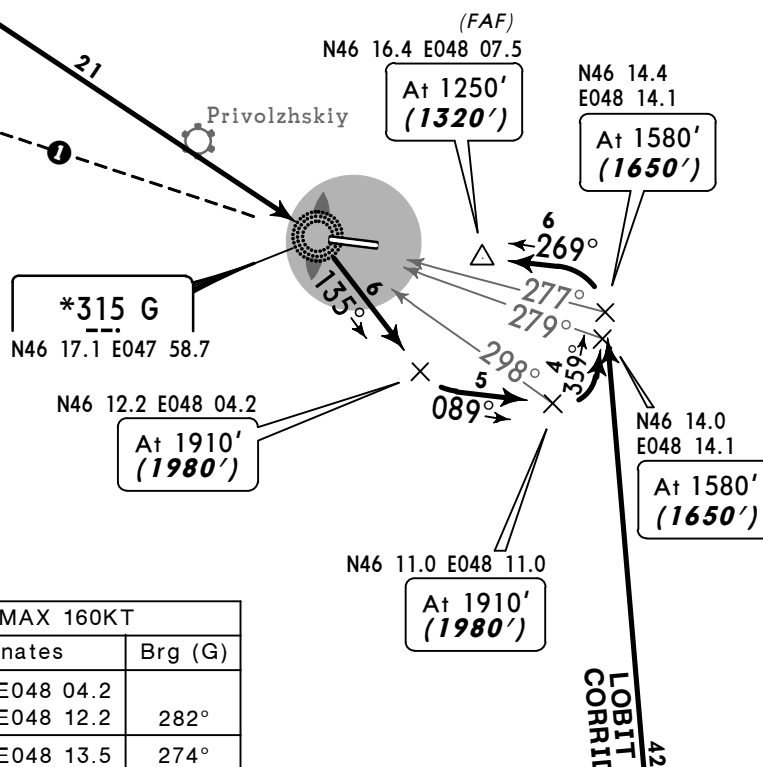


OMIRA

N46 41.7 E047 04.4



- 100° to ARP between 21.6 NM and 2.7 NM do not fly north below FL170 during operational hours of Privolzhskiy airport.
- For flights from oil rig (platform) only.



Arrival Data for ACFT MAX 160KT

Point	Track	Dist	Coordinates	Brg (G)
G	116°	4	N46 14.6 E048 04.2	282°
	089°	5	N46 13.8 E048 12.2	
LOBIT	347°	42	N46 15.2 E048 13.5	274°

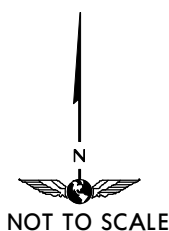
ALT/HEIGHT CONVERSION

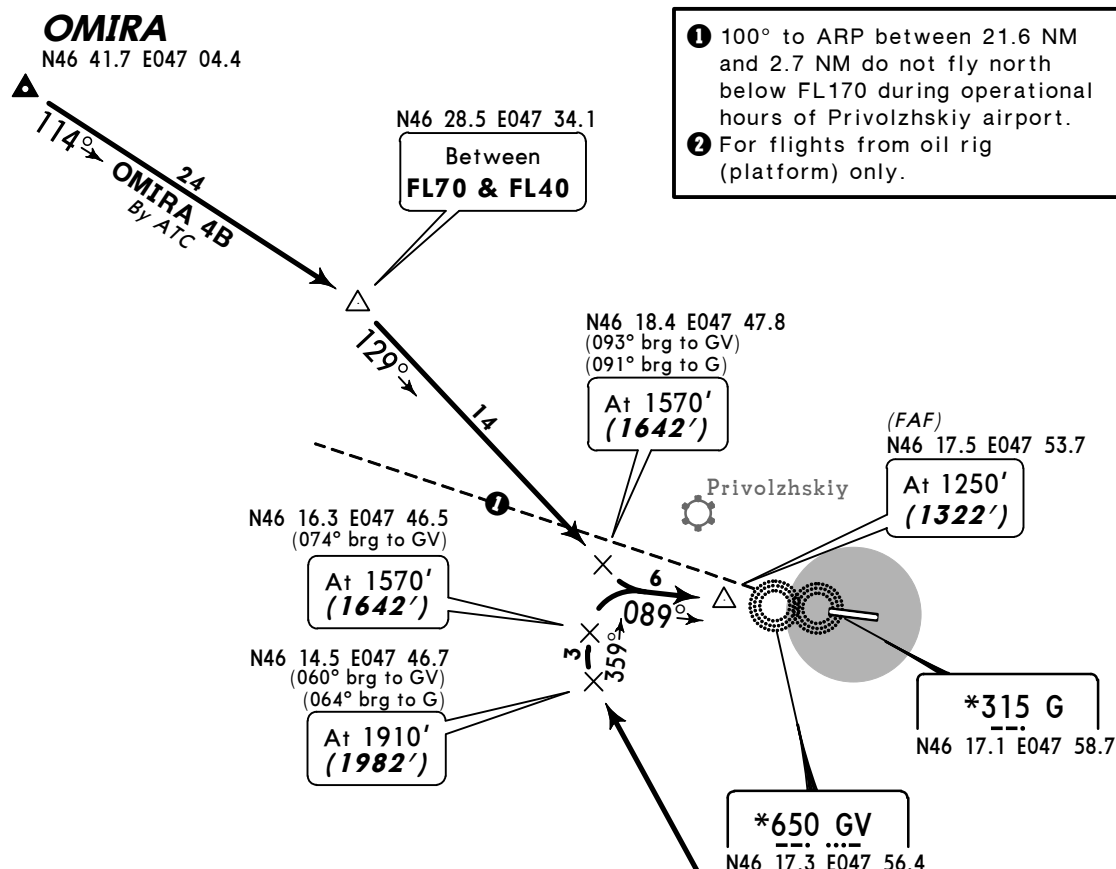
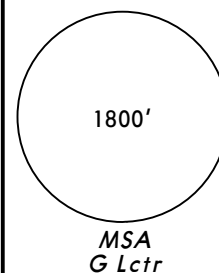
QNH (QFE)

1910' (1980' - 600m)

1580' (1650' - 500m)

1250' (1320' - 400m)

LOBIT
N45 33.1 E048 19.1Between
FL80 & FL40

ATIS
125.62 (Russian 131.5)Apt Elev
-65'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt (hgt): 1910' (1982')
For noise limitation flight mode as per flight manual.LOBIT 4B [LOBI4B] ②, OMIRA 4B [OMIR4B]
RWY 09 ARRIVALS
AVAILABLE UNDER RADAR CONTROL
FOR RUSSIAN USERS ONLY

Arrival Data for ACFT MAX 160KT				
Point	Track	Dist	Coordinates	Brg (GV/G)
LOBIT	327°	48	N46 17.8 E047 50.4	069°/073°
	359°	4	N46 17.0 E047 49.3	079°/080°
N46 28.5 E047 34.1	126°	15	N46 18.0 E047 50.0	091°/090°

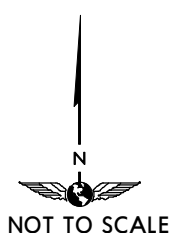
ALT/HEIGHT CONVERSION

QNH (QFE)

1910' (1982' - 600m)

1570' (1642' - 500m)

1250' (1322' - 400m)



LOBIT

N45 33.1 E048 19.1

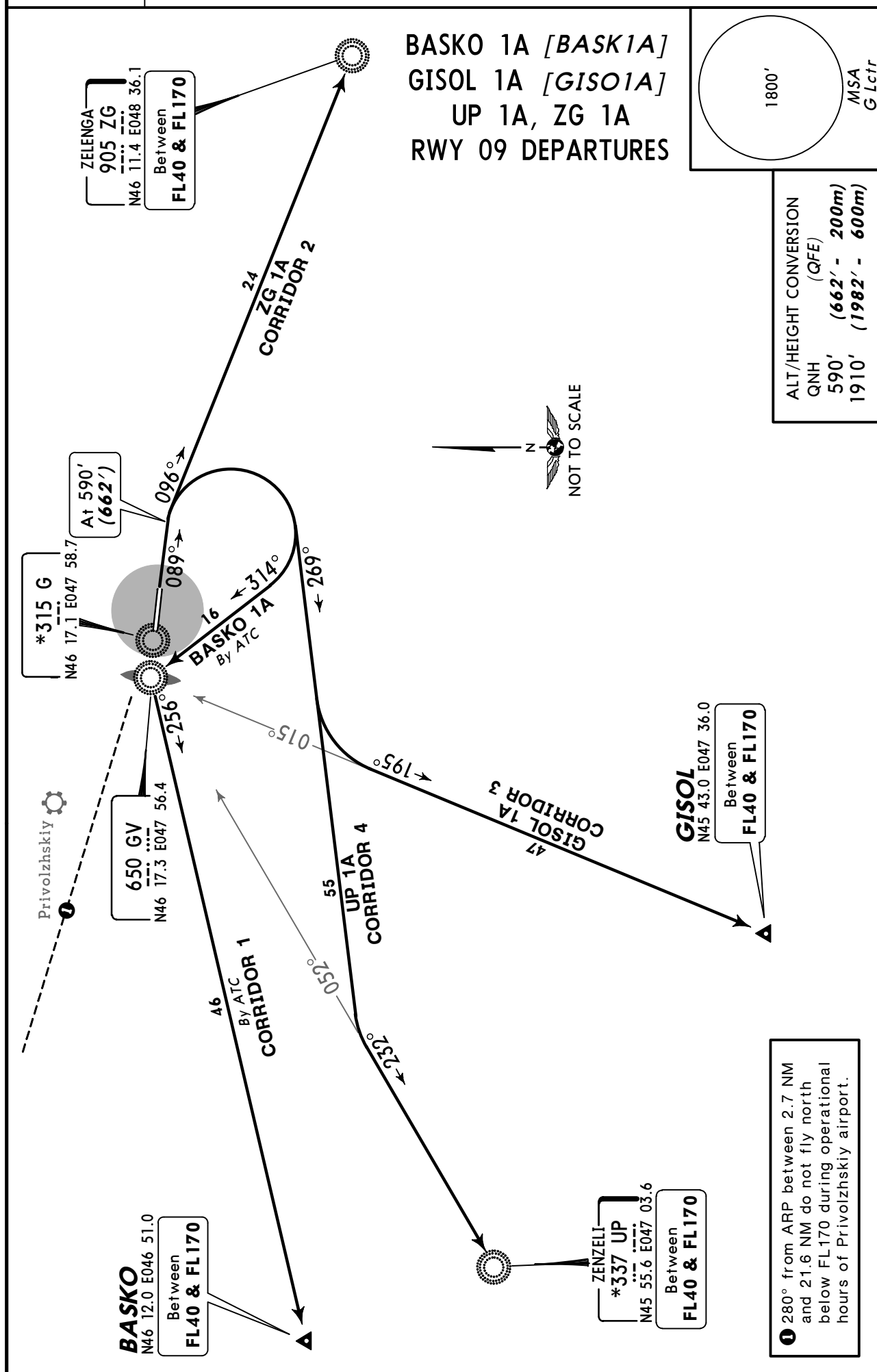
Between
FL80 & FL40

Apt Elev
-65'

QNH on request (QFE)

Trans level: FL40 Trans alt: 1910' (1982')

For noise limitation flight mode as per flight manual.

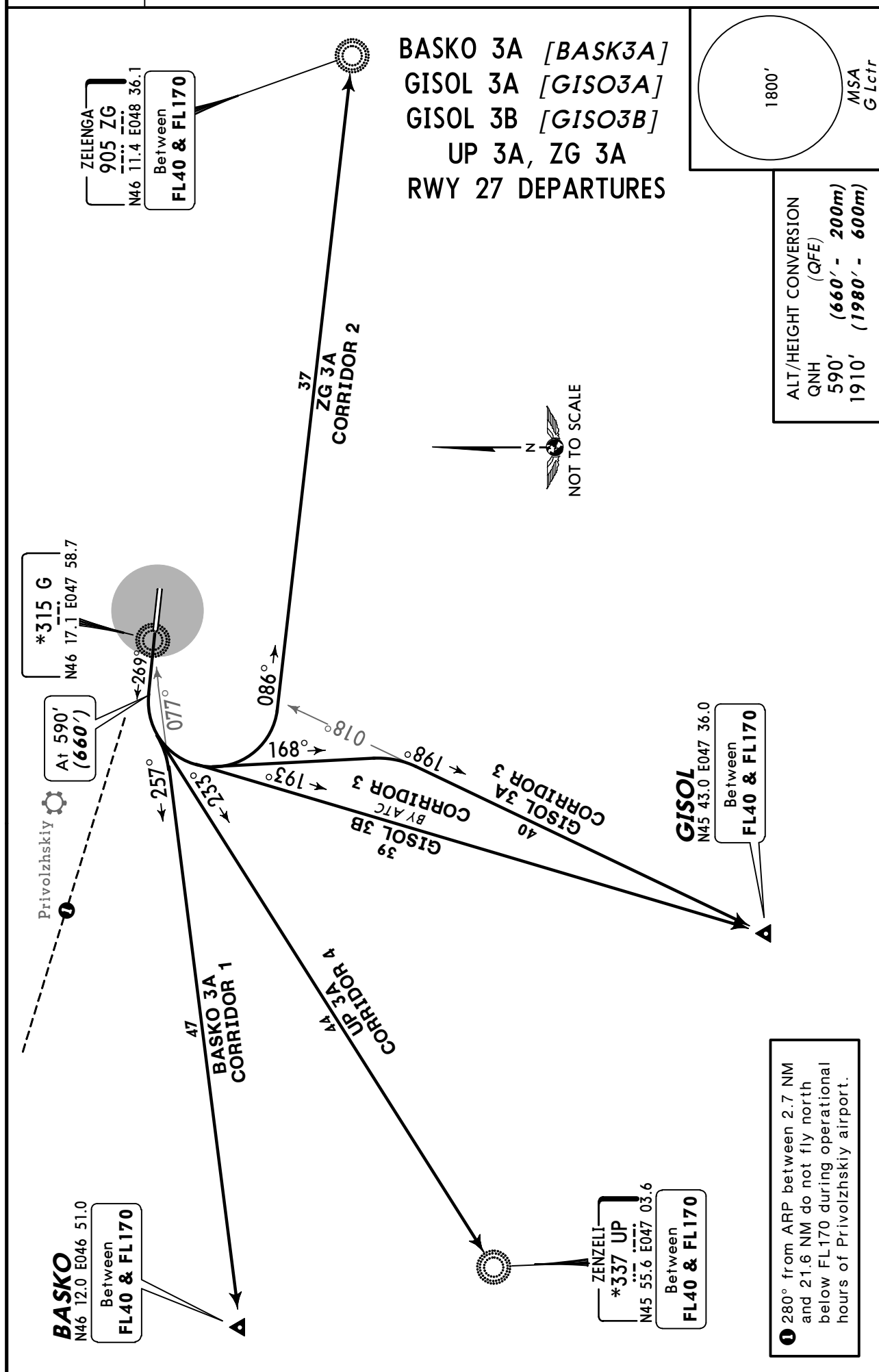


Apt Elev
-65'

QNH on request (QFE)

Trans level: FL40 Trans alt: 1910' (1980')

For noise limitation flight mode as per flight manual.

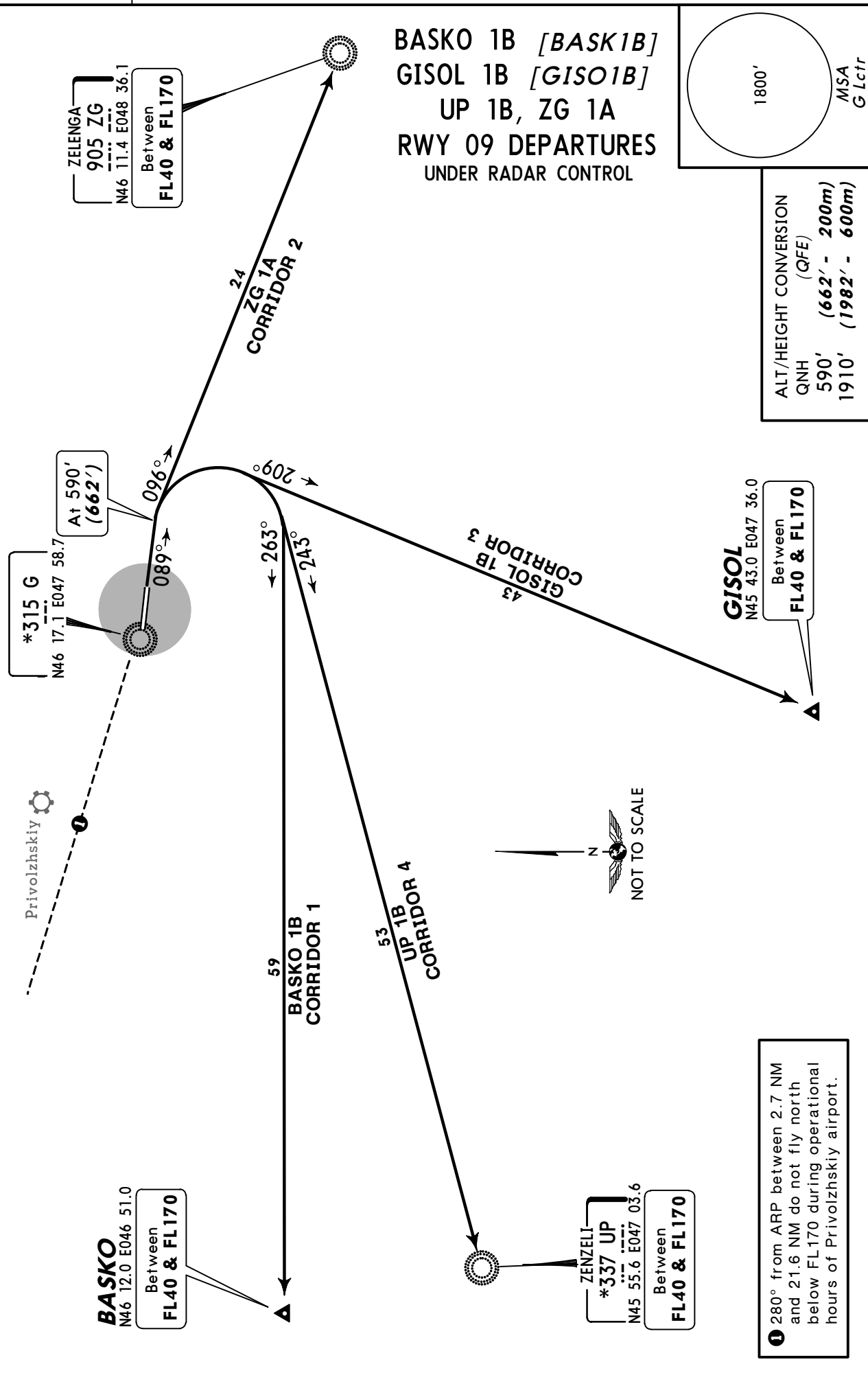


Apt Elev
-65'

QNH on request (QFE)

Trans level: FL40 Trans alt: 1910' (1982')

For noise limitation flight mode as per flight manual.



Apt Elev
-65'

QNH on request (QFE)

Trans level: FL40 Trans alt (hgt): 1910' (1982')
For noise limitation flight mode as per flight manual.

1800'

MSA
G Lctr

LOBIT 1A [LOBI1A] ②, OMIRA 1A [OMIR1A]

LOBIT 1B [LOBI1B] ②

AVAILABLE UNDER RADAR CONTROL

RWY 09 DEPARTURES

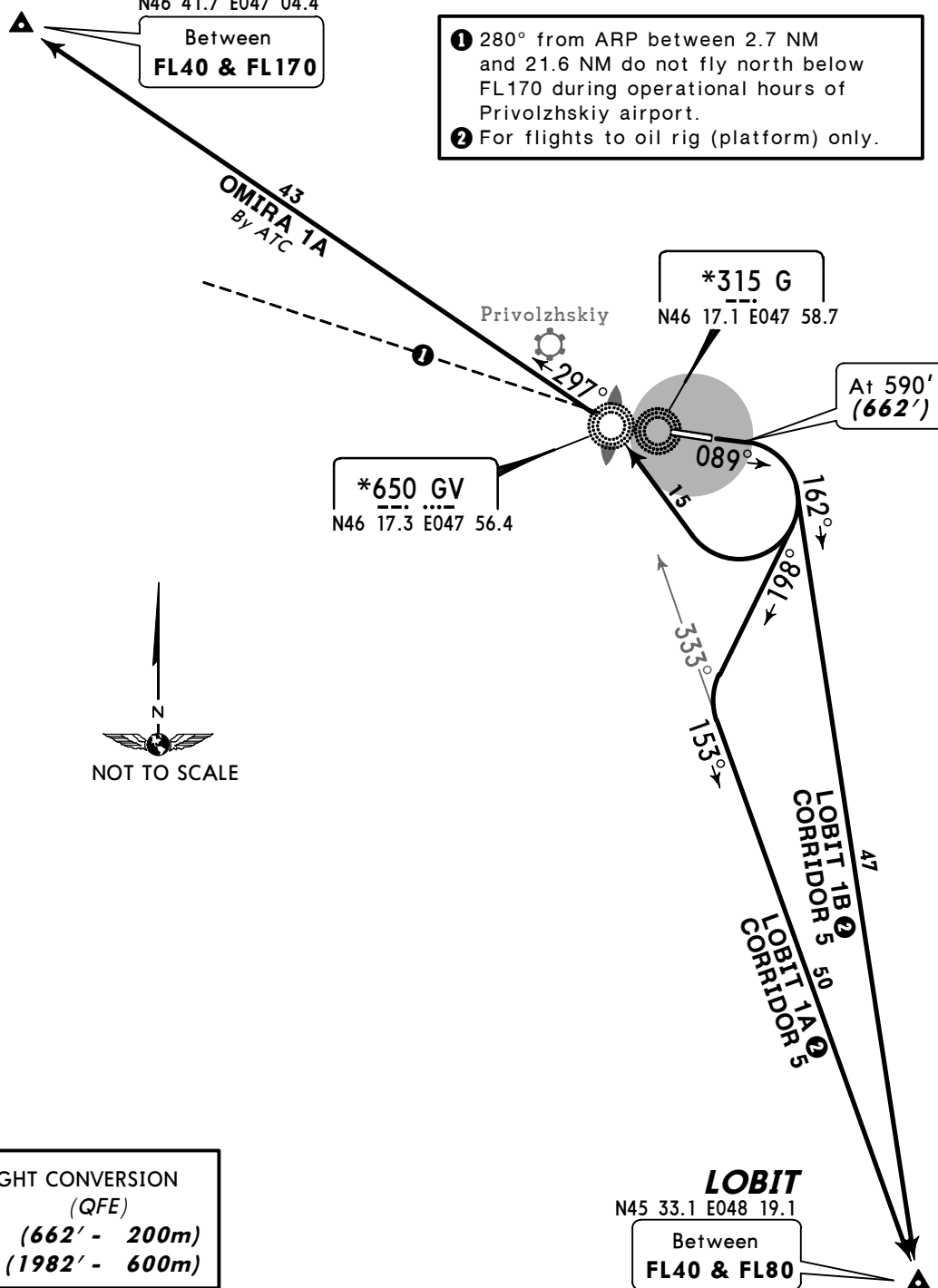
FOR RUSSIAN USERS ONLY

OMIRA

N46 41.7 E047 04.4

Between
FL40 & FL170

- ① 280° from ARP between 2.7 NM and 21.6 NM do not fly north below FL170 during operational hours of Privolzhskiy airport.
- ② For flights to oil rig (platform) only.



ALT/HEIGHT CONVERSION

QNH (QFE)

590' (662' - 200m)
1910' (1982' - 600m)

SID	ROUTING
LOBIT 1A	Climb straight ahead to 590' (662'), turn RIGHT, 198° track, intercept 153° bearing from GV to LOBIT.
LOBIT 1B	Climb straight ahead to 590' (662'), turn RIGHT, 162° track to LOBIT.
OMIRA 1A	Climb straight ahead to 590' (662'), turn RIGHT to GV, 297° bearing to OMIRA.

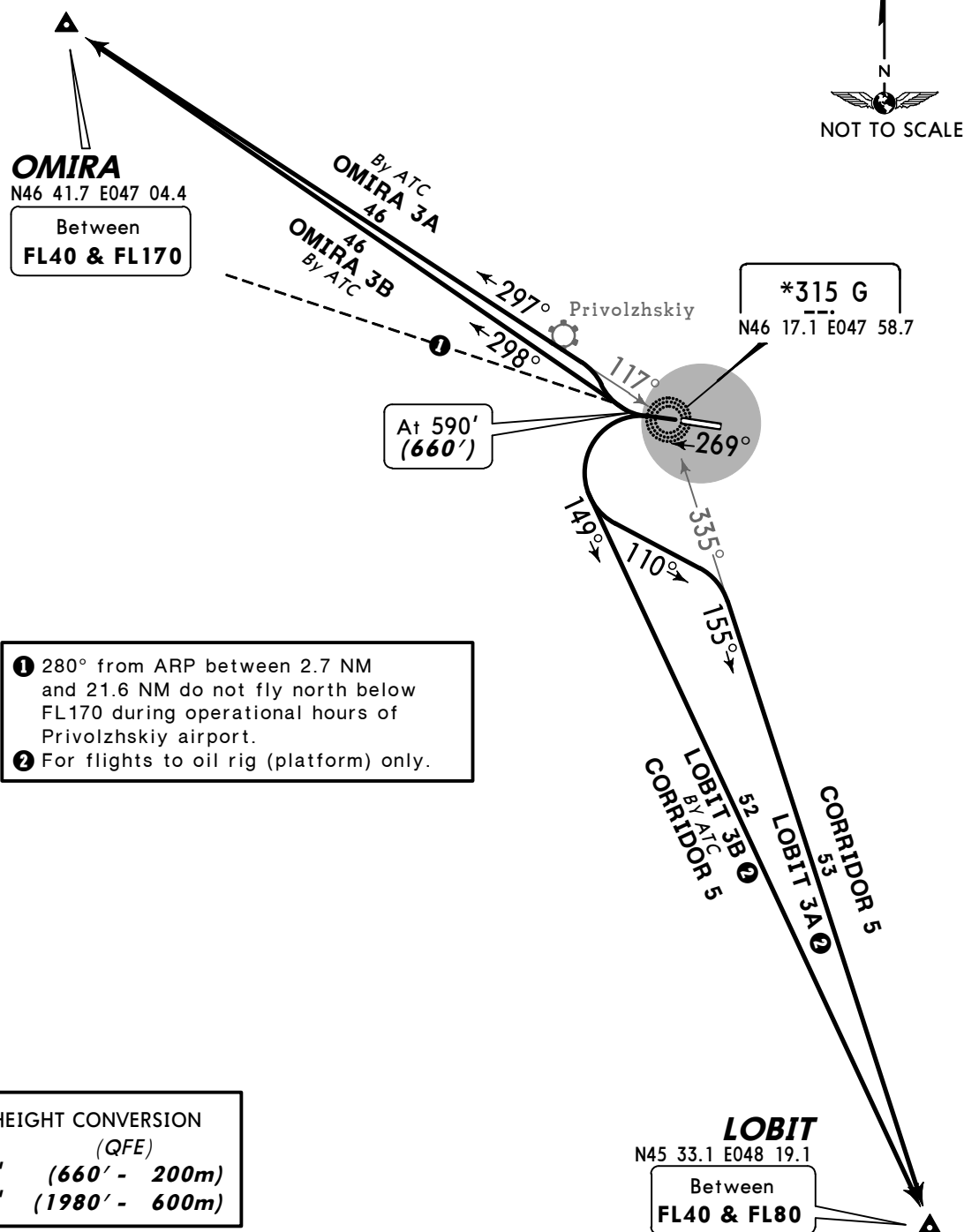
CHANGES: Trans level & crossings.

© JEPPESEN, 2011. ALL RIGHTS RESERVED.

1800'

MSA
G Lctr

RWY 27 DEPARTURES
FOR RUSSIAN USERS ONLY



SID	ROUTING
LOBIT 3A	Climb straight ahead to 590' (660'), turn LEFT, 110° track, intercept 155° bearing from G to LOBIT.
LOBIT 3B	Climb straight ahead to 590' (660'), turn LEFT, 149° track to LOBIT.
OMIRA 3A	Climb straight ahead to 590' (660'), turn RIGHT, intercept 297° bearing from G to OMIRA.
OMIRA 3B	Climb straight ahead to 590' (660'), turn RIGHT, 298° track to OMIRA.

URWA/ASF

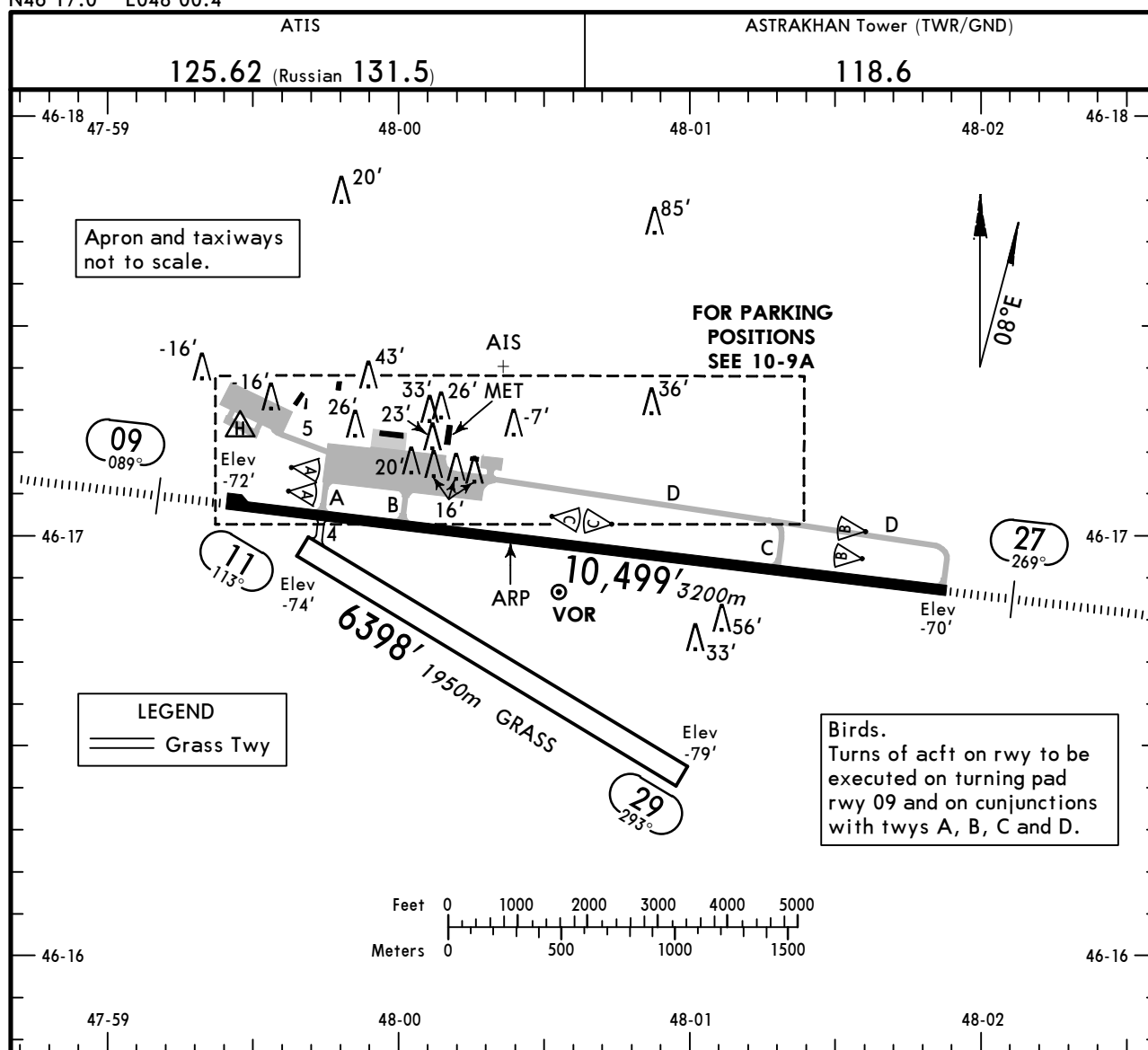
Apt Elev **-65'** (BELOW SEA LEVEL)
N46 17.0 E048 00.4

JEPPesen

16 DEC 11 (10-9)

ASTRAKHAN, RUSSIA

ASTRAKHAN



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		WIDTH
					LANDING BEYOND	TAKE-OFF	
	Threshold	Glide Slope	TAKE-OFF				
09 27	HIRL (58m) HIALS PAPI-L (angle 3.0°) RVR	9588' 2922m	①				148' 45m
11 29							328' 100m

① 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

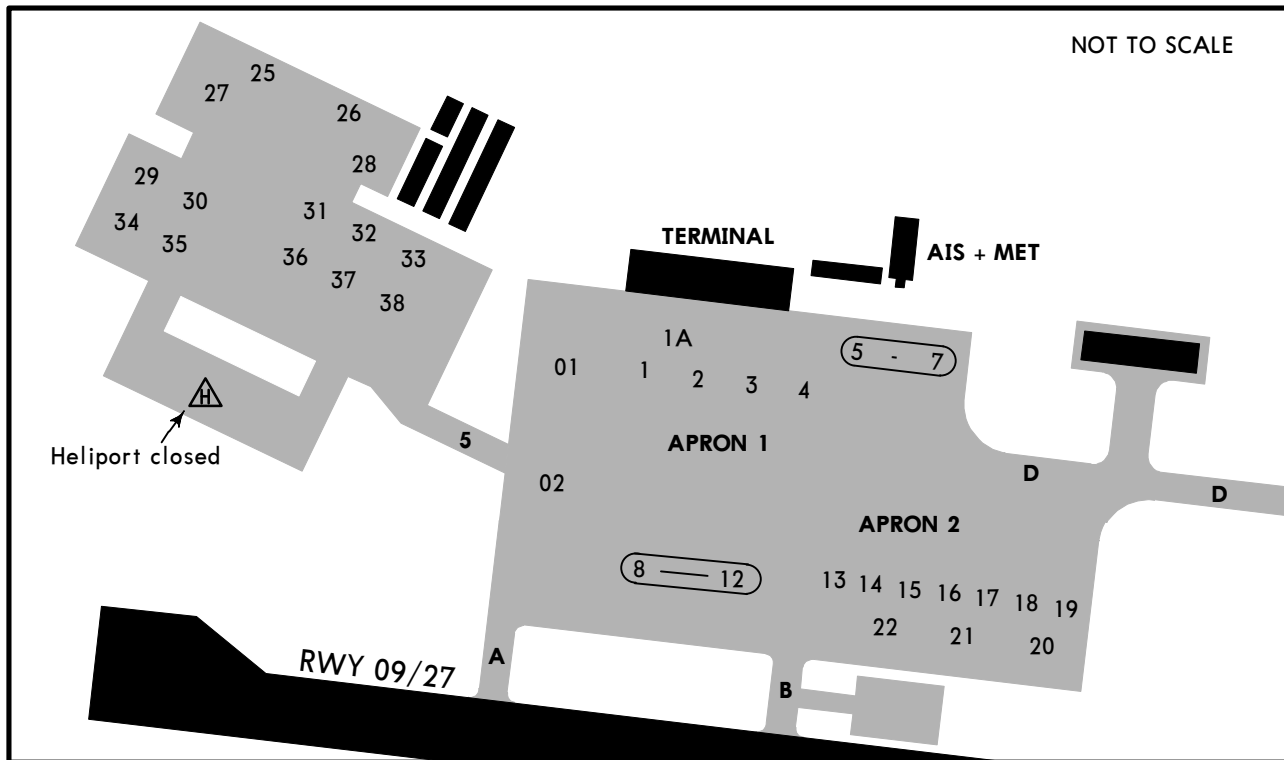
RCLM (DAY only)
or RL

A
B
C
D

250m

400m

300m



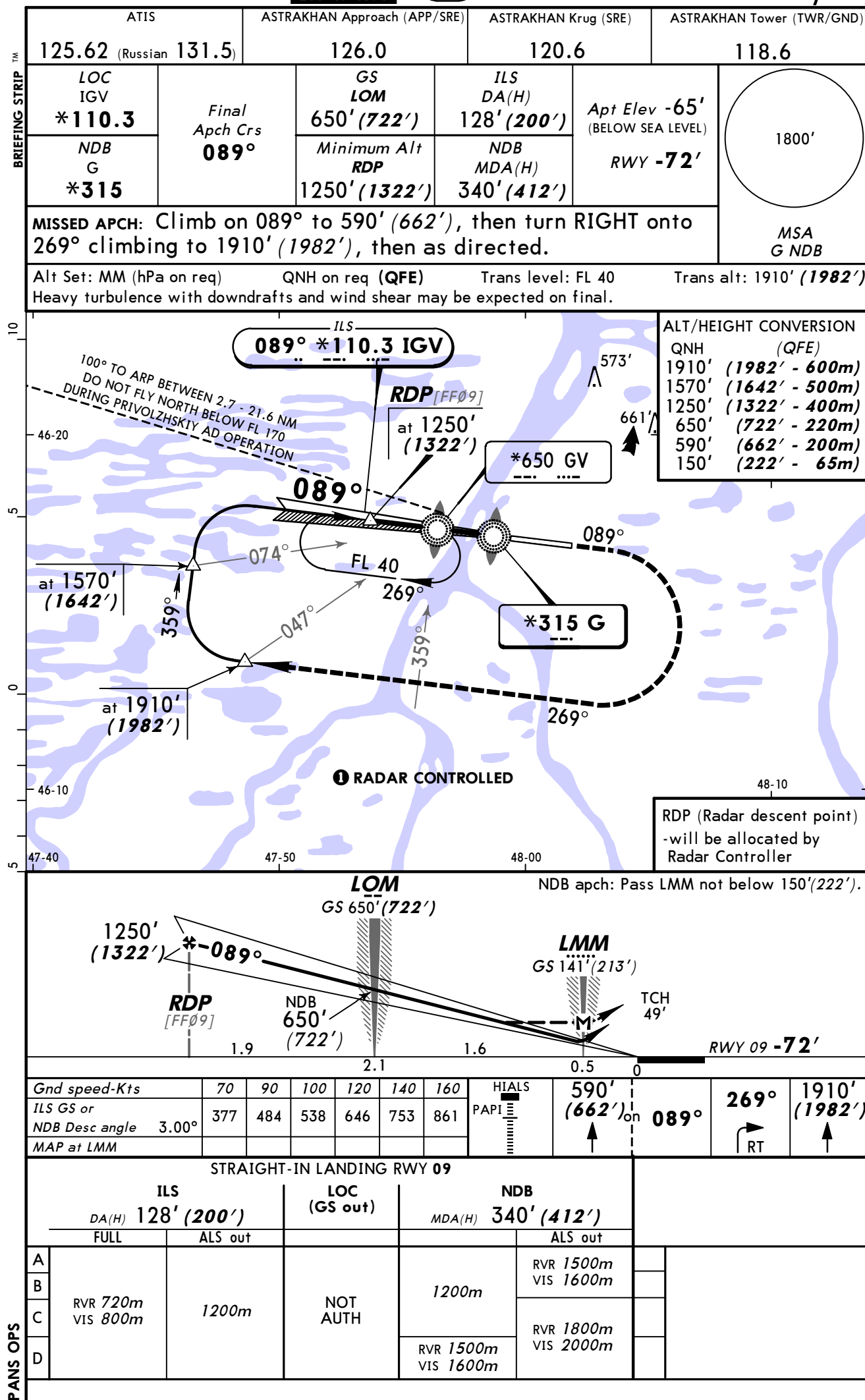
Taxiing into stands 1, 1A & 2 via Twy A, via Twy B only by ATC.
 Taxiing of IL-76 acft into and out of stands 20, 21 & 22 by ATC only.
 Taxiing along Twy 5 is only by towing.
 Taxiing out from stands 1 thru 7 only by towing.
 Acft with wingspan up to 105'/32m shall be escorted by follow me car at NIGHT.
 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.

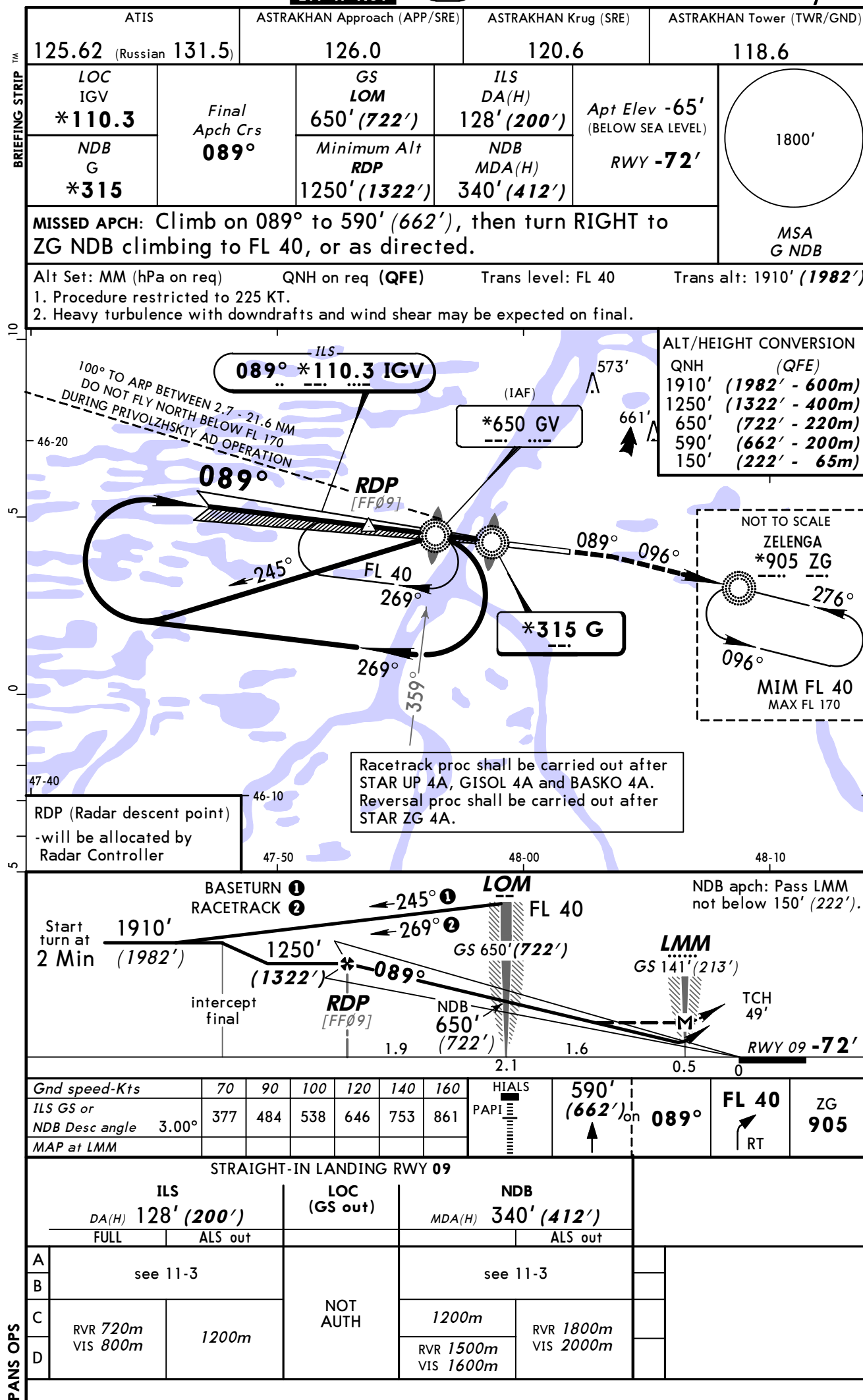
STRAIGHT-IN RWY	A	B	C	D
09				
ILS	128' (200')	128' (200')	128' (200')	128' (200')
<i>FULL</i>	R550m	R550m	R550m	R550m
<i>Limited</i>	R750m	R750m	R750m	R750m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
2 NDB ❶	340' (412')	340' (412')	340' (412')	340' (412')
	R1200m	R1200m	R1200m	R1200m
<i>ALS out</i>	R1500m	R1500m	R1900m	R1900m
NDB ❶	410' (482')	410' (482')	410' (482')	410' (482')
(with FAF)	R1500m	R1500m	R1500m	R1500m
<i>ALS out</i>	R1500m	R1500m	C2300m	C2300m
NDB	660' (732')	660' (732')	660' (732')	660' (732')
(w/o FAF)	C2900m	C2900m	C3100m	C3100m
<i>ALS out</i>	C3600m	C3600m	C3800m	C3800m
27				
ILS	130' (200')	130' (200')	130' (200')	130' (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 DME ❶	410' (480')	410' (480')	410' (480')	410' (480')
(with FAF)	R1500m	R1500m	R1500m	R1500m
<i>ALS out</i>	R1500m	R1500m	C2200m	C2200m
NDB DME	650' (720')	650' (720')	650' (720')	650' (720')
(w/o FAF)	C2800m	C2800m	C3000m	C3000m
<i>ALS out</i>	C3500m	C3500m	C3700m	C3700m
NDB ❶	410' (480')	410' (480')	410' (480')	410' (480')
(with FAF)	R1500m	R1500m	R1500m	R1500m
<i>ALS out</i>	R1500m	R1500m	C2200m	C2200m
NDB	650' (720')	650' (720')	650' (720')	650' (720')
(w/o FAF)	C2800m	C2800m	C3000m	C3000m
<i>ALS out</i>	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	250m	400m
C		500m
D	300m	





URWA/ASF ASTRAKHAN

JEPPesen

4 NOV 11

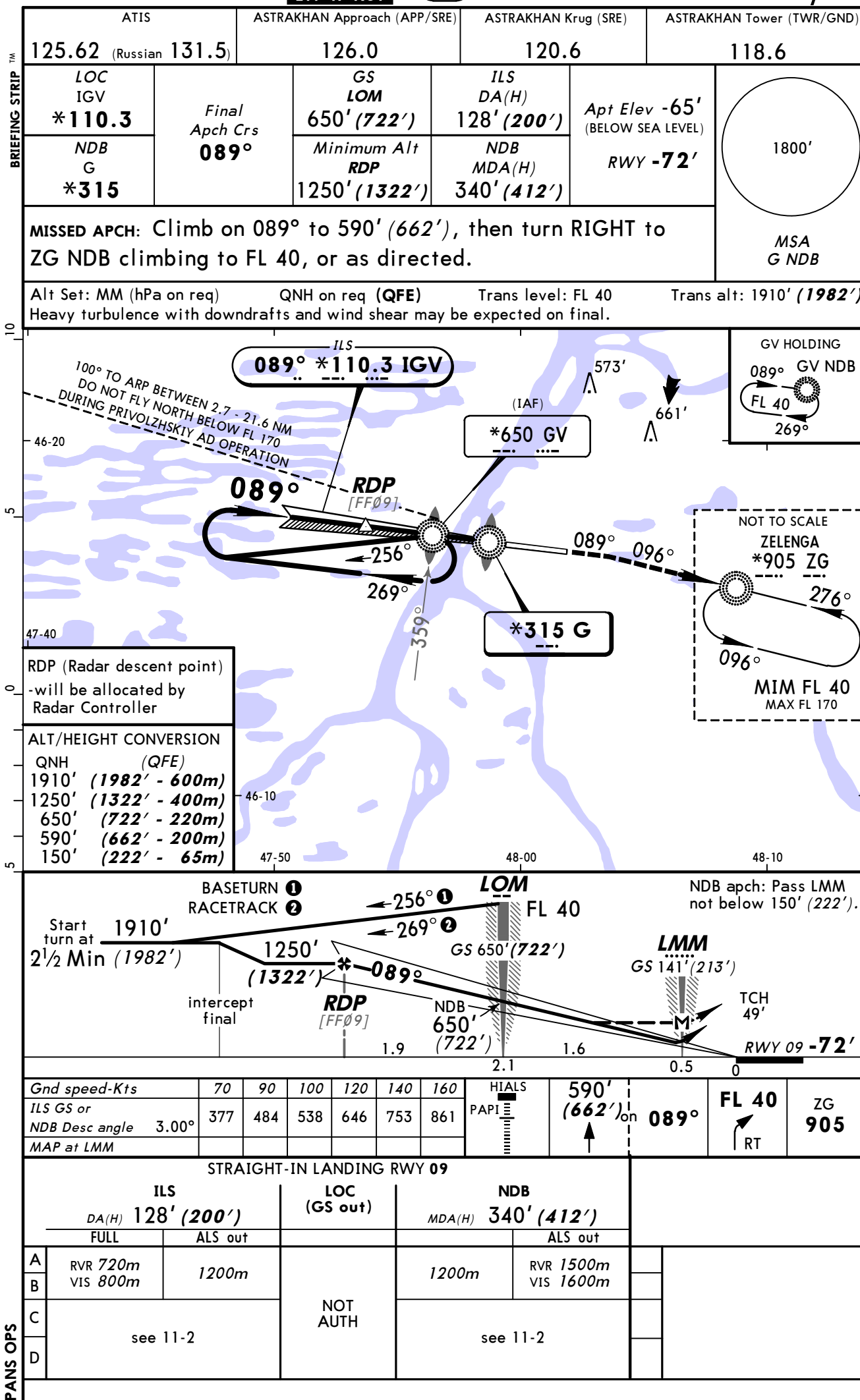
Eff 17 Nov

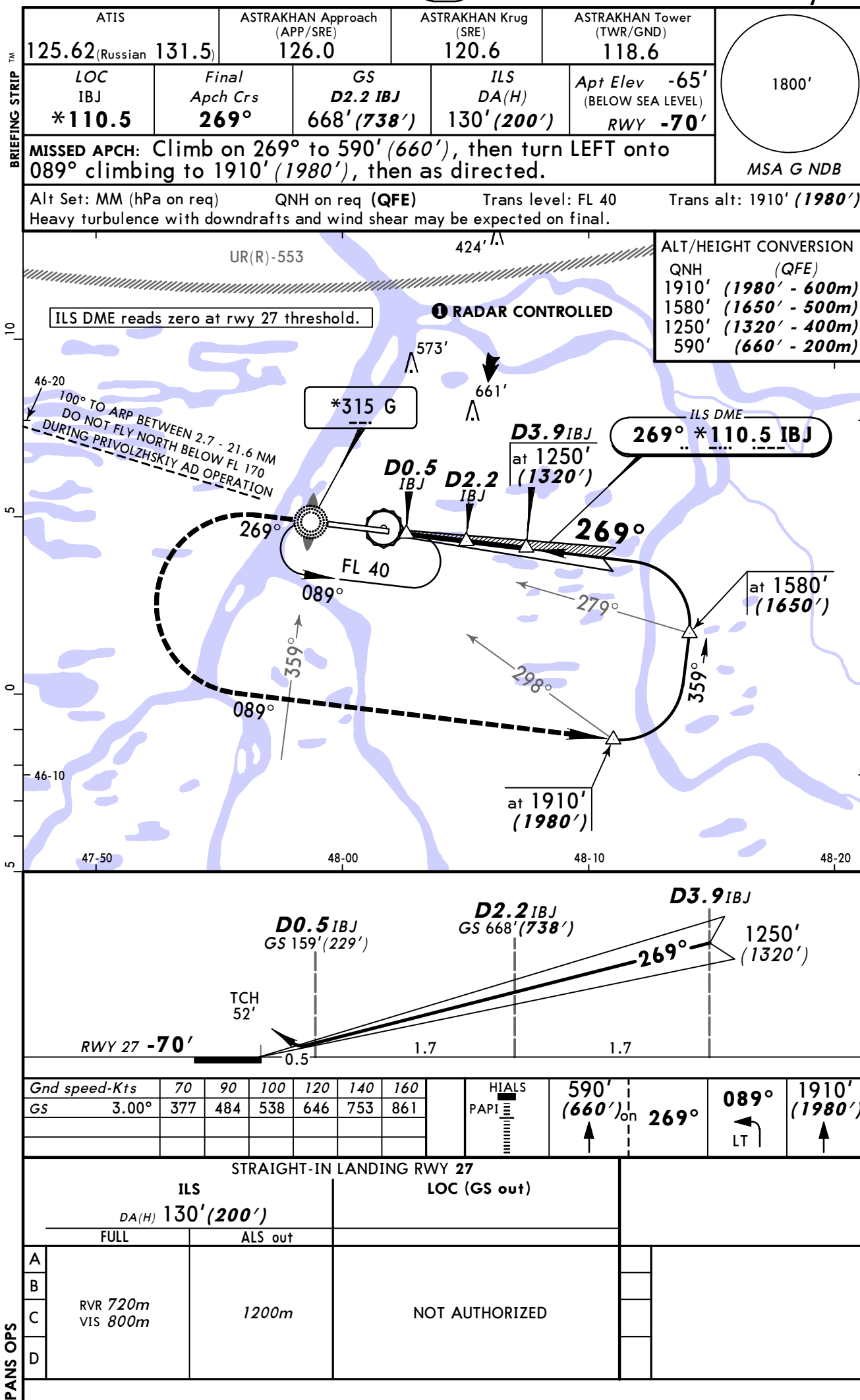
11-3

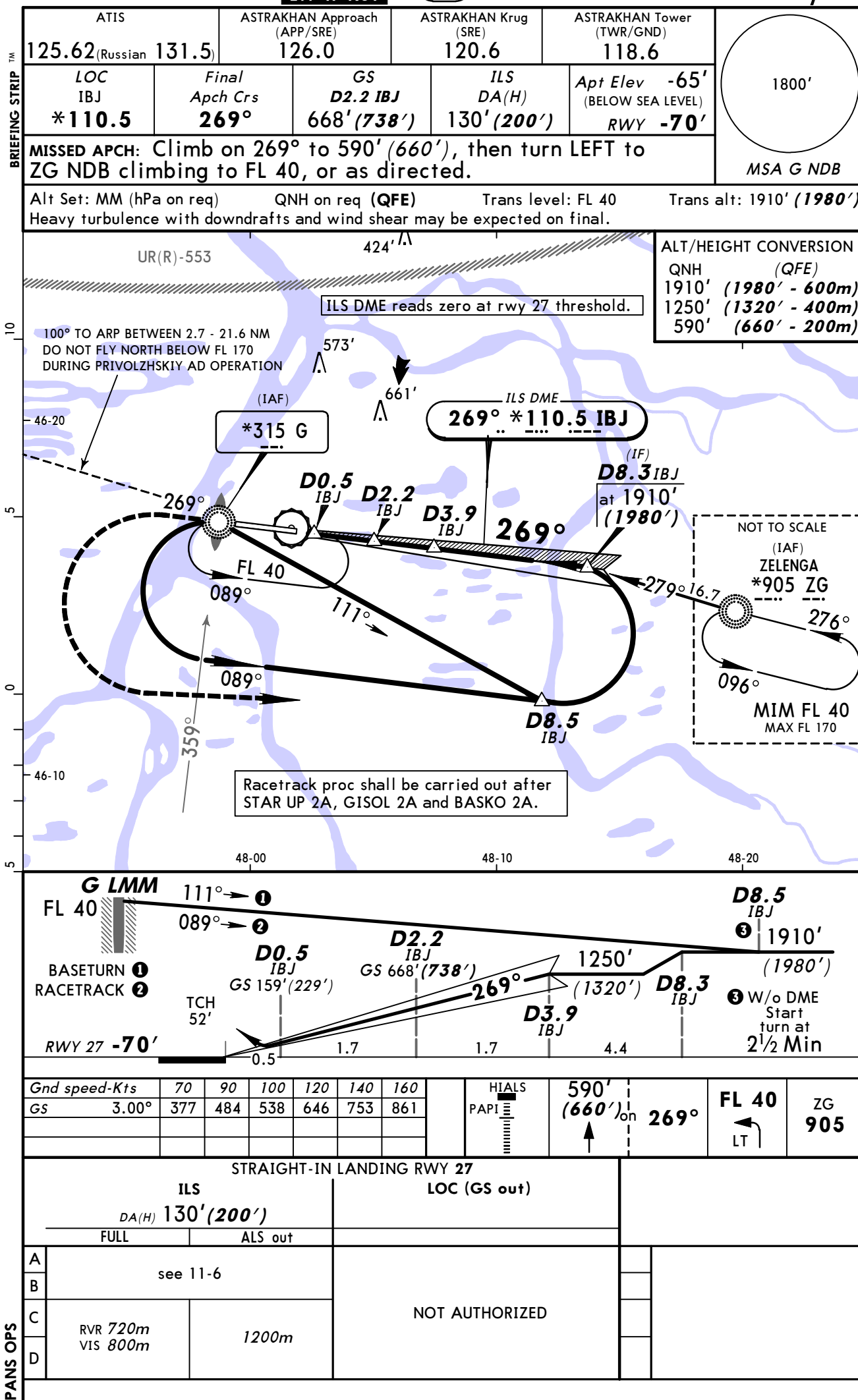
CAT A & B

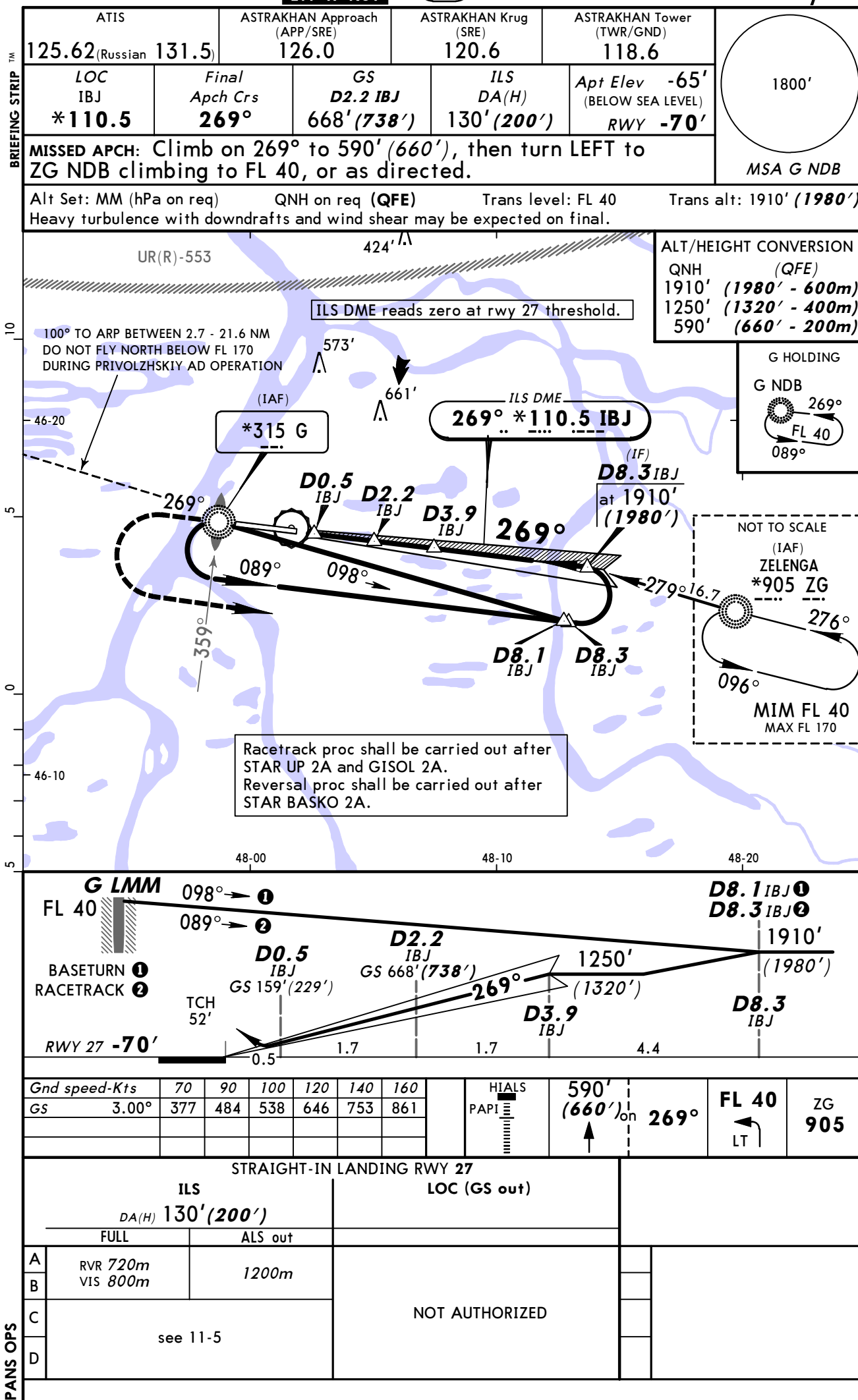
ASTRAKHAN, RUSSIA

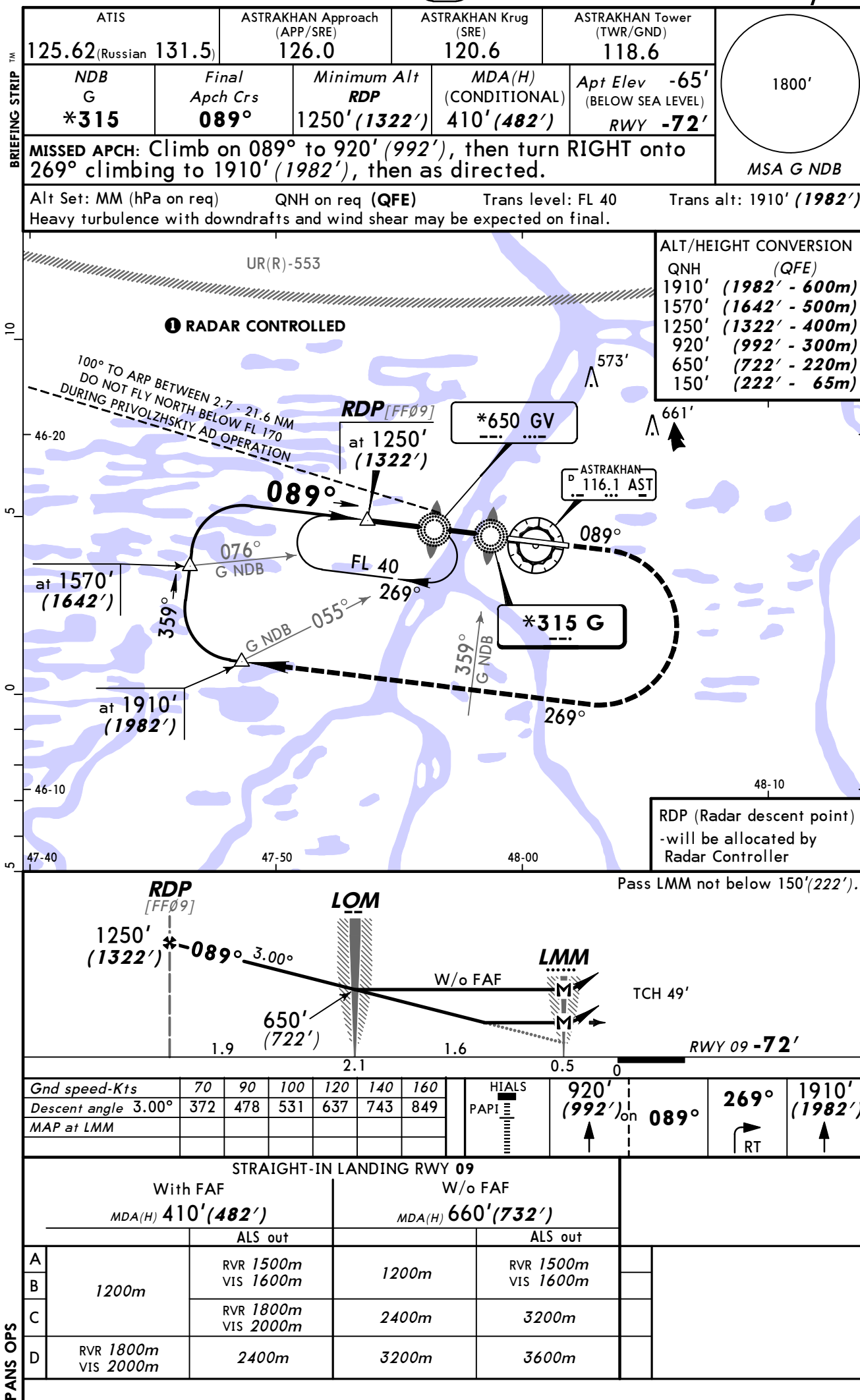
ILS or 2 NDB Rwy 09

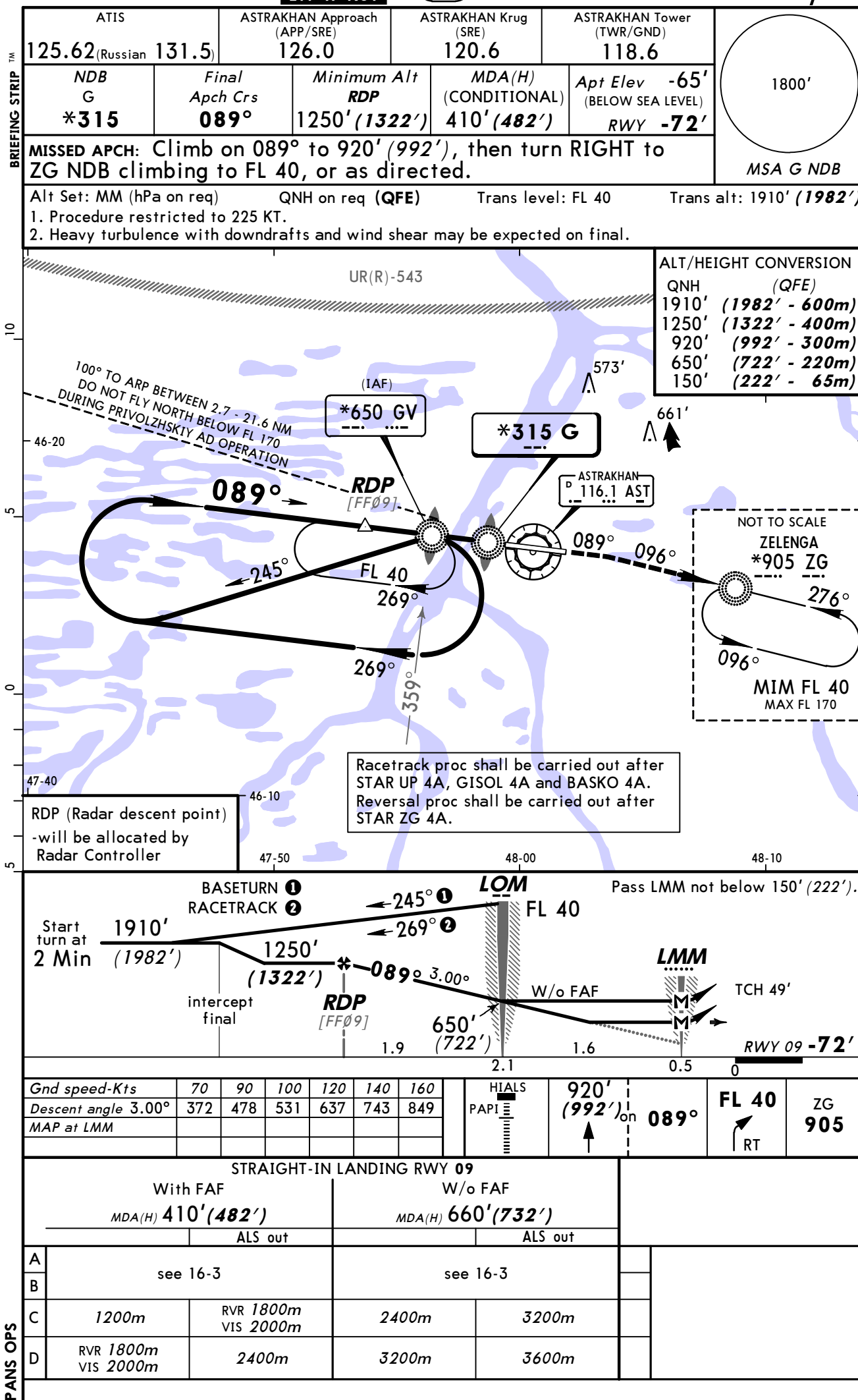


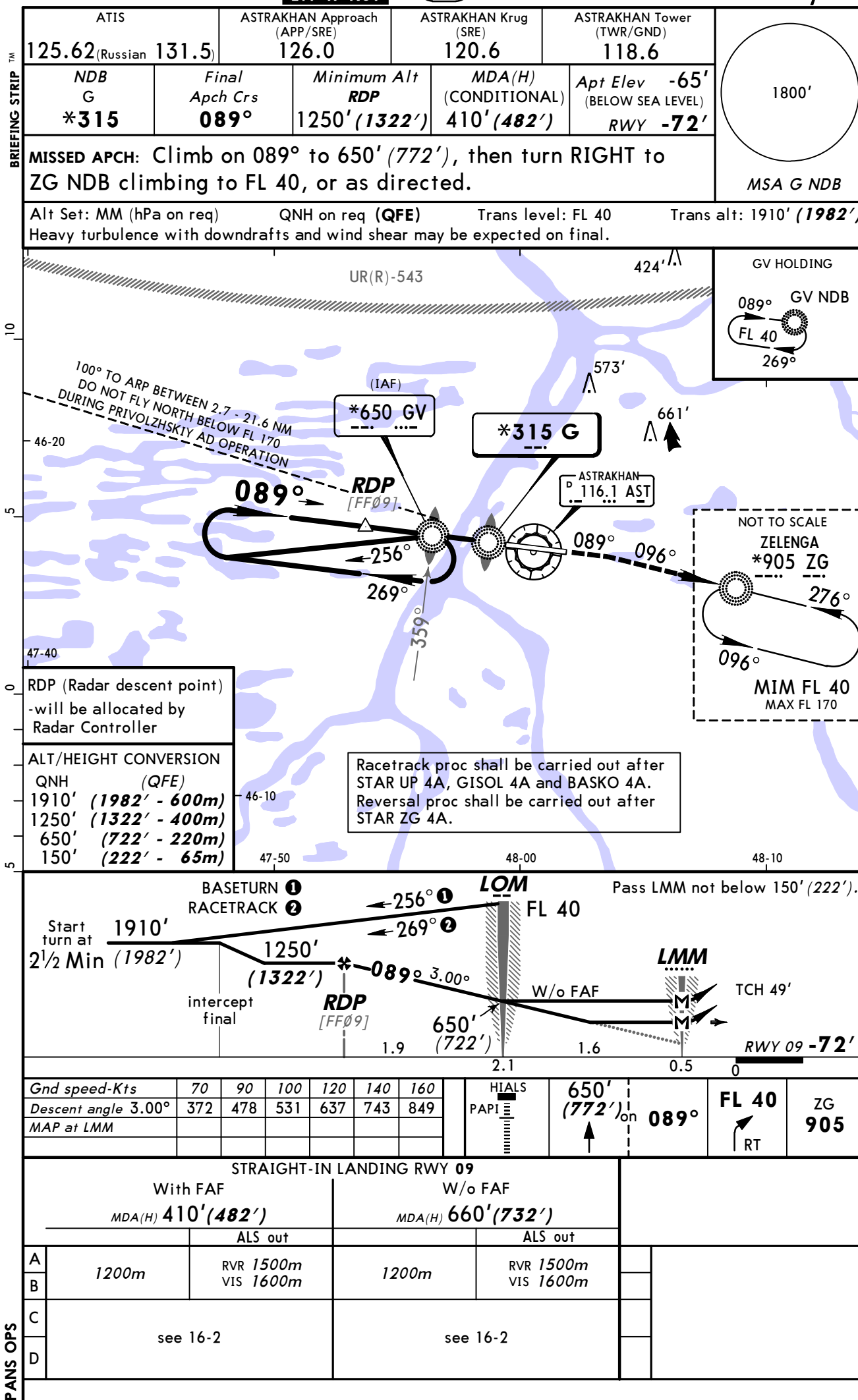


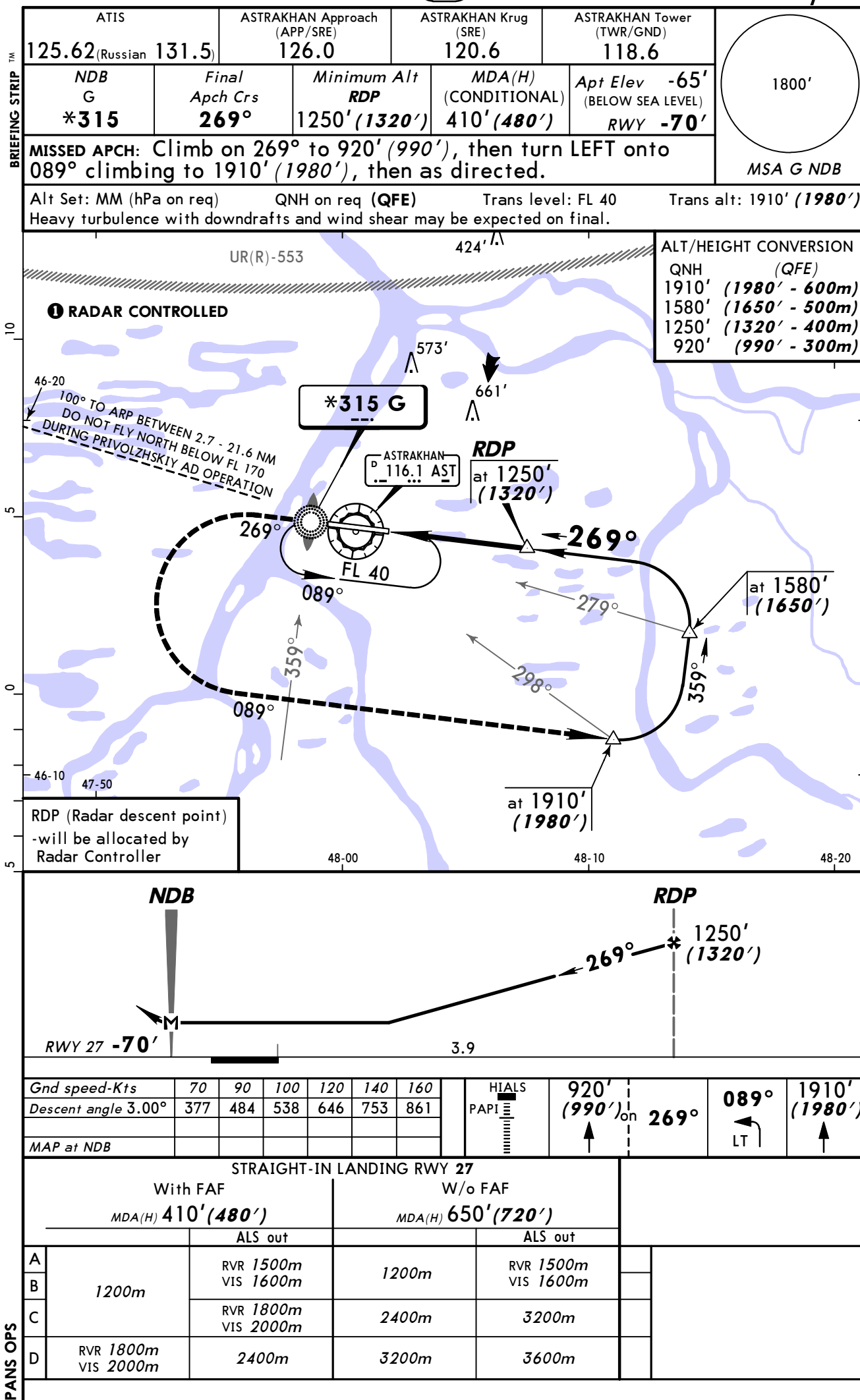


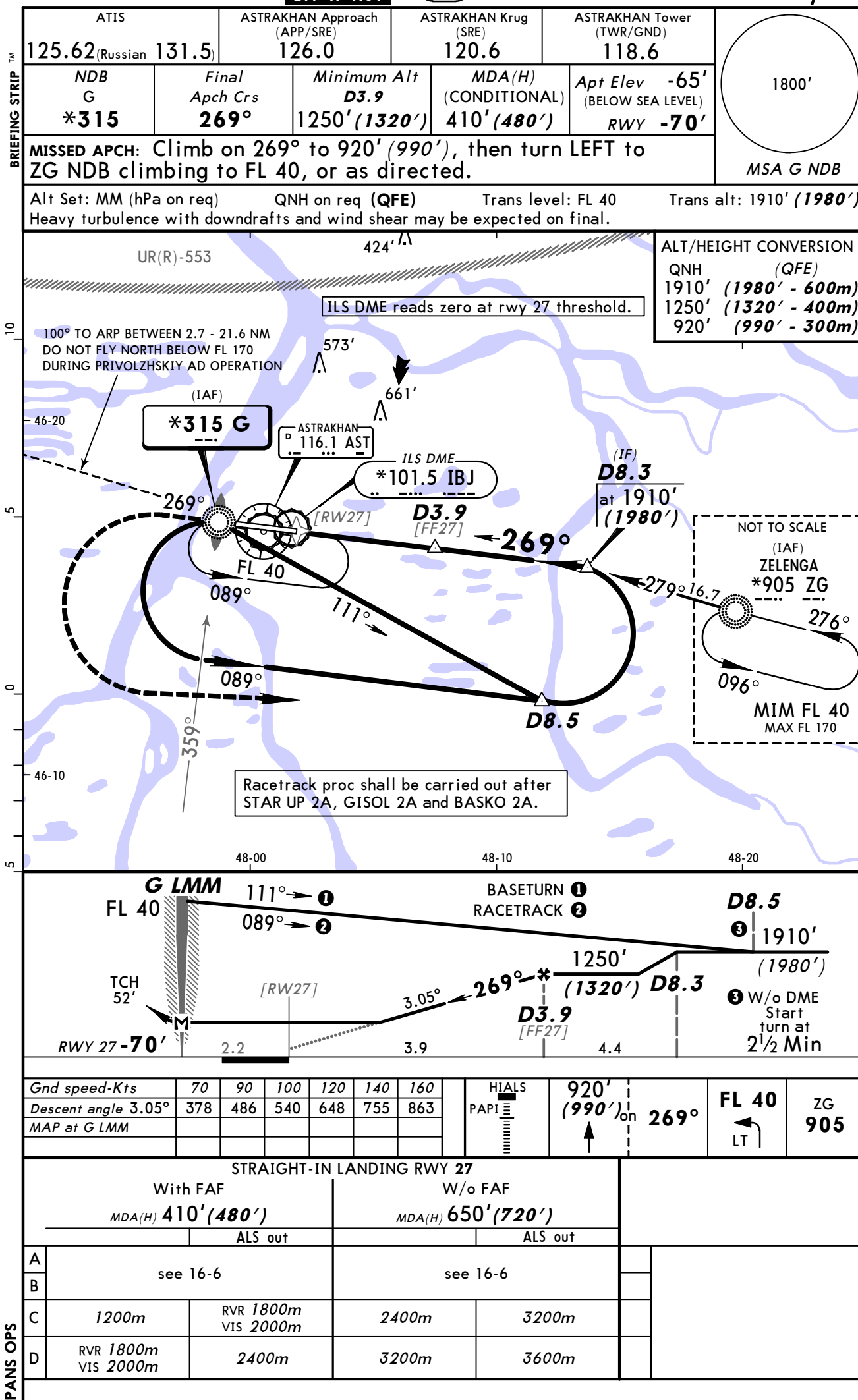


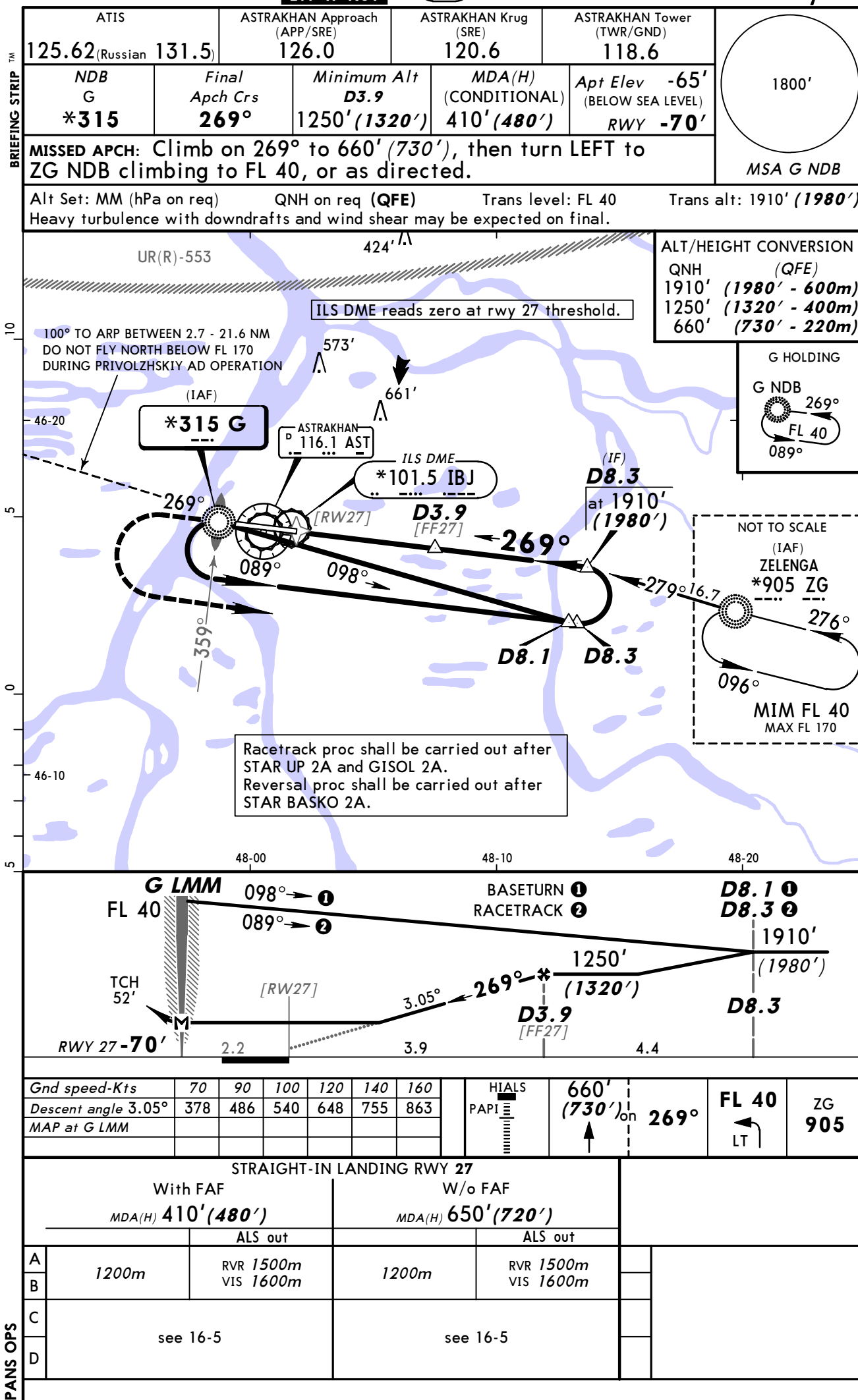












ASTRAKHAN, (ASTRAKHAN - URWA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URWA

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jepesen.com/eurasiachange.