

Page 1
Changed chart(s) since Disc 26-2012
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.
ACT PROCEDURE IDENT INDEX REV DATE EFF DATE

No revision activity since Disc 26-2012

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport URWW

URWW (Gumrak)**General Info**

Volgograd, RUS

N 48° 46.9' 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+4:00 no DST

Runway Info

Runway 11-29 8202' x 161' asphalt

Runway 11 (112.0°M) TDZE 430'

Lights: Edge, ALS

Runway 29 (292.0°M) TDZE 482'

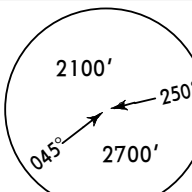
Lights: Edge, ALS

Communications InfoATIS **129.9** Non-EnglishATIS **127.0**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

JEPPESSEN
17 AUG 12 10-2

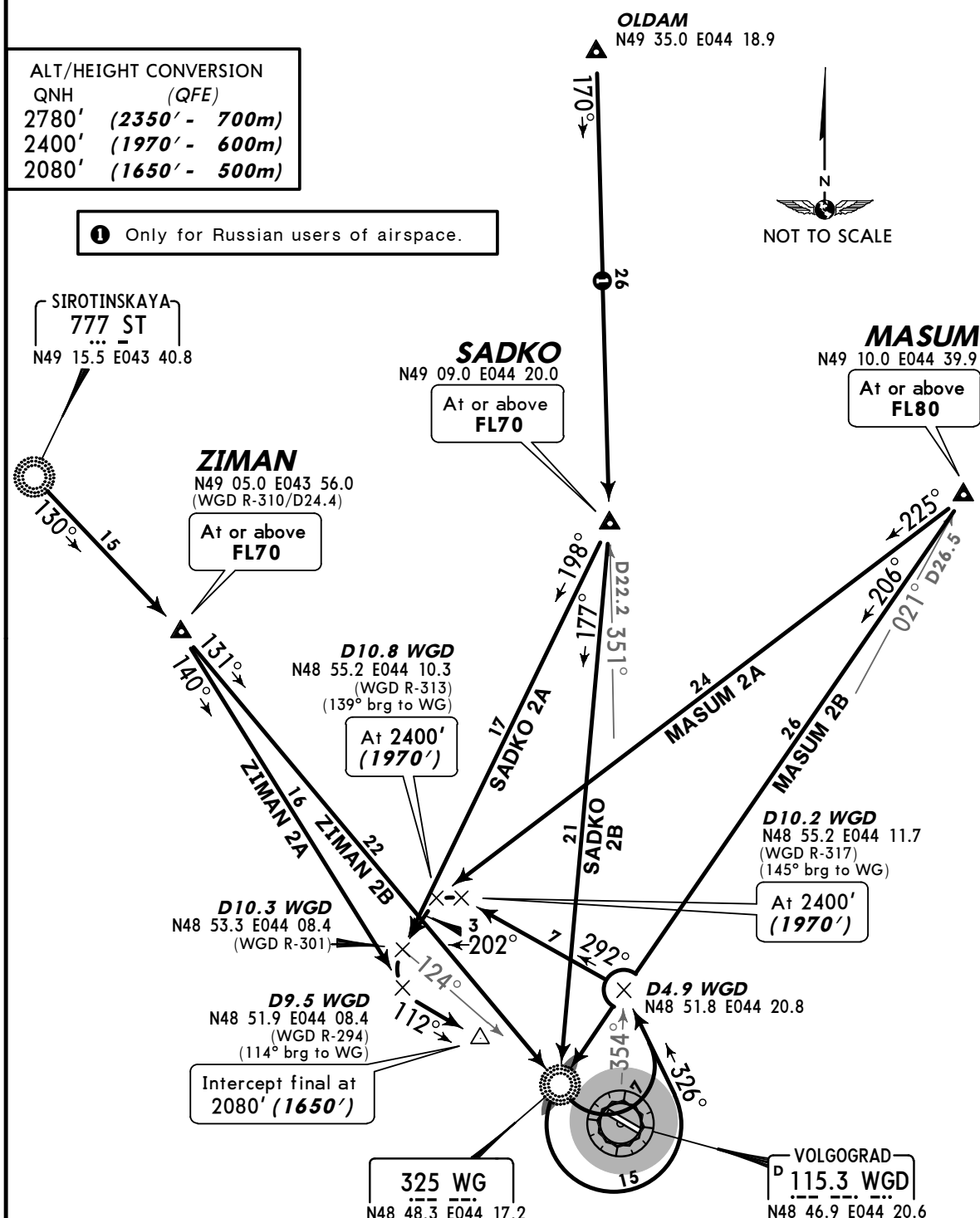
VOLGOGRAD, RUSSIA
STAR

ATIS 127.0 (Russian 129.9)	Apt Elev 482'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780' (2350') 1. Without continuous radar control aircraft will cross WG by ATC instruction for further descent and approach. 2. During straight-in approach aircraft shall reach TL not nearer than 16.2NM to THR.	 MSA WGD VOR
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MASUM 2A [MASU2A], MASUM 2B [MASU2B]
SADKO 2A [SADK2A], SADKO 2B [SADK2B]
ZIMAN 2A [ZIMA2A], ZIMAN 2B [ZIMA2B]
RWY 11 ARRIVALS

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2780'	(2350' - 700m)
2400'	(1970' - 600m)
2080'	(1650' - 500m)

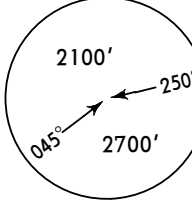
① Only for Russian users of airspace.



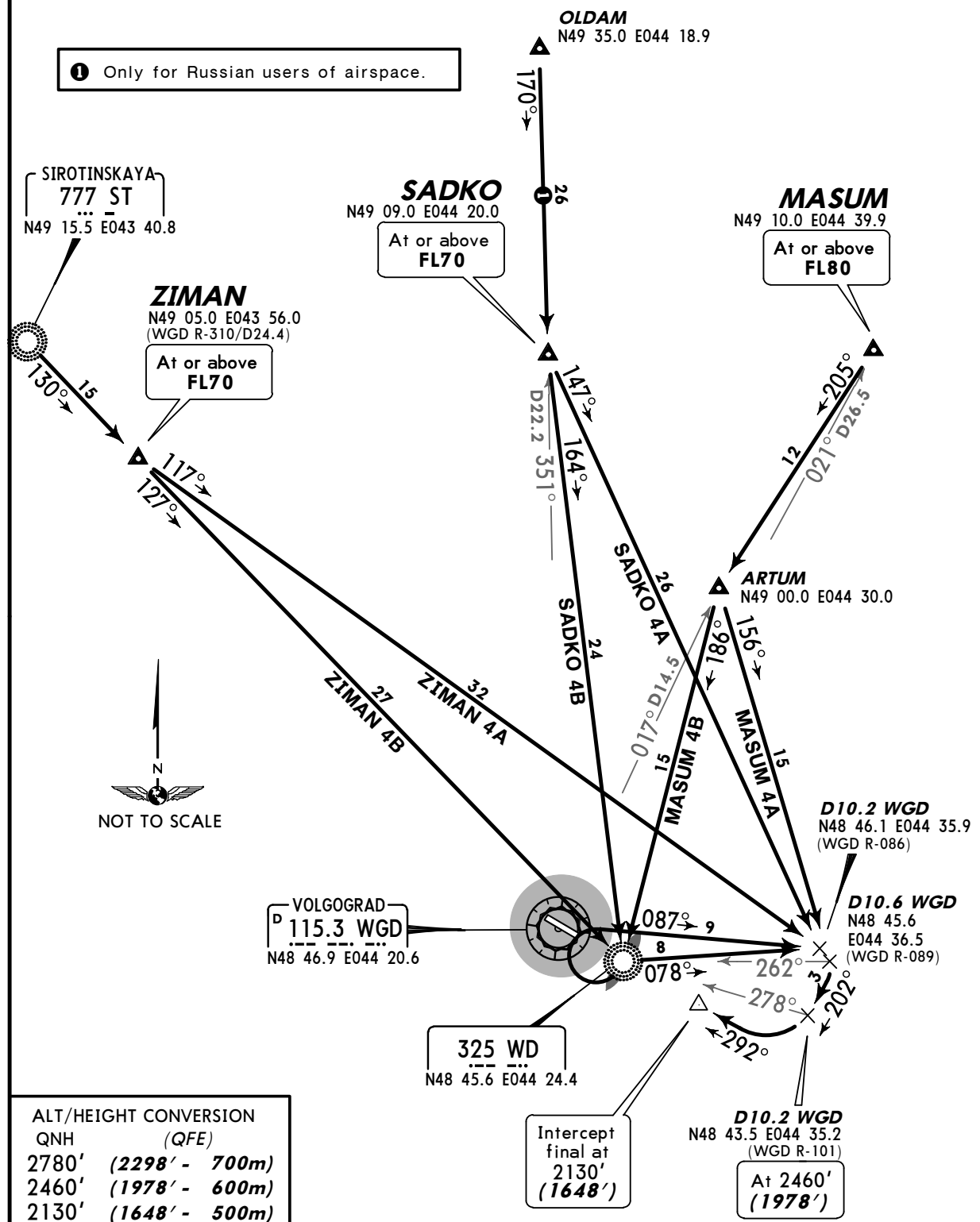
URWW/VOG
GUMRAK

JEPPESSEN
17 AUG 12 10-2A

VOLGOGRAD, RUSSIA
STAR

ATIS 127.0 (Russian) 129.9)	Apt Elev 482'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780' (2298') 1. Without continuous radar control aircraft will cross WD by ATC instruction for further descent and approach. 2. During straight-in approach aircraft shall reach TL not nearer than 16.2NM to THR.	 MSA WGD VOR
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MASUM 4A [MASU4A], MASUM 4B [MASU4B]
SADKO 4A [SADK4A], SADKO 4B [SADK4B]
ZIMAN 4A [ZIMA4A], ZIMAN 4B [ZIMA4B]
RWY 29 ARRIVALS



URWW/VOG
GUMRAK

JEPPESEN
10 AUG 12 (10-2B) Eff 23 Aug

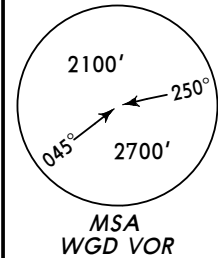
VOLGOGRAD, RUSSIA

STAR

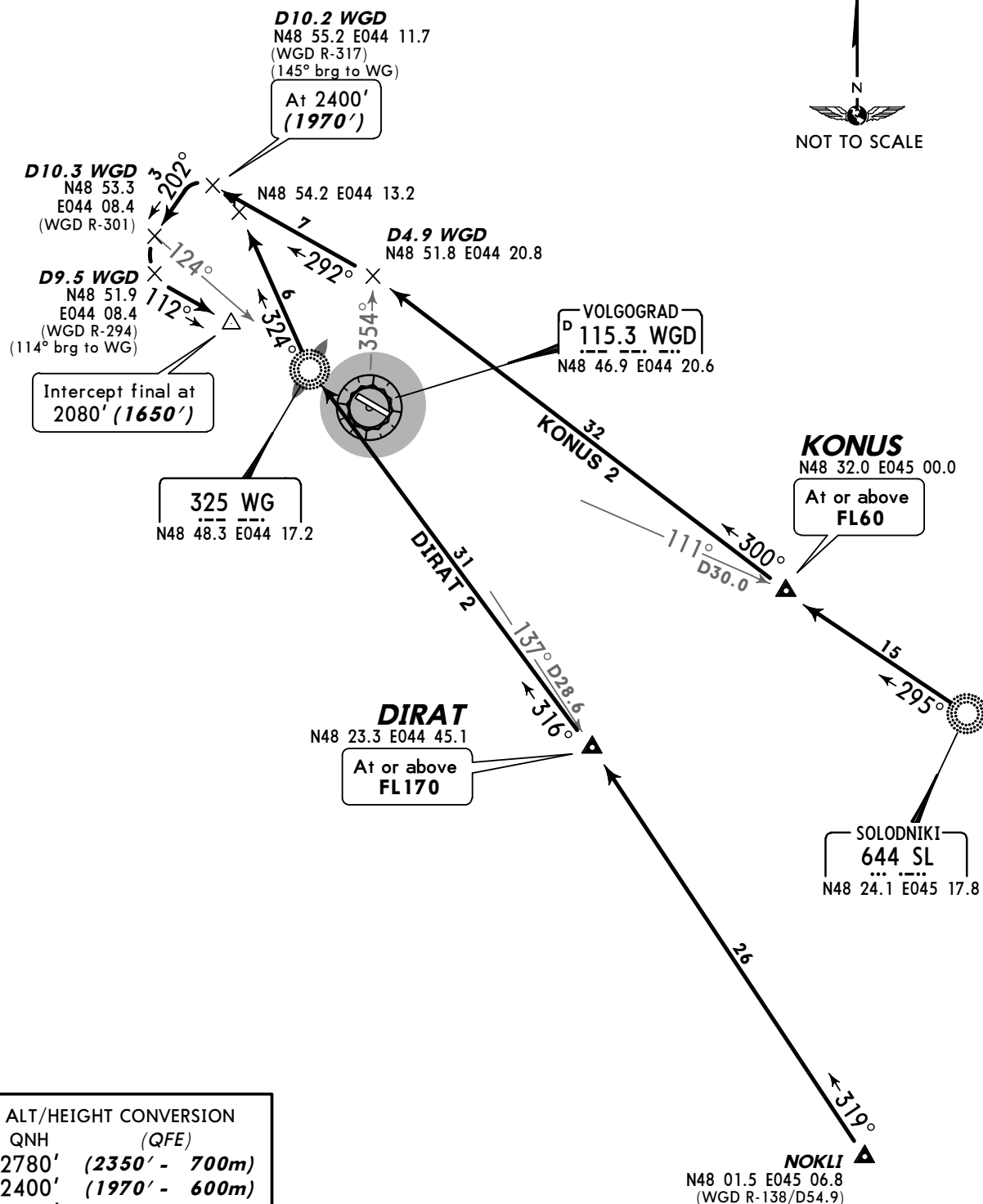
ATIS
127.0
(Russian
129.9)

Apt
Elev
482'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 747mm (995.9 hPa)
FL60 if pressure is less than 720mm (959.9 hPa)
Trans alt: 2780' (2350')
1. Without continuous radar control aircraft will cross WG by ATC instruction for further descent and approach.
2. During straight-in approach aircraft shall reach TL not nearer than 16.2NM to THR.



DIRAT 2 KONUS 2 RWY 11 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2780'	(2350' - 700m)
2400'	(1970' - 600m)
2080'	(1650' - 500m)

URWW/VOG
GUMRAK

JEPPESEN
10 AUG 12 10-2C Eff 23 Aug

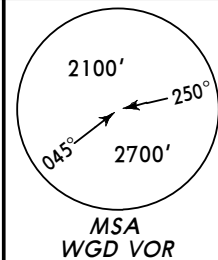
VOLGOGRAD, RUSSIA

STAR

ATIS
127.0
(Russian
129.9)

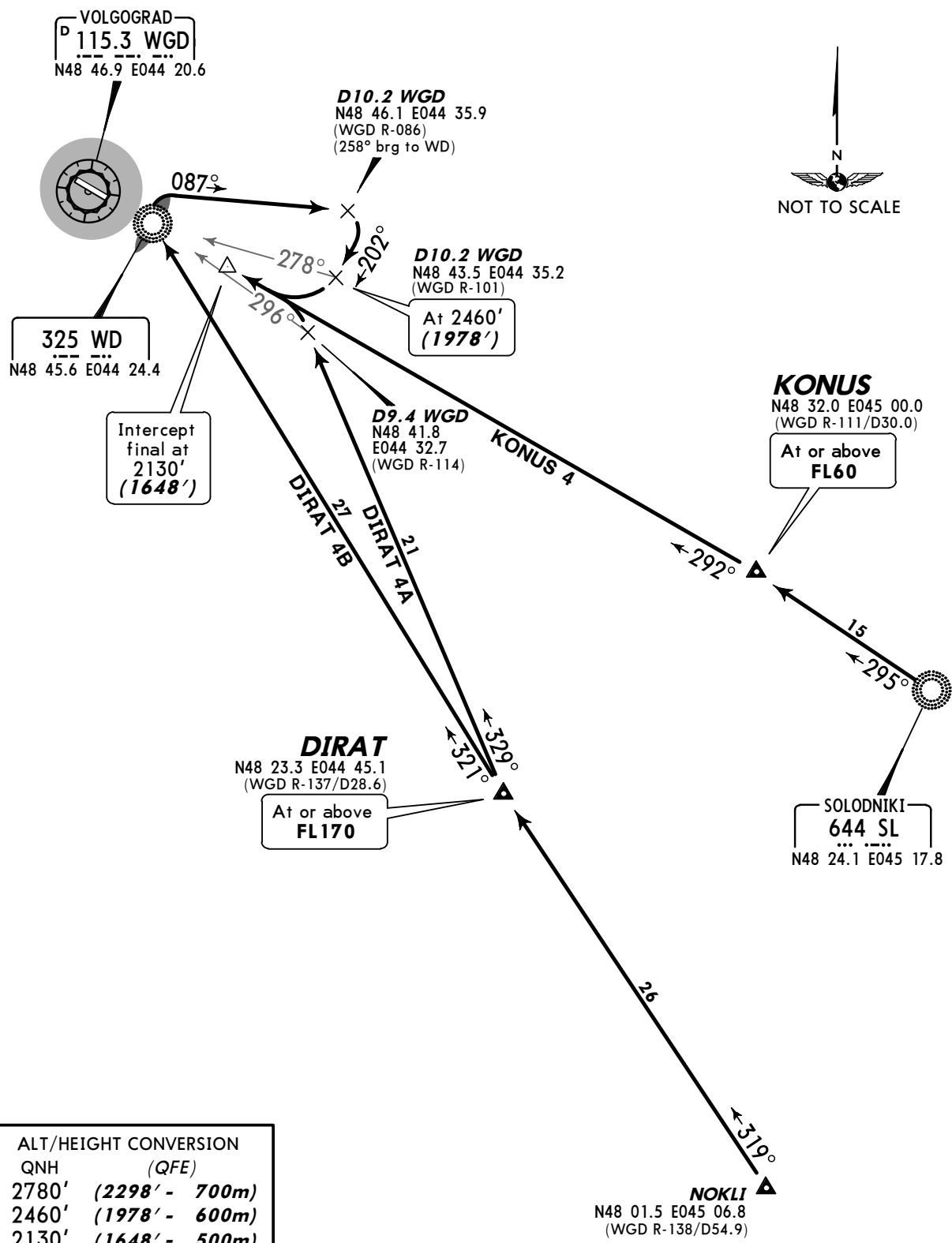
Apt
Elev
482'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 747mm (995.9 hPa)
FL60 if pressure is less than 720mm (959.9 hPa)
Trans alt: 2780' (2298')
1. Without continuous radar control aircraft will cross WD
by ATC instruction for further descent and approach.
2. During straight-in approach aircraft shall reach TL
not nearer than 16.2NM to THR.



DIRAT 4A [DIRA4A], DIRAT 4B [DIRA4B]

KONUS 4
RWY 29 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2780'	(2298' - 700m)
2460'	(1978' - 600m)
2130'	(1648' - 500m)

URWW/VOG
GUMRAK

JEPPESSEN
10 AUG 12 10-2D Eff 23 Aug

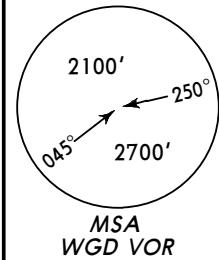
VOLGOGRAD, RUSSIA

STAR

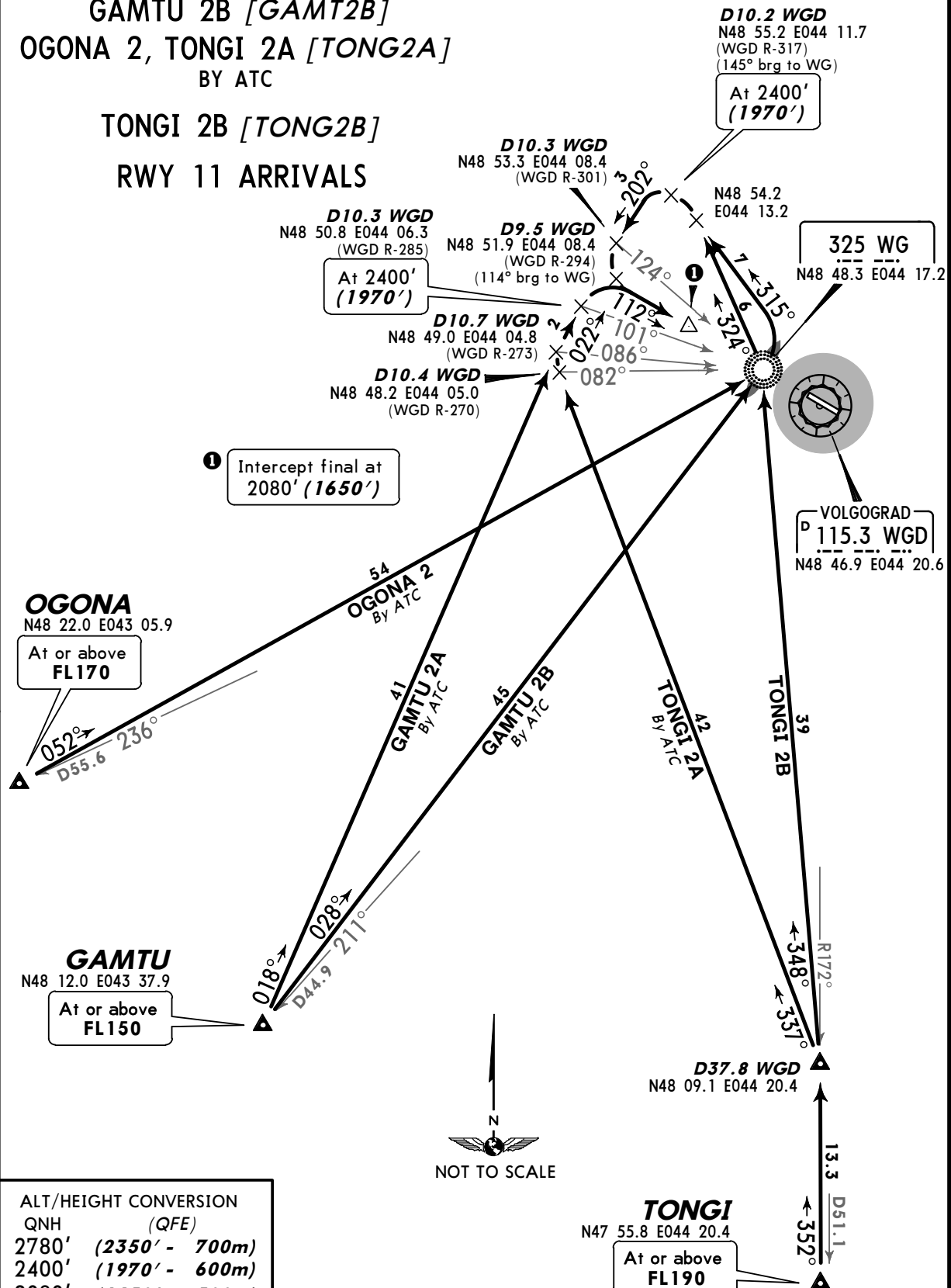
ATIS
127.0
(Russian)
129.9)

Apt
Elev
482'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 747mm (995.9 hPa)
FL60 if pressure is less than 720mm (959.9 hPa)
Trans alt: 2780' (2350')
1. Without continuous radar control aircraft will cross WG
by ATC instruction for further descent and approach.
2. During straight-in approach aircraft shall reach TL
not nearer than 16.2NM to THR.



GAMTU 2A [GAMT2A]
GAMTU 2B [GAMT2B]
OGONA 2, TONGI 2A [TONG2A]
BY ATC
TONGI 2B [TONG2B]
RWY 11 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2780'	(2350' - 700m)
2400'	(1970' - 600m)
2080'	(1650' - 500m)

URWW/VOG
GUMRAK

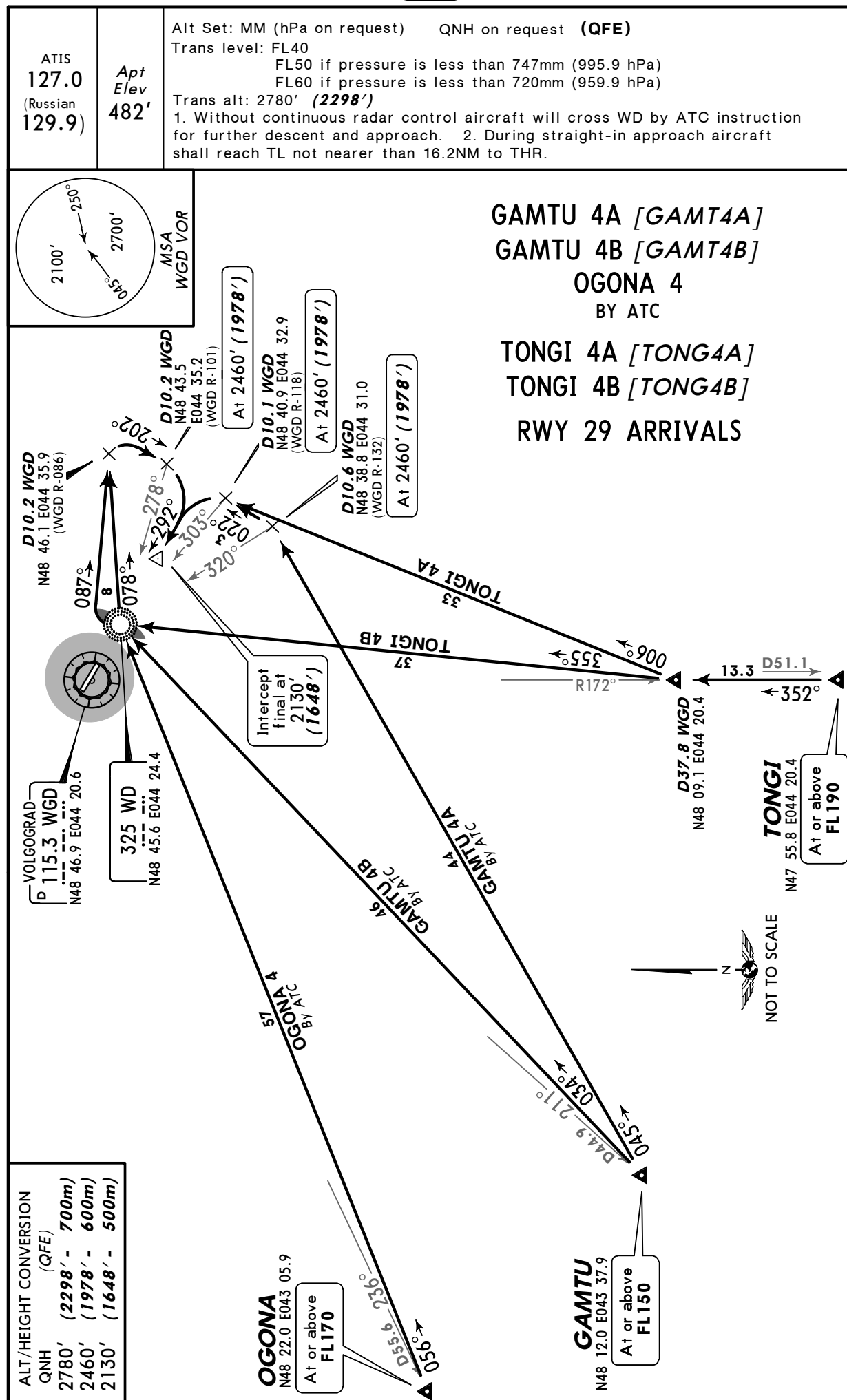
10 AUG 12

10-2E

Eff 23 Aug

VOLGOGRAD, RUSSIA

STAR



URWW/VOG
GUMRAK

JEPPESEN
23 MAR 12 10-3 Eff 5 Apr

VOLGOGRAD, RUSSIA

SID

Apt Elev
482'

QNH on request (QFE)

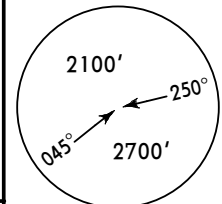
Trans level: FL40

FL50 if pressure is less than 747mm (995.9 hPa)

FL60 if pressure is less than 720mm (959.9 hPa)

Trans alt: 2780' (2350')

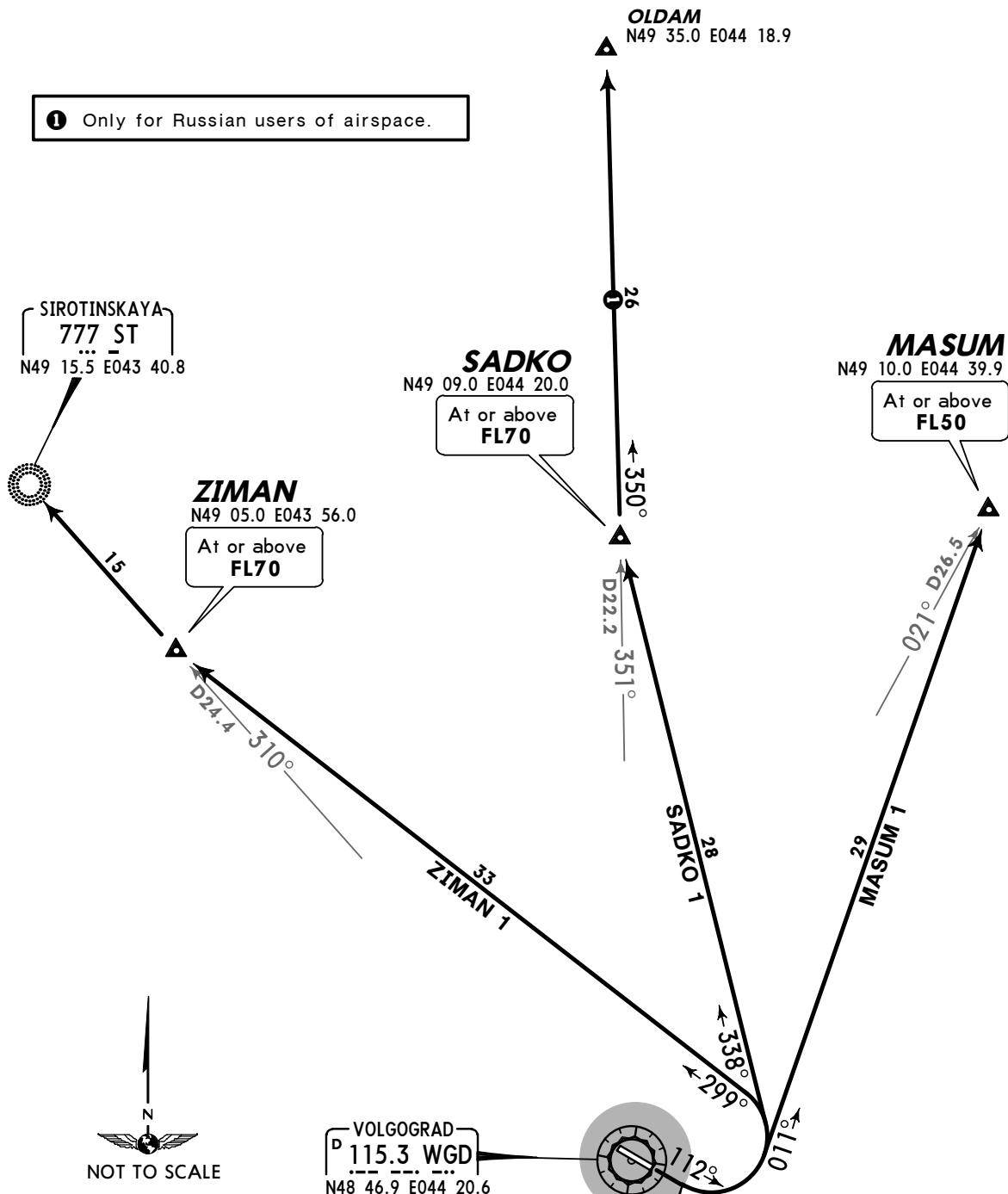
Noise abatement procedures should be applied according to Flight Manual.



MSA
WGD VOR

MASUM 1, SADKO 1
ZIMAN 1
RWY 11 DEPARTURES

① Only for Russian users of airspace.



NOT TO SCALE

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

URWW/VOG
GUMRAK

JEPPESEN
23 MAR 12 **(10-3A)** **Eff 5 Apr**

VOLGOGRAD, RUSSIA

SID

Apt Elev
482'

QNH on request **(QFE)**

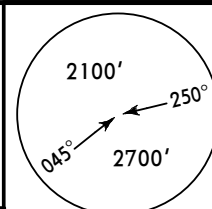
Trans level: FL40

FL50 if pressure is less than 747mm (995.9 hPa)

FL60 if pressure is less than 720mm (959.9 hPa)

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

Noise abatement procedures should be applied according to Flight Manual.



MSA
WGD VOR

MASUM 3, SADKO 3
ZIMAN 3
RWY 29 DEPARTURES

❶ Only for Russian users of airspace.

SIROTINSKAYA
777 ST
... —
N49 15.5 E043 40.8

ZIMAN
N49 05.0 E043 56.0
(WGD R-310/D24.4)

At or above
FL60

SADKO
N49 09.0 E044 20.0

At or above
FL60

MASUM
N49 10.0 E044 39.9

At or above
FL50

VOLGOGRAD
D 115.3 WGD
...
N48 46.9 E044 20.6

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

CHANGES: SIDs completely revised.

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URWW/VOG
GUMRAK

JEPPESEN
23 MAR 12 (10-3B) Eff 5 Apr

VOLGOGRAD, RUSSIA

SID

Apt Elev
482'

QNH on request (QFE)

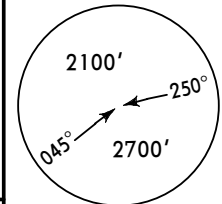
Trans level: FL40

FL50 if pressure is less than 747mm (995.9 hPa)

FL60 if pressure is less than 720mm (959.9 hPa)

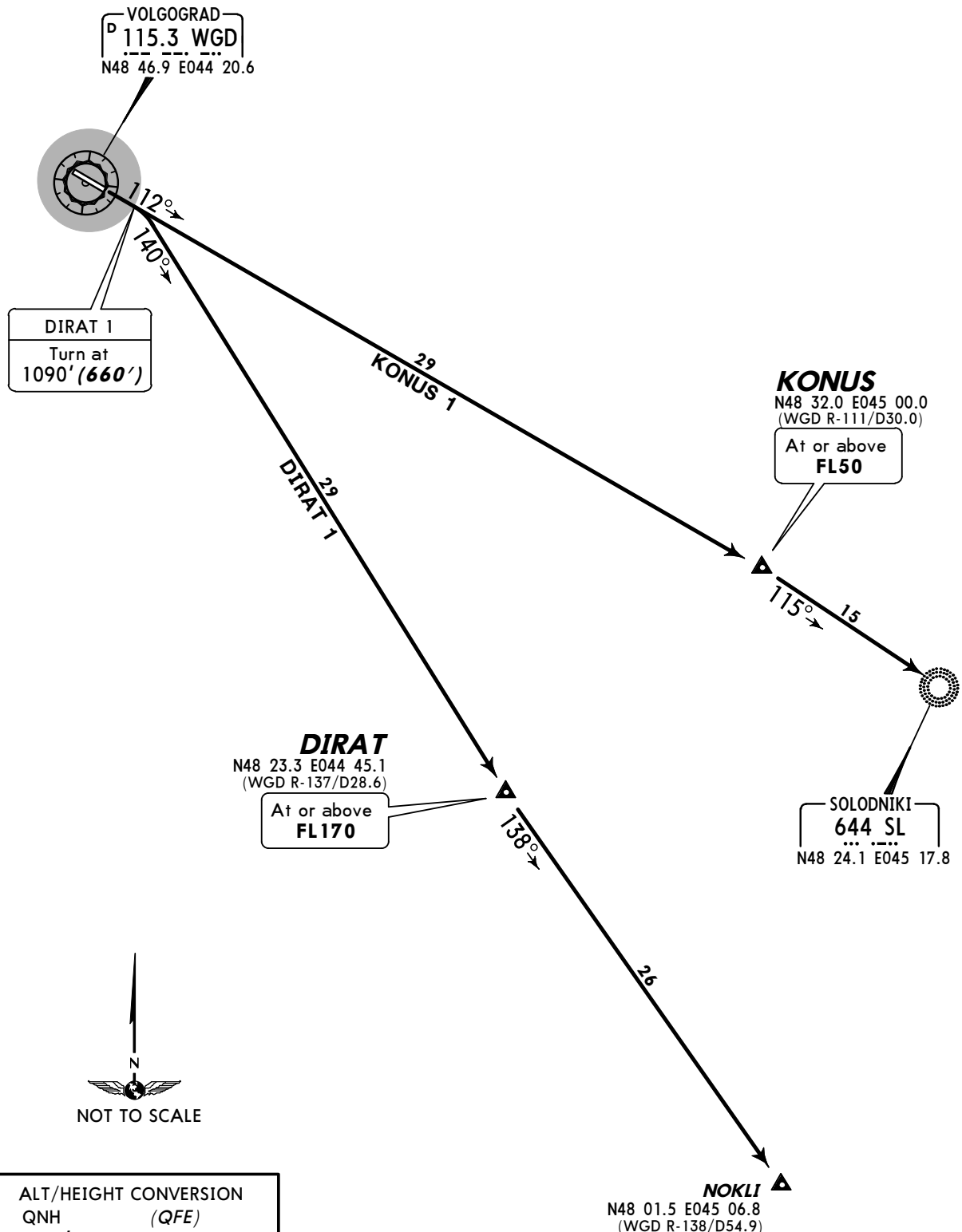
Trans alt: 2780' (2350')

Noise abatement procedures should be applied according to Flight Manual.



MSA
WGD VOR

DIRAT 1 KONUS 1 RWY 11 DEPARTURES



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

URWW/VOG
GUMRAK

JEPPESEN
23 MAR 12 (10-3C) Eff 5 Apr

VOLGOGRAD, RUSSIA

SID

Apt Elev
482'

QNH on request (QFE)

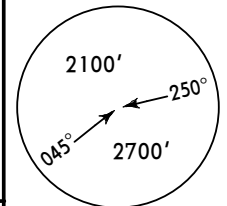
Trans level: FL40

FL50 if pressure is less than 747mm (995.9 hPa)

FL60 if pressure is less than 720mm (959.9 hPa)

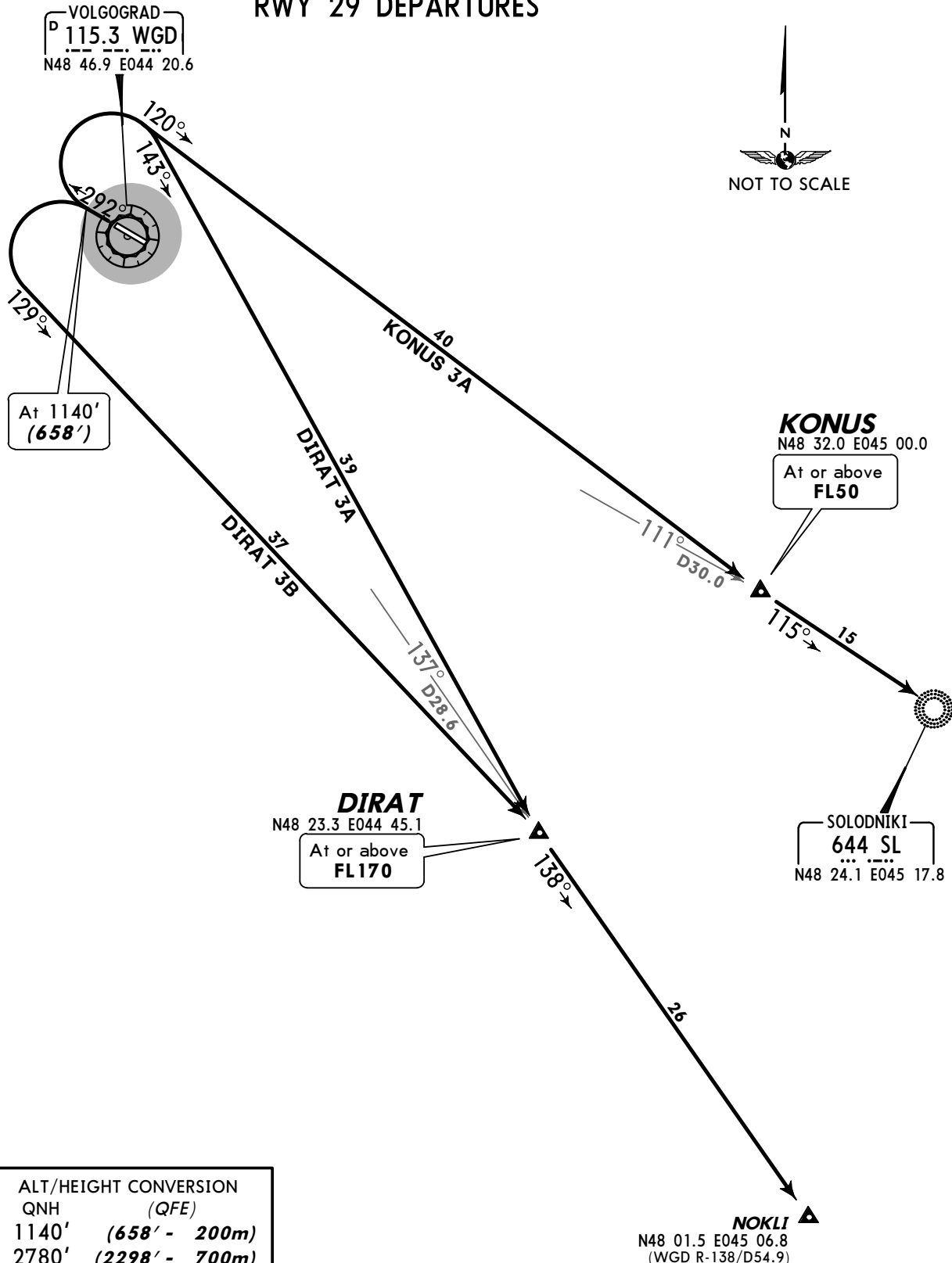
Trans alt: 2780' (2298')

Noise abatement procedures should be applied according to Flight Manual.



MSA
WGD VOR

DIRAT 3A [DIRA3A]
DIRAT 3B [DIRA3B]
KONUS 3A [KONU3A]
RWY 29 DEPARTURES



URWW/VOG
GUMRAK

JEPPESEN
23 MAR 12 (10-3D) Eff 5 Apr

VOLGOGRAD, RUSSIA

SID

Apt Elev
482'

QNH on request (QFE)

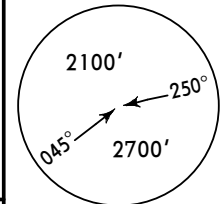
Trans level: FL40

FL50 if pressure is less than 747mm (995.9 hPa)

FL60 if pressure is less than 720mm (959.9 hPa)

Trans alt: 2780' (2350')

Noise abatement procedures should be applied according to Flight Manual.



MSA
WGD VOR

GAMTU 1, OGONA 1
TONGI 1
RWY 11 DEPARTURES

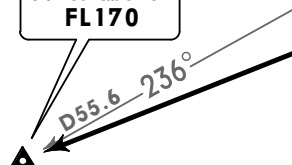


VOLGOGRAD
P 115.3 WGD
N48 46.9 E044 20.6

OGONA

N48 22.0 E043 05.9

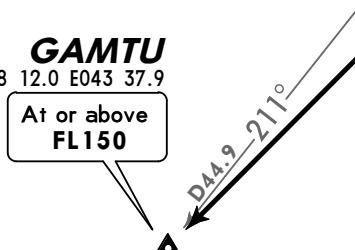
At or above
FL170



GAMTU

N48 12.0 E043 37.9

At or above
FL150



TONGI

N47 55.8 E044 20.4

At or above
FL190



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

URWW/VOG
GUMRAK

JEPPESEN
23 MAR 12 (10-3E) Eff 5 Apr

VOLGOGRAD, RUSSIA

SID

Apt Elev
482'

QNH on request (QFE)

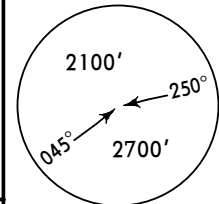
Trans level: FL40

FL50 if pressure is less than 747mm (995.9 hPa)

FL60 if pressure is less than 720mm (959.9 hPa)

Trans alt: 2780' (2298')

Noise abatement procedures should be applied according to Flight Manual.



MSA
WGD VOR

GAMTU 3A [GAMT3A], GAMTU 3B [GAMT3B]
OGONA 3, TONGI 3A [TONG3A]
TONGI 3B [TONG3B]
RWY 29 DEPARTURES

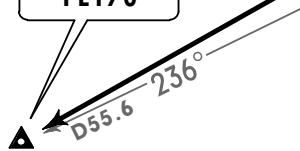
VOLGOGRAD
D 115.3 WGD
N48 46.9 E044 20.6



OGONA

N48 22.0 E043 05.9

At or above
FL170



GAMTU

N48 12.0 E043 37.9
(WGD R-211/D44.9)

At or above
FL150



TONGI

N47 55.8 E044 20.4
(WGD R-172/D51.1)

At or above
FL190



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

URWW/VOG

Apt Elev 482'
N48 47.0 E044 20.7

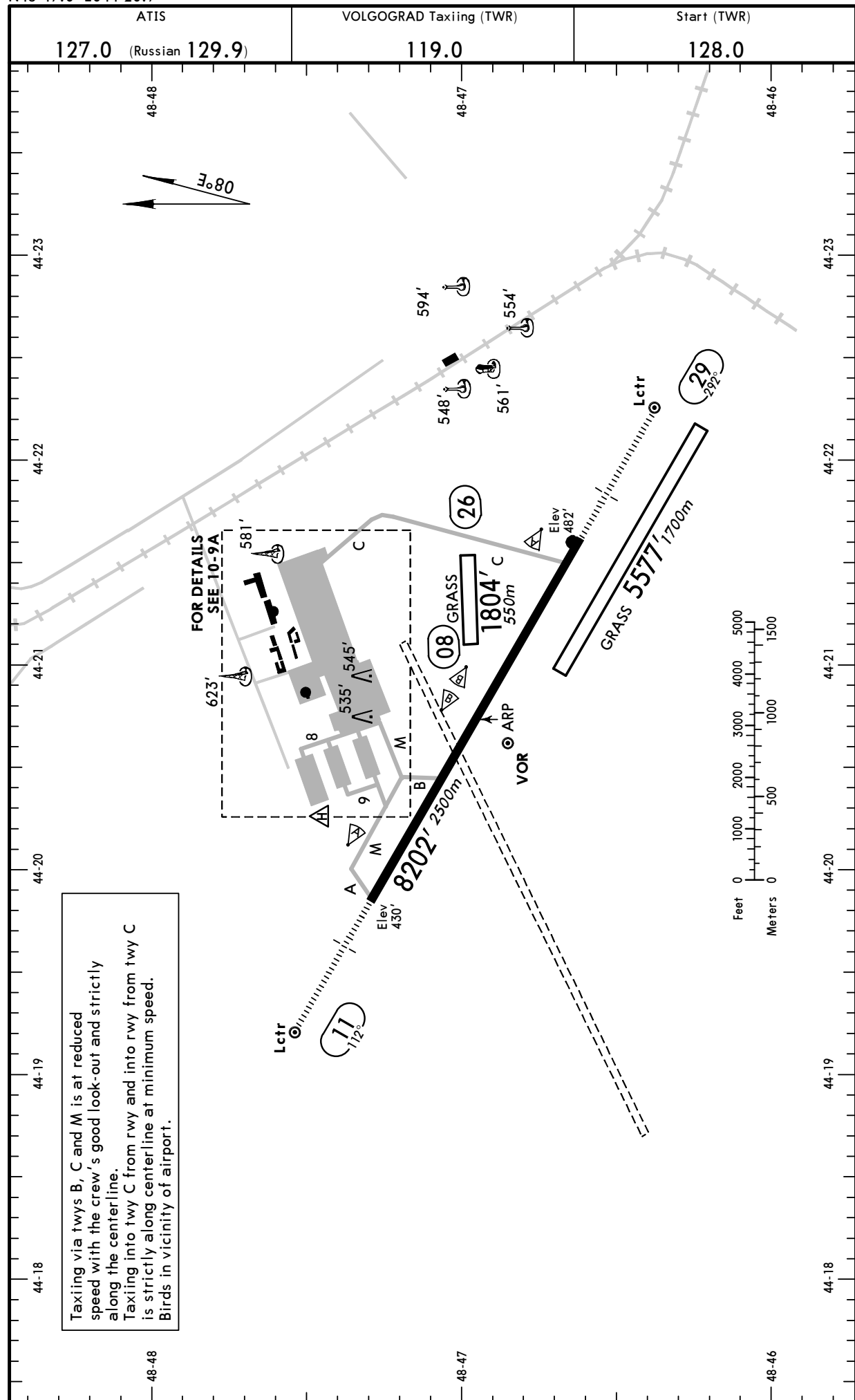
10 AUG 12

10 AUG 12 (10-9)

Eff 23 Aug

VOLGOGRAD, RUSSIA

GUMRAK



CHANGES: ATIS frequency.

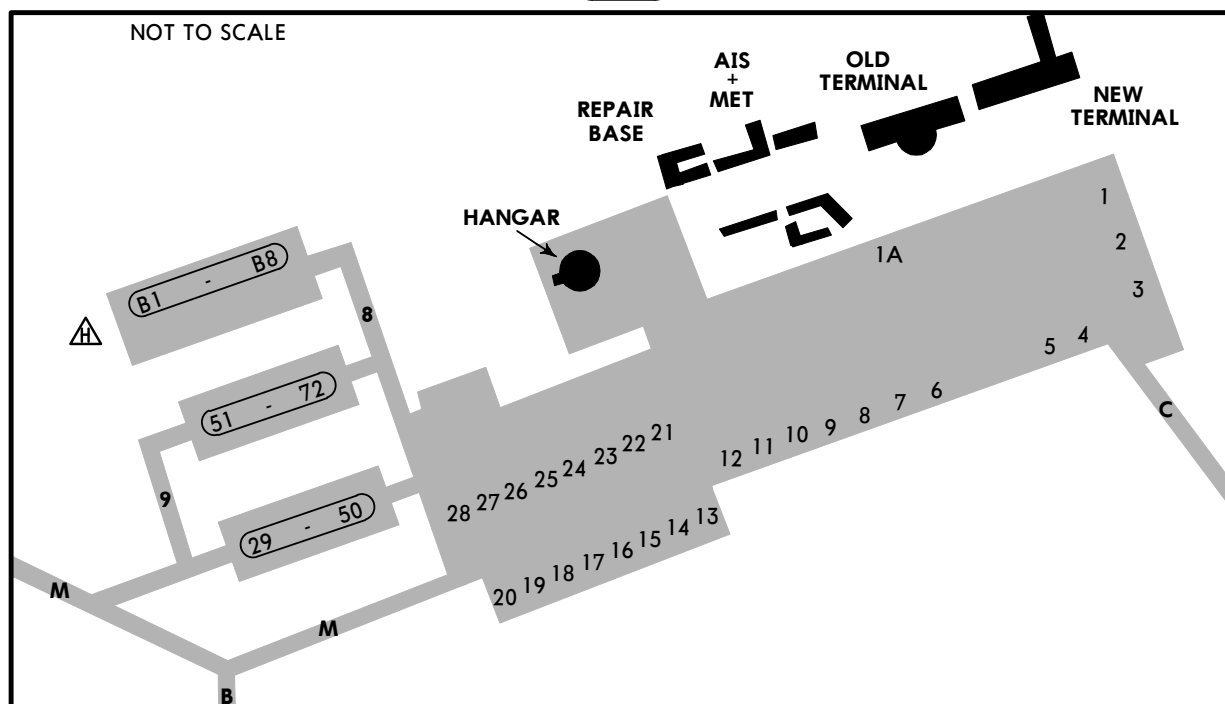
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URWW/VOG

10 AUG 12 **10-9A** Eff 23 Aug

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 27 and 28. When stand 28 is occupied taxiing into/out of stand 27 is by towing.
Stands 6, 13 thru 19, 22 thru 28 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 stand 19 and stands 22 thru 26.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond Glide Slope		
08 26						328' 100m
11 29	HIRL (60m) HIALS PAPI-L (angle 2.67°)	RVR		7230' 2204m 7169' 2185m		161' 49m
11 29	Grass runway					279' 85m

TAKE-OFF

AIR CARRIER (JAA)	
Main rwy 11/29	
LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	400m
B	
C	
D	
250m	
300m	

URWW/VOG

23 MAR 12  JEPPESEN
10-9S Eff 5 AprVOLGOGRAD, RUSSIA
GUMRAK

Standard

STRAIGHT-IN RWY		A	B	C	D
11	ILS	630' (200')	630' (200')	630' (200')	630' (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	800' (370')	800' (370')	800' (370')	800' (370')
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
29	ILS	682' (200')	682' (200')	682' (200')	682' (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	830' (348')	830' (348')	830' (348')	830' (348')
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m

① Continuous Descent Final Approach.

TAKE-OFF RWY 11, 29

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

URWW/VOG
GUMRAK

JEPPESEN
10 AUG 12
Eff 23 Aug (11-1)

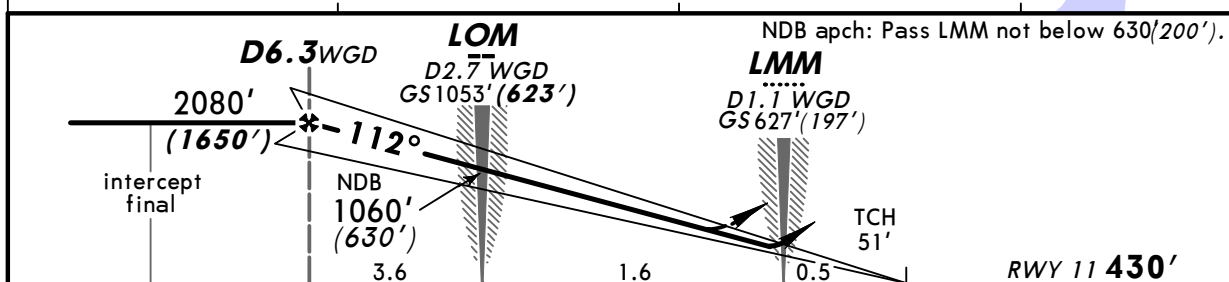
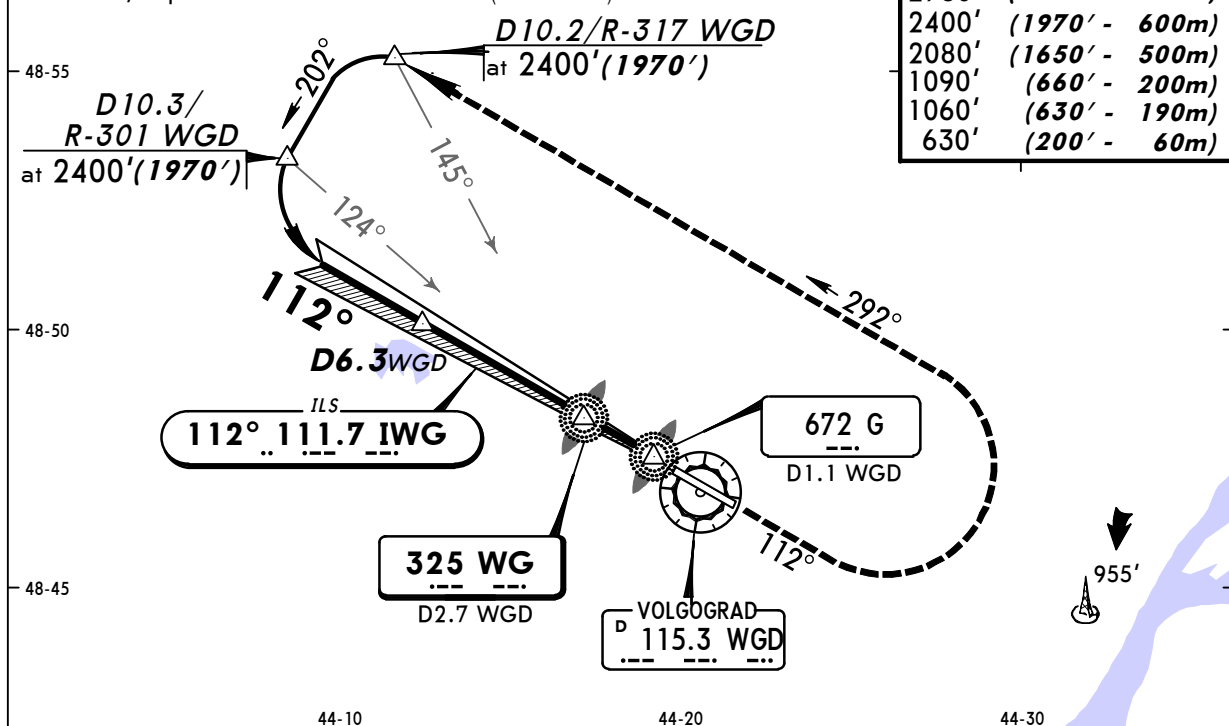
VOLGOGRAD, RUSSIA
ILS or 2 NDB Rwy 11

BRIEFING STRIP

ATIS (Russian) 127.0 (129.9)	VOLGOGRAD Approach (R) 125.3	VOLGOGRAD Krug (TWR/SRE) 122.0	VOLGOGRAD Tower 128.0	VOLGOGRAD Start (TWR) 128.0	Ground 119.0	
LOC IWG 111.7	Final Apch Crs 112°	GS LOM 1053' (623')	ILS DA(H) 630' (200')	Apt Elev 482' RWY 430'	A circular diagram with a center point. Two arrows originate from the center. One arrow points towards the top-right, labeled '2100'' and '250°'. The other arrow points towards the bottom-left, labeled '2700'' and '045°'.	
NDB WG 325		Minimum Alt D6.3 WGD 2080' (1650')	NDB MDA(H) 800' (370')			
MISSED APCH: Climb on 112° to 1090' (660'), then turn LEFT onto 292° climbing to 2400' (1970'), then according to chart.						MSA ARP
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL 40 ①			Trans alt: 2780' (2350')

① FL 50, if pressure is less than 747mm (995.9 hPa) and 720mm (959.9 hPa) or above.
FL 60, 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')	112°	292°	2400' (1970')
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756	PAPI	↑	↑	↑	↑

STRAIGHT-IN LANDING RWY 11					
ILS		LOC (GS out)		NDB	
DA(H) 630' (200')				MDA(H) 800' (370')	
FULL	ALS out				ALS out
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTH	1300m	2100m
D				1700m	

PANS OPS

CHANGES: ATIS frequency.

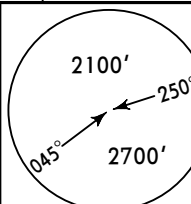
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URWW/VOG
GUMRAK

JEPPESSEN
10 AUG 12
Eff 23 Aug 11-2

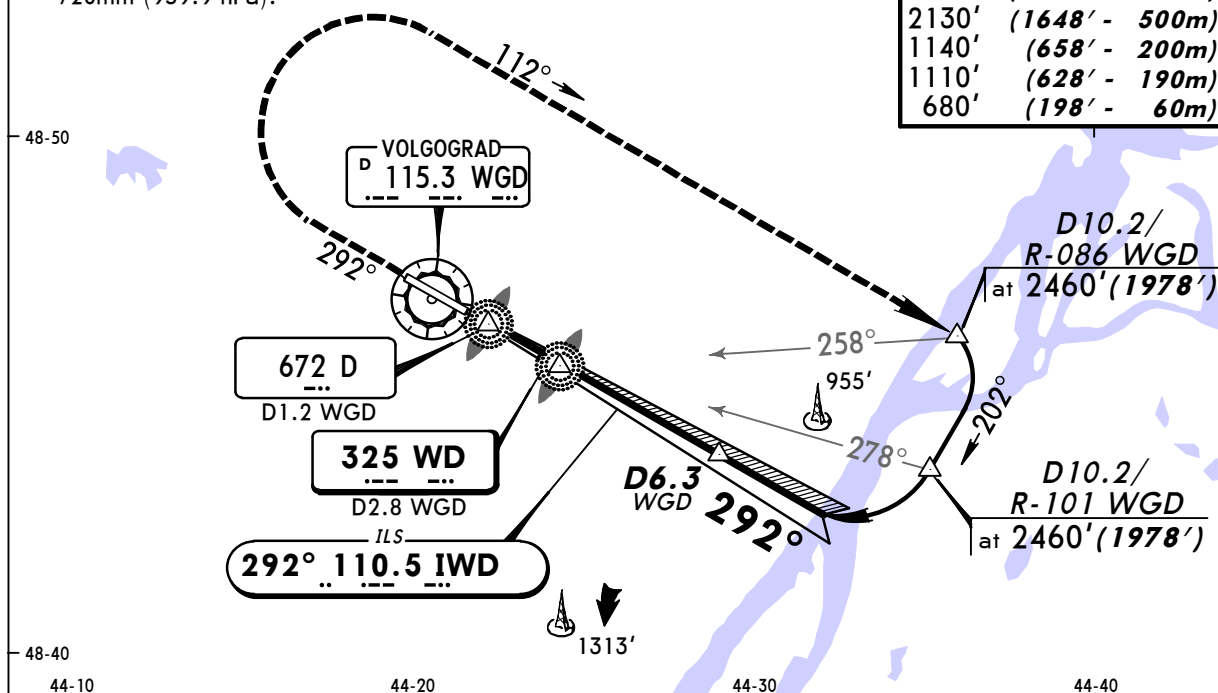
VOLGOGRAD, RUSSIA
ILS or 2 NDB Rwy 29

BRIEFING STRIP

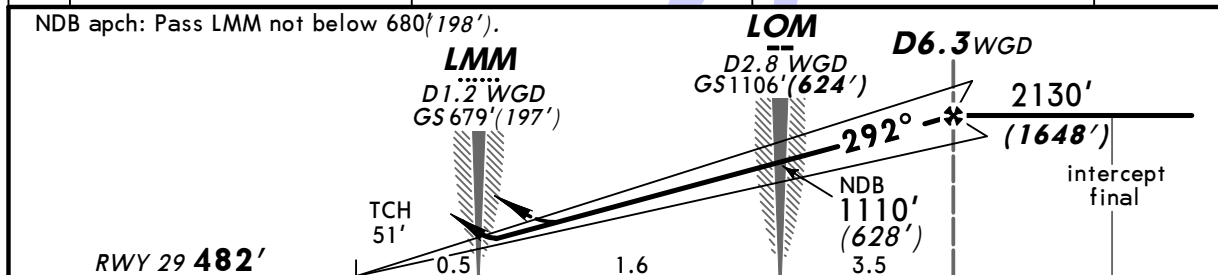
ATIS (Russian) 127.0 (129.9)	VOLGOGRAD Approach (R) 125.3	VOLGOGRAD Krug (TWR/SRE) 122.0	VOLGOGRAD Tower 128.0	VOLGOGRAD Start (TWR) 128.0	Ground 119.0	
LOC IWD 110.5	Final Apch Crs 292°	GS LOM 1106' (624')	ILS DA(H) 682' (200')	Apt Elev 482' RWY 482'		
NDB WD 325		Minimum Alt D6.3 WGD 2130' (1648')	NDB MDA(H) 830' (348')			
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 40 1	Trans alt: 2780' (2298')		

- 1 FL 50, if pressure is less than 747mm (995.9 hPa) and 720 mm (959.9 hPa) or above.
FL 60, 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 or NDB Desc Angle 2.67°	331	425	472	567	661	756	PAPI			

STRAIGHT-IN LANDING RWY 29					
ILS		LOC (GS out)		NDB	
DA(H) 682' (200')				MDA(H) 830' (348')	
FULL	ALS out				ALS out
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1800m VIS 2000m
D				RVR 1500m VIS 1600m	

PANS OPS

CHANGES: ATIS frequency.

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