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Terminal Charts For URWW
Revision Letter For Cycle 08-2013
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Notebook

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General Information

Location: Volgograd Rus
IATA Code: VOG
Lat/Long: N48° 46.9' E044° 20.7'
Elevation: 482 ft

Airport Use: Public
Magnetic Variation: 8.7°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: 0213 Z
Sunset: 1553 Z,

Runway Information

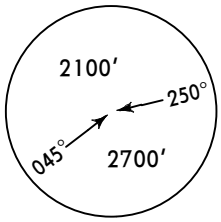
Runway: 11
Length x Width: 8202 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 430 ft
Lighting: Edge, ALS

Runway: 29
Length x Width: 8202 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 482 ft
Lighting: Edge, ALS

Communication Information

ATIS 129.9 Non-English
ATIS 127.0
Volgograd Taxiing Tower 119.0 MF
Volgograd Start Tower 128.0
Volgograd Krug Tower 122.0
Volgograd Approach Control 125.3 (1°-360°)

ATIS	Apt Elev	
127.0 (Russian 129.9)	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.



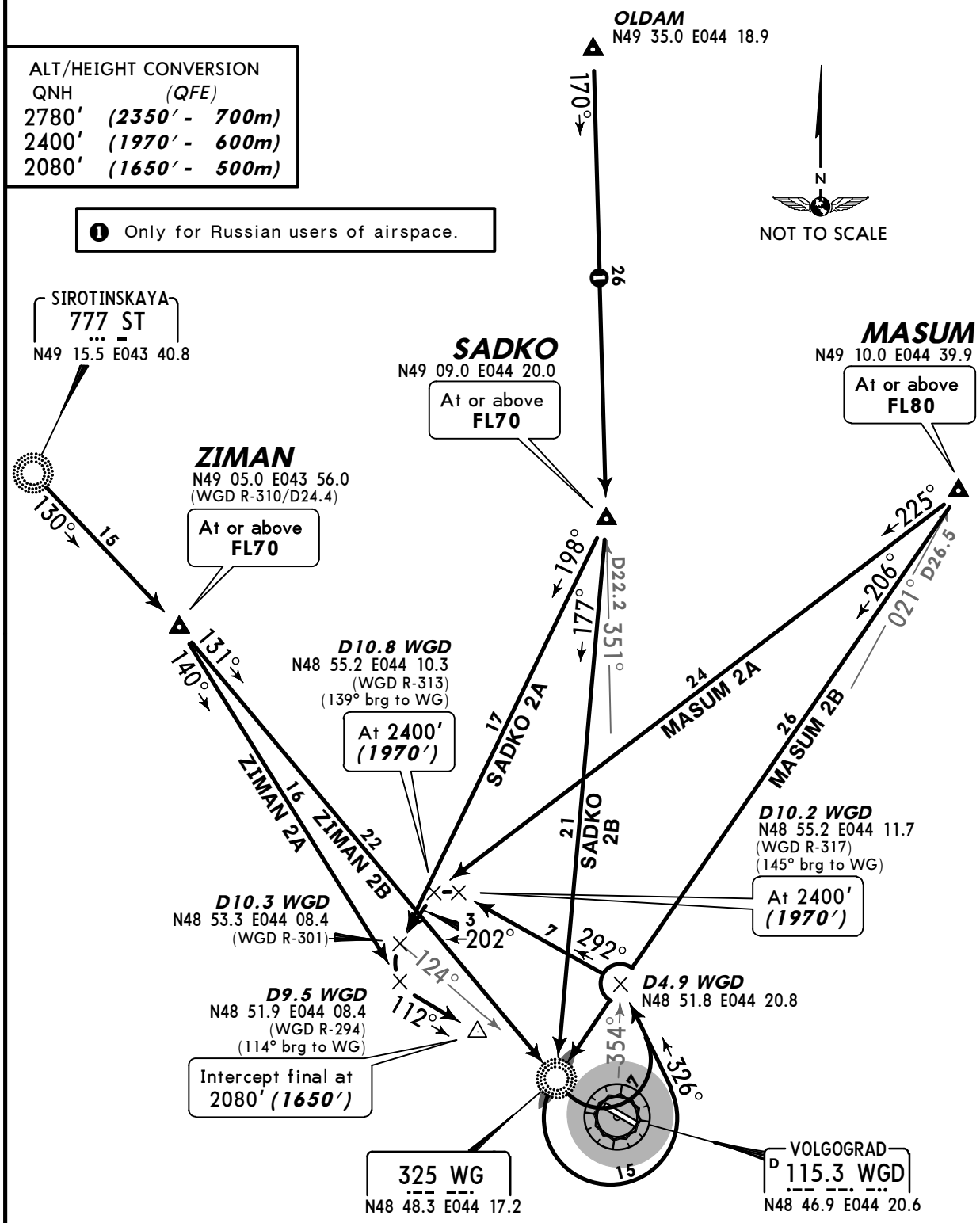
MSA
WGD VOR

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)***

❶ Only for Russian users of airspace.



CHANGES: ATIS frequency.

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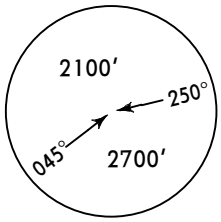
ATIS	Apt Elev	
127.0 (Russian 129.9)	482′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ ***(2298′)*** 1. Without continuous radar control aircraft will cross WD by 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

MASUM 4A *[MASU4A]*, MASUM 4B *[MASU4B]*
SADKO 4A *[SADK4A]*, SADKO 4B *[SADK4B]*
ZIMAN 4A *[ZIMA4A]*, ZIMAN 4B *[ZIMA4B]*
RWY 29 ARRIVALS

❶ Only for Russian users of airspace.

OLDAM
N49 35.0 E044 18.9

170°

26

SADKO
N49 09.0 E044 20.0
At or above **FL70**

MASUM
N49 10.0 E044 39.9
At or above **FL80**

SIROTINSKAYA
777 ST
N49 15.5 E043 40.8

ZIMAN
N49 05.0 E043 56.0
(WGD R-310/D24.4)
At or above **FL70**

130° 15

117° 127°

147° 164°

D22.2 351°

205° 12

021° D26.5

ARTUM
N49 00.0 E044 30.0

186° 156°

017° D14.5

SADKO 4A 26

SADKO 4B 24

ZIMAN 4A 32

ZIMAN 4B 27

MASUM 4B 15

MASUM 4A 15

N

NOT TO SCALE

D10.2 WGD
N48 46.1 E044 35.9
(WGD R-086)

D10.6 WGD
N48 45.6
E044 36.5
(WGD R-089)

VOLGOGRAD
D 115.3 WGD
N48 46.9 E044 20.6

087° 9
8
078°
262° 3
278°
202°
292°

325 WD
N48 45.6 E044 24.4

Intercept final at 2130′ ***(1648′)***

D10.2 WGD
N48 43.5 E044 35.2
(WGD R-101)
At 2460′ ***(1978′)***

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

CHANGES: ATIS frequency.

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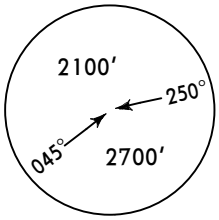
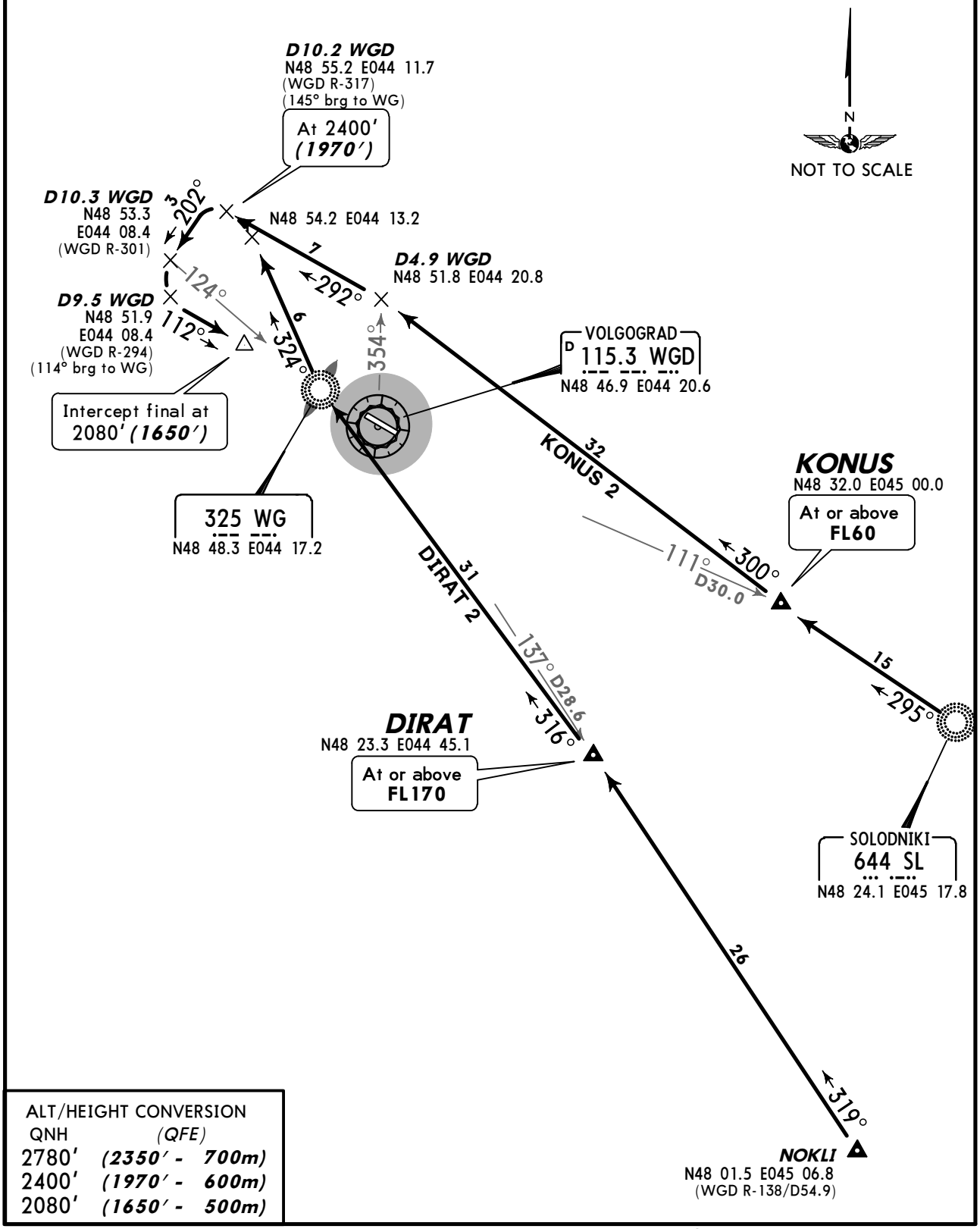
ATIS	Apt Elev	
127.0 (Russian 129.9)	482′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ ***(2350′)*** 1. Without continuous radar control aircraft will cross WG by 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

DIRAT 2
KONUS 2
RWY 11 ARRIVALS



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

CHANGES: ATIS frequency.

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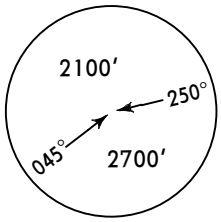
ATIS	Apt Elev	
127.0 (Russian 129.9)	482′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ ***(2298′)*** 1. Without continuous radar control aircraft will cross WD by 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

DIRAT 4A *[DIRA4A]*, DIRAT 4B *[DIRA4B]*
KONUS 4
RWY 29 ARRIVALS

VOLGOGRAD
D 115.3 WGD
N48 46.9 E044 20.6

D10.2 WGD
N48 46.1 E044 35.9
(WGD R-086)
(258° brg to WD)

087°

278°

202°

D10.2 WGD
N48 43.5 E044 35.2
(WGD R-101)

At 2460′
(1978′)

296°

325 WD
N48 45.6 E044 24.4

Intercept final at 2130′ ***(1648′)***

D9.4 WGD
N48 41.8
E044 32.7
(WGD R-114)

KONUS 4

DIRAT 4B 27

DIRAT 4A 21

N

NOT TO SCALE

KONUS
N48 32.0 E045 00.0
(WGD R-111/D30.0)

At or above
FL60

292°

15

295°

329°

321°

DIRAT
N48 23.3 E044 45.1
(WGD R-137/D28.6)

At or above
FL170

SOLODNIKI
644 SL
N48 24.1 E045 17.8

26

319°

NOKLI
N48 01.5 E045 06.8
(WGD R-138/D54.9)

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

CHANGES: D9.4 WGD on STAR DIRAT 4A established; ATIS frequency.

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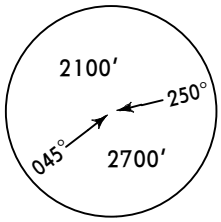
ATIS	Apt Elev	
127.0 (Russian 129.9)	482′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ ***(2350′)*** 1. Without continuous radar control aircraft will cross WG by 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

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

D10.2 WGD
N48 55.2 E044 11.7
(WGD R-317)
(145° brg to WG)
At 2400′ ***(1970′)***

D10.3 WGD
N48 53.3 E044 08.4
(WGD R-301)

N48 54.2
E044 13.2

D10.3 WGD
N48 50.8 E044 06.3
(WGD R-285)
At 2400′ ***(1970′)***

D9.5 WGD
N48 51.9 E044 08.4
(WGD R-294)
(114° brg to WG)

325 WG
N48 48.3 E044 17.2

D10.7 WGD
N48 49.0 E044 04.8
(WGD R-273)

D10.4 WGD
N48 48.2 E044 05.0
(WGD R-270)

❶ Intercept final at 2080′ ***(1650′)***

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
At or above **FL150**

D37.8 WGD
N48 09.1 E044 20.4

TONGI
N47 55.8 E044 20.4
At or above **FL190**

54 OGONA 2 By ATC
41 GAMTU 2A By ATC
45 GAMTU 2B By ATC
42 TONGI 2A By ATC
39 TONGI 2B
13.3
D51.1
D55.6
D44.9
R172°

NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	***(2350′ - 700m)***
2400′	***(1970′ - 600m)***
2080′	***(1650′ - 500m)***

CHANGES: ATIS frequency.

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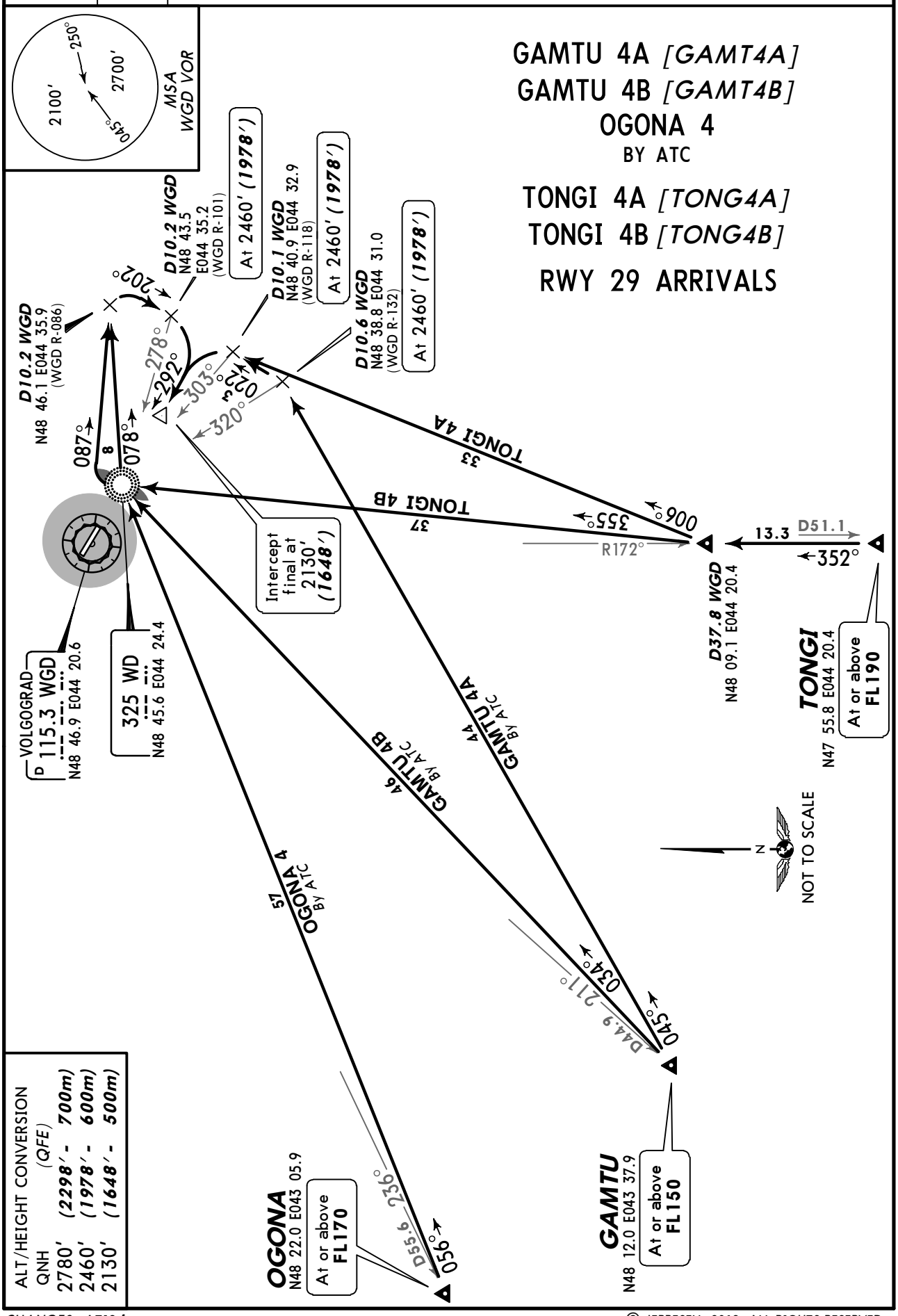
ATIS	Apt Elev	
127.0 (Russian 129.9)	482′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ ***(2298′)*** 1. Without continuous radar control aircraft will cross WD by ATC instruction for further descent and approach. 2. During straight-in approach aircraft shall reach TL not nearer than 16.2NM to THR.



CHANGES: ATIS frequency.

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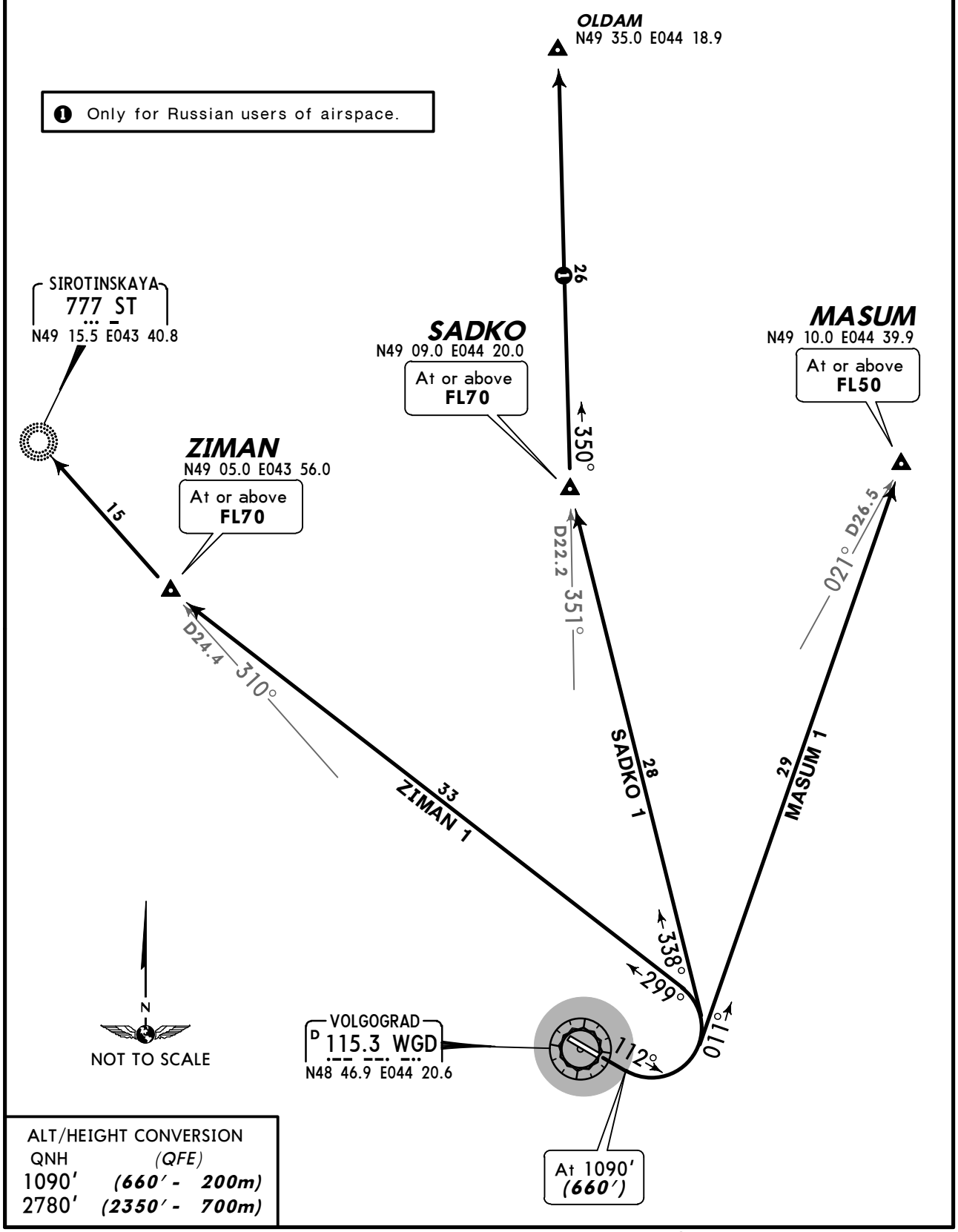
Apt Elev 482′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ ***(2350′)*** Noise abatement procedures should be applied according to Flight Manual.	2100′ 250° 045° 2700′ MSA WGD VOR

MASUM 1, SADKO 1
ZIMAN 1
RWY 11 DEPARTURES



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

CHANGES: SIDs completely revised.

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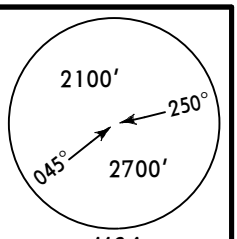
Apt Elev 482′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ ***(2298′)*** Noise abatement procedures should be applied according to Flight Manual.



MSA WGD VOR

MASUM 3, SADKO 3 ZIMAN 3 RWY 29 DEPARTURES

❶ Only for Russian users of airspace.

OLDAM
N49 35.0 E044 18.9

26

SIROTINSKAYA
777 ST
N49 15.5 E043 40.8

SADKO
N49 09.0 E044 20.0
At or above **FL60**

350°

MASUM
N49 10.0 E044 39.9
At or above **FL50**

ZIMAN
N49 05.0 E043 56.0
(WGD R-310/D24.4)
At or above **FL60**

15
310°

D22.2
351°

021°
D26.5

23
SADKO 3

29
MASUM 3

24
ZIMAN 3

358°
030°
312°
292°

N
NOT TO SCALE

VOLGOGRAD
D 115.3 WGD
N48 46.9 E044 20.6

At 1140′
(658′)

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

CHANGES: SIDs completely revised.

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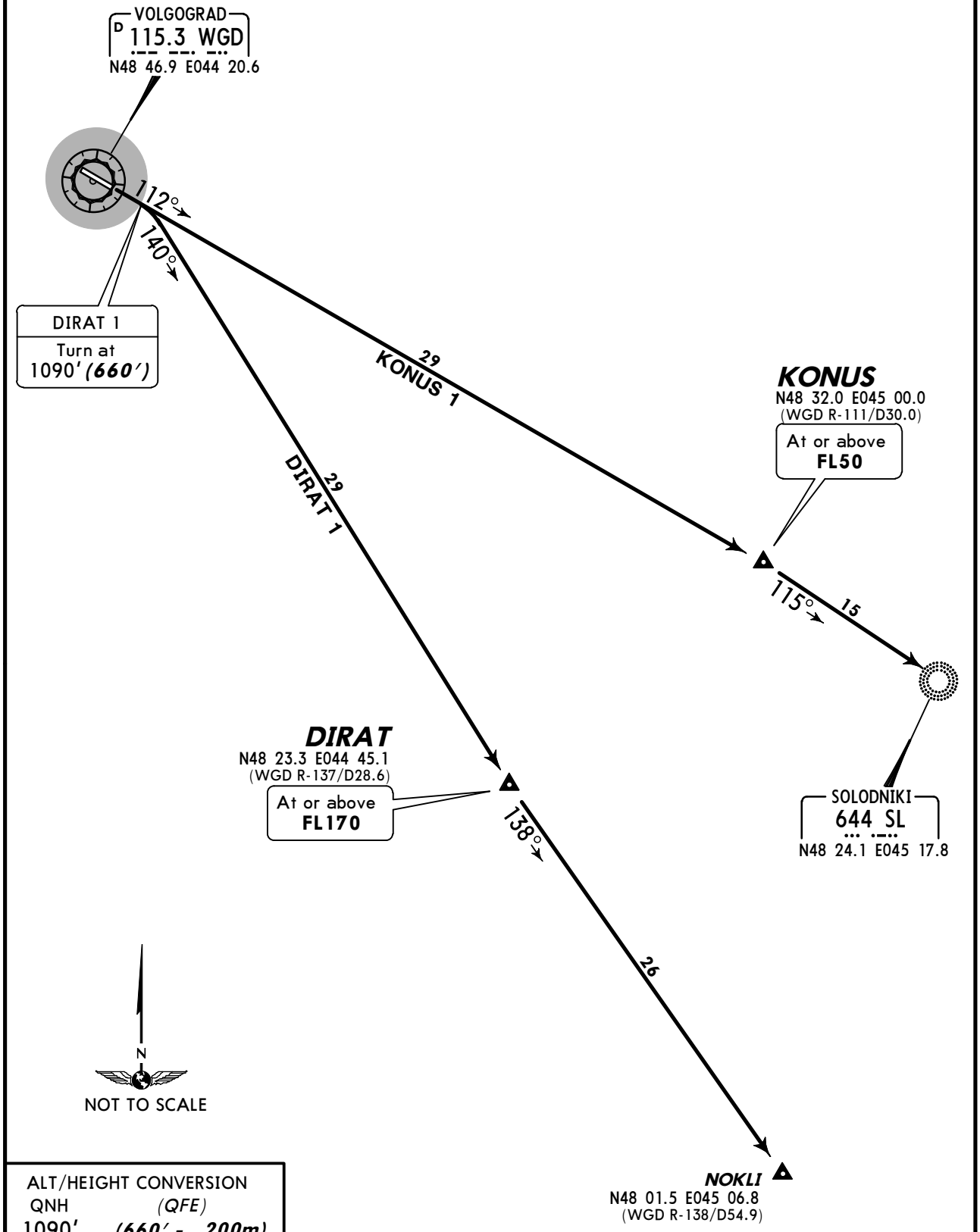
Apt Elev 482′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ ***(2350′)*** Noise abatement procedures should be applied according to Flight Manual.	2100′ 250° 045° 2700′ MSA WGD VOR

DIRAT 1
KONUS 1
RWY 11 DEPARTURES



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

CHANGES: SIDs completely revised.

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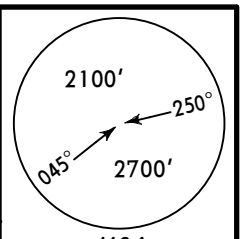
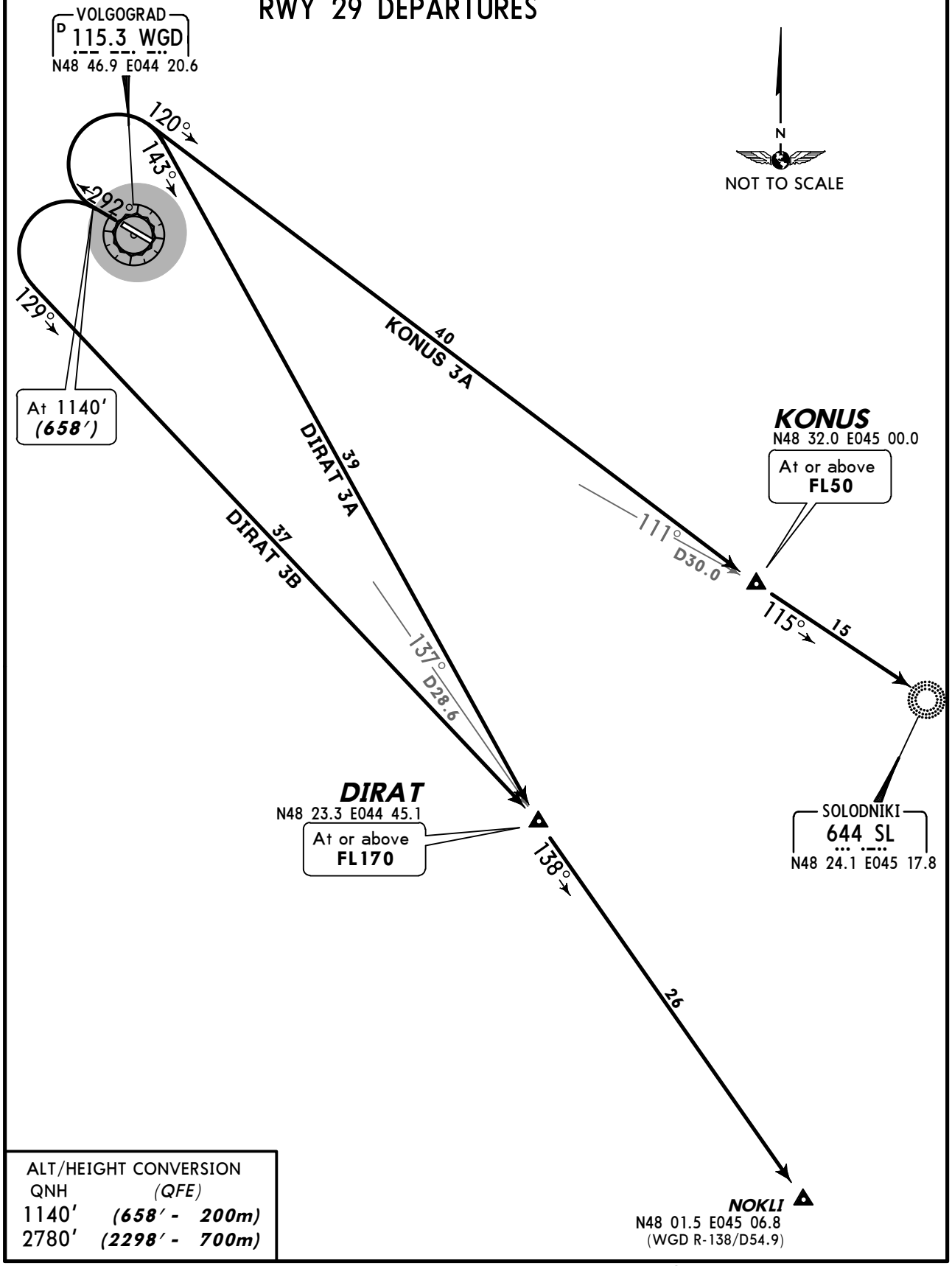
Apt Elev 482′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ ***(2298′)*** Noise abatement procedures should be applied according to Flight Manual.



MSA WGD VOR

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



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

CHANGES: SIDs completely revised.

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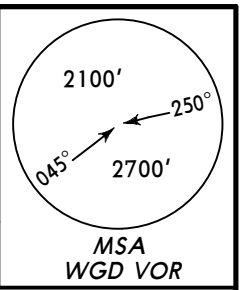
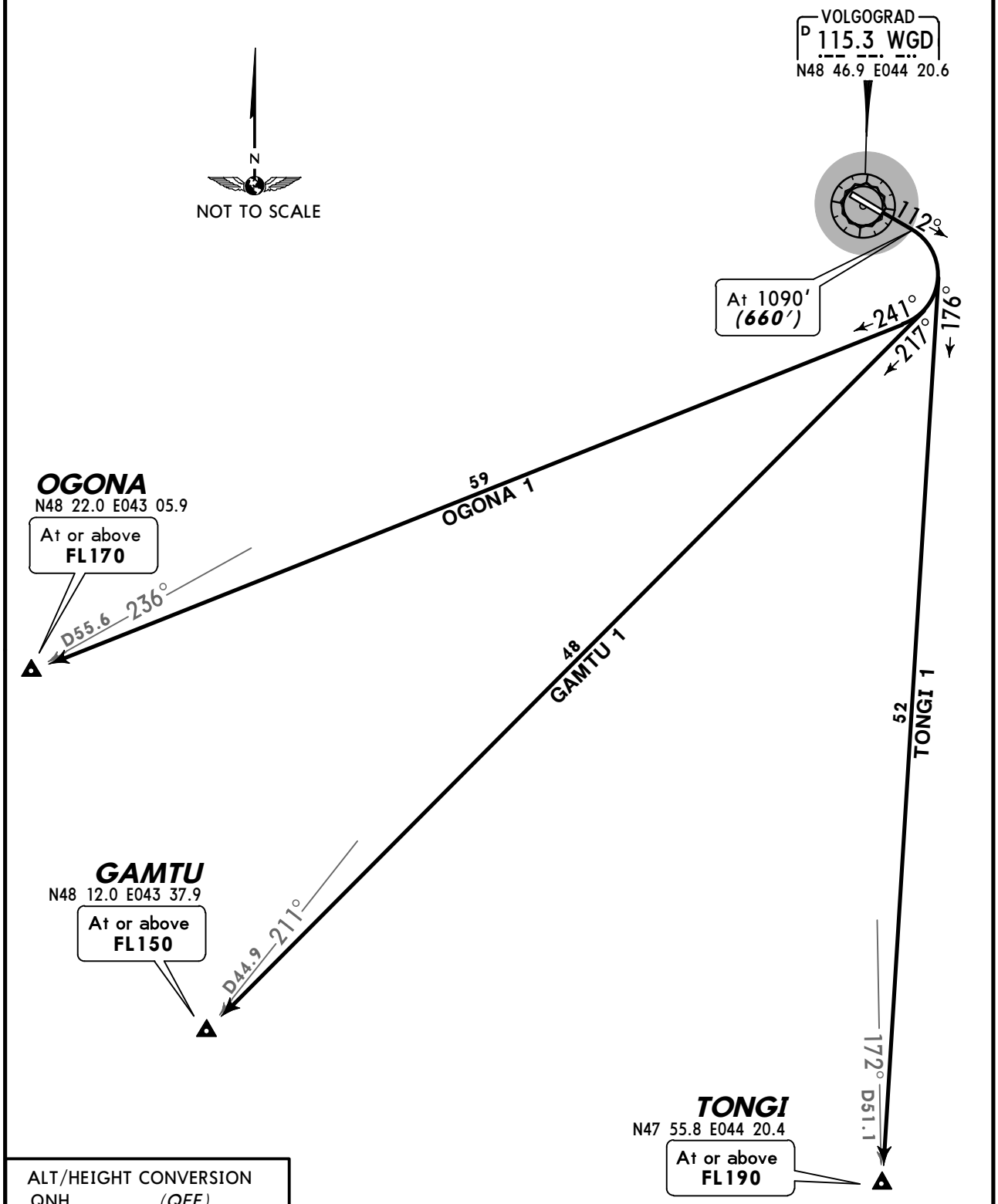
Apt Elev 482′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ ***(2350′)*** Noise abatement procedures should be applied according to Flight Manual.



GAMTU 1, OGONA 1
TONGI 1
RWY 11 DEPARTURES



ALT/HEIGHT CONVERSION

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

CHANGES: SIDs completely revised.

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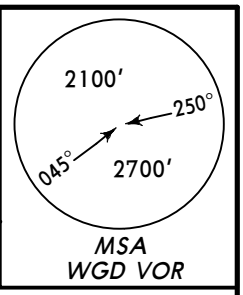
Apt Elev 482′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ ***(2298′)*** Noise abatement procedures should be applied according to Flight Manual.



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

At 1140′
(658′)

N
NOT TO SCALE

232° 292° 211° 174° 207° 167°

56 OGONA 3

OGONA
N48 22.0 E043 05.9
At or above
FL170

D55.6 236°

47 GAMTU 3B
59 GAMTU 3A
56 TONGI 3A
66 TONGI 3B

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)***

CHANGES: SIDs completely revised.

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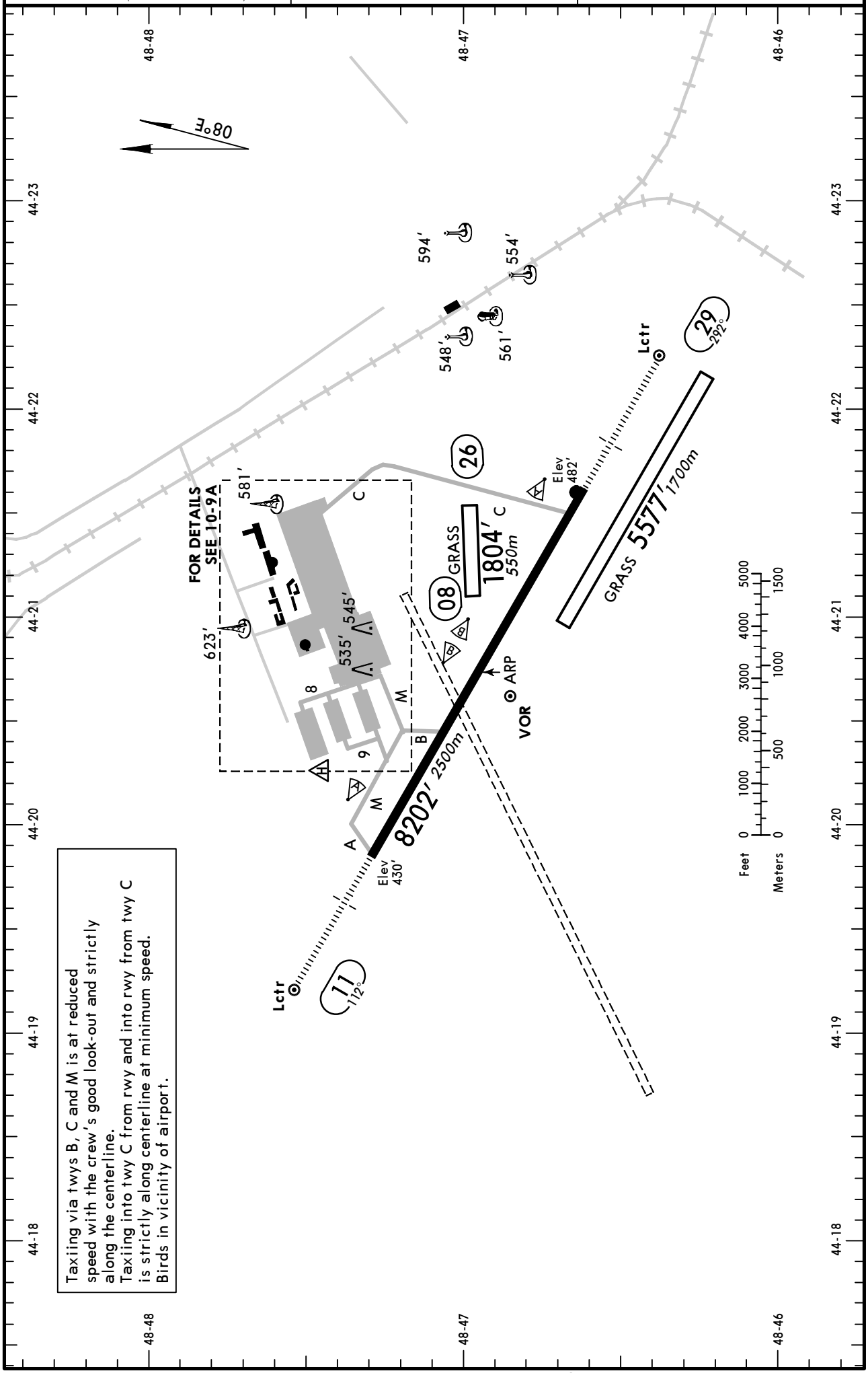
ATIS	VOLGOGRAD Taxiing (TWR)	Start (TWR)
127.0 (Russian 129.9)	119.0	128.0



Taxiing via twys B, C and M is at reduced speed with the crew's good look-out and strictly along the centerline.
Taxiing into twy C from rwy and into rwy from twy C is strictly along centerline at minimum speed.
Birds in vicinity of airport.

CHANGES: ATIS frequency.

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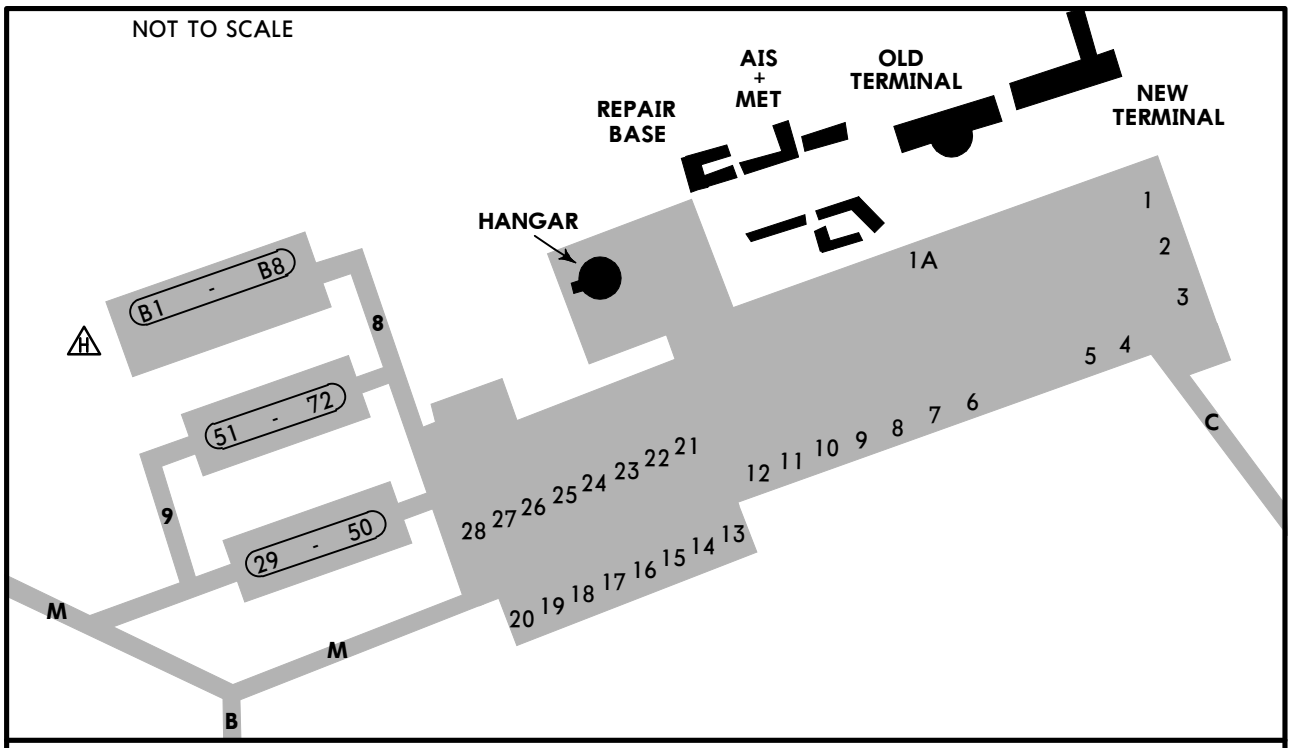

Taxiing of acft with wingspan more than 125'/38m on aprons is prohibited, except acft with wingspan up to 166'/50.5m taxiing into/out of stands 27 and 28. When stand 28 is occupied taxiing into/out of stand 27 is by towing.
Stands 6, 13 thru 19, 22 thru 28 and B1 thru B8 available for helicopters.
Parking 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 LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
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	*250m*	*400m*
B		
C		
D	*300m*	

CHANGES: None.

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STRAIGHT-IN RWY		A	B	C	D
11	ILS	**630′**(200′)	**630′**(200′)	**630′**(200′)	**630′**(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 ❶	**800′**(370′)	**800′**(370′)	**800′**(370′)	**800′**(370′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
29	ILS	**682′**(200′)	**682′**(200′)	**682′**(200′)	**682′**(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 ❶	**830′**(348′)	**830′**(348′)	**830′**(348′)	**830′**(348′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 11, 29

	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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VOLGOGRAD, RUSSIA
ILS or 2 NDB Rwy 11

BRIEFING STRIP

ATIS	VOLGOGRAD Approach (R)	VOLGOGRAD Krug (TWR/SRE)	VOLGOGRAD Tower	VOLGOGRAD Start (TWR)	Ground
127.0 (Russian 129.9)	125.3	122.0	128.0	128.0	119.0

LOC IWG 111.7	Final Apch Crs 112°	GS LOM 1053′ (623′)	ILS DA(H) 630′ (200′)	Apt Elev 482′
NDB WG 325		Minimum Alt D6.3 WGD 2080′ (1650′)	NDB MDA(H) 800′ (370′)	RWY 430′

MISSED APCH: Climb on 112° to 1090′ (660′), then turn LEFT onto 292° climbing to 2400′ (1970′), then according to chart.

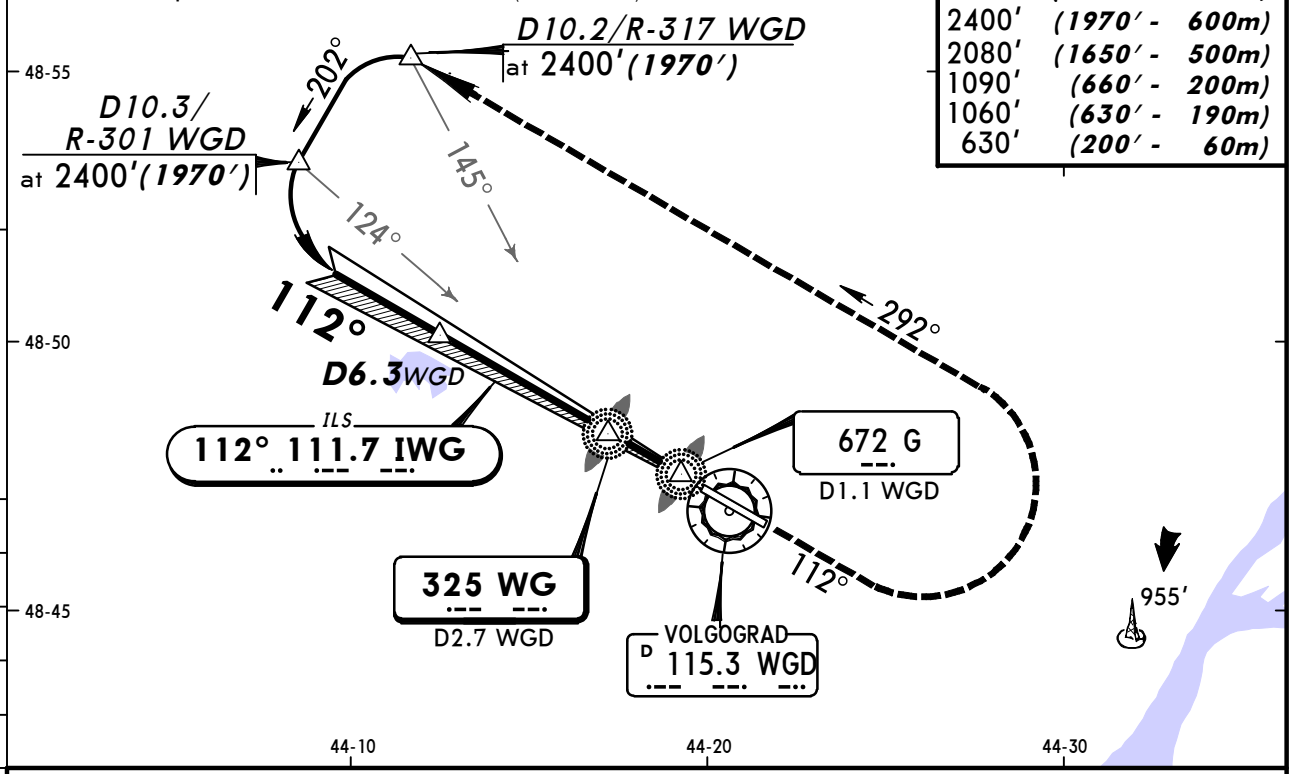
MSA ARP: 2100′ (045°–250°), 2700′

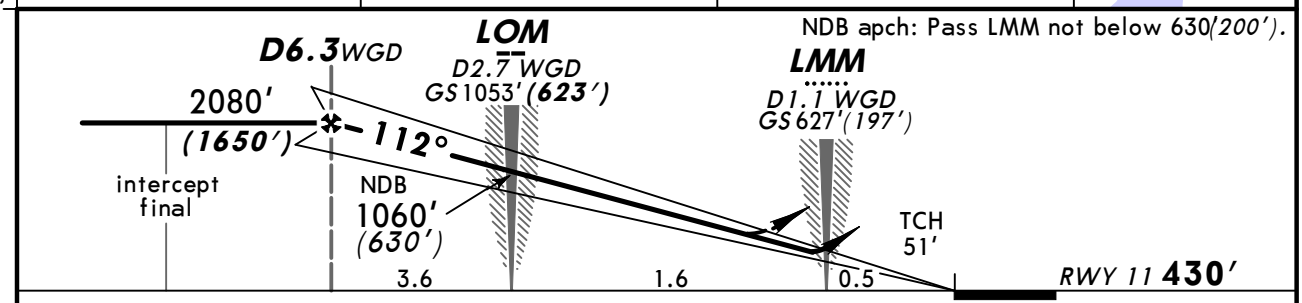
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2780′ (2350′)

❶ 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
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756

HIALS PAPI | 1090′ (660′) on 112° | 292° LT | 2400′ (1970′)

STRAIGHT-IN LANDING RWY 11

	ILS FULL	ILS ALS out	LOC (GS out)	NDB	NDB ALS out
	DA(H) 630′(200′)			MDA(H) 800′(370′)	
A	RVR 720m VIS 800m	1200m	NOT AUTH	1300m	2100m
B					
C					
D				1700m	

PANS OPS

CHANGES: ATIS frequency.

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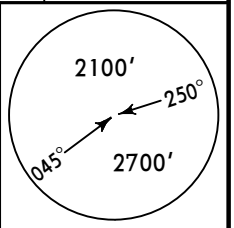
VOLGOGRAD, RUSSIA
ILS or 2 NDB Rwy 29

BRIEFING STRIP

ATIS (Russian)	VOLGOGRAD Approach (R)	VOLGOGRAD Krug (TWR/SRE)	VOLGOGRAD Tower	VOLGOGRAD Start (TWR)	Ground
127.0 (129.9)	125.3	122.0	128.0	128.0	119.0

LOC IWD **110.5**	Final Apch Crs **292°**	GS **LOM** 1106′ *(624′)*	ILS DA(H) 682′ *(200′)*	Apt Elev 482′
NDB WD **325**		Minimum Alt **D6.3 WGD** 2130′ *(1648′)*	NDB MDA(H) 830′ *(348′)*	RWY **482′**

MISSED APCH: Climb on 292° to 1140′ *(658′)*, then turn RIGHT onto 112° climbing to 2460′ *(1978′)*, then according to chart.



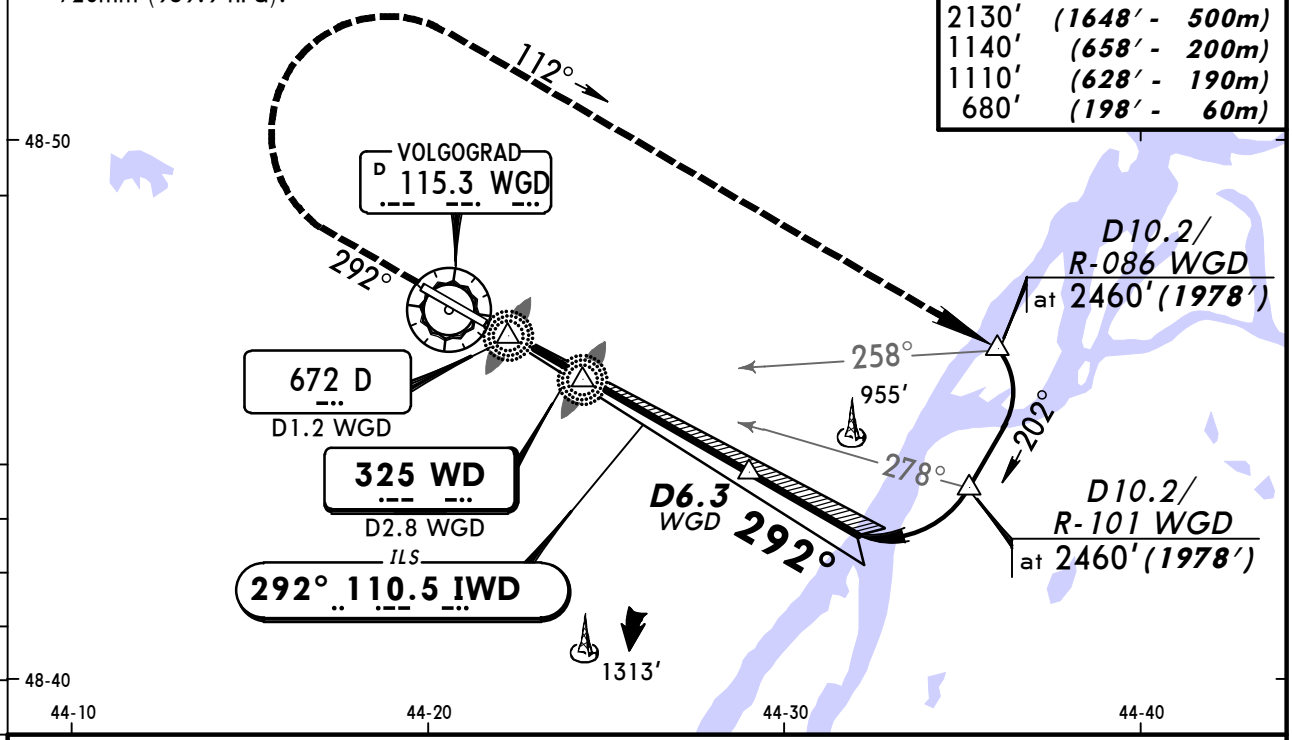
MSA
ARP

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 ❶ Trans alt: 2780′ *(2298′)*

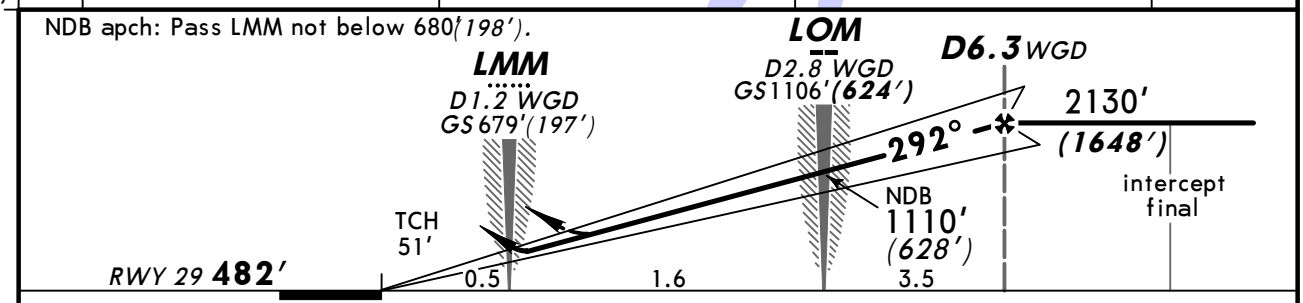
❶ FL 50, if pressure is less than 747mm (995.9 hPa) and 720 mm (959.9 hPa) or above.
FL 60, if pressure is less than 720mm (959.9 hPa).

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
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756

HIALS
PAPI

1140′ *(658′)* on 292°

112° RT

2460′ *(1978′)*

STRAIGHT-IN LANDING RWY **29**

	ILS FULL	ILS ALS out	LOC (GS out)	NDB	NDB ALS out
	DA(H) 682′ *(200′)*			MDA(H) 830′ *(348′)*	
A	RVR *720m* VIS *800m*	*1200m*	NOT AUTH	*1200m*	RVR *1800m* VIS *2000m*
B					
C					
D				RVR *1500m* VIS *1600m*	

PANS OPS

CHANGES: ATIS frequency.

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Chart changes since cycle 07-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

VOLGOGRAD, (GUMRAK - URWW)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URWW