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Terminal Charts For URWA
Revision Letter For Cycle 01-2014
Change Notices
Notebook

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General Information

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

Airport Use: Public
Magnetic Variation: 8.0°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: 0431 Z
Sunset: 1316 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

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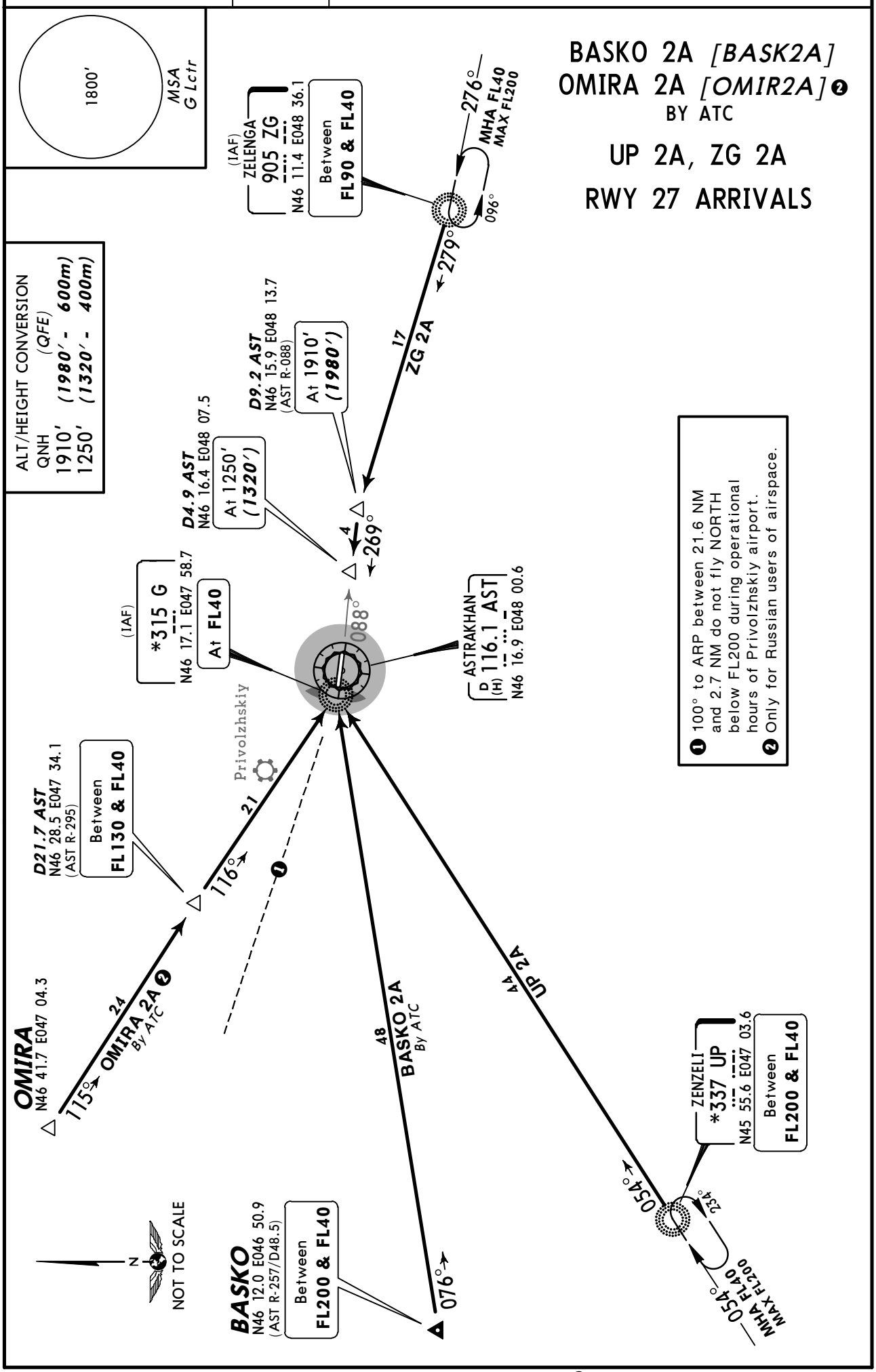
ATIS 131.5 Non-English
ATIS 125.625
Astrakhan Tower 129.0 Secondary
Astrakhan Tower 118.6
Astrakhan Approach Control 129.0 Secondary
Astrakhan Approach Control 126.0
Astrakhan Krug Radar 129.0 Secondary VHF-DF
Astrakhan Krug Radar 120.6

ATIS	Apt Elev	
125.62 (Russian 131.5)	-65′	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.



CHANGES: STARs revised; STAR GISOL 2A withdrawn.

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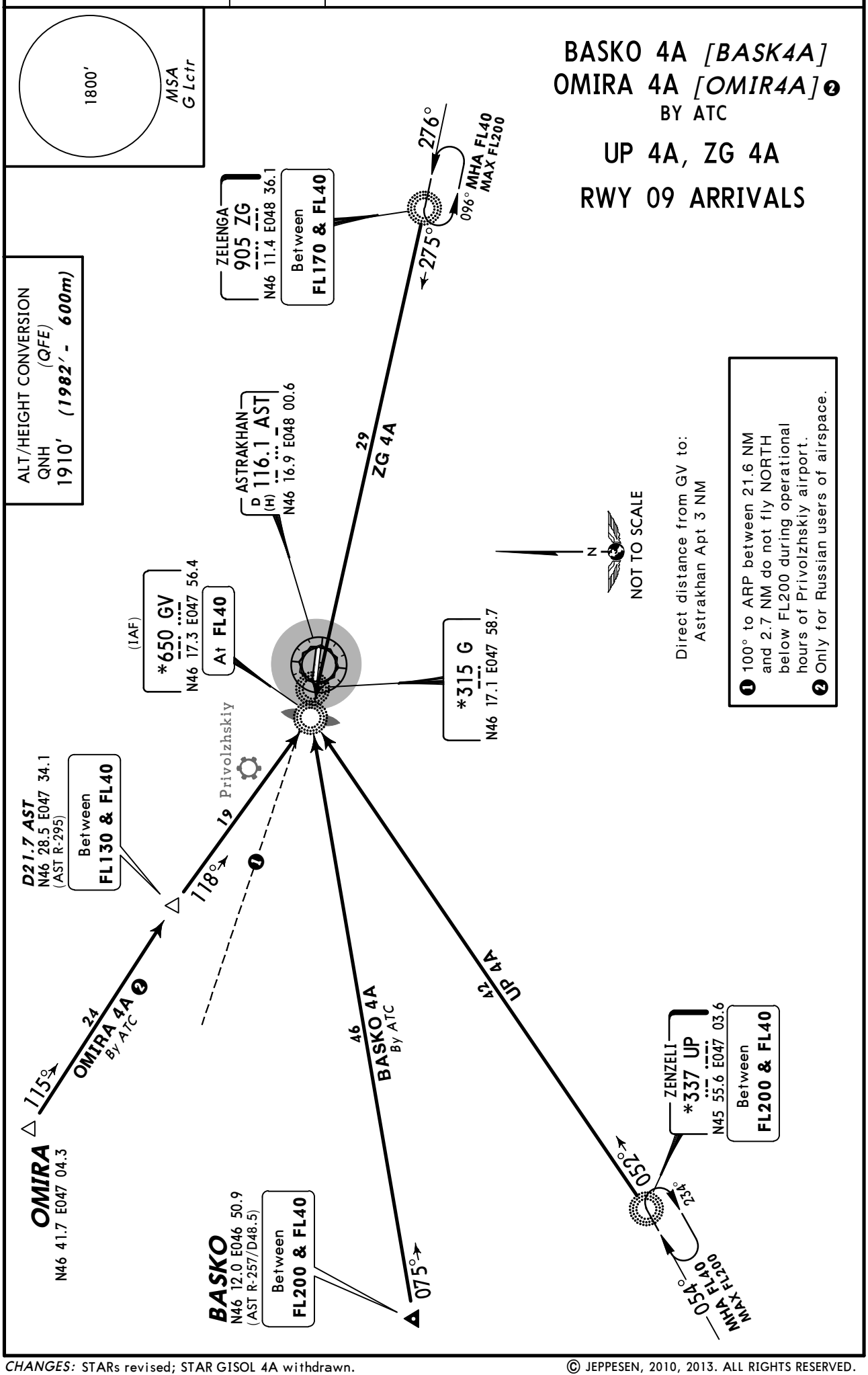
ATIS	Apt Elev	
125.62 (Russian 131.5)	-65′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 1910′ *(1982′)* For noise limitation flight mode as per flight manual.



CHANGES: STARs revised; STAR GISOL 4A withdrawn.

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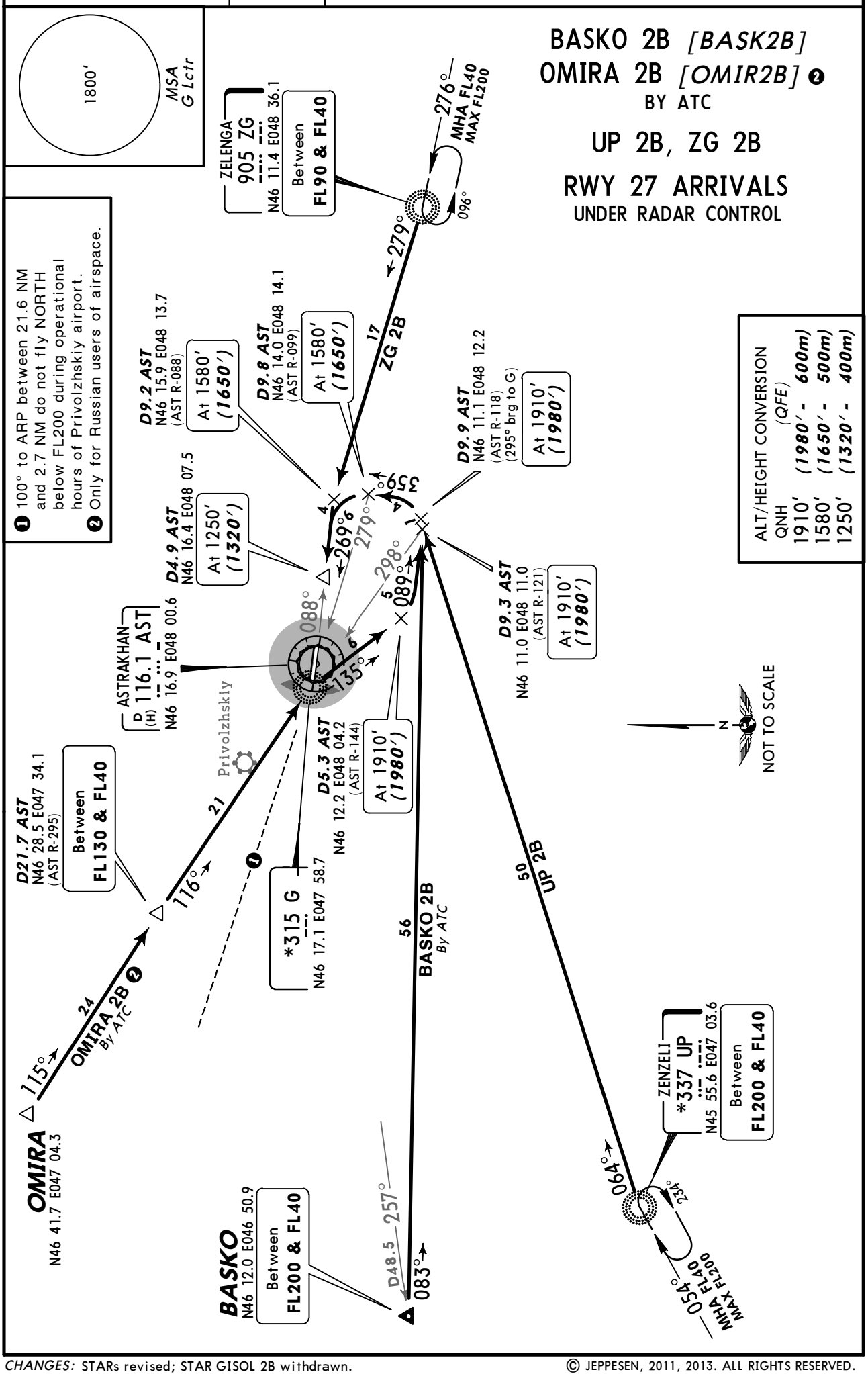
ATIS	Apt Elev	
125.62 (Russian 131.5)	-65′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 1910′ *(1980′)* For noise limitation flight mode as per flight manual.



CHANGES: STARs revised; STAR GISOL 2B withdrawn.

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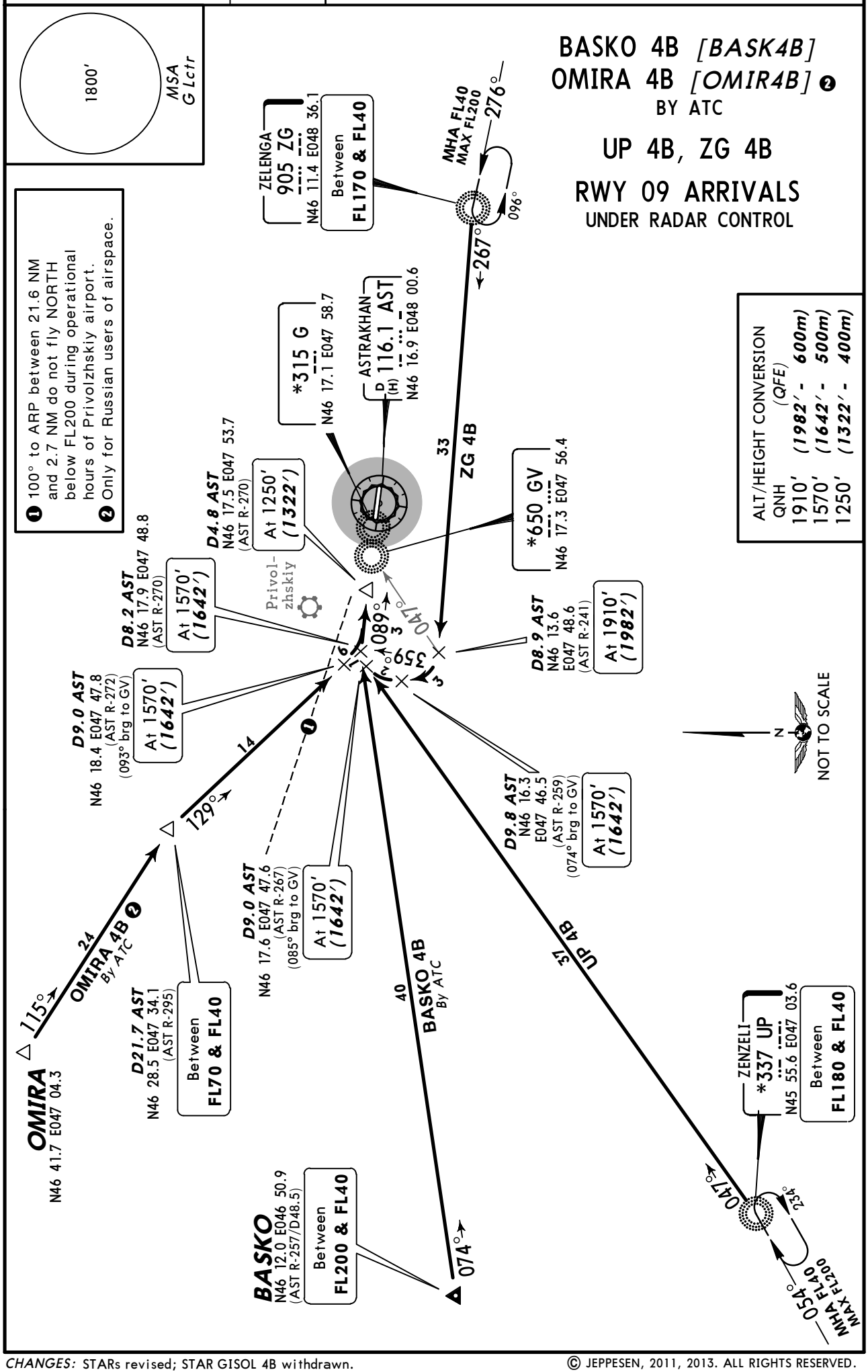
ATIS	Apt Elev	
125.62 (Russian 131.5)	-65′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 1910′ *(1982′)* For noise limitation flight mode as per flight manual.



CHANGES: STARs revised; STAR GISOL 4B withdrawn.

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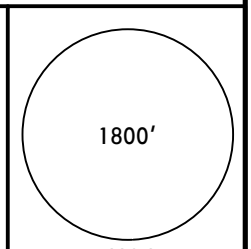
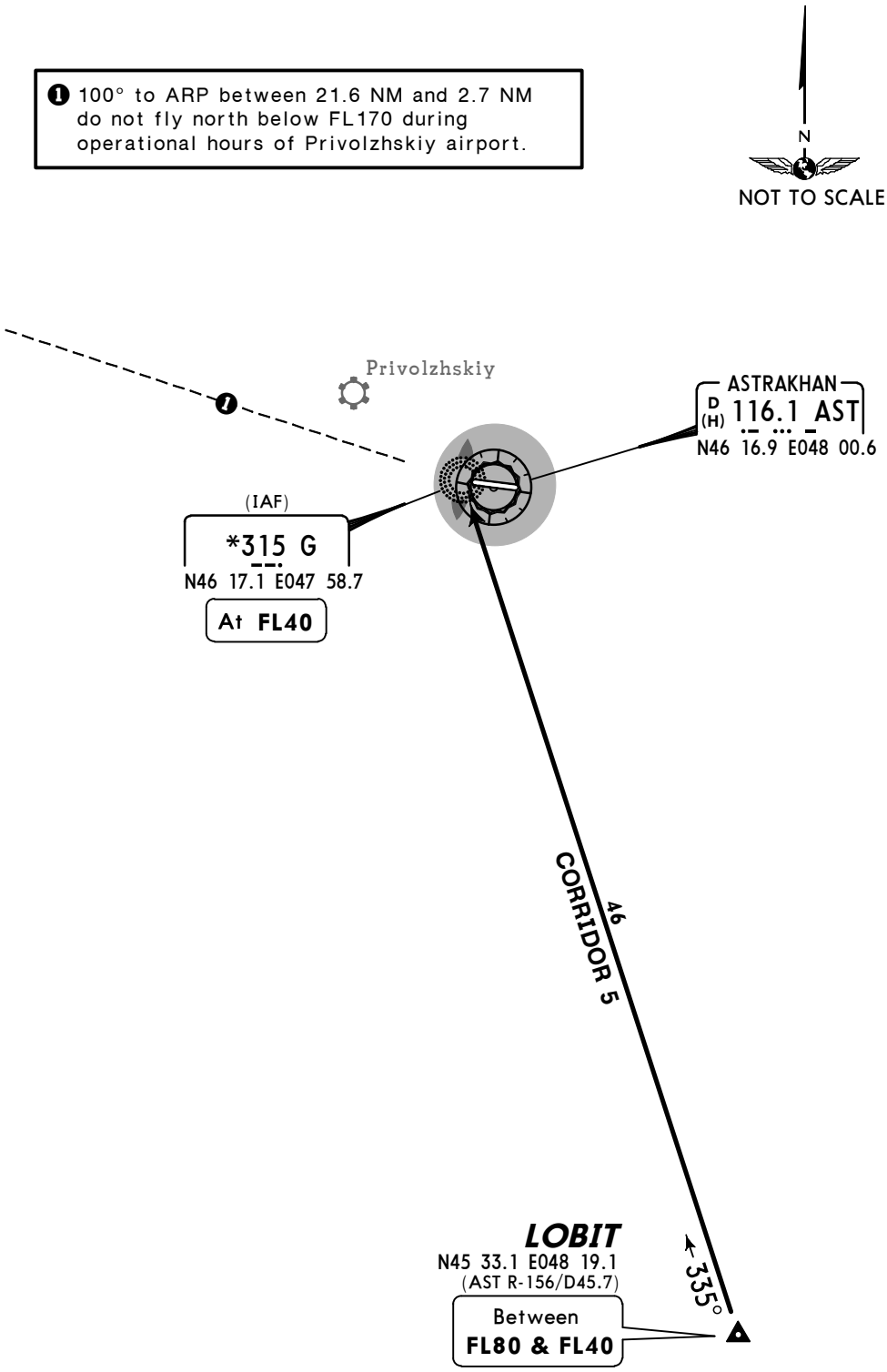
ATIS	Apt Elev	
125.62 (Russian 131.5)	-65′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt (hgt): 1910′ ***(1980′)*** For noise limitation flight mode as per flight manual.

LOBIT 2A *[LOBI2A]*
RWY 27 ARRIVAL
FOR FLIGHTS FROM OIL RIG (PLATFORM) ONLY

FOR RUSSIAN USERS ONLY



❶ 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)***

CHANGES: OMIRA 2A STAR withdrawn; AST commissioned.

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ATIS	Apt Elev	
125.62 (Russian 131.5)	-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]*
RWY 09 ARRIVAL
FOR FLIGHTS FROM OIL RIG (PLATFORM) ONLY

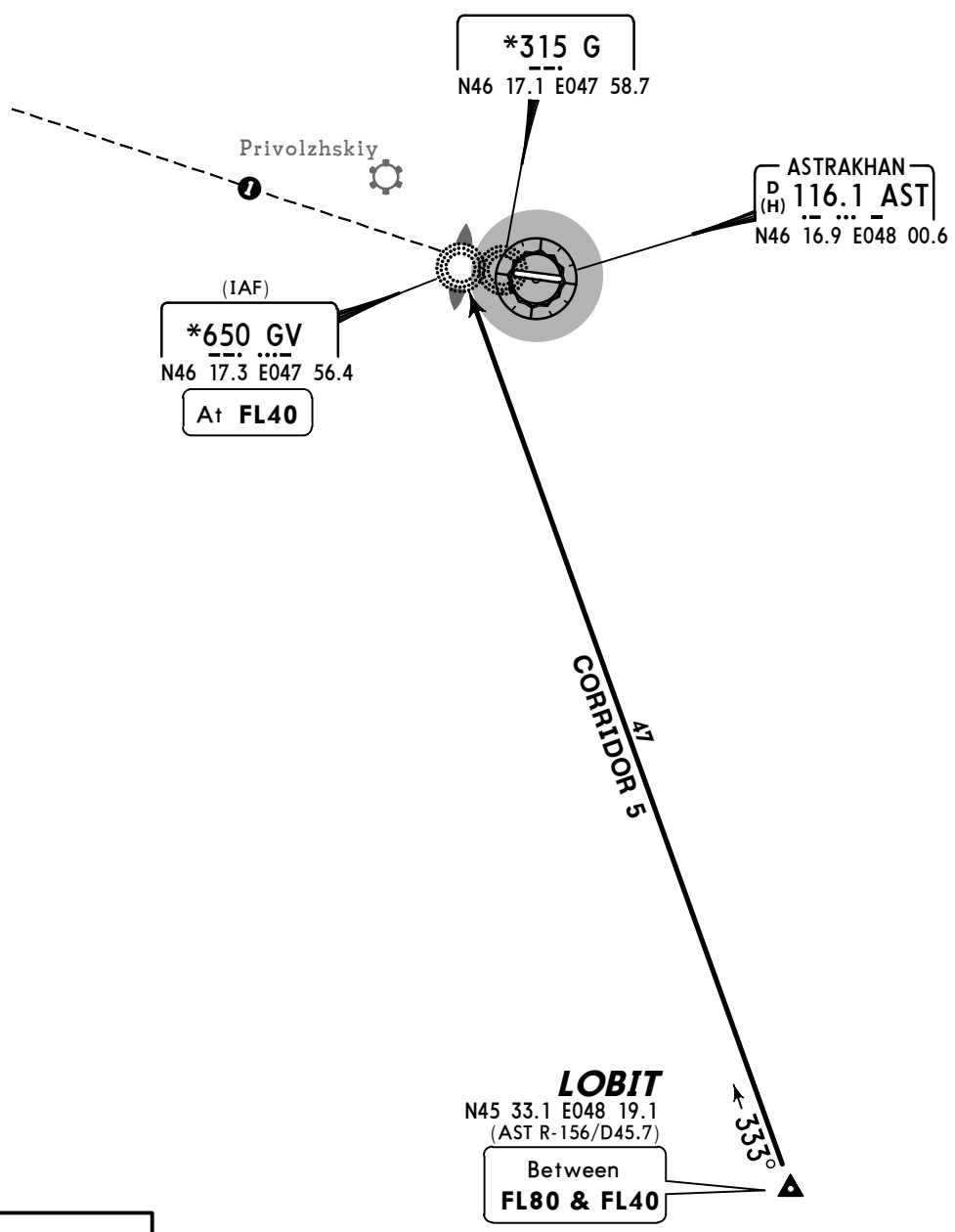
FOR RUSSIAN USERS ONLY

1800′
MSA
G Lctr

Direct distance from GV to:
Astrakhan Apt **3 NM**

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

N
NOT TO SCALE



ALT/HEIGHT CONVERSION
QNH *(QFE)*
1910′ ***(1982′ - 600m)***

CHANGES: OMIRA 4A STAR withdrawn; AST commissioned.

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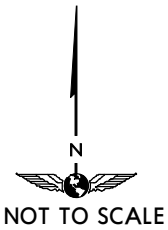
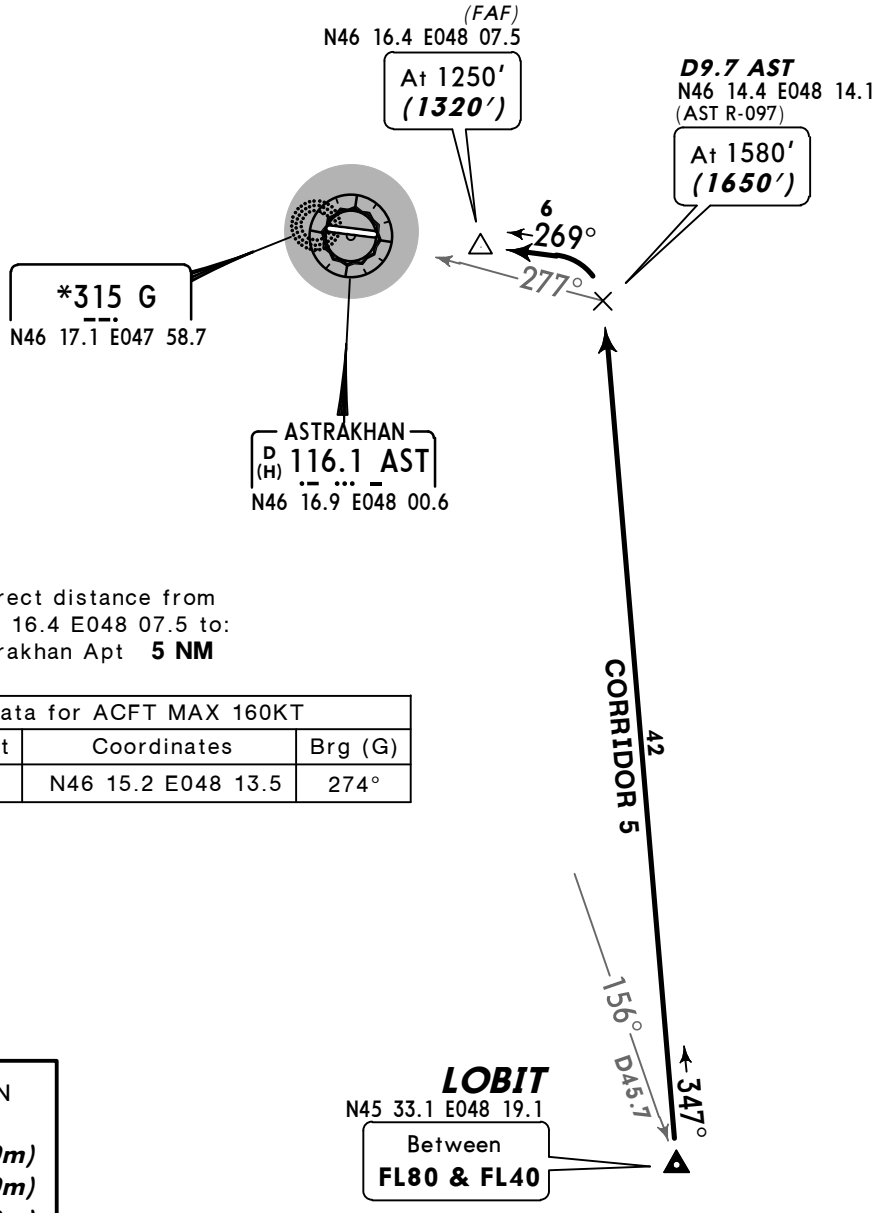
ATIS	Apt Elev	
125.62 (Russian 131.5)	-65′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt (hgt): 1910′ ***(1980′)*** For noise limitation flight mode as per flight manual.

LOBIT 2B *[LOBI2B]*
RWY 27 ARRIVAL
UNDER RADAR CONTROL
FOR FLIGHTS FROM OIL RIG (PLATFORM) ONLY

FOR RUSSIAN USERS ONLY

1800′
MSA
G Lctr





Direct distance from
N46 16.4 E048 07.5 to:
Astrakhan Apt **5 NM**

Arrival Data for ACFT MAX 160KT				
Point	Track	Dist	Coordinates	Brg (G)
LOBIT	347°	42	N46 15.2 E048 13.5	274°

ALT/HEIGHT CONVERSION

QNH	(QFE)
1910′	***(1980′ - 600m)***
1580′	***(1650′ - 500m)***
1250′	***(1320′ - 400m)***

CHANGES: OMIRA 2B STAR withdrawn; AST commissioned.

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ATIS	Apt Elev	
125.62 (Russian 131.5)	-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.

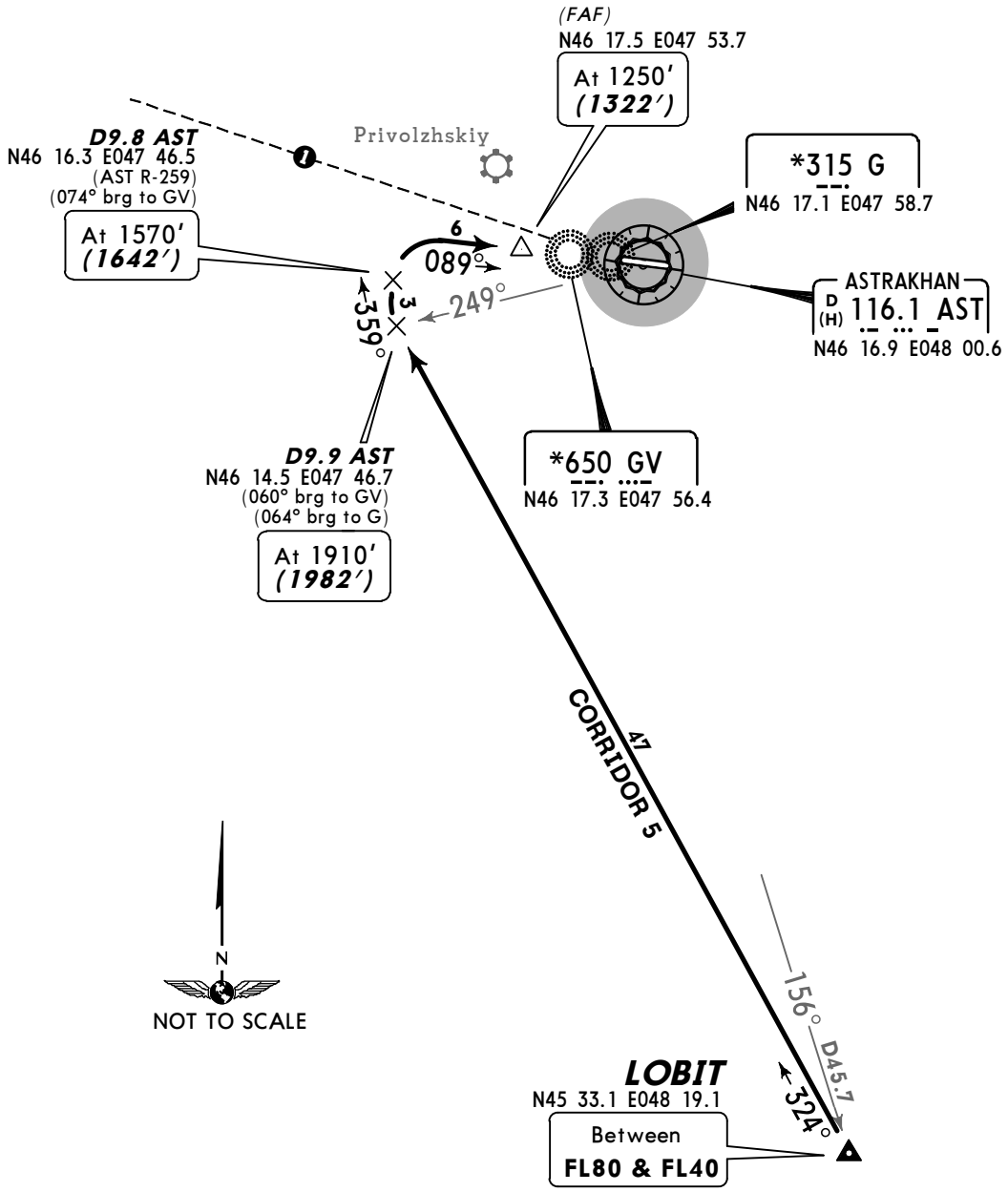
LOBIT 4B *[LOBI4B]*
RWY 09 ARRIVAL
UNDER RADAR CONTROL
FOR FLIGHTS FROM OIL RIG (PLATFORM) ONLY

FOR RUSSIAN USERS ONLY

1800′
MSA
G Lctr

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

Direct distance from
N46 17.5 E047 53.7 to:
Astrakhan Apt **5 NM**



ALT/HEIGHT CONVERSION

QNH	(QFE)
1910′	***(1982′ - 600m)***
1570′	***(1642′ - 500m)***
1250′	***(1322′ - 400m)***

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°

CHANGES: OMIRA 4B STAR withdrawn; AST commissioned.

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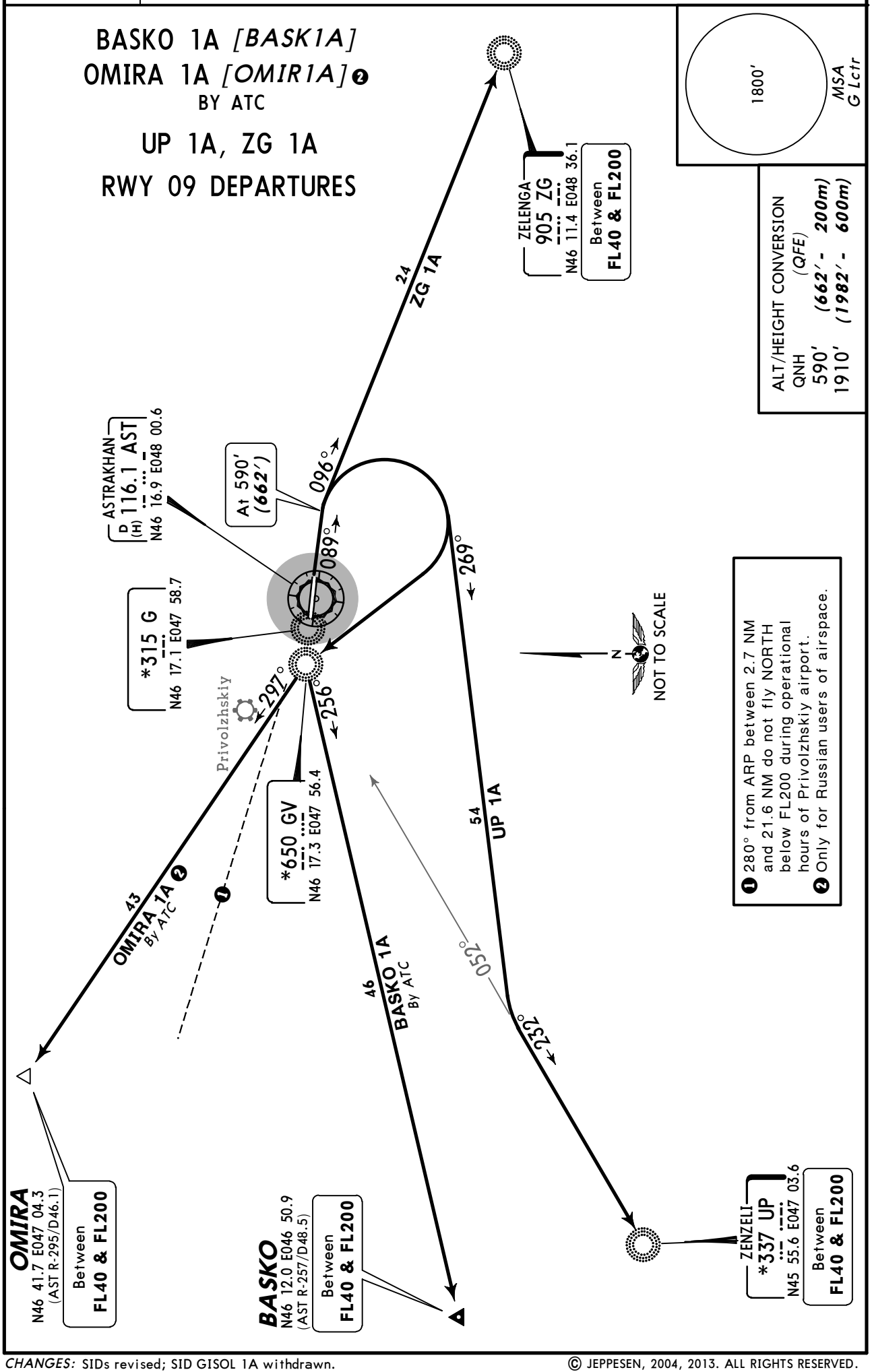
Apt Elev -65′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 1910′ ***(1982′)*** For noise limitation flight mode as per flight manual.



CHANGES: SIDs revised; SID GISOL 1A withdrawn.

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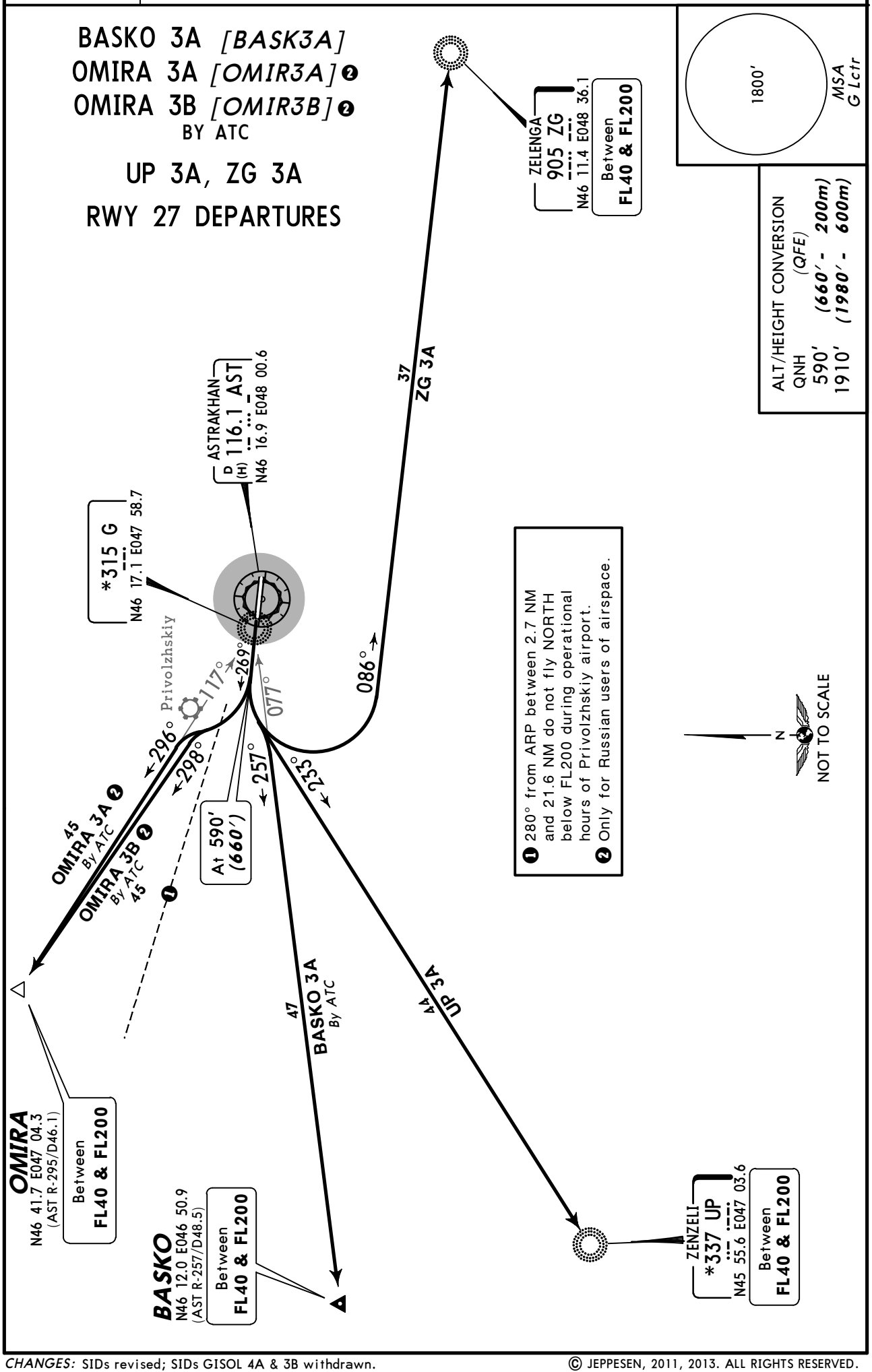
Apt Elev -65′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 1910′ ***(1980′)*** For noise limitation flight mode as per flight manual.



CHANGES: SIDs revised; SIDs GISOL 4A & 3B withdrawn.

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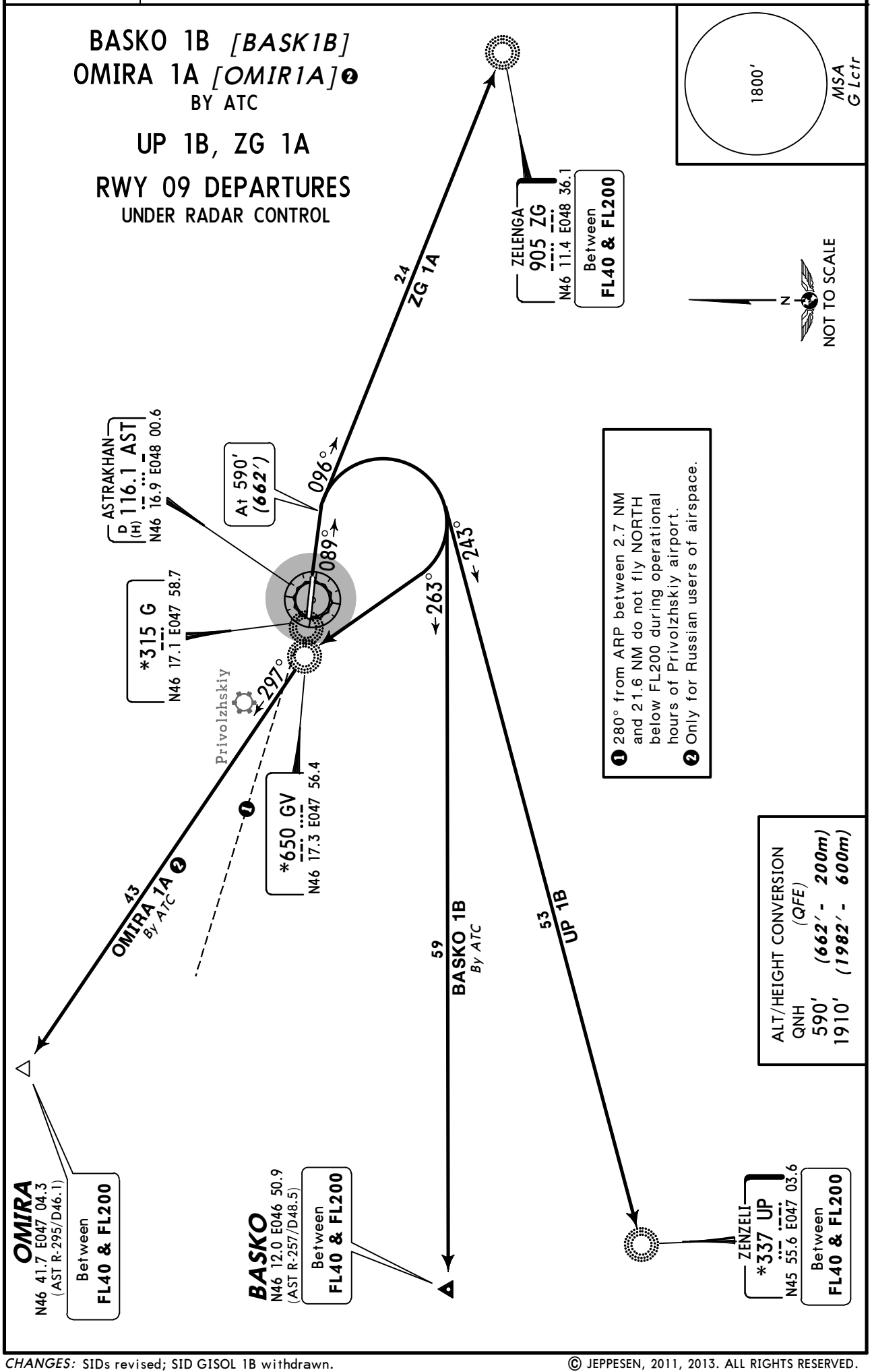
Apt Elev -65′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 1910′ ***(1982′)*** For noise limitation flight mode as per flight manual.



CHANGES: SIDs revised; SID GISOL 1B withdrawn.

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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]*

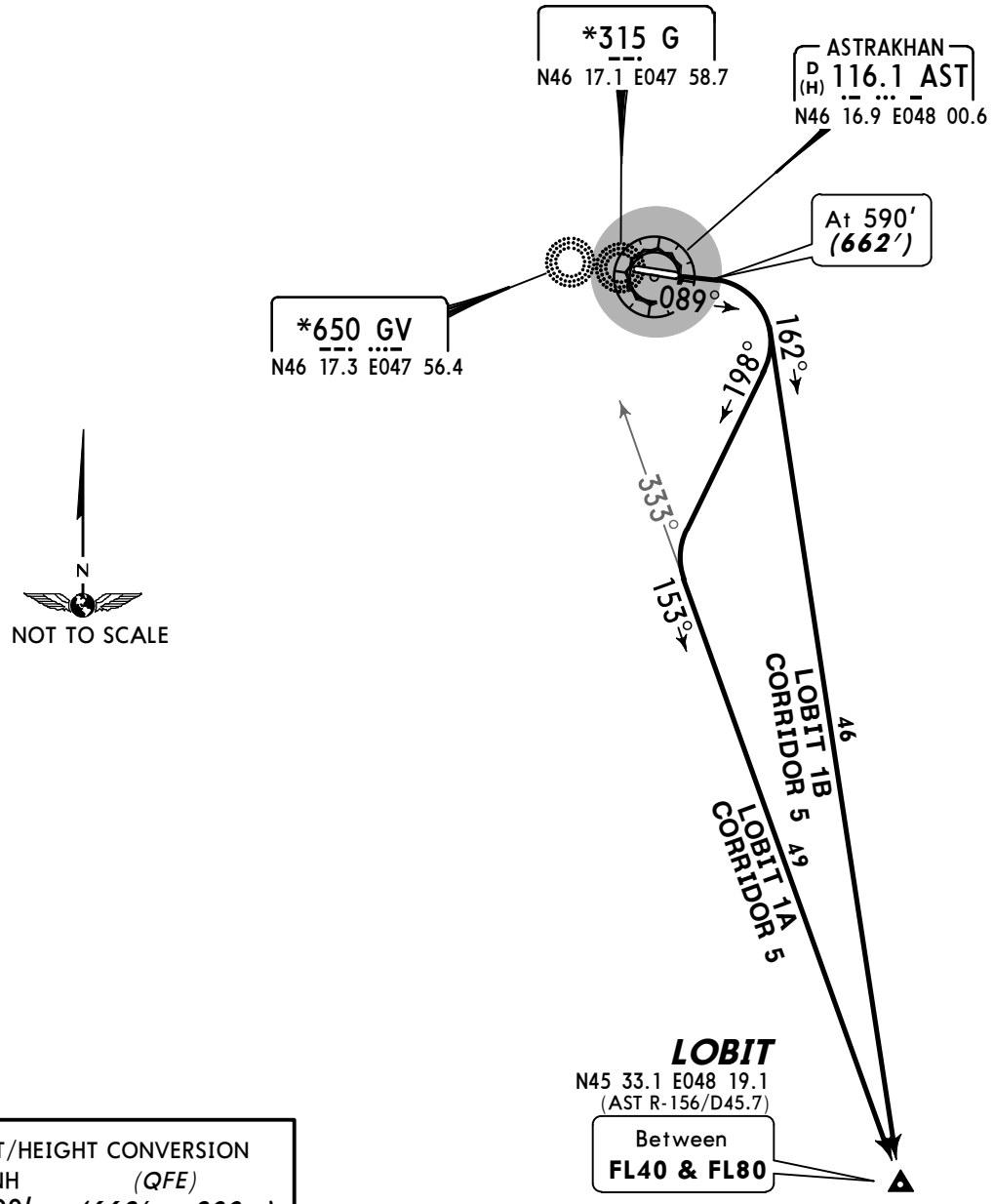
LOBIT 1B *[LOBI1B]*

UNDER RADAR CONTROL

RWY 09 DEPARTURES

FOR FLIGHTS TO OIL RIG (PLATFORM) ONLY

FOR RUSSIAN USERS 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.

CHANGES: SID OMIRA 1A withdrawn; AST commissioned.

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Apt Elev -65′	QNH on request **(QFE)** Trans level: FL40 Trans alt (hgt): 1910′ ***(1980′)*** For noise limitation flight mode as per flight manual.

1800′
MSA
G Lctr

LOBIT 3A *[LOBI3A]*

LOBIT 3B *[LOBI3B]*

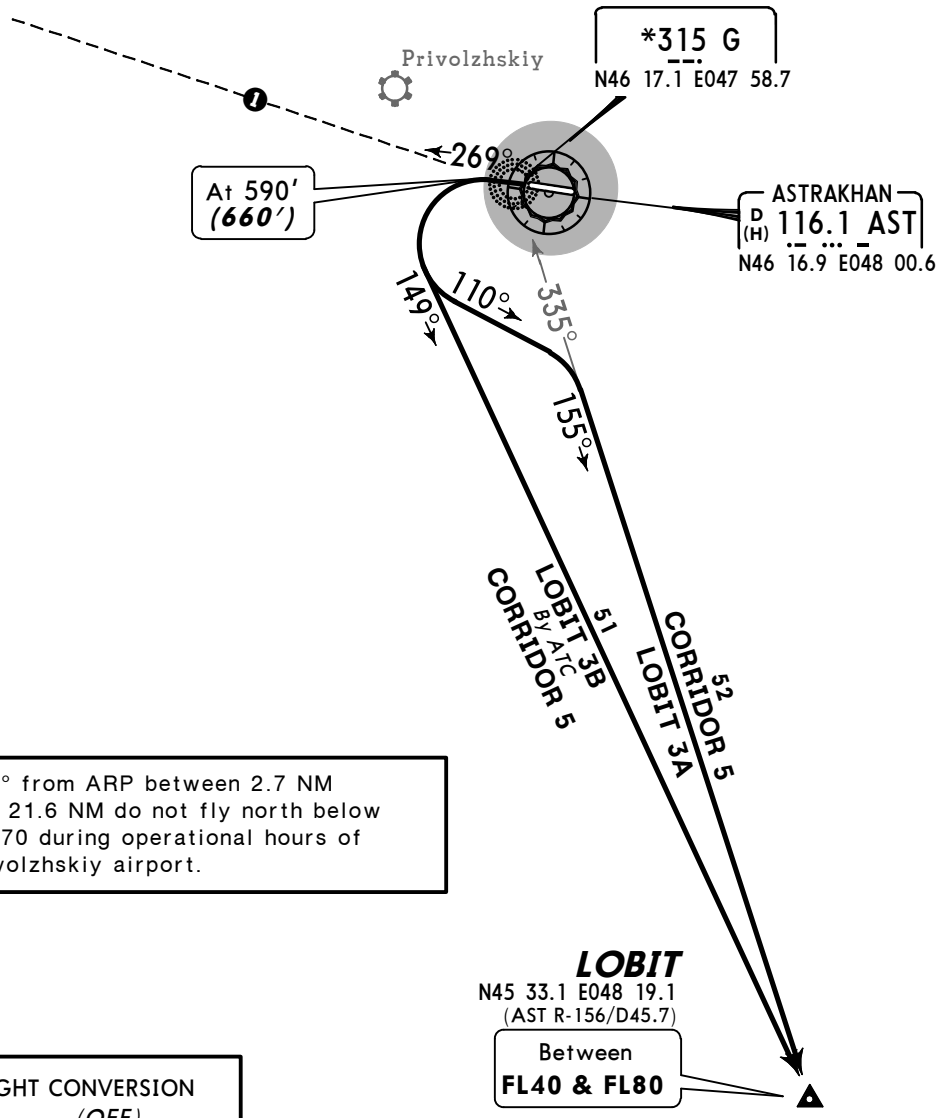
UNDER RADAR CONTROL
BY ATC

RWY 27 DEPARTURES

FOR FLIGHTS TO OIL RIG (PLATFORM) ONLY

FOR RUSSIAN USERS ONLY

N
NOT TO SCALE



❶ 280° from ARP between 2.7 NM and 21.6 NM do not fly north below FL170 during operational hours of Privolzhskiy airport.

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
590′	***(660′ - 200m)***
1910′	***(1980′ - 600m)***

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.

CHANGES: SIDs OMIRA 3A & 3B withdrawn; AST commissioned.

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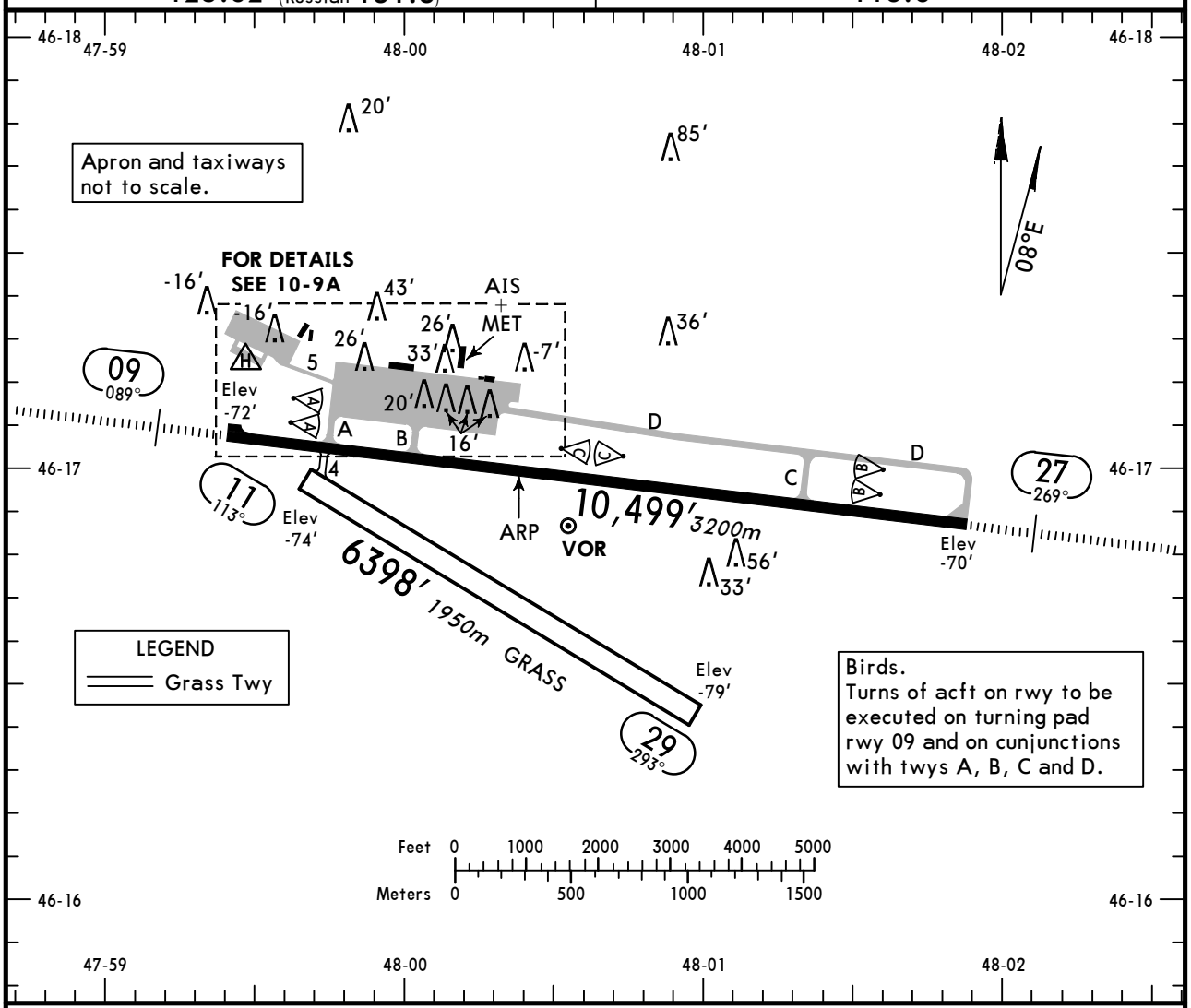
Apt Elev **-65′** (BELOW SEA LEVEL)
N46 17.0 E048 00.4

ATIS	ASTRAKHAN Tower (TWR/GND)
125.62 (Russian 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: Apron layout.

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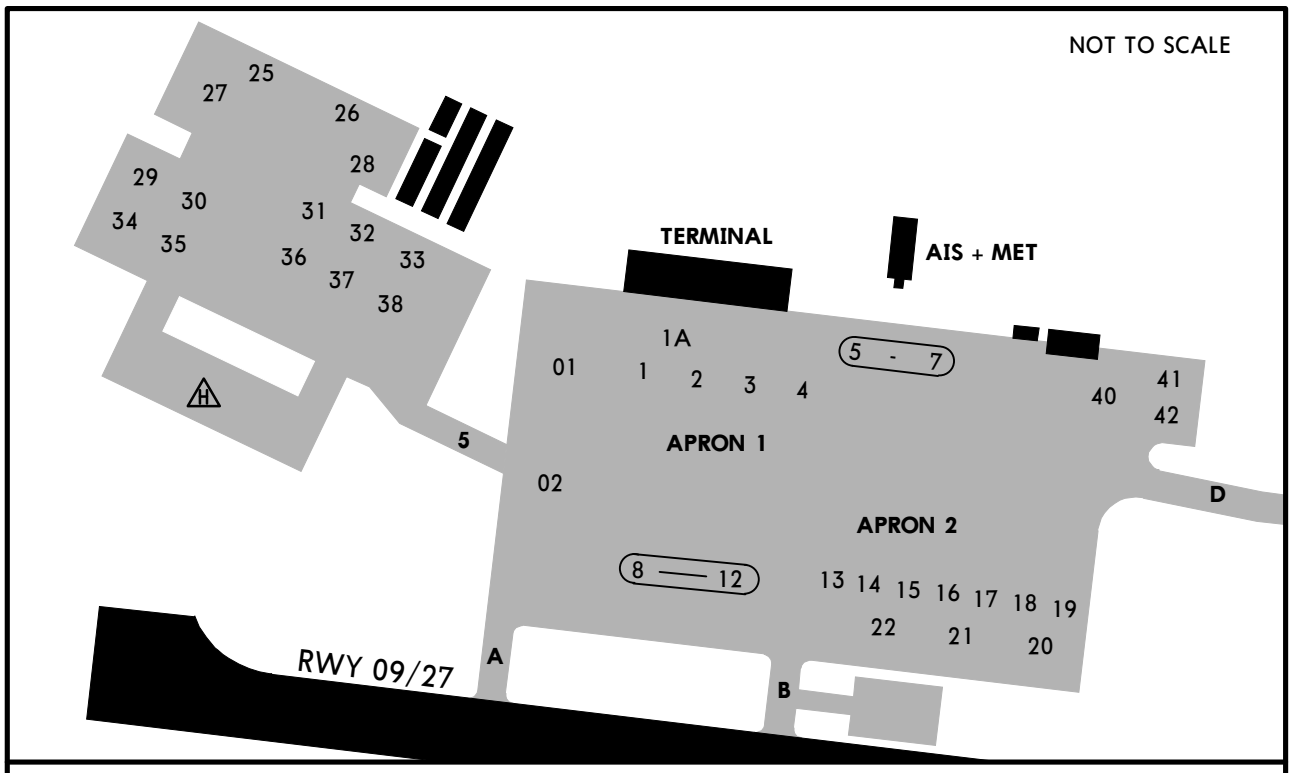

Taxiing along Twy 5 is only by towing.
Taxiing out from stands 1 thru 7 only by towing.
Taxiing and towing shall be carried out strictly along Twy centerlines and guidlines on aprons at reduced speed.
Taxiing out from stand 1A shall be carried out at idle power and reduced speed.
Parking onto stands 20 thru 22 shall be carried out facing North.
Parking stands 01, 02, 1A, 1 thru 8, 13 thru 19, 25 thru 38 and 40 thru 42 available for helicopters.

CHANGES: Apron layout. 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 ❶❷	**660**′(732′)	**660**′(732′)	**660**′(732′)	**660**′(732′)
	(w/o FAF)	**R1500m**	**R1500m**	**C2400m**	**C2400m**
	NDB ❸	**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 ❶❷	**650**′(720′)	**650**′(720′)	**650**′(720′)	**650**′(720′)
	(w/o FAF)	**R1500m**	**R1500m**	**C2400m**	**C2400m**
	NDB DME ❸	**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.
❷ With FMS.
❸ W/o FMS.

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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ASTRAKHAN, RUSSIA
❶ILS or 2 NDB Rwy 09

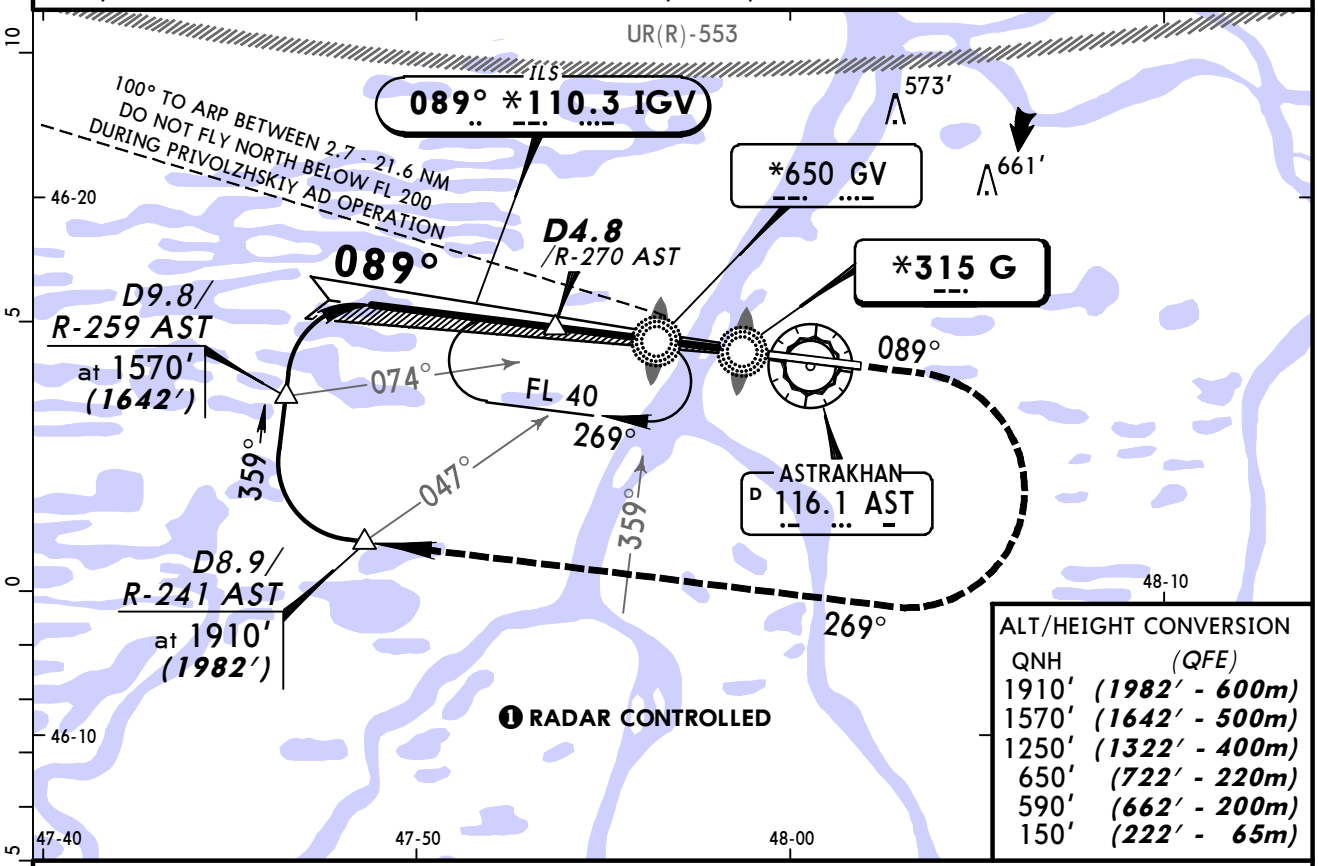
BRIEFING STRIP ™

ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Tower (TWR/GND)
125.62 (Russian 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)	1800′ MSA G NDB
NDB G *315		Minimum Alt D4.8 AST 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.

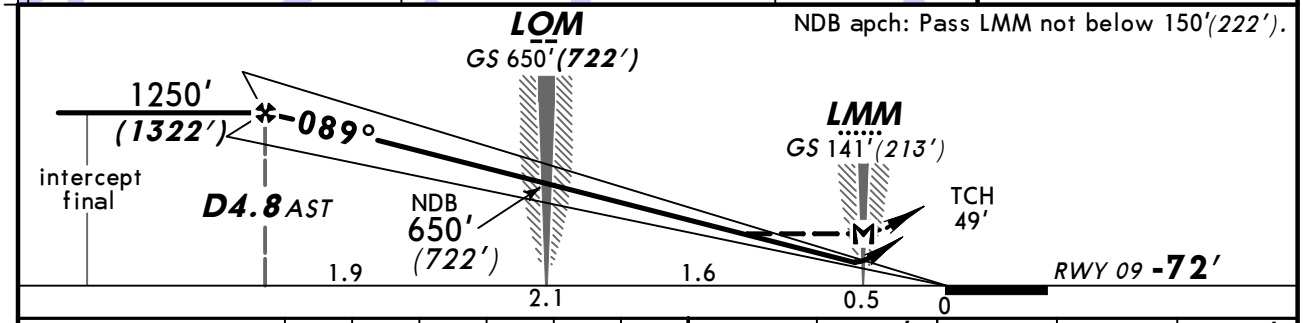
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 1910′ (1982′)
Heavy turbulence with downdrafts and wind shear may be expected on final.



ALT/HEIGHT CONVERSION

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

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°	372	478	531	637	743	849
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: Flight restriction.

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BRIEFING STRIP

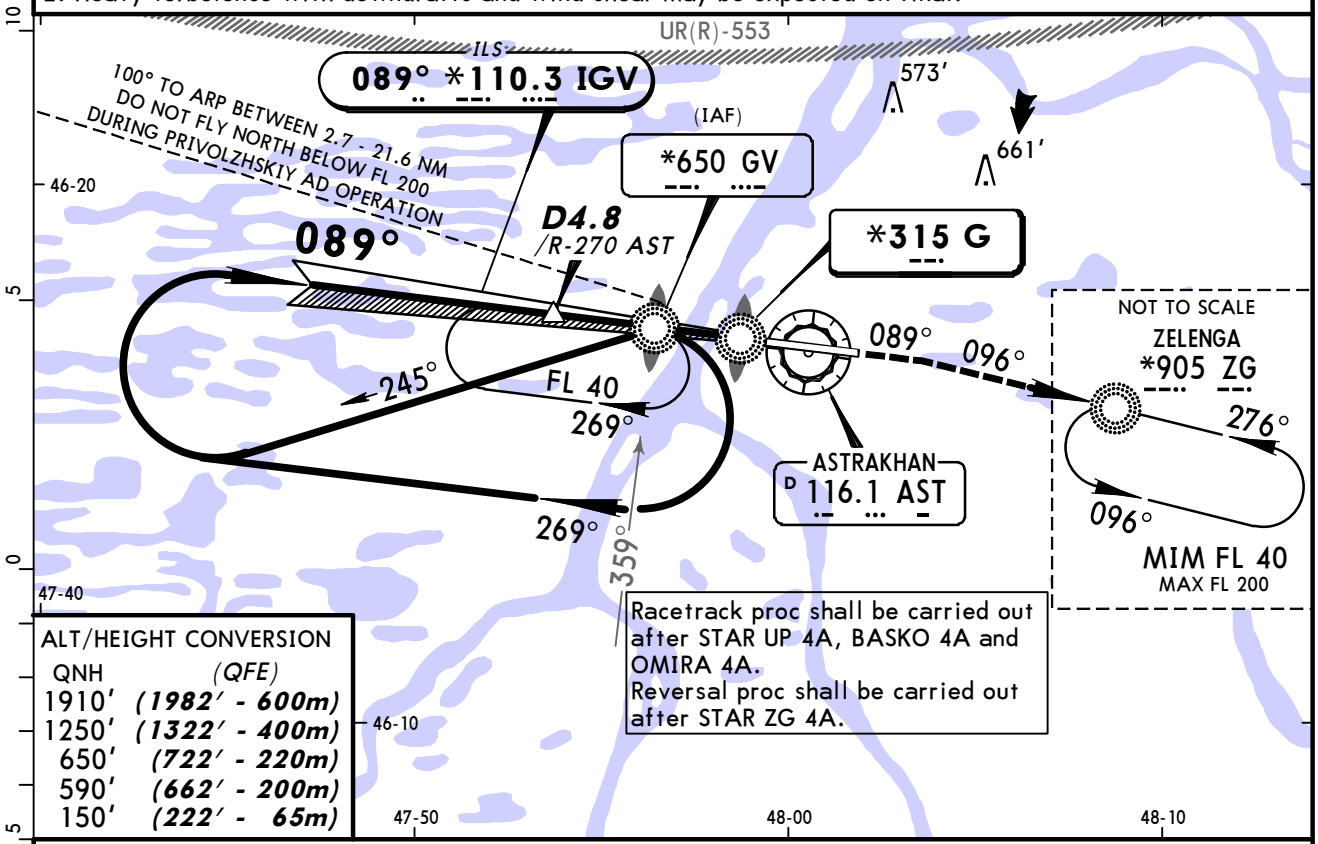
ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Tower (TWR/GND)
125.62 (Russian 131.5)	126.0	120.6	118.6

LOC IGV	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev -65′ (BELOW SEA LEVEL)	1800′
*110.3	089°	650′ (722′)	128′ (200′)		
NDB G		Minimum Alt D4.8 AST	NDB MDA(H)	RWY -72′	MSA G NDB
*315		1250′ (1322′)	340′ (412′)		

MISSED APCH: Climb on 089° to 590′ (662′), then turn RIGHT to ZG NDB climbing to FL 40, or as directed.

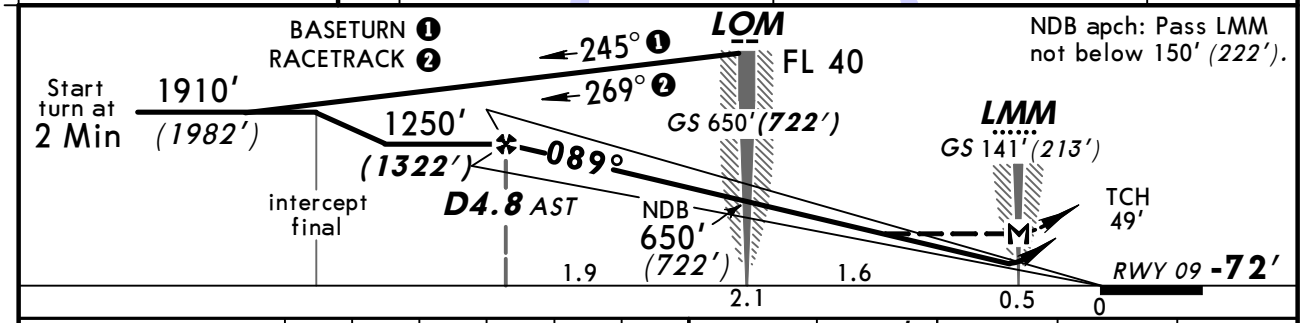
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 1910′ (1982′)

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)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 3.00°	372	478	531	637	743	849
MAP at LMM						

HIALS PAPI | 590′ (662′) on 089° | FL 40 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: Holding. Note.

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BRIEFING STRIP

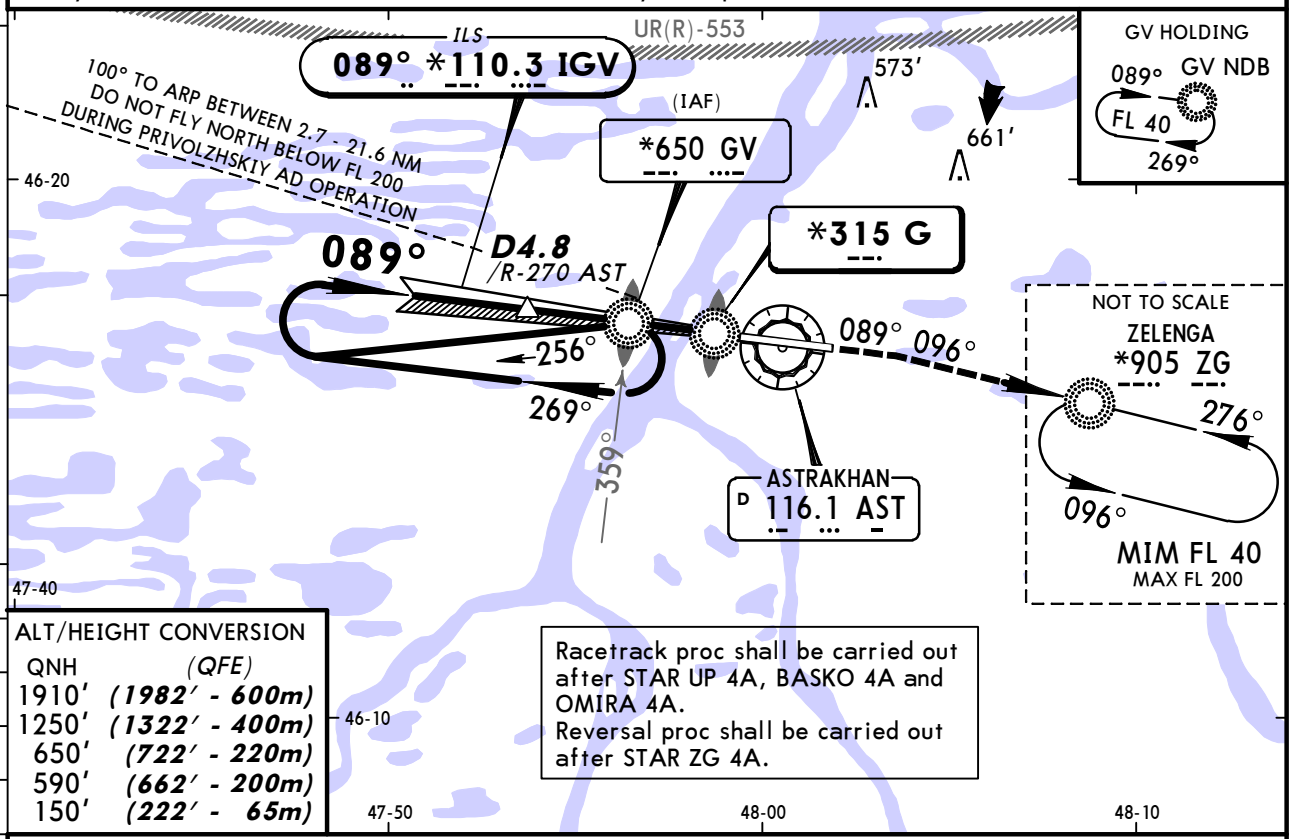
ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Tower (TWR/GND)
125.62 (Russian 131.5)	126.0	120.6	118.6

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 D4.8 AST 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 40, or as directed.

1800′ MSA G NDB

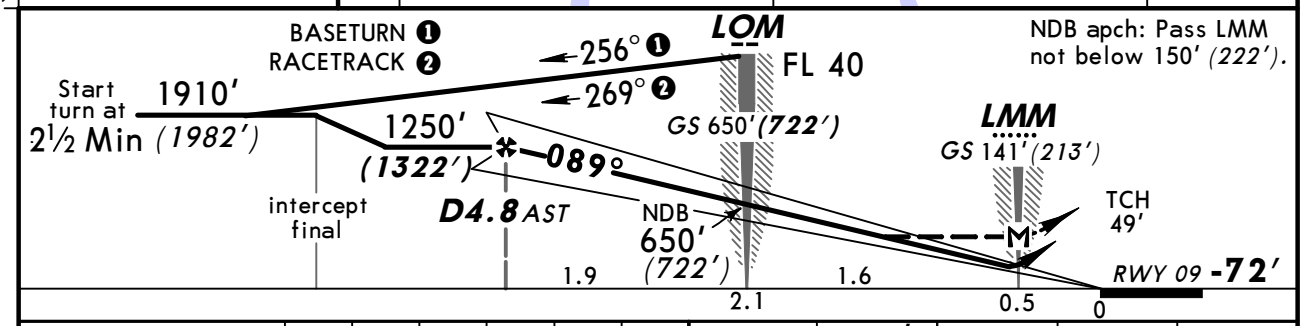
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 1910′ (1982′)
Heavy turbulence with downdrafts and wind shear may be expected on final.



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, BASKO 4A and OMIRA 4A.
Reversal proc shall be carried out after STAR ZG 4A.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 3.00°	372	478	531	637	753	849
MAP at LMM						

HIALS PAPI | 590′ (662′) on 089° | FL 40 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: Holding. Note.

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ASTRAKHAN, RUSSIA
❶ ILS DME Rwy 27

BRIEFING STRIP

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

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

1800′
MSA G NDB

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

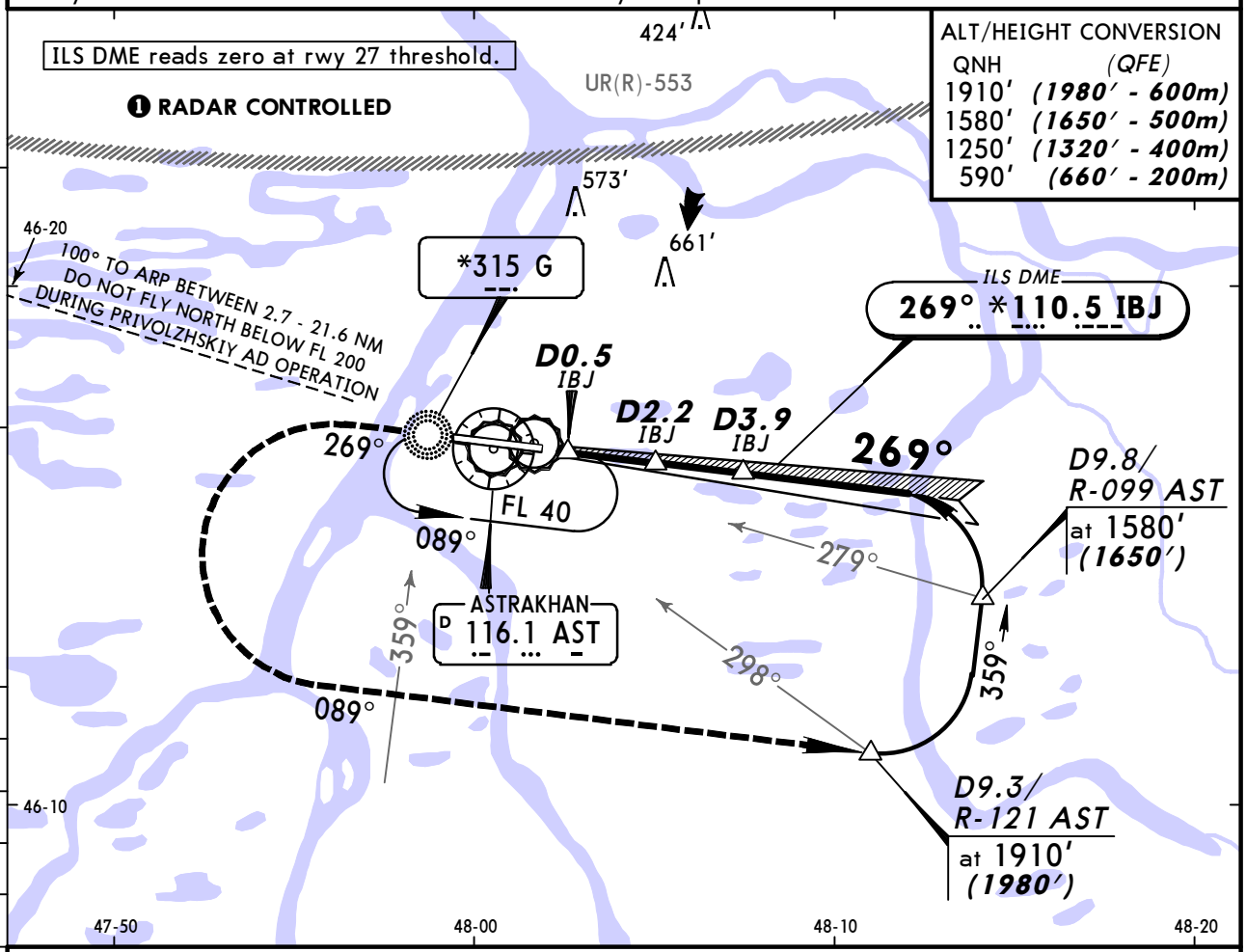
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 1910′ **(1980′)**
Heavy turbulence with downdrafts and wind shear may be expected on final.

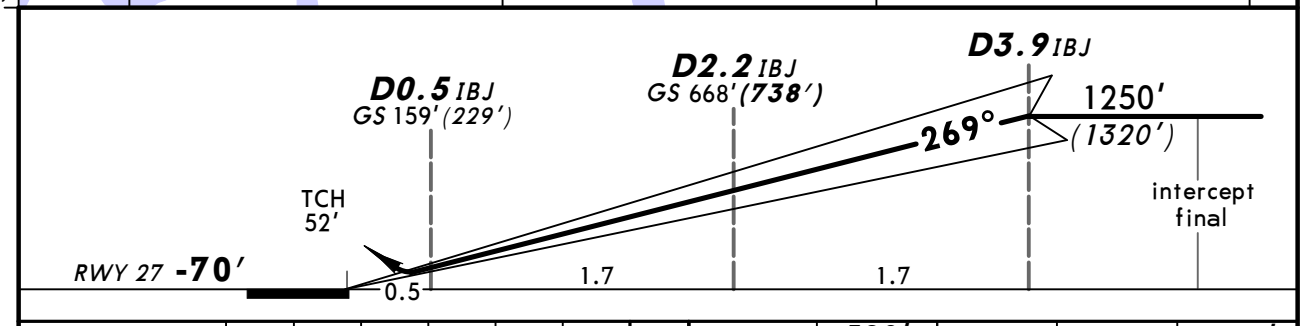
ILS DME reads zero at rwy 27 threshold.

❶ **RADAR CONTROLLED**

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°	372	478	531	637	743	849

HIALS
PAPI
590′ (660′) on 269°
089° LT
1910′ (1980′)

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			
D			

PANS OPS

CHANGES: Flight restriction.

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BRIEFING STRIP

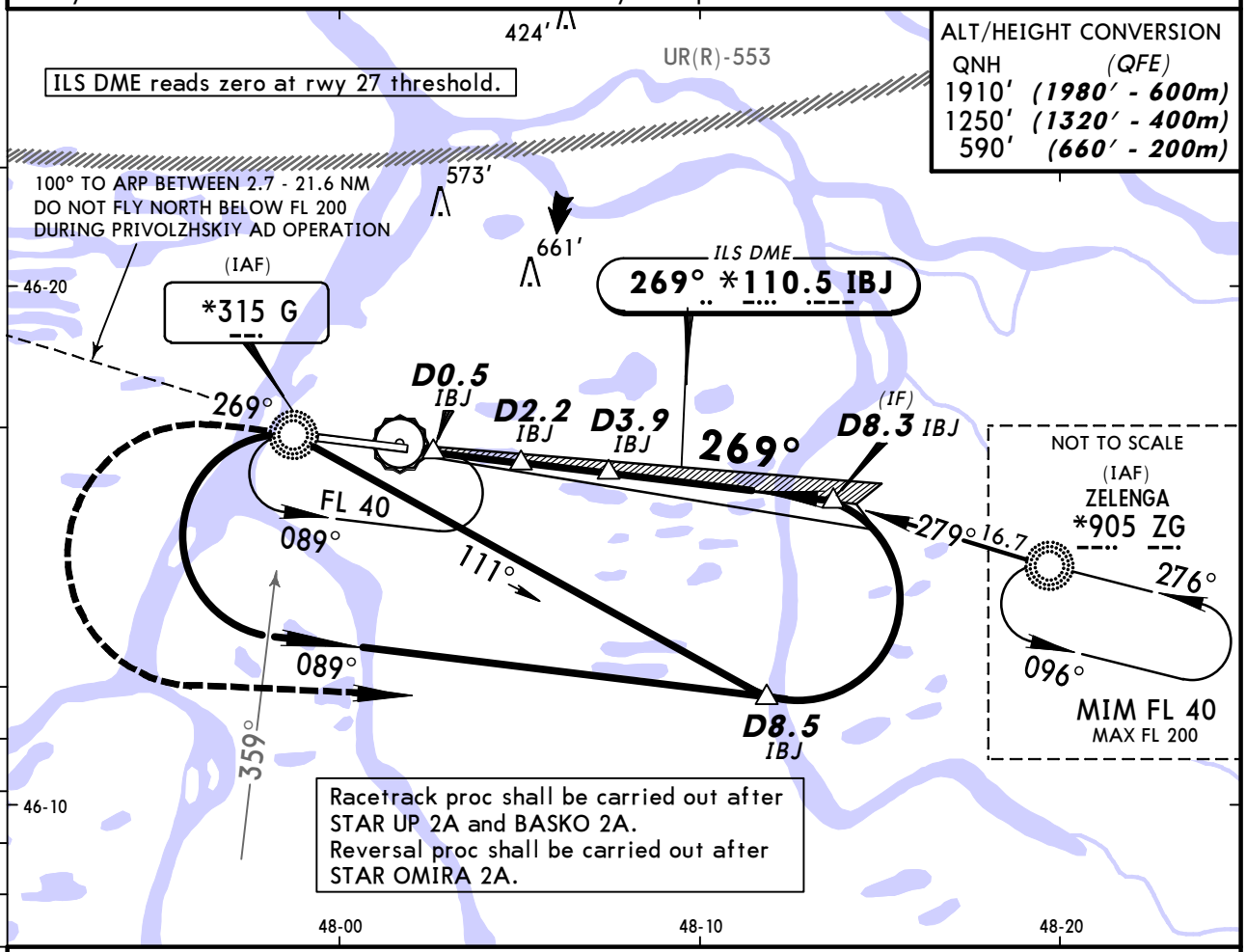
ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Tower (TWR/GND)
125.62 (Russian 131.5)	126.0	120.6	118.6

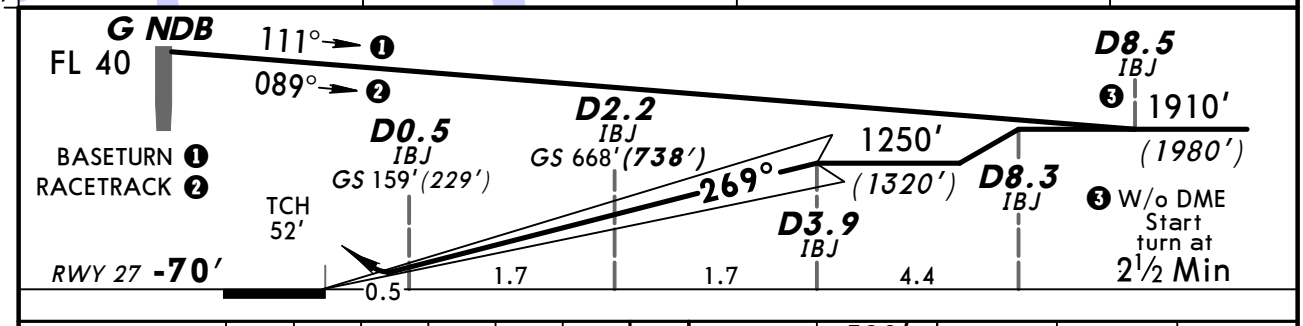
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev -65' (BELOW SEA LEVEL)
IBJ *110.5	269°	D2.2 IBJ 668' (738')	130' (200')	RWY -70'

1800'
MSA G NDB

MISSED APCH: Climb on 269° to 590' (660'), then turn LEFT to ZG NDB climbing to FL 40, or as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 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°	372	478	531	637	743	849

HIALS
PAPI
590' (660') on 269°
FL 40
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
B
C
D

CHANGES: Holding. Note.

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BRIEFING STRIP

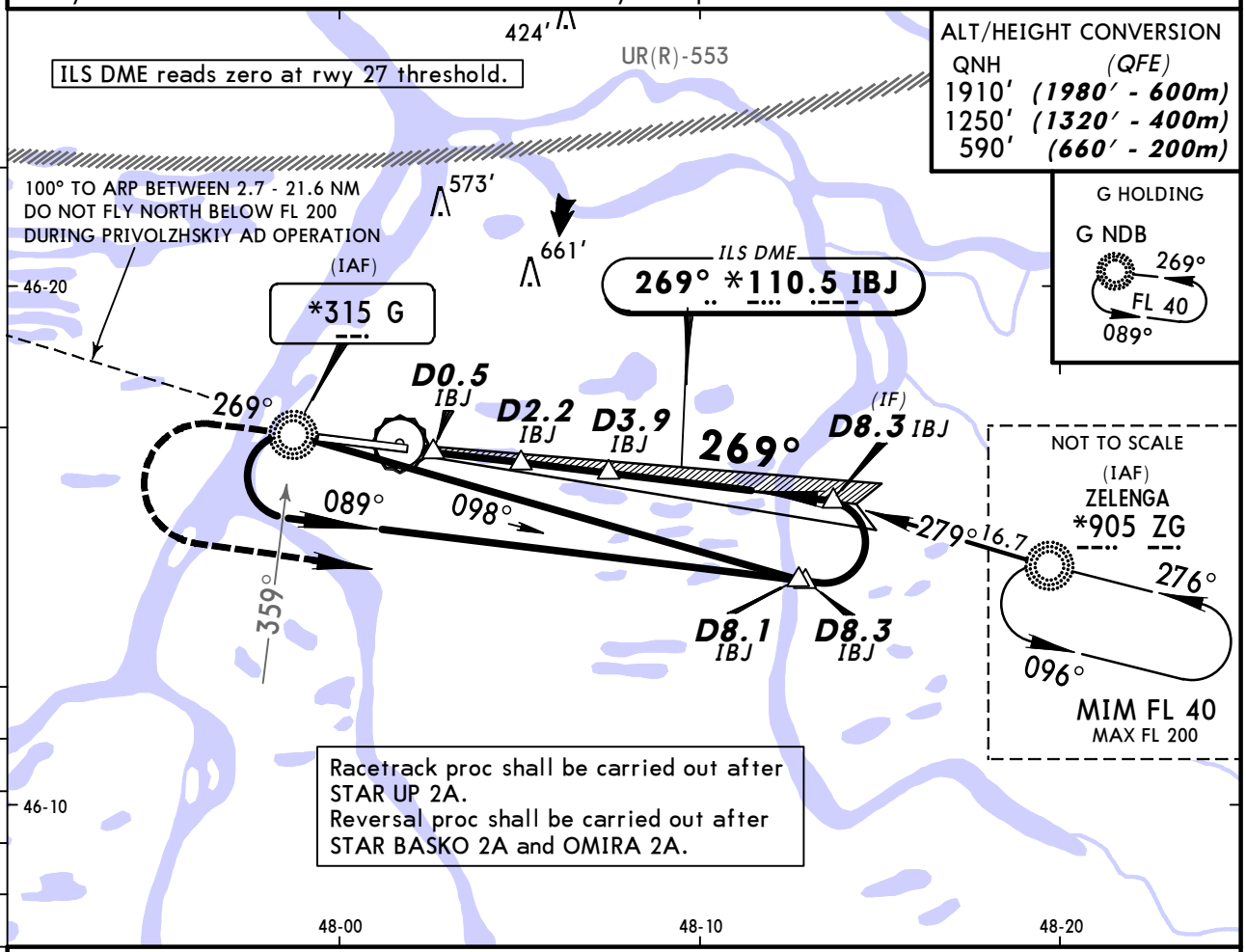
ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Tower (TWR/GND)
125.62 (Russian 131.5)	126.0	120.6	118.6

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev -65' (BELOW SEA LEVEL)
IBJ *110.5	269°	D2.2 IBJ 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 40, or as directed.

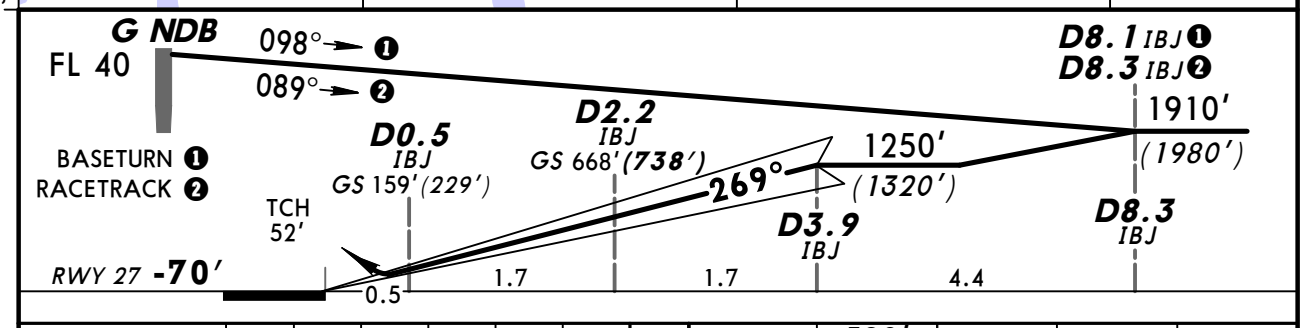
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 1910' **(1980')**
Heavy turbulence with downdrafts and wind shear may be expected on final.



ALT/HEIGHT CONVERSION

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

G HOLDING



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS
PAPI
590' (660') on 269°
FL 40
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: Holding. Note.

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BRIEFING STRIP

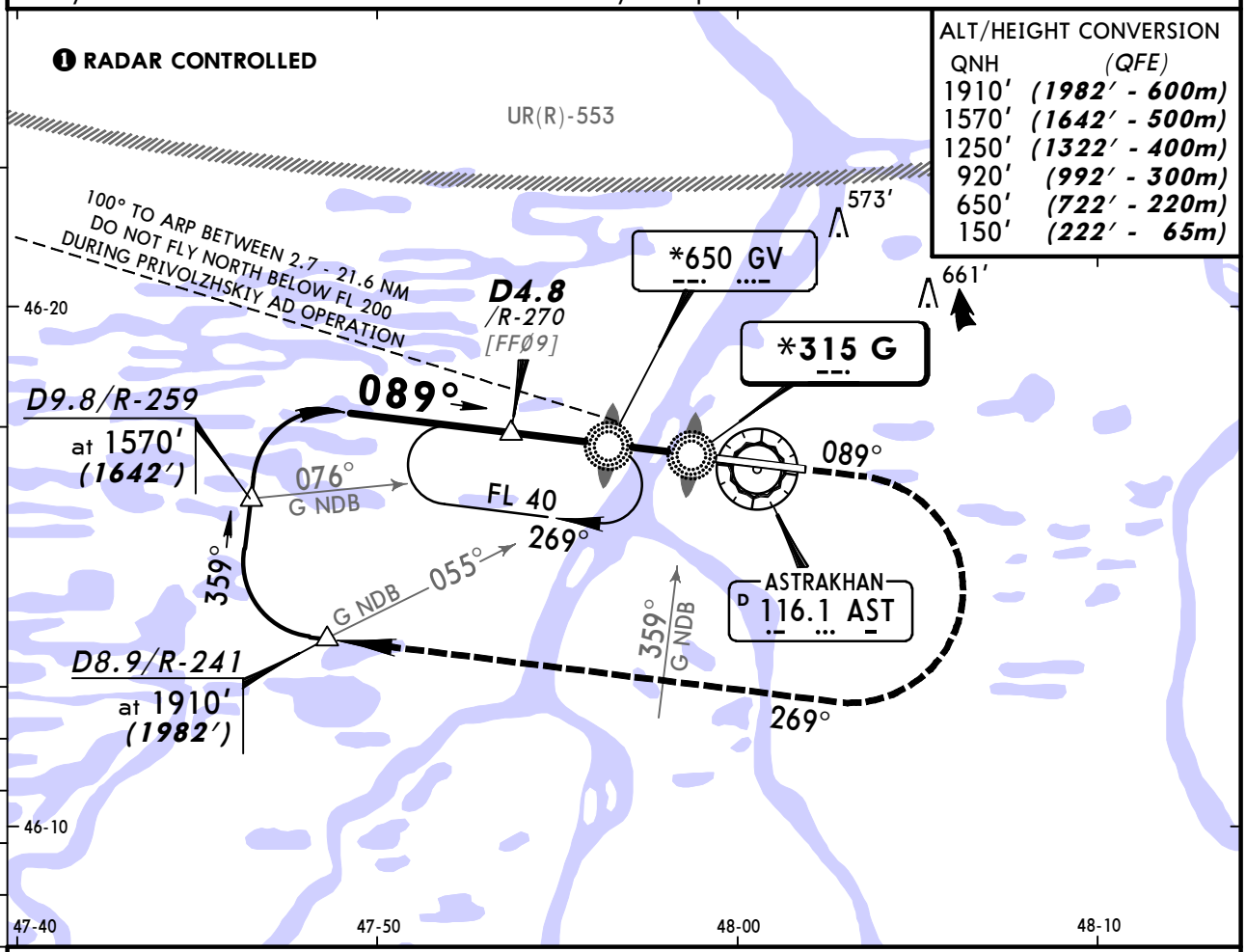
ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Tower (TWR/GND)
125.62 (Russian 131.5)	126.0	120.6	118.6

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev -65'
G		D4.8	(CONDITIONAL)	(BELOW SEA LEVEL)
*315	089°	1250' (1322')	410' (482')	RWY -72'

1800'
MSA G NDB

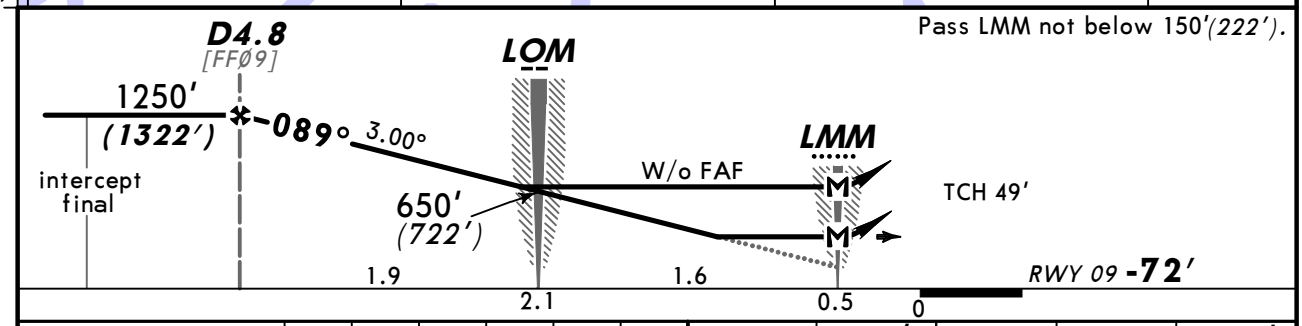
MISSED APCH: Climb on 089° to 920' (992'), then turn RIGHT onto 269° climbing to 1910' (1982'), then as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 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)



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: Flight restriction.

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BRIEFING STRIP

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

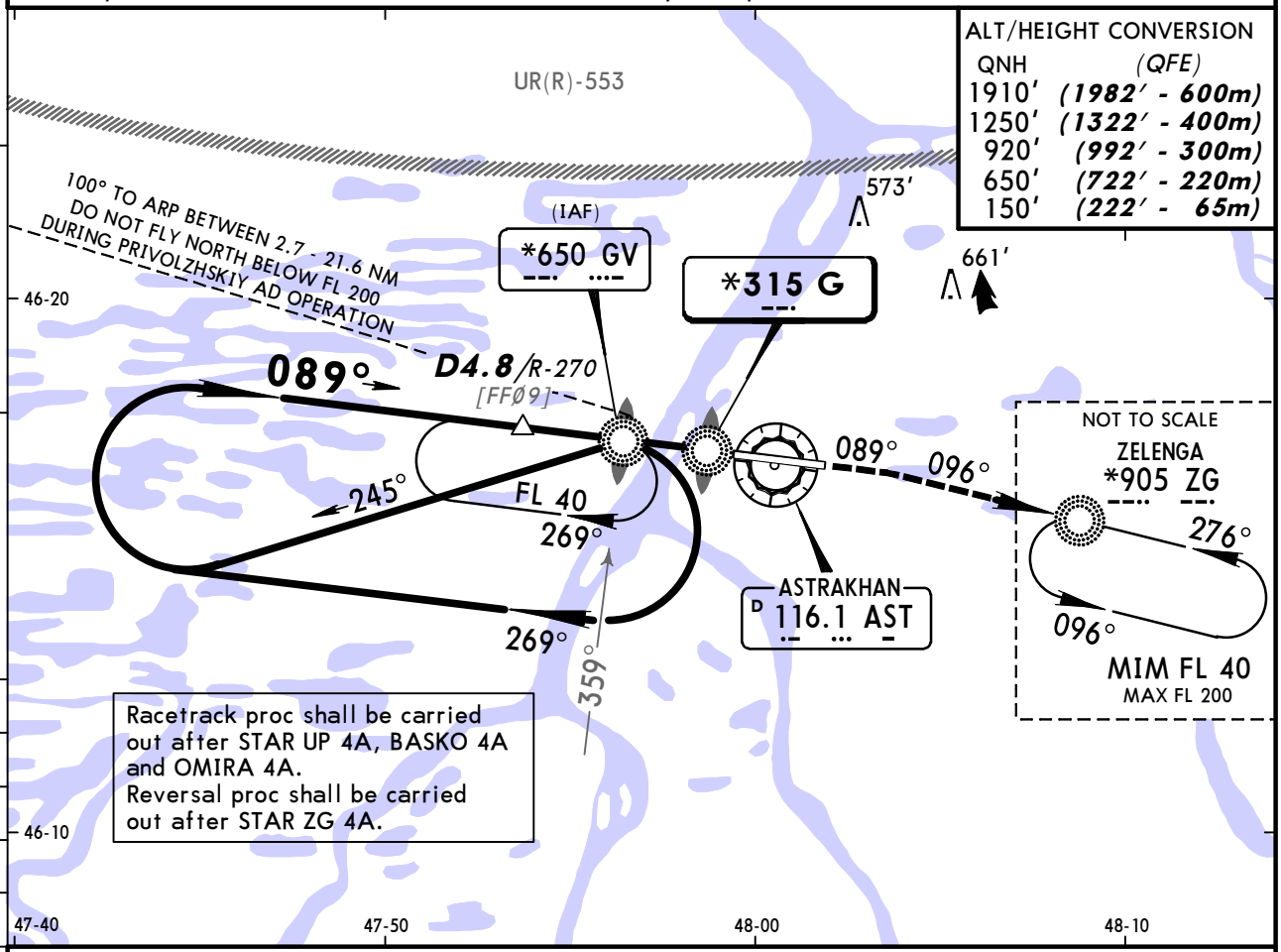
NDB G	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev -65' (BELOW SEA LEVEL)
*315	089°	D4.8 1250' (1322')	410' (482')	RWY -72'

1800'
MSA G NDB

MISSED APCH: Climb on 089° to 920' (992'), then turn RIGHT to ZG NDB climbing to FL 40, or as directed.

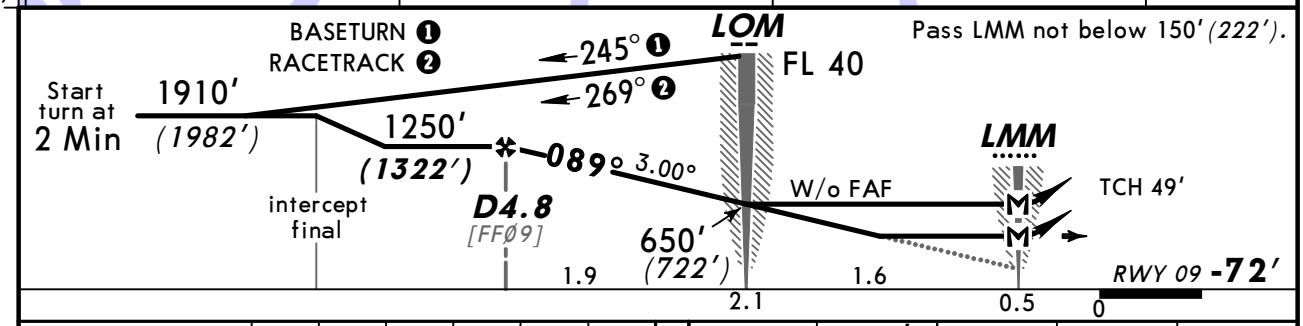
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 1910' (1982')

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)



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 40
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: Holding. Note.

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BRIEFING STRIP

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

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev -65'
G		D4.8	(CONDITIONAL)	(BELOW SEA LEVEL)
*315	089°	1250' (1322')	410' (482')	RWY -72'

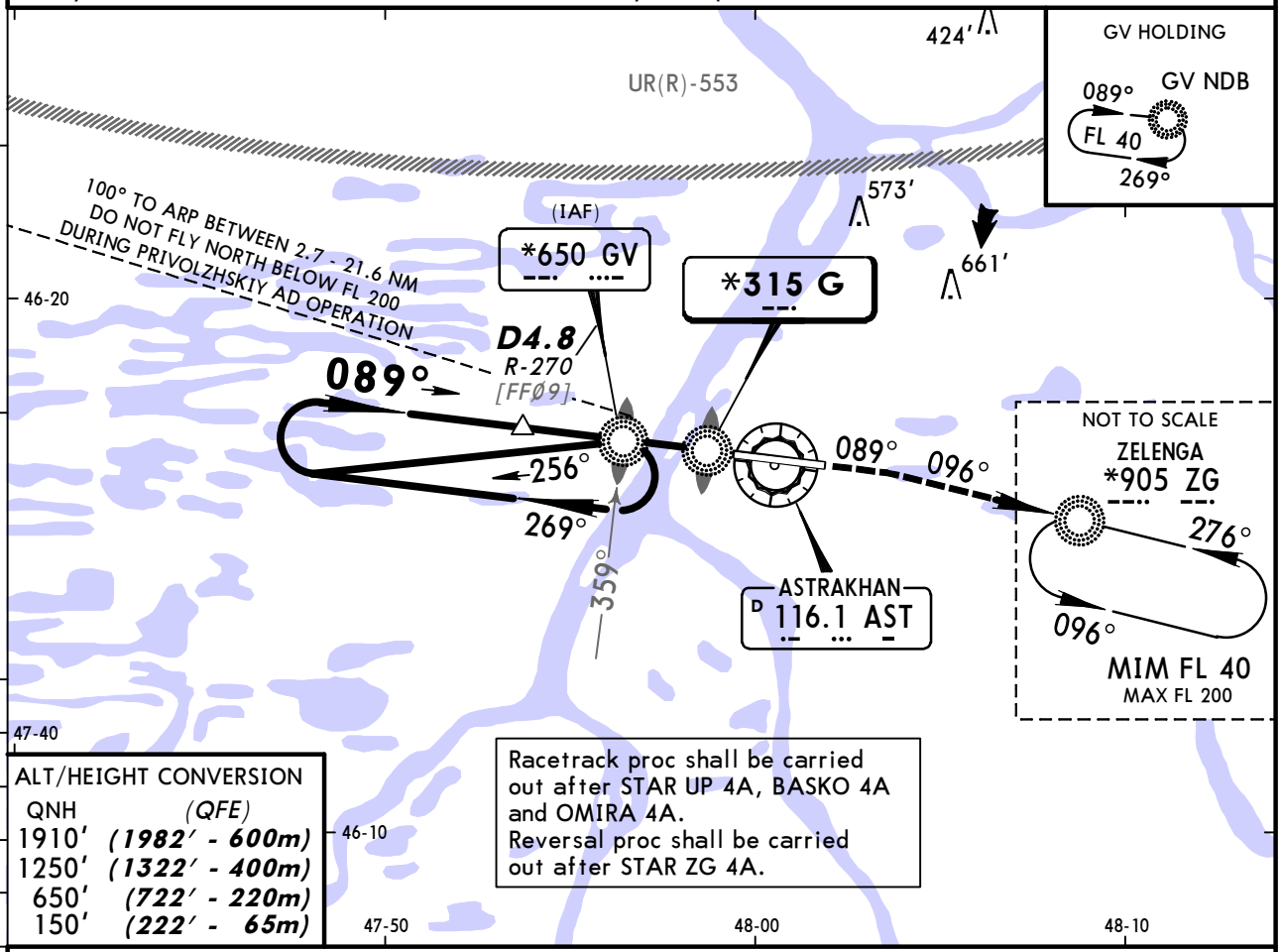
1800'

MSA G NDB

MISSED APCH: Climb on 089° to 650' (772'), then turn RIGHT to ZG NDB climbing to FL 40, or as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 1910' (1982')

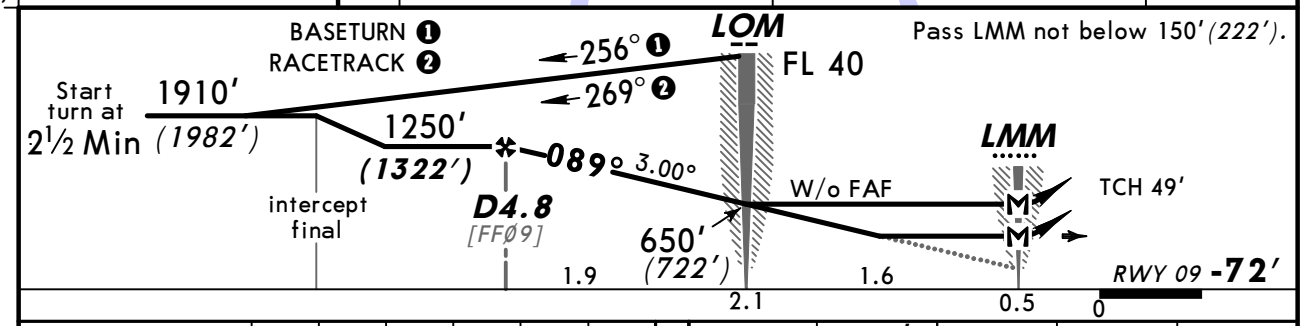
Heavy turbulence with downdrafts and wind shear may be expected on final.



ALT/HEIGHT CONVERSION

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

Racetrack proc shall be carried out after STAR UP 4A, BASKO 4A and OMIRA 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 40
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	1200m	RVR 1500m	1200m	RVR 1500m
B		VIS 1600m		VIS 1600m
C	see 16-2		see 16-2	
D				

PANS OPS

CHANGES: Holding. Note.

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BRIEFING STRIP

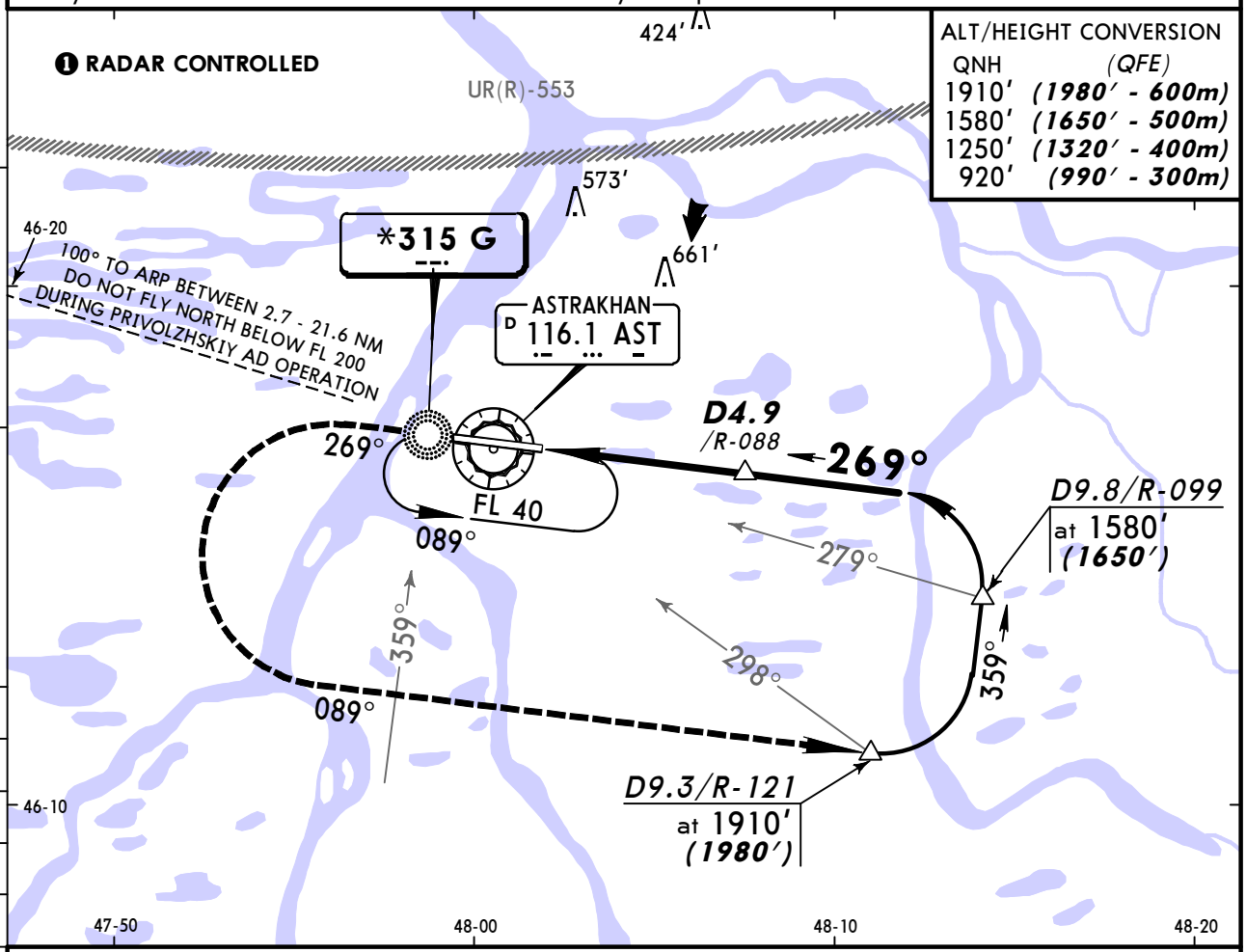
ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Tower (TWR/GND)
125.62 (Russian 131.5)	126.0	120.6	118.6

NDB	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev -65′ (BELOW SEA LEVEL)
G *315	269°	D4.9 1250′ (1320′)	410′ (480′)	RWY -70′

1800′
MSA G NDB

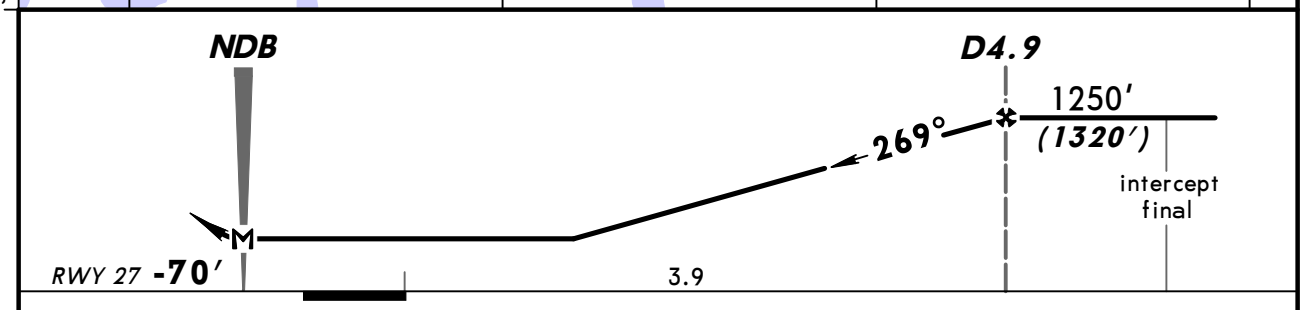
MISSED APCH: Climb on 269° to 920′ (990′), then turn LEFT onto 089° climbing to 1910′ (1980′), then as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 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)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	649
MAP at NDB							

HIALS
PAPI

920′ (990′) on 269°

089° LT

1910′ (1980′)

PANS OPS

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

CHANGES: Flight restriction.

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BRIEFING STRIP

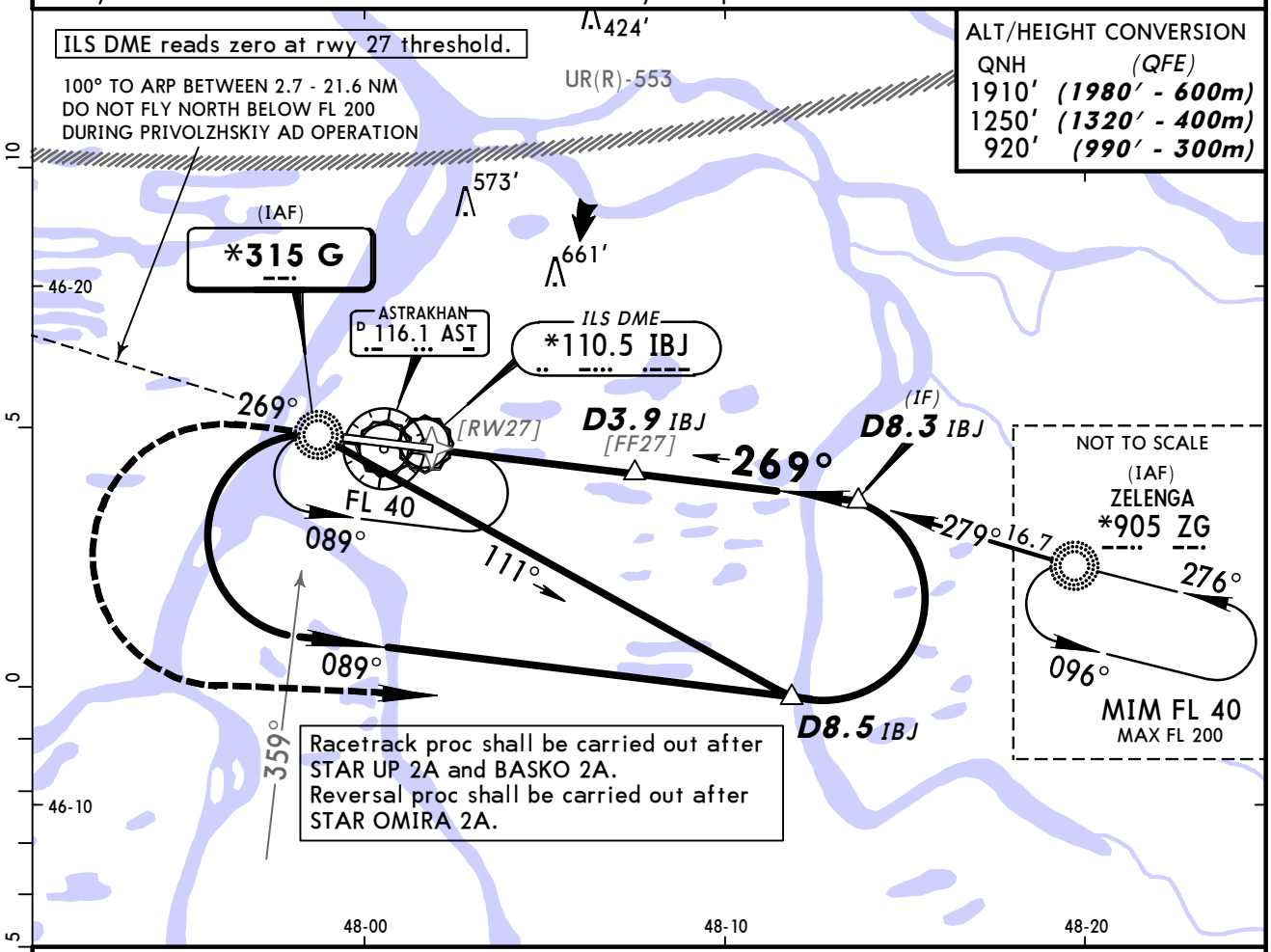
ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Tower (TWR/GND)
125.62 (Russian 131.5)	126.0	120.6	118.6

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

1800′
MSA G NDB

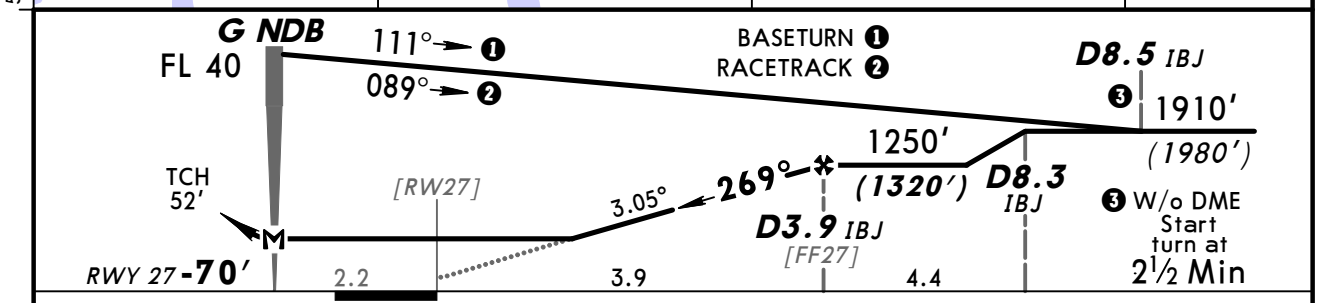
MISSED APCH: Climb on 269° to 920′ (990′), then turn LEFT to ZG NDB climbing to FL 40, or as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 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 NDB						

HIALS
PAPI

920′ (990′) on 269°

FL 40
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: ILS DME frequency.

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BRIEFING STRIP

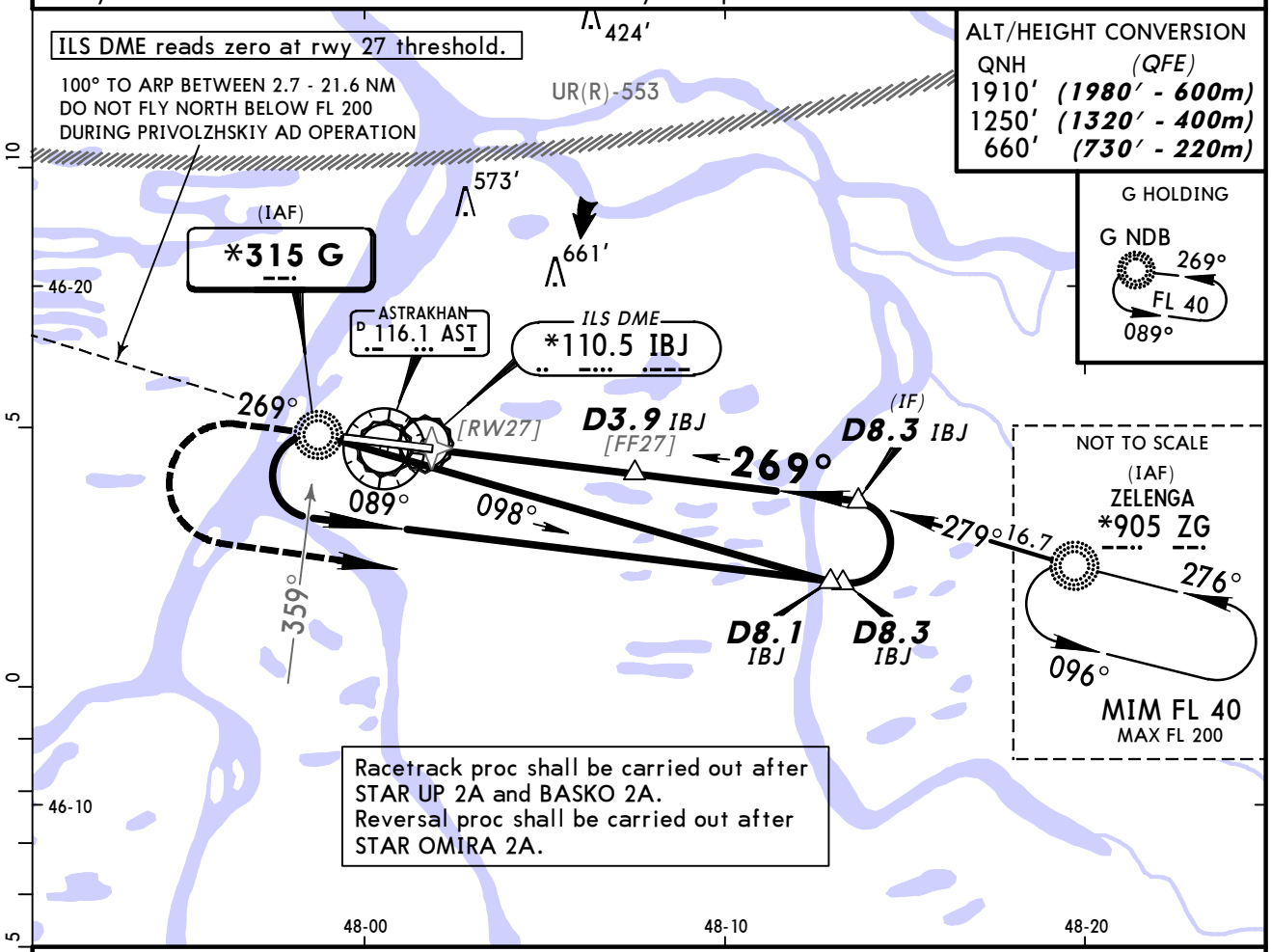
ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Tower (TWR/GND)
125.62 (Russian 131.5)	126.0	120.6	118.6

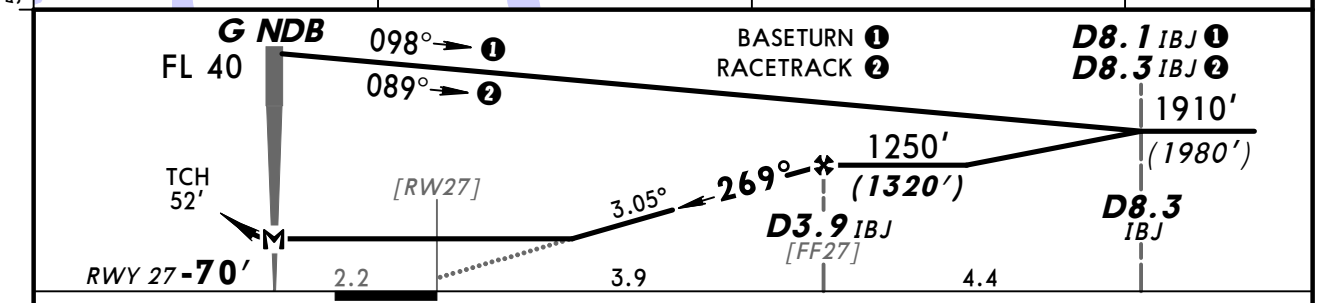
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev -65′
G		D3.9 IBJ	(CONDITIONAL)	(BELOW SEA LEVEL)
*315	269°	1250′ (1320′)	410′ (480′)	RWY -70′

1800′
MSA G NDB

MISSED APCH: Climb on 269° to 660′ (730′), then turn LEFT to ZG NDB climbing to FL 40, or as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 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 NDB							

HIALS
PAPI

660′ (730′) on 269°

FL 40
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	1200m	RVR 1500m
B		VIS 1600m		VIS 1600m
C	see 16-5		see 16-5	
D				

PANS OPS

CHANGES: ILS DME frequency.

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Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ASTRAKHAN, (ASTRAKHAN - URWA)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URWA