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Airport Information For URWW
Terminal Charts For URWW
Revision Letter For Cycle 01-2014
Change Notices
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: 8.8°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: 0455 Z
Sunset: 1321 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 Tower 129.0 Secondary
Volgograd Tower 128.0
Volgograd Ground Control 129.0 Secondary
Volgograd Ground Control 119.0
Volgograd Ground Control 118.9
Volgograd-Towing Ramp/Taxi Control 129.0 Secondary
Volgograd-Towing Ramp/Taxi Control 118.8
Volgograd Approach Control 129.0 Secondary

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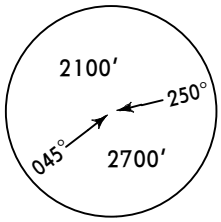
Volgograd Approach Control 125.3
Volgograd Radar 129.0 Secondary
Volgograd Radar 122.0
Volgograd Transit Operations 131.7
Volgograd Transit Operations 129.0 Secondary

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.



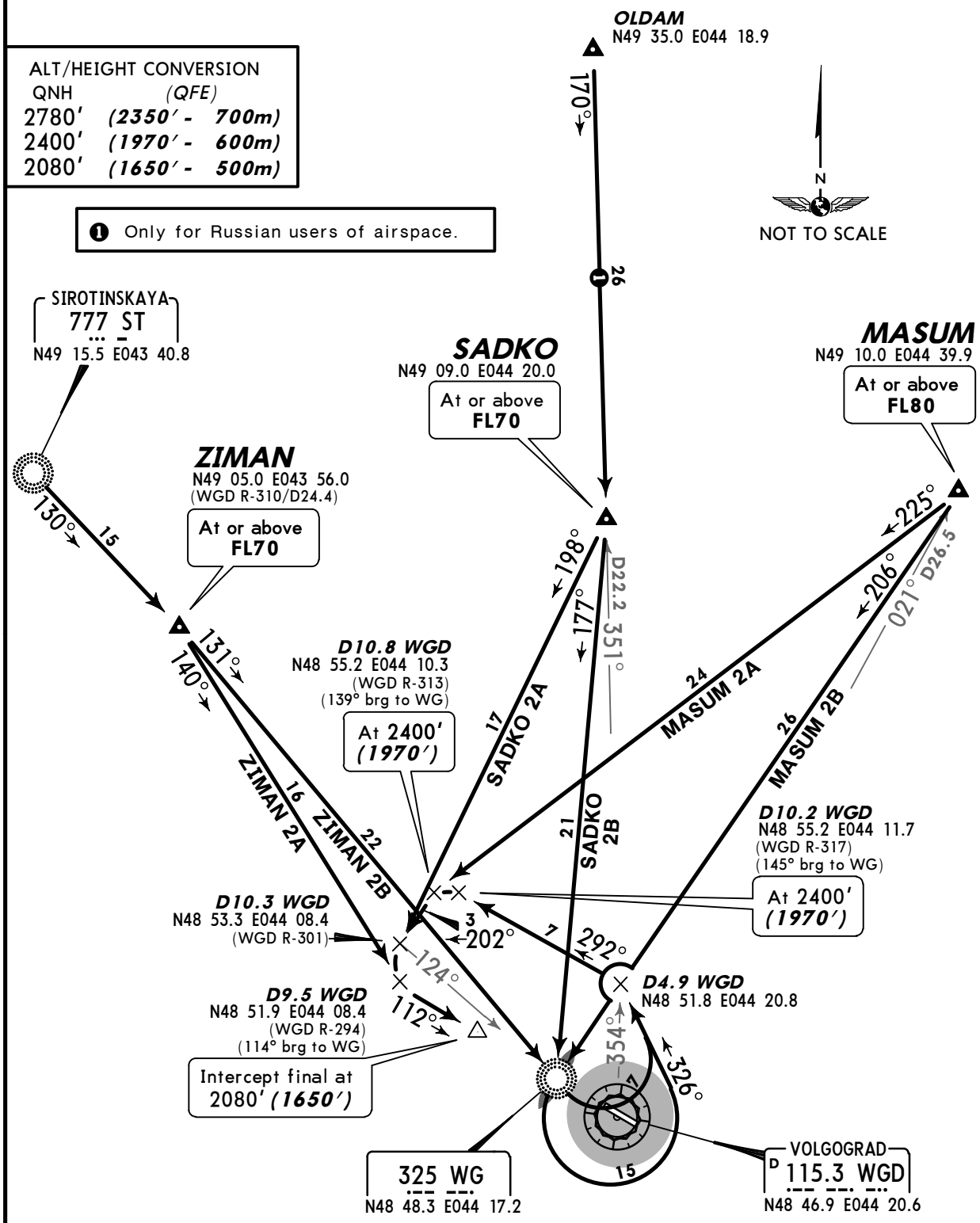
MSA
WGD VOR

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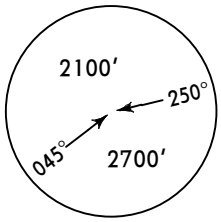
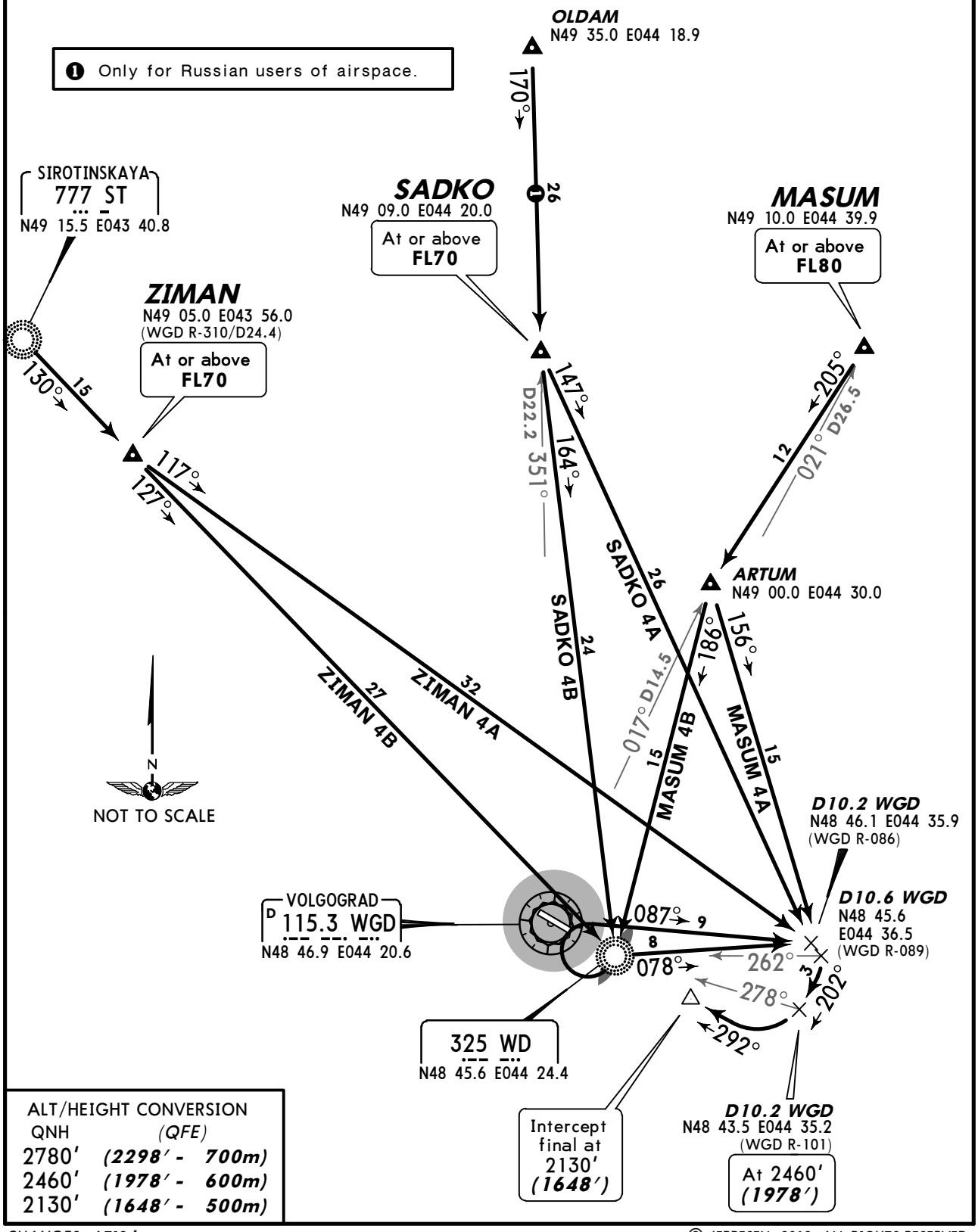
ATIS 127.0 (Russian 129.9)	Apt Elev 482′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ ***(2298′)*** 1. Without continuous radar control aircraft will cross WD by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

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



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

CHANGES: ATIS frequency.

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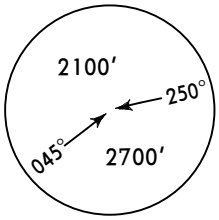
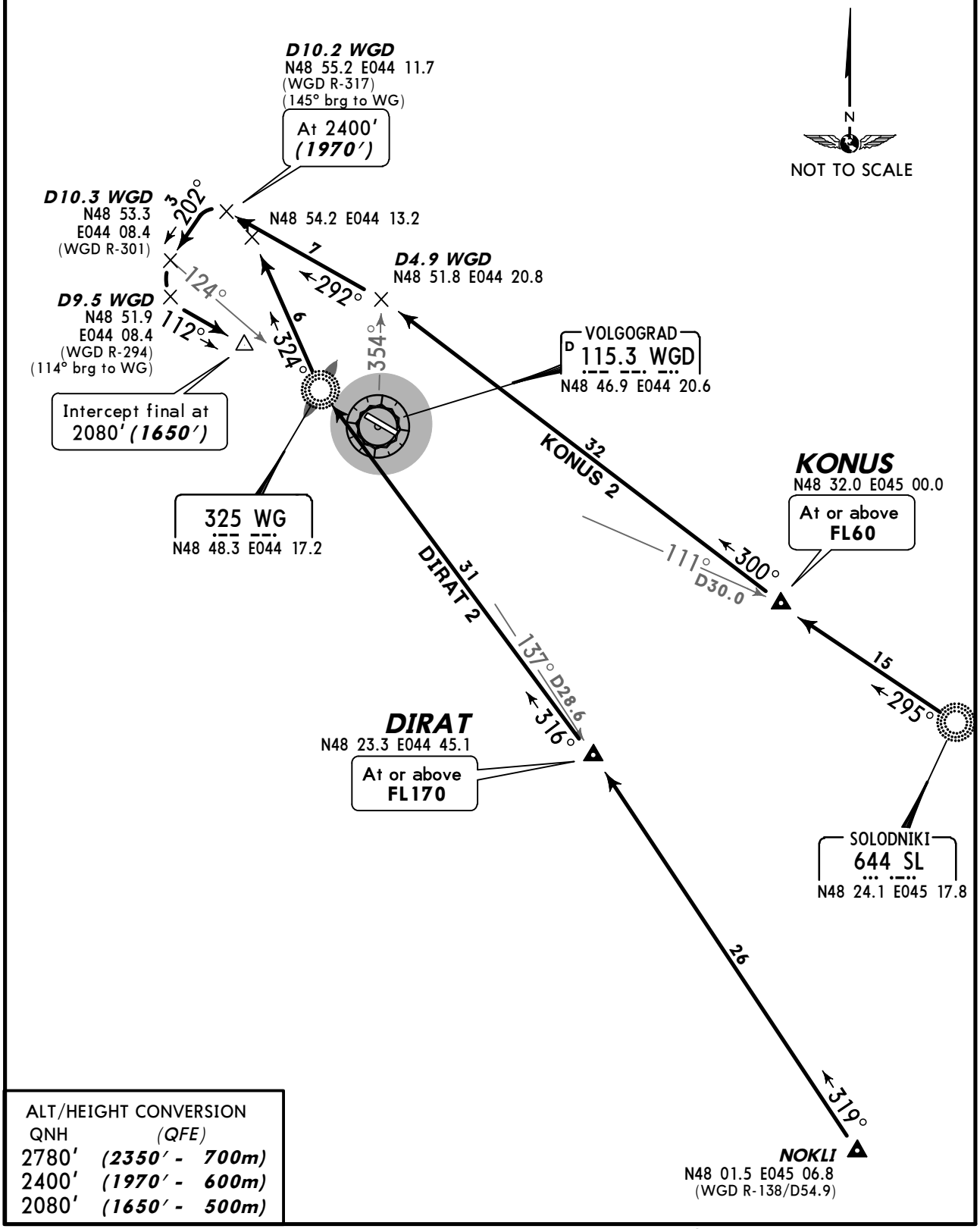
ATIS	Apt Elev	
127.0 (Russian 129.9)	482′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ ***(2350′)*** 1. Without continuous radar control aircraft will cross WG by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

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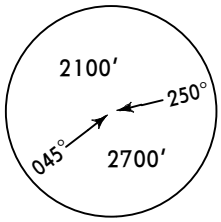

MSA
WGD VOR

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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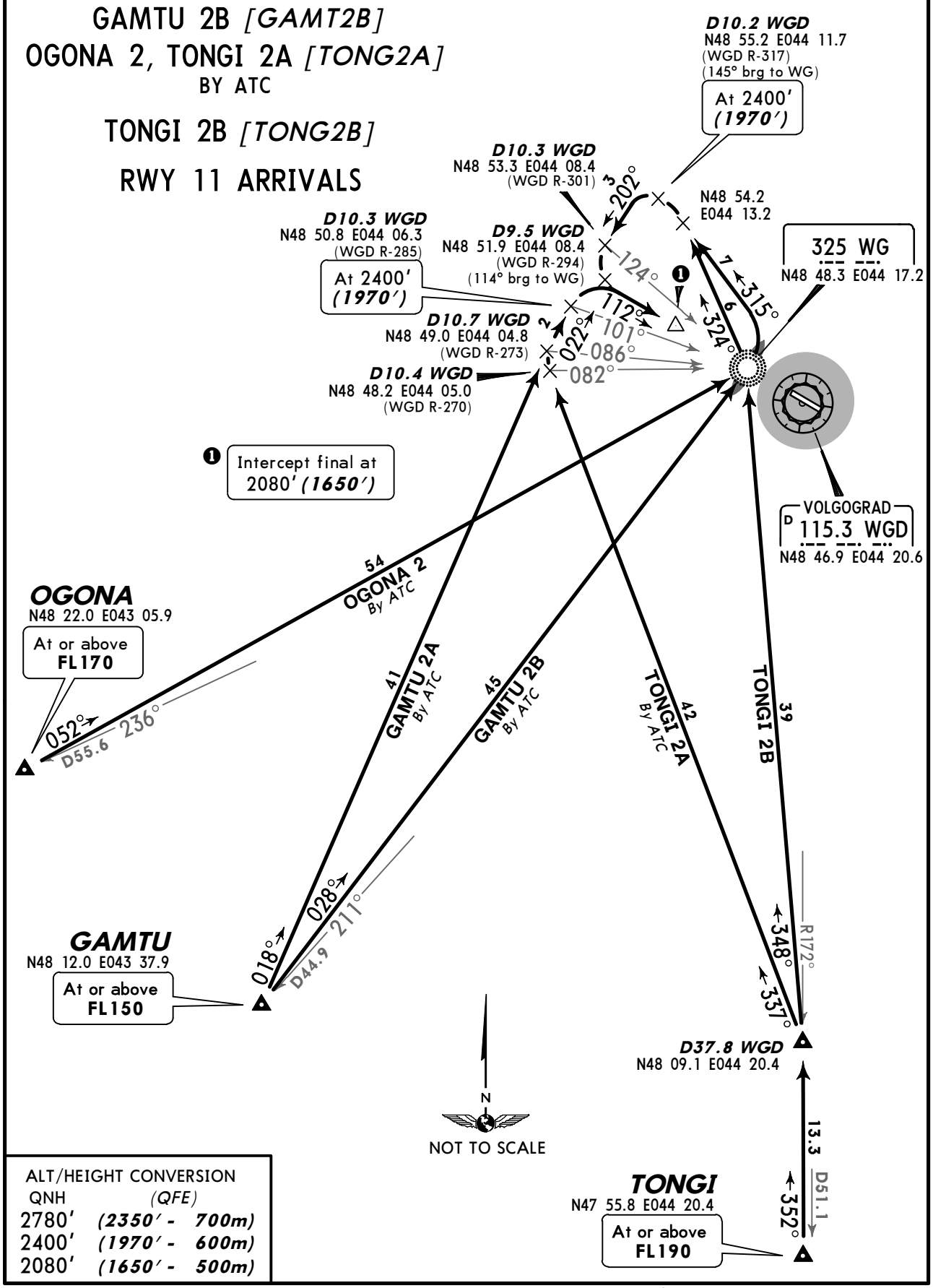
ATIS 127.0 (Russian 129.9)	Apt Elev 482′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ ***(2350′)*** 1. Without continuous radar control aircraft will cross WG by ATC instruction for further descent and approach. 2. During straight-in approach aircraft shall reach TL not nearer than 16.2NM to THR.	2100′ 250° 045° 2700′ *MSA WGD VOR*

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)***
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CHANGES: ATIS frequency.

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ATIS	Apt Elev	
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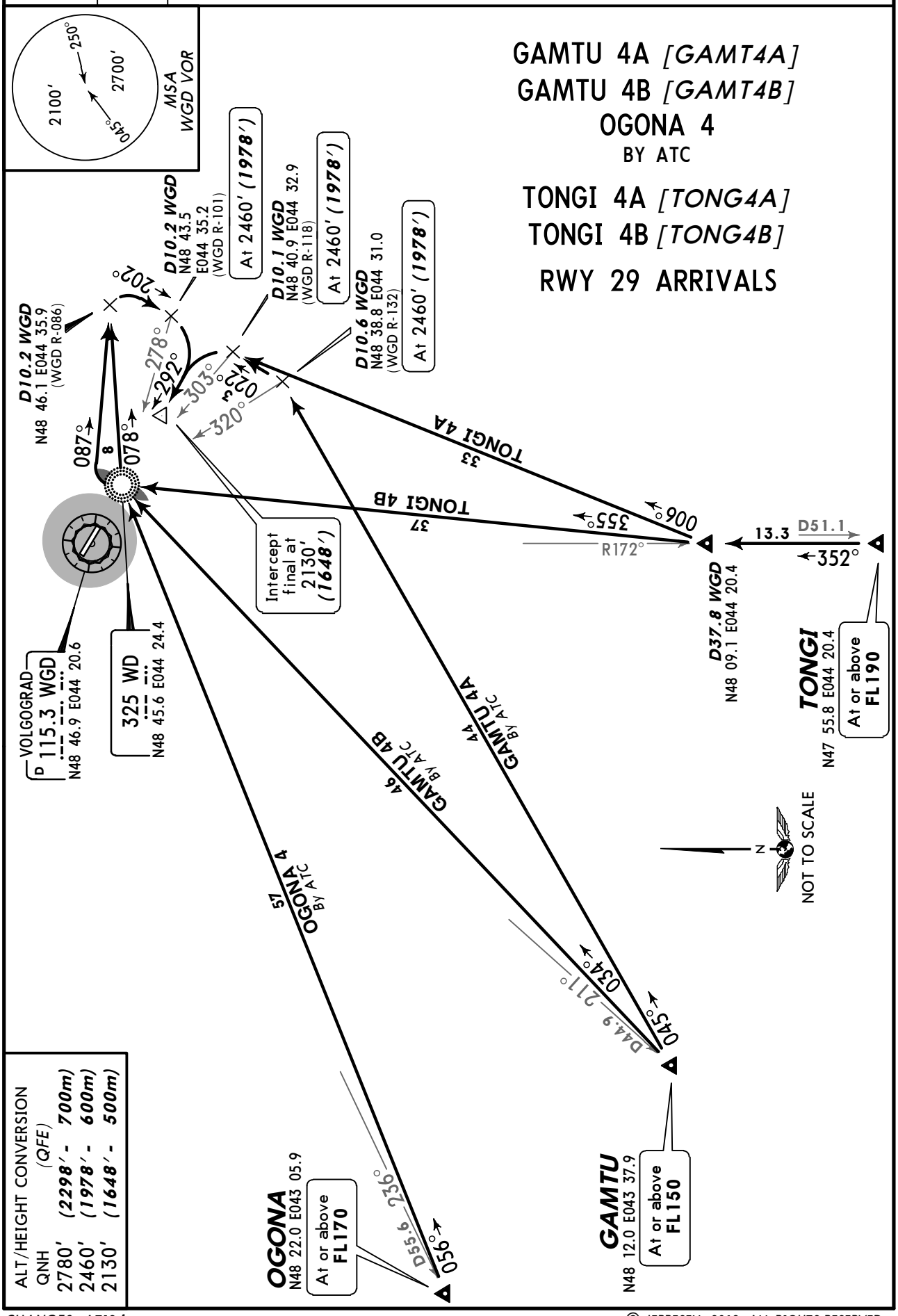

CHANGES: ATIS frequency.

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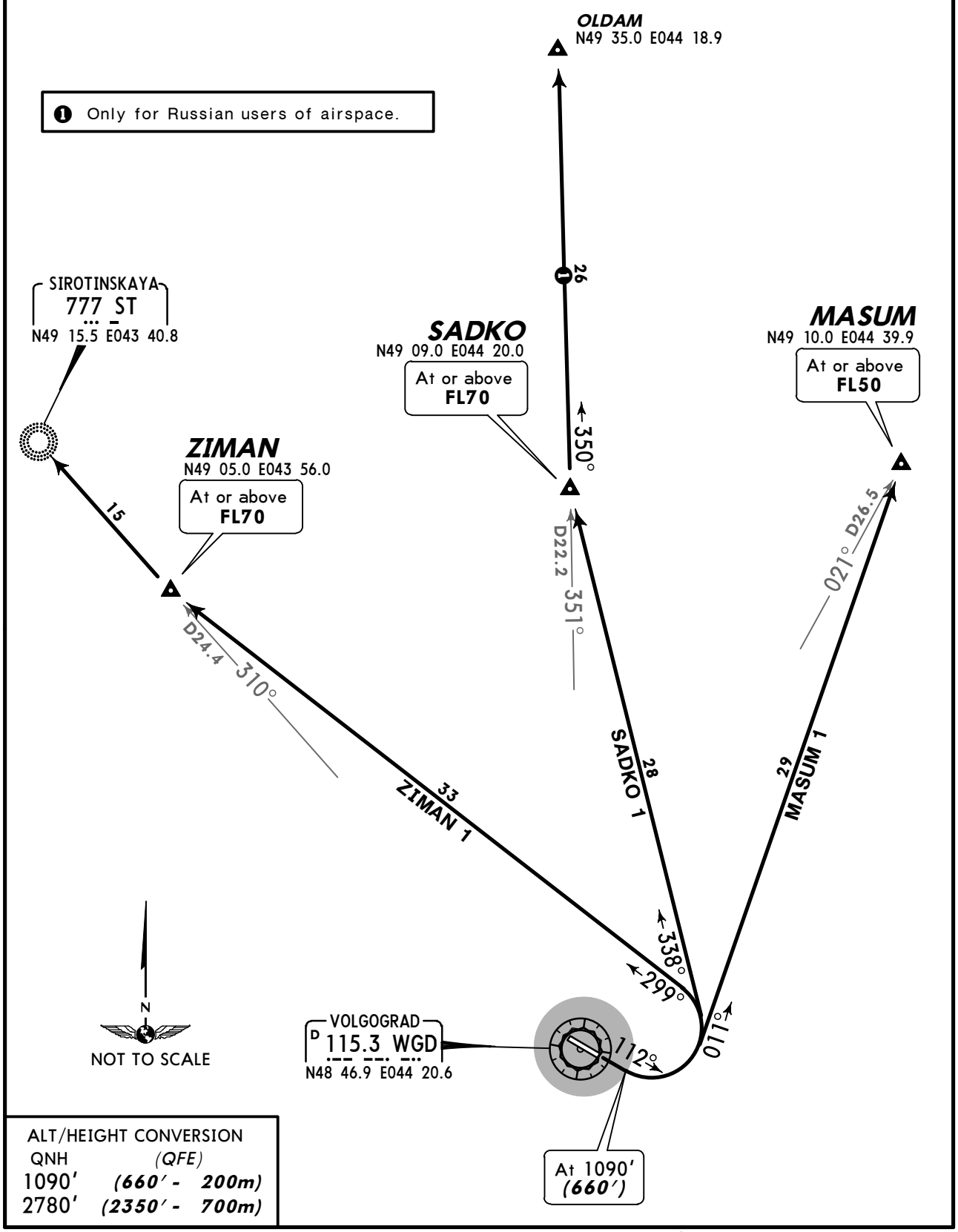
Apt Elev 482′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ ***(2350′)*** Noise abatement procedures should be applied according to Flight Manual.	2100′ 250° 045° 2700′ MSA WGD VOR

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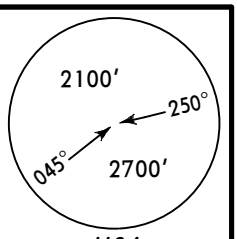
Apt Elev 482′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ ***(2298′)*** Noise abatement procedures should be applied according to Flight Manual.



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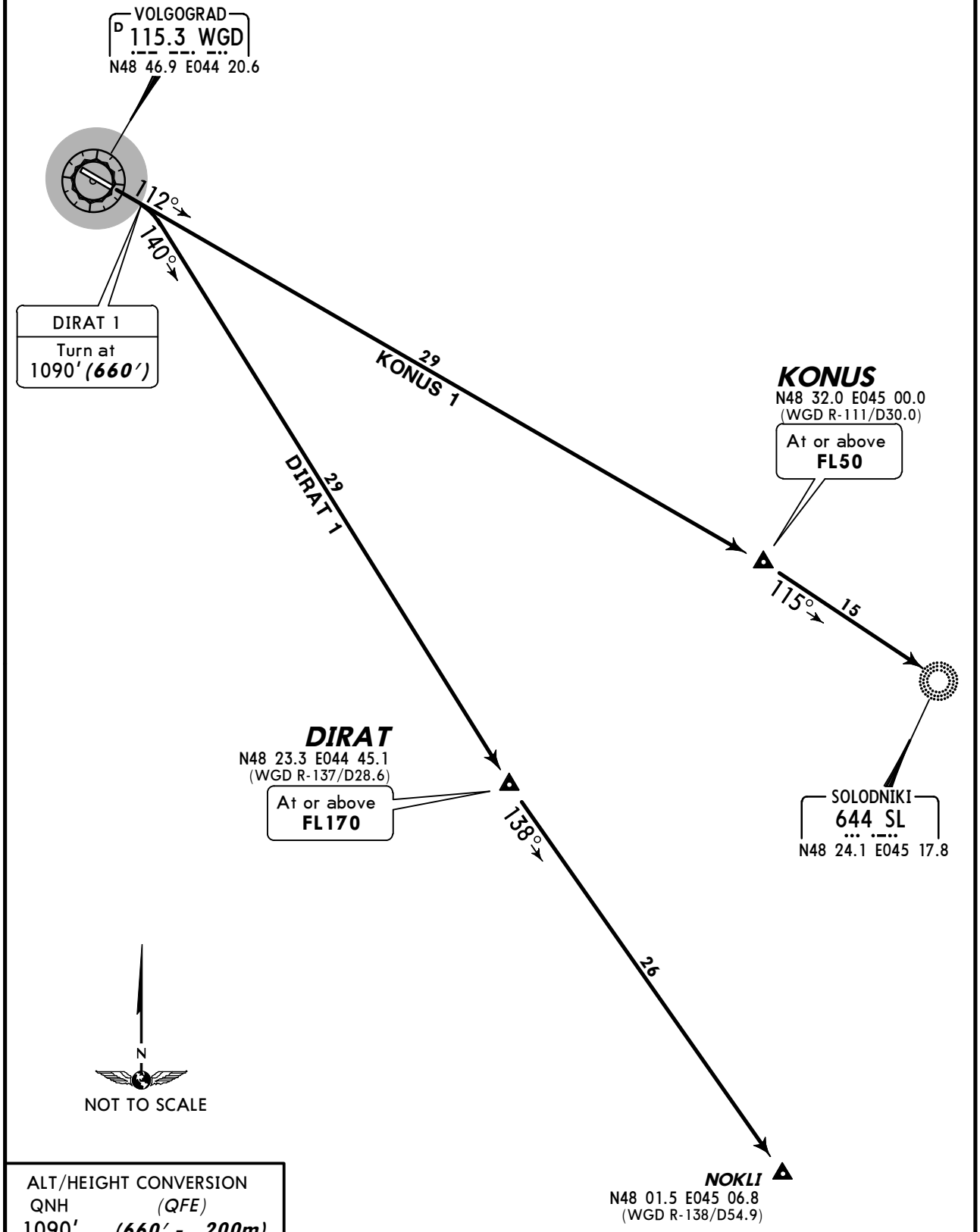
Apt Elev 482′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ ***(2350′)*** Noise abatement procedures should be applied according to Flight Manual.	2100′ 250° 045° 2700′ MSA WGD VOR

DIRAT 1
KONUS 1
RWY 11 DEPARTURES



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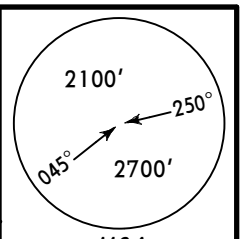
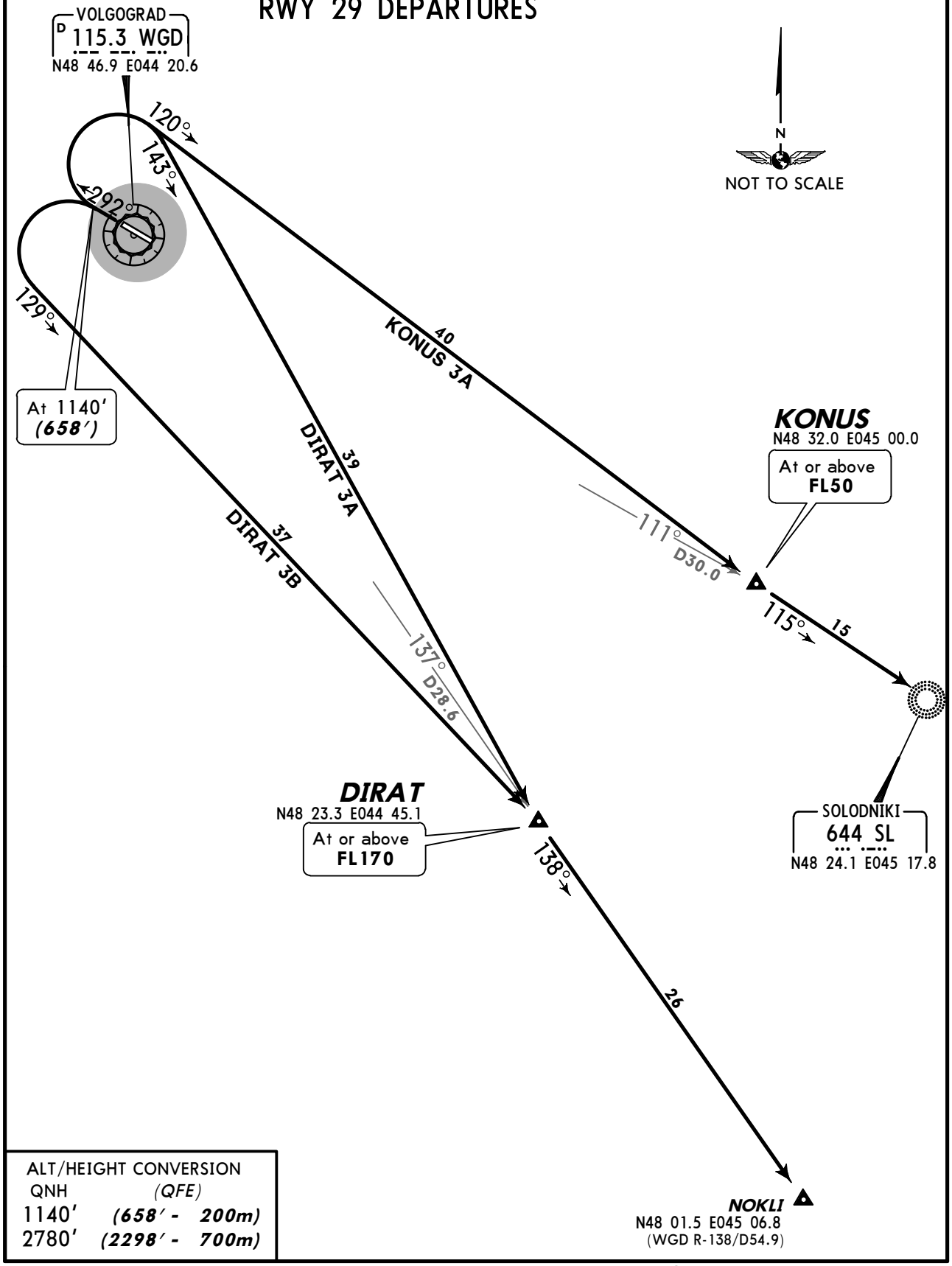


MSA WGD VOR

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



ALT/HEIGHT CONVERSION	
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2780′	***(2298′ - 700m)***

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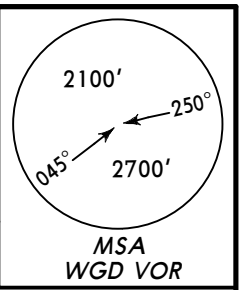
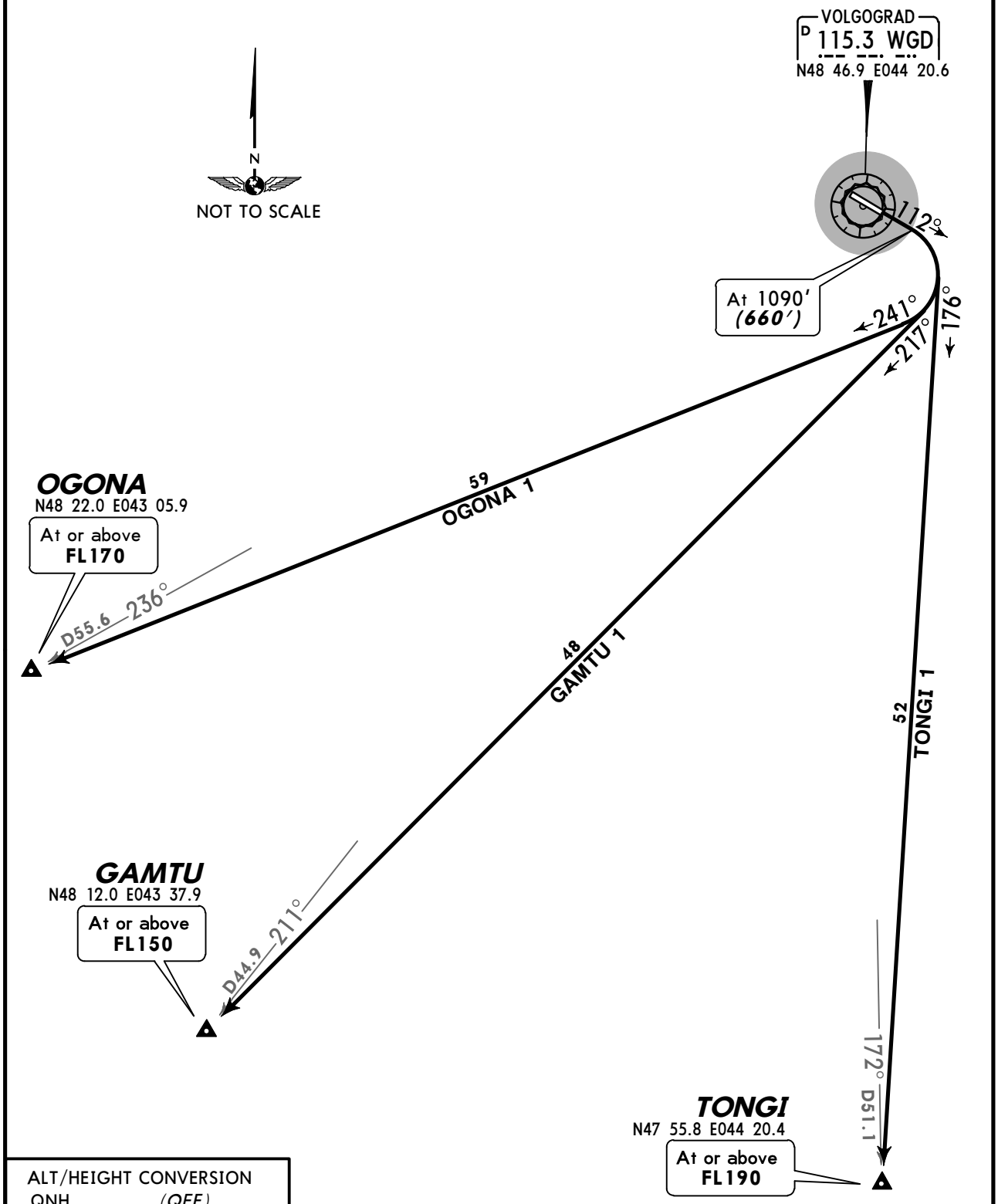


GAMTU 1, OGONA 1
TONGI 1
RWY 11 DEPARTURES



ALT/HEIGHT CONVERSION

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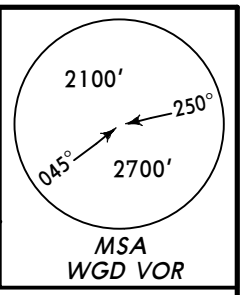

GAMTU 3A *[GAMT3A]*, GAMTU 3B *[GAMT3B]*
OGONA 3, TONGI 3A *[TONG3A]*
TONGI 3B *[TONG3B]*
RWY 29 DEPARTURES

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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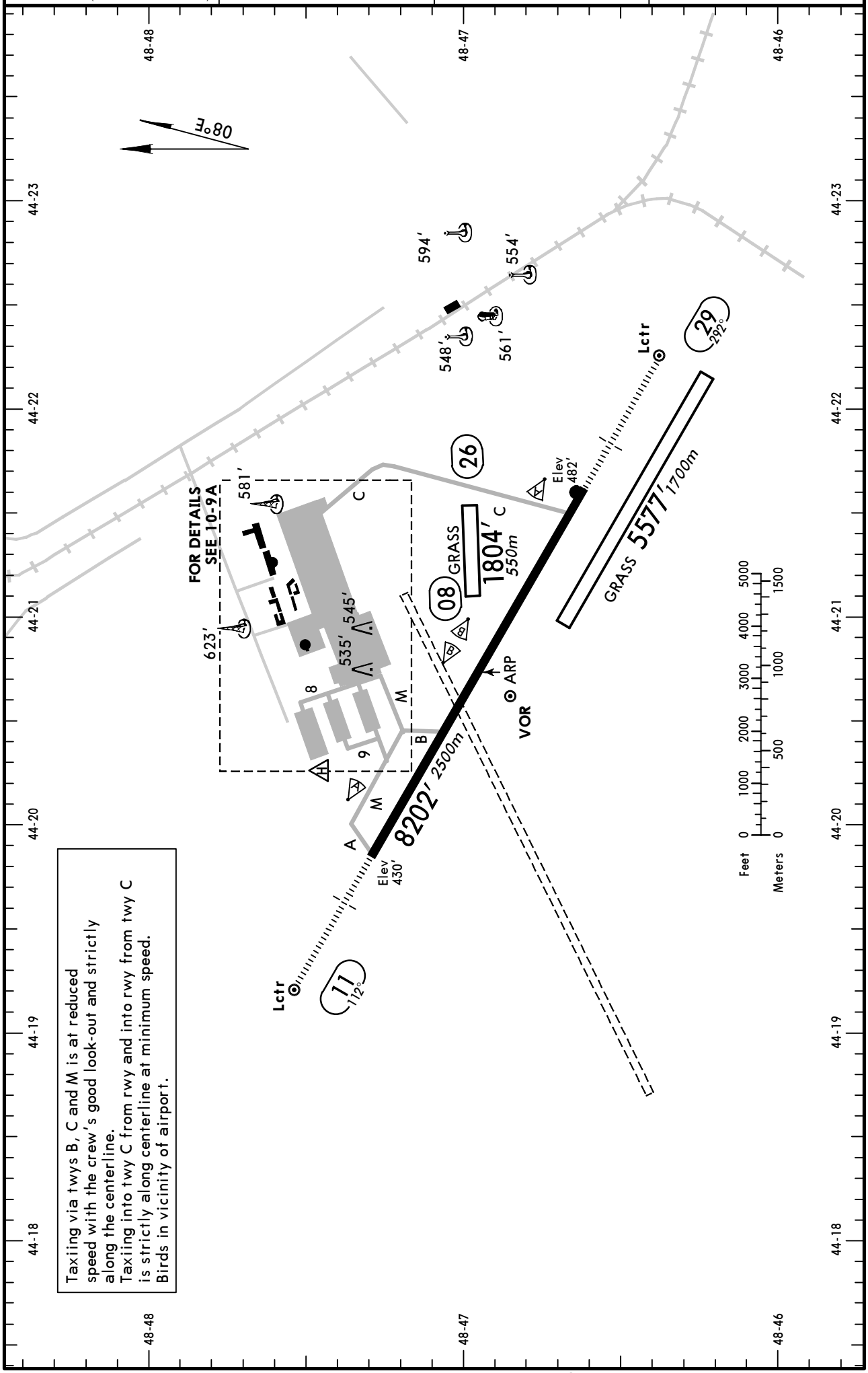
ATIS	VOLGOGRAD Taxiing (TWR)	Start (TWR)	Ground (Start-up)
127.0 (Russian 129.9)	119.0	128.0	118.9



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: Start-up frequency added.

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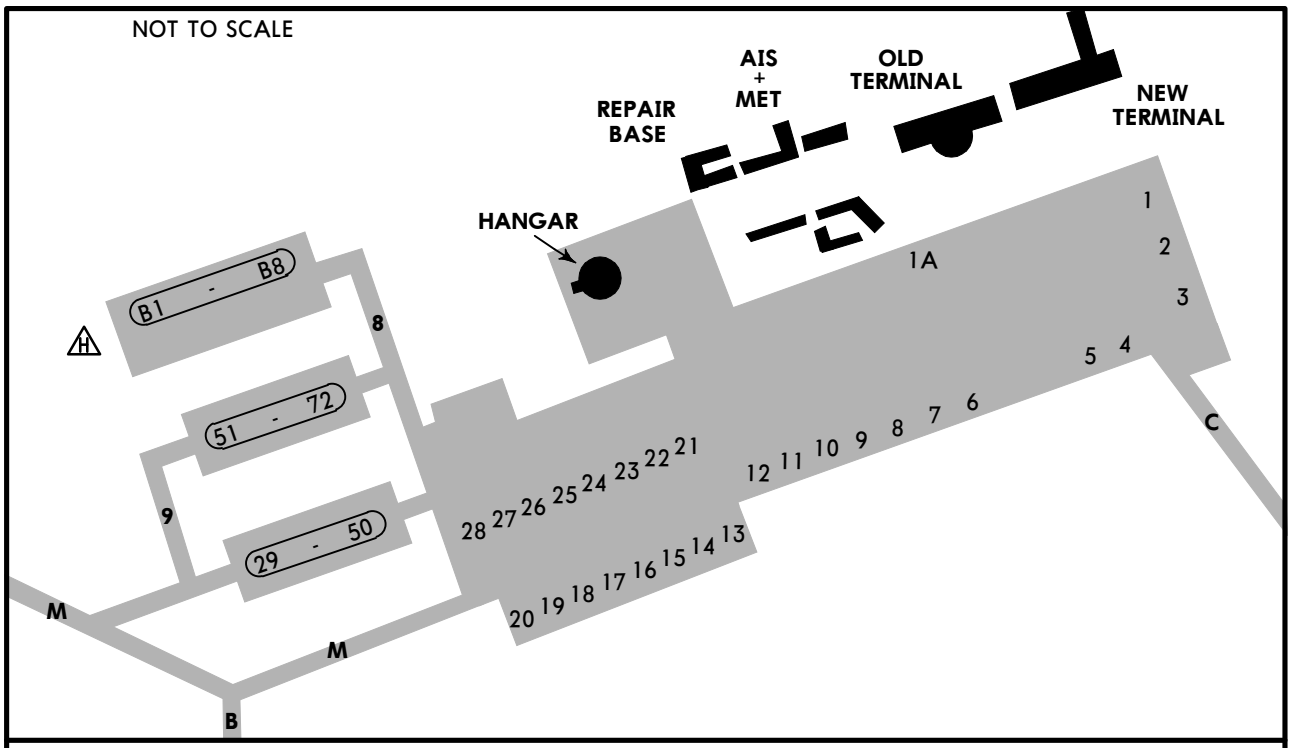

Taxiing of acft with wingspan more than 125'/38m on aprons is prohibited, except acft with wingspan up to 166'/50.5m taxiing into/out of stands 27 and 28. When stand 28 is occupied taxiing into/out of stand 27 is by towing.
Stands 6, 13 thru 19, 22 thru 28 and B1 thru B8 available for helicopters.
Parking 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 ❶❷	**800**′(370′)	**800**′(370′)	**800**′(370′)	**800**′(370′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ❶❸	**800**′(370′)	**800**′(370′)	**800**′(370′)	**800**′(370′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1700m	R1700m	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 ❶❷	**830**′(348′)	**830**′(348′)	**830**′(348′)	**830**′(348′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ❸	**1360**′(878′)	**1360**′(878′)	**1360**′(878′)	**1360**′(878′)
		C3500m	**C3500m**	**C3700m**	**C3700m**
	ALS out	C4200m	C4200m	C4400m	C4400m

❶ Continuous Descent Final Approach.
❷ with FAF.
❸ w/o FAF.

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

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

BRIEFING STRIP

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.

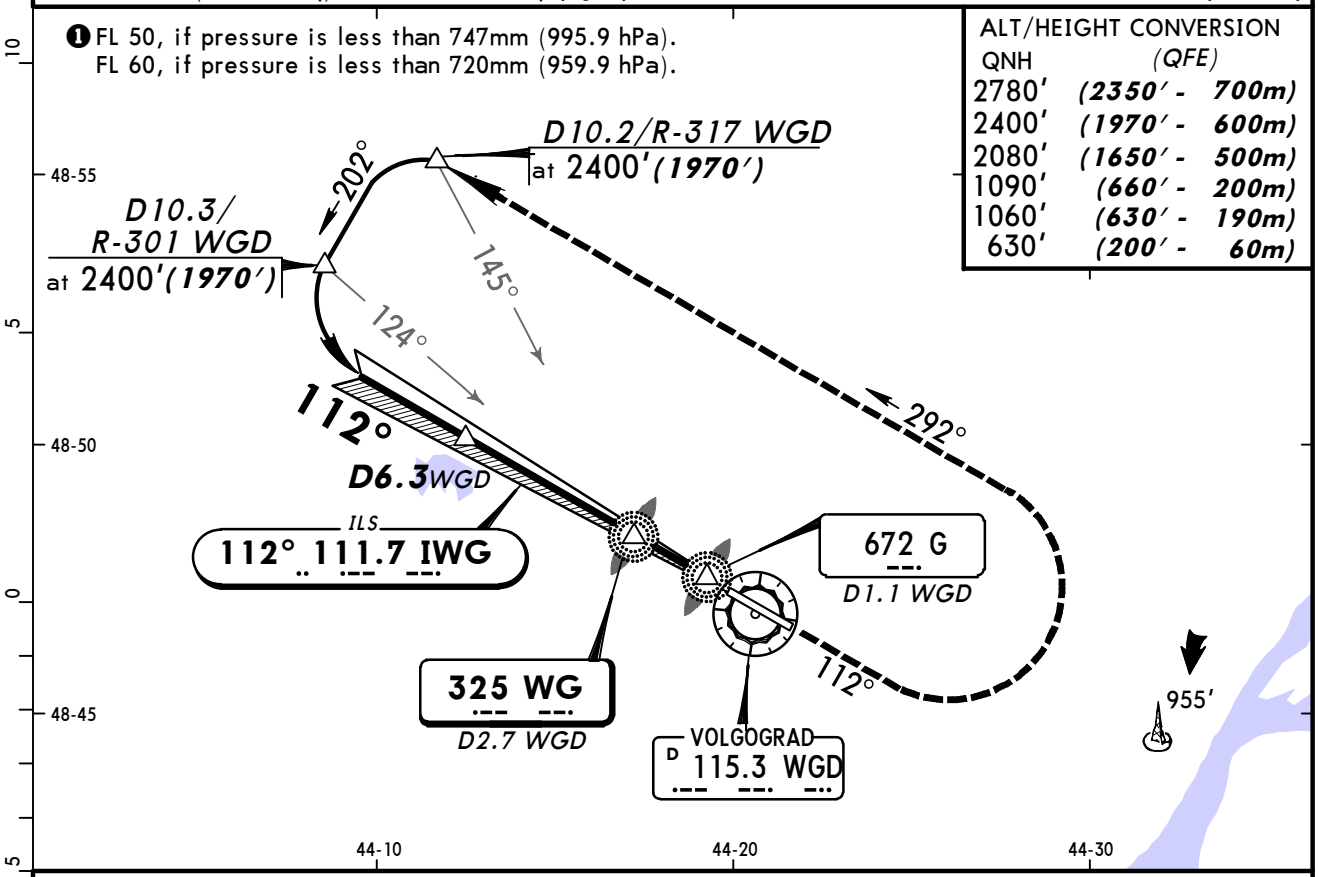
MSA WGD VOR: 2100′ (045°–250°), 2700′

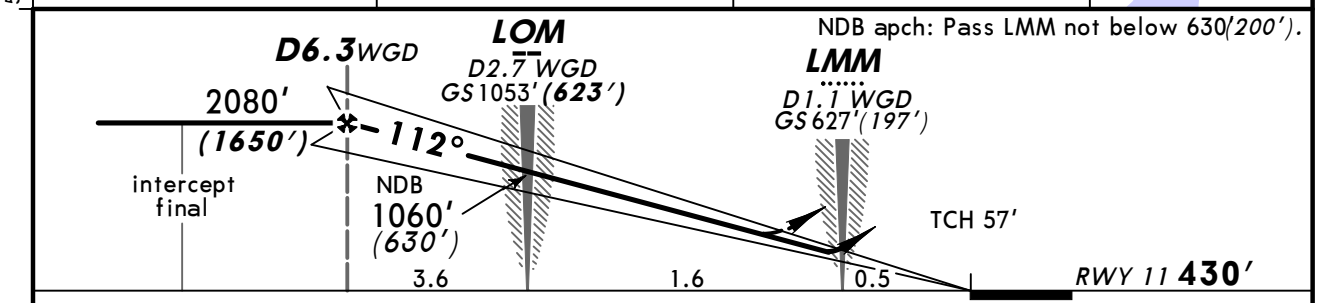
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2780′(2350′)

❶ FL 50, if pressure is less than 747mm (995.9 hPa).
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′)

PANS OPS

STRAIGHT-IN LANDING RWY 11

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

CHANGES: Communucations. MSA. TCH.

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URWW/VOG
GUMRAK

JEPPESEN
15 NOV 13 (11-2)

VOLGOGRAD, RUSSIA
ILS or 2 NDB Rwy 29

BRIEFING STRIP

ATIS	VOLGOGRAD Approach (R)	VOLGOGRAD Radar (TWR/SRE)	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	122.0	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) (CONDITIONAL) 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.

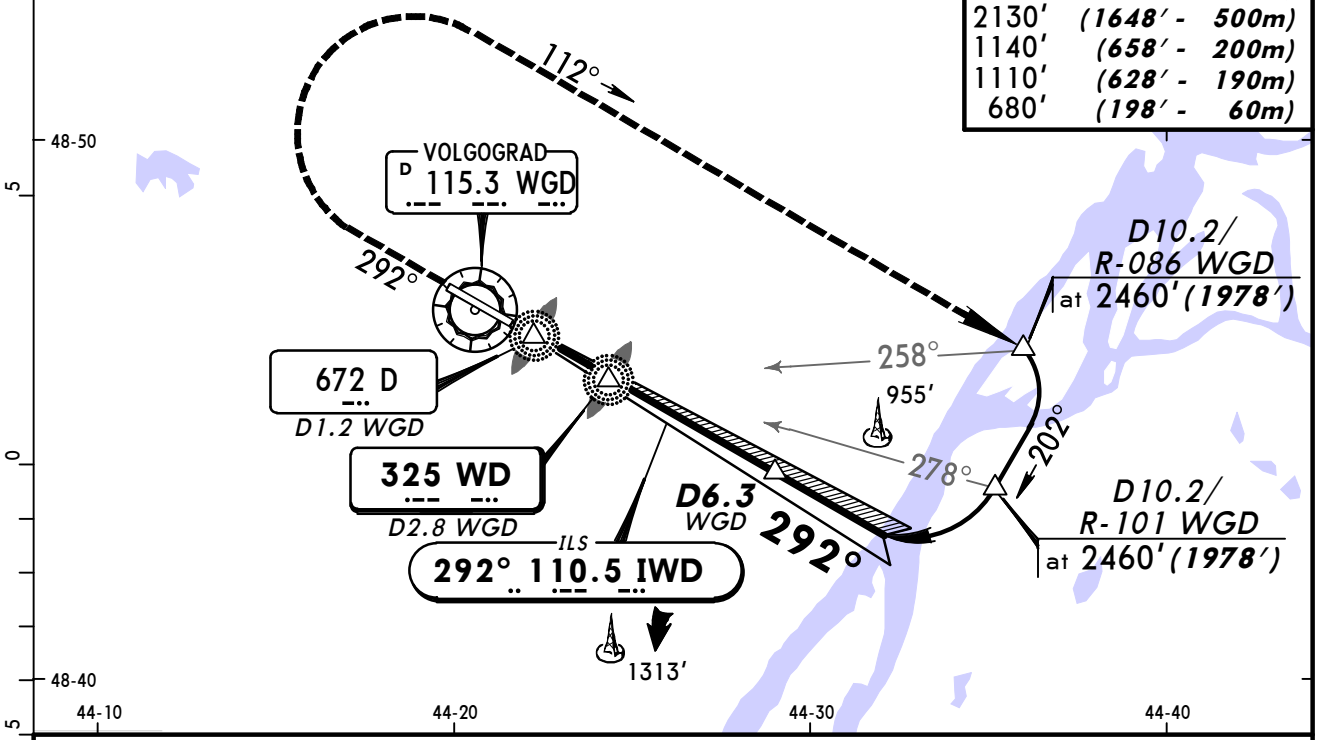
2100′ 250° 045° 2700′
MSA WGD VOR

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

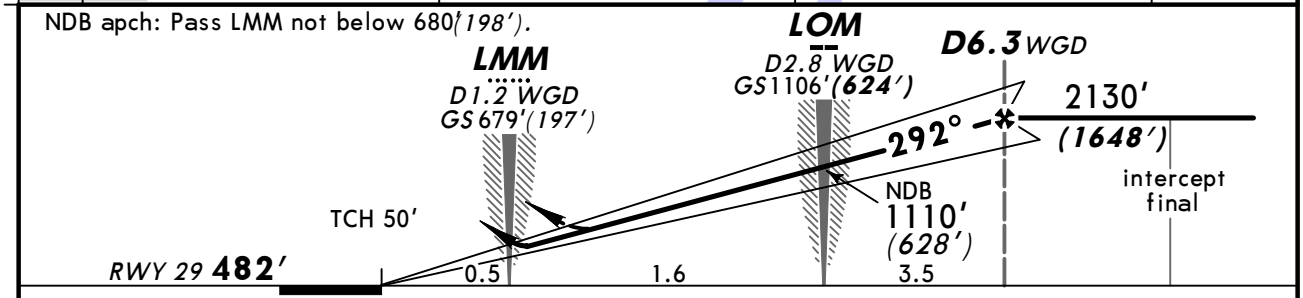
❶ FL 50, if pressure is less than 747mm (995.9 hPa).
FL 60, if pressure is less than 720mm (959.9 hPa).

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 DA(H) 682′ (200′) FULL	ILS DA(H) 682′ (200′) ALS out	LOC (GS out)	NDB with FAF MDA(H) 830′ (348′)	NDB with FAF MDA(H) 830′ (348′) ALS out	NDB w/o FAF MDA(H) 1360′ (878′)	NDB w/o FAF MDA(H) 1360′ (878′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1800m VIS 2000m	3200m	
B							
C						3200m	4000m
D				RVR 1500m VIS 1600m		4000m	4400m

PANS OPS

CHANGES: Communications. MSA. TCH. Minimums.

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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

VOLGOGRAD, (GUMRAK - URWW)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URWW