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Terminal Charts For URWW
Revision Letter For Cycle 09-2019
Change Notices
Notebook

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General Information

Location: VOLGOGRAD RUS
ICAO/IATA: URWW / VOG
Lat/Long: N48° 46.8', E044° 20.1'
Elevation: 476 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -4:00 = UTC
Magnetic Variation: 9.0° 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: 0129 Z
Sunset: 1629 Z

Runway Information

Runway: 06
Length x Width: 9186 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 406 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 24
Length x Width: 9186 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 476 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 127.000
ATIS: 129.900 Non-English
Volgograd Tower: 129.000 Secondary
Volgograd Tower: 128.000
Volgograd Ground: 119.000
Volgograd Ground: 129.000 Secondary
Volgograd Zemlya Ramp/Taxi: 118.900
Volgograd-Towing Ramp/Taxi: 118.800

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Volgograd Approach: 129.000 Secondary
Volgograd Approach: 125.300
Volgograd Transit Operations: 131.700
Volgograd Transit Operations: 129.000 Secondary

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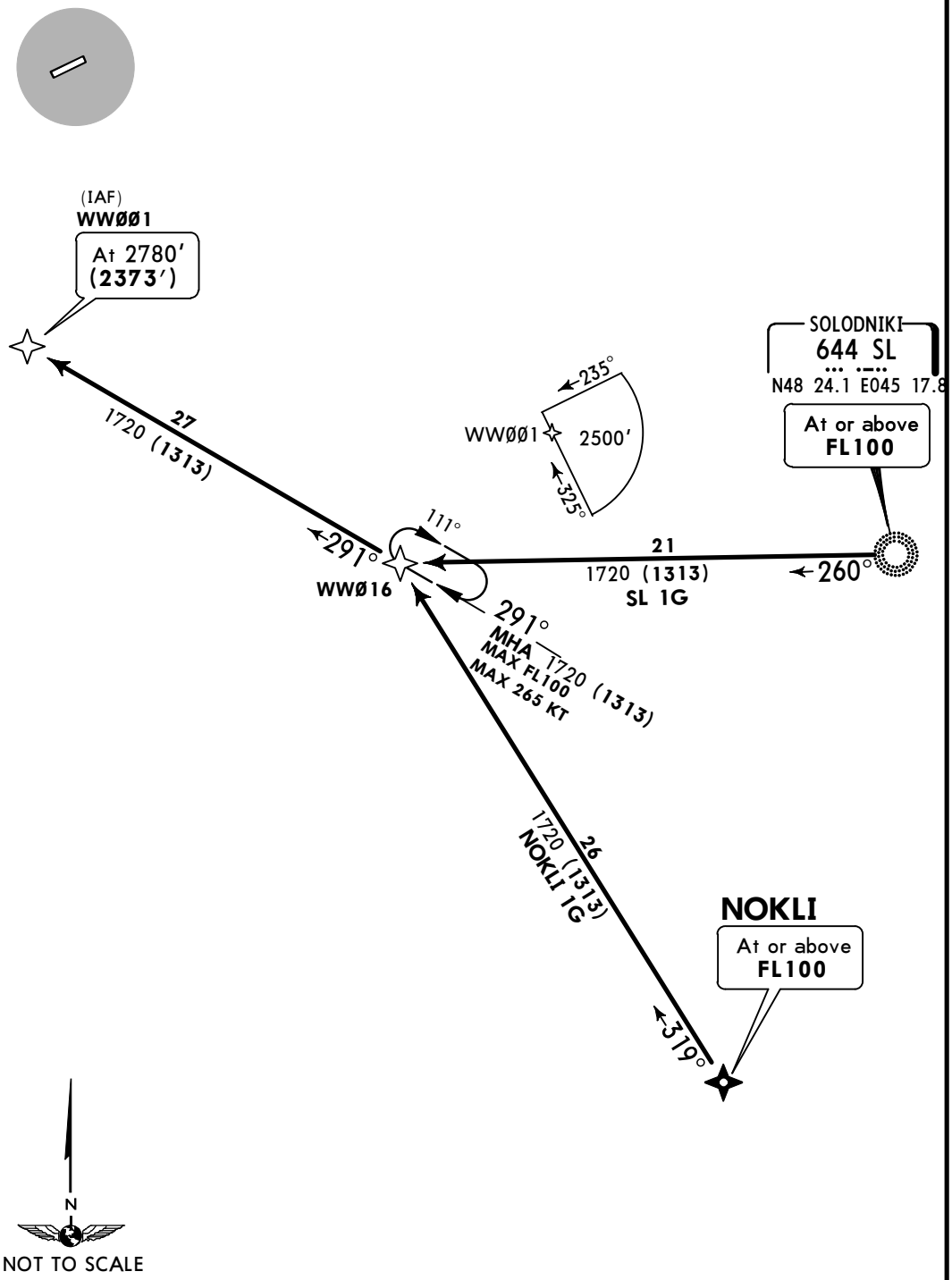
ATIS	Apt Elev		TAA
127.0 (Russian 129.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2373′)** **1. RNAV 1** **2. RNAV (GNSS)**	25 NM IAF

NOKLI 1G [NOKL1G]
SL 1G
RWY 06 RNAV ARRIVALS



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2780′	**(2373′**	**- 700m)**
1720′	**(1313′**	**- 400m)**

CHANGES: Requirements; routing text withdrawn.

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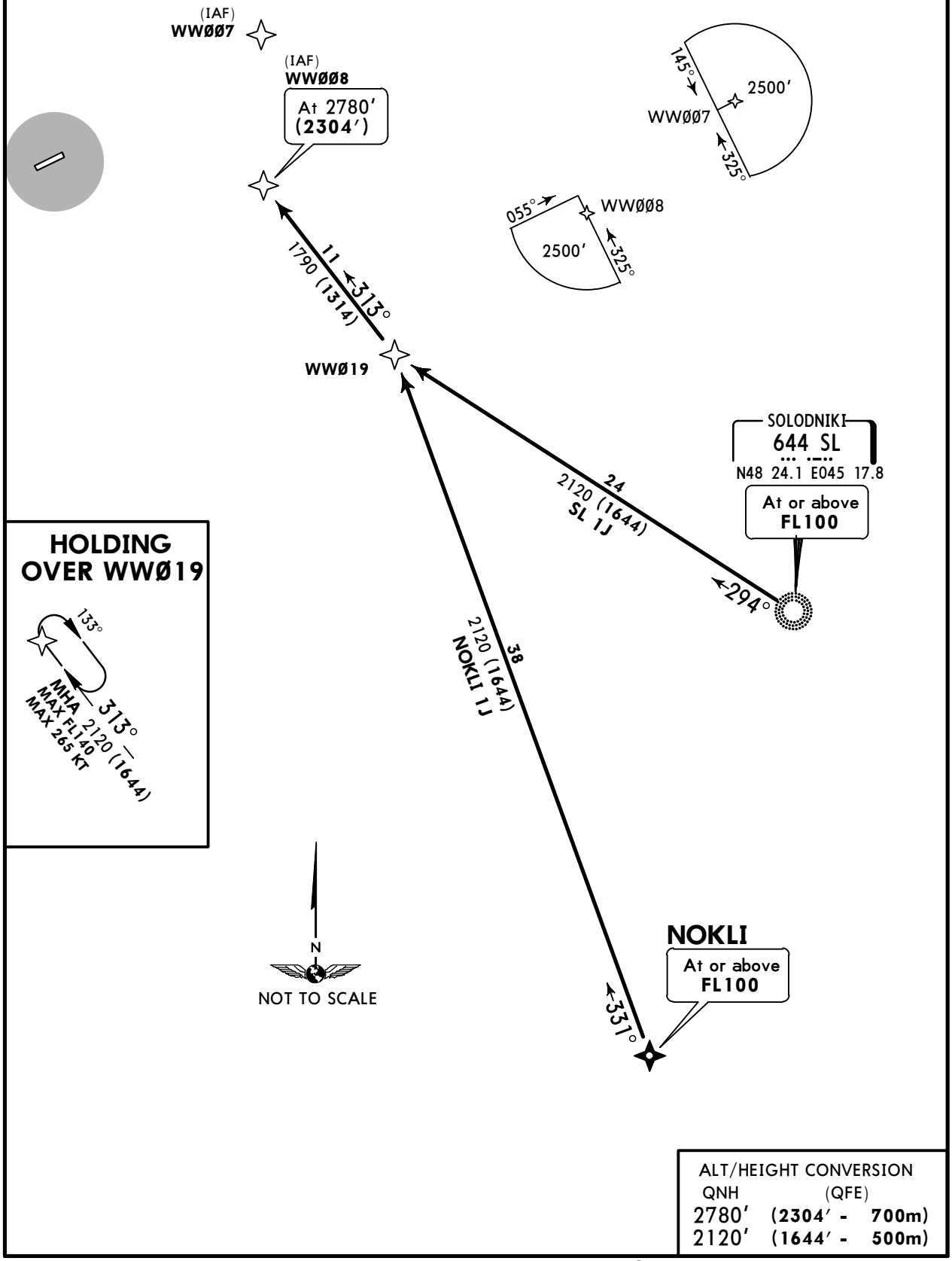
ATIS	Apt Elev		
127.0 (Russian 129.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2304′)** **1. RNAV 1.** **2. RNAV (GNSS)**	TAA 25 NM IAF

NOKLI 1J [NOKL1J]
SL 1J
RWY 24 RNAV ARRIVALS



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2780′	**(2304′ -**	**700m)**
2120′	**(1644′ -**	**500m)**

CHANGES: Requirements; routing text withdrawn.

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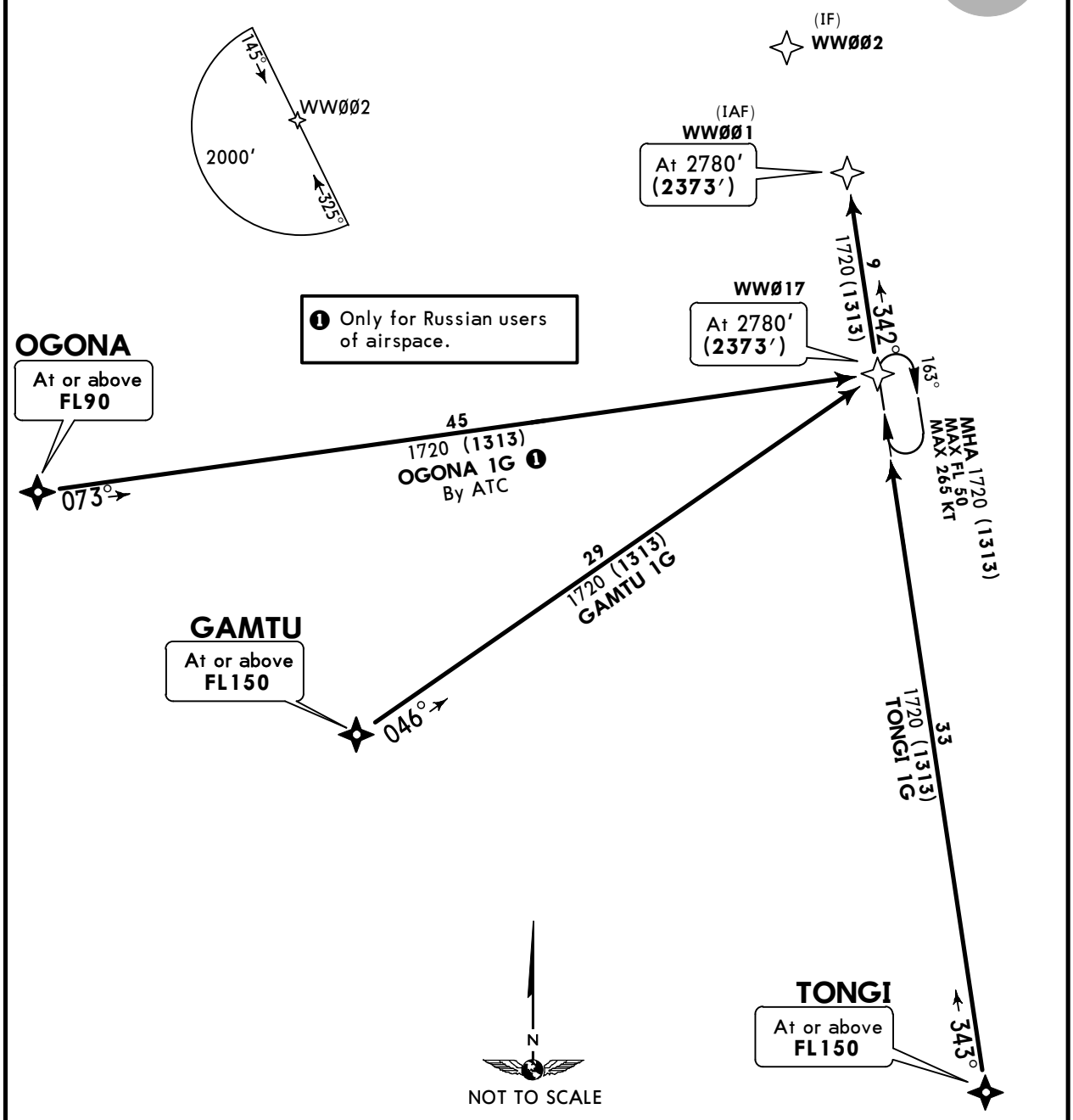
ATIS	Apt Elev		TAA
127.0 (Russian 129.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2373′)** **1. RNAV 1** **2. RNAV (GNSS)**	25 NM IF

GAMTU 1G [GAMT1G]
OGONA 1G [OGON1G]
TONGI 1G [TONG1G]
RWY 06 RNAV ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2780′	**(2373′ -**	**700m)**
1720′	**(1313′ -**	**400m)**

CHANGES: Requirements; routing text withdrawn.

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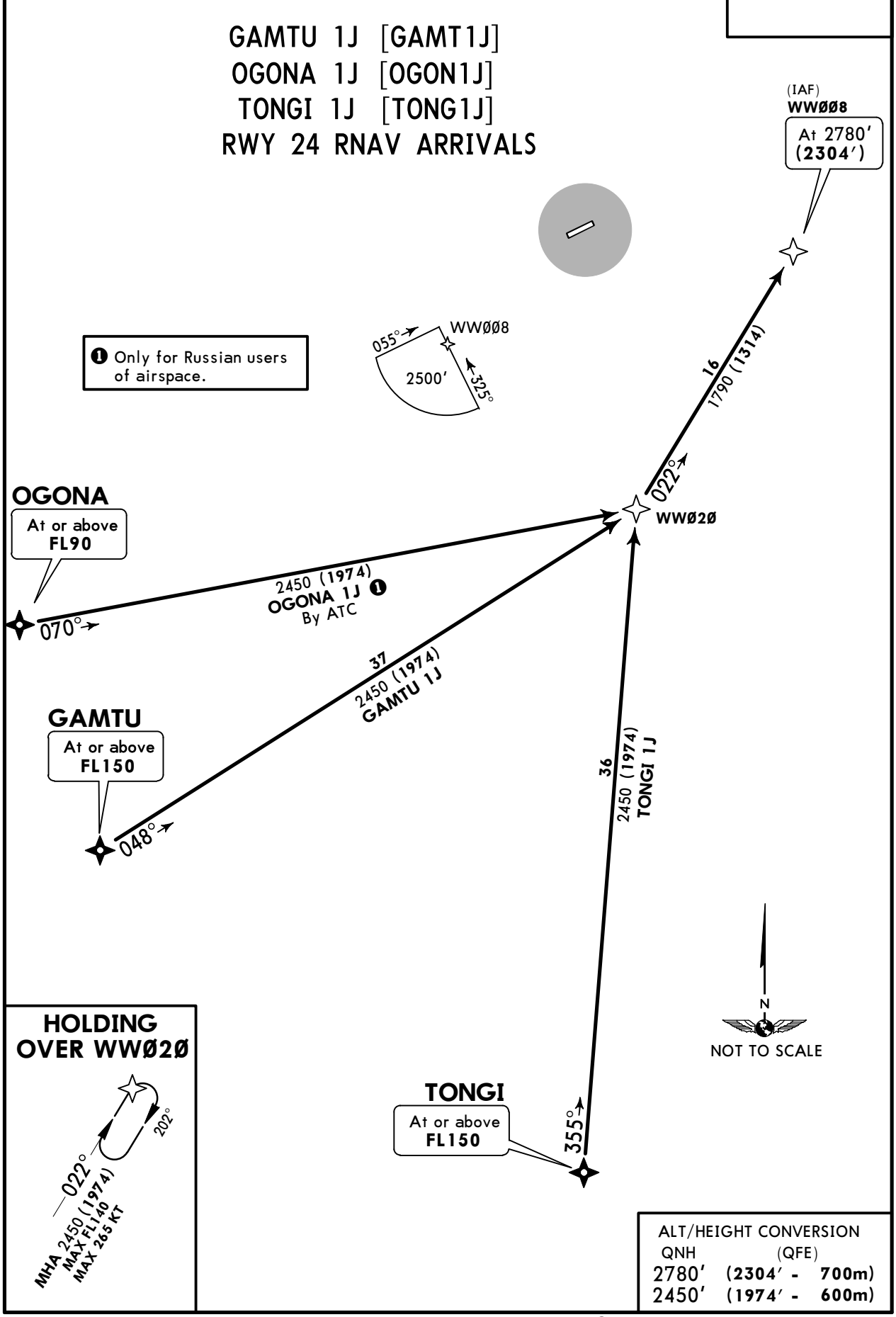
TAA
25 NM
IAF

GAMTU 1J [GAMT1J]
OGONA 1J [OGON1J]
TONGI 1J [TONG1J]
RWY 24 RNAV ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2780′	**(2304′ -**	**700m)**
2450′	**(1974′ -**	**600m)**

CHANGES: Requirements; routing text withdrawn.

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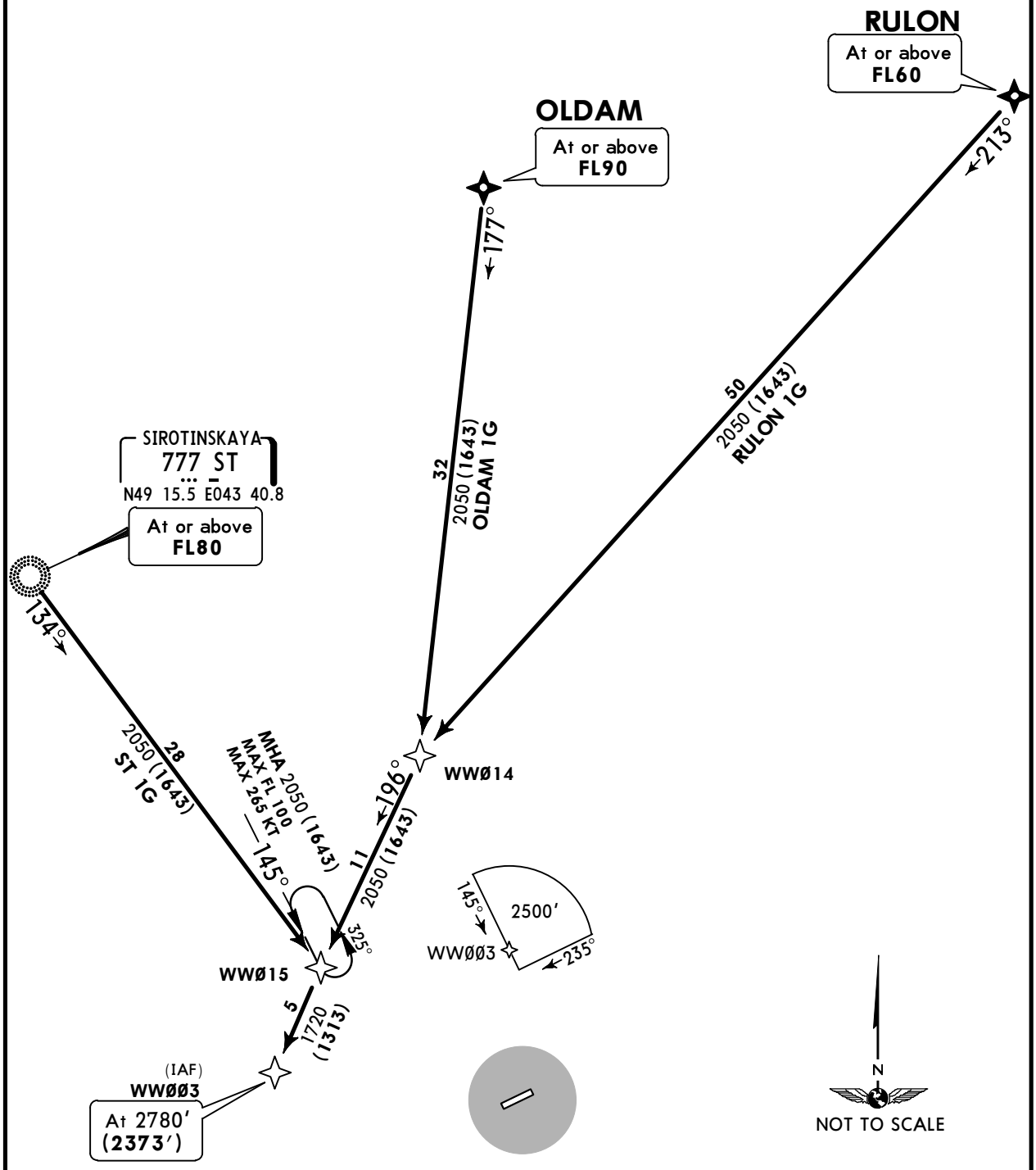
ATIS	Apt Elev		
127.0 (Russian 129.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2373′)** **1. RNAV 1** **2. RNAV (GNSS)**	TAA 25 NM IAF

OLDAM 1G [OLDA1G]
RULON 1G [RULO1G]
ST 1G
RWY 06 RNAV ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	**(2373′ - 700m)**
2050′	**(1643′ - 500m)**

CHANGES: Requirements; routing text withdrawn.

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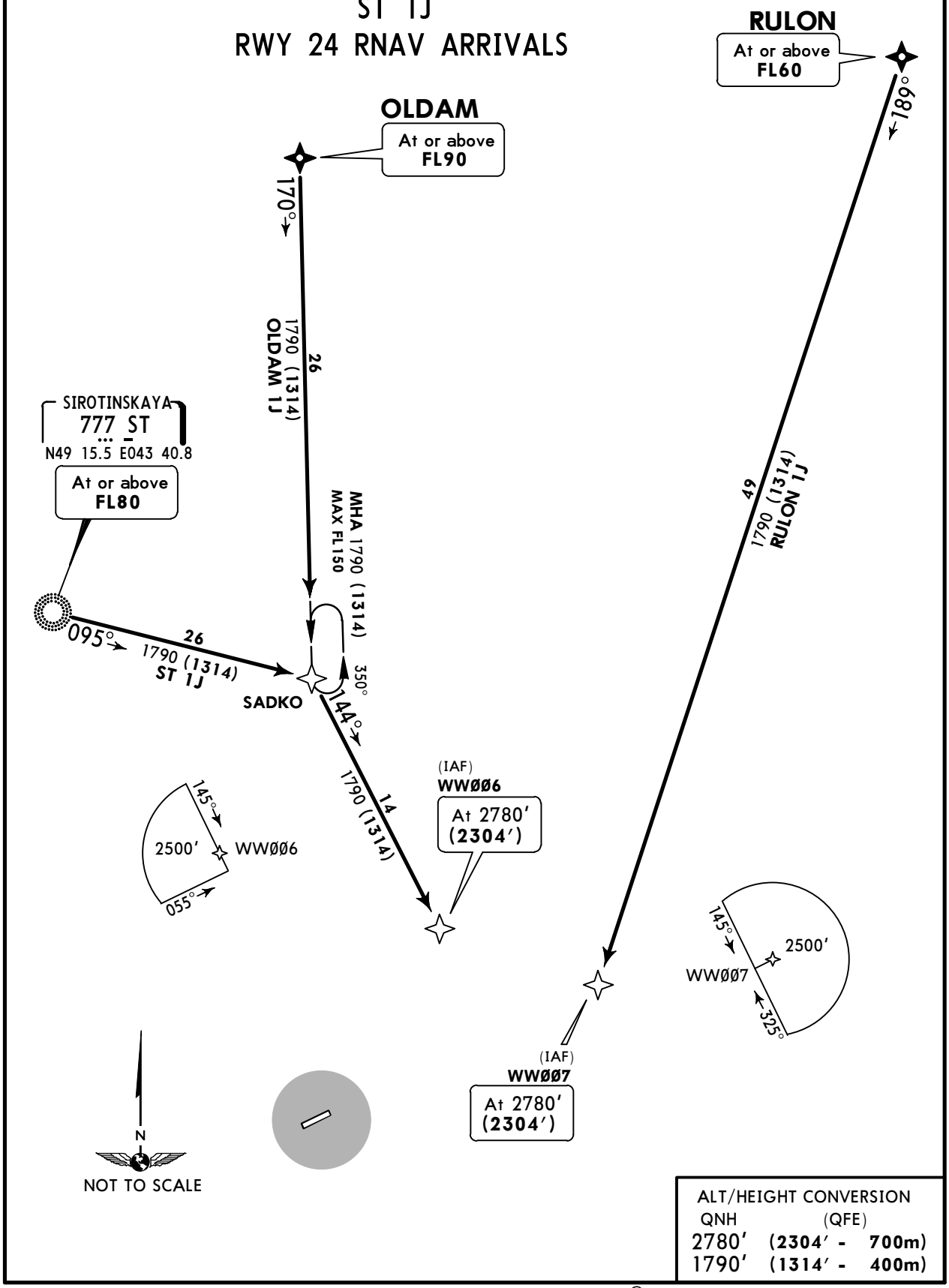
ATIS	Apt Elev		
127.0 (Russian 129.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2304′)** **1. RNAV 1** **2. RNAV (GNSS)**	TAA 25 NM IAF

OLDAM 1J [OLDA1J]
RULON 1J [RULO1J]
ST 1J
RWY 24 RNAV ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	**(2304′ - 700m)**
1790′	**(1314′ - 400m)**

CHANGES: Requirements; routing text withdrawn.

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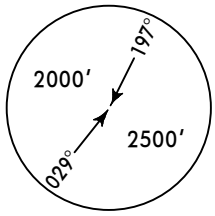
ATIS	Apt Elev	
127.0 (Russian 129.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2304′)** **DME required**



MSA WG NDB

OLDAM 1H [OLDA1H]
RULON 1H [RULO1H]
RWYS 06, 24 ARRIVALS

RULON
N49 40.0 E045 04.9
(WGD D60.6)
At or above **FL60**

OLDAM
N49 35.0 E044 18.9
(WGD D48.2)
At or above **FL90**

200°

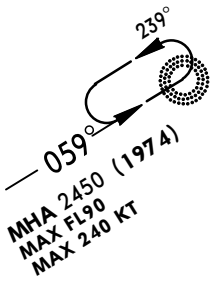
170°

48
2450 (1974)
OLDAM 1H

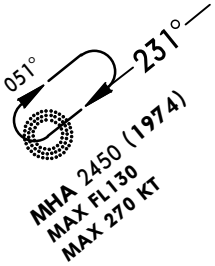
60
2450 (1974)
RULON 1H

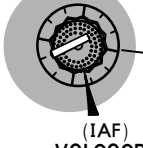
HOLDINGS OVER WG

RWY 06



RWY 24





(IAF)
VOLGOGRAD
876 WG
N48 46.8 E044 20.5
At or above
2450′ (1974′)

VOLGOGRAD
D 115.3 WGD
N48 46.9 E044 20.6

NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	**(2304′ - 700m)**
2450′	**(1974′ - 600m)**

CHANGES: Note withdrawn.

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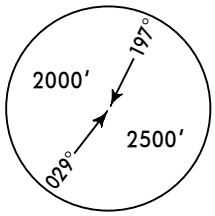
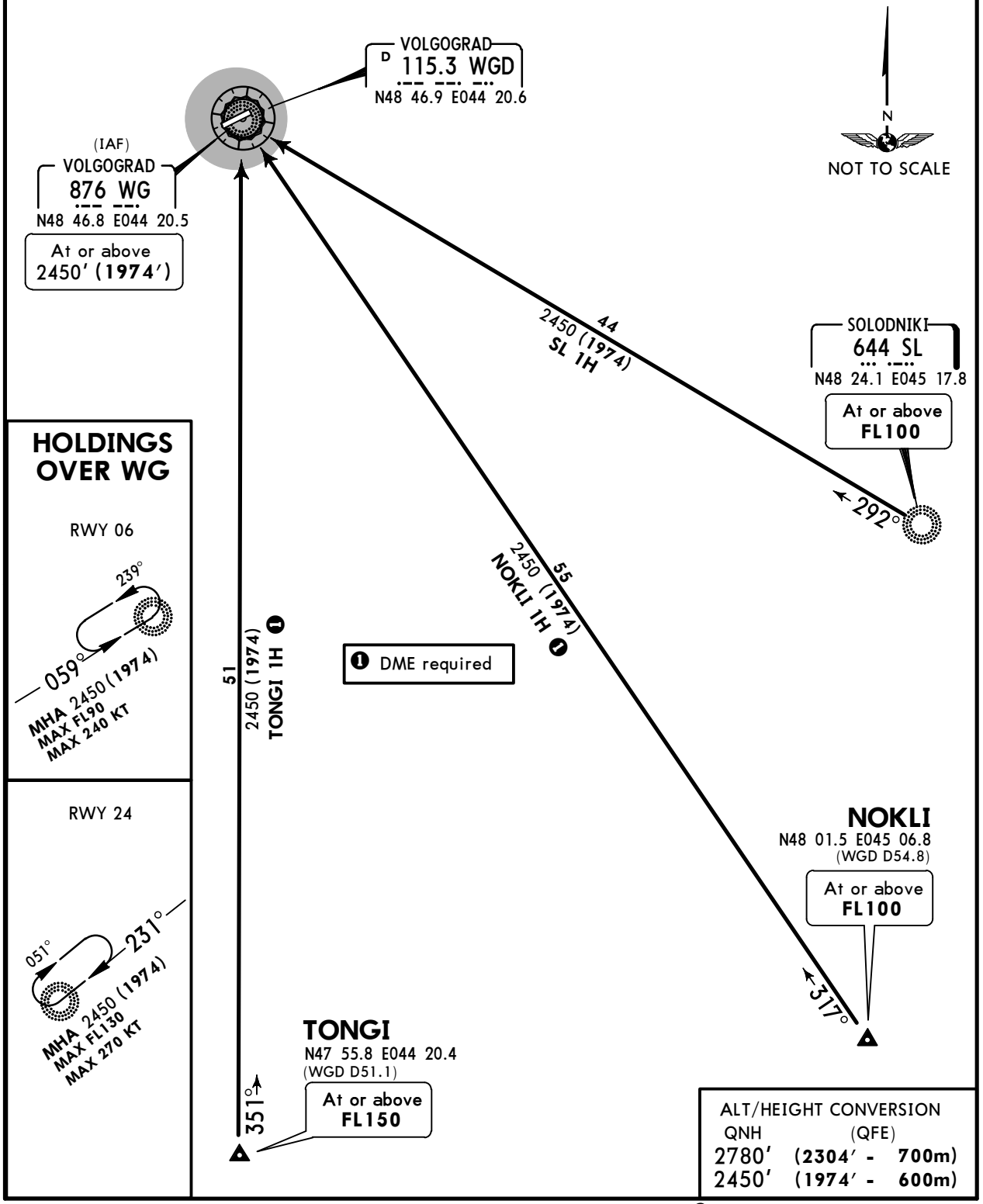
127.0 (Russian 129.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2304′)**



MSA WG NDB

NOKLI 1H [NOKL1H]
SL 1H
TONGI 1H [TONG1H]
RWYS 06, 24 ARRIVALS



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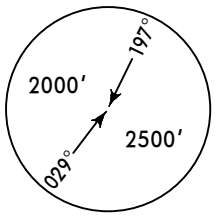
127.0 (Russian 129.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2304′)**

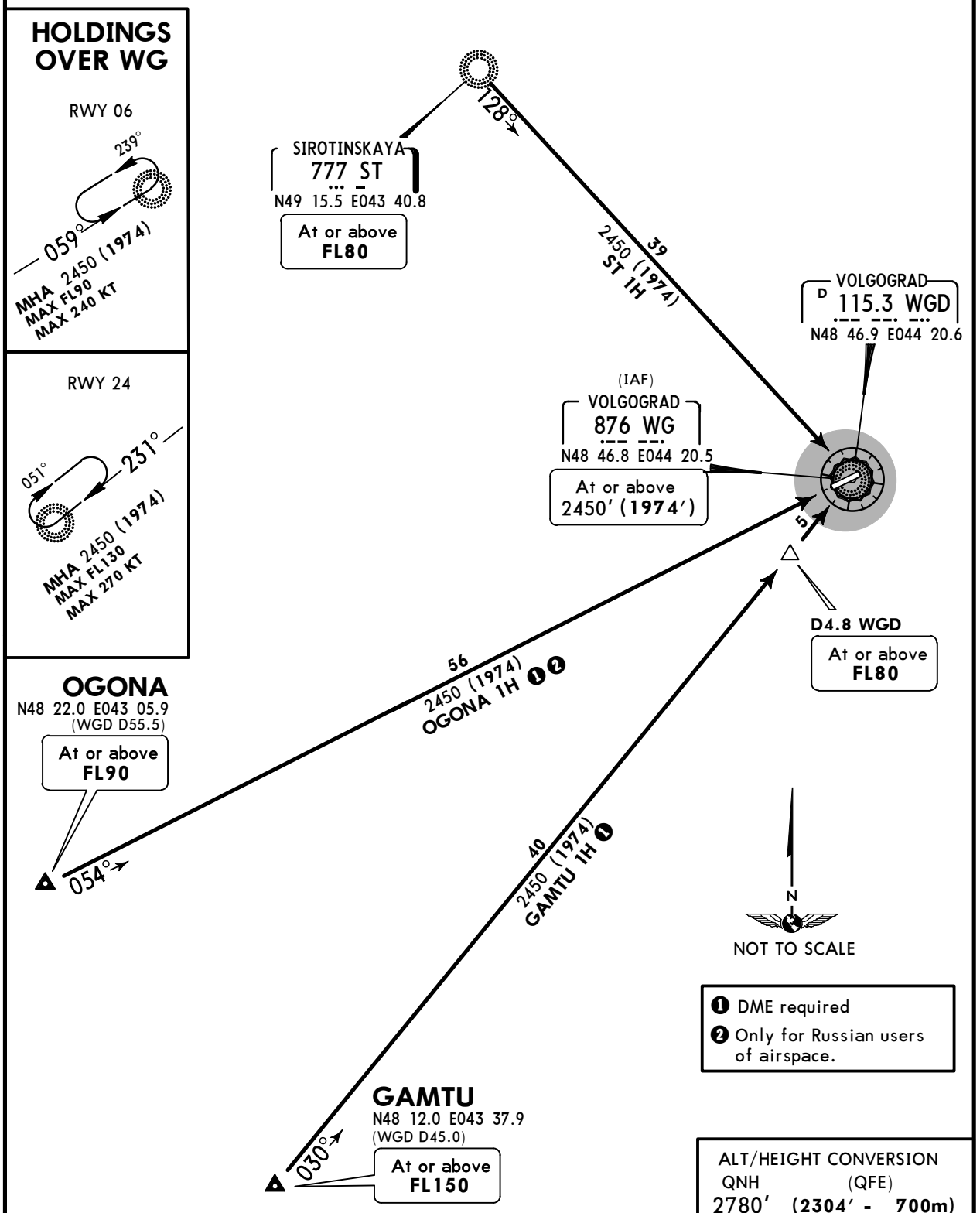


MSA WG NDB

GAMTU 1H [GAMT1H]
ST 1H

OGONA 1H [OGON1H]
BY ATC

RWYS 06, 24 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2780′	**(2304′**	**- 700m)**
2450′	**(1974′**	**- 600m)**

CHANGES: Note withdrawn.

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URWW/VOG
GUMRAK

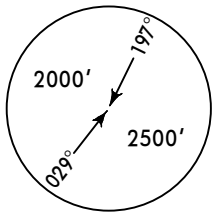
JEPPESEN
4 NOV 16 (10-2J) Eff 10 Nov

VOLGOGRAD, RUSSIA

STAR

ATIS	Apt Elev
127.0 (Russian 129.9)	476′

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′ **(2304′)**
DME required



MSA WGD VOR

OLDAM 1M [OLDA1M]
RULON 1M [RULO1M]
RWYS 06, 24 ARRIVALS

RULON
N49 40.0 E045 04.9
At or above **FL60**

OLDAM
N49 35.0 E044 18.9
At or above **FL90**

170° D
200° D
48.2
2450 (1974)
OLDAM 1M
60.6
2450 (1974)
RULON 1M

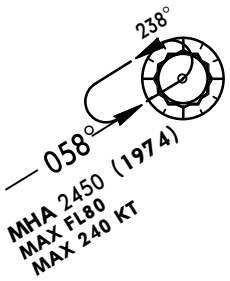
N
NOT TO SCALE

(IAF)
VOLGOGRAD
D 115.3 WGD
N48 46.9 E044 20.6
At or above
2450′ **(1974′)**

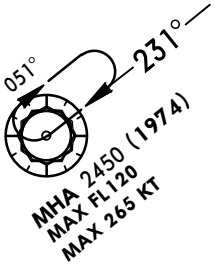
R350° R020°

HOLDINGS OVER WGD

RWY 06



RWY 24



ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	**(2304′ - 700m)**
2450′	**(1974′ - 600m)**

CHANGES: Note withdrawn.

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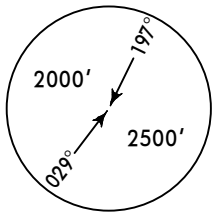


MSA WGD VOR

NOKLI 1M [NOKL1M]
SL 1M
TONGI 1M [TONG1M]
RWYS 06, 24 ARRIVALS

(IAF)
VOLGOGRAD
D 115.3 WGD
N48 46.9 E044 20.6
At or above 2450′ (**1974′**)

R171° R137° R112°

44
2450 (1974)
SL 1M

SOLODNIKI
644 SL
N48 24.1 E045 17.8
At or above **FL100**

292°

54.8
2450 (1974)
NOKLI 1M ❶

❶ DME required

51.1
2450 (1974)
TONGI 1M ❶

NOKLI
N48 01.5 E045 06.8
At or above **FL100**

317°

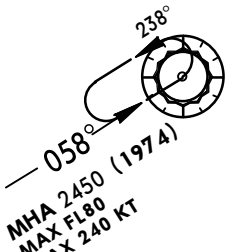
TONGI
N47 55.8 E044 20.4
At or above **FL150**

351°

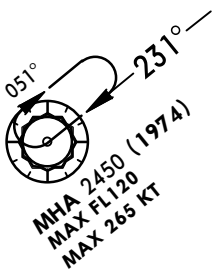
N
NOT TO SCALE

HOLDINGS OVER WGD

RWY 06



RWY 24



ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	(**2304′ - 700m**)
2450′	(**1974′ - 600m**)

CHANGES: Note withdrawn.

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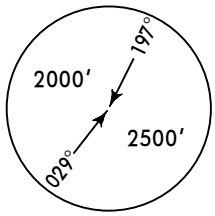


MSA WGD VOR

GAMTU 1M [GAMT1M]
ST 1M

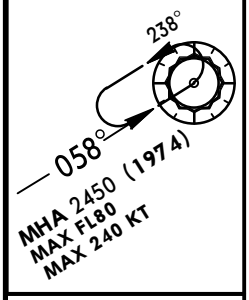
OGONA 1M [OGON1M]
BY ATC
RWYS 06, 24 ARRIVALS

ALT/HEIGHT CONVERSION

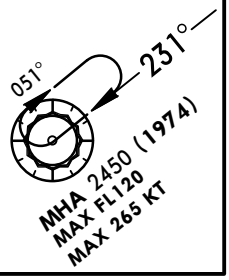
QNH	(QFE)	
2780′	**(2304′ -**	**700m)**
2450′	**(1974′ -**	**600m)**

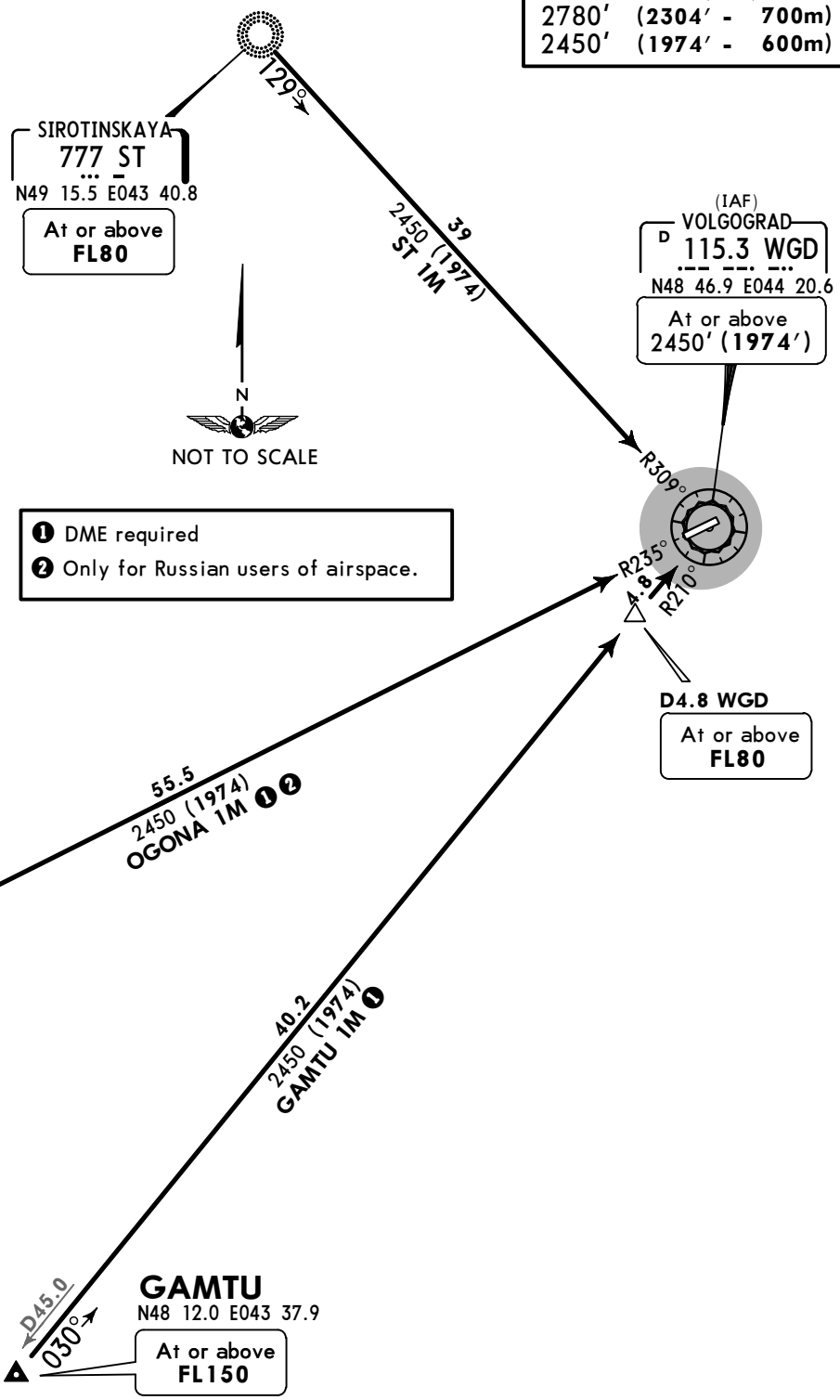
HOLDINGS OVER WGD

RWY 06



RWY 24





❶ DME required
❷ Only for Russian users of airspace.

CHANGES: Note withdrawn.

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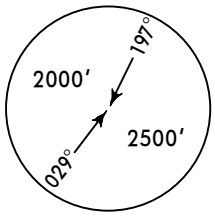
ATIS	Apt Elev	
127.0 (Russian 129.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2373′)** **DME required**



MSA WGD VOR

OLDAM 1K [OLDA1K]
RULON 1K [RULO1K]
RWY 06 ARRIVALS

RULON
N49 40.0 E045 04.9
At or above **FL60**
D60.6
200°

OLDAM
N49 35.0 E044 18.9
At or above **FL90**
170°
D48.2

2050 (1643)
OLDAM 1K
36.2

45.5
2380 (1973)
RULON 1K

(IAF)
D15.1 WGD
N49 00.1 E044 31.5
Between **FL160 &** 2780′ **(2373′)**

MHA 2380 (1973)
020°
R020°

(IAF)
D12.0 WGD
N48 58.8 E044 20.2
Between **FL120 & FL40**
R350°

N
NOT TO SCALE

VOLGOGRAD
D 115.3 WGD
N48 46.9 E044 20.6

ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	**(2373′ - 700m)**
2380′	**(1973′ - 600m)**

CHANGES: Note withdrawn.

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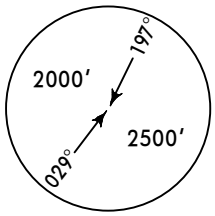
URWW/VOG
GUMRAK

JEPPESEN
4 NOV 16 (10-2N) Eff 10 Nov

VOLGOGRAD, RUSSIA

STAR

ATIS	Apt Elev	
127.0 (Russian 129.9)	476′	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′ **(2304′)** **DME required**



MSA WGD VOR

OLDAM 1L [OLDA1L]
RULON 1L [RULO1L]
RWY 24 ARRIVALS

RULON
N49 40.0 E045 04.9
At or above **FL60**
D60.6
200°

OLDAM
N49 35.0 E044 18.9
At or above **FL90**
170°
D48.2

48.9
1790 (1314)
RULON 1L

33.7
2120 (1644)
OLDAM 1L

(IAF)
D14.5 WGD
N49 01.3 E044 20.1
Between **FL80 & FL40**
HM 2.0
R350°

(IAF)
D11.7 WGD
N48 57.1 E044 29.0
Between **FL50 & FL40**
R020°

VOLGOGRAD
D 115.3 WGD
N48 46.9 E044 20.6

N
NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	**(2304′ - 700m)**
2120′	**(1644′ - 500m)**

CHANGES: Note withdrawn.

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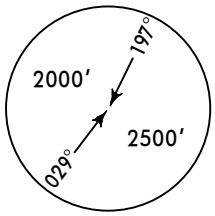
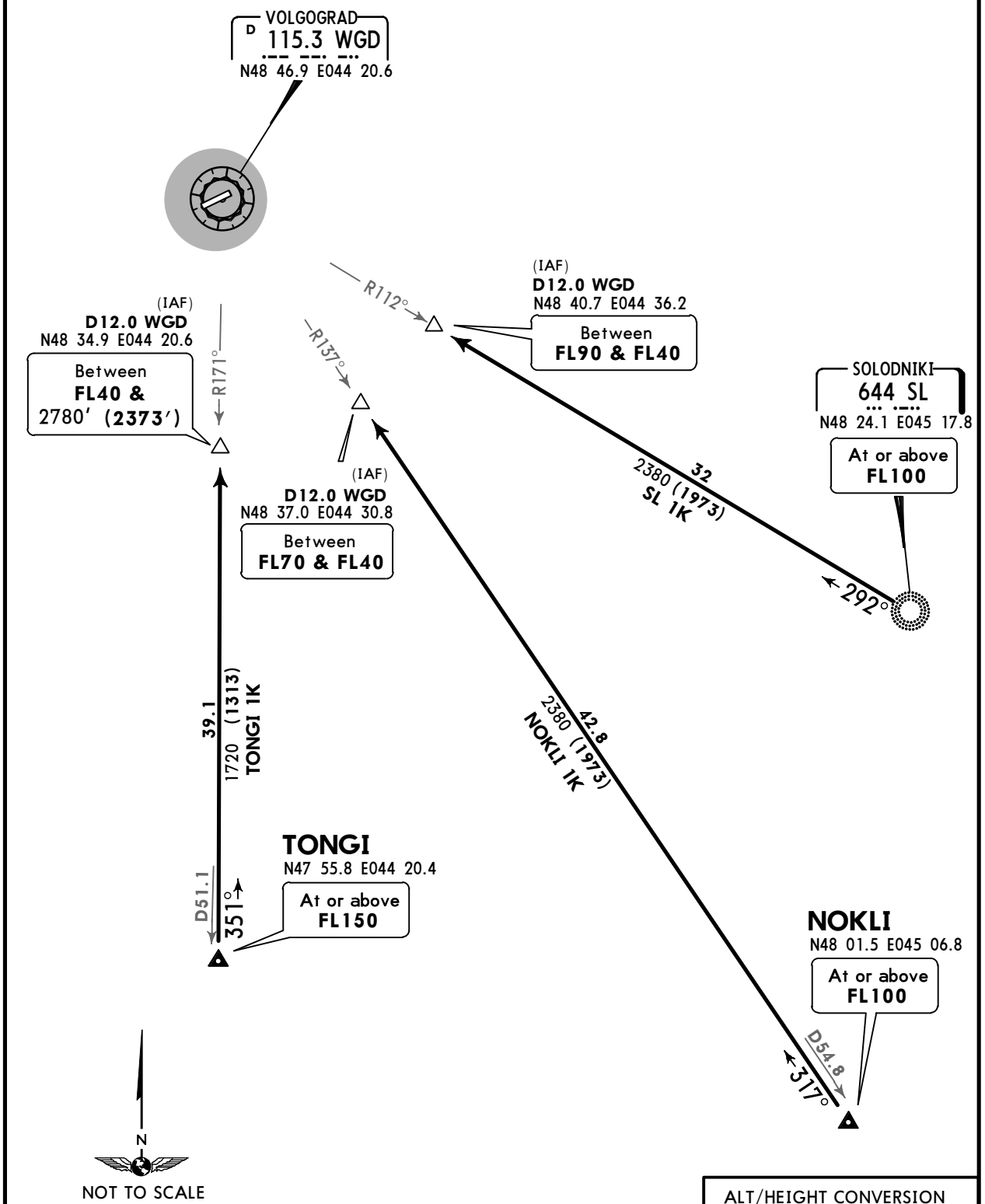
ATIS	Apt Elev	
127.0 (Russian 129.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2373′)** **DME required**



MSA WGD VOR

NOKLI 1K [NOKL1K]
SL 1K
TONGI 1K [TONG1K]
RWY 06 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
2780′ **(2373′ - 700m)**

CHANGES: Note withdrawn.

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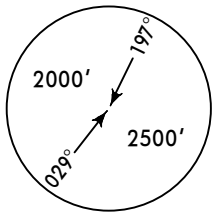
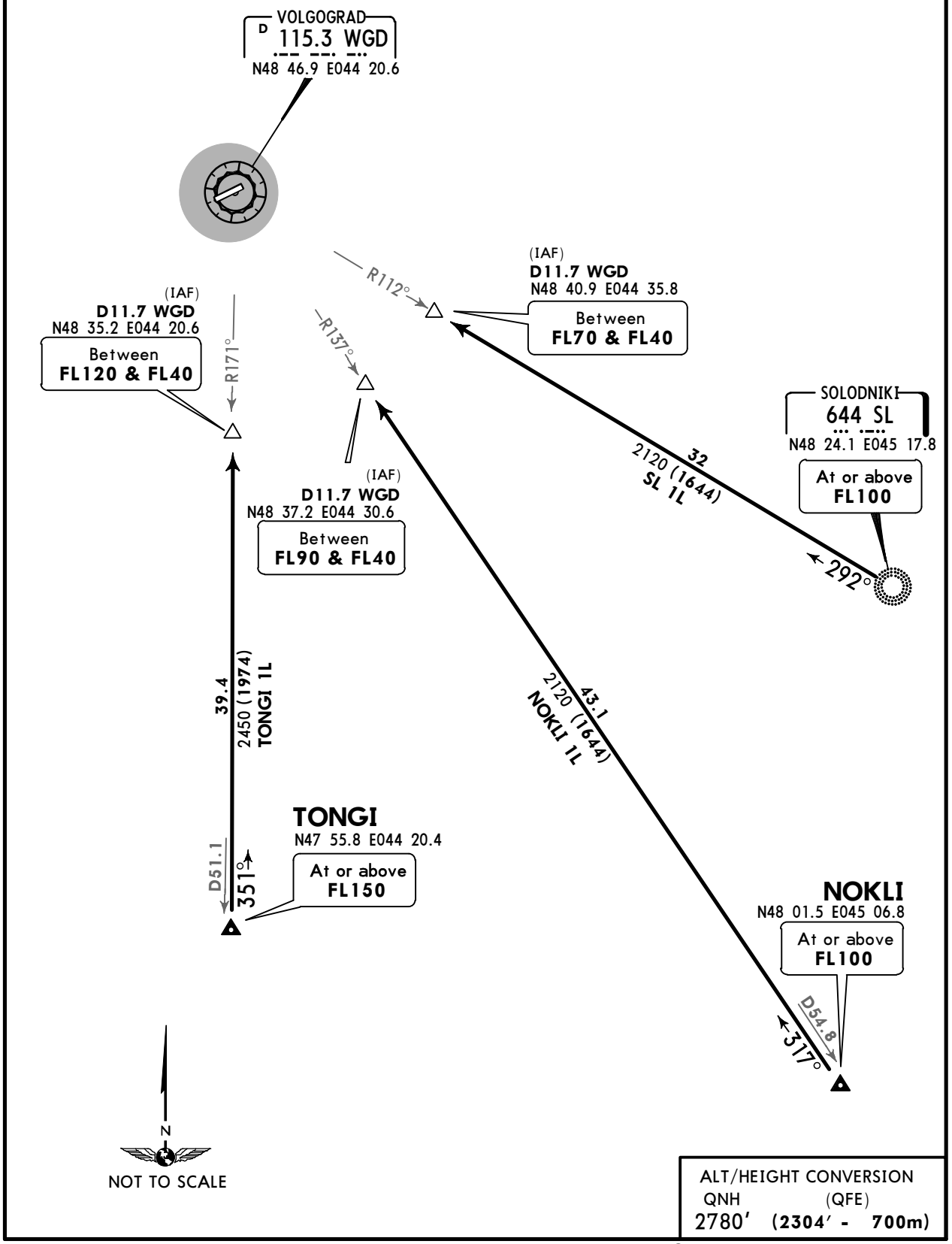
ATIS	Apt Elev	
127.0 (Russian 129.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2304′)** **DME required**



MSA WGD VOR

NOKLI 1L [NOKL1L]
SL 1L
TONGI 1L [TONG1L]
RWY 24 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	**(2304′ - 700m)**

CHANGES: Note withdrawn.

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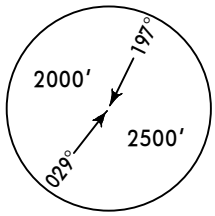
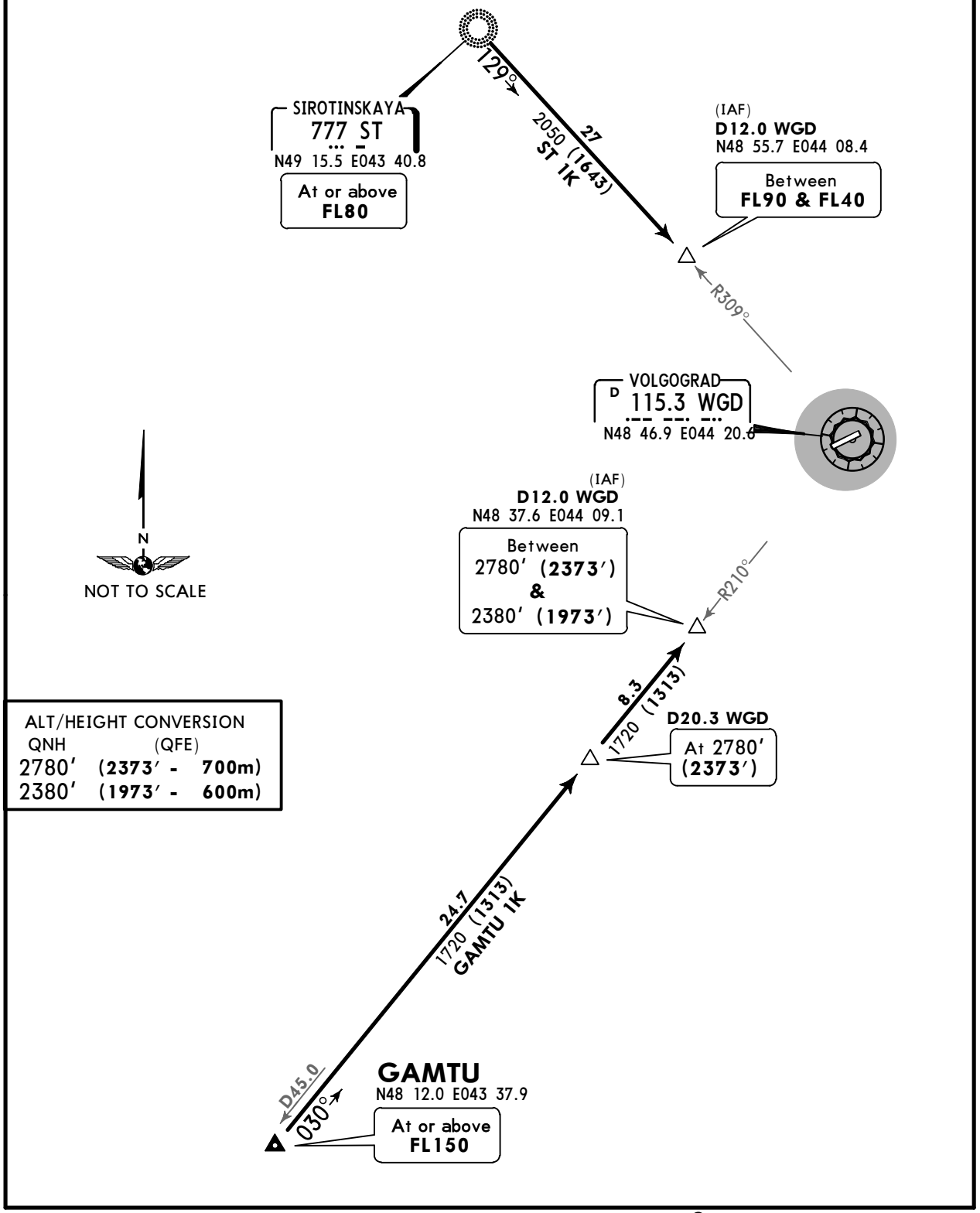
ATIS	Apt Elev	
127.0 (Russian 129.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2373′)** **DME required**



MSA WGD VOR

GAMTU 1K [GAMT1K]
ST 1K
RWY 06 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2780′	**(2373′ -**	**700m)**
2380′	**(1973′ -**	**600m)**

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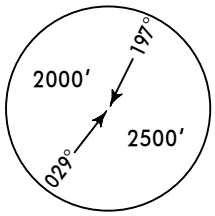
ATIS	Apt Elev	
127.0 (Russian 129.9)	476′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2304′)** **DME required**

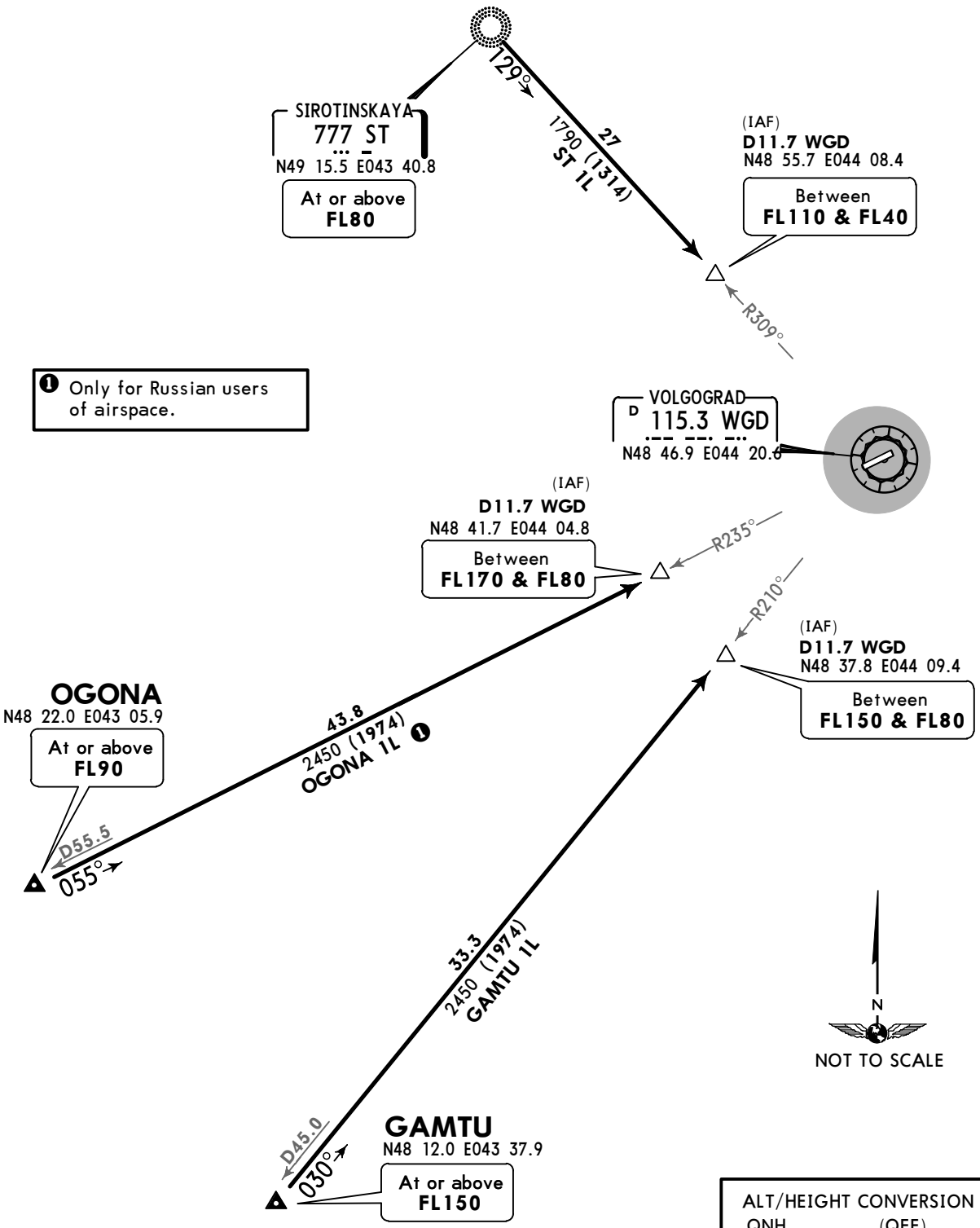


MSA WGD VOR

GAMTU 1L [GAMT1L]
ST 1L

OGONA 1L [OGON1L]
BY ATC

RWY 24 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	**(2304′ - 700m)**

CHANGES: Note withdrawn.

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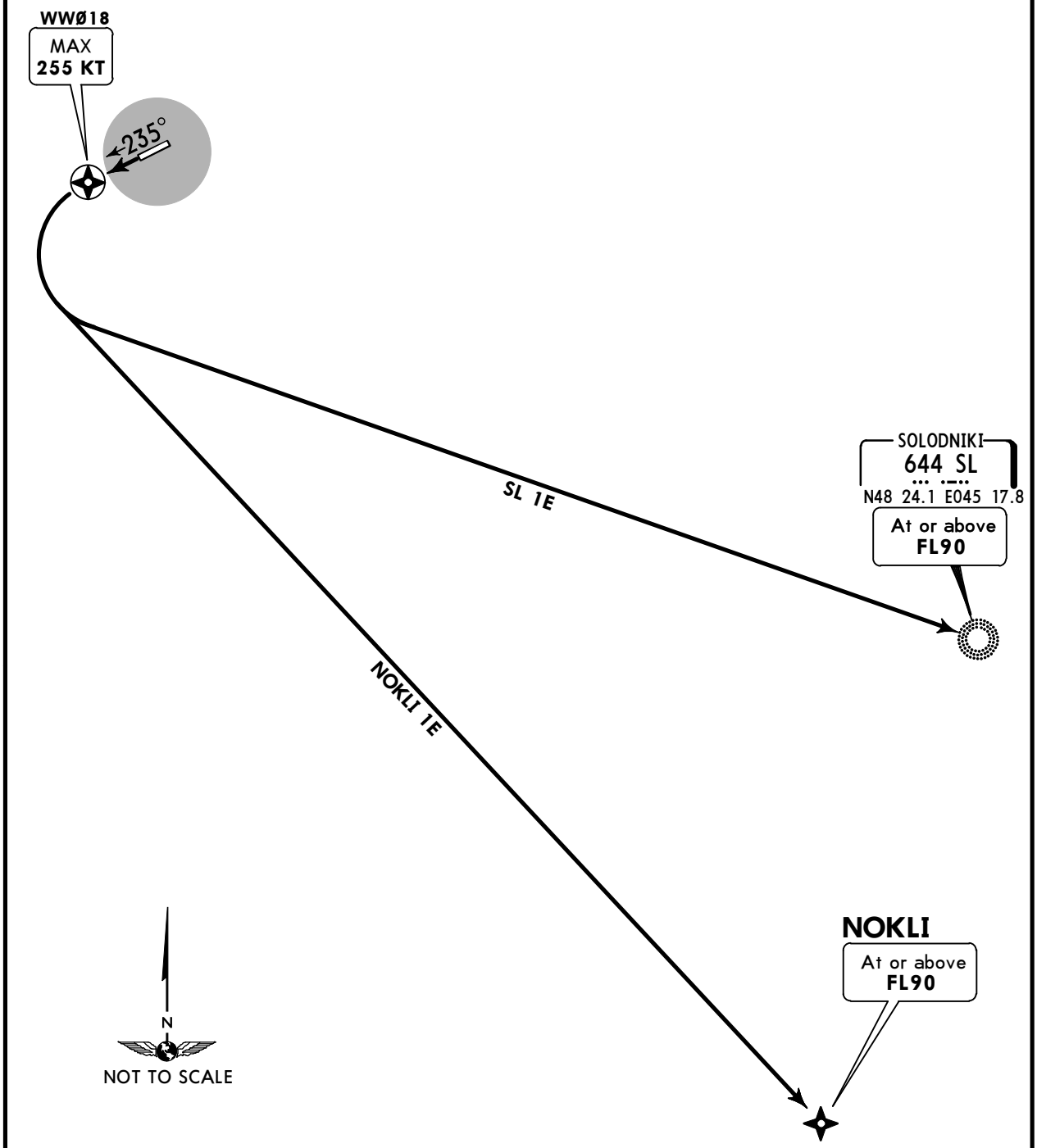
Apt Elev 476′

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′ (**2304′**)
1. RNAV 1
2. RNAV (GNSS)

2500′
MSA ARP

NOKLI 1E [NOKL1E]
SL 1E
RWY 24 RNAV DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
2780′ (**2304′ - 700m**)

CHANGES: Requirements; routing text withdrawn.

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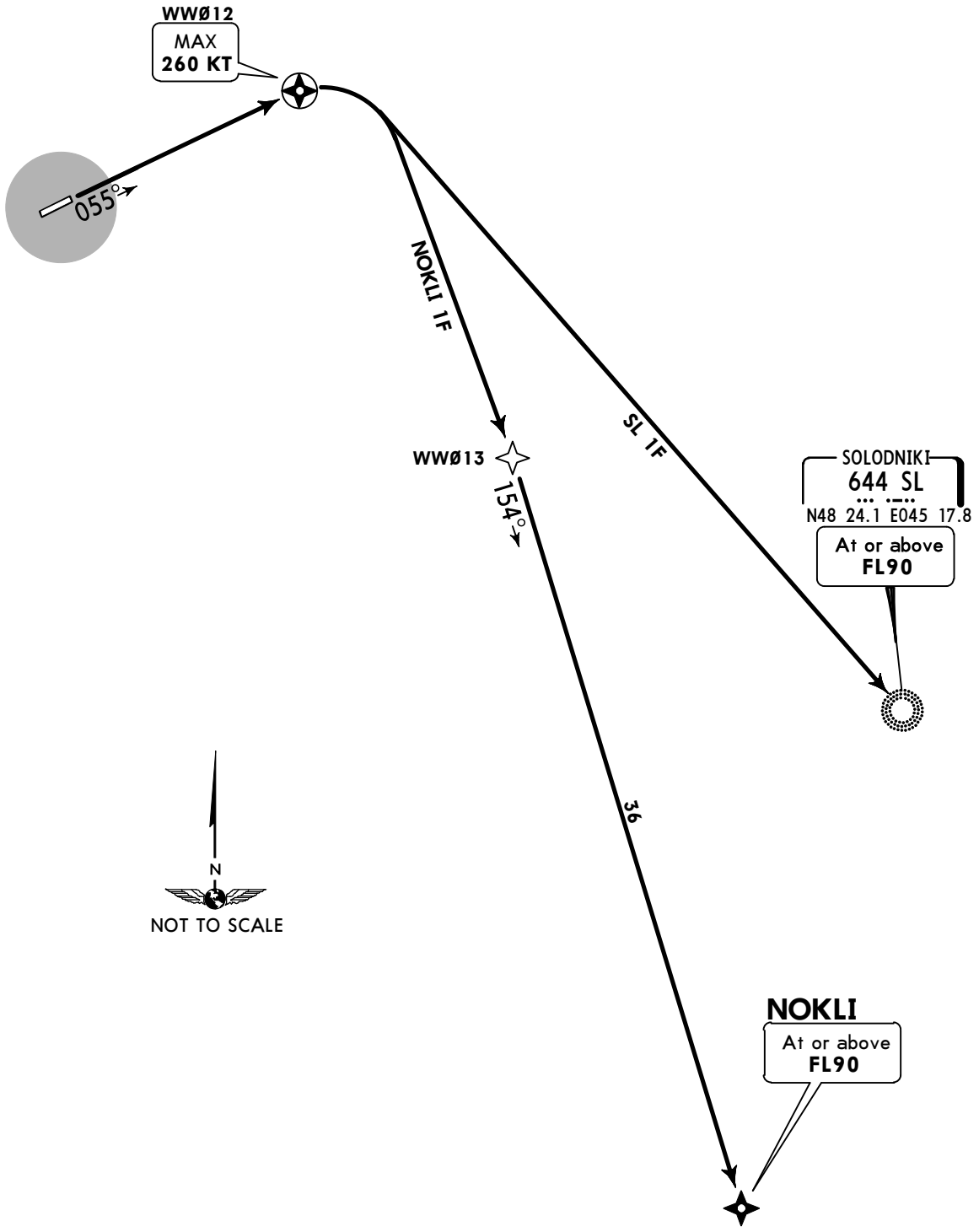
Apt Elev 476′

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′ **(2373′)**
1. RNAV 1
2. RNAV (GNSS)

2500′
MSA ARP

NOKLI 1F [NOKL1F]
SL 1F
RWY 06 RNAV DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
2780′ **(2373′ - 700m)**

CHANGES: Requirements; routing text withdrawn.

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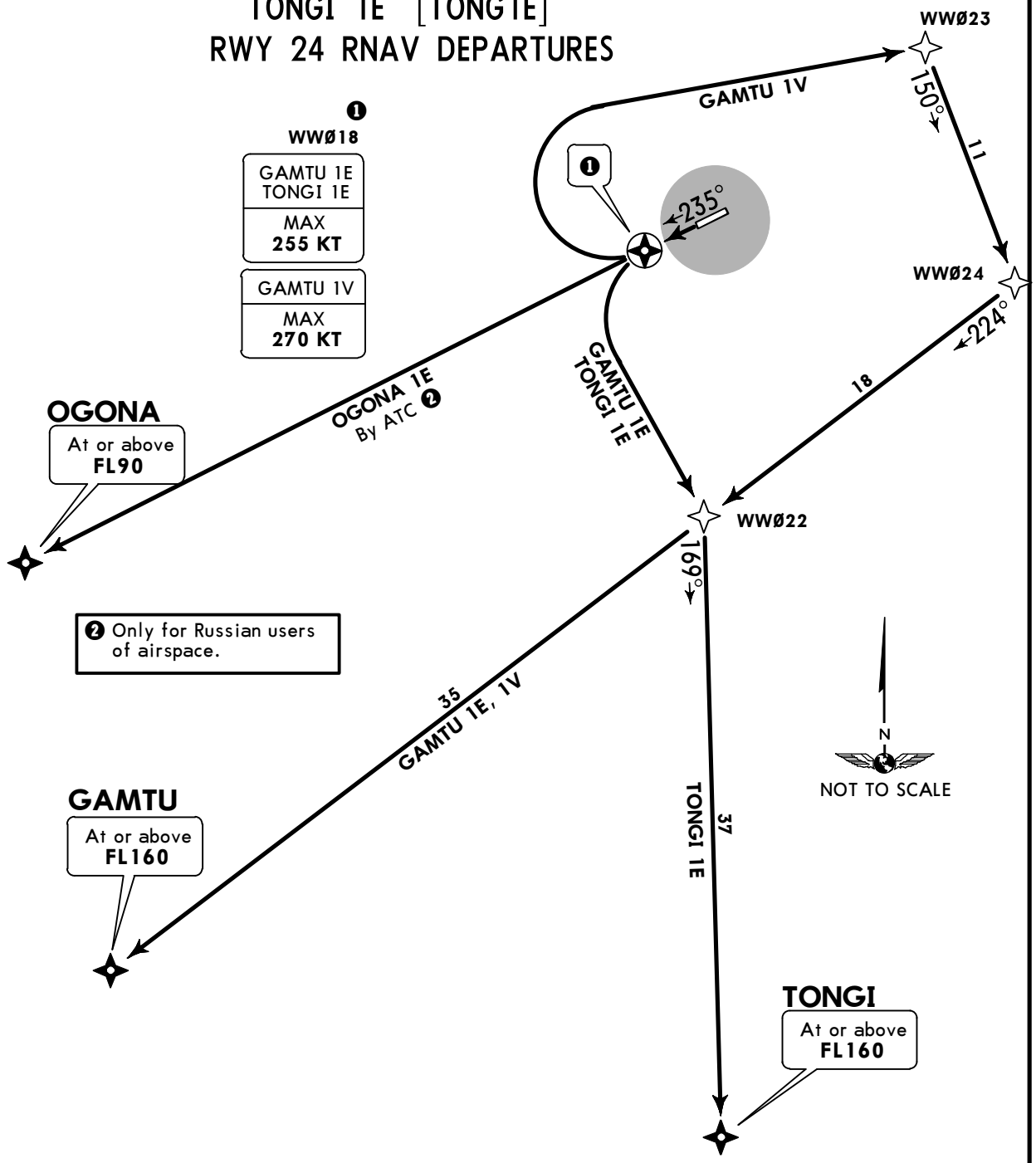
Apt Elev 476′	QNH on request (**QFE**) Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ (**2304′**) **1. RNAV 1** **2. RNAV (GNSS)**

2500′
MSA ARP

GAMTU 1E [GAMT1E], GAMTU 1V [GAMT1V]
OGONA 1E [OGON1E]
TONGI 1E [TONG1E]
RWY 24 RNAV DEPARTURES



These SIDs require minimum climb gradients of
GAMTU 1E: 5.3% up to FL160 due to airspace limitation.
TONGI 1E: 5.0% up to FL160 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.3% V/V (fpm)	403	537	805	1073	1342	1610

ALT/HEIGHT CONVERSION
QNH (QFE)
2780′ (**2304′ - 700m**)

CHANGES: Requirements; routing text withdrawn.

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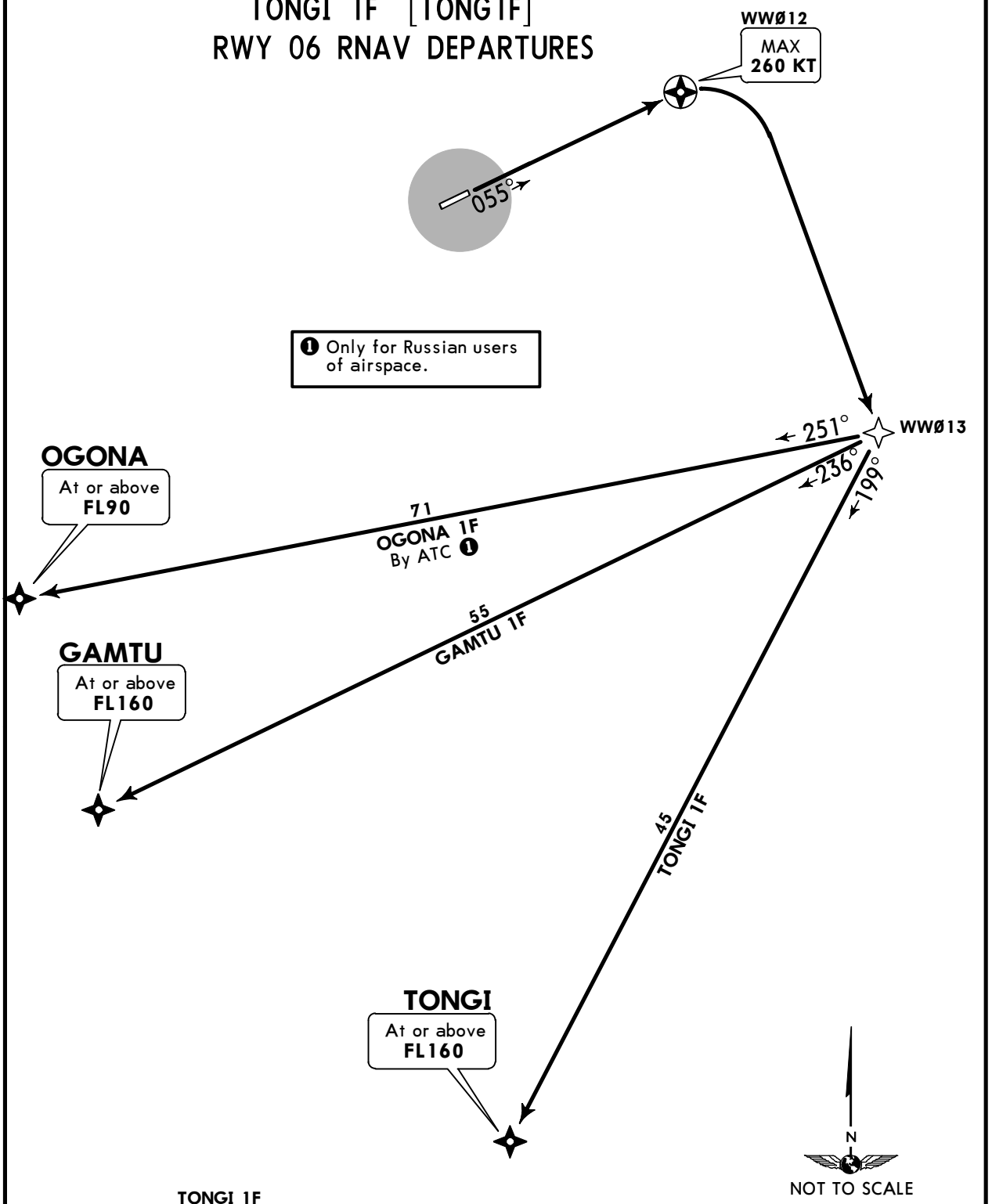
Apt Elev 476′	QNH on request (**QFE**) Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ (**2373′**) **1. RNAV 1** **2. RNAV (GNSS)**

2500′
MSA ARP

GAMTU 1F [GAMT1F]
OGONA 1F [OGON1F]
TONGI 1F [TONG1F]
RWY 06 RNAV DEPARTURES



TONGI 1F

This SID requires a minimum climb gradient of
3.7% up to FL160 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

ALT/HEIGHT CONVERSION
QNH (QFE)
2780′ (**2373′ - 700m**)

CHANGES: Requirements; routing text withdrawn.

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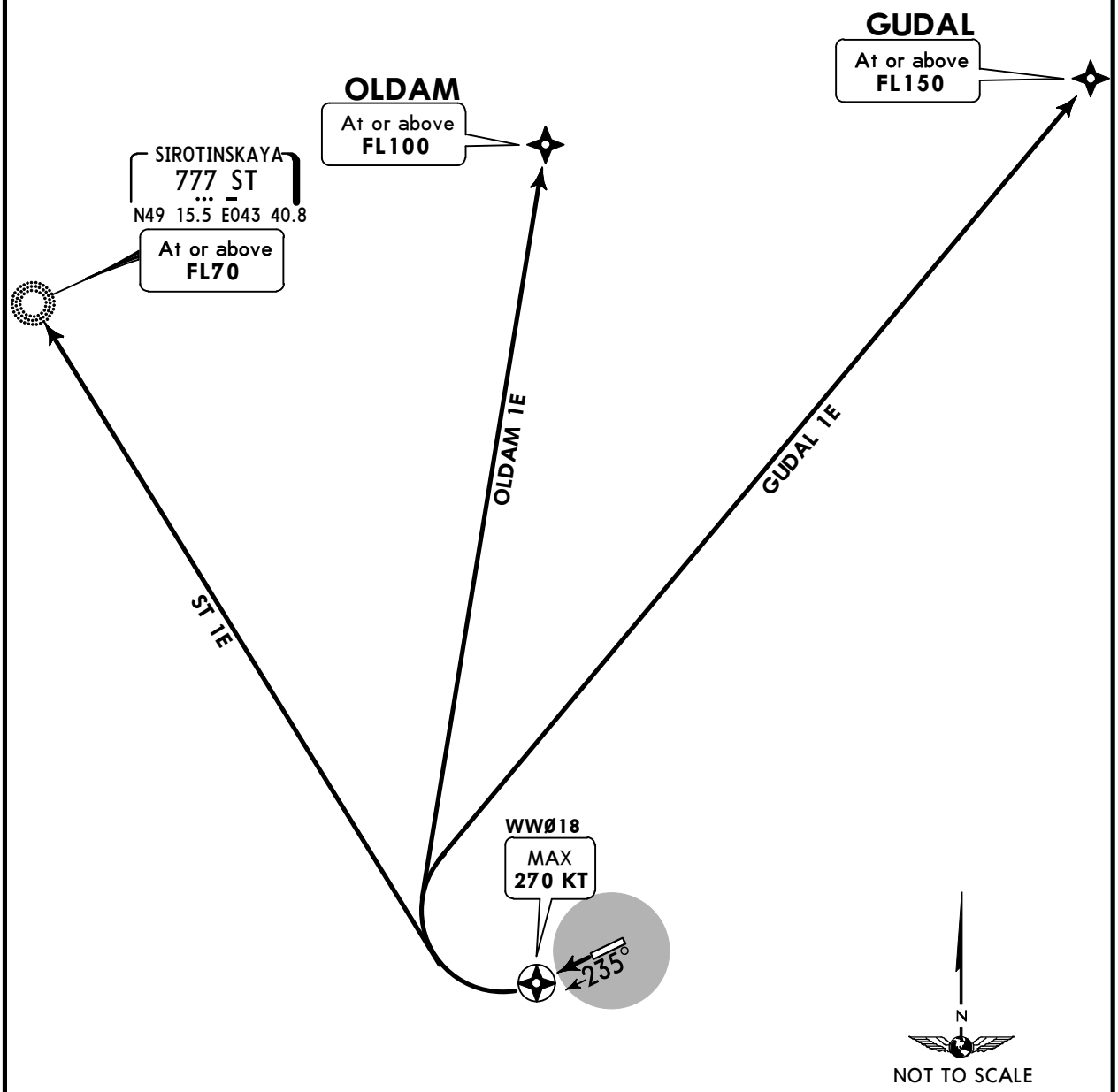
Apt Elev 476′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2304′)** **1. RNAV 1** **2. RNAV (GNSS)**

2500′
MSA ARP

GUDAL 1E [GUDA1E]
OLDAM 1E [OLDA1E]
ST 1E
RWY 24 RNAV DEPARTURES



GUDAL 1E

This SID requires a minimum climb gradient of
3.5% up to FL150 due to airspace limitation

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

ALT/HEIGHT CONVERSION
QNH (QFE)
2780′ **(2304′ - 700m)**

CHANGES: Requirements; routing text withdrawn.

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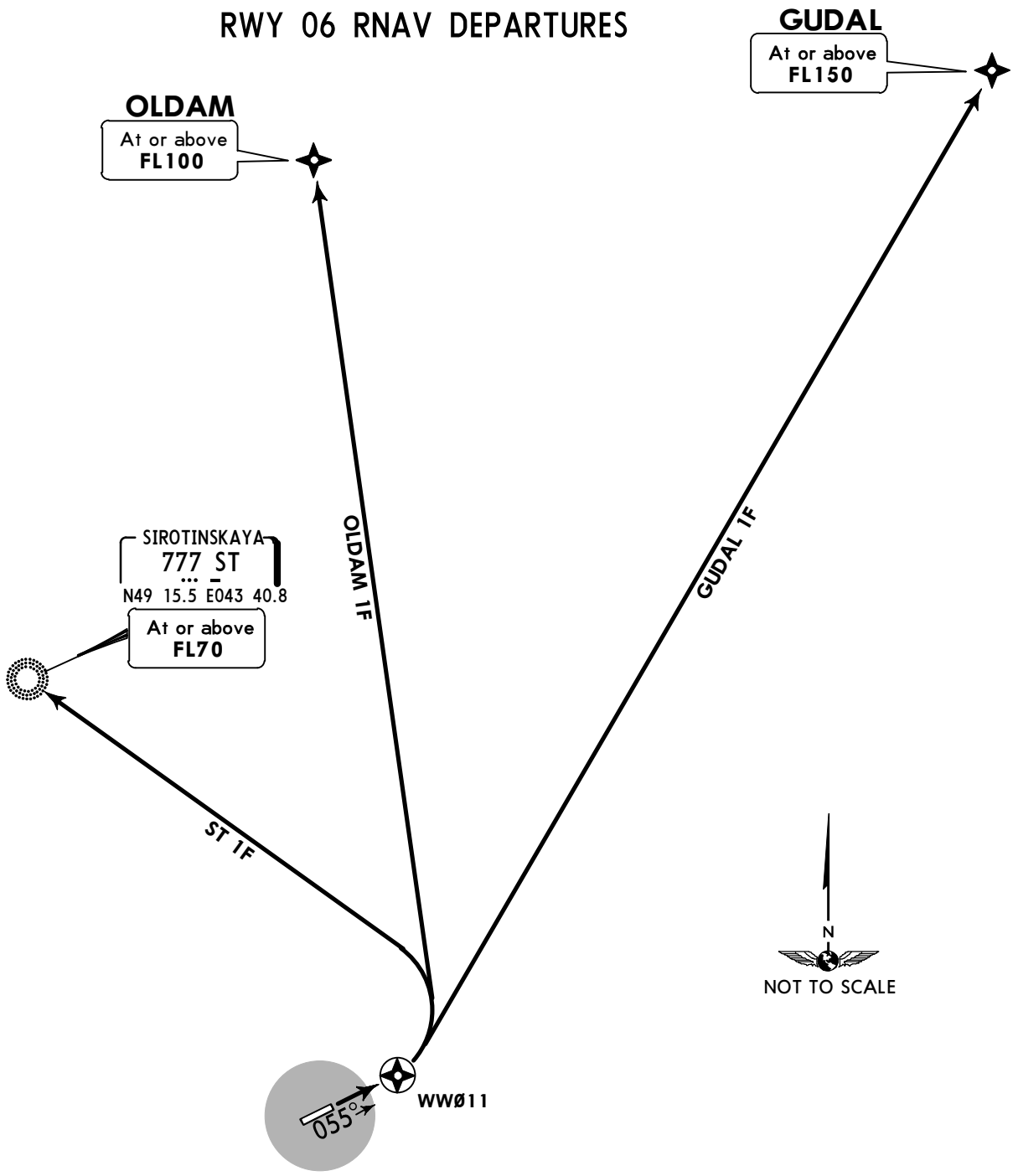
Apt Elev 476′

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′ (**2373′**)
1. RNAV 1
2. RNAV (GNSS)

2500′
MSA ARP

GUDAL 1F [GUDA1F]
OLDAM 1F [OLDA1F]
ST 1F
RWY 06 RNAV DEPARTURES



GUDAL 1F

This SID requires a minimum climb gradient of
3.8% up to FL150 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

ALT/HEIGHT CONVERSION
QNH (QFE)
2780′ (**2373′ - 700m**)

CHANGES: Requirements; routing text withdrawn.

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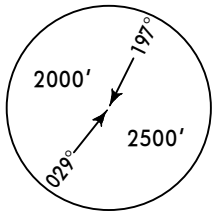
Apt Elev 476′	QNH on request (**QFE**) Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ (**2373′**) **DME required**



MSA WGD VOR

GUDAL 1A [GUDA1A]
OLDAM 1A [OLDA1A]
RWY 06 DEPARTURES

GUDAL
At or above
FL150

OLDAM
At or above
FL100

D48.2

D63.9

OLDAM 1A

GUDAL 1A

N

NOT TO SCALE

GUDAL 1A
This SID requires a minimum climb gradient of
3.8% up to FL150 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

VOLGOGRAD
D 115.3 WGD
N48 46.9 E044 20.6

350°
310°
023°
353°
055°

At or above
1070′ (**663′**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
1070′	(**663′ - 200m**)
2780′	(**2373′ - 700m**)

SID	ROUTING
GUDAL 1A	Climb on 055° track to 1070′ (663′) or above, turn LEFT, 353° track, intercept WGD R-023 to GUDAL.
OLDAM 1A	Climb on 055° track to 1070′ (663′) or above, turn LEFT, 310° track, intercept WGD R-350 to OLDAM.

CHANGES: Initial turn altitude.

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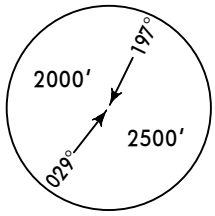
Apt Elev 476′	QNH on request (**QFE**) Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ (**2304′**) **DME required**



MSA WGD VOR

GUDAL 1D [GUDA1D]
OLDAM 1D [OLDA1D]
RWY 24 DEPARTURES

GUDAL
At or above
FL150

OLDAM
At or above
FL100

D48.2

D63.9

OLDAM 1D

GUDAL 1D

N

NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1140′	(**664′ - 200m**)
2780′	(**2304′ - 700m**)

055°

350°

023°

235°

At or above
1140′ (**664′**)

VOLGOGRAD
D 115.3 WGD
N48 46.9 E044 20.6

GUDAL 1D
This SID requires a minimum climb gradient of
3.4% up to FL150 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033

SID	ROUTING
GUDAL 1D	Climb on 235° track to 1140′ (664′) or above, turn RIGHT, 055° track, intercept WGD R-023 to GUDAL
OLDAM 1D	Climb on 235° track to 1140′ (664′) or above, turn RIGHT, 055° track, intercept WGD R-350 to OLDAM.

CHANGES: Initial turn altitude.

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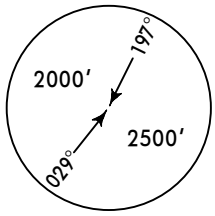
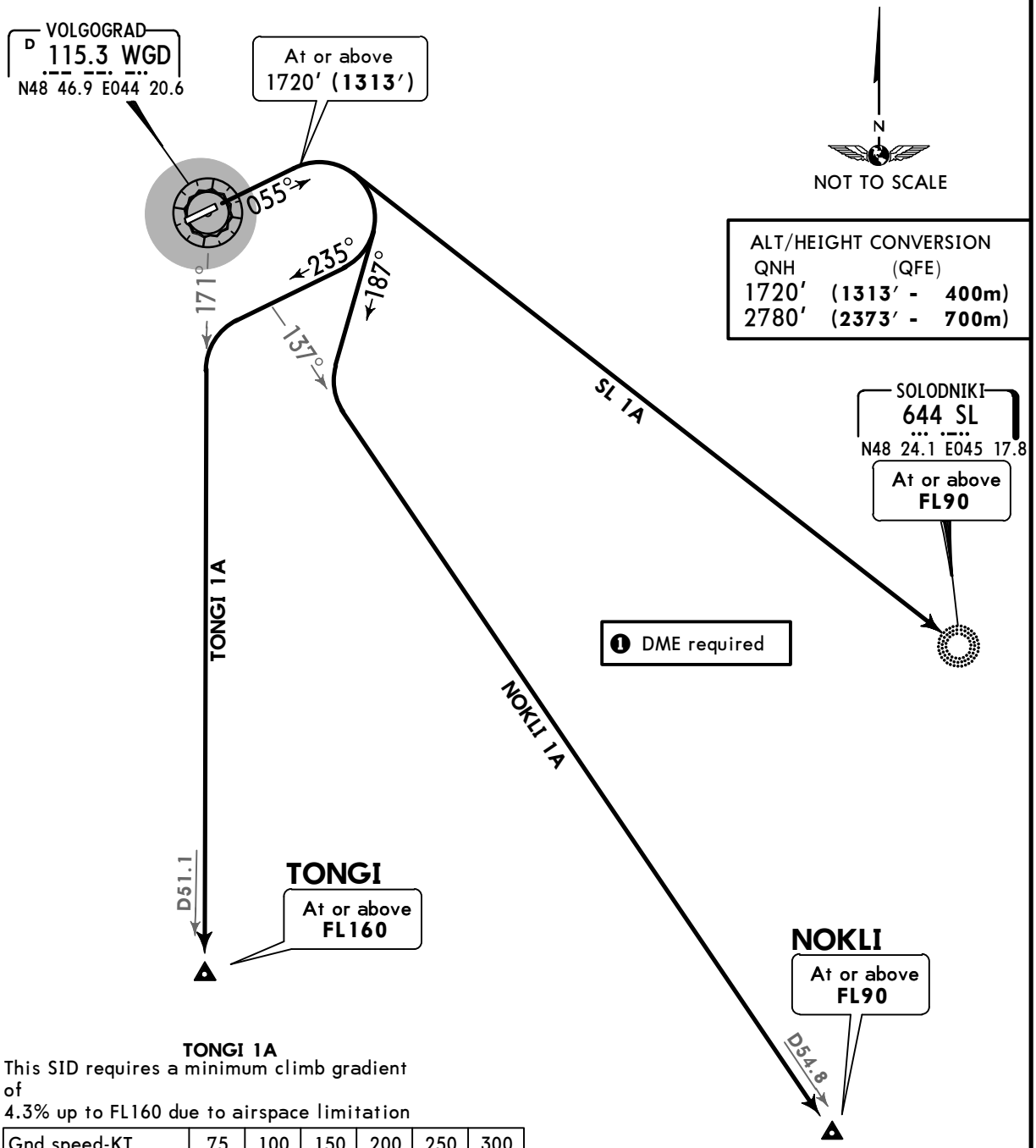
Apt Elev 476′	QNH on request (**QFE**) Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ (**2373′**)



MSA WGD VOR

NOKLI 1A [NOKL1A]
SL 1A
TONGI 1A [TONG1A]
RWY 06 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1720′	(**1313′ - 400m**)
2780′	(**2373′ - 700m**)

TONGI 1A
This SID requires a minimum climb gradient of
4.3% up to FL160 due to airspace limitation

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

SID	ROUTING
NOKLI 1A ❶	Climb on 055° track to 1720′ (1313′) or above, turn RIGHT, 187° track, intercept WGD R-137 to NOKLI.
SL 1A	Climb on 055° track to 1720′ (1313′) or above, turn RIGHT to SL.
TONGI 1A ❶	Climb on 055° track to 1720′ (1313′) or above, turn RIGHT, 235° track, intercept WGD R-171 to TONGI.

CHANGES: Initial turn altitude.

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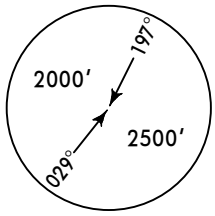
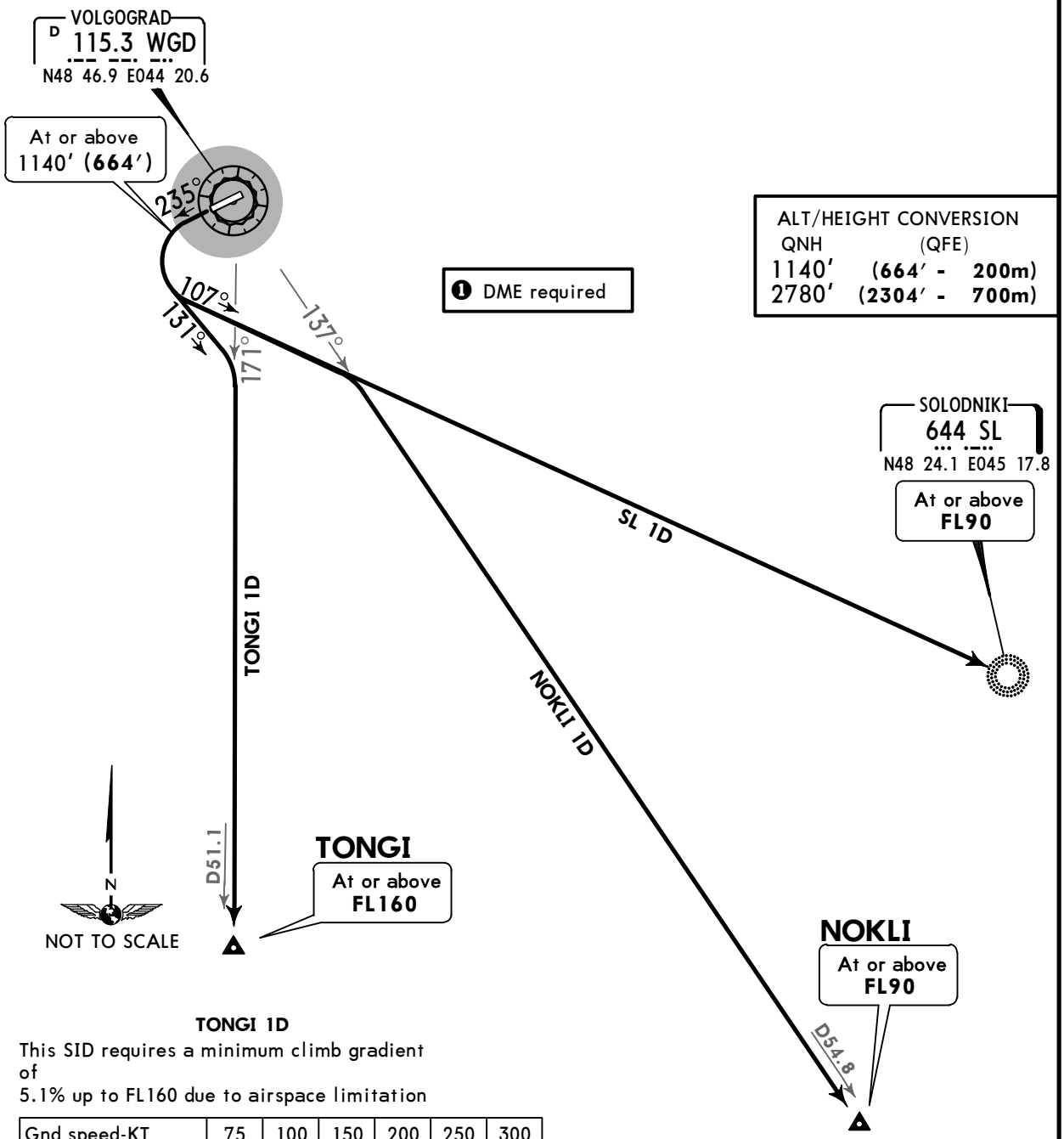
Apt Elev	
476′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2304′)**



MSA WGD VOR

NOKLI 1D [NOKL1D]
SL 1D
TONGI 1D [TONG1D]
RWY 24 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)	
1140′	(664′ -	200m)
2780′	(2304′ -	700m)

TONGI 1D

This SID requires a minimum climb gradient of
5.1% up to FL160 due to airspace limitation

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

SID	ROUTING
NOKLI 1D ❶	Climb on 235° track to 1140′ (664′) or above, turn LEFT, 107° track, intercept WGD R-137 to NOKLI.
SL 1D	Climb on 235° track to 1140′ (664′) or above, turn LEFT to SL.
TONGI 1D ❶	Climb on 235° track to 1140′ (664′) or above, turn LEFT, 131° track, intercept WGD R-171 to TONGI.

CHANGES: Initial turn altitude.

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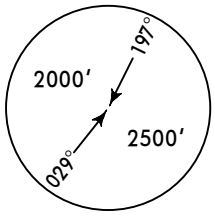
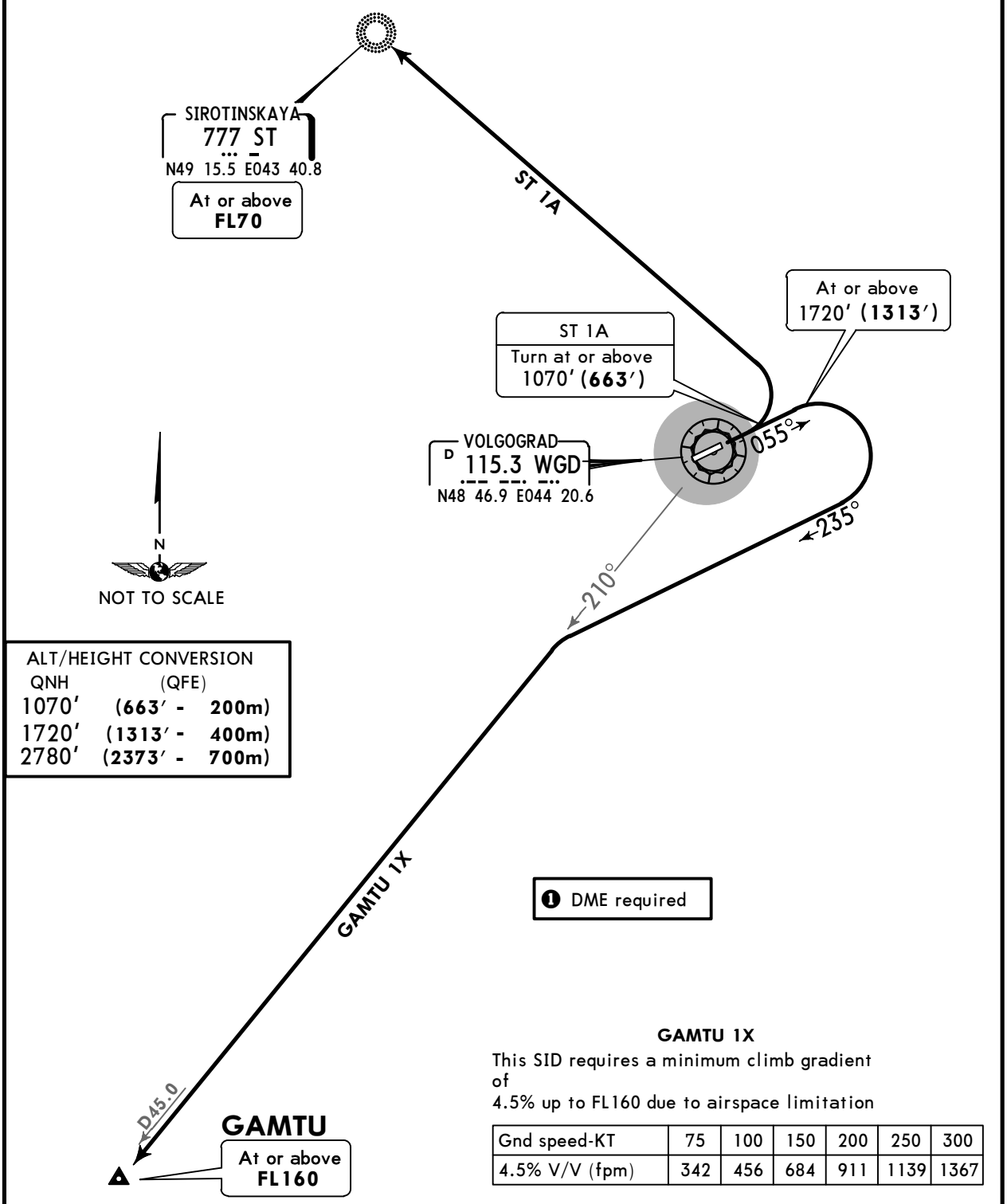
Apt Elev 476′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2373′)**



MSA WGD VOR

GAMTU 1X [GAMT1X]
ST 1A
RWY 06 DEPARTURES



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1070′	**(663′ -**	**200m)**
1720′	**(1313′ -**	**400m)**
2780′	**(2373′ -**	**700m)**

GAMTU 1X

This SID requires a minimum climb gradient of
4.5% up to FL160 due to airspace limitation

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

SID	ROUTING
GAMTU 1X By ATC ❶	Climb on 055° track to 1720′ (1313′) or above, turn RIGHT, 235° track, intercept WGD R-210 to GAMTU.
ST 1A	Climb on 055° track to 1070′ (663′) or above, turn LEFT to ST.

CHANGES: Initial turn altitude.

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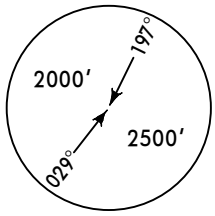
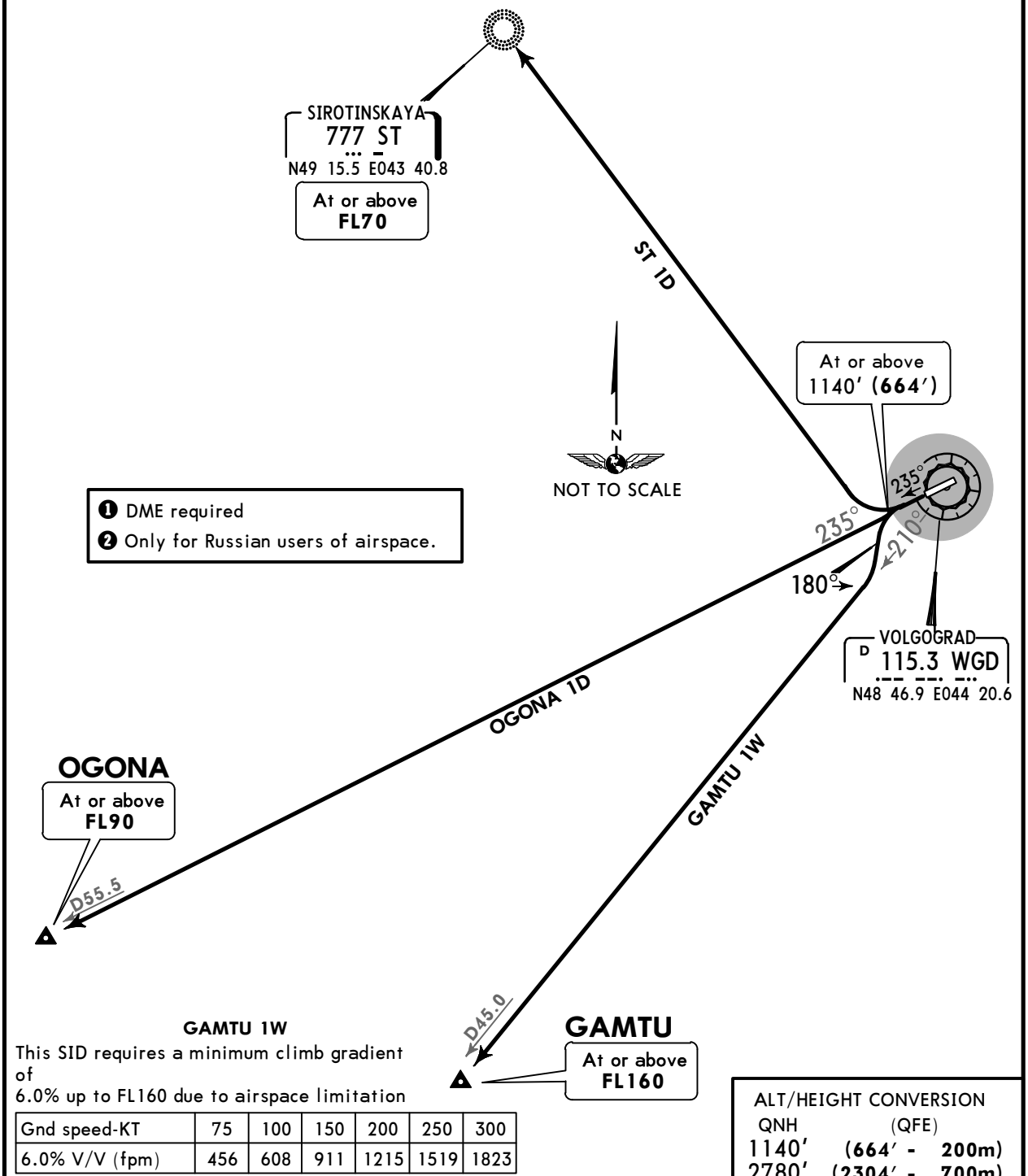
Apt Elev 476′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2304′)**



MSA WGD VOR

GAMTU 1W [GAMT1W]
OGONA 1D [OGON1D]
ST 1D
RWY 24 DEPARTURES



❶ DME required
❷ Only for Russian users of airspace.

GAMTU 1W
This SID requires a minimum climb gradient of
6.0% up to FL160 due to airspace limitation

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

ALT/HEIGHT CONVERSION

QNH	(QFE)
1140′	**(664′ - 200m)**
2780′	**(2304′ - 700m)**

SID	ROUTING
GAMTU 1W By ATC ❶	Climb on 235° track to 1140′ (664′) or above, turn LEFT, 180° track, intercept WGD R-210 to GAMTU.
OGONA 1D By ATC ❶❷	Climb on 235° track to 1140′ (664′) or above, intercept WGD R-235 to OGONA.
ST 1D	Climb on 235° track to 1140′ (664′) or above, turn RIGHT to ST.

CHANGES: Initial turn altitude.

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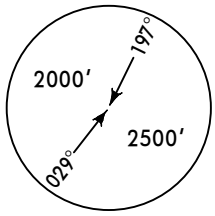
Apt Elev 476′

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′ **(2373′)**
DME required



MSA WG NDB

GUDAL 1B [GUDA1B]
OLDAM 1B [OLDA1B]
RWY 06 DEPARTURES

GUDAL
(WGD D63.9)
At or above **FL150**

OLDAM
(WGD D48.2)
At or above **FL100**

OLDAM 1B

GUDAL 1B

N
NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
1070′	**(663′ - 200m)**
2780′	**(2373′ - 700m)**

350°
170°
310°
023°
353°
203°
055°

VOLGOGRAD
D 115.3 WGD
N48 46.9 E044 20.6

VOLGOGRAD
876 WG
N48 46.8 E044 20.5

At or above
1070′ **(663′)**

GUDAL 1B
This SID requires a minimum climb gradient of
3.8% up to FL150 due to airspace limitation

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

SID	ROUTING
GUDAL 1B	Climb on 055° track to 1070′ (663′) or above, turn LEFT, 353° track, intercept 023° bearing from WG to GUDAL.
OLDAM 1B	Climb on 055° track to 1070′ (663′) or above, turn LEFT, 310° track, intercept 350° bearing from WG to OLDAM.

CHANGES: Initial turn altitude.

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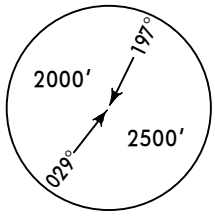
Apt Elev 476′

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′ **(2304′)**
DME required



MSA WG NDB

GUDAL 1C [GUDA1C]
OLDAM 1C [OLDA1C]
RWY 24 DEPARTURES

GUDAL
(WGD D63.9)
At or above **FL150**

OLDAM
(WGD D48.2)
At or above **FL100**

OLDAM 1C

GUDAL 1C

N
NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
1140′	**(664′ - 200m)**
2780′	**(2304′ - 700m)**

350°
023°
055°
170°
203°
235°

VOLGOGRAD
876 WG
N48 46.8 E044 20.5

VOLGOGRAD
D 115.3 WGD
N48 46.9 E044 20.6

At or above
1140′ **(664′)**

GUDAL 1C
This SID requires a minimum climb gradient of
3.4% up to FL150 due to airspace limitation

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033

SID	ROUTING
GUDAL 1C	Climb on 235° track to 1140′ (664′) or above, turn RIGHT, 055° track, intercept 023° bearing from WG to GUDAL.
OLDAM 1C	Climb on 235° track to 1140′ (664′) or above, turn RIGHT, 055° track, intercept 350° bearing from WG to OLDAM.

CHANGES: Initial turn altitude.

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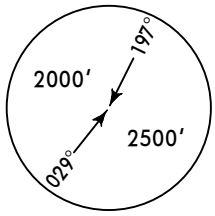
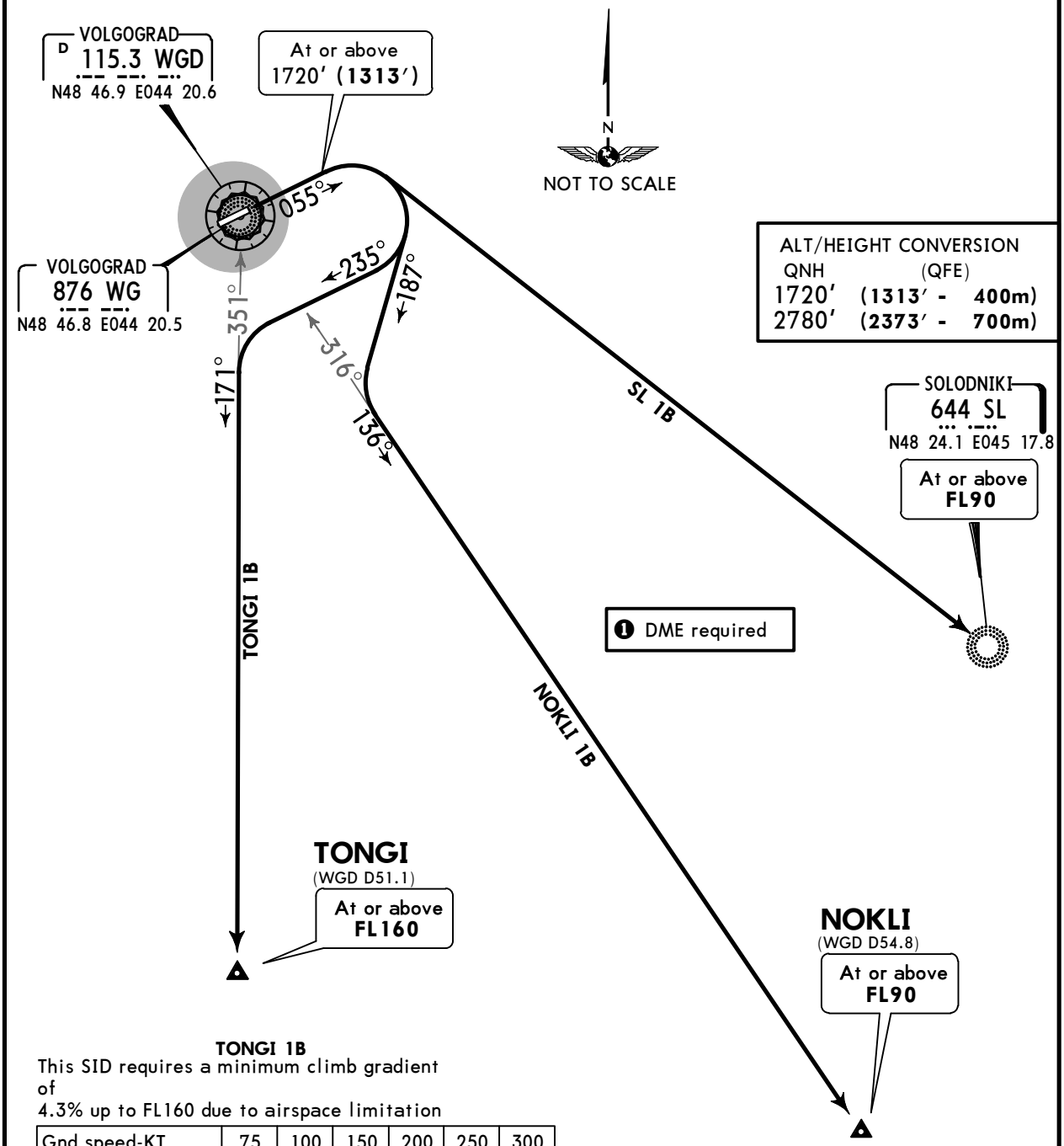
Apt Elev 476′	QNH on request (**QFE**) Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ (**2373′**)



MSA WG NDB

NOKLI 1B [NOKL1B]
SL 1B
TONGI 1B [TONG1B]
RWY 06 DEPARTURES



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1720′	(**1313′** -	**400m**)
2780′	(**2373′** -	**700m**)

TONGI 1B
This SID requires a minimum climb gradient of
4.3% up to FL160 due to airspace limitation

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

SID	ROUTING
NOKLI 1B ❶	Climb on 055° track to 1720′ (1313′) or above, turn RIGHT, 187° track, intercept 136° bearing from WG to NOKLI.
SL 1B	Climb on 055° track to 1720′ (1313′) or above, turn RIGHT to SL.
TONGI 1B ❶	Climb on 055° track to 1720′ (1313′) or above, turn RIGHT, 235° track, intercept 171° bearing from WG to TONGI.

CHANGES: Initial turn altitude.

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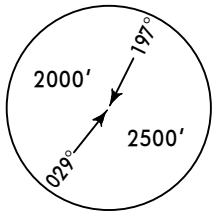
Apt Elev 476′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2304′)**

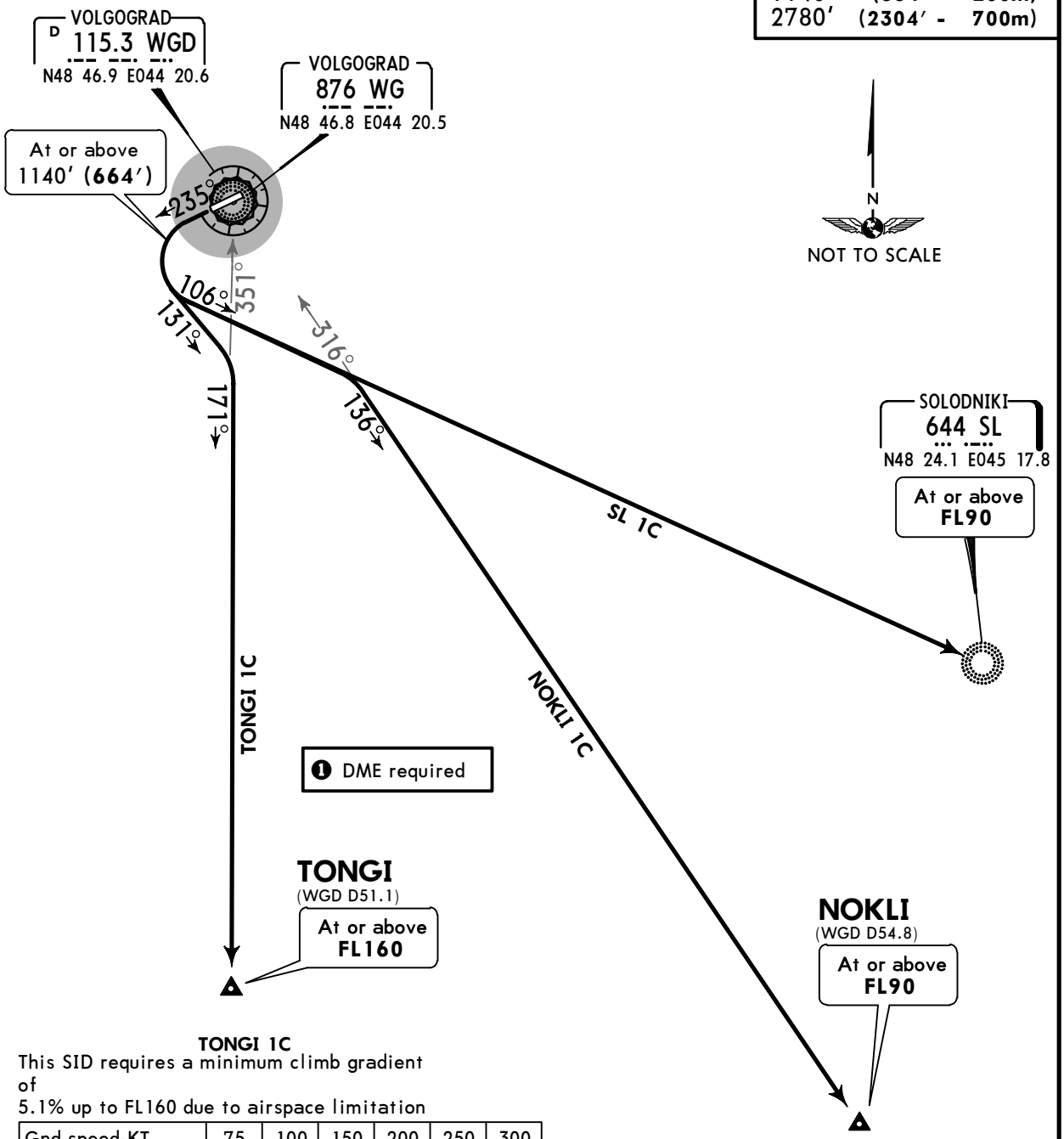


MSA WG NDB

NOKLI 1C [NOKL1C]
SL 1C
TONGI 1C [TONG1C]
RWY 24 DEPARTURES

ALT/HEIGHT CONVERSION

QNH	(QFE)
1140′	**(664′ - 200m)**
2780′	**(2304′ - 700m)**



TONGI 1C
This SID requires a minimum climb gradient of
5.1% up to FL160 due to airspace limitation

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

SID	ROUTING
NOKLI 1C ❶	Climb on 235° track to 1140′ (664′) or above, turn LEFT, 106° track, intercept 136° bearing from WG to NOKLI.
SL 1C	Climb on 235° track to 1140′ (664′) or above, turn LEFT to SL.
TONGI 1C ❶	Climb on 235° track to 1140′ (664′) or above, turn LEFT, 131° track, intercept 171° bearing from WG to TONGI.

CHANGES: Initial turn altitude.

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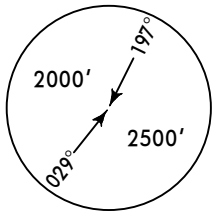
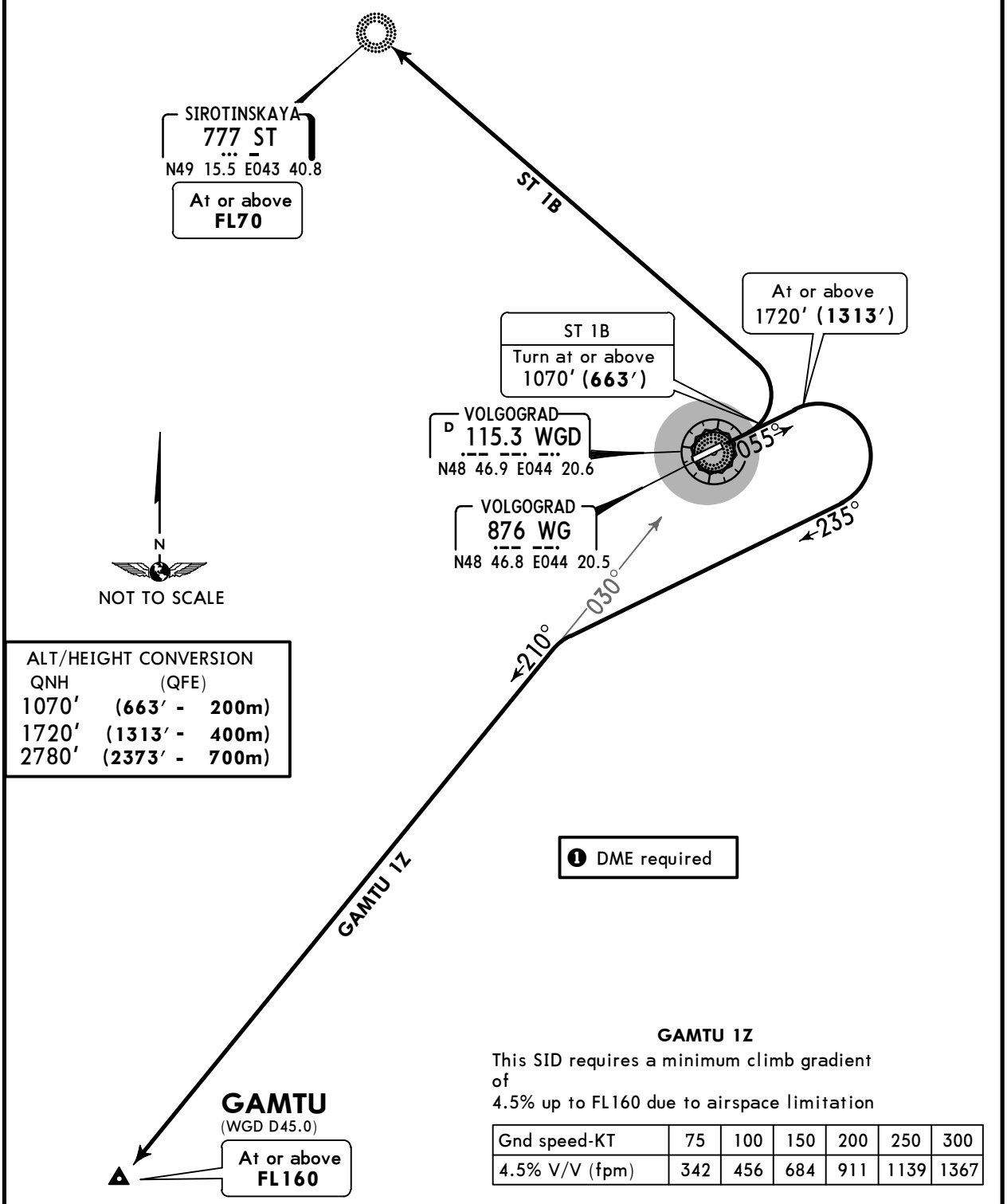
Apt Elev 476′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ **(2373′)**



MSA WG NDB

GAMTU 1Z [GAMT1Z]
ST 1B
RWY 06 DEPARTURES



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1070′	**(663′ -**	**200m)**
1720′	**(1313′ -**	**400m)**
2780′	**(2373′ -**	**700m)**

GAMTU 1Z

This SID requires a minimum climb gradient of
4.5% up to FL160 due to airspace limitation

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

SID	ROUTING
GAMTU 1Z By ATC ❶	Climb on 055° track to 1720′ (1313′) or above, turn RIGHT, 235° track, intercept 210° bearing from WG to GAMTU.
ST 1B	Climb on 055° track to 1070′ (663′) or above, turn LEFT to ST.

CHANGES: Initial turn altitude.

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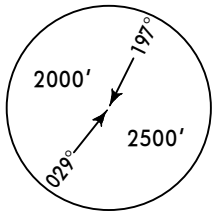
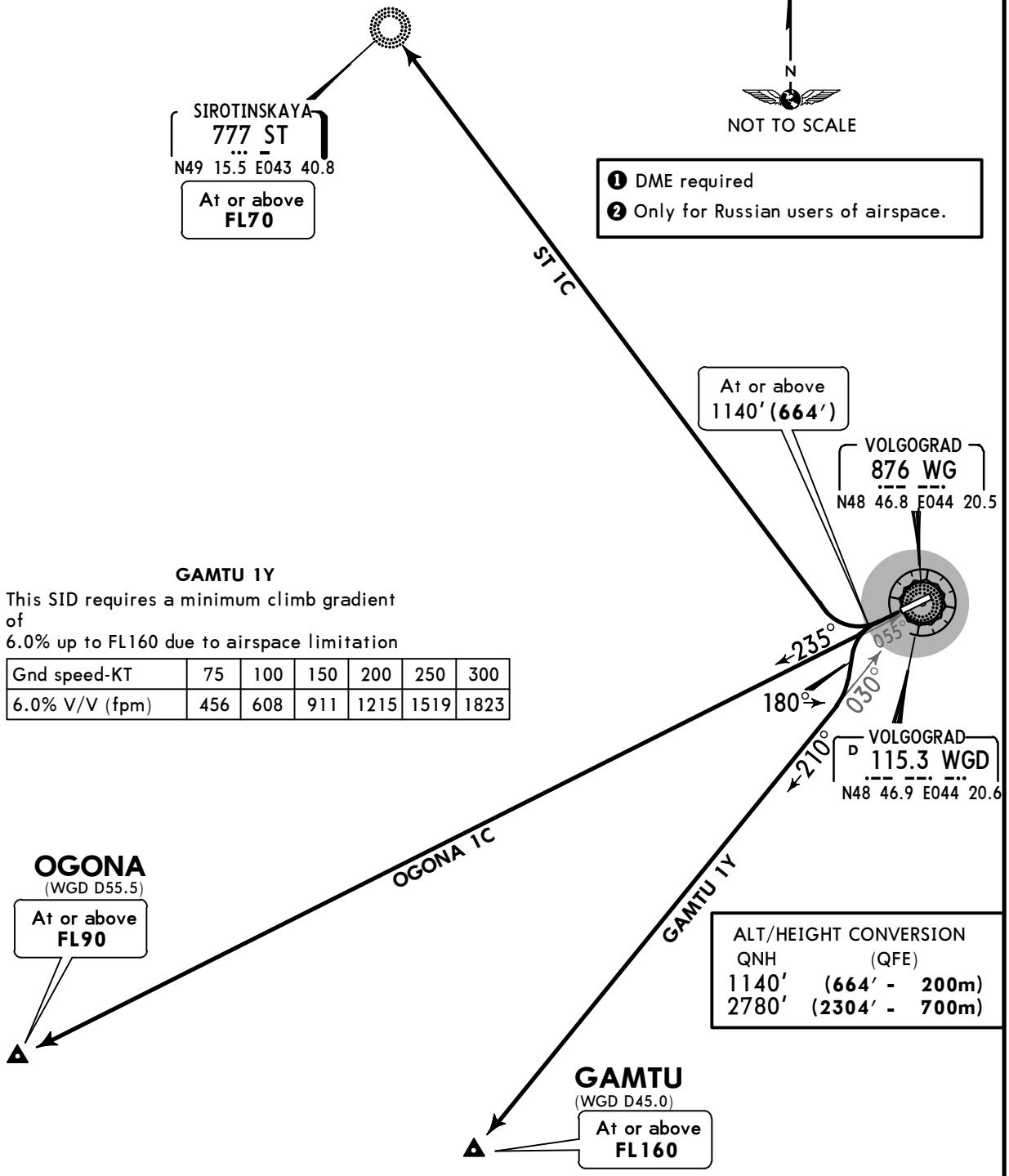
Apt Elev 476′	QNH on request (**QFE**) Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ (**2304′**)



MSA WG NDB

GAMTU 1Y [GAMT1Y]
OGONA 1C [OGON1C]
ST 1C
RWY 24 DEPARTURES



❶ DME required
❷ Only for Russian users of airspace.

GAMTU 1Y

This SID requires a minimum climb gradient of
6.0% up to FL160 due to airspace limitation

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

ALT/HEIGHT CONVERSION

QNH	(QFE)
1140′	(**664′ - 200m**)
2780′	(**2304′ - 700m**)

SID	ROUTING
GAMTU 1Y By ATC ❶	Climb on 235° track to 1140′ (664′) or above, turn LEFT, 180° track, intercept 210° bearing from WG to GAMTU.
OGONA 1C By ATC ❶❷	Climb on 235° track to 1140′ (664′) or above, intercept 235° bearing from WG to OGONA.
ST 1C	Climb on 235° track to 1140′ (664′) or above, turn RIGHT to ST.

CHANGES: Initial turn altitude.

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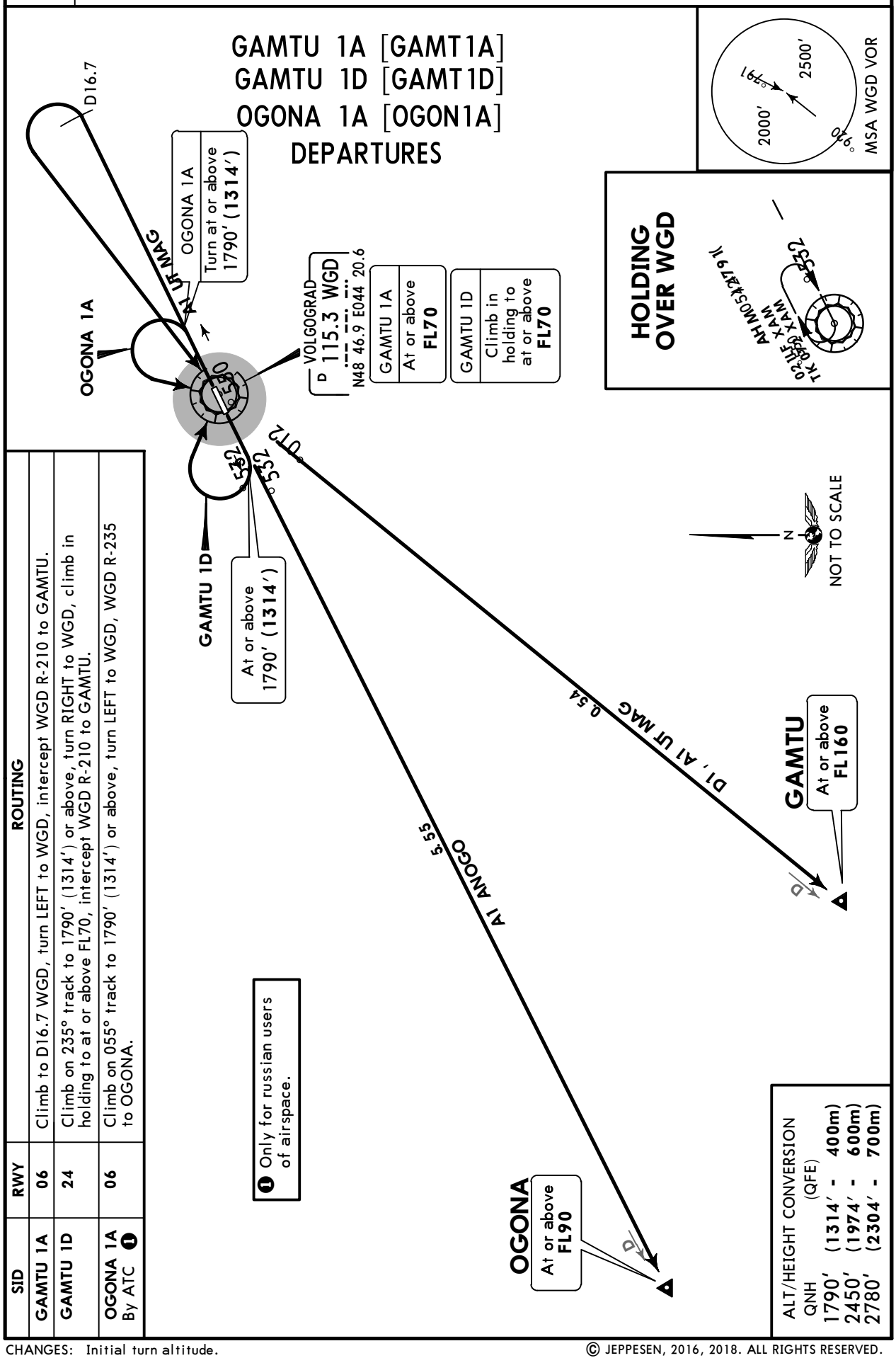
Apt Elev 476′

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′ (**2304′**)
DME required

GAMTU 1A [GAMT1A]
GAMTU 1D [GAMT1D]
OGONA 1A [OGON1A]
DEPARTURES



SID	RWY	ROUTING
GAMTU 1A	06	Climb to D16.7 WGD, turn LEFT to WGD, intercept WGD R-210 to GAMTU.
GAMTU 1D	24	Climb on 235° track to 1790′ (1314′) or above, turn RIGHT to WGD, climb in holding to at or above FL70, intercept WGD R-210 to GAMTU.
OGONA 1A By ATC ❶	06	Climb on 055° track to 1790′ (1314′) or above, turn LEFT to WGD, WGD R-235 to OGONA.

❶ Only for russian users of airspace.

CHANGES: Initial turn altitude.

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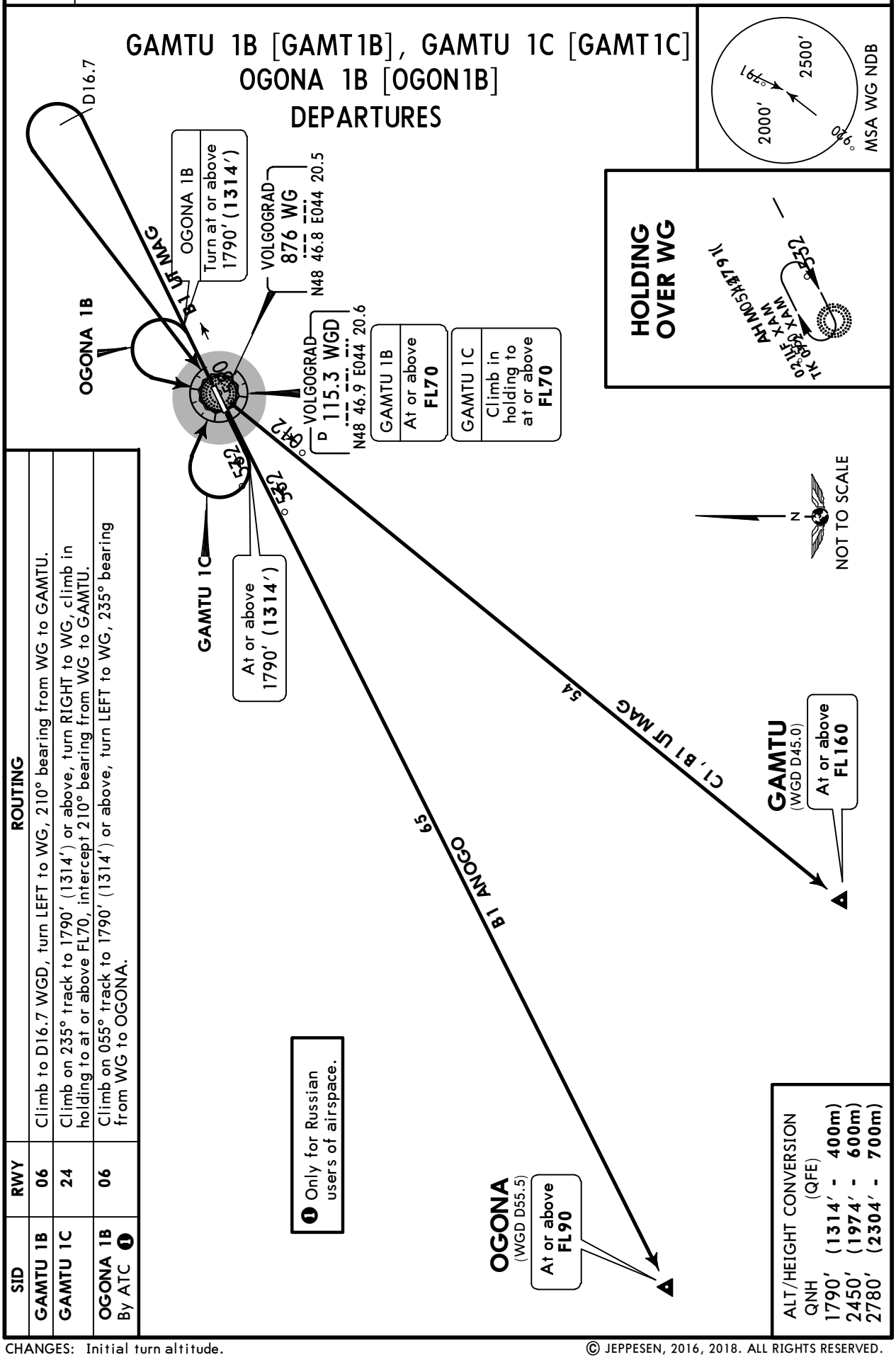
Apt Elev	
476′	QNH on request (**QFE**) Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt: 2780′ (**2304′**) **DME required.**

GAMTU 1B [GAMT1B], GAMTU 1C [GAMT1C] OGONA 1B [OGON1B] DEPARTURES



SID	RWY	ROUTING
GAMTU 1B	**06**	Climb to D16.7 WGD, turn LEFT to WG, 210° bearing from WG to GAMTU.
GAMTU 1C	**24**	Climb on 235° track to 1790′ (1314′) or above, turn RIGHT to WG, climb in holding to at or above FL70, intercept 210° bearing from WG to GAMTU.
OGONA 1B By ATC ❶	**06**	Climb on 055° track to 1790′ (1314′) or above, turn LEFT to WG, 235° bearing from WG to OGONA.

❶ Only for Russian users of airspace.

CHANGES: Initial turn altitude.

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URWW/VOG

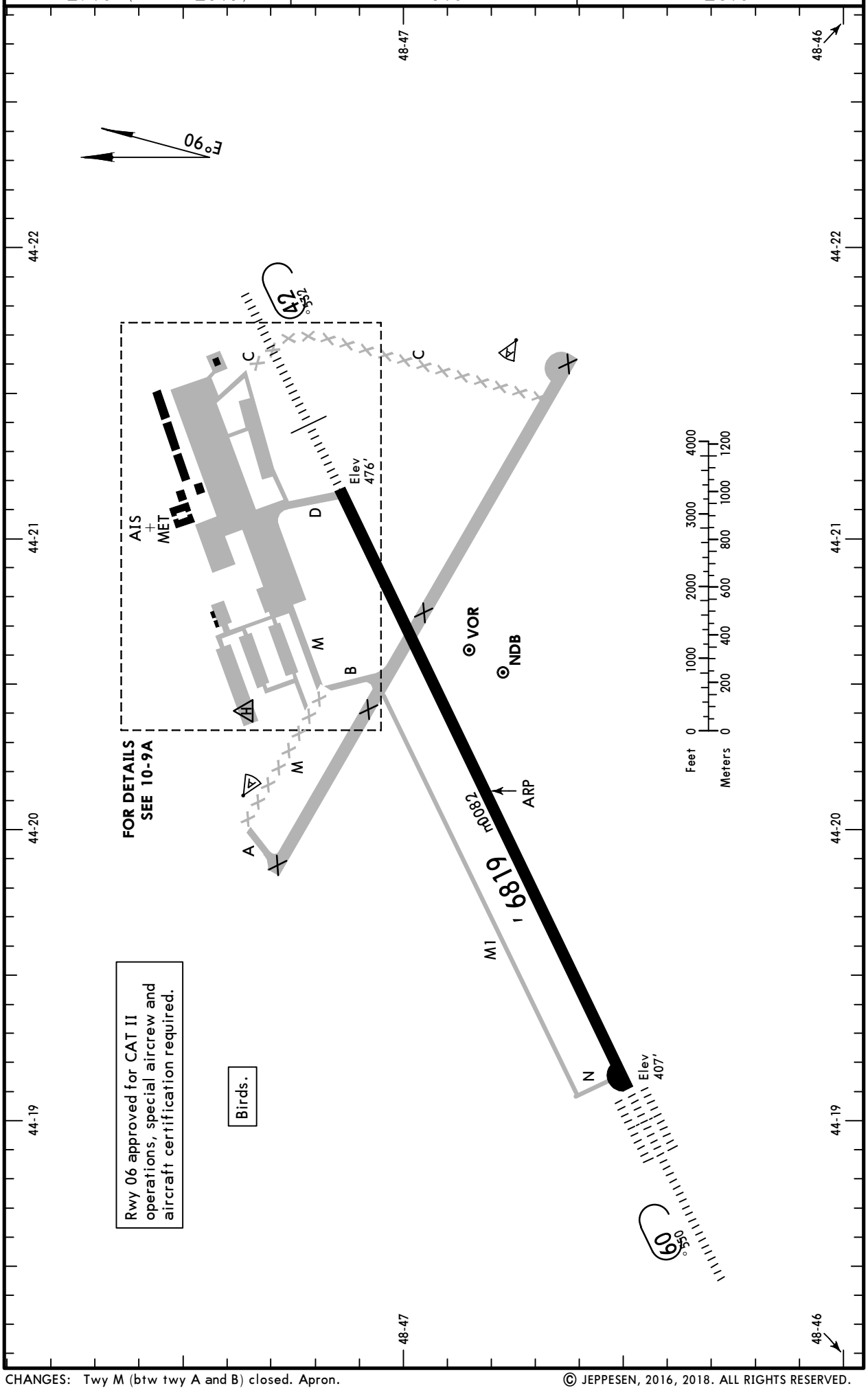
Apt Elev **476′**
N48 46.8 E044 20.1

JEPPESEN
31 AUG 18 (10-9) **Eff 13 Sep**

VOLGOGRAD, RUSSIA

GUMRAK

ATIS	VOLGOGRAD Ground	Tower
127.0 (Russian 129.9)	119.0	128.0



CHANGES: Twy M (btw twy A and B) closed. Apron.

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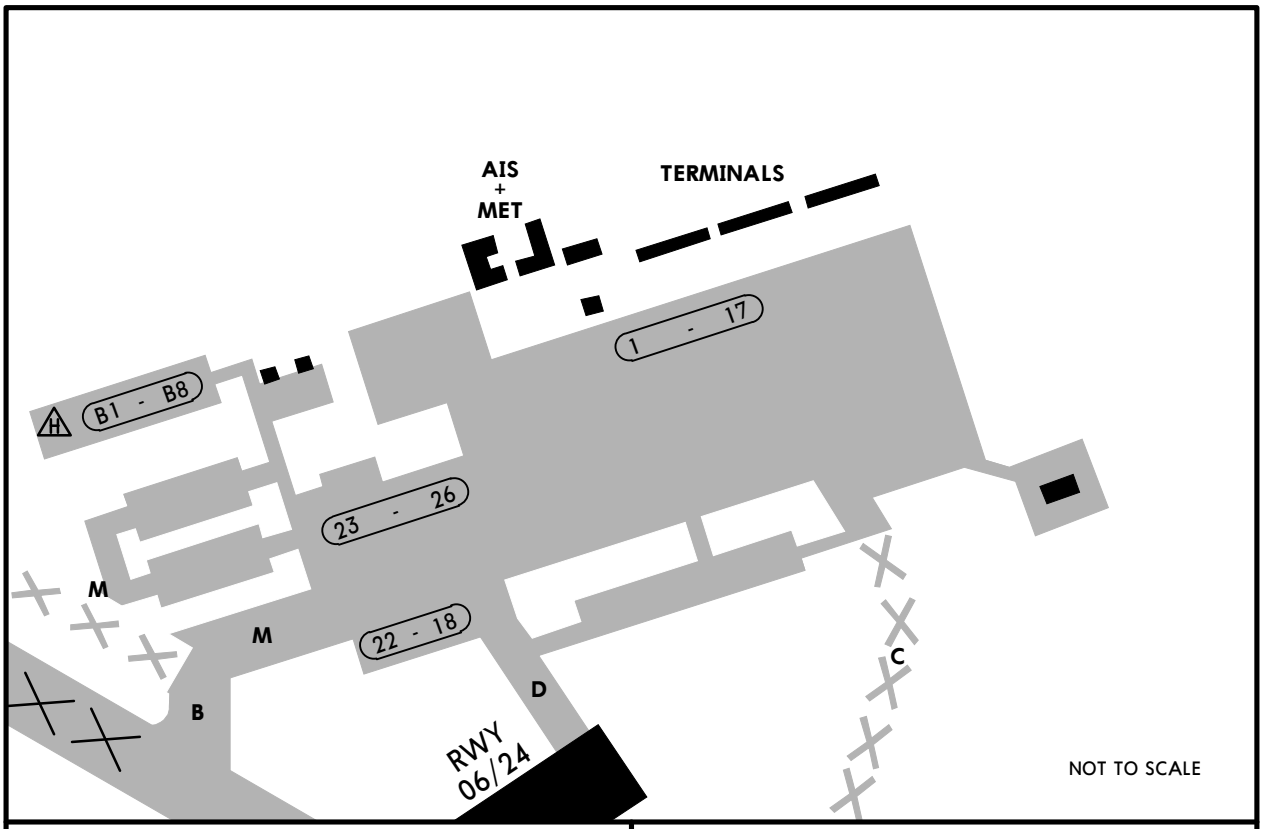

INS COORDINATES

STAND No.	COORDINATES
1	N48 47.3 E044 20.9
2, 3	N48 47.4 E044 21.0
4 thru 6	N48 47.4 E044 21.1
7 thru 9	N48 47.4 E044 21.2
10	N48 47.4 E044 21.3
11, 12	N48 47.5 E044 21.3
13 thru 15	N48 47.5 E044 21.4
16, 17	N48 47.5 E044 21.5
18	N48 47.3 E044 21.0
23, 24	N48 47.3 E044 20.8
25, 26	N48 47.3 E044 20.9

Taxiing out of stands shall be carried out by towing.
All stands are available for helicopters.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
06	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR		8274′ 2522m	❶	148′ 45m
24	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) RVR		7972′ 2430m		

❶ TAKE-OFF RUN AVAILABLE

RWY 06:
From rwy head 9186′ (2800m)
rwy 11/29 int 2280′ (695m)

RWY 24:
From rwy head 9186′ (2800m)
rwy 11/29 int 6906′ (2105m)

TAKE-OFF

AIR CARRIER (JAA)
All Rwys
LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A, B, C	200m (150m)	250m	400m
D	250m (200m)	300m	

RVR in parentheses if TDZ RVR is supplemented by Mid and/or Rollout RVR.

CHANGES: Twy M (btw twy A and B) closed. Apron.

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STRAIGHT-IN RWY		A	B	C	D
06	CAT 3A ILS	RA50′ R200m	RA50′ R200m	RA50′ R200m	RA50′ R200m
	CAT 2 ILS	506′(100′) RA110′R300m	506′(100′) RA110′R300m	537′(131′) RA145′R400m	550′(144′) RA161′R450m
	ILS Z, Y, X or W FULL TDZ or CL out ALS out	606′(200′) R550m ❶ R550m R1200m	606′(200′) R550m ❶ R550m R1200m	616′(210′) R550m ❶ R550m R1200m	626′(220′) R550m ❶ R550m R1200m
	GLS FULL TDZ or CL out ALS out	606′(200′) R550m ❶ R550m R1200m	606′(200′) R550m ❶ R550m R1200m	616′(210′) R550m ❶ R550m R1200m	626′(220′) R550m ❶ R550m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	❷ RNAV ALS out	730′(324′) R800m R1500m	730′(324′) R800m R1500m	730′(324′) R800m R1500m	730′(324′) R800m R1500m
	❷ VOR Z or Y ALS out	890′(484′) R1500m R1500m	890′(484′) R1500m R1500m	890′(484′) R1500m R2300m	890′(484′) R1500m R2300m
	❷ NDB ALS out	870′(464′) R1500m R1500m	870′(464′) R1500m R1500m	870′(464′) R1500m R2200m	870′(464′) R1500m R2200m
24	ILS Z, Y, X or W FULL ALS out	676′(200′) ❶ R550m R1200m	676′(200′) ❶ R550m R1200m	676′(200′) ❶ R550m R1200m	676′(200′) ❶ R550m R1200m
	GLS FULL ALS out	676′(200′) ❶ R550m R1200m	676′(200′) ❶ R550m R1200m	676′(200′) ❶ R550m R1200m	676′(200′) ❶ R550m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	❷ RNAV ALS out	870′(394′) R1100m R1500m	870′(394′) R1100m R1500m	870′(394′) R1100m R1800m	870′(394′) R1100m R1800m
	❷ VOR Z or Y ALS out	870′(394′) R1100m R1500m	870′(394′) R1100m R1500m	870′(394′) R1100m R1800m	870′(394′) R1100m R1800m
	❷ NDB ALS out	870′(394′) R1100m R1500m	870′(394′) R1100m R1500m	870′(394′) R1100m R1800m	870′(394′) R1100m R1800m

❶ W/o HUD/AP/FD: RVR 750m.
❷ Continuous Descent Final Approach.

CHANGES: Runway elevation. CAT 3A minimums added.

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CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	920′(444′)❶ V1500m	**990**′(514′) V1600m	**1090**′(614′) V2400m	**1270**′(794′) V3600m

❶ or higher minimums of preceding straight-in approach.

TAKE-OFF

	Low Visibility Take-off					
	1 HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO R125m	TDZ, MID, RO R150m	R200m	R300m	400m	500m

1 R75m with approved guidance system or HUD/HUDLS.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18 (11-1) Eff 11 Oct

VOLGOGRAD, RUSSIA
ILS Z Rwy 06

BRIEFING STRIP

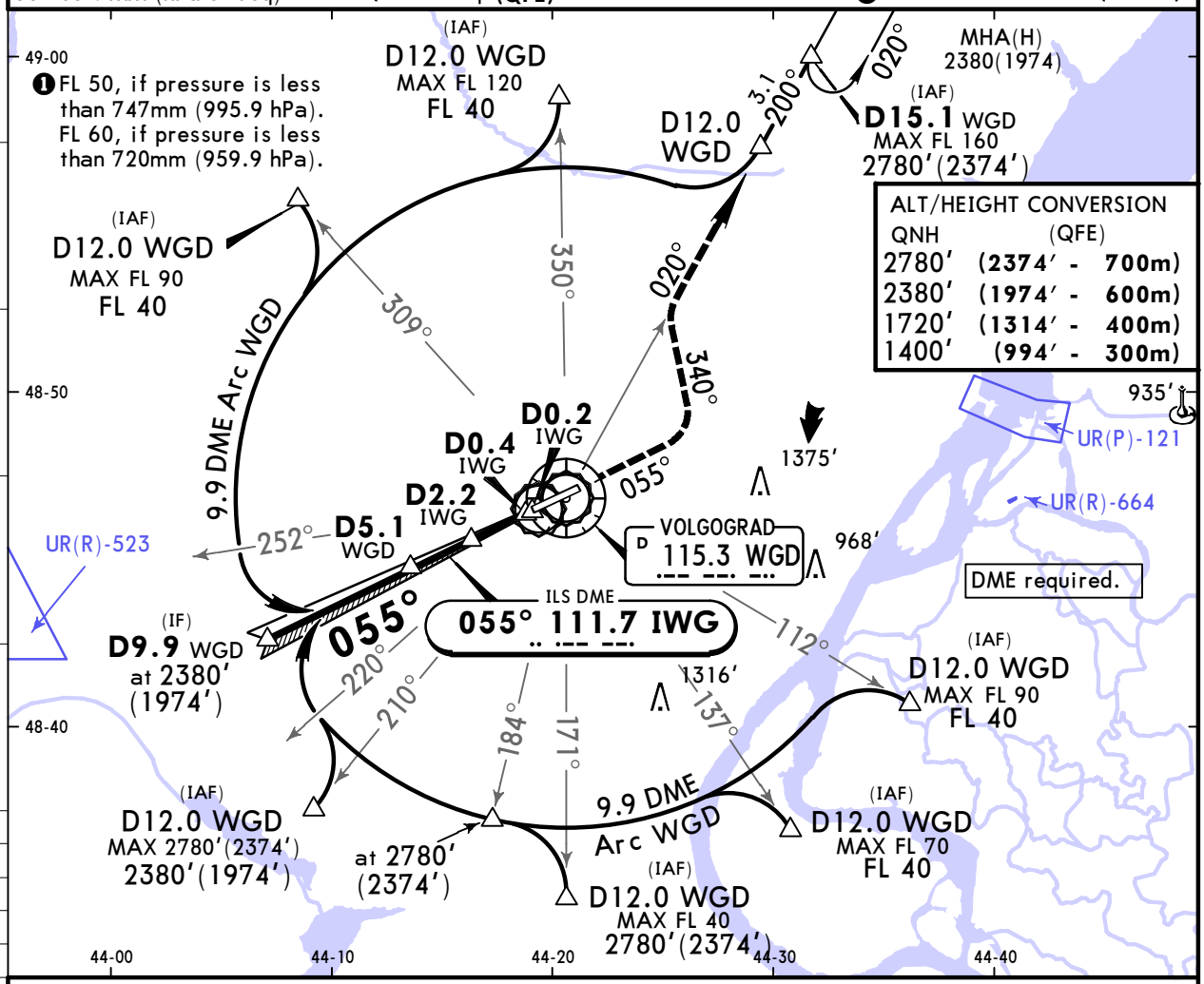
ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

LOC IWG	Final Apch Crs	GS	ILS DA(H)	Apt Elev 476′
111.7	**055°**	**D2.2 IWG** 1144′(**738′**)	Refer to Minimums	Rwy 406′

MISSED APCH: Climb STRAIGHT AHEAD to 1400′(994′) or above, then turn LEFT onto 340° to intercept R-020 WGD, then proceed to holding.

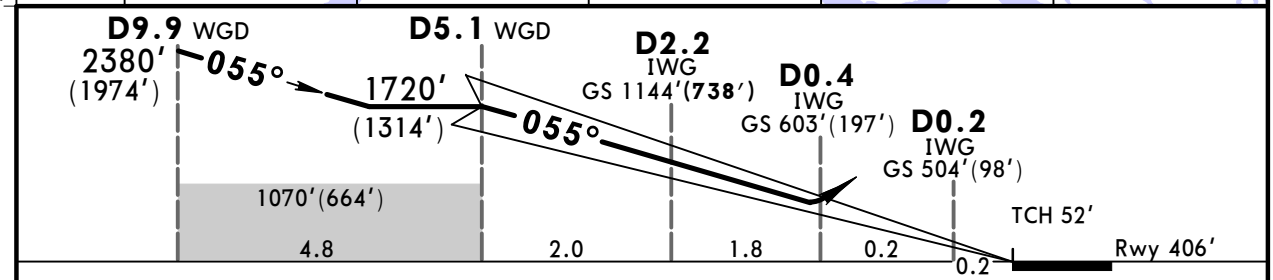
MSA WGD VOR: 2000 (197°–029°), 2500

Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL 40 ❶ | Trans alt: 2780′(**2374′**)



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2780′	(**2374′** -	**700m**)
2380′	(**1974′** -	**600m**)
1720′	(**1314′** -	**400m**)
1400′	(**994′** -	**300m**)



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

HIALS-II | PAPI | MIM 1400′ (994′) | 340° LT | WGD 115.3 R-020

PANS OPS

STRAIGHT-IN LANDING RWY **06**

ILS: DA(H) AB: 606′(**200′**) C: 616′(**210′**) D: 626′(**220′**)

	FULL	TDZ or CL out	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
B			
C			
D			

LOC (GS out): NOT AUTHORIZED

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	920′(444′)	1600m
135	990′(514′)	1600m
180	1090′(614′)	2800m
205	1270′(794′)	4000m

CHANGES: Missed approach altitude. TCH. SMA

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18
Eff 11 Oct
11-1A

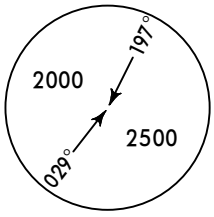
VOLGOGRAD, RUSSIA
CAT II ILS Z Rwy 06

BRIEFING STRIP

ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

LOC IWG	Final Apch Crs	GS D2.2 IWG	CAT II ILS Refer to Minimums	Apt Elev 476′ Rwy 406′
111.7	055°	1144′(738′)		

MISSED APCH: Climb STRAIGHT AHEAD to 1400′(994′) or above, then turn LEFT onto 340° to intercept R-020 WGD, then proceed to holding.



MSA
WGD VOR

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 40 ❶ | Trans alt: 2780′(2374′)

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

(IAF) D12.0 WGD MAX FL 120 FL 40

D12.0 WGD

3.1 200° 020°

MHA(H) 2780(2374)

(IAF) D15.1 WDG MAX FL 160 2780′(2374′)

(IAF) D12.0 WGD MAX FL 90 FL 40

Special Aircrew and Aircraft Certification Required.

9.9 DME Arc WGD

309° 350° 020° 340° 055°

D0.2 IWG
D0.4 IWG
D2.2 IWG
D5.1 WGD

DME required.

252°

UR(R)-523

VOLGOGRAD 115.3 WGD

ILS DME 055° 111.7 IWG

1375′ 968′ 935′ 1316′

UR(P)-121

UR(R)-664

(IF) D9.9 WGD at 2380′ (1974′)

055°

220° 210° 184° 171° 137° 112°

(IAF) D12.0 WGD MAX FL 90 FL 40

(IAF) D12.0 WGD MAX 2780′(2374′) 2380′(1974′)

at 2780′ (2374′)

9.9 DME Arc WGD

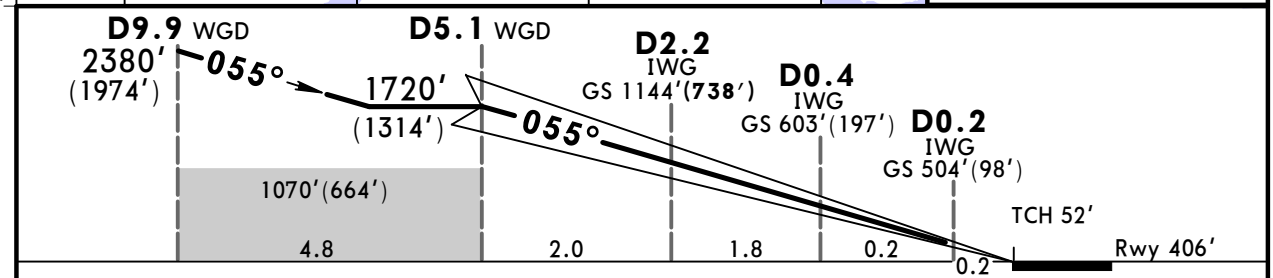
(IAF) D12.0 WGD MAX FL 40 2780′(2374′)

(IAF) D12.0 WGD MAX FL 70 FL 40

49-00 48-50 48-40 44-00 44-10 44-20 44-30 44-40

ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	(2374′ - 700m)
2380′	(1974′ - 600m)
1720′	(1314′ - 400m)
1400′	(994′ - 300m)



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

HIALS-II PAPI

MIM 1400′ (994′)

340° LT

WGD 115.3 R-020

STRAIGHT-IN LANDING RWY 06
CAT II ILS

PANS OPS

AB	C	D
RA 110′	RA 145′	RA 161′
DA(H) 506′(100′)	DA(H) 537′(131′)	DA(H) 550′(144′)
RVR 300m	RVR 400m	RVR 450m

CHANGES: Missed approach altitude. TCH. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18 (11-2) Eff 11 Oct

VOLGOGRAD, RUSSIA
ILS Y Rwy 06

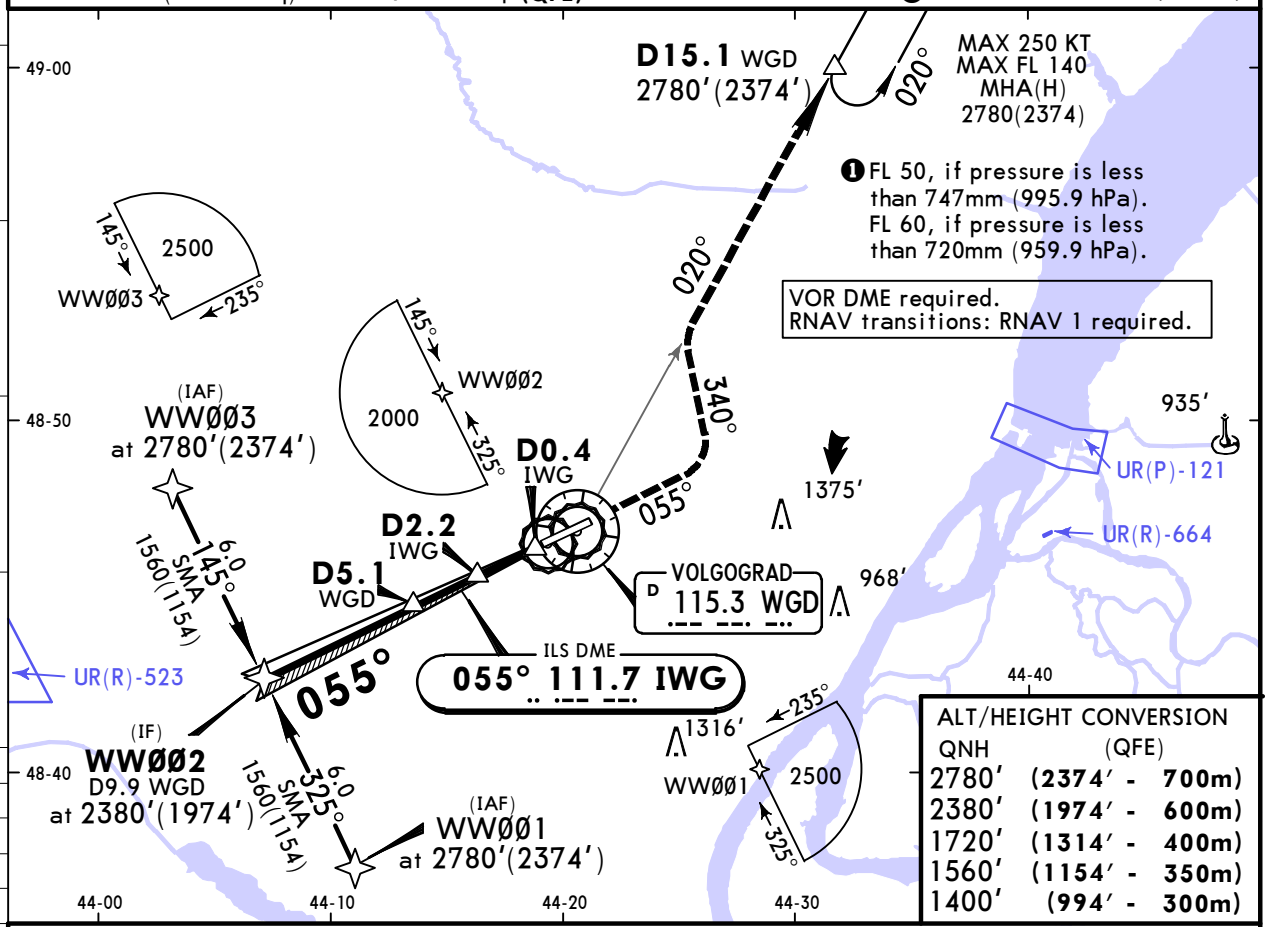
BRIEFING STRIP ™

ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

LOC IWG	Final Apch Crs	GS D2.2 IWG	ILS DA(H) Refer to Minimums	Apt Elev 476′ Rwy 406′	TAA 25 NM IAF/IF
111.7	055°	1144′(738′)			

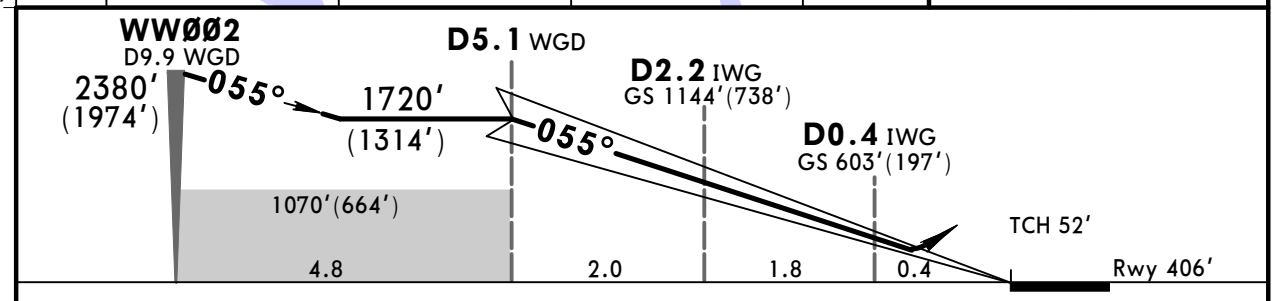
MISSED APCH: Climb STRAIGHT AHEAD to 1400′(994′) or above, then turn LEFT onto 340° to intercept R-020 WGD, then proceed to holding.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 40 ❶ | Trans alt: 2780′(2374′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	(2374′ - 700m)
2380′	(1974′ - 600m)
1720′	(1314′ - 400m)
1560′	(1154′ - 350m)
1400′	(994′ - 300m)



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

HIALS-II
PAPI

MIM 1400′ (994′)

340° LT

WGD 115.3 R-020

PANS OPS

STRAIGHT-IN LANDING RWY 06

	ILS FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out)
	DA(H) AB: 606′(200′) C: 616′(210′) D: 626′(220′)			
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	910′(434′)	1600m
135	990′(514′)	1600m
180	1090′(614′)	2800m
205	1270′(794′)	4000m

CHANGES: Missed apch alt. Waypoints. TCH. SMA. Minimums.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18
Eff 11 Oct
11-2A

VOLGOGRAD, RUSSIA
CAT II ILS Y Rwy 06

BRIEFING STRIP

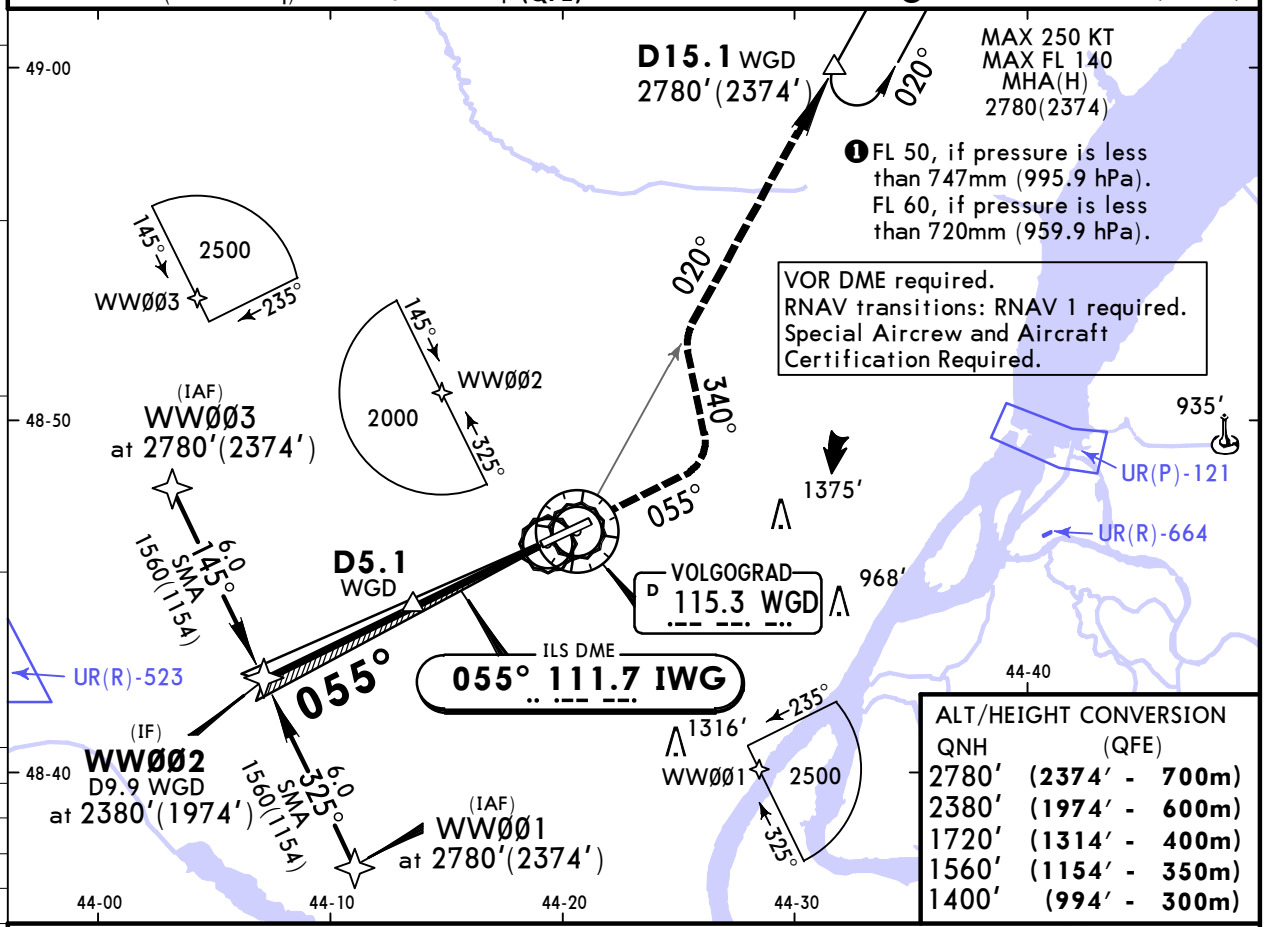
ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

LOC IWG	Final Apch Crs	GS D2.2 IWG	CAT II ILS Refer to Minimums	Apt Elev 476′ Rwy 406′
111.7	055°	1144′(738′)		

MISSED APCH: Climb STRAIGHT AHEAD to 1400′(994′) or above, then turn LEFT onto 340° to intercept R-020 WGD, then proceed to holding.

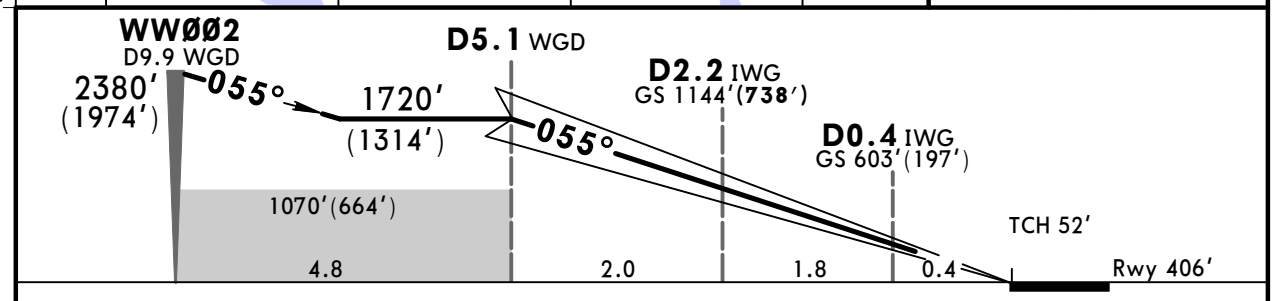
TAA 25 NM IAF/IF

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 40 ❶ | Trans alt: 2780′(2373′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	(2374′ - 700m)
2380′	(1974′ - 600m)
1720′	(1314′ - 400m)
1560′	(1154′ - 350m)
1400′	(994′ - 300m)



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

HIALS-II
PAPI

MIM 1400′ (994′)

340° LT

WGD 115.3 R-020

PANS OPS

STRAIGHT-IN LANDING RWY 06
CAT II ILS

AB	C	D
RA 110′	RA 145′	RA 161′
DA(H) 506′(100′)	DA(H) 537′(131′)	DA(H) 550′(144′)
RVR 300m	RVR 400m	RVR 450m

CHANGES: Missed apch alt. Waypoints. TCH. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18 (11-3) Eff 11 Oct

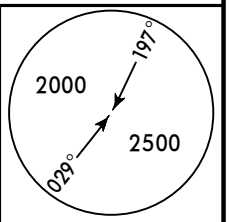
VOLGOGRAD, RUSSIA
ILS X Rwy 06

BRIEFING STRIP™

ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

LOC IWG	Final Apch Crs	GS	ILS DA(H)	Apt Elev 476′
111.7	**055°**	**D2.2 IWG** 1144′(**738′**)	Refer to Minimums	Rwy 406′

MISSED APCH: Climb STRAIGHT AHEAD to 1400′(994′) or above, then turn LEFT to NDB climbing to 2380′(1974′) or above.



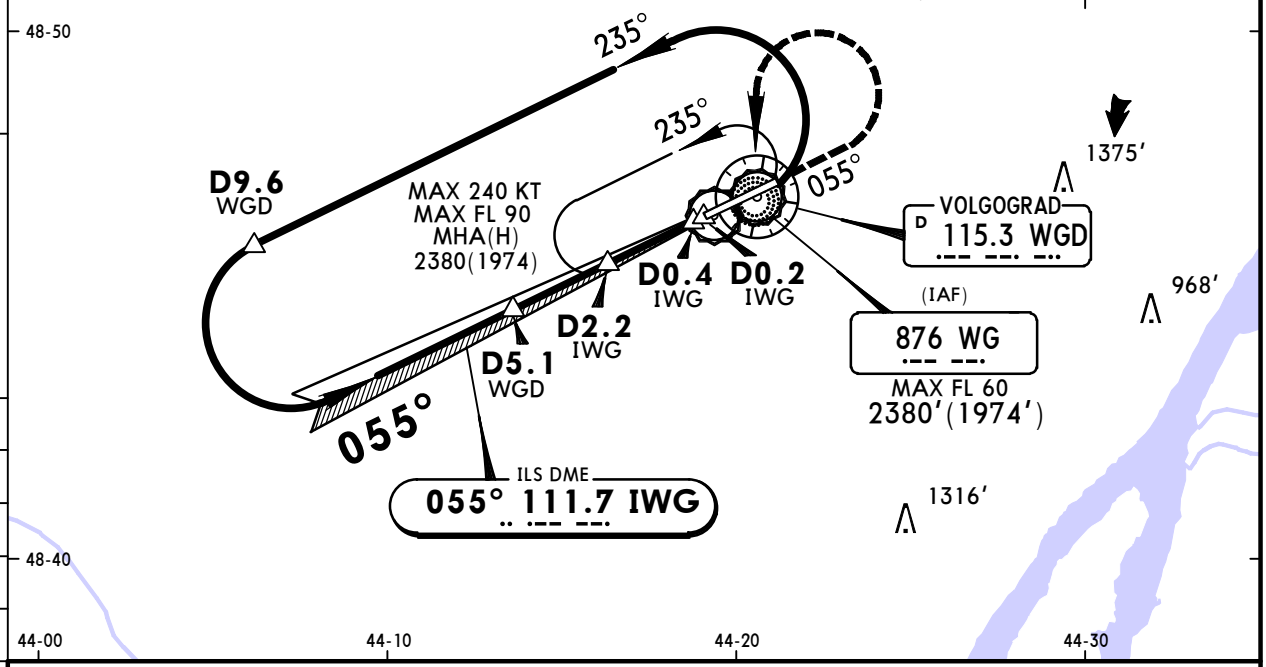
MSA WG NDB

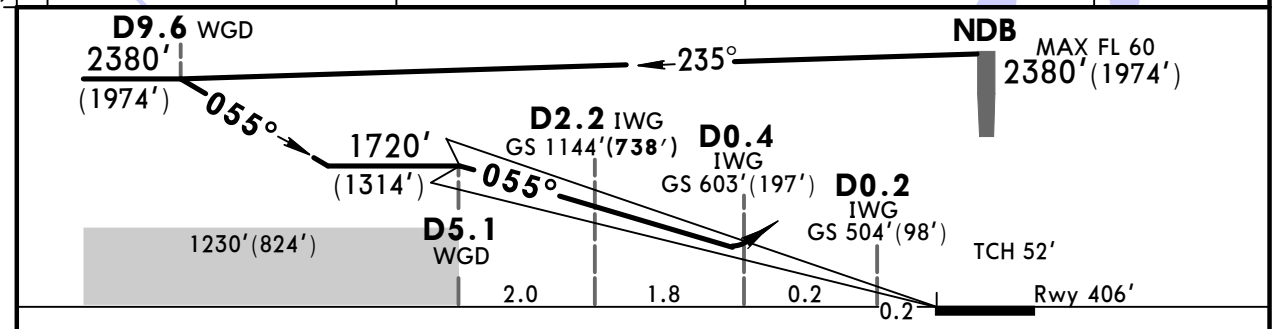
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 ❶ Trans alt: 2780′(**2374′**)
DME required.

❶FL 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′	(**2374′ - 700m**)
2380′	(**1974′ - 600m**)
1720′	(**1314′ - 400m**)
1400′	(**994′ - 300m**)





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

HIALS-II
PAPI

MIM	MIM	
1400′ (994′)	2380′ (1974′) LT	WG **876**

STRAIGHT-IN LANDING RWY **06**

ILS
C: 616′(**210′**)
DA(H) AB: 606′(**200′**) D: 626 (**220′**)

	FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	920′(444′)	1600m
135	990′(514′)	1600m
180	1090′(614′)	2800m
205	1270′(794′)	4000m

PANS OPS

CHANGES: Missed approach altitude. TCH. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18
Eff 11 Oct
11-3A

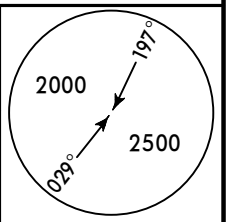
VOLGOGRAD, RUSSIA
CAT II ILS X Rwy 06

BRIEFING STRIP ™

ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

LOC IWG	Final Apch Crs	GS	CAT II ILS Refer to Minimums	Apt Elev 476′
111.7	**055°**	**D2.2 IWG** 1144′(**738′**)		Rwy 406′

MISSED APCH: Climb STRAIGHT AHEAD to 1400′(994′) or above, then turn LEFT to NDB climbing to 2380′(1974′) or above.



MSA WG NDB

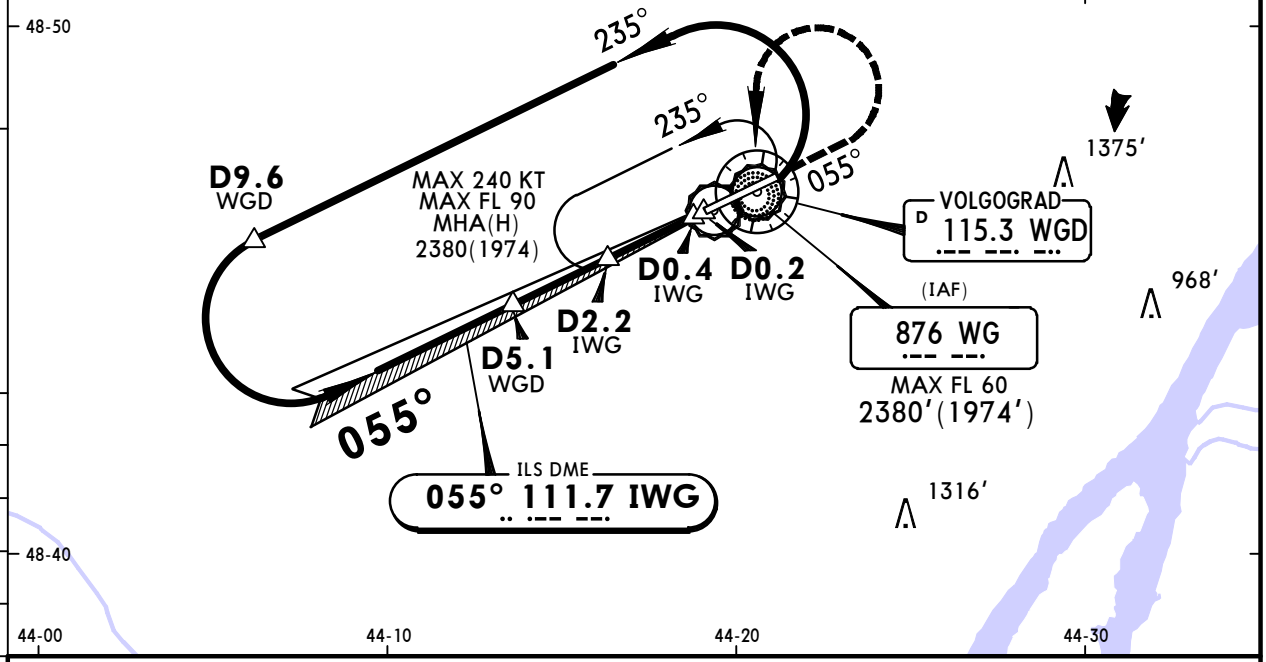
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 ❶ Trans alt: 2780′(**2374′**)

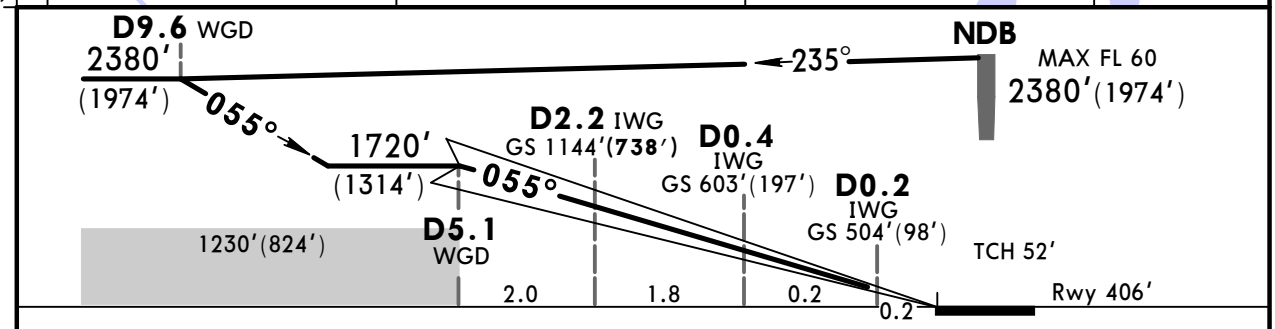
1. DME required. 2. Special Aircrew and Aircraft Certification Required.

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′	(**2374′ - 700m**)
2380′	(**1974′ - 600m**)
1720′	(**1314′ - 400m**)
1400′	(**994′ - 300m**)





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

HIALS-II
PAPI

MIM	MIM	WG
1400′ (994′)	2380′ (1974′) LT	**876**

PANS OPS

STRAIGHT-IN LANDING RWY **06**
CAT II ILS

AB	C	D
RA 110′	**RA 145′**	**RA 161′**
DA(H) 506′(**100′**)	DA(H) 537′(**131′**)	DA(H) 550′(**144′**)
RVR 300m	RVR 400m	RVR 450m

CHANGES: Missed approach altitude. TCH. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18 (11-4) Eff 11 Oct

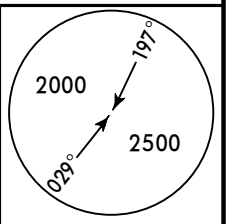
VOLGOGRAD, RUSSIA
ILS W Rwy 06

BRIEFING STRIP

ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

LOC IWG	Final Apch Crs	GS	ILS DA(H)	Apt Elev 476′
111.7	**055°**	**D2.2 IWG** 1144′(**738′**)	Refer to Minimums	Rwy 406′

MISSED APCH: Climb STRAIGHT AHEAD to 1400′(994′) or above, then turn LEFT to VOR climbing to 2380′(1974′) or above.



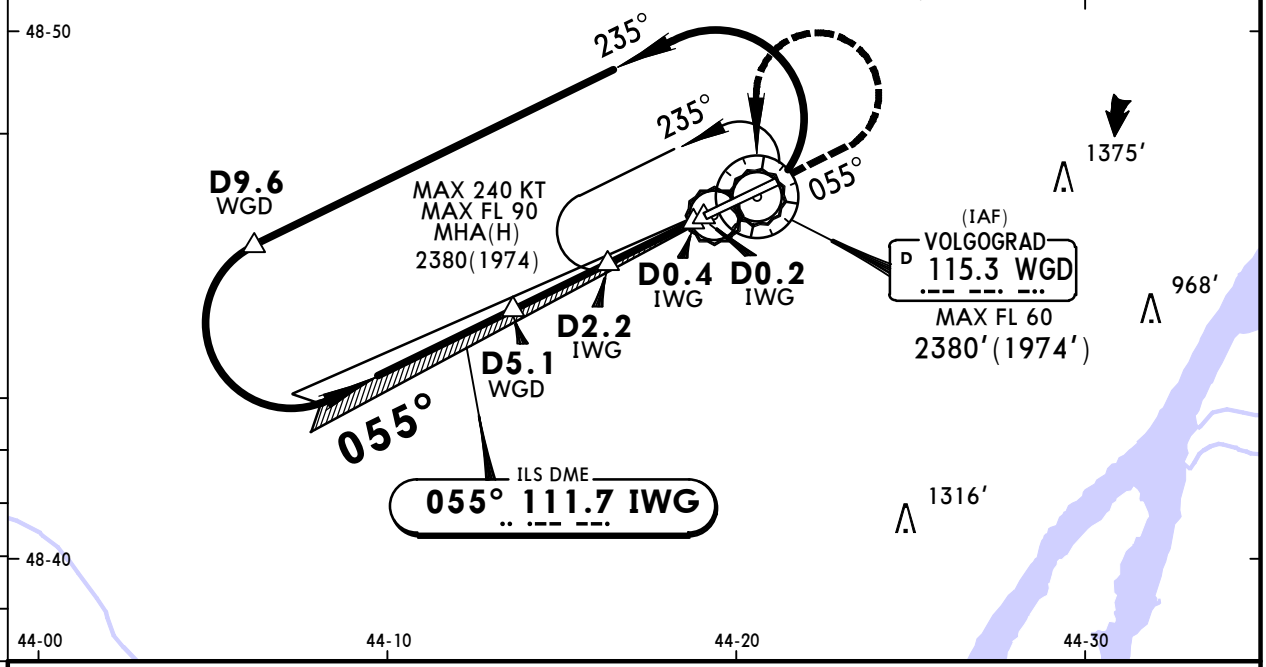
MSA WGD VOR

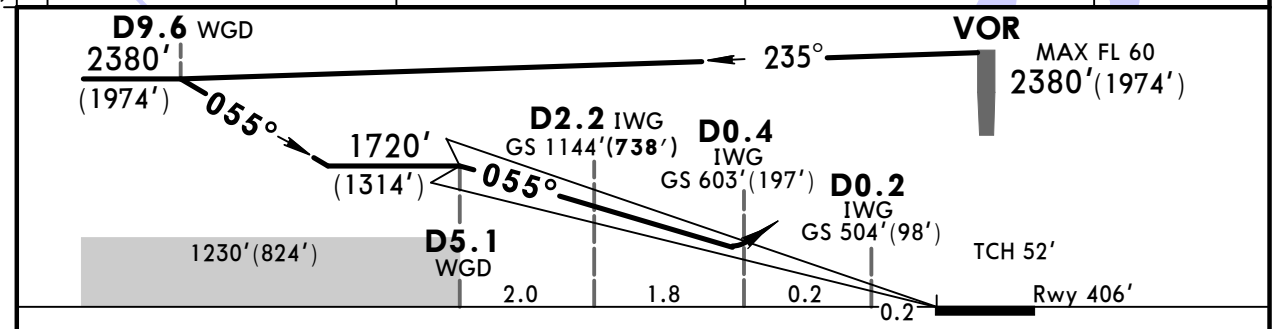
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 ❶ Trans alt: 2780′(**2374′**)
DME required.

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′	(**2374′ - 700m**)
2380′	(**1974′ - 600m**)
1720′	(**1314′ - 400m**)
1400′	(**994′ - 300m**)





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

HIALS-II
PAPI

MIM	MIM	WGD
1400′ (994′)	2380′ (1974′) LT	**115.3**

PANS OPS

STRAIGHT-IN LANDING RWY **06**

ILS
C: 616′(**210′**)
DA(H) AB: 606′(**200′**) D: 626′(**220′**)

	FULL	TDZ or CL out	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
B			
C			
D			

LOC (GS out): NOT AUTHORIZED

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	920′(444′)	1600m
135	990′(514′)	1600m
180	1090′(614′)	2800m
205	1270′(794′)	4000m

CHANGES: Missed approach altitude. TCH. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18
Eff 11 Oct
11-4A

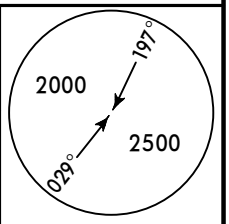
VOLGOGRAD, RUSSIA
CAT II ILS W Rwy 06

BRIEFING STRIP

ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

LOC IWG	Final Apch Crs	GS	CAT II ILS Refer to Minimums	Apt Elev 476′
111.7	**055°**	**D2.2 IWG** 1144′(**738′**)		Rwy 406′

MISSED APCH: Climb STRAIGHT AHEAD to 1400′(994′) or above, then turn LEFT to VOR climbing to 2380′(1974′) or above.



MSA WGD VOR

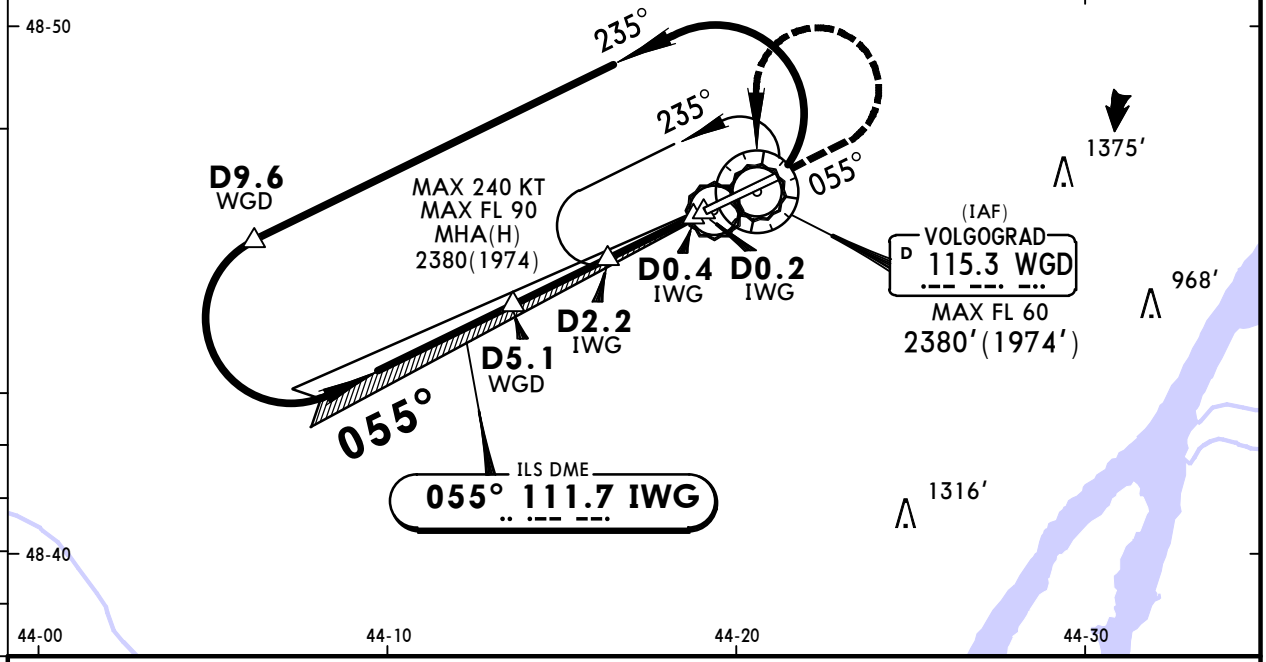
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 ❶ Trans alt: 2780′(**2374′**)

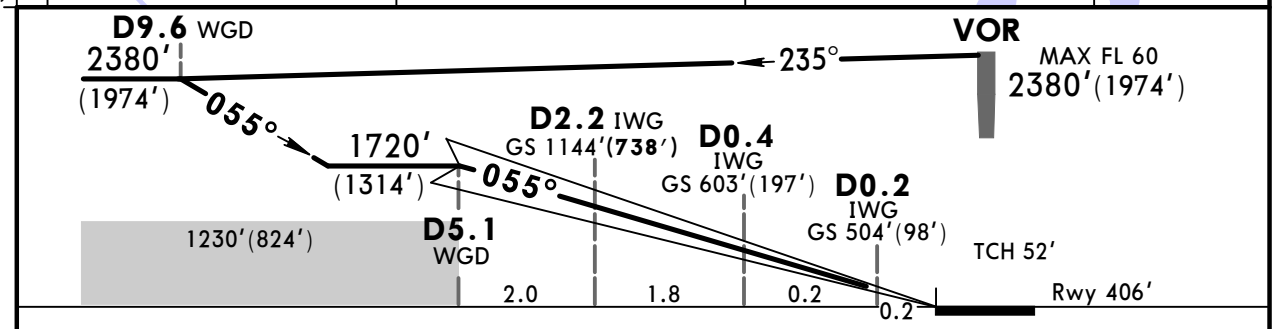
1. DME required. 2. Special Aircrew and Aircraft Certification Required.

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′	(**2374′ - 700m**)
2380′	(**1974′ - 600m**)
1720′	(**1314′ - 400m**)
1400′	(**994′ - 300m**)





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

HIALS-II
PAPI

MIM	MIM	WGD
1400′ (994′)	2380′ (1974′) LT	115.3

PANS OPS

STRAIGHT-IN LANDING RWY **06**
CAT II ILS

AB	C	D
RA 110′	**RA 145′**	**RA 161′**
DA(H) 506′(**100′**)	DA(H) 537′(**131′**)	DA(H) 550′(**144′**)
RVR 300m	RVR 400m	RVR 450m

CHANGES: Missed approach altitude. TCH. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18 (11-5) Eff 11 Oct

VOLGOGRAD, RUSSIA
ILS Z Rwy 24

BRIEFING STRIP TM

ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

LOC IWD	Final Apch Crs	GS D2.2 IWG	ILS DA(H)	Apt Elev 476′
110.5	235°	1214′(738′)	676′(200′)	Rwy 476′

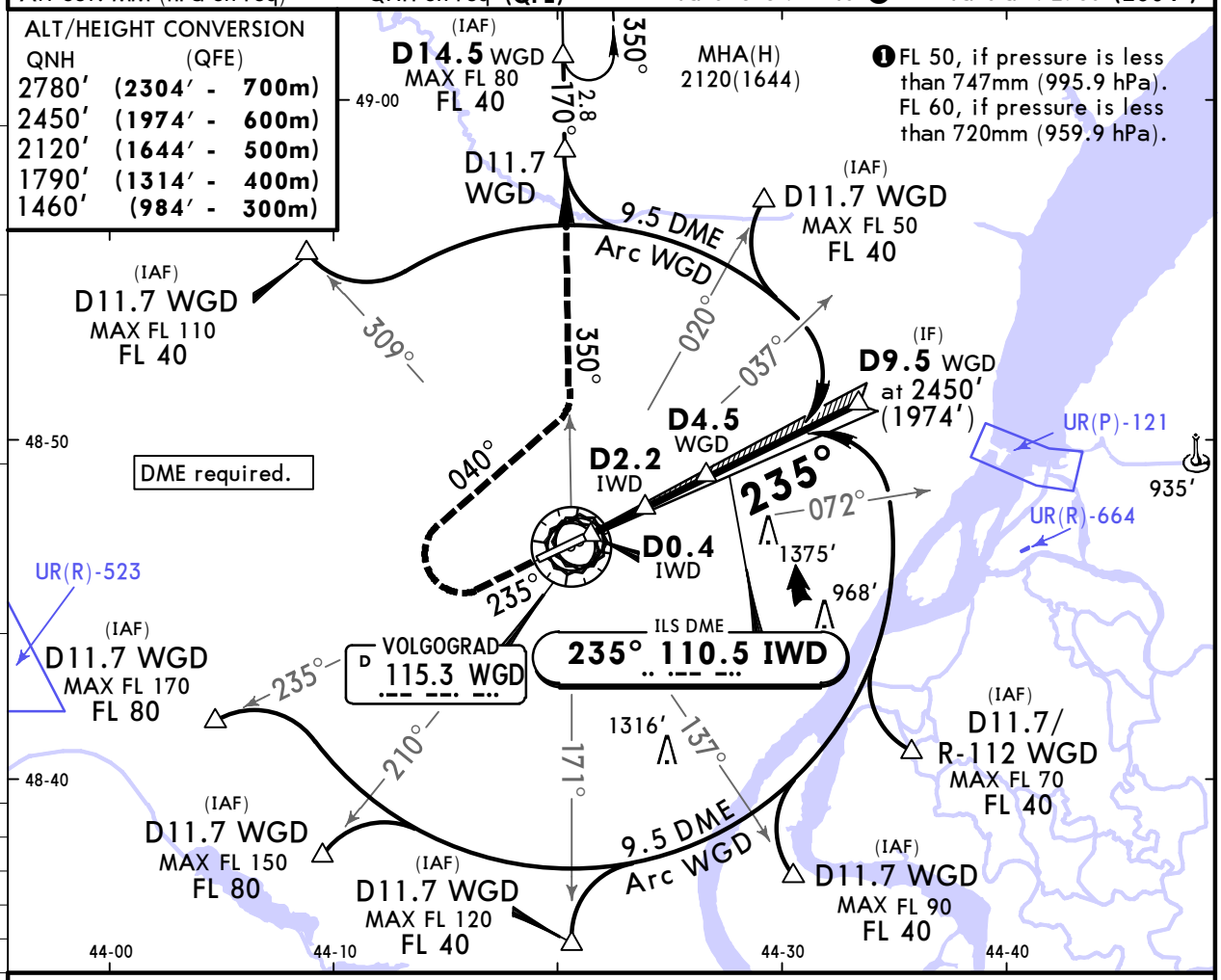
MISSED APCH: Climb STRAIGHT AHEAD to 1460′(984′) or above, then turn RIGHT (MAX 205 KT) onto 040° to intercept R-350 WGD, then proceed to holding.

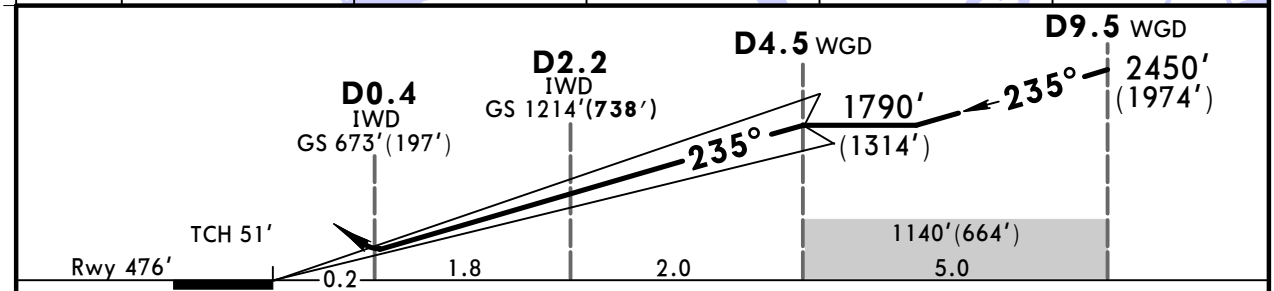
MSA WGD VOR: 2000, 2500, 029°, 197°

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2780′(2304′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	(2304′ - 700m)
2450′	(1974′ - 600m)
2120′	(1644′ - 500m)
1790′	(1314′ - 400m)
1460′	(984′ - 300m)





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

HIALS PAPI | MIM 1460′ (984′) | 040° RT | WGD 115.3 R-350

PANS OPS

	STRAIGHT-IN LANDING RWY 24 ILS DA(H) 676′(200′) FULL	ALS out	LOC (GS out)	CIRCLE-TO-LAND Max Kts	MDA(H)	
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	100	920′(444′)	1600m
B				135	990′(514′)	1600m
C				180	1090′(614′)	2800m
D				205	1270′(794′)	4000m

CHANGES: Missed approach altitude. TCH. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18 (11-6) Eff 11 Oct

VOLGOGRAD, RUSSIA
ILS Y Rwy 24

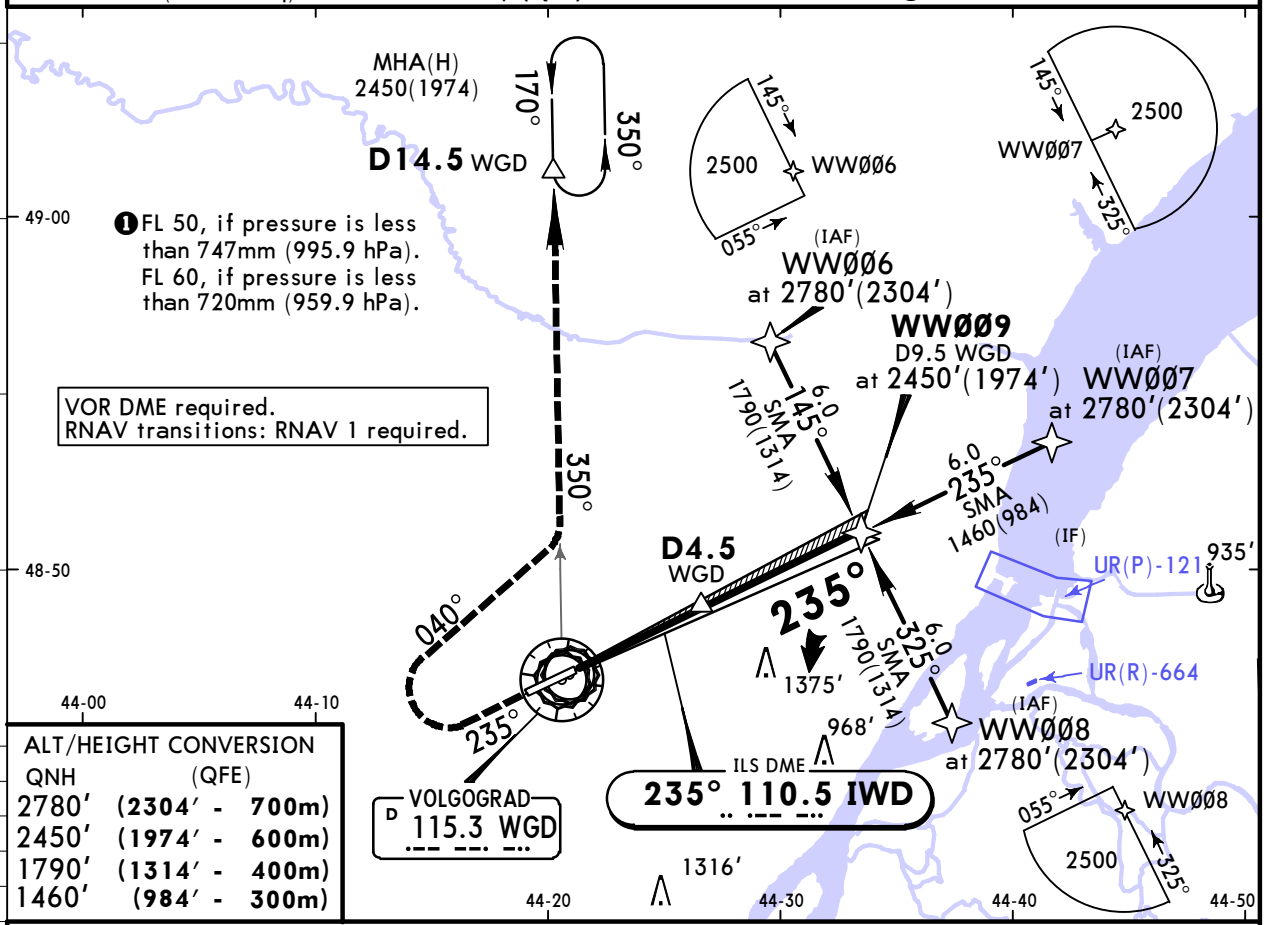
BRIEFING STRIP ™

ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

LOC IWD	Final Apch Crs	GS D4.5 WGD	ILS DA(H)	Apt Elev 476′ Rwy 476′	TAA 25 NM IAF
110.5	235°	1790′(1314′)	676′(200′)		

MISSED APCH: Climb STRAIGHT AHEAD to 1460′(984′) or above, then turn RIGHT onto 040° to intercept R-350 WGD climbing to 2780′(2304′), then proceed to holding.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2780′(2304′)

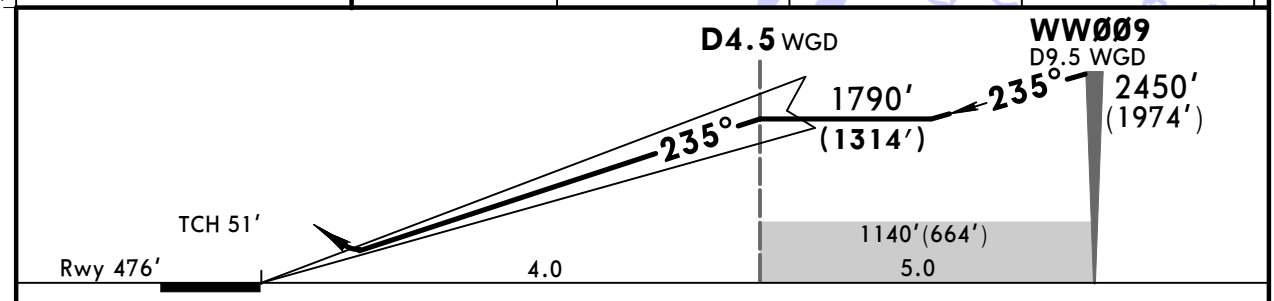


❶ FL 50, if pressure is less than 747mm (995.9 hPa).
FL 60, if pressure is less than 720mm (959.9 hPa).

VOR DME required.
RNAV transitions: RNAV 1 required.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	(2304′ - 700m)
2450′	(1974′ - 600m)
1790′	(1314′ - 400m)
1460′	(984′ - 300m)



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

HIALS
PAPI

MIM 1460′ (984′)

040° RT

WGD 115.3 R-350

PANS OPS

	STRAIGHT-IN LANDING RWY 24 ILS DA(H) 676′(200′) FULL	ALS out	LOC (GS out)	CIRCLE-TO-LAND Max Kts	MDA(H)	
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	100	920′(444′)	1600m
B				135	990′(514′)	1600m
C				180	1090′(614′)	2800m
D				205	1270′(794′)	4000m

CHANGES: Missed approach altitude. TCH. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18 (11-7) Eff 11 Oct

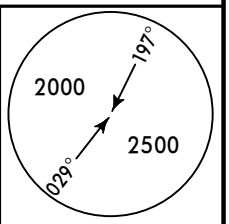
VOLGOGRAD, RUSSIA
ILS X Rwy 24

BRIEFING STRIP TM

ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

LOC IWD	Final Apch Crs	GS D2.2 IWG	ILS DA(H)	Apt Elev 476′ Rwy 476′
110.5	235°	1214′(738′)	676′(200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1460′(984′) or above, then turn RIGHT to NDB climbing to 2450′(1974′) or above.



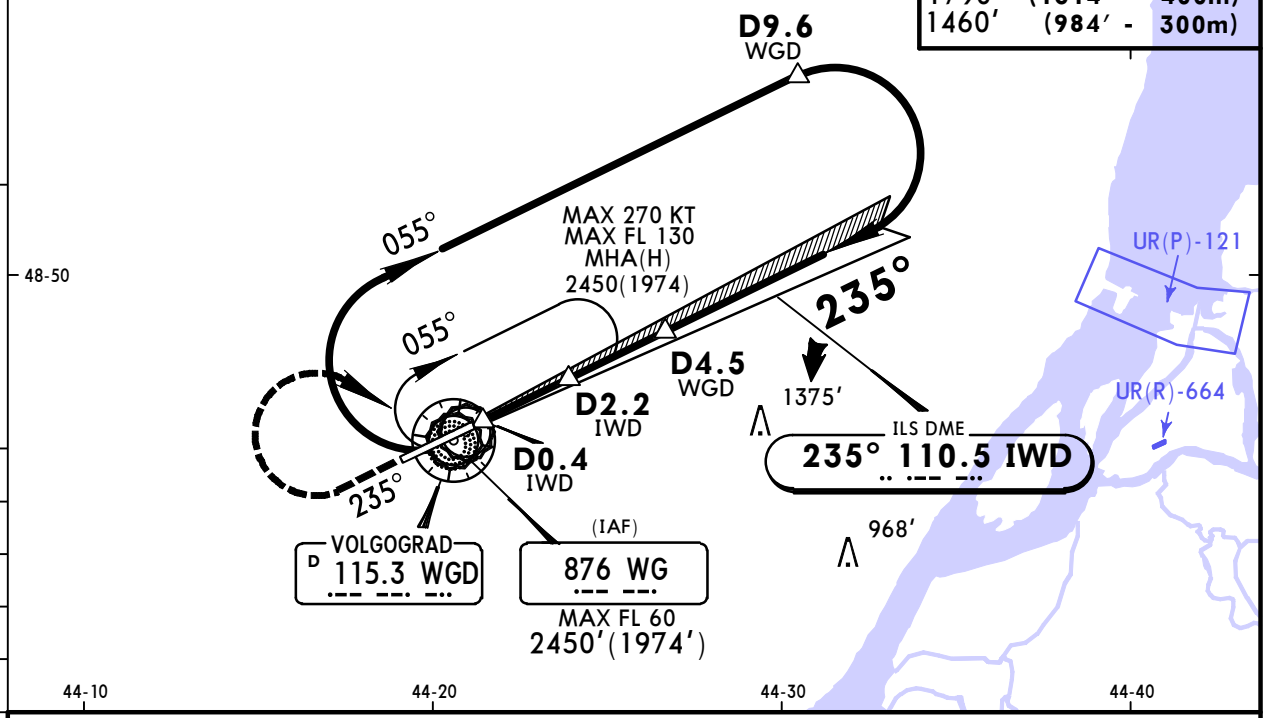
MSA WG NDB

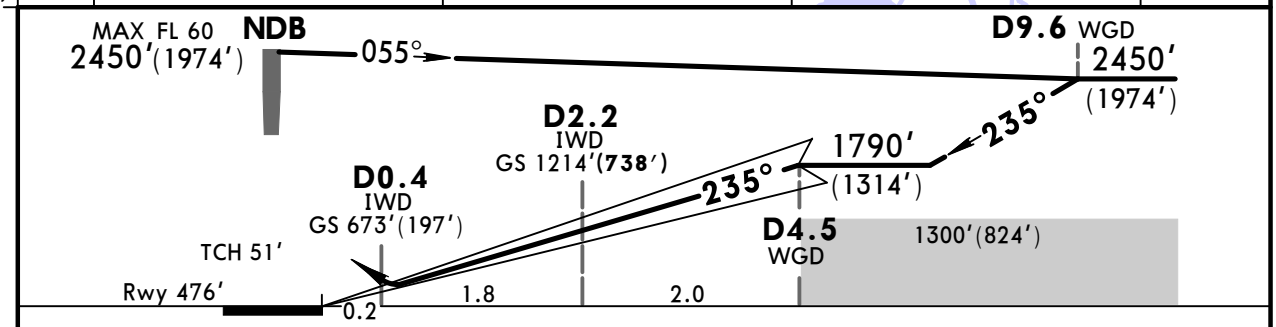
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2780′(2304′)
DME required.

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′	(2304′ - 700m)
2450′	(1974′ - 600m)
1790′	(1314′ - 400m)
1460′	(984′ - 300m)





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

HIALS PAPI

MIM	MIM	
1460′ (984′)	2450′ (1974′) RT	WG 876

PANS OPS

	STRAIGHT-IN LANDING RWY 24 ILS DA(H) 676′(200′) FULL	ALS out	LOC (GS out)	CIRCLE-TO-LAND Max Kts	MDA(H)	
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	100	920′(444′)	1600m
B				135	990′(514′)	1600m
C				180	1090′(614′)	2800m
D				205	1270′(794′)	4000m

CHANGES: Missed approach altitude. TCH. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18 (11-8) Eff 11 Oct

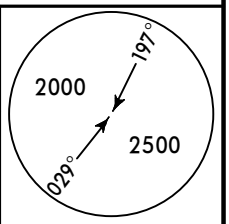
VOLGOGRAD, RUSSIA
ILS W Rwy 24

BRIEFING STRIP

ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

LOC IWD	Final Apch Crs	GS D2.2 IWG	ILS DA(H)	Apt Elev 476′
110.5	235°	1214′(738′)	676′(200′)	Rwy 476′

MISSED APCH: Climb STRAIGHT AHEAD to 1460′(984′) or above, then turn RIGHT to VOR climbing to 2450′(1974′) or above.



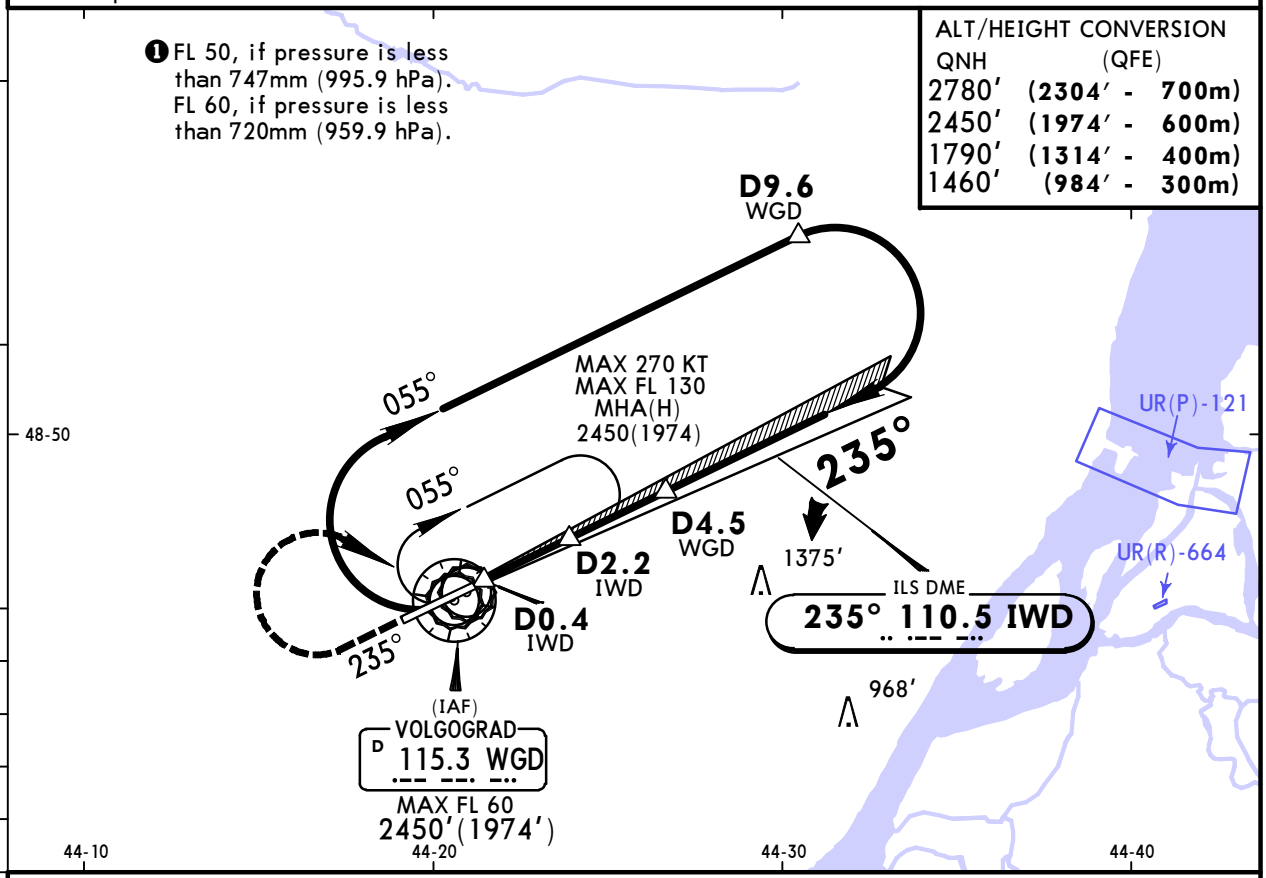
MSA WGD VOR

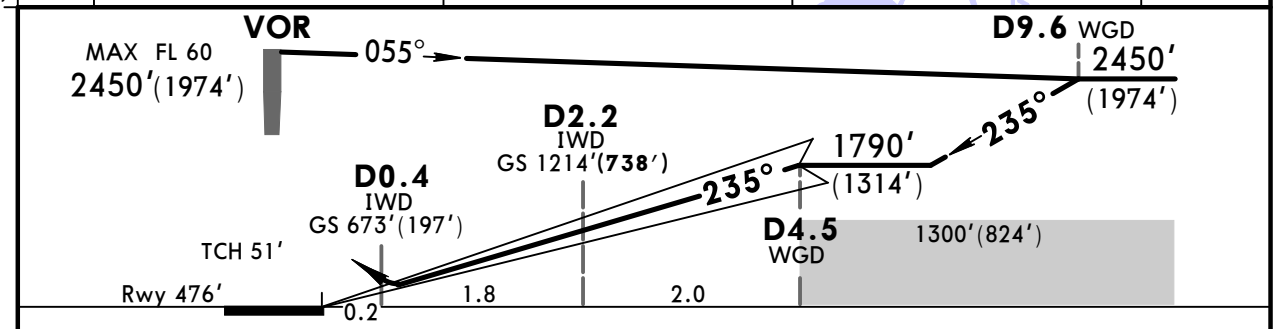
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2780′(2304′)
DME required.

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′	(2304′ - 700m)
2450′	(1974′ - 600m)
1790′	(1314′ - 400m)
1460′	(984′ - 300m)





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

HIALS PAPI | MIM 1460′ (984′) | MIM 2450′ (1974′) RT | WGD 115.3

PANS OPS

STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 676′(200′) FULL	ILS DA(H) 676′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND

	Max Kts	MDA(H)	
A	100	920′(444′)	1600m
B	135	990′(514′)	1600m
C	180	1090′(614′)	2800m
D	205	1270′(794′)	4000m

CHANGES: Missed approach altitude. TCH. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18 (12-1) Eff 11 Oct

VOLGOGRAD, RUSSIA
RNAV (GNSS) Rwy 06

BRIEFING STRIP

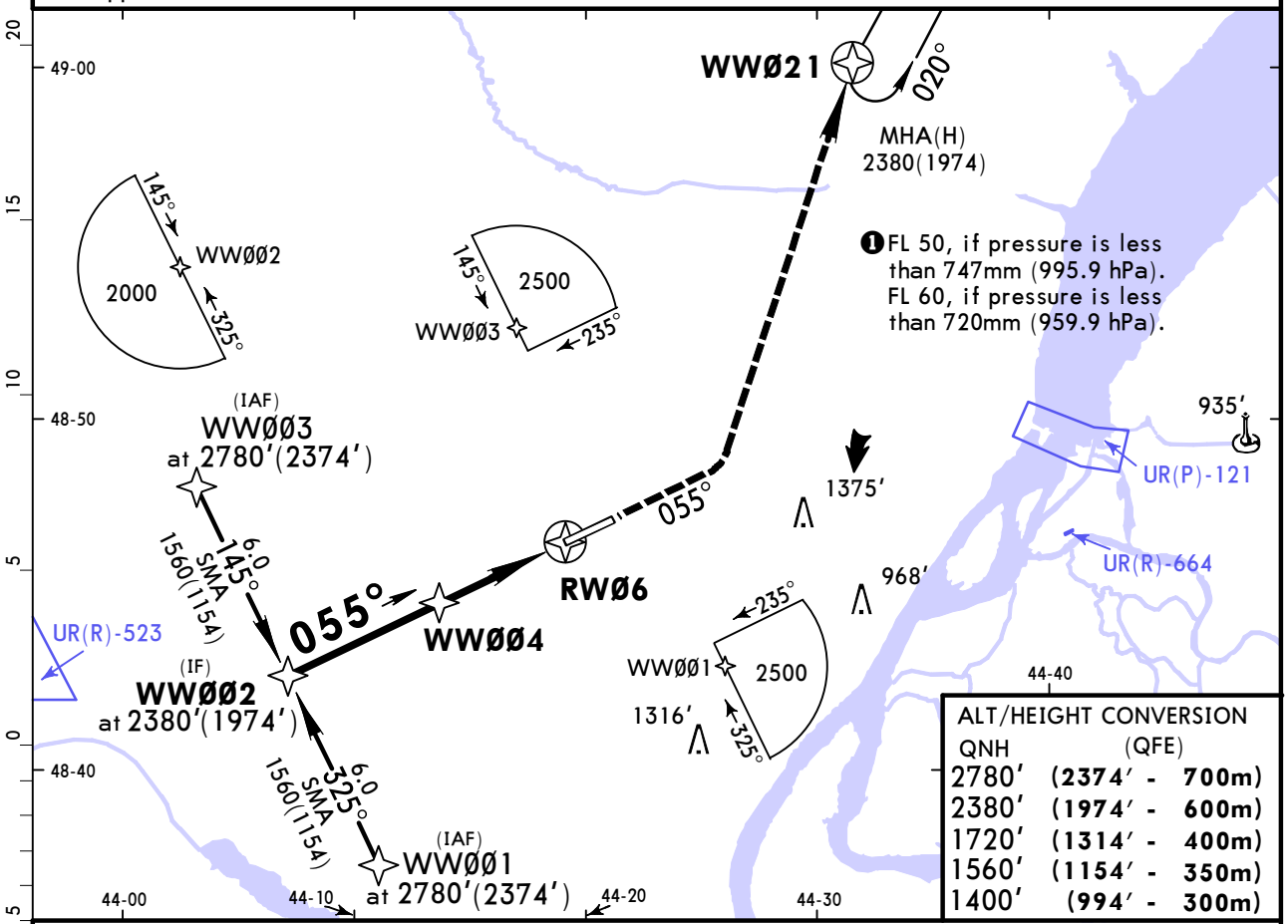
ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

RNAV	Final Apch Crs	Procedure Alt WWØØ4	LNAV MDA(H)	Apt Elev 476′ Rwy 406′	TAA 25 NM IAF/IF
	055°	1720′(1314′)	730′(324′)		

MISSED APCH: Climb STRAIGHT AHEAD to 1400′(994′) or above, then turn LEFT direct to WWØ21, then proceed to holding.

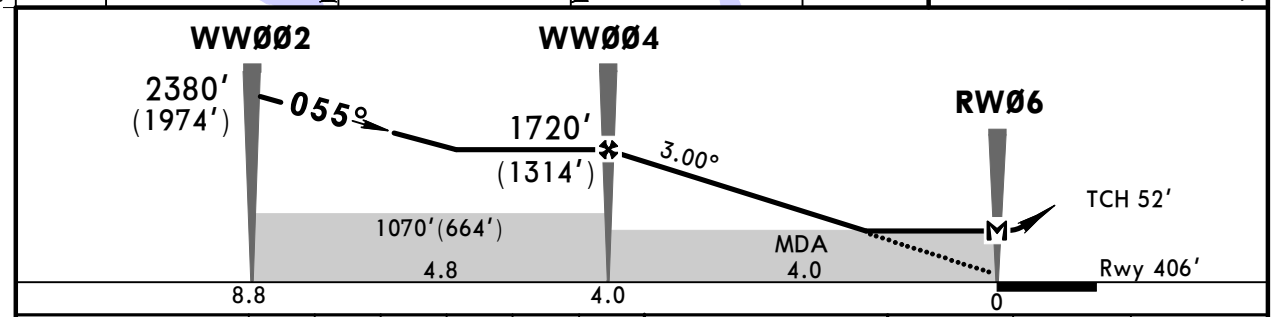
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2780′(2374′)

RNP approach.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	(2374′ - 700m)
2380′	(1974′ - 600m)
1720′	(1314′ - 400m)
1560′	(1154′ - 350m)
1400′	(994′ - 300m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ6							

HIALS-II
PAPI
MIM 1400′ (994′)
WWØ21
LT

PANS OPS

STRAIGHT-IN LANDING RWY 06

LNAV
MDA(H) 730′(324′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	1200m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	920′(444′)	1600m
135	990′(514′)	1600m
180	1090′(614′)	2800m
205	1270′(794′)	4000m

CHANGES: Missed approach altitude. Wayponts. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18 (12-2) Eff 11 Oct

VOLGOGRAD, RUSSIA
RNAV (GNSS) Rwy 24

BRIEFING STRIP

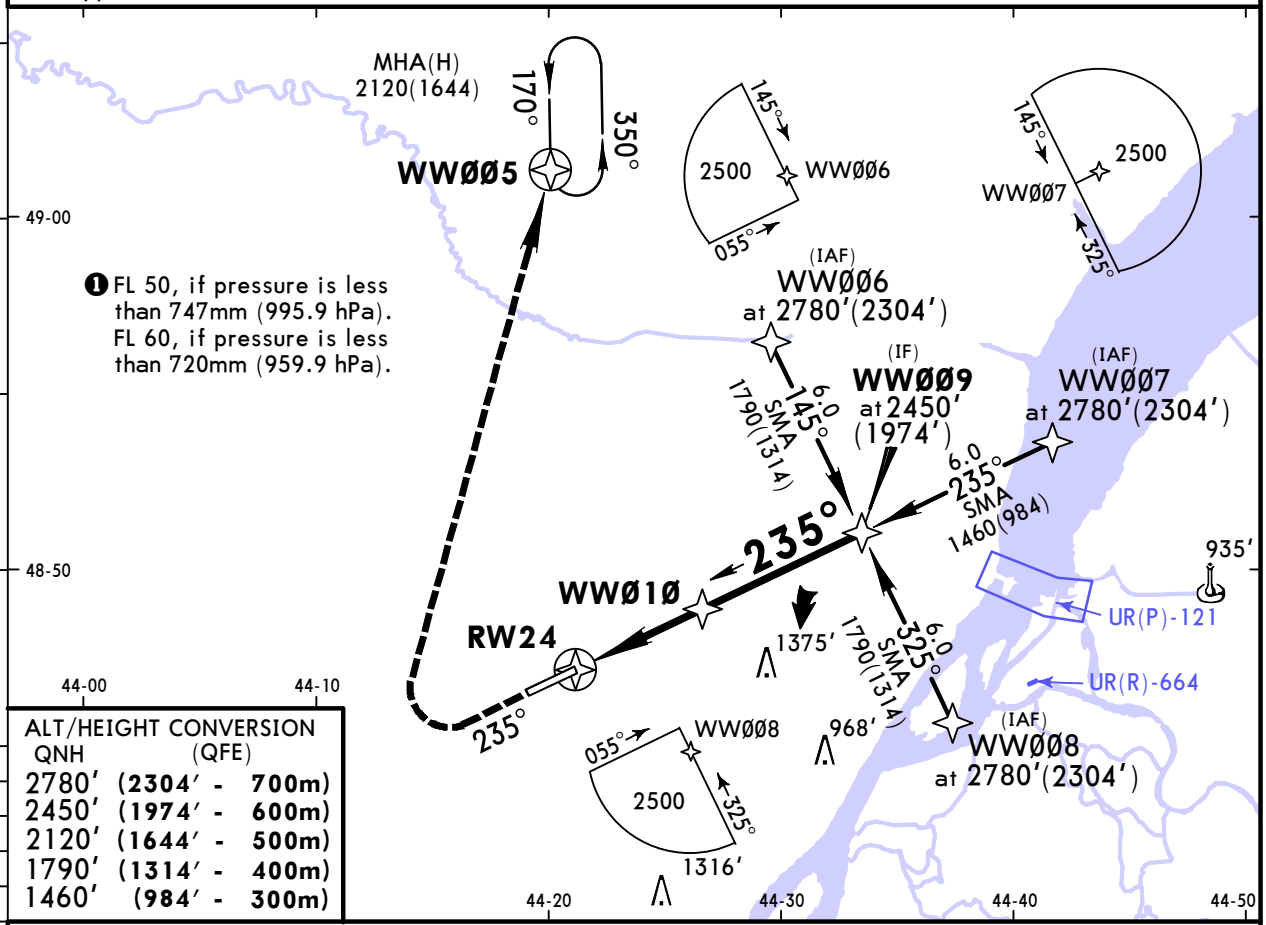
ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H)	Apt Elev 476′	TAA
	235°	**WWØ1Ø** 1790′(**1314′**)	870′(**394′**)	Rwy 476′	25 NM IAF

MISSED APCH: Climb STRAIGHT AHEAD to 1460′(984′) or above, then turn RIGHT direct to WWØØ5, then proceed to holding area.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 ❶ Trans alt: 2780′(**2304′**)

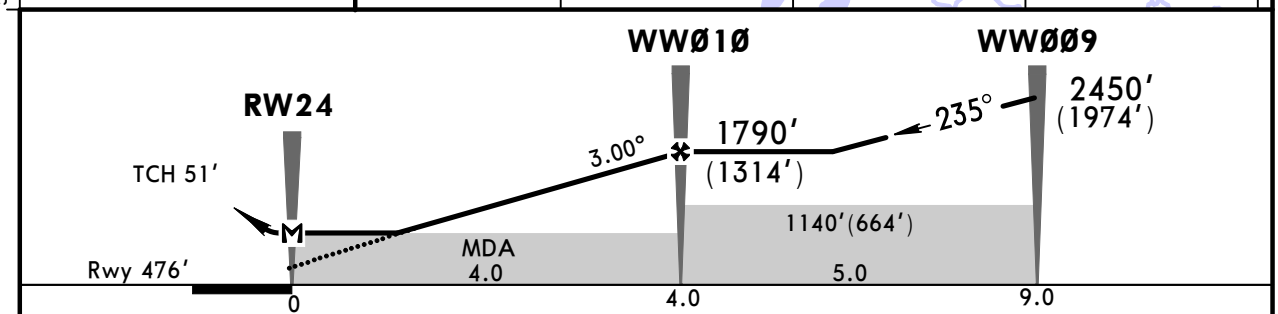
RNP approach.



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′	(**2304′** -	**700m**)
2450′	(**1974′** -	**600m**)
2120′	(**1644′** -	**500m**)
1790′	(**1314′** -	**400m**)
1460′	(**984′** -	**300m**)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW24							

HIALS
PAPI
MIM 1460′ (**984′**)
WWØØ5 RT

PANS OPS

STRAIGHT-IN LANDING RWY **24**

LNAV
MDA(H) 870′(**394′**)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	920′(444′)	1600m
135	990′(514′)	1600m
180	1090′(614′)	2800m
205	1270′(794′)	4000m

CHANGES: Missed approach altitute. Waypoints. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18 (12-40) Eff 11 Oct

VOLGOGRAD, RUSSIA
GLS Rwy 06

BRIEFING STRIP ™

ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

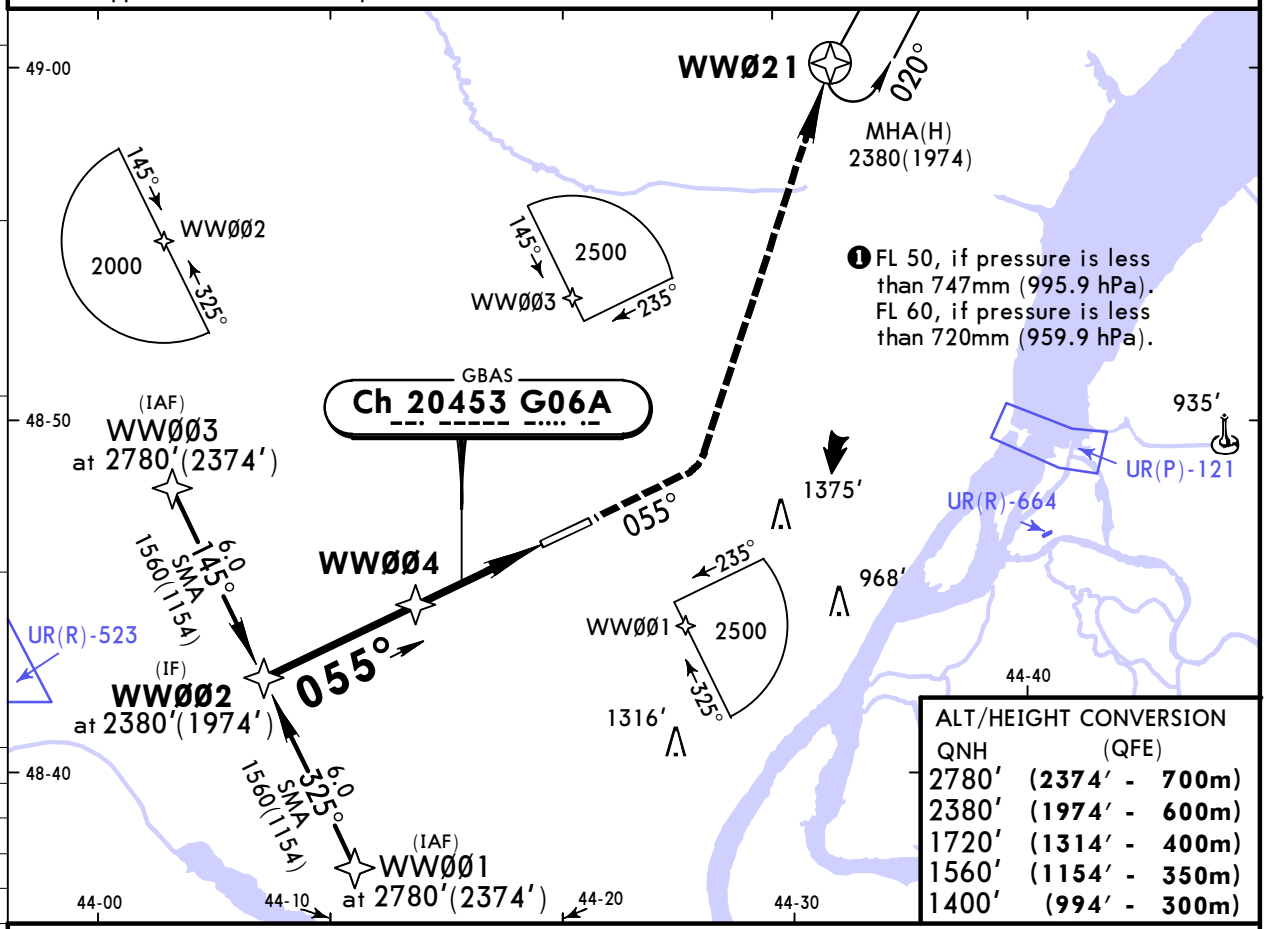
GBAS	Final Apch Crs	Minimum Alt	GLS DA(H)	Apt Elev 476′
Ch 20453 G06A	**055°**	**WWØØ4** 1720′(**1314′**)	Refer to Minimums	Rwy 406′

TAA 25 NM IAF/IF

MISSED APCH: Climb STRAIGHT AHEAD to 1400′(994′) or above, then turn LEFT direct to WWØ21, then proceed to holding.

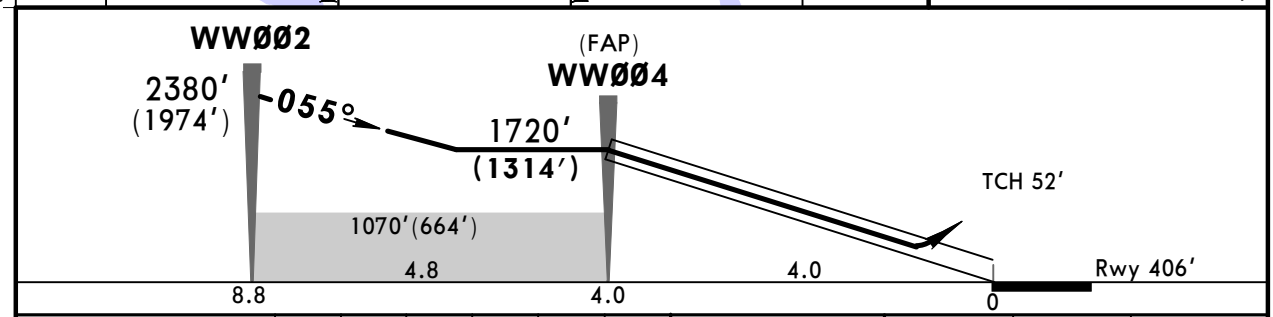
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 ❶ Trans alt: 2780′(**2374′**)

1. RNP approach. 2. GNSS required.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	(**2374′ - 700m**)
2380′	(**1974′ - 600m**)
1720′	(**1314′ - 400m**)
1560′	(**1154′ - 350m**)
1400′	(**994′ - 300m**)



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

HIALS-II PAPI MIM 1400′ (994′) WWØ21 LT

STRAIGHT-IN LANDING RWY **06**

DA(H) AB:606′(**200′**) C:616′(**210′**) D:626′(**220′**)

	FULL	TDZ or CL out	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	920′(444′)	1600m
135	990′(514′)	1600m
180	1090′(614′)	2800m
205	1270′(794′)	4000m

PANS OPS

CHANGES: Note. Missed apch alt. Waypoints. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18 (12-41) Eff 11 Oct

VOLGOGRAD, RUSSIA
GLS Rwy 24

BRIEFING STRIP ™

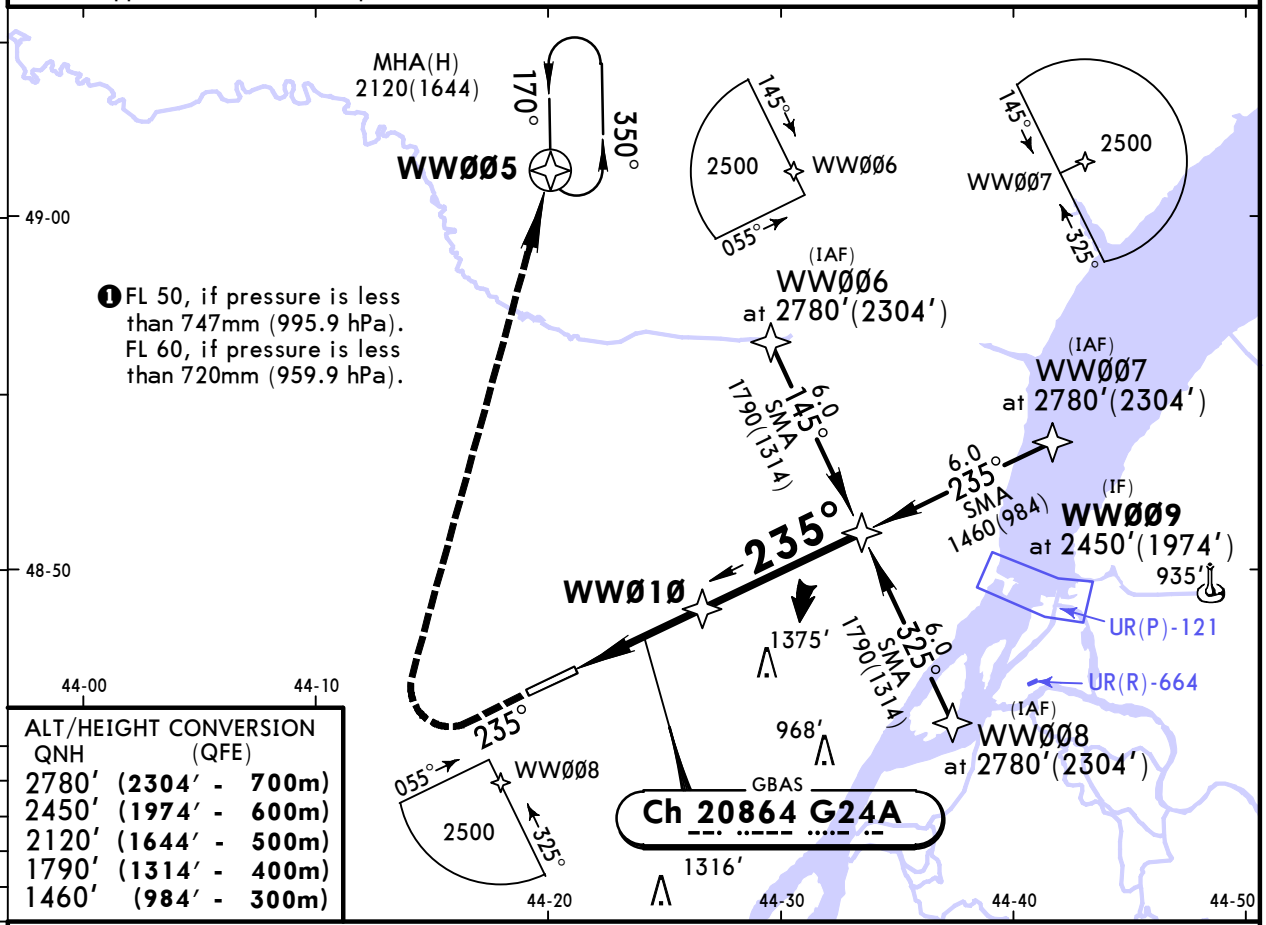
ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

GBAS	Final Apch Crs	Minimum Alt	GLS DA(H)	Apt Elev 476′ / Rwy 476′	TAA
Ch 20864 G24A	**235°**	**WWØ1Ø** 1790′(**1314′**)	676′(**200′**)		25 NM IAF

MISSED APCH: Climb STRAIGHT AHEAD to 1460′(984′) or above, then turn RIGHT direct to WWØØ5, then proceed to holding.

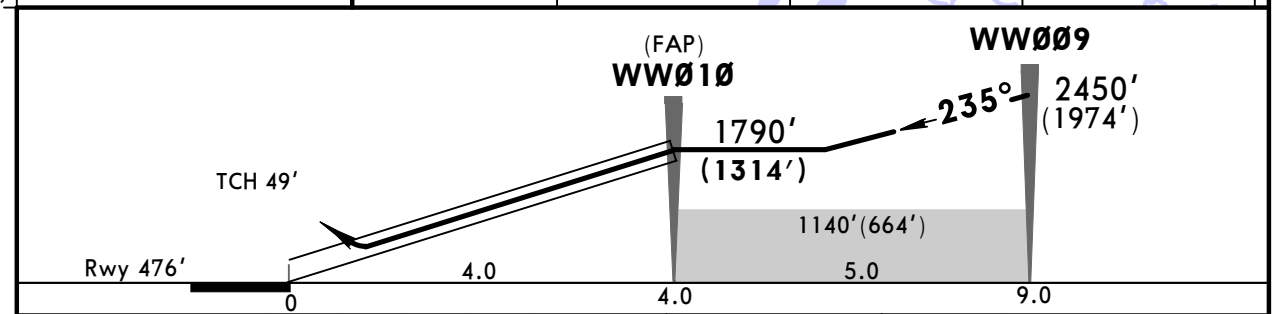
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 ❶ Trans alt: 2780′(**2304′**)

1. RNP approach 2. GNSS required.



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2780′	(**2304′** -	**700m**)
2450′	(**1974′** -	**600m**)
2120′	(**1644′** -	**500m**)
1790′	(**1314′** -	**400m**)
1460′	(**984′** -	**300m**)



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

HIALS
PAPI

MIM 1460′ (**984′**)

WWØØ5 RT

PANS OPS

STRAIGHT-IN LANDING RWY **24**

DA(H) 676′(**200′**)

	FULL	ALS out
A	RVR 720m VIS 800m	1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	920′(444′)	1600m
135	990′(514′)	1600m
180	1090′(614′)	2800m
205	1270′(794′)	4000m

CHANGES: Note. Missed apch alt. Waypoints. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18 (13-1) Eff 11 Oct

VOLGOGRAD, RUSSIA
VOR Z Rwy 06

BRIEFING STRIP ™

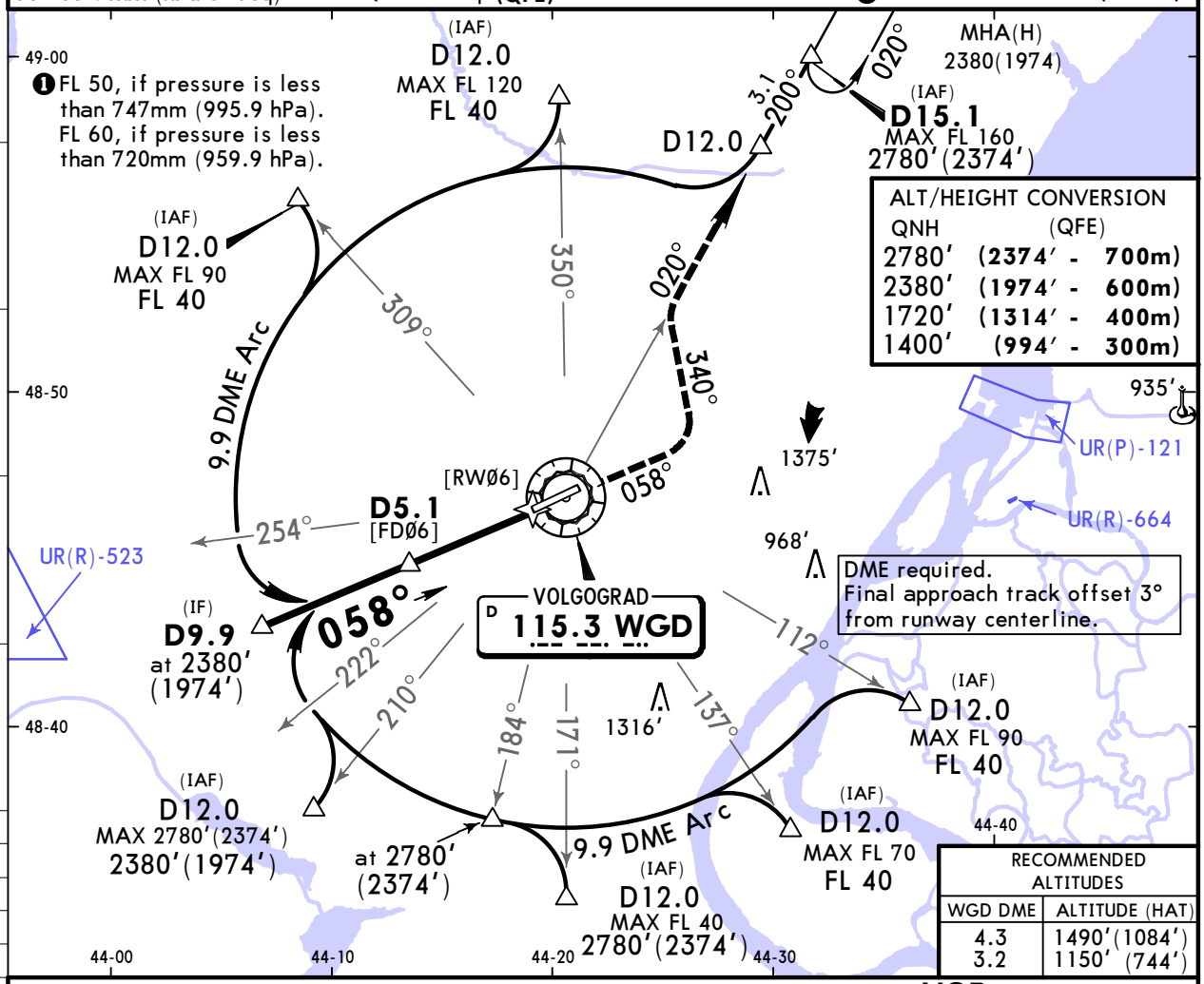
ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

VOR WGD	Final Apch Crs	Procedure Alt D5.1	MDA(H)	Apt Elev 476′
115.3	058°	1720′(1314′)	890′(484′)	Rwy 406′

MISSED APCH: Climb STRAIGHT AHEAD to 1400′(994′) or above, then turn LEFTonto 340° to intercept R-020, then proceed to holding.

MSA WGD VOR: 2000 (197°), 2500 (029°)

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2780′(2374′)

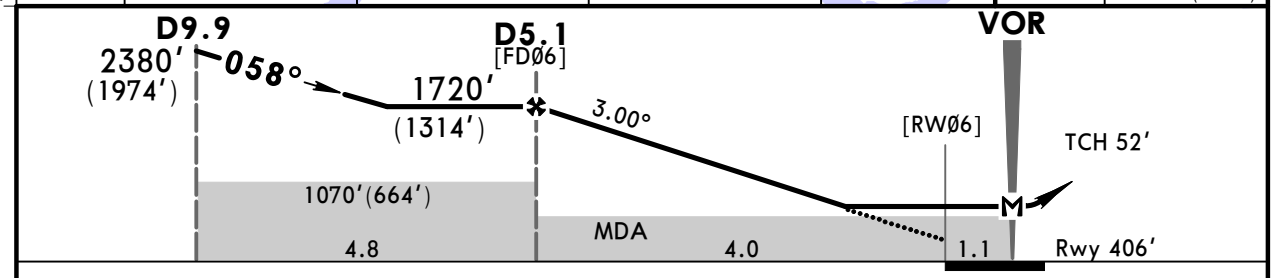


ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	(2374′ - 700m)
2380′	(1974′ - 600m)
1720′	(1314′ - 400m)
1400′	(994′ - 300m)

RECOMMENDED ALTITUDES

WGD DME	ALTITUDE (HAT)
4.3	1490′(1084′)
3.2	1150′ (744′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

HIALS-II PAPI

MIM 1400′ (994′)

340° LT

WGD 115.3 R-020

PANS OPS

STRAIGHT-IN LANDING RWY 06

MDA(H) 890′(484′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	2400m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	920′(444′)	1600m
135	990′(514′)	1600m
180	1090′(614′)	2800m
205	1270′(794′)	4000m

CHANGES: Procedure title. Missed apch alt. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18 (13-2) Eff 11 Oct

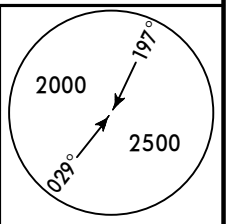
VOLGOGRAD, RUSSIA
VOR Y Rwy 06

BRIEFING STRIP

ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

VOR WGD	Final Apch Crs	Procedure Alt D5.1	MDA(H)	Apt Elev 476′
115.3	058°	1720′(1314′)	890′(484′)	Rwy 406′

MISSED APCH: Climb STRAIGHT AHEAD to 1400′(994′) or above, then turn LEFT to VOR climbing to 2380′(1974′) or above.



MSA WGD VOR

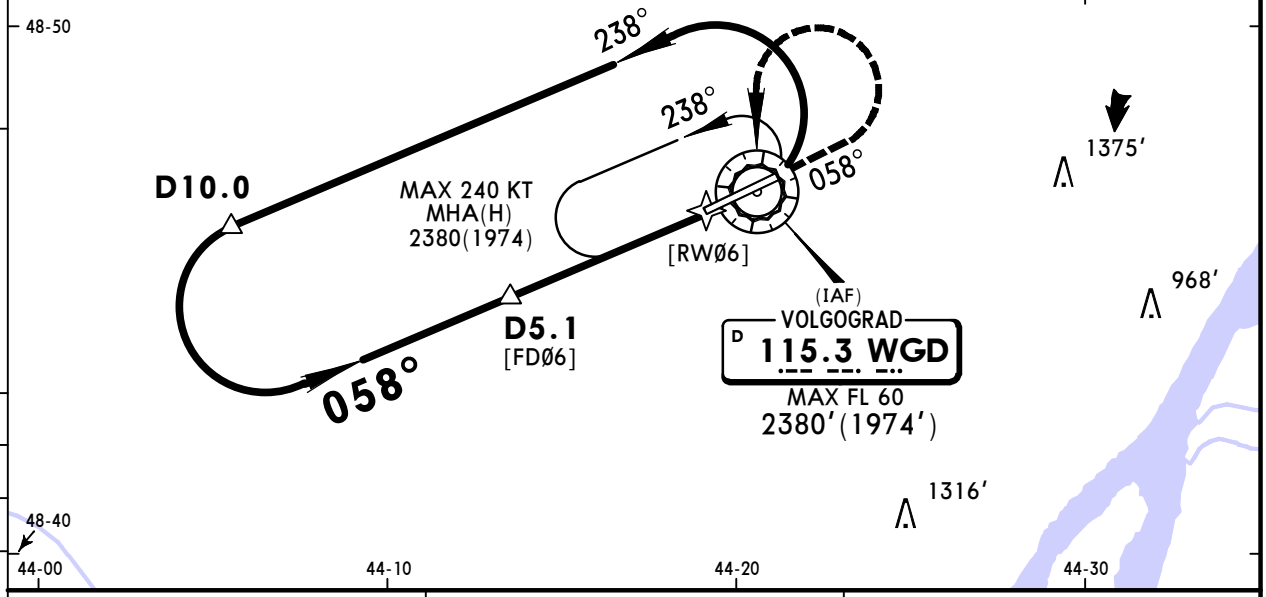
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2780′(2374′)

1. DME required. 2. Final approach track offset 3° from runway centerline.

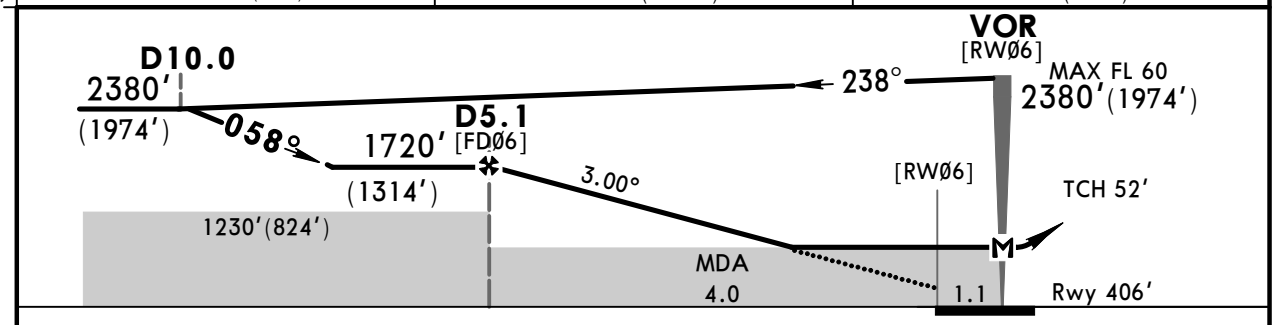
❶FL 50, if pressure is less than 747mm (995.9 hPa).
FL 60, if pressure is less than 720mm (959.9 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	(2374′ - 700m)
2380′	(1974′ - 600m)
1720′	(1314′ - 400m)
1400′	(994′ - 300m)



WGD DME	4.3	3.2
ALTITUDE (HAT)	1490′(1084′)	1150′(744′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

HIALS-II
PAPI

MIM 1400′ (994′)

MIM 2380′ (1974′) LT

WGD 115.3

PANS OPS

STRAIGHT-IN LANDING RWY 06

MDA(H) 890′(484′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	2400m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	920′(444′)	1600m
135	990′(514′)	1600m
180	1090′(614′)	2800m
205	1270′(794′)	4000m

CHANGES: Procedure title. Missed approach altitude. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18 (13-3) Eff 11 Oct

VOLGOGRAD, RUSSIA
VOR Z Rwy 24

BRIEFING STRIP

ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

VOR WGD	Final Apch Crs	Procedure Alt D4.5	MDA(H)	Apt Elev 476′
115.3	231°	1790′(1314′)	870′(394′)	Rwy 476′

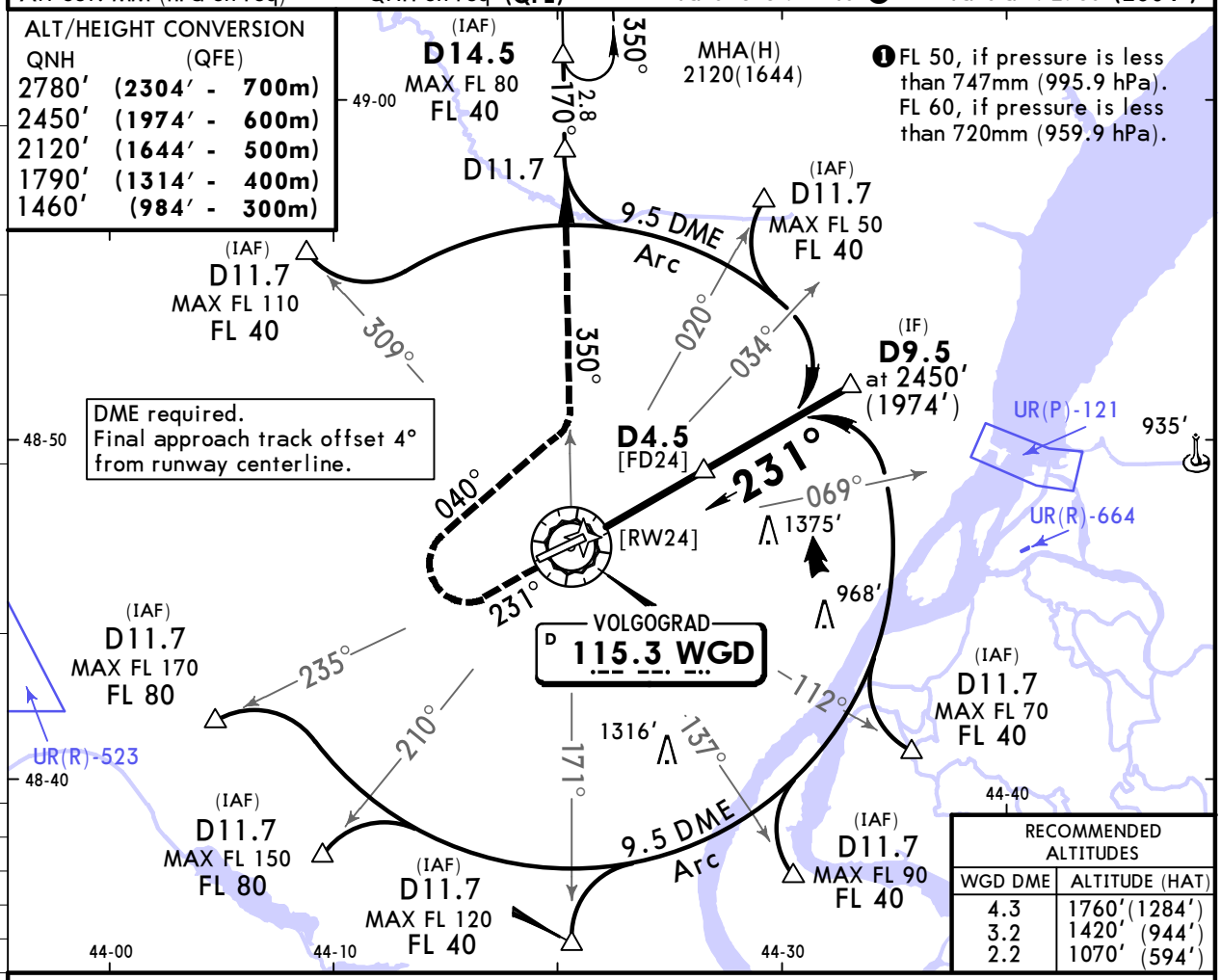
MISSED APCH: Climb STRAIGHT AHEAD to 1460′(984′) or above, then turn RIGHT (MAX 205 KT) onto 040° to intercept R-350, then proceed to holding.

MSA WGD VOR: 2000, 2500, 029°, 197°

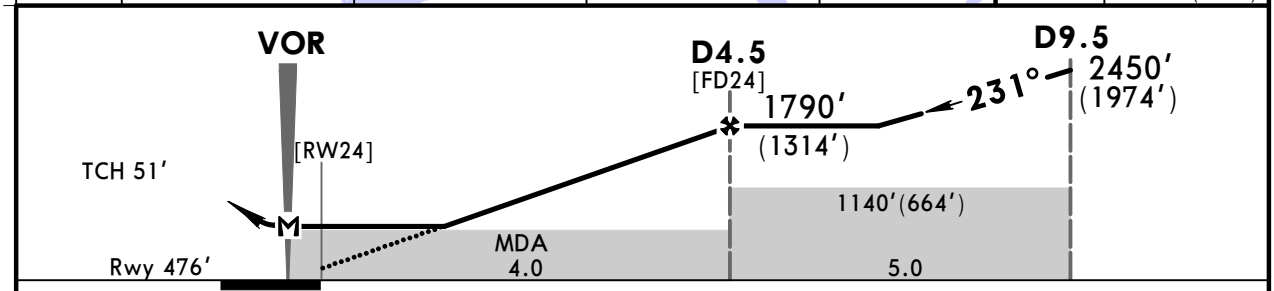
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2780′(2304′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	(2304′ - 700m)
2450′	(1974′ - 600m)
2120′	(1644′ - 500m)
1790′	(1314′ - 400m)
1460′	(984′ - 300m)



RECOMMENDED ALTITUDES	
WGD DME	ALTITUDE (HAT)
4.3	1760′(1284′)
3.2	1420′ (944′)
2.2	1070′ (594′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

HIALS PAPI | MIM 1460′ (984′) | 040° RT | WGD 115.3 R-350

PANS OPS

STRAIGHT-IN LANDING RWY 24

MDA(H) 870′(394′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	920′(444′)	1600m
135	990′(514′)	1600m
180	1090′(614′)	2800m
205	1270′(794′)	4000m

CHANGES: Procedure title. Missed apch alt. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18 (13-4) Eff 11 Oct

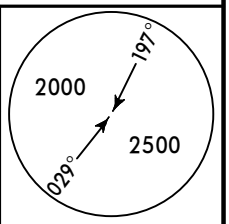
VOLGOGRAD, RUSSIA
VOR Y Rwy 24

BRIEFING STRIP ™

ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

VOR WGD	Final Apch Crs	Procedure Alt D4.5	MDA(H)	Apt Elev 476′ Rwy 476′
115.3	231°	1790′(1314′)	870′(394′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1460′(984′) or above, then turn RIGHT to VOR climbing to 2450′(1974′) or above.



MSA WGD VOR

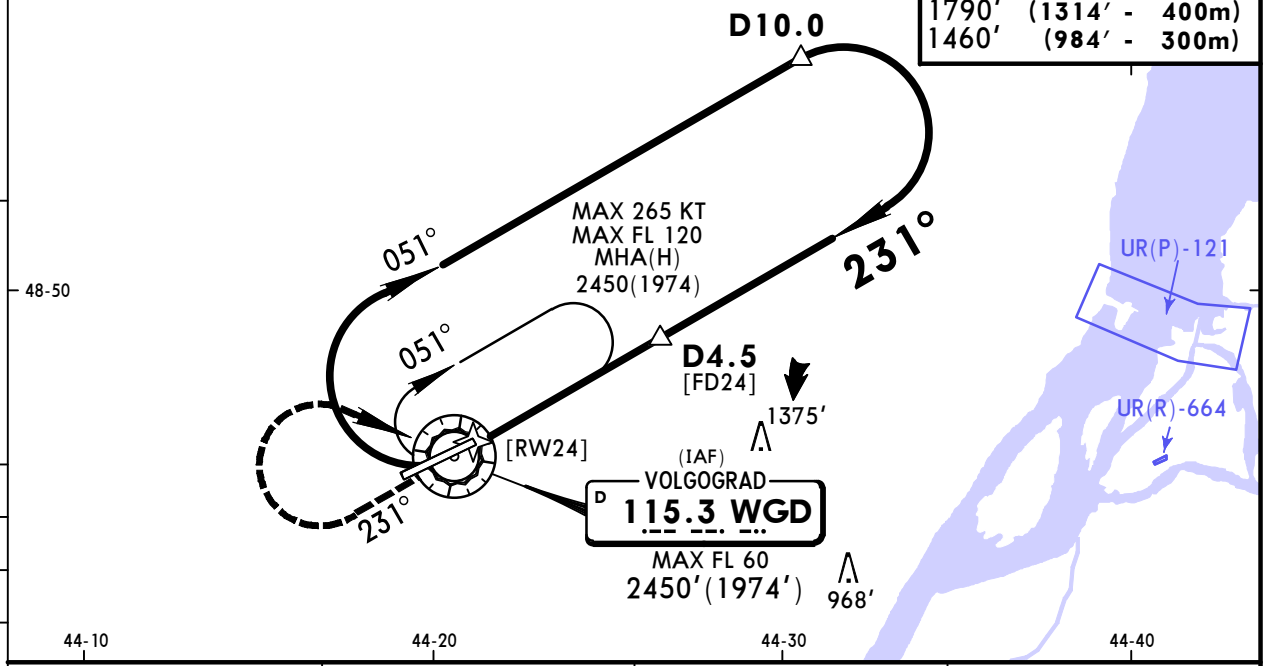
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2780′(2304′)

1. DME required. 2. Final approach track offset 4° from runway centerline.

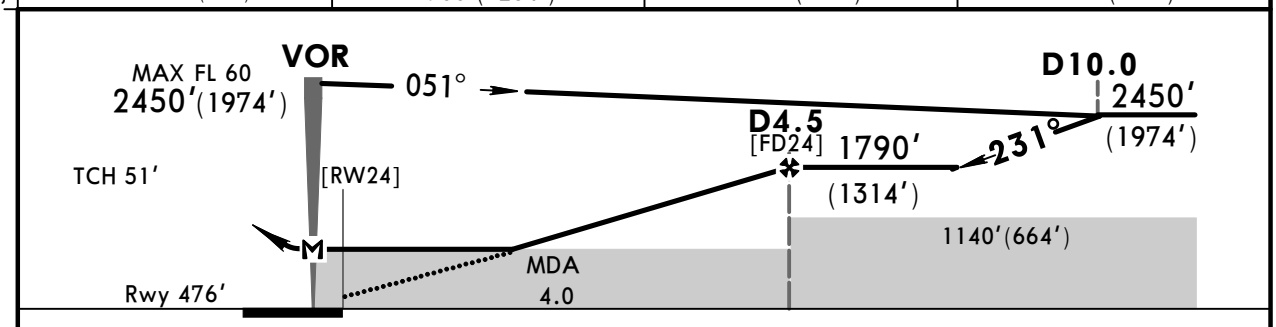
❶ FL 50, if pressure is less than 747mm (995.9 hPa).
FL 60, if pressure is less than 720mm (959.9 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	(2304′ - 700m)
2450′	(1974′ - 600m)
1790′	(1314′ - 400m)
1460′	(984′ - 300m)



WGD DME	4.3	3.2	2.2
ALTITUDE (HAT)	1760′(1284′)	1420′(944′)	1070′(594′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

HIALS PAPI | MIM 1460′ (984′) | MIM 2450′ (1974′) RT | WGD 115.3

PANS OPS

STRAIGHT-IN LANDING RWY 24

MDA(H) 870′(394′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	920′(444′)	1600m
135	990′(514′)	1600m
180	1090′(614′)	2800m
205	1270′(794′)	4000m

CHANGES: Procedure title. Missed apch alt. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18 (16-1) Eff 11 Oct

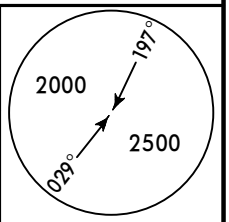
VOLGOGRAD, RUSSIA
NDB Rwy 06

BRIEFING STRIP

ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

NDB WG	Final Apch Crs	Procedure Alt D5.1	MDA(H)	Apt Elev 476′
876	059°	1720′(1314′)	870′(464′)	Rwy 406′

MISSED APCH: Climb STRAIGHT AHEAD to 1400′(994′) or above, then turn LEFT to NDB climbing to 2380′(1974′) or above.



MSA WG NDB

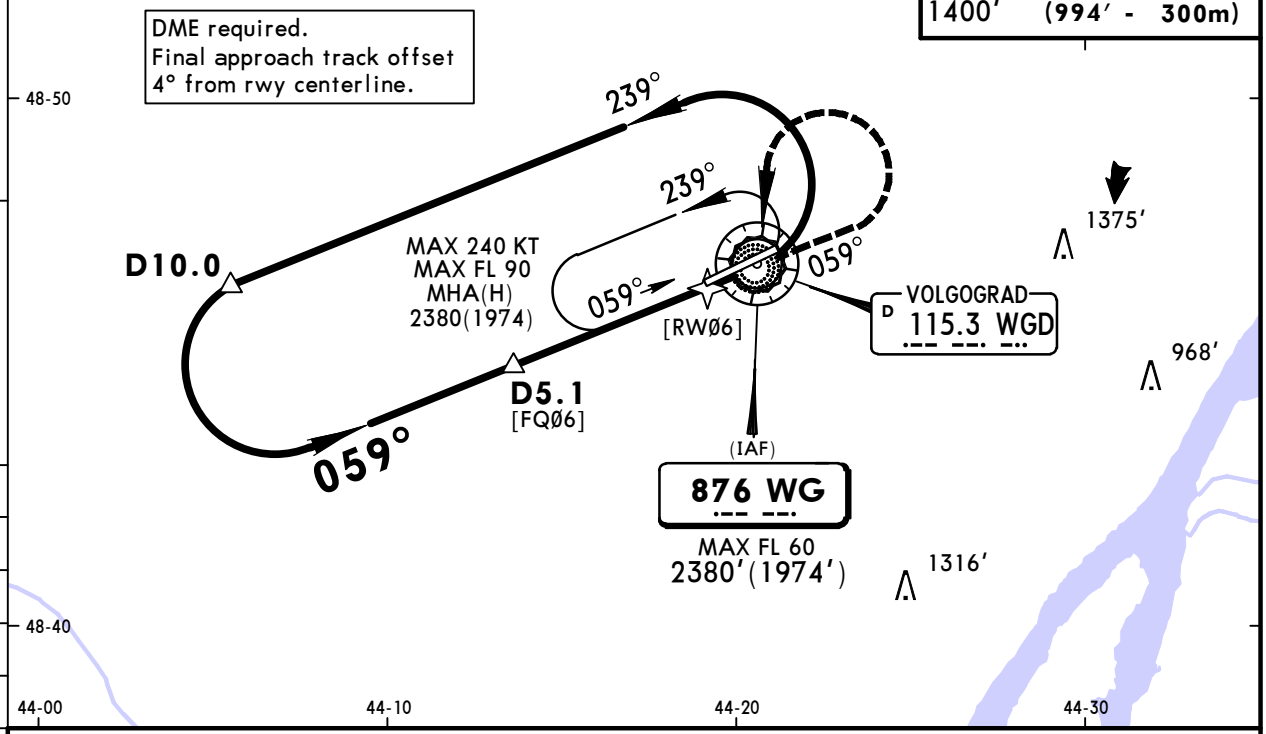
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 40 ❶ | Trans alt: 2780′(2374′)

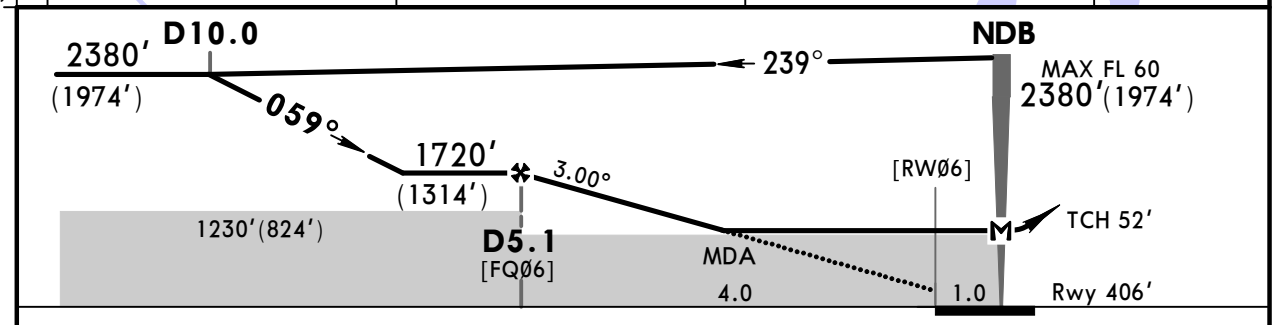
❶ FL 50, if pressure is less than 747mm (995.9 hPa).
FL 60, if pressure is less than 720mm (959.9 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
2780′	(2374′ - 700m)
2380′	(1974′ - 600m)
1720′	(1314′ - 400m)
1400′	(994′ - 300m)

DME required.
Final approach track offset 4° from rwy centerline.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at NDB						

HIALS-II
PAPI

MIM 1400′ (994′)

MIM 2380′ (1974′) LT

WG 876

PANS OPS

STRAIGHT-IN LANDING RWY 06

MDA(H) 870′(464′)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		RVR 1800m VIS 2000m
D	RVR 1800m VIS 2000m	2400m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	920′(444′)	1600m
135	990′(514′)	1600m
180	1090′(614′)	2800m
205	1270′(794′)	4000m

CHANGES: Missed approach altitude. SMA added.

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URWW/VOG
GUMRAK

JEPPESEN
28 SEP 18 (16-2) Eff 11 Oct

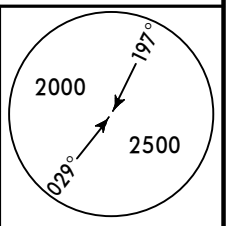
VOLGOGRAD, RUSSIA
NDB Rwy 24

BRIEFING STRIP™

ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower	Ground
127.0 (Russian 129.9)	125.3	128.0	119.0

NDB WG	Final Apch Crs	Procedure Alt D4.5	MDA(H)	Apt Elev 476′ Rwy 476′
876	231°	1790′(1314′)	870′(394′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1460′(984′) or above, then turn RIGHT to NDB climbing to 2450′(1974′) or above.

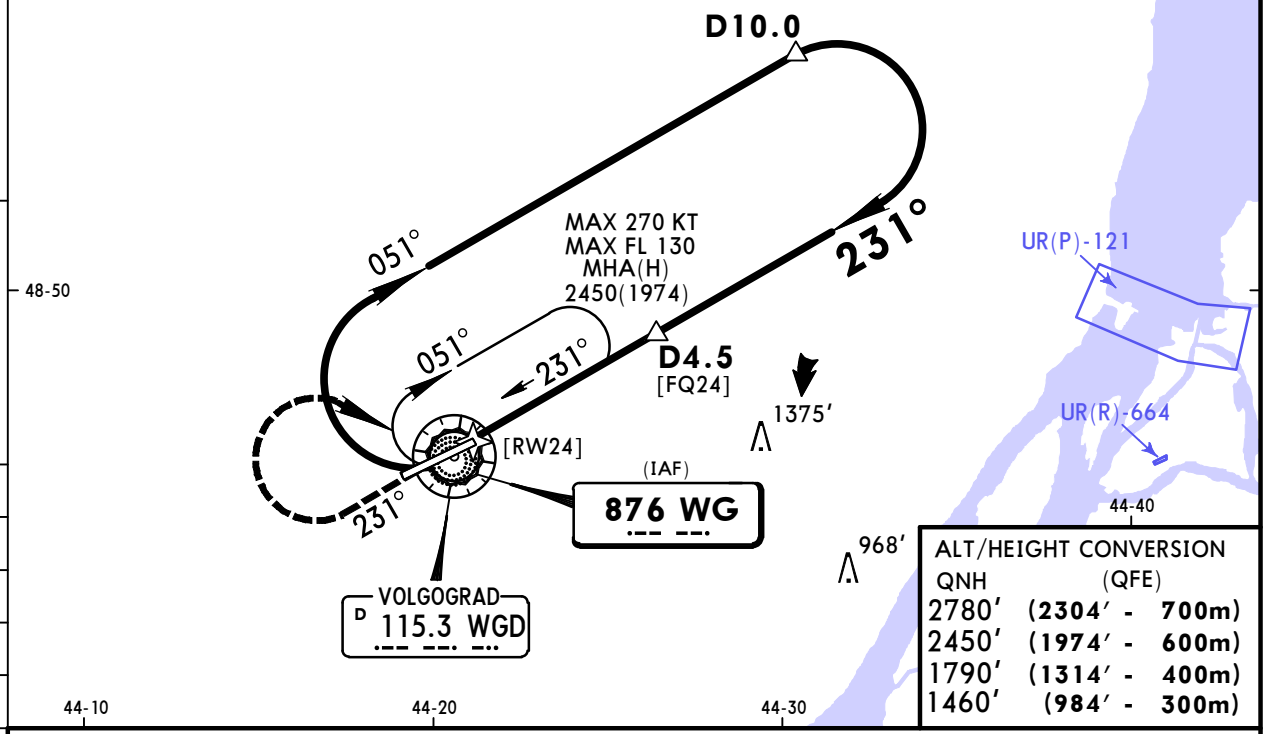


MSA WG NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2780′(2304′)

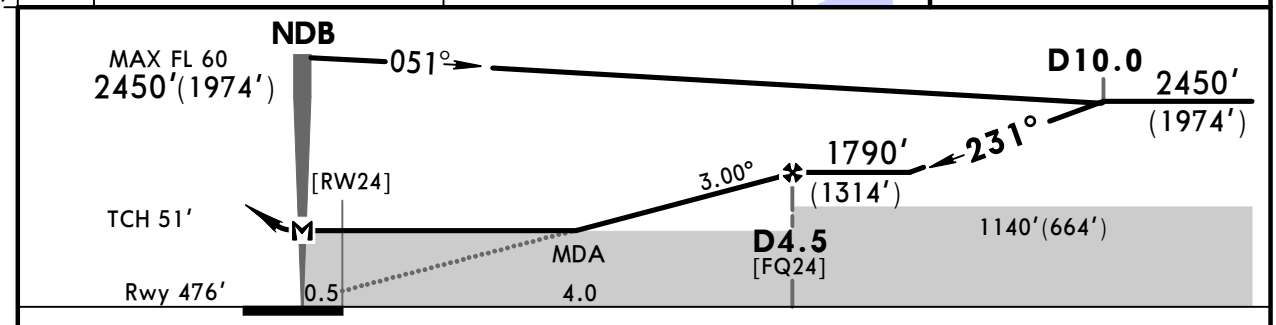
1. DME required. 2. Final approach track offset 4° from rwy centerline.

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′	(2304′ -	700m)
2450′	(1974′ -	600m)
1790′	(1314′ -	400m)
1460′	(984′ -	300m)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at NDB						

HIALS
PAPI

MIM	MIM	WG
1460′ (984′)	2450′ (1974′) RT	876

PANS OPS

STRAIGHT-IN LANDING RWY 24

MDA(H) 870′(394′)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	920′(444′)	1600m
135	990′(514′)	1600m
180	1090′(614′)	2800m
205	1270′(794′)	4000m

CHANGES: Missed approach altitude. SMA added.

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Chart changes since cycle 08-2019

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