JEPPESEN
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General Information

Location: VLADIKAVKAZ RUS
ICAO/IATA: URMO / OGZ
Lat/Long: N43° 12.32', E044° 36.40'
Elevation: 1673 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 7.0° 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: 0150 Z
Sunset: 1606 Z

Runway Information

Runway: 09
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1642 ft
Lighting: Edge, ALS

Runway: 27
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1673 ft
Lighting: Edge, ALS

Communication Information

ATIS: 118.500
Vladikavkaz Tower: 124.000
Vladikavkaz Tower: 121.200
Vladikavkaz Tower: 129.000 Secondary
Vladikavkaz Transit Operations: 121.600

1. GENERAL

1.1. ATIS

*ATIS 118.5

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Noise abatement procedures shall be carried out by all ACFT but not at the expanse of flight safety or in case of one of the ACFT engines failure during take-off.

Noise abatement procedures should be executed according to the Aeroplane flight manual.

1.2.2. USE OF RWY IN NIGHT-TIME

Flight Control Officer determines active RWY heading based on the following condition:

- RWY 27 - for take-off;
- RWY 09 - for landing;

up to the maximum allowable tailwind component in accordance with the Aeroplane Flight Manual, taking into account RWY condition. The Flight Control officer takes the final decision on determining active RWY heading, taking into account meteorological and air situation in VLADIKVAKAZ/BESLAN CTA.

1.3. COMMUNICATION FAILURE

In the event of radio communication failure:

- maintain listening watch on CH NDB/MKR frequency for information and controller's instructions;
- use mobile communication to coordinate actions with the Flight Control Officer: +7 (867-2) 40-88-26.

1.4. LOW VISIBILITY PROCEDURES (LVP)

1.4.1. GENERAL

LVP are implemented when RVR is 550m or less.

Pilots are informed via ATIS or ATC using phrase: "LVP in progress."

When LVP are in force, taxiing of ACFT shall be executed at reduced speed with increased caution of the flight crew.

When LVP are in force, the RWY holding position can be occupied by one ACFT only.

When RWY holding positions are occupied, the flight crews are informed of ACFT relative positioning.

Pilot should read back all instructions of ATC.

Take-off clearance may include the instruction of the flight crew to report the start of run or execution.

Flight crew shall inform ATC about ACFT arrival on stand using phrase: "ACFT callsign, on stand ...".

1.4.2. DEPARTURE

Departing ACFT shall taxi after Follow-me car to junction of TWY and the apron.

ACFT departing from RWY 09/27 shall hold at engines start-up positions while expecting clearance to taxi to the RWY holding position.

ACFT shall use the runway-holding positions on TWY A and TWY B before the marking (day) and light signs of ILS critical areas when expecting to be cleared to RWY 09/27.

TWY A or TWY B are considered to be vacant after the flight crew report that the ACFT has occupied RWY 09/27.

1. GENERAL

1.4.3. PROHIBITED

When LVP are in force, the following is prohibited to:

- Take-off not from RWY beginning;
- Take-off without stop at line-up position after entering the RWY.

1.5. RWY OPERATIONS

180° turns for ACFT exceeding 40t shall be executed on turning pads at RWY ends only.

On-the-spot turn is prohibited.

1.6. PARKING INFORMATION

Stands 6 thru 15 available for helicopters.

Taxiing into stand 1 shall be carried out heading West.

Taxiing into stands 2, 3 shall be carried out heading South.

Taxiing into stands 4 and 5 shall be carried out heading East.

Taxiing into stands 6 thru 9 shall be carried out heading North.

Taxiing into stands 10 thru 15 shall be carried out heading North and South.

Taxiing out of stands 1 thru 3, 5 thru 15 carried out only by towing.

For ACFT with turn radius of MAX 33'/10m, taxiing out of stand 4 carried out to start-up position 3.

Taxiing of ACFT with radius of more than 33'/10m out of stand 4 shall be carried out by towing only.

1.7. FUEL DUMPING AND CARGO DROPPING

Fuel dumping and cargo dropping shall be carried out by controller's instruction on downwind leg at or above FL070.

1.8. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

2.1.1. COMMUNICATION FAILURE AFTER ENTRY INTO CTA OR ARRIVAL WITHOUT RADIO COMMUNICATION

Continue flight at last assigned and acknowledged FL or at FL indicated in the flight plan to NDB/MKR CH.

After passing NDB/MKR CH enter the holding area and hold for the time necessary to descend to FL070. Then execute approach according to procedure.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

Noise abatement procedure must not require excess of the indicated rate of descent.

During instrument and visual approach, flying below ILS GP is not allowed.

2.2.2. RESTRICTIONS

The required noise abatement procedures shall not be observed in the overflown areas in the following cases:

- if there are ice, slush, water or mud, rubber, oil etc. on RWY and friction coefficient is 0.4 or less;
- under meteorological conditions, when ceiling is below 2170′ (497′) or horizontal visibility is below 1800m;
- when crosswind component on RWY (including gusts) exceeds 7m/s;
- when tailwind component on RWY exceeds 2.5m/s;
- when wind shear is forecasted or reported, or it is expected that unfavorable weather conditions (for example, thunderstorms) may affect ACFT approach and landing.

A displacement of RWY THR shall not be used as a noise abatement measure.

ACFT tailwind landing taking into account friction coefficient is permitted in cases, when this direction is preferable for minimizing noise over the city or in cases, when upwind landing does not provide safety or is prohibited.

Tailwind component must correspond to the norms established in the Aeroplane Flight Manual for each ACFT type.

Reverse thrust (with the exception of reverse idle thrust) shall be used only to ensure flight safety.

3. DEPARTURE

3.1. DE-ICING

De-icing treatment of ACFT is performed on stands 1 thru 5. De-icing treatment of ACFT is not performed with started engines.

3.2. COMMUNICATION FAILURE PROCEDURE

3.2.1. COMMUNICATION FAILURE IMMEDIATLY AFTER TAKE-OFF OR MISSED APPROACH

If at 2330' (657') communication with VLADIKAVKAZ-KRUG is not established, pilot shall continue climbing to 4630' (2957'), execute approach and, depending on meteorological conditions and ACFT landing mass, land at VLADIKAVKAZ/BESLAN AD.

If landing is not possible pilot-in command has the right to:

- proceed to the destination aerodrome climbing to height (FL) along the route indicated in the flight plan and land at the destination aerodrome with minimum deviations from ETA indicated in the flight plan.
- proceed to the alternate aerodrome, selected when making a decision for departure, at MEL or at FL specially established for flights without radio communication (FL140 - FL150) or (FL240 - FL250), depending on direction of flight, along departure route climbing to the indicated FL.
- proceed to the holding area over CH for burning off fuel depending on the operational RWY heading climbing to FL070. After passing CH, ACFT shall join the holding area and hold for the time required to burn off fuel.

  After burning off fuel, execute approach in accordance with the following procedures:

  - RWY 09: ILS Z, LOC Z, ILS Y, RNAV, GLS, NDB
  - RWY 27: ILS Z, ILS X, RNAV Z, GLS Z, NDB Z

  If necessary, fuel can be dumped on the downwind leg at FL070.

3.2.2. COMMUNICATION FAILURE DURING CLIMB

Flight crew (pilot) shall maintain the last FL (height) assigned by the controller and acknowledged by the pilot-in-command until passing CRP of exit from VLADIKAVKAZ/BESLAN CTA.

After that, pilot-in-command has the right to:

proceed to the destination aerodrome climbing to height (FL) along the route indicated in the flight plan and land at the destination aerodrome with minimum deviations from ETA indicated in the flight plan.

- return to the aerodrome of departure at the lower FL of the same direction nearest to the assigned FL that must not be below the safe flight height, or at FL specially established for a flight without radio communication (FL140 - FL150) or (FL240 - FL250) depending on direction of the flight. After passing NDB/MKR CH ACFT proceed to the holding area, descend to FL070 in the holding area and hold for the time required to burn off fuel.

  After burning off fuel, execute approach in accordance with the following procedures:

  - RWY 09: ILS Z, LOC Z, ILS Y, RNAV, GLS, NDB
  - RWY 27: ILS Z, ILS X, RNAV Z, GLS Z, NDB Z

  If necessary, fuel can be dumped on the downwind leg at FL070.

3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

RWY 09

After take-off the initial turn commencement is at 2620′ (988′). Climbing shall be carried out with maximum possible climb gradient.

After reaching 2620′ (988′), RIGHT turn shall be carried out at once on 274° heading with further climbing to 4590′ (2958′). Then proceed according to controller's instructions.

RWY 27

After take-off the initial turn commencement is at 2660′ (987′). Climbing shall be carried out with maximum possible climb gradient.

After reaching 2660′ (987′), LEFT turn shall be carried out at once on 094° heading with further climbing to 4630′ (2957′). Then proceed according to controller's instructions.

It is permitted for ACFT to take off on back course using radio navigation aids set to initial heading by the decision of the Flight Control Officer, provided minimum longitudinal separation intervals for flights under IFR are maintained.

3.3.2. RESTRICTIONS

ACFT tailwind take-off taking into account friction coefficient is permitted, when this direction is preferable in for minimizing noise over the city or in cases, when upwind take-off does not provide safety or take-off in this direction is prohibited. Tailwind component must be according to the Aeroplane Flight Manual for each ACFT type.

The minimum indicated air speed during steady climb must not be less than V_2+20 km/h (10 KT) or the speed prescribed in the Aeroplane Flight Manual, if greater.

Maintaining of minimum indicated air speed during climb is not required if it leads to exceeding of the maximum permissible angle of attack.

The reduction of engines power shall not be applied until ACFT reaches 2660′(987′).

3.3.3. RUN-UP TEST

Between 2200-0700LT engine run-up at above idle thrust is prohibited.

RADAR MINIMUM ALTITUDES

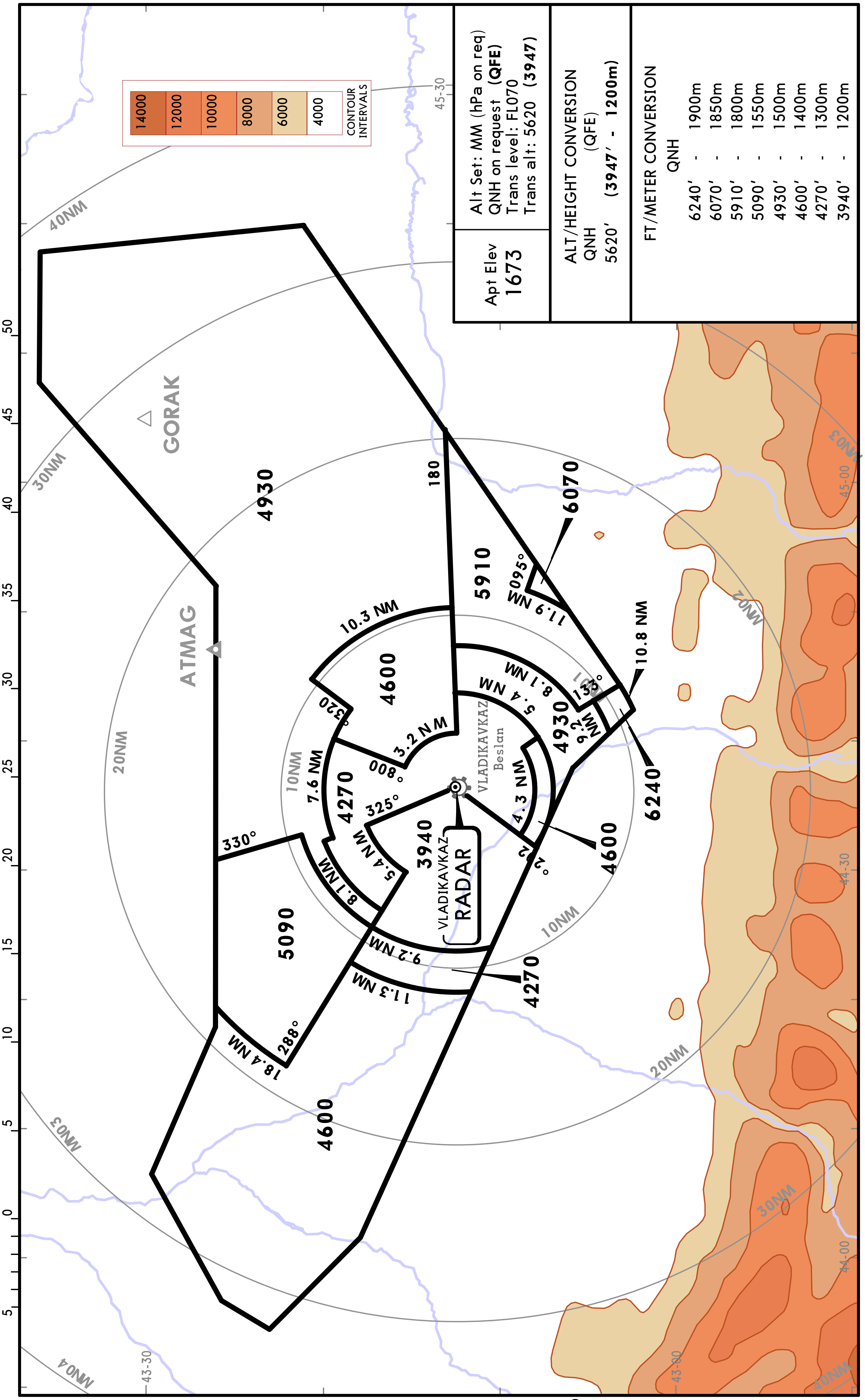
Apt Elev	Alt Set / Trans
1673	Alt Set: MM (hPa on req) QNH on request (QFE) Trans level: FL070 Trans alt: 5620 (3947)

ALT/HEIGHT CONVERSION

QNH	(QFE)
5620'	(3947' - 1200m)

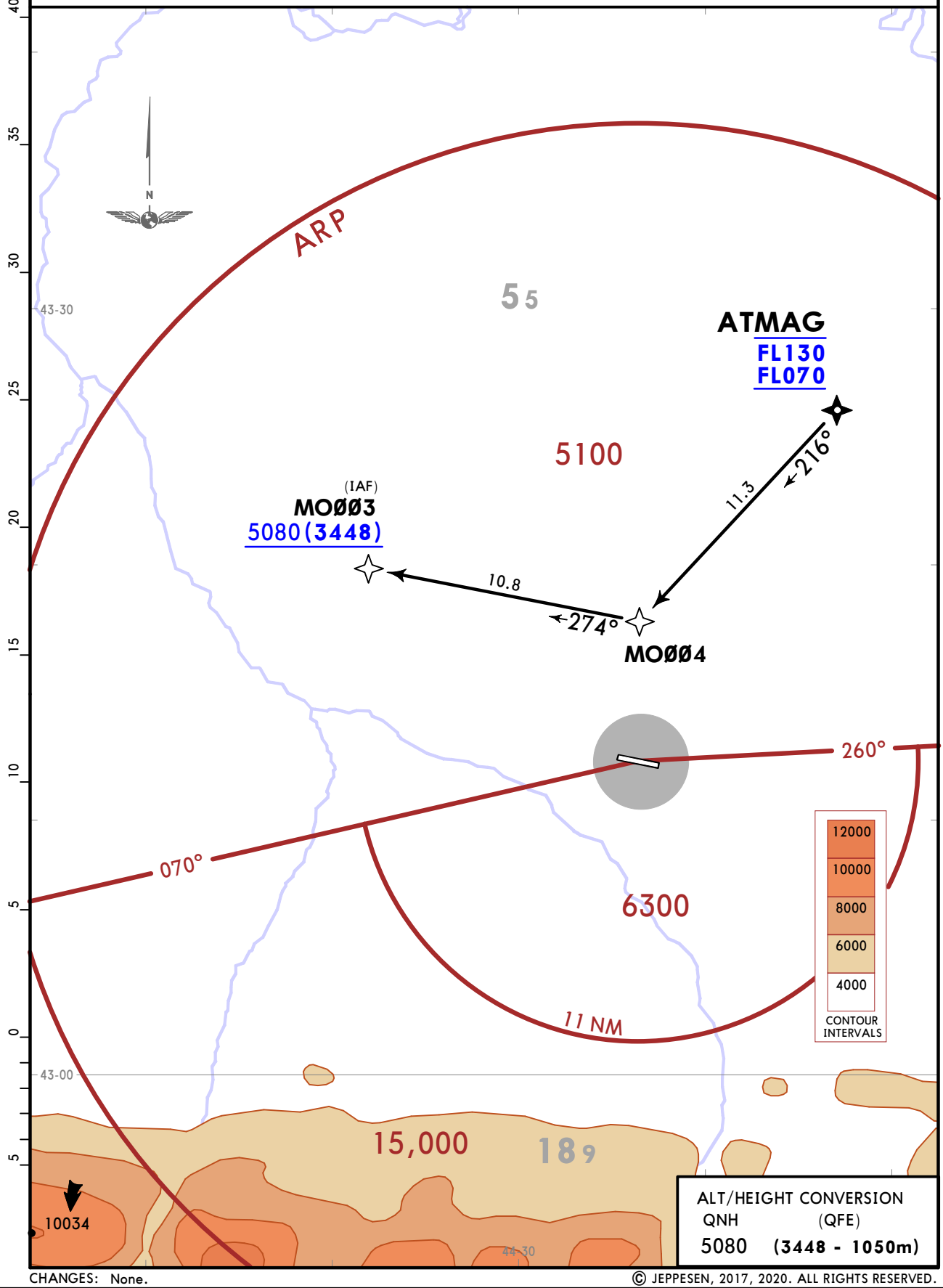
FT/METER CONVERSION

QNH	
6240'	1900m
6070'	1850m
5910'	1800m
5090'	1550m
4930'	1500m
4600'	1400m
4270'	1300m
3940'	1200m



*ATIS 118.5	Apt Elev 1673	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL070
		RNAV 1 GNSS required

ATMAG 5S [ATMA5S]
RNAV ARRIVAL
(RWY 09)
BY ATC

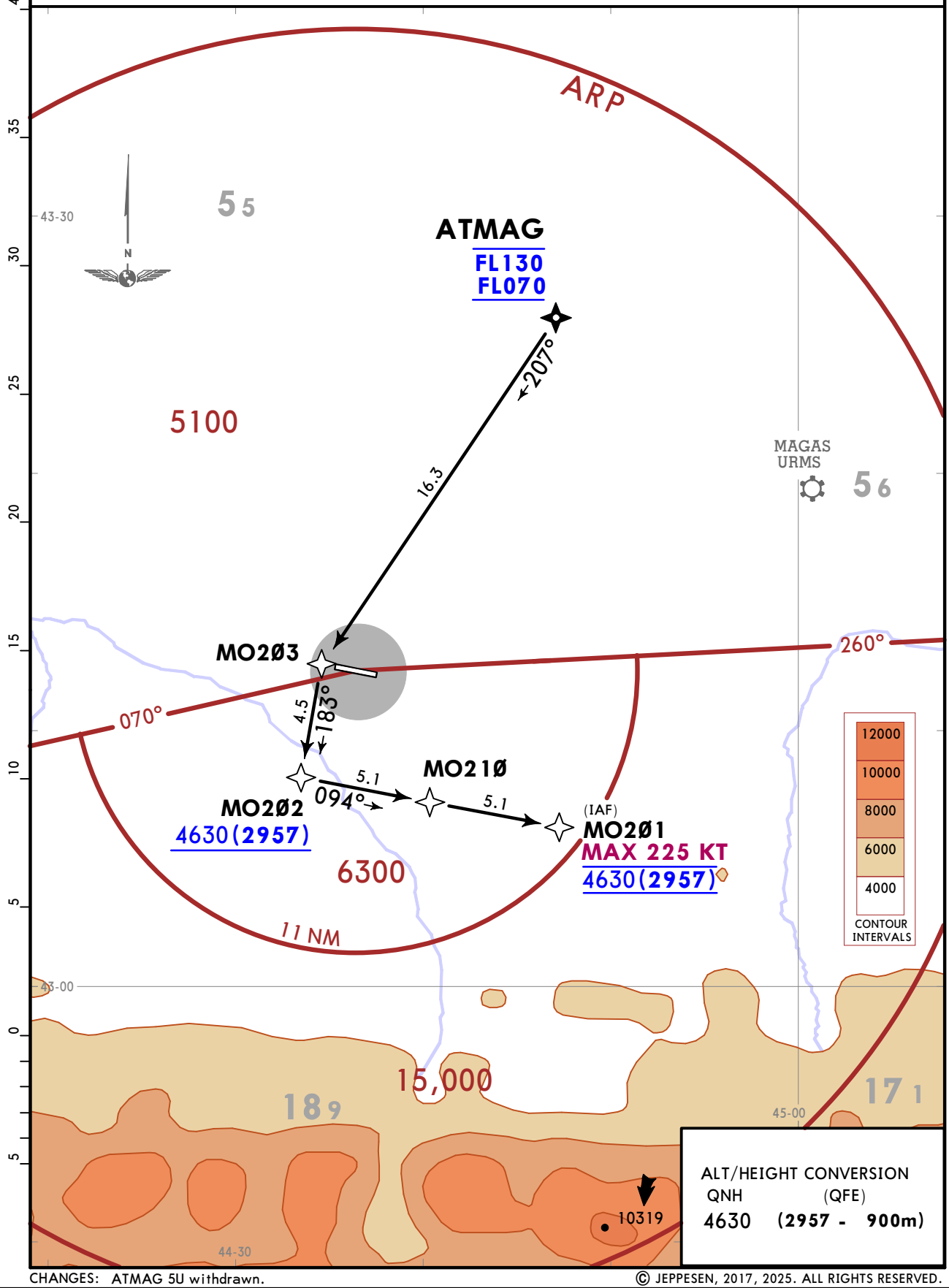


ALT/HEIGHT CONVERSION
QNH (QFE)
5080 (3448 - 1050m)

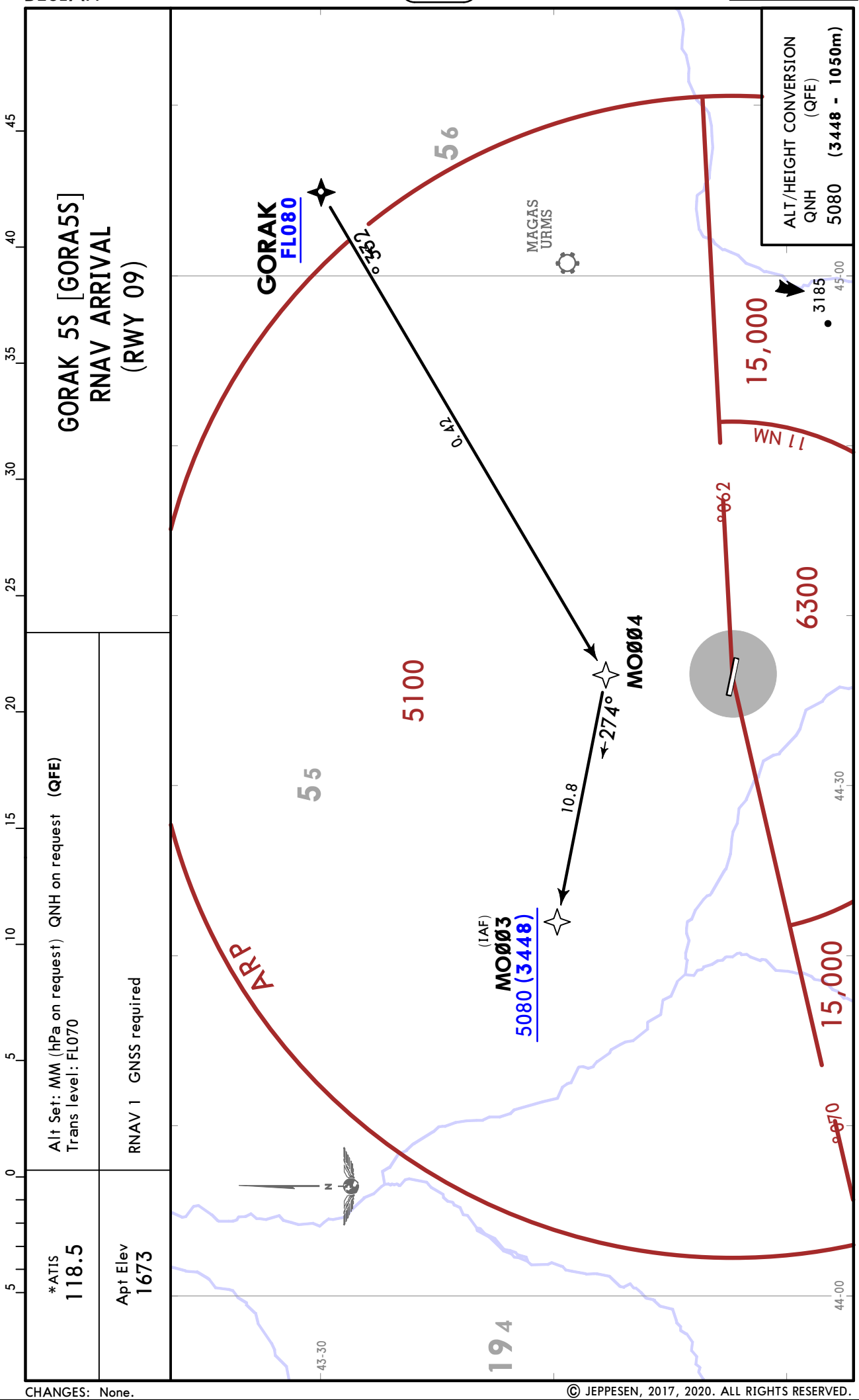
CHANGES: None.

*ATIS 118.5	Apt Elev 1673	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL070
		RNAV 1 GNSS required

ATMAG 5T [ATMA5T]
RNAV ARRIVAL
(RWY 27)
BY ATC



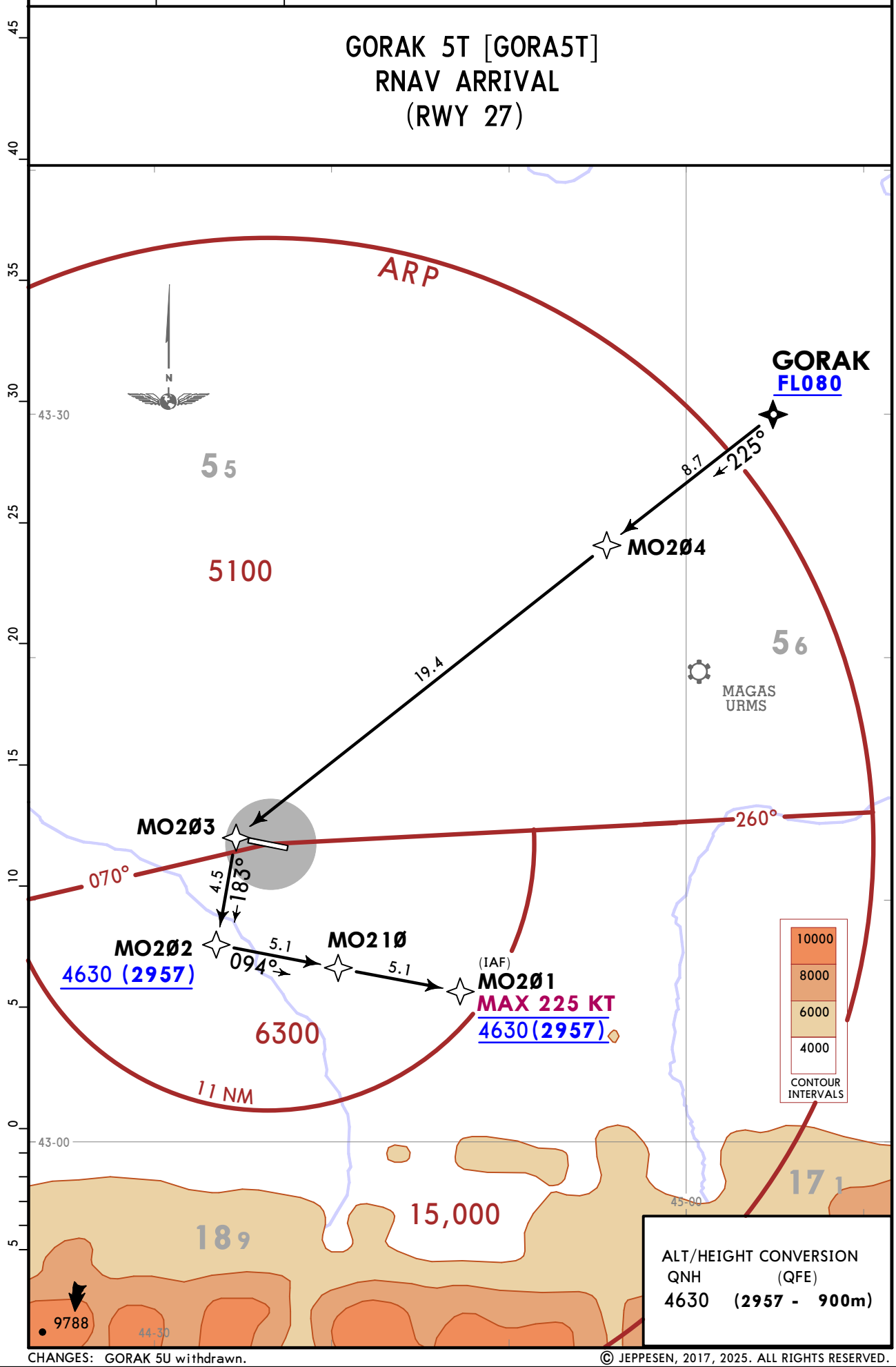
CHANGES: ATMAG 5U withdrawn.



CHANGES: None.

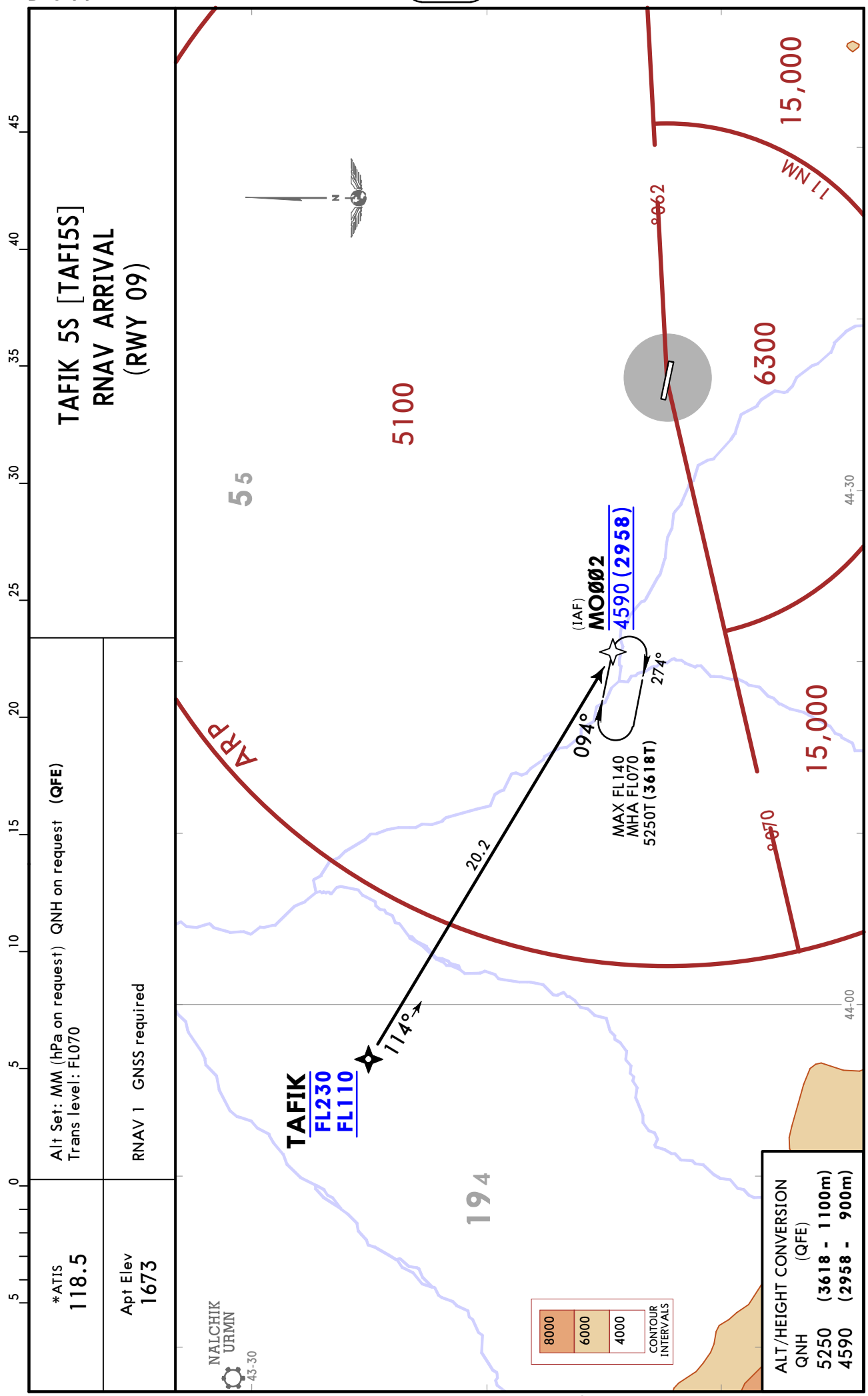
*ATIS 118.5	Apt Elev 1673	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL070
		RNAV 1 GNSS required

GORAK 5T [GORA5T]
RNAV ARRIVAL
(RWY 27)



CHANGES: GORAK 5U withdrawn.

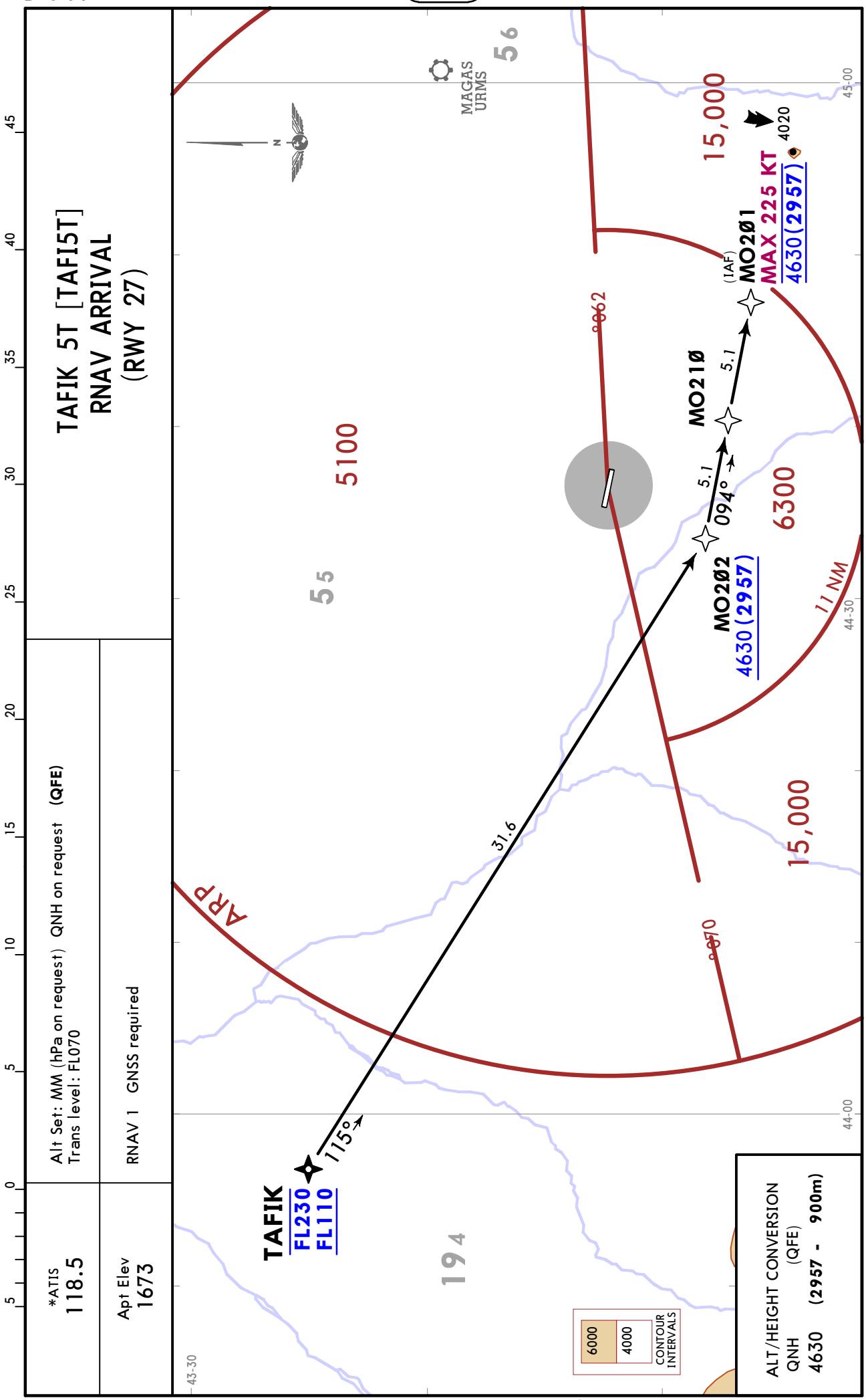
TAFIK 5S [TAFI5S]
RNAV ARRIVAL
(RWY 09)



*ATIS 118.5	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL070	
Apt Elev 1673	RNAV 1 GNSS required	

ALT/HEIGHT CONVERSION (QFE)
QNH 5250 (3618 - 1100m)
4590 (2958 - 900m)

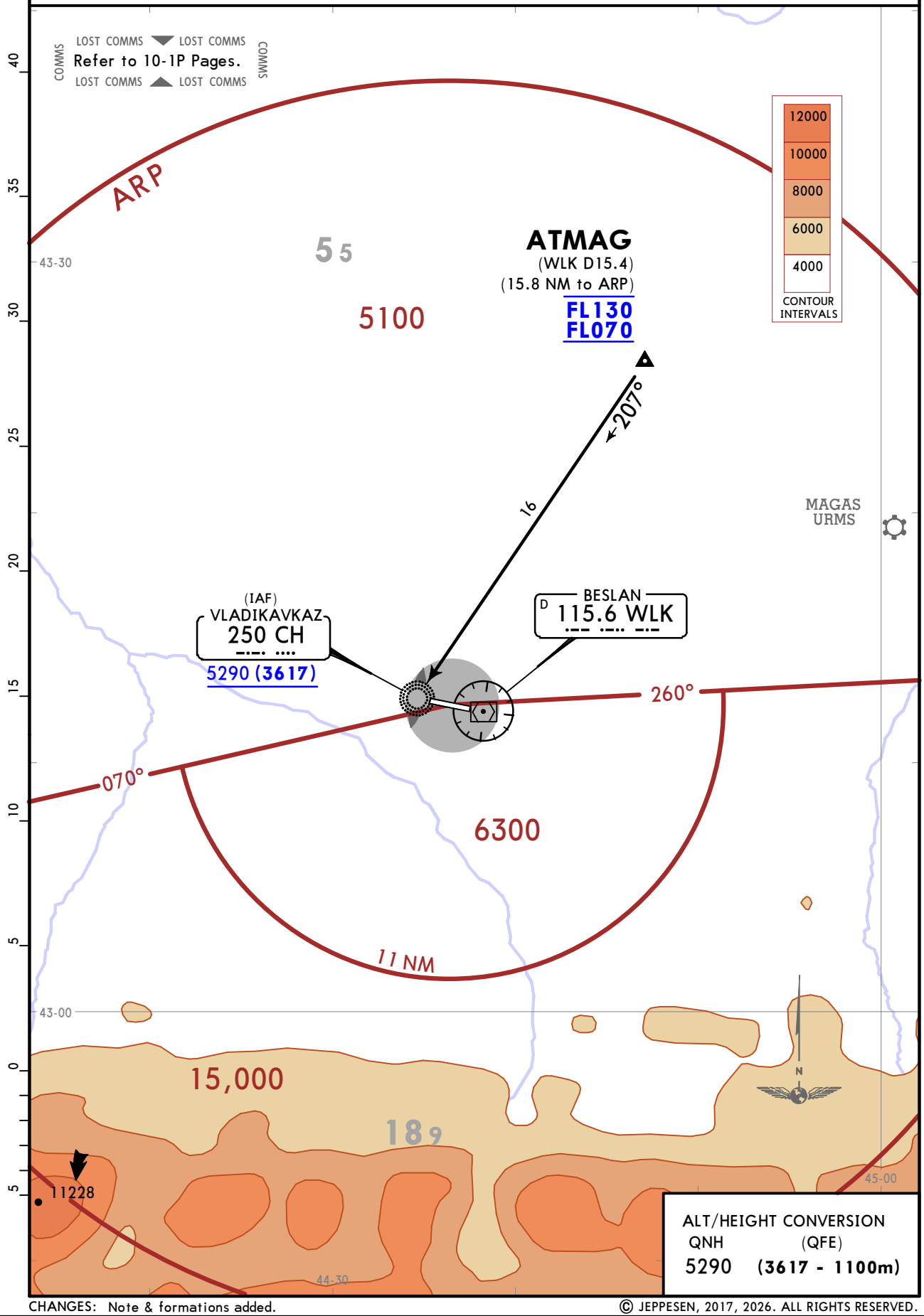
CHANGES: None.



CHANGES: TAFIK 5U withdrawn.

*ATIS 118.5	Apt Elev 1673	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL070 DME or RADAR control required.

ATMAG 5Q [ATMA5Q]
ARRIVAL (ALL RWYS)
BY ATC



CHANGES: Note & formations added.

*ATIS	Apt Elev	
118.5	1673	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL070 DME or RADAR control required.

GORAK 5Q [GORA5Q]
ARRIVAL
(ALL RWYS)

LOST COMMS ▼ LOST COMMS
Refer to 10-1P Pages.
LOST COMMS ▲ LOST COMMS
COMMS COMMS

ARP

GORAK
(WLK D26.5)
(27.3 NM to ARP)
FL080

225°

28

(IAF)
VLADIKAVKAZ
250 CH
5290 (3617)

BESLAN
D 115.6 WLK

MAGAS
URMS

260°

070°

5100

6300

15,000

11 NM

10000
8000
6000
4000
CONTOUR INTERVALS

5 5
5 6
1 8 9
1 7 1

43-30
43-00
44-30
45-00

9788

ALT/HEIGHT CONVERSION
QNH (QFE)
5290 (3617 - 1100m)

CHANGES: Note & formations added.

TAFIK 5Q [TAFI5Q]
TAFIK 5R [TAFI5R]
ARRIVALS
(ALL RWYS)

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL070
DME or RADAR control required.

*ATIS 118.5

Apt Elev 1673

ALT/HEIGHT CONVERSION (QFE)
QNH 5290 (3617 - 1100m)

CONTOUR INTERVALS: 10000, 8000, 6000, 4000

COMMS
LOST COMMS ▶ LOST COMMS
Refer to 10-1P Pages.
LOST COMMS ◀ LOST COMMS

BESLAN
D 115.6 WLK

(IAF)
VLADIKAVKAZ
250 CH
5290 (3617)

(IAF)
(TAFIK 5R only)
[D288S]
(WLK D21.9)
(20.6 NM to ARP)
FL070

TAFIK
(WLK D32.9)
(31.5 NM to ARP)
FL230
FL110

107°
11
TAFIK 5Q, 5R
19
TAFIK 5Q

ARP

5100
6300
15,000
15,000
11 NM

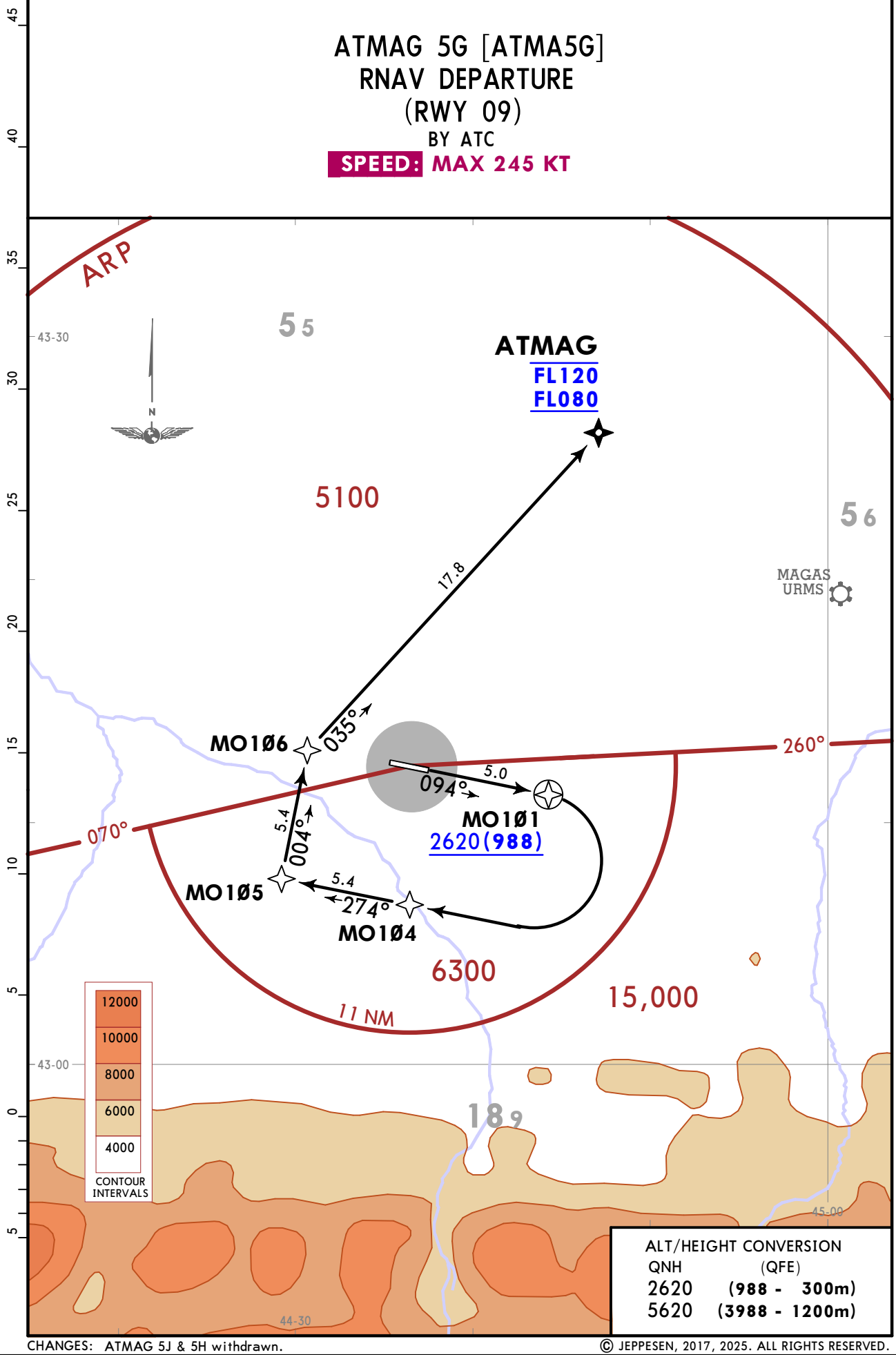
NALCHIK
URMN

Apt Elev	
1673	QNH on request (**QFE**) Trans alt: 5620 (**3988**)
	RNAV 1 GNSS required

ATMAG 5G [ATMA5G]
RNAV DEPARTURE
(RWY 09)

BY ATC

SPEED: MAX 245 KT



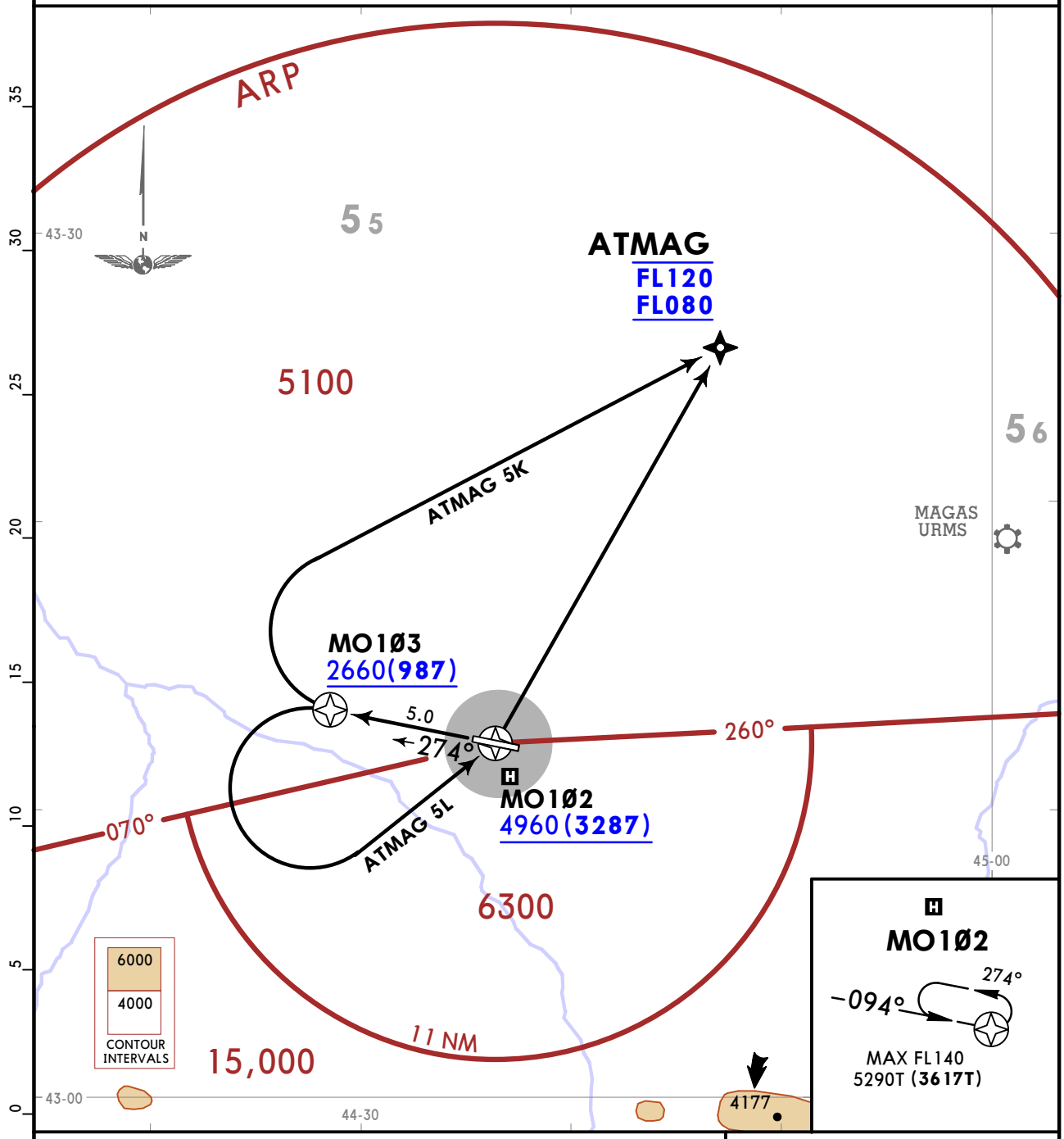
CHANGES: ATMAG 5J & 5H withdrawn.

Apt Elev 1673	QNH on request (**QFE**) Trans alt: 5620 (**3947**)
	RNAV 1 GNSS required

ATMAG 5K [ATMA5K]
ATMAG 5L [ATMA5L]
RNAV DEPARTURES (RWY 27)

BY ATC

SPEED: MAX 245 KT



These SIDs require a minimum climb gradients of

ATMAG 5K: 5.5% up to FL080 due to airspace structure.
ATMAG 5L: 4.5% up to FL080 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply, use holding over MO1Ø2 for climbing to FL080.

ALT/HEIGHT CONVERSION

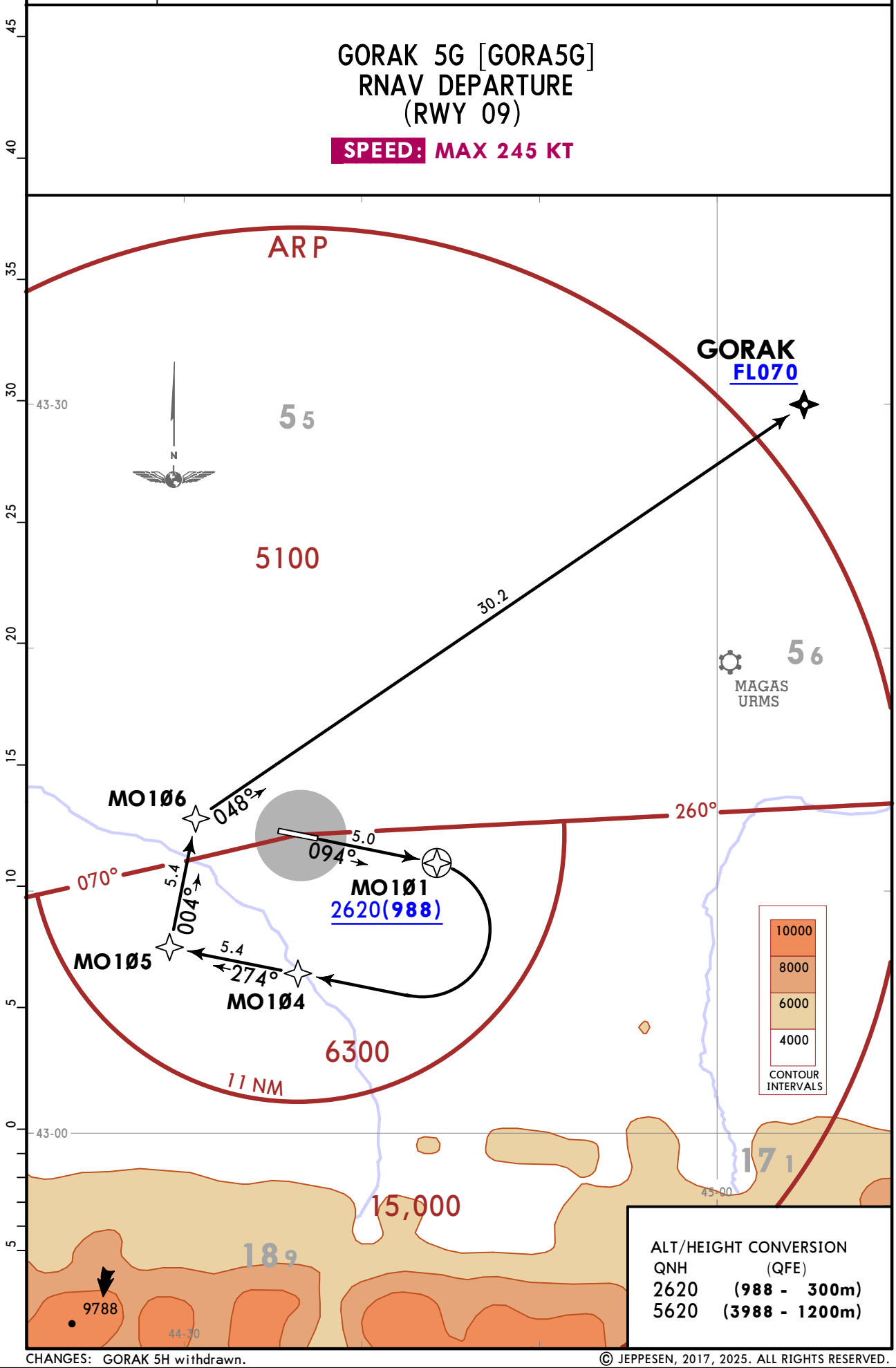
QNH	(QFE)
2660	(987 - 300m)
4960	(3287 - 1000m)
5290	(3617 - 1100m)
5620	(3947 - 1200m)

CHANGES: None.

Apt Elev	
1673	QNH on request (**QFE**) Trans alt: 5620 (**3988**)
	RNAV 1 GNSS required

GORAK 5G [GORA5G]
RNAV DEPARTURE
(RWY 09)

SPEED: MAX 245 KT

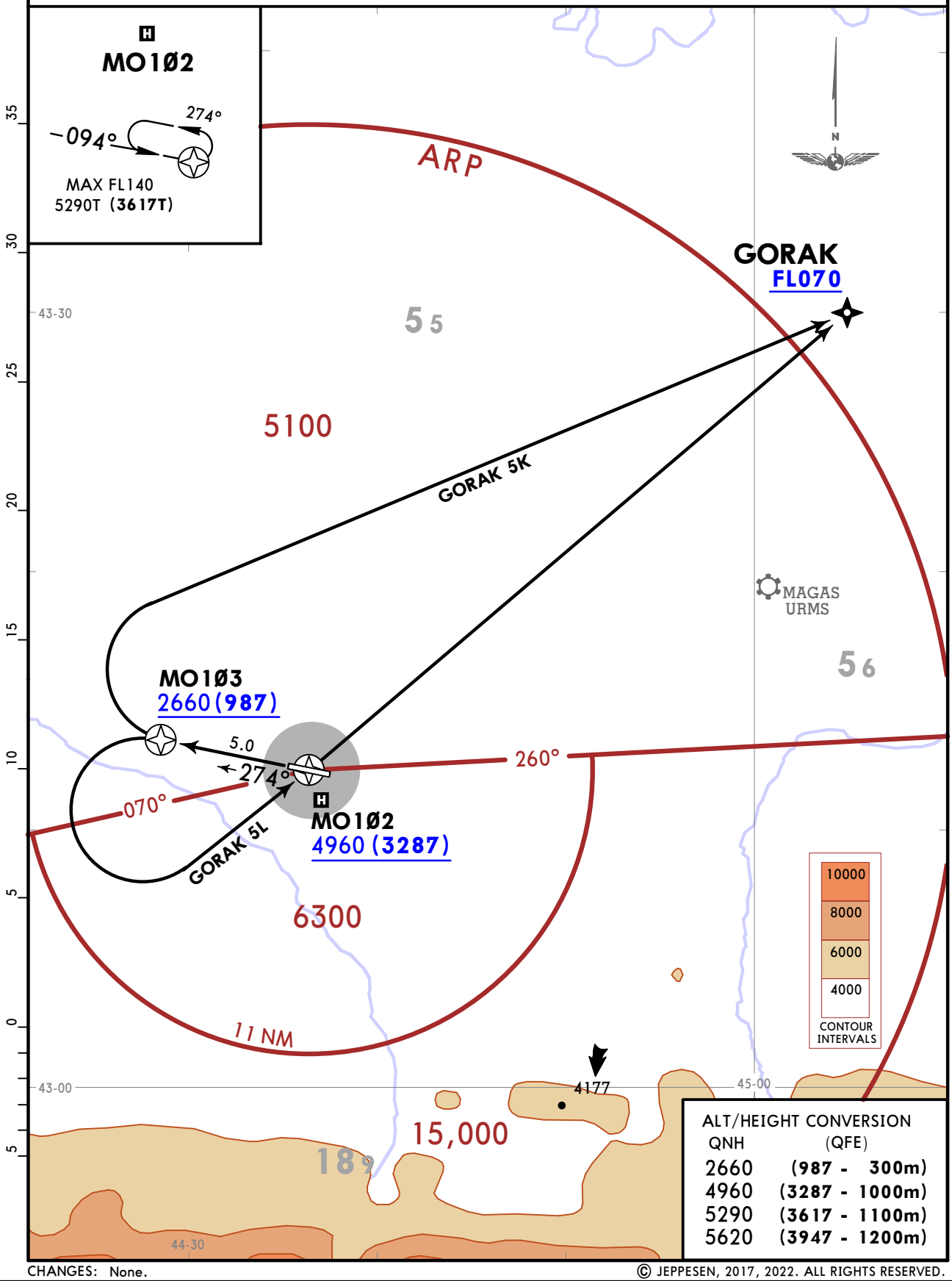


CHANGES: GORAK 5H withdrawn.

Apt Elev	
1673	QNH on request (**QFE**) Trans alt: 5620 (**3947**)
	RNAV 1 GNSS required

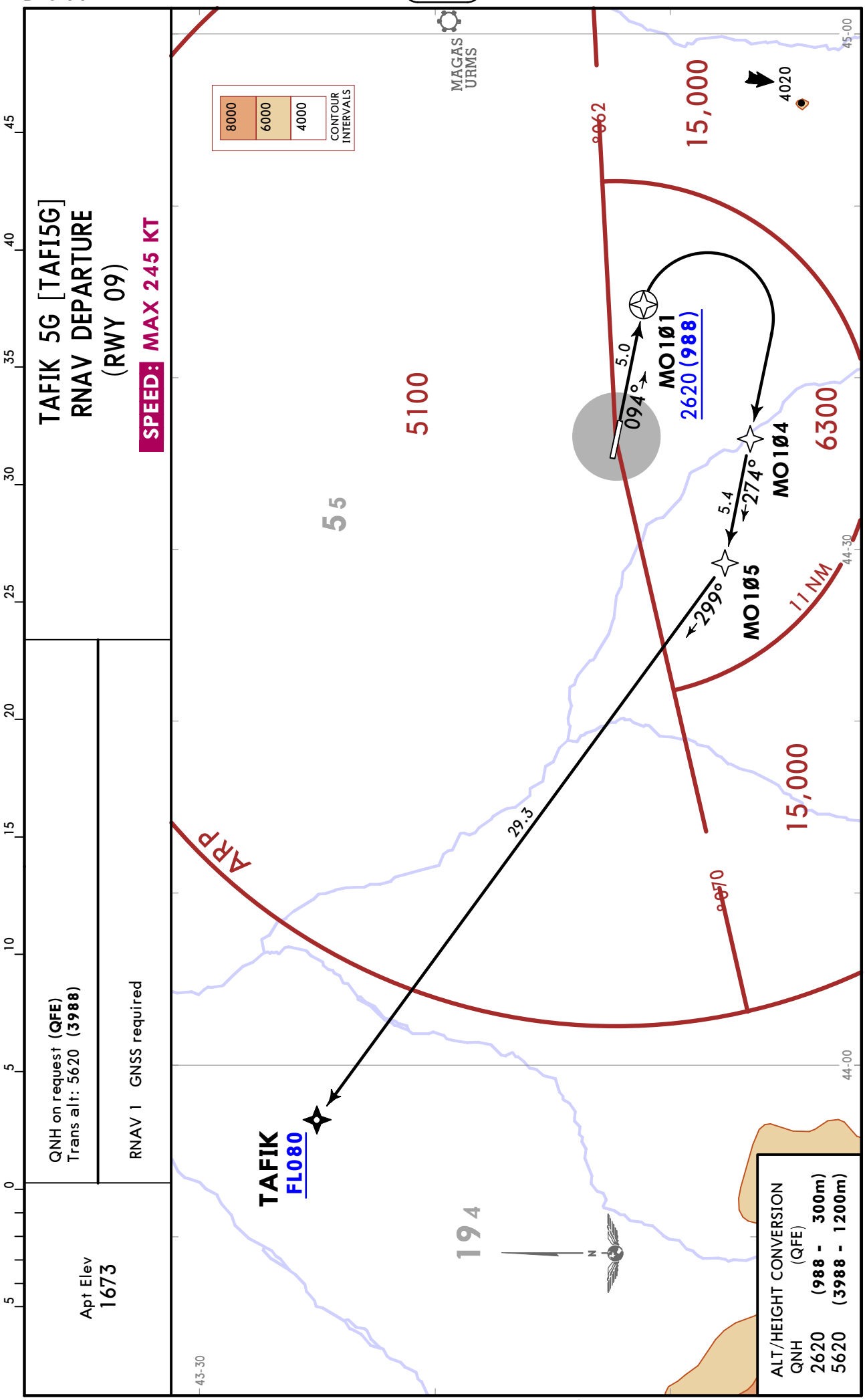
GORAK 5K [GORA5K]
GORAK 5L [GORA5L]
RNAV DEPARTURES (RWY 27)

SPEED: MAX 245 KT

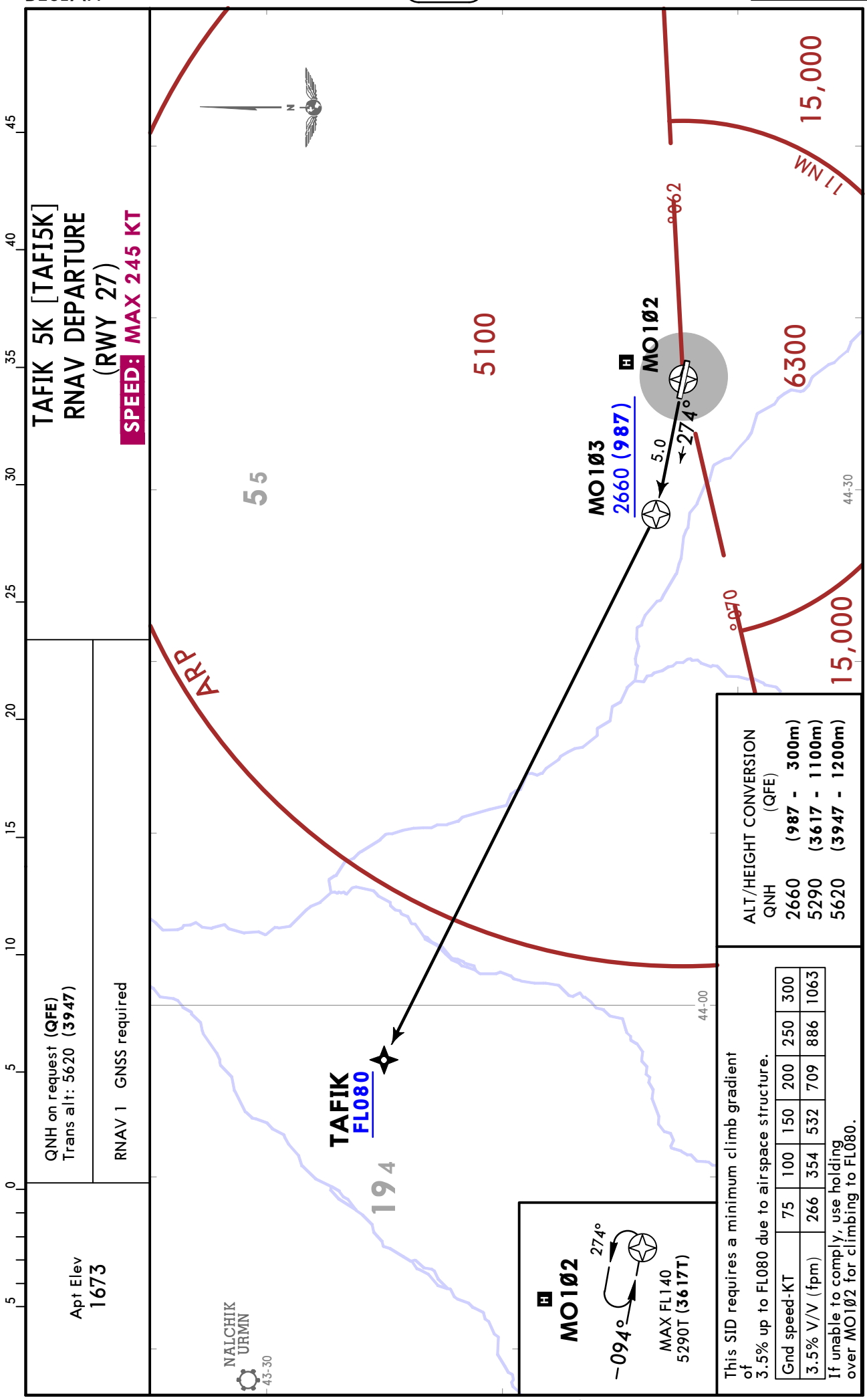


ALT/HEIGHT CONVERSION	
QNH	(QFE)
2660	(987 - 300m)
4960	(3287 - 1000m)
5290	(3617 - 1100m)
5620	(3947 - 1200m)

CHANGES: None.



CHANGES: TAFIK 5H withdrawn.

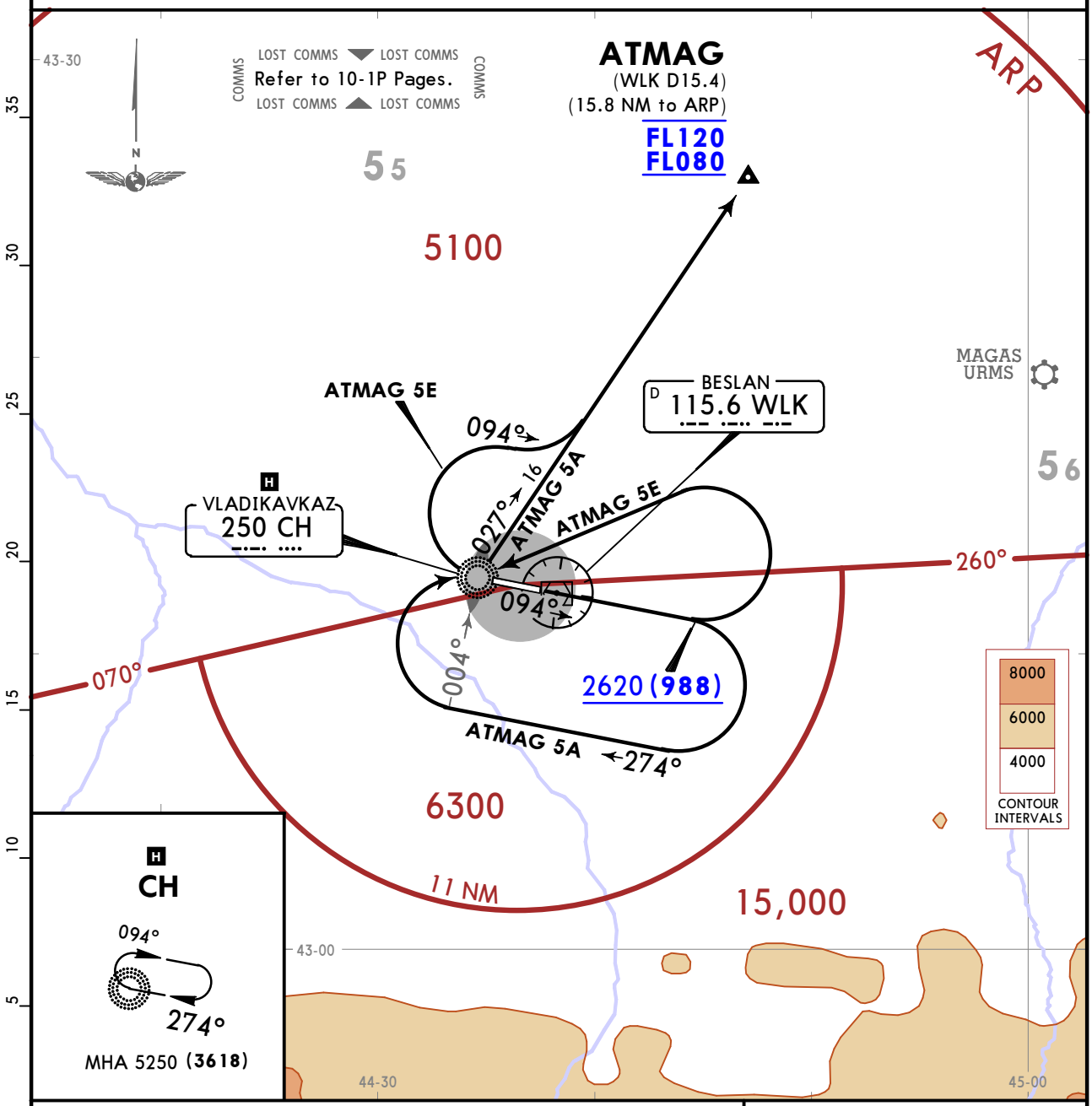


CHANGES: None.

Apt Elev	
1673	QNH on request (**QFE**) Trans alt: 5620 (**3988**) DME or RADAR control required.

ATMAG 5A [ATMA5A]
ATMAG 5E [ATMA5E]
DEPARTURES
(RWY 09)
BY ATC

SPEED: MAX 245 KT



ATMAG 5E:
This SID requires a minimum climb gradient of 4.9% due to airspace structure. If unable to comply, use holding over CH for climbing to FL070.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

ALT/HEIGHT CONVERSION

QNH	(QFE)
2620	(988 - 300m)
5250	(3618 - 1100m)
5620	(3988 - 1200m)

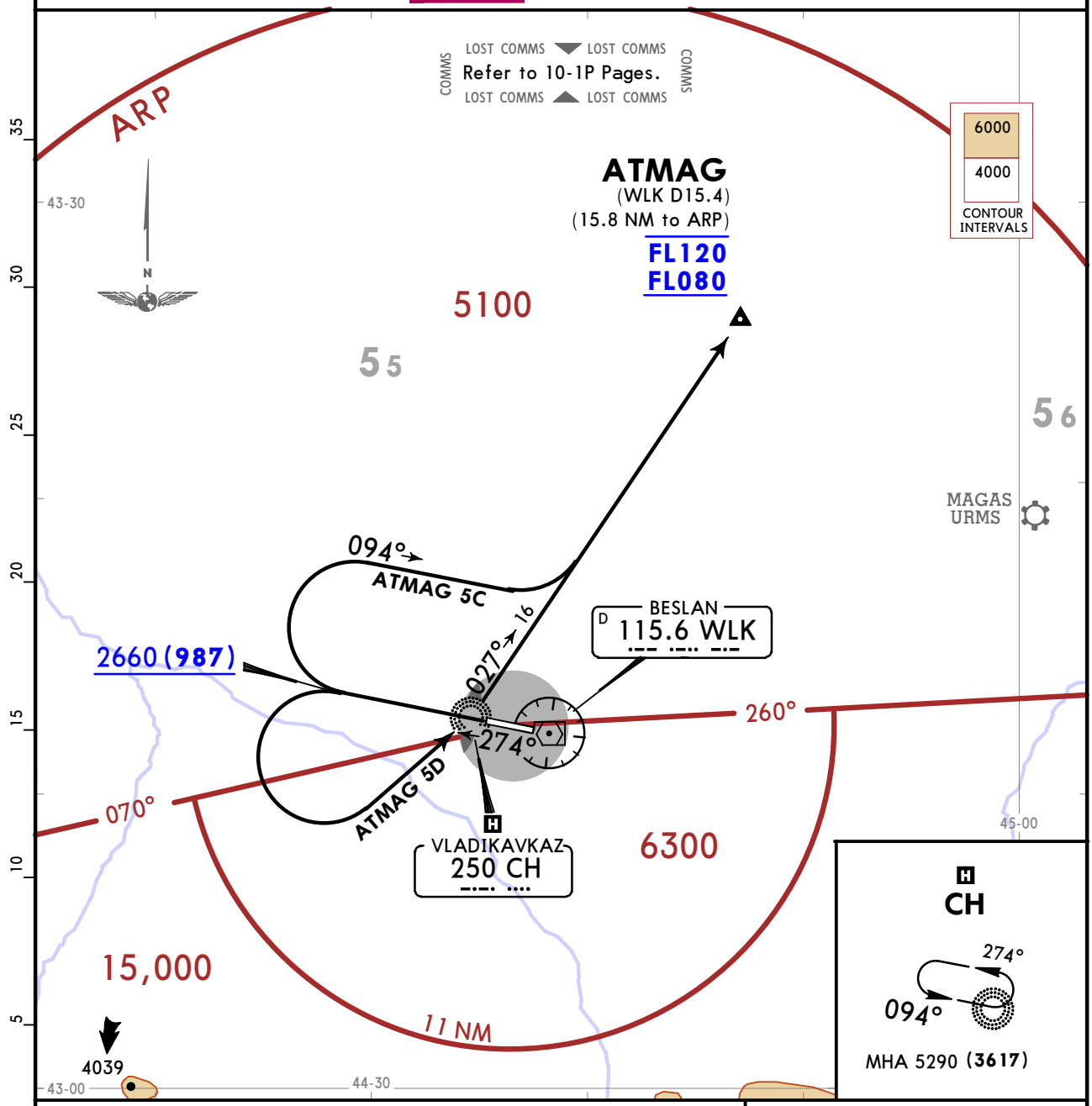
SID	ROUTING
ATMAG 5A	Climb on 094° track to 2620 (988), turn RIGHT, 274° track, at 004° beraing to CH turn RIGHT to CH, 027° bearing to ATMAG.
ATMAG 5E	Climb on 094° track to 2620 (988), turn LEFT to CH, turn RIGHT, 094° track, intercept 027° bearing from CH to ATMAG.

CHANGES: Note & formations added.

Apt Elev	
1673	QNH on request (**QFE**) Trans alt: 5620 (**3947**) DME or RADAR control required.

ATMAG 5C [ATMA5C]
ATMAG 5D [ATMA5D]
DEPARTURES
(RWY 27)
BY ATC

SPEED: MAX 245 KT



These SIDs require a minimum climb gradients of
ATMAG 5C: 5.5% up to FL080 due to airspace structure.
ATMAG 5D: 4.5% up to FL080 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply, use holding over CH for climbing to FL070.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2660	(987 - 300m)
5290	(3617 - 1100m)
5620	(3947 - 1200m)

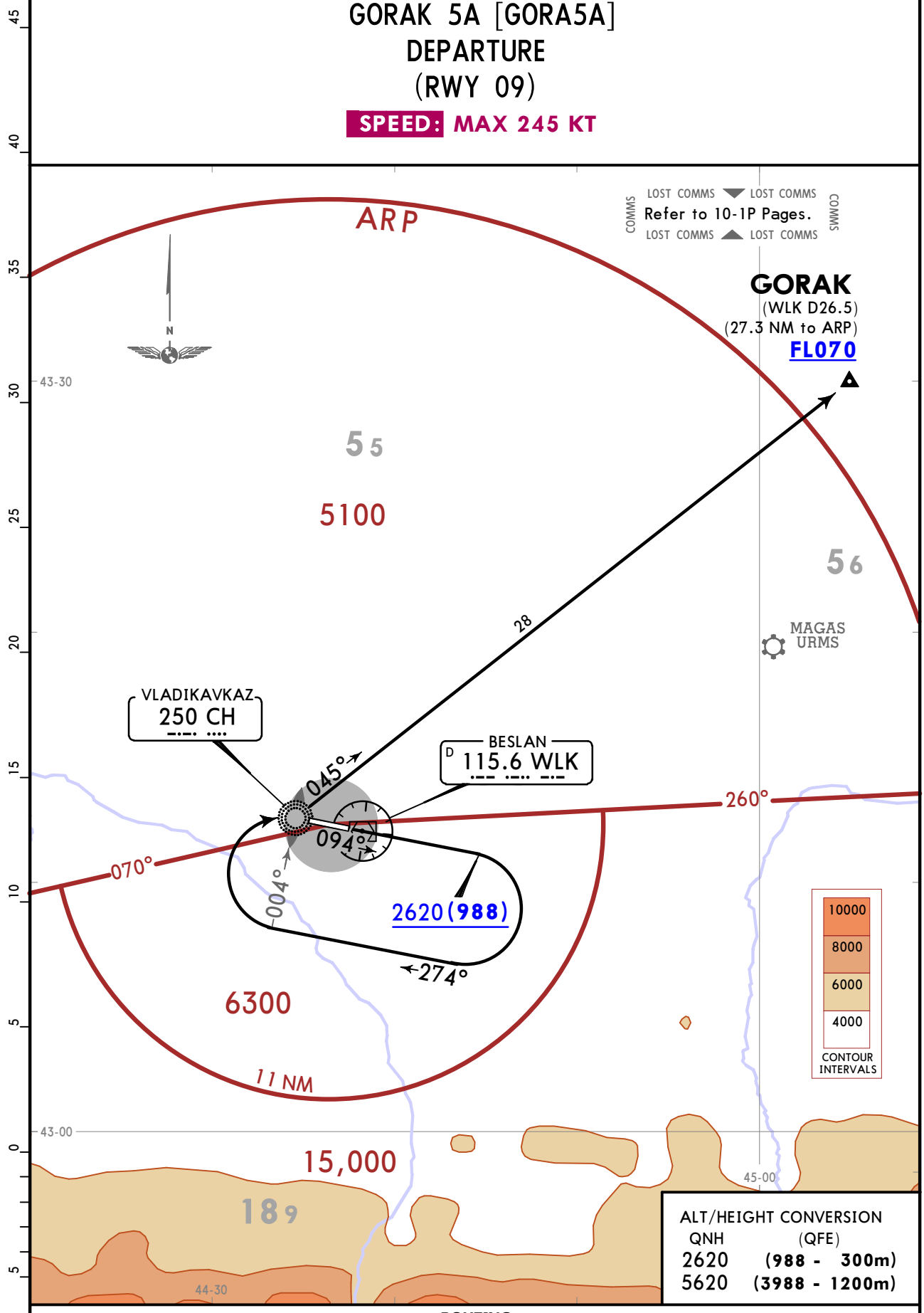
SID	ROUTING
ATMAG 5C	Climb on 274° track to 2660 (987), turn RIGHT, 094° track, intercept 027° bearing from CH to ATMAG.
ATMAG 5D	Climb on 274° track to 2660 (987), turn LEFT to CH, 027° bearing to ATMAG.

CHANGES: Note & formations added.

Apt Elev	
1673	QNH on request (**QFE**) Trans alt: 5620 (**3988**) DME or RADAR control required.

GORAK 5A [GORA5A]
DEPARTURE
(RWY 09)

SPEED: MAX 245 KT



ALT/HEIGHT CONVERSION

QNH	(QFE)
2620	(988 - 300m)
5620	(3988 - 1200m)

ROUTING

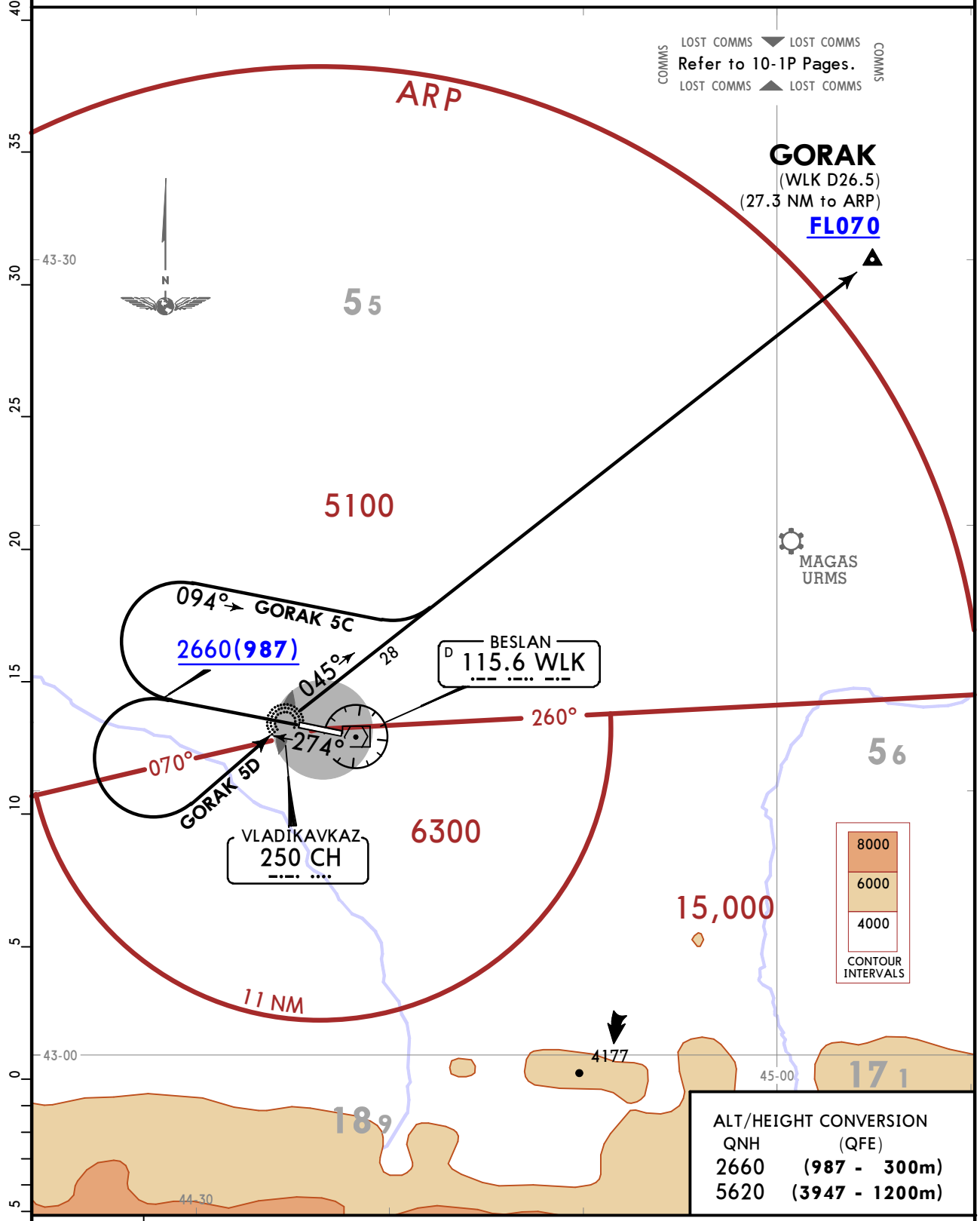
Climb on 094° track to 2620 (988), turn RIGHT, 274° track, at 004° beraing to CH turn RIGHT to CH, 045° bearing to GORAK.

CHANGES: Note & formations added.

Apt Elev	
1673	QNH on request (**QFE**) Trans alt: 5620 (**3947**) DME or RADAR control required.

GORAK 5C [GORA5C]
GORAK 5D [GORA5D]
DEPARTURES (RWY 27)

SPEED: MAX 245 KT



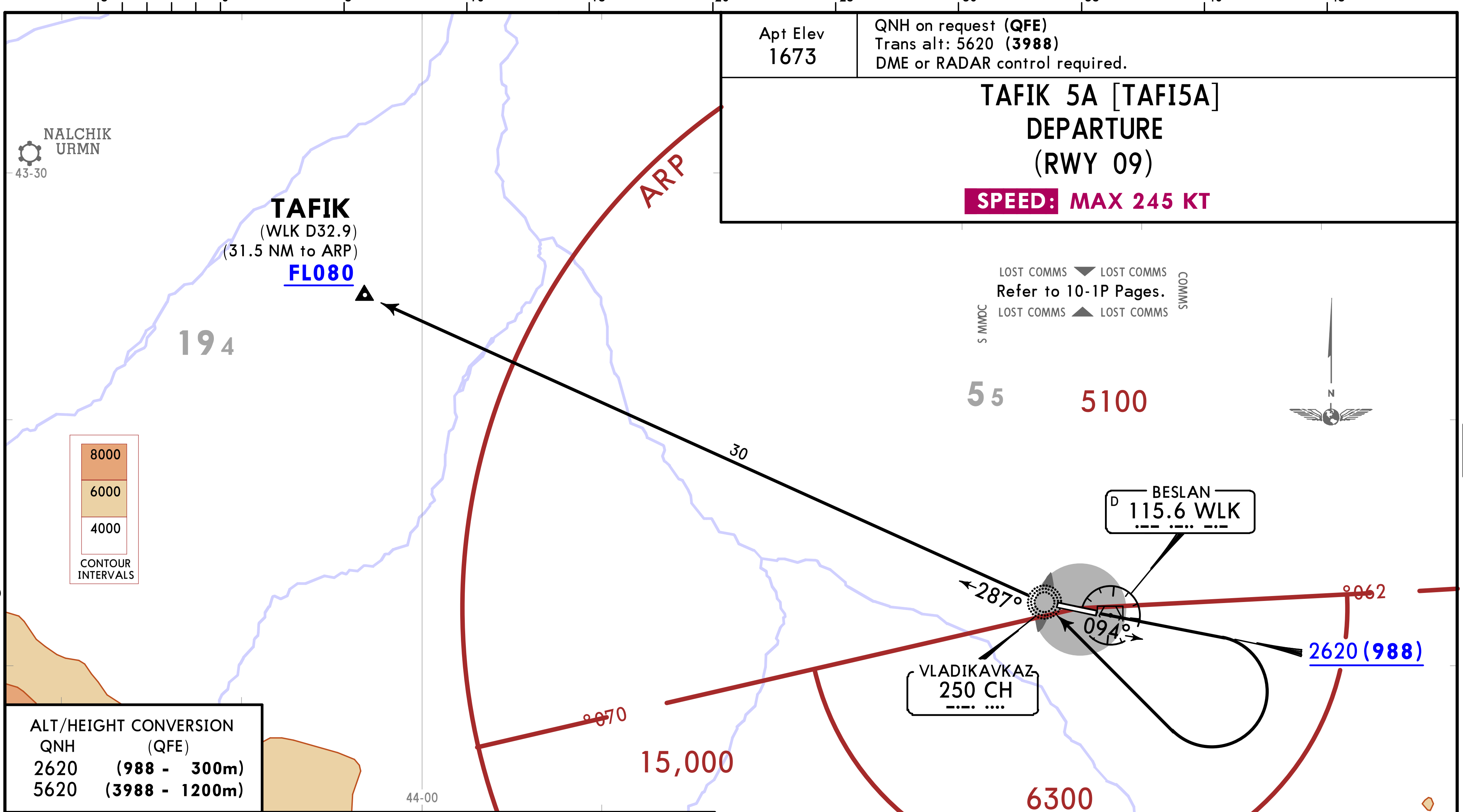
SID	ROUTING
GORAK 5C	Climb on 274° track to 2660 (987), turn RIGHT, 094° track, intercept 045° bearing from CH to GORAK.
GORAK 5D	Climb on 274° track to 2660 (987), turn LEFT to CH, 045° bearing to GORAK.

CHANGES: Note & formations added.

Apt Elev	
1673	QNH on request **(QFE)** Trans alt: 5620 **(3988)** DME or RADAR control required.

TAFIK 5A [TAFI5A] DEPARTURE (RWY 09)

SPEED: MAX 245 KT



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2620	**(988 - 300m)**
5620	**(3988 - 1200m)**

ROUTING

Climb on 094° track to 2620 (988), turn RIGHT to CH, 287° bearing to TAFIK.

CHANGES: Note & formations added.

TAFIK 5C [TAFI5C] DEPARTURE (RWY 27)

SPEED: MAX 245 KT

QNH on request (QFE)
Trans alt: 5620 (3947)
DME or RADAR control required.

Apt Elev 1673

CONTOUR INTERVALS 6000 4000

COMMS
LOST COMMS ▼ LOST COMMS
Refer to 10-1P Pages.
LOST COMMS ▲ LOST COMMS

VLADIKAVKAZ 250 CH

BESLAN D 115.6 WLK

5100

15,000

6300

062°

274°

107°

319°

287°

2660 (987)

4039

070°

ARP

TAFIK
(WLK D32.9)
(31.5 NM to ARP)
FL080

CH

274°
094°

MHA 5290 (3617)

ALT/HEIGHT CONVERSION (QFE)

QNH	
2660	(987 - 300m)
5290	(3617 - 1100m)
5620	(3947 - 1200m)

This SID requires a minimum climb gradient of 3.5% up to FL080 due to airspace structure.

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

If unable to comply, use holding over CH for climbing to FL070, then proceed according to SID.

ROUTING

Climb on 274° track to 2660 (987), turn RIGHT, 319° track, intercept 287° bearing from CH to TAFIK.

NALCHIK URMN 43-30

CHANGES: Note & formations added.

URMO/OGZ

Apt Elev **1673′**

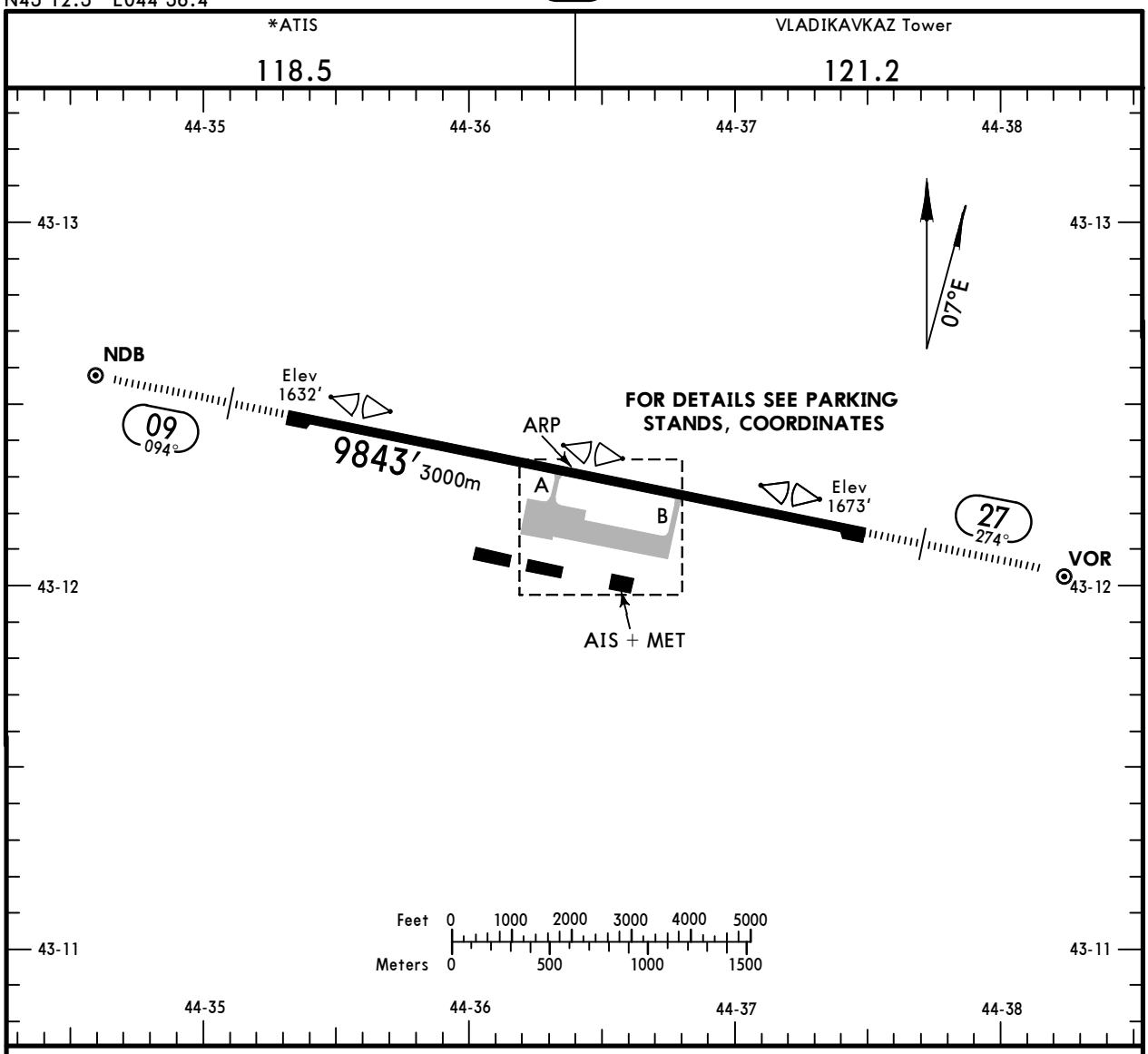
N43 12.3 E044 36.4

JEPPESEN

25 OCT 24 (10-9) **Eff 31 Oct**

VLADIKAVKAZ, ~~RUSSIA~~

BESLAN



ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS — LANDING BEYOND			
		Threshold	Glide Slope	TAKE-OFF	WIDTH
09 27	HIRL (60m) HIALS PAPI-L (3.0°)		8810′ 2685m 8629′ 2630m		148′ 45m

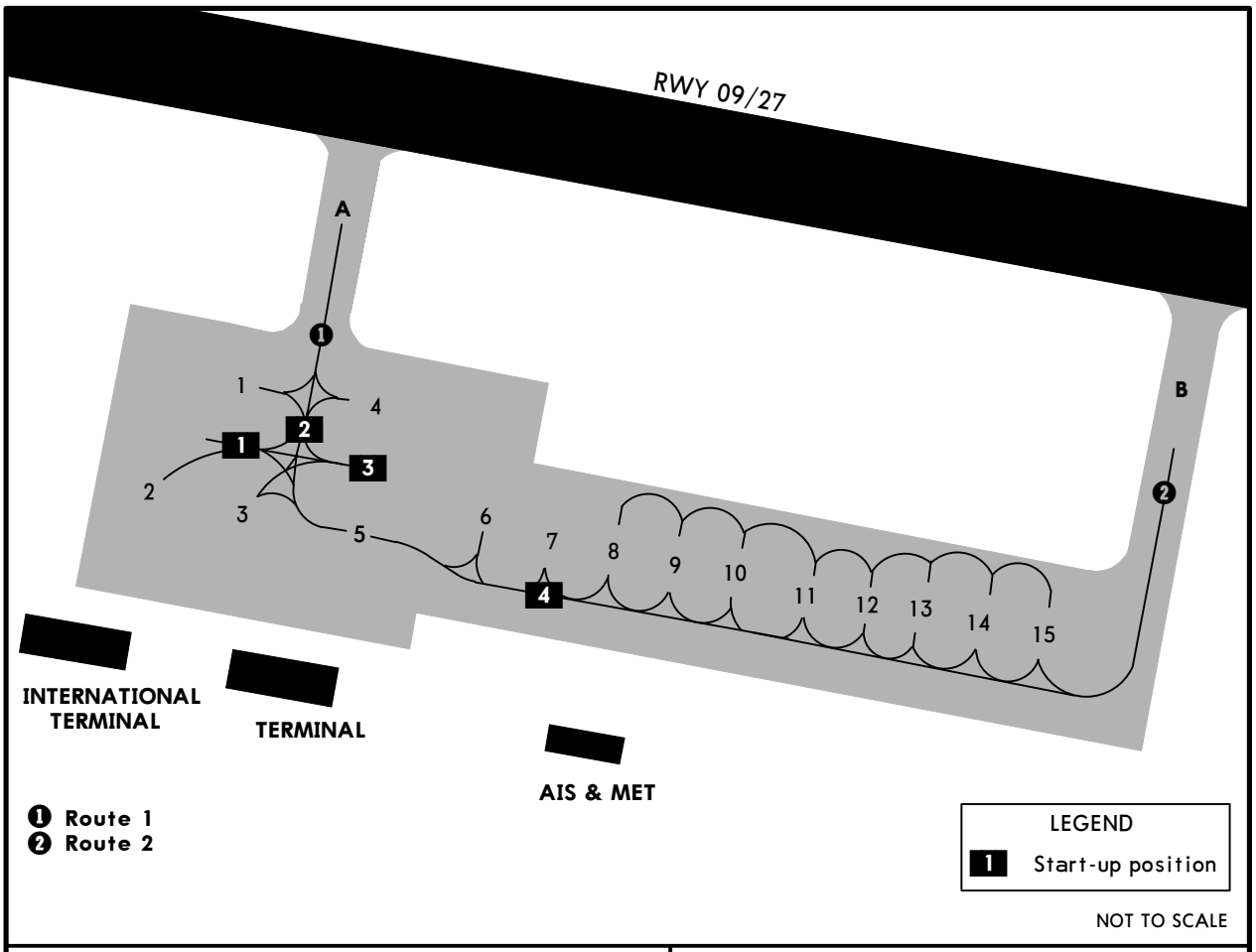
TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

CHANGES: None.



NOT TO SCALE

INS COORDINATES

STAND No.	COORDINATES
1, 2	N43 12.2 E044 36.2
3	N43 12.1 E044 36.3
4	N43 12.2 E044 36.4
5	N43 12.2 E044 36.3
6, 7	N43 12.2 E044 36.4
8 thru 10 NORTH	N43 12.2 E044 36.5
10 SOUTH	N43 12.1 E044 36.5
11 thru 13	N43 12.1 E044 36.6
14 thru 15	N43 12.1 E044 36.7

CHANGES: Stands.

VLADIKAVKAZ, RUSSIA

BESLAN

STRAIGHT-IN RWY		A	B	C	D
09	ILS Z or Y	**1832**′(200′)	**1832**′(200′)	**1832**′(200′)	**1832**′(200′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**1832**′(200′)	**1832**′(200′)	**1832**′(200′)	**1832**′(200′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷ LOC Z	**1920**′(288′)	**1940**′(308′)	**1960**′(328′)	**1990**′(358′)
		❶❸ R650m	❶❸ R700m	R800m	R900m
	ALS out	R1400m	R1400m	R1500m	R1600m
	RNAV **LNAV/VNAV**	**1980**′(348′)	**1980**′(348′)	**1980**′(348′)	**1980**′(348′)
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	RNAV ❷ **LNAV**	**2000**′(368′)	**2000**′(368′)	**2000**′(368′)	**2000**′(368′)
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	❷ NDB	**1990**′(358′)	**1990**′(358′)	**1990**′(358′)	**1990**′(358′)
	with D7.2 & D3.3	R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	❷ NDB	**2020**′(388′)	**2020**′(388′)	**2020**′(388′)	**2020**′(388′)
	with D7.2	R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	❷ NDB	**2800**′(1168′)	**2800**′(1168′)	**2800**′(1168′)	**2800**′(1168′)
	w/o D7.2	R1500m	R1500m	R2400m	R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m
27	ILS Z, Y, X or W	**1873**′(200′)	**1873**′(200′)	**1873**′(200′)	**1873**′(200′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS Z or Y	**1873**′(200′)	**1873**′(200′)	**1873**′(200′)	**1873**′(200′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷ LOC Z or Y	**2270**′(597′)	**2270**′(597′)	**2270**′(597′)	**2270**′(597′)
	with D2.2	R1500m	R1500m	R2000m	R2000m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷ LOC Z or Y	**2400**′(727′)	**2400**′(727′)	**2400**′(727′)	**2400**′(727′)
	w/o D2.2	R1500m	R1500m	R2400m	R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m
	RNAV Z or Y **LNAV/VNAV**	**1959**′(286′)	**1959**′(286′)	**1959**′(286′)	**1959**′(286′)
		❶ R650m	❶ R650m	❶ R650m	❶ R650m
	ALS out	R1400m	R1400m	R1400m	R1400m
	RNAV Z or Y ❷ **LNAV**	**1970**′(297′)	**1970**′(297′)	**1970**′(297′)	**1970**′(297′)
		❶❸ R650m	❶❸ R650m	❶❸ R650m	❶❸ R650m
	ALS out	R1400m	R1400m	R1400m	R1400m
	❷ NDB Z	**2430**′(757′)	**2430**′(757′)	**2430**′(757′)	**2430**′(757′)
	with D2.1	R1500m	R1500m	R2400m	R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷ NDB Z	**2550**′(877′)	**2550**′(877′)	**2550**′(877′)	**2550**′(877′)
	w/o D2.1	R1500m	R1500m	R2400m	R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷ NDB Y	**2030**′(357′)	**2030**′(357′)	**2030**′(357′)	**2030**′(357′)
	with 2.6 NM	R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	❷ NDB Y	**2320**′(647′)	**2320**′(647′)	**2320**′(647′)	**2320**′(647′)
	w/o 2.6 NM	R1500m	R1500m	R2300m	R2300m
	ALS out	R1500m	R1500m	R2400m	R2400m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ Continuous Descent Final Approach. ❸ R750m for CDFA 2D operations.

CHANGES: New format, minimums.

VLADIKAVKAZ, RUSSIA
BESLAN

CIRCLE-TO-LAND ❶	100 KT	135 KT	180 KT	205 KT
	2250′(577′)	**2250**′(577′)	**2370**′(697′)	**2600**′(927′)
After ILS Z or LOC Z Rwy 09	**2370**′(697′)	**2510**′(837′)	**2810**′(1137′)	**2940**′(1267′)
❷ After ILS Y or GLS Rwy 09	**2210**′(578′)	**2210**′(578′)	**2330**′(698′)	**2560**′(928′)
After NDB Rwy 09	**2810**′(1137′)	**2810**′(1137′)	**2810**′(1137′)	**2940**′(1267′)
After ILS or LOC Rwy 27	**2400**′(727′)	**2510**′(837′)	**2810**′(1137′)	**2940**′(1267′)
After NDB Z Rwy 27	**2550**′(877′)	**2550**′(877′)	**2810**′(1137′)	**2940**′(1267′)
	❸ V1500m	❸ V1600m	❸ V2400m	V3600m

❶ After RNAV approaches: NOT APPLICABLE.
❷ Circling height based on RWY 09 thresh elev of 1632′.
❸ or higher minimums of preceding straight-in approach.

TAKE-OFF

Low Visibility Procedures required / Approval for Low Visibility Take-off required		RCLM or RL	RL	Adequate Vis Ref	
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

CHANGES: New format, circle-to-land minimums.

URMO/OGZ
BESLAN

JEPPESEN
16 JAN 26 (11-1) Eff 22 Jan

VLADIKAVKAZ, ~~RUSSIA~~
ILS Z or LOC Z Rwy 09

BRIEFING STRIP™

*ATIS	VLADIKAVKAZ Tower
118.5	121.2

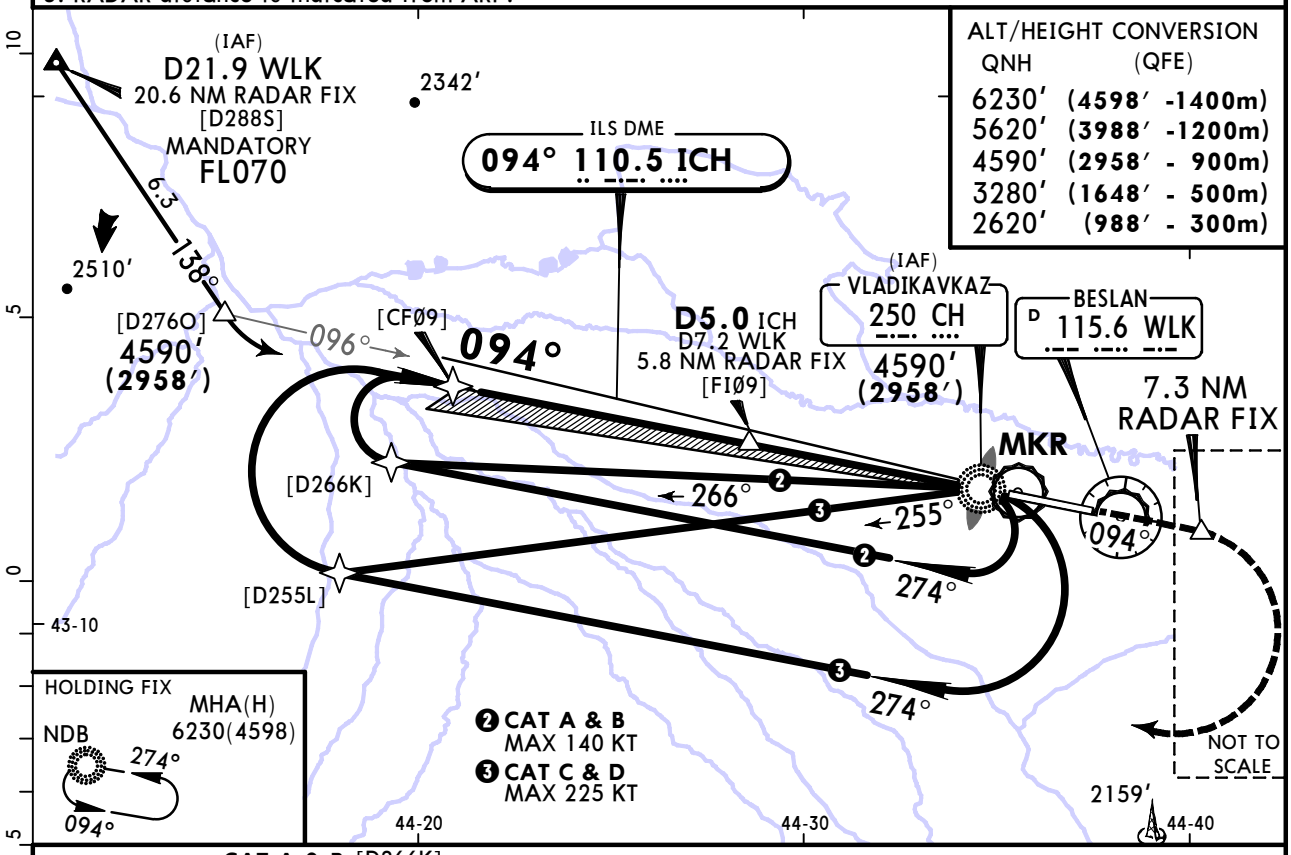
LOC ICH	Final Apch Crs	D5.0 ICH	ILS DA(H)	Apt Elev 1673′
110.5	094°	3280′(1648′)	1832′(200′)	Rwy 1632′

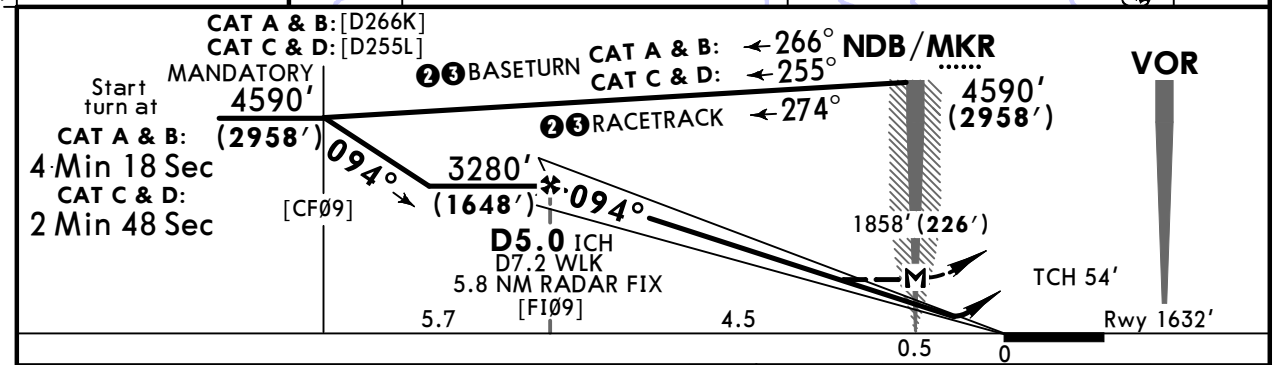
MISSED APCH: Climb to 2620′(988′) before reaching 7.3 NM RADAR FIX (MAX 245 KT), then turn RIGHT onto 274° climbing to 4590′(2958′), then according to chart.

5100
070° 260°
15,000
MSA ARP
6300 within 11 NM

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL070 Trans alt: 5620′ (3988′)

1. DME or RADAR required. 2. ILS DME reads zero at RWY 09 threshold.
3. RADAR distance is indicated from ARP.





Gnd speed-KT		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at NDB/MKR							

HIALS
PAPI

2620′ (988′) before reaching 7.3 NM RADAR FIX

MAX 245 KT

Std ILS — STRAIGHT-IN LANDING — LOC (GS out)

DA(H) 1832′(200′)

1 DA/MDA(H) CDFA
A: 1920′(288′) C: 1960′(328′)
B: 1940′(308′) D: 1990′(358′)

	ALS out		ALS out
A	2 R550m	R750m	R1400m
B			
C		R800m	R1500m
D		R900m	R1600m

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	2370′(697′)	V1500m
135	2510′(837′)	V1600m
180	2810′(1137′)	V2400m
205	2940′(1267′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Missed approach, radar dist, notes, VOR/DME established, minimums.

URMO/OGZ BESLAN

JEPPESEN 16 JAN 26 (11-2) Eff 22 Jan

VLADIKAVKAZ, ~~RUSSIA~~ ILS Y Rwy 09

BRIEFING STRIP™

*ATIS	VLADIKAVKAZ Tower
118.5	121.2

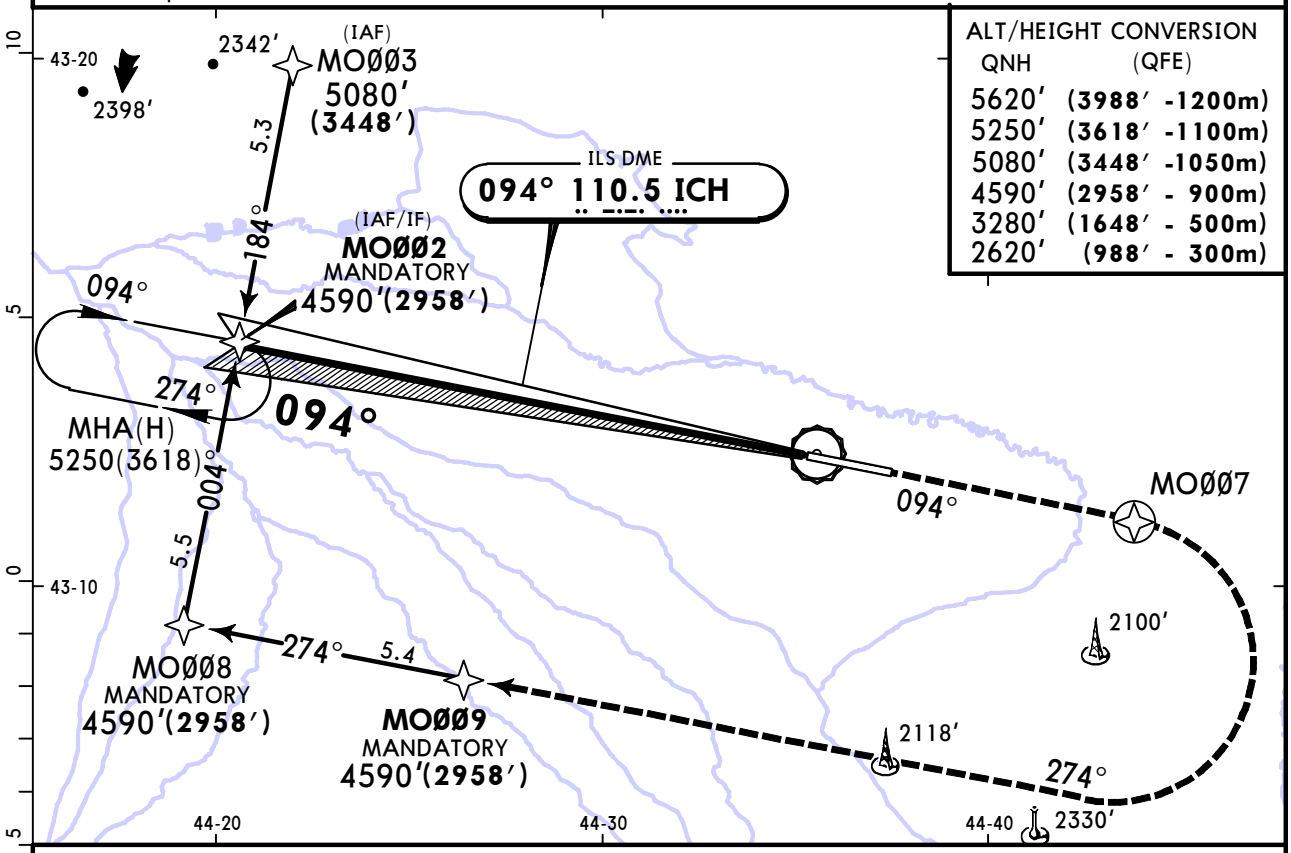
LOC ICH	Final Apch Crs	No ALT published	ILS DA(H)	Apt Elev 1673′
110.5	094°		1832′(200′)	Rwy 1632′

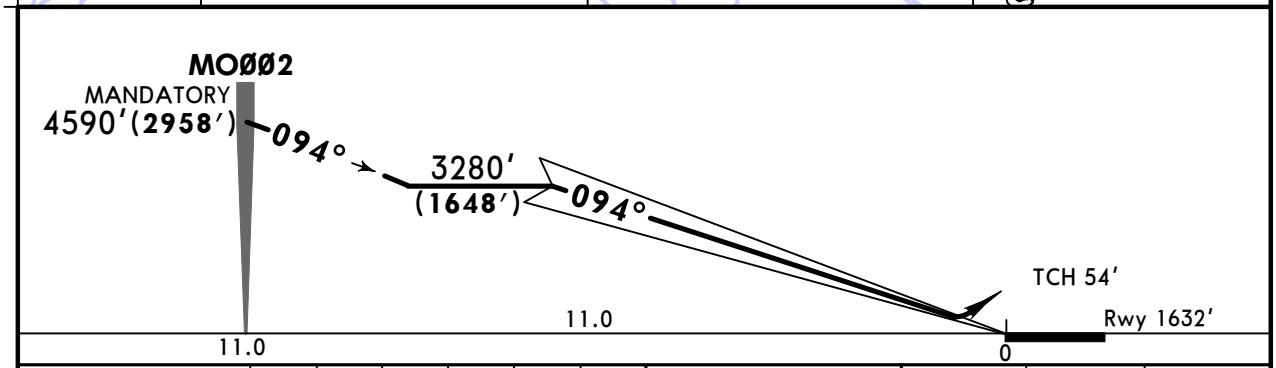
MISSED APCH: Climb to 2620′(988′) or above to MOØØ7, then turn RIGHT to MOØØ9 climbing to 4590′(2958′), then according to chart.

5100
070° 260°
❶15,000
MSA ARP
❶ 6300 within 11 NM

Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL070 | Trans alt: 5620′ (**3988′**)

RNAV 1 required.





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

HIALS PAPI | MIN 2620′ (988′) | **MOØØ7**

Std

STRAIGHT-IN LANDING
ILS
DA(H) **1832′**(200′)
ALS out

A	❷ R550m	R1200m
B		
C		
D		

CIRCLE-TO-LAND ❶

Max KT	MDA(H)	
100	2210′(578′)	V1500m
135	2210′(578′)	V1600m
180	2330′(698′)	V2400m
205	2560′(928′)	V3600m

PANS OPS

❶ Circling height based on rwy 09 thresh elev of 1632′.
❷ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: None.

URMO/OGZ
BESLAN

JEPPESEN
16 JAN 26
Eff 22 Jan
11-3

VLADIKAVKAZ, ~~RUSSIA~~
ILS Z or LOC Z Rwy 27

BRIEFING STRIP ™

*ATIS	VLADIKAVKAZ Tower
118.5	121.2

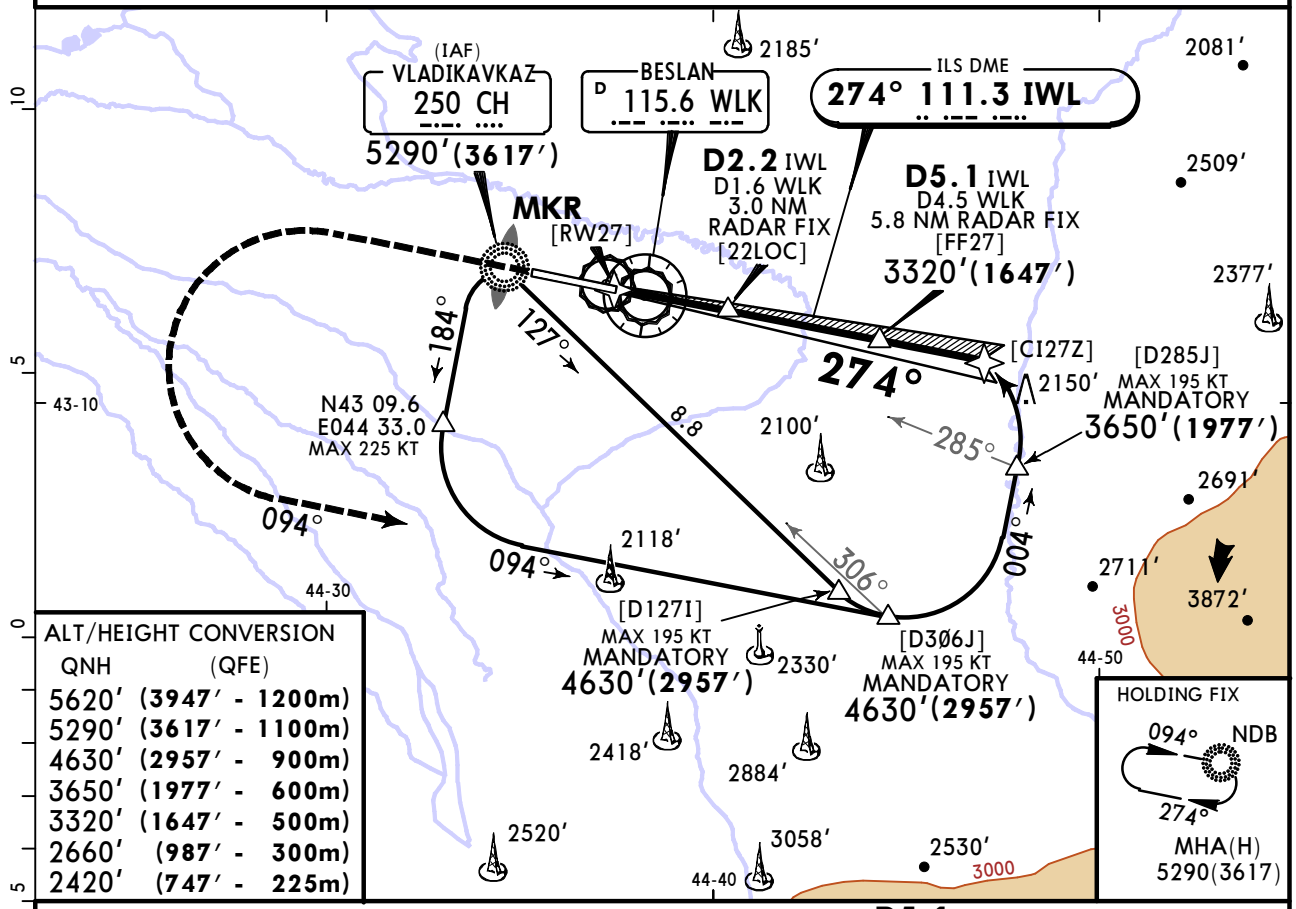
LOC IWL	Final Apch Crs	D5.1 IWL	ILS DA(H)	Apt Elev 1673′
111.3	274°	3320′(1647′)	1873′ (200′)	Rwy 1673′

5100
070° 260°
1 15,000
MSA ARP
1 6300 within 11 NM

MISSED APCH: Climb to 2660′(987′), then turn LEFT onto 094° climbing to 4630′(2957′), then according to chart.

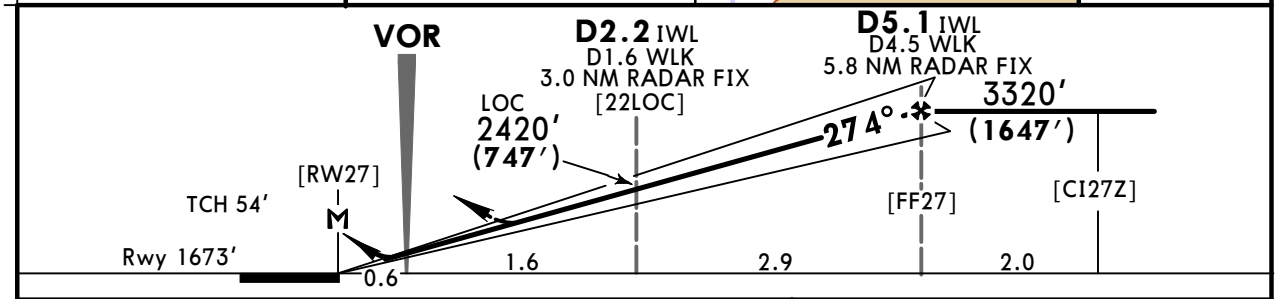
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL070 | Trans alt: 5620′(3947′)

1. DME required. 2. RADAR required. 3. ILS DME reads zero at RWY 27 threshold.
4. RADAR distance is indicated from ARP.



ALT/HEIGHT CONVERSION

QNH	(QFE)
5620′	(3947′ - 1200m)
5290′	(3617′ - 1100m)
4630′	(2957′ - 900m)
3650′	(1977′ - 600m)
3320′	(1647′ - 500m)
2660′	(987′ - 300m)
2420′	(747′ - 225m)



Gnd speed-KT		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW27							
D5.1 IWL to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

HIALS
PAPI

2660′ (987′)	094° LT	4630′ (2957′)

Std

STRAIGHT-IN LANDING

	ILS DA(H) 1873′(200′) ALS out	LOC (GS out) with D2.2 CDFA 1 DA/MDA(H) 2270′(597′) ALS out	LOC (GS out) w/o D2.2 CDFA 1 DA/MDA(H) 2400′(727′) ALS out
A	2 R550m	R1200m	R1500m	R1500m
B			
C			R2000m	R2400m	R2400m
D			

CIRCLE-TO-LAND

Max KT	MDA(H)
100	2400′(727′) V1500m
135	2510′(837′) V1600m
180	2810′(1137′) V2400m
205	2940′(1267′) V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Procedure title, notes, VOR/DME established, procedure, minimums.

URMO/OGZ
BESLAN

JEPPESEN
16 JAN 26
Eff 22 Jan
11-4

VLADIKAVKAZ, ~~RUSSIA~~
ILS Y or LOC Y Rwy 27

BRIEFING STRIP ™

*ATIS	VLADIKAVKAZ Tower
118.5	121.2

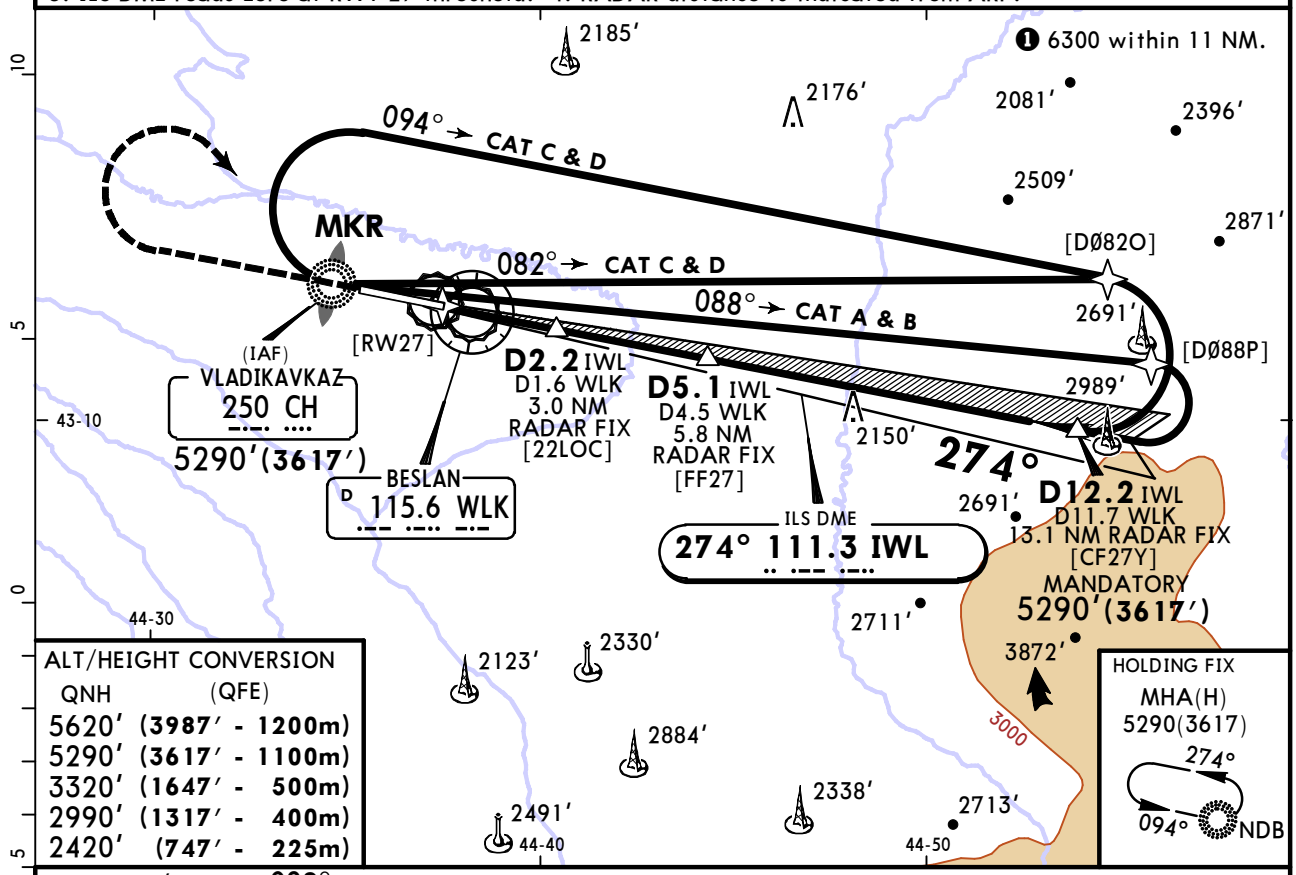
LOC IWL	Final Apch Crs	D5.1 IWL	ILS DA(H)	Apt Elev 1673′ Rwy 1673′
111.3	274°	3320′(1647′)	1873′(200′)	

MISSED APCH: Climb to 2990′(1317′), then turn RIGHT to NDB climbing to 5290′(3617′), then according to chart.

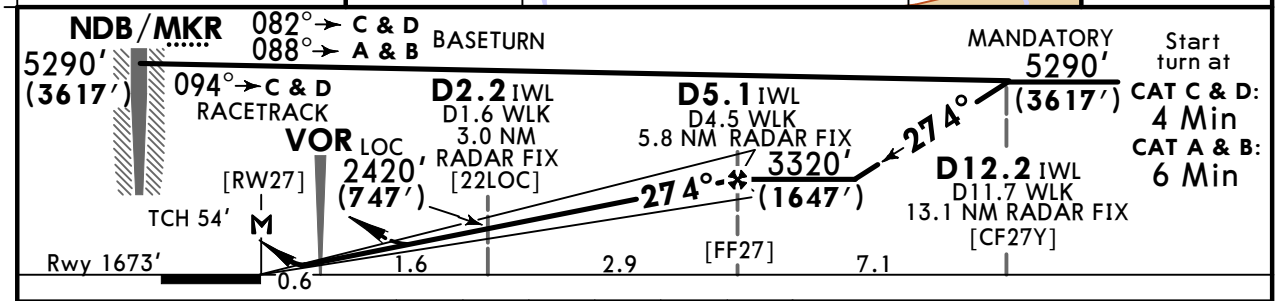
5100
070° 260°
❶ 15,000
MSA ARP

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL070 Trans alt: 5620′**(3947′)**

1. DME or RADAR required. 2. Procedure restricted to CAT C & D: MAX 195 KT, CAT A & B: MAX 130 KT.
3. ILS DME reads zero at RWY 27 threshold. 4. RADAR distance is indicated from ARP.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5620′	(3987′ - 1200m)
5290′	(3617′ - 1100m)
3320′	(1647′ - 500m)
2990′	(1317′ - 400m)
2420′	(747′ - 225m)



Gnd speed-KT		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW27							
D5.1 IWL to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

HIALS
PAPI

2990′ (1317′)	CH 250 RT	5290′ (3617′)

Std

STRAIGHT-IN LANDING

ILS		LOC (GS out) with D2.2		LOC (GS out) w/o D2.2	
DA(H) 1873′(200′)	ALS out	❶ DA/MDA(H) 2270′(597′)	ALS out	❶ DA/MDA(H) 2400′(727′)	ALS out
A	❷ R550m	R1200m	R1500m		R1500m
B					
C			R2000m	R2400m	R2400m
D					

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	2400′(727′)	V1500m
135	2510′(837′)	V1600m
180	2810′(1137′)	V2400m
205	2940′(1267′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.
❷ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Procedure title, notes, VOR/DME established, procedure, minimums.

URMO/OGZ BESLAN

JEPPESEN

8 NOV 24 (11-5)

VLADIKAVKAZ, ~~RUSSIA~~ ILS X Rwy 27

BRIEFING STRIP ™

*ATIS	VLADIKAVKAZ Tower
118.5	121.2

LOC IWL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1673′
111.3	274°	No alt published	1873′(200′)	Rwy 1673′

MISSED APCH: Climb to 2660′(987′) or above to MO2Ø9, then turn LEFT to MO21Ø climbing to 4630′(2957′), then according to chart.

5100
070° 260°
15,000
MSA ARP

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 70 | Trans alt: 5620′**(3947′)**

RNAV 1 required.

6300 within 11 NM.

ILS DME
274° 111.3 IWL

MO2Ø9
274°
094°
5.1
4.4
004°

(IF)
MO2Ø6
MAX 195 KT
at 3810′
(2137′)

(IAF)
MO2Ø1
MAX 225 KT
at 4630′
(2957′)

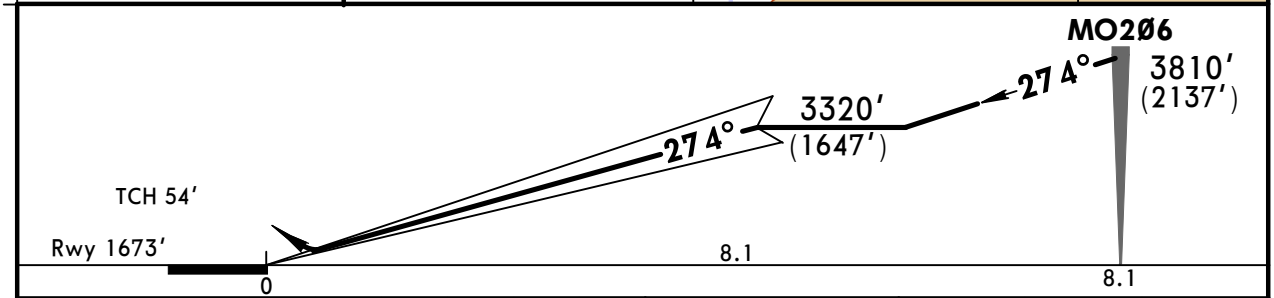
MO21Ø
at 4630′
(2957′)

43-10
44-30
44-40
44-50

2186′ 2484′ 2176′ 2081′ 2510′ 2379′ 2989′ 2691′ 2714′ 3872′ 2100′ 2153′ 2120′ 2330′ 2418′ 2884′ 2523′ 3058′ 2751′ 2714′ 3000

ALT/HEIGHT CONVERSION

QNH	(QFE)
5620′	(3947′ - 1200m)
4630′	(2957′ - 900m)
3810′	(2137′ - 650m)
3320′	(1647′ - 500m)
2660′	(987′ - 300m)



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

HIALS
PAPI

MIM 2660′ (987′)

MO2Ø9

STRAIGHT-IN LANDING RWY 27

ILS — DA(H) 1873′(200′)

LOC (GS out)

	FULL	ALS out	LOC (GS out)
A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	2250′(577′)	1600m
135		
180	2370′(697′)	3200m
205	2600′(927′)	4800m

PANS OPS

CHANGES: Restricted areas removed.

URMO/OGZ BESLAN

JEPPESEN

8 NOV 24 (11-6)

VLADIKAVKAZ, ~~RUSSIA~~ ILS W Rwy 27

*ATIS	VLADIKAVKAZ Tower
118.5	121.2

BRIEFING STRIP ™

LOC IWL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1673′
111.3	274°	No alt published	1873′(200′)	Rwy 1673′

MISSED APCH: Climb to 2660′(987′) or above to MO2Ø9, then turn RIGHT to MO212 climbing to 4630′(2957′), then according to chart.

5100
260°
070°
15,000
MSA ARP

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 70 | Trans alt: 5620′**(3947′)**

RNAV 1 required.

MHA(H) 5940 (4267)

6300 within 11 NM.

43-20 | 43-10 | 44-30 | 44-40 | 44-50

094° 2186′ **MO212** 5.1 094° 2484′ 2113′ 162° 2176′ 342° 5.3 184°

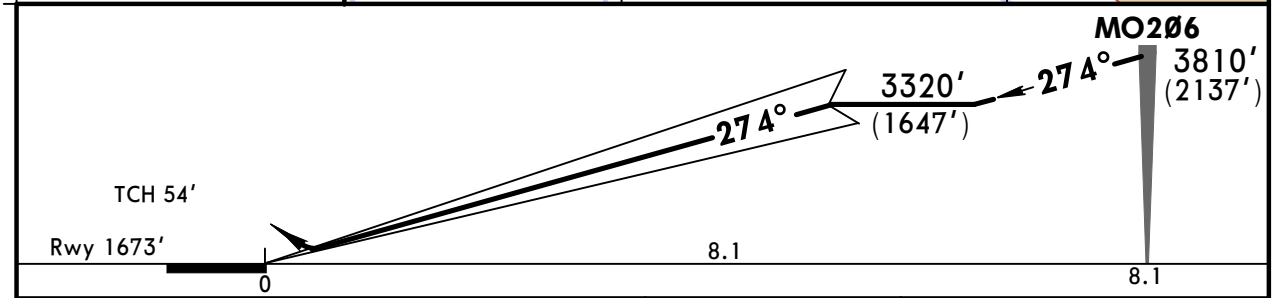
(IAF) **MO2Ø5** MAX 225 KT **4630′(2957′)** 2081′ 2395′ 2510′ 2178′ 2638′

MO2Ø9 274° **274°** (IF) **MO2Ø6** MAX 195 KT at 3810′ (2137′) 2153′ 2100′ 2989′ 2691′ 2714′ 2123′ 2330′ 4101′ 3000

ILS DME
274° 111.3 IWL

ALT/HEIGHT CONVERSION

QNH	(QFE)
5940′	(4267′ - 1300m)
5620′	(3947′ - 1200m)
4630′	(2957′ - 900m)
3810′	(2137′ - 650m)
3320′	(1647′ - 500m)
2660′	(987′ - 300m)



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

HIALS PAPI MIM 2660′ (987′) **MO2Ø9**

PANS OPS

STRAIGHT-IN LANDING RWY **27**

	ILS DA(H) 1873′(200′) FULL	ILS DA(H) 1873′(200′) ALS out	LOC (GS out)
A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	2250′(577′)	1600m
135		
180	2370′(697′)	3200m
205	2600′(927′)	4800m

CHANGES: Restricted areas removed.

URMO/OGZ
BESLAN

JEPPESEN
8 NOV 24 (12-1)

VLADIKAVKAZ, ~~RUSSIA~~
RNAV Rwy 09

BRIEFING STRIP™

*ATIS	VLADIKAVKAZ Tower
118.5	121.2

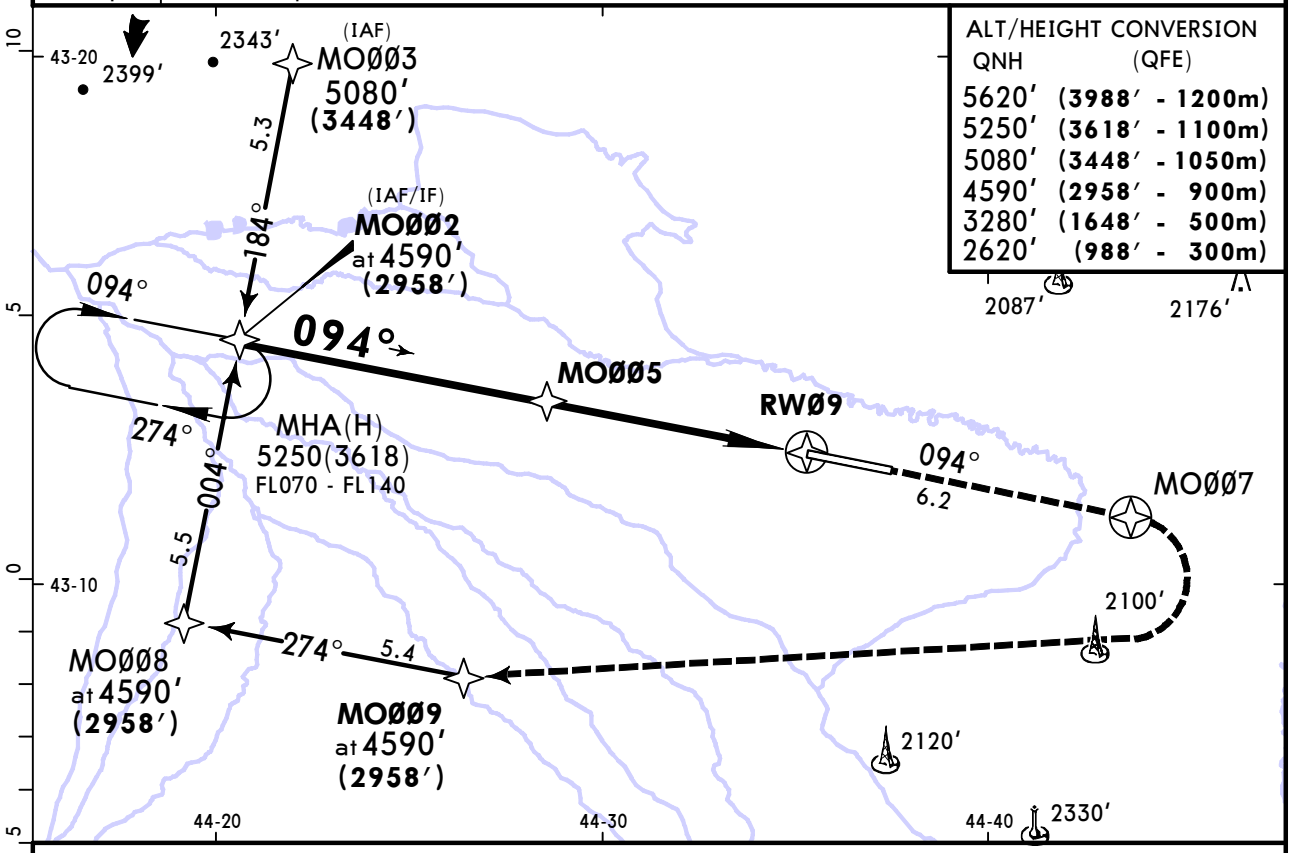
RNAV	Final Apch Crs 094°	MOØØ5 3280′(1648′)	LNAV/VNAV DA(H) 1980′(348′)	Apt Elev 1673′ Rwy 1632′

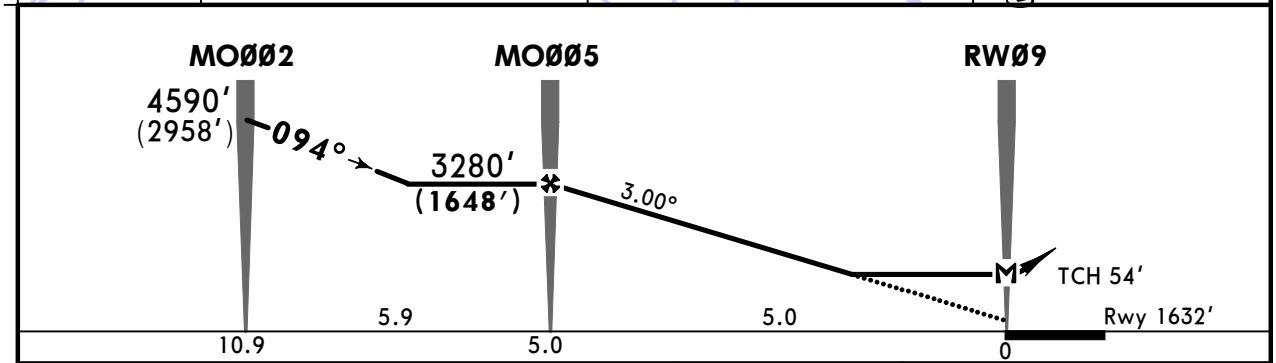
MISSED APCH: Climb to 2620′(988′) or above to MOØØ7, then turn RIGHT to MOØØ9 climbing to 4590′(2958′), then according to chart.

5100
070° 260°
1 15,000
MSA ARP
1 6300 within 11 NM

Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL070 | Trans alt: 5620′ (**3988′**)

RNP apch. | 1. GNSS required. 2. Baro-VNAV not authorized below -20 °C.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ9							

HIALS
PAPI
MIM 2620′ (988′)
MOØØ7

STRAIGHT-IN LANDING RWY **09**

	LNAV/VNAV DA(H) 1980′(348′)		LNAV MDA(H) 2000′(368′)	
		ALS out		ALS out
A	800m	1200m	800m	1600m
B				
C				
D			1600m	2000m

PANS OPS

CHANGES: Restricted areas removed.

URMO/OGZ
BESLAN

JEPPESEN
8 NOV 24 (12-2)

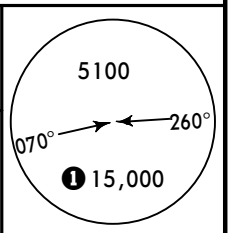
VLADIKAVKAZ, ~~RUSSIA~~
RNAV Z Rwy 27

BRIEFING STRIP™

*ATIS	VLADIKAVKAZ Tower
118.5	121.2

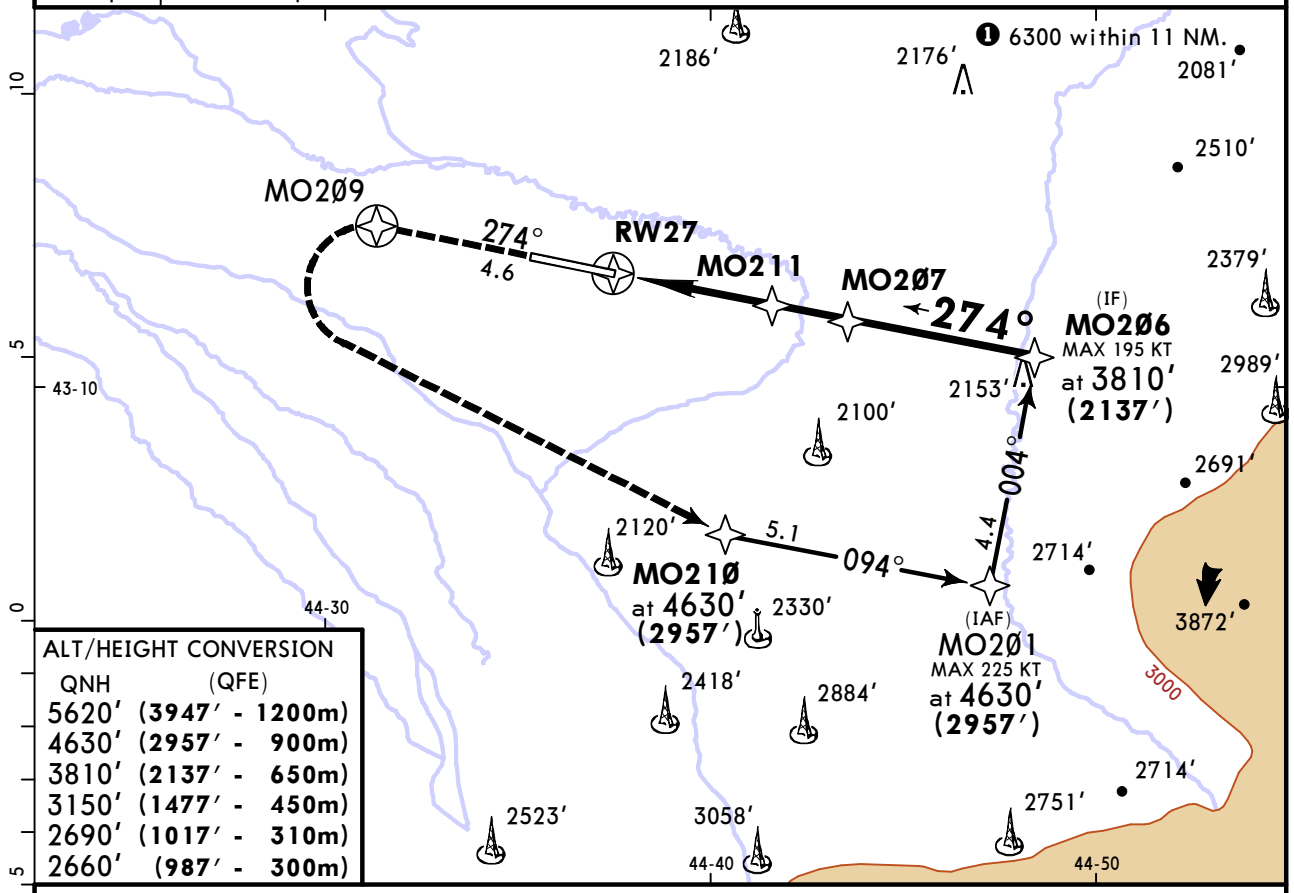
RNAV	Final Apch Crs 274°	MO2Ø7 3150′(1477′)	LNAV/VNAV DA(H) 1959′(286′)	Apt Elev 1673′ Rwy 1673′

MISSED APCH: Climb to 2660′(987′) or above to MO2Ø9, then turn LEFT to MO21Ø climbing to 4630′(2957′), then according to chart.



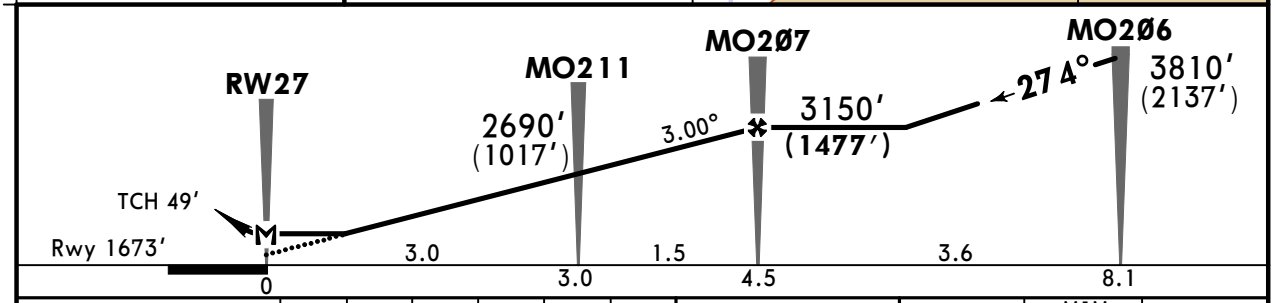
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL070 Trans alt: 5620′(3947′)

RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -20°C.



ALT/HEIGHT CONVERSION

QNH	(QFE)
5620′	(3947′ - 1200m)
4630′	(2957′ - 900m)
3810′	(2137′ - 650m)
3150′	(1477′ - 450m)
2690′	(1017′ - 310m)
2660′	(987′ - 300m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW27							

HIALS
PAPI
MIM 2660′ (987′)
MO2Ø9

STRAIGHT-IN LANDING RWY 27

	LNAV/VNAV DA(H) 1959′(286′)		LNAV MDA(H) 1970′(297′)	
		ALS out		ALS out
A	800m	1200m	800m	1600m
B				
C				
D			1600m	

PANS OPS

CHANGES: Restricted areas removed.

URMO/OGZ
BESLAN

JEPPESEN
8 NOV 24 (12-3)

VLADIKAVKAZ, ~~RUSSIA~~
RNAV Y Rwy 27

BRIEFING STRIP™

*ATIS	VLADIKAVKAZ Tower
118.5	121.2

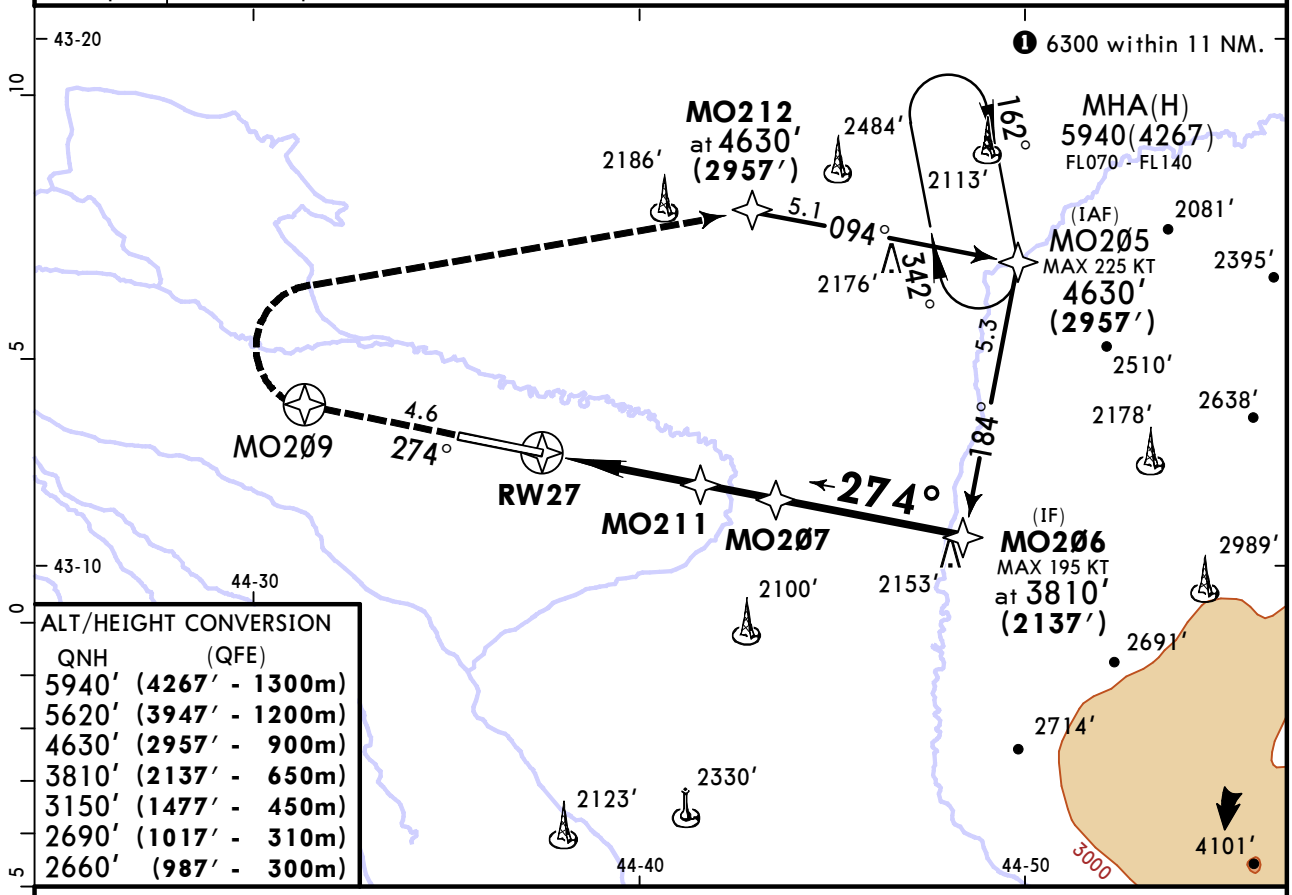
RNAV	Final Apch Crs 274°	MO2Ø7 3150′(1477′)	LNAV/VNAV DA(H) 1959′(286′)	Apt Elev 1673′ Rwy 1673′

MISSED APCH: Climb to 2660′(987′) or above to MO2Ø9, then turn RIGHT to MO212 climbing to 4630′(2957′), then according to chart.

5100
070° 260°
15,000
MSA ARP

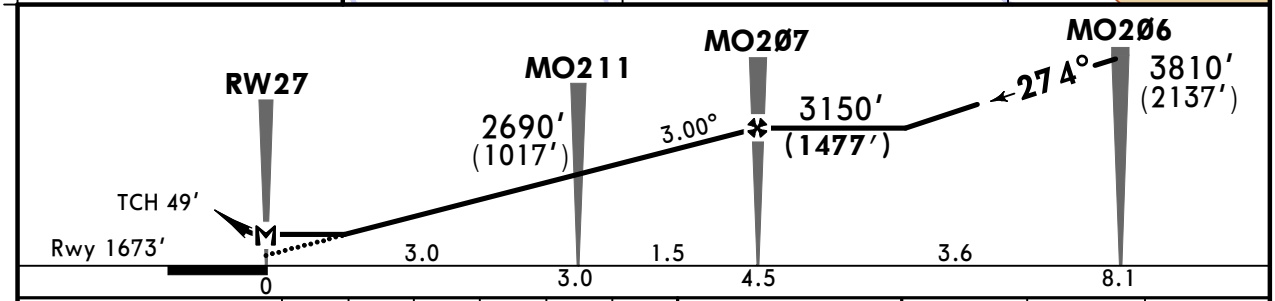
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL070 Trans alt: 5620′ **(3947′)**

RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -20°C.



ALT/HEIGHT CONVERSION

QNH	(QFE)
5940′	(4267′ - 1300m)
5620′	(3947′ - 1200m)
4630′	(2957′ - 900m)
3810′	(2137′ - 650m)
3150′	(1477′ - 450m)
2690′	(1017′ - 310m)
2660′	(987′ - 300m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW27							

HIALS
PAPI
MIM 2660′ (987′)
MO2Ø9

STRAIGHT-IN LANDING RWY 27

	LNAV/VNAV DA(H) 1959′(286′)		LNAV MDA(H) 1970′(297′)	
		ALS out		ALS out
A	800m	1200m	800m	1600m
B				
C				
D			1600m	

PANS OPS

CHANGES: Restricted areas removed.

URMO/OGZ
BESLAN

JEPPESEN
8 NOV 24 (12-40)

VLADIKAVKAZ, ~~RUSSIA~~
GLS Rwy 09

BRIEFING STRIP™

*ATIS	VLADIKAVKAZ Tower
118.5	121.2

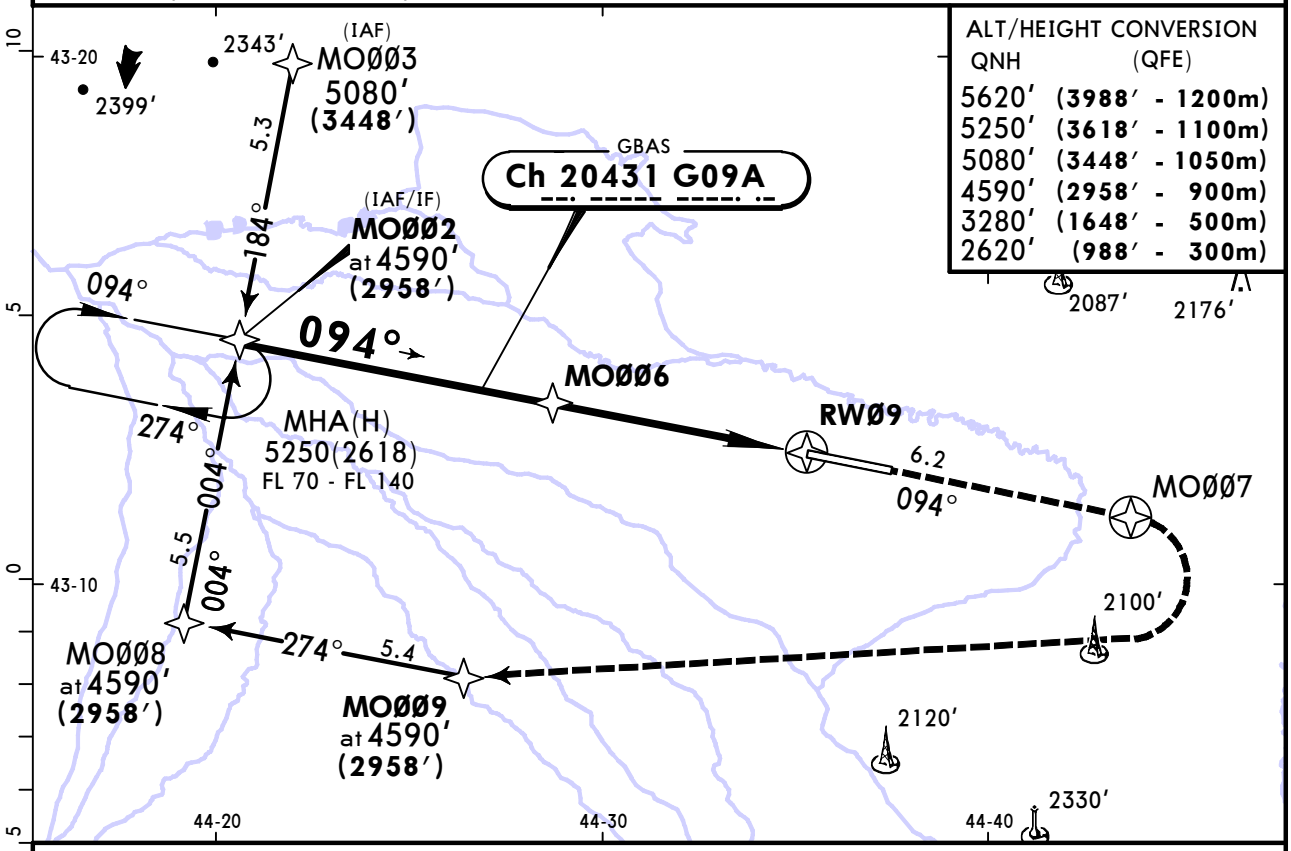
GBAS	Final Apch Crs	MOØØ6	GLS DA(H)	Apt Elev 1673′
CH 20431 G09A	**094°**	3280′(**1648′**)	1832′(**200′**)	Rwy 1632′

MISSED APCH: Climb to 2620′(988′) or above to MOØØ7, then turn RIGHT to MOØØ9 climbing to 4590′(2958′), then according to chart.

5100
070° 260°
❶ 15,000
MSA ARP
❶ 6300 within 11 NM

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 70 Trans alt: 5620′ (**3988′**)

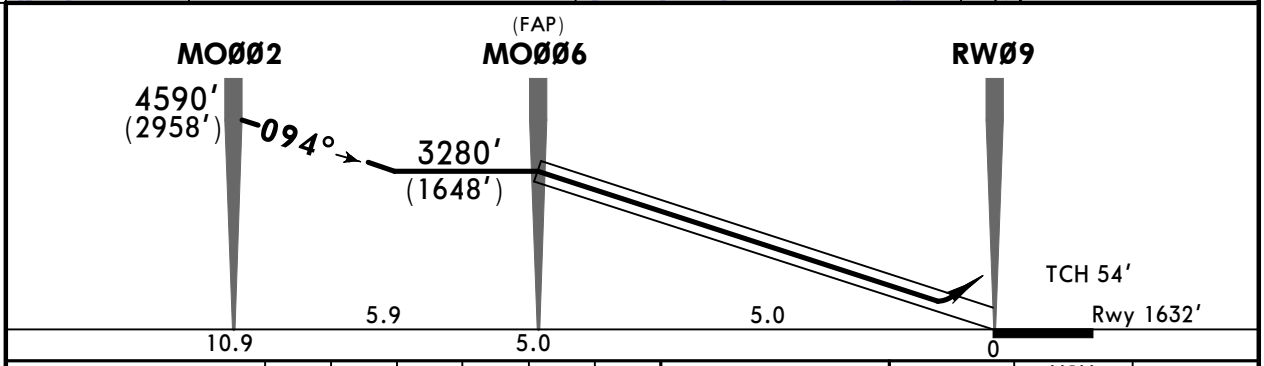
1. GNSS required. 2. RNAV 1 required.



ALT/HEIGHT CONVERSION

QNH	(QFE)
5620′	(3988′ - 1200m)
5250′	(3618′ - 1100m)
5080′	(3448′ - 1050m)
4590′	(2958′ - 900m)
3280′	(1648′ - 500m)
2620′	(988′ - 300m)

2087′ 2176′



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 2620′ (988′)
MOØØ7

STRAIGHT-IN LANDING RWY 09

DA(H) 1832′(**200′**)

	FULL	ALS out
A	800m	1200m
B		
C		
D		

CIRCLE-TO-LAND ❶

Max Kts	MDA(H)	
100	2210′(578′)	1600m
135		
180	2330′(698′)	3200m
205	2560′(928′)	4800m

PANS OPS

❶ Circling height based on rwy 09 thresh elev of 1632′.

CHANGES: TCH, restricted areas removed.

URMO/OGZ
BESLAN

JEPPESEN
8 NOV 24 (12-41)

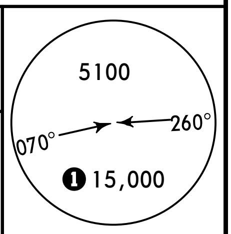
VLADIKAVKAZ, ~~RUSSIA~~
GLS Z Rwy 27

*ATIS	VLADIKAVKAZ Tower
118.5	121.2

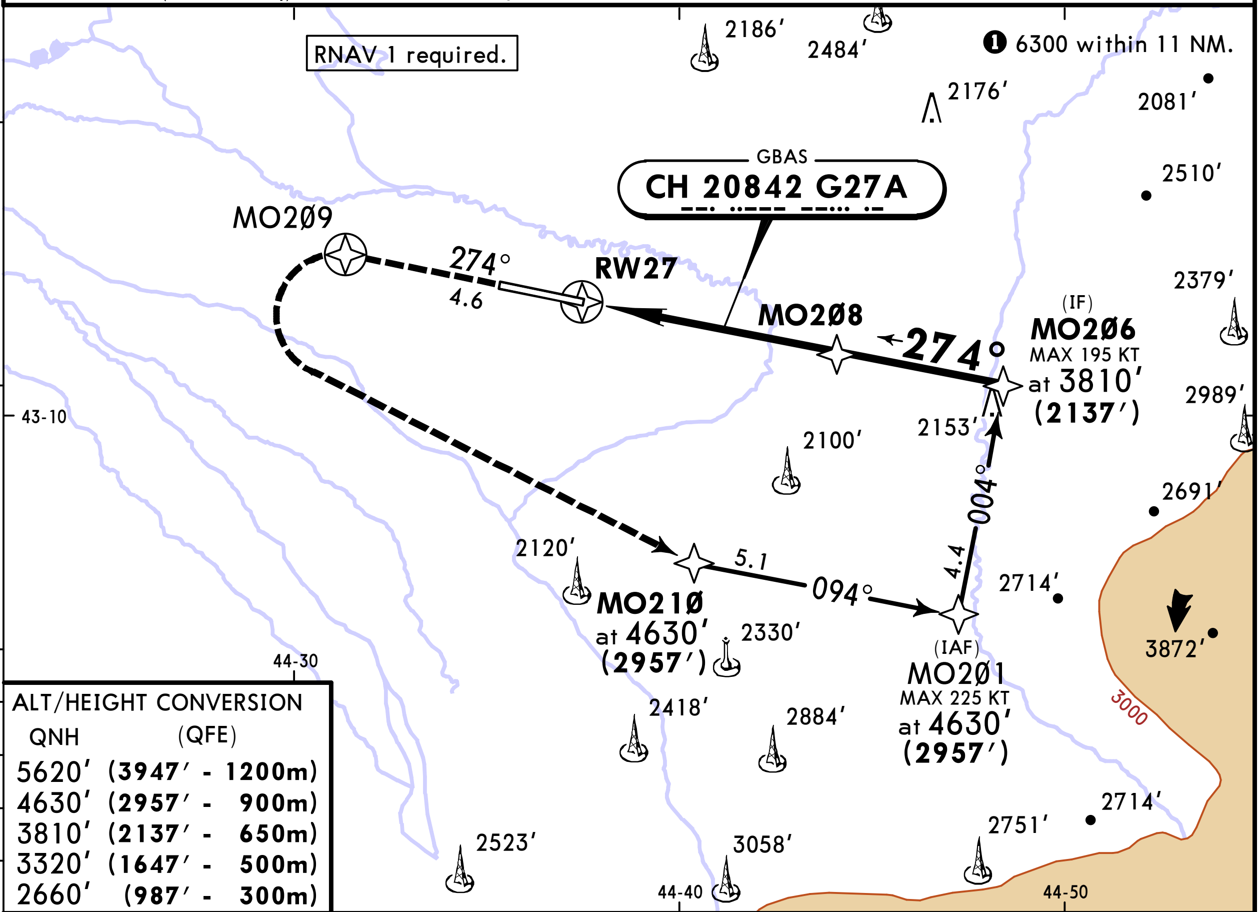
BRIEFING STRIP ™

GBAS	Final Apch Crs	MO2Ø8	GLS DA(H)	Apt Elev 1673'
CH **20842** G27A	**274°**	3320'(**1647'**)	1873'(**200'**)	Rwy 1673'

MISSED APCH: Climb to 2660'(987') or above to MO2Ø9, then turn LEFT to MO21Ø climbing to 4630'(2957'), then according to chart.

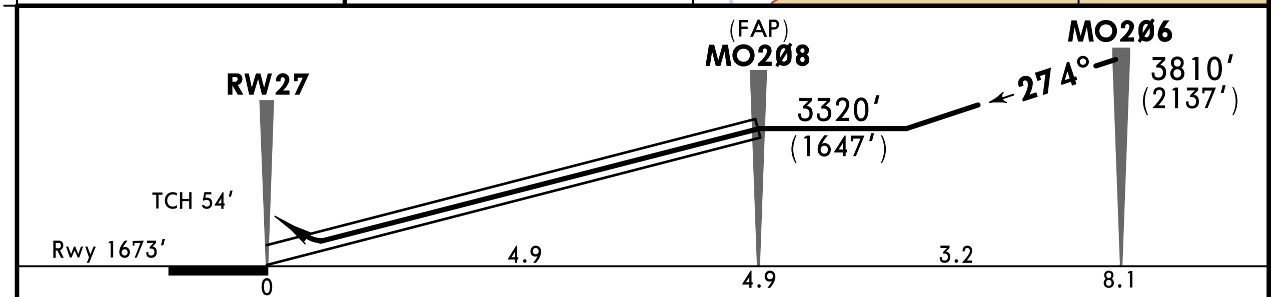


Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 70 Trans alt: 5620'(**3947'**)



ALT/HEIGHT CONVERSION

QNH	(QFE)
5620'	(**3947'** - **1200m**)
4630'	(**2957'** - **900m**)
3810'	(**2137'** - **650m**)
3320'	(**1647'** - **500m**)
2660'	(**987'** - **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 2660' (987') MO2Ø9

STRAIGHT-IN LANDING RWY **27**

DA(H) 1873'(**200'**)

	FULL	ALS out
A	800m	1200m
B	800m	1200m
C	800m	1200m
D	800m	1200m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	2250'(577')	1600m
135	2250'(577')	1600m
180	2370'(697')	3200m
205	2600'(927')	4800m

PANS OPS

CHANGES: Restricted areas removed.

URMO/OGZ BESLAN

JEPPESEN

8 NOV 24 (12-42)

VLADIKAVKAZ, ~~RUSSIA~~ GLS Y Rwy 27

BRIEFING STRIP™

*ATIS	VLADIKAVKAZ Tower
118.5	121.2

GBAS	Final Apch Crs	MO2Ø8	GLS DA(H)	Apt Elev 1673′ / Rwy 1673′
CH 20842 G27A	274°	3320′(1647′)	1873′(200′)	

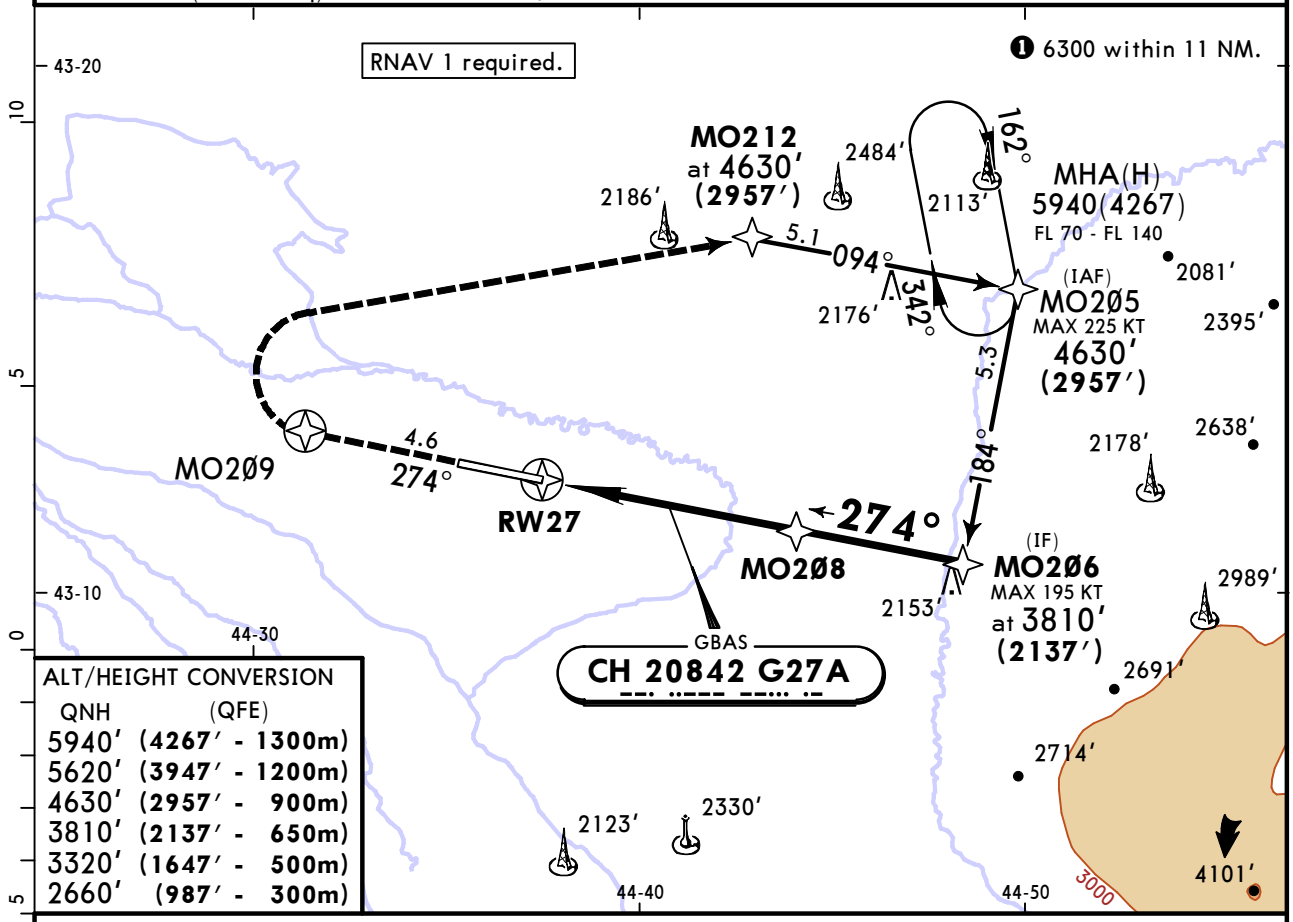
MISSED APCH: Climb to 2660′(987′) or above to MO2Ø9, then turn RIGHT to MO212 climbing to 4630′(2957′), then according to chart.

5100
070° 260°
15,000
MSA ARP

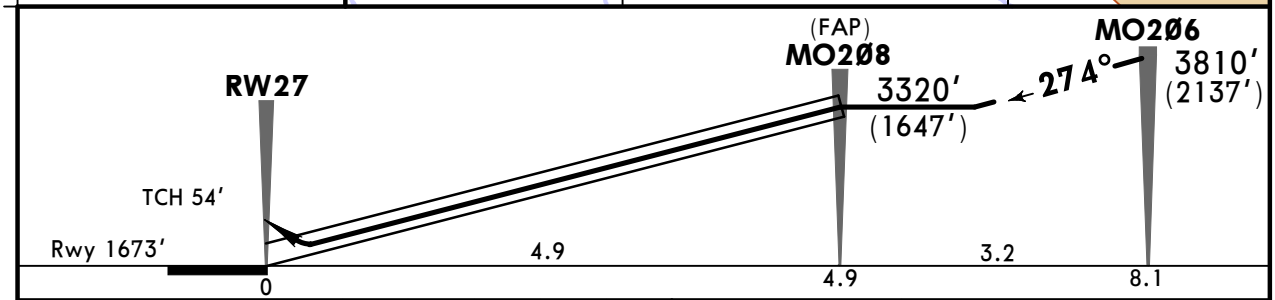
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 70 | Trans alt: 5620′(3947′)

RNAV 1 required.

6300 within 11 NM.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5940′	(4267′ - 1300m)
5620′	(3947′ - 1200m)
4630′	(2957′ - 900m)
3810′	(2137′ - 650m)
3320′	(1647′ - 500m)
2660′	(987′ - 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 2660′ (987′)
MO2Ø9

PANS OPS

STRAIGHT-IN LANDING RWY 27

DA(H) 1873′(200′)

	FULL	ALS out
A	800m	1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	2250′(577′)	1600m
135		
180	2370′(697′)	3200m
205	2600′(927′)	4800m

CHANGES: Restricted areas removed.

URMO/OGZ
BESLAN

JEPPESEN
16 JAN 26 (16-1) Eff 22 Jan

VLADIKAVKAZ, ~~RUSSIA~~
NDB Rwy 09

BRIEFING STRIP™

*ATIS	VLADIKAVKAZ Tower
118.5	121.2

NDB CH	Final Apch Crs	D7.2	DA/MDA(H) (CONDITIONAL)	Apt Elev 1673′
250	094°	3280′(1648′)	1990′(358′)	Rwy 1632′

MISSED APCH: Climb to 2620′(988′), before reaching 7.3 NM RADAR FIX, then turn RIGHT onto 274° climbing to 4590′(2958′), then according to chart.

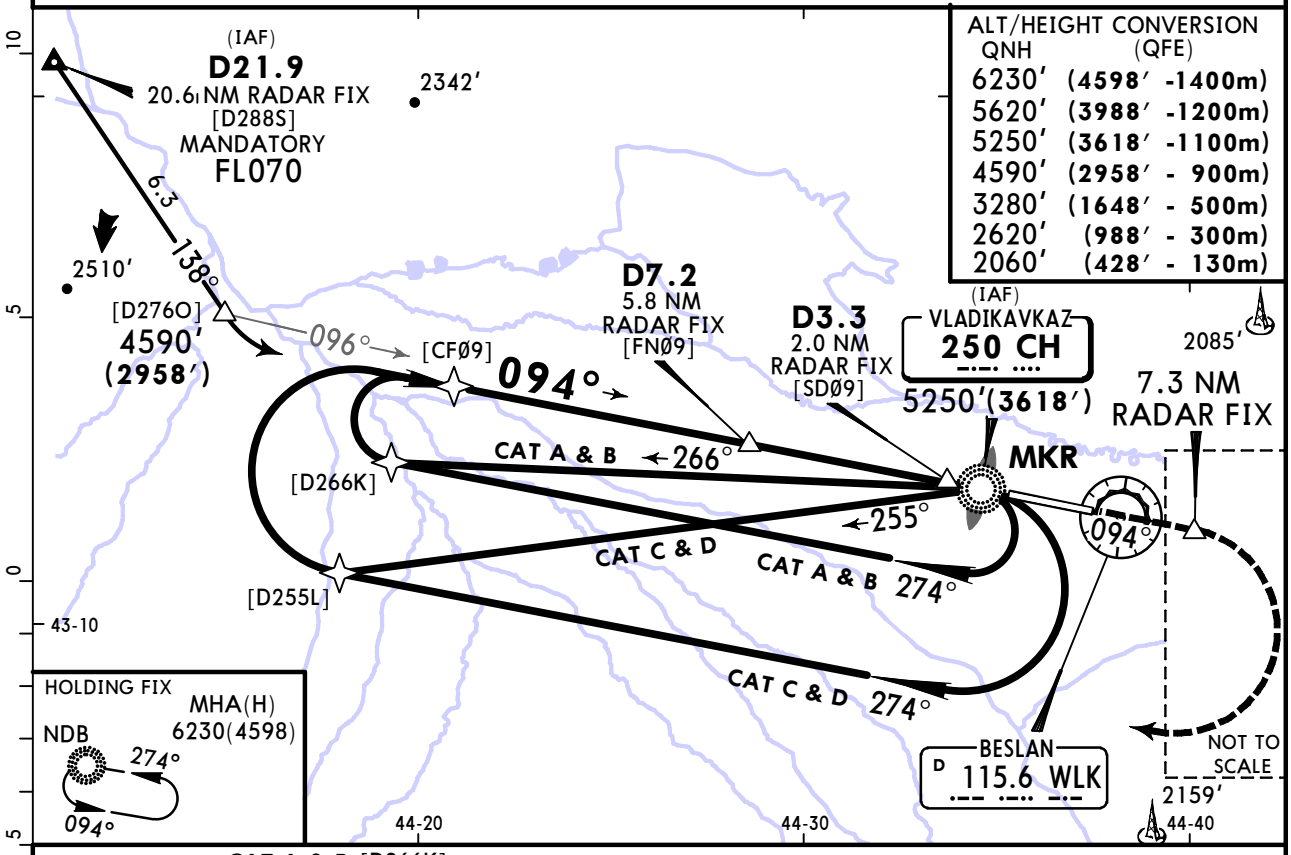
5100
070° 260°
15,000
MSA ARP
6300 within 11 NM

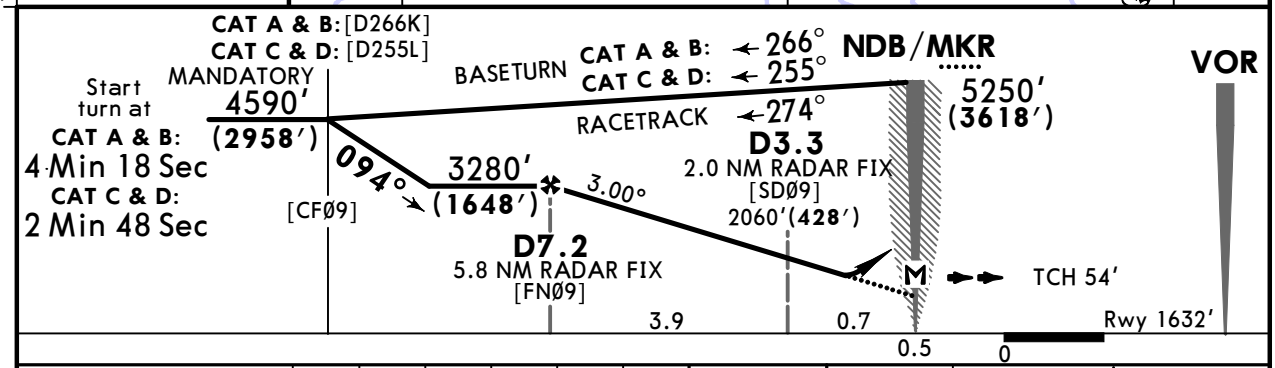
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL070 Trans alt: 5620′ (3988′)

1. DME or RADAR required. 2.Procedure restricted to CAT C & D: MAX 225 KT, CAT A & B: 140 KT.
3. RADAR distance is indicated from ARP.

ALT/HEIGHT CONVERSION

QNH	(QFE)
6230′	(4598′ -1400m)
5620′	(3988′ -1200m)
5250′	(3618′ -1100m)
4590′	(2958′ - 900m)
3280′	(1648′ - 500m)
2620′	(988′ - 300m)
2060′	(428′ - 130m)





Gnd speed-KT		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at NDB/MKR							

HIALS
PAPI

2620′ (988′) before reaching 7.3 NM RADAR FIX

Std STRAIGHT-IN LANDING

	with D7.2 & D3.3 CDFA	ALS out	with D7.2 CDFA	ALS out	w/o D7.2 CDFA	ALS out
	1 DA/MDA(H) 1990′(358′)		1 DA/MDA(H) 2020′(388′)		1 DA/MDA(H) 2800′(1168′)	
A	R900m	R1500m	R1100m	R1500m	R1500m	
B						
C		R1600m		R1800m	R2400m	
D						

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	2810′(1137′)	2 V1500m
135	2810′(1137′)	2 V1600m
180	2810′(1137′)	2 V2400m
205	2940′(1267′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums.

CHANGES: Notes, VOR/DME established, minimums.

URMO/OGZ
BESLAN

JEPPESEN
16 JAN 26 (16-2) Eff 22 Jan

VLADIKAVKAZ, ~~RUSSIA~~
NDB Z Rwy 27

BRIEFING STRIP™

*ATIS	VLADIKAVKAZ Tower
118.5	121.2

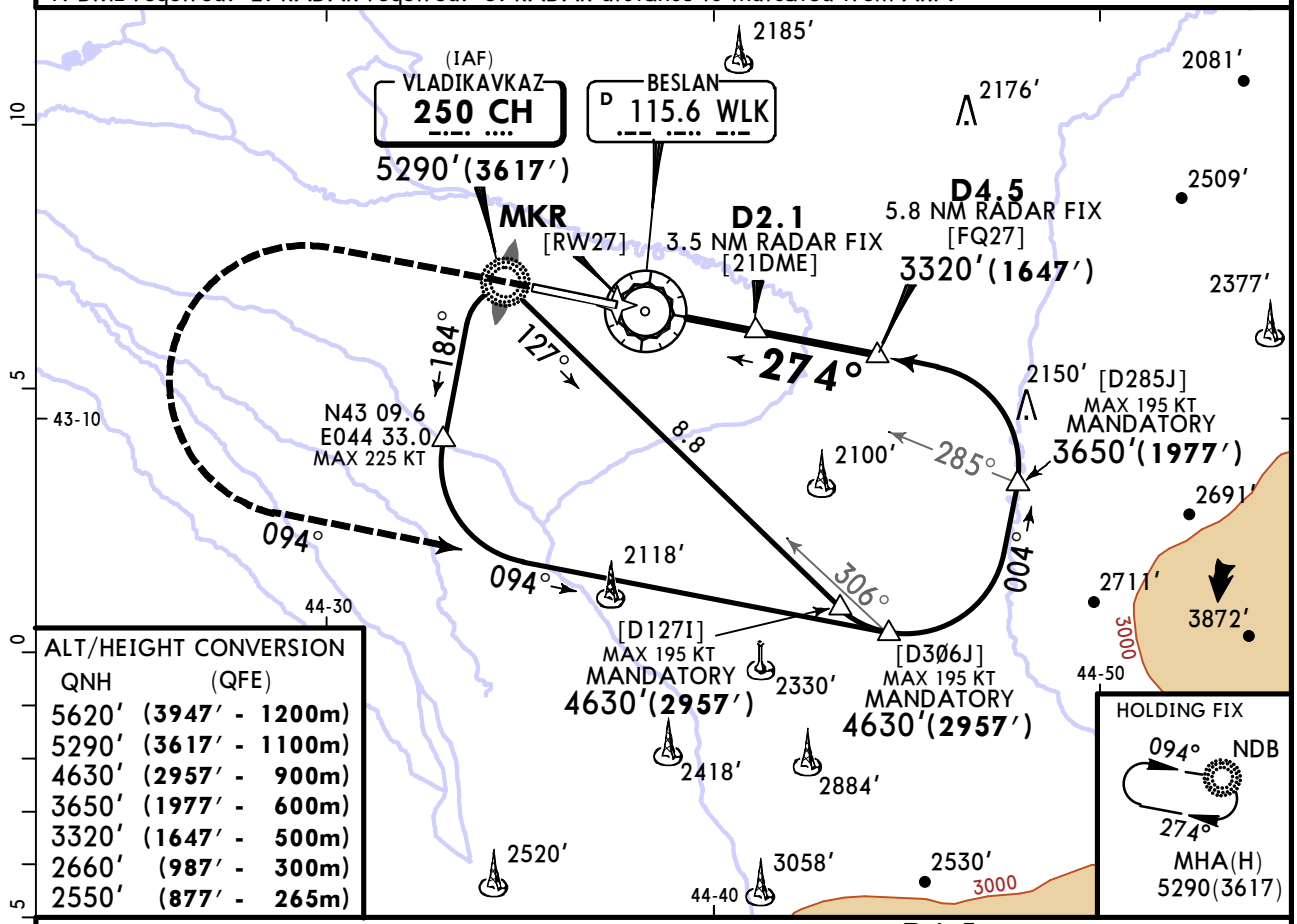
NDB CH	Final Apch Crs	D4.5	DA/MDA(H) (CONDITIONAL)	Apt Elev 1673′
250	274°	3320′(1647′)	2430′ (757′)	

MISSED APCH: Climb to 2660′(987′), then turn LEFT onto 094° climbing to 4630′(2957′), then according to chart.

5100
070° 260°
15,000
MSA ARP
6300 within 11 NM

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL070 Trans alt: 5620′(3947′)

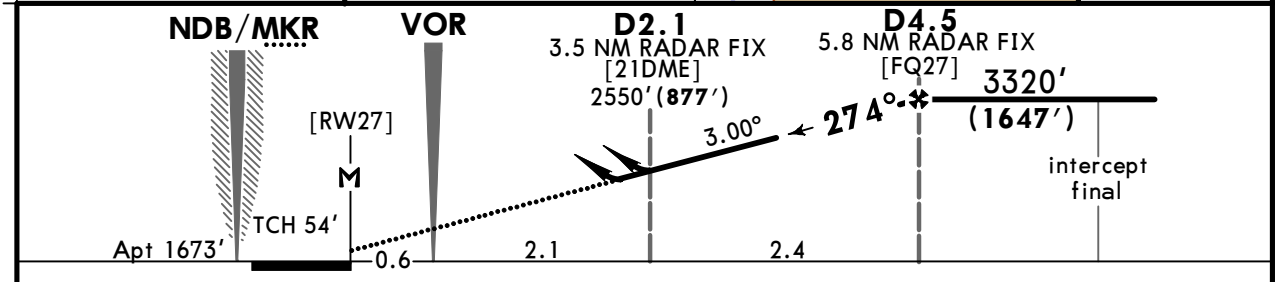
1. DME required. 2. RADAR required. 3. RADAR distance is indicated from ARP.



ALT/HEIGHT CONVERSION

QNH	(QFE)
5620′	(3947′ - 1200m)
5290′	(3617′ - 1100m)
4630′	(2957′ - 900m)
3650′	(1977′ - 600m)
3320′	(1647′ - 500m)
2660′	(987′ - 300m)
2550′	(877′ - 265m)

HOLDING FIX
094° NDB
274°
MHA(H)
5290(3617)



Gnd speed-KT		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW27							
D4.5 to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

HIALS
PAPI

2660′ (987′)	094° LT	4630′ (2957′)

Std STRAIGHT-IN LANDING

	with D2.1 CDFA	w/o D2.1 CDFA
	1 DA/MDA(H) 2430′(757′)	1 DA/MDA(H) 2550′(877′)
	ALS out	ALS out
A	R1500m	R1500m
B		
C	R2400m	R2400m
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	2550′(877′)	V1500m
135	2550′(877′)	V1600m
180	2810′(1137′)	V2400m
205	2940′(1267′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Notes, VOR/DME established, procedure, minimums.

URMO/OGZ
BESLAN

JEPPESEN
16 JAN 26 (16-3) Eff 22 Jan

VLADIKAVKAZ, ~~RUSSIA~~
NDB Y Rwy 27

BRIEFING STRIP ™

*ATIS	VLADIKAVKAZ Tower
118.5	121.2

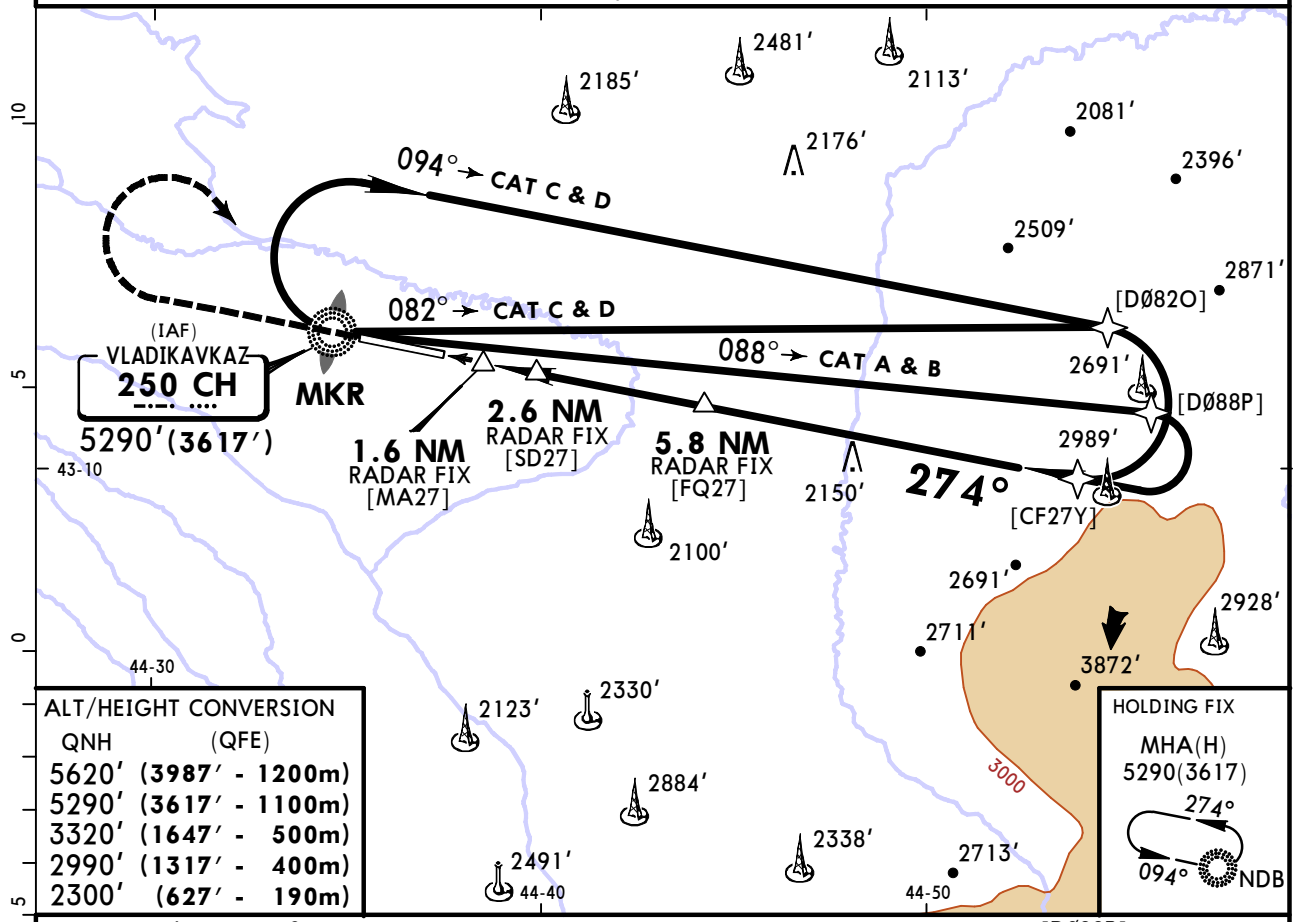
NDB CH	Final Apch Crs	5.8 NM RADAR FIX	DA/MDA(H) (CONDITIONAL)	Apt Elev 1673′
250	274°	3320′(1647′)	2030′(357′)	

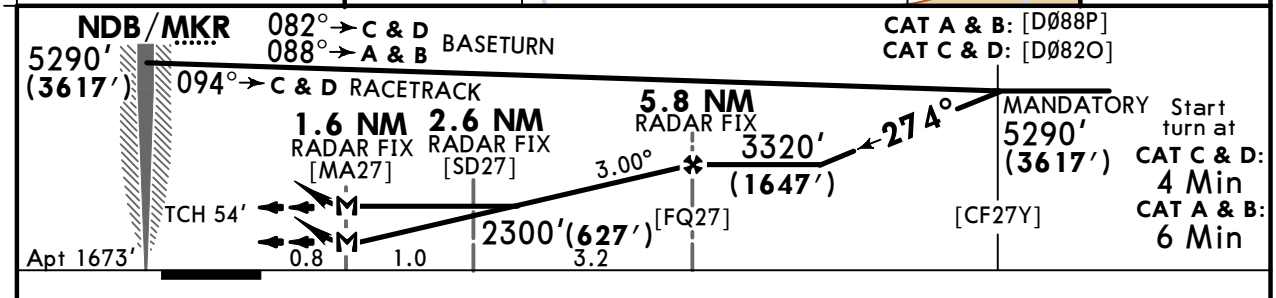
5100
070° 260°
1 15,000
MSA ARP
1 6300 within 11 NM

MISSED APCH: Climb to 2990′(1317′), then turn RIGHT to NDB climbing to 5290′(3617′), then according to chart.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL070 | Trans alt: 5620′(3947′)

1. RADAR distance is indicated from ARP.
2. Procedure restricted to CAT C & D: MAX 195 KT, CAT A & B: MAX 130 KT.





Gnd speed-KT	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at 1.6 NM RADAR FIX						

HIALS
PAPI

2990′ (1317′) | CH 250 RT | 5290′ (3617′)

PANS OPS

Std

STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
with 2.6 NM CDFA 1 DA/MDA(H) 2030′(357′)		w/o 2.6 NM CDFA 1 DA/MDA(H) 2320′(647′)			
	ALS out				
A	R900m	R1500m	R1500m		
B					
C		R1600m	R2300m	R2400m	
D					

Max KT	MDA(H)	
100	2250′(577′)	2 V1500m
135	2250′(577′)	2 V1600m
180	2370′(697′)	V2400m
205	2600′(927′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums.

CHANGES: Note, radar distances, minimums.

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

VLADIKAVKAZ, (BESLAN - URMO)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URMO