

List of pages in this Trip Kit

Trip Kit Index

Airport Information For URWA

Terminal Charts For URWA

Revision Letter For Cycle 08-2026

Change Notices

Notebook

General Information

Location: ASTRAKHAN RUS
ICAO/IATA: URWA / ASF
Lat/Long: N46° 17.00', E048° 00.38'
Elevation: -65 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: 1601 Z

Runway Information

Runway: 09
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -72 ft
Lighting: Edge, ALS

Runway: 27
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -65 ft
Lighting: Edge, ALS

Communication Information

ATIS: 125.625
ATIS: 131.500 Non-English
Astrakhan Tower: 124.000 Secondary
Astrakhan Tower: 118.600
Astrakhan Ground Ramp/Taxi: 119.000
Astrakhan Approach: 126.000
Astrakhan Approach: 124.000 Secondary
Astrakhan Radar: 120.600

Astrakhan Transit Operations: 131.900 Non-English

Astrakhan Control: 123.400

Astrakhan Control: 124.000 Secondary

Astrakhan Radar: 124.000

URWA/ASF
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7 NOV 25

10-1P

ASTRAKHAN, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 125.625
131.5 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be carried out by all ACFT but not at the expense of flight safety.

During NIGHT-time departure and arrival are permitted for ACFT producing noise at a level not exceeding the requirements envisaged by ICAO Annex 16, Chapter 3.

1.3. COMMUNICATION FAILURE PROCEDURES

Approach to be carried out according to published approach procedures.

If meteorological conditions do not allow landing at the destination aerodrome proceed to the alternate aerodrome.

1.4. LOW VISIBILITY PROCEDURES (LVP)

LVP shall be applied when RVR is 550m or less.

Flight crews shall be informed about putting into operation LVP by ATIS or by TWR controller using the following phrase: "Low visibility procedures in progress, check your minimum".

Flight crews must report RWY vacated not earlier than crossing the boundary of ILS critical area.

Taxiing along the maneuvering area shall be carried out at reduced speed.

The responsibility for RWY incursion and non-adherence to the assigned taxi routes on the maneuvering area is placed on the flight crew.

1.5. TAXI PROCEDURES

Turns of ACFT on RWY to be executed on turning pad RWY 09 and on junctions with TWYs A, B, C and D with MAX radius and MIM speed.

Taxiing and towing shall be carried out strictly along TWY centerlines and guide-lines on aprons at reduced speed.

1.6. PARKING INFORMATION

Taxiing and towing shall be executed by TWR controller's clearance.

Parking stands 01, 02, 1A, 1 thru 22 and 40 thru 42 available for helicopters.

Stands 1 thru 7 push-back required.

1.7. OTHER INFORMATION

Birds.

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7 NOV 25

10-1P1

ASTRAKHAN, RUSSIA
AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. GENERAL PROVISIONS

Apply procedures envisaged by the Flight Manual provided that approach to RWY is carried out with a clean wing and subsequent extension of the landing gear and flaps (to the intermediate angle) before intercepting the GP and further extension of flaps on the GP.

Maintain the same power of all engines during approach.

2.1.2. RESTRICTIONS

In accordance with the Flight Manual.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall not be carried out in case of one of the ACFT engines failure during take-off.

3.1.1. RESTRICTIONS

In accordance with the Flight Manual.

3.1.2. SPECIAL TAKE-OFF PROCEDURES

Apply noise abatement departure (take-off and climb) procedures 1 or 2: NADP 1 and NADP 2, and use any procedure in order to reach the required outcome.

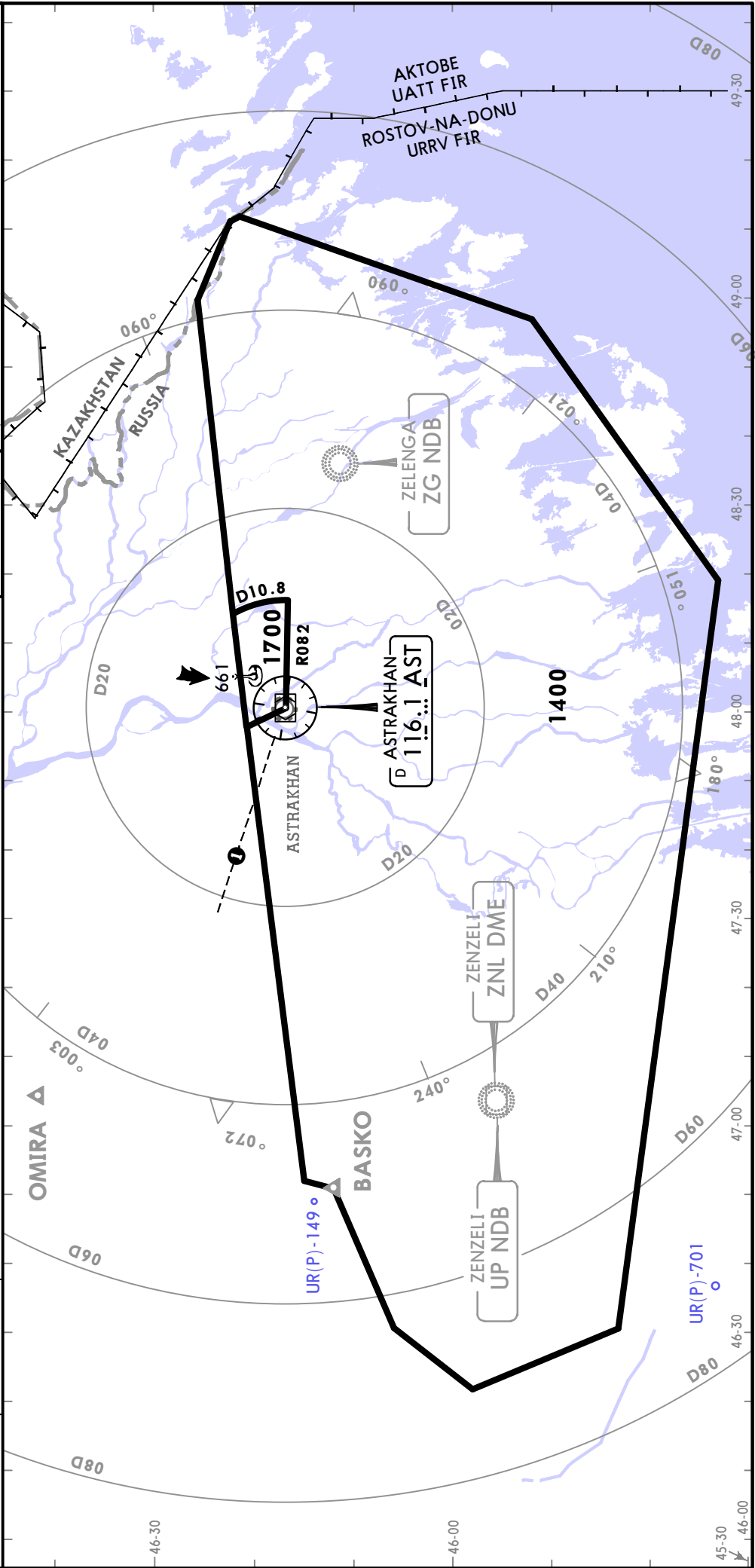
URWA/ASF ASTRAKHAN

JEPPESSEN
15 MAR 24 **10-1R** Eff 21 Mar

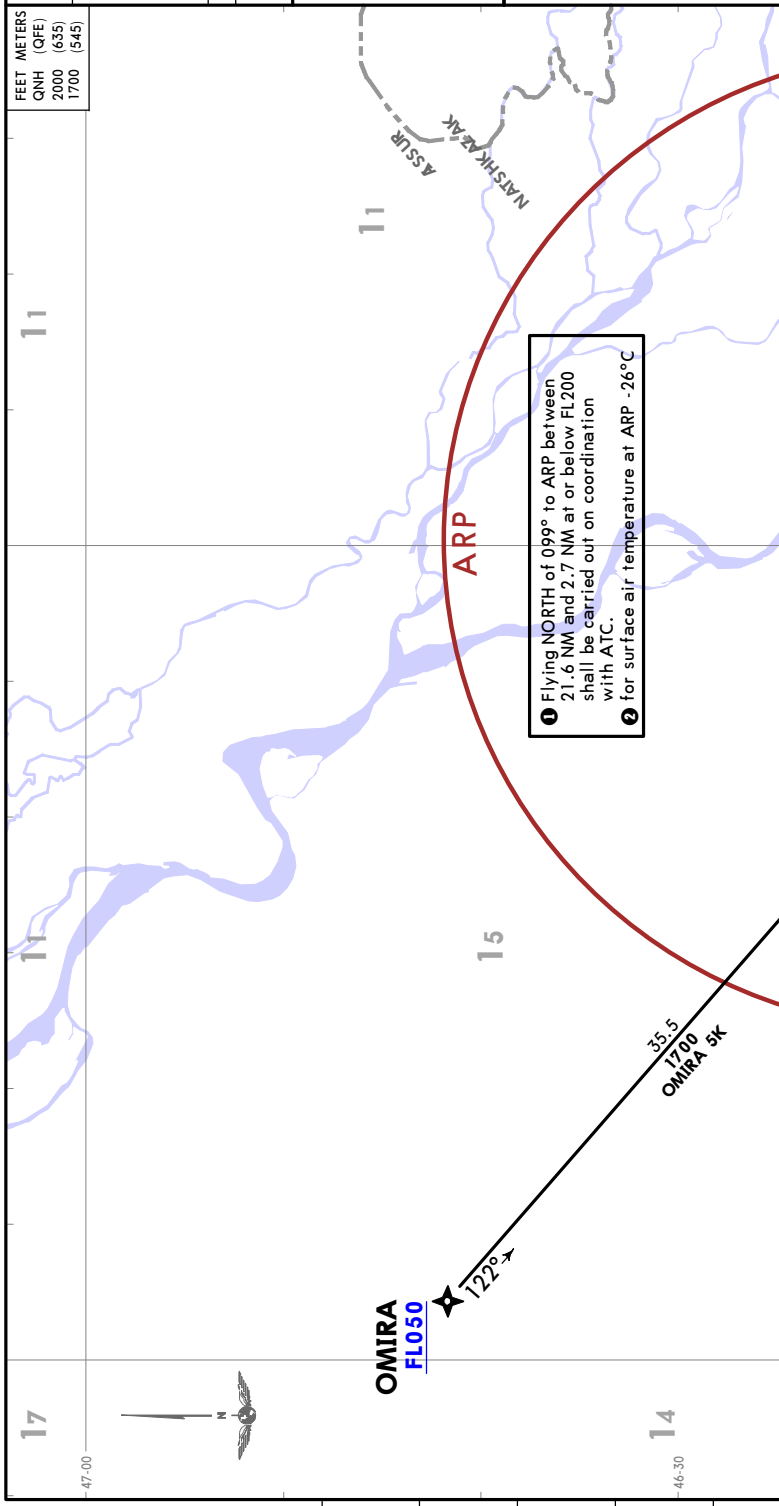
ASTRAKHAN, RUSSIA

RADAR MINIMUM ALTITUDES

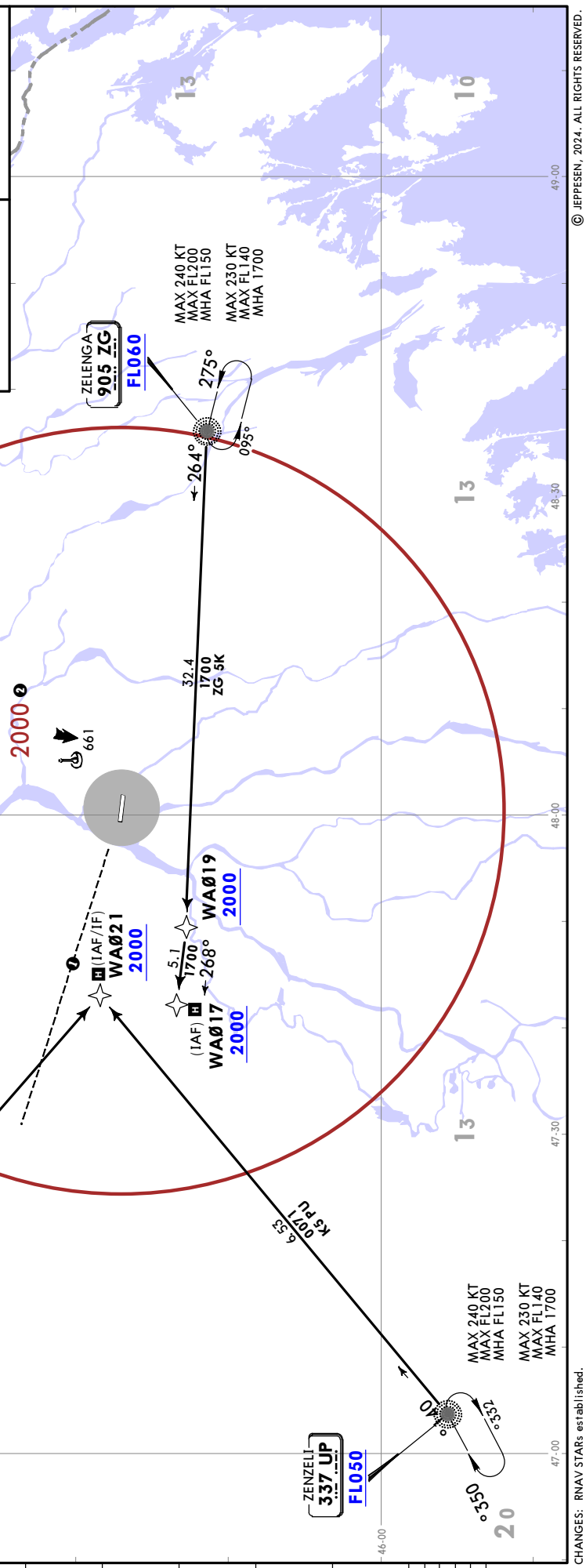
ASTRAKHAN Radar (TWR) 120.6	Apt Elev -65 (BELOW SEA LEVEL)	Alt Set: hPa (MM on request) Trans level: FL040 FL050 when QNH is less than 1013 hPa (760 mm) FL060 when QNH is less than 977 hPa (733 mm) Trans alt: 3000 QNH (QFE on request) 1. This chart may only be used for cross-checking of altitudes while under RADAR control. 2. When vectoring is executed at low temperature, minimum altitudes must be corrected using altimeter temperature correction by ATC.	FEET METERS QNH (QFE) 3000 (900) 1700 (545) 1400 (450) QFE values based on RWY 09 THR elevation	LOST COMMS ▶ LOST COMMS Refer to 10-1P Pages LOST COMMS ◀ LOST COMMS	① Flying NORTH of 099° to ARP between 21.6 NM and 2.7 NM at or below FL200 shall be carried out in coordination with ATC.
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FEET METERS QNH (QFE) 2000 (635) 1700 (545)	ATIS 125.625 (Russian 131.5)	Apt Elev -65
Alt Set: hPa (MM on request) Trans level: FLO40 FLO50 if pressure is less than 1013 hPa (760 mm) FLO60 if pressure is less than 977 hPa (733 mm)		
RNAV 1 GNS required		
Simultaneous holding over WA017 & WA021 at the same FL/ALT is not authorized.		
OMIRA 5K [OMIR5K] BY ATC		
UP 5K [UP5K], ZG 5K [ZG5K] RNAV ARRIVALS (RWY 09)		
WA017 MAX 240 KT MAX FL200 MHA FL150 MAX 230 KT MAX FL140 MHA 1700	WA021 MAX 240 KT MAX FL200 MHA FL150 MAX 230 KT MAX FL140 MHA 1700	088° 268°



OMIRA FLO50 122°	OMIRA 5K 35.5 1700	WA017 1700 268°	WA021 2000	ZG5K 32.4 1700	UP 5K 6.53 2071	ZENZELI UP FLO50 337
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OMIRA 5K MAX 240 KT MAX FL200 MHA FL150 MAX 230 KT MAX FL140 MHA 1700	ZG5K MAX 240 KT MAX FL200 MHA FL150 MAX 230 KT MAX FL140 MHA 1700	UP 5K MAX 240 KT MAX FL200 MHA FL150 MAX 230 KT MAX FL140 MHA 1700
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FEET METERS	ATIS	Apt Elev
QNH (QFE)	125.625 (Russian 131.5)	-65
2000 (635)		
1700 (540)		

Alt Set: hPa (MM on request)
 FLO50 if pressure is less than 1013 hPa (760 mm)
 FLO60 if pressure is less than 977 hPa (733 mm)

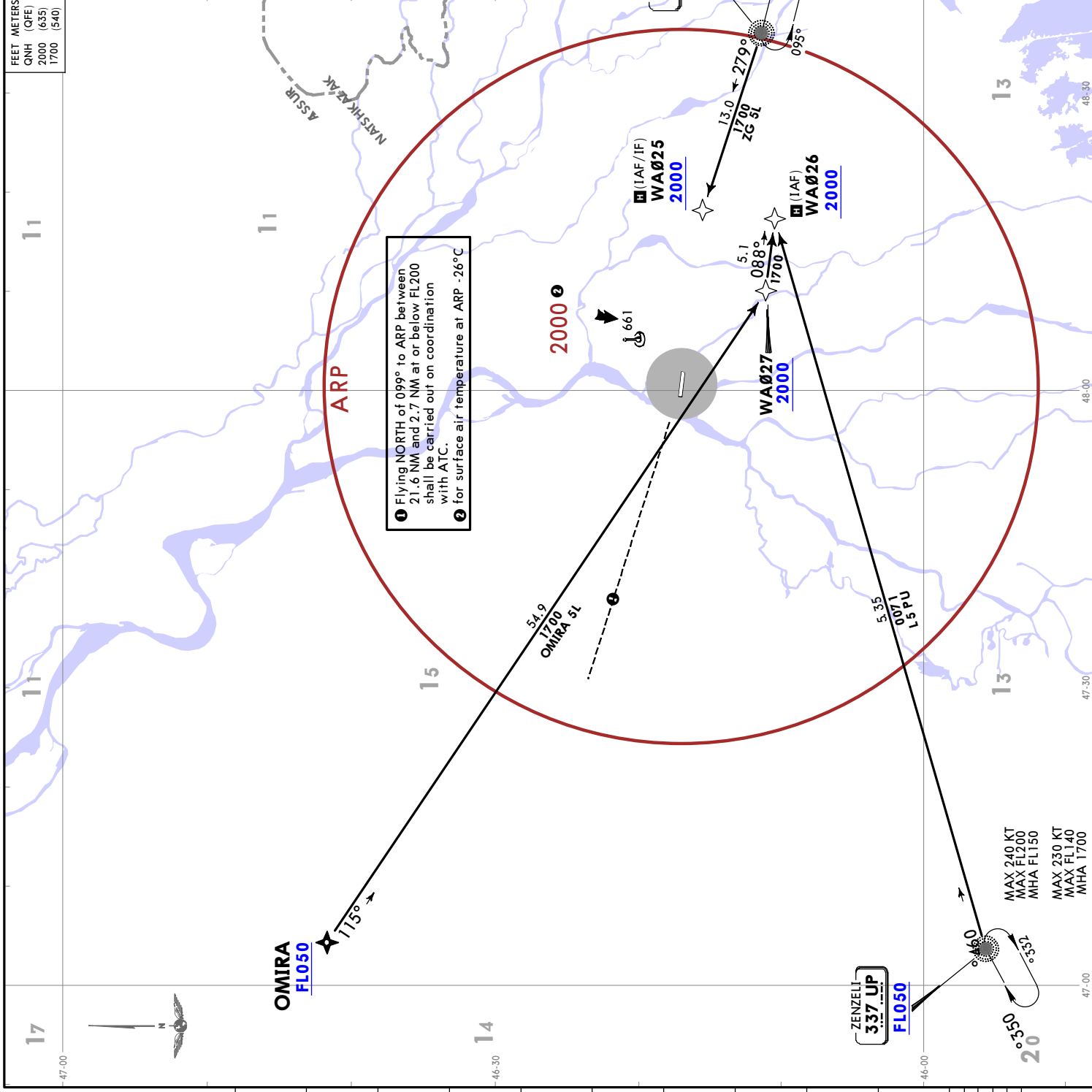
RNAV 1 GNSS required

Simultaneous holding over WA025 & WA026 at the same FL/ALT is not authorized.

OMIRA 5L [OMIR5L]
 BY ATC

UP 5L [UP5L], ZG 5L [ZG5L]
RNAV ARRIVALS
(RWY 27)

WA025	WA026
MAX 240 KT MAX FL200 MHA FL150	MAX 240 KT MAX FL200 MHA FL150
MAX 230 KT MAX FL140 MHA 1700	MAX 230 KT MAX FL140 MHA 1700



1 Flying NORTH of 099° to ARP between 21.6 NM and 2.7 NM at or below FL200 shall be carried out on coordination with ATC.

2 for surface air temperature at ARP -26°C

15 MAR 24 (10-2B) Eff 21 Mar

ATIS
125.625 (Russian 131.5)

Apt Elev
-65

Alt Set: hPa (MM on request)
Trans level: FL040
FL050 if pressure is less than 1013 hPa (760 mm)
FL060 if pressure is less than 977 hPa (733 mm)
DME or RADAR control required.

OMIRA 5G [OMIR5G]
BY ATC

UP 5G [UP5G], ZG 5G [ZG5G]
ARRIVALS
(ALL RWYS)

OMIRA
(ASTD46.1)
FL050

OMIRA 5G
(ASTD46.1)
FL050

ZENZELI
3.37 UP
(AST D44.9)
FL050

ZELENGA
905 ZG
(AST D25.2)
FL060

ASTRAKHAN
116.1 AST

MAX 240 KT
MAX FL200
MHA FL150

MAX 230 KT
MAX FL140
MHA 1700

MAX 240 KT
MAX FL200
MHA FL150

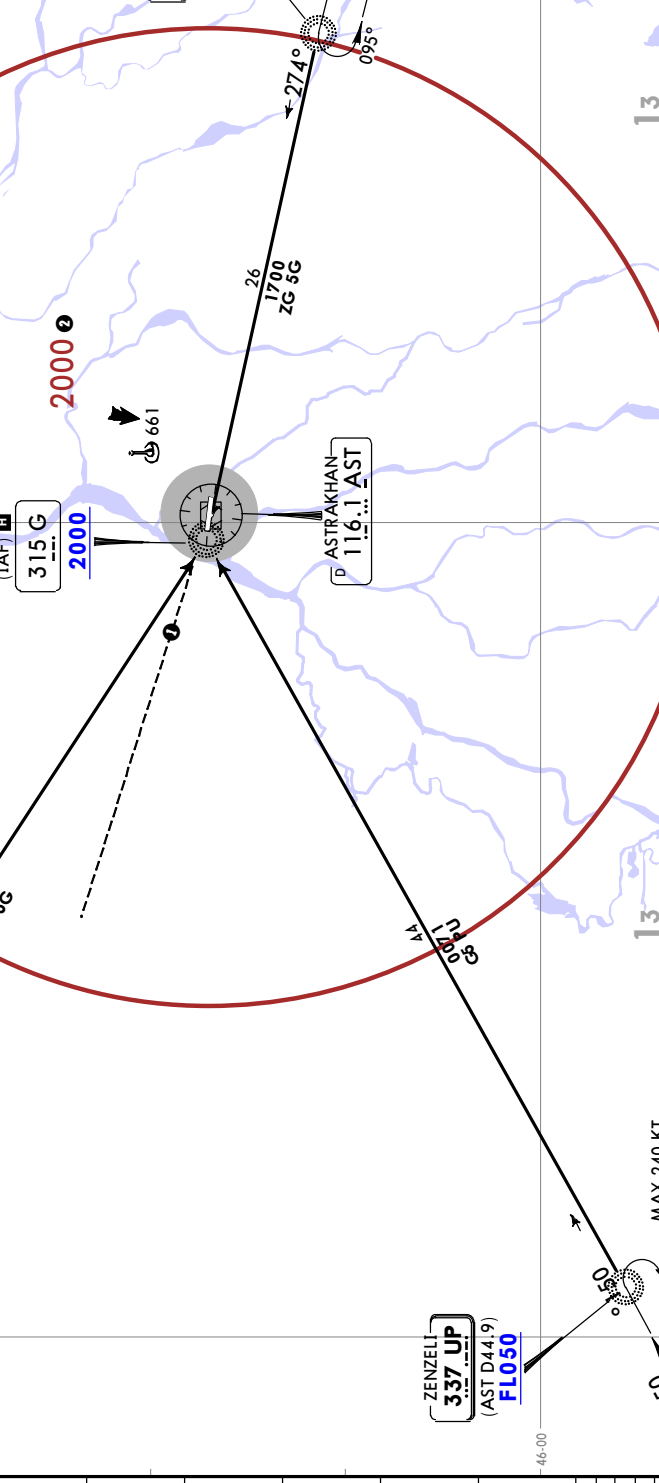
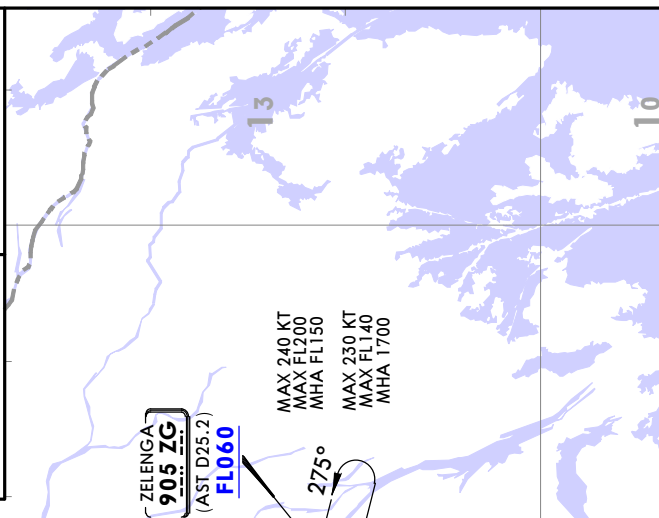
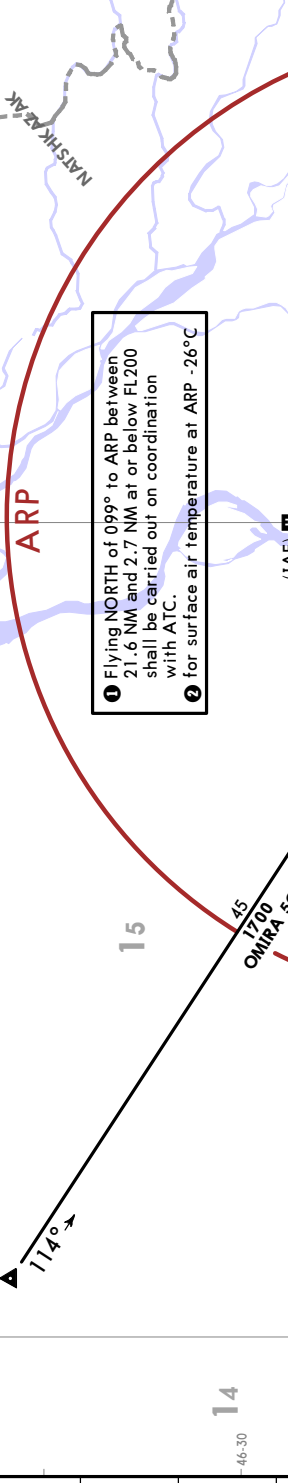
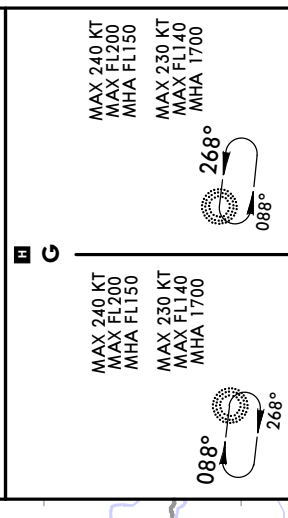
MAX 230 KT
MAX FL140
MHA 1700

MAX 240 KT
MAX FL200
MHA FL150

MAX 230 KT
MAX FL140
MHA 1700

MAX 240 KT
MAX FL200
MHA FL150

MAX 230 KT
MAX FL140
MHA 1700



MAX 240 KT
MAX FL200
MHA FL150

MAX 230 KT
MAX FL140
MHA 1700

MAX 240 KT
MAX FL200
MHA FL150

MAX 230 KT
MAX FL140
MHA 1700

URWA / ASF
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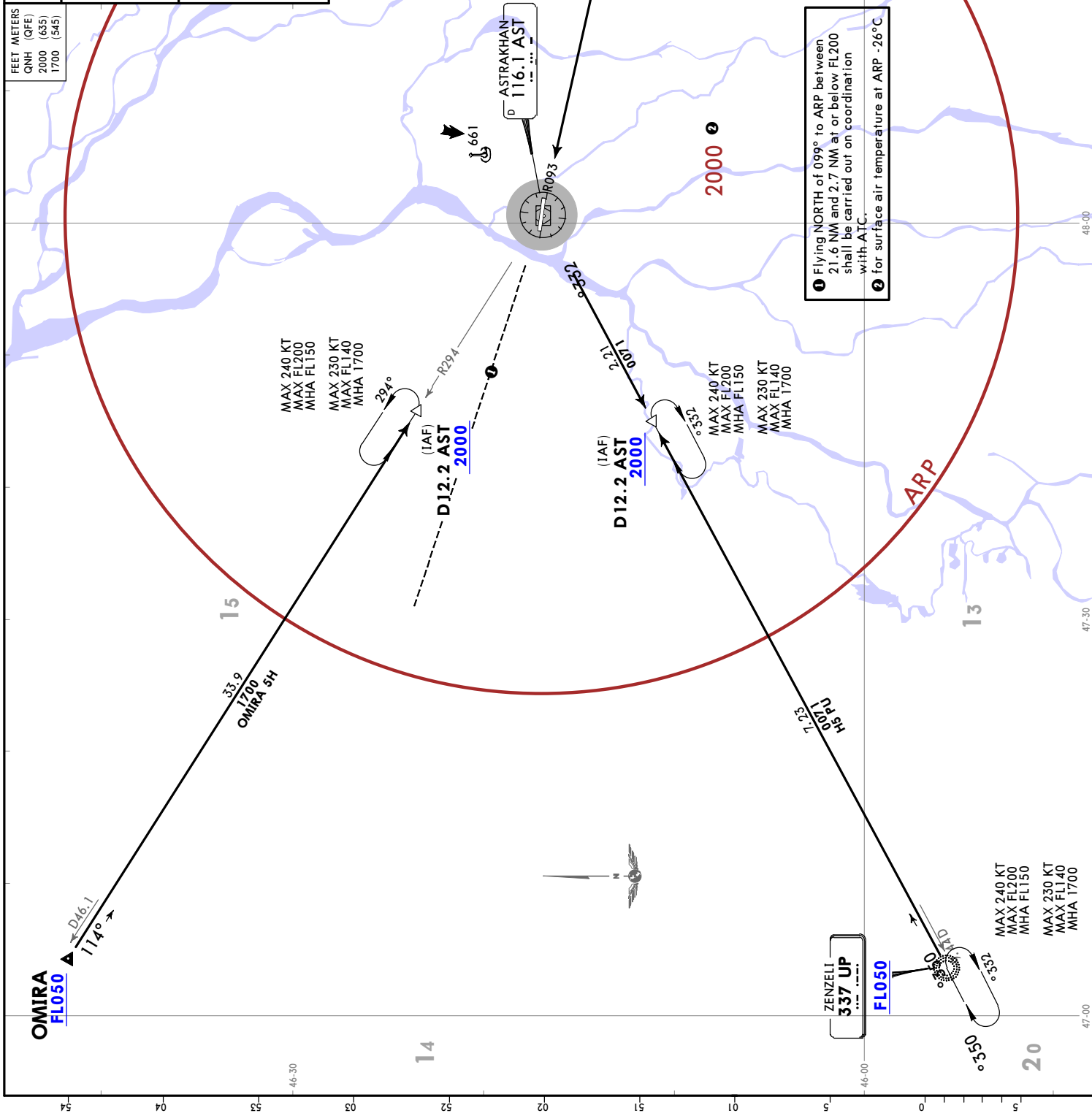
15 MAR 24 (10-2C) Eff 21 MAR STAR

JEPPESEN ASTRAKHAN, RUSSIA

FEET METERS QNH (QFE) 2000 (635) 1700 (545)	ATIS 125.625 (Russian 131.5)	Apt Elev -65
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Alt Set: hPa (MM on request)
Trans level: FL040
FL050 if pressure is less than 1013 hPa (760 mm)
FL060 if pressure is less than 977 hPa (733 mm)
DME required.

OMIRA 5H [OMIR5H]
BY ATC
UP 5H [UP5H], ZG 5H [ZG5H]
ARRIVALS
(RWY 09)



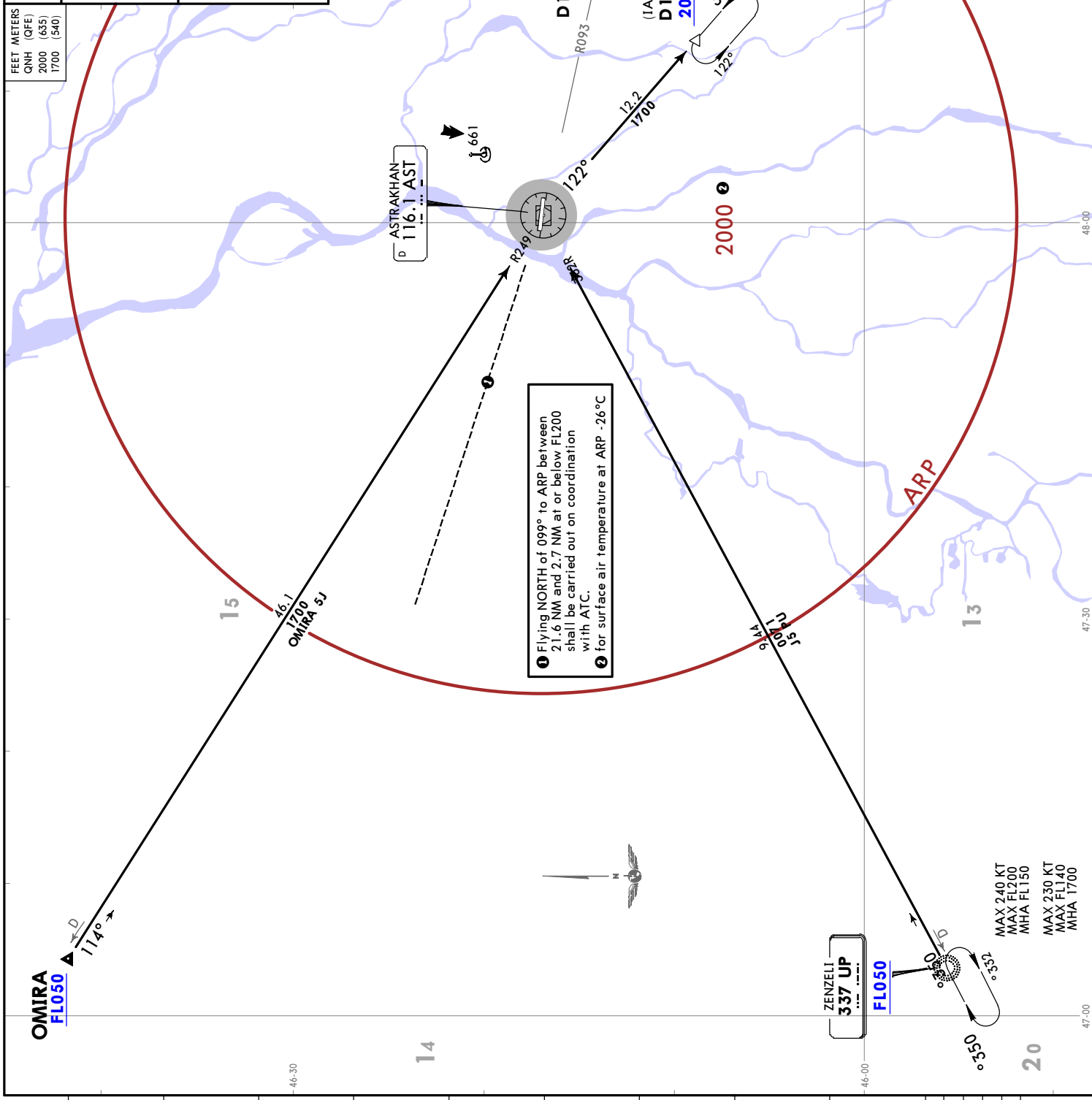
1 Flying NORTH of 099° to ARP between 21.6 NM and 2.7 NM at or below FL200 shall be carried out on coordination with ATIS.
2 for surface air temperature at ARP -26°C

15 MAR 24 (10-2D) Eff 21 MAR STAR

URWA/ASF ASTRAKHAN

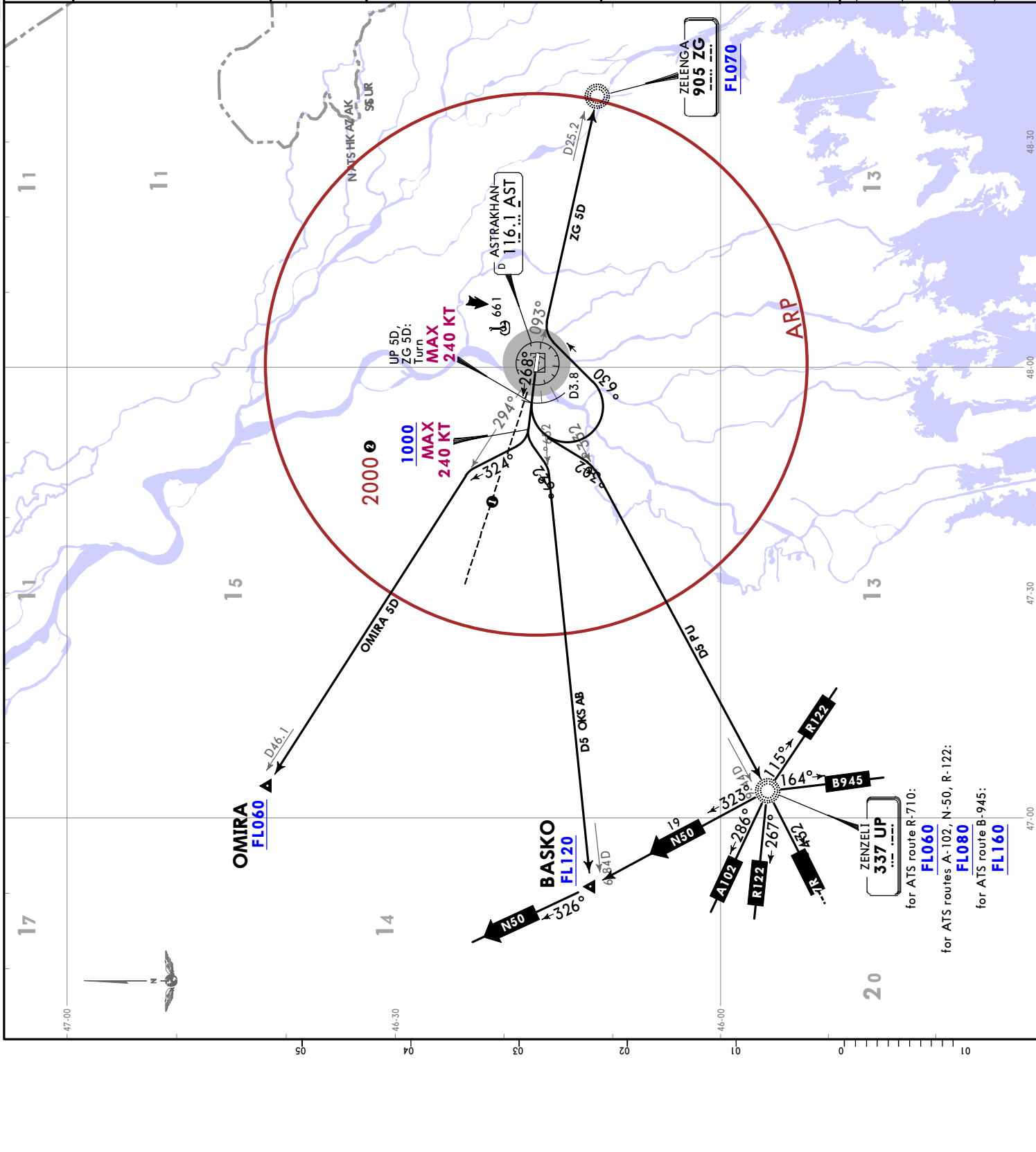
ASTRAKHAN, RUSSIA

FEET METERS QNH (QFE) 2000 (635) 1700 (540)	ATIS 125.625 (Russian 131.5)	Apt Elev -65
Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760 mm) FL060 if pressure is less than 977 hPa (733 mm) DME required.		
OMIRA 5J [OMIR5J] BY ATC UP 5J [UP5J], ZG 5J [ZG5J] ARRIVALS (RWY 27)		



1 Flying NORTH of 099° to ARP between 21.6 NM and 2.7 NM at or below FL200 shall be carried out on coordination with ATC.
2 for surface air temperature at ARP -26°C

Trans alt: 3000 QNH (QFE on request) 1. DME required. 2. Turn before DER is PROHIBITED.	Apt Elev -65	BASKO 5D [BASK5D] OMIRA 5D [OMIR5D] UP 5D [UP5D] ZG 5D [ZG5D] DEPARTURES (RWY 27)	1 Flying NORTH of 279° from ARP between 2.7 NM and 21.6 NM at or below FL200 shall be carried out in coordination with ATC. 2 for surface air temperature at ARP -26°C	FEET METERS QNH (QFE) 3000 (900) 1000 (330) 300 (115)	Close-in obstacles Max elevation 132 - up to 0.8 NM from DER located to the LEFT of take-off heading RWY 27. These SIDs require minimum climb gradients of 3.8% up to 300. BASKO 5D: 4.2% up to FL120 due to airspace structure. UP 5D (for ATS route B-945): 5.9% up to FL160 due to airspace structure.	<table border="1"> <tr> <td>Grnd speed-KT</td> <td>75</td> <td>100</td> <td>150</td> <td>200</td> <td>250</td> <td>300</td> </tr> <tr> <td>3.8% V/V (fpm)</td> <td>289</td> <td>385</td> <td>577</td> <td>770</td> <td>962</td> <td>1154</td> </tr> <tr> <td>4.2% V/V (fpm)</td> <td>319</td> <td>425</td> <td>638</td> <td>851</td> <td>1063</td> <td>1276</td> </tr> <tr> <td>5.9% V/V (fpm)</td> <td>448</td> <td>597</td> <td>896</td> <td>1195</td> <td>1494</td> <td>1792</td> </tr> </table>	Grnd speed-KT	75	100	150	200	250	300	3.8% V/V (fpm)	289	385	577	770	962	1154	4.2% V/V (fpm)	319	425	638	851	1063	1276	5.9% V/V (fpm)	448	597	896	1195	1494	1792	SID BASKO 5D By ATC OMIRA 5D By ATC UP 5D ZG 5D	ROUTING Climb on 268° track to 1000 or above, turn LEFT, 226° track, intercept AST R256 to BASKO. Climb on 268° track to 1000 or above, turn RIGHT, 324° track, intercept AST R294 to OMIRA. Climb on 268° track to D3.8 AST, turn LEFT, 203° track, intercept AST R233 to UP. Climb on 268° track to D3.8 AST, turn LEFT, 036° track, intercept AST R093 to ZG.
Grnd speed-KT	75	100	150	200	250	300																														
3.8% V/V (fpm)	289	385	577	770	962	1154																														
4.2% V/V (fpm)	319	425	638	851	1063	1276																														
5.9% V/V (fpm)	448	597	896	1195	1494	1792																														



Trans alt: 3000 GNH (QFE on request)
 Turn before DER is PROHIBITED.

BASKO 5E [BASK5E] ①
OMIRA 5E [OMIR5E] ①
 UP 5E [UP5E]
 UP 5P [UP5P]
 ZG 5E [ZG5E]
 ZG 5P [ZG5P]
DEPARTURES
(RWY 09)

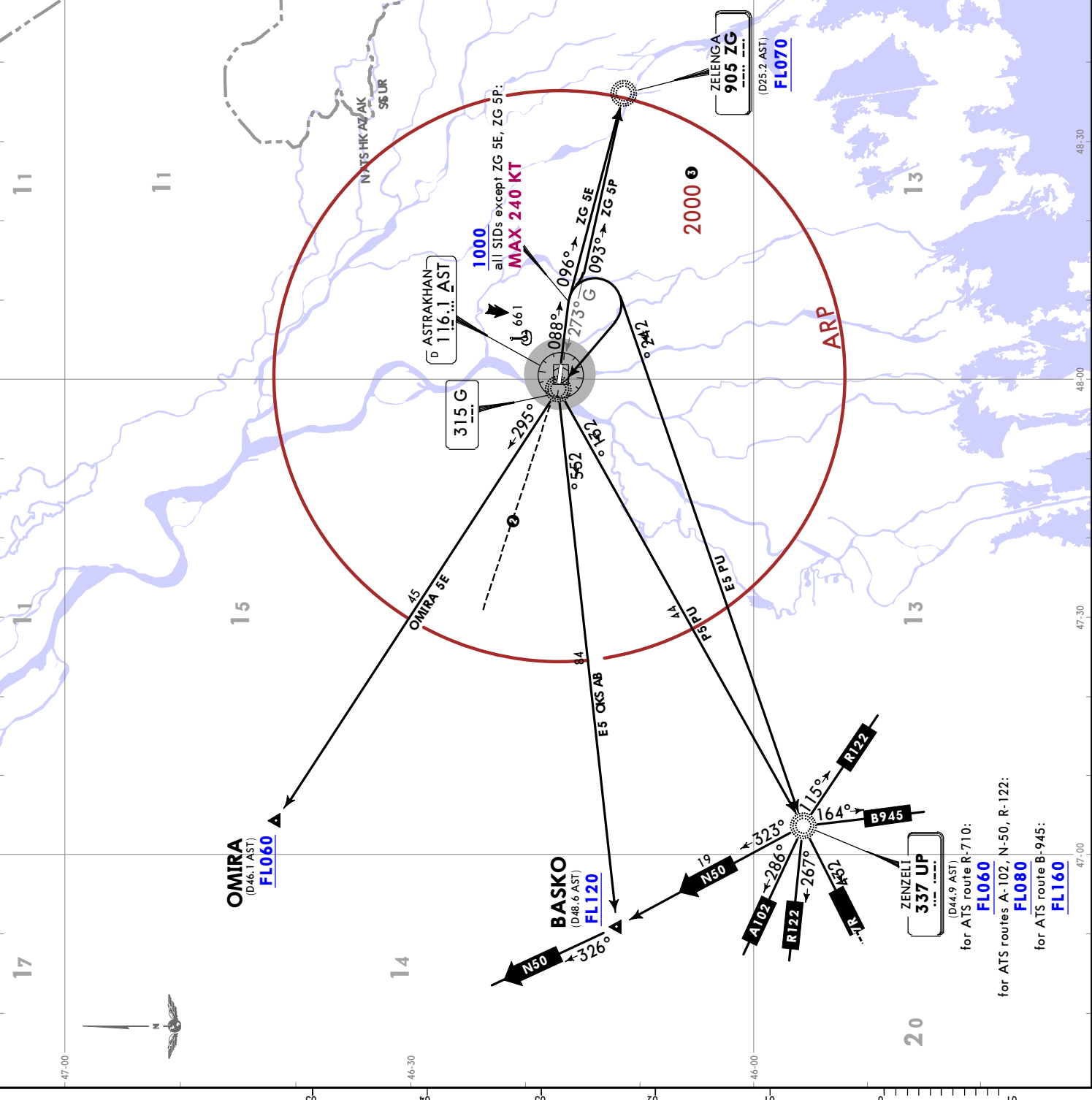
- ① DME or RADAR control required
- ② Flying NORTH of 279° from ARP between 2.7 NM and 21.6 NM at or below FL200 shall be carried out in coordination with ATC.
- ③ for surface air temperature at ARP -26°C

FEET METERS	
GNH (QFE)	
3000 (900)	
1000 (300)	

These SIDs require minimum climb gradients of
UP 5E (for ATS route B-945):
 4.6% up to FL160 due to airspace structure.
UP 5P (for ATS route B-945):
 4.0% up to FL160 due to airspace structure.
ZG 5E, ZG 5P:
 4.0% up to FL160 due to airspace structure.
 4.9% up to FL070 due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.6% V/V (fpm)	349	466	699	932	1165	1397
4.9% V/V (fpm)	372	496	744	992	1241	1489

SID	ROUTING
BASKO 5E By ATC	Climb on 088° track to 1000 or above, turn RIGHT to G, 255° bearing from G to BASKO.
OMIRA 5E By ATC	Climb on 088° track to 1000 or above, turn RIGHT to G, 295° bearing from G to OMIRA.
UP 5E	Climb on 088° track to 1000 or above, turn RIGHT, 242° bearing to UP.
UP 5P	Climb on 088° track to 1000 or above, turn RIGHT to G, 231° bearing from G to UP.
ZG 5E	Climb on 088° track to 1000 or above, 096° bearing to ZG.
ZG 5P	Climb on 088° track to 1000 or above, 093° bearing from G to ZG.



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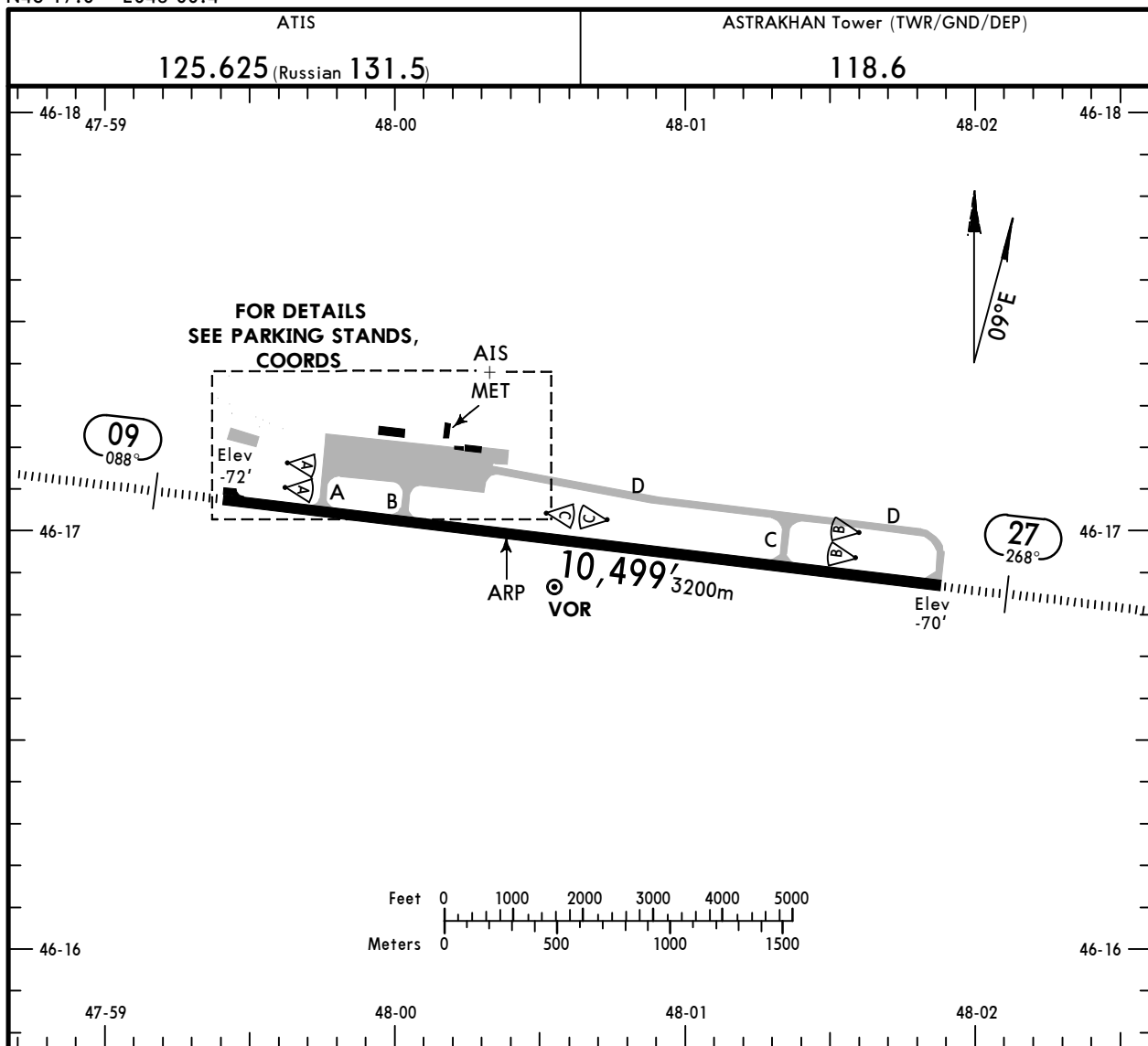
Apt Elev **-65'** (BELOW SEA LEVEL)
N46 17.0 E048 00.4



7 NOV 25 **(10-9)**

ASTRAKHAN, RUSSIA

ASTRAKHAN



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) 1 PALS CAT I PAPI-L (3.0°) RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
09 27			9528' 2904m 9587' 2922m	2	148' 45m

1 length 900m

2 TAKE-OFF RUN AVAILABLE

RWY 09:

From rwy head 10,499' (3200m)
twy A int 9094' (2772m)
twy B int 7904' (2409m)

RWY 27:

From rwy head 10,499' (3200m)
twy C int 8238' (2511m)

Std

TAKE-OFF

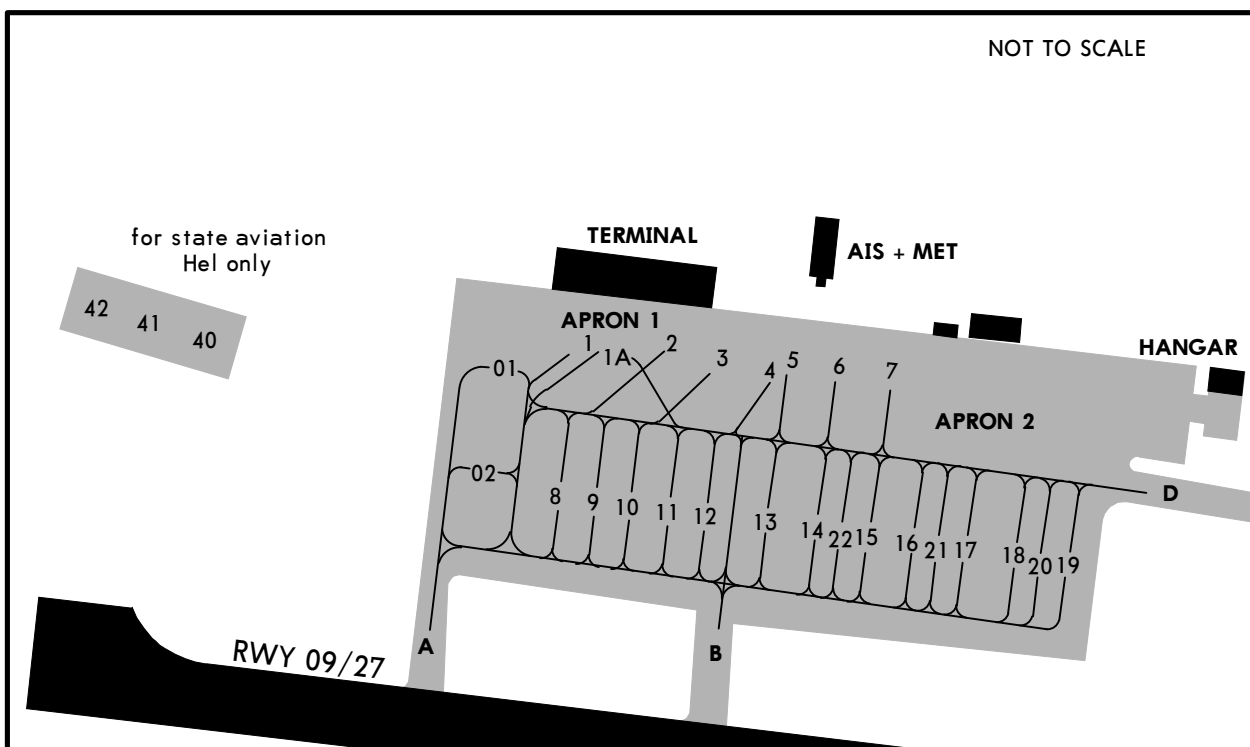
1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT
R/V300m	R/V400m	R/V500m	NA

1 For NIGHT operations, at least RL and RENL are required.

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7 NOV 25 (10-9A)

ASTRAKHAN, RUSSIA
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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N46 17.2 E047 59.9	13 ^②	N46 17.1 E048 00.1
01 ^③	N46 17.2 E047 59.8	14 ^① , 14 ^②	N46 17.1 E048 00.1
01 ^④ , 1A ^③ , 1A ^④	N46 17.2 E047 59.9	15 ^① , 15 ^②	N46 17.1 E048 00.2
2	N46 17.2 E048 00.0	16 ^① , 16 ^②	N46 17.1 E048 00.2
02 ^③ , 02 ^④	N46 17.2 E047 59.8	17 ^① , 17 ^②	N46 17.1 E048 00.2
3	N46 17.2 E048 00.0	18 ^① , 18 ^②	N46 17.1 E048 00.3
4 thru 6	N46 17.2 E048 00.1	19 ^① , 19 ^②	N46 17.1 E048 00.3
7	N46 17.2 E048 00.2	20 ^① , 20 ^②	N46 17.1 E048 00.3
8 ^① , 8 ^②	N46 17.2 E047 59.9	21 ^① , 21 ^②	N46 17.1 E048 00.2
9 ^① , 9 ^②	N46 17.2 E047 59.9	22 ^① , 22 ^②	N46 17.1 E048 00.1
10 ^① , 10 ^②	N46 17.2 E048 00.0	40 ^① , 40 ^③	N46 17.3 E047 59.5
11 ^① , 11 ^②	N46 17.2 E048 00.0	40 ^② , 40 ^④	N46 17.2 E047 59.5
12 ^①	N46 17.2 E048 00.0	41 ^① , 41 ^② , 41 ^③ , 41 ^④	N46 17.3 E047 59.5
12 ^②	N46 17.1 E048 00.0	42 ^① , 42 ^② , 42 ^③ , 42 ^④	N46 17.3 E047 59.4
13 ^①	N46 17.2 E048 00.1		

- ① Facing North
- ② Facing South
- ③ Facing West
- ④ Facing East

STRAIGHT-IN RWY		A	B	C	D
09	ILS Z, Y or X	128' (200') ① R550m R1200m	128' (200') ① R550m R1200m	128' (200') ① R550m R1200m	128' (200') ① R550m R1200m
	ALS out				
	GLS	128' (200') ① R550m R1200m	128' (200') ① R550m R1200m	128' (200') ① R550m R1200m	128' (200') ① R550m R1200m
	ALS out				
	② LOC Z, Y or X	350' (422') R1300m R1500m	350' (422') R1300m R1500m	350' (422') R1300m R2000m	350' (422') R1300m R2000m
	ALS out				
	RNP LNAV/VNAV	338' (410') R1200m R1500m	348' (420') R1200m R1500m	358' (430') R1300m R2000m	368' (440') R1300m R2000m
	ALS out				
	②RNP LNAV	460' (532') R1500m R1500m	460' (532') R1500m R1500m	460' (532') R1700m R2400m	460' (532') R1700m R2400m
	ALS out				
	②VOR	460' (532') R1500m R1500m	460' (532') R1500m R1500m	460' (532') R1700m R2400m	460' (532') R1700m R2400m
	ALS out				
	②NDB	460' (532') R1500m R1500m	460' (532') R1500m R1500m	460' (532') R1700m R2400m	460' (532') R1700m R2400m
	ALS out				
27	ILS Z, Y or X	130' (200') ① R550m R1200m	130' (200') ① R550m R1200m	130' (200') ① R550m R1200m	130' (200') ① R550m R1200m
	ALS out				
	GLS	130' (200') ① R550m R1200m	130' (200') ① R550m R1200m	130' (200') ① R550m R1200m	130' (200') ① R550m R1200m
	ALS out				
	② LOC Z, Y or X	330' (400') R1100m R1500m	330' (400') R1100m R1500m	330' (400') R1100m R1800m	330' (400') R1100m R1800m
	ALS out				
	RNP LNAV/VNAV	210' (280') ① R600m R1300m	220' (290') ① R650m R1400m	230' (300') ① R650m R1400m	240' (310') ① R700m R1400m
	ALS out				
	②RNP LNAV	330' (400') R1100m R1500m	330' (400') R1100m R1500m	330' (400') R1100m R1800m	330' (400') R1100m R1800m
	ALS out				
	②VOR	330' (400') R1100m R1500m	330' (400') R1100m R1500m	330' (400') R1100m R1800m	330' (400') R1100m R1800m
	ALS out				
	②NDB	410' (480') R1500m R1500m	410' (480') R1500m R1500m	410' (480') R1500m R2200m	410' (480') R1500m R2200m
	ALS out				

① R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

② Continuous Descent Final Approach.

URWA/ASF



EASA AIR OPS

ASTRAKHAN, RUSSIA
ASTRAKHAN

CIRCLE-TO-LAND ❶	100 KT	135 KT	180 KT	205 KT
	390' (455')	520' (585')	620' (685')	640' (705')
	❷ V1500m	V1600m	V2400m	V3600m

- ❶ North of apt prohibited.
- ❷ or higher of preceding straight-in approach

TAKE-OFF

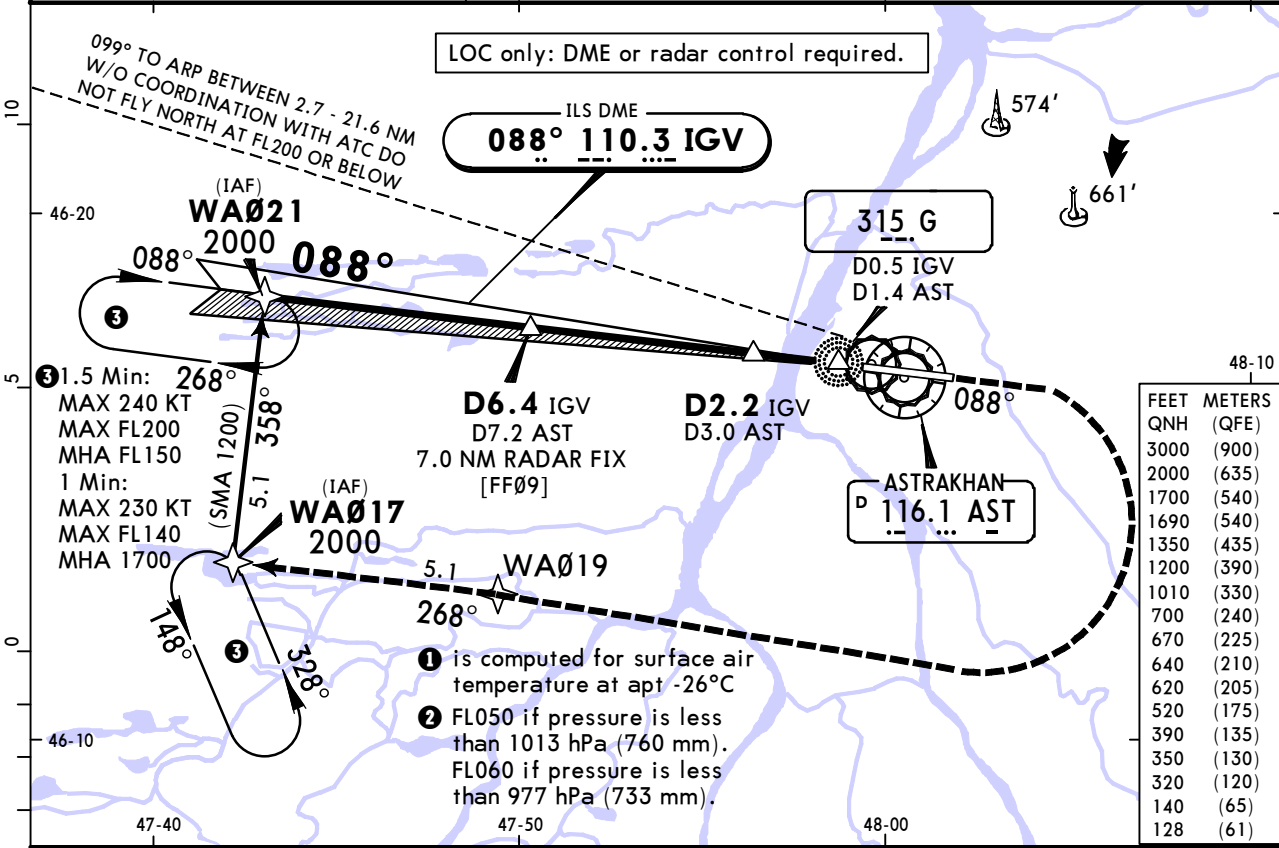
Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required				DAY	NIGHT
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT			DAY	NIGHT
R300m		R/V400m		R/V500m	NA

URWA/ASF ASTRAKHAN

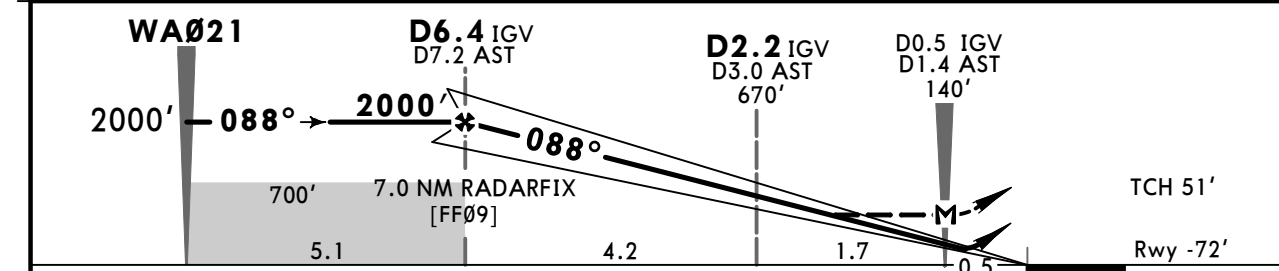
JEPPESEN
7 NOV 25 (11-1)

ASTRAKHAN, RUSSIA ILS Z or LOC Z Rwy 09

BRIEFING STRIP™	ATIS	ASTRAKHAN Approach	ASTRAKHAN Radar (TWR)	ASTRAKHAN Tower (TWR/GND)	2000 MSA ARP ①
	125.625 (Russian 131.5)	126.0	120.6	118.6	
	LOC IGV 110.3	Final Apch Crs 088°	D6.4 IGV 2000' (2072')	ILS DA(H) 128' (200')	
MISSED APCH: Climb on track 088° to 600' or above, then turn RIGHT to WA019, then proceed to WA017 climbing to 2000' or above. Turn before passing MAP prohibited.					
Alt Set: hPa (MM on req)		Rwy Elev: -2 hPa	Trans level: FL040 ②	Trans alt: 3000'	
RNAV 1 for initial and missed apch.		1. GNSS and DME required. 2. ILS DME reads zero at rwy 09 thresh.			



IGV DME	5.4	4.3	3.2	2.2	1.1
ALTITUDE	1690'	1350'	1010'	670'	320'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI 600' or above on 088°	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at NDB/D0.5 IGV/D1.4 AST								
Timing not authorized for defining the MAP.								

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND Prohibited North of airport	
	ILS		LOC (GS out) CDFA			
	DA(H) 128' (200')		2 DA/MDA(H) 350' (422')			
	ALS out		ALS out		Max KT	
	A				100	390' (455') V1500m
B				135	520' (585') V1600m	
C	1 R550m	R1200m	R1300m	180	620' (685') V2400m	
D				205	640' (705') V3600m	

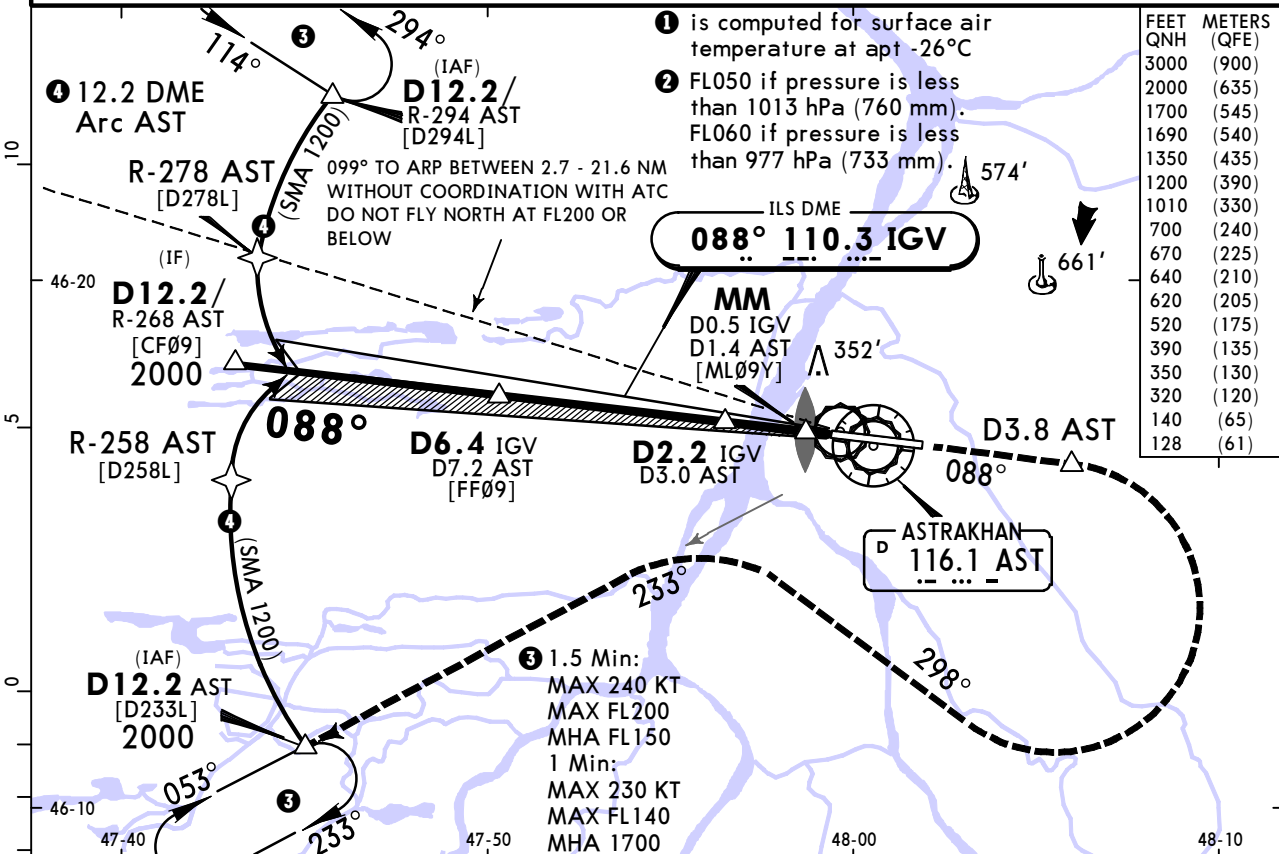
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

URWA/ASF ASTRAKHAN

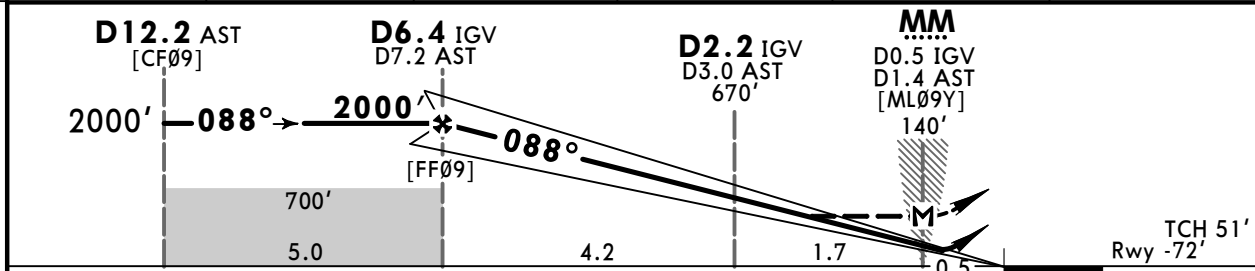
JEPPESSEN
7 NOV 25 **(11-2)**

ASTRAKHAN, RUSSIA ILS Y or LOC Y Rwy 09

BRIEFING STRIP™	ATIS	ASTRAKHAN Approach	ASTRAKHAN Radar (TWR)	ASTRAKHAN Tower (TWR/GND)	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">2000</div> <p>MSA ARP ①</p>
	125.625 (Russian 131.5)	126.0	120.6	118.6	
	LOC IGV 110.3	Final Apch Crs 088°	D6.4 IGV 2000' (2072')	ILS DA(H) 128' (200')	
<p>MISSED APCH: Climb on track 088° to D3.8 AST, then turn RIGHT (MAX 215 KT) onto track 298° to intercept R-233 AST, then proceed to D12.2 AST climbing to 2000' or above.</p>					
Alt Set: hPa (MM on req)		Rwy Elev: -2 hPa	Trans level: FL040 ②		Trans alt: 3000'
1. DME required. 2. ILS DME reads zero at rwy 09 thresh.					



AST DME	6.4	5.3	4.2	3.1	2.1
IGV DME	5.4	4.3	3.2	2.2	1.1
ALTITUDE	1690'	1350'	1010'	670'	320'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI:	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		D3.8 AST on 088°
MAP at MM/D0.5 IGV/D1.4 AST								

Timing not authorized for defining the MAP.

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND Prohibited North of airport	
	ILS		LOC (GS out) CDFA		Max KT	
	DA(H) 128' (200')		DA/MDA(H) 350' (422')			
	ALS out		ALS out		100	390' (455') V1500m
	A	1 R550m	R1200m	R1300m		135
B	R1500m				180	620' (685') V2400m
C	R2000m				205	640' (705') V3600m
D						

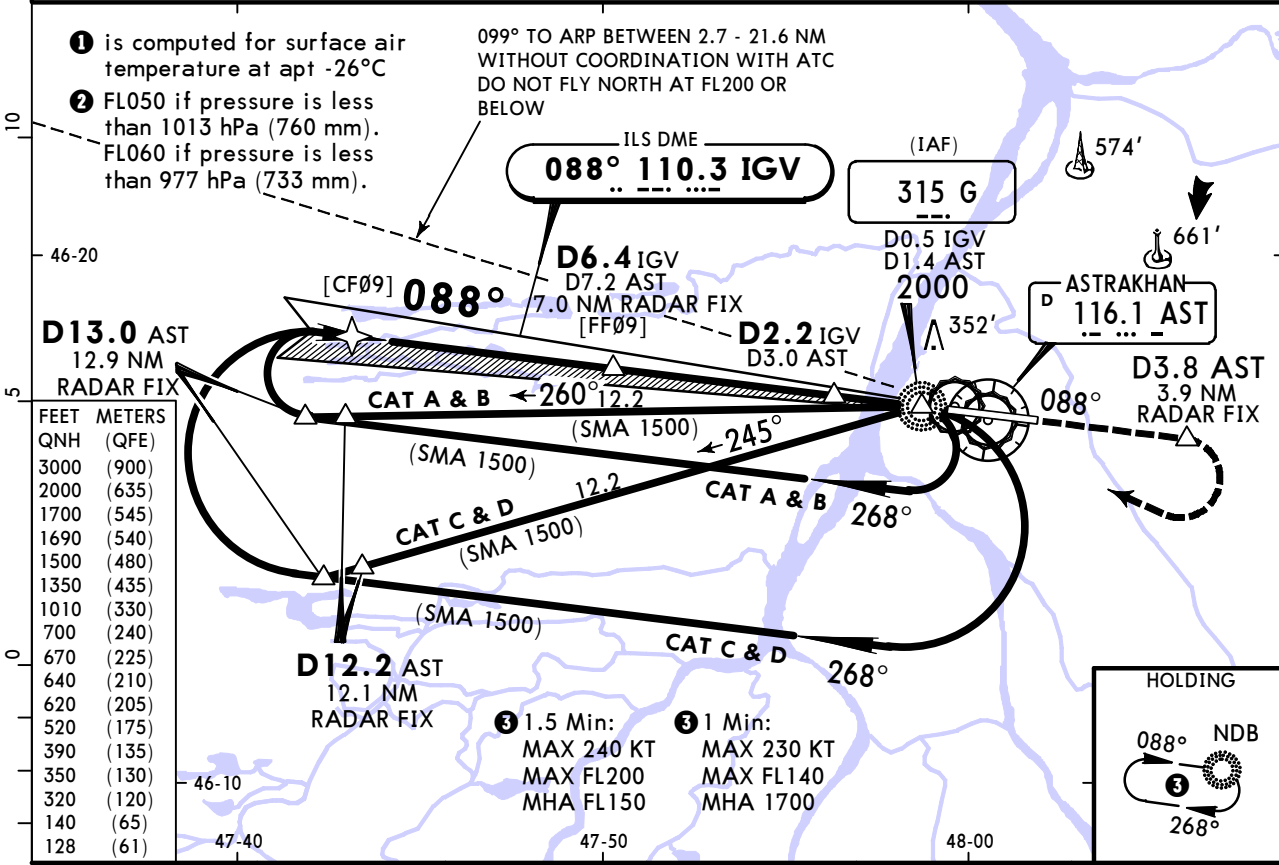
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

URWA/ASF ASTRAKHAN

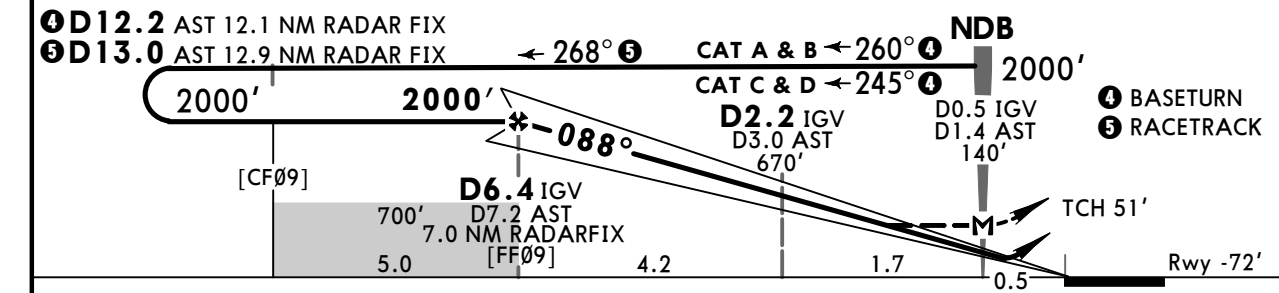
JEPPesen
7 NOV 25 **(11-3)**

ASTRAKHAN, RUSSIA ILS X or LOC X Rwy 09

ATIS 125.625 (Russian 131.5)		ASTRAKHAN Approach 126.0	ASTRAKHAN Radar (TWR) 120.6	ASTRAKHAN Tower (TWR/GND) 118.6	2000 MSA ARP ①
LOC IGV 110.3	Final Apch Crs 088°	D6.4 IGV 2000' (2072')	ILS DA(H) 128' (200')	Apt Elev -65' (BELOW SEA LEVEL) Rwy -72'	
MISSED APCH: Climb on 088° from NDB to D3.8 AST/3.9 NM RADAR FIX, then turn RIGHT (MAX 225 KT) to NDB climbing to 2000' or above.					
Alt Set: hPa (MM on req)		Rwy Elev: -2 hPa	Trans level: FL040 ②		Trans alt: 3000'
1. DME or RADAR required. 2. ILS DME reads zero at rwy 09 thresh. 3. ILS final only: DME required.					



IGV DME	5.4	4.3	3.2	2.2	1.1
ALTITUDE	1690'	1350'	1010'	670'	320'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI D3.8 AST on 088°	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at NDB/D0.5 IGV/D1.4 AST								
Timing not authorized for defining the MAP.								

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS	LOC (GS out)	Prohibited North of airport	
	DA(H) 128' (200')	CDFA 350' (422')		
	ALS out	② DA/MDA(H)		
A			Max KT	
B	① R550m	R1200m	100	390' (455') V1500m
C		R1300m	135	520' (585') V1600m
D		R2000m	180	620' (685') V2400m
			205	640' (705') V3600m

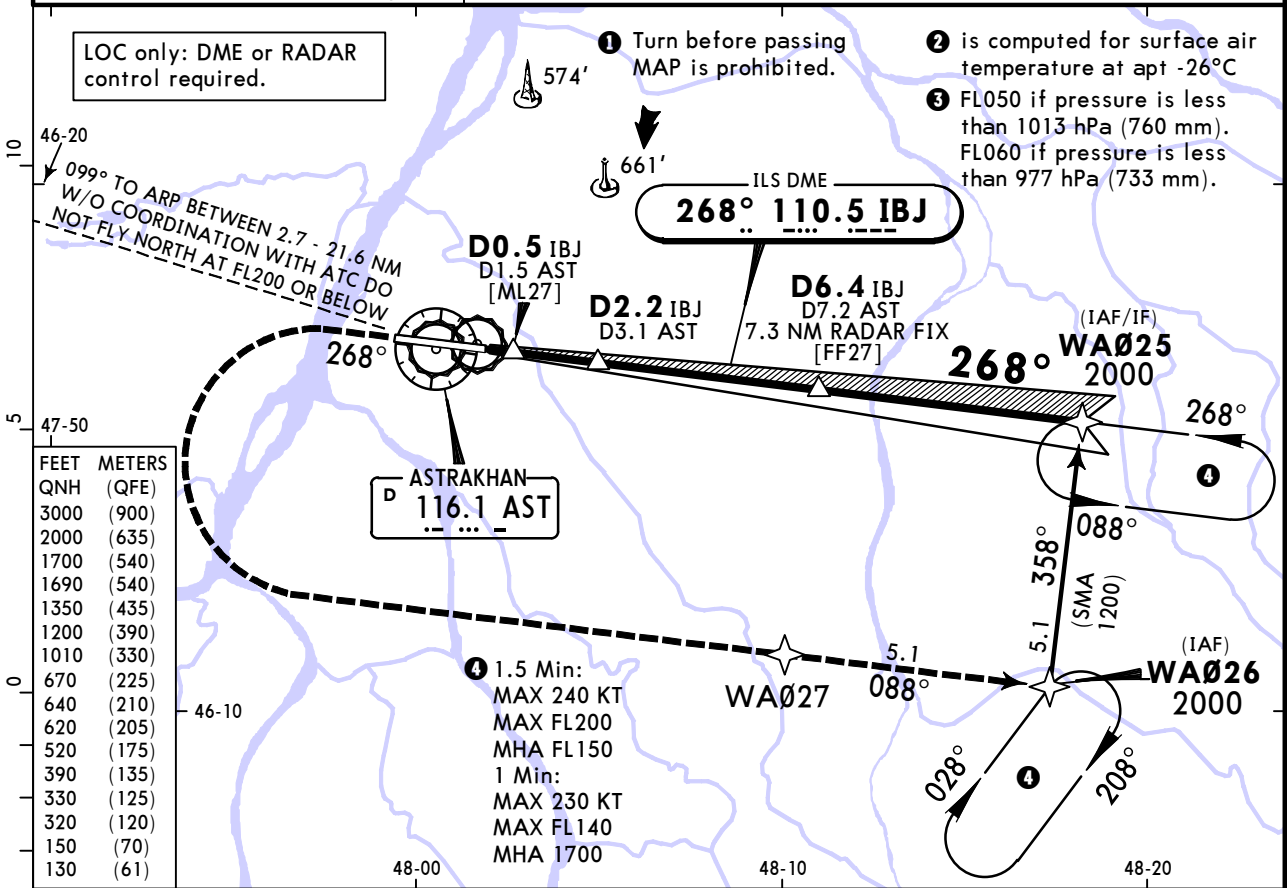
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
 ② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

URWA/ASF ASTRAKHAN

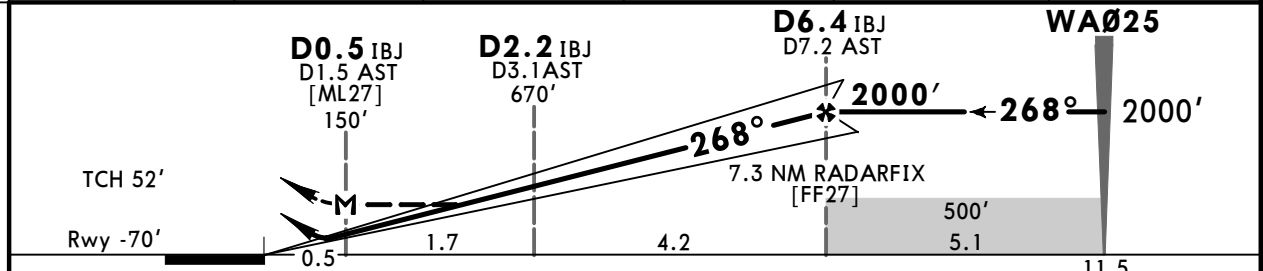
JEPPESSEN
7 NOV 25 (11-4)

ASTRAKHAN, RUSSIA ILS Z or LOC Z Rwy 27

ATIS 125.625 (Russian 131.5)		ASTRAKHAN Approach 126.0	ASTRAKHAN Radar (TWR) 120.6	ASTRAKHAN Tower (TWR/GND) 118.6	2000 MSA ARP ②
LOC IBJ 110.5	Final Apch Crs 268°	D6.4 IBJ 2000' (2070')	ILS DA(H) 130' (200')	Apt Elev -65' (BELOW SEA LEVEL) Rwy -70'	
MISSED APCH: Climb on track 268° to 600' or above, then turn LEFT (MAX 225 KT) to WA027, then proceed to WA026 climbing to 2000' or above. ①					
Alt Set: hPa (MM on req)		Rwy Elev: -2 hPa	Trans level: FL040 ③		Trans alt: 3000'
RNAV 1 for initial and missed apch.		1. DME and GNSS required. 2. ILS DME reads zero at rwy 27 thresh.			



IBJ DME	1.1	2.2	3.2	4.3	5.4
ALTITUDE	320'	670'	1010'	1350'	1690'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI 600' or above on 268°	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D0.5 IBJ/D1.5 AST								
FAF to MAP	5.8	4:58	3:52	3:29	2:54	2:29		2:10

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS	LOC (GS out) CDFA	Prohibited North of airport	
	DA(H) 130' (200')	② DA/MDA(H) 330' (400')		
	ALS out	ALS out	Max KT	MDA(H)
A			100	390' (455') V1500m
B	① R550m		135	520' (585') V1600m
C			180	620' (685') V2400m
D			205	640' (705') V3600m

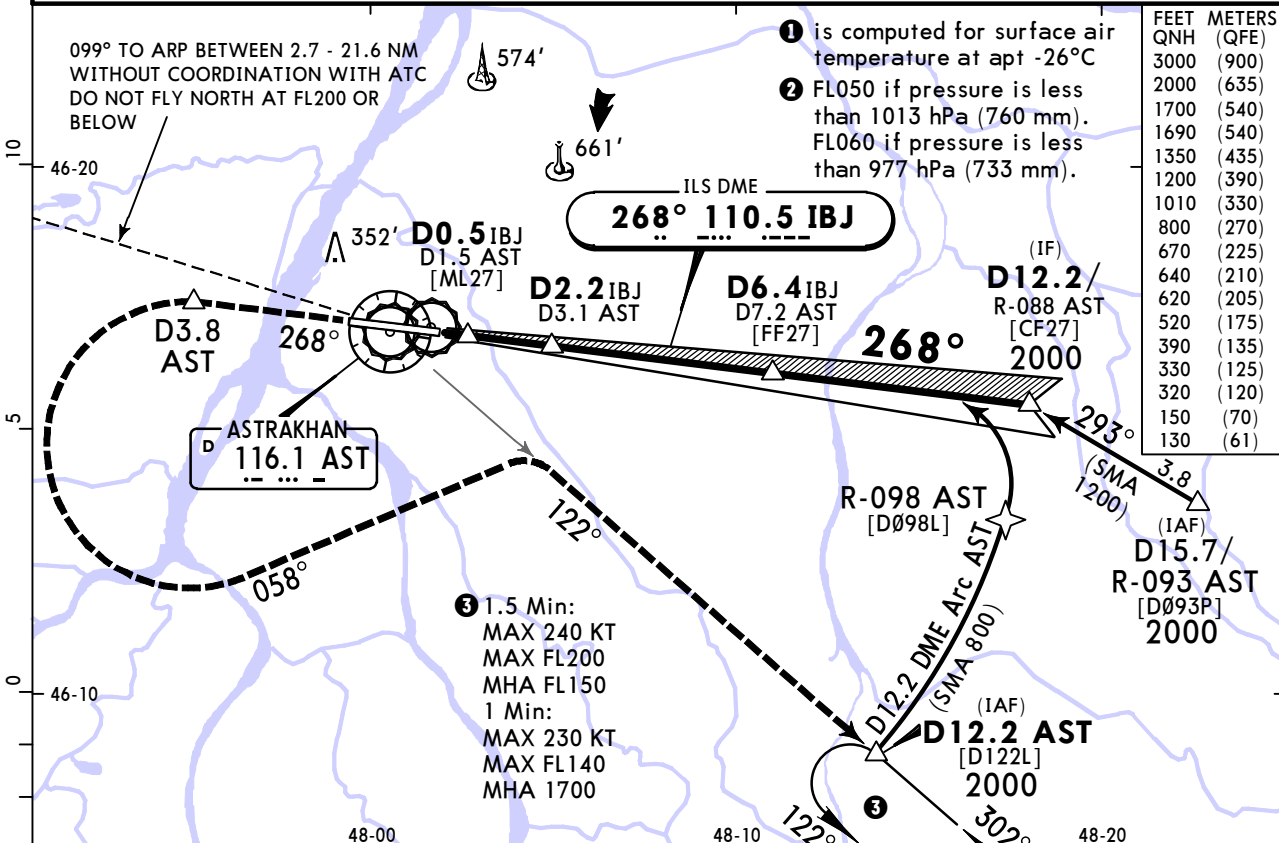
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

URWA/ASF ASTRAKHAN

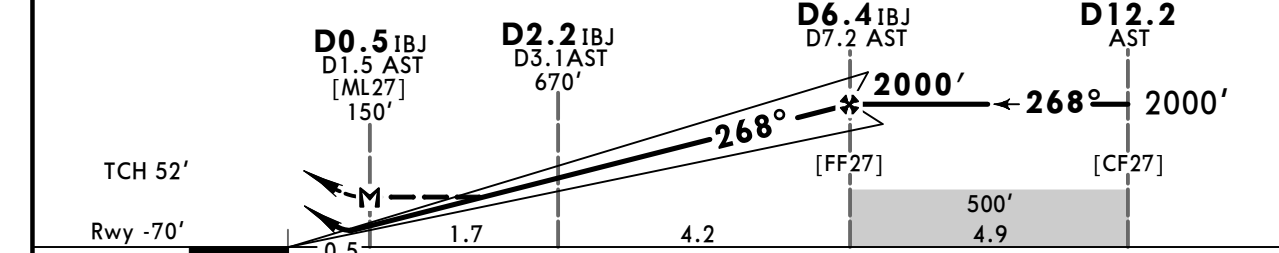
JEPPESSEN
7 NOV 25 (11-5)

ASTRAKHAN, RUSSIA ILS Y or LOC Y Rwy 27

ATIS 125.625 (Russian 131.5)		ASTRAKHAN Approach 126.0	ASTRAKHAN Radar (TWR) 120.6	ASTRAKHAN Tower (TWR/GND) 118.6	2000 MSA ARP ①
LOC IBJ 110.5	Final Apch Crs 268°	D6.4 IBJ 2000' (2070')	ILS DA(H) 130' (200')	Apt Elev -65' (BELOW SEA LEVEL) Rwy -70'	
MISSED APCH: Climb on track 268° to D3.8 AST, then turn LEFT (MAX 215 KT) onto track 058° to intercept R-122 AST, then proceed to D12.2 AST climbing to 2000' or above.					
Alt Set: hPa (MM on req)		Rwy Elev: -2 hPa	Trans level: FL040 ②		Trans alt: 3000'
1. DME required. 2. ILS DME reads zero at rwy 27 thresh.					



AST DME	2.1	3.1	4.2	5.3	6.4
IBJX DME	1.1	2.2	3.2	4.3	5.4
ALTITUDE	320'	670'	1010'	1350'	1690'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI D3.8 AST on 268°	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D0.5 IBJ/D1.5 AST								

Timing not authorized for defining the MAP.

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS	LOC (GS out) CDFA	Prohibited North of airport	
	DA(H) 130' (200')	② DA/MDA(H) 330' (400')		
	ALS out	ALS out	Max KT	MDA(H)
A			100	390' (455') V1500m
B			135	520' (585') V1600m
C	① R550m	R1200m	180	620' (685') V2400m
D			205	640' (705') V3600m

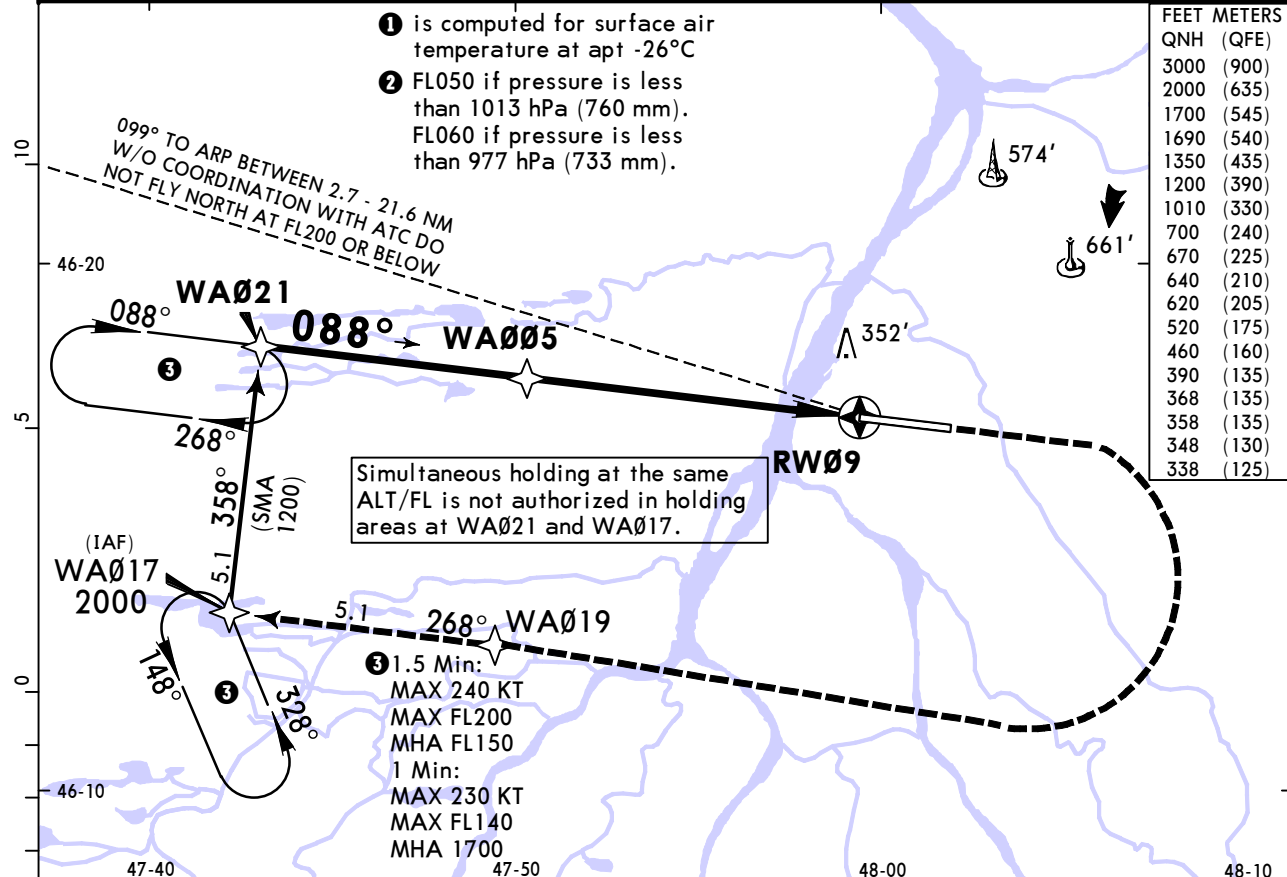
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

URWA/ASF ASTRAKHAN

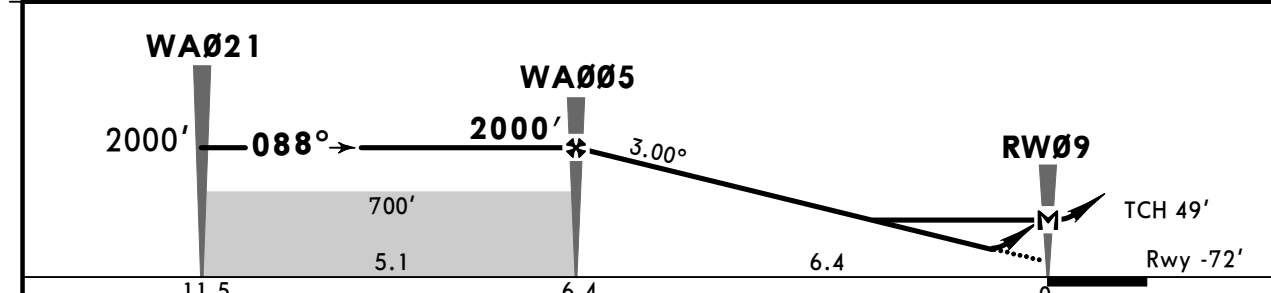
JEPPESEN
7 NOV 25 (12-1)

ASTRAKHAN, RUSSIA RNP Rwy 09

ATIS 125.625 (Russian 131.5)		ASTRAKHAN Approach 126.0	ASTRAKHAN Radar (TWR) 120.6	ASTRAKHAN Tower (TWR/GND) 118.6	2000 MSA ARP ①
RNAV	Final Apch Crs 088°	WA005 2000' (2072')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev -65' (BELOW SEA LEVEL) Rwy -72'	
MISSED APCH: Climb on track 088° to 600' or above, then turn RIGHT (MAX 225 KT) to WA019, then proceed to WA017 climbing to 2000' or above.					
Alt Set: hPa (MM on req)		Rwy Elev: -2 hPa	Trans level: FL040 ②	Trans alt: 3000'	
RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -31°C. VPA exceeds 3.5° above 50°C.					



DIST to RW09	2.2	3.2	4.3	5.4
ALTITUDE	670'	1010'	1350'	1690'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI	600' or above on 088°
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW09								

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV		Prohibited North of airport	
	DA(H) A: 338' (410') C: 358' (430') B: 348' (420') D: 368' (440')		CDFA ① DA/MDA(H) 460' (532')			
	ALS out		ALS out		Max KT	MDA(H)
	A	R1200m	R1500m	R1500m	100	390' (455') ② V1500m
B	R1200m	R1500m	R1500m	135	520' (585') V1600m	
C	R1300m	R2000m	R1700m	180	620' (685') V2400m	
D	R1300m	R2000m	R2400m	205	640' (705') V3600m	

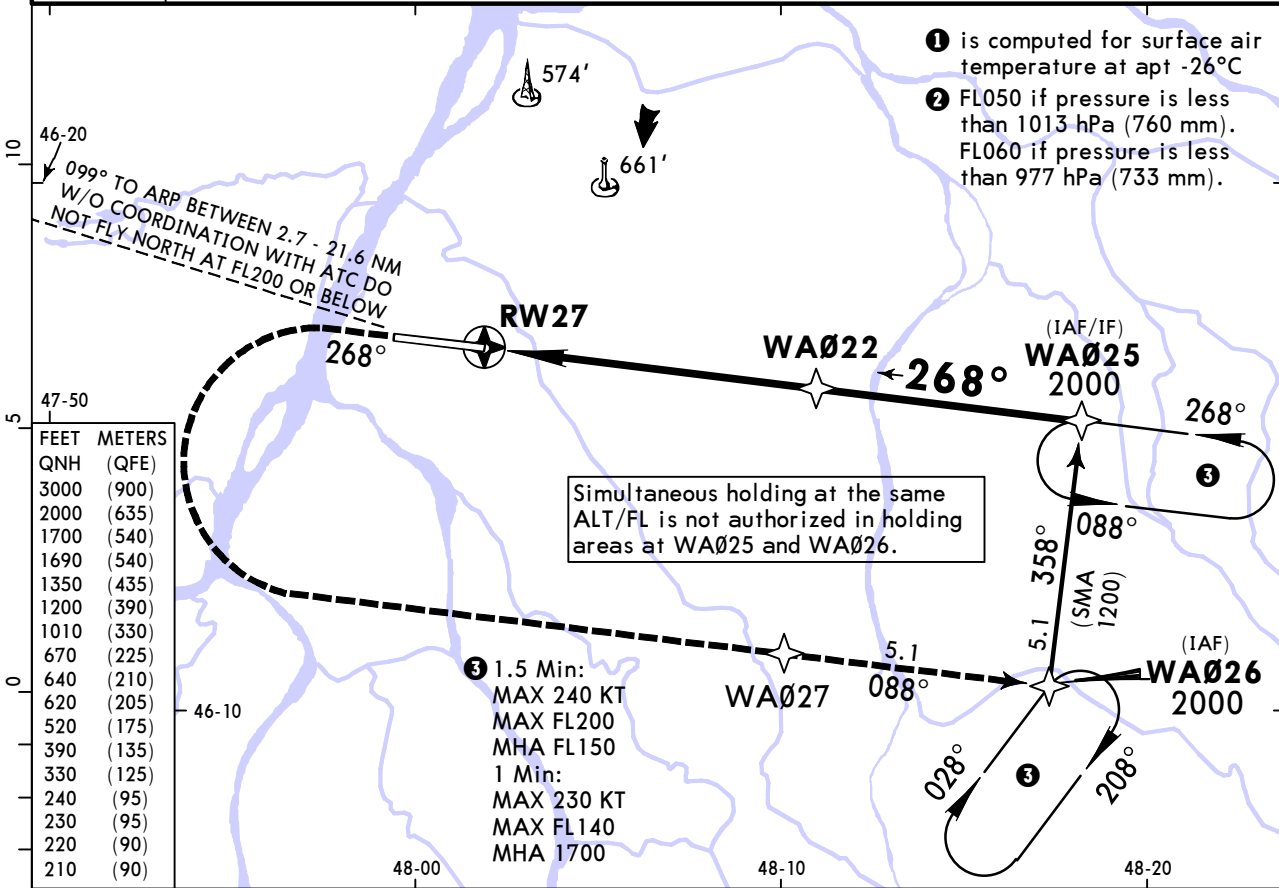
① VNAV DA(H) in lieu of MDA(H) depends on operator policy. ② or higher straight-in minimums.
 CHANGES: Minimums. © JEPPESEN, 2024, 2025. ALL RIGHTS RESERVED.

URWA/ASF ASTRAKHAN

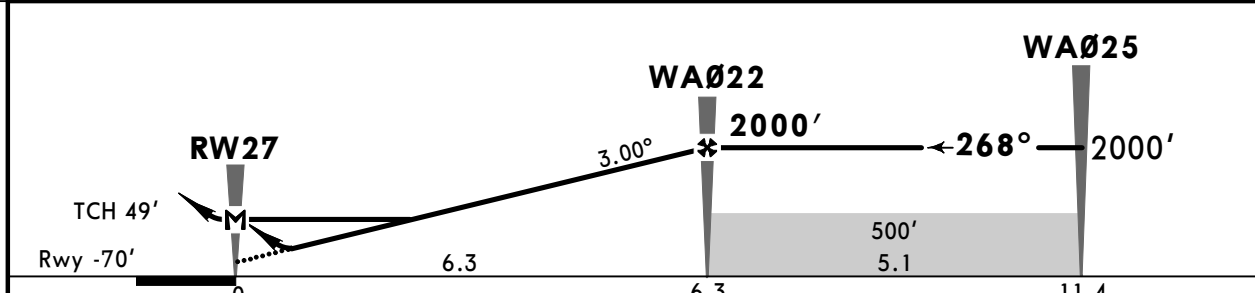
JEPPESSEN
7 NOV 25 (12-2)

ASTRAKHAN, RUSSIA RNP Rwy 27

ATIS 125.625 (Russian 131.5)		ASTRAKHAN Approach 126.0	ASTRAKHAN Radar (TWR) 120.6	ASTRAKHAN Tower (TWR/GND) 118.6	2000 MSA ARP ①
RNAV	Final Apch Crs 268°	WA022 2000' (2070')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev -65' (BELOW SEA LEVEL) Rwy -70'	
MISSED APCH: Climb on track 268° to 600' or above, then turn LEFT (MAX 225 KT) to WA027, then proceed to WA026 climbing to 2000' or above.					
Alt Set: hPa (MM on req)		Rwy Elev: -2 hPa	Trans level: FL040 ②		Trans alt: 3000'
RNP apch.	1. GNSS required. 2. Baro-VNAV not authorized below -31°C. VPA exceeds 3.5° above 50°C.				



DIST to RW27	1.1	2.2	3.2	4.3	5.4
ALTITUDE	320'	670'	1010'	1350'	1690'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI 600' or above on 268°
Glide Path Angle	3.00°	372	478	531	637	849	
MAP at RW27							

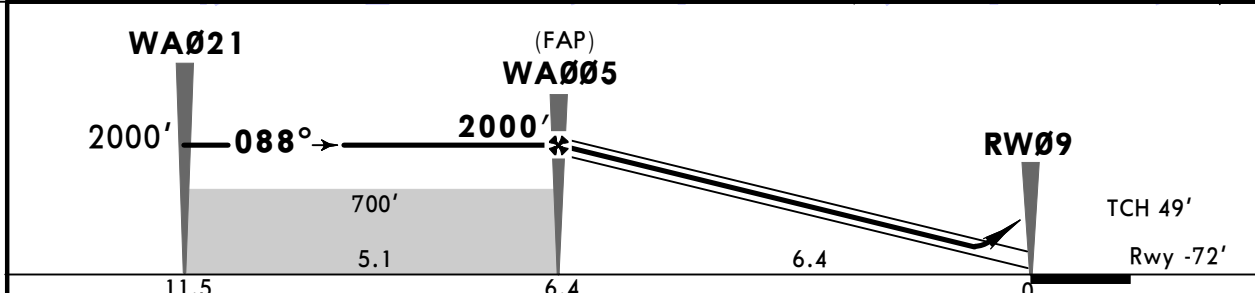
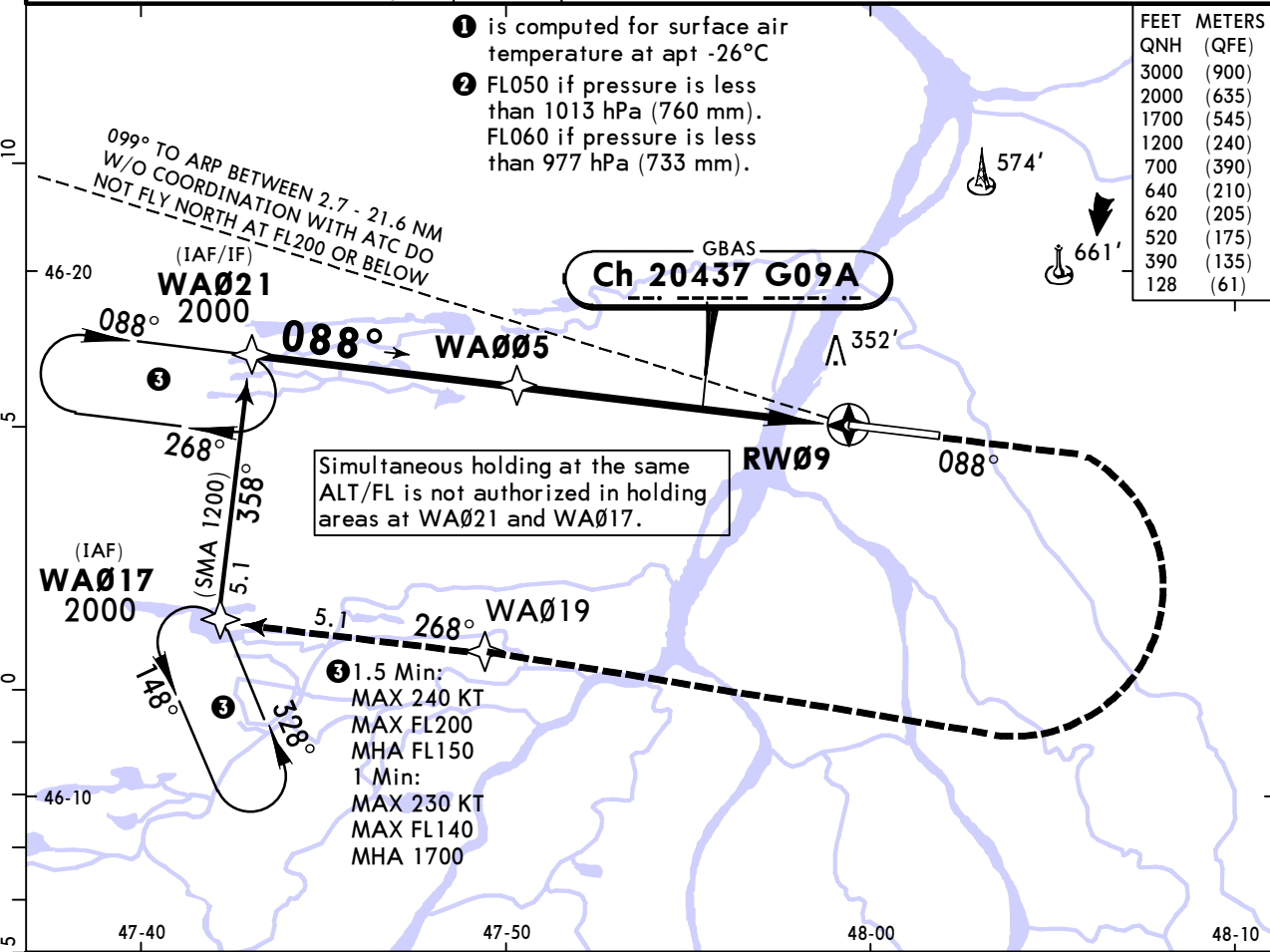
PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
	LNAV/VNAV		LNAV		Prohibited North of airport		
	A: 210' (280') C: 230' (300') B: 220' (290') D: 240' (310')		CDFA ① DA/MDA(H) 330' (400')				
A	R750m	ALS out	R1100m	ALS out	Max KT	MDA(H)	
B		R1300m		R1500m	100	390' (455')	V1500m
C		R1400m		R1800m	135	520' (585')	V1600m
D					180	620' (685')	V2400m
					205	640' (705')	V3600m

URWA/ASF ASTRAKHAN

JEPPESEN
7 NOV 25 **(12-40)**

ASTRAKHAN, RUSSIA GLS Rwy 09

BRIEFING STRIP™	ATIS	ASTRAKHAN Approach	ASTRAKHAN Radar (TWR)	ASTRAKHAN Tower (TWR/GND)	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>2000</p> <p>MSA ARP ①</p>
	125.625 (Russian 131.5)	126.0	120.6	118.6	
	GBAS Ch 20437 G09A	Final Apch Crs 088°	WA005 2000' (2072')	GLS DA(H) 128' (200')	
MISSED APCH: Climb on track 088° to 600' or above, then turn RIGHT (MAX 225 KT) to WA019, then proceed to WA017 climbing to 2000' or above.					
Alt Set: hPa (MM on req)		Rwy Elev: -2 hPa	Trans level: FL040 ②		Trans alt: 3000'
RNAV 1 for initial and missed apch.			GNSS required.		



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI 600' or above on 088°
Glide Path Angle 3.00°	372	478	531	637	743	849	

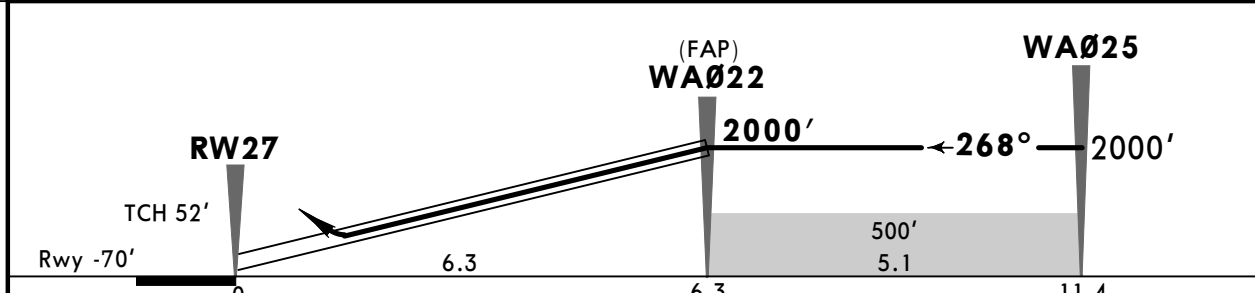
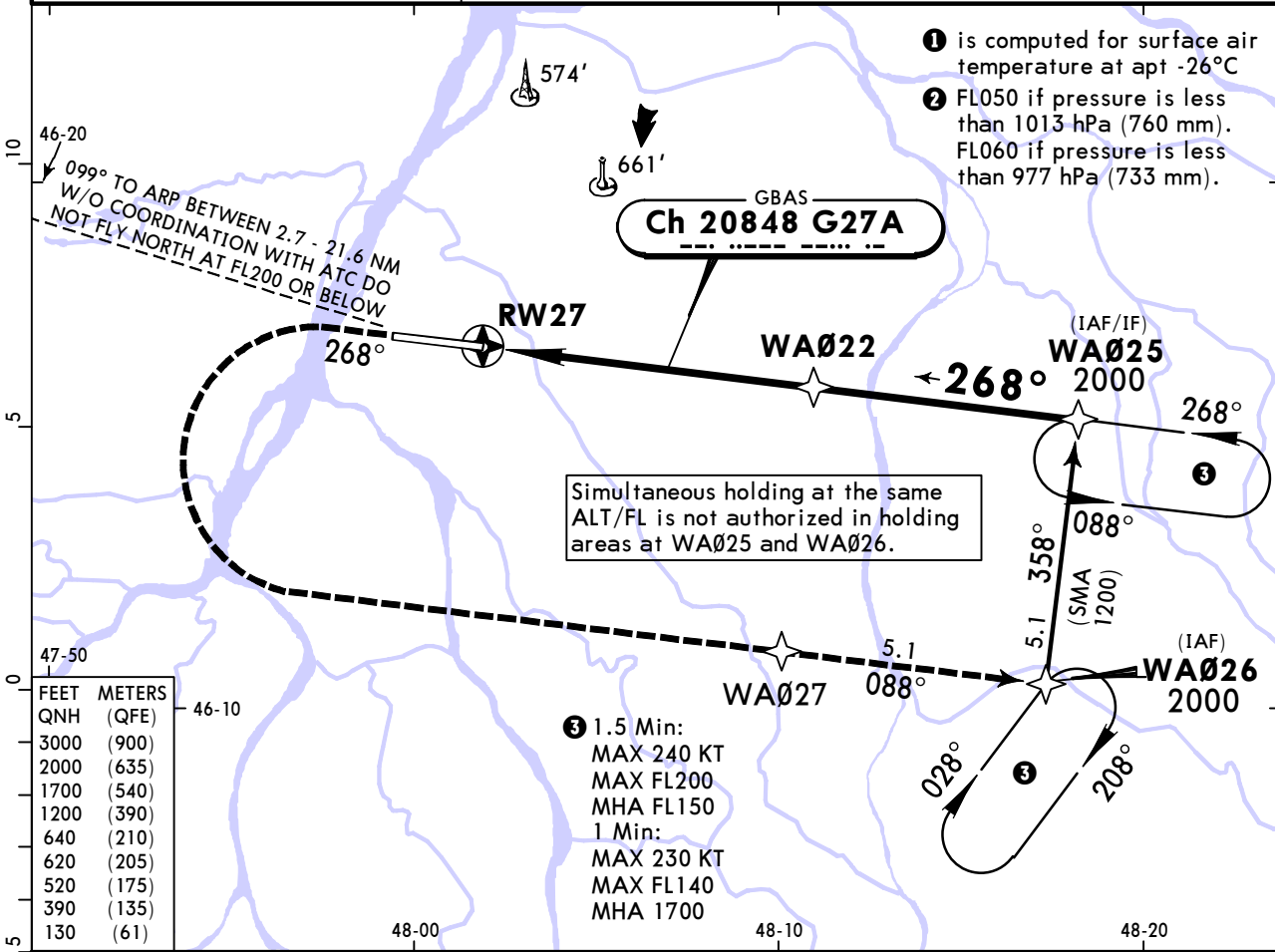
PANS OPS	Std	STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	GLS				Prohibited North of airport	
	DA(H) 128' (200')				ALS out	
	A	1 R550m	R1200m		Max KT	MDA(H)
	B				100	390' (455')
C	135				520' (585')	V1600m
D	180				620' (685')	V2400m
		205	640' (705')	V3600m		

URWA/ASF ASTRAKHAN

JEPPESSEN
7 NOV 25 **(12-41)**

ASTRAKHAN, RUSSIA GLS Rwy 27

BRIEFING STRIP™	ATIS	ASTRAKHAN Approach	ASTRAKHAN Radar (TWR)	ASTRAKHAN Tower (TWR/GND)	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 2000 </div> <p>MSA ARP ①</p>	
	125.625 (Russian 131.5)	126.0	120.6	118.6		
	GBAS Ch 20848 G27A	Final Apch Crs 268°	WA022 2000' (2070')	GLS DA(H) 130' (200')		Apt Elev -65' (BELOW SEA LEVEL) Rwy -70'
	MISSED APCH: Climb on track 268° to 600' or above, then turn LEFT (MAX 225 KT) to WA027, then proceed to WA026 climbing to 2000' or above.					
Alt Set: hPa (MM on req)		Rwy Elev: -2 hPa	Trans level: FL040 ②	Trans alt: 3000'		
RNAV 1 for initial and missed apch.		GNSS required.				



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI	600' or above on 268°
Glide Path Angle 3.00°	372	478	531	637	743	849		

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	GLS DA(H) 130' (200')		Prohibited North of airport	
A	1 R550m	R1200m	Max KT	MDA(H)
B			100	390' (455') V1500m
C			135	520' (585') V1600m
D			180	620' (685') V2400m
			205	640' (705') V3600m

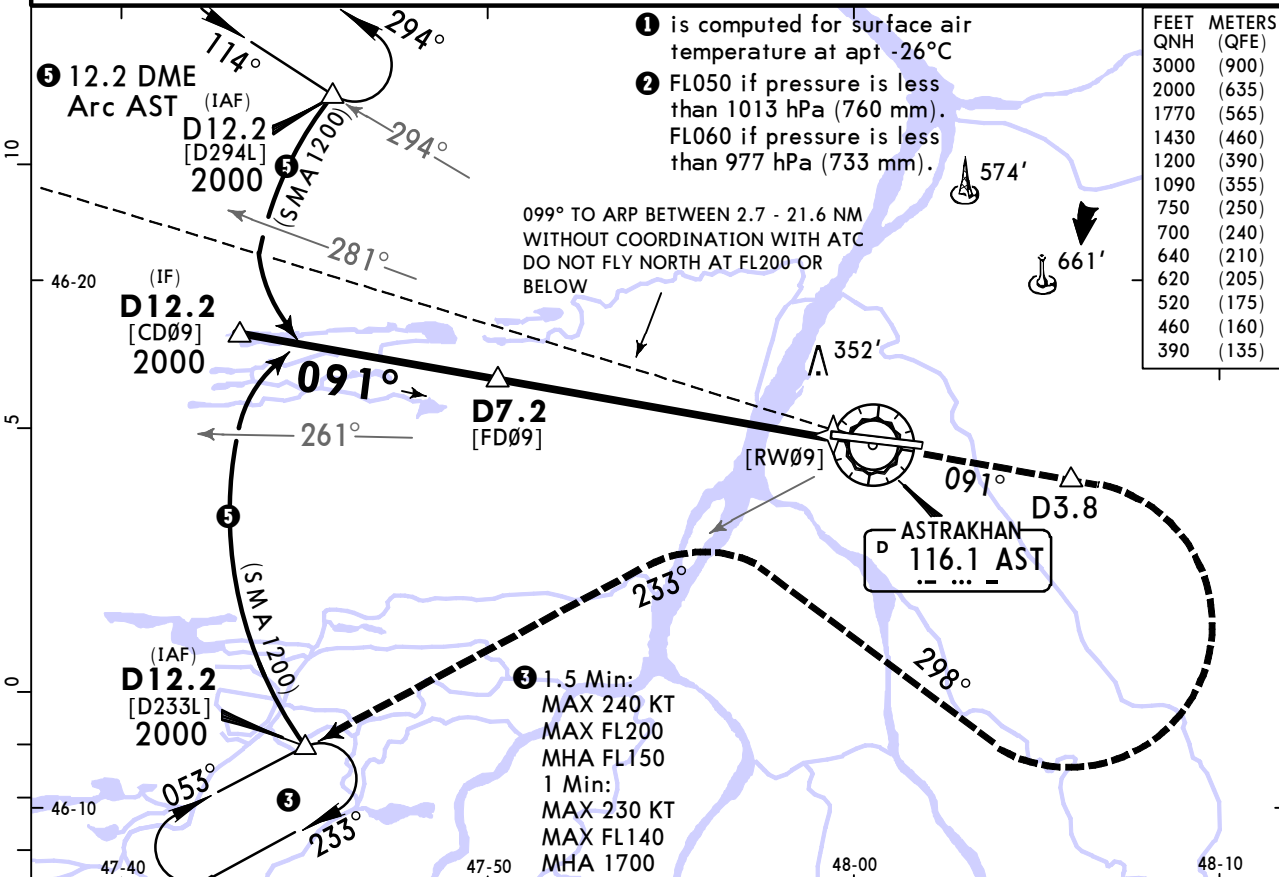
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: Circling minimums. © JEPPESSEN, 2024, 2025. ALL RIGHTS RESERVED.

URWA/ASF ASTRAKHAN

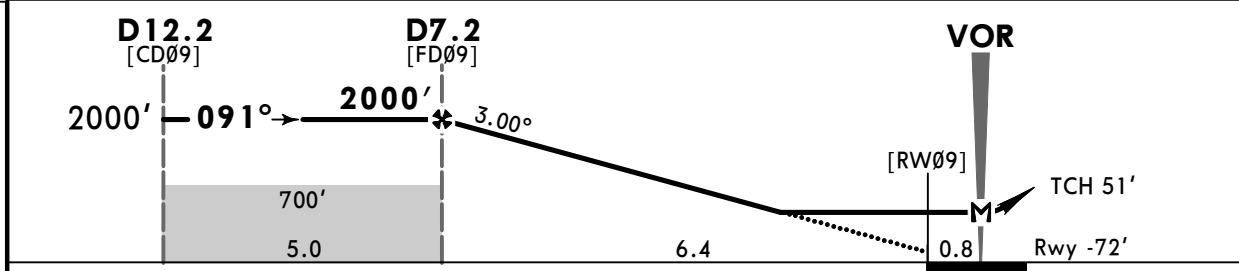
JEPPESEN
7 NOV 25 **(13-1)**

ASTRAKHAN, RUSSIA VOR Rwy 09

BRIEFING STRIP™	ATIS	ASTRAKHAN Approach	ASTRAKHAN Radar (TWR)	ASTRAKHAN Tower (TWR/GND)	2000 MSA ARP ①
	125.625 (Russian 131.5)	126.0	120.6	118.6	
	VOR AST 116.1	Final Apch Crs 091°	D7.2 2000' (2072')	DA/MDA(H) 460' (532')	
MISSED APCH: Climb on track 091° to D3.8, then turn RIGHT (MAX 215 KT) onto track 298° to intercept R-233, then proceed to D12.2 climbing to 2000' or above.					
Alt Set: hPa (MM on req)		Rwy Elev: -2 hPa	Trans level: FL040 ②		Trans alt: 3000'
1. DME required. 2. Final approach track offset 3° from rwy centerline.					



AST DME	6.5	5.4	4.3	3.2
ALTITUDE	1770'	1430'	1090'	750'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI	D3.8 ↑ 091°	
Descent Angle	3.00°	372	478	531	637	743			849
MAP at VOR	Timing not authorized for defining the MAP.								

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND				
	CDFA								
	① DA/MDA(H) 460' (532')				Prohibited North of airport				
	ALS out				Max KT	MDA(H)			
	A	R1500m			100	390' (455') ② V1500m			
B	R1500m			135	520' (585') V1600m				
C	R1700m		R2400m		180	620' (685') V2400m			
D	R1700m		R2400m		205	640' (705') V3600m			

① VNAV DA(H) in lieu of MDA(H) depends on operator policy. ② or higher straight-in minimums.
CHANGES: Circling minimums. © JEPPESEN, 2024, 2025. ALL RIGHTS RESERVED.

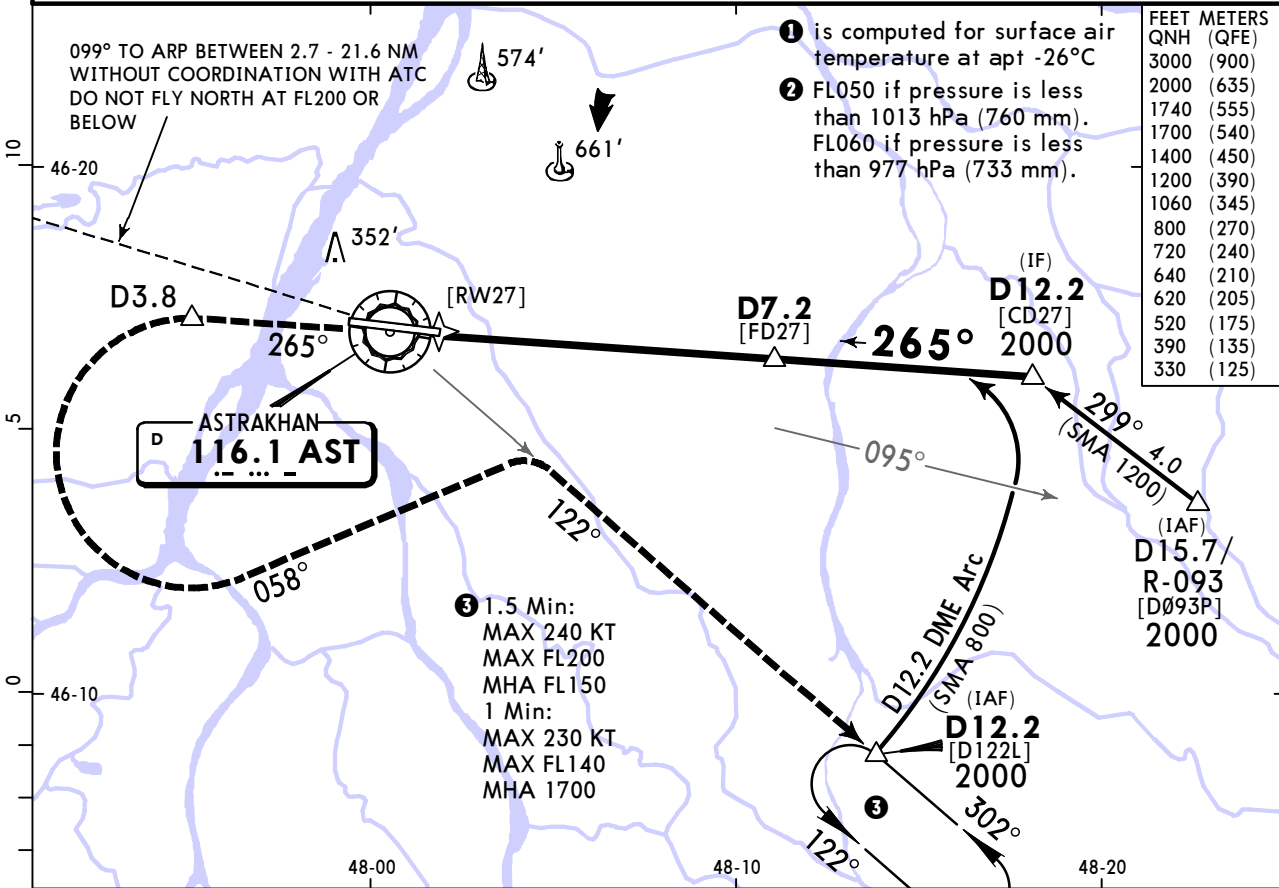
URWA/ASF ASTRAKHAN

JEPPESSEN
7 NOV 25 **(13-2)**

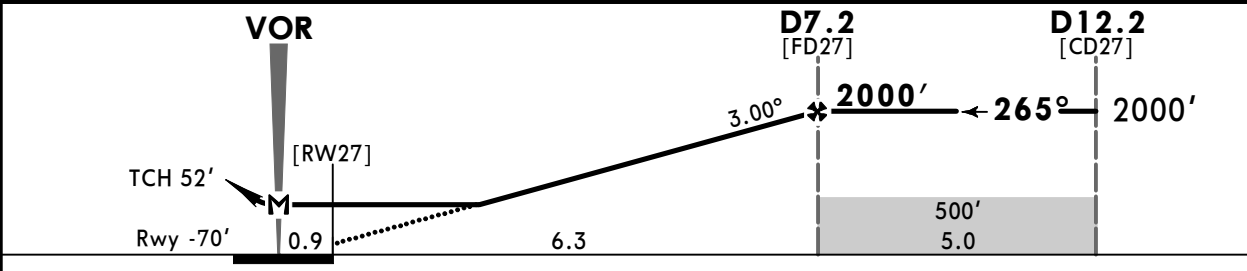
ASTRAKHAN, RUSSIA VOR Rwy 27

ATIS 125.625 (Russian 131.5)		ASTRAKHAN Approach 126.0	ASTRAKHAN Radar (TWR) 120.6	ASTRAKHAN Tower (TWR/GND) 118.6	2000 MSA ARP ①
VOR AST 116.1	Final Apch Crs 265°	D7.2 2000' (2070')	DA/MDA(H) 330' (400')	Apt Elev -65' (BELOW SEA LEVEL) Rwy -70'	
MISSED APCH: Climb on track 265° to D3.8, then turn LEFT (MAX 215 KT) onto track 058° to intercept R-122, then proceed to D12.2 climbing to 2000' or above.					

Alt Set: hPa (MM on req) Rwy Elev: -2 hPa Trans level: FL040 ② Trans alt: 3000'
 1. DME required. 2. Final approach track offset 3° from rwy centerline.



AST DME	3.2	4.3	5.4	6.5
ALTITUDE	720'	1060'	1400'	1740'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI	D3.8 ↑ on 265°
Descent Angle	3.00°	372	478	531	637	743		
MAP at VOR								
Timing not authorized for defining the MAP.								

Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND				
CDFA ① DA/MDA(H) 330' (400')				Prohibited North of airport				
		ALS out	Max KT	MDA(H)				
A	R1100m	R1500m	100	390' (455')	V1500m			
B		R1800m	135	520' (585')	V1600m			
C				180	620' (685')	V2400m		
D				205	640' (705')	V3600m		

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

CHANGES: Minimums.

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BRIEFING STRIP™

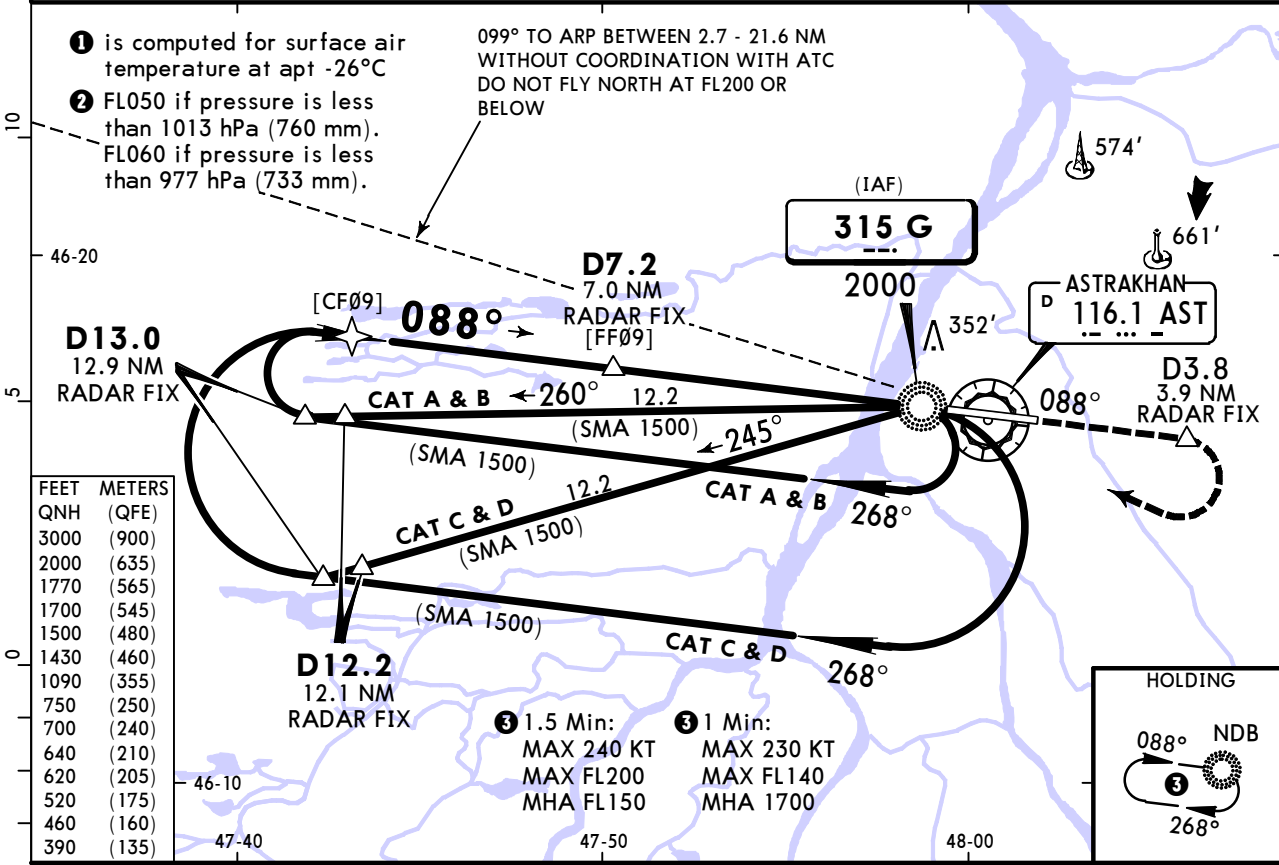
PANS OPS

URWA/ASF ASTRAKHAN

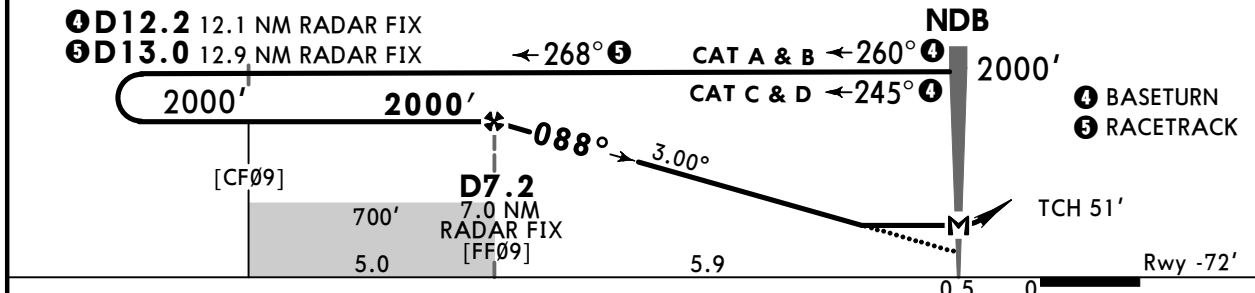
JEPPESEN
7 NOV 25 (16-1)

ASTRAKHAN, RUSSIA NDB Rwy 09

ATIS 125.625 (Russian 131.5)		ASTRAKHAN Approach 126.0	ASTRAKHAN Radar (TWR) 120.6	ASTRAKHAN Tower (TWR/GND) 118.6	2000 MSA ARP ①
NDB G 315	Final Apch Crs 088°	D7.2 2000' (2072')	DA/MDA(H) 460' (532')	Apt Elev -65' (BELOW SEA LEVEL) Rwy -72'	
MISSED APCH: Climb on 088° from NDB to D3.8/3.9 NM RADAR FIX, then turn RIGHT (MAX 225 KT) to NDB climbing to 2000' or above.					
Alt Set: hPa (MM on req)		Rwy Elev: -2 hPa	Trans level: FL040 ②		Trans alt: 3000'
DME or RADAR required.					



AST DME	6.5	5.4	4.3	3.2
ALTITUDE	1770'	1430'	1090'	750'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI	D3.8 on 088°	
Descent Angle	3.00°	372	478	531	637	849			
MAP at NDB	Timing not authorized for defining the MAP.								

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND				
	CDFA				Prohibited North of airport				
	① DA/MDA(H) 460' (532')				Max KT				
	ALS out				MDA(H)				
	A	R1500m			100	390' (455') ② V1500m			
B	R1500m			135	520' (585') V1600m				
C	R1700m		R2400m		180	620' (685') V2400m			
D	R1700m		R2400m		205	640' (705') V3600m			
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.								② or higher straight-in miniums	

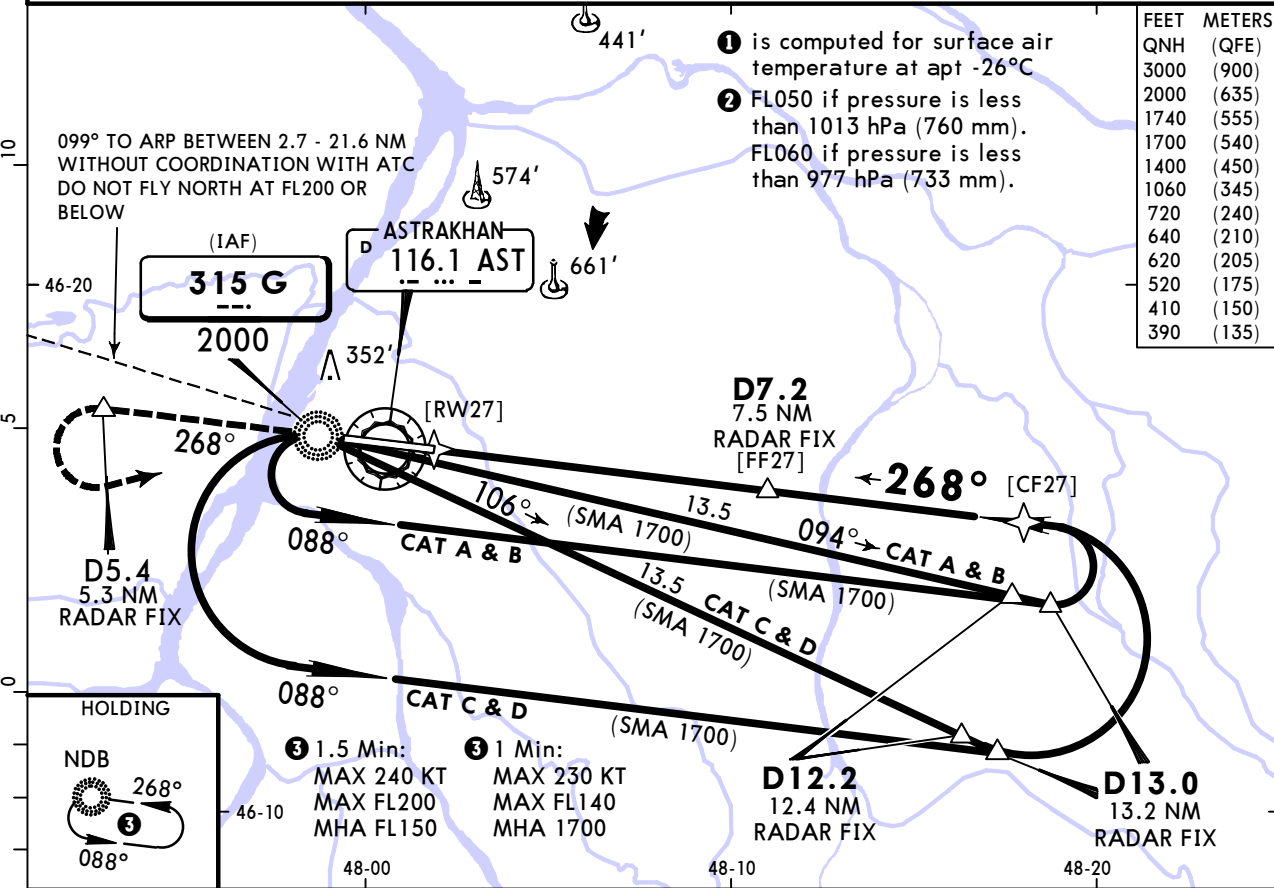
URWA/ASF ASTRAKHAN



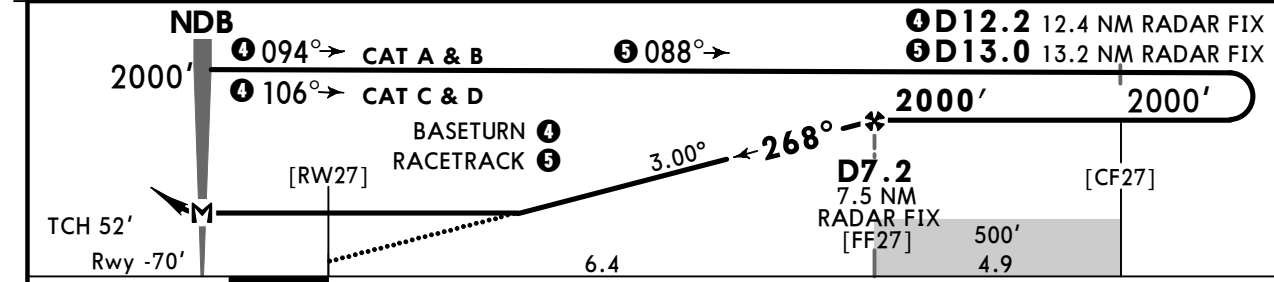
7 NOV 25 (16-2)

ASTRAKHAN, RUSSIA NDB Rwy 27

ATIS 125.625 (Russian 131.5)		ASTRAKHAN Approach 126.0		ASTRAKHAN Radar (TWR) 120.6		ASTRAKHAN Tower (TWR/GND) 118.6		2000 MSA ARP ①
NDB G 315	Final Apch Crs 268°	D7.2 2000' (2070')		DA/MDA(H) 410' (480')		Apt Elev -65' (BELOW SEA LEVEL) Rwy -70'		
MISSED APCH: Climb on track 268° to D5.4/5.3 NM RADAR FIX, then turn LEFT (MAX 225 KT) to NDB climbing to 2000' or above. Turn before NDB prohibited.								
Alt Set: hPa (MM on req)		Rwy Elev: -2 hPa		Trans level: FL040 ②		Trans alt: 3000'		
DME or RADAR required.								



AST DME	3.2	4.3	5.4	6.5
ALTITUDE	720'	1060'	1400'	1740'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI	D5.4 on 268°	
Descent Angle	3.00°	372	478	531	637	743			849
MAP at NDB	Timing not authorized for defining the MAP.								

PANS OPS	Std STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
	CDFA					
	① DA/MDA(H) 410' (480')					
	ALS out			Max KT		
	A	R1500m			100	390' (455') ② V1500m
B	R1500m			135	520' (585') V1600m	
C	R1500m			180	620' (685') V2400m	
D	R2200m			205	640' (705') V3600m	

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

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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ASTRAKHAN, (ASTRAKHAN - URWA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URWA