JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: VOLGOGRAD RUS
ICAO/IATA: URWW / VOG
Lat/Long: N48° 46.82', E044° 20.13'
Elevation: 476 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 10.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0137 Z
Sunset: 1622 Z

Runway Information

Runway: 05
Length x Width: 9186 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 407 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 23
Length x Width: 9186 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 476 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 129.900 Non-English
ATIS: 127.000
Volgograd Tower: 128.000
Volgograd Tower: 129.000 Secondary
Volgograd Ground: 129.000 Secondary
Volgograd Ground: 119.000
Volgograd Towing Ramp/Taxi: 118.800
Volgograd Zemlya Ramp/Taxi: 118.900
Volgograd Approach: 125.300

Volgograd Approach: 129.000 Secondary
Volgograd Transit Operations: 131.700

1. GENERAL

1.1. ATIS

ATIS 127.0
129.9 (Russian)

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP are implemented when RVR is less than 550m and/or height of cloud base (vertical visibility) is less than 60m.

CAT II and IIIA approach and landing shall be executed on RWY 05, alter landing RWY shall be vacated via TWY D.

During approach by radar vectoring ACFT must intercept LOC at a distance of not less than 9.7NM from touchdown point.

Take-off shall be executed from the beginning of RWY 05 and RWY 23.

1.3. TAXI PROCEDURES

ACFT movement about the aerodrome is controlled by TWR controller. Taxiing, air taxiing and towing without TWR controller's clearance are prohibited.

Taxiing about the apron shall be carried out at reduced engines power, with the increased caution strictly along the taxi guideline.

1.4. PARKING INFORMATION

Stands B1 thru B4, 23 and 24 are available for helicopters.

Stands 1 thru 26 are cul-de-sac.

Stands 1 and 18 are designated for de-icing.

Stands 9 and 12 are equipped with aerobridges.

Stand 23 is a quarantine and sanitary stand.

1.5. OTHER INFORMATION

ACFT turns shall be carried out only at RWY 05 extremity, strictly on turning bay.

Birds in the vicinity of APT.

2. ARRIVAL

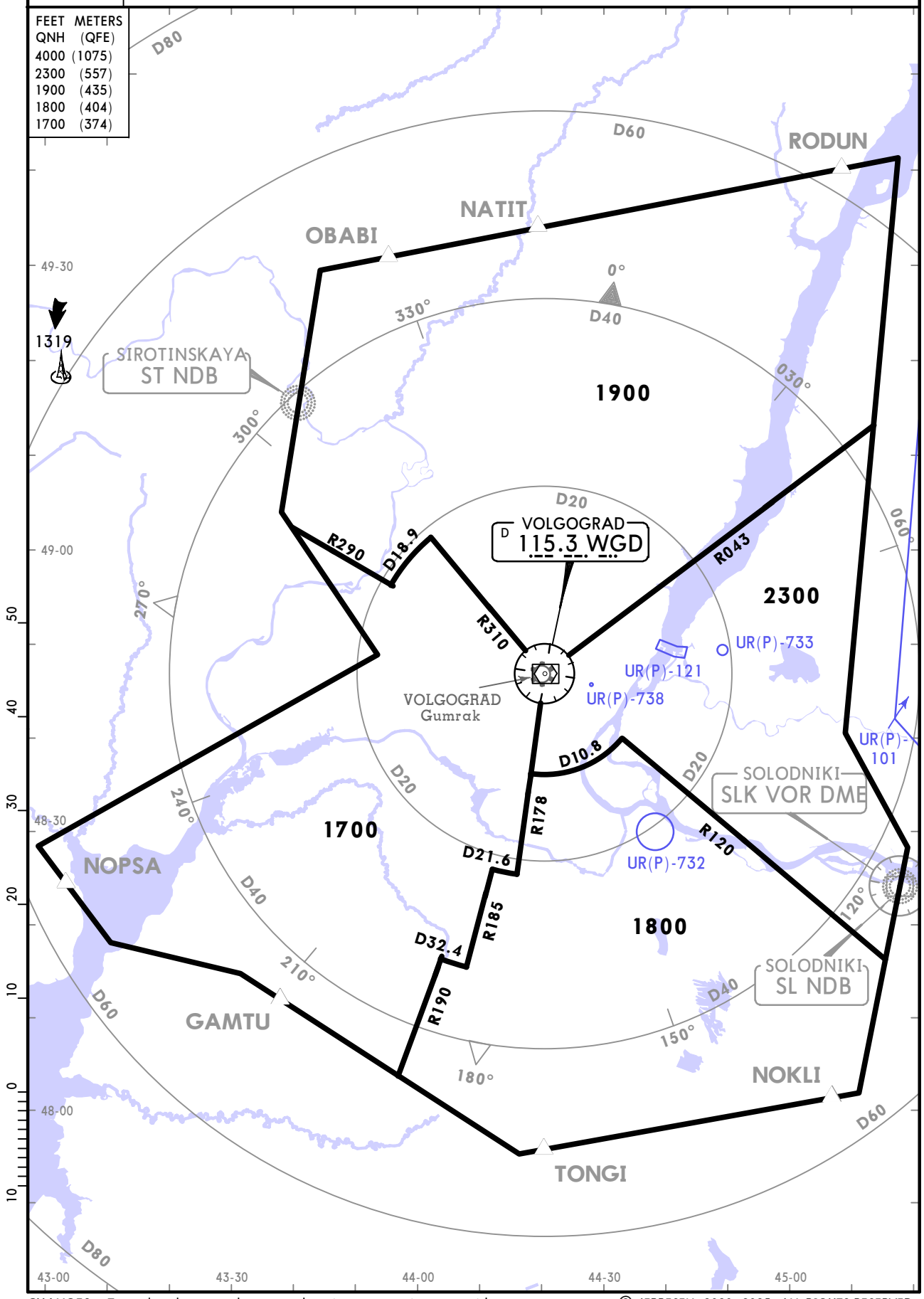
2.1. CAT II/III OPERATIONS

RWY 05 approved for CAT II/lll operations, special aircrew and ACFT certification required.

Apt Elev
476

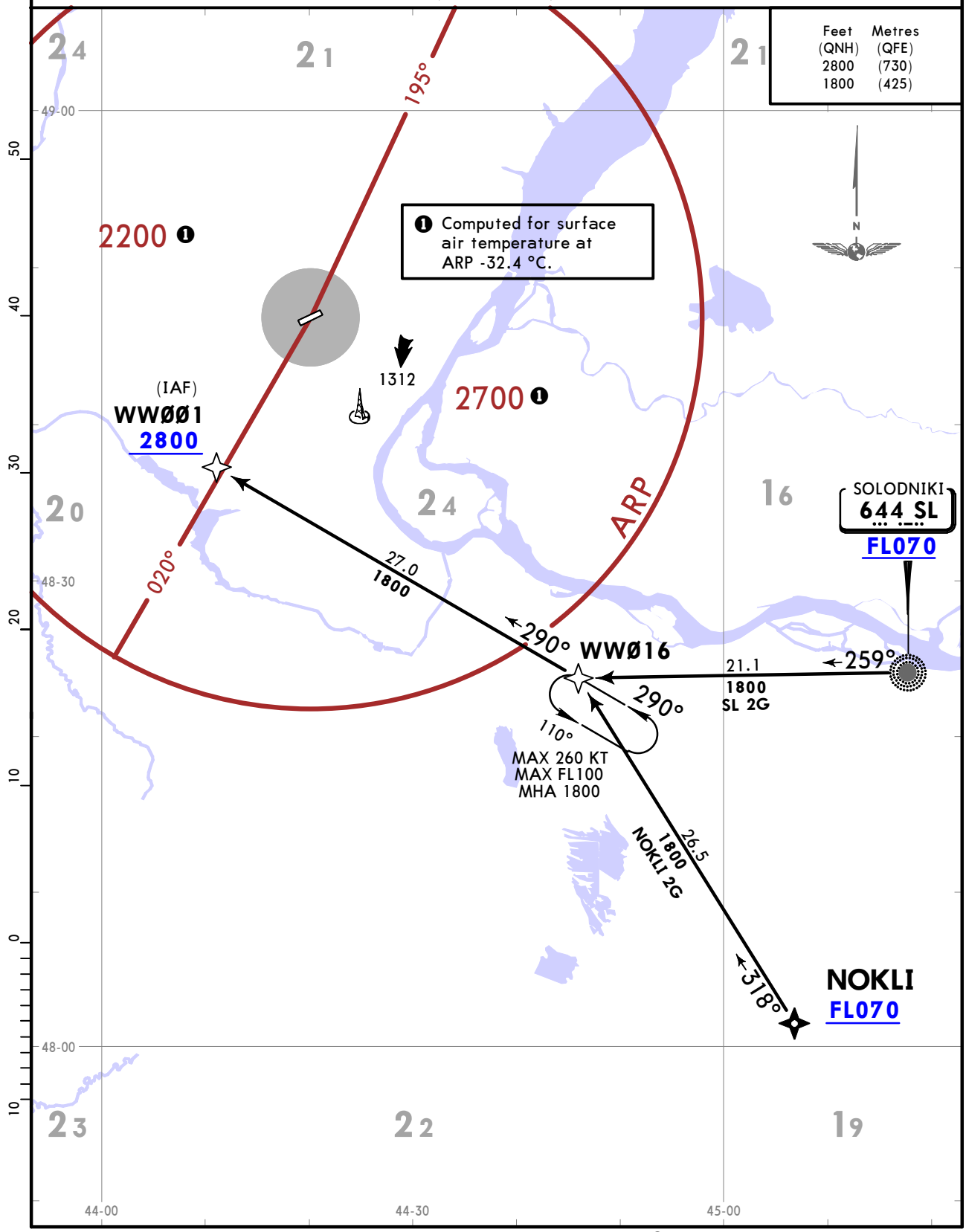
Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760mm)
FL070 if pressure is less than 977 hPa (733mm)
Trans alt: 4000
1. Chart only to be used for cross-checking of assigned altitudes while under RADAR control.
2. When vectoring is carried out under low-temperature conditions, minimum vectoring altitudes must be corrected by altimeter temperature correction.

FEET QNH	METERS (QFE)
4000	(1075)
2300	(557)
1900	(435)
1800	(404)
1700	(374)



VOLGOGRAD Approach 125.3	Apt Elev 476	Alt Set: hPa (MM on req) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm)
ATIS 127.0 (Russian 129.9)		RNAV 1 GNSS required
		1. If no information on RNAV STAR parameters or if unable to maintain them, report to APP controller. 2. Radar vectoring under continuous radar control may be applied.

NOKLI 2G [NOKL2G], SL 2G [SL2G]
RNAV ARRIVALS
(RWY 05)



VOLGOGRAD Approach 125.3	Apt Elev 476	Alt Set: hPa (MM on req) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm)
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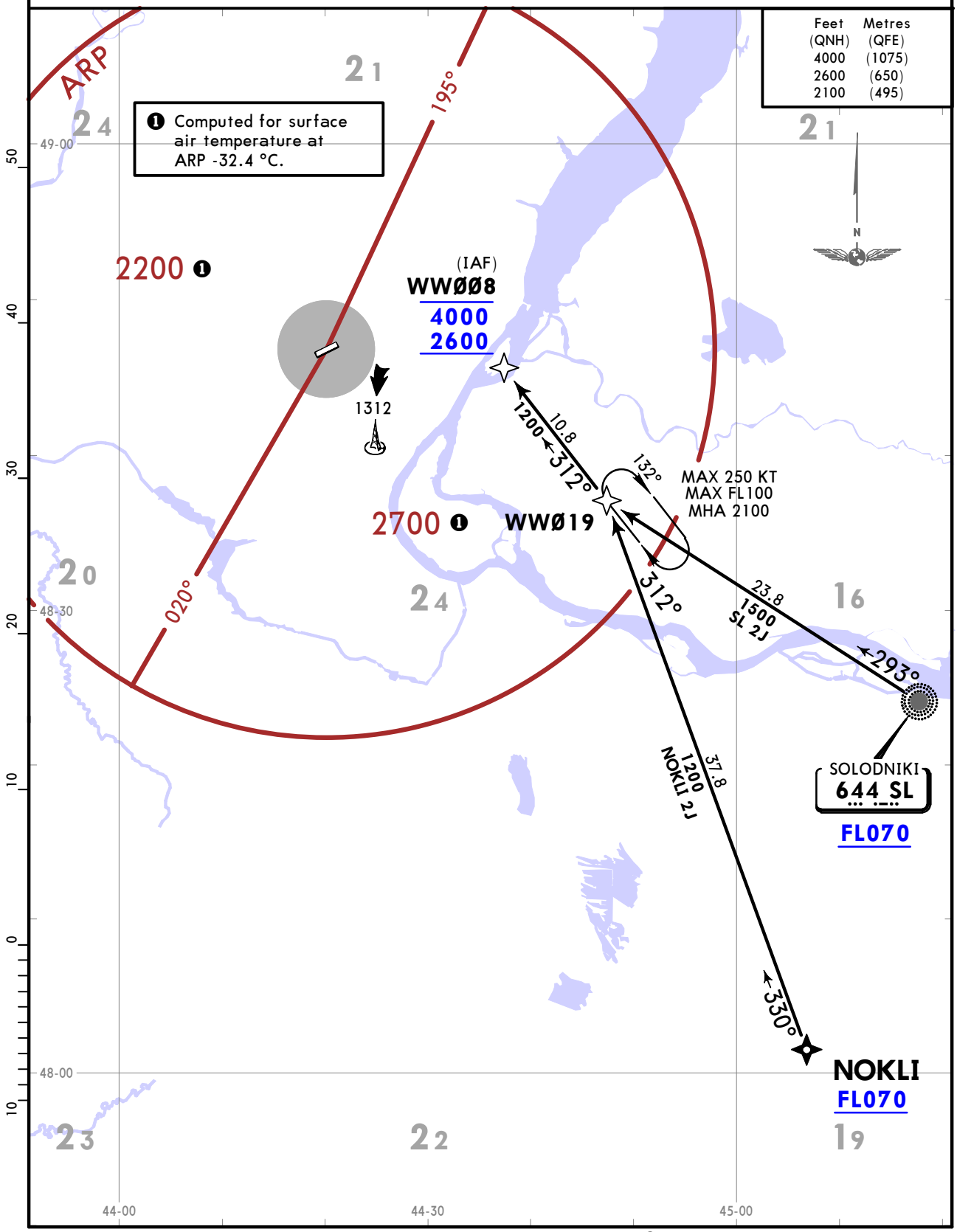
NOKLI 2J [NOKL2J], SL 2J [SL2J]
RNAV ARRIVALS
(RWY 23)



CHANGES: Trans level, MSA, track update.

VOLGOGRAD Approach 125.3	Apt Elev 476	Alt Set: hPa (MM on req) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm)
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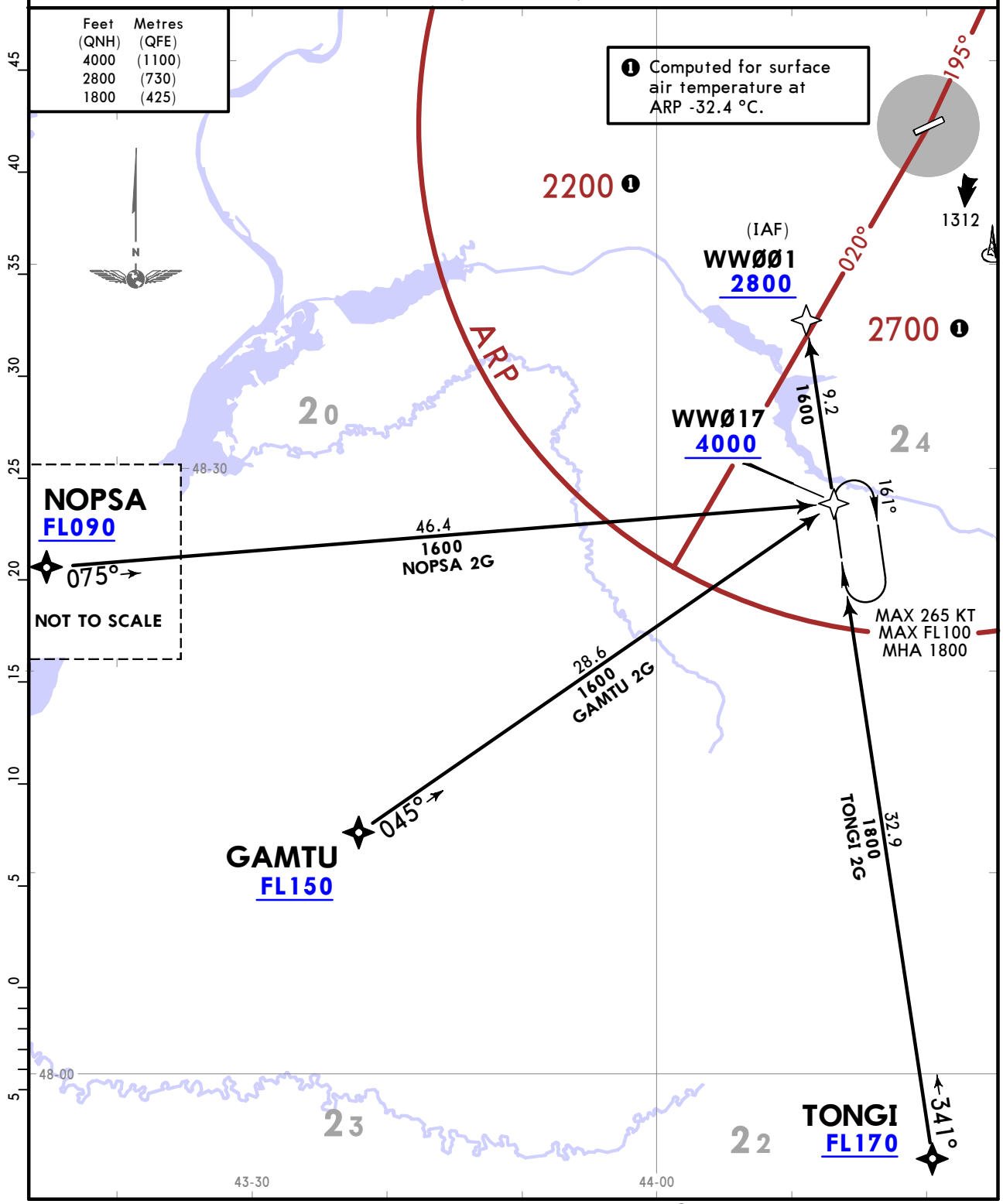
GAMTU 2G [GAMT2G], TONGI 2G [TONG2G]

NOPSA 2G [NOPS2G]

BY ATC

RNAV ARRIVALS (RWY 05)



CHANGES: Trans level, MSA, track update.

VOLGOGRAD Approach 125.3	Apt Elev 476	Alt Set: hPa (MM on req) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm)
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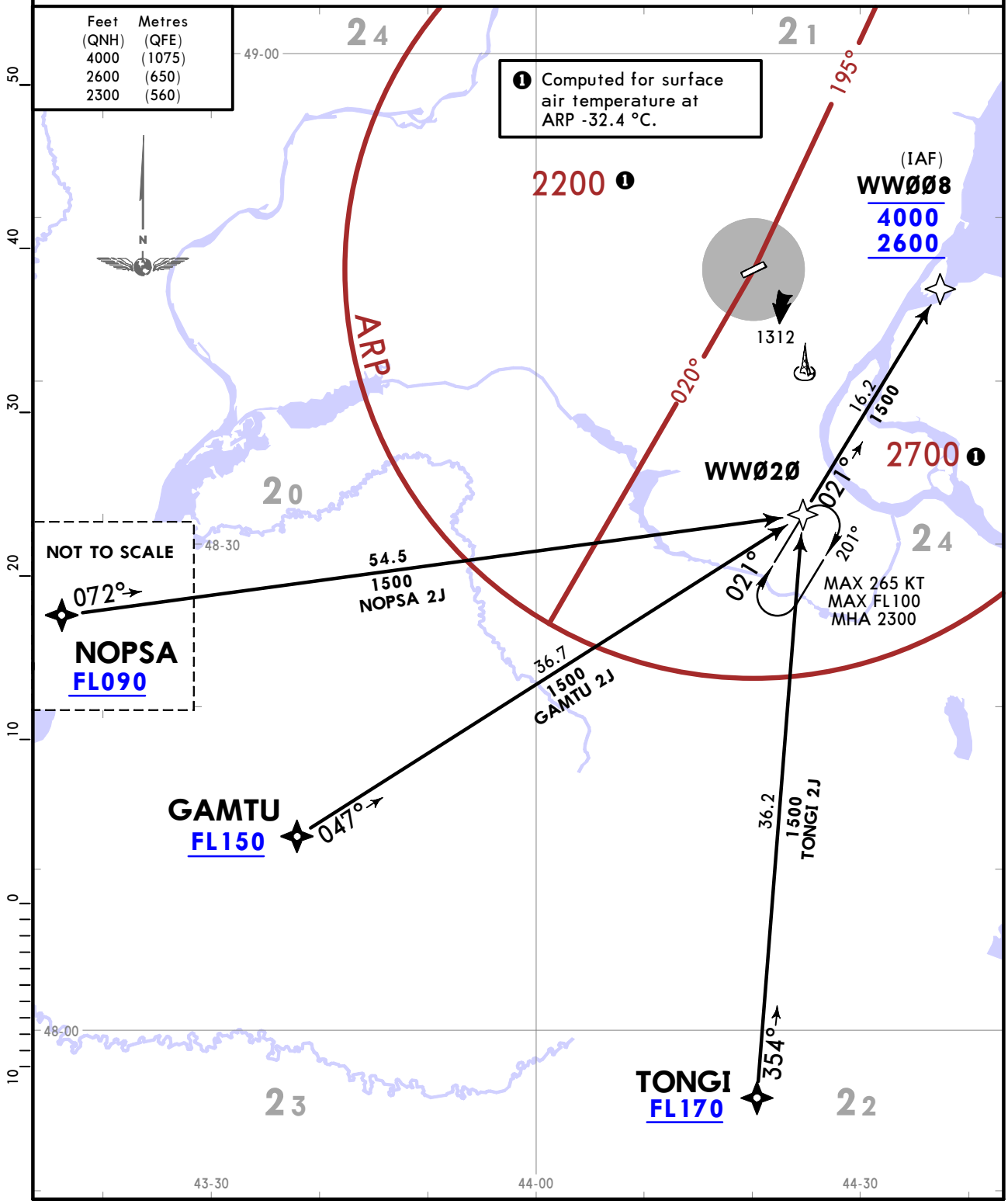
GAMTU 2J [GAMT2J], TONGI 2J [TONG2J]

NOPSA 2J [NOPS2J]
BY ATC

RNAV ARRIVALS
(RWY 23)



CHANGES: Trans level, MSA, track update.

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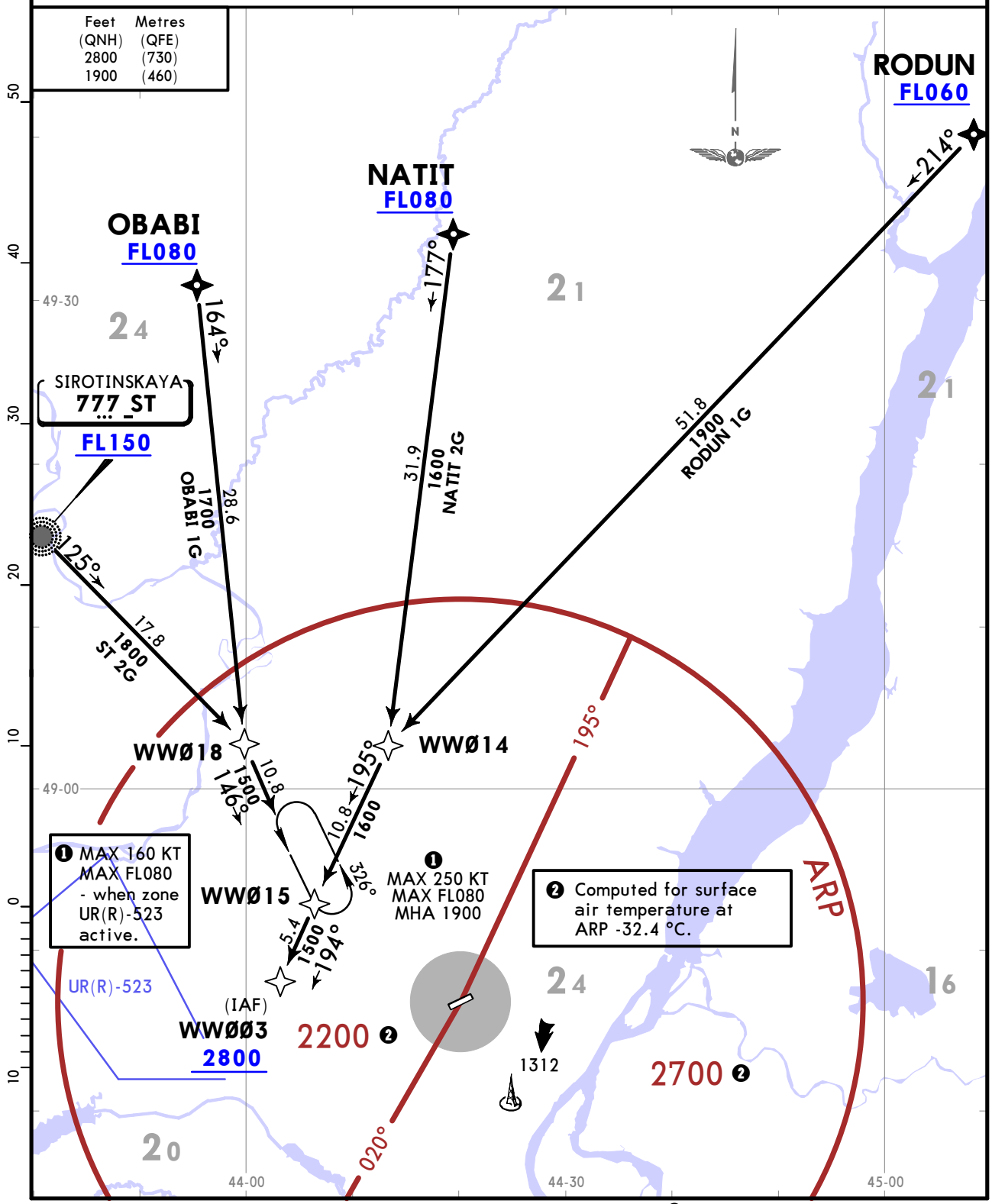
NATIT 2G [NATI2G], OBABI 1G [OBAB1G]
RODUN 1G [RODU1G], ST 2G [ST2G]
RNAV ARRIVALS
(RWY 05)



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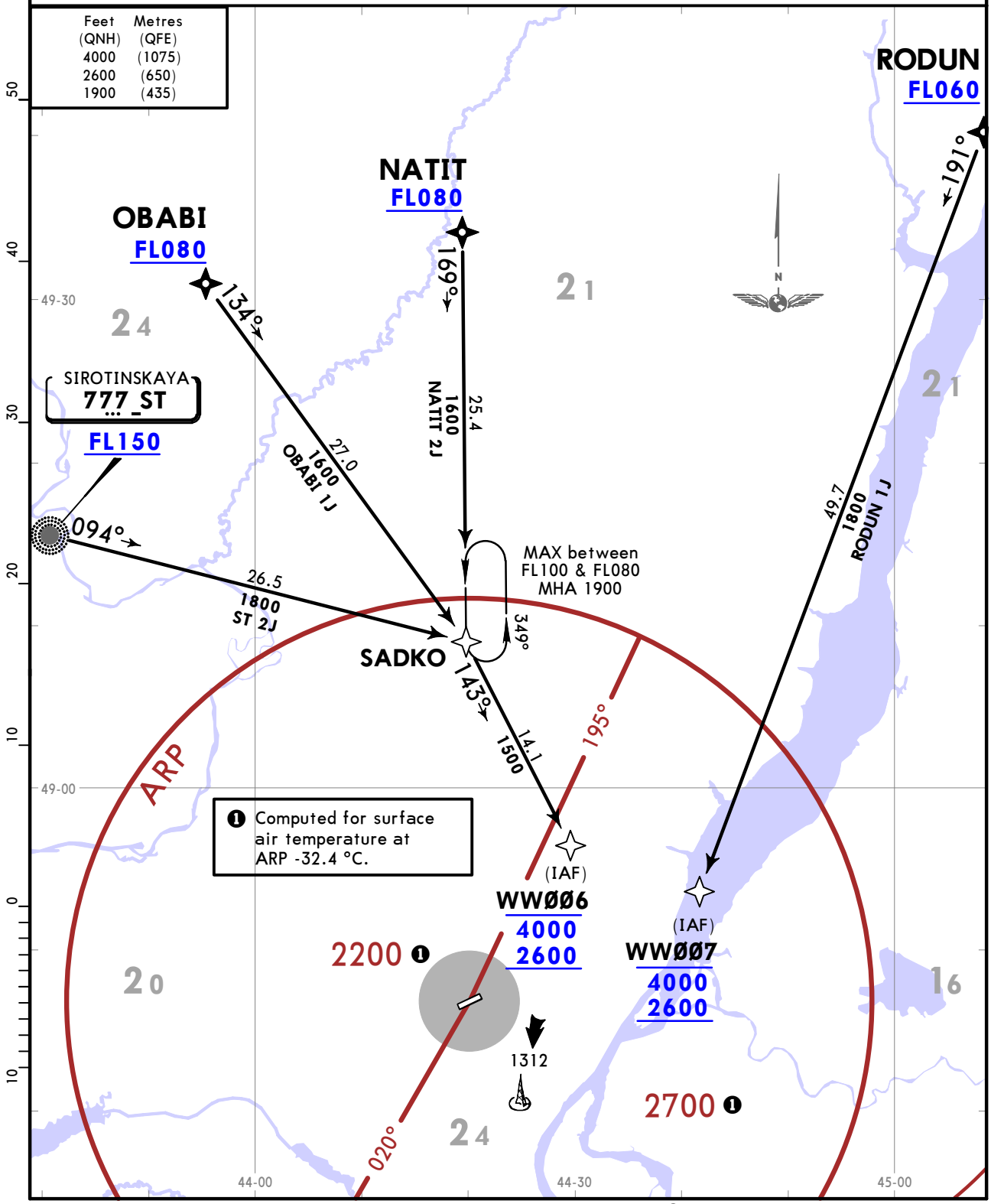
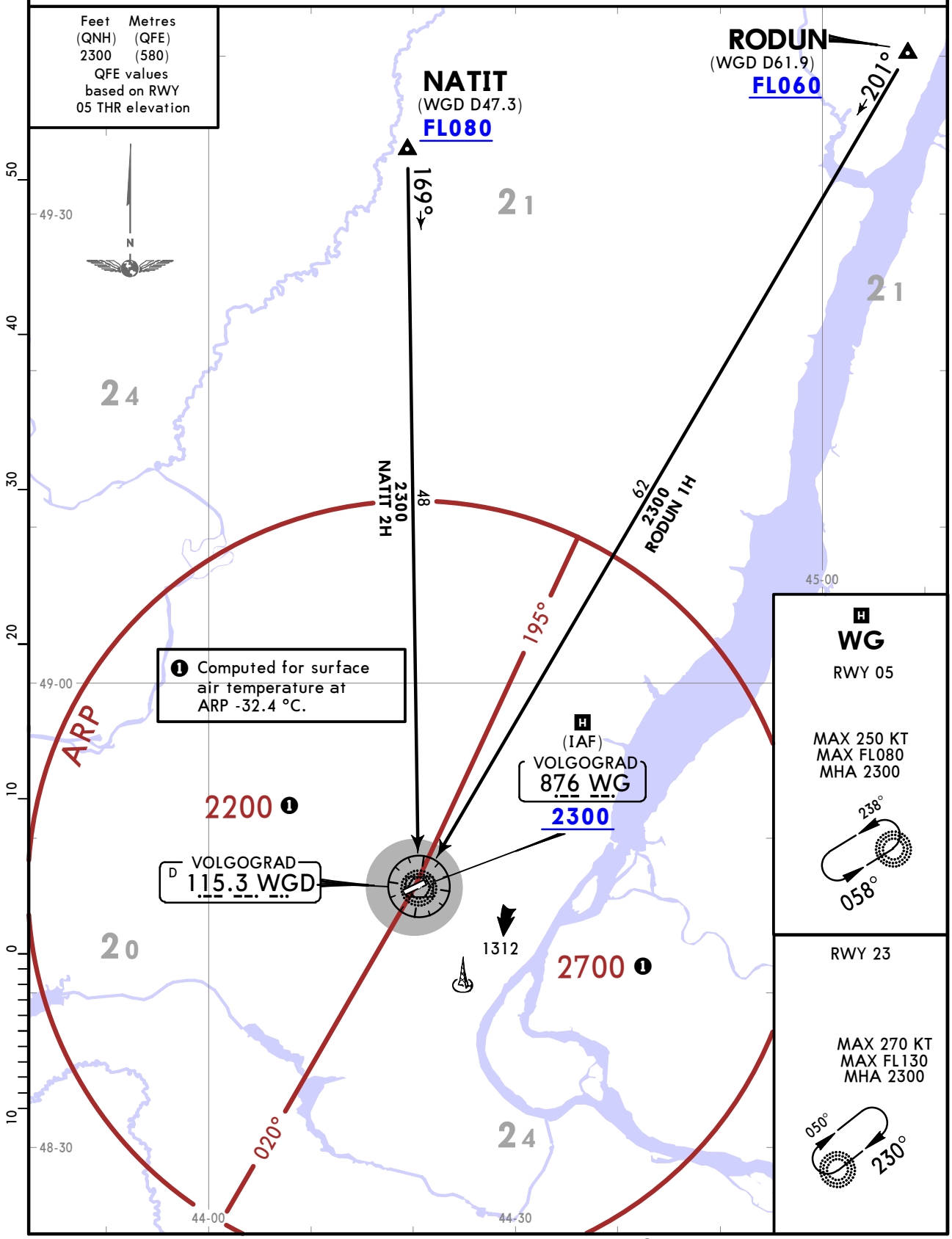
NATIT 2J [NATI2J], OBABI 1J [OBAB1J]
RODUN 1J [RODU1J], ST 2J [ST2J]
RNAV ARRIVALS
(RWY 23)



CHANGES: Trans level, MSA, track update, RNAV STAR ST 2J revised.

VOLGOGRAD Approach	Apt Elev	
125.3	476	Alt Set: hPa (MM on req) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm) 1. DME required. 2. If no information on STAR and or approach procedure available or if unable to maintain them, report to APP controller. 3. Radar vectoring under continuous radar control may be applied.
ATIS 127.0 (Russian 129.9)		

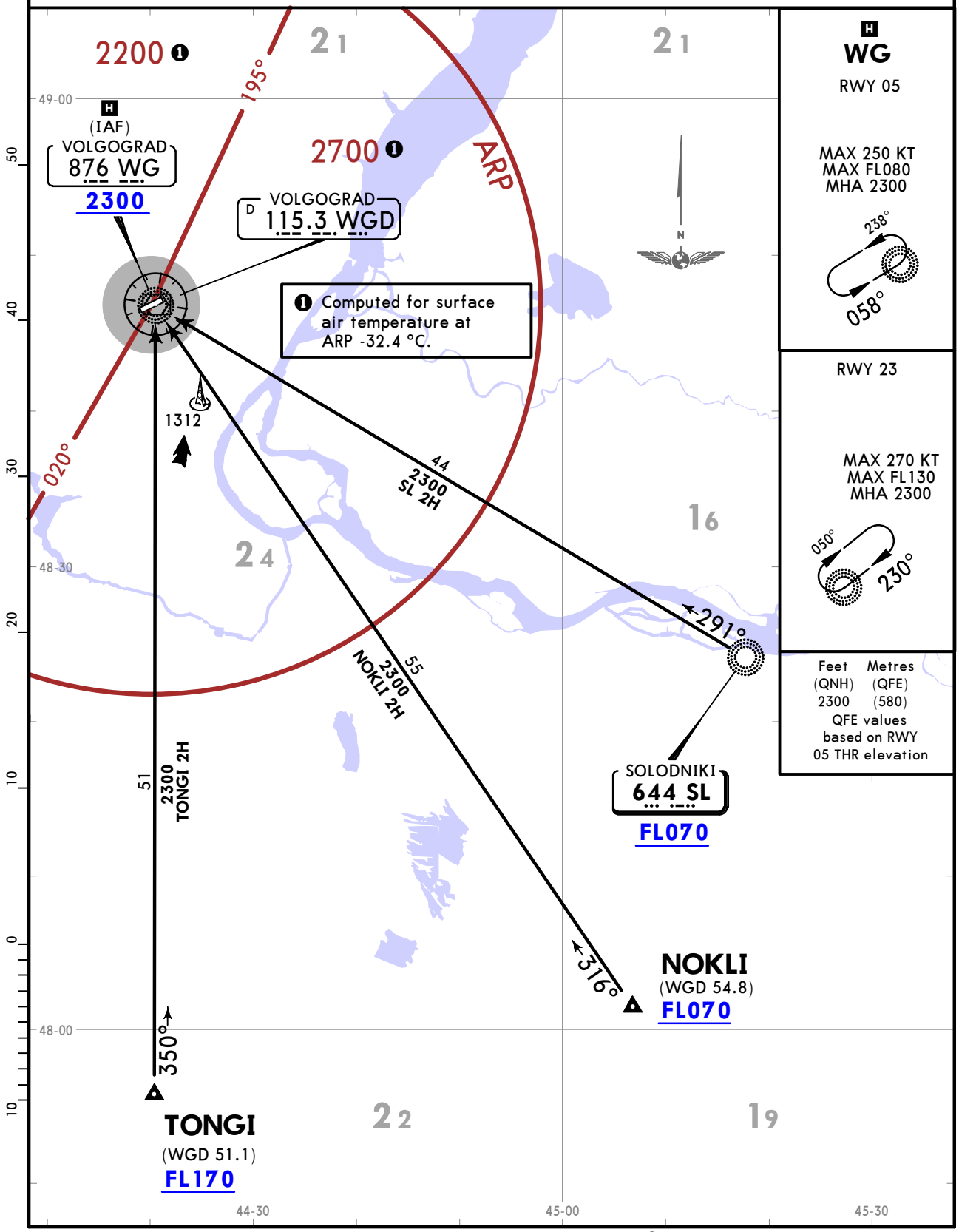
NATIT 2H [NATI2H], RODUN 1H [RODU1H] ARRIVALS (ALL RWYS)



CHANGES: Trans level, MSA, track update.

VOLGOGRAD Approach	Apt Elev	Alt Set: hPa (MM on req) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm) 1. NOKLI 2H, TONGI 2H: DME required. 2. If no information on STAR and or approach procedure available or if unable to maintain them, report to APP controller. 3. Radar vectoring under continuous radar control may be applied.
125.3	476	
ATIS 127.0 (Russian 129.9)		

NOKLI 2H [NOKL2H], SL 2H [SL2H], TONGI 2H [TONG2H] ARRIVALS (ALL RWYS)



CHANGES: Trans level, MSA, track update.

VOLGOGRAD Approach 125.3 / ATIS 127.0 (Russian 129.9)	Apt Elev 476	Alt Set: hPa (MM on req)

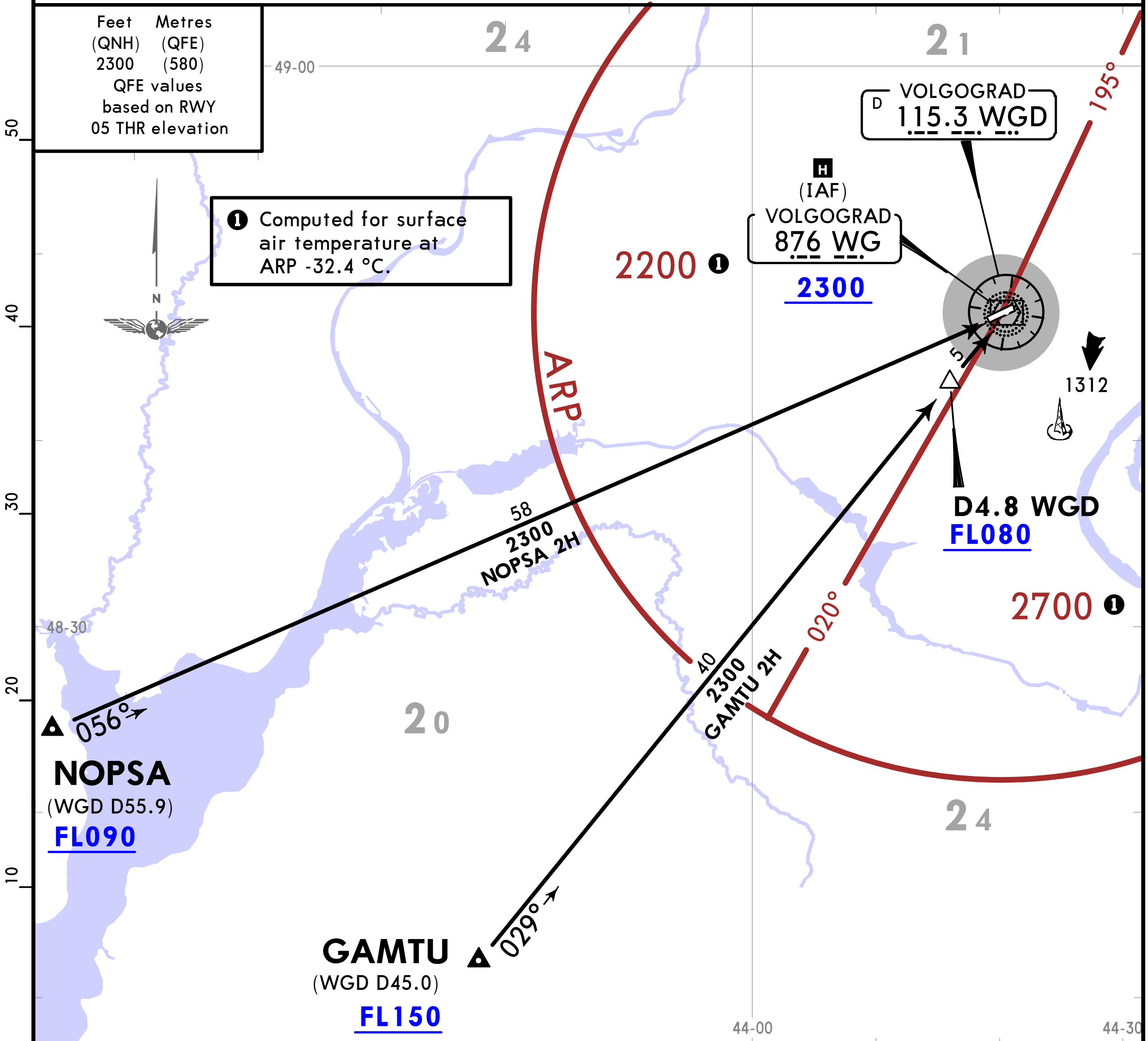
Alt Set: hPa (MM on req)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760mm)
FL070 if pressure is less than 977 hPa (733mm)

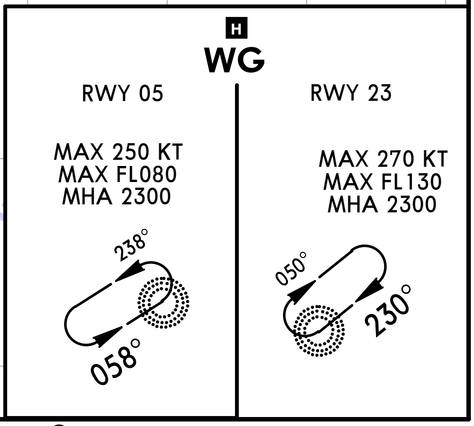
1. DME required.
2. If no information on STAR and or approach procedure available or if unable to maintain them, report to APP controller.
3. Radar vectoring under continuous radar control may be applied.

GAMTU 2H [GAMT2H]
NOPSA 2H [NOPS2H]
BY ATC
ARRIVALS
(ALL RWYS)

Feet (QNH) 2300 — Metres (QFE) (580)
QFE values based on RWY 05 THR elevation

❶ Computed for surface air temperature at ARP -32.4 °C.

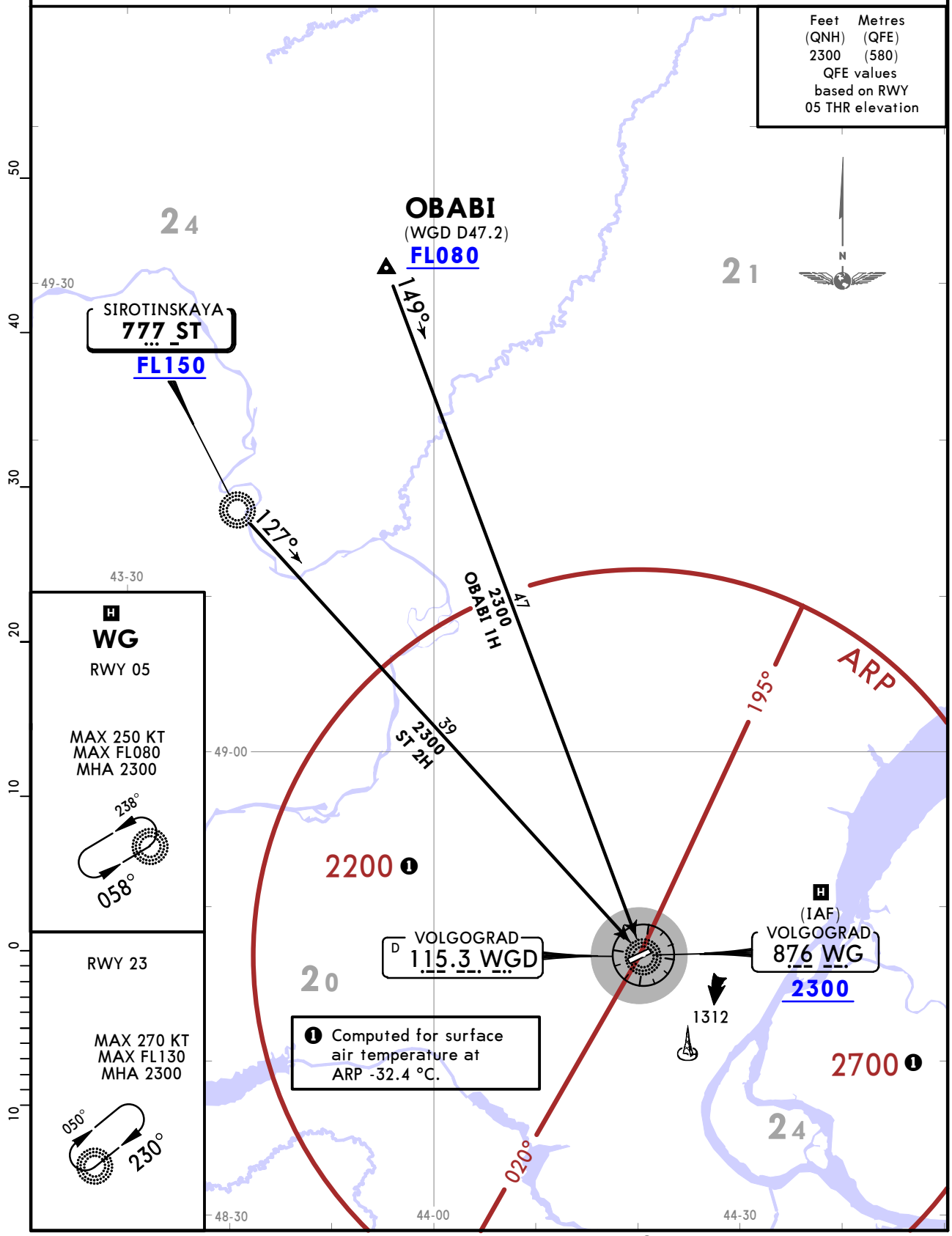




CHANGES: Trans level, MSA, track update.

VOLGOGRAD Approach 125.3	Apt Elev 476	Alt Set: hPa (MM on req) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm) 1. OBABI 1H: DME required. 2. If no information on STAR and or approach procedure available or if unable to maintain them, report to APP controller. 3. Radar vectoring under continuous radar control may be applied.
ATIS 127.0 (Russian 129.9)		

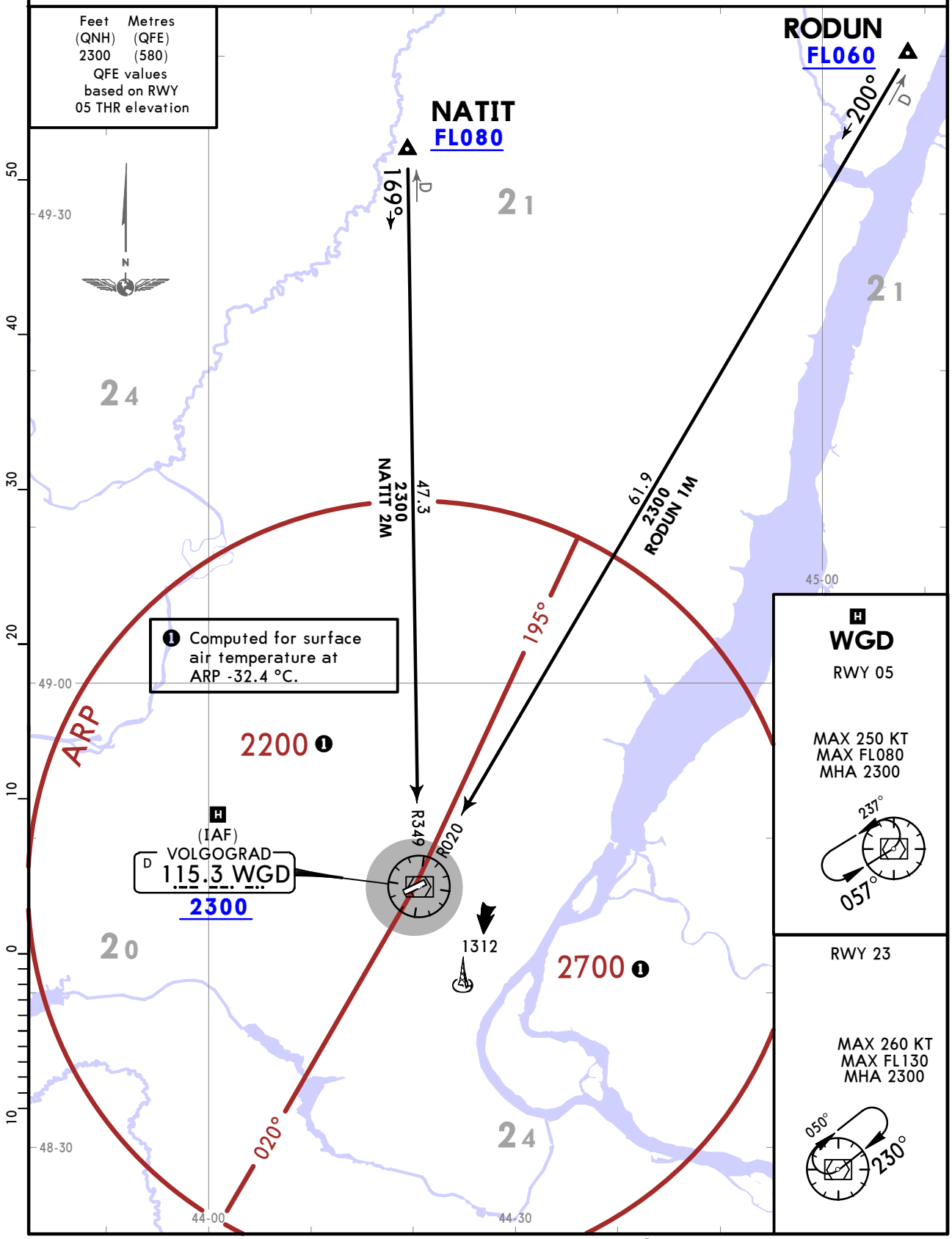
OBABI 1H [OBAB1H], ST 2H [ST2H] ARRIVALS (ALL RWYS)



CHANGES: Trans level, MSA, track update.

VOLGOGRAD Approach	Apt Elev	
125.3	476	Alt Set: hPa (MM on req) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm) 1. DME required. 2. If no information on STAR and or approach procedure available or if unable to maintain them, report to APP controller. 3. Radar vectoring under continuous radar control may be applied.
ATIS 127.0 (Russian 129.9)		

NATIT 2M [NATI2M], RODUN 1M [RODU1M] ARRIVALS (ALL RWYS)



CHANGES: Trans level, MSA, track update.

VOLGOGRAD Approach	Apt Elev	
125.3	476	Alt Set: hPa (MM on req) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm) 1. NOKLI 2M: DME required. 2. If no information on STAR and or approach procedure available or if unable to maintain them, report to APP controller. 3. Radar vectoring under continuous radar control may be applied.
ATIS 127.0 (Russian 129.9)		

NOKLI 2M [NOKL2M], SL 2M [SL2M] ARRIVALS (ALL RWYS)

Feet (QNH) Metres (QFE)
2300 (580)
QFE values based on RWY 05 THR elevation

H
WGD
RWY 05

MAX 250 KT
MAX FL080
MHA 2300

237°
057°

RWY 23

MAX 260 KT
MAX FL130
MHA 2300

050°
230°

H
(IAF)
D VOLGOGRAD
115.3 WGD
2300

Computed for surface air temperature at ARP -32.4 °C.

2200

2700

195°
020°

R111
R136
1312

44
2300
SL 2M

54.8
2300
NOKLI 2M

291°

SOLODNIKI
644 SL
FL070

316°
D
NOKLI
FL070

21 24 20 24 16 23 22 19

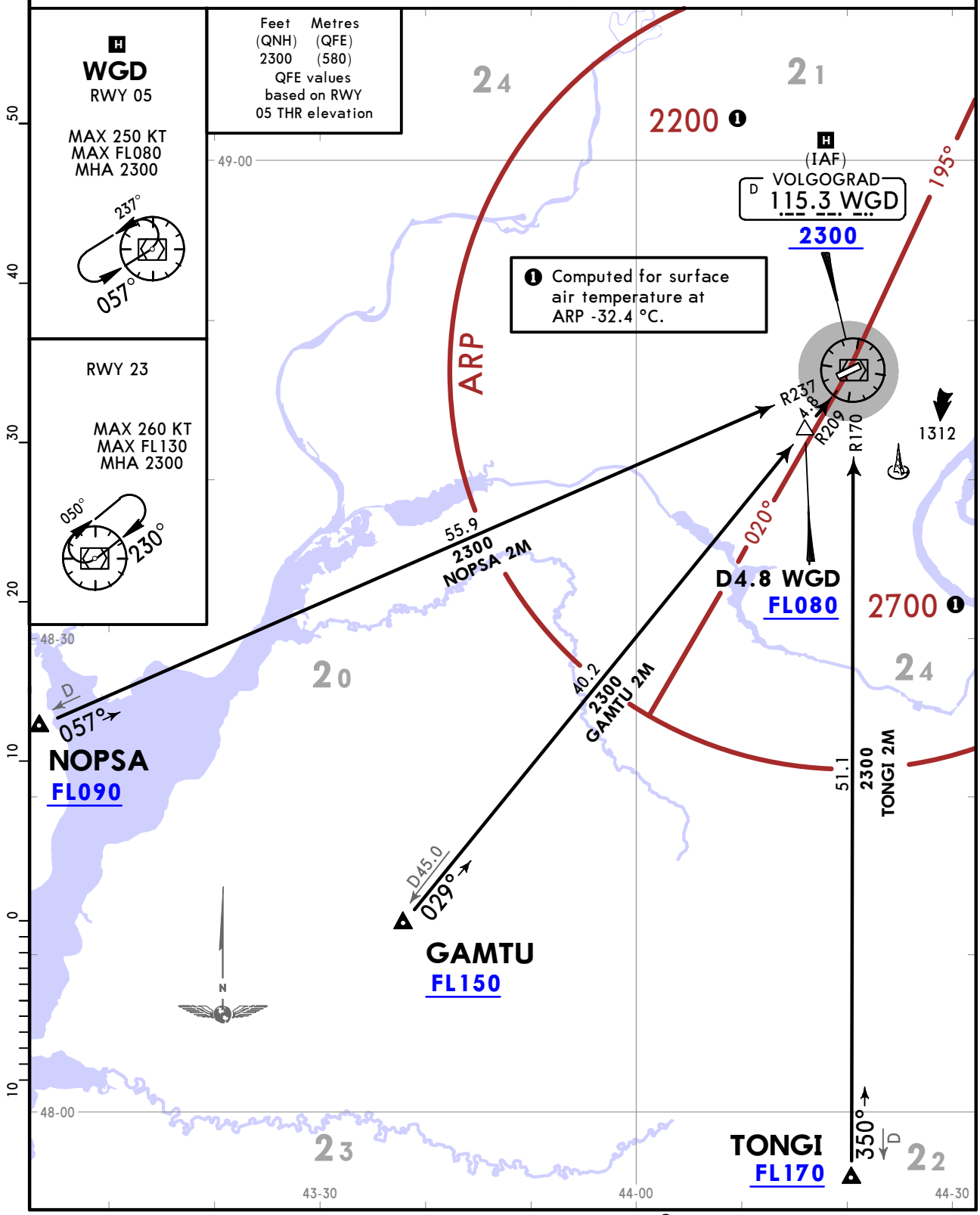
49-00 48-30 48-00 44-00 44-30 45-00

50 40 30 20 10 0 10

VOLGOGRAD Approach	Apt Elev	Alt Set: hPa (MM on req)
125.3	476	Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm)
ATIS 127.0 (Russian 129.9)		1. DME required. 2. If no information on STAR and or approach procedure available or if unable to maintain them, report to APP controller. 3. Radar vectoring under continuous radar control may be applied.

GAMTU 2M [GAMT2M], TONGI 2M [TONG2M]
NOPSA 2M [NOPS2M]
BY ATC

ARRIVALS
(ALL RWYS)

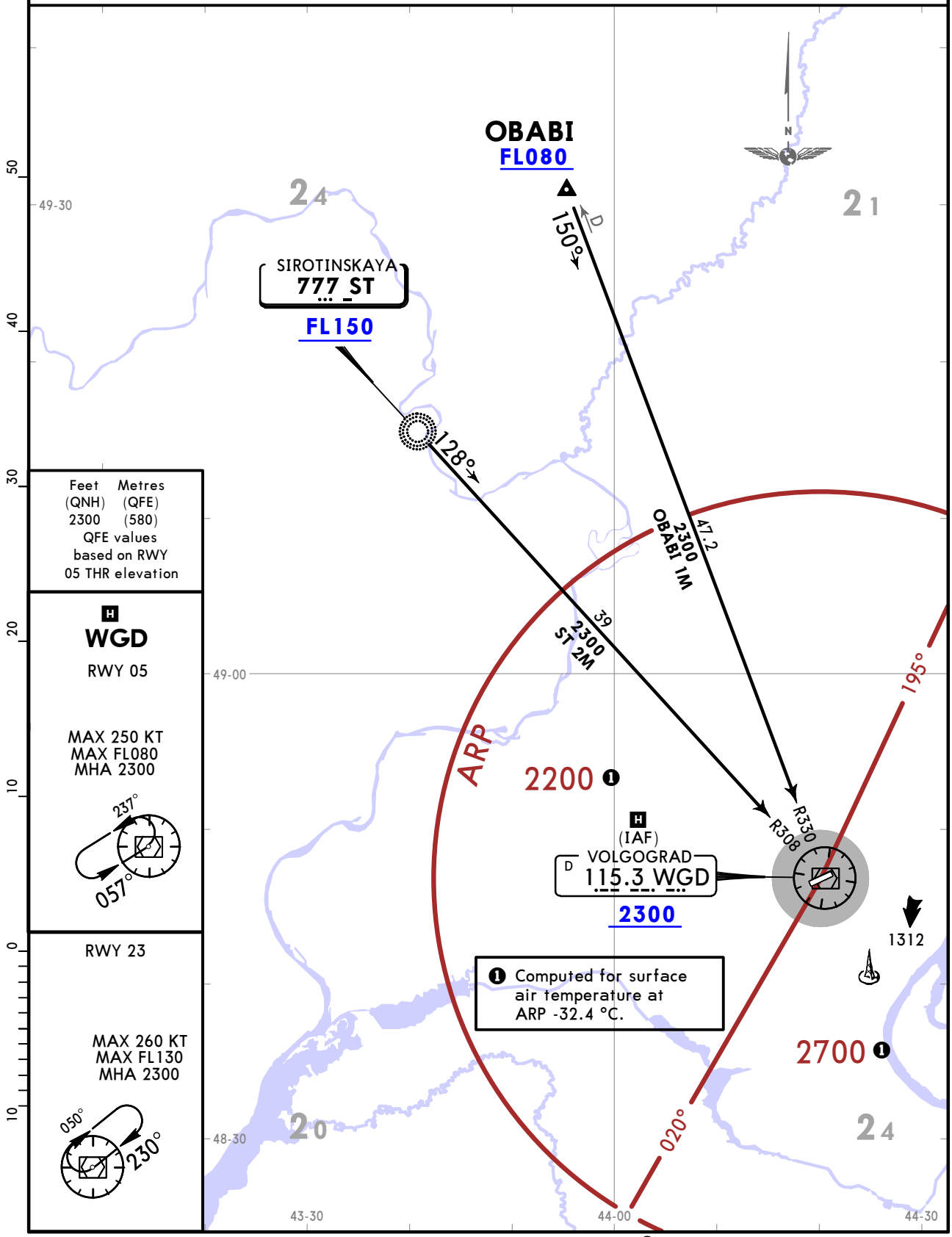


CHANGES: Trans level, MSA, track update.

VOLGOGRAD Approach	Apt Elev
125.3	476
ATIS 127.0 (Russian 129.9)	

Alt Set: hPa (MM on req)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760mm)
FL070 if pressure is less than 977 hPa (733mm)
1. OBABI 1M: DME required.
2. If no information on STAR and or approach procedure available or if unable to maintain them, report to APP controller.
3. Radar vectoring under continuous radar control may be applied.

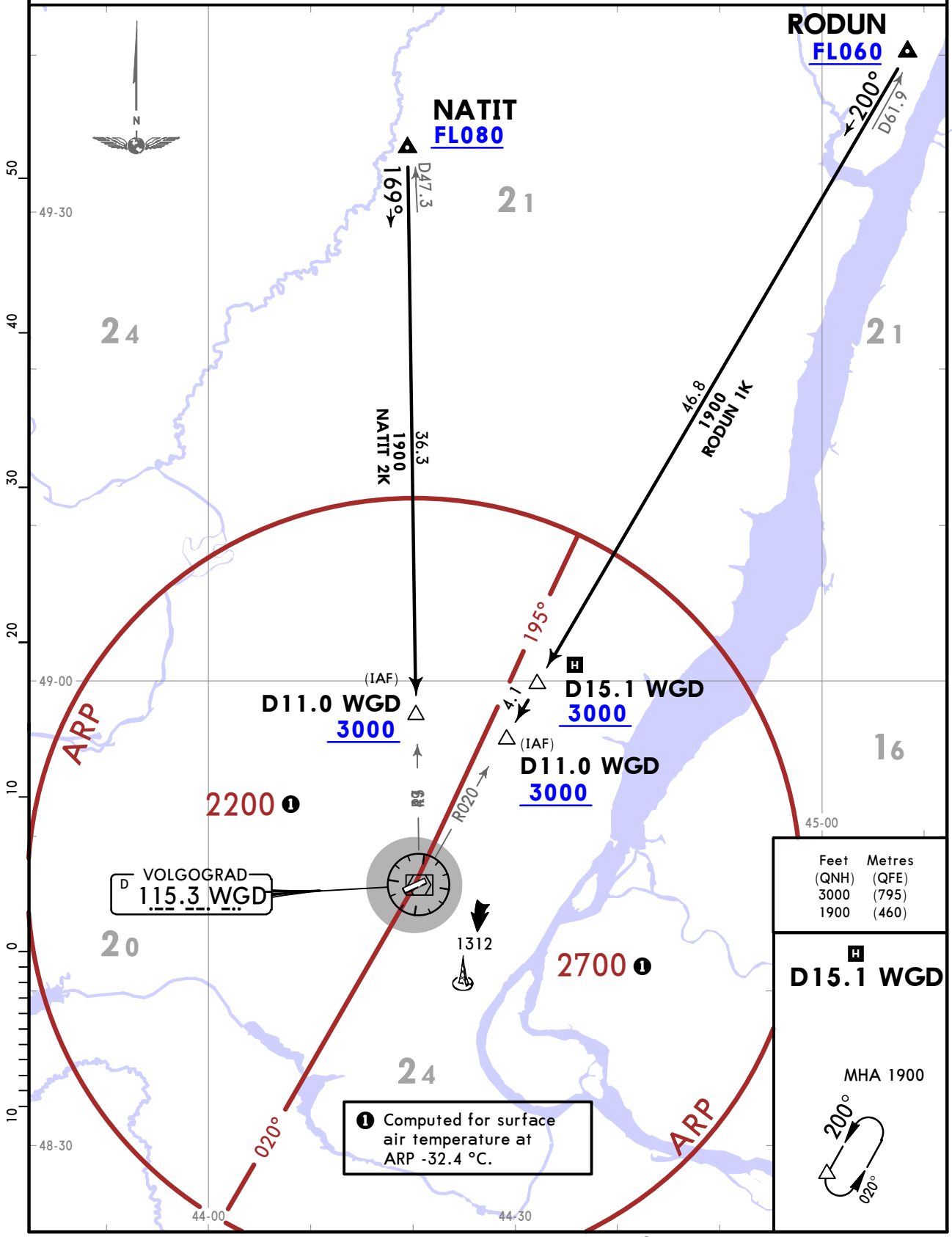
OBABI 1M [OBAB1M], ST 2M [ST2M]
ARRIVALS
(ALL RWYS)



CHANGES: Trans level, MSA, track update.

VOLGOGRAD Approach 125.3	Apt Elev 476	Alt Set: hPa (MM on req) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm) 1. DME required. 2. If no information on STAR and or approach procedure available or if unable to maintain them, report to APP controller. 3. Radar vectoring under continuous radar control may be applied.
ATIS 127.0 (Russian 129.9)		

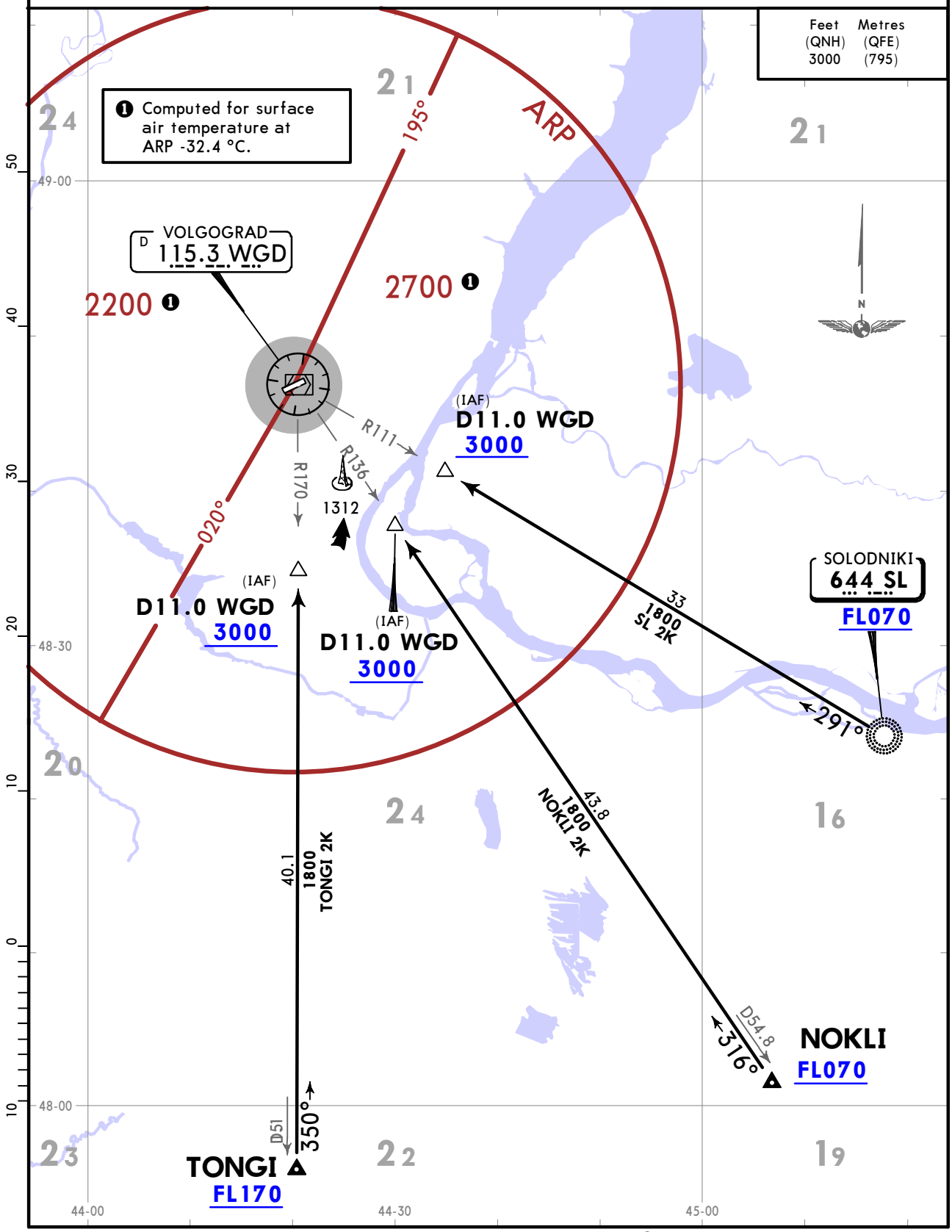
NATIT 2K [NATI2K], RODUN 1K [RODU1K] ARRIVALS (RWY 05)



CHANGES: Trans level, MSA, track update.

VOLGOGRAD Approach 125.3	Apt Elev 476	Alt Set: hPa (MM on req) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm) 1. DME required. 2. If no information on STAR and or approach procedure available or if unable to maintain them, report to APP controller. 3. Radar vectoring under continuous radar control may be applied.
ATIS 127.0 (Russian 129.9)		

NOKLI 2K [NOKL2K], SL 2K [SL2K], TONGI 2K [TONG2K] ARRIVALS (RWY 05)



CHANGES: Trans level, MSA, track update.

VOLGOGRAD Approach 125.3	Apt Elev 476	Alt Set: hPa (MM on req) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm) 1. DME required. 2. If no information on STAR and or approach procedure available or if unable to maintain them, report to APP controller. 3. Radar vectoring under continuous radar control may be applied.
ATIS 127.0 (Russian 129.9)		

GAMTU 2K [GAMT2K]

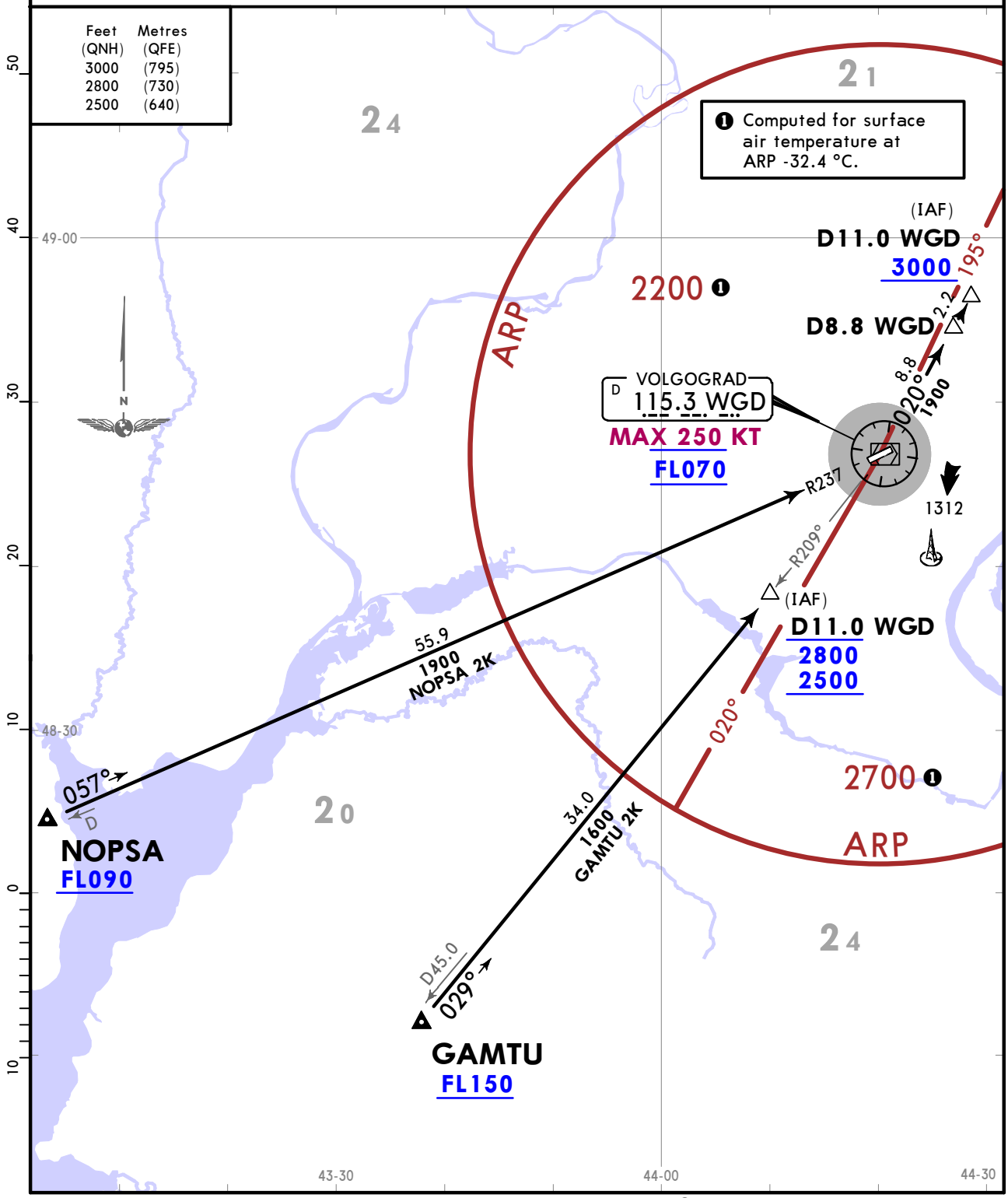
NOPSA 2K [NOPS2K]

BY ATC

ARRIVALS

(RWY 05)

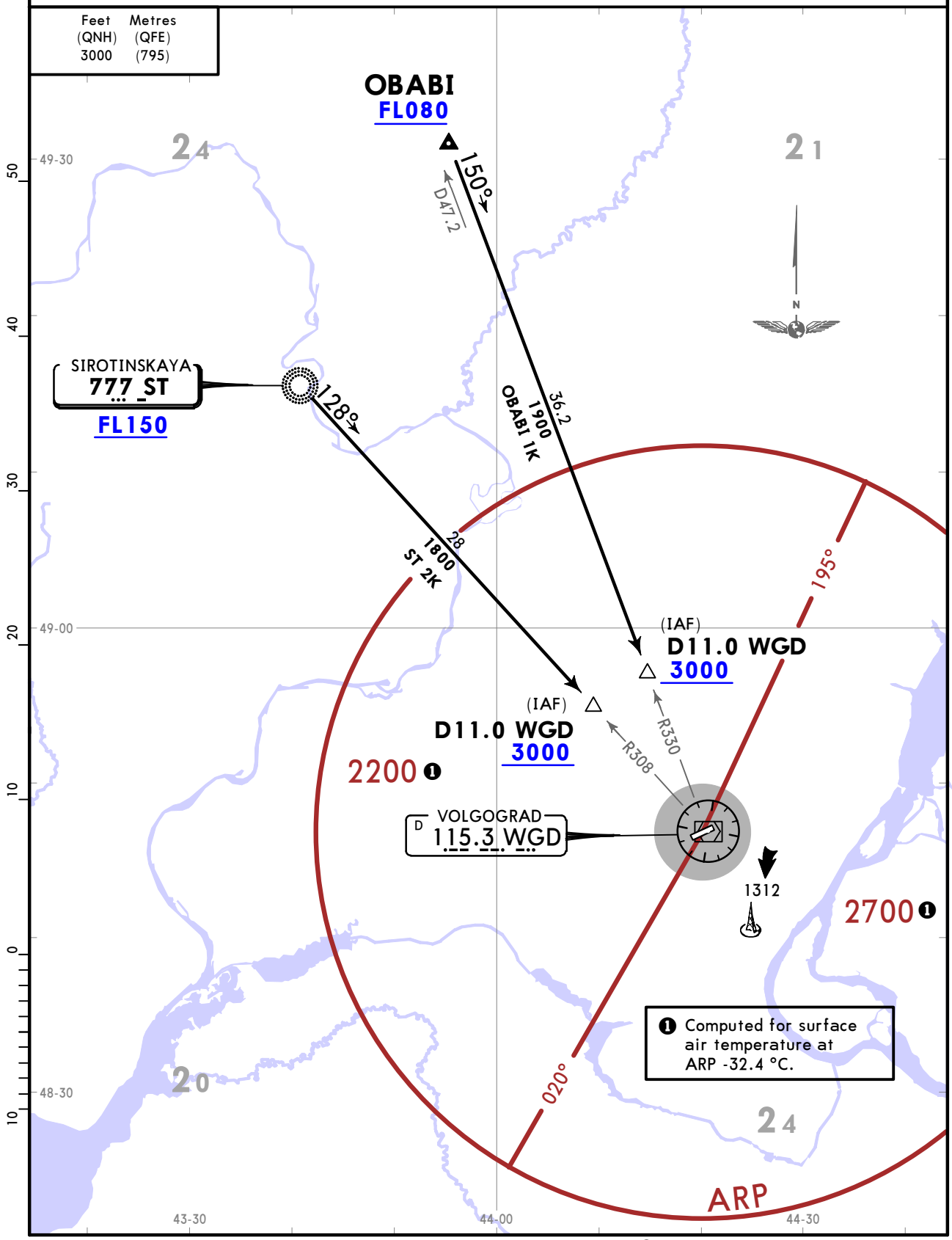
Feet (QNH)	Metres (QFE)
3000	(795)
2800	(730)
2500	(640)



CHANGES: GAMTU 2K crossing at D11.0 WGD.

VOLGOGRAD Approach 125.3	Apt Elev 476	Alt Set: hPa (MM on req) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm) 1. DME required. 2. If no information on STAR and or approach procedure available or if unable to maintain them, report to APP controller. 3. Radar vectoring under continuous radar control may be applied.
ATIS 127.0 (Russian 129.9)		

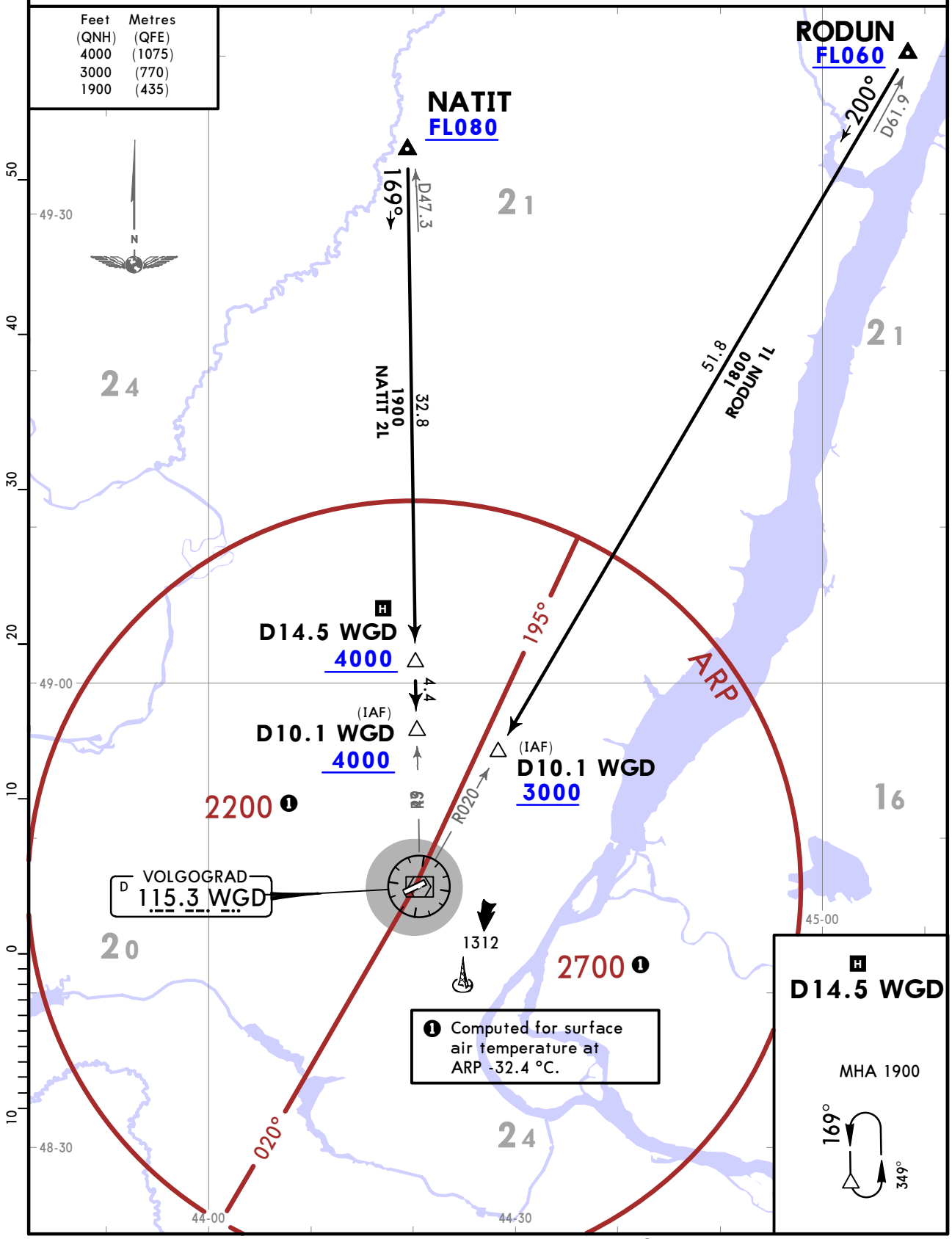
OBABI 1K [OBAB1K], ST 2K [ST2K] ARRIVALS (RWY 05)



VOLGOGRAD Approach	Apt Elev	Alt Set: hPa (MM on req) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm) 1. DME required. 2. If no information on STAR and or approach procedure available or if unable to maintain them, report to APP controller. 3. Radar vectoring under continuous radar control may be applied.
125.3	476	
ATIS 127.0 (Russian 129.9)		

NATIT 2L [NATI2L], RODUN 1L [RODU1L] ARRIVALS (RWY 23)

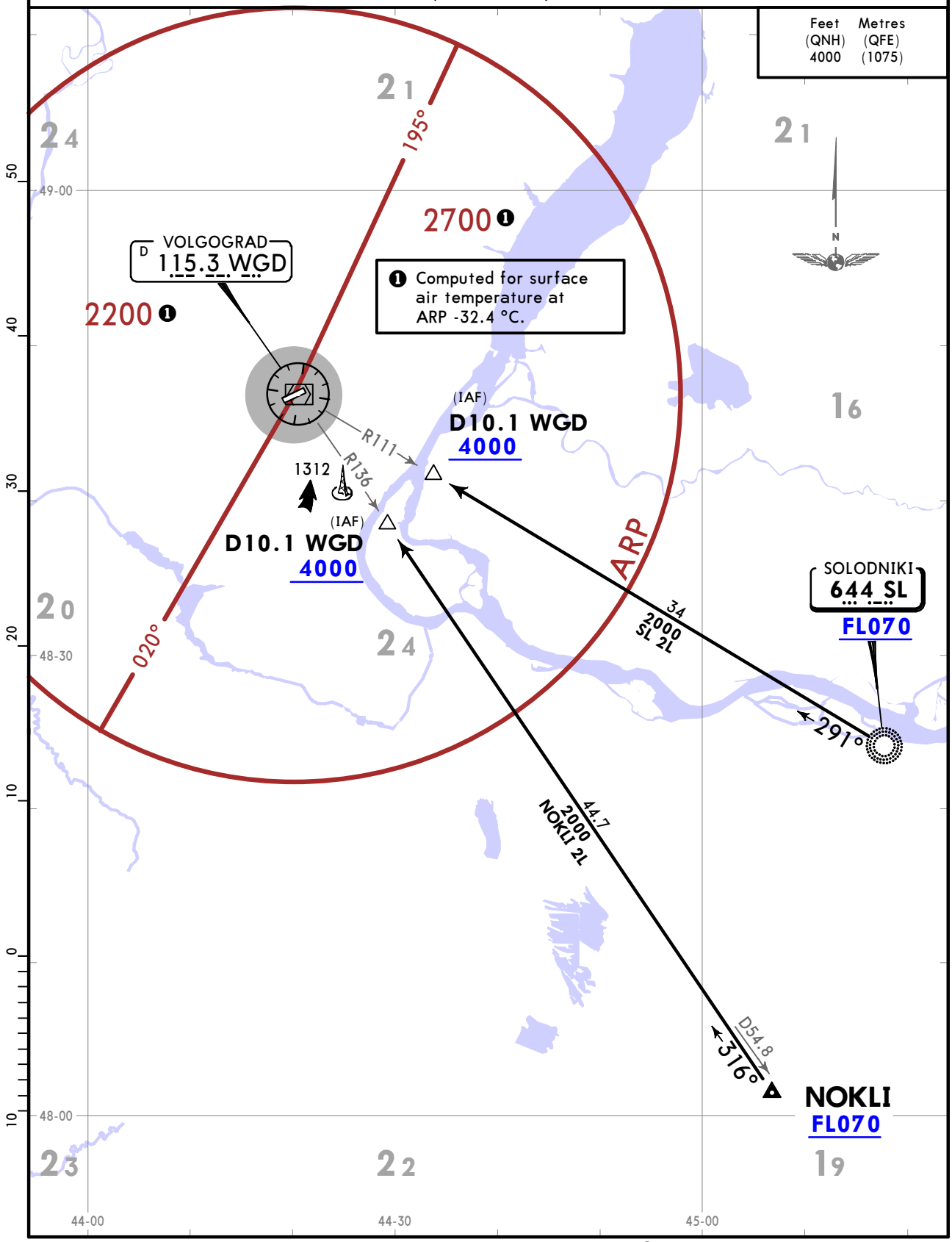
Feet (QNH)	Metres (QFE)
4000	(1075)
3000	(770)
1900	(435)



CHANGES: Trans level, MSA, track update.

VOLGOGRAD Approach 125.3	Apt Elev 476	Alt Set: hPa (MM on req) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm) 1. DME required. 2. If no information on STAR and or approach procedure available or if unable to maintain them, report to APP controller. 3. Radar vectoring under continuous radar control may be applied.
ATIS 127.0 (Russian 129.9)		

NOKLI 2L [NOKL2L], SL 2L [SL2L] ARRIVALS (RWY 23)



CHANGES: Trans level, MSA, track update.

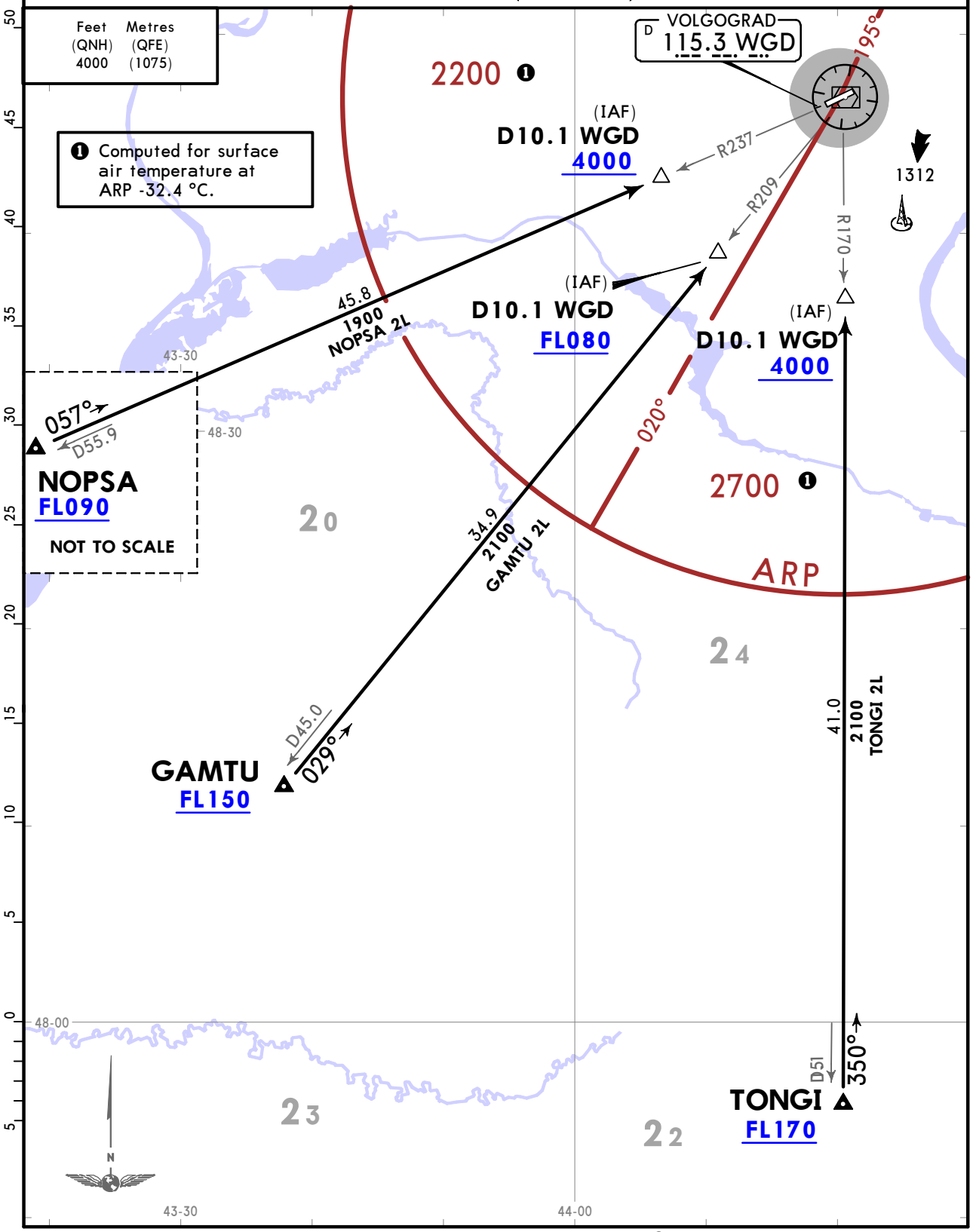
VOLGOGRAD Approach	Apt Elev	
125.3	476	Alt Set: hPa (MM on req) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm) 1. DME required. 2. If no information on STAR and or approach procedure available or if unable to maintain them, report to APP controller. 3. Radar vectoring under continuous radar control may be applied.
ATIS 127.0 (Russian 129.9)		

GAMTU 2L [GAMT2L], TONGI 2L [TONG2L]

NOPSA 2L [NOPS2L]

BY ATC

ARRIVALS (RWY 23)



CHANGES: Trans level, MSA, track update.

URWW/VOG
GUMRAK

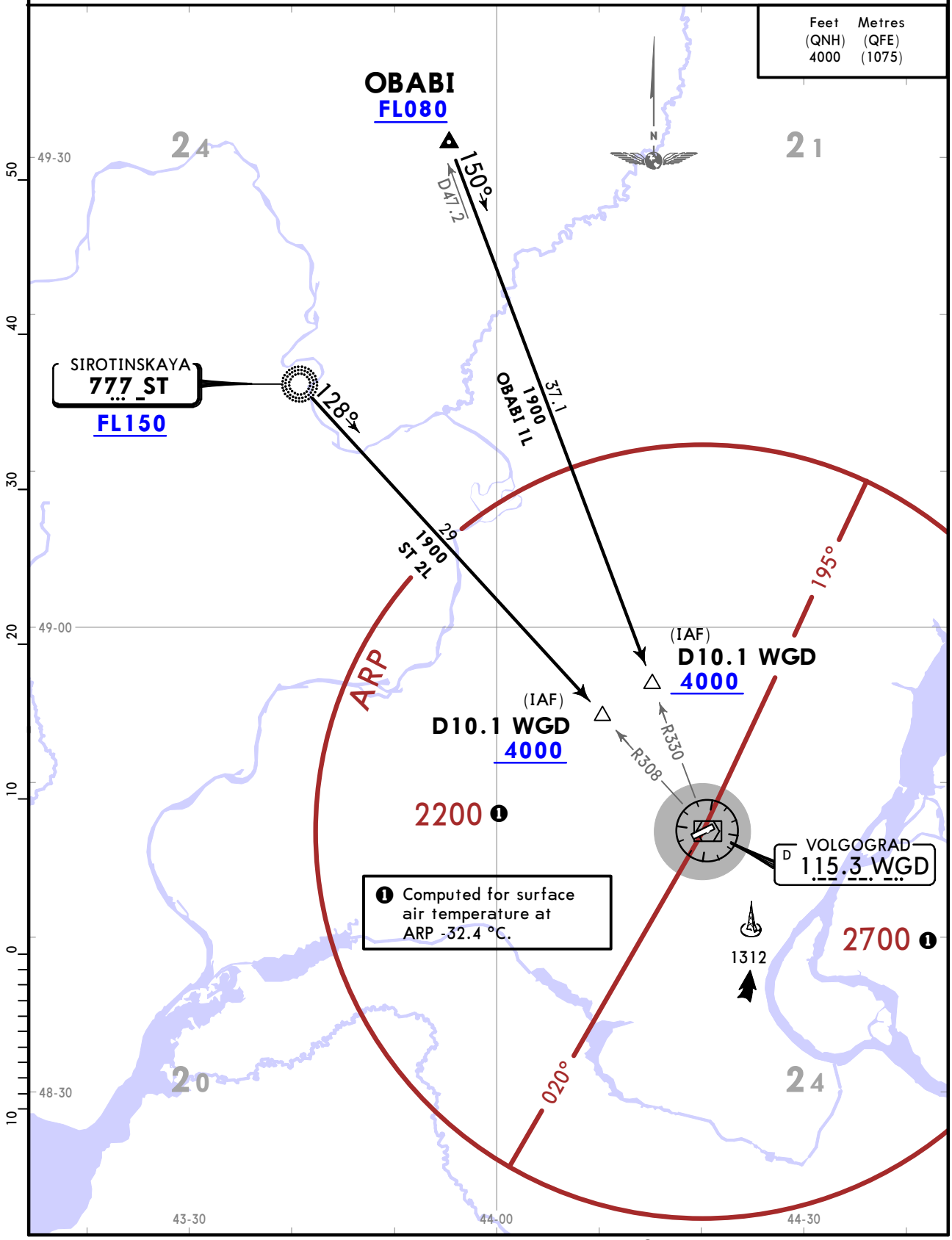
JEPPESEN
26 SEP 25 (10-2X) Eff 2 Oct

VOLGOGRAD, ~~RUSSIA~~
STAR

VOLGOGRAD Approach	Apt Elev
125.3	476
ATIS 127.0 (Russian 129.9)	

Alt Set: hPa (MM on req)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760mm)
FL070 if pressure is less than 977 hPa (733mm)
1. DME required.
2. If no information on STAR and or approach procedure available or if unable to maintain them, report to APP controller.
3. Radar vectoring under continuous radar control may be applied.

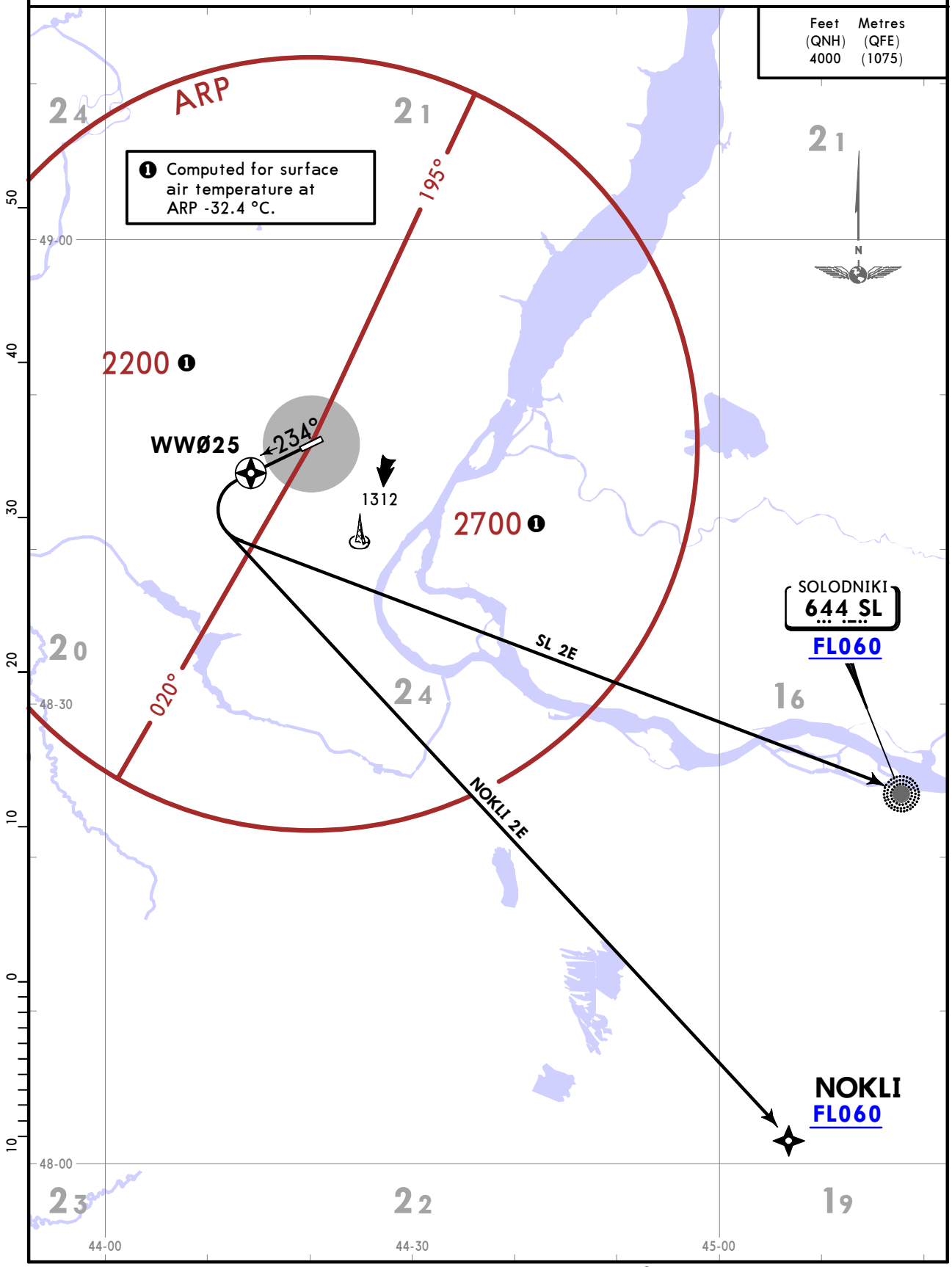
OBABI 1L [OBAB1L], ST 2L [ST2L] ARRIVALS (RWY 23)



CHANGES: Trans level, MSA, track update.

VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request)
		RNAV 1 GNSS required
		1. If no information on RNAV SIDs parameters or if unable to maintain them, report to TWR controller and obtain other instructions for maneuvering after take-off. 2. Radar vectoring under continuous radar control may be applied.

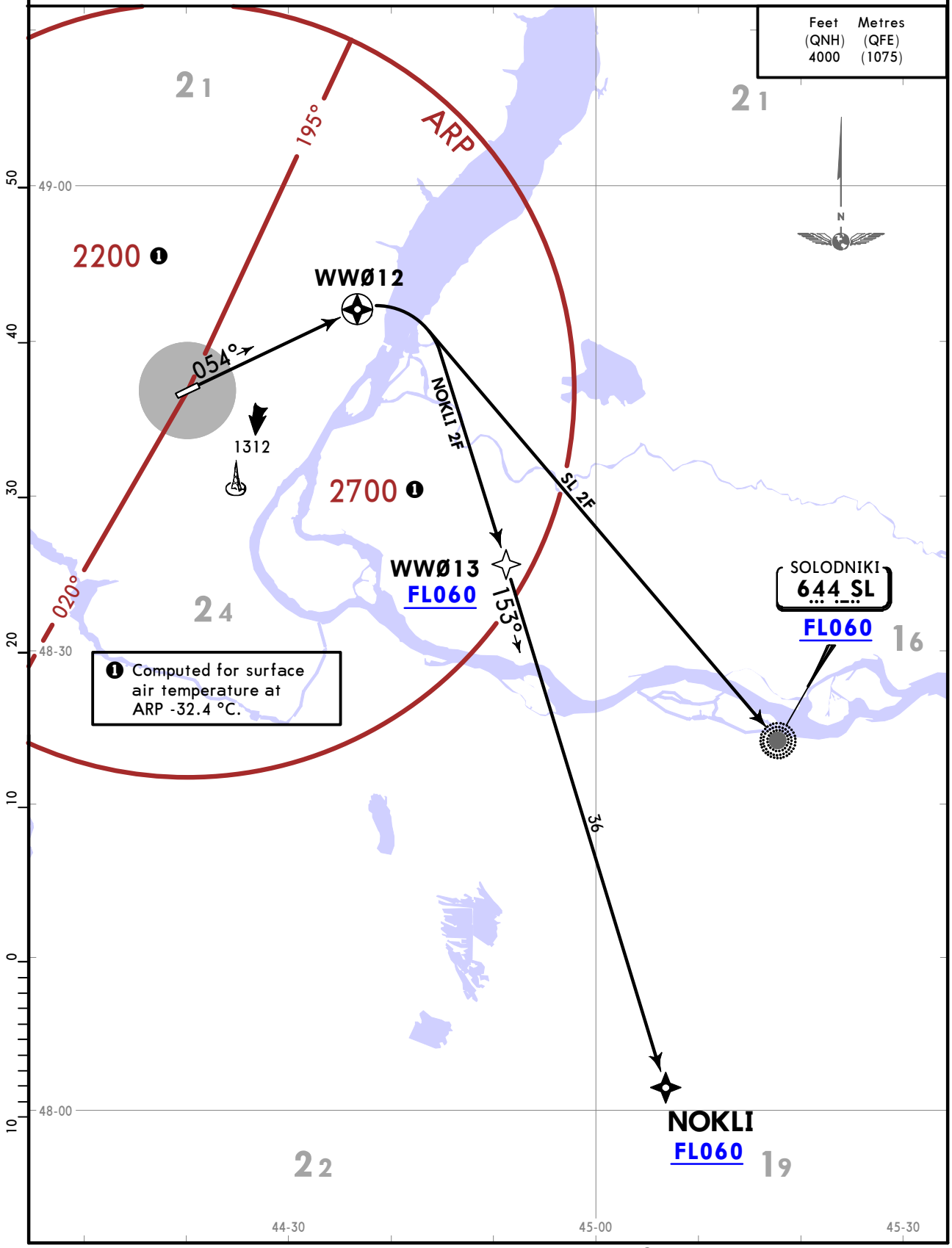
NOKLI 2E [NOKL2E], SL 2E [SL2E]
RNAV DEPARTURES
(RWY 23)



CHANGES: Trans alt, MSA, general notes.

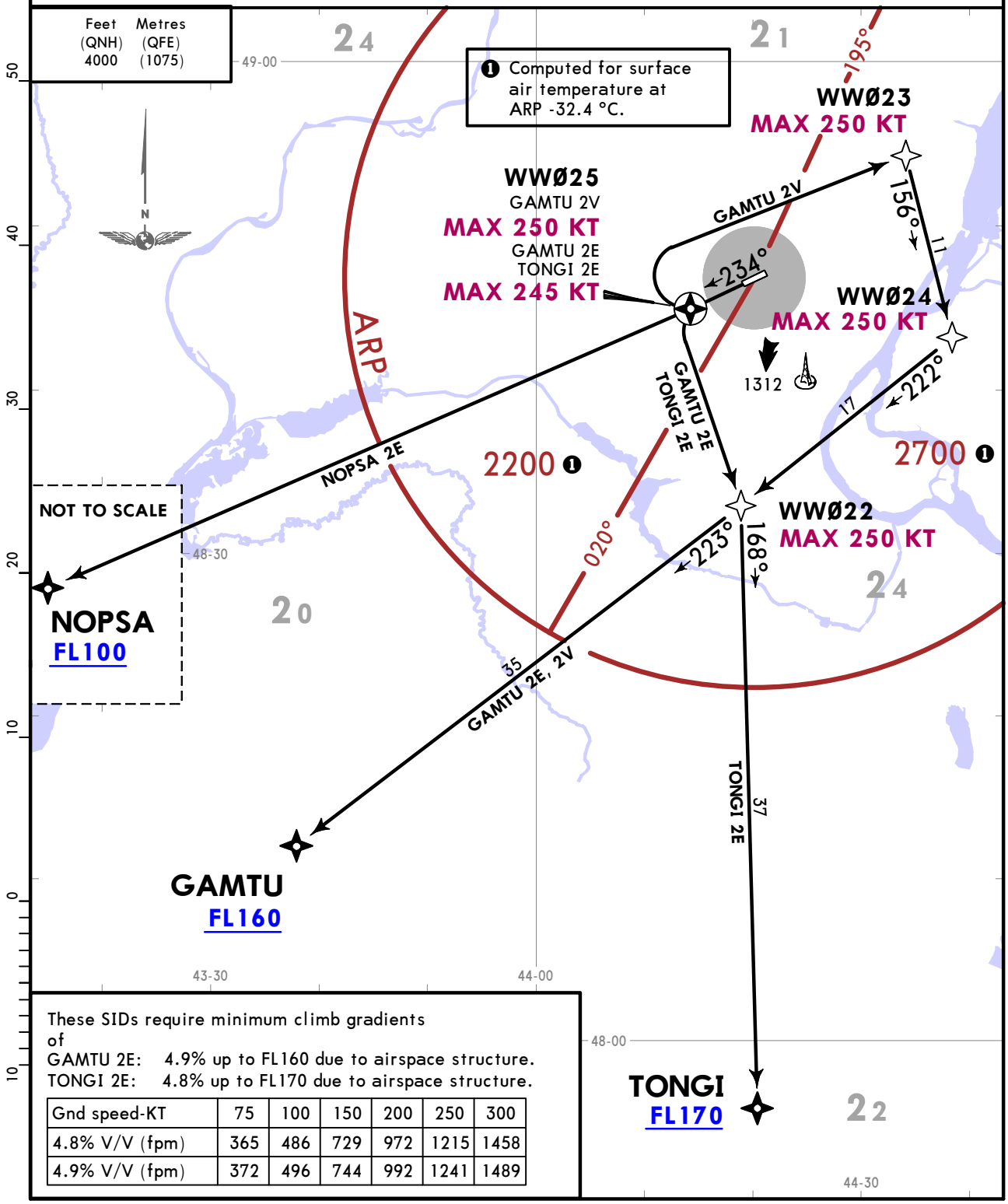
VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request)
		RNAV 1 GNSS required
		1. If no information on RNAV SIDs parameters or if unable to maintain them, report to TWR controller and obtain other instructions for maneuvering after take-off. 2. Radar vectoring under continuous radar control may be applied.

NOKLI 2F [NOKL2F]
SL 2F [SL2F]
RNAV DEPARTURES
(RWY 05)



VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request)
		RNAV 1 GNSS required
		1. If no information on RNAV SIDs parameters or if unable to maintain them, report to TWR controller and obtain other instructions for maneuvering after take-off. 2. Radar vectoring under continuous radar control may be applied.

GAMTU 2E [GAMT2E]
GAMTU 2V [GAMT2V]
TONGI 2E [TONG2E]
NOPSA 2E [NOPS2E]
BY ATC
RNAV DEPARTURES
(RWY 23)



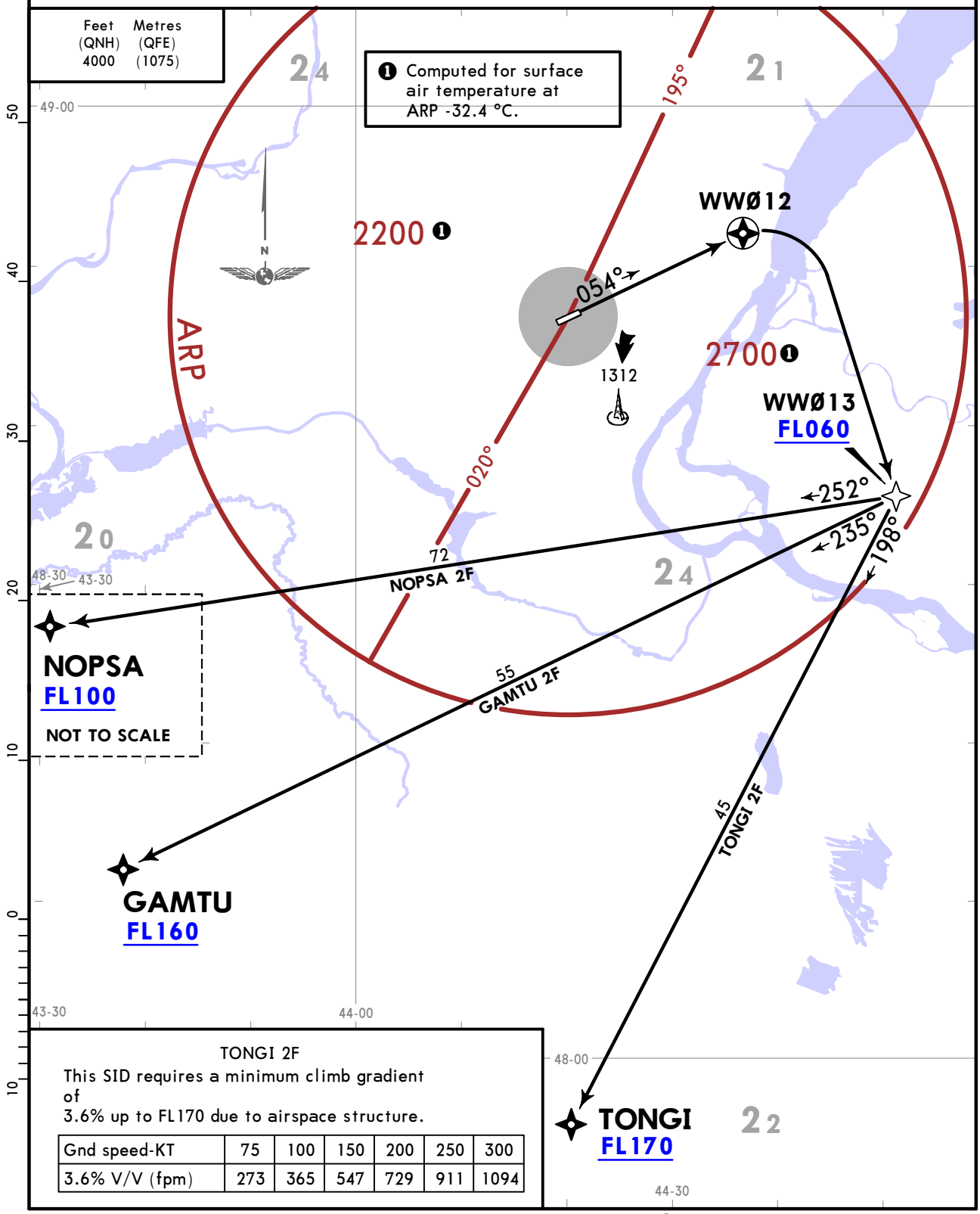
These SIDs require minimum climb gradients of
GAMTU 2E: 4.9% up to FL160 due to airspace structure.
TONGI 2E: 4.8% up to FL170 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
4.9% V/V (fpm)	372	496	744	992	1241	1489

VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request)
		RNAV 1 GNSS required
		1. If no information on RNAV SIDs parameters or if unable to maintain them, report to TWR controller and obtain other instructions for maneuvering after take-off. 2. Radar vectoring under continuous radar control may be applied.

GAMTU 2F [GAMT2F]
TONGI 2F [TONG2F]
NOPSA 2F [NOPS2F]
BY ATC

RNAV DEPARTURES
(RWY 05)

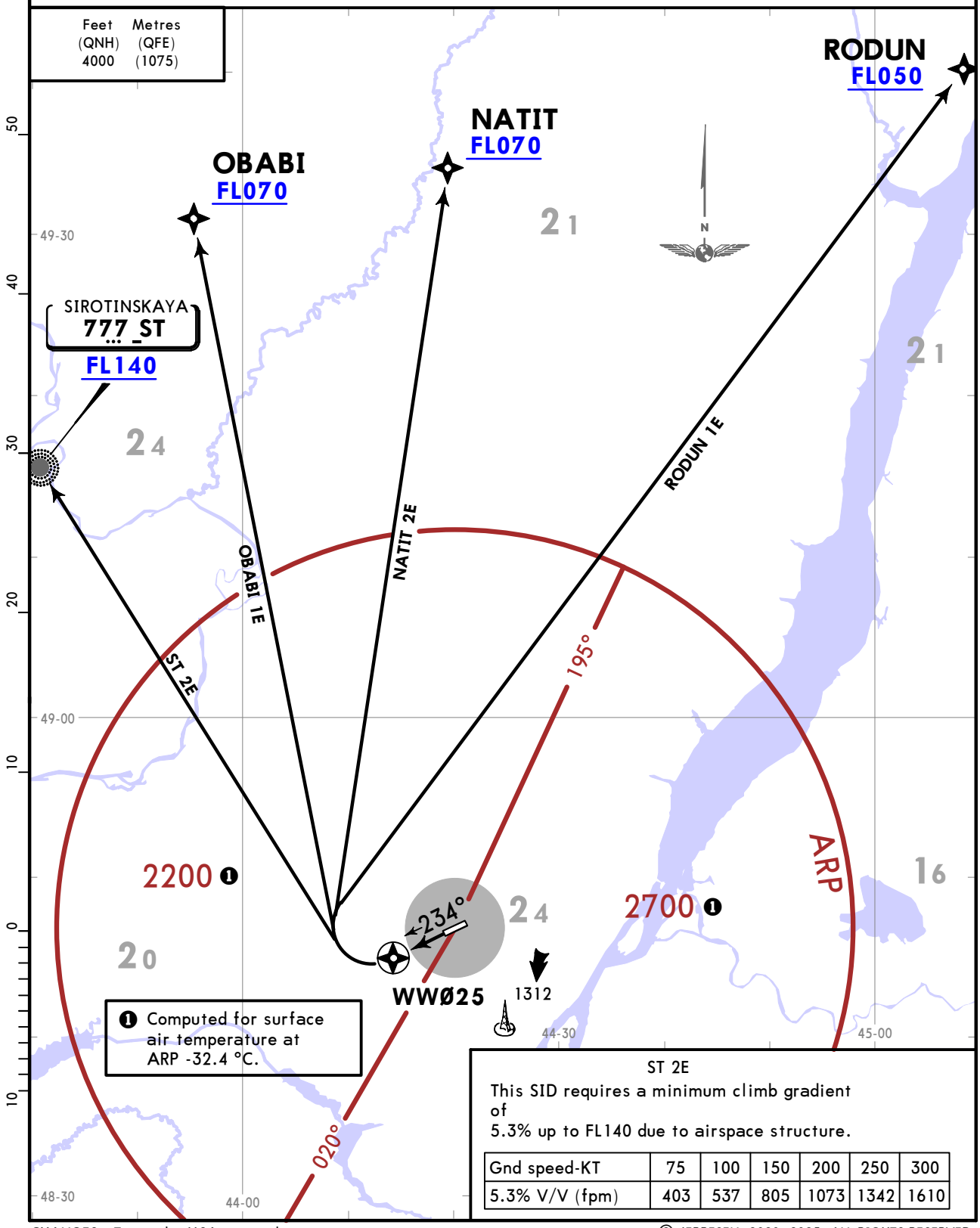


TONGI 2F
This SID requires a minimum climb gradient of
3.6% up to FL170 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094

VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request)
		RNAV 1 GNSS required
		1. If no information on RNAV SIDs parameters or if unable to maintain them, report to TWR controller and obtain other instructions for maneuvering after take-off. 2. Radar vectoring under continuous radar control may be applied.

NATIT 2E [NATI2E], OBABI 1E [OBAB1E]
RODUN 1E [RODU1E], ST 2E [ST2E]
RNAV DEPARTURES
(RWY 23)



ST 2E

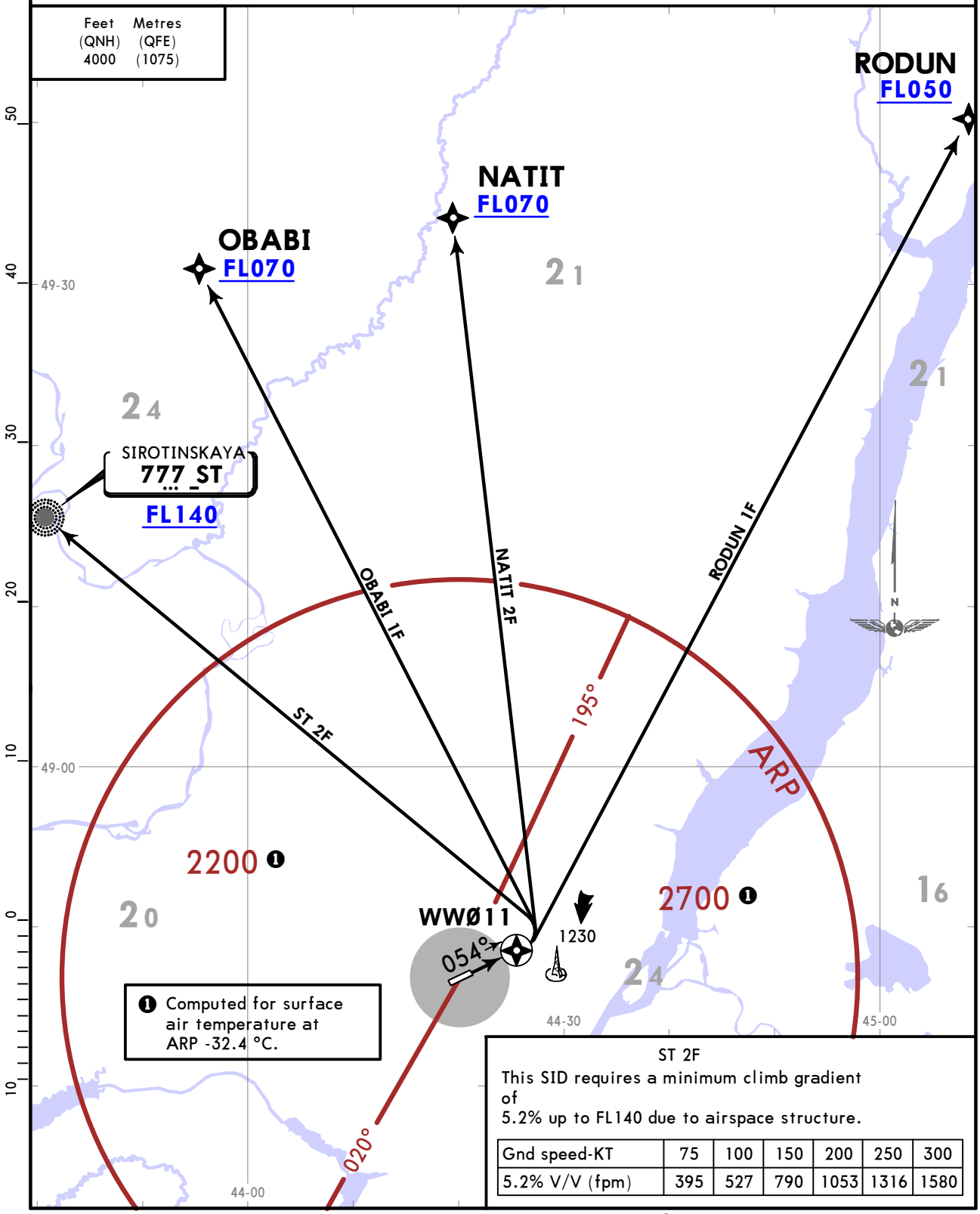
This SID requires a minimum climb gradient of 5.3% up to FL140 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610

CHANGES: Trans alt, MSA, general notes.

VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request)
		RNAV 1 GNSS required
		1. If no information on RNAV SIDs parameters or if unable to maintain them, report to TWR controller and obtain other instructions for maneuvering after take-off. 2. Radar vectoring under continuous radar control may be applied.

NATIT 2F [NATI2F], OBABI 1F [OBAB1F] RODUN 1F [RODU1F], ST 2F [ST2F] RNAV DEPARTURES (RWY 05)



ST 2F

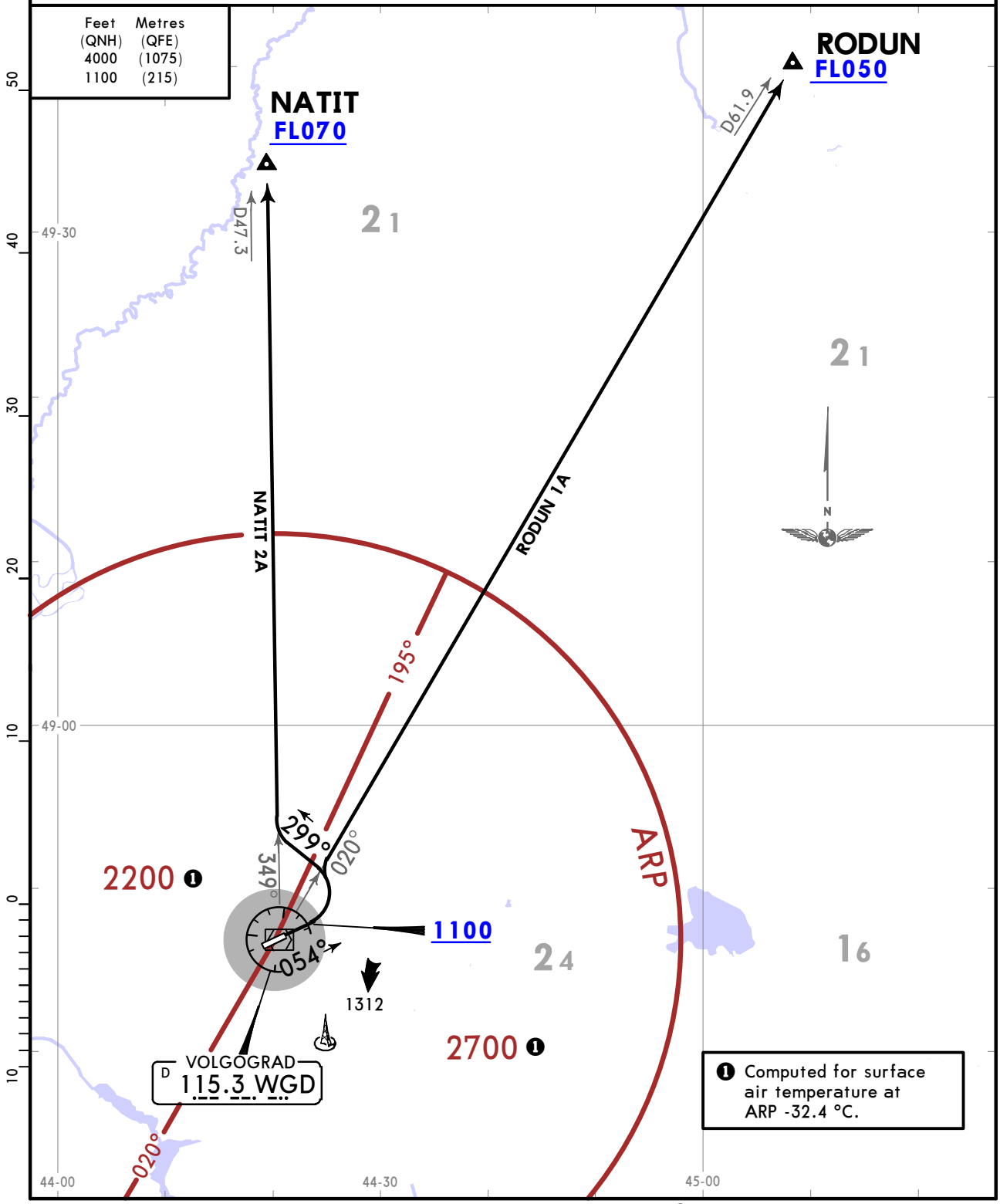
This SID requires a minimum climb gradient of 5.2% up to FL140 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

CHANGES: Trans alt, MSA, general notes.

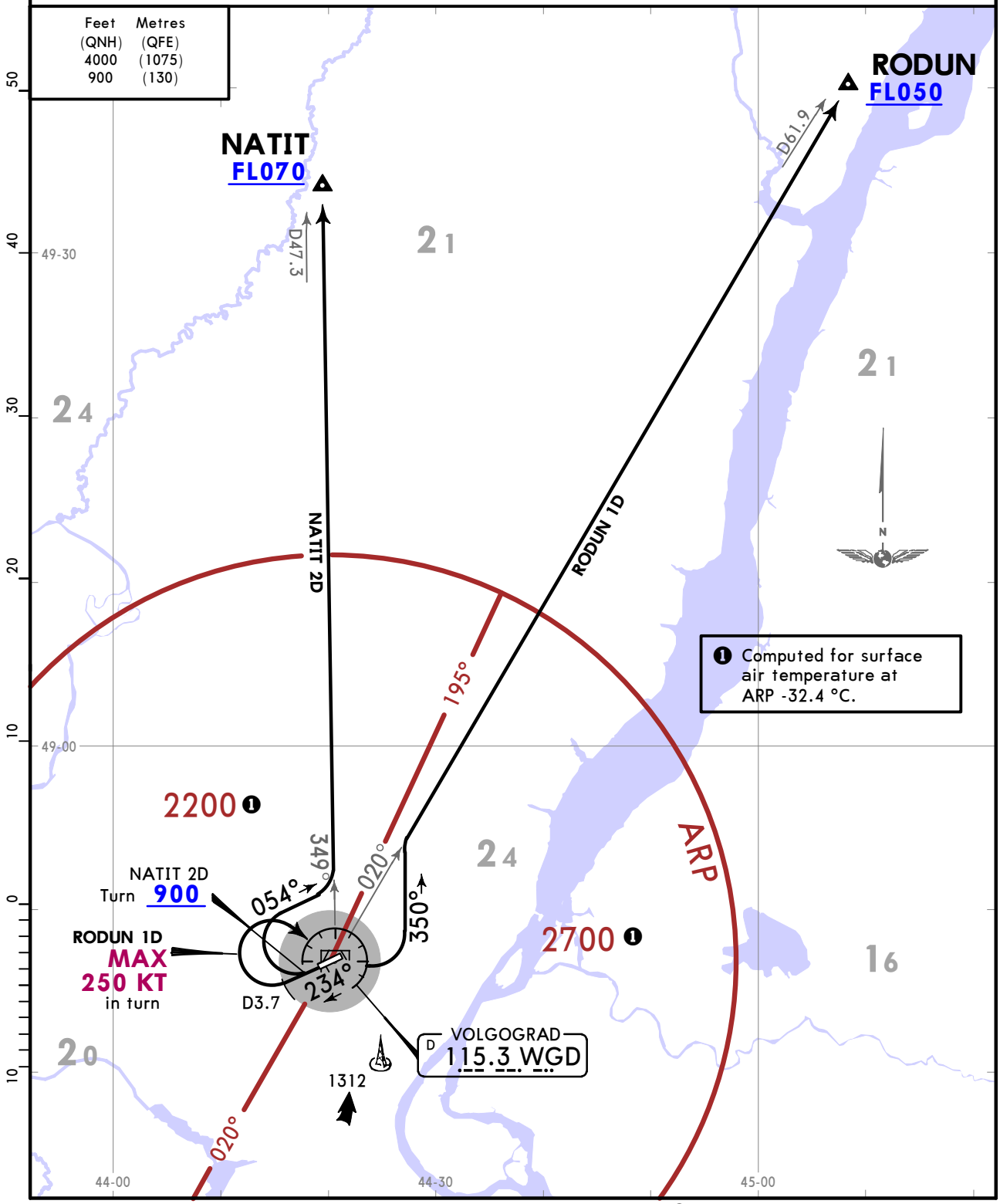
VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request) 1. DME required. 2. If no information on SID available or if unable to maintain assigned SID, report to TWR controller and obtain other instructions for maneuvering after take-off. 3. Radar vectoring under continuous radar control may be applied.

NATIT 2A [NATI2A]
RODUN 1A [RODU1A]
DEPARTURES
(RWY 05)



VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request) 1. DME required. 2. If no information on SID available or if unable to maintain assigned SID, report to TWR controller and obtain other instructions for maneuvering after take-off. 3. Radar vectoring under continuous radar control may be applied.

NATIT 2D [NATI2D]
RODUN 1D [RODU1D]
DEPARTURES
(RWY 23)

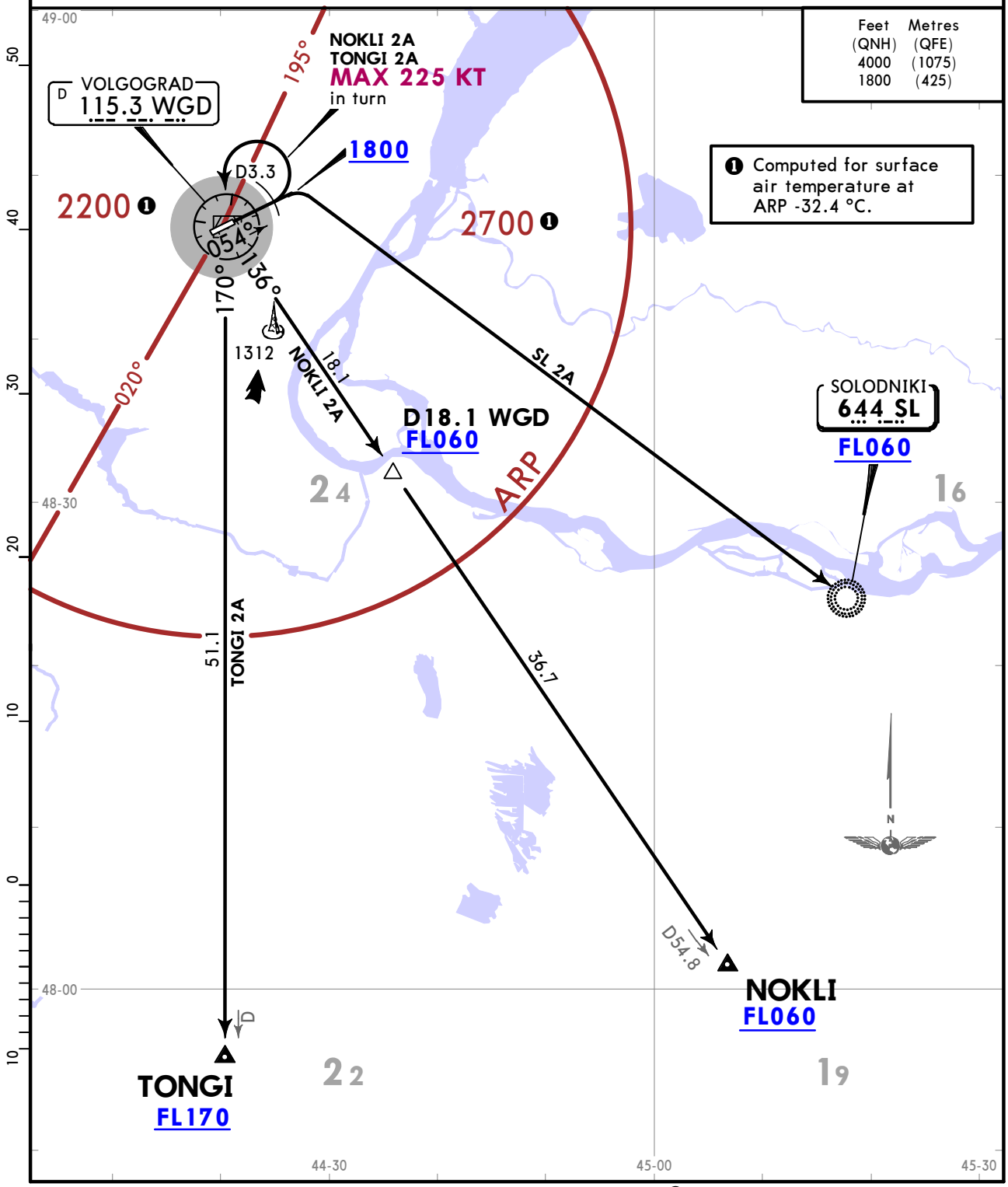


VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request) 1. NOKLI 2A, TONGI 2A: DME required. 2. If no information on SID available or if unable to maintain assigned SID, report to TWR controller and obtain other instructions for maneuvering after take-off. 3. Radar vectoring under continuous radar control may be applied.

NOKLI 2A [NOKL2A]
SL 2A [SL2A]
TONGI 2A [TONG2A]
DEPARTURES
(RWY 05)

TONGI 2A
This SID requires a minimum climb gradient of
3.8% up to FL170 due to airspace structure.

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



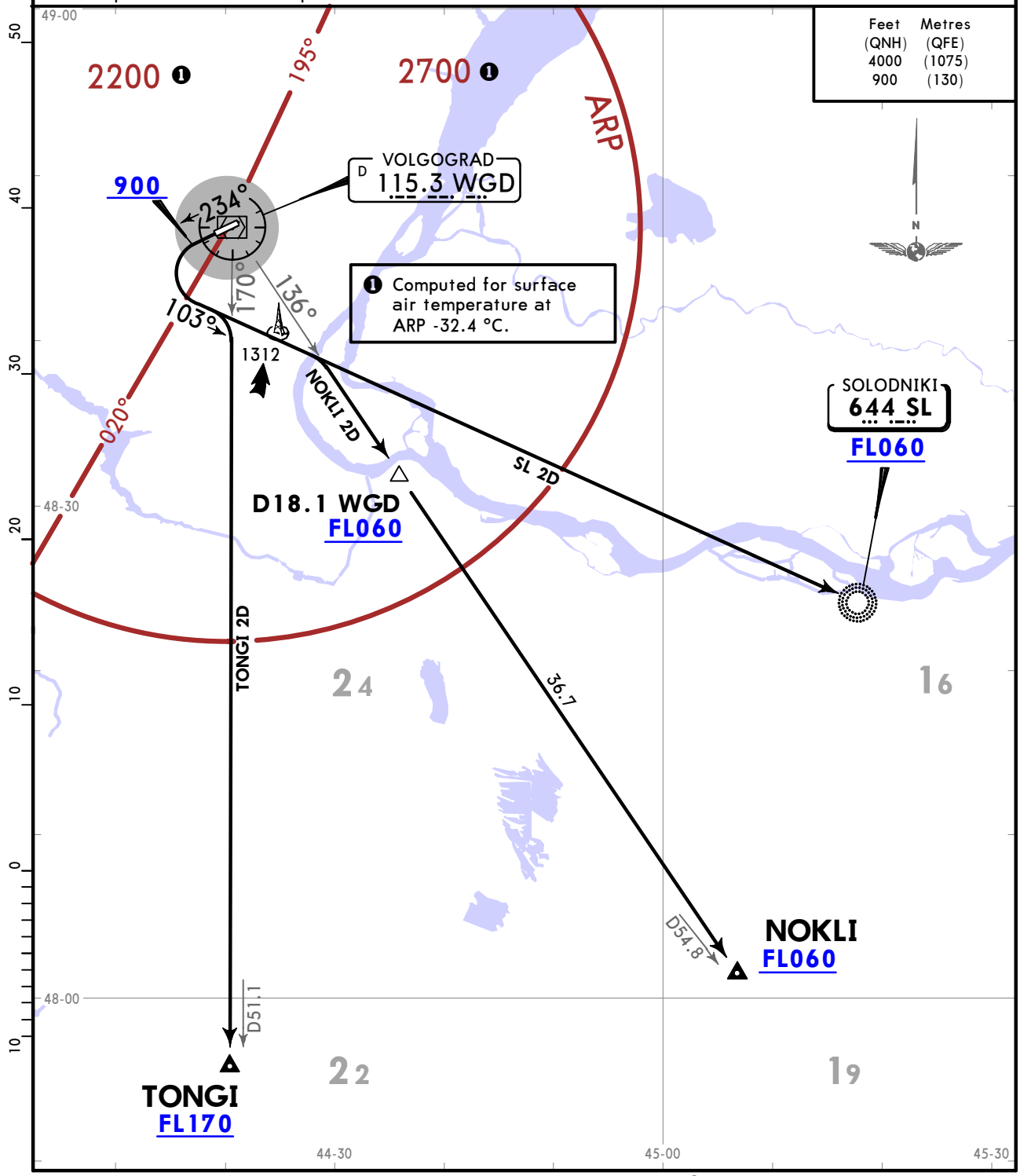
VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request)

1. NOKLI 2D, TONGI 2D: DME required.
2. NOKLI 2D: Dual ADF required.
3. If no information on SID available or if unable to maintain assigned SID, report to TWR controller and obtain other instructions for maneuvering after take-off.
4. Radar vectoring under continuous radar control may be applied.

NOKLI 2D [NOKL2D]
SL 2D [SL2D]
TONGI 2D [TONG2D]
DEPARTURES
(RWY 23)

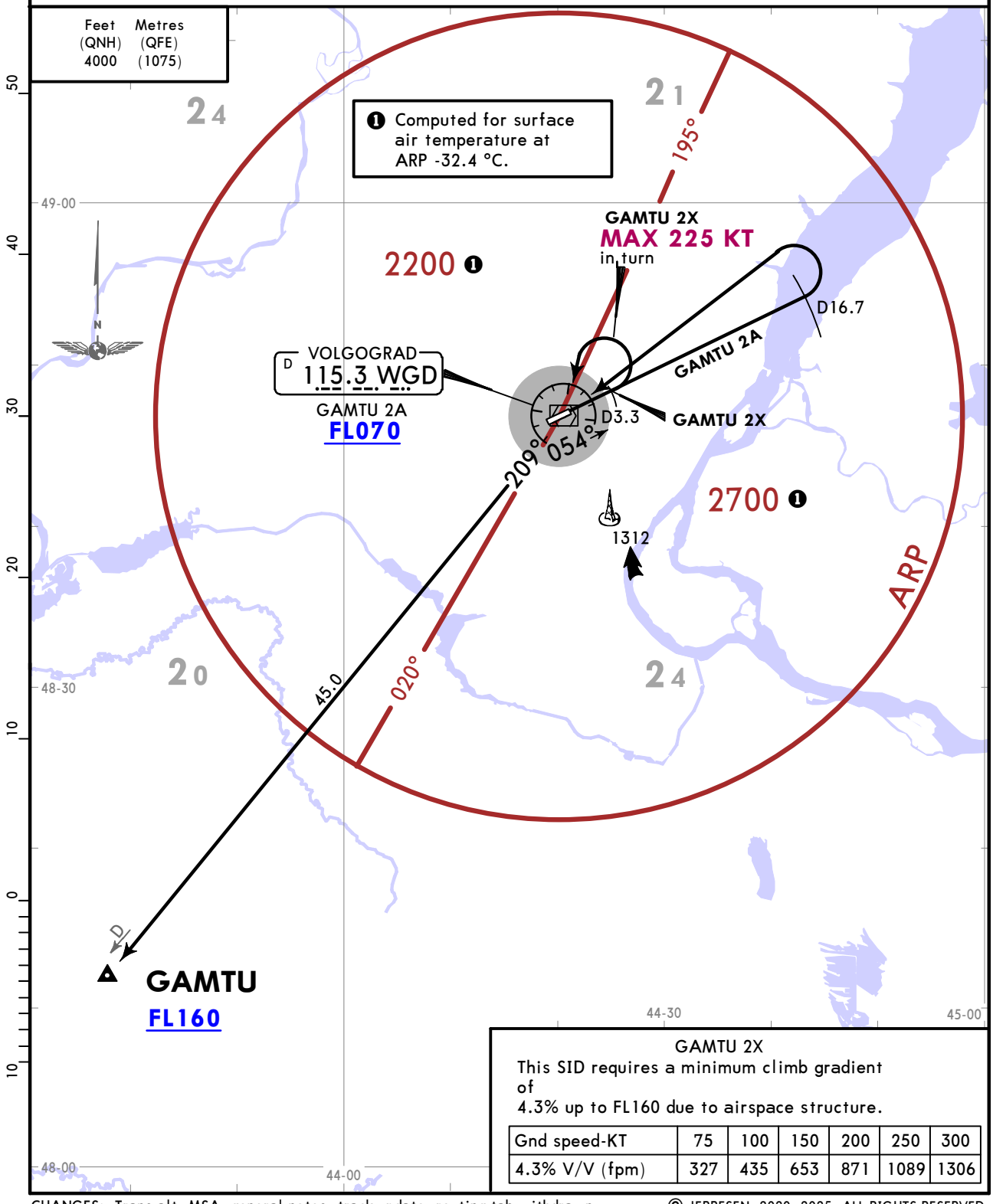
TONGI 2D
This SID requires a minimum climb gradient of
5.1% up to FL170 due to airspace structure.

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



VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request) 1. DME required. 2. If no information on SID available or if unable to maintain assigned SID, report to TWR controller and obtain other instructions for maneuvering after take-off. 3. Radar vectoring under continuous radar control may be applied.

GAMTU 2A [GAMT2A]
GAMTU 2X [GAMT2X]
BY ATC
DEPARTURES
(RWY 05)

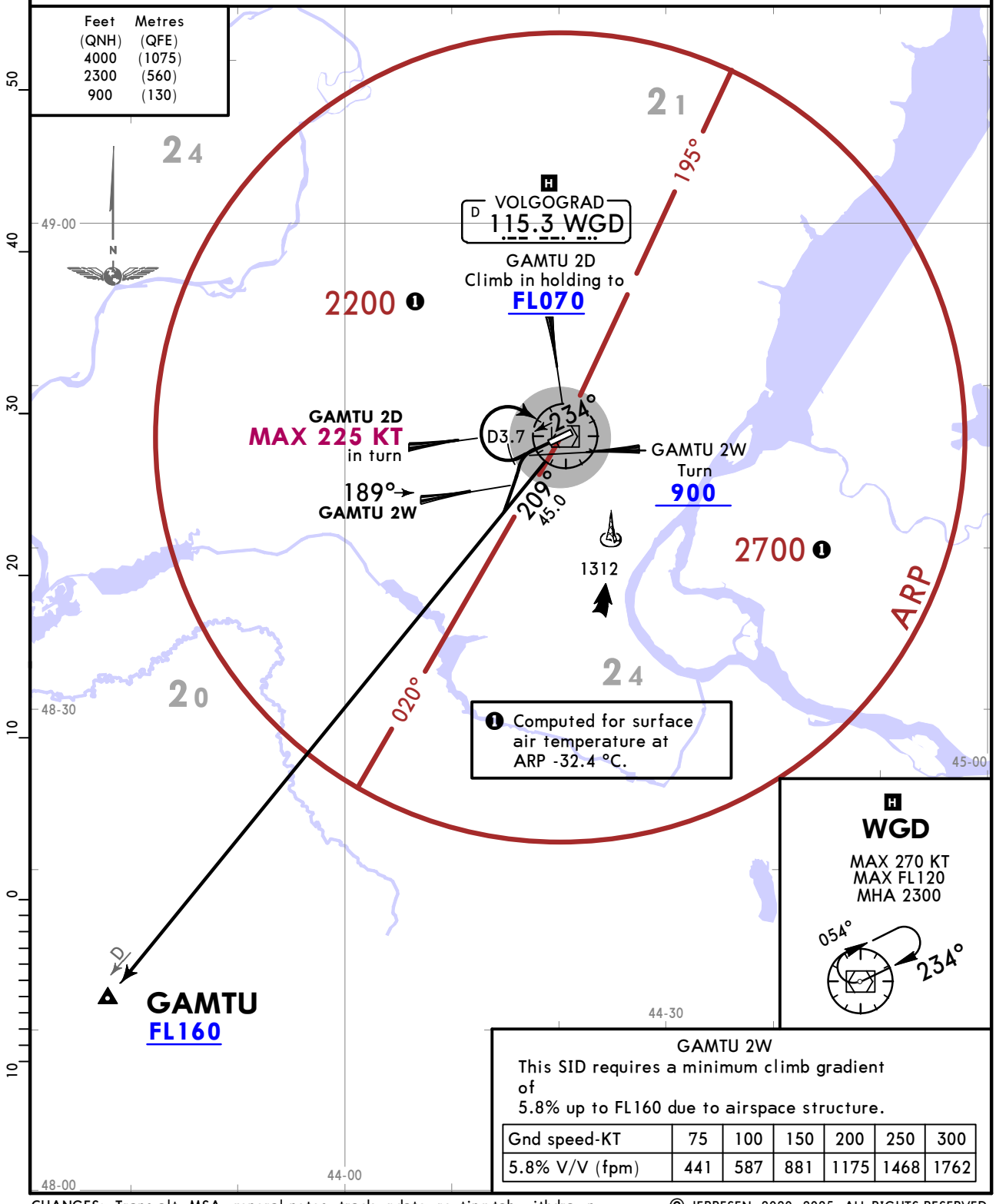


GAMTU 2X
This SID requires a minimum climb gradient of
4.3% up to FL160 due to airspace structure.

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

VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request) 1. DME required. 2. If no information on SID available or if unable to maintain assigned SID, report to TWR controller and obtain other instructions for maneuvering after take-off. 3. Radar vectoring under continuous radar control may be applied.

GAMTU 2D [GAMT2D]
GAMTU 2W [GAMT2W]
BY ATC
DEPARTURES
(RWY 23)



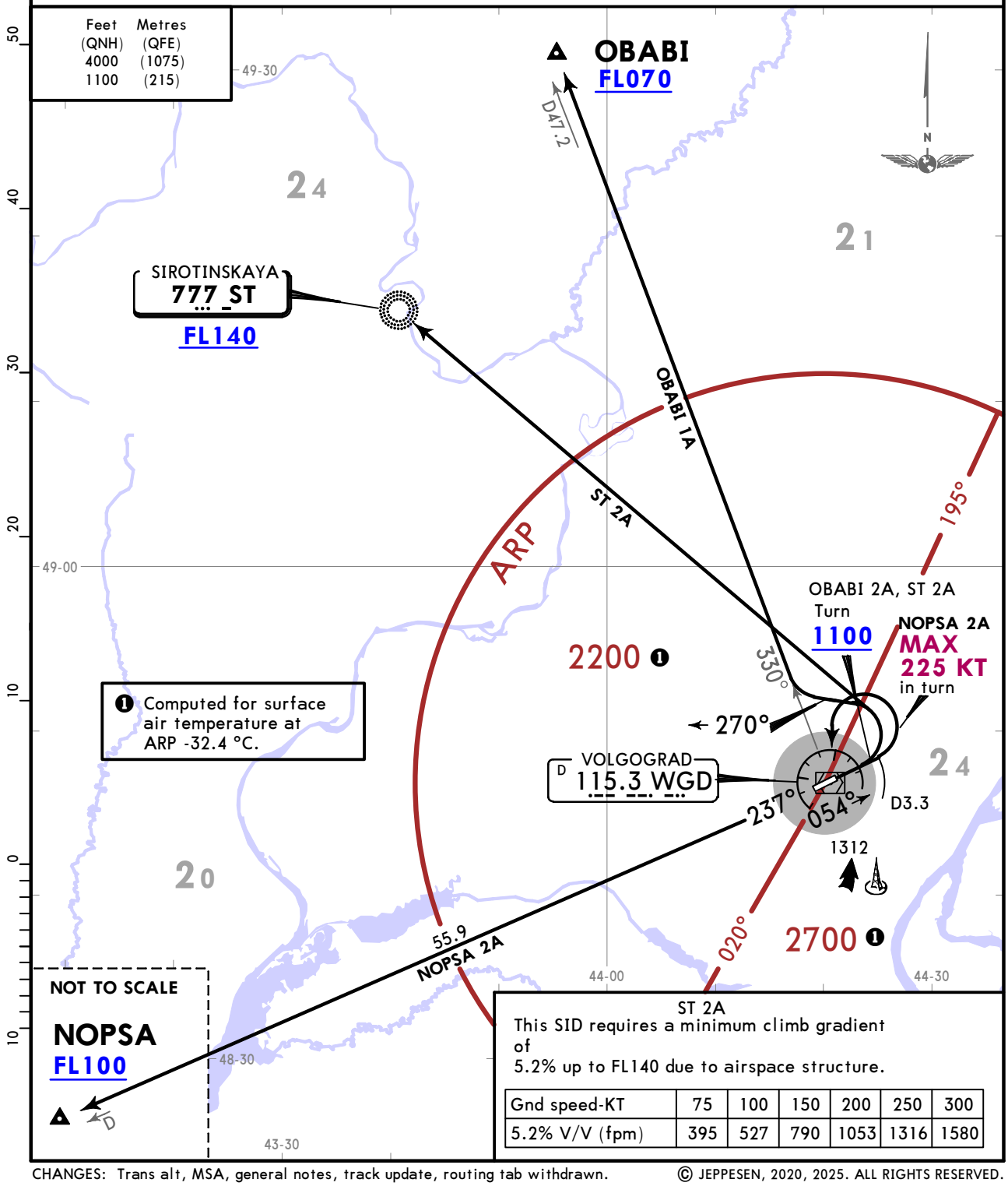
GAMTU 2W
This SID requires a minimum climb gradient of
5.8% up to FL160 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request)

1. NOPSA 2A, OBABI 1A: DME required.
2. If no information on SID available or if unable to maintain assigned SID, report to TWR controller and obtain other instructions for maneuvering after take-off.
3. Radar vectoring under continuous radar control may be applied.

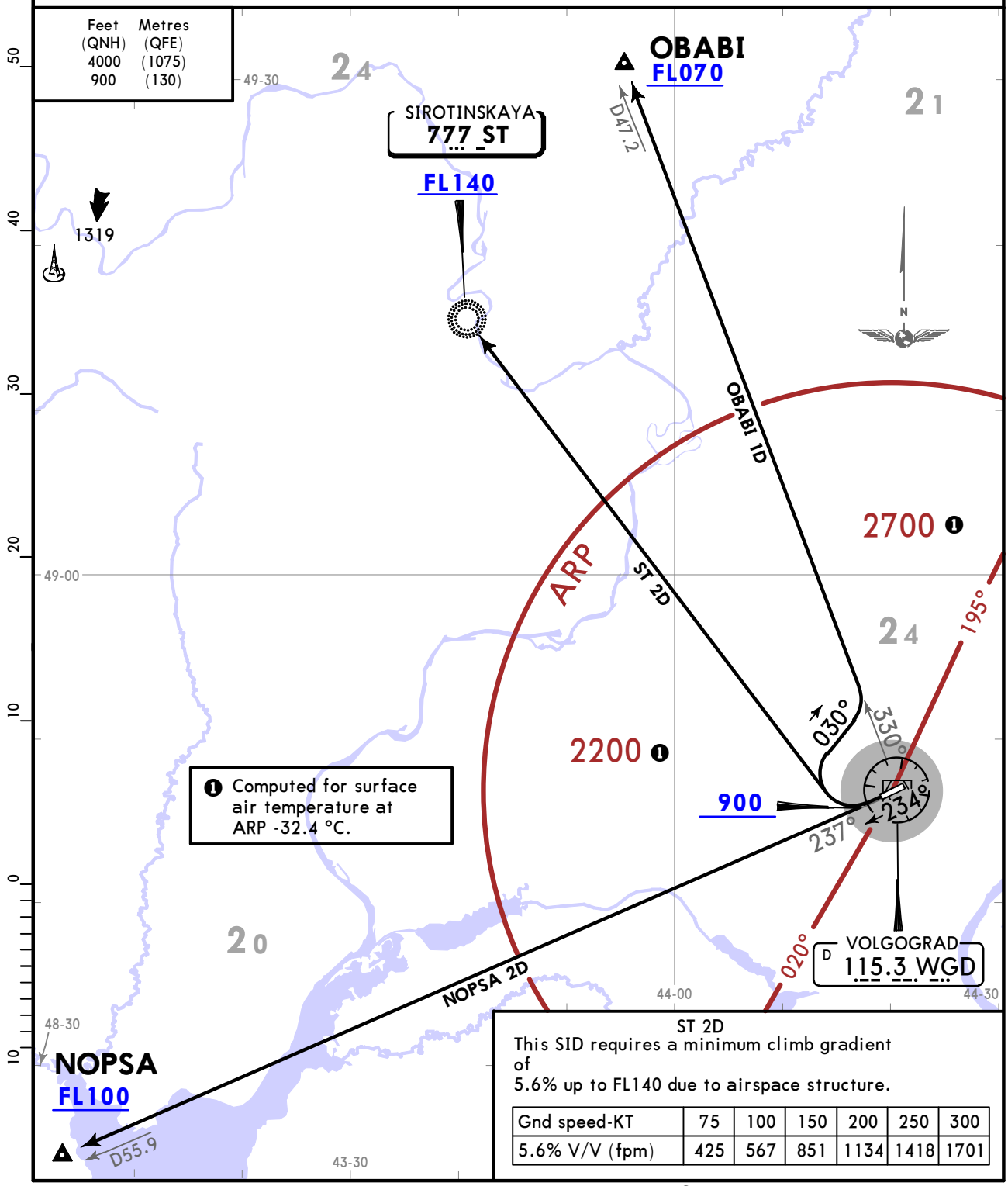
NOPSA 2A [NOPS2A]
BY ATC
OBABI 1A [OBAB1A]
ST 2A [ST2A]
DEPARTURES
(RWY 05)



CHANGES: Trans alt, MSA, general notes, track update, routing tab withdrawn.

VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request) 1. NOPSA 2D, OBABI 1D: DME required. 2. If no information on SID available or if unable to maintain assigned SID, report to TWR controller and obtain other instructions for maneuvering after take-off. 3. Radar vectoring under continuous radar control may be applied.

NOPSA 2D [NOPS2D]
BY ATC
OBABI 1D [OBAB1D]
ST 2D [ST2D]
DEPARTURES
(RWY 23)

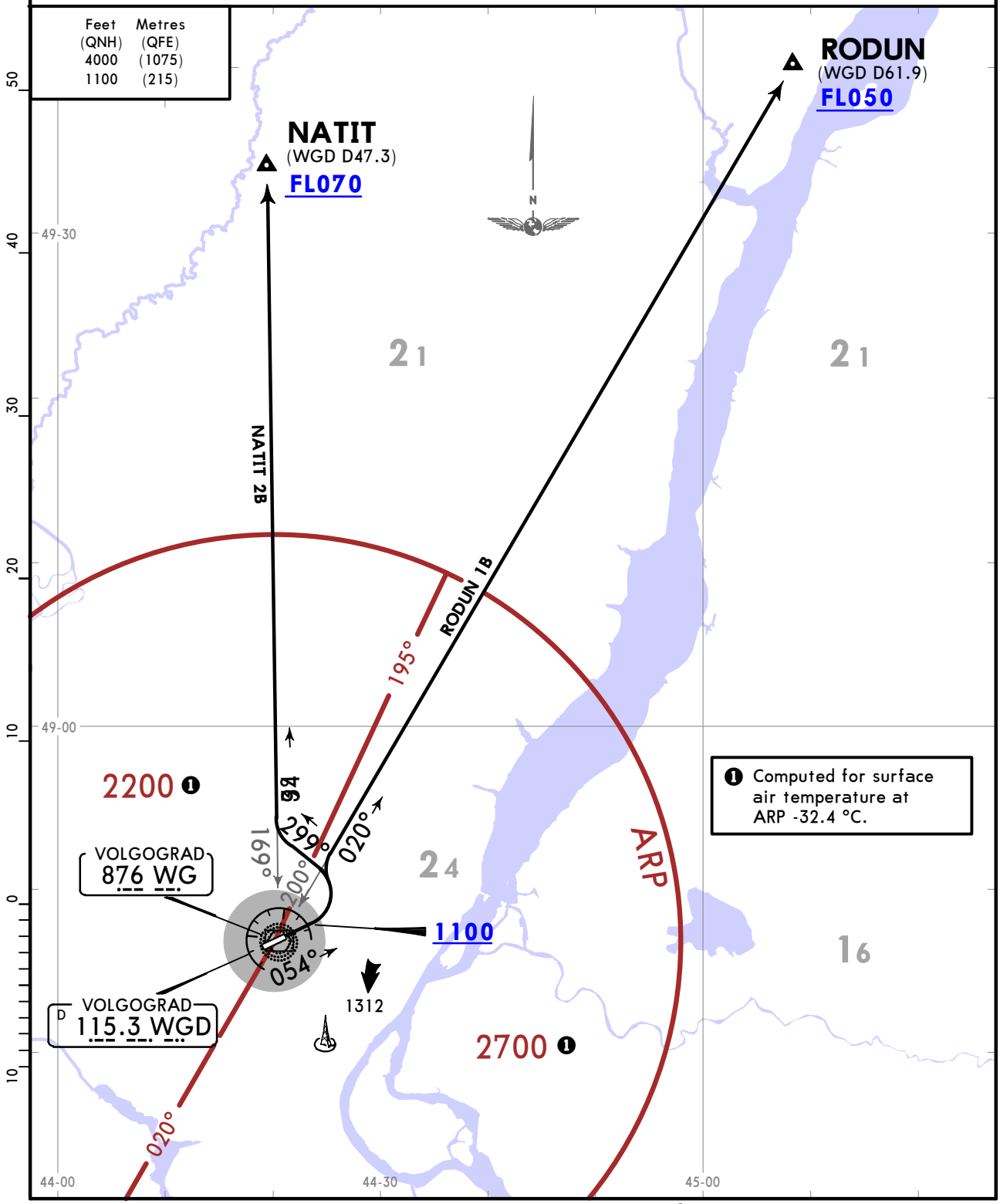


ST 2D
This SID requires a minimum climb gradient of
5.6% up to FL140 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request) 1. DME required. 2. If no information on SID available or if unable to maintain assigned SID, report to TWR controller and obtain other instructions for maneuvering after take-off. 3. Radar vectoring under continuous radar control may be applied.

NATIT 2B [NATI2B]
RODUN 1B [RODU1B]
DEPARTURES
(RWY 05)

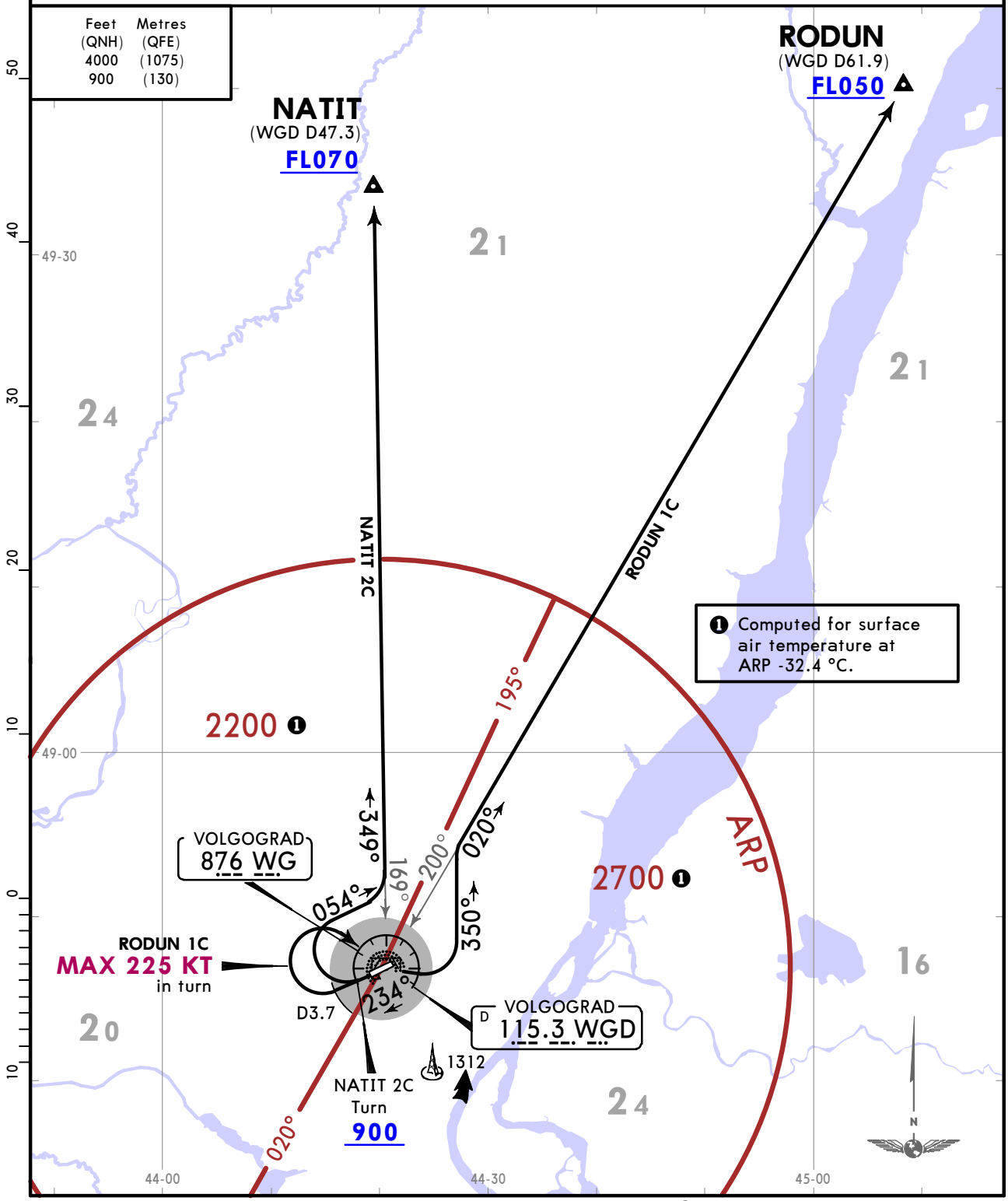


VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request)

1. DME required.
2. If no information on SID available or if unable to maintain assigned SID, report to TWR controller and obtain other instructions for maneuvering after take-off.
3. Radar vectoring under continuous radar control may be applied.

NATIT 2C [NATI2C]
RODUN 1C [RODU1C]
DEPARTURES
(RWY 23)

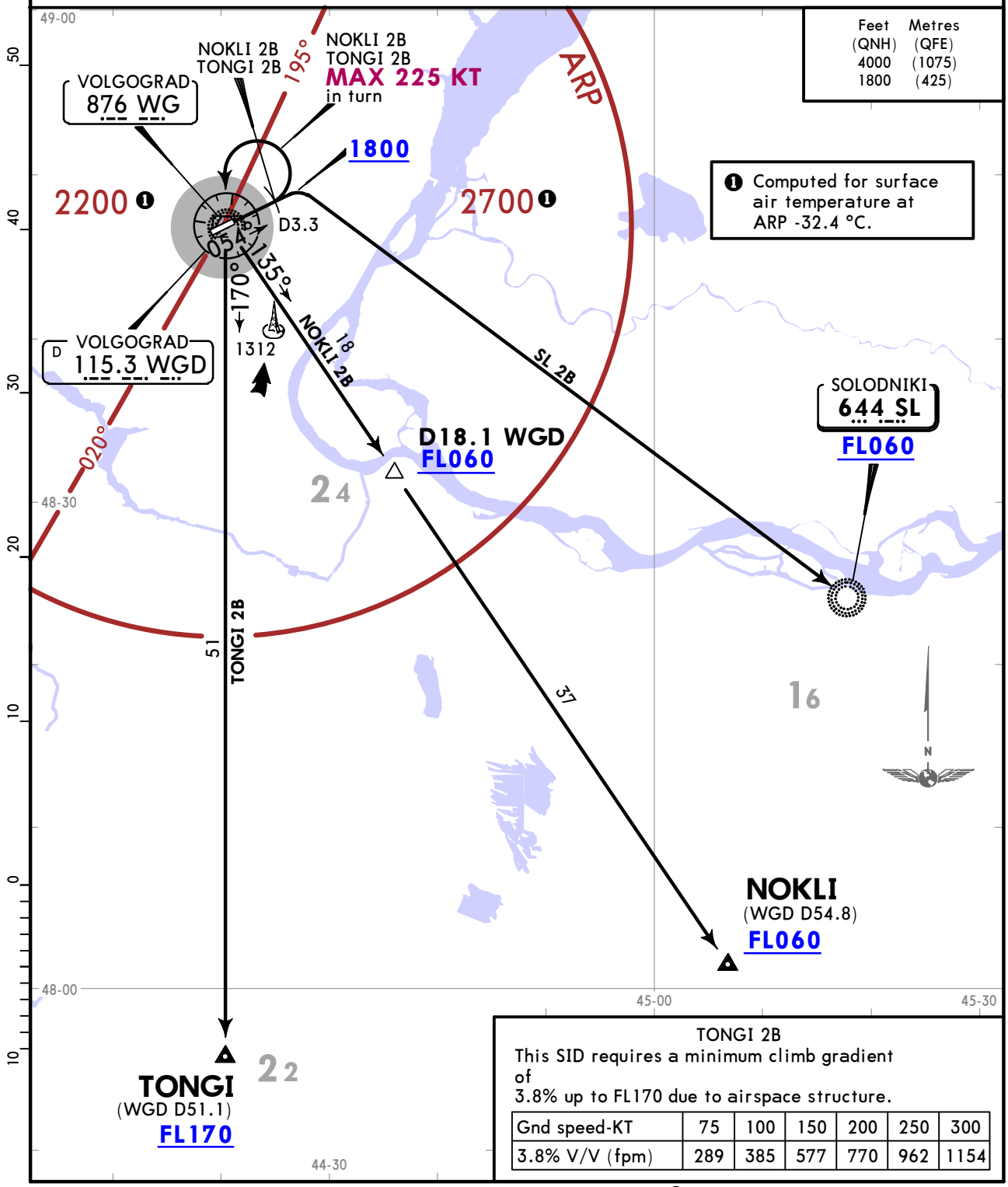
Feet (QNH)	Metres (QFE)
4000	(1075)
900	(130)



VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request)

1. NOKLI 2B, TONGI 2B: DME required.
2. If no information on SID available or if unable to maintain assigned SID, report to TWR controller and obtain other instructions for maneuvering after take-off.
3. Radar vectoring under continuous radar control may be applied.

NOKLI 2B [NOKL2B]
SL 2B [SL2B]
TONGI 2B [TONG2B]
DEPARTURES
(RWY 05)



TONGI 2B

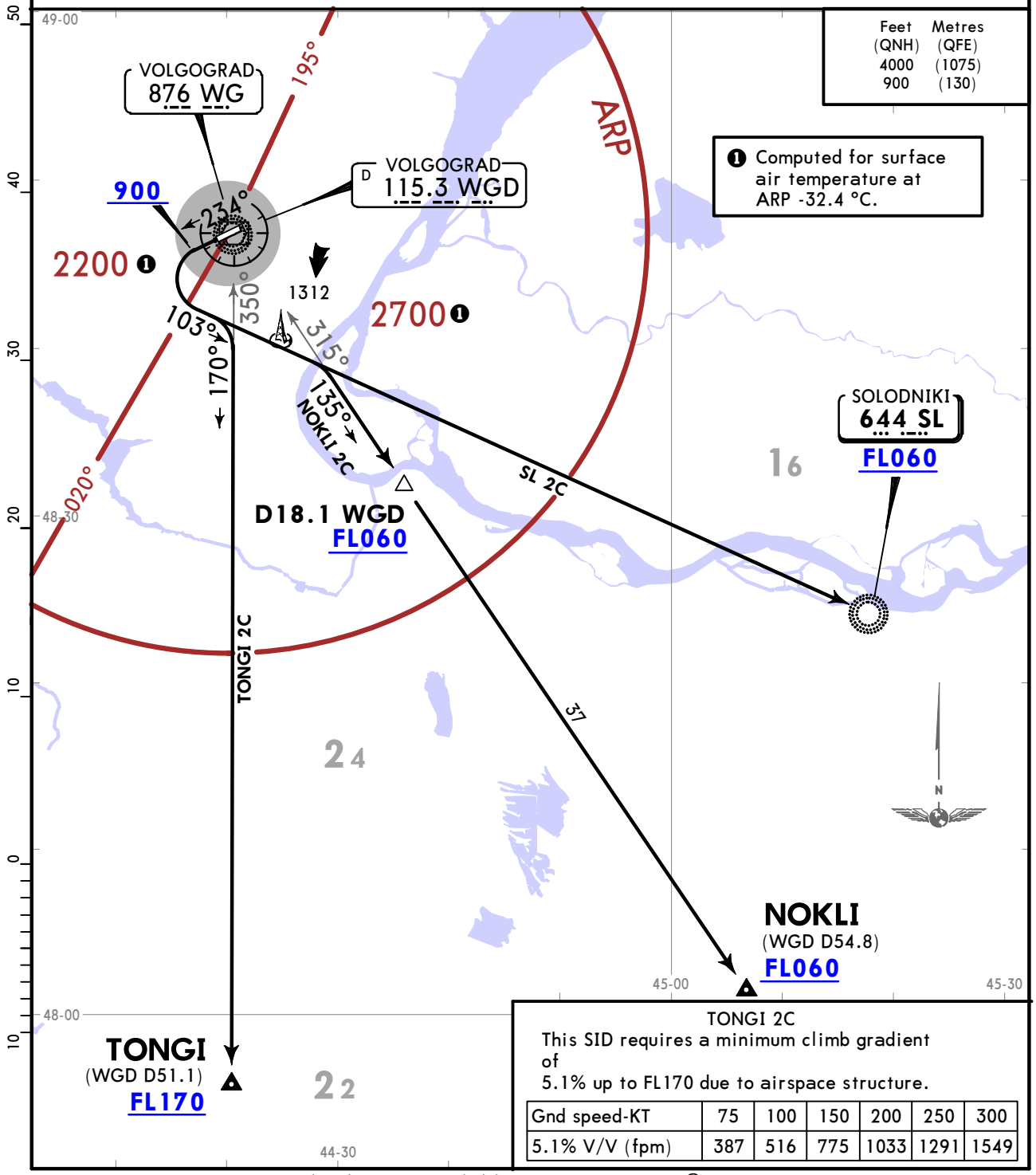
This SID requires a minimum climb gradient of 3.8% up to FL170 due to airspace structure.

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

VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request)

1. NOKLI 2C, TONGI 2C: DME required.
2. NOKLI 2C: Dual ADF required.
3. If no information on SID available or if unable to maintain assigned SID, report to TWR controller and obtain other instructions for maneuvering after take-off.
4. Radar vectoring under continuous radar control may be applied.

NOKLI 2C [NOKL2C]
SL 2C [SL2C]
TONGI 2C [TONG2C]
DEPARTURES
(RWY 23)

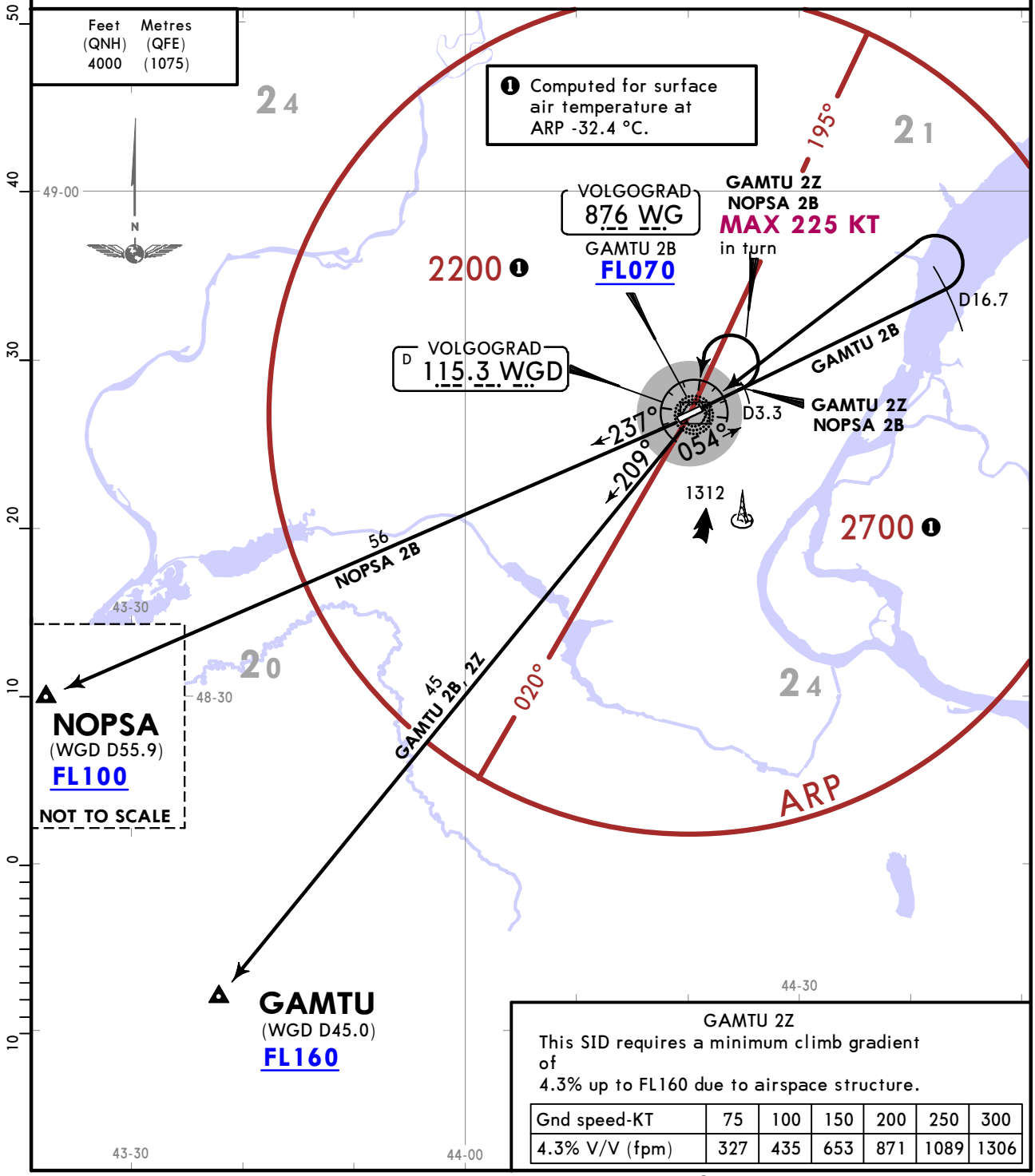


TONGI 2C
This SID requires a minimum climb gradient of
5.1% up to FL170 due to airspace structure.

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

VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request) 1. DME required. 2. If no information on SID available or if unable to maintain assigned SID, report to TWR controller and obtain other instructions for maneuvering after take-off. 3. Radar vectoring under continuous radar control may be applied.

GAMTU 2B [GAMT2B]
GAMTU 2Z [GAMT2Z]
NOPSA 2B [NOPS2B]
BY ATC
DEPARTURES
(RWY 05)



GAMTU 2Z
This SID requires a minimum climb gradient of
4.3% up to FL160 due to airspace structure.

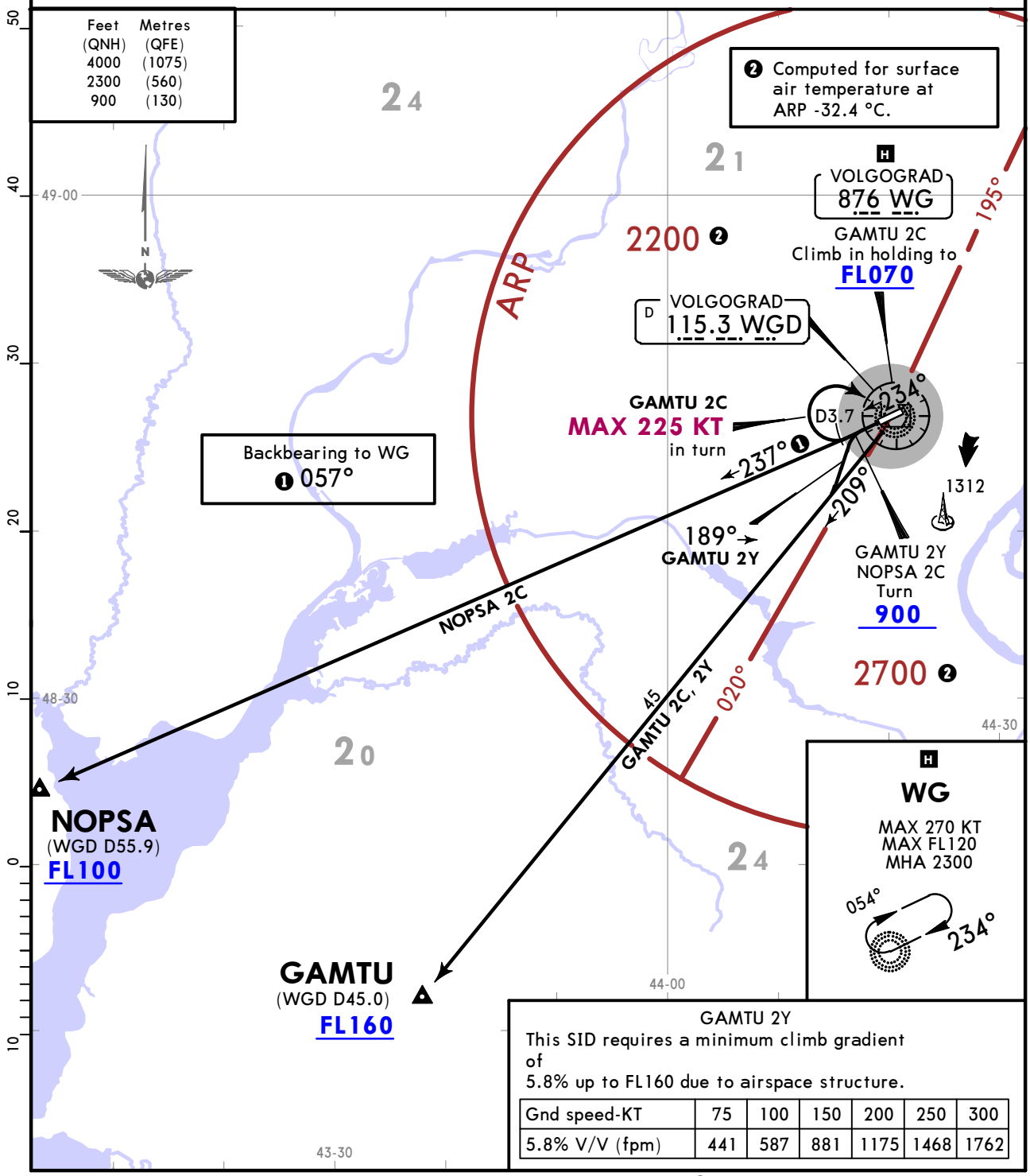
Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

CHANGES: Trans alt, MSA, general notes, track update, routing tab withdrawn.

VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request) 1. DME required. 2. If no information on SID available or if unable to maintain assigned SID, report to TWR controller and obtain other instructions for maneuvering after take-off. 3. Radar vectoring under continuous radar control may be applied.

GAMTU 2C [GAMT2C]
GAMTU 2Y [GAMT2Y]
NOPSA 2C [NOPS2C]
BY ATC

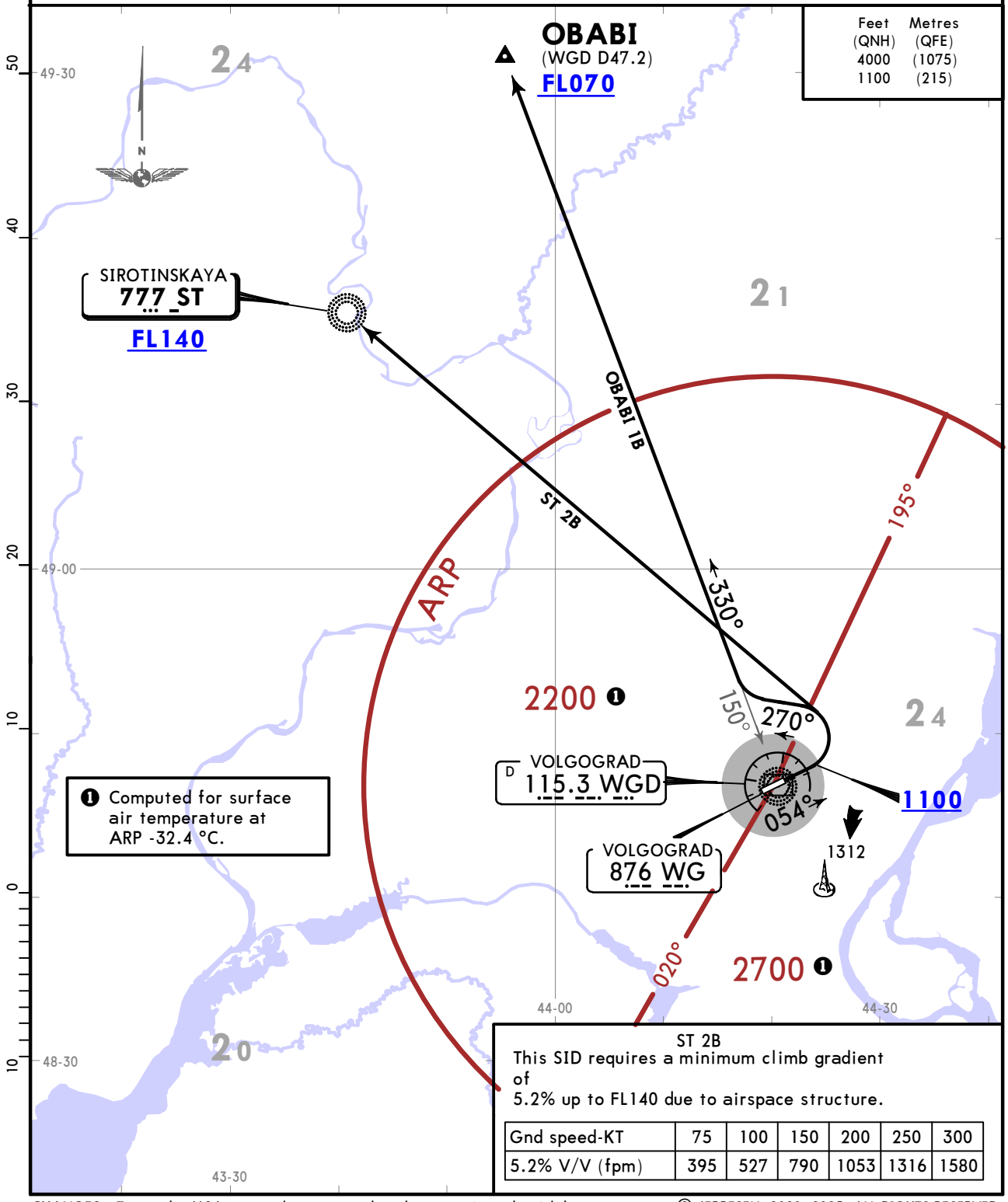
DEPARTURES
(RWY 23)



VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request)

1. OBABI 1B: DME required.
2. If no information on SID available or if unable to maintain assigned SID, report to TWR controller and obtain other instructions for maneuvering after take-off.
3. Radar vectoring under continuous radar control may be applied.

OBABI 1B [OBAB1B]
ST 2B [ST2B]
DEPARTURES
(RWY 05)



Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

CHANGES: Trans alt, MSA, general notes, track update, routing tab withdrawn.

VOLGOGRAD Tower 128.0	Apt Elev 476	Trans alt: 4000 QNH (QFE on request)

1. OBABI 1C: DME required.
2. If no information on SID available or if unable to maintain assigned SID, report to TWR controller and obtain other instructions for maneuvering after take-off.
3. Radar vectoring under continuous radar control may be applied.

OBABI 1C [OBAB1C]
ST 2C [ST2C]
DEPARTURES
(RWY 23)

Feet (QNH)	Metres (QFE)
4000	(1075)
900	(130)

OBABI
(WGD D47.2)
FL070

SIROTINSKAYA
777 ST
FL140

OBABI 1C
ST 2C
ARP
195°
330°
030°
150°
234°
2700 ❶
2200 ❶
900
VOLGOGRAD
876 WG
1312
VOLGOGRAD
D 115.3 WGD
020°

2 4
2 1
2 4
2 0

49-30
49-00
48-30
44-00
44-30
43-30
50
40
30
20
10
0
10

❶ Computed for surface air temperature at ARP -32.4 °C.

ST 2C
This SID requires a minimum climb gradient of
5.6% up to FL140 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

NOISE ABATEMENT

LT minus 3 HOURS = UTC (Z)

GENERAL

Noise abatement procedures during take-off, climb and approach shall be executed for all ACFT.

Noise abatement procedures shall not be executed at the expense of the reduction of flight safety.

Noise abatement procedures shall not be executed in the following cases:

- one of the ACFT engines failure during take-off phase;
- wind shear;
- icing;
- moderate turbulence.

Unless otherwise instructed by ATS, the assigned SID and STAR must be maintained.

In case of deviation, the assigned track has to be joined immediately.

ARRIVALS

In case of dangerous weather conditions in arrival and approach sectors, pilots can deviate from STARs, report to ATS unit is mandatory.

When executing approach, apply procedures envisaged by the Aeroplane 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.

Flying below the ILS GP is PROHIBITED.

Special attention should be paid to the requirement to maintain the same power of all engines during approach which leads to significant noise reduction.

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

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

The required procedures shall not be observed over the crossing areas in the following cases:

- if there are ice, slush, water or mud, etc. on RWY and friction coefficient is 0.4 or less;
- under meteorological conditions when the height of cloud base is less than 60m (200') or horizontal visibility is less than 800m (2400');
- when a cross-wind component on the RWY (including gusts) exceeds 7m/s;
- when a tail-wind component on RWY exceeds 2.5m/s;
- when wind shear is forecasted or reported, or it is expected that unfavourable weather conditions (for example, thunderstorms) may influence ACFT approach and landing.

DEPARTURES

NADP 1 is applied.

Noise abatement procedures during take-off phase shall be applied in the following cases:

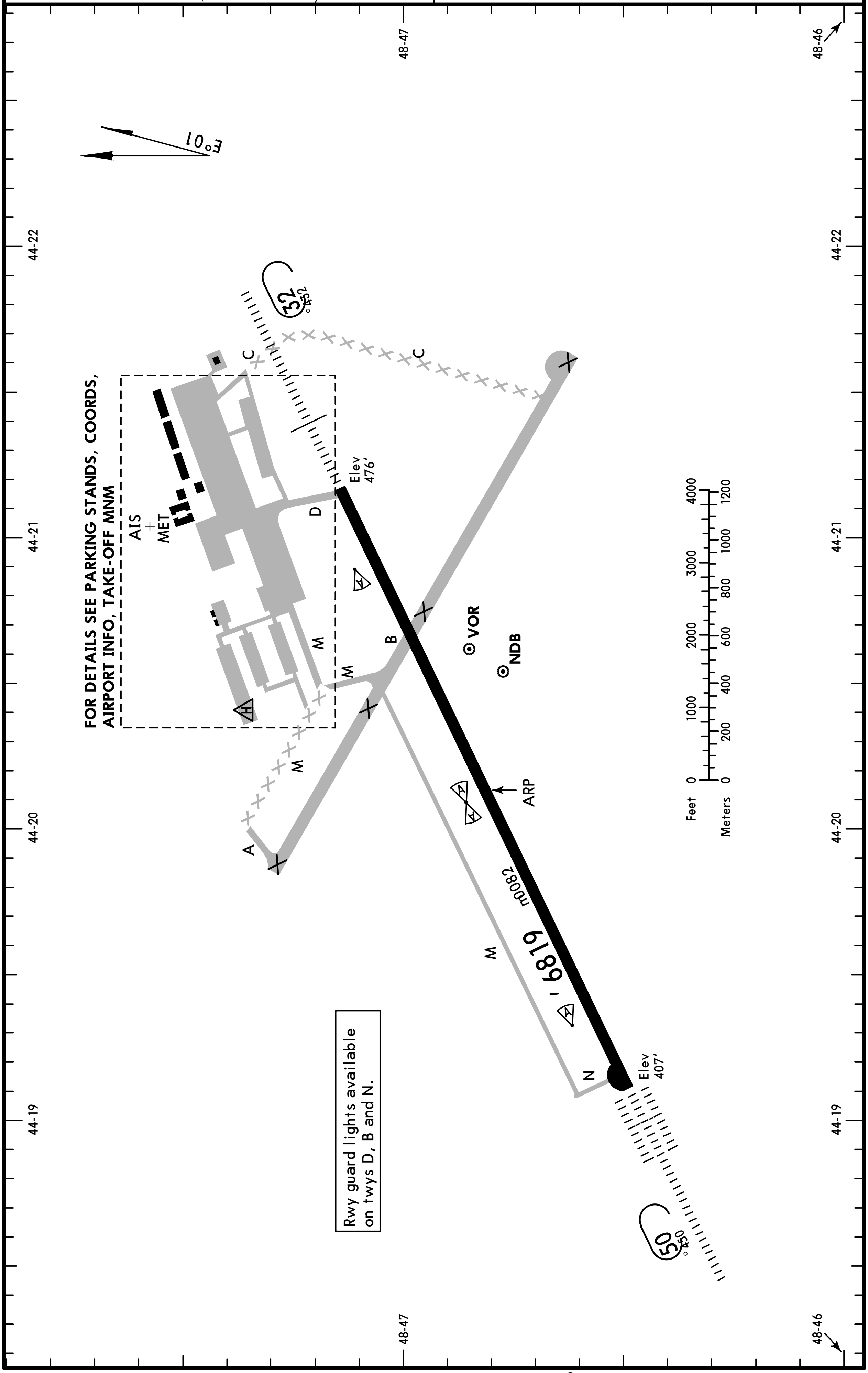
- take-off is executed in accordance with the guidelines on noise abatement defined in the Aeroplane Flight Manual;
- after take-off proceed according to established SID unless otherwise instructed by ATC;
- the initial turn shall be executed at a distance prescribed by SID;
- ACFT with take-off mass below MTOM departing from RWY 05 are advised to take off at rated power

URWW/VOG
Apt Elev **476′**
N48 46.8 E044 20.1

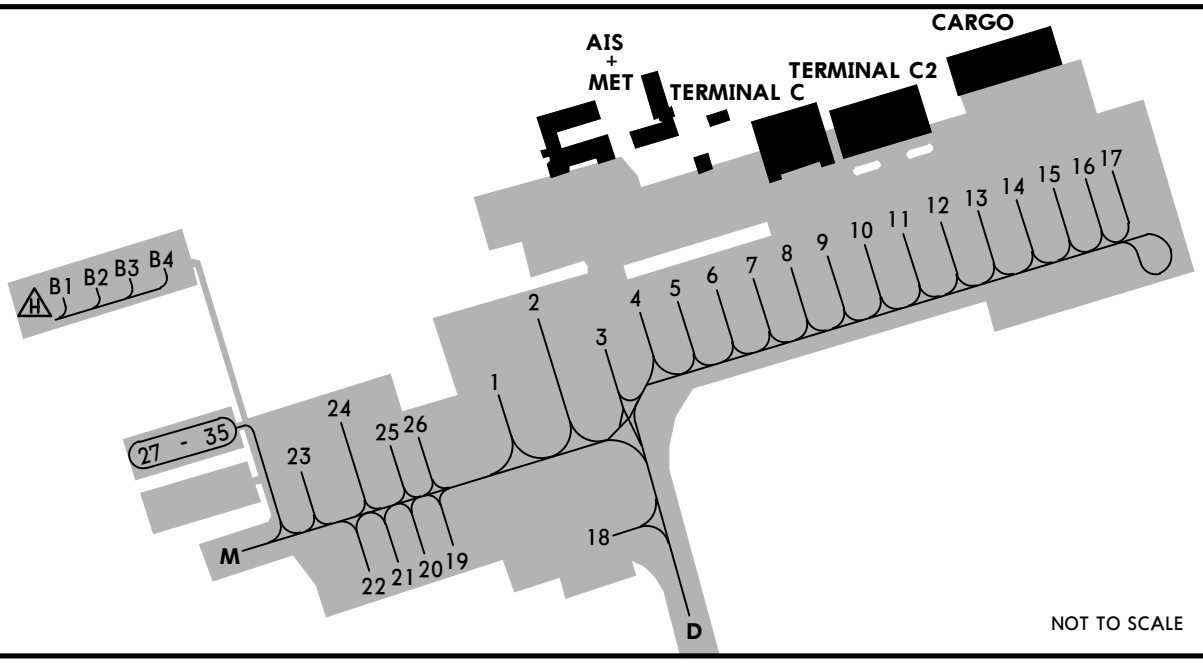
JEPPESEN
26 SEP 25 (10-9) **Eff 2 Oct**

VOLGOGRAD, ~~RUSSIA~~
GUMRAK

ATIS	Tower
127.0 (Russian 129.9)	128.0



CHANGES: Ground frequency withdrawn, note.



INS COORDINATES

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

ADDITIONAL RUNWAY INFORMATION

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

Std TAKE-OFF

HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM DAY	RL or CL NIGHT	RL or RCLM DAY	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R400m	R/V500m	NA

CHANGES: Intersection TORAs withdrawn.

VOLGOGRAD, RUSSIA

GUMRAK

STRAIGHT-IN RWY		A	B	C	D
05	CAT 3A ILS Z, Y, X or W	**RA50**′ R200m	**RA50**′ R200m	**RA50**′ R200m	**RA50**′ R200m
	CAT 2 ILS Z, Y, X or W	**507**′(100′) **RA110**′ R300m	**507**′(100′) **RA110**′ R300m	**507**′(100′) **RA110**′ R300m	❶ **507**′(100′) ❷ **RA110**′ R300m
	ILS Z, Y, X or W FULL TDZ or CL out ALS out	**607**′(200′) R550m ❹ R550m R1200m	**607**′(200′) R550m ❹ R550m R1200m	**607**′(200′) R550m ❹ R550m R1200m	❸ **607**′(200′) R550m ❹ R550m R1200m
	GLS TDZ or CL out ALS out	**607**′(200′) R550m ❹ R550m R1200m	**607**′(200′) R550m ❹ R550m R1200m	**607**′(200′) R550m ❹ R550m R1200m	❶ **607**′(200′) R550m ❹ R550m R1200m
	RNP **LNAV/VNAV** TDZ or CL out ALS out	**657**′(250′) R550m ❹ R550m R1300m	**657**′(250′) R550m ❹ R550m R1300m	**657**′(250′) R550m ❹ R550m R1300m	**676**′(269′) R600m ❹ R600m R1300m
	❺ RNP **LNAV** TDZ or CL out ALS out	**720**′(313′) ❹ R700m ❹❻ R700m R1400m	**720**′(313′) ❹ R700m ❹❻ R700m R1400m	**720**′(313′) ❹ R700m ❹❻ R700m R1400m	**720**′(313′) ❹ R700m ❹❻ R700m R1400m
	❺ VOR Z or Y TDZ or CL out ALS out	**770**′(363′) R1000m R1000m R1500m	**770**′(363′) R1000m R1000m R1500m	**770**′(363′) R1000m R1000m R1700m	**770**′(363′) R1000m R1000m R1700m
	❺ NDB Z TDZ or CL out ALS out	**770**′(363′) R1000m R1000m R1500m	**770**′(363′) R1000m R1000m R1500m	**770**′(363′) R1000m R1000m R1700m	**770**′(363′) R1000m R1000m R1700m
23	ILS Z, Y, X or W FULL ALS out	**676**′(200′) ❹ R550m R1200m	**676**′(200′) ❹ R550m R1200m	**676**′(200′) ❹ R550m R1200m	❸ **676**′(200′) ❹ R550m R1200m
	GLS ALS out	**676**′(200′) ❹ R550m R1200m	**676**′(200′) ❹ R550m R1200m	**676**′(200′) ❹ R550m R1200m	❸ **676**′(200′) ❹ R550m R1200m
	RNP **LNAV/VNAV** ALS out	**726**′(250′) ❹ R550m R1300m	**726**′(250′) ❹ R550m R1300m	**732**′(256′) ❹ R550m R1300m	**742**′(266′) ❹ R600m R1300m
	❺ RNP **LNAV** ALS out	**830**′(354′) R900m R1500m	**830**′(354′) R900m R1500m	**830**′(354′) R900m R1600m	**830**′(354′) R900m R1600m
	❺ VOR Z or Y ALS out	**840**′(364′) R1000m R1500m	**840**′(364′) R1000m R1500m	**840**′(364′) R1000m R1700m	**840**′(364′) R1000m R1700m
	❺ NDB Z ALS out	**840**′(364′) R1000m R1500m	**840**′(364′) R1000m R1500m	**840**′(364′) R1000m R1700m	**840**′(364′) R1000m R1700m

❶ CAT D without autoland: R350m.
❷ DL: DA(H) 516′ (109′), RA 121′, R300m, without autoland: R350m.
❸ Also valid for CAT DL.
❹ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❺ Continuous Descent Final Approach.
❻ R750m for CDFA 2D operations.

CHANGES: Minimums.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT ❶
	890′(414′) V1500m	**980**′(504′) V1600m	**1100**′(624′) V2400m	**1260**′(784′) V3600m

❶Also valid for CAT DL.

TAKE-OFF

Low Visibility Procedures required / Approval for Low Visibility Take-off required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
		DAY	NIGHT				
R125m	R150m	R300m		R/V400m		R/V500m	NA

URWW/VOG
GUMRAK

JEPPESEN
26 SEP 25 (11-1) Eff 2 Oct

VOLGOGRAD, ~~RUSSIA~~
ILS Z Rwy 05

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

LOC IWG	Final Apch Crs	[FFØ5]	ILS DA(H)	Apt Elev 476′
111.7	054°	2000′ (1593′)	607′ (200′)	Rwy 407′

MISSED APCH: Climb on 054° to 1400′ (MAX 215 KT), then turn LEFT onto 330°, then turn RIGHT to intercept R-020 WGD, then proceed on R-020 WGD to holding to D15.1 WGD climbing to 3000′ or above.

2200 195° 2700 020°
MSA ARP ❶

Alt Set: MM (hPa on req) | Rwy Elev: 15 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

BRIEFING STRIP

DME required.

(IAF) D11.0 WGD 3000
(IAF) D11.0 WGD 3000
(IAF) D11.0 WGD 3000
(IAF) D11.0 WGD 3000
(IAF) D11.0 WGD 3000
(IAF) D11.0 WGD 3000
(IAF) D11.0 WGD 3000

(SMA 1900)
(SMA 1600)
(SMA 1800)
11.0 DME Arc WGD
308° 330° 349° 020° 330° 054° 111° 136° 170° 209° 221° 249°

VOLGOGRAD D 115.3 WGD
D0.5 IWG
D2.2 IWG
D15.1 WGD 3000
1900 020°
UR(R)-2309

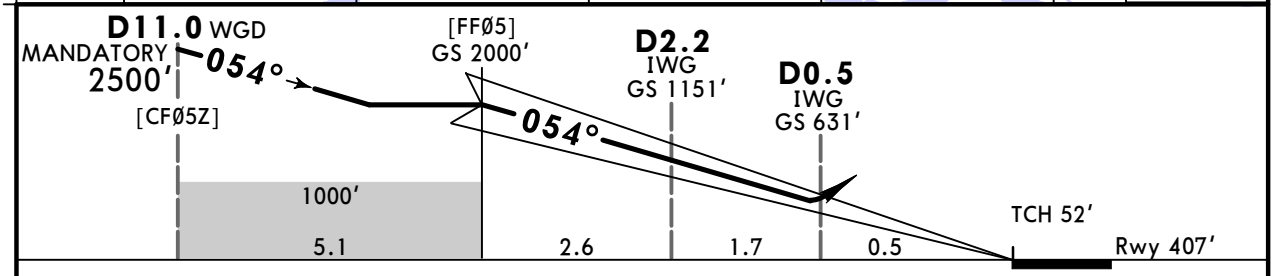
❶ is computed for surface air temperature at apt -32.4°C

❷ FL060, if pressure is less than 1013 hPa (760 mm). FL070, if pressure is less than 977 hPa (733 mm).

UR(P)-121
936′
UR(P)-733
1229′
966′
UR(R)-2308
UR(P)-738
UR(R)-523
[FFØ5]
ILS DME
054° 111.7 IWG
054°
(IF) D11.0 WGD [CFØ5Z] MANDATORY 2500
1313′
(IAF) D11.0 WGD MAX 2800 MIN 2500

FEET QNH	METERS (QFE)
4000	(1075)
3000	(795)
2800	(730)
2700	(700)
2500	(640)
2200	(550)
2000	(490)
1900	(460)
1800	(425)
1600	(365)
1400	(305)
1260	(240)
1151	(227)
1100	(190)
1000	(185)
980	(154)
890	(130)
631	(69)
607	(61)

49-00 48-50 48-40 44-00 44-10 44-20 44-30 44-40
20 15 10 5 0 5



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

HIALS-II
PAPI
054°
1400′
215 KT MAX

Std

STRAIGHT-IN LANDING
ILS
DA(H) 607′ (200′)

	TDZ or CL out	ALS out
A	R550m	R1200m
B		
C		
D		
D_L		
	❶ R550m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′ (414′)	V1500m
135	980′ (504′)	V1600m
180	1100′ (624′)	V2400m
205	1260′ (784′)	V3600m
D_L	1260′ (784′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications, MSA, TL, TA, bearings, FAP altitude, minimums.

CAT II/III ILS Z Rwy 05

BRIEFING STRIP ™

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

LOC	Final Apch Crs	[FFØ5]	CAT IIIA & II ILS	Apt Elev 476′
IWG 111.7	054°	2000′ (1593′)	Refer to Minimums	Rwy 407′

MISSED APCH: Climb on 054° to 1400′ (MAX 215 KT), then turn LEFT onto 330°, then turn RIGHT to intercept R-020 WGD, then proceed on R-020 WGD to holding to D15.1 WGD climbing to 3000′ or above.

MSA ARP ❶: 195°–020°: 2200; 020°–195°: 2700

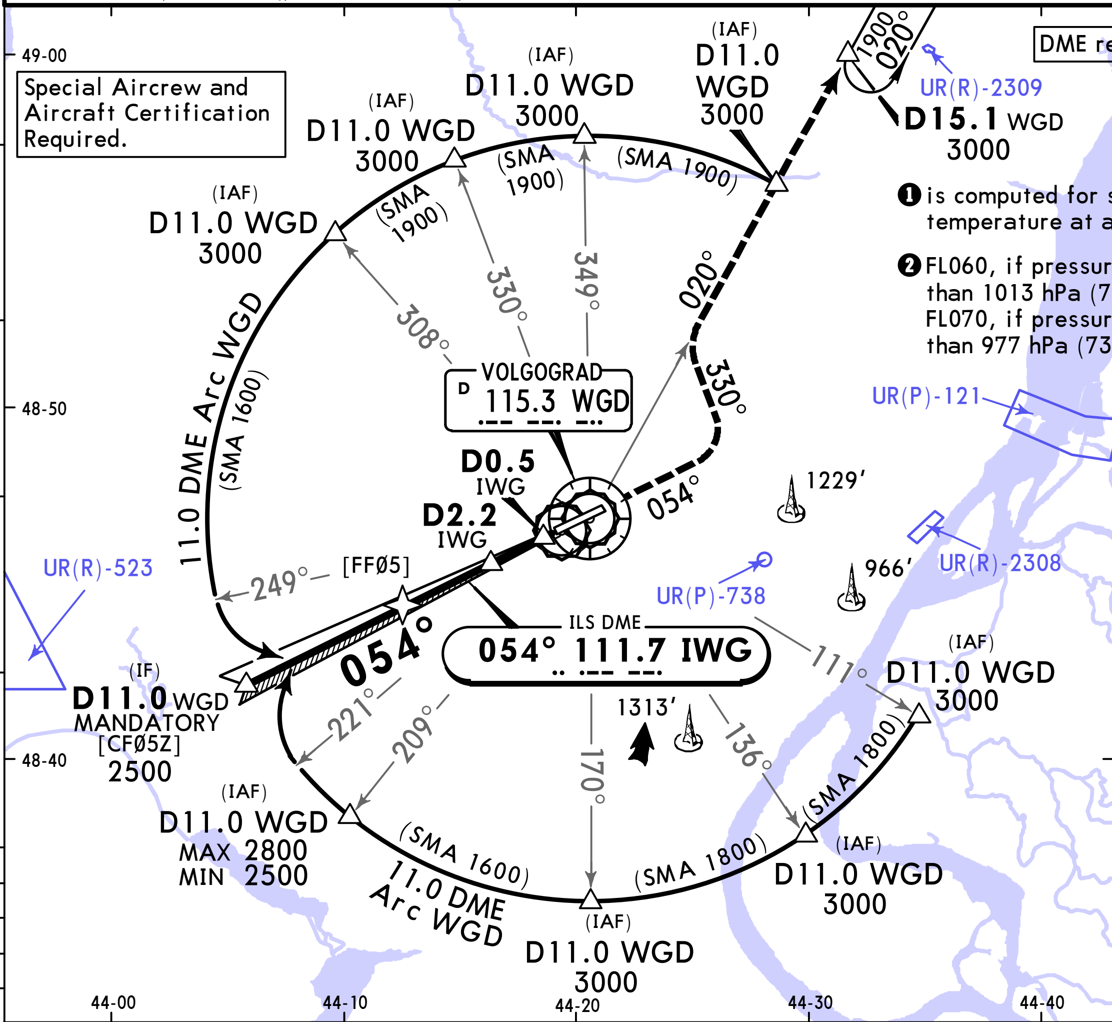
Alt Set: MM (hPa on req) Rwy Elev: 15 hPa Trans level: FL050 ❷ Trans alt: 4000′

DME required.

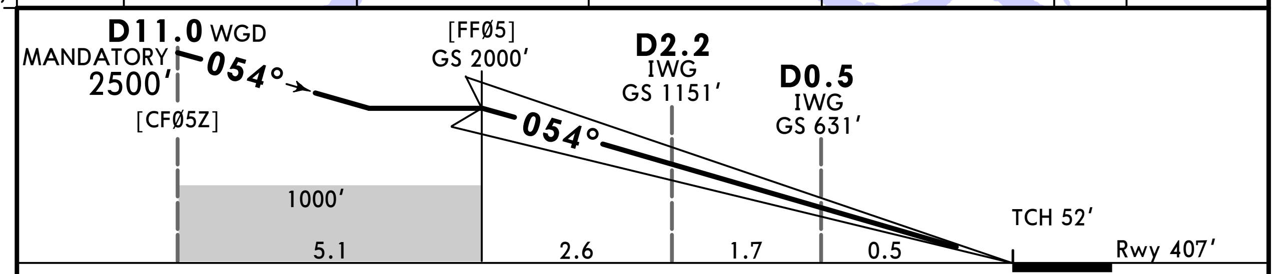
Special Aircrew and Aircraft Certification Required.

❶ is computed for surface air temperature at apt -32.4°C

❷ FL060, if pressure is less than 1013 hPa (760 mm). FL070, if pressure is less than 977 hPa (733 mm).



FEET QNH	METERS (QFE)
4000	(1075)
3000	(795)
2800	(730)
2700	(700)
2500	(640)
2200	(550)
2000	(490)
1900	(460)
1800	(425)
1600	(365)
1400	(305)
1151	(227)
1000	(185)
631	(69)
516	(33)
507	(31)



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

HIALS-II PAPI | 054° | 1400′ | 215 KT MAX

Std STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS ABCD	CAT II ILS DL
	RA 110′ DA(H) 507′ (100′)	RA 121′ DA(H) 516′ (109′)
R175m	R300m ❶	R300m ❶

❶ CAT D and DL without autoland: R350m.

PANS OPS

CHANGES: Communications, MSA, TL, TA, bearings, FAP altitude, minimums.

URWW/VOG
GUMRAK

JEPPESEN
26 SEP 25 (11-2) Eff 2 Oct

VOLGOGRAD, ~~RUSSIA~~
ILS Y Rwy 05

BRIEFING STRIP TM

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

LOC IWG	Final Apch Crs	[FFØ5]	ILS DA(H)	Apt Elev 476′
111.7	054°	2000′ (1593′)	607′ (200′)	Rwy 407′

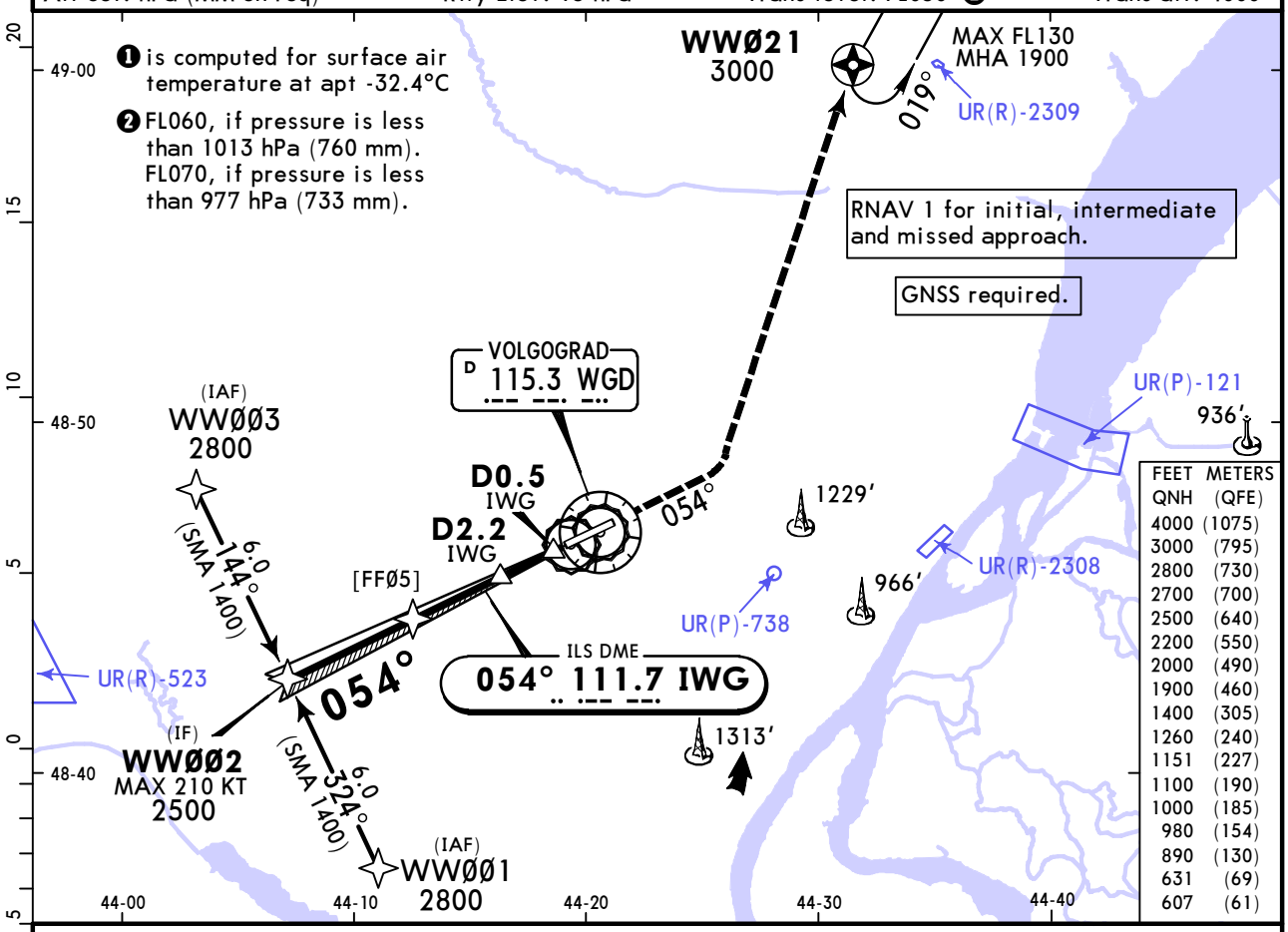
MISSED APCH: Climb on 054° to 1400′, then turn LEFT to WWØ21, then proceed to holding climbing to 3000′ or above.

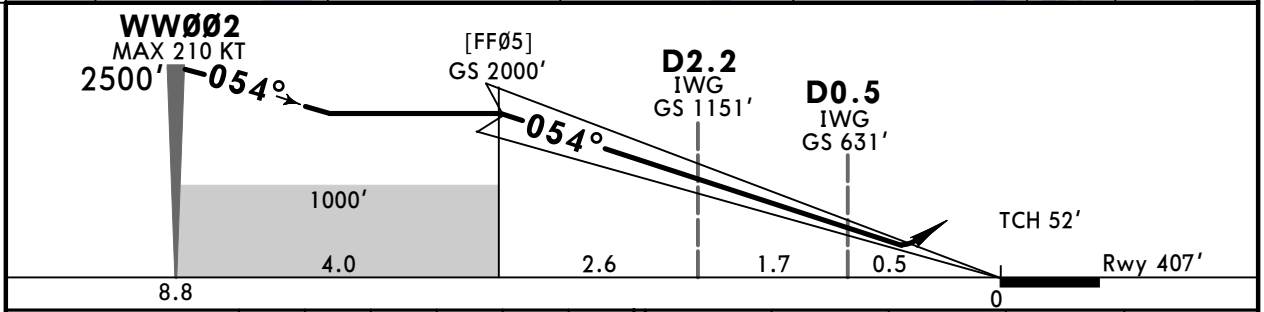
2200 195° 2700 020°
MSA ARP ❶

Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

❶ is computed for surface air temperature at apt -32.4°C

❷ FL060, if pressure is less than 1013 hPa (760 mm). FL070, if pressure is less than 977 hPa (733 mm).





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

HIALS-II
PAPI
054°
1400′
LT
WWØ21

Std STRAIGHT-IN LANDING
ILS

DA(H) **607′** (200′)

	TDZ or CL out	ALS out
A	R550m	R1200m
B		
C	❶ R550m	
D		
D_L		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′ (414′)	V1500m
135	980′ (504′)	V1600m
180	1100′ (624′)	V2400m
205	1260′ (784′)	V3600m
D_L	1260′ (784′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications, MSA, missed approach, TL, TA, procedure, minimums.

URWW/VOG
GUMRAK

JEPPESEN
26 SEP 25
Eff 2 Oct
11-2A

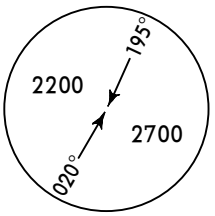
VOLGOGRAD, ~~RUSSIA~~
CAT II/III ILS Y Rwy 05

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

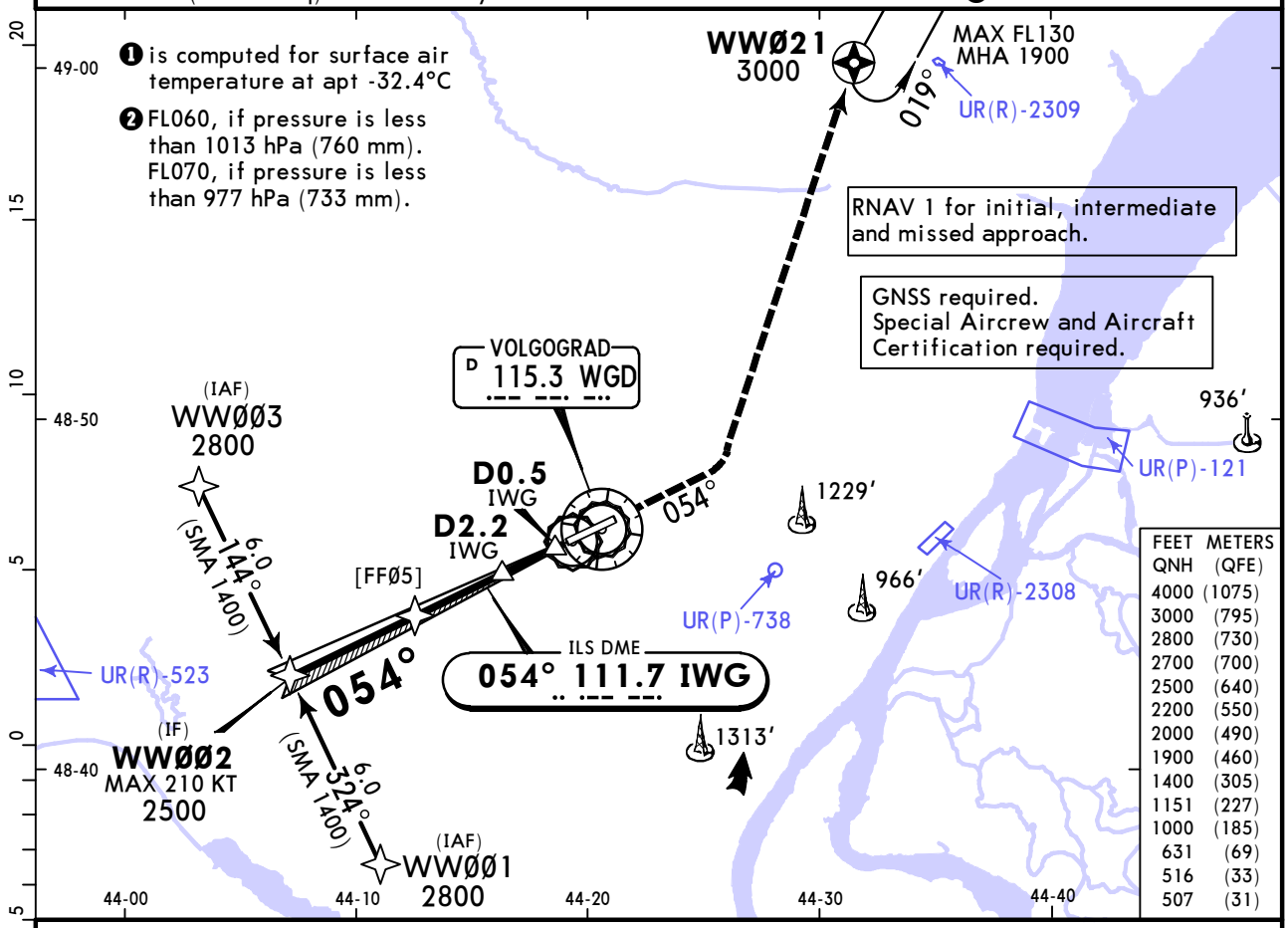
BRIEFING STRIP ™

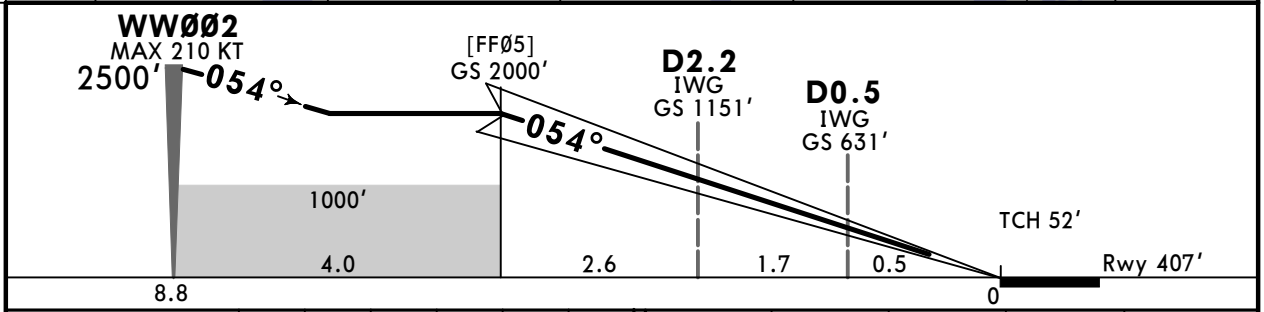
LOC IWG	Final Apch Crs	[FFØ5]	CAT IIIA & II ILS Refer to Minimums	Apt Elev 476′ Rwy 407′
111.7	054°	2000′ (1593′)		

MISSED APCH: Climb on 054° to 1400′, then turn LEFT to WWØ21, then proceed to holding climbing to 3000′ or above.



Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: FL050 ❷ | Trans alt: 4000′





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

HIALS-II
PAPI
054°
1400′
LT
WWØ21

PANS OPS

Std STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS	
	ABCD RA 110′ DA(H) 507′ (100′)	D_L RA 121′ DA(H) 516′ (109′)
R175m	R300m ❶	R300m ❶

❶ CAT D and D_L without autoland: R350m.

CHANGES: Communications, MSA, missed approach, TL, TA, procedure, minimums.

URWW/VOG
GUMRAK

JEPPESEN
26 SEP 25 (11-3) Eff 2 Oct

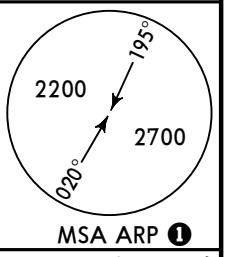
VOLGOGRAD, ~~RUSSIA~~
ILS X Rwy 05

BRIEFING STRIP™

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

LOC IWG	Final Apch Crs	[FFØ5]	ILS DA(H)	Apt Elev 476′
111.7	054°	2000′ (1593′)	607′ (200′)	Rwy 407′

MISSED APCH: Climb on 054° to 1400′, then turn LEFT to NDB climbing to 2300′ or above.



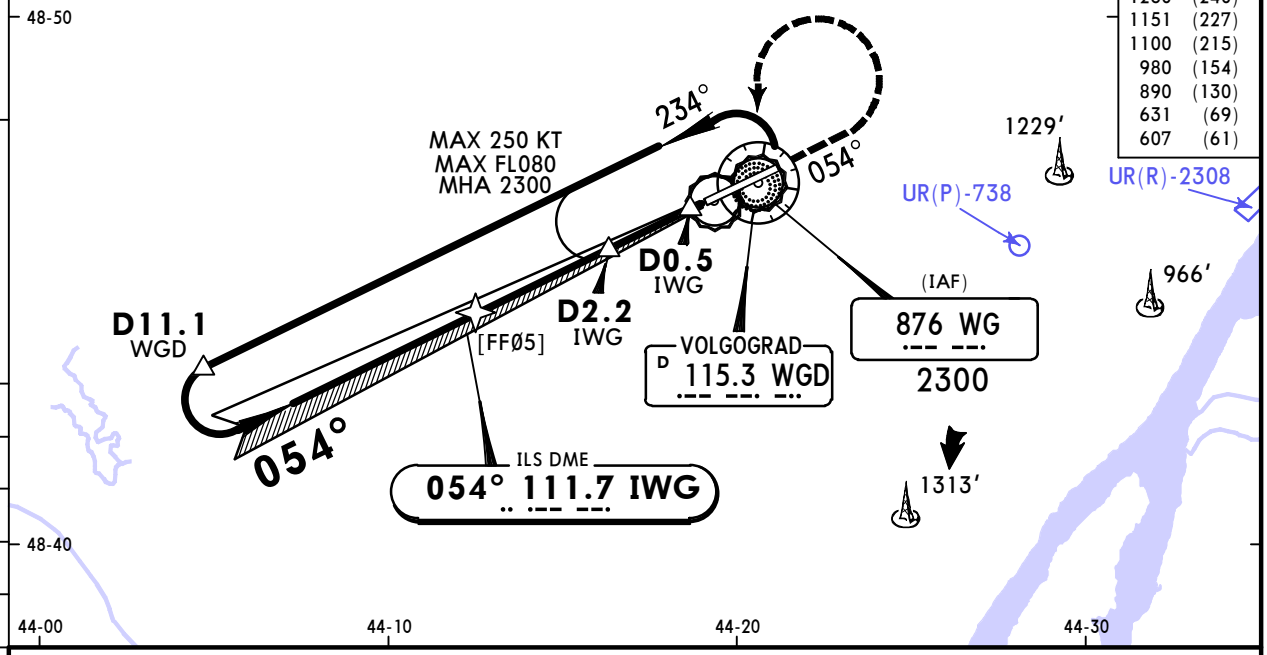
Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

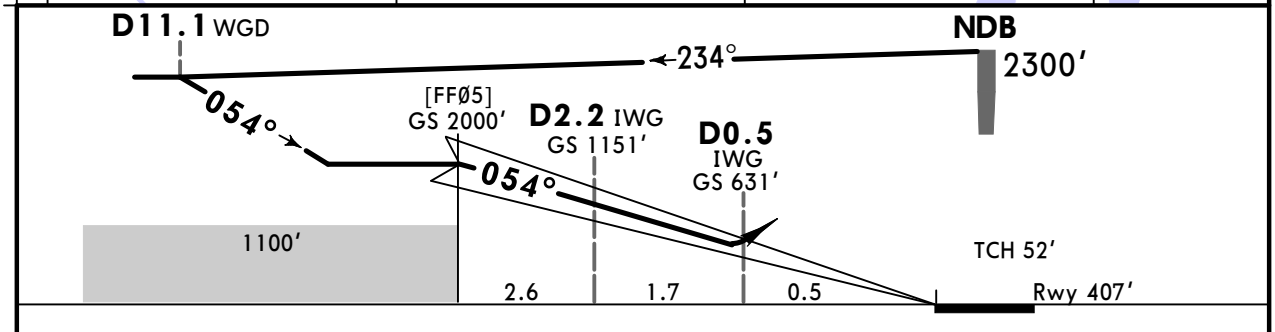
1. DME required. 2. When UR(R)-523 is active, approach by ATC.

❶ is computed for surface air temperature at apt -32.4°C

❷ FL060, if pressure is less than 1013 hPa (760 mm). FL070, if pressure is less than 977 hPa (733 mm).

FEET QNH	METERS (QFE)
4000	(1075)
2700	(700)
2300	(580)
2200	(550)
2000	(490)
1400	(305)
1260	(240)
1151	(227)
1100	(215)
980	(154)
890	(130)
631	(69)
607	(61)





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

HIALS-II
PAPI

054° | 1400′ | WG 876 LT

Std STRAIGHT-IN LANDING
ILS

DA(H) **607′** (200′)

	TDZ or CL out	ALS out
A, B, C, D, D_L	R550m	❶ R550m	R1200m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′ (414′)	V1500m
135	980′ (504′)	V1600m
180	1100′ (624′)	V2400m
205	1260′ (784′)	V3600m
D_L	1260′ (784′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications, MSA, TL, TA, bearings, FAP altitude, minimums.

URWW/VOG
GUMRAK

JEPPESEN
26 SEP 25
Eff 2 Oct
11-3A

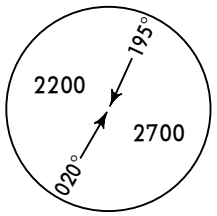
VOLGOGRAD, ~~RUSSIA~~
CAT II/III ILS X Rwy 05

BRIEFING STRIP TM

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

LOC IWG	Final Apch Crs	[FFØ5]	CAT IIIA & II ILS Refer to Minimums	Apt Elev 476′ Rwy 407′
111.7	054°	2000′ (1593′)		

MISSED APCH: Climb on 054° to 1400′, then turn LEFT to NDB climbing to 2300′ or above.



Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

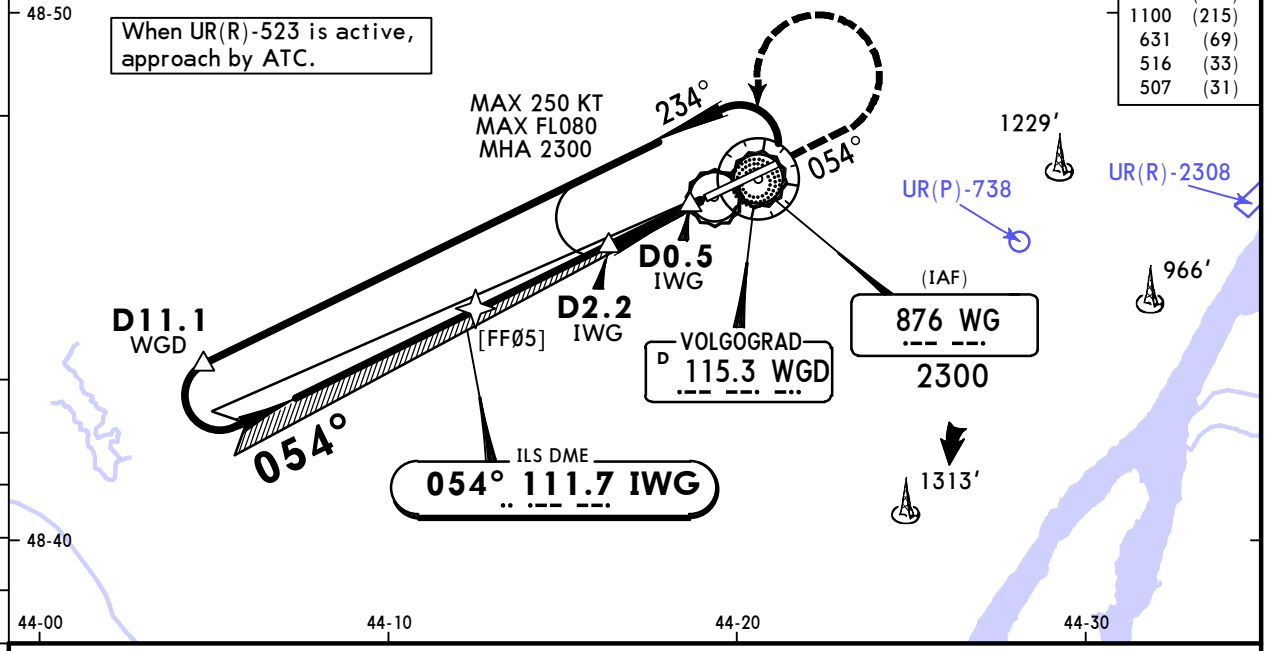
1. DME required. 2. Special Aircrew and Aircraft Certification required.

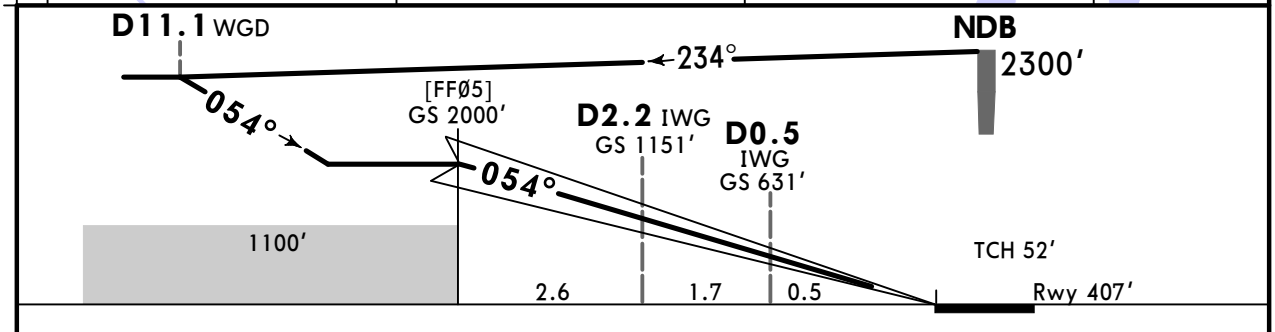
❶ is computed for surface air temperature at apt -32.4°C

❷ FL060, if pressure is less than 1013 hPa (760 mm). FL070, if pressure is less than 977 hPa (733 mm).

FEET QNH	METERS (QFE)
4000	(1075)
2700	(700)
2300	(580)
2200	(550)
2000	(490)
1400	(305)
1151	(227)
1100	(215)
631	(69)
516	(33)
507	(31)

When UR(R)-523 is active, approach by ATC.





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

HIALS-II
PAPI
054°
1400′
WG
876
LT

Std STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS	
	ABCD	D_L
	RA 110′	RA 121′
	DA(H) 507′ (100′)	DA(H) 516′ (109′)
R175m	R300m ❶	R300m ❶

❶ CAT D and D_L without autoland: R350m.

PANS OPS

CHANGES: Communications, MSA, TL, TA, bearings, FAP altitude, minimums.

URWW/VOG
GUMRAK

JEPPESEN
26 SEP 25 (11-4) Eff 2 Oct

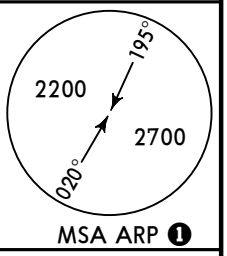
VOLGOGRAD, ~~RUSSIA~~
ILS W Rwy 05

BRIEFING STRIP TM

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

LOC IWG	Final Apch Crs	[FFØ5]	ILS DA(H)	Apt Elev 476′
111.7	054°	2000′ (1593′)	607′ (200′)	Rwy 407′

MISSED APCH: Climb on 054° to 1400′, then turn LEFT to VOR climbing to 2300′ or above.



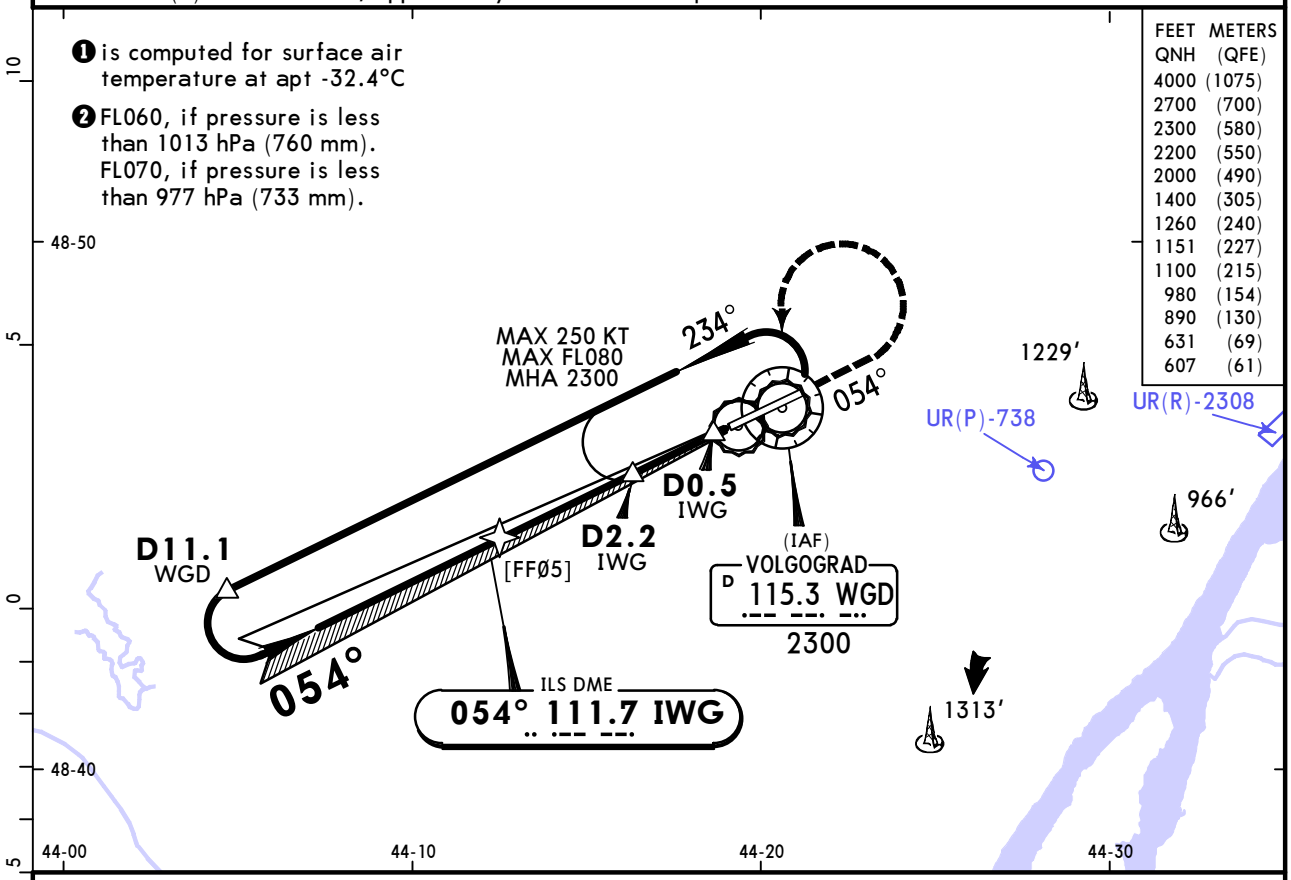
Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

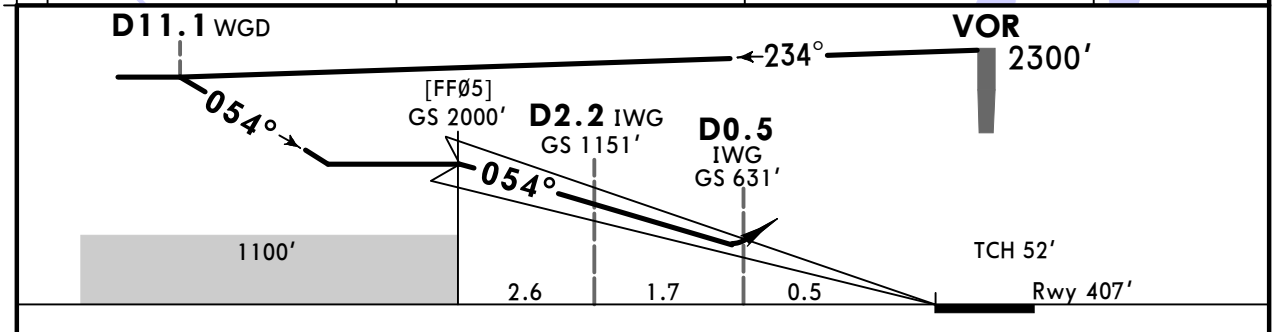
1. When UR(R)-523 is active, approach by ATC. 2. DME required.

❶ is computed for surface air temperature at apt -32.4°C

❷ FL060, if pressure is less than 1013 hPa (760 mm). FL070, if pressure is less than 977 hPa (733 mm).

FEET QNH	METERS (QFE)
4000	(1075)
2700	(700)
2300	(580)
2200	(550)
2000	(490)
1400	(305)
1260	(240)
1151	(227)
1100	(215)
980	(154)
890	(130)
631	(69)
607	(61)





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

HIALS-II
PAPI

054° | 1400′ | WGD 115.3 LT

Std

STRAIGHT-IN LANDING
ILS

DA(H) **607′** (200′)

	TDZ or CL out	ALS out
A, B, C, D, D_L	R550m	❶ R550m / R1200m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′ (414′)	V1500m
135	980′ (504′)	V1600m
180	1100′ (624′)	V2400m
205	1260′ (784′)	V3600m
D_L	1260′ (784′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications, MSA, TL, TA, bearings, FAP altitude. minimums.

URWW/VOG
GUMRAK

JEPPESEN
26 SEP 25
Eff 2 Oct
11-4A

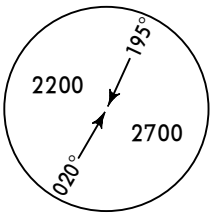
VOLGOGRAD, ~~RUSSIA~~
CAT II/III ILS W Rwy 05

BRIEFING STRIP TM

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

LOC IWG	Final Apch Crs	[FFØ5]	CAT IIIA & II ILS Refer to Minimums	Apt Elev 476′ Rwy 407′
111.7	054°	2000′ (1593′)		

MISSED APCH: Climb on 054° to 1400′, then turn LEFT to VOR climbing to 2300′ or above.



Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

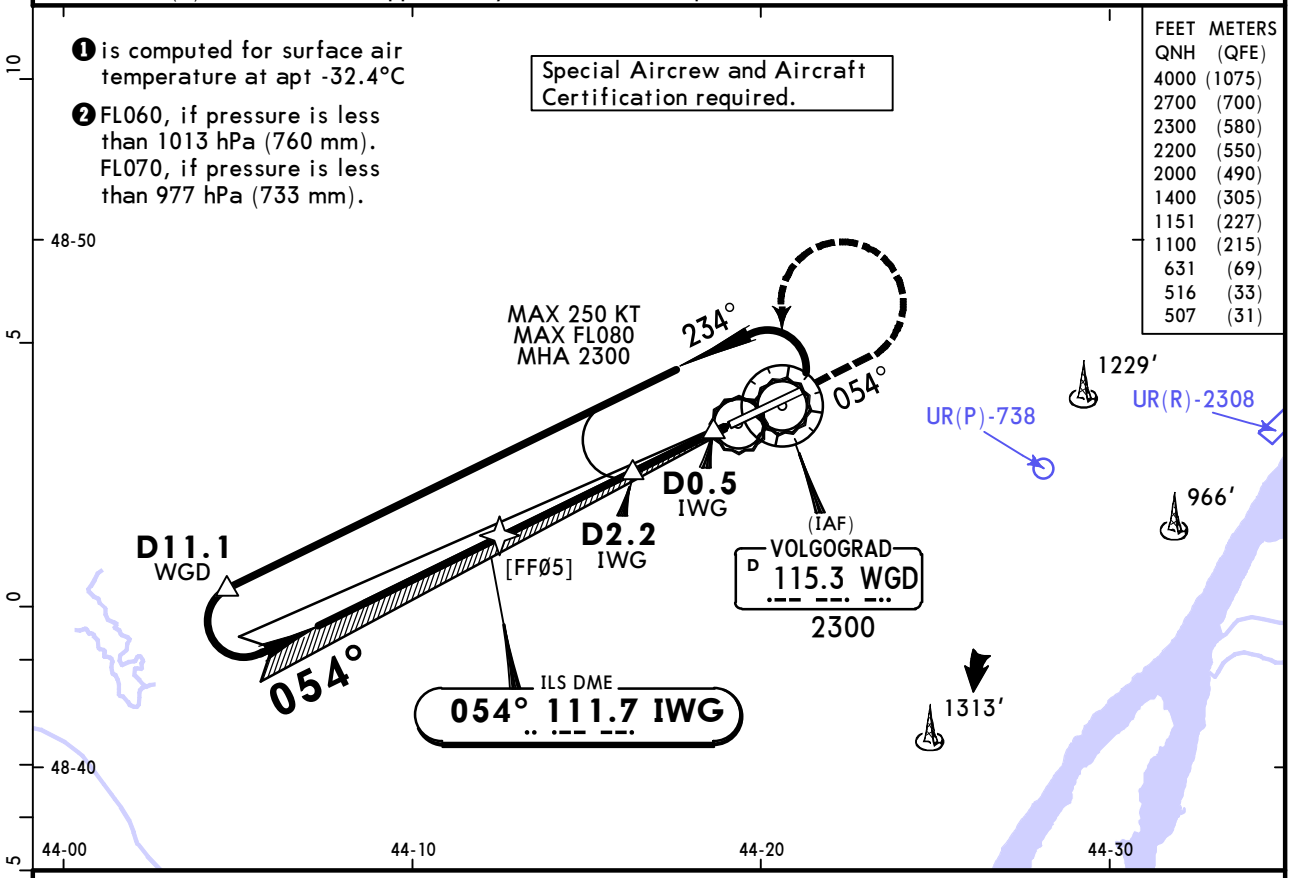
1. When UR(R)-523 is active, approach by ATC. 2. DME required.

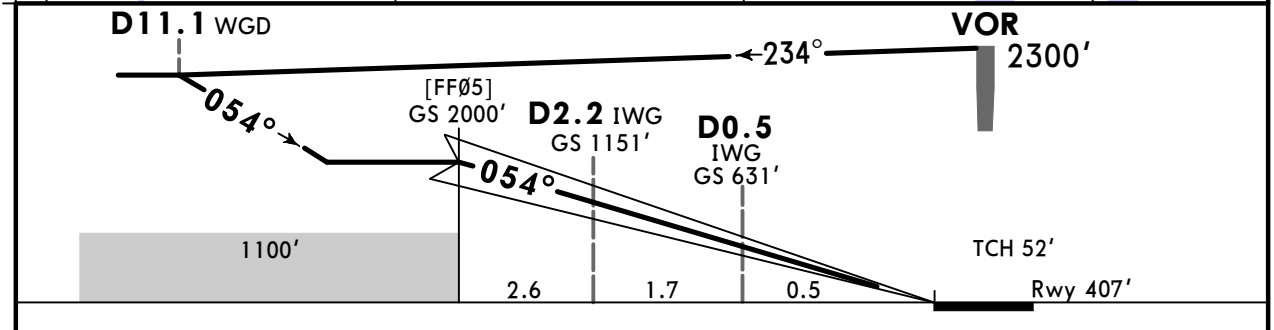
❶ is computed for surface air temperature at apt -32.4°C

❷ FL060, if pressure is less than 1013 hPa (760 mm). FL070, if pressure is less than 977 hPa (733 mm).

Special Aircrew and Aircraft Certification required.

FEET QNH	METERS (QFE)
4000	(1075)
2700	(700)
2300	(580)
2200	(550)
2000	(490)
1400	(305)
1151	(227)
1100	(215)
631	(69)
516	(33)
507	(31)





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

HIALS-II
PAPI

054° | 1400′ | WGD 115.3 LT

Std STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS	
	ABCD RA 110′ DA(H) 507′ (100′)	D_L RA 121′ DA(H) 516′ (109′)
R175m	R300m ❶	R300m ❶

❶ CAT D and D_L without autoland: R350m.

PANS OPS

CHANGES: Communications, MSA, TL, TA, bearings, FAP altitude, minimums.

URWW/VOG
GUMRAK

JEPPESEN
26 SEP 25 (11-5) Eff 2 Oct

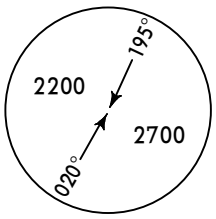
VOLGOGRAD, ~~RUSSIA~~
ILS Z Rwy 23

BRIEFING STRIP™

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

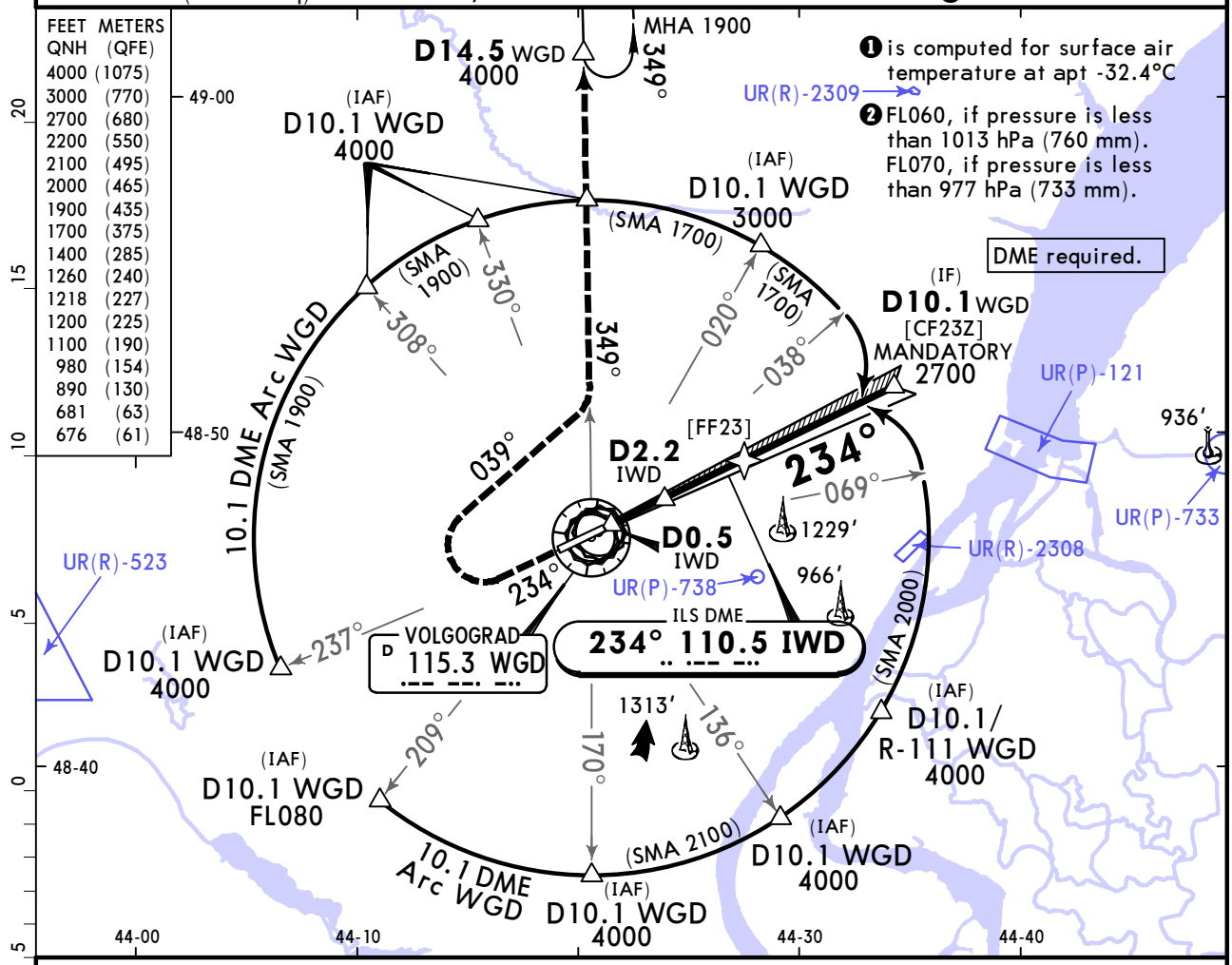
LOC IWD	Final Apch Crs	[FF23]	ILS DA(H)	Apt Elev 476′
110.5	234°	2000′ (1524′)	676′ (200′)	Rwy 476′

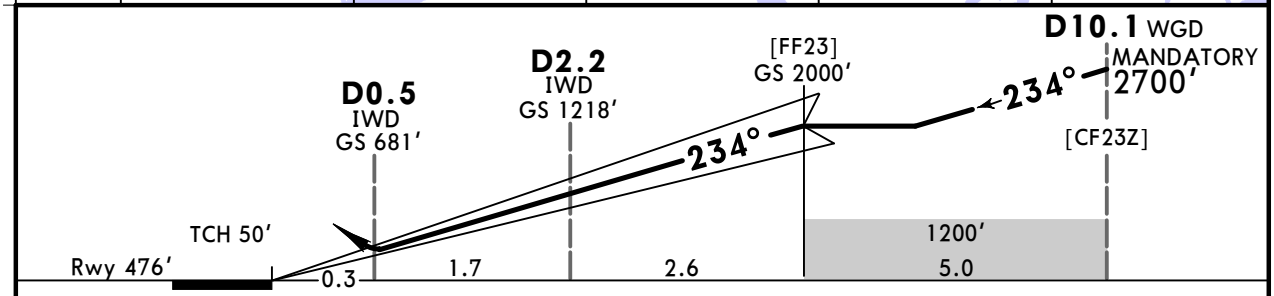
MISSED APCH: Climb on 234° to 1400′ (MAX 205 KT), then turn RIGHT onto 039°, then turn LEFT to intercept R-349 WGD, then proceed on R-349 WGD to holding to D14.5 WGD, climbing to 4000′ or above.



MSA ARP ❶

Alt Set: hPa (MM on req) | Rwy Elev: 17 hPa | Trans level: FL050 ❷ | Trans alt: 4000′





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

HIALS | PAPI | 234° | 1400′ | 039° RT | 205 KT MAX

Std

STRAIGHT-IN LANDING
ILS
DA(H) 676′ (200′)

	ALS out
A	❶ R550m
B	
C	R1200m
D	
D_L	

CIRCLE-TO-LAND

	Max Kts	MDA(H)	
A	100	890′ (414′)	V1500m
B	135	980′ (504′)	V1600m
C	180	1100′ (624′)	V2400m
D	205	1260′ (784′)	V3600m
D_L		1260′ (784′)	V3600m

PANS OPS

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications, MSA, TL, TA, bearings, FAP altitude, circling.

URWW/VOG
GUMRAK

JEPPESEN
26 SEP 25 (11-6) Eff 2 Oct

VOLGOGRAD, ~~RUSSIA~~
ILS Y Rwy 23

BRIEFING STRIP™

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

LOC IWD	Final Apch Crs	[FF23]	ILS DA(H)	Apt Elev 476′ Rwy 476′
110.5	234°	2000′ (1524′)	676′ (200′)	

MISSED APCH: Climb on 234° to 1400′, then turn RIGHT to WWØØ5, then proceed to holding climbing on 4000′ or above.

MSA ARP ❶: 195° 2200 2700 020°

Alt Set: hPa (MM on req) | Rwy Elev: 17 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

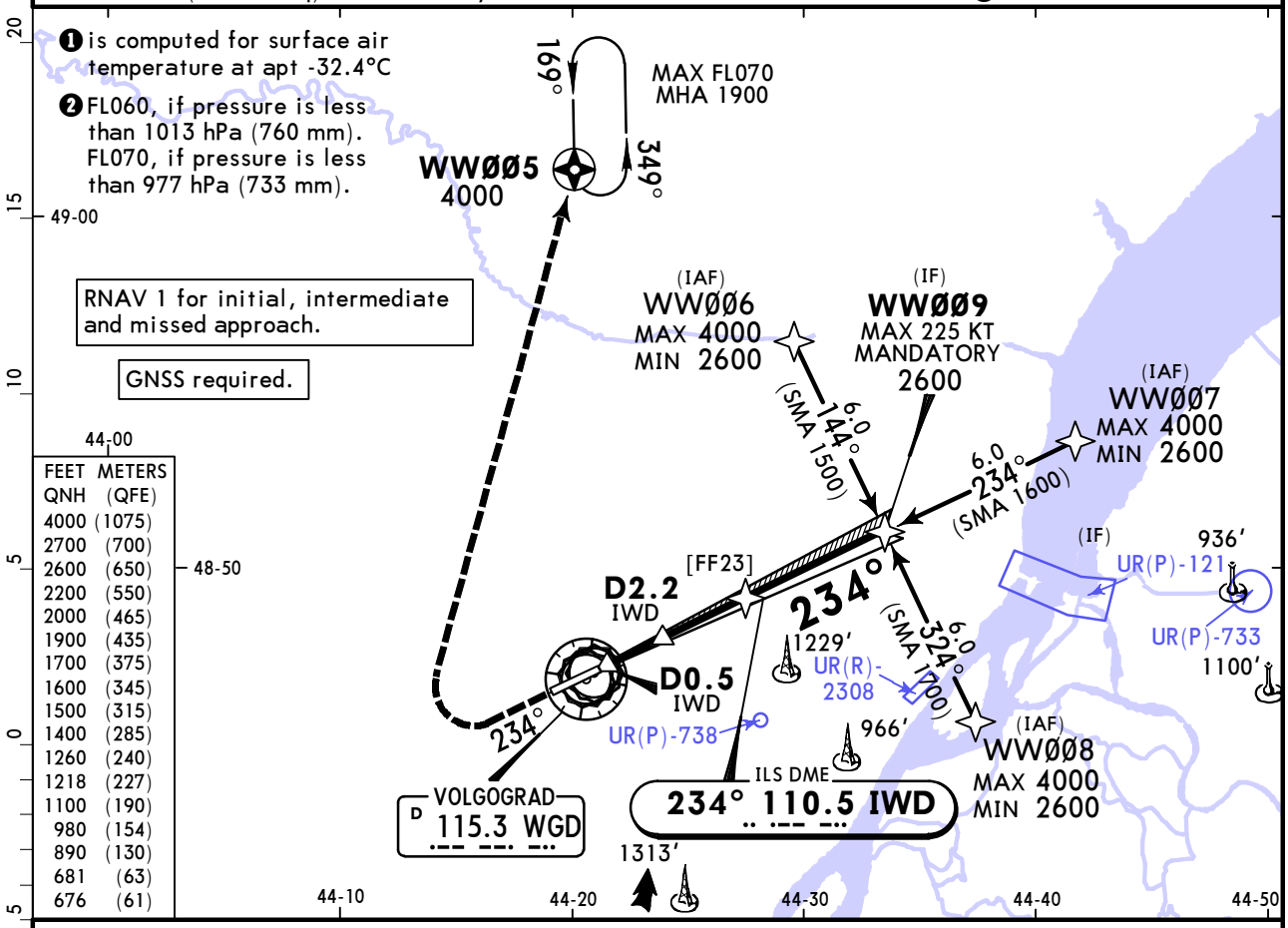
❶ is computed for surface air temperature at apt -32.4°C

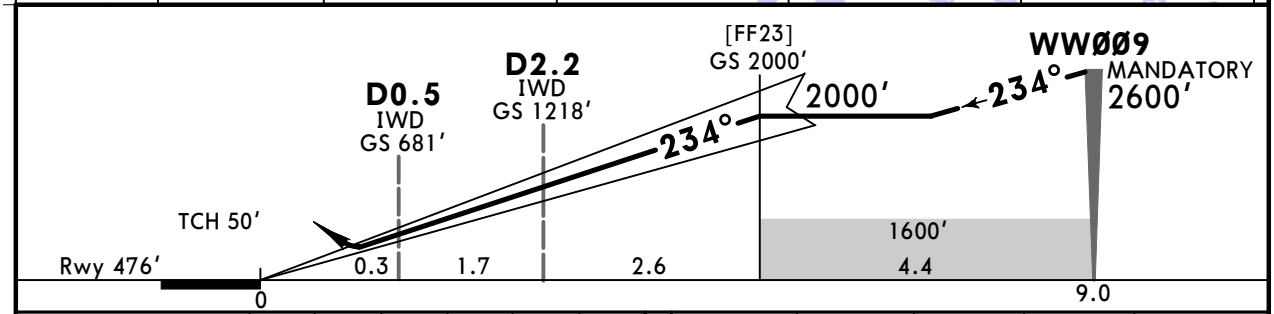
❷ FL060, if pressure is less than 1013 hPa (760 mm). FL070, if pressure is less than 977 hPa (733 mm).

RNAV 1 for initial, intermediate and missed approach.

GNSS required.

FEET QNH	METERS (QFE)
4000	(1075)
2700	(700)
2600	(650)
2200	(550)
2000	(465)
1900	(435)
1700	(375)
1600	(345)
1500	(315)
1400	(285)
1260	(240)
1218	(227)
1100	(190)
980	(154)
890	(130)
681	(63)
676	(61)





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

HIALS PAPI | 234° | 1400′ | RT | WWØØ5

Std

STRAIGHT-IN LANDING
ILS
DA(H) **676′** (200′)
ALS out

CIRCLE-TO-LAND

	STRAIGHT-IN LANDING	CIRCLE-TO-LAND Max Kts	MDA(H)	
A	❶ R550m	100	890′ (414′)	V1500m
B		135	980′ (504′)	V1600m
C		180	1100′ (624′)	V2400m
D	R1200m	205	1260′ (784′)	V3600m
DL		DL	1260′ (784′)	V3600m

PANS OPS

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications, MSA, missed approach, TL, TA, procedure, circling.

URWW/VOG
GUMRAK

JEPPESEN
26 SEP 25 (11-7) Eff 2 Oct

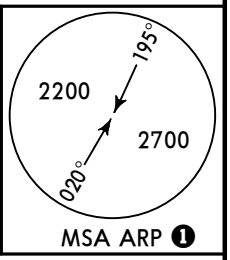
VOLGOGRAD, ~~RUSSIA~~
ILS X Rwy 23

BRIEFING STRIP™

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

LOC IWD	Final Apch Crs	[FF23]	ILS DA(H)	Apt Elev 476′ Rwy 476′
110.5	234°	2000′ (1524′)	676′ (200′)	

MISSED APCH: Climb on 234° to 1400′, then turn RIGHT to NDB climbing to 2300′ or above.

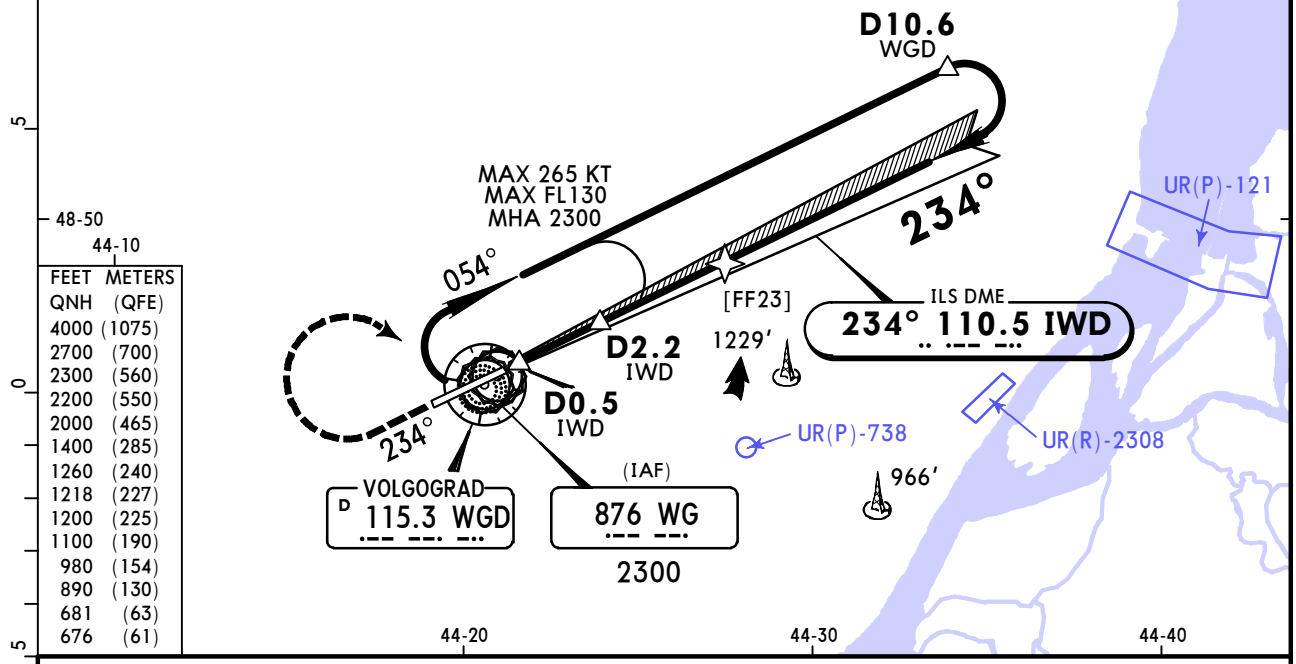


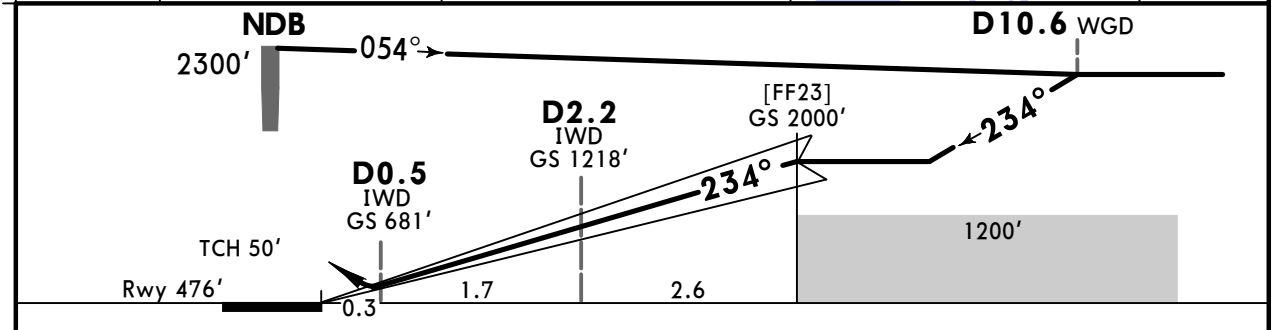
Alt Set: hPa (MM on req) | Rwy Elev: 17 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

DME required.

❶ is computed for surface air temperature at apt -32.4°C

❷ FL060, if pressure is less than 1013 hPa (760 mm). FL070, if pressure is less than 977 hPa (733 mm).





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

HIALS
PAPI

1400′ on 234°

WG 876 RT

Std STRAIGHT-IN LANDING

ILS

DA(H) 676′ (200′)

ALS out

A	❶ R550m	R1200m
B		
C		
D		
DL		

CIRCLE-TO-LAND

	Max Kts	MDA(H)	
A	100	890′ (414′)	V1500m
B	135	980′ (504′)	V1600m
C	180	1100′ (624′)	V2400m
D	205	1260′ (784′)	V3600m
DL		1260′ (784′)	V3600m

PANS OPS

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications, MSA, TL, TA, bearings, FAP altitude, circling.

URWW/VOG
GUMRAK

JEPPESEN
26 SEP 25 (11-8) Eff 2 Oct

VOLGOGRAD, ~~RUSSIA~~
ILS W Rwy 23

BRIEFING STRIP™

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

LOC IWD	Final Apch Crs	[FF23]	ILS DA(H)	Apt Elev 476′ Rwy 476′
110.5	234°	2000′ (1524′)	676′ (200′)	

MISSED APCH: Climb on 234° to 1400′, then turn RIGHT to VOR climbing to 2300′ or above.

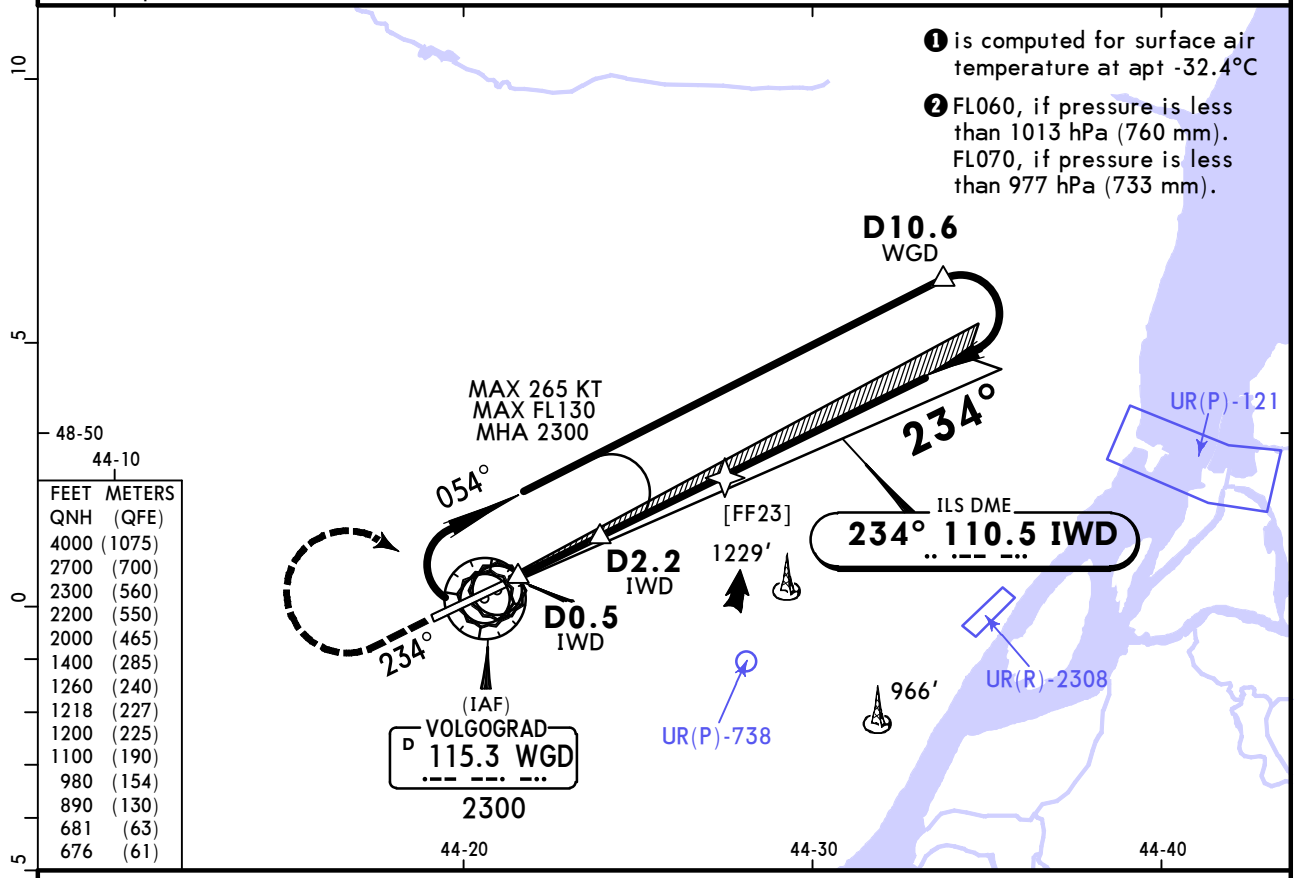
MSA ARP ❶: 195° 2200 2700 020°

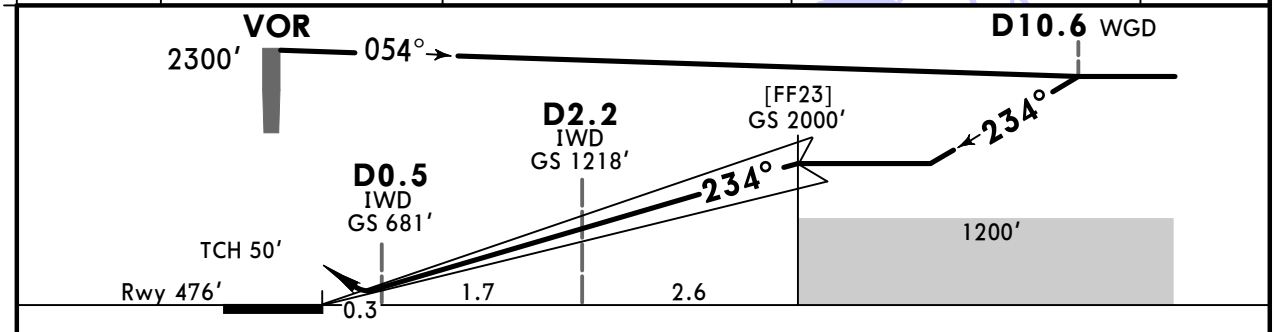
Alt Set: hPa (MM on req) | Rwy Elev: 17 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

DME required.

❶ is computed for surface air temperature at apt -32.4°C

❷ FL060, if pressure is less than 1013 hPa (760 mm). FL070, if pressure is less than 977 hPa (733 mm).





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

HIALS
PAPI

1400′ on 234°

WGD 115.3 RT

PANS OPS

Std STRAIGHT-IN LANDING

ILS

DA(H) 676′ (200′)

ALS out

A	❶ R550m	R1200m
B		
C		
D		
DL		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′ (414′)	V1500m
135	980′ (504′)	V1600m
180	1100′ (624′)	V2400m
205	1260′ (784′)	V3600m
DL	1260′ (784′)	V3600m

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications, MSA, TL, TA, bearings, altitudes, circling.

URWW/VOG
GUMRAK

JEPPESEN
26 SEP 25 (12-1) Eff 2 Oct

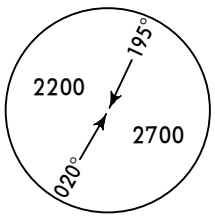
VOLGOGRAD, ~~RUSSIA~~
RNP Rwy 05

BRIEFING STRIP ™

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

RNAV	Final Apch Crs 054°	WWØØ4 2000′ (1593′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 476′ Rwy 407′

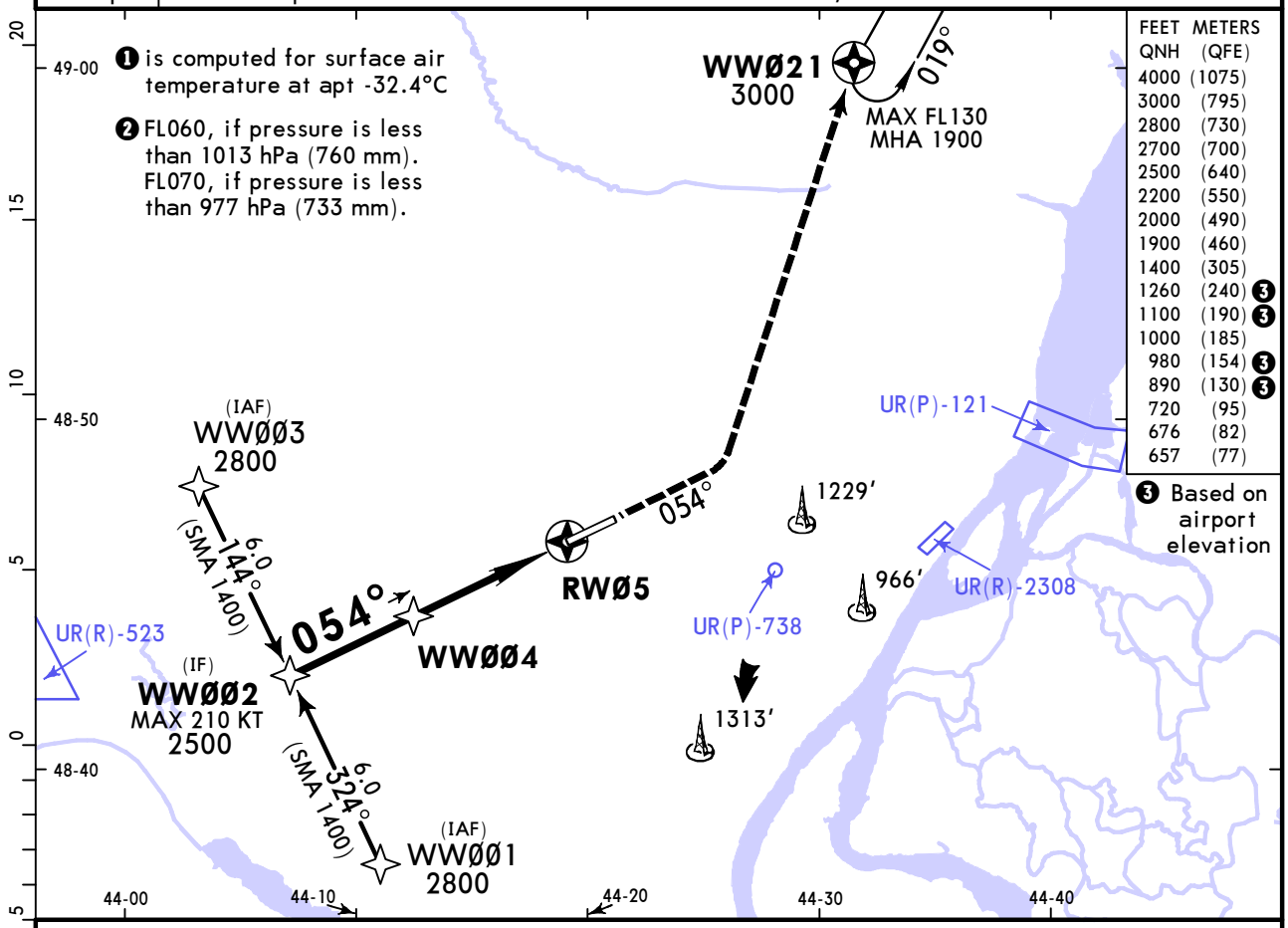
MISSED APCH: Climb on 054° to 1400′ or above, then turn LEFT to WWØ21, then proceed to holding.

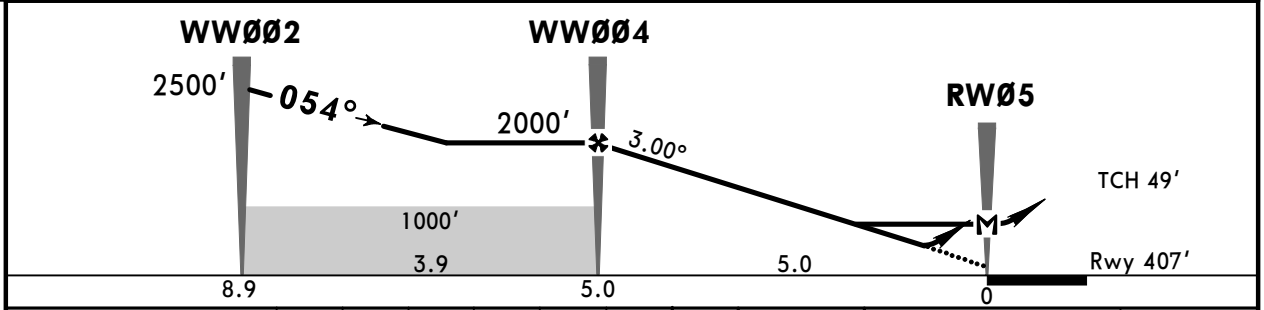


MSA ARP ❶

Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

RNP apch | 1. GNSS required. 2. Baro VNAV not authorized below -30°C, VPA exceeds 3.5° above 50°C.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ5							

Timing not authorized for defining the MAP.

HIALS-II
PAPI

MIN 1400′ on 054°

WWØ21 LT

PANS OPS

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) ABC: 657′ (250′) D: 676′ (269′)		LNAV CDFA ❶ DA/MDA(H) 720′ (313′)	
		ALS out		ALS out
A	R750m	R1300m	R750m	R1400m
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′ (414′)	V1500m
135	980′ (504′)	V1600m
180	1100′ (624′)	V2400m
205	1260′ (784′)	V3600m

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

CHANGES: Communications, MSA, TL, TA, procedure, minimums.

URWW/VOG
GUMRAK

JEPPESEN
26 SEP 25 (12-2) Eff 2 Oct

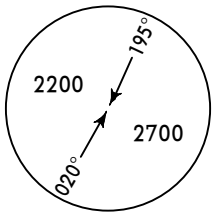
VOLGOGRAD, ~~RUSSIA~~
RNP Rwy 23

BRIEFING STRIP ™

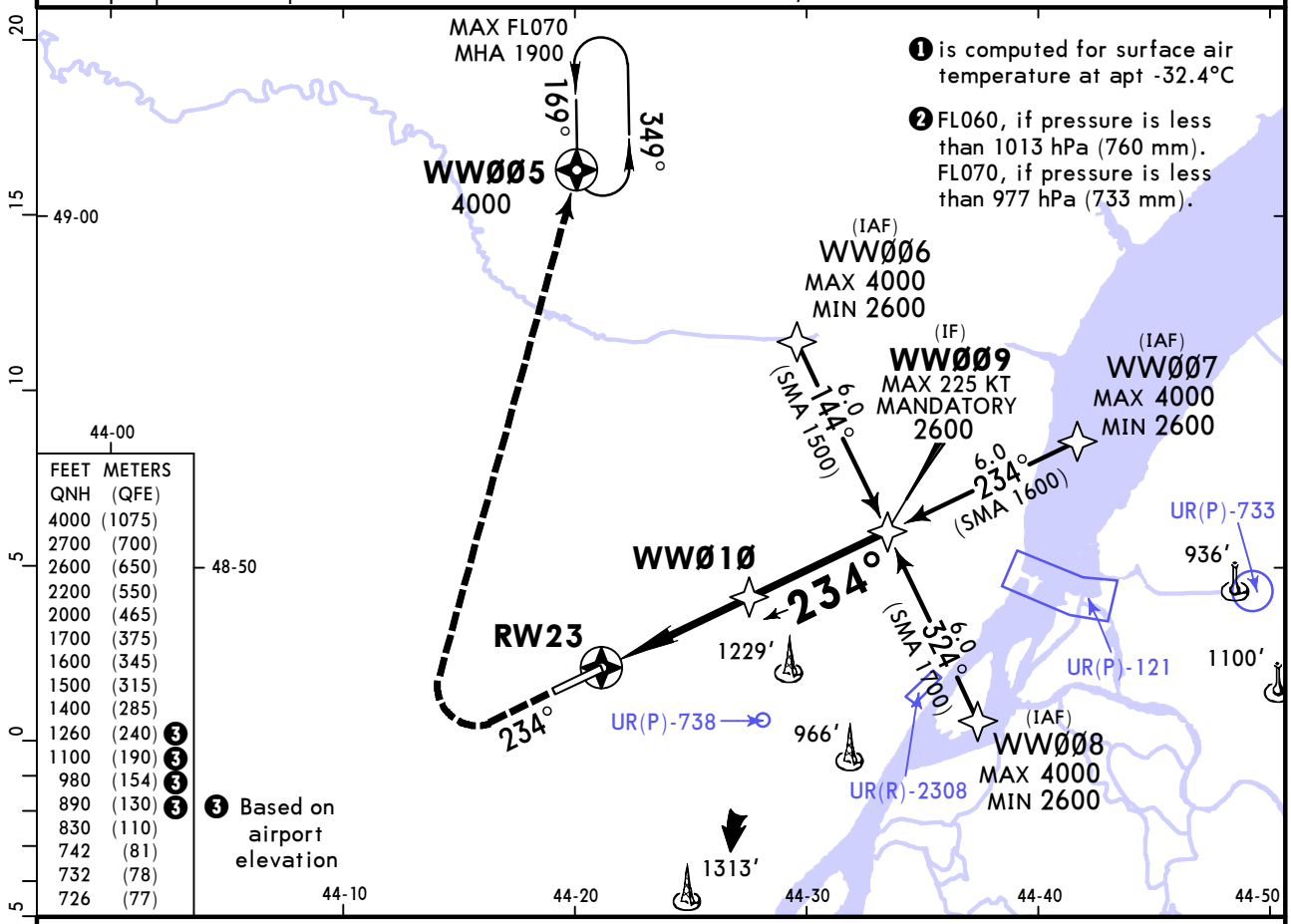
ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower
127.0 (Russian 129.9)	125.3	128.0

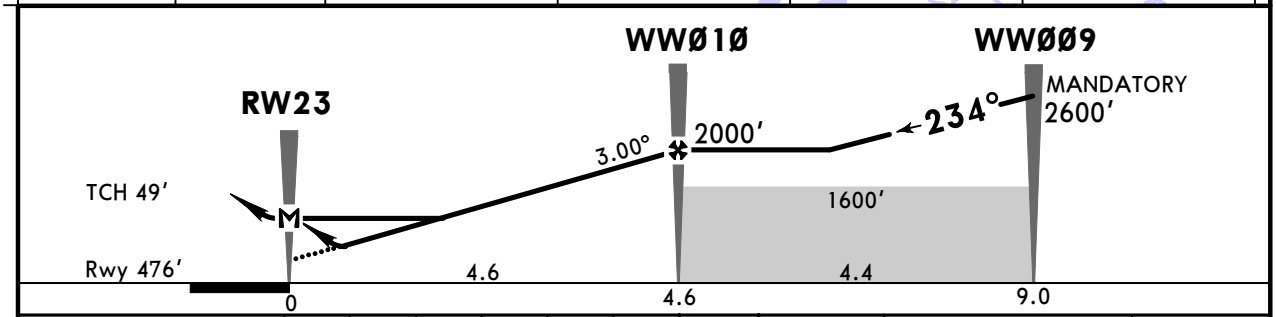
RNAV	Final Apch Crs 234°	WW010 2000′ (1524′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 476′ Rwy 476′

MISSED APCH: Climb on 234° to 1400′ or above, then turn RIGHT to WW005, then proceed to holding.



Alt Set: hPa (MM on req)	Rwy Elev: 17 hPa	Trans level: FL050 ❷	Trans alt: 4000′
RNP apch	1. GNSS required. 2. Baro VNAV not authorized below -10°C, VPA exceeds 3.5° above 48°C.		





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW23							

Timing not authorized for defining the MAP.

HIALS
PAPI

MIN 1400′ on 234°

WW005 RT

Std

STRAIGHT-IN LANDING

LNAV/VNAV
AB: 726′ (250′)
DA(H) C: 732′ (256′) D: 742′ (266′)

LNAV CDFA
❶ DA/MDA(H) 830′ (354′)

CIRCLE-TO-LAND

	LNAV/VNAV ALS out	LNAV CDFA ALS out	Max Kts	MDA(H)
A	R750m	R1300m	100	890′ (414′) V1500m
B		R900m	135	980′ (504′) V1600m
C		R1500m	180	1100′ (624′) V2400m
D		R1600m	205	1260′ (784′) V3600m

PANS OPS

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

CHANGES: Communications, MSA, TL, TA, procedure, minimums.

URWW/VOG
GUMRAK

JEPPESEN
26 SEP 25 (12-40) Eff 2 Oct

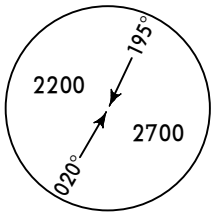
VOLGOGRAD, ~~RUSSIA~~
GLS Rwy 05

BRIEFING STRIP™

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

GBAS	Final Apch Crs	WW1Ø4	GLS DA(H)	Apt Elev 476′
Ch 20453 G05A	**054°**	**2000′** (1593′)	**607′** (200′)	Rwy 407′

MISSED APCH: Climb on 054° to 1400′ or above, then turn LEFT to WWØ21, then proceed to holding.



Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

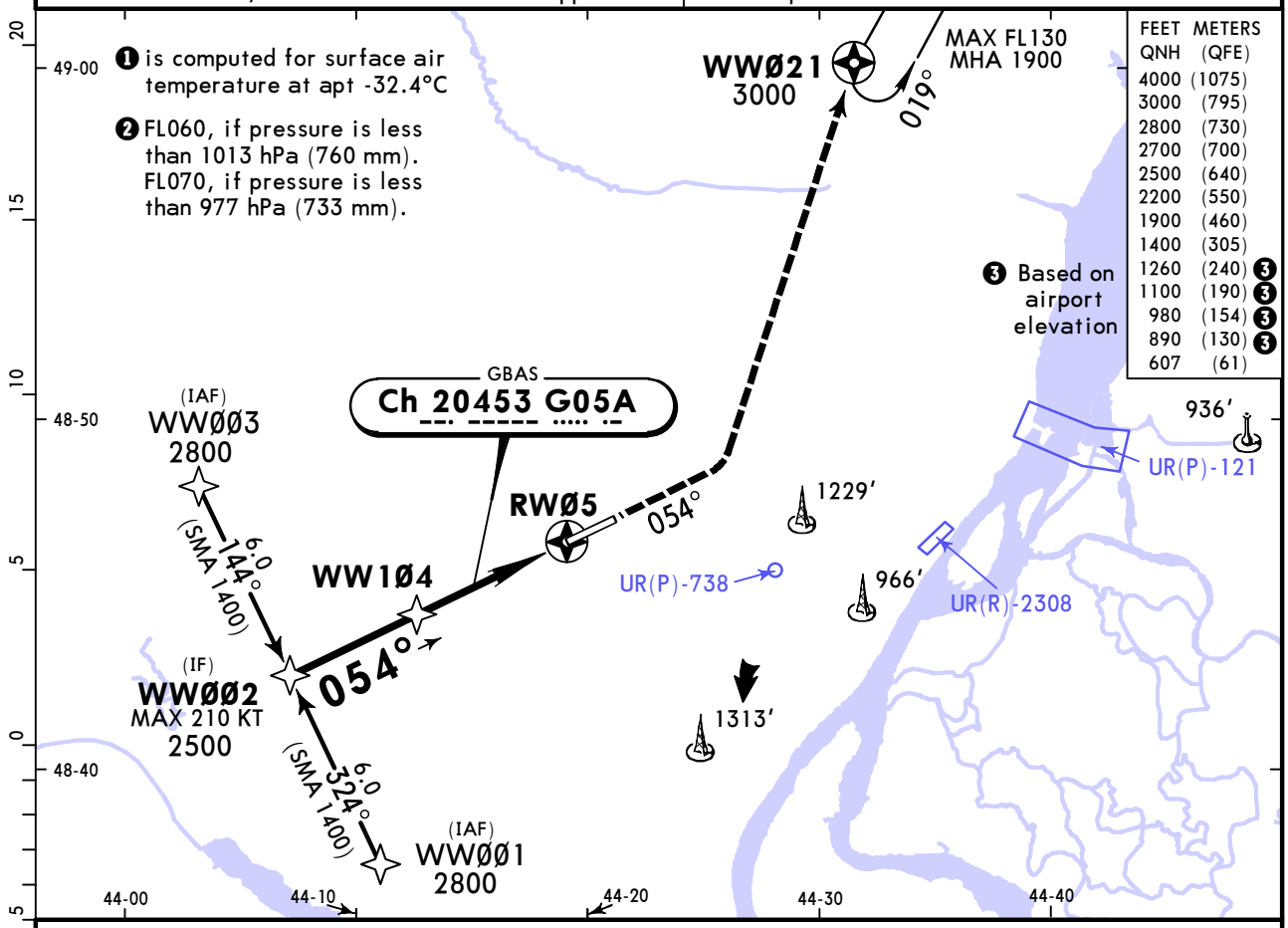
RNAV 1 for initial, intermediate and missed approach. | GNSS required.

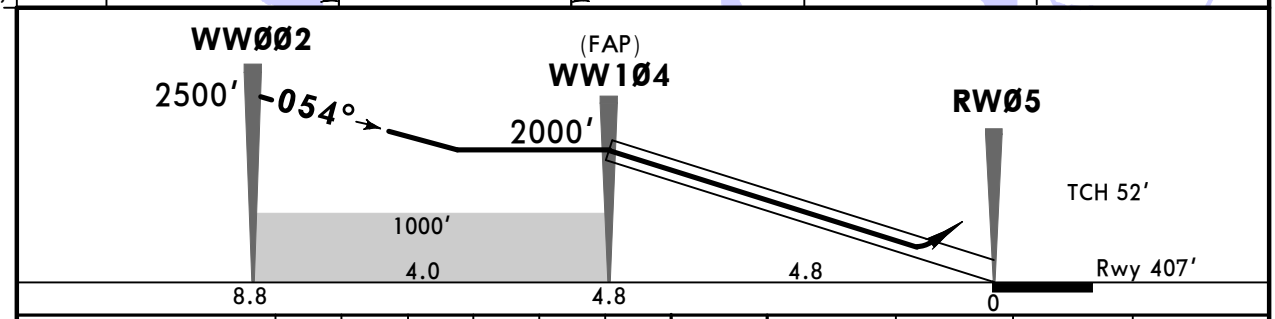
❶ is computed for surface air temperature at apt -32.4°C

❷ FL060, if pressure is less than 1013 hPa (760 mm). FL070, if pressure is less than 977 hPa (733 mm).

FEET QNH	METERS (QFE)
4000	(1075)
3000	(795)
2800	(730)
2700	(700)
2500	(640)
2200	(550)
1900	(460)
1400	(305)
1260	(240) ❸
1100	(190) ❸
980	(154) ❸
890	(130) ❸
607	(61)

❸ Based on airport elevation





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

HIALS-II PAPI | 054° | MIN 1400′ | WWØ21 LT

PANS OPS

Std STRAIGHT-IN LANDING **GLS**

DA(H) **607′** (200′)

	TDZ or CL out	ALS out
A, B, C, D, DL	R550m	❶ R550m / R1200m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′ (414′)	V1500m
135	980′ (504′)	V1600m
180	1100′ (624′)	V2400m
205	1260′ (784′)	V3600m
DL	1260′ (784′)	V3600m

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications, MSA, TL, TA, procedure, minimums.

URWW/VOG
GUMRAK

JEPPESEN
26 SEP 25 (12-41) Eff 2 Oct

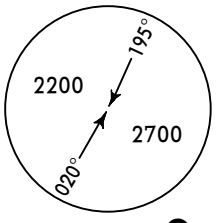
VOLGOGRAD, ~~RUSSIA~~
GLS Rwy 23

BRIEFING STRIP TM

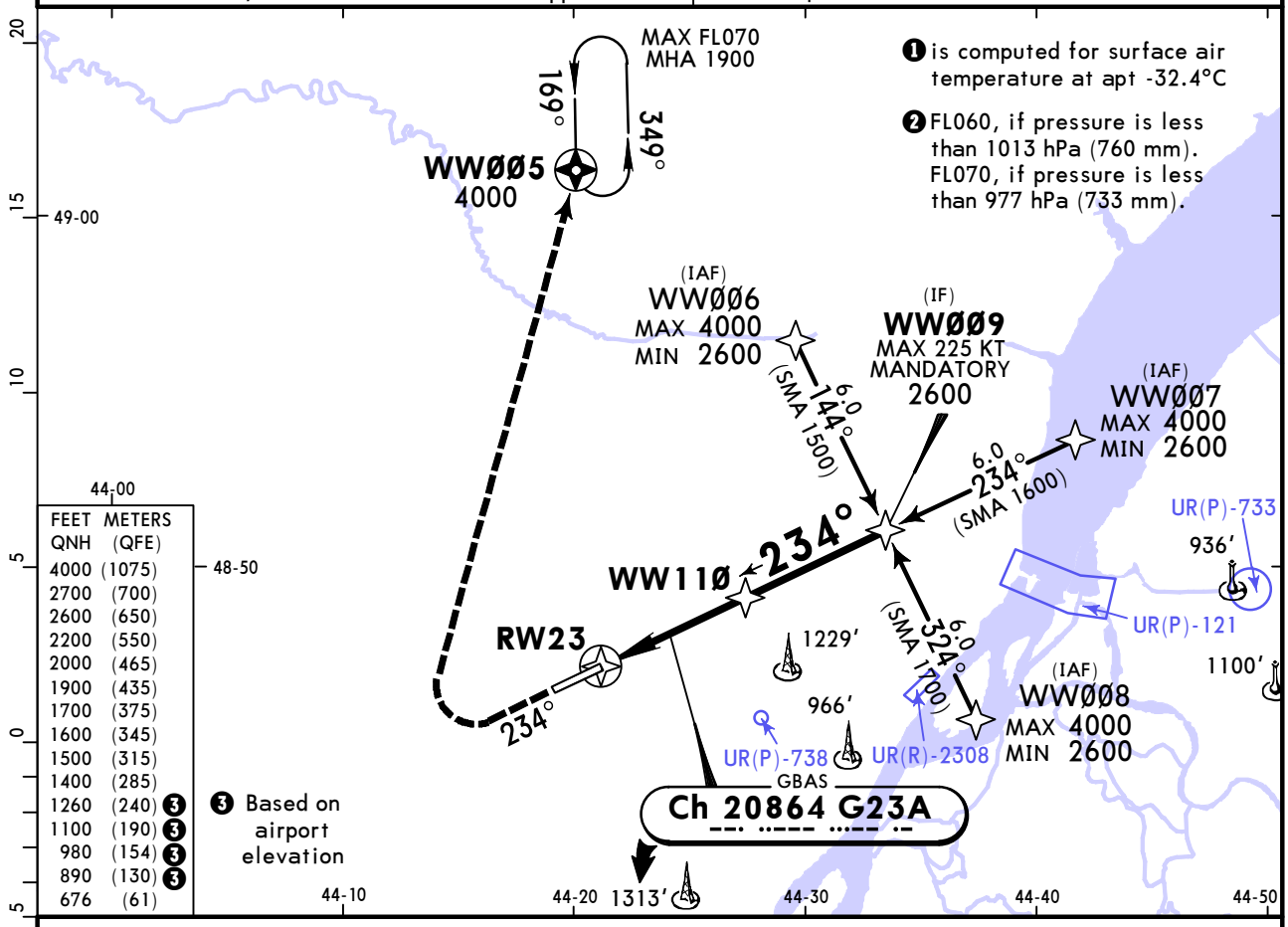
ATIS	VOLGOGRAD Approach	VOLGOGRAD Tower
127.0 (Russian 129.9)	125.3	128.0

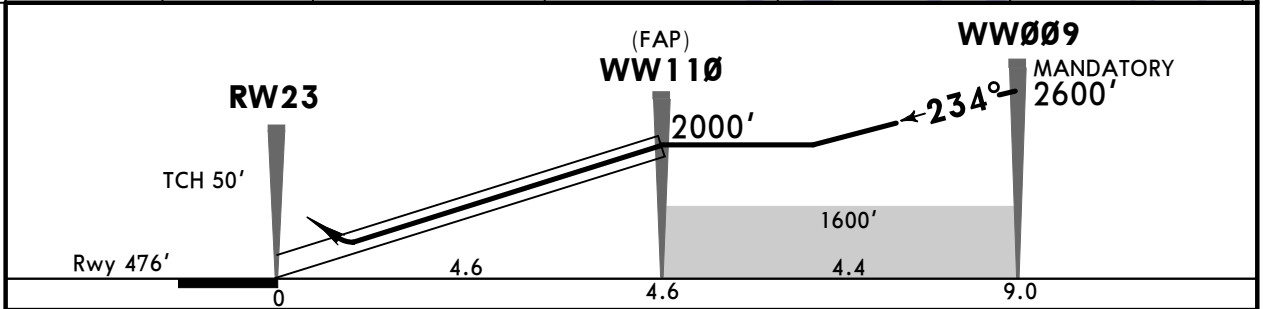
GBAS	Final Apch Crs	WW11Ø	GLS DA(H)	Apt Elev 476′
Ch 20864 G23A	234°	2000′ (1524′)	676′ (200′)	Rwy 476′

MISSED APCH: Climb on 234° to 1400′ or above, then turn RIGHT to WWØØ5, then proceed to holding.



Alt Set: hPa (MM on req)	Rwy Elev: 17 hPa	Trans level: FL050 ❷	Trans alt: 4000′
RNAV 1 for initial, intermediate and missed approach.		GNSS required.	





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

HIALS
PAPI

234°

MIN 1400′

WWØØ5 RT

Std STRAIGHT-IN LANDING

GLS

DA(H) 676′ (200′)

	ALS out
A, B, C, D, D_L	❶ R550m
A, B, C, D, D_L	R1200m

	Max Kts	MDA(H)	
A	100	890′ (414′)	V1500m
B	135	980′ (504′)	V1600m
C	180	1100′ (624′)	V2400m
D	205	1260′ (784′)	V3600m
D_L		1260′ (784′)	V3600m

CIRCLE-TO-LAND

PANS OPS

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications, MSA, TL, TA, procedure, circling.

URWW/VOG
GUMRAK

JEPPESEN
7 NOV 25 (13-1)

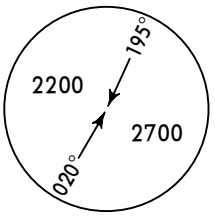
VOLGOGRAD, ~~RUSSIA~~
VOR Z Rwy 05

BRIEFING STRIP TM

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

VOR WGD	Final Apch Crs	D5.9	DA/MDA(H)	Apt Elev 476′
115.3	057°	2000′ (1593′)	770′ (363′)	Rwy 407′

MISSED APCH: Climb on R-057 to 1400′, then turn LEFT to VOR climbing to 2300′ or above. Do not turn before MAP.



MSA ARP ❶

Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

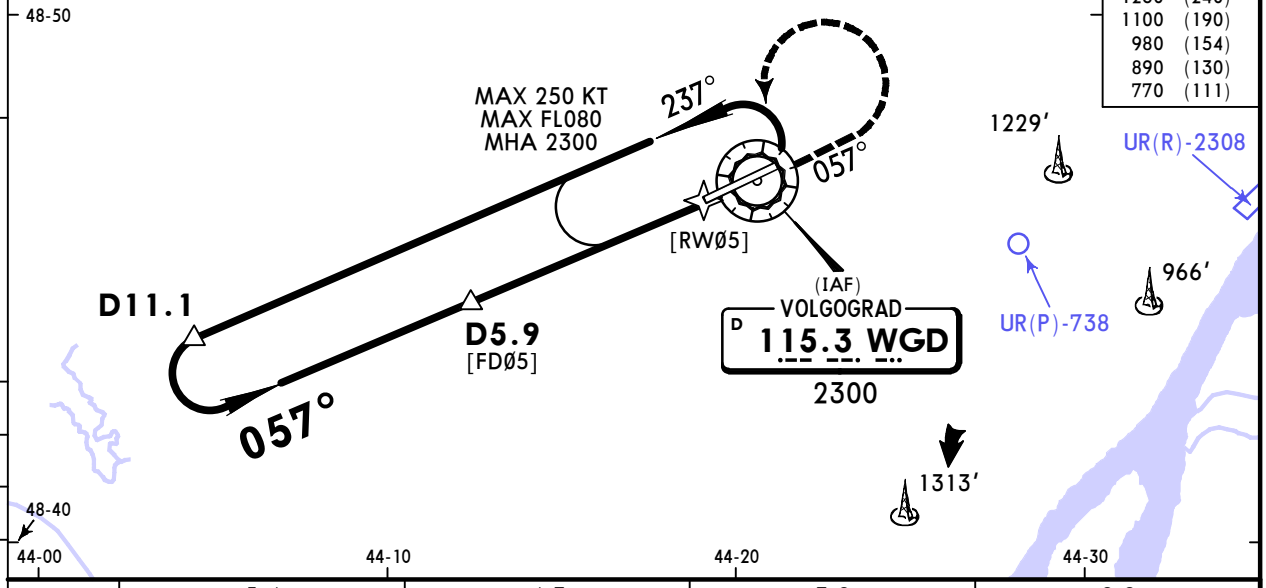
1. DME required. 2. Final approach track offset 3° from runway centerline.

❶ is computed for surface air temperature at apt -32.4°C

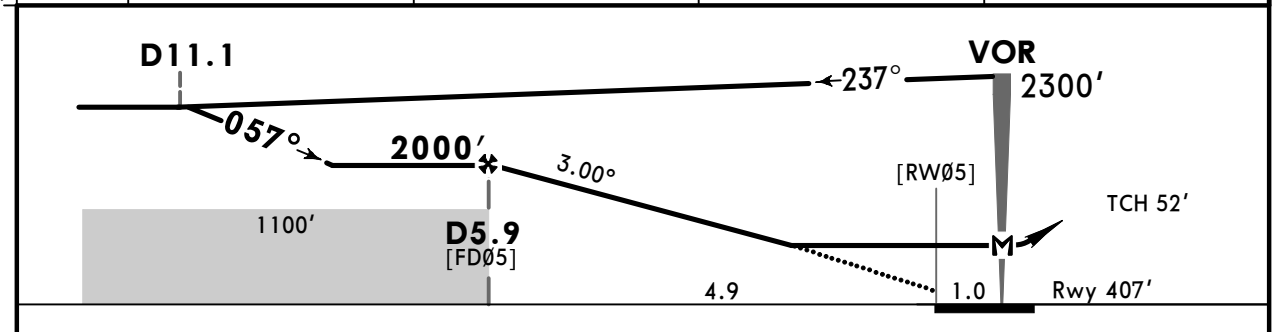
❷ FL060, if pressure is less than 1013 hPa (760 mm). FL070, if pressure is less than 977 hPa (733 mm).

When UR(R)-523 is active, approach by ATC.

FEET QNH	METERS (QFE)
4000	(1075)
2700	(700)
2300	(580)
2200	(550)
2000	(490)
1400	(305)
1260	(240)
1100	(190)
980	(154)
890	(130)
770	(111)



WGD DME	5.4	4.3	3.2	2.2
ALTITUDE	1830′	1490′	1150′	810′



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

HIALS-II
PAPI
057°
1400′
WGD 115.3 LT

Std STRAIGHT-IN LANDING

CDFA
❶ DA/MDA(H) 770′ (363′)

		ALS out
A	R1000m	R1500m
B		
C		R1700m
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	890′ (414′)	V1500m
135	980′ (504′)	V1600m
180	1100′ (624′)	V2400m
205	1260′ (784′)	V3600m

PANS OPS

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

CHANGES: None.

URWW/VOG
GUMRAK

JEPPESEN
7 NOV 25 (13-2)

VOLGOGRAD, ~~RUSSIA~~
VOR Y Rwy 05

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

VOR WGD	Final Apch Crs	D5.9	DA/MDA(H)	Apt Elev 476′
115.3	057°	2000′ (1593′)	770′ (363′)	Rwy 407′

MISSED APCH: Climb on R-057 to 1400′ (MAX 215 KT), then turn LEFT onto 330°, then turn RIGHT to intercept R-020, then proceed on R-020 to holding to D15.1 climbing to 3000′ or above. Do not turn before MAP.

MSA ARP ❶
2200 (195°–020°) 2700

Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

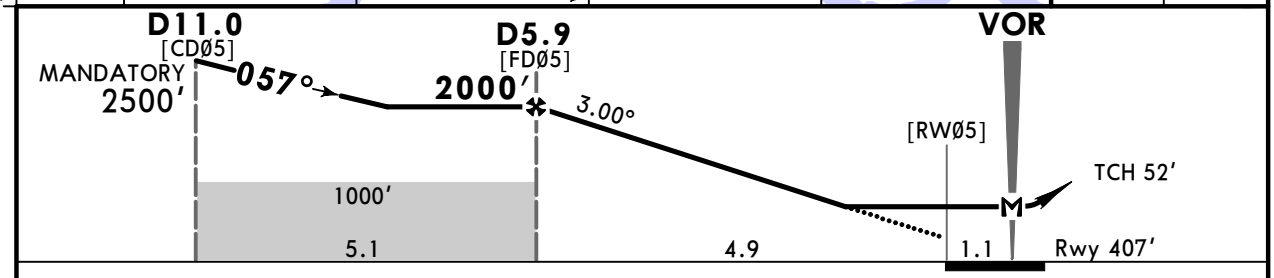
FEET QNH	METERS (QFE)
4000	(1075)
3000	(795)
2800	(730)
2700	(700)
2500	(640)
2200	(550)
2000	(490)
1900	(460)
1800	(425)
1600	(365)
1400	(305)
1260	(240)
1100	(190)
1000	(185)
980	(154)
890	(130)
770	(111)

❶ is computed for surface air temperature at apt -32.4°C

❷ FL060, if pressure is less than 1013 hPa (760 mm). FL070, if pressure is less than 977 hPa (733 mm).

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

RECOMMENDED ALTITUDES	
WGD DME	ALTITUDE
5.4	1830′
4.3	1490′
3.2	1150′
2.2	810′



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

HIALS-II
PAPI
057°
1400°
215 KT MAX

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 770′ (363′)

	ALS out
A	R1500m
B	
C	R1700m
D	
	R1000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′ (414′)	V1500m
135	980′ (504′)	V1600m
180	1100′ (624′)	V2400m
205	1260′ (784′)	V3600m

PANS OPS

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

CHANGES: IAF crossing altitude.

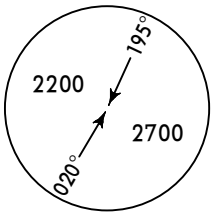
VOLGOGRAD, ~~RUSSIA~~
VOR Z Rwy 23

BRIEFING STRIP™

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

VOR WGD	Final Apch Crs	D5.1	DA/MDA(H)	Apt Elev 476′
115.3	230°	2000′ (1524′)	840′ (364′)	

MISSED APCH: Climb on 230° to 1400′, then turn RIGHT to VOR climbing to 2300′ or above. Do not turn before MAP.

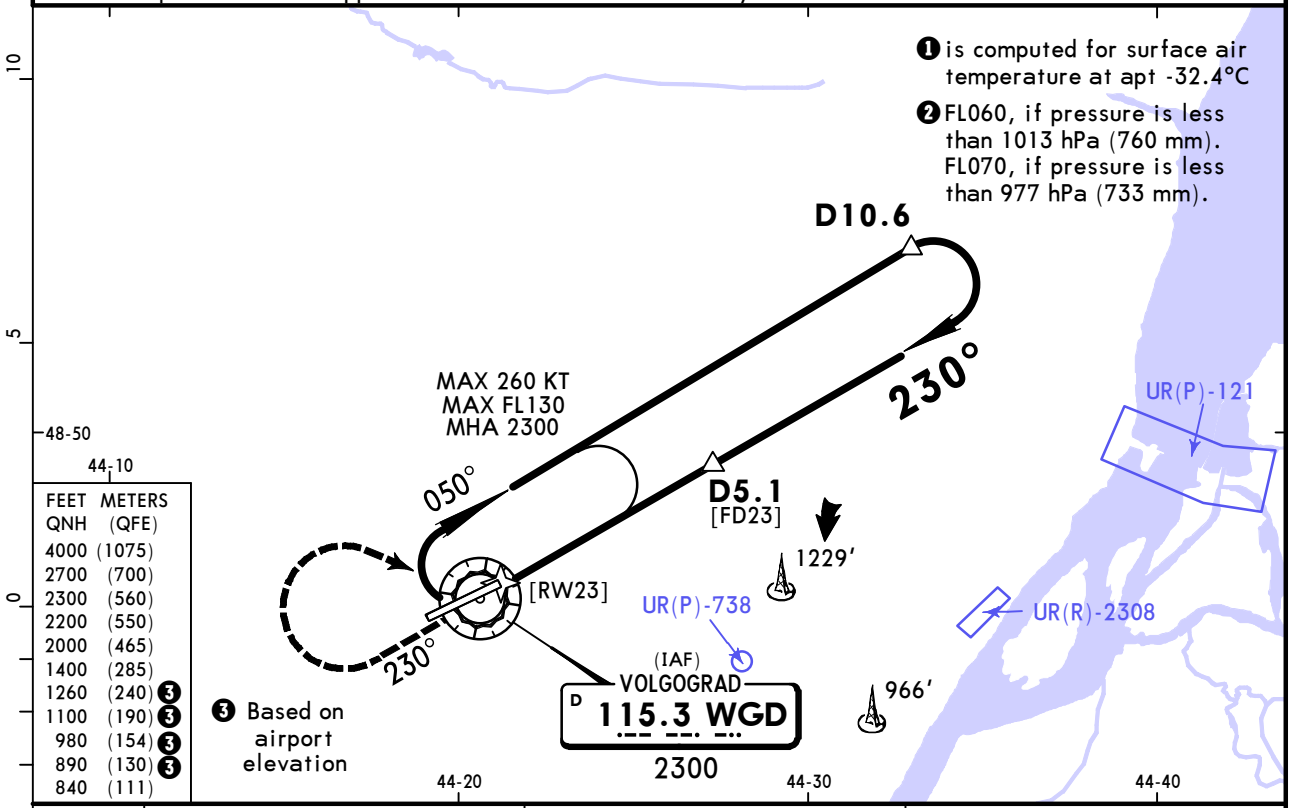


Alt Set: hPa (MM on req) | Apt Elev: 17 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

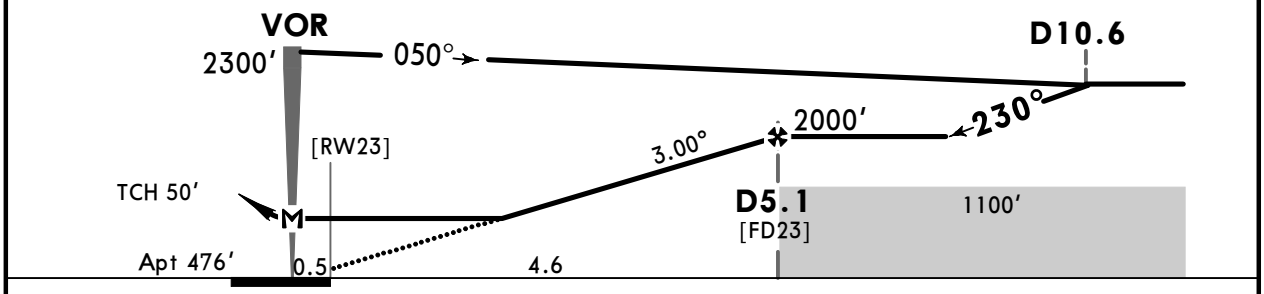
1. DME required. 2. Final approach track offset 4° from runway centerline.

❶ is computed for surface air temperature at apt -32.4°C

❷ FL060, if pressure is less than 1013 hPa (760 mm). FL070, if pressure is less than 977 hPa (733 mm).



WGD DME	2.2	3.2	4.3
ALTITUDE	1060′	1410′	1750′



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

HIALS
PAPI

230° | 1400′ | WGD 115.3 RT

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 840′ (364′)

	ALS out	Max Kts	MDA(H)	
A	R1000m	100	890′ (414′)	V1500m
B		135	980′ (504′)	V1600m
C		180	1100′ (624′)	V2400m
D	R1700m	205	1260′ (784′)	V3600m

CIRCLE-TO-LAND

PANS OPS

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

CHANGES: Communications, MSA, TL, TA, procedure, minimums.

URWW/VOG
GUMRAK

JEPPESEN
26 SEP 25 (13-4) Eff 2 Oct

VOLGOGRAD, ~~RUSSIA~~
VOR Y Rwy 23

BRIEFING STRIP™

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

VOR WGD	Final Apch Crs	D5.1	DA/MDA(H)	Apt Elev 476′
115.3	230°	2000′ (1524′)	840′ (364′)	

MISSED APCH: Climb on 230° to 1400′ (MAX 205 KT), then turn RIGHT onto 039°, then turn LEFT to intercept R-349, then proceed on R-349 to holding to D14.5, climbing to 4000 or above. Do not turn before MAP.

MSA ARP ❶
2200 (195°–020°) 2700

Alt Set: hPa (MM on req) | Apt Elev: 17 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

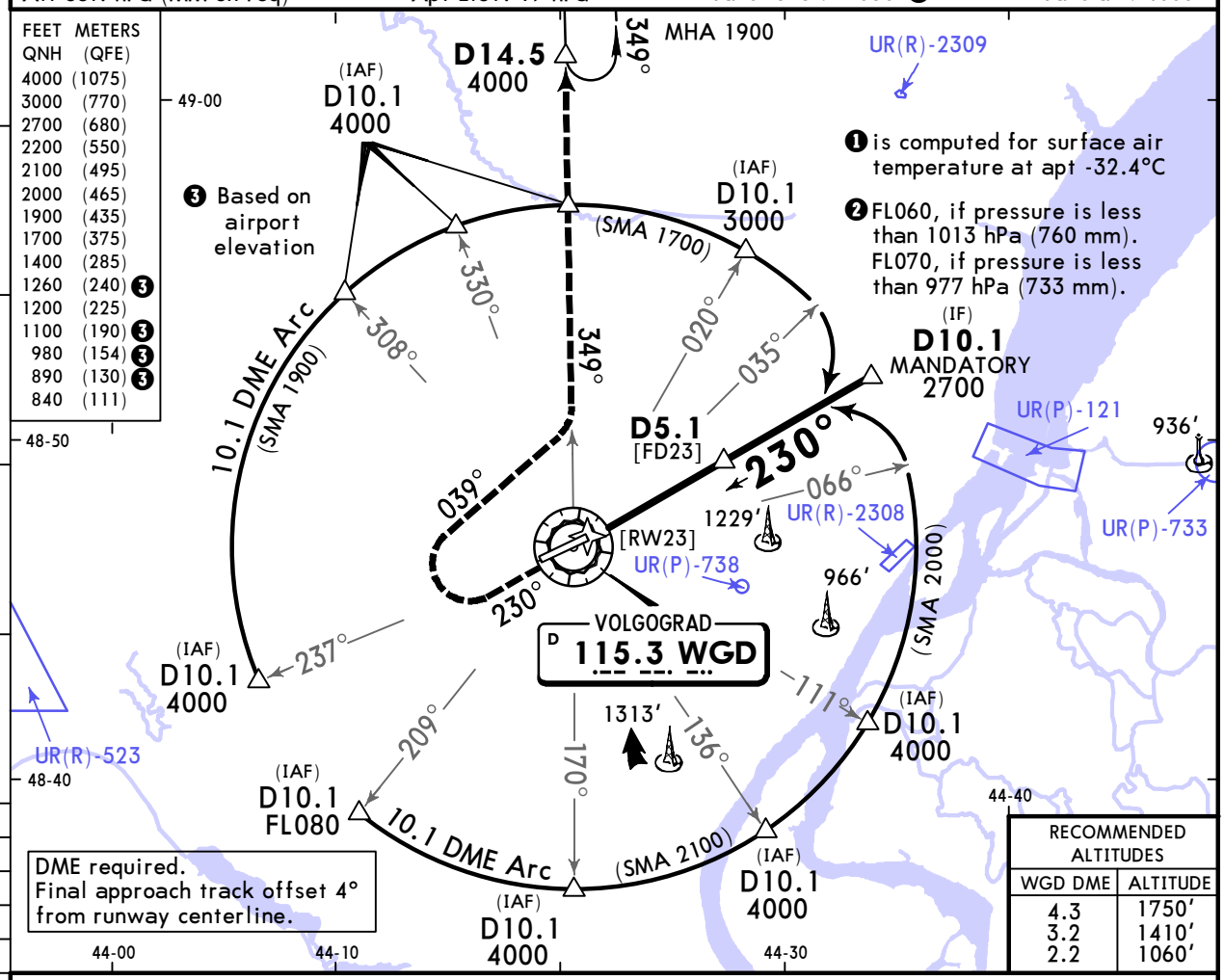
FEET QNH	METERS (QFE)
4000	(1075)
3000	(770)
2700	(680)
2200	(550)
2100	(495)
2000	(465)
1900	(435)
1700	(375)
1400	(285)
1260	(240) ❸
1200	(225)
1100	(190) ❸
980	(154) ❸
890	(130) ❸
840	(111)

49-00 | 48-50

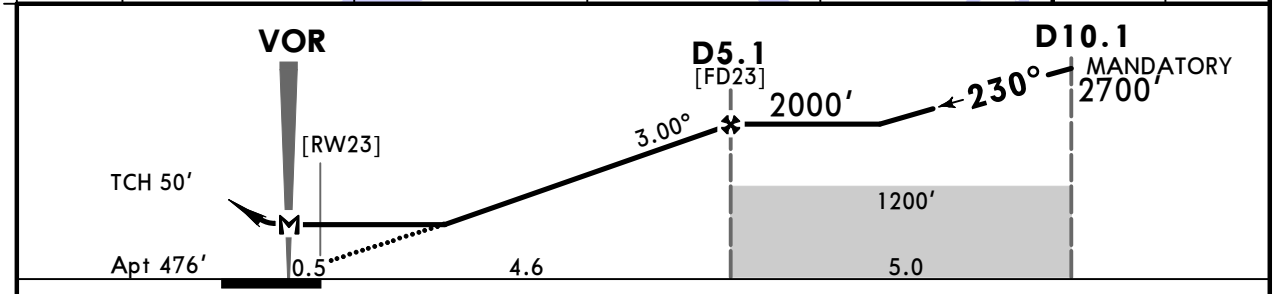
❸ Based on airport elevation

❶ is computed for surface air temperature at apt -32.4°C

❷ FL060, if pressure is less than 1013 hPa (760 mm). FL070, if pressure is less than 977 hPa (733 mm).



RECOMMENDED ALTITUDES	
WGD DME	ALTITUDE
4.3	1750′
3.2	1410′
2.2	1060′



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

HIALS
PAPI

230° | 1400′ | 205 KT MAX

Std STRAIGHT-IN LANDING
CDFA
❶ DA/MDA(H) 840′ (364′)

	ALS out	
A	R1000m	R1500m
B		
C		R1700m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′ (414′)	V1500m
135	980′ (504′)	V1600m
180	1100′ (624′)	V2400m
205	1260′ (784′)	V3600m

PANS OPS

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

CHANGES: Communications, MSA, TL, TA, procedure, minimums.

URWW/VOG
GUMRAK

JEPPESEN
26 SEP 25 (16-1) Eff 2 Oct

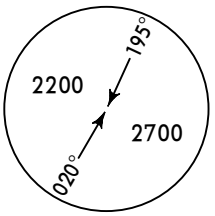
VOLGOGRAD, ~~RUSSIA~~
NDB Z Rwy 05

BRIEFING STRIP TM

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

NDB WG	Final Apch Crs	D5.9	DA/MDA(H)	Apt Elev 476′
876	058°	2000′ (1593′)	770′ (363′)	Rwy 407′

MISSED APCH: Climb on 058° to 1400′, then turn LEFT to NDB climbing to 2300′ or above. Do not turn before MAP.



MSA ARP ❶

Alt Set: hPa (MM on req) | Rwy Elev: 15 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

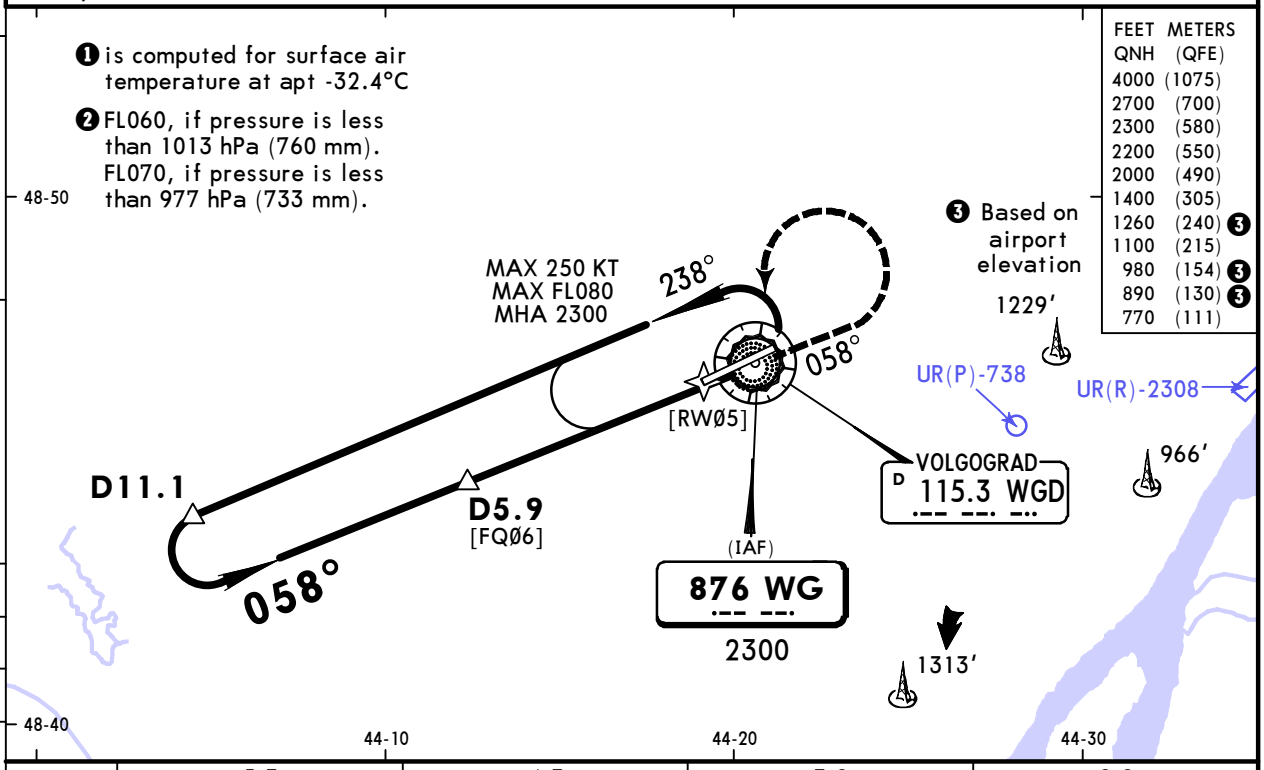
1. When UR(R)-523 is active, approach by ATC. 2. DME required. 3. Final approach track offset 4° from runway centerline.

❶ is computed for surface air temperature at apt -32.4°C

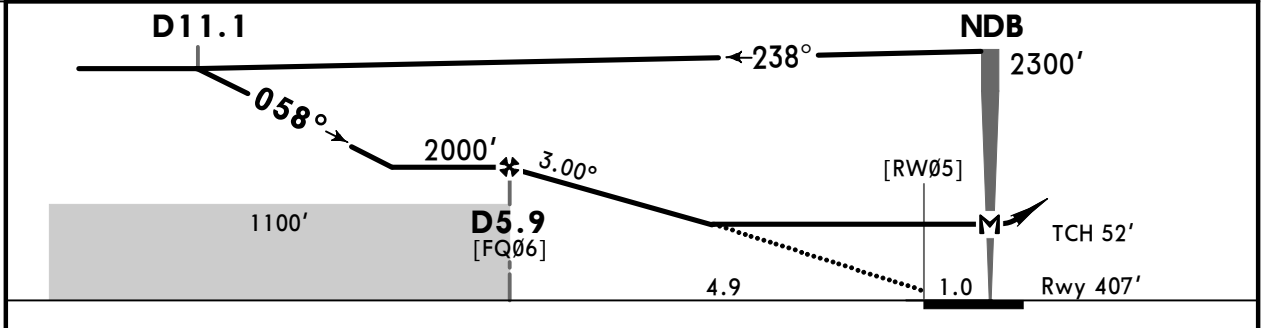
❷ FL060, if pressure is less than 1013 hPa (760 mm). FL070, if pressure is less than 977 hPa (733 mm).

FEET QNH	METERS (QFE)
4000	(1075)
2700	(700)
2300	(580)
2200	(550)
2000	(490)
1400	(305)
1260	(240) ❸
1100	(215)
980	(154) ❸
890	(130) ❸
770	(111)

❸ Based on airport elevation



WGD DME	5.3	4.3	3.2	2.2
ALTITUDE	1830′	1490′	1150′	810′



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

HIALS-II
PAPI
058°
1400′
WG 876 LT

Std STRAIGHT-IN LANDING

CDFA
❶ DA/MDA(H) 770′ (363′)

		ALS out
A	R1000m	R1500m
B		
C		R1700m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′ (414′)	V1500m
135	980′ (504′)	V1600m
180	1100′ (624′)	V2400m
205	1260′ (784′)	V3600m

PANS OPS

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

CHANGES: Communications, MSA, TL, TA, procedure, minimums.

URWW/VOG
GUMRAK

JEPPESEN
26 SEP 25 (16-2) Eff 2 Oct

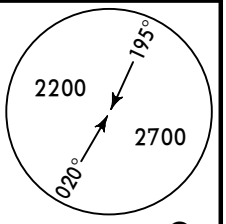
VOLGOGRAD, ~~RUSSIA~~
NDB Z Rwy 23

BRIEFING STRIP™

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

NDB WG	Final Apch Crs	D5.1	DA/MDA(H)	Apt Elev 476′
876	230°	2000′ (1524′)	840′ (364′)	

MISSED APCH: Climb on 230° to 1400′, then turn RIGHT to NDB climbing to 2300′ or above. Do not turn before MAP.



MSA ARP ❶

Alt Set: hPa (MM on req) | Apt Elev: 17 hPa | Trans level: FL050 ❷ | Trans alt: 4000′

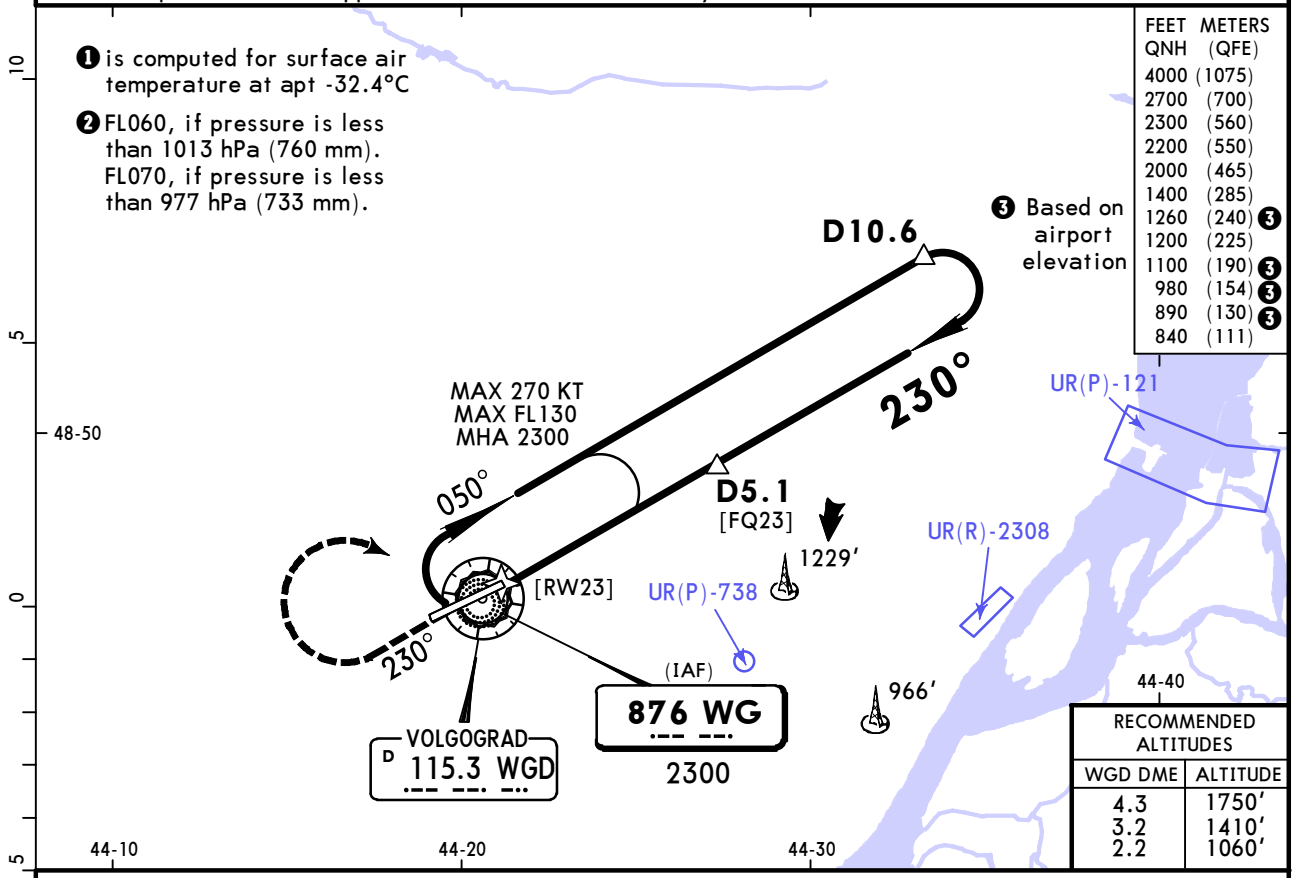
1. DME required. 2. Final approach track offset 4° from rwy centerline.

❶ is computed for surface air temperature at apt -32.4°C

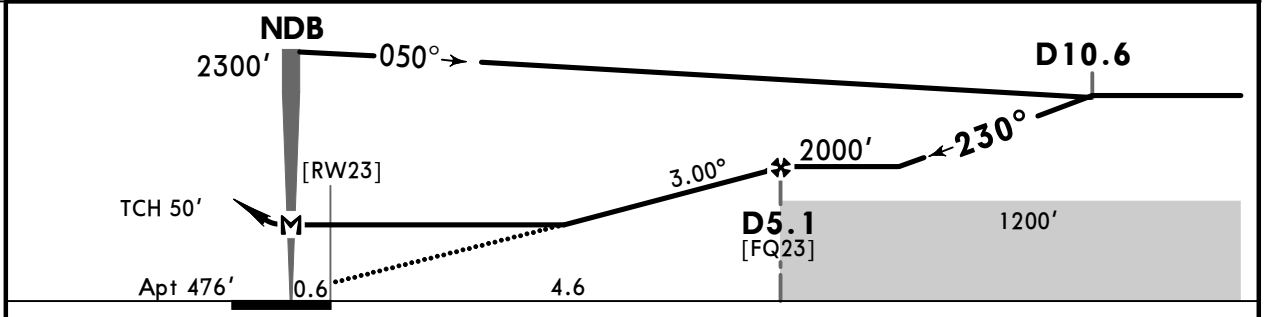
❷ FL060, if pressure is less than 1013 hPa (760 mm). FL070, if pressure is less than 977 hPa (733 mm).

FEET QNH	METERS (QFE)
4000	(1075)
2700	(700)
2300	(560)
2200	(550)
2000	(465)
1400	(285)
1260	(240) ❸
1200	(225)
1100	(190) ❸
980	(154) ❸
890	(130) ❸
840	(111)

❸ Based on airport elevation



RECOMMENDED ALTITUDES	
WGD DME	ALTITUDE
4.3	1750′
3.2	1410′
2.2	1060′



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

HIALS
PAPI

230° | 1400′ | WG 876 RT

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 840′ (364′)

	ALS out	
A	R1000m	R1500m
B		
C		R1700m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′ (414′)	V1500m
135	980′ (504′)	V1600m
180	1100′ (624′)	V2400m
205	1260′ (784′)	V3600m

PANS OPS

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

CHANGES: Chart reindexed, communications, MSA, TL, TA, procedure, minimums.

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

VOLGOGRAD, (GUMRAK - URWW)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URWW