

List of pages in this Trip Kit

Trip Kit Index

Airport Information For URMG

Terminal Charts For URMG

Revision Letter For Cycle 08-2026

Change Notices

Notebook

General Information

Location: GROZNY RUS
ICAO/IATA: URMG / GRV
Lat/Long: N43° 23.30', E045° 42.00'
Elevation: 538 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 7.0° E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Restricted
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0146 Z
Sunset: 1602 Z

Runway Information

Runway: 08
Length x Width: 8205 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 535 ft
Lighting: Edge, ALS

Runway: 26
Length x Width: 8205 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 539 ft
Lighting: Edge, ALS

Communication Information

ATIS: 127.200
Grozny Start Tower: 119.000
Grozny Tower: 129.000 Secondary
Grozny Tower: 120.200
Grozny Tower: 124.000 Secondary
Grozny Transit Operations: 134.800 Non-English

URMG/GRV
SEVERNY

JEPPESEN

1 AUG 25

10-1P

Eff 7 Aug

GROZNY, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 127.2

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

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

Flight crews are informed about LVP implementation via ATIS broadcast or by TWR controller using the phrase: "LVP in progress, check your minimum".

When LVP are in progress, landing and take-off shall be carried out by the decision of the pilot-in-command.

RVR values in the middle and at the end of RWY will be transmitted if at least one of the values is less than 550m or these values are requested by the pilot-in-command.

1.2.2. TAXIING

Using the Follow-me car is mandatory.

The responsibility for maintaining safe distance between ACFT and the Follow-me car is imposed on the pilot-in-command.

The pilot-in-command shall inform TWR controller about ACFT parking on stand using the following phraseology: "ACFT call sign, on stand...".

1.2.3. ARRIVAL

ILS critical area must be clear of other ACFT and vehicles for arriving ACFT from the moment of joining the final approach segment till complete end of landing run.

The pilot-in-command must report RWY vacated to ATS unit controller not earlier than crossing the boundary of ILS critical area.

1.2.4. PROHIBITED

When LVP are in force, the following is prohibited to take-off without stopping at the line-up position.

1.2.5. CANCELLATION

If weather conditions improve (when visibility is more than 550m). ATS unit informs the pilot-in-command and APT services concerned about the cancellation by the phrase: "LVP cancelled".

Tail wind component must correspond to the criteria established by the Aeroplane Flight Manual for each ACFT type but not above 5m/s.

1.3. RWY OPERATIONS

Width of RWY including turn pads at the end of RWY 08/26 is 279'/85m.

Turn on the strip only at the end of the RWY at the turn pads. Turns on the RWY are prohibited.

URMG/GRV
SEVERNY

JEPPESEN

1 AUG 25

10-1P1

Eff 7 Aug

GROZNY, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.4. TAXI PROCEDURES

Taxiing speed is determined by the pilot-in-command depending on the condition of the surface along which taxiing is carried out, presence of obstacles, wind and visibility conditions.

Taxiing shall be carried out along TWY centerlines.

ACFT can taxi onto the RWY, taxi along the RWY by permission of TWR controller only.

Towing shall be carried out with ACFT navigation lights and flashing beacons switched on.

During taxiing ACFT escorting by the Follow-me car shall be carried out when visibility is less than 400m.

Class 1 and 2 ACFT shall be escorted at night, other ACFT shall be escorted on request of the flight crew.

1.5. PARKING INFORMATION

For taxiing in and out of stands TWR controller or marshaller required.

Stands 7 thru 10 available for helicopters.

Enter and exit stands 2, 3 and 6 by towing.

Stand 2: taxiing of turboprop ACFT under own two engines power permitted.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

Maintain a listening watch on NDB frequency for information and TWR controller's instructions.

In all cases, flight crew may use mobile communication, Flight Control Officer, tel.: + 7 (871-2) 22 41 81.

3. DEPARTURE

3.1. DE-ICING

ACFT treatment with de-icing fluid shall be carried out on stands 5 and 6.

3.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be carried out by all ACFT during take-off and climb but not at the expense of flight safety or in case of engine failure during take-off.

3.3. COMMUNICATION FAILURE PROCEDURES

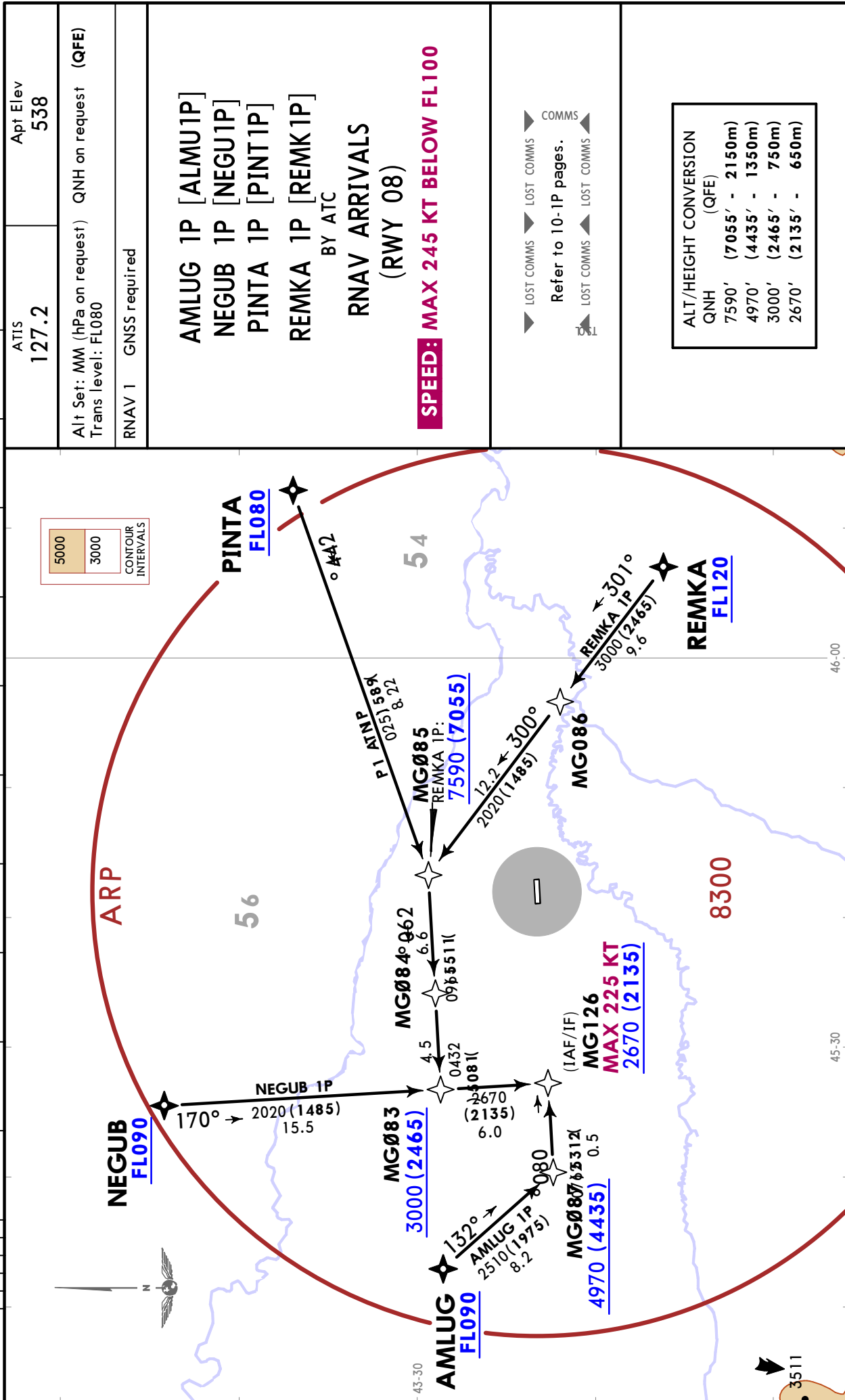
Maintain a listening watch on NDB frequency for information and TWR controller's instructions.

In all cases, flight crew may use mobile communication, Flight Control Officer, tel.: + 7 (871-2) 22 41 81.

URMG/GRV
SEVERNY

JEPPesen
1 AUG 25 **10-2** Eff 7 Aug

GROZNY, RUSSIA
RNAV STAR



URMG/GRV
SEVERNY

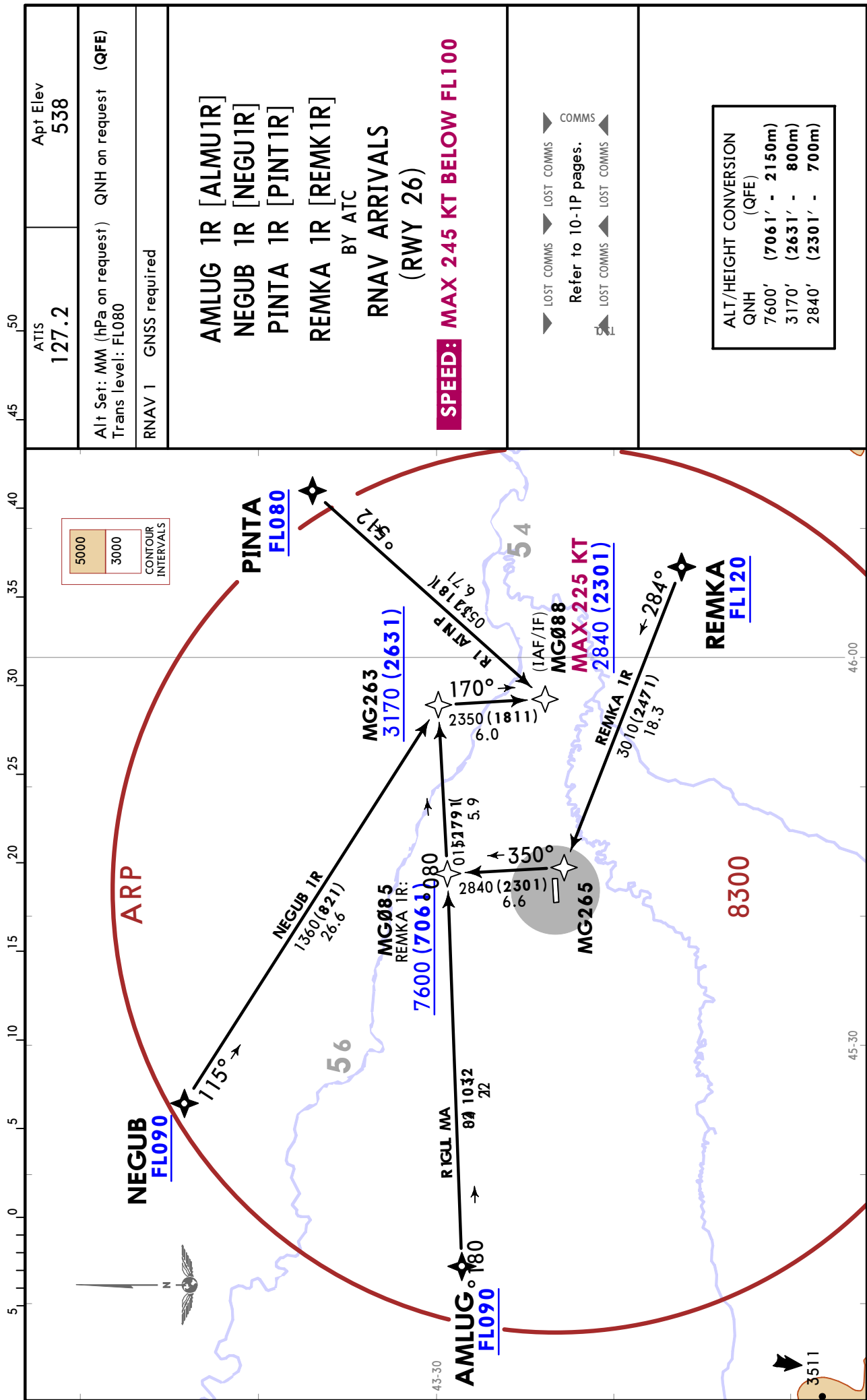
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GROZNY, RUSSIA

1 AUG 25 (10-2A)

Eff 7 Aug

RNAV STAR



ATIS 127.2	Apt Elev 538
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL080	
RNAV 1 GNSS required	
AMLUG 1R [ALMU1R] NEGUB 1R [NEGU1R] PINTA 1R [PINT1R] REMKA 1R [REMK1R] BY ATC RNAV ARRIVALS (RWY 26) SPEED: MAX 245 KT BELOW FL100	
LOST COMMS ▼ LOST COMMS ▼ COMMS Refer to 10-1P pages. LOST COMMS ▲ LOST COMMS ▲	
ALT/HEIGHT CONVERSION QNH (QFE) 7600' (7061' - 2150m) 3170' (2631' - 800m) 2840' (2301' - 700m)	

CHANGES: MG088 IF label.

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SEVERNY

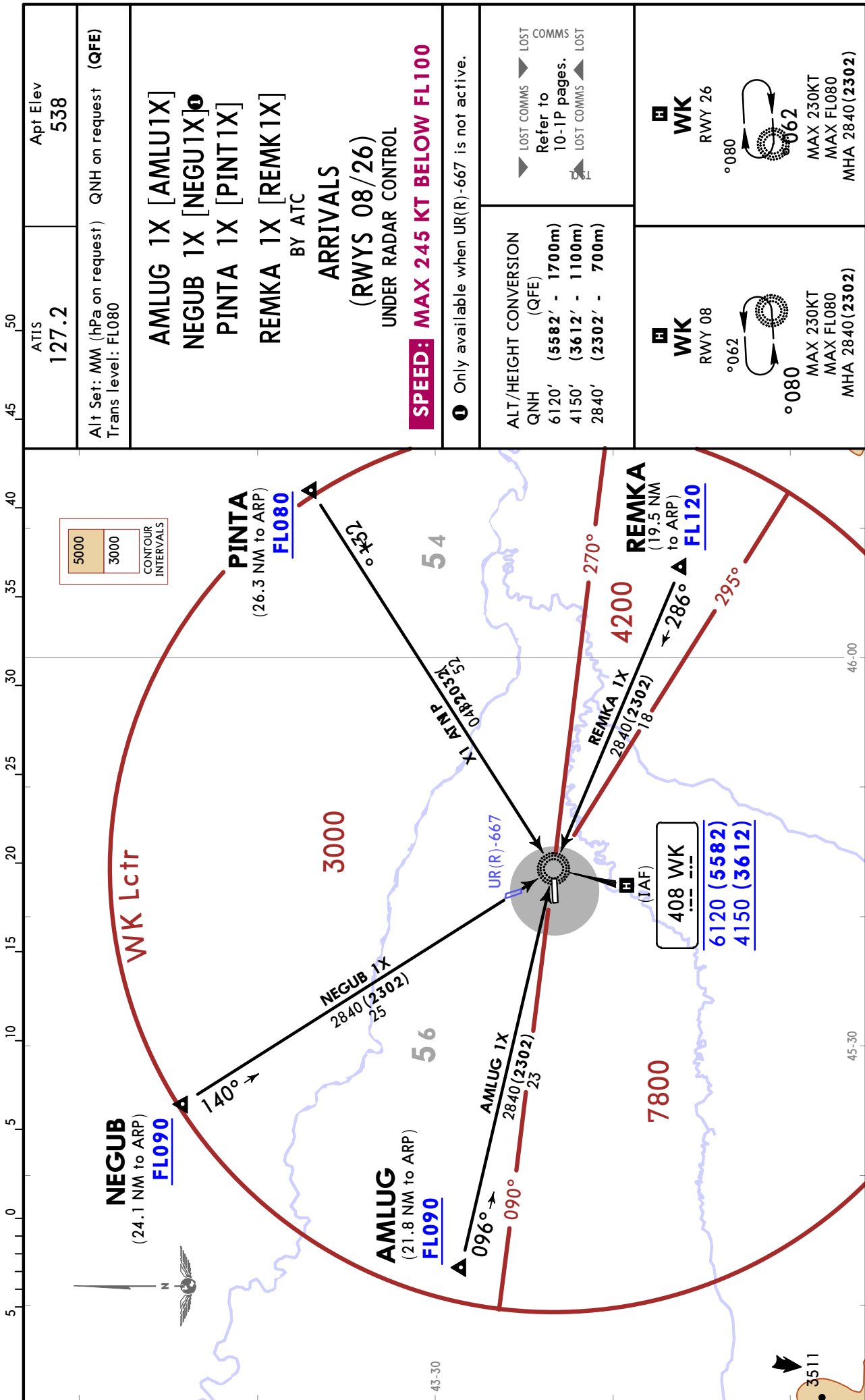


GROZNY, RUSSIA

1 AUG 25 (10-2B)

Eff 7 Aug

STAR



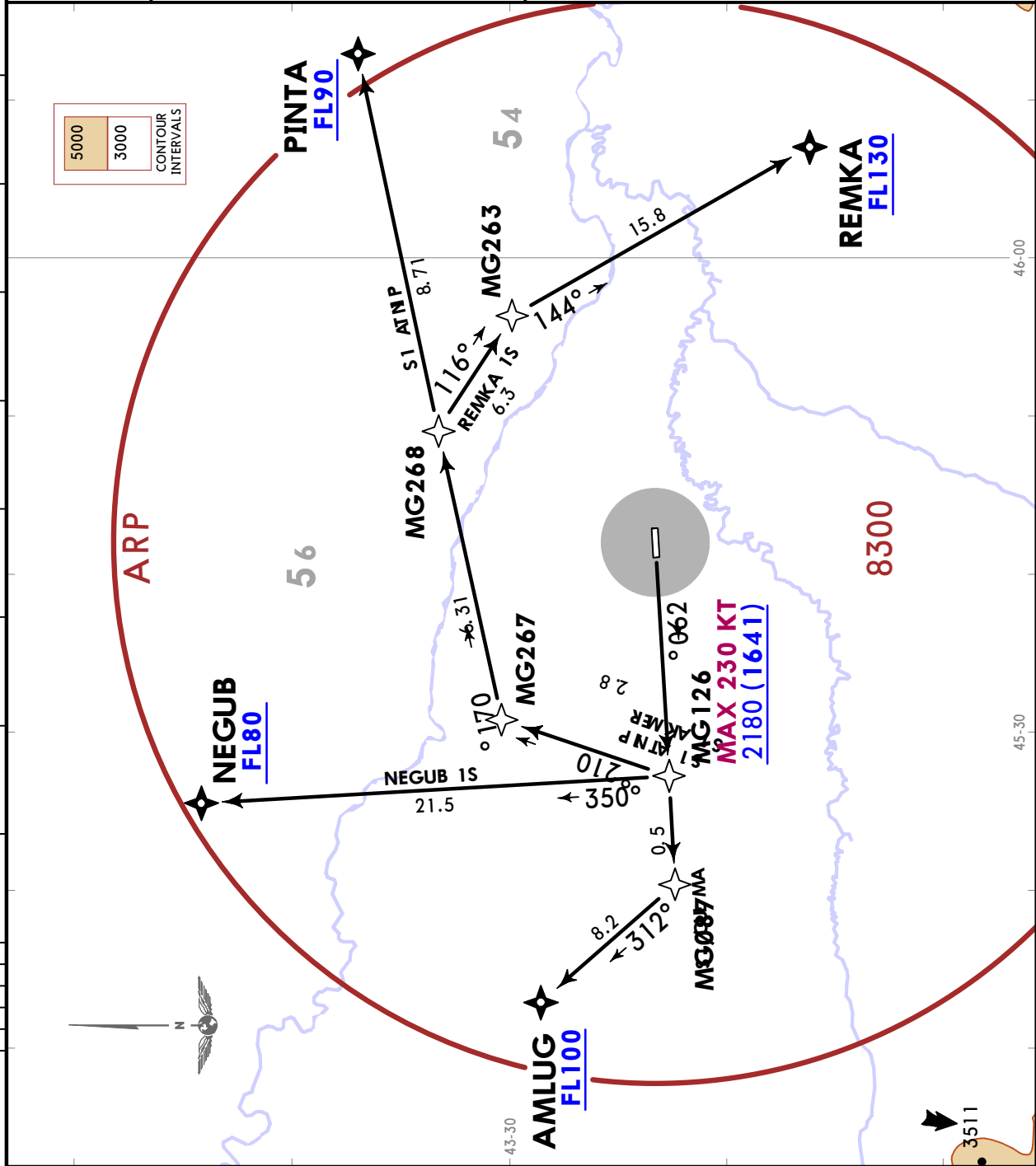
ATIS 127.2	Apt Elev 538
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL080	
AMLUG 1X [AMLU1X] NEGUB 1X [NEGU1X] PINTA 1X [PINT1X] REMKA 1X [REMK1X] BY ATC ARRIVALS (RWYS 08/26) UNDER RADAR CONTROL SPEED: MAX 245 KT BELOW FL100	
Only available when UR(R)-667 is not active.	
ALT/HEIGHT CONVERSION (QFE) QNH 6120' (5582' - 1700m) 4150' (3612' - 1100m) 2840' (2302' - 700m)	LOST COMMS LOST Refer to 10-1P pages. LOST COMMS LOST
Wk RWY 08 °062 °080 MAX 230KT MAX FLO80 MHA 2840(2302)	Wk RWY 26 °080 °062 MAX 230KT MAX FLO80 MHA 2840(2302)

CHANGES: Distance to ARP added.

URMG/GRV
SEVERNY

GROZNY, RUSSIA
RNAV SID

<p>Apt Elev 538</p>	<p>QNH on request (QFE) Trans alt: 6780 (6241) 1. GNSS required. 2. RNAV 1.</p> <p>AMLUG 1S [ALMU1S] NEGUB 1S [NEGU1S] PINTA 1S [PINT1S] REMKA 1S [REMK1S] BY ATC</p> <p>RNAV DEPARTURES (RWY 26)</p> <p>SPEED: MAX 245 KT BELOW FL100</p> <p>Close-in Obstacles: Group of obstacles to the right of take-off between 0.2NM and 0.21NM from DER-MAX elevation 69'.</p> <p>These SIDs require minimum climb gradients of</p> <p>AMLUG 1S: 6.7% up to FL100 due to airspace structure. NEGUB 1S: 3.9% up to FL80 due to airspace structure. REMKA 1S: 3.9% up to FL130 due to airspace structure.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Gnd speed-KT</td> <td>75</td> <td>100</td> <td>150</td> <td>200</td> <td>250</td> <td>300</td> </tr> <tr> <td>3.9% V/V (fpm)</td> <td>296</td> <td>395</td> <td>592</td> <td>790</td> <td>987</td> <td>1185</td> </tr> <tr> <td>6.7% V/V (fpm)</td> <td>509</td> <td>678</td> <td>1018</td> <td>1357</td> <td>1696</td> <td>2035</td> </tr> </table>	Gnd speed-KT	75	100	150	200	250	300	3.9% V/V (fpm)	296	395	592	790	987	1185	6.7% V/V (fpm)	509	678	1018	1357	1696	2035
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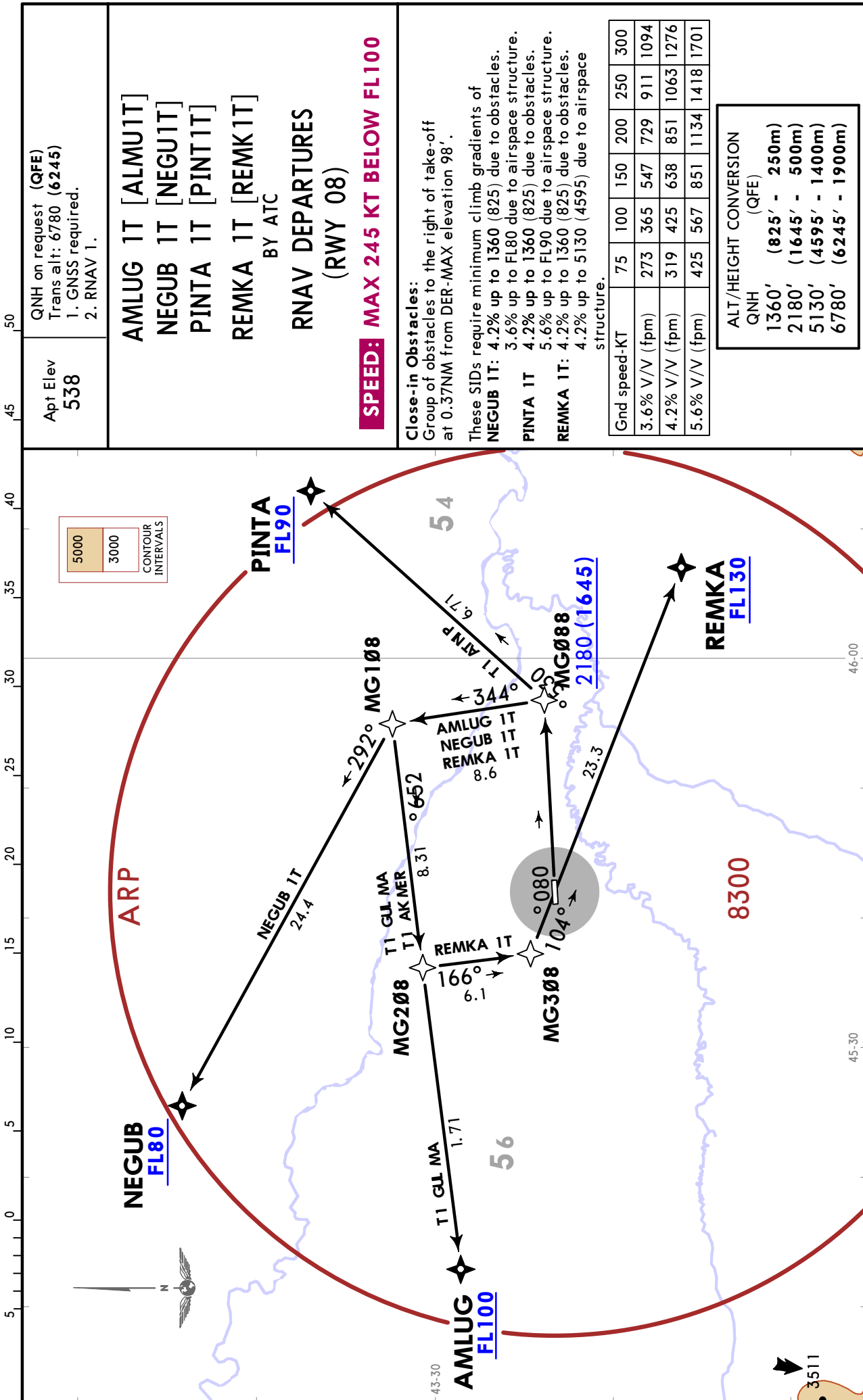


CHANGES: Close-in obstacles note; distances updated.

URMG/GRV
SEVERNY

JEPPesen
1 OCT 21 (10-3A) Eff 7 Oct

GROZNY, RUSSIA
RNAV SID



CHANGES: Close-in obstacles note: distances updated.

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URMG/GRV SEVERNY

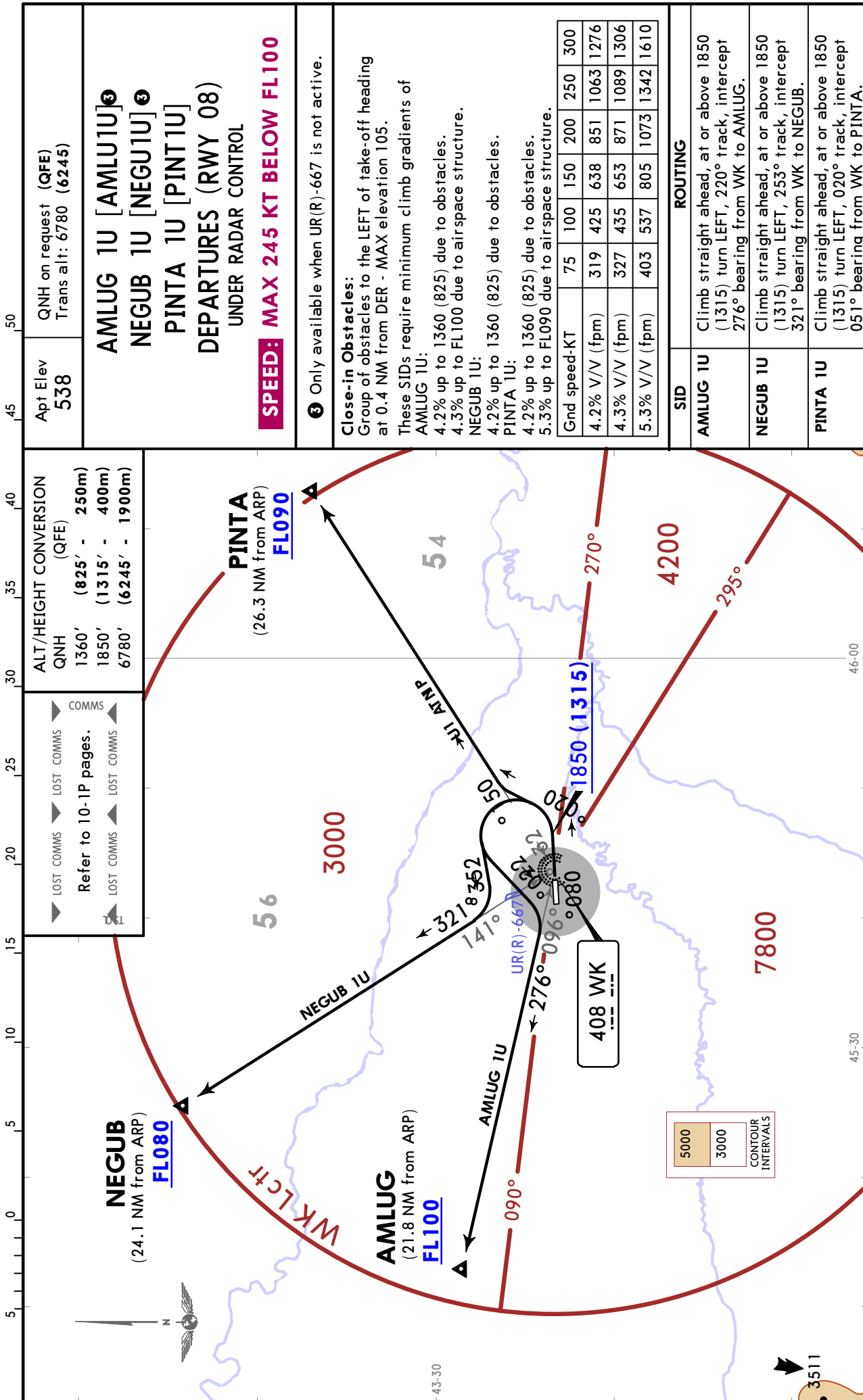


GROZNY, RUSSIA

1 AUG 25 (10-3B)

Eff 7 Aug

SID



URMG/GRV
SEVERNY

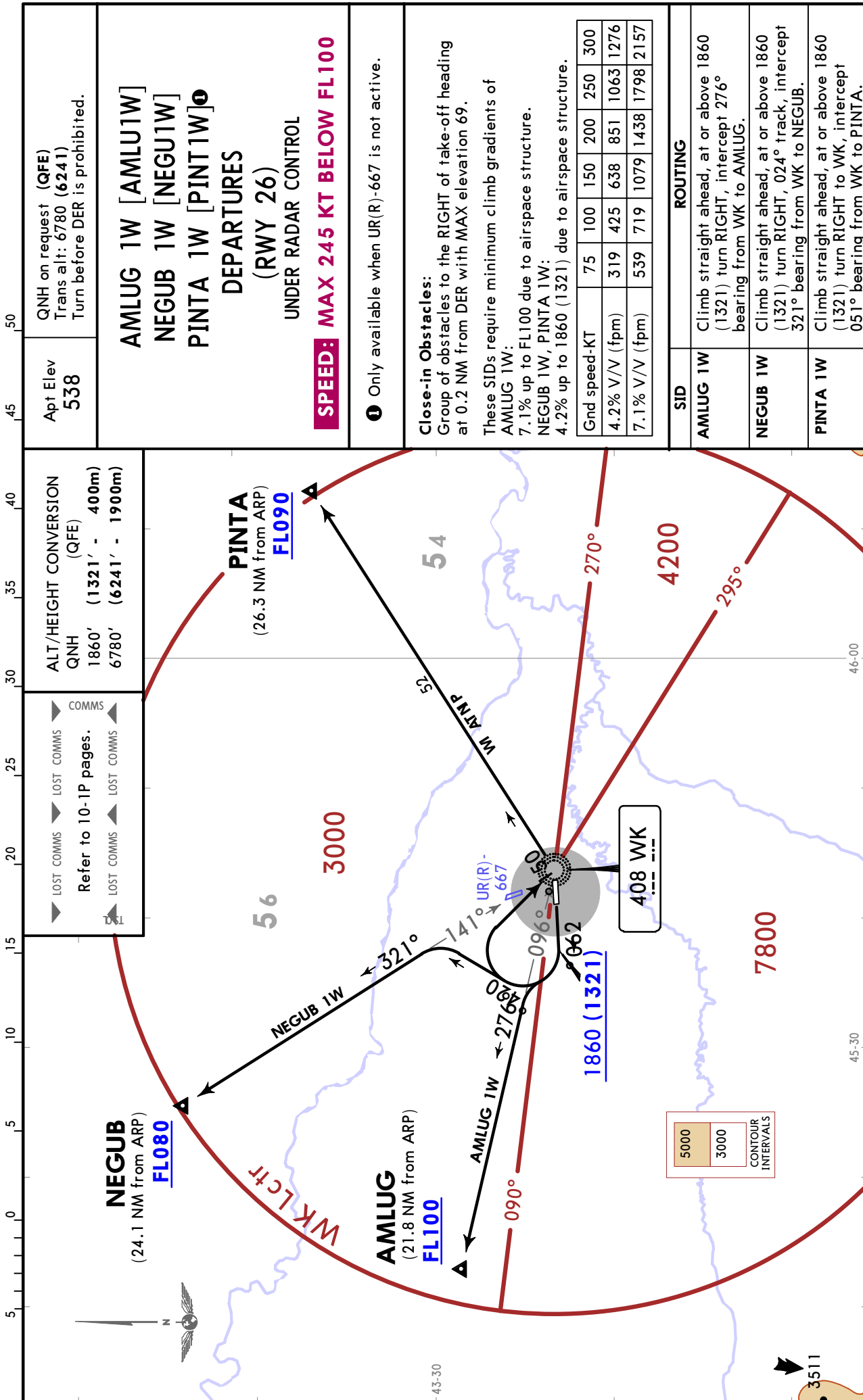
JEPPesen

GROZNY, RUSSIA

1 AUG 25 (10-3C)

Eff 7 Aug

SID



URMG/GRV
SEVERNY

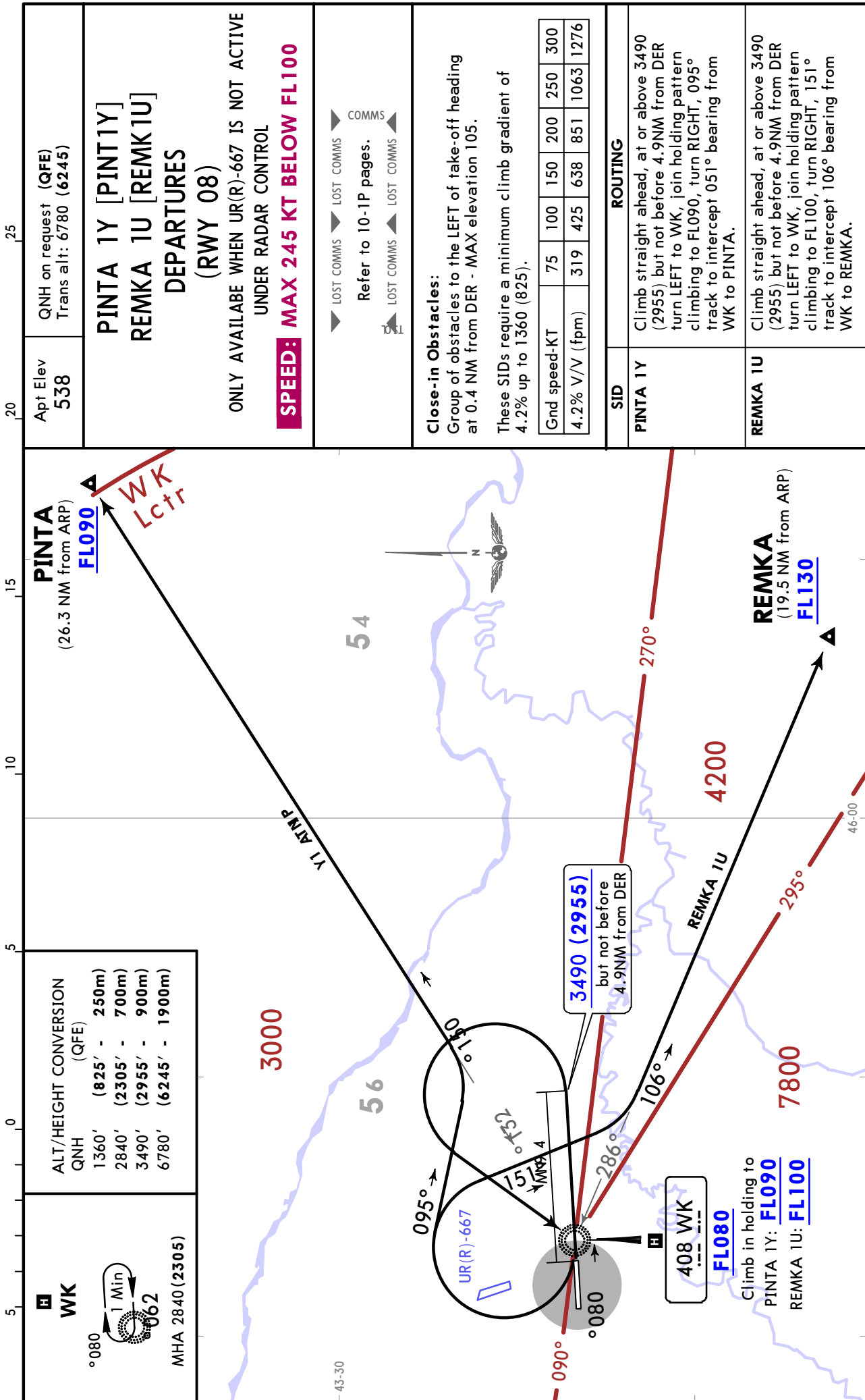
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GROZNY, RUSSIA

1 AUG 25 **(10-3D)**

Eff 7 Aug

SID



CHANGES: Close-in obstacles note, distance from ARP added.

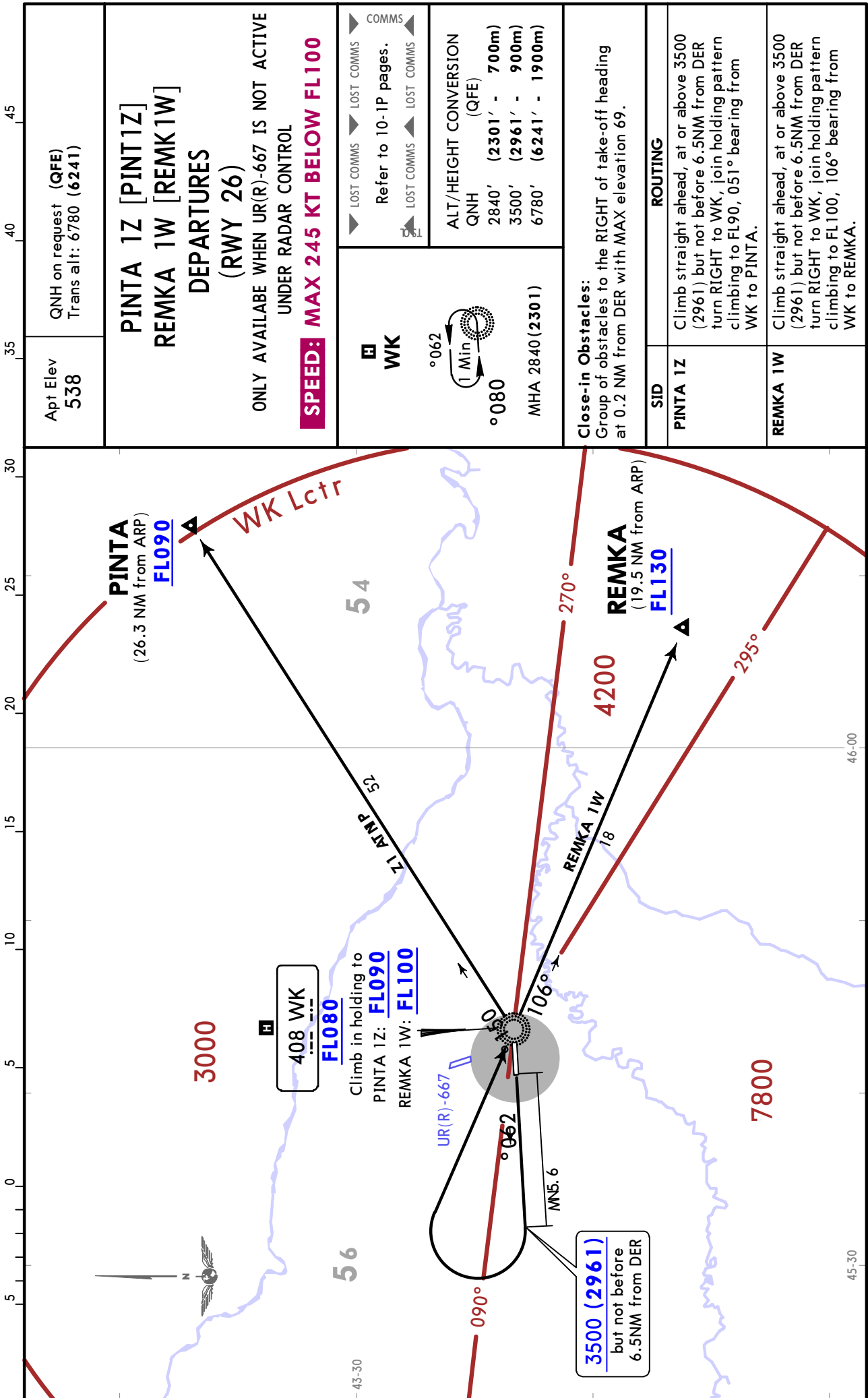
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URMG/GRV
SEVERNY

JEPPesen
1 AUG 25 (10-3E) Eff 7 Aug

GROZNY, RUSSIA

SID



CHANGES: Distance from ARP added.

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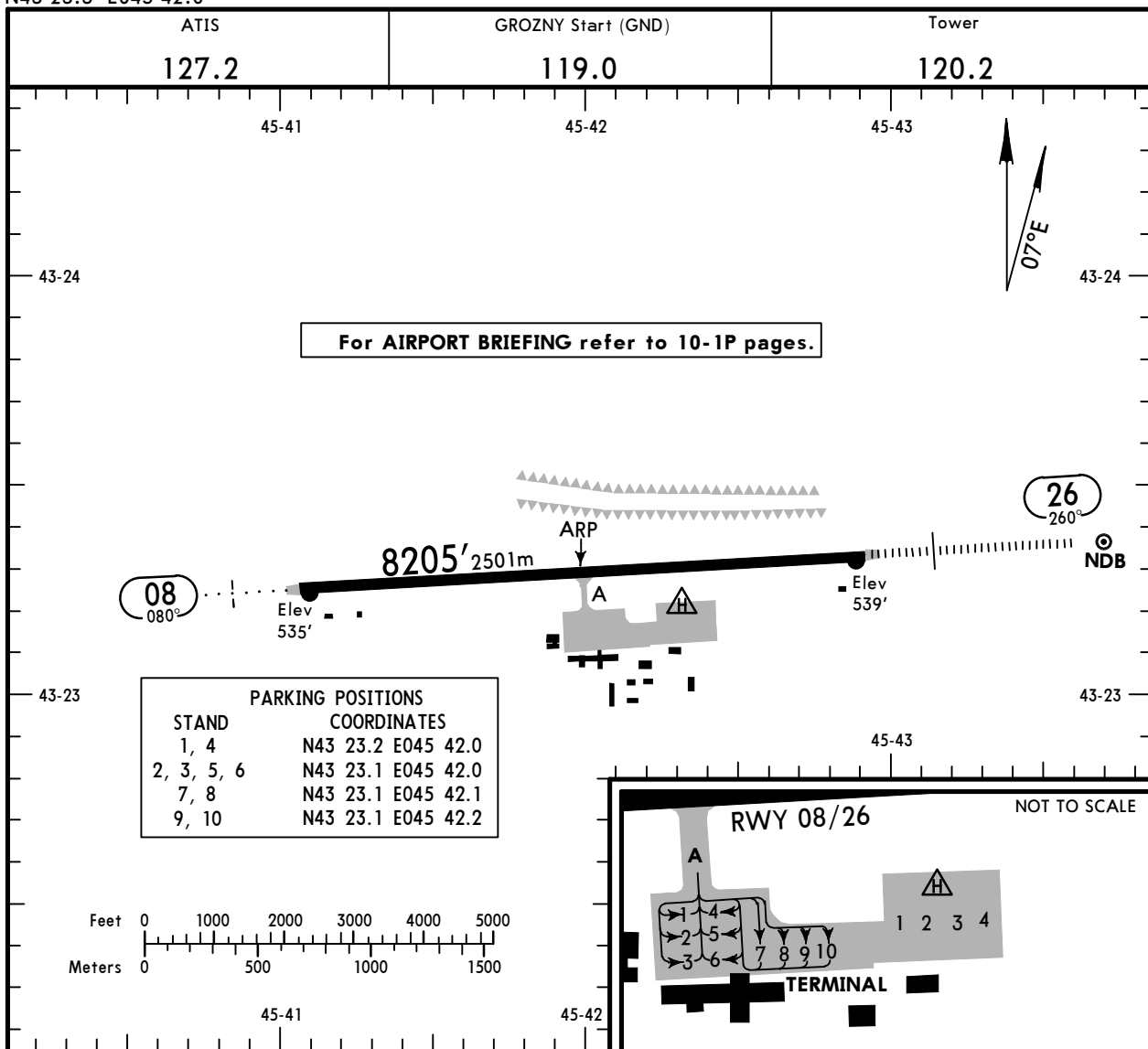
Apt Elev **538'**
N43 23.3 E045 42.0

JEPPESEN

24 SEP 21 **(10-9)** Eff 7 Oct

GROZNY, RUSSIA

SEVERNY



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			TAKE-OFF	WIDTH
	Threshold	LANDING BEYOND			
08	RL (60m) ALS PAPI-L (angle 2.67°)				148'
26	RL (60m) HIALS PAPI-L (angle 2.67°)		7050' 2149m		45m

Std TAKE-OFF			
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref
DAY	NIGHT	DAY	DAY NIGHT
R300m		R400m	R/V500m NA

STRAIGHT-IN RWY		A	B	C	D
08	GLS	735' (200')	735' (200')	739' (204')	749' (214')
	ALS out	R1000m R1200m	R1000m R1200m	R1000m R1200m	R1000m R1200m
	RNAV LNAV/VNAV	1074' (539')	1083' (548')	1103' (568')	1129' (594')
		R1500m	R1500m	R2400m	R2400m
	① RNAV LNAV	1320' (785')	1330' (795')	1370' (835')	1380' (845')
		R1500m	R1500m	R2400m	R2400m
	① NDB V	1380' (845')	1380' (845')	1380' (845')	1380' (845')
		R1500m	R1500m	R2400m	R2400m
	① NDB W	2040' (1505')	2040' (1505')	2070' (1535')	2070' (1535')
		R1500m	R1500m	R2400m	R2400m
26	ILS V or W	739' (200')	739' (200')	739' (200')	739' (200')
	ALS out	R550m ② R1200m	R550m ② R1200m	R550m ② R1200m	R550m ② R1200m
	GLS	739' (200')	739' (200')	739' (200')	739' (200')
	ALS out	R550m ② R1200m	R550m ② R1200m	R550m ② R1200m	R550m ② R1200m
	RNAV LNAV/VNAV	789' (250')	799' (260')	809' (270')	854' (315')
		R550m ②	R600m ②	R600m ②	R700m ②
	ALS out	R1300m	R1300m	R1300m	R1400m
	① RNAV LNAV	920' (381')	920' (381')	920' (381')	920' (381')
		R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	① NDB V	1270' (731')	1270' (731')	1270' (731')	1270' (731')
		R1500m	R1500m	R2400m	R2400m
	① NDB W	1610' (1071')	1610' (1071')	1610' (1071')	1610' (1071')
		R1500m	R1500m	R2400m	R2400m

① Continuous Descent Final Approach.

② R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

URMG/GRV

 **JEPPESEN**
31 JAN 25 **(10-9S1)**

EASA AIR OPS
GROZNY, RUSSIA
SEVERNY

CIRCLE-TO-LAND ①	100 KT	135 KT	180 KT	205 KT
	1320' (782')	1960' (1422')	2170' (1632')	2170' (1632')
after RNAV or NDB V 08	1380' (842')	1960' (1422')	2170' (1632')	2170' (1632')
after NDB W 08	2040' (1502')	2040' (1502')	2170' (1632')	2170' (1632')
after NDB W 26	1610' (1072')	1960' (1422')	2170' (1632')	2170' (1632')
	② V1500m	② V1600m	V2400m	V3600m

① Prohibited SOUTH of airport.

② or higher minimums of preceding straight-in approach.

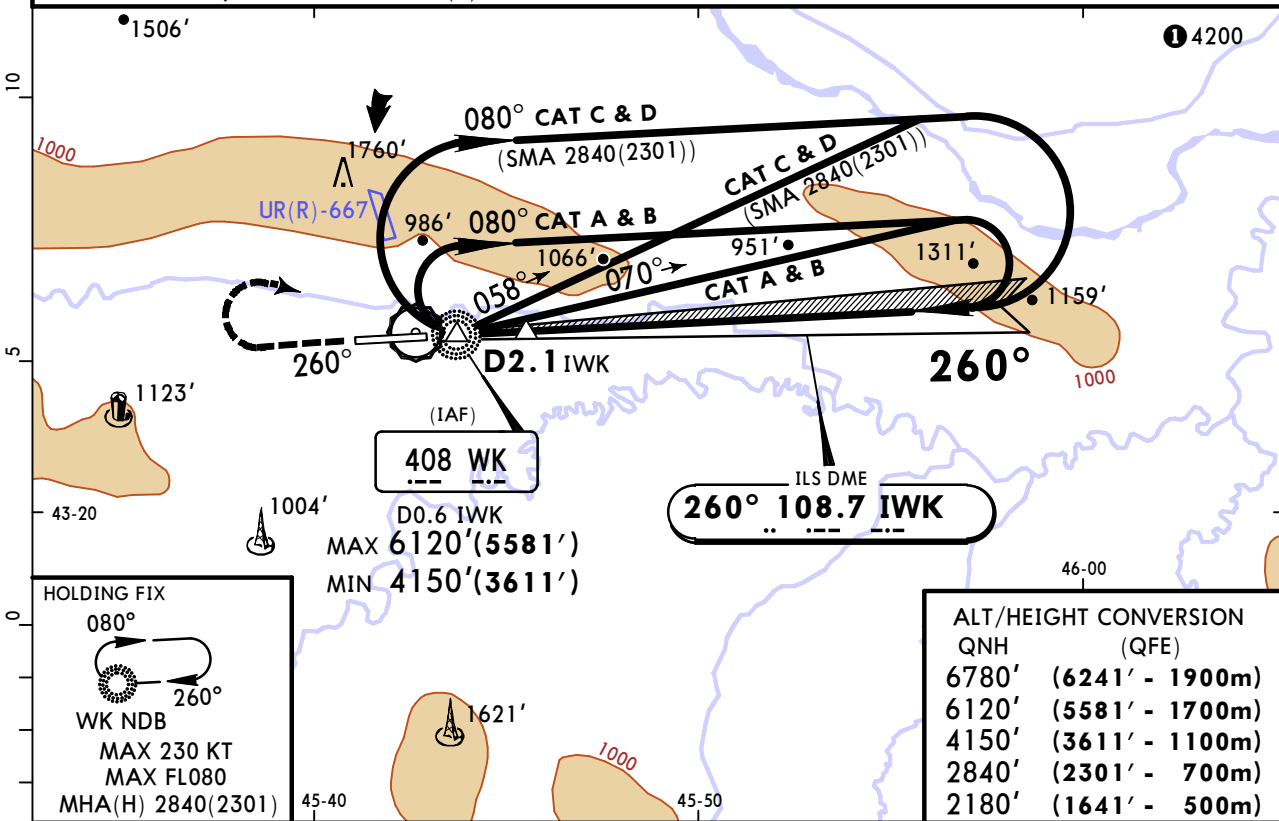
TAKE-OFF					
Low Visibility Procedure required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required				DAY	NIGHT
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
R300m		R/V400m		R/V500m	NA

URMG/GRV
SEVERNY

JEPPESEN
1 AUG 25 **(11-1)** Eff 7 Aug

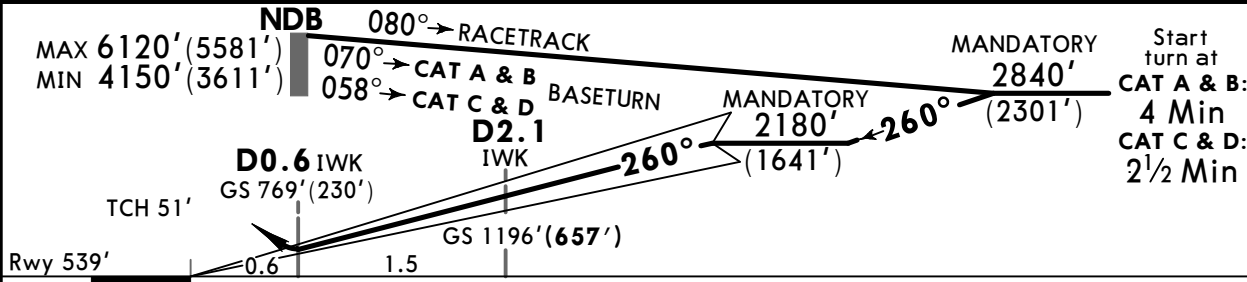
GROZNY, RUSSIA
ILS V Rwy 26

ATIS 127.2			GROZNY Tower 120.2		
LOC IWK 108.7	Final Apch Crs 260°	D2.1 IWK MANDATORY 1196' (657')	ILS DA(H) 739' (200')	Apt Elev 538' Rwy 539'	
MISSED APCH: Climb STRAIGHT AHEAD to 2180'(1641') or above, then turn RIGHT to WK NDB climbing to 2840'(2301') or above, or as directed.					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL080	Trans alt: 6780' (6241')	
1. Procedure only available when UR(R)-667 is not active. 2. Procedure restricted to 220 KT.					



ALT/HEIGHT CONVERSION	
QNH	(QFE)
6780'	(6241' - 1900m)
6120'	(5581' - 1700m)
4150'	(3611' - 1100m)
2840'	(2301' - 700m)
2180'	(1641' - 500m)

LOC (GS out)	IWK DME ALTITUDE	1.1	2.2	3.2	4.3	5.4
		910'(370')	1220'(680')	1530'(990')	1860'(1320')	2150'(1610')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MIN 2180' (1641') WK 408 RT
GS	2.70°	334	430	478	573	764	

Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
ILS DA(H) 739' (200')		Prohibited SOUTH of airport	
ALS out		Max KT	MDA(H)
A		100	1320' (782') V1500m
B	1 R550m	135	1960' (1422') V1600m
C		180	2170' (1632') V2400m
D		205	2170' (1632') V3600m

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

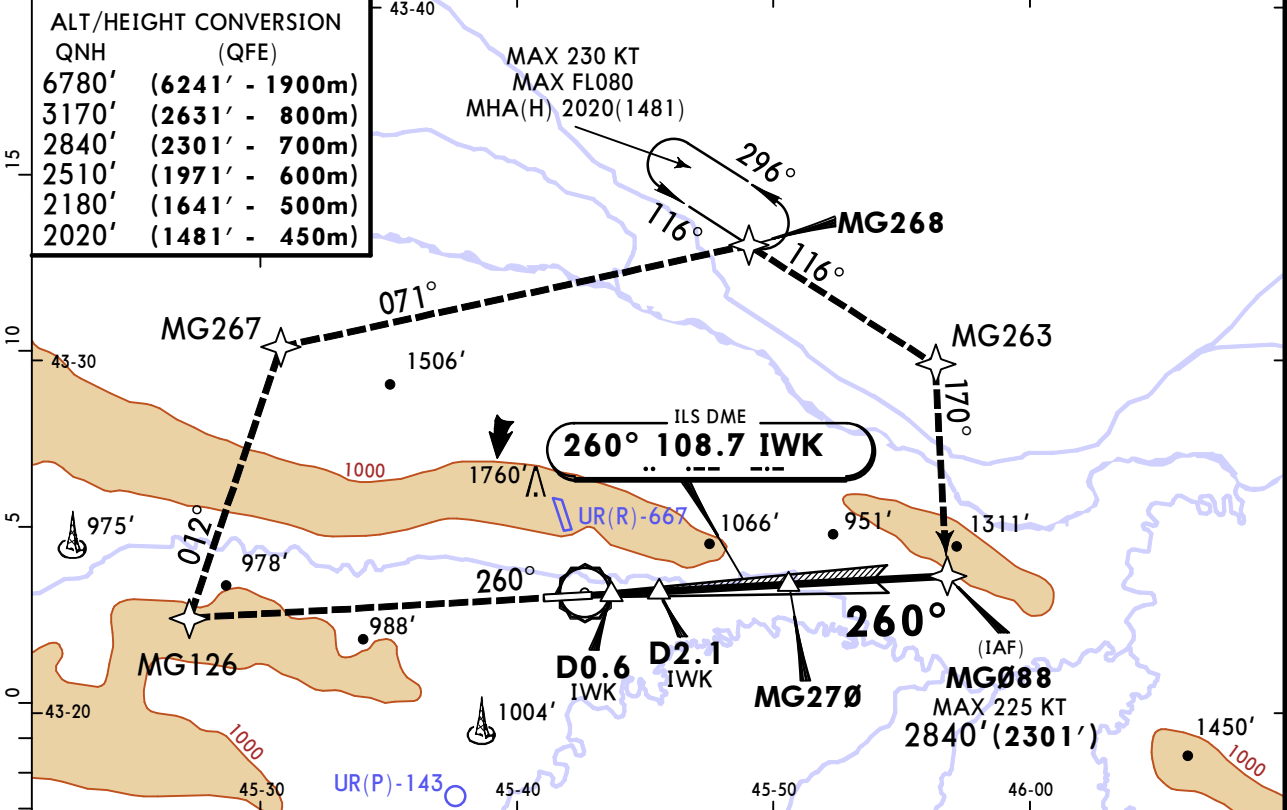
URMG/GRV SEVERNY

JEPPESEN
1 AUG 25 **(11-2)** Eff 7 Aug

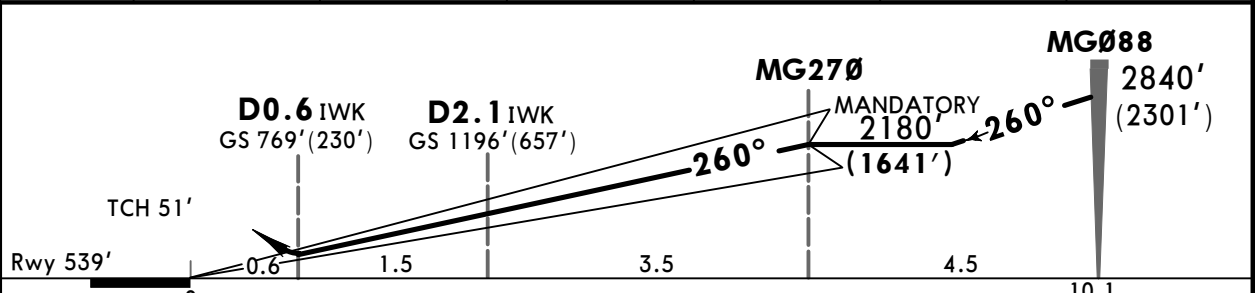
GROZNY, RUSSIA ILS W Rwy 26

ATIS 127.2				GROZNY Tower 120.2		
LOC IWK 108.7	Final Apch Crs 260°	MG270 MANDATORY 2180'(1641')	ILS DA(H) 739' (200')	Apt Elev 538'	8300 MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD to 2510'(1971') or above to MG126, then turn RIGHT to MG267, then to MG268 climbing to 3170'(2631') or above, then proceed to MG263 - MG088 or as directed. MAX 240 KT.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL080		
RNAV 1 for intermediate and missed apch.			GNSS required.			

ALT/HEIGHT CONVERSION	
QNH	(QFE)
6780'	(6241' - 1900m)
3170'	(2631' - 800m)
2840'	(2301' - 700m)
2510'	(1971' - 600m)
2180'	(1641' - 500m)
2020'	(1481' - 450m)



LOC (GS out)	IWK DME	1.1	2.2	3.2	4.3	5.4
	ALTITUDE	910'(370')	1220'(680')	1530'(990')	1860'(1320')	2150'(1610')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	240 KT MAX	MIN 2510' (1971')	MG126
GS	2.70°	334	430	478	573	669				

Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
ILS DA(H) 739' (200')		Prohibited SOUTH of airport	
ALS out		Max KT	MDA(H)
A		100	1320' (782') V1500m
B	1 R550m	135	1960' (1422') V1600m
C		180	2170' (1632') V2400m
D		205	2170' (1632') V3600m

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

URMG/GRV
SEVERNY

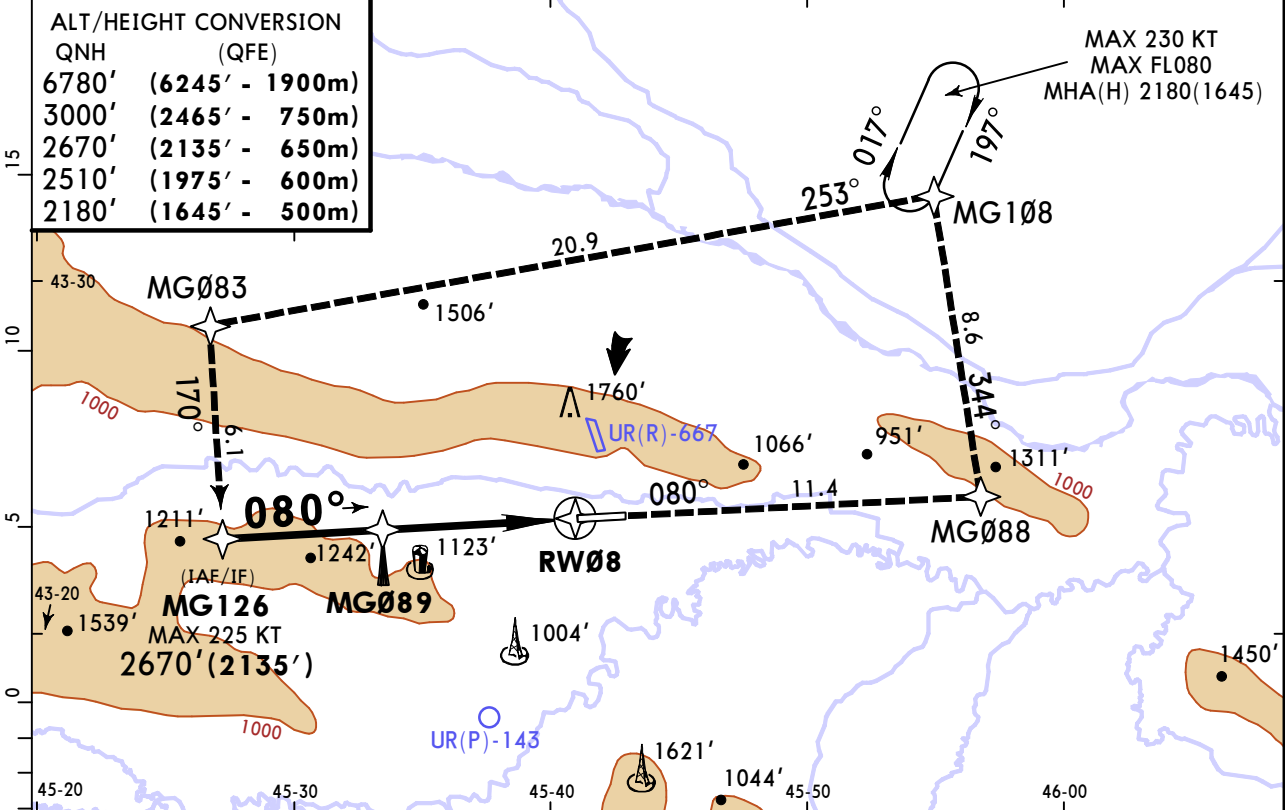
JEPPESEN
28 MAR 25 **(12-1)**

GROZNY, RUSSIA
RNAV Rwy 08

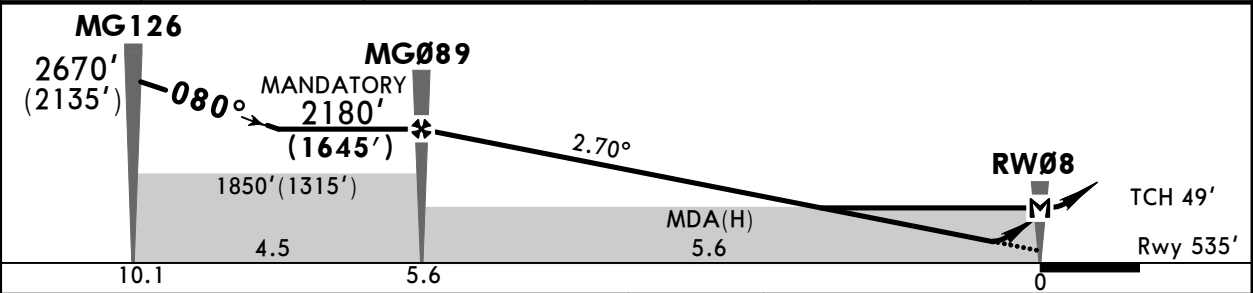
ATIS 127.2			GROZNY Tower 120.2		
RNAV	Final Apch Crs 080°	MG089 MANDATORY 2180'(1645')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 538' Rwy 535'	8300 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 2510'(1975') or above to MG088, then turn LEFT to MG108 climbing to 3000'(2465') or above, then proceed to MG083 - MG126 or as directed. MAX 240 KT.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL080	
RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -4°C.				Trans alt: 6780' (6245')	

ALT/HEIGHT CONVERSION

QNH	(QFE)
6780'	(6245' - 1900m)
3000'	(2465' - 750m)
2670'	(2135' - 650m)
2510'	(1975' - 600m)
2180'	(1645' - 500m)



DIST to RW08	5.6	4.9	3.8	2.7	1.6
ALT (HAT)	2180'(1645')	1980'(1445')	1670'(1135')	1360'(825')	1070'(535')



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 240 KT MAX MIN 2510' (1975') MG088
Descent Angle 2.70°	334	430	478	573	669	764	
MAP at RW08							

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND
	LNAV/VNAV	LNAV CDFA DA/MDA(H)	
	DA(H) A: 1074'(539') C: 1103'(568') B: 1083'(548') D: 1129'(594')	DA/MDA(H) A: 1320'(785') C: 1370'(835') B: 1330'(795') D: 1380'(845')	Prohibited SOUTH of airport
	ALS out	ALS out	Max KT
A	R1500m	R1500m	100 1380'(842') V1500m
B	R1500m	R1500m	135 1960'(1422') V1600m
C	R2400m	R2400m	180 2170'(1632') V2400m
D	R2400m	R2400m	205 2170'(1632') V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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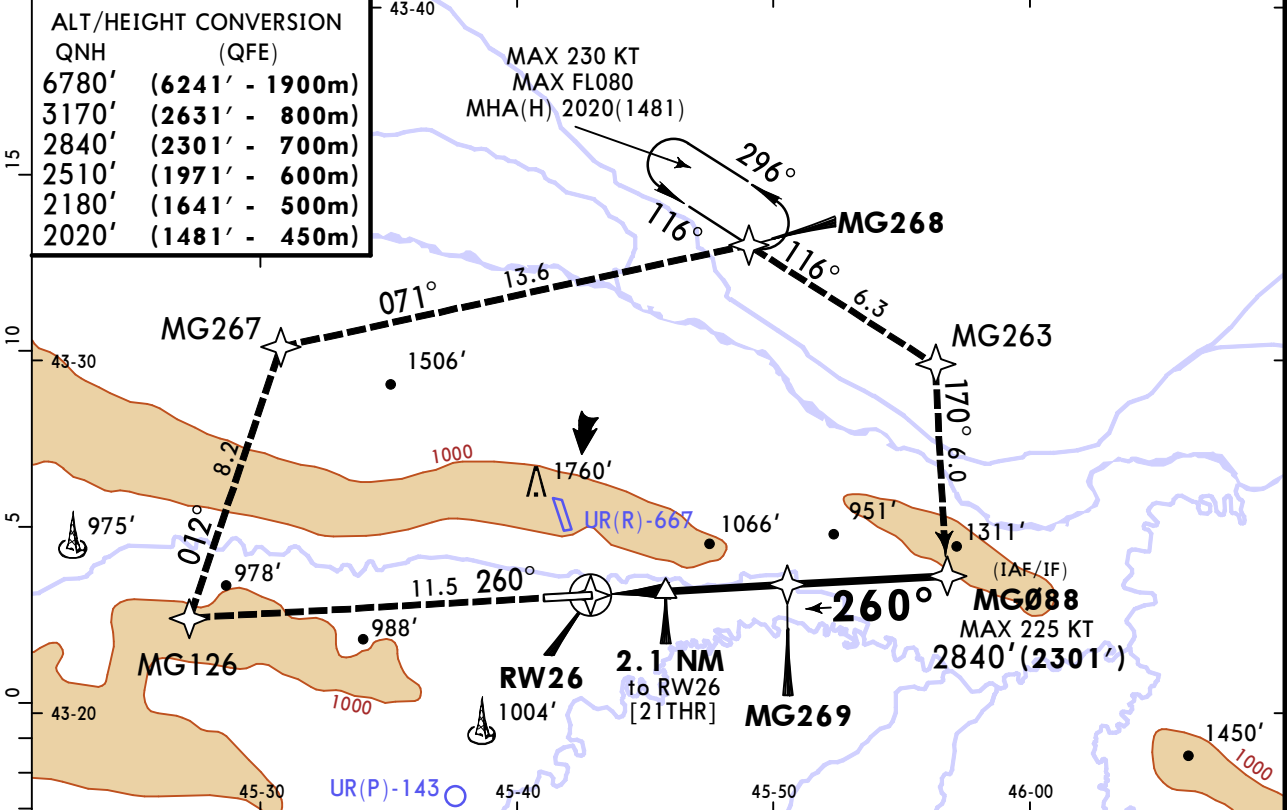
URMG/GRV
SEVERNY

JEPPESEN
28 MAR 25 (12-2)

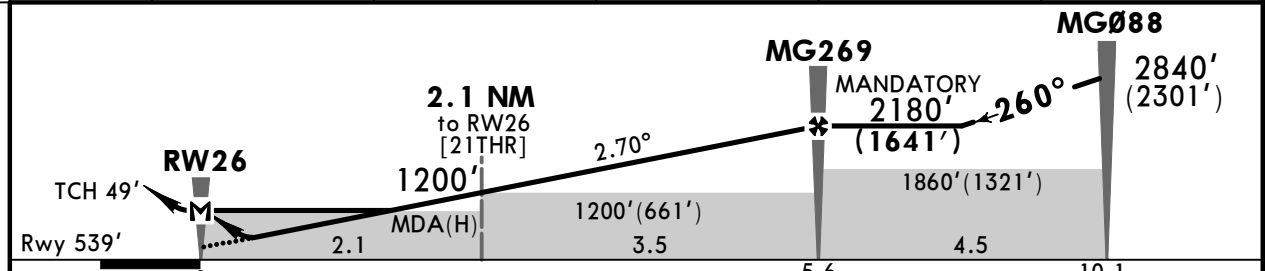
GROZNY, RUSSIA
RNAV Rwy 26

ATIS 127.2			GROZNY Tower 120.2		
RNAV	Final ApcH Crs 260°	MG269 MANDATORY 2180'(1641')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 538' Rwy 539'	8300 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 2510'(1971') or above to MG126, then turn RIGHT to MG267, then to MG268 climbing to 3170'(2631') or above, then proceed to MG263 - MGØ88 or as directed. MAX 240 KT.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL080	
RNP apch. 1. GNSS required. 2. Baro-VNAV is not authorized below -4°C.					

ALT/HEIGHT CONVERSION	
QNH	(QFE)
6780'	(6241' - 1900m)
3170'	(2631' - 800m)
2840'	(2301' - 700m)
2510'	(1971' - 600m)
2180'	(1641' - 500m)
2020'	(1481' - 450m)



DIST to RW26	1.1	2.1	3.2	4.3	5.6
ALT (HAT)	910'(371')	1220'(681')	1530'(991')	1860'(1321')	2180'(1641')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	240 KT MAX	MIN 2510' (1971')	MG126
Descent Angle 2.70°	334	430	478	573	669	764				
MAP at RW26										

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV		Prohibited SOUTH of airport	
	DA(H) A: 789'(250') C: 809'(270') B: 799'(260') D: 854'(315')		CDFA 1 DA/MDA(H) 920'(381')			
	ALS out		ALS out		Max KT	MDA(H)
A	R750m	R1300m	R1100m	100	1320'(782') V1500m	
B				135	1960'(1422') V1600m	
C				180	2170'(1632') V2400m	
D		R1400m		205	2170'(1632') V3600m	
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.						

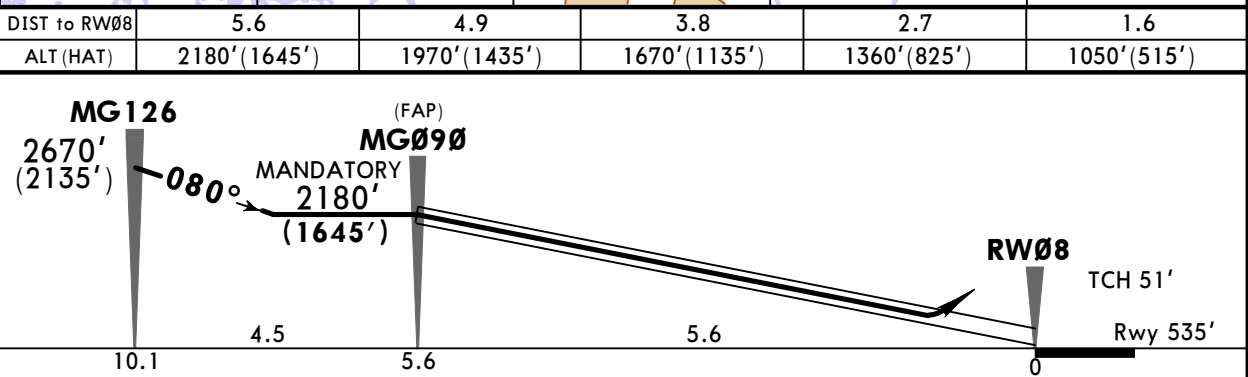
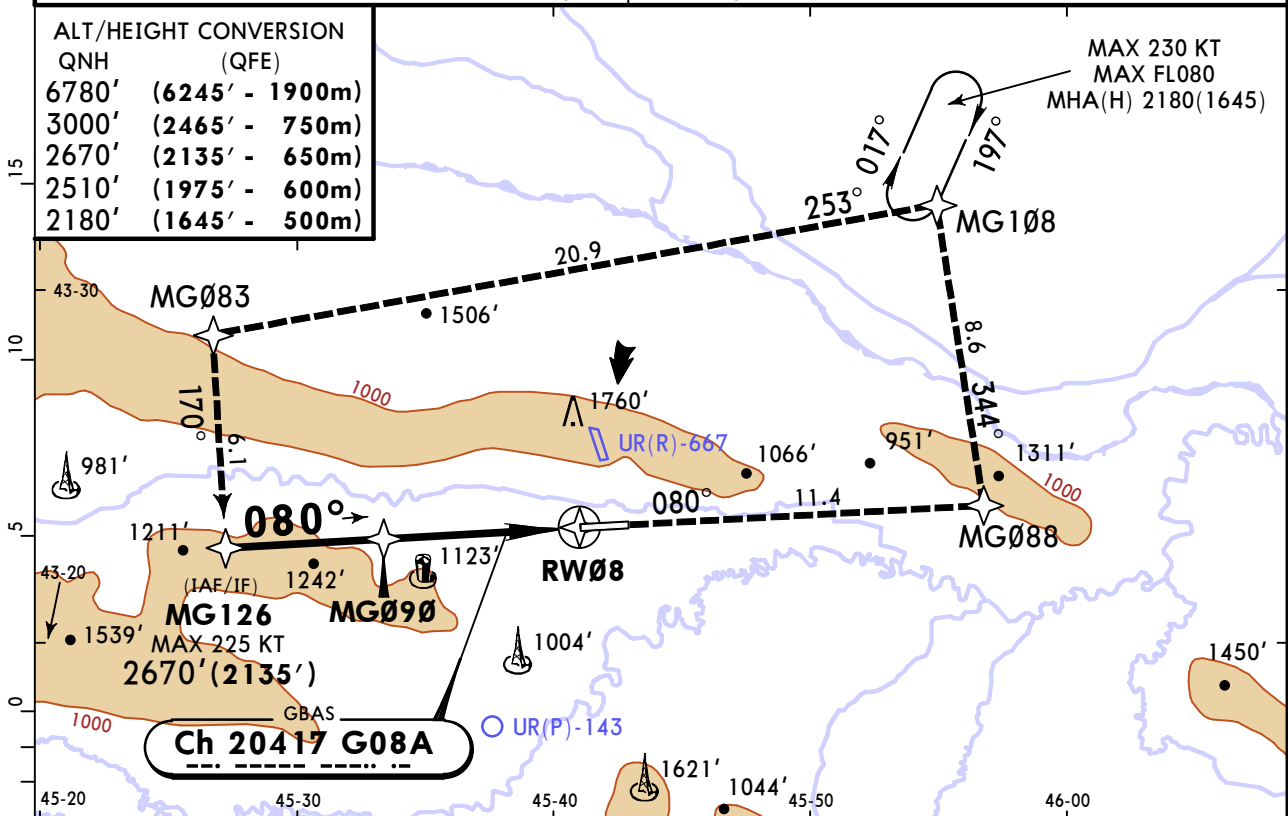
URMG/GRV SEVERNY

JEPPESEN
28 MAR 25 **(12-40)**

GROZNY, RUSSIA GLS Rwy 08

ATIS 127.2			GROZNY Tower 120.2		
GBAS Ch 20417 G08A	Final Apch Crs 080°	MG090 MANDATORY 2180'(1645')	DA(H) Refer to Minimums	Apt Elev 538' Rwy 535'	8300 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 2510'(1975') or above to MG088, then turn LEFT to MG108 climbing to 3000'(2465') or above, then proceed to MG083 - MG126 or as directed. MAX 240 KT.					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL080		Trans alt: 6780' (6245')
RNAV 1 for initial, intermediate and missed apch.			GNSS required.		

ALT/HEIGHT CONVERSION	
QNH	(QFE)
6780'	(6245' - 1900m)
3000'	(2465' - 750m)
2670'	(2135' - 650m)
2510'	(1975' - 600m)
2180'	(1645' - 500m)



Std STRAIGHT-IN LANDING DA(H) C: 739' (204') AB: 735' (200') D: 749' (214')						CIRCLE-TO-LAND Prohibited SOUTH of airport				
ALS out						Max KT				
A						100				
B						135				
C						180				
D						205				

R1000m						R1200m					MDA(H)	
A						100					1320' (782') V1500m	
B						135					1960' (1422') V1600m	
C						180					2170' (1632') V2400m	
D						205					2170' (1632') V3600m	

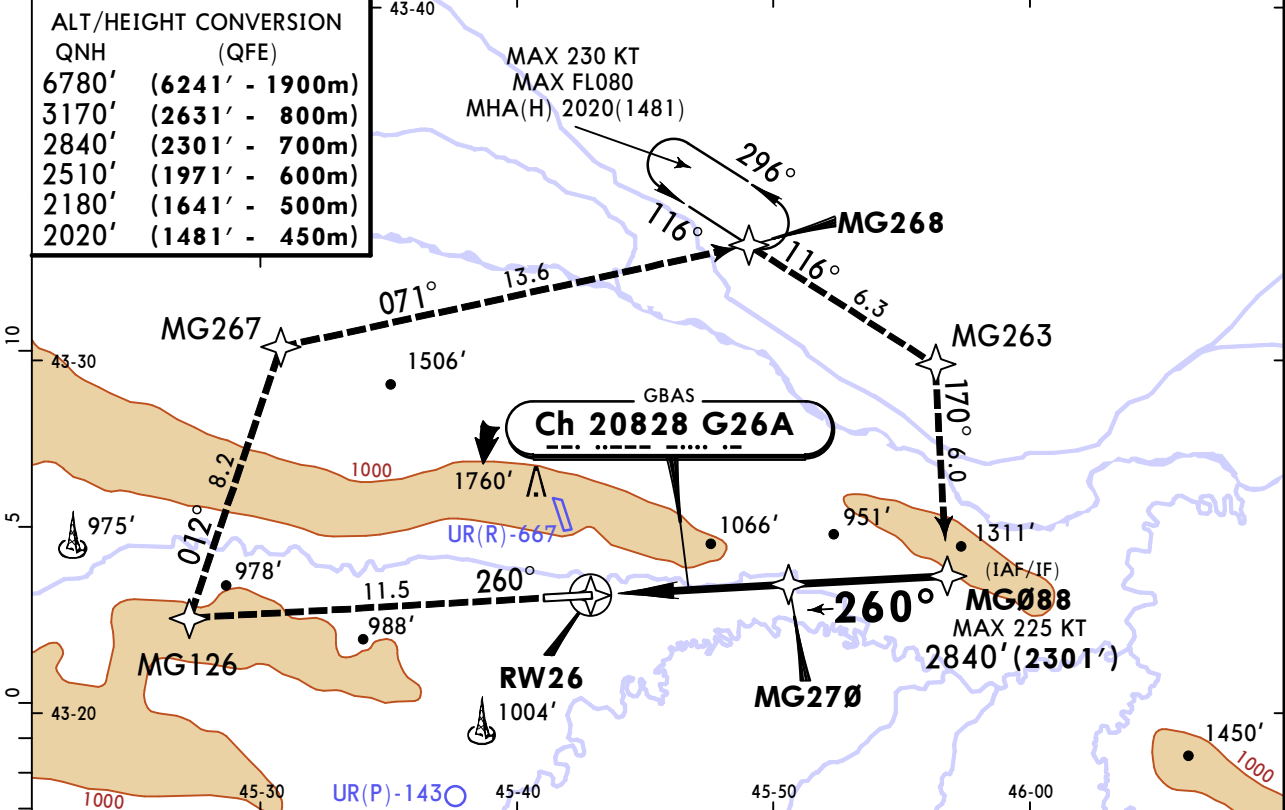
URMG/GRV SEVERNY

JEPPESSEN
28 MAR 25 **(12-41)**

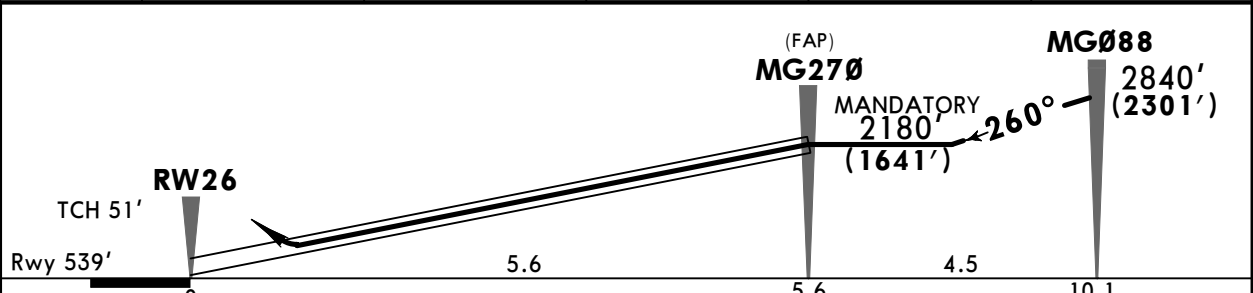
GROZNY, RUSSIA GLS Rwy 26

ATIS 127.2			GROZNY Tower 120.2		
BRIEFING STRIP™	GBAS Ch 20828 G26A	Final Apch Crs 260°	MG270 MANDATORY 2180'(1641')	DA(H) 739' (200')	Apt Elev 538' Rwy 539'
	MISSED APCH: Climb STRAIGHT AHEAD to 2510'(1971') or above to MG126, then turn RIGHT to MG267, then to MG268 climbing to 3170'(2631') or above, then proceed to MG263 - MG088 or as directed. MAX 240 KT.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL080 Trans alt: 6780' (6241')					
RNAV 1 for initial, intermediate and missed apch.			GNSS required.		

ALT/HEIGHT CONVERSION	
QNH	(QFE)
6780'	(6241' - 1900m)
3170'	(2631' - 800m)
2840'	(2301' - 700m)
2510'	(1971' - 600m)
2180'	(1641' - 500m)
2020'	(1481' - 450m)



DIST to RW26	1.1	2.1	3.2	4.3	5.6
ALT (HAT)	910'(371')	1220'(681')	1530'(991')	1860'(1321')	2180'(1641')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	240 KT MAX	MIN 2510' (1971')	MG126
Glide Path Angle	2.70°	334	430	478	573	764				

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	GLS DA(H) 739' (200')		Prohibited SOUTH of airport	
A	ALS out		Max KT	MDA(H)
B	1 R550m	R1200m	100	1320' (782') V1500m
C			135	1960' (1422') V1600m
D			180	2170' (1632') V2400m
			205	2170' (1632') V3600m

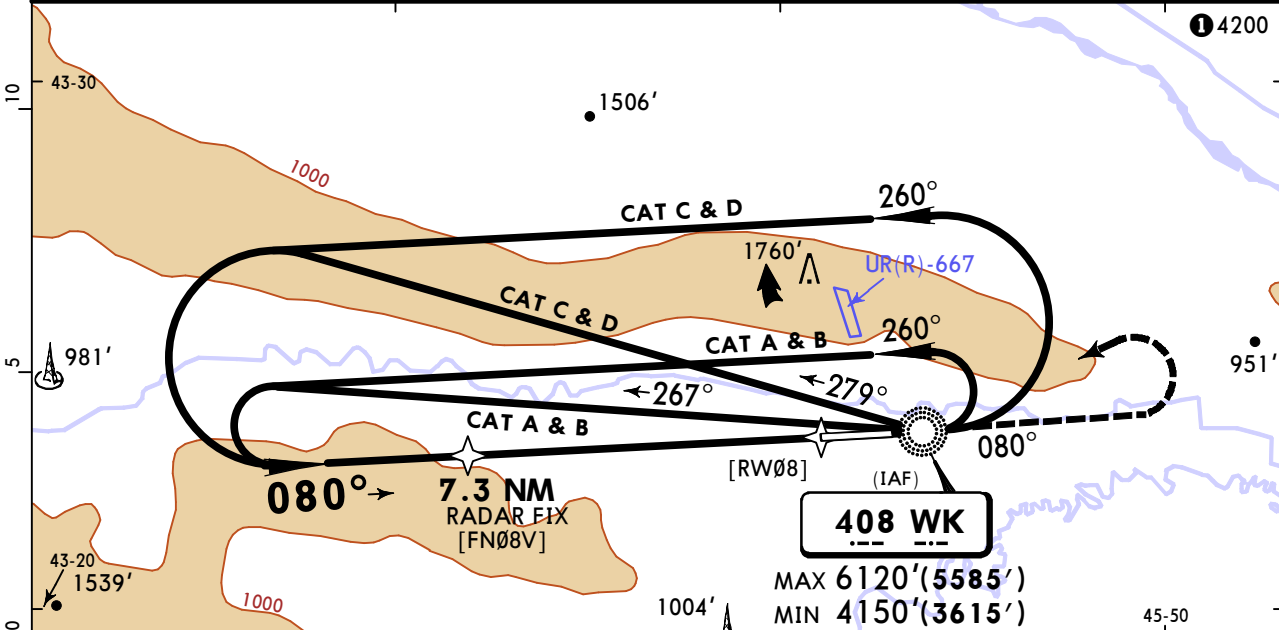
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

URMG/GRV SEVERNY

JEPPESEN
1 AUG 25 (16-1) Eff 7 Aug

GROZNY, RUSSIA NDB V Rwy 08

ATIS 127.2			GROZNY Tower 120.2		
NDB WK 408	Final Apch Crs 080°	7.3 NM RADAR FIX MANDATORY 2510'(1975')	DA/MDA(H) 1380' (845')	Apt Elev 538' Rwy 535'	
MISSED APCH: Climb STRAIGHT AHEAD to 2180'(1645') or above, then turn LEFT (not earlier than 1 min after passing MAP) to NDB climbing to 2840'(2305') or above, or as directed.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 80 Trans alt: 6780'(6245') MSA NDB					
1. Procedure only available when UR(R)-667 is not active. 2. Procedure restricted to MAX 245 KT. 3. Radar required. 4. TAR reads zero at ARP.					



HOLDING FIX

MAX 230 KT
 MAX FL 80
 MHA(H) 2840(2305)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
6780'	(6245' - 1900m)
6120'	(5585' - 1700m)
4150'	(3615' - 1100m)
2840'	(2305' - 700m)
2510'	(1975' - 600m)
2180'	(1645' - 500m)

MANDATORY

Start turn at **2840' (2305')**

CAT C & D: 3 Min
CAT A & B: 5 1/2 Min

MANDATORY **2510' (1975')**
 7.3 NM RADAR FIX [FN08V]
 MDA(H) 6.7

RACETRACK ← 260°
BASETURN CAT C & D ← 279°
CAT A & B ← 267°

NDB MAX 6120' (5585')
 MIN 4150' (3615')

[RW08] TCH 51' Rwy 535'

Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	MIN 2180' (1645')	WK 408 LT	
Descent Angle	2.67°	331	425	472	567	661				756
MAP at NDB										

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA DA/MDA(H)	ALS out	MDA(H)	
A	1 1380' (845')	ALS out	100	1380' (842') 2 V1500m
B			135	1960' (1422') V1600m
C			180	2170' (1632') V2400m
D			205	2170' (1632') V3600m

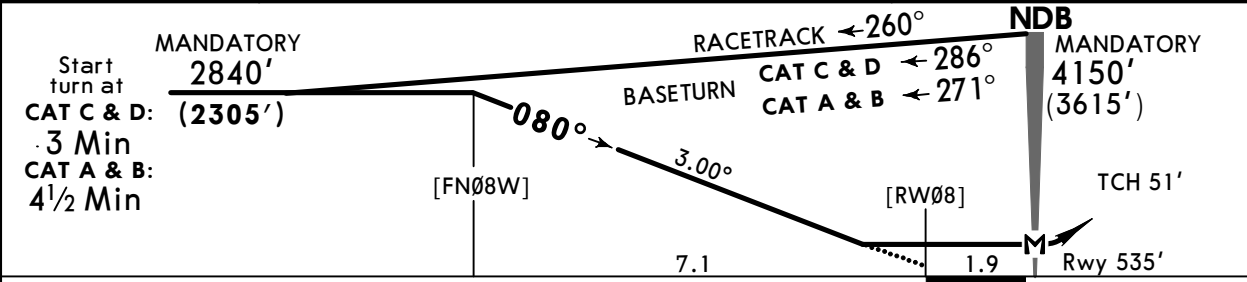
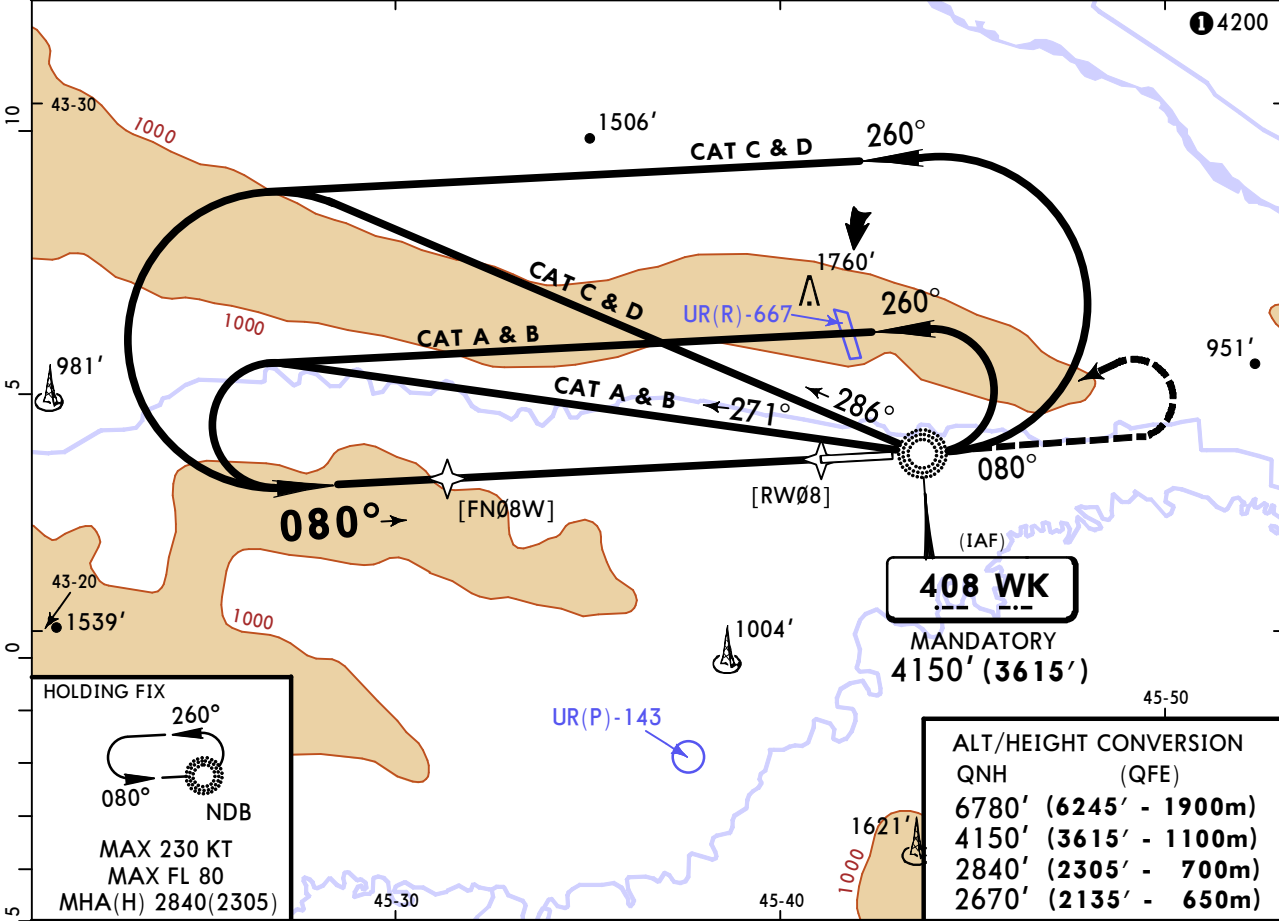
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minimums.

URMG/GRV SEVERNY

JEPPESEN
1 AUG 25 (16-2) Eff 7 Aug

GROZNY, RUSSIA NDB W Rwy 08

ATIS 127.2				GROZNY Tower 120.2	
NDB WK 408	Final Apch Crs 080°	[FN08W] 2840' (2305')	DA/MDA(H) Refer to Minimums	Apt Elev 538'	Rwy 535'
MISSED APCH: Climb STRAIGHT AHEAD to 2670' (2135') or above, then turn LEFT (not earlier than 1 min after passing MAP) to NDB climbing to 2840' (2305') or above, or as directed.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 80 Trans alt: 6780' (6245')					MSA NDB
1. Procedure only available when UR(R)-667 is not active. 2. Procedure restricted to MAX 245 KT.					



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	MIN 2670' (2135')	WK 408 LT
Descent Angle	3.00°	372	478	531	637	743			
MAP at NDB									

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND				
	CDFA								
	DA/MDA(H) AB: 2040' (1505') CD: 2070' (1535')				Prohibited SOUTH of airport				
	ALS out				Max Kts	MDA(H)			
	A	R1500m				100	2040' (1502') 2 V1500m		
B	R1500m				135	2040' (1502') 2 V1600m			
C	R2400m				180	2170' (1632') V2400m			
D	R2400m				205	2170' (1632') V3600m			

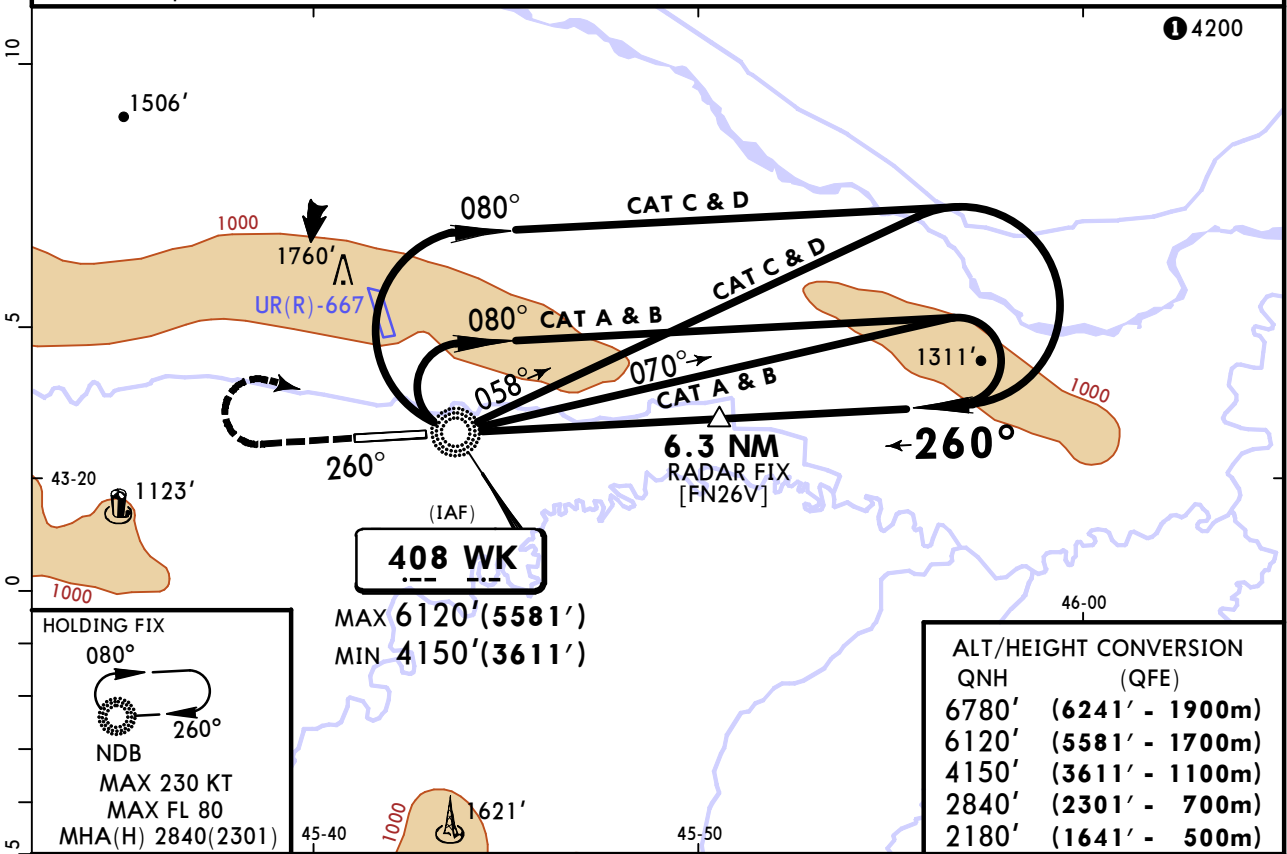
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minimums.

URMG/GRV
SEVERNY

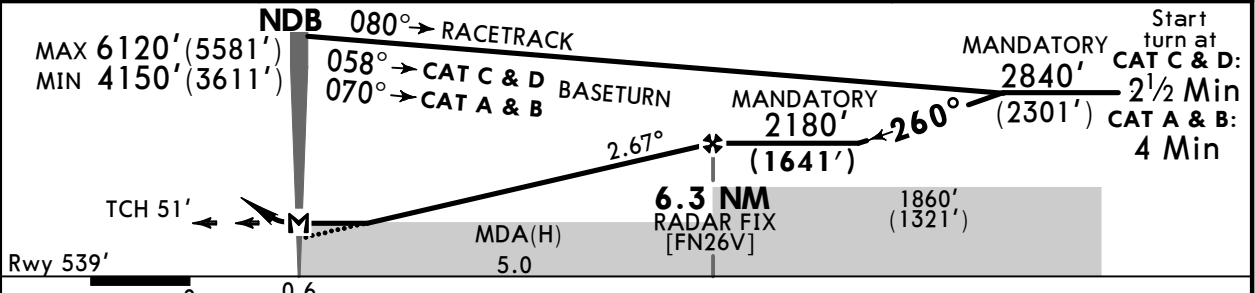
JEPPESEN
1 AUG 25 **(16-3)** Eff 7 Aug

GROZNY, RUSSIA
NDB V Rwy 26

ATIS 127.2			GROZNY Tower 120.2		
NDB WK 408	Final Apch Crs 260°	6.3 NM RADAR FIX MANDATORY 2180' (1641')	DA/MDA(H) 1270' (731')	Apt Elev 538' Rwy 539'	
MISSED APCH: Climb STRAIGHT AHEAD to 2180'(1641') or above, then turn RIGHT (not earlier than 1 min after passing MAP) to NDB climbing to 2840'(2301') or above, or as directed.					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL 80	Trans alt: 6780' (6241')	
1. Procedure only available when UR(R)-667 is not active. 2. Procedure restricted to 220 KT. 3. Radar required. 4. TAR reads zero at ARP.					



ALT/HEIGHT CONVERSION	
QNH	(QFE)
6780'	(6241' - 1900m)
6120'	(5581' - 1700m)
4150'	(3611' - 1100m)
2840'	(2301' - 700m)
2180'	(1641' - 500m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MIN 2180' (1641')	WK 408 RT	
Descent Angle	2.67°	331	425	472	567	756				
MAP at NDB										

Std STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
CDFA 1 DA/MDA(H) 1270' (731')			Prohibited SOUTH of airport		
ALS out			Max Kts	MDA(H)	
A	R1500m		100	1320' (782')	V1500m
B	R1500m		135	1960' (1422')	V1600m
C	R2400m		180	2170' (1632')	V2400m
D	R2400m		205	2170' (1632')	V3600m

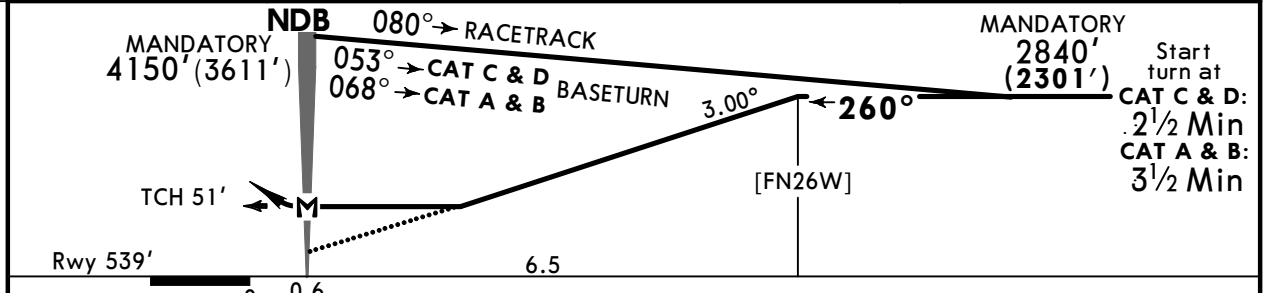
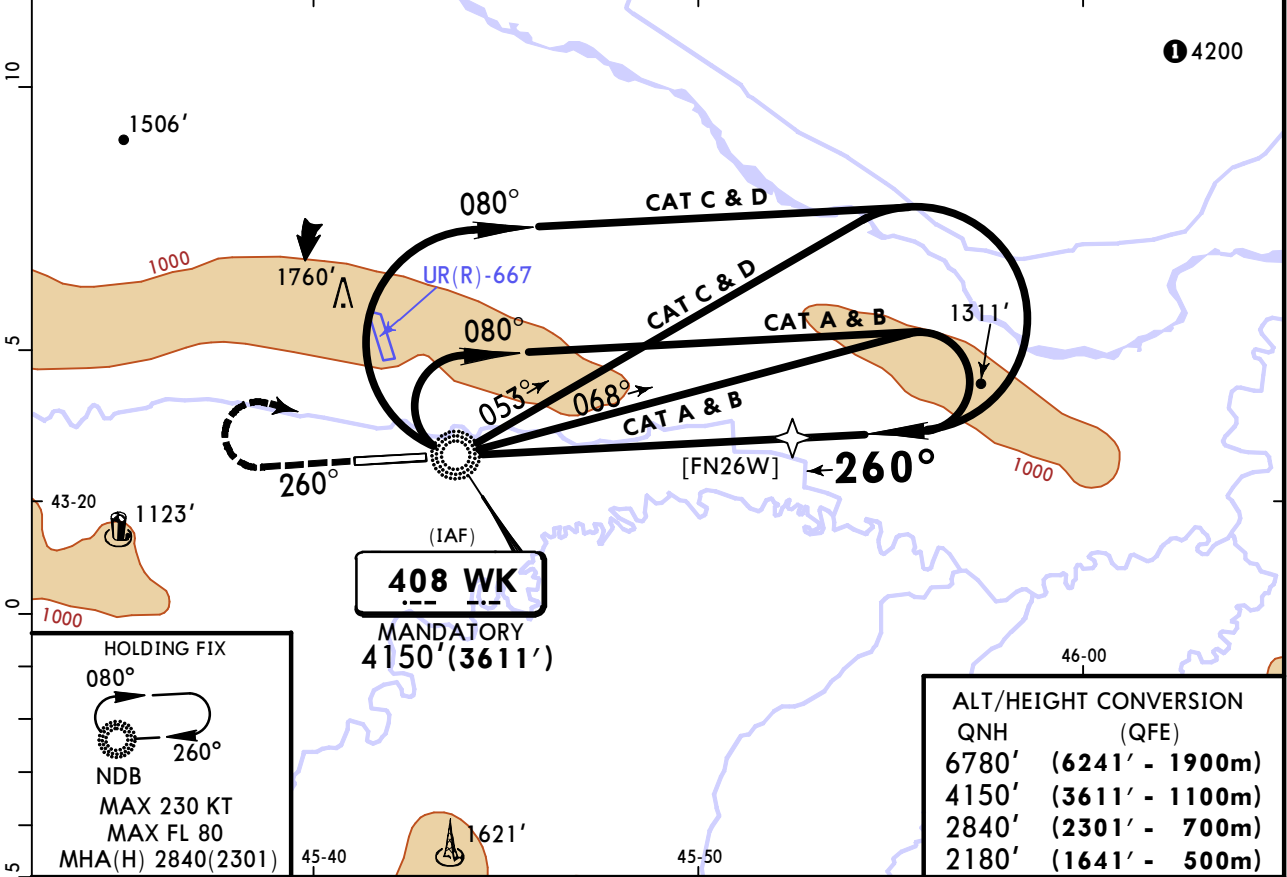
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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URMG/GRV SEVERNY

JEPPESEN
1 AUG 25 **(16-4)** Eff 7 Aug

GROZNY, RUSSIA NDB W Rwy 26

ATIS 127.2			GROZNY Tower 120.2		
NDB WK 408	Final Apch Crs 260°	[FN26W] 2840'(2301')	DA/MDA(H) 1610'(1071')	Apt Elev 538' Rwy 539'	
MISSED APCH: Climb STRAIGHT AHEAD to 2180'(1641') or above, then turn RIGHT (not earlier than 1 min after passing MAP) to NDB climbing to 2840'(2301') or above, or as directed.					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL 80	Trans alt: 6780' (6241')	
1. Procedure only available when UR(R)-667 is not active. 2. Procedure restricted to 220 KT.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MIN 2180' (1641')	WK 408 RT
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at WK NDB									

PANS OPS	Std STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
	CDFA			Prohibited SOUTH of airport		
	DA/MDA(H) 1610'(1071')			Max Kts		
	ALS out			MDA(H)		
	A	R1500m			100	1610'(1072') V1500m
B				135	1960'(1422') V1600m	
C				180	2170'(1632') V2400m	
D	R2400m			205	2170'(1632') V3600m	

■ VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
GROZNY, (SEVERNY - URMG)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URMG