

List of pages in this Trip Kit

Trip Kit Index

Airport Information For URKG

Terminal Charts For URKG

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Gelendzhik Rus
IATA Code: GDZ
Lat/Long: N44° 34.9' E038° 00.8'
Elevation: 132 ft

Airport Use: Public
Magnetic Variation: 6.6°E

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

Sunrise: 0236 Z
Sunset: 1618 Z,

Runway Information

Runway: 01
Length x Width: 10171 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 90 ft
Lighting: Edge, ALS

Runway: 19
Length x Width: 10171 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 132 ft
Lighting: Edge

Communication Information

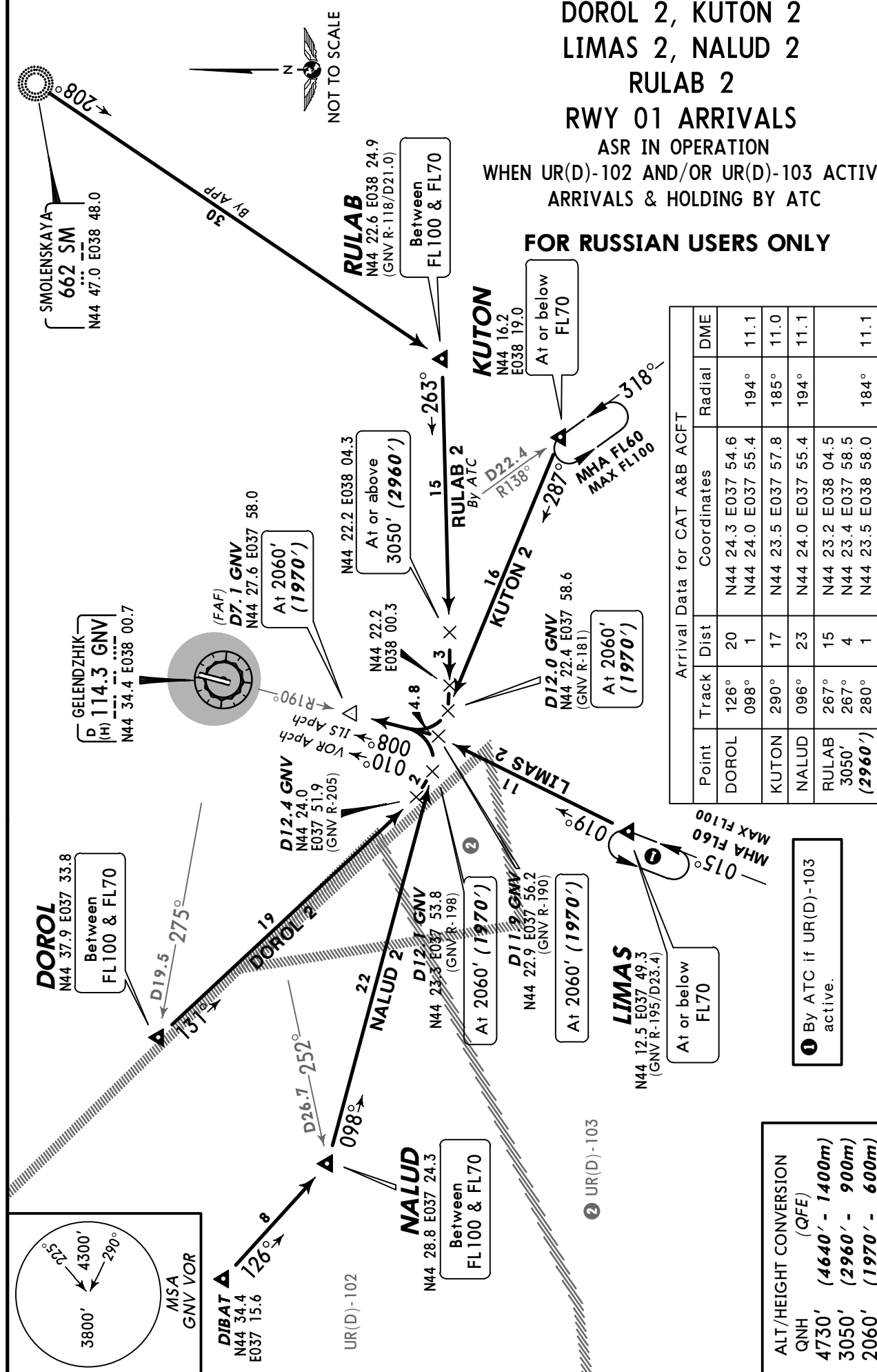
ATIS 134.875
ATIS 133.375 Non-English
Gelendzhik Tower 122.7 Non-English
Gelendzhik Radar 129.175 Non-English
Gelendzhik Transit Operations 132.0 Non-English

Apt Elev
132'Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt (hgt): 4730' (4640')
Mountainous area.DOROL 2, KUTON 2
LIMAS 2, NALUD 2
RULAB 2
RWY 01 ARRIVALS

ASR IN OPERATION

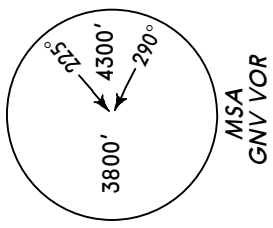
WHEN UR(D)-102 AND/OR UR(D)-103 ACTIVE
ARRIVALS & HOLDING BY ATC

FOR RUSSIAN USERS ONLY



Apt Elev
132'

Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt (hgt): 4730' (4640')
Mountainous area.



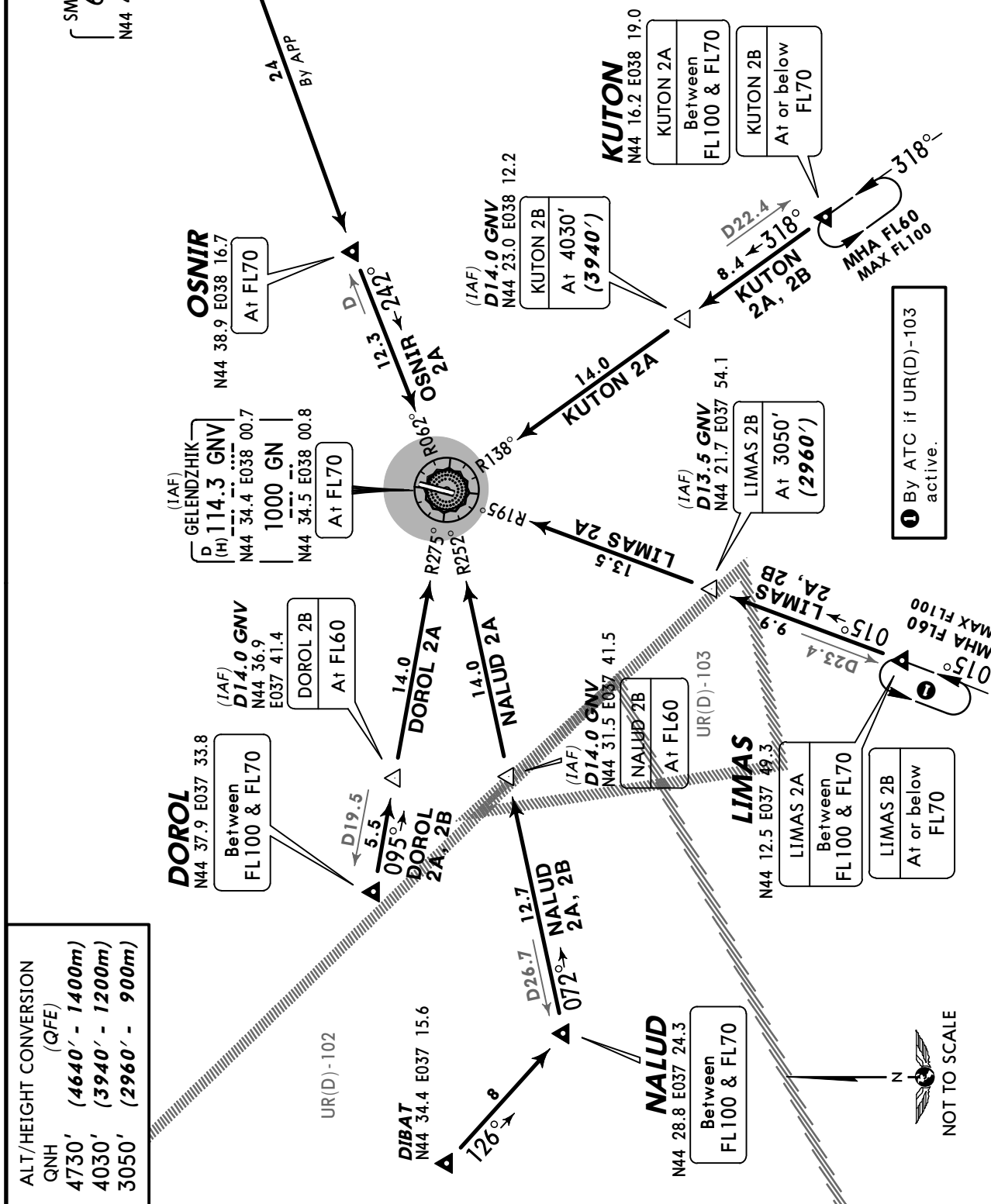
DOROL 2A [DORO2A], DOROL 2B [DORO2B]
KUTON 2A [KUTO2A], KUTON 2B [KUTO2B]
LIMAS 2A [LIMA2A], LIMAS 2B [LIMA2B]
NALUD 2A [NALU2A], NALUD 2B [NALU2B]

OSNIR 2A [OSNI2A]

RWY 01 ARRIVALS

WHEN UR(D)-102 AND/OR UR(D)-103 ACTIVE
ARRIVALS & HOLDING BY ATC

FOR RUSSIAN USERS ONLY



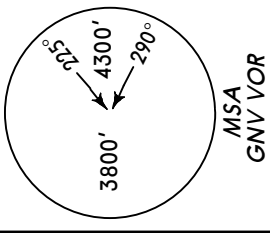
Apt Elev
132'

QNH on request (QFE)
Mountainous area.

Trans level: FL60

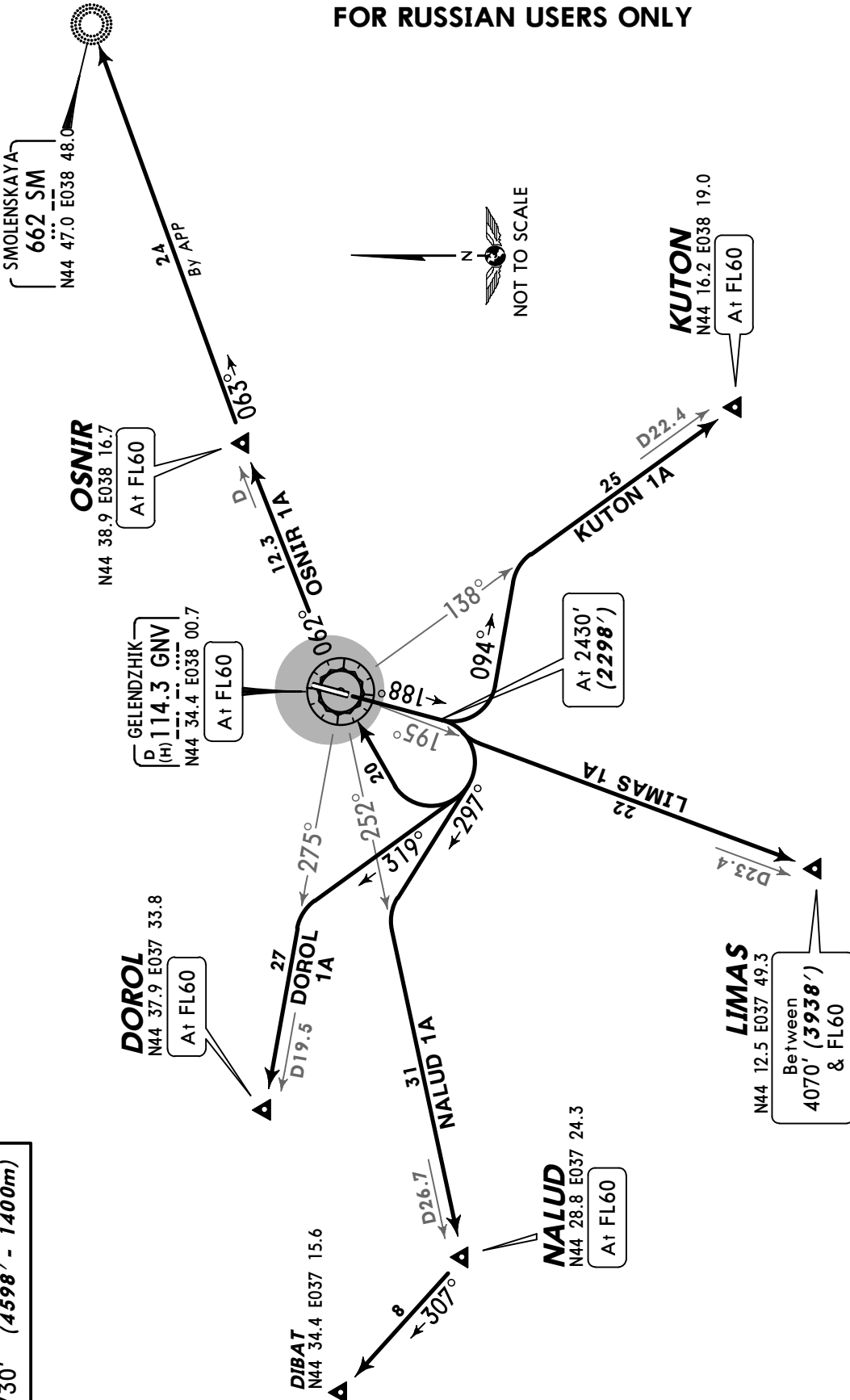
Trans alt: 4730'

(4598')



DOROL 1A [DORO1A], KUTON 1A [KUTO1A]
LIMAS 1A [LIMA1A], NALUD 1A [NALU1A]
OSNIR 1A [OSNI1A]
RWY 19 DEPARTURES

FOR RUSSIAN USERS ONLY



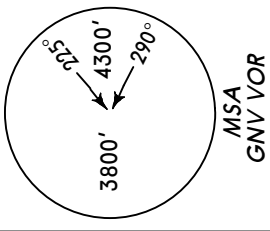
ALT/HEIGHT CONVERSION
QNH (QFE)
2430' (2298' - 700m)
4070' (3938' - 1200m)
4730' (4598' - 1400m)

Apt Elev
132'QNH on request (QFE)
Mountainous area.

Trans level: FL60

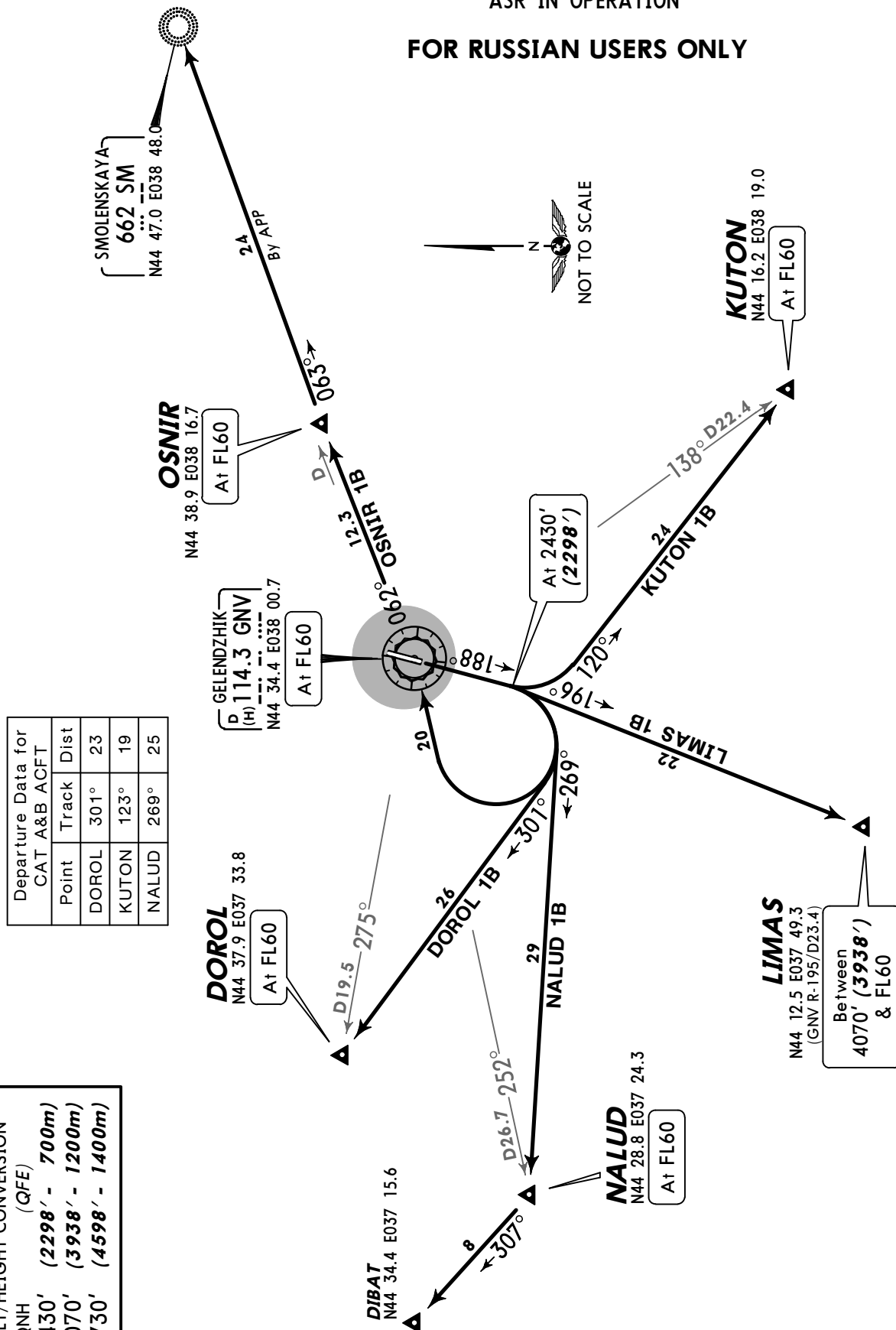
Trans alt: 4730'

(4598')



DOROL 1B [DORO1B], KUTON 1B [KUTO1B]
LIMAS 1B [LIMA1B], NALUD 1B [NALU1B]
OSNIR 1B [OSNI1B]
RWY 19 DEPARTURES
ASR IN OPERATION

FOR RUSSIAN USERS ONLY

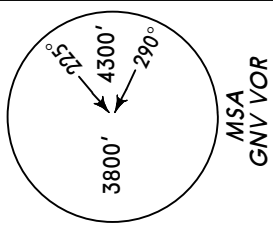


ALT/HEIGHT CONVERSION

(QFE)

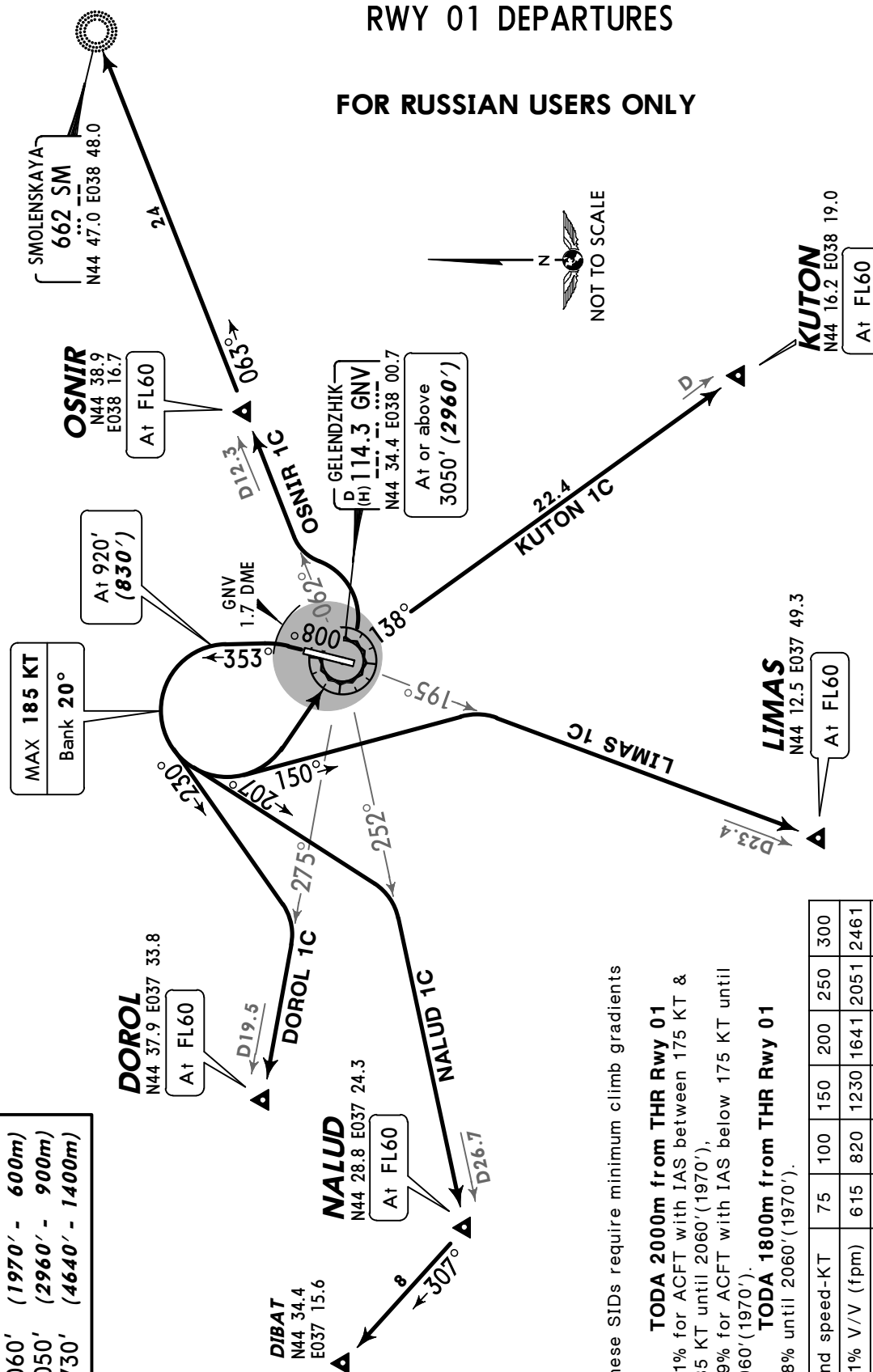
2430' (2298') - 700m
4070' (3938') - 1200m
4730' (4598') - 1400m

QNH on request **(QFE)** Trans level: FL60 Trans alt (hgt): 4730' **(4640')**
 1. Take-off should be carried out under condition, no tailwind component.
 2. Mountainous area.



DOROL 1C [DORO1C]
KUTON 1C [KUTO1C]
LIMAS 1C [LIMA1C]
NALUD 1C [NALU1C]
OSNIR 1C [OSNI1C]
RWY 01 DEPARTURES

FOR RUSSIAN USERS ONLY

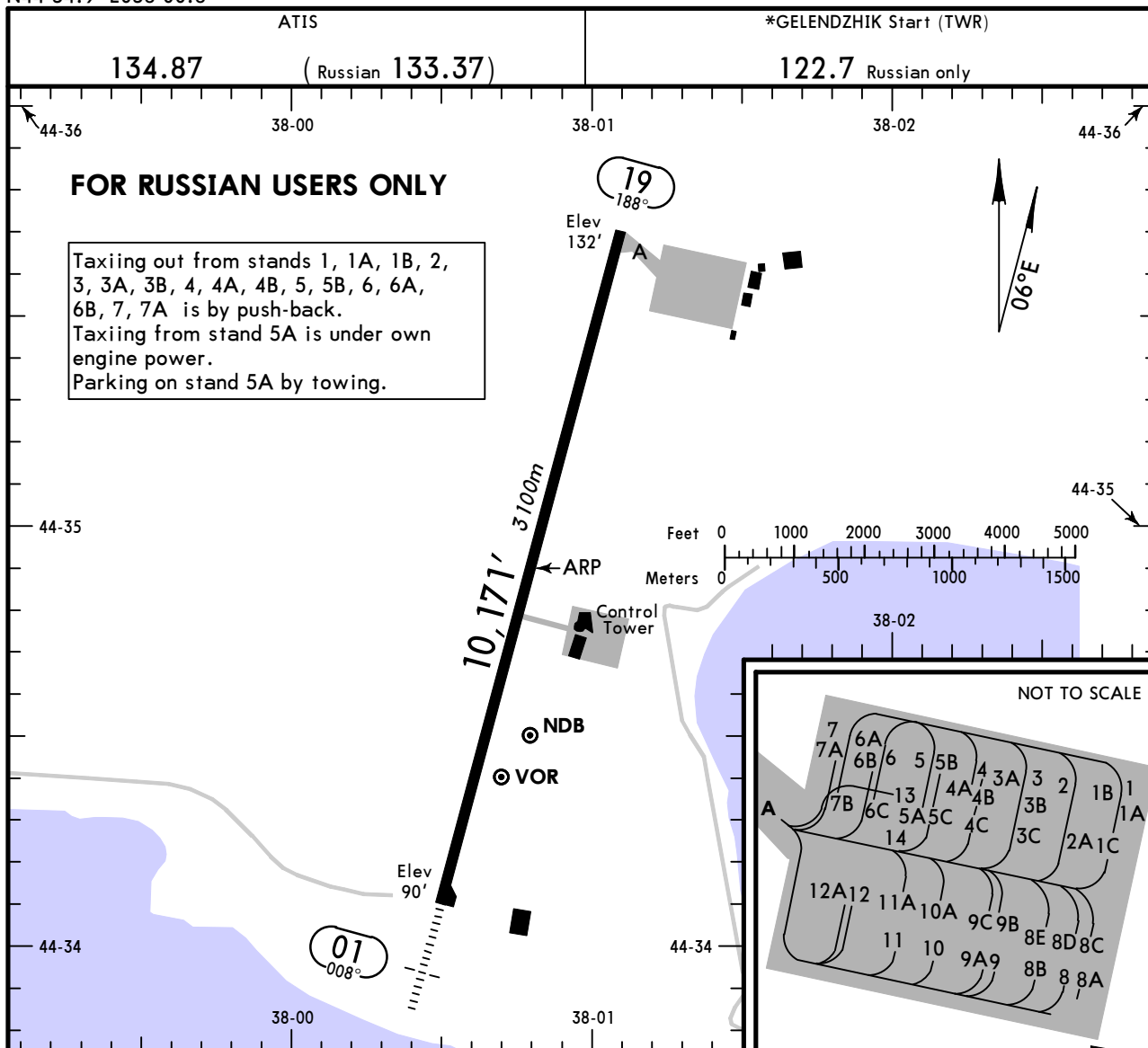


Gnd speed-KT	75	100	150	200	250	300
8.1% V/V (fpm)	615	820	1230	1641	2051	2461
7.9% V/V (fpm)	600	800	1200	1600	2000	2400
7.8% V/V (fpm)	592	790	1185	1580	1975	2370

These SIDs require minimum climb gradients of

TODA 2000m from THR Rwy 01
8.1% for ACFT with IAS between 175 KT & 185 KT until 2060' (1970'),
7.9% for ACFT with IAS below 175 KT until 2060' (1970').
TODA 1800m from THR Rwy 01
7.8% until 2060' (1970').

ALT/HEIGHT CONVERSION (QFE)	
QNH	
920'	(830' - 250mm)
2060'	(1970' - 600mm)
3050'	(2960' - 900mm)
4730'	(4640' - 1400mm)



RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
	HIRL	ALS	PAPI (angle 2.67°)	RVR	Threshold	Glide Slope		
01				RVR		9199' 2804m	1	148'
19				RVR	NA			45m

1 TAKE OFF RUN AVAILABLE
5906' (1800m) or 6562' (2000m) depending on length of TODA.

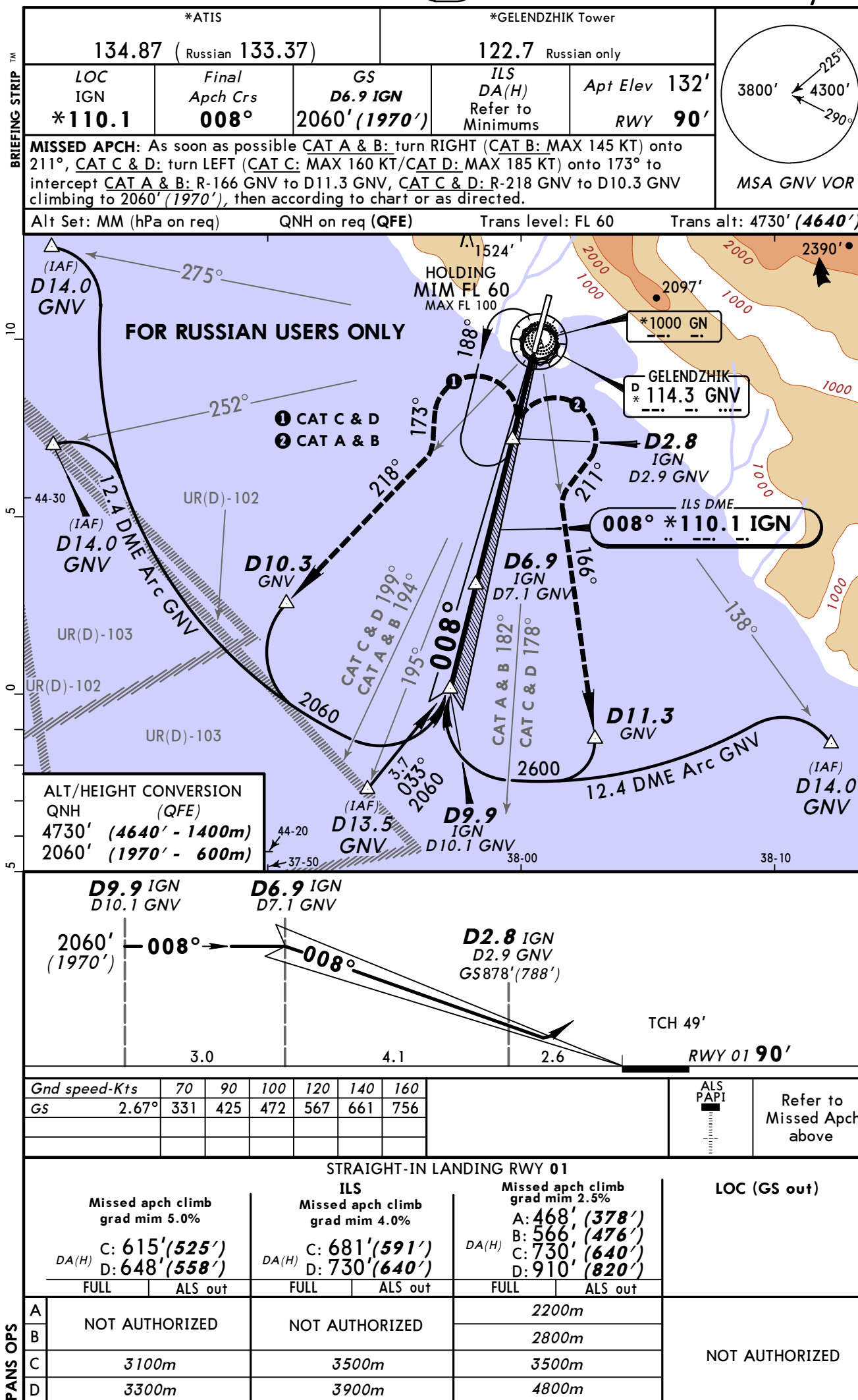
TAKE-OFF	
AIR CARRIER (JAA)	
All Rwy's	
LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	400m
B	
C	
D	

STRAIGHT-IN RWY		A	B	C	D
01	ILS ❶	NOT AUTHORIZED	NOT AUTHORIZED	615' (525') C2200m C2400m	648' (558') C2300m C2400m
	<i>ALS out</i>				
	ILS ❷	NOT AUTHORIZED	NOT AUTHORIZED	681' (591') C2400m	730' (640') C2400m
	ILS ❸	468' (378') R1500m	566' (476') R1500m	730' (640') C2400m	910' (820') C2400m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	VOR ❹	590' (500') R1500m	590' (500') R1500m	850' (760') C2400m	950' (860') C2400m
	NDB	1460' (1370') C5000m	1460' (1370') C5000m	1470' (1380') C5000m	1470' (1380') C5000m

- ❶ Missed apch climb grad MIM 5.0%.
 ❷ Missed apch climb grad MIM 4.0%.
 ❸ Missed apch climb grad MIM 2.5%.
 ❹ Continuous Descent Final Approach.

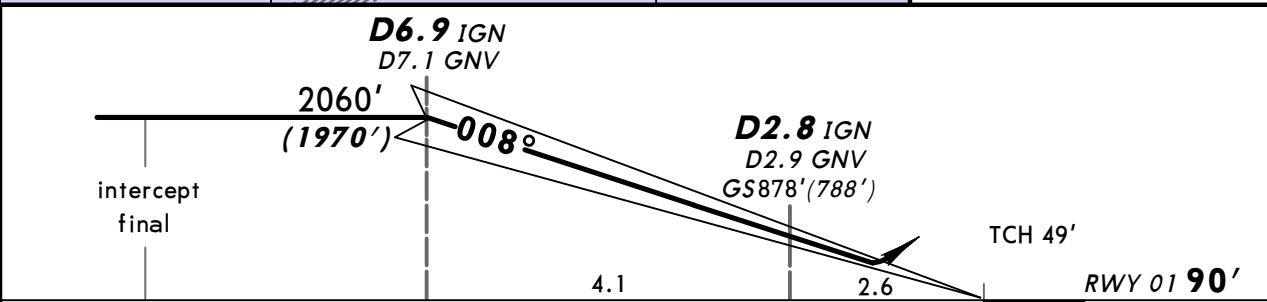
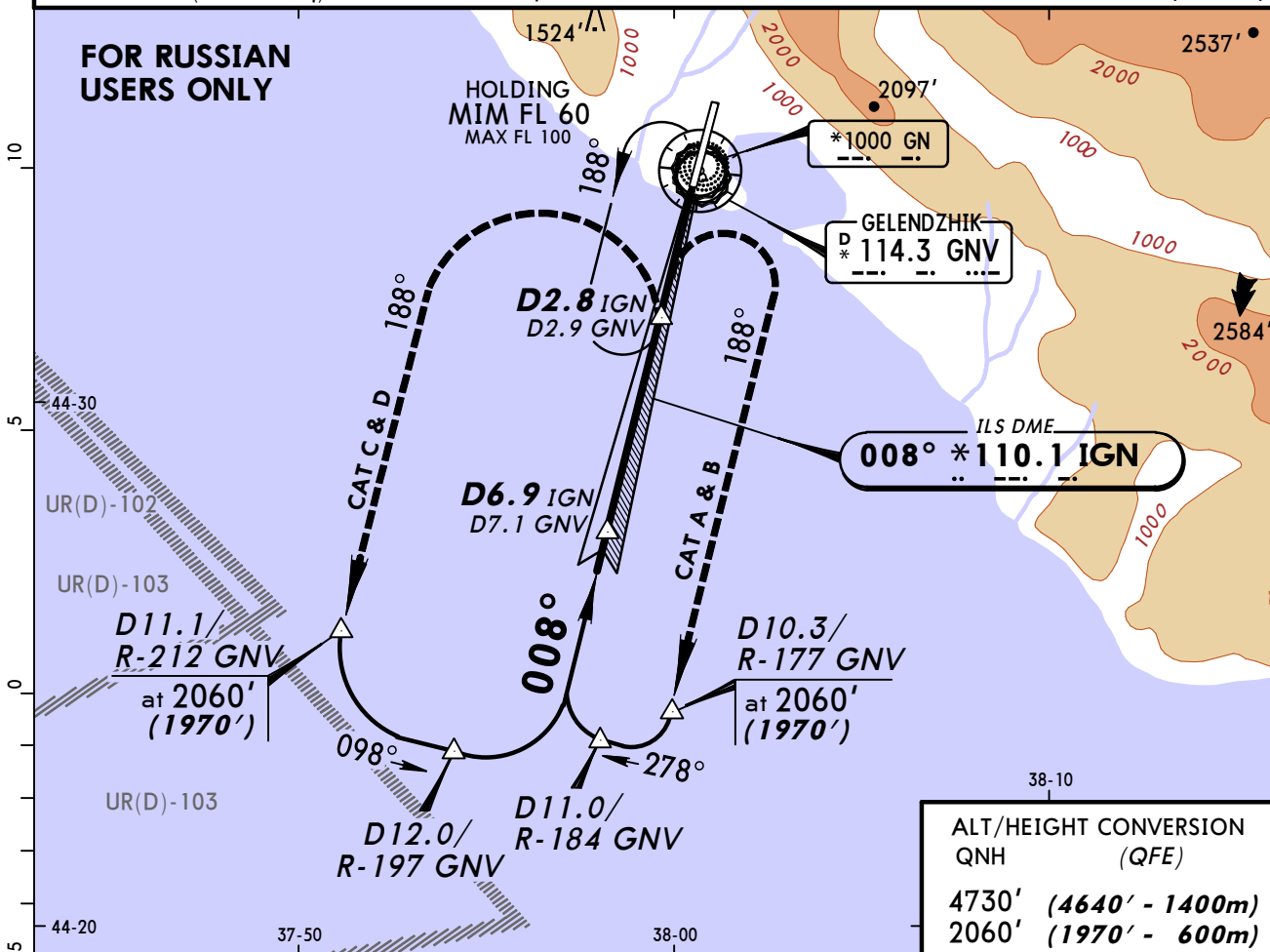
TAKE-OFF RWY 01, 19

LVP must be in force		RCLM (DAY only) or RL	NIL (DAY only)
	RCLM (DAY only) or RL		
A	250m	400m	500m
B			
C			
D	300m		



*ATIS 134.87 (Russian 133.37)			*GELENDZHIK Tower 122.7 Russian only		
LOC IGN *110.1	Final Apch Crs 008°	GS D6.9 IGN 2060' (1970')	ILS DA(H) Refer to Minimums	Apt Elev 132'	RWY 90'
MISSED APCH: As soon as possible CAT A,B: turn RIGHT (CAT B: MAX 145 KT), CAT C,D: turn LEFT (CAT C: MAX 160 KT/CAT D: MAX 185 KT) onto 188° climbing to 2060' (1970'), then as directed.					

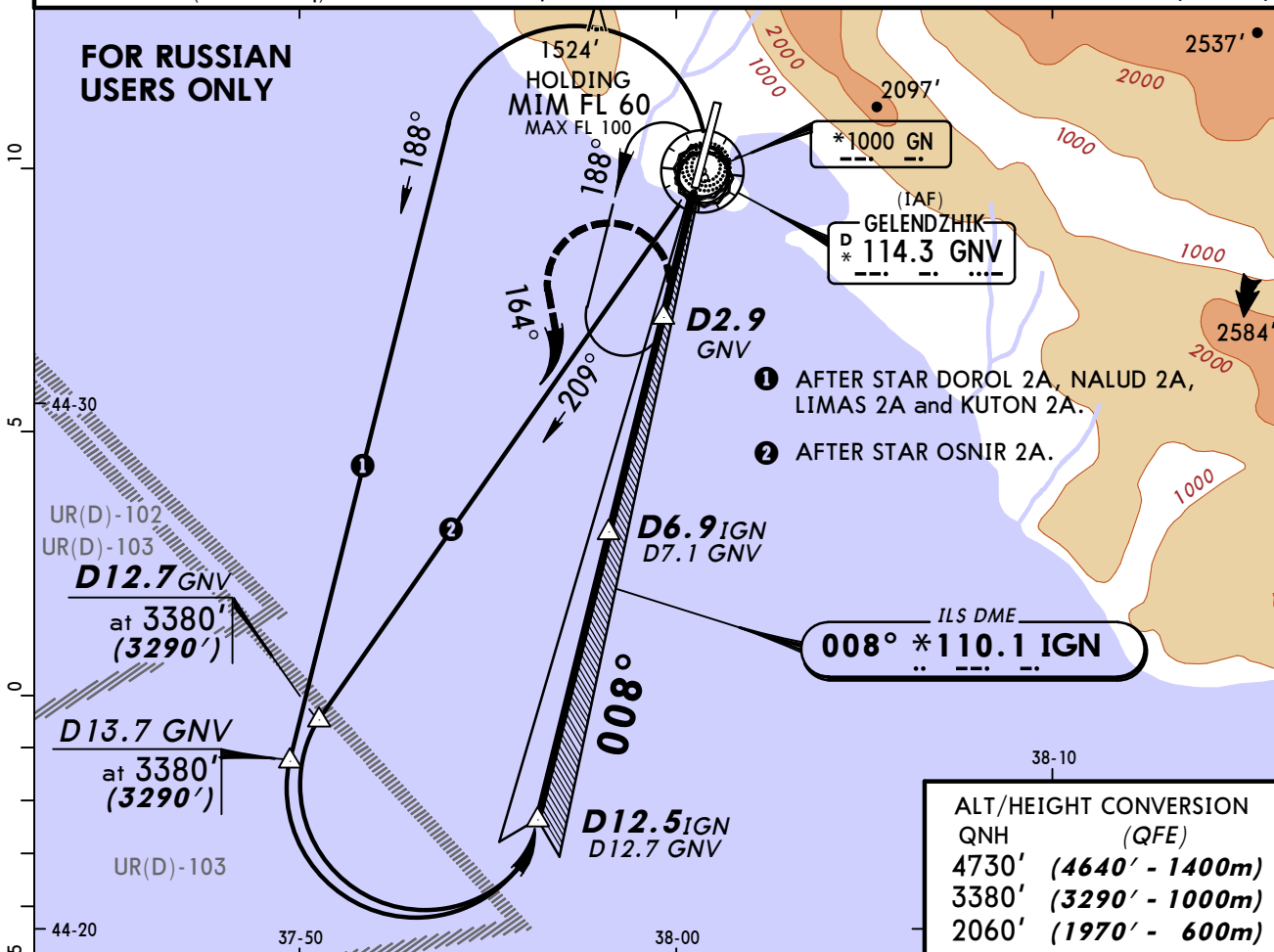
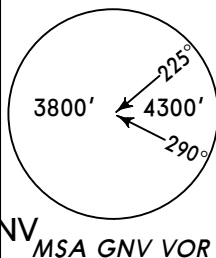
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4730' (4640')



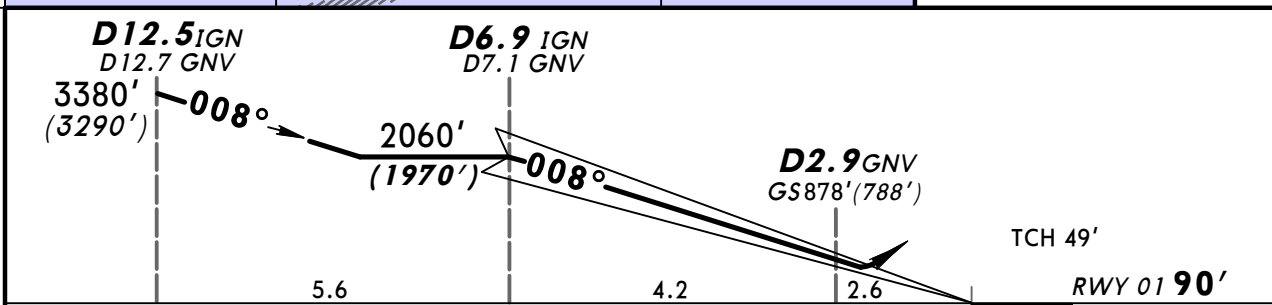
Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	Refer to Missed Apch above
GS 2.67°	331	425	472	567	661	756		

STRAIGHT-IN LANDING RWY 01						LOC (GS out)	
Missed apch climb grad mim 5.0%		Missed apch climb grad mim 4.0%		Missed apch climb grad mim 2.5%			
DA(H) C: 615' (525') D: 648' (558')		DA(H) C: 681' (591') D: 730' (640')		DA(H) A: 468' (378') B: 566' (476') C: 730' (640') D: 910' (820')			
FULL	ALS out	FULL	ALS out	FULL	ALS out		
A	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	2200m	2800m	NOT AUTHORIZED	
B	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	2800m	3500m		
C	3100m	3500m	3900m	3500m	4800m		
D	3300m	3900m	4800m	4800m			

*ATIS 134.87 (Russian 133.37)			*GELENDZHIK Tower 122.7 Russian only		
LOC IGN *110.1	Final Apch Crs 008°	GS D6.9 IGN 2060' (1970')	ILS DA(H) Refer to Minimums	Apt Elev 132'	RWY 90'
MISSED APCH: As soon as possible turn LEFT (CAT C: MAX 160 KT/ CAT D: MAX 185 KT) onto 164° to intercept R-209 GNV to D12.7 GNV climbing to 3380' (3290'), then according to chart or as directed.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 60	
				Trans alt: 4730' (4640')	

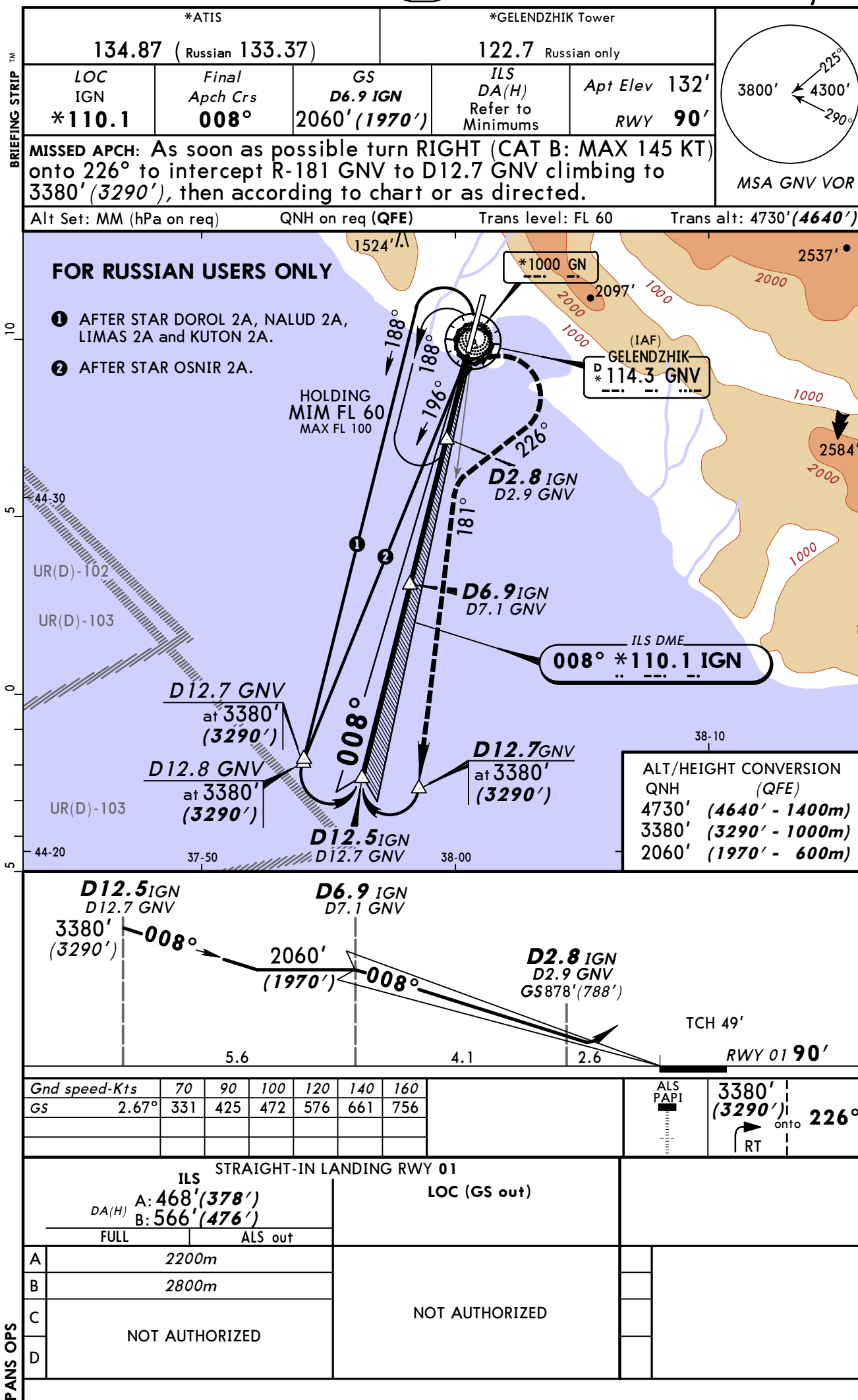


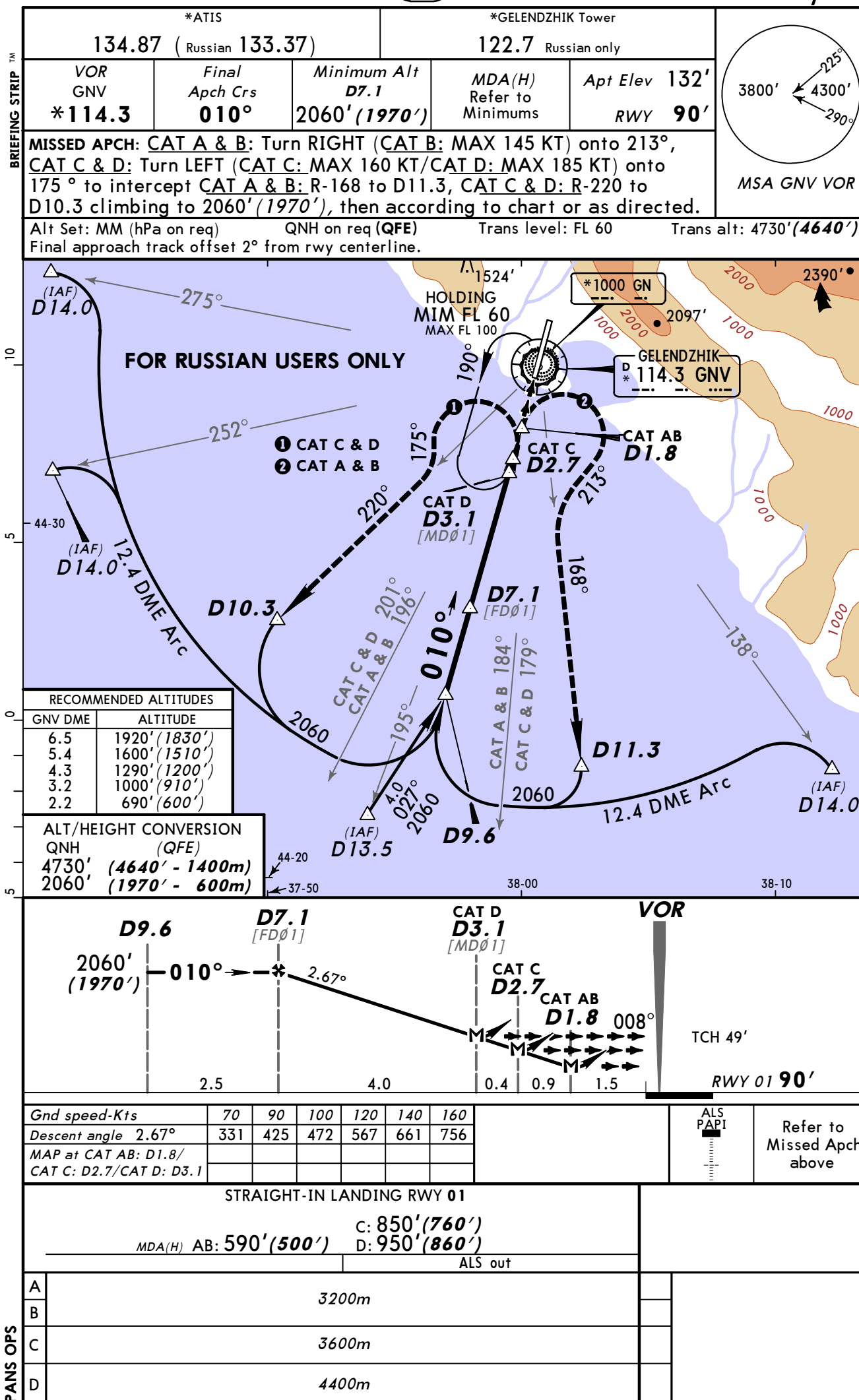
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4730'	(4640' - 1400m)
3380'	(3290' - 1000m)
2060'	(1970' - 600m)



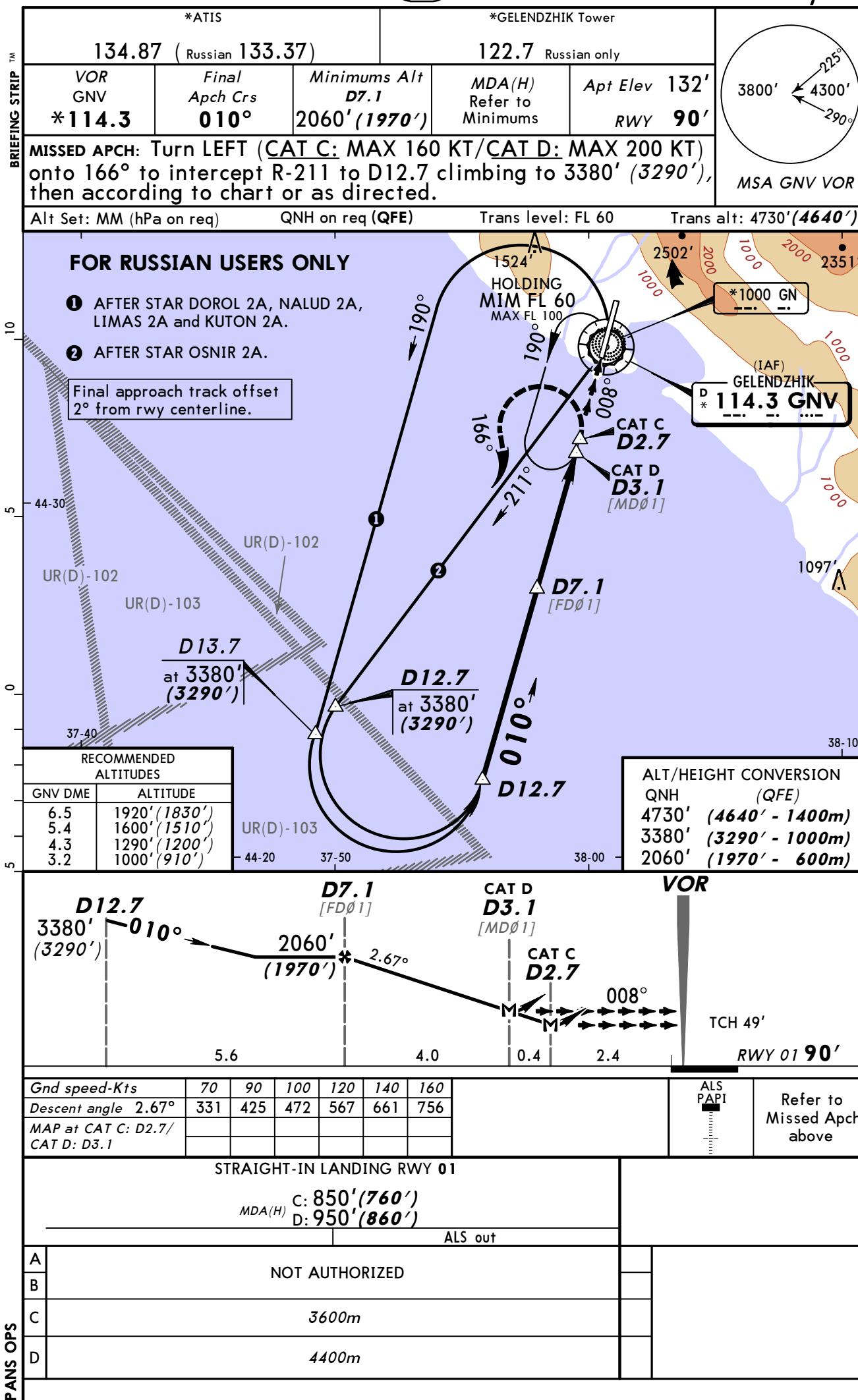
Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI		Refer to Missed Apch above
GS	2.67°	331	425	472	567	661			

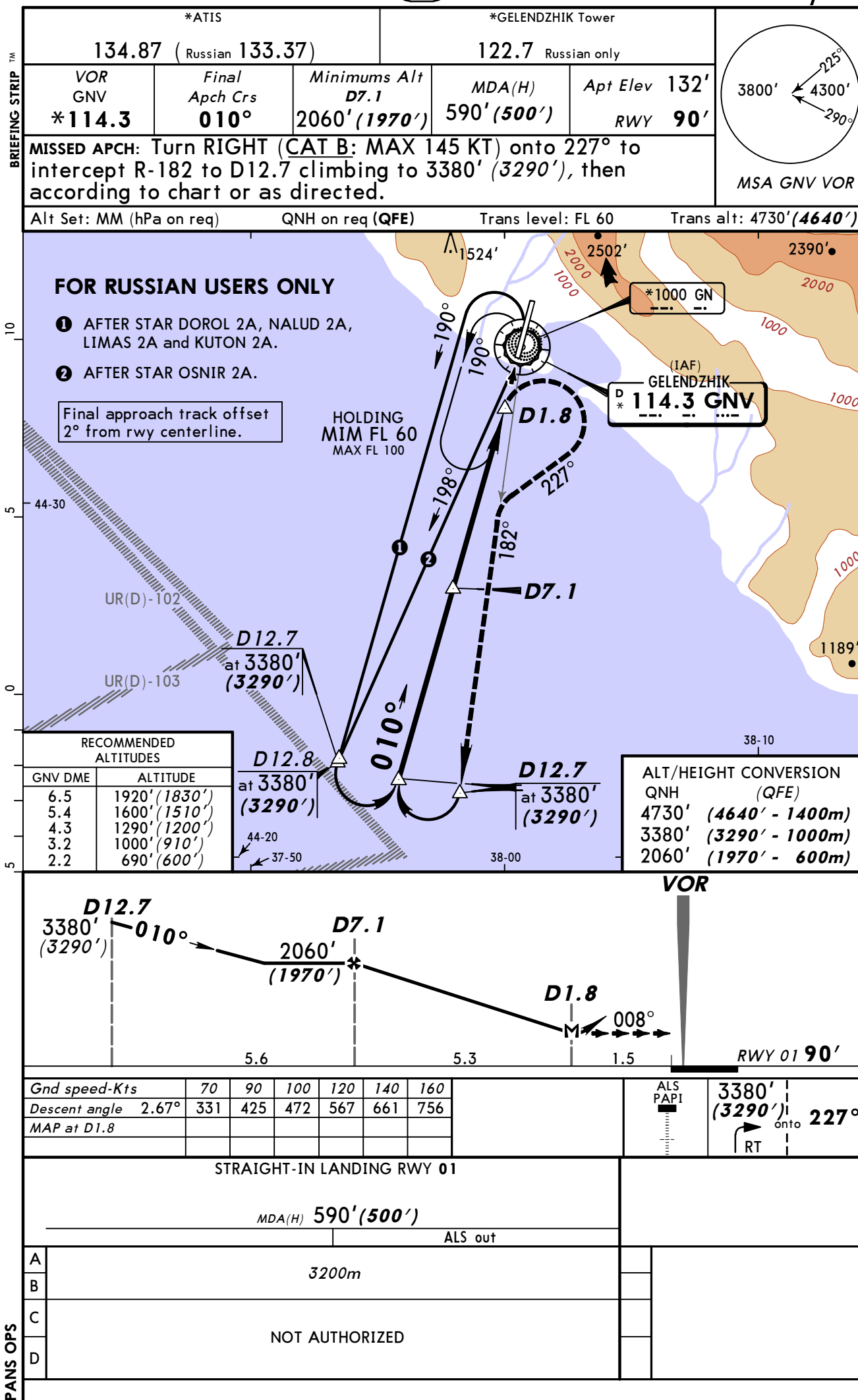
STRAIGHT-IN LANDING RWY 01							LOC (GS out)
Missed apch climb grad mim 5.0%		Missed apch climb grad mim 4.0%		Missed apch climb grad mim 2.5%			
<i>DA(H)</i>	C: 615' (525') D: 648' (558')	<i>DA(H)</i>	C: 681' (591') D: 730' (640')	<i>DA(H)</i>	C: 730' (640') D: 910' (820')		
FULL	ALS out	FULL	ALS out	FULL	ALS out		
A	NOT AUTHORIZED		NOT AUTHORIZED		NOT AUTHORIZED		
B	NOT AUTHORIZED		NOT AUTHORIZED		NOT AUTHORIZED		
C	3100m		3500m		3500m		
D	3300m		3900m		4800m		

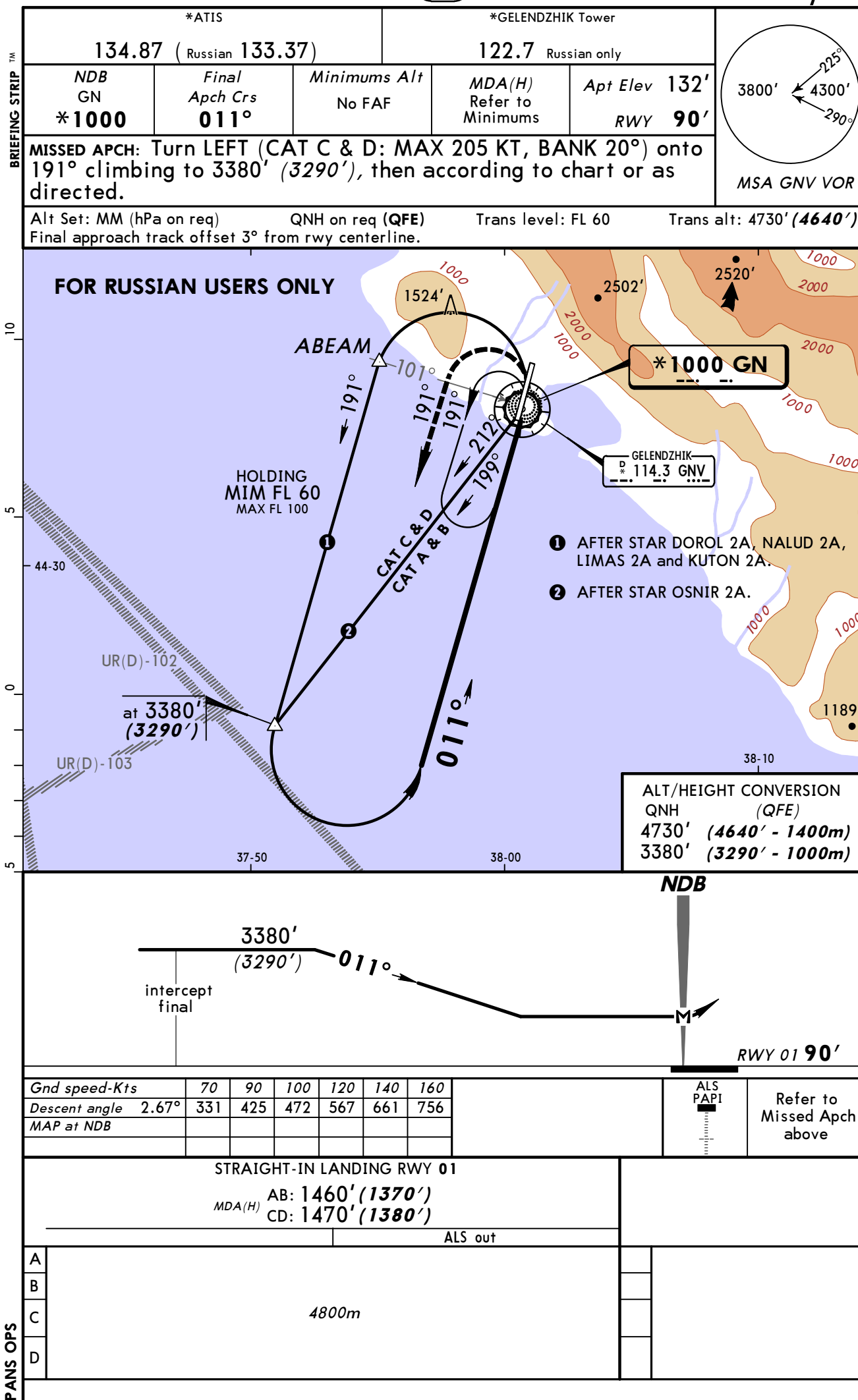




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GELENDZHIK, (GELENDZHIK - URKG)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URKG

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jeppesen.com/eurasiachange.