

List of pages in this Trip Kit

Trip Kit Index

Airport Information For URKA

Terminal Charts For URKA

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: ANAPA RUS
ICAO/IATA: URKA / AAQ
Lat/Long: N45° 00.13', E037° 20.83'
Elevation: 177 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -4:00 = UTC
Magnetic Variation: 6.0° E

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

Sunrise: 0143 Z
Sunset: 1720 Z

Runway Information

Runway: 04
Length x Width: 8202 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 139 ft
Lighting: Edge, ALS

Runway: 22
Length x Width: 8202 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 177 ft
Lighting: Edge, ALS

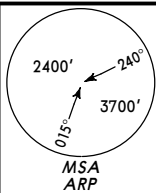
Communication Information

ATIS: 125.400
ATIS: 135.900 Non-English
Anapa Krug Tower: 118.700
Anapa Start Tower: 119.800
Anapa Apron Ramp/Taxi: 118.900
Rostov-Control ACC: 122.900

URKA/AAQ
VITYAZEVO

JEPPESSEN
14 FEB 14 (10-2)

ANAPA, RUSSIA
STAR



ATIS
125.4
(Russian 135.9)

Apt Elev
176'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3790' (3651')
FL by ATC.

(QFE)

LIMAN 2
SORUL 2
TIBET 2
RWY 04 ARRIVALS
BY ATC

RIDLA
N45 45.0 E037 21.9

SORUL
N45 23.0 E037 20.9
Between
FL150 & FL60

TIBET
N45 21.0 E037 08.0
Between
FL140 & FL60

LIMAN
N45 04.3 E036 59.9
At FL60

ARNAD
N45 21.0
E036 38.8

PALER
N45 09.2
E036 32.7

N44 56.1 E037 07.7

At 1780' (1641')

N44 55.7 E037 07.6

At 1780' (1641')

N44 54.9 E037 07.9

At 1780' (1641')

N44 53.9 E037 09.4

At 1780' (1641')

*480 AN
N44 58.1 E037 18.2

N44 55.9 E037 15.5

At 1780' (1641')



NOT TO SCALE

Direct distance from
N44 55.9 E037 15.5 to
Anapa Apt 6 NM

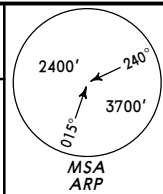
ALT/HEIGHT CONVERSION
QNH (QFE)
3790' (3651' - 1100m)
1780' (1641' - 500m)

URKA/AAQ
VITYAZEVO

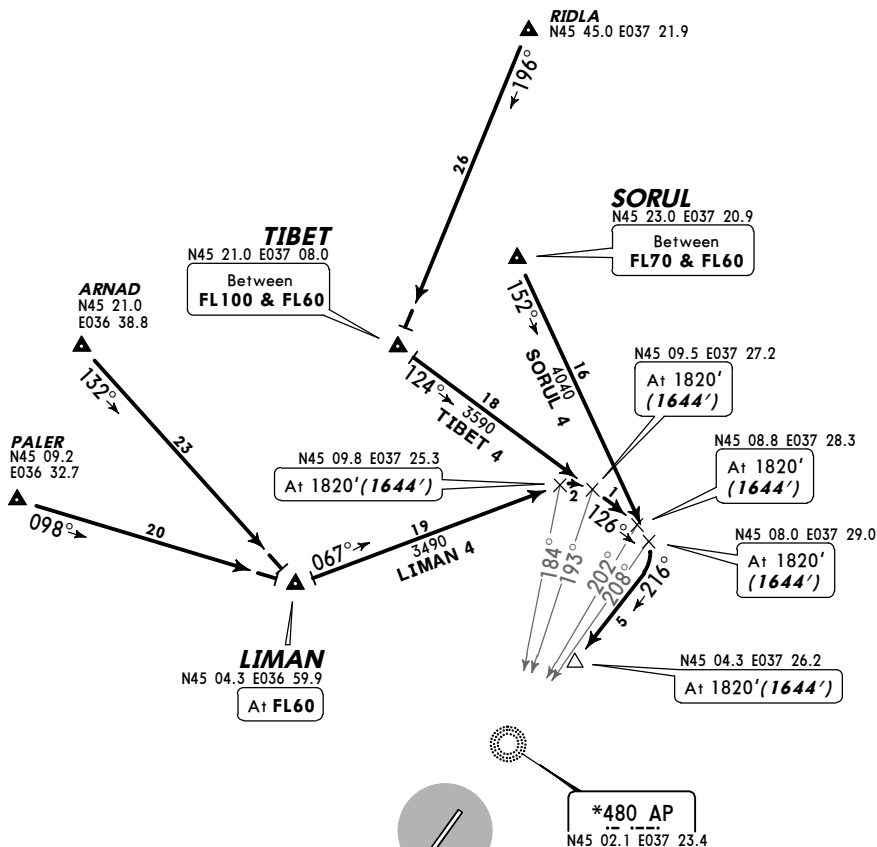
JEPPESSEN
14 FEB 14 (10-2A)

ANAPA, RUSSIA
STAR

ATIS 125.4 (Russian 135.9)	Apt Elev 176'	Alt Set: MM (hPa on request) QNH on request Trans level: FL50 Trans alt: 3790' (3614') FL by ATC.	(QFE)
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LIMAN 4
SORUL 4
TIBET 4
RWY 22 ARRIVALS
BY ATC



ALT/HEIGHT CONVERSION
QNH (QFE)
3790' (3614' - 1100m)
1820' (1644' - 500m)

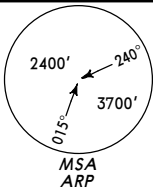
Direct distance from
N45 04.3 E037 26.2 to:
Anapa Apt 6 NM



URKA/AAQ
VITYAZEVO

JEPPesen
14 FEB 14 (10-2B)

ANAPA, RUSSIA
STAR



ATIS
125.4
(Russian 135.9)

Apt Elev
176'

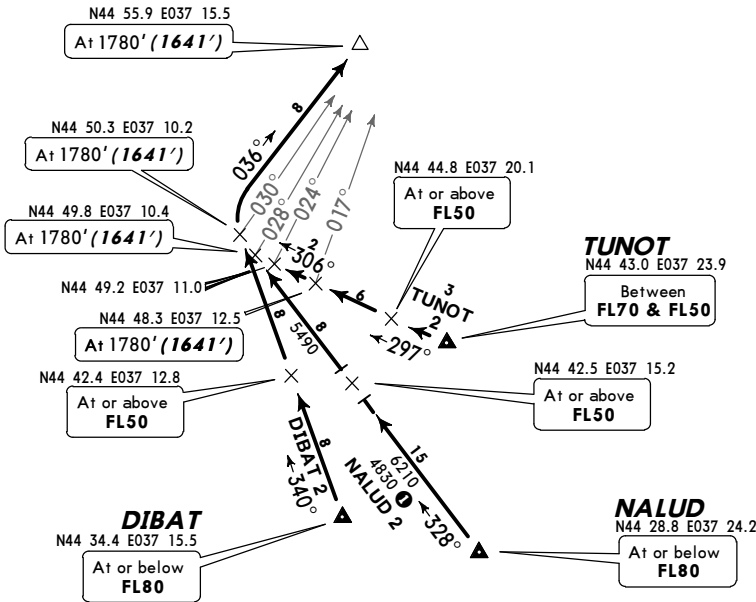
Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3790' (3651')
FL by ATC.

(QFE)

DIBAT 2
NALUD 2
TUNOT 2

RWY 04 ARRIVALS
BY ATC

Direct distance from
N44 55.9 E037 15.5 to
Anapa Apt 6 NM



ALT/HEIGHT CONVERSION
QNH (QFE)
3790' (3651' - 1100m)
1780' (1641' - 500m)



1 MEA when under RADAR control.

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VITYAZEVO

JEPPesen
14 FEB 14 (10-2D)

ANAPA, RUSSIA
STAR

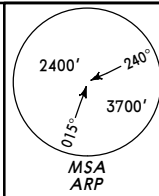
ATIS
125.4
(Russian 135.9)

Apt Elev
176'

Alt Set: MM (hPa on request)
Trans level: FL50 Trans alt: 3790' (3651')
FL by ATC.

QNH on request (QFE)
(3651')

AGIDA 2
RUDOL 2
RWY 04 ARRIVALS
BY ATC
ONLY FOR RUSSIAN USERS OF AIRSPACE



Direct distance from
N44 55.9 E037 15.5 to
Anapa Apt 6 NM

① MEA when under
RADAR control.

RUDOL
N45 26.3 E037 48.4
At FL160

N45 01.0 E037 13.7
At 1780'
(1641')

N44 57.0
E037 09.2

At 1780'
(1641')

N44 56.6
E037 08.1

At 1780'
(1641')

N44 53.9 E037 09.4

At 1780'
(1641')

*480 AN
N44 58.1 E037 18.2

AGIDA
N45 00.7 E037 52.7
At or below
FL100

25
6530
4860
AGIDA 2

N44 55.9 E037 15.5
At 1780'
(1641')

ALT/HEIGHT CONVERSION
QNH (QFE)
3790' (3651' - 1100m)
1780' (1641' - 500m)

URKA/AAQ
VITYAZEVO

JEPPesen
14 FEB 14 (10-2E)

ANAPA, RUSSIA
STAR

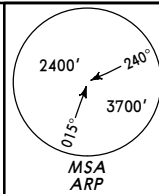
ATIS
125.4
(Russian 135.9)

Apt Elev
176'

Alt Set: MM (hPa on request)
Trans level: FL50 Trans alt: 3790' (3614')
FL by ATC.

QNH on request (QFE)
(3614')

AGIDA 4, AGIDA 4A[AGID4A]
RUDOL 4
RWY 22 ARRIVALS
BY ATC
ONLY FOR RUSSIAN USERS OF AIRSPACE



① MEA when under
RADAR control.

ALT/HEIGHT CONVERSION
QNH (QFE)
3790' (3614' - 1100m)
2150' (1974' - 600m)
1820' (1644' - 500m)



RUDOL
N45 26.3 E037 48.4
At FL110

Direct distance from
N45 04.3 E037 26.2 to
Anapa Apt 6 NM

N45 09.4 E037 24.4
At 1820' (1644')

N45 08.8 E037 28.3
At 1820' (1644')

N45 06.1 E037 28.5

At 1820' (1644')

N45 07.1 E037 32.6
At 1820' (1644')

N45 06.1 E037 35.4
At 2150' (1974')

N45 04.3 E037 26.2
At 1820' (1644')

AGIDA
N45 00.7 E037 52.7
At or below
FL80

*480 AP
N45 02.1 E037 23.4
At FL50

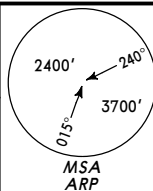
URKA/AAQ
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JEPPesen
14 FEB 14 (10-3A)

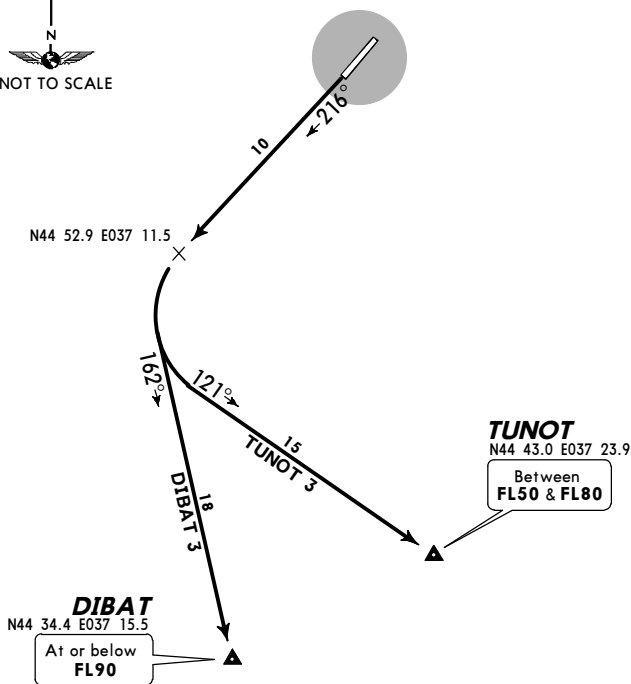
ANAPA, RUSSIA
SID

Apt Elev
176'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3790' (3614')
Take-off shall be carried out using noise abatement
procedures.



DIBAT 3
TUNOT 3
RWY 22 DEPARTURES
TO BE CARRIED OUT UNDER RADAR CONTROL



ALT/HEIGHT CONVERSION
QNH (QFE)
3790' (3614' - 1100m)

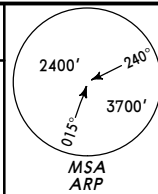
URKA/AAQ
VITYAZEVO

JEPPesen
14 FEB 14 (10-3B)

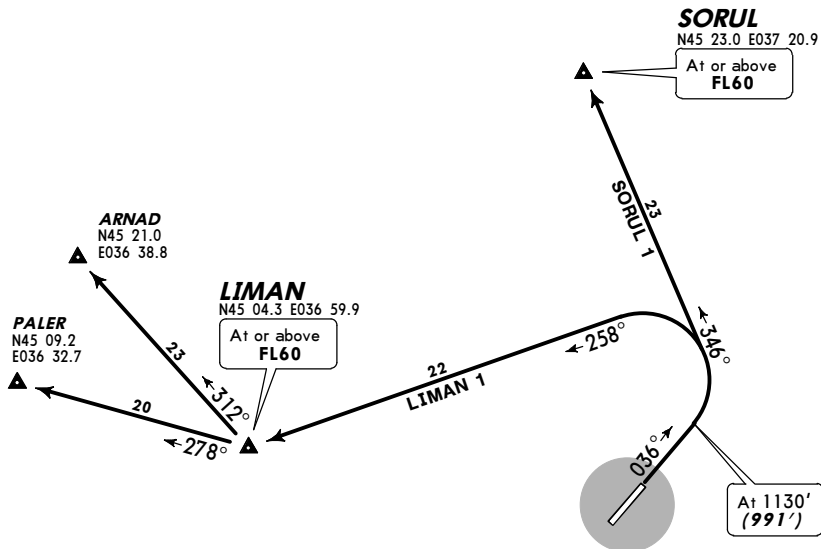
ANAPA, RUSSIA
SID

Apt Elev
176'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3790' (3651')



LIMAN 1
SORUL 1
RWY 04 DEPARTURES
TO BE CARRIED OUT UNDER RADAR CONTROL



These SIDs require minimum climb gradients
of
LIMAN 1: 4.0% up to FL60.
SORUL 1: 3.8% up to FL60.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
3.8% V/V (fpm)	289	385	577	770	962	1155

ALT/HEIGHT CONVERSION
QNH (QFE)
1130' (991' - 300m)
3790' (3651' - 1100m)

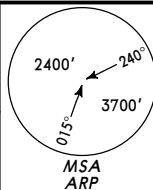
URKA/AAQ
VITYAZEVO

JEPPesen
14 FEB 14 (10-3C)

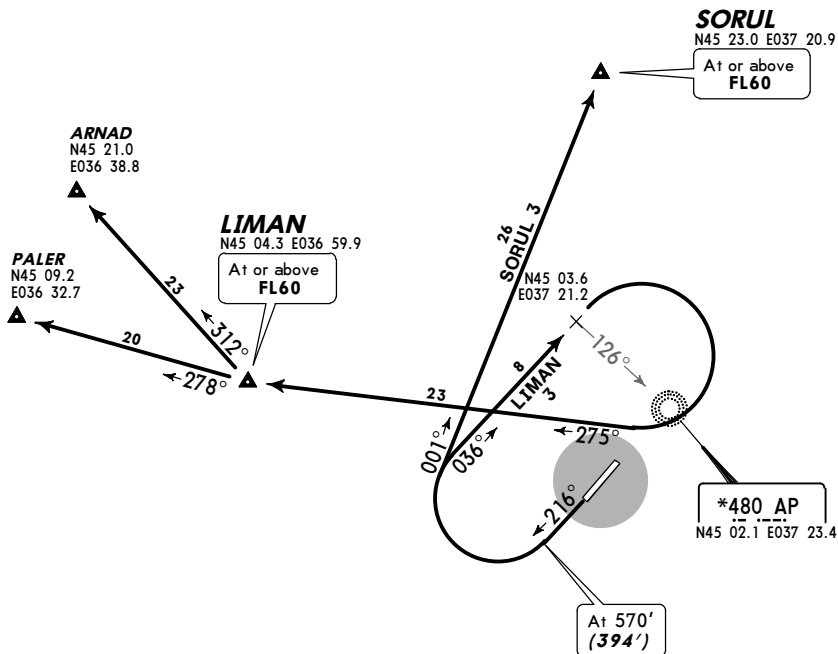
ANAPA, RUSSIA
SID

Apt Elev
176'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3790' (3614')
1. Take-off shall be carried out using noise abatement procedures.
2. Turn RIGHT at 570' (394') with minimum radius.



LIMAN 3
SORUL 3
RWY 22 DEPARTURES
TO BE CARRIED OUT UNDER RADAR CONTROL



ALT/HEIGHT CONVERSION
QNH (QFE)
570' (394' - 120m)
3790' (3614' - 1100m)

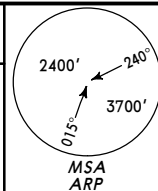
URKA/AAQ
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JEPPesen
14 FEB 14 (10-3D)

ANAPA, RUSSIA
SID

Apt Elev
176'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3790' (3651')



AGIDA 1
RUDOL 1

RWY 04 DEPARTURES

BY ATC

TO BE CARRIED OUT UNDER RADAR CONTROL

ONLY FOR RUSSIAN USERS OF AIRSPACE

ALT/HEIGHT CONVERSION

QNH (QFE)

1130' (991' - 300m)

3790' (3651' - 1100m)

RUDOL
N45 26.3 E037 48.4

At or above
FL60



At 1130'
(991')



029°

091°

31
RUDOL 1

AGIDA
N45 00.7 E037 52.7

At or above
FL50

23
AGIDA 1

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VITYAZEVO

JEPPesen
14 FEB 14 (10-3E)

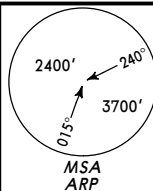
ANAPA, RUSSIA
SID

Apt Elev
176'

QNH on request (QFE)

Trans level: FL50 Trans alt: 3790' (3614')

1. Take-off shall be carried out using noise abatement procedures.
2. Turn RIGHT at 570' (394') with minimum radius.



AGIDA 3
RUDOL 3
RWY 22 DEPARTURES
BY ATC
TO BE CARRIED OUT UNDER RADAR CONTROL
ONLY FOR RUSSIAN USERS OF AIRSPACE

ALT/HEIGHT CONVERSION

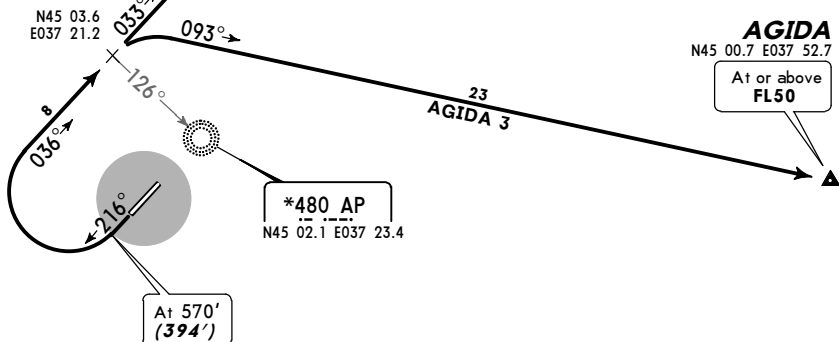
QNH (QFE)

570' (394' - 120m)

3790' (3614' - 1100m)

RUDOL
N45 26.3 E037 48.4

At or above
FL70



URKA/AAQ
VITYAZEVO

 **JEPPESSEN**
25 APR 14 (10-4) Eff 1 May

ANAPA, RUSSIA
NOISE

NOISE ABATEMENT

SUMMER: LT minus 4 HOURS = UTC(Z)
WINTER: LT = UTC(Z)

GENERAL

Noise abatement procedures during take-off, climbing and approach phase shall be carried out by crews of all aircraft, but not at the expense of the reduction of flight safety or in case of emergency.

These procedures are not applied in cases when

- the RWY is dirty and wet;
- when ceiling is less than 150m or visibility is less than 2000m;
- cross wind component considering gusts exceeds 8m/sec;
- tailwind component considering gusts exceeds 2m/sec;
- when wind shear or thunderstorms, which might affect ACFT take-off and landing, are forecasted or there is information about their presence.

Restrictions

ACFT operation is permitted between 0700-2300LT. Between 2300-0700LT aerodrome is available as alternate.

PREFERENTIAL USE OF RWY

RWY 04, 036° heading.

ARRIVALS

Restrictions

Approach on 036°/216° shall be carried out at intermediate flap setting, flaps shall be fully extended on final before FAP/FAF at distance of 1.1 - 1.6 NM.

APPROACH PHASE

Visual manoeuvring to the SE prohibited during visual approach on 036°/216° heading.

Flights over Vityazevo settlement prohibited.

The beginning of turn onto landing heading 036° shall not be closer than coast line (distance is not less than 4.3 NM from RWY 04 extremity).

Turn onto landing heading 036° shall be carried out without descent at 1160' (1022'). Immediately before final approach high speeds of descent should be avoided. RWY threshold displacement shall not be used as a noise abatement measure. Flying below the ILS glide path is prohibited during instrument approach and visual approach.

DEPARTURES

Restrictions

After take-off on 216° heading all ACFT shall

- for joining RUDOL, SORUL or LIMAN climb to 580'(403'), turn RIGHT, maintain minimum radius 1.4NM if possible.
- for joining DIBAT, TUNOT or awy W343 proceed on 216° heading climbing to FL50 till 4.3NM from start to take-off, then turn to join CRP or awy.

Minimum speed of the steady climb shall not be less than $V_{\frac{1}{2}} 10KT$ or not less than prescribed by the Aeroplane Flight Manual.

The reduction of power shall not be carried out until ACFT reaching not less than 1170' (993') above RWY level.

Climbing shall be carried out at minimum safe indicated speed with retracted flaps $V_{ZF} + 10 KT$ with maximum possible vertical speed considering the limitations for the angle of pitch.

The established mode of engines operation must maintain climb gradient of not less than 4% at speeds indicated above throughout the whole duration of the climb.

URKA/AAQ
VITYAZEVO

 **JEPPESEN**
25 APR 14 **(10-4A)** **Eff 1 May**

ANAPA, RUSSIA
NOISE

NOISE ABATEMENT

NOISE ABATEMENT PROCEDURES

Carry out noise abatement departure:

NADP 1 or NADP 2 (ICAO Doc 8168, Vol 1).

Noise abatement procedures close to the aerodrome (NADP 1).

- applied after take-off on 216° heading and envisages engines thrust reduction at 1170' (993') above RWY level.

Take-off and climbing to 1170' (993')	- take-off power; $V_2 + 10$ to 20 KT with MAX vertical speed; - reduce climb speed;
At 1170' (993')	- accelerate to the indicated speed of high-lift devices retraction;
At 1170' (993') to 3130' (2953')	- maintain the required climb gradient; - climb at minimum safe indicated speed of manoeuvring with flaps retracted $V_{ZF} + 10KT$ with maximum possible vertical speed;
At 3130' (2953')	- climbing speed shall be reduced, accelerate to en-route climb speed.

Noise abatement procedure distant from the aerodrome (NADP 2).

- applied after take-off on 036° heading and envisages initiation of flaps and slats retraction upon reaching the minimum prescribed height.

Take-off and climbing to 1620' (1482')	- take-off power; - high-lift devices in take-off configuration; - $V_2 + 10$ to 20 KT with MAX vertical speed;
At 1620' (1482')	- reduction of all engines power to the rated power;
At 1620' (1482') to 3100' (2962')	- climb at $V_2 + 10$ to 20 KT;
At 3100' (2962')	- reduce vertical speed; - accelerate to the indicated speed of flaps retraction; - retract flaps on shedule.
Above 3100' (2962')	- further climb speed according to Aeroplane Flight manual.

URKA/AAQ

Apt Elev 177'
N45 00.1 E037 20.8



JEPPesen

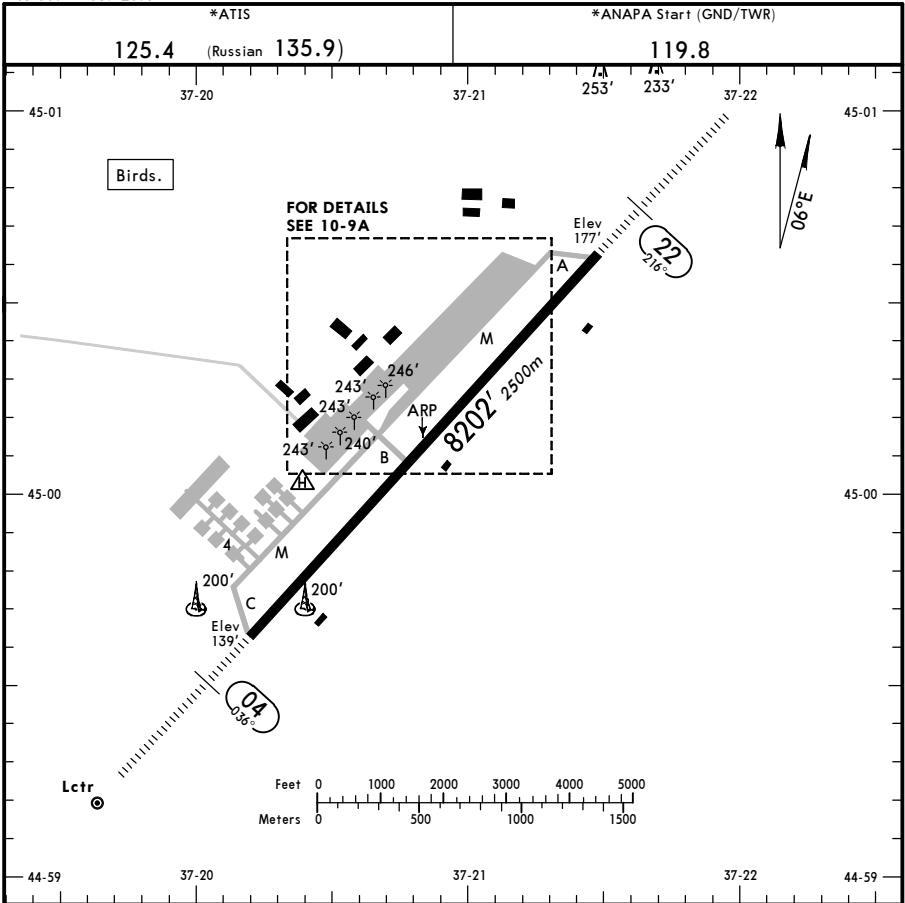
18 APR 14

10-9

Eff 1 May

ANAPA, RUSSIA

VITYAZEVO



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Landing Beyond Glide Slope		
04	22	HIRL (60m)	HIALS	PAPI-L (angle 3.0°)	RVR	7230' 2204m	1	148' 45m

1 TAKE-OFF RUN AVAILABLE

RWY 04:

From rwy head 8202' (2500m)
twy B int 4265' (1300m)

RWY 22:

From rwy head 8202' (2500m)
twy B int 3610' (1100m)

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A

B

C

D

250m

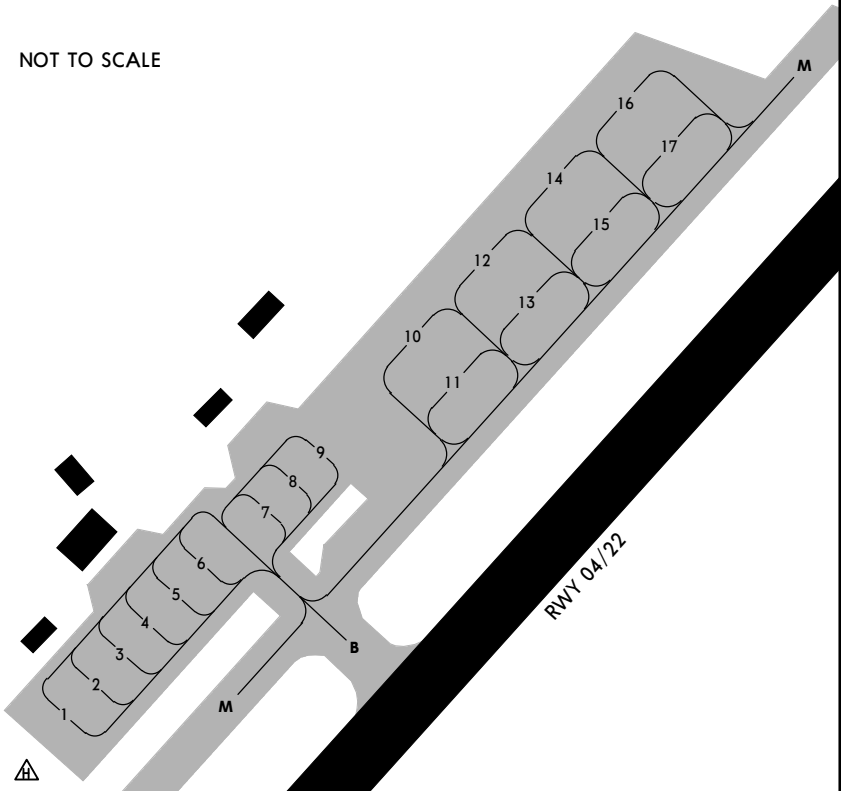
300m

400m

URKA/AAQ

ANAPA, RUSSIA
VITYAZEVO

NOT TO SCALE



INS COORDINATES

STAND No.	COORDINATES
1 thru 4	N45 00.1 E037 20.5
5 thru 7	N45 00.2 E037 20.6
8, 9	N45 00.2 E037 20.7
10 thru 13	N45 00.3 E037 20.8
14 thru 17	N45 00.4 E037 20.9

Arriving acft shall be met and escorted by Follow-me car to designated stand (on crew's request).
General aviation acft shall be escorted by Follow-me car to stands 7 thru 9 (on crew's request).
Stands 1 thru 9 are available for helicopters.

URKA/AAQ

Standard
ANAPA, RUSSIA
VITYAZEVO

STRAIGHT-IN RWY		A	B	C	D
04	ILS	338'(200')	338'(200')	338'(200')	338'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	500'(362') R1000m	500'(362') R1000m	500'(362') R1000m	500'(362') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	AN NDB ❶	720'(582') R1500m	720'(582') R1500m	720'(582') R2000m	720'(582') R2000m
	with FAF	R1500m	R1500m	C2400m	C2400m
	ALS out	R1500m	R1500m	C2400m	C2400m
	AN NDB ❶	720'(582') R2000m	720'(582') R2000m	720'(582') R2000m	720'(582') R2000m
	w/o FAF	R2000m	R2000m	R2000m	R2000m
22	ALS out	C2700m	C2700m	C2700m	C2700m
	N Lctr ❶	670'(532') R1500m	670'(532') R1500m	670'(532') R1700m	670'(532') R1700m
	with FAF	R1500m	R1500m	C2400m	C2400m
	ALS out	R1500m	R1500m	C2400m	C2400m
	N Lctr	920'(782') C3100m	920'(782') C3100m	920'(782') C3300m	920'(782') C3300m
	w/o FAF	C3100m	C3100m	C3300m	C3300m
	ALS out	C3800m	C3800m	C4000m	C4000m
	2 NDB ❶	550'(373') R1000m	550'(373') R1000m	550'(373') R1000m	550'(373') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	AP NDB or P Lctr ❶	790'(613') R1500m	790'(613') R1500m	790'(613') C2100m	790'(613') C2100m
	with FAF	R1500m	R1500m	C2400m	C2400m
	ALS out	R1500m	R1500m	C2400m	C2400m
	AP NDB or P Lctr	1160'(983') C4000m	1160'(983') C4000m	1160'(983') C4200m	1160'(983') C4200m
	w/o FAF	C4000m	C4000m	C4200m	C4200m
	ALS out	C4700m	C4700m	C4900m	C4900m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❷	A	B	C	D
to rwy 04 ❸	1160'(1022') ceil 360m- V10km	1160'(1022') ceil 360m- V10km	1160'(1022') ceil 410m- V10km	1160'(1022') ceil 410m- V10km
to rwy 22 ❹	810'(633') ceil 360m- V6000m	810'(633') ceil 360m- V6000m	900'(723') ceil 410m- V6000m	900'(723') ❺ ceil 410m- V6000m
CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
to rwy 22	610'(433') ceil 360m- V1600m	680'(503') ceil 360m- V2500m	780'(603') ceil 410m- V3000m	900'(723') ❻ ceil 410m- V4000m

❷ Prohibited Southeast of airport.

❸ Circling height based on rwy 04 thresh elev of 138'.

❹ Visual manoeuvring area CAT ABCD 5.3 NM.

❺ Widebodied acft: MDA(H) 1170'(993').

❻ Widebodied acft: MDA(H) 1170'(993') CEIL 410m VIS 5000m.

TAKE-OFF RWY 04, 22

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

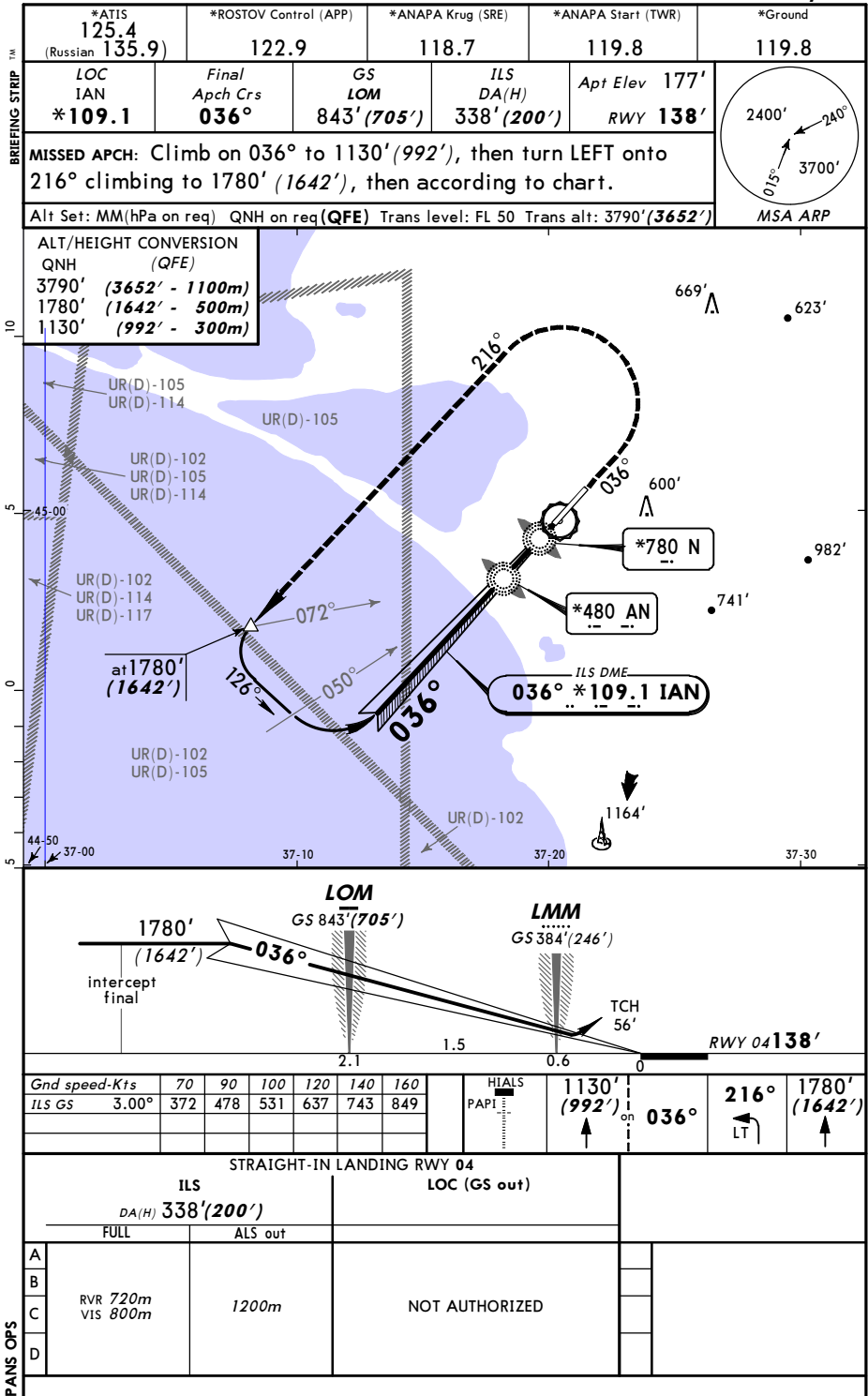
CHANGES: Minimums.

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URKA/AAQ
VITYAZEVO

JEPPesen
18 APR 14 11-1 Eff 1 May

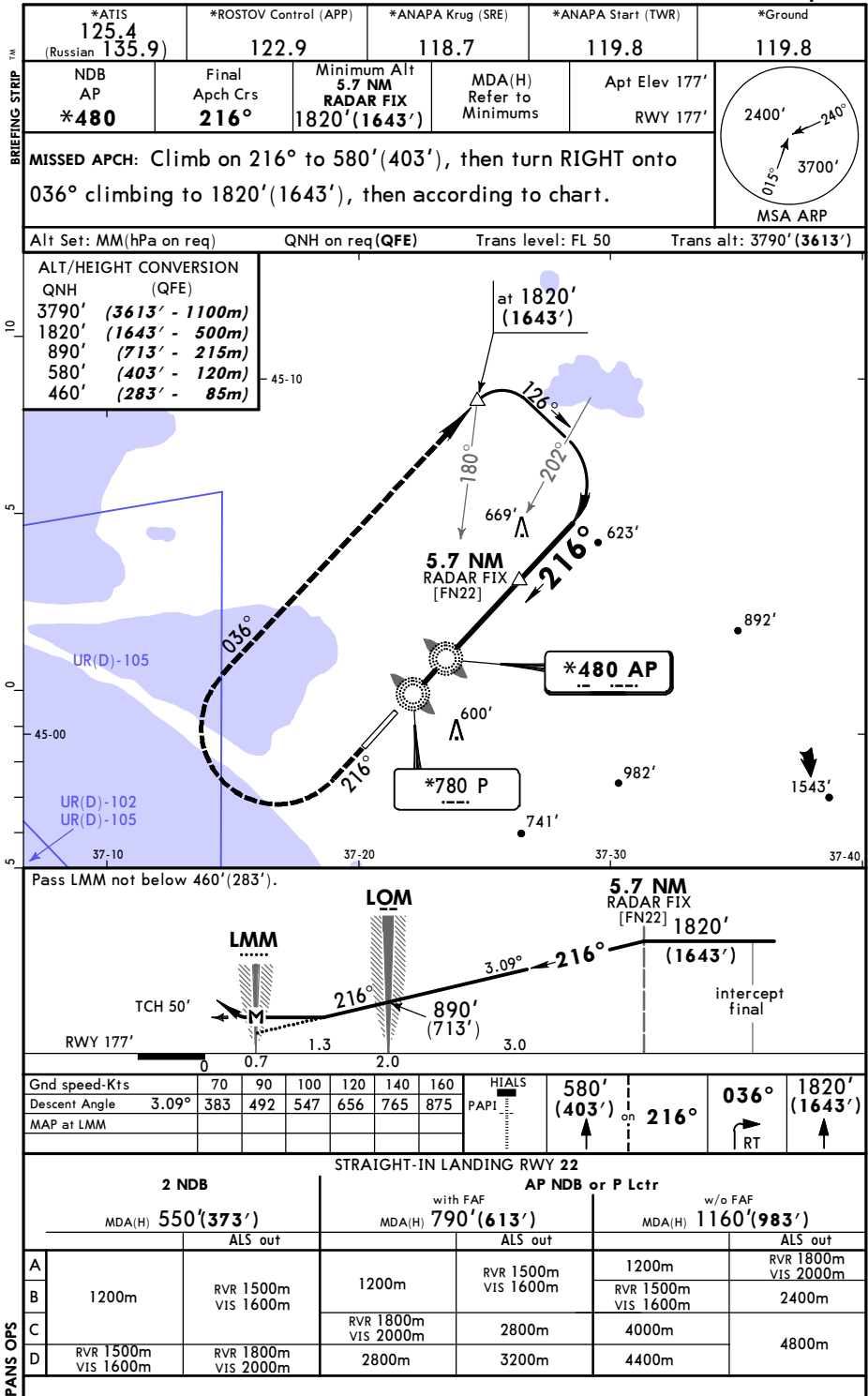
ANAPA, RUSSIA
ILS DME Rwy 04



URKA/AAQ
VITYAZEVO

JEPPESEN
31 JUL 15 (16-2)

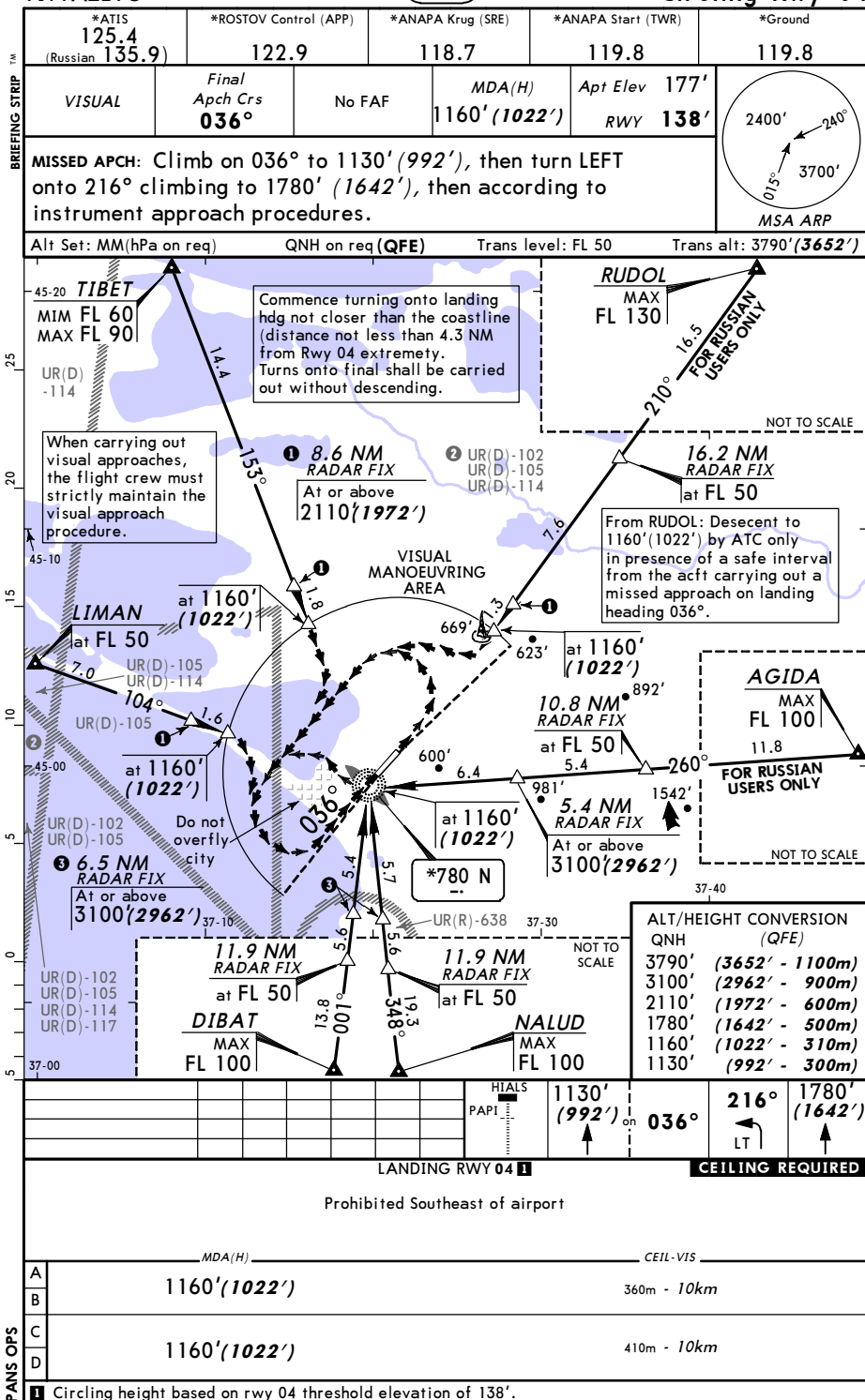
ANAPA, RUSSIA
2 NDB or NDB Rwy 22



URKA/AAQ
VITYAZEVO

JEPPesen
11 JUL 14 (19-10)

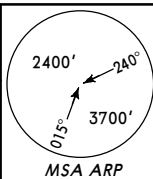
ANAPA, RUSSIA
Circling Rwy 04

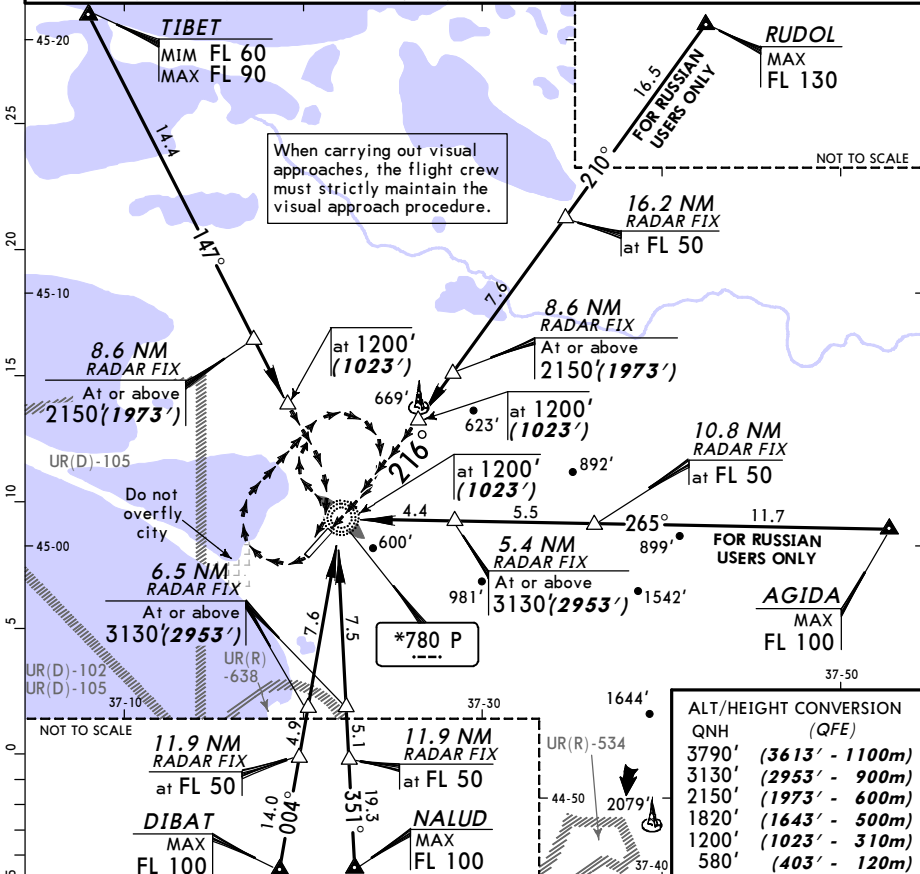


URKA/AAQ
VITYAZEVO

JEPPesen
11 JUL 14 (19-11)

ANAPA, RUSSIA
Circling Rwy 22

*ATIS 125.4 (Russian 135.9)	*ROSTOV Control (APP) 122.9	*ANAPA Krug (SRE) 118.7	*ANAPA Start (TWR) 119.8	*Ground 119.8
VISUAL	Final Apch Crs 216°	No FAF	MDA(H) Refer to Minimums	Apt Elev 177'
MISSED APCH: Climb on 216° to 580' (403'), then turn RIGHT onto 036° climbing to 1820' (1643'), then according to instrument approach procedures.				 MSA ARP
Alt Set: MM(hPa on req)		QNH on req (QFE)		Trans level: FL 50
				Trans alt: 3790' (3613')



580' (403') on 216°	036° RT	1820' (1643')
LANDING RWY 22		
CEILING REQUIRED		

Prohibited Southeast of airport		
Max Kts.	MDA(H)	CEIL - VIS
A 100	610' (433')	360m - 1600m
B 135	670' (493')	360m - 2500m
C 180	770' (593')	410m - 3000m
D 205	900' (723')	410m - 4000m
Widebodied acft: MDA(H) 1170' (993') CEIL 410m VIS 5000m.		



Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ANAPA, (VITYAZEVO - URKA)				
REV	LIMAN, SORUL & TIBET 2 AR...	10-2	10 Jun 2016	23 Jun 2016
REV	LIMAN, SORUL & TIBET 4 AR...	10-2A	10 Jun 2016	23 Jun 2016
REV	DIBAT, NALUD & TUNOT 2 AR...	10-2B	10 Jun 2016	23 Jun 2016
REV	DIBAT & NALUD 4 ARRS	10-2C	10 Jun 2016	23 Jun 2016
REV	AGIDA & RUDOL 2 ARRS	10-2D	10 Jun 2016	23 Jun 2016
REV	AGIDA 4 & 4A, RUDOL 4 ARR...	10-2E	10 Jun 2016	23 Jun 2016
REV	AIRPORT, AIRPORT INFO, TA...	10-9	10 Jun 2016	23 Jun 2016
REV	PARKING STANDS & COORDS	10-9A	10 Jun 2016	23 Jun 2016
REV	STANDARD MNMS	10-9S	10 Jun 2016	23 Jun 2016
REV	2 NDB OR NDB RWY 04	16-1	10 Jun 2016	23 Jun 2016
REV	2 NDB OR NDB RWY 22	16-2	10 Jun 2016	23 Jun 2016
DEL	CIRCLING RWY 04	19-10	10 Jun 2016	23 Jun 2016
DEL	CIRCLING RWY 22	19-11	10 Jun 2016	23 Jun 2016
DEL	CIRCLING (5.3 NM AREA) RW...	19-12	10 Jun 2016	23 Jun 2016

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URKA