

List of pages in this Trip Kit

Trip Kit Index

Airport Information For URKG

Terminal Charts For URKG

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: GELENDZHIK RUS
ICAO/IATA: URKG / GDZ
Lat/Long: N44° 34.92', E038° 00.78'
Elevation: 131 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 6.0° E

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

Sunrise: 0142 Z
Sunset: 1716 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: 131 ft
Lighting: Edge

Communication Information

ATIS: 133.375 Non-English
ATIS: 134.875
Gelendzhik Vyshka Tower: 119.000 Secondary Non-English
Gelendzhik Start Tower: 121.000 Non-English
Gelendzhik Vyshka Tower: 122.700 Non-English
Gelendzhik Towing Ramp/Taxi: 118.900 Non-English
Gelendzhik Krug Radar: 124.425 Secondary Non-English
Gelendzhik Krug Radar: 119.000 Secondary Non-English
Gelendzhik Transit Operations: 131.125 Non-English
Gelendzhik Krug Radar: 122.700 Non-English
Gelendzhik Transit Operations: 119.000 Secondary Non-English

URKG/GDZ
GELENDZHIK

JEPPesen
25 DEC 15 (10-2A) Eff 7 Jan

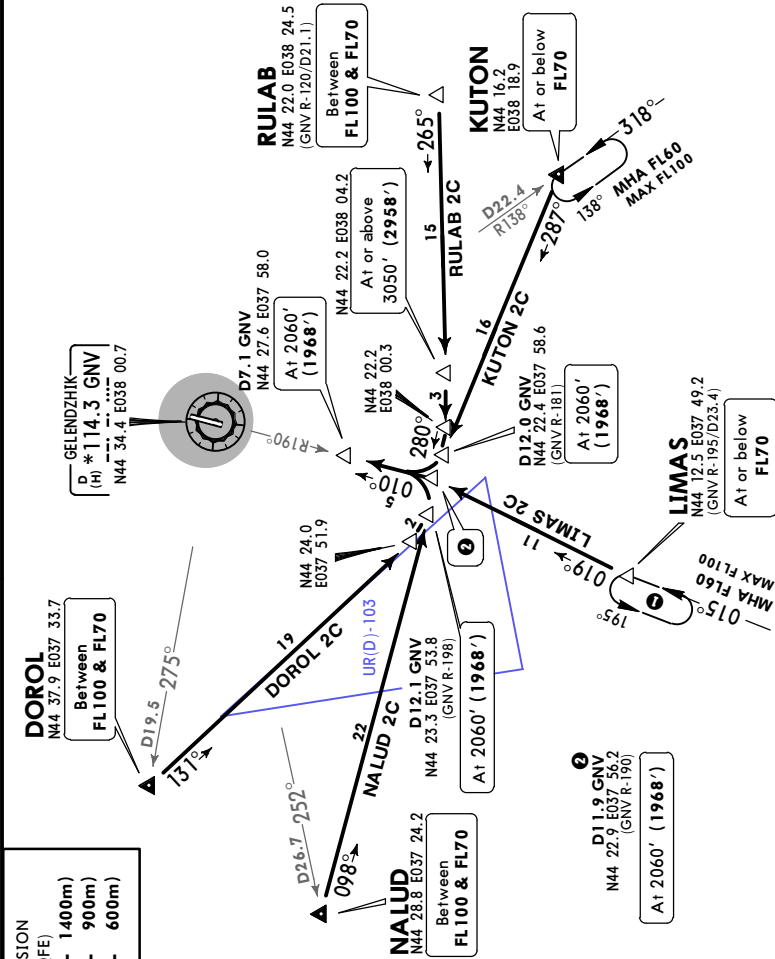
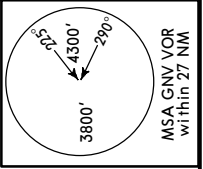
GELENDZHIK, RUSSIA
STAR

*ATIS 134.875 (Russian 133.375)	Apt Elev 131'	Alt set: MM (hPa on request) QNH on request Trans level: FL60 Trans alt: 4730' (4638')	(QFE)
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DOROL 2C [DOR02C], KUTON 2C [KUTO2C]
LIMAS 2C [LIMA2C], NALUD2C [NALU2C]
RULAB 2C [RULA2C]
RWY 01 ARRIVALS

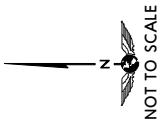
CAT C & D

ASR IN OPERATION
FOR RUSSIAN USERS ONLY



1 BY ATC if UR(D)-103 active.

ALT/HEIGHT CONVERSION (QFE)
QNH (4638' - 1400m)
3050' - 900m
2060' - 600m



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GELENDZHNIK

JEPPesen
25 DEC 15 10-2B Eff 7 Jan

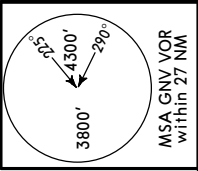
GELENDZHNIK, RUSSIA
STAR

*ATIS 134.875 (Russian 133.375)	Apt Elev 131'	Alt set: MM (hPa on request) QNH on request Trans level: FL60 Trans alt: 4730' (4638')	(QFE)
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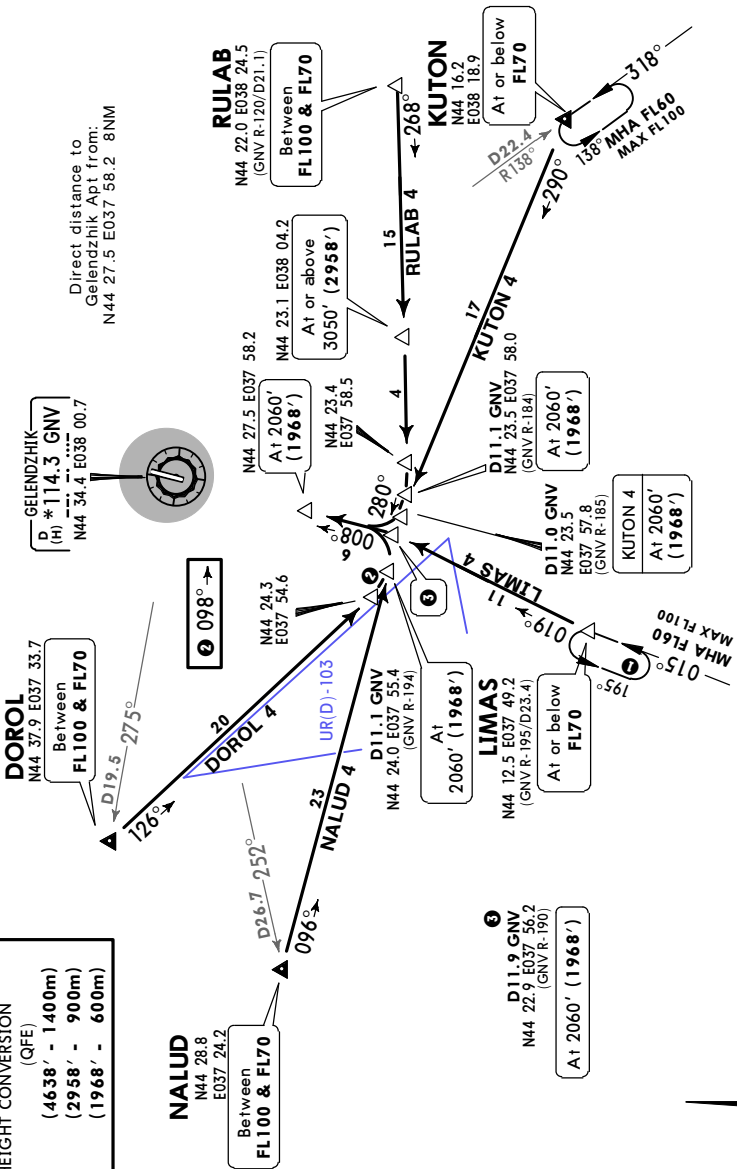
DOROL 4, KUTON 4, LIMAS 4, NALUD 4, RULAB 4
RWY 01 ARRIVALS

CAT A & B

ASR IN OPERATION
FOR RUSSIAN USERS ONLY

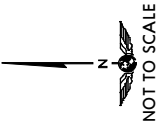


Direct distance to
Gelendzhnik Apt from:
N44 27.5 E037 58.2 8NM



By ATC if UR(D)-103 active.

ALT/HEIGHT CONVERSION	(QFE)
QNH	
4730'	(1400m)
3050'	(900m)
2060'	(600m)



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25 DEC 15 10-2C Eff 7 Jan

GELENDZHIK, RUSSIA
STAR

*ATIS 134.875 (Russian 133.375)	Apt Elev 131'	Alt set: MM (hPa on request) QNH on request Trans level: FL60 Trans alt: 4730' (4638')	(QFE)
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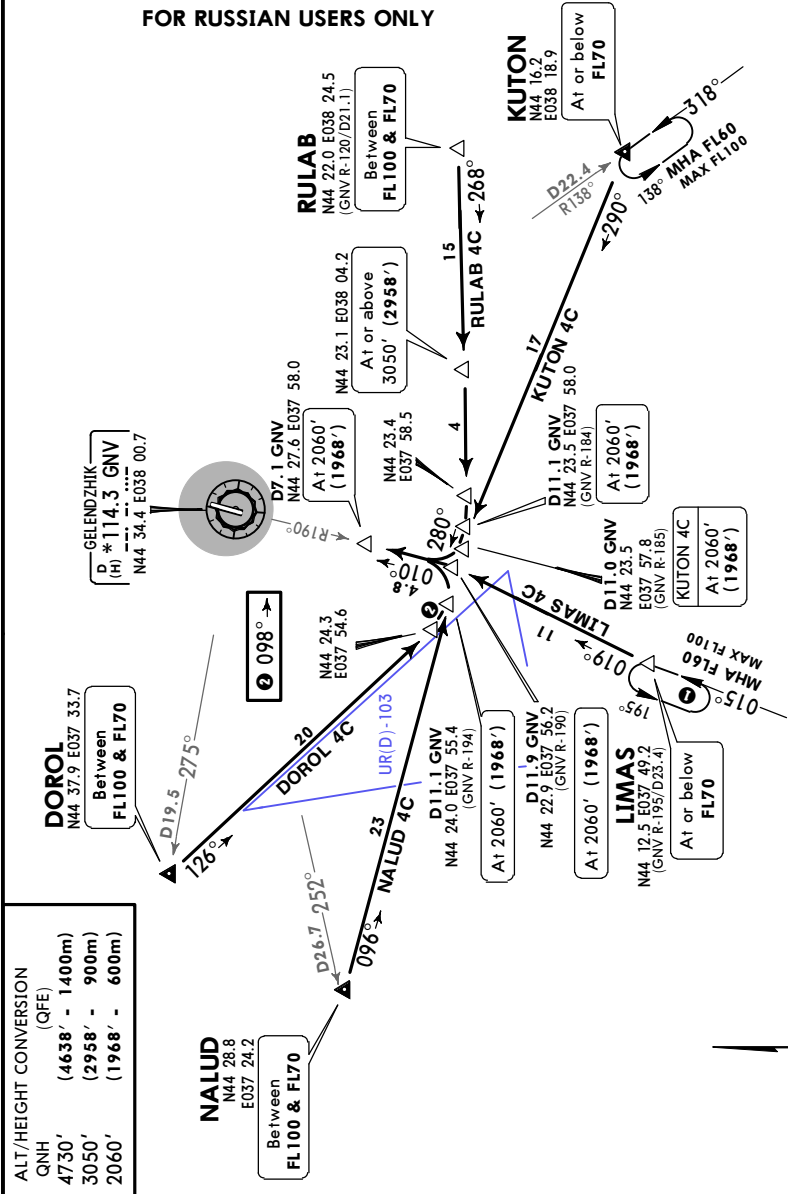
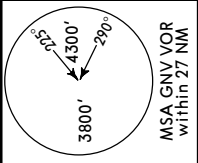
DOROL 4C [DORO4C] , KUTON 4C [KUTO4C]
LIMAS 4C [LIMA4C], NALUD 4C [NALU4C]
RULAB 4C [RULA4C]

RWY 01 ARRIVALS

CAT A & B

ASR IN OPERATION

FOR RUSSIAN USERS ONLY



1 By ATC if UR(D)-103 active.

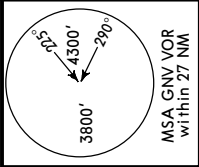
ALT/HEIGHT CONVERSION	(QFE)
QNH	4730' - 1400m
4730'	(2958' - 900m)
3050'	(1968' - 600m)
2060'	

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25 DEC 15 (10-2D) Eff 7 Jan

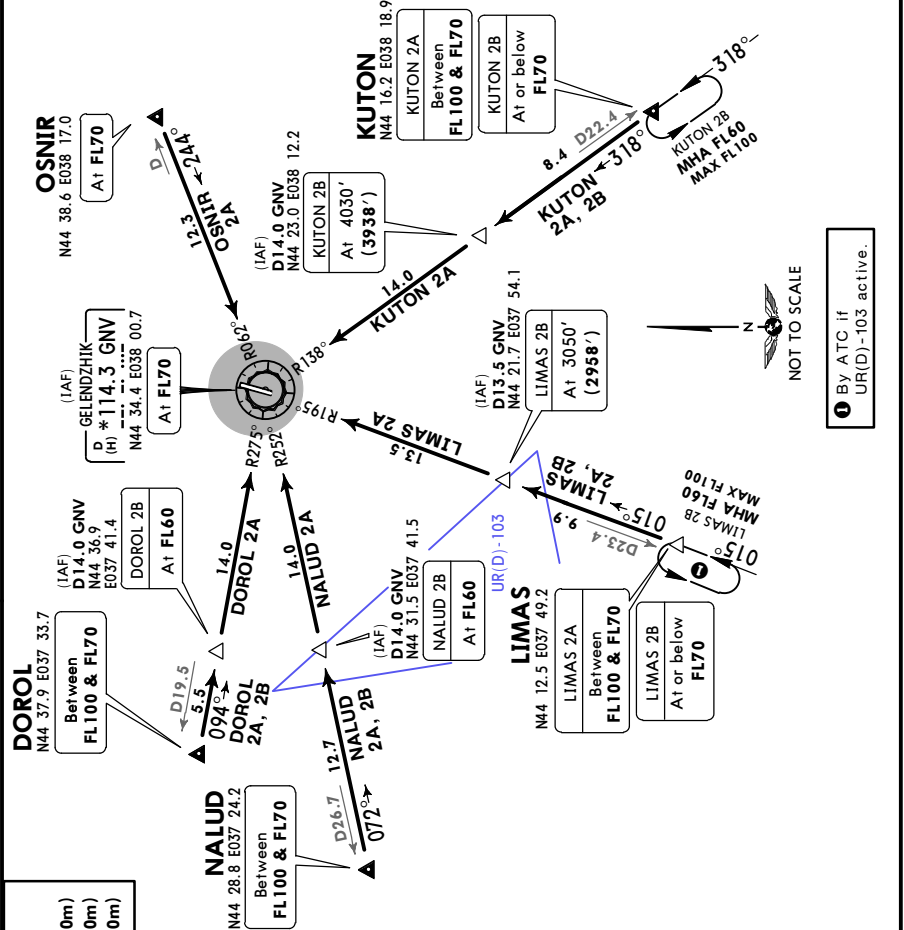
GELENDZHIK, RUSSIA
STAR

*ATIS 134.875 (Russian 133.375)	Apt Elev 131'	Alt set: MM (hPa on request) QNH on request Trans level: FL60 Trans alt: 4730' (4638')	(QFE)
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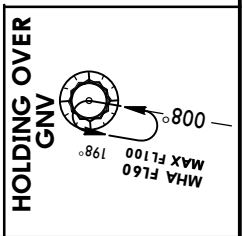


DOROL 2A [DORO2A] , DOROL 2B [DORO2B]
KUTON 2A [KUTO2A] , KUTON 2B [KUTO2B]
LIMAS 2A [LIMA2A] , LIMAS 2B [LIMA2B]
NALUD 2A [NALU2A] , NALUD 2B [NALU2B]

OSNIR 2A [OSNI2A]
RWY 01 ARRIVALS
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION (QFE)
QNH 4730' - 1400m
4030' - 1200m
3050' - 900m

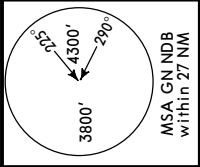


URKG/GDZ
GELENDZHIK

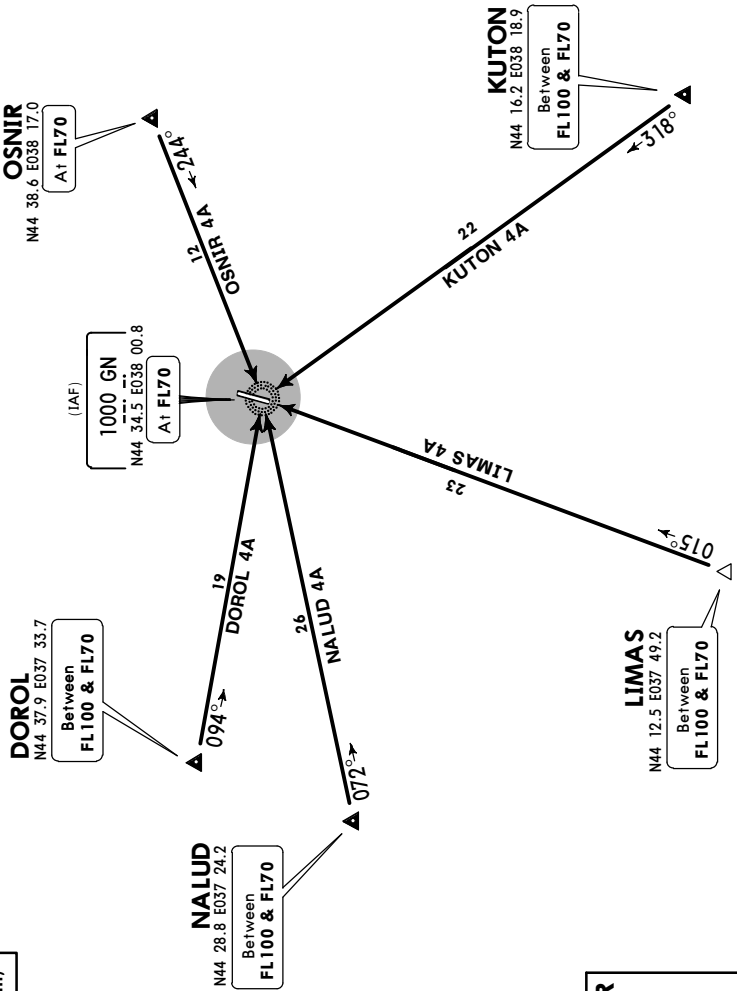
JEPPesen
25 DEC 15 (10-2E) Eff 7 Jan

GELENDZHIK, RUSSIA
STAR

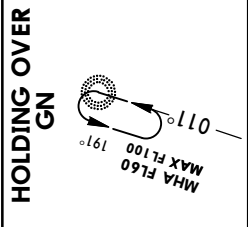
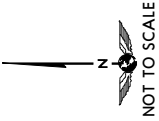
*ATIS 134.875 (Russian 133.375)	Apt Elev 131'	Alt set: MM (hPa on request) QNH on request Trans level: FL60 Trans alt: 4730' (4638')	(QFE)
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DOROL 4A [DORO4A], KUTON 4A [KUTO4A]
LIMAS 4A [LIMA4A], NALUD 4A [NALU4A]
OSNIR 4A [OSNI4A]
RWY 01 ARRIVALS
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
QNH (QFE)
4730' (4638' - 1400m)



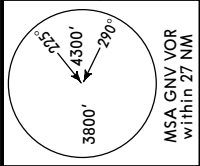
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JEPPesen
25 DEC 15 (10-3B) Eff 7 Jan

GELENDZHIK, RUSSIA
SID

Apt Elev 131' QNH on request (QFE) Trans level: FL60 Trans alt: 4730' (4638')
Take-off should be carried out under condition, no tailwind component.



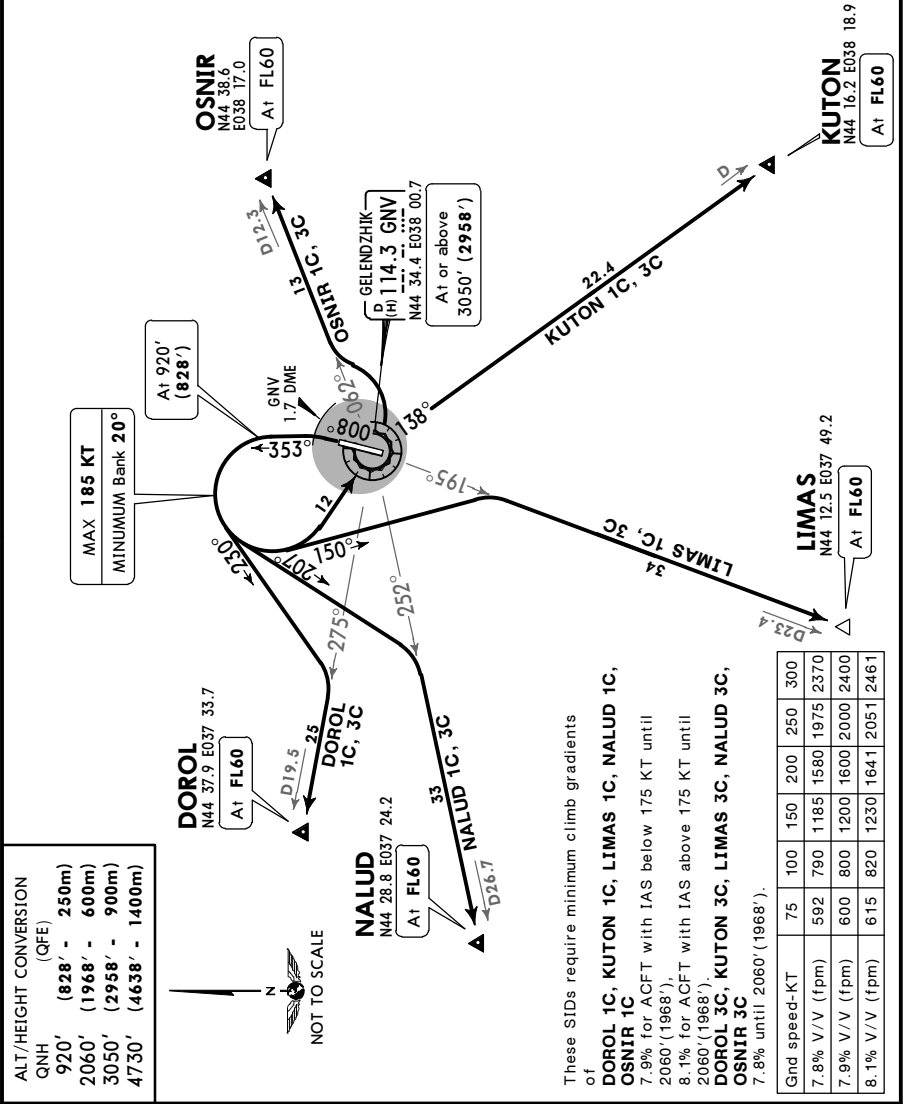
DOROL 1C [DORO1C]
KUTON 1C [KUTO1C]
LIMAS 1C [LIMA1C]
NALUD 1C [NALU1C]
OSNIR 1C [OSNI1C]

DOROL 3C [DORO3C]
KUTON 3C [KUTO3C]
LIMAS 3C [LIMA3C]
NALUD 3C [NALU3C]
OSNIR 3C [OSNI3C]

TODA 2000m

TODA 1800m

RWY 01 DEPARTURES
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION (QFE)

QNH	920' (828' - 250m)
	2060' (1968' - 600m)
	3050' (2958' - 900m)
	4730' (4638' - 1400m)

These SIDs require minimum climb gradients of

DOROL 1C, KUTON 1C, LIMAS 1C, NALUD 1C, OSNIR 1C
7.9% for ACFT with IAS below 175 KT until 2060' (1968'),
8.1% for ACFT with IAS above 175 KT until 2060' (1968').

DOROL 3C, KUTON 3C, LIMAS 3C, NALUD 3C, OSNIR 3C
7.8% until 2060' (1968').

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

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 **JEPPESSEN**
27 MAR 15 **10-4** **Eff 2 Apr**

GELENDZHIK, RUSSIA
NOISE

NOISE ABATEMENT

FOR RUSSIAN USERS ONLY

LT minus 3 HOURS = UTC(Z)

GENERAL

Noise abatement procedures shall not be carried out at the expense of flight safety.

It is not recommended to apply noise abatement procedures when:

- VIS is less than 2000m
- RWY is wet
- wind shear or thunderstorms are forecast or reported
- crosswind component on RWY, including gusts, exceeds 7 m/s
- tailwind component results in lift-off from RWY at a distance of more than 7546' (2300m) from RWY 19 extremity.

NIGHT FLYING RESTRICTIONS

Between 2300-0700LT take-off and landing of IL-62M, IL-76, TU-134, TU-154B, TU-154M, YAK-42 (without sound-absorbing construction) not conforming by noise level to the requirements of ICAO Annex 16 except for special, medical and SAR flights are prohibited.

DEPARTURES

RWY 19: it is recommended to carry out lift-off at a distance of not less than 7218' (2200m) from RWY extremity.

The final decision about take-off from displaced line-up position shall be taken by the pilot-in-command.

Between 0700-2300LT total number of take-offs of IL-62M, IL-76, TU-134, TU-154B, TU-154M, YAK-42 (without sound-absorbing construction) not conforming by noise level to the requirements of ICAO Annex 16 is not more than 5 per 24 hrs.

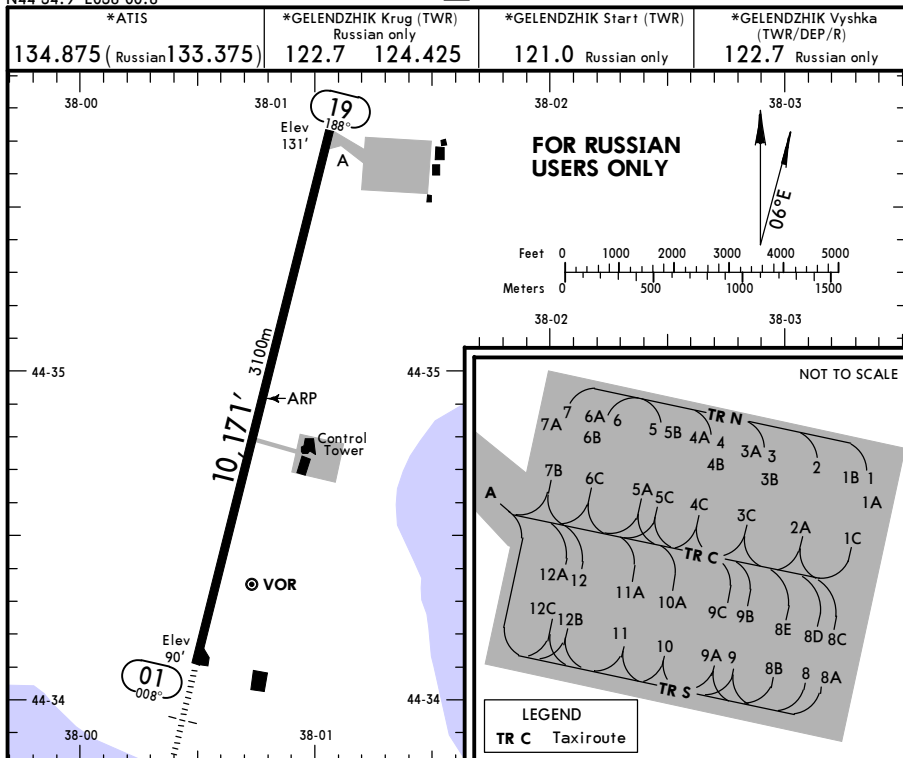
Air pollution abatement:

It is recommended to take off from RWY 19 with displaced line-up position by 1640' (500m), if RWY characteristics from the start of take-off run conform to the ones required for ACFT actual take-off mass and take-off conditions.

URKG/GDZ
Apt Elev **131'**
N44 34.9 E038 00.8

JEPPSEN
25 DEC 15 **(10-9)** Eff 7 Jan

GELENDZHIK, RUSSIA
GELENDZHIK



Exit stands 1 thru 7 by towing.
Enter stand 5A by towing.
Stands 1 thru 12 available for helicopters.
Stands 12 and 12A available for de-icing.

ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS			
RWY					LANDING BEYOND		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
01	RL (60m)	HIALS	PAPI-L (2.67°)			9260' 2822m	②	148'
19	RL (60m)				①			45m

① CAT A acft are allowed to land on the second half of rwy 19. LDA 5085' (1550m).

② TAKE OFF RUN AVAILABLE

5906' (1800m) or 6562' (2000m) depending on length of TODA.

LOW VISIBILITY PROCEDURES (LVP)

LVP will be applied when RVR is less than 1000m. The flight crew will be informed by TWR controller by phrase: "LVP in progress. Check your minimums". The flight crew must read back all TWR controller's instructions. The flight crew shall report ACFT parking onto the stand to TWR controller using the following phraseology: "Call sign of ACFT, on stand...".

FLIGHT PROCEDURES:

Landing shall be carried out on rwy 01, take-off preferentially from rwy 19.

In case of strong wind, if unable to take off from rwy 19, it is permitted to take off from rwy 01 with increased climb gradient (7.8% - 8.1%) and limited take-off distance (5906'/1800m and 6562'/2000m from rwy 01 extremity).

TAKE-OFF

	AIR CARRIER (JAA)	
	All Rwys	
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	400m
C		
D	300m	

CHANGES: LVP added.

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JEPPESEN

27 MAR 15
Eff 2 Apr

10-9S

Standard

GELENDZHIK, RUSSIA

GELENDZHIK

STRAIGHT-IN RWY		A	B	C	D
01	ILS ❶	NOT AUTHORIZED	NOT AUTHORIZED	617'(525') R2000m C2400m	650'(558') R2100m C2400m
	ALS out				
	ILS ❷	NOT AUTHORIZED	NOT AUTHORIZED	682'(590') C2300m C2400m	732'(640') C2400m C2400m
	ALS out				
	ILS ❸	463'(371') R1300m	568'(476') R1500m	719'(627') C2400m	912'(820') C2400m
	ALS out	R1500m	R1500m	C2400m	C2400m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	VOR ❹	590'(498') R1500m	590'(498') R1500m	850'(758') C2400m	950'(858') C2400m
	NDB	1450'(1358') C5000m	1450'(1358') C5000m	1470'(1378') C5000m	1470'(1378') 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

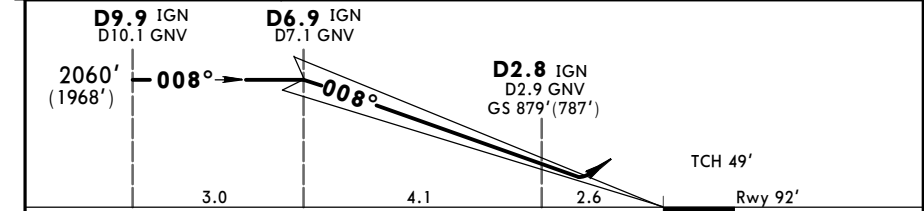
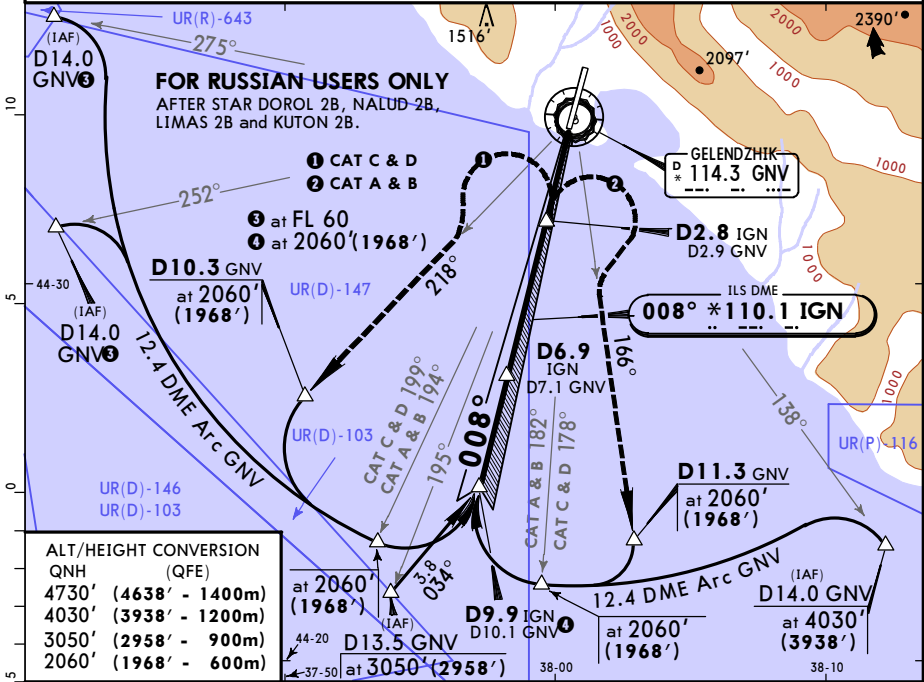
LVP must be in force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

URKG/GDZ
GELENDZHNIK

JEPPESN
25 DEC 15
Eff 7 Jan (11-1)

GELENDZHNIK, RUSSIA
ILS DME Uo/Vo Rwy 01

*ATIS 134.875 (Russian 133.375)	*GELENDZHNIK TWR (TWR) Russian only 122.7 124.425	*GELENDZHNIK Start (TWR) Russian only 121.0	*GELENDZHNIK Vyshka (TWR/R) Russian only 122.7
LOC IGN * 110.1	Final Apch Crs 008°	GS D6.9 IGN 2060'(1968')	ILS DA(H) Refer to Minimums Apt Elev 131' Rwy 92'
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) to intercept CAT A & B: R-166 GNV to D11.3 GNV, CAT C & D: R-218 GNV to D10.3 GNV climbing to 2060'(1968'), then according to chart, or as directed.			
Alt Set: MM (hPa on req) QNH on req (QFE)		Trans level: FL 60 Trans alt: 4730' (4638')	



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

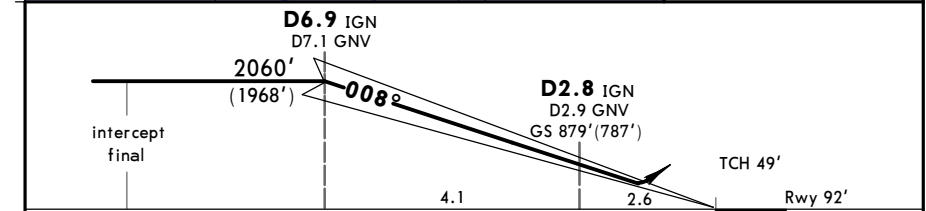
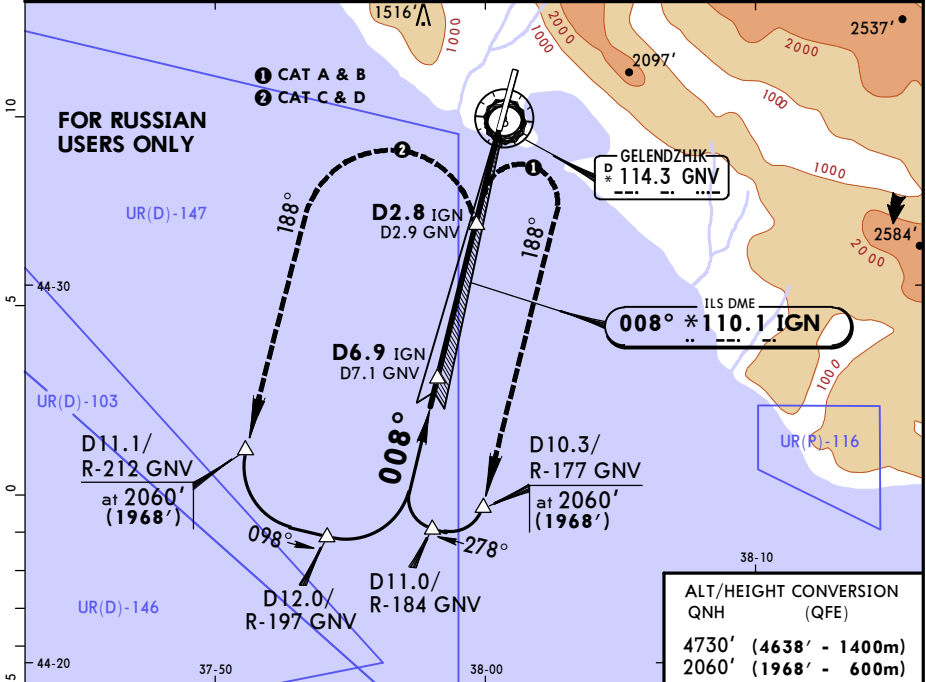
STRAIGHT-IN LANDING RWY 01							
Missed apch climb grad mim 5.0%		Missed apch climb grad mim 4.0%		Missed apch climb grad mim 2.5%		LOC (GS out)	
DA(H)	C: 617'(525') D: 650'(558')	DA(H)	C: 682'(590') D: 732'(640')	DA(H)	A: 463'(371') B: 568'(476') C: 719'(627') D: 912'(820')		
FULL ALS out		FULL ALS out		FULL ALS out			
PANS OPS	A NOT AUTHORIZED		B NOT AUTHORIZED		1600m 2100m		NOT AUTHORIZED
	C 2600m 3100m		3200m 3500m		2300m 2800m		
	D 3200m 3300m		3400m 3900m		3300m 3800m		
					4300m 4800m		

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GELENDZHIK

JEPPESEN
25 DEC 15
Eff 7 Jan (11-2)

GELENDZHIK, RUSSIA
ILS DME Yo Zo Rwy 01

BRIEFING STRIP TM	*ATIS 134.875 (Russian 133.375)		*GELENDZHIK Krug (TWR) Russian only 122.7 124.425		*GELENDZHIK Start (TWR) Russian only 121.0		*GELENDZHIK Vyshka (TWR/R) Russian only 122.7				
	LOC IGN *110.1		Final Apch Crs 008°		GS D6.9 IGN 2060'(1968')		ILS DA(H) Refer to Minimums			Apt Elev 131' Rwy 92'	
	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'(1968'), then as directed.									MSA GNV VOR within 27 NM	
Alt Set: MM (hPa on req)			QNH on req (QFE)			Trans level: FL 60			Trans alt: 4730' (4638')		



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

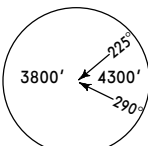
STRAIGHT-IN LANDING RWY 01						LOC (GS out)	
Missed apch climb grad mim 5.0%		Missed apch climb grad mim 4.0%		Missed apch climb grad mim 2.5%			
DA(H) C: 617'(525') D: 650'(558')		DA(H) C: 682'(590') D: 732'(640')		DA(H) A: 463'(371') B: 568'(476') C: 719'(627') D: 912'(820')			
FULL	ALS out	FULL	ALS out	FULL	ALS out		
A	NOT AUTHORIZED	NOT AUTHORIZED		1600m	2100m		
B				2300m	2800m		
C	2600m	3100m	3200m	3500m	3300m	3800m	NOT AUTHORIZED
D	3200m	3300m	3400m	3900m	4300m	4800m	

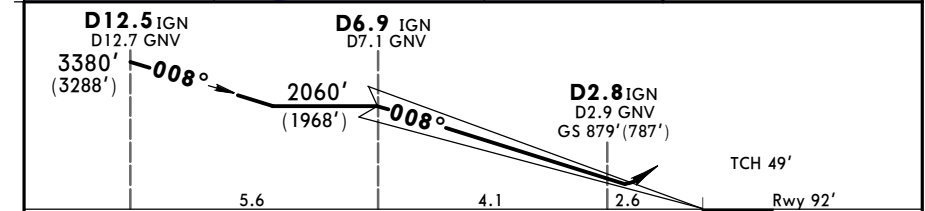
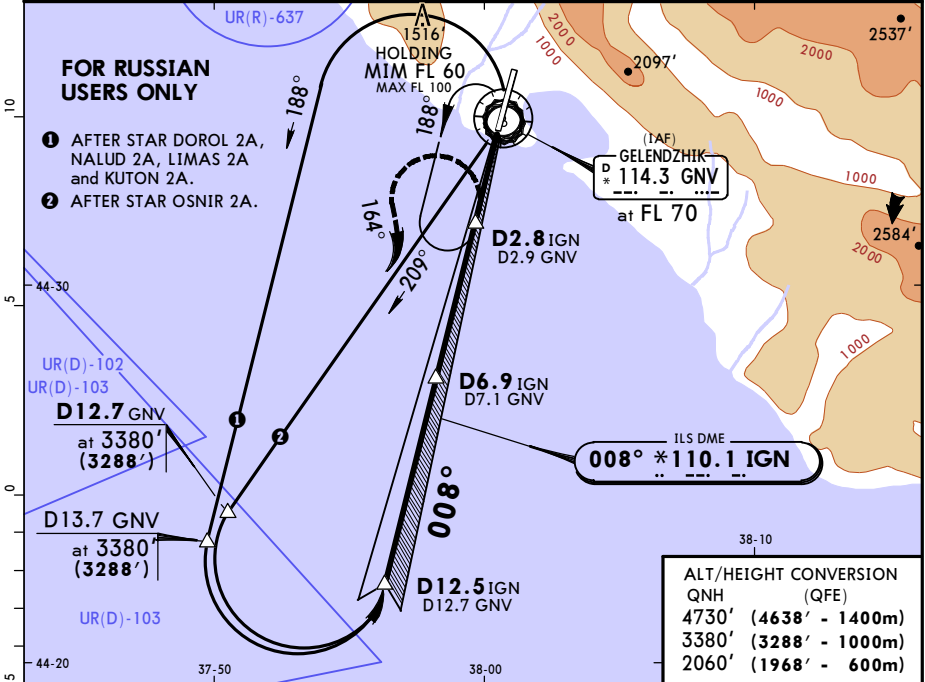
PANS OPS

URKG/GDZ
GELENDZHIK

25 SEP 15 **11-3** CAT C & D

GELENDZHIK, RUSSIA
ILS DME W Rwy 01

BRIEFING STRIP™	*ATIS 134.875 (Russian 133.375)		*GELENDZHIK Krug (TWR) Russian only 122.7 124.425		*GELENDZHIK Start (TWR) Russian only 121.0		*GELENDZHIK Vyshka (TWR/R) Russian only 122.7		 MSA GNV VOR within 27 NM
	LOC IGN *110.1		Final Apch Crs 008°		GS D6.9 IGN 2060'(1968')		ILS DA(H) Refer to Minimums Rwy 92'		
	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'(3288'), then according to chart, or as directed.								
	Alt Set: MM (hPa on req)		QNH on req(QFE)		Trans level: FL 60		Trans alt: 4730' (4638')		

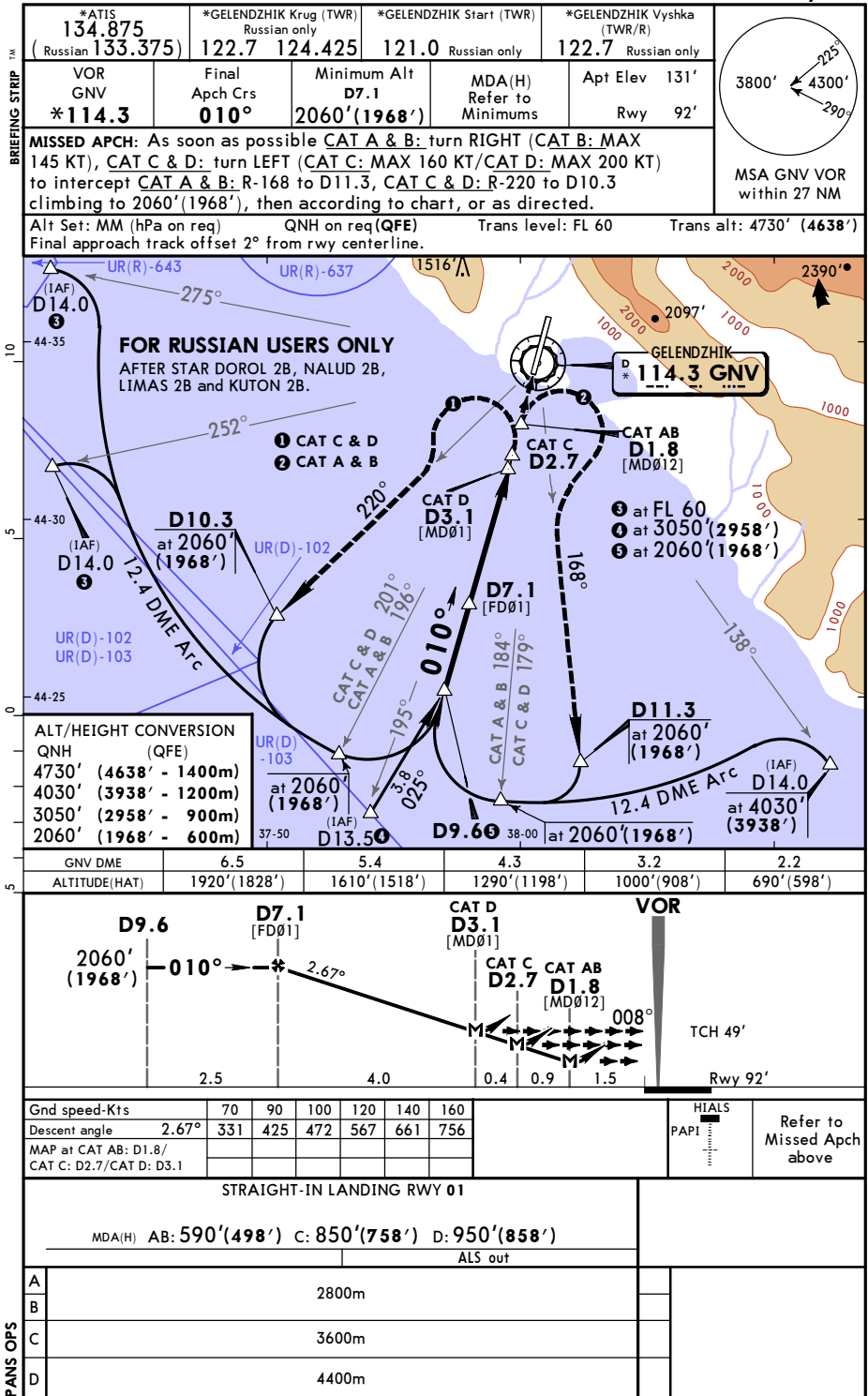


Gnd speed-Kts		70	90	100	120	140	160	PAPI HIALS 3380' (3288') onto 164° LT				
GS		2.67°	331	425	472	567	661			756		
STRAIGHT-IN LANDING RWY 01												
Missed apch climb grad mim 5.0%				Missed apch climb grad mim 4.0%				Missed apch climb grad mim 2.5%		LOC (GS out)		
DA(H) C: 617'(525') D: 650'(558')				DA(H) C: 682'(590') D: 732'(640')				DA(H) C: 719'(627') D: 912'(820')				
FULL		ALS out		FULL		ALS out		FULL			ALS out	
PANS OPS	A	NOT AUTHORIZED			NOT AUTHORIZED			NOT AUTHORIZED			NOT AUTHORIZED	
	B											
	C	2600m	3100m	3200m	3500m	3300m	3800m					
	D	3200m	3300m	3400m	3900m	4300m	4800m					

URKG/GDZ
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JEPPESN
25 SEP 15 (13-1)

GELENDZHIK, RUSSIA
VOR DME Uo/Vo Rwy 01

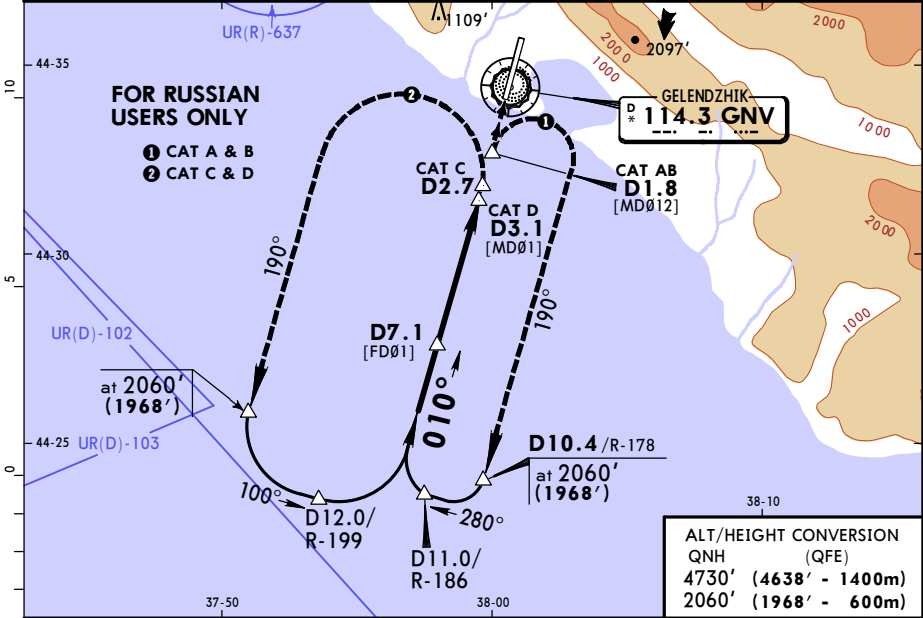


URKG/GDZ
GELENDZHIK

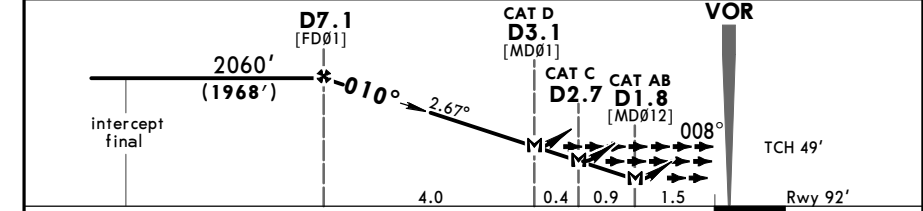
JEPPesen
25 SEP 15 13-2

GELENDZHIK, RUSSIA
VOR DME Yo/ZoRwy 01

BRIEFING STRIP TM	*ATIS 134.875 (Russian 133.375)	*GELENDZHIK Krug (TWR) Russian only 122.7 124.425	*GELENDZHIK Start (TWR) Russian only 121.0	*GELENDZHIK Vyshka (TWR/R) Russian only 122.7	 MSA GNV VOR within 27 NM
	VOR GNV *114.3	Final Apch Crs 010°	Minimum Alt D7.1 2060'(1968')	MDA(H) Refer to Minimums	Apt Elev 131' Rwy 92'
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 190° climbing to 2060'(1968'), then as directed.					
Alt Set: MM (hPa on req) QNH on req(QFE) Trans level: FL 60 Trans alt: 4730' (4638')					
Final approach track offset 2° from rwy centerline.					



GNV DME	6.5	5.4	4.3	3.2	2.2
ALTITUDE (HAT)	1920'(1828')	1610'(1518')	1290'(1198')	1000'(908')	690'(598')



Gnd speed-Kts	70	90	100	120	140	160
Descent angle	2.67°	331	425	472	567	756
MAP at CAT AB: D1.8/ CAT C: D2.7/CAT D: D3.1						

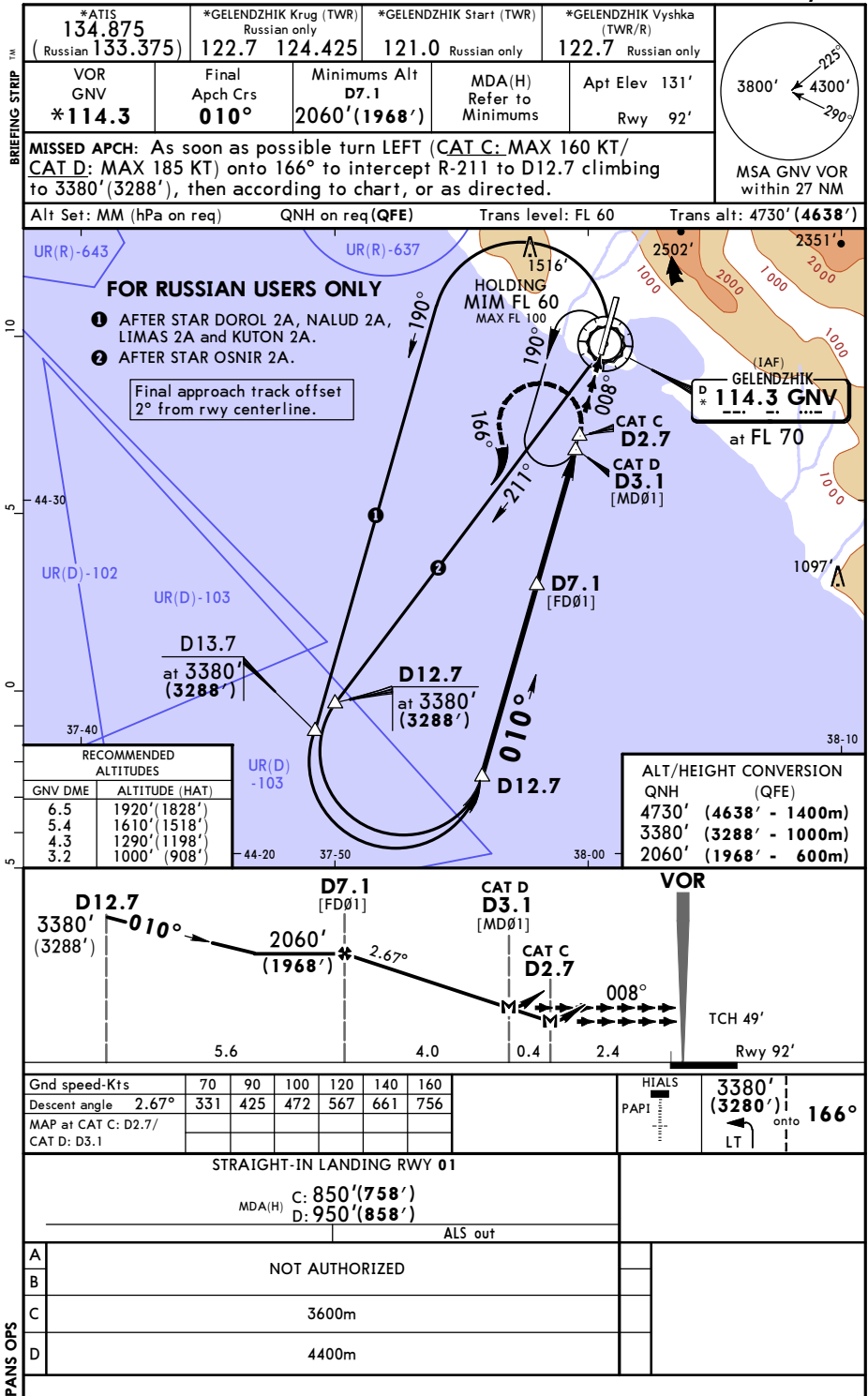
STRAIGHT-IN LANDING RWY 01					
MDA(H) AB: 590'(498') C: 850'(758') D: 950'(858')					
ALS out					
A	2800m				
B					
C	3600m				
D	4400m				

PANS OPS

URKG/GDZ
GELENDZHIK

25 SEP 15
(13-3) CAT C & D

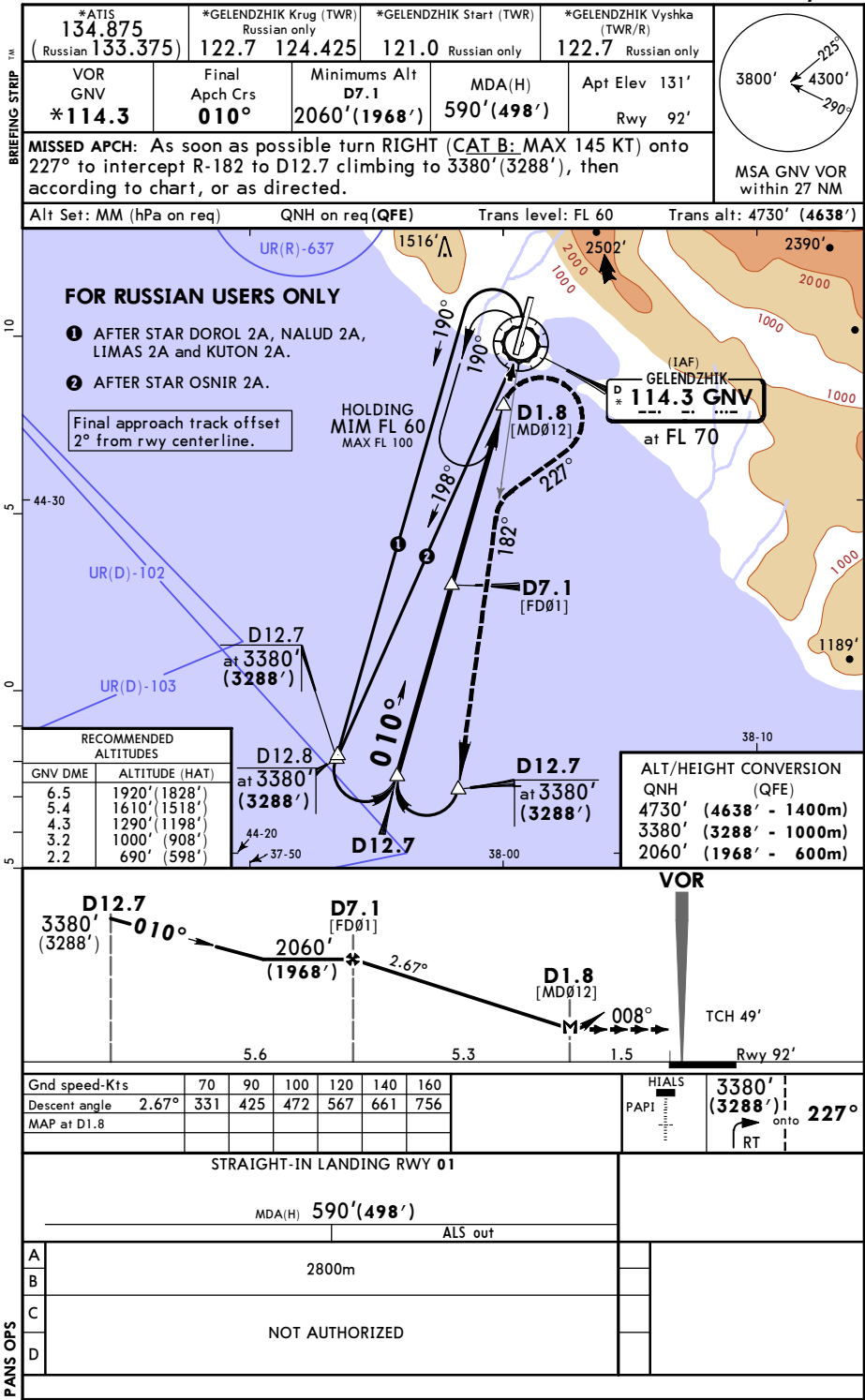
GELENDZHIK, RUSSIA
VOR DME W Rwy 01



URKG/GDZ
GELENDZHIK

25 SEP 15 **13-4** **CAT A & B**

GELENDZHIK, RUSSIA
VOR DME X Rwy 01

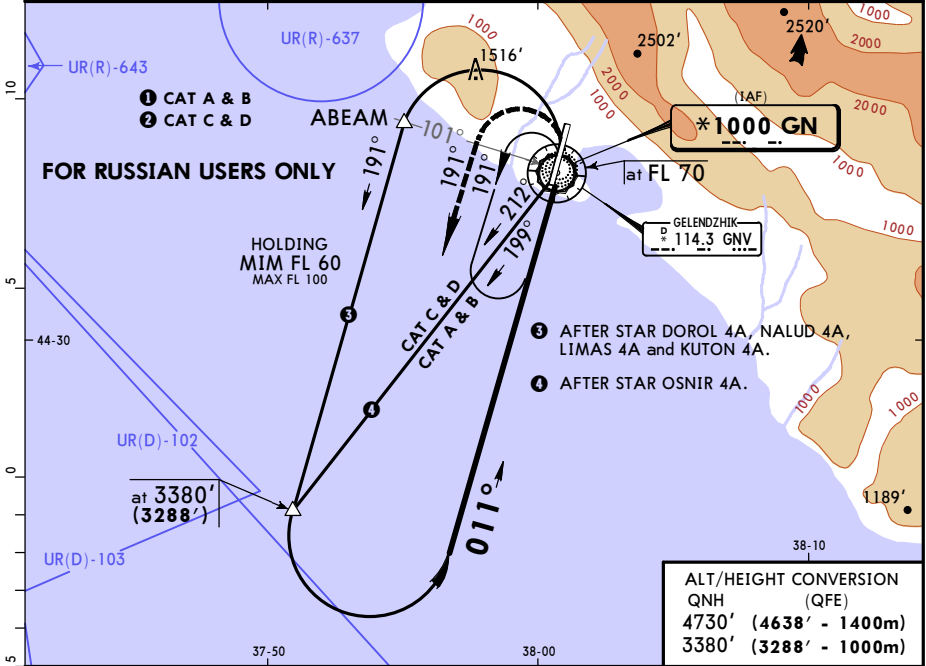
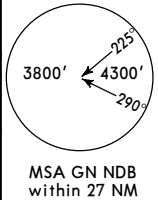


URKG/GDZ
GELENDZHIK

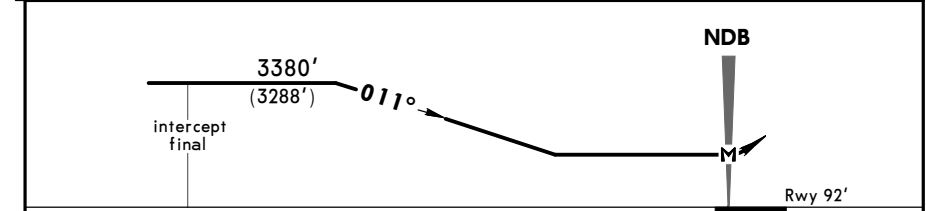
JEPPesen
25 SEP 15 **16-1**

GELENDZHIK, RUSSIA
NDB Y~~o~~/Z~~o~~ Rwy 01

BRIEFING STRIP TM	*ATIS 134.875 (Russian 133.375)	*GELENDZHIK Krug (TWR) Russian only 122.7 124.425	*GELENDZHIK Start (TWR) Russian only 121.0	*GELENDZHIK Vyshka (TWR/R) Russian only 122.7
	NDB GN *1000	Final Apch Crs 011°	No FAF	MDA(H) Refer to Minimums
				Apt Elev 131' Rwy 92'
MISSED APCH: Turn LEFT (CAT C & D: MAX 205 KT, BANK 20°) onto 191° climbing to 3380' (3288'), then according to chart, or as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4730' (4638')				
Final approach track offset 3° from rwy centerline.				



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4730'	(4638' - 1400m)
3380'	(3288' - 1000m)



Gnd speed-Kts		70	90	100	120	140	160			HIALS 		3380' (3288')		191° onto	
Descent angle		2.67°	331	425	472	567	661			756	PAPI		LT		
MAP at NDB															
STRAIGHT-IN LANDING RWY 01															
AB: 1450'(1358')															
MDA(H) CD: 1470'(1378')															
ALS out															
A	2000m														
B	2400m														
C	4800m														
D															
PANS OPS															

PANS OPS



Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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GELENDZHIK, (GELENDZHIK - URKG)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URKG