

List of pages in this Trip Kit

Trip Kit Index

Airport Information For URKA

Terminal Charts For URKA

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: ANAPA RUS
ICAO/IATA: URKA / AAQ
Lat/Long: N45° 00.1', E037° 20.8'
Elevation: 177 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: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0208 Z
Sunset: 1646 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: 176 ft
Lighting: Edge, ALS

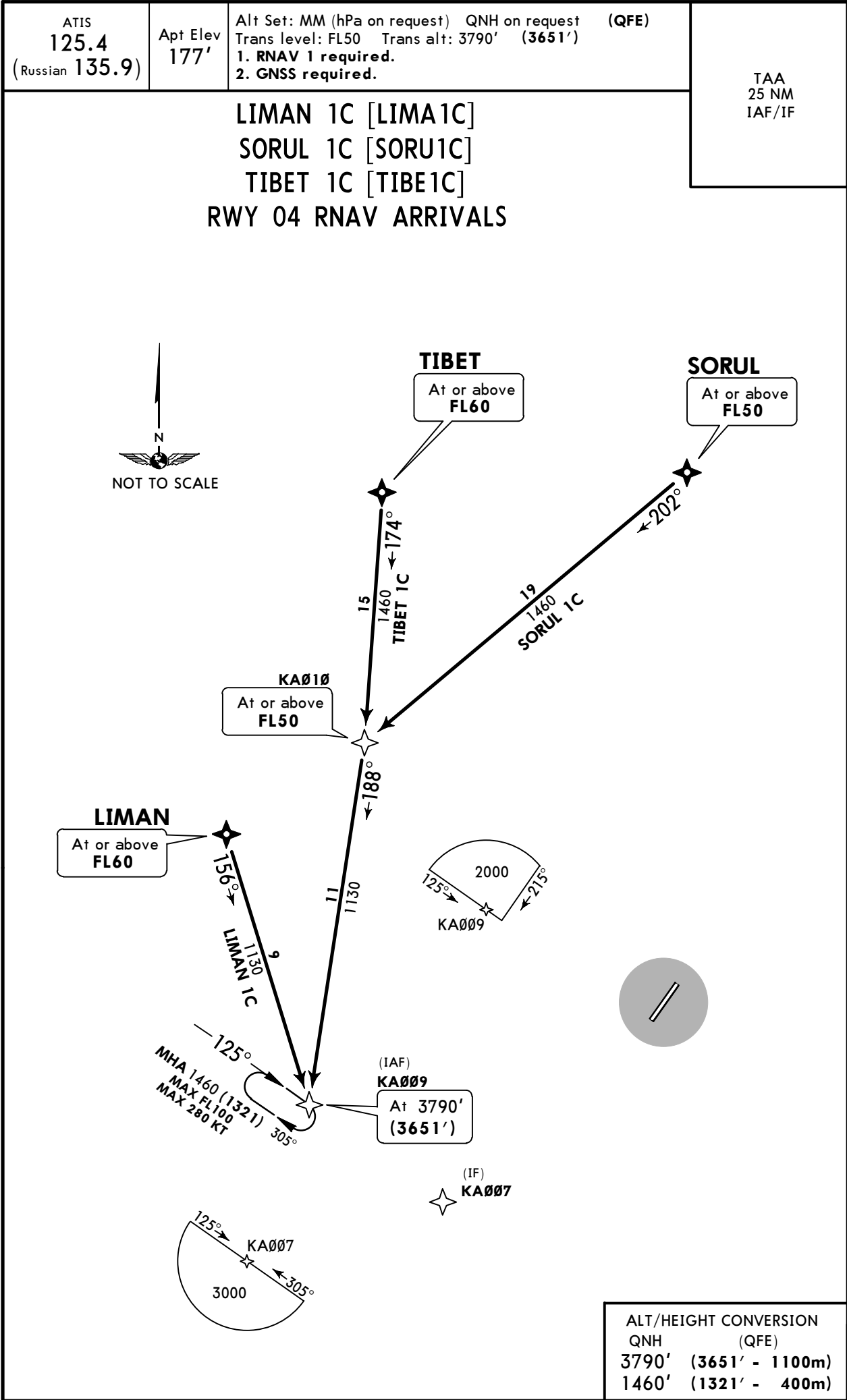
Communication Information

ATIS: 125.400
ATIS: 135.900 Non-English
Anapa Start Tower: 119.800
Anapa Ground: 119.000
Anapa Apron Ramp/Taxi: 118.900
Anapa Krug Radar: 118.700

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JEPPESEN
28 DEC 18 10-2 Eff 3 Jan

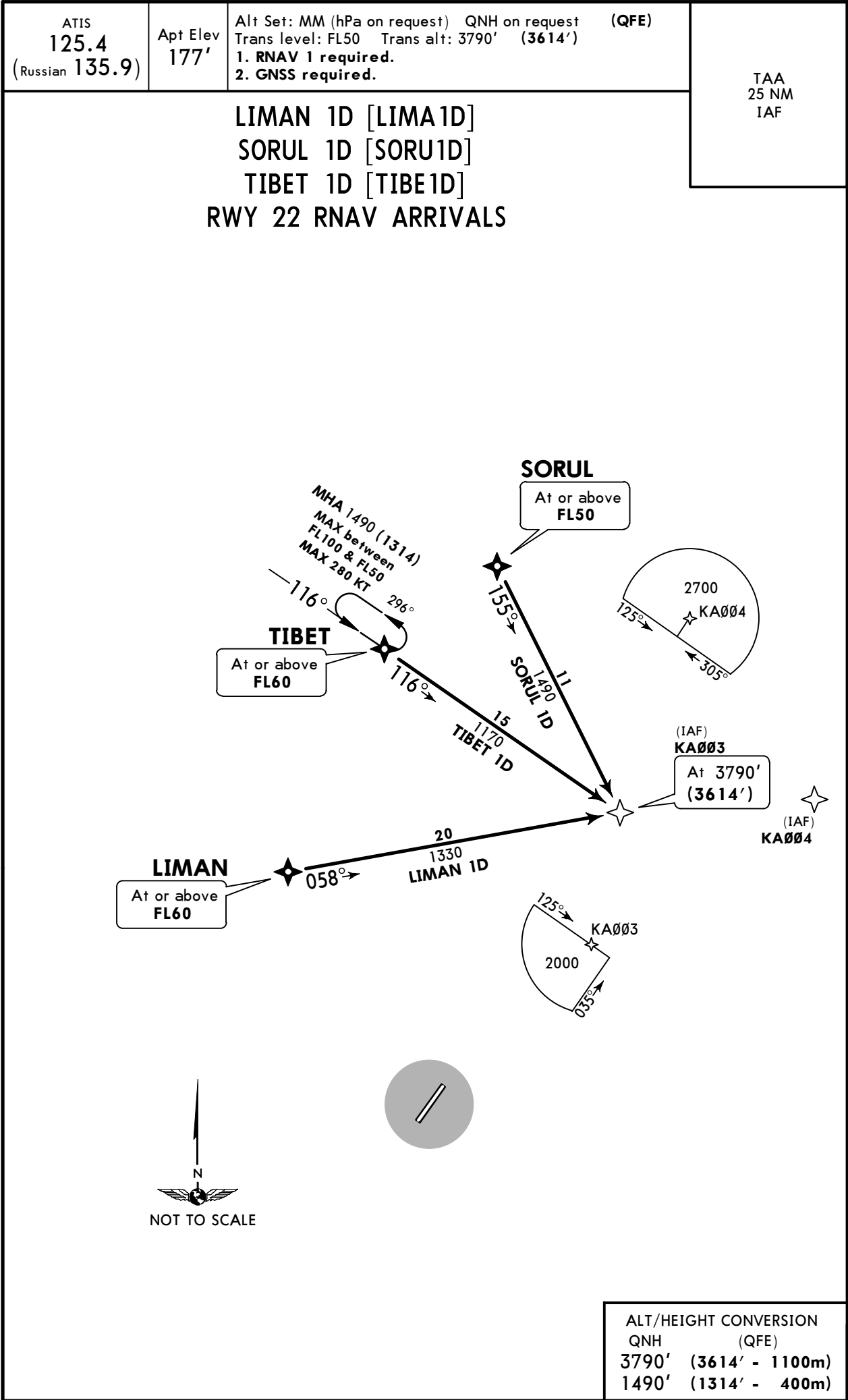
ANAPA, RUSSIA
RNAV STAR



URKA/AAQ
VITYAZEVO

JEPPESEN
28 DEC 18 (10-2A) Eff 3 Jan

ANAPA, RUSSIA
RNAV STAR



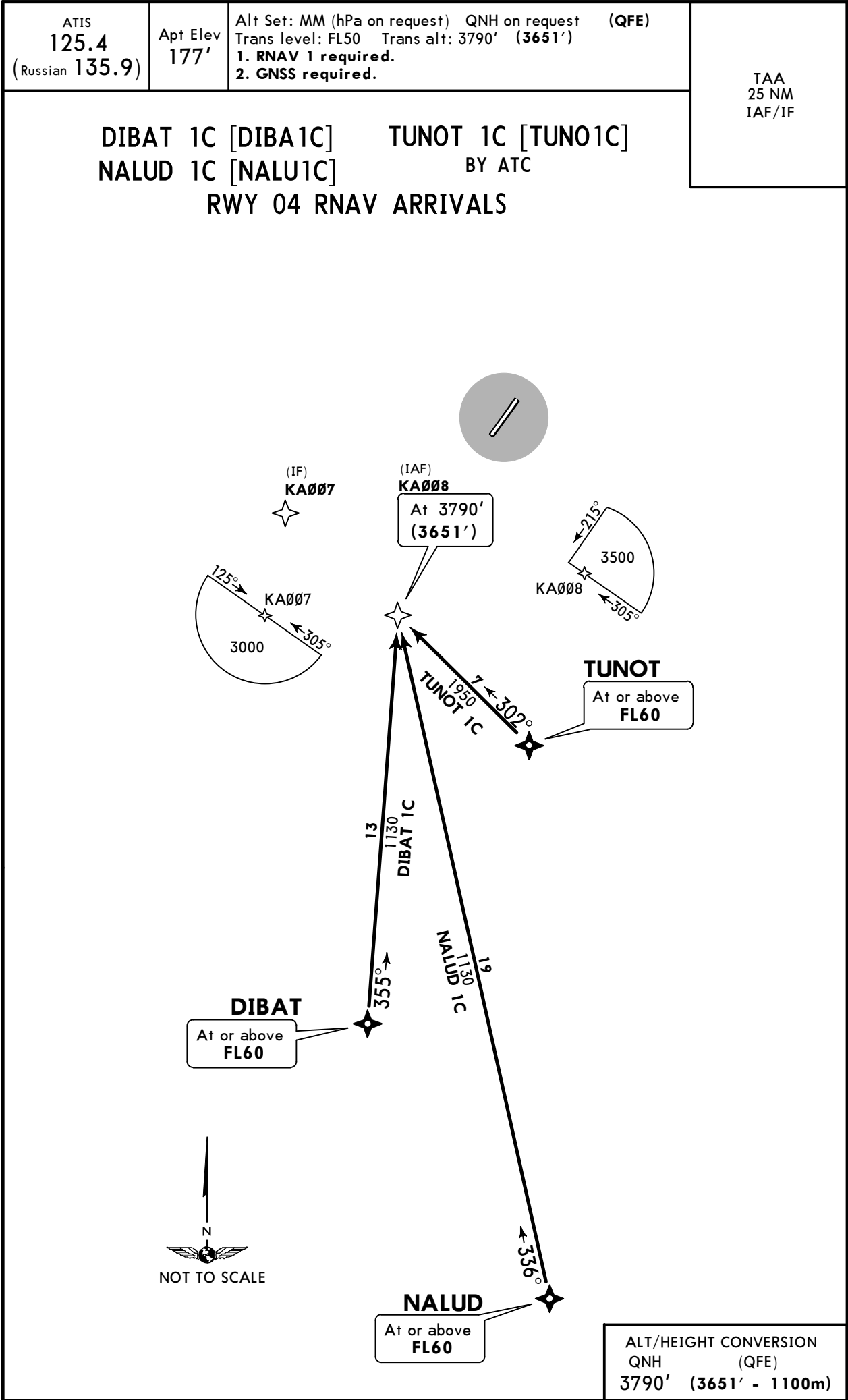
CHANGES: Airway continuation withdrawn.

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JEPPESEN
28 DEC 18 10-2B Eff 3 Jan

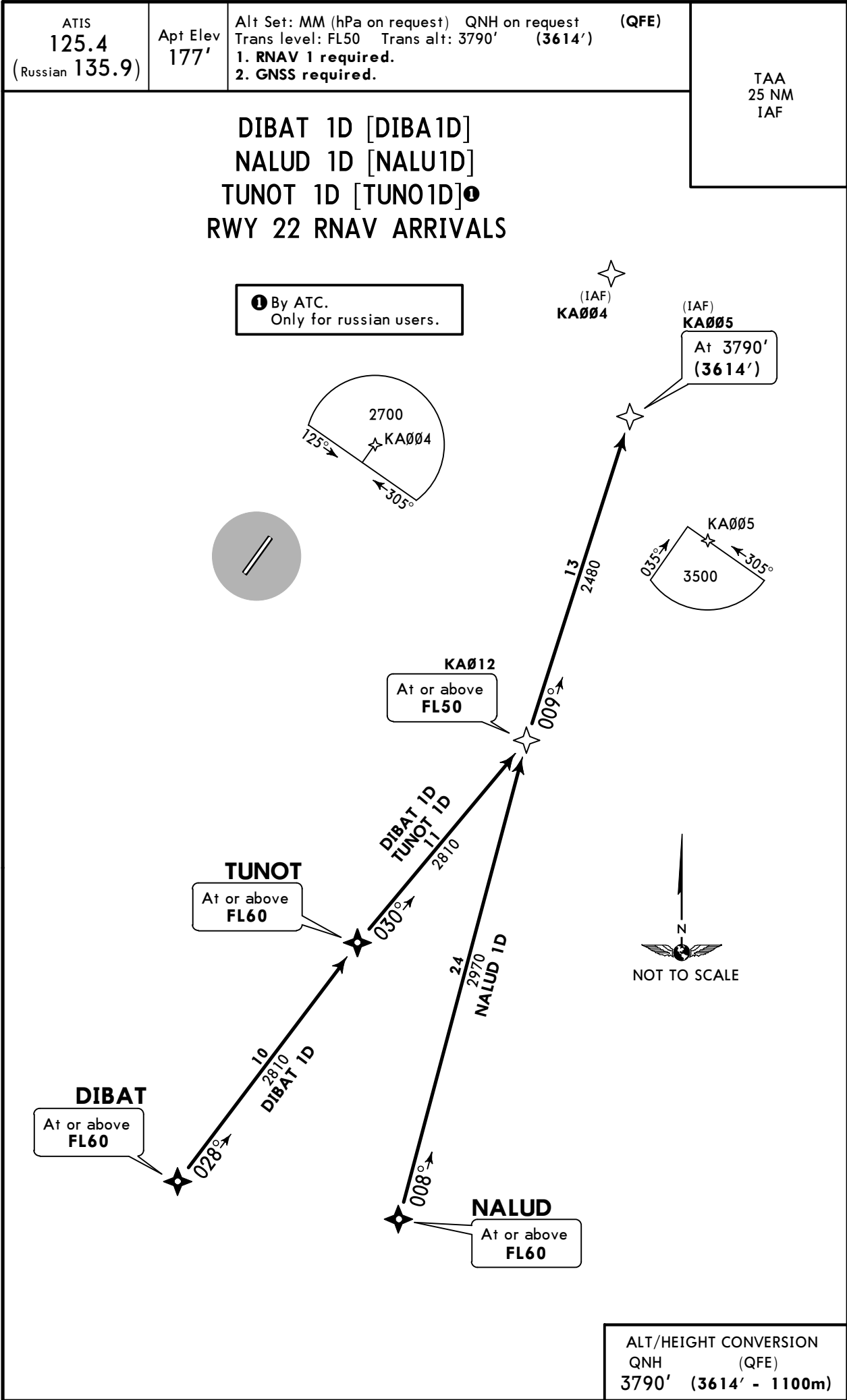
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URKA/AAQ
VITYAZEVO

JEPPESEN
28 DEC 18 (10-2C) Eff 3 Jan

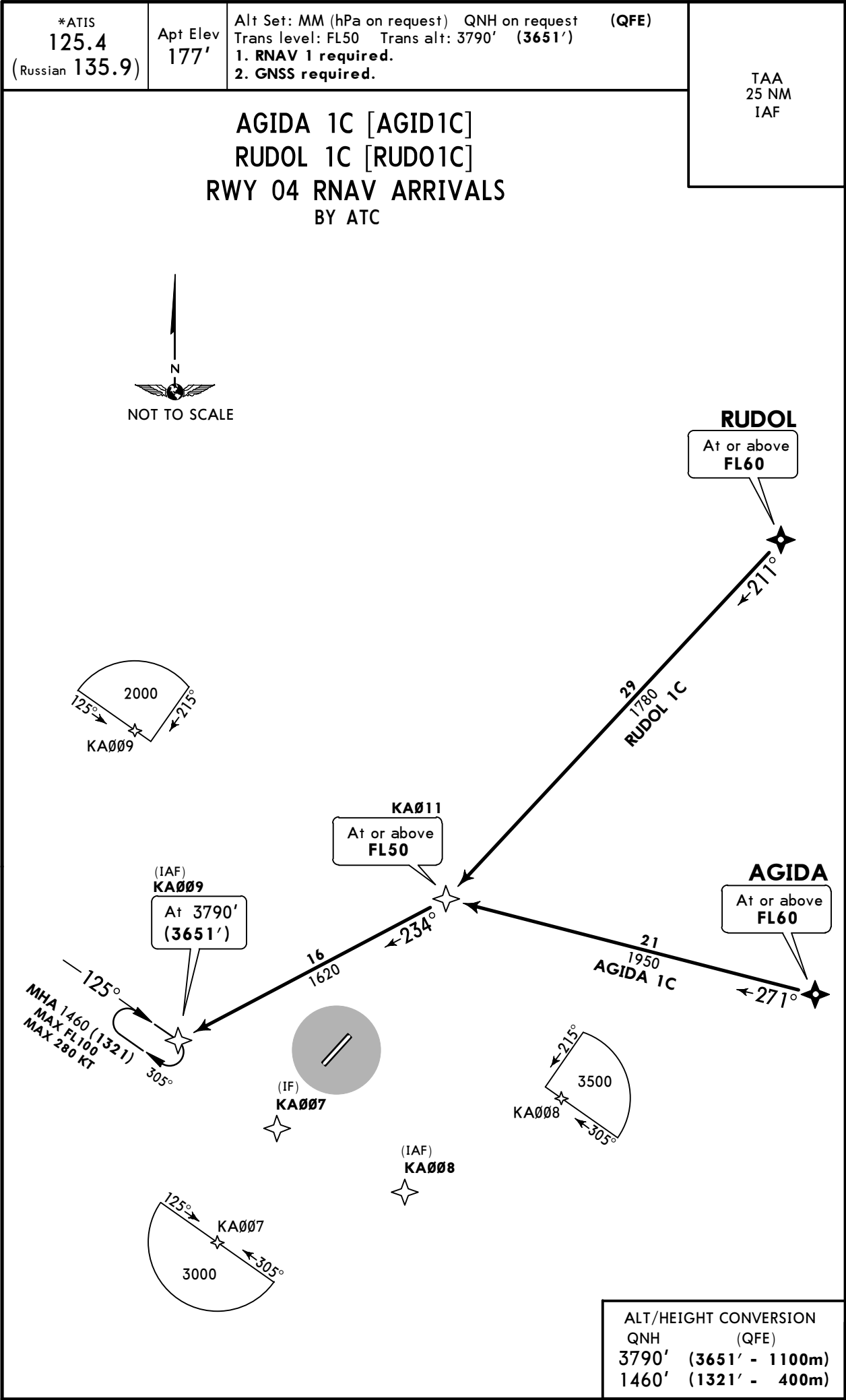
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RNAV STAR



URKA/AAQ
VITYAZEVO

JEPPESEN
7 JUL 17 10-2D Eff 20 Jul

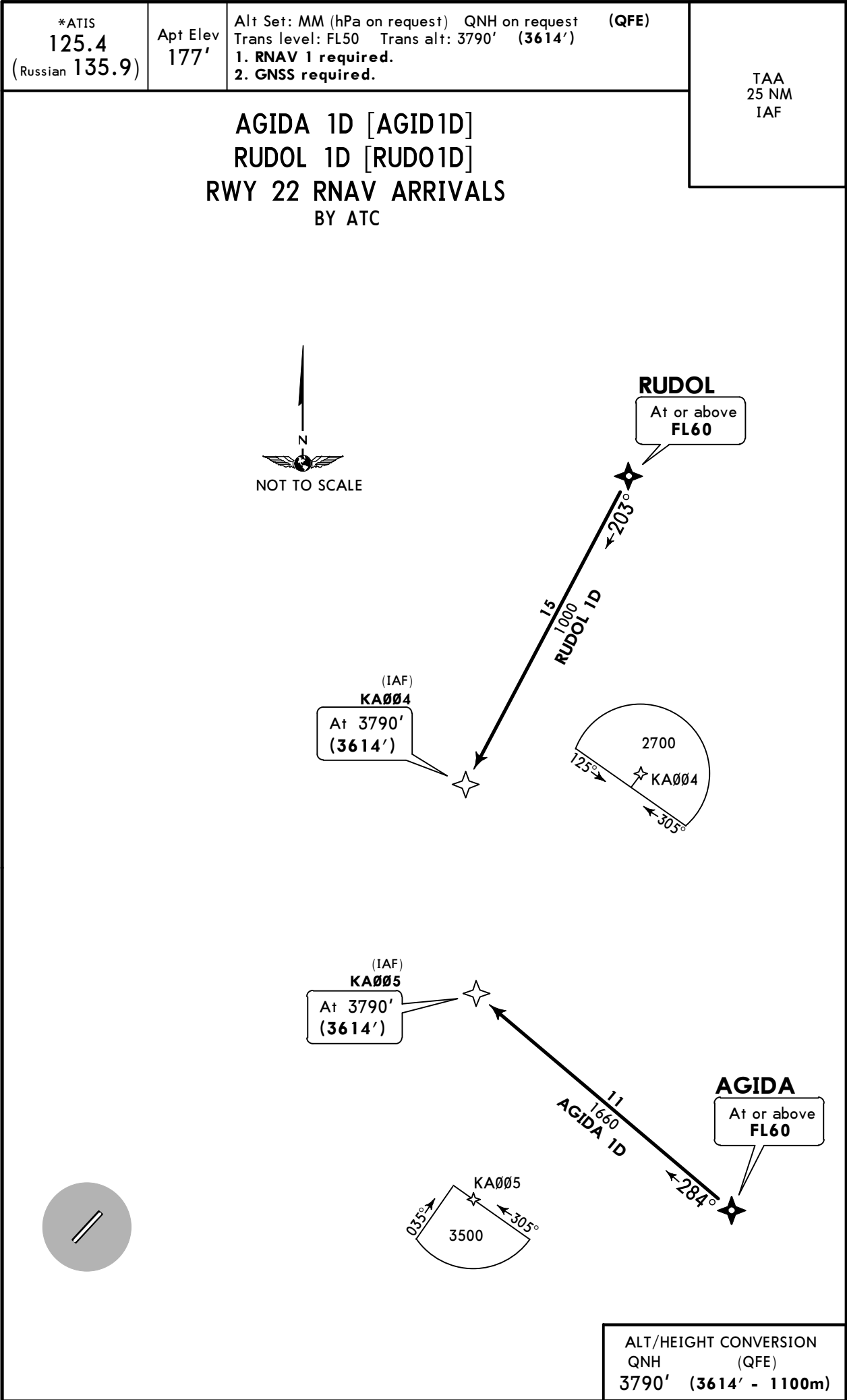
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URKA/AAQ
VITYAZEVO

JEPPESEN
7 JUL 17 (10-2E) Eff 20 Jul

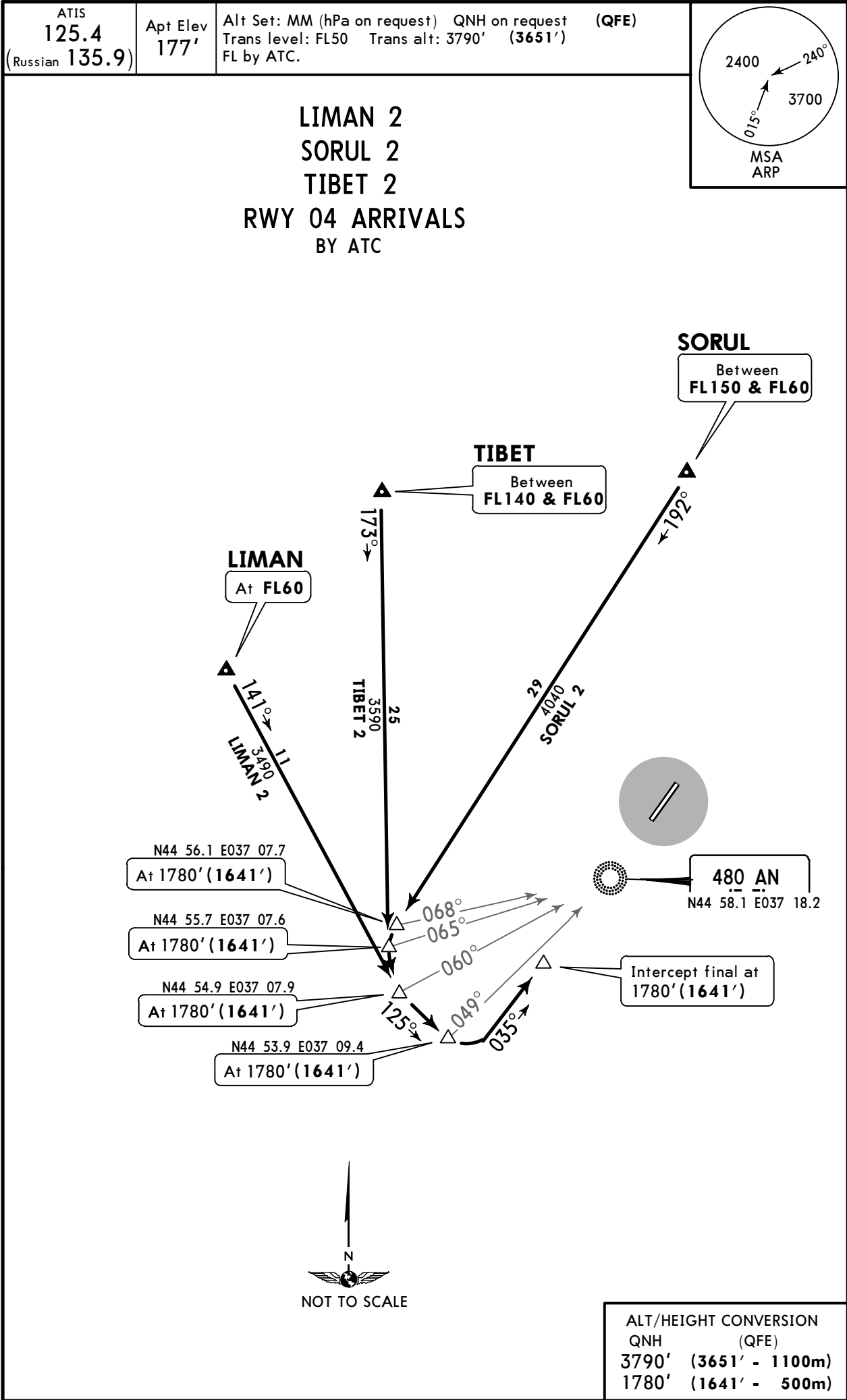
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JEPPESEN
28 DEC 18 10-2F Eff 3 Jan

ANAPA, RUSSIA
STAR

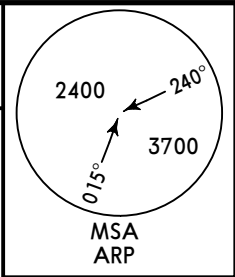


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VITYAZEVO

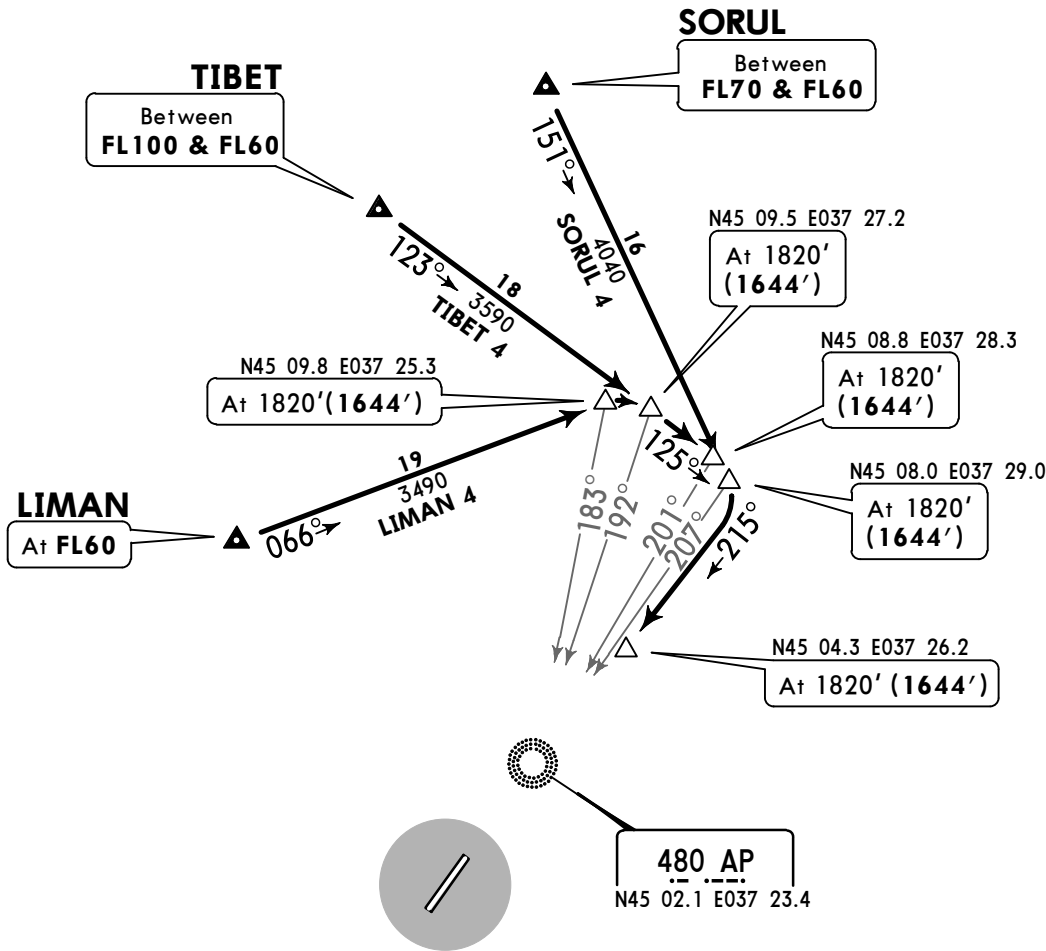
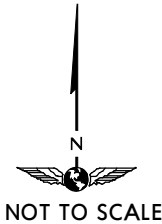
JEPPESEN
28 DEC 18 10-2G Eff 3 Jan

ANAPA, RUSSIA
STAR

ATIS 125.4 (Russian 135.9)	Apt Elev 177'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3790' (3614') FL by ATC.
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LIMAN 4
SORUL 4
TIBET 4
RWY 22 ARRIVALS
BY ATC



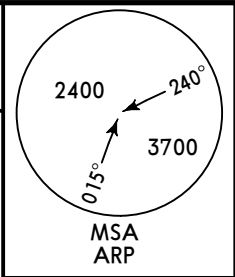
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3790'	(3614' - 1100m)
1820'	(1644' - 500m)

URKA/AAQ
VITYAZEVO

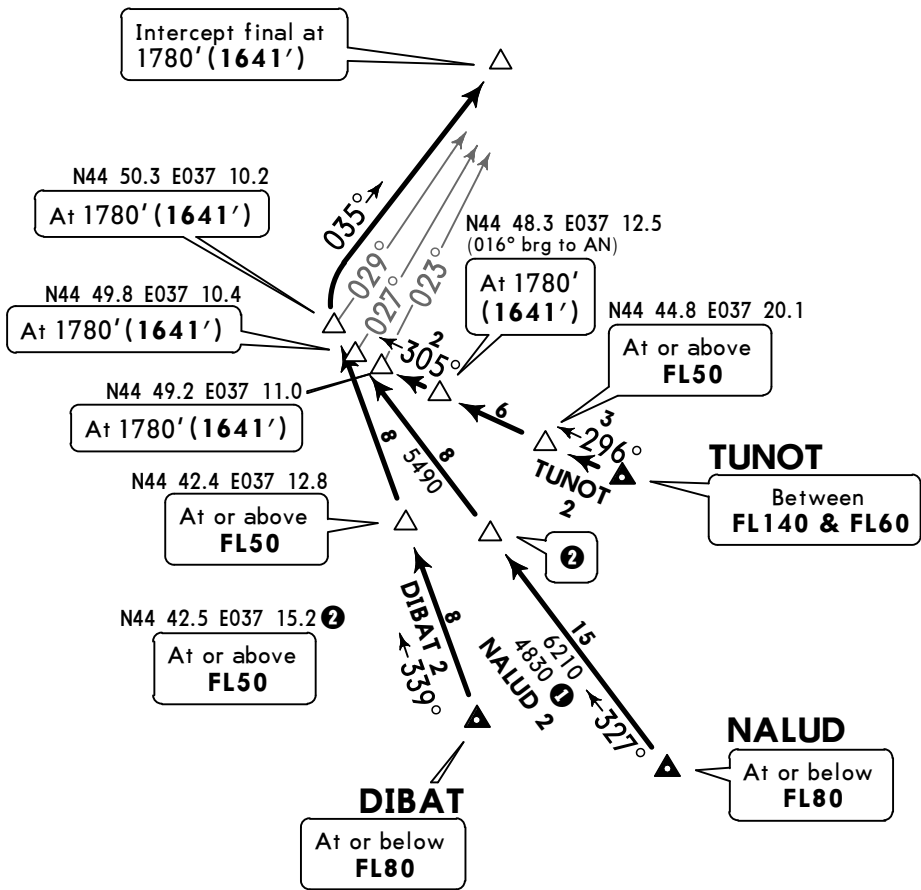
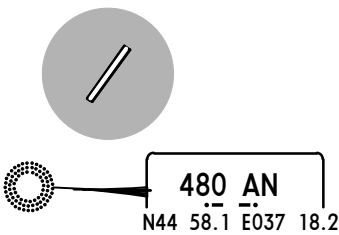
JEPPESEN
28 DEC 18 10-2H Eff 3 Jan

ANAPA, RUSSIA
STAR

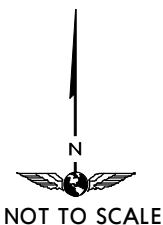
ATIS 125.4 (Russian 135.9)	Apt Elev 177'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3790' (3651') FL by ATC.
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DIBAT 2
NALUD 2
TUNOT 2
RWY 04 ARRIVALS
BY ATC



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



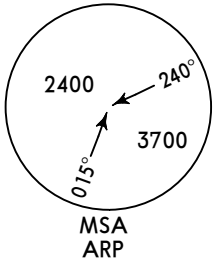
1 MEA when under RADAR control.

URKA/AAQ
VITYAZEVO

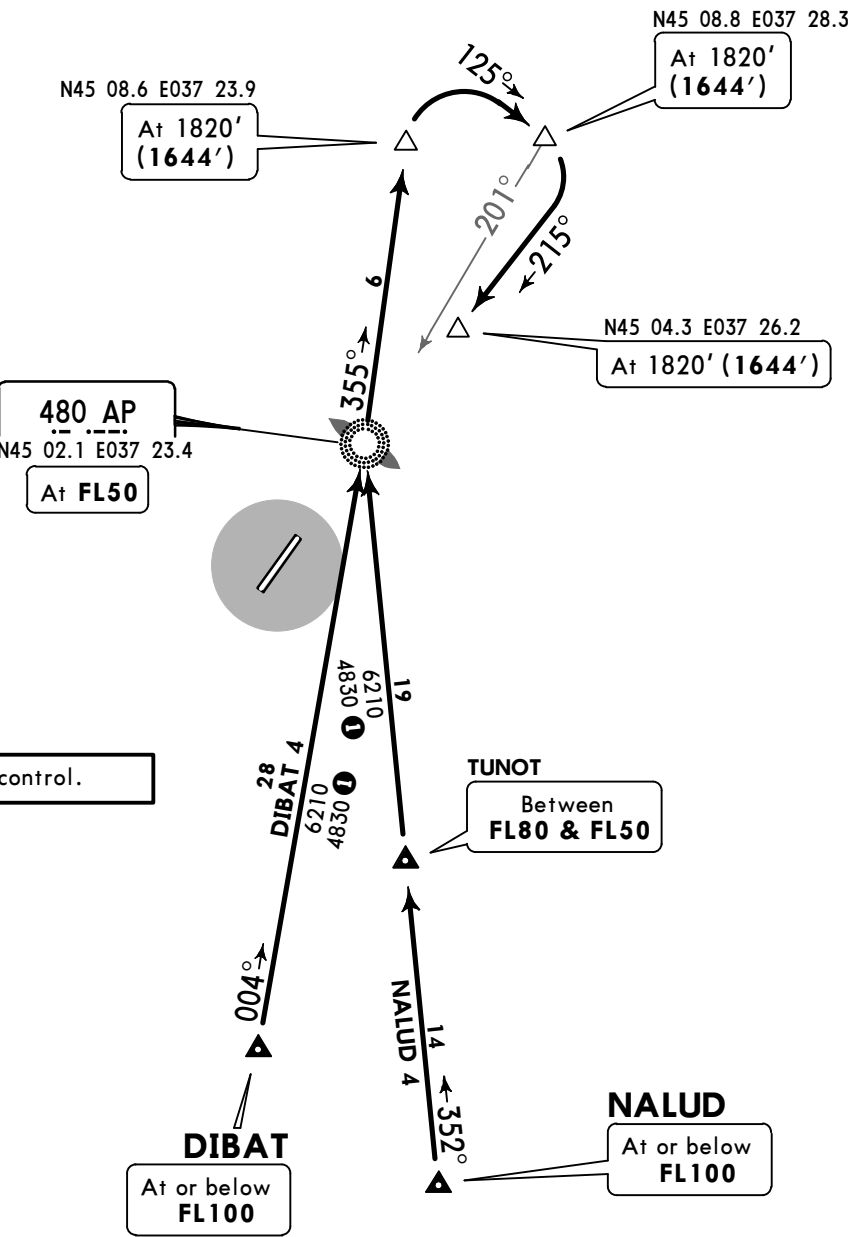
JEPPESEN
28 DEC 18 10-2J Eff 3 Jan

ANAPA, RUSSIA
STAR

ATIS 125.4 (Russian 135.9)	Apt Elev 177'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3790' (3614') FL by ATC.
----------------------------------	------------------	---



DIBAT 4
NALUD 4
RWY 22 ARRIVALS
BY ATC



MEAs when under RADAR control.

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

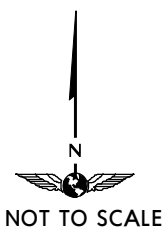
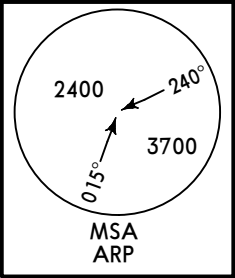
URKA/AAQ
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JEPPESEN
12 MAY 17 10-2K Eff 25 May

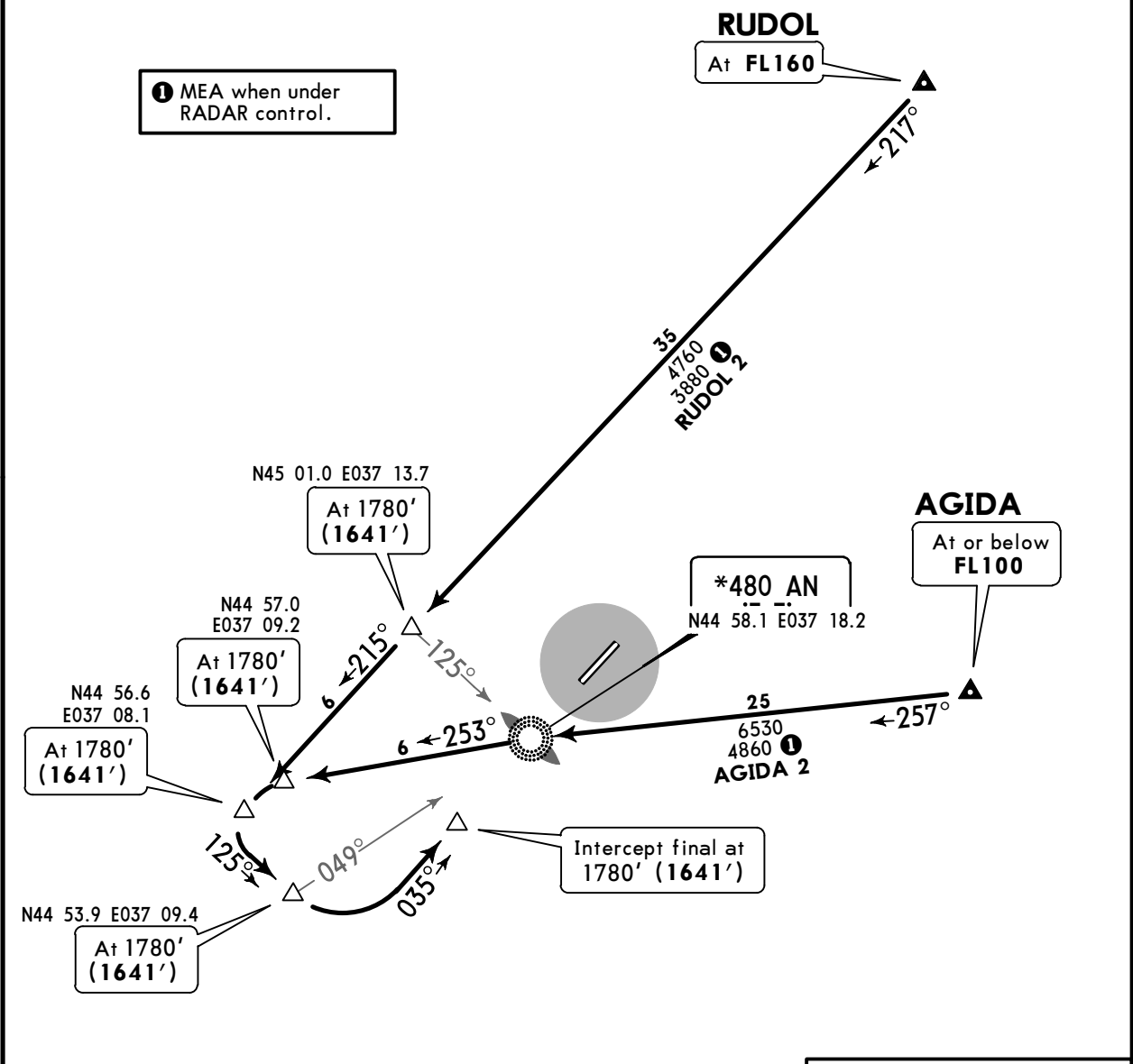
ANAPA, RUSSIA
STAR

*ATIS 125.4 (Russian 135.9)	Apt Elev 177'	Alt Set: MM (hPa on request) Trans level: FL50 Trans alt: 3790' FL by ATC.	QNH on request (QFE) (3651')
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AGIDA 2
RUDOL 2
RWY 04 ARRIVALS
BY ATC
ONLY FOR RUSSIAN USERS OF AIRSPACE



① MEA when under
RADAR control.



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

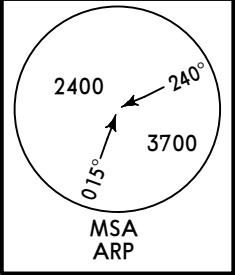
URKA/AAQ
VITYAZEVO

JEPPESEN
12 MAY 17 10-2L Eff 25 May

ANAPA, RUSSIA
STAR

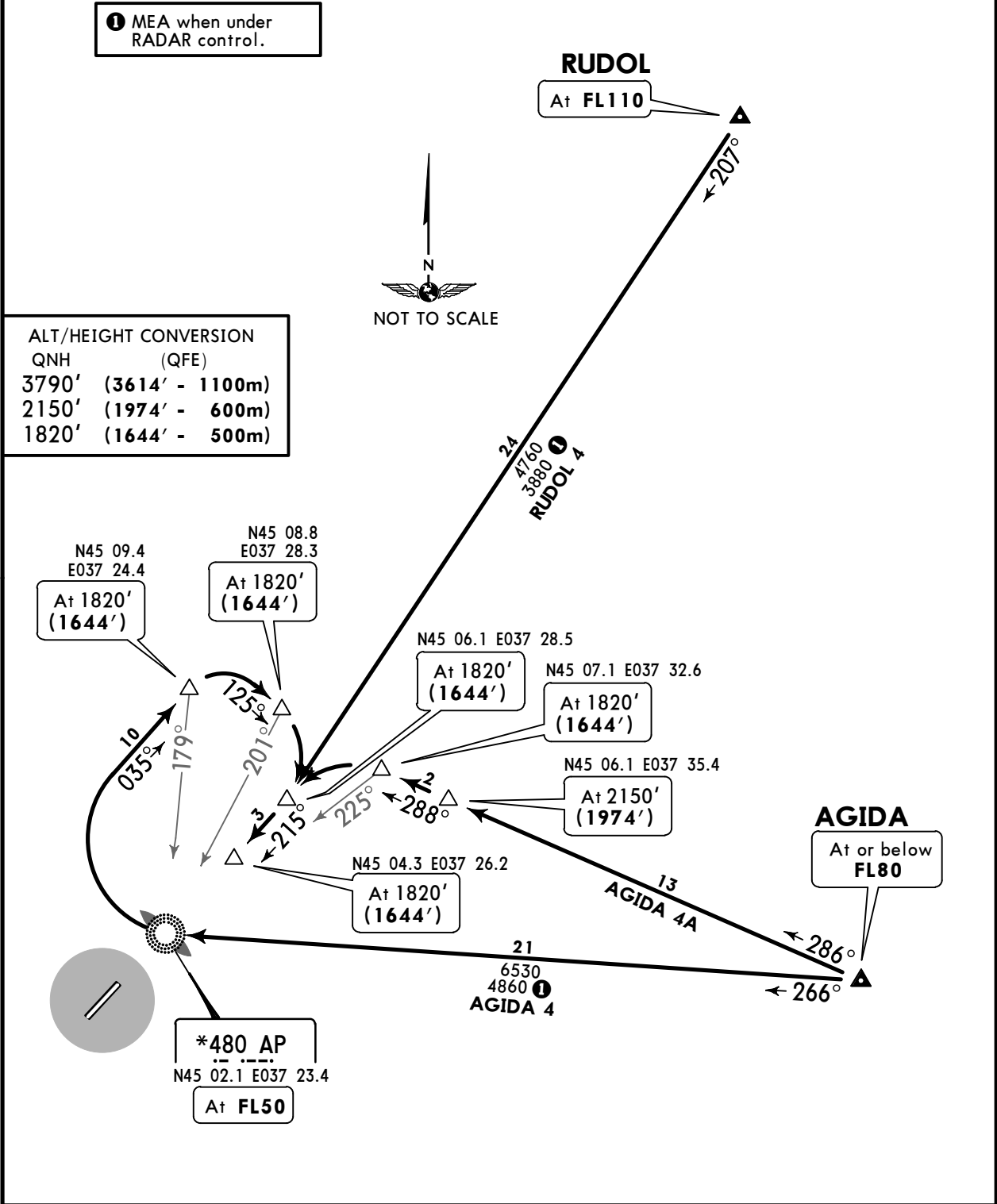
*ATIS 125.4 (Russian 135.9)	Apt Elev 177'	Alt Set: MM (hPa on request) Trans level: FL50 Trans alt: 3790' FL by ATC.	QNH on request (QFE) (3614')
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AGIDA 4 [AGIDA4]
AGIDA 4A [AGID4A]
RUDOL 4 [RUDOL4]
RWY 22 ARRIVALS
BY ATC
ONLY FOR RUSSIAN USERS OF AIRSPACE



① MEA when under
RADAR control.

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



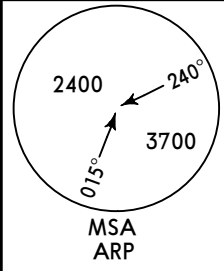
URKA/AAQ
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JEPPESEN
28 DEC 18 10-3 Eff 3 Jan

ANAPA, RUSSIA
SID

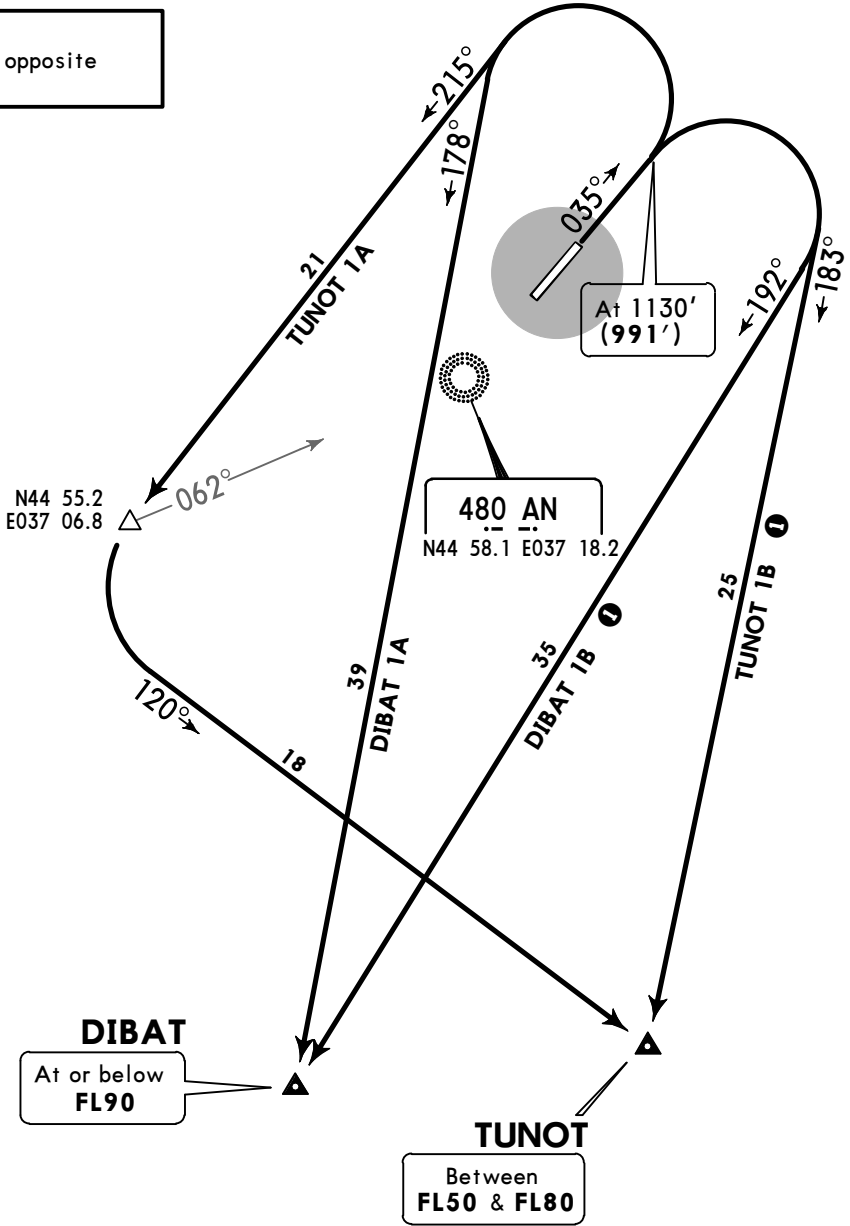
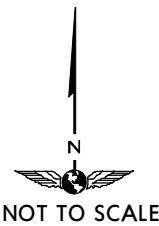
Apt Elev
177'

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



DIBAT 1A [DIBA1A]
DIBAT 1B [DIBA1B] ①
TUNOT 1A [TUN01A]
TUNOT 1B [TUN01B] ①
RWY 04 DEPARTURES
TO BE CARRIED OUT UNDER RADAR CONTROL

① By ATC.
Allowed when no opposite
traffic.



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

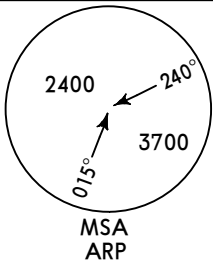
URKA/AAQ
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JEPPESEN
28 DEC 18 (10-3A) Eff 3 Jan

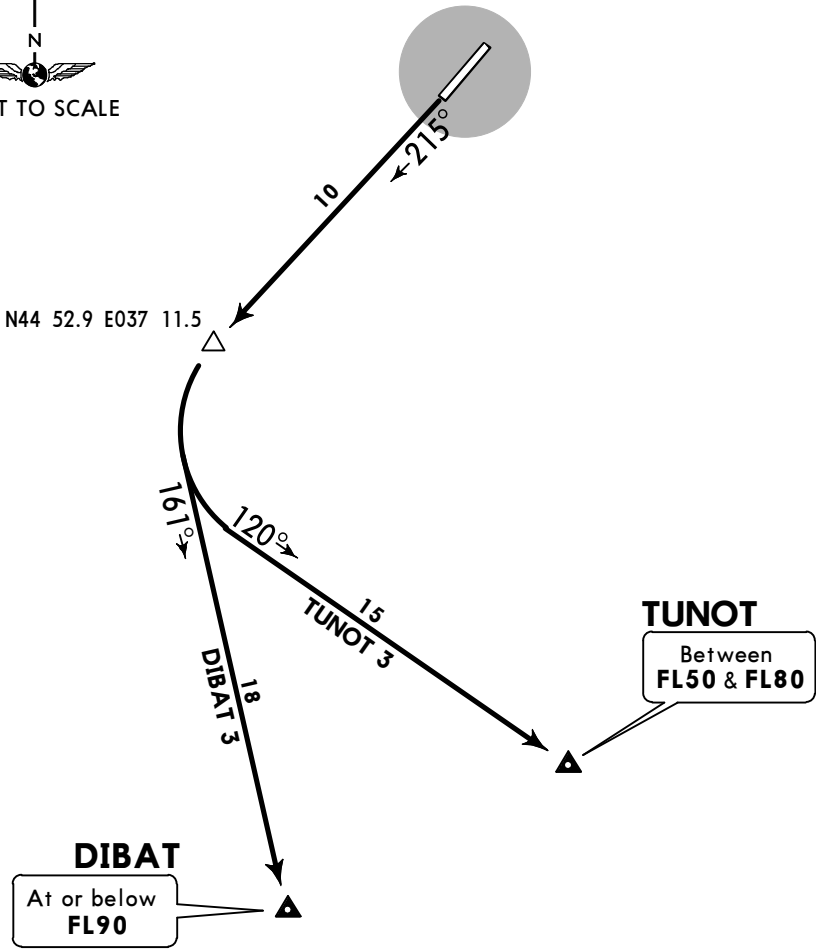
ANAPA, RUSSIA
SID

Apt Elev
177'

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



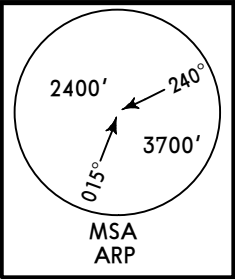
ALT/HEIGHT CONVERSION
QNH (QFE)
3790' (3614' - 1100m)

URKA/AAQ
VITYAZEVO

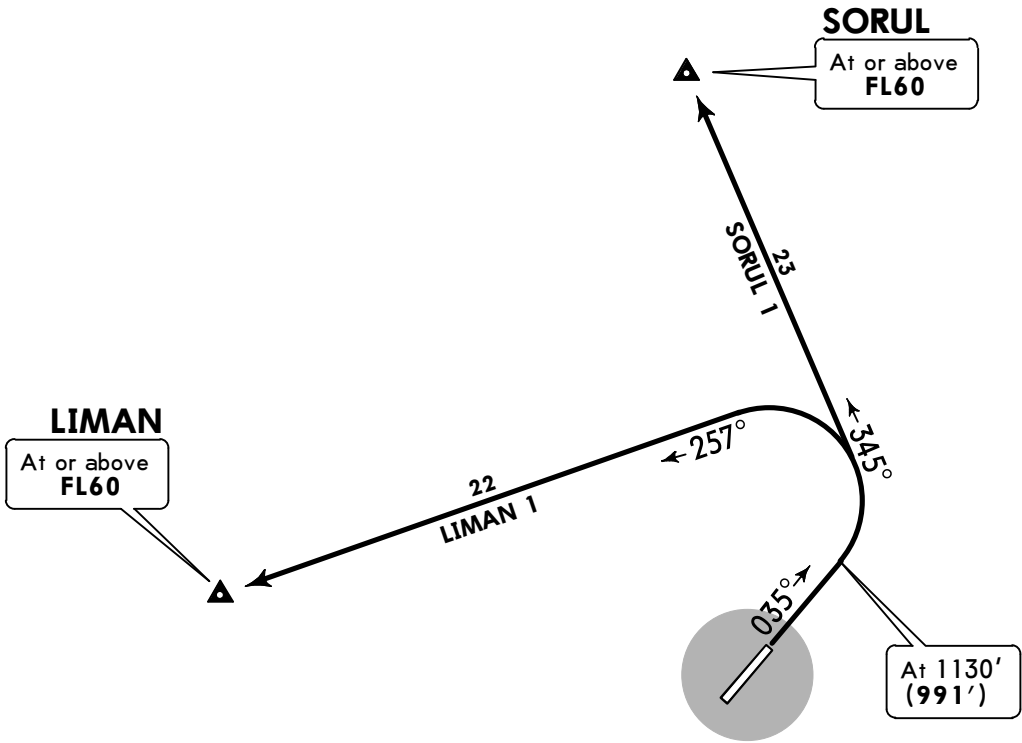
JEPPESEN
28 DEC 18 10-3B Eff 3 Jan

ANAPA, RUSSIA
SID

Apt Elev 177'	QNH on request (QFE) Trans level: FL50 Trans alt: 3790' (3651')
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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)

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JEPPESEN
28 DEC 18 10-3C Eff 3 Jan

ANAPA, RUSSIA
SID

Apt Elev
177'

QNH on request (QFE)

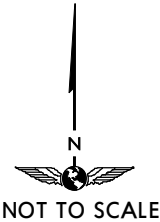
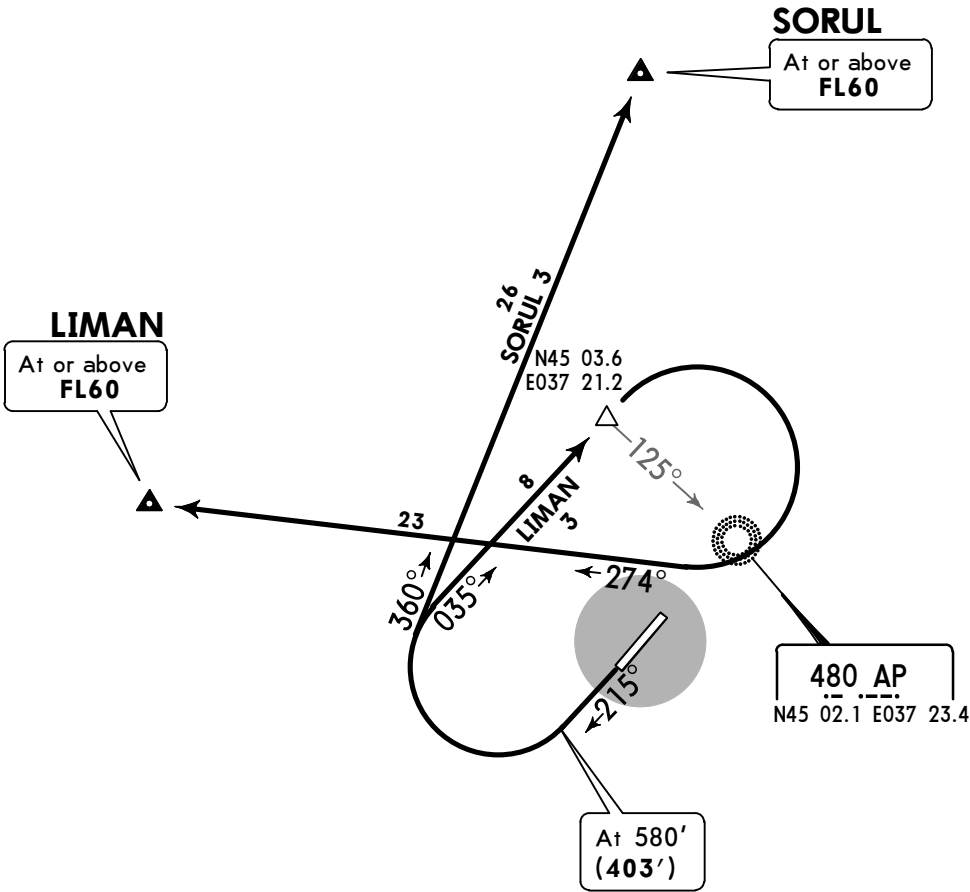
Trans level: FL50 Trans alt: 3790' (3613')

1. Take-off shall be carried out using noise abatement procedures.

2. Turn RIGHT at 580' (403') with minimum radius.

MSA
ARP

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



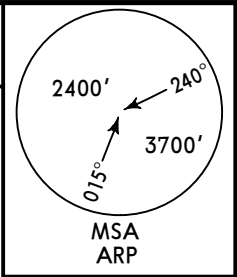
ALT/HEIGHT CONVERSION		
QNH	(QFE)	
580'	(403' - 120m)	
3790'	(3613' - 1100m)	

URKA/AAQ
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JEPPESEN
11 NOV 16 10-3D

ANAPA, RUSSIA
SID

Apt Elev 177'	QNH on request Trans level: FL50	(QFE) Trans alt: 3790' (3651')
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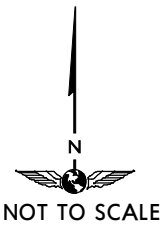
AGIDA 1
RUDOL 1
RWY 04 DEPARTURES
BY ATC

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')



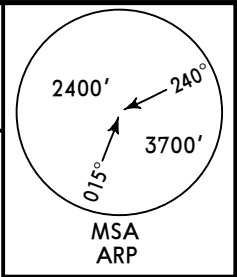
At or above
FL50

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JEPPESEN
11 NOV 16 (10-3E)

ANAPA, RUSSIA
SID

Apt Elev 177'
QNH on request (QFE)
Trans level: FL50 Trans alt: 3790' (3613')
1. Take-off shall be carried out using noise abatement procedures.
2. Turn RIGHT at 580' (403') with minimum radius.

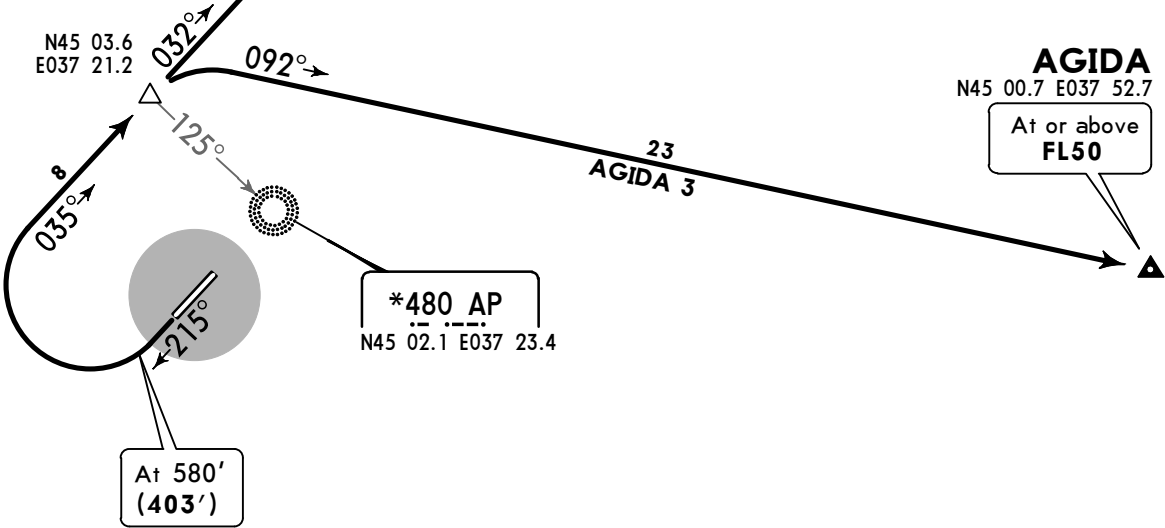


AGIDA 3
RUDOL 3
RWY 22 DEPARTURES
BY ATC
TO BE CARRIED OUT UNDER RADAR CONTROL
ONLY FOR RUSSIAN USERS OF AIRSPACE

ALT/HEIGHT CONVERSION	
QNH	(QFE)
580'	(403' - 120m)
3790'	(3613' - 1100m)

RUDOL
N45 26.3 E037 48.4

At or above
FL70



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 **JEPPesen**
28 DEC 18 **10-4** **Eff 3 Jan**

ANAPA, RUSSIA
NOISE

NOISE ABATEMENT

SUMMER: LT minus 3 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

Taxiing for take-off and after landing shall be carried out by towing between 2300-0700LT.

PREFERENTIAL USE OF RWY

RWY 04, 035° heading.

For safety reasons the pilot-in-command may reject using RWY 04.

ARRIVALS

Restrictions

Visual manoeuvring to the SE prohibited during visual approach on 035°/215° 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).

Approach on landing heading 035°/215° shall be carried out with intermediate position of flaps and their full extension on final at distance 1 to 2 NM from FAP.

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 215° 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 away W343 proceed on 215° heading climbing to FL50 till 4.3NM from start to take-off, then turn to join CRP or away.

Minimum speed of the steady climb shall not be less than $V_2 + 10KT$ 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.

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 **JEPPESSEN**
28 DEC 18 **(10-4A)** **Eff 3 Jan**

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 215° heading and envisages engines thrust reduction at 1170' (993') above RWY level.

- Take-off and climbing to 1170' (993')
- take-off power;
V2 + 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 035° 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;
 - V2 + 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 V2 + 10 to 20 KT;
- At 3100' (2962')
- reduce vertical speed;
 - accelerate to the indicated speed of flaps retraction;
- Above 3100' (2962')
- retract flaps on shedule.
 - further climb speed according to Aeroplane Flight manual.

URKA/AAQ

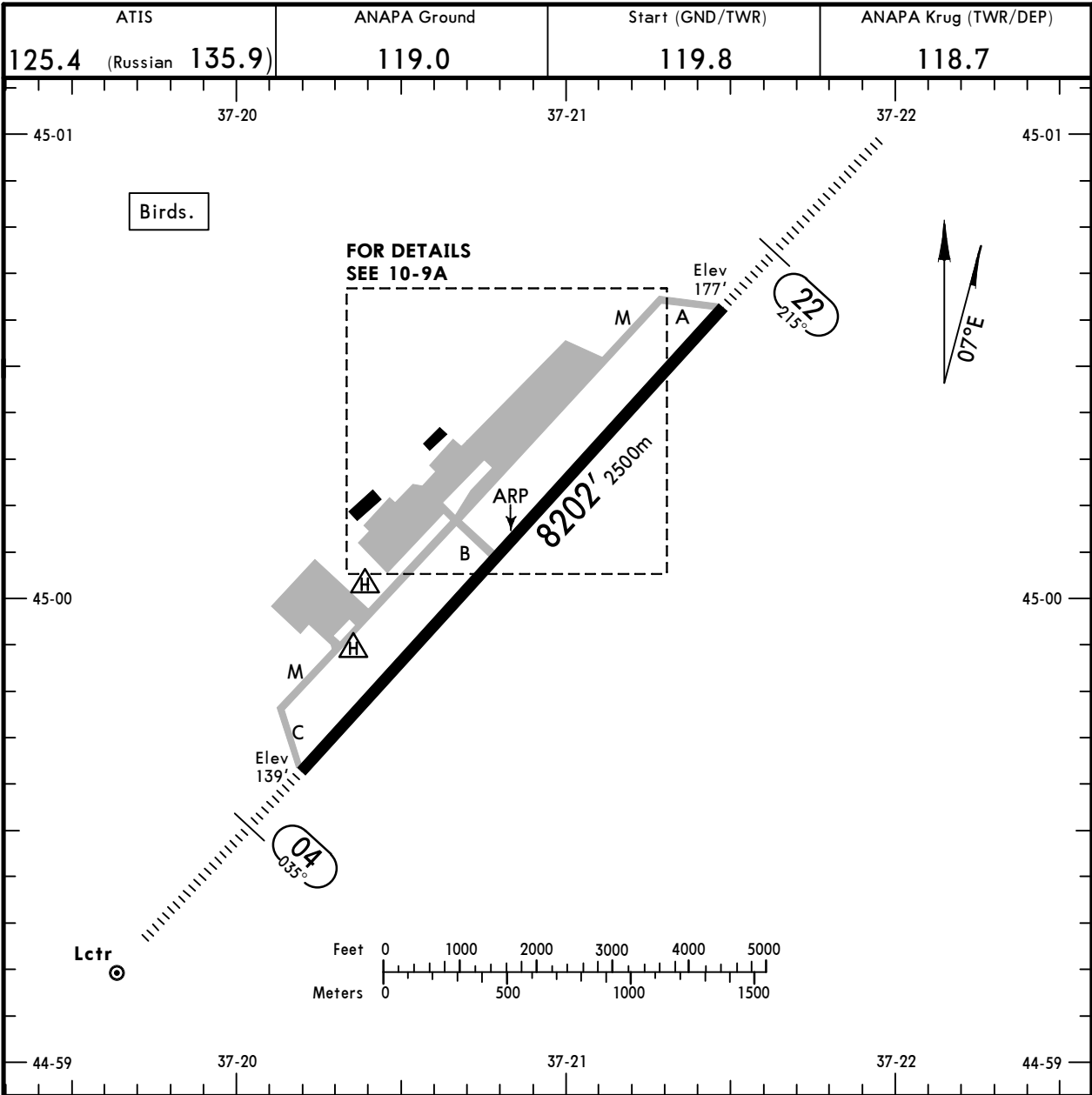
Apt Elev 177'
N45 00.1 E037 20.8

JEPPESEN

28 DEC 18 (10-9) Eff 3 Jan

ANAPA, RUSSIA

VITYAZEVO



ADDITIONAL RUNWAY INFORMATION					
RWY			LANDING BEYOND	TAKE-OFF	WIDTH
			Threshold	Glide Slope	
04				7230' 2204m	
22	HIRL (60m) HIALS PAPI-L (angle 3.0°)	RVR		7048' 2148m	

1 TAKE-OFF RUN AVAILABLE					
RWY 04:			RWY 22:		
From rwy head			From rwy head		
8202' (2500m)			8202' (2500m)		
twy B int			twy B int		
4265' (1300m)			3610' (1100m)		

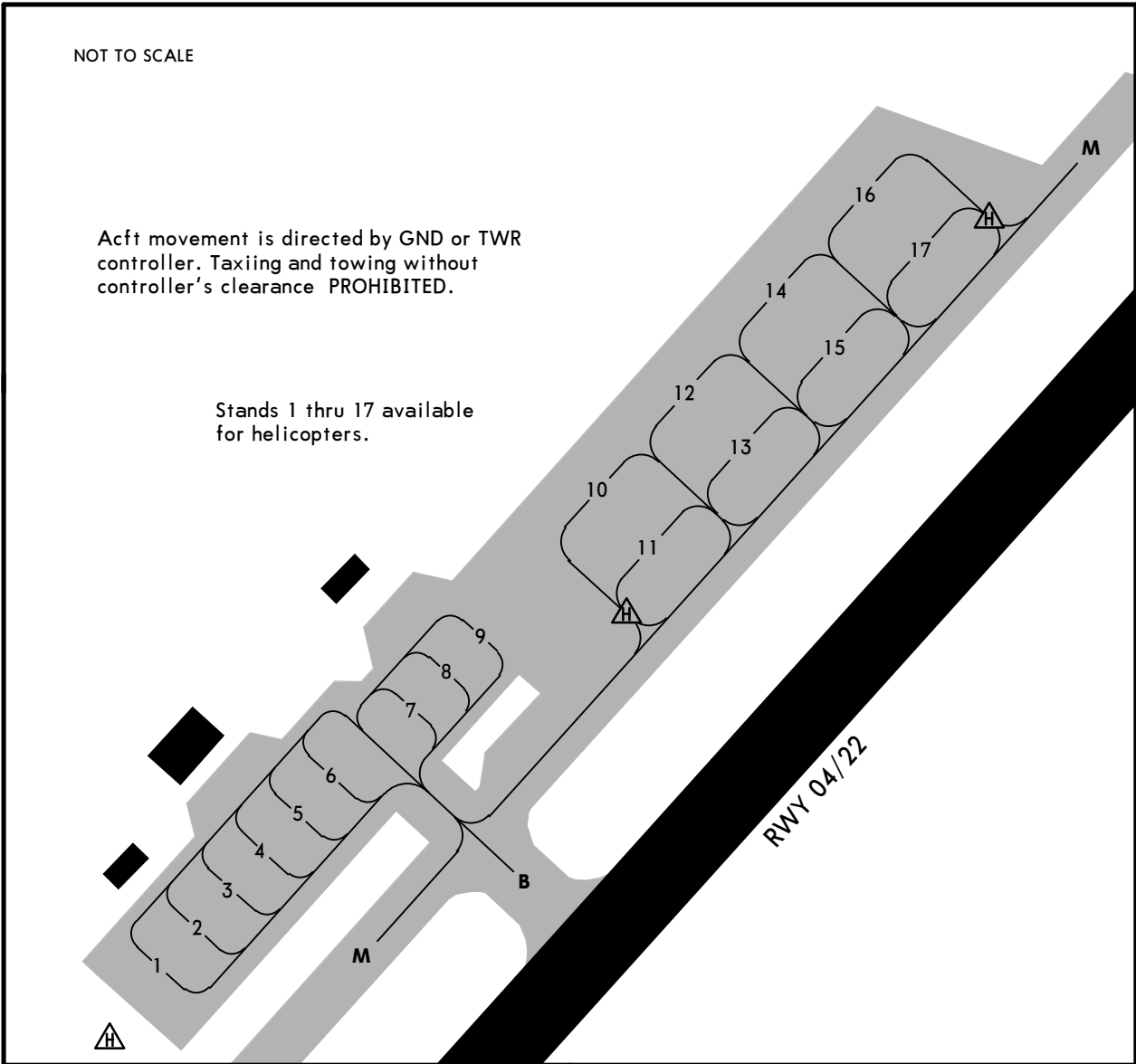
TAKE-OFF	
AIR CARRIER (JAA)	
All Rwys	
LVP must be in force	
RCLM (DAY only) or RL	
A	
B	250m
C	
D	300m
RCLM (DAY only) or RL	
400m	

CHANGES: Helipad added.

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VITYAZEVO



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

URKA/AAQ

JEPPesen
12 MAY 17 **10-9S** Eff 25 May

Standard
ANAPA, RUSSIA
VITYAZEVO

STRAIGHT-IN RWY		A	B	C	D
04	ILS	339'(200')	339'(200')	339'(200')	339'(200')
	FULL	R550m ❶	R550m ❶	R550m ❶	R550m ❶
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	343'(204')	353'(214')	363'(224')	372'(233')
	FULL	R550m ❶	R550m ❶	R550m ❶	R550m ❶
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❷	500'(361')	500'(361')	500'(361')	500'(361')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
22	AN NDB ❷	720'(581')	720'(581')	720'(581')	720'(581')
		R1500m	R1500m	R2000m	R2000m
	ALS out	R1500m	R1500m	R2400m	R2400m
	N Lctr ❷❸	670'(531')	670'(531')	670'(531')	670'(531')
		R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	R2400m	R2400m
	N Lctr ❹	920'(781')	920'(781')	920'(781')	920'(781')
		R3100m	R3100m	R3300m	R3300m
	ALS out	R3800m	R3800m	R4000m	R4000m
	ILS	376'(200')	376'(200')	376'(200')	376'(200')
	FULL	R550m ❶	R550m ❶	R550m ❶	R550m ❶
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	376'(200')	376'(200')	376'(200')	376'(200')
	FULL	R550m ❶	R550m ❶	R550m ❶	R550m ❶
	ALS out	R1200m	R1200m	R1200m	R1200m
	2 NDB ❷	550'(374')	550'(374')	550'(374')	550'(374')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	AP NDB or P Lctr ❷❸	790'(614')	790'(614')	790'(614')	790'(614')
		R1500m	R1500m	R2100m	R2100m
	ALS out	R1500m	R1500m	R2400m	R2400m
	AP NDB or P Lctr ❹	1160'(984')	1160'(984')	1160'(984')	1160'(984')
		R4000m	R4000m	R4200m	R4200m
	ALS out	R4700m	R4700m	R4900m	R4900m

- ❶ w/o HUD/AP/FD: RVR 750m.
❷ Continuous Descent Final Approach.
❸ with FAF.
❹ w/o FAF.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After ILS 22 or GLS	870'(693')	940'(763')	1040'(863')	1150'(973')
	V1500m	V1600m	V2400m	V3600m

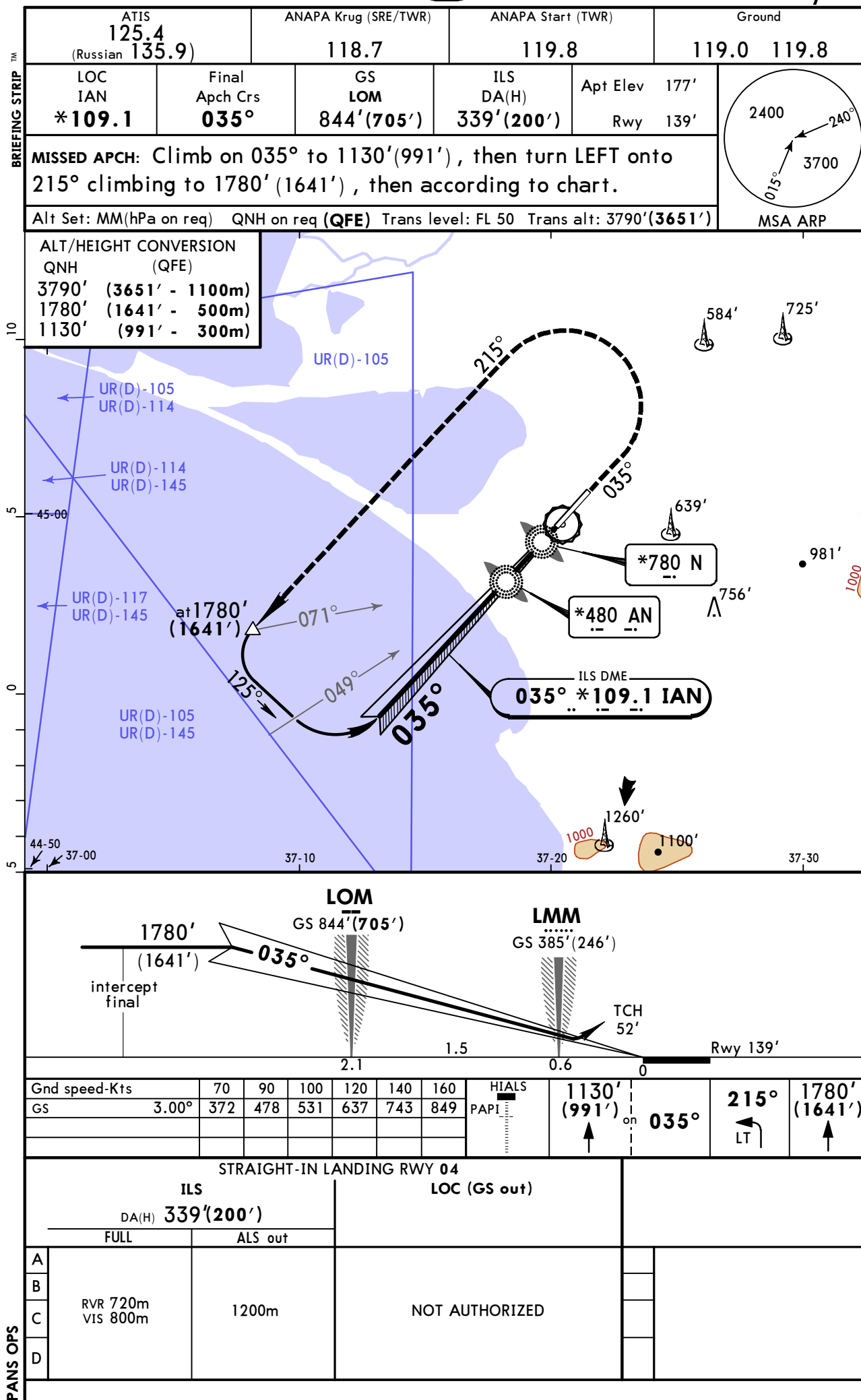
TAKE-OFF

Low Visibility Take-off			
Day: RL & RCLM Night: RL		Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	RVR 300m	400m	500m
B			
C			
D			

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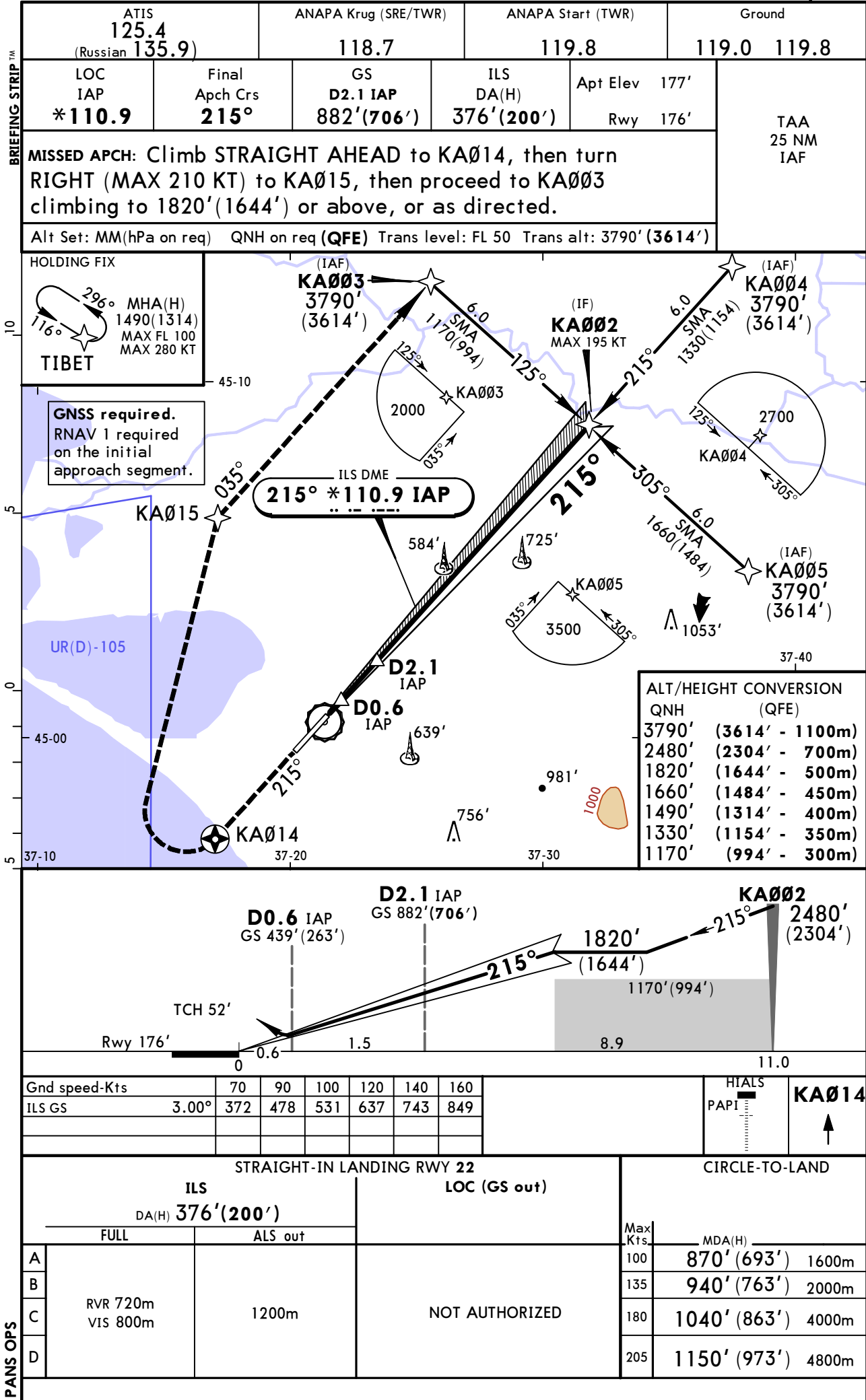
ANAPA, RUSSIA
ILS Rwy 04



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VITYAZEVO

JEPPESSEN
15 JUN 18 (11-2) Eff 21 Jun

ANAPA, RUSSIA
ILS DME Z Rwy 22

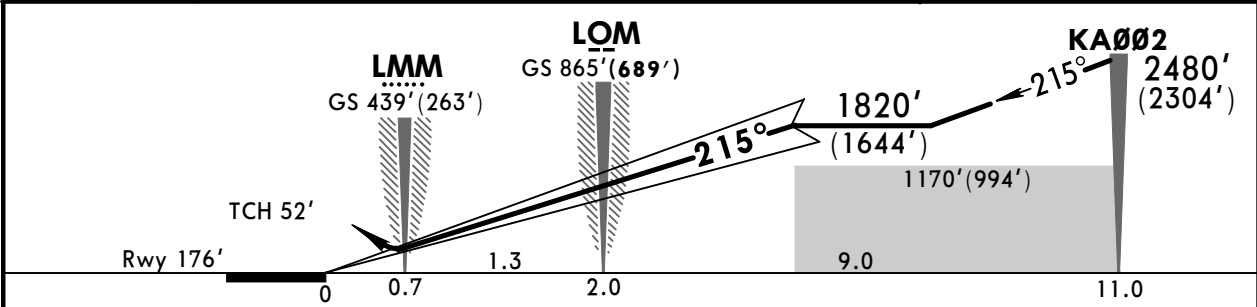
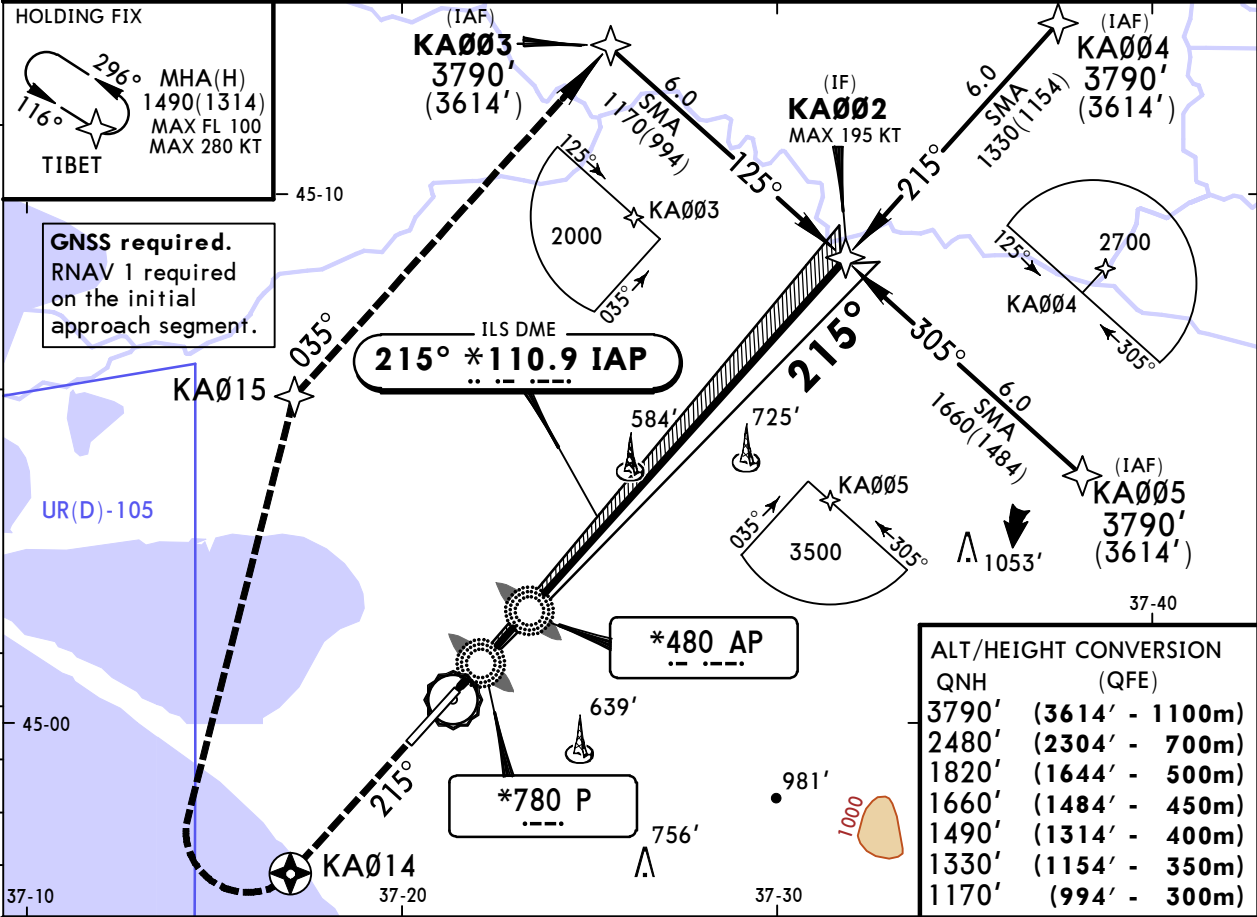


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15 JUN 18 (11-3) Eff 21 Jun

ANAPA, RUSSIA
ILS Z Rwy 22

ATIS 125.4 (Russian 135.9)		ANAPA Krug (SRE/TWR) 118.7		ANAPA Start (TWR) 119.8		Ground 119.0 119.8	
LOC IAP *110.9	Final Apch Crs 215°	GS LOM 865'(689')	ILS DA(H) 376'(200')	Apt Elev 177'	Rwy 176'	TAA 25 NM IAF	
MISSED APCH: Climb STRAIGHT AHEAD to KA014, then turn RIGHT (MAX 210 KT) to KA015, then proceed to KA003 climbing to 1820'(1644') or above, or as directed.							
Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3790'(3614')							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	KA014 ↑
ILS GS	3.00°	372	478	531	637	743		

STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Max Kts.	MDA(H)
DA(H) 376'(200')					
FULL		ALS out			
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	100	870' (693') 1600m
B				135	940' (763') 2000m
C				180	1040' (863') 4000m
D				205	1150' (973') 4800m

CHANGES: Communications.

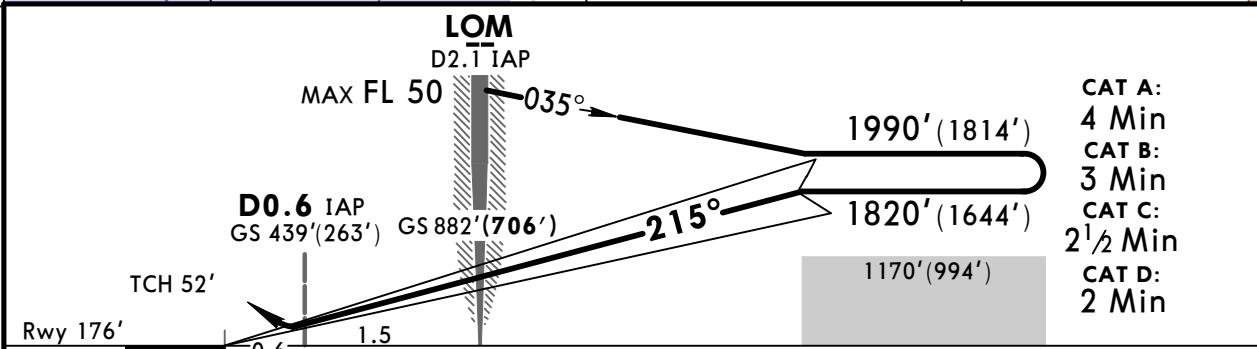
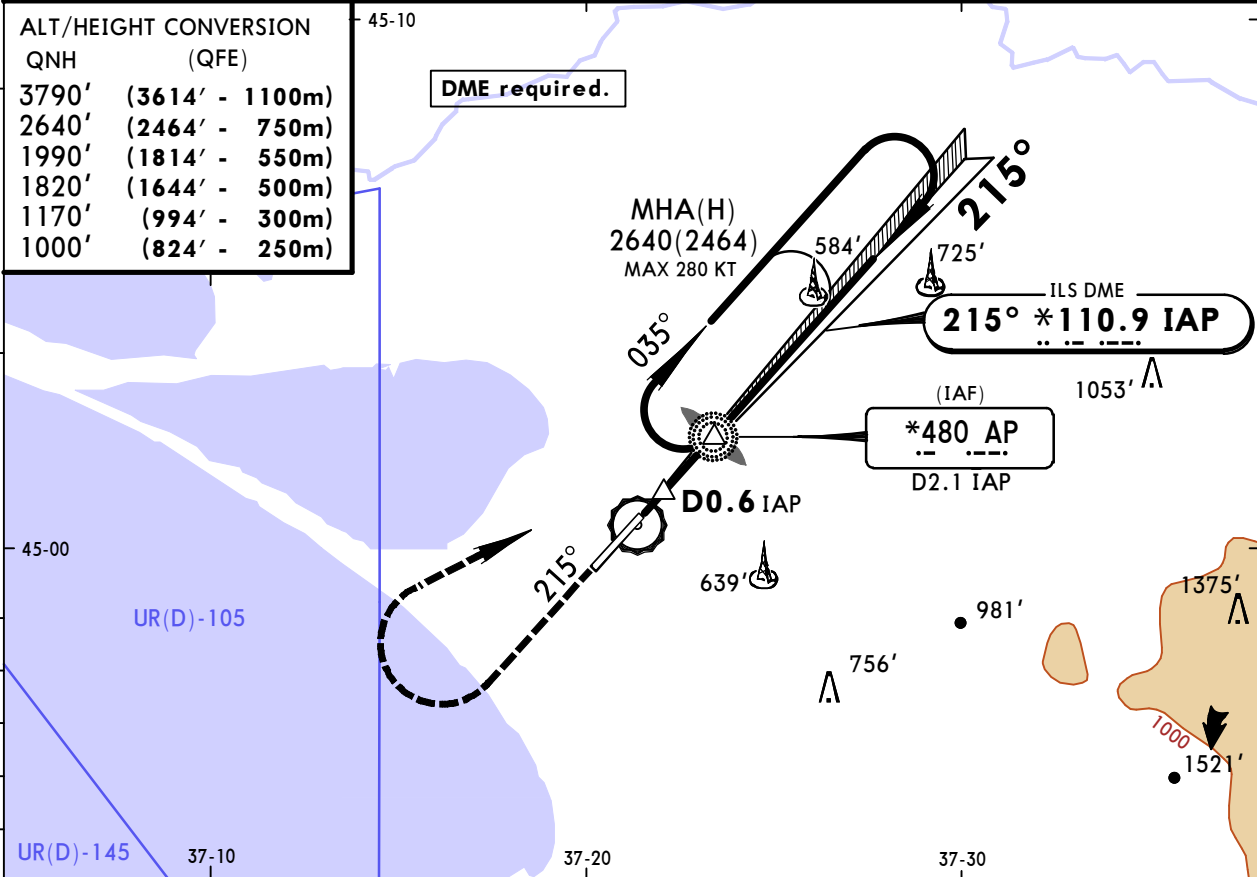
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15 JUN 18 11-4 Eff 21 Jun

ANAPA, RUSSIA
ILS DME Y Rwy 22

ATIS 125.4 (Russian 135.9)		ANAPA Krug (SRE/TWR) 118.7		ANAPA Start (TWR) 119.8		Ground 119.0 119.8	
LOC IAP *110.9	Final Apch Crs 215°	GS LOM 882'(689')	ILS DA(H) 376'(200')	Apt Elev 177'	Rwy 176'		
MISSED APCH: Climb on 215° to 1000'(824'), then turn RIGHT (MAX 250 KT) to NDB climbing to 1990'(1814') or above.							
Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3790'(3614')						MSA AP NDB	



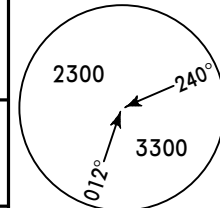
Gnd speed-Kts	70	90	100	120	140	160	HIALS	1000'(824')	on 215°	RT	AP 480
ILS GS	3.00°	372	478	531	637	743	849	PAPI			

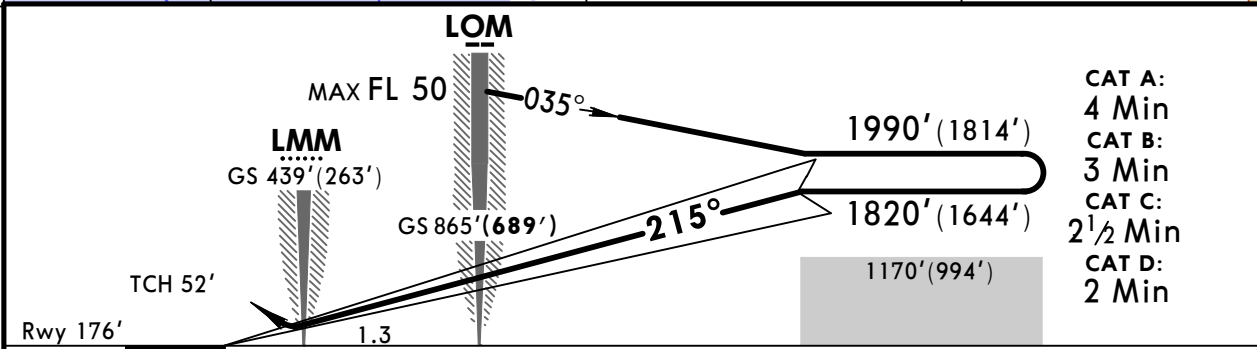
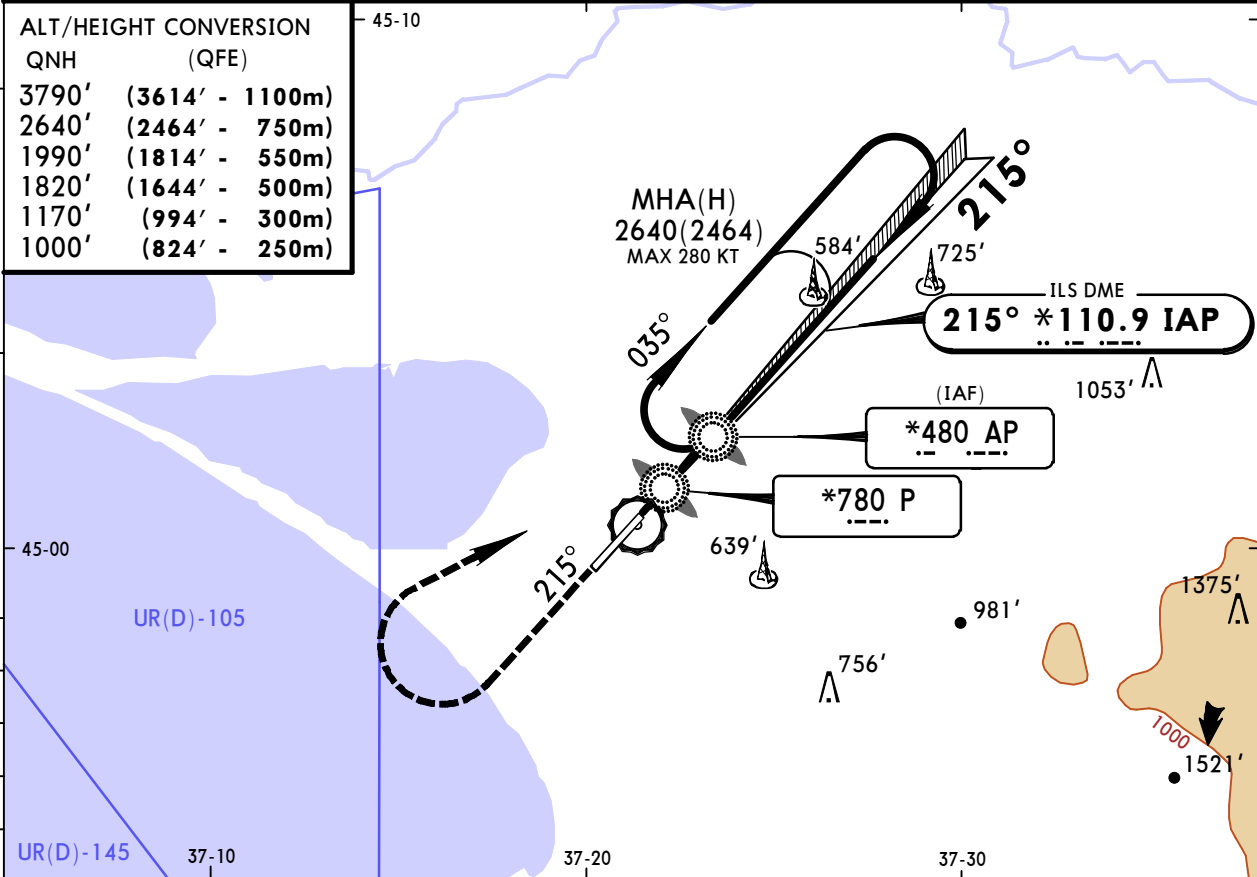
STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Max Kts		MDA(H)	
DA(H) 376'(200')							
FULL		ALS out					
A				100	870'(693')	1600m	
B				135	940'(763')	2000m	
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	180	1040'(863')	4000m	
D				205	1150'(973')	4800m	

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JEPPESSEN
15 JUN 18 **11-5** Eff 21 Jun

ANAPA, RUSSIA
ILS Y Rwy 22

ATIS 125.4 (Russian 135.9)		ANAPA Krug (SRE/TWR) 118.7		ANAPA Start (TWR) 119.8		Ground 119.0 119.8	
LOC IAP *110.9	Final Apch Crs 215°	GS LOM 865'(689')	ILS DA(H) 376'(200')	Apt Elev 177' Rwy 176'			
MISSED APCH: Climb on 215° to 1000'(824'), then turn RIGHT (MAX 250 KT) to AP NDB climbing to 1990'(1814') or above.						MSA AP NDB	
Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3790'(3614')							



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1000'(824')	on 215°	RT	AP 480
ILS GS	3.00°	372	478	531	637	743	PAPI				

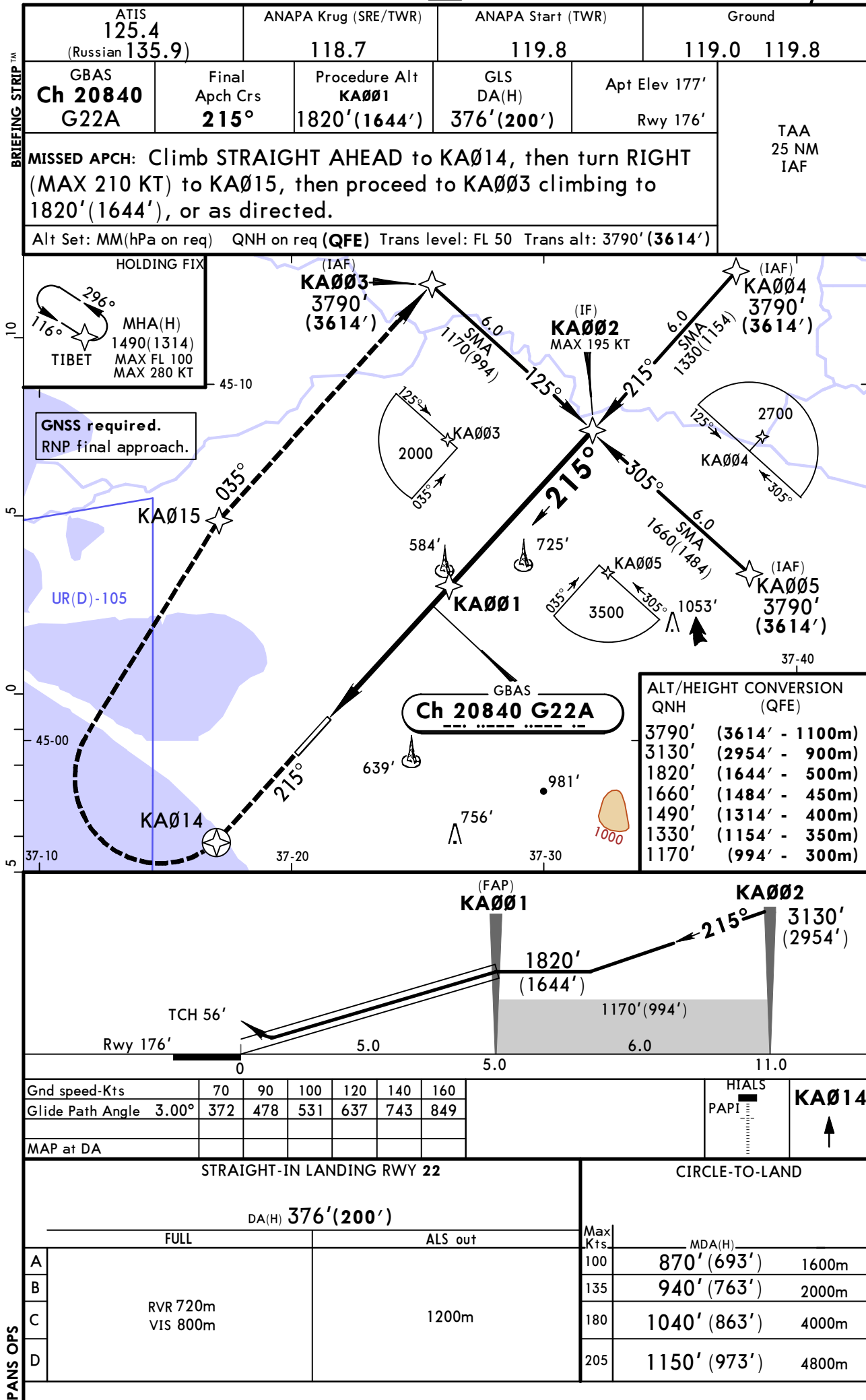
STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Max Kts		MDA(H)	
DA(H) 376'(200')							
FULL		ALS out					
A				100	870'(693')	1600m	
B				135	940'(763')	2000m	
C	RVR 720m VIS 800m		1200m	180	1040'(863')	4000m	
D				205	1150'(973')	4800m	
NOT AUTHORIZED							

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15 JUN 18 (12-41) Eff 21 Jun

ANAPA, RUSSIA
GLS Rwy 22

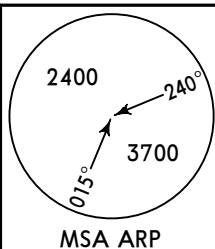


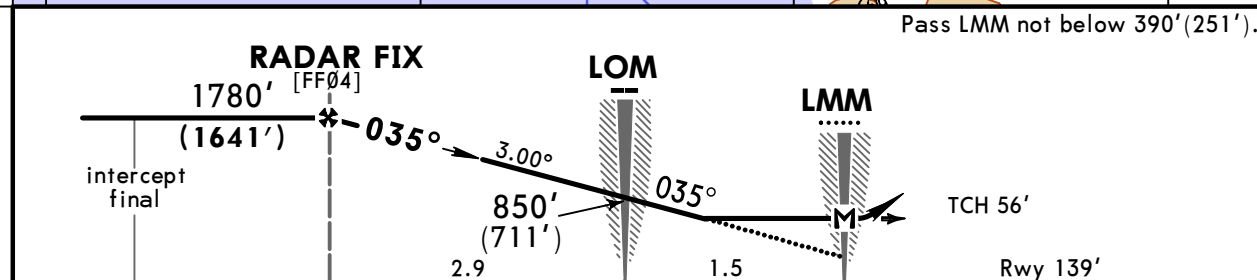
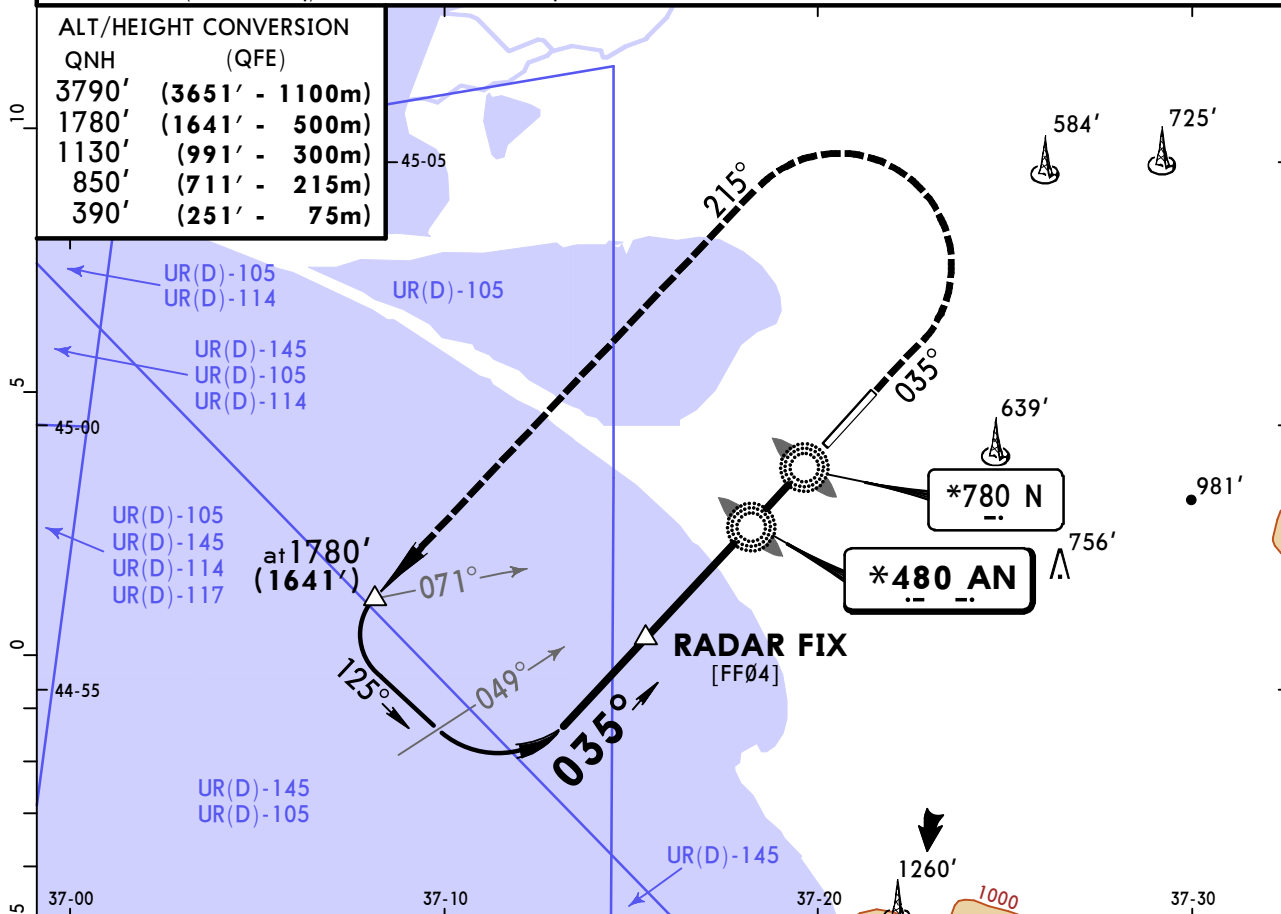
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JEPPESSEN
15 JUN 18
Eff 21 Jun **16-1**

ANAPA, RUSSIA
2 NDB or NDB Rwy 04

BRIEFING STRIP™

ATIS 125.4 (Russian 135.9)		ANAPA Krug (SRE/TWR) 118.7		ANAPA Start (TWR) 119.8		Ground 119.0 119.8	
NDB AN *480	Final Apch Crs 035°	Minimum Alt RADAR FIX 1780'(1641')	MDA(H) Refer to Minimums	Apt Elev 177' Rwy 139'		 MSA ARP	
MISSED APCH: Climb on 035° to 1130'(991'), then turn LEFT onto 215° climbing to 1780'(1641'), then according to chart.							
Alt Set: MM(hPa on req)		QNH on req (QFE)		Trans level: FL 50		Trans alt: 3790'(3651')	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1130' (991')	on 035°	215°	1780' (1641')
Descent Angle	3.00°	372	478	531	637	743	849	PAPI		LT	
MAP at LMM											

2 NDB		AN NDB		with FAF		N Lctr		w/o FAF	
MDA(H) 500' (361')		MDA(H) 720' (581')		MDA(H) 670' (531')		MDA(H) 920' (781')			
ALS out		ALS out		ALS out		ALS out		ALS out	
A									
B	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m
C			RVR 1500m VIS 1600m	2400m	RVR 1500m VIS 1600m	2400m	2800m	3600m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m	2800m	2400m	2800m	3600m	4000m	

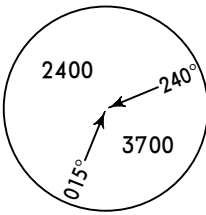
CHANGES: Communications.

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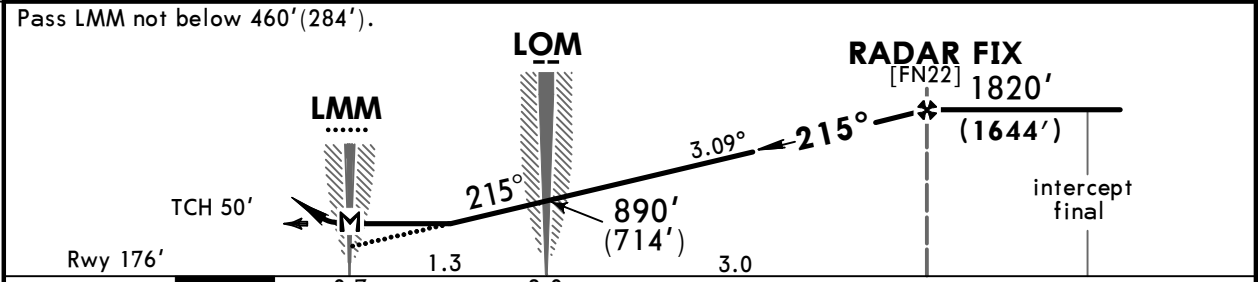
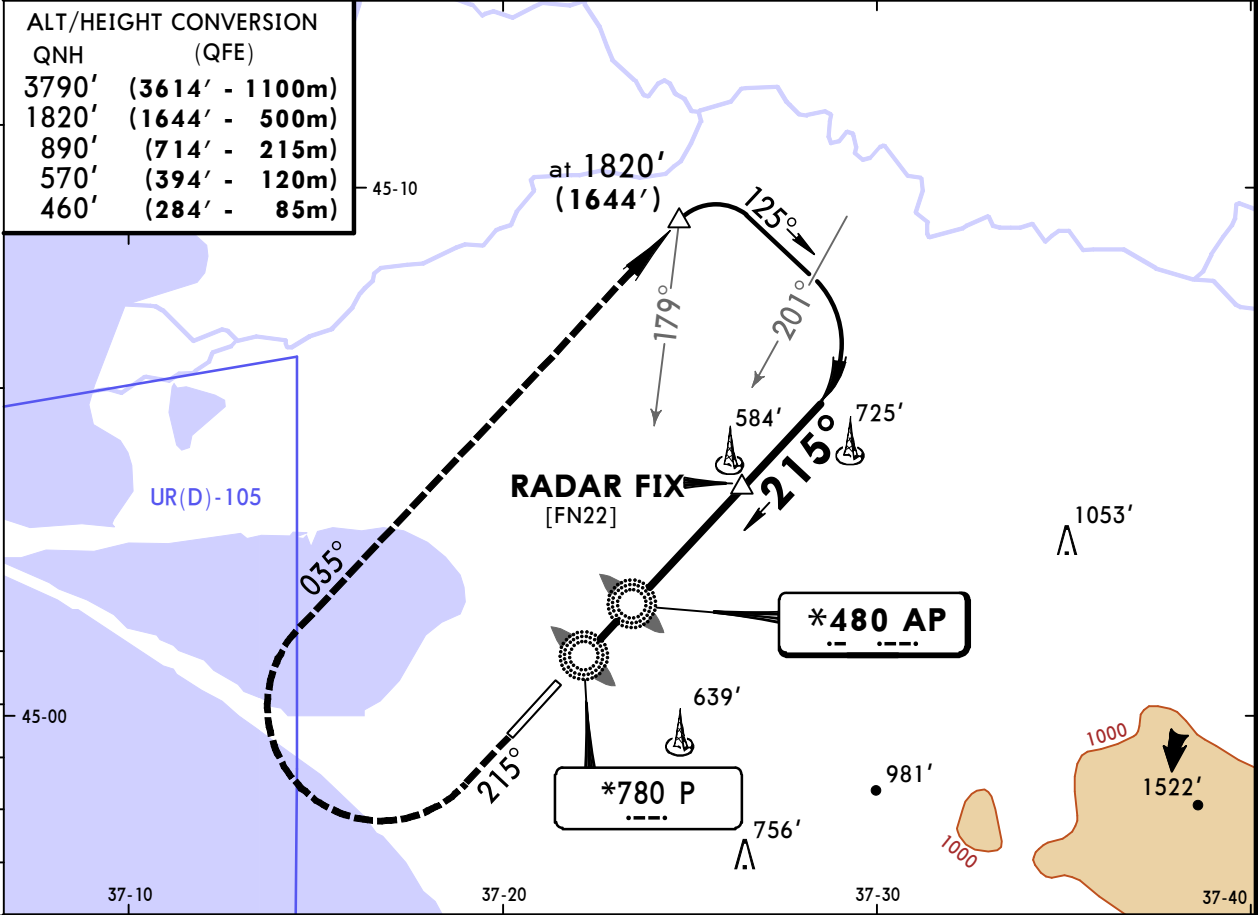
JEPPESEN
15 JUN 18
Eff 21 Jun 16-2

ANAPA, RUSSIA
2 NDB or NDB Rwy 22

ATIS 125.4 (Russian 135.9)		ANAPA Krug (SRE/TWR) 118.7		ANAPA Start (TWR) 119.8		Ground 119.0 119.8	
NDB AP *480	Final Apch Crs 215°	Minimum Alt RADAR FIX 1820'(1644')	MDA(H) Refer to Minimums	Apt Elev 177' Rwy 176'			
MISSED APCH: Climb on 215° to 570'(394'), then turn RIGHT onto 035° climbing to 1820'(1644'), then according to chart.							MSA ARP

Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3790' (3614')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3790'	(3614' - 1100m)
1820'	(1644' - 500m)
890'	(714' - 215m)
570'	(394' - 120m)
460'	(284' - 85m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	580' (404')	on 215°	035° RT	1820' (1644')
Descent Angle	3.09°	383	492	547	656	765					
MAP at LMM											

STRAIGHT-IN LANDING RWY 22					
2 NDB		with FAF AP NDB or P Lctr		w/o FAF	
MDA(H) 550' (374')		MDA(H) 790' (614')		MDA(H) 1160' (984')	
ALS out		ALS out		ALS out	
A					
B	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	1200m RVR 1500m VIS 1600m
C			RVR 1800m VIS 2000m	2800m	4000m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2800m	3200m	4400m

Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ANAPA, (VITYAZEVO - URKA)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URKA