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Terminal Charts For URKG
Revision Letter For Cycle 09-2019
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General Information

Location: GELENDZHIK RUS
ICAO/IATA: URKG / GDZ
Lat/Long: N44° 34.9', E038° 00.8'
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: 0207 Z
Sunset: 1642 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 Start Tower: 121.000 Non-English
Gelendzhik Vyshka Tower: 119.000 Secondary Non-English
Gelendzhik Vyshka Tower: 122.700 Non-English
Gelendzhik Vyshka Tower: 124.425 Secondary Non-English
Gelendzhik Buksirovka Ramp/Taxi: 118.900 Non-English
Gelendzhik Krug Radar: 124.425 Secondary Non-English
Gelendzhik Krug Radar: 119.000 Secondary Non-English

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Gelendhzik Transit Operations: 131.125 Non-English
Gelendzhik Krug Radar: 122.700 Non-English

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*ATIS	Apt Elev	
134.875 (Russian 133.375)	131′	Alt set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 Trans alt: 4730′ **(4640′)** **DME required.**

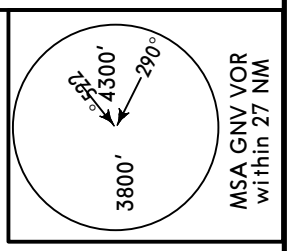
DOROL 2 KUTON 2

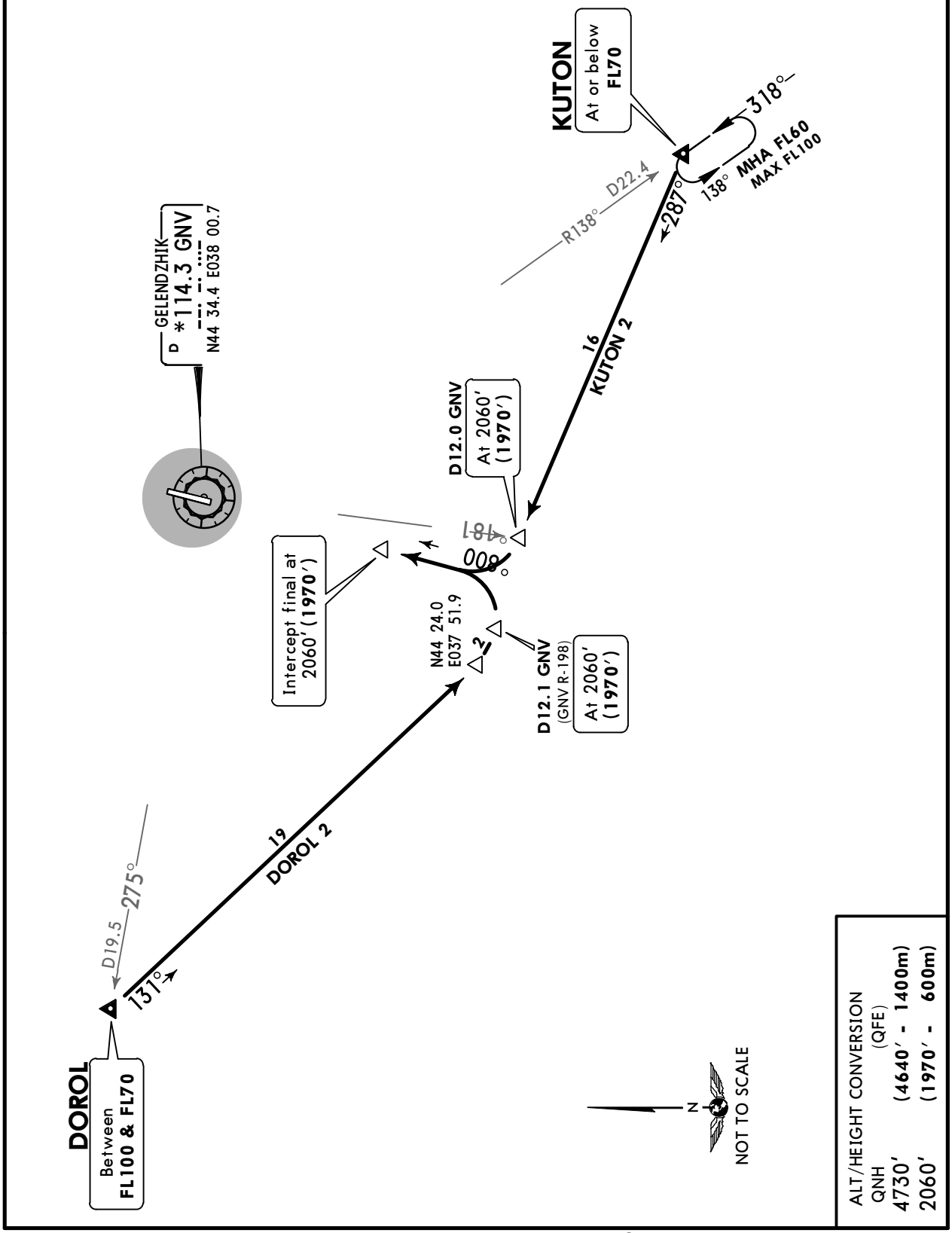
BY ATC

RWY 01 ARRIVALS

CAT C & D

FOR RUSSIAN USERS ONLY





CHANGES: Procedure requirement.

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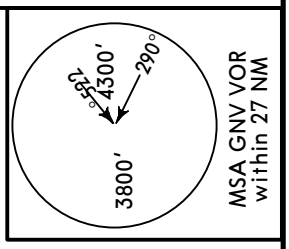
*ATIS	Apt Elev	Alt set: MM (hPa on request) QNH on request (QFE)
134.875 (Russian 133.375)	131′	Trans level: FL60 Trans alt: 4730′ (4640′) **DME required.**

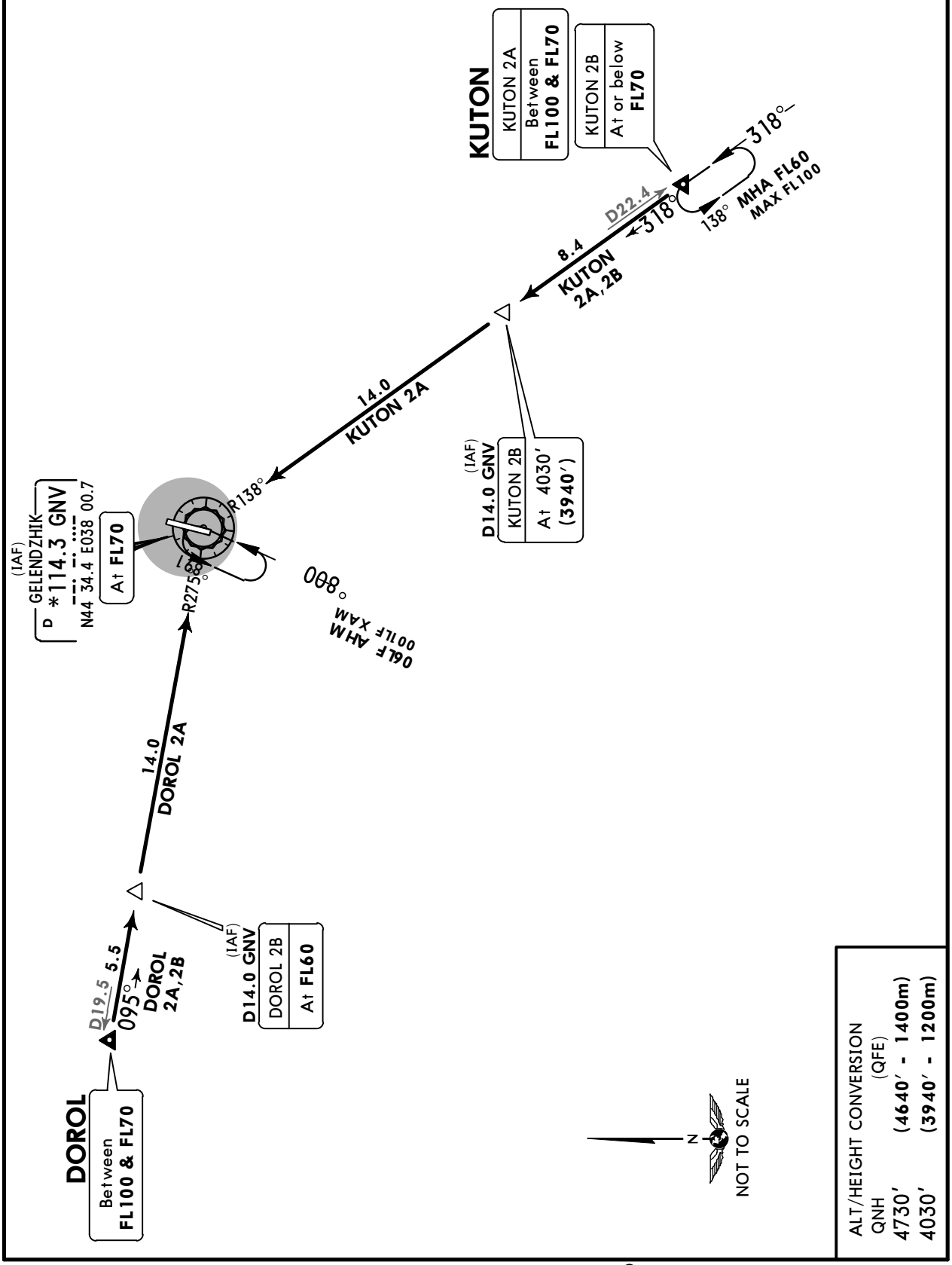
DOROL 2A [DORO2A]
DOROL 2B [DORO2B]
BY ATC

KUTON 2A [KUTO2A]
KUTON 2B [KUTO2B]

RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION (QFE)	
QNH	
4730′	(4640′ - 1400m)
4030′	(3940′ - 1200m)

CHANGES: Procedure requirement.

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*ATIS	Apt Elev	
134.875 (Russian 133.375)	131′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4730′ (4640′) **DME required.**

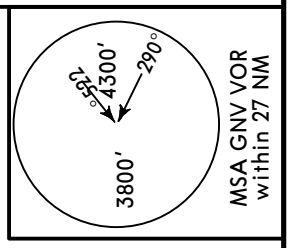
DOROL 2C [DORO2C] KUTON 2C [KUTO2C]

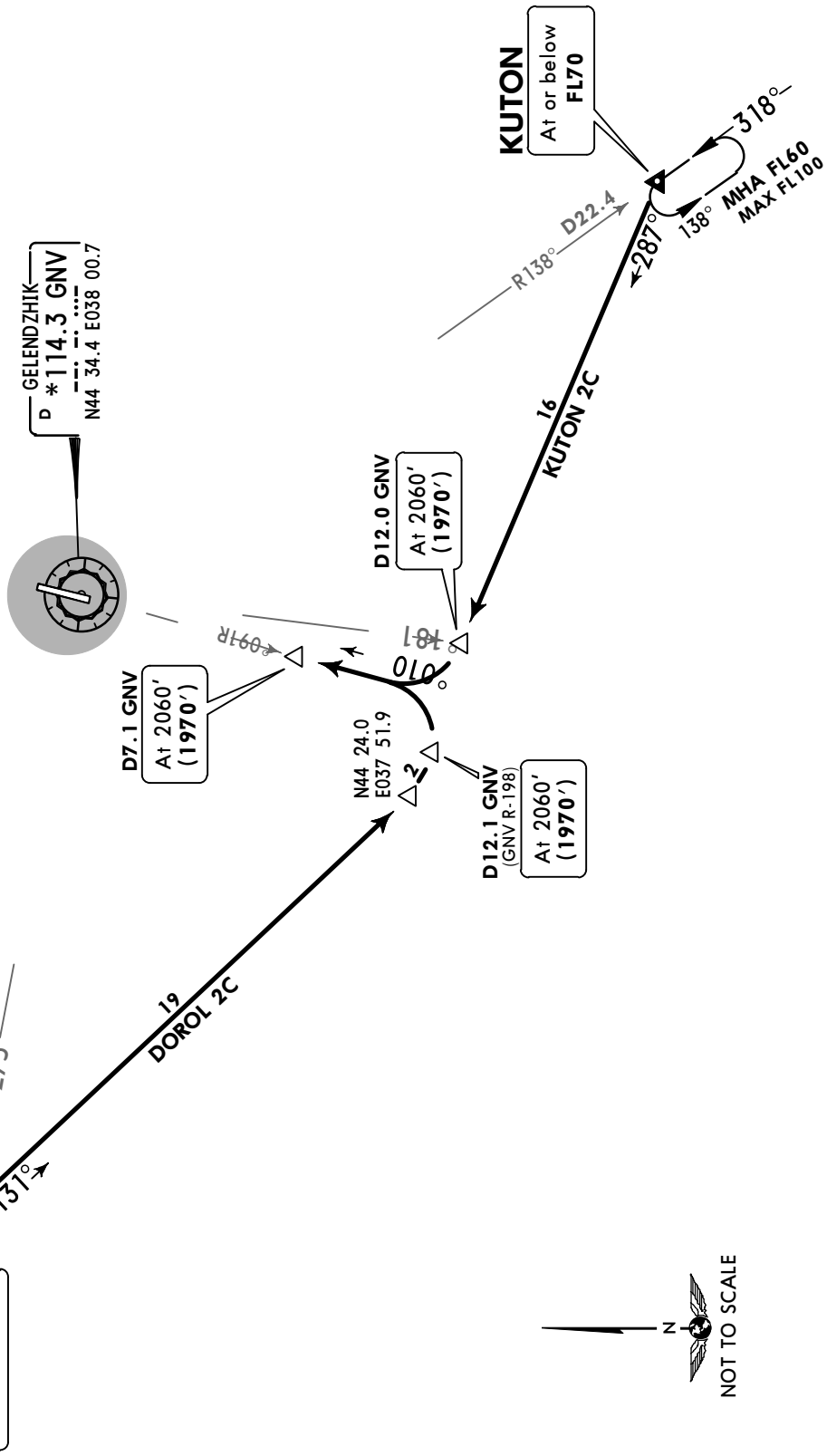
BY ATC

RWY 01 ARRIVALS

CAT C & D

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION

QNH	(QFE)
4730′	(4640′ - 1400m)
2060′	(1970′ - 600m)

CHANGES: Procedure requirement.

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*ATIS	Apt Elev	
134.875 (Russian 133.375)	131′	Alt set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 Trans alt: 4730′ **(4640′)** **DME required.**

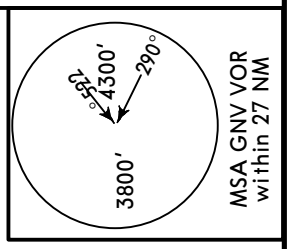
DOROL 4 KUTON 4

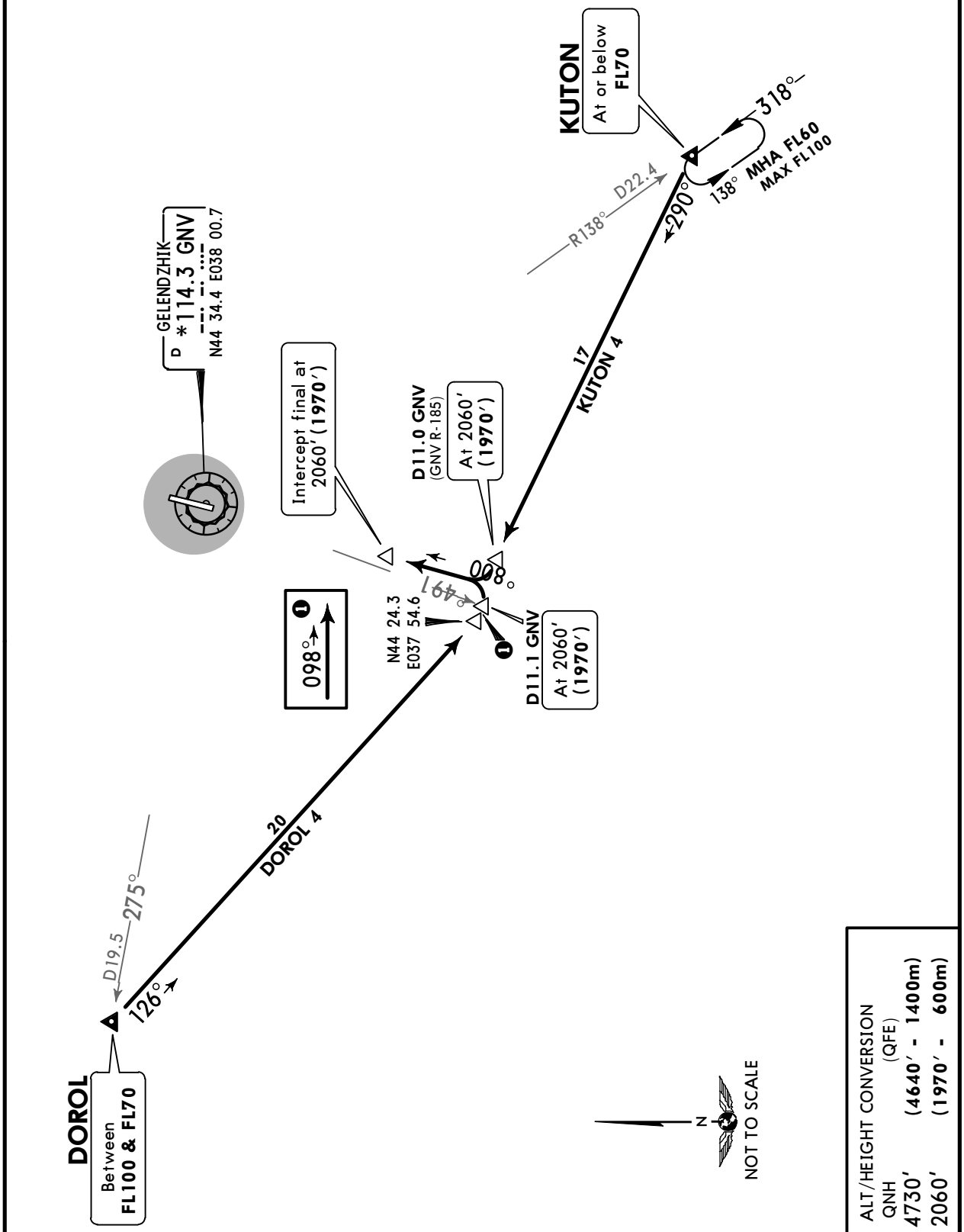
BY ATC

RWY 01 ARRIVALS

CAT A & B

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION (QFE)

QNH	
4730′	**(4640′ - 1400m)**
2060′	**(1970′ - 600m)**

CHANGES: Procedure requirement.

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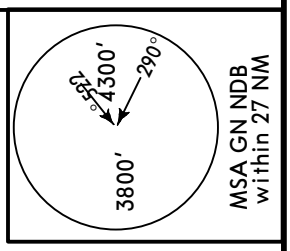
*ATIS	Apt Elev	Alt set: MM (hPa on request) QNH on request (QFE)
134.875 (Russian 133.375)	131′	Trans level: FL60 Trans alt: 4730′ (4640′)

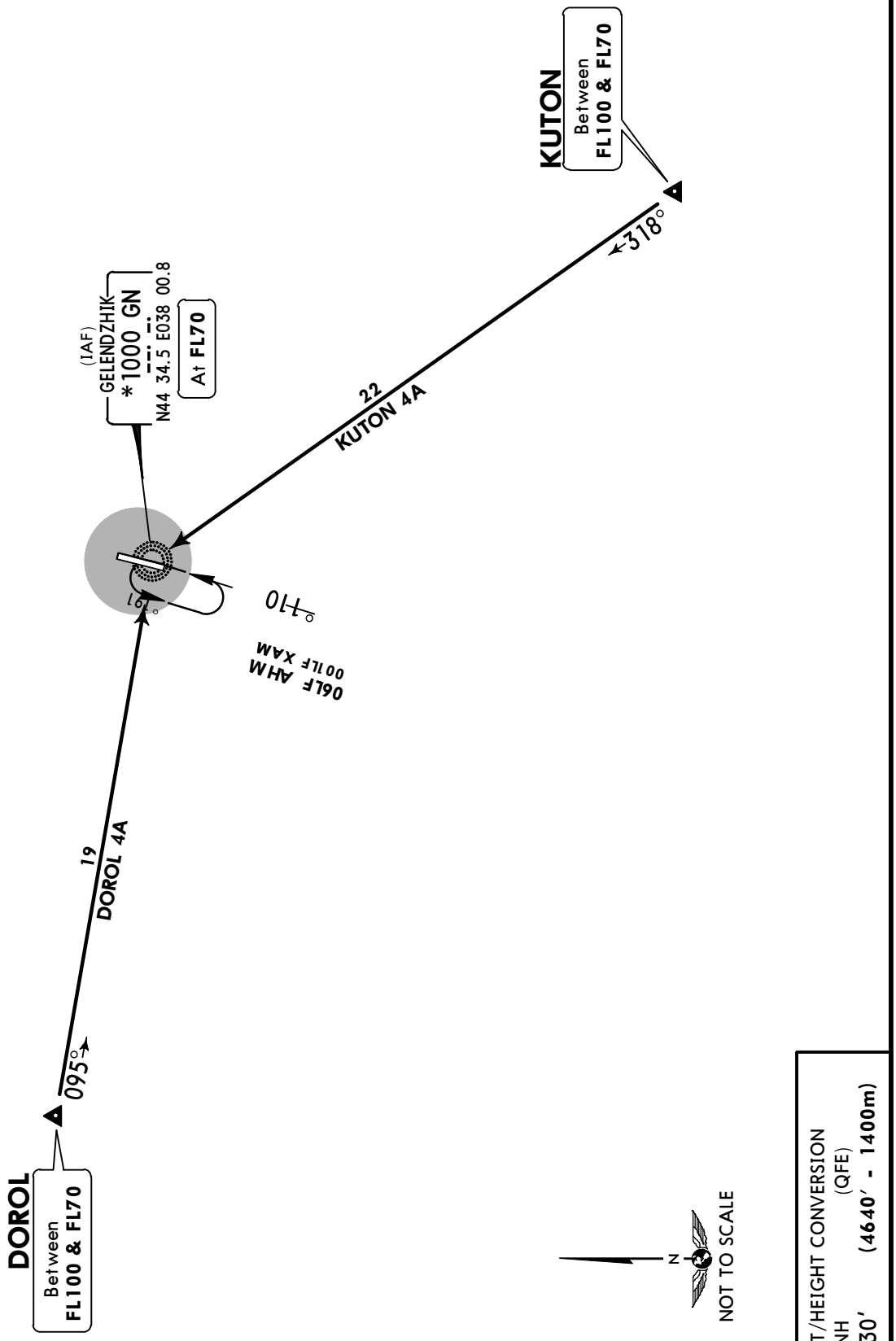
DOROL 4A [DOR04A] KUTON 4A [KUT04A]

BY ATC

RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION
(QFE)
QNH
4730′ (4640′ - 1400m)

CHANGES: None.

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*ATIS	Apt Elev	
134.875 (Russian 133.375)	131′	Alt set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 Trans alt: 4730′ **(4640′)** **DME required.**

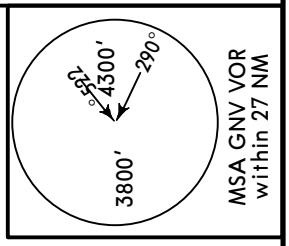
DOROL 4C [DORO4C] KUTON 4C [KUTO4C]

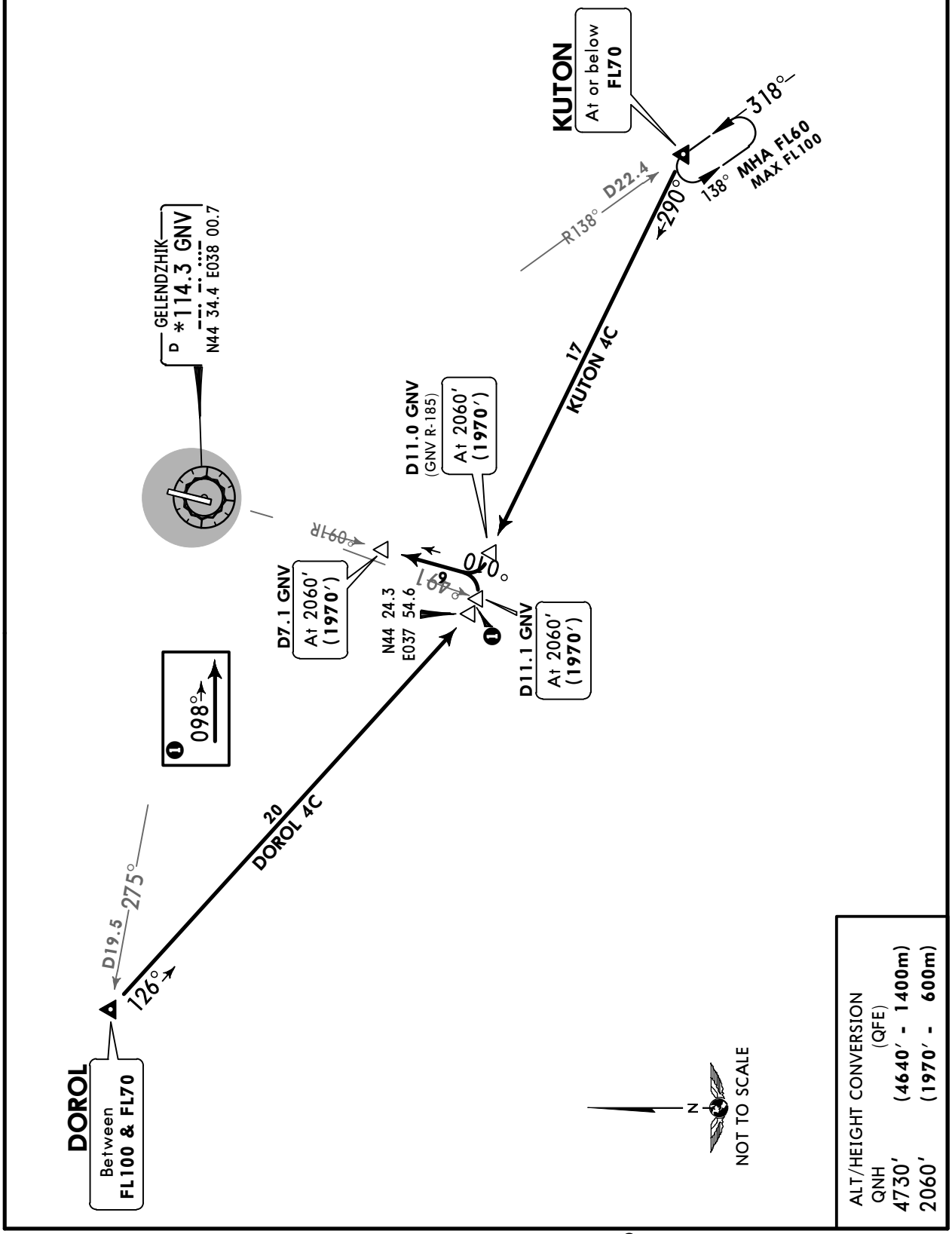
BY ATC

RWY 01 ARRIVALS

CAT A & B

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION (QFE)	
QNH 4730′	(4640′ - 1400m)
2060′	(1970′ - 600m)

CHANGES: Procedure requirement.

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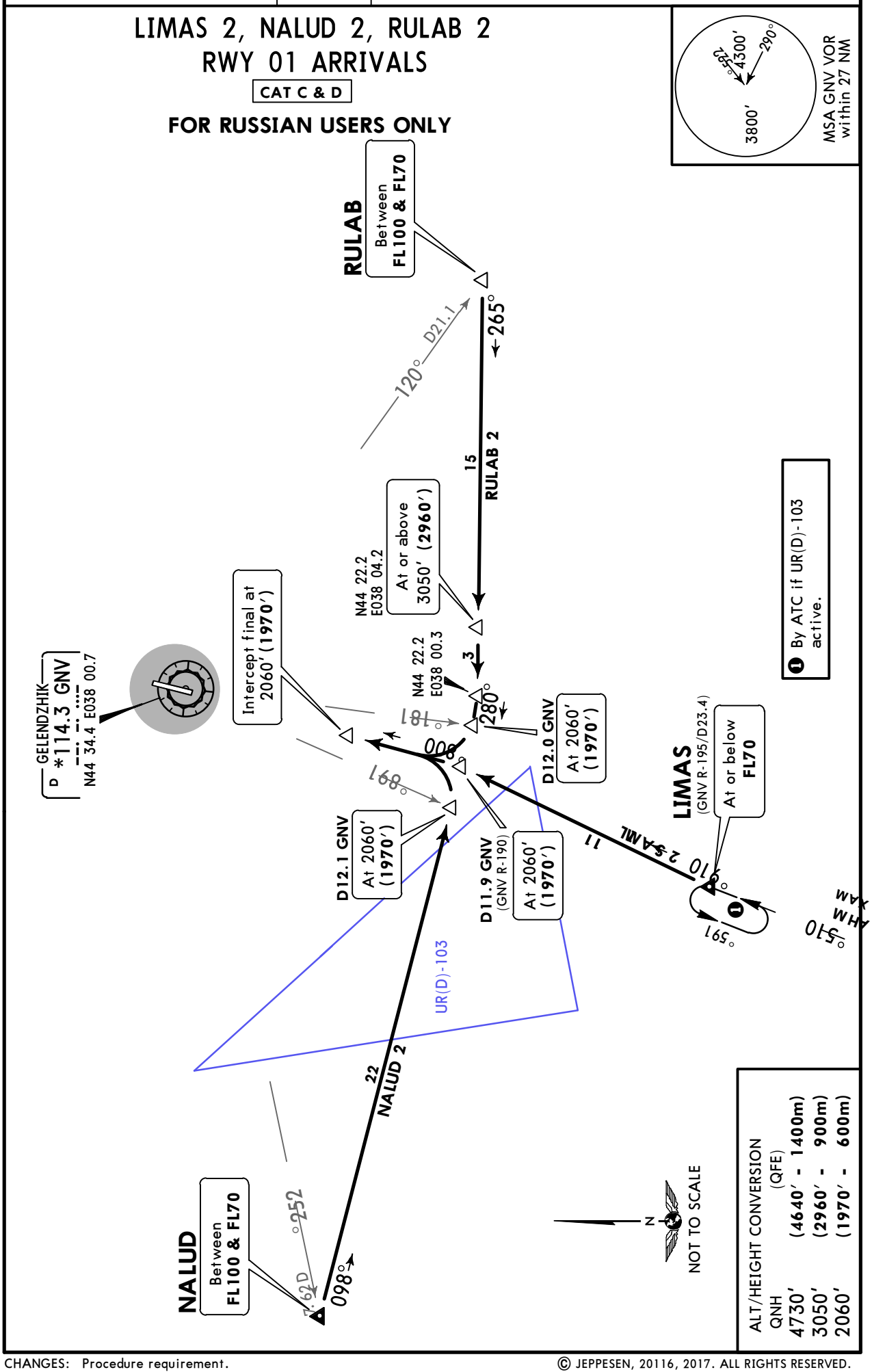
*ATIS	Apt Elev	
134.875 (Russian 133.375)	131′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4730′ (4640′) **DME required.**

LIMAS 2, NALUD 2, RULAB 2
RWY 01 ARRIVALS

CAT C & D

FOR RUSSIAN USERS ONLY



CHANGES: Procedure requirement.

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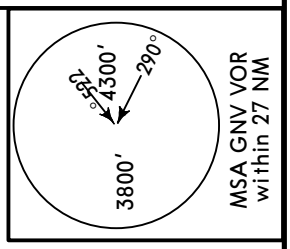
*ATIS	Apt Elev	
134.875 (Russian 133.375)	131′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4730′ (4640′) **DME required.**

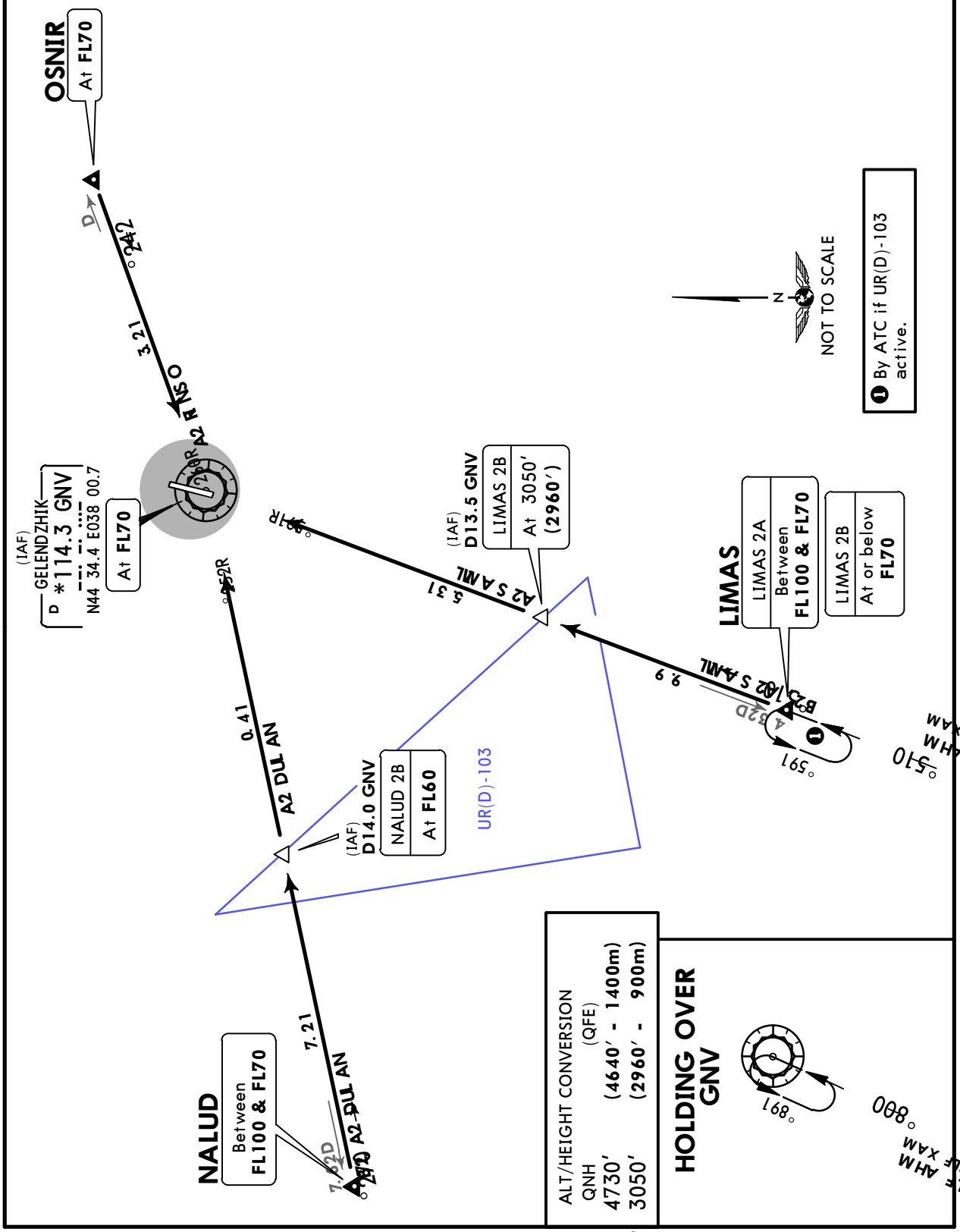
LIMAS 2A [LIMA2A]
LIMAS 2B [LIMA2B]
NALUD 2A [NALU2A]
NALUD 2B [NALU2B]

OSNIR 2A [OSNI2A]
BY ATC

RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY





CHANGES: Procedure requirement.

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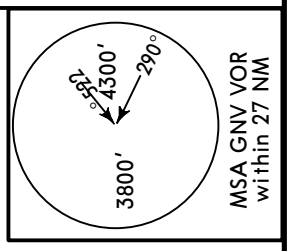
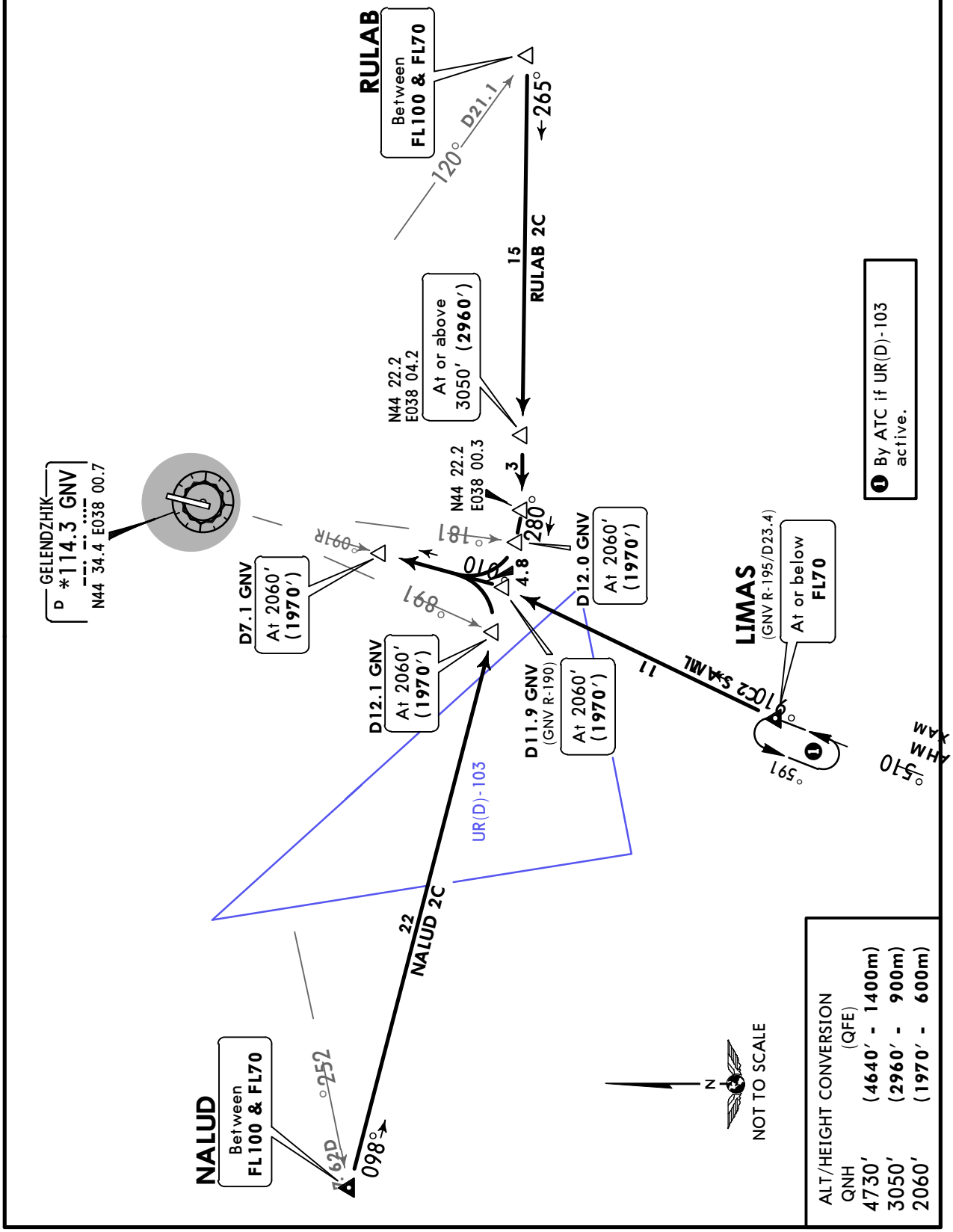
*ATIS	Apt Elev	
134.875 (Russian 133.375)	131′	Alt set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 Trans alt: 4730′ **(4640′)** **DME required.**

LIMAS 2C [LIMA2C], NALUD 2C [NALU2C] RULAB 2C [RULA2C] RWY 01 ARRIVALS

CAT C & D

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION (QFE)

QNH	
4730′	(4640′ - 1400m)
3050′	(2960′ - 900m)
2060′	(1970′ - 600m)

CHANGES: Procedure requirement.

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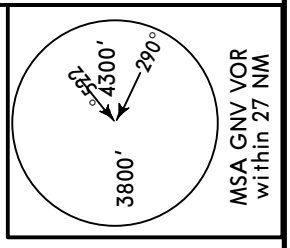
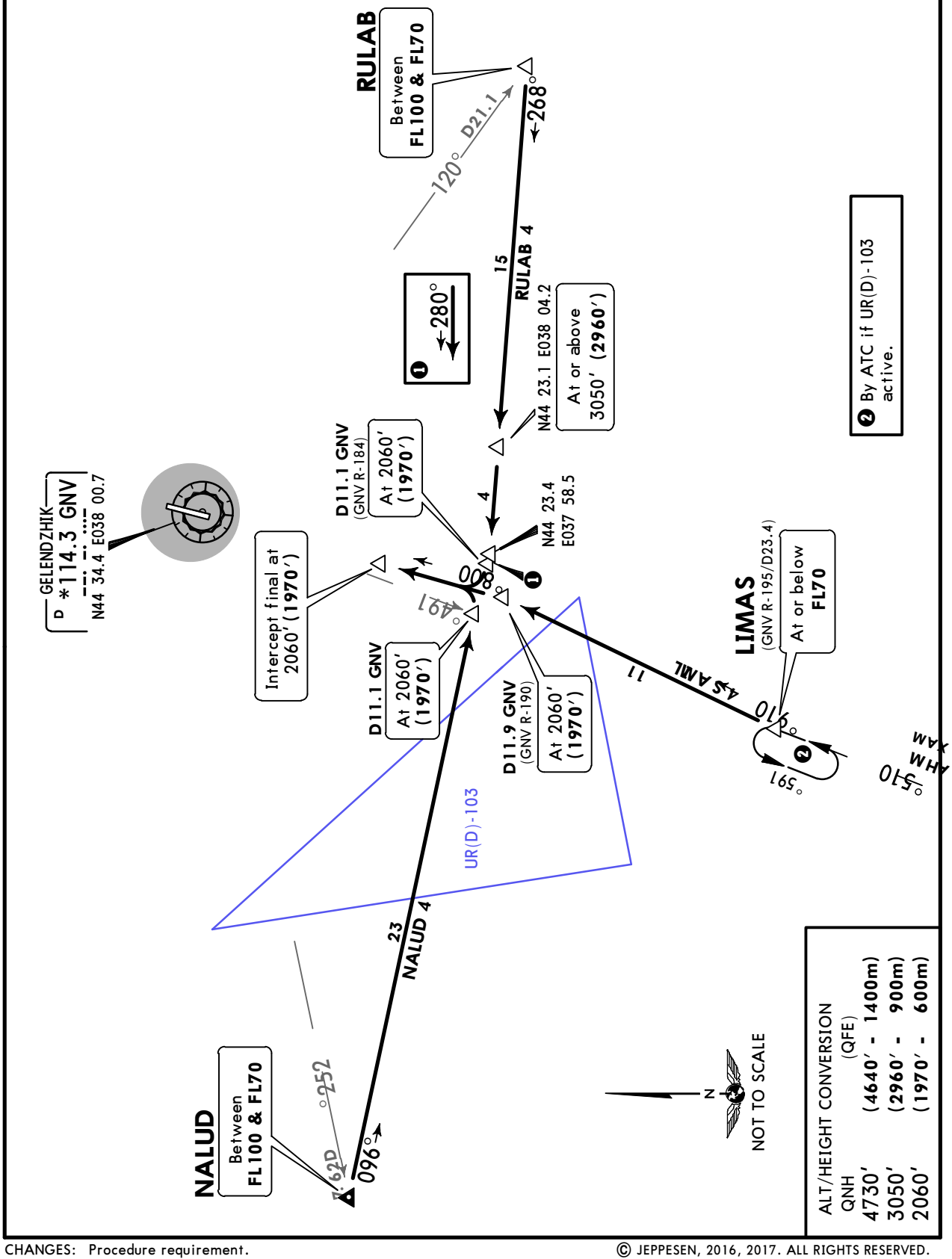
*ATIS	Apt Elev	
134.875 (Russian 133.375)	131′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4730′ (4640′) **DME required.**

LIMAS 4, NALUD 4
RULAB 4
RWY 01 ARRIVALS

CAT A & B

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION
(QFE)

QNH	
4730′	(4640′ - 1400m)
3050′	(2960′ - 900m)
2060′	(1970′ - 600m)

CHANGES: Procedure requirement.

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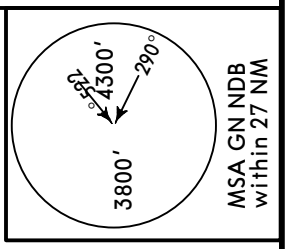
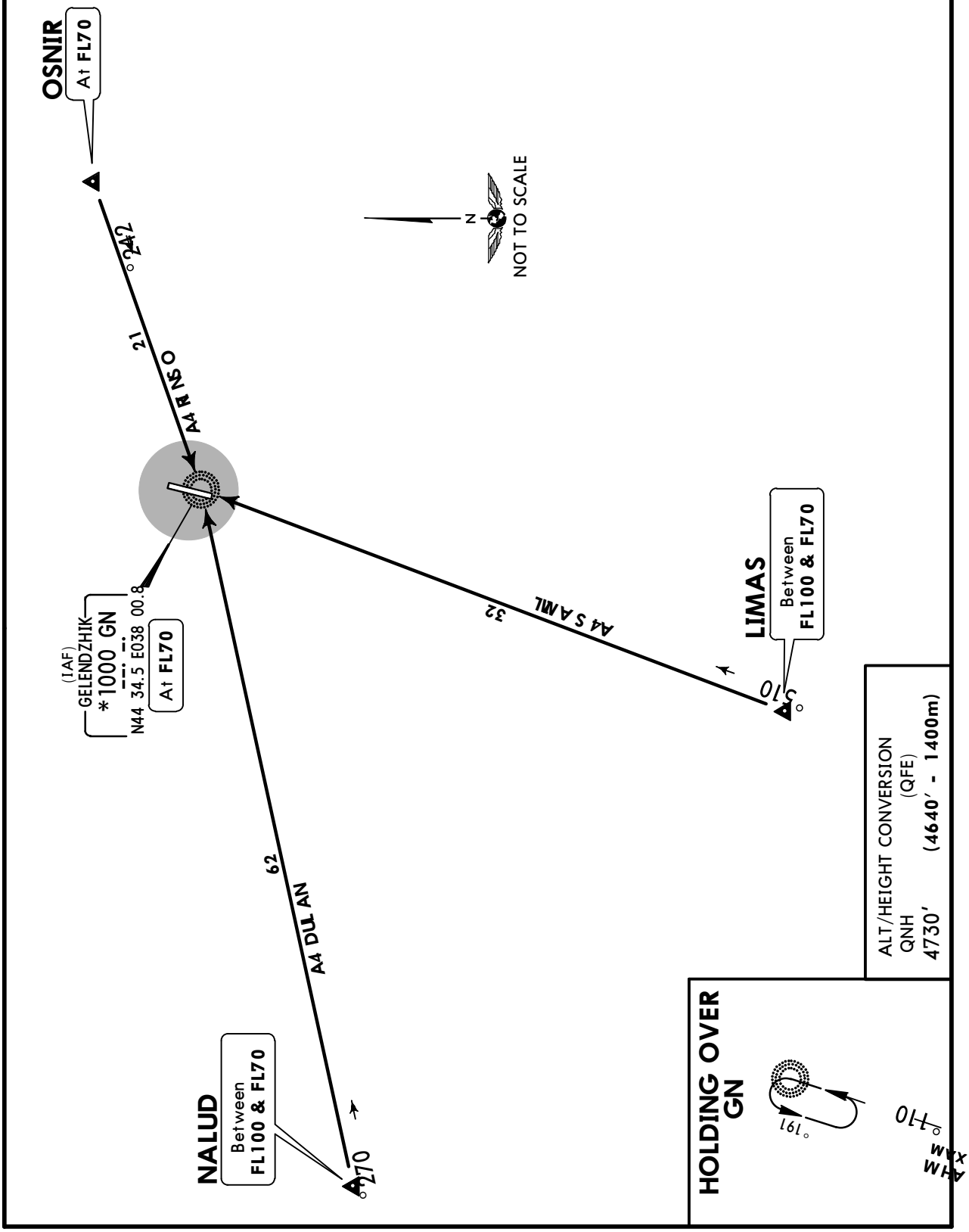
*ATIS	Apt Elev	Alt set: MM (hPa on request) QNH on request (QFE)
134.875 (Russian 133.375)	131′	Trans level: FL60 Trans alt: 4730′ (4640′)

LIMAS 4A [LIMA4A]
NALUD 4A [NALU4A]
OSNIR 4A [OSNI4A]
BY ATC

RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY





CHANGES: None.

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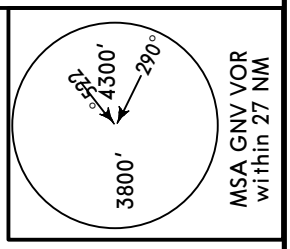
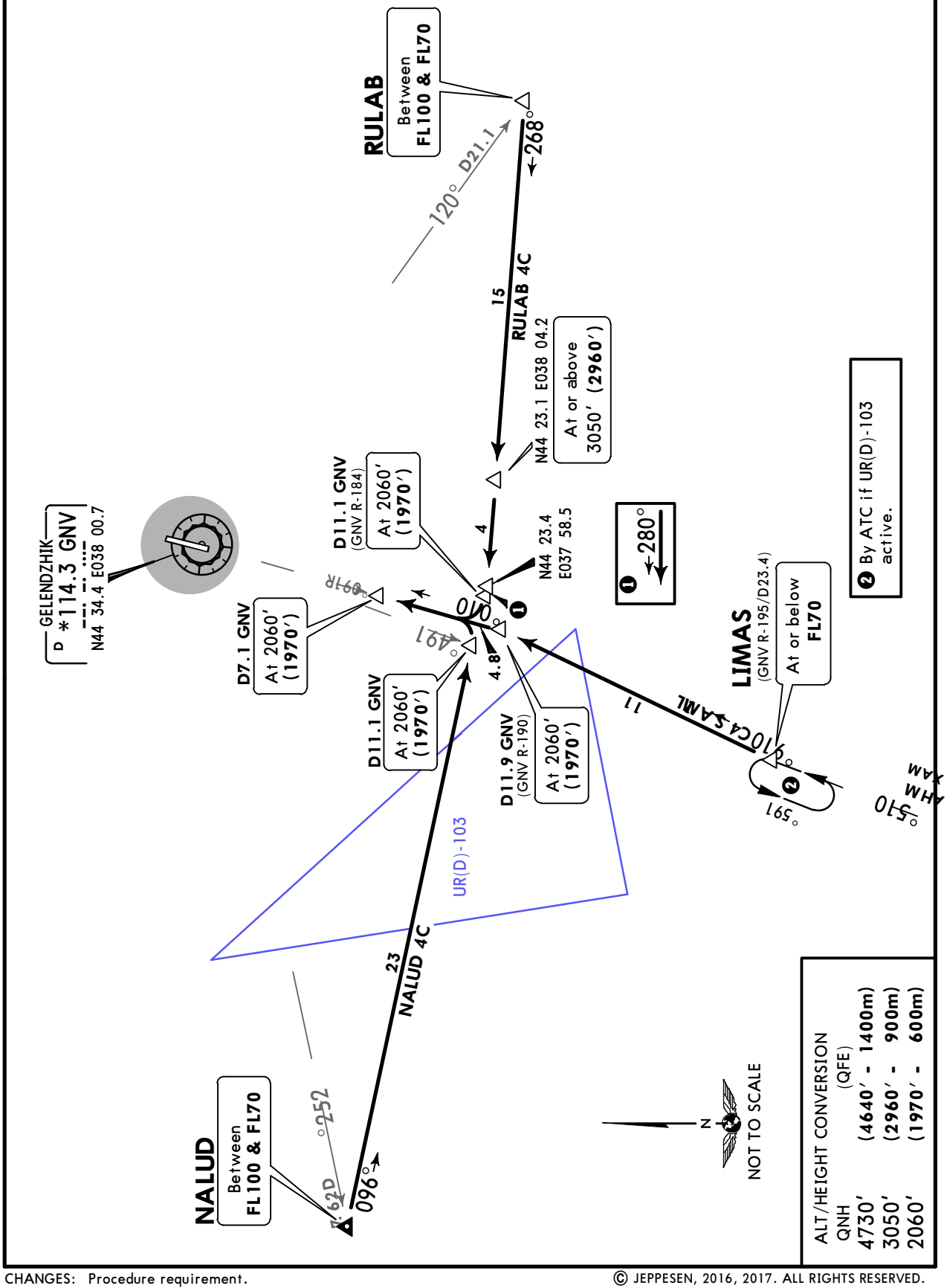
*ATIS	Apt Elev	
134.875 (Russian 133.375)	131′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4730′ (4640′) **DME required.**

LIMAS 4C [LIMA4C], NALUD 4C [NALU4C]
RULAB 4C [RULA4C]
RWY 01 ARRIVALS

CAT A & B

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION
(QFE)

QNH	
4730′	(4640′ - 1400m)
3050′	(2960′ - 900m)
2060′	(1970′ - 600m)

CHANGES: Procedure requirement.

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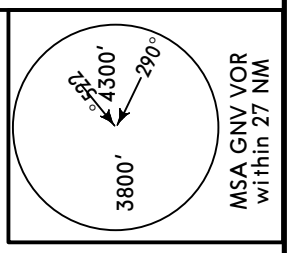
Apt Elev 131′	QNH on request (**QFE**) Trans level: FL60 Trans alt: 4730′ (**4599′**) **DME required.**

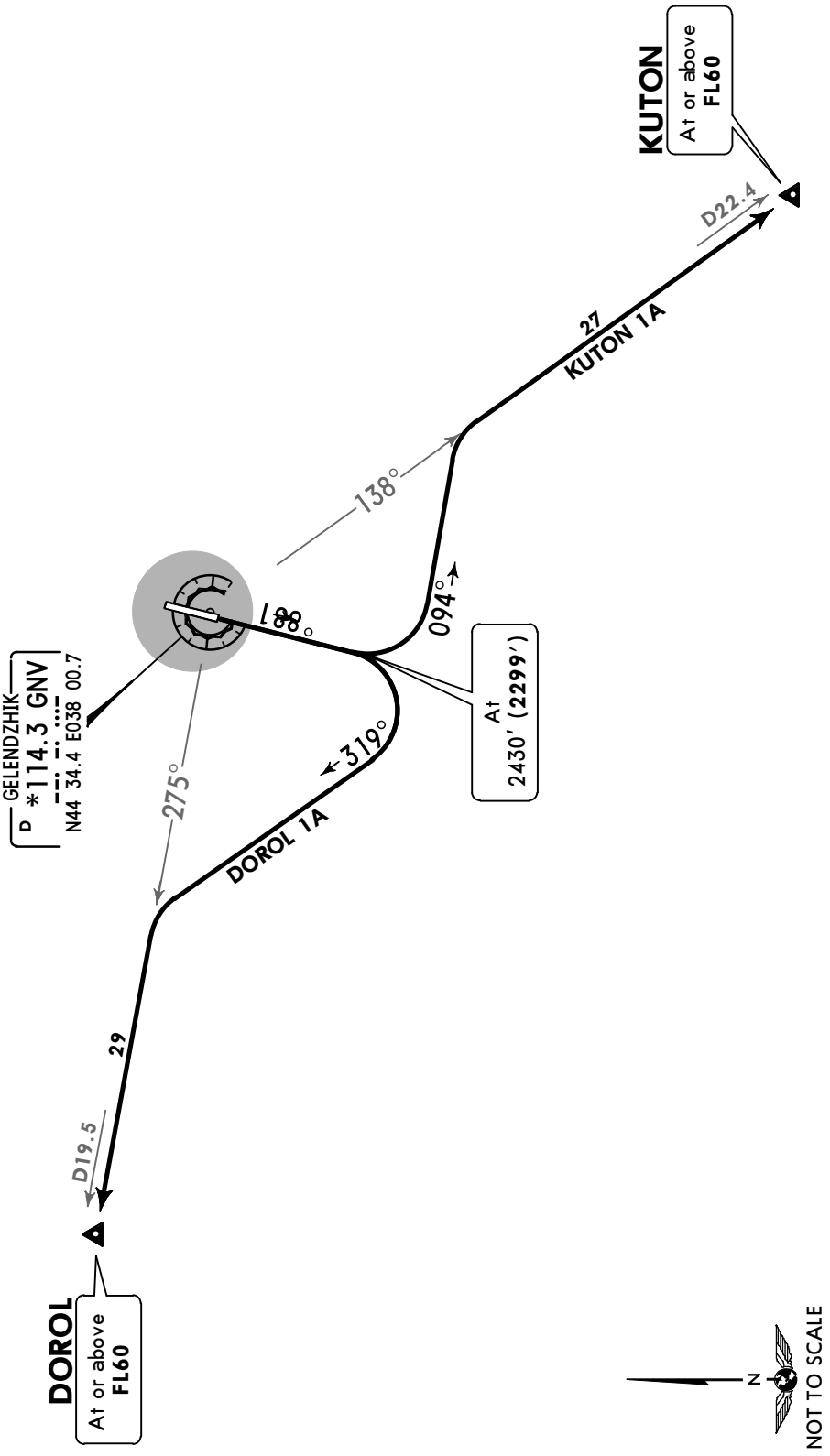
DOROL 1A [DOR01A] KUTON 1A [KUT01A]

BY ATC

RWY 19 DEPARTURES

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION	(QFE)
QNH	
2430′	(2299′ - 700m)
4730′	(4599′ - 1400m)

CHANGES: Procedure requirement.

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Apt Elev 131′	QNH on request (QFE) Trans level: FL60 Trans alt: 4730′ (4599′) **DME required.**

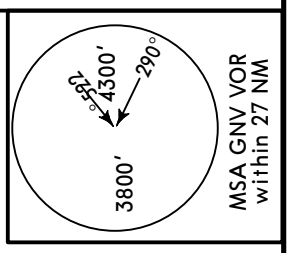
DOROL 1B [DOR01B] KUTON 1B [KUT01B]

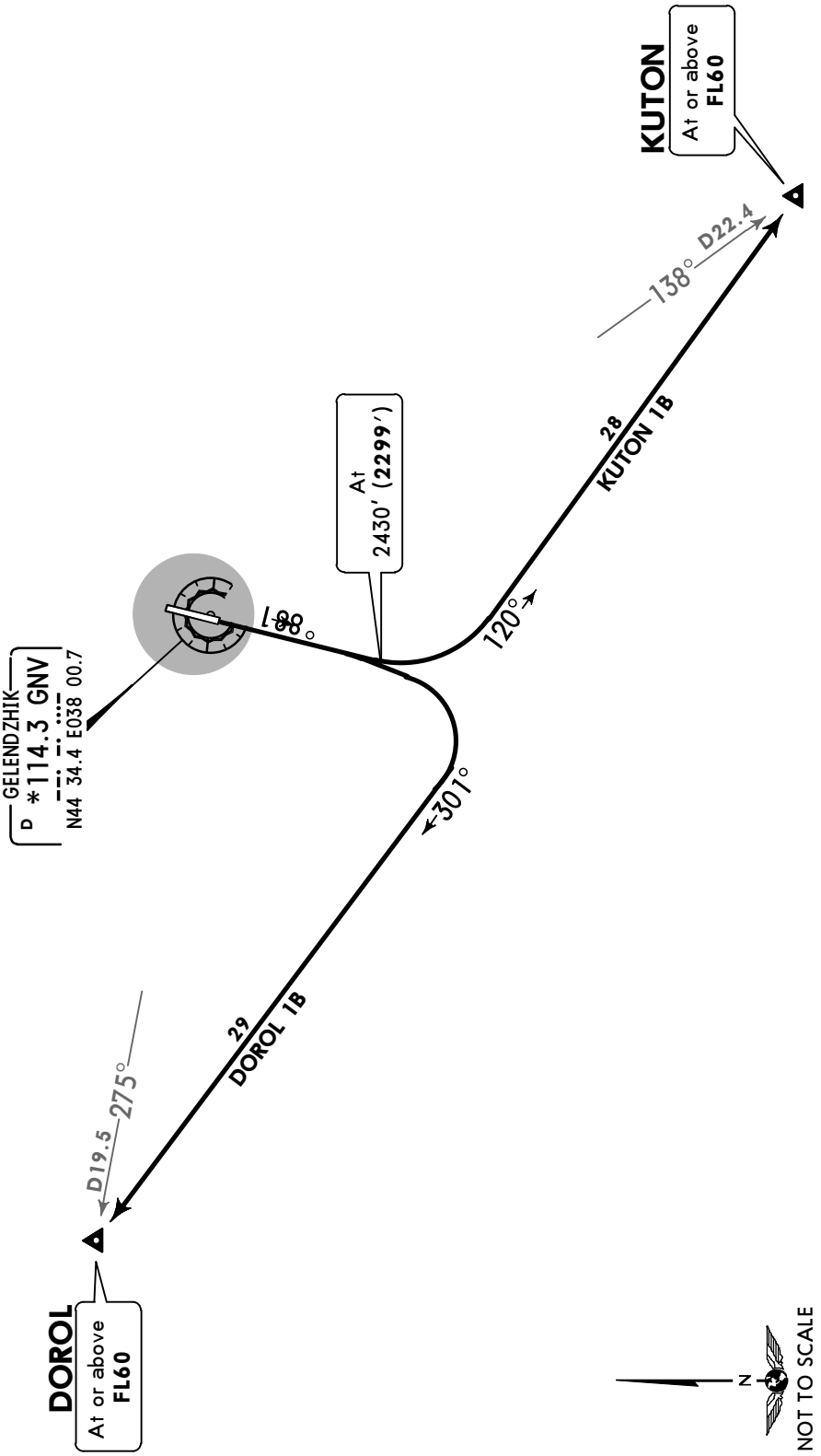
BY ATC

RWY 19 DEPARTURES

CAT C & D

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION	
QNH	(QFE)
2430′	(2299′ - 700m)
4730′	(4599′ - 1400m)

CHANGES: Procedure requirement.

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Apt Elev 131′	QNH on request (**QFE**) Trans level: FL60 Trans alt: 4730′ (**4640′**) **1. DME required.** 2. Take-off should be carried out under condition: no tailwind component.

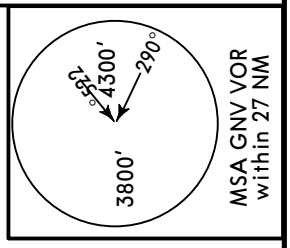
DOROL 1C [DOR01C] KUTON 1C [KUT01C]

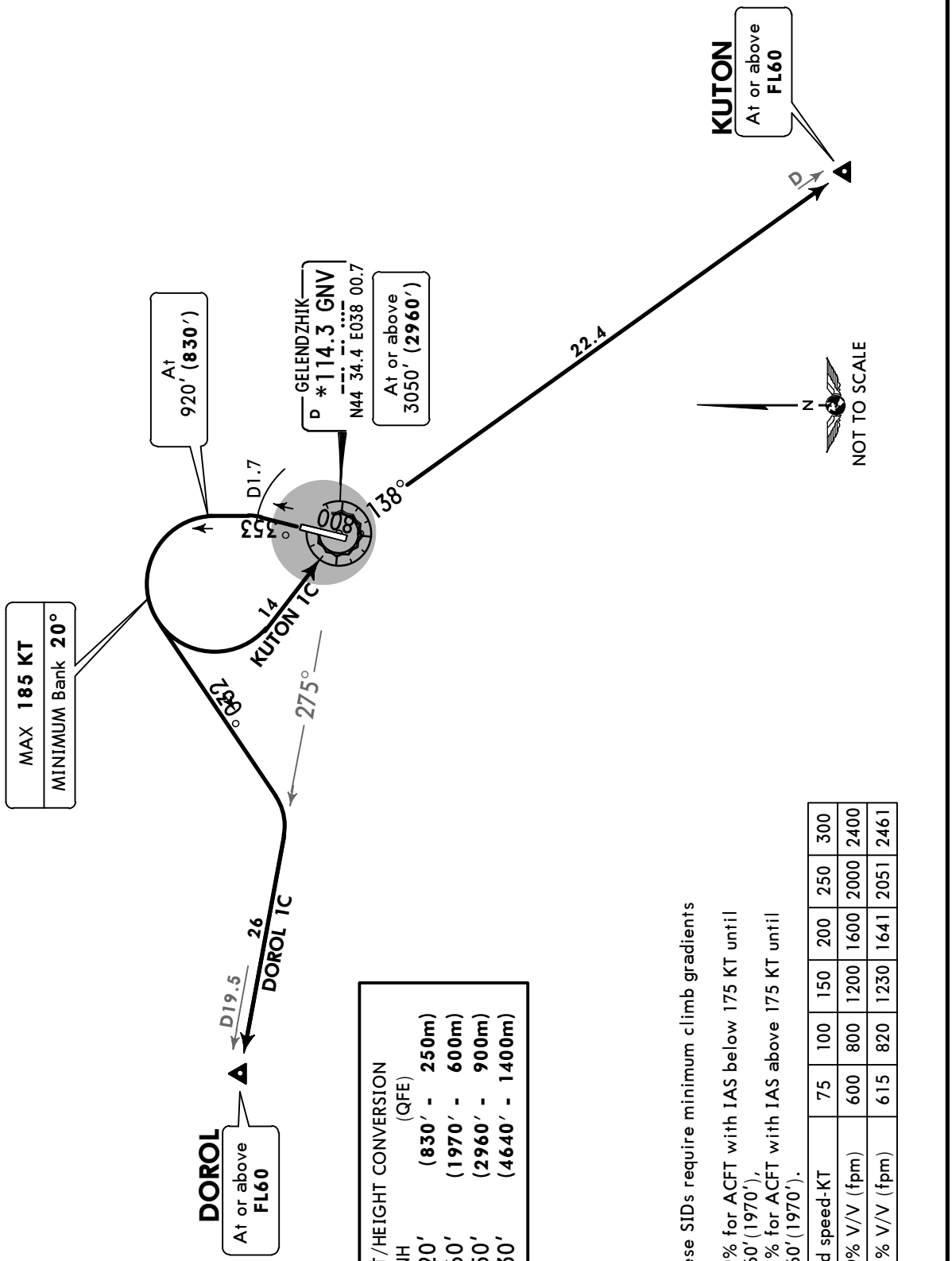
BY ATC

RWY 01 DEPARTURES

TODA 2000m

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION
(QFE)

QNH	
920′	(830′ - 250m)
2060′	(1970′ - 600m)
3050′	(2960′ - 900m)
4730′	(4640′ - 1400m)

These SIDs require minimum climb gradients of
7.9% for ACFT with IAS below 175 KT until 2060′(1970′),
8.1% for ACFT with IAS above 175 KT until 2060′(1970′).

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

CHANGES: Procedure requirement.

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Apt Elev 131′	QNH on request (QFE) Trans level: FL60 Trans alt: 4730′ (4599′) **DME required.**

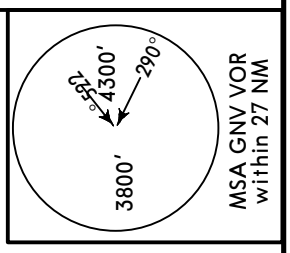
DOROL 3B [DORO3B] KUTON 3B [KUTO3B]

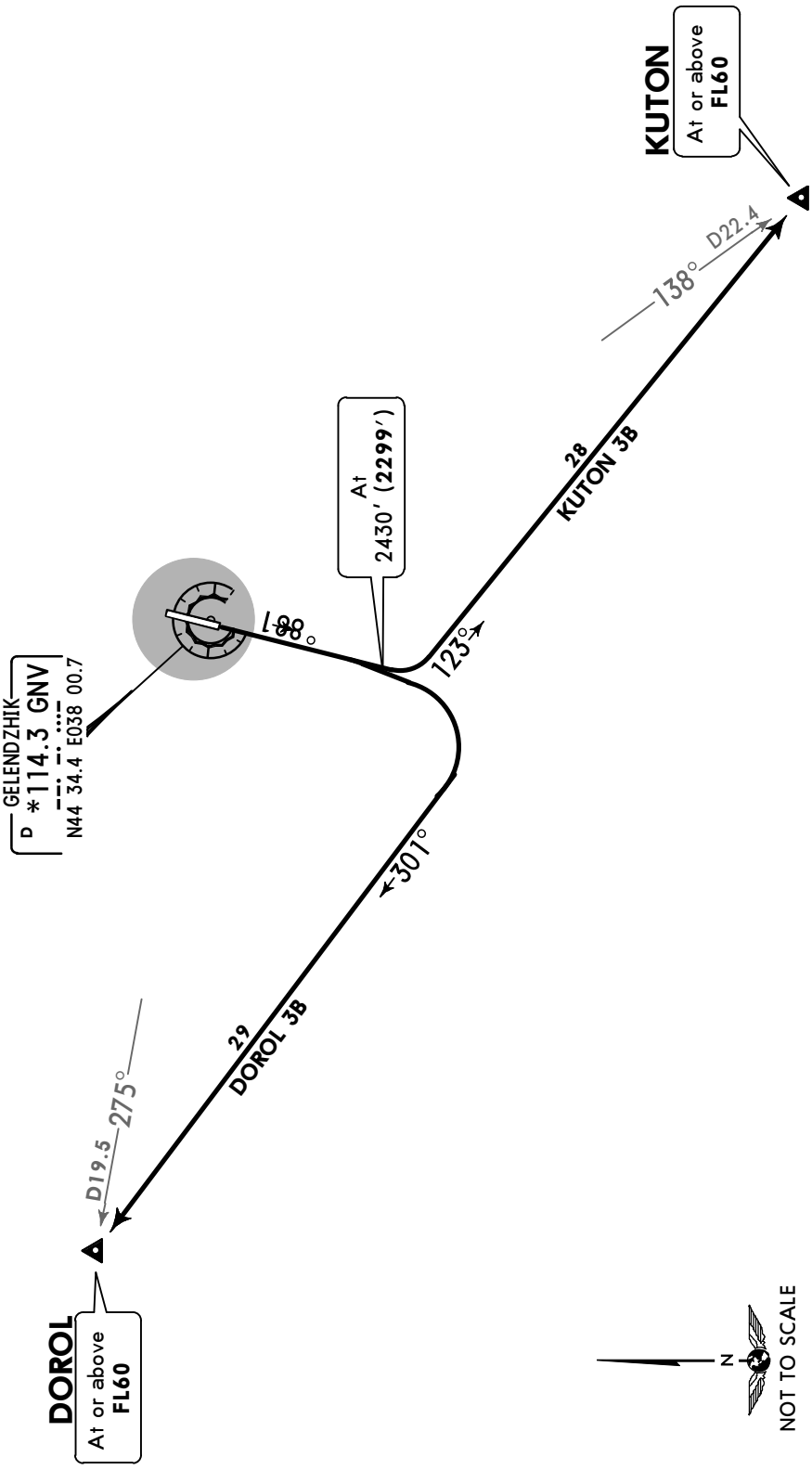
BY ATC

RWY 19 DEPARTURES

CAT A & B

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION	(QFE)
QNH	
2430′	(2299′ - 700m)
4730′	(4599′ - 1400m)

CHANGES: Procedure requirement.

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Apt Elev 131′	QNH on request (**QFE**) Trans level: FL60 Trans alt: 4730′ (**4640′**) **1. DME required.** 2. Take-off should be carried out under condition: no tailwind component.

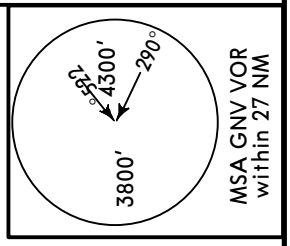
DOROL 3C [DOR03C] KUTON 3C [KUT03C]

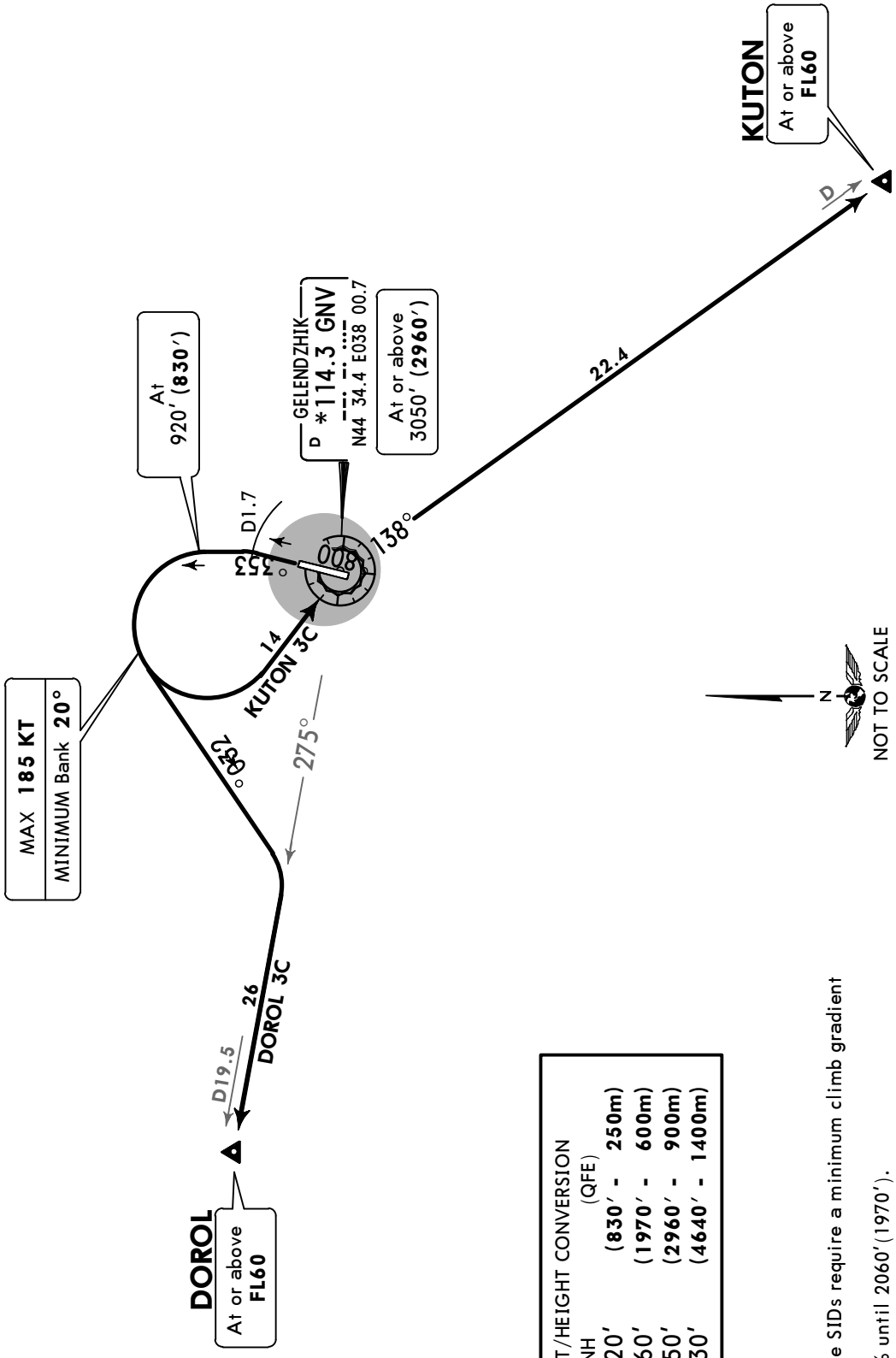
BY ATC

RWY 01 DEPARTURES

TODA 1800m

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION
(QFE)

QNH	
920′	(830′ - 250m)
2060′	(1970′ - 600m)
3050′	(2960′ - 900m)
4730′	(4640′ - 1400m)

These SIDs require a minimum climb gradient of 7.8% until 2060′(1970′).

Gnd speed-KT	75	100	150	200	250	300
7.8% V/V (fpm)	592	790	1185	1580	1975	2370

CHANGES: Procedure requirement.

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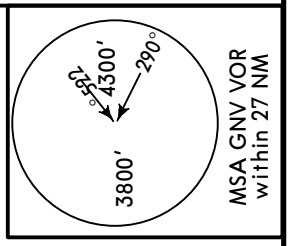
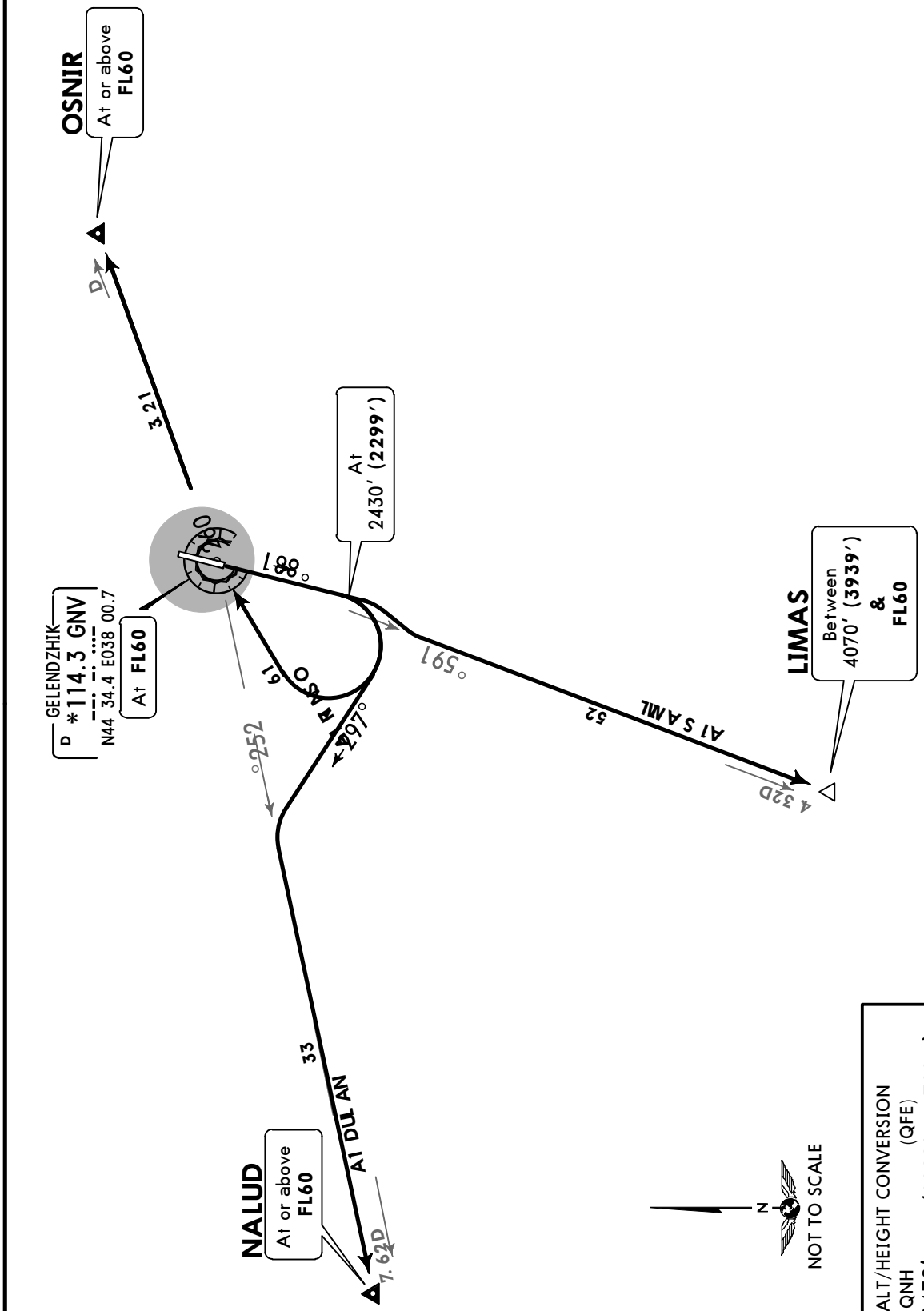
Apt Elev 131′	QNH on request (QFE) Trans level: FL60 Trans alt: 4730′ (4599′) **DME required.**

LIMAS 1A [LIMA1A]
NALUD 1A [NALU1A]
OSNIR 1A [OSNI1A]
BY ATC

RWY 19 DEPARTURES

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION	
QNH	(QFE)
2430′	(2299′ - 700m)
4070′	(3939′ - 1200m)
4730′	(4599′ - 1400m)

CHANGES: Procedure requirement.

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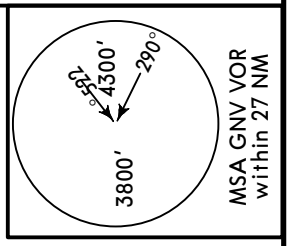
Apt Elev 131′	QNH on request (QFE) Trans level: FL60 Trans alt: 4730′ (4599′) **DME required.**

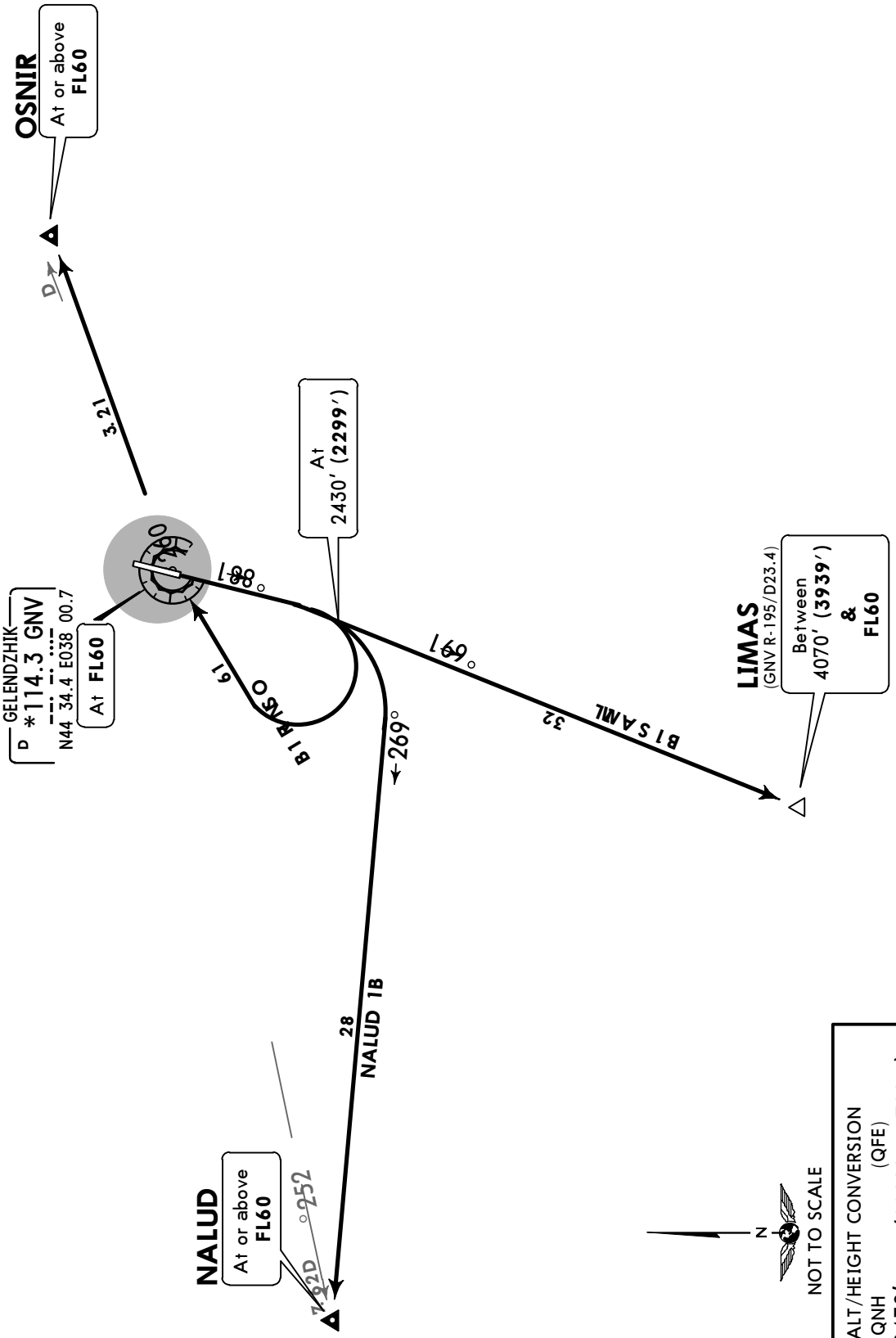
LIMAS 1B [LIMA1B]
NALUD 1B [NALU1B]
OSNIR 1B [OSNI1B]
BY ATC

RWY 19 DEPARTURES

CAT C & D

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION (QFE)	
QNH	
2430′	(2299′ - 700m)
4070′	(3939′ - 1200m)
4730′	(4599′ - 1400m)

CHANGES: Procedure requirement.

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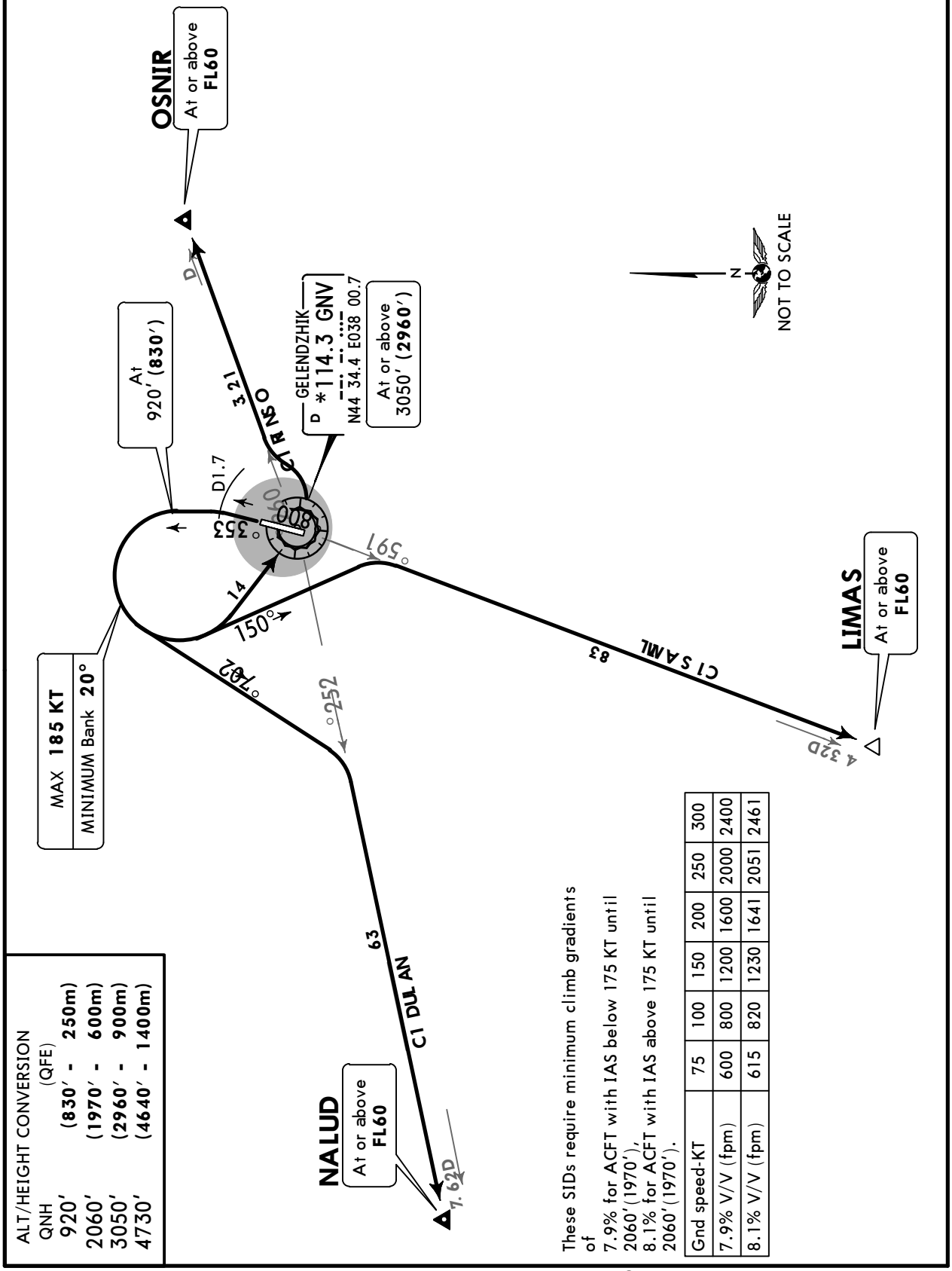
Apt Elev 131′	QNH on request (**QFE**) Trans level: FL60 Trans alt: 4730′ (**4640′**) **1. DME required.** 2. Take-off should be carried out under condition: no tailwind component.

LIMAS 1C [LIMA1C]
NALUD 1C [NALU1C]
OSNIR 1C [OSNI1C]
BY ATC

RWY 01 DEPARTURES
TODA 2000m

FOR RUSSIAN USERS ONLY

MSA GNV VOR within 27 NM
4300′ 290° 3800′ 28°



ALT/HEIGHT CONVERSION (QFE)

QNH	
920′	(830′ - 250m)
2060′	(1970′ - 600m)
3050′	(2960′ - 900m)
4730′	(4640′ - 1400m)

These SIDs require minimum climb gradients of
7.9% for ACFT with IAS below 175 KT until 2060′(1970′),
8.1% for ACFT with IAS above 175 KT until 2060′(1970′).

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

CHANGES: Procedure requirement.

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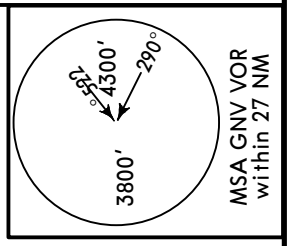
Apt Elev 131′	QNH on request (QFE) Trans level: FL60 Trans alt: 4730′ (4599′) **DME required.**

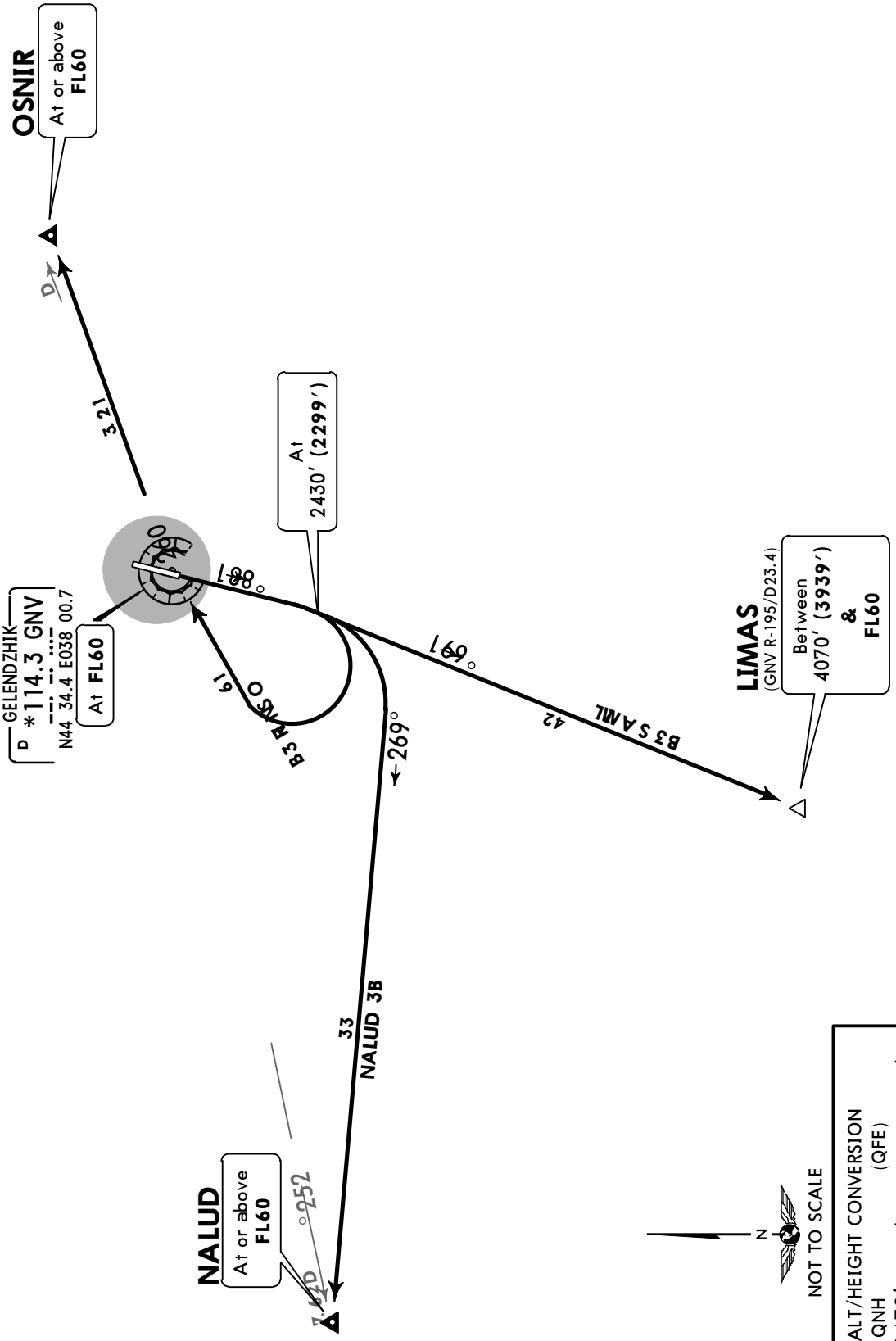
LIMAS 3B [LIMA3B]
NALUD 3B [NALU3B]
OSNIR 3B [OSNI3B]
BY ATC

RWY 19 DEPARTURES

CAT A & B

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION (QFE)	
QNH	
2430′	(2299′ - 700m)
4070′	(3939′ - 1200m)
4730′	(4599′ - 1400m)

CHANGES: Procedure requirement.

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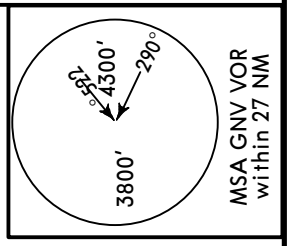
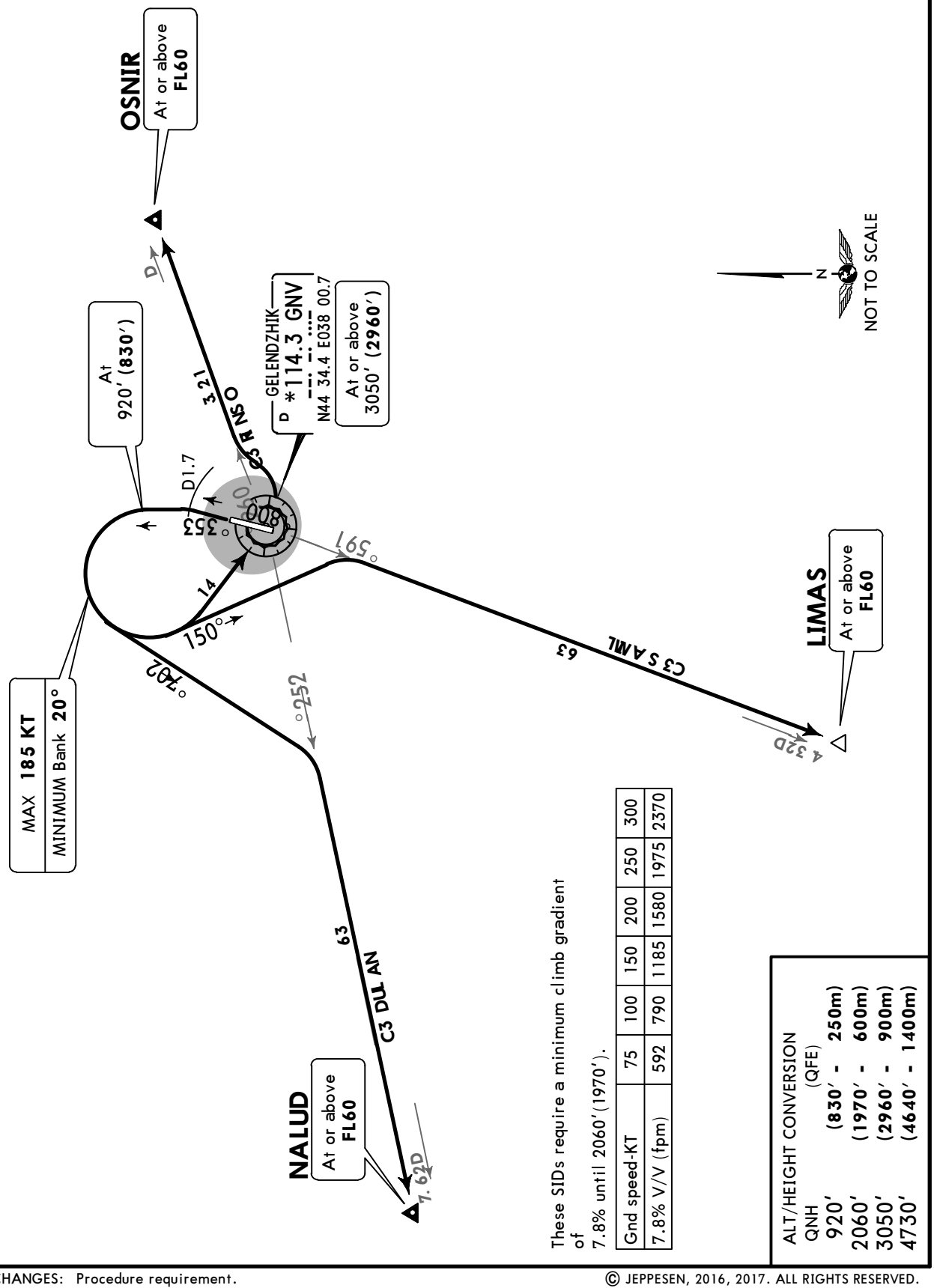
Apt Elev 131′	QNH on request (**QFE**) Trans level: FL60 Trans alt: 4730′ (**4640′**) **1. DME required.** 2. Take-off shall be carried out under condition: no tailwind component.

LIMAS 3C [LIMA3C]
NALUD 3C [NALU3C]
OSNIR 3C [OSNI3C]
BY ATC

RWY 01 DEPARTURES
TODA 1800m

FOR RUSSIAN USERS ONLY





These SIDs require a minimum climb gradient of 7.8% until 2060′(1970′).

Gnd speed-KT	75	100	150	200	250	300
7.8% V/V (fpm)	592	790	1185	1580	1975	2370

ALT/HEIGHT CONVERSION
(QFE)

QNH	
920′	(830′ - 250m)
2060′	(1970′ - 600m)
3050′	(2960′ - 900m)
4730′	(4640′ - 1400m)

CHANGES: Procedure requirement.

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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 polution 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.

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URKG/GDZ

Apt Elev **131′**
N44 34.9 E038 00.8

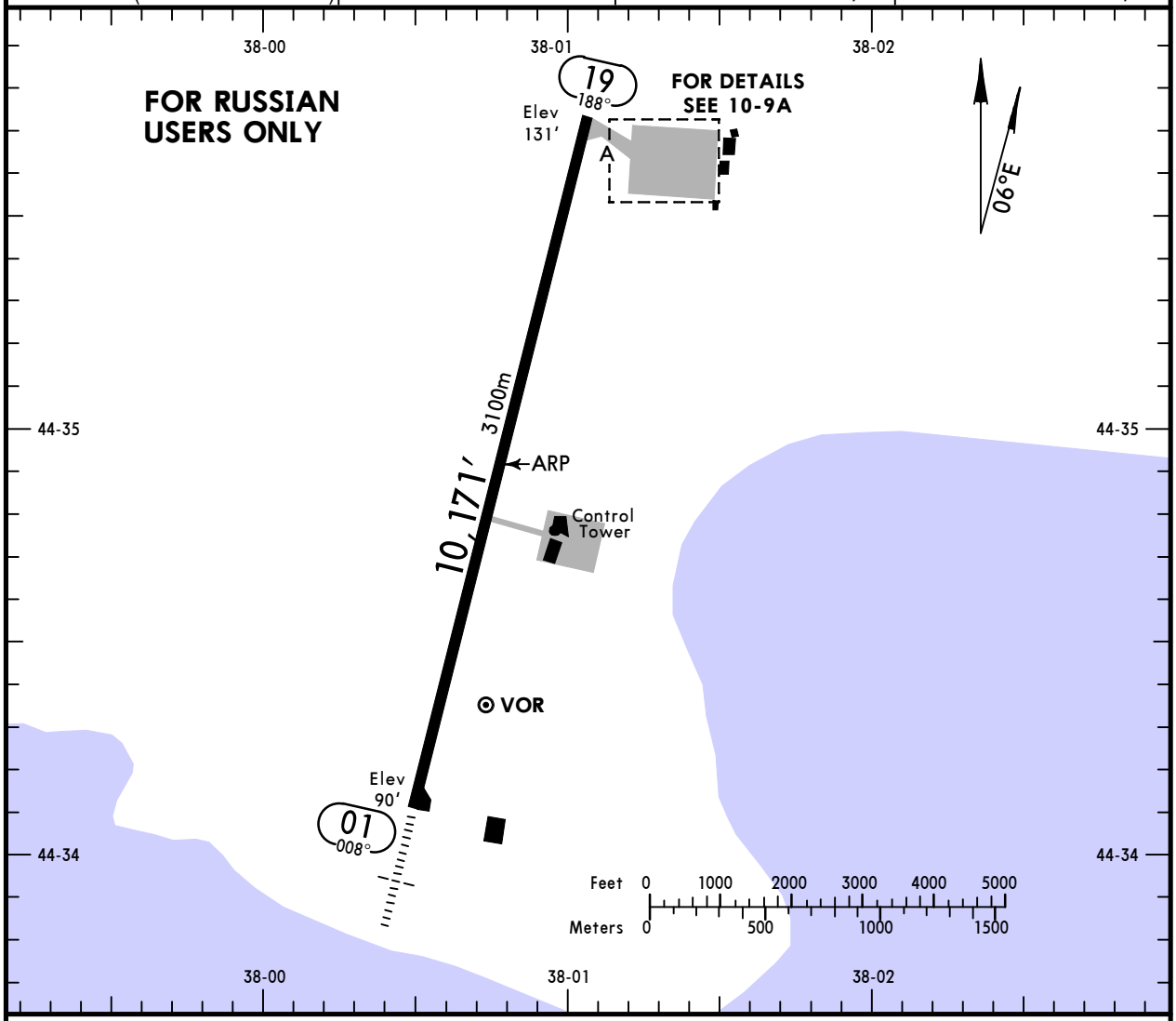
JEPPESEN

20 APR 18 (10-9) **Eff 26 Apr**

GELENDZHIK, RUSSIA

GELENDZHIK

*ATIS	*GELENDZHIK Krug (TWR) Russian only	*GELENDZHIK Start (TWR)	*GELENDZHIK Vyshka (TWR/DEP)
134.875 (Russian 133.375)	122.7 124.425	121.0 Russian only	122.7 Russian only



ADDITIONAL RUNWAY INFORMATION

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

❶ CAT A acft are allowed to land on the second half of rwy 19. LDA 5085′(1550m).
❷ 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 550m. The flight crew will be informed by TWR controller by phrase: ''LVP in progress. Check your minimums''.
When RVR is 550m or less, ''Follow-me'' vehicle escorting or ACFT towing is mandatory.
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	250m	400m
B		
C		
D	300m	

CHANGES: LVP.

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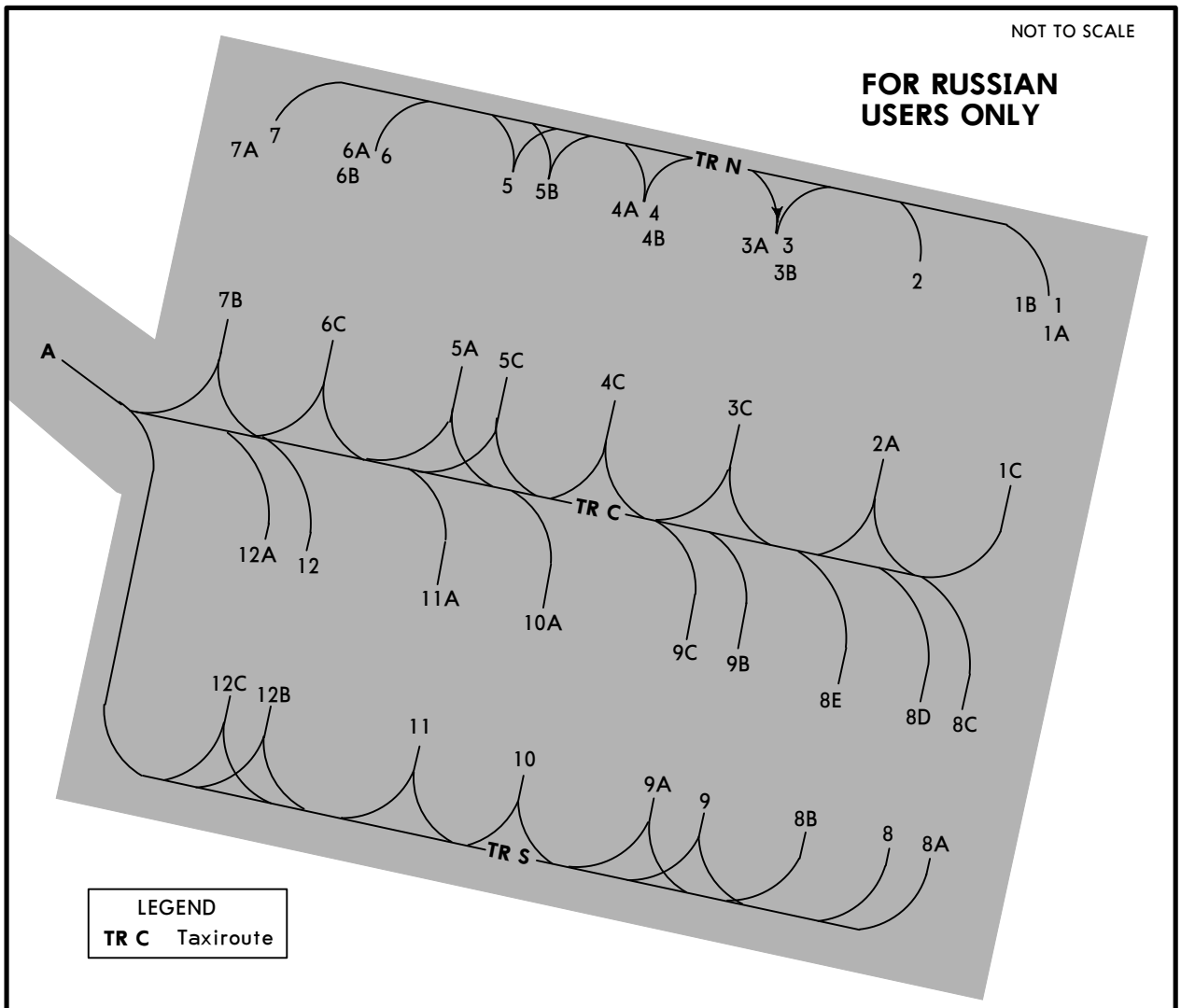

Exit stands 1 thru 7 by towing.
Enter stand 5A by towing.
Stands 1 thru 12 available for helicopters.
Stands 12 and 12A available for de-icing.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N44 35.7 E038 01.5	5 thru 6C	N44 35.7 E038 01.3
1A	N44 35.6 E038 01.5	7, 7A,7B	N44 35.7 E038 01.2
1B	N44 35.7 E038 01.5	8, 8A	N44 35.5 E038 01.4
1C	N44 35.6 E038 01.4	8B thru 9	N44 35.6 E038 01.4
2	N44 35.7 E038 01.4	9A	N44 35.6 E038 01.3
2A	N44 35.6 E038 01.4	9B, 9C	N44 35.6 E038 01.4
3, 3A, 3B	N44 35.7 E038 01.4	10 thru 11A	N44 35.6 E038 01.3
3C	N44 35.6 E038 01.4	12, 12A	N44 35.6 E038 01.2
4, 4A, 4B	N44 35.7 E038 01.3		
4C	N44 35.6 E038 01.3		

CHANGES: None.

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STRAIGHT-IN RWY		A	B	C	D
01	ILS ❶ ALS out	NOT AUTHORIZED	NOT AUTHORIZED	**617**′(525′) **R2000m** C2400m	**650**′(558′) **R2100m** C2400m
	ILS ❷ ALS out	NOT AUTHORIZED	NOT AUTHORIZED	**682**′(590′) **C2300m** C2400m	**732**′(640′) **C2400m** C2400m
	ILS ❸ ALS out	**463**′(371′) **R1300m** R1500m	**568**′(476′) **R1500m** R1500m	**719**′(627′) **C2400m** C2400m	**912**′(820′) **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, B, C	250m	400m	500m
D	300m		

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URKG/GDZ
GELENDZHIK

JEPPESEN
11 AUG 17
Eff 17 Aug
(11-1)

GELENDZHIK, RUSSIA
ILS U❶/V❷ Rwy 01

*ATIS	*GELENDZHIK Krug (TWR) Russian only	*GELENDZHIK Start (TWR)	*GELENDZHIK Vyshka (TWR/R)
134.875 (Russian 133.375)	122.7 124.425	121.0 Russian only	122.7 Russian only

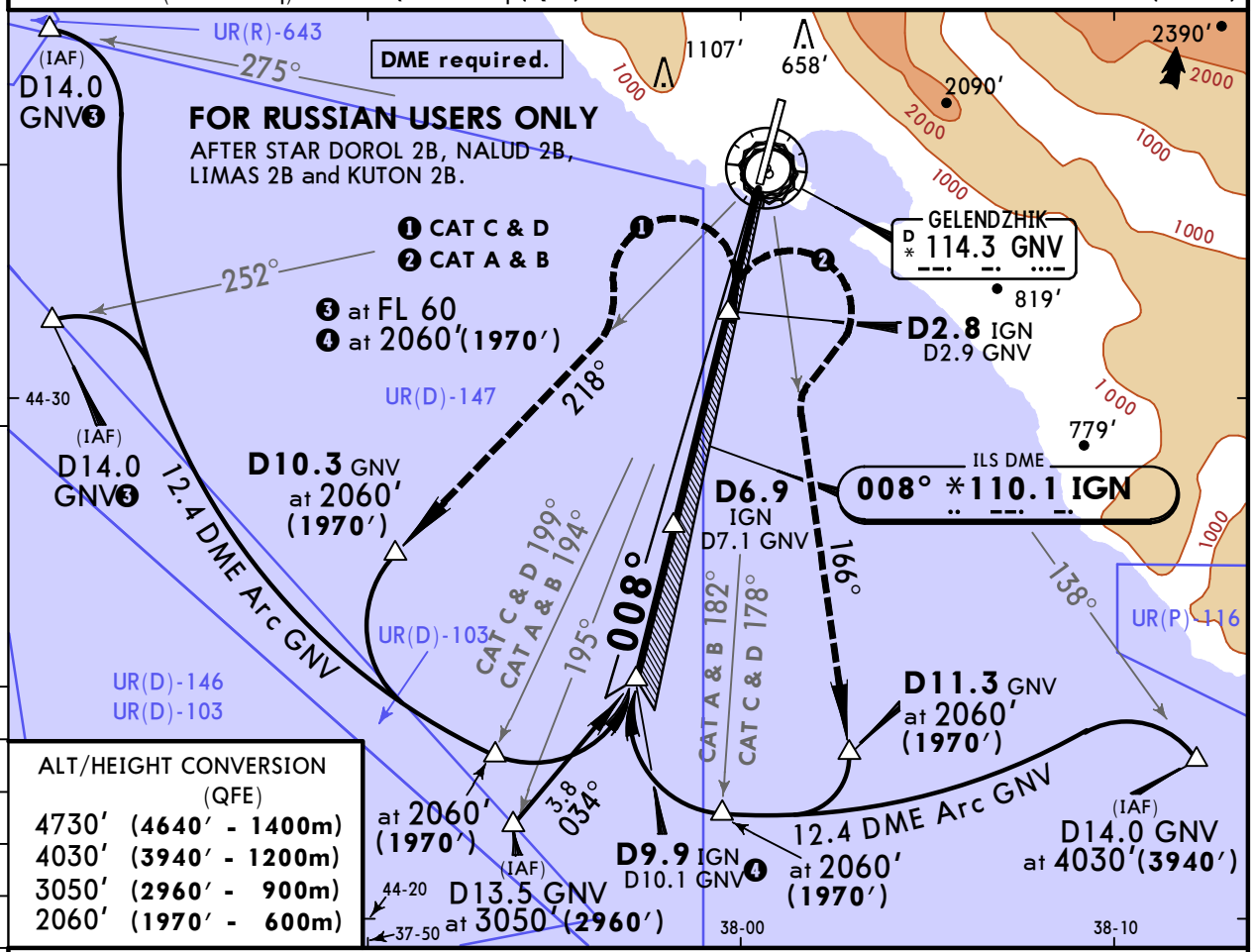
BRIEFING STRIP

LOC IGN	Final Apch Crs	GS D6.9 IGN	ILS DA(H) Refer to Minimums	Apt Elev 131′ Rwy 90′
*110.1	008°	2060′(1970′)		

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′(1970′), then according to chart, or as directed.

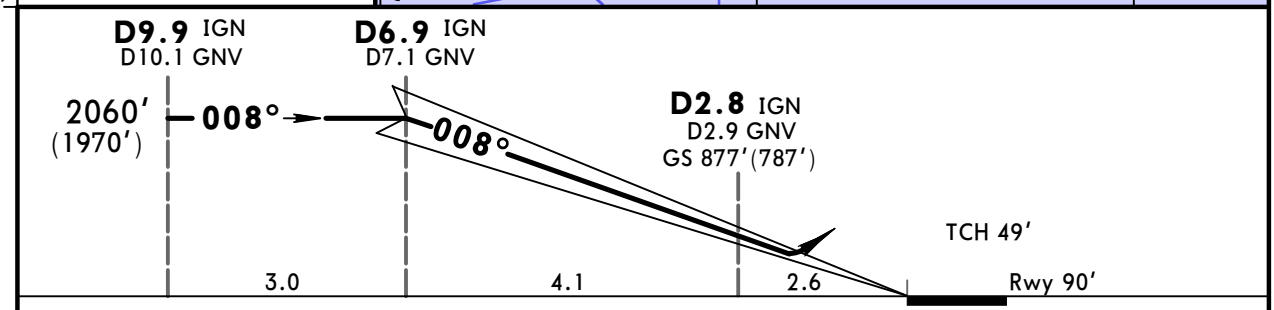
3800′ 225° 290° 4300′
MSA GNV VOR within 27 NM

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



ALT/HEIGHT CONVERSION (QFE)

4730′	(4640′	- 1400m)
4030′	(3940′	- 1200m)
3050′	(2960′	- 900m)
2060′	(1970′	- 600m)



Gnd speed-Kts	70	90	100	120	140	160
GS 2.67°	331	425	472	567	661	756

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 01

	Missed apch climb grad mim 5.0%		ILS Missed apch climb grad mim 4.0%		Missed apch climb grad mim 2.5%		LOC (GS out)
DA(H)	C: 615′(525′) D: 648′(558′)		C: 680′(590′) D: 730′(640′)		A: 461′ (371′) B: 566′ (476′) C: 717′ (627′) D: 910′ (820′)		
	FULL	ALS out	FULL	ALS out	FULL	ALS out	
A	NOT AUTHORIZED		NOT AUTHORIZED		1600m	2100m	NOT AUTHORIZED
B					2300m	2800m	
C	2600m	3100m	3200m	3500m	3300m	3800m	
D	3200m	3300m	3400m	3900m	4300m	4800m	

PANS OPS

CHANGES: Procedure title. Note.

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URKG/GDZ
GELENDZHIK

JEPPESEN
11 AUG 17
Eff 17 Aug
(11-2)

GELENDZHIK, RUSSIA
ILS Y❶/Z❷ Rwy 01

BRIEFING STRIP

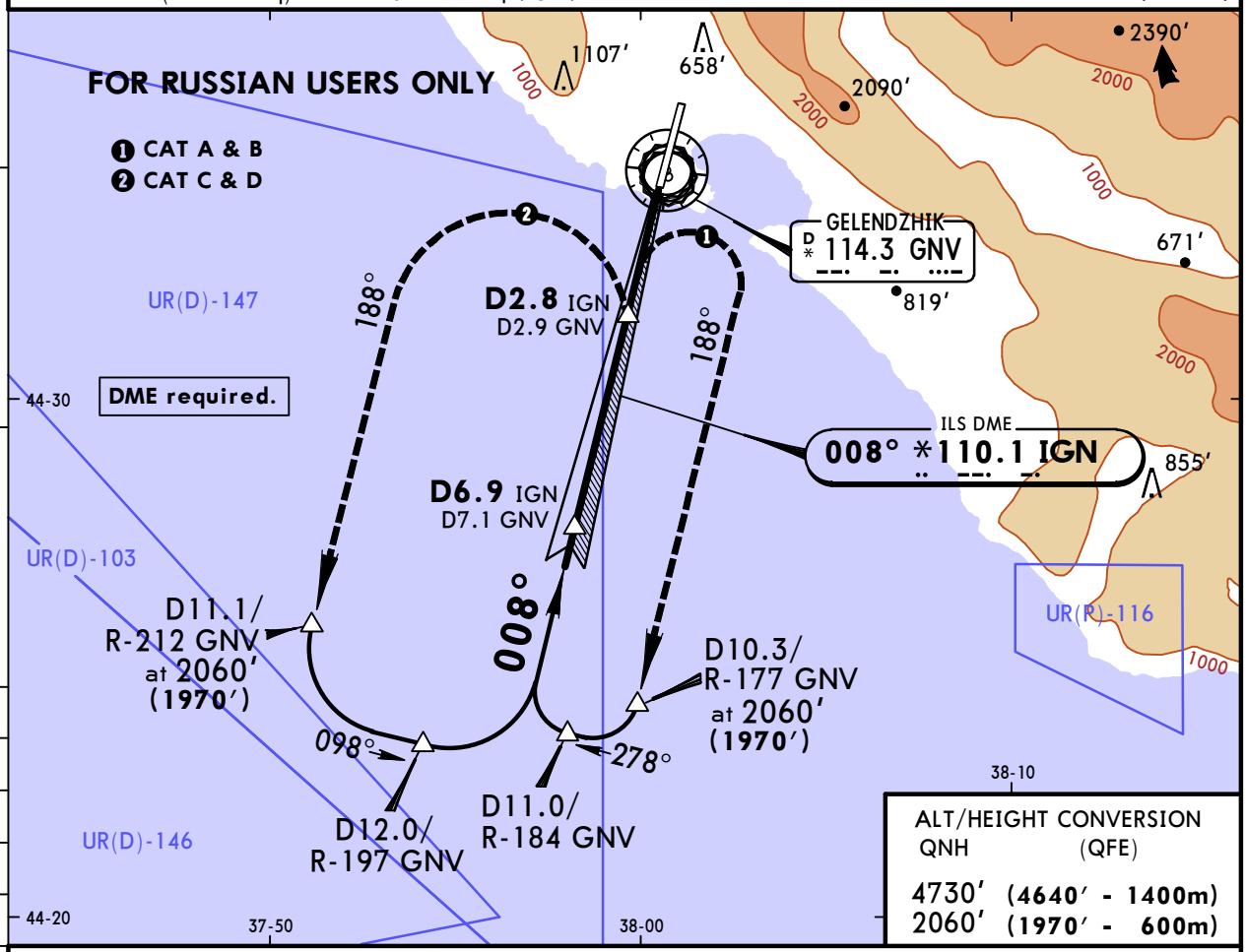
*ATIS	*GELENDZHIK Krug (TWR) Russian only	*GELENDZHIK Start (TWR)	*GELENDZHIK Vyshka (TWR/R)
134.875 (Russian 133.375)	122.7 124.425	121.0 Russian only	122.7 Russian only

LOC IGN	Final Apch Crs	GS	ILS DA(H)	Apt Elev 131′
*110.1	008°	D6.9 IGN 2060′(1970′)	Refer to Minimums	Rwy 90′

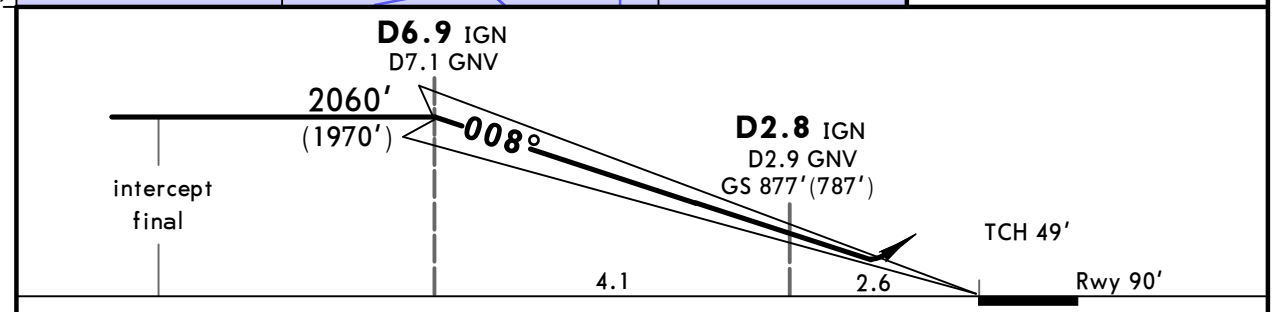
MISSED APCH: As soon as possible CAT A & B: turn RIGHT (CAT B: MAX 145 KT), CAT C & D: turn LEFT (CAT C: MAX 160 KT/CAT D: MAX 185 KT) onto 188° climbing to 2060′(1970′), then as directed.

3800′ 225° 4300′ 290°
MSA GNV VOR within 27 NM

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)
2060′ (1970′ - 600m)



Gnd speed-Kts	70	90	100	120	140	160
GS 2.67°	331	425	472	567	661	756

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 01

	Missed apch climb grad mim 5.0%		ILS Missed apch climb grad mim 4.0%		Missed apch climb grad mim 2.5%		LOC (GS out)
	DA(H) C: 615′(525′) D: 648′(558′)		DA(H) C: 680′(590′) D: 730′(640′)		DA(H) A: 461′(371′) B: 566′(476′) C: 717′(627′) D: 910′(820′)		
	FULL	ALS out	FULL	ALS out	FULL	ALS out	
A	NOT AUTHORIZED		NOT AUTHORIZED		1600m	2100m	NOT AUTHORIZED
B					2300m	2800m	
C	2600m	3100m	3200m	3500m	3300m	3800m	
D	3200m	3300m	3400m	3900m	4300m	4800m	

PANS OPS

CHANGES: Procedure title. Note.

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URKG/GDZ GELENDZHIK

JEPPESEN

11 AUG 17 Eff 17 Aug (11-3) CAT C & D

GELENDZHIK, RUSSIA ILS W Rwy 01

BRIEFING STRIP

*ATIS	*GELENDZHIK Krug (TWR) Russian only	*GELENDZHIK Start (TWR)	*GELENDZHIK Vyshka (TWR/R)
134.875 (Russian 133.375)	122.7 124.425	121.0 Russian only	122.7 Russian only

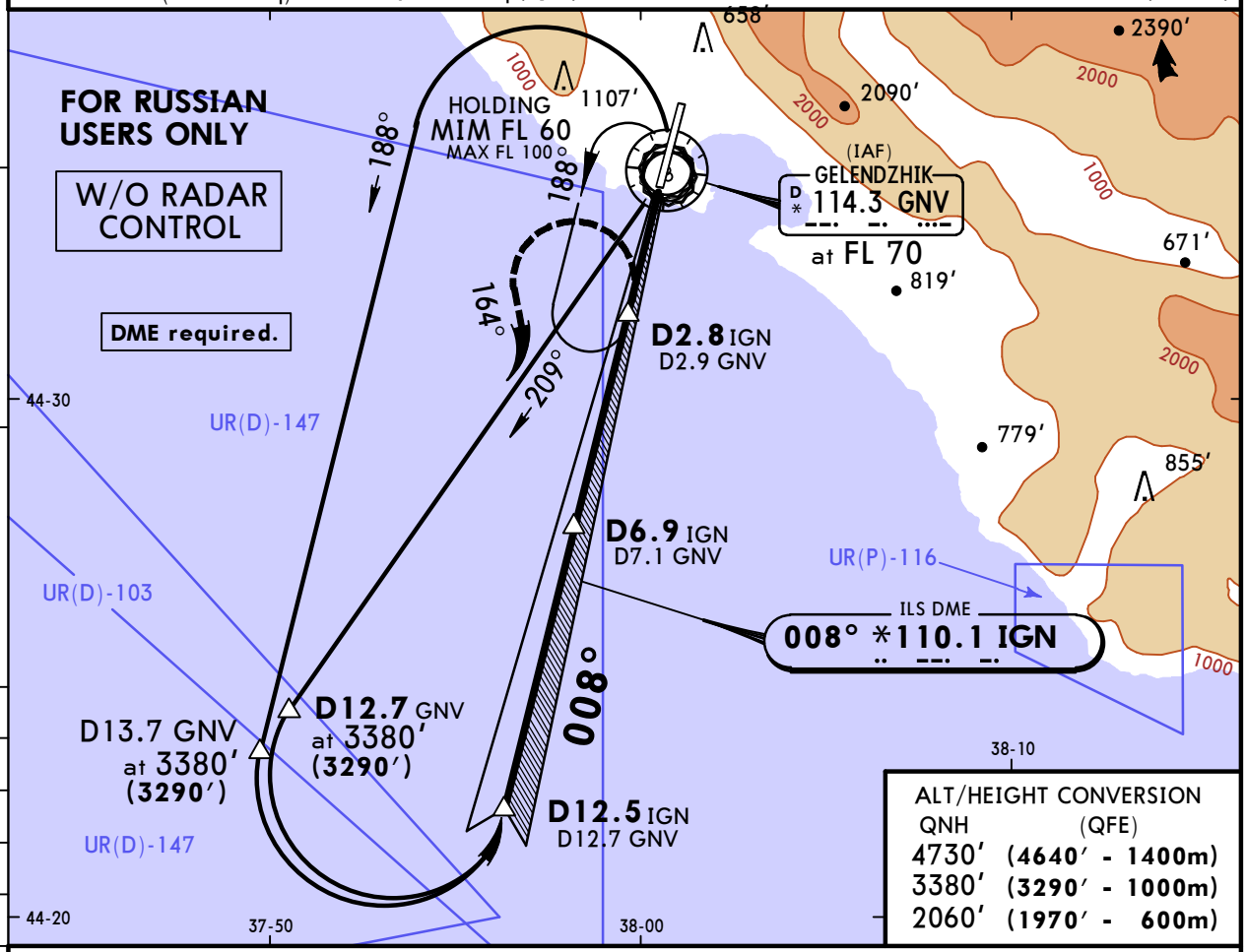
LOC IGN	Final Apch Crs	GS D6.9 IGN	ILS DA(H) Refer to Minimums	Apt Elev 131′ Rwy 90′
*110.1	008°	2060′(1970′)		

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.

3800′ 225° 4300′ 290°

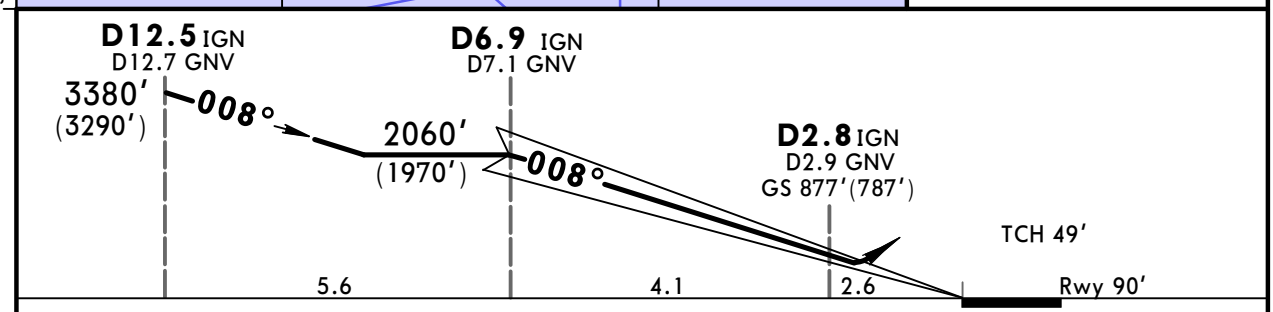
MSA GNV VOR within 27 NM

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
GS	2.67°	331	425	472	567	661	756

HIALS PAPI 3380′ (3290′) onto 164° LT

STRAIGHT-IN LANDING RWY 01

	ILS Missed apch climb grad mim 5.0%		ILS Missed apch climb grad mim 4.0%		ILS Missed apch climb grad mim 2.5%		LOC (GS out)
DA(H)	C: 615′(525′) D: 648′(558′)		C: 680′(590′) D: 730′(640′)		C: 717′ (627′) D: 910′ (820′)		
	FULL	ALS out	FULL	ALS out	FULL	ALS out	
A	NOT AUTHORIZED		NOT AUTHORIZED		NOT AUTHORIZED		NOT AUTHORIZED
B							
C	2600m	3100m	3200m	3500m	3300m	3800m	
D	3200m	3300m	3400m	3900m	4300m	4800m	

PANS OPS

CHANGES: Procedure title. Note.

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URKG/GDZ GELENDZHIK

JEPPESEN

11 AUG 17
Eff 17 Aug

11-4

CAT A & B

GELENDZHIK, RUSSIA ILS X Rwy 01

BRIEFING STRIP

*ATIS	*GELENDZHIK Krug (TWR) Russian only	*GELENDZHIK Start (TWR)	*GELENDZHIK Vyshka (TWR/R)
134.875 (Russian 133.375)	122.7 124.425	121.0 Russian only	122.7 Russian only

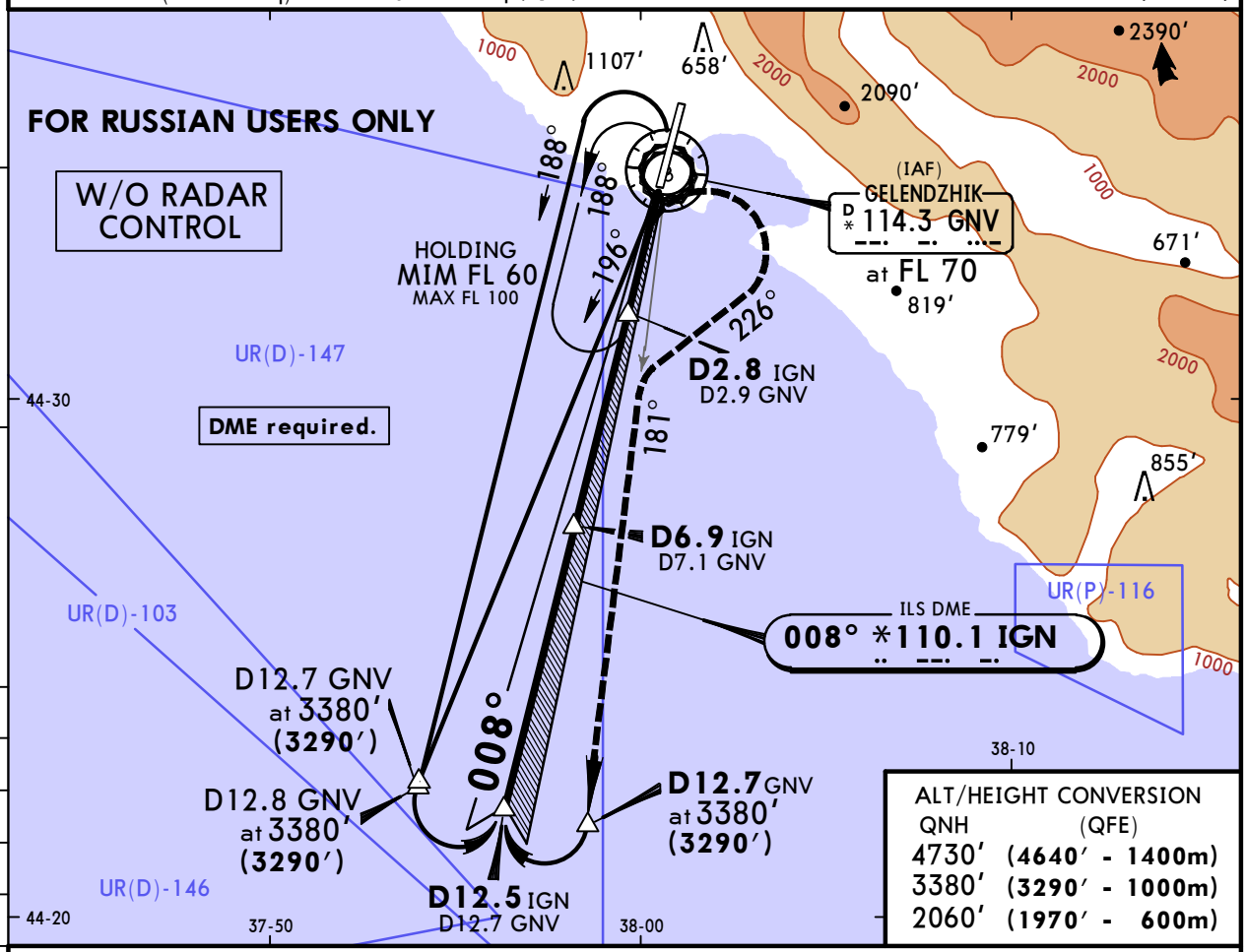
LOC IGN	Final Apch Crs	GS D6.9 IGN	ILS DA(H) Refer to Minimums	Apt Elev 131′ Rwy 90′
*110.1	008°	2060′(1970′)		

3800′ 225° 4300′ 290°

MSA GNV VOR within 27 NM

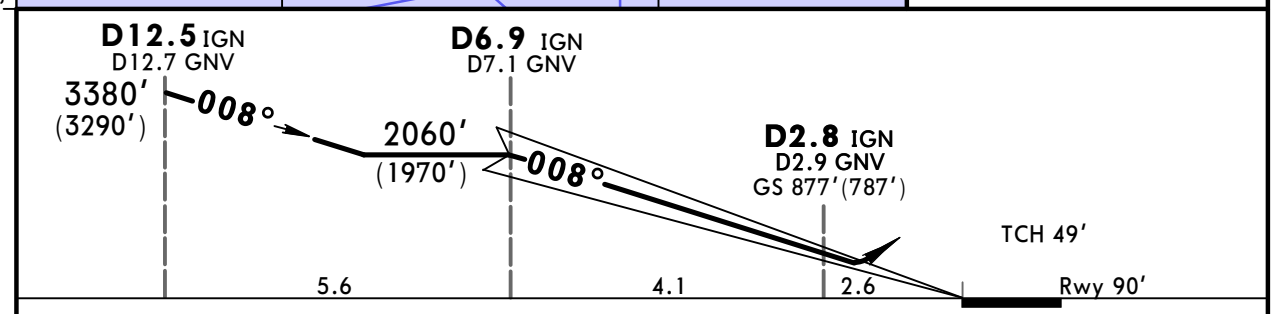
MISSED APCH: As soon as possible turn RIGHT (CAT B: MAX 145 KT) onto 226° to intercept R-181 GNV to D12.7 GNV climbing to 3380′(3290′), then according to chart, or as directed.

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
GS	2.67°	331	425	472	576	661	756

HIALS
PAPI

3380′ (3290′) onto 226°
RT

PANS OPS

STRAIGHT-IN LANDING RWY 01

	ILS		LOC (GS out)
DA(H)	A: 461′ (371′) B: 566′ (476′)		
	FULL	ALS out	
A	1600m	2100m	NOT AUTHORIZED
B	2300m	2800m	
C	NOT AUTHORIZED		
D			

CHANGES: Procedure title. Note.

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URKG/GDZ GELENDZHIK

JEPPESEN
11 AUG 17
Eff 17 Aug
13-1

GELENDZHIK, RUSSIA VOR U❶/V❷ Rwy 01

BRIEFING STRIP

*ATIS	*GELENDZHIK Krug (TWR) Russian only	*GELENDZHIK Start (TWR)	*GELENDZHIK Vyshka (TWR/R)
134.875 (Russian 133.375)	122.7 124.425	121.0 Russian only	122.7 Russian only

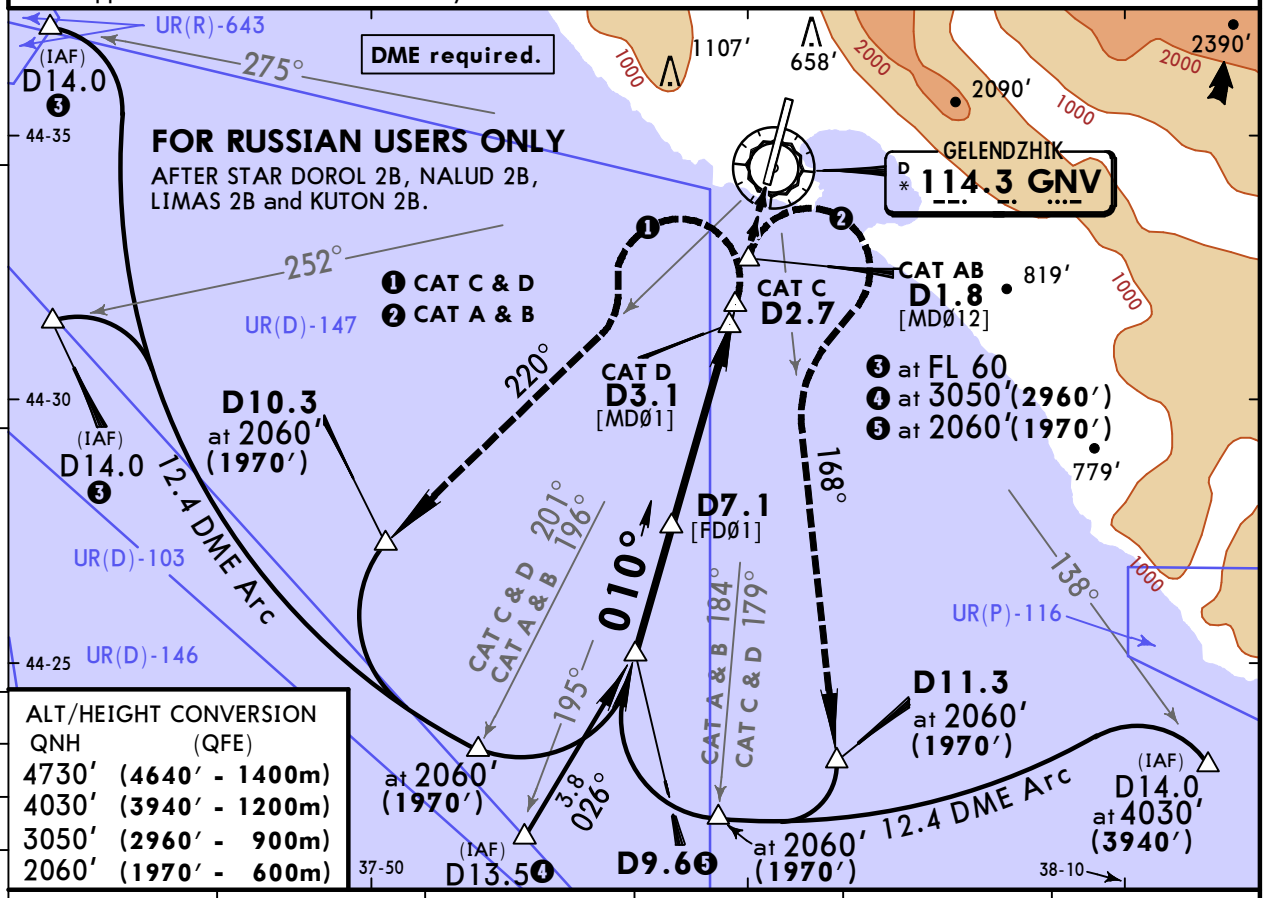
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 131′
GNV *114.3	010°	D7.1 2060′(1970′)	Refer to Minimums	Rwy 90′

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 200 KT) to intercept CAT A & B: R-168 to D11.3, CAT C & D: R-220 to D10.3 climbing to 2060′(1970′), then according to chart, or as directed.

3800′ 225° 4300′ 290°

MSA GNV VOR within 27 NM

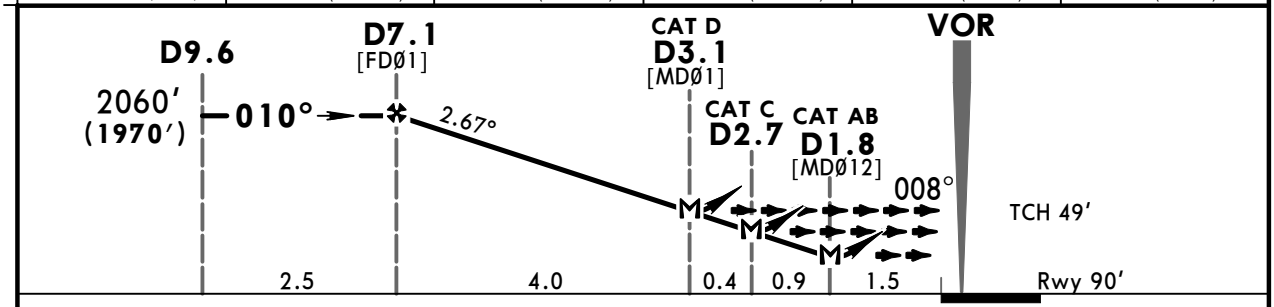
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4730′ (4640′)
Final approach track offset 2° from rwy centerline.



ALT/HEIGHT CONVERSION

QNH	(QFE)
4730′	(4640′ - 1400m)
4030′	(3940′ - 1200m)
3050′	(2960′ - 900m)
2060′	(1970′ - 600m)

GNV DME	6.5	5.4	4.3	3.2	2.2
ALTITUDE(HAT)	1920′(1830′)	1600′(1510′)	1290′(1200′)	1000′(910′)	690′(560′)



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	2.67°	331	425	472	567	661	756
MAP at CAT AB: D1.8/ CAT C: D2.7/CAT D: D3.1							

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 01

MDA(H) AB: 590′(500′) C: 850′(760′) D: 950′(860′)

ALS out

PANS OPS

A	2800m
B	
C	3600m
D	4400m

CHANGES: Procedure title. Note.

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URKG/GDZ GELENDZHIK

JEPPESEN
11 AUG 17
Eff 17 Aug
13-2

GELENDZHIK, RUSSIA VOR Y❶/Z❷ Rwy 01

BRIEFING STRIP ™

*ATIS	*GELENDZHIK Krug (TWR) Russian only	*GELENDZHIK Start (TWR)	*GELENDZHIK Vyshka (TWR/R)
134.875 (Russian 133.375)	122.7 124.425	121.0 Russian only	122.7 Russian only

VOR GNV	Final Apch Crs	Minimum Alt D7.1	MDA(H) Refer to Minimums	Apt Elev 131′ Rwy 90′
*114.3	010°	2060′(1970′)		

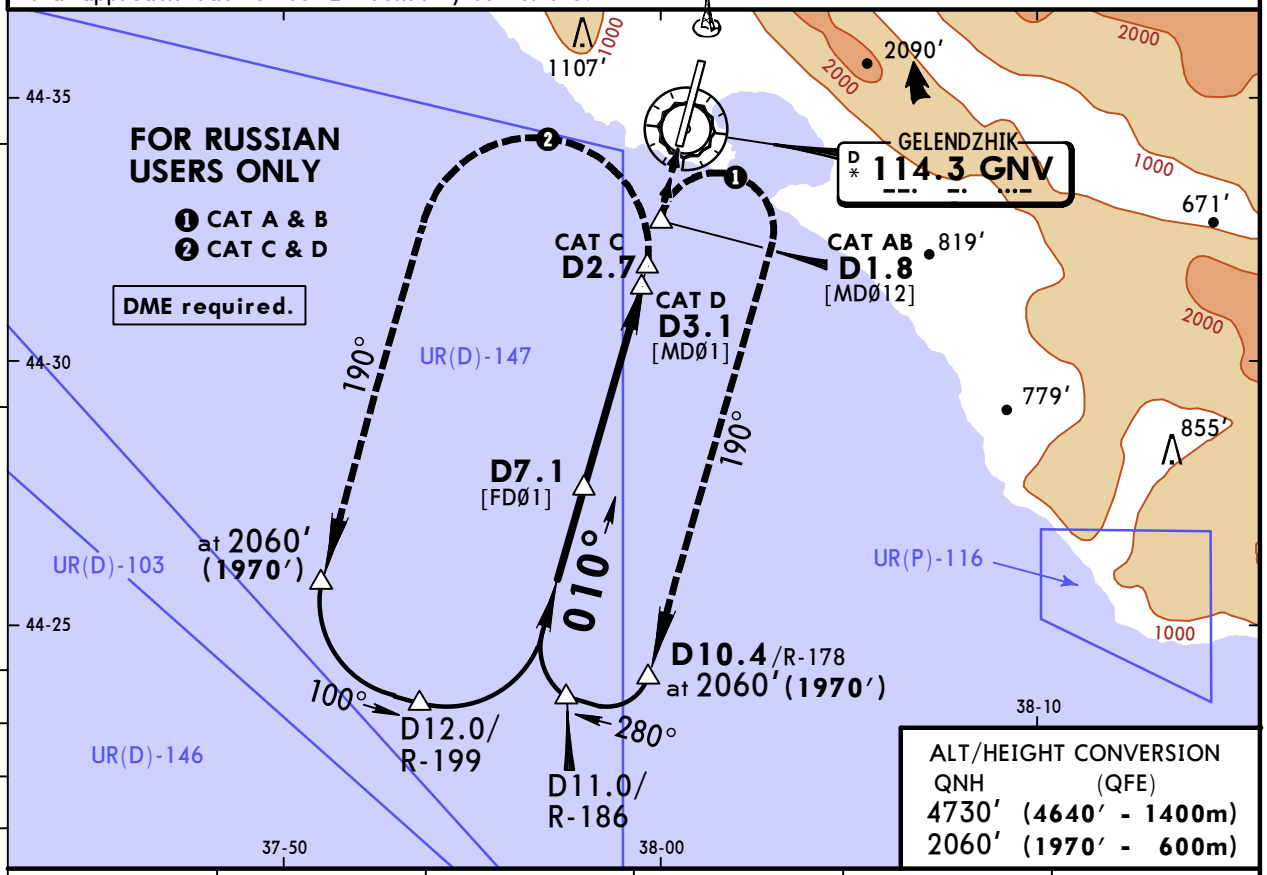
MISSED APCH: As soon as possible CAT A & B: turn RIGHT (CAT B: MAX 145 KT), CAT C & D: turn LEFT (CAT C: MAX 160 KT/CAT D: MAX 185 KT) onto 190° climbing to 2060′(1970′), then as directed.

3800′ 225° 4300′ 290°

MSA GNV VOR within 27 NM

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

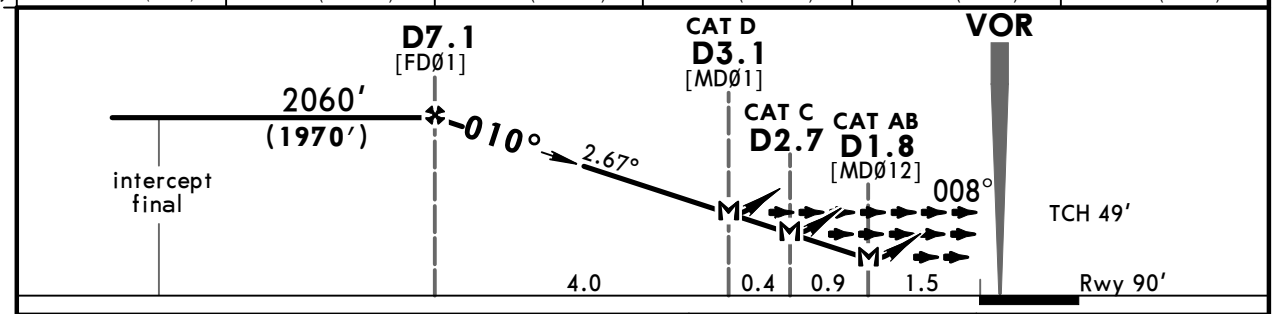
Final approach track offset 2° from rwy centerline.



ALT/HEIGHT CONVERSION

QNH	(QFE)
4730′	(4640′ - 1400m)
2060′	(1970′ - 600m)

GNV DME	6.5	5.4	4.3	3.2	2.2
ALTITUDE (HAT)	1920′(1830′)	1600′(1510′)	1290′(1200′)	1000′(910′)	690′(600′)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.67°	331	425	472	567	661	756
MAP at CAT AB: D1.8/ CAT C: D2.7/CAT D: D3.1						

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 01

MDA(H) AB: 590′(500′) C: 850′(760′) D: 950′(860′)

ALS out

PANS OPS

A	2800m
B	
C	3600m
D	4400m

CHANGES: Procedure title. Note.

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URKG/GDZ GELENDZHIK

JEPPESEN

11 AUG 17 Eff 17 Aug (13-3) CAT C & D

GELENDZHIK, RUSSIA VOR W Rwy 01

BRIEFING STRIP

*ATIS	*GELENDZHIK Krug (TWR) Russian only	*GELENDZHIK Start (TWR)	*GELENDZHIK Vyshka (TWR/R)
134.875 (Russian 133.375)	122.7 124.425	121.0 Russian only	122.7 Russian only

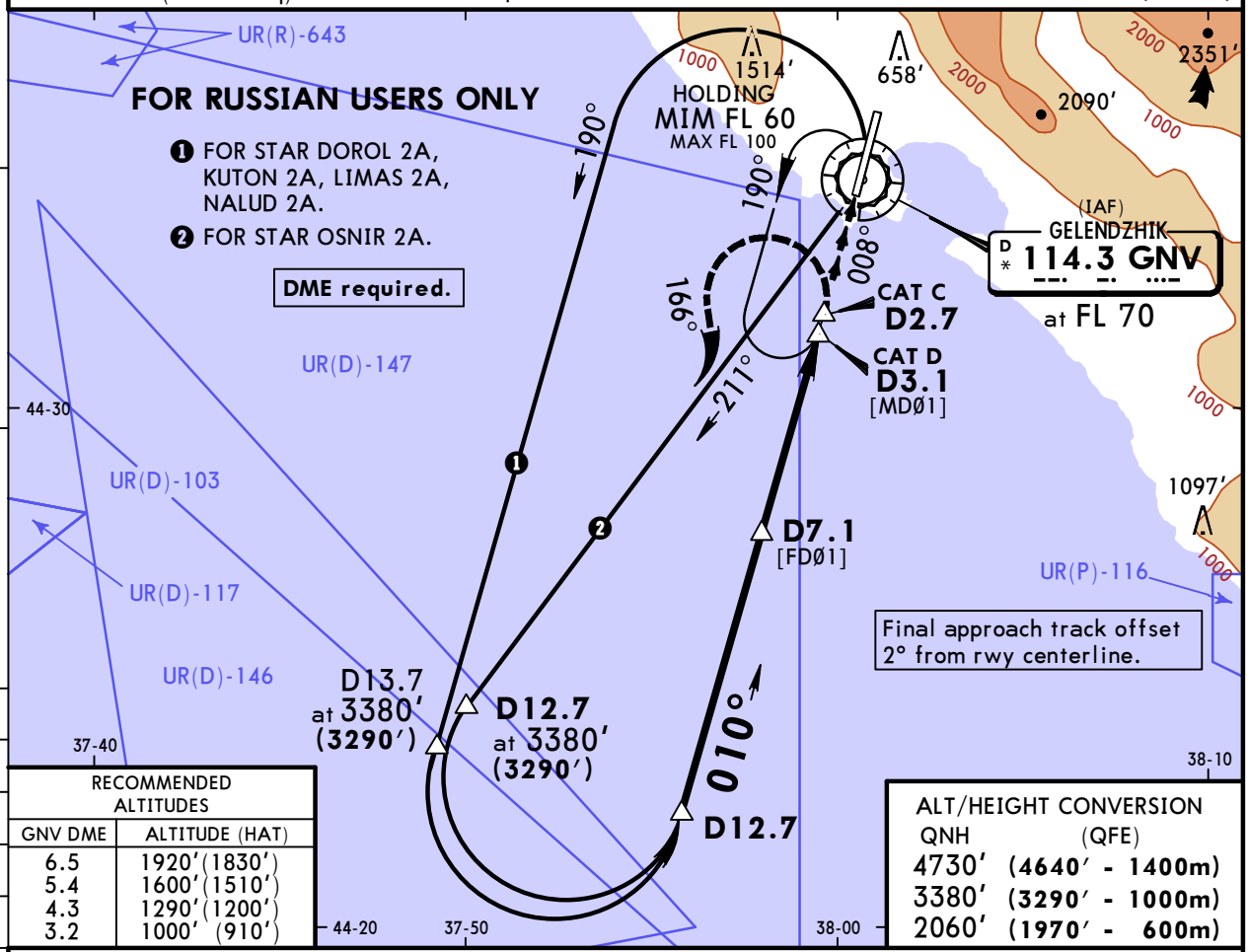
VOR	Final Apch Crs	Minimums Alt	MDA(H)	Apt Elev 131′
GNV *114.3	010°	D7.1 2060′(1970′)	Refer to Minimums	Rwy 90′

MISSED APCH: As soon as possible turn LEFT (CAT C: MAX 160 KT/ CAT D: MAX 185 KT) onto 166° to intercept R-211 to D12.7 climbing to 3380′(3290′), then according to chart, or as directed.

3800′ 225° 4300′ 290°

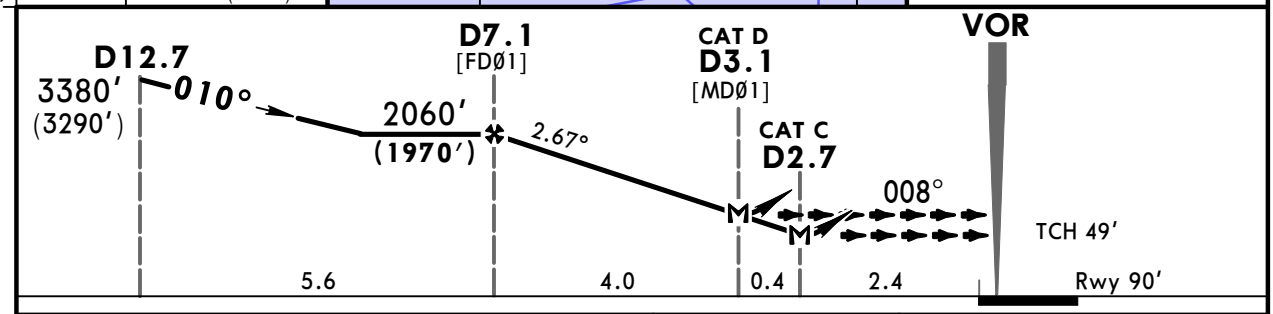
MSA GNV VOR within 27 NM

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



RECOMMENDED ALTITUDES	
GNV DME	ALTITUDE (HAT)
6.5	1920′(1830′)
5.4	1600′(1510′)
4.3	1290′(1200′)
3.2	1000′ (910′)

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



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.67°	331	425	472	567	661	756
MAP at CAT C: D2.7/ CAT D: D3.1						

HIALS PAPI 3380′ (3290′) onto 166° LT

STRAIGHT-IN LANDING RWY 01

MDA(H) C: 850′(760′) D: 950′(860′)

ALS out

PANS OPS

A	NOT AUTHORIZED
B	
C	3600m
D	4400m

CHANGES: Procedure title. Note.

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URKG/GDZ GELENDZHIK

JEPPESEN

11 AUG 17
Eff 17 Aug

13-4

CAT A & B

GELENDZHIK, RUSSIA VOR X Rwy 01

BRIEFING STRIP

*ATIS	*GELENDZHIK Krug (TWR) Russian only	*GELENDZHIK Start (TWR)	*GELENDZHIK Vyshka (TWR/R)
134.875 (Russian 133.375)	122.7 124.425	121.0 Russian only	122.7 Russian only

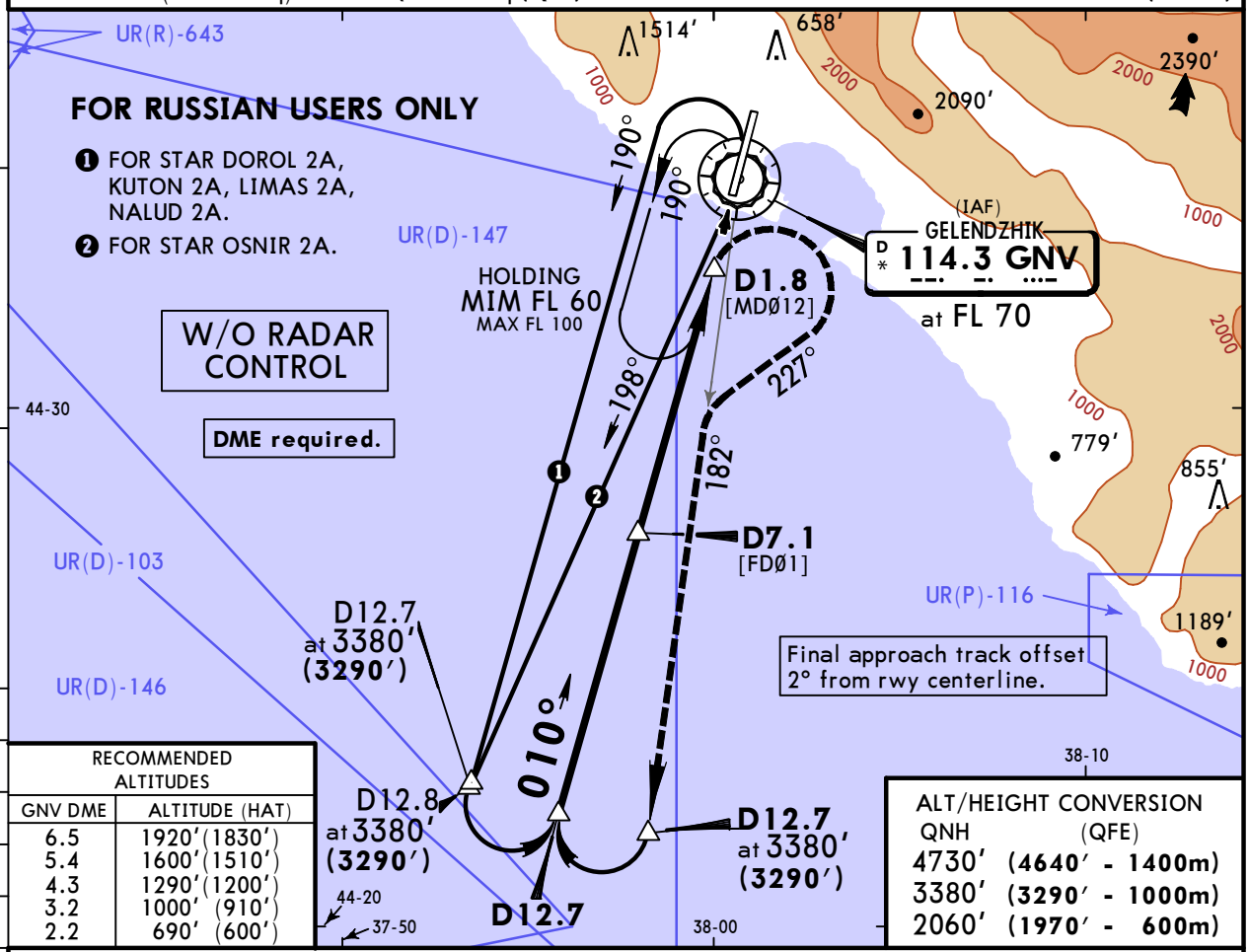
VOR	Final Apch Crs	Minimums Alt	MDA(H)	Apt Elev 131′
GNV *114.3	010°	D7.1 2060′(1970′)	590′(500′)	Rwy 90′

MISSED APCH: As soon as possible turn RIGHT (CAT B: MAX 145 KT) onto 227° to intercept R-182 to D12.7 climbing to 3380′(3290′), then according to chart, or as directed.

3800′ 225° 4300′ 290°

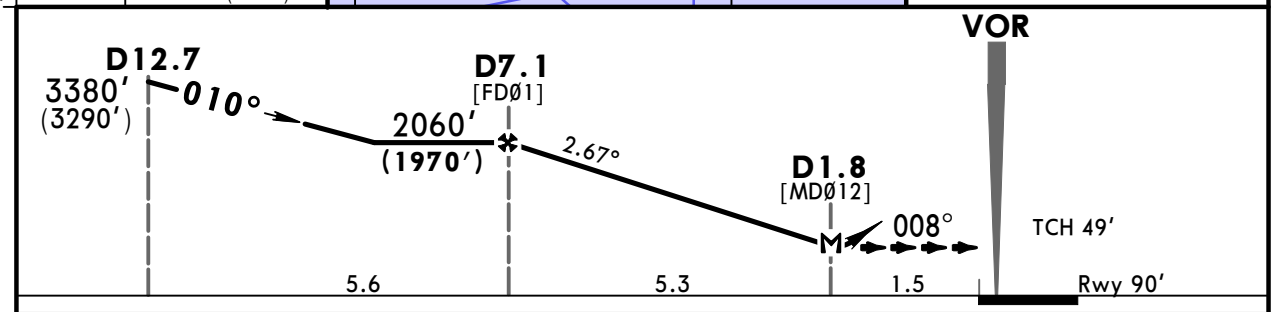
MSA GNV VOR within 27 NM

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



RECOMMENDED ALTITUDES	
GNV DME	ALTITUDE (HAT)
6.5	1920′(1830′)
5.4	1600′(1510′)
4.3	1290′(1200′)
3.2	1000′ (910′)
2.2	690′ (600′)

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



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	2.67°	331	425	472	567	661	756
MAP at D1.8							

HIALS
PAPI

3380′ (3290′) onto RT 227°

STRAIGHT-IN LANDING RWY 01

MDA(H) 590′(500′)

ALS out

PANS OPS

A	2800m
B	
C	NOT AUTHORIZED
D	

CHANGES: Procedure title. Note.

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URKG/GDZ GELENDZHIK

JEPPESEN 15 JUL 16 (16-1) Eff 21 Jul

GELENDZHIK, RUSSIA NDB Y❶/Z❷ Rwy 01

BRIEFING STRIP

*ATIS	*GELENDZHIK Krug (TWR) Russian only	*GELENDZHIK Start (TWR)	*GELENDZHIK Vyshka (TWR/R)
134.875 (Russian 133.375)	122.7 124.425	121.0 Russian only	122.7 Russian only

NDB GN	Final Apch Crs	No FAF	MDA(H) Refer to Minimums	Apt Elev 131′ Rwy 90′
*1000	011°			

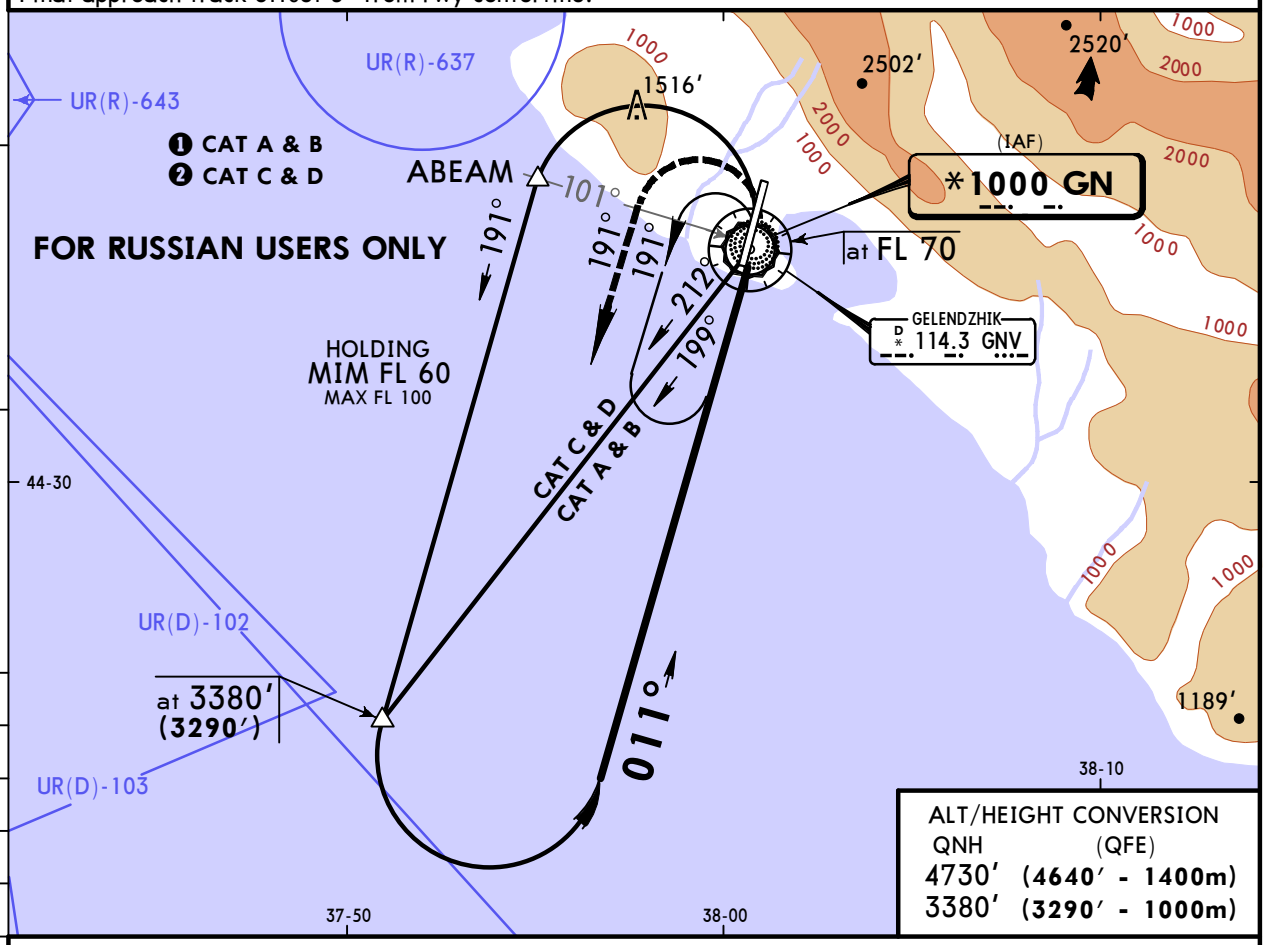
3800′ 225° 4300′ 290°

MSA GN NDB within 27 NM

MISSED APCH: Turn LEFT (CAT C & D: MAX 205 KT, BANK 20°) onto 191° climbing to 3380′(3290′), then according to chart, or as directed.

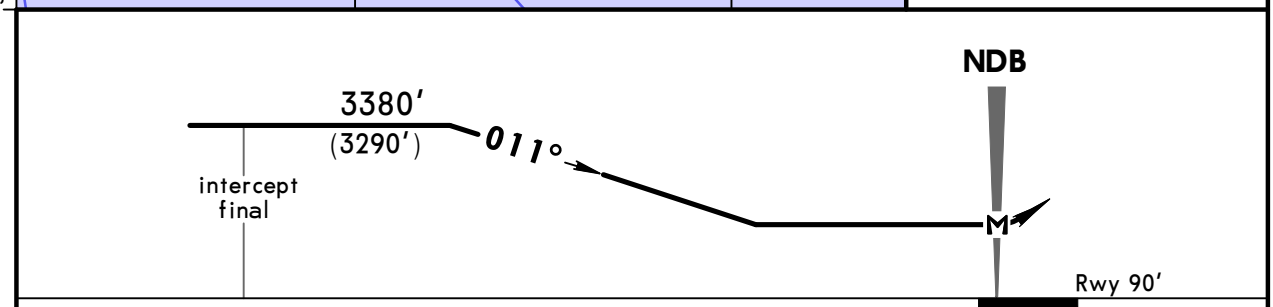
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 Trans alt: 4730′ **(4640′)**

Final approach track offset 3° from rwy centerline.



ALT/HEIGHT CONVERSION

QNH	(QFE)
4730′	(4640′ - 1400m)
3380′	(3290′ - 1000m)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.67°	331	425	472	567	661	756
MAP at NDB						

HIALS PAPI 3380′ (3290′) onto 191° LT

STRAIGHT-IN LANDING RWY **01**

MDA(H) AB: 1450′(**1360′**) CD: 1470′(**1380′**)

ALS out

PANS OPS

A	2000m
B	2400m
C	4800m
D	

CHANGES: Rwy elev. Note.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

GELENDZHIK, (GELENDZHIK - URKG)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URKG