

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For URKA

Terminal Charts For URKA

Revision Letter For Cycle 06-2012

Change Notices

Notebook

## General Information

Location: Anapa Rus  
IATA Code: AAQ  
Lat/Long: N45° 00.1' E037° 20.8'  
Elevation: 152 ft

Airport Use: Public  
Magnetic Variation: 6.6°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: 0320 Z  
Sunset: 1552 Z,

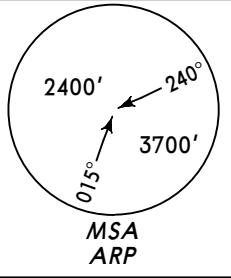
## Runway Information

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 135.9 Non-English  
ATIS 125.4  
Anapa Start Tower 119.8  
Anapa Krug Radar 118.7  
Rostov-Control Center 122.9



ATIS  
**125.4**  
(Russian **135.9**)

Apt Elev  
**176'**

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

(QFE)

LIMAN 2  
SORUL 2  
TIBET 2  
RWY 04 ARRIVALS  
BY ATC

RIDLA  
N45 45.0 E037 21.9

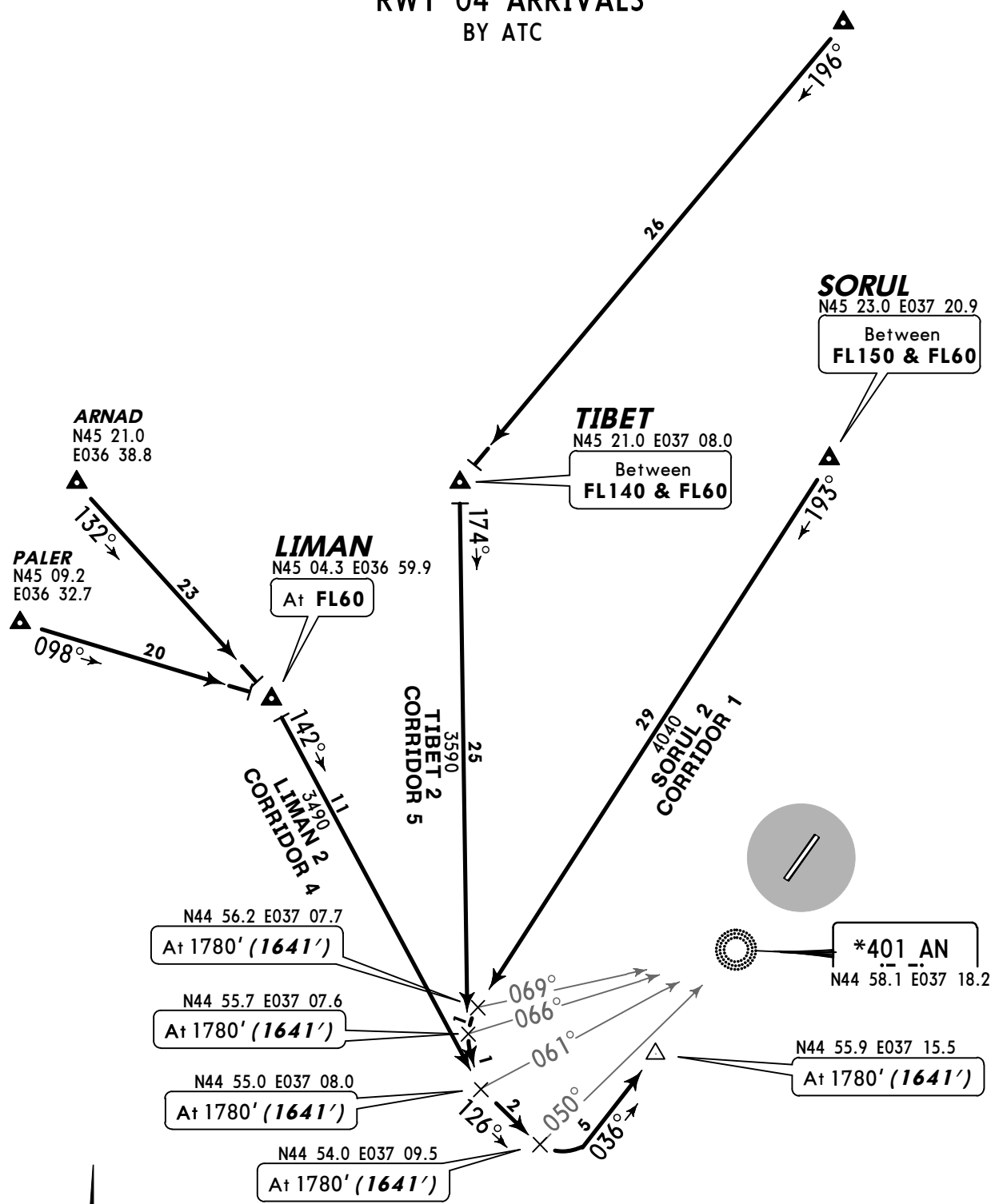
SORUL  
N45 23.0 E037 20.9  
Between  
FL150 & FL60

TIBET  
N45 21.0 E037 08.0  
Between  
FL140 & FL60

ARNAD  
N45 21.0 E036 38.8

PALER  
N45 09.2 E036 32.7

LIMAN  
N45 04.3 E036 59.9  
At FL60



N44 56.2 E037 07.7  
At 1780' (1641')

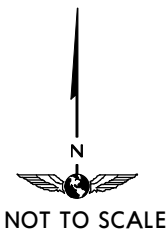
N44 55.7 E037 07.6  
At 1780' (1641')

N44 55.0 E037 08.0  
At 1780' (1641')

N44 54.0 E037 09.5  
At 1780' (1641')

\*401 AN  
N44 58.1 E037 18.2

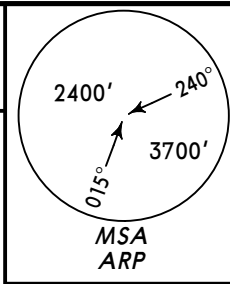
N44 55.9 E037 15.5  
At 1780' (1641')



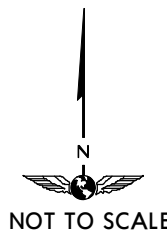
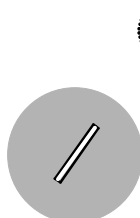
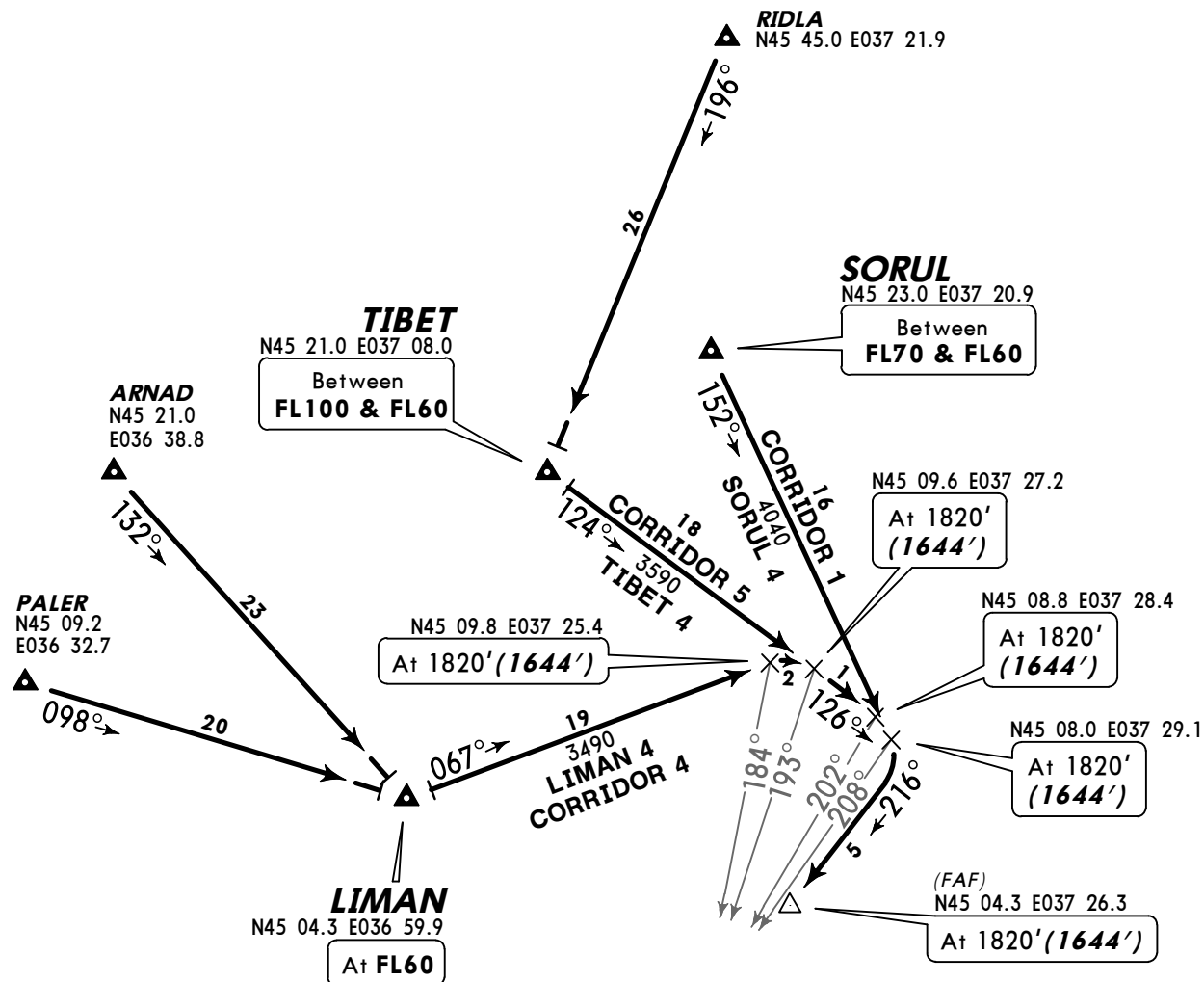
Direct distance from  
N44 55.9 E037 15.5 to  
Anapa Apt **6 NM**

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

ATIS <b>125.4</b> (Russian 135.9)	Apt Elev <b>176'</b>	Alt Set: MM (hPa on request) QNH on request Trans level: FL50 Trans alt: 3790' ( <b>3614'</b> ) FL by ATC.	(QFE)
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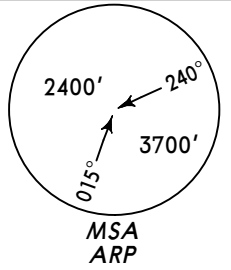


LIMAN 4  
SORUL 4  
TIBET 4  
RWY 22 ARRIVALS  
BY ATC



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

Direct distance from FAF to:  
Anapa Apt **6 NM**



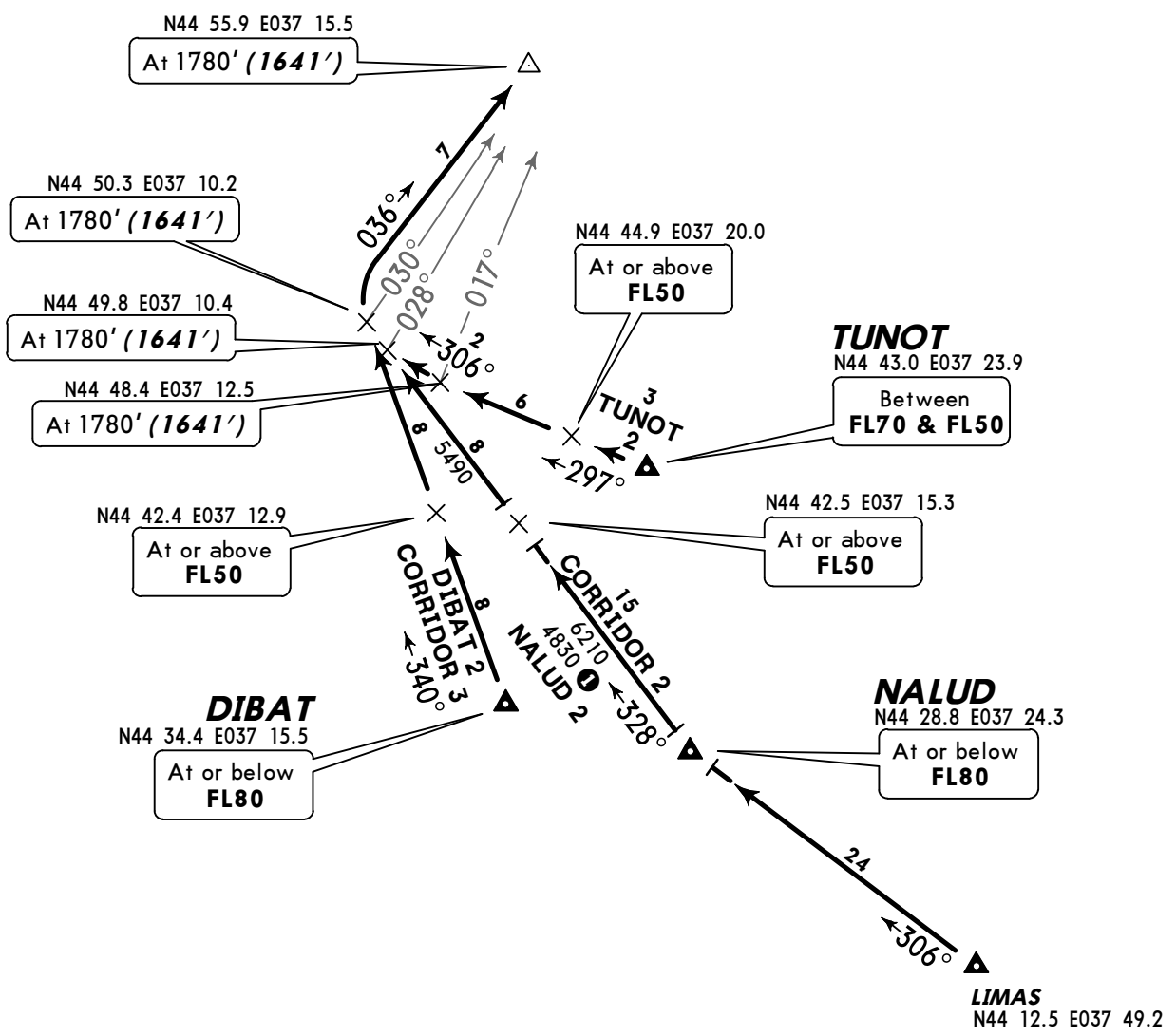
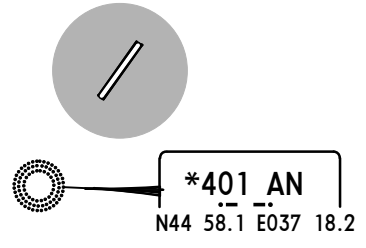
ATIS  
**125.4**  
(Russian **135.9**)

Apt Elev  
**176'**

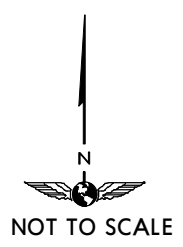
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50 Trans alt: 3790' (**3651'**)  
FL by ATC.

**DIBAT 2**  
**NALUD 2**  
**TUNOT 2**  
**RWY 04 ARRIVALS**  
**BY ATC**

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

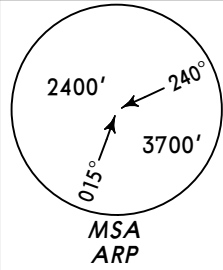


ALT/HEIGHT CONVERSION  
QNH (QFE)  
**3790' (3651' - 1100m)**  
**1780' (1641' - 500m)**

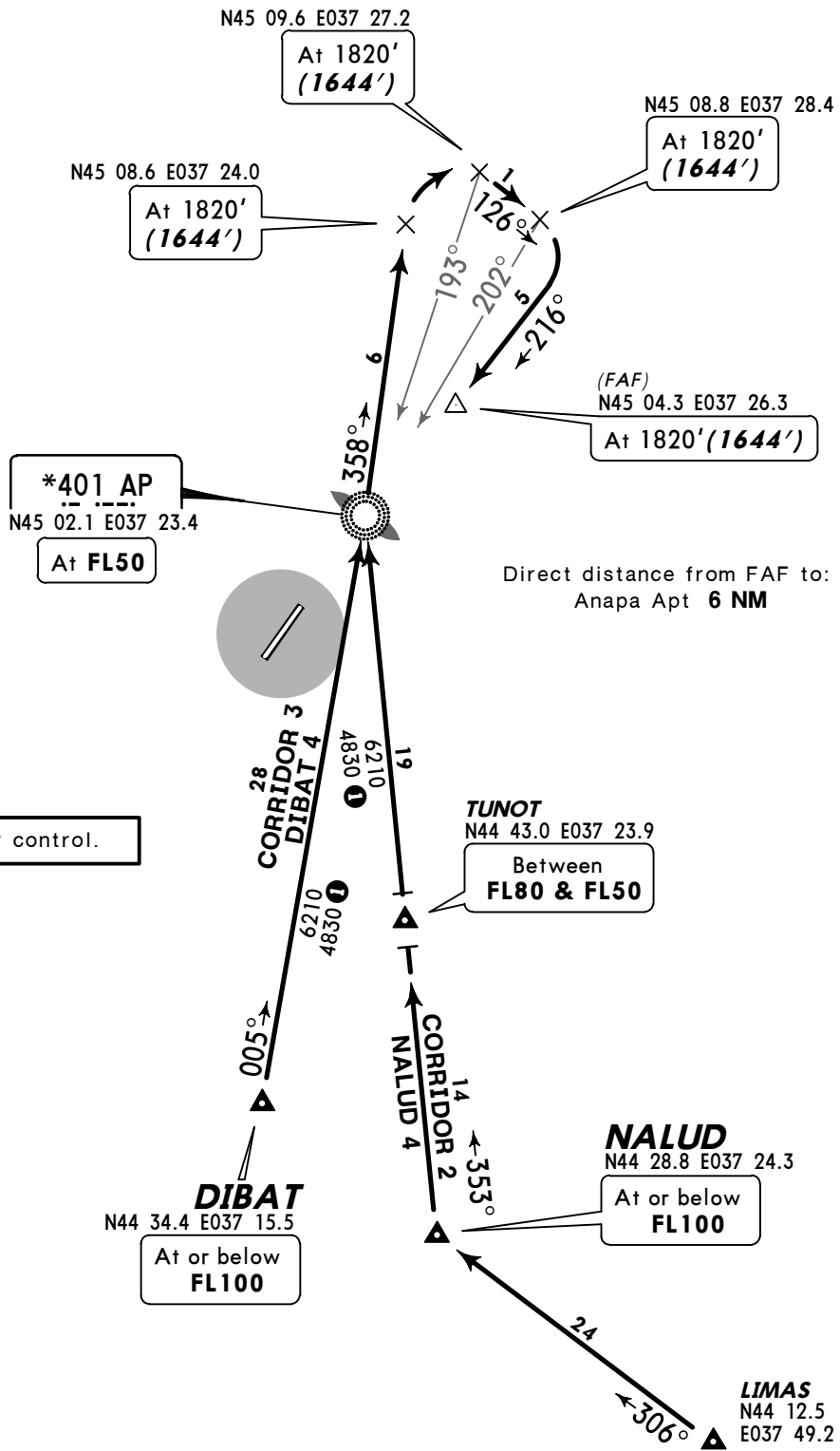
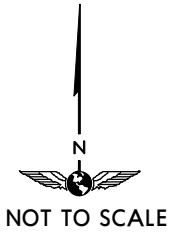


**1** MEA when under radar control.

ATIS 125.4 (Russian 135.9) Apt Elev 176' 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

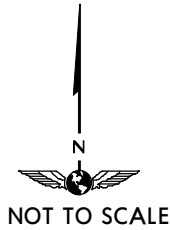
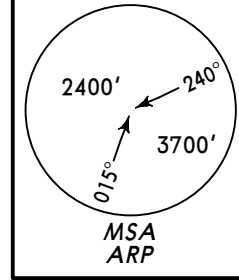


① MEA when under radar control.

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

ATIS <b>125.4</b> (Russian 135.9)	Apt Elev <b>176'</b>	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3790' (3651') FL by ATC.
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**AGIDA 2  
RUDOL 2  
RWY 04 ARRIVALS  
BY ATC**  
ONLY FOR RUSSIAN USERS OF AIRSPACE



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

**TARLI**  
N46 32.9 E039 00.6

**1** MEA when under radar control.

**RUDOL**  
N45 26.4 E037 47.7

At **FL160**

N45 01.0 E037 13.9

At **1780'**  
(**1641'**)

**AGIDA**  
N45 00.7 E037 52.7

At or below  
**FL100**

N44 57.1 E037 09.2

At **1780'**  
(**1641'**)

**\*401 AN**  
N44 58.1 E037 18.2

N44 56.6 E037 08.2

At **1780'**  
(**1641'**)

**AGIDA 2**  
6530  
4860 **1**

N44 55.9 E037 15.5

At **1780'**  
(**1641'**)

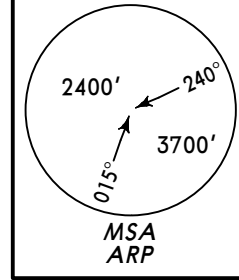
N44 54.0 E037 09.5

At **1780'**  
(**1641'**)

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

ATIS <b>125.4</b> (Russian 135.9)	Apt Elev <b>176'</b>	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3790' (3614')
---	-------------------------	--

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



**1** MEA when under radar control.

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



**TARLI**  
N46 32.9 E039 00.6

**RUDOL**  
N45 26.4 E037 47.7  
At FL110

Direct distance from FAF to Anapa Apt **6 NM**

N45 09.4 E037 24.5  
At 1820' (1644')

N45 08.8 E037 28.4  
At 1820' (1644')

N45 06.1 E037 28.6  
At 1820' (1644')

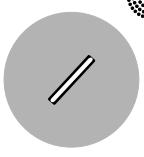
N45 07.0 E037 32.6  
At 1820' (1644')

N45 06.1 E037 35.4  
At 2150' (1974')

(FAF)  
N45 04.3 E037 26.3  
At 1820' (1644')

**AGIDA**  
N45 00.7 E037 52.7  
At or below FL80

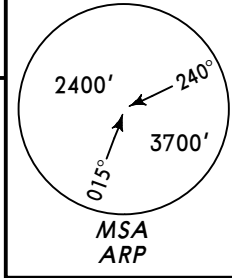
**\*401 AP**  
N45 02.1 E037 23.4  
At FL50





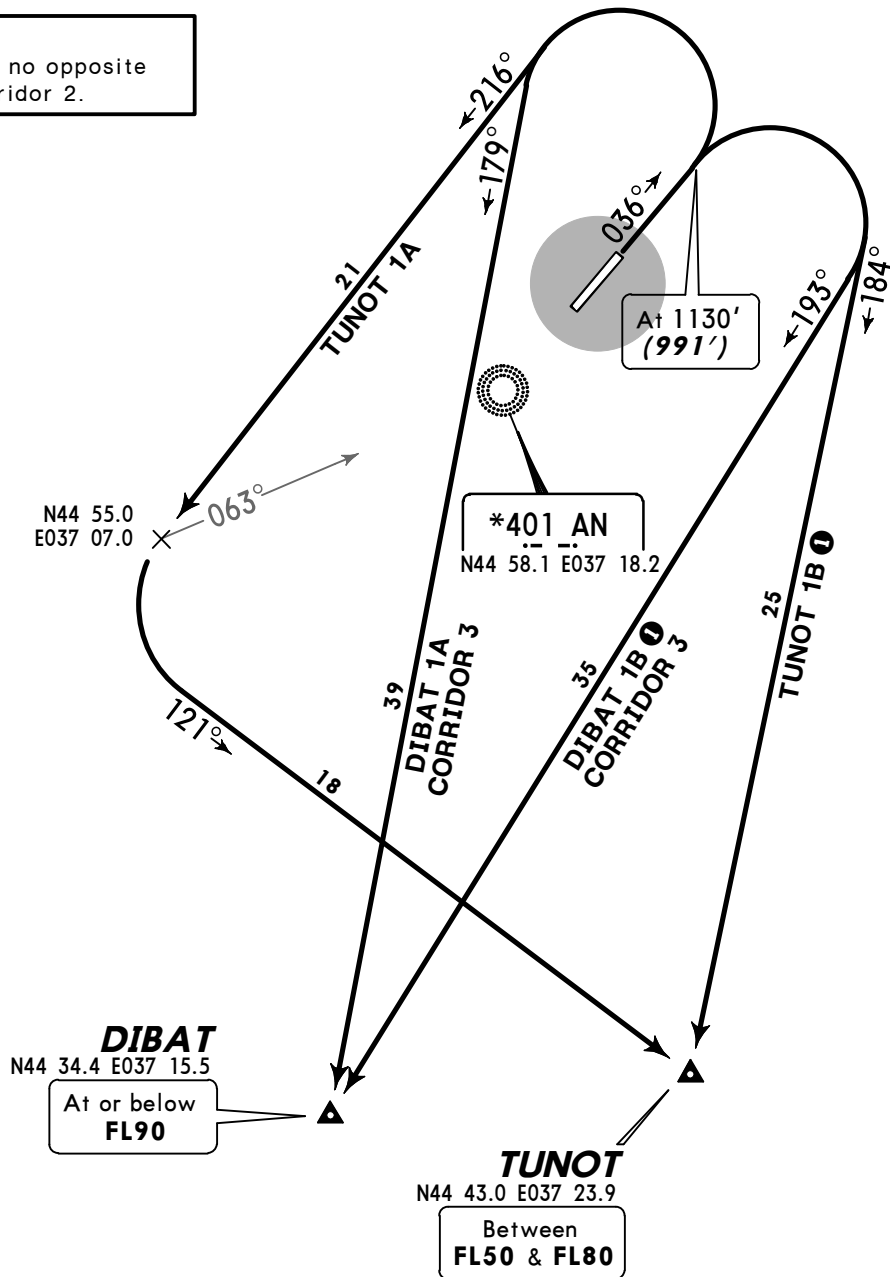
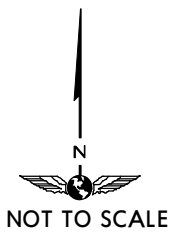
Apt Elev  
176'

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



DIBAT 1A [DIBA1A]  
DIBAT 1B [DIBA1B] ①  
TUNOT 1A [TUNO1A]  
TUNOT 1B [TUNO1B] ①  
RWY 04 DEPARTURES  
TO BE CARRIED OUT UNDER RADAR CONTROL

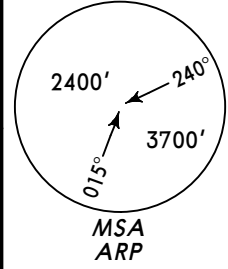
① By ATC.  
Allowed when no opposite  
traffic in Corridor 2.



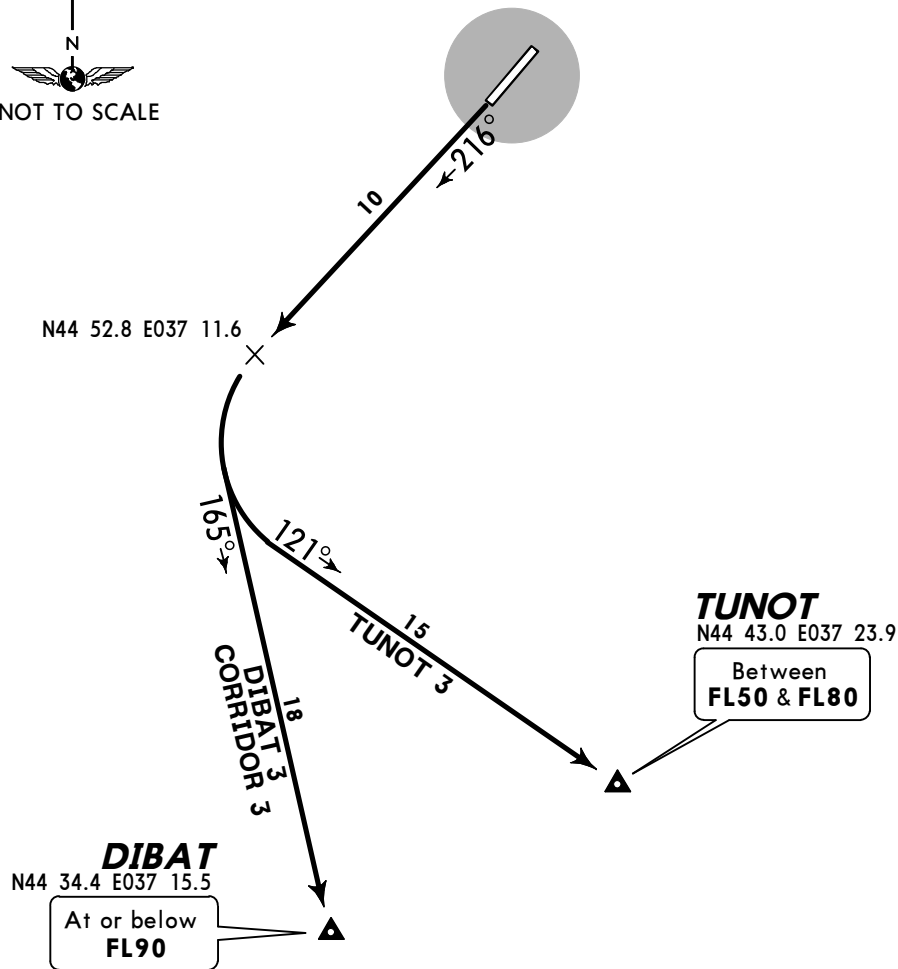
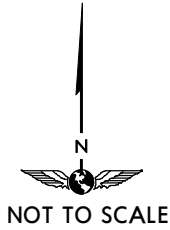
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1130'	(991' - 300m)
3790'	(3651' - 1100m)

Apt Elev  
176'

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



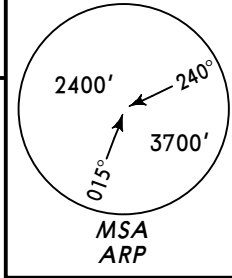
DIBAT 3  
TUNOT 3  
RWY 22 DEPARTURES  
TO BE CARRIED OUT UNDER RADAR CONTROL



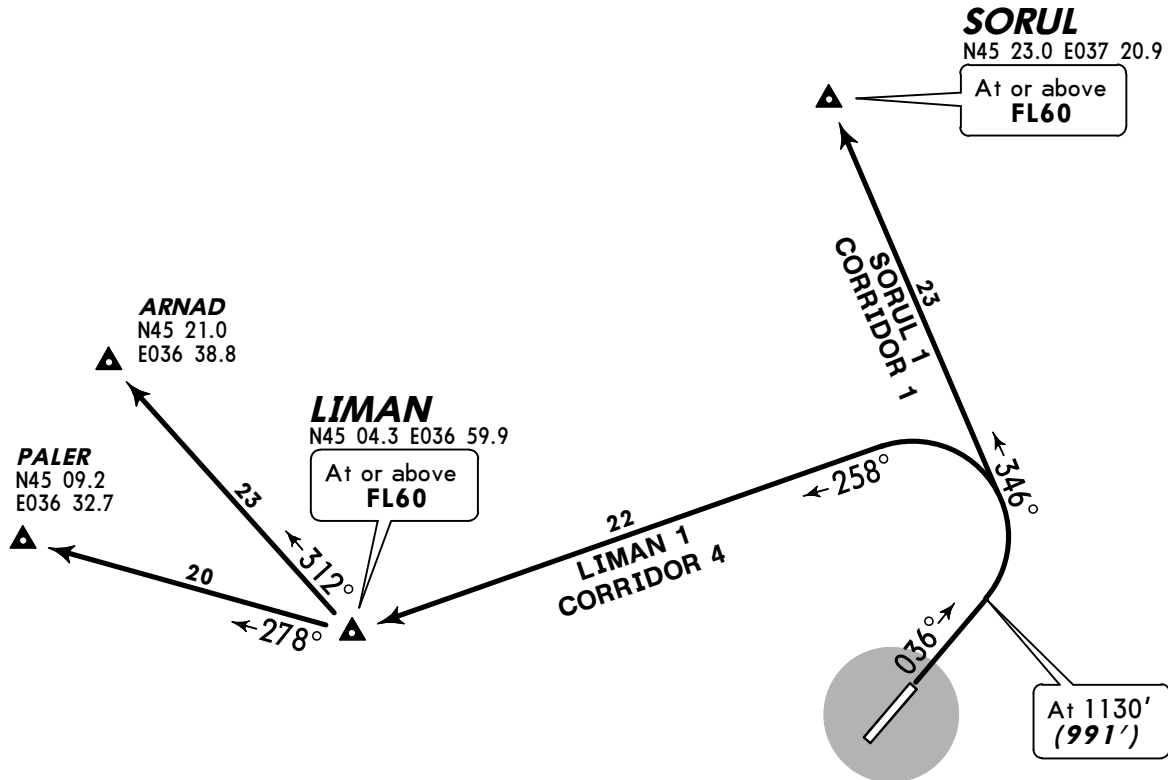
ALT/HEIGHT CONVERSION  
QNH (QFE)  
3790' (3614' - 1100m)

Apt Elev  
176'

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



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



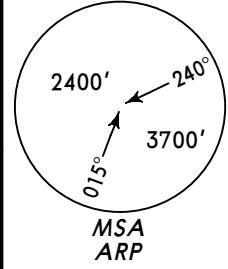
These SIDs require minimum climb gradients of  
**LIMAN 1:** 243' per NM (4.0%) up to FL60.  
**SORUL 1:** 231' per NM (3.8%) up to FL60.

Gnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215
231' per NM	289	385	577	770	962	1155

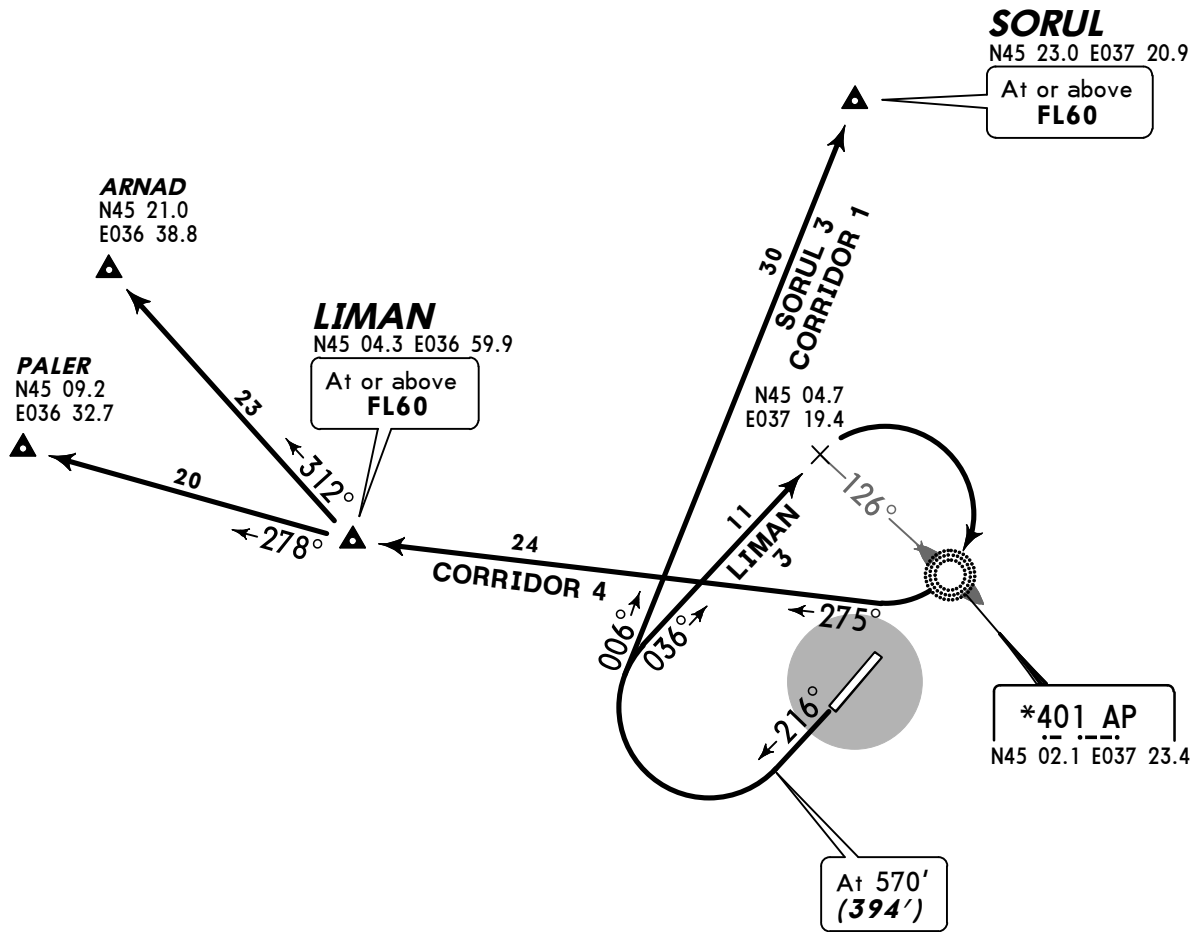
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1130'	(991' - 300m)
3790'	(3651' - 1100m)

Apt Elev  
176'

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

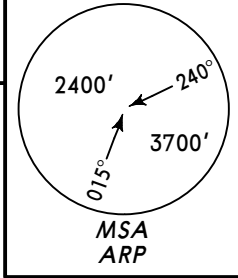


LIMAN 3  
SORUL 3  
RWY 22 DEPARTURES  
TO BE CARRIED OUT UNDER RADAR CONTROL



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

Apt Elev 176'  
QNH on request (QFE)  
Trans level: FL50 Trans alt: 3790' (3651')



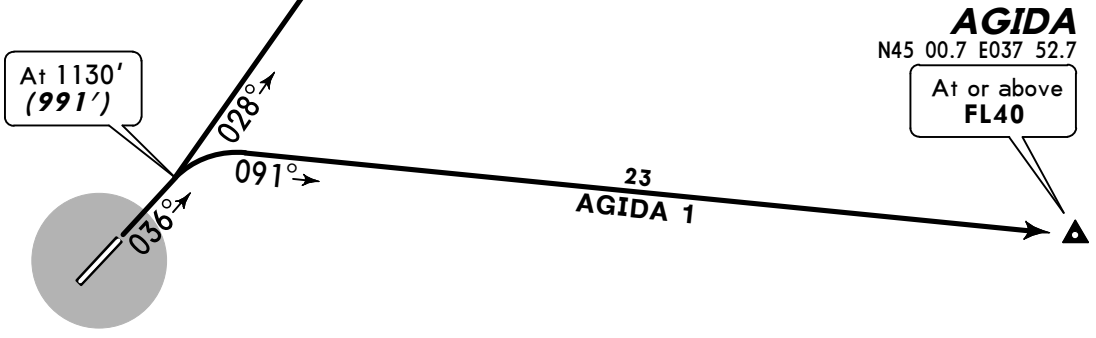
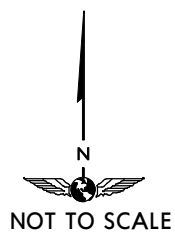
AGIDA 1  
RUDOL 1  
RWY 04 DEPARTURES  
BY ATC

TO BE CARRIED OUT UNDER RADAR CONTROL  
ONLY FOR RUSSIAN USERS OF AIRSPACE

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

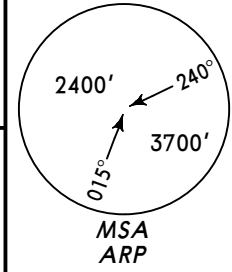
**RUDOL**  
N45 26.4 E037 47.7  
At or above  
**FL60**

**TARLI**  
N46 32.9 E039 00.6



Apt Elev  
176'

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



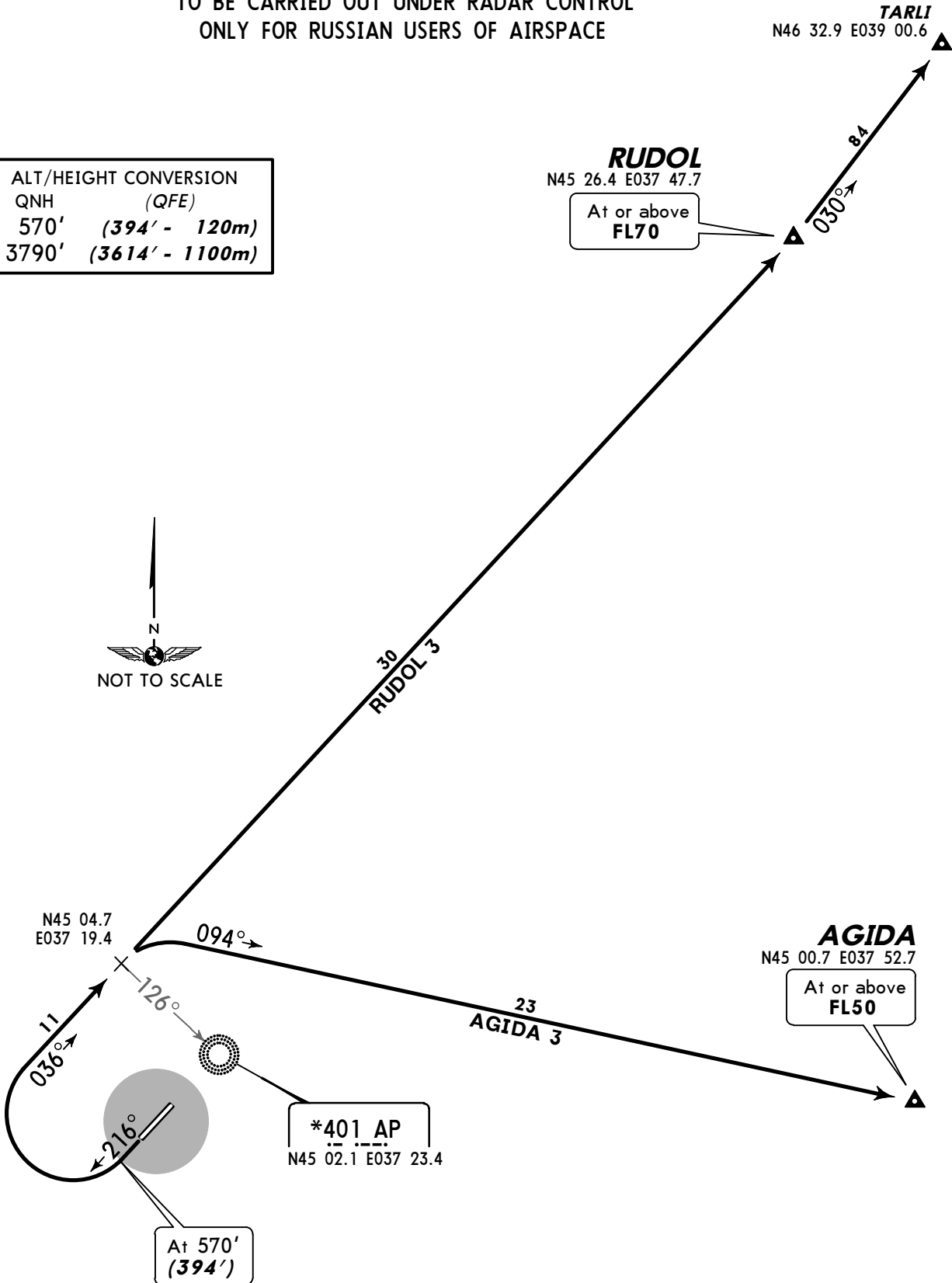
AGIDA 3  
RUDOL 3  
RWY 22 DEPARTURES  
BY ATC

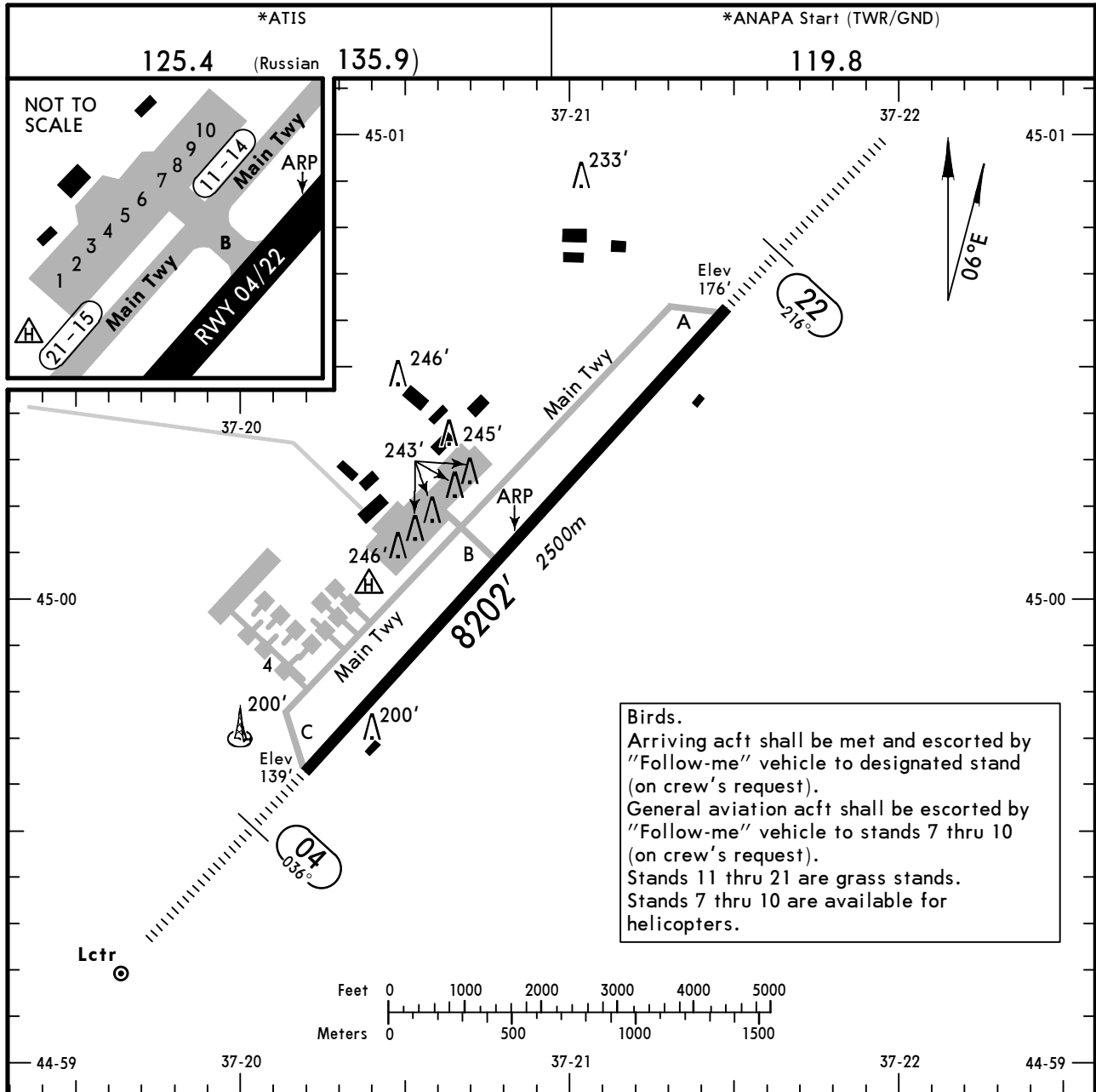
TO BE CARRIED OUT UNDER RADAR CONTROL  
ONLY FOR RUSSIAN USERS OF AIRSPACE

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

**RUDOL**  
N45 26.4 E037 47.7  
At or above  
FL70

**TARLI**  
N46 32.9 E039 00.6





**Birds.**  
 Arriving acft shall be met and escorted by "Follow-me" vehicle to designated stand (on crew's request).  
 General aviation acft shall be escorted by "Follow-me" vehicle to stands 7 thru 10 (on crew's request).  
 Stands 11 thru 21 are grass stands.  
 Stands 7 thru 10 are available for helicopters.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND	TAKE-OFF	WIDTH
04 22	HIRL (60m) HIALS PAPI-L (angle 3.0°)	RVR	7169' 2185m	148' 45m

**1 TAKE-OFF RUN AVAILABLE**

<u>RWY 04:</u>	<u>RWY 22:</u>
From rwy head 8202' (2500m)	From rwy head 8202' (2500m)
twy B int 4265' (1300m)	twy B int 3610' (1100m)

TAKE-OFF

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

STRAIGHT-IN RWY		A	B	C	D
<b>04</b>	ILS	<b>339'</b> (200')	<b>339'</b> (200')	<b>339'</b> (200')	<b>339'</b> (200')
	<i>FULL</i>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	<b>500'</b> (361')	<b>500'</b> (361')	<b>500'</b> (361')	<b>500'</b> (361')
	<i>ALS out</i>	<b>R1000m</b> R1700m	<b>R1000m</b> R1700m	<b>R1200m</b> R1700m	<b>R1200m</b> R1700m
<b>22</b>	NDB ①	<b>550'</b> (374')	<b>550'</b> (374')	<b>550'</b> (374')	<b>550'</b> (374')
		<b>R1000m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1000m</b>
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m

① Continuous Descent Final Approach.

TAKE-OFF RWY 04, 22		
	LVP must be in Force	
	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		NIL (DAY only)
B	250m	400m
C		
D	300m	

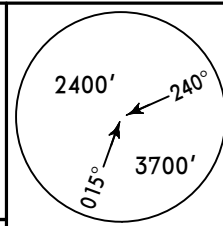


STRAIGHT-IN RWY		A	B	C	D
04	ILS	<b>339'(200')</b>	<b>339'(200')</b>	<b>339'(200')</b>	<b>339'(200')</b>
	<i>ALS out</i>	<b>R550m</b> R1000m	<b>R550m</b> R1000m	<b>R550m</b> R1000m	<b>R550m</b> R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
22	NDB	<b>500'(361')</b>	<b>500'(361')</b>	<b>500'(361')</b>	<b>500'(361')</b>
	<i>ALS out</i>	<b>R900m</b> R1500m	<b>R1000m</b> R1500m	<b>R1000m</b> R1800m	<b>R1400m</b> R2000m
	NDB	<b>550'(374')</b>	<b>550'(374')</b>	<b>550'(374')</b>	<b>550'(374')</b>
<i>ALS out</i>	<b>R900m</b> R1500m	<b>R1000m</b> R1500m	<b>R1000m</b> R1800m	<b>R1400m</b> R2000m	

**TAKE-OFF RWY 04, 22**

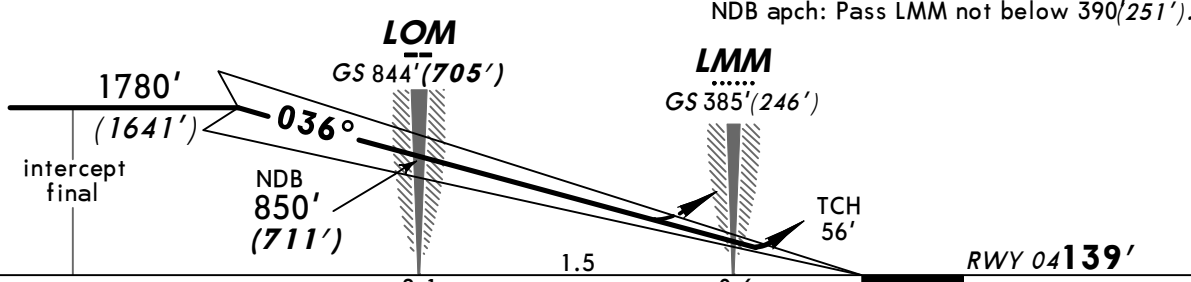
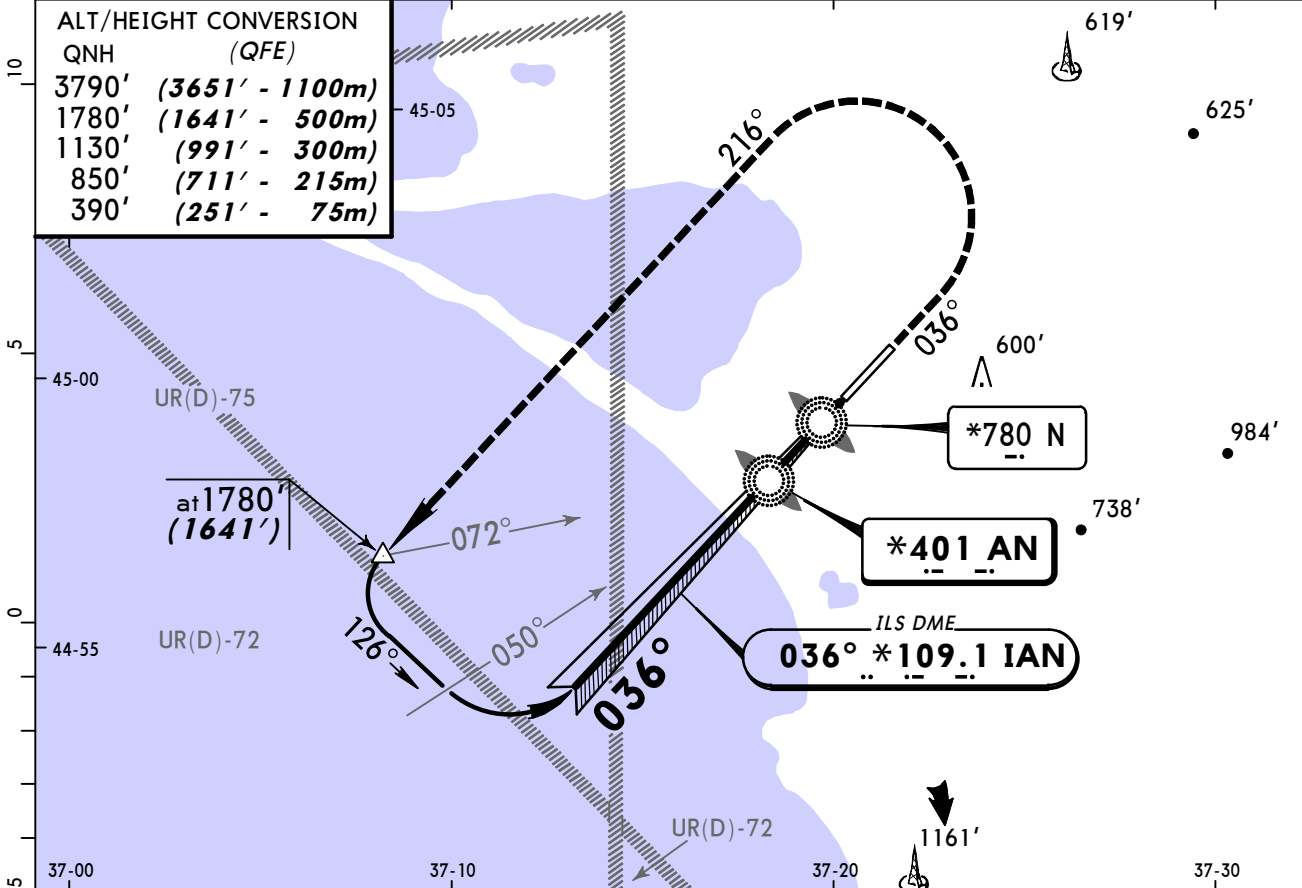
LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

ATIS <b>125.4</b> (Russian <b>135.9</b> )		*ROSTOV Control (APP) <b>122.9</b>	*ANAPA Krug (SRE) <b>118.7</b>	*ANAPA Start (TWR) <b>119.8</b>	*Ground <b>119.8</b>
LOC IAN <b>*109.1</b>	Final Apch Crs <b>036°</b>	GS LOM <b>844' (705')</b>	ILS DA(H) <b>339' (200')</b>	Apt Elev <b>176'</b>	
NDB AN <b>*401</b>		Minimum Alt LOM <b>850' (711')</b>	NDB MDA(H) <b>500' (361')</b>	RWY <b>139'</b>	
MISSED APCH: Climb on 036° to 1130' (991'), then turn LEFT onto 216° climbing to 1780' (1641'), then according to chart.					MSA ARP



Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL 50    Trans alt: 3790' (3651')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3790'	(3651' - 1100m)
1780'	(1641' - 500m)
1130'	(991' - 300m)
850'	(711' - 215m)
390'	(251' - 75m)

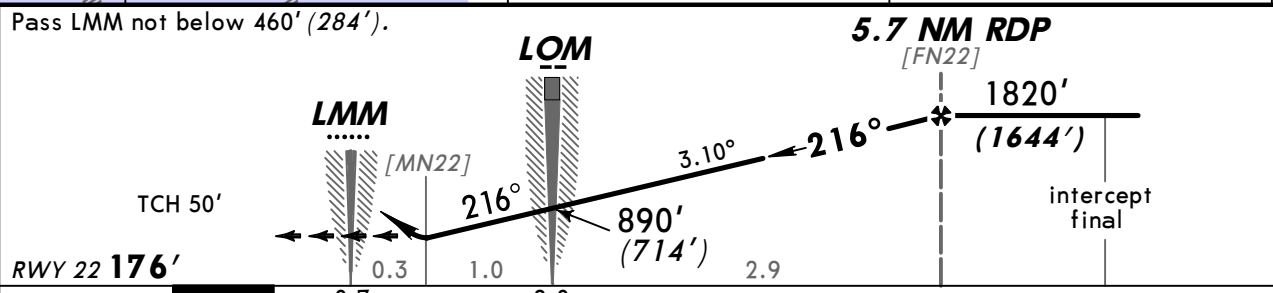
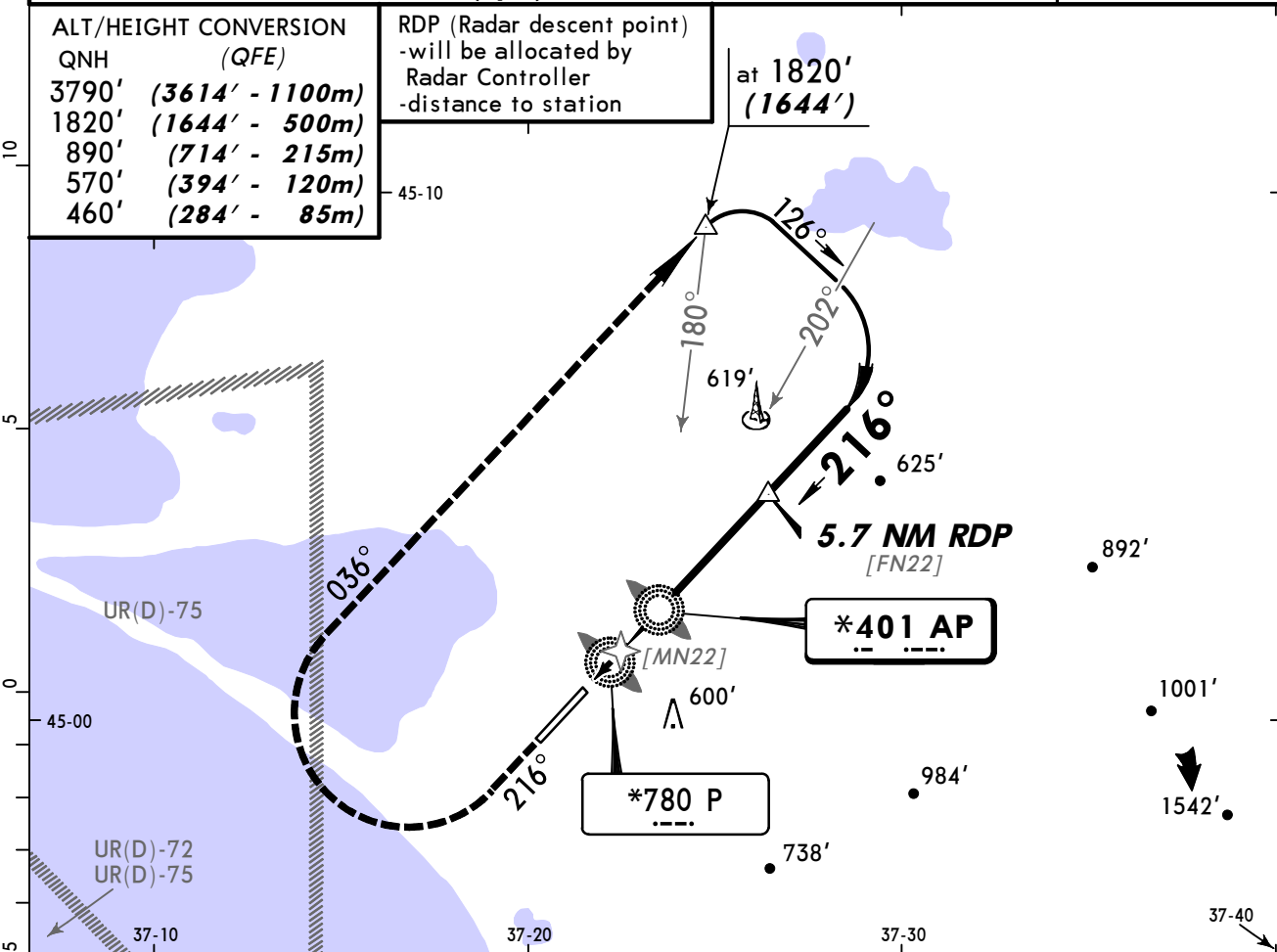


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1130' (991') on 036° 216° 1780' (1641')
ILS GS or	377	484	538	646	753	861	
NDB Desc angle	3.00°						

STRAIGHT-IN LANDING RWY 04					
ILS DA(H) <b>339' (200')</b>		LOC (GS out)		NDB MDA(H) <b>500' (361')</b>	
FULL	ALS out			ALS out	
A					
B					
C	RVR 720m VIS 800m	NOT AUTHORIZED		1200m RVR 1500m VIS 1600m	
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

PANS OPS

ATIS 125.4 (Russian 135.9)	*ROSTOV Control (APP) 122.9	*ANAPA Krug (SRE) 118.7	*ANAPA Start (TWR) 119.8	*Ground 119.8
NDB AP *401	Final Apch Crs 216°	Minimum Alt 5.7 NM RDP 1820' (1644')	MDA(H) 550' (374')	Apt Elev 176' RWY 176'
MISSED APCH: Climb on 216° to 570' (394'), then turn RIGHT onto 036° climbing to 1820' (1644'), then according to chart.				<p>MSA ARP</p>
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		570' (394') on 216°	036° RT	1820' (1644')
Descent angle	3.10°	384	494	548	658	768				

STRAIGHT-IN LANDING RWY 22		ALS out	
MDA(H) 550' (374')			
A			
B	1200m	RVR 1500m VIS 1600m	
C			
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	

## Chart changes since cycle 05-2012

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

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

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport URKA

### Chart Change Notices for Country RUS

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

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