

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 26-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport URRR

URRR (Rostov-Na-Donu)**General Info**

Rostov-Na-Donu, RUS

N 47° 15.5' E 39° 49.1' Mag Var: 6.2°E

Elevation: 280'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 04-22 8205' x 148' concrete

Runway 04 (39.0°M) TDZE 249'

Lights: Edge, ALS, Centerline, TDZ

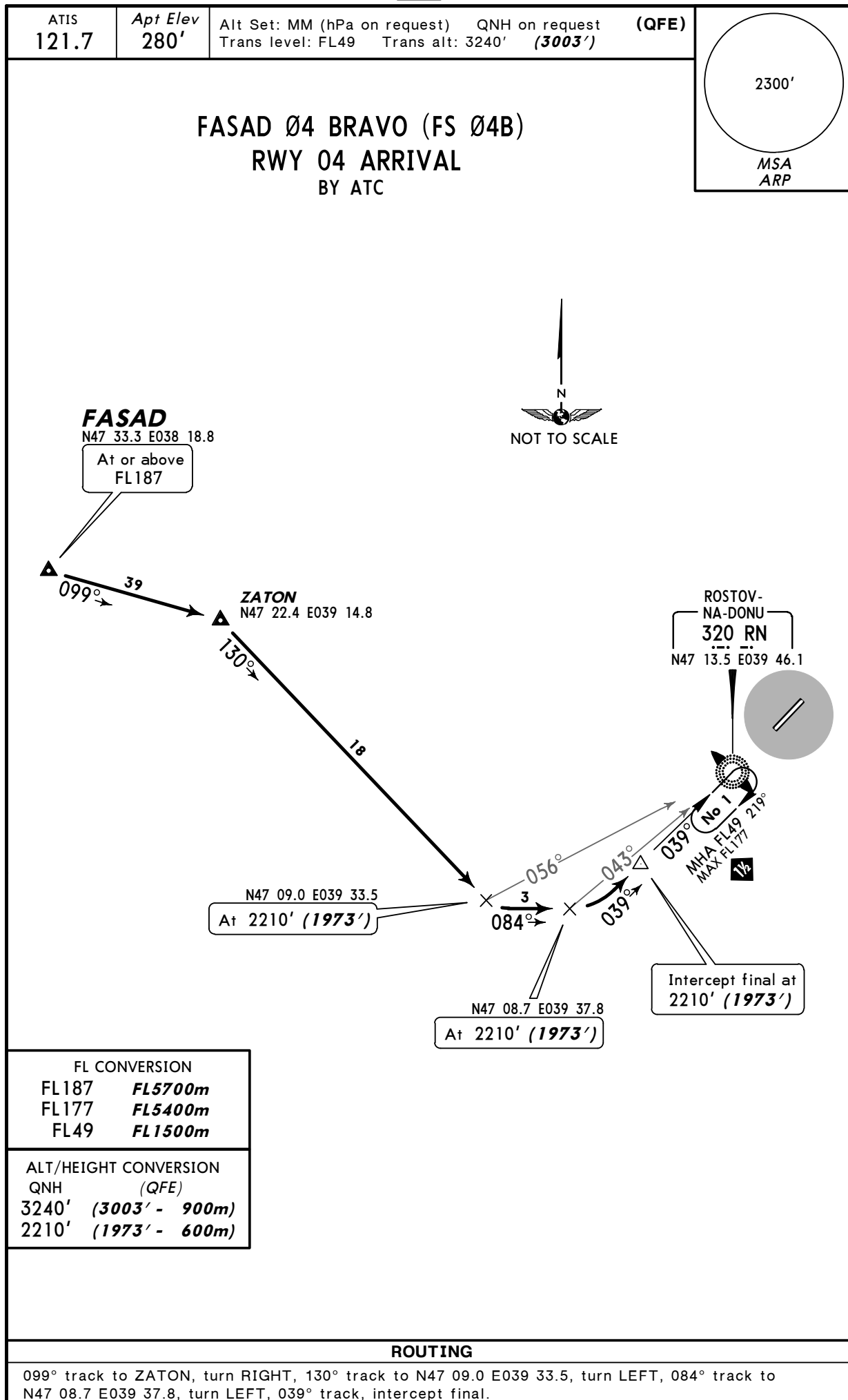
Runway 22 (219.0°M) TDZE 280'

Lights: Edge, ALS, Centerline

Communications InfoATIS **121.7**Rostov Start Tower **124.0** SecondaryRostov Start Tower **119.7**Rostov Taxiing Ground Control **124.0** SecondaryRostov Taxiing Ground Control **119.0**Rostov Approach Control **128.2**Rostov Approach Control **127.1** SecondaryRostov Approach Control **124.0** SecondaryRostov Radar **124.0** SecondaryRostov Radar **121.2**Rostov Transit 2 Operations **131.875** Non-EnglishRostov Transit Operations **118.0** Non-English**Notebook Info**

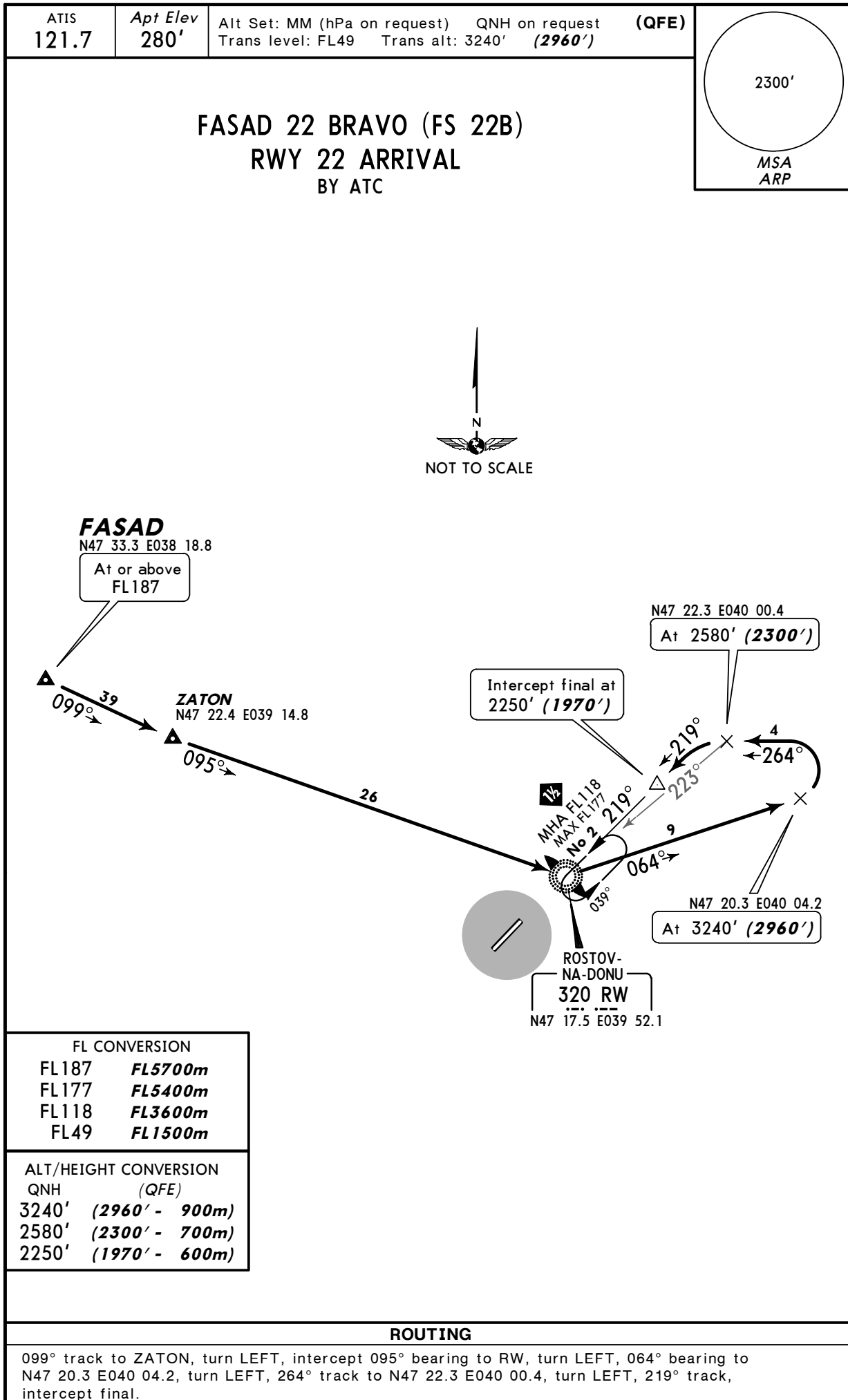
URRR/ROV
ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA
6 NOV 09 **10-2** **Eff 19 Nov** **STAR**



URRR/ROV
ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA
6 NOV 09 **(10-2A)** **Eff 19 Nov** **STAR**


ROUTING

URRR/ROV
ROSTOV-NA-DONU

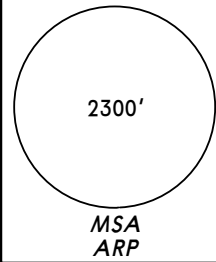
JEPPESEN ROSTOV-NA-DONU, RUSSIA
22 OCT 10 **10-2B** **Eff 1 Nov** **STAR**

ATIS
121.7

Apt Elev
280'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3240' **(3003')**

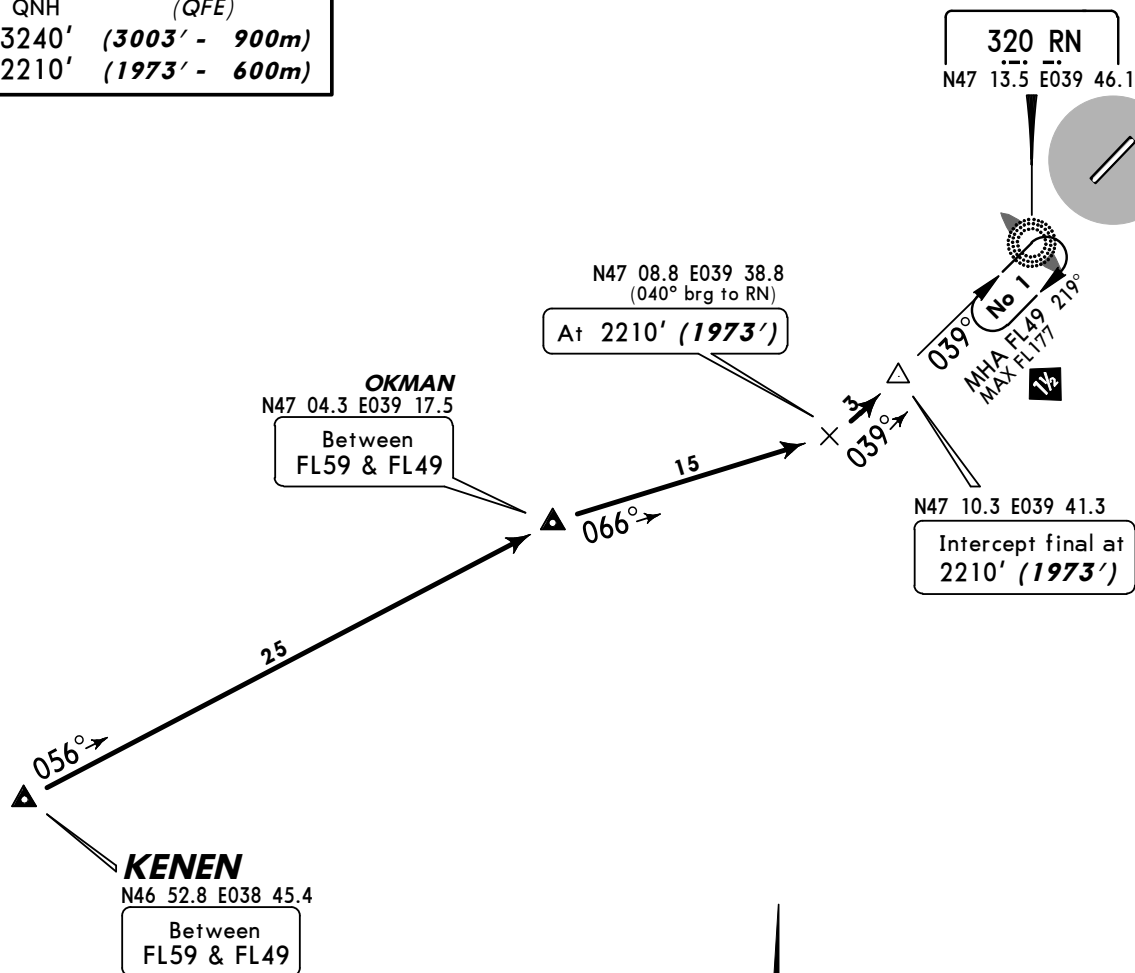
(QFE)



KENEN Ø4 ALFA (KN Ø4A)
RWY 04 ARRIVAL

FL CONVERSION
FL177 **FL5400m**
FL59 **FL1800m**
FL49 **FL1500m**

ALT/HEIGHT CONVERSION
QNH **(QFE)**
3240' **(3003' - 900m)**
2210' **(1973' - 600m)**



ROUTING

056° track to OKMAN, turn RIGHT, 066° track to N47 08.8 E039 38.8, turn LEFT, 039° track, intercept final.

URRR/ROV
ROSTOV-NA-DONU

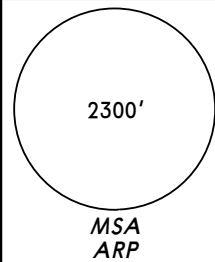
JEPPESEN ROSTOV-NA-DONU, RUSSIA
22 OCT 10 **10-2C** **Eff 1 Nov** **STAR**

ATIS
121.7

Apt Elev
280'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3240' **(2960')**

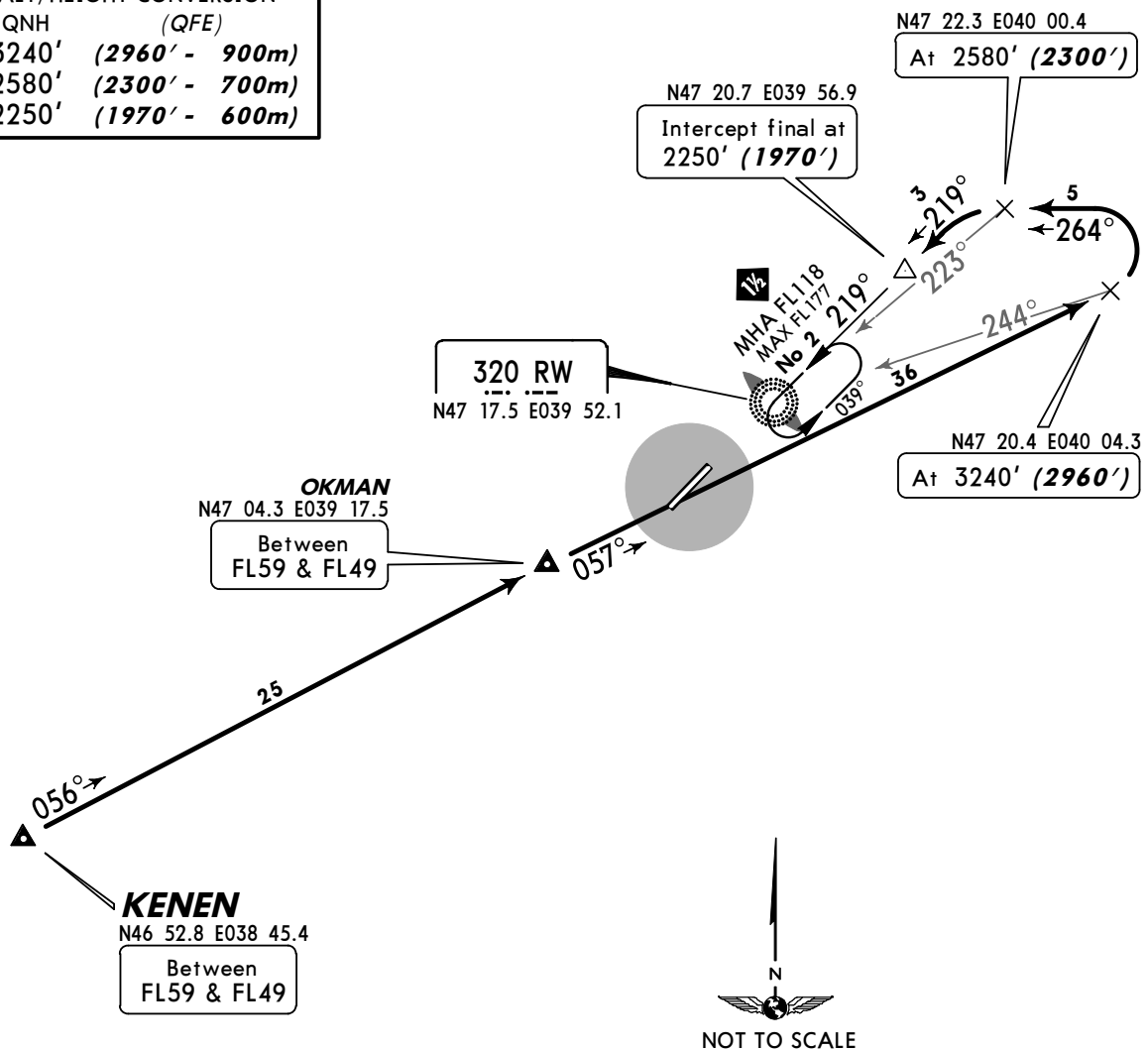
(QFE)



KENEN 22 ALFA (KN 22A)
RWY 22 ARRIVAL

FL CONVERSION
FL177 **FL5400m**
FL118 **FL3600m**
FL59 **FL1800m**
FL49 **FL1500m**

ALT/HEIGHT CONVERSION
QNH (QFE)
3240' **(2960' - 900m)**
2580' **(2300' - 700m)**
2250' **(1970' - 600m)**



ROUTING

056° track to OKMAN, turn RIGHT, 057° track to N47 20.4 E040 04.3, turn LEFT, 264° track to N47 22.3 E040 00.4, turn LEFT, 219° track, intercept final.

URRR/ROV

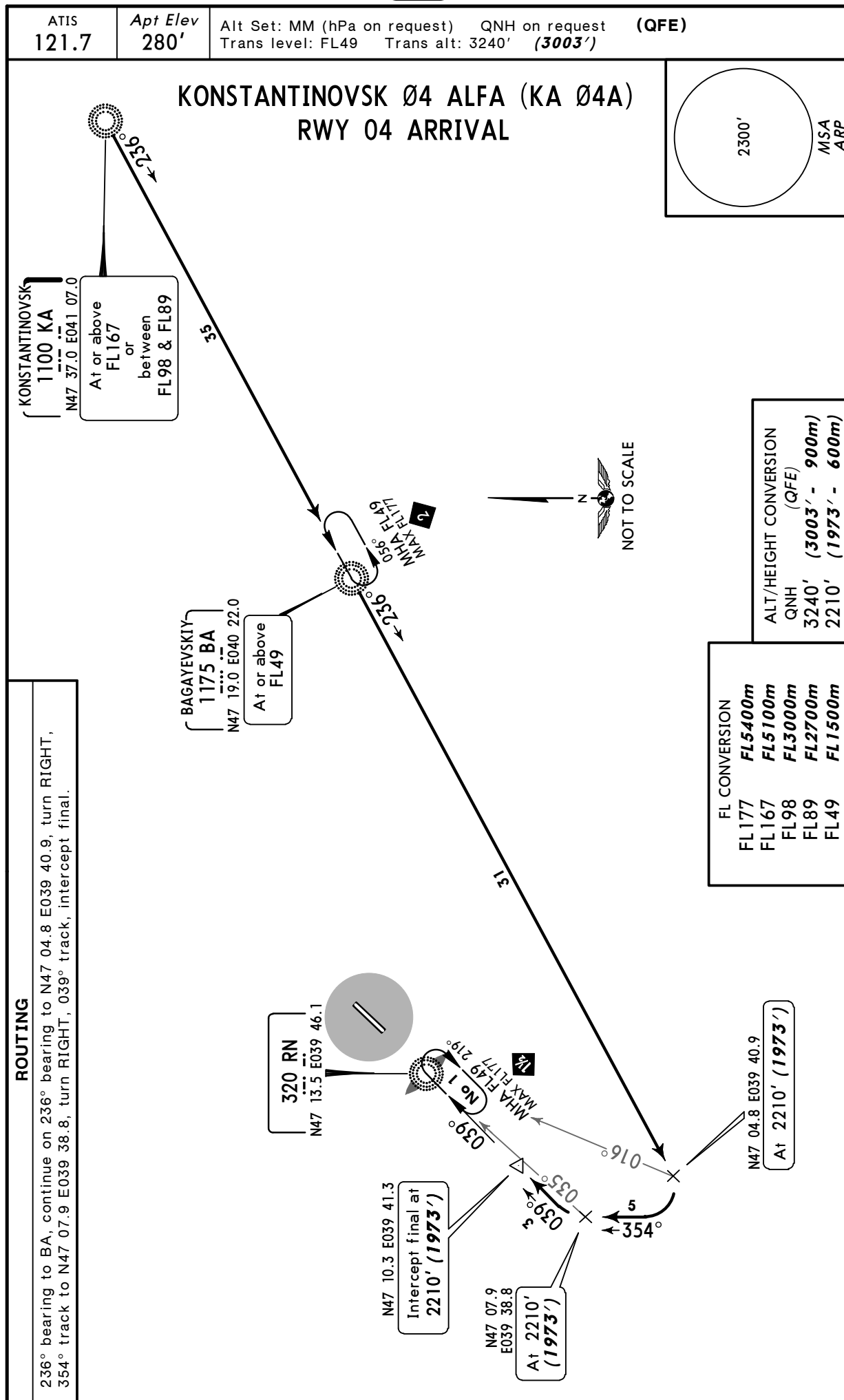
ROSTOV-NA-DONU

22 OCT 10

10-2D

Eff 1 Nov

STAR



URRR/ROV

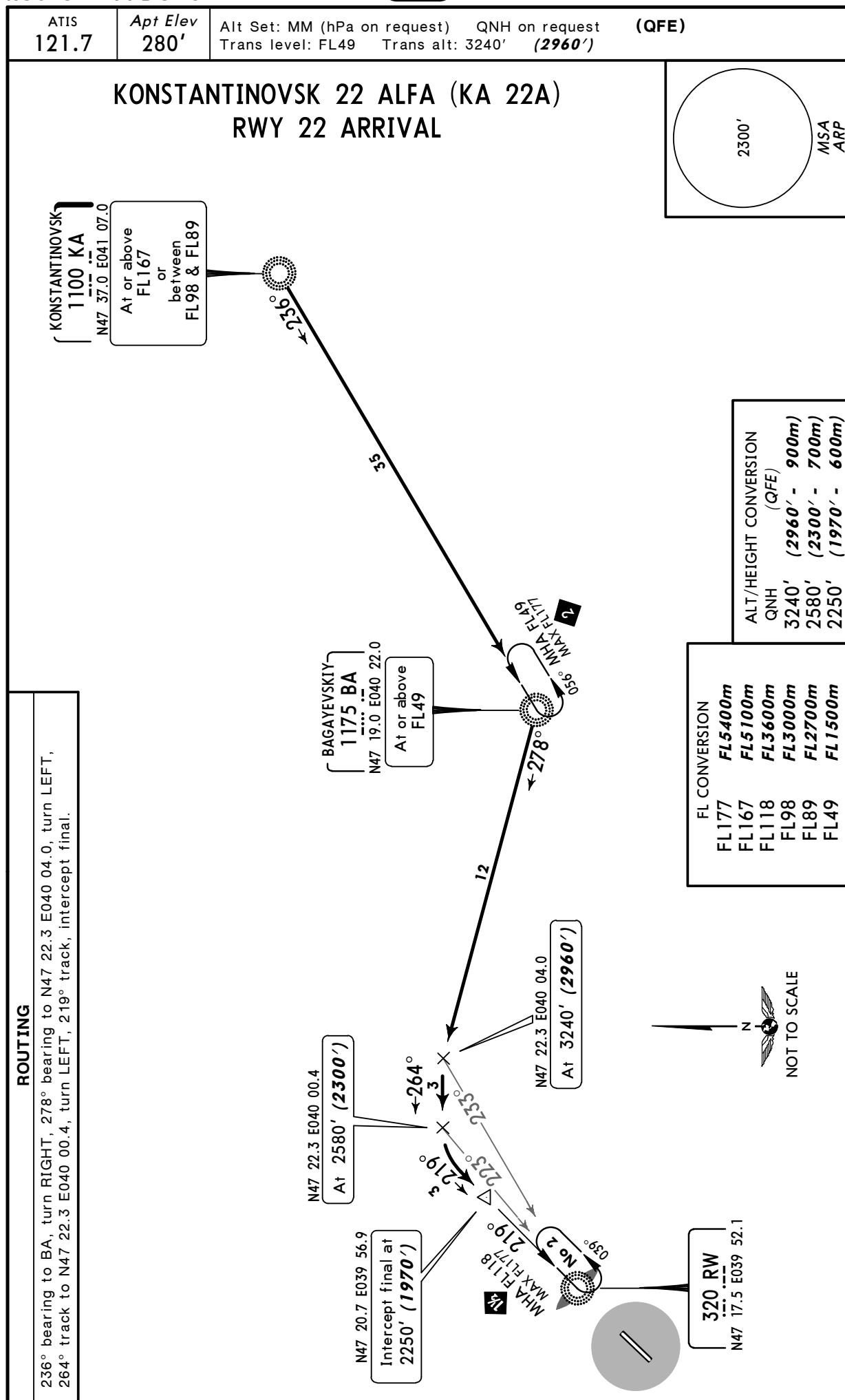
ROSTOV-NA-DONU

22 OCT 10

10-2E

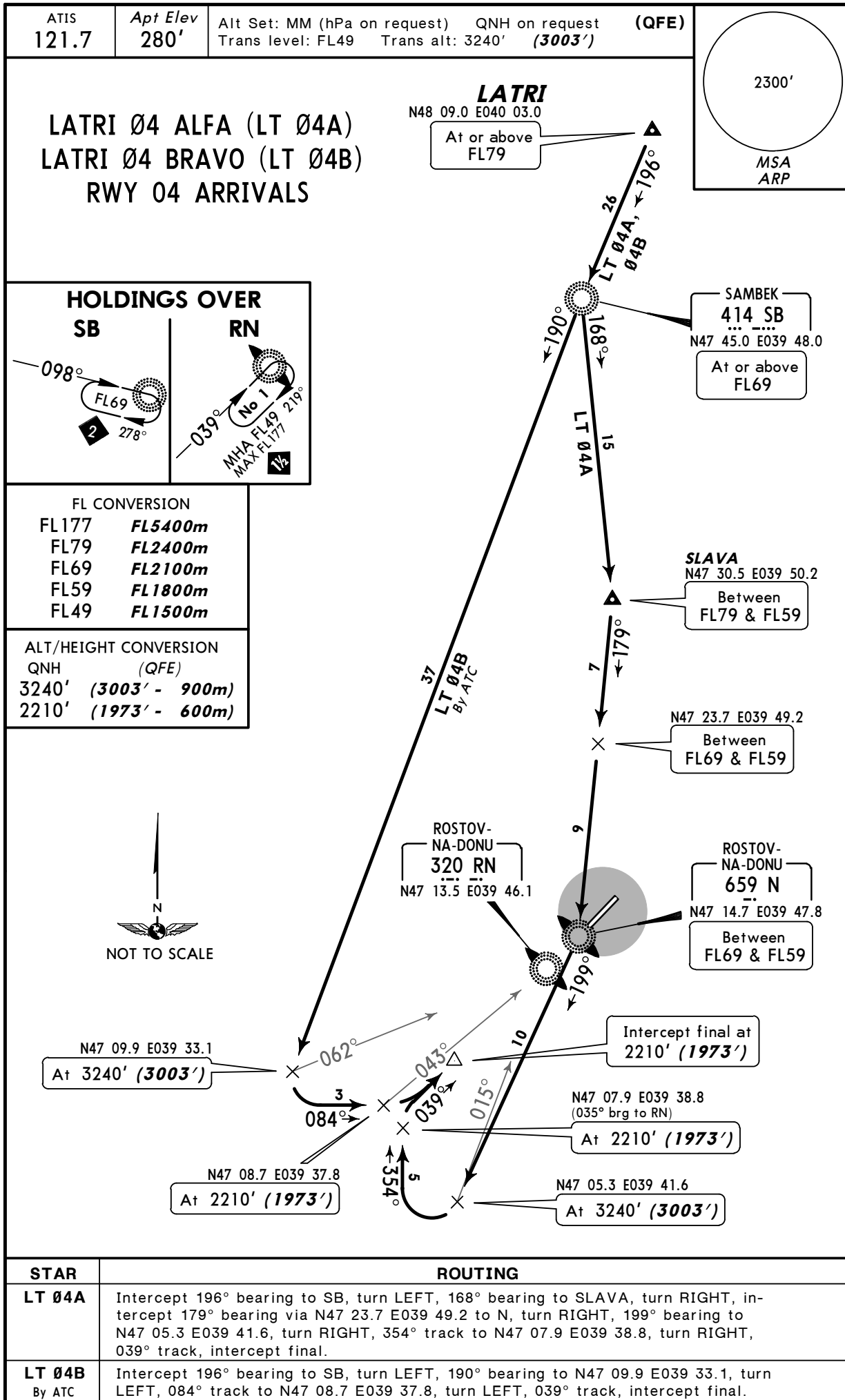
Eff 1 Nov

STAR



URRR/ROV
ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA
10 NOV 06 **10-2F** **Eff 23 Nov** **STAR**



URRR/ROV
ROSTOV-NA-DONU

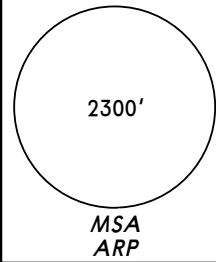
JEPPESSEN ROSTOV-NA-DONU, RUSSIA
10 NOV 06 **(10-2G)** **Eff 23 Nov** **STAR**

ATIS
121.7

Apt Elev
280'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3240' **(2960')**

(QFE)



LATRI 22 ALFA (LT 22A)
RWY 22 ARRIVAL

FL CONVERSION	
FL177	FL5400m
FL118	FL3600m
FL79	FL2400m
FL59	FL1800m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3240'	(2960' - 900m)
2250'	(1970' - 600m)

LATRI
N48 09.0 E040 03.0

At or above
FL79

KRASNY SULIN
486 KL
N47 53.0 E040 06.0

At or above
FL79

BEREG
N47 34.4 E040 02.0

At or above
FL59

N47 22.8 E039 59.3

At 2250' **(1970')**

Intercept final at
2250' **(1970')**

ROSTOV-NA-DONU
320 RW
N47 17.5 E039 52.0

1/4

MHA FL118
MAX FL177
No 2
039°

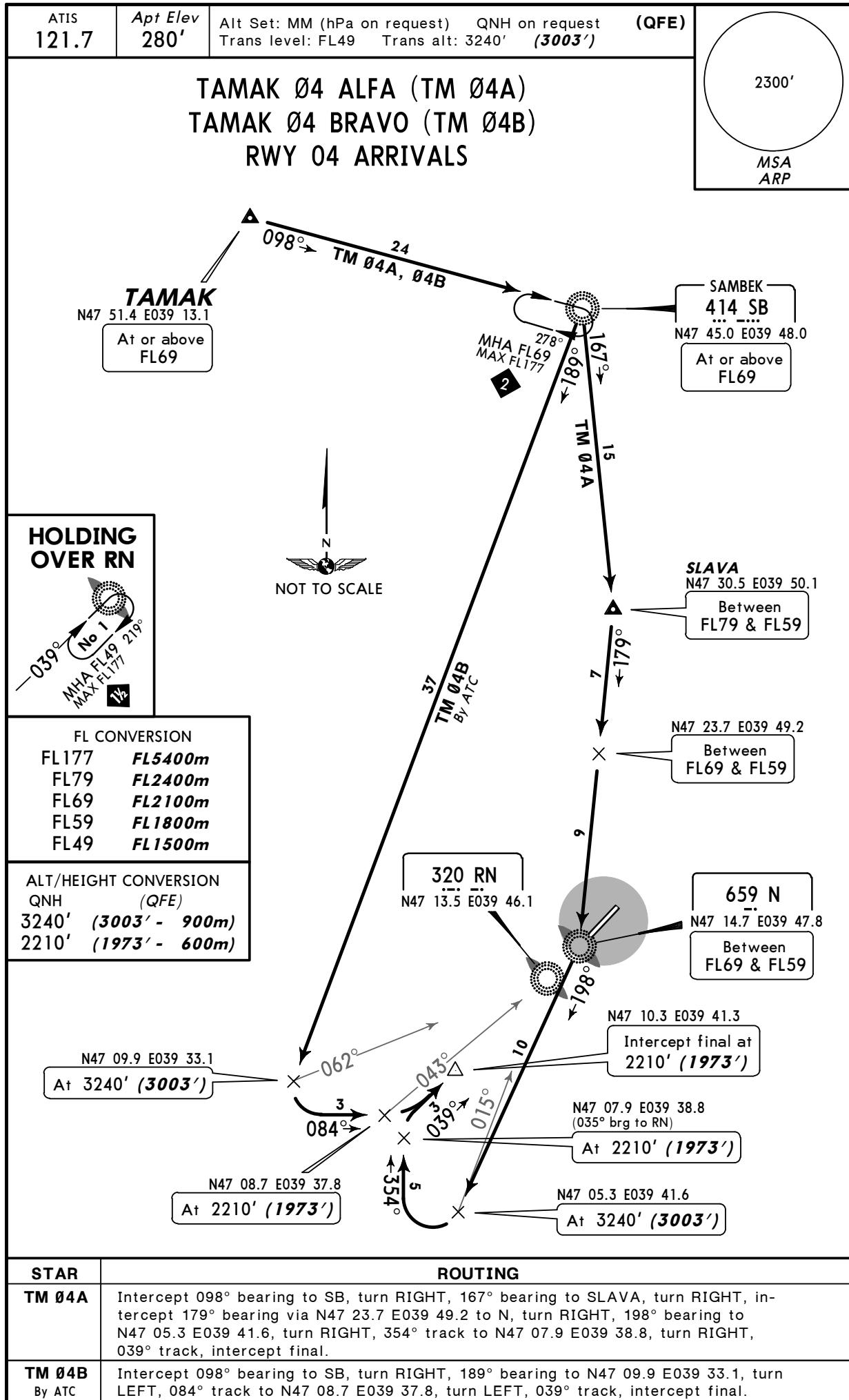


ROUTING

Intercept 166° bearing to KL, turn RIGHT, 182° bearing via BEREG to N47 22.8 E039 59.3, turn RIGHT, 219° track, intercept final.

URRR/ROV
ROSTOV-NA-DONU

JEPPESSEN ROSTOV-NA-DONU, RUSSIA
22 OCT 10 **(10-2H)** **Eff 1 Nov** **STAR**



URRR/ROV
ROSTOV-NA-DONU

22 OCT 10

(10-2J)

Eff 1 Nov

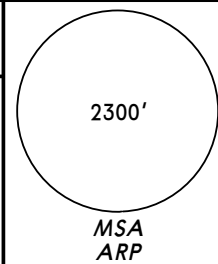
STAR

ATIS
121.7

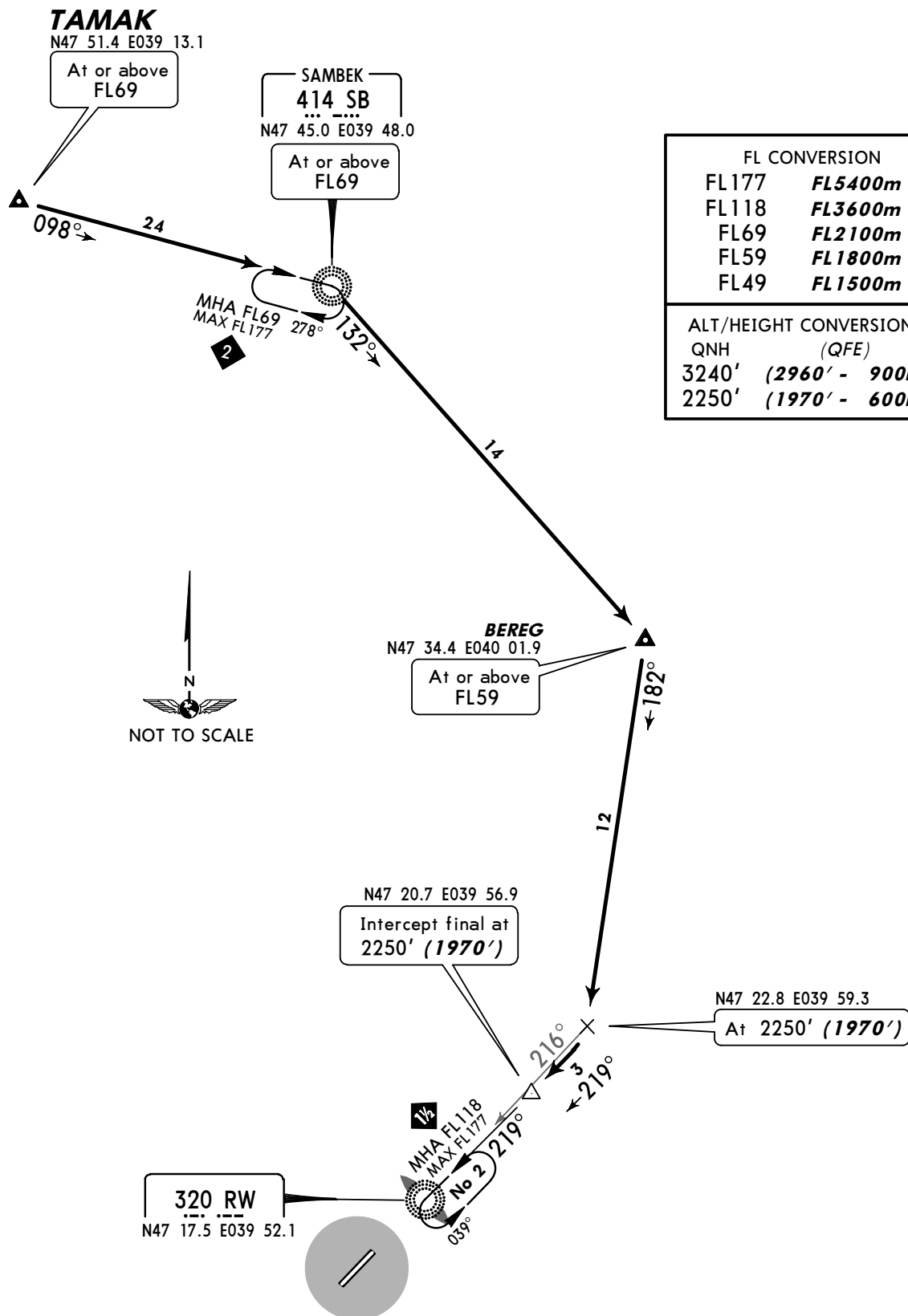
Apt Elev
280'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3240' **(2960')**

(QFE)



TAMAK 22 ALFA (TM 22A)
RWY 22 ARRIVAL



FL CONVERSION	
FL177	FL5400m
FL118	FL3600m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

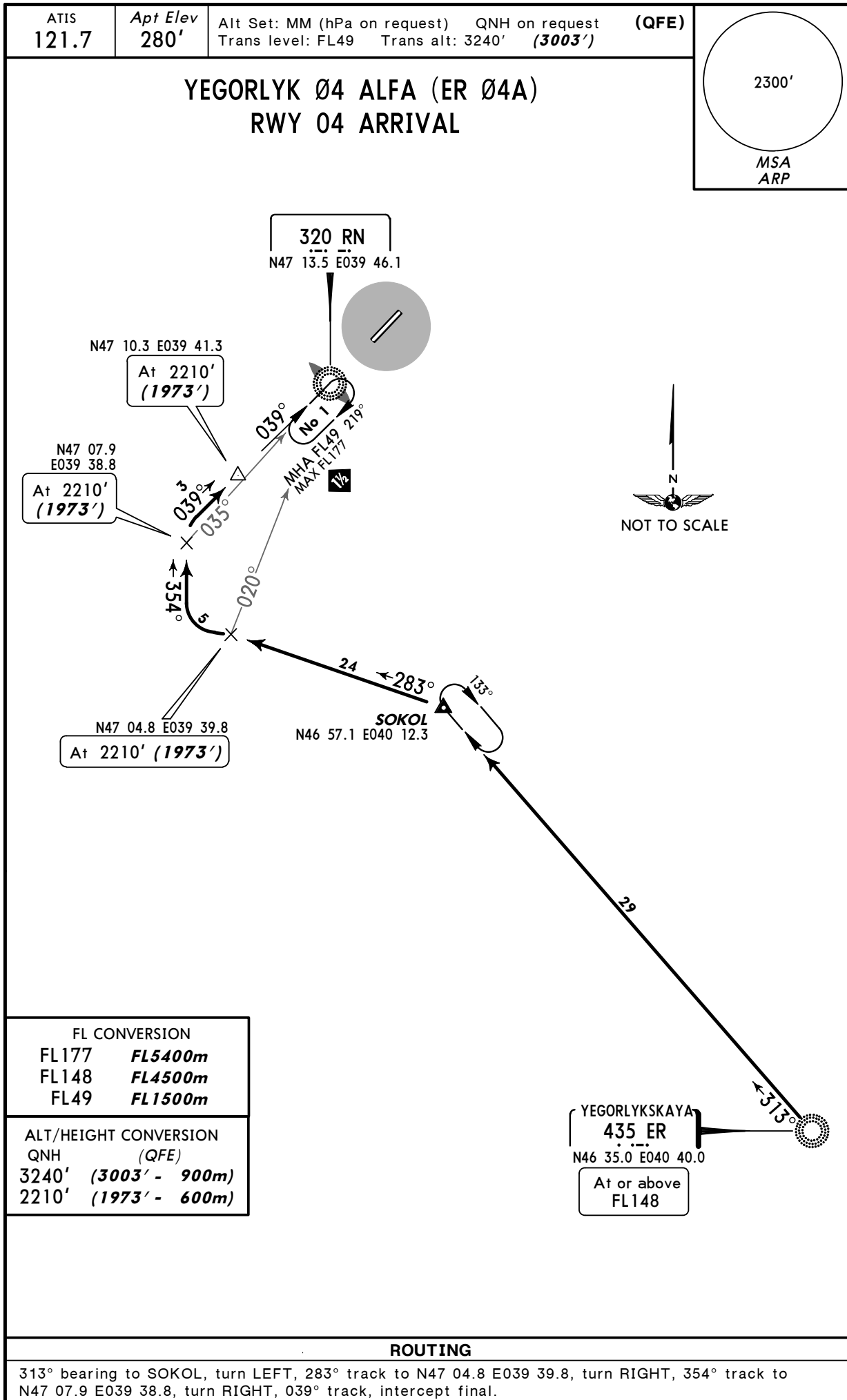
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3240'	(2960' - 900m)
2250'	(1970' - 600m)

ROUTING

Intercept 098° bearing to SB, turn RIGHT, 132° bearing to BEREK, turn RIGHT, 182° track to N47 22.8 E039 59.3, turn RIGHT, 219° track, intercept final.

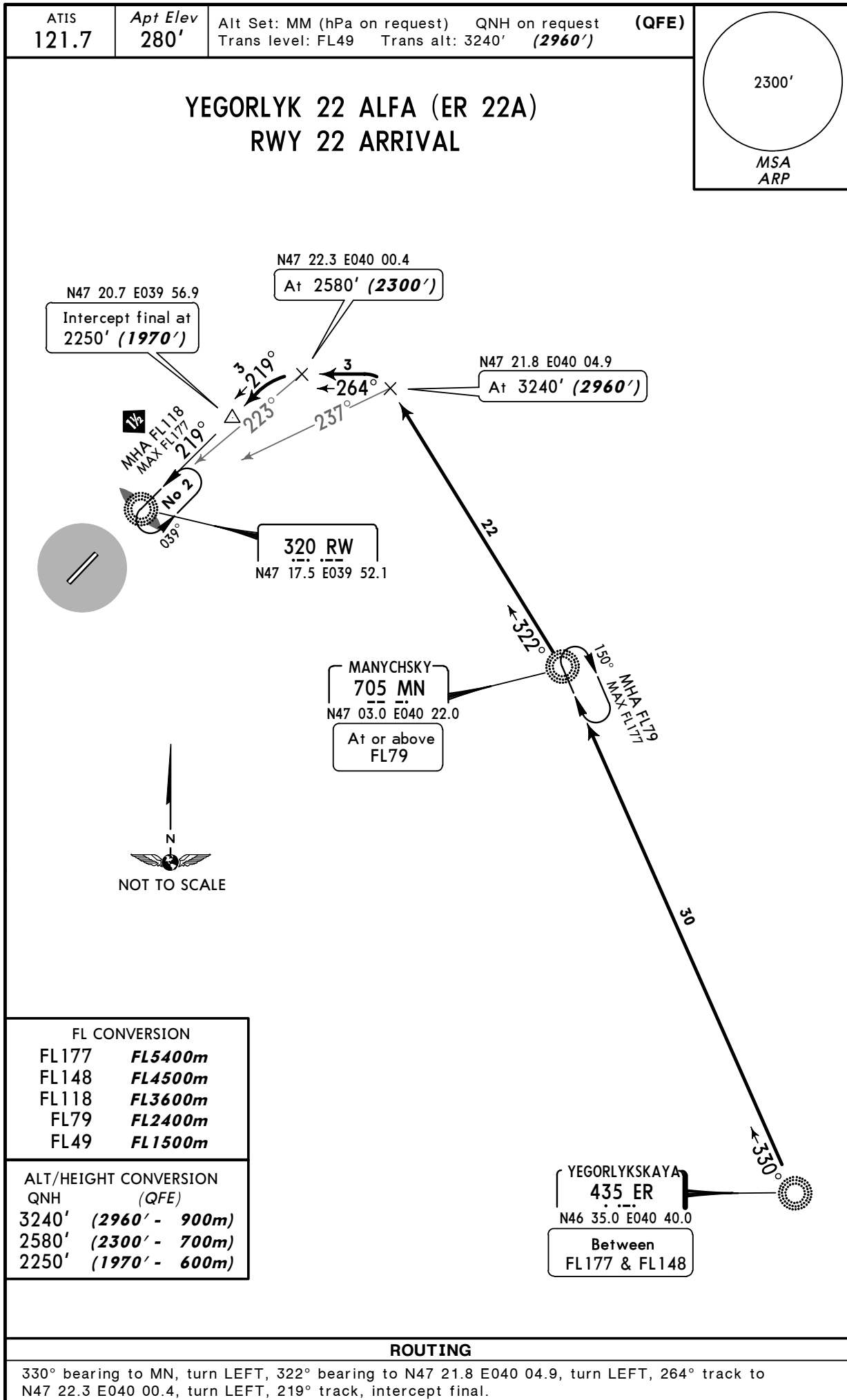
URRR/ROV
ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA
22 OCT 10 **10-2K** **Eff 1 Nov** **STAR**



URRR/ROV
ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA
22 OCT 10 **10-2L** **Eff 1 Nov** **STAR**



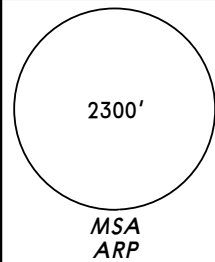
URRR/ROV
ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA
22 OCT 10 **(10-2M)** **Eff 1 Nov** **STAR**

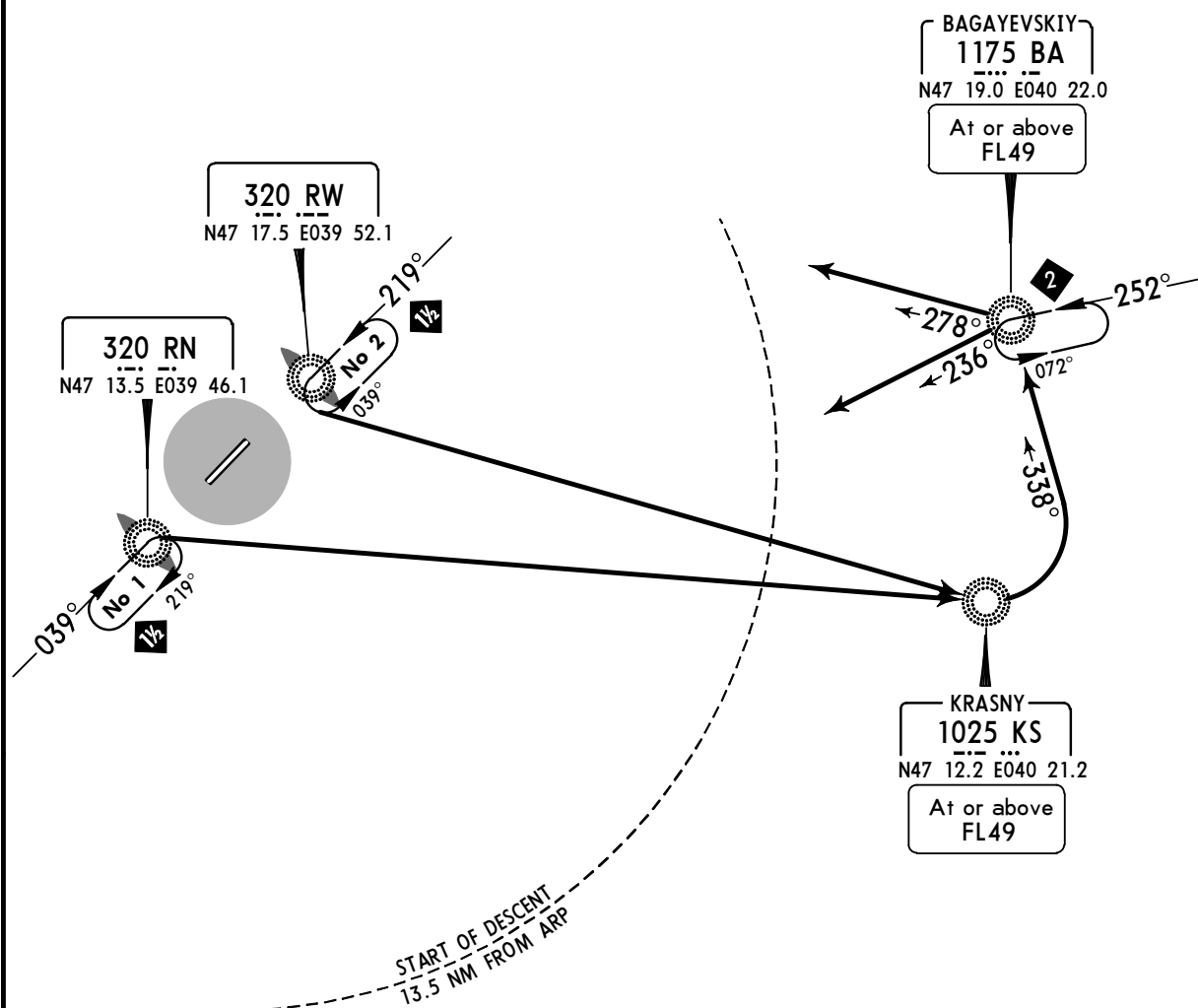
ATIS
121.7

Apt Elev
280'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3240' **(2960')**
Approach from BA is carried out in accordance with the established pattern.



**RWYS 04, 22 PROCEDURES FOR OUT-OF-TURN
EXIT FROM HOLDING PATTERN TO APPROACH**



FL CONVERSION
FL49 **FL1500m**

ALT/HEIGHT CONVERSION
QNH **(QFE)**
3240' **(2960' - 900m)**

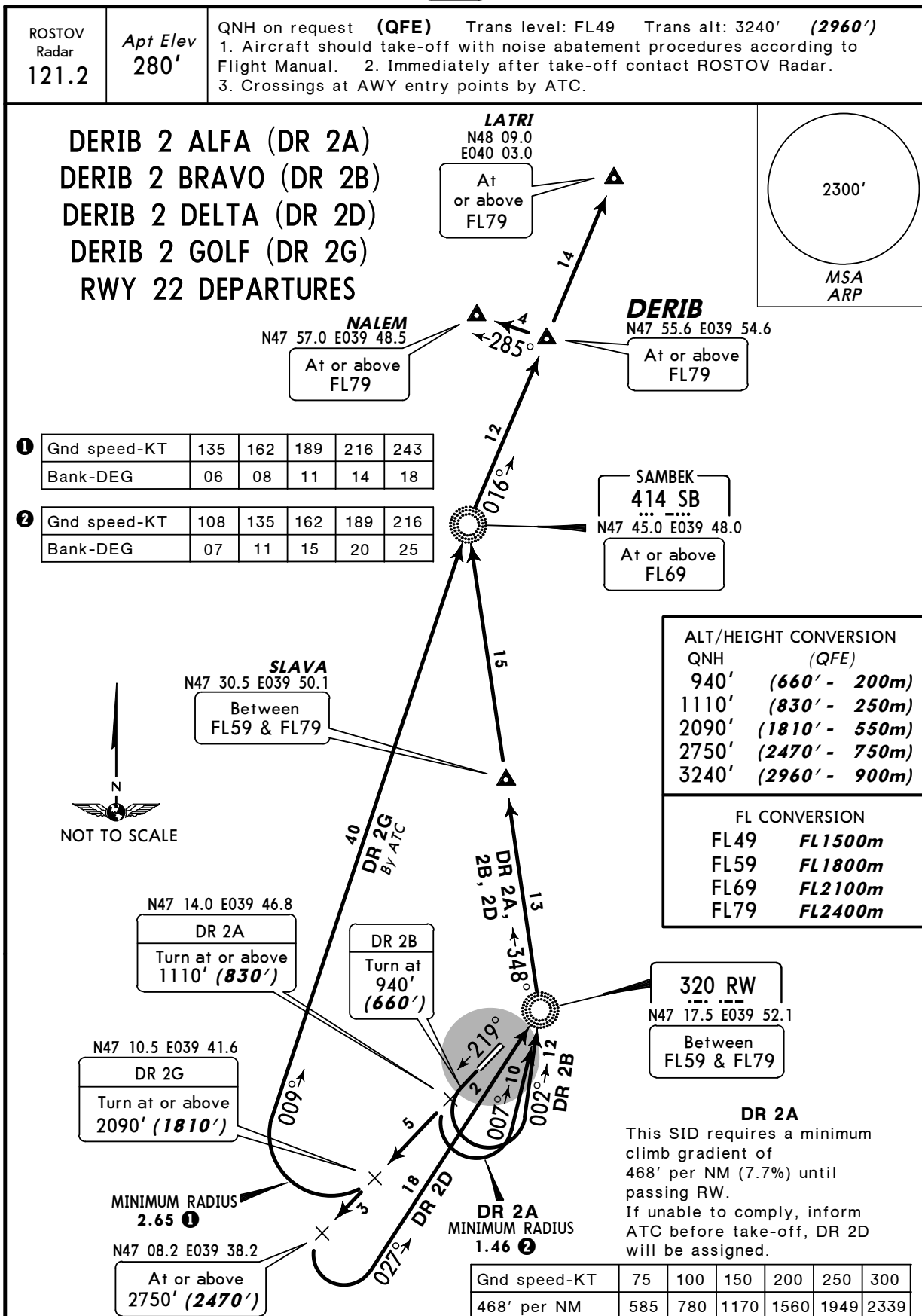
URRR/ROV ROSTOV-NA-DONU

22 OCT 10

10-3

Eff 1 Nov

SID



SID	ROUTING
DR 2A	Climb straight ahead, at or above 1110' (830') turn LEFT, intercept 007° bearing to RW, turn LEFT, 348° bearing via SLAVA to SB, turn RIGHT, 016° bearing to DERIB.
DR 2B	Climb straight ahead to 940' (660'), turn LEFT, intercept 002° bearing to RW, turn LEFT, 348° bearing via SLAVA to SB, turn RIGHT, 016° bearing to DERIB.
DR 2D	Climb straight ahead, at or above 2750' (2470') turn LEFT, intercept 027° bearing to RW, turn LEFT, 348° bearing via SLAVA to SB, turn RIGHT, 016° bearing to DERIB.
DR 2G By ATC	Climb straight ahead, at or above 2090' (1810'), turn RIGHT, intercept 009° bearing to SB, turn RIGHT, 016° bearing to DERIB.

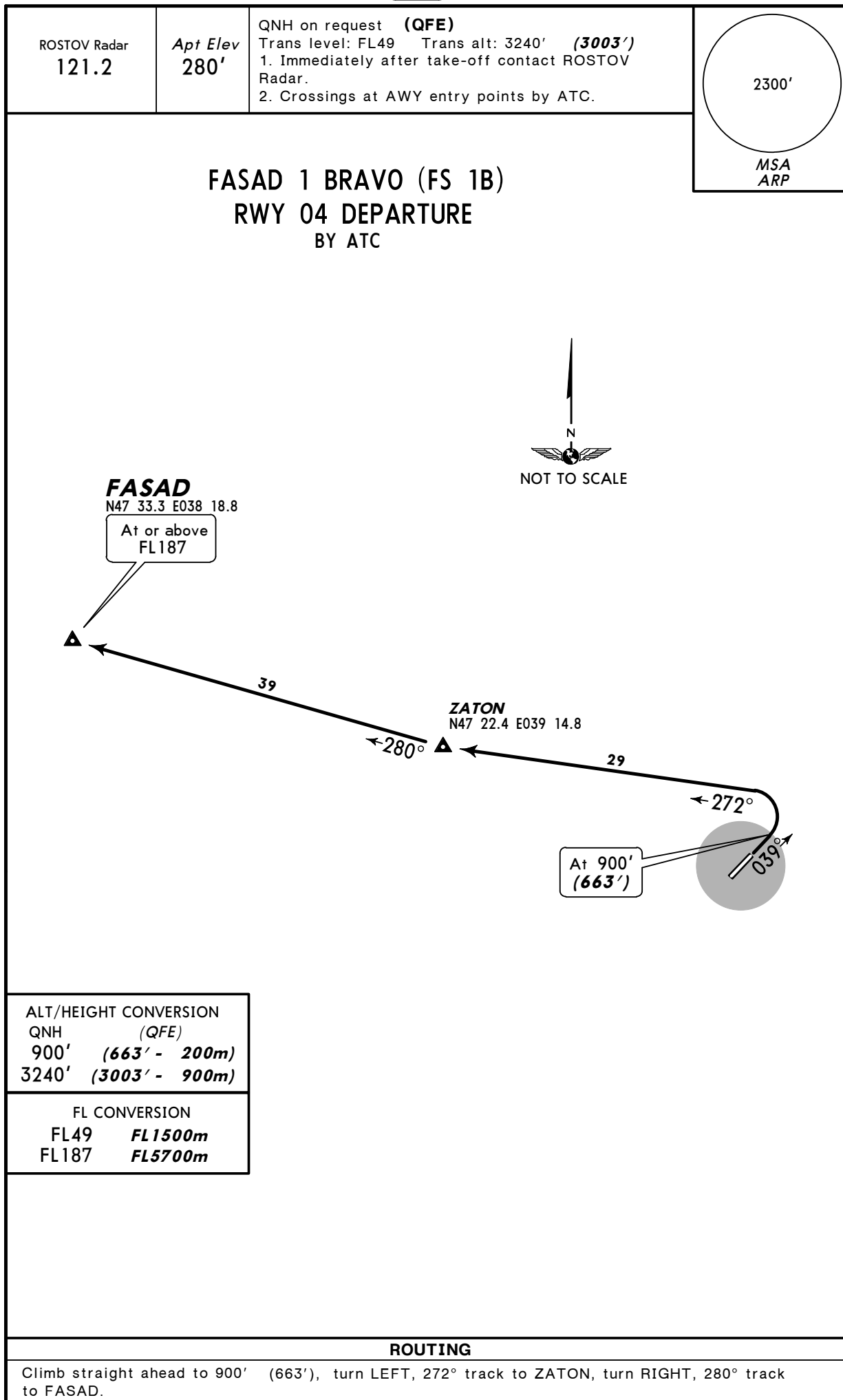
URRR/ROV
ROSTOV-NA-DONU

22 OCT 10

(10-3A)

Eff 1 Nov

SID

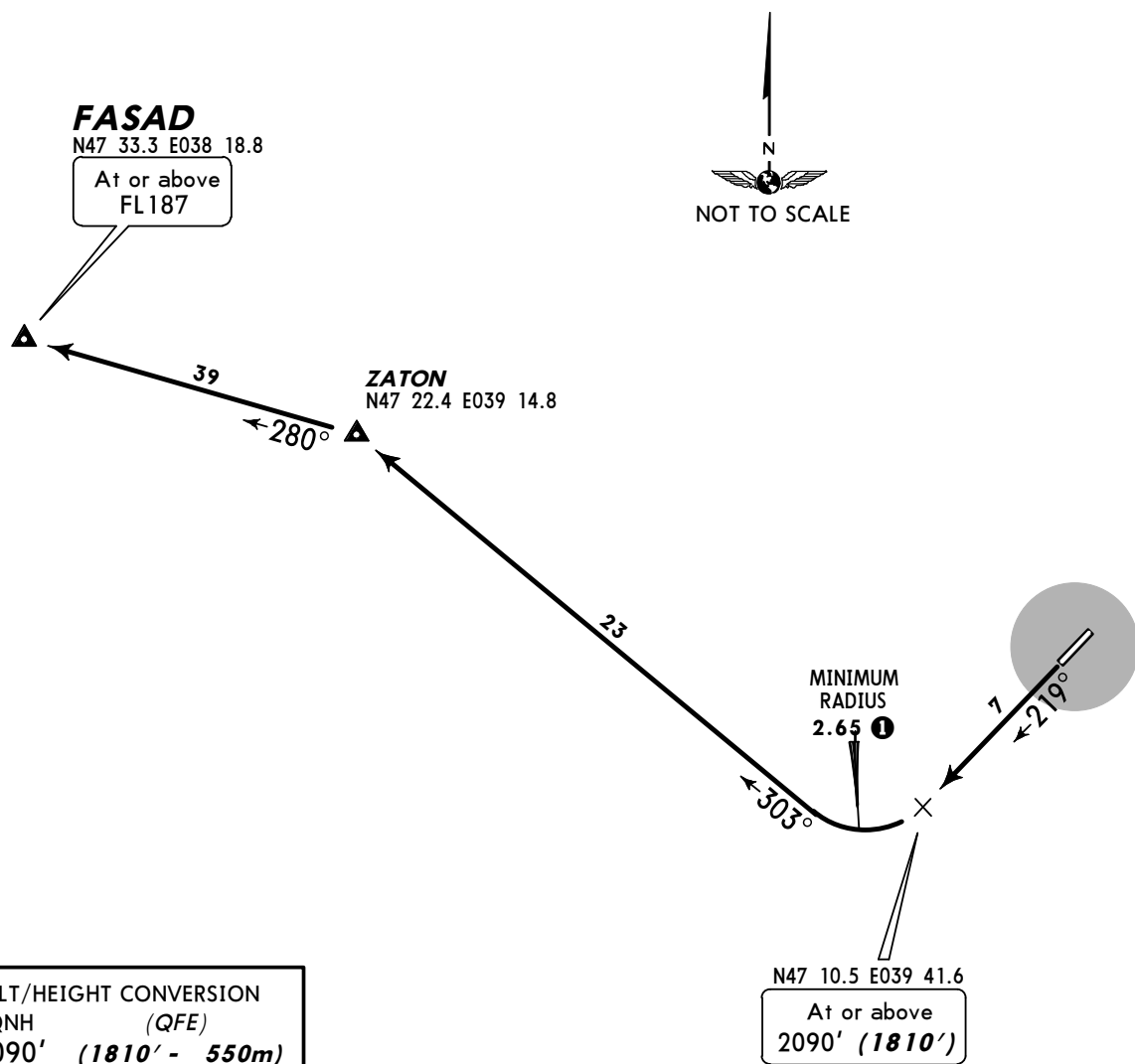
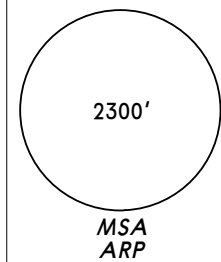


URRR/ROV
ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA
22 OCT 10 **(10-3B)** **Eff 1 Nov** **SID**

ROSTOV Radar 121.2	Apt Elev 280'	QNH on request (QFE) Trans level: FL49 Trans alt: 3240' (2960') 1. Aircraft should take-off with noise abatement procedures according to Flight Manual. 2. Immediately after take-off contact ROSTOV Radar. 3. Crossings at AWY entry points by ATC.
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FASAD 2 BRAVO (FS 2B)
RWY 22 DEPARTURE
BY ATC



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2090'	(1810' - 550m)
3240'	(2960' - 900m)

FL CONVERSION	
FL49	FL1500m
FL187	FL5700m

①	Gnd speed-KT	135	162	189	216	243
	Bank-DEG	06	08	11	14	18

ROUTING

Climb straight ahead, at or above 2090' **(1810')** turn RIGHT, 303° track to ZATON, turn LEFT, 280° track to FASAD.

URRR/ROV
ROSTOV-NA-DONU

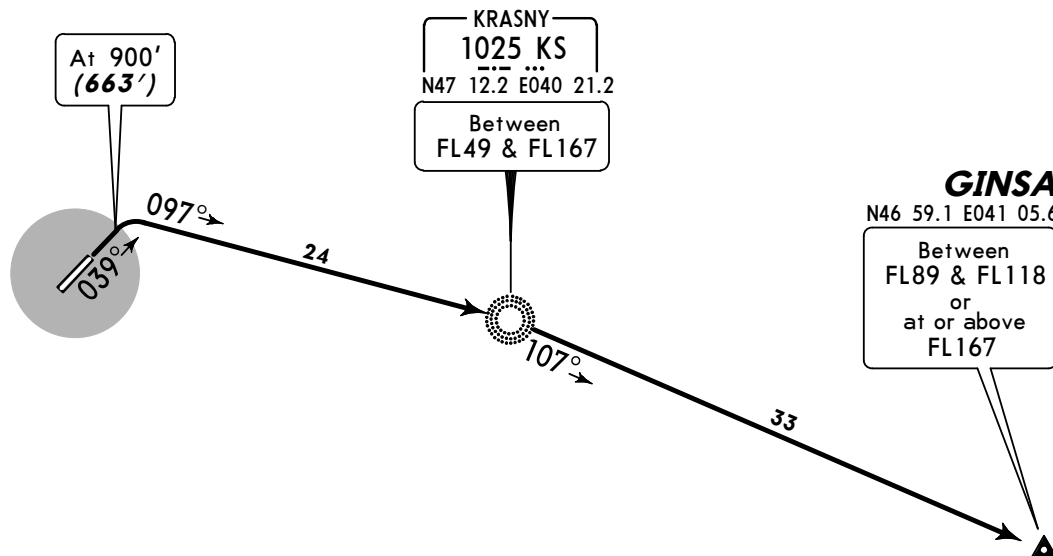
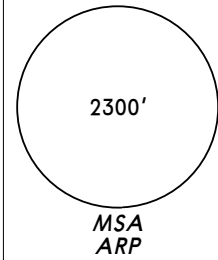
JEPPESEN ROSTOV-NA-DONU, RUSSIA
22 OCT 10 **(10-3C)** **Eff 1 Nov** **SID**

ROSTOV Radar
121.2

Apt Elev
280'

QNH on request **(QFE)** Trans level: FL49 Trans alt: 3240' **(3003')**
1. Immediately after take-off contact ROSTOV Radar.
2. Crossings at AWY entry points by ATC.

GINSA 1 ALFA (GN 1A)
RWY 04 DEPARTURE



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
900'	(663' -	200m)
3240'	(3003' -	900m)

FL CONVERSION	
FL49	FL1500m
FL89	FL2700m
FL118	FL3600m
FL167	FL5100m

This SID requires a minimum climb gradient of 298' per NM (4.9%).

Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489

ROUTING

Climb straight ahead to 900' **(663')**, turn RIGHT, intercept 097° bearing to KS, turn RIGHT, 107° bearing to GINSA.

URRR/ROV
ROSTOV-NA-DONU

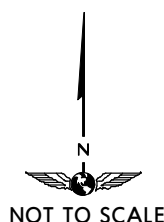
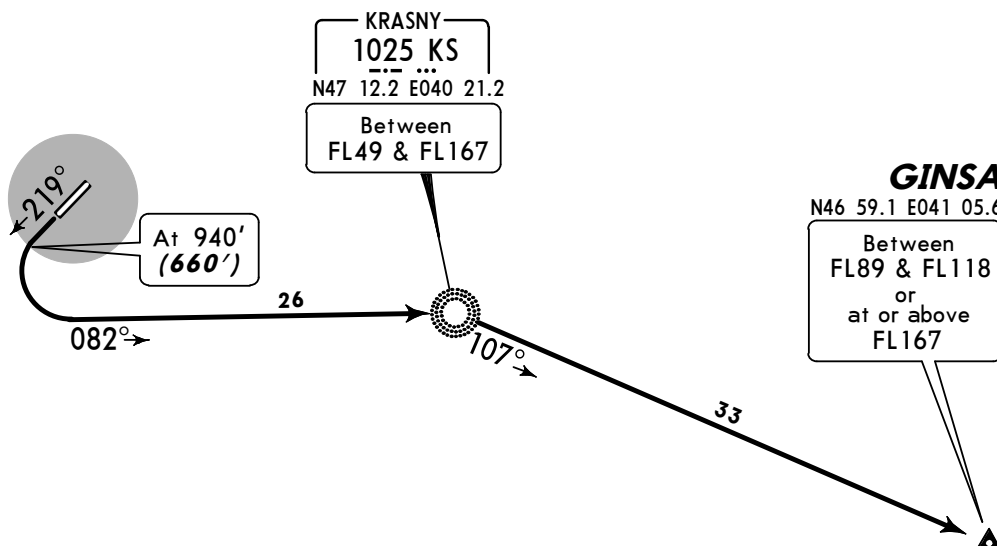
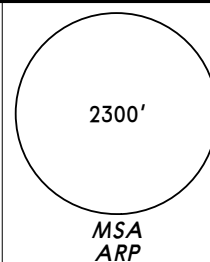
JEPPESEN ROSTOV-NA-DONU, RUSSIA
 22 OCT 10 **(10-3D)** **Eff 1 Nov** **SID**

ROSTOV Radar
 121.2

Apt Elev
 280'

QNH on request **(QFE)** Trans level: FL49 Trans alt: 3240' **(2960')**
 1. Aircraft should take-off with noise abatement procedures according to Flight Manual.
 2. Immediately after take-off contact ROSTOV Radar.
 3. Crossings at AWY entry points by ATC.

GINSA 2 ALFA (GN 2A)
RWY 22 DEPARTURE



ALT/HEIGHT CONVERSION	
QNH	(QFE)
940'	(660' - 200m)
3240'	(2960' - 900m)

FL CONVERSION	
FL49	FL1500m
FL89	FL2700m
FL118	FL3600m
FL167	FL5100m

This SID requires a minimum climb gradient of 273' per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
273' per NM	342	456	684	911	1139	1367

ROUTING

Climb straight ahead to 940' **(660')**, turn LEFT, intercept 082° bearing to KS, turn RIGHT, 107° bearing to GINSA.

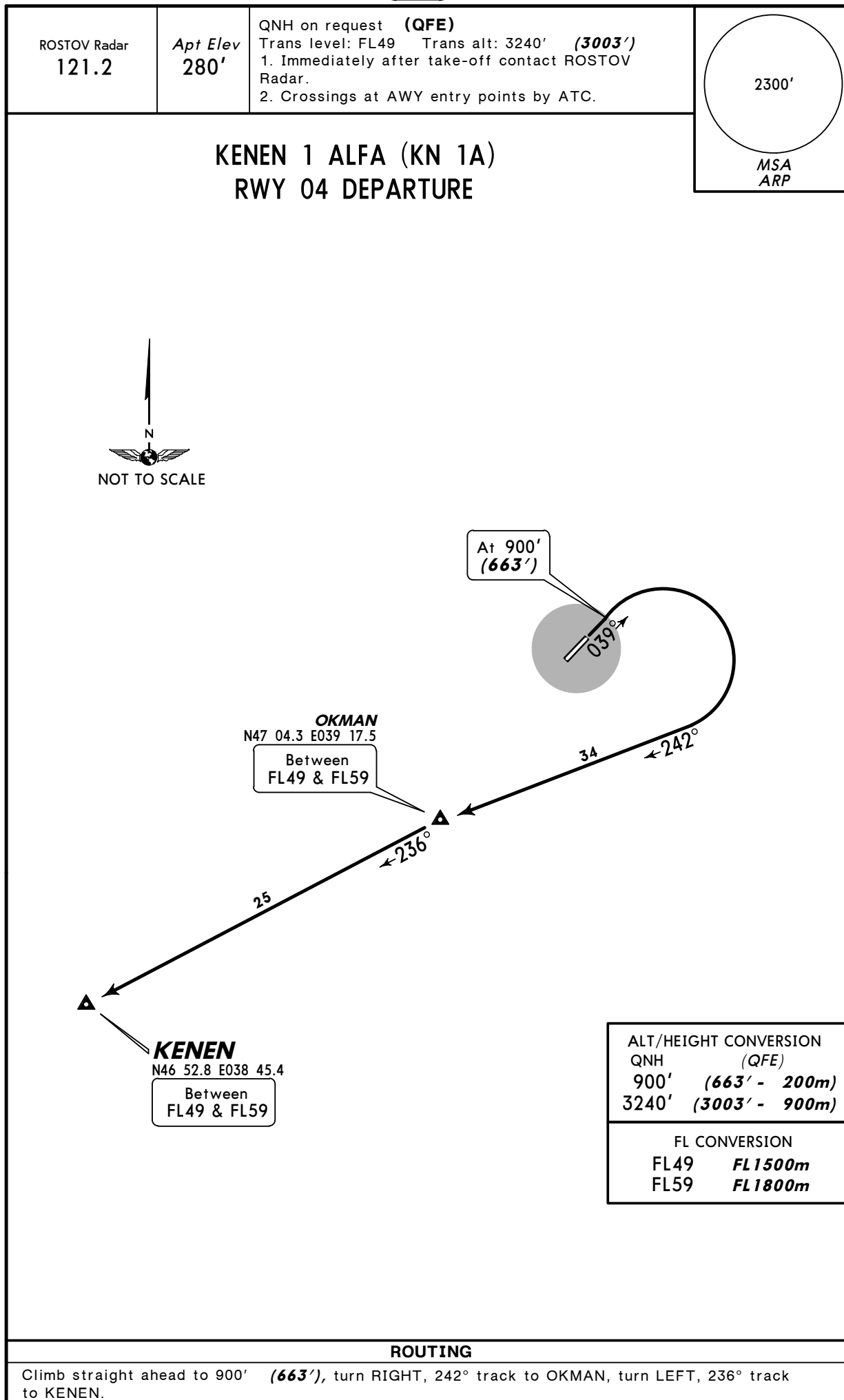
URRR/ROV
ROSTOV-NA-DONU

22 OCT 10

10-3E

Eff 1 Nov

SID



URRR/ROV
ROSTOV-NA-DONU

22 OCT 10

10-3F

Eff 1 Nov

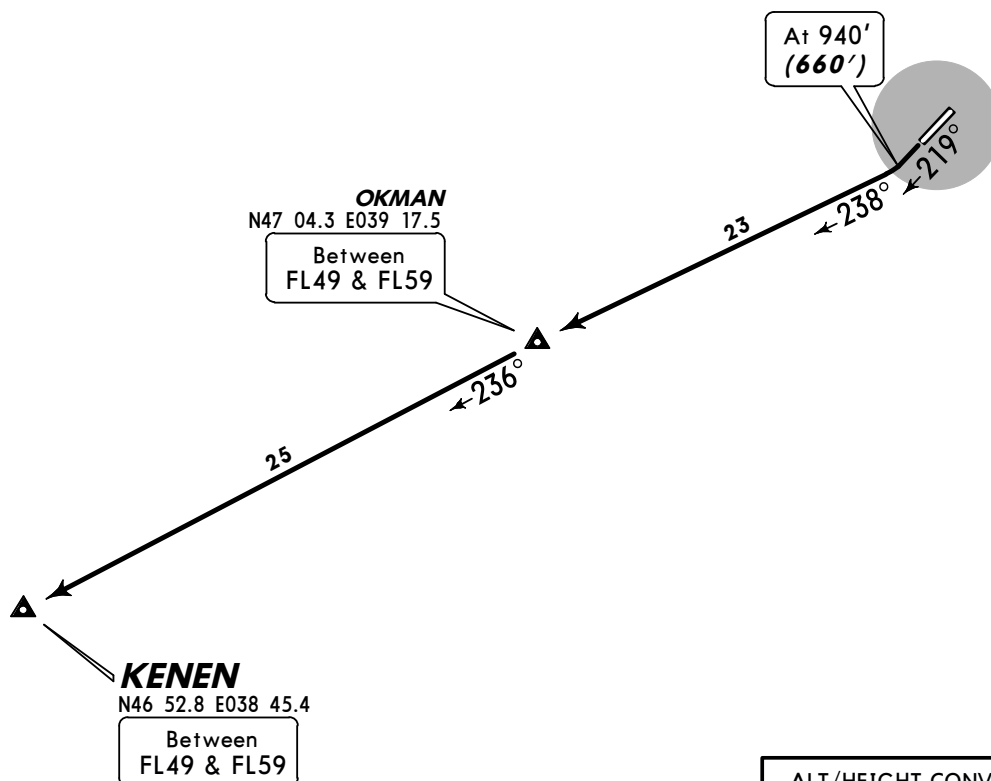
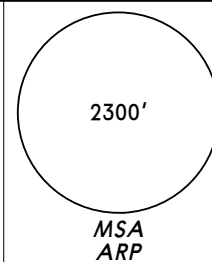
SID

ROSTOV Radar
121.2

Apt Elev
280'

QNH on request **(QFE)** Trans level: FL49 Trans alt: 3240' **(2960')**
1. Aircraft should take-off with noise abatement procedures according to Flight Manual.
2. Immediately after take-off contact ROSTOV Radar.
3. Crossings at AWY entry points by ATC.

KENEN 2 ALFA (KN 2A)
RWY 22 DEPARTURE



ALT/HEIGHT CONVERSION	
QNH	(QFE)
940'	(660' - 200m)
3240'	(2960' - 900m)

FL CONVERSION	
FL49	FL1500m
FL59	FL1800m

ROUTING

Climb straight ahead to 940' **(660')**, turn RIGHT, 238° track to OKMAN, turn LEFT, 236° track to KENEN.

URRR/ROV

ROSTOV-NA-DONU

22 OCT 10

10-3G

Eff 1 Nov

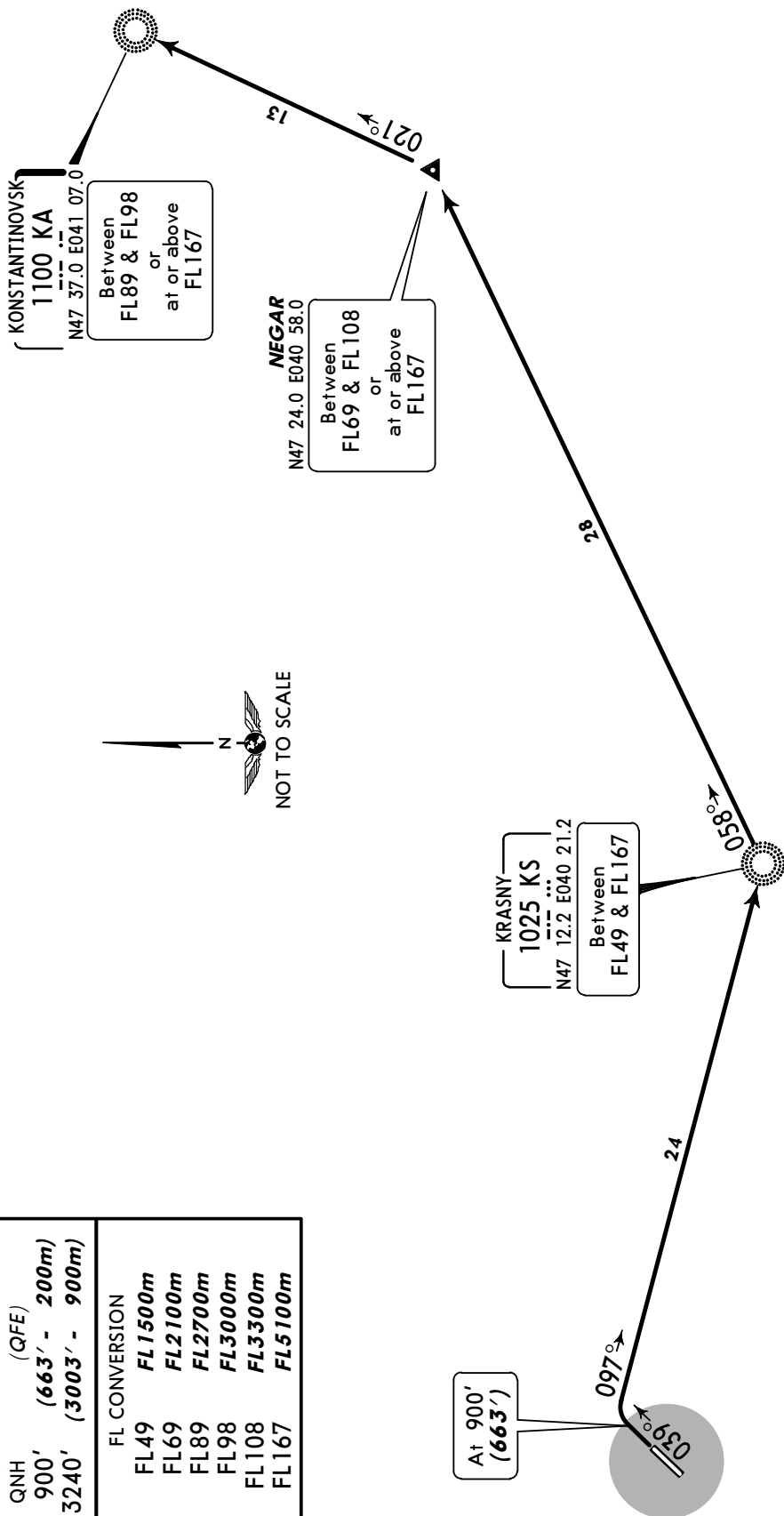
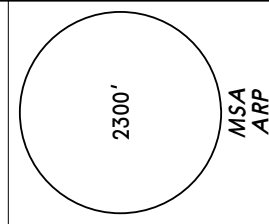
SID

ROSTOV Radar
121.2

Apt Elev
280'

QNH on request (QFE) Trans level: FL49 Trans alt: 3240' (3003')
 1. Immediately after take-off contact ROSTOV Radar.
 2. Crossings at AWY entry points by ATC.

KONSTANTINOVSK 1 ALFA (KA 1A) RWY 04 DEPARTURE



ALT/HEIGHT CONVERSION
 QNH (QFE)
 900' (663' - 200m)
 3240' (3003' - 900m)

FL CONVERSION

FL49	FL1500m
FL69	FL2100m
FL89	FL2700m
FL98	FL3000m
FL108	FL3300m
FL167	FL5100m

This SID requires a minimum climb gradient of 334' per NM (5.5%) until NEGAR.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

ROUTING

Climb straight ahead to 900' (663'), turn RIGHT, intercept 097° bearing to KS, turn LEFT, 058° bearing to NEGAR, turn LEFT, intercept 021° bearing to KA.

URRR/ROV

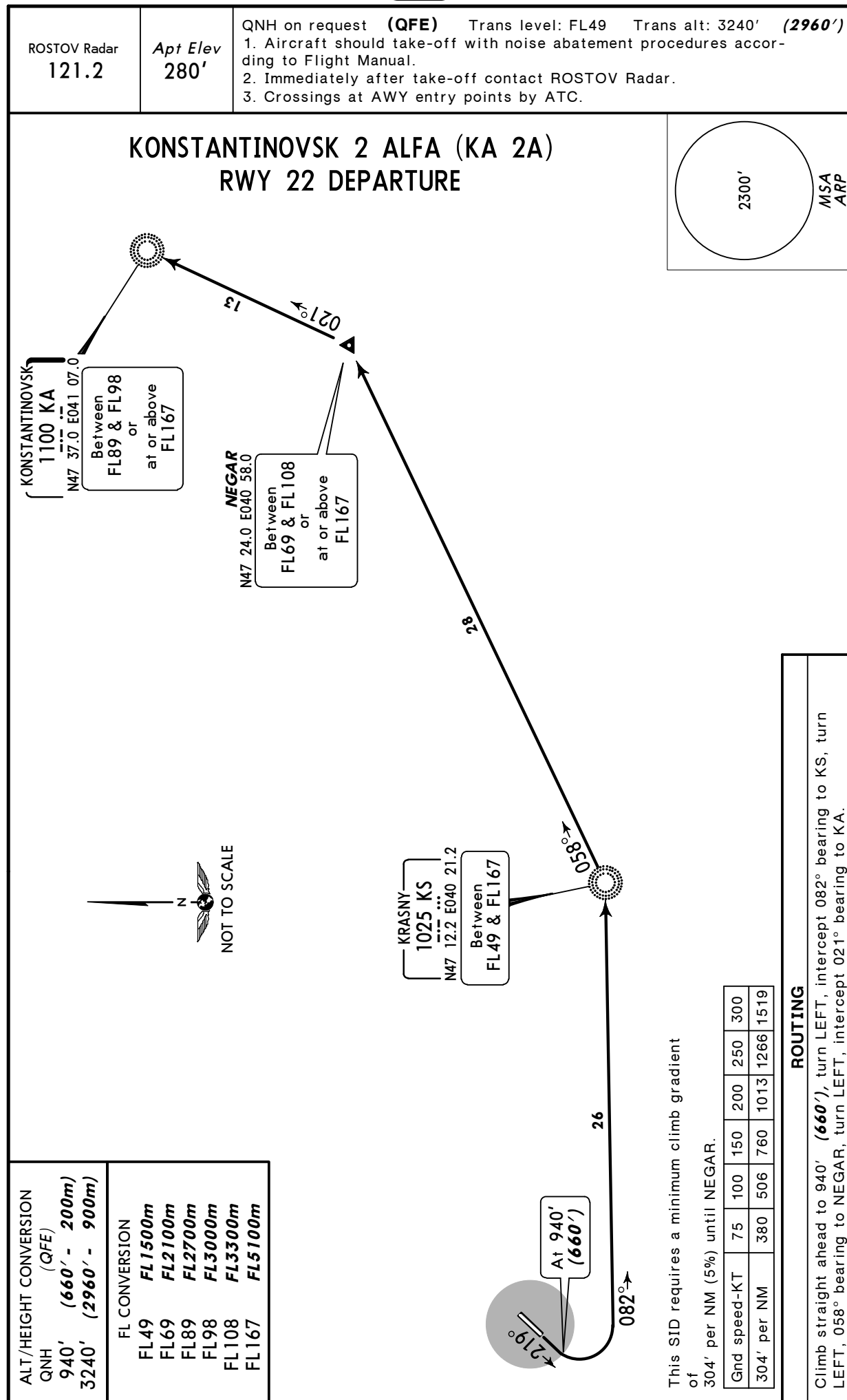
ROSTOV-NA-DONU

22 OCT 10

(10-3H)

Eff 1 Nov

SID



URRR/ROV
ROSTOV-NA-DONU

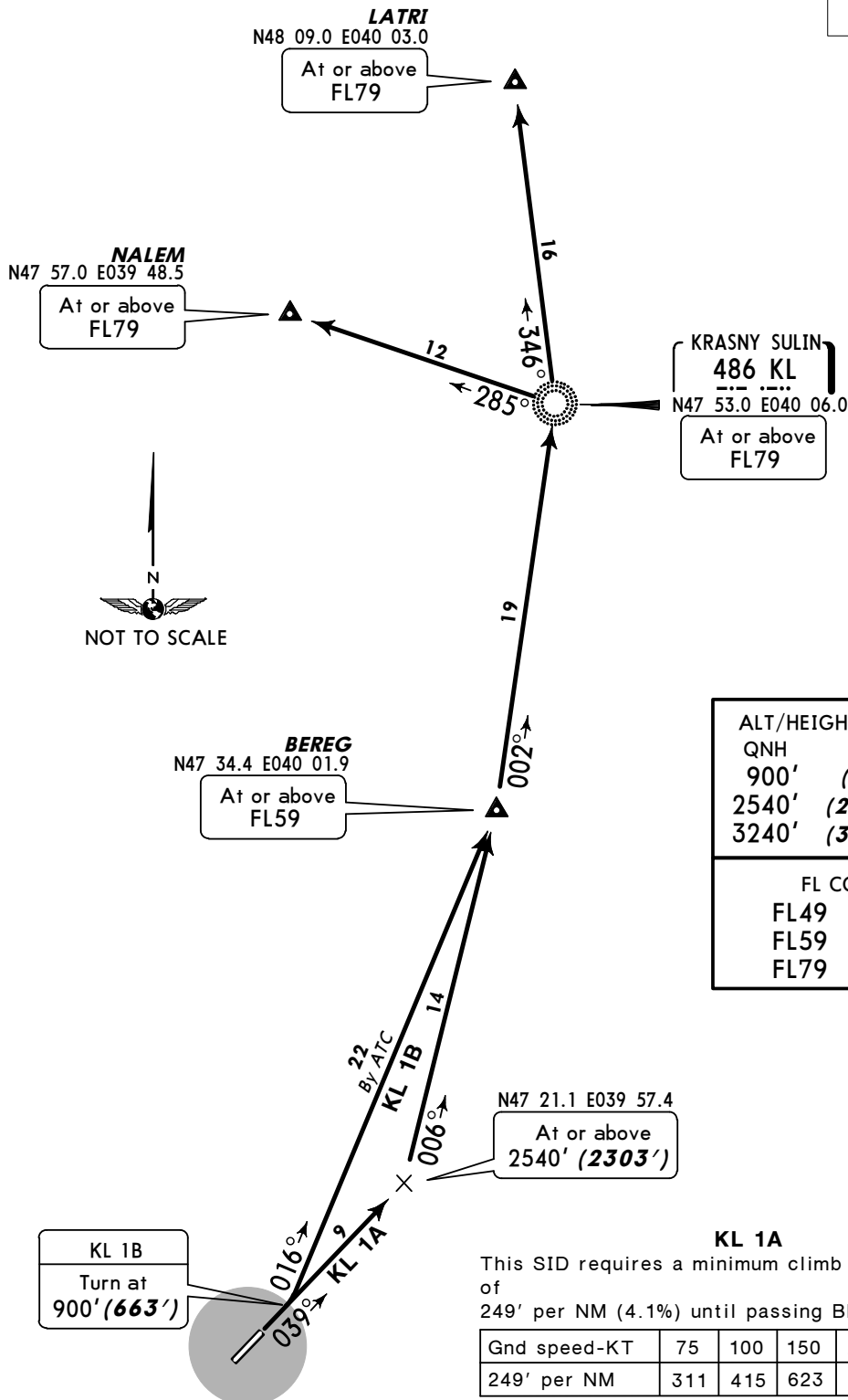
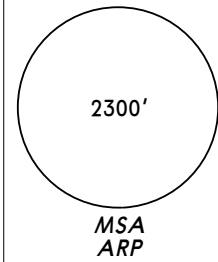
JEPPesen **ROSTOV-NA-DONU, RUSSIA**
22 OCT 10 **(10-3J)** **Eff 1 Nov** **SID**

ROSTOV Radar
121.2

Apt Elev
280'

QNH on request **(QFE)** Trans level: FL49 Trans alt: 3240' **(3003')**
1. Immediately after take-off contact ROSTOV Radar.
2. Crossings at AWY entry points by ATC.

KRASNY SULIN 1 ALFA (KL 1A)
KRASNY SULIN 1 BRAVO (KL 1B)
RWY 04 DEPARTURES



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
900'	(663' -	200m)
2540'	(2303' -	700m)
3240'	(3003' -	900m)

FL CONVERSION	
FL49	FL1500m
FL59	FL1800m
FL79	FL2400m

KL 1A

This SID requires a minimum climb gradient of 249' per NM (4.1%) until passing BEREK.

Gnd speed-KT	75	100	150	200	250	300
249' per NM	311	415	623	830	1038	1246

SID	ROUTING
KL 1A	Climb straight ahead, at or above 2540' (2303') turn LEFT, 006° track to BEREK, turn LEFT, intercept 002° bearing to KL.
KL 1B By ATC	Climb straight ahead to 900' (663') , turn LEFT, 016° track to BEREK, turn LEFT, intercept 002° bearing to KL.

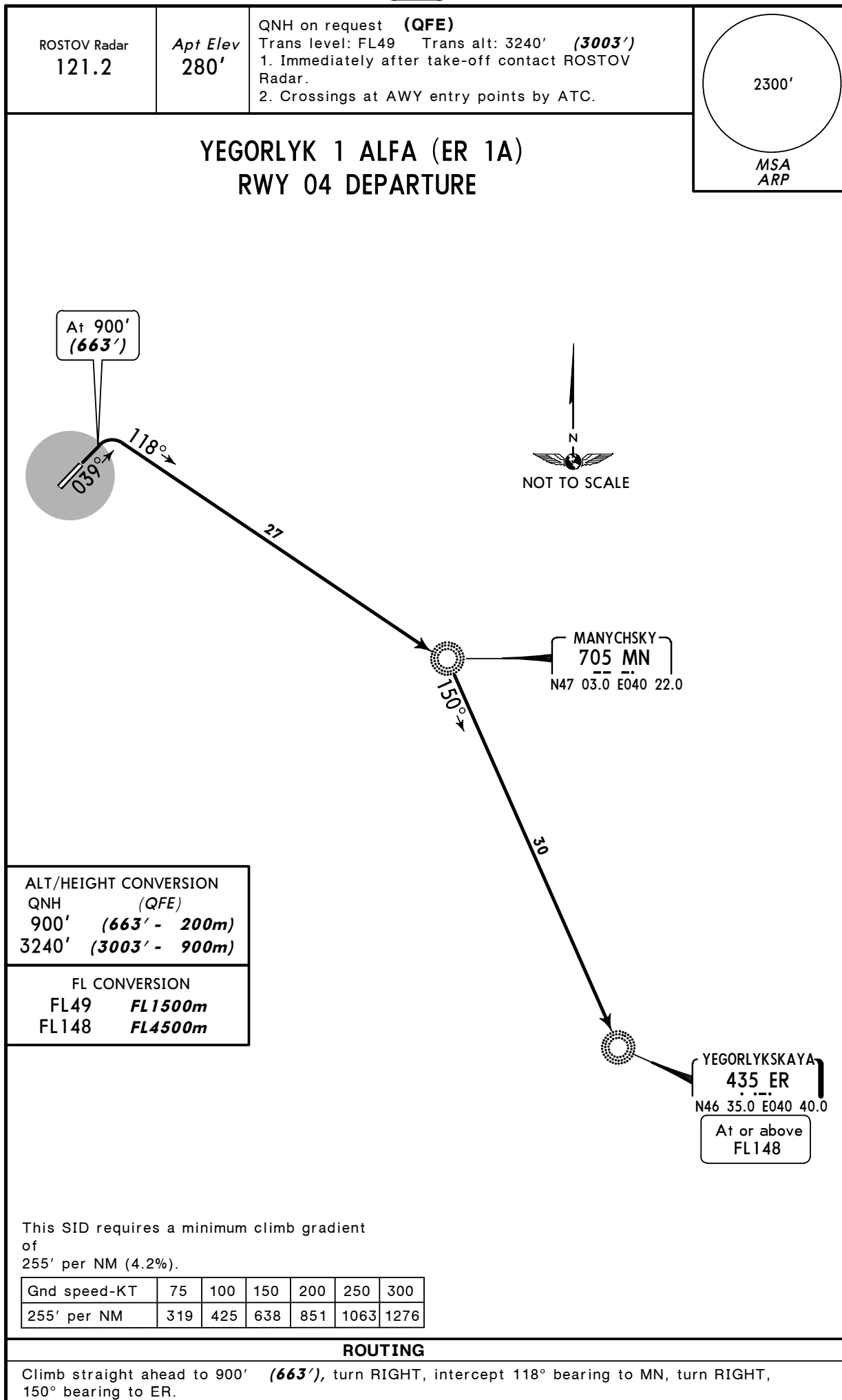
URRR/ROV
ROSTOV-NA-DONU

22 OCT 10

10-3K

Eff 1 Nov

SID



URRR/ROV
ROSTOV-NA-DONU

22 OCT 10

10-3L

Eff 1 Nov

SID



JEPPESEN

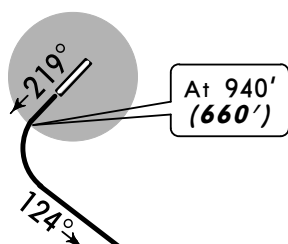
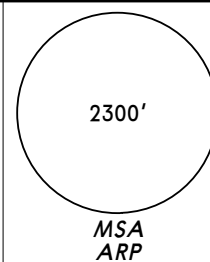
ROSTOV-NA-DONU, RUSSIA

ROSTOV Radar
121.2

Apt Elev
280'

QNH on request **(QFE)** Trans level: FL49 Trans alt: 3240' **(2960')**
1. Aircraft should take-off with noise abatement procedures according to Flight Manual.
2. Immediately after take-off contact ROSTOV Radar.
3. Crossings at AWY entry points by ATC.

YEGORLYK 2 ALFA (ER 2A)
RWY 22 DEPARTURE



25

SOKOL
N46 57.1 E040 12.3



29

YEGORLYKSKAYA
435 ER
N46 35.0 E040 40.0

At or above
FL148

ALT/HEIGHT CONVERSION
QNH (QFE)
940' (660' - 200m)
3240' (2960' - 900m)

FL CONVERSION
FL49 **FL1500m**
FL148 **FL4500m**

This SID requires a minimum climb gradient of 261' per NM (4.3%).

Gnd speed-KT	75	100	150	200	250	300
261' per NM	327	435	653	871	1089	1306

ROUTING

Climb straight ahead to 940' **(660')**, turn LEFT, 124° track to SOKOL, turn RIGHT, intercept 133° bearing to ER.

URRR/ROV

JEPPESEN

ROSTOV-NA-DONU, RUSSIA

ROSTOV-NA-DONU

18 JUN 04

10-4

NOISE**NOISE ABATEMENT****ARRIVALS****APPROACH PHASE**

Noise abatement procedures shall be executed by all aircraft.

If special meteorological conditions are present in arrival and approach sectors, ATS unit may at its own discretion or by a pilot in command's request deviate from the provisions given below, if it is necessary for safety reasons.

Restrictions

During instrument as well as visual approach flying below the ILS glide path angle is not allowed.

Between 2300-0700LT when appropriate meteorological and air conditions are available, landing shall be carried out on runway 22.

Landing with a tail wind component is allowed when tail wind component is according to norms established in Flight Manual for specified aircraft type.

DEPARTURES**TAKE-OFF AND CLIMBING PHASE**

Noise abatement procedures shall be executed by all aircraft during take-off on 219° heading.

Noise abatement procedures shall not be executed at the expense of reduction of flight safety and in case of engine failure during take-off, wind shear, moderate turbulence or icing.

Restrictions

Take-off with a tail wind component is allowed when tail wind component is according to norms established in Flight Manual for specified aircraft type.

During take-off rwy 04 on 039° heading and exit from TMA via BEREG climbing shall be carried out with a minimum climb gradient of 346' per NM (5.7%) to N47 26.6 E040 00.3 (034° 13.6 NM from ARP), further climb to BEREG shall be carried out with a minimum climb gradient of 231' per NM (3.8%). If unable to comply advise ATC. Alternative procedure to BEREG: along right-hand loop with a minimum radius of 2.75 NM. The initial turn shall be executed at 2210' (1973').

During take-off rwy 22 on 219° heading and exit from TMA by executing a LEFT turn, climbing straight ahead to 3240' (2960') shall be carried out with a minimum climb gradient of 310' per NM (5.1%) but not later than 9.5 NM from THR runway 04.

During take-off rwy 22 on 219° heading and proceeding with RIGHT turn to SLAVA the initial turn shall be carried out at or above 2250' (1970') and not later than 6.4 NM from THR runway 04 with a minimum turn radius of 2.65 NM.

Special procedures on take-off rwy 22 heading 219°

Take-off and climbing to 1760' (1480')

Take-off power

Take-off flaps

V₂ + 11 to 22 KT

At 1760' (1480')

At or above 940' (660') turn with 25° bank

Reduce engine power to a minimum while maintaining positive rate of climb

Between 1760' (1480') - 3240' (2960')

V₂ + 11 to 22 KT

At 3240' (2960')

Accelerate to IAS of wing devices retraction

Retract wing devices

Further climb as per Flight Manual

Between 2300-0700LT when appropriate meteorological and air conditions are available, take-off shall be carried out on runway 04 and landing on runway 22.

URRR/ROV

Apt Elev **280'**
N47 15.5 E039 49.1

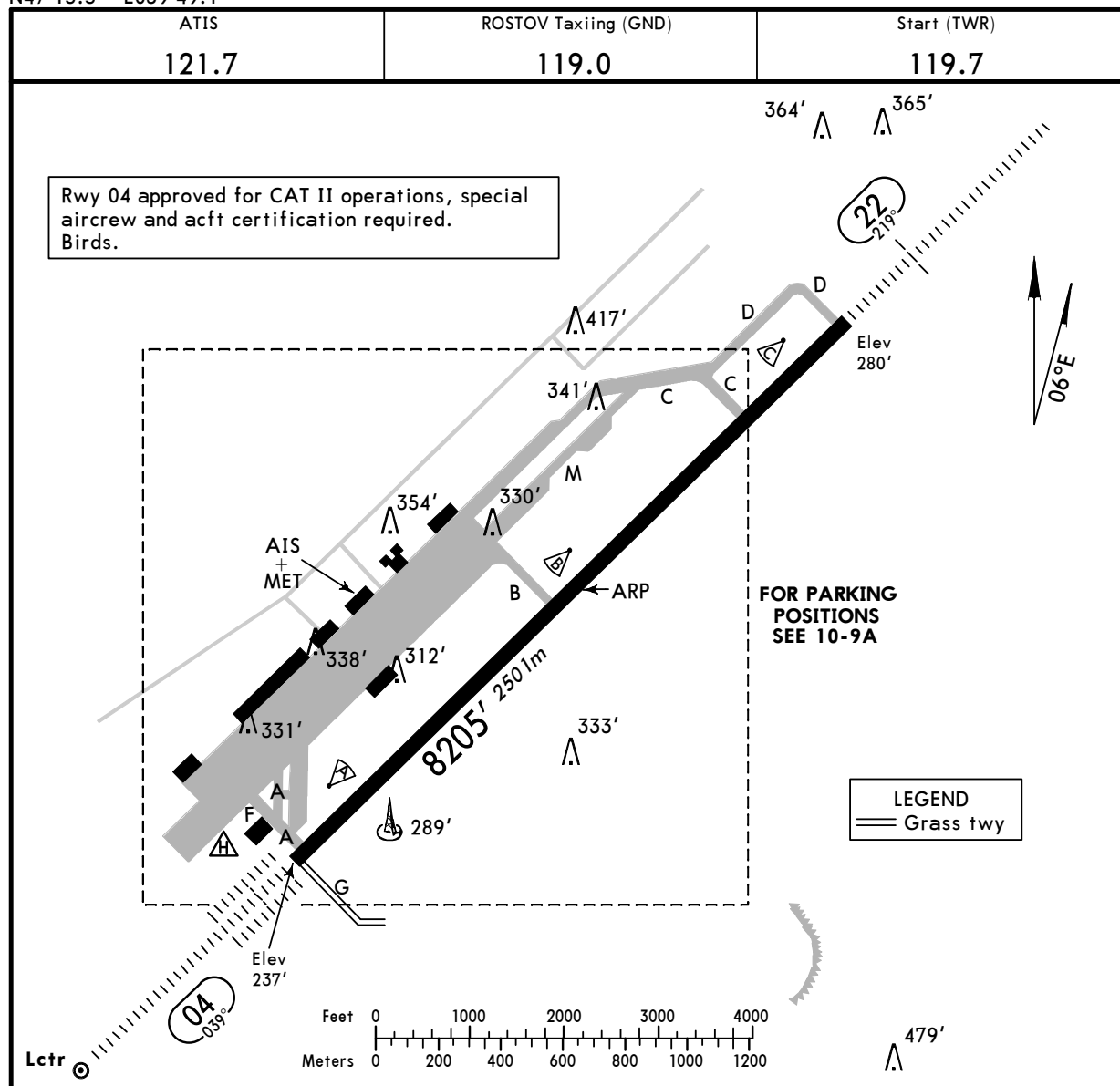
17 SEP 10

(10-9)

Eff 23 Sep

ROSTOV-NA-DONU, RUSSIA

ROSTOV-NA-DONU



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH
RWY						LANDING BEYOND			
						Threshold	Glide Slope		
04	HIRL (60m)	CL (15m)	HIALS-II	TDZ ①	RVR		7169' 2185m		148'
22	HIRL (60m)	CL (15m)	HIALS ①		RVR		7333' 2235m		45m

① PAPI-L (angle 2.67°)

Taxiing on twys and apron with FOLLOW-ME only, when meteorological visibility is 1000m or less or when it is difficult to determine taxi guide lines due to snow, slush, etc.

LOW VISIBILITY PROCEDURES

Procedures are applied when RVR is less than 550m.

After landing, pilots must report vacaton of the runway and ILS critical area.

FOLLOW-ME guides arriving acft after leaving ILS critical area to the stand, departing acft from the stand to rwy holding position line.

TAKE-OFF			
AIR CARRIER (JAA)			
All Rwys			
LVP must be in force			
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m (150m)	250m	400m
C			
D	250m (200m)	300m	

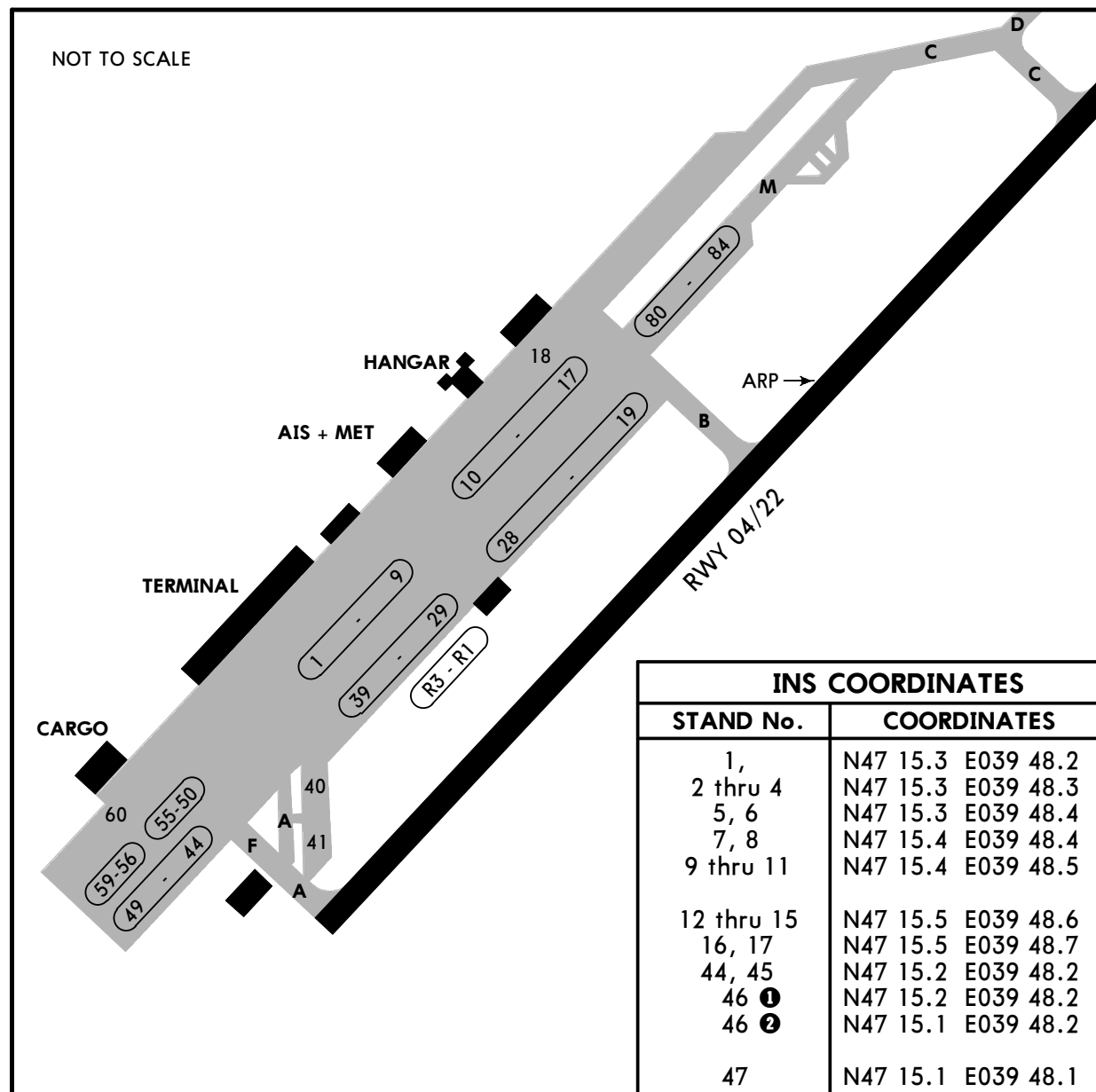
CHANGES: LVP.

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URRR/ROV

17 SEP 10 **10-9A** Eff 23 Sep**ROSTOV-NA-DONU, RUSSIA**

ROSTOV-NA-DONU



① Stand direction NW

② Stand direction SE

When leaving stands 1, 2 and 44 thru 47 by towing start-up to be carried out on Twys A, F or on apron in front of stands 29 thru 39.

Stands 16 thru 28 are cul-de-sacs.

Stands 16 thru 18: Enter/exit by towing.

Stands 19 thru 28 and 80 thru 84: Enter by towing.

Stands 1 thru 41, 44 thru 47, 50 thru 59 and 80 thru 84 available for helicopters.

Taxiing via Twys B, C, M and along apron shall be carried out along twy centerline at minimum speed.

Taxiing along Twy B with inner engines only.

Taxiing of acft with a wingspan more than 126'/38.6m and diameter of the main rotor more than 85'/26m from stand 3 to Twy B, along Twy M, along Twy C from Twy M to Twy D, between stands 1 and 44 when either of them is occupied is prohibited.

Taxiing from stand 50 via stand 51 is allowed for acft with a wingspan more than 98'/30m or diameter of the main rotor than 72'/22m.

URRR/ROV **JEPPesen**
20 MAR 09 **10-9S****Standard**
ROSTOV-NA-DONU, RUSSIA
ROSTOV-NA-DONU

STRAIGHT-IN RWY		A	B	C	D
04	CAT 2 ILS	337' (100')	337' (100')	337' (100')	337' (100')
		RA 110' R350m	RA 110' R350m	RA 110' R350m	RA 110' R350m
	ILS	437' (200')	437' (200')	437' (200')	437' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①②	610' (373')	610' (373')	610' (373')	610' (373')
		R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1700m	R1700m	R1700m	R1700m
	2 NDB ①③	650' (413')	650' (413')	650' (413')	650' (413')
		R1200m	R1200m	R1200m	R1200m
	<i>ALS out</i>	R1900m	R1900m	R1900m	R1900m
	RN NDB ①③	730' (493')	730' (493')	730' (493')	730' (493')
		R1500m	R1500m	R1500m	R1500m
	<i>ALS out</i>	C2300m	C2300m	C2300m	C2300m
	N Lctr ①②	850' (613')	850' (613')	850' (613')	850' (613')
		C2100m	C2100m	C2100m	C2100m
	<i>ALS out</i>	C2800m	C2800m	C2800m	C2800m
	N Lctr ①③	1400' (1163')	1400' (1163')	1400' (1163')	1400' (1163')
22	ILS	480' (200')	480' (200')	480' (200')	480' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	740' (460')	740' (460')	740' (460')	740' (460')
		R1400m	R1400m	R1400m	R1400m
	<i>ALS out</i>	C2100m	C2100m	C2100m	C2100m
	RW NDB ①③	790' (510')	790' (510')	790' (510')	790' (510')
		R1600m	R1600m	R1600m	R1600m
	<i>ALS out</i>	C2400m	C2400m	C2400m	C2400m
	W Lctr ①②	790' (510')	790' (510')	790' (510')	790' (510')
		R1600m	R1600m	R1600m	R1600m
	<i>ALS out</i>	C2400m	C2400m	C2400m	C2400m
	W Lctr ①③	1070' (790')	1070' (790')	1070' (790')	1070' (790')
		C2900m	C2900m	C2900m	C2900m
	<i>ALS out</i>	C3600m	C3600m	C3600m	C3600m

① Continuous Descent Final Approach

② with FAF.

③ w/o FAF.

TAKE-OFF RWY 04, 22

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force				NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

CHANGES: New page.

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URRR/ROV

JEPPESEN**JAA MINIMUMS**22 JUN 07
Eff 5 Jul

(10-9X)

ROSTOV-NA-DONU, RUSSIA
ROSTOV-NA-DONU

STRAIGHT-IN RWY		A	B	C	D
04	CAT 2 ILS	337' (100')	337' (100')	337' (100')	337' (100')
		RA 110' R350m	RA 110' R350m	RA 110' R350m	RA 110' R350m
	ILS	437' (200')	437' (200')	437' (200')	437' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB with FAF	610' (373')	610' (373')	610' (373')	610' (373')
	2 NDB w/o FAF	650' (413')	650' (413')	650' (413')	650' (413')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	RN NDB w/o FAF	730' (493')	730' (493')	730' (493')	730' (493')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	N Lctr with FAF	850' (613')	850' (613')	850' (613')	850' (613')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	N Lctr w/o FAF	1400' (1163')	1400' (1163')	1400' (1163')	1400' (1163')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
22	ILS	480' (200')	480' (200')	480' (200')	480' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	740' (460')	740' (460')	740' (460')	740' (460')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	RW NDB w/o FAF	790' (510')	790' (510')	790' (510')	790' (510')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	W Lctr with FAF	790' (510')	790' (510')	790' (510')	790' (510')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	W Lctr w/o FAF	1070' (790')	1070' (790')	1070' (790')	1070' (790')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 04, 22

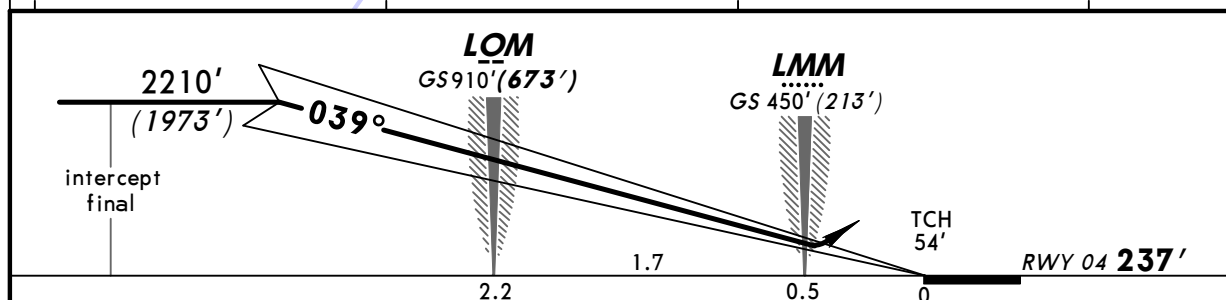
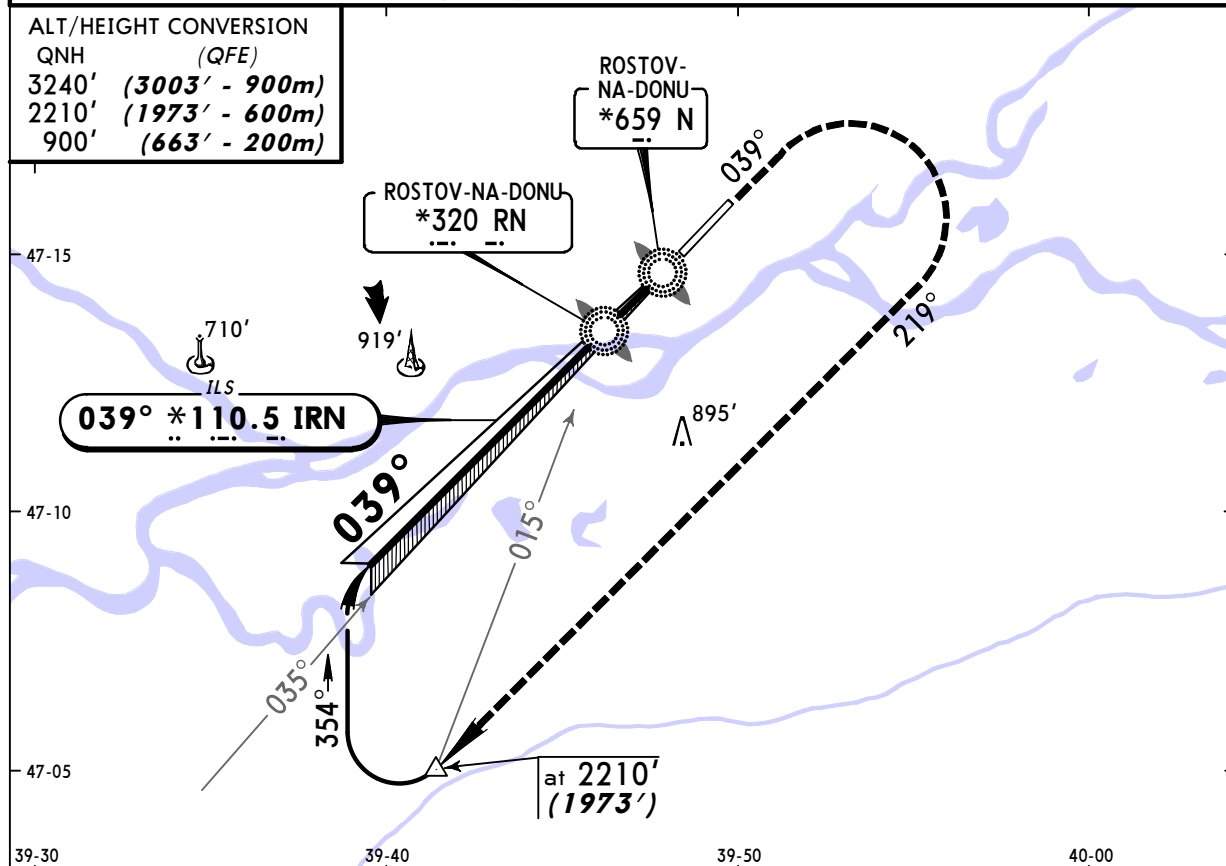
LVP must be in Force				
RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A				
B	150m	200m	250m	400m
C				500m
D	200m	250m	300m	

URRR/ROV ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA
22 JUN 07 **(11-1)** **Eff 5 Jul** **ILS Rwy 04**

BRIEFING STRIP

ATIS 121.7	ROSTOV Approach 128.2	ROSTOV Radar 121.2	ROSTOV Tower/Start (TWR) 119.7	Ground 119.0
LOC IRN *110.5	Final Apch Crs 039°	GS LOM 910' (673')	ILS DA(H) 437' (200')	Apt Elev 280' RWY 237'
MISSED APCH: Climb on 039° to 900' (663') , then turn RIGHT onto 219° climbing to 2210' (1973') , then according to chart. When reaching 900' (663') contact immediately ROSTOV Radar.				2300' MSA Airport
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49
Increased turbulence and windshear may be expected on final.		Trans alt: 3240' (3003')		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	900' (663')	on 039°	219°	2210' (1973')
ILS GS	2.67°	336	433	481	577	673	769			RT	

STRAIGHT-IN LANDING RWY 04						
ILS DA(H) 437'(200')			LOC (GS out)			
FULL		TDZ or CL out	ALS out			
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED		
B						
C						
D						

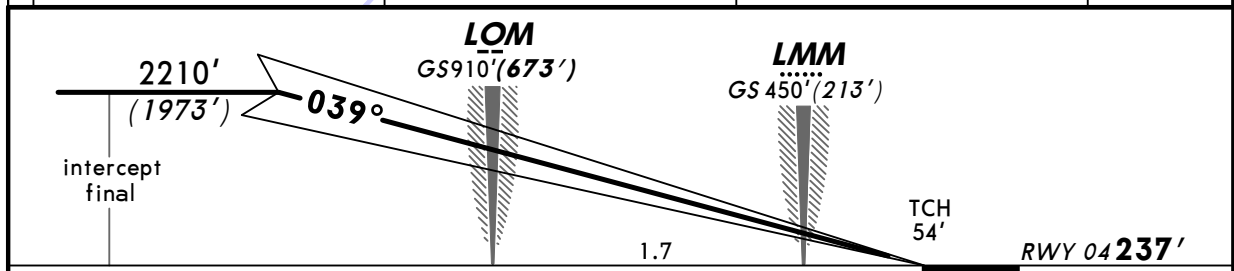
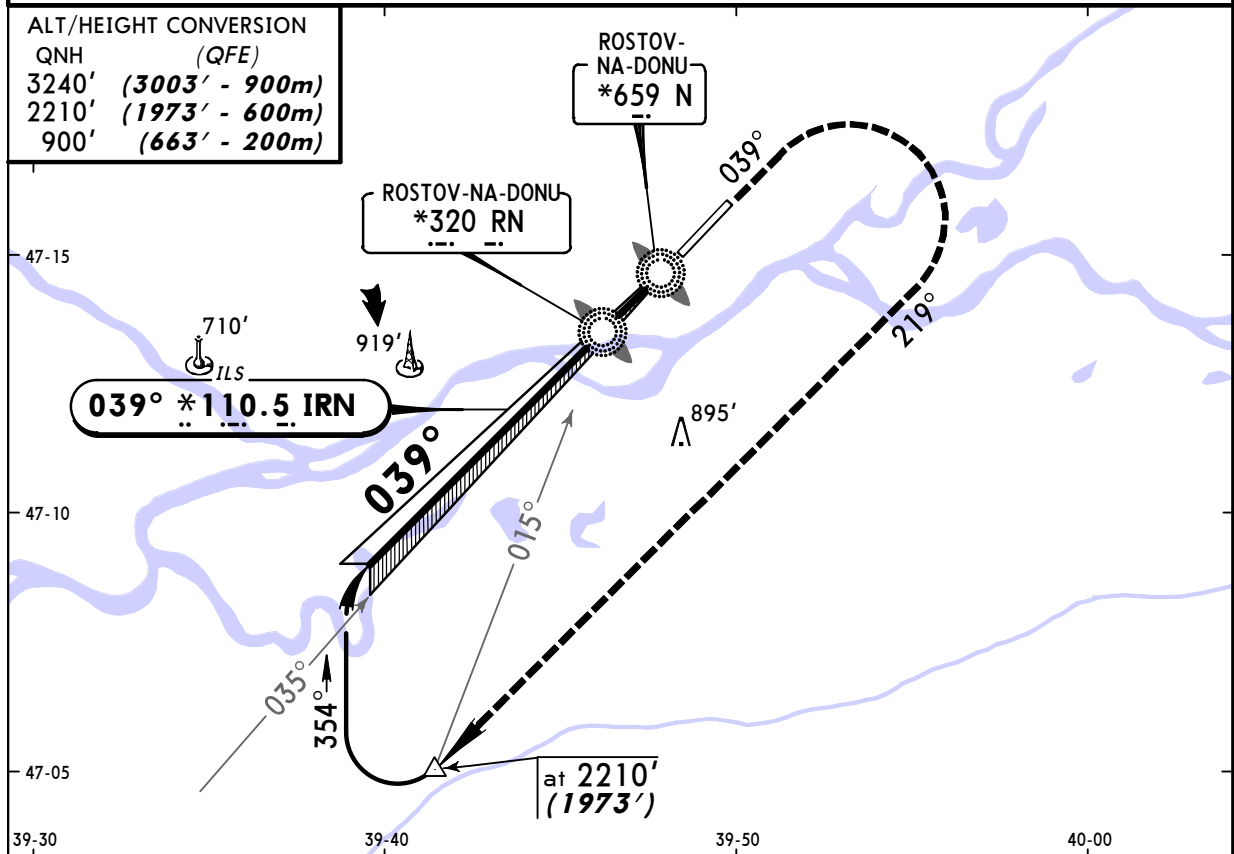
PANS OPS

URRR/ROV
ROSTOV-NA-DONU

JEPPesen ROSTOV-NA-DONU, RUSSIA
22 JUN 07 **(11-1A)** **Eff 5 Jul** **CAT II ILS Rwy 04**

BRIEFING STRIP

ATIS	ROSTOV Approach	ROSTOV Radar	ROSTOV Tower/Start (TWR)	Ground
121.7	128.2	121.2	119.7	119.0
LOC IRN *110.5	Final Apch Crs 039°	GS LOM 910' (673')	CAT II ILS RA 110' DA(H) 337' (100') Apt Elev 280' RWY 237'	2300' MSA Airport
MISSED APCH: Climb on 039° to 900' (663'), then turn RIGHT onto 219° climbing to 2210' (1973'), then according to chart. When reaching 900' (663') contact immediately ROSTOV Radar.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3240' (3003') 1. Special Aircrew & Acft Certification Required. 2. Increased turbulence and windshear may be expected on final.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	900' (663')	on 039°	219° RT	2210' (1973')
GS	2.67°	336	433	481	577	673	769				

STRAIGHT-IN LANDING RWY 04 CAT II ILS											
ABCD RA 110' DA(H) 337' (100')											
RVR 350m											

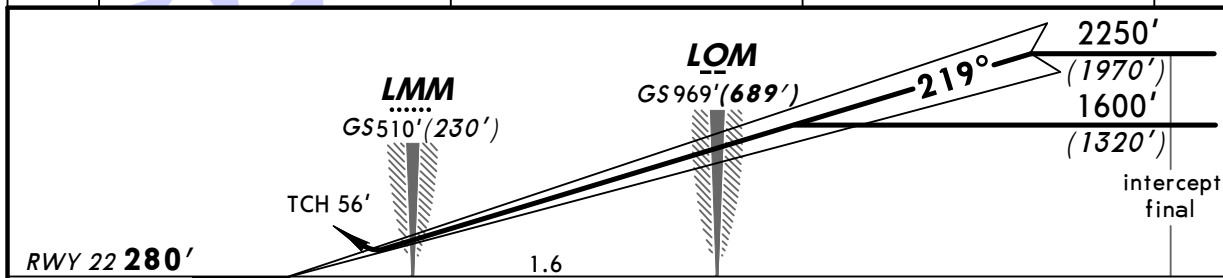
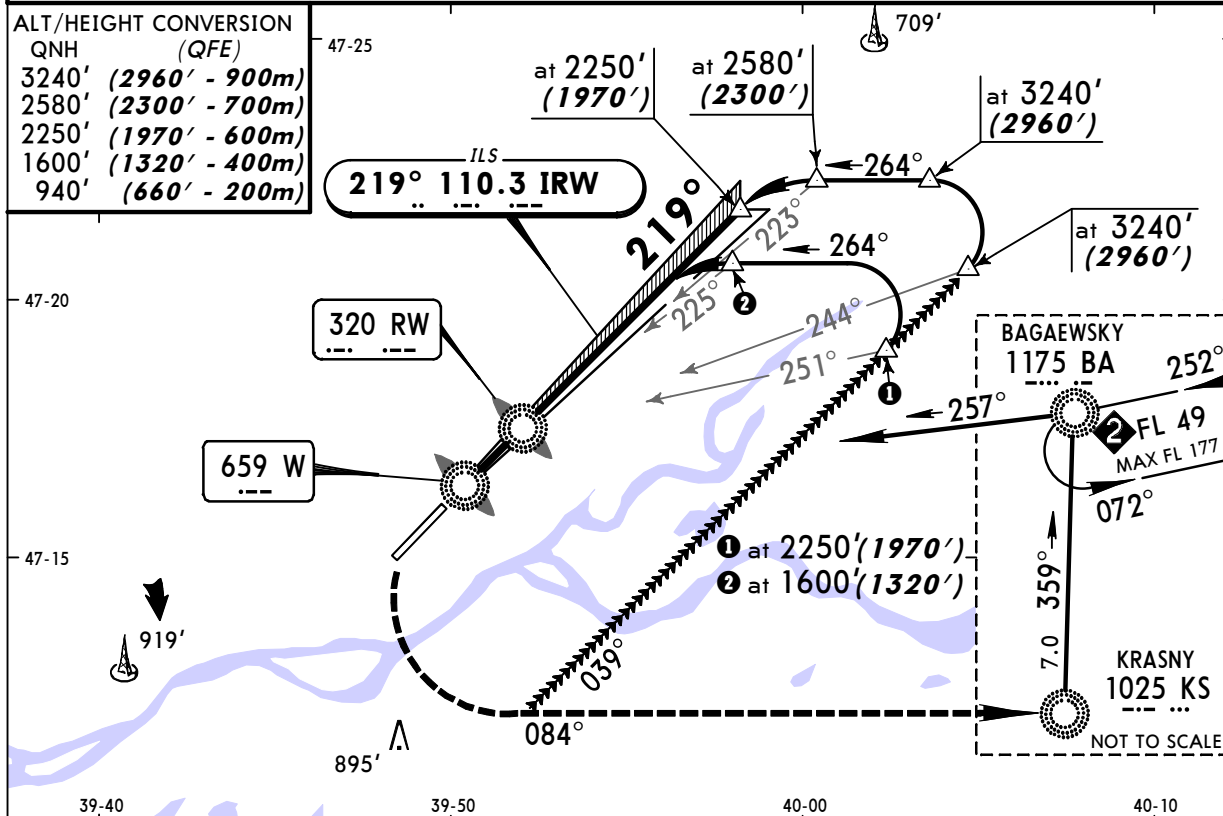
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ROSTOV-NA-DONU

JEPPesen ROSTOV-NA-DONU, RUSSIA
17 SEP 10 **(11-2)** **Eff 23 Sep** **ILS Rwy 22**

BRIEFING STRIP

ATIS	ROSTOV Approach	ROSTOV Radar	ROSTOV Tower/Start (TWR)	Ground
121.7	128.2	121.2	119.7	119.0
LOC IRW 110.3	Final Apch Crs 219°	GS LOM 969' (689')	ILS DA(H) 480' (200')	Apt Elev 280' RWY 280'
MISSED APCH: Climb to 940' (660'), then turn LEFT onto 084° to KS NDB climbing to 2250' (1970'), then as directed. When reaching 940' (660') contact immediately ROSTOV Radar.				2300' MSA Airport
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3240' (2960') Increased turbulence and windshear may be expected on final.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	940' (660')	084° LT	2250' (1970')	KS 1025
ILS GS	2.67°	336	433	481	577	673	769				

STRAIGHT-IN LANDING RWY 22			
ILS		LOC (GS out)	
DA(H) 480' (200')			
FULL	ALS out		
A			
B			
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
D			

PANS OPS

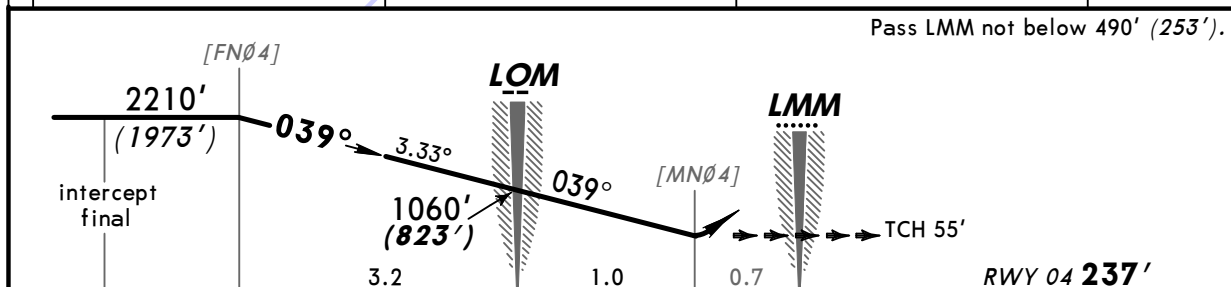
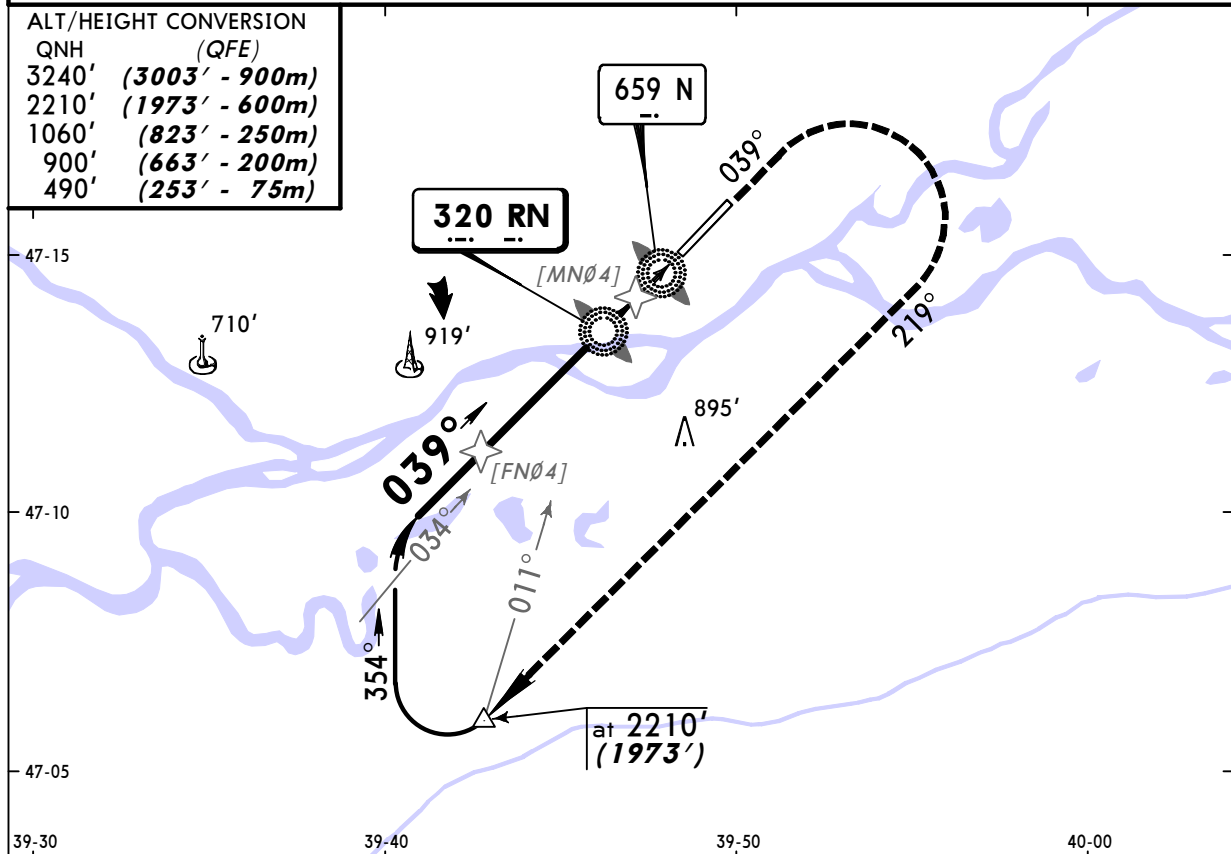
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ROSTOV-NA-DONU

JEPPesen
17 SEP 10
Eff 23 Sep (16-1)

ROSTOV-NA-DONU, RUSSIA
2 NDB or NDB Rwy 04

BRIEFING STRIP

ATIS 121.7	ROSTOV Approach 128.2	ROSTOV Radar 121.2	ROSTOV Tower/Start (TWR) 119.7	Ground 119.0
NDB RN 320	Final Apch Crs 039°	Minimum Alt LOM 1060' (823')	MDA(H) Refer to Minimums Apt Elev 280' RWY 237'	2300' MSA Airport
MISSED APCH: Climb on 039° to 900' (663'), then turn RIGHT onto 219° climbing to 2210' (1973'), then according to chart. When reaching 900' (663') contact immediately ROSTOV Radar.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3240' (3003') Increased turbulence and windshear may be expected on final.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	900' (663') on 039°	219° RT	2210' (1973')
Descent Angle	3.33°	411	529	587	705	822	940			

STRAIGHT-IN LANDING RWY 04									
2 NDB		RN NDB		N Lctr					
With Radar	W/o Radar	With Radar	W/o Radar	With Radar	W/o Radar	With Radar	W/o Radar	With Radar	W/o Radar
MDA(H) 610' (373')	MDA(H) 650' (413')	MDA(H) 730' (493')	MDA(H) 850' (613')	MDA(H) 1400' (1163')					
ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out
A									
B	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	1500m	2300m	2100m	2900m	3200m
C									4000m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1800m VIS 2000m	2400m	2800m	3200m	4400m

PANS OPS

CHANGES: Descent angle.

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ROSTOV-NA-DONU

JEPPesen
17 SEP 10
Eff 23 Sep (16-2)

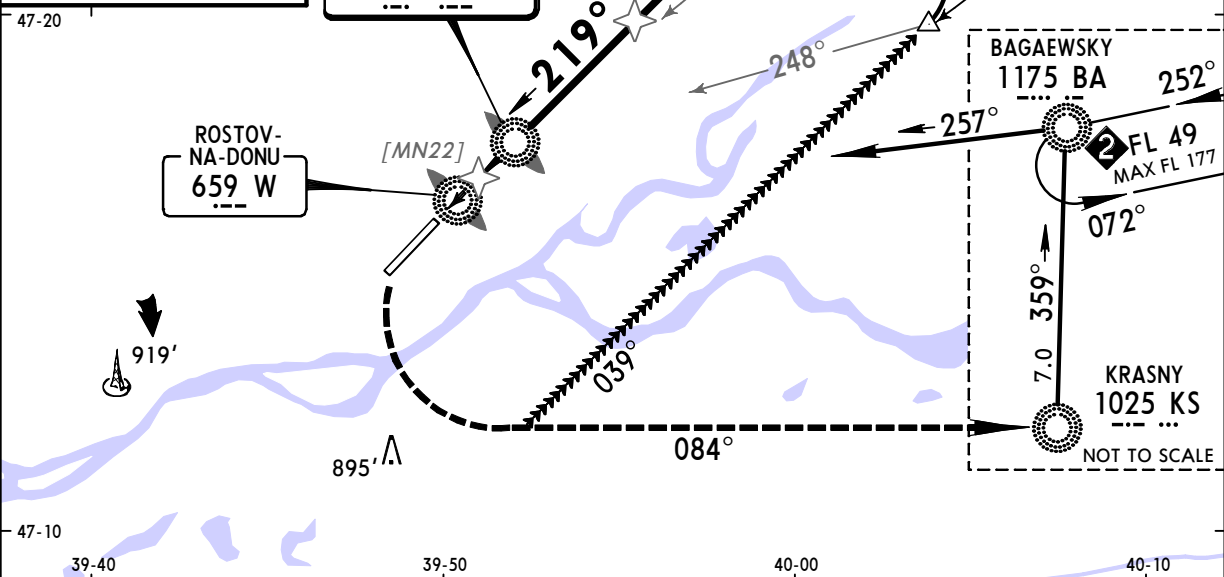
ROSTOV-NA-DONU, RUSSIA
2 NDB or NDB Rwy 22

BRIEFING STRIP

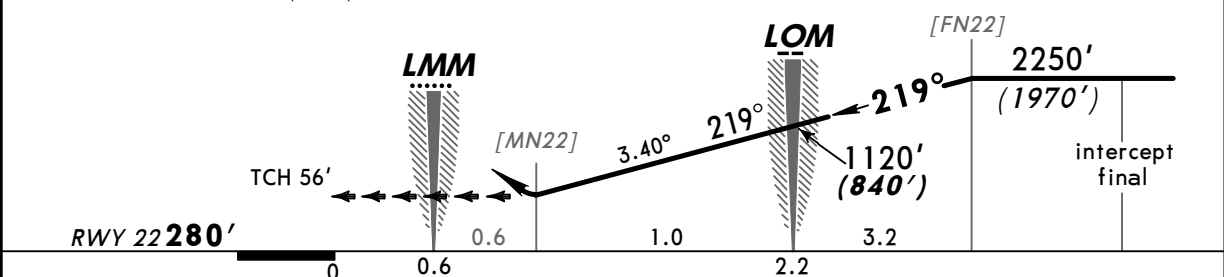
ATIS 121.7	ROSTOV Approach 128.2	ROSTOV Radar 121.2	ROSTOV Tower/Start (TWR) 119.7	Ground 119.0
NDB RW 320	Final Apt Crs 219°	Minimum Alt LOM 1120' (840')	MDA(H) Refer to Minimums Apt Elev 280' RWY 280'	2300' MSA Airport
MISSED APCH: Climb to 940' (660'), then turn LEFT onto 084° to KS NDB climbing to 2250' (1970'), then as directed. When reaching 940' (660') contact immediately ROSTOV Radar.				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3240' (2960')
Increased turbulence and windshear may be expected on final.

ALT/HEIGHT CONVERSION	QNH	(QFE)
3240'	(2960' - 900m)	
2580'	(2300' - 700m)	
2250'	(1970' - 600m)	
1120'	(840' - 255m)	
940'	(660' - 200m)	
550'	(270' - 80m)	



Pass LMM not below 550' (270').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	940' (660')	084°	2250' (1970')	KS 1025
Descent angle	3.40°	421	541	602	722	842	963		LT		

PANS OPS

2 NDB		RW NDB		With Radar		W/o Radar	
MDA(H) 740' (460')		MDA(H) 790' (510')		MDA(H) 790' (510')		MDA(H) 1070' (790')	
ALS out		ALS out		ALS out		ALS out	
A							
B	1200m	RVR 1800m VIS 2000m	1500m	2300m	1500m	2300m	3200m
C			RVR 1500m VIS 1600m	2400m	RVR 1500m VIS 1600m	2400m	3200m
D	RVR 1800m VIS 2000m	2400m	RVR 1800m VIS 2000m		RVR 1800m VIS 2000m		3600m