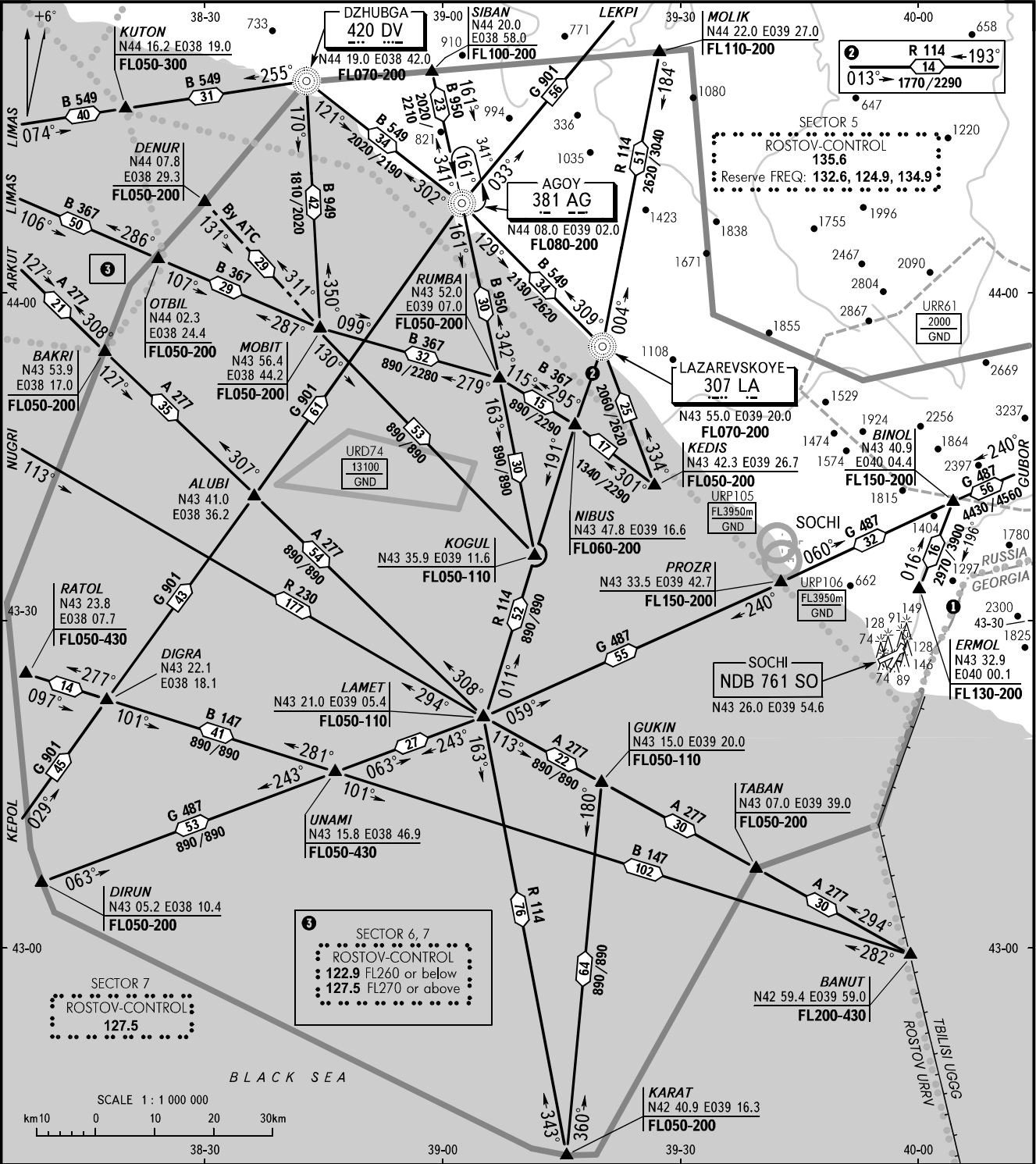


AREA CHART - ICAO

ARRIVAL, DEPARTURE
AND TRANSIT ROUTES

SOCHI, RUSSIA

TMA SOCHI



APPROACH FL200 or below

118.3

KRUG

119.7

ATIS

126.2 (RUS)

129.375 (ENG)

1

TMA, FIR boundaries coincide with the state border between RUSSIA and GEORGIA.

WARNING:

1. Holding pattern NR 1 - hold over AGOY NDB, inbound track 161°, LEFT hand holding pattern, the initial coupled 020° banked turn on track 341°, outbound DIST 10km, MNM holding FL100.

Holding pattern NR 2 - hold over NDB SO, inbound track 059°, RIGHT hand holding pattern, the initial coupled 020° banked turn on track 239°, outbound DIST 16km, MNM holding FL060.

2. On AWY R 114 segment:

- LAZAREVSKOYE-MOLIK the air traffic is bidirectional, FL270-400;

- LAZAREVSKOYE-MOLIK the air traffic is unidirectional, FL170-260.

BEARINGS AND TRACKS ARE MAGNETIC

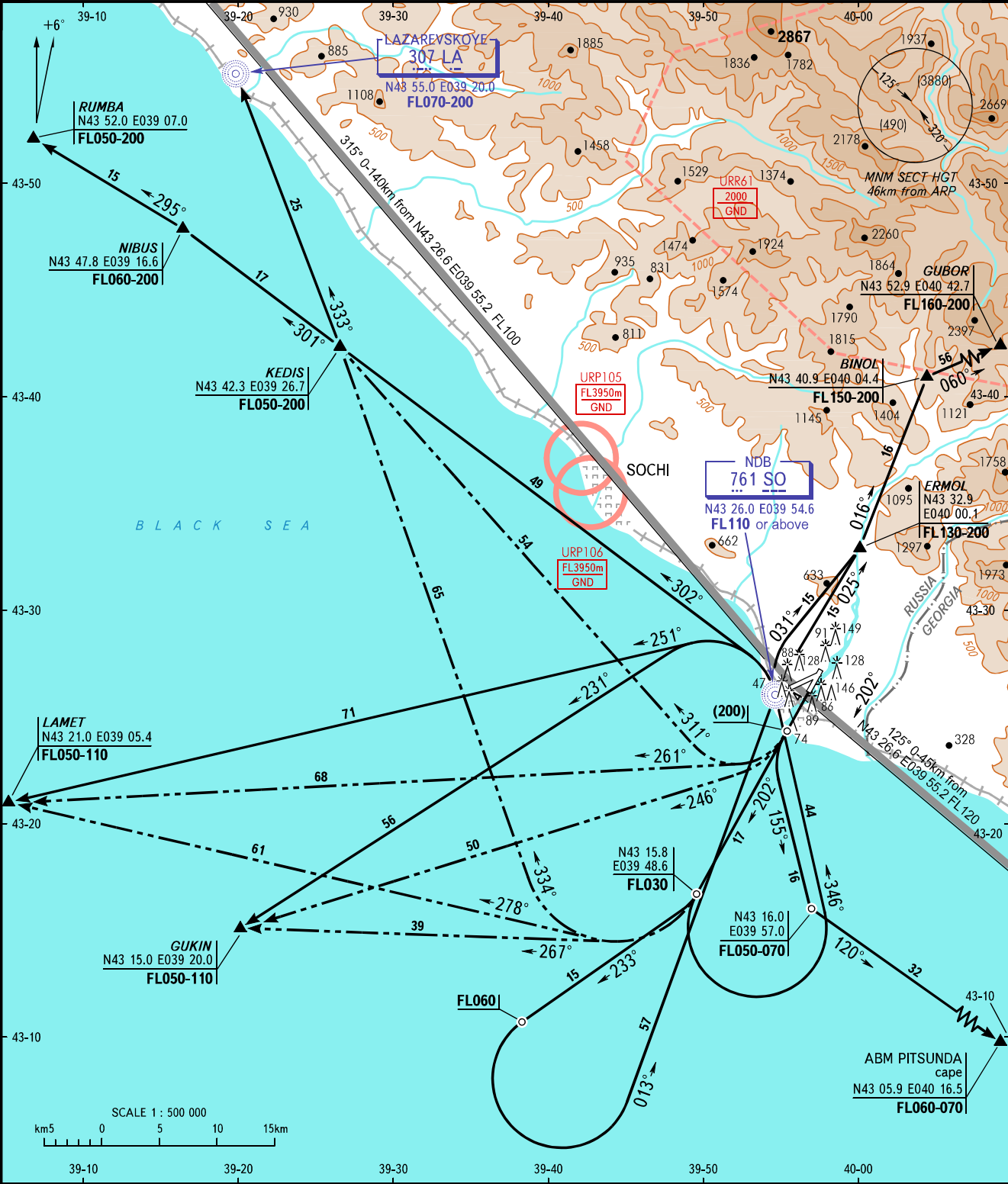
ALTITUDES, HEIGHTS AND ELEVATIONS ARE IN METRES

DISTANCES ARE IN KILOMETRES

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION
HEIGHT : (600)

SOCHI, RUSSIA
SOCHI
RWY 20



START	124.6
KRUG	119.7
APPROACH	FL200 or below
	118.3

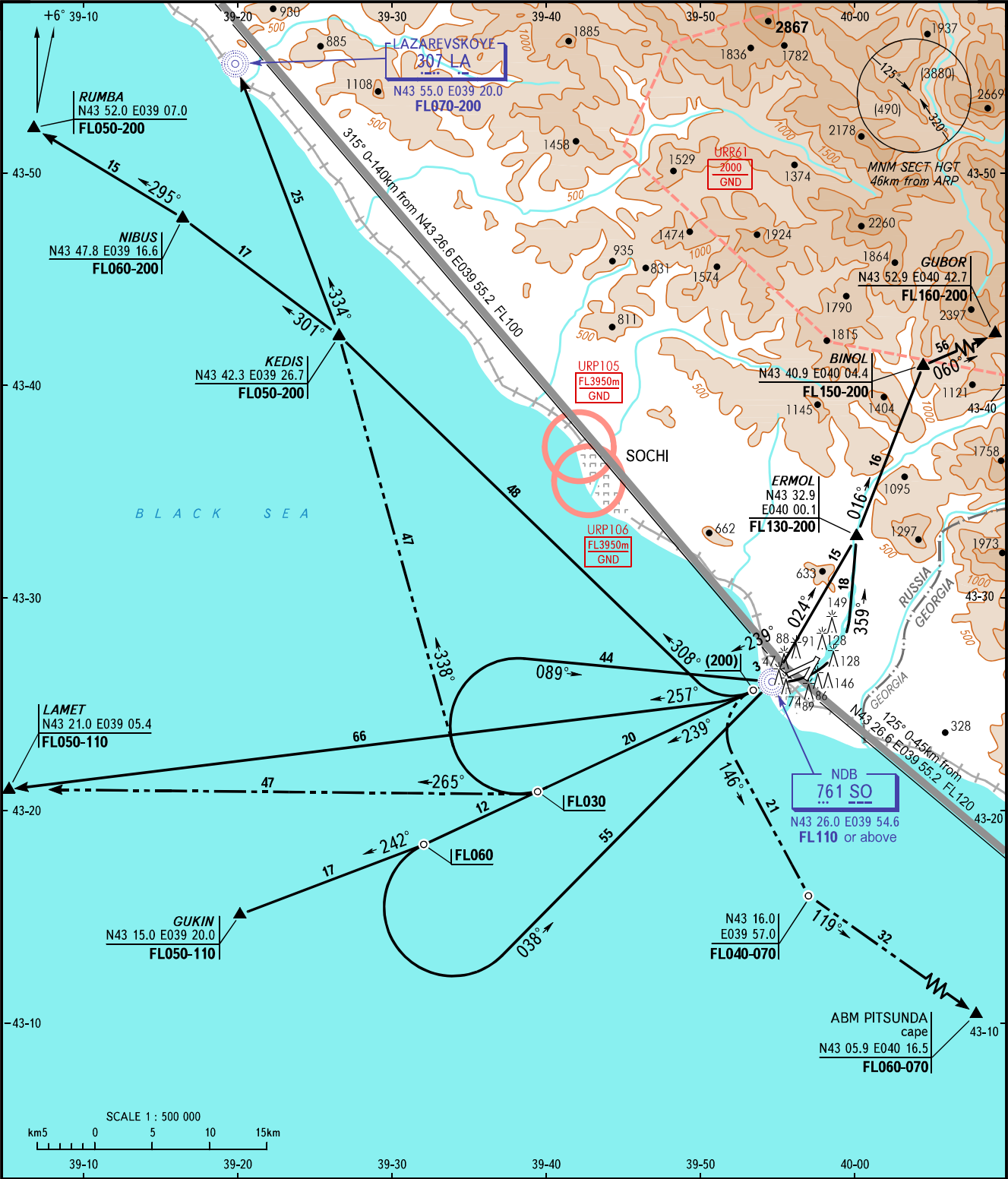
BEARINGS AND TRACKS ARE MAGNETIC
ALTITUDES, HEIGHTS AND ELEVATIONS ARE IN METRES
DISTANCES ARE IN KILOMETRES

WARNING:
1. Take-off shall be executed in accordance with noise abatement procedures as set in Aeroplane Flight Manual.
2. When proceeding to CRP BINOL the initial turn at FL030 shall be used by all types of ACFT to provide crossing NDB 761 SO at FL110 or above.
3. When turning LEFT and proceeding to CRP KEDIS, LAMET, GUKIN cross NDB 761 SO at FL060.
4. All ACFT types are allowed to climb straight ahead to FL060 if turning from FL030 does not provide crossing NDB 761 SO at FL110 or above.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION
HEIGHT : (600)

SOCHI, RUSSIA
SOCHI
RWY 24



START	121.2
KRUG	119.7
APPROACH	FL200 or below 118.3

BEARINGS AND TRACKS ARE MAGNETIC
ALTITUDES, HEIGHTS AND ELEVATIONS ARE IN METRES
DISTANCES ARE IN KILOMETRES

WARNING:

1. Take-off shall be executed in accordance with noise abatement procedures as set in Aeroplane Flight Manual.
2. When proceeding to CRP BINOL the initial turn at FL030 shall be used by all types of ACFT to provide crossing NDB 761 SO at FL110 or above.
3. All ACFT types are allowed to climb straight ahead to FL060 if turning from FL030 does not provide crossing NDB 761 SO at FL110 or above.

AIRAC AMDT 12/11

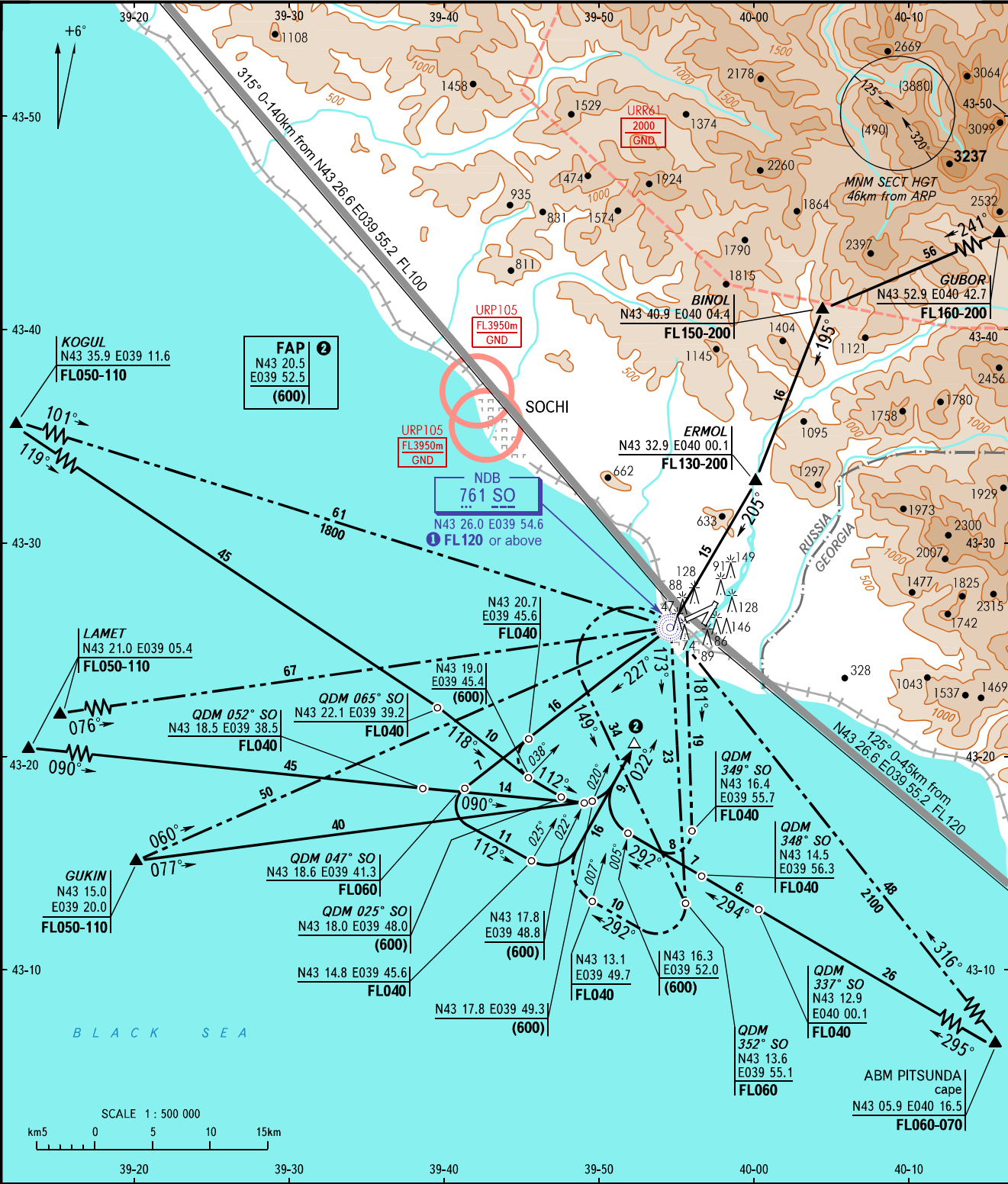
Federal Air Transport Agency

CHANGE: MSA, FL, URP105, URP106

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION
LEVEL : FL040

SOCHI, RUSSIA
SOCHI
RWY 02



CHANGE: MSA, HDG, FL, URP105, URP106

APPROACH FL200 or below
KRUG
TOWER

118.3
119.7
124.6

BEARINGS AND TRACKS ARE MAGNETIC
ALTITUDES, HEIGHTS AND ELEVATIONS ARE IN METRES
DISTANCES ARE IN KILOMETRES

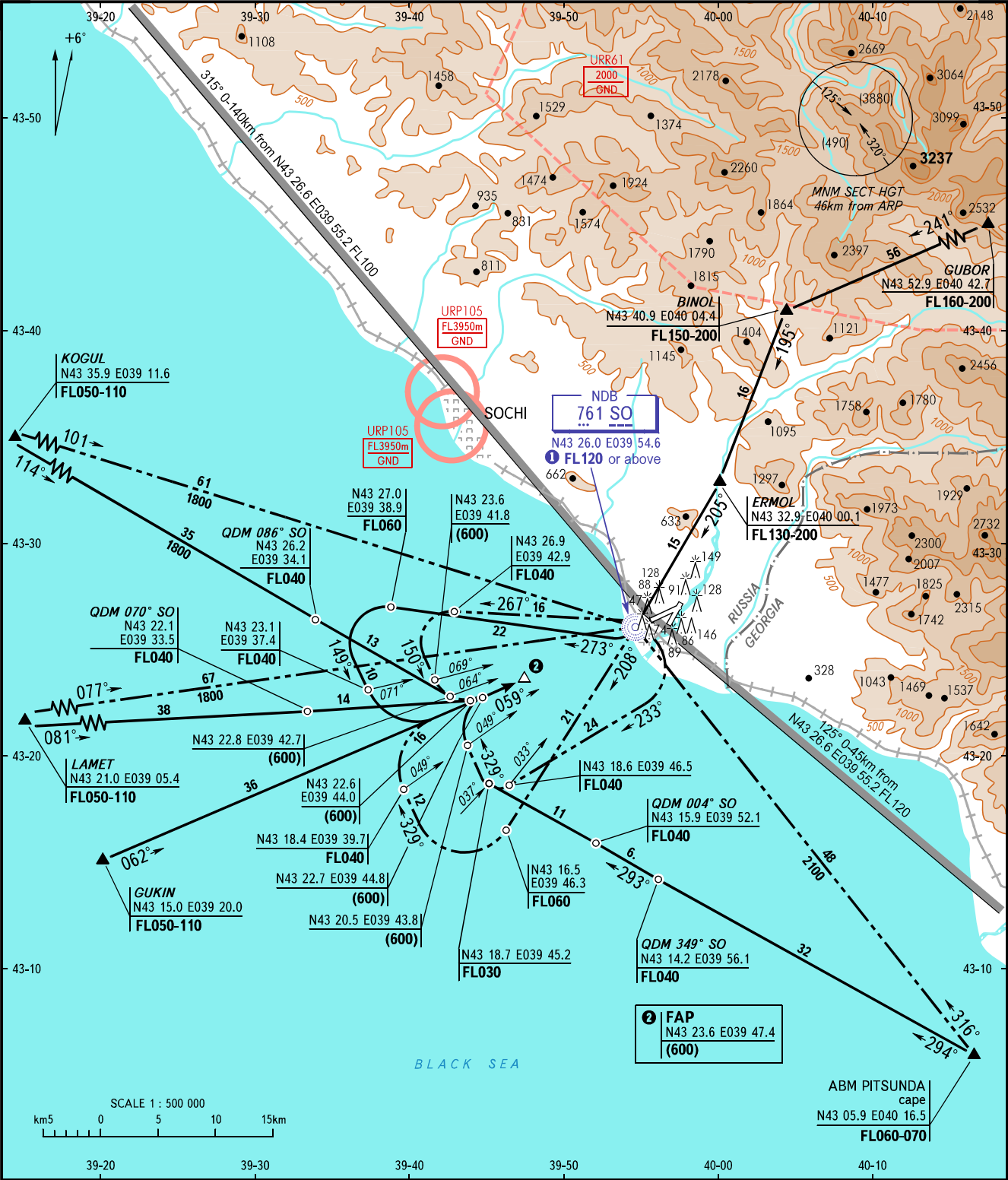
1 For STAR from CRP GUBOR only.

WARNING:
1. Descend up to FL160 on segment CRP GUBOR - abeam mountain CHUGUSH (AZM 035° MAG DIST 41.0 from terminal area surveillance radar N43 26.6 E039 55.2). Further descending as instructed by ATC.
2. During straight - in approach ACFT shall reach transition level of FL040 at 10km before the base turn and 20km before intercepting the glide path.
3. Arriving to final turn from abeam PITSUNDA cape shall be carried out only in VMC when radar control is available.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION
LEVEL : **FL040**

SOCHI, RUSSIA
SOCHI
RWY 06



APPROACH FL200 or below
KRUG
TOWER

118.3
119.7
121.2

BEARINGS AND TRACKS ARE MAGNETIC
ALTITUDES, HEIGHTS AND ELEVATIONS ARE IN METRES
DISTANCES ARE IN KILOMETRES

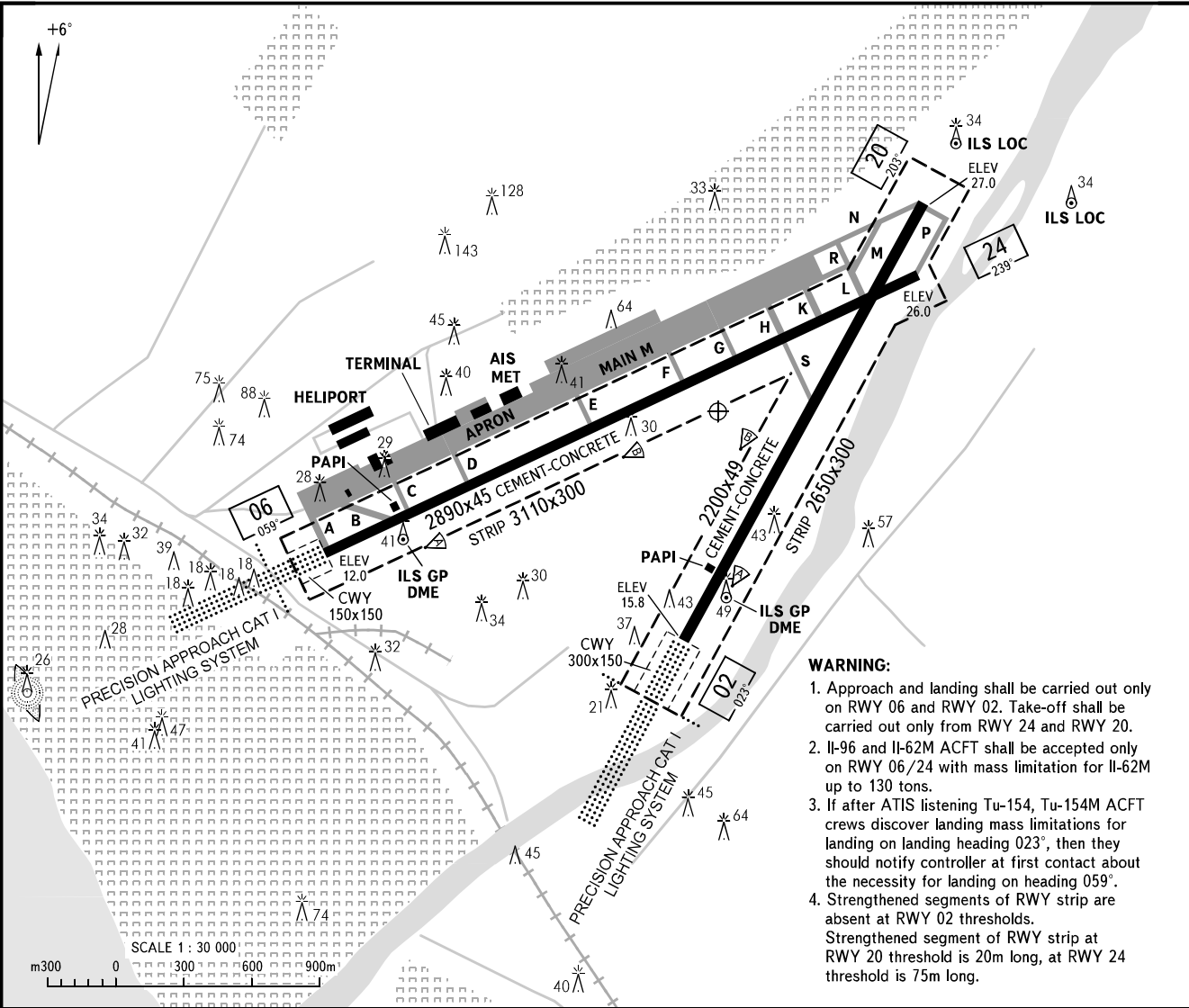
1 For STAR from CRP GUBOR only.

WARNING:
1. Descend up to FL160 on segment CRP GUBOR - abeam mountain CHUGUSH (AZM 035° MAG DIST 41.0 from terminal area surveillance radar N43 26.6 E039 55.2). Further descending as instructed by ATC.
2. During straight - in approach ACFT shall reach transition level of FL040 at 10km before the base turn and 20km before intercepting the glide path.
3. Arriving to final turn from abeam PITSUNDA cape shall be carried out only in VMC when radar control is available.

AIRAC AMDT 12/11

Federal Air Transport Agency

CHANGE: MSA, FL, URPI05, URPI06



AERODROME LIGHTING	RWY	DIRECTION (TRUE)	THR	BEARING STRENGTH
Approach: RWY 06, 02 HIALS	06	064°52'	N43°26.4' E039°55.6'	PCN 63 /R/B/W/T
	24	244°52'	N43°27.0' E039°57.5'	
	02	028°42'	N43°26.1' E039°56.8'	PCN 29 /R/A/W/T
	20	208° 42'	N43°27.2' E039°57.6'	

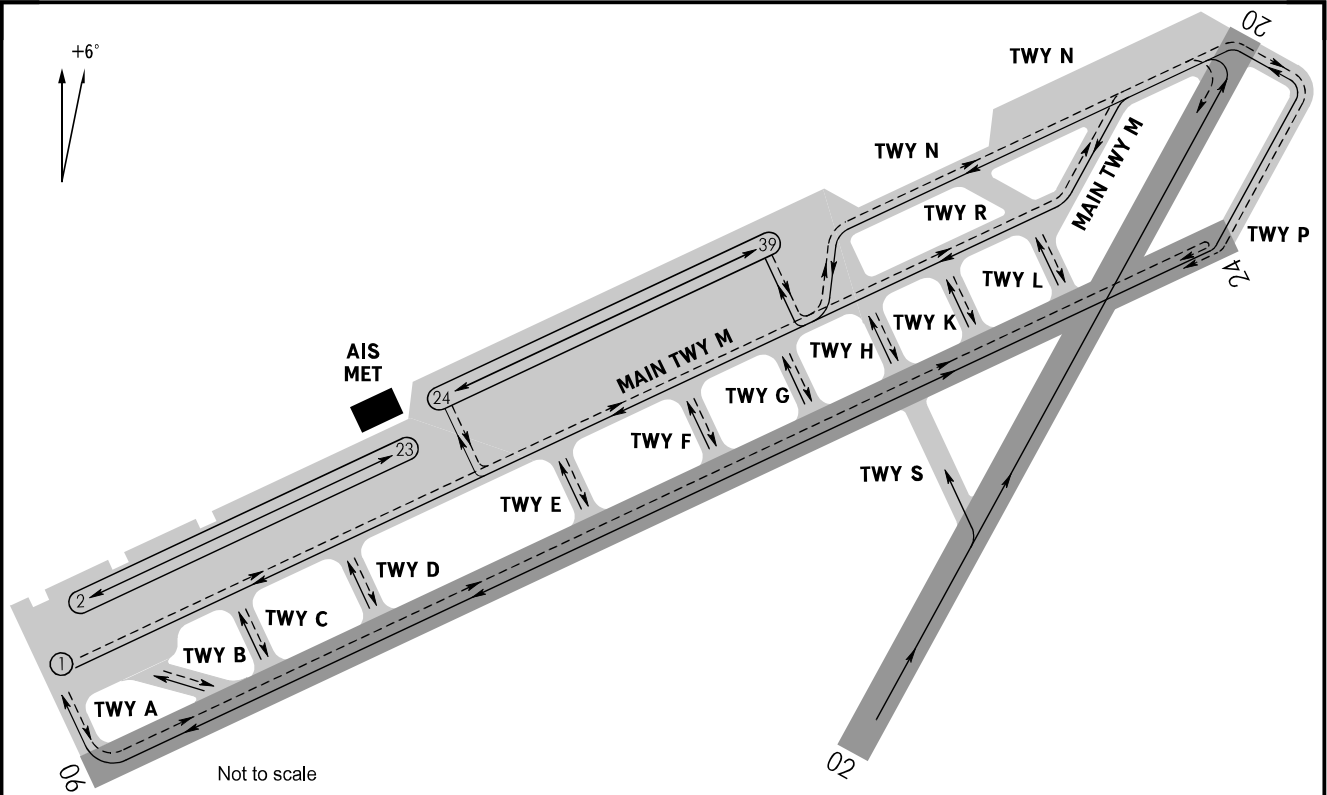
ELEVATIONS AND
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

AERODROME GROUND MOVEMENT
AND AIRCRAFT PARKING CHART - ICAO

START RWY 02/20 124.6
06/24 121.2
TAXIING 119.0

SOCHI, RUSSIA

SOCHI



APRON:

Surface: Concrete
Strength: 1-4 VIP apron PCN 71/R/B/W/T
Stands: 20-23, 23A PCN 24/R/A/X/T
24-39 PCN 38/R/A/W/T

TAXIWAYS:

Width: A, B, H, K, L - 30m C, D, S - 21m
E, G, F, M, N, P, R - 22.5m

Surface: Concrete
Strength:

A - PCN 65/R/B/W/T N - PCN 29/R/A/W/T
B - PCN 63/R/B/W/T P - PCN 29/R/A/W/U
C, D - PCN 24/R/A/X/T S - PCN 22/R/A/X/T
E, G - PCN 51/R/A/W/T L, R- PCN 26/R/A/X/T
F - PCN 48/R/A/W/T
H, K - PCN 58/R/A/W/T
M from TWY B to ABM AIS - PCN 22/R/A/W/T
from ABM AIS to TWY L - PCN 58/R/A/W/T

WARNING:

- Taxiing of Il-96, Il-86, Il-76, Tu-204, Tu-214, B737, B757, B767 ACFT after landing along TWY A shall be carried out under own engines power. After taxiing into stand and disembarkation of passengers ACFT shall be turned onto magnetic course 150° using towing tractor.
- Simultaneous taxiing of index 6 ACFT (wingspan 42m and more) along TWY M and TWY N is prohibited.
- Taxiing of ACFT to RWY 06/24 along TWY A, B, C, D, E, F, H is allowed only after the "FOLLOW ME" vehicle, in the day - and night - time.
- Taxiing of Il-96, Il-86, Il-76, Il-62M, Tu-204, Tu-214 ACFT and all types of foreign-made ACFT to aircraft stands after landing shall be carried out after "FOLLOW ME" vehicle only.
- Aircraft stand 20A is marked by red colour. During taxiing of ACFT into aircraft stand 20A stands 19, 21 shall be vacant. When aircraft stand 20A is occupied by Il-86, Il-76 ACFT, taxiing of index 6 ACFT along TWY M is prohibited.
- B707 ACFT having tow bar shall occupy stands 26-39 by taxiing controller's instruction. When tow bar is absent, ACFT shall taxi into stands 37, 38 for parking on heading 060° MAG, nose landing gear shall be on stand 39 centre line. Taxi after "FOLLOW ME" vehicle.
- Class 3 and 4 ACFT and Tu-134UBL ACFT, not equipped with a tow bar, shall taxi after "FOLLOW ME" vehicle:
(Variant A): into stands 24, 26, 28, 30, 34, 36, 38 on stand heading 149° MAG via stands 23A, 25, 27, 29, 33, 35, 37 by making a right turn;
(Variant B): into stands 23A, 25, 27, 29, 33, 35, 37 on stand heading 149° MAG via stands 24, 26, 28, 30, 34, 36, 38 by making a left turn.
- Parking of ACFT on stands 1-39 without tow bar is prohibited except for cases mentioned in item 6.
- If necessary, it is allowed to park all ACFT types mentioned for stands 1-39 on TWY N.
- When stands 5, 6, 7, 8 are occupied by Tu-154, Tu-134, Yak-42 ACFT, taxiing of index 6 ACFT (wingspan 42m-60m) from stand 1 along TWY M is prohibited.

ACFT types:

Il-96-300PU, B757-300 and other class 2, 3, 4 ACFT and HEL types by instruction of the General Director of AP
Il-86, Tu-204, Tu-204-100, Tu-214, A-310, A-319, A-320, B757-200, B767
A-321, F-70, F-72, F-100
Il-62M
Il-76, Il-78
Il-18, An-12
Il-114
Il-114 and class below ACFT
Tu-154, Tu-154M, An-148
Tu-154 and class below ACFT
Tu-154C
Tu-134
Tu-134 and class below ACFT
An-124-100
An-22, B707-300, Gulfstream 4 and other typs of ACFT and HEL included into Certificate of state registration of aerodrome
An-24, An-26, An-30, An-32, Yak-40
An-28
An-38
An-72, An-74
Yak-42
B737 (all modifications)
B707 and class below ACFT
L-410, BAe-125-700, BAe-125-800, CESSNA, Falcon
Mi-8 HEL, Ka-32 HEL

Mi-26 HEL

STANDS:

1
1, 20A, 26-37
1-4, 14, 20, 20A, 25-39
1, 26-37
20A, 26-37
9-11, 13-21
13-21, 26-37
22, 23, 23A
1, 9-11, 13-21, 26-37
24, 25, 38
5, 6
5, 6, 8-23, 23A
39
36-38

26-37
2-21
2-6, 12-21
5, 6, 12
2-6, 9-21
1, 5-11, 13-21
1, 13-21
20A
2-4
2, 4, 7, 9-11,
13-21, 24, 25
24, 25

STAND NR	LATITUDE	LONGITUDE
1	N43 26.4	E039 55.5
9-11	N43 26.6	E039 55.9
12, 13	N43 26.6	E039 56.0
14, 15	N43 26.7	E039 56.0
16	N43 26.7	E039 56.1
17, 18	N43 26.7	E039 56.2
20A	N43 26.7	E039 56.3
26	N43 26.8	E039 56.5
27-30	N43 26.9	E039 56.6
31, 32	N43 26.9	E039 56.7
33	N43 26.9	E039 56.8

TWY NR	DIRECTION (TRUE)
1	060°
2-7, 23-39	330°
8	345°
9-22	360°
20A	025°

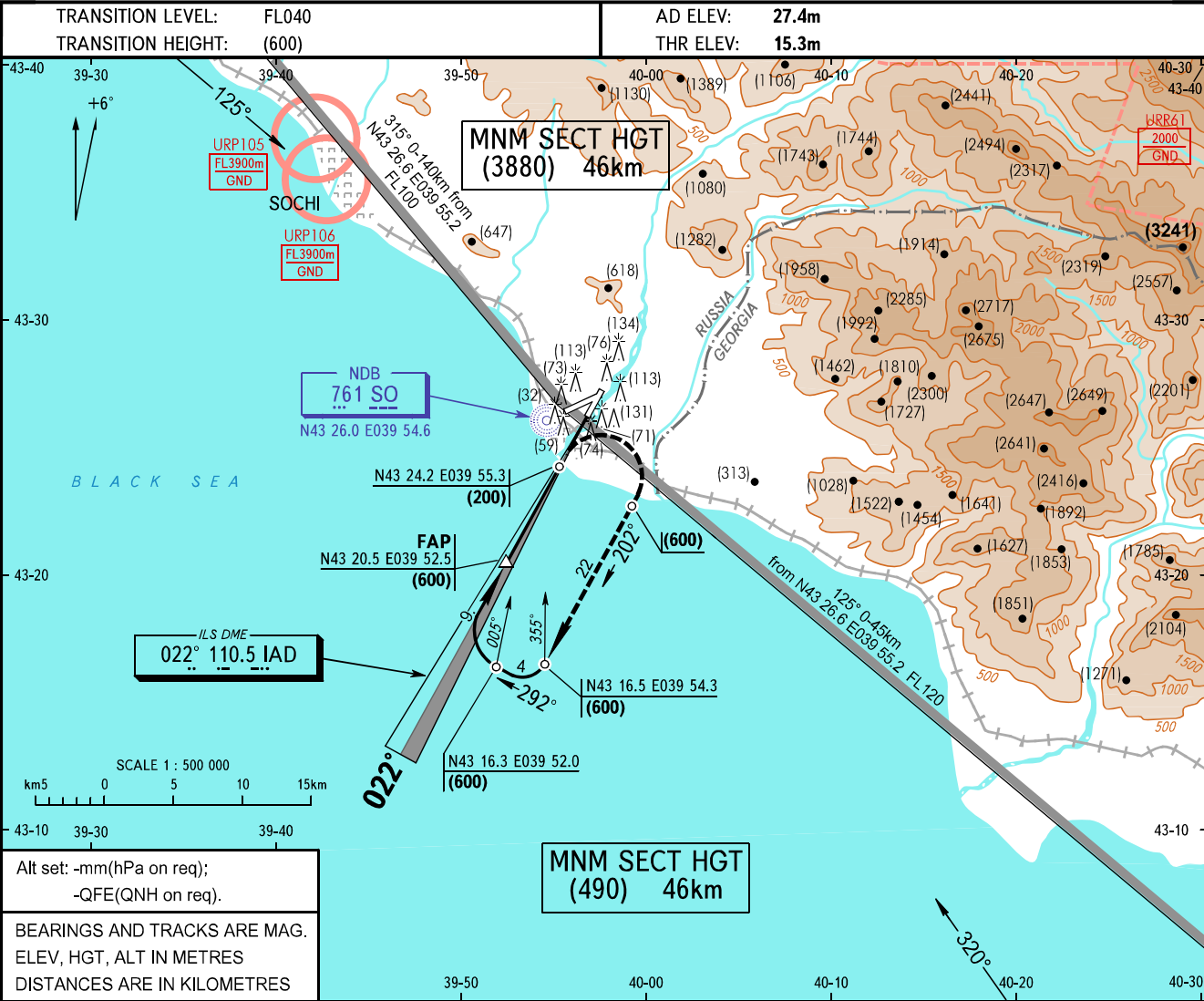
INSTRUMENT
APPROACH
CHART - ICAO

APPROACH FL200 or below118.3

KRUG119.7

TOWER124.6

SOCHI, RUSSIA
SOCHI
ILS DME RWY 02



MISSED APPROACH

At DH make a RIGHT turn on track 202° with a bank not less than 20° at take-off power and at 370km/h IAS with maximum vertical speed up to (600), then according to approach chart.

FAP (600)		MAPt											
RDH (TCH) 16.7		GPA 2°50' 022° (200)											
OCA/H		A	B	C	D	WARNING: 1. Reinforced section of CWY at THR 02 is not provided. It is necessary to maintain the assigned glidepath strictly. 2. Heavy turbulence with down-draughts is expected on final. 3. Deviation to the right is prohibited due to piers of transmission line up to 43.5m high at 200-500m from RWY centre line. 4. Distance measuring radio beacon gives values of DIST up to RWY 02 THR on frequency 110.5 MHz.							
Straight-in Approach	ILS	216(200)	216(200)	236(220)	236(220)								
GROUND SPEED		km/h	150	180	210	240	270	300	330	360	390	420	450
FAP-MAPt 8000m		min:sec	3.12	2.40	2.17	2.0	1.46	1.36	1.27	1.20	1.14	1.09	1.04
RATE OF DESCENT		m/s	2.0	2.5	2.9	3.3	3.7	4.1	4.5	4.9	5.3	5.7	6.1

INSTRUMENT
APPROACH
CHART - ICAO

APPROACH FL200 or below
KRUG
TOWER

118.3
119.7
121.2

SOCHI, RUSSIA
SOCHI
ILS DME, NDB RWY 06

