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Terminal Charts For URSS
Revision Letter For Cycle 08-2012
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Notebook

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General Information

Location: Sochi Rus
IATA Code: AER
Lat/Long: N43° 26.7' E039° 56.8'
Elevation: 90 ft

Airport Use: Public
Magnetic Variation: 6.4°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0231 Z
Sunset: 1608 Z,

Runway Information

Runway: 02
Length x Width: 8202 ft x 161 ft
Surface Type: concrete
TDZ-Elev: 50 ft
Lighting: Edge, ALS

Runway: 06
Length x Width: 9482 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 39 ft
Lighting: Edge, ALS

Runway: 20
Length x Width: 8202 ft x 161 ft
Surface Type: concrete
TDZ-Elev: 90 ft
Lighting: Edge

Runway: 24
Length x Width: 9482 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 86 ft
Lighting: Edge

Communication Information

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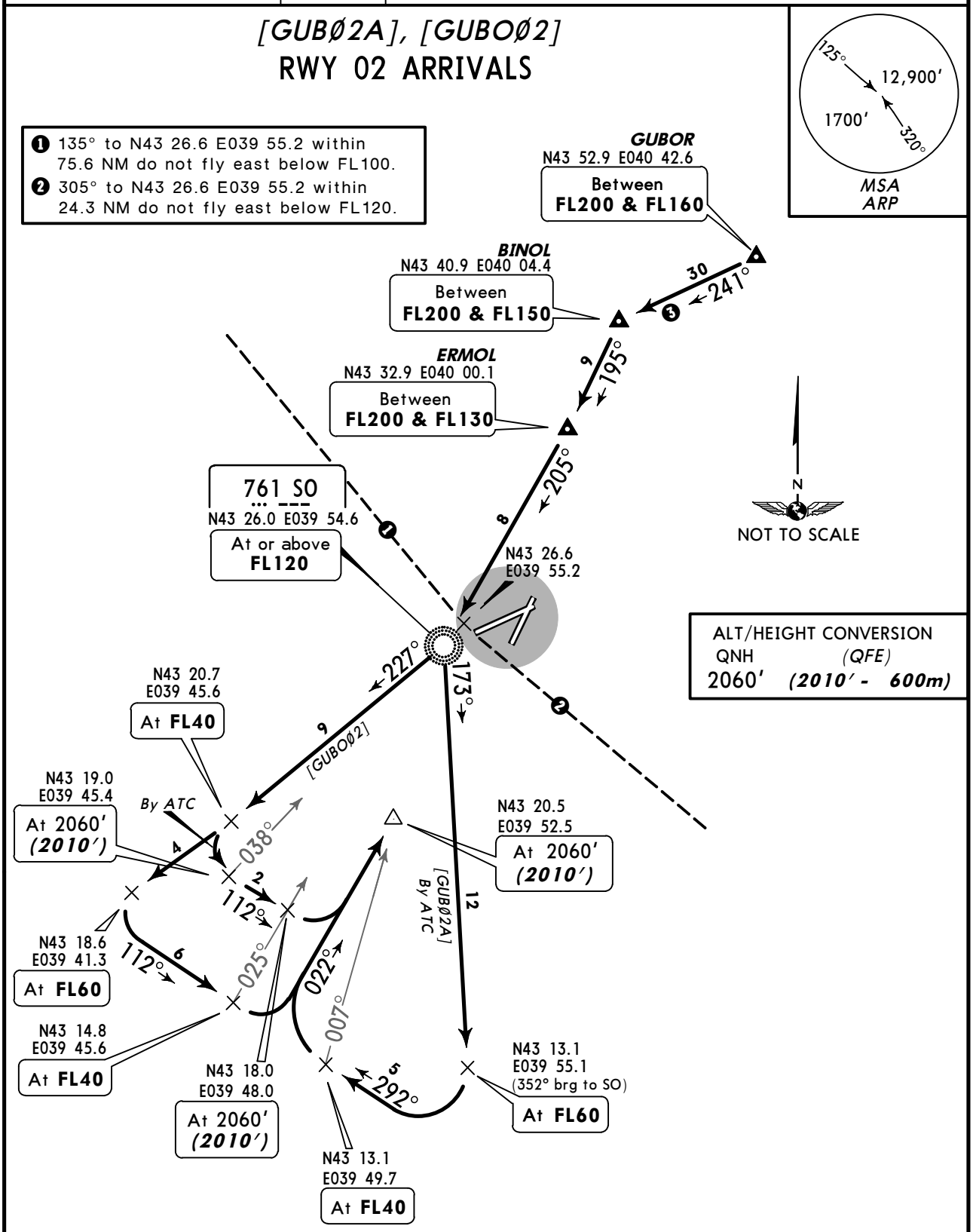
ATIS 129.375
ATIS 126.2 Non-English
Sochi Taxiing Tower 119.0
Sochi Start Tower 124.6
Sochi Start Tower 121.2
Sochi Krug Tower 119.7
Sochi Approach Control 118.3
Sochi Transit Operations 131.9

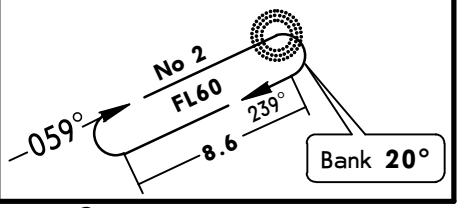
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2060′ ***(2010′)*** During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.

[GUBØ2A], [GUBOØ2]
RWY 02 ARRIVALS



❸ WARNING
Descend to FL160 abeam the mountain CHUGUSH (azimuth 035°, distance 22.1 NM from terminal area surveillance radar N43 26.6 E039 55.2). Further descending as instructed by ATC.

HOLDING OVER SO



CHANGES: Trans level & crossings; MSA; ATIS; arrivals transferred.

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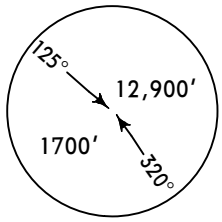
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2060′ ***(2010′)*** During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.

[ABPØ2A], [ABPCØ2]
RWY 02 ARRIVALS



❶ 135° to N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL100.
❷ 305° to N43 26.6 E039 55.2 within 24.3 NM do not fly east below FL120.

ALT/HEIGHT CONVERSION
QNH (QFE)
2060′ ***(2010′ - 600m)***

761 SO
N43 26.0 E039 54.6

N43 26.6
E039 55.2

N43 20.5
E039 52.5
At 2060′
(2010′)

149° By ATC
18
005°
022°
007°
292°
4
5
292°
3
294°
26
316°
295°
13
[ABPCØ2]
FL70 [ABPØ2A] By ATC

N43 16.3
E039 52.0
At 2060′
(2010′)

N43 14.5
E039 56.3
(348° brg to SO)
At **FL40**

❸
[ABPCE]
ABEAM PITSUNDA CAPE
N43 05.9 E040 16.5
Between
FL70 & FL60

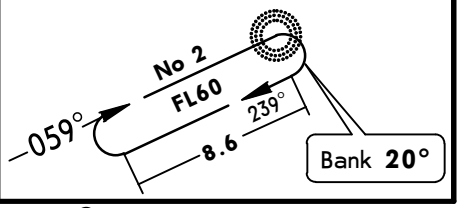
N43 13.1
E039 49.7
At **FL40**

N43 13.1
E039 55.1
(352° brg to SO)
At **FL60**

N43 12.9
E040 00.1
(337° brg to SO)
At **FL40**

N
NOT TO SCALE

HOLDING OVER SO



❸ Approach to final turn from ABEAM PITSUNDA CAPE is only possible in VMC when radar control is available.

CHANGES: Trans level & crossings; MSA; ATIS; arrivals transferred.

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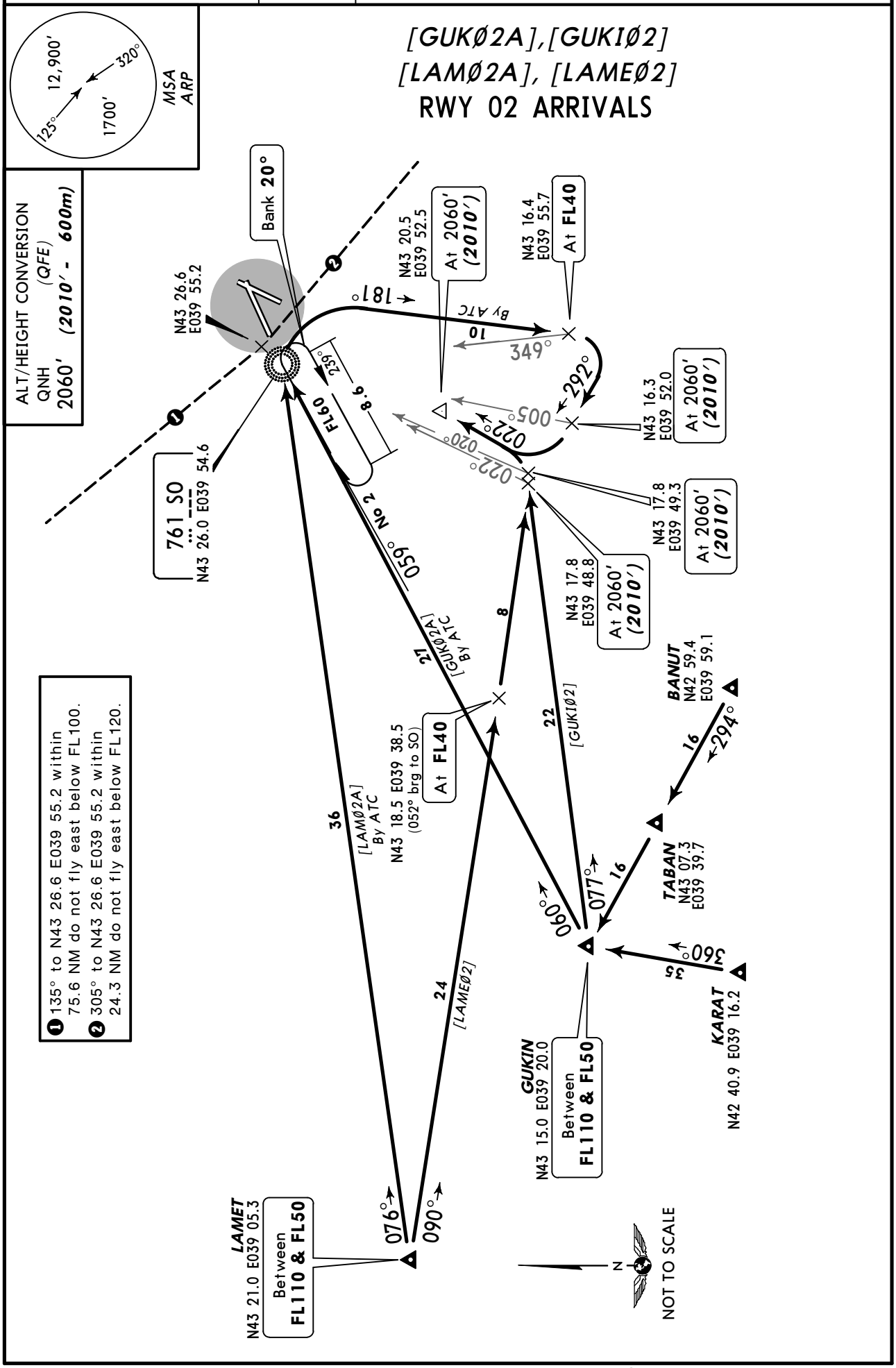
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2060′ *(2010′)* During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.



CHANGES: Trans level & crossings; MSA; ATIS; arrivals established & transferred.

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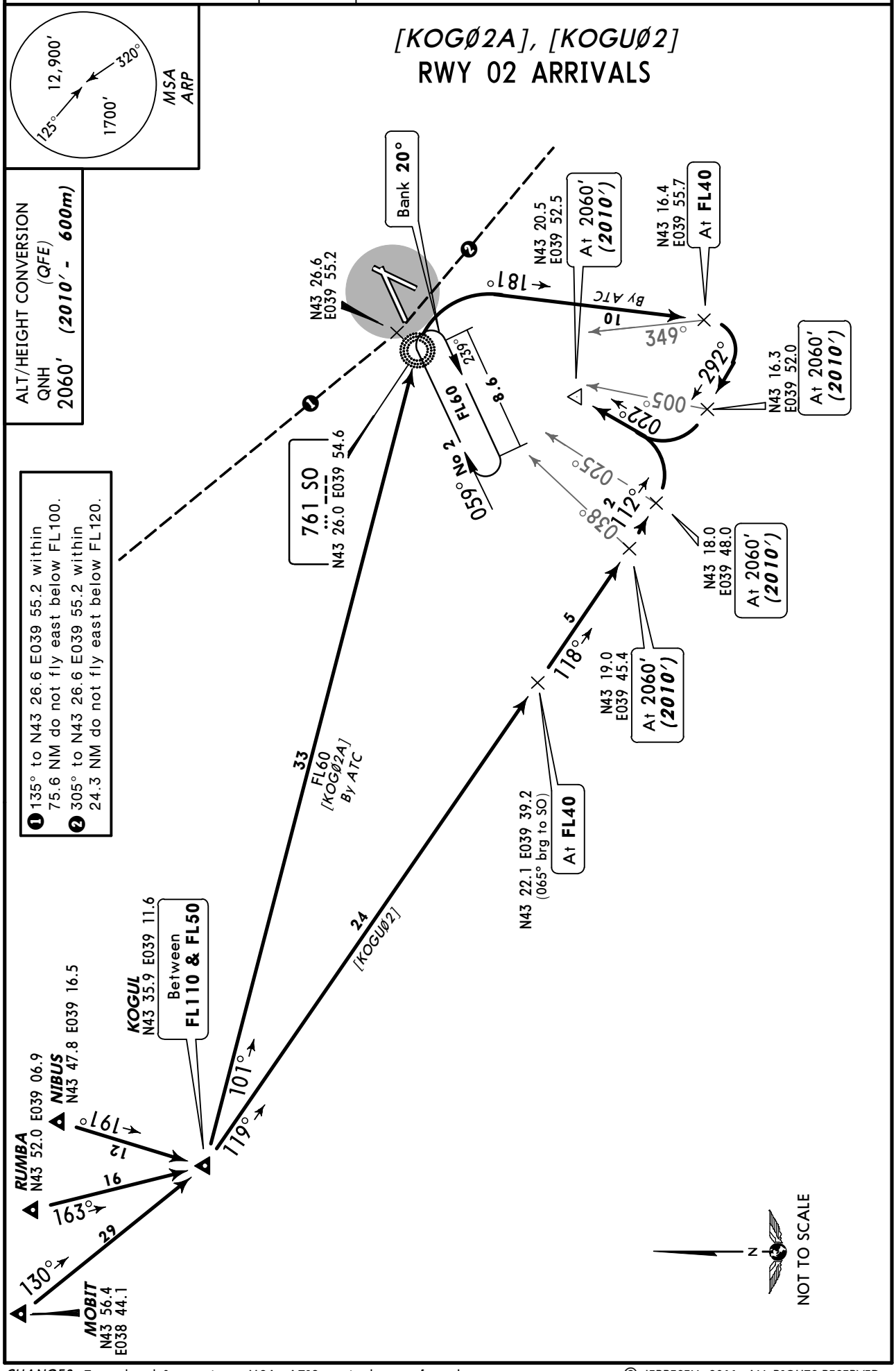
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2060′ ***(2010′)*** During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.



CHANGES: Trans level & crossings; MSA; ATIS; arrivals transferred.

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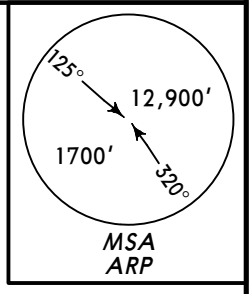
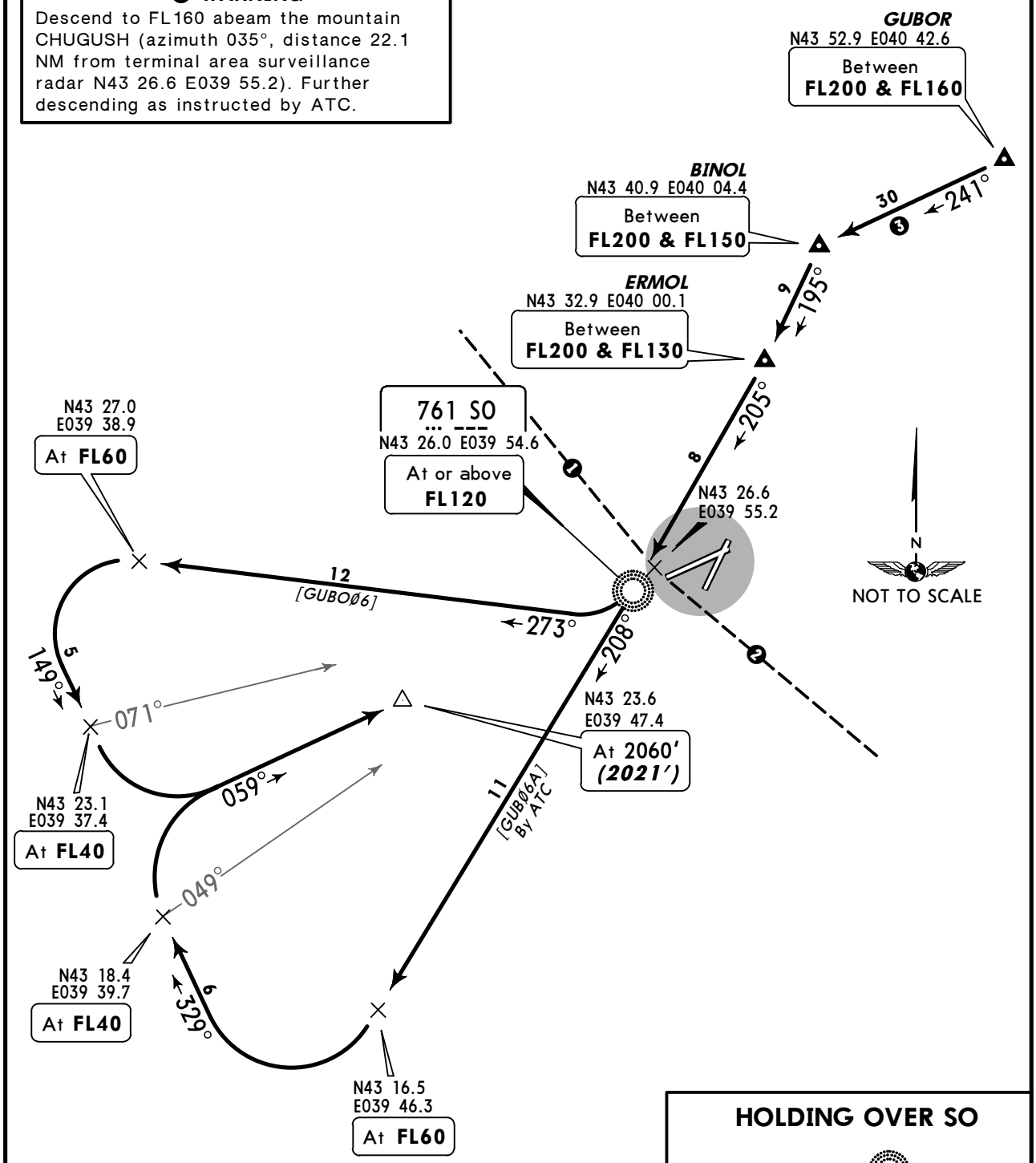
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2060′ *(2021′)* During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.

[GUBØ6A], [GUBOØ6]
RWY 06 ARRIVALS

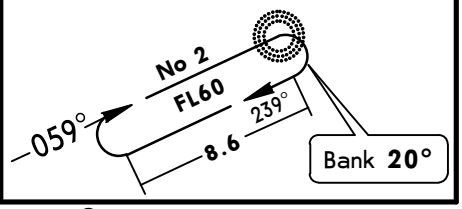


❶ 135° to N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL100.
❷ 305° to N43 26.6 E039 55.2 within 24.3 NM do not fly east below FL120.

❸ WARNING
Descend to FL160 abeam the mountain CHUGUSH (azimuth 035°, distance 22.1 NM from terminal area surveillance radar N43 26.6 E039 55.2). Further descending as instructed by ATC.



HOLDING OVER SO



ALT/HEIGHT CONVERSION

QNH	(QFE)
2060′	*(2021′ - 600m)*

CHANGES: New chart.

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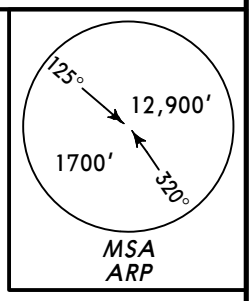
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2060′ ***(2021′)*** During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.

[ABPØ6A], [ABPCØ6]
RWY 06 ARRIVALS



❶ 135° to N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL100.
❷ 305° to N43 26.6 E039 55.2 within 24.3 NM do not fly east below FL120.

❸ Approach to final turn from ABEAM PITSUNDA CAPE is only possible in VMC when radar control is available.

N43 26.9
E039 42.9
At **FL40**

761 SO
N43 26.0 E039 54.6

N43 26.6
E039 55.2

9
By ATC
267°

150°
069°
059°
049°
037°
329°

N43 23.6
E039 41.8
At 2060′
(2021′)

N43 23.6
E039 47.4
At 2060′
(2021′)

N43 20.5
E039 43.8
At 2060′
(2021′)

N43 18.7
E039 45.2
At **FL30**

6

N43 15.9
E039 52.1
(004° brg to SO)
At **FL40**

3
293°

N43 14.2
E039 56.1
At **FL40**

349°

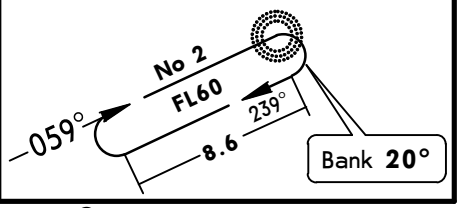
17
[ABPCØ6]
294°

26
FL70
[ABPØ6A]
By ATC
316°

N
NOT TO SCALE

❸ ***ABEAM PITSUNDA CAPE***
[ABPCE]
N43 05.9 E040 16.5
Between
FL70 & FL60

HOLDING OVER SO



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2060′	***(2021′ - 600m)***

CHANGES: New chart.

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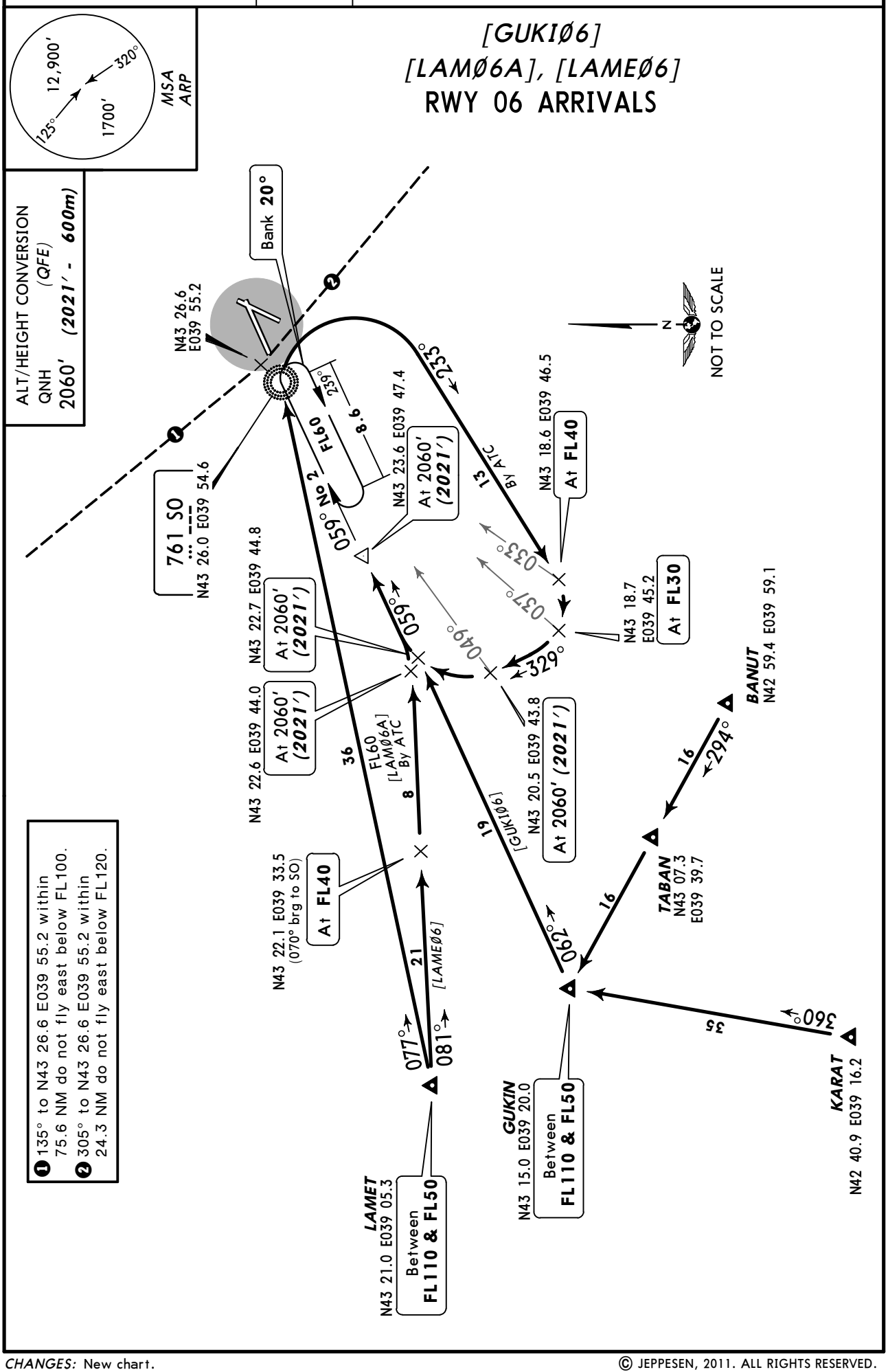
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2060′ ***(2021′)*** During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.



CHANGES: New chart.

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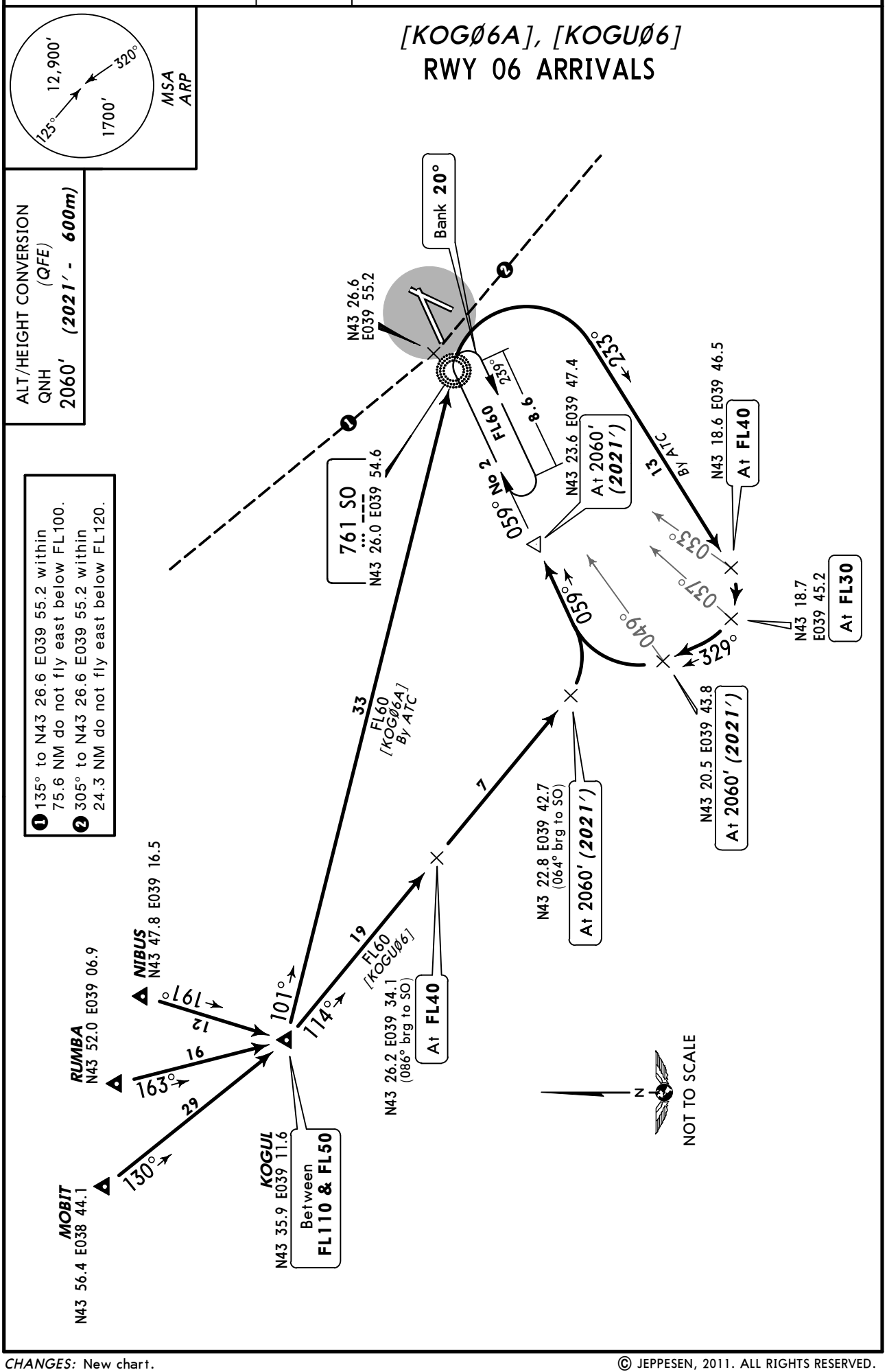
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2060′ ***(2021′)*** During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.



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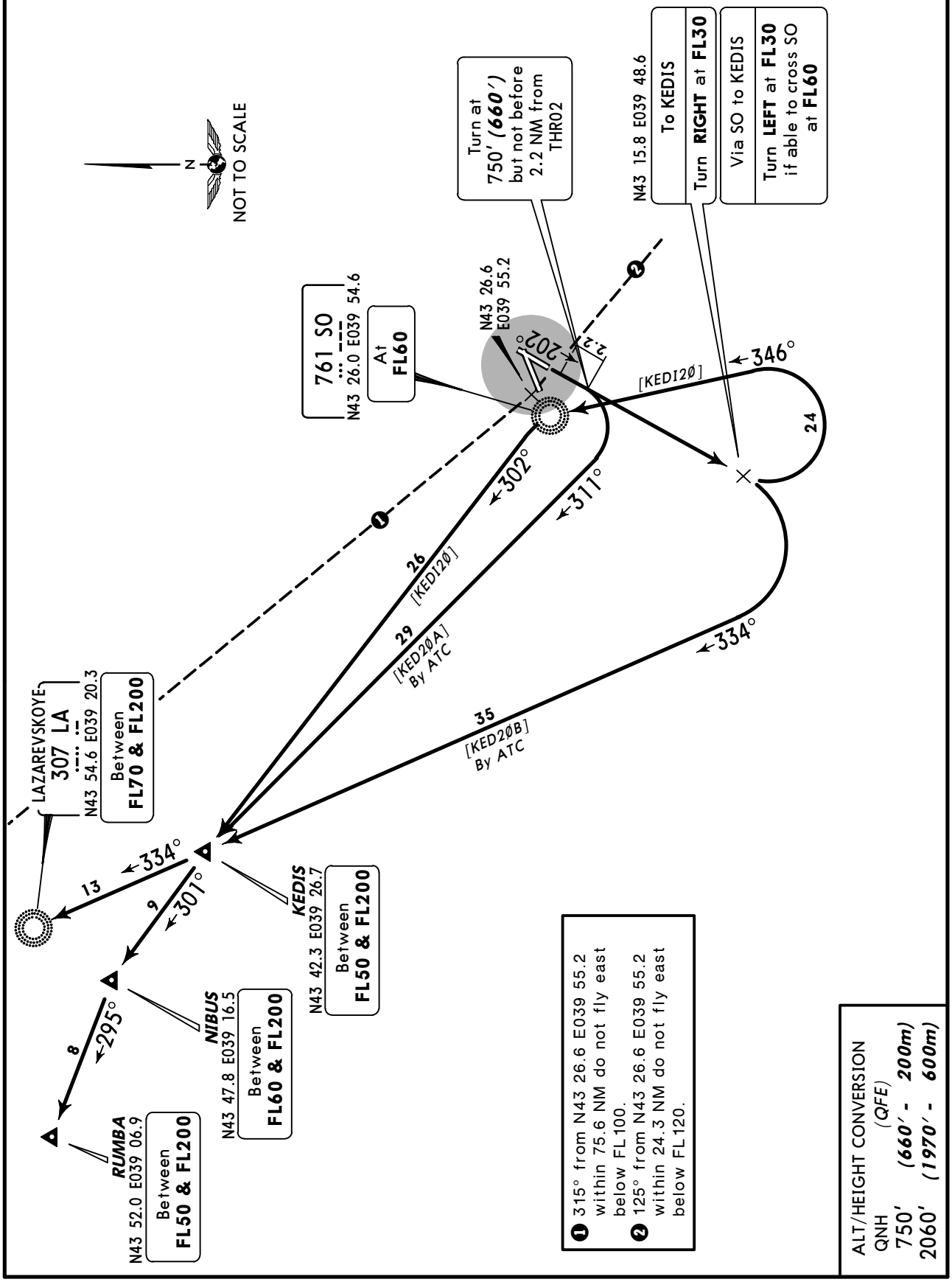
Apt Elev 90′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2060′ ***(1970′)*** Noise abatement procedure should be applied according to Flight Operation Manual.

[KED2ØA], [KED2ØB], [KEDI2Ø]
RWY 20 DEPARTURES



CHANGES: MSA; trans level & crossings; departures transferred.

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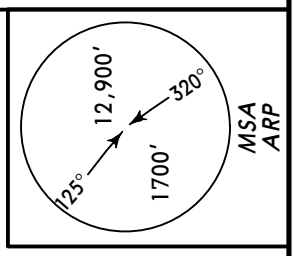
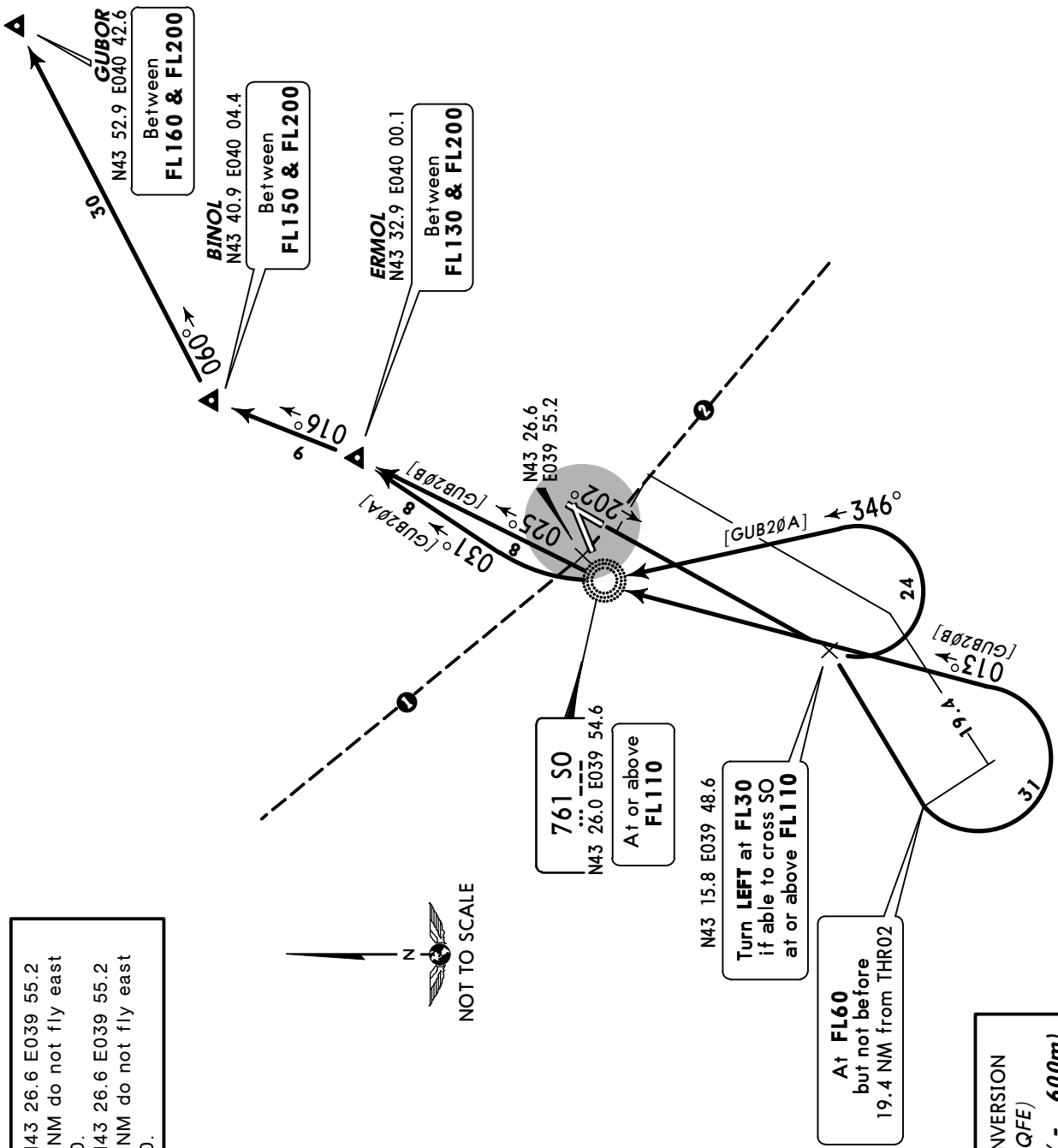
Apt Elev 90′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2060′ ***(1970′)*** Noise abatement procedure should be applied according to Flight Operation Manual.

[GUB2ØA], [GUB2ØB]
RWY 20 DEPARTURES





❶ 315° from N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL100.
❷ 125° from N43 26.6 E039 55.2 within 24.3 NM do not fly east below FL120.

ALT/HEIGHT CONVERSION
QNH *(QFE)*
2060′ ***(1970′ - 600m)***

CHANGES: MSA; trans level & crossings; departures transferred.

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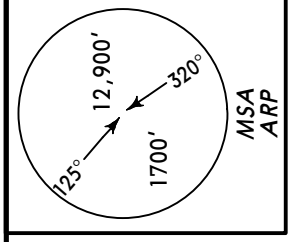
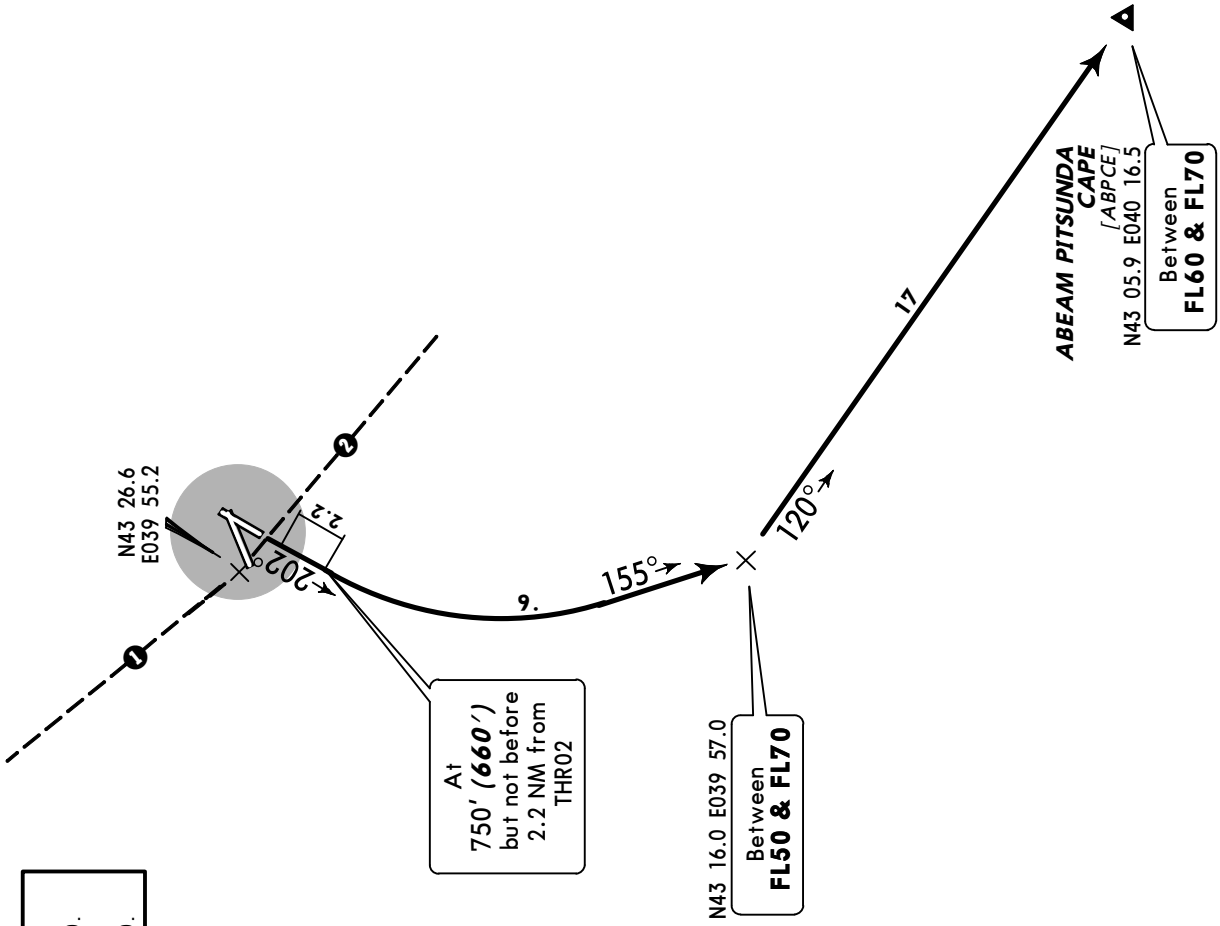
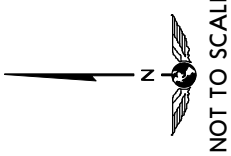
Apt Elev 90′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2060′ ***(1970′)*** Noise abatement procedure should be applied according to Flight Operation Manual.



[ABPC2Ø]
RWY 20 DEPARTURE



❶ 315° from N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL100.
❷ 125° from N43 26.6 E039 55.2 within 24.3 NM do not fly east below FL120.



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
750′	***(660′ - 200m)***
2060′	***(1970′ - 600m)***

CHANGES: MSA; trans level & crossings; departures transferred.

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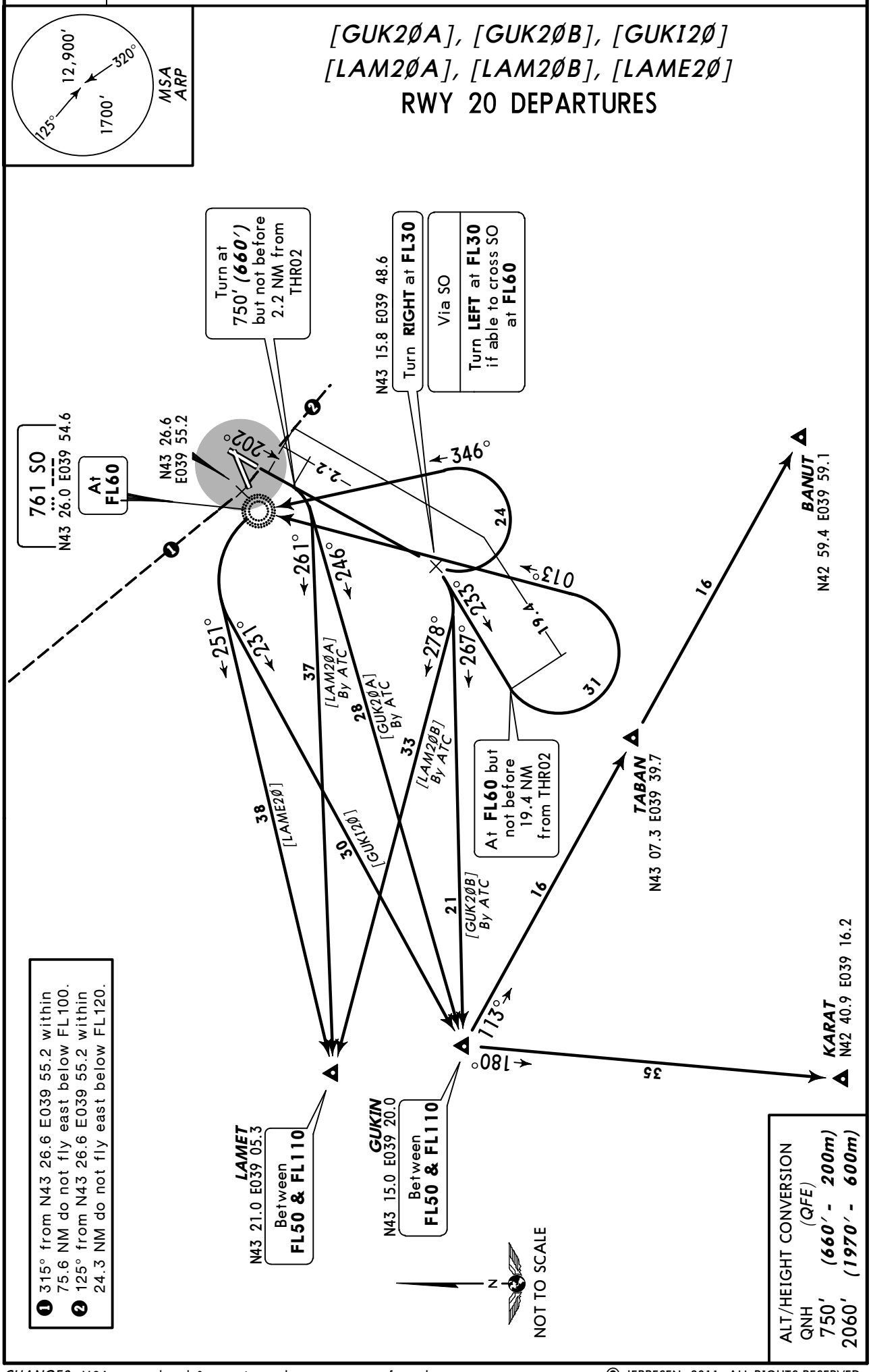
Apt Elev 90′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2060′ ***(1970′)*** Noise abatement procedure should be applied according to Flight Operation Manual.



CHANGES: MSA; trans level & crossings; departures transferred.

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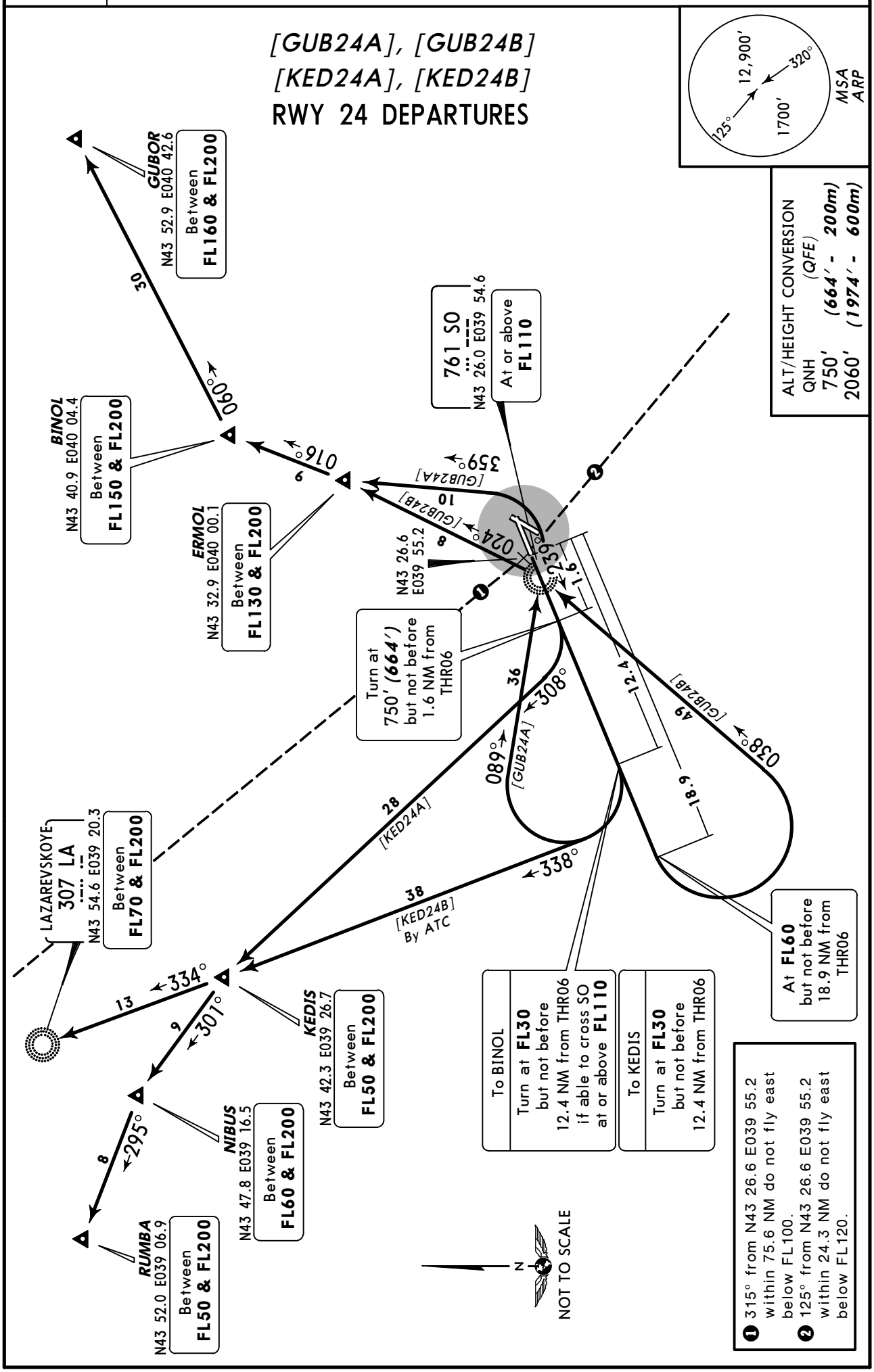
Apt Elev 90′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2060′ ***(1974′)*** Noise abatement procedure should be applied according to Flight Operation Manual.



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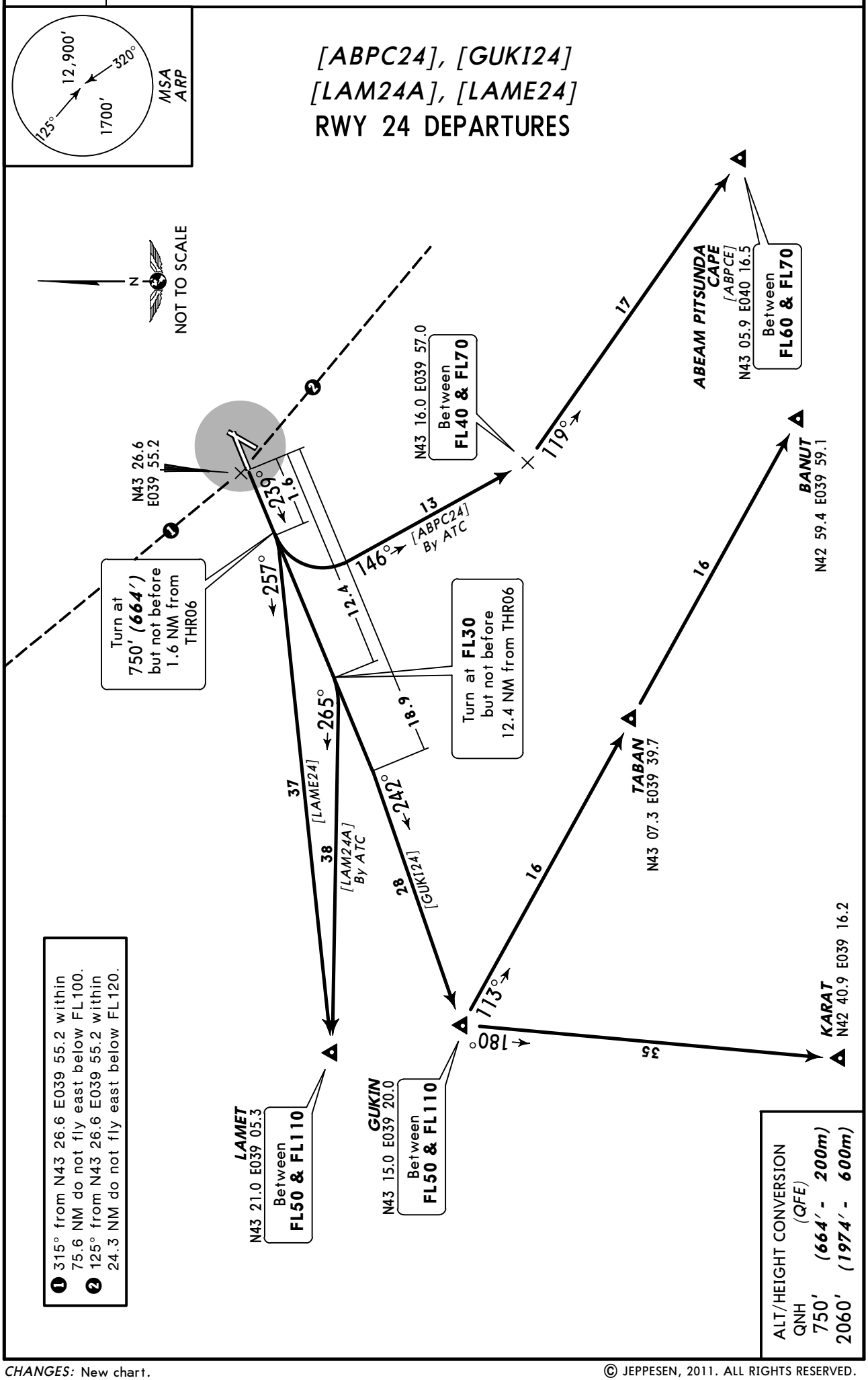
Apt Elev 90′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2060′ ***(1974′)*** Noise abatement procedure should be applied according to Flight Operation Manual.



CHANGES: New chart.

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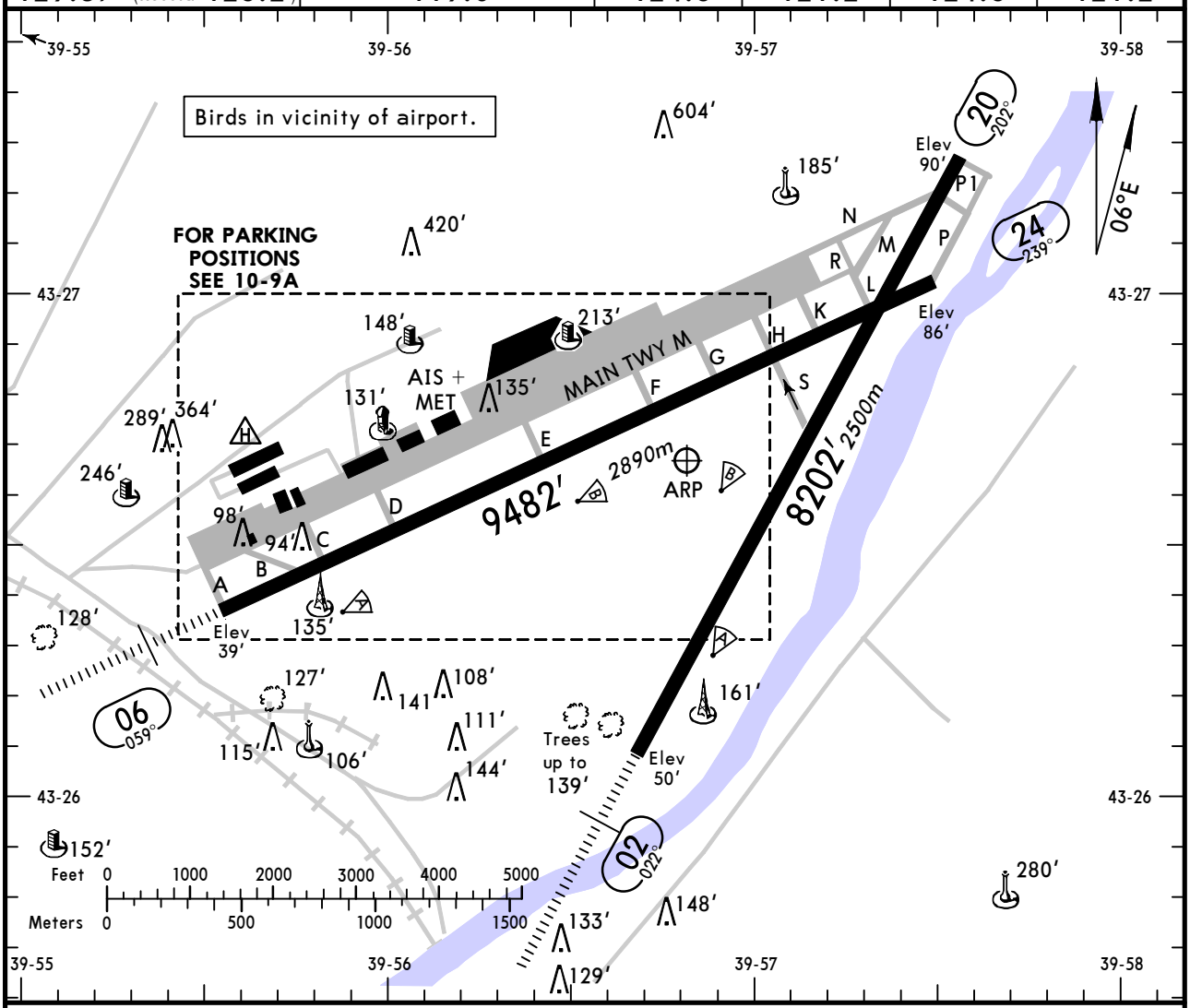
ATIS	SOCHI Taxiing (TWR)	SOCHI Start (TWR) Rwy 02/20	SOCHI Start (TWR) Rwy 06/24	Tower Rwy 02/20	Tower Rwy 06/24
129.37 (Russian 126.2)	119.0	124.6	121.2	124.6	121.2



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
02	RL *(60m)* HIALS PAPI-L(angle 2.83°)		RVR	7874′ *2400m*		NA	161′ *49m*
20	RL *(60m)*		RVR	NA		❶	
06	RL *(60m)* HIALS PAPI-L(angle 2.83°)		RVR	9219′ *2810m*	8123′ *2476m*	NA	148′ *45m*
24	RL *(60m)*		RVR	NA		❷	

TAKE-OFF RUN AVAILABLE

❶ RWY 20:
From rwy head 8202′ (2500m)
twy N int 7808′ (2380m)

❷ RWY 24:
From rwy head 9482′ (2890m)
twy K int 8202′ (2500m)
twy G int 7218′ (2200m)

TAKE-OFF

AIR CARRIER (JAA)
Rwys 20, 24

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*250m*	*400m*
B		
C		
D	*300m*	

CHANGES: Note. Bearings. Usable lengths rwy 02/20.

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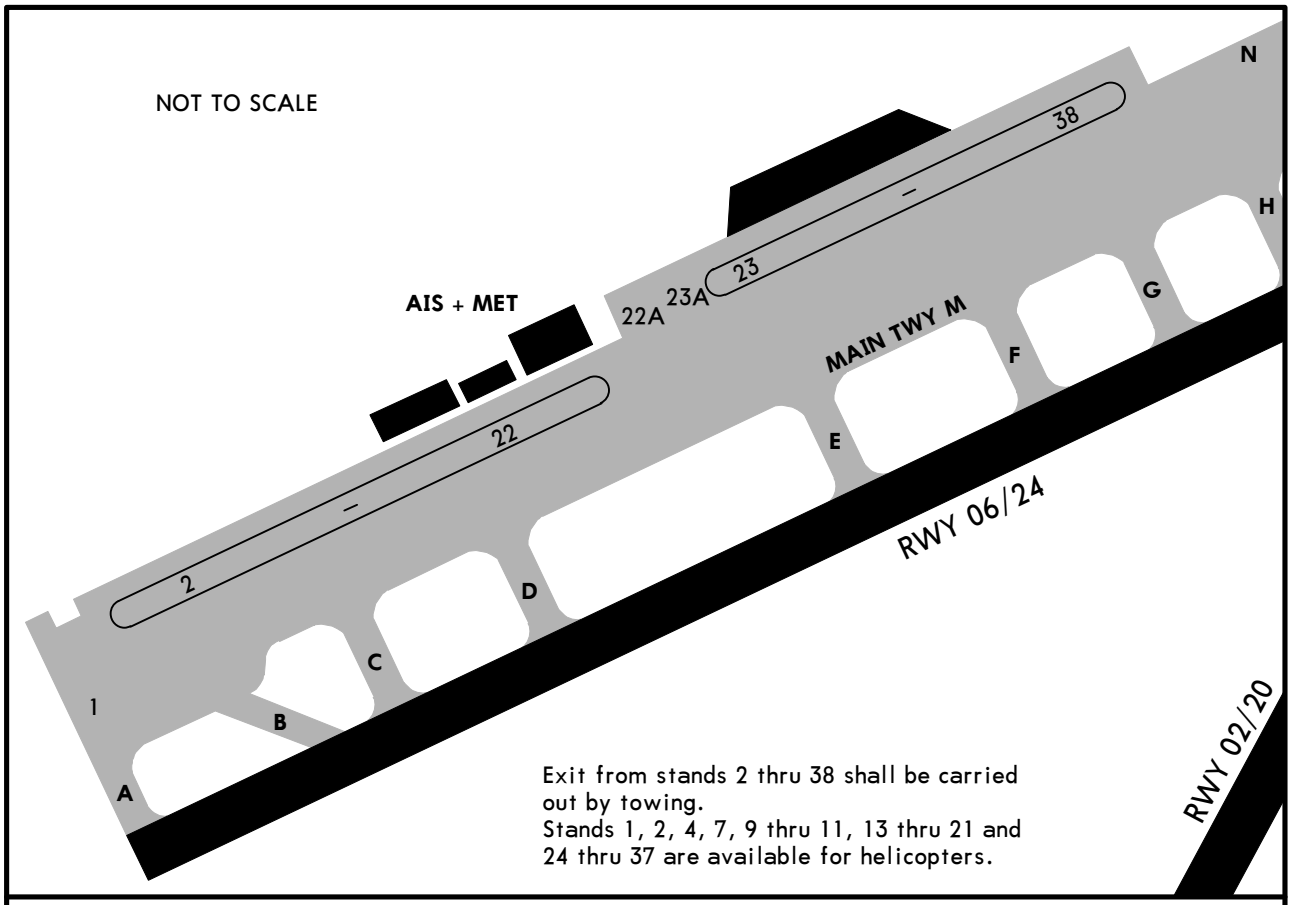

Exit from stands 2 thru 38 shall be carried out by towing.
Stands 1, 2, 4, 7, 9 thru 11, 13 thru 21 and 24 thru 37 are available for helicopters.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N43 26.4 E039 55.5	33	N43 26.9 E039 56.8
9 thru 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		
20	N43 26.7 E039 56.3		
26	N43 26.8 E039 56.5		
27 thru 30	N43 26.9 E039 56.6		
31, 32	N43 26.9 E039 56.7		

CHANGES: Parking stands.

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STRAIGHT-IN RWY		A	B	C	D
02	ILS	**706′**(656′) **R1500m**	**706′**(656′) **R1500m**	**772′**(722′) **C2400m**	**772′**(722′) **C2400m**
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
06	ILS	**597′**(558′) **R1500m**	**597′**(558′) **R1500m**	**597′**(558′) **R1800m**	**597′**(558′) **R1800m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB	**930′**(891′) **C3500m**	**930′**(891′) **C3500m**	**1030′**(991′) **C4200m**	**1030′**(991′) **C4200m**
	ALS out	C4200m	C4200m	C4900m	C4900m

TAKE-OFF RWY 20, 24

	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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STRAIGHT-IN RWY		A	B	C	D
02	ILS	**706′**(656′)	**706′**(656′)	**772′**(722′)	**772′**(722′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
06	ILS	**597′**(558′)	**597′**(558′)	**597′**(558′)	**597′**(558′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	**930′**(891′)	**930′**(891′)	**1030′**(991′)	**1030′**(991′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 20, 24

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

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BRIEFING STRIP ™

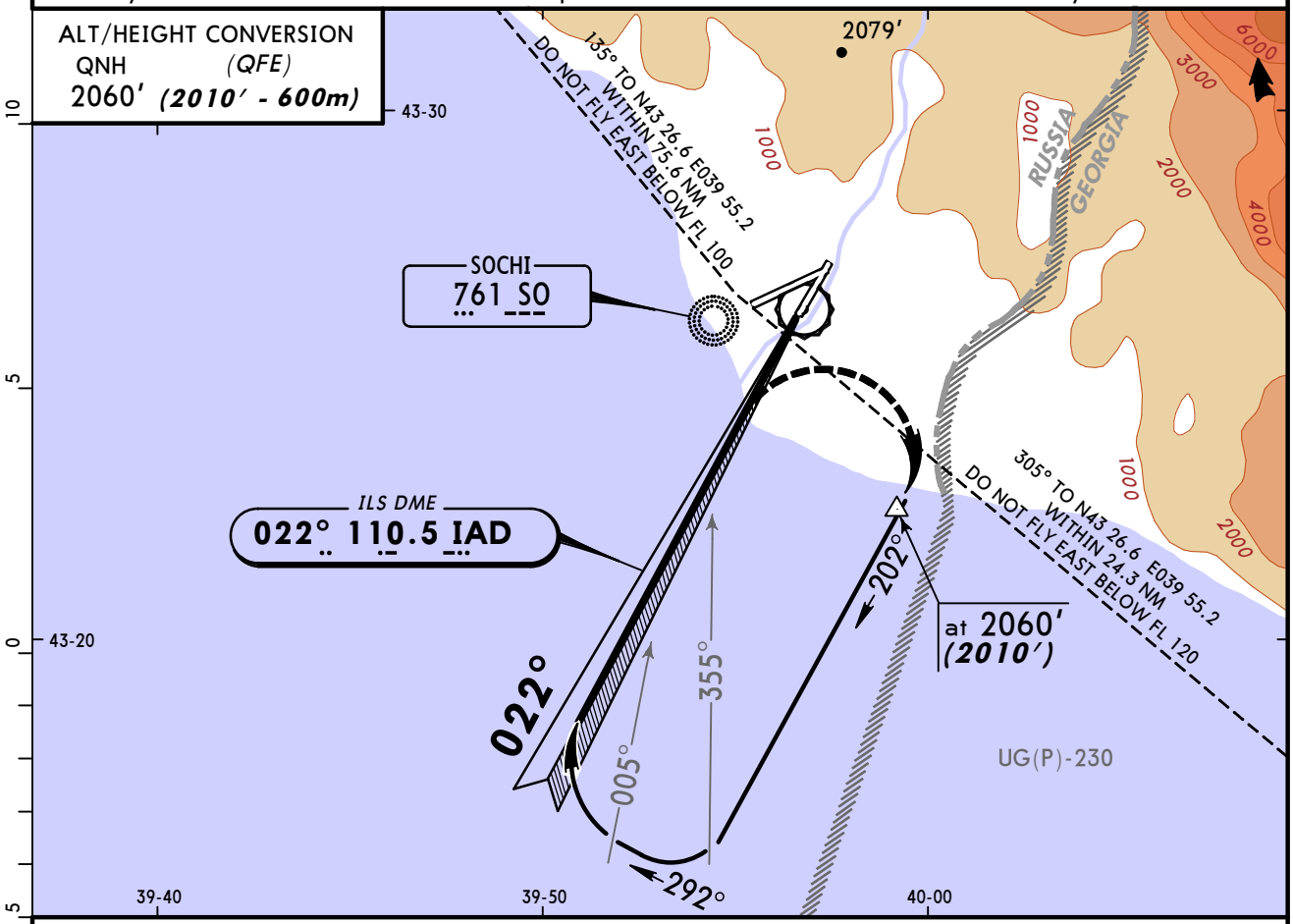
ATIS	SOCHI Approach	SOCHI Tower	SOCHI Krug (TWR)	SOCHI Start (TWR)	SOCHI Taxiing (TWR)
129.37 (Russian 126.2)	118.3	124.6	119.7	124.6	119.0

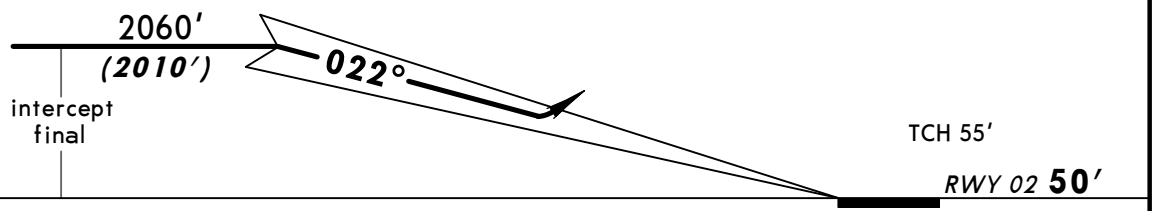
LOC IAD	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.5	022°	No Alt published	Refer to Minimums	Apt Elev 90′ / RWY 50′

MISSED APCH: Turn RIGHT onto 202° (MAX 200 KT, mim bank 20°, take-off configuration). Climb with max vertical speed to 2060′ *(2010′)*, then according to chart.

125° 12,900′ 1700′ 320°
MSA ARP

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2060′***(2010′)***
1. Heavy turbulence with downdrafts to be expected on final. 2. ILS DME reads zero at rwy 02 threshold.





Gnd speed-Kts	70	90	100	120	140	160
GS 2.83°	356	458	509	611	712	814

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY **02**

ILS		LOC (GS out)
DA(H) AB: 706′(656′) FULL	CD: 772′(722′) ALS out	

PANS OPS

A	3200m		NOT AUTH
B			
C	3300m	4100m	
D			

CHANGES: Apt & rwy elev. Transition level. Bearings. MSA.

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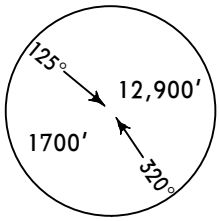
BRIEFING STRIP TM

ATIS	SOCHI Approach	SOCHI Tower	SOCHI Krug (TWR)	SOCHI Start (TWR)	SOCHI Taxiing (TWR)
129.37 (Russian 126.2)	118.3	121.2	119.7	121.2	119.0

LOC ISO 111.1	Final Apch Crs 059°	GS No Alt published	ILS DA(H) 597′ (558′)	Apt Elev 90′
NDB SO 761		Minimum Alt No FAF	NDB MDA(H) Refer to Minimums	RWY 39′

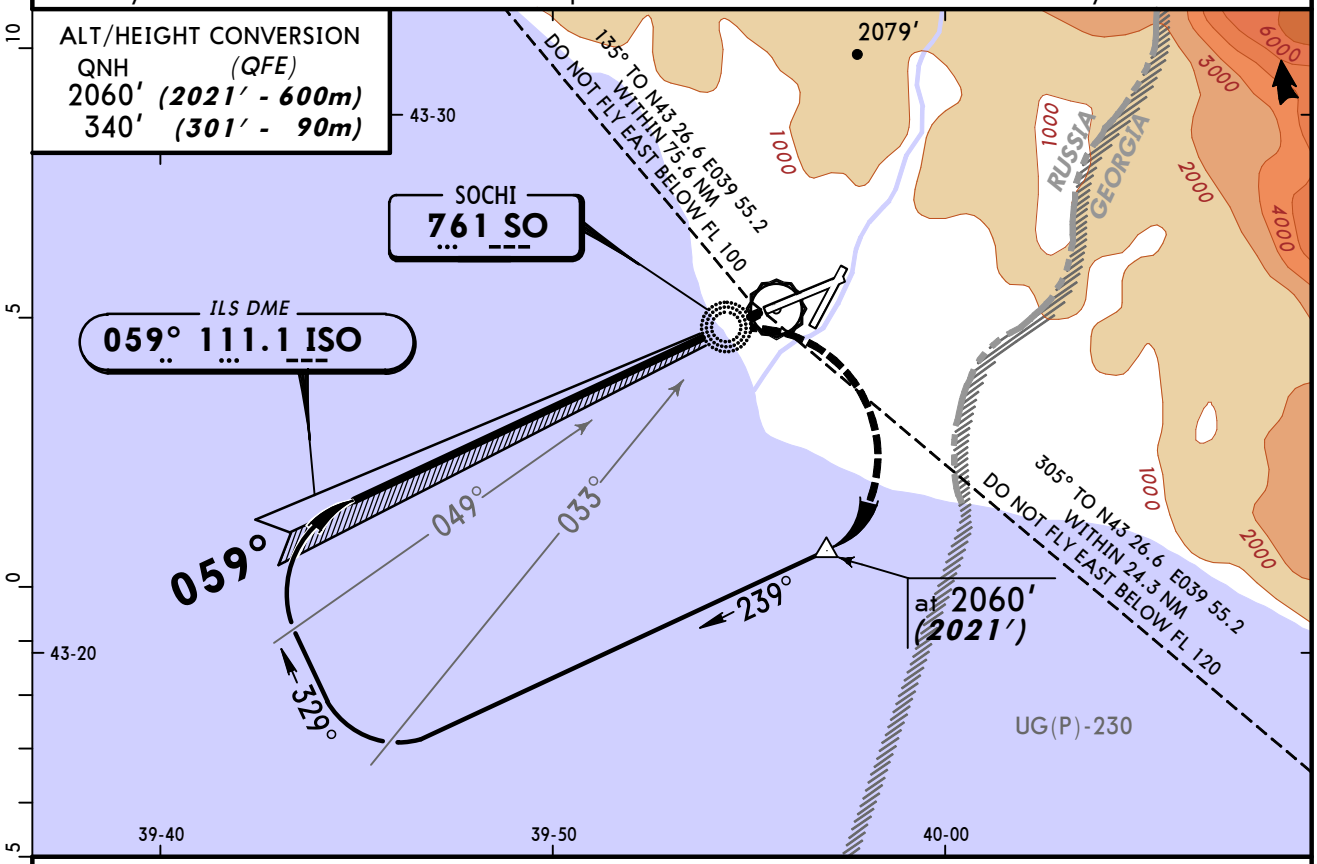


MSA
ARP

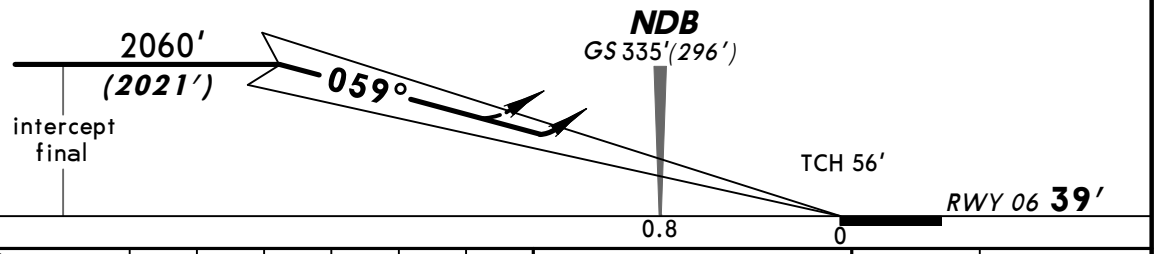
MISSED APCH: Turn RIGHT onto 239° (MAX 200 KT, mim bank 20°, take-off configuration). Climb with max vertical speed to 2060′ *(2021′)*, then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2060′ ***(2021′)***

1. Heavy turbulence with downdrafts to be expected on final. 2. ILS DME reads zero at rwy 06 threshold.



NDB apch: Pass NDB not below 340′ *(301′)*.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc angle 2.83°	356	458	509	611	712	814

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 06

	ILS DA(H) 597′(558′) FULL	ILS DA(H) 597′(558′) ALS out	LOC (GS out)	NDB MDA(H) AB: 930′(891′) CD: 1030′(991′)	NDB MDA(H) AB: 930′(891′) CD: 1030′(991′) ALS out
A	2300m	3100m	NOT AUTH	3200m	4800m
B					
C				4000m	
D				4400m	

PANS OPS

CHANGES: Transition level. MSA.

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Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SOCHI, (SOCHI - URSS)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URSS

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.jeppesen.com/eurasiachange.