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Terminal Charts For URSS
Revision Letter For Cycle 25-2012
Change Notices
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: 6.5°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: 0453 Z
Sunset: 1353 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: 9498 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: 9498 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 87 ft
Lighting: Edge

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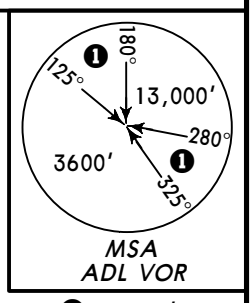
Communication Information

ATIS 129.375
ATIS 126.2 Non-English
Sochi Taxiing Tower 119.0
Sochi Start Tower 124.6
Sochi Start Tower 124.0
Sochi Start Tower 121.2
Sochi Krug Tower 119.7
Sochi Approach Control 124.0
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: FL50 Trans alt: 3700′ ***(3661′)*** GOTAM 2B, GUBOR 2B: During straight-in approach pilots shall reach transition level 8.1 NM before the final turn and 10.8 NM before intercepting the glide path.

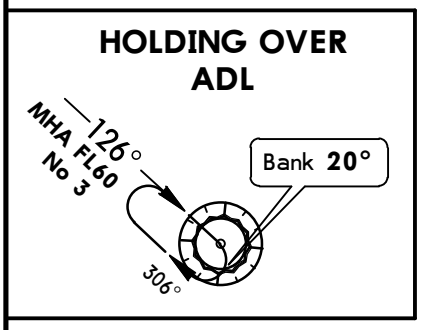
GOTAM 2A *[GOTA2A]* GOTAM 2B *[GOTA2B]*
GUBOR 2A *[GUBO2A]* GUBOR 2B *[GUBO2B]*
BY ATC

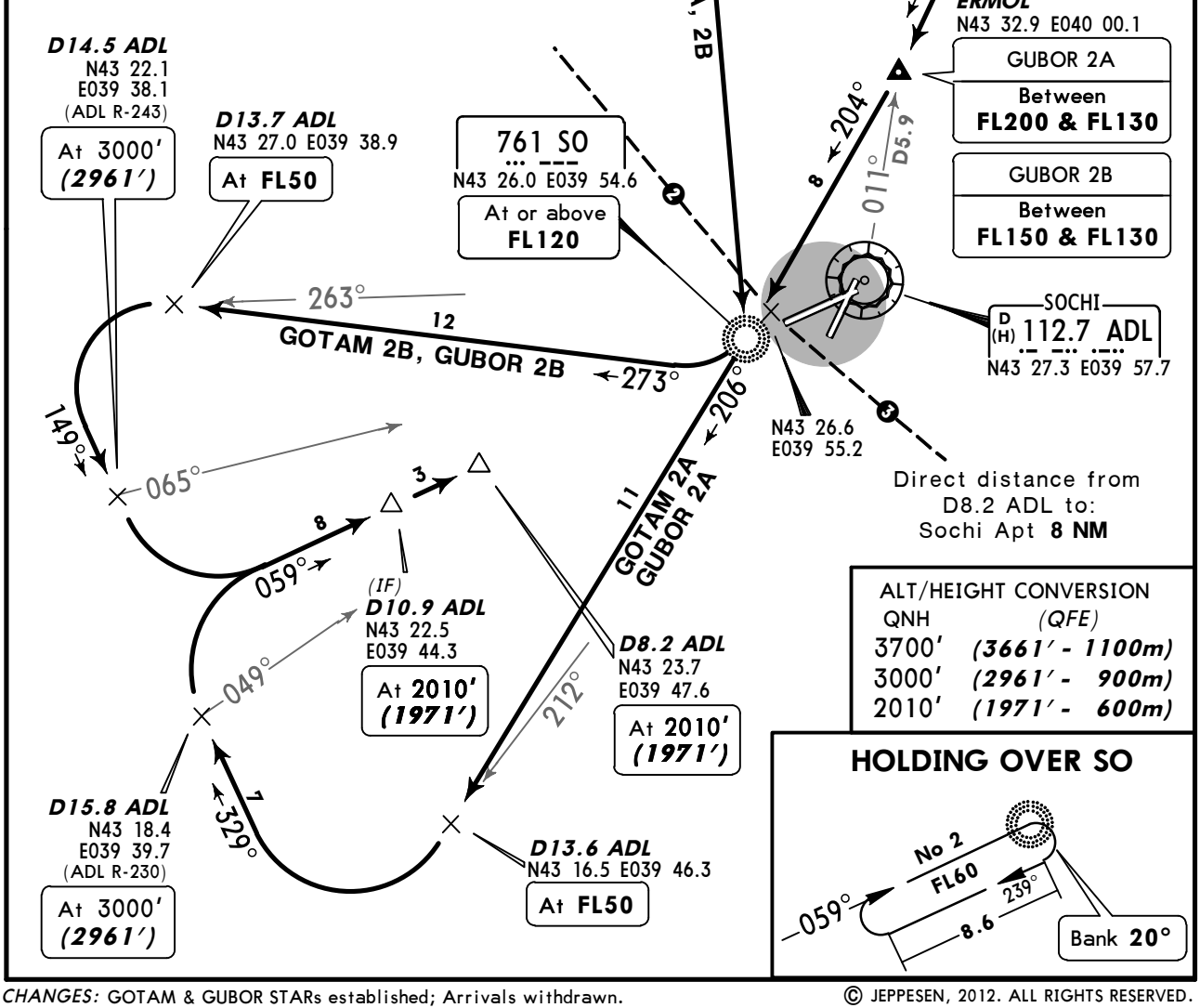
RWY 06 ARRIVALS



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

❹ WARNING
Descend to FL160 abeam the mountain CHUGUSH (ADL R-032/D20.5).
Further descending as instructed by ATC.





ALT/HEIGHT CONVERSION

QNH	(QFE)
3700′	***(3661′ - 1100m)***
3000′	***(2961′ - 900m)***
2010′	***(1971′ - 600m)***

CHANGES: GOTAM & GUBOR STARs established; Arrivals withdrawn.

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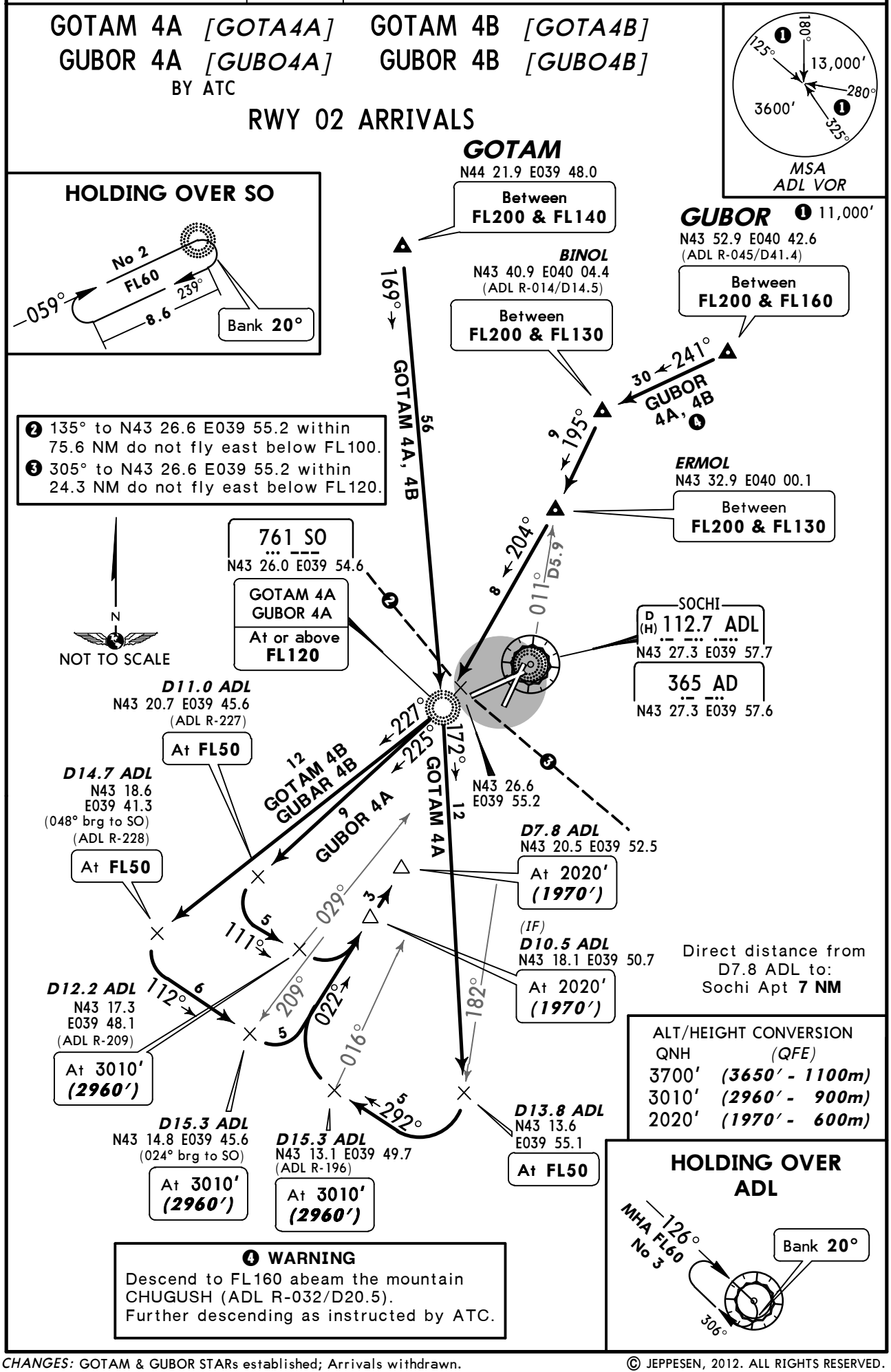
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3650′)*** GOTAM 4B, GUBOR 4B: During straight-in approach pilots shall reach transition level 8.1 NM before the final turn and 10.8 NM before intercepting the glide path.

GOTAM 4A *[GOTA4A]* GOTAM 4B *[GOTA4B]*
GUBOR 4A *[GUBO4A]* GUBOR 4B *[GUBO4B]*
BY ATC

RWY 02 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
3700′	***(3650′ - 1100m)***
3010′	***(2960′ - 900m)***
2020′	***(1970′ - 600m)***

❹ WARNING
Descend to FL160 abeam the mountain CHUGUSH (ADL R-032/D20.5).
Further descending as instructed by ATC.

CHANGES: GOTAM & GUBOR STARs established; Arrivals withdrawn.

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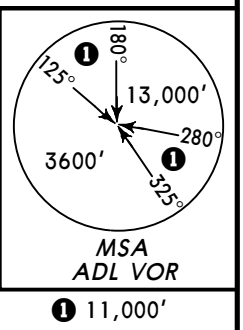
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3661′)*** TRAPI 2B: During straight-in approach pilots shall reach transition level 8.1 NM before the final turn and 10.8 NM before intercepting the glide path.

TRAPI 2A *[TRAP2A]*
BY ATC

TRAPI 2B *[TRAP2B]*

RWY 06 ARRIVALS



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

Direct distance from D8.2 ADL to: Sochi Apt **8 NM**

D10.8 ADL
N43 26.9 E039 42.9
(ADL R-262)
At **FL50**

761 SO
N43 26.0 E039 54.6

N43 26.6
E039 55.2

SOCHI
D (H) 112.7 ADL
N43 27.3 E039 57.7

9
270°
149°
5
068°
3
059°
052°
5
D12.8 ADL
N43 23.3
E039 41.0
(ADL R-246)
At 3000′
(2961′)

D8.2 ADL
N43 23.7
E039 47.6
At 2010′
(1971′)

(IF)
D10.9 ADL
N43 22.5
E039 44.3
At 2010′
(1971′)

2
329°
042°
D12.9 ADL
N43 20.7 E039 42.6
(ADL R-233)
At 2010′
(1971′)

6
292°
D13.2 ADL
N43 19.0 E039 43.7
(ADL R-225)
At 3000′
(2961′)

D12.3 ADL
N43 15.8 E039 51.7
At **FL50**

4
006°
195°
348°
179°
26
TRAPI 2A
17
TRAPI 2B
293°
315°
141°
D25.4

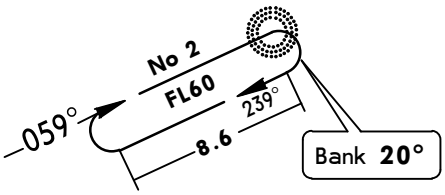
D13.3 ADL
N43 14.0 E039 56.2
At **FL60**

N
NOT TO SCALE

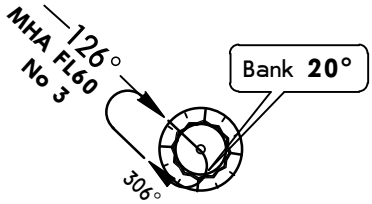
[ABPCE]
ABEAM PITSUNDA CAPE
N43 05.9 E040 16.5
Between
FL70 & FL60

HOLDINGS OVER

SO



ADL



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3700′	***(3661′ - 1100m)***
3000′	***(2961′ - 900m)***
2010′	***(1971′ - 600m)***

CHANGES: TRAPI STARs established; Arrivals withdrawn.

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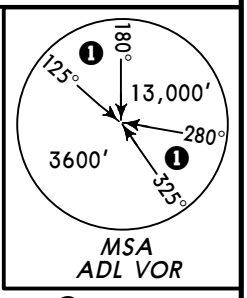
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3650′)*** TRAPI 4B: During straight-in approach pilots shall reach transition level 8.1 NM before the final turn and 10.8 NM before intercepting the glide path.

TRAPI 4A *[TRAP4A]*
BY ATC

TRAPI 4B *[TRAP4B]*

RWY 02 ARRIVALS



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

761 SO
N43 26.0 E039 54.6

N43 26.6
E039 55.2

SOCHI
D (H) 112.7 ADL
N43 27.3 E039 57.7

365 AD
N43 27.3 E039 57.6

N
NOT TO SCALE

Direct distance from D7.8 ADL to: Sochi Apt **7 NM**

D7.8 ADL
N43 20.5 E039 52.5
At 2020′ ***(1970′)***

(IF)
D10.5 ADL
N43 18.1 E039 50.7
At 2020′ ***(1970′)***

D11.6 ADL
N43 16.5
E039 51.8
At 2020′ ***(1970′)***

D15.3 ADL
N43 13.1 E039 49.7
(016° brg to AD)
At 3010′ ***(2960′)***

D13.8 ADL
N43 13.6
E039 55.1
(ADL R-182)
At **FL50**

D12.9 ADL
N43 14.5
E039 56.3
At 3010′ ***(2960′)***

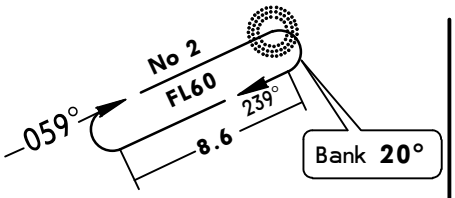
D16.6 ADL
N43 11.3
E040 04.0
At **FL50**

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

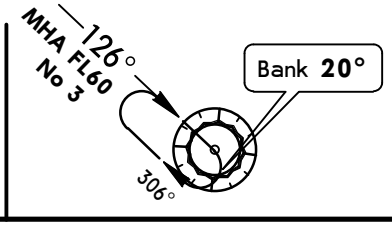
TRAPI 4A 26
TRAPI 4B 11
155° 16
022° 5
293° 4
292° 5
315° 6
294°
015° 196° 358° 178° 158° 329° 141° D25.4

HOLDINGS OVER

SO



ADL



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3700′	***(3650′ - 1100m)***
3010′	***(2960′ - 900m)***
2020′	***(1970′ - 600m)***

CHANGES: TRAPI STARs established; Arrivals withdrawn.

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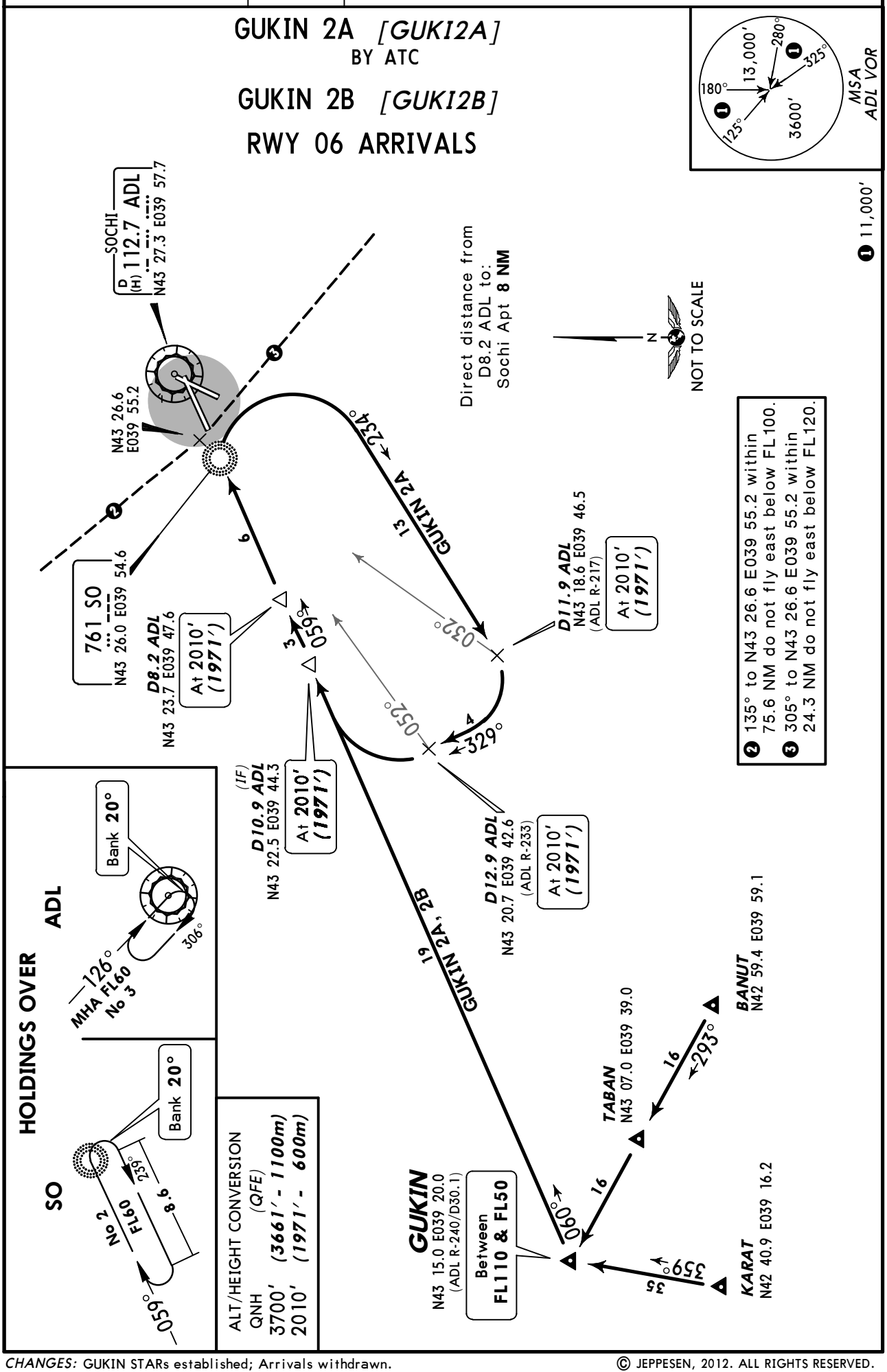
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3661′)*** GUKIN 2B: During straight-in approach pilots shall reach transition level 8.1 NM before the final turn and 10.8 NM before intercepting the glide path.

GUKIN 2A *[GUKI2A]*
BY ATC

GUKIN 2B *[GUKI2B]*

RWY 06 ARRIVALS



CHANGES: GUKIN STARs established; Arrivals withdrawn.

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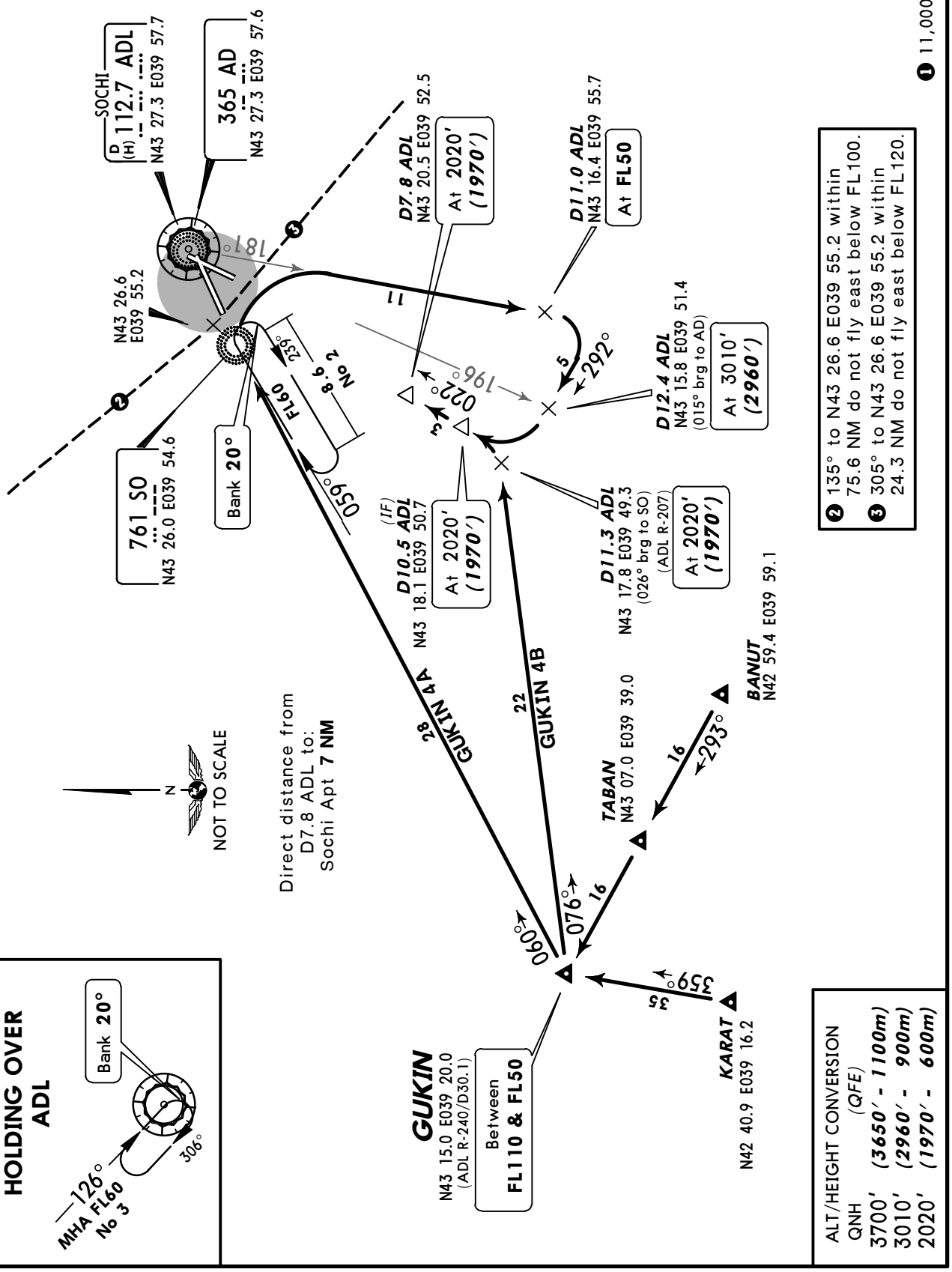
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3650′)*** GUKIN 4B: During straight-in approach pilots shall reach transition level 8.1 NM before the final turn and 10.8 NM before intercepting the glide path.

GUKIN 4A *[GUKI4A]*
BY ATC

GUKIN 4B *[GUKI4B]*

RWY 02 ARRIVALS



CHANGES: GUKIN STARs established; Arrivals withdrawn.

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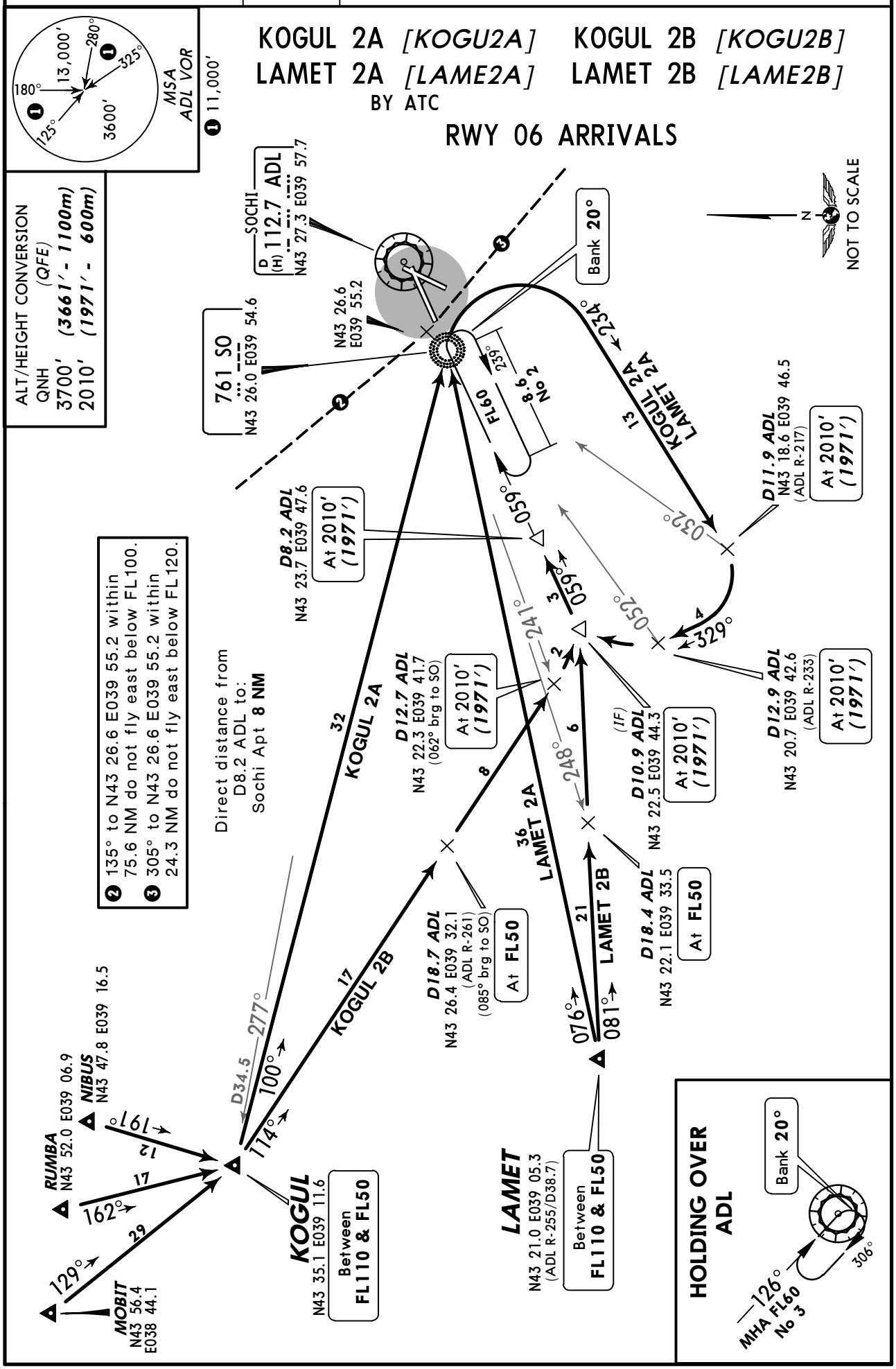
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3661′)*** KOGUL 2B, LAMET 2B: During straight-in approach pilots shall reach transition level 8.1 NM before the final turn and 10.8 NM before intercepting the glide path.



CHANGES: KOGUL & LAMET STARs etsablished; Arrivals withdrawn.

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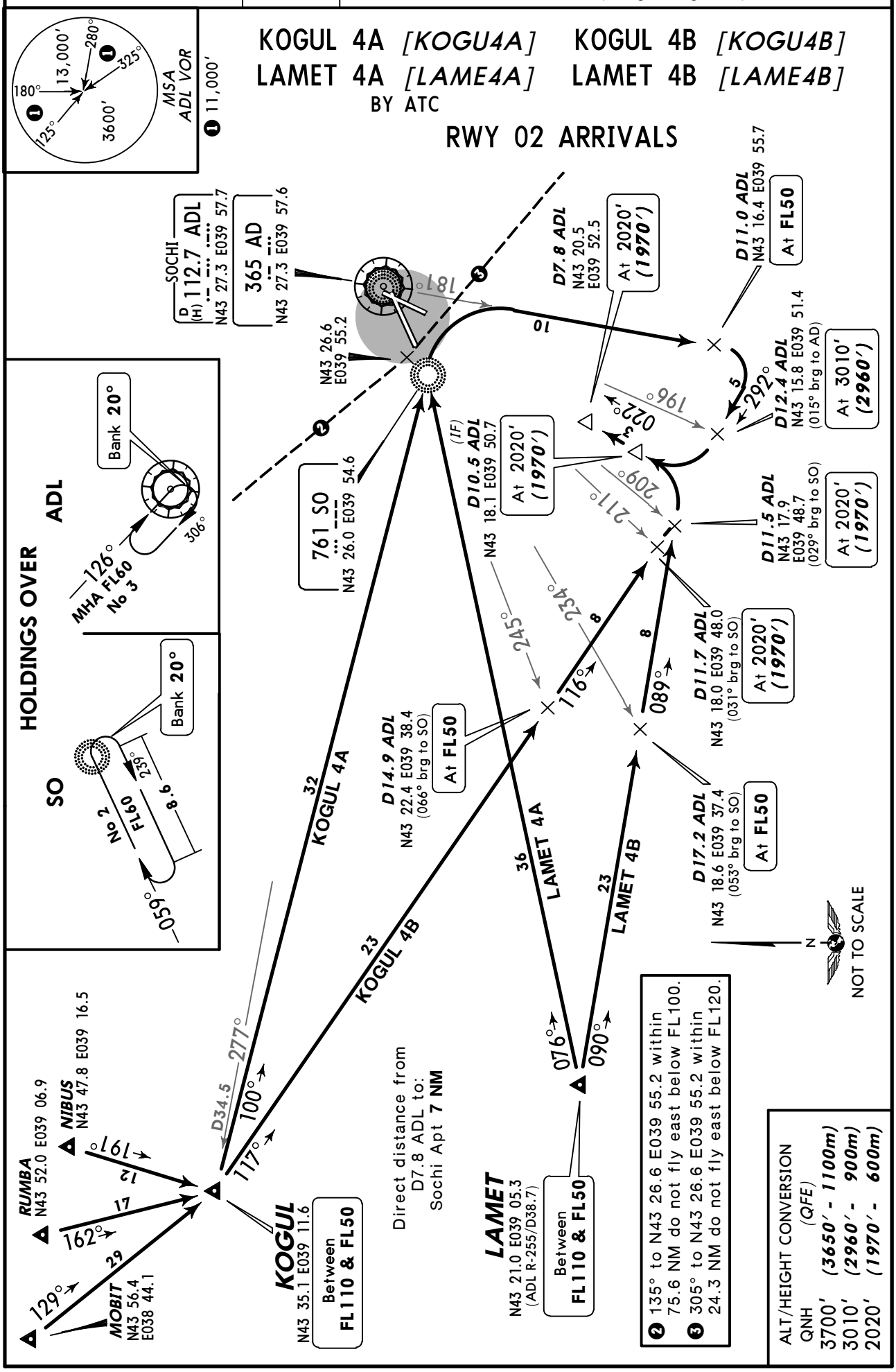
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3650′)*** KUGOL 4B, LAMET 4B: During straight-in approach pilots shall reach transition level 8.1 NM before the final turn and 10.8 NM before intercepting the glide path.



CHANGES: KOGUL & LAMET STARs etsablished; Arrivals withdrawn.

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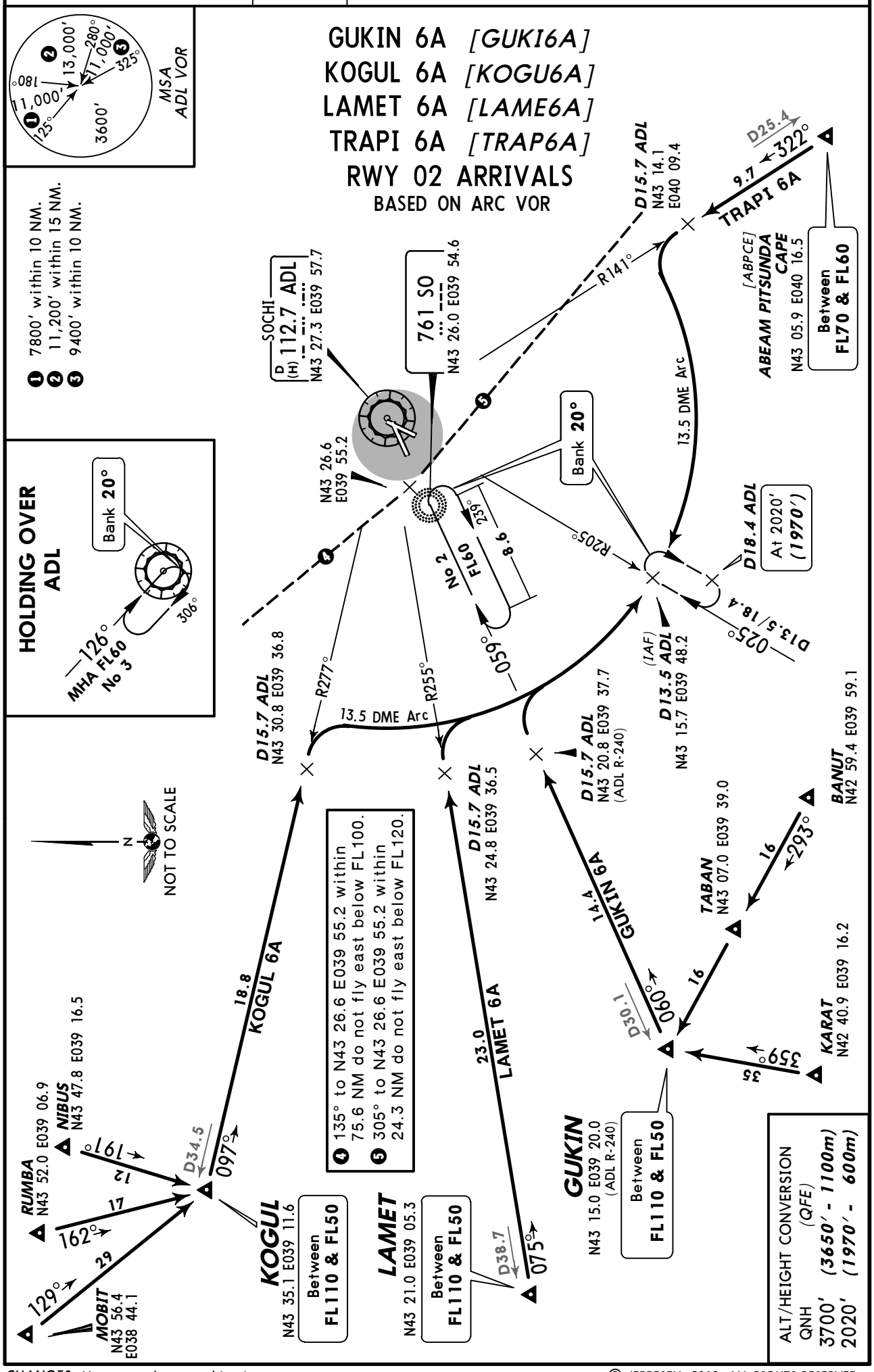
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3650′)***

GUKIN 6A *[GUKI6A]*
KOGUL 6A *[KOGU6A]*
LAMET 6A *[LAME6A]*
TRAPI 6A *[TRAP6A]*
RWY 02 ARRIVALS
BASED ON ARC VOR



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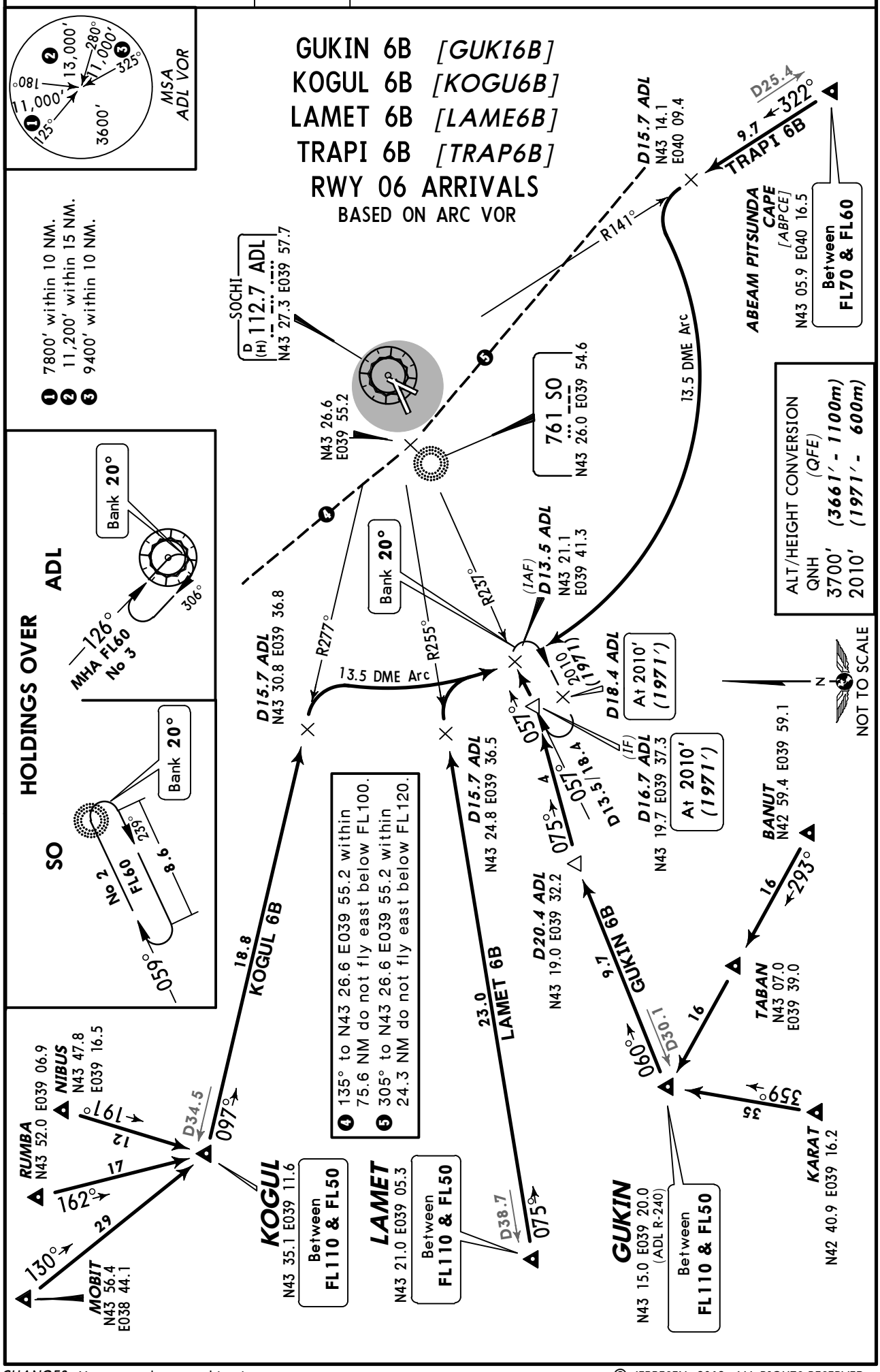
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3661′)***



CHANGES: New procedures at this airport.

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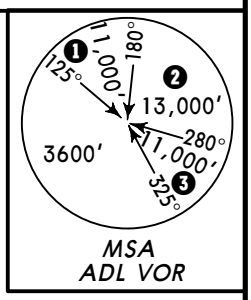
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3610′)***

GOTAM 6C *[GOTA6C]*
GUBOR 6C *[GUBO6C]*
TRAPI 6C *[TRAP6C]*
RWYS 02, 06 ARRIVALS
BASED ON VOR



❶ 7800′ within 10 NM.
❷ 11,200′ within 15 NM.
❸ 9400′ within 10 NM.

GOTAM
N44 21.9 E039 48.0
Between **FL200 & FL140**

166° 28.1 GOTAM 6C
D55.1

D27.0 ADL
At **FL120**

167° 10.8

D16.2 ADL
(ADL R-346)
At **FL120**

9.7

D6.5 ADL
At **FL90**

6.5 R347°

BINOL
N43 40.9 E040 04.4
(ADL R-014/D14.5)
Between **FL200 & FL150**

GUBOR
N43 52.9 E040 42.6
(ADL R-045/D41.4)
Between **FL200 & FL160**

30 241° GUBOR 6C

8 188°

D6.5 ADL
At **FL100**

6.5 R007° 187°

(IAF)
SOCHI
D (H) 112.7 ADL
N43 27.3 E039 57.7

No 3 126° ❹
FL60
R141°
306°
Bank **20°**
Bank **20°**

761 SO
N43 26.0 E039 54.6

No 2
FL60
059°
239°
8.6

N43 26.6
E039 55.2

N
NOT TO SCALE

❹ Enter holding at or above FL80.
GOTAM 6C: Enter holding without DME at or above FL120.
GUBOR 6C: Enter holding without DME at or above FL130.

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

TRAPI 6C 25.4 321°
D

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

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3700′	***(3610′ - 1100m)***

CHANGES: New procedures at this airport.

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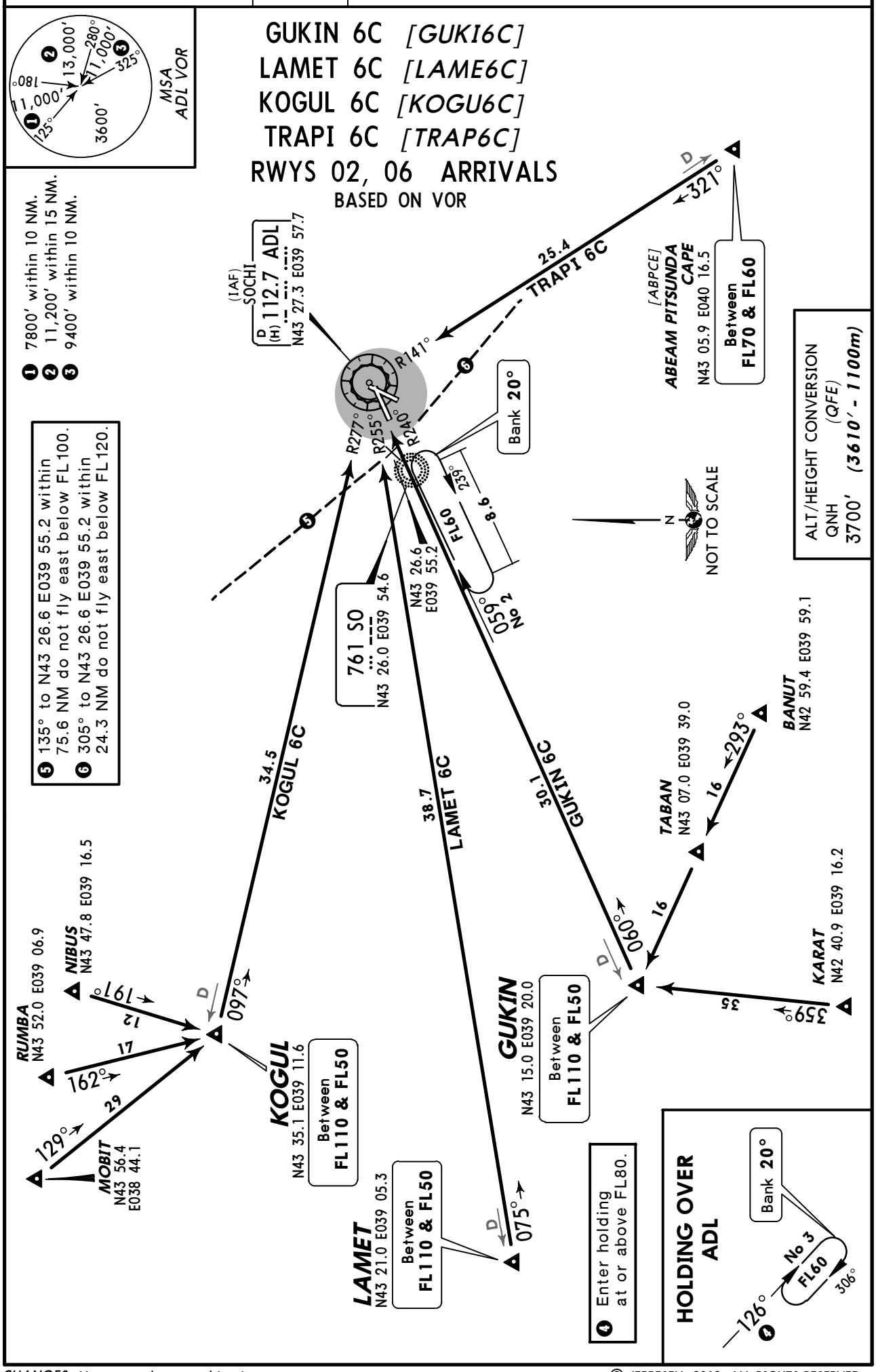
ATIS	Apt Elev	
129.37 (Russian 126.2)	90′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3610′)***



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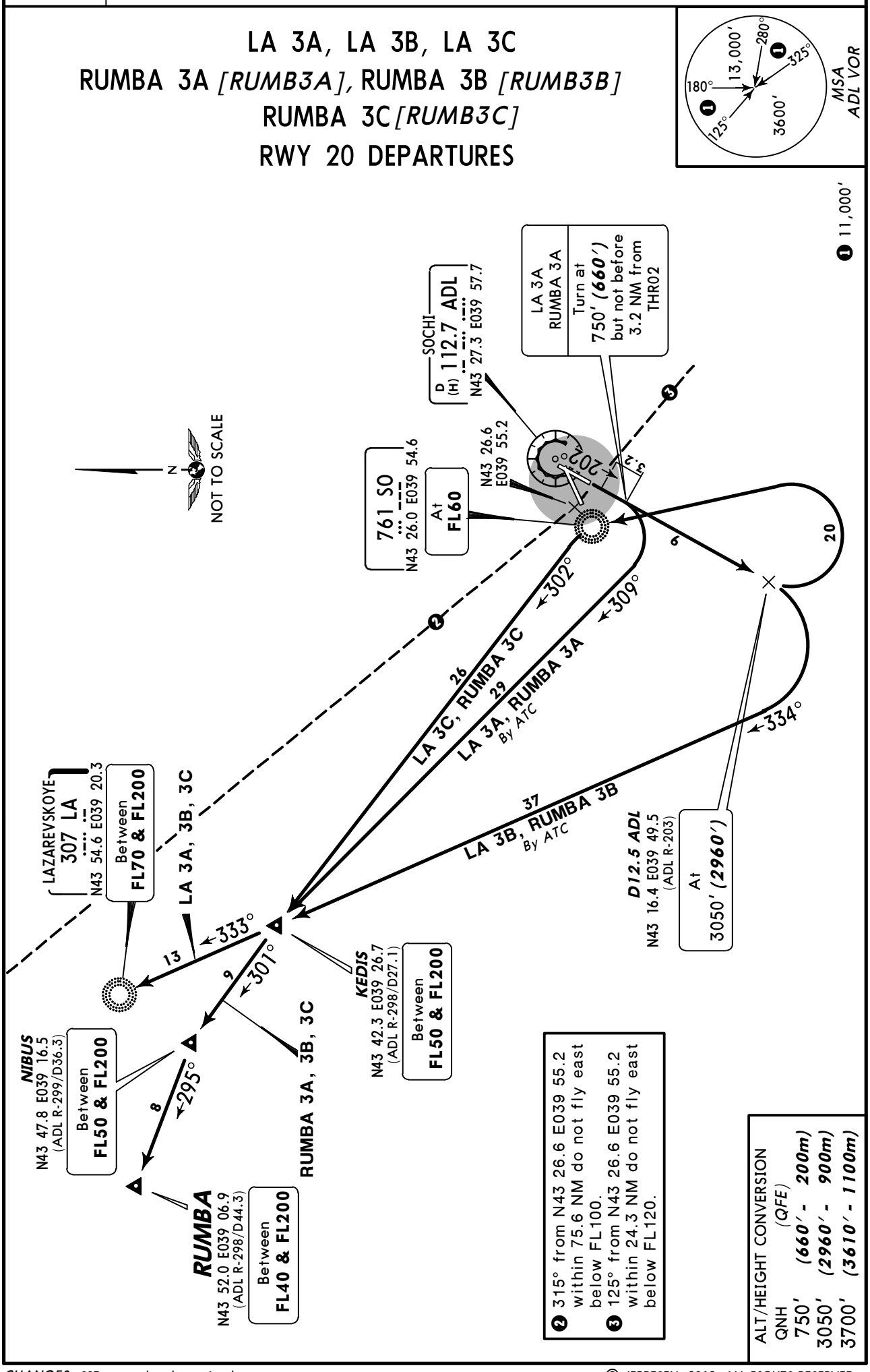
Apt Elev 90′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3610′)*** Noise abatement procedure should be applied according to Flight Operation Manual.

LA 3A, LA 3B, LA 3C
RUMBA 3A *[RUMB3A]*, RUMBA 3B *[RUMB3B]*
RUMBA 3C *[RUMB3C]*
RWY 20 DEPARTURES



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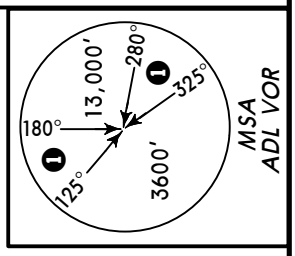
Apt Elev 90′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3610′)*** Noise abatement procedure should be applied according to Flight Operation Manual.

GOTAM 3B *[GOTA3B]*
GUBOR 3B *[GUBO3B]*
RWY 20 DEPARTURES



❶ 11,000′

GUBOR
N43 52.9 E040 42.6
(ADL R-045/D41.4)
Between
FL160 & FL200

BINOL
N43 40.9 E040 04.4
(ADL R-014/D14.5)
Between
FL150 & FL200

ERMOL
N43 32.9 E040 00.1
(ADL R-011/D5.9)
Between
FL130 & FL200

GOTAM
N44 21.9 E039 48.0
Between
FL140 & FL200

GUBOR 3B
30
090°
015°
9
8
032°
N43 26.6
E039 55.2
202°
SOCHI
D (H) 112.7 ADL
N43 27.3 E039 57.7
56
GOTAM 3B
349°
6
20

761 SO
N43 26.0 E039 54.6
At or above
FL110

D12.5 ADL
N43 16.4 E039 49.5
(ADL R-203)

GOTAM 3B	GUBOR 3B
At 3050′ ***(2960′)***	At **FL30**

N
NOT TO SCALE

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

ALT/HEIGHT CONVERSION
QNH *(QFE)*
3050′ ***(2960′ - 900m)***
3700′ ***(3610′ - 1100m)***

CHANGES: SIDs completely revised.

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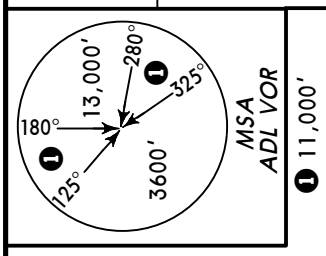
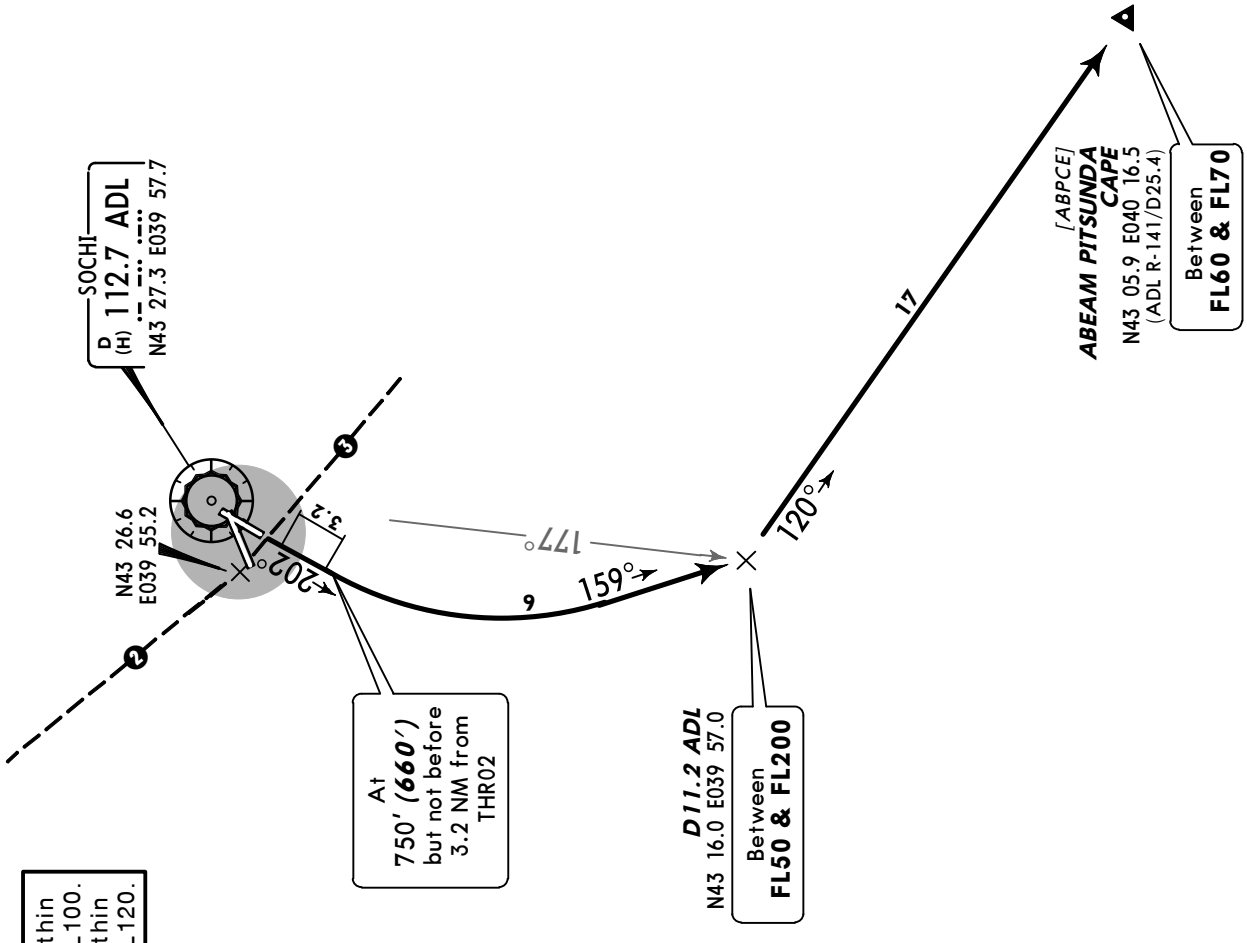
Apt Elev	
90′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3610′)*** Noise abatement procedure should be applied according to Flight Operation Manual.



TRAPI 3A *[TRAP3A]*
RWY 20 DEPARTURE



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
750′	***(660′ - 200m)***
3700′	***(3610′ - 1100m)***

CHANGES: SID completely revised.

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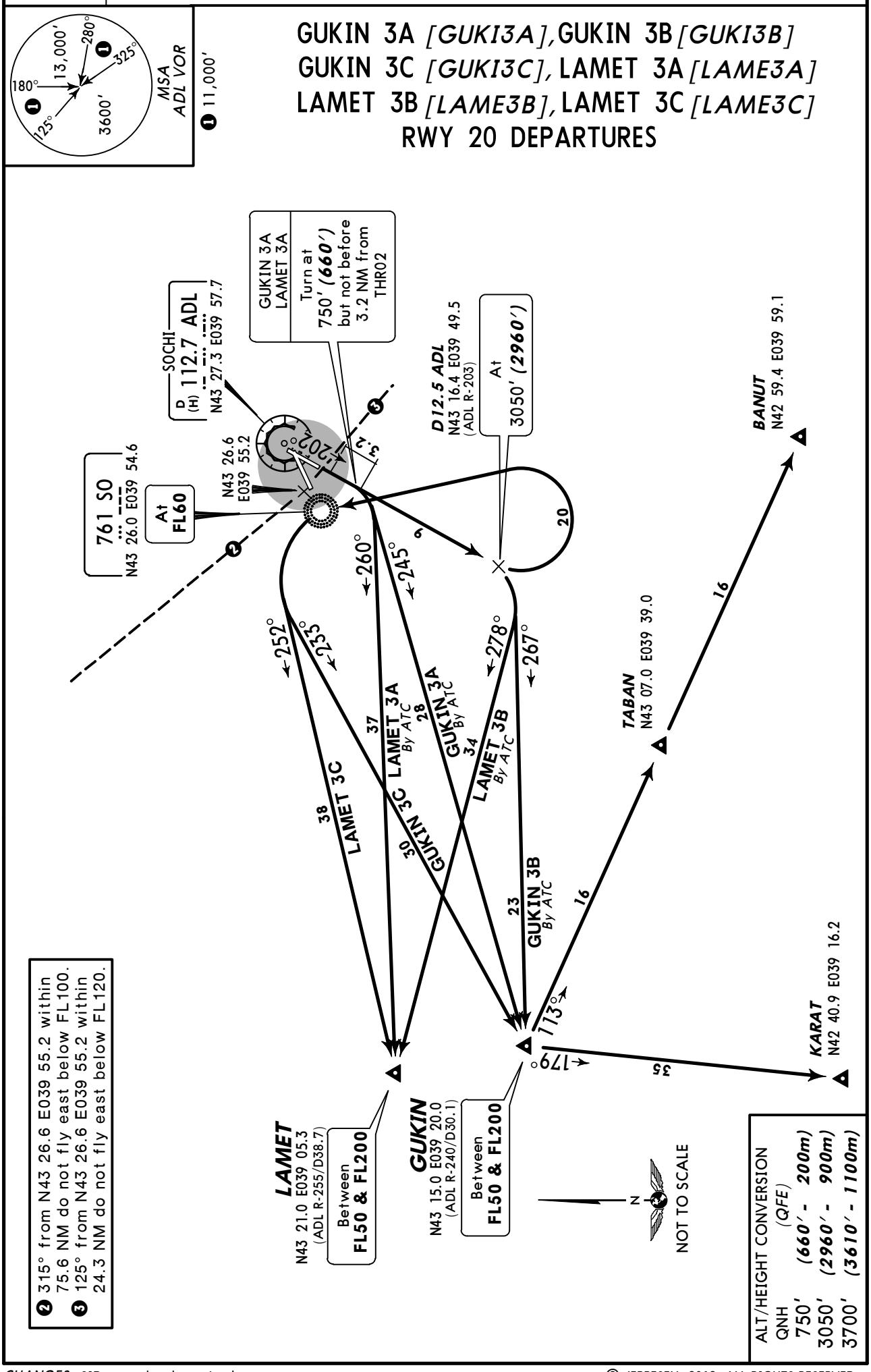
Apt Elev 90′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3610′)*** Noise abatement procedure should be applied according to Flight Operation Manual.

GUKIN 3A *[GUKI3A]*, GUKIN 3B *[GUKI3B]* GUKIN 3C *[GUKI3C]*, LAMET 3A *[LAME3A]* LAMET 3B *[LAME3B]*, LAMET 3C *[LAME3C]* RWY 20 DEPARTURES



CHANGES: SIDs completely revised.

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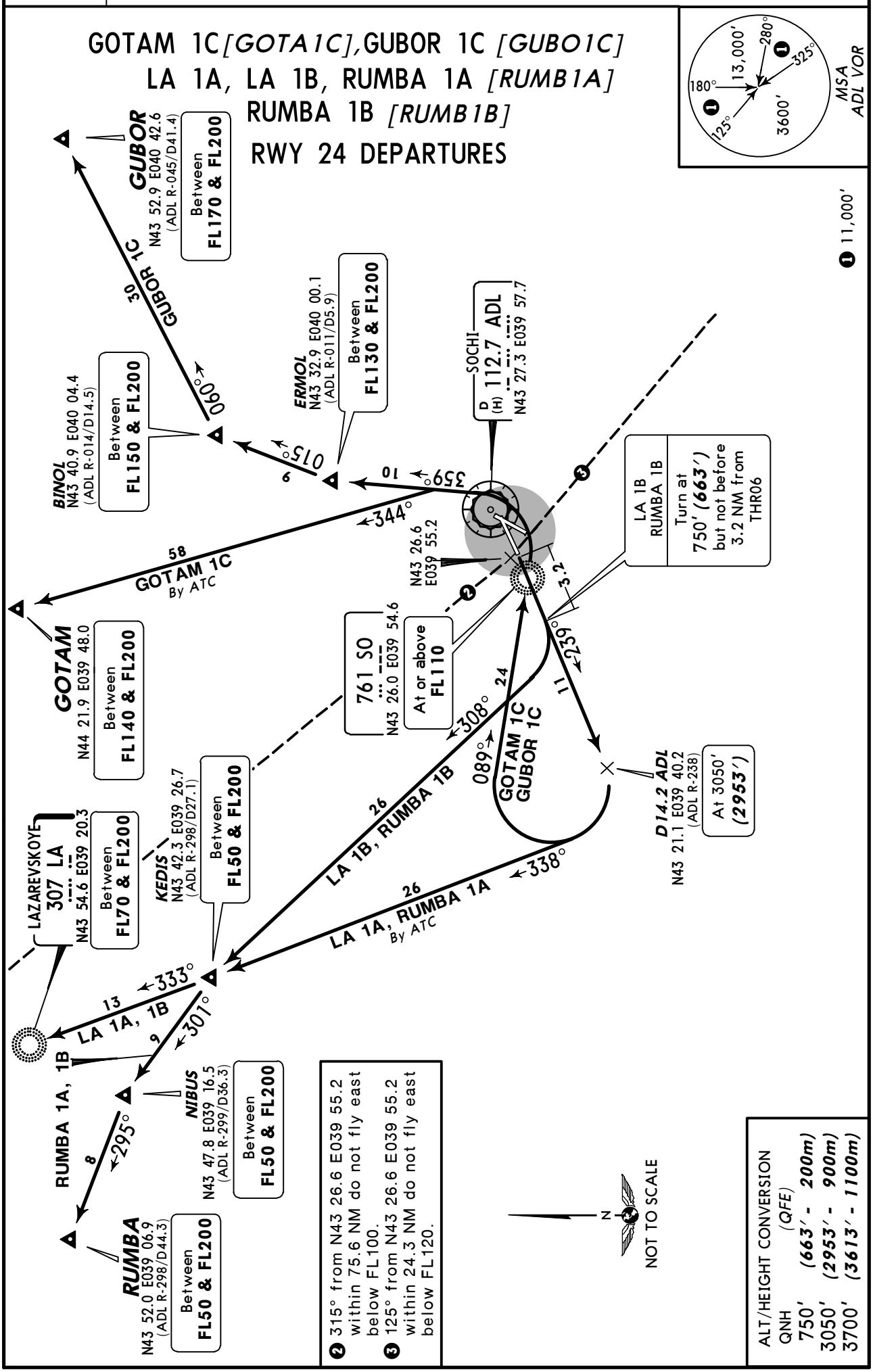
Apt Elev 90′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3613′)*** Noise abatement procedure should be applied according to Flight Operation Manual.

GOTAM 1C *[GOTA1C]*, GUBOR 1C *[GUBO1C]*
LA 1A, LA 1B, RUMBA 1A *[RUMB1A]*
RUMBA 1B *[RUMB1B]*
RWY 24 DEPARTURES



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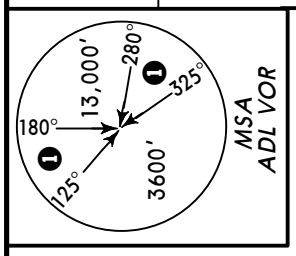
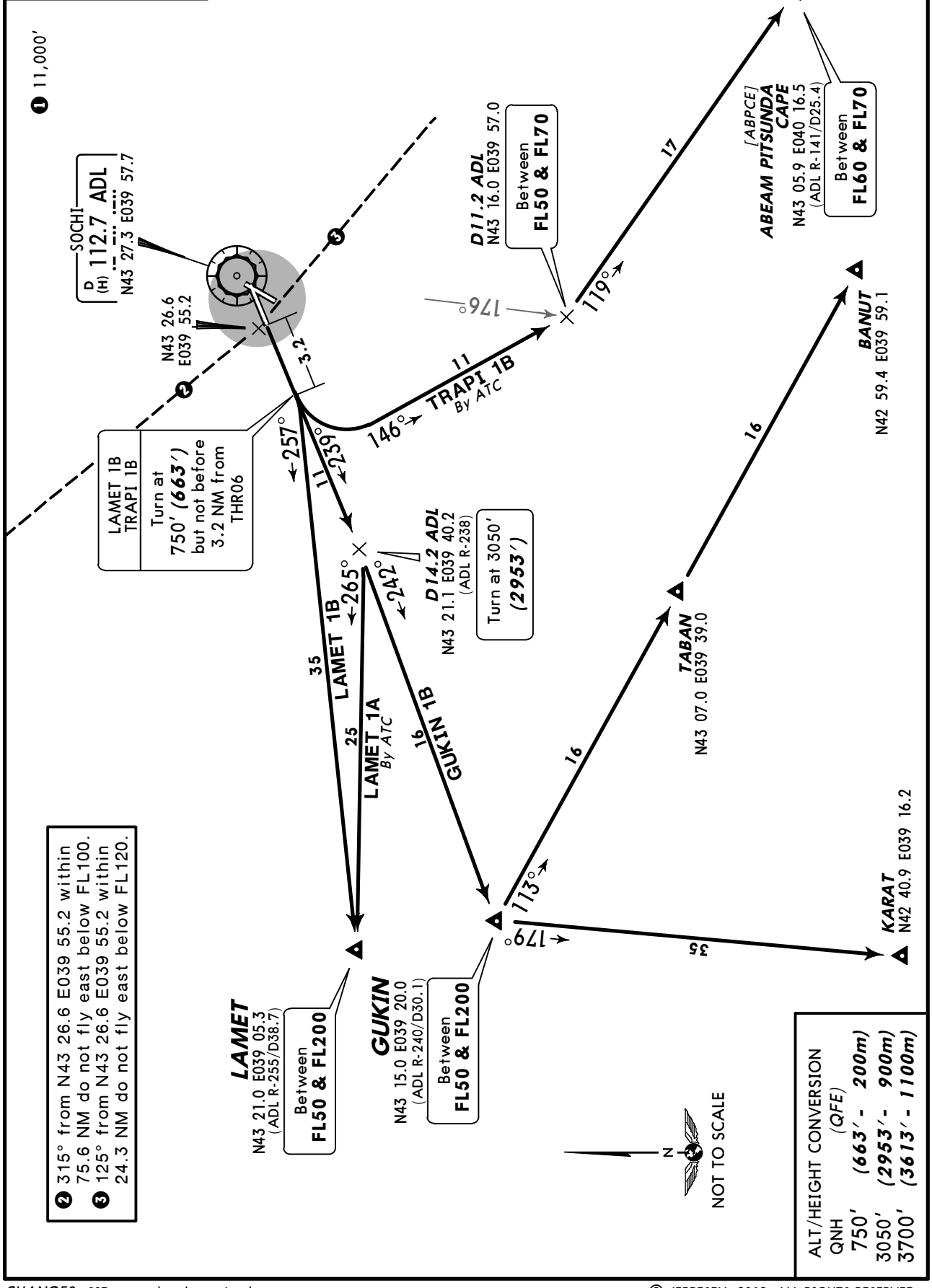
Apt Elev 90′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3613′)*** Noise abatement procedure should be applied according to Flight Operation Manual.

GUKIN 1B *[GUKI1B]*, LAMET 1A *[LAME1A]* LAMET 1B *[LAME1B]*, TRAPI 1B *[TRAP1B]* RWY 24 DEPARTURES





CHANGES: SIDs completely revised.

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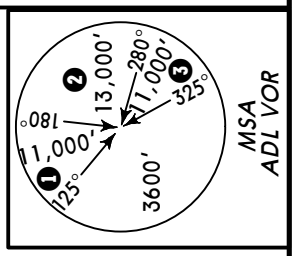
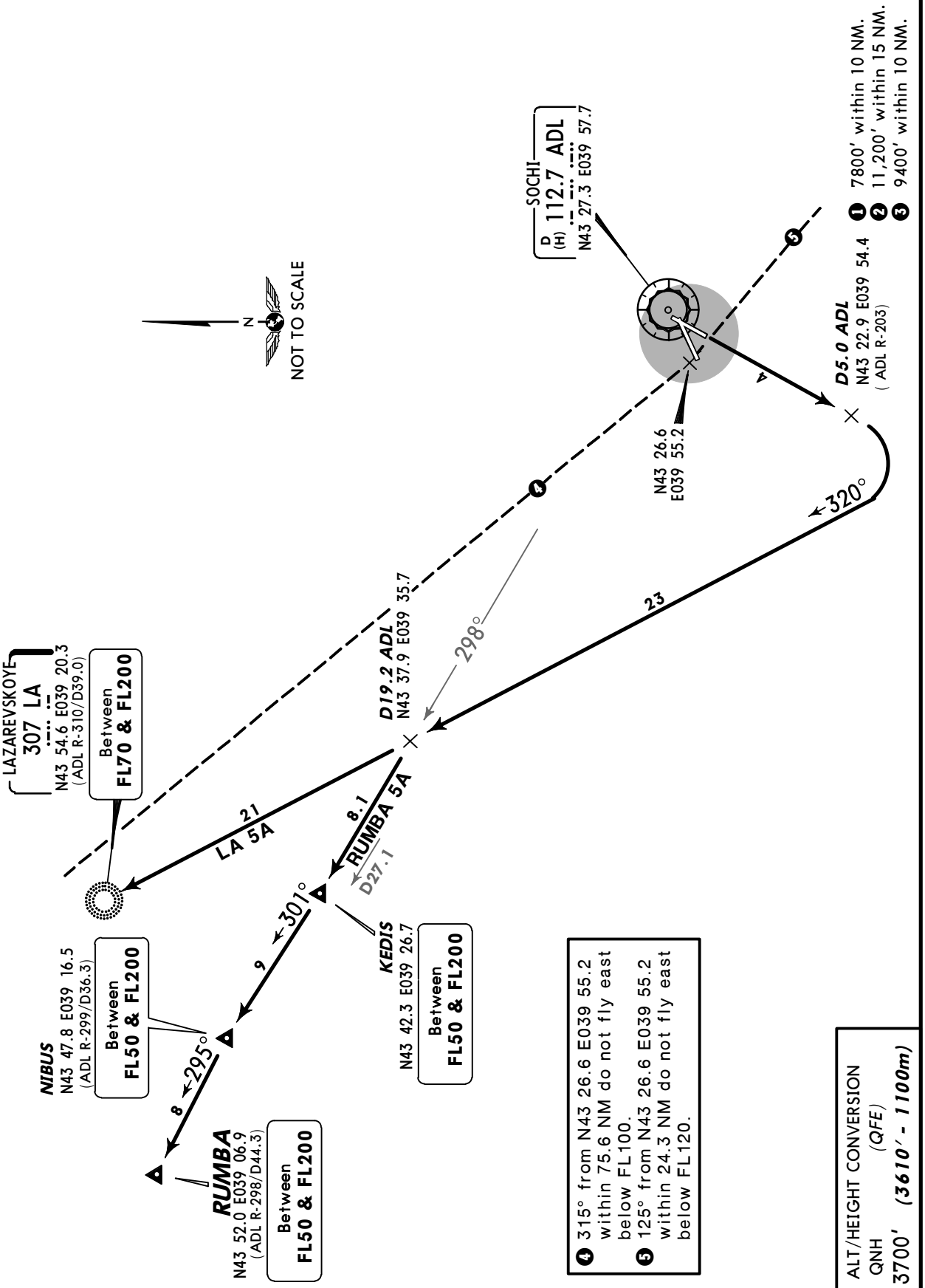
Apt Elev 90′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3610′)*** Noise abatement procedure should be applied according to Flight Operation Manual.

LA 5A
RUMBA 5A *[RUMB5A]*
RWY 20 DEPARTURES
BASED ON VORDME





CHANGES: New procedures at this airport.

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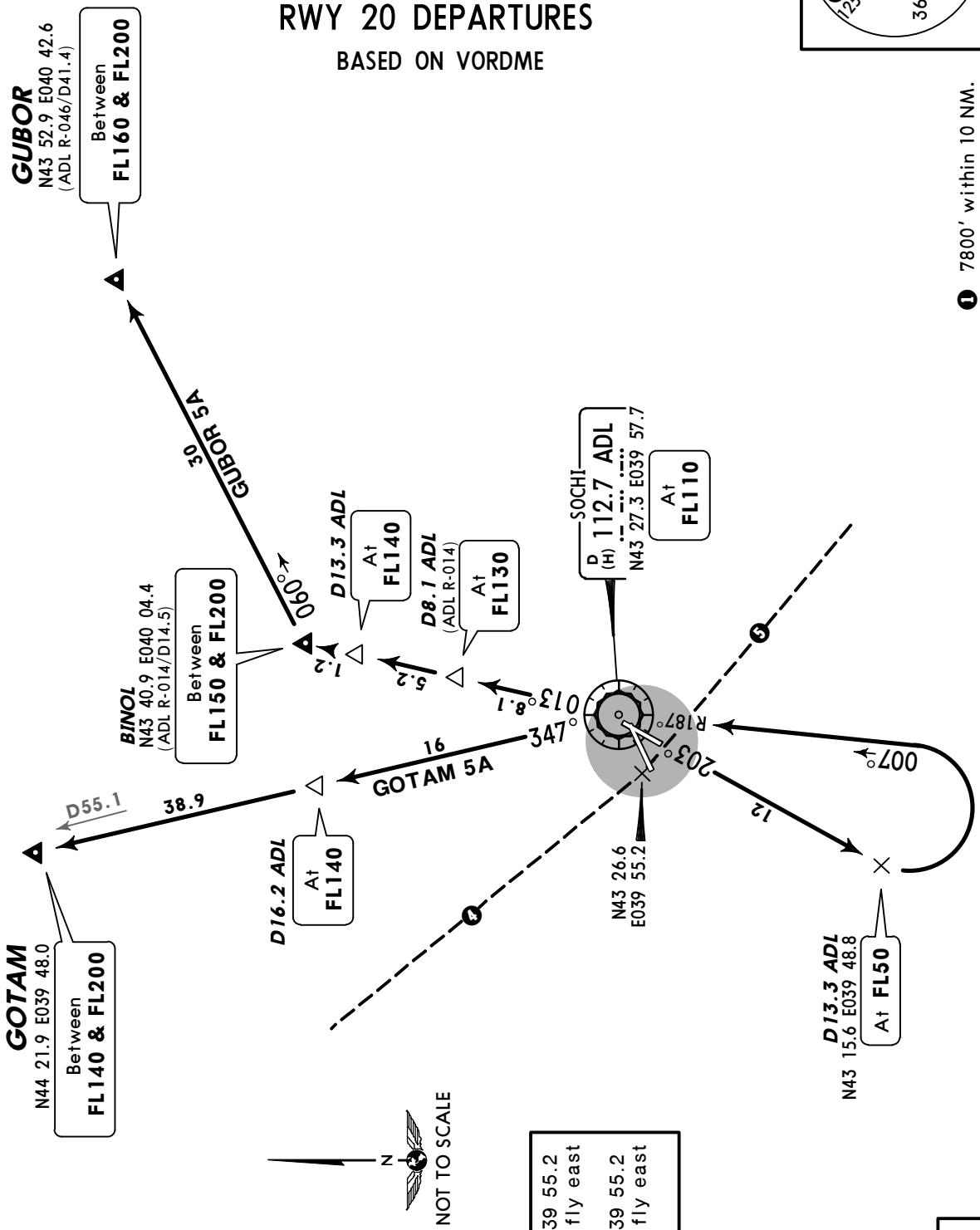
Apt Elev 90′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3610′)*** Noise abatement procedure should be applied according to Flight Operation Manual.

GOTAM 5A *[GOTA5A]*
GUBOR 5A *[GUBO5A]*
RWY 20 DEPARTURES
BASED ON VORDME



CHANGES: New procedures at this airport.

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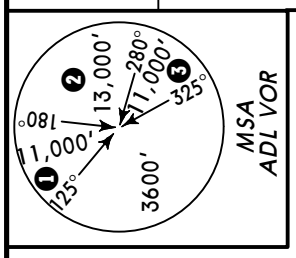
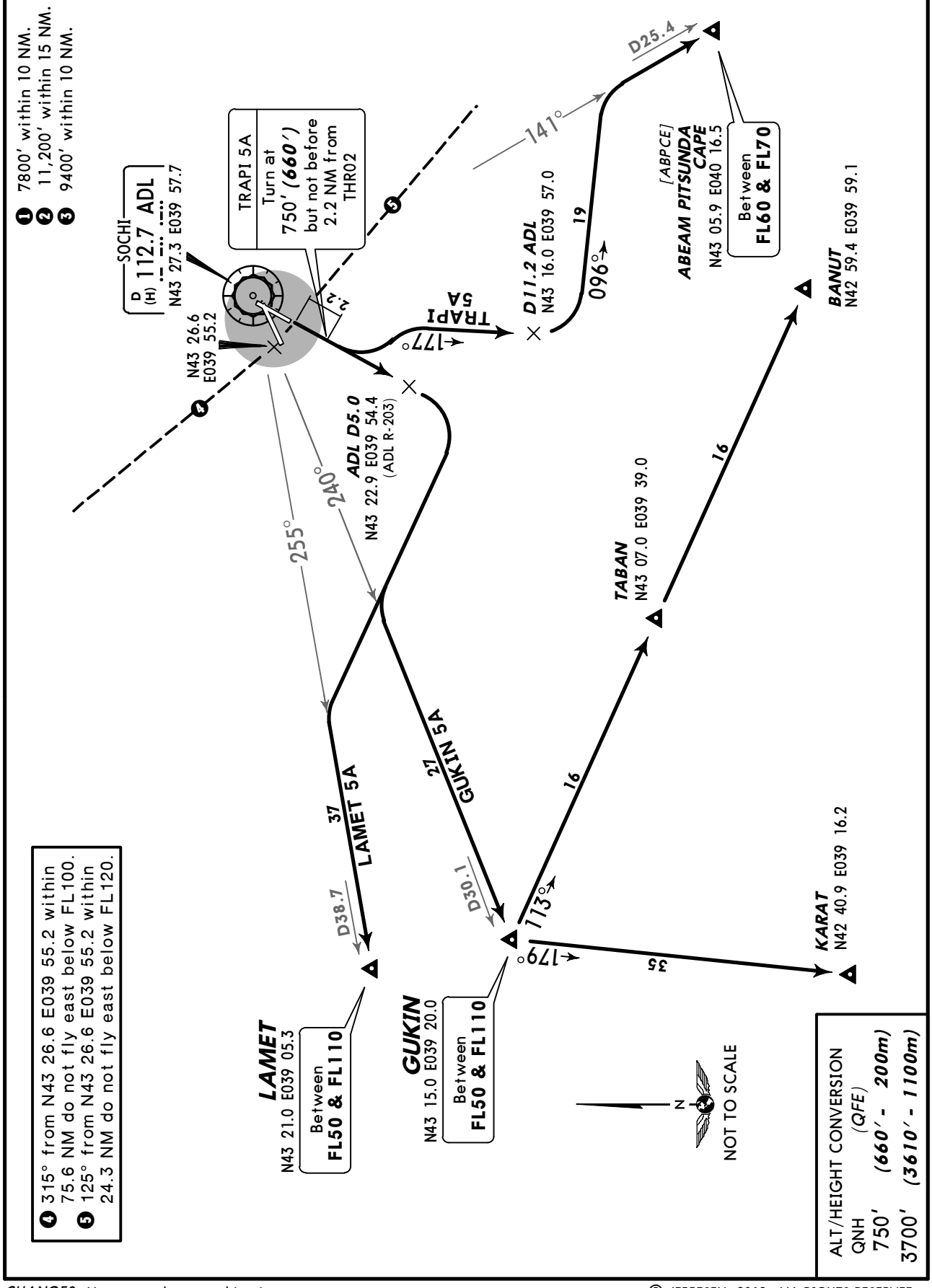
Apt Elev 90′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3610′)*** Noise abatement procedure should be applied according to Flight Operation Manual.

GUKIN 5A *[GUKI5A]*, LAMET 5A *[LAME5A]*
TRAPI 5A *[TRAP5A]*
RWY 20 DEPARTURES
BASED ON VORDME



❶ 7800′ within 10 NM.
❷ 11,200′ within 15 NM.
❸ 9400′ within 10 NM.



❹ 315° from N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL100.
❺ 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)***
3700′	***(3610′ - 1100m)***

CHANGES: New procedures at this airport.

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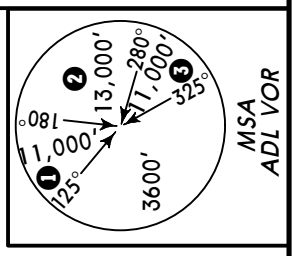
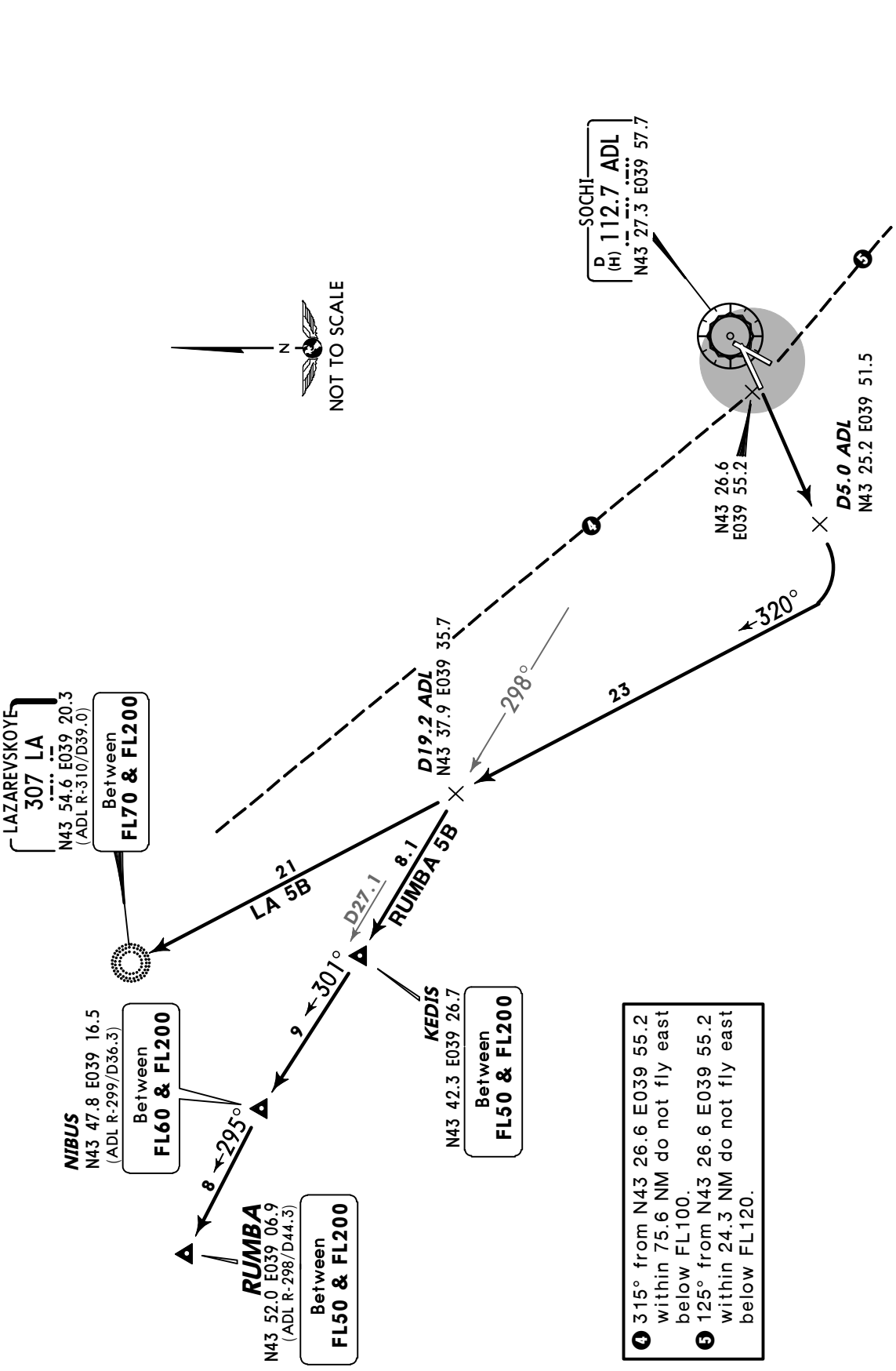
Apt Elev 90′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′***(3613′)*** Noise abatement procedure should be applied according to Flight Operation Manual.

LA 5B
RUMBA 5B *[RUMB5B]*
RWY 24 DEPARTURES
BASED ON VORDME



❶ 7800′ within 10 NM.
❷ 11,200′ within 15 NM.
❸ 9400′ within 10 NM.



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

ALT/HEIGHT CONVERSION
QNH *(QFE)*
3700′ ***(3613′ - 1100m)***

CHANGES: New procedures at this airport.

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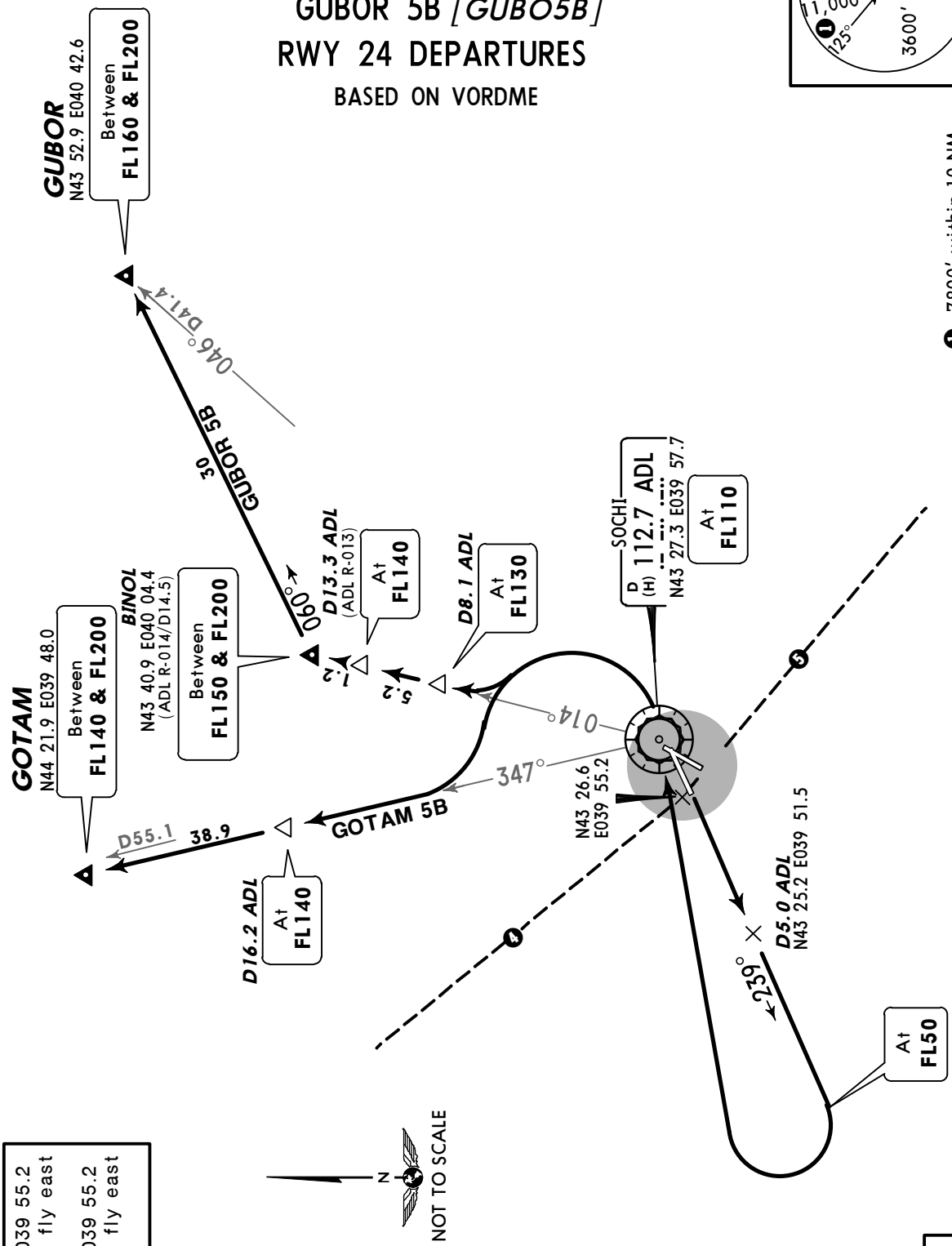
Apt Elev 90′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3613′)*** Noise abatement procedure should be applied according to Flight Operation Manual.

GOTAM 5B *[GOTA5B]*
GUBOR 5B *[GUBO5B]*
RWY 24 DEPARTURES
BASED ON VORDME



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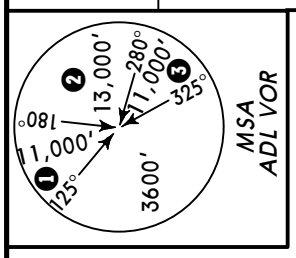
Apt Elev 90′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3613′)*** Noise abatement procedure should be applied according to Flight Operation Manual.



GUKIN 5B *[GUKI5B]*, LAMET 5B *[LAME5B]*
TRAPI 5B *[TRAP5B]*
RWY 24 DEPARTURES

BASED ON VORDME

❶ 7800′ within 10 NM.
❷ 11,200′ within 15 NM.
❸ 9400′ within 10 NM.

SOCHI
D (H) 112.7 ADL
N43 27.3 E039 57.7

N43 26.6
E039 55.2

TRAPI 5B
Turn at 750′ ***(663′)*** but not before 2.2 NM from THR06

141°
177°
131°
2.2
240°
255°
TRAPI 5B

D11.3 ADL
N43 16.0 E039 57.0

19
096°
D25.4

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

BANUT
N42 59.4 E039 59.1

D5.0 ADL
N43 25.2
E039 51.5

TABAN
N43 07.0 E039 39.0

16

37
LAMET 5B
D38.7

27
GUKIN 5B
D30.1

16
113°
179°
35

LAMET
N43 21.0 E039 05.3
Between FL50 & FL110

GUKIN
N43 15.0 E039 20.0
Between FL50 & FL110

KARAT
N42 40.9 E039 16.2

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

N
NOT TO SCALE

ALT/HEIGHT CONVERSION
QNH (QFE)
750′ ***(663′ - 200m)***
3700′ ***(3613′ - 1100m)***

CHANGES: New procedures at this airport.

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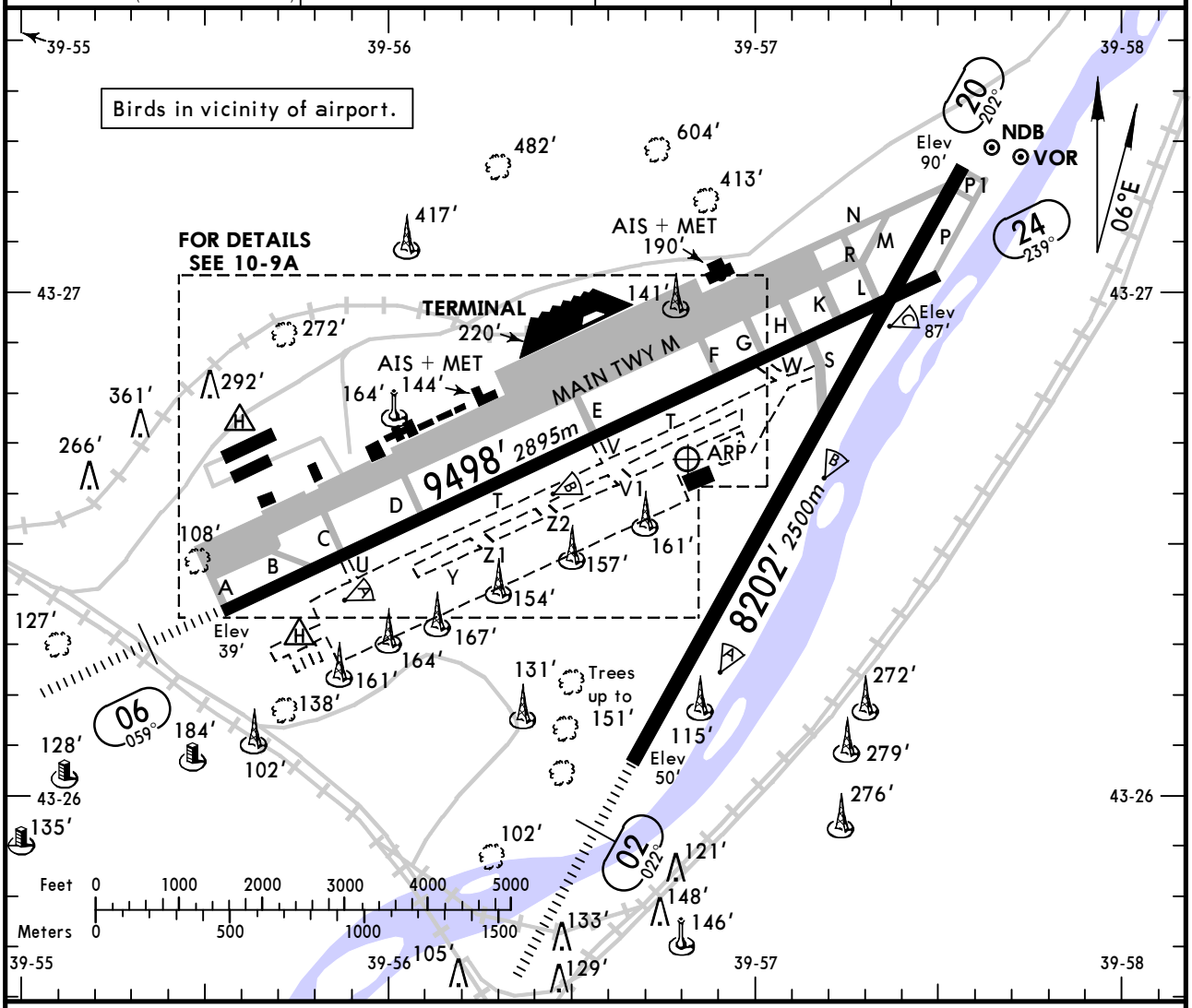
ATIS	SOCHI Taxiing (TWR)	SOCHI Start (TWR) Rwy 02/20	SOCHI Start (TWR) Rwy 06/24
129.37 (Russian 126.2)	119.0	124.6 124.0X	121.2 124.0X



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
02	RL *(58m)* HIALS PAPI-L(angle 2.83°)	RVR	7874' *2400m*	6963' *2122m*	NA	161' *49m*
20	RL *(58m)*	RVR	NA		❶	
06	RL *(58m)* HIALS PAPI-L(angle 2.83°)	RVR	9219' *2810m*	8247' *2514m*	NA	148' *45m*
24	RL *(58m)*	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 9498' (2895m)
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: Communications. Construction area. Usable lengths.

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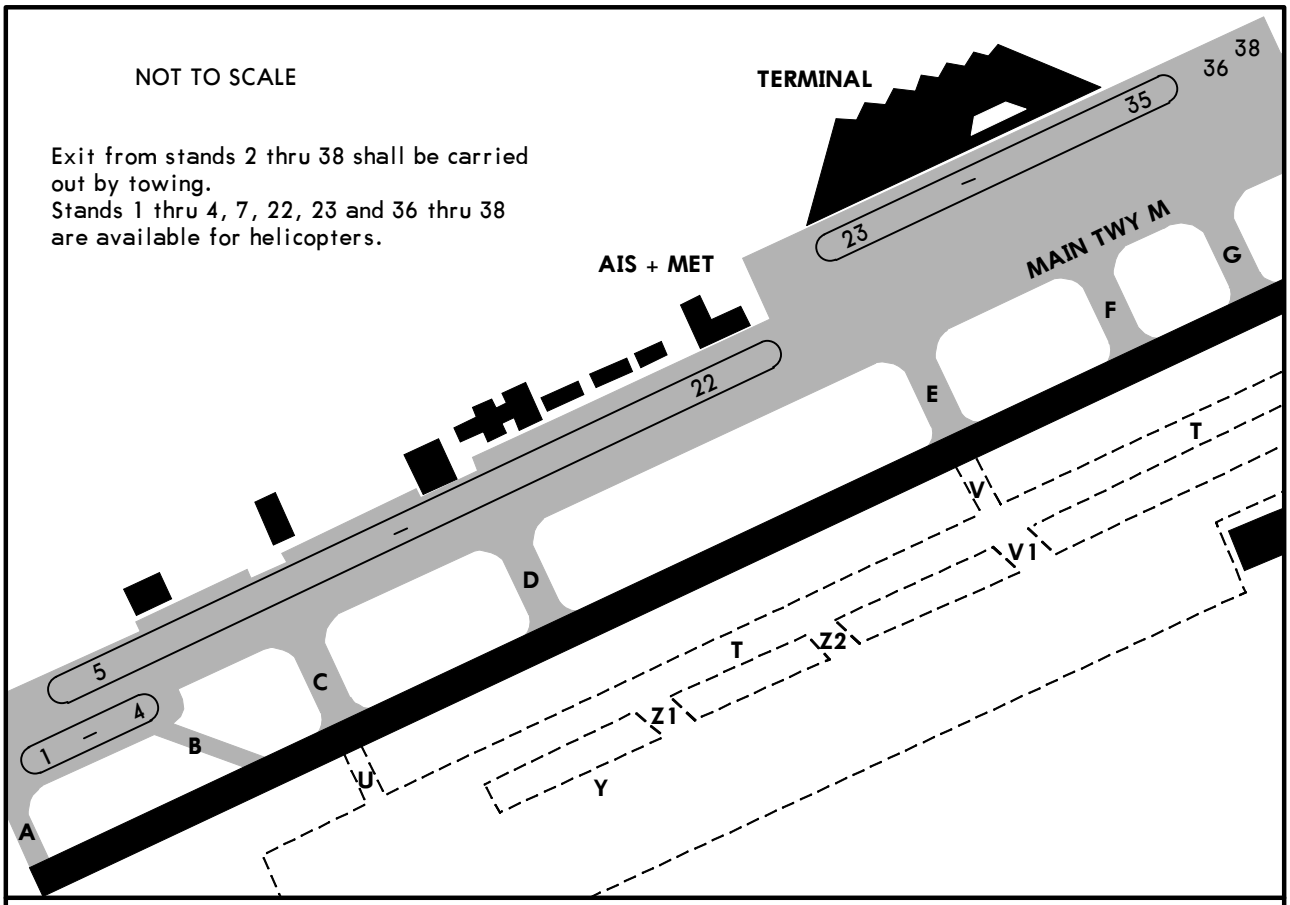
NOT TO SCALE

Exit from stands 2 thru 38 shall be carried out by towing.
Stands 1 thru 4, 7, 22, 23 and 36 thru 38 are available for helicopters.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 4	N43 26.5 E039 55.6	24 thru 26	N43 26.9 E039 56.5
5, 6	N43 26.5 E039 55.7	27 thru 29	N43 26.9 E039 56.6
7	N43 26.5 E039 55.8	30 thru 32	N43 26.9 E039 56.7
8	N43 26.6 E039 55.8	33	N43 26.9 E039 56.8
9 thru 11	N43 26.6 E039 55.9	34, 35	N43 27.0 E039 56.8
12 thru 14	N43 26.6 E039 56.0	36	N43 26.9 E039 56.9
15 thru 17	N43 26.7 E039 56.1	37	N43 27.0 E039 56.9
18, 19	N43 26.7 E039 56.2	38	N43 27.0 E039 57.0
20, 21	N43 26.7 E039 56.3		
22, 23	N43 26.8 E039 56.4		

CHANGES: Parking stands and coordinates.

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STRAIGHT-IN RWY		A	B	C	D
02	ILS ❶	**559**′(509′)	**559**′(509′)	**575**′(525′)	**575**′(525′)
		R1500m	**R1500m**	**R1700m**	**R1700m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	ILS ❷	**592**′(542′)	**592**′(542′)	**608**′(558′)	**608**′(558′)
		R1500m	**R1500m**	**R1800m**	**R1800m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	ILS ❸	**674**′(624′)	**674**′(624′)	**690**′(640′)	**690**′(640′)
		R1500m	**R1500m**	**C2200m**	**C2200m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	ILS ❹	**805**′(755′)	**805**′(755′)	**805**′(755′)	**821**′(771′)
	ALS out	**R1500m**	**R1500m**	**C2400m**	**C2400m**
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❺❻	**660**′(610′)	**660**′(610′)	**700**′(650′)	**700**′(650′)
		R1500m	**R1500m**	**C2300m**	**C2300m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	VOR ❹❻	**810**′(760′)	**810**′(760′)	**830**′(780′)	**830**′(780′)
		R1500m	**R1500m**	**C2400m**	**C2400m**
	NDB ❻	**1470**′(1420′)	**1470**′(1420′)	**1660**′(1610′)	**1660**′(1610′)
		R1500m	**R1500m**	**C2400m**	**C2400m**

❶ Missed apch climb gradient mim 5.0%
❷ Missed apch climb gradient mim 4.0%
❸ Missed apch climb gradient mim 3.0%
❹ Missed apch climb gradient mim 2.5%
❺ Missed apch climb gradient mim 4.8%
❻ Continuous Descent Final Approach.

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STRAIGHT-IN RWY		A	B	C	D
06	ILS ❶	**384**′(345′) **R900m**	**384**′(345′) **R900m**	**384**′(345′) **R900m**	**400**′(361′) **R1000m**
	ALS out	R1500m	R1500m	R1600m	R1700m
	ILS ❷	**466**′(427′) **R1300m**	**466**′(427′) **R1300m**	**482**′(443′) **R1400m**	**499**′(460′) **R1400m**
	ALS out	R1500m	R1500m	C2100m	C2100m
	ILS ❸	**515**′(476′) **R1500m**	**515**′(476′) **R1500m**	**548**′(509′) **R1600m**	**564**′(525′) **R1700m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	ILS ❹	**548**′(509′) **R1500m**	**548**′(509′) **R1500m**	**564**′(525′) **R1700m**	**597**′(558′) **R1800m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❺❼	NOT APPLICABLE	NOT APPLICABLE	**570**′(531′) **R1700m**	**570**′(531′) **R1700m**
	ALS out			C2400m	C2400m
	VOR ❻❼	**540**′(501′) **R1500m**	**540**′(501′) **R1500m**	NOT APPLICABLE	NOT APPLICABLE
	VOR ❹❼	**600**′(561′) **R1500m**	**600**′(561′) **R1500m**	**650**′(611′) **C2100m**	**650**′(611′) **C2100m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB ❼	**700**′(661′) **R1500m**	**700**′(661′) **R1500m**	**1030**′(991′) **C2400m**	**1030**′(991′) **C2400m**

❶ Missed apch climb gradient mim 5.0%
❷ Missed apch climb gradient mim 4.0%
❸ Missed apch climb gradient mim 3.0%
❹ Missed apch climb gradient mim 2.5%
❺ Missed apch climb gradient mim 4.3%
❻ Missed apch climb gradient mim 3.8%
❼ Continuous Descent Final Approach.

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 ❶	**559**′(509′)	**559**′(509′)	**575**′(525′)	**575**′(525′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS ❷	**592**′(542′)	**592**′(542′)	**608**′(558′)	**608**′(558′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS ❸	**674**′(624′)	**674**′(624′)	**690**′(640′)	**690**′(640′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS ❹	**805**′(755′)	**805**′(755′)	**805**′(755′)	**821**′(771′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	VOR ❺	**660**′(610′)	**660**′(610′)	**700**′(650′)	**700**′(650′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR ❹	**810**′(760′)	**810**′(760′)	**830**′(780′)	**830**′(780′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**1470**′(1420′)	**1470**′(1420′)	**1660**′(1610′)	**1660**′(1610′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m

❶ Missed apch climb gradient mim 5.0%
❷ Missed apch climb gradient mim 4.0%
❸ Missed apch climb gradient mim 3.0%
❹ Missed apch climb gradient mim 2.5%
❺ Missed apch climb gradient mim 4.8%

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STRAIGHT-IN RWY		A	B	C	D
06	ILS ❶	**384′**(345′)	**384′**(345′)	**384′**(345′)	**400′**(361′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS ❷	**466′**(427′)	**466′**(427′)	**482′**(443′)	**499′**(460′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS ❸	**515′**(476′)	**515′**(476′)	**548′**(509′)	**564′**(525′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS ❹	**548′**(509′)	**548′**(509′)	**564′**(525′)	**597′**(558′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	VOR ❺	NOT APPLICABLE	NOT APPLICABLE	**570′**(531′)	**570′**(531′)
				R1200m	**R1600m**
	ALS out			R2000m	R2000m
	VOR ❻	**540′**(501′)	**540′**(501′)	NOT APPLICABLE	NOT APPLICABLE
		R1000m	**R1200m**		
	ALS out	R1500m	R1500m		
	VOR ❹	**600′**(561′)	**600′**(561′)	**650′**(611′)	**650′**(611′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**700′**(661′)	**700′**(661′)	**1030′**(991′)	**1030′**(991′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m

❶ Missed apch climb gradient mim 5.0%
❷ Missed apch climb gradient mim 4.0%
❸ Missed apch climb gradient mim 3.0%
❹ Missed apch climb gradient mim 2.5%
❺ Missed apch climb gradient mim 4.3%
❻ Missed apch climb gradient mim 3.8%

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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BRIEFING STRIP

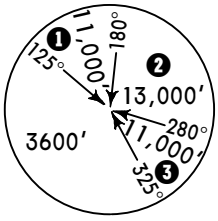
ATIS	SOCHI Approach	SOCHI Krug (TWR)	SOCHI Start (TWR)	SOCHI Taxiing (TWR)
129.37 (Russian 126.2)	118.3 124.0X	119.7 124.0X	124.6 124.0X	119.0

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 90′
IAD 110.5	022°	D7.8 ADL 2020′ (1970′)	Refer to chart 11-1A	RWY 50′

MISSED APCH: WITH CLIMB GRADIENT MIM 5.0% or 4.0%: Climb STRAIGHT AHEAD to 710′ *(660′)*, then turn RIGHT onto 202° climbing to 2020′ *(1970′)*.
MAX 220 KT.

WITH CLIMB GRADIENT MIM 3.0%: Climb STRAIGHT AHEAD to 710′ *(660′)*, then turn RIGHT onto 202° climbing to 2020′ *(1970′)*.
MAX 190 KT.

WITH CLIMB GRADIENT MIM 2.5%: Turn RIGHT onto 202° as early as possible. Climb to 2020′ *(1970′)*.
MAX 230 KT.



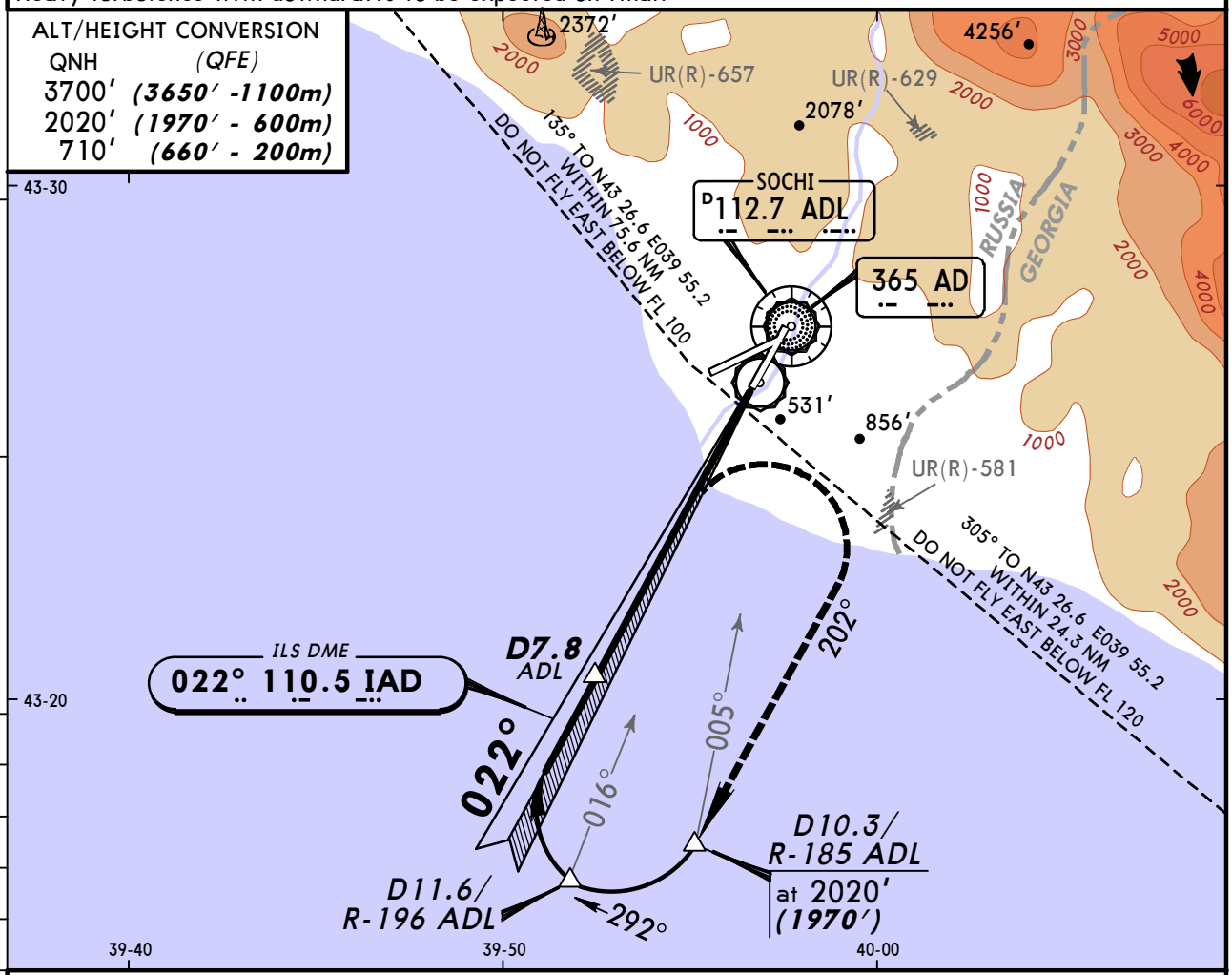
MSA ADL VOR

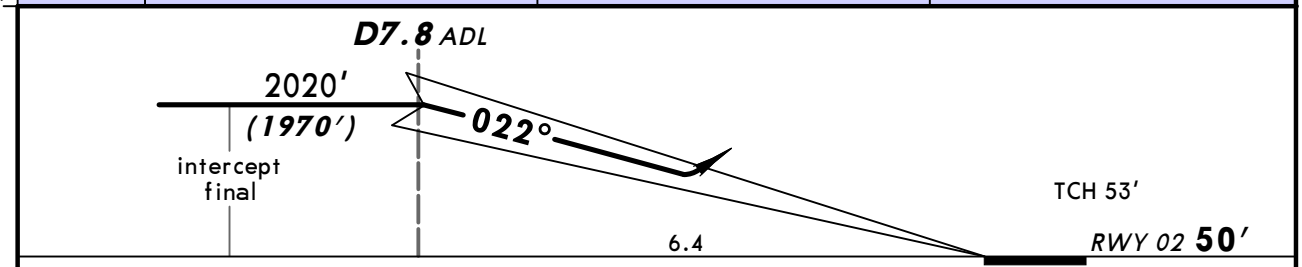
1. 7800′ within 10 NM.
2. 11,200′ within 15 NM.
3. 9400′ within 10 NM.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 Trans alt: 3700′***(3650′)***
Heavy turbulence with downdrafts to be expected on final.

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3700′	***(3650′ -1100m)***
2020′	***(1970′ - 600m)***
710′	***(660′ - 200m)***





PANS OPS

Gnd speed-Kts		70	90	100	120	140	160
GS	2.83°	350	451	501	601	701	801

HIALS
PAPI

Refer to Missed Apch above

FOR LANDING MINIMUMS SEE 11-1A

CHANGES: Communications. MSA. Procedure. TCH.

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LANDING MINIMUMS

STRAIGHT-IN LANDING RWY 02
ILS

	Missed apch climb grad mim 5.0% DA(H) AB: 559′ (509′) CD: 575′ (525′)		Missed apch climb grad mim 4.0% DA(H) AB: 592′ (542′) CD: 608′ (558′)		Missed apch climb grad mim 3.0% DA(H) AB: 674′ (624′) CD: 690′ (640′)		Missed apch climb grad mim 2.5% DA(H) ABC: 805′ (755′) D: 821′ (771′)	
	FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out
A B	RVR 1800m VIS 2000m	2800m	2200m	3000m	3200m		3200m	
C	2100m	2900m	2300m	3100m	3200m	3600m	3500m	4300m
D							3600m	4400m

STRAIGHT-IN LANDING RWY 02
LOC (GS out)

A B C D	NOT AUTHORIZED

PANS OPS

CHANGES: None.

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BRIEFING STRIP

ATIS	SOCHI Approach	SOCHI Krug (TWR)	SOCHI Start (TWR)	SOCHI Taxiing (TWR)
129.37 (Russian 126.2)	118.3 124.0X	119.7 124.0X	121.2 124.0X	119.0

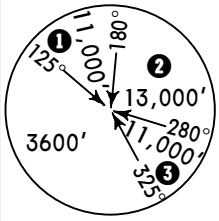
LOC ISO 111.1	Final Apch Crs 059°	GS/ Minimum Alt D8.2 ADL 2010′(1971′)	ILS DA(H) Refer to chart 11-2A	Apt Elev 90′
NDB SO 761			NDB MDA(H) Refer to chart 11-2A	RWY 39′

MISSED APCH: ILS WITH CLIMB GRADIENT MIM 5.0%: Climb STRAIGHT AHEAD to 700′(661′), then turn RIGHT onto 239° climbing to 2010′(1971′).

ILS WITH CLIMB GRADIENT MIM 4.0% or 3.0%: Turn RIGHT onto 239° as early as possible. Climb to 2010′ (1971′).

ILS WITH CLIMB GRADIENT MIM 2.5%: Turn RIGHT onto 239° as early as possible. Climb to 2010′ (1971′). CAT C: MAX 170 KT, CAT D: MAX 185 KT.

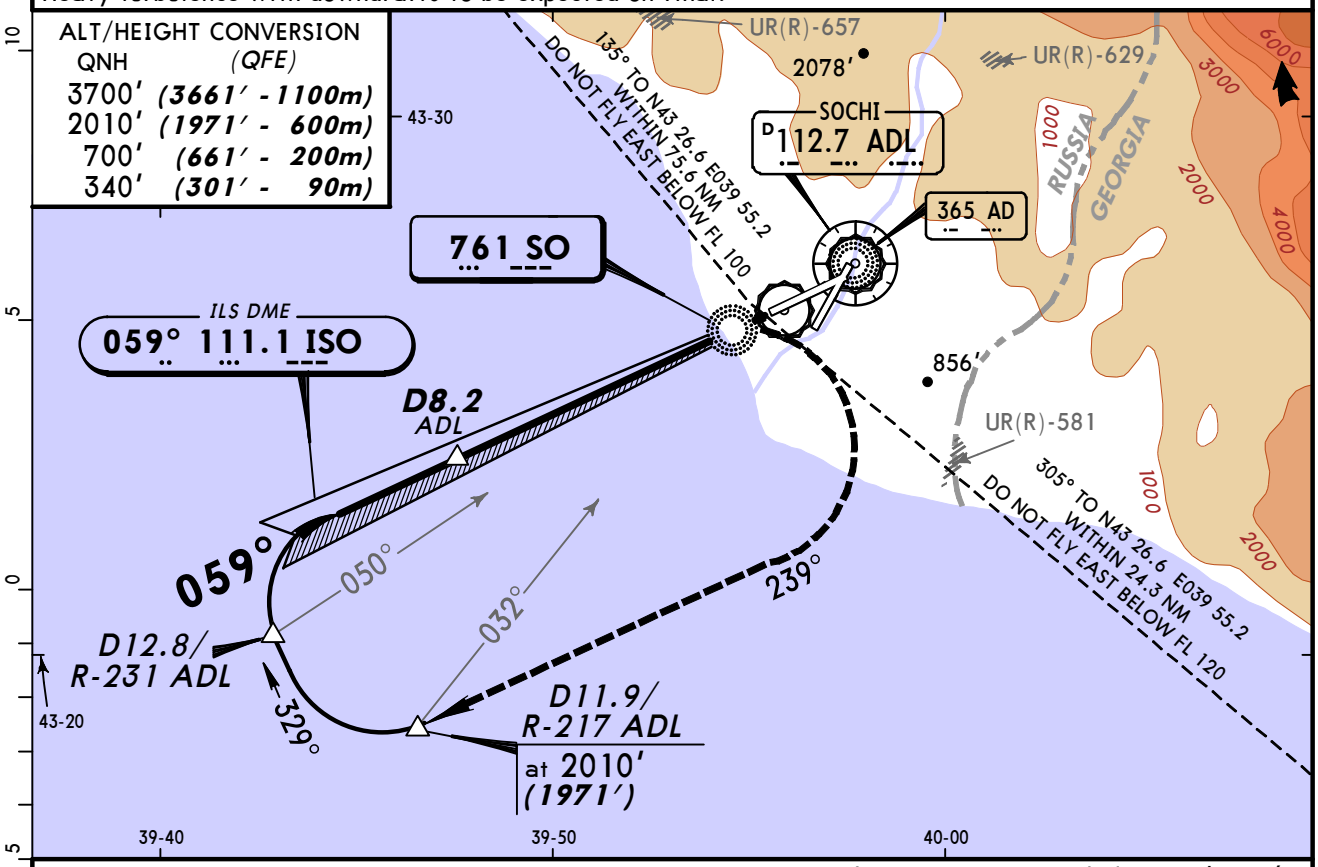
MISSED APCH: NDB: Turn RIGHT (MAX 210 KT) onto 239° as early as possible to 2010′ (1971′), then according to chart.



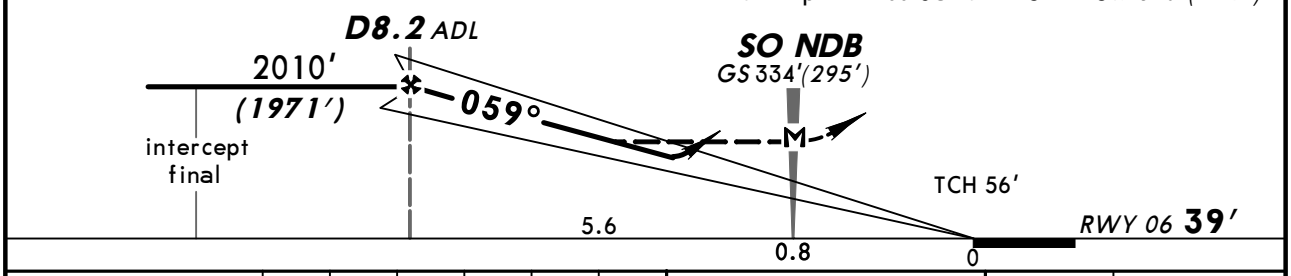
MSA
ADL VOR

❶ 7800′ within 10 NM.
❷ 11,200′ within 15 NM.
❸ 9400′ within 10 NM.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700′(3661′)
Heavy turbulence with downdrafts to be expected on final.



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



PANS OPS

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 2.83°	350	451	501	601	701	801
NDB: MAP at SO NDB						

HIALS
PAPI

Refer to Missed Apch above

FOR LANDING MINIMUMS SEE 11-2A

CHANGES: Communications. MSA. Procedure.

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LANDING MINIMUMS

STRAIGHT-IN LANDING RWY 06
ILS

	Missed apch climb grad mim 5.0% DA(H) ABC: 384′ (345′) D: 400′ (361′)		Missed apch climb grad mim 4.0% DA(H) AB: 466′ (427′) C: 482′ (443′) D: 499′ (460′)		Missed apch climb grad mim 3.0% DA(H) AB: 515′ (476′) C: 548′ (509′) D: 564′ (525′)		Missed apch climb grad mim 2.5% DA(H) AB: 548′ (509′) C: 564′ (525′) D: 597′ (558′)	
	FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out
A	1000m	1800m	1500m	2300m	1800m	2600m	RVR 1800m VIS 2000m	2800m
B								
C			RVR 1500m VIS 1600m	2400m	RVR 1800m VIS 2000m	2800m	2100m	2900m
D	1100m	1900m	1700m	2500m	2100m	2900m	2300m	3100m

STRAIGHT-IN LANDING RWY 06

	LOC (GS out)	NDB MDA(H) AB: 700′ (661′) CD: 1030′ (991′)	
			ALS out
A	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m
B			
C		4000m	4800m
D		4400m	

PANS OPS

CHANGES: Minimums.

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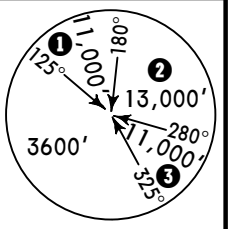
SOCHI, RUSSIA
VOR DME Rwy 02

BRIEFING STRIP

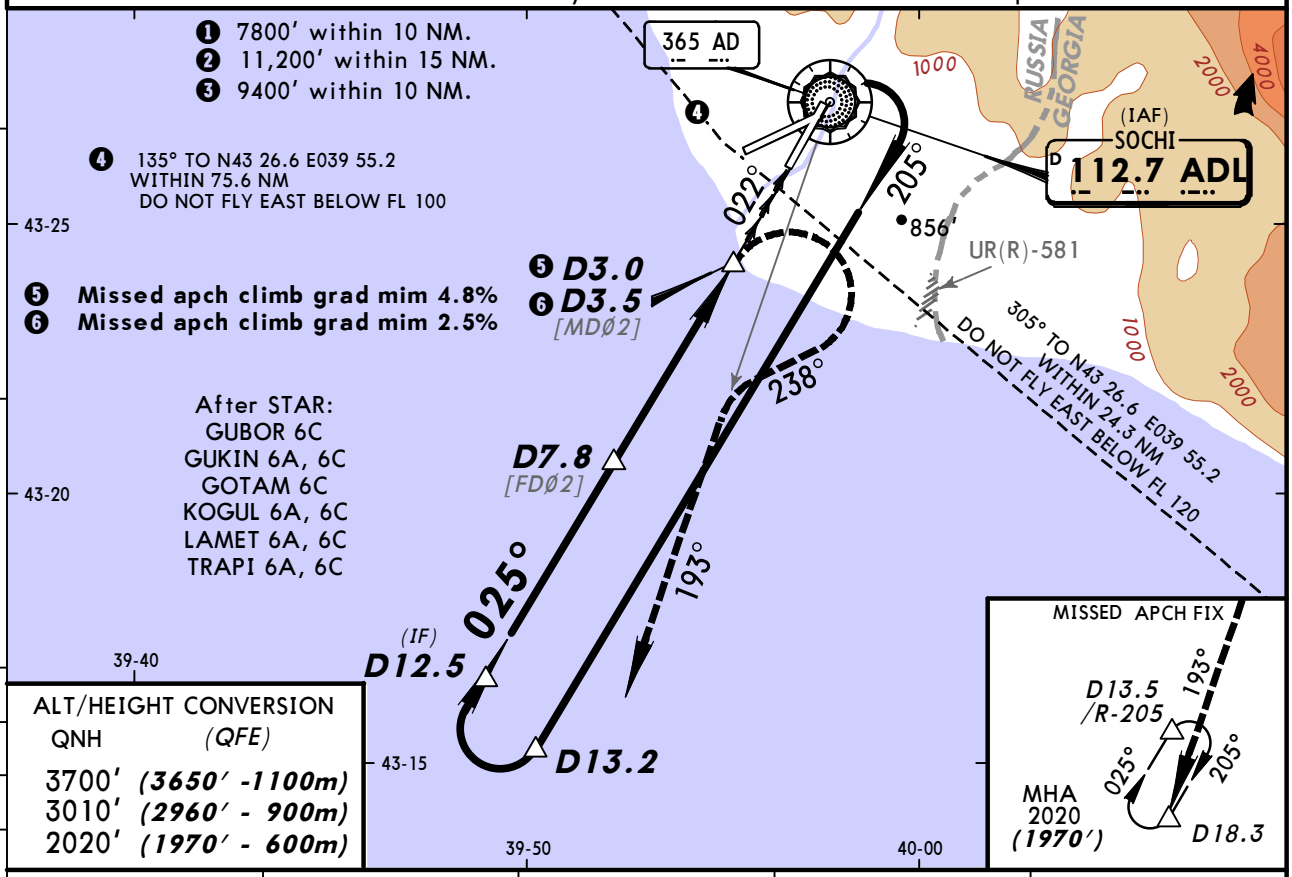
ATIS	SOCHI Approach	SOCHI Krug (TWR)	SOCHI Start (TWR)	SOCHI Taxiing (TWR)
129.37 (Russian 126.2)	118.3 124.0X	119.7 124.0X	124.6 124.0X	119.0

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 90′
ADL 112.7	025°	D7.8 2020′(1970′)	Refer to Minimums	RWY 50′

MISSED APCH: Climbing turn RIGHT (MAX 210 KT) onto 238° as early as possible. Intercept R-193, then proceed to holding at 2020′(1970′), or as directed.



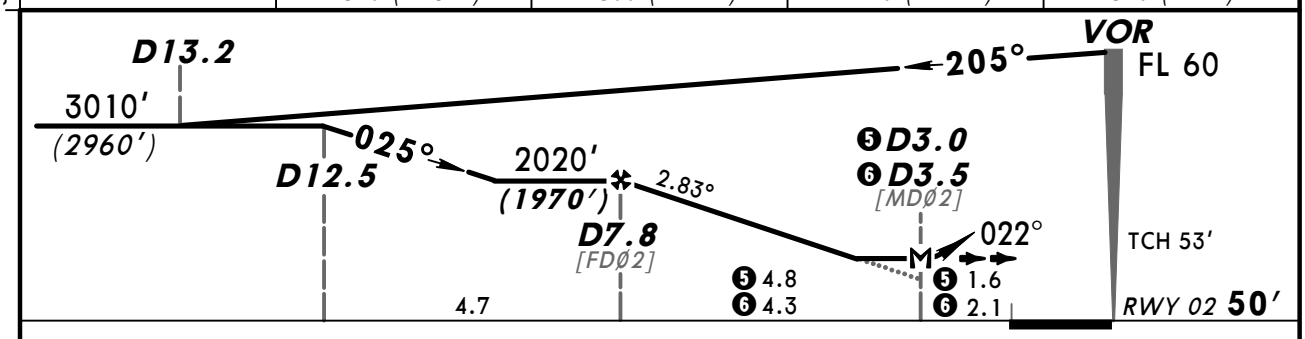
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700′(3650′)
1. Racetrack restricted to MAX 225 KT. 2. Heavy turbulence with downdrafts to be expected on final.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3700′	(3650′ -1100m)
3010′	(2960′ - 900m)
2020′	(1970′ - 600m)

ADL DME	7.0	5.9	4.9	3.8
ALTITUDE	1810′(1760′)	1500′(1450′)	1170′(1120′)	840′(790′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.83°	350	451	501	601	701	801
❺ MAP at D3.0						
❻ MAP at D3.5						

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 02

Missed apch climb grad mim 4.8%		Missed apch climb grad mim 2.5%	
MDA(H) AB: 660′(610′)	CD: 700′(650′)	MDA(H) AB: 810′(760′)	CD: 830′(780′)
	ALS out		ALS out

PANS OPS

A	2200m	3000m	3200m	
B				
C			3200m	3600m
D	2400m	3200m		4000m

CHANGES: New procedure.

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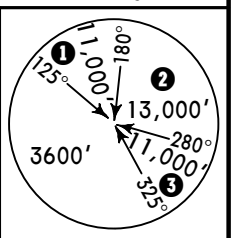
BRIEFING STRIP

ATIS	SOCHI Approach	SOCHI Krug (TWR)	SOCHI Start (TWR)	SOCHI Taxiing (TWR)
129.37 (Russian 126.2)	118.3 124.0X	119.7 124.0X	124.6 124.0X	119.0

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
ADL 112.7	025°	D7.8 2020′(1970′)	Refer to Minimums	Apt Elev 90′ RWY 50′

MISSED APCH: Climbing turn RIGHT (MAX 210 KT) onto 238° as early as possible. Intercept R-193, then proceed to holding at 2020′(1970′), or as directed.



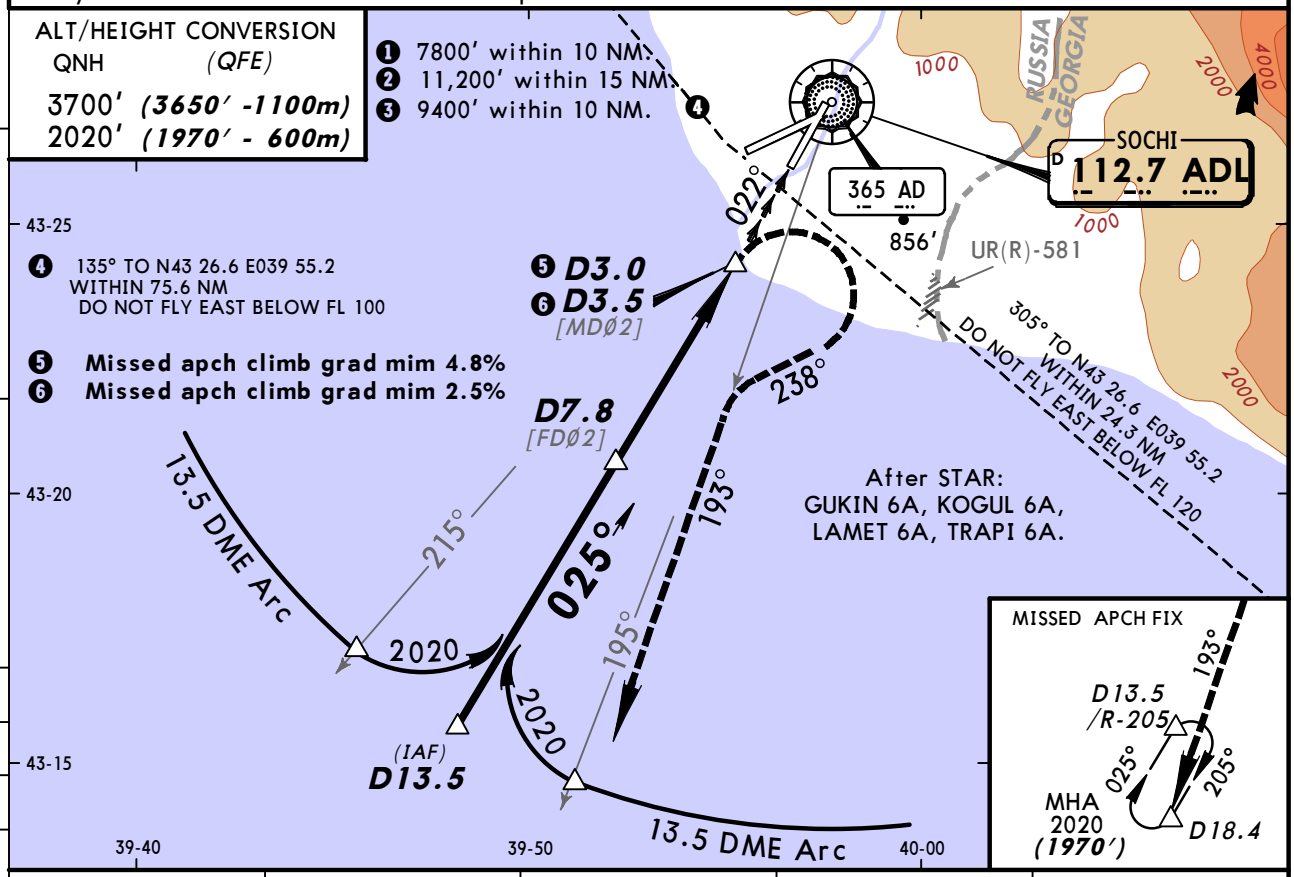
MSA ADL VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700′(3650′)
Heavy turbulence with downdrafts to be expected on final.

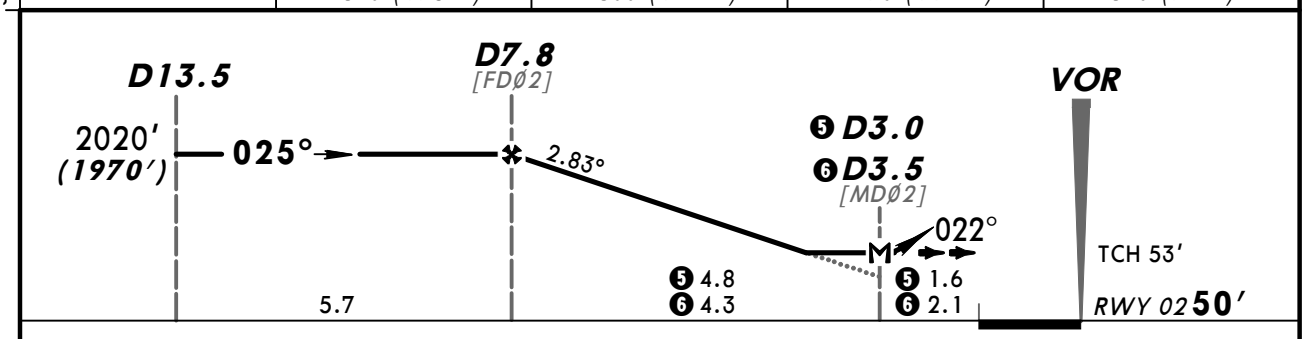
ALT/HEIGHT CONVERSION

QNH	(QFE)
3700′	(3650′ -1100m)
2020′	(1970′ - 600m)

❶ 7800′ within 10 NM
❷ 11,200′ within 15 NM
❸ 9400′ within 10 NM.



ADL DME	7.0	5.9	4.9	3.8
ALTITUDE	1810′(1760′)	1500′(1450′)	1170′(1120′)	840′(790′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.83°	350	451	501	601	701	801
❺ MAP at D3.0						
❻ MAP at D3.5						

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 02

	Missed apch climb grad mim 4.8%		Missed apch climb grad mim 2.5%	
	MDA(H) AB: 660′(610′)	CD: 700′(650′)	MDA(H) AB: 810′(760′)	CD: 830′(780′)
		ALS out		ALS out
A	2200m	3000m	3200m	
B				
C			3200m	3600m
D	2400m	3200m		4000m

PANS OPS

CHANGES: New procedure.

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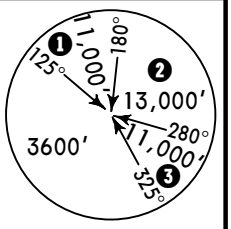
BRIEFING STRIP

ATIS	SOCHI Approach	SOCHI Krug (TWR)	SOCHI Start (TWR)	SOCHI Taxiing (TWR)
129.37 (Russian 126.2)	118.3 124.0X	119.7 124.0X	121.2 124.0X	119.0

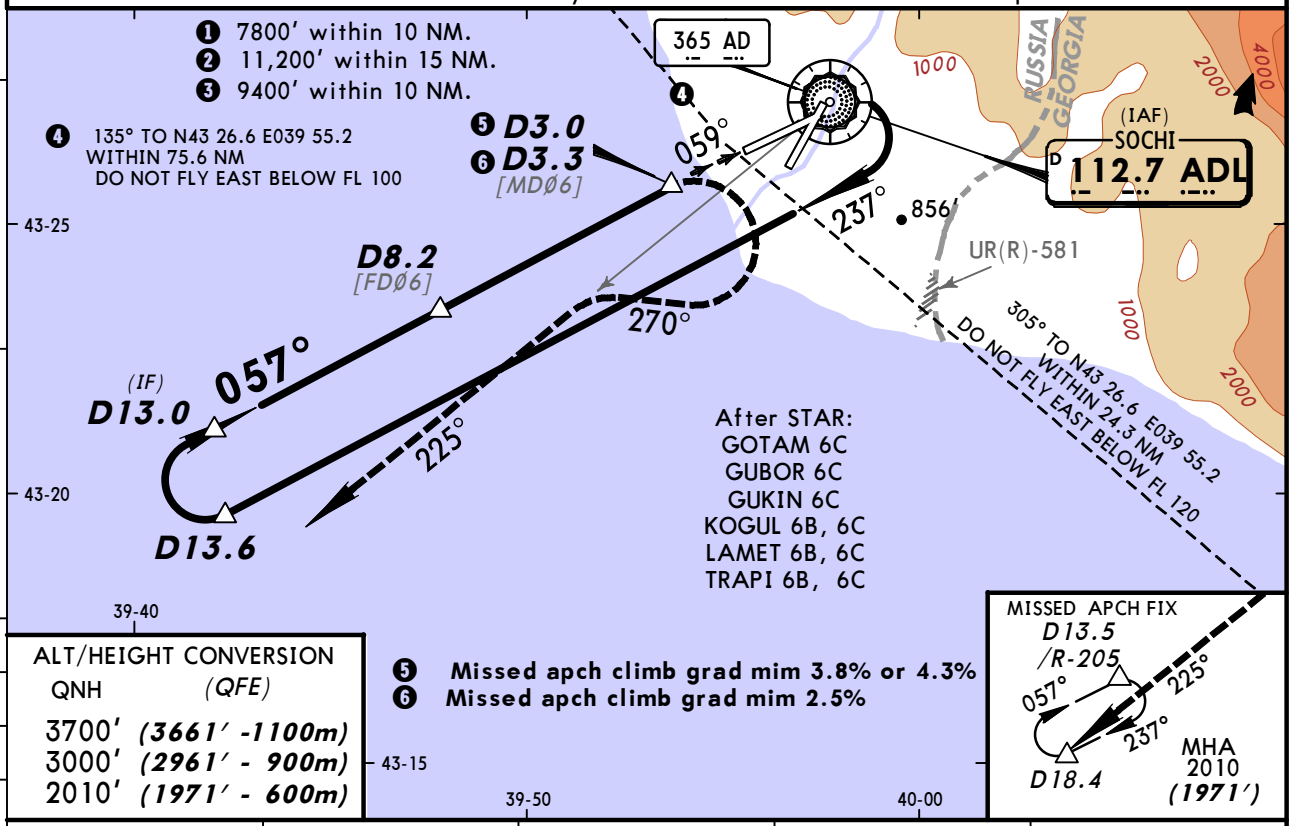
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
ADL 112.7	057°	D8.2 2010′ (1971′)	Refer to Minimums	Apt Elev 90′ RWY 39′

MISSED APCH: Climbing turn RIGHT onto 270° as early as possible. Intercept R-225, then proceed to holding at 2010′ (1971′), or as directed.



MSA ADL VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700′(3661′)
1. Racetrack restricted to MAX 225 KT. 2. Heavy turbulence with downdrafts to be expected on final.

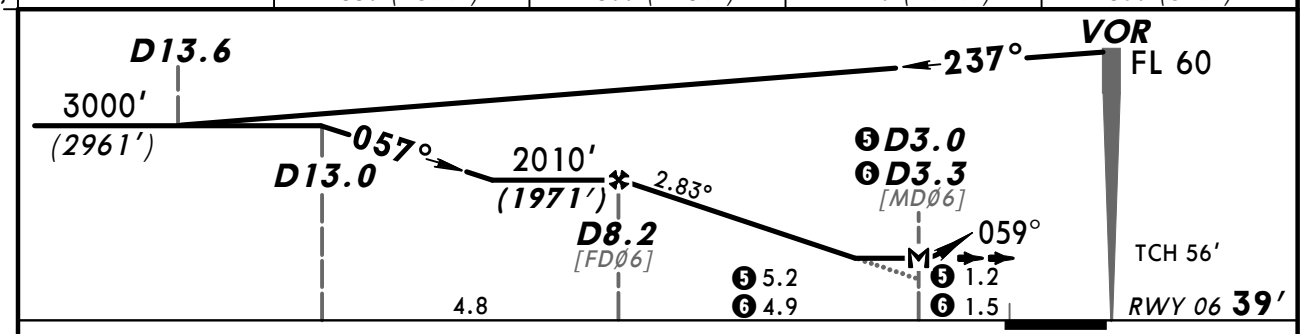


ALT/HEIGHT CONVERSION

QNH	(QFE)
3700′	(3661′ -1100m)
3000′	(2961′ - 900m)
2010′	(1971′ - 600m)

❺ Missed apch climb grad mim 3.8% or 4.3%
❻ Missed apch climb grad mim 2.5%

ADL DME	7.6	6.5	5.4	4.3
ALTITUDE	1850′(1811′)	1500′(1461′)	1190′(1151′)	860′(821′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.83°	350	451	501	601	701	801
❺ MAP at D3.0						
❻ MAP at D3.3						

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 06

Missed apch climb grad mim 4.3%	Missed apch climb grad mim 3.8%	Missed apch climb grad mim 2.5%
MDA(H) 570′(531′)	MDA(H) 540′(501′)	MDA(H) AB: 600′(561′) CD: 650′(611′)

PANS OPS

		ALS out		ALS out		ALS out
A	NOT APPLICABLE		1400m	2200m	RVR 1800m VIS 2000m	2800m
B						
C	RVR 1500m VIS 1600m	2400m	NOT APPLICABLE			
D	RVR 1800m VIS 2000m	2800m			2400m	3200m

CHANGES: New procedure.

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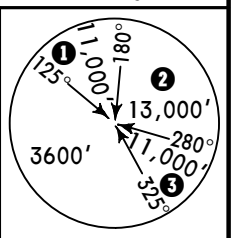
BRIEFING STRIP

ATIS	SOCHI Approach	SOCHI Krug (TWR)	SOCHI Start (TWR)	SOCHI Taxiing (TWR)
129.37 (Russian 126.2)	118.3 124.0X	119.7 124.0X	121.2 124.0X	119.0

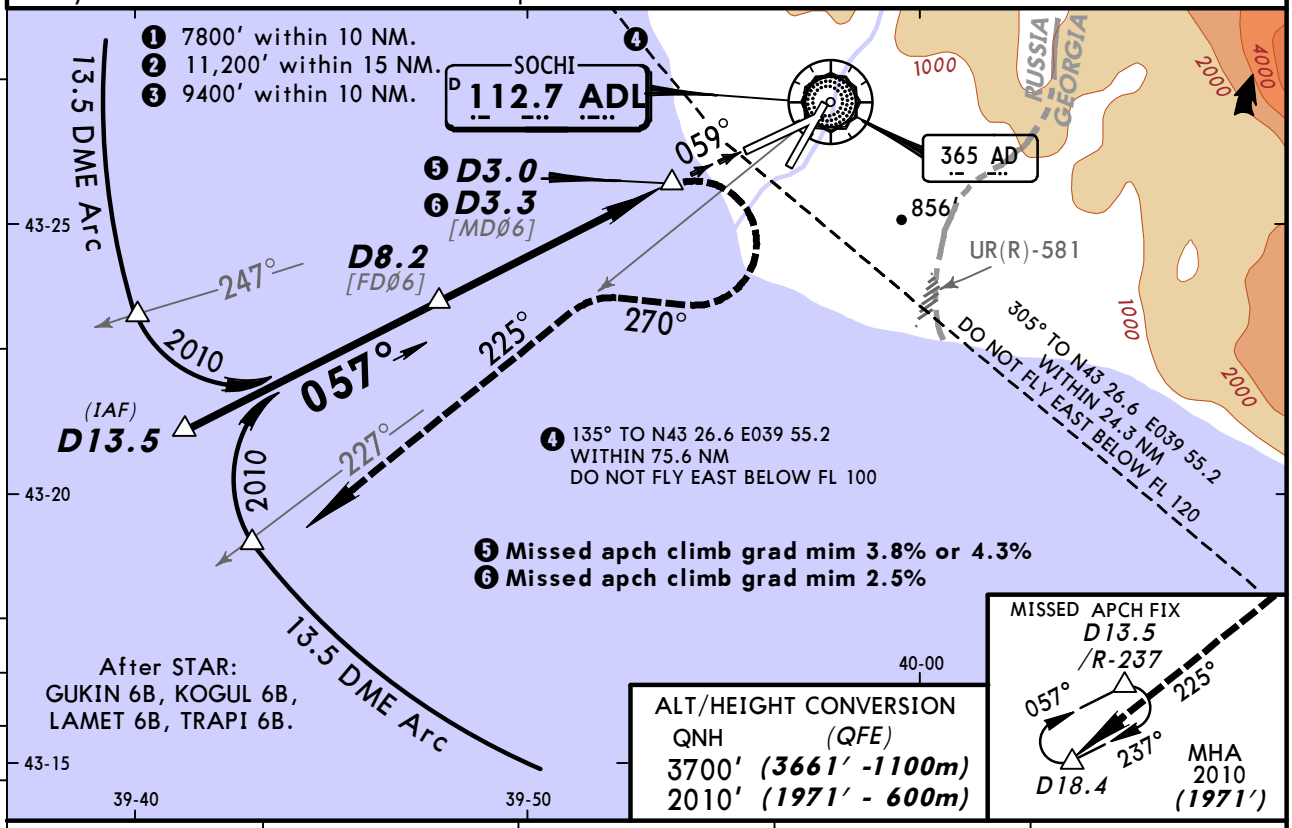
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
ADL 112.7	057°	D8.2 2010′ (1971′)	Refer to Minimums	Apt Elev 90′ RWY 39′

MISSED APCH: Climbing turn RIGHT onto 270° as early as possible. Intercept R-225, then proceed to holding at 2010′ (1971′), or as directed.



MSA ADL VOR

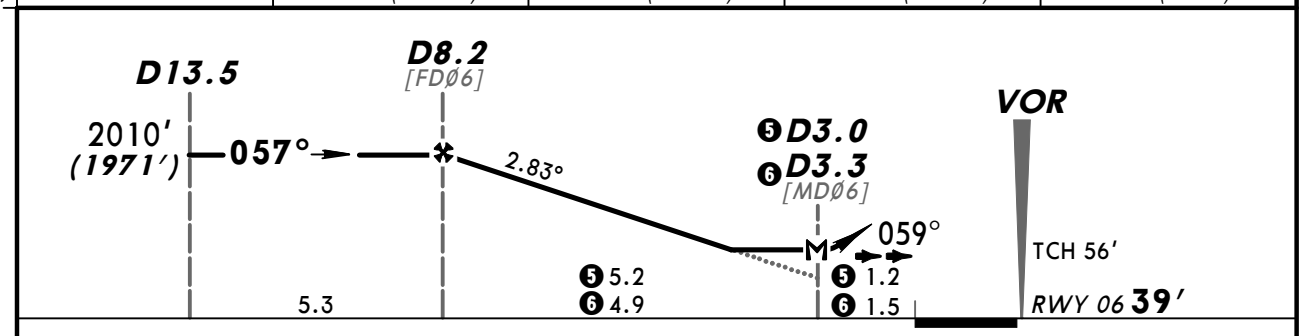
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700′(3661′)
Heavy turbulence with downdrafts to be expected on final.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3700′	(3661′ -1100m)
2010′	(1971′ - 600m)

ADL DME	7.6	6.5	5.4	4.3
ALTITUDE	1850′(1811′)	1500′(1461′)	1190′(1151′)	860′(821′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.83°	350	451	501	601	701	801
❺ MAP at D3.0						
❻ MAP at D3.3						

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 06

	Missed apch climb grad mim 4.3%		Missed apch climb grad mim 3.8%		Missed apch climb grad mim 2.5%	
	MDA(H) 570′(531′)		MDA(H) 540′(501′)		MDA(H) AB: 600′(561′) CD: 650′(611′)	
		ALS out		ALS out		ALS out
A	NOT APPLICABLE		1400m	2200m	RVR 1800m VIS 2000m	2800m
B						
C	RVR 1500m VIS 1600m	2400m	NOT APPLICABLE			
D	RVR 1800m VIS 2000m	2800m			2400m	3200m

PANS OPS

CHANGES: New procedure.

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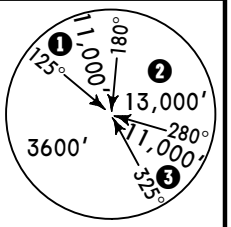
BRIEFING STRIP

ATIS	SOCHI Approach	SOCHI Krug (TWR)	SOCHI Start (TWR)	SOCHI Taxiing (TWR)
129.37 (Russian 126.2)	118.3 124.0X	119.7 124.0X	124.6 124.0X	119.0

NDB AD	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
365	022°	D7.8 ADL 2020′ (1970′)	Refer to Minimums	Apt Elev 90′ RWY 50′

MISSED APCH: Turn RIGHT onto 202°, as early as possible, climbing to 2020′ (1970′).



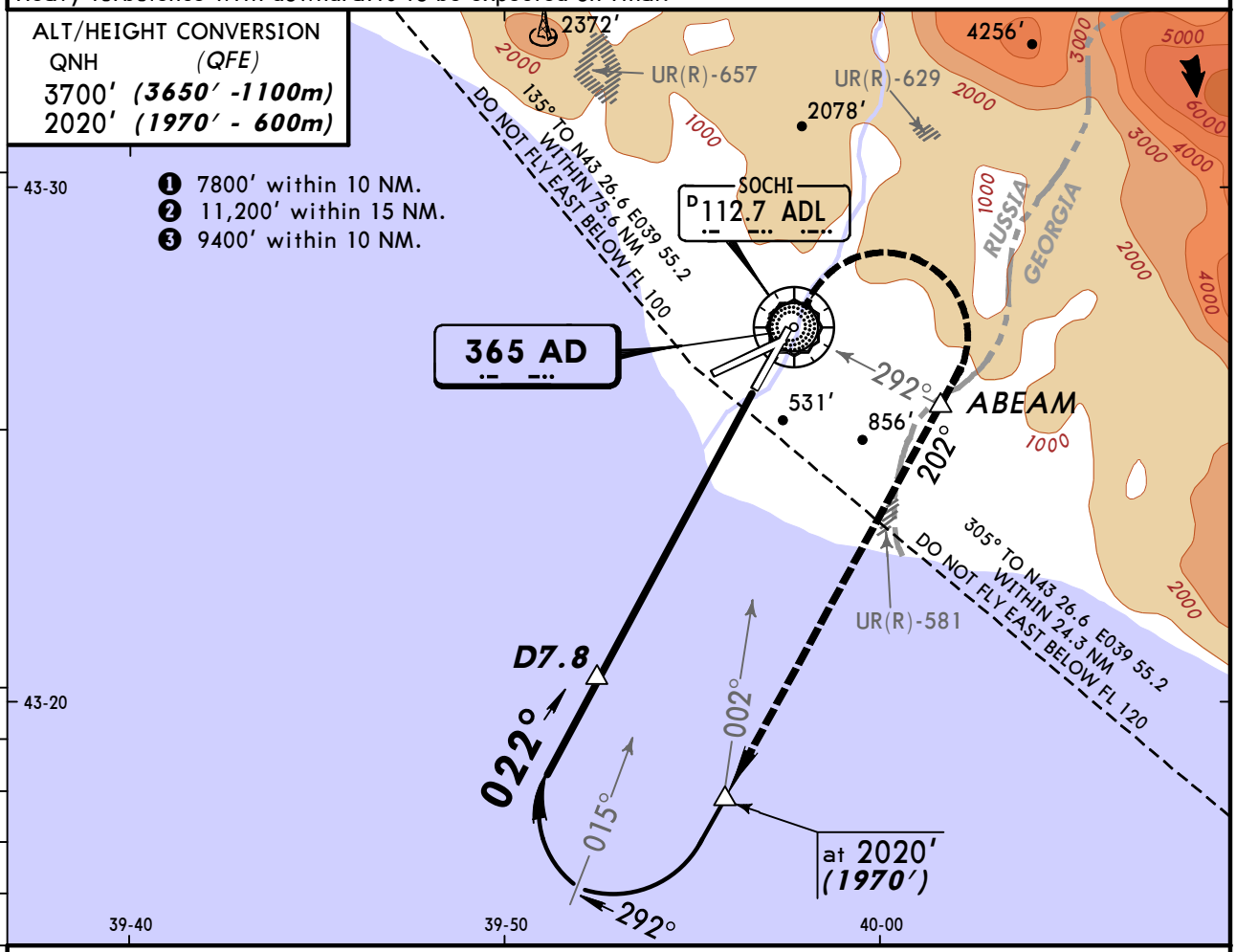
MSA ADL VOR

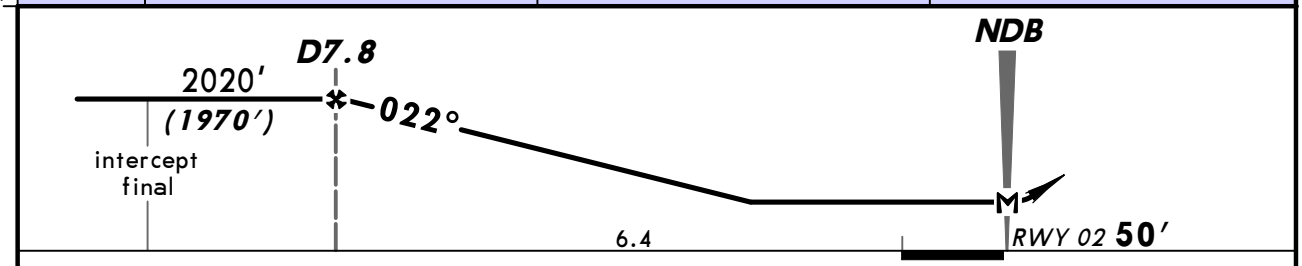
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700′(3650′)
Heavy turbulence with downdrafts to be expected on final.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3700′	(3650′ -1100m)
2020′	(1970′ - 600m)

❶ 7800′ within 10 NM.
❷ 11,200′ within 15 NM.
❸ 9400′ within 10 NM.





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.83°	350	451	501	601	701	801
MAP at NDB						

HIALS
PAPI

202° RT

2020′ (1970′)

STRAIGHT-IN LANDING RWY 02

MDA(H) AB: 1470′(1420′) CD: 1660′(1610′)

PANS OPS

		ALS out
A	1200m	RVR 1800m VIS 2000m
B	RVR 1500m VIS 1600m	2400m
C	4000m	4800m
D	4400m	

CHANGES: New procedure.

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Chart changes since cycle 24-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SOCHI, (SOCHI - URSS)				
ADD	GOTAM & GUBOR 2A & 2B ARR...	10-2	07 Dec 2012	13 Dec 2012
DEL	RWY 02 ARRS (FROM NORTHEA...	10-2	07 Dec 2012	13 Dec 2012
ADD	GOTAM & GUBOR 4A & 4B ARR...	10-2A	07 Dec 2012	13 Dec 2012
DEL	RWY 02 ARRS (FROM SOUTH)	10-2A	07 Dec 2012	13 Dec 2012
DEL	RWY 02 ARRS (FROM WEST)	10-2B	07 Dec 2012	13 Dec 2012
ADD	TRAPI 2A & 2B ARRS	10-2B	07 Dec 2012	13 Dec 2012
DEL	RWY 02 ARRS (FROM NORTHWE...	10-2C	07 Dec 2012	13 Dec 2012
ADD	TRAPI 4A & 4B ARRS	10-2C	07 Dec 2012	13 Dec 2012
ADD	GUKIN 2A & 2B ARRS	10-2D	07 Dec 2012	13 Dec 2012
DEL	RWY 06 ARRS (FROM NORTHEA...	10-2D	07 Dec 2012	13 Dec 2012
ADD	GUKIN 4A & 4B ARRS	10-2E	07 Dec 2012	13 Dec 2012
DEL	RWY 06 ARRS (FROM SOUTH)	10-2E	07 Dec 2012	13 Dec 2012
ADD	KOGUL & LAMET 2A & 2B ARR...	10-2F	07 Dec 2012	13 Dec 2012
DEL	RWY 06 ARRS (FROM WEST)	10-2F	07 Dec 2012	13 Dec 2012
ADD	KOGUL & LAMET 4A & 4B ARR...	10-2G	07 Dec 2012	13 Dec 2012
DEL	RWY 06 ARRS (FROM NORTHWE...	10-2G	07 Dec 2012	13 Dec 2012
ADD	GUKIN, KOGUL, LAMET & TRA...	10-2H	07 Dec 2012	13 Dec 2012
ADD	GUKIN, KOGUL, LAMET & TRA...	10-2J	07 Dec 2012	13 Dec 2012
ADD	GOTAM, GUBOR & TRAPI 6C A...	10-2K	07 Dec 2012	13 Dec 2012
ADD	GUKIN, KOGUL, LAMET & TRA...	10-2L	07 Dec 2012	13 Dec 2012
ADD	LA & RUMBA 3A, 3B & 3C DE...	10-3	07 Dec 2012	13 Dec 2012
DEL	RWY 20 DEPS (TO NORTHWEST...	10-3	07 Dec 2012	13 Dec 2012
ADD	GOTAM & GUBOR 3B DEPS	10-3A	07 Dec 2012	13 Dec 2012
DEL	RWY 20 DEPS (TO NORTHEAST...	10-3A	07 Dec 2012	13 Dec 2012
DEL	RWY 20 DEPS (TO SOUTH)	10-3B	07 Dec 2012	13 Dec 2012
ADD	TRAPI 3A DEP	10-3B	07 Dec 2012	13 Dec 2012
ADD	GUKIN & LAMET 3A, 3B & 3C...	10-3C	07 Dec 2012	13 Dec 2012
DEL	RWY 20 DEPS (TO WEST)	10-3C	07 Dec 2012	13 Dec 2012
ADD	GUBOR & GOTAM 1C, LA & RU...	10-3D	07 Dec 2012	13 Dec 2012
DEL	RWY 24 DEPS (TO NORTHWEST...	10-3D	07 Dec 2012	13 Dec 2012
ADD	GUKIN, LAMET & TRAPI 1B, ...	10-3E	07 Dec 2012	13 Dec 2012
DEL	RWY 24 DEPS (TO SOUTH & W...	10-3E	07 Dec 2012	13 Dec 2012
ADD	LA & RUMBA 5A DEPS	10-3F	07 Dec 2012	13 Dec 2012
ADD	GOTAM & GUBOR 5A DEPS	10-3G	07 Dec 2012	13 Dec 2012
ADD	GUKIN, LAMET & TRAPI 5A D...	10-3H	07 Dec 2012	13 Dec 2012
ADD	LA & RUMBA 5B DEPS	10-3J	07 Dec 2012	13 Dec 2012
ADD	GOTAM & GUBOR 5B DEPS	10-3K	07 Dec 2012	13 Dec 2012
ADD	GUKIN, LAMET & TRAPI 5B D...	10-3L	07 Dec 2012	13 Dec 2012
REV	AIRPORT, AIRPORT INFO, TA...	10-9	07 Dec 2012	13 Dec 2012
REV	PARKING STANDS & COORDS	10-9A	07 Dec 2012	13 Dec 2012
REV	STANDARD MNMS	10-9S	07 Dec 2012	13 Dec 2012
ADD	STANDARD MNMS (CONTD)	10-9S1	07 Dec 2012	13 Dec 2012
REV	JAA MNMS	10-9X	07 Dec 2012	13 Dec 2012
ADD	JAA MNMS (CONTD)	10-9X1	07 Dec 2012	13 Dec 2012
REV	ILS DME RWY 02	11-1	07 Dec 2012	13 Dec 2012
REV	ILS DME MNMS	11-1A	07 Dec 2012	13 Dec 2012
REV	ILS DME OR NDB RWY 06	11-2	07 Dec 2012	13 Dec 2012
REV	ILS DME OR NDB MNMS	11-2A	07 Dec 2012	13 Dec 2012
ADD	VOR DME RWY 02	13-1	07 Dec 2012	13 Dec 2012
ADD	ARC VOR DME RWY 02	13-2	07 Dec 2012	13 Dec 2012
ADD	VOR DME RWY 06	13-3	07 Dec 2012	13 Dec 2012
ADD	ARC VOR DME RWY 06	13-4	07 Dec 2012	13 Dec 2012
ADD	NDB RWY 02	16-1	07 Dec 2012	13 Dec 2012

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URSS