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Terminal Charts For URRR
Revision Letter For Cycle 08-2013
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Notebook

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General Information

Location: Rostov-NA-Donu Rus
IATA Code: ROV
Lat/Long: N47° 15.5' E039° 49.1'
Elevation: 280 ft

Airport Use: Public
Magnetic Variation: 7.6°E

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

Sunrise: 0234 Z
Sunset: 1608 Z,

Runway Information

Runway: 04
Length x Width: 8205 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 249 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22
Length x Width: 8205 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 280 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS 132.4
ATIS 121.7 Non-English
Rostov Start Tower 124.0 Secondary
Rostov Start Tower 119.7
Rostov Taxiing Ground Control 124.0 Secondary
Rostov Taxiing Ground Control 119.0
Rostov Approach Control 128.2
Rostov Approach Control 127.1 Secondary
Rostov Approach Control 124.0 Secondary
Rostov Radar 124.0 Secondary

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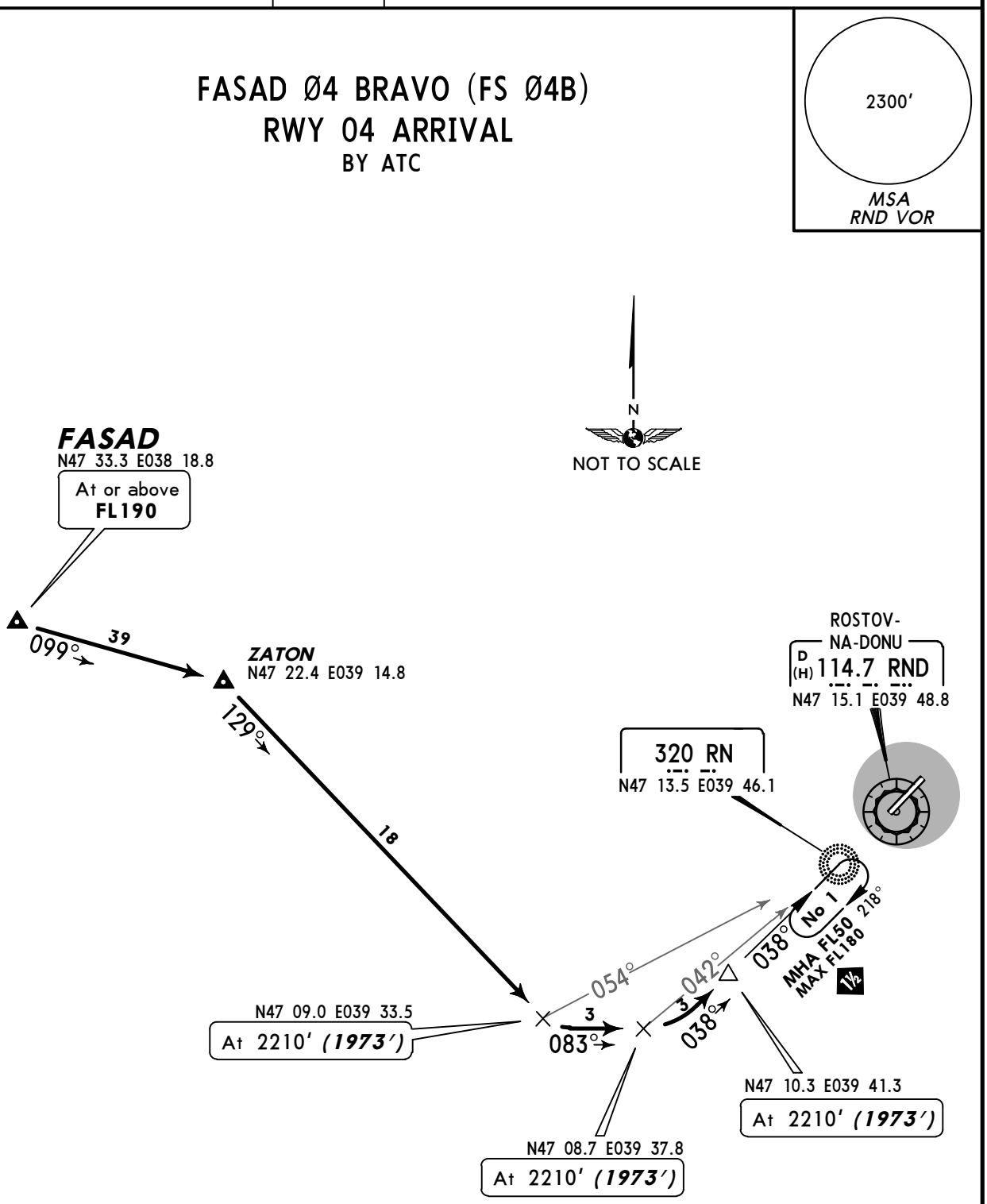
Rostov Radar 121.2
Rostov Transit Operations 131.875
Rostov Transit Operations 118.0 Non-English

ATIS	Apt Elev	
132.4 (Russian 121.7)	280′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3240′ *(3003′)*

FASAD Ø4 BRAVO (FS Ø4B)
RWY 04 ARRIVAL
BY ATC



Direct distance to
Rostov-Na-Donu Apt from:
N47 10.3 E039 41.3 **7NM**

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

ROUTING

099° track to ZATON, turn RIGHT, 129° track to N47 09.0 E039 33.5, turn LEFT, 083° track to N47 08.7 E039 37.8, turn LEFT, 038° track to N47 10.3 E039 41.3.

CHANGES: ATIS frequency commissioned; MSA center.

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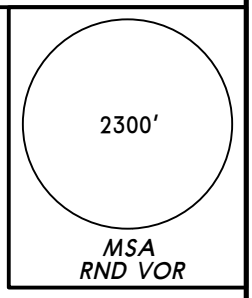
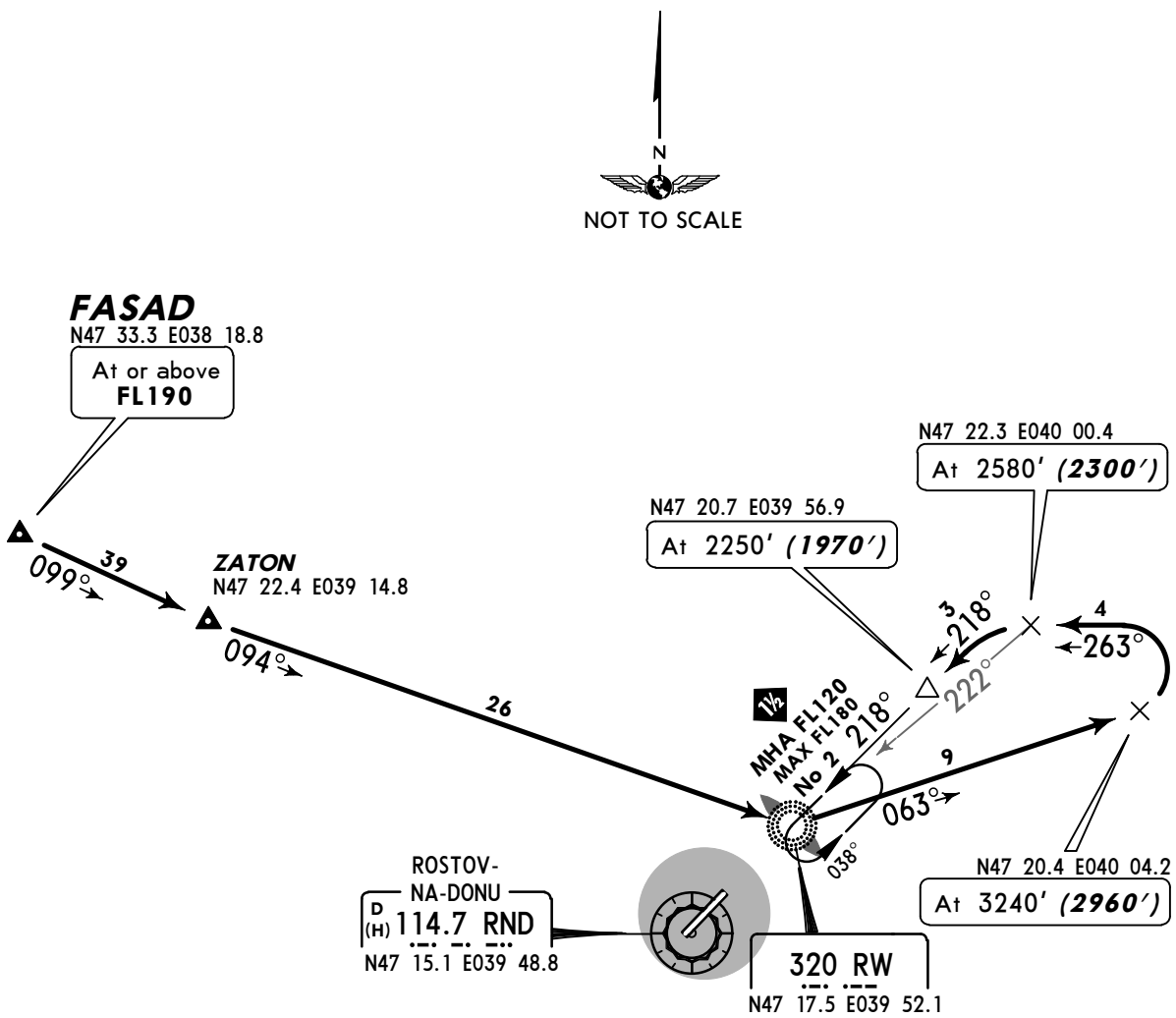
ATIS	Apt Elev	
132.4 (Russian 121.7)	280′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3240′ *(2960′)*

FASAD 22 BRAVO (FS 22B)
RWY 22 ARRIVAL
BY ATC





Direct distance to
Rostov-Na-Donu Apt from:
N47 20.7 E039 56.9 **7NM**

ALT/HEIGHT CONVERSION

QNH	(QFE)	
3240′	*(2960′ -*	*900m)*
2580′	*(2300′ -*	*700m)*
2250′	*(1970′ -*	*600m)*

ROUTING

099° track to ZATON, turn LEFT, intercept 094° bearing to RW, turn LEFT, 063° bearing to N47 20.4 E040 04.2, turn LEFT, 263° track to N47 22.3 E040 00.4, turn LEFT, 218° track to N47 20.7 E039 56.9.

CHANGES: ATIS frequency commissioned; MSA center.

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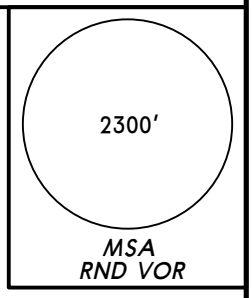
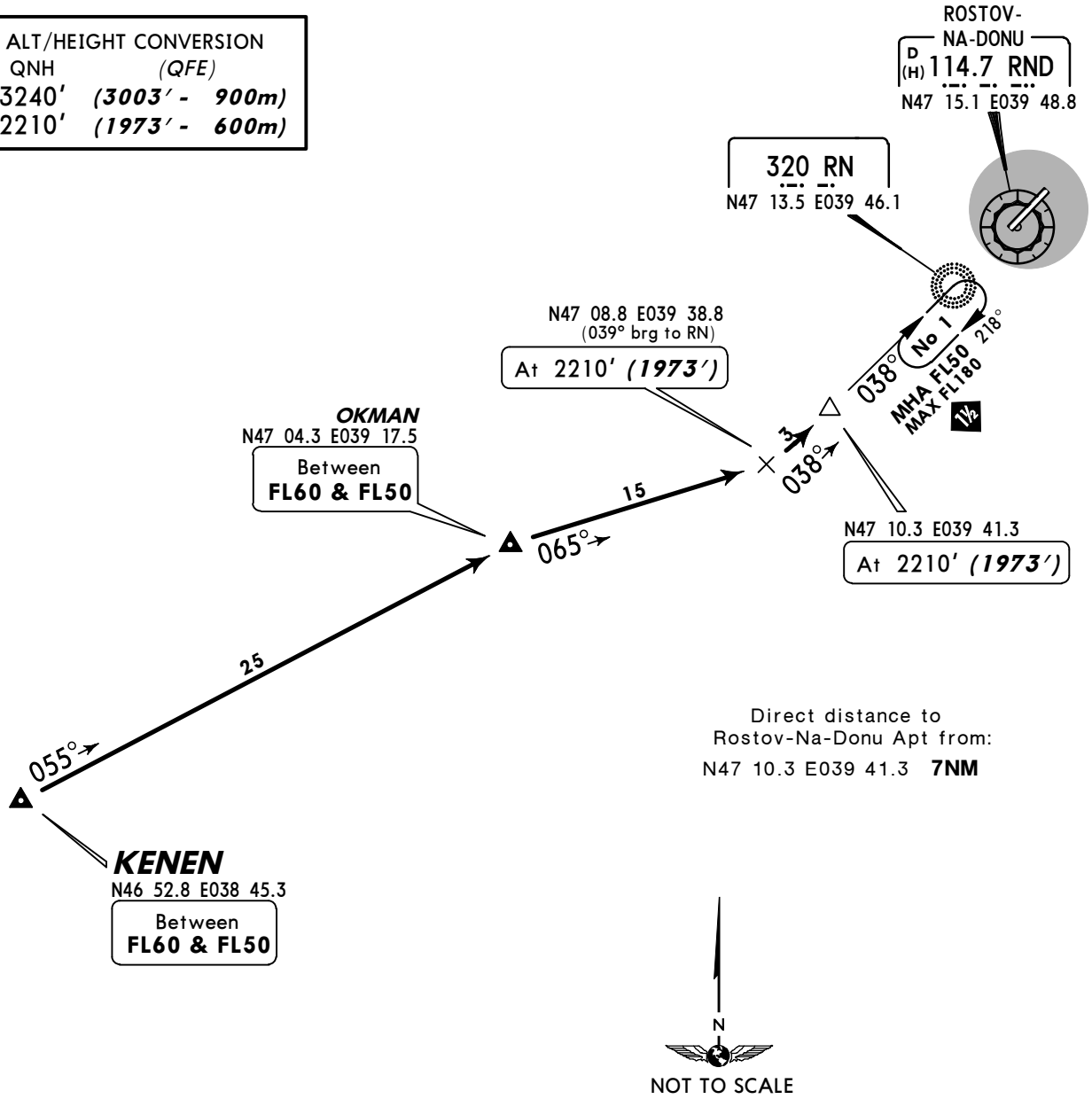
ATIS	Apt Elev	
132.4 (Russian 121.7)	280′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3240′ *(3003′)*

KENEN Ø4 ALFA (KN Ø4A)
RWY 04 ARRIVAL



ALT/HEIGHT CONVERSION

QNH	(QFE)
3240′	*(3003′ - 900m)*
2210′	*(1973′ - 600m)*



ROUTING

055° track to OKMAN, turn RIGHT, 065° track to N47 08.8 E039 38.8, turn LEFT, 038° track to N47 10.3 E039 41.3.

CHANGES: ATIS frequency commissioned; MSA center.

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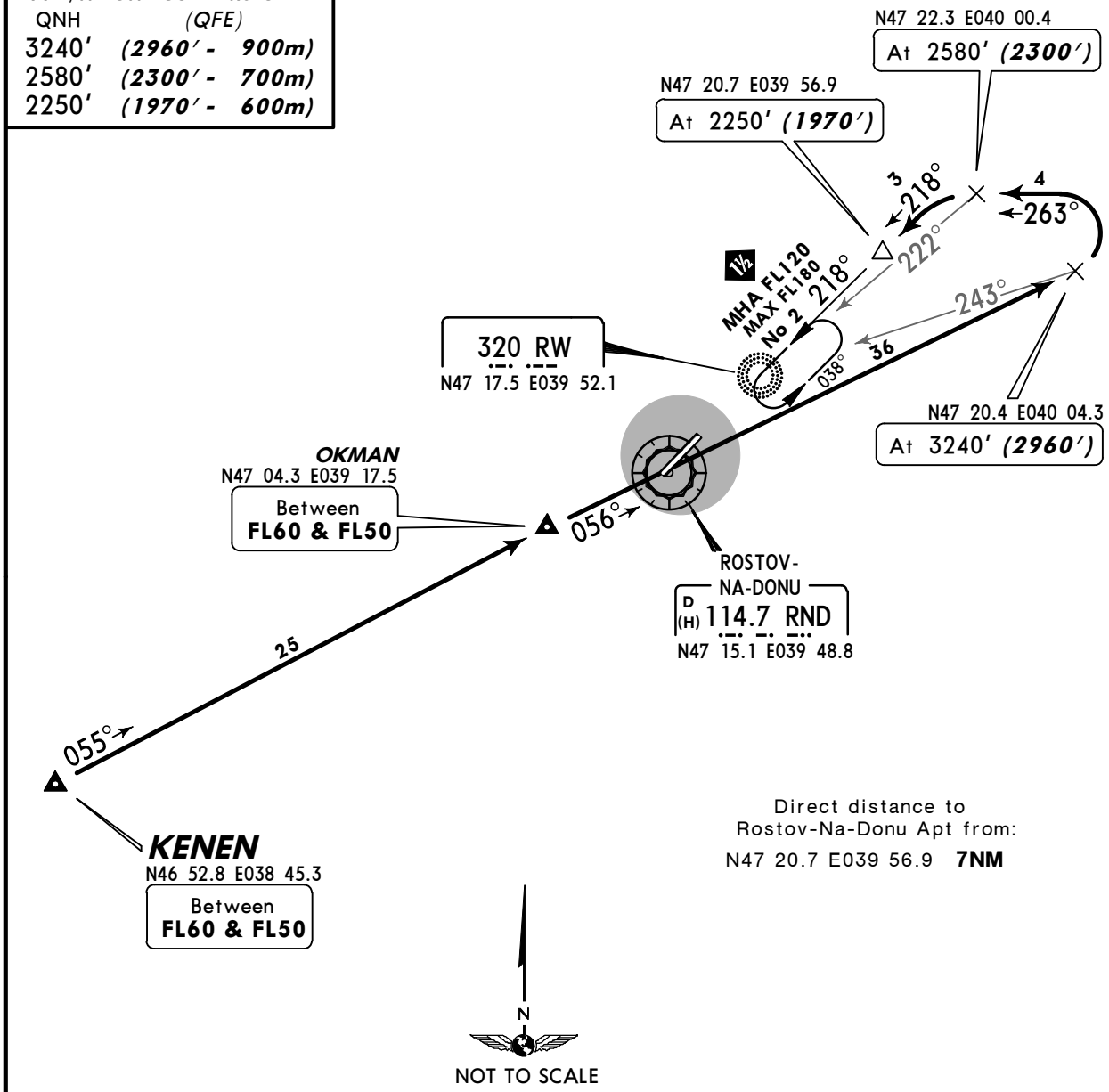
ATIS	Apt Elev	
132.4 (Russian 121.7)	280′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3240′ *(2960′)*

KENEN 22 ALFA (KN 22A)
RWY 22 ARRIVAL



ROUTING

055° track to OKMAN, turn RIGHT, 056° track to N47 20.4 E040 04.3, turn LEFT, 263° track to N47 22.3 E040 00.4, turn LEFT, 218° track to N47 20.7 E039 56.9.

CHANGES: ATIS frequency commissioned; MSA center.

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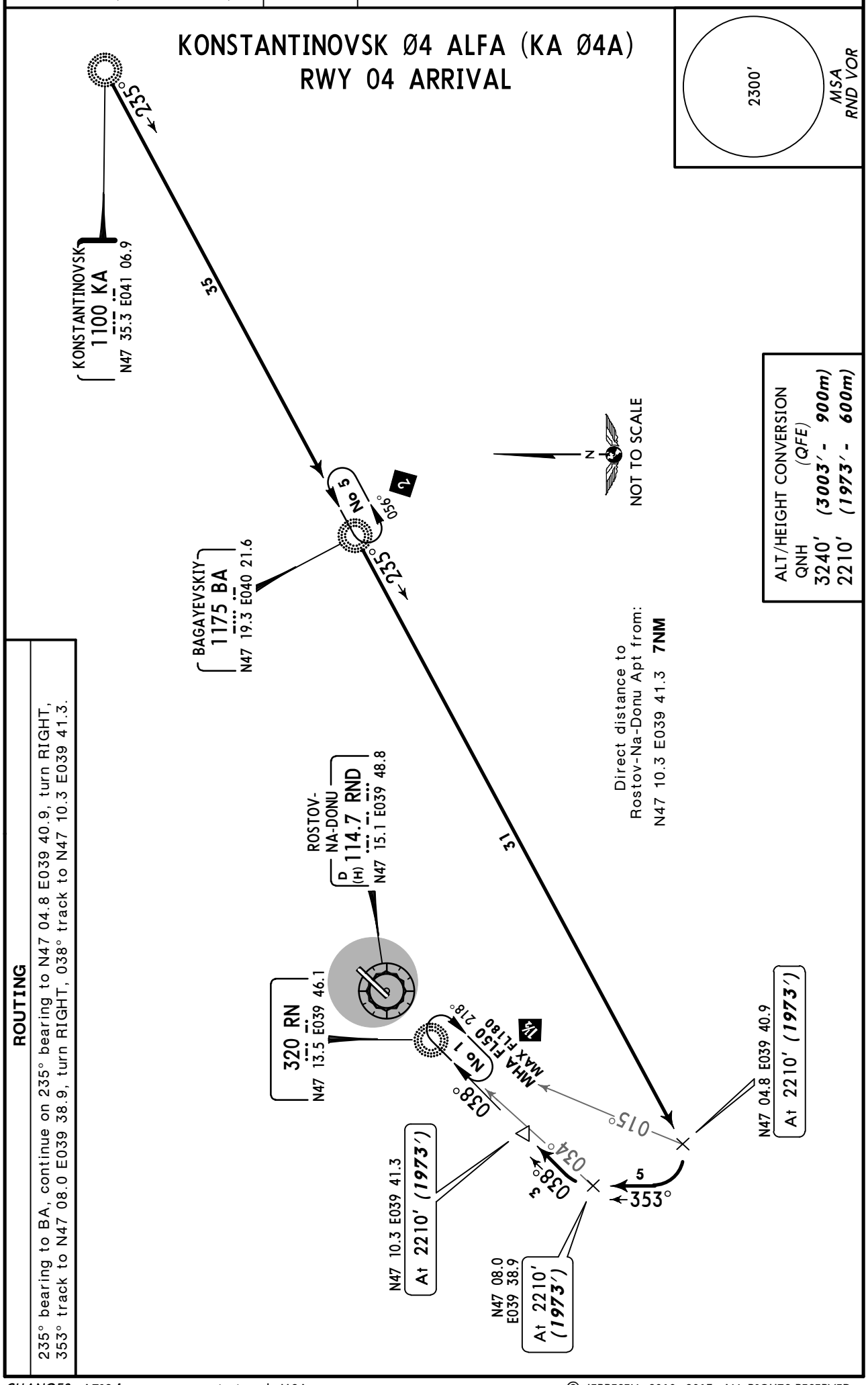
ATIS	Apt Elev		
132.4 (Russian 121.7)	280′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3240′ *(3003′)*	

KONSTANTINOVSK Ø4 ALFA (KA Ø4A)
RWY 04 ARRIVAL



ROUTING

235° bearing to BA, continue on 235° bearing to N47 04.8 E039 40.9, turn RIGHT, 353° track to N47 08.0 E039 38.9, turn RIGHT, 038° track to N47 10.3 E039 41.3.

CHANGES: ATIS frequency commissioned; MSA center.

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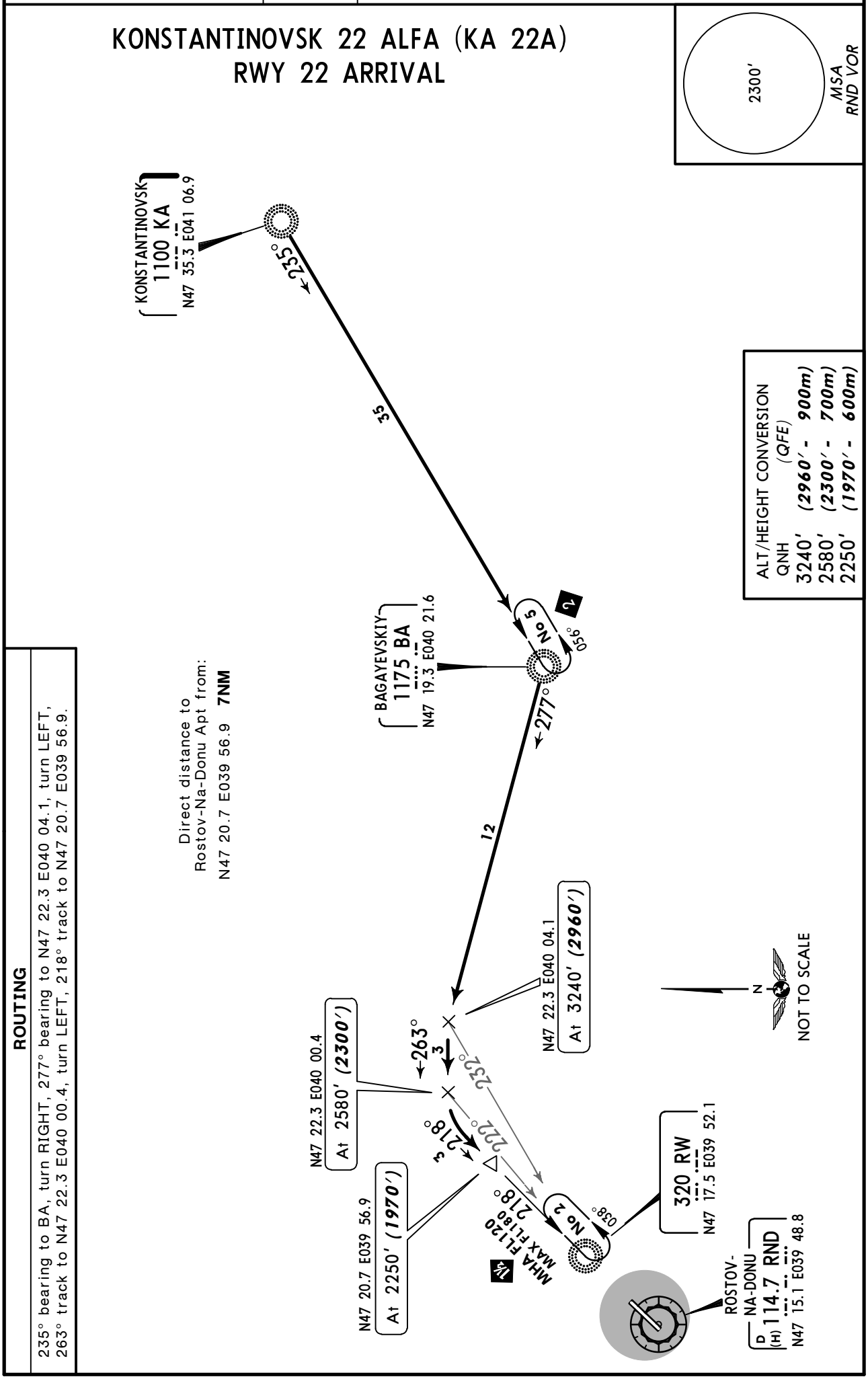
ATIS	Apt Elev	
132.4 (Russian 121.7)	280′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3240′ *(2960′)*

KONSTANTINOVSK 22 ALFA (KA 22A)
RWY 22 ARRIVAL



ROUTING

235° bearing to BA, turn RIGHT, 277° bearing to N47 22.3 E040 04.1, turn LEFT, 263° track to N47 22.3 E040 00.4, turn LEFT, 218° track to N47 20.7 E039 56.9.

CHANGES: ATIS frequency commissioned; MSA center.

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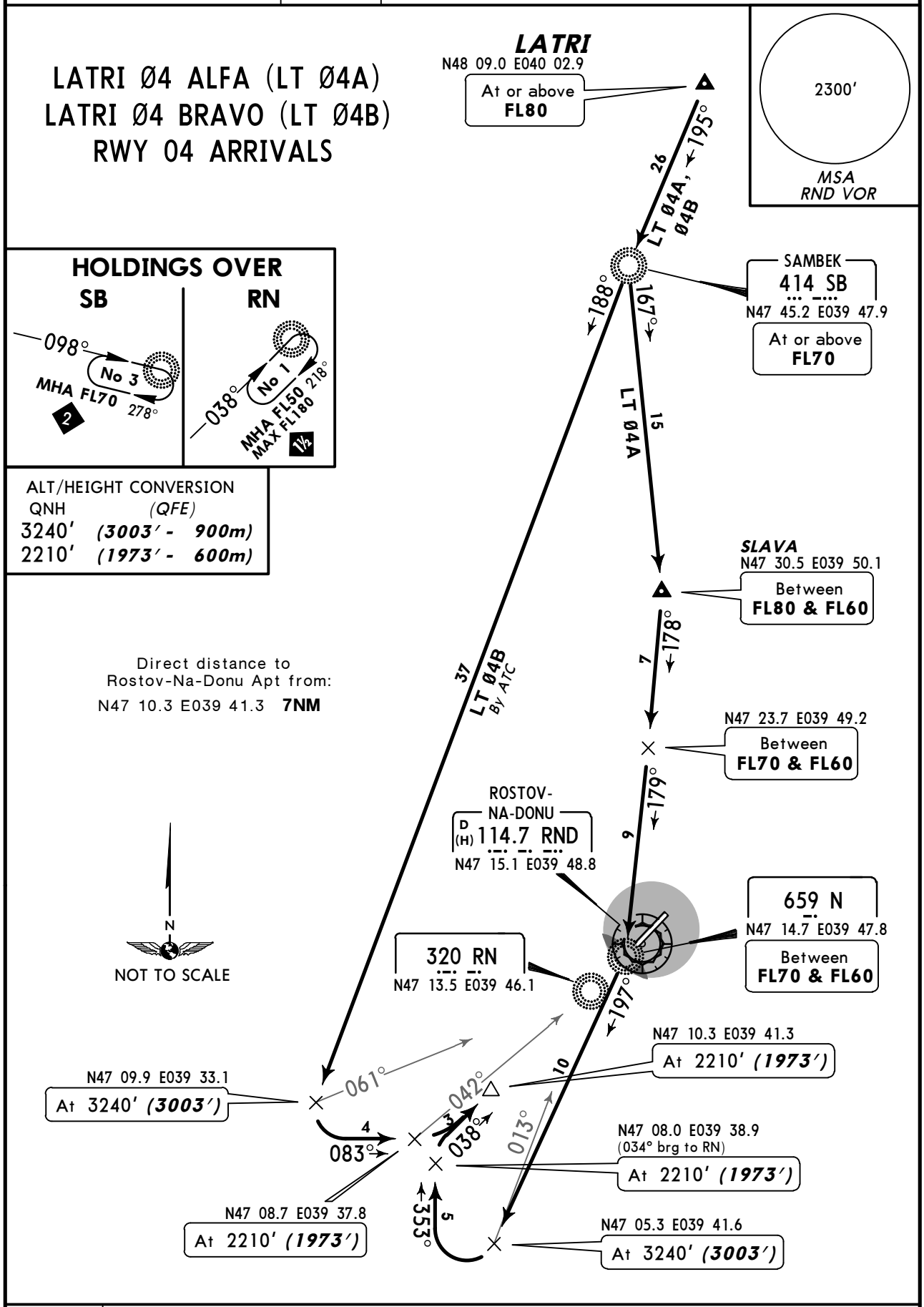
ATIS	Apt Elev	
132.4 (Russian 121.7)	280′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3240′ *(3003′)*

LATRI Ø4 ALFA (LT Ø4A)
LATRI Ø4 BRAVO (LT Ø4B)
RWY 04 ARRIVALS



STAR	ROUTING
LT Ø4A	Intercept 195° bearing to SB, turn LEFT, 167° bearing to SLAVA, turn RIGHT, 178° track to N47 23.7 E039 49.2, intercept 179° bearing to N, turn RIGHT, 197° bearing to N47 05.3 E039 41.6, turn RIGHT, 353° track to N47 08.0 E039 38.9, turn RIGHT, 038° track to N47 10.3 E039 41.3.
LT Ø4B By ATC	Intercept 195° bearing to SB, turn LEFT, 188° bearing to N47 09.9 E039 33.1, turn LEFT, 083° track to N47 08.7 E039 37.8, turn LEFT, 038° track to N47 10.3 E039 41.3.

CHANGES: ATIS frequency commissioned; MSA center.

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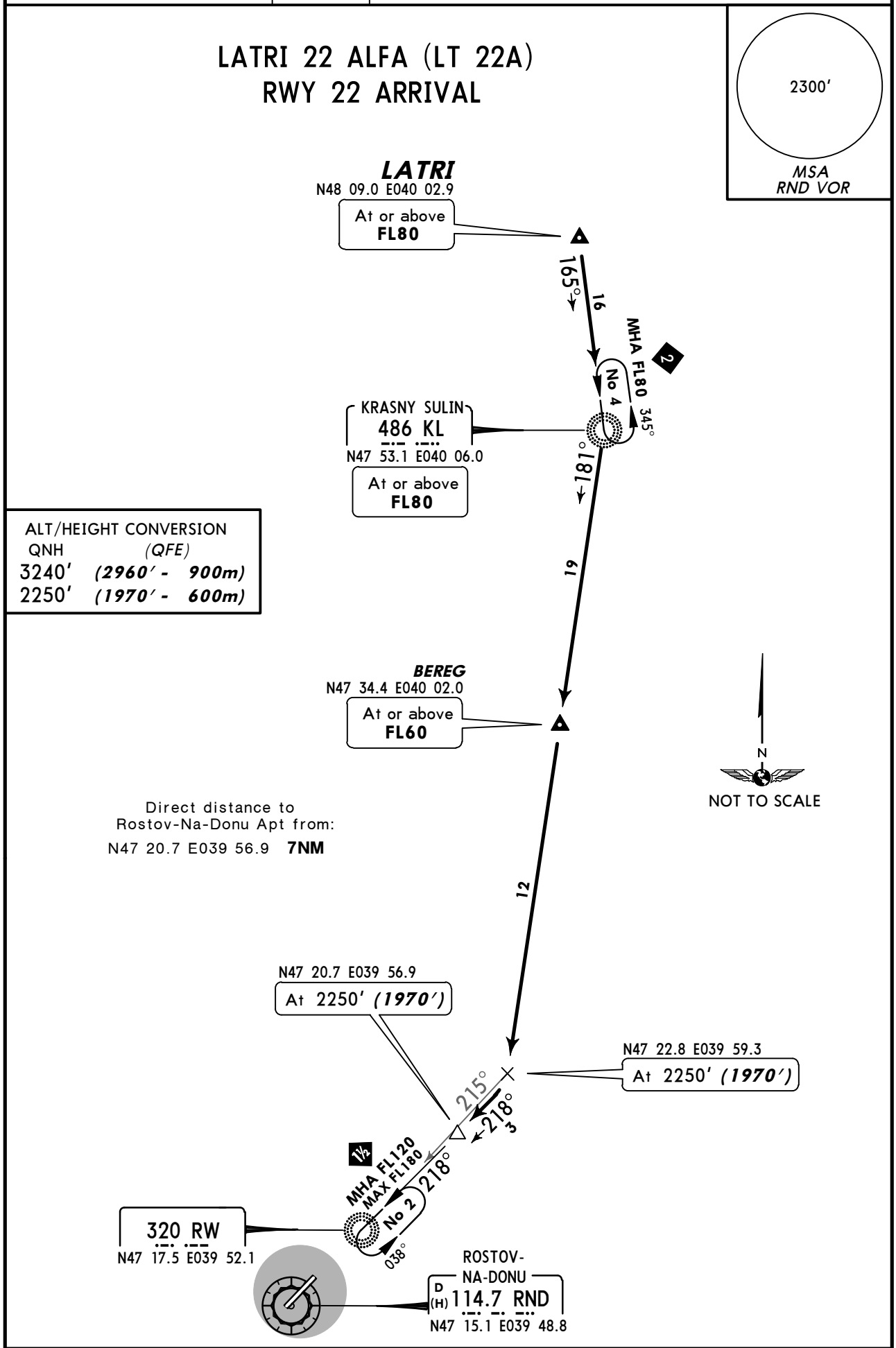
ATIS	Apt Elev	
132.4 (Russian 121.7)	280′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3240′ *(2960′)*

LATRI 22 ALFA (LT 22A)
RWY 22 ARRIVAL



ALT/HEIGHT CONVERSION

QNH	(QFE)	
3240′	*(2960′ -*	*900m)*
2250′	*(1970′ -*	*600m)*

Direct distance to
Rostov-Na-Donu Apt from:
N47 20.7 E039 56.9 **7NM**

ROUTING

Intercept 165° bearing to KL, turn RIGHT, 181° bearing via BEREG to N47 22.8 E039 59.3, turn RIGHT, 218° track to N47 20.7 E039 56.9.

CHANGES: ATIS frequency commissioned; MSA center.

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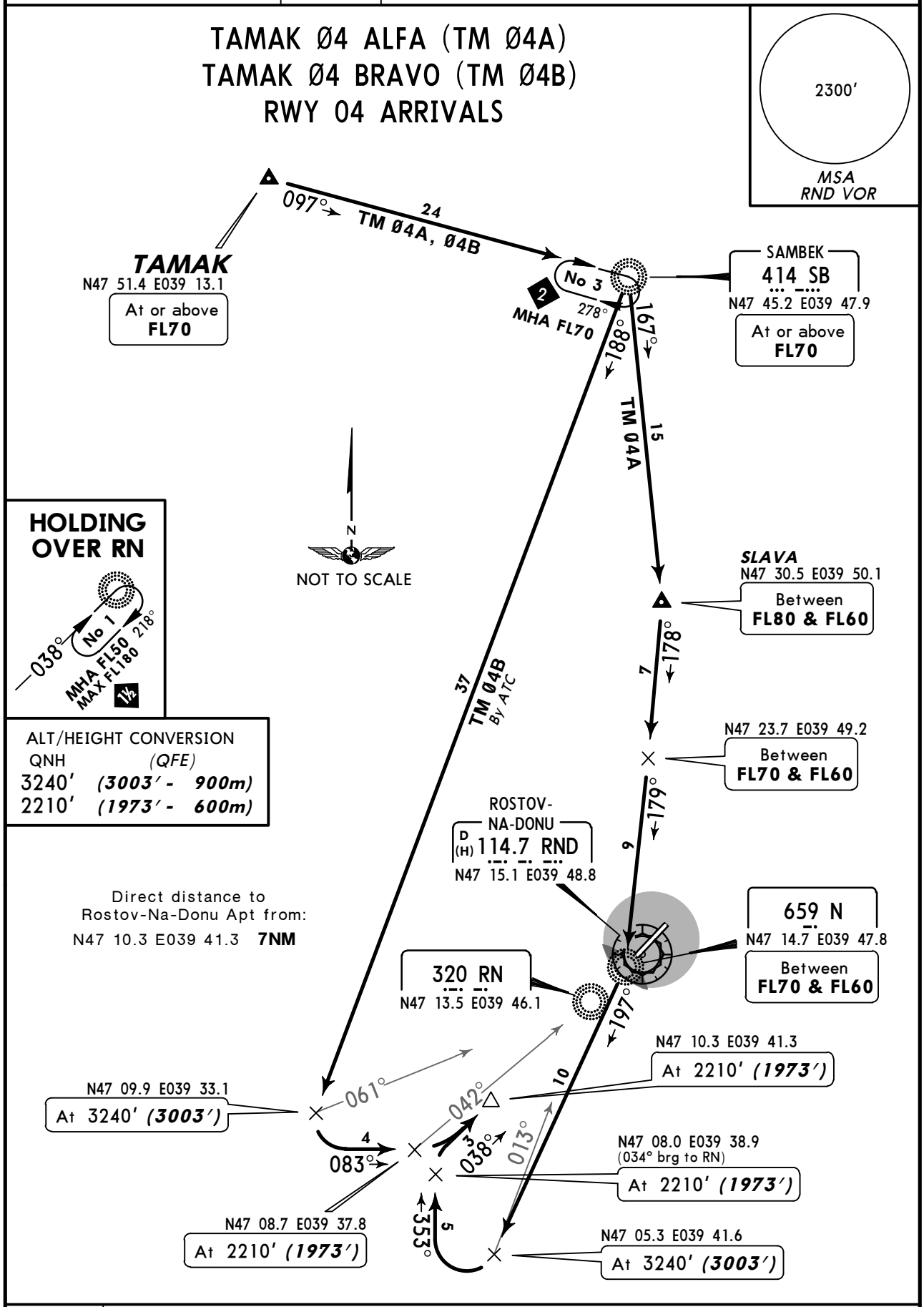
ATIS	Apt Elev	
132.4 (Russian 121.7)	280′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3240′ *(3003′)*

TAMAK Ø4 ALFA (TM Ø4A)
TAMAK Ø4 BRAVO (TM Ø4B)
RWY 04 ARRIVALS



STAR	ROUTING
TM Ø4A	Intercept 097° bearing to SB, turn RIGHT, 167° bearing to SLAVA, turn RIGHT, 178° track to N47 23.7 E039 49.2, intercept 179° bearing to N, turn RIGHT, 197° bearing to N47 05.3 E039 41.6, turn RIGHT, 353° track to N47 08.0 E039 38.9, turn RIGHT, 038° track to N47 10.3 E039 41.3.
TM Ø4B By ATC	Intercept 097° bearing to SB, turn RIGHT, 188° bearing to N47 09.9 E039 33.1, turn LEFT, 083° track to N47 08.7 E039 37.8, turn LEFT, 038° track to N47 10.3 E039 41.3.

CHANGES: ATIS frequency commissioned; MSA center.

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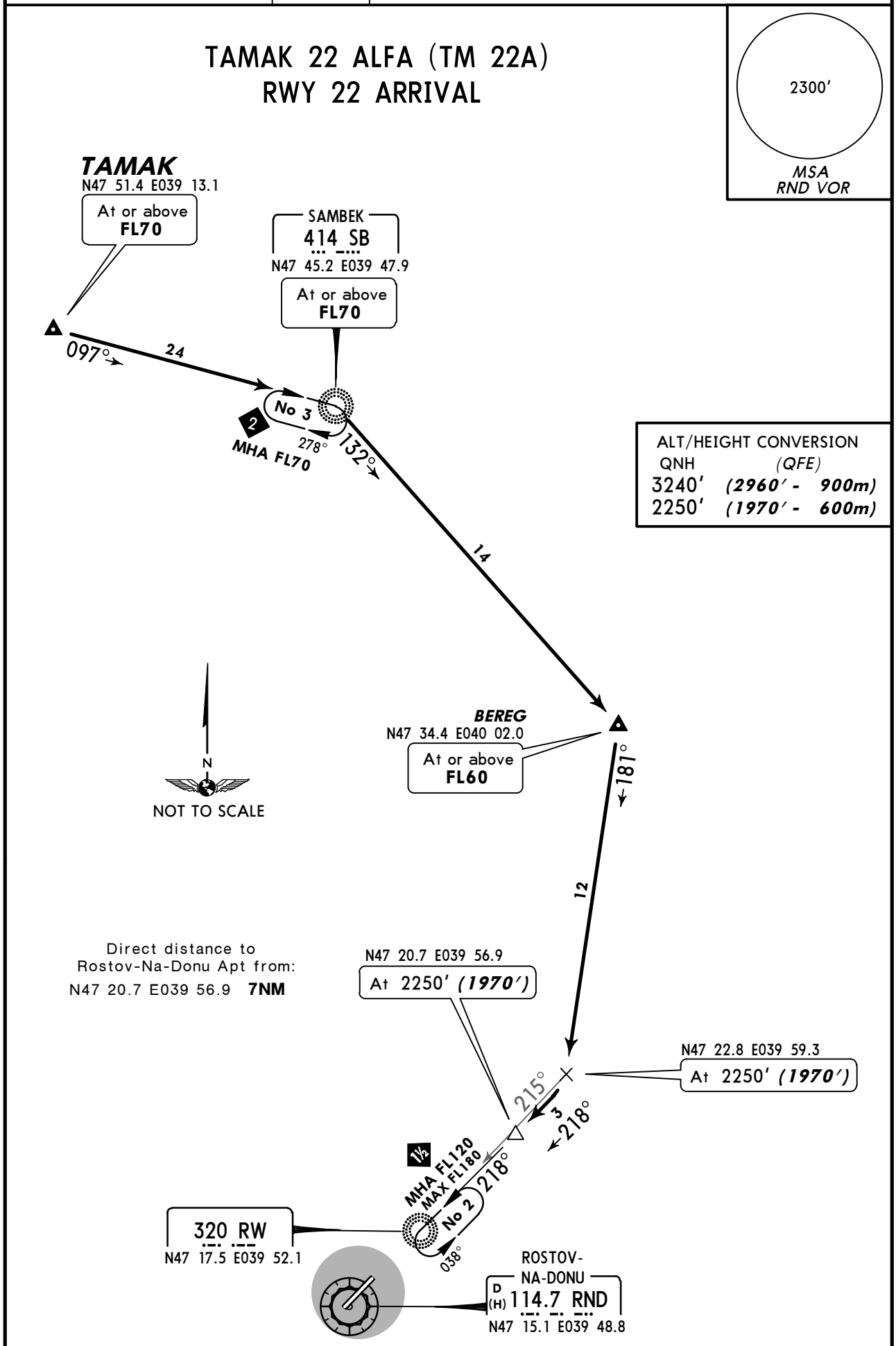
ATIS	Apt Elev	
132.4 (Russian 121.7)	280′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3240′ *(2960′)*

TAMAK 22 ALFA (TM 22A)
RWY 22 ARRIVAL



ROUTING

Intercept 097° bearing to SB, turn RIGHT, 132° bearing to BEREG, turn RIGHT, 181° track to N47 22.8 E039 59.3, turn RIGHT, 218° track to N47 20.7 E039 56.9.

CHANGES: ATIS frequency commissioned; MSA center.

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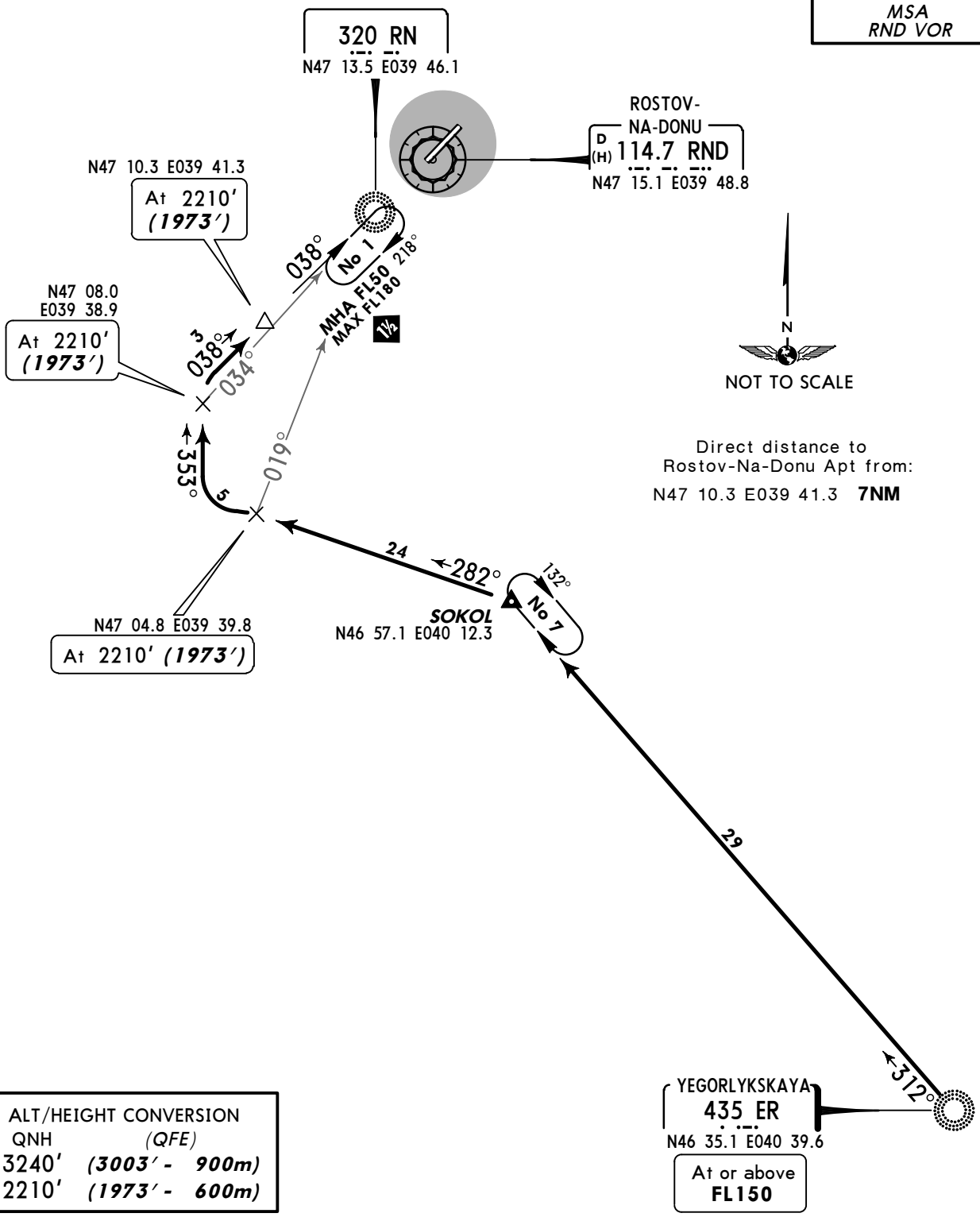
ATIS	Apt Elev	
132.4 (Russian 121.7)	280′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3240′ *(3003′)*

YEGORLYK Ø4 ALFA (ER Ø4A)
RWY 04 ARRIVAL



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

ROUTING

312° bearing to SOKOL, turn LEFT, 282° track to N47 04.8 E039 39.8, turn RIGHT, 353° track to N47 08.0 E039 38.9, turn RIGHT, 038° track to N47 10.3 E039 41.3.

CHANGES: ATIS frequency commissioned; MSA center.

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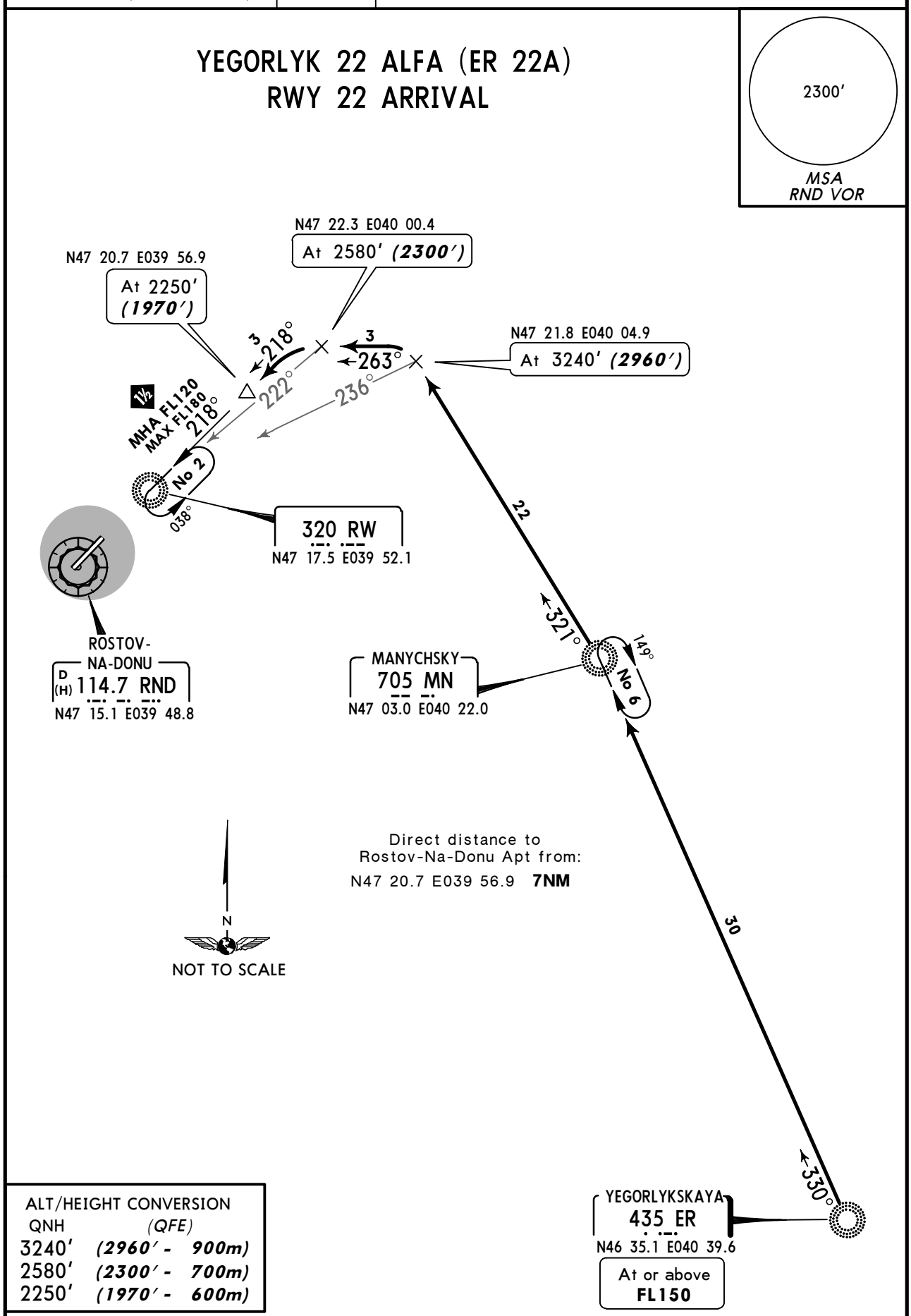
ATIS	Apt Elev	
132.4 (Russian 121.7)	280′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3240′ *(2960′)*

YEGORLYK 22 ALFA (ER 22A)
RWY 22 ARRIVAL



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

ROUTING

330° bearing to MN, turn LEFT, 321° bearing to N47 21.8 E040 04.9, turn LEFT, 263° track to N47 22.3 E040 00.4, turn LEFT, 218° track to N47 20.7 E039 56.9.

CHANGES: ATIS frequency commissioned; MSA center.

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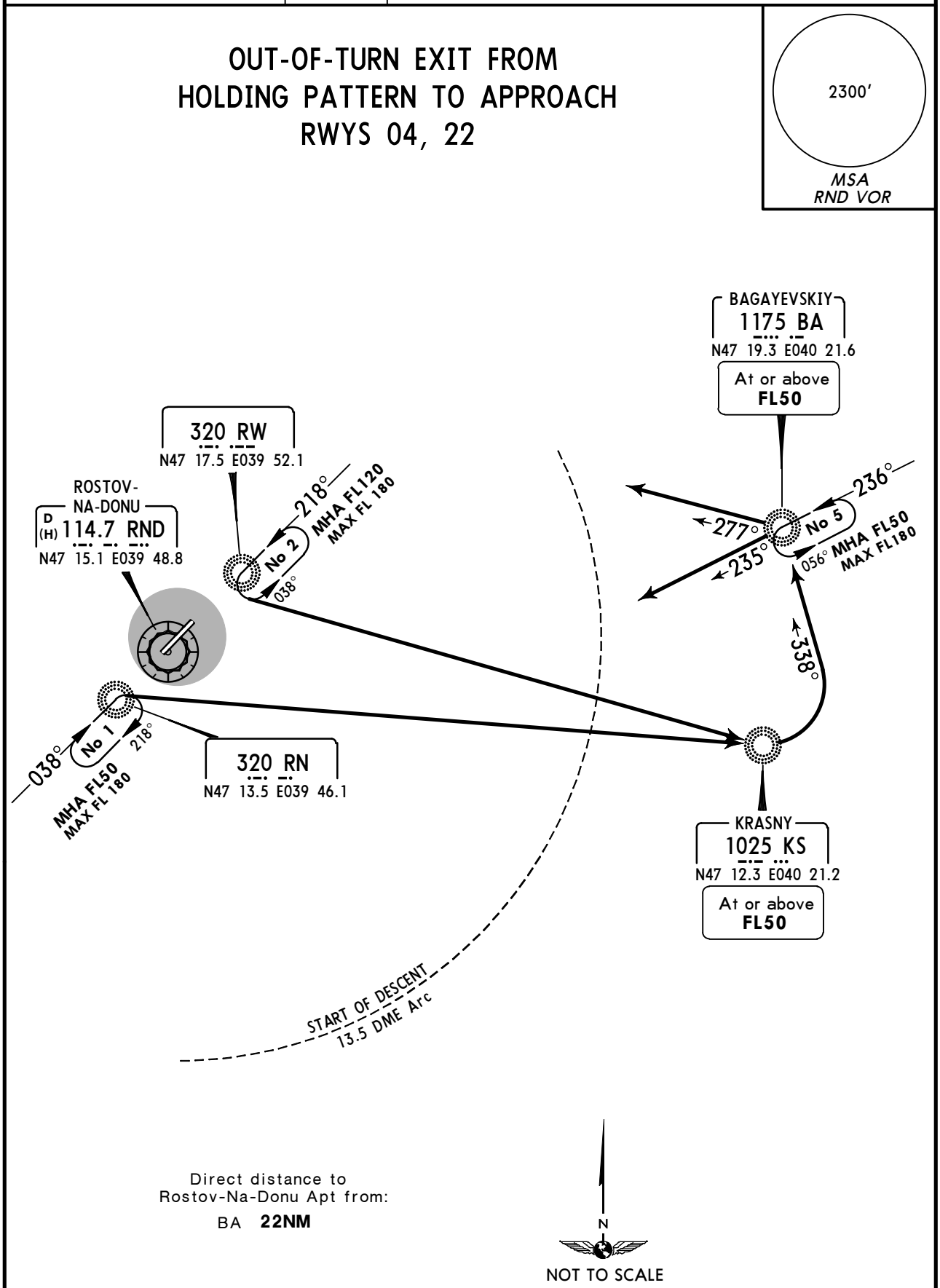
ATIS	Apt Elev	
132.4 (Russian 121.7)	280′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3240′ *(2960′)* Approach from BA is carried out in accordance with the established pattern.

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



Direct distance to
Rostov-Na-Donu Apt from:

BA **22NM**

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

CHANGES: ATIS frequency commissioned.

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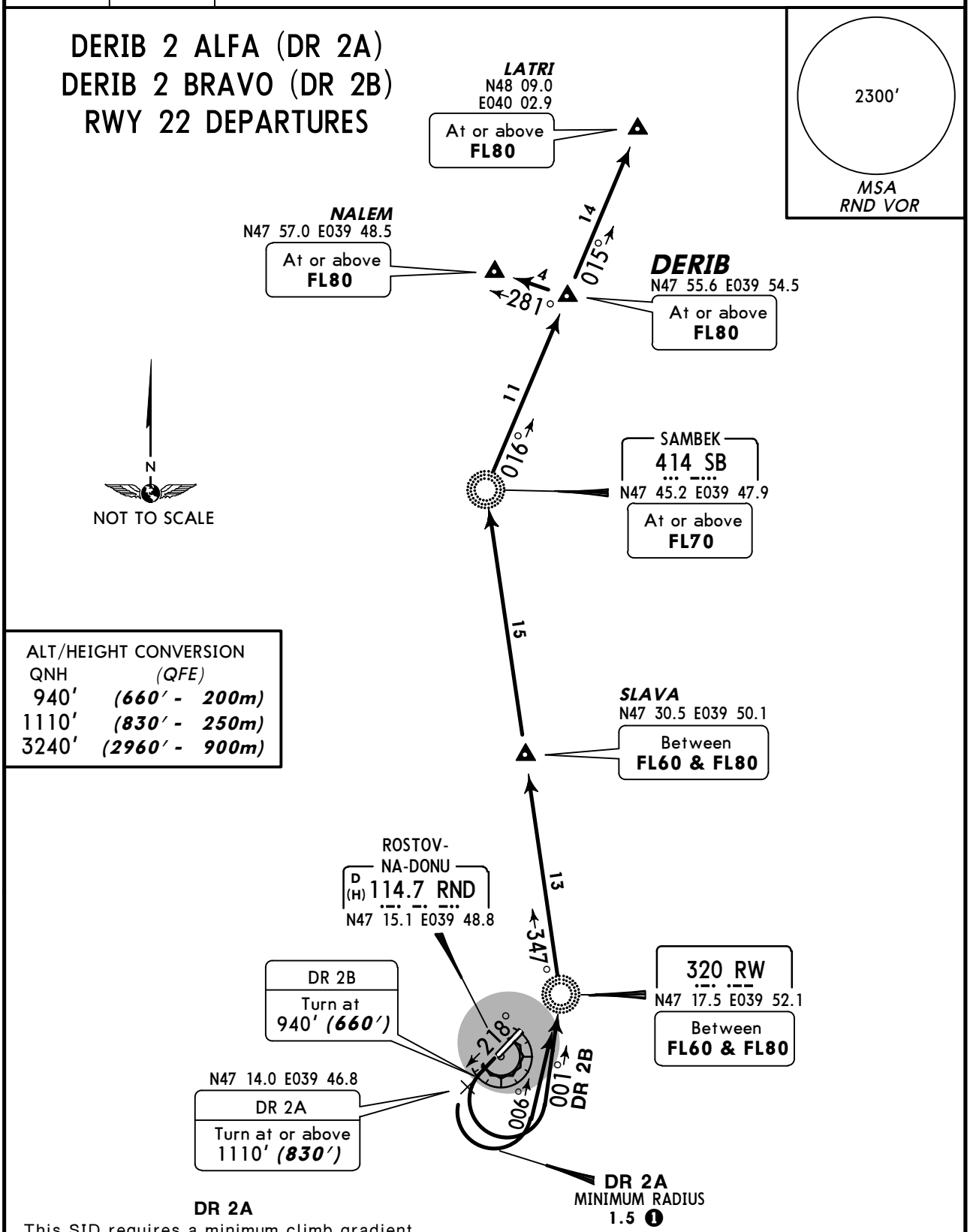
ROSTOV Radar 121.2	Apt Elev 280′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3240′ ***(2960′)*** 1. Aircraft should take-off with noise abatement procedures according to Flight Manual. 2. Immediately after take-off contact ROSTOV Radar. 3. Crossings at AWY entry points by ATC.

DERIB 2 ALFA (DR 2A)
DERIB 2 BRAVO (DR 2B)
RWY 22 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
940′	***(660′ - 200m)***
1110′	***(830′ - 250m)***
3240′	***(2960′ - 900m)***

DR 2A

This SID requires a minimum climb gradient of 7.9% until passing RW.
If unable to comply, inform ATC before take-off, DR 2D will be assigned.

Gnd speed-KT	75	100	150	200	250	300
7.9% V/V(fpm)	600	800	1200	1600	2000	2400

❶

KT	108	135	162	189	216
Bank-DEG	07	11	15	20	25

SID	ROUTING
DR 2A	Climb straight ahead, at or above 1110′ (830′) turn LEFT, intercept 006° bearing to RW, turn LEFT, 347° bearing via SLAVA to SB, turn RIGHT, 016° bearing to DERIB.
DR 2B	Climb straight ahead to 940′ (660′), turn LEFT, intercept 001° bearing to RW, turn LEFT, 347° bearing via SLAVA to SB, turn RIGHT, 016° bearing to DERIB.

CHANGES: SIDs transferred; track between DERIB & NALEM; MSA center.

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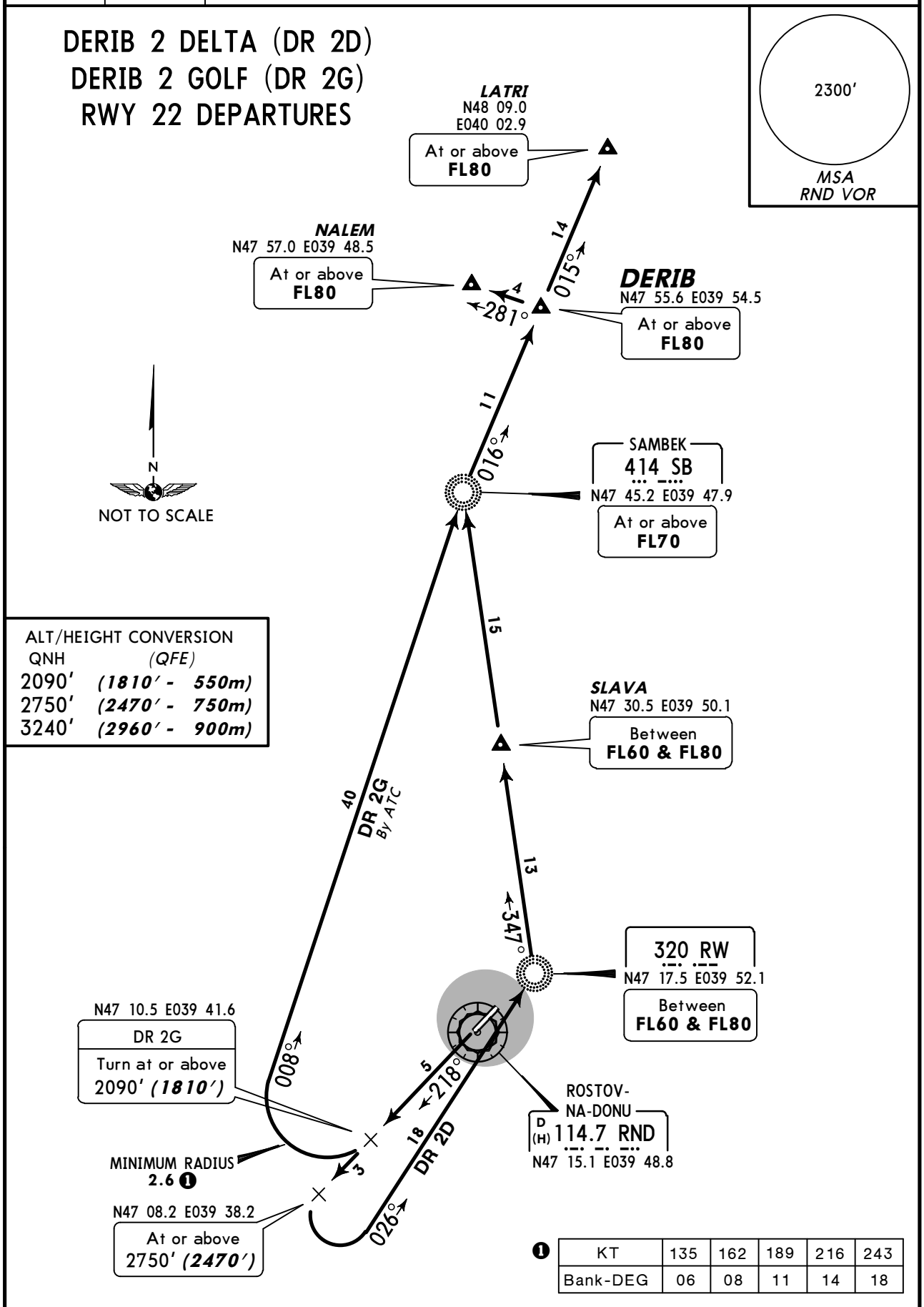
ROSTOV Radar 121.2	Apt Elev 280′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3240′ ***(2960′)*** 1. Aircraft should take-off with noise abatement procedures according to Flight Manual. 2. Immediately after take-off contact ROSTOV Radar. 3. Crossings at AWY entry points by ATC.



SID	ROUTING
DR 2D	Climb straight ahead, at or above 2750′ (2470′) turn LEFT, intercept 026° bearing to RW, turn LEFT, 347° 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 008° bearing to SB, turn RIGHT, 016° bearing to DERIB.

CHANGES: SIDs transferred; track between DERIB & NALEM; MSA center.

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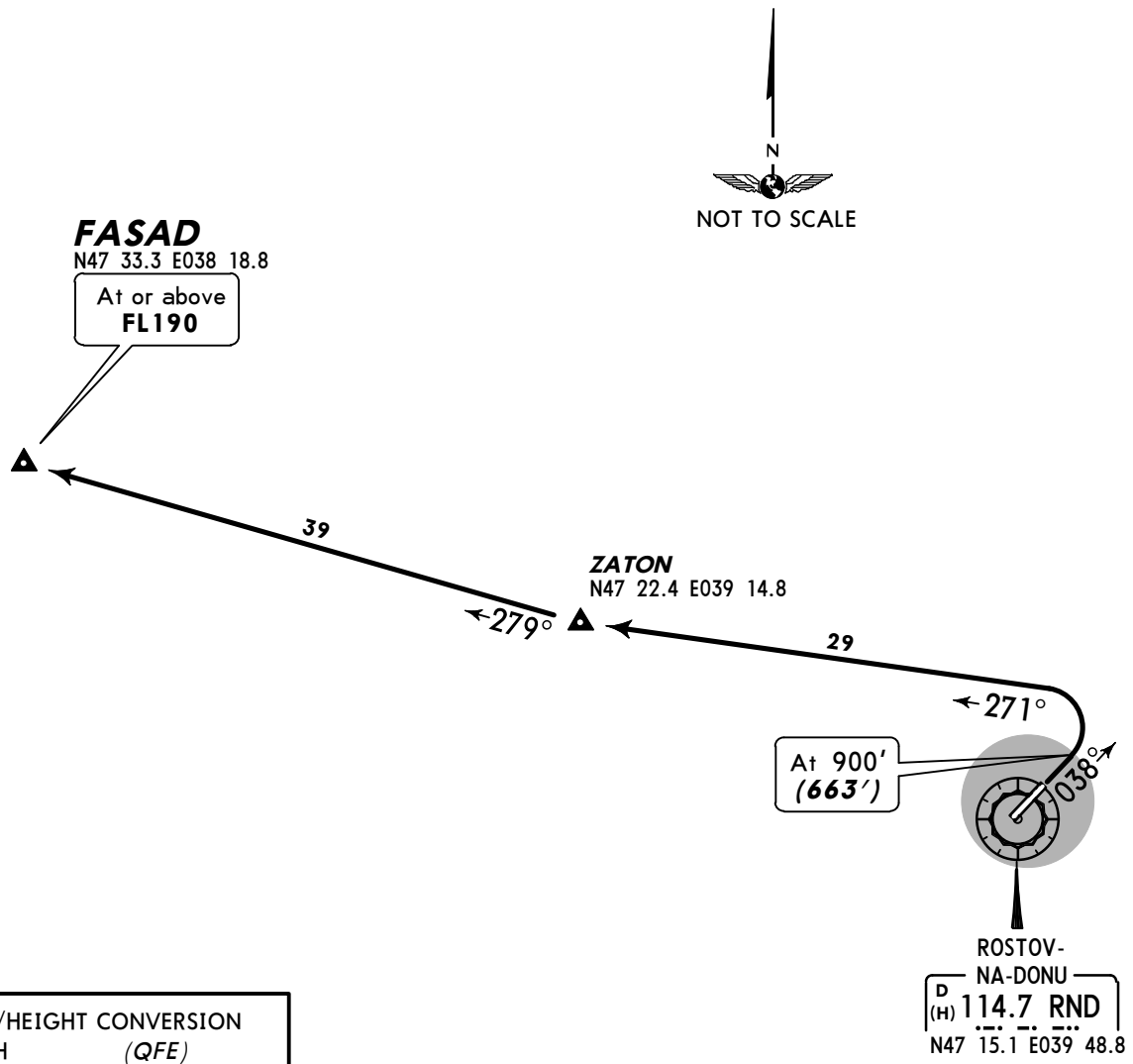
ROSTOV Radar	Apt Elev	
121.2	280′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3240′ ***(3003′)*** 1. Immediately after take-off contact ROSTOV Radar. 2. Crossings at AWY entry points by ATC.

2300′
MSA
RND VOR

FASAD 1 BRAVO (FS 1B)
RWY 04 DEPARTURE
BY ATC



ALT/HEIGHT CONVERSION

QNH	(QFE)
900′	***(663′ - 200m)***
3240′	***(3003′ - 900m)***

This SID requires a minimum climb gradient of 4.5%.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V(fpm)	342	456	684	911	1139	1367

ROUTING

Climb straight ahead to 900′ (663′), turn LEFT, 271° track to ZATON, turn RIGHT, 279° track to FASAD.

CHANGES: New chart (SID transferred).

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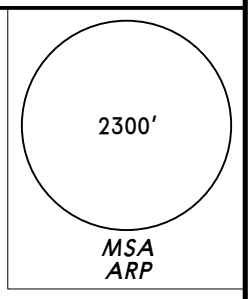
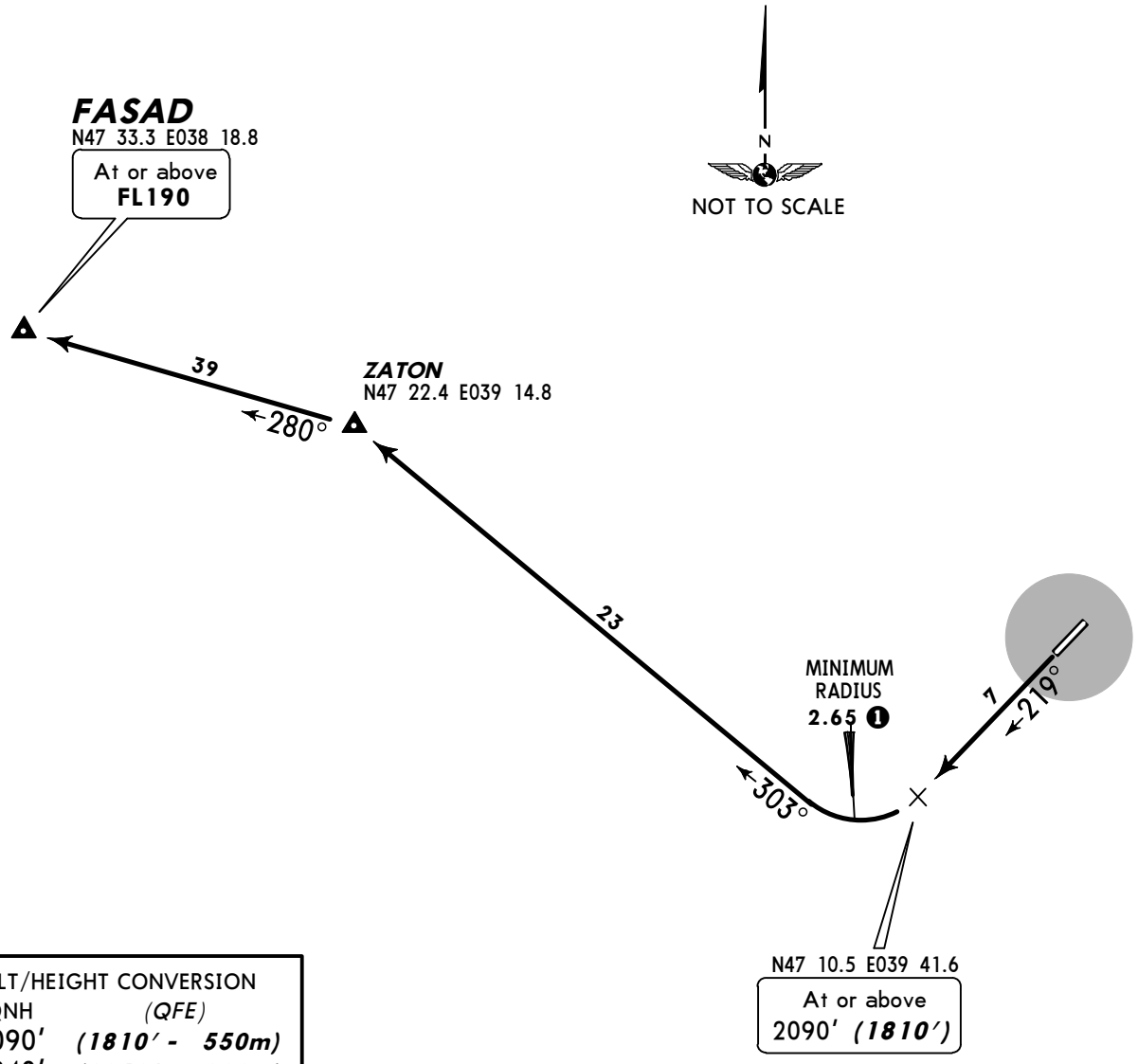
ROSTOV Radar	Apt Elev	
121.2	280′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3240′ ***(2960′)*** 1. Aircraft should take-off with noise abatement procedures according to Flight Manual. 2. Immediately after take-off contact ROSTOV Radar. 3. Crossings at AWY entry points by ATC.

FASAD 2 BRAVO (FS 2B)
RWY 22 DEPARTURE
BY ATC





ALT/HEIGHT CONVERSION

QNH	(QFE)
2090′	***(1810′ - 550m)***
3240′	***(2960′ - 900m)***

❶

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

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, at or above 2090′ (1810′), turn RIGHT, 303° track to ZATON, turn LEFT, 280° track to FASAD.

CHANGES: Trans level & crossings; climb gradient established.

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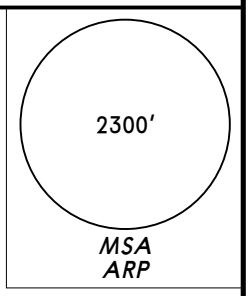
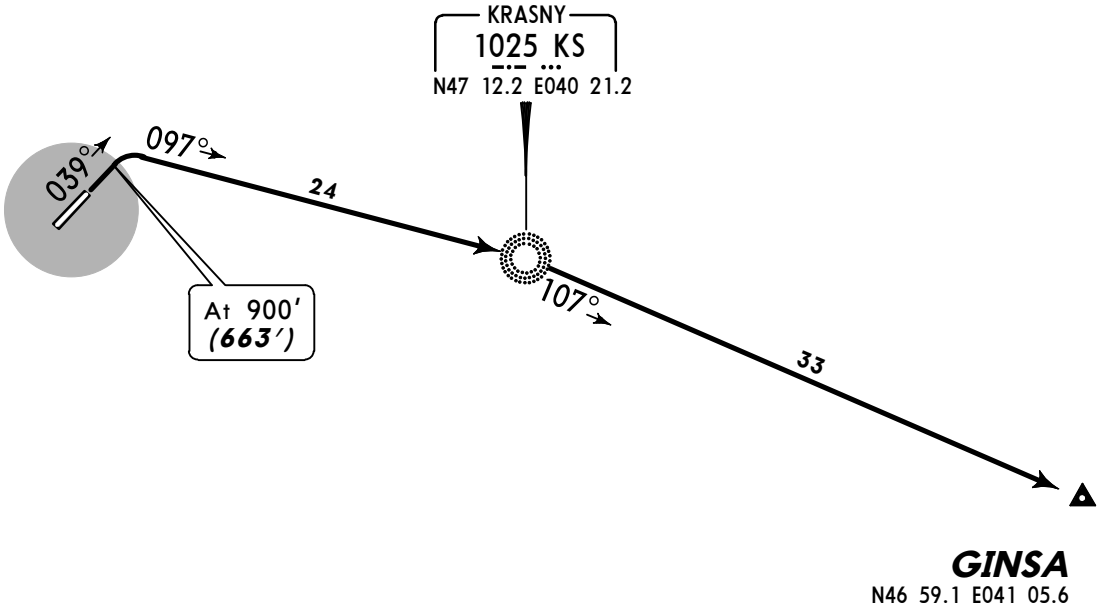
ROSTOV Radar	Apt Elev	
121.2	280′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3240′ ***(3003′)*** 1. Immediately after take-off contact ROSTOV Radar. 2. Crossings at AWY entry points by ATC.

GINSA 1 ALFA (GN 1A)
RWY 04 DEPARTURE





ALT/HEIGHT CONVERSION

QNH	(QFE)
900′	***(663′ - 200m)***
3240′	***(3003′ - 900m)***

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

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 RIGHT, 107° bearing to GINSA.

CHANGES: Trans level & crossings; climb gradient raised.

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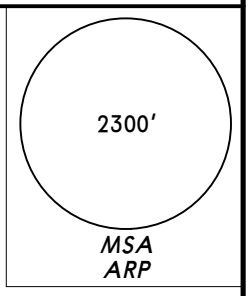
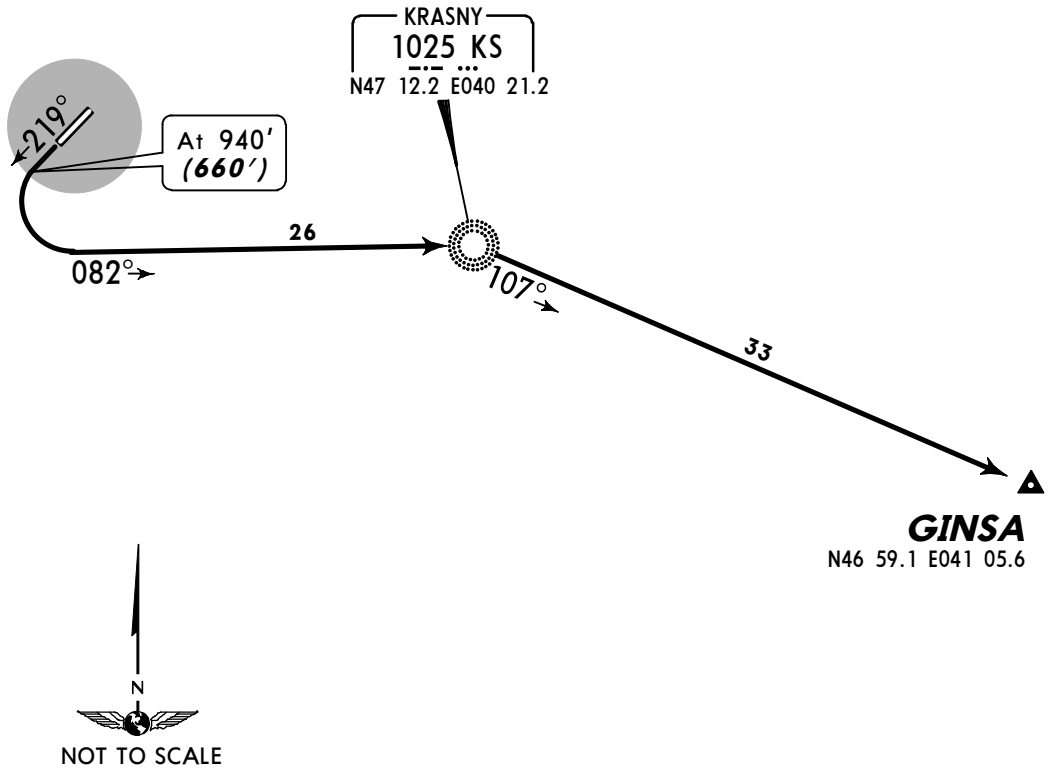
ROSTOV Radar	Apt Elev	
121.2	280′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3240′ ***(2960′)*** 1. Aircraft should take-off with noise abatement procedures according to Flight Manual. 2. Immediately after take-off contact ROSTOV Radar. 3. Crossings at AWY entry points by ATC.

GINSA 2 ALFA (GN 2A)
RWY 22 DEPARTURE





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

This SID requires a minimum climb gradient of
292′ per NM (4.8%).

Gnd speed-KT	75	100	150	200	250	300
292′ per NM	365	486	729	972	1215	1458

ROUTING

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

CHANGES: Trans level & crossings; climb gradient raised.

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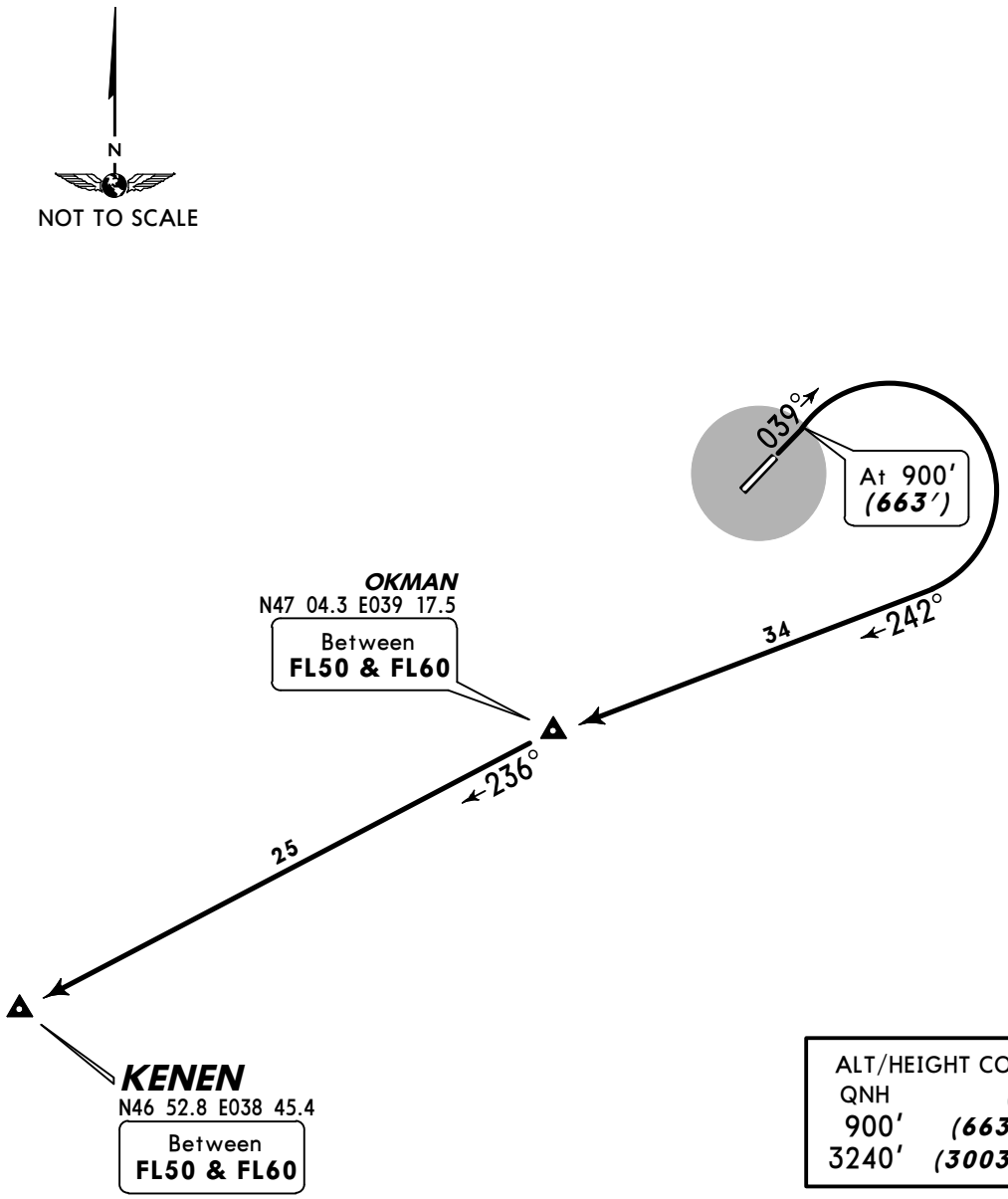
ROSTOV Radar	Apt Elev	
121.2	280′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3240′ ***(3003′)*** 1. Immediately after take-off contact ROSTOV Radar. 2. Crossings at AWY entry points by ATC.

2300′
MSA ARP

KENEN 1 ALFA (KN 1A)
RWY 04 DEPARTURE



ALT/HEIGHT CONVERSION

QNH	(QFE)
900′	***(663′ - 200m)***
3240′	***(3003′ - 900m)***

ROUTING

Climb straight ahead to 900′ (663′), turn RIGHT, 242° track to OKMAN, turn LEFT, 236° track to KENEN.

CHANGES: Trans level & crossings.

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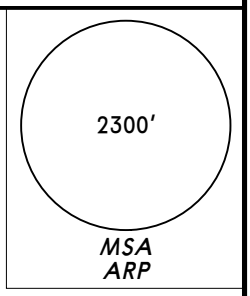
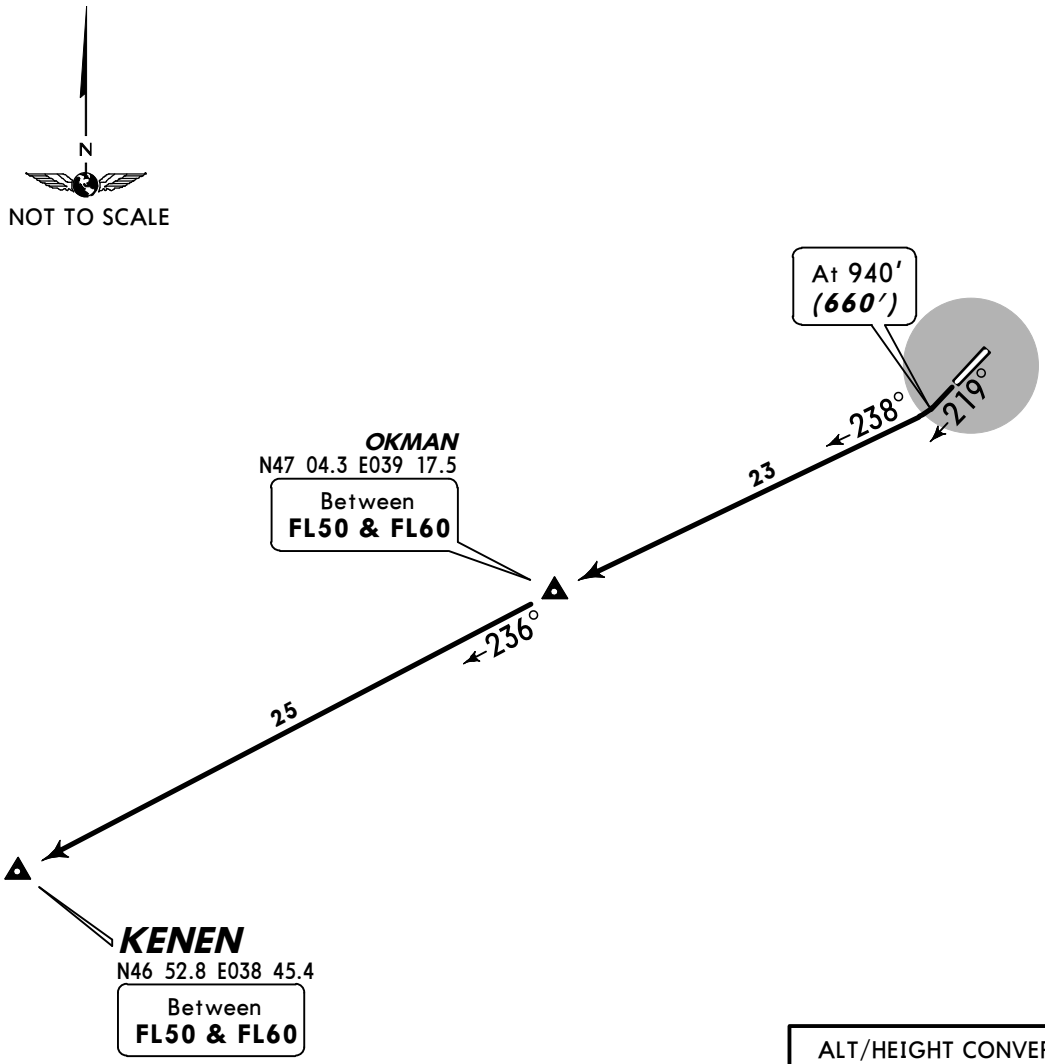
ROSTOV Radar	Apt Elev	
121.2	280′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3240′ ***(2960′)*** 1. Aircraft should take-off with noise abatement procedures according to Flight Manual. 2. Immediately after take-off contact ROSTOV Radar. 3. Crossings at AWY entry points by ATC.

KENEN 2 ALFA (KN 2A)
RWY 22 DEPARTURE





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

ROUTING

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

CHANGES: Trans level & crossings.

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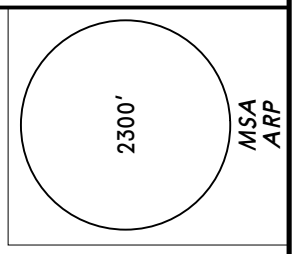
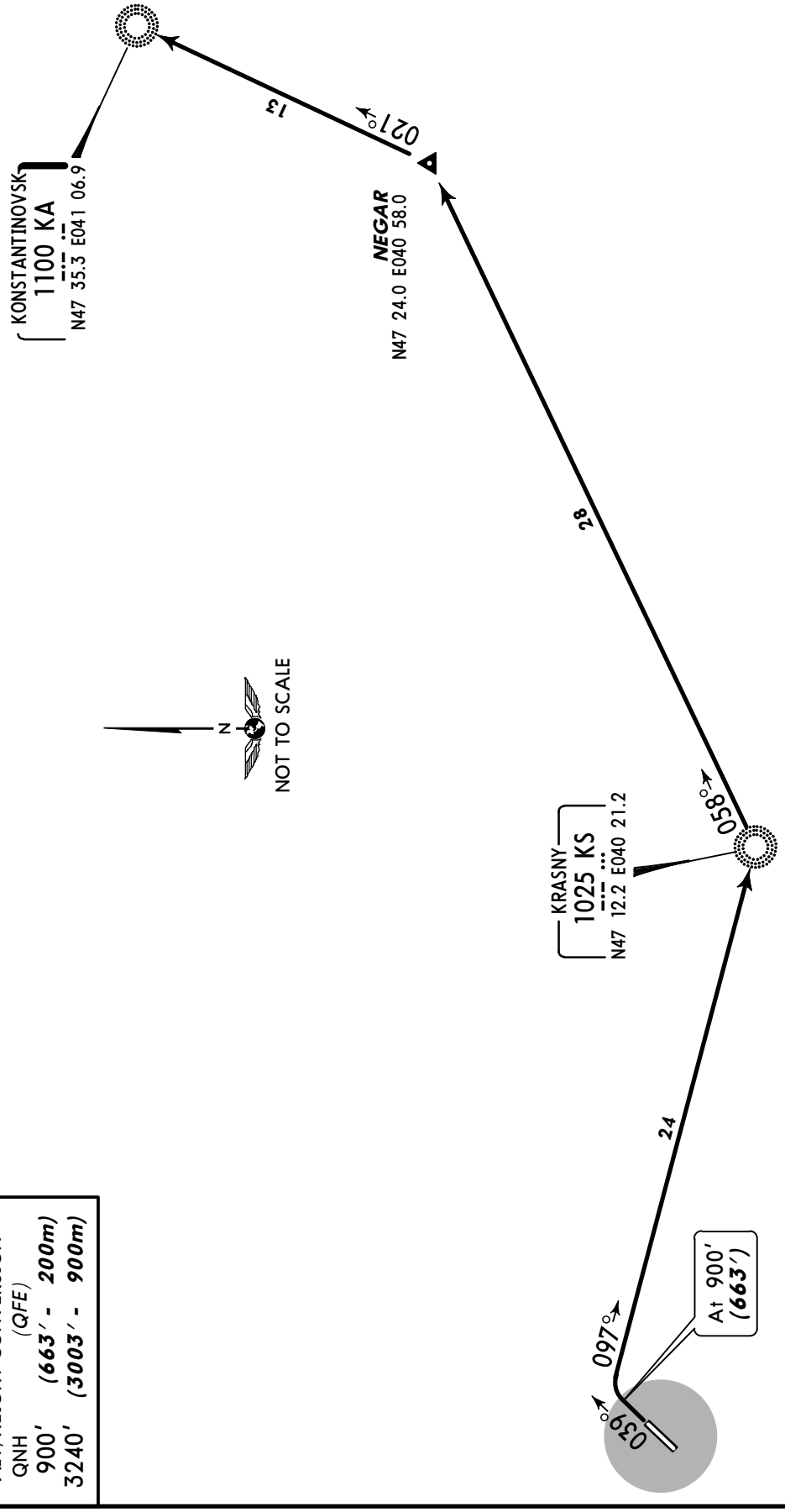
ROSTOV Radar	Apt Elev	
121.2	280′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3240′ ***(3003′)*** 1. Immediately after take-off contact ROSTOV Radar. 2. Crossings at AWY entry points by ATC.

KONSTANTINOVSK 1 ALFA (KA 1A)
RWY 04 DEPARTURE





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

This SID requires a minimum climb gradient of 280′ per NM (4.6%).

Gnd speed-KT	75	100	150	200	250	300
280′ per NM	349	466	699	932	1165	1398

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.

CHANGES: Trans level & crossings; climb gradient lowered.

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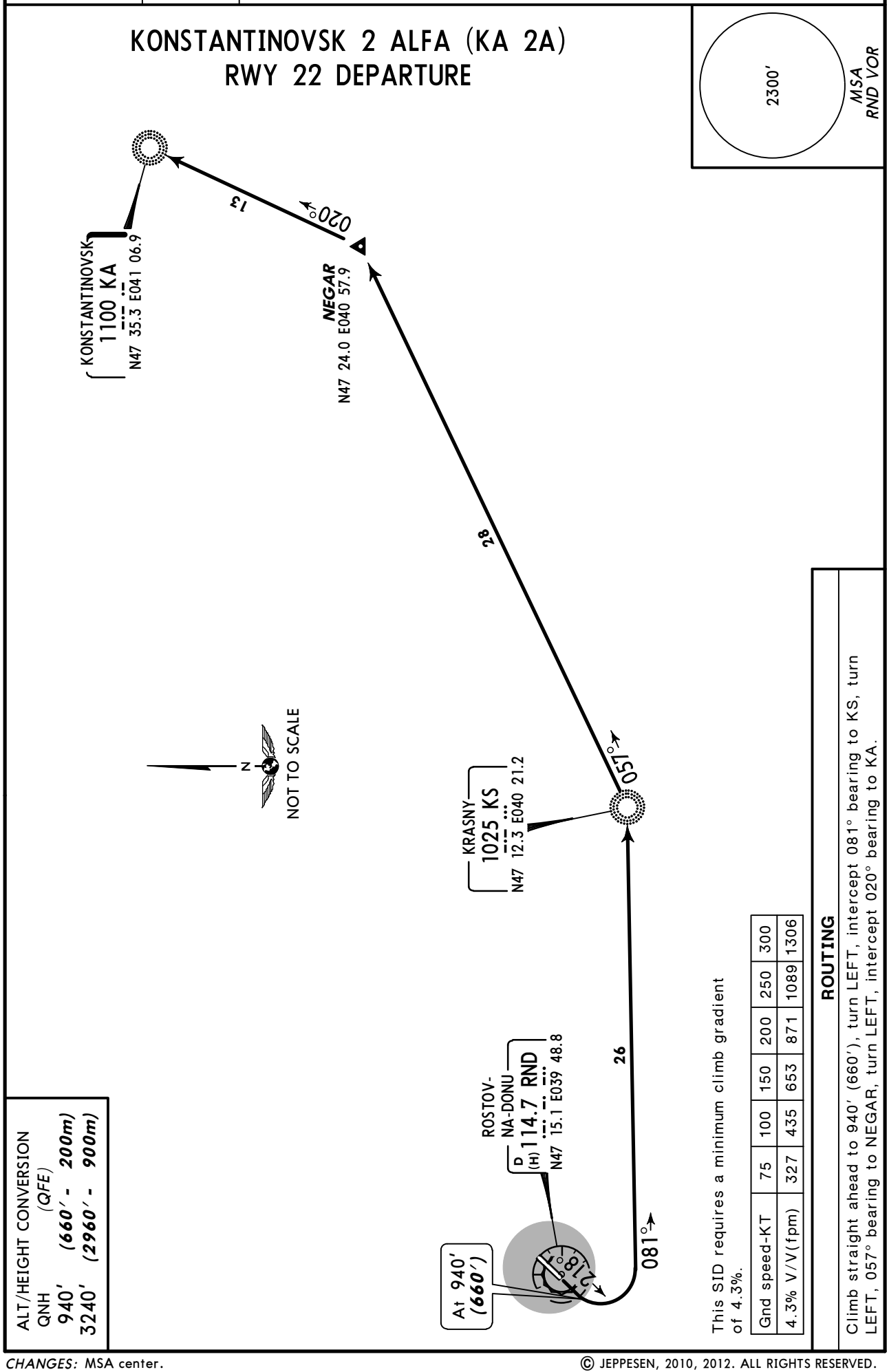
ROSTOV Radar	Apt Elev
121.2	280′

QNH on request **(QFE)** Trans level: FL50 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.

KONSTANTINOVSK 2 ALFA (KA 2A)
RWY 22 DEPARTURE



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

This SID requires a minimum climb gradient of 4.3%.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V(fpm)	327	435	653	871	1089	1306

ROUTING

Climb straight ahead to 940′ (660′), turn LEFT, intercept 081° bearing to KS, turn LEFT, 057° bearing to NEGAR, turn LEFT, intercept 020° bearing to KA.

CHANGES: MSA center.

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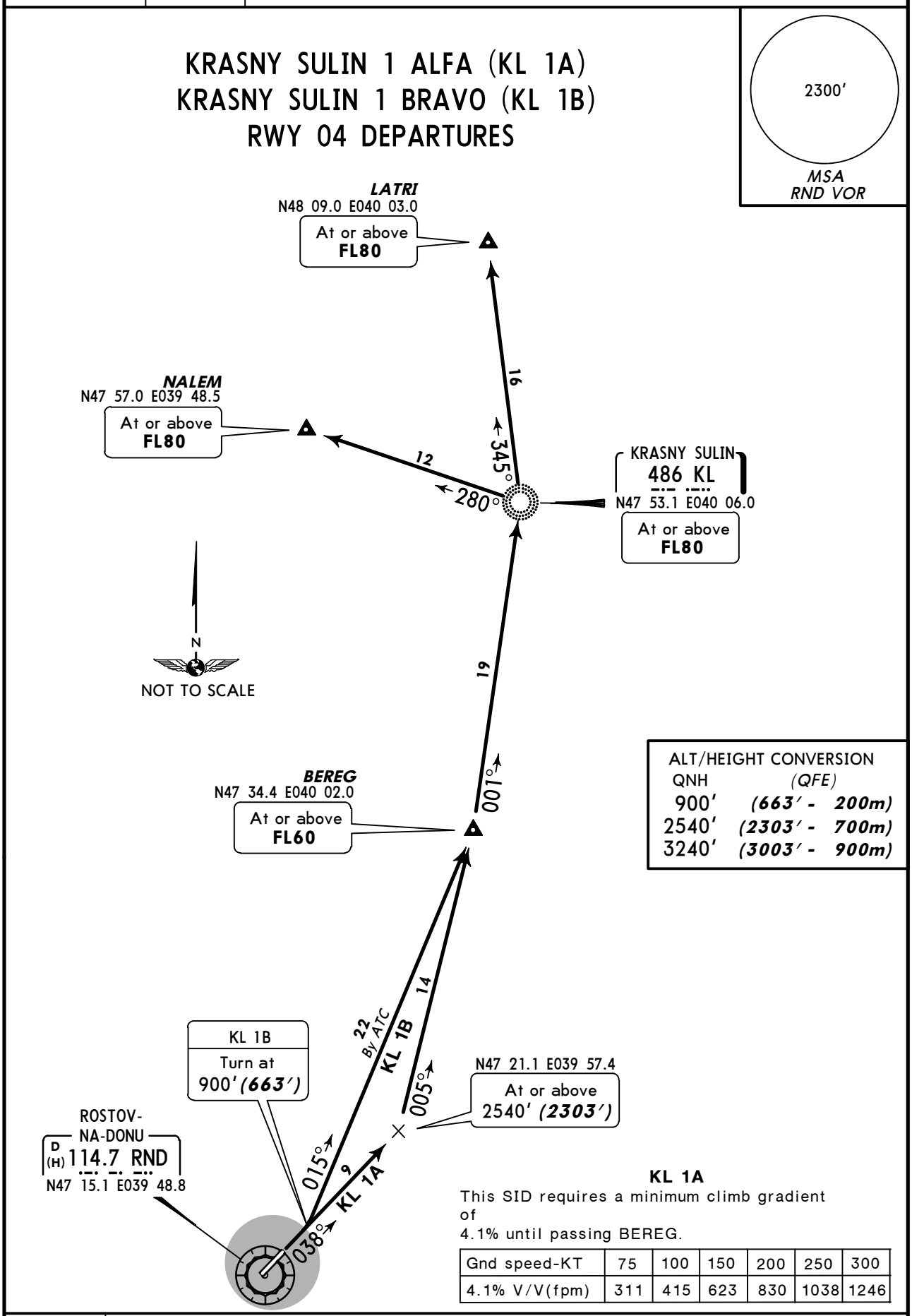
ROSTOV Radar	Apt Elev	
121.2	280′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3240′ ***(3003′)*** 1. Immediately after take-off contact ROSTOV Radar. 2. Crossings at AWY entry points by ATC.

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



KL 1A

This SID requires a minimum climb gradient of
4.1% until passing BEREG.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V(fpm)	311	415	623	830	1038	1246

SID	ROUTING
KL 1A	Climb straight ahead, at or above 2540′ (2302′), turn LEFT, 005° track to BEREG, turn LEFT, intercept 001° bearing to KL.
KL 1B By ATC	Climb straight ahead to 900′ (663′), turn LEFT, 015° track to BEREG, turn LEFT, intercept 001° bearing to KL.

CHANGES: Bearing between KL & NALEM; MSA center.

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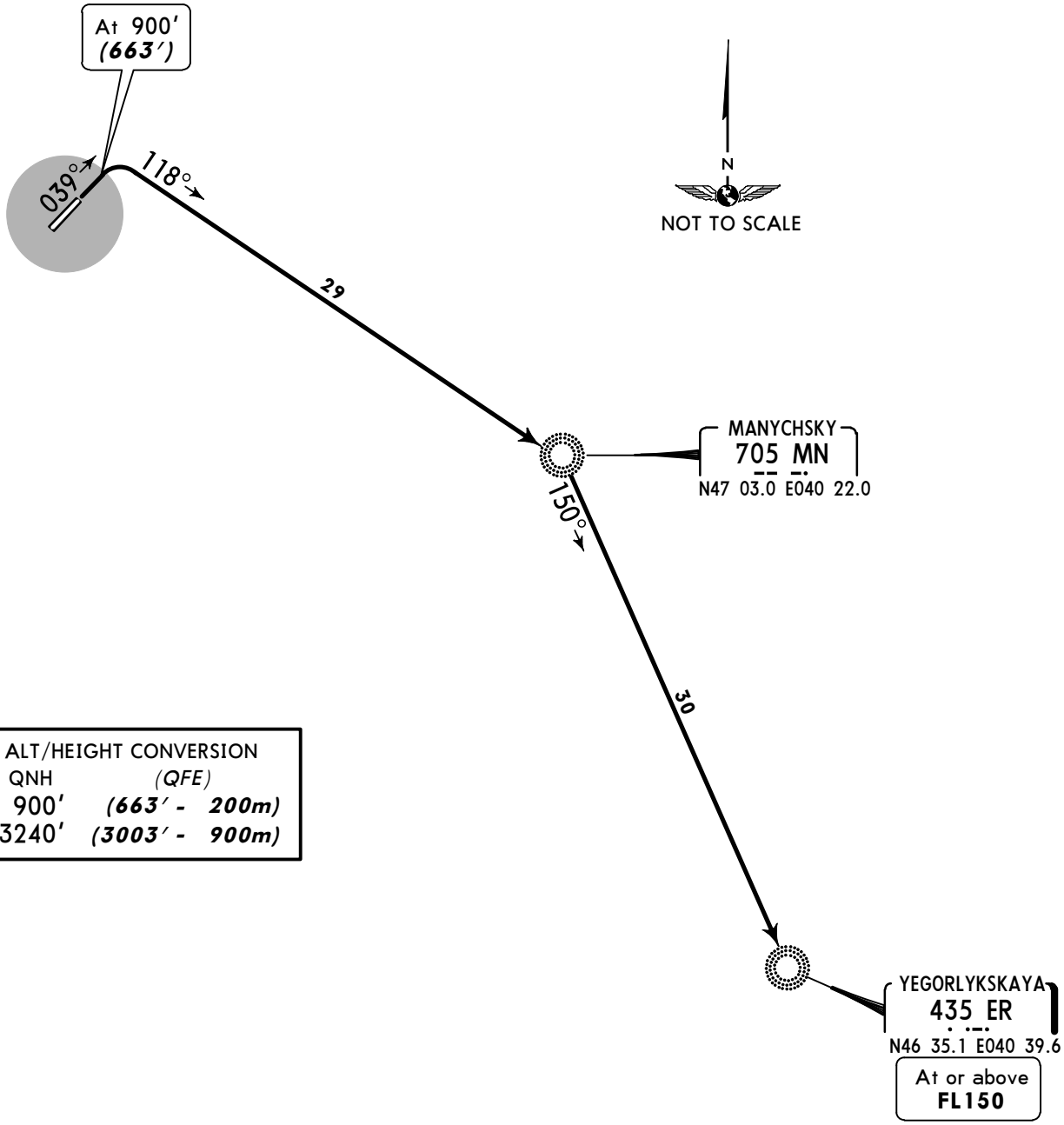
ROSTOV Radar	Apt Elev	
121.2	280′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3240′ ***(3003′)*** 1. Immediately after take-off contact ROSTOV Radar. 2. Crossings at AWY entry points by ATC.

2300′
MSA ARP

YEGORLYK 1 ALFA (ER 1A)
RWY 04 DEPARTURE



ALT/HEIGHT CONVERSION

QNH	(QFE)
900′	***(663′ - 200m)***
3240′	***(3003′ - 900m)***

This SID requires a minimum climb gradient of
255′ per NM (4.2%).

Gnd speed-KT	75	100	150	200	250	300
255′ per NM	319	425	638	851	1063	1276

ROUTING

Climb straight ahead to 900′ (663′), turn RIGHT, intercept 118° bearing to MN, turn RIGHT, 150° bearing to ER.

CHANGES: Trans level & crossings.

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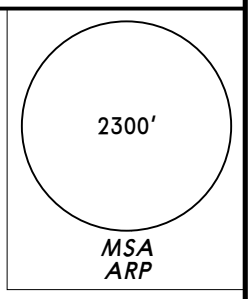
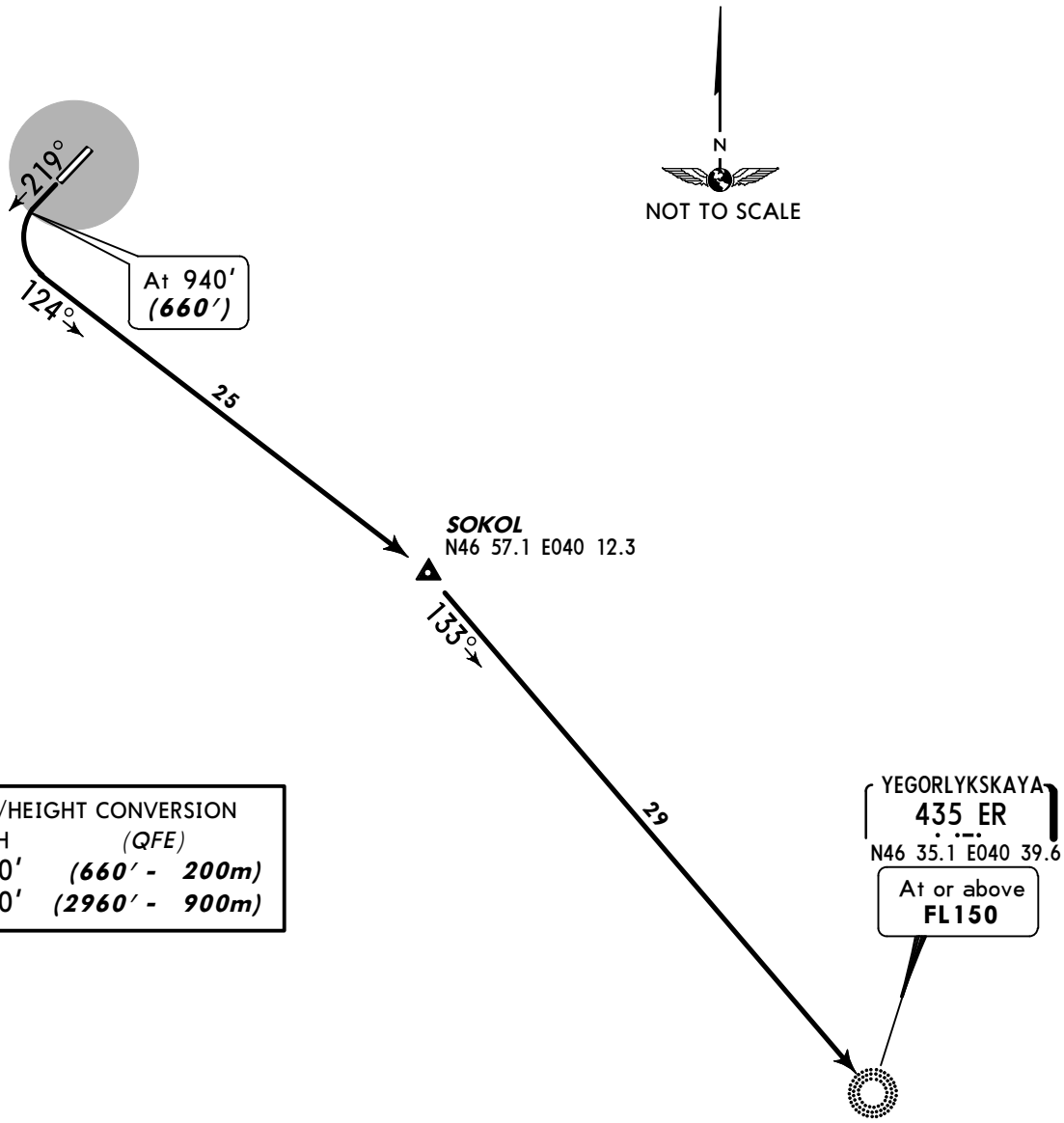
ROSTOV Radar	Apt Elev	
121.2	280′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3240′ ***(2960′)*** 1. Aircraft should take-off with noise abatement procedures according to Flight Manual. 2. Immediately after take-off contact ROSTOV Radar. 3. Crossings at AWY entry points by ATC.

YEGORLYK 2 ALFA (ER 2A)
RWY 22 DEPARTURE





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

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.

CHANGES: Trans level & crossings.

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NOISE ABATEMENT

ARRIVALS

APPROACH PHASE

Noise abatement procedures shall be executed by all ACFT.

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 RWY 22.

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

DEPARTURES

TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall be executed by all ACFT during take-off on 218° 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 ACFT type.

During take-off on 038° heading and exit from TMA via BEREG climb straight ahead to 2540′ (2303′), turn LEFT to BEREG with a minimum climb gradient of 4.1% until crossing BEREG.

During take-off on 218° heading and exit from TMA via SLAVA climb straight ahead to 1110′ (830′), turn LEFT to LOM with minimum radius of 1.5 NM and with a minimum climb gradient of 7.7% until crossing LOM.

During take-off on 218° heading and exit from TMA via RIGHT turn climb straight ahead to 2090′ (1810′), RIGHT turn with minimum radius of 2.6 NM.

Special procedures on take-off heading 218°

Take-off and climbing to 1760′ (1480′)	Take-off power Take-off flaps V_2 + 11 to 22 KT At or above 940′ (660′) turn with 25° bank
At 1760′ (1480′)	Reduce engine power to a minimum while maintaining positive rate of climb
Between 1760′ (1480′) - 3240′ (2960′)	V_2 + 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 RWY 04 and landing on RWY 22.

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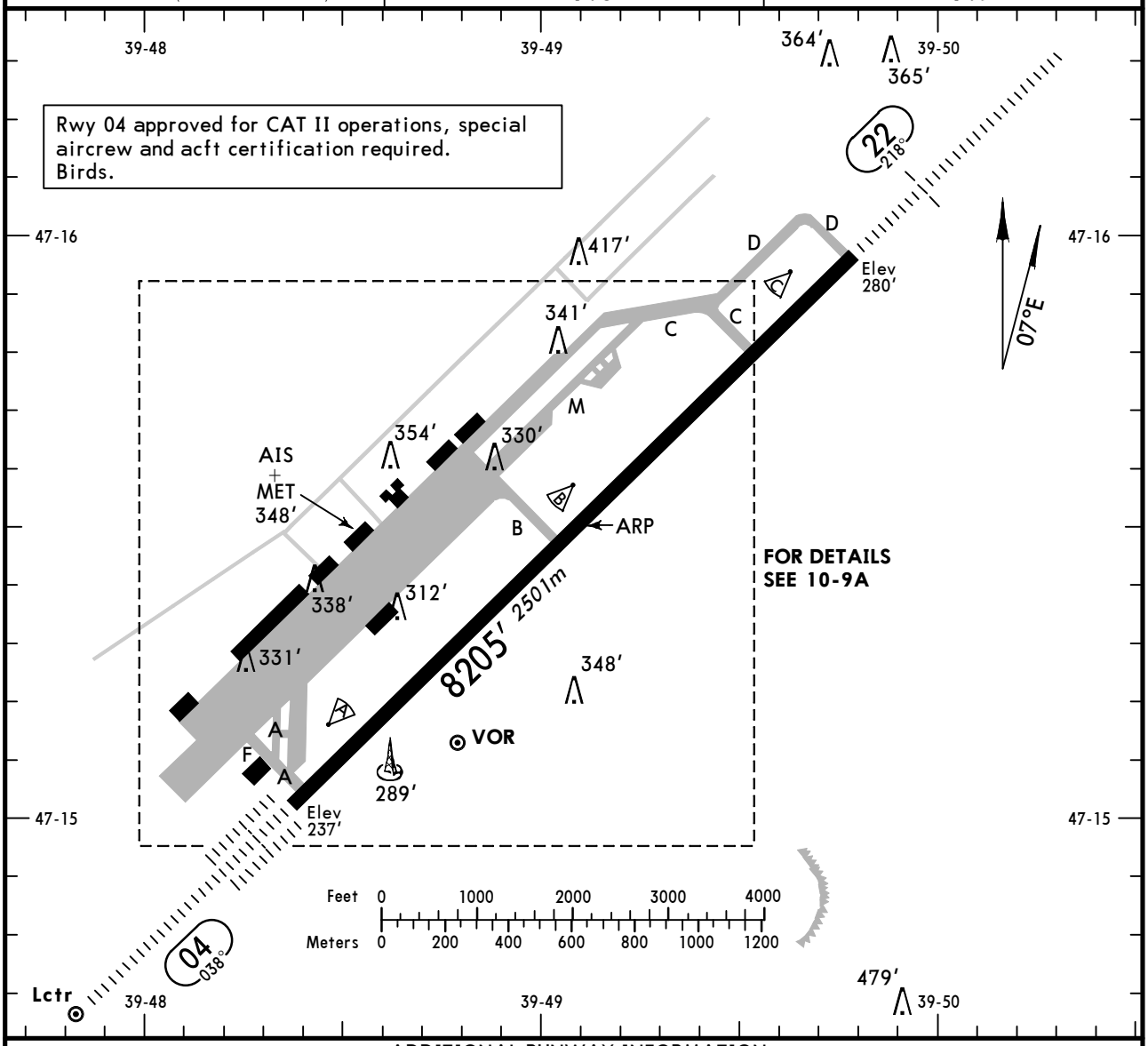
ATIS	ROSTOV Taxiing (GND)	Start (TWR)
132.4 (Russian 121.7)	119.0	119.7



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
04	HIRL *(60m)* CL *(15m)* HIALS-II TDZ ❷ RVR		7172′ *2186m*		148′ *45m*
22❶	HIRL *(60m)* CL *(15m)* HIALS ❷ RVR		6321′ *1927m*		

❶ Last third of rwy slippery when wet.
❷ PAPI-L (angle 2.67°)

Taxiing on apron and twys with FOLLOW-ME only, when visibility is less than 400m.

LOW VISIBILITY PROCEDURES

Procedures are applied when RVR is less than 550m.
After landing, pilots must report vacation 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	*200m (150m)*	*250m*	*400m*
B			
C			
D	*250m (200m)*	*300m*	

CHANGES: Communications. Usable lengths.

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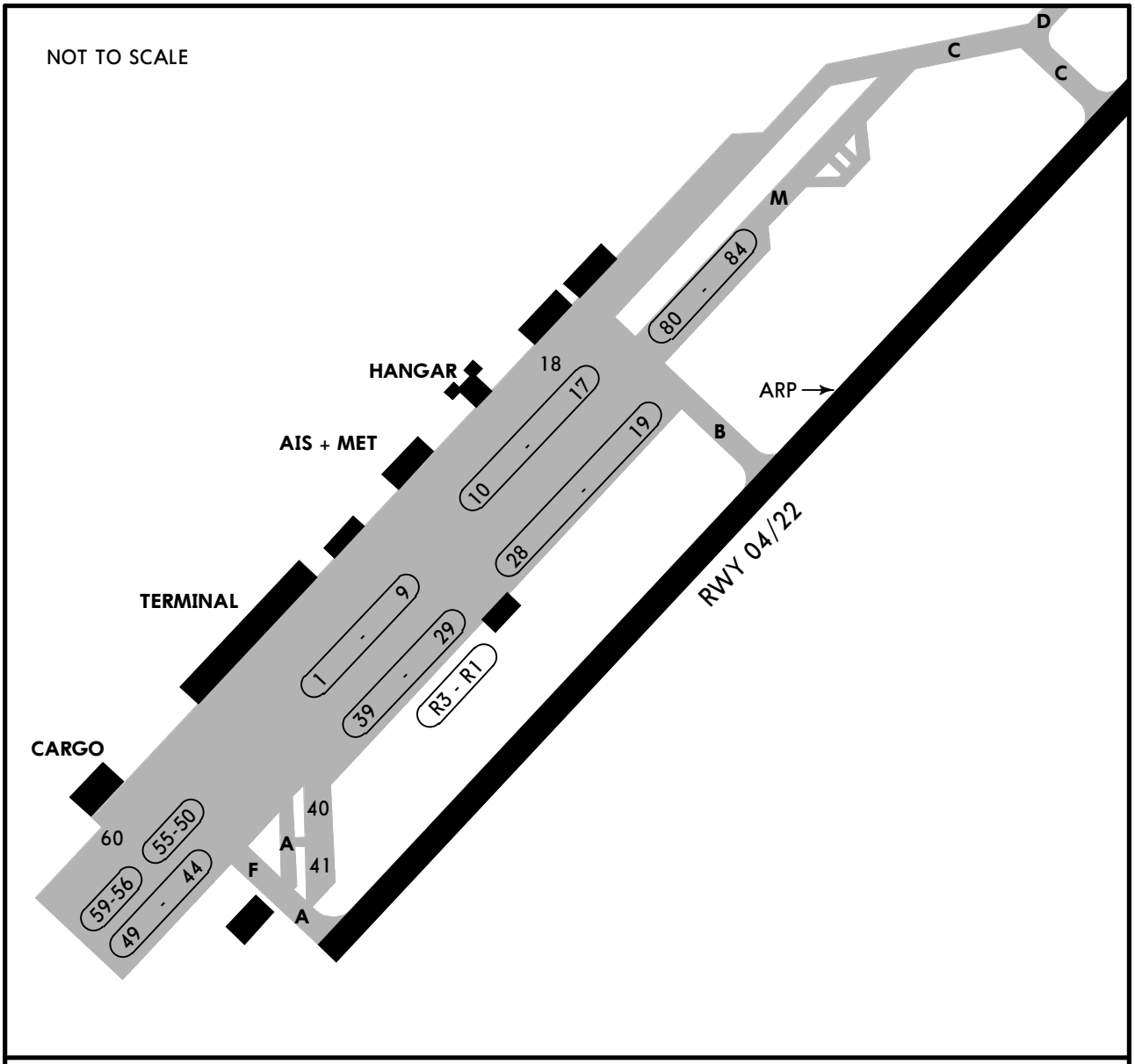

When leaving stands 1, 2 and 44 thru 47 by towing start-up to be carried out on Twys A, F or on apron in front of stands 29 thru 39.
Stands 16 thru 28 are cul-de-sacs.
Stands 16 thru 18: Enter/exit by towing.
Stands 19 thru 28 and 80 thru 84: Enter by towing.
Stands 1 thru 41, 44 thru 47, 50 thru 59 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.
B737-300 acft: taxiing into stand 1 shall be carried out under own engines power. Taxiing out of stand 1 by towing.

CHANGES: None.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N47 15.2 E039 48.2	38, 39	N47 15.2 E039 48.3
2 ❶	N47 15.3 E039 48.3	40, 41	N47 15.1 E039 48.3
2 ❷	N47 15.2 E039 48.3	44	N47 15.2 E039 48.2
3 thru 5	N47 15.3 E039 48.3	45 ❶	N47 15.2 E039 48.2
6, 7	N47 15.3 E039 48.4	45 ❷	N47 15.1 E039 48.2
8	N47 15.4 E039 48.4	46 ❶	N47 15.1 E039 48.1
9 thru 11	N47 15.4 E039 48.5	46 ❷	N47 15.1 E039 48.2
12	N47 15.4 E039 48.6	47	N47 15.1 E039 48.1
13 thru 15	N47 15.5 E039 48.6	48	N47 15.1 E039 48.1
16 ❶	N47 15.5 E039 48.6	49	N47 15.1 E039 48.0
16 ❷	N47 15.5 E039 48.7	49	N47 15.1 E039 48.1
17	N47 15.5 E039 48.7	50	N47 15.2 E039 48.2
18	N47 15.5 E039 48.6	51 ❶	N47 15.2 E039 48.1
19 thru 21	N47 15.5 E039 48.8	51 ❷	N47 15.2 E039 48.2
22 thru 24	N47 15.5 E039 48.7	52 thru 54	N47 15.2 E039 48.1
25	N47 15.4 E039 48.7	55 ❶	N47 15.1 E039 48.1
26 thru 28	N47 15.4 E039 48.6	55 ❷	N47 15.2 E039 48.0
29 thru 31	N47 15.3 E039 48.5	56 thru 59	N47 15.1 E039 48.0
32 ❶	N47 15.3 E039 48.4	80 thru 82	N47 15.6 E039 48.9
32 ❷	N47 15.3 E039 48.5	83, 84	N47 15.6 E039 49.0
33 thru 35	N47 15.3 E039 48.4		
36 ❶	N47 15.3 E039 48.4		
36 ❷	N47 15.2 E039 48.4		
37 ❶	N47 15.2 E039 48.3		
37 ❷	N47 15.2 E039 48.4		

❶ Stand direction NW
❷ Stand direction SE

CHANGES: New page.

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STRAIGHT-IN RWY		A	B	C	D
04	CAT 2 ILS	**337′**(100′) **RA110′R350m**	**337′**(100′) **RA110′R350m**	**337′**(100′) **RA110′R350m**	**337′**(100′) **RA110′R350m**
	ILS *FULL* *Limited* *ALS out*	**437′**(200′) **R550m** R750m R1200m	**437′**(200′) **R550m** R750m R1200m	**437′**(200′) **R550m** R750m R1200m	**437′**(200′) **R550m** R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶ **with D5.7/Radar** *ALS out*	**660′**(423′) **R1300m** R1500m	**660′**(423′) **R1300m** R1500m	**660′**(423′) **R1300m** R2000m	**660′**(423′) **R1300m** R2000m
	2 NDB ❶ **w/o D5.7/Radar** *ALS out*	**1000′**(763′) **C2900m** C3600m	**1000′**(763′) **C2900m** C3600m	**1000′**(763′) **C2900m** C3600m	**1000′**(763′) **C2900m** C3600m
	RN NDB ❶ **with D5.7/Radar** *ALS out*	**730′**(493′) **R1500m** R1500m	**730′**(493′) **R1500m** R1500m	**730′**(493′) **R1500m** C2300m	**730′**(493′) **R1500m** C2300m
	RN NDB ❶ **w/o D5.7/Radar** *ALS out*	**1000′**(763′) **C2900m** C3600m	**1000′**(763′) **C2900m** C3600m	**1000′**(763′) **C2900m** C3600m	**1000′**(763′) **C2900m** C3600m
	N Lctr ❶ **with D5.7/Radar** *ALS out*	**850′**(613′) **R1500m** R1500m	**850′**(613′) **R1500m** R1500m	**850′**(613′) **C2100m** C2400m	**850′**(613′) **C2100m** C2400m
	N Lctr **w/o D5.7/Radar** *ALS out*	**1400′**(1163′) **C4800m** C5000m	**1400′**(1163′) **C4800m** C5000m	**1400′**(1163′) **C5000m** C5000m	**1400′**(1163′) **C5000m** C5000m
22	ILS *FULL* *Limited* *ALS out*	**480′**(200′) **R550m** R750m R1200m	**480′**(200′) **R550m** R750m R1200m	**480′**(200′) **R550m** R750m R1200m	**480′**(200′) **R550m** R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶ *ALS out*	**740′**(460′) **R1400m** R1500m	**740′**(460′) **R1400m** R1500m	**740′**(460′) **R1400m** C2100m	**740′**(460′) **R1400m** C2100m
	RW NDB ❶ *ALS out*	**790′**(510′) **R1500m** R1500m	**790′**(510′) **R1500m** R1500m	**790′**(510′) **R1600m** C2400m	**790′**(510′) **R1600m** C2400m
	W Lctr ❶ **with D6.5/Radar** *ALS out*	**790′**(510′) **R1500m** R1500m	**790′**(510′) **R1500m** R1500m	**790′**(510′) **R1600m** C2400m	**790′**(510′) **R1600m** C2400m
	W Lctr **w/o D6.5/Radar** *ALS out*	**1070′**(790′) **C3100m** C3800m	**1070′**(790′) **C3100m** C3800m	**1070′**(790′) **C3300m** C4000m	**1070′**(790′) **C3300m** C4000m

❶ Continuous Descent Final Approach

TAKE-OFF RWY 04, 22

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

CHANGES: NDB minimums.

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BRIEFING STRIP ™

ATIS	ROSTOV Approach	ROSTOV Radar	ROSTOV Tower/Start (TWR)	Ground
132.4 (Russian 121.7)	128.2	121.2	119.7	119.0

LOC IRN	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 280′
110.5	038°	910′ (673′)	437′ (200′)	RWY 237′

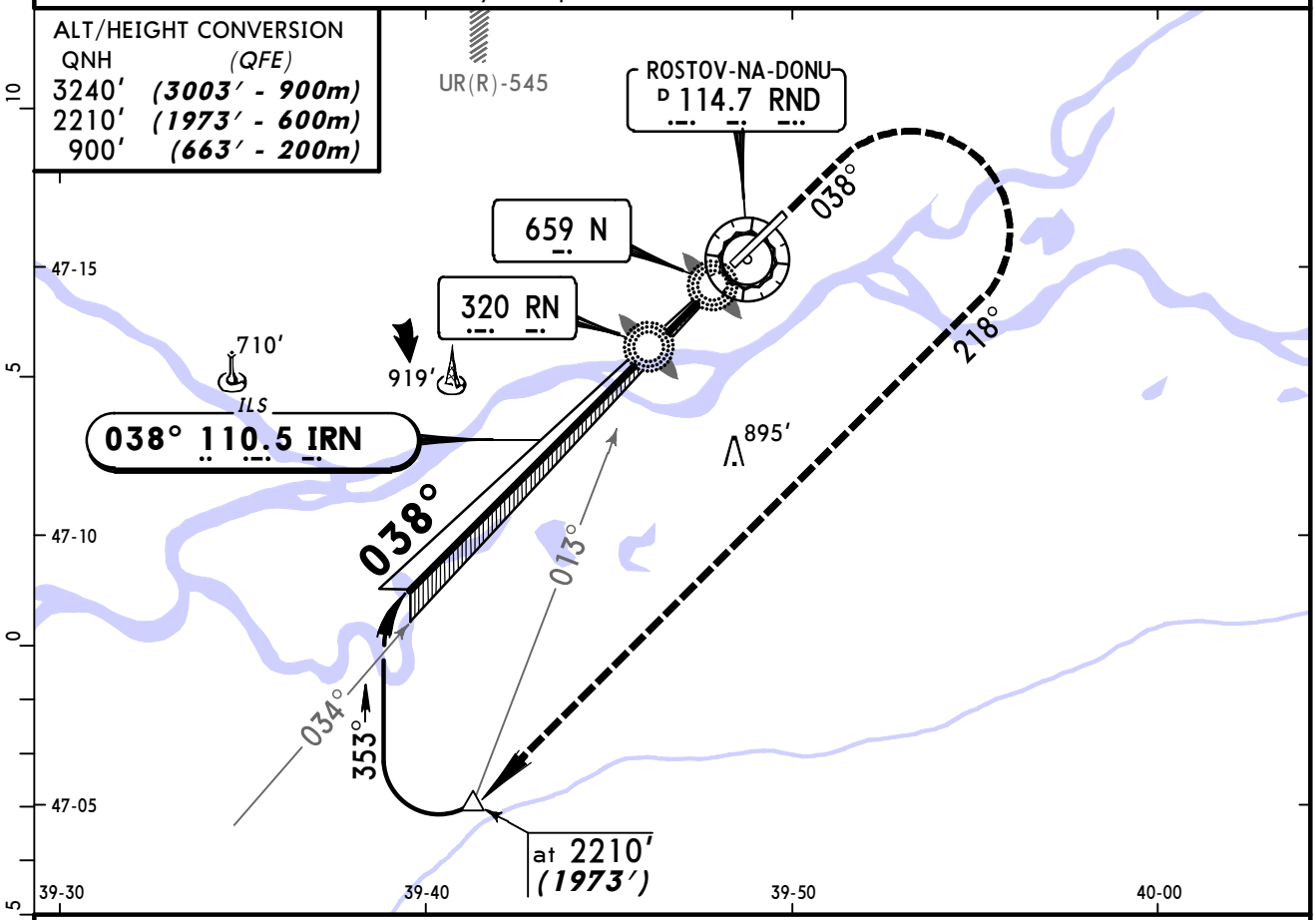
MISSED APCH: Climb on 038° to 900′ (663′), then turn RIGHT onto 218° climbing to 2210′ (1973′), then according to chart.
When going around, immediately contact ROSTOV Radar.

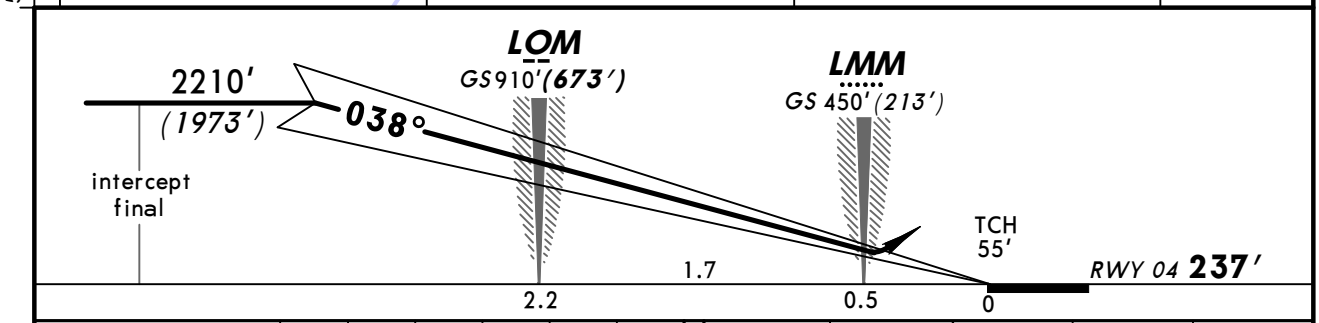
2300′
MSA RND VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 Trans alt: 3240′ **(3003′)**
Increased turbulence and windshear may be expected on final.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3240′	(3003′ - 900m)
2210′	(1973′ - 600m)
900′	(663′ - 200m)





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.67°	336	432	480	576	671	767

HIALS-II | 900′ (663′) on 038° | 218° RT | 2210′ (1973′)

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

CHANGES: Communications.

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URRR/ROV
ROSTOV-NA-DONU

JEPPESEN 8 MAR 13 (11-1A)

ROSTOV-NA-DONU, RUSSIA
CAT II ILS Rwy 04

BRIEFING STRIP

ATIS	ROSTOV Approach	ROSTOV Radar	ROSTOV Tower/Start (TWR)	Ground
132.4 (Russian 121.7)	128.2	121.2	119.7	119.0

LOC	Final Apch Crs	GS LOM	CAT II ILS RA 110′ DA(H) 337′ (100′)	Apt Elev 280′ RWY 237′
IRN 110.5	038°	910′ (673′)		

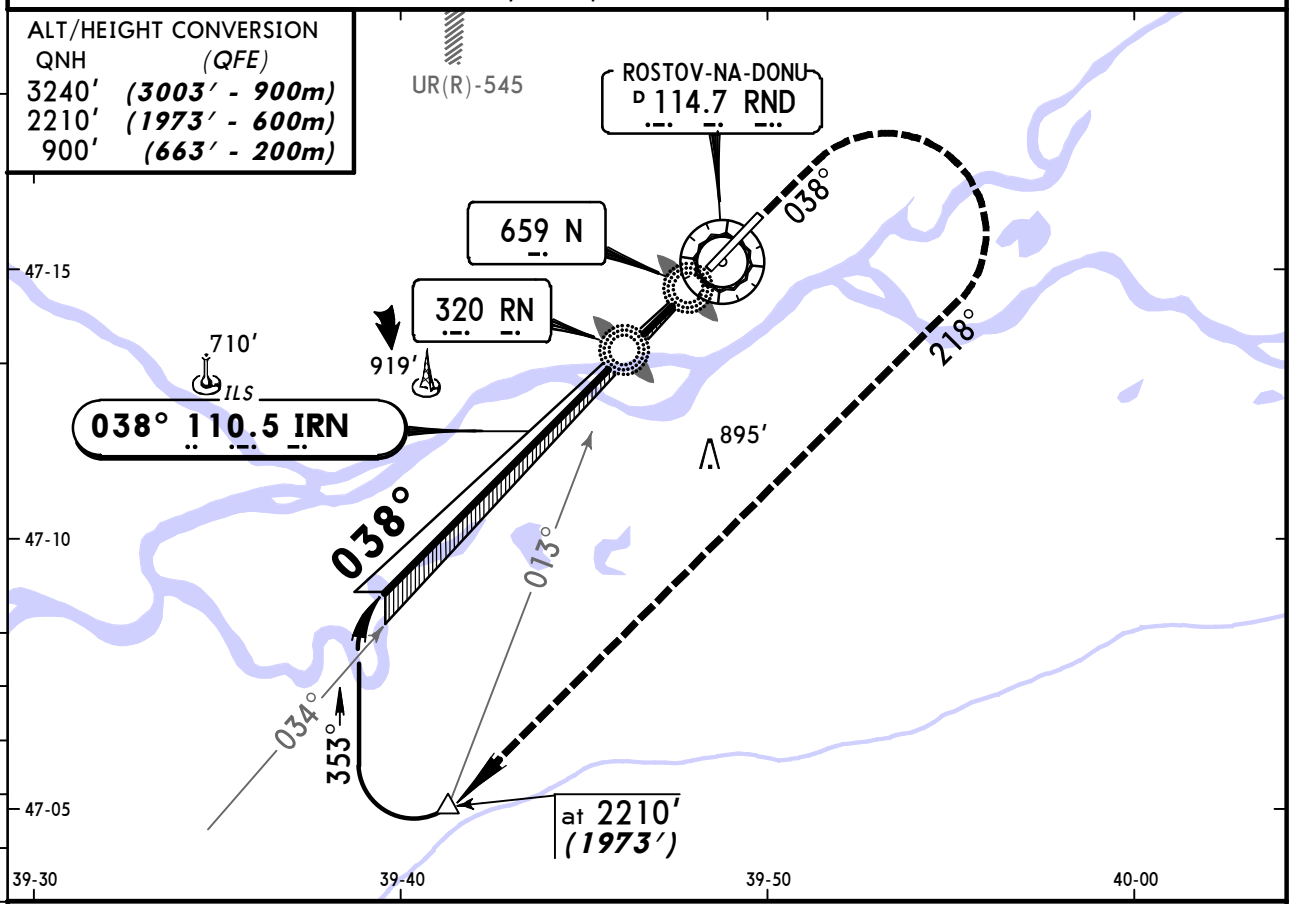
MISSED APCH: Climb on 038° to 900′ (663′), then turn RIGHT onto 218° climbing to 2210′ (1973′), then according to chart.
When going around, immediately contact ROSTOV Radar.

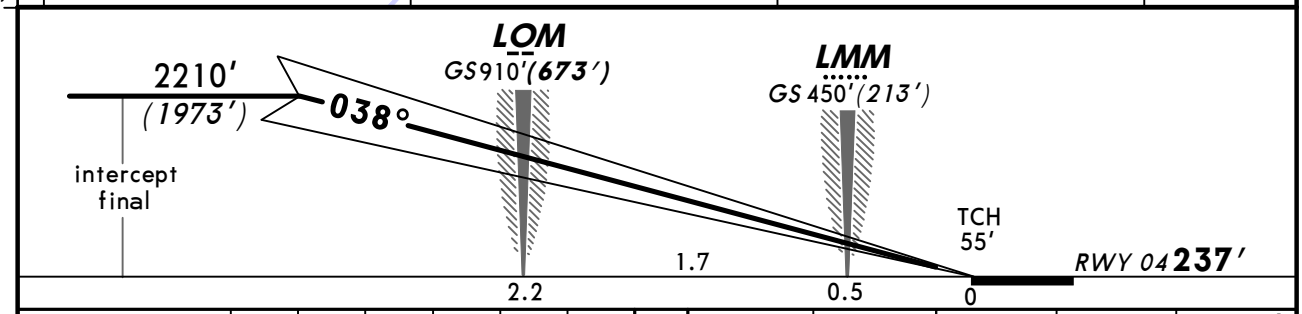
2300′
MSA RND VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 Trans alt: 3240′(3003′)
1. Special Aircrew & Acft Certification Required.
2. Increased turbulence and windshear may be expected on final.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3240′	(3003′ - 900m)
2210′	(1973′ - 600m)
900′	(663′ - 200m)





Gnd speed-Kts	70	90	100	120	140	160
GS 2.67°	336	432	480	576	671	767

HIALS-II | 900′ (663′) on 038° | 218° RT | 2210′ (1973′)

STRAIGHT-IN LANDING RWY 04
CAT II ILS

RA 110′
DA(H) 337′(100′)

PANS OPS

RVR 350m

CHANGES: Communications.

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BRIEFING STRIP

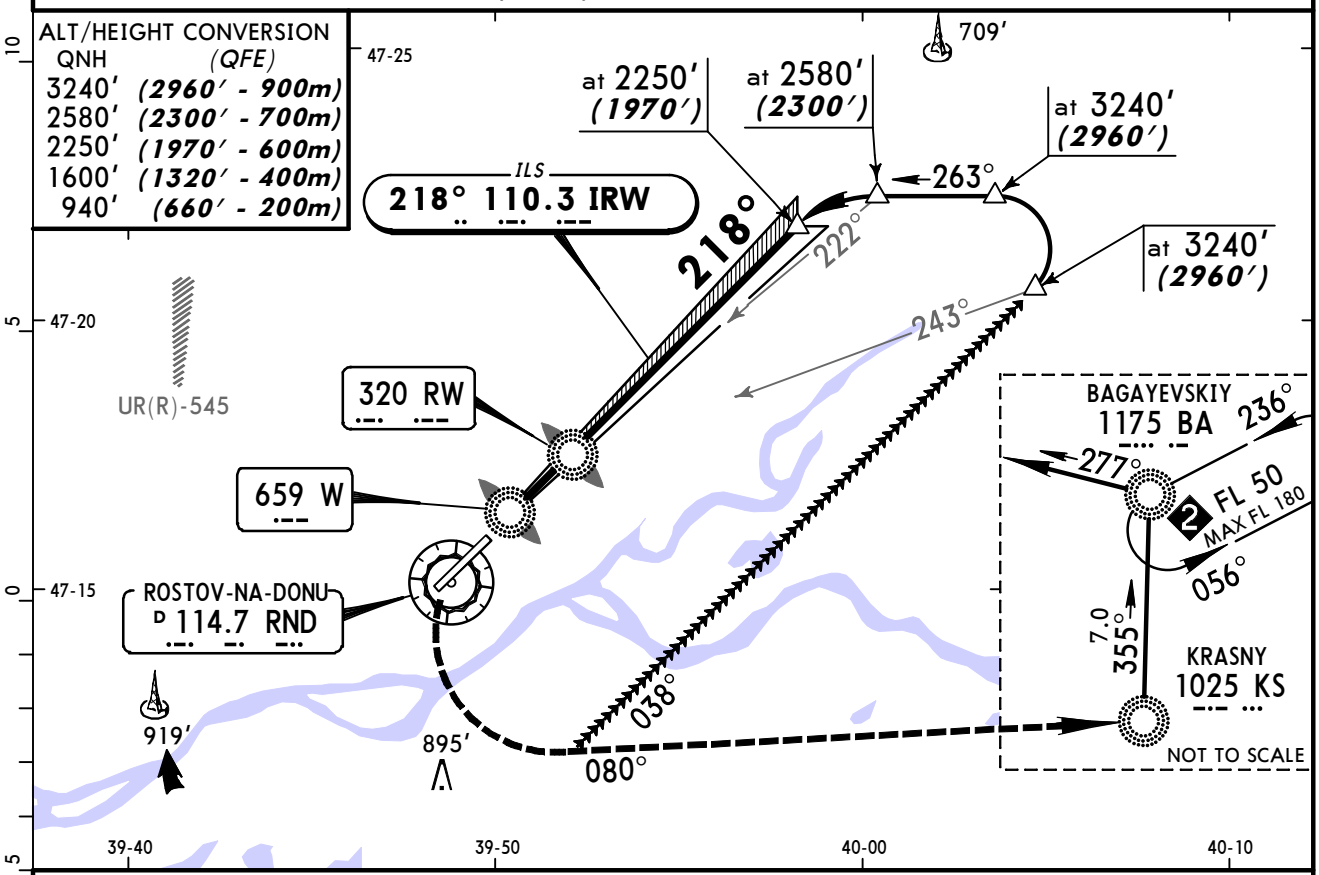
ATIS	ROSTOV Approach	ROSTOV Radar	ROSTOV Tower/Start (TWR)	Ground
132.4 (Russian 121.7)	128.2	121.2	119.7	119.0

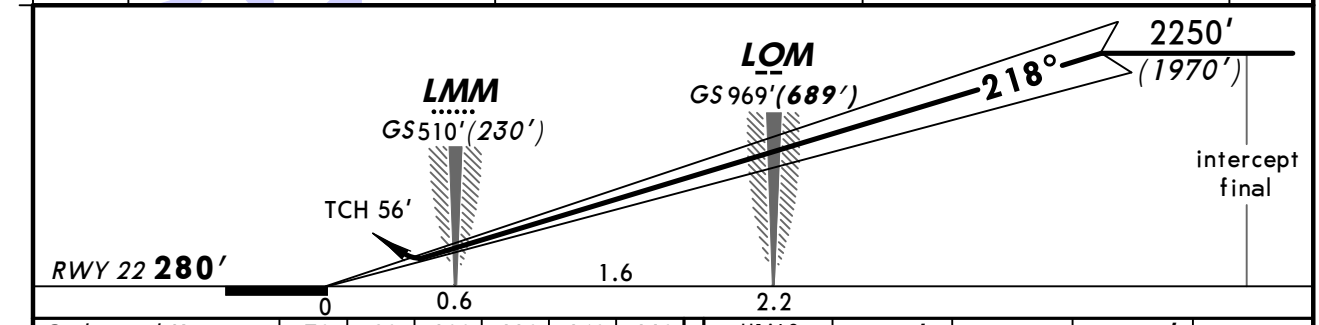
LOC IRW	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 280′
110.3	218°	969′ (689′)	480′ (200′)	RWY 280′

MISSED APCH: Climb to 940′ (660′), then turn LEFT onto 080° to KS NDB climbing to 2250′ (1970′), then as directed.

2300′
MSA
RND VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3240′ (2960′)
Increased turbulence and windshear may be expected on final.





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67°	336	432	480	576	671	767

HIALS | 940′ (660′) | 080° LT | 2250′ (1970′) | KS 1025

STRAIGHT-IN LANDING RWY 22

	ILS		LOC (GS out)
	DA(H) 480′ (200′)		
	FULL	ALS out	
A	RVR 720m	1200m	NOT AUTHORIZED
B			
C	VIS 800m		
D			

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CHANGES: Communications.

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URRR/ROV
ROSTOV-NA-DONU

JEPPESEN 8 MAR 13 (16-1)

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

BRIEFING STRIP

ATIS	ROSTOV Approach	ROSTOV Radar	ROSTOV Tower/Start (TWR)	Ground
132.4 (Russian 121.7)	128.2	121.2	119.7	119.0

NDB RN	Final Apch Crs	Minimum Alt LOM	MDA(H) Refer to Minimums	Apt Elev 280′ RWY 237′
320	038°	1060′(823′)		

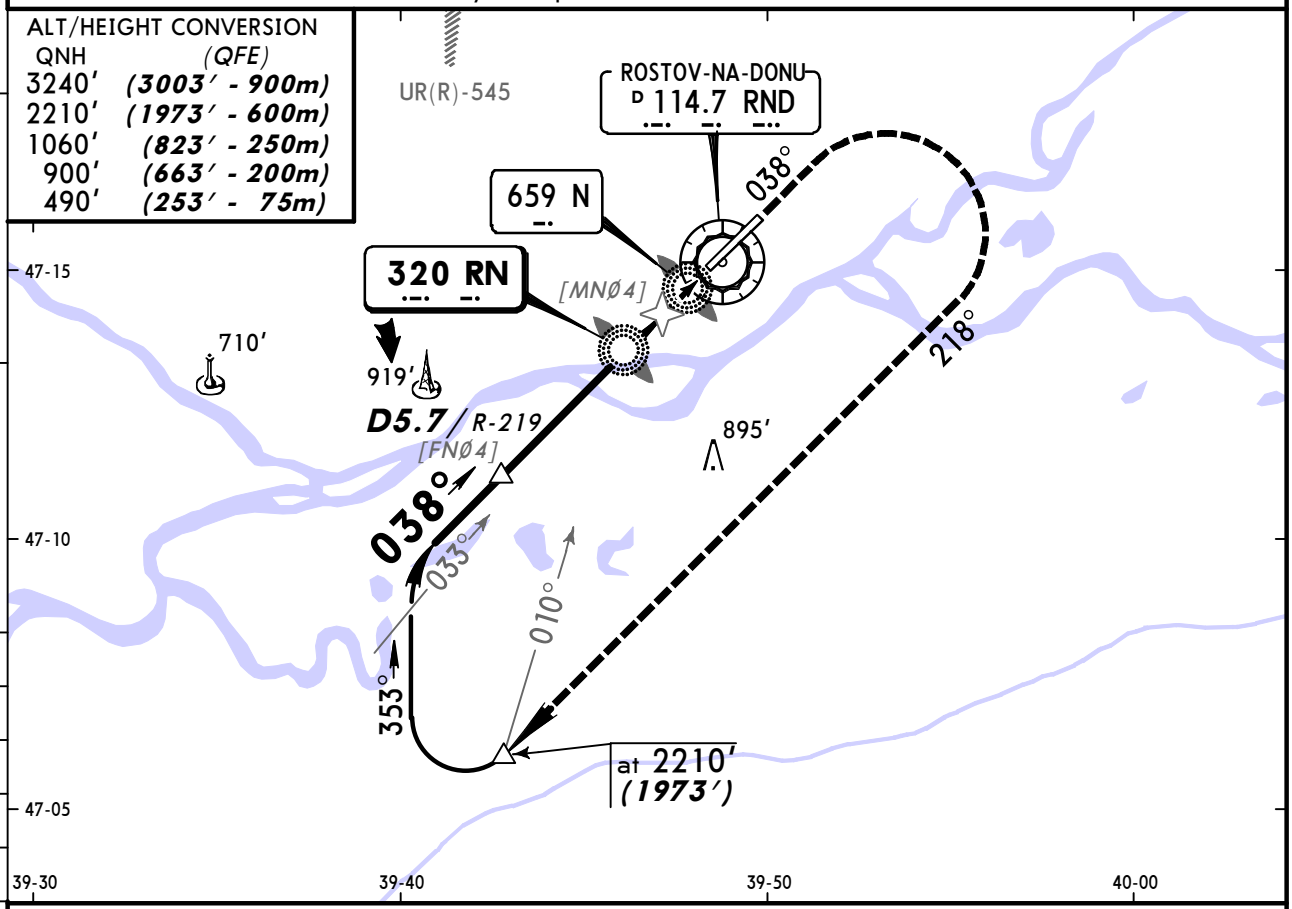
MISSED APCH: Climb on 038° to 900′ (663′), then turn RIGHT onto 218° climbing to 2210′ (1973′), then according to chart.
When going around, immediately contact ROSTOV Radar.

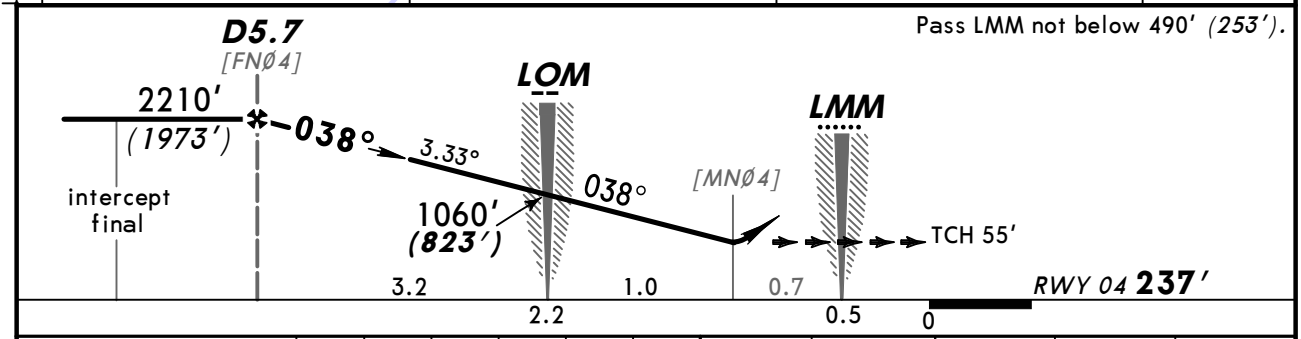
2300′
MSA RND VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3240′(3003′)
Increased turbulence and windshear may be expected on final.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3240′	(3003′ - 900m)
2210′	(1973′ - 600m)
1060′	(823′ - 250m)
900′	(663′ - 200m)
490′	(253′ - 75m)





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.33°	412	530	589	707	825	943

HIALS-II

900′ (663′) on 038° | 218° RT | 2210′ (1973′)

STRAIGHT-IN LANDING RWY 04

	With D5.7/Radar						W/o D5.7/Radar			
	2 NDB		RN NDB		N Lctr		2 NDB or RN NDB		N Lctr	
	MDA(H) 660′ (423′)		MDA(H) 730′ (493′)		MDA(H) 850′ (613′)		MDA(H) 1000′ (763′)		MDA(H) 1400′ (1163′)	
		ALS out		ALS out		ALS out		ALS out		ALS out
A	1200m	1900m	1500m	2300m	2100m	2900m	3200m		3200m	
B										
C		RVR 1800m VIS 2000m					3200m	3600m	4000m	4800m
D	RVR 1500m VIS 1600m		RVR 1800m VIS 2000m	2400m	2800m	3200m	3600m	4000m	4400m	

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BRIEFING STRIP ™

ATIS	ROSTOV Approach	ROSTOV Radar	ROSTOV Tower/Start (TWR)	Ground
132.4 (Russian 121.7)	128.2	121.2	119.7	119.0

NDB RW	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 280′
320	218°	LOM 1120′(840′)	Refer to Minimums	RWY 280′

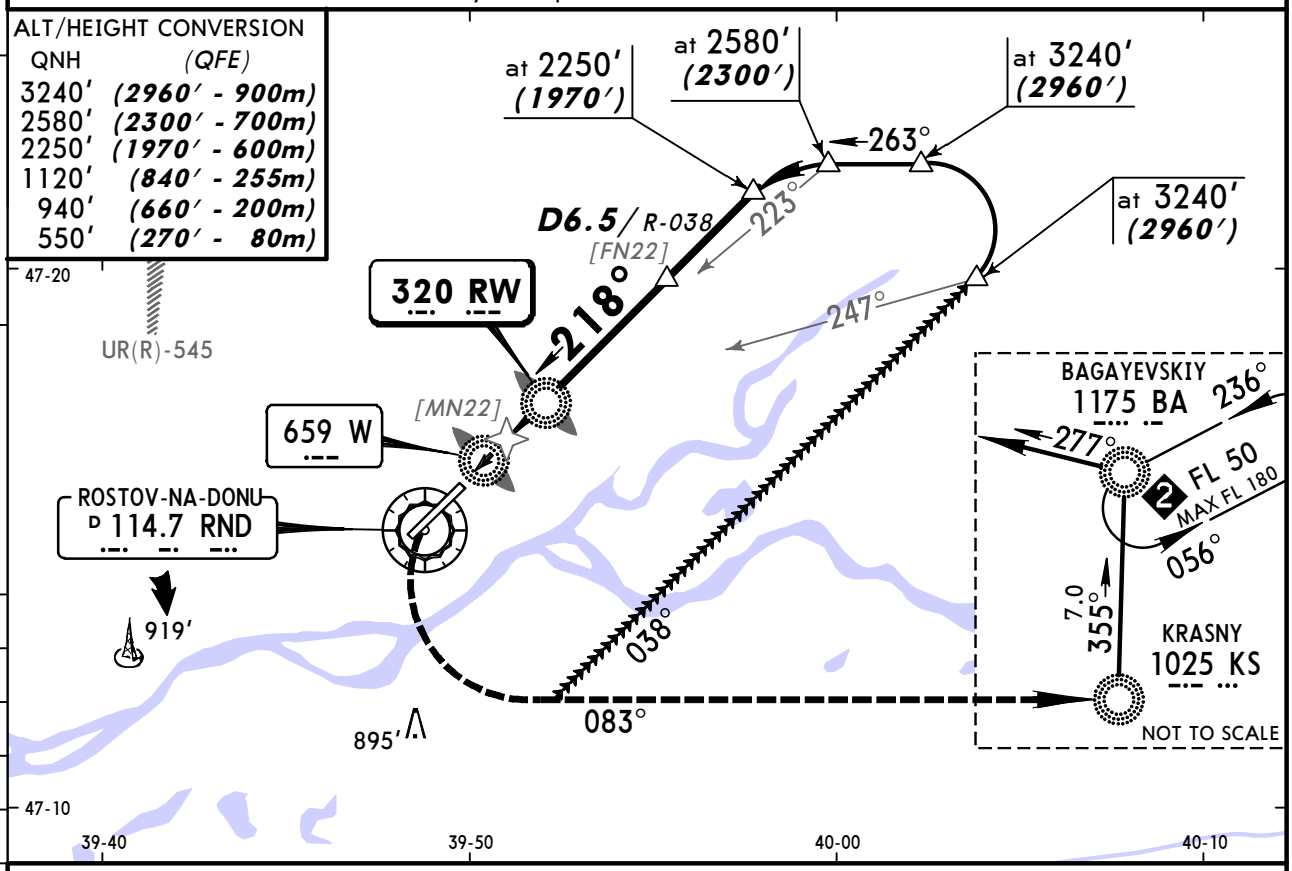
MISSED APCH: Climb to 940′(660′), then turn LEFT onto 083° to KS NDB climbing to 2250′ (1970′), then as directed.

2300′
MSA RND VOR

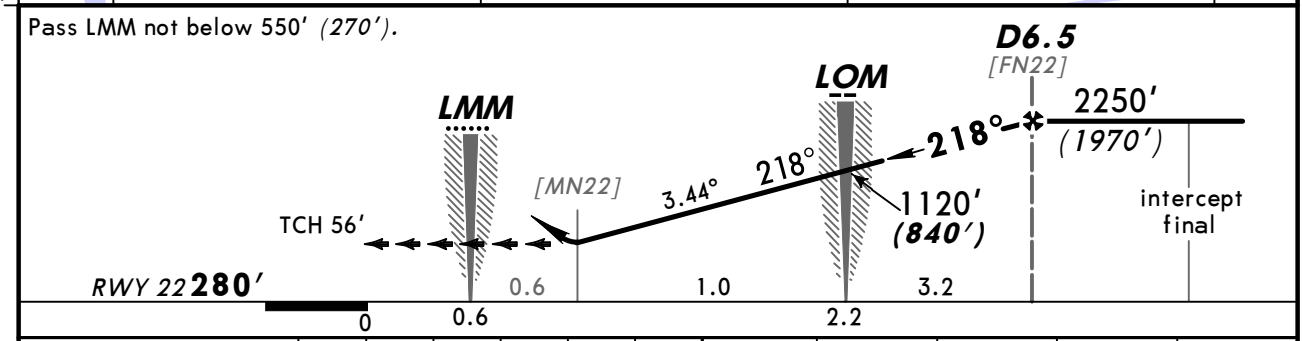
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3240′(2960′)
Increased turbulence and windshear may be expected on final.

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′)	083° LT	2250′ (1970′)	KS 1025
Descent Angle 3.44°	426	548	609	730	852	974					

STRAIGHT-IN LANDING RWY 22

	2 NDB		RW NDB		W Lctr With D6.5/Radar		W Lctr W/o D6.5/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	1200m	RVR 1800m VIS 2000m	1500m	2300m	1500m	2300m	3200m	
B								
C			RVR 1500m VIS 1600m	2400m	RVR 1500m VIS 1600m	2400m	3200m	3800m
D	RVR 1800m VIS 2000m	2400m	RVR 1800m VIS 2000m		RVR 1800m VIS 2000m		3600m	4000m

PANS OPS

CHANGES: Communications.

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Chart changes since cycle 07-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ROSTOV-NA-DONU, (ROSTOV-NA-DONU - URRR)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URRR