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Airport Information For URSS

Terminal Charts For URSS

Revision Letter For Cycle 17-2013

Change Notices

Notebook

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: 0237 Z
Sunset: 1608 Z,

Runway Information

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

Runway: 06
Length x Width: 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

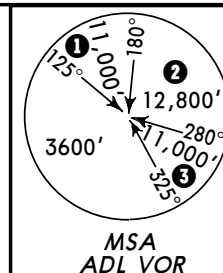
Communication Information

ATIS 129.375
ATIS 126.2 Non-English
Sochi Start Tower 124.6
Sochi Start Tower 124.0
Sochi Start Tower 121.2
Sochi Taxiing Ground Control 119.0
Sochi Approach 2 Approach Control 124.0
Sochi Approach 2 Approach Control 118.3
Sochi Approach 1 Approach Control 119.7
Sochi Transit Operations 131.9

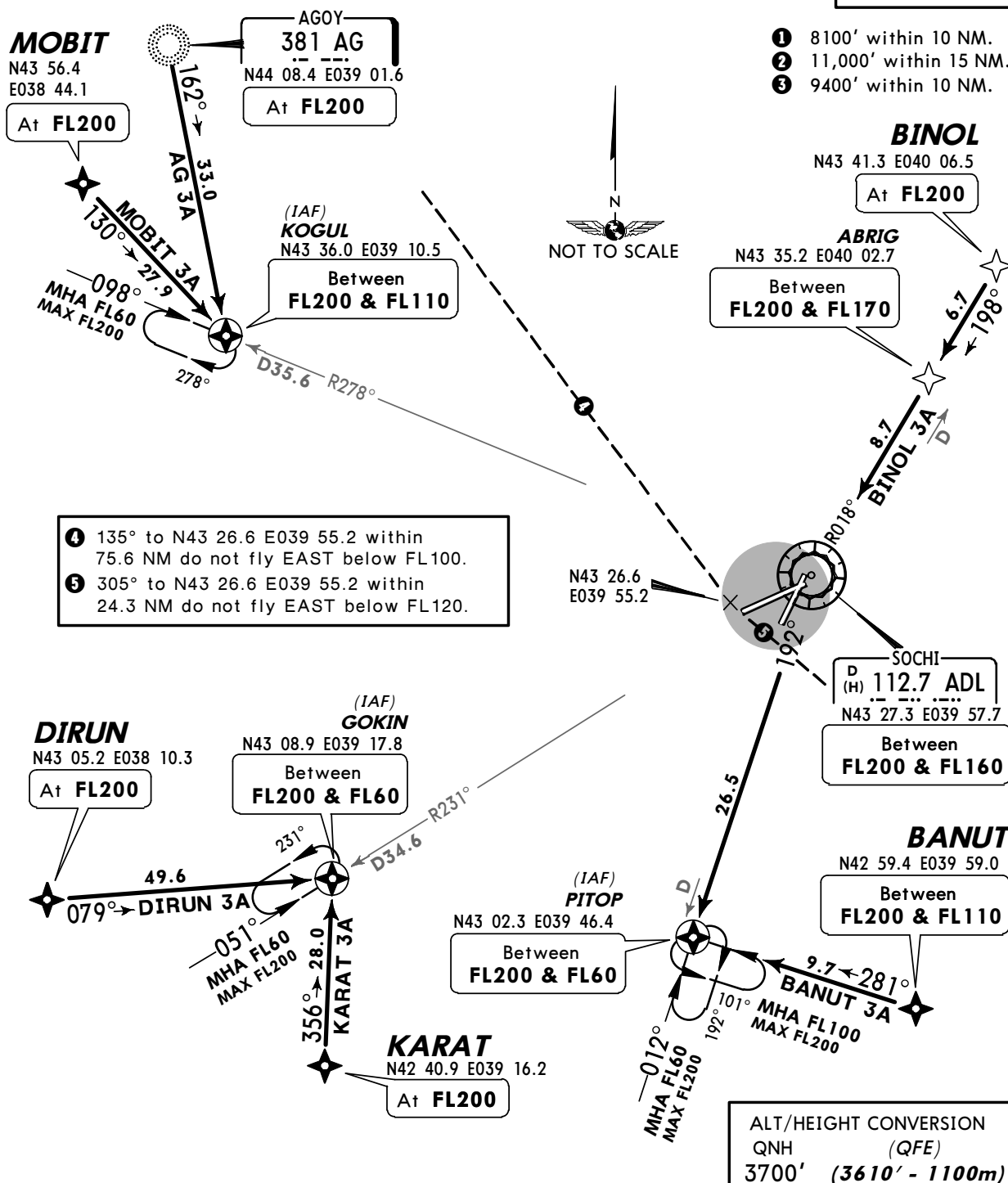
ATIS
129.37 (Russian 126.2)Apt Elev
90'Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3700' (3610')

(QFE)

AG 3A, BANUT 3A [BANU3A]
BINOL 3A [BINO3A], DIRUN 3A [DIRU3A]
KARAT 3A [KARA3A], MOBIT 3A [MOBI3A]
RWY 02 RNAV ARRIVALS
RNAV (GNSS)



- ① 8100' within 10 NM.
② 11,000' within 15 NM.
③ 9400' within 10 NM.



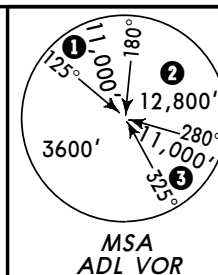
ALT/HEIGHT CONVERSION
QNH (QFE)
3700' (3610' - 1100m)

STAR	ROUTING
AG 3A	AG (FL200) - KOGUL (FL200-; FL110+)
BANUT 3A	BANUT (FL200-; FL110+) - PITOP (FL200-; FL60+)
BINOL 3A	BINOL (FL200) - ABRIG (FL200-; FL170+) - ADL (FL200-; FL160+) - PITOP (FL200-; FL60+)
DIRUN 3A	DIRUN (FL200) - GOKIN (FL200-; FL60+)
KARAT 3A	KARAT (FL200) - GOKIN (FL200-; FL60+)
MOBIT 3A	MOBIT (FL200) - KOGUL (FL200-; FL110+)

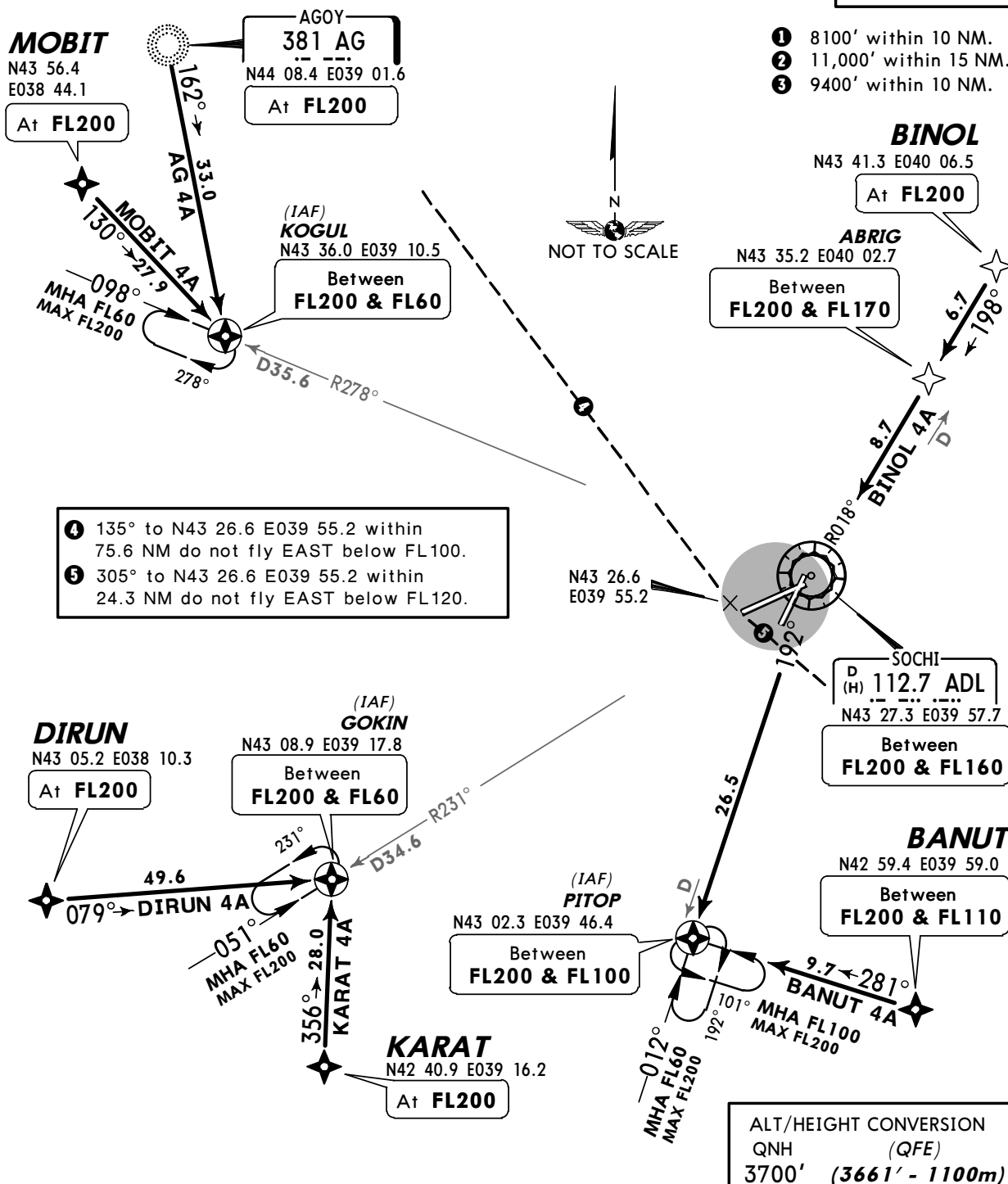
ATIS
129.37 (Russian 126.2)Apt Elev
90'Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3700' (3661')

(QFE)

AG 4A, BANUT 4A [BANU4A]
BINOL 4A [BINO4A], DIRUN 4A [DIRU4A]
KARAT 4A [KARA4A], MOBIT 4A [MOBI4A]
RWY 06 RNAV ARRIVALS
RNAV (GNSS)



- ① 8100' within 10 NM.
② 11,000' within 15 NM.
③ 9400' within 10 NM.



STAR	ROUTING
AG 4A	AG (FL200) - KOGUL (FL200-; FL60+)
BANUT 4A	BANUT (FL200-; FL110+) - PITOP (FL200-; FL100+)
BINOL 4A	BINOL (FL200) - ABRIG (FL200-; FL170+) - ADL (FL200-; FL160+) - PITOP (FL200-; FL100+)
DIRUN 4A	DIRUN (FL200) - GOKIN (FL200-; FL60+)
KARAT 4A	KARAT (FL200) - GOKIN (FL200-; FL60+)
MOBIT 4A	MOBIT (FL200) - KOGUL (FL200-; FL60+)

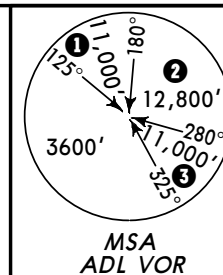
ATIS
129.37 (Russian 126.2)

Apt Elev
90'

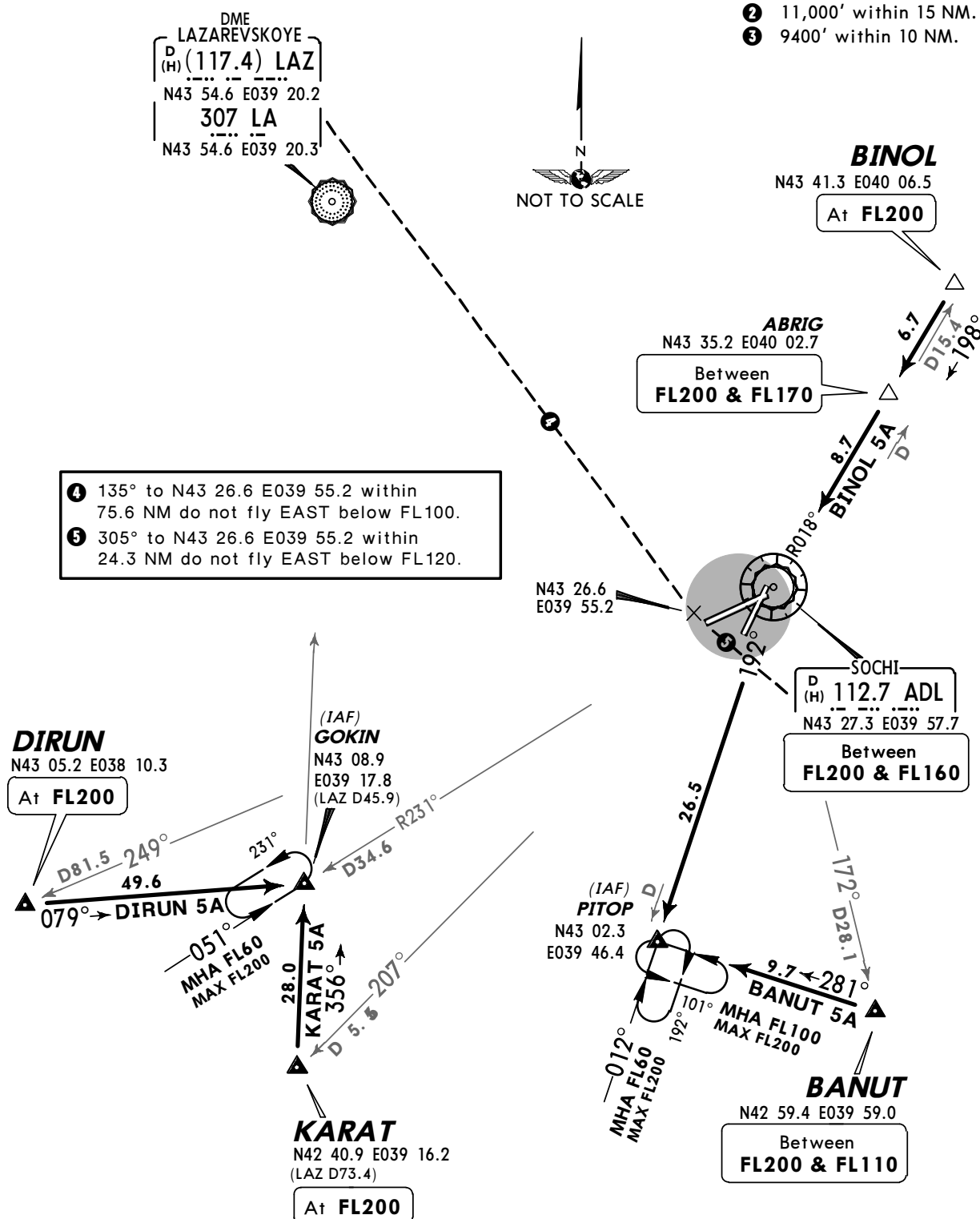
Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3700' (3610')

(QFE)

BANUT 5A [BANU5A], BINOL 5A [BINO5A]
DIRUN 5A [DIRU5A], KARAT 5A [KARA5A]
RWYS 02, 06 ARRIVALS



- ① 8100' within 10 NM.
- ② 11,000' within 15 NM.
- ③ 9400' within 10 NM.



ALT/HEIGHT CONVERSION
QNH (QFE)
3700' (3610' - 1100m)

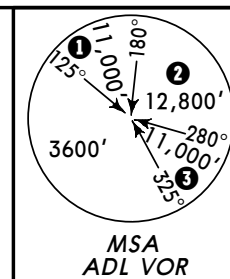
STAR

-
- MOBIT**
N43 56.4
E038 44.1
(ADL R-293/D61.0)
At **FL200**
- AGOY**
D (116.8) AGO
N44 08.3 E039 01.5
381 AG
N44 08.4 E039 01.6
At **FL200**
- MOBIT 5A, 6A**
130° → 27.9
162° → 33.0
AG 5A, 6A
MOBIT 5A, 6A
MAX FL200
098°
278°
D35.6 R278°
- KOGUL**
(IAF)
N43 36.0 E039 10.5
(AGO D32.9)
- AG 5A, MOBIT 5A: MHA FL60**
AG 6A, MOBIT 6A: MHA FL100
- SOCHI**
D (H) 112.7 ADL
N43 27.3 E039 57.7
N43 26.6 E039 55.2
- NOT TO SCALE

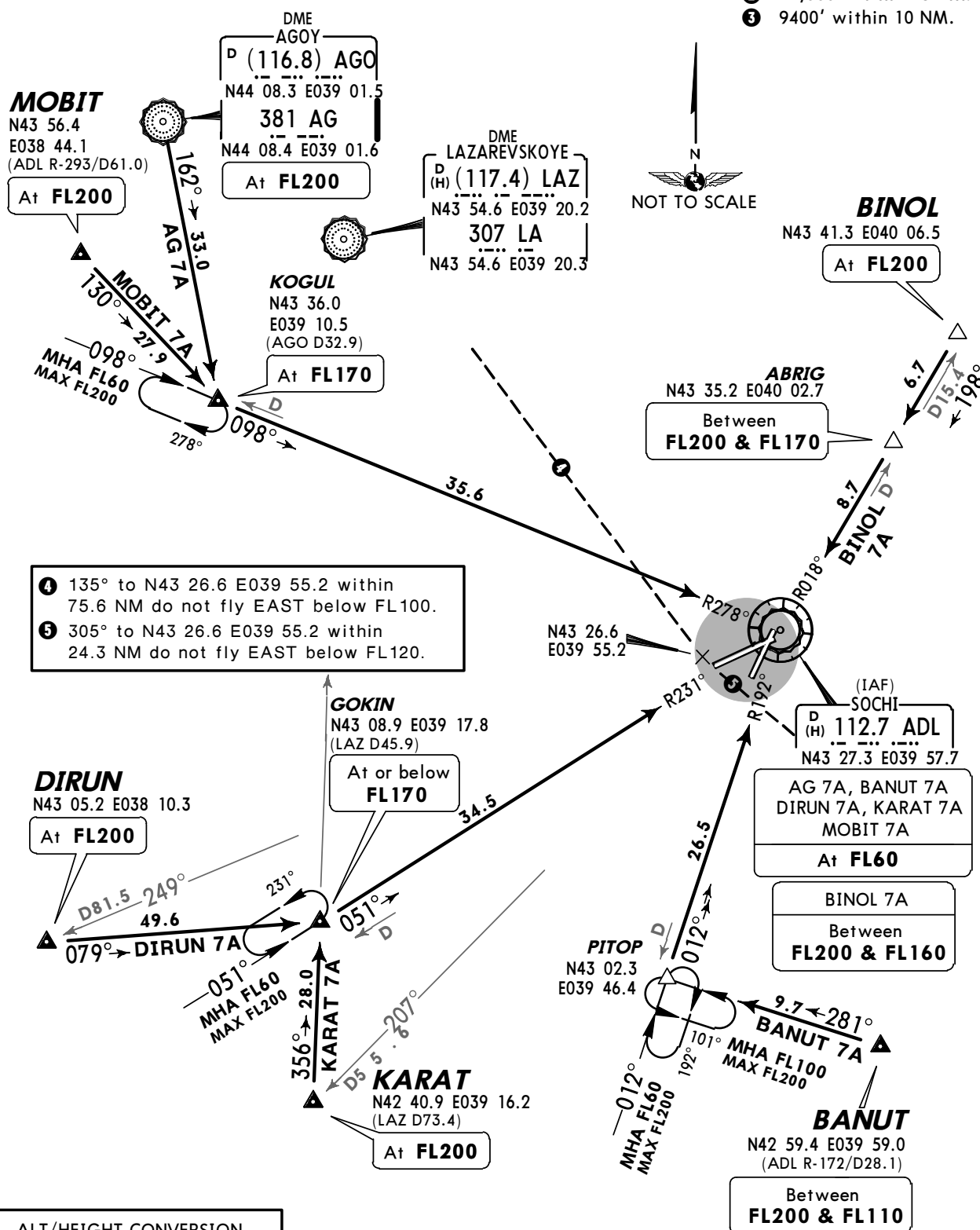
- ④ 135° to N43 26.6 E039 55.2 within 75.6 NM do not fly EAST below FL100.
- ⑤ 305° to N43 26.6 E039 55.2 within 24.3 NM do not fly EAST below FL120.

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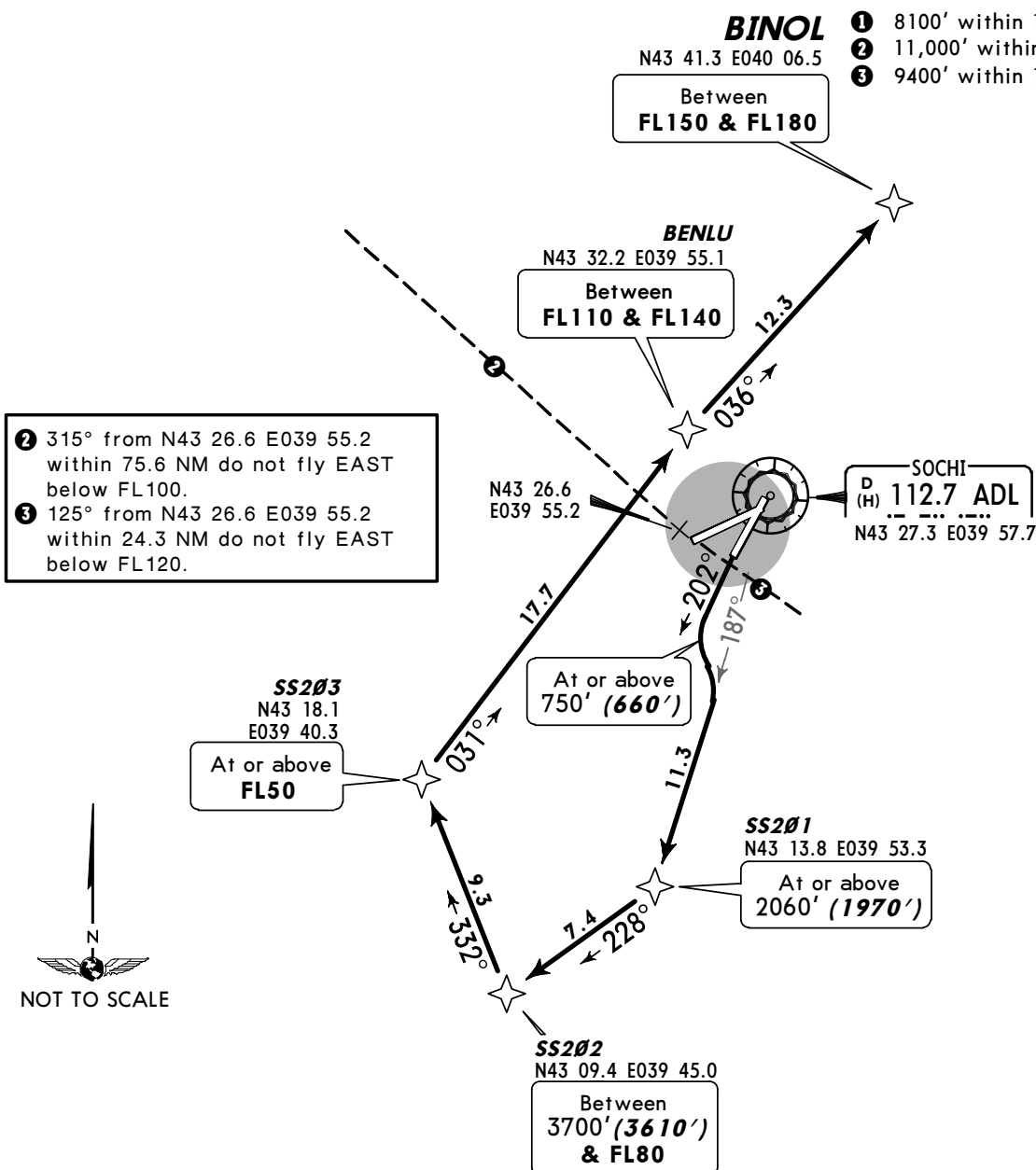
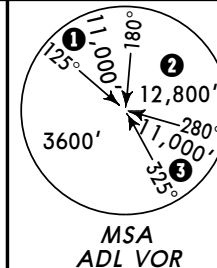
AG 7A, BANUT 7A [BANU7A]
BINOL 7A [BINO7A], DIRUN 7A [DIRU7A]
KARAT 7A [KARA7A], MOBIT 7A [MOBI7A]
RWYS 02, 06 ARRIVALS
INITIAL APPROACH SEGMENT FOR RACETRACK PROCEDURE



- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.



ALT/HEIGHT CONVERSION
QNH (QFE)
3700' (3610' - 1100m)

Apt Elev
90'QNH on request (QFE)
Trans level: FL50 Trans alt: 3700' (3610')
Turns prior to DER are prohibited.**BINOL 1A [BINO1A]**
RWY 20 RNAV DEPARTURE
RNAV (GNSS)
~~SPEED~~ MAX 250 KT BELOW FL100

This SID requires minimum climb gradients
of
5.7% up to 490' (400'),
then
4.3% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V(fpm)	433	577	866	1155	1443	1732
4.3% V/V(fpm)	327	435	653	871	1089	1306

ALT/HEIGHT CONVERSION

QNH	(QFE)
490'	(400' - 120m)
750'	(660' - 200m)
2060'	(1970' - 600m)
3700'	(3610' - 1100m)

ROUTING

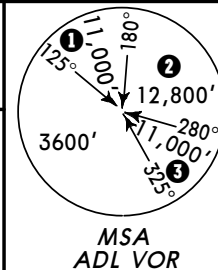
(750'+) - SS201 (2060'+) - SS202 (3700'+; FL80-) - SS203 (FL50+) - BENLU (FL110+; FL140-) -
BINOL (FL150+; FL180-).

Apt Elev
90'

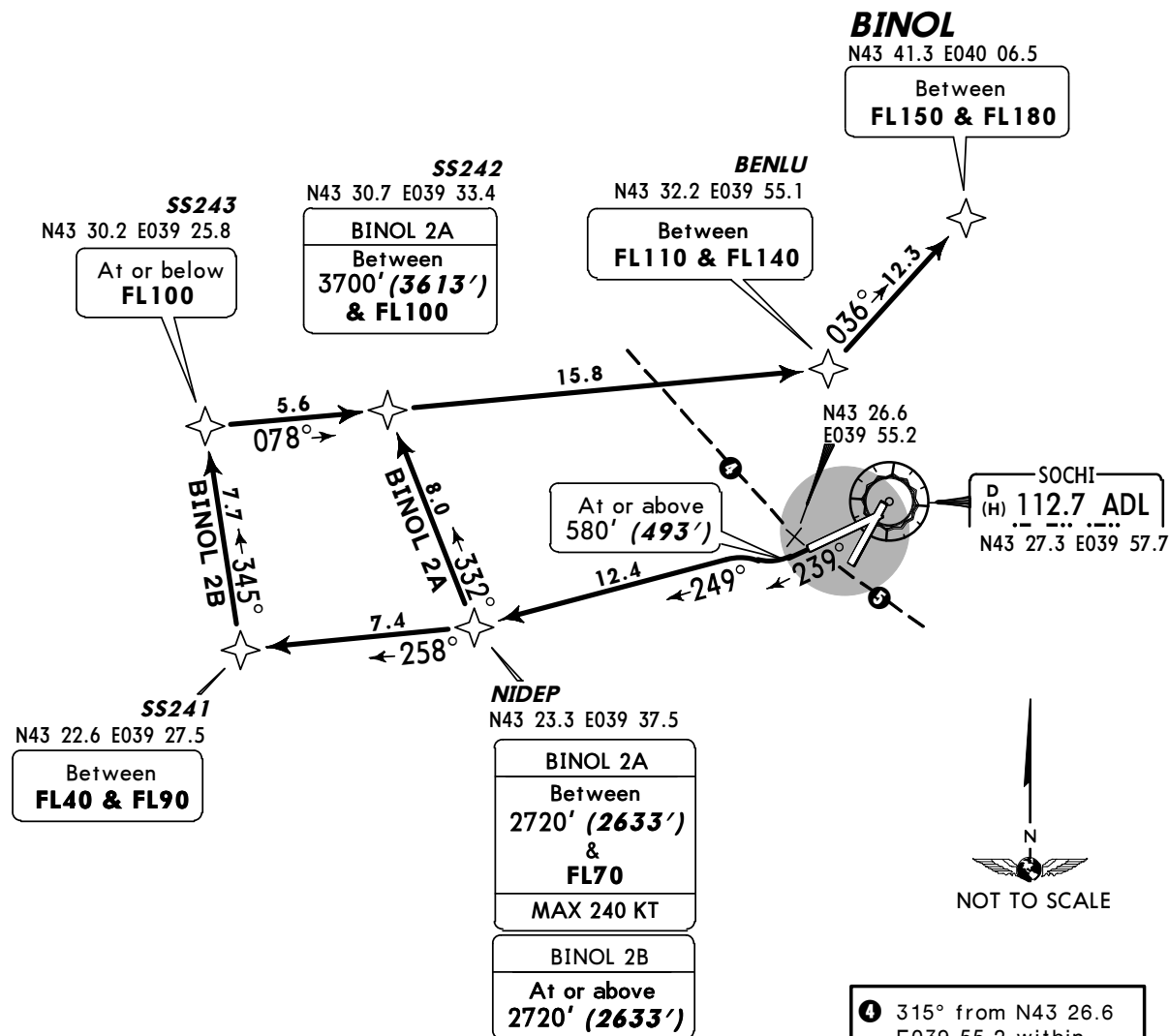
QNH on request (QFE)

Trans level: FL50 Trans alt: 3700' (3613')

Turns prior to DER are prohibited.

BINOL 2A [BINO2A], BINOL 2B [BINO2B]
RWY 24 RNAV DEPARTURES

RNAV (GNSS)

SPEED MAX 250 KT BELOW FL100These SIDs require minimum climb gradients
of

BINOL 2A: 5.3% up to FL150.

BINOL 2B: 4.1% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V(fpm)	403	537	805	1073	1342	1610
4.1% V/V(fpm)	311	415	623	830	1038	1246

- 4 315° from N43 26.6 E039 55.2 within 75.6 NM do not fly EAST below FL100.
- 5 125° from N43 26.6 E039 55.2 within 24.3 NM do not fly EAST below FL120.

ALT/HEIGHT CONVERSION

QNH (QFE)

580' (493' - 150m)

2720' (2633' - 800m)

3700' (3613' - 1100m)

SID	ROUTING
BINOL 2A	(580'+) - NIDEP (2720'+; FL70-; K240-) - SS242 (3700+; FL100-) - BENLU (FL110+; FL140-) - BINOL (FL150+; FL180-)
BINOL 2B	(580'+) - NIDEP (2720'+) - SS241 (FL40+; FL90-) - SS243 (FL100-) - BENLU (FL110+; FL140-) - BINOL (FL150+; FL180-)

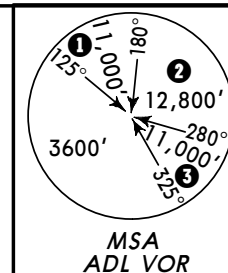
Apt Elev
90'QNH on request (QFE)
Trans level: FL50 Trans alt: 3700' (3610')
Turns prior to DER are prohibited.

LAMET 1A [LAME1A], LAMET 1B [LAME1B]

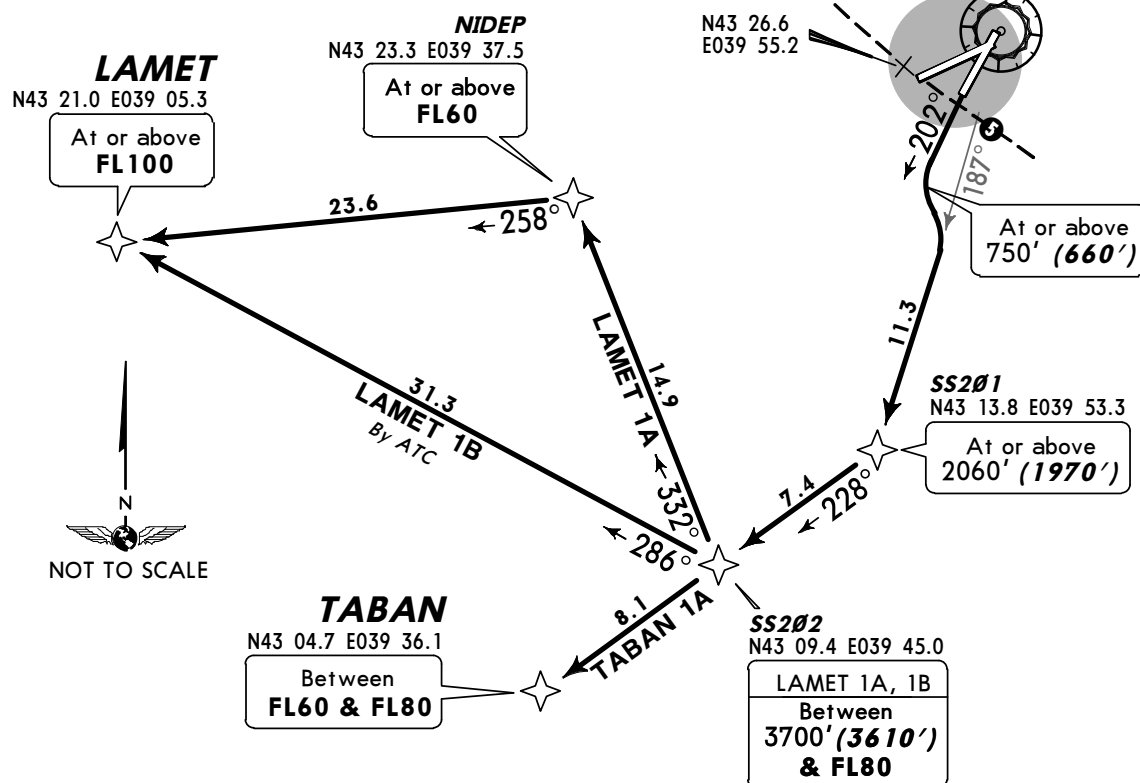
TABAN 1A [TABAN1A]

RWY 20 RNAV DEPARTURES

RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100

- ④ 315° from N43 26.6 E039 55.2 within 75.6 NM do not fly EAST below FL100.
⑤ 125° from N43 26.6 E039 55.2 within 24.3 NM do not fly EAST below FL120.



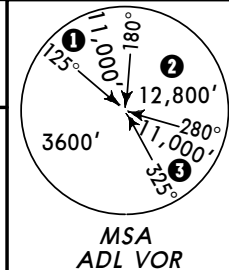
These SIDs require a minimum climb gradient of 5.7% up to 490' (400).

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V(fpm)	433	577	866	1155	1443	1732

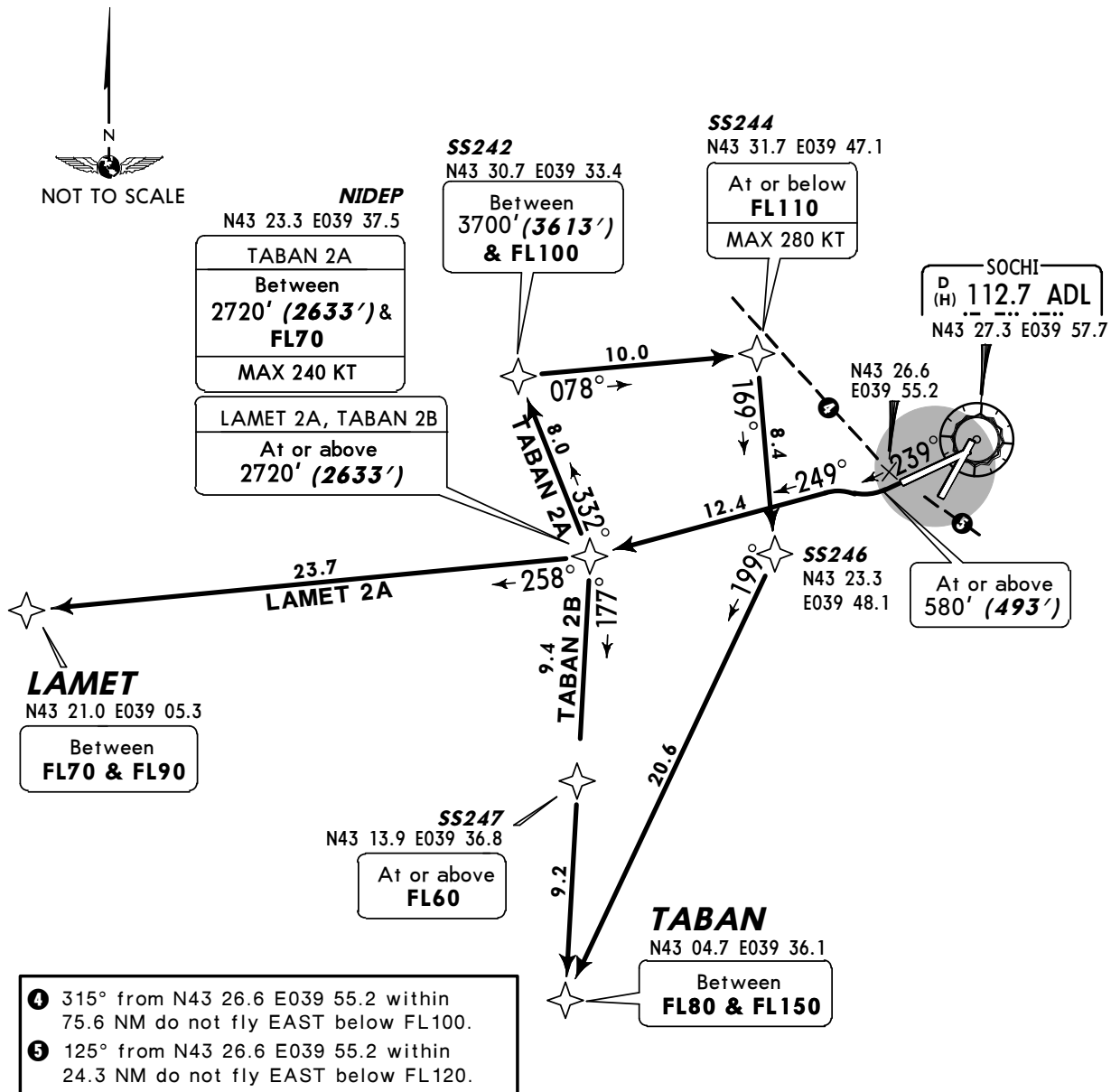
ALT/HEIGHT CONVERSION

QNH	(QFE)
490'	(400' - 120m)
750'	(660' - 200m)
2060'	(1970' - 600m)
3700'	(3610' - 1100m)

SID	ROUTING
LAMET 1A	(750'+) - SS201 (2060'+) - SS202 (3700'+; FL80-) - NIDEP (FL60+) - LAMET (FL100+)
LAMET 1B By ATC	(750'+) - SS201 (2060'+) - SS202 (3700'+; FL80-) - LAMET (FL100+)
TABAN 1A	(750'+) - SS201 (2060'+) - TABAN (FL60+; FL80-)

Apt Elev
90'QNH on request (QFE)
Trans level: FL50 Trans alt: 3700' (3613')
Turns prior to DER are prohibited.LAMET 2A [LAME2A], TABAN 2A [TABA2A]
TABAN 2B [TABA2B]
RWY 24 RNAV DEPARTURESRNAV (GNSS)
~~SPEED~~ MAX 250 KT BELOW FL100

- ① 8100' within 10 NM.
② 11,000' within 15 NM.
③ 9400' within 10 NM.



TABAN 2B

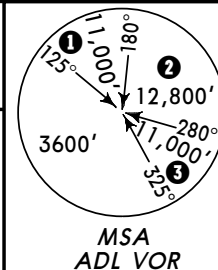
This SID requires a minimum climb gradient of 4.6% up to FL60.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V(fpm)	349	466	699	932	1165	1398

ALT/HEIGHT CONVERSION

QNH	(QFE)
580'	(493' - 150m)
2720'	(2633' - 800m)
3700'	(3613' - 1100m)

SID	ROUTING
LAMET 2A	(580'+) - NIDEP (2720'+) - LAMET (FL70+; FL90-)
TABAN 2A	(580'+) - NIDEP (2720'+; FL70-; K240-) - SS242 (3700+; FL100-) - SS244 (FL110-; K280-) - SS246 - TABAN (FL80+; FL150-)
TABAN 2B	(580'+) - NIDEP (2720'+) - SS247 (FL60+) - TABAN (FL80+; FL150-)

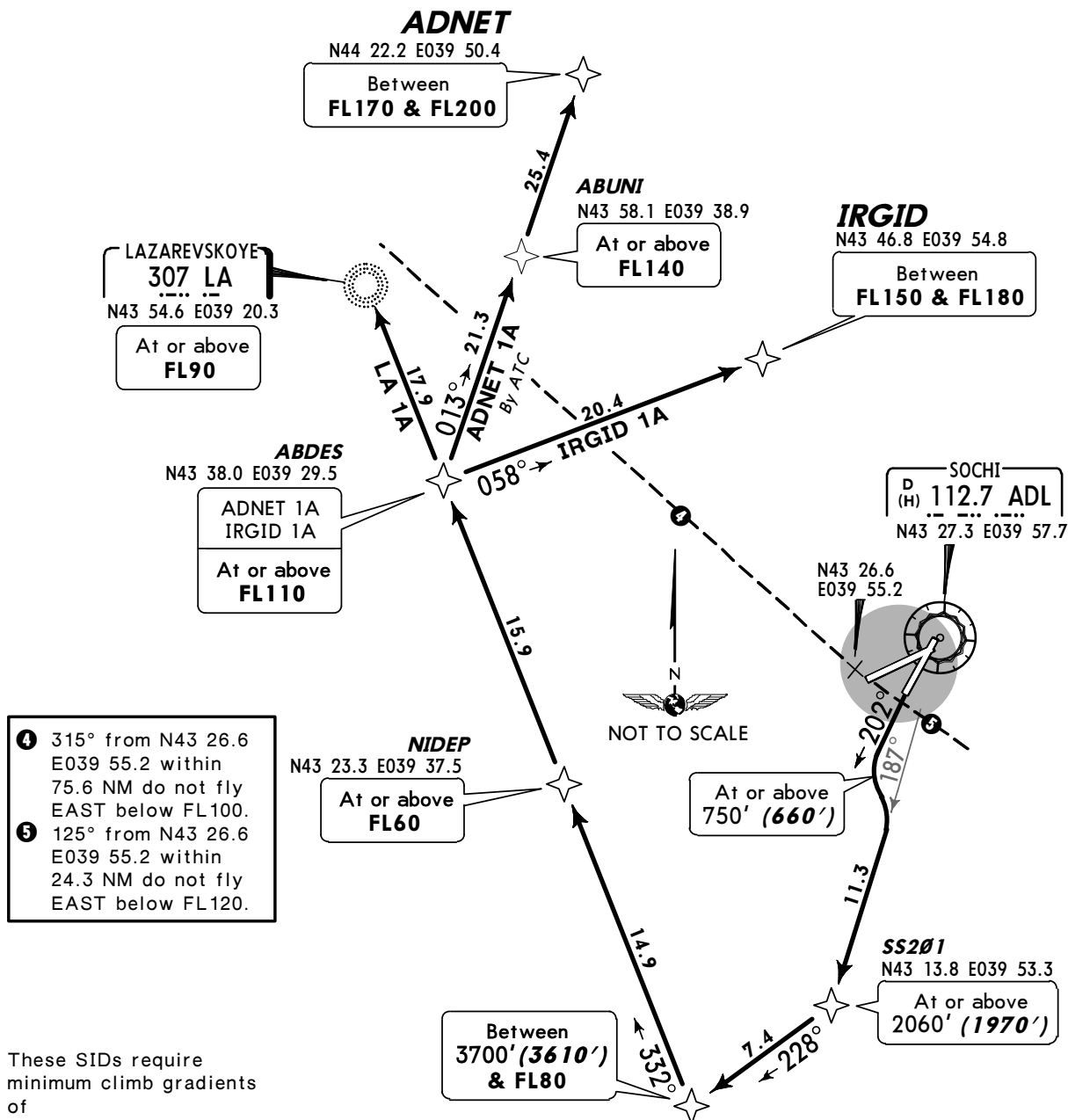
Apt Elev
90'QNH on request (QFE)
Trans level: FL50 Trans alt: 3700' (3610')
Turns prior to DER are prohibited.ADNET 1A [ADNE1A], IRGID 1A [IRGI1A],
LA 1A

RWY 20 RNAV DEPARTURES

RNAV (GNSS)

SPEED MAX 250 KT BELOW FL100

- ① 8100' within 10 NM.
② 11,000' within 15 NM.
③ 9400' within 10 NM.



These SIDs require
minimum climb gradients
of

ADNET 1A, LA 1A: 5.7% up to 490' (400').

IRGID 1A: 5.7% up to 490' (400),
then 3.6% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V(fpm)	433	577	866	1155	1443	1732
3.6% V/V(fpm)	273	365	547	729	911	1094

ALT/HEIGHT CONVERSION	
QNH	(QFE)
490'	(400' - 120m)
750'	(660' - 200m)
2060'	(1970' - 600m)
3700'	(3610' - 1100m)

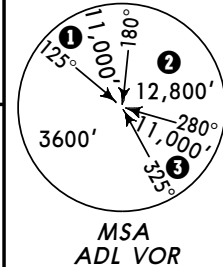
SID	ROUTING
ADNET 1A By ATC	(750'+) - SS201 (2060'+) - SS202 (3700'+; FL80-) - NIDEP (FL60+) - ABDES (FL110+) - ABUNI (FL140+) - ADNET (FL170+; FL200-)
IRGID 1A	(750'+) - SS201 (2060'+) - SS202 (3700'+; FL80-) - NIDEP (FL60+) - ABDES (FL110+) - IRGID (FL150+; FL180-)
LA 1A	(750'+) - SS201 (2060'+) - SS202 (3700'+; FL80-) - NIDEP (FL60+) - LA (FL90+)

Apt Elev
90'

QNH on request (QFE)

Trans level: FL50 Trans alt: 3700' (3613')

Turns prior to DER are prohibited.

ADNET 2A [ADNE2A], ADNET 2B [ADNE2B]
IRGID 2A [IRGI2A], IRGID 2B [IRGI2B]

LA 2A, LA 2B

RWY 24 RNAV DEPARTURES

RNAV (GNSS)

SPEED MAX 250 KT BELOW FL100

- ① 8100' within 10 NM.
② 11,000' within 15 NM.
③ 9400' within 10 NM.

ADNET

N44 22.2 E039 50.4

Between
FL170 & FL200**ABUNI**

N43 58.1 E039 38.9

At or above
FL140**IRGID**

N43 46.8 E039 54.8

Between
FL150 & FL180LAZAREVSKOYE
307 LA
N43 54.6 E039 20.3At or above
FL90

NOT TO SCALE

- ④ 315° from N43 26.6 E039 55.2 within 75.6 NM do not fly EASTbelow FL100.
⑤ 125° from N43 26.6 E039 55.2 within 24.3 NM do not fly EASTbelow FL120.

These SIDs require minimum climb gradients of

ADNET 2A: 4.6% up to FL140.

ADNET 2B: 4.1% up to FL140.

IRGID 2A: 4.9% up to FL150.

IRGID 2B: 4.3% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V(fpm)	372	496	744	992	1241	1489
4.6% V/V(fpm)	349	466	699	932	1165	1398
4.3% V/V(fpm)	327	435	653	871	1089	1306
4.1% V/V(fpm)	311	415	623	830	1038	1246

At or above
FL40

ALT/HEIGHT CONVERSION

QNH (QFE)

580' (493' - 150m)

2720' (2633' - 800m)

3700' (3613' - 1100m)

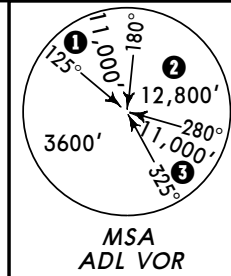
SID	ROUTING
ADNET 2A	(580'+) - NIDEP (2720'+) - ABDES - ABUNI (FL140+) - ADNET (FL170+; FL200-)
ADNET 2B	(580'+) - NIDEP (2720'+) - SS241 (FL40+) - SS243 - ABUNI (FL140+) - ADNET (FL170+; FL200-)
IRGID 2A	(580'+) - NIDEP (2720'+) - ABDES - OSKED (FL100+) - IRGID (FL150+; FL180-)
IRGID 2B	(580'+) - NIDEP (2720'+) - SS241 (FL40+) - SS243 - OSKED (FL100+) - IRGID (FL150+; FL180-)
LA 2A	(580'+) - NIDEP (2720'+) - LA (FL90+)
LA 2B	(580'+) - NIDEP (2720'+) - SS241 (FL40+) - LA (FL90+)

Apt Elev
90'

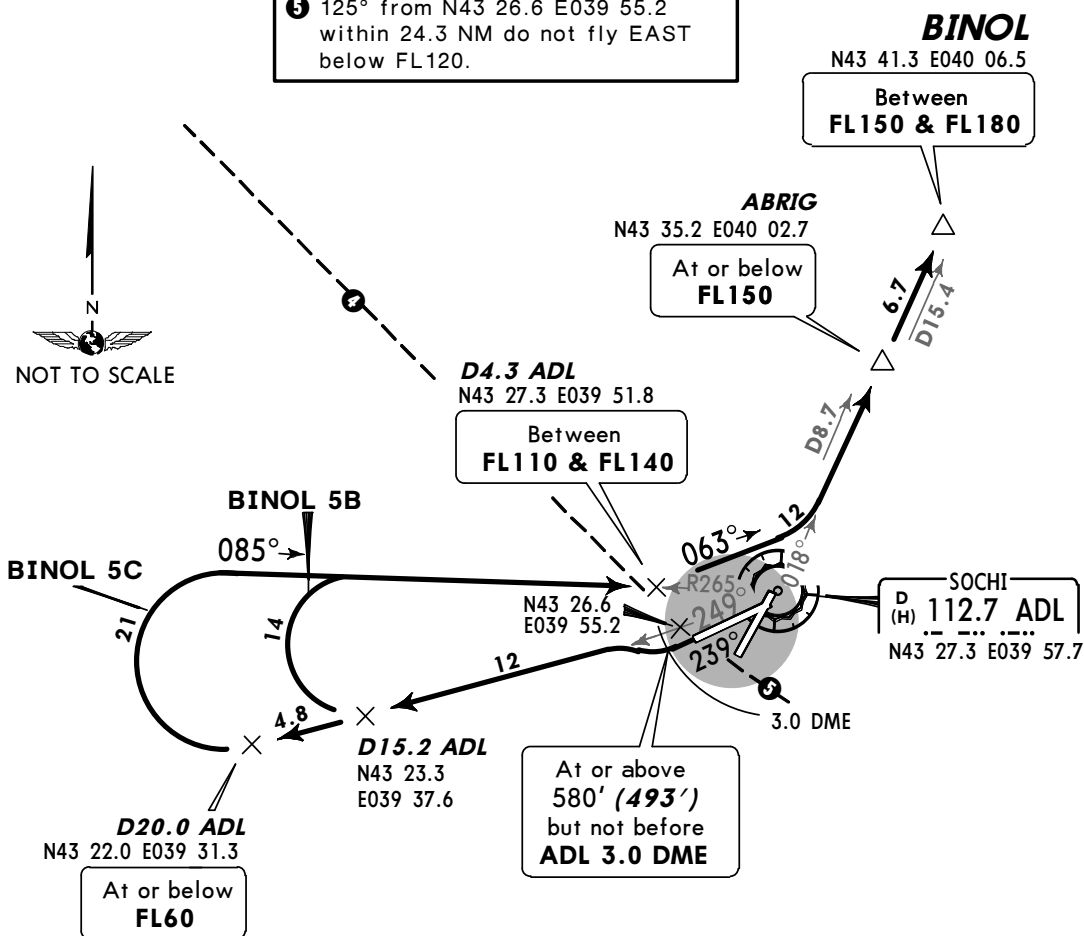
QNH on request (QFE)

Trans level: FL50 Trans alt: 3700' (3613')

Take-off should be executed with noise abatement procedures according to Flight Manual.

**BINOL 5B [BINO5B], BINOL 5C [BINO5C]
RWY 24 DEPARTURES**
~~SPEED~~ MAX 250 KT BELOW FL100

- ① 8100' within 10 NM.
- ② 11,000' within 15 NM.
- ③ 9400' within 10 NM.

These SIDs require minimum climb gradients
of**BINOL 5B:** 5.6% up to FL110.**BINOL 5C:** 4.1% up to FL110.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V(fpm)	425	567	851	1134	1418	1701
4.1% V/V(fpm)	327	435	653	871	1089	1306

ALT/HEIGHT CONVERSION

QNH	(QFE)
580'	(493' - 150m)
3700'	(3613' - 1100m)

SID	ROUTING
BINOL 5B	Climb straight ahead to at or above 580' (493') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D15.2 ADL, turn RIGHT, intercept ADL R-265 inbound to D4.3 ADL, turn LEFT, 063° track, turn LEFT, intercept ADL R-018 via ABRIG to BINOL.
BINOL 5C	Climb straight ahead to at or above 580' (493') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D20.0 ADL, turn RIGHT, intercept ADL R-265 inbound to D4.3 ADL, turn LEFT, 063° track, turn LEFT, intercept ADL R-018 via ABRIG to BINOL.

Apt Elev
90'

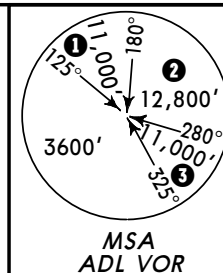
QNH on request (QFE)

Trans level: FL50 Trans alt: 3700' **(3610')**

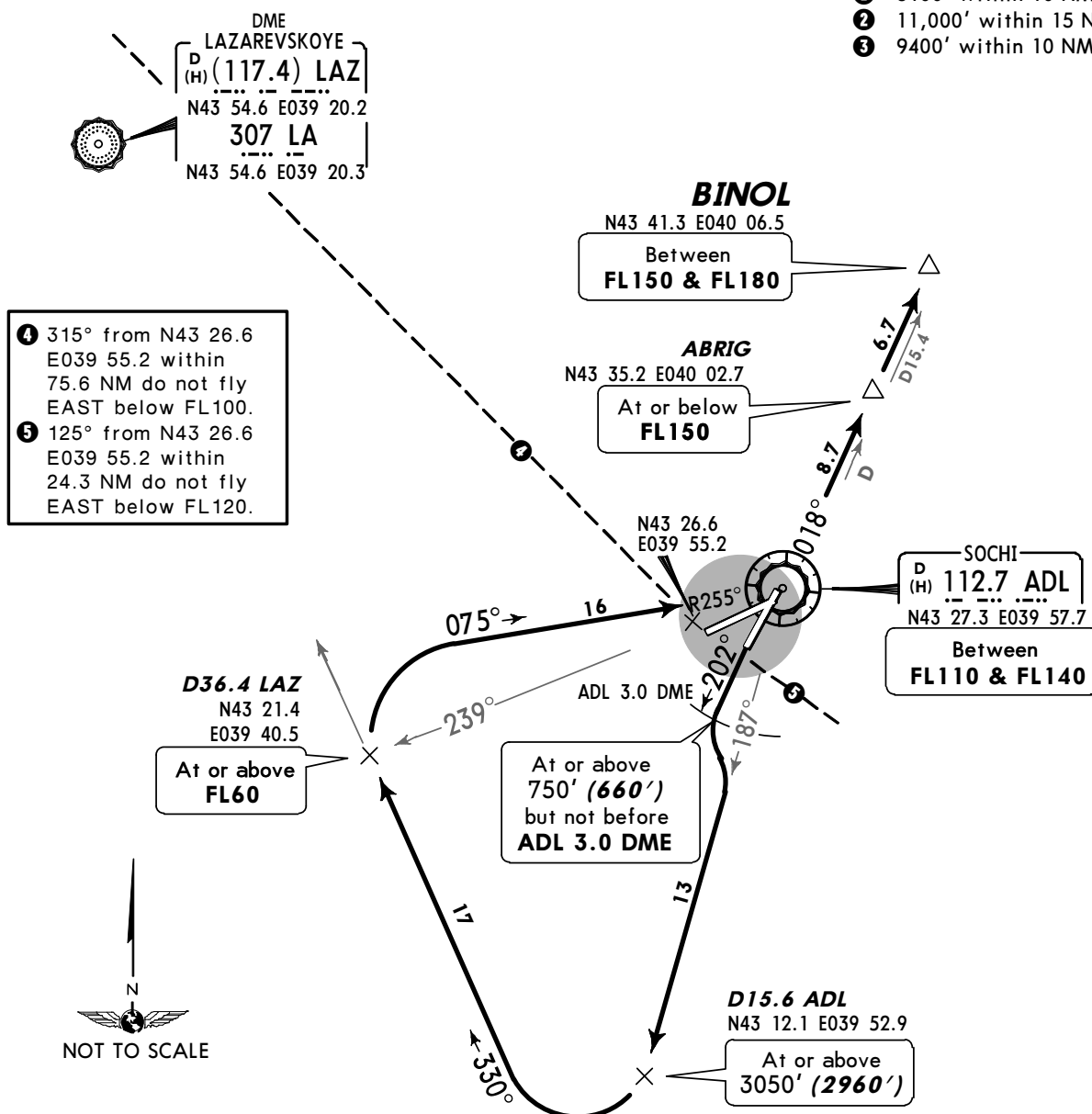
Take-off should be executed with noise abatement procedures according to Flight Manual.

BINOL 6B [BINO6B]
RWY 20 DEPARTURE

SPEED: MAX 250 KT BELOW FL100



- ① 8100' within 10 NM.
- ② 11,000' within 15 NM.
- ③ 9400' within 10 NM.



This SID requires minimum climb gradients of 5.7% up to 490' (400'), then 3.9% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V(fpm)	433	577	866	1155	1443	1732
3.9% V/V(fpm)	296	395	592	790	987	1185

ALT/HEIGHT CONVERSION	
QNH	(QFE)
490'	(400' - 120m)
750'	(660' - 200m)
3050'	(2960' - 900m)
3700'	(3610' - 1100m)

ROUTING

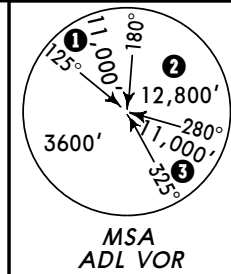
Climb straight ahead to at or above 710' (660') but not before ADL 3.0 DME, turn LEFT, intercept ADL R-187 to D15.6 ADL, turn RIGHT, intercept 330° bearing towards LA, at D36.4 LAZ turn RIGHT, intercept ADL R-255 inbound to ADL, ADL R-018 via ABRIG to BINOL.

Apt Elev
90'

QNH on request (QFE)

Trans level: FL50 Trans alt: 3700' (3613')

Take-off should be executed with noise abatement procedures according to Flight Manual.

**LAMET 5B [LAME5B], TABAN 5B [TABA5B]
RWY 24 DEPARTURES**
~~SPEED~~ MAX 250 KT BELOW FL100

- ① 8100' within 10 NM.
- ② 11,000' within 15 NM.
- ③ 9400' within 10 NM.

- ④ 315° from N43 26.6 E039 55.2 within 75.6 NM do not fly EAST below FL100.
- ⑤ 125° from N43 26.6 E039 55.2 within 24.3 NM do not fly EAST below FL120.

LAMET

N43 21.0 E039 05.3

Between
FL70 & FL90

D38.7

LAMET 5B

TABAN

N43 04.7 E039 36.1

Between
FL80 & FL150

TABAN 5B

D9.2 ADL

N43 27.4

E039 45.1

085°

14

255°

12

249°

164°

209°

28

D27.5

209°

209°

209°

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SOCHI
D (H) 112.7 ADL
N43 27.3 E039 57.7

N43 27.3 E039 57.7

N43 27.3 E039 57.7

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N43 27.3 E039 57.7

N43 27.3 E039 57.7

ALT/HEIGHT CONVERSION
QNH (QFE)
580' (493' - 150m)
3700' (3613' - 1100m)**SID****ROUTING****LAMET 5B**

Climb straight ahead to at or above 580' (493') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-255 to LAMET.

TABAN 5B

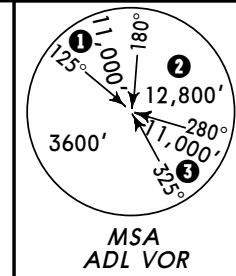
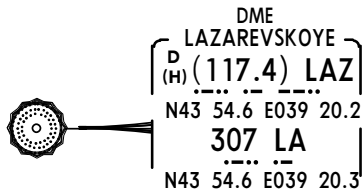
Climb straight ahead to at or above 580' (493') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D15.2 ADL, turn RIGHT, intercept ADL R-265 inbound to D9.2 ADL, turn RIGHT, 164° track, turn RIGHT, intercept ADL R-209 to TABAN.

Apt Elev
90'

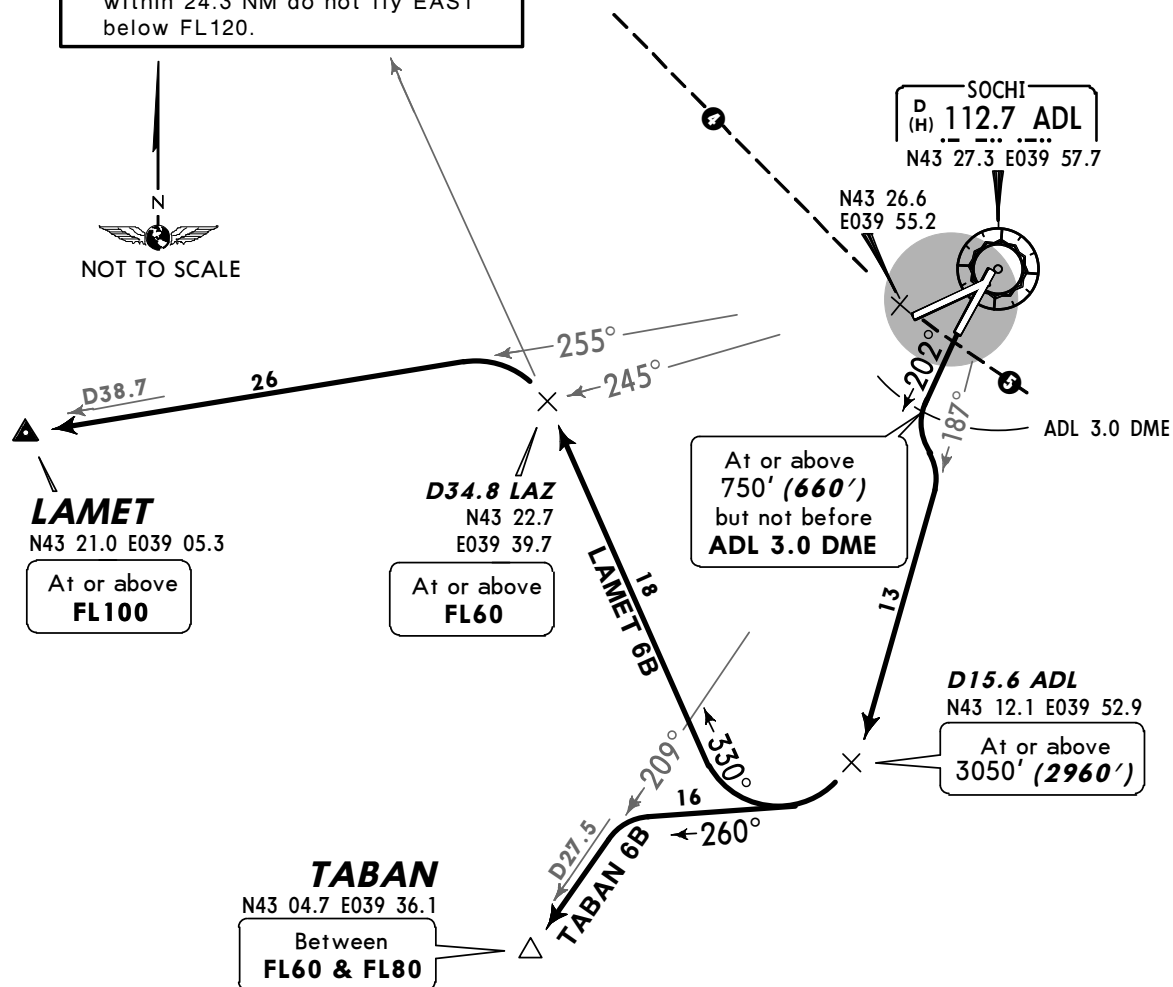
QNH on request (QFE)

Trans level: FL50 Trans alt: 3700' (3610')

Take-off should be executed with noise abatement procedures according to Flight Manual.

LAMET 6B [LAME6B], TABAN 6B [TABA6B]
RWY 20 DEPARTURES**SPEED MAX 250 KT BELOW FL100**

- ① 315° from N43 26.6 E039 55.2 within 75.6 NM do not fly EAST below FL100.
⑤ 125° from N43 26.6 E039 55.2 within 24.3 NM do not fly EAST below FL120.



These SIDs require a minimum climb gradient of
5.7% up to 490' (400').

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V(fpm)	433	577	866	1155	1443	1732

ALT/HEIGHT CONVERSION	
QNH	(QFE)
490'	(400' - 120m)
750'	(660' - 200m)
3050'	(2960' - 900m)
3700'	(3610' - 1100m)

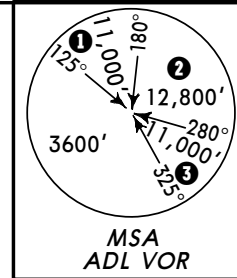
SID	ROUTING
LAMET 6B	Climb straight ahead to at or above 750' (660') but not before ADL 3.0 DME, turn LEFT, intercept ADL R-187 to D15.6 ADL, turn RIGHT, intercept 330° bearing towards LA, at D34.8 LAZ turn LEFT, intercept ADL R-255 to LAMET.
TABAN 6B	Climb straight ahead to at or above 750' (660') but not before ADL 3.0 DME, turn LEFT, intercept ADL R-187 to D15.6 ADL, turn RIGHT, 260° track, turn LEFT, intercept ADL R-209 to TABAN.

Apt Elev
90'

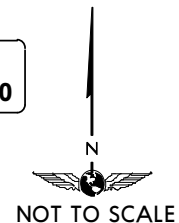
QNH on request (QFE)

Trans level: FL50 Trans alt: 3700' (3613')

Take-off should be executed with noise abatement procedures according to Flight Manual.

ADNET 5B [ADNE5B], IRGID 5B [IRGI5B]
LA 5B, LA 5C
RWY 24 DEPARTURES**SPEED** MAX 250 KT BELOW FL100**ADNET**N44 22.2 E039 50.4
(LAZ D35.0)Between
FL170 & FL200

- ① 8100' within 10 NM.
② 11,000' within 15 NM.
③ 9400' within 10 NM.

DME
LAZAREVSKOYE
D (H) (117.4) LAZ
N43 54.6 E039 20.2
307 LA
N43 54.6 E039 20.3At or above
FL90D10.0 LAZ
N43 45.1 E039 24.6
IRGID 5B
At or above
FL90**IRGID**N43 46.8 E039 54.8
(LAZ D26.2)Between
FL150 & FL180

- ④ 315° from N43 26.6 E039 55.2 within 75.6 NM do not fly EASTbelow FL100.
⑤ 125° from N43 26.6 E039 55.2 within 24.3 NM do not fly EASTbelow FL120.

D15.2 ADL
N43 23.3 E039 37.6D9.7 ADL
N43 24.7 E039 44.8
LA 5C
At or above
1730' (1643')At or above
580' (493')
but not before
ADL 3.0 DMESOCHI
D (H) 112.7 ADL
N43 27.3 E039 57.7

N43 26.6 E039 55.2

ADL 3.0 DME

IRGID 5B

This SID requires a minimum climb gradient of 3.9% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V(fpm)	296	395	592	790	987	1185

ALT/HEIGHT CONVERSION

QNH	(QFE)
580'	(493' - 150m)
1730'	(1643' - 500m)
3700'	(3613' - 1100m)

ROUTING**ADNET 5B**

Climb straight ahead to at or above 580' (493') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D15.2 ADL, turn RIGHT, intercept 336° bearing to LA, 032° bearing to ADNET.

IRGID 5B

Climb straight ahead to at or above 580' (493') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D15.2 ADL, turn RIGHT, intercept 336° bearing towards LA, at D10.0 LAZ turn RIGHT, 057° track, turn RIGHT, intercept 101° bearing from LA to IRGID.

LA 5B

Climb straight ahead to at or above 580' (493') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D15.2 ADL, turn RIGHT, intercept 336° bearing to LA.

LA 5C

Climb straight ahead to at or above 580' (493') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D9.7 ADL, turn RIGHT, intercept 326° bearing to LA.

Apt Elev
90'

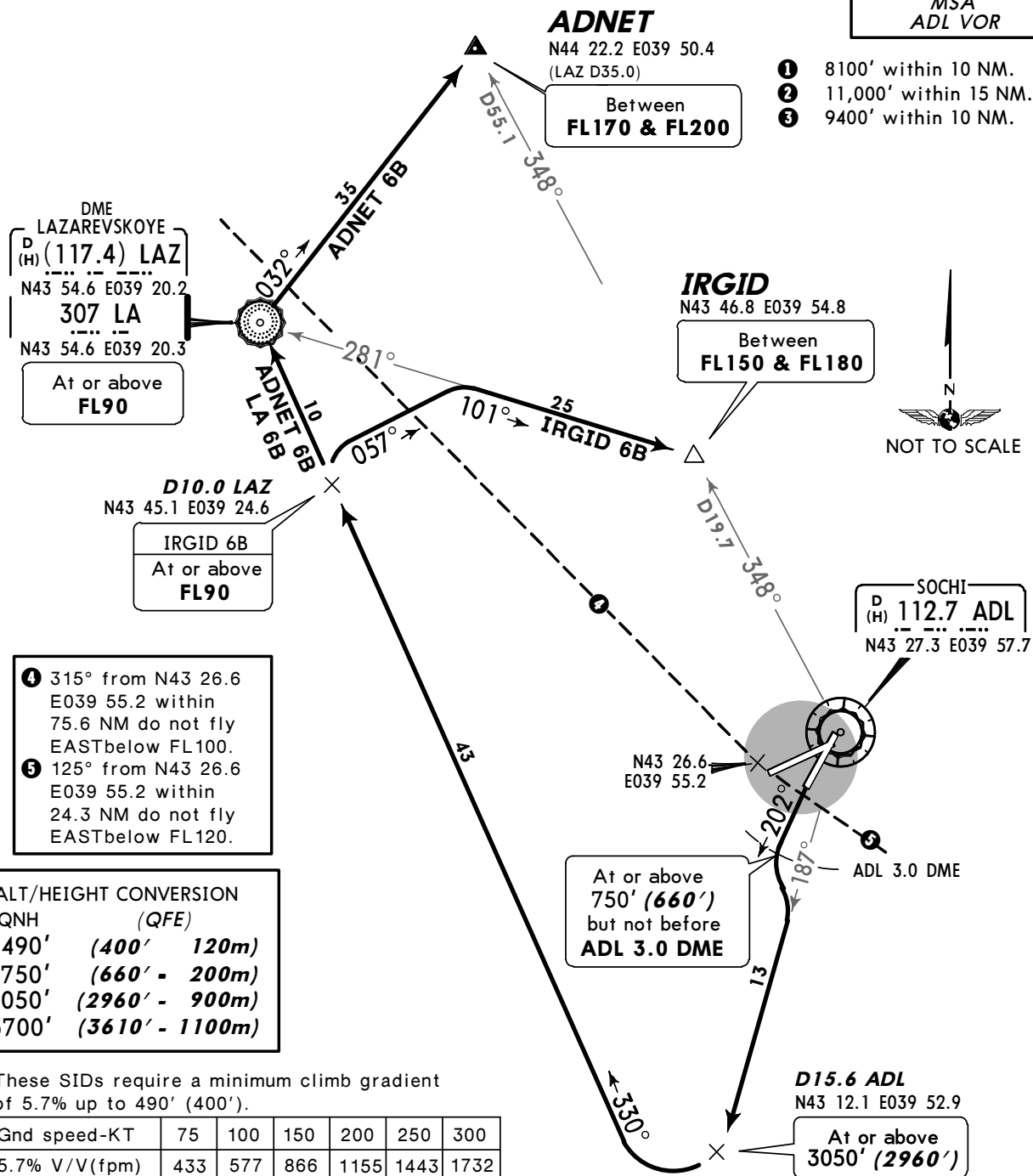
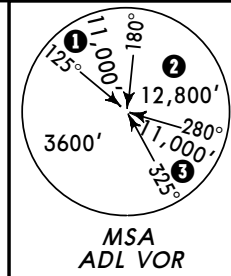
QNH on request (QFE)

Trans level: FL50 Trans alt: 3700' (3610')

Take-off should be executed with noise abatement procedures according to Flight Manual.

ADNET 6B [ADNE6B], IRGID 6B [IRGI6B]
LA 6B

RWY 20 DEPARTURES

SPEED MAX 250 KT BELOW FL100

SID	ROUTING
ADNET 6B	Climb straight ahead to at or above 750' (660') but not before ADL 3.0 DME, turn LEFT, intercept ADL R-187 to D15.6 ADL, turn RIGHT, intercept 330° bearing to LA, 032° bearing to ADNET.
IRGID 6B	Climb straight ahead to at or above 750' (660') but not before ADL 3.0 DME, turn LEFT, intercept ADL R-187 to D15.6 ADL, turn RIGHT, intercept 330° bearing towards LA, at D10.0 LAZ, turn RIGHT, 057° track, turn RIGHT, intercept 101° bearing from LA to IRGID.
LA 6B	Climb straight ahead to at or above 750' (660') but not before ADL 3.0 DME, turn LEFT, intercept ADL R-187 to D15.6 ADL, turn RIGHT, intercept 330° bearing to LA.

NOISE ABATEMENT

DEPARTURES

TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall be applied only during take-off and climbing phases of the flight .

Noise abatement procedures shall not be executed in case of one of the ACFT engines failure during take-off phase.

Restrictions

Take-off with a tail wind component is allowed according to the Aeroplane Flight Manual for specified ACFT type.

In case of RWY 24 take-off on RWY heading and climbing to 580' (493') or above with the maximum possible climb gradient the ACFT shall proceed to D3.0 ADL, turn RIGHT on 249° track, contact "SOCHI Approach 1" on frequency 119.7 and according to SID or by ATC clearance climbing turn RIGHT.

In case of RWY 20 take-off on RWY heading and climbing to 750' (660') or above with the maximum possible climb gradient the ACFT shall proceed to D3.0 ADL, turn LEFT on ADL R-187, contact "Sochi Approach 1" on frequency 119.7 and according to SID or by ATC clearance climbing turn RIGHT.

Change of flight course of the ACFT after takeoff is allowed only after reaching 750' (660') or above, D3.0 ADL for RWY 20; 580' (493'), D3.0 ADL for RWY 24 or by ATC clearance.

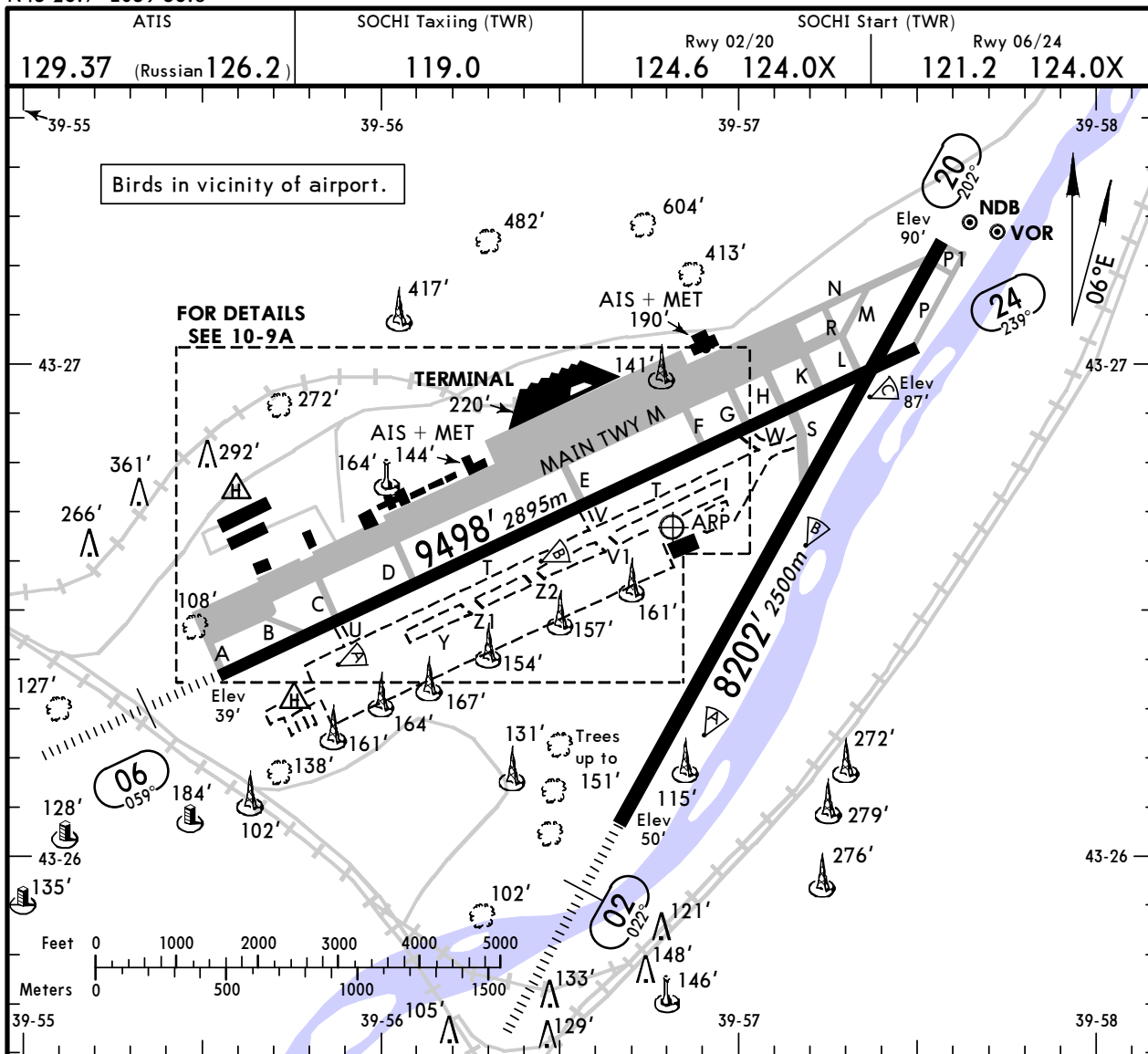
The minimum indicated air speed of steady climb shall not be less than $V_{L2} + 11$ KT or less than that prescribed in the Aeroplane Flight Manual if it has greater value.

The maintaining of the minimum indicated air speed during climb is not required if it brings to exceeding the minimum permissible angle of attack.

The reduction of engines power shall not be applied until:

- the ACFT reaches 1080' (990') above aerodrome level;
- the established standard power setting enables to maintain the established climb gradient of not less than 4% at a speed specified above with the maximum certified ACFT take-off mass;
- take-off flight path provides overflying of all obstacles located under flight path with sufficient clearance both when all engines are operating normally and also taking into account possible engine failure and time period necessary for the rest engines to develop full power.

The flight crews shall request for a stepless climb from 'Sochi-Taxiing' controller at the runwayholding position.



ADDITIONAL RUNWAY INFORMATION

				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
RWY				Threshold	Glide Slope		
02	RL (58m)	HIALS PAPI-L (angle 2.83°)	RVR	7874' 2400m	6963' 2122m	NA	161'
20	RL (58m)		RVR	NA		①	49m
06	RL (58m)	HIALS PAPI-L (angle 2.83°)	RVR	9219' 2810m	8247' 2514m	NA	148'
24	RL (58m)		RVR	NA		②	45m

TAKE-OFF RUN AVAILABLE

① RWY 20:

From rwy head 8202' (2500m)
twy N int 7808' (2380m)

② 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

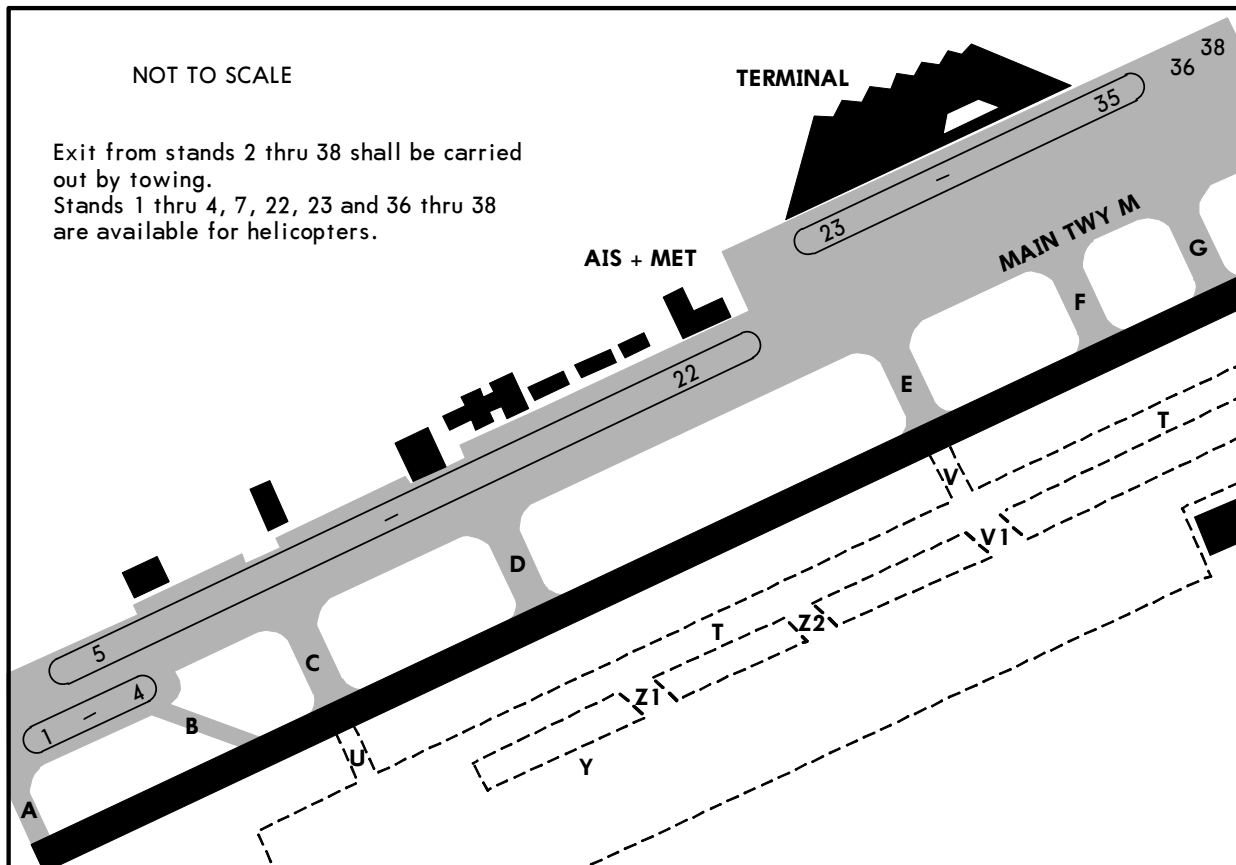
RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

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		

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
RNAV ❷❸	NOT AUTH	NOT AUTH	710' (660')	710' (660')
ALS out			C2300m	C2300m
			C2400m	C2400m
RNAV ❸❸	710' (660')	710' (660')	NOT AUTH	NOT AUTH
ALS out	R1500m	R1500m		
RNAV ❹❸	800' (750')	800' (750')	860' (810')	860' (810')
ALS out	R1500m	R1500m	C2400m	C2400m
VOR ❷❸	660' (610')	660' (610')	700' (650')	700' (650')
	R1500m	R1500m	C2300m	C2300m
ALS out	R1500m	R1500m	C2400m	C2400m
VOR ❹❸	810' (760')	810' (760')	830' (780')	830' (780')
	R1500m	R1500m	C2400m	C2400m
NDB	1470' (1420')	1470' (1420')	1660' (1610')	1660' (1610')
	C5000m	C5000m	C5000m	C5000m

- 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 3.9%
- ❻ Missed apch climb gradient mim 3.3%
- ❼ Missed apch climb gradient mim 4.8%
- ❽ Continuous Descent Final Approach.

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
	RNAV ❺❹	540' (501') R1500m	540' (501') R1500m	NOT APPLICABLE	NOT APPLICABLE
	RNAV ❻❹	NOT APPLICABLE	NOT APPLICABLE	570' (531') R1700m C2400m	570' (531') R1700m C2400m
	RNAV ❼❹	600' (561') R1500m	600' (561') R1500m	650' (611') C2100m	650' (611') C2100m
	ALS out	R1500m	R1500m	C2400m	C2400m
	VOR ❼❹	NOT APPLICABLE	NOT APPLICABLE	570' (531') R1700m C2400m	570' (531') R1700m C2400m
	ALS out				
	VOR ❸❹	540' (501') R1500m	540' (501') R1500m	NOT APPLICABLE	NOT APPLICABLE
	VOR ❹❹	600' (561') R1500m	600' (561') R1500m	650' (611') C2100m	650' (611') C2100m
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB	700' (661') C2600m	700' (661') C2600m	1030' (991') C4200m	1030' (991') C4200m
	ALS out	C3300m	C3300m	C4900m	C4900m

- 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 3.1 & 3.7%
 ❻ Missed apch climb gradient mim 3.4%
 ❼ Missed apch climb gradient mim 4.3%
 ❸ Missed apch climb gradient mim 3.8%
 ❹ 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	250m	400m	500m
B			
C			
D	300m		

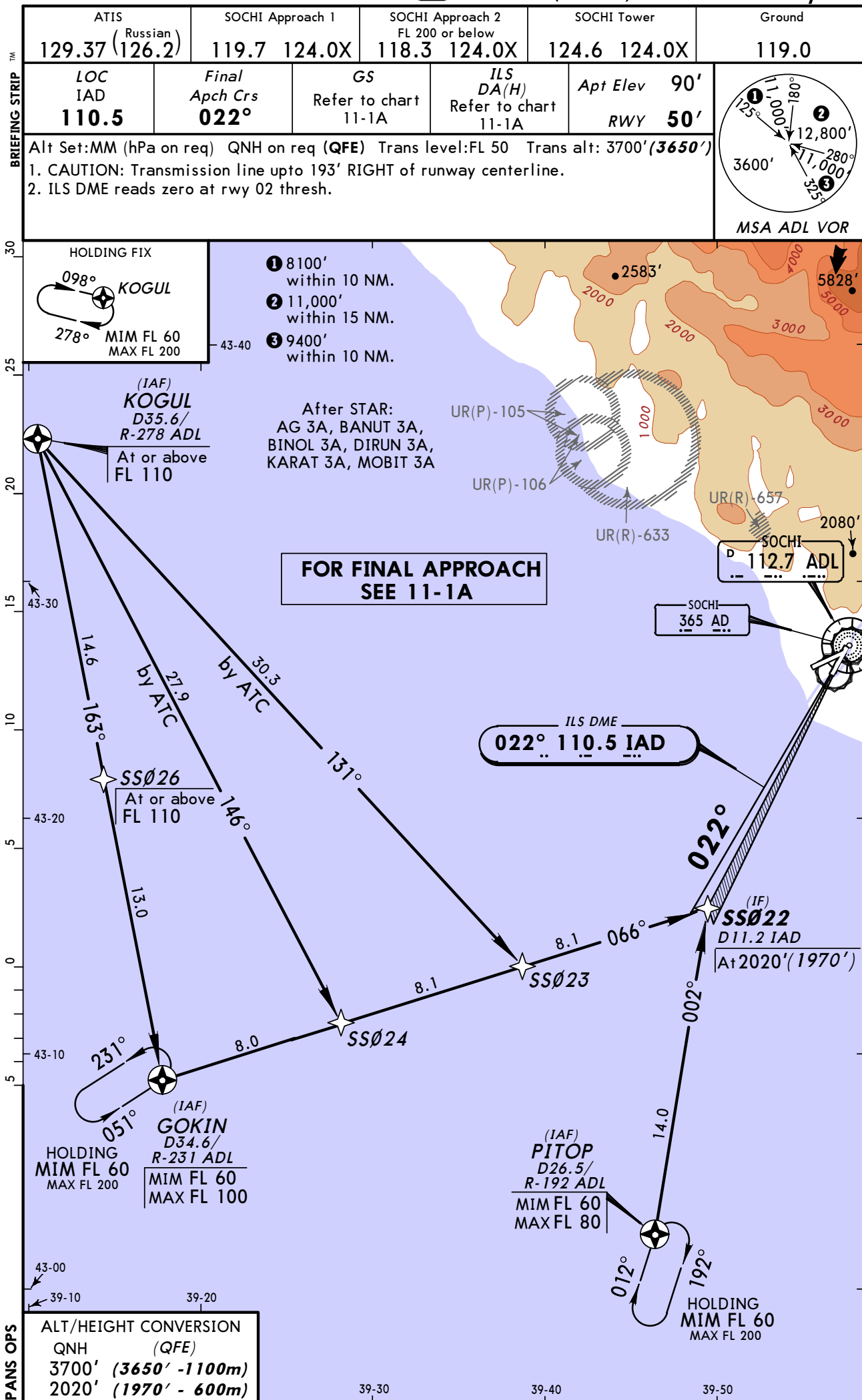
URSS/AER
SOCHI

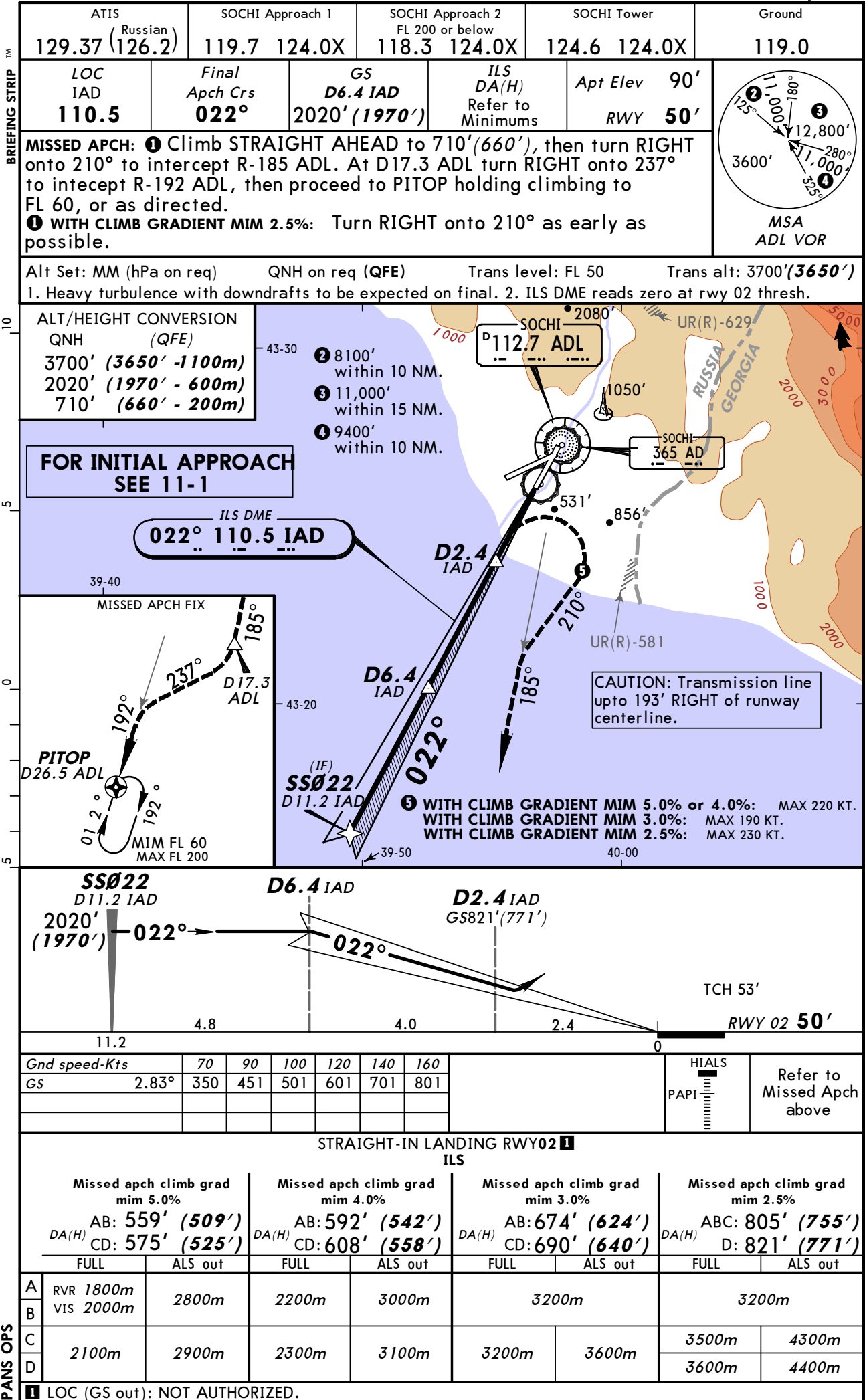
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JEPPESEN RNAV (GNSS) ILS DME Rwy 02

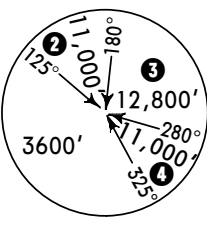
SOCHI, RUSSIA



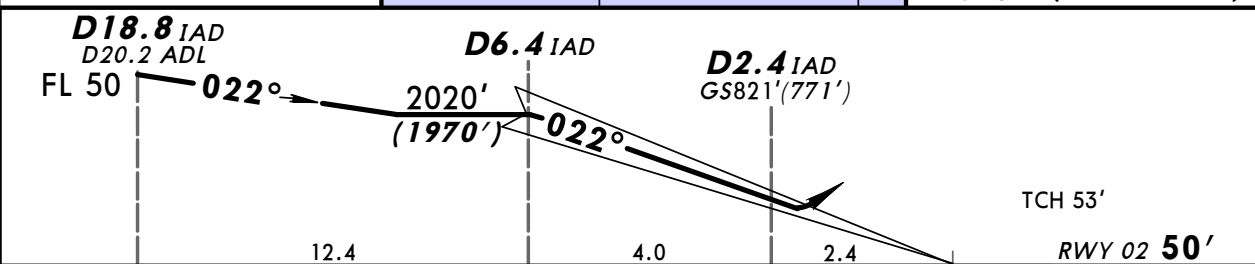
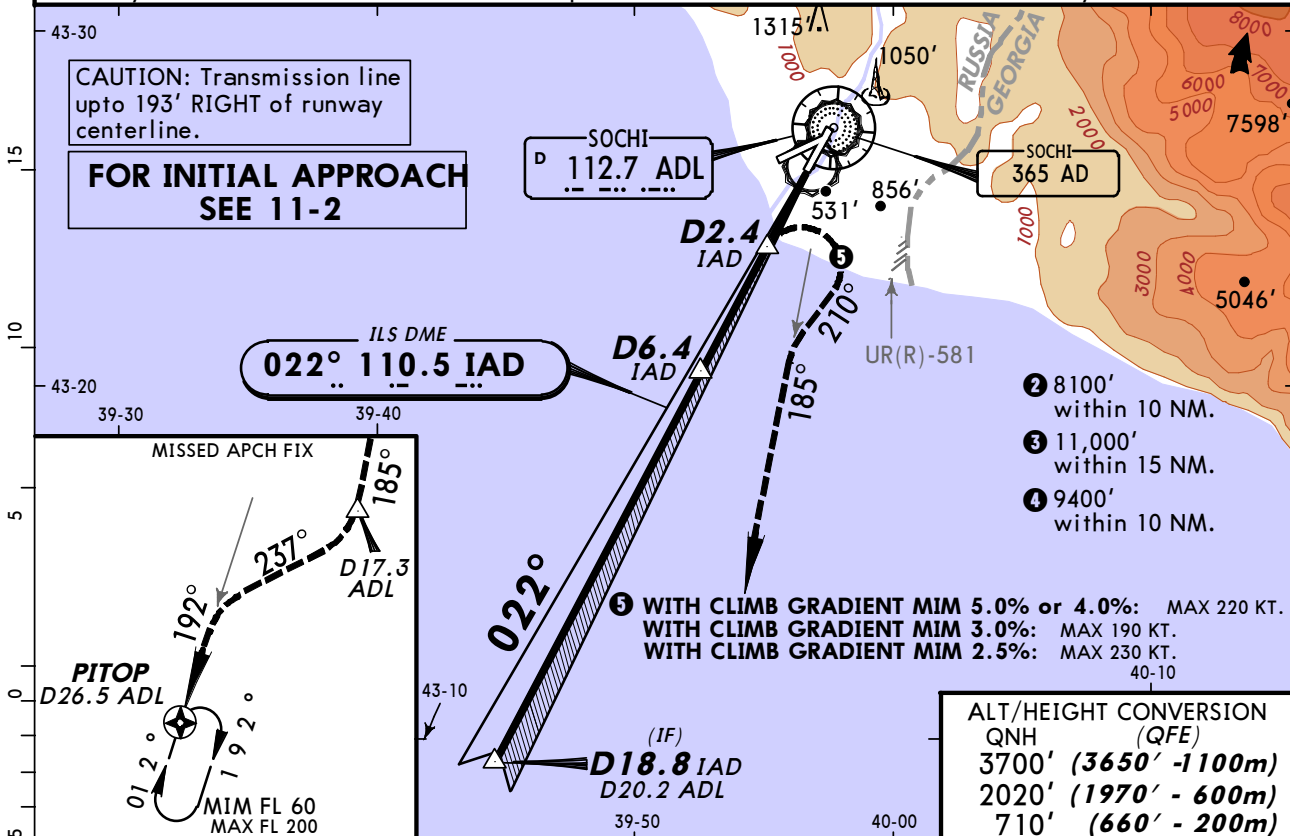


SOCHI, RUSSIA
via Arc ILS DME Rwy 02



ATIS 129.37 (126.2) (Russian)	SOCHI Approach 1 119.7 124.0X	SOCHI Approach 2 FL 200 or below 118.3 124.0X	SOCHI Tower 124.6 124.0X	Ground 119.0
LOC IAD 110.5	Final Apch Crs 022°	GS D6.4 IAD 2020' (1970')	ILS DA(H) Refer to Minimums	Apt Elev 90' RWY 50'
MISSED APCH: ① Climb STRAIGHT AHEAD to 710' (660'), then turn RIGHT onto 210° to intercept R-185 ADL. At D17.3 ADL turn RIGHT onto 237° to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed. ① WITH CLIMB GRADIENT MIM 2.5%: Turn RIGHT onto 210° as early as possible.				 MSA ADL VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3650')
 1. Heavy turbulence with downdrafts to be expected on final. 2. ILS DME reads zero at rwy 02 thresh.



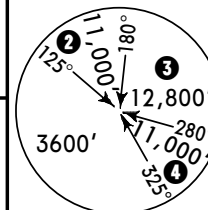
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI Refer to Missed Apch above
GS	2.83°	350	451	501	601	801	

STRAIGHT-IN LANDING RWY02 I							
ILS							
Missed apch climb grad mim 5.0%		Missed apch climb grad mim 4.0%		Missed apch climb grad mim 3.0%		Missed apch climb grad mim 2.5%	
AB: 559' (509')		AB: 592' (542')		AB: 674' (624')		ABC: 805' (755')	
DA(H) CD: 575' (525')		DA(H) CD: 608' (558')		DA(H) CD: 690' (640')		DA(H) D: 821' (771')	
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out
A	RVR 1800m	2800m	2200m	3000m	3200m	3200m	
B	VIS 2000m						
C	2100m	2900m	2300m	3100m	3200m	3600m	3500m 4300m
D							3600m 4400m

LOC (GS out): NOT AUTHORIZED.

BRIEFING STRIP

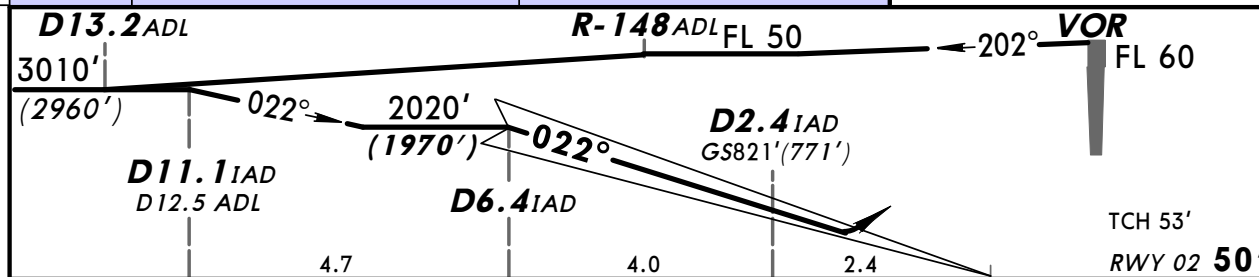
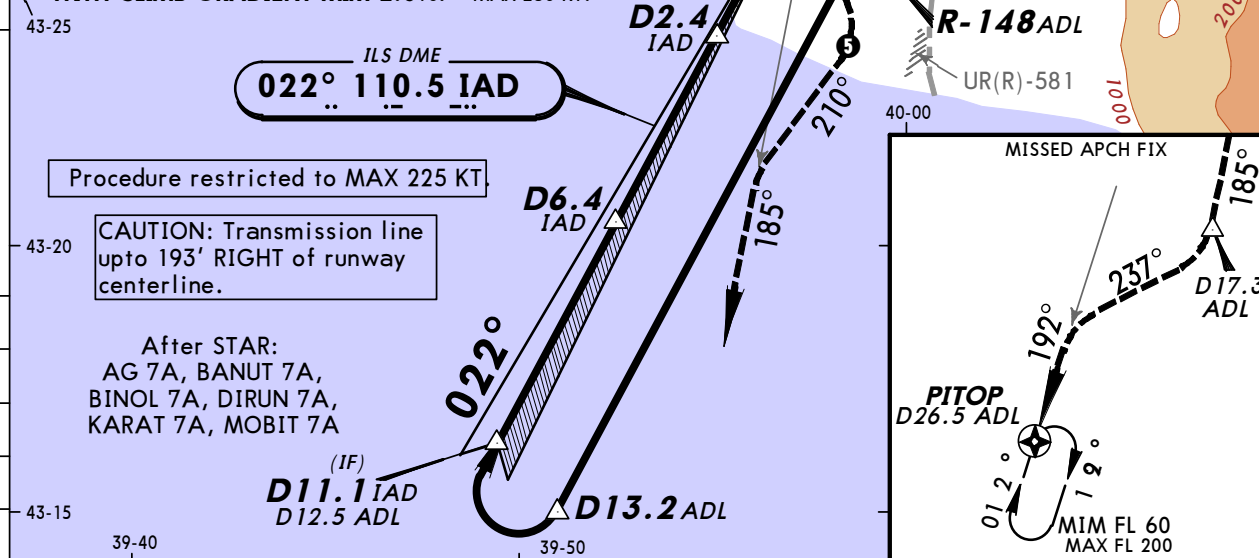
ATIS 129.37 (126.2) (Russian)	SOCHI Approach 1 119.7 124.0X	SOCHI Approach 2 FL 200 or below 118.3 124.0X	SOCHI Tower 124.6 124.0X	Ground 119.0
LOC IAD 110.5	Final Apch Crs 022°	GS D6.4 IAD 2020' (1970')	ILS DA(H) Refer to Minimums	Apt Elev 90' RWY 50'
MISSED APCH: ① Climb STRAIGHT AHEAD to 710' (660'), then turn RIGHT onto 210° to intercept R-185 ADL. At D17.3 ADL turn RIGHT onto 237° to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed. ① WITH CLIMB GRADIENT MIM 2.5%: Turn RIGHT onto 210° as early as possible.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3650') 1. Heavy turbulence with downdrafts to be expected on final. 2. ILS DME reads zero at rwy 02 thresh.				



ALT/HEIGHT CONVERSION
QNH (QFE)
3700' (3650' - 1100m)
3010' (2960' - 900m)
2020' (1970' - 600m)
710' (660' - 200m)

- ② 8100' within 10 NM.
- ③ 11,000' within 15 NM.
- ④ 9400' within 10 NM.

- ⑤ WITH CLIMB GRADIENT MIM 5.0% or 4.0%: MAX 220 KT.
- WITH CLIMB GRADIENT MIM 3.0%: MAX 190 KT.
- WITH CLIMB GRADIENT MIM 2.5%: MAX 230 KT.



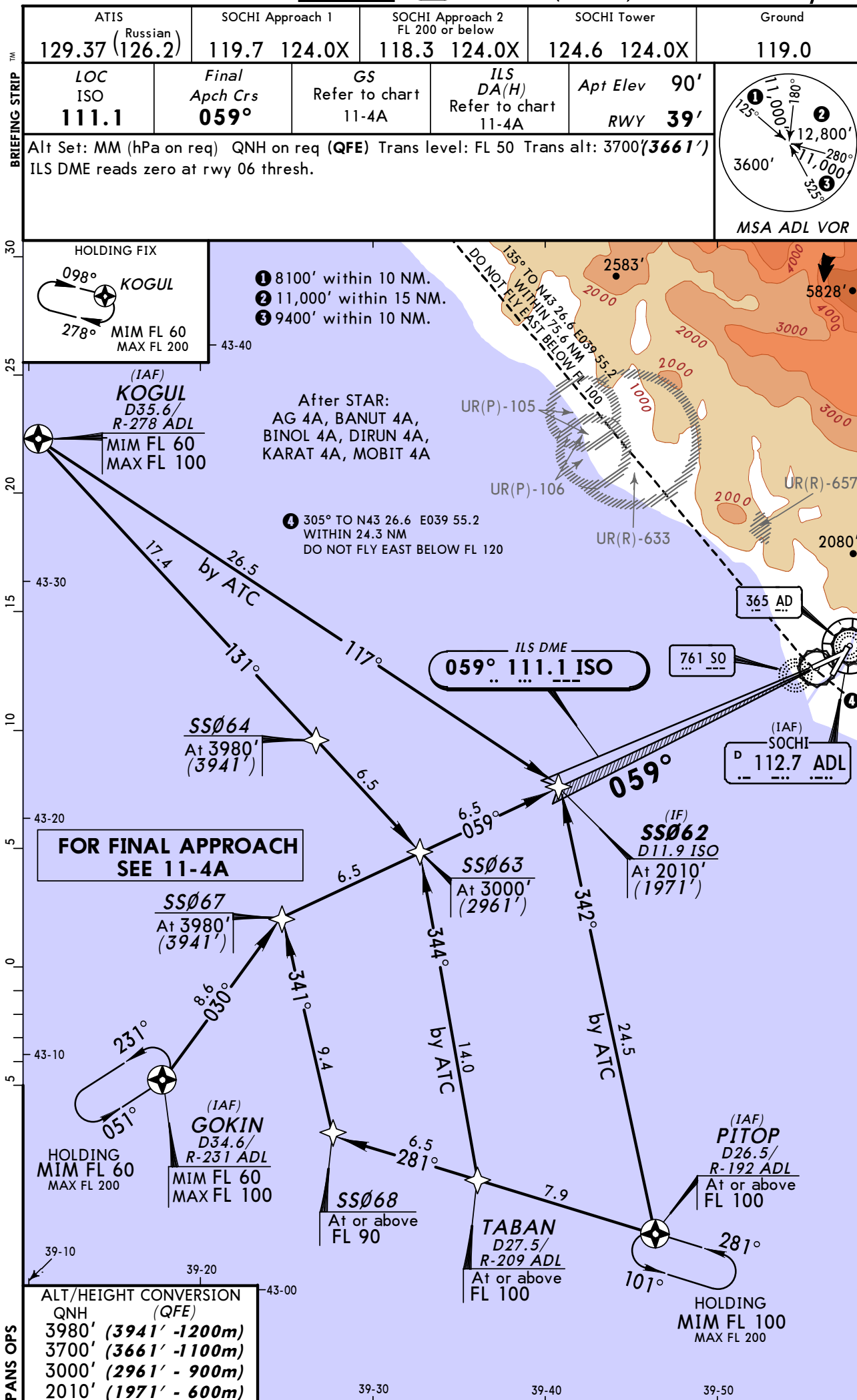
Gnd speed-Kts	70	90	100	120	140	160	HIALS	Refer to Missed Apch above
GS	2.83°	350	451	501	601	701	801	

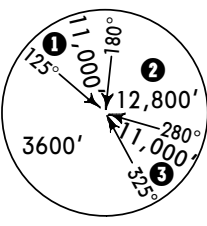
STRAIGHT-IN LANDING RWY02 ILS							
Missed apch climb grad mim 5.0%		Missed apch climb grad mim 4.0%		Missed apch climb grad mim 3.0%		Missed apch climb grad mim 2.5%	
AB: 559' (509')		AB: 592' (542')		AB: 674' (624')		ABC: 805' (755')	
DA(H) CD: 575' (525')		DA(H) CD: 608' (558')		DA(H) CD: 690' (640')		DA(H) D: 821' (771')	
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out
A	RVR 1800m	2800m	2200m	3000m	3200m	3200m	
B	VIS 2000m						
C	2100m	2900m	2300m	3100m	3200m	3600m	3500m 4300m
D							3600m 4400m

① LOC (GS out): NOT AUTHORIZED.

CHANGES: Missed approach.

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ATIS 129.37 (126.2) (Russian)	SOCHI Approach 1 119.7 124.0X	SOCHI Approach 2 FL 200 or below 118.3 124.0X	SOCHI Tower 124.6 124.0X	Ground 119.0
LOC ISO 111.1	Final Apch Crs 059°	GS D6.4 ISO 2010' (1971')	ILS DA(H) Refer to Minimums	Apt Elev 90' RWY 39'
MISSED APCH: Climbing turn RIGHT as early as possible to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 100, or as directed. WITH CLIMB GRADIENT MIM 2.5%: Climbing turn RIGHT as early as possible (CAT C: MAX 170 KT, CAT D: MAX 185 KT) to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 100, 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. Heavy turbulence with downdrafts to be expected on final. 2. ILS DME reads zero at rwy 06 thresh.

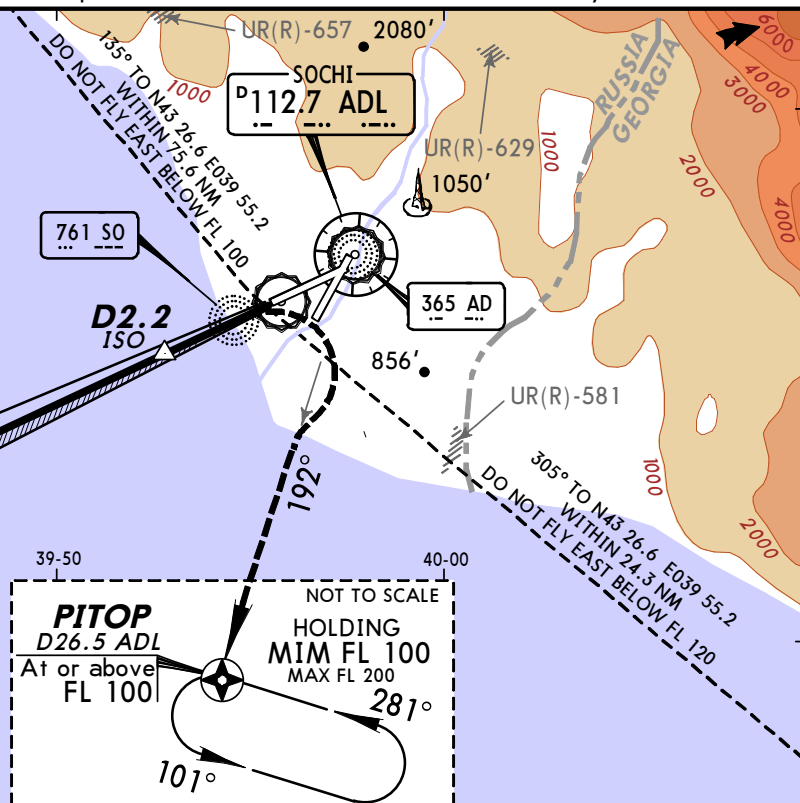
ALT/HEIGHT CONVERSION

QNH (QFE)

3700' (3661' - 1100m)

2010' (1971' - 600m)

- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.

ILS DME
059° 111.1 ISO(IF)
SS062
D11.9 ISOFOR INITIAL APPROACH
SEE 11-4SS062
D11.9 ISO2010'
(1971')D6.4
ISO

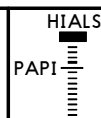
059°

D2.2 ISO
GS744' (705')

TCH 56'

RWY 06 39'

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

Refer to
Missed Apch
above

STRAIGHT-IN LANDING RWY06

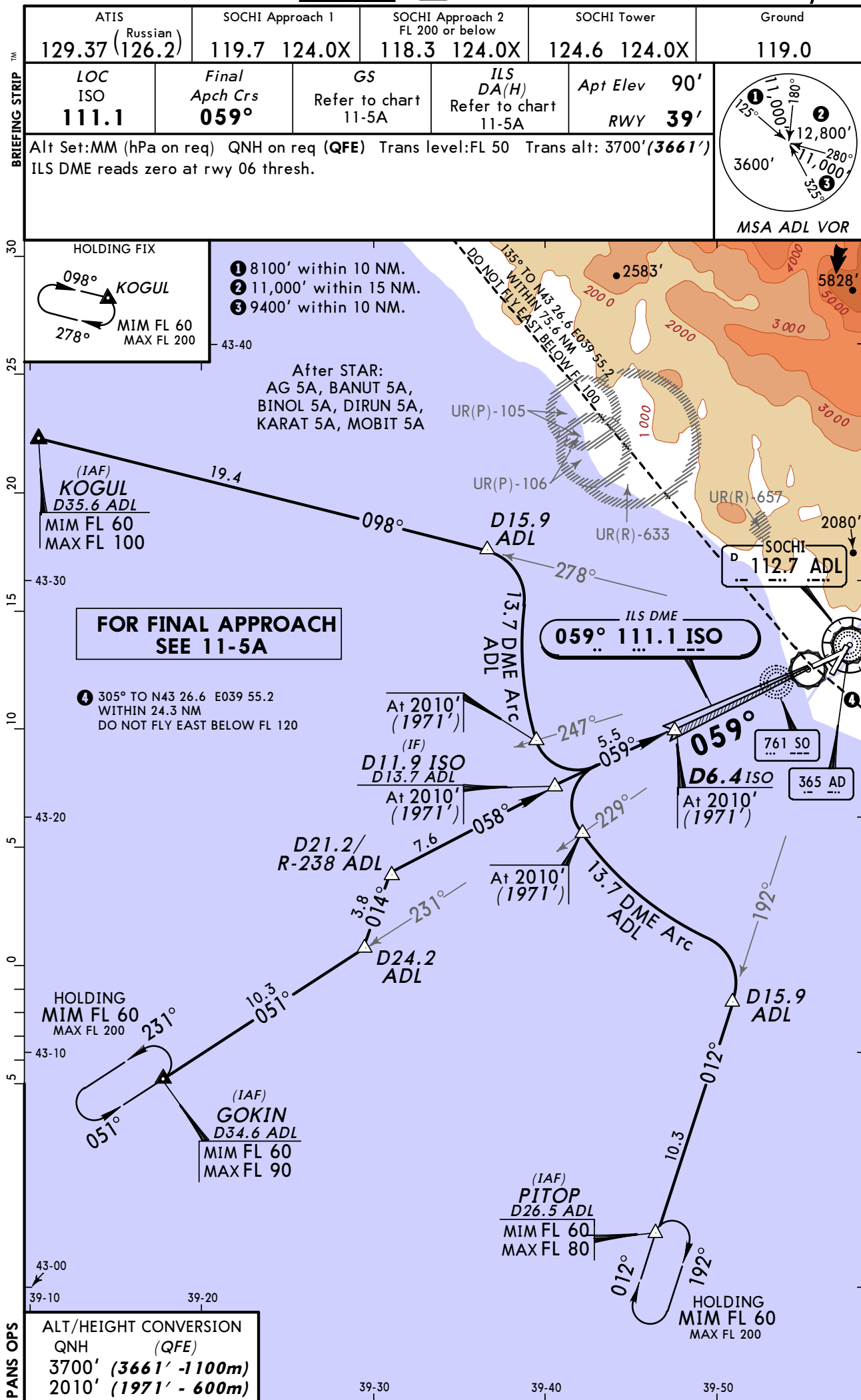
Missed apch climb grad mim 5.0%			Missed apch climb grad mim 4.0%		Missed apch climb grad mim 3.0%		Missed apch climb grad mim 2.5%	
DA(H) ABC: 384' (345') D: 400' (361')			AB: 466' (427') DA(H) C: 482' (443') D: 499' (460')		AB: 515' (476') DA(H) C: 548' (509') D: 564' (525')		AB: 548' (509') DA(H) 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

URSS/AER
SOCHI

1 MAR 13
Eff 7 Mar

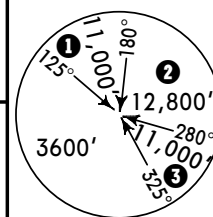
JEPPesen
11-5

SOCHI, RUSSIA
via Arc ILS DME Rwy 06



BRIEFING STRIP™

WITH CLIMB GRADIENT MIN 2.5%: Climbing turn RIGHT as early as possible (CAT C: MAX 170 KT, CAT D: MAX 185 KT) to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 100, or as directed.

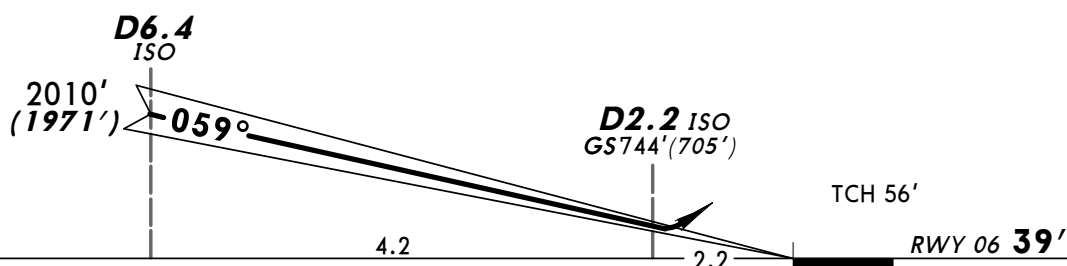


MSA
ADL VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700'(**3661'**)
1. Heavy turbulence with downdrafts to be expected on final. 2. ILS DME reads zero at rwy 06 thresh.

- ① 8100' within 10 NM.
- ② 11,000' within 15 NM.
- ③ 9400' within 10 NM.

**FOR INITIAL APPROACH
SEE 11-5**



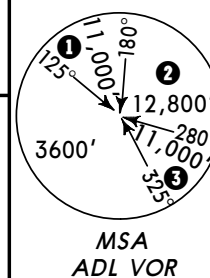
<i>Gnd speed-Kts</i>	70	90	100	120	140	160		Refer to Missed Apch above
<i>GS</i> 2.83°	350	451	501	601	701	801		

Missed apch climb grad
mim 2.5%

AB: 548' (509')
 DA(H) 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

ATIS 129.37 (126.2) (Russian)	SOCHI Approach 1 119.7 124.0X	SOCHI Approach 2 FL 200 or below 118.3 124.0X	SOCHI Tower 121.2 124.0X	Ground 119.0
LOC ISO 111.1	Final Apch Crs 059°	GS D6.4 ISO 2010' (1971')	ILS DA(H) Refer to Minimums	Apt Elev 90' RWY 39'
MISSED APCH: Climbing turn RIGHT as early as possible to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed. WITH CLIMB GRADIENT MIM 2.5%: Climbing turn RIGHT as early as possible (CAT C: MAX 170 KT, CAT D: MAX 185 KT) to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3661')				
1. Procedure restricted to MAX 225 KT. 2. Heavy turbulence with downdrafts to be expected on final. 3. ILS DME reads zero at rwy 06 thresh.				



ALT/HEIGHT CONVERSION
QNH (QFE)
3700' (3661' - 1100m)
3000' (2961' - 900m)
2010' (1971' - 600m)

- ① 8100' within 10 NM.
- ② 11,000' within 15 NM.
- ③ 9400' within 10 NM.

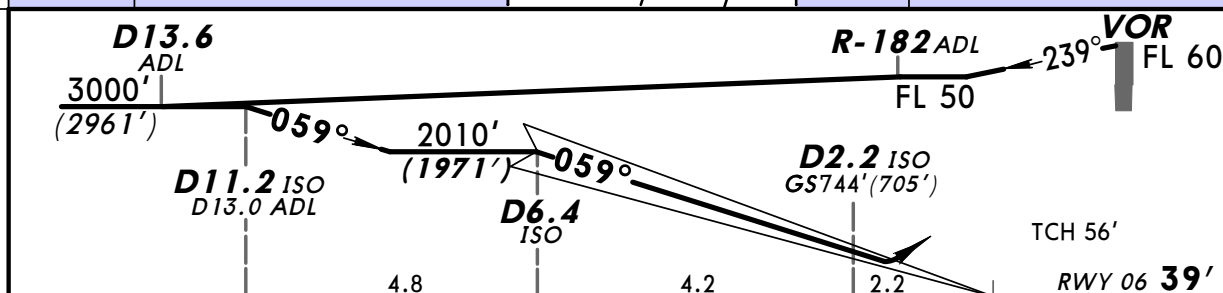
ILS DME
059° 111.1 ISO

(IF)
D11.2 ISO
D13.0 ADL

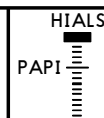
D13.6
ADL

PITOP
D26.5 ADL
MIM FL 60
MAX FL 200

After STAR:
AG 7A, BANUT 7A,
BINOL 7A, DIRUN 7A,
KARAT 7A, MOBIT 7A

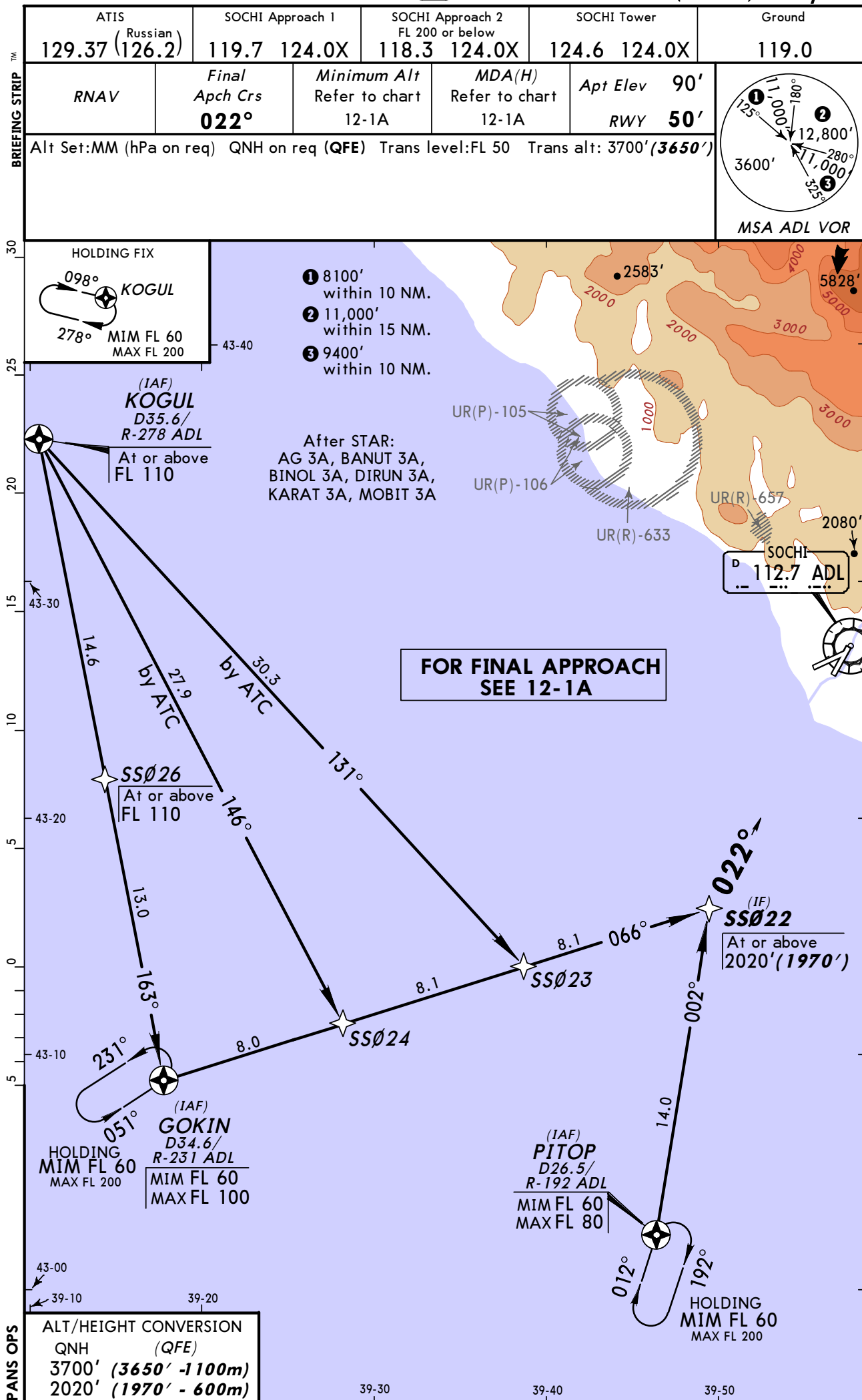


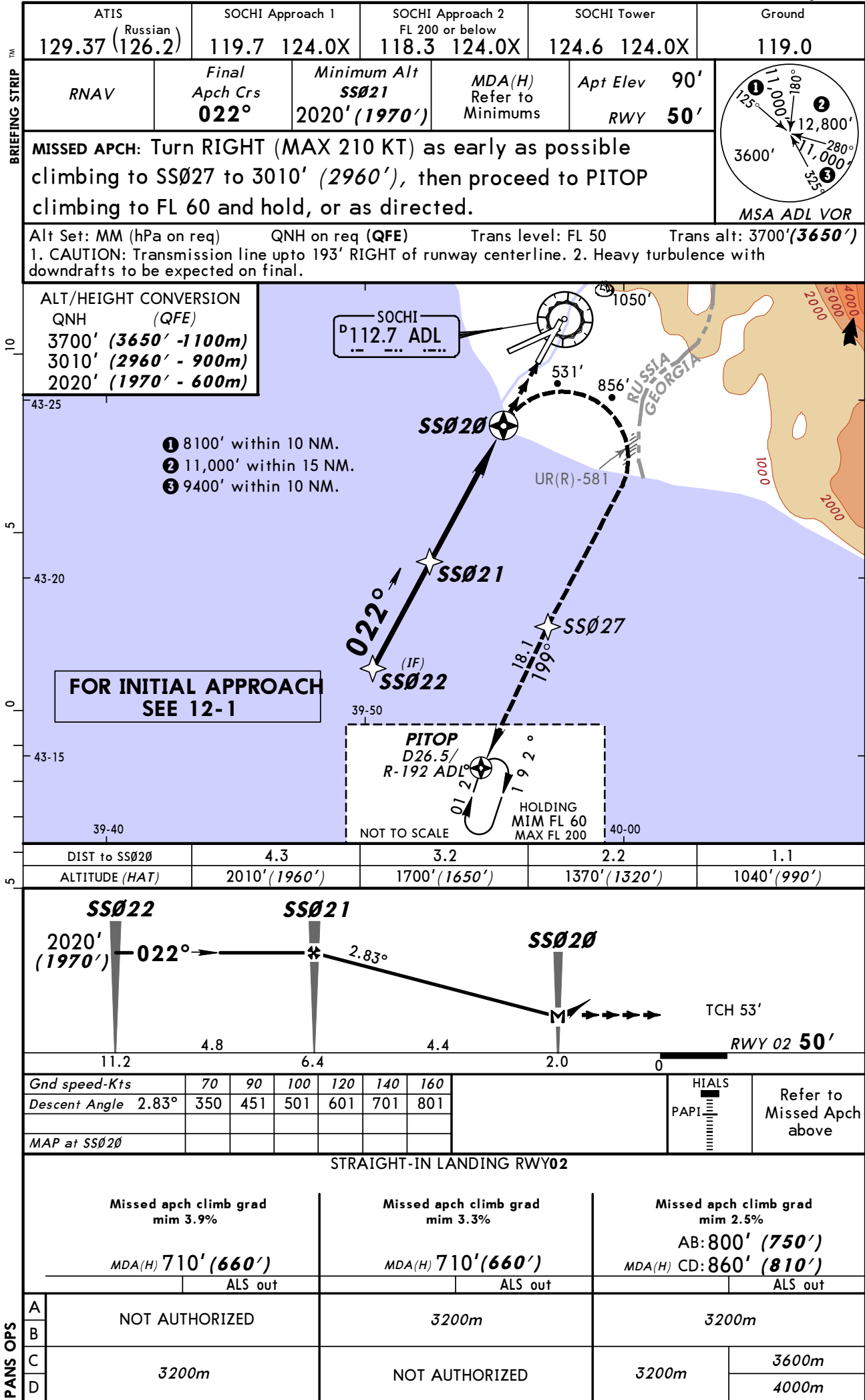
<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>GS</i> 2.83°	350	451	501	601	701	801

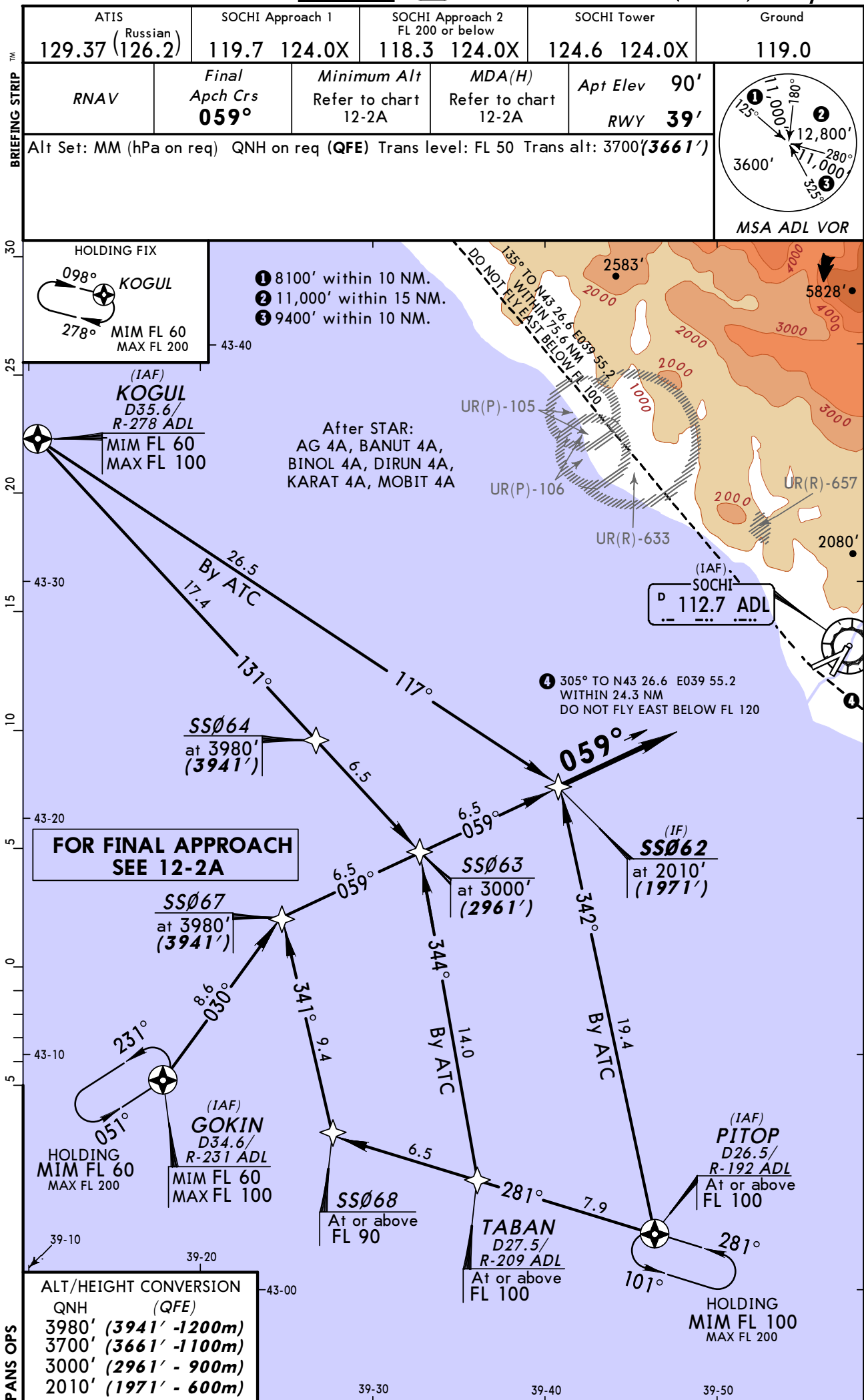


Refer to
Missed Apch
above

STRAIGHT-IN LANDING RWY06							
Missed apch climb grad mim 5.0%		Missed apch climb grad mim 4.0%		Missed apch climb grad mim 3.0%		Missed apch climb grad mim 2.5%	
DA(H) ABC: 384' (345') D: 400' (361')		AB: 466' (427') C: 482' (443') D: 499' (460')		AB: 515' (476') C: 548' (509') D: 564' (525')		AB: 548' (509') C: 564' (525') D: 597' (558')	
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out
A							
B	1000m	1800m	1500m	2300m	1800m	2600m	RVR 1800m VIS 2000m
C			RVR 1500m VIS 1600m	2400m	RVR 1800m VIS 2000m	2800m	2100m
D	1100m	1900m	1700m	2500m	2100m	2900m	2300m





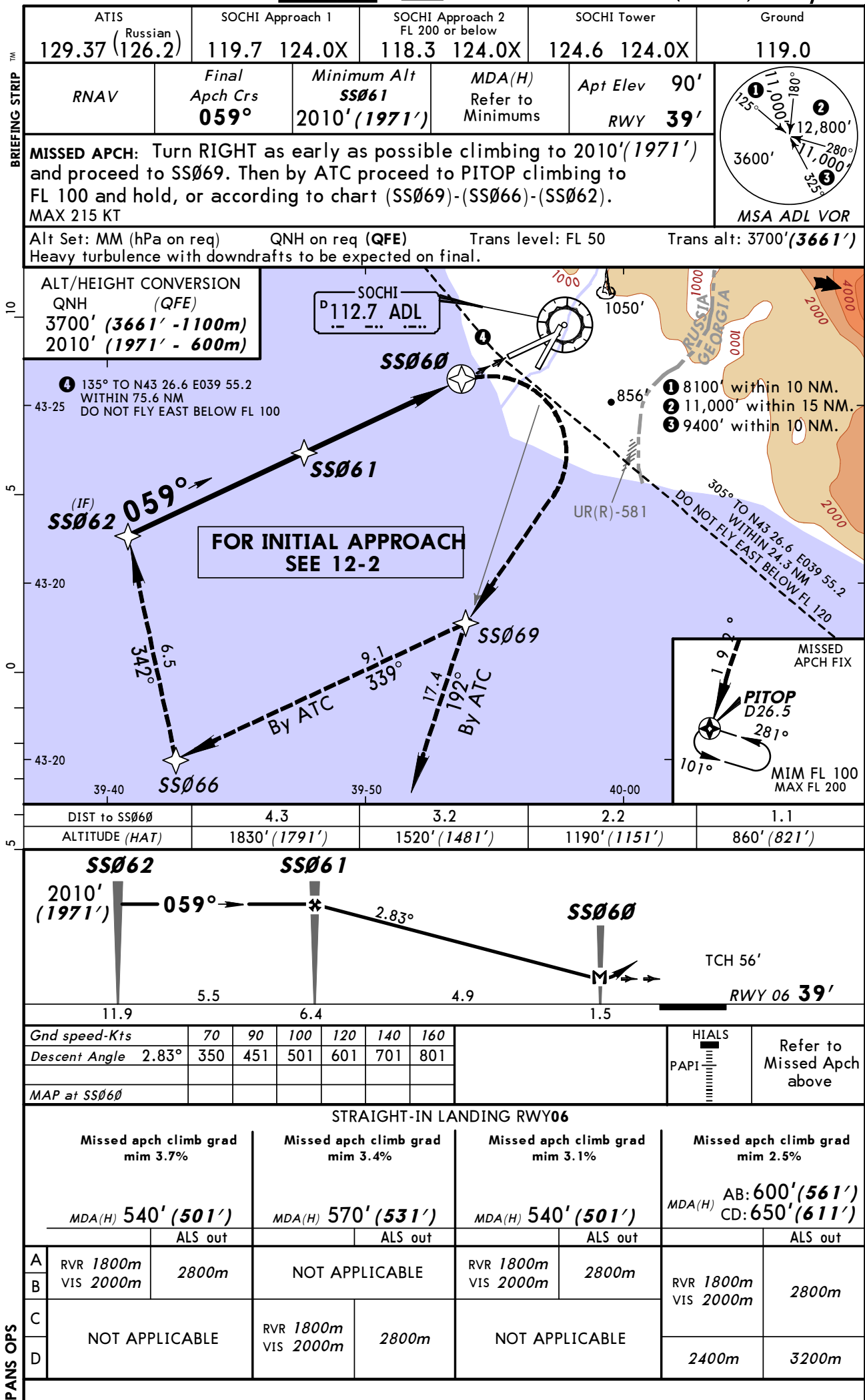


URSS/AER SOCHI

1 MAR 13
Eff 7 Mar

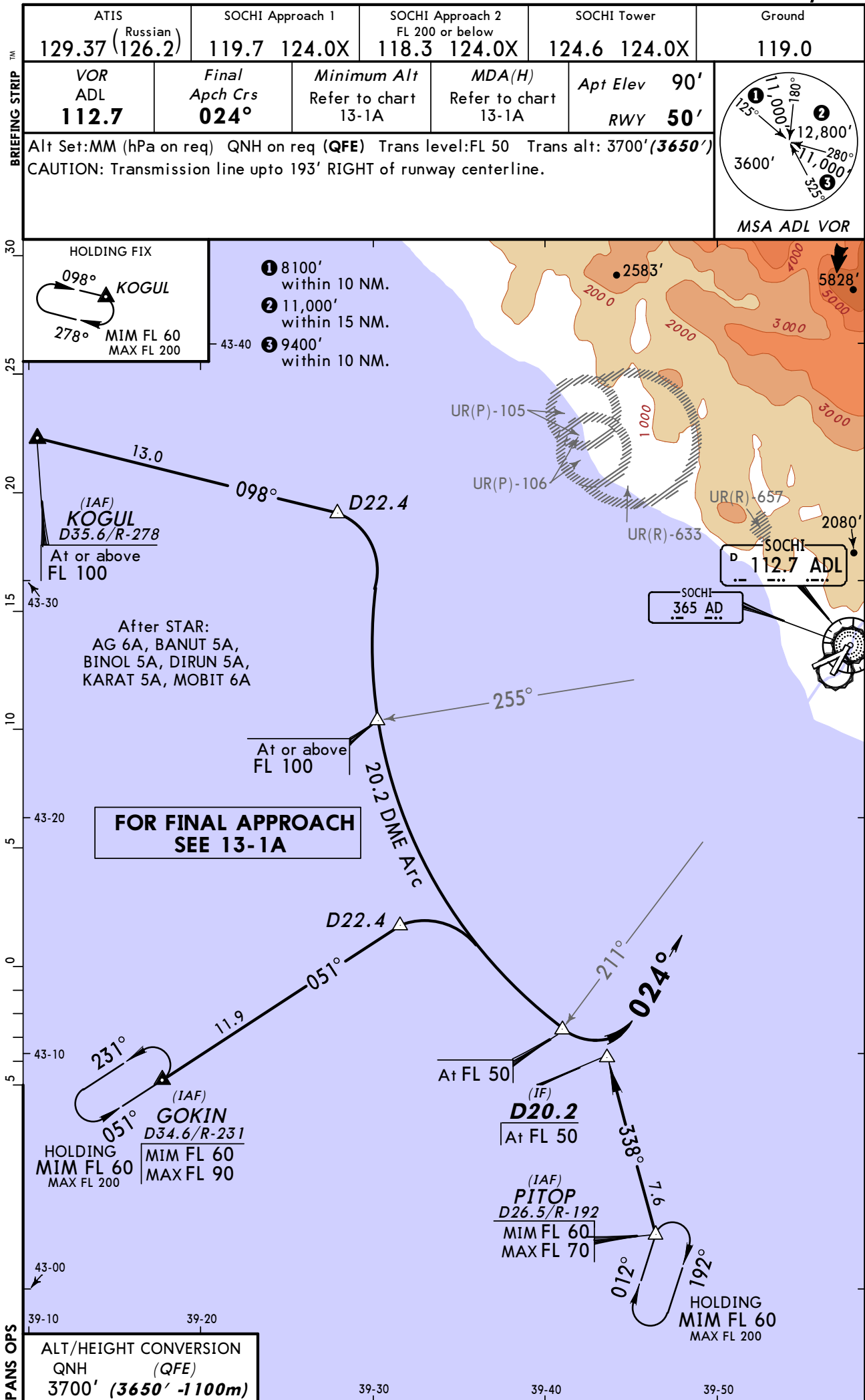
12-2A

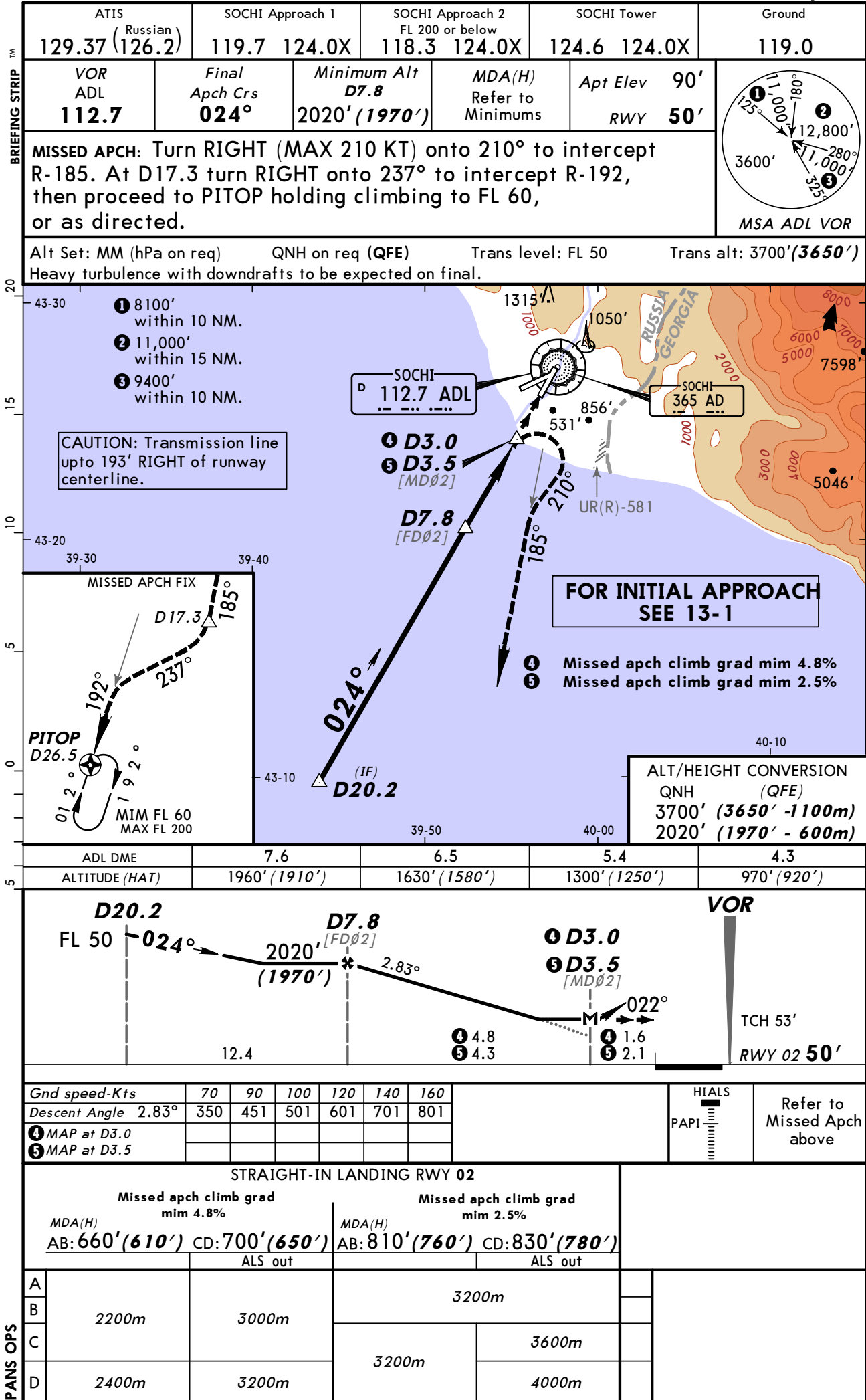
SOCHI, RUSSIA
RNAV (GNSS) Rwy 06



CHANGES: New procedure.

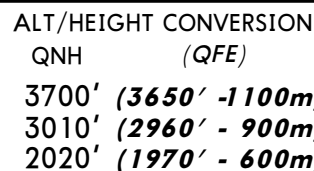
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MSA ADL VOR

- ① 8100' within 10 NM.
- ② 11,000' within 15 NM.
- ③ 9400' within 10 NM.

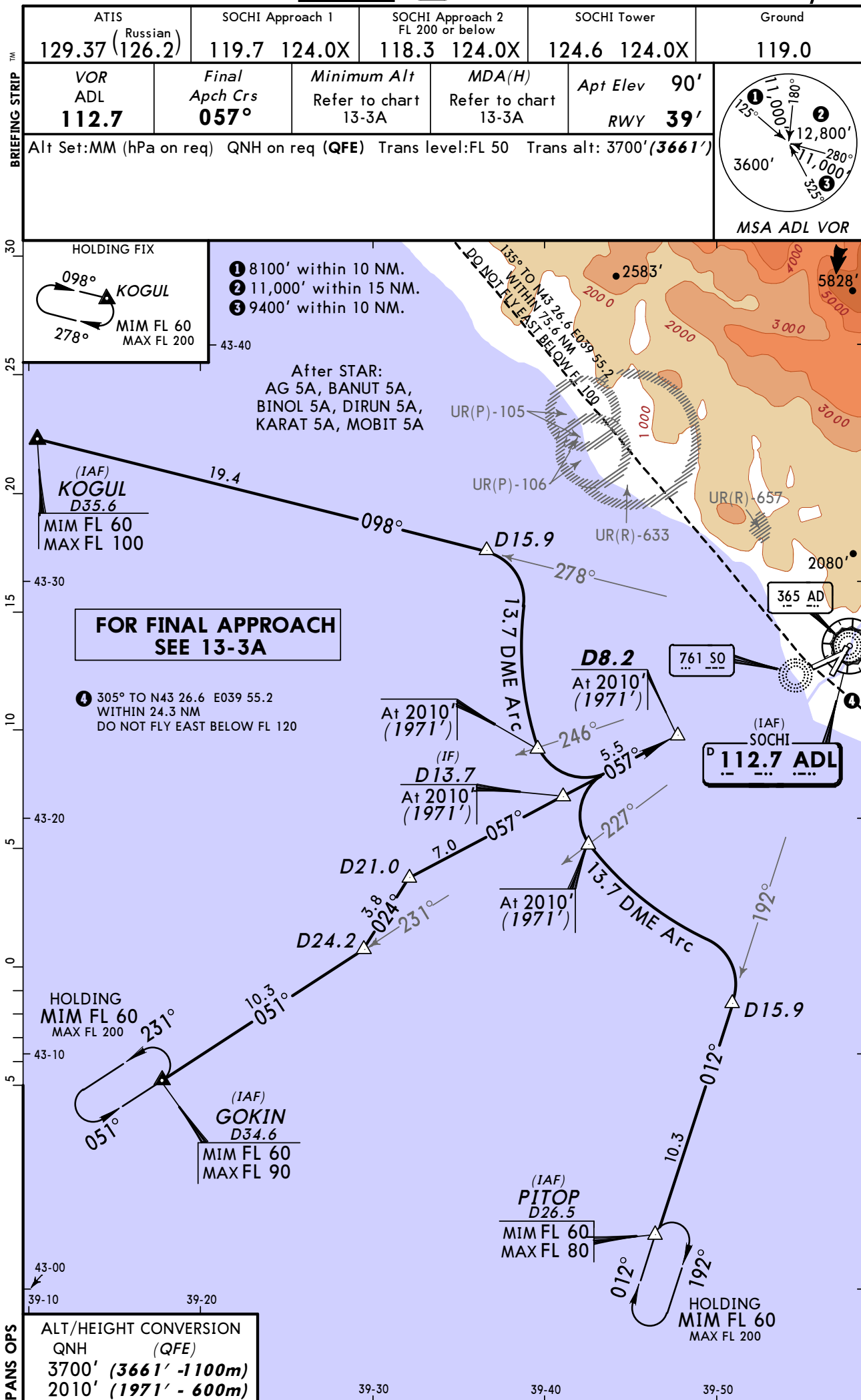


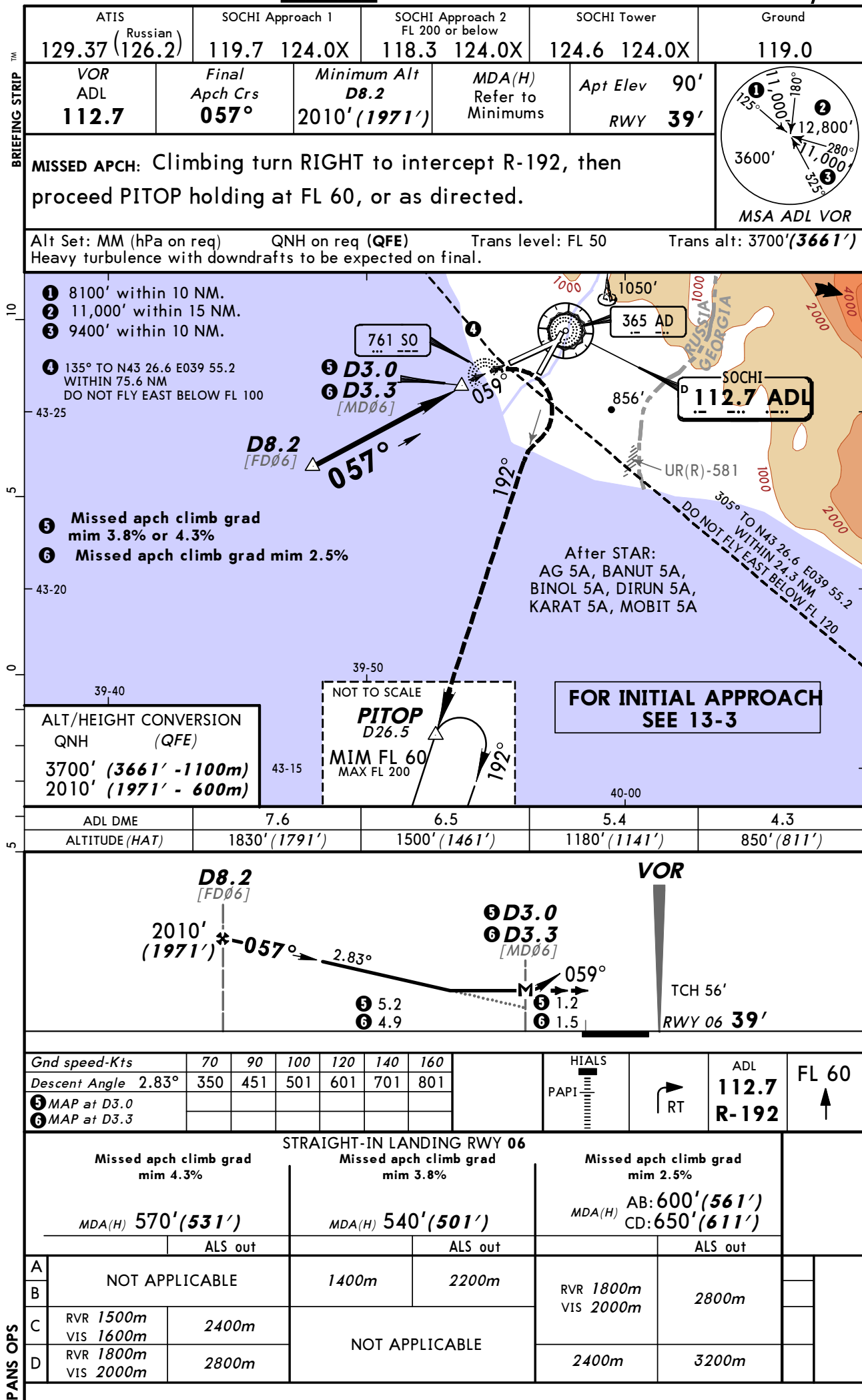
Profile view diagram showing the runway and taxiway area. Key features include:

- Elevations: 3010' (2960'), 2020' (1970'), 4.8 (4.3), 1.6 (2.1), TCH 53', RWY 02 50'.
- Distances: D13.2, D12.5, 2020' (1970'), D7.8 [FDØ2], 4.7, 4.8 (4.3), 1.6 (2.1).
- Angles: 024°, 2.83°, 022°, 205°.
- Labels: R-148, FL 50, FL 60, VOR, MDØ2, M.

A gel electrophoresis image showing a single band for PAPI and a ladder for HIALS. The PAPI band is located at a lower position than the HIALS ladder.

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			
D			
	2400m	3200m	3600m
			4000m



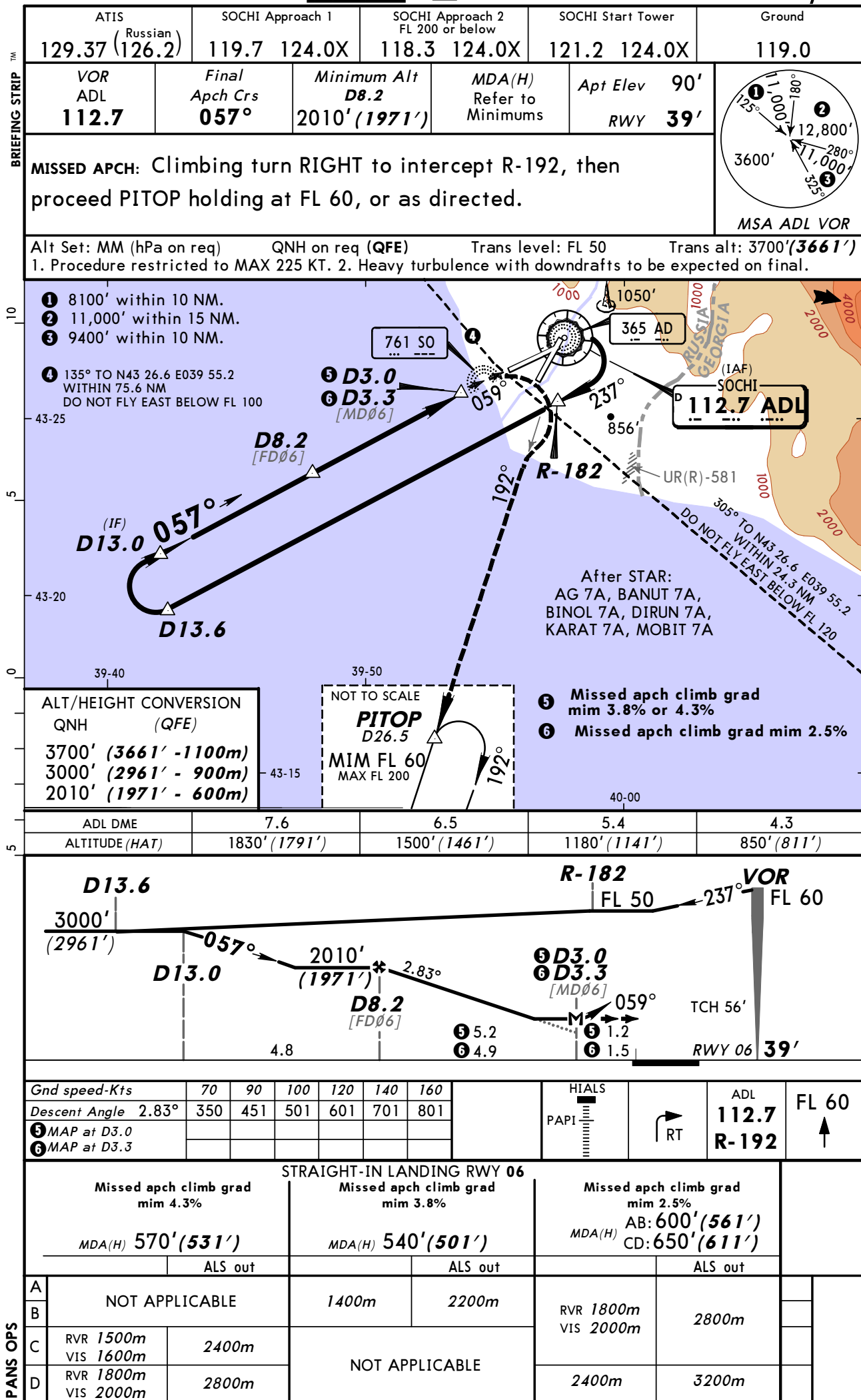


URSS/AER
SOCHI

1 MAR 13
Eff 7 Mar

13-4

SOCHI, RUSSIA
via VOR VOR DME Rwy 06



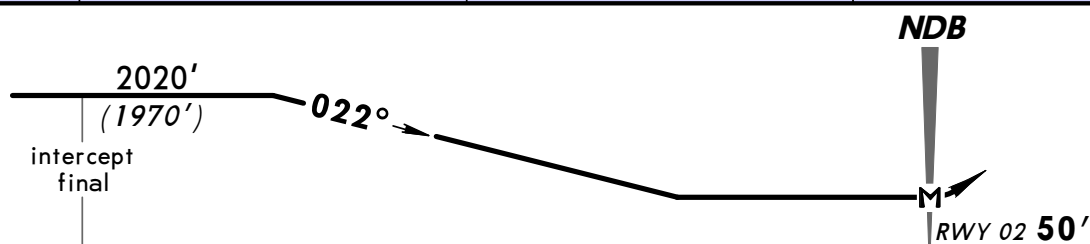
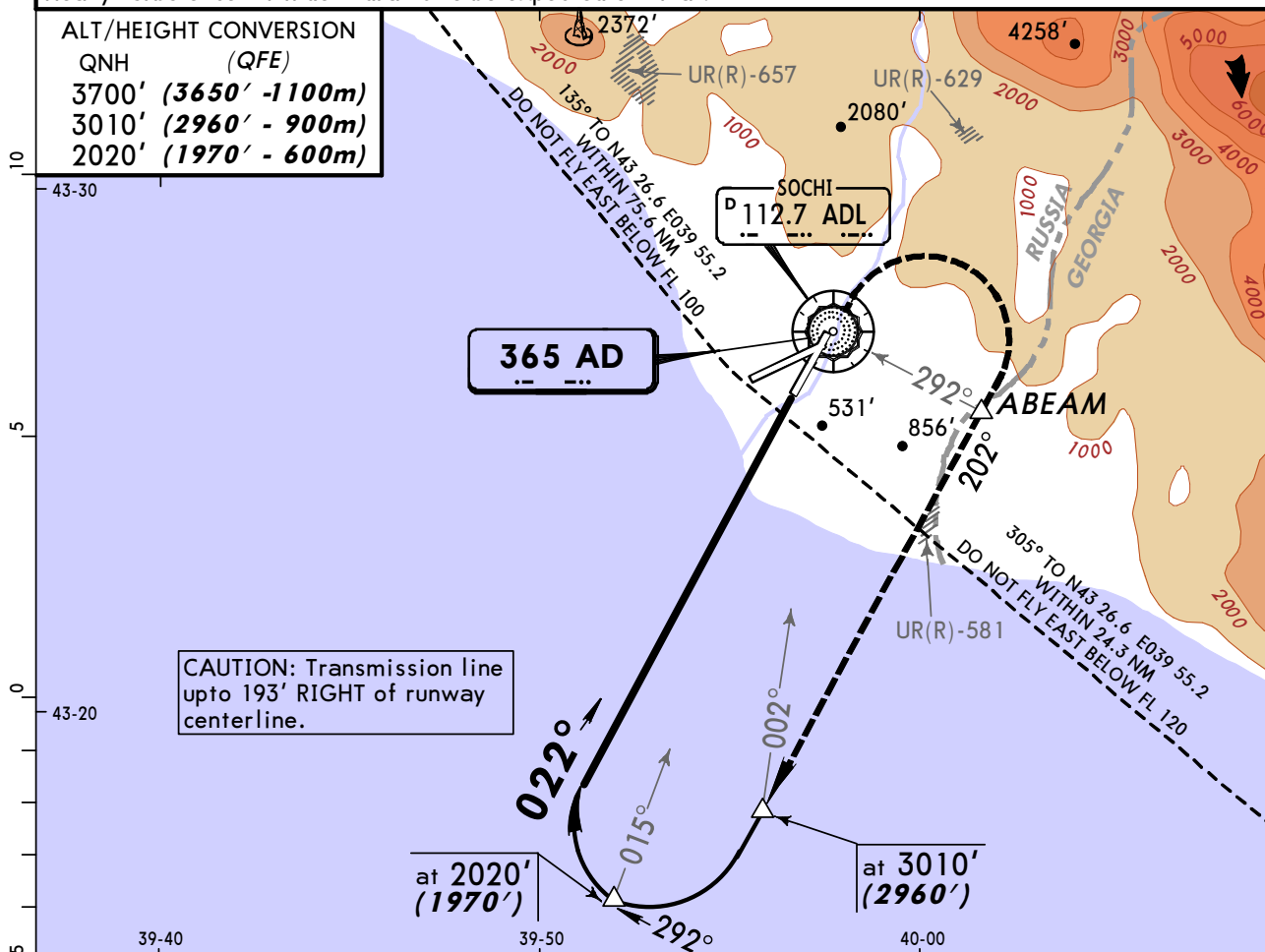
16-1

BRIEFING STRIP™

MSA ADL VOR

ALT/HEIGHT CONVERSION

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

MAP at NDB

STRAIGHT-IN LANDING RWY 02

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

ALS out

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

PANS OPS

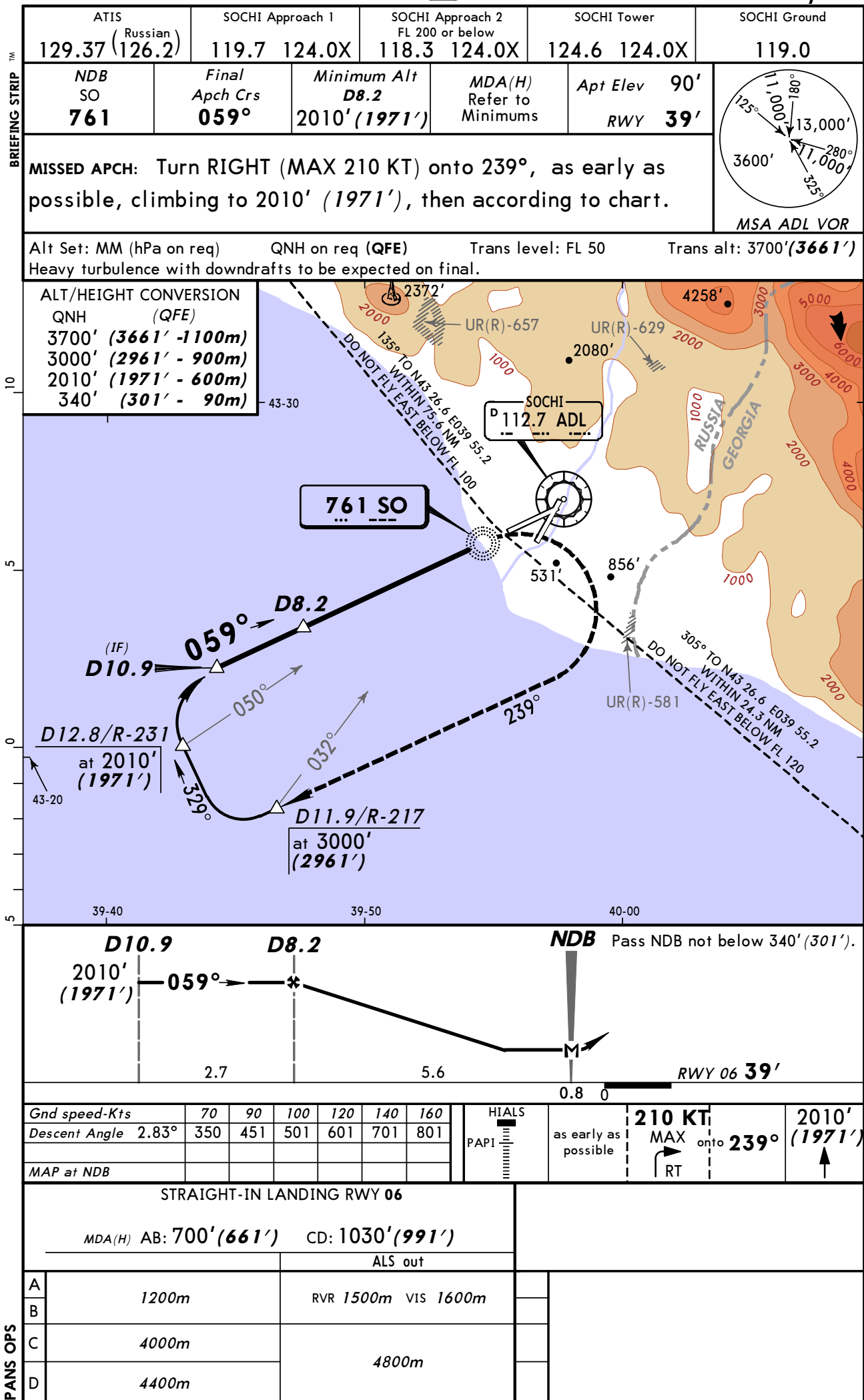




Chart changes since cycle 16-2013

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

SOCHI, (SOCHI - URSS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport URSS

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-3B/C, 10-3D/E) Waypoints ADNET & LAMET are compulsory.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-2D) Clearance limit of STAR BINOL 7A under clarification,
CAUTION advised.