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JEPPESEN
JeppView for Windows

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General Information

Location: Sevastopol' Ukr
IATA Code: UKS
Lat/Long: N44° 41.5' E033° 34.5'
Elevation: 344 ft

Airport Use: Joint
Magnetic Variation: 6.2°E

Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0439 Z
Sunset: 1421 Z,

Runway Information

Runway: 07
Length x Width: 9865 ft x 158 ft
Surface Type: concrete
TDZ-Elev: 229 ft
Lighting: Edge, ALS

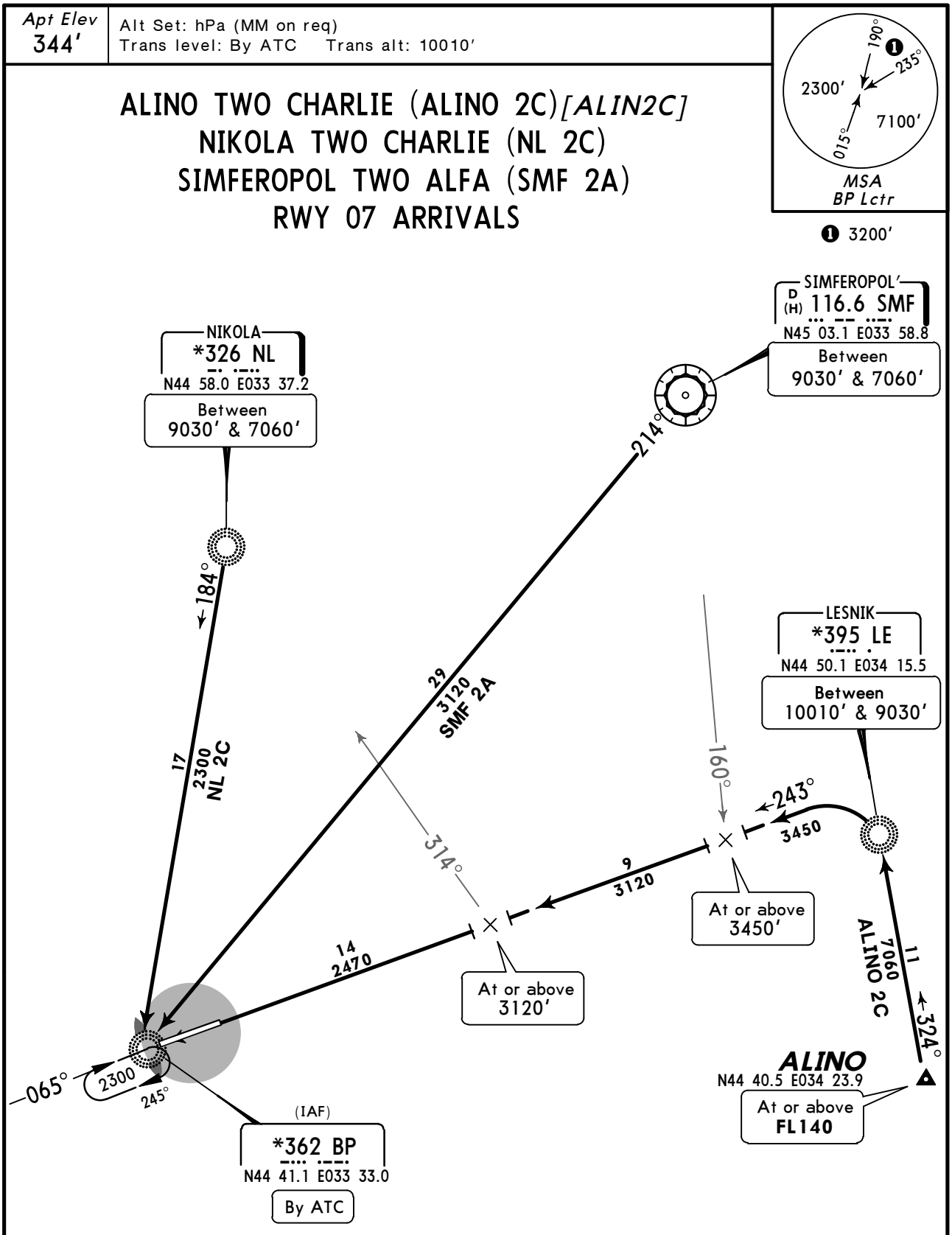
Runway: 25
Length x Width: 9865 ft x 158 ft
Surface Type: concrete
TDZ-Elev: 344 ft
Lighting: Edge, ALS

Communication Information

Sevastopol' Tower 122.55
Al'ma Tower 124.0 Military

Apt Elev	Alt Set: hPa (MM on req)
344′	Trans level: By ATC Trans alt: 10010′

ALINO TWO CHARLIE (ALINO 2C)*[ALIN2C]*
NIKOLA TWO CHARLIE (NL 2C)
SIMFEROPOL TWO ALFA (SMF 2A)
RWY 07 ARRIVALS



FT/METER CONVERSION QNH	
10010′	3050m
9030′	2750m
7060′	2150m
3450′	1050m
3120′	950m
2300′	700m

STAR	ROUTING
ALINO 2C	On 324° bearing to LE, turn LEFT, intercept 243° bearing to BP.
NL 2C	On 184° bearing to BP.
SMF 2A	On SMF R-214 to BP.

CHANGES: Procedures renumbered, revised.

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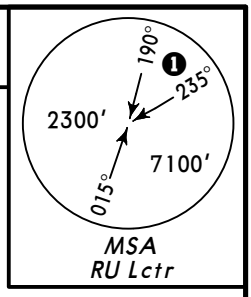
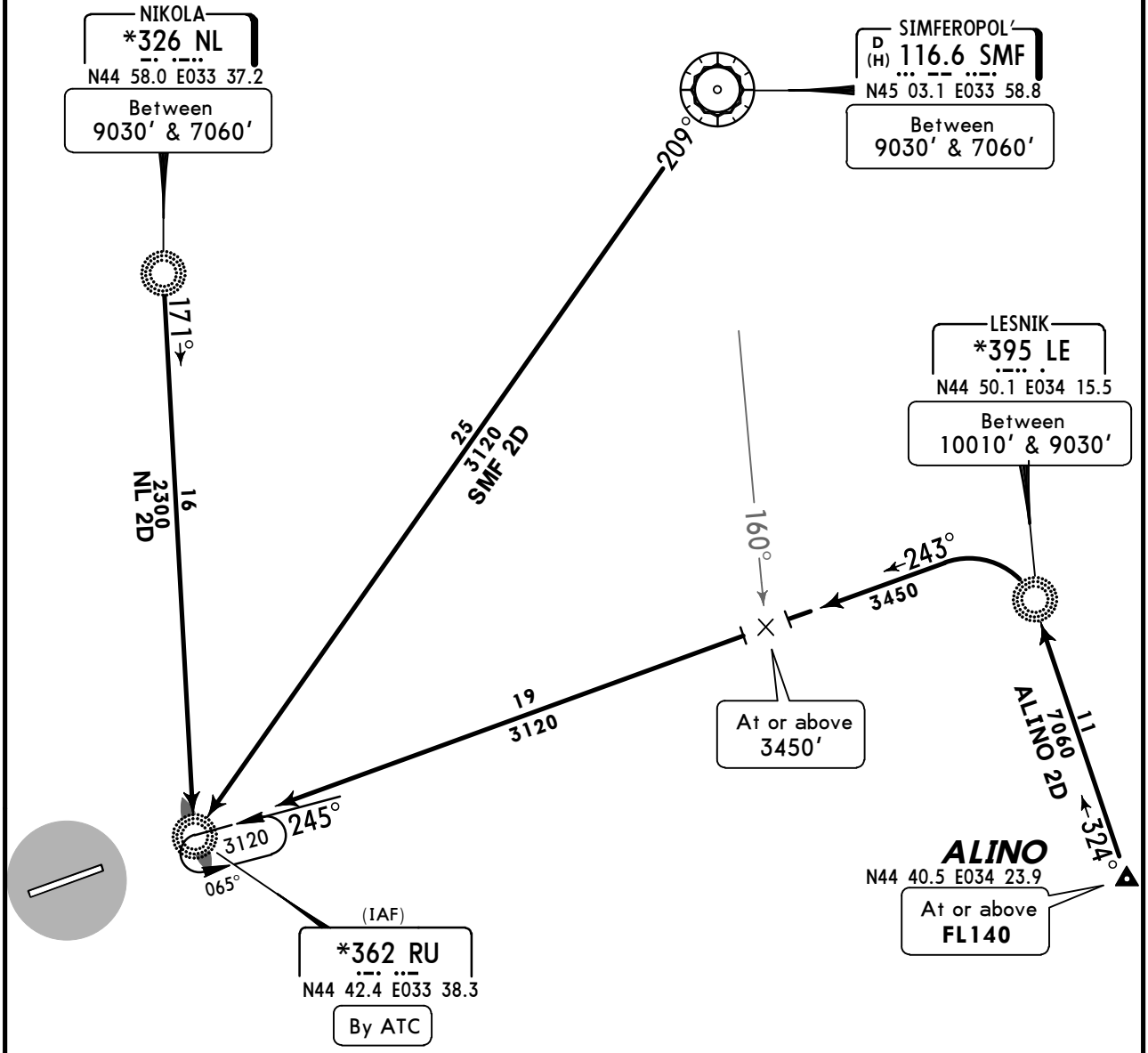
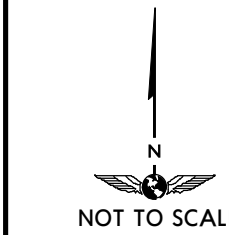
Apt Elev	Alt Set: hPa (MM on req)
344′	Trans level: By ATC Trans alt: 10010′

ALINO TWO DELTA (ALINO 2D)*[ALIN2D]*
NIKOLA TWO DELTA (NL 2D)
SIMFEROPOL TWO DELTA (SMF 2D)
RWY 25 ARRIVALS



3200′





Direct distance from RU to:
Bel'bek Apt **3 NM**

FT/METER CONVERSION QNH	
10010′	3050m
9030′	2750m
7060′	2150m
3450′	1050m
3120′	950m

STAR	ROUTING
ALINO 2D	On 324° bearing to LE, turn LEFT, intercept 243° bearing to RU.
NL 2D	On 171° bearing to RU.
SMF 2D	On SMF R-209 to RU.

CHANGES: Procedures renumbered, revised.

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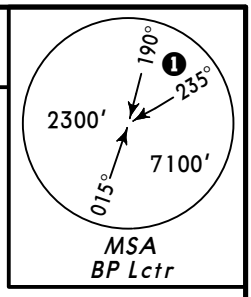
Apt Elev	Alt Set: hPa (MM on req)
344′	Trans level: By ATC Trans alt: 10010′

SOTAM TWO CHARLIE (SOTAM 2C)*[SOTA2C]*
TINAL TWO CHARLIE (TINAL 2C)*[TINA2C]*
RWY 07 ARRIVALS



3200′

TINAL
N45 19.2 E032 56.2
By ATC

139°

46
2300
TINAL 2C

N
NOT TO SCALE

(IAF)
*362 BP
N44 41.1 E033 33.0
By ATC

SOTAM
N44 35.6 E032 56.0
By ATC

072°

27
2300
SOTAM 2C

065°
2300
245°

FT/METER CONVERSION	
QNH	
10010′	3050m
2300′	700m

STAR	ROUTING
SOTAM 2C	On 072° bearing to BP.
TINAL 2C	On 139° bearing to BP.

CHANGES: Procedures renumbered, revised.

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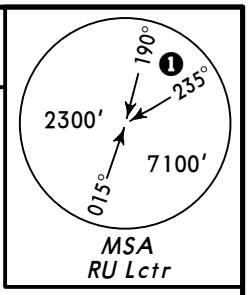
Apt Elev	
344′	Alt Set: hPa (MM on req) Trans level: By ATC Trans alt: 10010′

SOTAM TWO DELTA (SOTAM 2D)*[SOTA2D]*
TINAL TWO DELTA (TINAL 2D) *[TINA2D]*
RWY 25 ARRIVALS



3200′

TINAL
N45 19.2 E032 56.2
By ATC

135°

Direct distance from RU to:
Bel'bek Apt **3 NM**

FT/METER CONVERSION	
QNH	
10010′	3050m
3120′	950m
2300′	700m

48
2300
TINAL 2D

N
NOT TO SCALE

(IAF)
*362 RU
N44 42.4 E033 38.3
By ATC

245°
3120
065°

SOTAM
N44 35.6 E032 56.0
By ATC

071°

31
3120
SOTAM 2D

STAR	ROUTING
SOTAM 2D	On 071° bearing to RU.
TINAL 2D	On 135° bearing to RU.

CHANGES: Procedures renumbered, revised.

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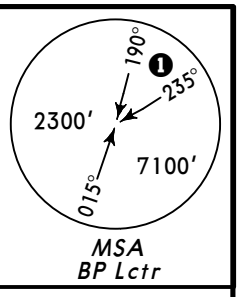
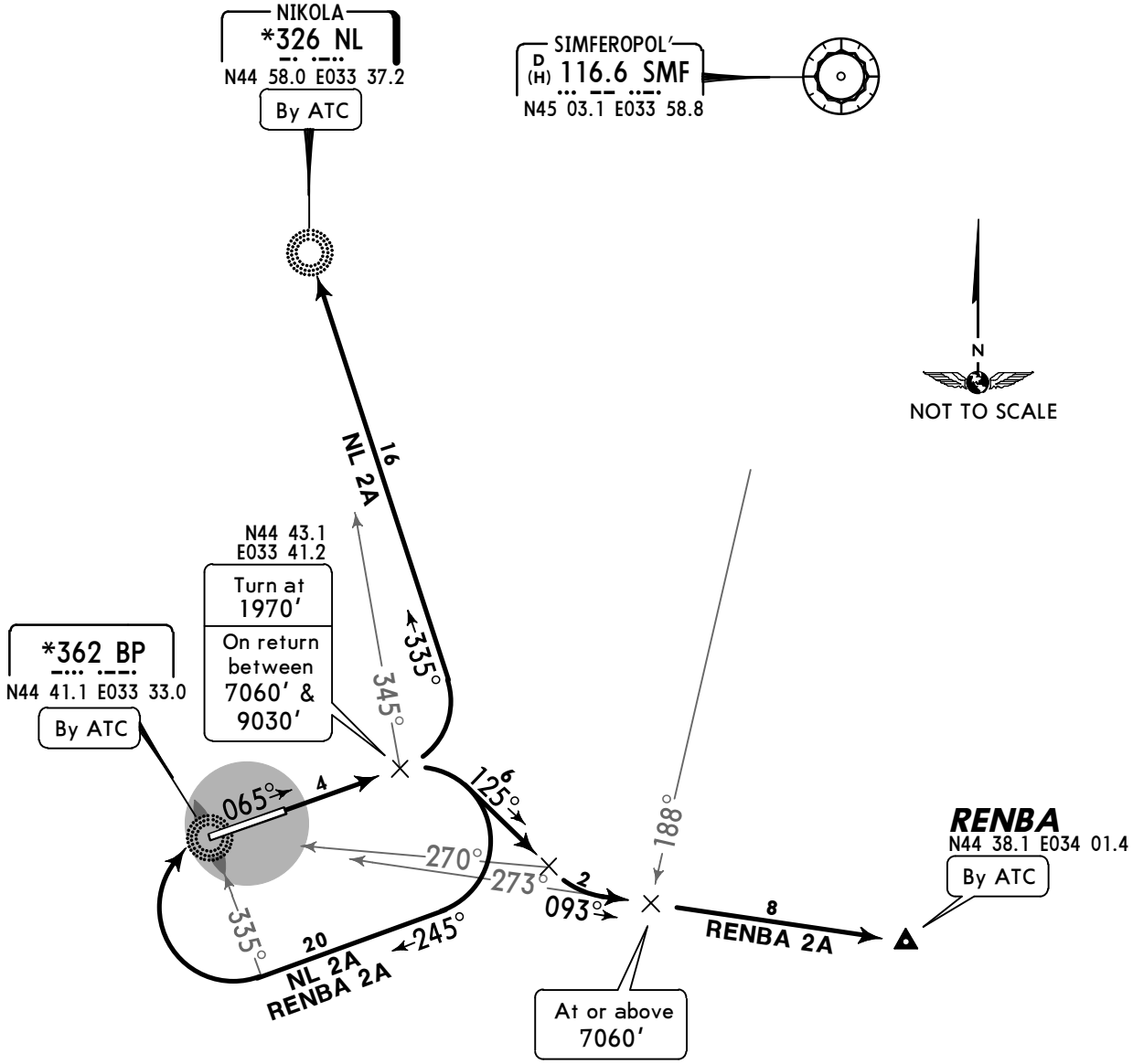
Apt Elev	Trans level: By ATC Trans alt: 10010′
344′	

NIKOLA TWO ALFA (NL 2A)
RENBA TWO ALFA (RENBA 2A) *[RENB2A]*
RWY 07 DEPARTURES



3200′



These SIDs require a minimum climb gradient of 7%.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

FT/METER CONVERSION

QNH

1970′	-	600m
7060′	-	2150m
9030′	-	2750m
10010′	-	3050m

SID	ROUTING
NL 2A	Climb to 1970′, turn RIGHT, 245° track, at 335° bearing to BP turn RIGHT, intercept 065° bearing from BP, at 345° bearing to NL turn LEFT, intercept 335° bearing to NL.
RENBA 2A	Climb to 1970′, turn RIGHT, 245° track, at 345° bearing to BP turn RIGHT, intercept 065° bearing from BP, at 345° bearing to NL turn RIGHT, 125° track, at 270° bearing to BP turn LEFT, intercept 093° bearing from BP to RENBA.

CHANGES: Procedures renumbered, revised.

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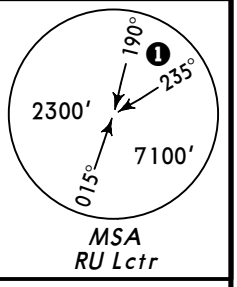
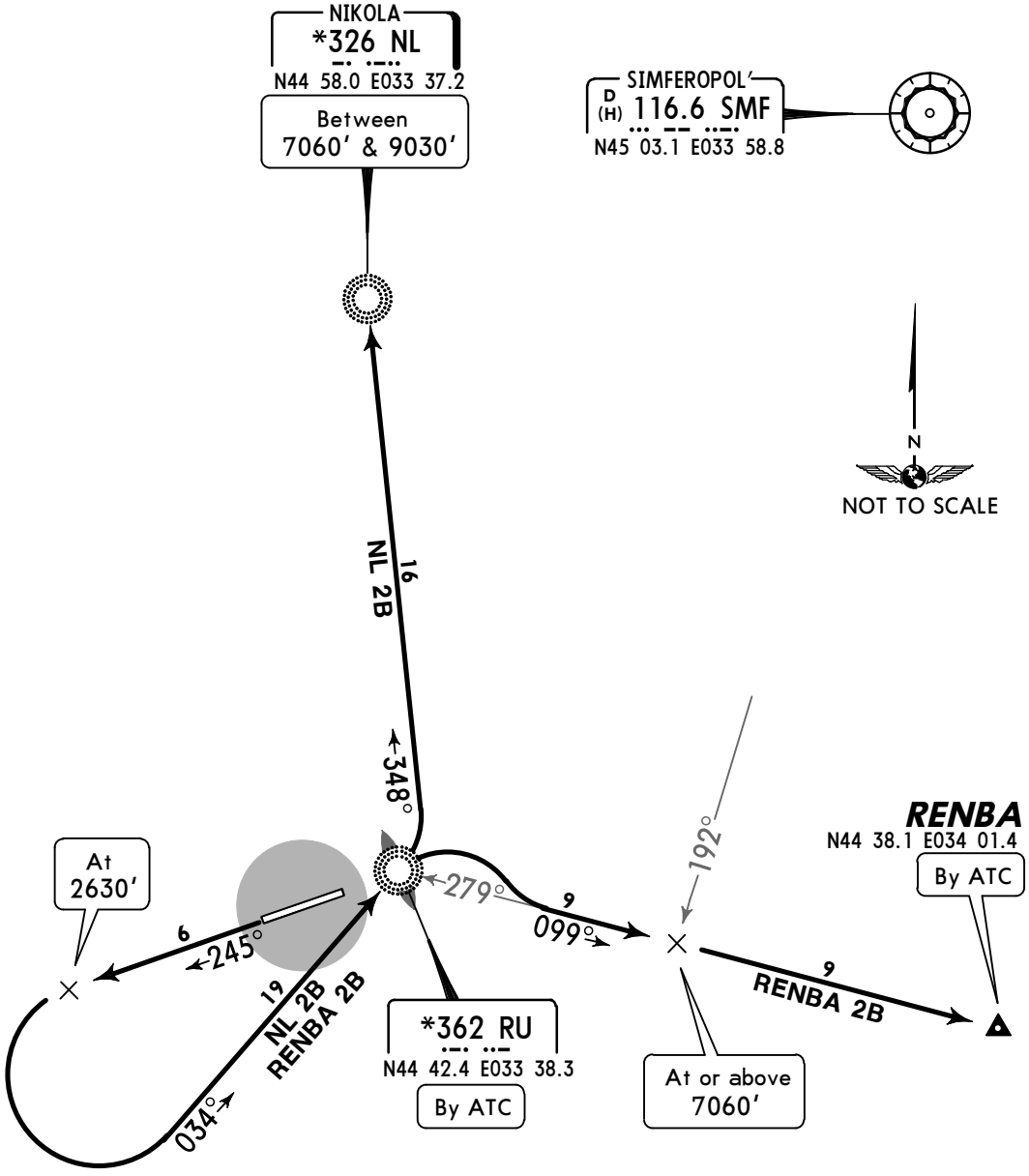
Apt Elev	Trans level: By ATC	Trans alt: 10010′
344′		



NIKOLA TWO BRAVO (NL 2B)
RENBA TWO BRAVO (RENBA 2B) *[RENB2B]*
RWY 25 DEPARTURES



These SIDs require a minimum climb gradient of 7%.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

FT/METER CONVERSION
QNH

2630′	-	800m
7060′	-	2150m
9030′	-	2750m
10010′	-	3050m

SID	ROUTING
NL 2B	Climb to 2630′, turn LEFT, intercept 034° bearing to RU, turn LEFT, intercept 348° bearing to NL.
RENBA 2B	Climb to 2630′, turn LEFT, intercept 034° bearing to RU, turn RIGHT, intercept 099° bearing from RU to RENBA.

CHANGES: Procedures renumbered, revised.

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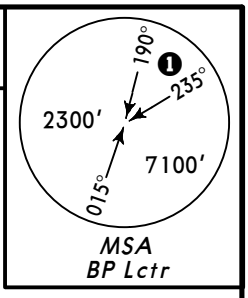
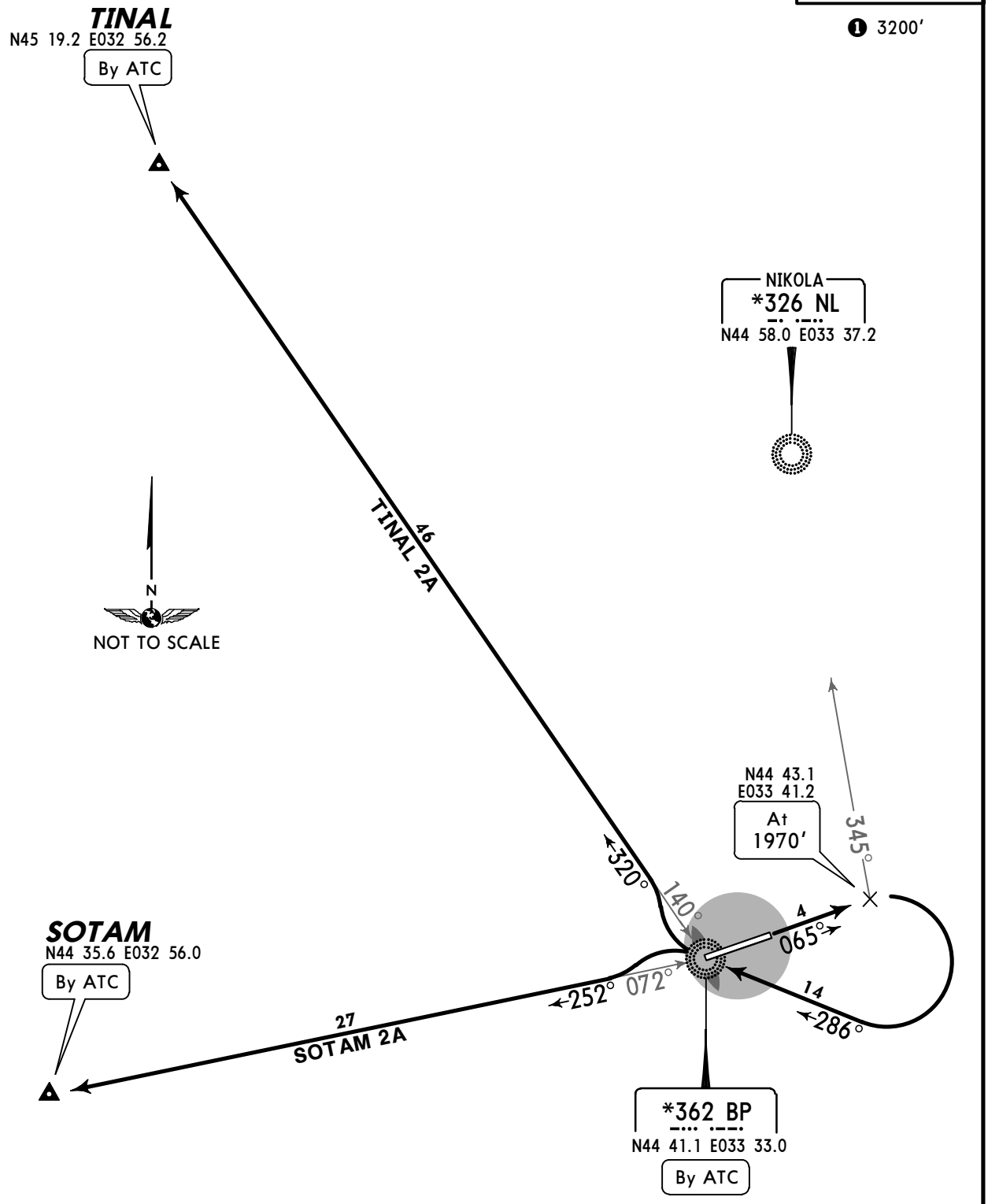
Apt Elev	Trans level: By ATC	Trans alt: 10010′
344′		

SOTAM TWO ALFA (SOTAM 2A) *[SOTA2A]*
TINAL TWO ALFA (TINAL 2A) *[TINA2A]*
RWY 07 DEPARTURES



1 3200′



These SIDs require a minimum climb gradient of 7%.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

FT/METER CONVERSION
QNH
1970′ - 600m
10010′ - 3050m

SID	ROUTING
SOTAM 2A	Climb to 1970′, at NL 345° bearing turn RIGHT, intercept 286° bearing to BP, turn LEFT, intercept 252° bearing from BP to SOTAM.
TINAL 2A	Climb to 1970′, at NL 345° bearing turn RIGHT, intercept 286° bearing to BP, turn RIGHT, intercept 320° bearing from BP to TINAL.

CHANGES: Procedures renumbered, revised.

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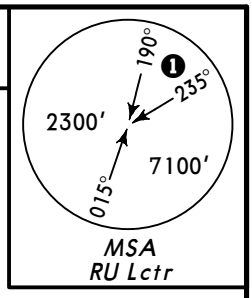
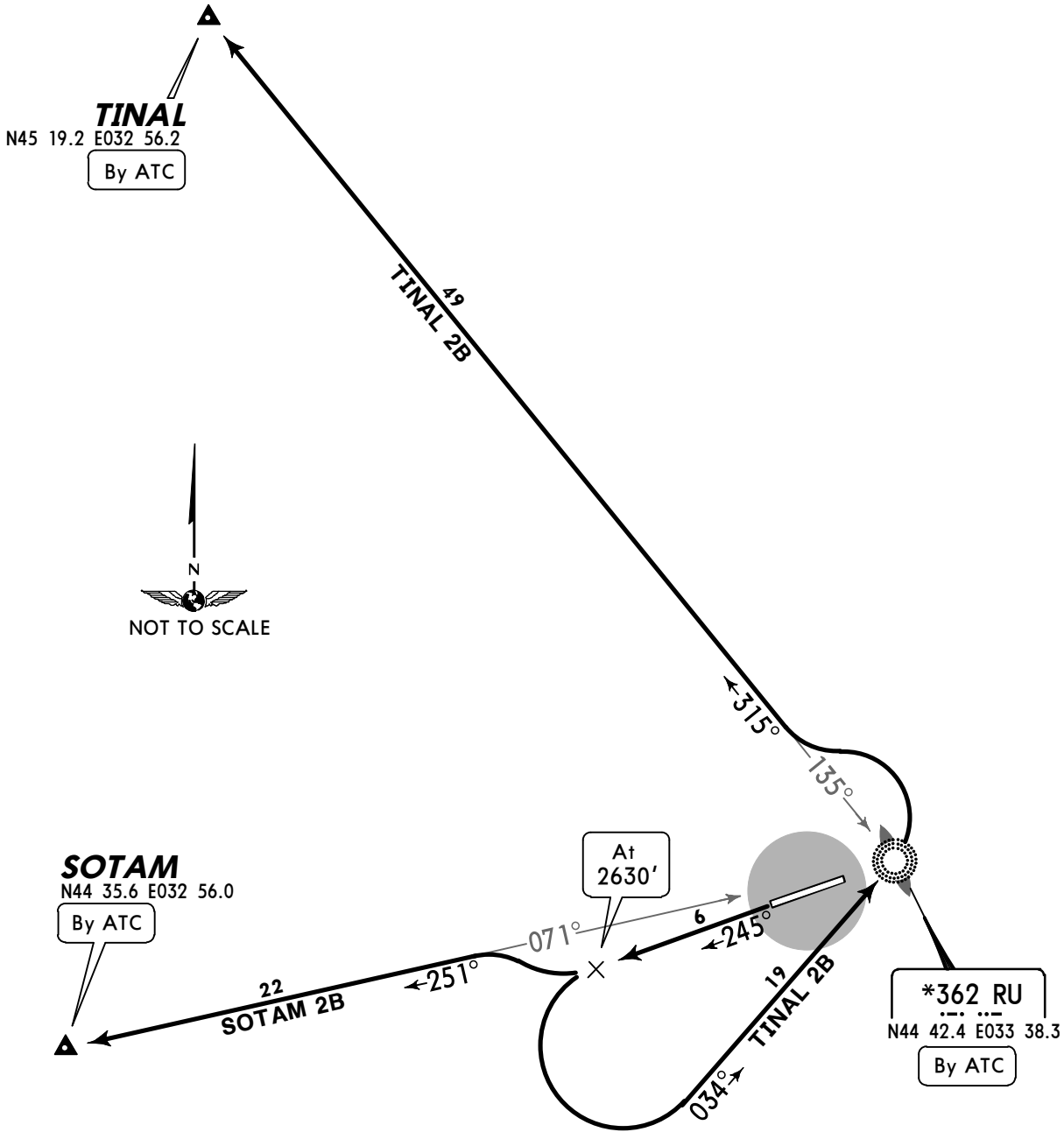
Apt Elev	Trans level: By ATC Trans alt: 10010′
344′	

SOTAM TWO BRAVO (SOTAM 2B) *[SOTA2B]*
TINAL TWO BRAVO (TINAL 2B) *[TINA2B]*
RWY 25 DEPARTURES



3200′



These SIDs require a minimum climb gradient of 7%.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

FT/METER CONVERSION
QNH
2630′ - 800m
10010′ - 3050m

SID	ROUTING
SOTAM 2B	Climb to 2630′, turn RIGHT, intercept 251° bearing from RU to SOTAM.
TINAL 2B	Climb to 2630′, turn LEFT, intercept 034° bearing to RU, turn LEFT, intercept 315° bearing from RU to TINAL.

CHANGES: Procedures renumbered, revised.

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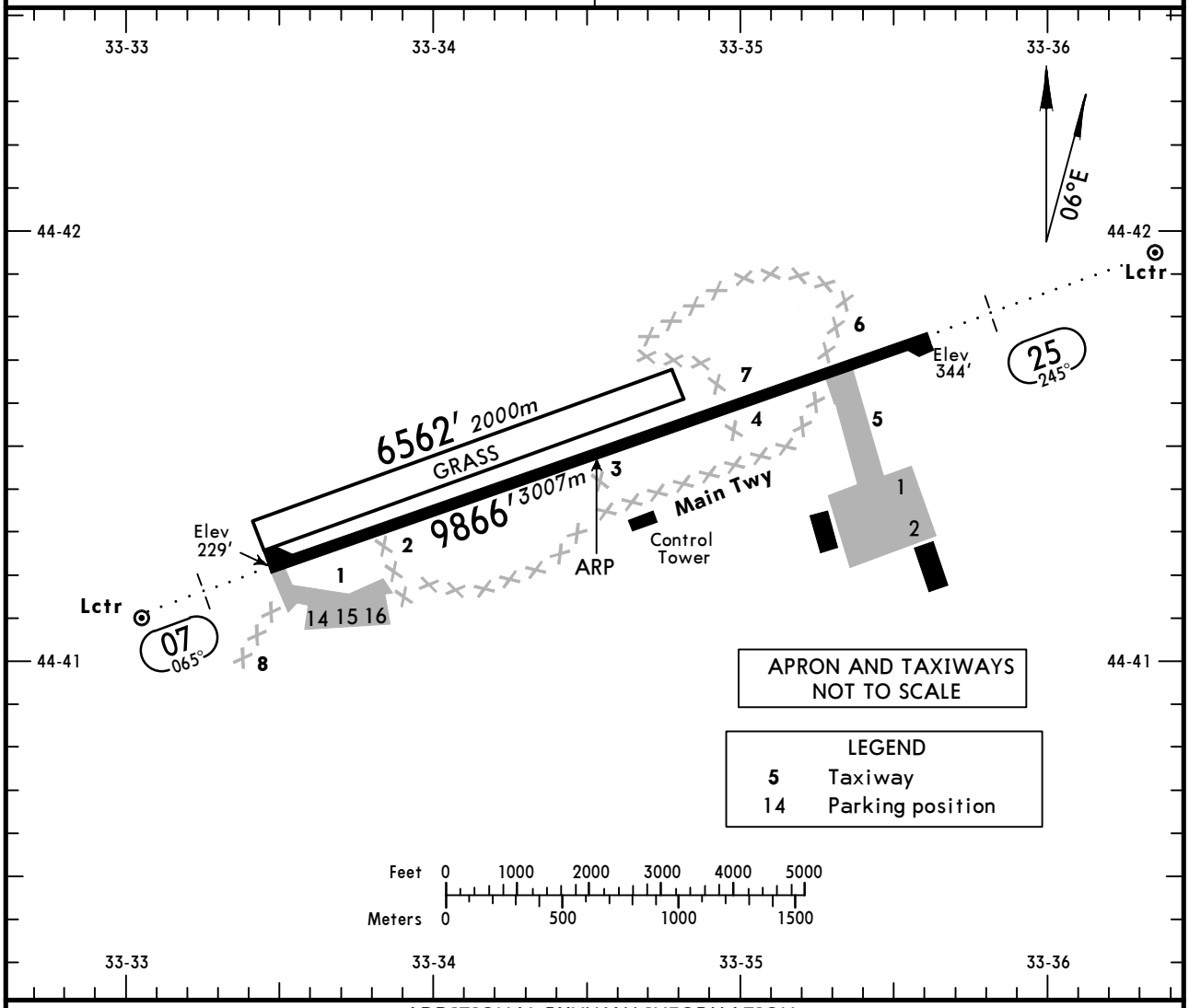
*SEVASTOPOL′ Tower	AL′MA Start (TWR)
122.55	124.0X



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
07 25	RL *(100m)* ALS				157′ *48m*
07 25	Grass runway				230′ *70m*

JAR-OPS TAKE-OFF **1**

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

1 Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Variation. Runway bearings. Twys & parking stands.

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STRAIGHT-IN RWY		A	B	C	D
07	NDB	**680**'(451')	**680**'(451')	**680**'(451')	**680**'(451')
		C2100m	**C2100m**	**C2300m**	**C2300m**
	ALS out	C2300m	C2300m	C2500m	C2500m
25	NDB ❶	**790**'(446')	**790**'(446')	**790**'(446')	**790**'(446')
		C2100m	**C2100m**	**C2300m**	**C2300m**
	ALS out	C2300m	C2300m	C2500m	C2500m
	NDB ❷	**1020**'(676')	**1020**'(676')	**1020**'(676')	**1020**'(676')
		C3100m	**C3100m**	**C3300m**	**C3300m**
	ALS out	C3300m	C3300m	C3500m	C3500m

❶ with LOM.
❷ w/o LOM.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After NDB 07 ❸	**840**'(611')	**840**'(611')	**1090**'(861')	**1250**'(1021')
After NDB 25	**1020**'(676')	**1020**'(676')	**1090**'(746')	**1250**' (906')
	V1500m ❹	V1600m ❹	V2400m ❹	V3600m

❸ Circling height based on rwy 07 thresh elev of 229'.
❹ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 07, 25 ❺

	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		

❺ Operators applying U.S. Ops Specs: CL required below 300m.

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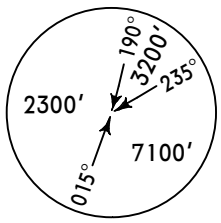
BRIEFING STRIP

*SEVASTOPOL' Tower	AL'MA Start (TWR)
122.55	124.0X

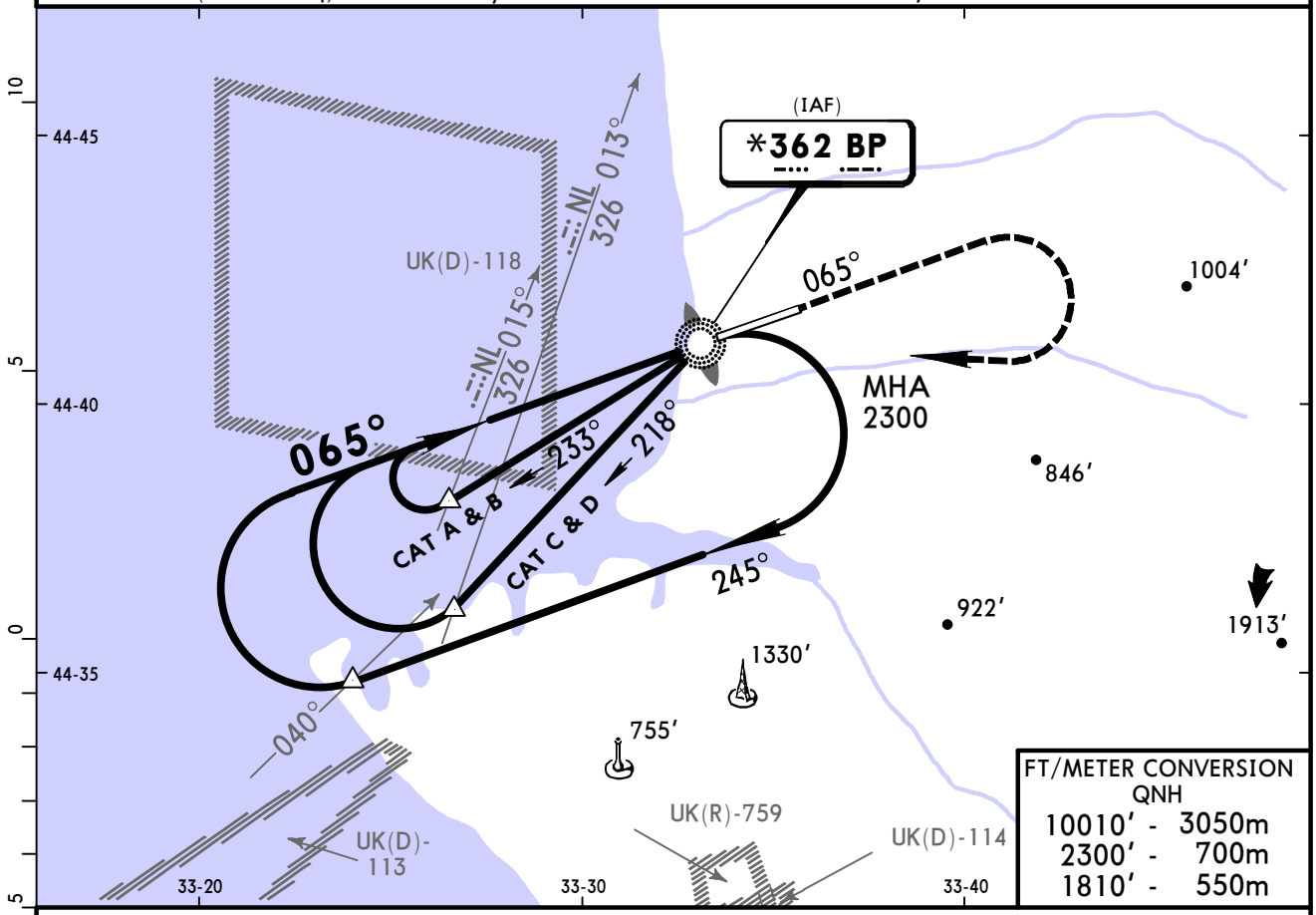
Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 344'
BP *362	065°	No FAF	680'(451')	RWY 229'

MISSED APCH: Climb on 065° to 1810', then turn RIGHT to BP Lctr climbing to 2300', then according to chart.

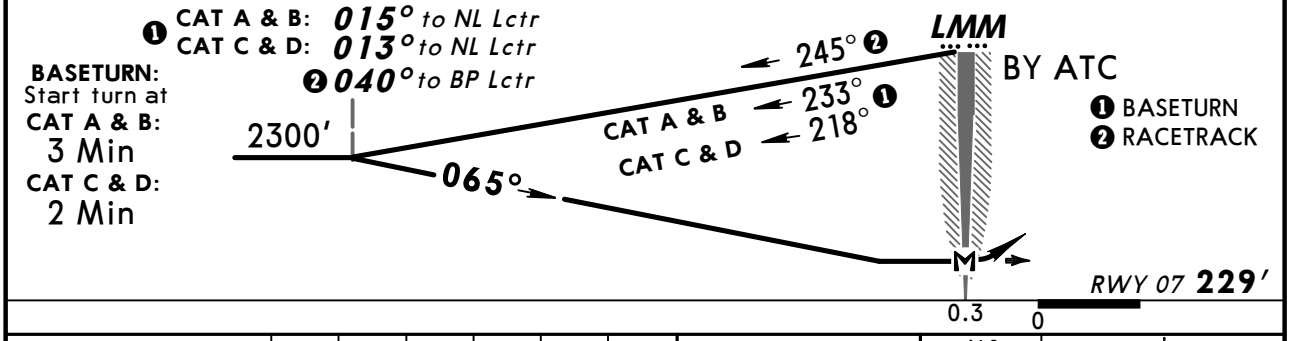


MSA
BP Lctr

Alt Set: hPa (MM on req) | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 10010'



FT/METER CONVERSION
QNH
10010' - 3050m
2300' - 700m
1810' - 550m



MAP at LMM	ALS	1810' on 065°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **07**

MDA(H) **680'(451')**

		ALS out
A	RVR 1500m	RVR 1500m
B		
C	RVR 1800m	RVR 2000m
D	RVR 2000m	

CIRCLE-TO-LAND ❶

Max Kts	MDA(H)	VIS
100	840'(611')	1500m
135	840'(611')	1600m
180	1090'(861')	2400m
205	1250'(1021')	3600m

❶ Circling height based on rwy 07 thresh elev of 229'.

CHANGES: Missed approach. Procedure bearings. Minimums.

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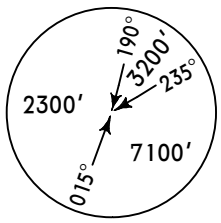
BRIEFING STRIP

*SEVASTOPOL' Tower	AL'MA Start (TWR)
122.55	124.0X

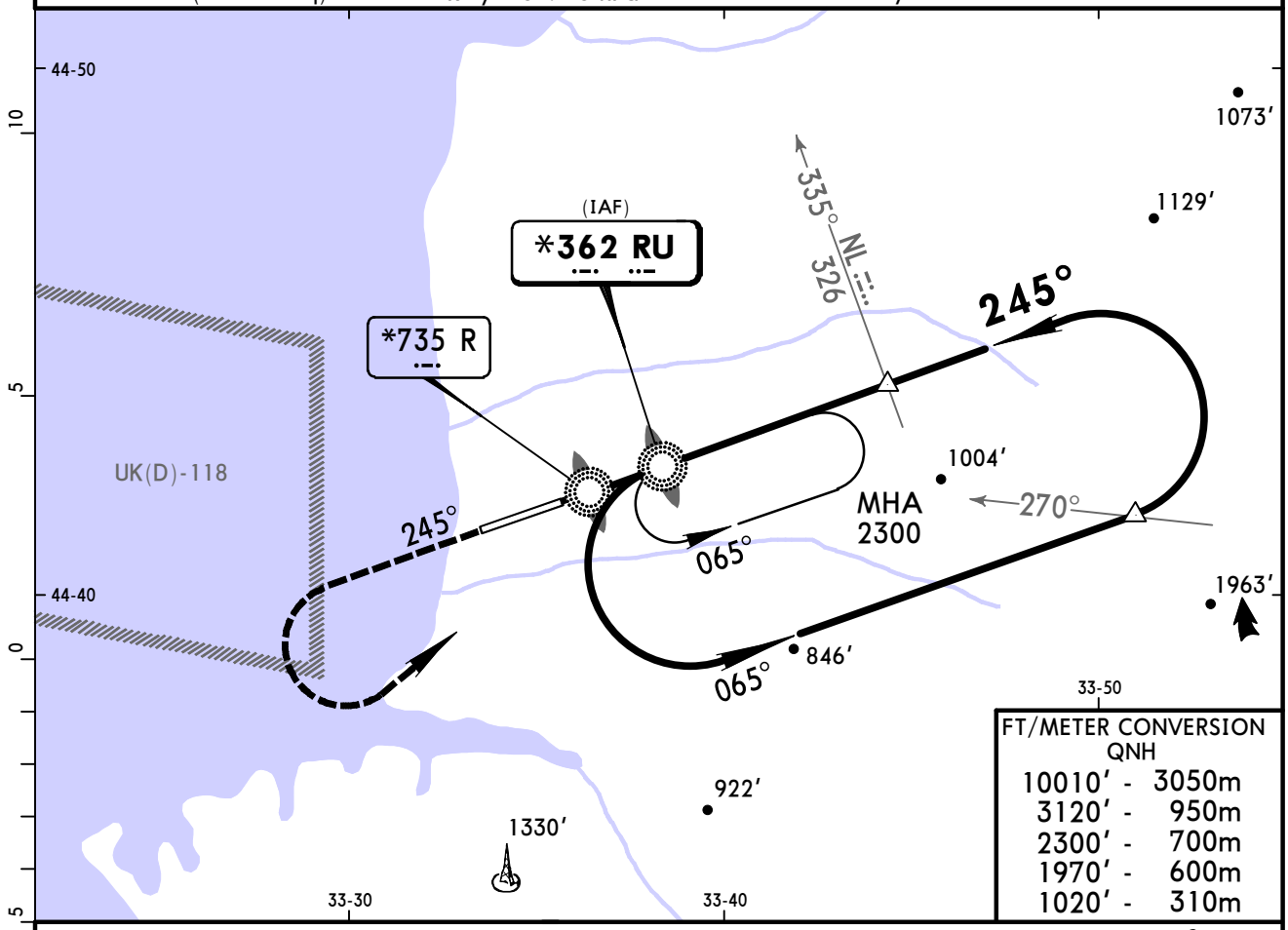
Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
RU *362	245°	335° to NL NDB 2300′ (1956′)	(CONDITIONAL) 790′ (446′)	344′ / 344′

MISSED APCH: Climb on 245° to 1970′, then turn LEFT to RU Lctr climbing to 3120′, then according to chart.



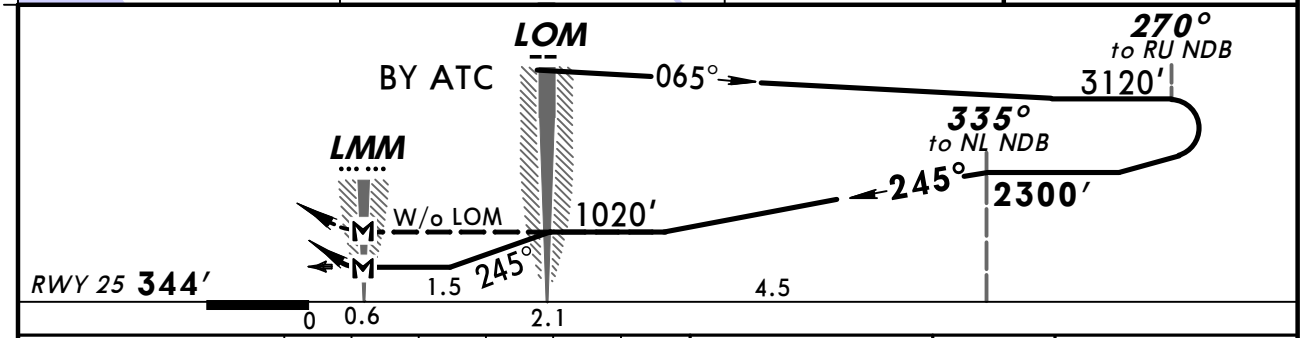
MSA
RU Lctr

Alt Set: hPa (MM on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 10010′



FT/METER CONVERSION
QNH

10010′	3050m
3120′	950m
2300′	700m
1970′	600m
1020′	310m



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.66°	453	583	648	777	907	1036
MAP at LMM							

ALS

1970′ on 245°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 25

	with LOM MDA(H) 790′ (446′)		w/o LOM MDA(H) 1020′ (676′)	
		ALS out		ALS out
A	RVR 1300m	RVR 1500m	RVR 1500m	
B	RVR 1400m			
C	RVR 1600m	RVR 1800m	RVR 2000m	
D	RVR 1800m	RVR 2000m		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1020′ (676′)	1500m
135	1020′ (676′)	1600m
180	1090′ (746′)	2400m
205	1250′ (906′)	3600m

CHANGES: Missed Approach. Procedure bearings. Minimums.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 22-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SEVASTOPOL', (BEL'BEK - UKFB)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKFB