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Airport Information For URRR

Terminal Charts For URRR

Revision Letter For Cycle 23-2013

Change Notices

Notebook

General Information

Location: Rostov-NA-Donu Rus
IATA Code: ROV
Lat/Long: N47° 15.5' E039° 49.1'
Elevation: 279 ft

Airport Use: Public
Magnetic Variation: 7.7°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: 0421 Z
Sunset: 1349 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

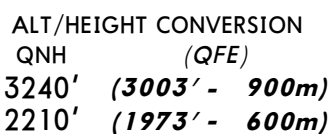
Rostov Radar 121.2
Rostov Transit 2 Operations 131.875 Non-English
Rostov Transit Operations 118.0 Non-English

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DO 22B	10-2T
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GI 22B	10-2V
KI 04B	10-2W
KI 22B	10-2X
TR 04B	10-2X1
TR 22B	10-2X2

(QFE)

2300'

MSA
RND VOR



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 D7.0 RND.

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3240' (2960')

STAR

2300'

MSA
RND VOR

At 3240' (**2960'**)

ALT/HEIGHT CONVERSION
QNH (QFE)

3240'	(2960' - 900m)
2580'	(2300' - 700m)
2250'	(1970' - 600m)

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 D7.8 RND.

CHANGES: New chart (STARs transferred).

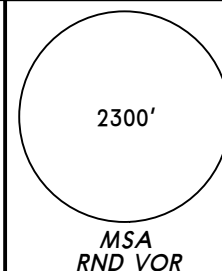
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ATIS
132.4 (Russian 121.7)

Apt Elev
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)

ROSTOV-
NA-DONU
D (H) 114.7 RND
N47 15.1 E039 48.8

320 RN
N47 13.5 E039 46.1

D9.3 RND
N47 08.8 E039 38.8
(RND R-220)
(039° brg to RN)

At 2210' (1973')

OKMAN
N47 04.3 E039 17.5

Between
FL60 & FL50

038° No 1
MHA FL50 218°
MAX FL180

D7.0 RND
N47 10.3 E039 41.3
(RND R-219)

At 2210' (1973')



KENEN
N46 52.8 E038 45.3
(RND R-236/D48.8)

Between
FL60 & FL50



ROUTING

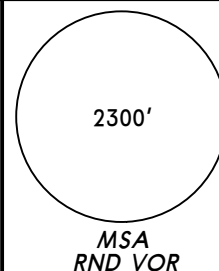
055° track to OKMAN, turn RIGHT, 065° track to N47 08.8 E039 38.8, turn LEFT, 038° track to D7.0 RND.

ATIS
132.4 (Russian 121.7)

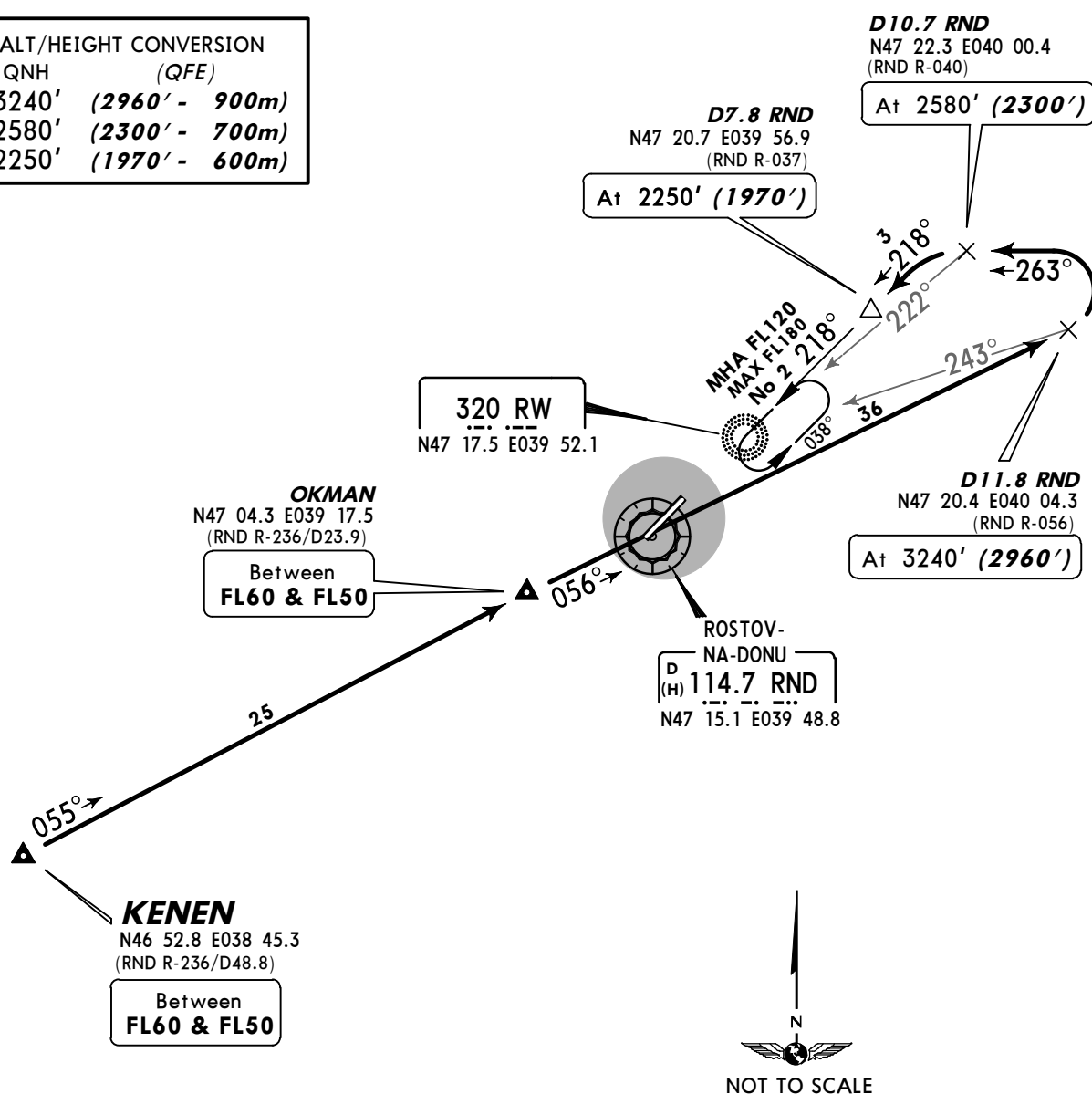
Apt Elev
280'

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



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



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 D7.8 RND.

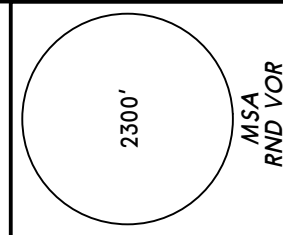
ATIS
132.4 (Russian 121.7)

Apt Elev
280'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3240' (3003')

(QFE)

KONSTANTINOVSK Ø4 ALFA (KA Ø4A) RWY 04 ARRIVAL



KONSTANTINOVSK
1100 KA
N47 35.3 E041 06.9

BAGAYEVSKIY
1175 BA
N47 19.3 E040 21.6

ROSTOV-
NA-DONU
D(H) 114.7 RND
N47 15.1 E039 48.8

320 RN
N47 13.5 E039 46.1

D7.0 RND
N47 10.3 E039 41.3
(RND R-219)

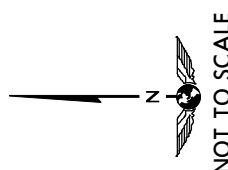
At 2210' (1973')

D9.9 RND
N47 08.0 E039 38.9
(RND R-216)

At 2210' (1973')

D11.6 RND
N47 04.8 E039 40.9
At 2210' (1973')

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



ROUTING

235° bearing to BA, continue on N47 04.8 E039 40.9, turn RIGHT, 353° track to N47 08.0 E039 38.9, turn RIGHT, 038° track to D7.0 RND.

ATIS

132.4

(Russian 121.7)

Apt Elev

280'

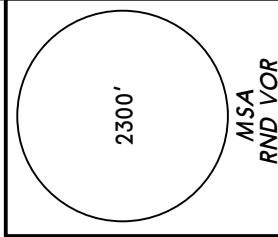
Alt Set: MM (hPa on request) QNH on request

Trans level: FL50 Trans alt: 3240' (2960')

(QFE)

KONSTANTINOVSK 22 ALFA (KA 22A)

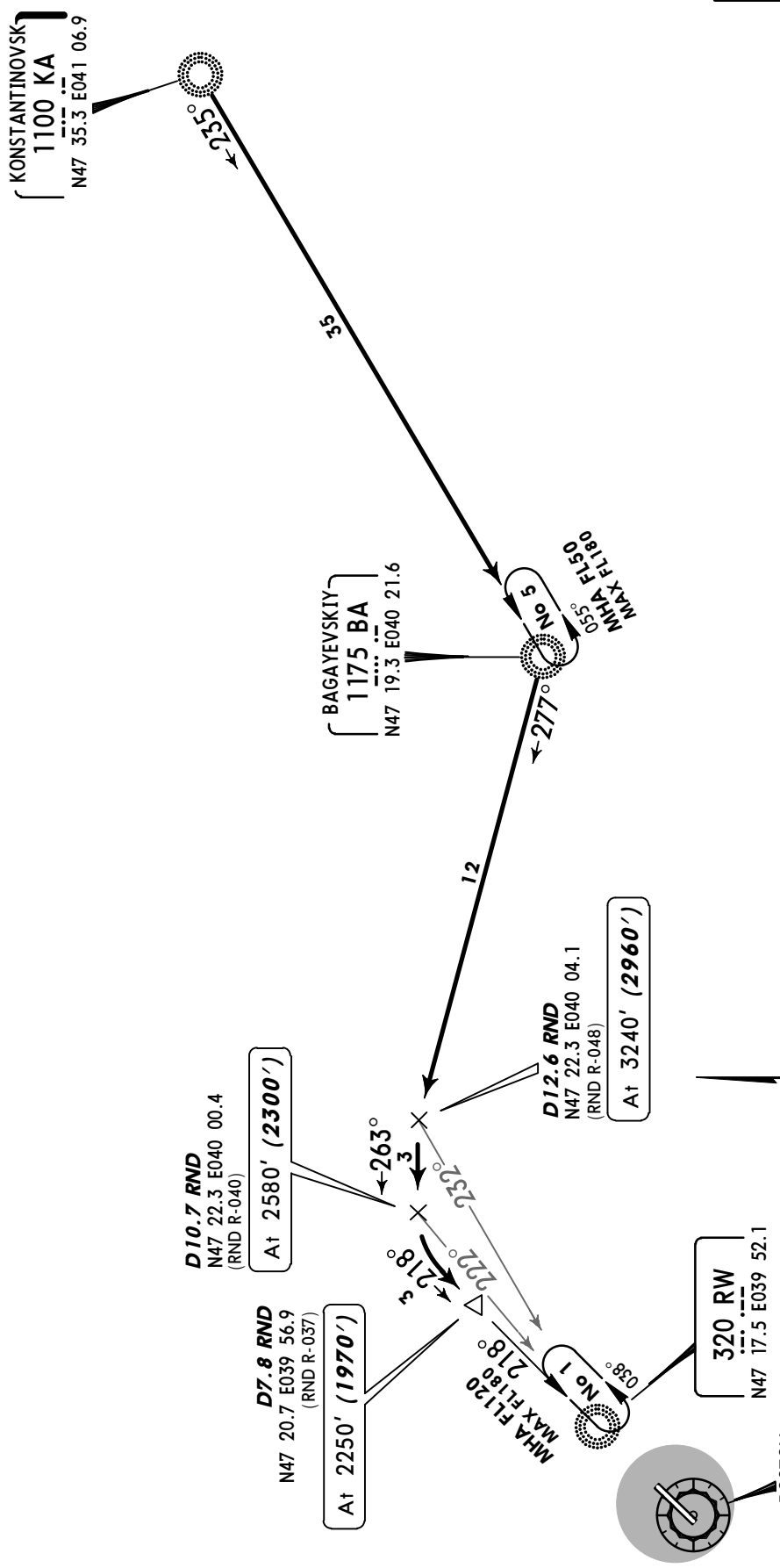
RWY 22 ARRIVAL



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

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 D7.8 RND.



ATIS
132.4 (Russian 121.7)

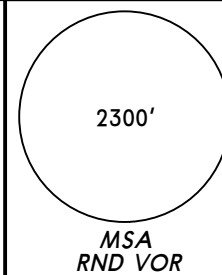
Apt Elev
280'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3240' (3003')

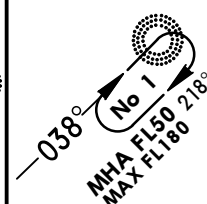
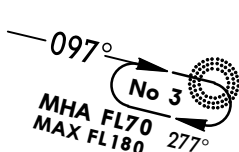
LATRI Ø4 ALFA (LT Ø4A)
LATRI Ø4 BRAVO (LT Ø4B)
RWY 04 ARRIVALS

LATRI
N48 09.0 E040 02.9

At or above
FL170



HOLDINGS OVER
SB RN



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

D8.6 RND
N47 23.7 E039 49.2
(RND R-354)

Between
FL70 & FL60

SAMBEK
414 SB
N47 45.2 E039 47.9

At or above
FL70

SLAVA
N47 30.5 E039 50.1
(RND R-356/D15.4)

Between
FL80 & FL60

BAGAEVSKIY
1175 BA
N47 19.3 E040 21.6



ROSTOV-NA-DONU
D (H) 114.7 RND
N47 15.1 E039 48.8

320 RN
N47 13.5 E039 46.1

659 N
N47 14.7 E039 47.8
Between
FL70 & FL60

D11.9 RND
N47 09.9 E039 33.1
At 3240' (3003')

D7.0 RND
N47 10.3 E039 41.3
(RND R-219)
At 2210' (1973')

D9.9 RND
N47 08.7 E039 37.8
(RND R-222)
At 2210' (1973')

D9.9 RND
N47 08.0 E039 38.9
(RND R-216)
(034° brg to RN)
At 2210' (1973')

D11.0 RND
N47 05.3 E039 41.6
(RND R-199)
At 3240' (3003')

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 D7.0 RND.

LT Ø4B
By ATC

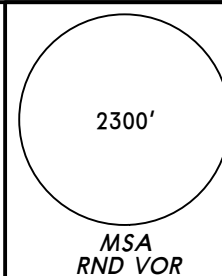
Intercept 195° bearing to SB, turn LEFT, 188° bearing to N47 09.9 E039 33.1, turn LEFT, 083° track to N47 08.7 E039 37.8, turn LEFT, 038° track to D7.0 RND.

ATIS
132.4 (Russian 121.7)

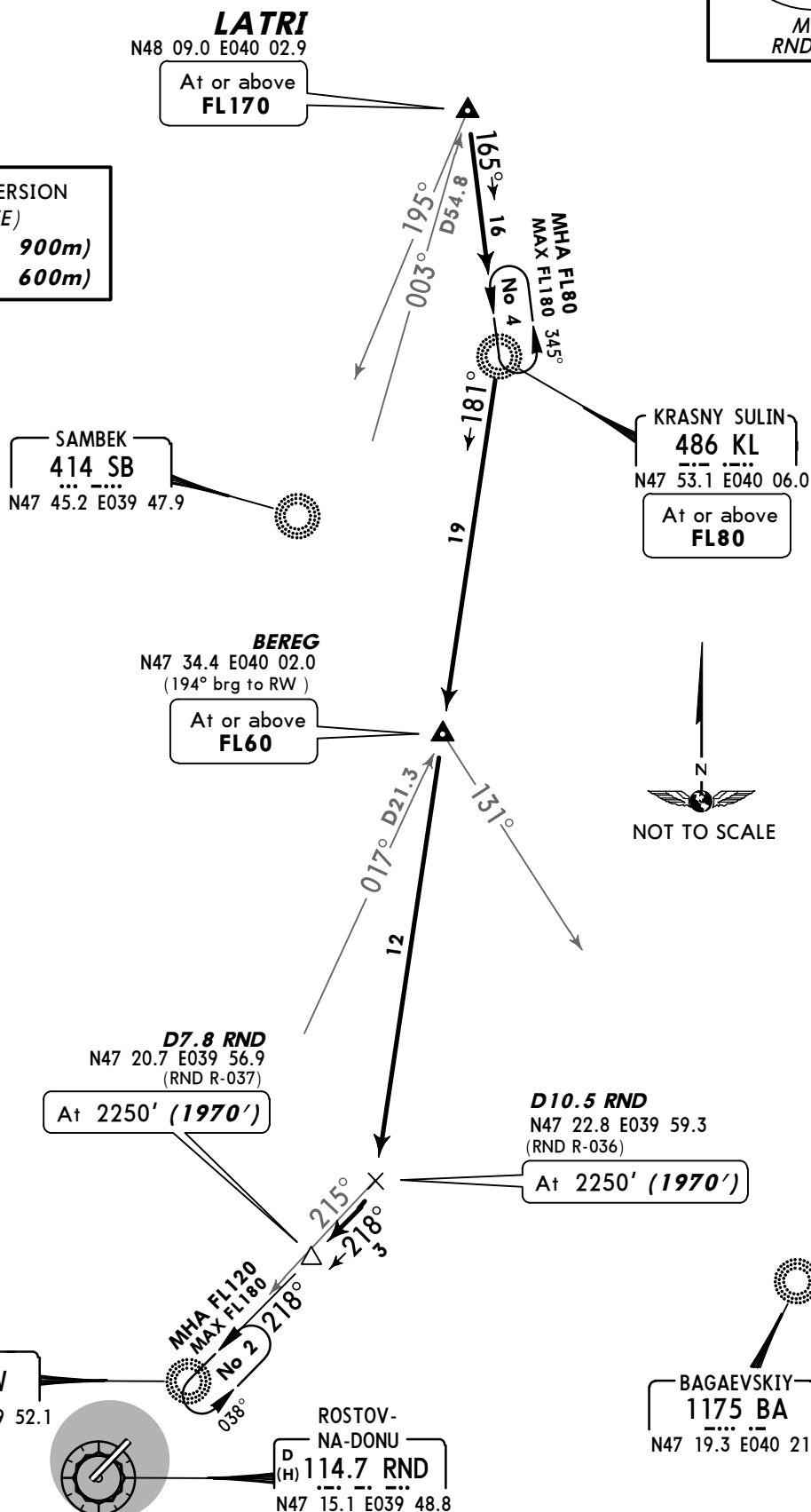
Apt Elev
280'

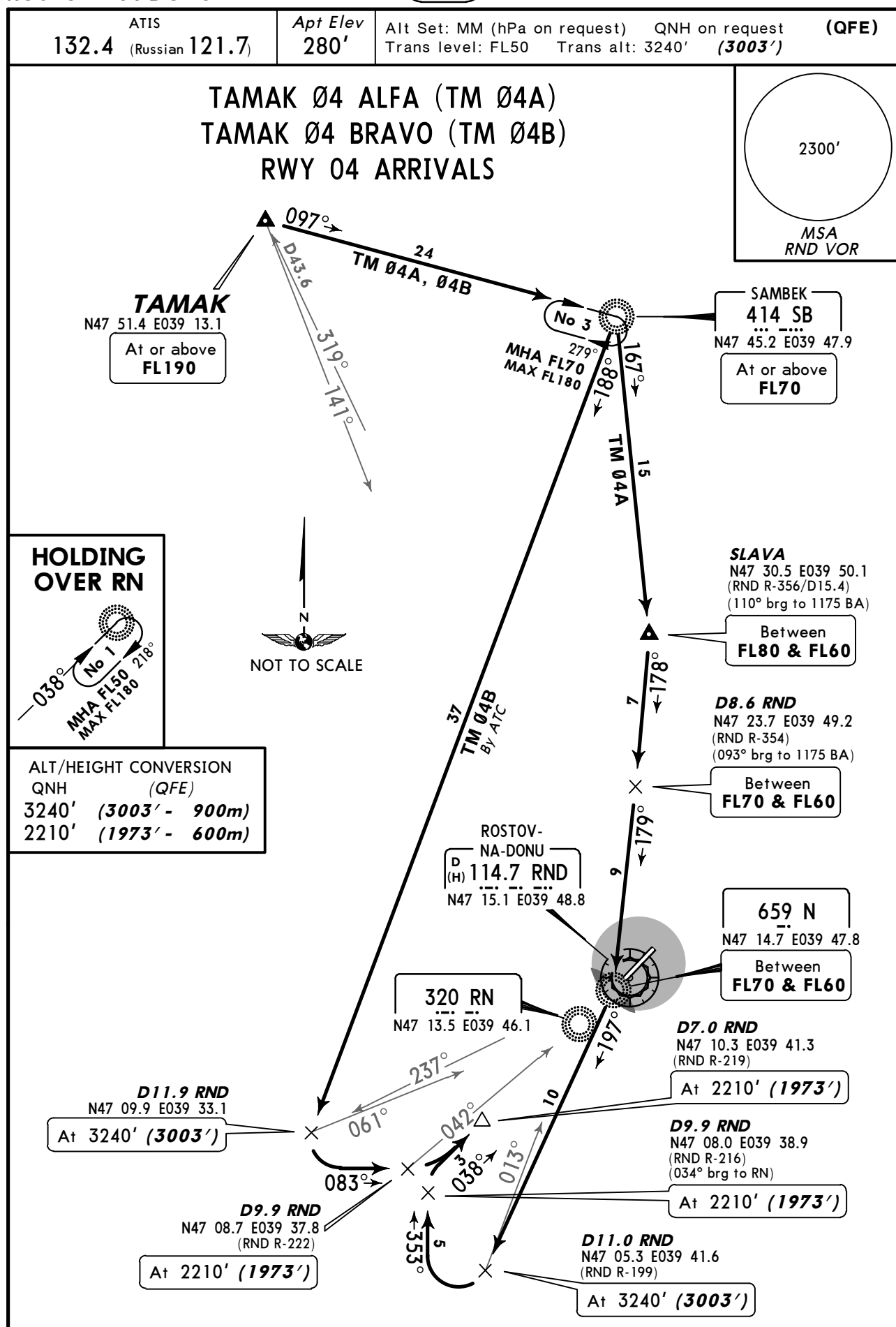
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3240' (2960')

LATRI 22 ALFA (LT 22A) RWY 22 ARRIVAL



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3240'	(2960' - 900m)
2250'	(1970' - 600m)





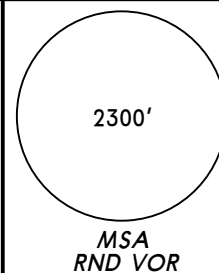
STAR	ROUTING
TM Ø4A	Intercept 097° bearing to SB, turn RIGHT, 167° bearing to SLAVA, turn RIGHT, 178° track to N47 23.7 E039 49.2, intercept 179° bearing to N, turn RIGHT, 197° bearing to N47 05.3 E039 41.6, turn RIGHT, 353° track to N47 08.0 E039 38.9, turn RIGHT, 038° track to D7.0 RND.
TM Ø4B By ATC	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 D7.0 RND.

ATIS
132.4 (Russian 121.7)

Apt Elev
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



TAMAK

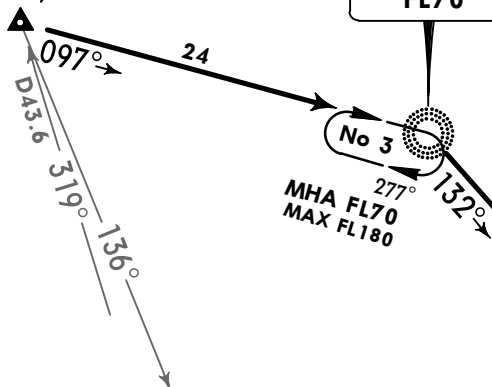
N47 51.4 E039 13.1

At or above
FL190

SAMBEK
414 SB

N47 45.2 E039 47.9

At or above
FL70



ALT/HEIGHT CONVERSION

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



BEREG

N47 34.4 E040 02.0
(194° brg to RW)
(131° brg to 1175 BA)

At or above
FL60

D7.8 RND
N47 20.7 E039 56.9
(RND R-037)

At 2250' (1970')

D10.5 RND

N47 22.8 E039 59.3
(RND R-036)

At 2250' (1970')

320 RW
N47 17.5 E039 52.1

MHA FL120
MAX FL180

No 2

ROSTOV-
NA-DONU
D (H) 114.7 RND
N47 15.1 E039 48.8

ROUTING

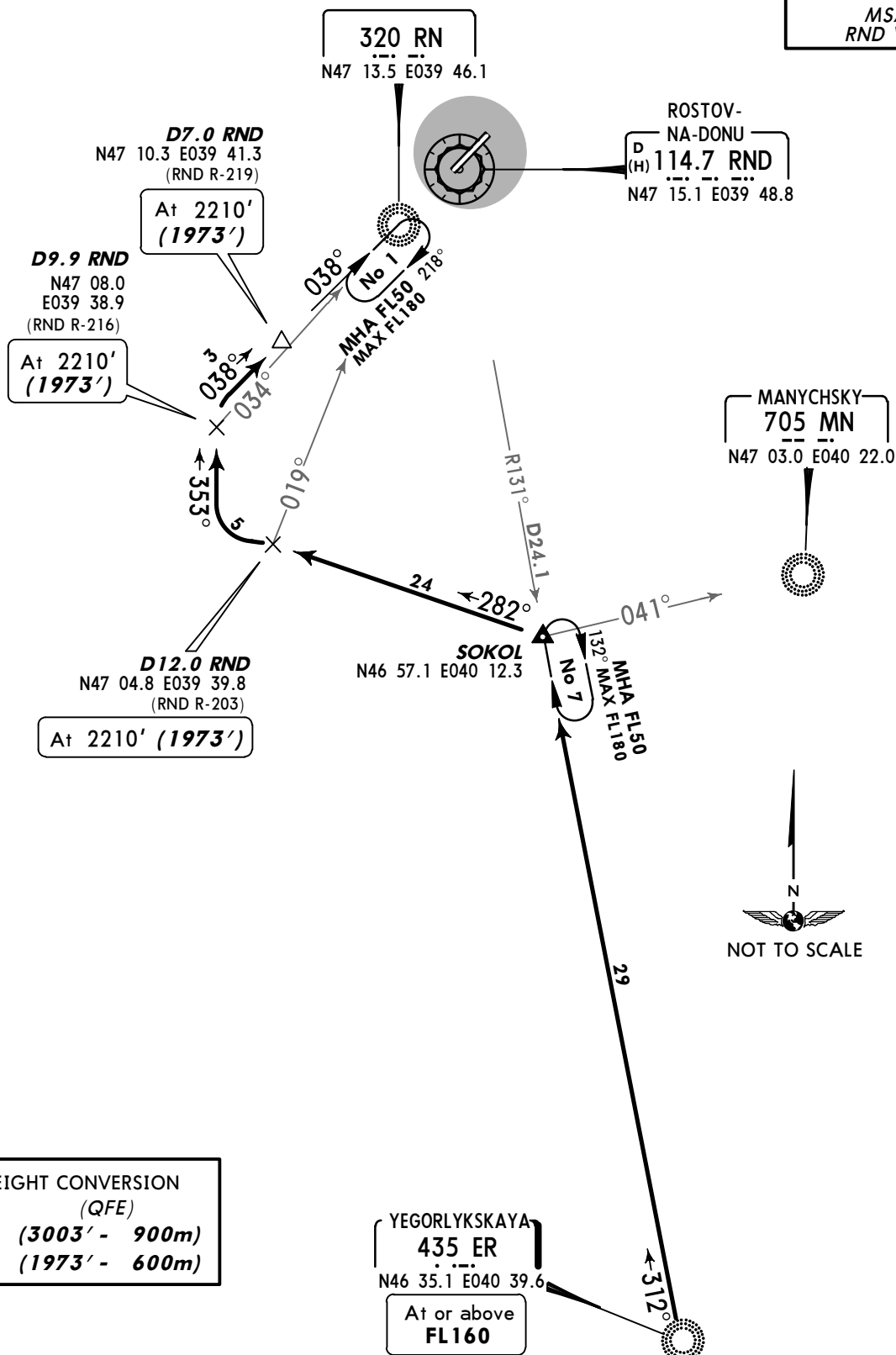
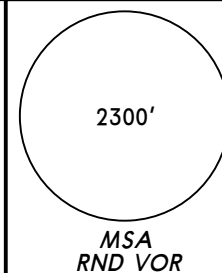
Intercept 097° bearing to SB, turn RIGHT, 132° bearing to BEREG, turn RIGHT, 181° track to N47 22.8 E039 59.3, turn RIGHT, 218° track to D7.8 RND.

ATIS
132.4 (Russian 121.7)

Apt Elev
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)

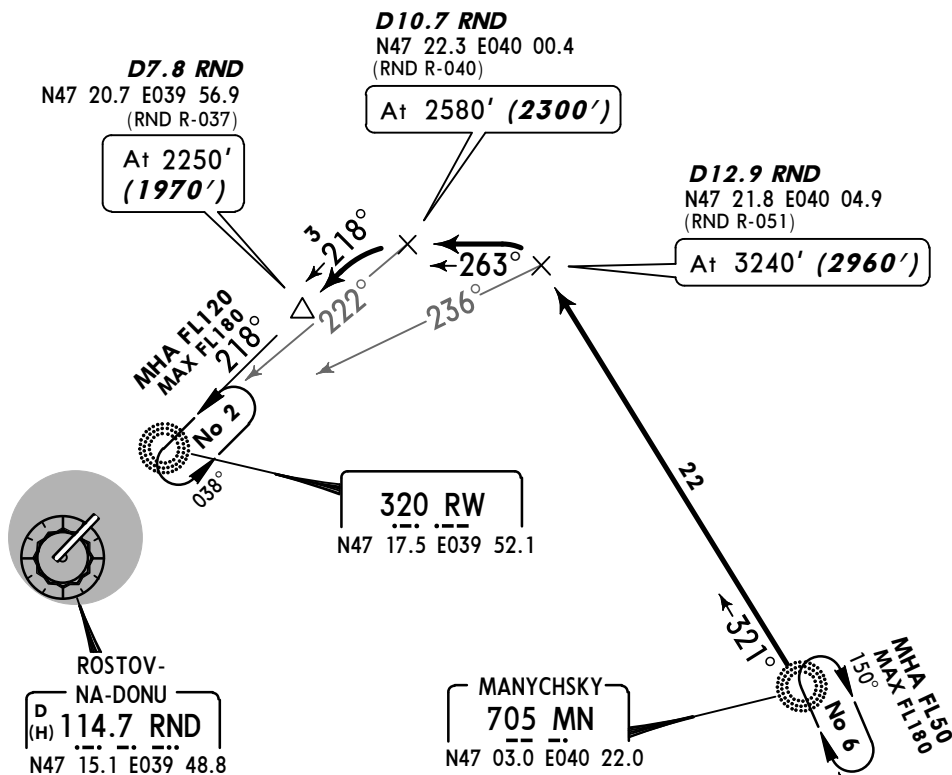
ROUTING

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 D7.0 RND.

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3240' (2960')

2300'

MSA
RND VOR



ALT/HEIGHT CONVERSION
QNH (QFE)

3240'	(2960' - 900m)
2580'	(2300' - 700m)
2250'	(1970' - 600m)

YEGORLYKSKAYA
435 ER
N46 35.1 E040 39.6
At or above
FL160

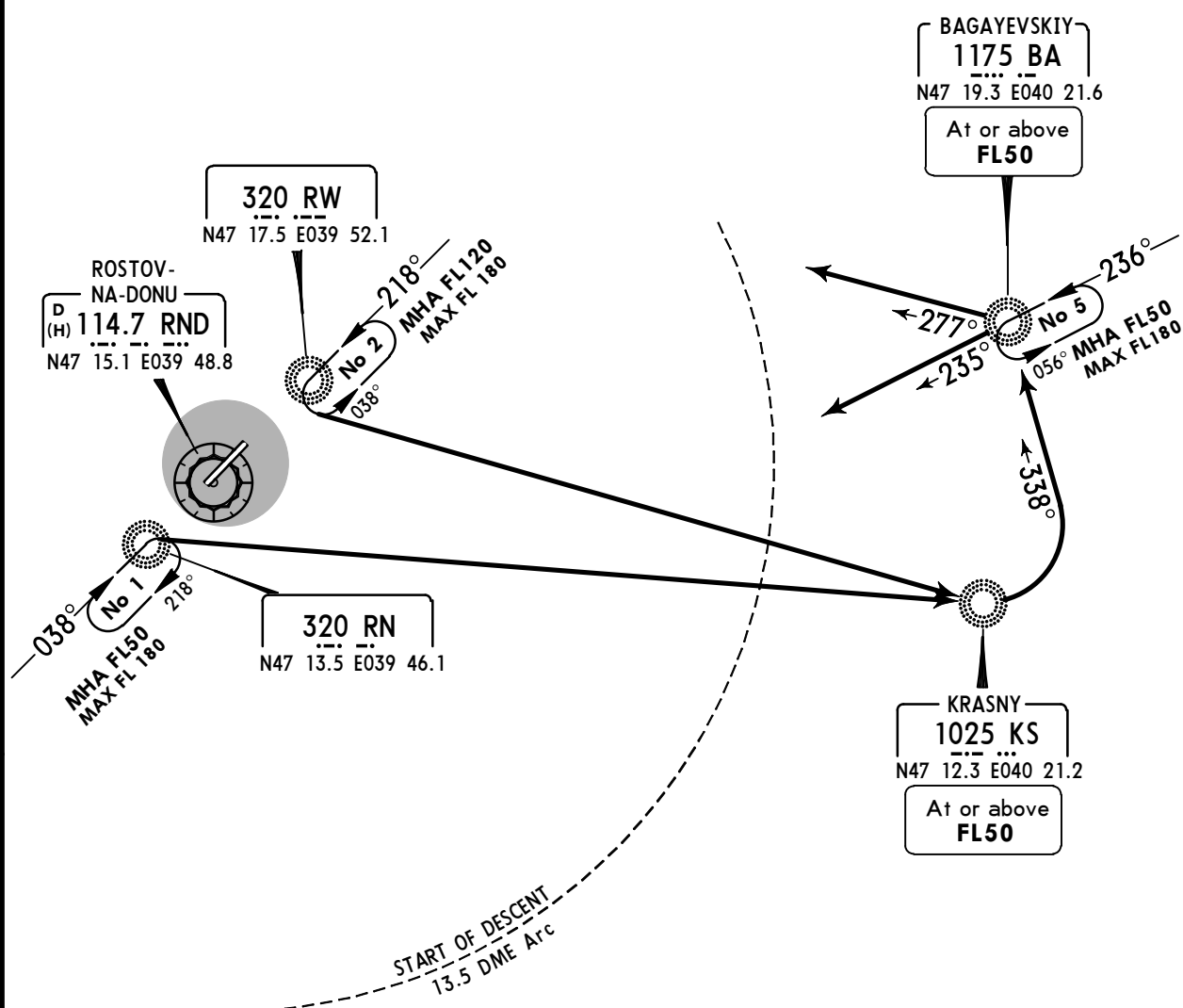
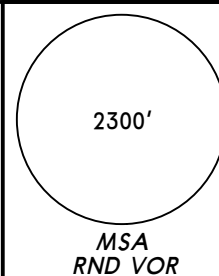
330° bearing to MN, turn LEFT, 321° bearing to N47 21.8 E040 04.9, turn LEFT, 263° track to N47 22.3 E040 00.4, turn LEFT, 218° track to D7.8 RND.

ATIS
132.4 (Russian 121.7)

Apt Elev
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)

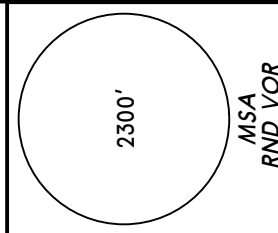
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ATIS
132.4 (Russian 121.7)

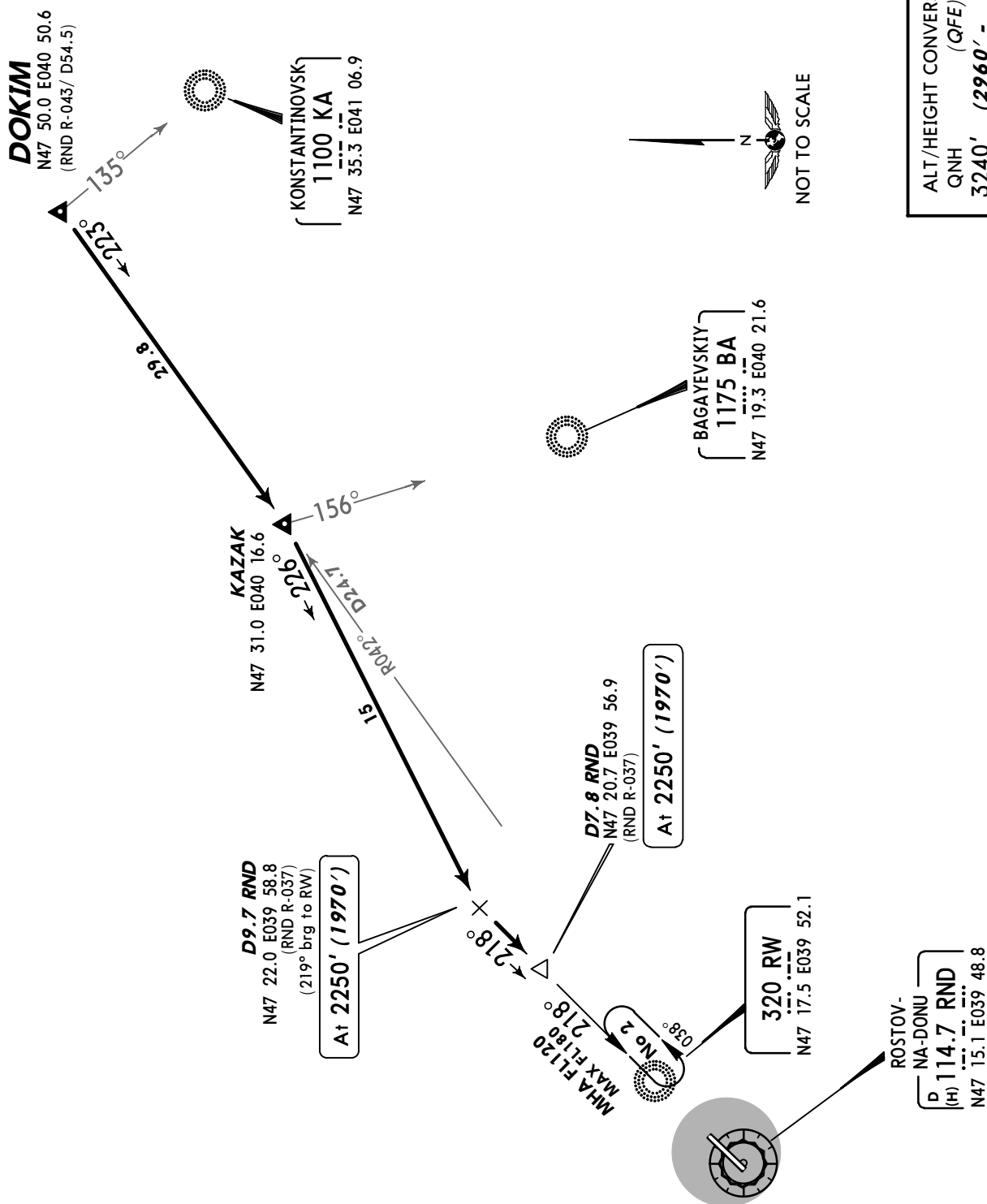
Apt Elev
280'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt (hgt): 3240' (2960')

DM 22B
RWY 22 ARRIVAL
BY ATC
FOR RUSSIAN USERS OF AIRSPACE



ALT/HEIGHT CONVERSION
QNH (QFE)
3240' (2960') - 900m
2250' (1970') - 600m

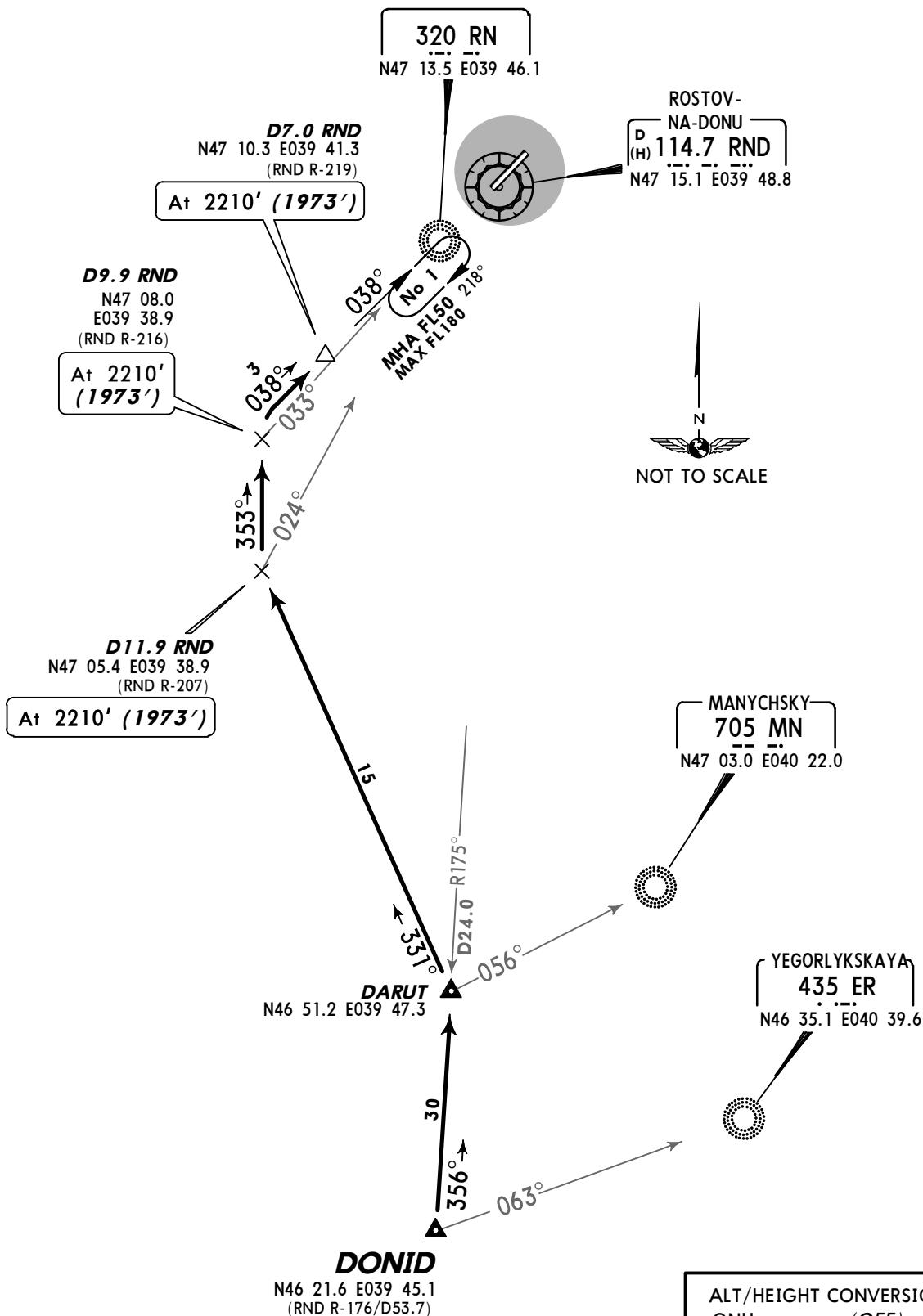
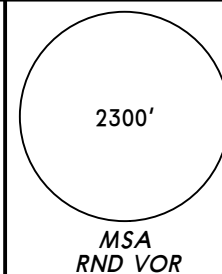


ATIS
132.4 (Russian 121.7)

Apt Elev
280'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt (hgt): 3240' (3003')

DO 04B
RWY 04 ARRIVAL
BY ATC
FOR RUSSIAN USERS OF AIRSPACE



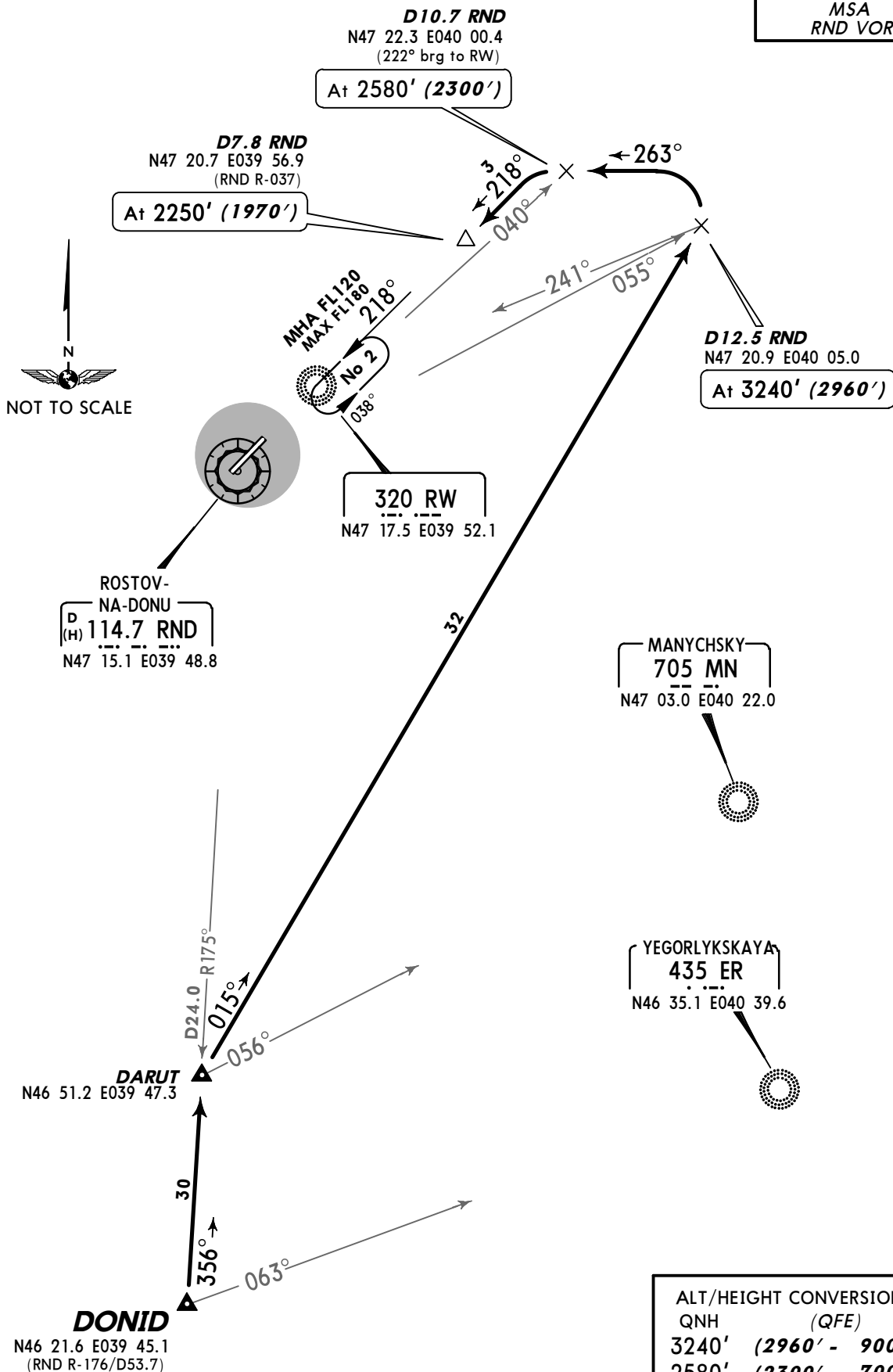
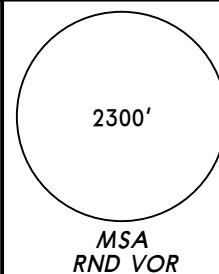
ATIS
132.4 (Russian 121.7)

Apt Elev
280'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt (hgt): 3240' (2960')

DO 22B
RWY 22 ARRIVAL
BY ATC

FOR RUSSIAN USERS OF AIRSPACE



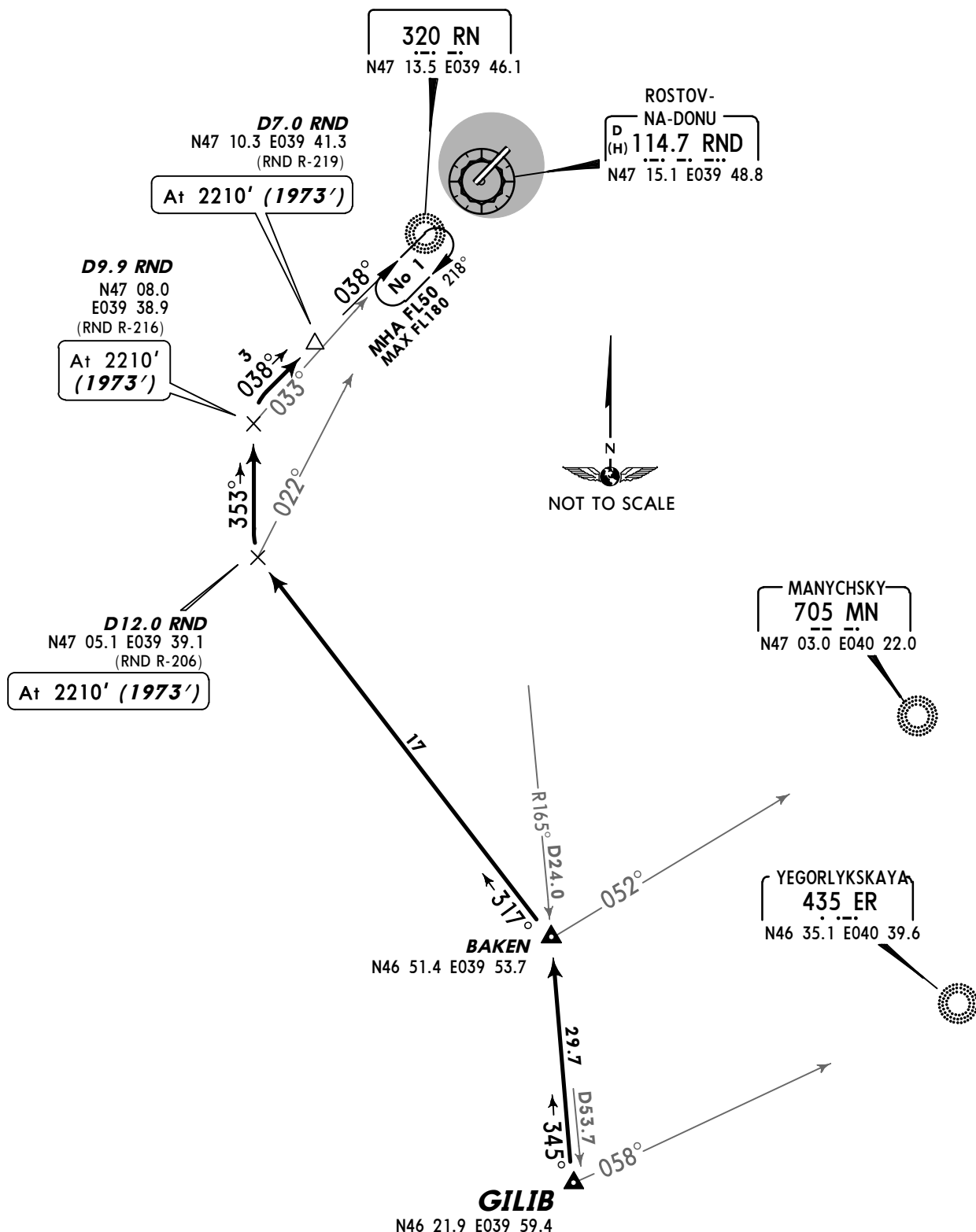
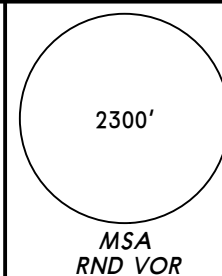
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3240'	(2960' - 900m)
2580'	(2300' - 700m)
2250'	(1970' - 600m)

ATIS
132.4 (Russian 121.7)

Apt Elev
280'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt (hgt): 3240' (3003')

GI 04B
RWY 04 ARRIVAL
BY ATC
FOR RUSSIAN USERS OF AIRSPACE



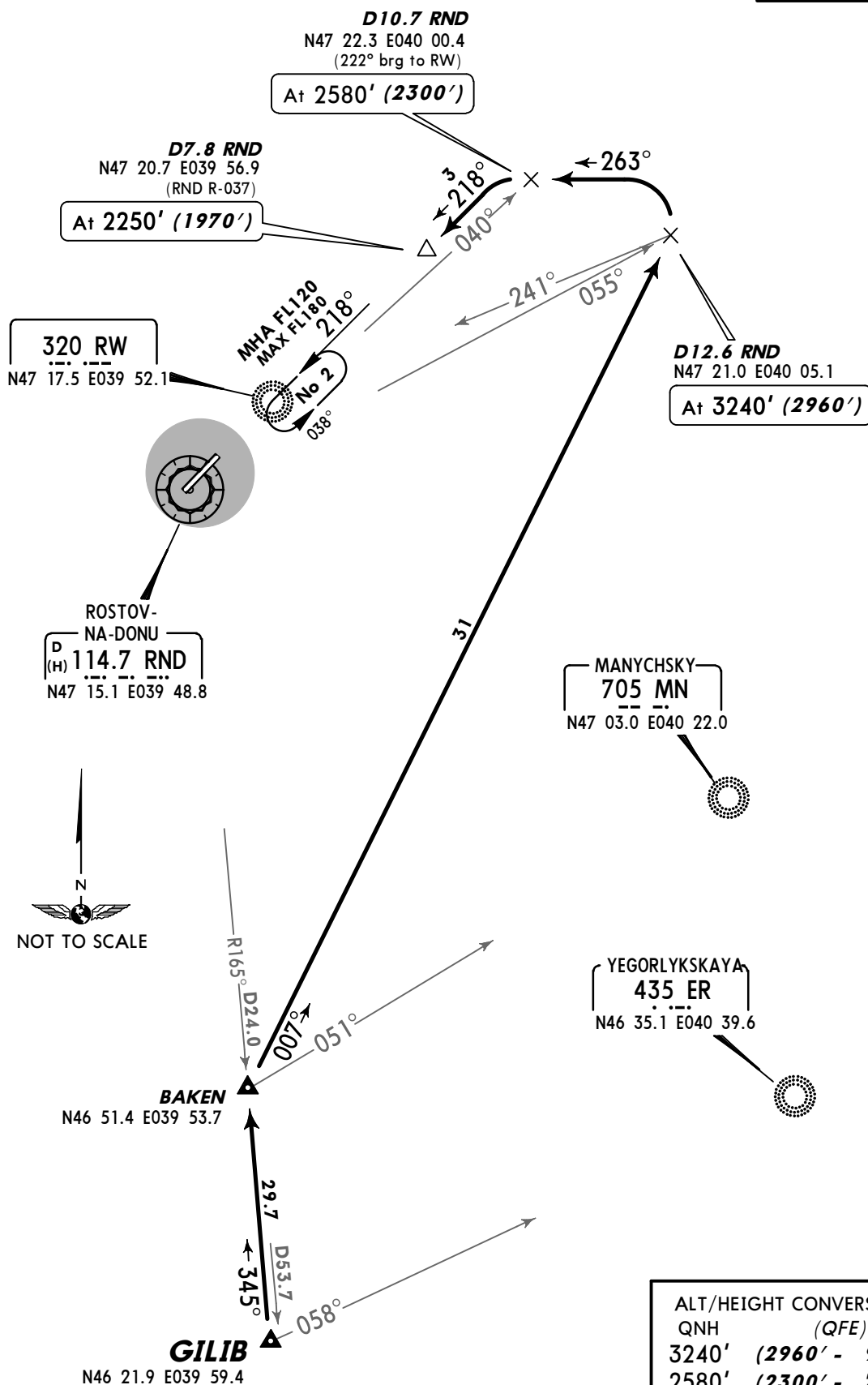
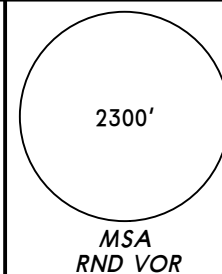
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3240'	(3003' - 900m)
2210'	(1973' - 600m)

ATIS
132.4 (Russian 121.7)

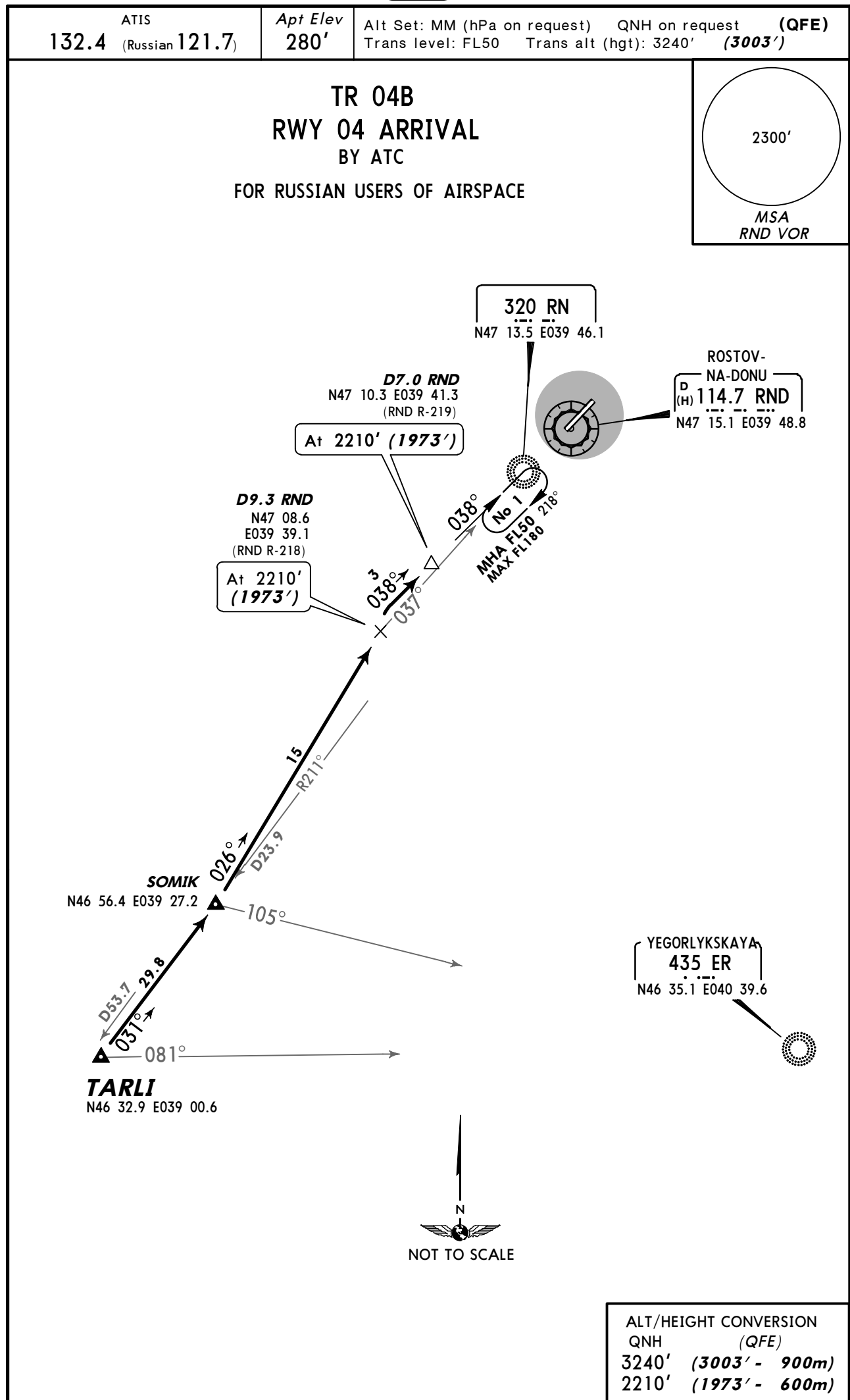
Apt Elev
280'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt (hgt): 3240' (2960')

GI 22B
RWY 22 ARRIVAL
BY ATC
FOR RUSSIAN USERS OF AIRSPACE



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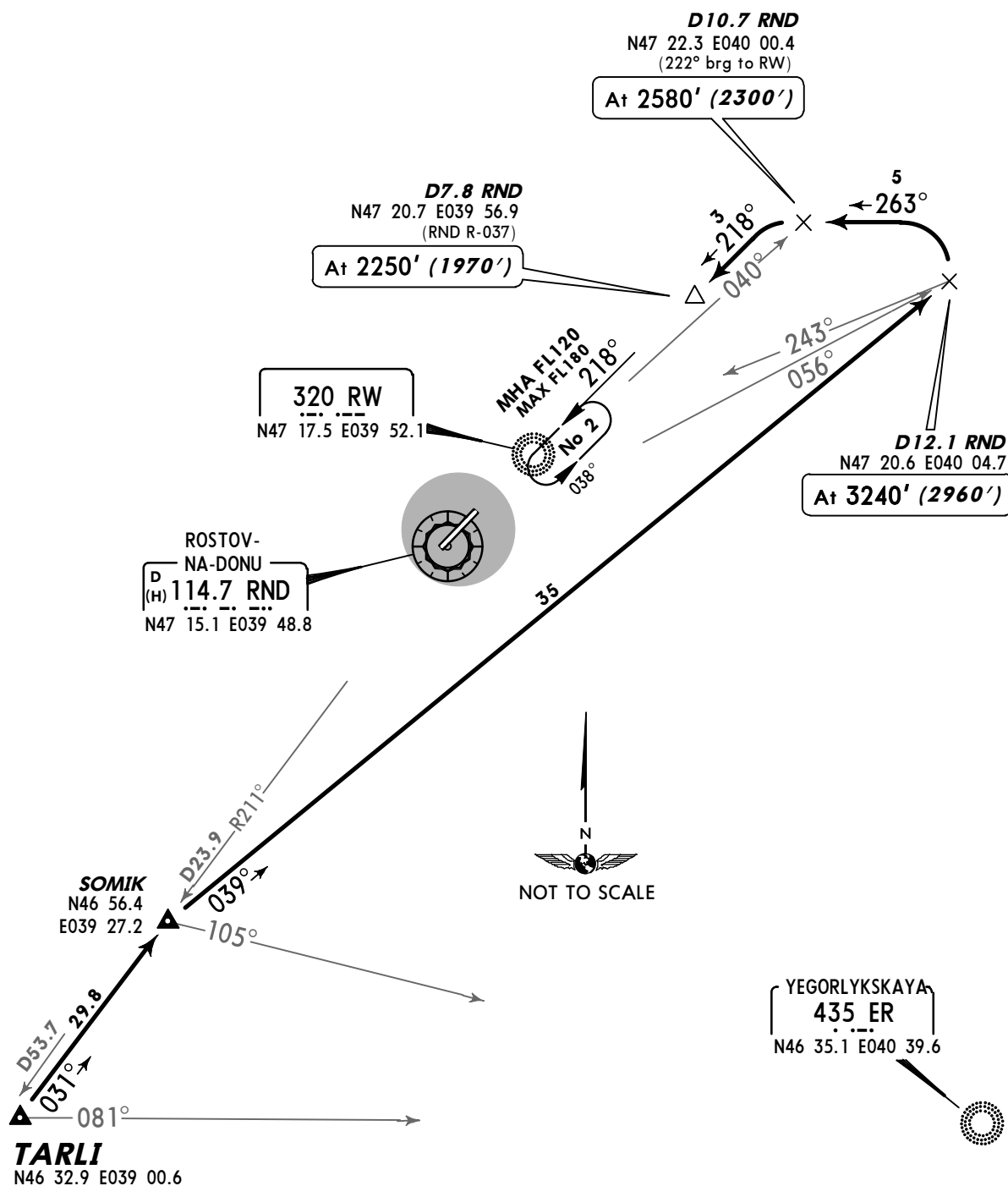


Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50 Trans alt (hgt): 3240' **(2960')**



2300'

MSA
RND VOR

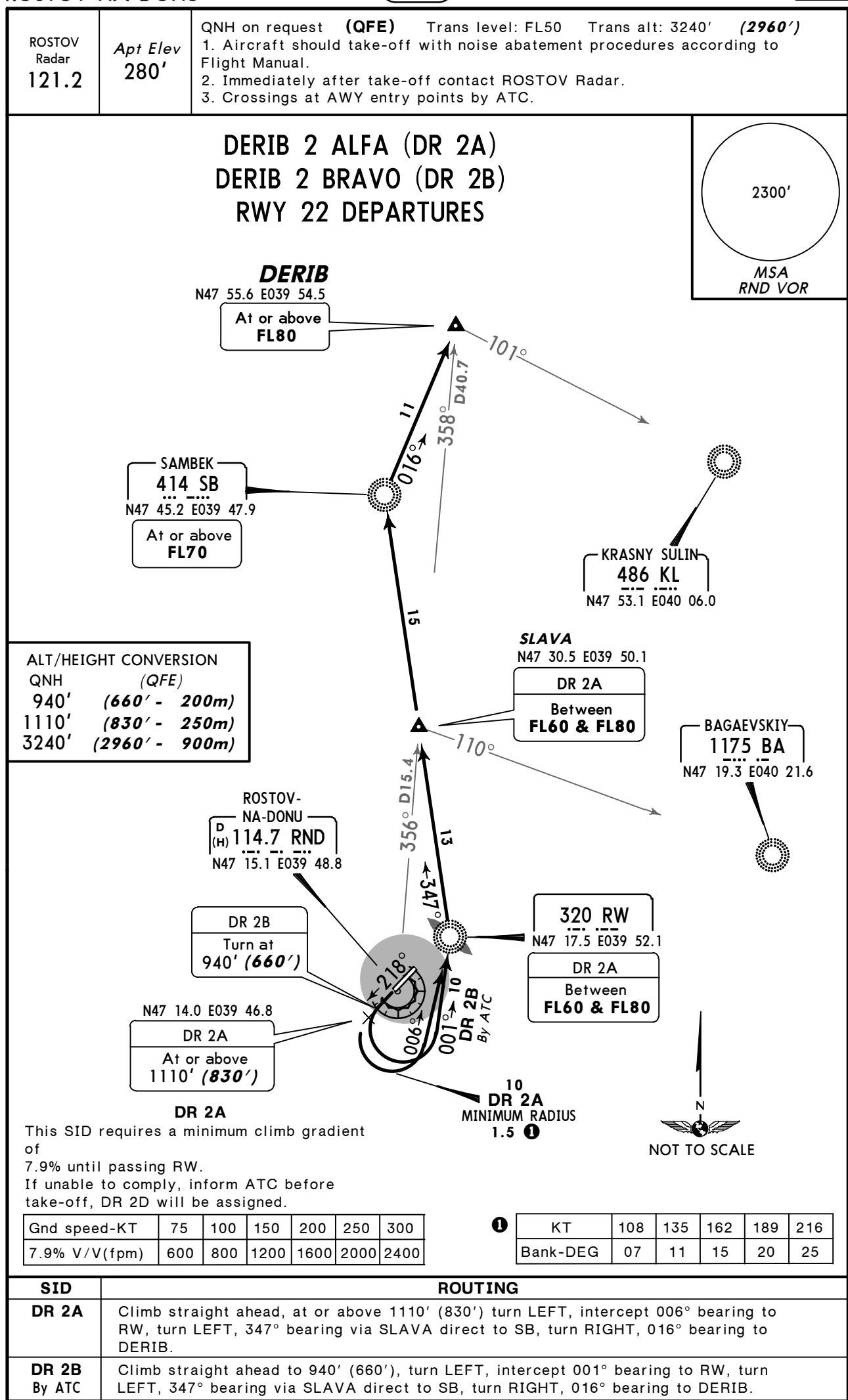


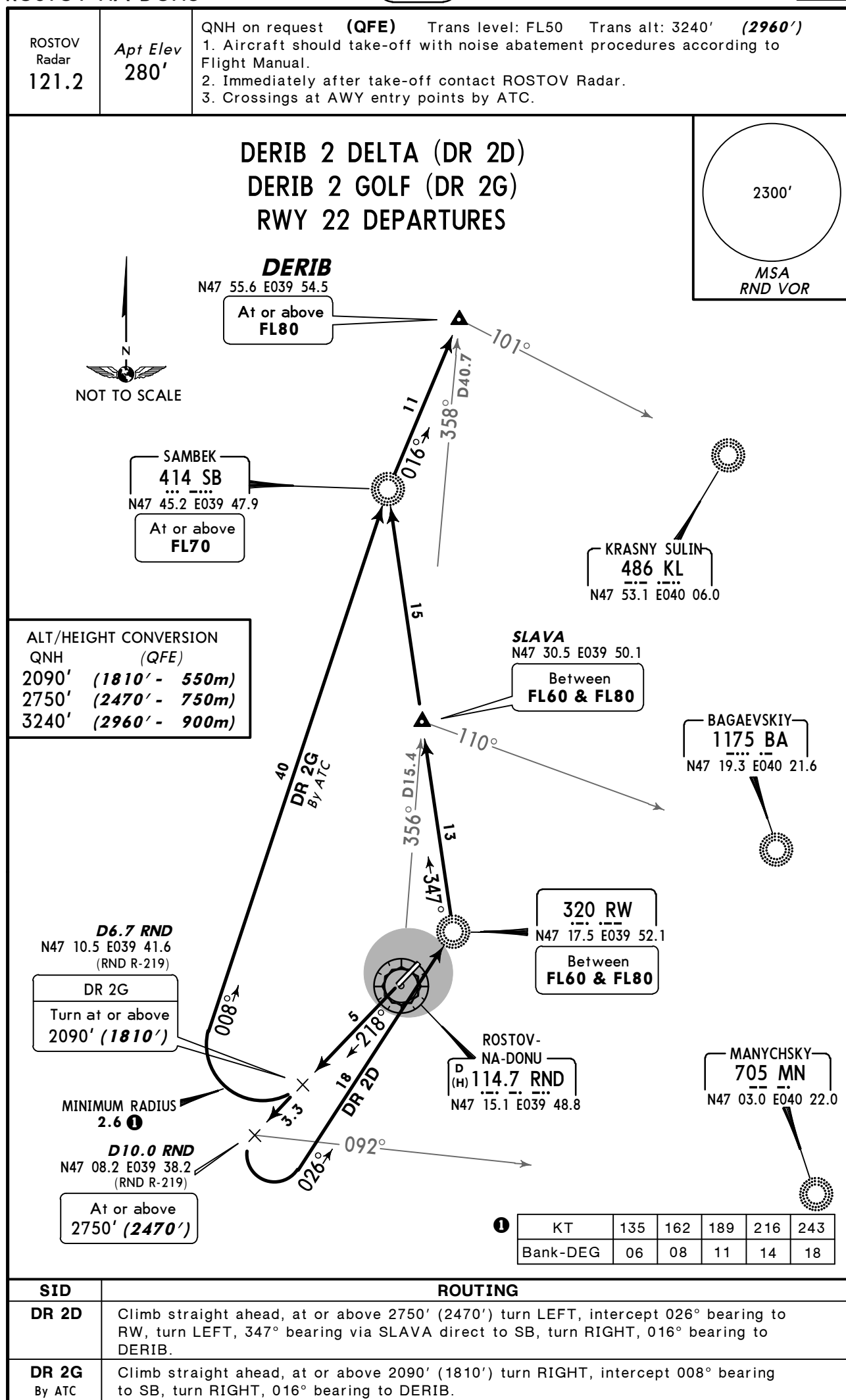
ALT/HEIGHT CONVERSION
QNH (QFE)

3240'	(2960' - 900m)
2580'	(2300' - 700m)
2250'	(1970' - 600m)

SID DESIGNATION	REFER TO CHART
DERIB 2A, 2B	10-3A
DERIB 2D, 2G	10-3A1
FASAD 1B	10-3B
FASAD 2B	10-3C
GINSA 1A	10-3D
GINSA 2A	10-3E
KENEN 1A	10-3F
KENEN 2A	10-3G
KONSTANTINOVSK 1A	10-3H
KONSTANTINOVSK 2A	10-3J
KRASNY SULIN 1A, 1B	10-3K
YEGORLYK 1A	10-3M
YEGORLYK 2A	10-3N
DM 1B	10-3P
DM 2B	10-3Q
DO 1B	10-3S
DO 2B	10-3T
GI 1B	10-3U
GI 2B	10-3V
KI 1B	10-3W
KI 2B	10-3X
TR 1B	10-3X1
TR 2B	10-3X2

--





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.

MSA
RND VOR

FASAD
N47 33.3 E038 18.8
(RND R-280/ D63.8)

At or above
FL190

ZATON
N47 22.4 E039 14.8

SAMBEK
414 SB
N47 45.2 E039 47.9

ROSTOV-NA-DONU
D (H) 114.7 RND
N47 15.1 E039 48.8

39.6

29

279°

037°

280°

271°

038°

NOT TO SCALE

HEIGHT CONVERSION
(OFF)

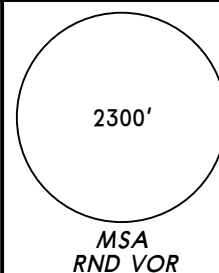
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ROSTOV Radar
121.2

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.

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



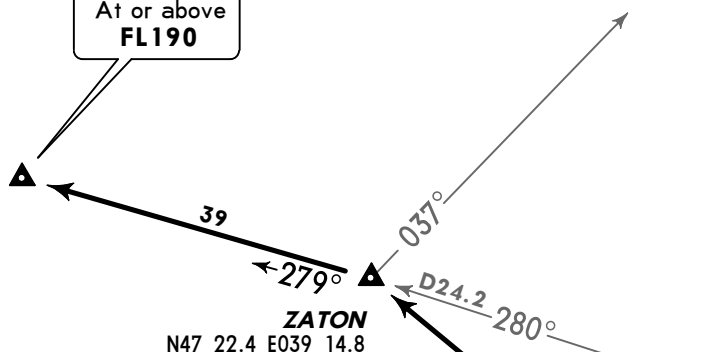
SAMBEK
414 SB
... ..
N47 45.2 E039 47.9



FASAD

N47 33.3 E038 18.8
(RND R-280/ D63.8)

At or above
FL190



ROSTOV-NA-DONU
D(H) 114.7 RND
... ..
N47 15.1 E039 48.8

MINIMUM
RADIUS
2.6 1

D6.7 RND
N47 10.5 E039 41.6
(RND R-219)

At or above
2090' (1810')

ALT/HEIGHT CONVERSION
QNH (QFE)
2090' (1810' - 550m)
3240' (2960' - 900m)

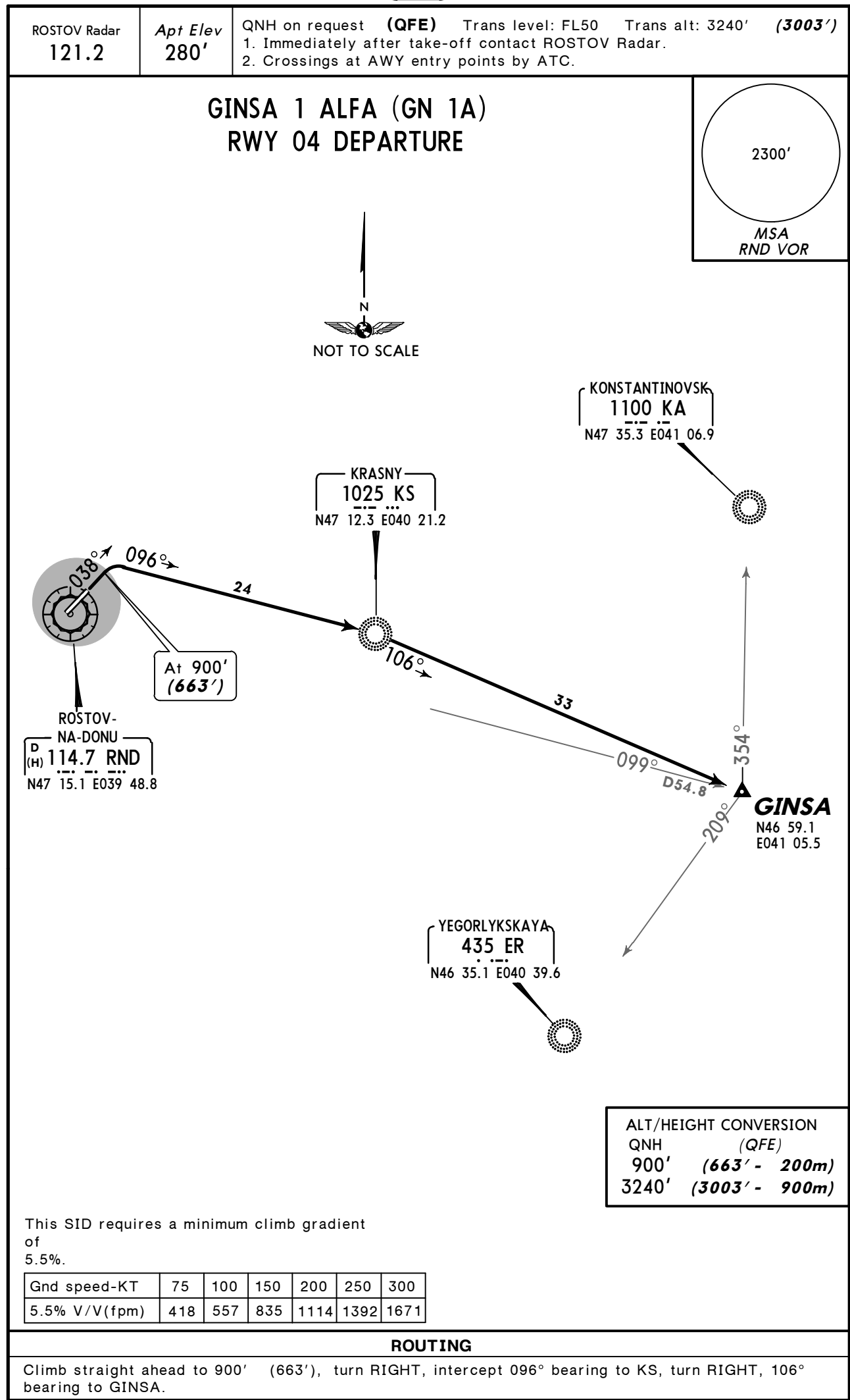
This SID requires a minimum climb gradient
of
4.5%.

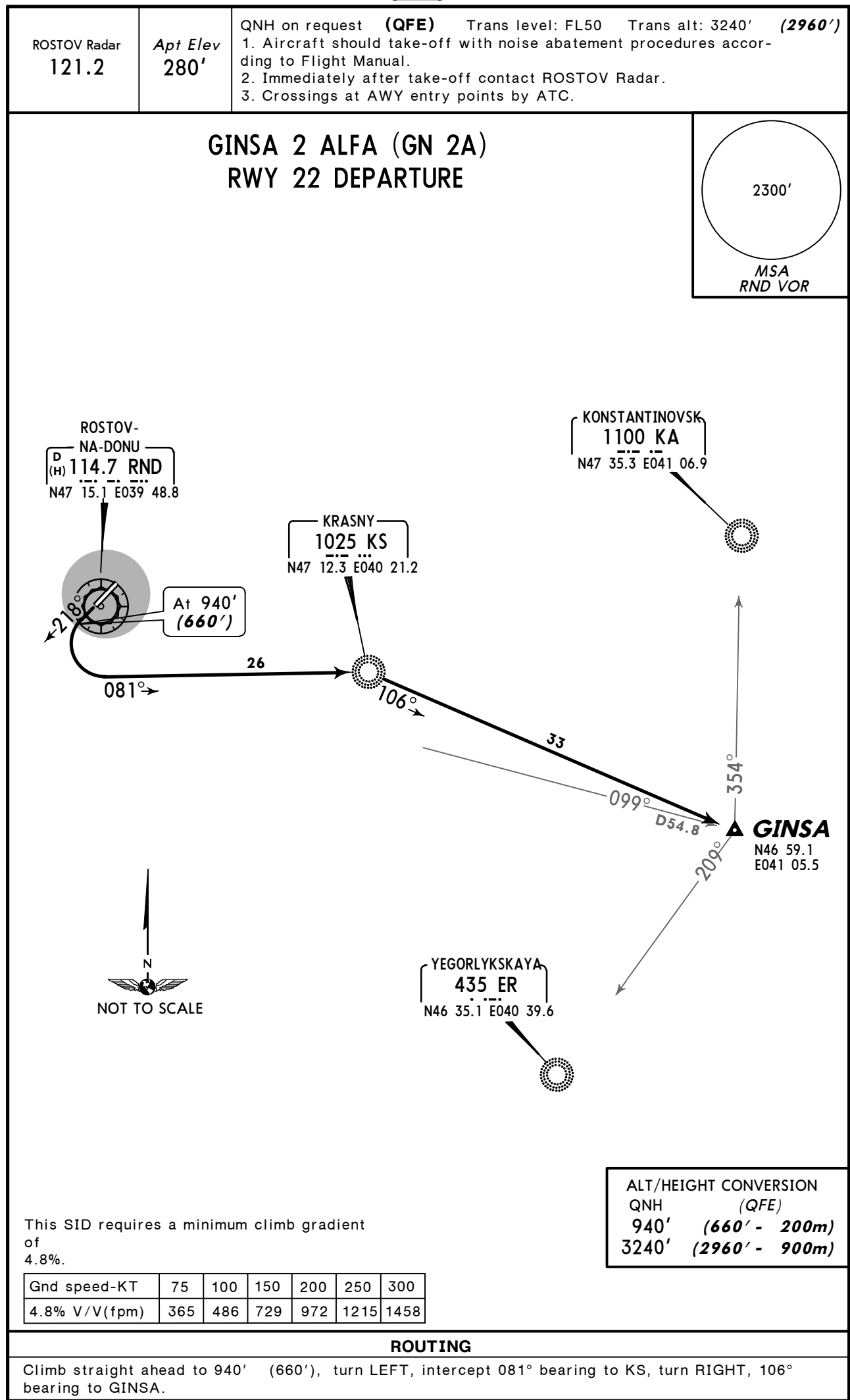
Gnd speed-KT	75	100	150	200	250	300
4.5% V/V(fpm)	342	456	684	911	1139	1367

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

ROUTING

Climb straight ahead, at or above 2090' (1810'), turn RIGHT 302° track to ZATON, turn LEFT, 279° track to FASAD.

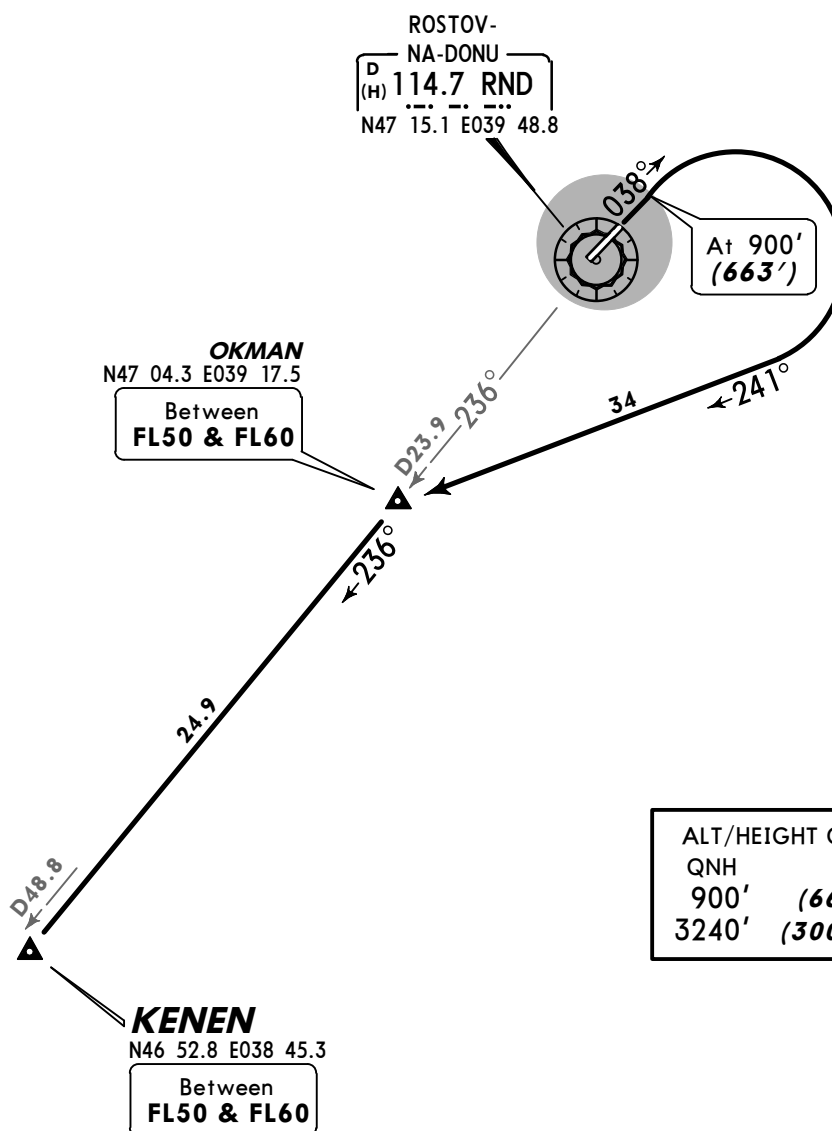




QNH on request **(QFE)**
Trans level: FL50 Trans alt: 3240' **(3003')**
1. Immediately after take-off contact ROSTOV Radar.
2. Crossings at AWY entry points by ATC.

MSA
RND VOR

NOT TO SCALE



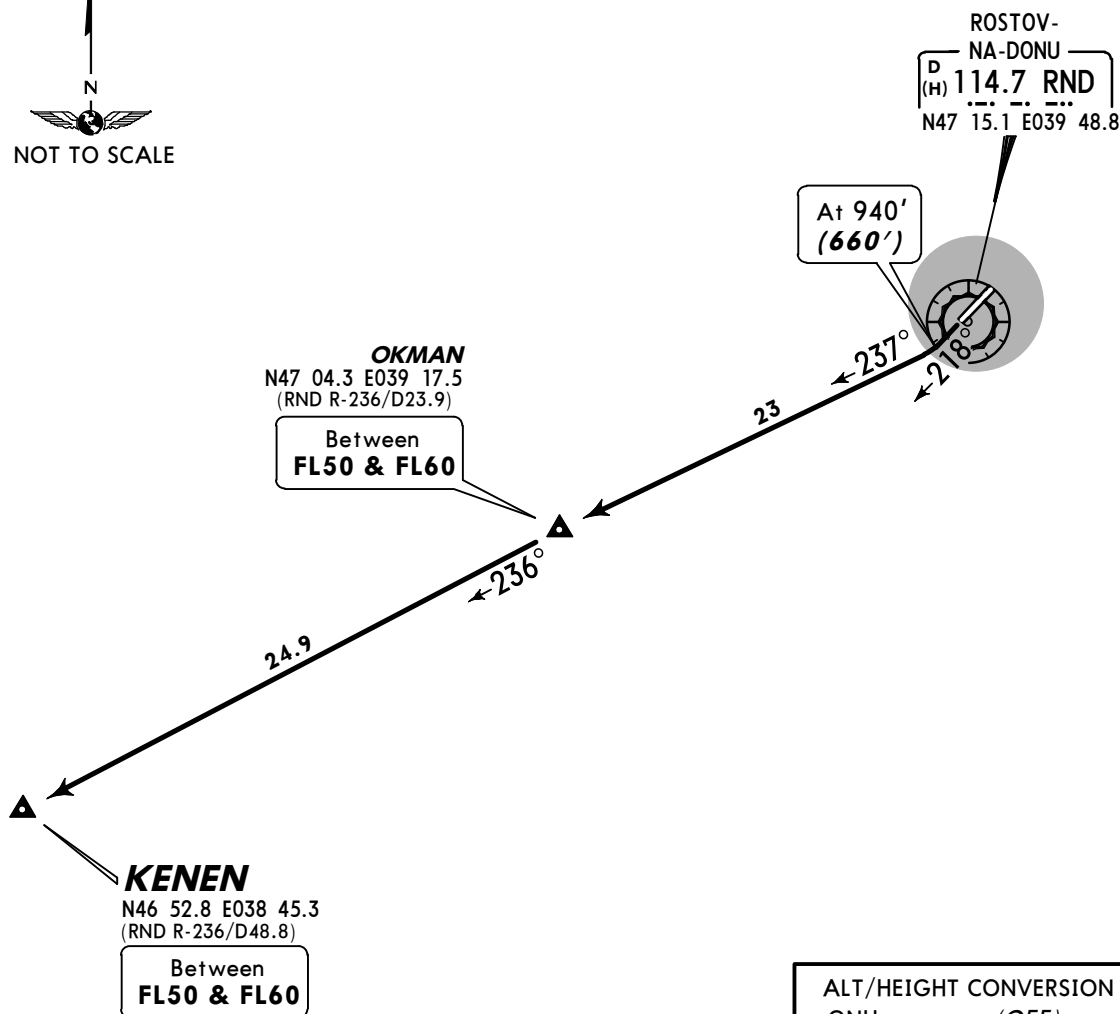
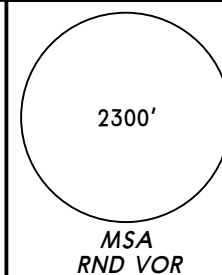
Climb straight ahead to 900' (663'), turn RIGHT, 241° track to OKMAN, turn LEFT, 236° track to KENEN.

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.

KENEN 2 ALFA (KN 2A) RWY 22 DEPARTURE

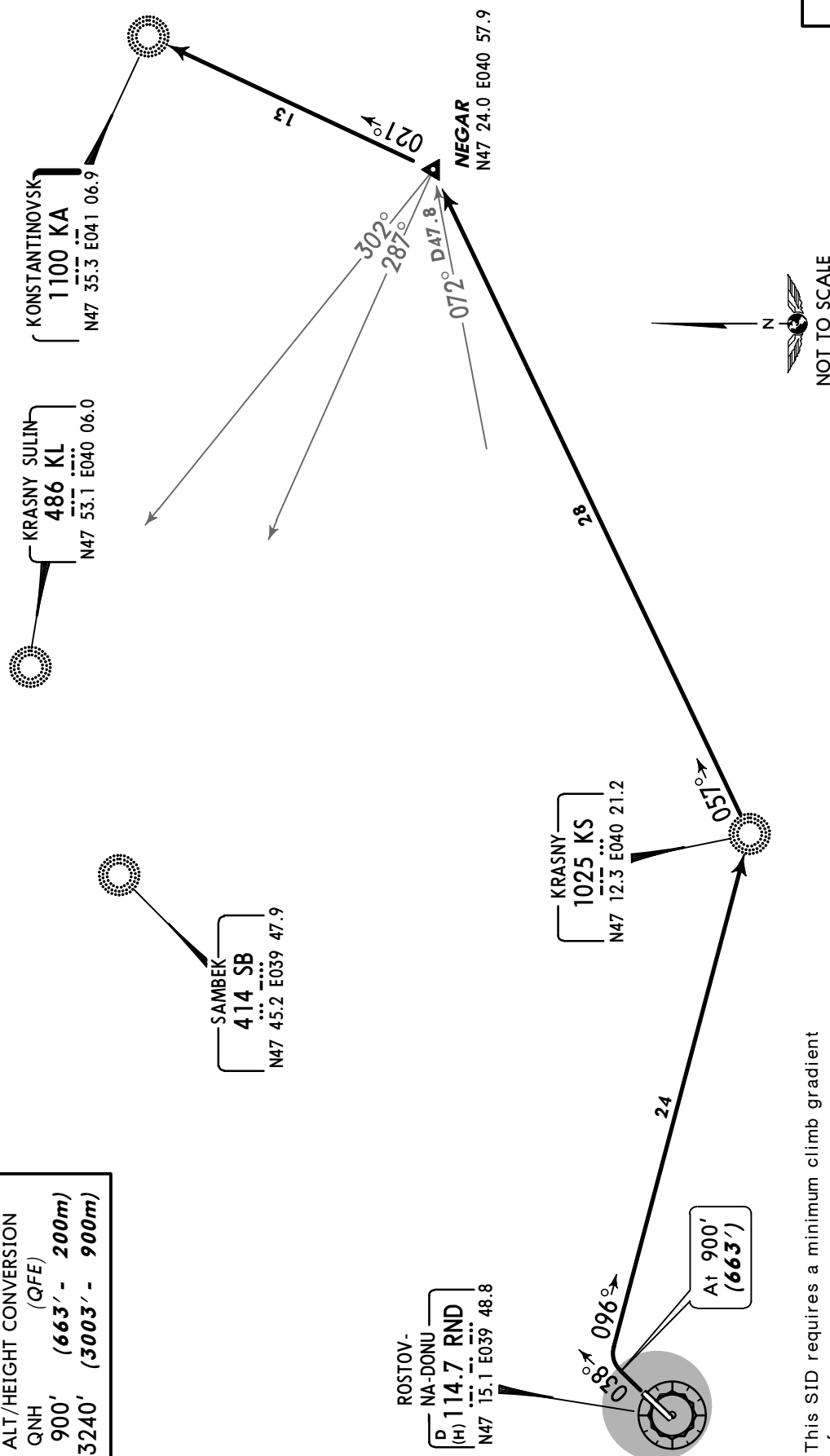


ALT/HEIGHT CONVERSION		
QNH	(QFE)	
940'	(660' -	200m)
3240'	(2960' -	900m)

ROUTING

Climb straight ahead to 940' (660'), turn RIGHT, 237° track to OKMAN, turn LEFT, 236° track to KENEN.

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.

A circular marker with the number "2300" in the center. To the right of the circle, the text "MSA" and "RND VOR" are stacked vertically.

This SID requires a minimum climb gradient of 4.6%.

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

ROUTING

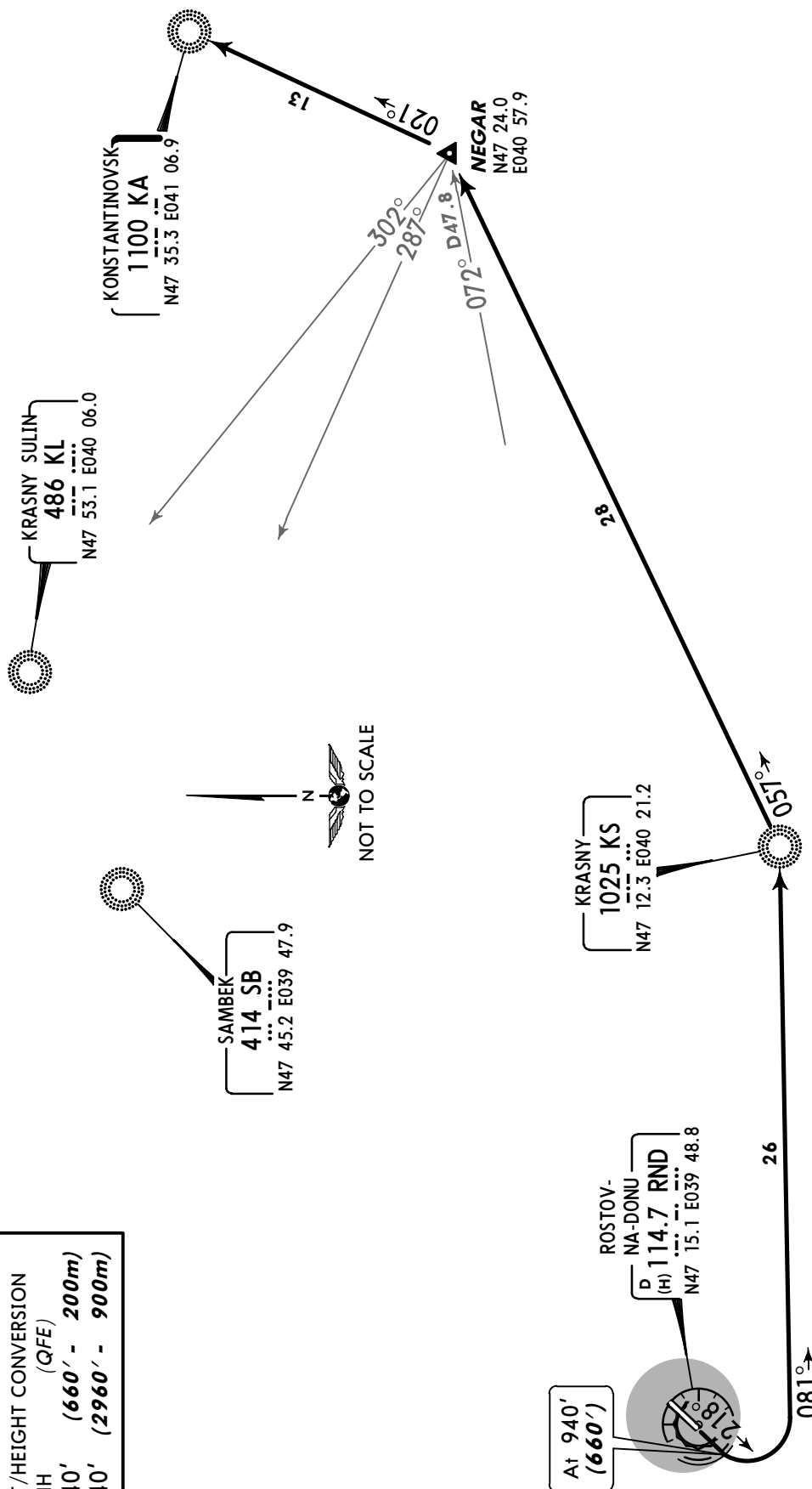
Climb straight ahead to 900' (663'), turn RIGHT, intercept 096° bearing to KS, turn LEFT, 057° bearing to NEGAR, turn LEFT, intercept 021° bearing to KA.

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.

A circular diagram with the text "2300'" in the center. To the right of the circle, the text "MSA" is written above "RND VOR".

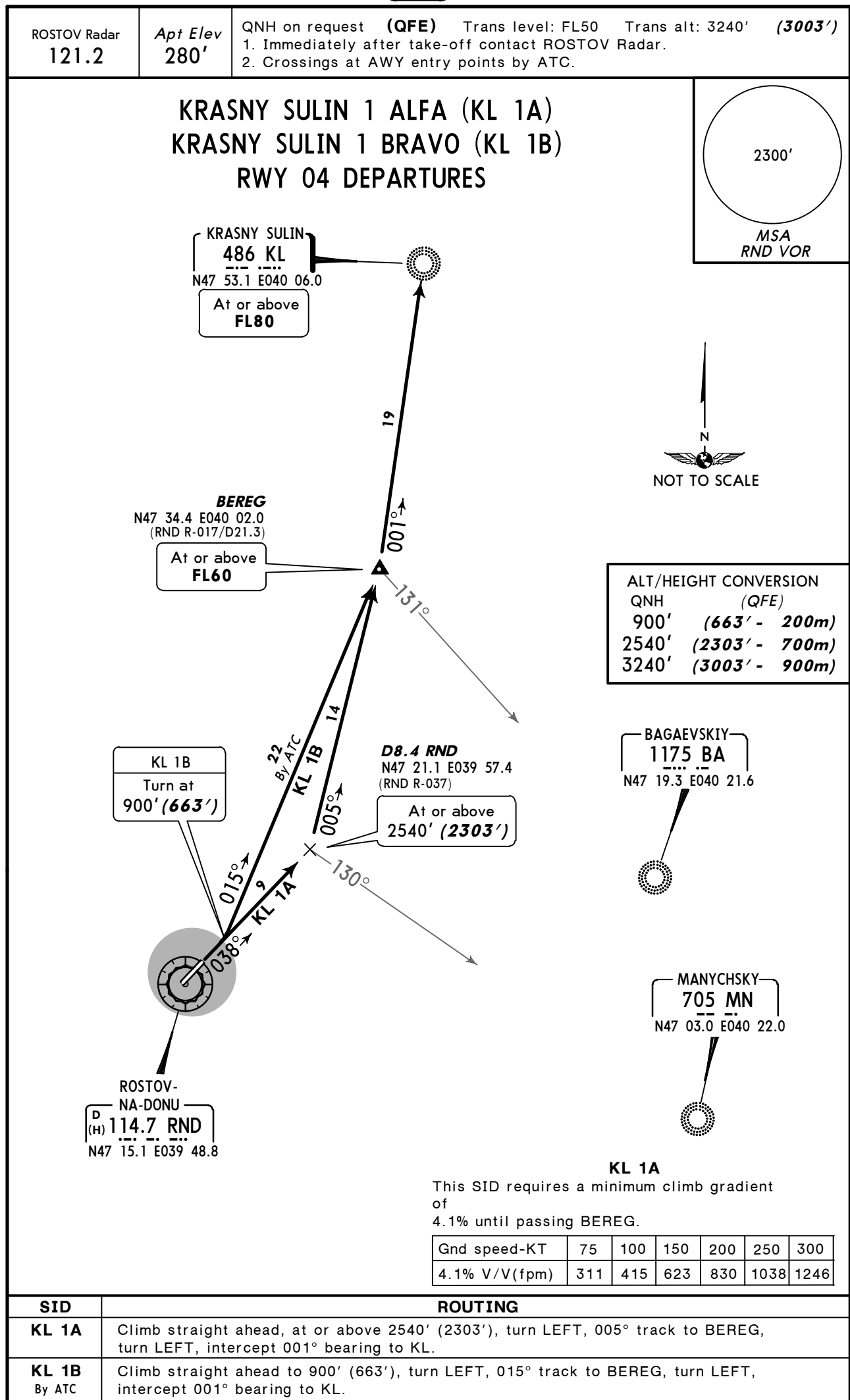


This SID requires a minimum climb gradient of 4.3%.

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 021° bearing to KA.



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.

MSA
RND VOR

MANYCHSKY
705 MN
N47 03.0 E040 22.0

YEGORLYKSKAYA
435 ER
N46 35.1 E040 39.6
At or above
FL160

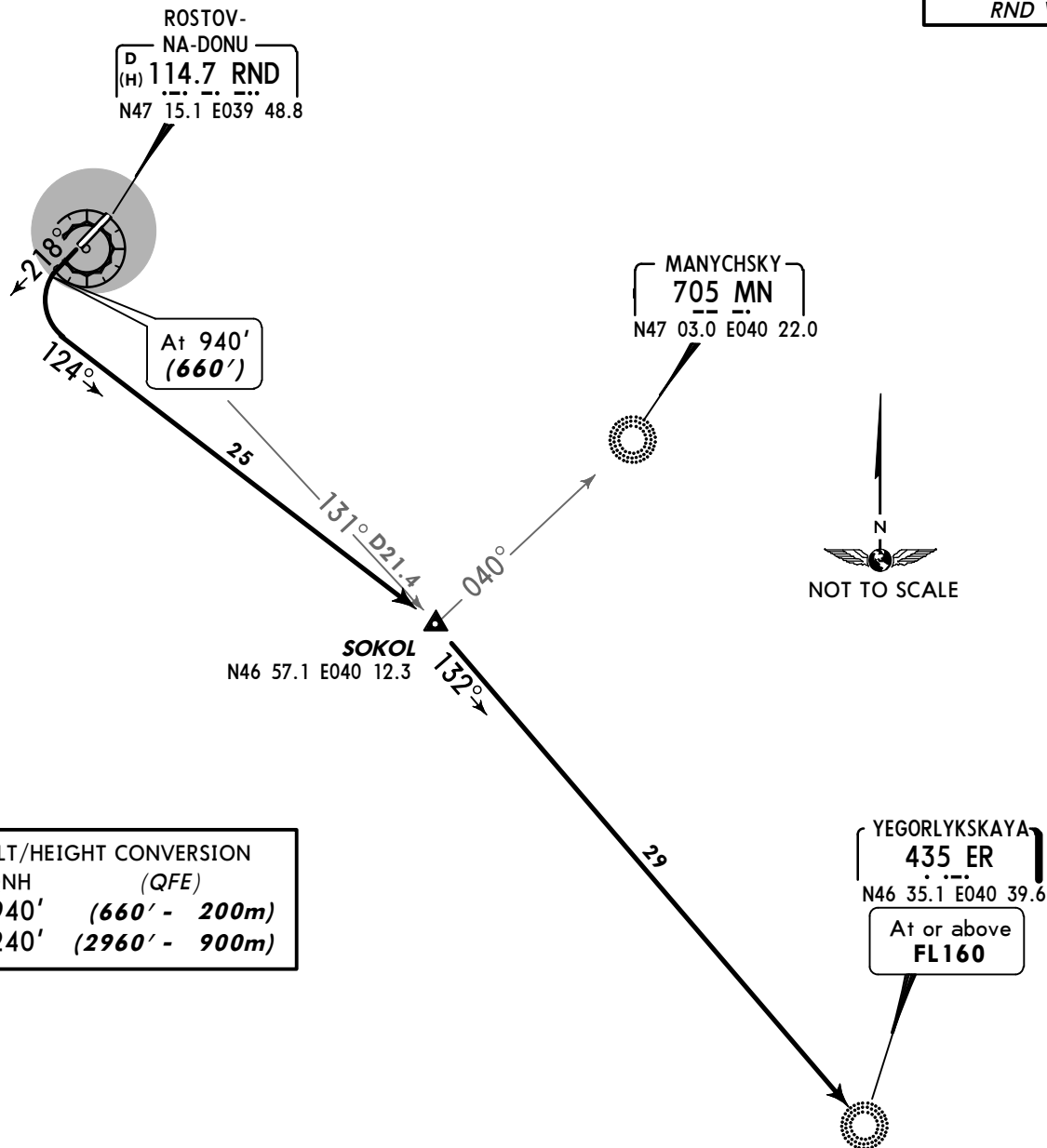
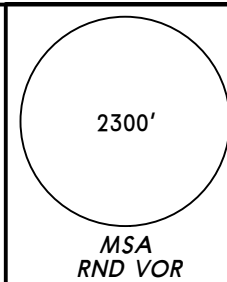
Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276

Climb straight ahead to 900' (663'), turn RIGHT, intercept 117° bearing to MN, turn RIGHT, 149° bearing to ER.

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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.
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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 4.3%.

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

ROUTING

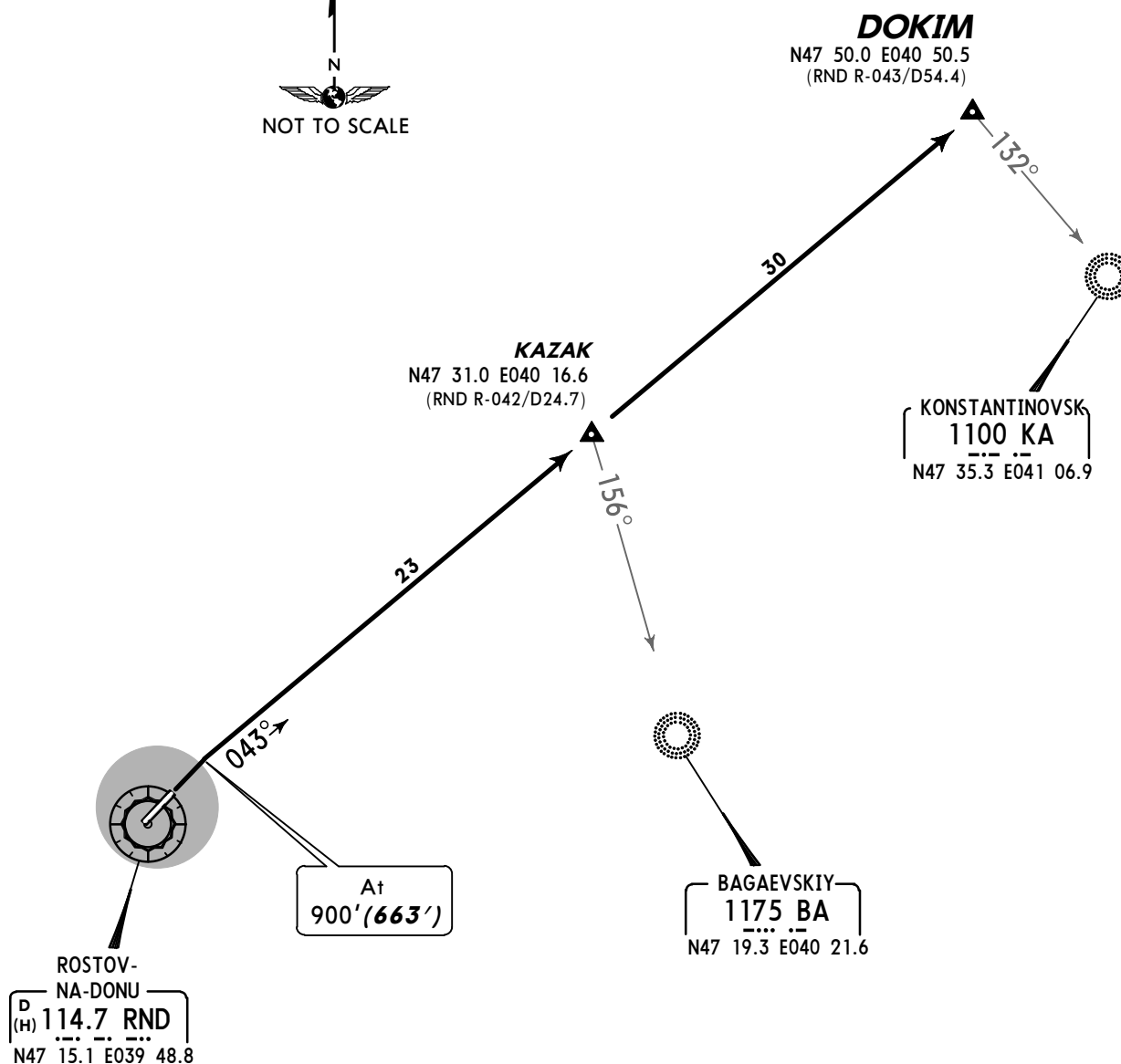
Climb straight ahead to 940' (660'), turn LEFT, 124° track to SOKOL, turn RIGHT, intercept 132° bearing to ER.

Apt Elev
280'

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

2300'

MSA
RND VOR



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

ROSTOV Radar
121.2

Apt Elev
280'

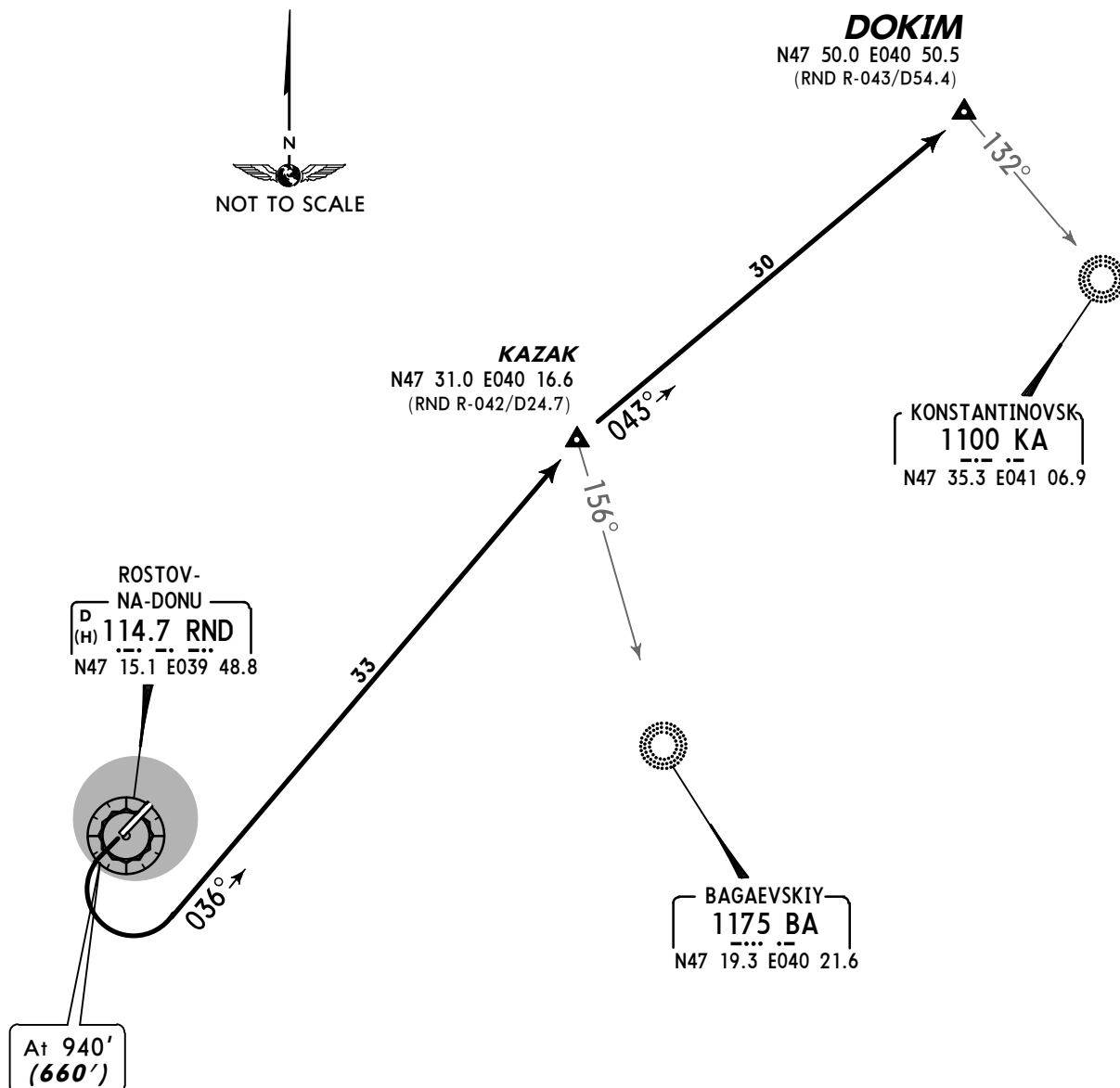
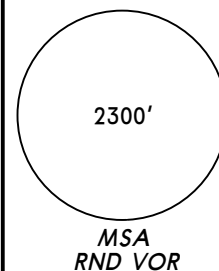
QNH on request (QFE) Trans level: FL50

Trans alt (hgt): 3240' (2960')

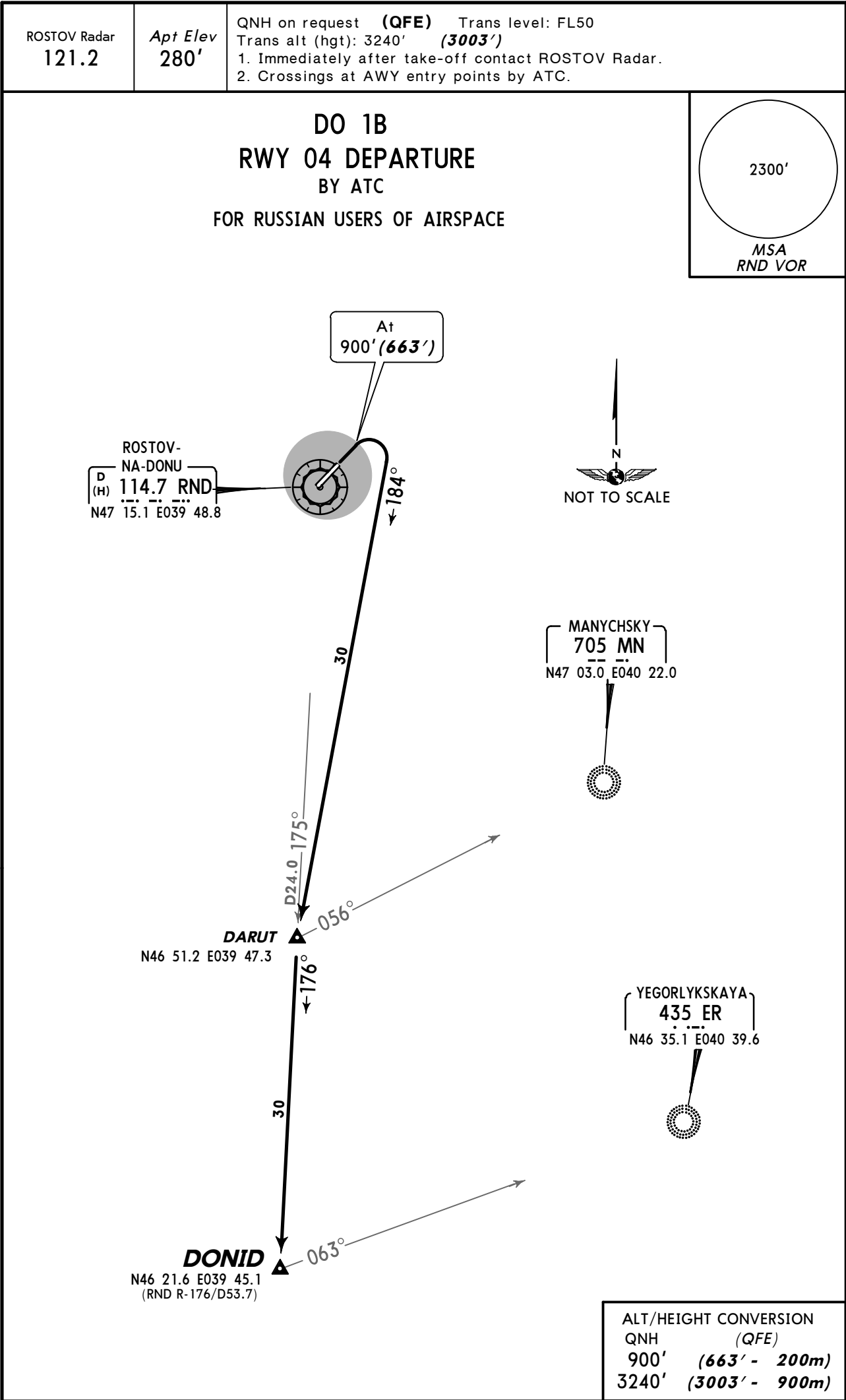
1. Aircraft should take-off with noise abatement procedures according to Flight MANUAL.
2. Immediately after take-off contact ROSTOV Radar.
3. Crossings at AWY entry points by ATC.

DM 2B
RWY 22 DEPARTURE
BY ATC

FOR RUSSIAN USERS OF AIRSPACE



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



Apt Elev
280'

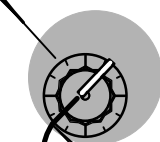
QNH on request **(QFE)** Trans level: FL50
Trans alt (hgt): 3240' **(2960')**

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.

2300'

MSA
RND VOR

ROSTOV-
NA-DONU
D
(H) 114.7 RND
N47 15.1 E039 48.8



At 940'
(660')



MANYCHSKY
705 MN
N47 03.0 E040 22.0

DARUT
N46 51.2 E039 47.3
(RND R-175/D24.0)

DONID
N46 21.6 E039 45.1
(RND R-176/D53.7)

YEGORLYKSKAYA
435 ER
N46 35.1 E040 39.6

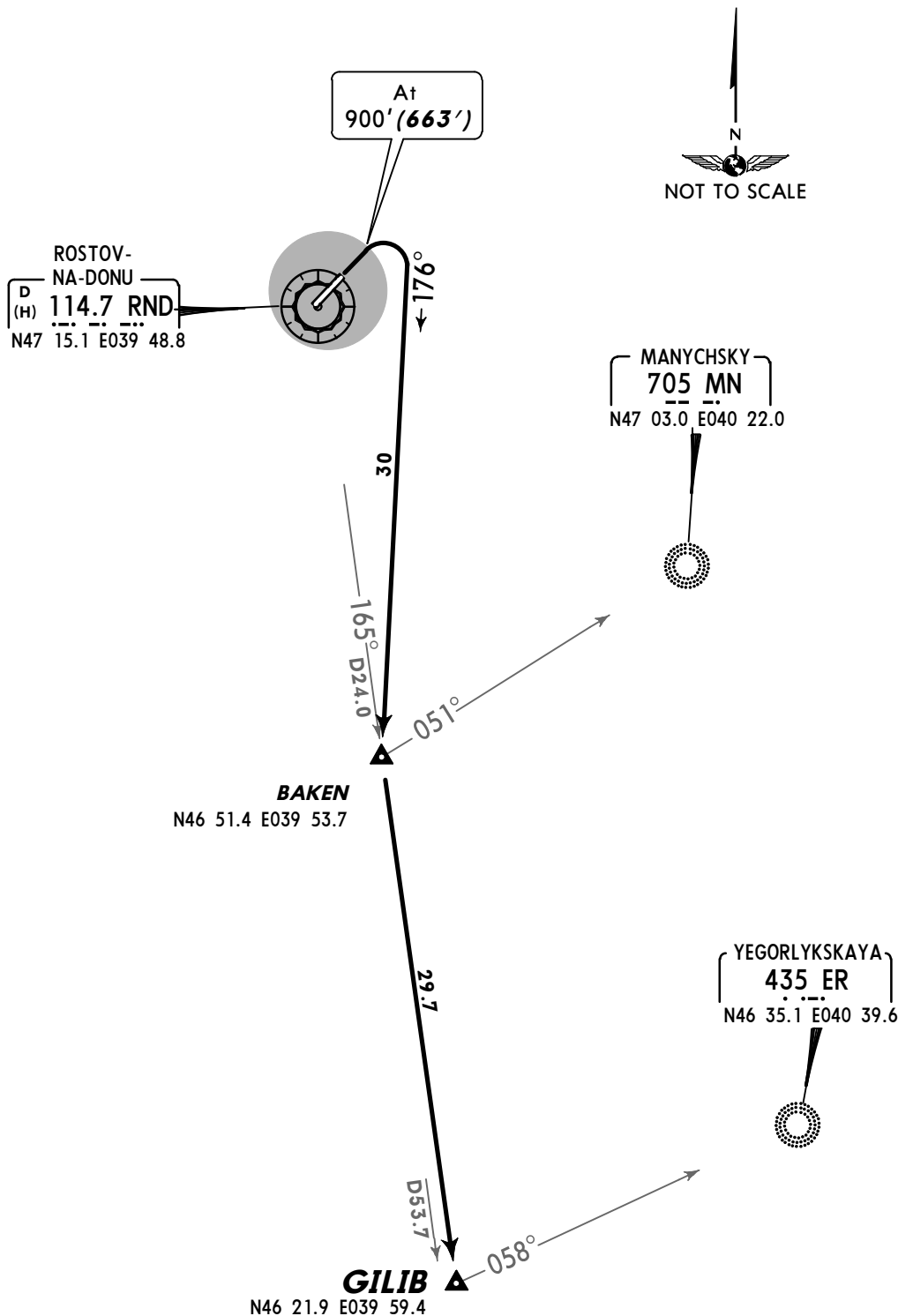
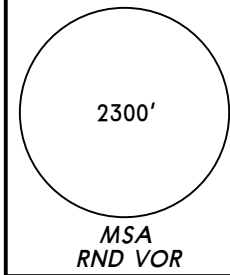
ALT/HEIGHT CONVERSION
QNH (QFE)
940' (660' - 200m)
3240' (2960' - 900m)

ROSTOV Radar
 121.2

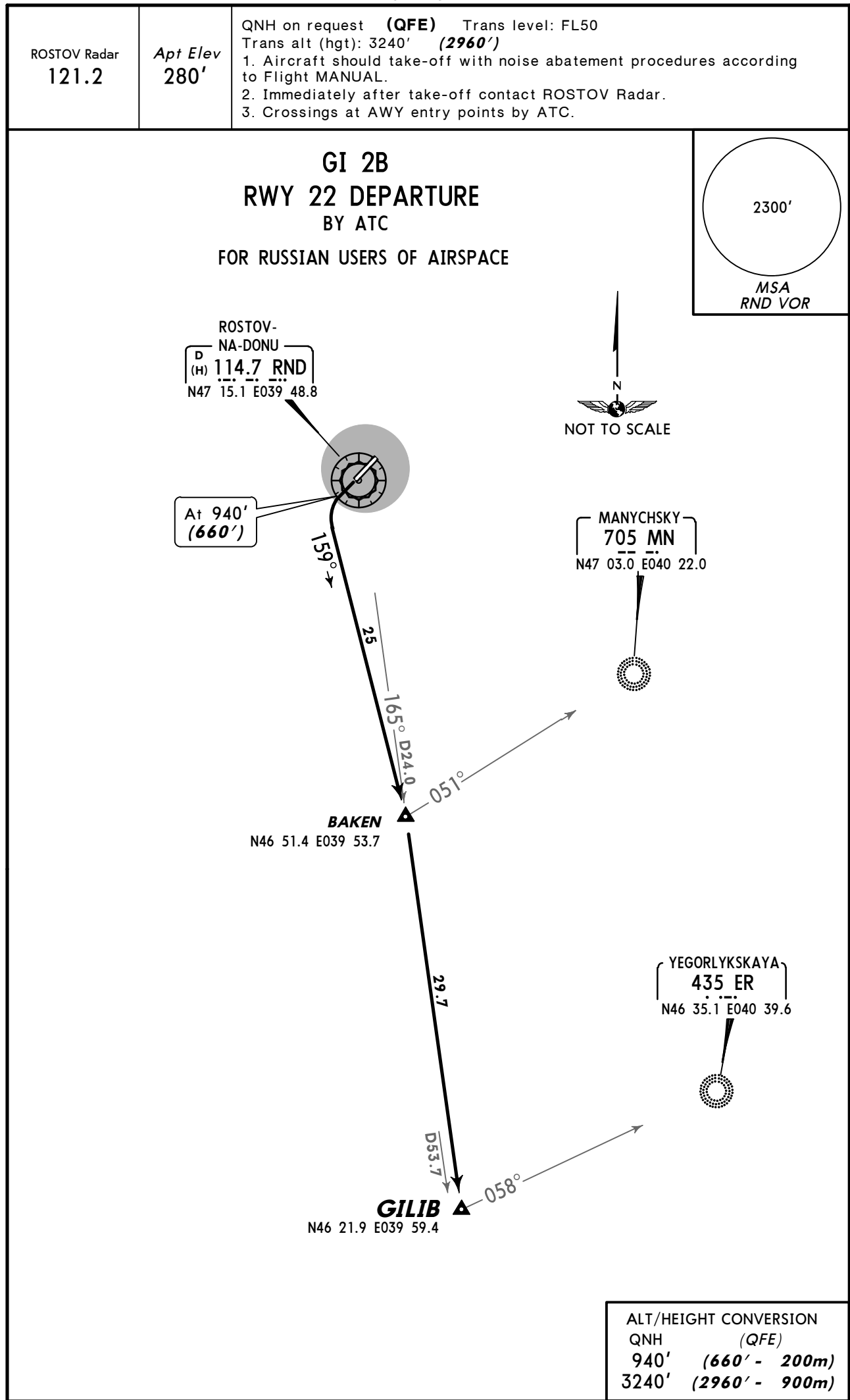
Apt Elev
 280'

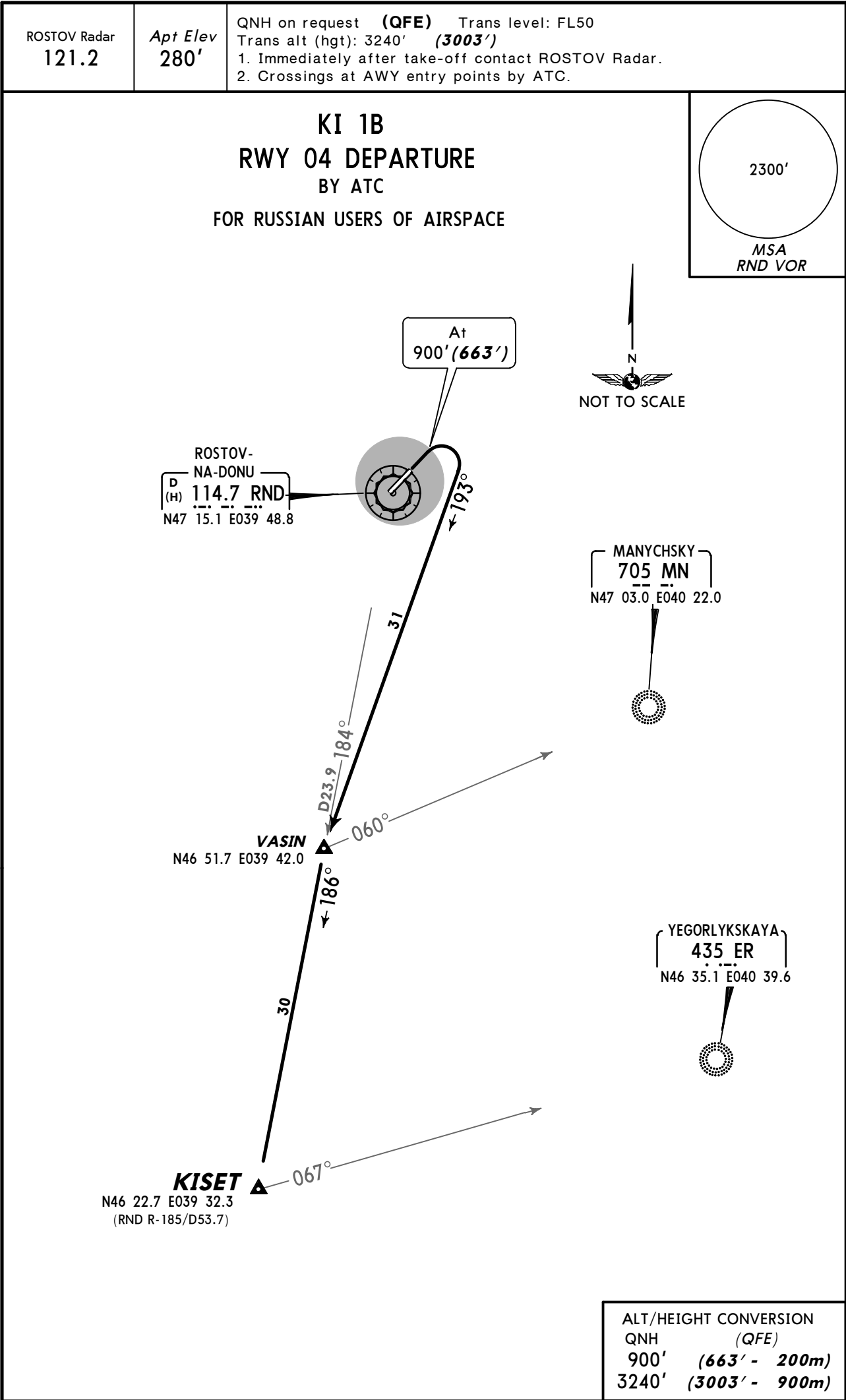
QNH on request (QFE) Trans level: FL50
 Trans alt (hgt): 3240' (3003')
 2. Immediately after take-off contact ROSTOV Radar.
 3. Crossings at AWY entry points by ATC.

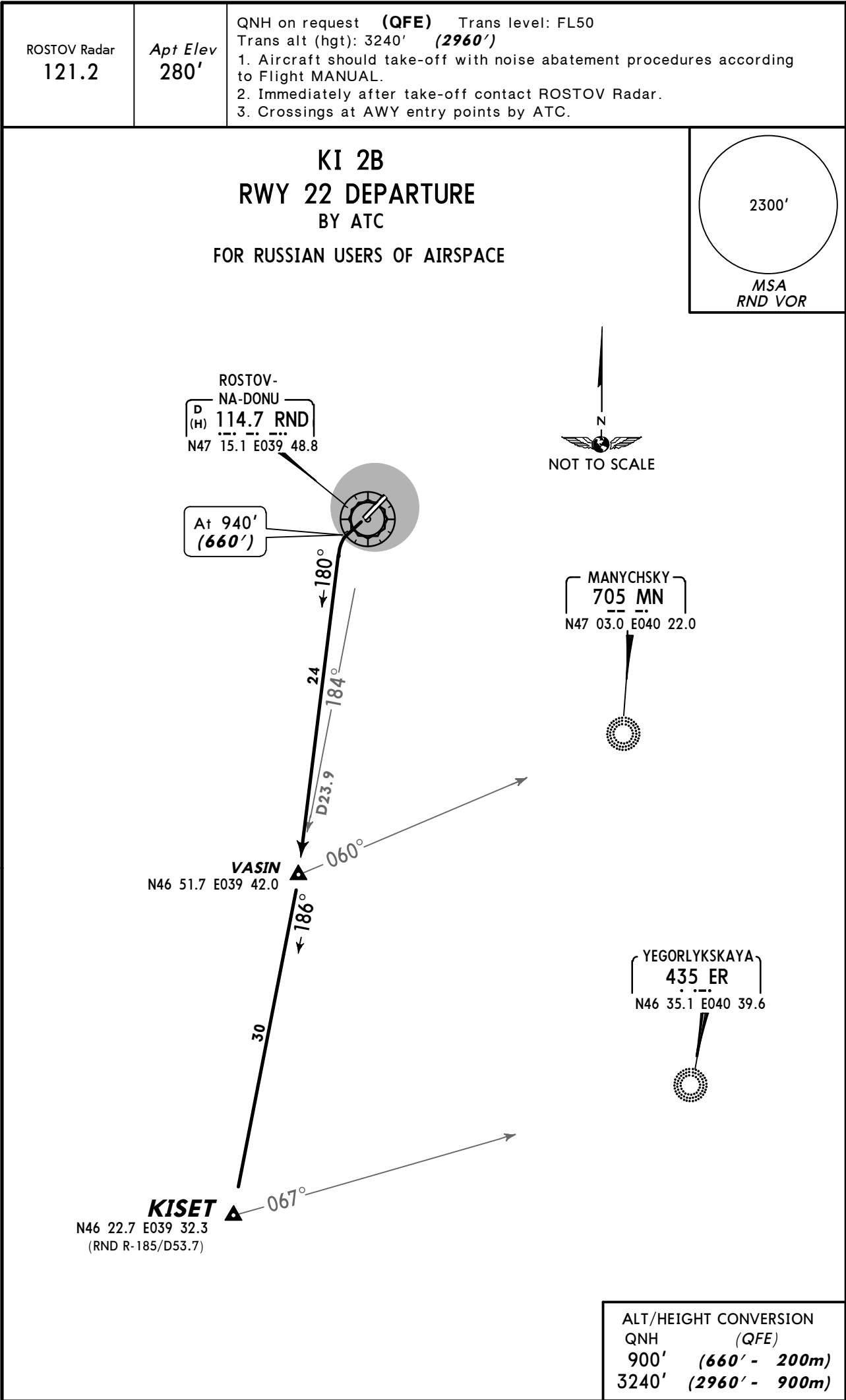
GI 1B
 RWY 04 DEPARTURE
 BY ATC
 FOR RUSSIAN USERS OF AIRSPACE



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







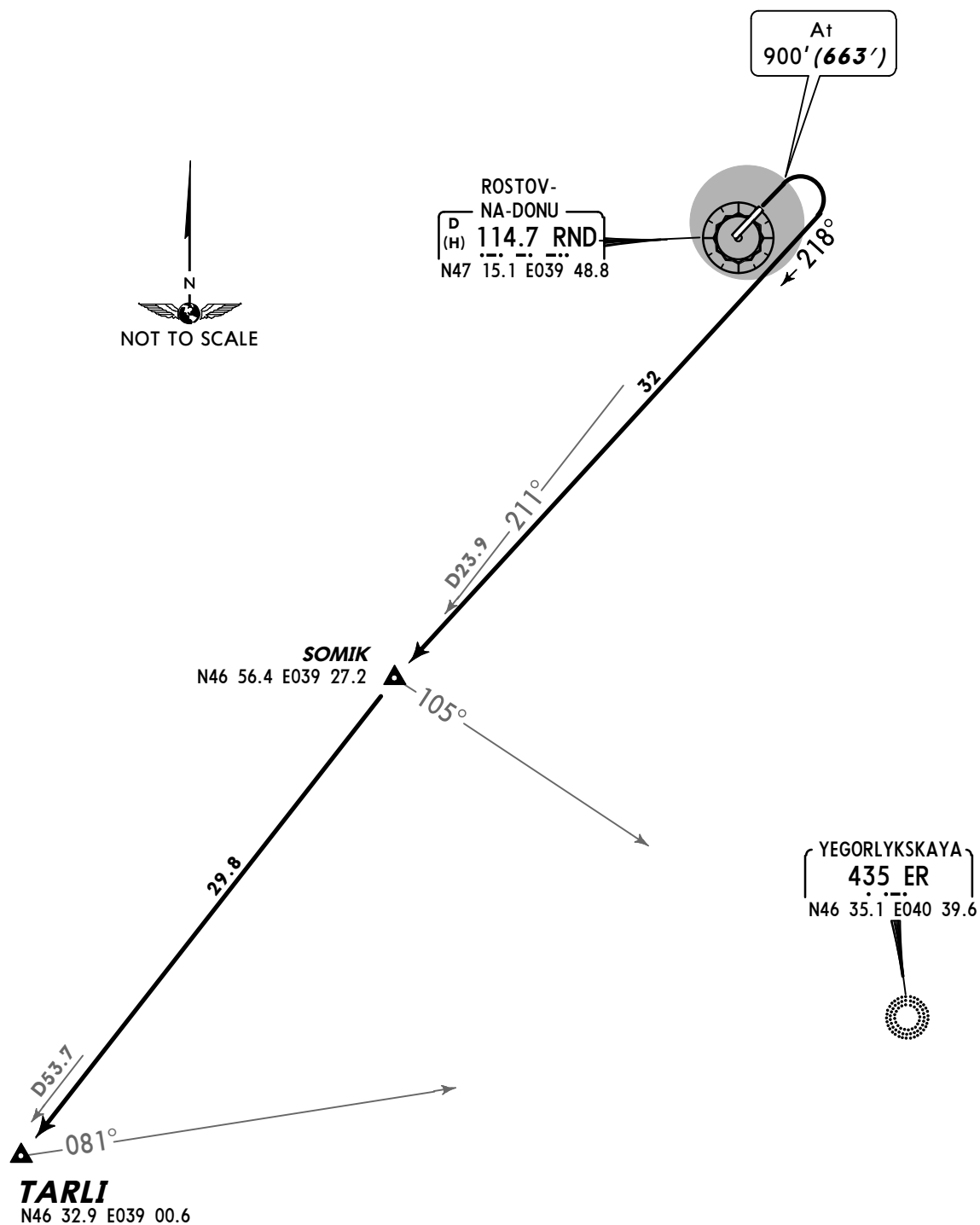
Apt Elev
280'

QNH on request **(QFE)** Trans level: FL50
Trans alt (hgt): 3240' **(3003')**

1. Immediately after take-off contact ROSTOV Radar.
2. Crossings at AWY entry points by ATC.

2300'

MSA
RND VOR



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

Apt Elev
280'

Trans alt (hgt): 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.

2300'

MSA
RND VOR

ROSTOV-
NA-DONU
D
(H) 114.7 RND
N47 15.1 E039 48.8

At 940'
(660')



SOMIK
N46 56.4 E039 27.2
(RND R-211/D23.9)

TARLI
N46 32.9 E039 00.6
(RND R-211/D53.7)

YEGORLYKSKAYA
435 ER
N46 35.1 E040 39.6

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

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

V₂ + 11 to 22 KT

At 1760' (1480')

At or above 940' (660') turn with 25° bank

Reduce engine power to a minimum while maintaining positive rate of climb

Between 1760' (1480') - 3240' (2960')

V₂ + 11 to 22 KT

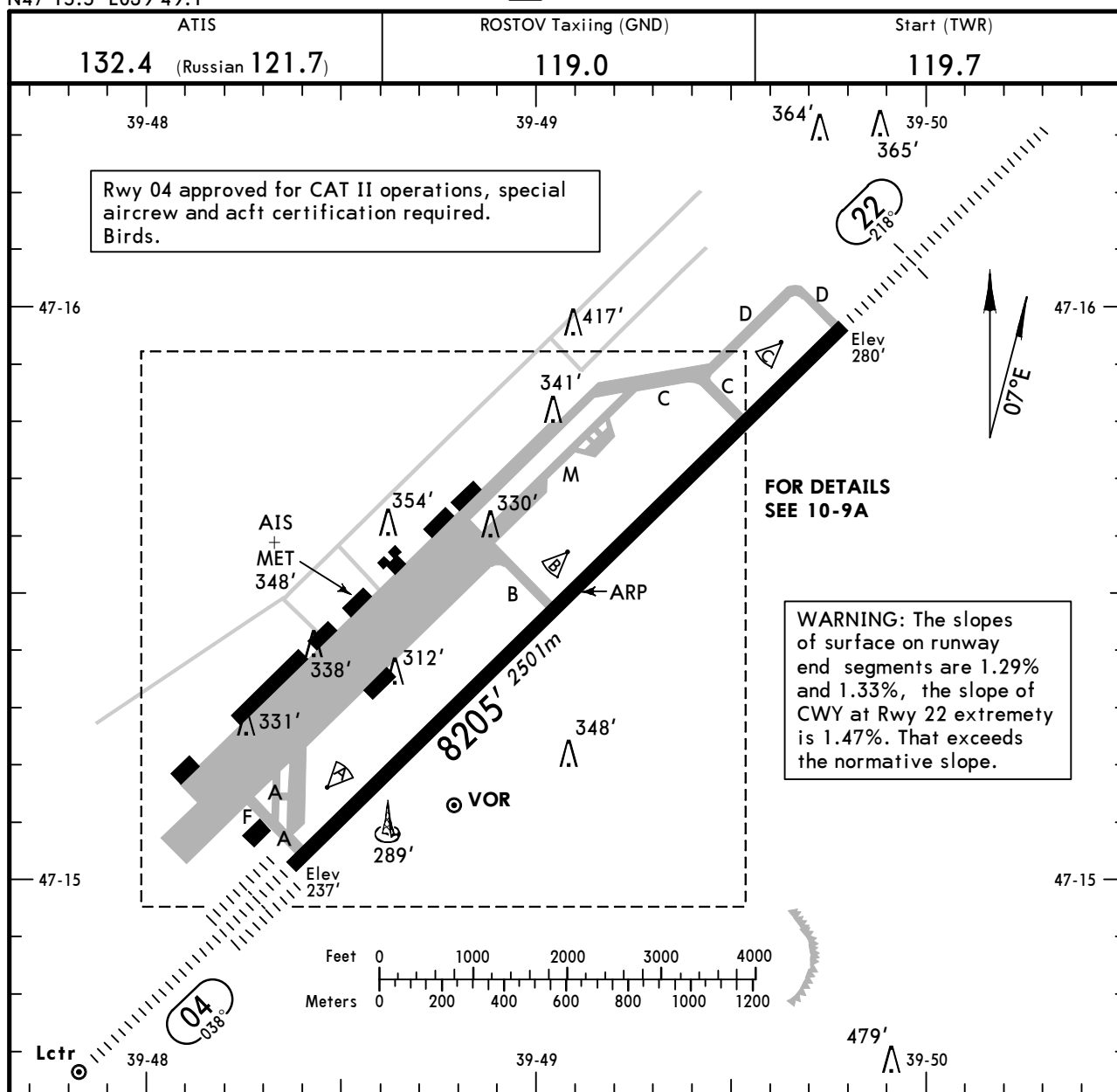
At 3240' (2960')

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.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	Take-off	
04	HIRL (60m) CL (15m) HIALS-II TDZ ② RVR		7172' 2186m	③	148' 45m
22 ①	HIRL (60m) CL (15m) HIALS ② RVR		6321' 1927m		

① Last third of rwy slippery when wet.

② PAPI-L (angle 2.67°)

③ TAKE-OFF RUN AVAILABLE

RWY 04:

From rwy head 8205' (2501m)
twy B int 4593' (1400m)

RWY 22:

From rwy head 8205' (2501m)
twy C int 6562' (2000m)
twy B int 3609' (1100m)

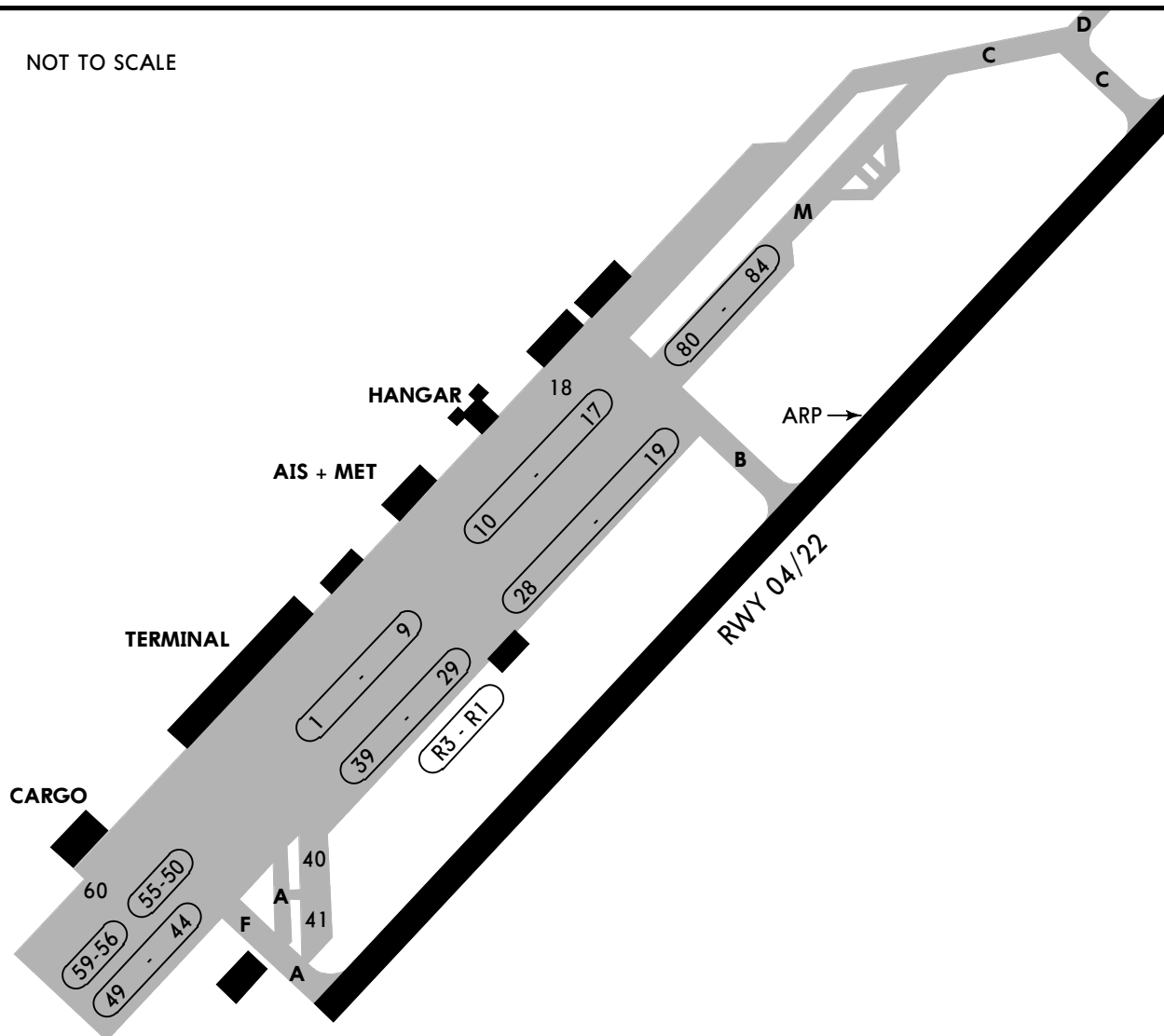
TAKE-OFF

AIR CARRIER (JAA)
All Rwys

LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m (150m)	250m	400m
C			
D	250m (200m)	300m	

NOT TO SCALE



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 into/out of stand 50 via stand 51 or vice versa is allowed for acft with a wingspan of 98'/30m or less, or with the diameter of the main rotor less 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.

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 vacated 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.

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

STRAIGHT-IN RWY		A	B	C	D
04	CAT 2 ILS	337' (100')	337' (100')	337' (100')	337' (100')
		RA110' R350m	RA110' R350m	RA110' R350m	RA110' R350m
	ILS	437' (200')	437' (200')	437' (200')	437' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	660' (423')	660' (423')	660' (423')	660' (423')
	with D5.7/Radar	R1300m	R1300m	R1300m	R1300m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	2 NDB ①	1000' (763')	1000' (763')	1000' (763')	1000' (763')
	w/o D5.7/Radar	C2900m	C2900m	C2900m	C2900m
	<i>ALS out</i>	C3600m	C3600m	C3600m	C3600m
	RN NDB ①	730' (493')	730' (493')	730' (493')	730' (493')
	with D5.7/Radar	R1500m	R1500m	R1500m	R1500m
	<i>ALS out</i>	R1500m	R1500m	C2300m	C2300m
	RN NDB ①	1000' (763')	1000' (763')	1000' (763')	1000' (763')
	w/o D5.7/Radar	C2900m	C2900m	C2900m	C2900m
	<i>ALS out</i>	C3600m	C3600m	C3600m	C3600m
	N Lctr ①	850' (613')	850' (613')	850' (613')	850' (613')
22	with D5.7/Radar	R1500m	R1500m	C2100m	C2100m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	N Lctr	1400' (1163')	1400' (1163')	1400' (1163')	1400' (1163')
	w/o D5.7/Radar	C4800m	C4800m	C5000m	C5000m
	<i>ALS out</i>	C5000m	C5000m	C5000m	C5000m
	ILS	480' (200')	480' (200')	480' (200')	480' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	740' (460')	740' (460')	740' (460')	740' (460')
	<i>ALS out</i>	R1400m	R1400m	R1400m	R1400m
		R1500m	R1500m	C2100m	C2100m
	RW NDB ①	790' (510')	790' (510')	790' (510')	790' (510')
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
		R1500m	R1500m	C2400m	C2400m
	W Lctr ①	790' (510')	790' (510')	790' (510')	790' (510')
	with D6.5/Radar	R1500m	R1500m	R1600m	R1600m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	W Lctr	1070' (790')	1070' (790')	1070' (790')	1070' (790')
	w/o D6.5/Radar	C3100m	C3100m	C3300m	C3300m
	<i>ALS out</i>	C3800m	C3800m	C4000m	C4000m

① Continuous Descent Final Approach

TAKE-OFF RWY 04, 22

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

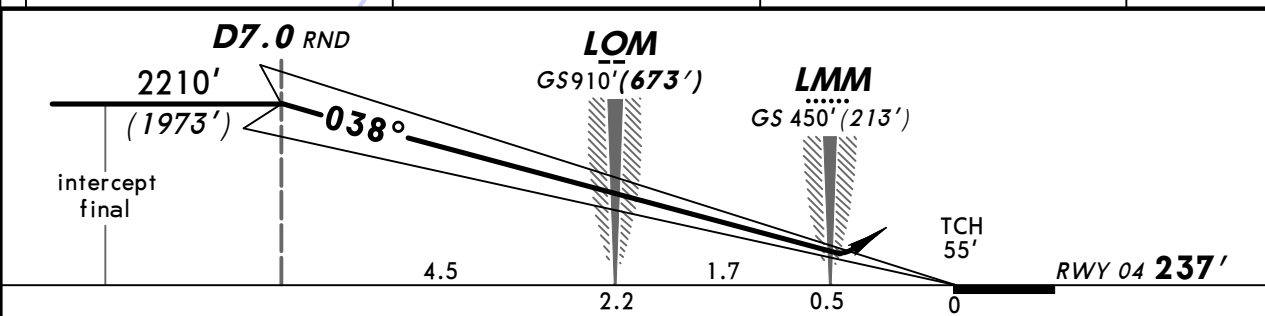
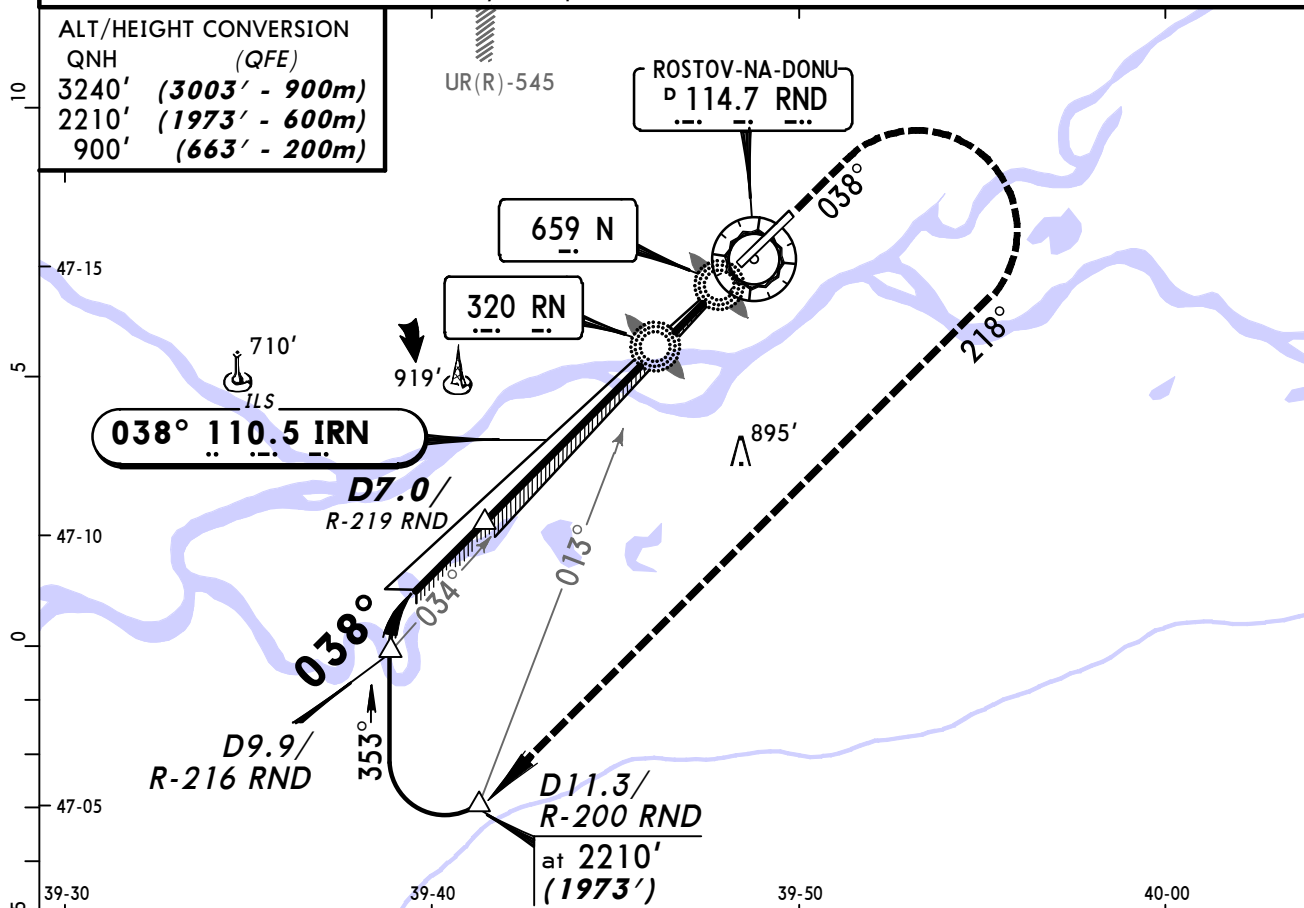
CHANGES: NDB minimums.

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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 110.5	Final Apch Crs 038°	GS LOM 910' (673')	ILS DA(H) 437' (200')	Apt Elev 280' 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/HEIGHT CONVERSION

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	900' (663')	on 038°	218°	2210' (1973')
ILS GS	2.67°	336	432	480	576	671	767			RT	

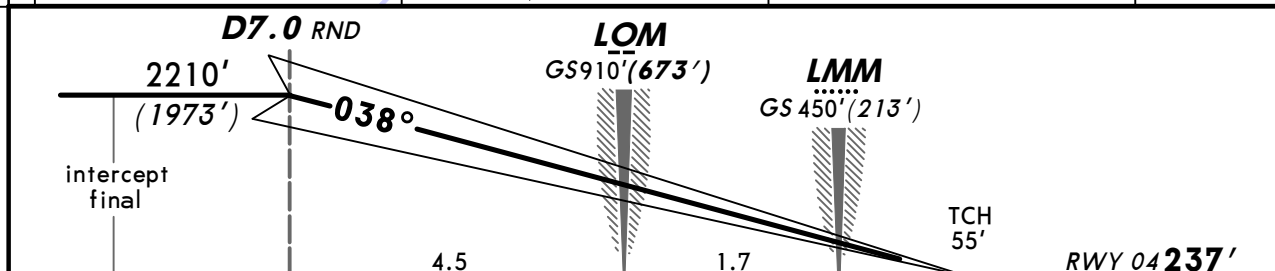
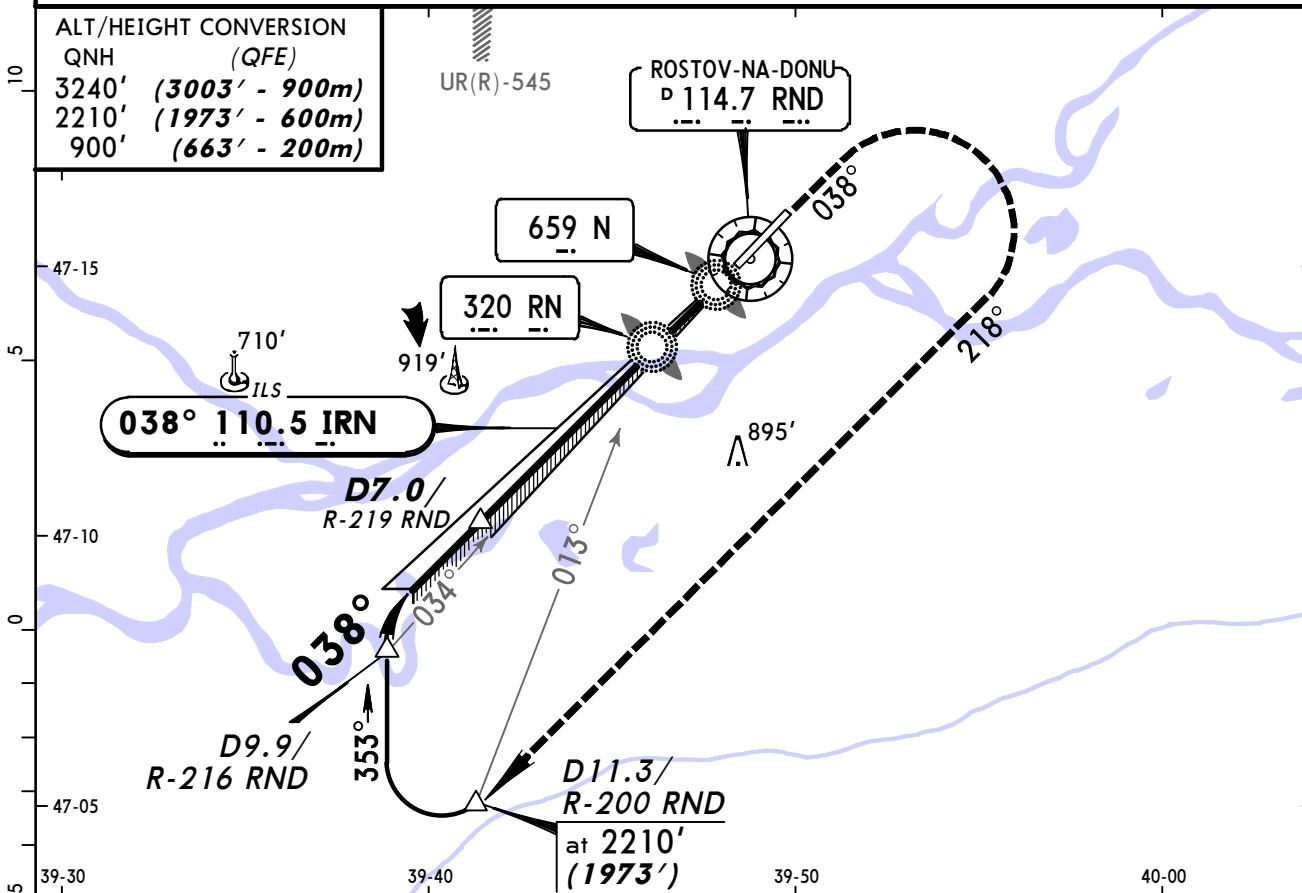
STRAIGHT-IN LANDING RWY 04						
ILS			LOC (GS out)			
DA(H) 437'(200')						
FULL		TDZ or CL out	ALS out			
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED		
B						
C						
D						

BRIEFING STRIP

ATIS 132.4 (Russian 121.7)	ROSTOV Approach 128.2	ROSTOV Radar 121.2	ROSTOV Tower/Start (TWR) 119.7	Ground 119.0
LOC IRN 110.5	Final Apch Crs 038°	GS LOM 910' (673')	CAT II ILS RA 110' DA(H) 337' (100')	Apt Elev 280' 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') 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		HIALS-II	900' (663')	on 038°	218° RT	2210' (1973')
GS	2.67°	336	432	480	576	671	767					

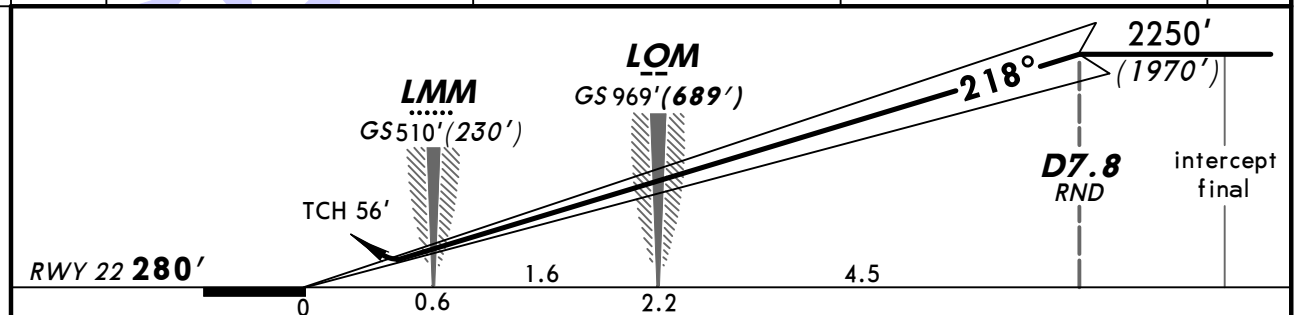
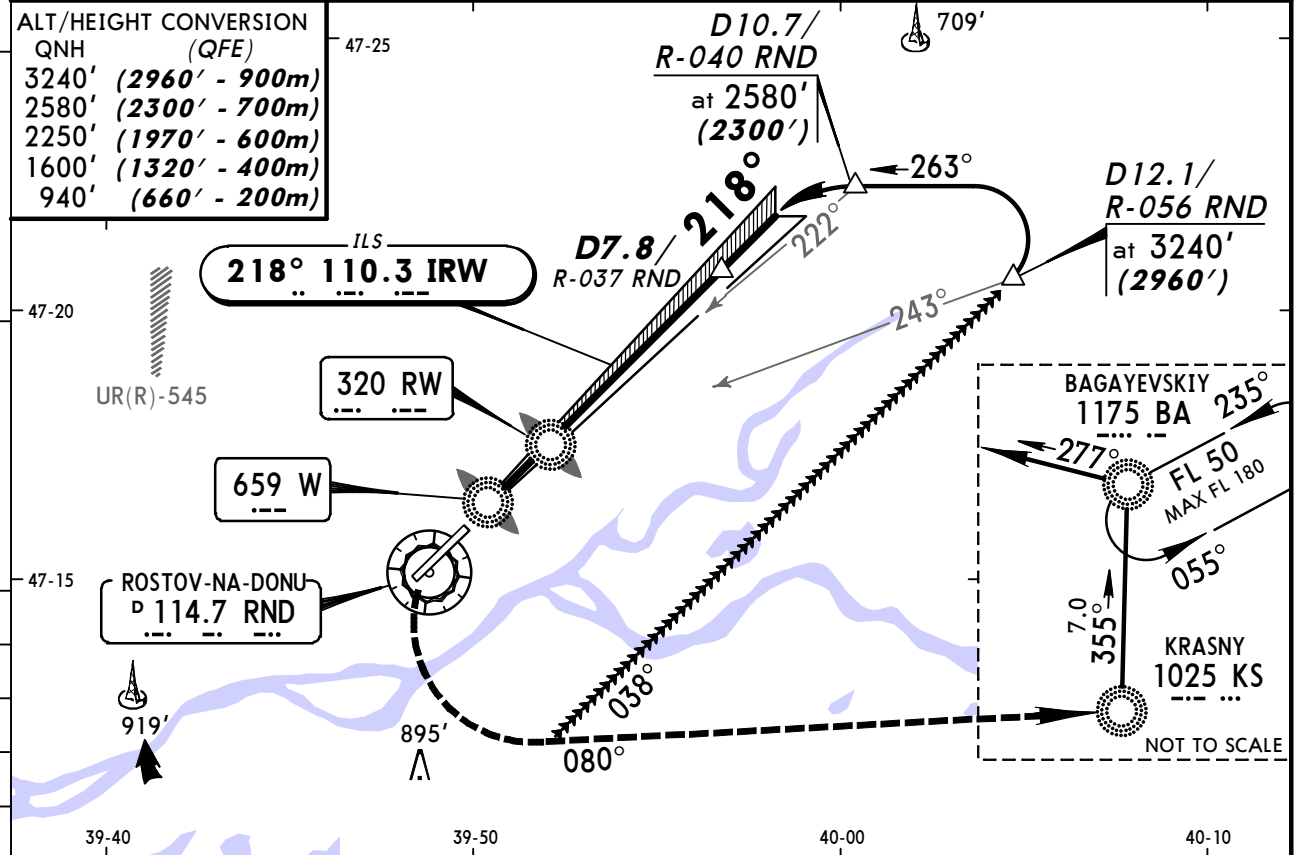
STRAIGHT-IN LANDING RWY 04
CAT II ILS

RA 110'
DA(H) 337' (100')

RVR 350m

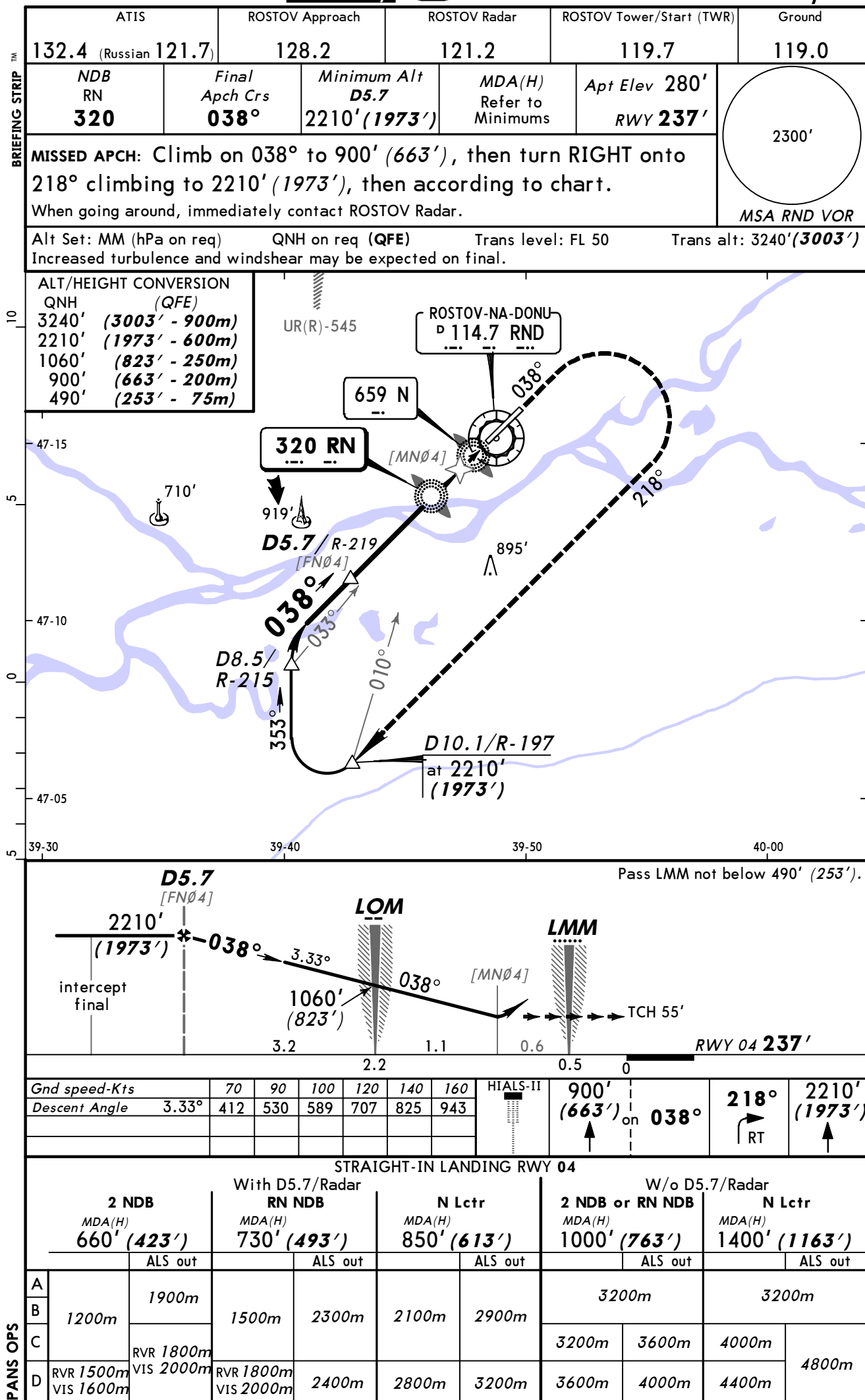
PANS OPS

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 110.3	Final Aptch Crs 218°	GS LOM 969' (689')	ILS DA(H) 480' (200')		Apt Elev 280' RWY 280'		2300' MSA RND VOR		
MISSED APCH: Climb to 940' (660'), then turn LEFT onto 080° to KS NDB climbing to 2250' (1970'), then as directed.									
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	HIALS	940' (660')	080°	2250' (1970')	KS 1025
ILS GS	2.67°	336	432	480	576	671		↑	LT	↑	

STRAIGHT-IN LANDING RWY 22									
ILS					LOC (GS out)				
DA(H) 480'(200')									
FULL			ALS out						
A	RVR 720m VIS 800m		1200m		NOT AUTHORIZED				
B									
C									
D									



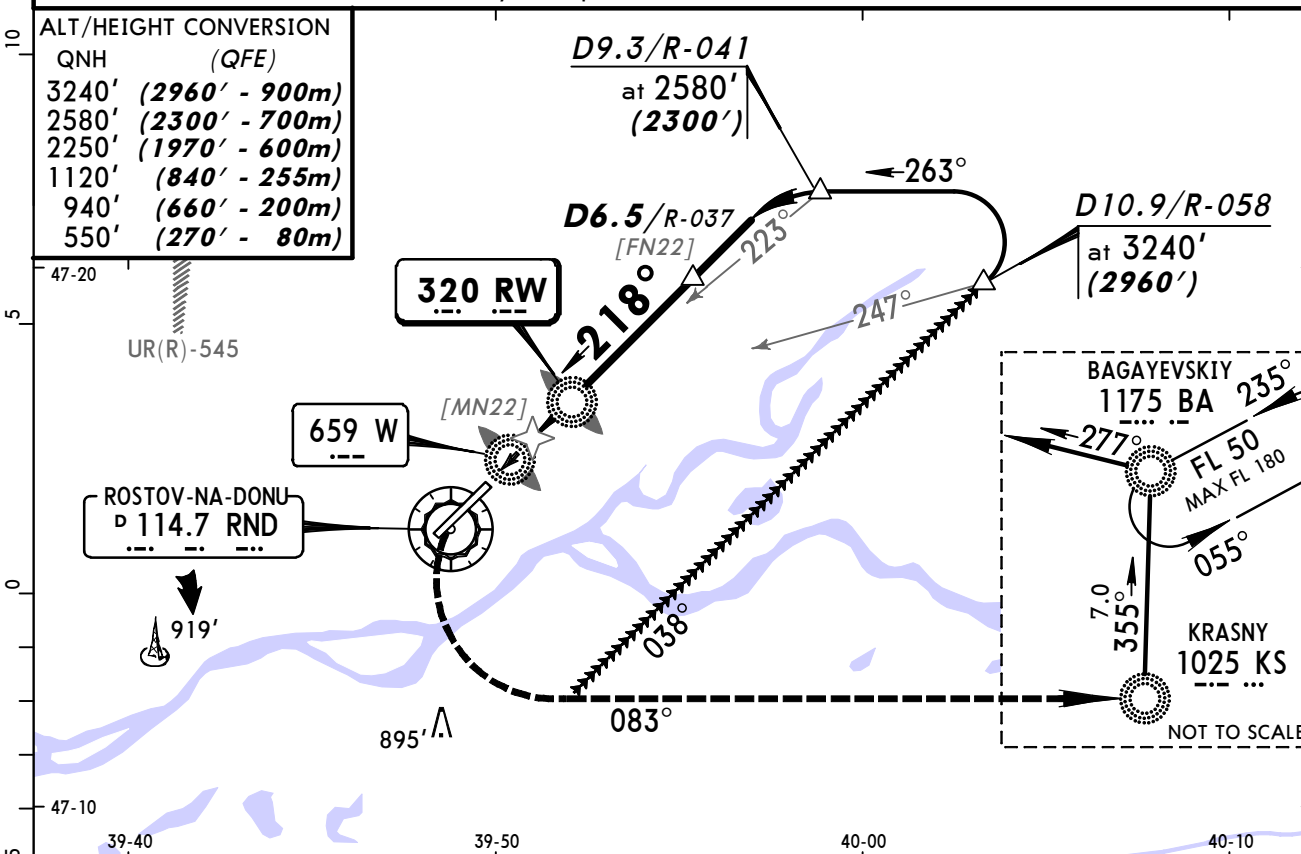
URRR/ROV ROSTOV-NA-DONU, RUSSIA

17 MAY 13
Eff 30 May

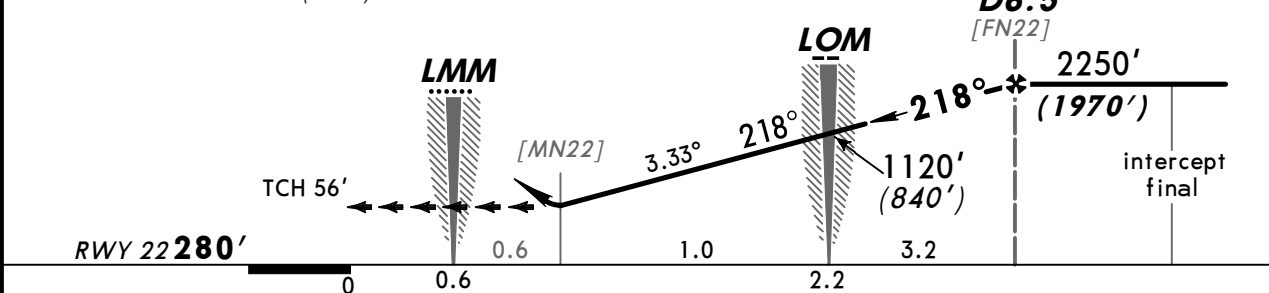
(16-2)

2 NDB or NDB Rwy 22

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 320	Final Apch Crs 218°	Minimum Alt D6.5 2250' (1970')	MDA(H) Refer to Minimums	Apt Elev 280' 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.				



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	3.33°	412	530	589	707	825	943				

STRAIGHT-IN LANDING RWY 22							
2 NDB		RW NDB		With D6.5/Radar		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							
B	1200m	RVR 1800m VIS 2000m	1500m	2300m	1500m	2300m	3200m
C			RVR 1500m VIS 1600m		RVR 1500m VIS 1600m		3200m 3800m
D	RVR 1800m VIS 2000m	2400m	RVR 1800m VIS 2000m		RVR 1800m VIS 2000m	2400m	3600m 4000m

CHANGES: DME fix added. Holding. Descent angle.

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URRR