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Terminal Charts For URSS
Revision Letter For Cycle 01-2014
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General Information

Location: Sochi Rus
IATA Code: AER
Lat/Long: N43° 26.7' E039° 56.8'
Elevation: 89 ft

Airport Use: Public
Magnetic Variation: 6.6°E

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

Sunrise: 0453 Z
Sunset: 1359 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: 89 ft
Lighting: Edge

Runway: 24
Length x Width: 9498 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 85 ft
Lighting: Edge

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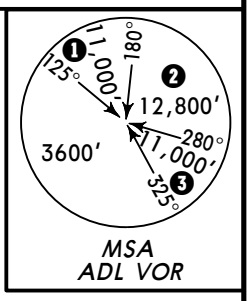
Communication Information

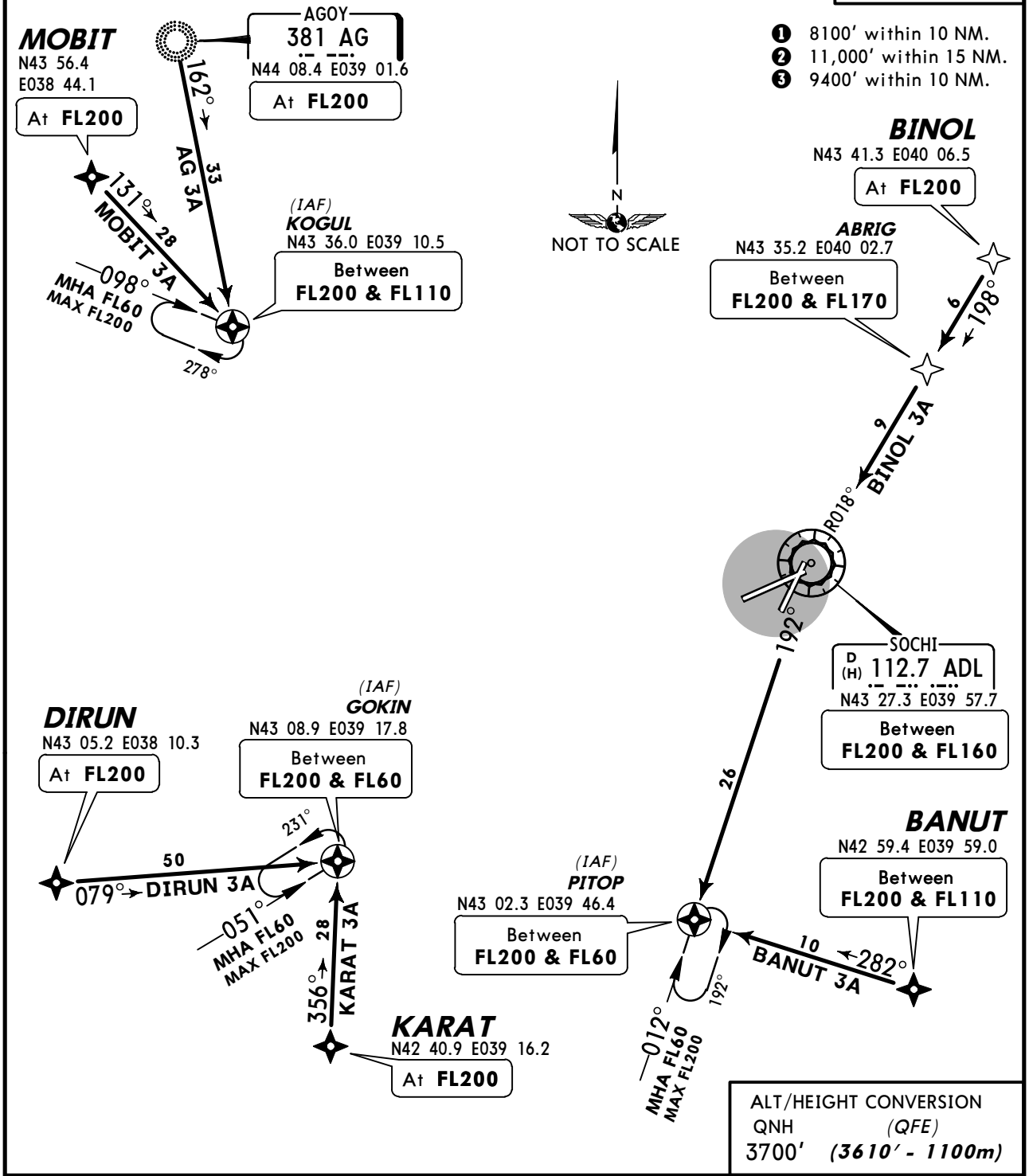
ATIS 129.375
ATIS 126.2 Non-English
Sochi Start Tower 124.0 Secondary
Sochi Start Tower 124.6
Sochi Start Tower 121.2
Sochi Taxiing Ground Control 119.0
Sochi Approach Control 124.0 Secondary
Sochi Approach Control 118.3
Sochi Radar 124.0 Secondary
Sochi Radar 119.7
Sochi Transit Operations 131.9

ATIS	Apt Elev	
129.37 (Russian 126.2)	89′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3700′ *(3610′)*

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



❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 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+)

CHANGES: RNAV STARs revised.

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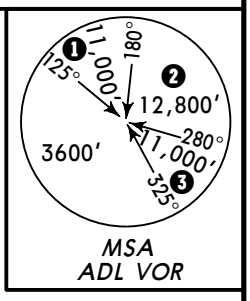
ATIS	Apt Elev	
129.37 (Russian 126.2)	89′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3700′ *(3661′)*

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



❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 9400′ within 10 NM.

MOBIT
N43 56.4
E038 44.1
At **FL200**

AGOY
381 AG
N44 08.4 E039 01.6
At **FL200**

162° 33 AG 4A

131° 28 MOBIT 4A

(IAF)
KOGUL
N43 36.0 E039 10.5
Between
FL200 & FL60

098°
MHA FL60
MAX FL200
278°

BINOL
N43 41.3 E040 06.5
At **FL200**

ABRIG
N43 35.2 E040 02.7
Between
FL200 & FL170

6 198°

9 BINOL 4A

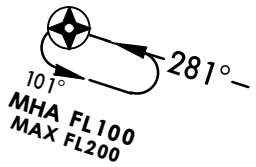
R018°

192°

SOCHI
D (H) 112.7 ADL
N43 27.3 E039 57.7
Between
FL200 & FL160

26

HOLDING OVER PITOP



N
NOT TO SCALE

DIRUN
N43 05.2 E038 10.3
At **FL200**

(IAF)
GOKIN
N43 08.9 E039 17.8
Between
FL200 & FL60

231°
50
079° DIRUN 4A

051°
MHA FL60
MAX FL200

28 356° KARAT 4A

KARAT
N42 40.9 E039 16.2
At **FL200**

(IAF)
PITOP
N43 02.3 E039 46.4
Between
FL200 & FL100

10 BANUT 4A 282°

BANUT
N42 59.4 E039 59.0
Between
FL200 & FL110

ALT/HEIGHT CONVERSION
QNH (QFE)
3700′ *(3661′ - 1100m)*

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+)

CHANGES: RNAV STARs revised.

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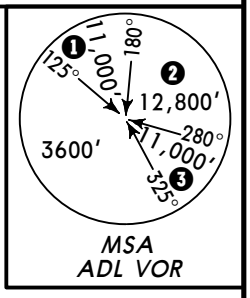
ATIS	Apt Elev	
129.37 (Russian 126.2)	89′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3700′ *(3611′)*

BANUT 5A *[BANU5A]*, BINOL 5A *[BINO5A]*
DIRUN 5A *[DIRU5A]*, KARAT 5A *[KARA5A]*
RWY 06 ARRIVALS
BANUT 6A *[BANU6A]*, BINOL 6A *[BINO6A]*
DIRUN 6A *[DIRU6A]*, KARAT 6A *[KARA6A]*
RWY 02 ARRIVALS



❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 9400′ within 10 NM.

DME
LAZAREVSKOYE
D (H) (117.4) LAZ
N43 54.6 E039 20.2
307 LA
N43 54.6 E039 20.3

N
NOT TO SCALE

BINOL
N43 41.3 E040 06.5
At **FL200**

ABRIG
N43 35.2 E040 02.7
Between
FL200 & FL170

6.7
D15.4
198°
8.7
BINOL 5A, 6A
D
R018°
192°

SOCHI
D (H) 112.7 ADL
N43 27.3 E039 57.7
Between
FL200 & FL160

26.5
172°
D28.1

(IAF)
GOKIN
N43 08.9
E039 17.8
(LAZ D45.9)
R231°
D34.6
231°

DIRUN
N43 05.2 E038 10.3
At **FL200**
D81.5
249°
50
079°
DIRUN 5A, 6A
051°
MHA FL60
MAX FL200

28
KARAT 5A, 6A
356°
207°
D55.6

KARAT
N42 40.9 E039 16.2
(LAZ D73.4)
At **FL200**

(IAF)
PITOP
N43 02.3
E039 46.4
D
192°
012°
MHA FL60
MAX FL200

10
BANUT 5A, 6A
282°

BANUT
N42 59.4 E039 59.0
Between
FL200 & FL110

ALT/HEIGHT CONVERSION
QNH (QFE)
3700′ *(3611′ - 1100m)*

CHANGES: STARs rwy 02 renumbered & revised.

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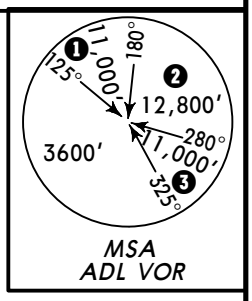
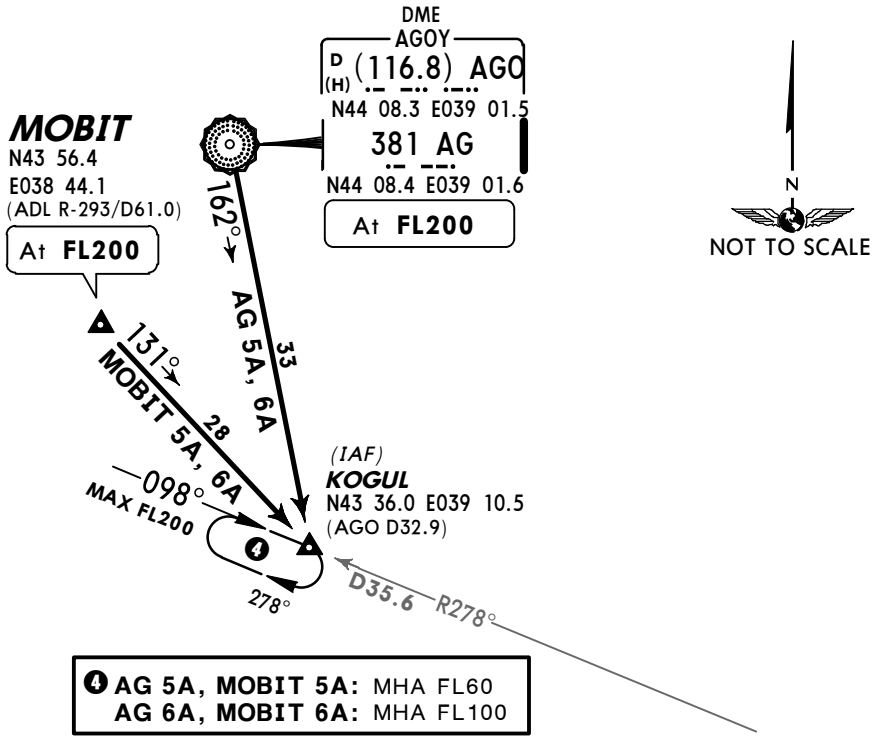
ATIS	Apt Elev	
129.37 (Russian 126.2)	89′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3700′ *(3611′)*

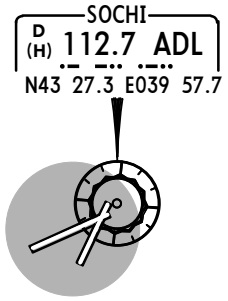
AG 5A, MOBIT 5A *[MOBI5A]*
RWY 06 ARRIVALS
AG 6A, MOBIT 6A *[MOBI6A]*
RWY 02 ARRIVALS



❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 9400′ within 10 NM.



❹ **AG 5A, MOBIT 5A:** MHA FL60
AG 6A, MOBIT 6A: MHA FL100



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3700′	***(3611′ - 1100m)***

CHANGES: Limited brg withdrawn.

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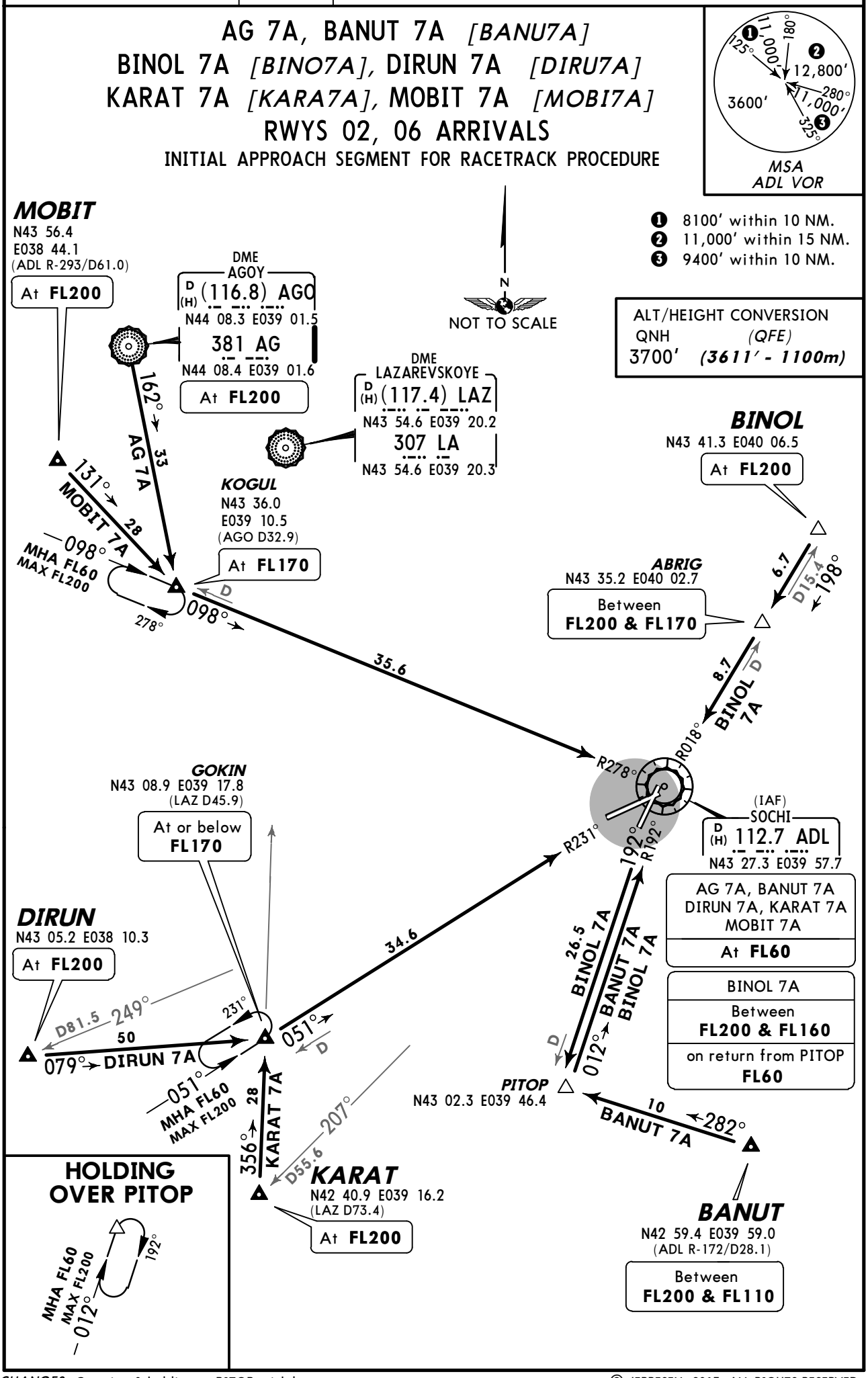
ATIS	Apt Elev	
129.37 (Russian 126.2)	89′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3700′ *(3611′)*

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



CHANGES: Crossing & holding at PITOP withdrawn.

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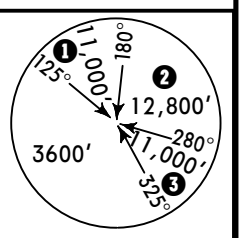
Apt Elev 89′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3611′)*** Turns prior to DER are prohibited.

BINOL 1A *[BINO1A]*
RWY 20 RNAV DEPARTURE
SPEED: MAX 250 KT BELOW FL100

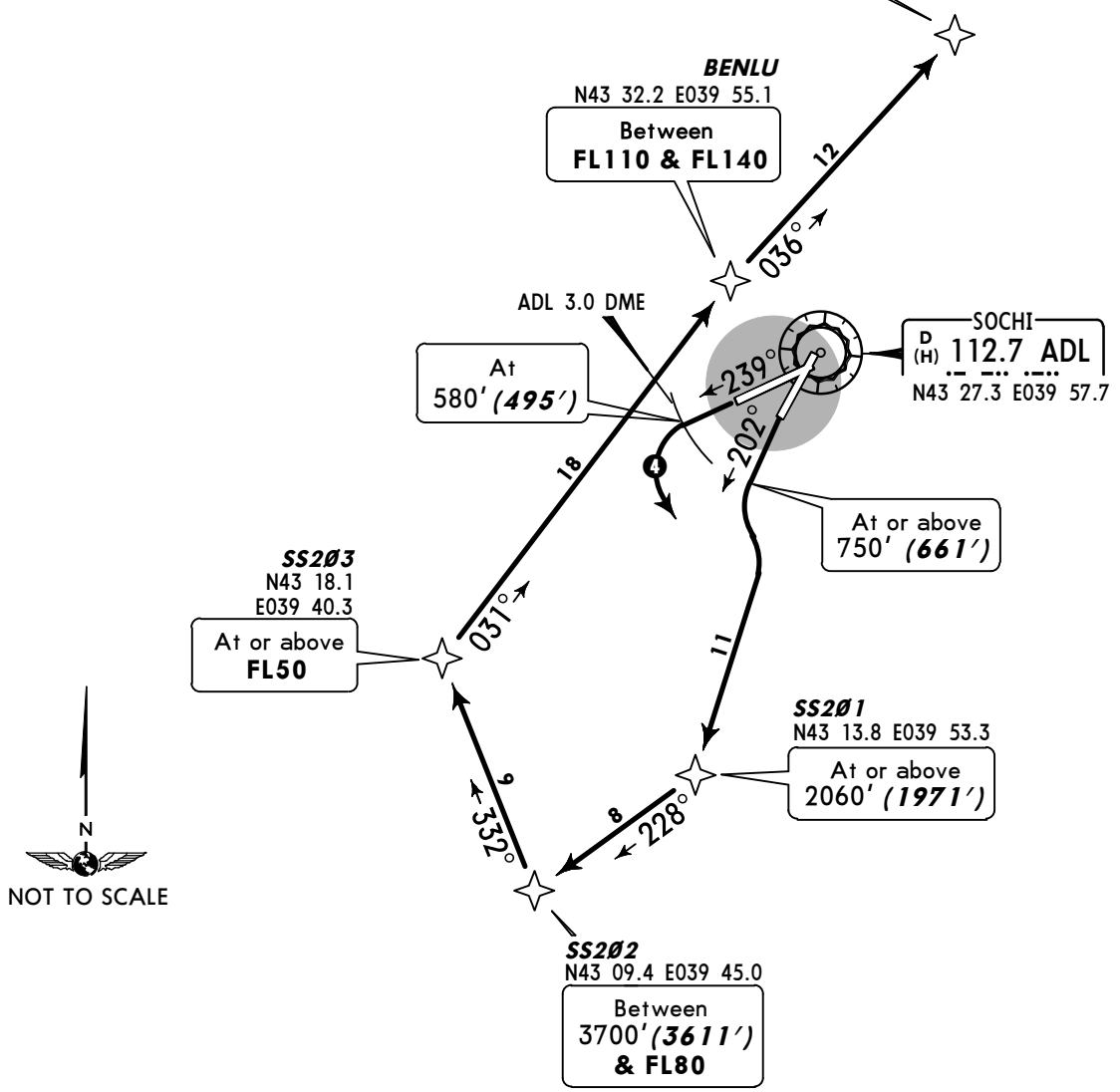


MSA
ADL VOR

❹ IN CASE ONLY RWY 06/24 IS ACTIVE

When taking off from RWY 24 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn LEFT, join the assigned SID for RWY 20.
Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.

❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 9400′ within 10 NM.



This SID requires minimum climb gradients of
5.7% up to 490′ (401′),
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′	***(401′ - 120m)***
580′	***(495′ - 150m)***
750′	***(661′ - 200m)***
2060′	***(1971′ - 600m)***
3700′	***(3611′ - 1100m)***

ROUTING

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

CHANGES: RNAV SIDs revised.

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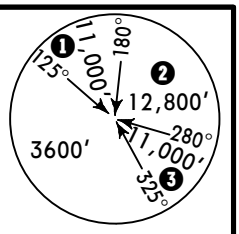
Apt Elev	
89′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3615′)*** Turns prior to DER are prohibited.

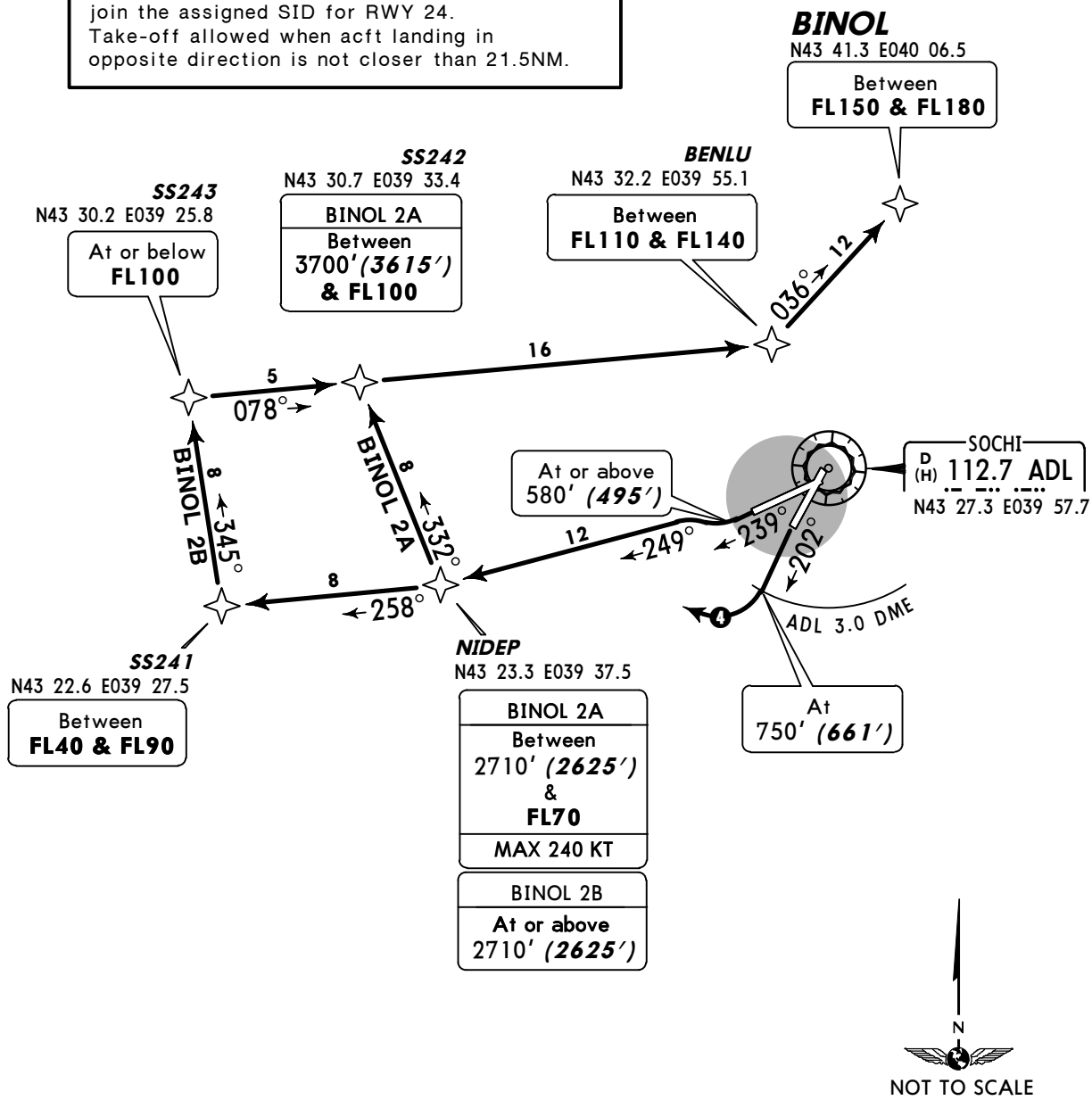


MSA
ADL VOR

BINOL 2A *[BINO2A]*, BINOL 2B *[BINO2B]*
RWY 24 RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100

❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 9400′ within 10 NM.

❹ IN CASE ONLY RWY 02/20 IS ACTIVE
When taking off from RWY 20 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn RIGHT, join the assigned SID for RWY 24.
Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.



These 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

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
580′	***(495′ - 150m)***
750′	***(661′ - 200m)***
2710′	***(2625′ - 800m)***
3700′	***(3615′ - 1100m)***

SID	ROUTING
BINOL 2A	(580′+) - NIDEP (2710′+; FL70-; K240-) - SS242 (3700+; FL100-) - BENLU (FL110+; FL140-) - BINOL (FL150+; FL180-)
BINOL 2B	(580′+) - NIDEP (2710′+) - SS241 (FL40+; FL90-) - SS243 (FL100-) - BENLU (FL110+; FL140-) - BINOL (FL150+; FL180-)

CHANGES: RNAV SIDs revised.

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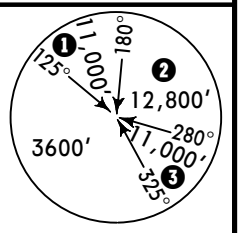
Apt Elev	
89′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3611′)*** Turns prior to DER are prohibited.

LAMET 1A *[LAME1A]*, LAMET 1B *[LAME1B]*
TABAN 1A *[TABA1A]*
RWY 20 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

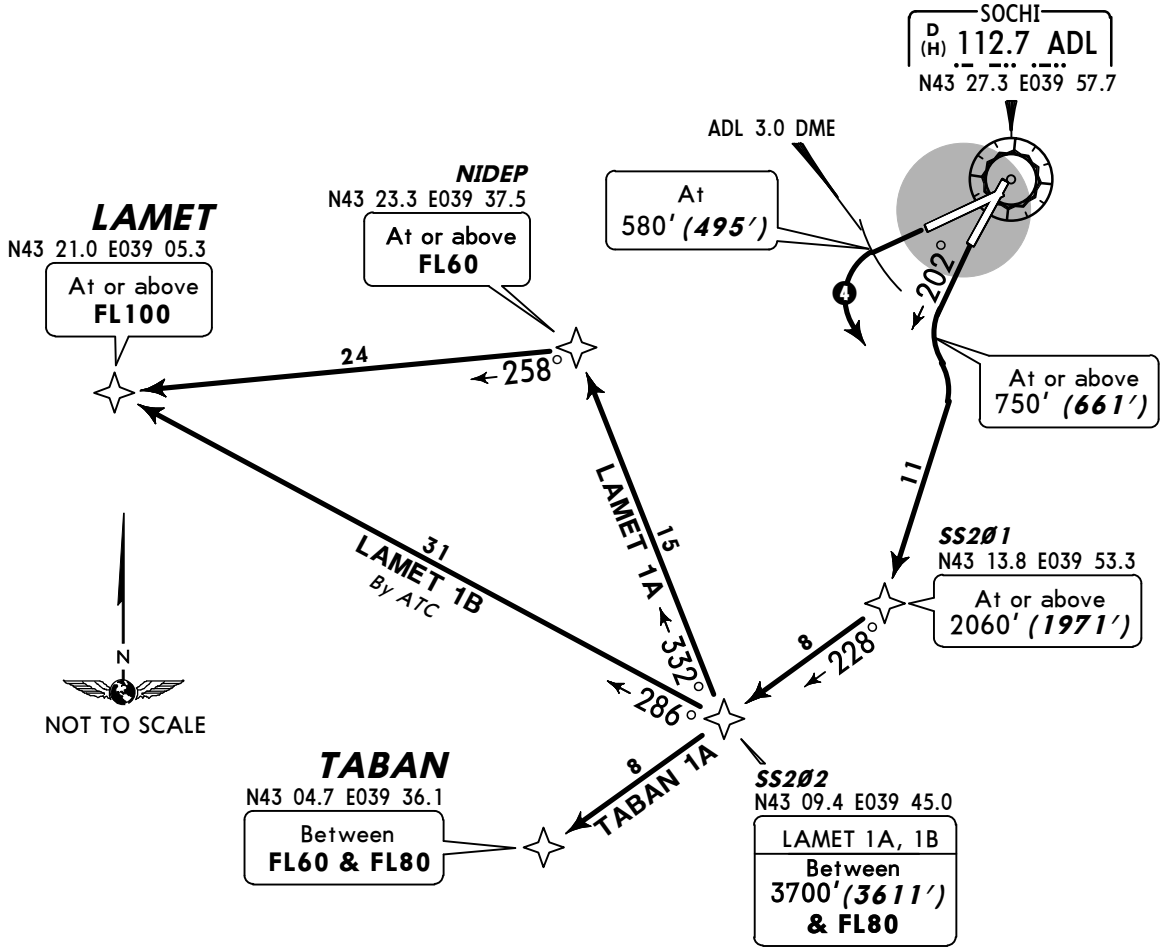


MSA
ADL VOR

❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 9400′ within 10 NM.

❹ IN CASE ONLY RWY 06/24 IS ACTIVE

When taking off from RWY 24 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn LEFT, join the assigned SID for RWY 20.
Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.



These SIDs require a minimum climb gradient of
5.7% up to 490′ (401).

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′	***(401′ - 120m)***
580′	***(495′ - 150m)***
750′	***(661′ - 200m)***
2060′	***(1971′ - 600m)***
3700′	***(3611′ - 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-)

CHANGES: RNAV SIDs revised.

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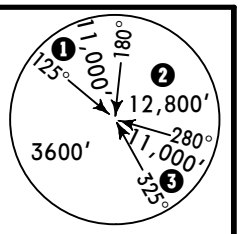
Apt Elev	
89′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3615′)*** Turns prior to DER are prohibited.



MSA
ADL VOR

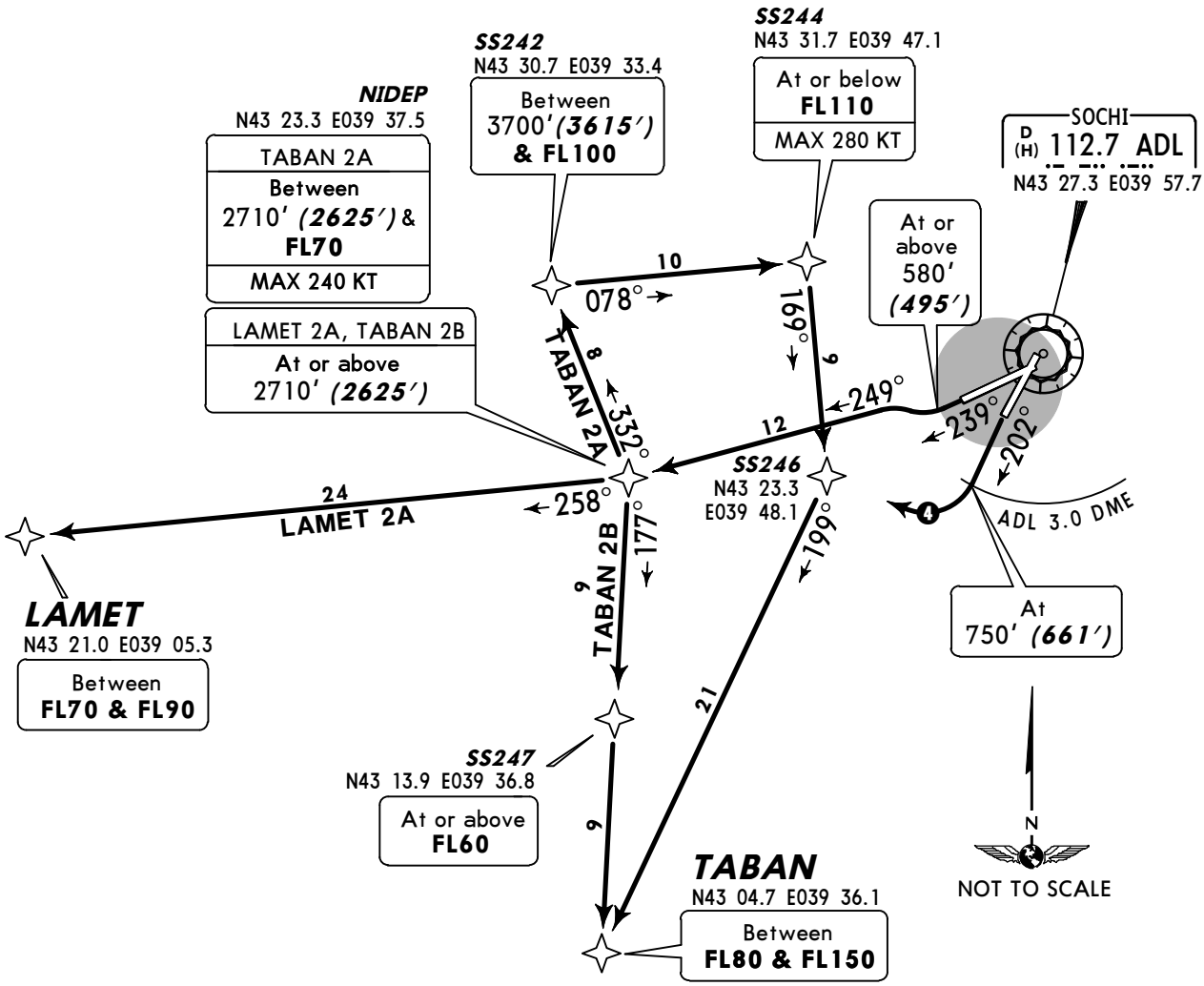
LAMET 2A *[LAME2A]*, TABAN 2A *[TABA2A]*
TABAN 2B *[TABA2B]*
RWY 24 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 9400′ within 10 NM.

❹ IN CASE ONLY RWY 02/20 IS ACTIVE

When taking off from RWY 20 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn RIGHT, join the assigned SID for RWY 24.
Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.



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′	***(495′ - 150m)***
750′	***(661′ - 200m)***
2710′	***(2625′ - 800m)***
3700′	***(3615′ - 1100m)***

SID	ROUTING
LAMET 2A	(580′+) - NIDEP (2710′+) - LAMET (FL70+; FL90-)
TABAN 2A	(580′+) - NIDEP (2710′+; FL70-; K240-) - SS242 (3700+; FL100-) - SS244 (FL110-; K280-) - SS246 - TABAN (FL80+; FL150-)
TABAN 2B	(580′+) - NIDEP (2710′+) - SS247 (FL60+) - TABAN (FL80+; FL150-)

CHANGES: RNAV SIDs revised.

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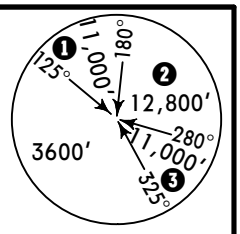
Apt Elev 89′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3611′)*** Turns prior to DER are prohibited.



MSA
ADL VOR

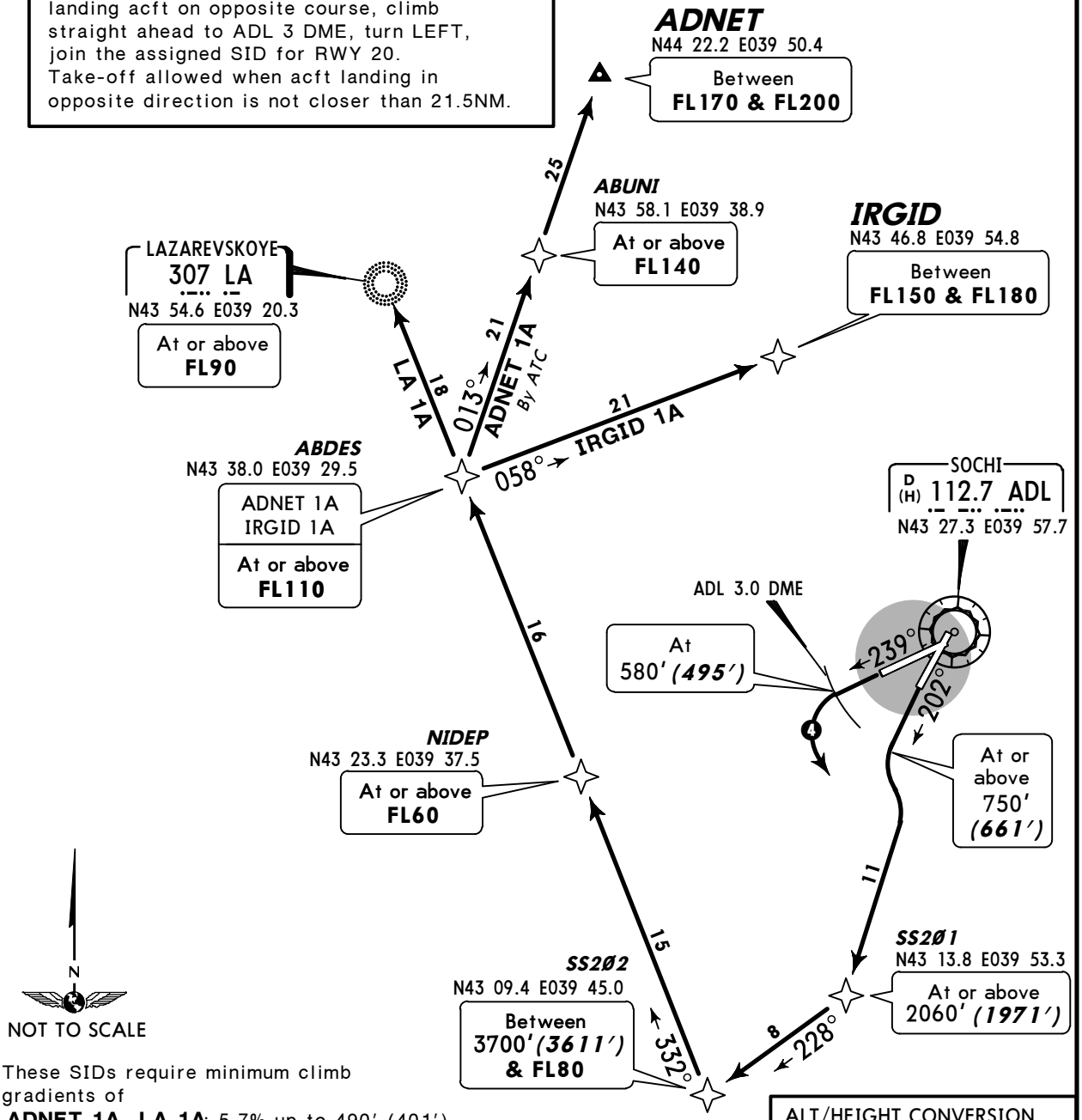
ADNET 1A *[ADNE1A]*, IRGID 1A *[IRGI1A]*
LA 1A
RWY 20 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 9400′ within 10 NM.

❹ IN CASE ONLY RWY 06/24 IS ACTIVE

When taking off from RWY 24 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn LEFT, join the assigned SID for RWY 20.
Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.



These SIDs require minimum climb gradients of
ADNET 1A, LA 1A: 5.7% up to 490′ (401′).
IRGID 1A: 5.7% up to 490′ (401), 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′	***(401′ - 120m)***
580′	***(495′ - 150m)***
750′	***(661′ - 200m)***
2060′	***(1971′ - 600m)***
3700′	***(3611′ - 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+)

CHANGES: RNAV SIDs revised.

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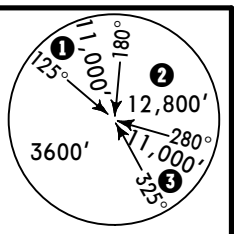
Apt Elev	
89′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3615′)*** Turns prior to DER are prohibited.



MSA
ADL VOR

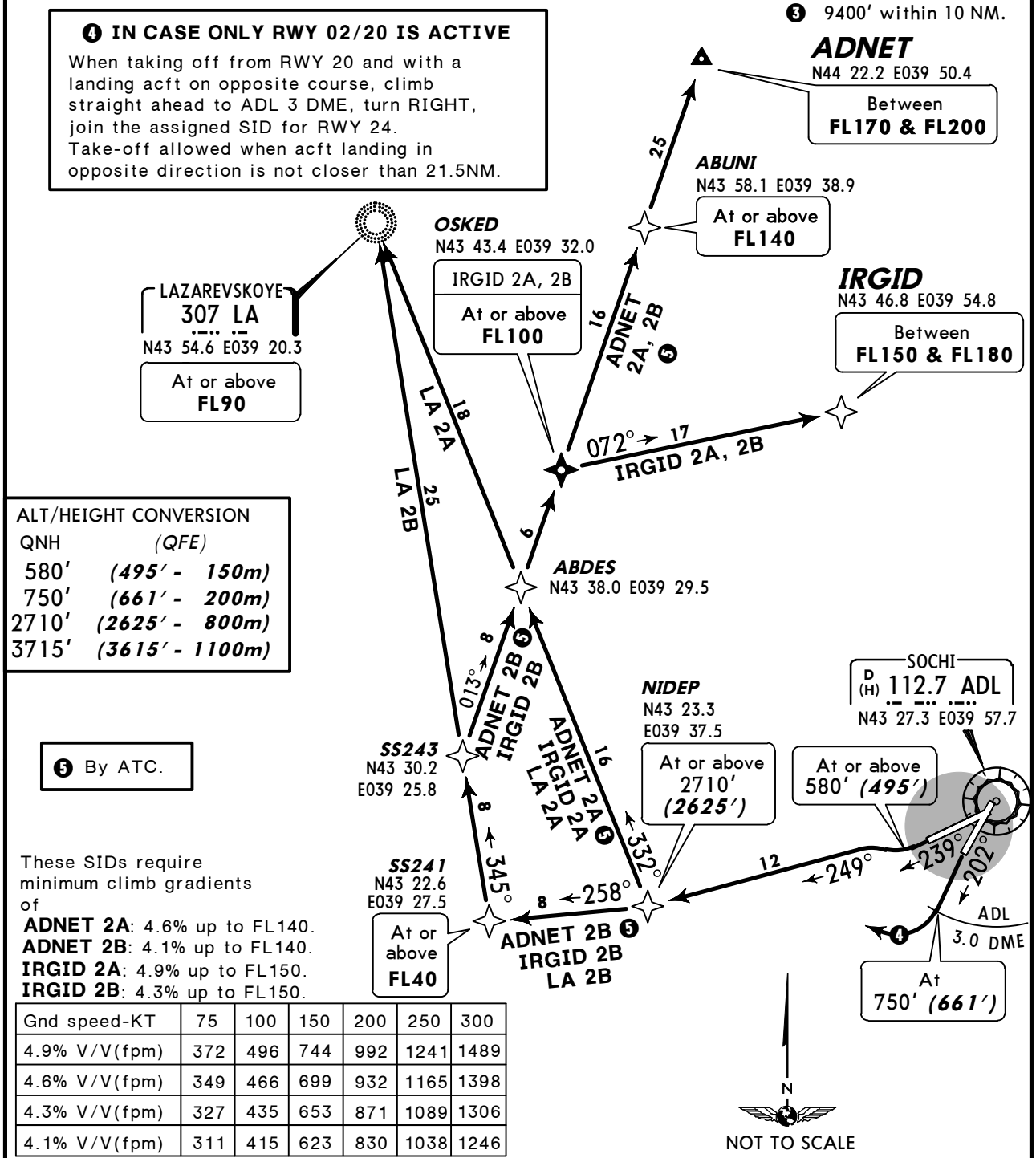
ADNET 2A *[ADNE2A]*, ADNET 2B *[ADNE2B]*
IRGID 2A *[IRGI2A]*, IRGID 2B *[IRGI2B]*
LA 2A, LA 2B
RWY 24 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 9400′ within 10 NM.

❹ IN CASE ONLY RWY 02/20 IS ACTIVE

When taking off from RWY 20 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn RIGHT, join the assigned SID for RWY 24.
Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
580′	***(495′ - 150m)***
750′	***(661′ - 200m)***
2710′	***(2625′ - 800m)***
3715′	***(3615′ - 1100m)***

❺ By ATC.

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

SID	ROUTING
ADNET 2A ❺	(580′+) - NIDEP (2710′+) - ABDES - ABUNI (FL140+) - ADNET (FL170+; FL200-)
ADNET 2B ❺	(580′+) - NIDEP (2710′+) - SS241 (FL40+) - SS243 - ABUNI (FL140+) - ADNET (FL170+; FL200-)
IRGID 2A	(580′+) - NIDEP (2710′+) - ABDES - OSKED (FL100+) - IRGID (FL150+; FL180-)
IRGID 2B	(580′+) - NIDEP (2710′+) - SS241 (FL40+) - SS243 - OSKED (FL100+) - IRGID (FL150+; FL180-)
LA 2A	(580′+) - NIDEP (2710′+) - LA (FL90+)
LA 2B	(580′+) - NIDEP (2710′+) - SS241 (FL40+) - LA (FL90+)

CHANGES: RNAV SIDs revised.

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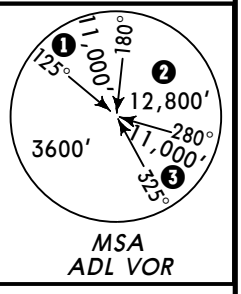
Apt Elev 89′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3615′)*** Take-off should be executed with noise abatement procedures according to Flight Manual.

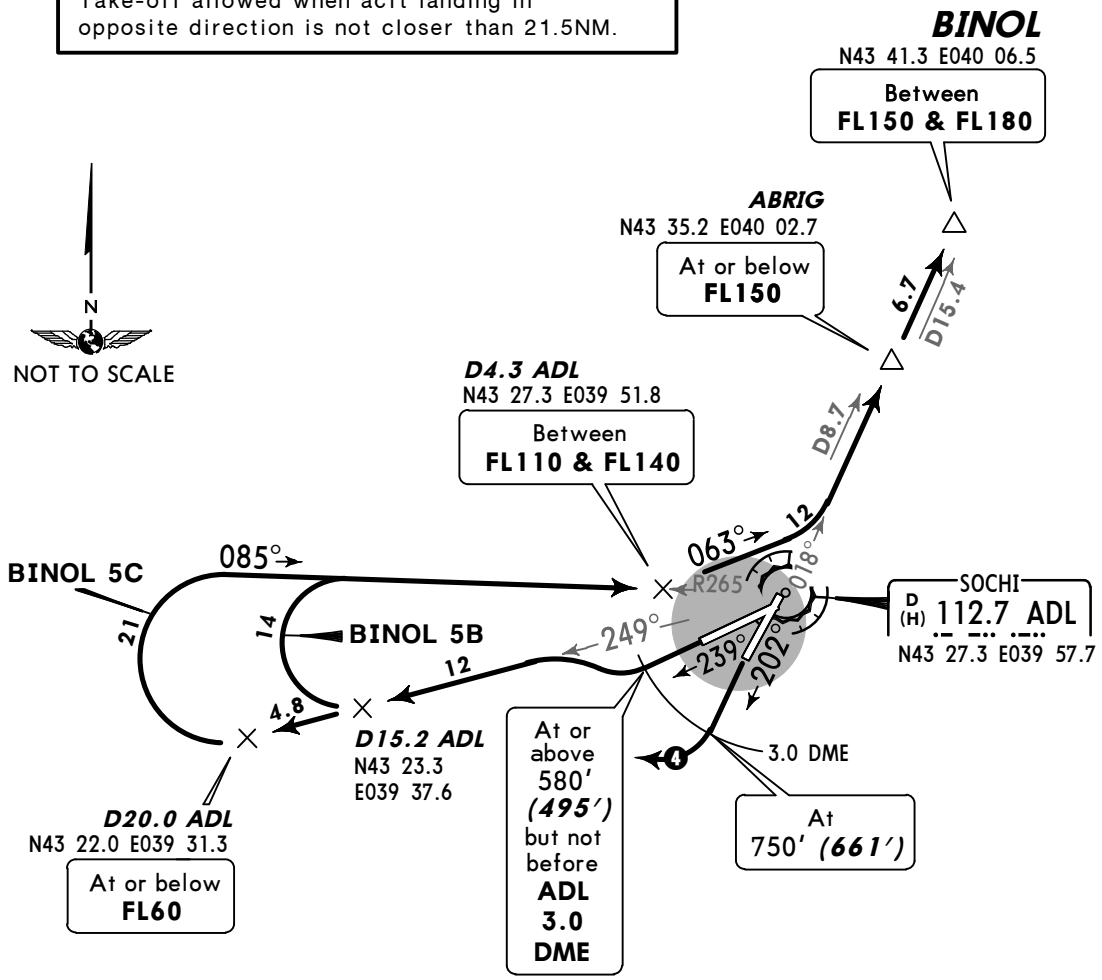
BINOL 5B *[BINO5B]*, BINOL 5C *[BINO5C]*
RWY 24 DEPARTURES
SPEED: MAX 250 KT BELOW FL100



MSA
ADL VOR

❹ IN CASE ONLY RWY 02/20 IS ACTIVE
When taking off from RWY 20 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn RIGHT, join the assigned SID for RWY 24.
Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.

❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 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′	***(495′ - 150m)***
750′	***(661′ - 200m)***
3700′	***(3615′ - 1100m)***

SID	ROUTING
BINOL 5B	Climb straight ahead to at or above 580′ (495′) 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′ (495′) 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.

CHANGES: SIDs revised.

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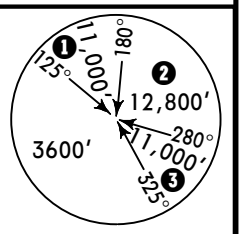
Apt Elev 89′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3611′)*** Take-off should be executed with noise abatement procedures according to Flight Manual.

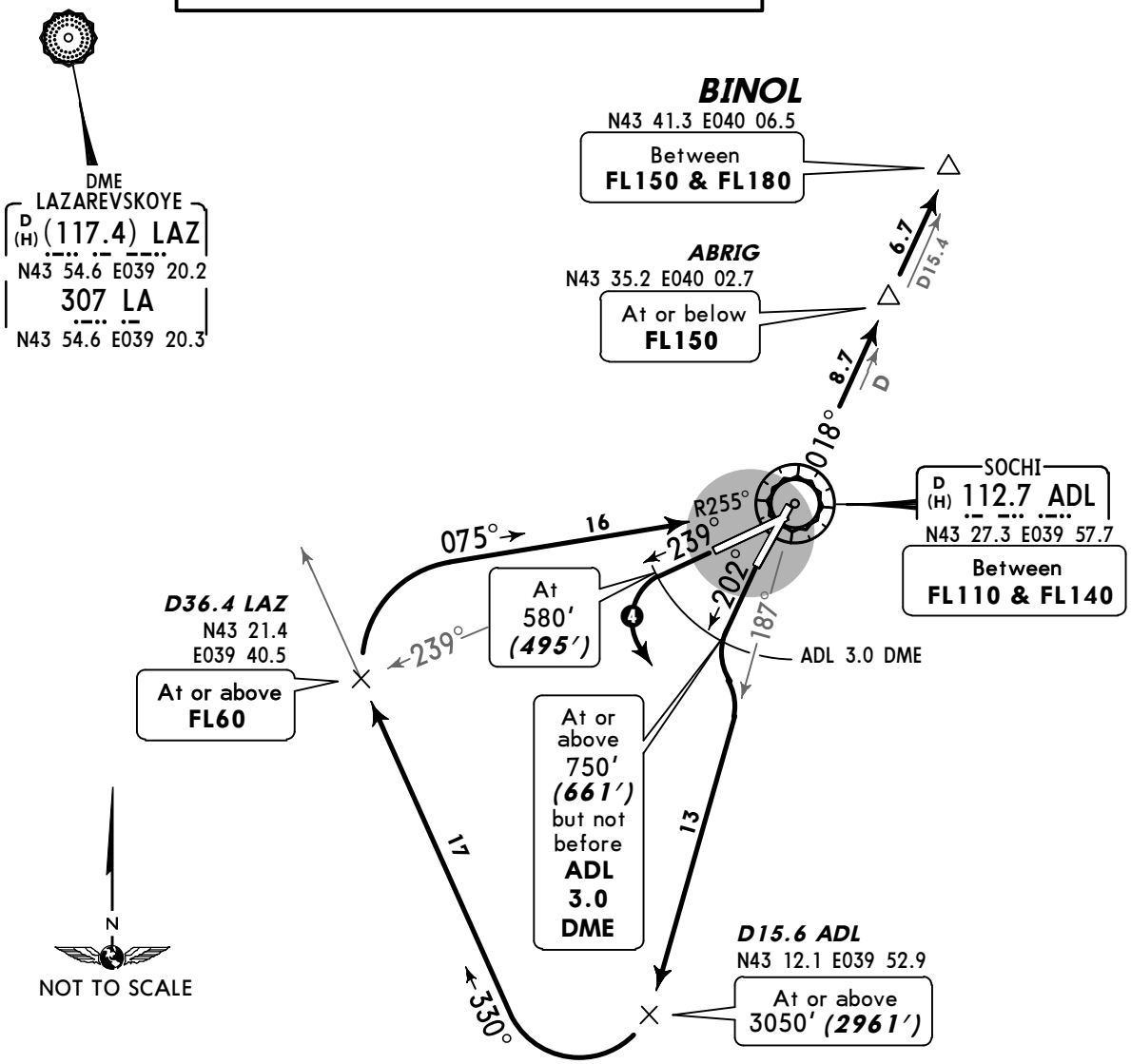
BINOL 6B *[BINO6B]*
RWY 20 DEPARTURE
SPEED: MAX 250 KT BELOW FL100



MSA
ADL VOR

❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 9400′ within 10 NM.

❹ IN CASE ONLY RWY 06/24 IS ACTIVE
When taking off from RWY 24 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn LEFT, join the assigned SID for RWY 20.
Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.



This SID requires minimum climb gradients of
5.7% up to 490′ (401′), 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′	*(401′ - 120m)*
580′	*(495′ - 150m)*
750′	*(661′ - 200m)*
3050′	*(2961′ - 900m)*
3700′	*(3611′ - 1100m)*

ROUTING

Climb straight ahead to at or above 750′ (661′) 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.

CHANGES: SID revised.

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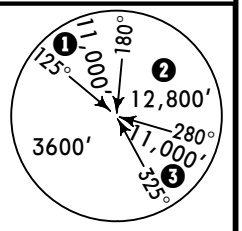
Apt Elev 89′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3615′)*** Take-off should be executed with noise abatement procedures according to Flight Manual.

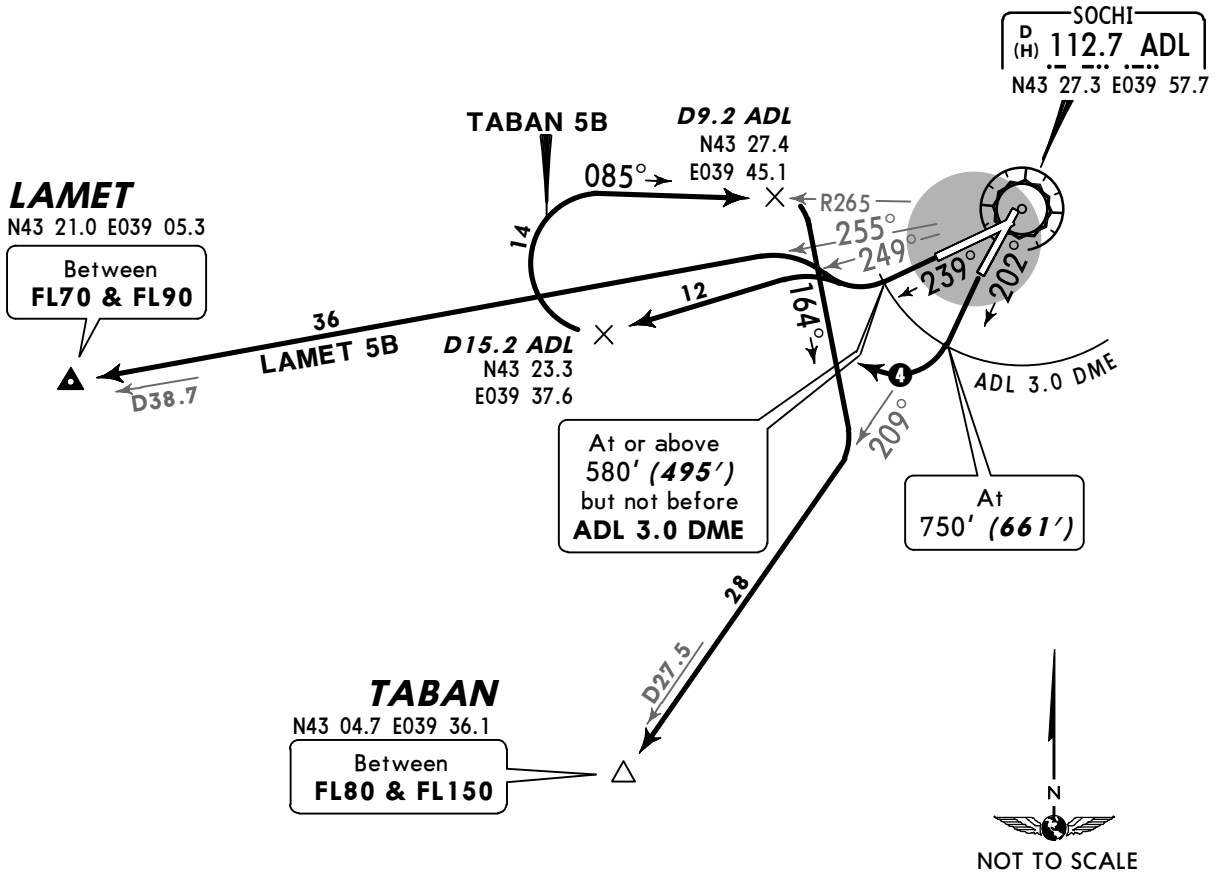
LAMET 5B *[LAME5B]*, TABAN 5B *[TABA5B]*
RWY 24 DEPARTURES
SPEED: MAX 250 KT BELOW FL100



MSA
ADL VOR

❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 9400′ within 10 NM.

❹ IN CASE ONLY RWY 02/20 IS ACTIVE
When taking off from RWY 20 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn RIGHT, join the assigned SID for RWY 24.
Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.



ALT/HEIGHT CONVERSION

QNH	(QFE)
580′	***(495′ - 150m)***
750′	***(661′ - 200m)***
3700′	***(3615′ - 1100m)***

SID	ROUTING
LAMET 5B	Climb straight ahead to at or above 580′ (495′) 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′ (495′) 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.

CHANGES: SIDs revised.

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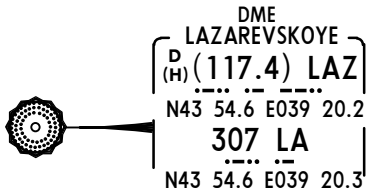
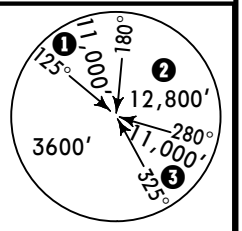
Apt Elev 89′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3611′)*** Take-off should be executed with noise abatement procedures according to Flight Manual.

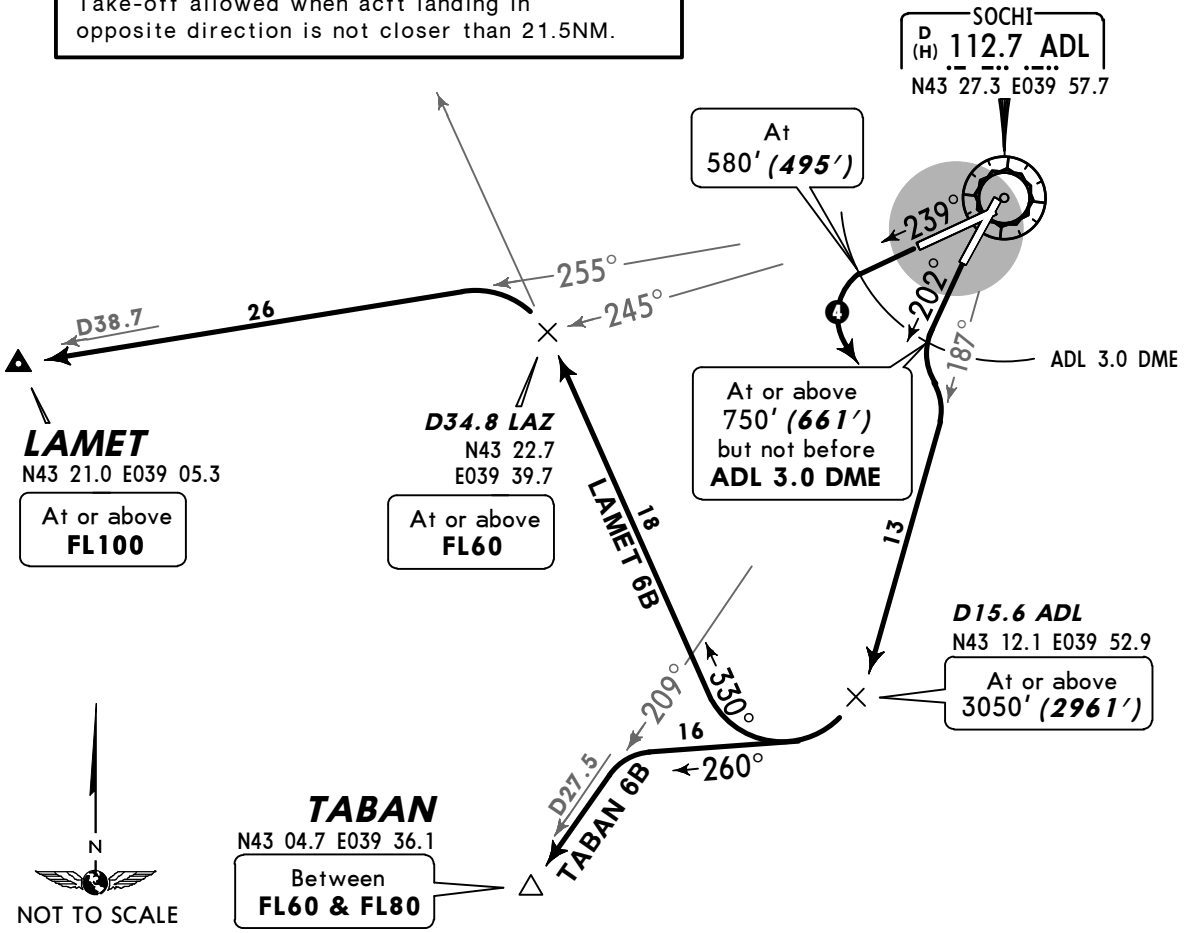
LAMET 6B *[LAME6B]*, TABAN 6B *[TABA6B]*
RWY 20 DEPARTURES
SPEED: MAX 250 KT BELOW FL100





❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 9400′ within 10 NM.

❹ IN CASE ONLY RWY 06/24 IS ACTIVE
When taking off from RWY 24 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn LEFT, join the assigned SID for RWY 20.
Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.



These SIDs require a minimum climb gradient of
5.7% up to 490′ (401′).

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′	***(401′ - 120m)***
580′	***(495′ - 150m)***
750′	***(661′ - 200m)***
3050′	***(2961′ - 900m)***
3700′	***(3611′ - 1100m)***

SID	ROUTING
LAMET 6B	Climb straight ahead to at or above 750′ (661′) 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′ (661′) 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.

CHANGES: SIDs revised.

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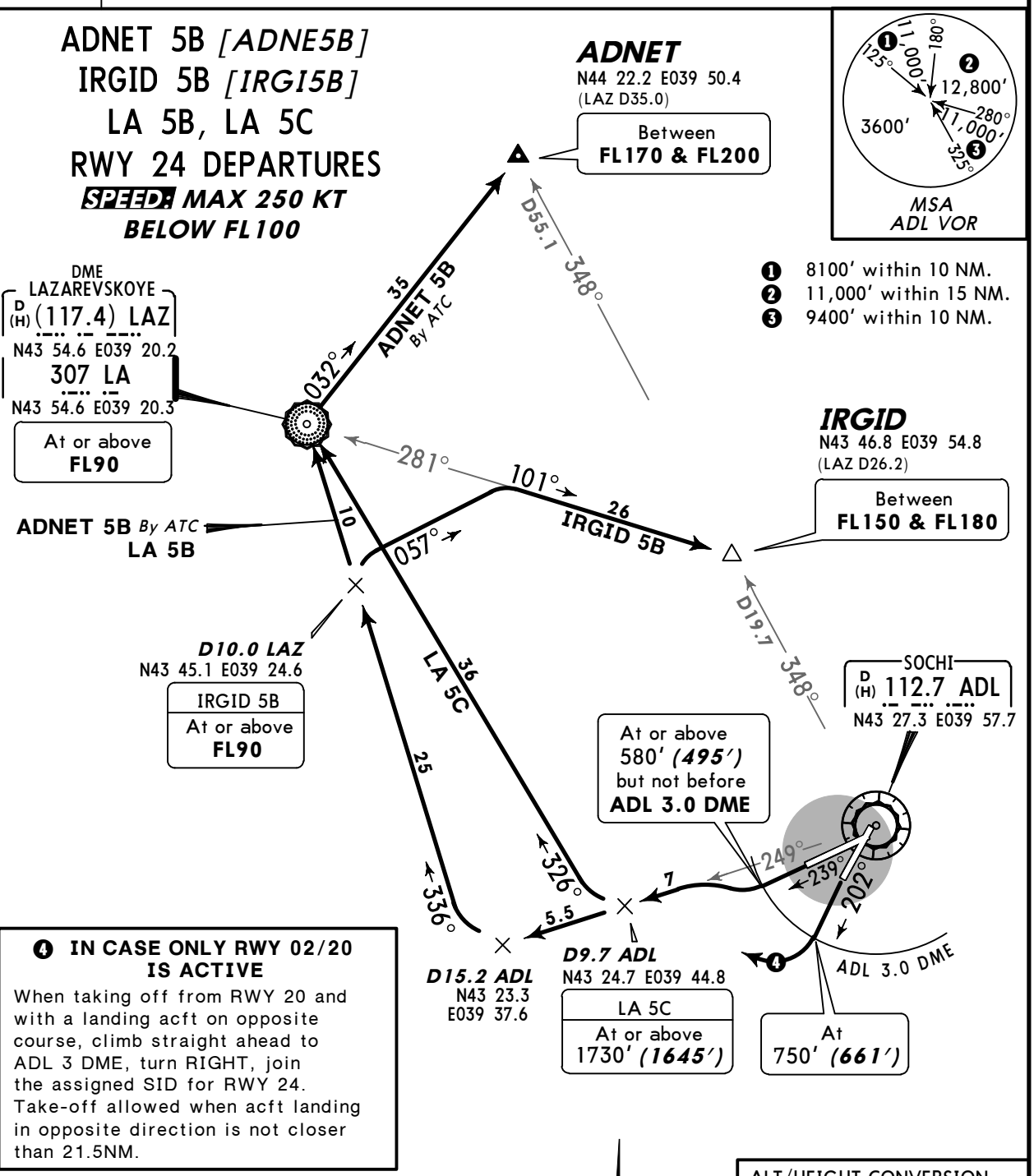
Apt Elev 89′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3615′)*** Take-off should be executed with noise abatement procedures according to Flight Manual.

ADNET 5B *[ADNE5B]*
IRGID 5B *[IRGI5B]*
LA 5B, LA 5C
RWY 24 DEPARTURES

SPEED: MAX 250 KT BELOW FL100



❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 9400′ within 10 NM.

❹ IN CASE ONLY RWY 02/20 IS ACTIVE

When taking off from RWY 20 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn RIGHT, join the assigned SID for RWY 24. Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.

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′	***(495′ - 150m)***
750′	***(661′ - 200m)***
1730′	***(1645′ - 500m)***
3700′	***(3615′ - 1100m)***

	ROUTING
ADNET 5B BY ATC	Climb straight ahead to at or above 580′ (495′) 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′ (495′) 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′ (495′) 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′ (495′) but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D9.7 ADL, turn RIGHT, intercept 326° bearing to LA.

CHANGES: SIDs revised.

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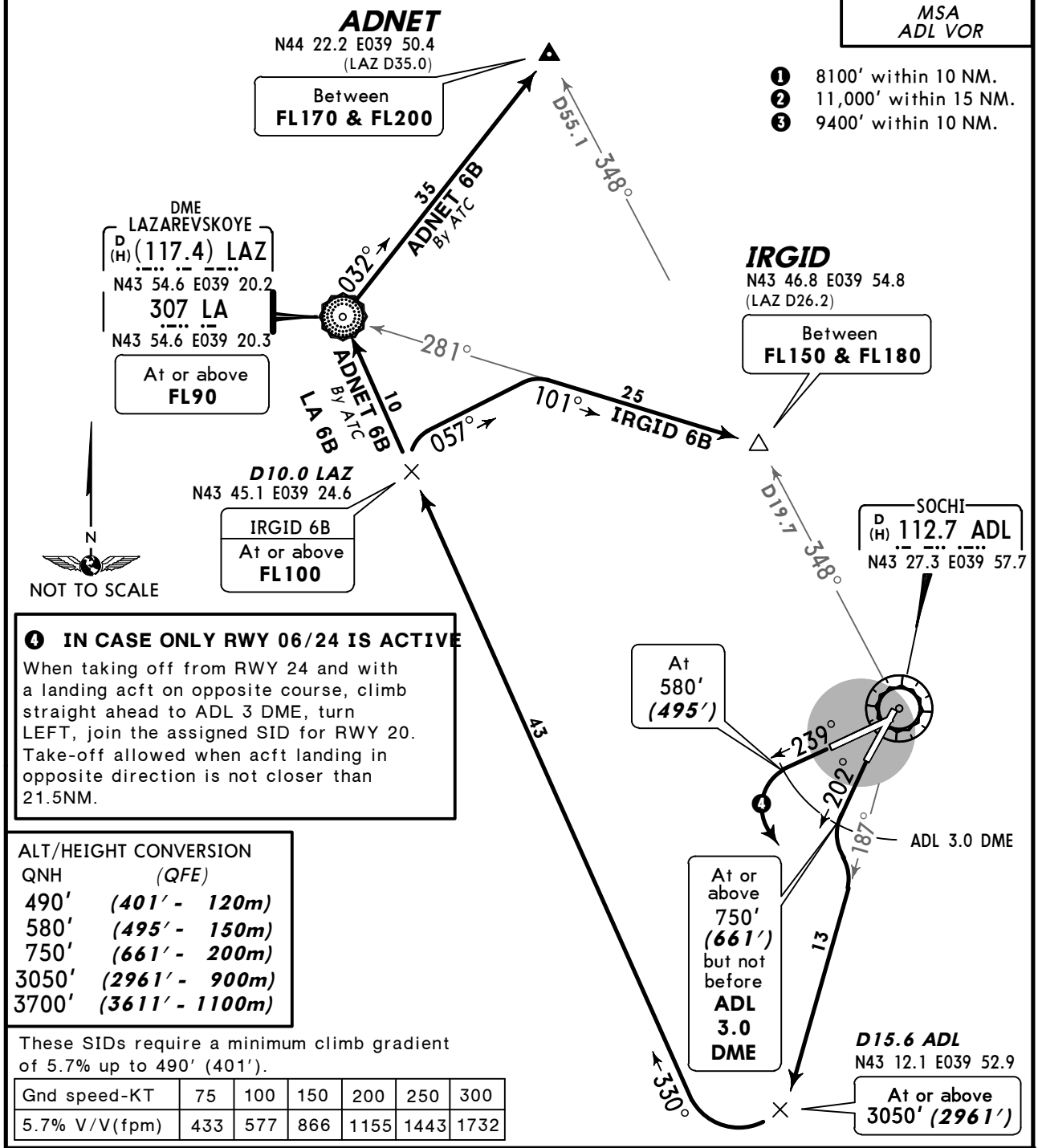
Apt Elev 89′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3700′ ***(3611′)*** Take-off should be executed with noise abatement procedures according to Flight Manual.

ADNET 6B *[ADNE6B]*, IRGID 6B *[IRGI6B]*
LA 6B
RWY 20 DEPARTURES

SPEED: MAX 250 KT BELOW FL100



ALT/HEIGHT CONVERSION

QNH	(QFE)
490′	*(401′ - 120m)*
580′	*(495′ - 150m)*
750′	*(661′ - 200m)*
3050′	*(2961′ - 900m)*
3700′	*(3611′ - 1100m)*

These SIDs require a minimum climb gradient of 5.7% up to 490′ (401′).

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

SID	ROUTING
ADNET 6B By ATC	Climb straight ahead to at or above 750′ (661′) 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′ (661′) 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′ (661′) but not before ADL 3.0 DME, turn LEFT, intercept ADL R-187 to D15.6 ADL, turn RIGHT, intercept 330° bearing to LA.

CHANGES: SIDs revised.

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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 RADAR" 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 RADAR" on frequency 119.7 and according to SID or by ATC clearance climbing turn RIGHT.

Change of flight course of the ACFT after take-off 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 V2 + 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 runway holding position.

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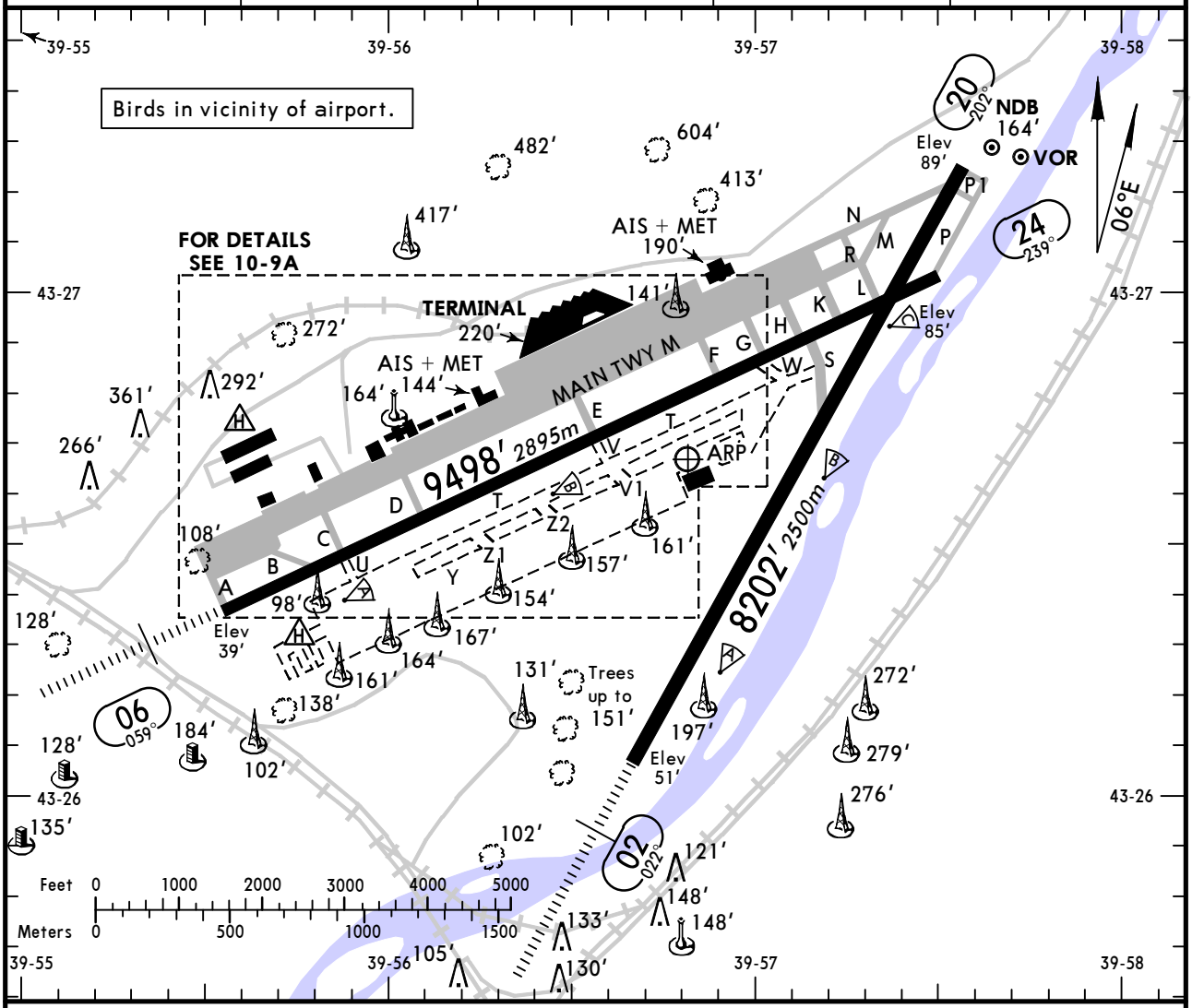
ATIS	SOCHI Taxiing (GND)	Tower		Radar (TWR)
129.37 (Russian 126.2)	119.0	Rwy 02/20 124.6	Rwy 06/24 121.2	119.7



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
02	RL *(58m)* HIALS PAPI-L(angle 2.83°)	RVR	7874′ *2400m*	6902′ *2104m*	NA	161′ *49m*
20	RL *(58m)*	RVR	NA		❶	
06	RL *(58m)* HIALS PAPI-L(angle 2.83°)	RVR	9219′ *2810m*	8125′ *2477m*	NA	148′ *45m*
24	RL *(58m)*	RVR	NA		❷	

TAKE-OFF RUN AVAILABLE

❶ RWY 20:
From rwy head 8202′ (2500m)
twy N int 7808′ (2380m)

❷ RWY 24:
From rwy head 9498′ (2895m)
twy K int 8202′ (2500m)
twy G int 7218′ (2200m)

TAKE-OFF

AIR CARRIER (JAA)
Rwys 20, 24

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

CHANGES: Elevations. Communications.

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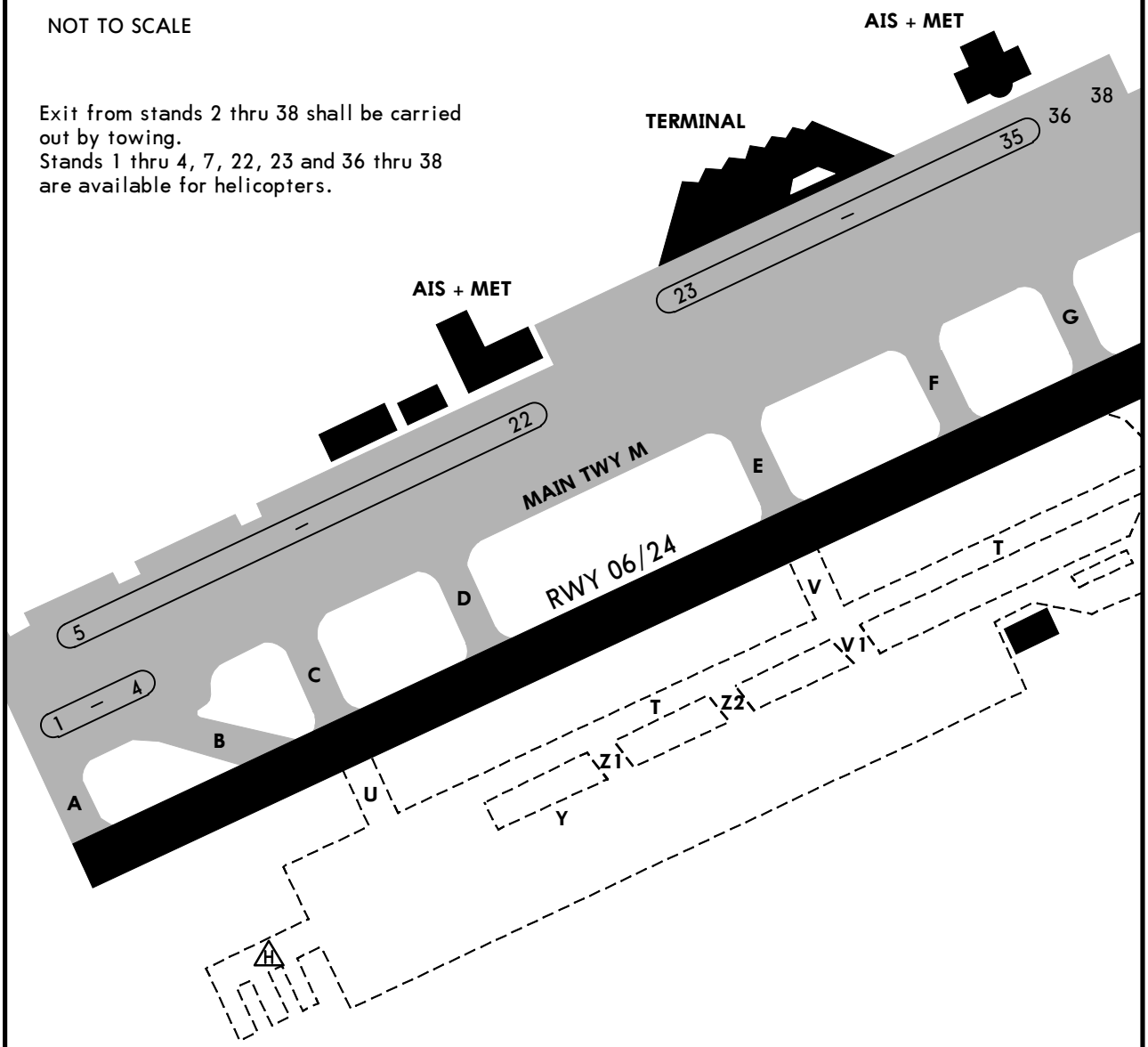
NOT TO SCALE

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



INS COORDINATES

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

CHANGES: Helicopter area.

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STRAIGHT-IN RWY		A	B	C	D
02	ILS ❶	**558**′(509′) **R1500m**	**558**′(509′) **R1500m**	**568**′(519′) **R1600m**	**577**′(528′) **R1700m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	ILS ❷	**591**′(542′) **R1500m**	**591**′(542′) **R1500m**	**600**′(551′) **R1800m**	**610**′(561′) **R1900m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	ILS ❸	**676**′(627′) **R1500m**	**676**′(627′) **R1500m**	**692**′(643′) **C2300m**	**692**′(643′) **C2300m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	ILS ❹	**807**′(758′)	**807**′(758′)	**823**′(774′)	**823**′(774′)
	ALS out	**R1500m**	**R1500m**	**C2400m**	**C2400m**
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❺❻	**710**′(661′) **R1500m**	**710**′(661′) **R1500m**	**710**′(661′) **C2400m**	**710**′(661′) **C2400m**
	RNAV ❹❺	**800**′(751′) **R1500m**	**800**′(751′) **R1500m**	**860**′(811′) **C2400m**	**860**′(811′) **C2400m**
	VOR ❺❼	**660**′(611′) **R1500m**	**660**′(611′) **R1500m**	**700**′(651′) **C2300m**	**700**′(651′) **C2300m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	VOR ❹❺	**810**′(761′) **R1500m**	**810**′(761′) **R1500m**	**830**′(781′) **C2400m**	**830**′(781′) **C2400m**
	NDB ❺	**1470**′(1421′) **C5000m**	**1470**′(1421′) **C5000m**	**1660**′(1611′) **C5000m**	**1660**′(1611′) **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 Continuous Descent Final Approach.
❻ Missed apch climb gradient CAT AB mim 3.3%, CAT CD mim 3.9%.
❼ Missed apch climb gradient mim 4.8%

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

❶ Missed apch climb gradient mim 5.0%
❷ Missed apch climb gradient mim 4.0%
❸ Missed apch climb gradient mim 3.0%
❹ Missed apch climb gradient mim 2.5%
❺ Continuous Descent Final Approach.
❻ Missed apch climb gradient CAT AB mim 3.1%, CAT CD mim 3.7%.
❼ Missed apch climb gradient mim 3.4%
❽ Missed apch climb gradient CAT AB mim 3.8%, CAT CD mim 4.3%.

TAKE-OFF RWY 20, 24

	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A, B, C	250m	400m	500m
D	300m		

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ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	124.6	119.0

BRIEFING STRIP

LOC	Final	GS	ILS DA(H)	Apt Elev 89′
IAD 110.5	Apch Crs 022°	Refer to chart 11-1A	Refer to chart 11-1A	RWY 49′

Alt Set:MM (hPa on req) QNH on req (QFE) Trans level:FL 50 Trans alt: 3700′ (3651′)
ILS DME reads zero at rwy 02 thresh.

MSA ADL VOR
❶ 11,000′ 125° 180°
❷ 12,800′ 280°
❸ 11,000′ 325°
3600′

HOLDING FIX
KOGUL
098°
278°
MIM FL 60
MAX FL 200

❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 9400′ within 10 NM.

(IAF)
KOGUL
D35.6/
R-278 ADL
At or above FL 110

After STAR:
AG 3A, BANUT 3A, BINOL 3A, DIRUN 3A, KARAT 3A, MOBIT 3A

UR(P)-105
UR(P)-106
UR(R)-633
UR(R)-657

2583′
5828′
2080′
SOCHI
112.7 ADL

FOR FINAL APPROACH SEE 11-1A

SOCHI
365 AD

ILS DME
022° 110.5 IAD

14.6
163°
SSØ26
At or above FL 110
13.0
27.9 by ATC
146°
30.3 by ATC
131°
SSØ23
8.1
066°
022°
(IF)
SSØ22
D11.2 IAD
At 2020′ (1971′)
002°
14.0
SSØ24
8.1
8.0
231°
051°
HOLDING
MIM FL 60
MAX FL 200
(IAF)
GOKIN
D34.6/
R-231 ADL
MIM FL 60
MAX FL 100
(IAF)
PITOP
D26.5/
R-192 ADL
MIM FL 60
MAX FL 80
012°
192°
HOLDING
MIM FL 60
MAX FL 200

43-40
43-30
43-20
43-10
43-00
39-10
39-20
39-30
39-40
39-50

PANS OPS

ALT/HEIGHT CONVERSION

QNH	(QFE)
3700′	(3651′ -1100m)
2020′	(1971′ - 600m)

CHANGES: Procedure title. Communications. Elevations.

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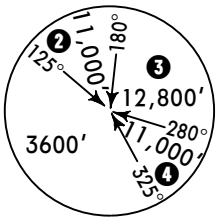
BRIEFING STRIP

ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	124.6	119.0

LOC IAD	Final Apch Crs	GS D6.4 IAD	ILS DA(H)	Apt Elev 89′
110.5	022°	2020′ (1971′)	Refer to Minimums	RWY 49′

MISSED APCH: ❶ Climb STRAIGHT AHEAD to 710′ (661′), then turn RIGHT onto 210° to intercept R-185 ADL. At D17.3 ADL turn RIGHT onto 237° to intecept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed.
❶ **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′(3651′)
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′	(3651′ -1100m)
2020′	(1971′ - 600m)
710′	(661′ - 200m)

❷ 8100′ within 10 NM.
❸ 11,000′ within 15 NM.
❹ 9400′ within 10 NM.

FOR INITIAL APPROACH SEE 11-1

ILS DME
022° 110.5 IAD

D2.4 IAD
D6.4 IAD
(IF) SSØ22 D11.2 IAD
022°
185°
210°
❺

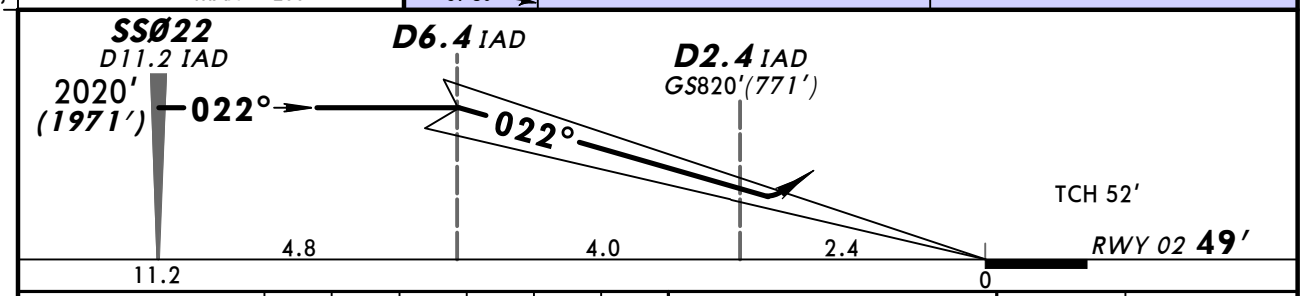
SOCHI 112.7 ADL
SOCHI 365 AD
2080′
1050′
531′
856′
UR(R)-629
UR(R)-581
RUSSIA
GEORGIA
1000
2000
3000
5000

CAUTION: Transmission line up to 193′ RIGHT of runway centerline.

❺ **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.

MISSED APCH FIX
185°
237°
192°
D17.3 ADL
PITOP D26.5 ADL
012°
192°
MIM FL 60
MAX FL 200

43-30
43-20
39-40
39-50
40-00



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

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 02 ❶
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%
DA(H) AB: 558′ (509′) C: 568′ (519′) D: 577′ (528′)	DA(H) AB: 591′ (542′) C: 600′ (551′) D: 610′ (561′)	DA(H) AB: 676′ (627′) CD: 692′ (643′)	DA(H) ABC: 807′ (758′) D: 823′ (774′)

PANS OPS

		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

❶ LOC (GS out): NOT AUTHORIZED.

CHANGES: Procedure title. Communications. Elevations. TCH. Minimums.

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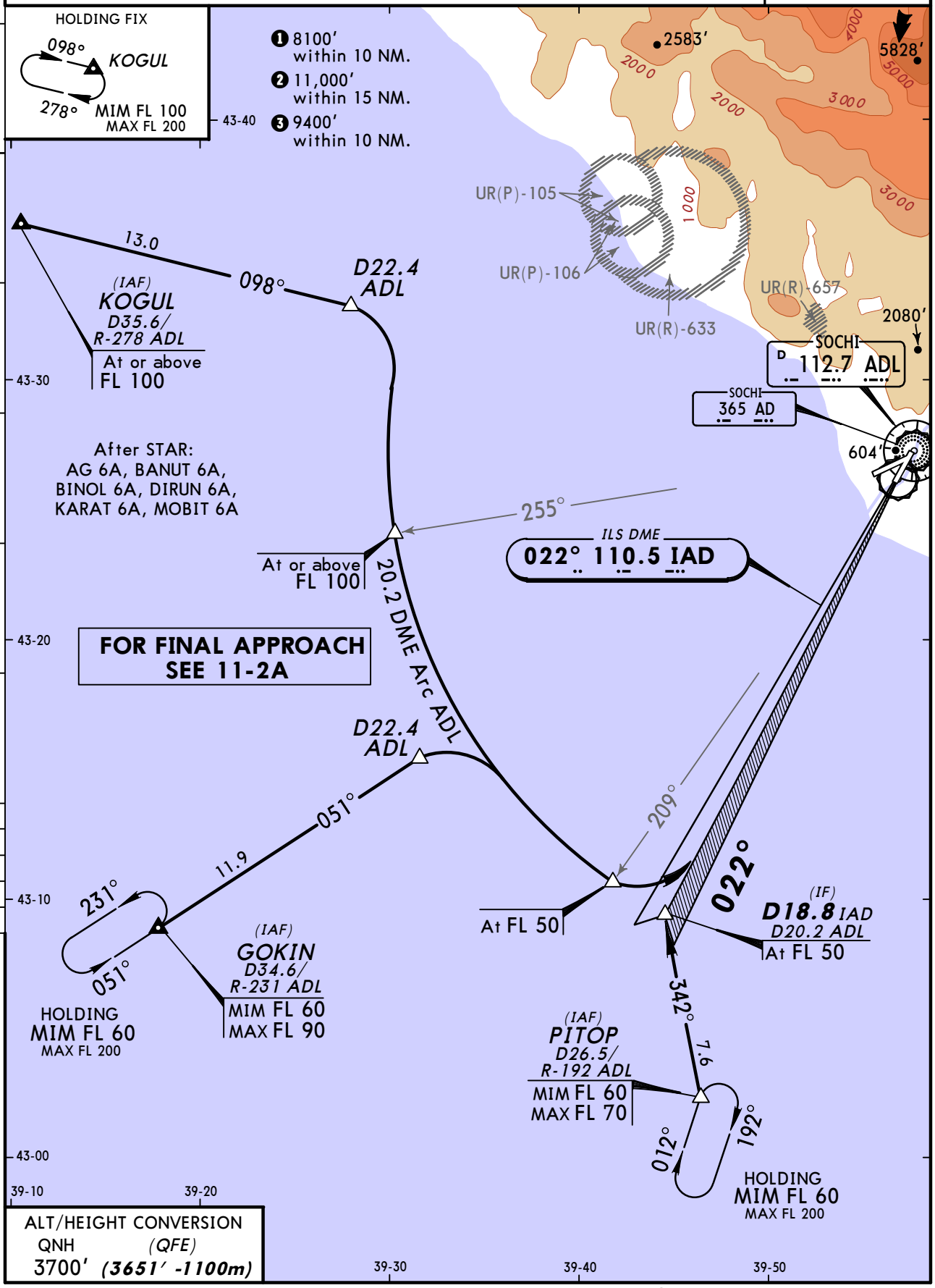
BRIEFING STRIP

ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	124.6	119.0

LOC	Final	GS	ILS DA(H)	Apt Elev 89′
IAD 110.5	Apch Crs 022°	Refer to chart 11-2A	Refer to chart 11-2A	RWY 49′

Alt Set:MM (hPa on req) QNH on req (**QFE**) Trans level:FL 50 Trans alt: 3700′ (***3651′***)
ILS DME reads zero at rwy 02 thresh.

MSA ADL VOR
❶ 11,000′ 125° 180°
❷ 12,800′ 280°
❸ 11,000′ 325°
3600′



PANS OPS

ALT/HEIGHT CONVERSION
QNH (QFE)
3700′ (***3651′ -1100m***)

CHANGES: Communications. Elevations. Note.

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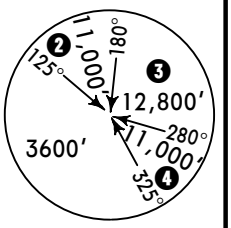
BRIEFING STRIP

ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	124.6	119.0

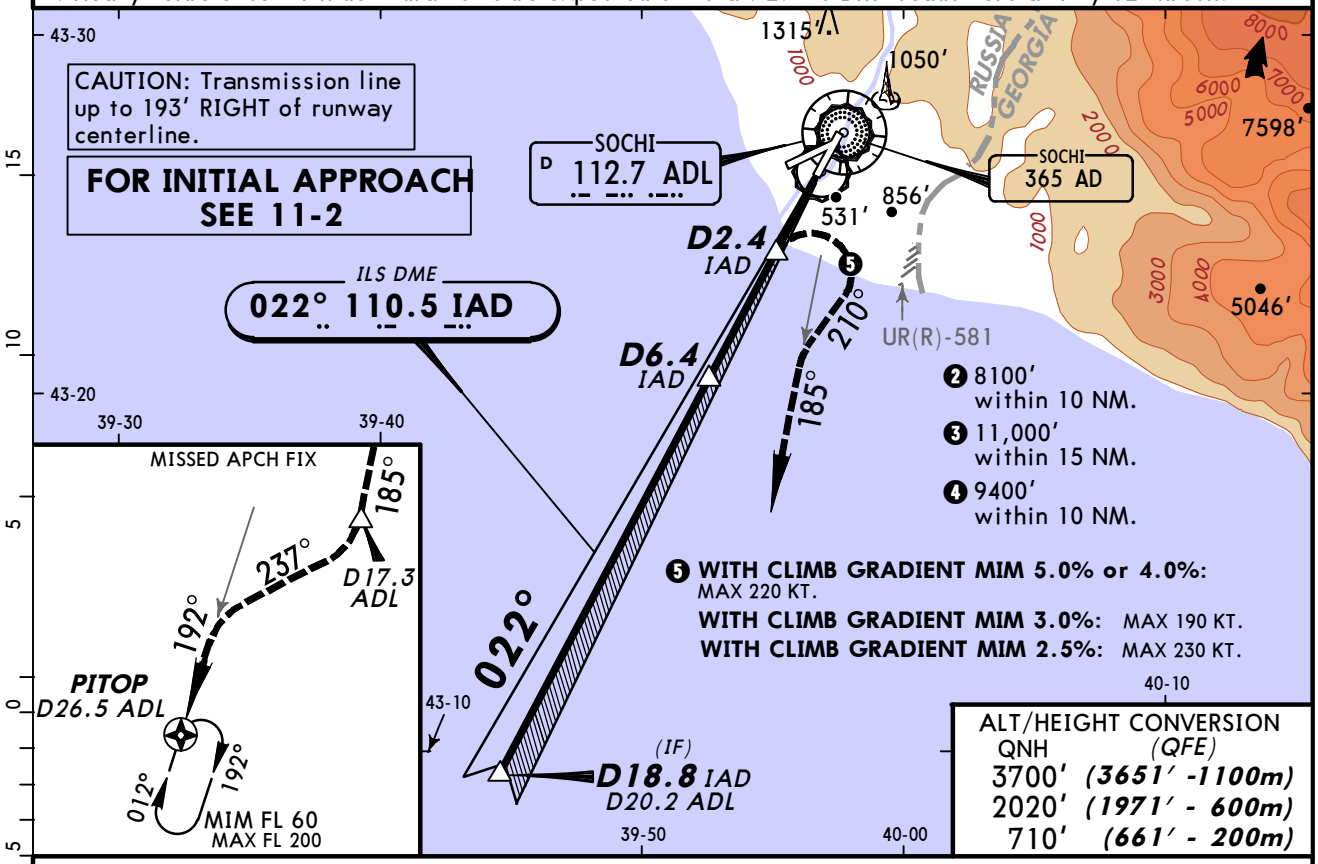
LOC IAD	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.5	022°	D6.4 IAD 2020′ (1971′)	Refer to Minimums	Apt Elev 89′ RWY 49′

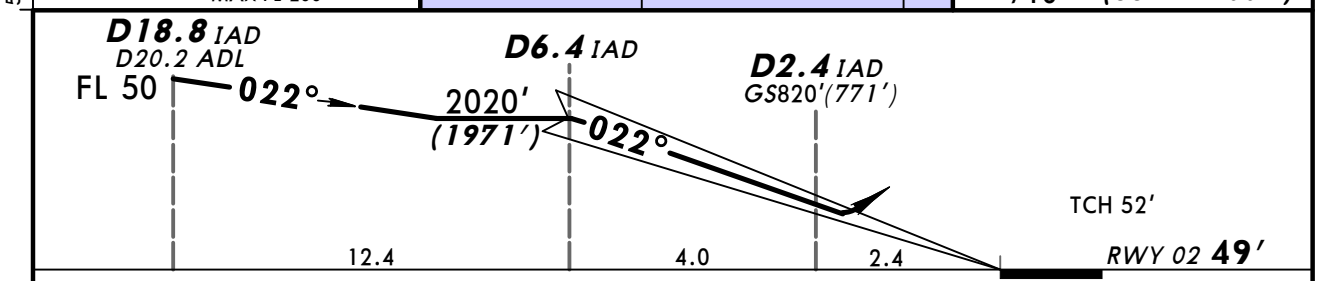
MISSED APCH: ❶ Climb STRAIGHT AHEAD to 710′ (661′), then turn RIGHT onto 210° to intercept R-185 ADL. At D17.3 ADL turn RIGHT onto 237° to intecept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed.
❶ **WITH CLIMB GRADIENT MIM 2.5%:** Turn RIGHT onto 210° as early as possible.



MSA
ADL VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700′(3651′)
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
GS	2.83°	350	451	501	601	701	801

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 02 ❶
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%
DA(H)	AB: 558′ (509′) C: 568′ (519′) D: 577′ (528′)	AB: 591′ (542′) C: 600′ (551′) D: 610′ (561′)	AB: 676′ (627′) CD: 692′ (643′)	ABC: 807′ (758′) D: 823′ (774′)

PANS OPS

		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

❶ LOC (GS out): NOT AUTHORIZED.

CHANGES: Communications. Elevations. TCH. Minimums.

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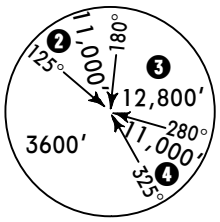
ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	124.6	119.0

BRIEFING STRIP

LOC	Final	GS	ILS DA(H)	Apt Elev 89′
IAD	Apch Crs	D6.4 IAD	Refer to	RWY 49′
110.5	022°	2020′ (1971′)	Minimums	

MISSED APCH: ❶ Climb STRAIGHT AHEAD to 710′ *(661′)*, then turn RIGHT onto 210° to intercept R-185 ADL. At D17.3 ADL turn RIGHT onto 237° to intecept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed.
❶ **WITH CLIMB GRADIENT MIM 2.5%:** Turn RIGHT onto 210° as early as possible.



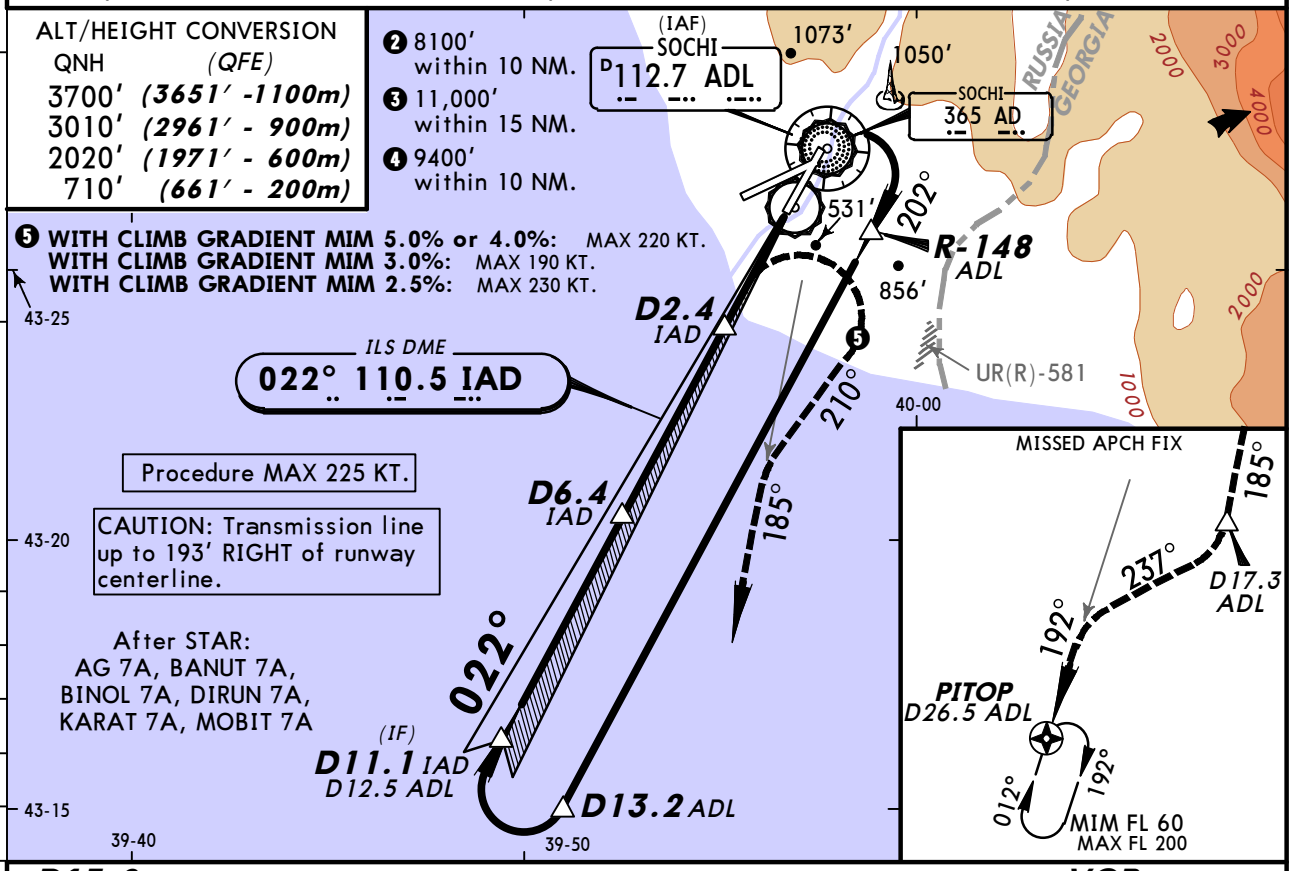
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 50 Trans alt: 3700′*(3651′)*
1. Heavy turbulence with downdrafts to be expected on final. 2. ILS DME reads zero at rwy 02 thresh.

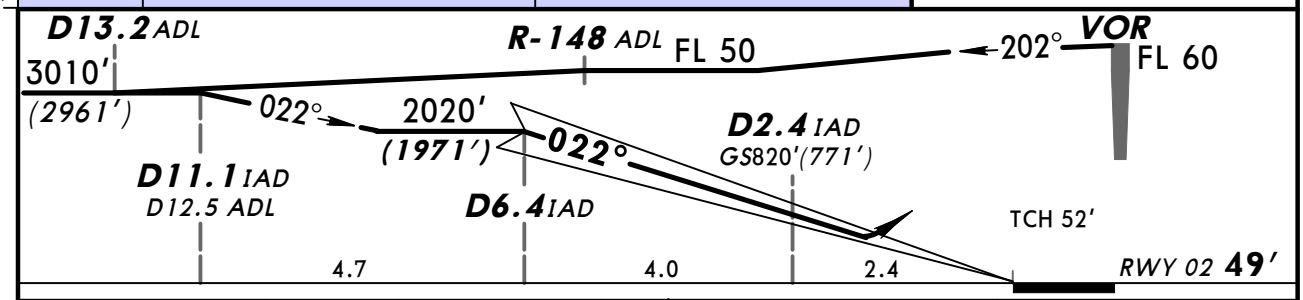
ALT/HEIGHT CONVERSION

QNH	(QFE)
3700′	*(3651′ -1100m)*
3010′	*(2961′ - 900m)*
2020′	*(1971′ - 600m)*
710′	*(661′ - 200m)*

❷ 8100′ within 10 NM.
❸ 11,000′ within 15 NM.
❹ 9400′ within 10 NM.

❺ **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
GS	2.83°	350	451	501	601	701	801

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY02 ❶
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%
DA(H)	AB: 558′ *(509′)*	AB: 591′ *(542′)*	AB: 676′ *(627′)*	ABC: 807′ *(758′)*
DA(H)	C: 568′ *(519′)*	C: 600′ *(551′)*	CD: 692′ *(643′)*	D: 823′ *(774′)*
DA(H)	D: 577′ *(528′)*	D: 610′ *(561′)*		

PANS OPS

		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

❶ LOC (GS out): NOT AUTHORIZED.

CHANGES: Communications. Elevations. TCH. Minimums.

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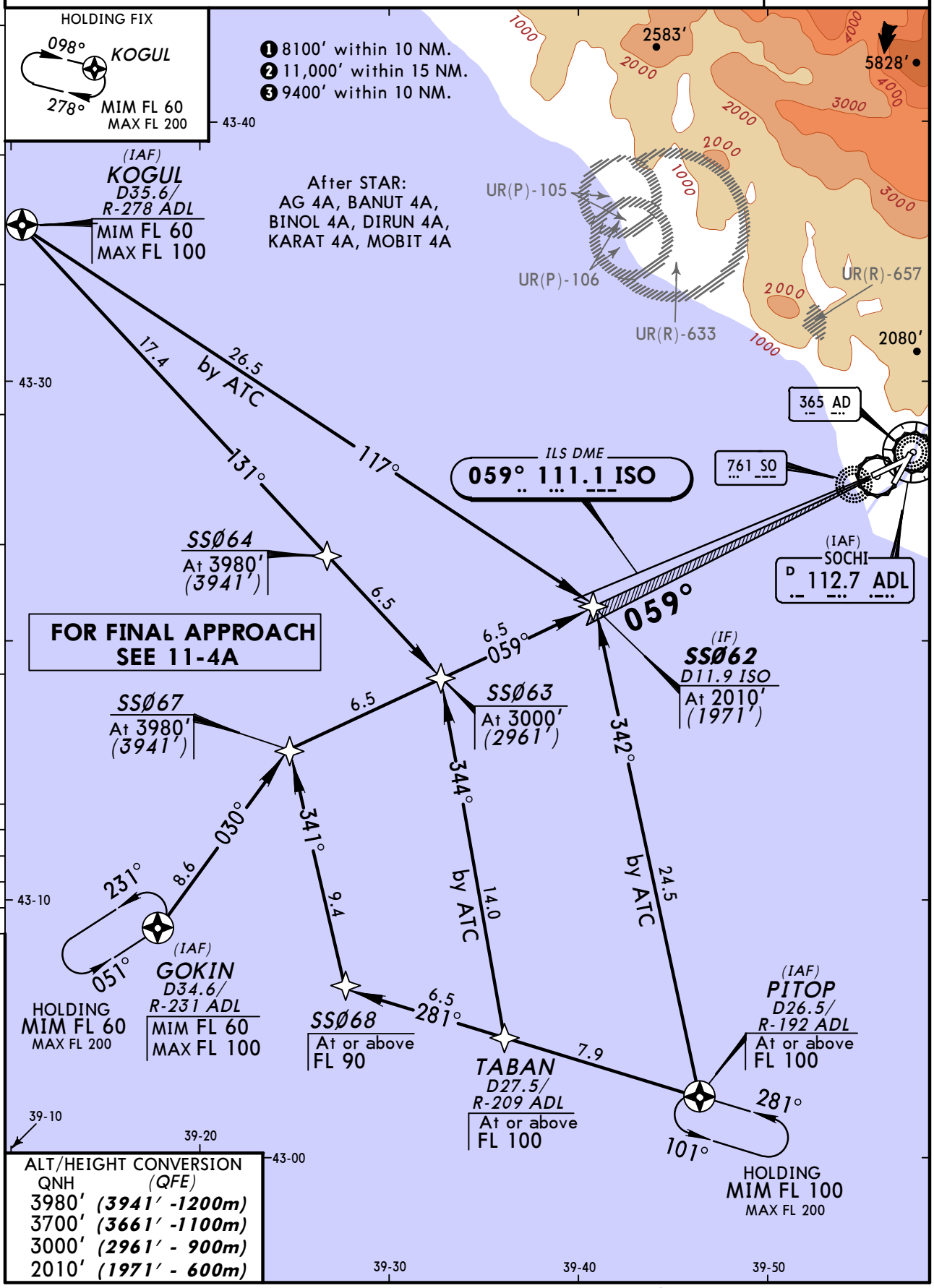
ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	121.2	119.0

BRIEFING STRIP

LOC	Final	GS	ILS DA(H)	Apt Elev 89′
ISO 111.1	Apch Crs 059°	Refer to chart 11-4A	Refer to chart 11-4A	RWY 39′

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700′(3661′)
ILS DME reads zero at rwy 06 thresh.

MSA ADL VOR
❶ 11,000′ 125° 180°
❷ 12,800′ 280°
❸ 11,000′ 325°
3600′



PANS OPS

ALT/HEIGHT CONVERSION

QNH	(QFE)
3980′	(3941′ -1200m)
3700′	(3661′ -1100m)
3000′	(2961′ - 900m)
2010′	(1971′ - 600m)

CHANGES: Procedure title. Comm. Apt elev.

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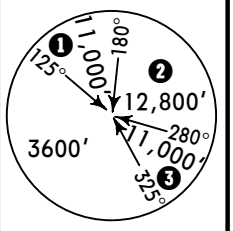
ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	121.2	119.0

BRIEFING STRIP

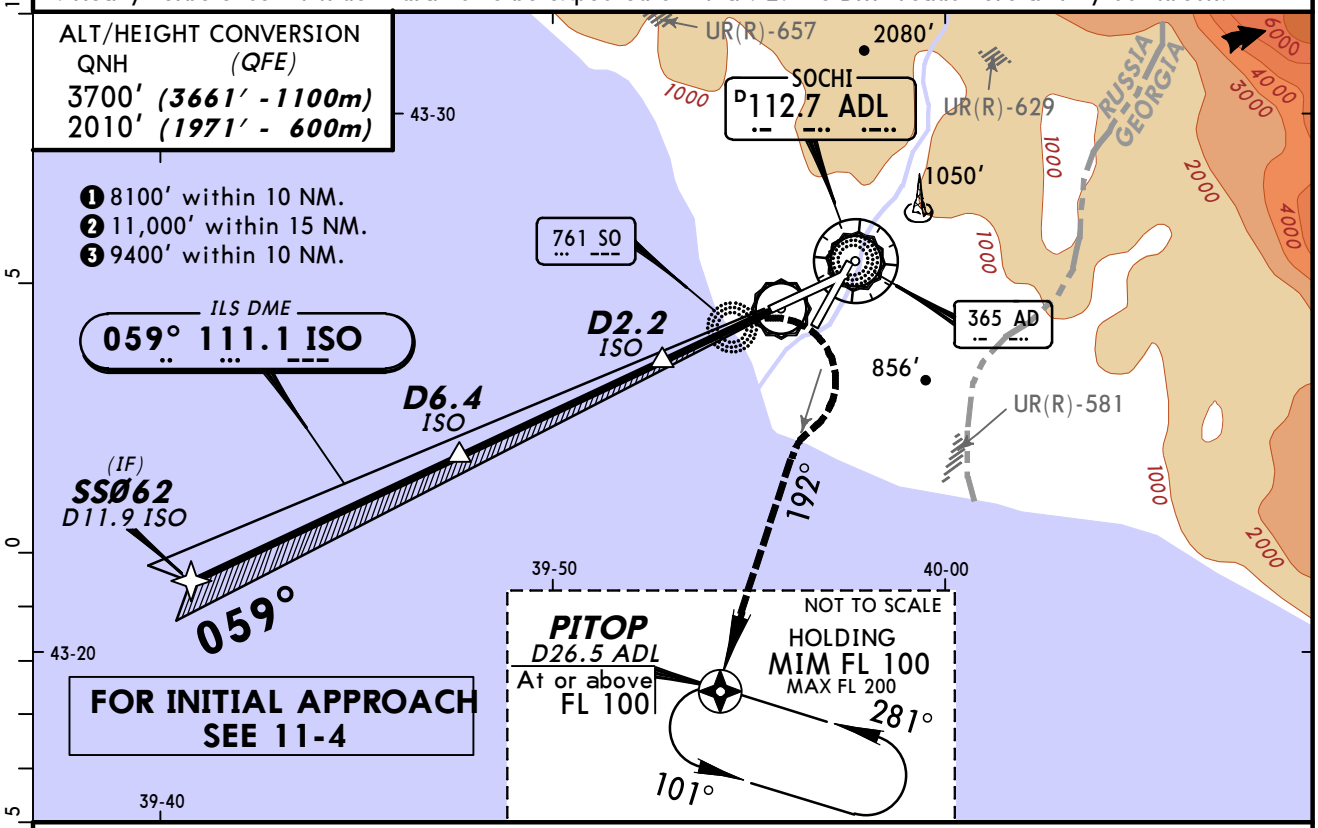
LOC	Final	GS	ILS DA(H)	Apt Elev 89′
ISO 111.1	Apch Crs 059°	D6.4 ISO 2010′ (1971′)	Refer to Minimums	RWY 39′

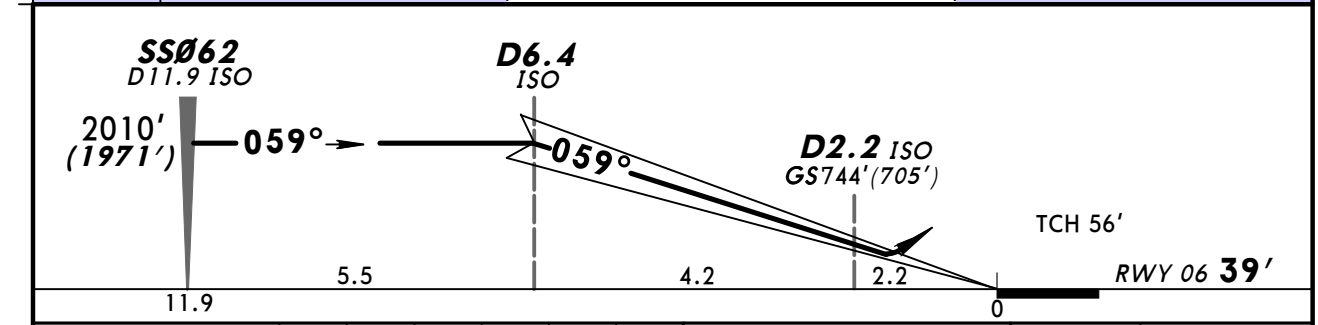
MISSED APCH: Climbing turn RIGHT as early as possible to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 100, or as directed.
WITH CLIMB GRADIENT MIM 2.5%: Climbing turn RIGHT as early as possible (CAT C: MAX 170 KT, CAT D: MAX 185 KT) to intercept R-192 ADL, then proceed to PITOP holding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





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

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 06 ❶
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%
DA(H) ABC: 384′ (345′) D: 400′ (361′)	DA(H) AB: 466′ (427′) C: 482′ (443′) D: 499′ (460′)	DA(H) AB: 515′ (476′) C: 548′ (509′) D: 564′ (525′)	DA(H) AB: 548′ (509′) C: 564′ (525′) D: 597′ (558′)

PANS OPS

	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

❶ LOC (GS out): NOT AUTHORIZED.

CHANGES: Procedure title. Comm. Apt elev.

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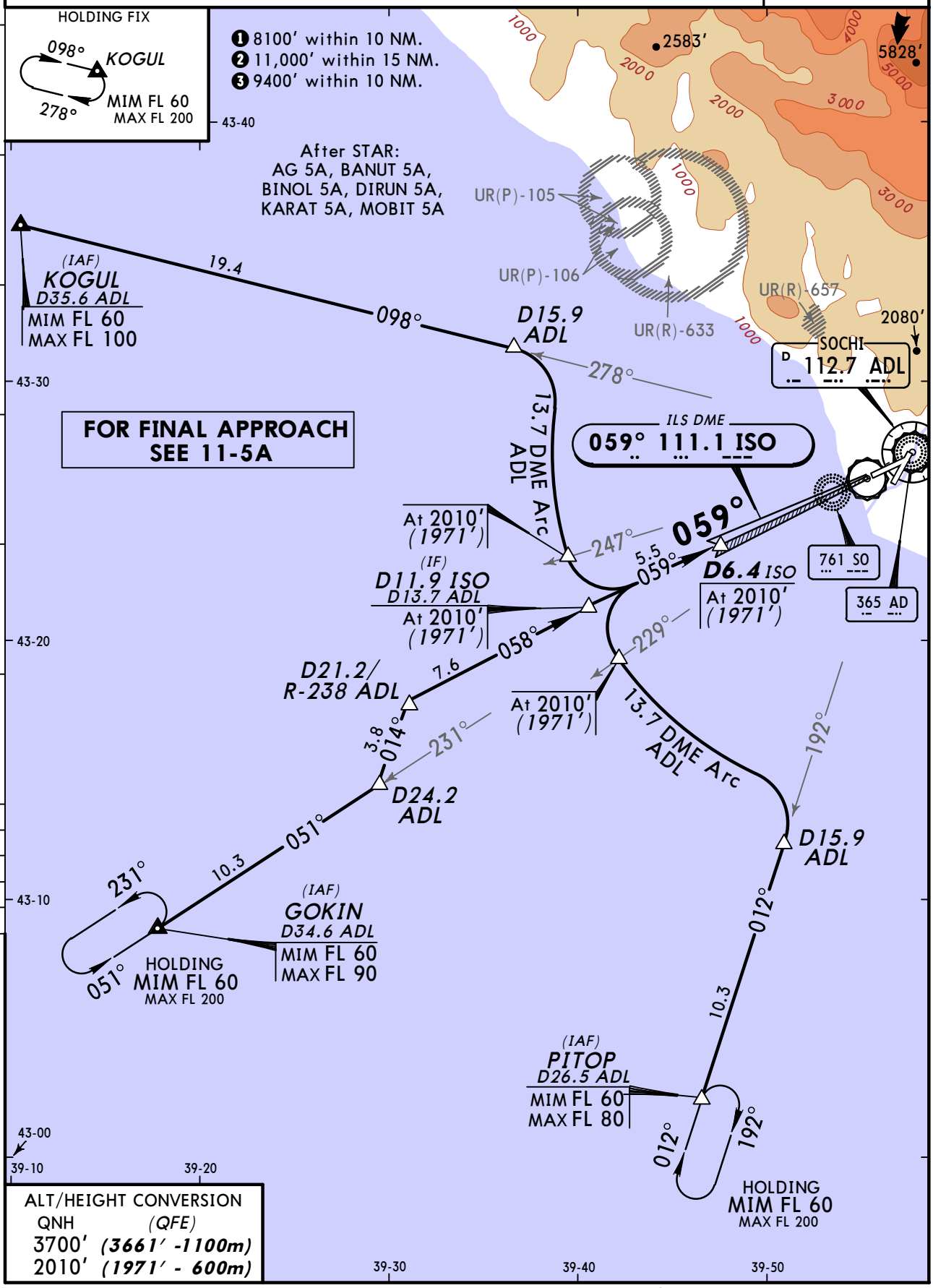
ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	121.2	119.0

BRIEFING STRIP

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
ISO 111.1	059°	Refer to chart 11-5A	Refer to chart 11-5A	89′ / 39′

Alt Set:MM (hPa on req) QNH on req (QFE) Trans level:FL 50 Trans alt: 3700′(3661′)
ILS DME reads zero at rwy 06 thresh.

MSA ADL VOR
❶ 11,000′ 125° 180°
❷ 12,800′ 280°
❸ 11,000′ 325°
3600′



PANS OPS

ALT/HEIGHT CONVERSION

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

CHANGES: Communications. Apt elev.

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BRIEFING STRIP

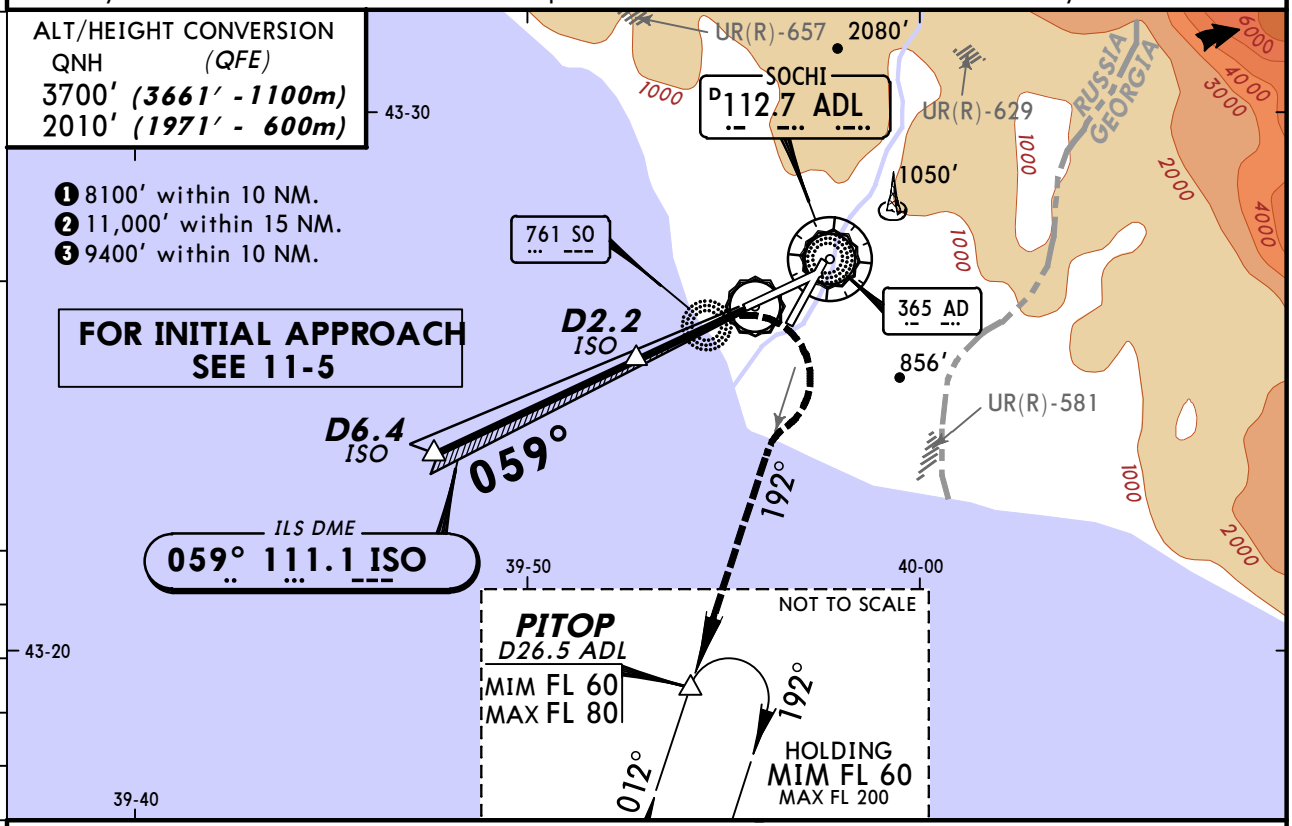
ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	121.2	119.0

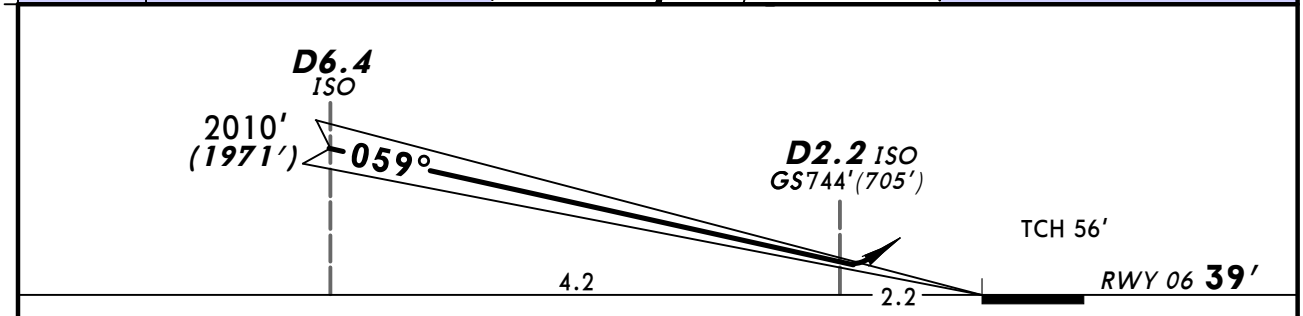
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev	
ISO 111.1	059°	D6.4 ISO 2010′ (1971′)	Refer to Minimums	RWY	89′ 39′

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
❶ 11,000′ 125° 180°
❷ 12,800′ 280°
❸ 11,000′ 325°
3600′

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.





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

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY06 ❶
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%	
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	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

PANS OPS

❶ LOC (GS out): NOT AUTHORIZED.

CHANGES: Communications. Apt elev.

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BRIEFING STRIP

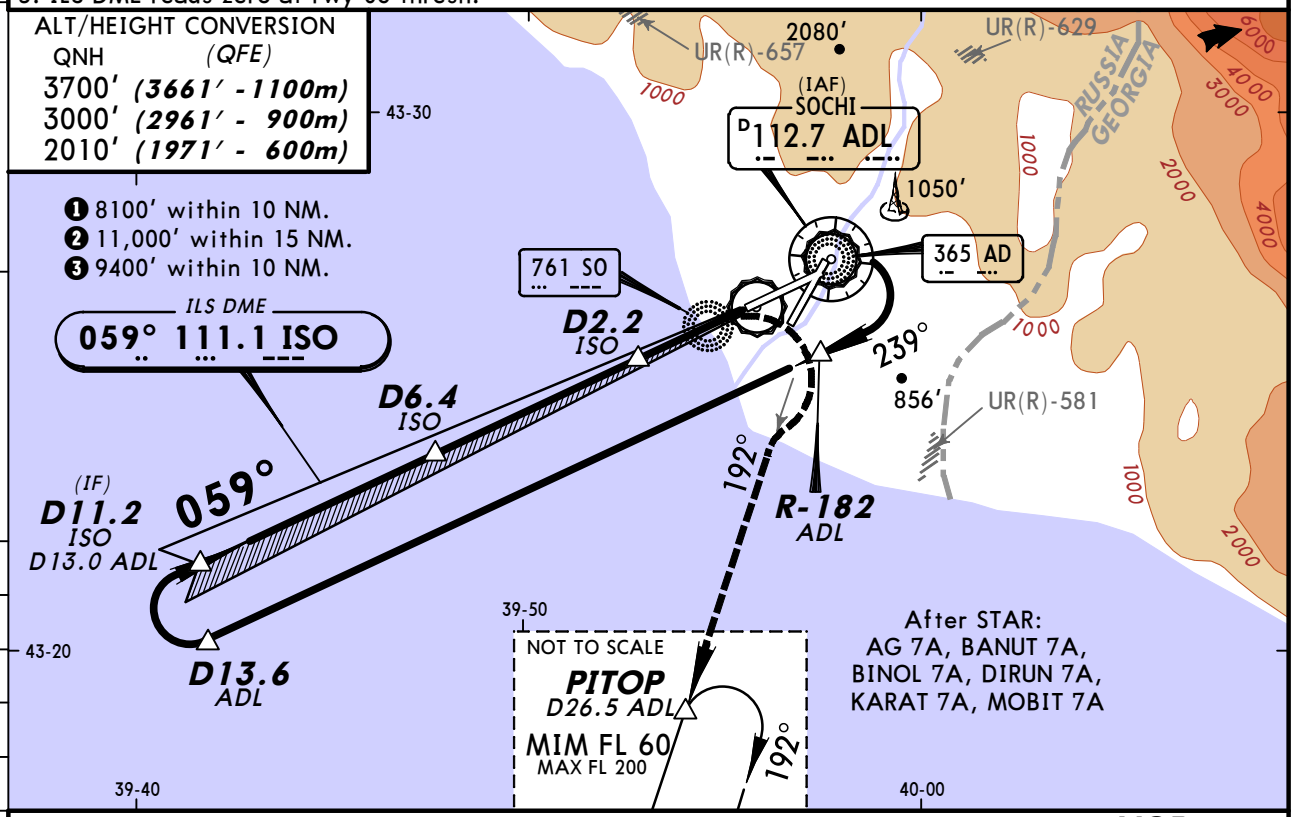
ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	121.2	119.0

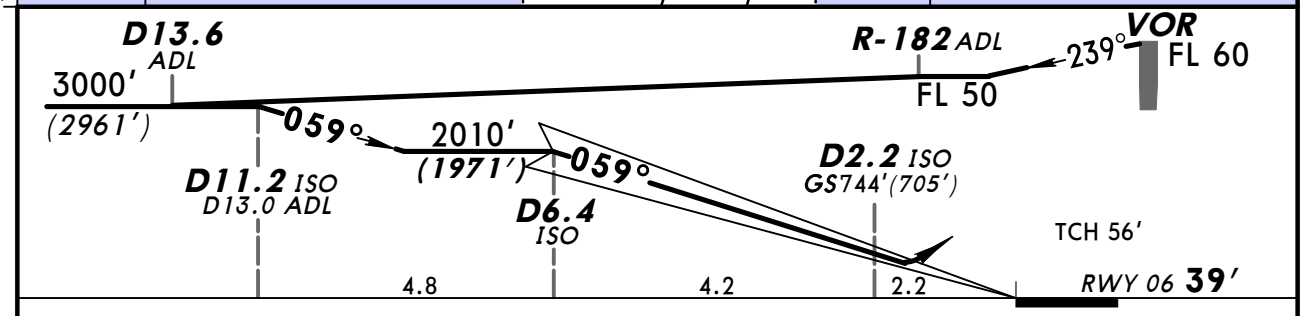
LOC	Final	GS	ILS DA(H)	Apt Elev 89′
ISO 111.1	Apch Crs 059°	D6.4 ISO 2010′ (1971′)	Refer to Minimums	RWY 39′

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.

MSA ADL VOR
❶ 11,000′ 125°–180°
❷ 12,800′ 180°–280°
❸ 11,000′ 280°–325°
3600′

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700′ (3661′)
1. Procedure MAX 225 KT. 2. Heavy turbulence with downdrafts to be expected on final.
3. ILS DME reads zero at rwy 06 thresh.





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

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 06 ❶
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%	
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	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

PANS OPS

❶ LOC (GS out): NOT AUTHORIZED.

CHANGES: Communications. Apt elev.

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URSS/AER
SOCHI

JEPPESEN

4 OCT 13 (12-1) Eff 17 Oct

SOCHI, RUSSIA RNAV (GNSS) Rwy 02

ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	124.6	119.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	022°	Refer to chart 12-1A	Refer to chart 12-1A	Apt Elev 89′ / RWY 49′

Alt Set:MM (hPa on req) QNH on req (QFE) Trans level:FL 50 Trans alt: 3700′ (3651′)

BRIEFING STRIP

MSA ADL VOR

❶ 11,000′ 125° 180°
❷ 12,800′ 280°
❸ 11,000′ 325°
3600′

HOLDING FIX
098° KOGUL 278°
MIM FL 60
MAX FL 200

❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 9400′ within 10 NM.

After STAR:
AG 3A, BANUT 3A, BINOL 3A, DIRUN 3A, KARAT 3A, MOBIT 3A

(IAF)
KOGUL
D35.6/
R-278 ADL
At or above FL 110

UR(P)-105
UR(P)-106
UR(R)-633
UR(R)-657
2583′
5828′
2080′
SOCHI
112.7 ADL

FOR FINAL APPROACH SEE 12-1A

14.6
27.9 by ATC
30.3 by ATC
131°
146°
163°
231°
051°
13.0
8.0
8.1
8.1
066°
022°
002°
14.0
012°
192°

SSØ26
At or above FL 110

SSØ24

SSØ23

(IF)
SSØ22
At or above 2020′(1971′)

(IAF)
GOKIN
D34.6/
R-231 ADL
MIM FL 60
MAX FL 100

HOLDING
MIM FL 60
MAX FL 200

(IAF)
PITOP
D26.5/
R-192 ADL
MIM FL 60
MAX FL 80

HOLDING
MIM FL 60
MAX FL 200

43-40 43-30 43-20 43-10 43-00
39-10 39-20 39-30 39-40 39-50

PANS OPS

ALT/HEIGHT CONVERSION

QNH	(QFE)
3700′	(3651′ -1100m)
2020′	(1971′ - 600m)

CHANGES: Communications. Elevations.

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URSS/AER
SOCHI

JEPPESEN
4 OCT 13 (12-1A) Eff 17 Oct

SOCHI, RUSSIA
RNAV (GNSS) Rwy 02

BRIEFING STRIP

ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	124.6	119.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	
	022°	SSØ21 2020′(1971′)	Refer to Minimums		89′
				RWY	49′

MISSED APCH: Turn RIGHT (MAX 210 KT) as early as possible climbing to SSØ27, then proceed to PITOP climbing to FL 60 and hold, or as directed.

❶ 11,000′ 125° 180°
❷ 12,800′
❸ 11,000′ 280° 325°
3600′
MSA ADL VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700′(3651′)
1. CAUTION: Transmission line upto 193′ RIGHT of runway centerline. 2. Heavy turbulence with downdrafts to be expected on final.

ALT/HEIGHT CONVERSION
QNH (QFE)
3700′ (3651′ -1100m)
2020′ (1971′ - 600m)

SOCHI
D112.7 ADL
.-- ..- ...- .-..

1050′
531′
856′
RUSSIA
GEORGIA
UR(R)-581
SSØ2Ø
SSØ21
SSØ27
SSØ22 (IF)
022°
18.1
199°
❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 9400′ within 10 NM.

FOR INITIAL APPROACH SEE 12-1

PITOP
D26.5/
R-192 ADL
012°
192°
HOLDING
MIM FL 60
MAX FL 200
NOT TO SCALE

43-25
43-20
43-15
39-40
39-50
40-00

DIST to SSØ2Ø	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	2010′(1961′)	1690′(1641′)	1370′(1321′)	1040′(991′)

SSØ22 2020′ (1971′) 022° SSØ21 2.83° SSØ2Ø
4.8 4.4
11.2 6.4 2.0 0
TCH 53′
RWY 02 49′

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.83°	350	451	501	601	701	801
MAP at SSØ2Ø						

HIALS
PAPI
210 KT MAX
RT
SSØ27

STRAIGHT-IN LANDING RWY02

	Missed apch climb grad mim 3.9%	Missed apch climb grad mim 3.3%	Missed apch climb grad mim 2.5%
	MDA(H) 710′(661′)	MDA(H) 710′(661′)	AB: 800′ (751′) MDA(H) CD: 860′ (811′)
	ALS out	ALS out	ALS out

PANS OPS

A	NOT APPLICABLE	3200m	3200m
B			
C	3200m	NOT APPLICABLE	3200m / 3600m
D			4000m

CHANGES: Communications. Elevations. Missed approach.

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BRIEFING STRIP

ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	121.2	119.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	059°	Refer to chart 12-2A	Refer to chart 12-2A	89′ / 39′

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700′(3661′)

MSA ADL VOR
❶ 11,000′ 125° 180°
❷ 12,800′ 280° 11,000′
❸ 9400′ 325°
3600′

HOLDING FIX
KOGUL
098° 278°
MIM FL 60
MAX FL 200

❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 9400′ within 10 NM.

(IAF)
KOGUL
D35.6/
R-278 ADL
MIM FL 60
MAX FL 100

After STAR:
AG 4A, BANUT 4A,
BINOL 4A, DIRUN 4A,
KARAT 4A, MOBIT 4A

FOR FINAL APPROACH
SEE 12-2A

(IAF)
SOCHI
D 112.7 ADL

26.5 By ATC
17.3
131°
117°
059°
SSØ64
at 3980′
(3941′)
6.5
6.5 059°
SSØ63
at 3000′
(2961′)
(IF)
SSØ62
at 2010′
(1971′)
342°
18.9 By ATC
6.5 059°
SSØ67
at 3980′
(3941′)
030°
8.6
231°
051°
341°
9.2
344°
14.0 By ATC
(IAF)
GOKIN
D34.6/
R-231 ADL
MIM FL 60
MAX FL 100
HOLDING
MIM FL 60
MAX FL 200
SSØ68
At or above
FL 90
6.5
TABAN
D27.5/
R-209 ADL
At or above
FL 100
281°
8.1
(IAF)
PITOP
D26.5/
R-192 ADL
At or above
FL 100
281°
101°
HOLDING
MIM FL 100
MAX FL 200

UR(P)-105
UR(P)-106
UR(R)-633
UR(R)-657
2583′
5828′
2080′
1000
2000
3000
4000

ALT/HEIGHT CONVERSION

QNH	(QFE)
3980′	(3941′ -1200m)
3700′	(3661′ -1100m)
3000′	(2961′ - 900m)
2010′	(1971′ - 600m)

PANS OPS

CHANGES: Communications. Apt elev.

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URSS/AER
SOCHI

JEPPESEN
4 OCT 13 (12-2A) Eff 17 Oct

SOCHI, RUSSIA
RNAV (GNSS) Rwy 06

ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	121.2	119.0

BRIEFING STRIP

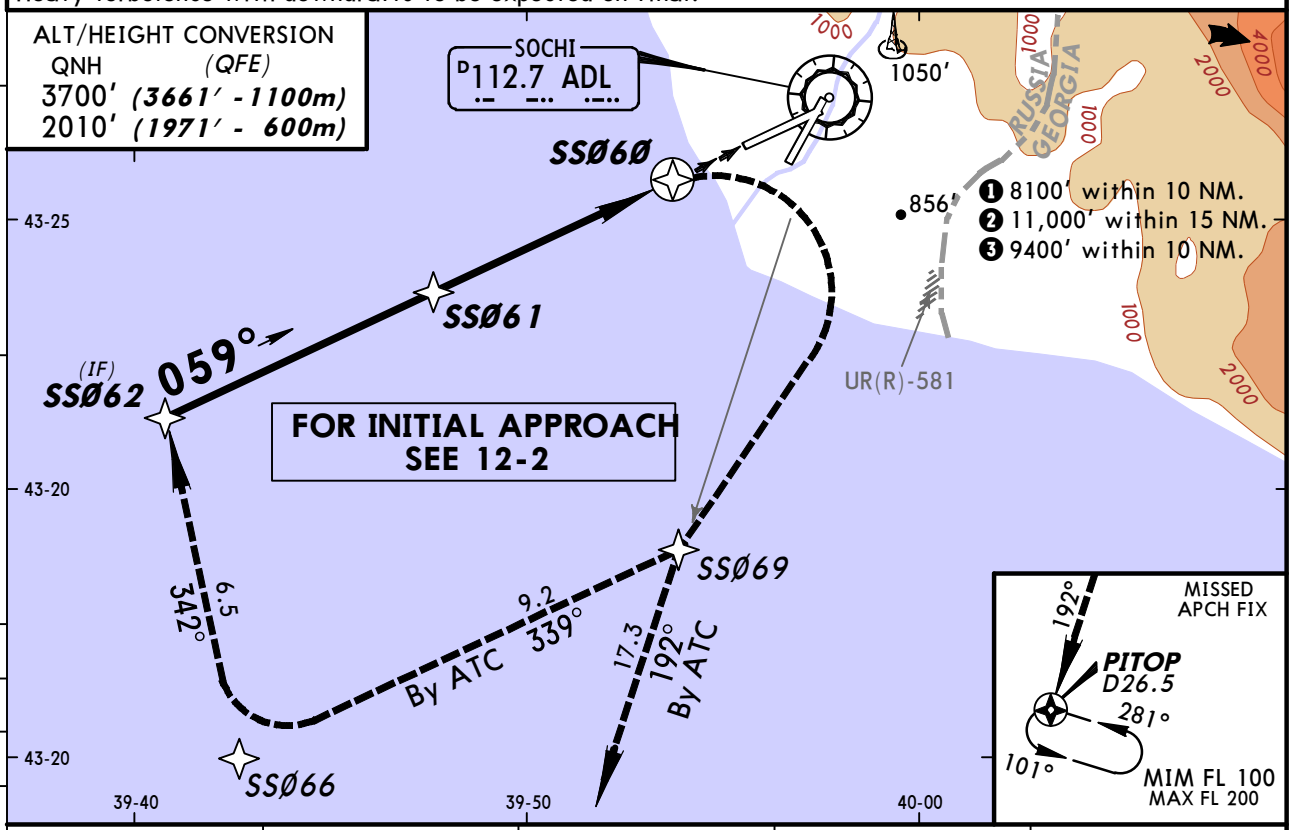
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	059°	SSØ61 2010′ (1971′)	Refer to Minimums	89′ / 39′

MISSED APCH: Turn RIGHT as early as possible climbing to 2010′ (1971′) and proceed to SSØ69. Then by ATC proceed to PITOP climbing to FL 100 and hold, or according to chart (SSØ69)-(SSØ66)-(SSØ62).
MAX 215 KT

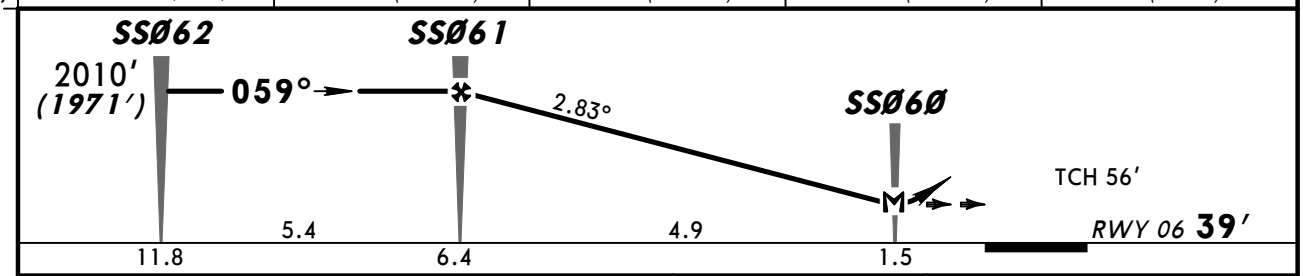
MSA ADL VOR: ❶ 11,000′ 125°–180°; ❷ 12,800′ 180°–280°; ❸ 11,000′ 280°–325°; 3600′

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

ALT/HEIGHT CONVERSION
QNH (QFE)
3700′ (3661′ - 1100m)
2010′ (1971′ - 600m)



DIST to SSØ6Ø	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	1830′ (1791′)	1520′ (1481′)	1190′ (1151′)	860′ (821′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.83°	350	451	501	601	701	801
MAP at SSØ6Ø						

HIALS
PAPI
2010′ (1971′) RT
SSØ69

STRAIGHT-IN LANDING RWY 06

	Missed apch climb grad mim 3.7%		Missed apch climb grad mim 3.4%		Missed apch climb grad mim 3.1%		Missed apch climb grad mim 2.5%	
	MDA(H) 540′ (501′)	ALS out	MDA(H) 570′ (531′)	ALS out	MDA(H) 540′ (501′)	ALS out	MDA(H) AB: 600′ (561′) CD: 650′ (611′)	ALS out
PANS OPS A	NOT APPLICABLE		NOT APPLICABLE		RVR 1800m VIS 2000m	2800m	RVR 1800m VIS 2000m	2800m
PANS OPS B								
PANS OPS C	RVR 1800m VIS 2000m	2800m	RVR 1800m VIS 2000m	2800m	NOT APPLICABLE			
PANS OPS D							2400m	3200m

CHANGES: Communications. Apt elev.

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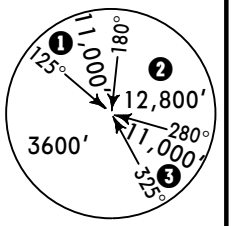
ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	124.6	119.0

BRIEFING STRIP

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
ADL 112.7	024°	Refer to chart 13-1A	Refer to chart 13-1A	Apt Elev 89′ / RWY 49′

Alt Set:MM (hPa on req) QNH on req (QFE) Trans level:FL 50 Trans alt: 3700′ (3651′)



HOLDING FIX
098° KOGUL 278°
MIM FL 60
MAX FL 200

❶ 8100′ within 10 NM.
❷ 11,000′ within 15 NM.
❸ 9400′ within 10 NM.

43-40

2583′ 5828′ 2080′
2000 3000 5000 1000

UR(P)-105
UR(P)-106
UR(R)-633
UR(R)-657

13.0
098°
D22.4
(IAF)
KOGUL
D35.6/R-278
At or above FL 100

43-30

After STAR:
AG 6A, BANUT 6A,
BINOL 6A, DIRUN 6A,
KARAT 6A, MOBIT 6A

SOCHI
112.7 ADL

SOCHI
365 AD

255°

At or above FL 100

20.2 DME Arc

43-20

FOR FINAL APPROACH
SEE 13-1A

D22.4
051°
11.9
211°
024°

43-10

231°
051°
(IAF)
GOKIN
D34.6/R-231
MIM FL 60
MAX FL 90
HOLDING
MIM FL 60
MAX FL 200

At FL 50
(IF)
D20.2
At FL 50

338°
7.6
(IAF)
PITOP
D26.5/R-192
MIM FL 60
MAX FL 70

012°
192°
HOLDING
MIM FL 60
MAX FL 200

43-00

39-10 39-20 39-30 39-40 39-50

PANS OPS

ALT/HEIGHT CONVERSION
QNH (QFE)
3700′ (3651′ -1100m)

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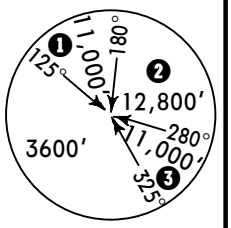
BRIEFING STRIP

ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	124.6	119.0

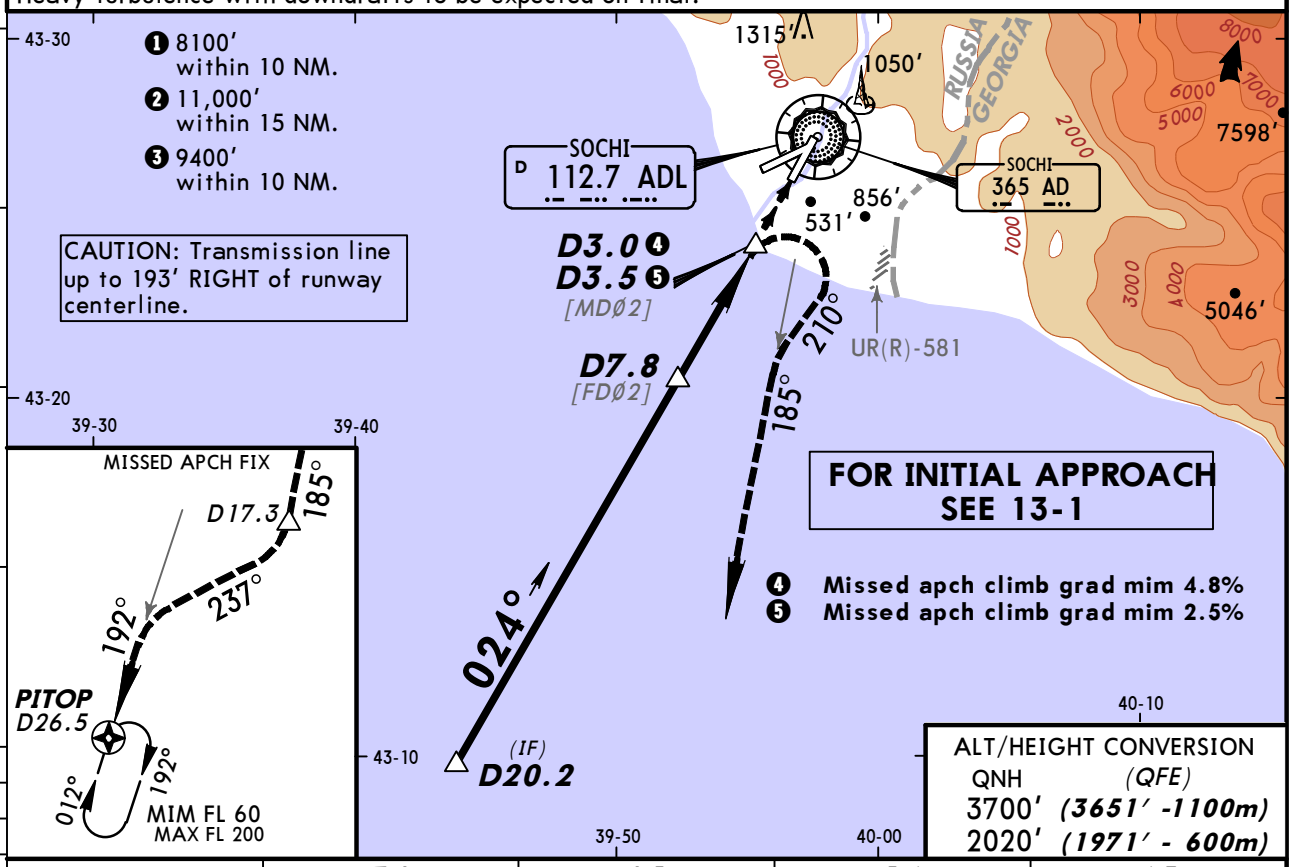
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
ADL 112.7	024°	D7.8 2020′ (1971′)	Refer to Minimums	Apt Elev 89′ RWY 49′

MISSED APCH: Turn RIGHT (MAX 210 KT) onto 210° to intercept R-185. At D17.3 turn RIGHT onto 237° to intercept R-192, then proceed to PITOP holding climbing to FL 60, or as directed.

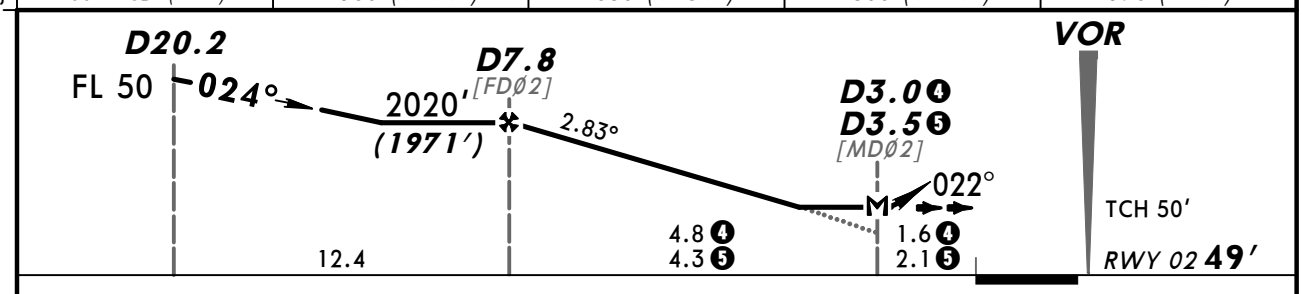


MSA ADL VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700′(3651′)
Heavy turbulence with downdrafts to be expected on final.



ADL DME	7.6	6.5	5.4	4.3
ALTITUDE (HAT)	1960′ (1911′)	1630′ (1581′)	1300′ (1251′)	970′ (921′)



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

HIALS
PAPI

210° RT | 210 KT MAX | ADL 112.7 R-185

STRAIGHT-IN LANDING RWY 02

Missed apch climb grad mim 4.8%		Missed apch climb grad mim 2.5%	
MDA(H) AB: 660′(611′)	CD: 700′(651′)	MDA(H) AB: 810′(761′)	CD: 830′(781′)
	ALS out		ALS out

PANS OPS

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

CHANGES: Communications. Elevations.

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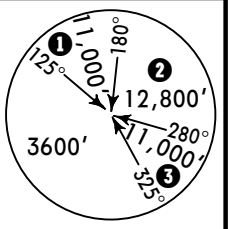
SOCHI, RUSSIA
via VOR VOR DME Rwy 02

ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	124.6	119.0

BRIEFING STRIP ™

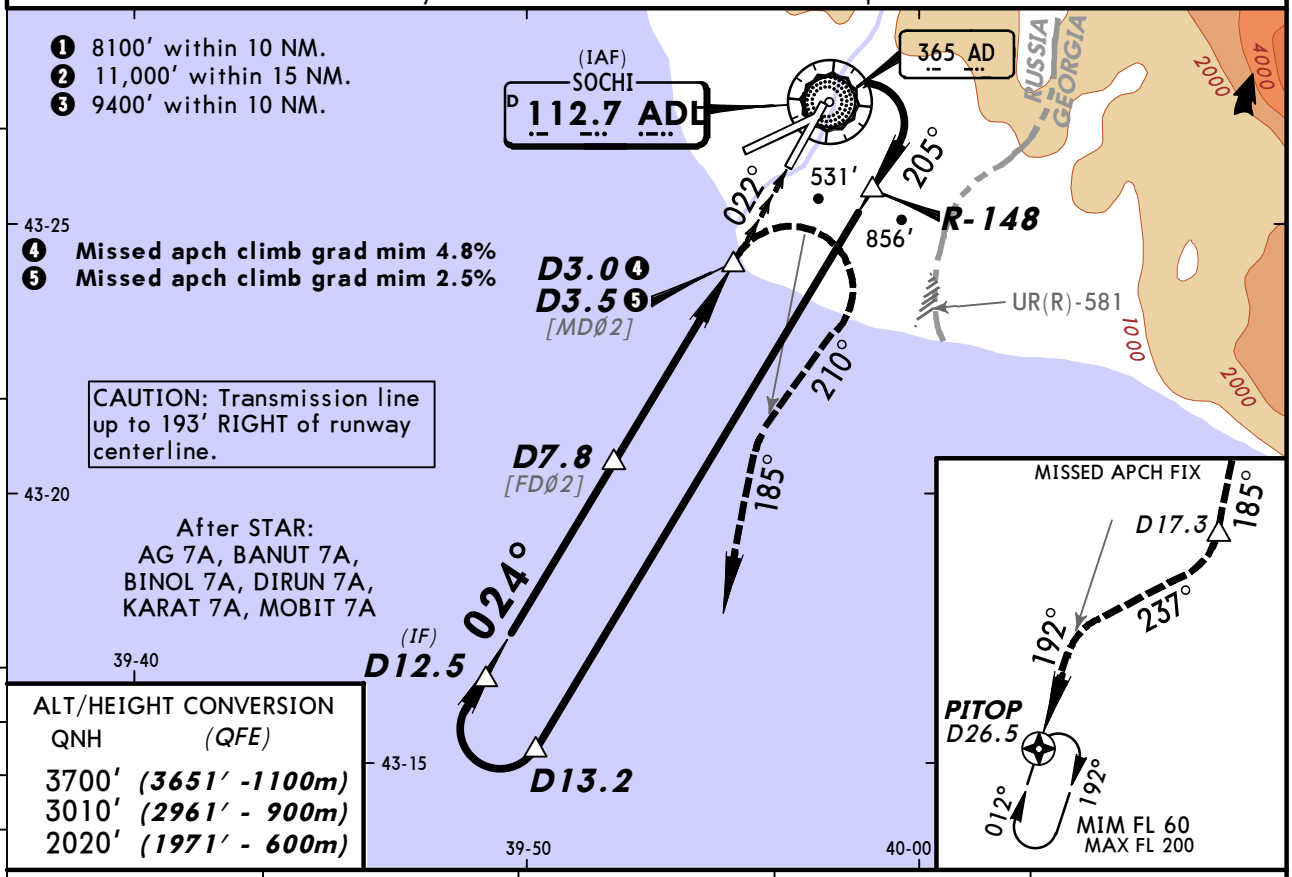
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 89′
ADL 112.7	024°	D7.8 2020′(1971′)	Refer to Minimums	RWY 49′

MISSED APCH: Turn RIGHT (MAX 210 KT) onto 210° to intercept R-185. At D17.3 turn RIGHT onto 237° to intercept R-192, then proceed to PITOP holding climbing to FL 60, or as directed.



MSA ADL VOR

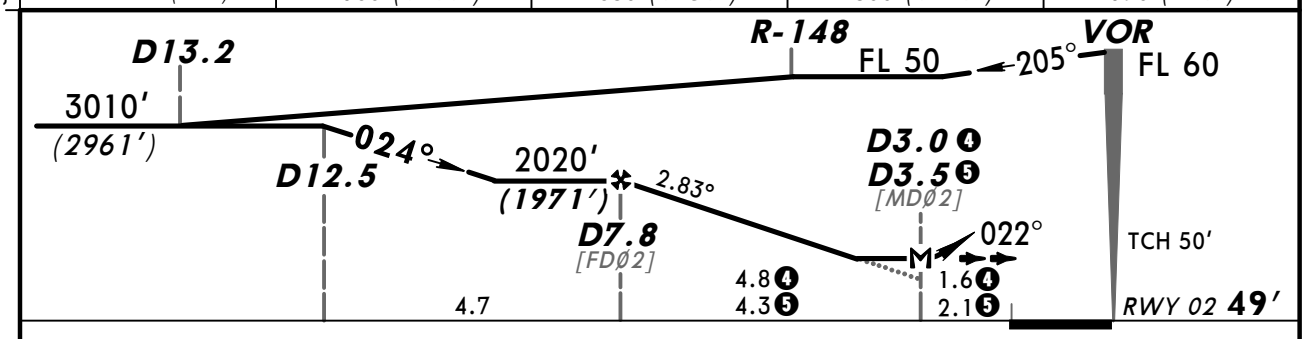
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700′(3651′)
1. Procedure MAX 225 KT. 2. Heavy turbulence with downdrafts to be expected on final.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3700′	(3651′ -1100m)
3010′	(2961′ - 900m)
2020′	(1971′ - 600m)

ADL DME	7.6	6.5	5.4	4.3
ALTITUDE(HAT)	1960′(1911′)	1630′(1581′)	1300′(1251′)	970′(921′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.83°	350	451	501	601	701	801
MAP at D3.0❹						
MAP at D3.5❺						

HIALS
PAPI

210° RT | 210 KT MAX | ADL 112.7 R-185

STRAIGHT-IN LANDING RWY 02

Missed apch climb grad mim 4.8%		Missed apch climb grad mim 2.5%	
MDA(H) AB: 660′(611′)	CD: 700′(651′)	MDA(H) AB: 810′(761′)	CD: 830′(781′)
	ALS out		ALS out

PANS OPS

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

CHANGES: Communications. Elevations.

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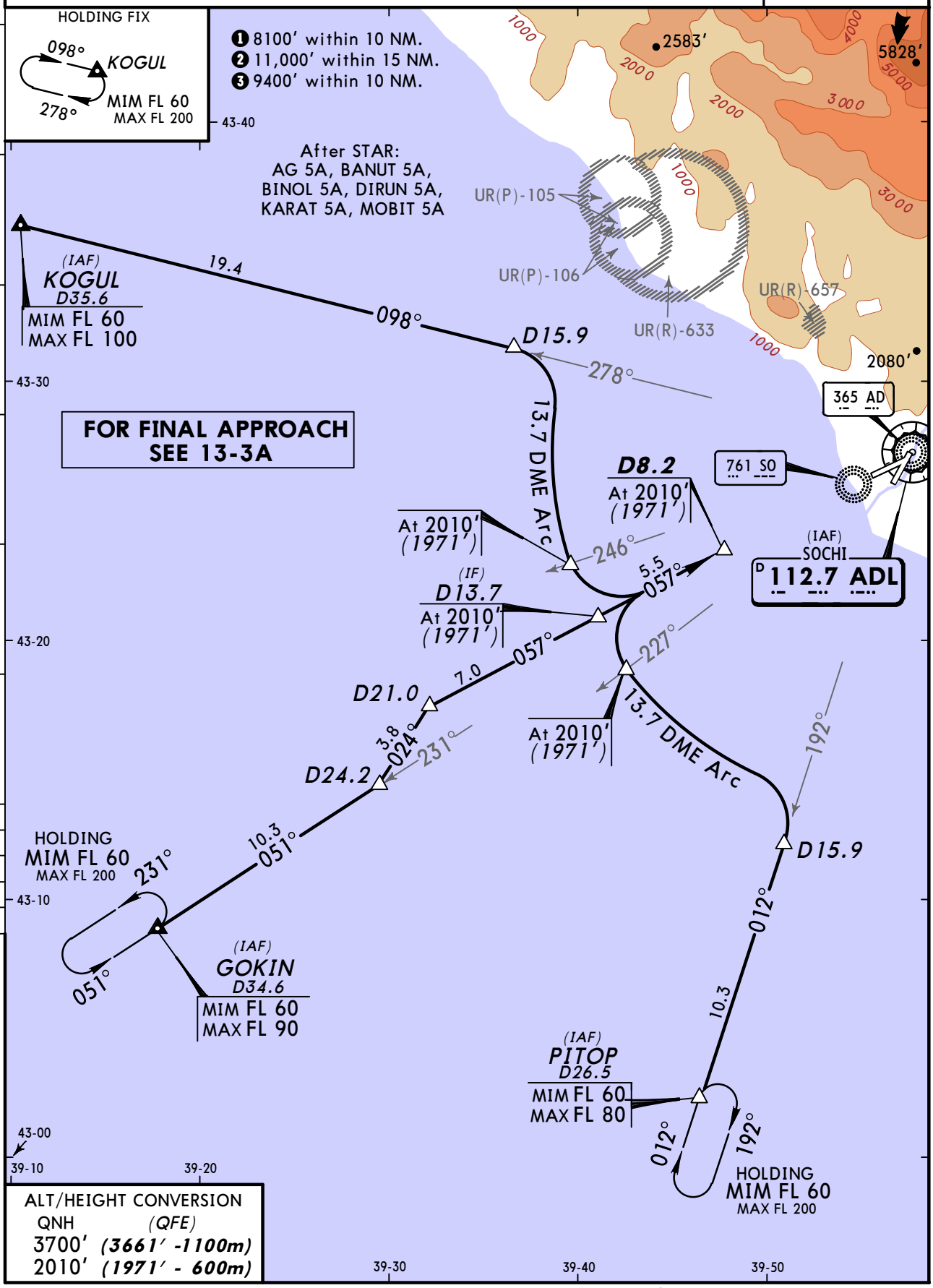
ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	121.2	119.0

BRIEFING STRIP

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
ADL 112.7	057°	Refer to chart 13-3A	Refer to chart 13-3A	89′ / 39′

Alt Set:MM (hPa on req) QNH on req (QFE) Trans level:FL 50 Trans alt: 3700′ (3661′)

MSA ADL VOR
❶ 11,000′ 125° 180°
❷ 12,800′ 280°
❸ 11,000′ 325°
3600′



PANS OPS

ALT/HEIGHT CONVERSION

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

CHANGES: Communications. Apt elev.

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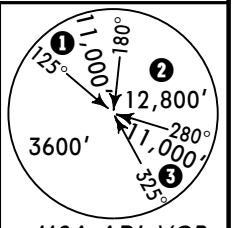
BRIEFING STRIP

ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	121.2	119.0

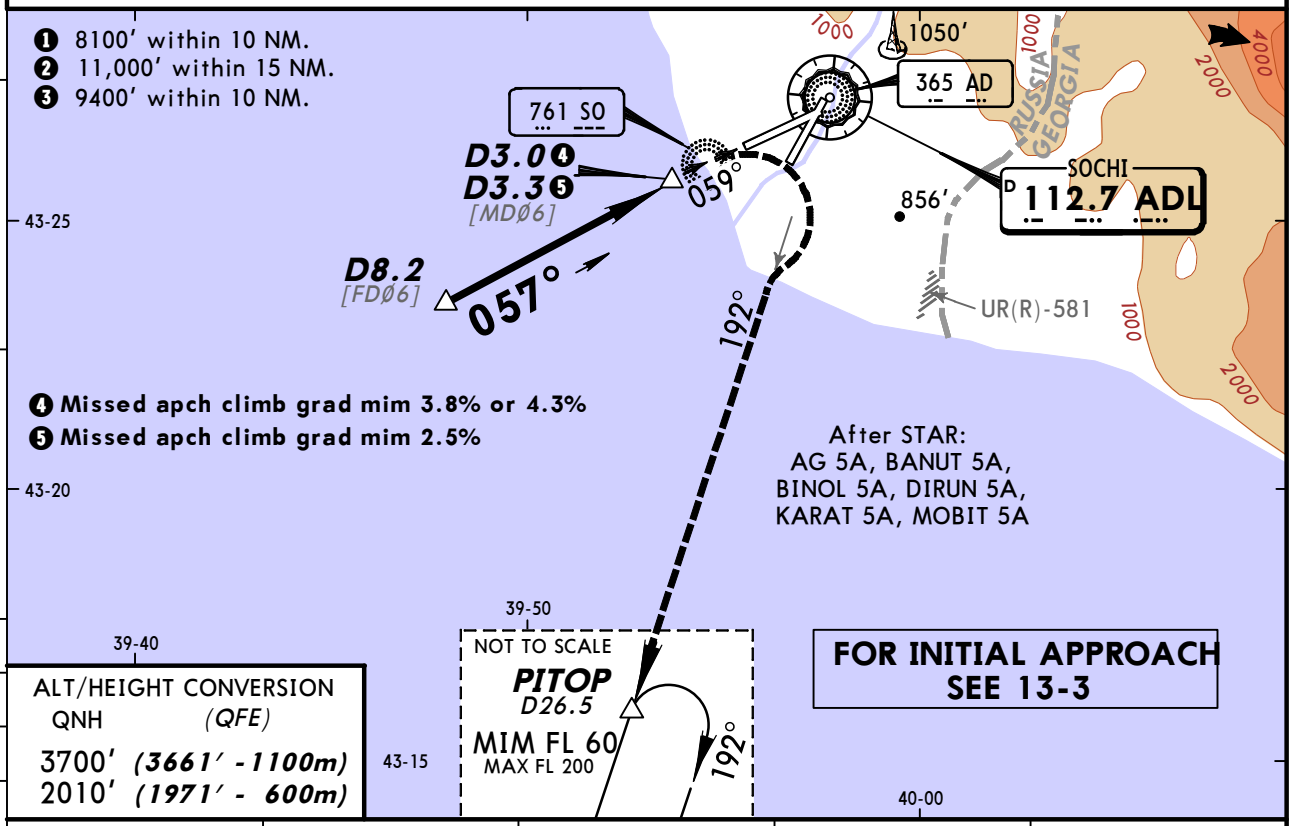
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
ADL 112.7	057°	D8.2 2010′ (1971′)	Refer to Minimums	Apt Elev 89′ RWY 39′

MISSED APCH: Climbing turn RIGHT to intercept R-192, then proceed PITOP holding at FL 60, or as directed.

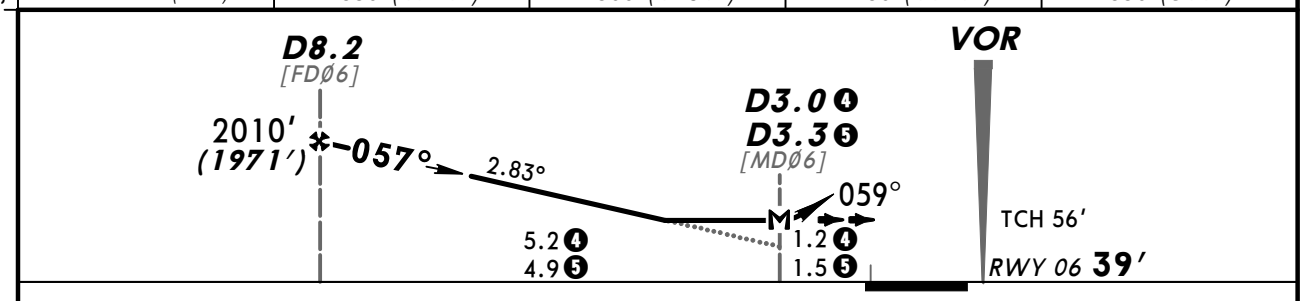


MSA ADL VOR

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



ADL DME	7.6	6.5	5.4	4.3
ALTITUDE (HAT)	1830′ (1791′)	1500′ (1461′)	1180′ (1141′)	850′ (811′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.83°	350	451	501	601	701	801
MAP at D3.0❹						
MAP at D3.3❺						

HIALS
PAPI
RT
ADL 112.7 R-192
FL 60

STRAIGHT-IN LANDING RWY 06

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

PANS OPS

CHANGES: Communications. Apt elev.

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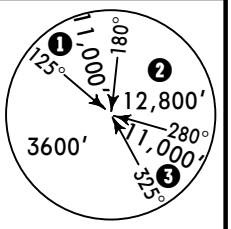
BRIEFING STRIP

ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	121.2	119.0

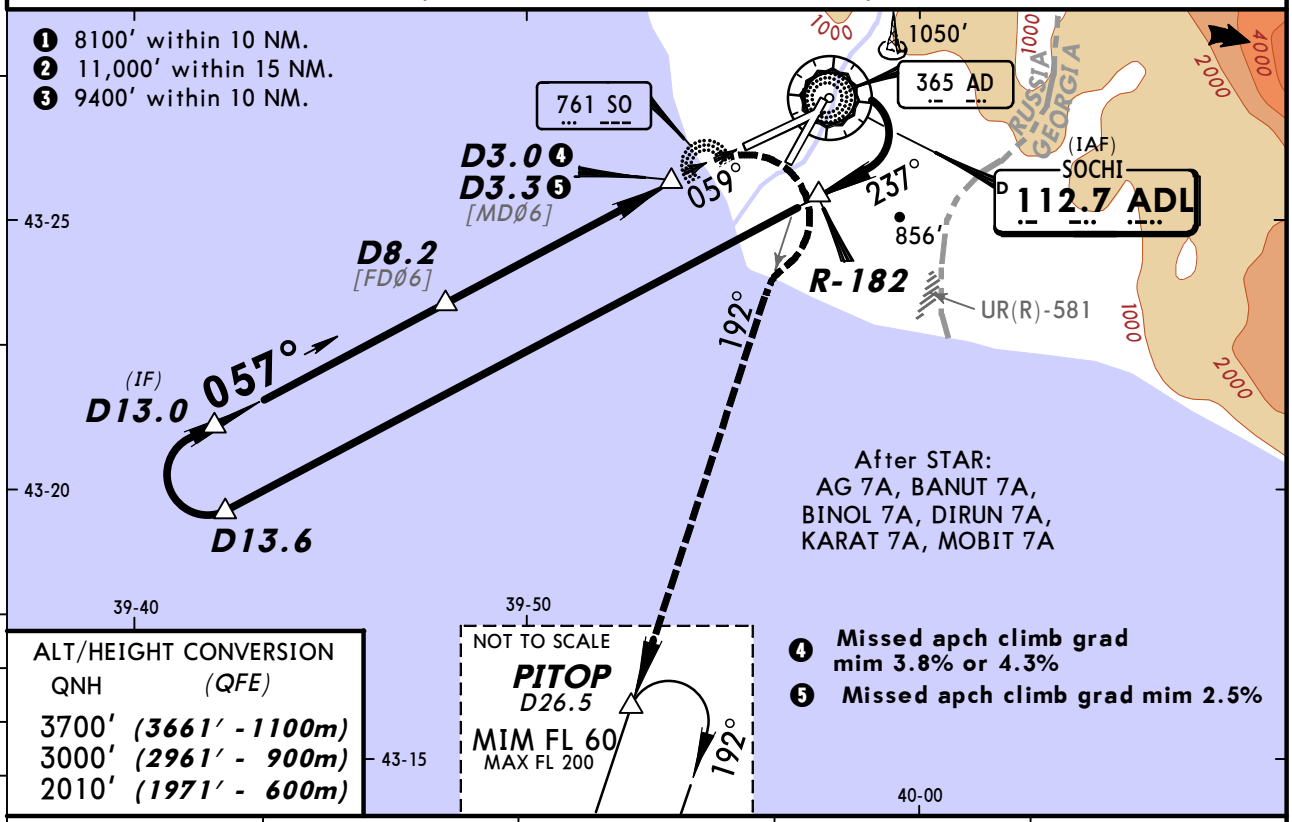
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
ADL 112.7	057°	D8.2 2010′(1971′)	Refer to Minimums	Apt Elev 89′ RWY 39′

MISSED APCH: Climbing turn RIGHT to intercept R-192, then proceed PITOP holding at FL 60, or as directed.



MSA ADL VOR

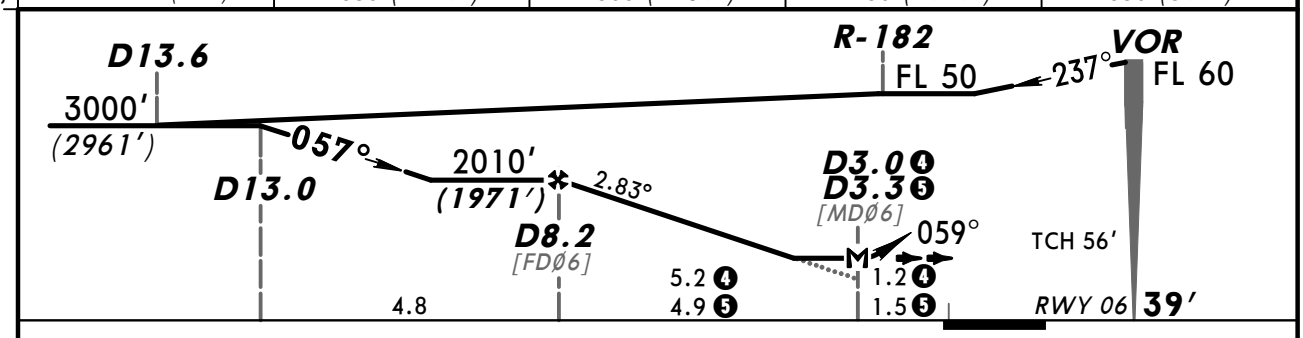
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700′(3661′)
1. Procedure MAX 225 KT. 2. Heavy turbulence with downdrafts to be expected on final.



ALT/HEIGHT CONVERSION

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

ADL DME	7.6	6.5	5.4	4.3
ALTITUDE (HAT)	1830′(1791′)	1500′(1461′)	1180′(1141′)	850′(811′)



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

HIALS
PAPI
RT
ADL 112.7 R-192
FL 60

STRAIGHT-IN LANDING RWY 06

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

PANS OPS

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

CHANGES: Communications. Apt elev.

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BRIEFING STRIP

ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	124.6	119.0

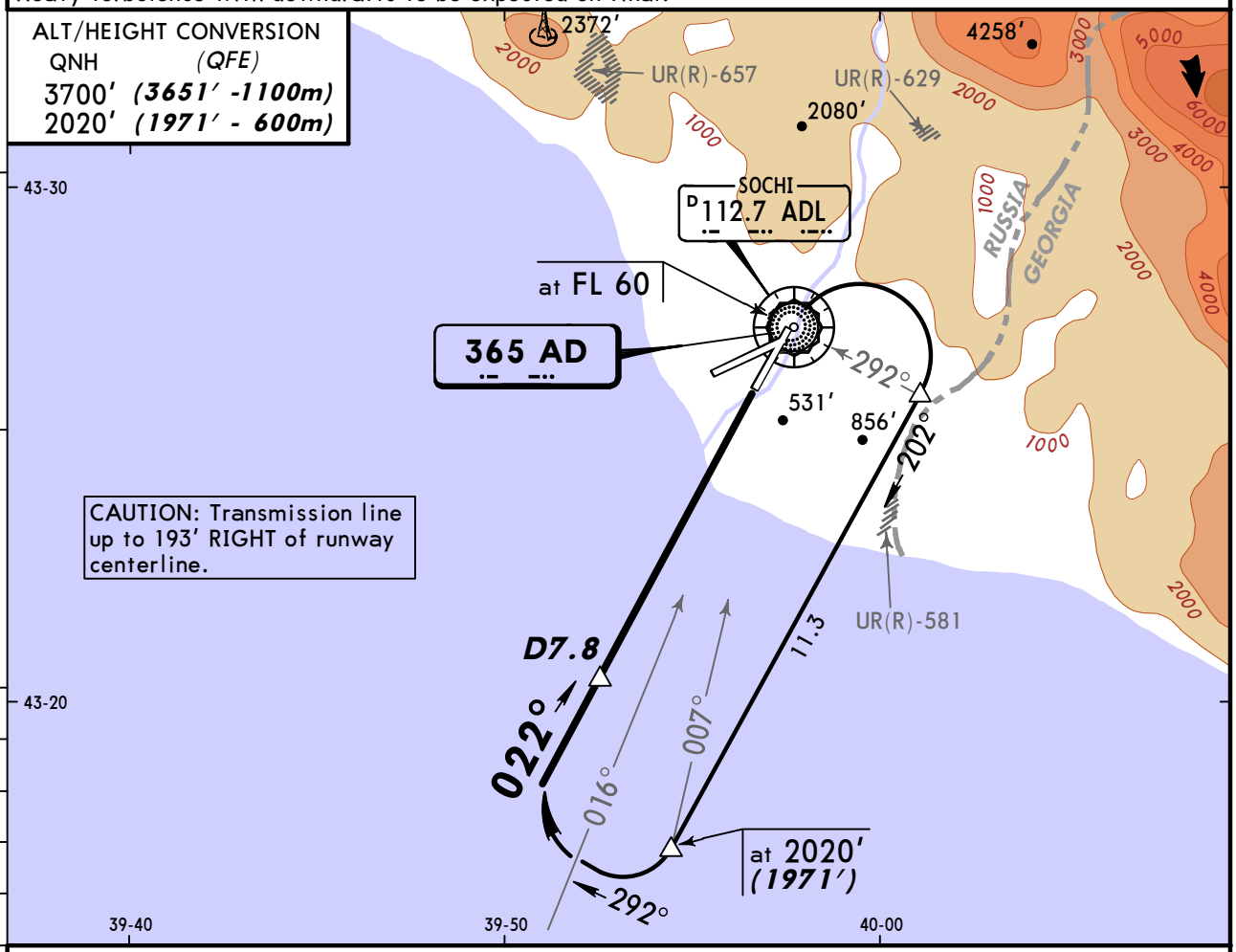
NDB AD	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
365	022°	D7.8 2020′ (1971′)	Refer to Minimums	89′ / 49′

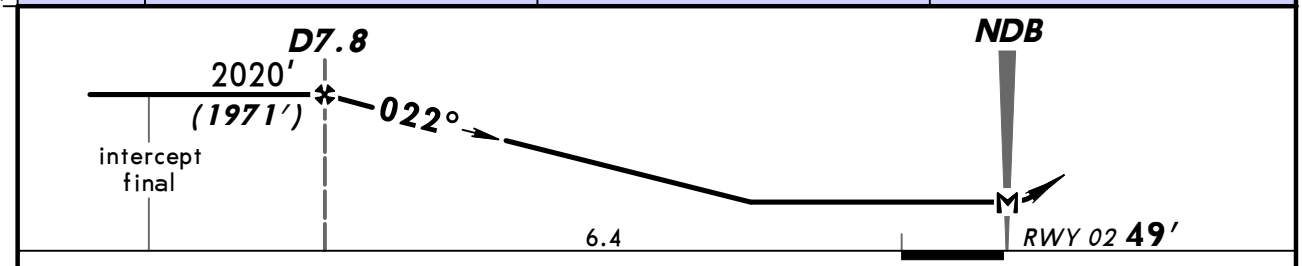
MISSED APCH: 180° RIGHT turn (MAX 210 KT) onto 202° as early as possible climbing to 2020′ (1971′), then according to chart, or as directed.

MSA ADL VOR: 11,000′ 125°–180°; 13,000′; 11,000′ 280°–325°; 3600′

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700′(3651′)
Heavy turbulence with downdrafts to be expected on final.

ALT/HEIGHT CONVERSION
QNH (QFE)
3700′ (3651′ -1100m)
2020′ (1971′ - 600m)





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

HIALS PAPI | 202° RT | 210 KT MAX | 2020′ (1971′)

PANS OPS

STRAIGHT-IN LANDING RWY 02

MDA(H) AB: 1470′(1421′) CD: 1660′(1611′)

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

CHANGES: Communications. Elevations. Procedure.

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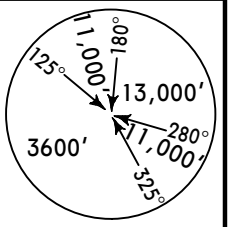
BRIEFING STRIP

ATIS	SOCHI Approach FL 200 or below	SOCHI Radar (TWR)	SOCHI Tower	Ground
129.37 (Russian 126.2)	118.3	119.7	121.2	119.0

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 89′
SO 761	059°	D8.2 2010′ (1971′)	Refer to Minimums	RWY 39′

MISSED APCH: 180° RIGHT turn (MAX 210 KT) onto 239° as early as possible climbing to 2010′ (1971′), then according to chart.

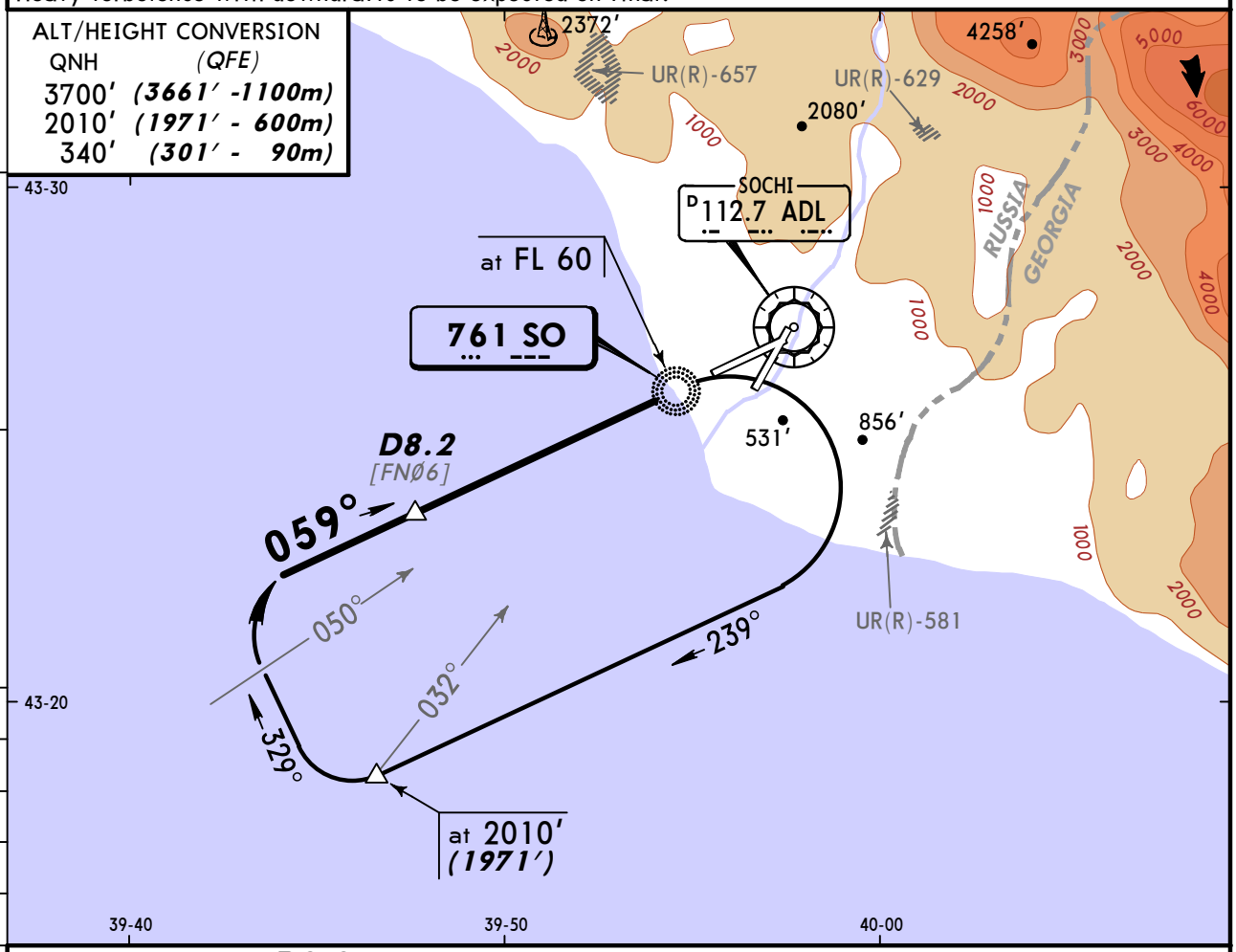


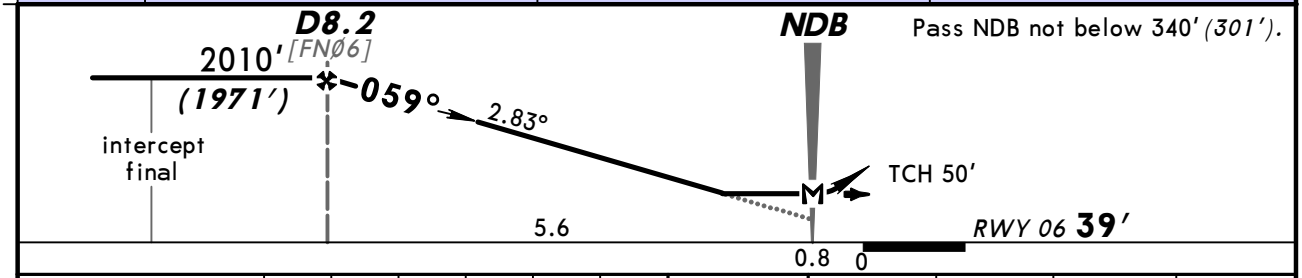
MSA ADL VOR

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

ALT/HEIGHT CONVERSION

QNH	(QFE)
3700′	(3661′ -1100m)
2010′	(1971′ - 600m)
340′	(301′ - 90m)





Pass NDB not below 340′(301′).

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

HIALS
PAPI

239° RT | 210 KT MAX | 2010′ (1971′)

STRAIGHT-IN LANDING RWY 06

MDA(H) AB: 700′(661′) CD: 1030′(991′)

PANS OPS

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

CHANGES: Communications. Apt elev. Procedure.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SOCHI, (SOCHI - URSS)

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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 compulsary.