

List of pages in this Trip Kit

Trip Kit Index

Airport Information For URSS

Terminal Charts For URSS

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: SOCHI RUS
ICAO/IATA: URSS / AER
Lat/Long: N43° 26.67', E039° 56.82'
Elevation: 89 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 6.0° 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: 0139 Z
Sunset: 1704 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

Communication Information

ATIS: 129.375
ATIS: 126.200 Non-English
Sochi Start Tower: 121.200
Sochi Start Tower: 124.000 Secondary
Sochi Start Tower: 124.600
Sochi Taxiing Ground: 119.000
Sochi Delivery Clearance Delivery: 132.700
Sochi Approach: 124.000 Secondary
Sochi Approach: 135.800
Sochi Area Terminal Control Area: 118.500
Sochi Transit Operations: 131.900
Sochi Radar: 119.700
Sochi Radar: 124.000 Secondary

URSS/AER
SOCHI

JEPPESEN
15 MAY 15 10-1P

Eff 28 May

SOCHI, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 129.37
126.2 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Noise abatement procedures shall be executed by all ACFT.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. USE OF MODE S TRANSPONDER ON THE GROUND

The transponder shall be switched on on the stand before towing.

The transponder shall be switched off on the stand after parking.

The flight crew shall obtain clearance for further taxiing to the RWY-holding position as well as taxi instructions from "SOCHI-Taxiing".

It is prohibited to occupy the main TWY without permission of "SOCHI-Taxiing".

Engines warm-up shall be carried out on the main TWY or on the RWY with the permission of "SOCHI-Taxiing" or "SOCHI-Tower" respectively.

By the instruction of "SOCHI-Taxiing" the flight crew shall contact "SOCHI Tower".

On first radio contact with "SOCHI-Delivery", "SOCHI-Taxiing", "SOCHI-Tower" controllers the flight crew of ACFT, having the category of turbulence wake as heavy, shall pronounce the word "heavy" after the call sign of the ACFT. The controller may not pronounce the word "heavy" in his reply.

1.4. TAXI PROCEDURES

Taxiing to RWY 06/24 along TWYs A, B, C, D, E, F and H only with Follow-me car.

1.5. PARKING INFORMATION

Exit stands 2 thru 38, 55 and 56 by towing.

Stands 1 thru 22 and 33 thru 64 are available for helicopters.

1.6. OTHER INFORMATION

Birds in vicinity of airport.

Take-off and landing of helicopters are allowed from/on point RWYs.

2. ARRIVAL

2.1. RUNWAY OPERATIONS

Pilots shall advise ATC on first contact about necessity to land on RWY 06.

3. DEPARTURE

3.1. START-UP PROCEDURES

When the information about the operation of departure service "SOCHI-Delivery" is absent in ATIS, then clearance shall be requested from "SOCHI-Taxiing".

A pilot shall request for departure clearance 10 minutes before readiness for engine start-up, but not earlier than 30 minutes before the scheduled departure time.

The validity period of the departure clearance is 30 minutes from the moment of obtaining such clearance.

URSS/AER
SOCHI

JEPPesen

15 MAY 15

10-1P1

Eff 28 May

SOCHI, RUSSIA

AIRPORT BRIEFING

3. DEPARTURE

In Wintertime:

When it is necessary to treat the ACFT with de-icing fluid, it is allowed to request the departure clearance before or during the de-icing treatment.

Clearance for towing and start-up shall be requested on the operating frequency of "SOCHI-Taxiing" indicating the stand number and switch the ACFT SSR transponder on.

3.2. NOISE ABATEMENT PROCEDURES**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 fails during take-off phase.

Restrictions

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

RWY 24 take-off: climb on RWY heading to 580' (493') or above, with the maximum possible climb gradient 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.

RWY 20 take-off: climb on RWY heading to 750' (660') or above, with the maximum possible climb gradient 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 $V_2 + 11$ 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 remaining engines to develop full power.

The flight crews shall request for a stepless climb from "SOCHI-Taxiing" controller at the RWY holding position.

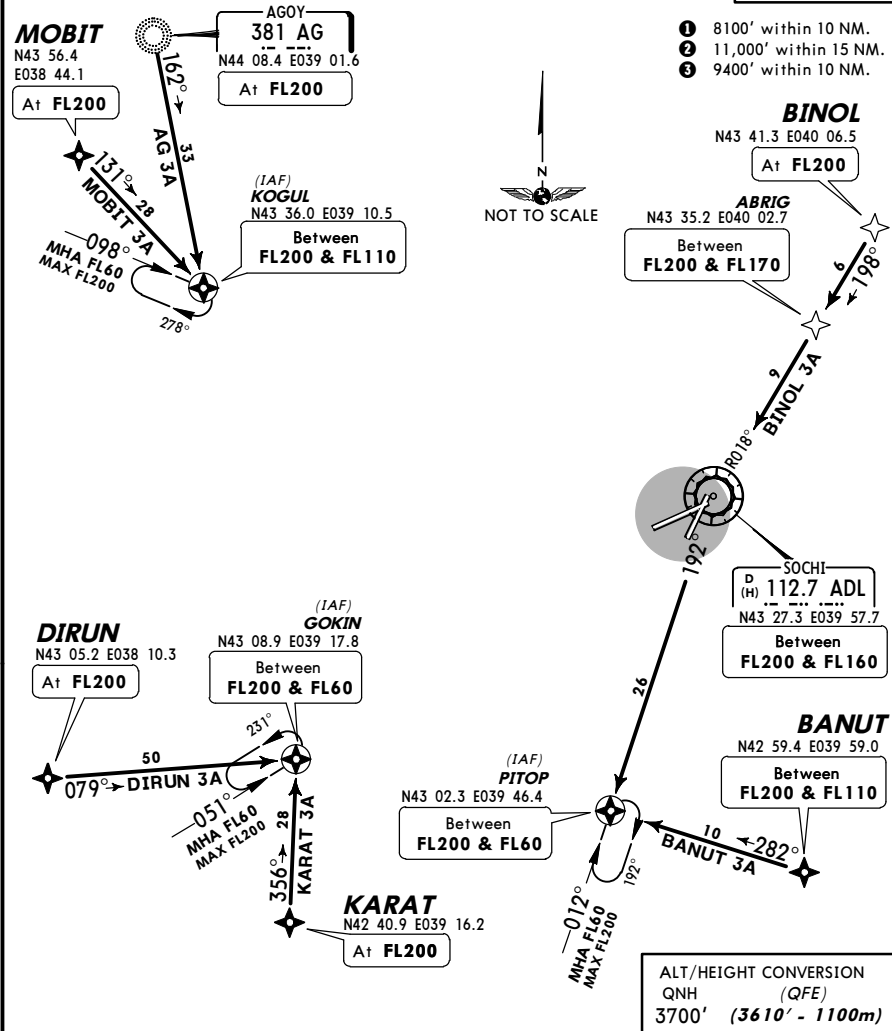
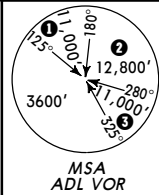
URSS/AER
SOCHI

JEPPesen
4 OCT 13 10-2 Eff 17 Oct

SOCHI, RUSSIA
RNAV STAR

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

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



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+)

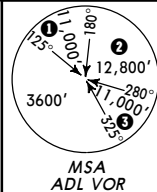
URSS/AER
SOCHI

JEPPESSEN
4 OCT 13 10-2A Eff 17 Oct

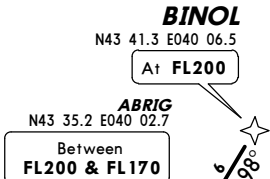
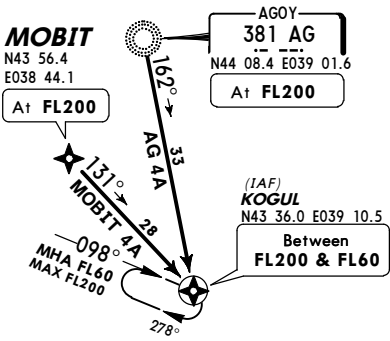
SOCHI, RUSSIA
RNAV STAR

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

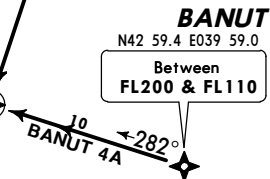
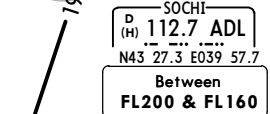
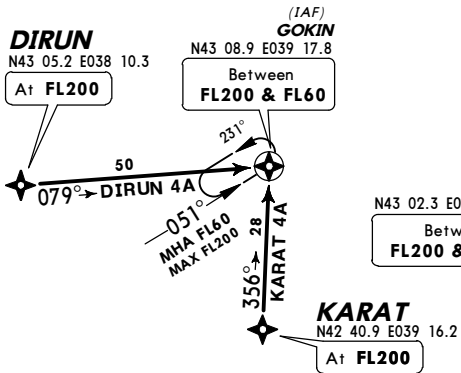
AG 4A, BANUT 4A [BANU4A]
BINOL 4A [BINO4A], DIRUN 4A [DIRU4A]
KARAT 4A [KARA4A], MOBIT 4A [MOBI4A]
RWY 06 RNAV ARRIVALS



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



HOLDING
OVER PITOP



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+)

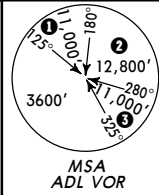
URSS/AER
SOCHI

JEPPESSEN
4 OCT 13 10-2C Eff 17 Oct

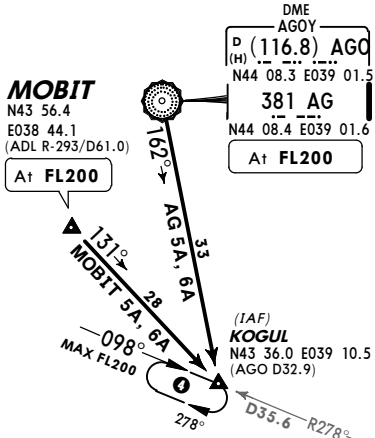
SOCHI, RUSSIA
STAR

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

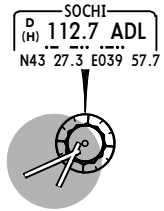
AG 5A, MOBIT 5A [MOBI5A]
RWY 06 ARRIVALS
AG 6A, MOBIT 6A [MOBI6A]
RWY 02 ARRIVALS



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



1 AG 5A, MOBIT 5A: MHA FL60
AG 6A, MOBIT 6A: MHA FL100

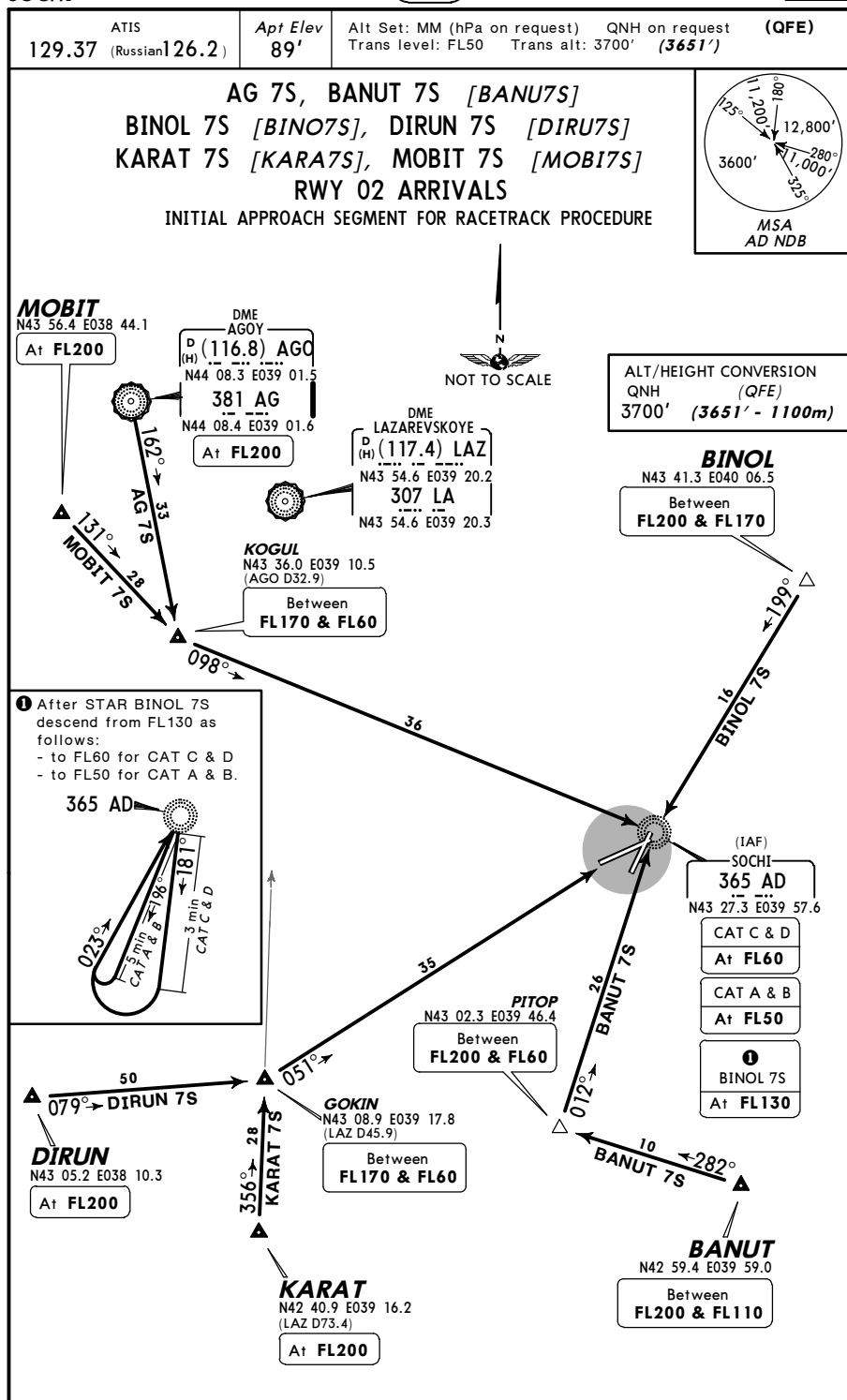


ALT/HEIGHT CONVERSION
QNH (QFE)
3700' (3611' - 1100m)

URSS/AER
SOCHI

JEPPESSEN
3 JAN 14 10-2E Eff 9 Jan

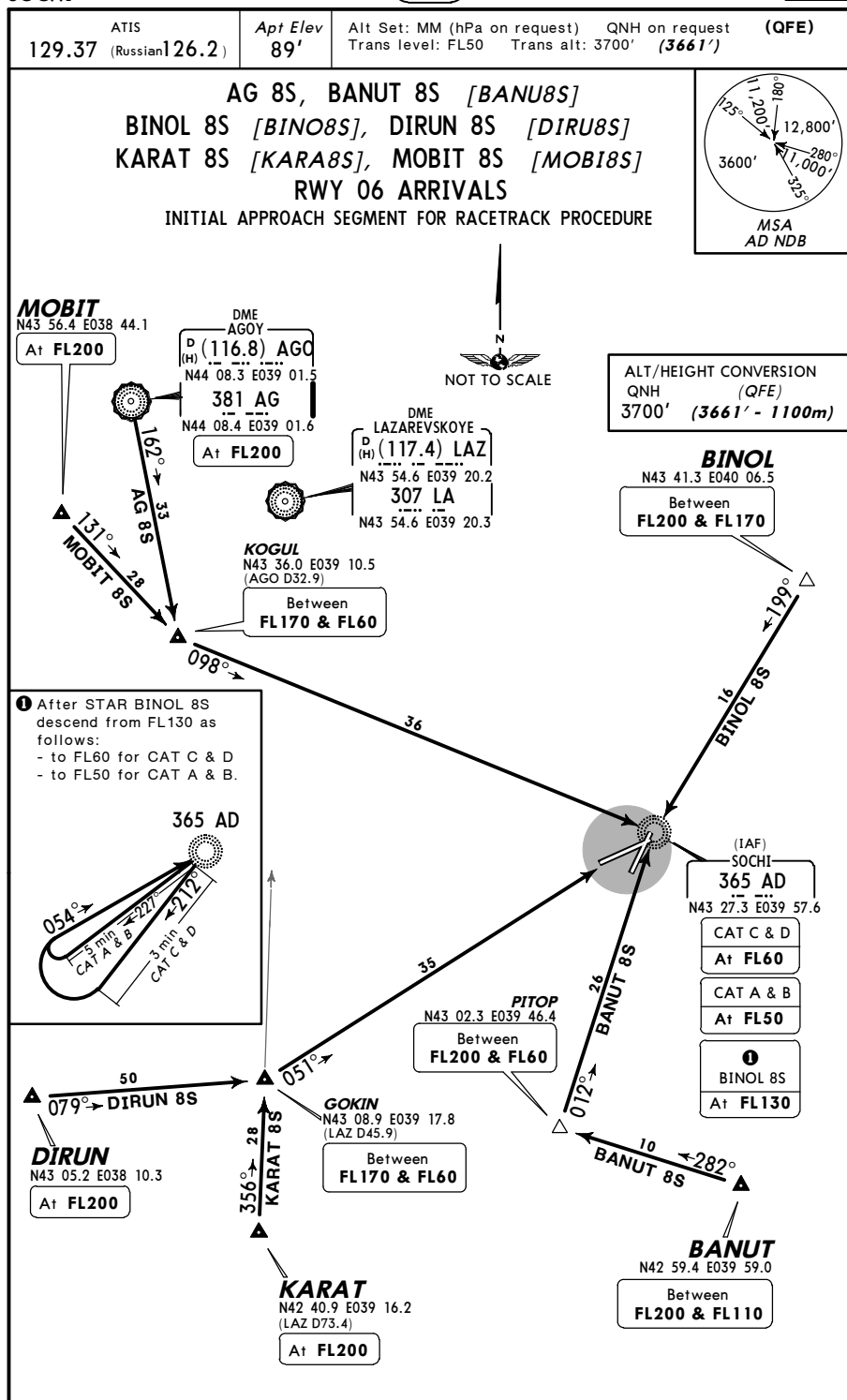
SOCHI, RUSSIA
STAR



URSS/AER
SOCHI

JEPPesen
3 JAN 14 10-2F Eff 9 Jan

SOCHI, RUSSIA
STAR



URSS/AER
SOCHI

JEPPESEN
3 JAN 14 (10-3) Eff 9 Jan

SOCHI, RUSSIA
RNAV SID

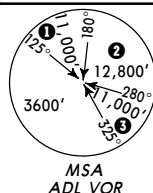
Apt Elev
89'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3700' (3611')
Turns prior to DER are prohibited.

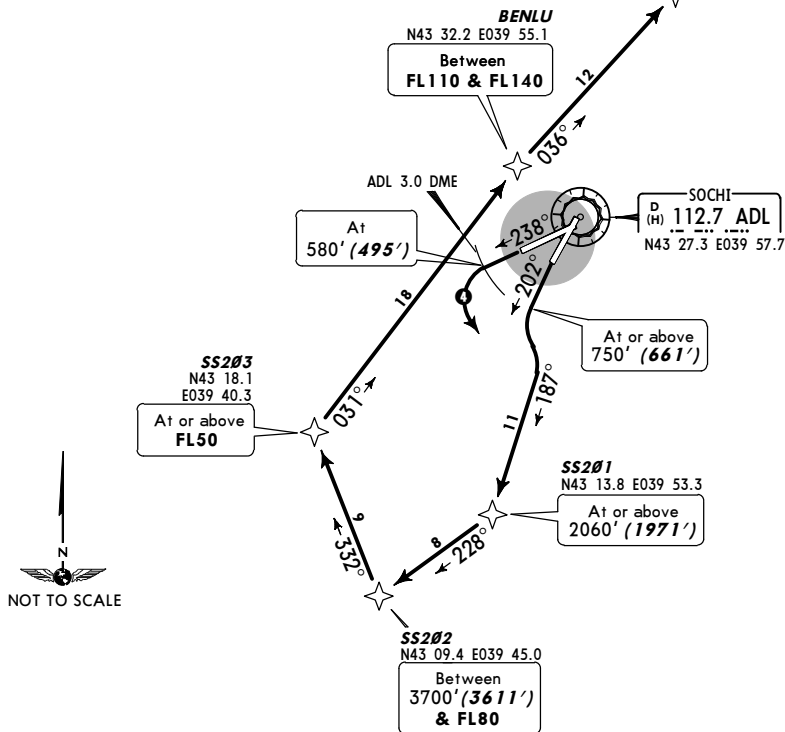
BINOL 1A [BINO1A]
RWY 20 RNAV DEPARTURE
~~SPEED~~ MAX 250 KT BELOW FL100

4 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.



- BINOL**
N43 41.3 E040 06.5
Between
FL150 & FL180
- ① 8100' within 10 NM.
 - ② 11,000' within 15 NM.
 - ③ 9400' within 10 NM.



This SID requires minimum climb gradients
of
5.7% up to 490' (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-).

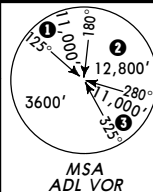
URSS/AER
SOCHI

JEPPesen
3 JAN 14 (10-3A) Eff 9 Jan

SOCHI, RUSSIA
RNAV SID

Apt Elev
89'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3700' (3615')
Turns prior to DER are prohibited.



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

❶ 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.

BINOL
N43 41.3 E040 06.5
Between
FL150 & FL180

SS243
N43 30.2 E039 25.8
At or below
FL100

SS242
N43 30.7 E039 33.4
BINOL 2A
Between
3700' (3615') & FL100

BENLU
N43 32.2 E039 55.1
Between
FL110 & FL140

SS241
N43 22.6 E039 27.5
Between
FL40 & FL90

NIDEP
N43 23.3 E039 37.5
BINOL 2A
Between
2710' (2625') & FL70
MAX 240 KT
BINOL 2B
At or above
2710' (2625')

At or above
580' (495')

SOCHI
D (H) 112.7 ADL
N43 27.3 E039 57.7

At
750' (661')



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-)

URSS/AER
SOCHI

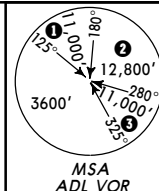
JEPPESEN
7 MAR 14 (10-3B)

SOCHI, RUSSIA
RNAV SID

Apt Elev
89'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3700' (3611')
Turns prior to DER are prohibited.

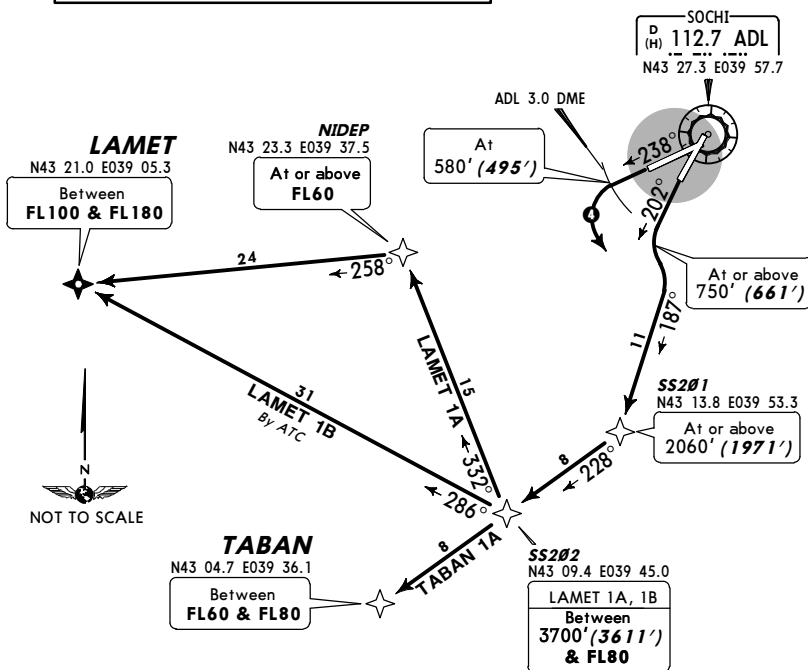
LAMET 1A [LAME1A], LAMET 1B [LAME1B]
TABAN 1A [TABA1A]
RWY 20 RNAV DEPARTURES
SPEEDS MAX 250 KT BELOW FL100



1 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.

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



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-) - NIDEF (FL60+) - LAMET (FL100+; FL180-)
LAMET 1B By ATC	(750'+) - SS201 (2060'+) - SS202 (3700'+; FL80-) - LAMET (FL100+; FL180-)
TABAN 1A	(750'+) - SS201 (2060'+) - TABAN (FL60+; FL80-)

CHANGES: Crossing at LAMET revised.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

URSS/AER
SOCHI

JEPPesen
7 MAR 14 10-3C

SOCHI, RUSSIA
RNAV SID

Apt Elev
89'

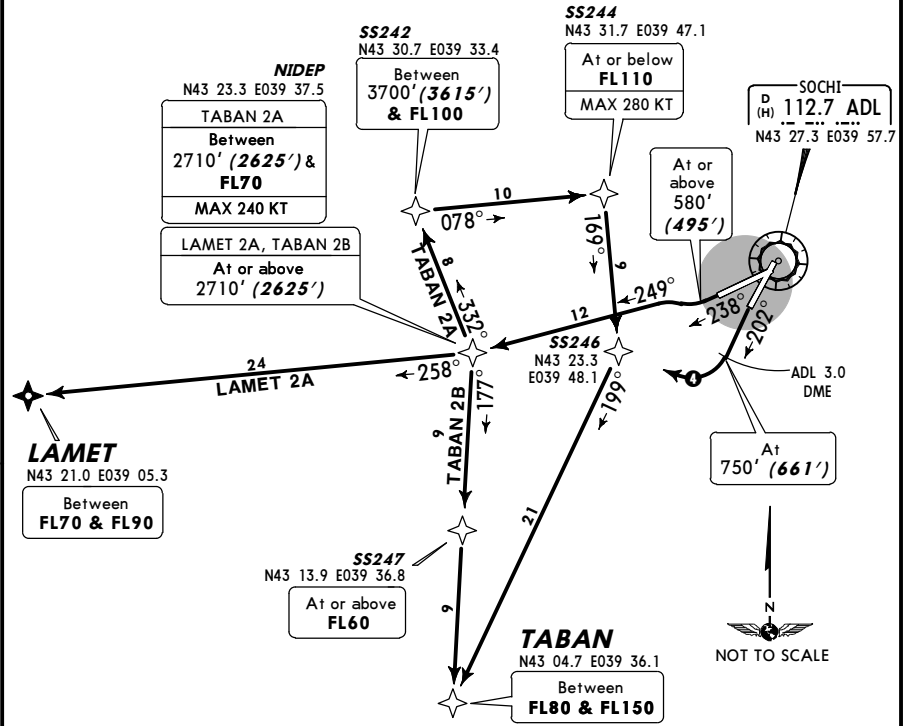
QNH on request (QFE)
Trans level: FL50 Trans alt: 3700' (3615')
Turns prior to DER are prohibited.

MSA
ADL VOR

LAMET 2A [LAME2A], TABAN 2A [TABA2A]
TABAN 2B [TABA2B]
RWY 24 RNAV DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100

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

1 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-) - TABAN (FL80+; FL150-)
TABAN 2B	(580'+) - NIDEP (2710'+) - SS247 (FL60+) - TABAN (FL80+; FL150-)

SPEED: MAX 250 KT BELOW FL100

ADNET
N44 22.2 E039 50.4
Between
FL170 & FL200

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

LAZAREVSKOYE
307 LA
N43 54.6 E039 20.3
At or above
FL90

ABUNI
N43 58.1 E039 38.9
At or above

IRGID
N43 46.8 E039 54.8
Between
FL150 & FL180

ABDES
N43 38.0 E039 29.5

ADNET 1A IRGID 1A
At or above FL110

NIDEP
N43 23.3 E039 37.5
At or above
FL60

SS202
N43 09.4 E039 45.0
Between
3700' (3611')
& FL80

SOCHI
D
(H) 112.7 ADL
N43 27.3 E039 57.7

ADL 3.0 DME

At or
above
750'
(661')

SS201
N43 13.8 E039 53.3
At or above
2060' (1971')



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

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+)

SOCHI, RUSSIA
RNAV SID

URSS/AER
SOCHI

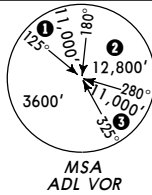
JEPPesen
3 JAN 14 10-3F Eff 9 Jan

SOCHI, RUSSIA
SID

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



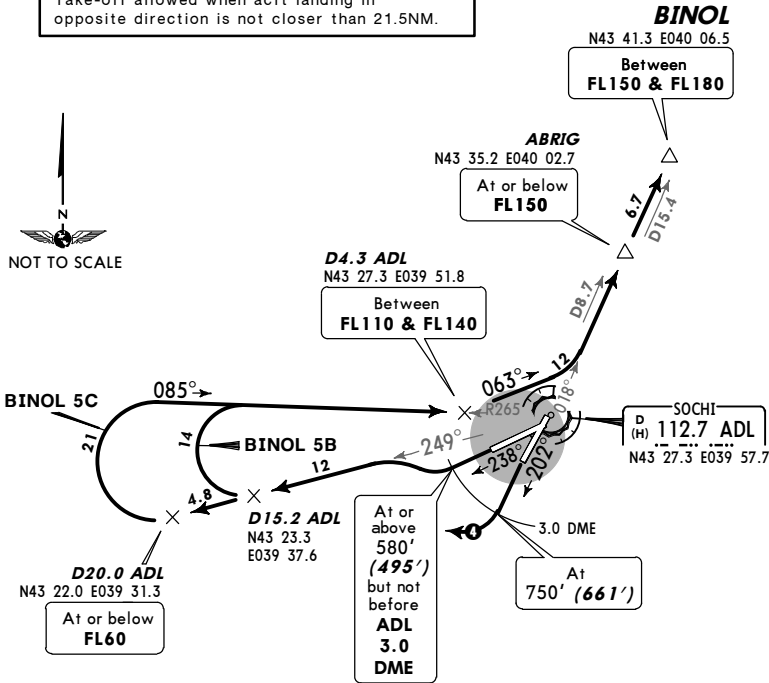
IN CASE ONLY RWY 02/20 IS ACTIVE

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.

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



NOT TO SCALE



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)	311	415	623	830	1038	1246

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.

URSS/AER
SOCHI

JEPPESEN
3 JAN 14 10-3G Eff 9 Jan

SOCHI, RUSSIA
SID

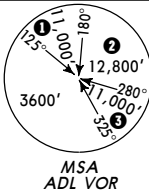
Apt Elev
89'

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

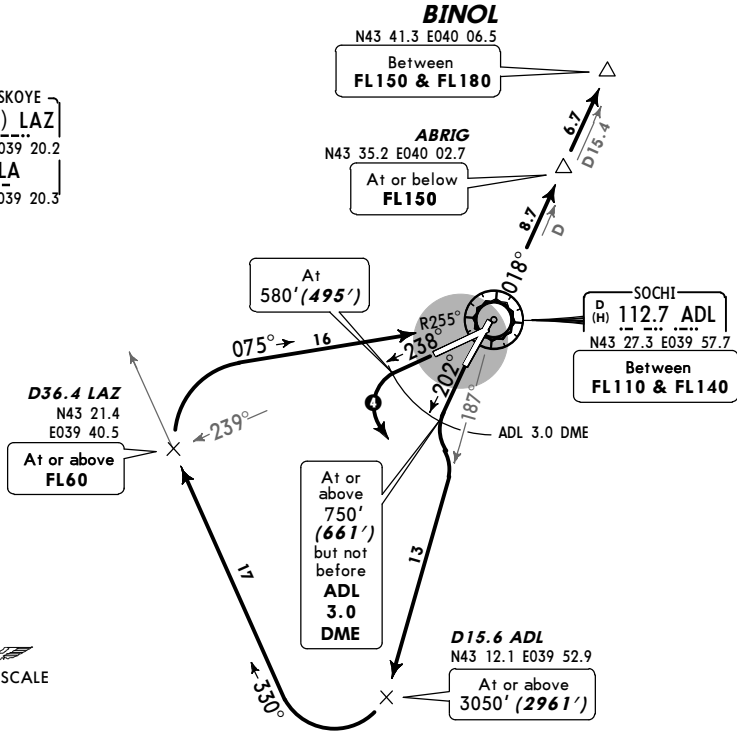
④ IN CASE ONLY RWY 06/24 IS ACTIVE

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.



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

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



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.

URSS/AER
SOCHI

JEPPesen
7 MAR 14 (10-3H)

SOCHI, RUSSIA
SID

Apt Elev
89'

QNH on request (QFE)

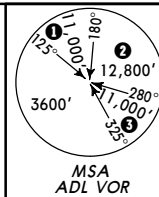
Trans level: FL50 Trans alt: 3700' (3615')

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

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

① IN CASE ONLY RWY 02/20 IS ACTIVE

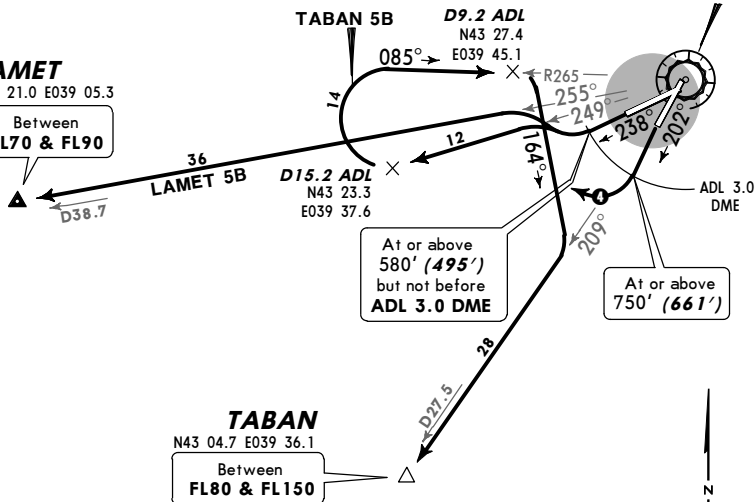
When taking off from RWY 20 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn RIGHT, join the assigned SID for RWY 24.
Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.



LAMET

N43 21.0 E039 05.3

Between
FL70 & FL90



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.

URSS/AER
SOCHI

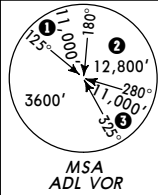
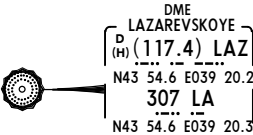
JEPPesen
7 MAR 14 (10-3J)

SOCHI, RUSSIA
SID

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.

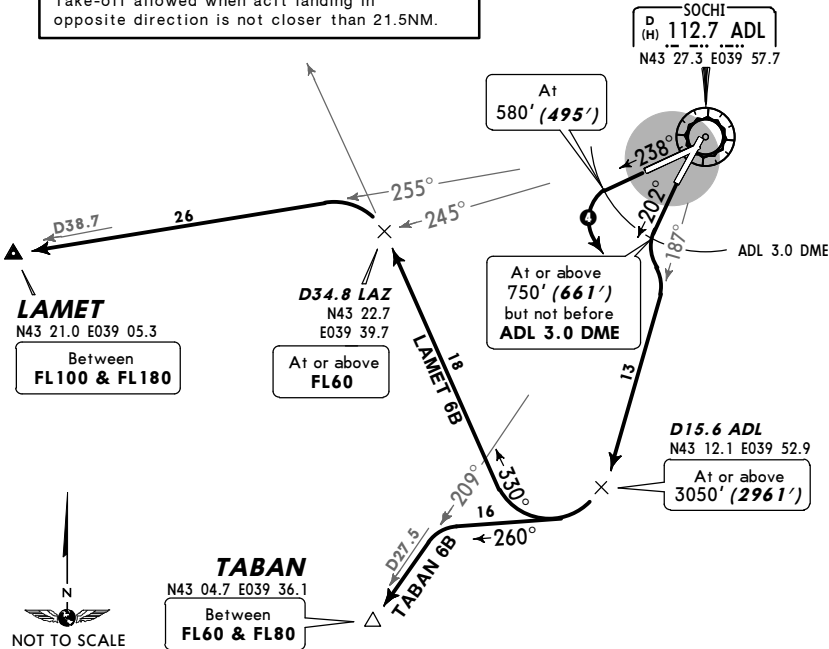
LAMET 6B [LAME6B], TABAN 6B [TABA6B]
RWY 20 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



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

1 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.

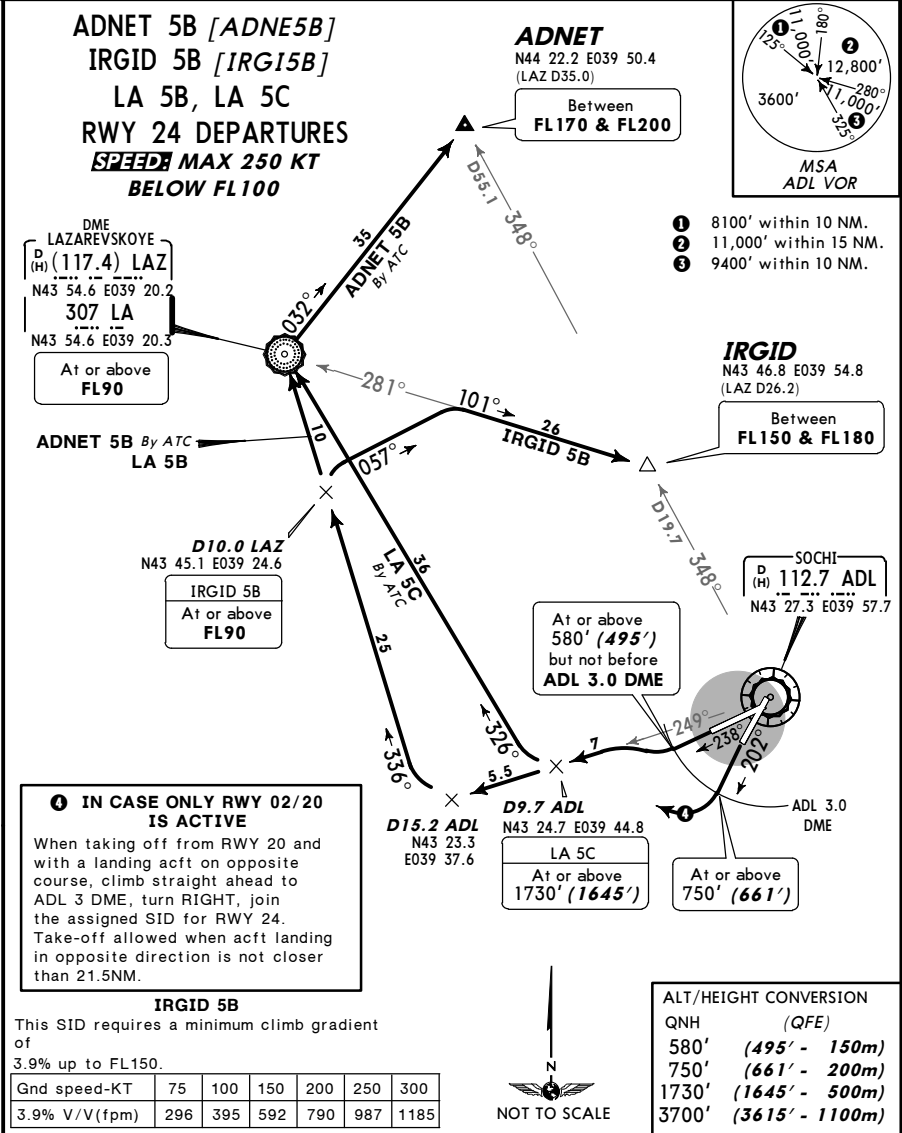
URSS/AER
SOCHI

JEPPesen
3 JAN 14 10-3K Eff 9 Jan

SOCHI, RUSSIA
SID

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.

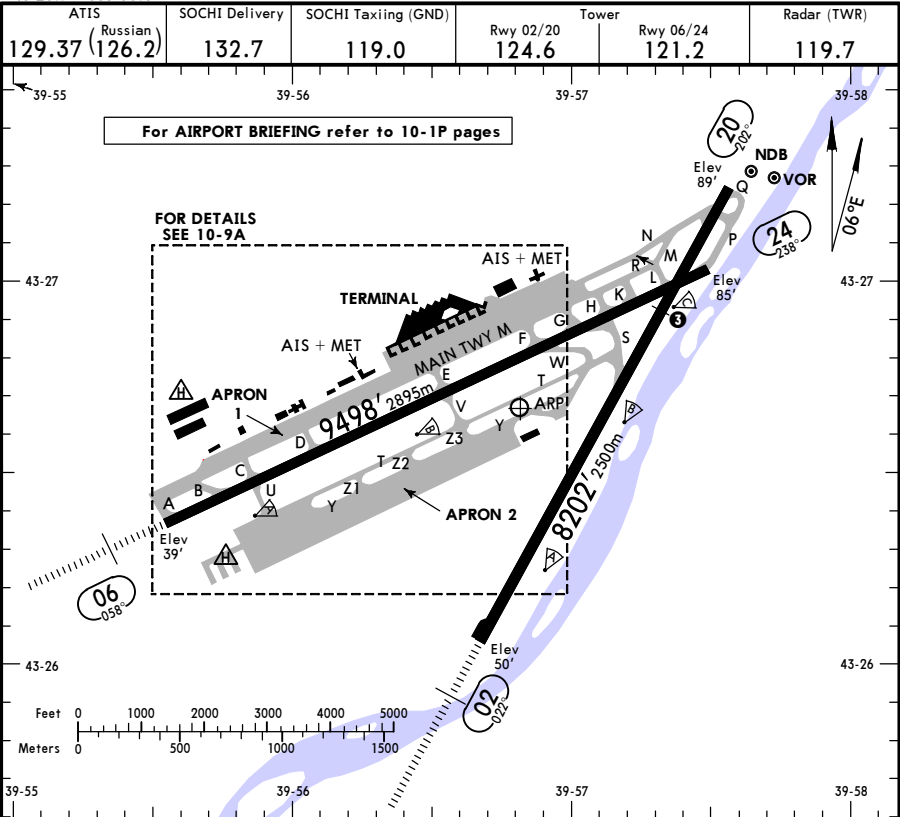


URSS/AER

Apt Elev **89'**
N43 26.7 E039 56.8

JEPPesen
19 FEB 16 **(10-9)**

SOCHI, RUSSIA
SOCHI



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
02	RL (58m)	HIALS	PAPI-L (2.83°)	RVR	7874'2400m	6902'2104m	NA	161'49m
20	RL (58m)			RVR	NA		①	
06	RL (58m)	HIALS	PAPI-L (2.83°)	RVR	9219'2810m	8125'2477m	NA	148'45m
24	RL (58m)			RVR	NA		②	

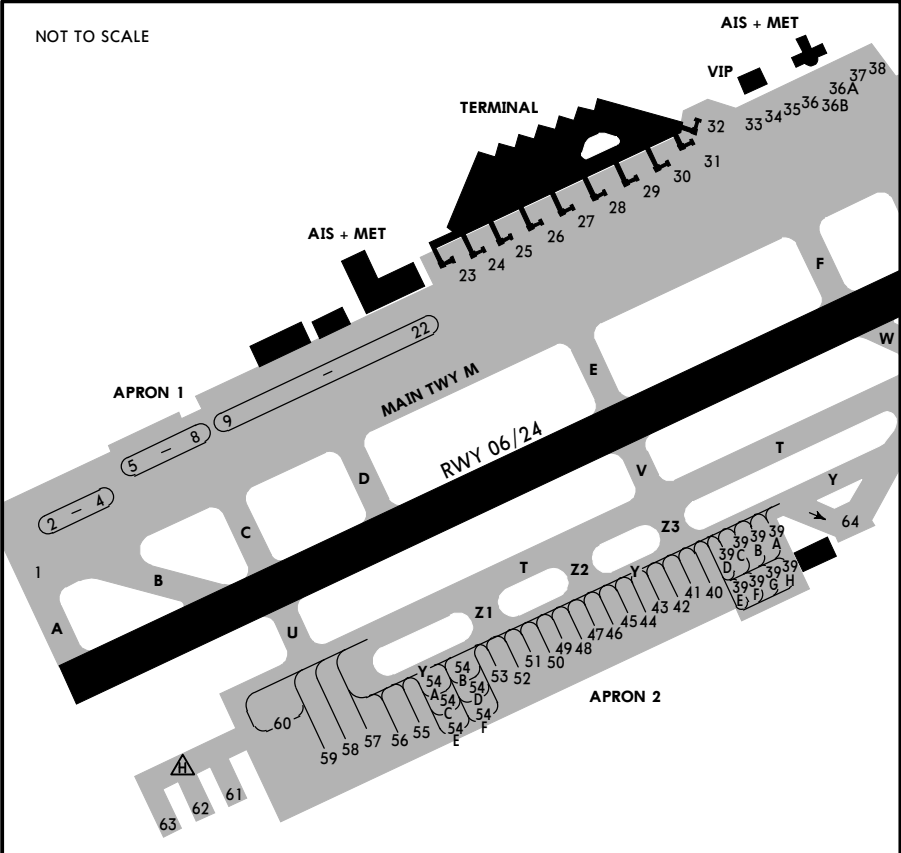
TAKE-OFF RUN AVAILABLE			
① RWY 20:		② RWY 24:	
From rwy head	8202'(2500m)	From rwy head	9498'(2895m)
twy N/P int	7808'(2380m)	twy K int	8202'(2500m)
posn ③	5971'(1820m)	twy H int	7759'(2365m)
		twy G int	7218'(2200m)
		twy F int	6545'(1995m)
③ 492'/150m after intersection of rwy 20/24.			

TAKE-OFF	
AIR CARRIER (JAA)	
Rwys 20, 24	
LVP must be in force	
RCLM (DAY only)	RCLM (DAY only)
or RL	or RL
A	
B	250m
C	
D	300m

URSS/AER

JEPPesen
19 FEB 16 (10-9A)

SOCHI, RUSSIA
SOCHI



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N43 26.4 E039 55.5	39C thru 39E	N43 26.6 E039 56.7
5, 6	N43 26.5 E039 55.7	39F thru 39H	N43 26.6 E039 56.8
7	N43 26.5 E039 55.8	40	N43 26.6 E039 56.7
8	N43 26.6 E039 55.8	41	N43 26.5 E039 56.7
9 thru 11	N43 26.6 E039 55.9	42 thru 44	N43 26.5 E039 56.6
12 thru 14	N43 26.6 E039 56.0	45 thru 47	N43 26.5 E039 56.5
15 thru 17	N43 26.7 E039 56.1	48, 49	N43 26.5 E039 56.4
18, 19	N43 26.7 E039 56.2	50	N43 26.5 E039 56.3
20, 21	N43 26.7 E039 56.3	51, 52	N43 26.4 E039 56.3
22 thru 24	N43 26.8 E039 56.4	53 thru 54F	N43 26.4 E039 56.2
25	N43 26.8 E039 56.5	55, 56	N43 26.4 E039 56.1
26, 27	N43 26.9 E039 56.5	57 thru 59	N43 26.3 E039 56.0
28, 29	N43 26.9 E039 56.6	60	N43 26.3 E039 55.9
30 thru 32	N43 26.9 E039 56.7	64	N43 26.7 E039 57.0
33	N43 26.9 E039 56.8		
34, 35	N43 27.0 E039 56.8		
36	N43 26.9 E039 56.9		
37	N43 27.0 E039 56.9		
38	N43 27.0 E039 57.0		
39A, 39B	N43 26.6 E039 56.8		

URSS/AER

JEPPesen

27 DEC 13

10-9B

Eff 9 Jan

SOCHI, RUSSIA

SOCHI

DOCKING GUIDANCE SYSTEM (SAFEDOCK)**ACTIVATION OF DOCKING PROCEDURE**

Docking procedure shall be activated by pressing one of the buttons, denoting the aircraft type, on the operator's panel. After pressing the button the display will show WAIT.

**SEARCH OF THE APPROACHING AIRCRAFT**

The running arrows on the display show that the system is activated and is in the mode of search for the approaching aircraft.

It is necessary to check the compliance of the aircraft type shown on the display with the actual type of the aircraft. It is necessary to follow along the indicated line of entry.

The pilot must not bring up an aircraft to the aerobridge until the running arrows change to the approach distance indicator.

**GUIDANCE OF THE APPROACHING AIRCRAFT**

After the aircraft is fixed by a laser, the running arrow will be replaced by a yellow indicator of the centerline.

Red flashing arrow shows the direction of turn.

Yellow vertical arrow shows the aircraft position relative to the centerline.

This indicator shows the correct position and azimuth guidance.

**APPROACH DISTANCE**

Approach distance is a countdown from a definite distance to the stopping position. A yellow vertical progress bar/centerline indicator is displayed with digital countdown or without it depending on the configuration.

The bar of approach progress characterizes the distance from the stopping position and is formed by a group of rows corresponding to a distance, for example, 1'/0.3m or 2'/0.6m (one row) depending on the configuration requirements. As far as the aircraft is approaching, the rows are gradually switching off (whereas the length of the progress bar is decreasing from bottom to top) and after switching off the last row only an interval is left to one row, after that the display will show STOP.

Digital countdown (variant) represents a distance to the stopping position in a digitized form, for an example, 49'/15m, 66'/20m or 98'/30m depending on the configuration requirements.

In case of a digital counting during approach a decrement of another type is used.

An example of digital counting:

Starting with a decrement of 3'/1m from 66'/20m to 10'/3m, then with a decrement of 1'/0.2m from 10'/3m to 1'/0.2m with subsequent representation of STOP on the display.

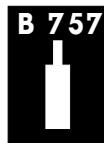
A figure shows the aircraft advance along the approach distance from the stopping position with a slight deviation to the LEFT of the centerline. Red arrow shows the direction of turn.

Some figures show devices where only the centerline is shown, without digital counting.

**CENTERLINE ALIGNMENT**

An aircraft is at the indicated distance from the stopping position.

The absence of red arrows indicating the direction means that the aircraft is moving strictly along the centerline.

**SLOW DOWN**

The SAFEDOCK settings switch on the active area of speed reduction (the optional group of distances from the stopping position which is normally 20'/6m - 79'/24m), on the basis of the allowed speed of docking (the optional maximum allowed speed which is normally 2 m/s).

The speed of 2 m/s with rounding down to integer values is approximately equal to 7 km/h, 4 miles per hour or 3 KT.

If the aircraft approaches the stopping position at a speed exceeding the allowed value, the system will show SLOW on the display as a CAUTION for the pilot.



URSS/AER

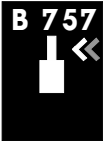

JEPPESSEN
27 DEC 13 **10-9C** **Eff 9 Jan**

SOCHI, RUSSIA
SOCHI

DOCKING GUIDANCE SYSTEM (SAFEDOCK)

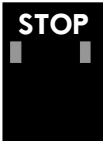
AZIMUTH GUIDANCE

The aircraft is at the indicated distance to the stopping position. The yellow arrow indicates that the aircraft is to the RIGHT of the centerline, while the red flashing arrow is indicating the direction of turn.



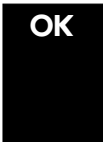
AIRCRAFT IS BROUGHT TO THE STOPPING POSITION

When the correct stopping position is reached by the aircraft, the display will show STOP in a red box or with red indicators.



DOCKING ON

When the aircraft is correctly parked, the display will show OK.



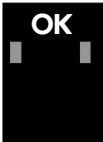
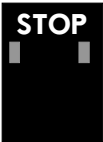
OVERSHOOTING

When the aircraft has overshoot the stopping position, the display will show TOO FAR.



STOP SHORT

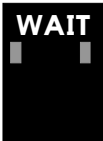
When the aircraft is detected as already stopped, but not reached the assigned stopping position, the display will show STOP OK (pre-set) in a while.



WAITING MODE

If some object blocks the visibility in the direction of approaching aircraft or a laser scanner of the system loses the identified approaching aircraft in the process of docking close to the stopping position, the display will show WAIT. Docking of aircraft on the stopping position/stand will be resumed as soon as the system identifies the aircraft again.

The pilot must not bring up the aircraft to the aerobridge until the indication WAIT is changed to the split showing the approach speed.



SLOW DOWN

The display can show this indication due to two reasons:

UNFAVOURABLE WEATHER CONDITIONS

Due to heavy fog, snow or rain the coverage of the docking guidance system can be reduced. In this case when the system is activated and is in the mode of search, the running arrows will be switched off on the display and the text SLOW and the aircraft type will be shown on the display alternately. As soon as the system fixes the approaching aircraft, then a vertical bar, showing the approach speed, will appear.

If the system is configured as an abbreviated identification system (check of the engine position is switched off), the aircraft symbol will flash to attract the attention.



IDENTIFICATION OF AIRCRAFT IS LOST DURING DOCKING

If the identification of aircraft is lost during docking, the display will show SLOW. As soon as the system fixes the approaching aircraft, then a vertical bar, showing the approach speed, will appear.

The pilot must not bring up the aircraft to the aerobridge until the split, showing the approach speed, appear.

URSS/AER

JEPPesen
27 DEC 13 10-9D Eff 9 Jan

SOCHI, RUSSIA
SOCHI

DOCKING GUIDANCE SYSTEM (SAFEDOCK)

IDENTIFICATION FAILURE

The geometrical parameters of the aircraft are checked during docking on the stand.

T1: If for any reason identification is not achieved at 39'/12 m from the stopping position, the display will show WAIT and a repeated check will be carried out. If it fails too, the display will show STOP and ID FAIL.

T2, T3: If for any reason identification is not achieved at 39'/12 m or at 131'/40 m from the stopping position, depending on the settings, the display will show WAIT and a repeated check will be carried out. If it fails too, the display will show STOP and ID FAIL. The text will be shown in a successive order in two upper lines of the display.

The pilot must not bring up the aircraft to the aerobridge without getting the instructions until the indication WAIT is changed to the split showing the approach speed.



GATES IS BLOCKED

If an object is found which is blocking the field of vision from the gate/apron coverage of the SAFEDOCK system to the planned stopping position of the aircraft, the docking process will be delayed and the display will show WAIT and GATE BLOCK. The docking process will continue as soon as the blocking object is removed.

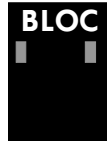
The pilot must not bring up the aircraft to the aerobridge without getting the instructions until the indication WAIT is changed to the split showing the approach speed.



VIEW IS BLOCKED

If the view is blocked in the direction of the approaching aircraft, for example, due to the internal problem of the laser lenses or unclear laser window or another object in the close coverage, the SAFEDOCK system will inform about the condition of the blocked view. As soon as the system restores the ability of scanning through the obstruction, the display will change WAIT to the display of the approaching aircraft.

The pilot must not bring up the aircraft to the aerobridge without getting the instructions until the indication WAIT is changed to the split showing the approach speed.



SBU STOP

Any errors not subject to correction in the process of docking will lead to SBU (safety back up) mode activation. The display will show STOP SBU. Manual reserve procedure will be used for docking guidance.



SPEED IS TOO FAST

If the aircraft approaches at a speed exceeding the abilities of the system, the display will show STOP TOO FAST. The docking guidance system must be reset or the docking procedure must be carried out manually under assistance of the instructions.



EMERGENCY STOP

After pressing the button of emergency stop, the display will show STOP.



DOCKING GUIDANCE SYSTEM (SAFEDOCK)

CHOCKS ON

After the ground personnel inserts the chocks under the nose landing gear and the button CHOCS ON on the operator's panel is pressed, the display will show CHOC ON.

CHOC

ON

ERROR

When the system error occurs, the display will show ERR and the error code.

ERR

GENERAL FAILURE OF THE SYSTEM

In case of the critical system failure, the display will go black, except for red stop indicator. Manual reserve procedures should be carried out for the guidance in the process of docking.



POWER FAILURE

The display will go down in case of the power failure. Manual reserve procedures should be carried out for the guidance in the process of docking.



URSS/AER


JEPPESSEN
 24 JAN 14 **10-9S** Eff 6 Feb

Standard
SOCHI, RUSSIA
SOCHI

STRAIGHT-IN RWY	A	B	C	D
02				
ILS ①	558' (509')	558' (509')	568' (519')	577' (528')
	R1500m	R1500m	R1600m	R1700m
<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
ILS ②	591' (542')	591' (542')	600' (551')	610' (561')
	R1500m	R1500m	R1800m	R1900m
<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
ILS ③	676' (627')	676' (627')	692' (643')	692' (643')
	R1500m	R1500m	C2300m	C2300m
<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
ILS ④	807' (758')	807' (758')	807' (758')	823' (774')
<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNAV ⑤⑥	710' (661')	710' (661')	710' (661')	710' (661')
	R1500m	R1500m	C2400m	C2400m
RNAV ④⑤	800' (751')	800' (751')	860' (811')	860' (811')
	R1500m	R1500m	C2400m	C2400m
VOR ⑤⑦	660' (611')	660' (611')	700' (651')	700' (651')
	R1500m	R1500m	C2300m	C2300m
<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
VOR ④⑥	810' (761')	810' (761')	830' (781')	830' (781')
	R1500m	R1500m	C2400m	C2400m
NDB	1220' (1171')	1460' (1411')	1660' (1611')	1660' (1611')
	C4800m	C5000m	C5000m	C5000m
<i>ALS out</i>	C5000m	C5000m	C5000m	C5000m

① Missed apch climb gradient mim 5.0%**②** Missed apch climb gradient mim 4.0%**③** Missed apch climb gradient mim 3.0%**④** Missed apch climb gradient mim 2.5%**⑤** Continuous Descent Final Approach.**⑥** Missed apch climb gradient CAT AB mim 3.3%, CAT CD mim 3.9%.**⑦** Missed apch climb gradient mim 4.8%

URSS/AER


JEPPesen
 24 JAN 14 **(10-951)** Eff 6 Feb

Standard
SOCHI, RUSSIA
SOCHI

STRAIGHT-IN RWY		A	B	C	D
06	ILS ①	384' (345') R900m	384' (345') R900m	384' (345') R900m	400' (361') R1000m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1700m
	ILS ②	466' (427') R1300m	466' (427') R1300m	482' (443') R1400m	499' (460') R1400m
	<i>ALS out</i>	R1500m	R1500m	C2100m	C2100m
	ILS ③	515' (476') R1500m	515' (476') R1500m	548' (509') R1600m	564' (525') R1700m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	ILS ④	548' (509') R1500m	548' (509') R1500m	564' (525') R1700m	597' (558') R1800m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
LOC		NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNAV ⑤⑥		540' (501') R1500m	540' (501') R1500m	540' (501') R1600m	540' (501') R1600m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
RNAV ⑤⑦		NOT APPLICABLE	NOT APPLICABLE	570' (531') R1700m C2400m	570' (531') R1700m C2400m
RNAV ④⑥		600' (561') R1500m	600' (561') R1500m	650' (611') C2100m	650' (611') C2100m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
VOR ⑤⑥		540' (501') R1500m	540' (501') R1500m	570' (531') R1700m	570' (531') R1700m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
VOR ④⑥		600' (561') R1500m	600' (561') R1500m	650' (611') C2100m	650' (611') C2100m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
NDB		1190' (1151') C4800m	1270' (1231') C5000m	1620' (1581') C5000m	1640' (1601') C5000m
	<i>ALS out</i>	C5000m	C5000m	C5000m	C5000m

- ①** Missed apch climb gradient mim 5.0%
② Missed apch climb gradient mim 4.0%
③ Missed apch climb gradient mim 3.0%
④ Missed apch climb gradient mim 2.5%
⑤ Continuous Descent Final Approach.
⑥ Missed apch climb gradient CAT AB mim 3.1%, CAT CD mim 3.7%.
⑦ Missed apch climb gradient mim 3.4%
⑧ Missed apch climb gradient CAT AB mim 3.8%, CAT CD mim 4.3%.

TAKE-OFF RWY 20, 24

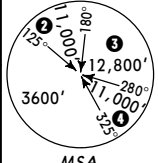
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		



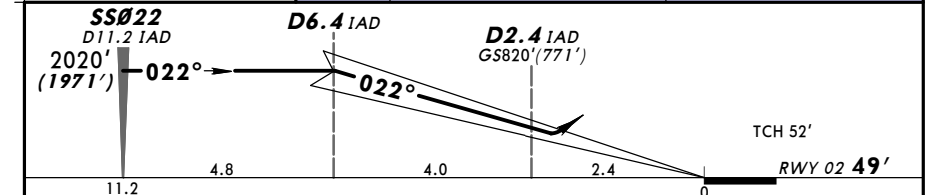
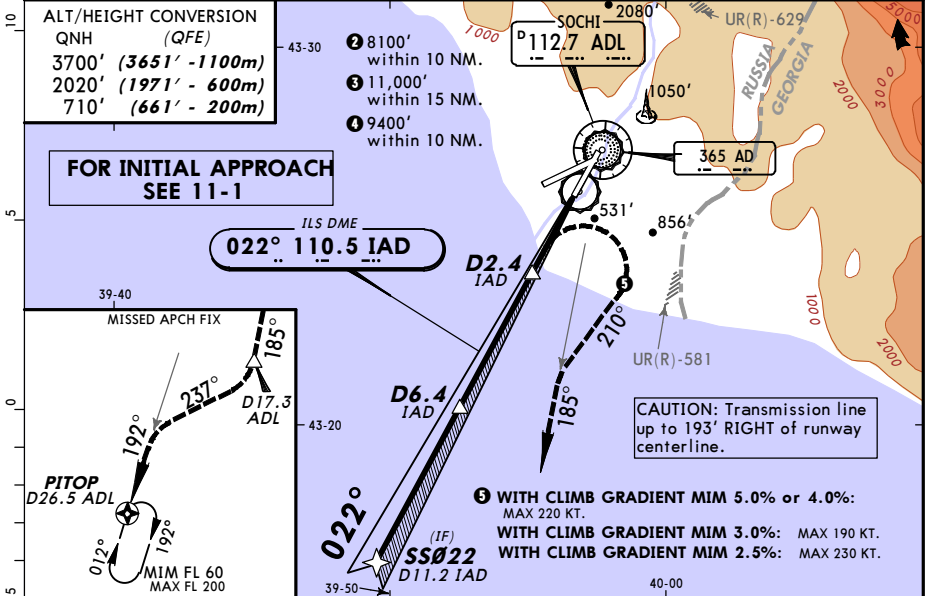
URSS/AER
SOCHI

JEPPesen
6 FEB 15 11-1A

SOCHI, RUSSIA
RNAV ILS DME Rwy 02

ATIS 129.37 (Russian) (126.2)	SOCHI Approach FL 200 or below 135.8	SOCHI Radar (TWR) 119.7	SOCHI Tower 124.6	Ground 119.0
LOC IAD 110.5	Final Apch Crs 022°	GS D6.4 IAD 2020' (1971')	ILS DA(H) Refer to Minimums Apt Elev 89' RWY 49'	
MISSED APCH: ① 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 intercept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed. ① WITH CLIMB GRADIENT MIM 2.5%: Turn RIGHT onto 210° as early as possible.				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (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	HIALS		Refer to Missed Apch above
GS	2.83°	350	451	501	601	701	801	PAPI	

STRAIGHT-IN LANDING RWY02							
Missed apch climb grad mim 5.0%		Missed apch climb grad mim 4.0%		Missed apch climb grad mim 3.0%		Missed apch climb grad mim 2.5%	
AB: 558' (509')	DA(H) C: 568' (519')	AB: 591' (542')	DA(H) C: 600' (551')	AB: 676' (627')	CD: 692' (643')	ABC: 807' (758')	D: 823' (774')
D: 577' (528')		D: 610' (561')					
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 2100m	2900m	2300m	3100m	3200m	3600m	3600m	4400m

LOC (GS out): NOT AUTHORIZED.

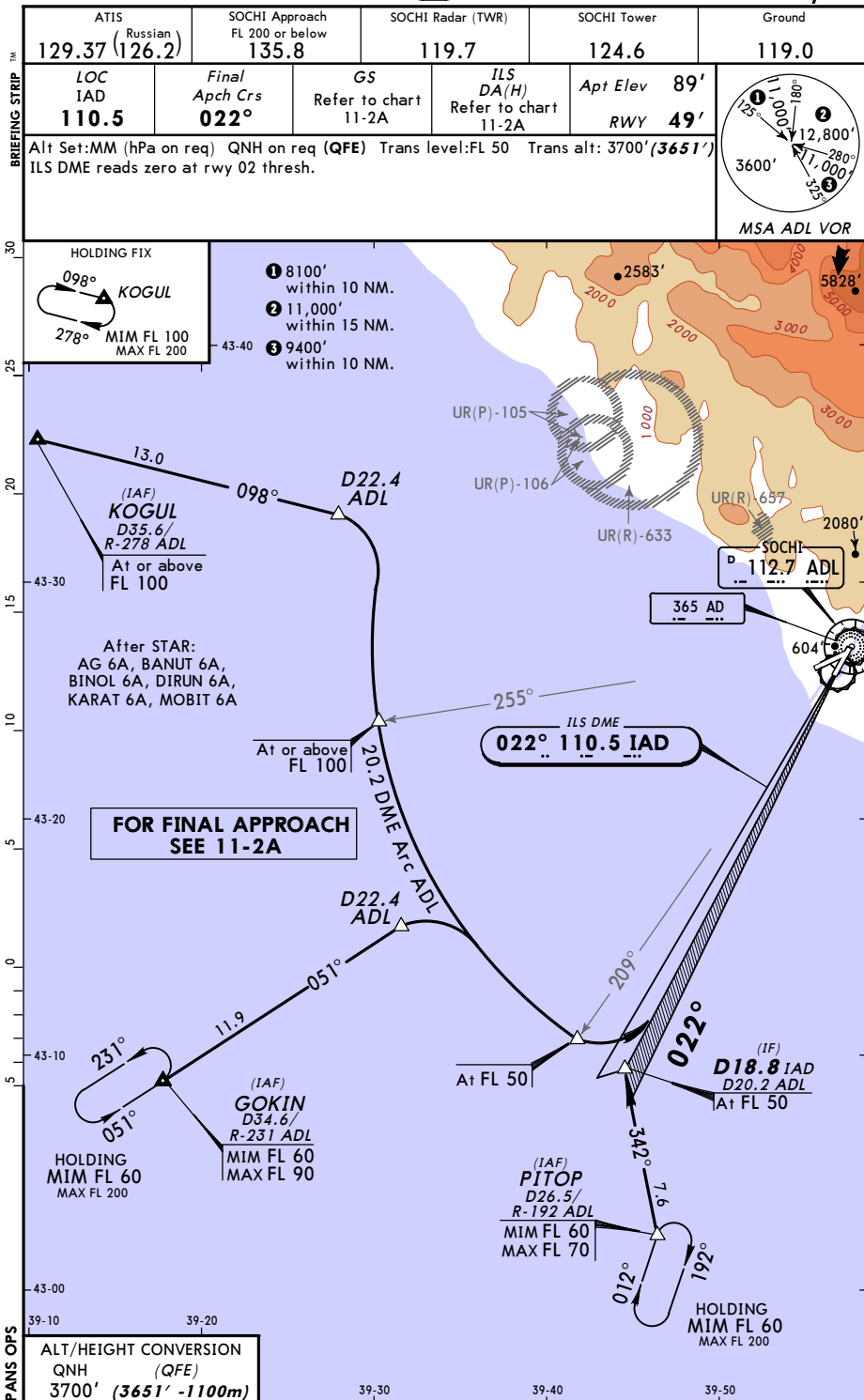
CHANGES: Apch freq.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

URSS/AER
SOCHI

JEPPesen
6 FEB 15 11-2

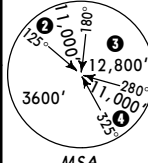
SOCHI, RUSSIA
via Arc ILS DME Rwy 02



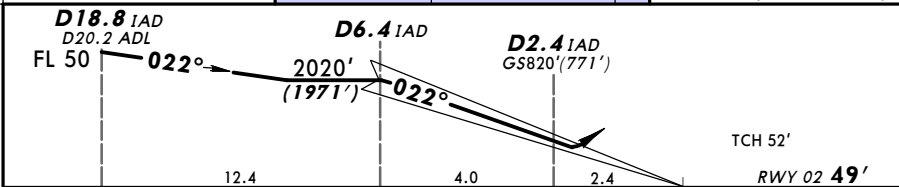
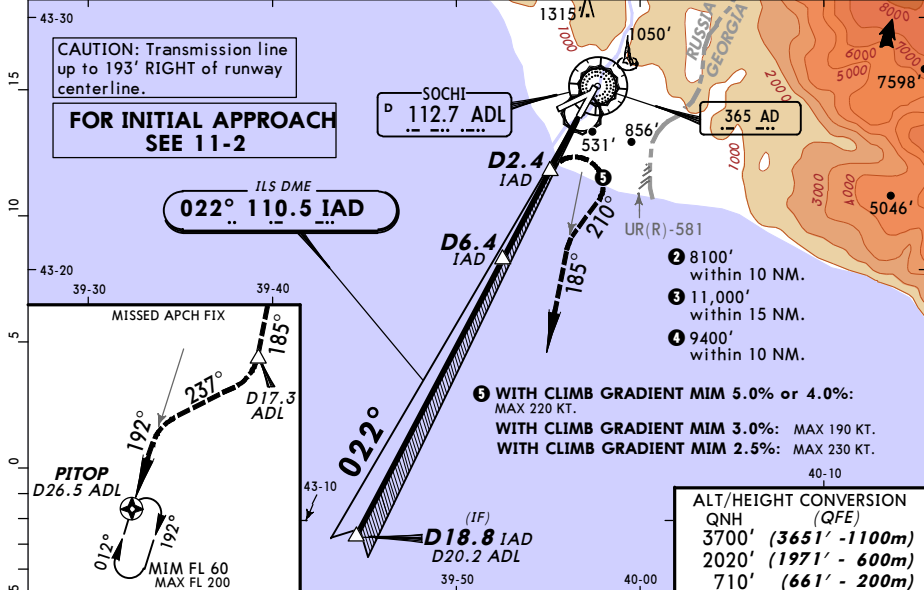
URSS/AER
SOCHI

JEPPesen
6 FEB 15 **(11-2A)**

SOCHI, RUSSIA
via Arc ILS DME Rwy 02

ATIS 129.37 (126.2) <i>Russian</i>	SOCHI Approach FL 200 or below 135.8	SOCHI Radar (TWR) 119.7	SOCHI Tower 124.6	Ground 119.0
LOC IAD 110.5	Final Apch Crs 022°	GS D6.4 IAD 2020' (1971')	ILS DA(H) Refer to Minimums Apt Elev 89' RWY 49'	
MISSED APCH: ① 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 intercept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed. ① WITH CLIMB GRADIENT MIM 2.5%: Turn RIGHT onto 210° as early as possible.				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (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		Refer to Missed Apch above
GS	2.83°	350	451	501	601	801		

STRAIGHT-IN LANDING RWY02 I							
Missed apch climb grad mim 5.0%				Missed apch climb grad mim 4.0%		Missed apch climb grad mim 3.0%	
AB: 558' (509')				AB: 591' (542')		AB: 676' (627')	
DA(H) C: 568' (519')				DA(H) C: 600' (551')		DA(H) ABC: 807' (758')	
D: 577' (528')				D: 610' (561')		D: 823' (774')	
FULL		ALS out		FULL		FULL	
A	RVR 1800m	2800m		2200m		3200m	
B	VIS 2000m	2800m		3000m		3200m	
C	2100m	2900m	2300m	3100m	3200m	3600m	4300m
D						3600m	4400m

I LOC (GS out): NOT AUTHORIZED.

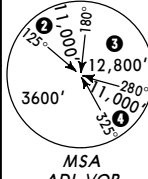
CHANGES: Apch freq.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

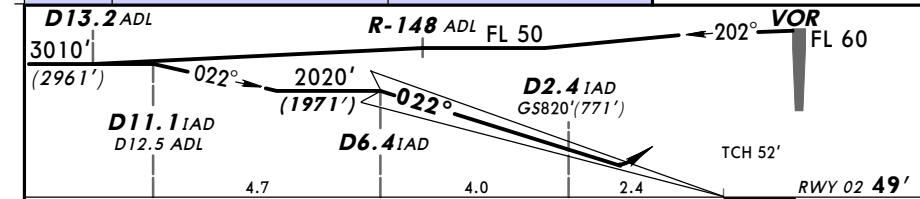
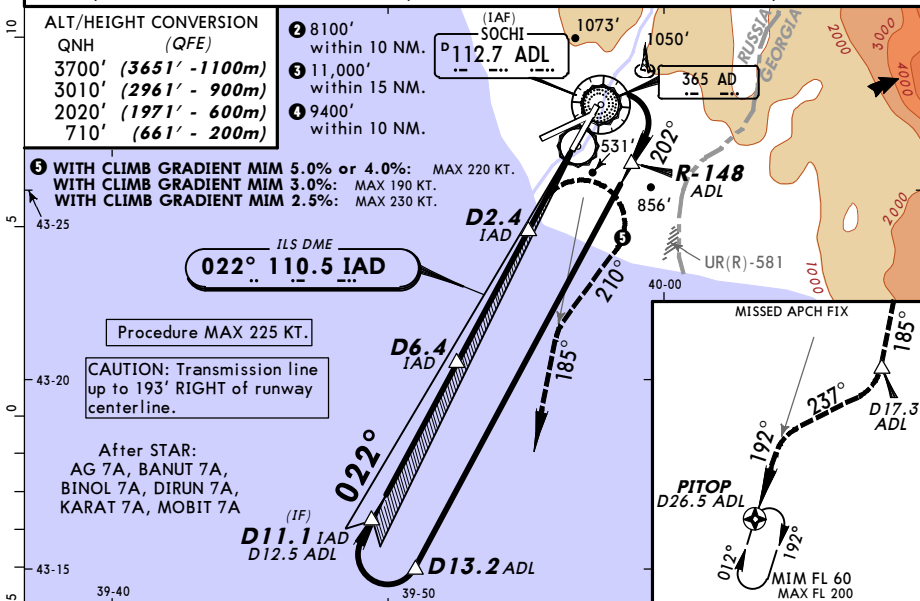
URSS/AER
SOCHI

JEPPesen
6 FEB 15 (11-3)

SOCHI, RUSSIA
via VOR ILS DME Rwy 02

ATIS 129.37 (126.2) Russian	SOCHI Approach FL 200 or below 135.8	SOCHI Radar (TWR) 119.7	SOCHI Tower 124.6	Ground 119.0
LOC IAD 110.5	Final Apch Crs 022°	GS D6.4 IAD 2020' (1971')	ILS DA(H) Refer to Minimums Apt Elev 89' RWY 49'	
MISSSED APCH: ① 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 intercept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed. ① WITH CLIMB GRADIENT MIM 2.5%: Turn RIGHT onto 210° as early as possible.				

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



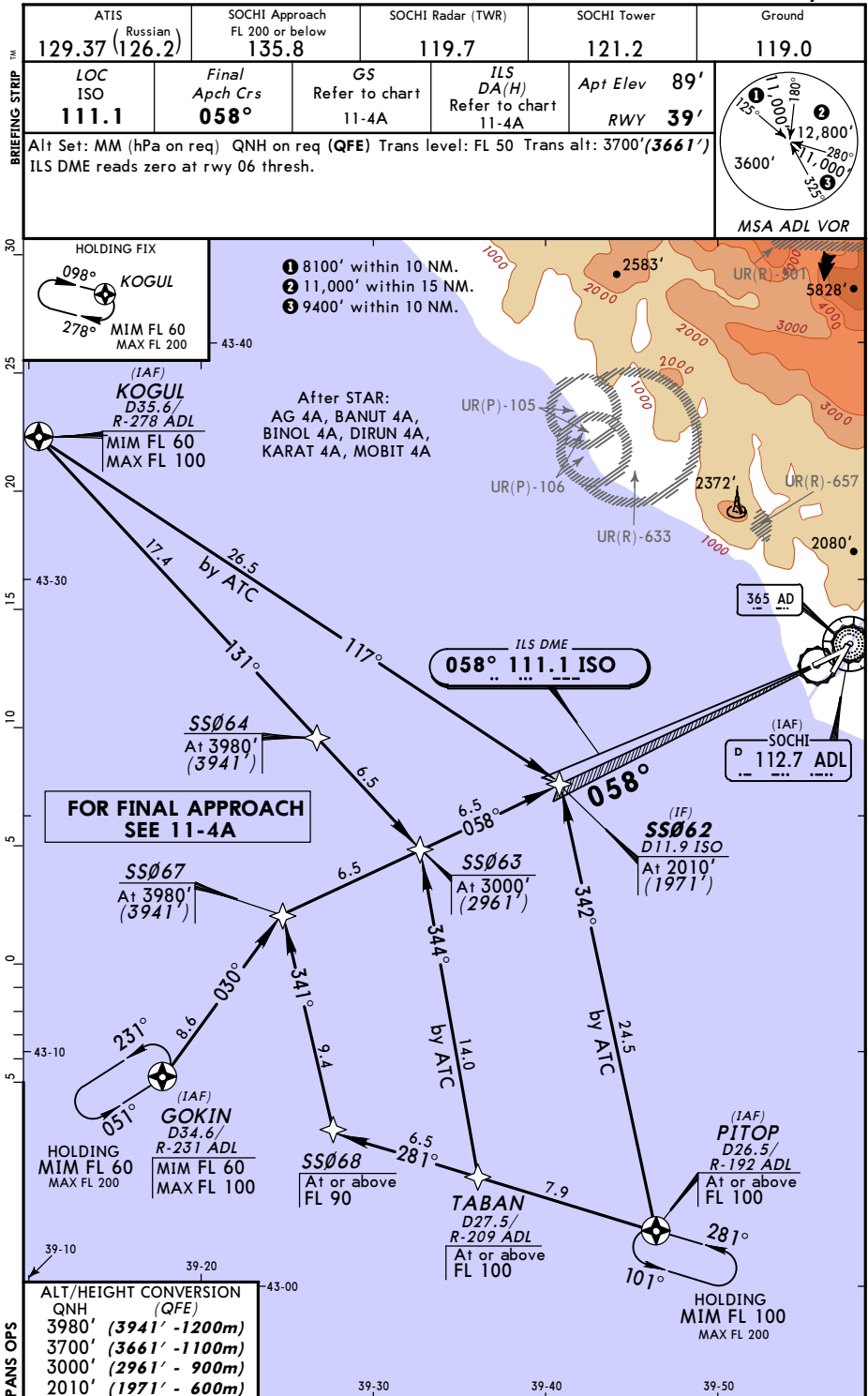
Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
GS	2.83°	350	451	501	601	701		

STRAIGHT-IN LANDING RWY02 ILS							
Missed apch climb grad mim 5.0% AB: 558' (509') DA(H) C: 568' (519') D: 577' (528')		Missed apch climb grad mim 4.0% AB: 591' (542') DA(H) C: 600' (551') D: 610' (561')		Missed apch climb grad mim 3.0% AB: 676' (627') DA(H) CD: 692' (643')		Missed apch climb grad mim 2.5% AB: 807' (758') DA(H) ABC: 823' (774')	
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out
A	RVR 1800m						
B	VIS 2000m	2800m	2200m	3000m	3200m	3200m	
C							
D	2100m	2900m	2300m	3100m	3200m	3600m	4300m
						3600m	4400m

URSS/AER
SOCHI

JEPPesen
6 FEB 15 11-4

SOCHI, RUSSIA
RNAV ILS DME Rwy 06

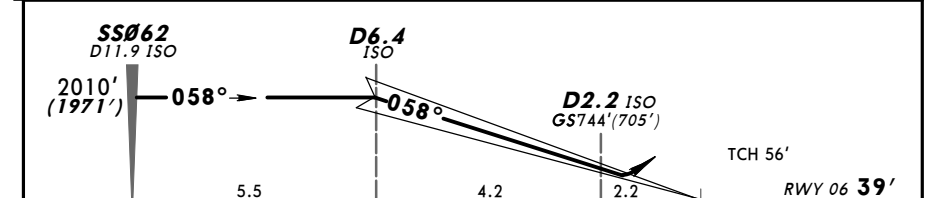
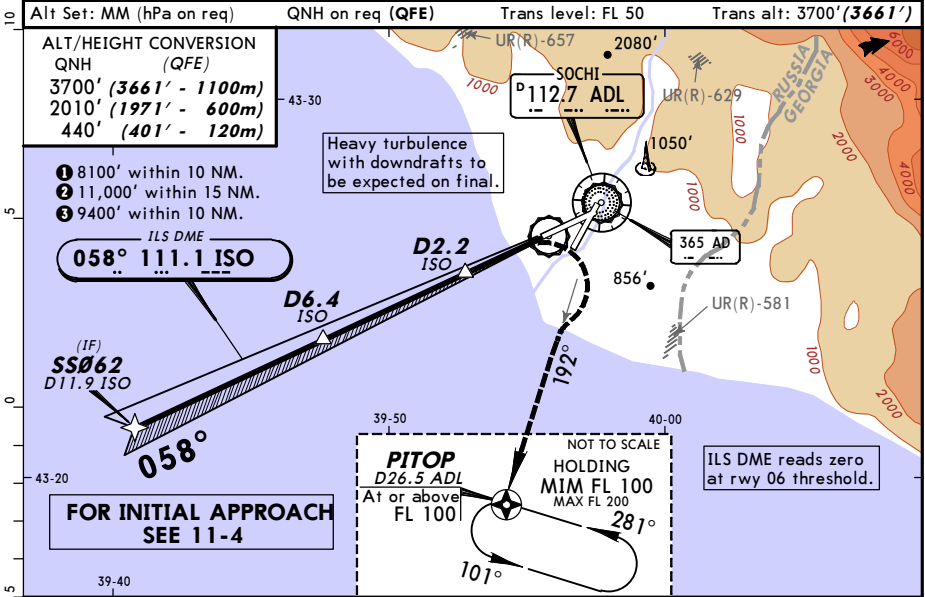


URSS/AER
SOCHI

JEPPESSEN
6 FEB 15 **11-4A**

SOCHI, RUSSIA
RNAV ILS DME Rwy 06

ATIS 129.37 (126.2) Russian	SOCHI Approach FL 200 or below 135.8	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
LOC ISO 111.1	Final Apch Crs 058°	GS D6.4 ISO 2010' (1971')	ILS DA(H) Refer to Minimums	Apt Elev 89' 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. WITH CLIMB GRADIENT MIM 5.0%: Climbing turn RIGHT as early as possible, but not before reaching 440' (401'), to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 100, or as directed.				 MSA ADL VOR



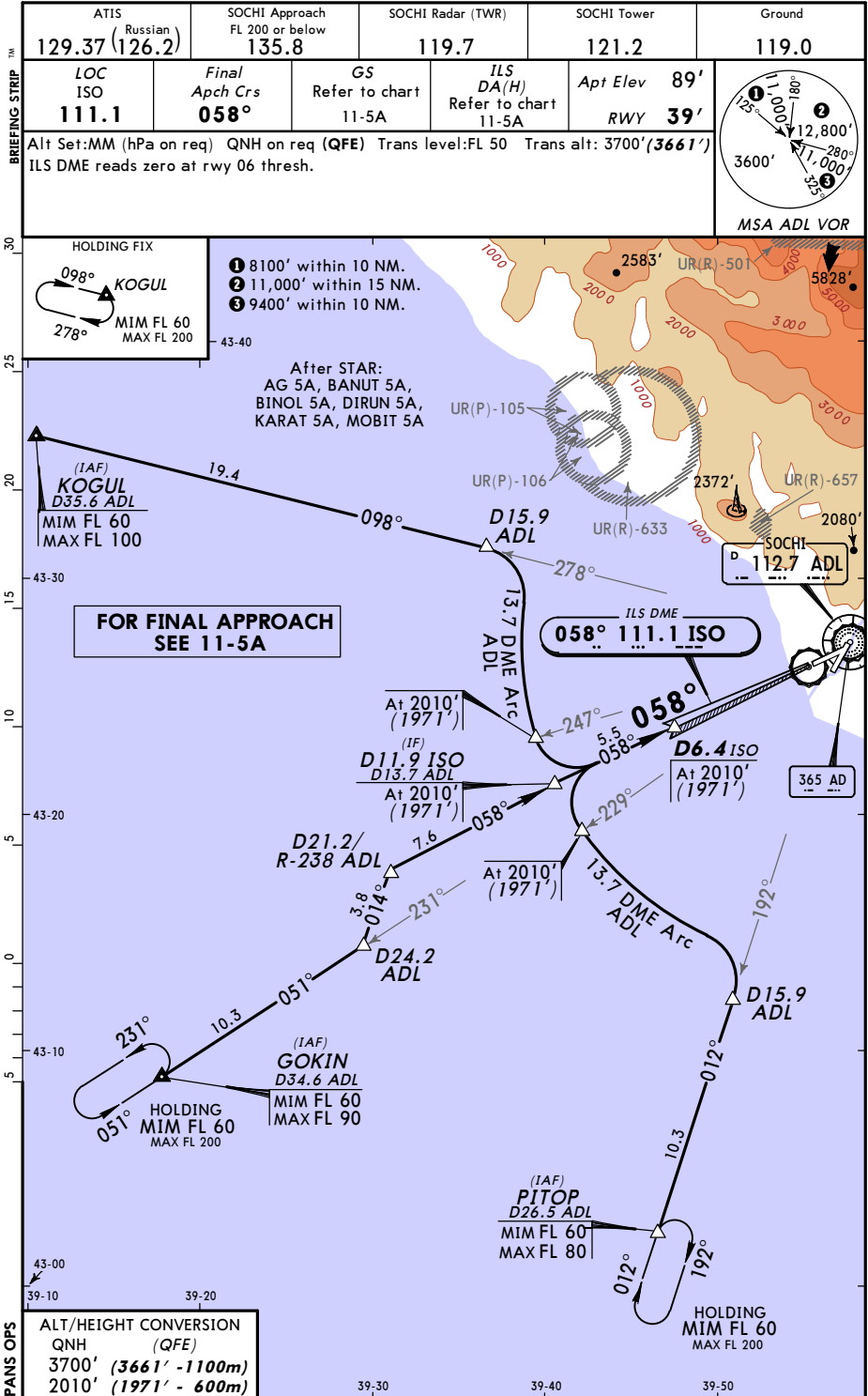
Gnd speed-Kts	70	90	100	120	140	160	HIALS	
GS	2.83°	350	451	501	601	801	PAPI	Refer to Missed Apch above

STRAIGHT-IN LANDING RWY06 I							
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) C: 482' (443') D: 499' (460')		DA(H) C: 548' (509') D: 564' (525')		DA(H) C: 564' (525') D: 597' (558')	
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out
A							
B	1000m	1800m	2300m	2600m	2800m	RVR 1800m VIS 2000m	2800m
C		RVR 1500m VIS 1600m	2400m	RVR 1800m VIS 2000m	2800m	2100m	2900m
D	1100m	1900m	1700m	2500m	2100m	2900m	2300m 3100m

URSS/AER
SOCHI

JEPPesen
6 FEB 15 11-5

SOCHI, RUSSIA
via Arc ILS DME Rwy 06



URSS/AER
SOCHI

JEPPESSEN
6 FEB 15 (11-5A)

SOCHI, RUSSIA
ILS DME Rwy 06

via Arc

BRIEFING STRIP

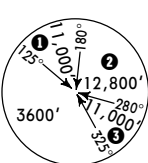
10

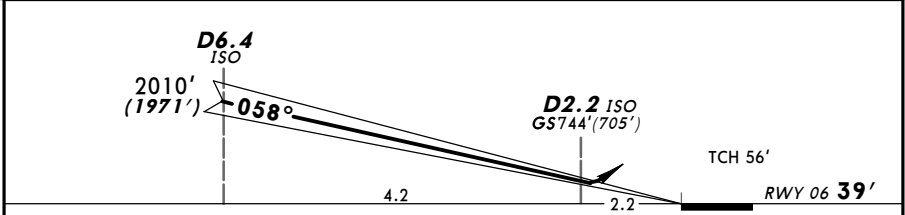
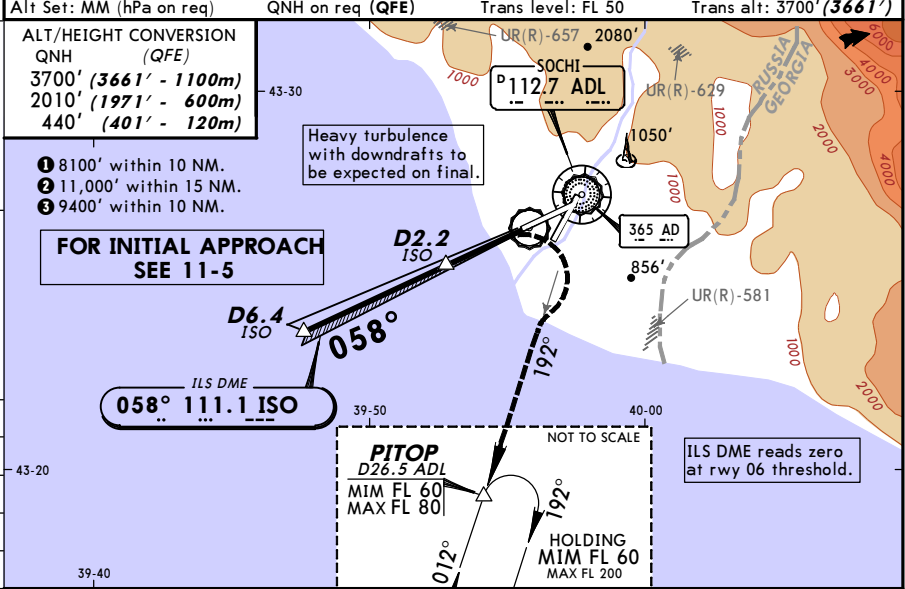
5

0

5

PANS OPS

ATIS 129.37 (126.2) Russian	SOCHI Approach FL 200 or below 135.8	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
LOC ISO 111.1	Final Apch Crs 058°	GS D6.4 ISO 2010' (1971')	ILS DA(H) Refer to Minimums	Apt Elev 89' 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. WITH CLIMB GRADIENT MIM 5.0%: Climbing turn RIGHT as early as possible, but not before reaching 440' (401'), to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 100, or as directed.				 MSA ADL VOR



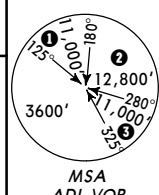
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Refer to Missed Apch above
GS	2.83°	350	451	501	601	701		

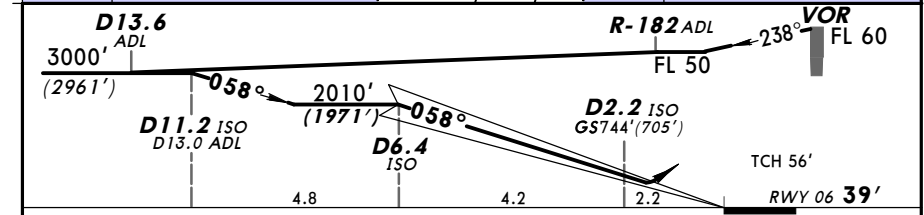
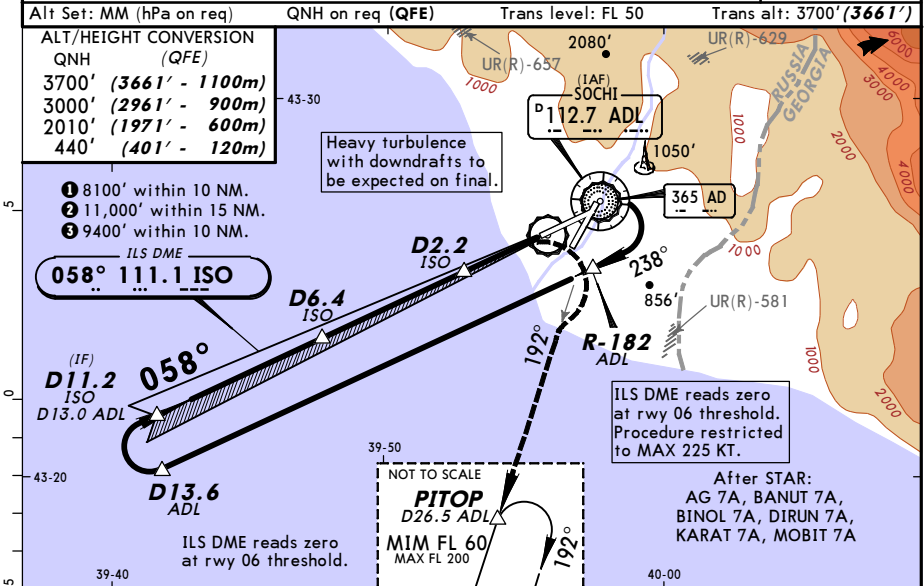
STRAIGHT-IN LANDING RWY06 I							
Missed apch climb grad mim 5.0%		Missed apch climb grad mim 4.0%		Missed apch climb grad mim 3.0%		Missed apch climb grad mim 2.5%	
DA(H) ABC: 384' (345') D: 400' (361')		AB: 466' (427') C: 482' (443') D: 499' (460')		AB: 515' (476') C: 548' (509') D: 564' (525')		AB: 548' (509') C: 564' (525') D: 597' (558')	
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out
A							
B	1000m	1800m	2300m	1800m	2600m	RVR 1800m VIS 2000m	2800m
C		RVR 1500m VIS 1600m	2400m	RVR 1800m VIS 2000m	2800m	2100m	2900m
D	1100m	1900m	1700m	2100m	2900m	2300m	3100m

URSS/AER
SOCHI

JEPPESN
6 FEB 15 **(11-6)**

SOCHI, RUSSIA
via VOR ILS DME Rwy 06

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 135.8	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
LOC ISO 111.1	Final Apch Crs 058°	GS D6.4 ISO 2010' (1971')	ILS DA(H) Refer to Minimums	Apt Elev 89' 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. WITH CLIMB GRADIENT MIM 5.0%: Climbing turn RIGHT as early as possible, but not before reaching 440' (401'), to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed.				 MSA ADL VOR



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

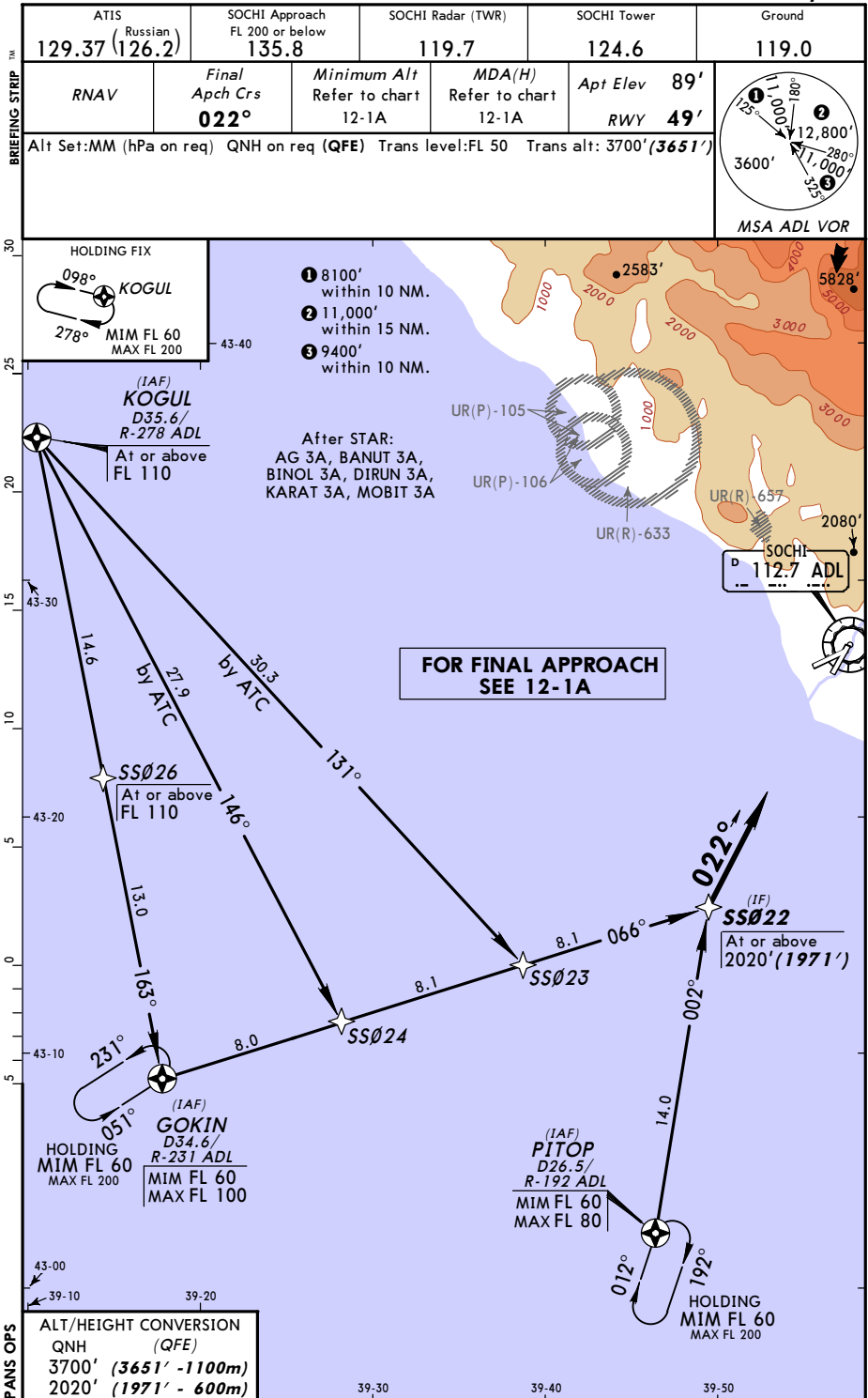
STRAIGHT-IN LANDING RWY06 I							
Missed apch climb grad mim 5.0%		Missed apch climb grad mim 4.0%		Missed apch climb grad mim 3.0%		Missed apch climb grad mim 2.5%	
DA(H) ABC: 384' (345') D: 400' (361')		AB: 466' (427') C: 482' (443') D: 499' (460')		AB: 515' (476') C: 548' (509') D: 564' (525')		AB: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

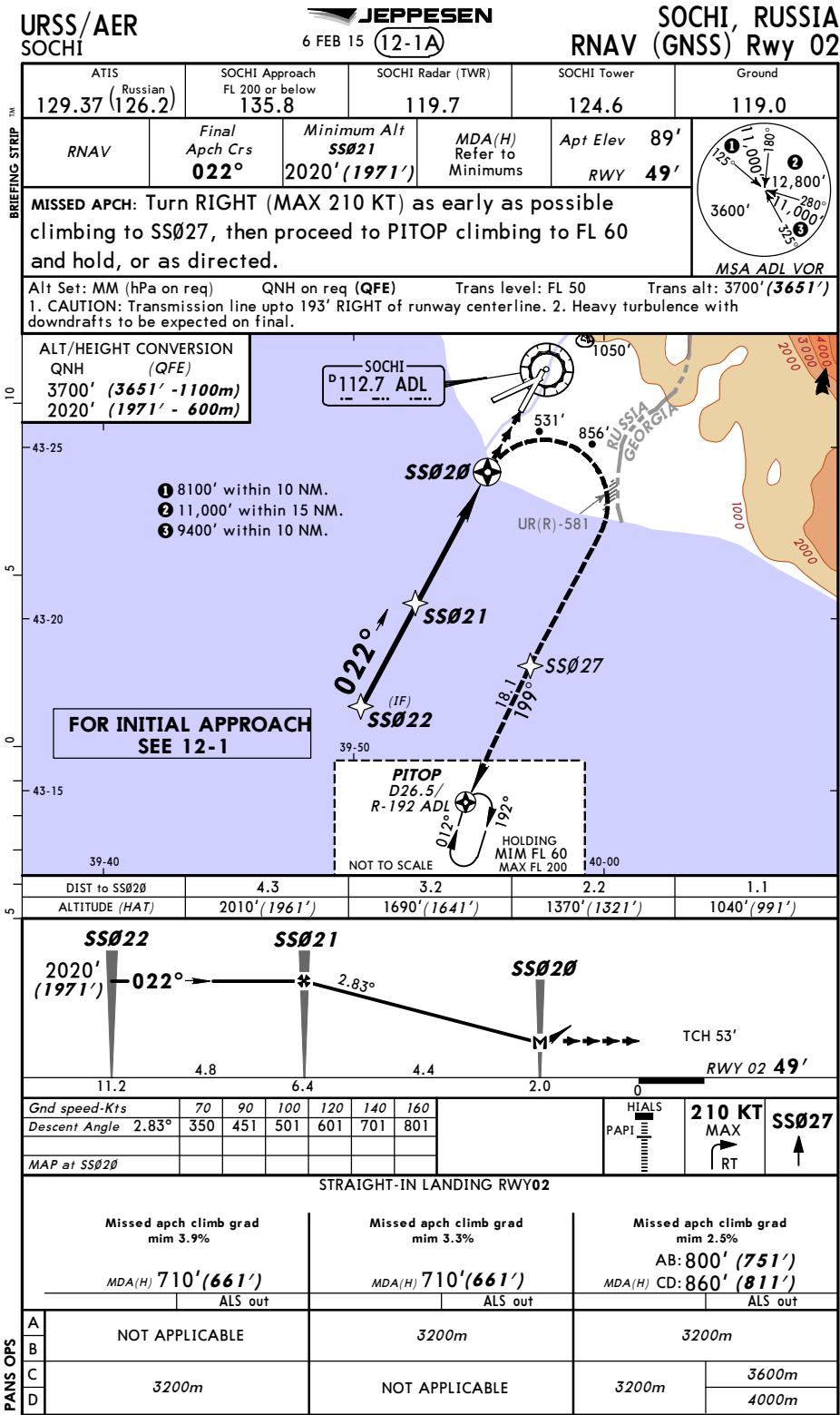
I LOC (GS out): NOT AUTHORIZED.

URSS/AER
SOCHI

JEPPesen
6 FEB 15 (12-1)

SOCHI, RUSSIA
RNAV (GNSS) Rwy 02



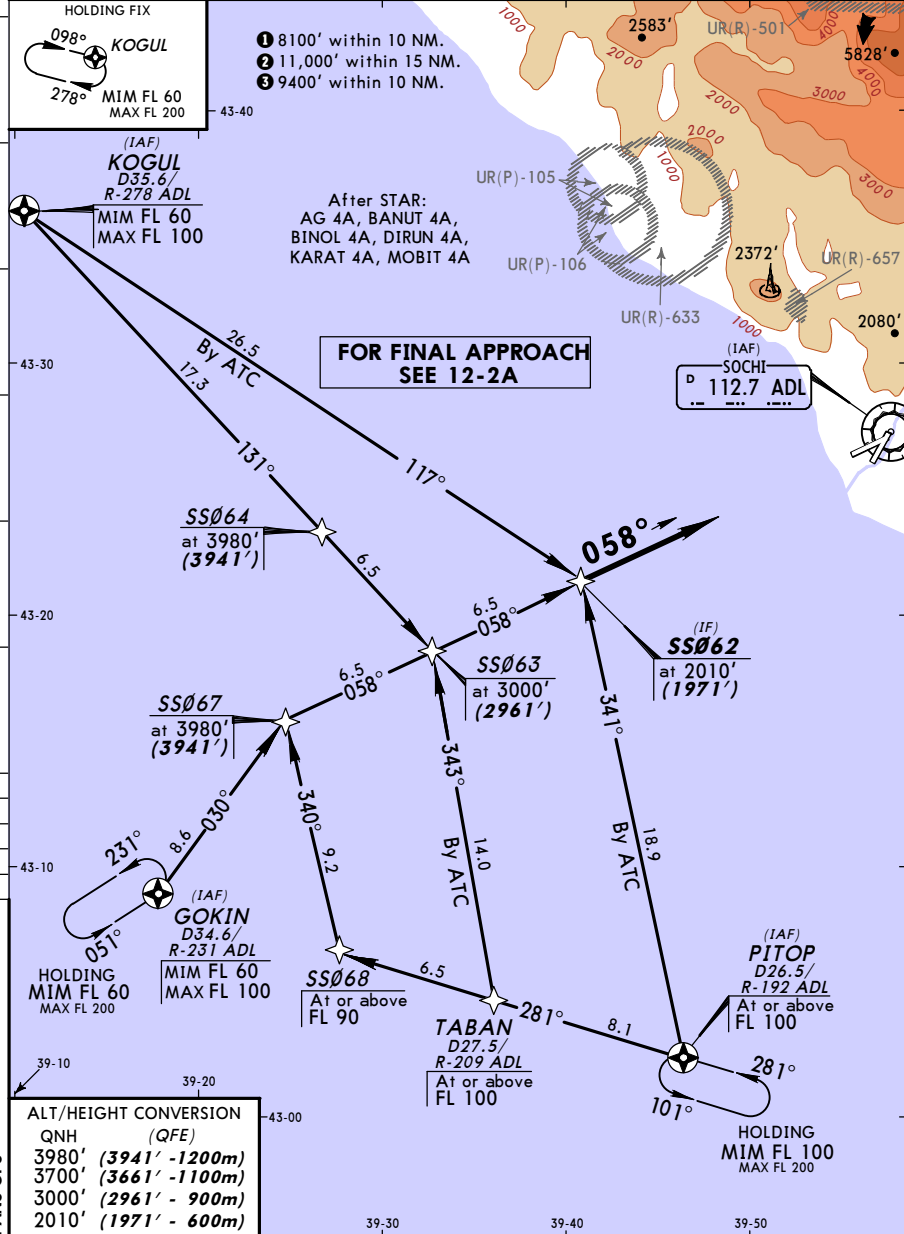


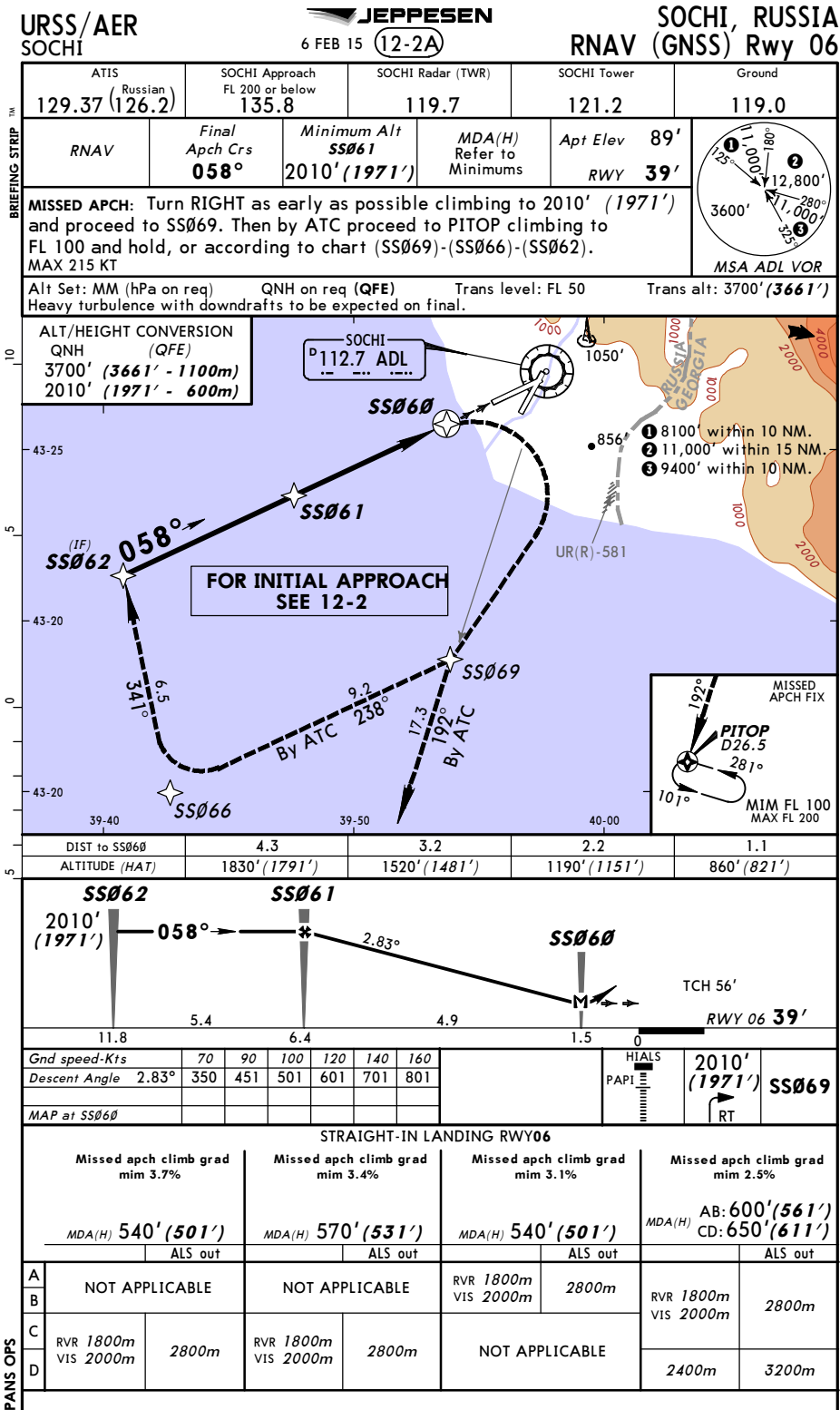
URSS/AER
SOCHI

JEPPesen
6 FEB 15 12-2

SOCHI, RUSSIA
RNAV (GNSS) Rwy 06

ATIS Russian 129.37 (126.2)	SOCHI Approach FL 200 or below 135.8	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
RNAV	Final Apch Crs 058°	Minimum Alt Refer to chart 12-2A	MDA(H) Refer to chart 12-2A	Apt Elev 89' RWY 39'
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700'(3661')				
				MSA ADL VOR

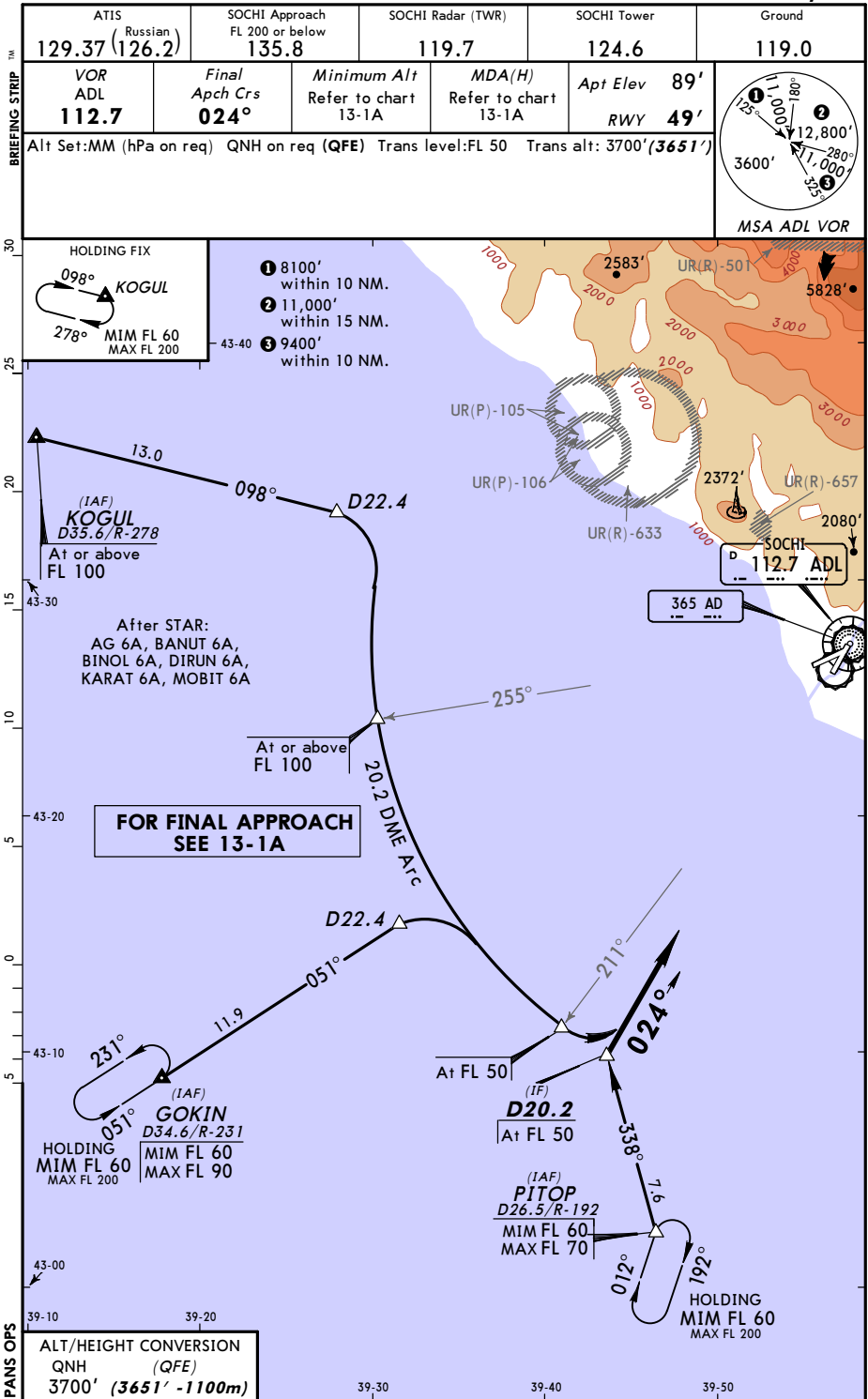




URSS/AER
SOCHI

JEPPESEN
6 FEB 15 **13-1**

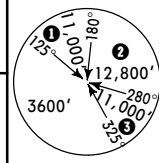
via Arc SOCHI, RUSSIA
VOR DME Rwy 02



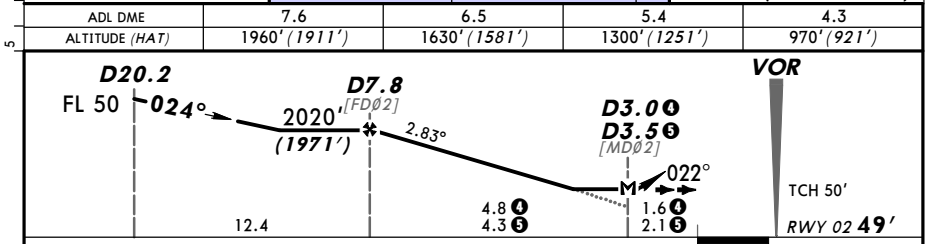
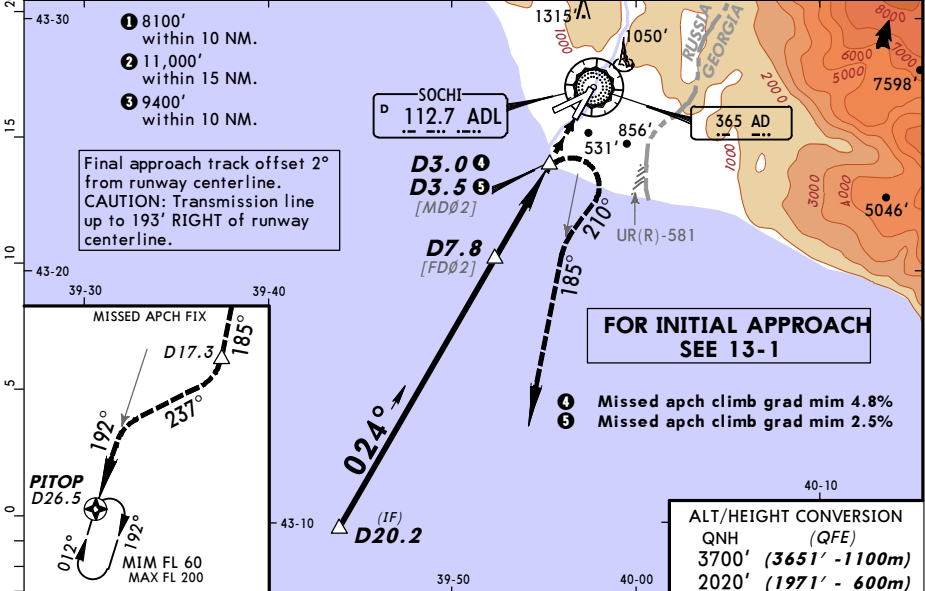
URSS/AER
SOCHI

JEPPesen
6 FEB 15 **13-1A**

SOCHI, RUSSIA
via Arc VOR DME Rwy 02

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 135.8	SOCHI Radar (TWR) 119.7	SOCHI Tower 124.6	Ground 119.0
VOR ADL 112.7	Final Apch Crs 024°	Minimum Alt D7.8 2020' (1971')	MDA(H) 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.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	210°	210 KT	ADL
Descent Angle 2.83°	350	451	501	601	701	801	PAPI	RT	MAX	112.7
MAP at D3.0 1										R-185
MAP at D3.5 2										

STRAIGHT-IN LANDING RWY 02				PANS OPS	
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			
A		3200m			
B	2200m	3000m			
C			3600m		
D	2400m	3200m	4000m		

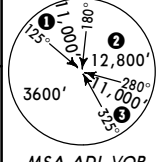
CHANGES: Apch freq.

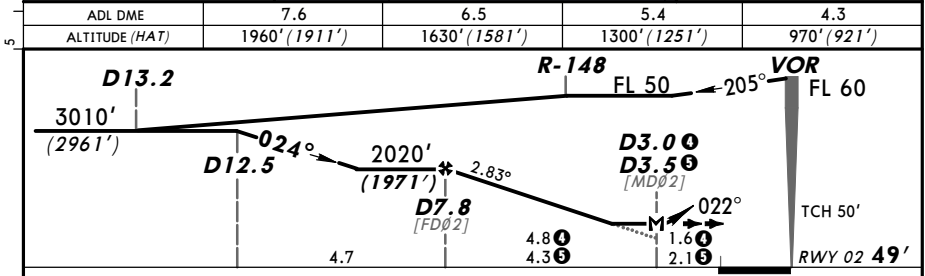
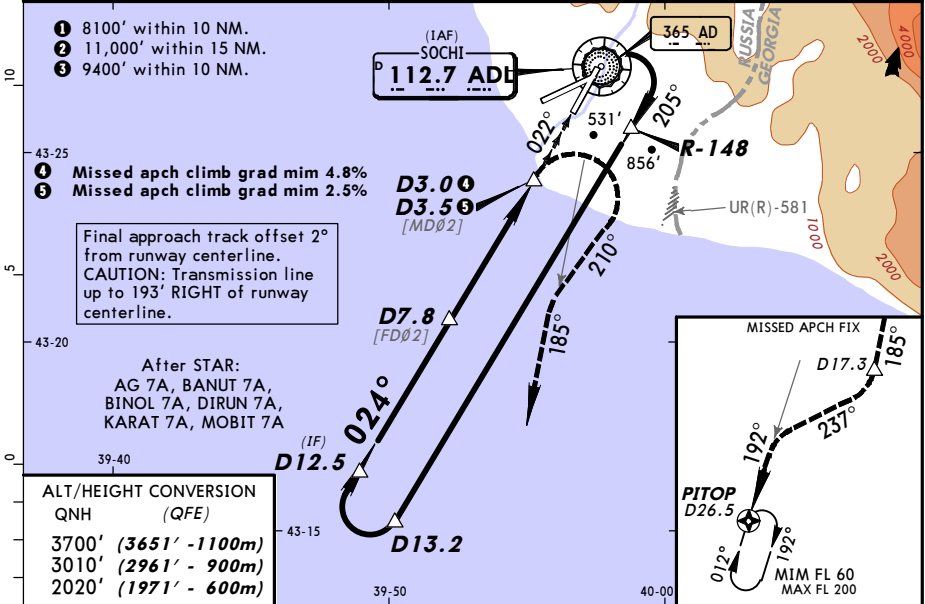
© JEPPesen, 2012, 2015. ALL RIGHTS RESERVED.

URSS/AER
SOCHI

JEPPSEN
6 FEB 15 **13-2**

SOCHI, RUSSIA
via VOR VOR DME Rwy 02

BRIEFING STRIP™	ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 135.8	SOCHI Radar (TWR) 119.7	SOCHI Tower 124.6	Ground 119.0	
	VOR ADL 112.7	Final Apch Crs 024°	Minimum Alt D7.8 2020' (1971')	MDA(H) 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.					
	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.					



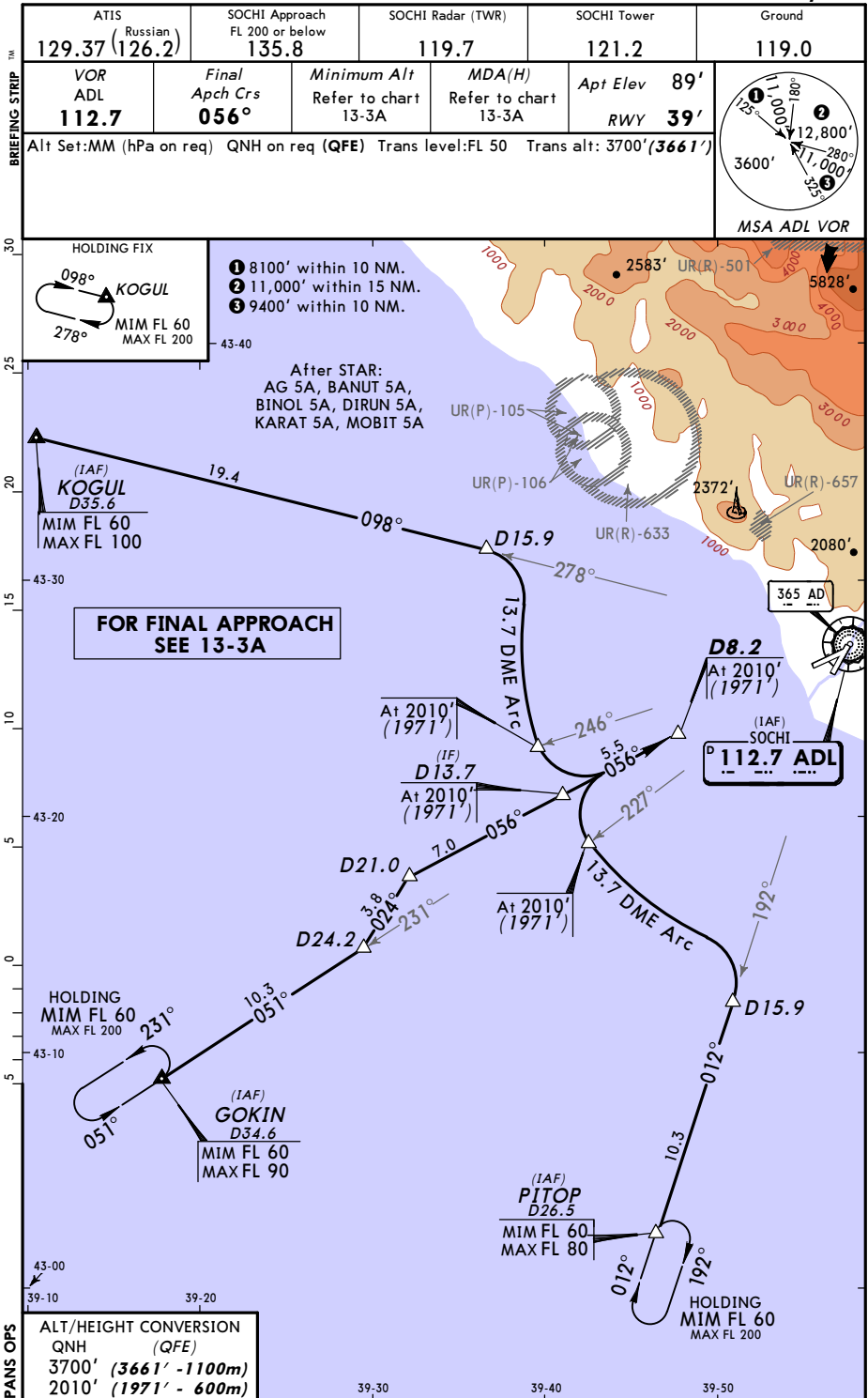
Gnd speed-Kts	70	90	100	120	140	160	HIALS	210°	210 KT	ADL
Descent Angle 2.83°	350	451	501	601	701	801	PAP1	RT	MAX	112.7
MAP at D3.0 1										R-185
MAP at D3.5 5										

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

URSS/AER
SOCHI

JEPPesen
6 FEB 15 13-3

SOCHI, RUSSIA
via Arc VOR DME Rwy 06



URSS/AER
SOCHI

JEYPESEN
6 FEB 15 13-3A

SOCHI, RUSSIA
via Arc VOR DME Rwy 06

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 135.8	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
VOR ADL 112.7	Final Apch Crs 056°	Minimum Alt D8.2 2010' (1971')	MDA(H) 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.

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.

1 8100' within 10 NM.

2 11,000' within 15 NM.

3 9400' within 10 NM.

D3.00
D3.30
[MD06]

D8.2
[FD06]

056°

058°

192°

1050'

365 AD

856'

SOCHI
112.7 ADL

UR(R) -58 I

After STAR:
AG 5A, BANUT 5A,
BINOL 5A, DIRUN 5A,
KARAT 5A, MOBIT 5A

Final approach track offset 2°
from runway centerline.

FOR INITIAL APPROACH
SEE 13-3

NOT TO SCALE

PITOP
D26.5

MIM FL 60
MAX FL 200

192°

ALT/HEIGHT CONVERSION
QNH (QFE)

3700' (3661' - 1100m)
2010' (1971' - 600m)

43-25

43-20

39-40

43-15

40-00

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

D8.2
[FD06]

2010'
(1971')

*056°

2.83°

D3.00
D3.30
[MD06]

058°

5.2 1
4.9 2

1.2 3
1.5 4

VOR

TCH 56'

RWY 06 39'

Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	2.83°	350	451	501	601	701	801
MAP at D3.0 1							
MAP at D3.3 2							

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 NOT APPLICABLE

2400m

2800m

2400m

3200m

C RVR 1500m
VIS 1600m

2400m

NOT APPLICABLE

2400m

3200m

D RVR 1800m
VIS 2000m

2800m

NOT APPLICABLE

2400m

3200m

PANS OPS

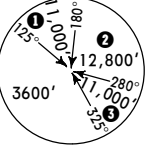
CHANGES: Apch freq.

© JEYPESEN, 2013, 2015. ALL RIGHTS RESERVED.

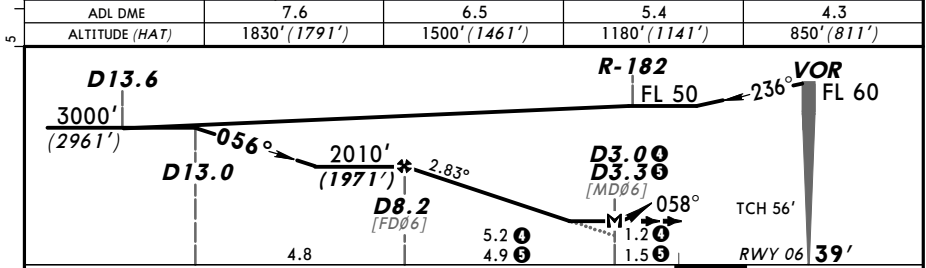
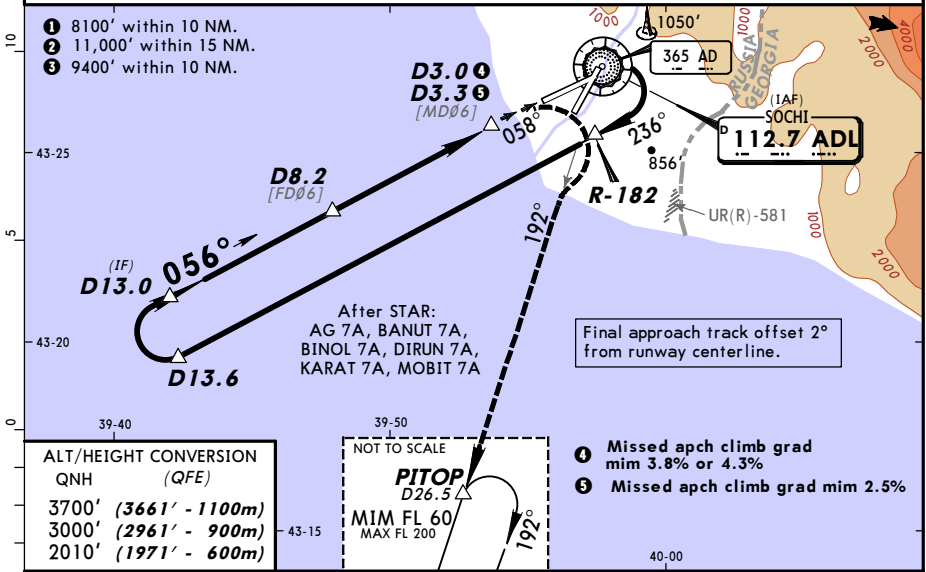
URSS/AER
SOCHI

JEPPESEN
6 FEB 15 **13-4**

SOCHI, RUSSIA
via VOR VOR DME Rwy 06

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 135.8	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
VOR ADL 112.7	Final Apch Crs 056°	Minimum Alt D8.2 2010' (1971')	MDA(H) 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.



Gnd speed-Kts		70	90	100	120	140	160	HIALS		ADL		FL 60 ↑
Descent Angle 2.83°		350	451	501	601	701	801	PAPI		112.7		
MAP at D3.0 ④								RT		R-192		
MAP at D3.3 ⑤												
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			RVR 1800m VIS 2000m		2800m			
D	RVR 1800m VIS 2000m	2800m					2400m		3200m			

CHANGES: Apch freq.

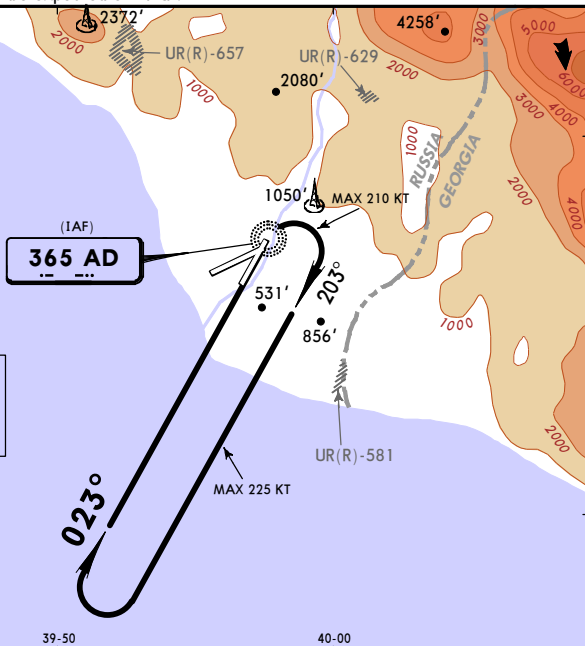
© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

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.

2510' (2461' - 750m)

365 AD

Final approach track offset 1
from runway centerline.
CAUTION: Transmission line
up to 193' RIGHT of runway
centerline.



CAT A & B:
4½ Min
CAT C & D:
3½ Min

A: 2510' (2461')
B: 2680' (2631')
CD: 2840' (2791')

NDB

CAT A & B: FL50
CAT C & D: FL60

RWY 02 49'

MAP at NDB							

HIALS
PAPI

203°

RT

210 KT
MAY

STRAIGHT-IN LANDING RWY 02

 $MDA(H)$

B. 1460' (1411')

A: 1220' (1171') CD: 1660' (1611')

ALS out

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

PANS OPS

URSS/AER
SOCHI

JEPPESEN
6 FEB 15 (16-2)

SOCHI, RUSSIA
NDB Rwy 06

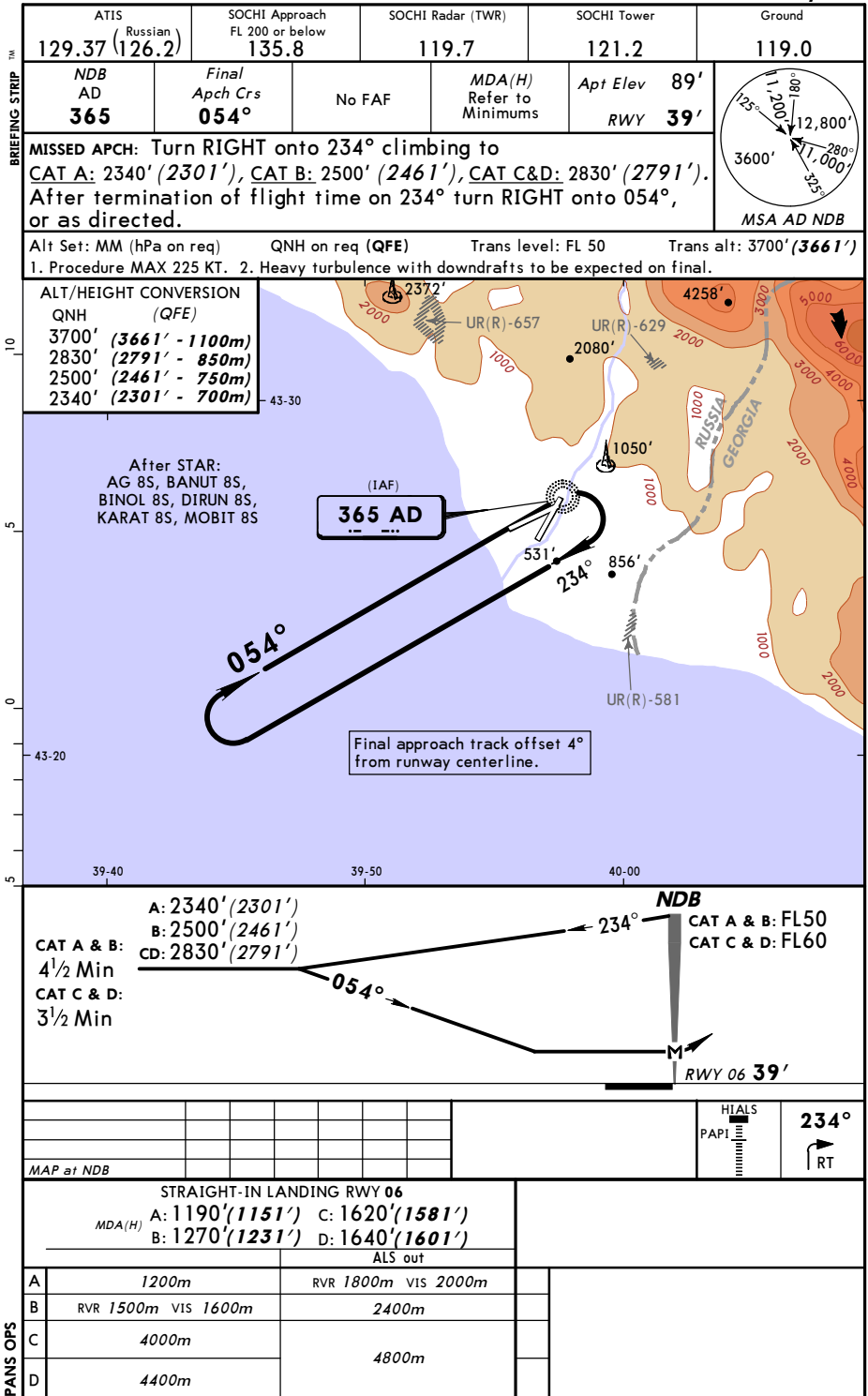


Chart changes since cycle 12-2016

ADD = added chart, REV = revised chart, DEL = deleted chart.
ACT PROCEDURE IDENT INDEX REV DATE EFF DATE

SOCHI, (SOCHI - URSS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URSS