

List of pages in this Trip Kit

Trip Kit Index

Airport Information For URSS

Terminal Charts For URSS

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: SOCHI RUS
ICAO/IATA: URSS / AER
Lat/Long: N43° 26.7', E039° 56.8'
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
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0202 Z
Sunset: 1631 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 Tower: 135.800
Sochi Tower: 124.000
Sochi Tower: 121.200
Sochi Taxiing Ground: 119.000
Sochi Clearance Delivery: 132.700
Sochi Approach: 124.600 At or below 33574432 ft
Sochi Approach: 124.000
Sochi Radar: 124.000
Sochi Helicopter: 118.500
Sochi Transit Operations: 131.900
Sochi Radar: 119.700

URSS/AER
SOCHI

JEPPESEN
20 APR 18 10-1P EFF 26 Apr

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. RWY OPERATIONS

Approach and landing shall be carried out only on RWYs 02 and 06.
Take-off shall be carried out only from RWYs 20 and 24.

1.4. TAXI PROCEDURES

RWYs 02/20 and 06/24: ACFT taxiing to RWY for take-off and RWY vacation after landing shall be carried out with increased caution at reduced speed, at idle power.
Taxiing to RWY 06/24 along TWYs C and D allowed for VIP and check flights only.
Taxiing to RWY 06/24 along TWYs A, B, C and D only with Follow-me car.
Taxiing to stands 65-1 thru 65-7 via stand 41 only with Follow-me car and with ATS unit instruction.
Simultaneous taxiing of ACFT along TWYs M and N with wingspan of 138'/42m or more is prohibited.

1.5. PARKING INFORMATION

Exit stands 2 thru 38, 55 and 56 by towing.
Stands 1 thru 22 and 33 thru 65 are available for helicopters (Stands 39, 54 and 61 thru 63 only by instruction of the AD administration).
Stands 23 thru 32 are equipped with visual docking guidance system (SAFEDOCK).

1.6. OTHER INFORMATION

Birds in vicinity of APT.
Take-off and landing of helicopters are allowed from/on point RWYs.

2. ARRIVAL

2.1. RWY OPERATIONS

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

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20 APR 18

10-1P1

Eff 26 Apr

SOCHI, RUSSIA

AIRPORT BRIEFING

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.

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 maximum 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.

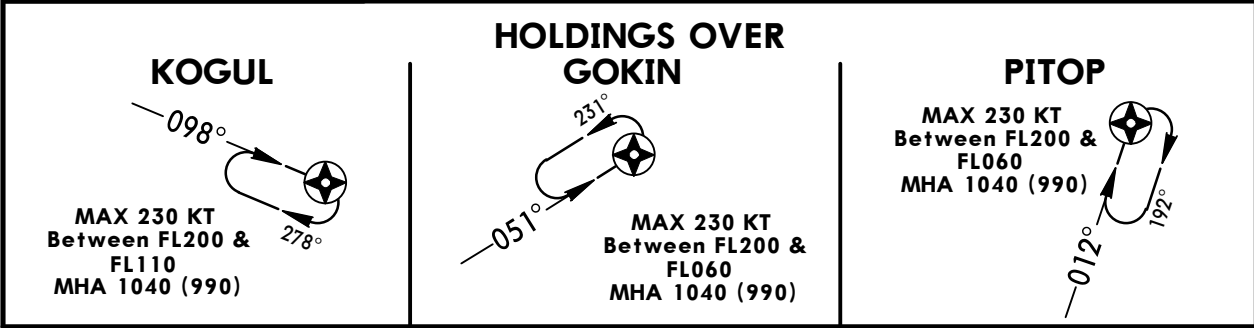
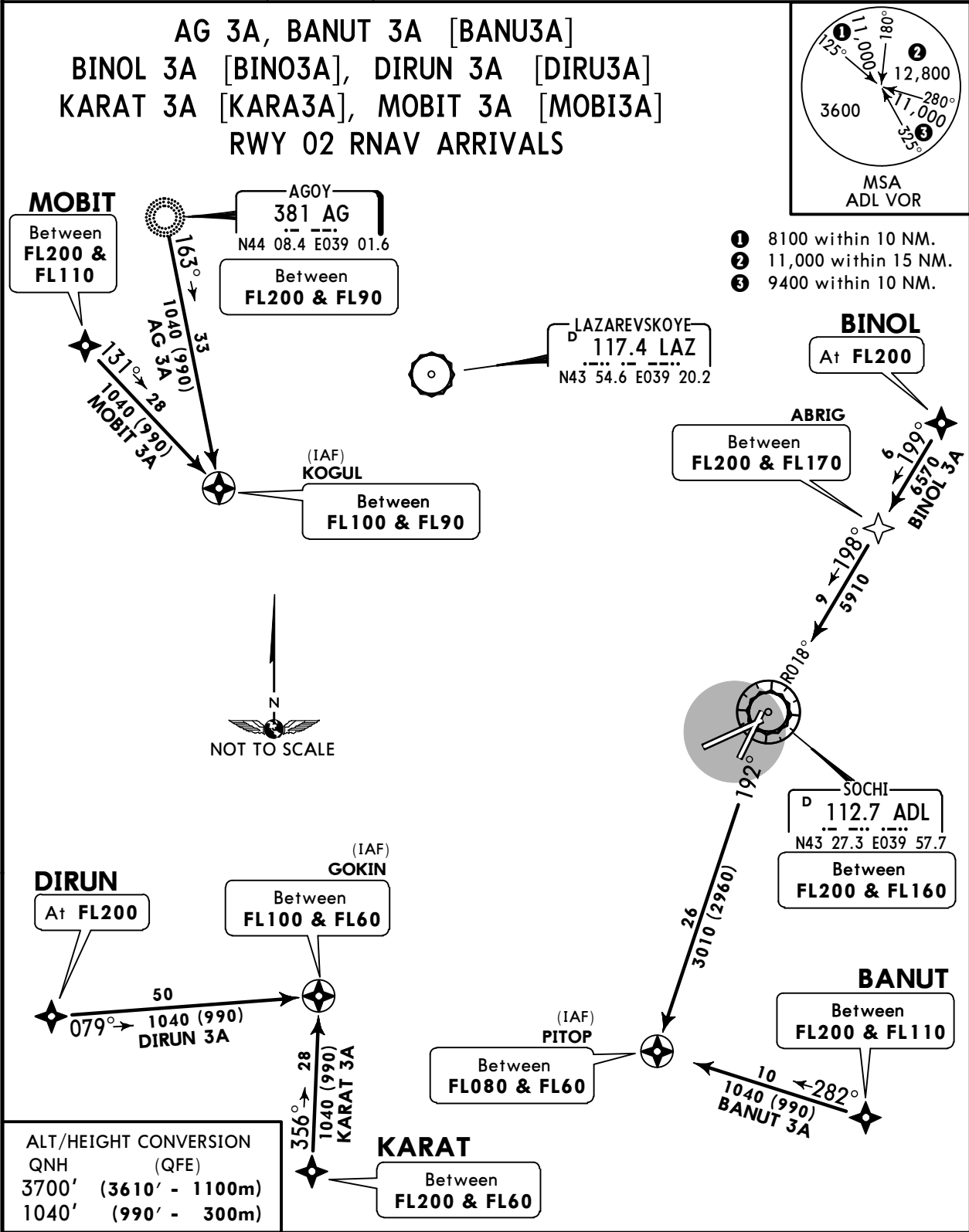
The flight crews shall request for a stepless climb from "SOCHI-Taxiing" controller at the RWY holding position.

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SOCHI, RUSSIA
RNAV STAR

ATIS 129.375 (Russian 126.2)	Apt Elev 89'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3700' (3610') 1. RNAV 1. 2. GNSS or DME/DME required. 3. DME LAZ and ADL are critical.
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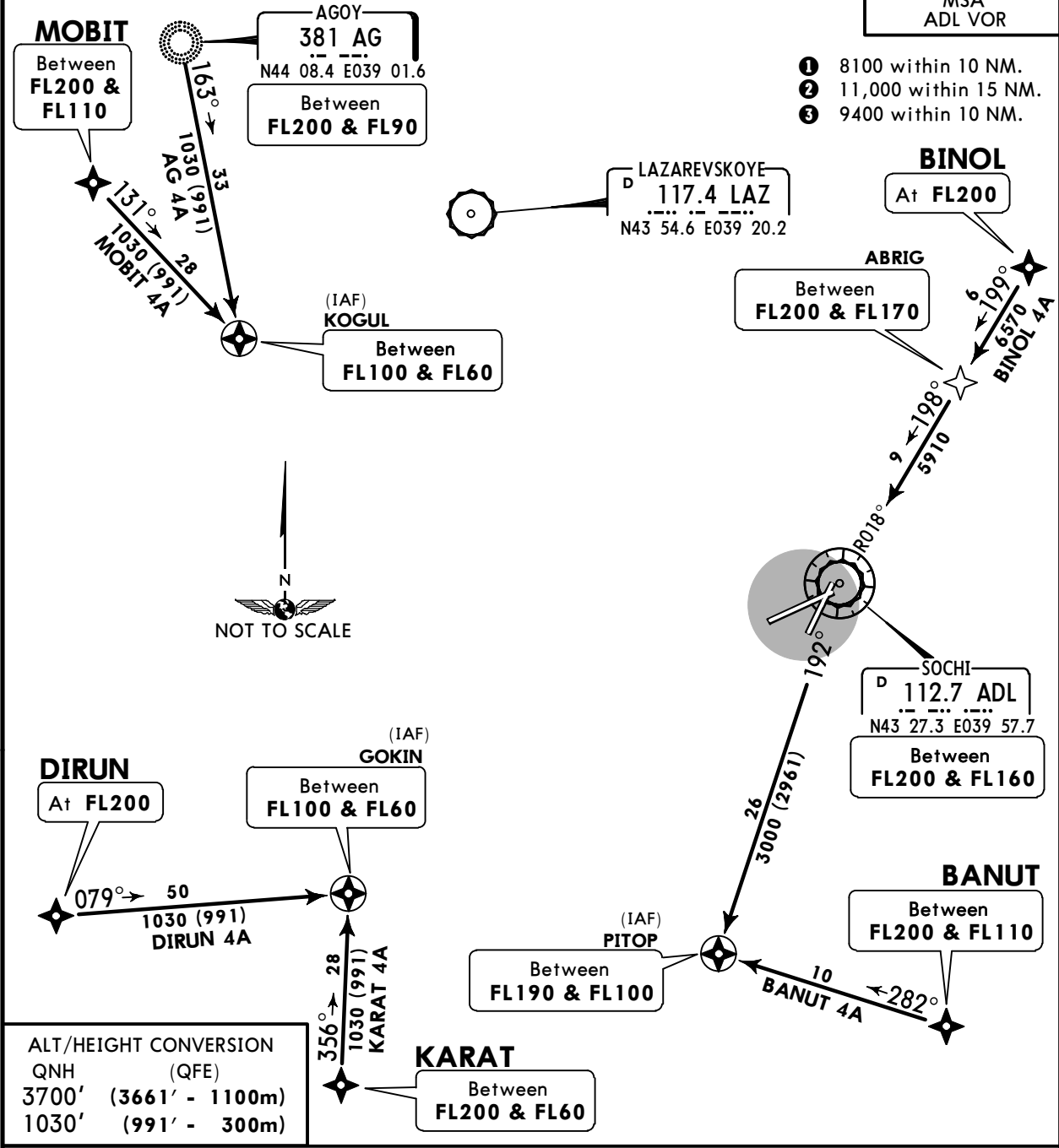
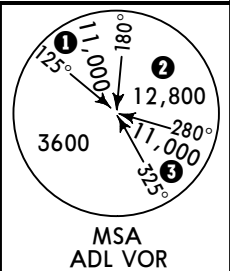
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19 APR 19 10-2A Eff 25 Apr

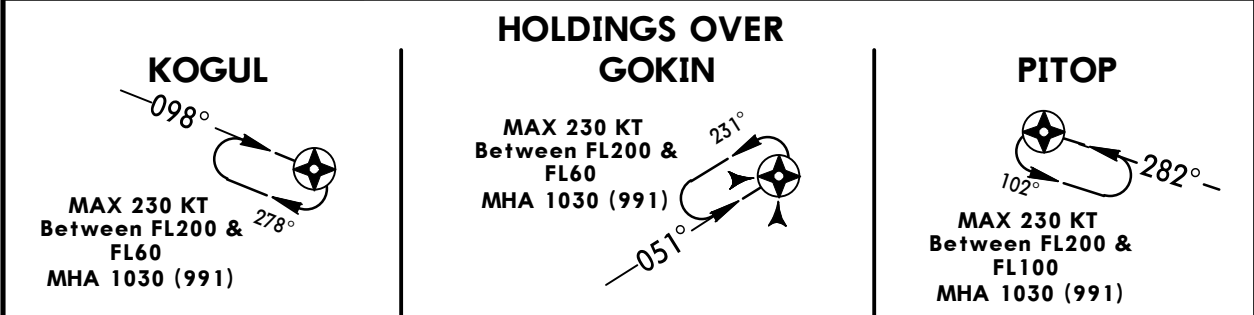
SOCHI, RUSSIA
RNAV STAR

ATIS 129.375 (Russian 126.2)	Apt Elev 89'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3700' (3661') 1. RNAV 1. 2. GNSS or DME/DME required. 3. DME LAZ and ADL are critical.
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AG 4A, BANUT 4A [BANU4A]
BINOL 4A [BINO4A], DIRUN 4A [DIRU4A]
KARAT 4A [KARA4A], MOBIT 4A [MOBI4A]
RWY 06 RNAV ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
3700' (3661' - 1100m)
1030' (991' - 300m)



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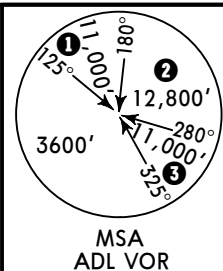
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2 NOV 18 (10-2D)

SOCHI, RUSSIA
STAR

ATIS
129.375 (Russian 126.2)
Apt Elev
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 [BIN07A], DIRUN 7A [DIRU7A]
KARAT 7A [KARA7A], MOBIT 7A [MOBI7A]
RWYS 02, 06 ARRIVALS

INITIAL APPROACH SEGMENT FOR RACETRACK PROCEDURE



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

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

MOBIT

(ADL R-293/D61.0)

At FL200

DME

AGOY

D (116.8) AGO

N44 08.3 E039 01.5

381 AG

N44 08.4 E039 01.6

At FL200

DME

LAZAREVSKOYE

D (117.4) LAZ

N43 54.6 E039 20.2

307 LA

N43 54.6 E039 20.3

KOGUL

(AGO D32.9)

At FL170



BINOL

At FL200

ABRIG

Between
FL200 & FL170

(IAF)
SOCHI

D 112.7 ADL

N43 27.3 E039 57.7

AG 7A, BANUT 7A
DIRUN 7A, KARAT 7A
MOBIT 7A

At FL60

BINOL 7A

Between
FL200 & FL160

on return from PITOP
FL60

DIRUN

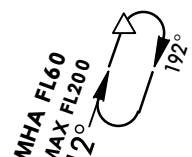
At FL200

GOKIN

(LAZ D45.9)

At or below
FL170

HOLDING
OVER PITOP



KARAT

(LAZ D73.4)

At FL200

BANUT

(ADL R-172/D28.1)

Between
FL200 & FL110

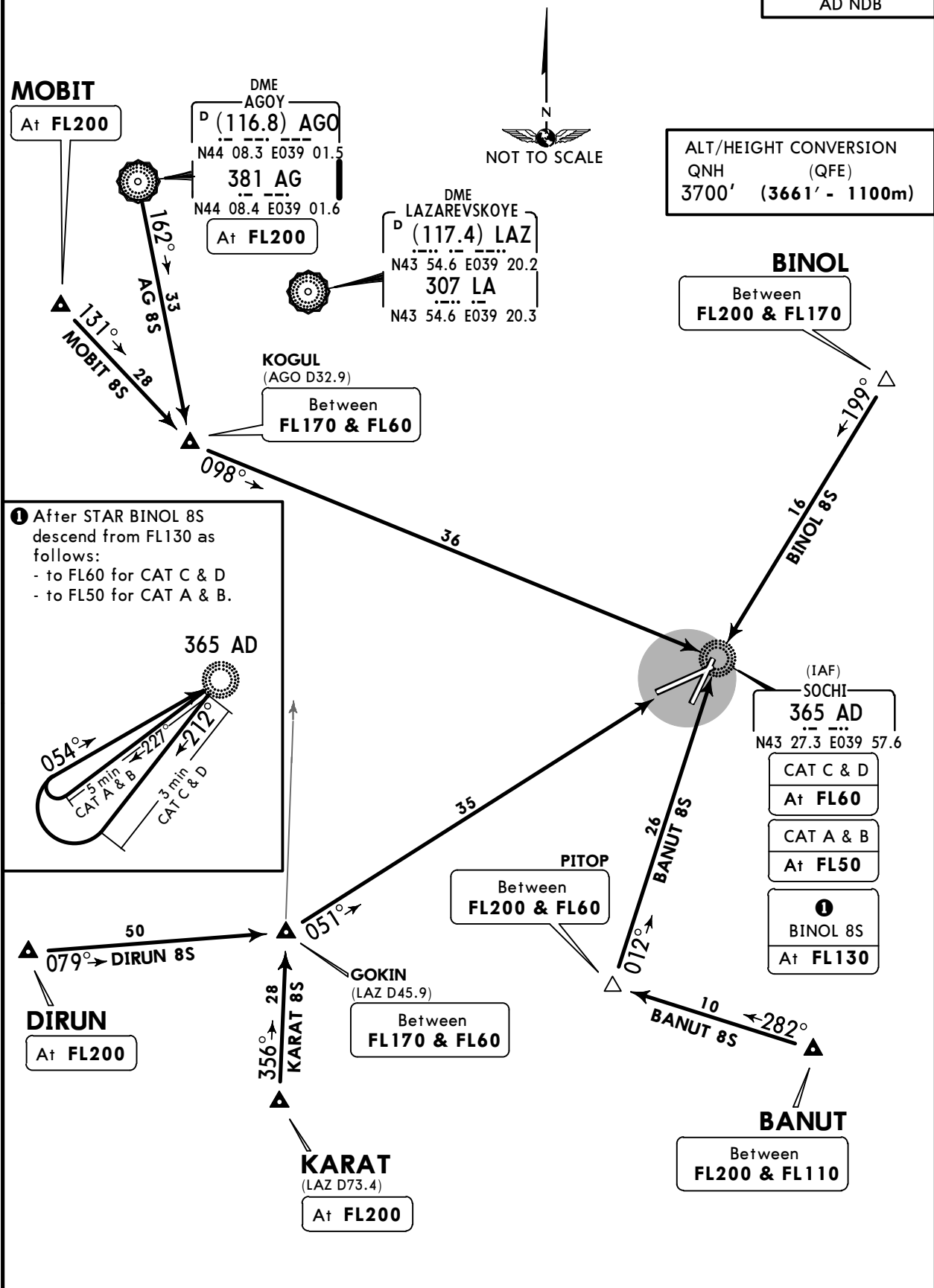
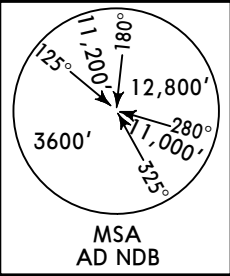
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JEPPESSEN
2 NOV 18 10-2F

SOCHI, RUSSIA
STAR

ATIS 129.375 (Russian 126.2)	Apt Elev 89'	Alt Set: MM (hPa on request) QNH on request Trans level: FL50 Trans alt: 3700' (3661')	(QFE)
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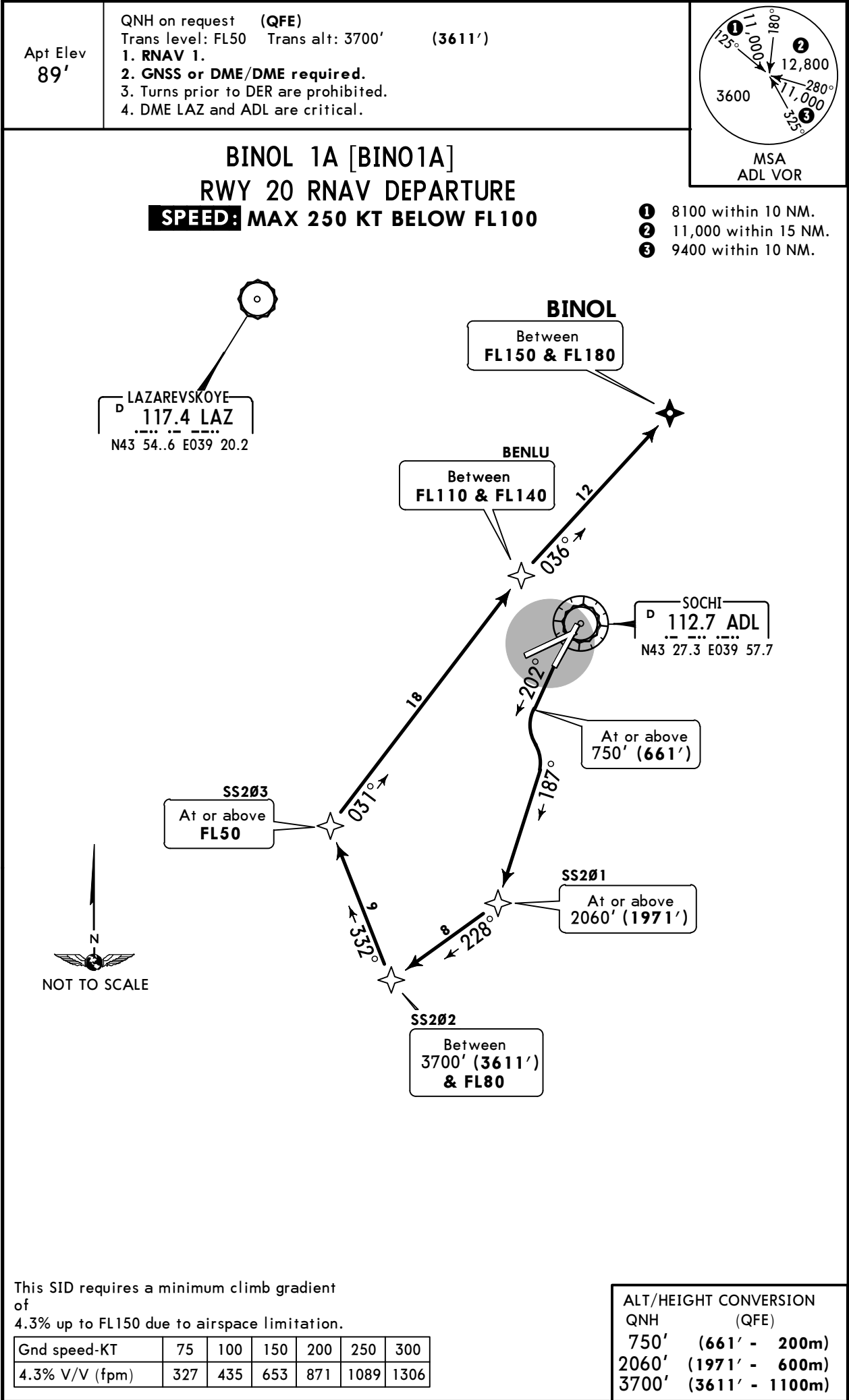
AG 8S, BANUT 8S [BANU8S]
BINOL 8S [BIN08S], DIRUN 8S [DIRU8S]
KARAT 8S [KARA8S], MOBIT 8S [MOBI8S]
RWY 06 ARRIVALS
INITIAL APPROACH SEGMENT FOR RACETRACK PROCEDURE



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SOCHI, RUSSIA
RNAV SID



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19 APR 19 10-3A Eff 25 Apr

SOCHI, RUSSIA
RNAV SID

Apt Elev
89'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3700' (3615')

1. RNAV 1.

2. GNSS or DME/DME required.

3. DME LAZ and ADL are critical.

4. Turns prior to DER are prohibited.

5. EXPECT close-in obstacles.

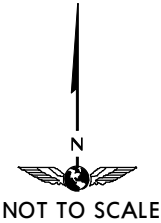
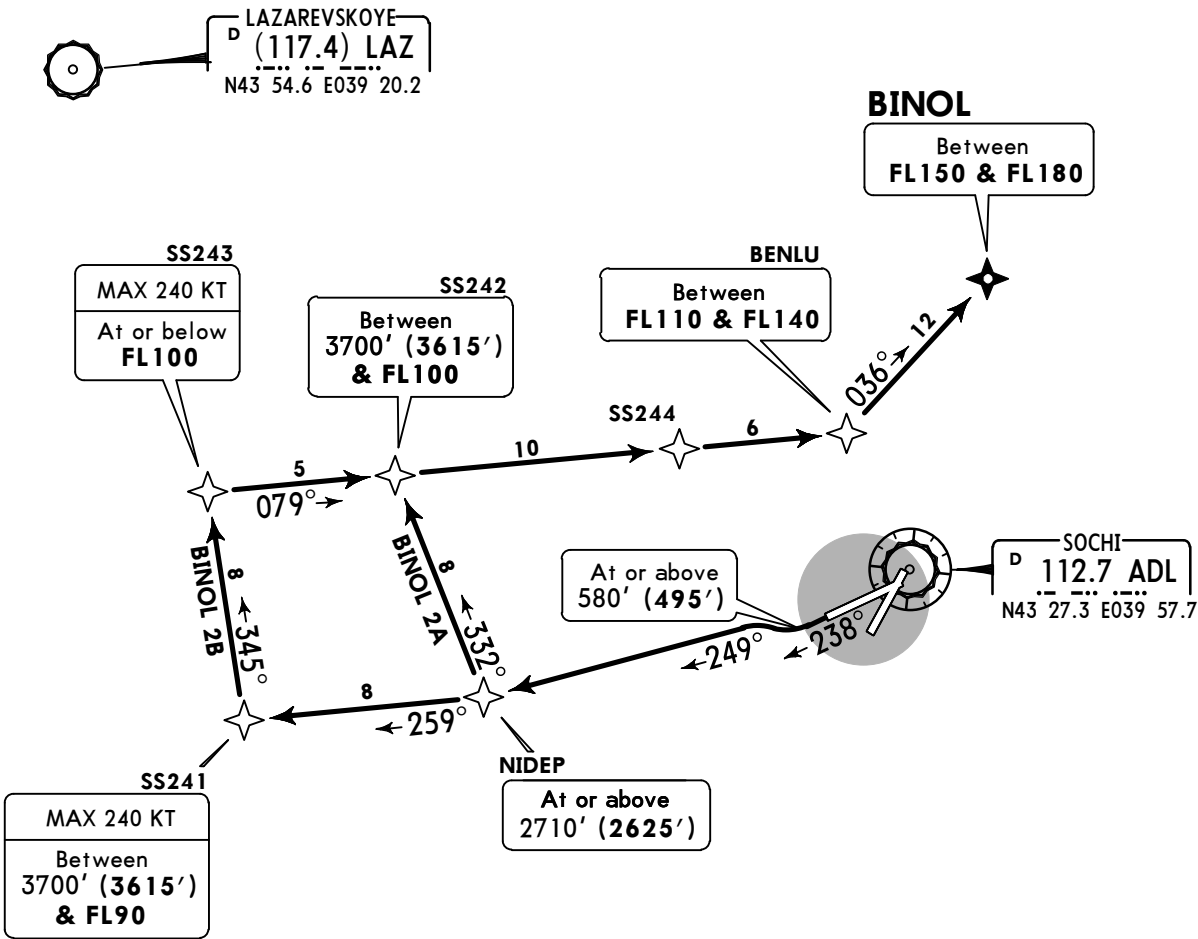
MSA
ADL VOR

BINOL 2A [BINO2A], BINOL 2B [BINO2B]
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.



These SIDs require minimum climb gradients
of
BINOL 2A: 5.3% up to FL150 due to airspace limitation.
BINOL 2B: 4.1% up to FL150 due to airspace limitation.

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)
2710'	(2625' - 800m)
3700'	(3615' - 1100m)

SOCHI, RUSSIA
RNAV SID

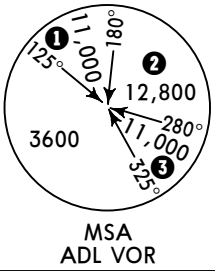
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19 APR 19 10-3C Eff 25 Apr

SOCHI, RUSSIA
RNAV SID

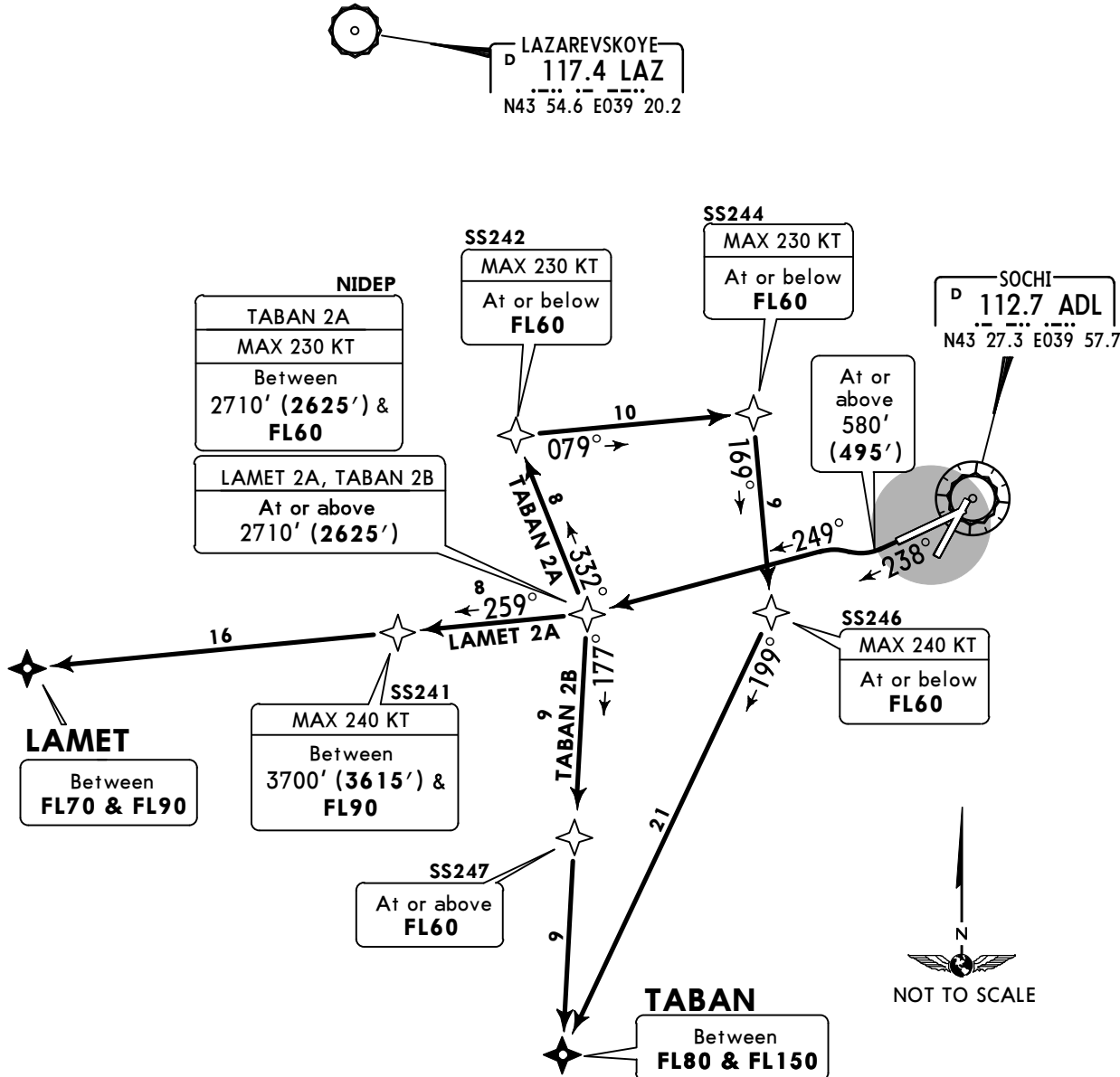
Apt Elev
89'

- QNH on request (QFE)
Trans level: FL50 Trans alt: 3700' (3615')
- 1. RNAV 1.
 - 2. GNSS or DME/DME required.
 - 3. Turns prior to DER are prohibited.
 - 4. DME LAZ and ADL are critical.
 - 5. EXPECT close-in obstacles.



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.



TABAN 2B
This SID requires a minimum climb gradient of 4.4% up to FL60 due to airspace limitation.

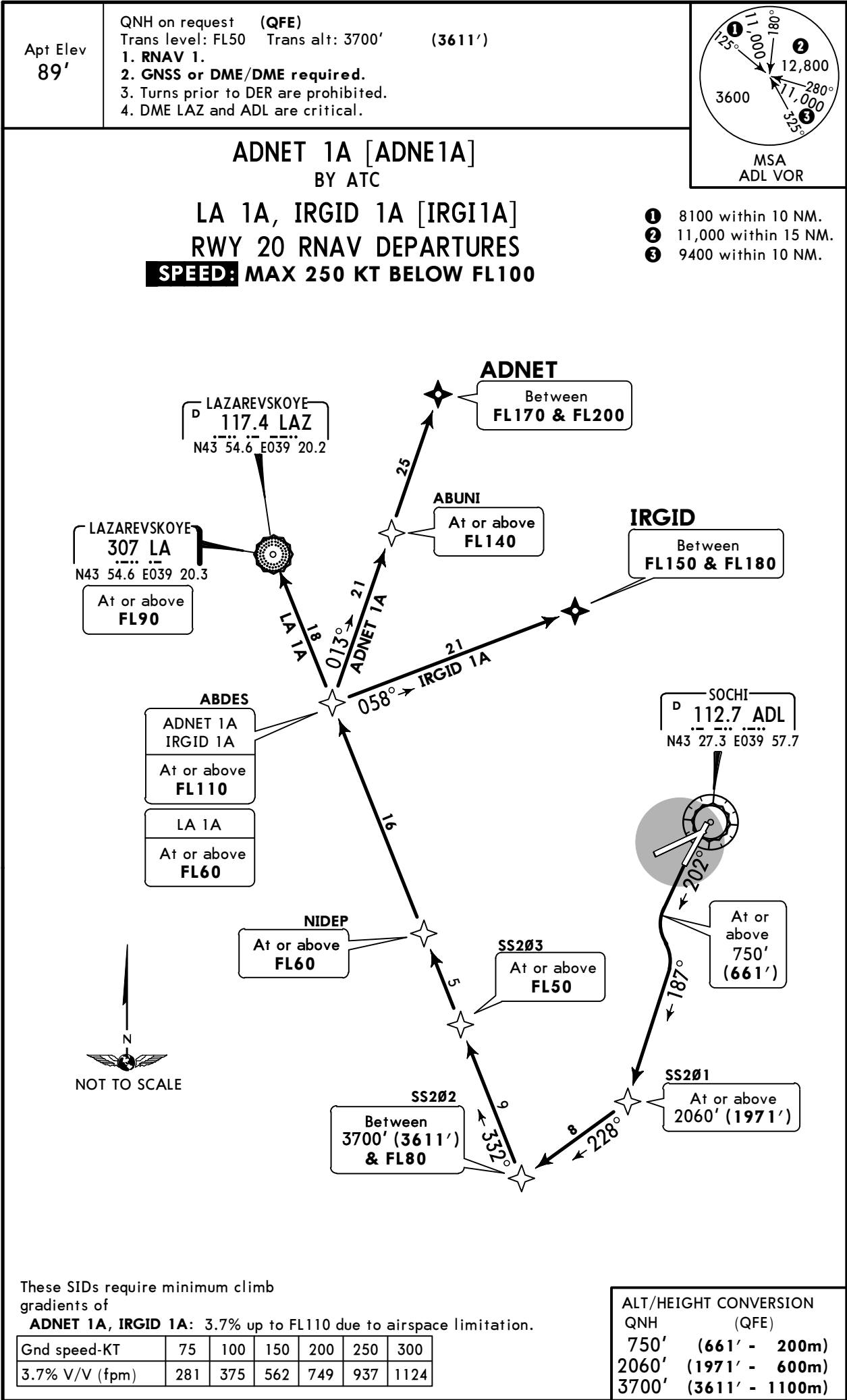
Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337

ALT/HEIGHT CONVERSION	
QNH	(QFE)
580'	(495' - 150m)
2710'	(2625' - 800m)
3700'	(3615' - 1100m)

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SOCHI, RUSSIA
RNAV SID



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19 APR 19 10-3E Eff 25 Apr

SOCHI, RUSSIA
RNAV SID

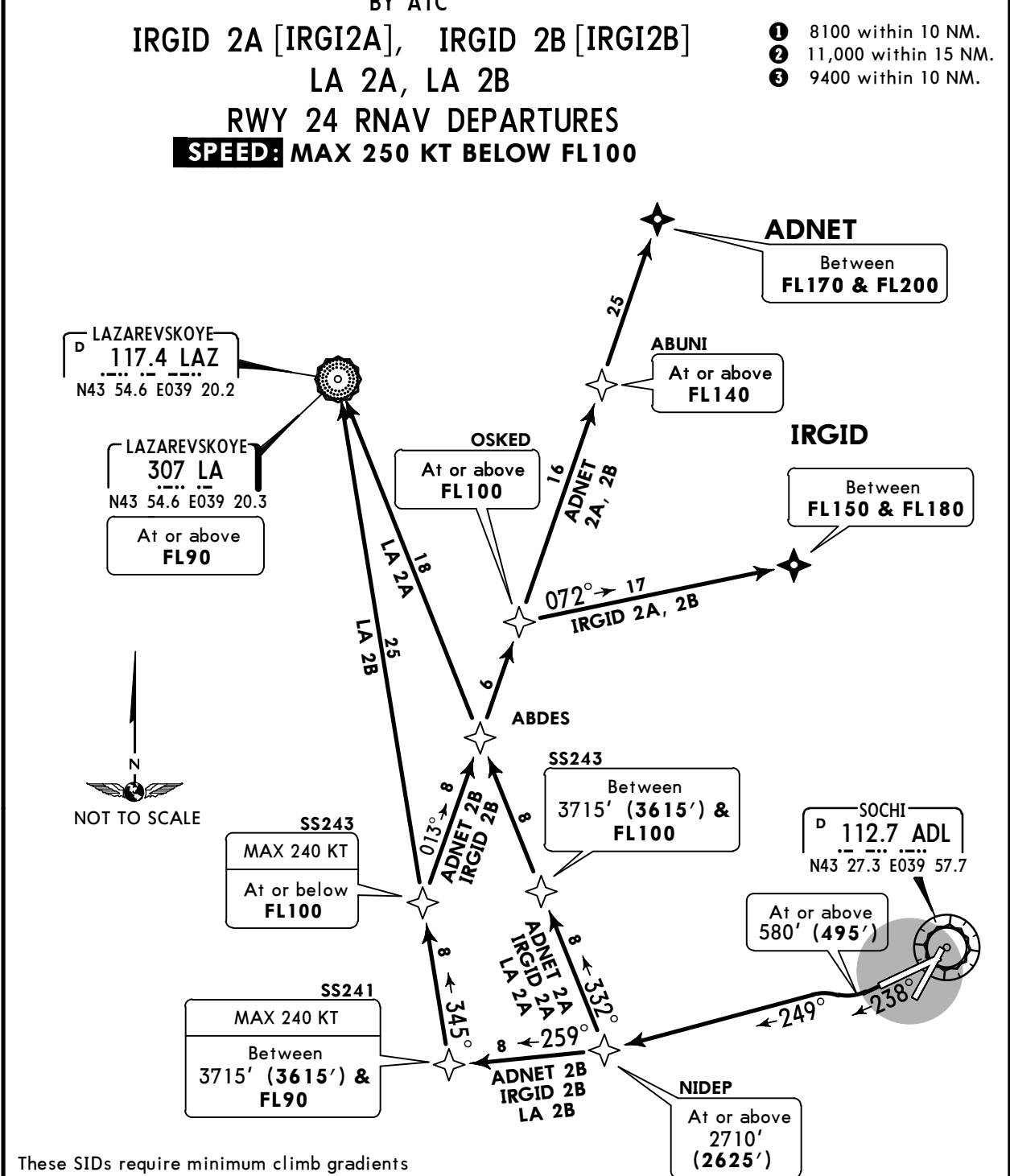
Apt Elev
89'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3700' (3615')
1. RNAV 1.
2. GNSS or DME/DME required.
3. Turns prior to DER are prohibited.
4. DME LAZ and ADL are critical.
5. EXPECT close-in obstacles.

MSA
ADL VOR

ADNET 2A [ADNE2A], ADNET 2B [ADNE2B]
BY ATC
IRGID 2A [IRGI2A], IRGID 2B [IRGI2B]
LA 2A, LA 2B
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.



These SIDs require minimum climb gradients of

ADNET 2A: 4.6% up to FL140 due to airspace limitation.
ADNET 2B: 4.1% up to FL140 due to airspace limitation.
IRGID 2A: 4.9% up to FL150 due to airspace limitation.
IRGID 2B: 4.4% up to FL150 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.4% V/V (fpm)	334	446	668	891	1114	1337
4.6% V/V (fpm)	349	466	699	932	1165	1397
4.9% V/V (fpm)	372	496	744	992	1241	1489

ALT/HEIGHT CONVERSION	
QNH	(QFE)
580'	(495' - 150m)
2710'	(2625' - 800m)
3715'	(3615' - 1100m)

SID

URSS/AER
SOCHI

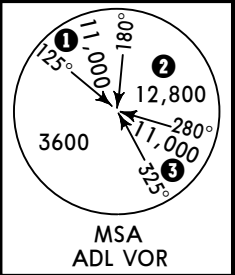
JEPPESSEN
19 APR 19 10-3G Eff 25 Apr

SOCHI, RUSSIA
SID

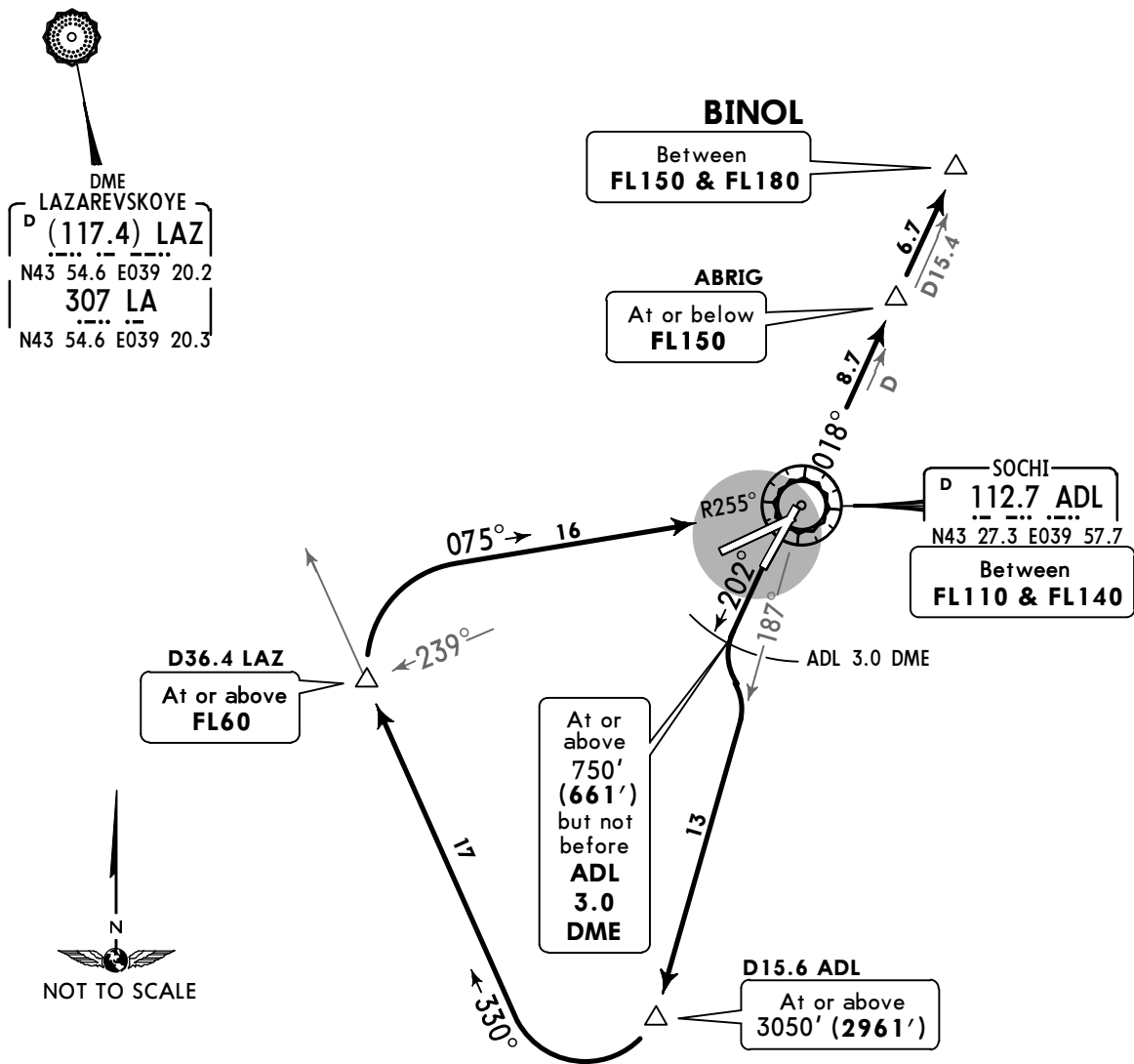
Apt Elev
89'

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



- 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
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.

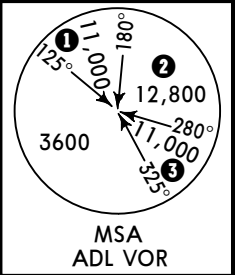
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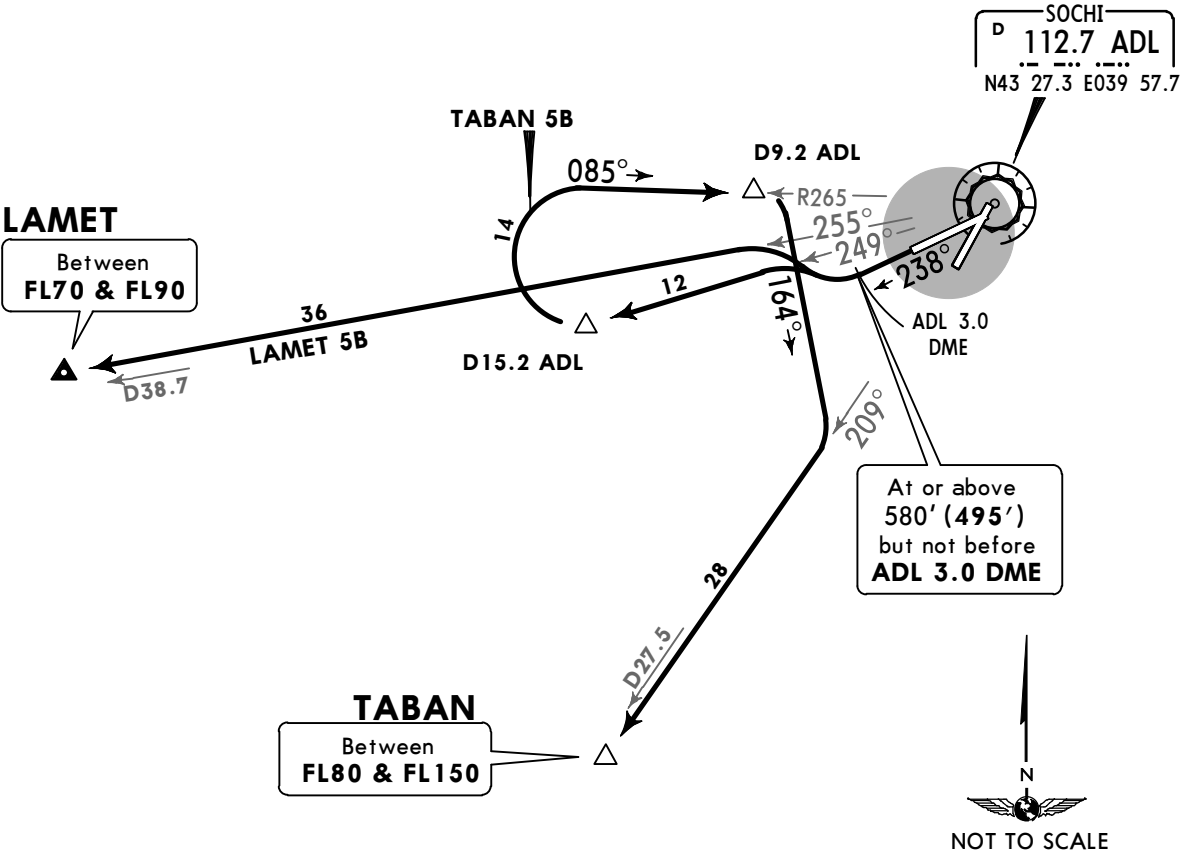
SOCHI, RUSSIA
SID

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



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



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.

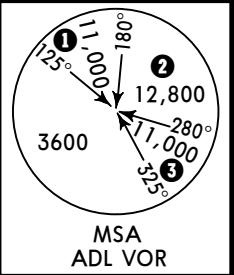
URSS/AER
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19 APR 19 10-3J Eff 25 Apr

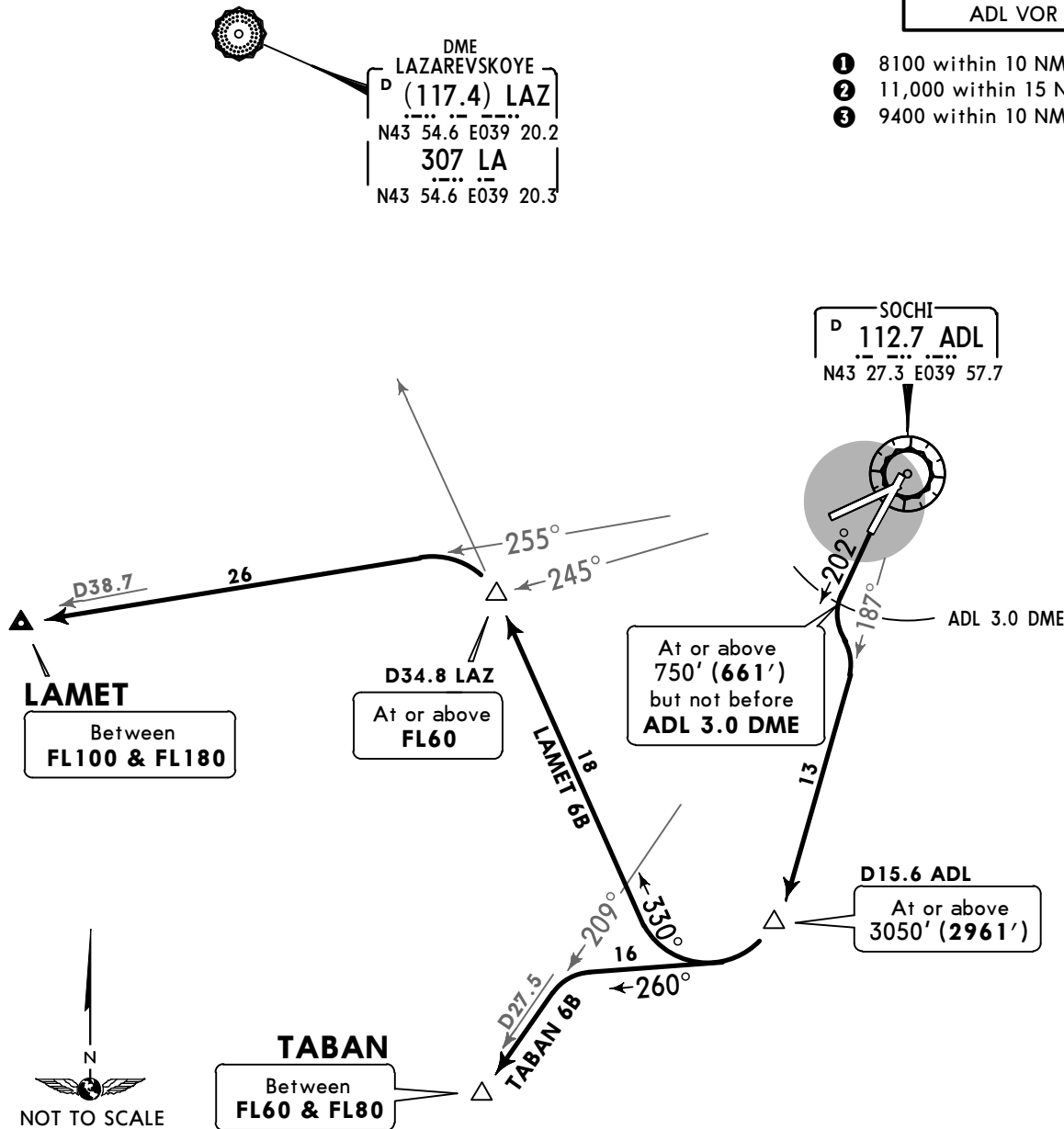
SOCHI, RUSSIA
SID

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.
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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.



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.

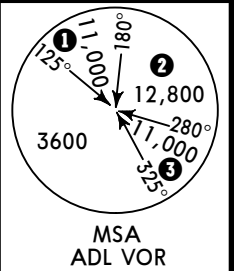
URSS/AER
SOCHI

JEPPESSEN
19 APR 19 10-3K Eff 25 Apr

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.
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ADNET 5B [ADNE5B], LA 5C
BY ATC
IRGID 5B [IRGI5B], LA 5B
RWY 24 DEPARTURES
SPEED: MAX 250 KT
BELOW FL100



DME
LAZAREVSKOYE
D (117.4) LAZ
N43 54.6 E039 20.2
307 LA
N43 54.6 E039 20.3
At or above
FL90

D10.0 LAZ
IRGID 5B
At or above
FL90

ADNET
(LAZ D35.0)
Between
FL170 & FL200

IRGID
(LAZ D26.2)
Between
FL150 & FL180

SOCHI
D 112.7 ADL
N43 27.3 E039 57.7

At or above
580' (495')
but not before
ADL 3.0 DME
D9.7 ADL
LA 5C
At or above
1730' (1645')



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)

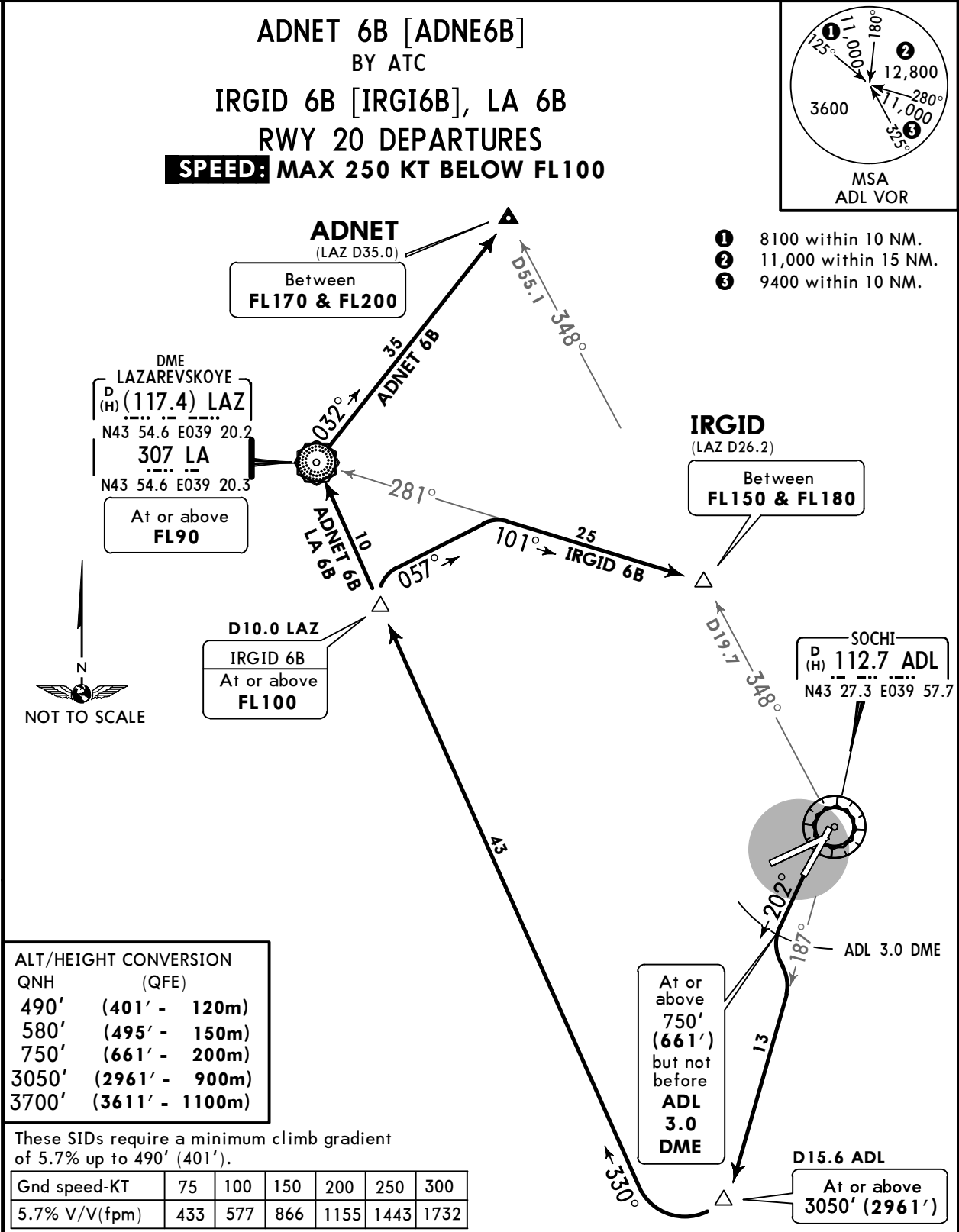
ROUTING	
ADNET 5B BY ATC	Climb straight ahead to at or above 580' (495') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D15.2 ADL, turn RIGHT, intercept 336° bearing to LA, 032° bearing to ADNET.
IRGID 5B	Climb straight ahead to at or above 580' (495') but not before ADL 3.0 DME, turn 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 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 D9.7 ADL, turn RIGHT, intercept 326° bearing to LA.

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19 APR 19 10-3L Eff 25 Apr

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.
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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.

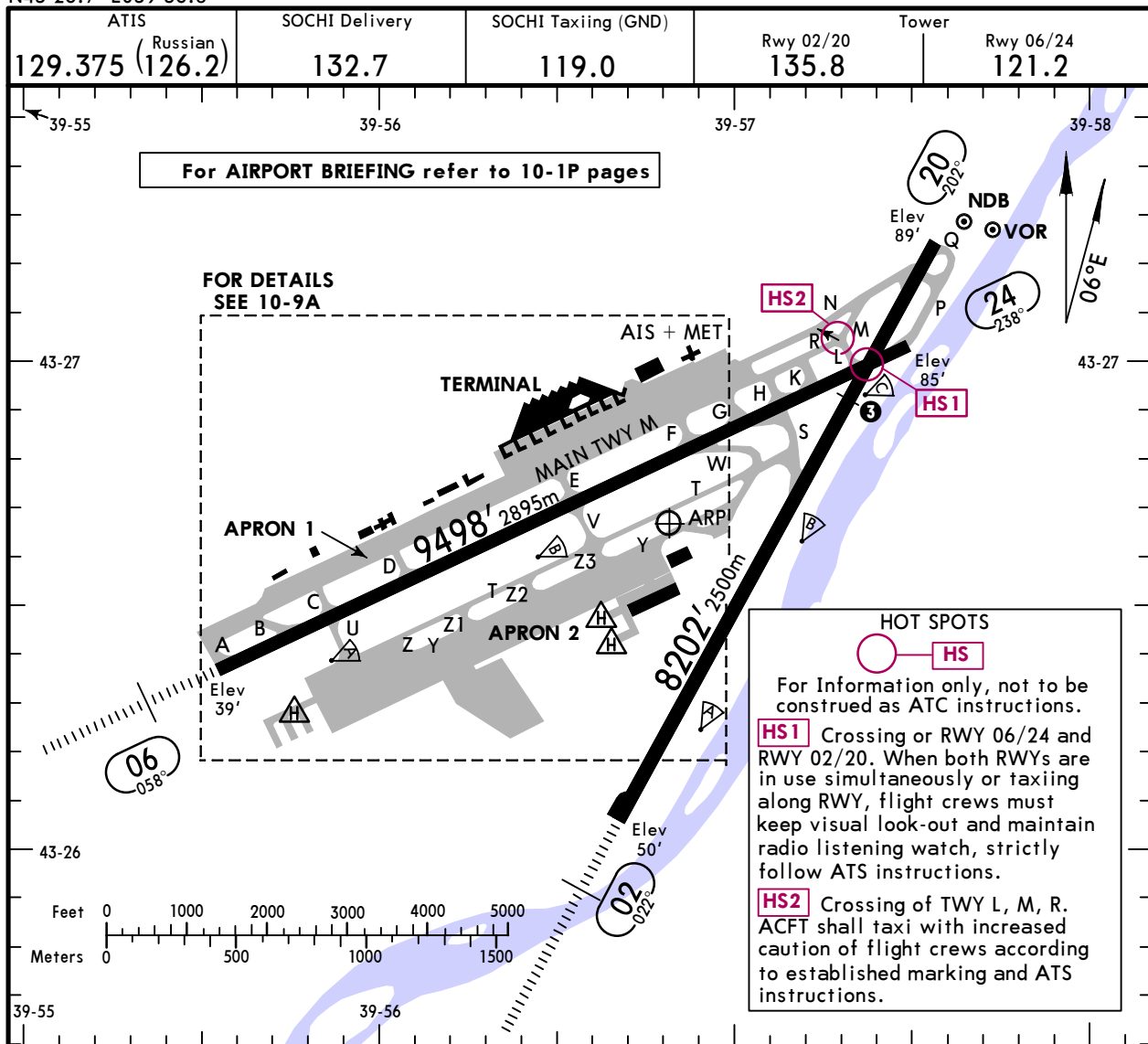
URSS/AER

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

JEPPESSEN
29 MAR 19 **(10-9)**

SOCHI, RUSSIA

SOCHI



ADDITIONAL RUNWAY INFORMATION

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

TAKE-OFF RUN AVAILABLE

1 RWY 20:

From rwy head 8202' (2500m)
twy N/P int 7808' (2380m)
posn **3** 5971' (1820m)

3 492' / 150m after intersection of rwy 20/24.

2 RWY 24:

From rwy head 9498' (2895m)
twy L int 8776' (2675m)
twy K int 8202' (2500m)
twy H int 7749' (2362m)
twy G int 7218' (2200m)
twy F int 6545' (1995m)
twy E int 4895' (1492m)

TAKE-OFF

AIR CARRIER (JAA)

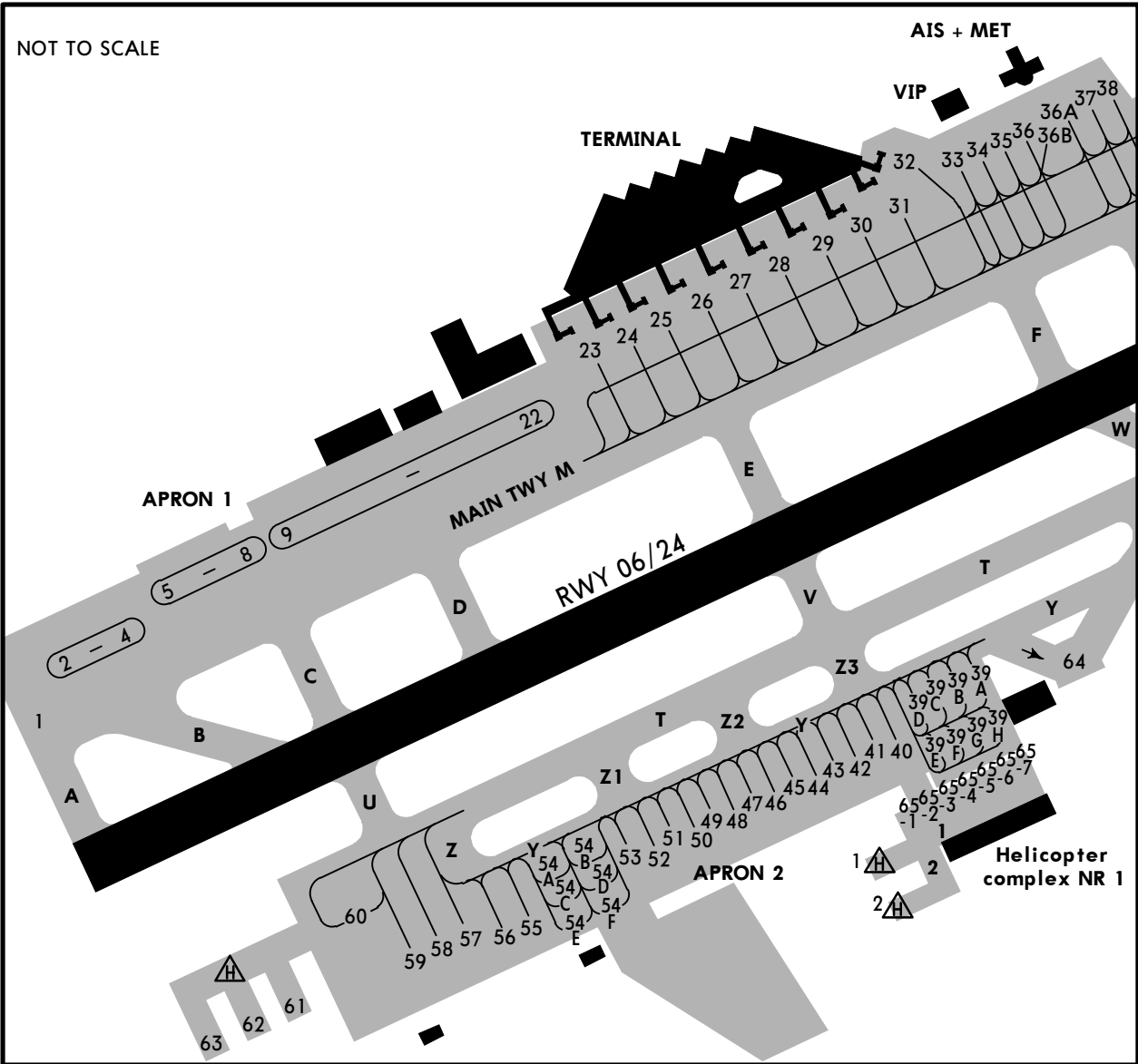
Rwys 20, 24

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

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29 MAR 19 10-9A

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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	61, 62 N43 26.2 E039 55.8
33	N43 26.9	E039 56.8	63 N43 26.2 E039 55.7
34, 35	N43 27.0	E039 56.8	64 N43 26.7 E039 57.0
36	N43 26.9	E039 56.9	65-1 thru 65-5 N43 26.5 E039 56.7
37	N43 27.0	E039 56.9	65-6, 65-7 N43 26.5 E039 56.8
38	N43 27.0	E039 57.0	
39A, 39B	N43 26.6	E039 56.8	

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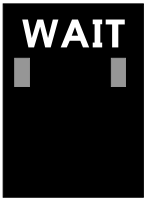
JEPPESEN
27 DEC 13 10-9B Eff 9 Jan

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.



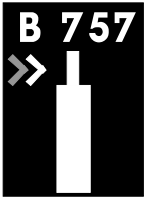
SEARCH OF THE APPROACHING AIRCRAFT

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.



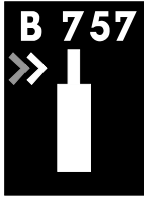
GUIDANCE OF THE APPROACHING AIRCRAFT

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.



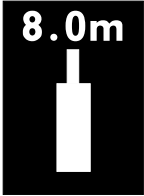
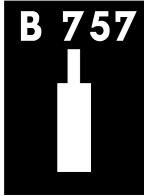
APPROACH DISTANCE

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.



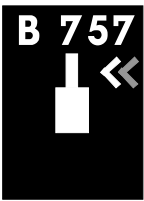
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SOCHI, RUSSIA
SOCHI

DOCKING GUIDANCE SYSTEM (SAFEDOCK)

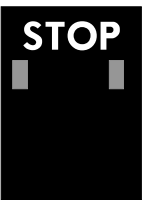
AZIMUTH GUIDANCE

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.



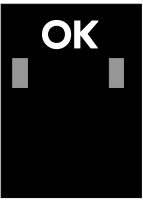
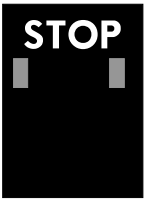
OVERSHOOTING

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



STOP SHORT

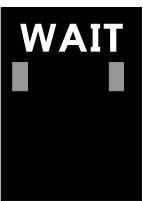
When the aircraft is detected as already stopped, but not reached the assigned stopping position, the display will show STOP OK (pre-set) in a while.



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.

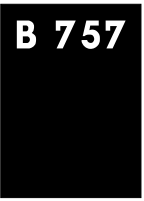


SLOW DOWN

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.

DOCKING GUIDANCE SYSTEM (SAFEDOCK)

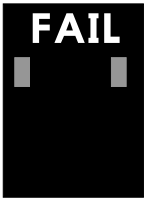
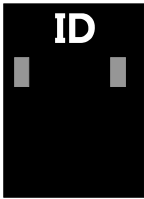
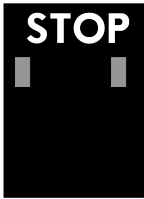
IDENTIFICATION FAILURE

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.

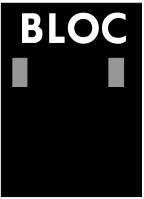
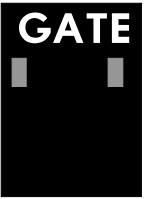
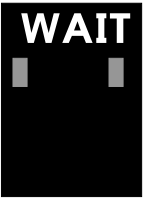
The pilot must not bring up the aircraft to the aerobridge without getting the instructions until the indication WAIT is changed to the split showing the approach speed.



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.

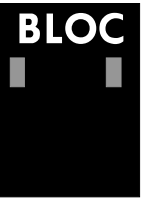
The pilot must not bring up the aircraft to the aerobridge without getting the instructions until the indication WAIT is changed to the split showing the approach speed.



VIEW IS BLOCKED

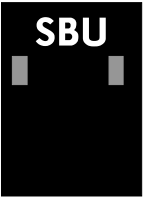
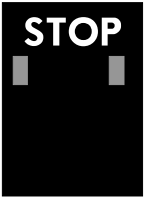
If the view is blocked in the direction of the approaching aircraft, for example, due to the internal problem of the laser lenses or unclear laser window or another object in the close coverage, the SAFEDOCK system will inform about the condition of the blocked view. As soon as the system restores the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



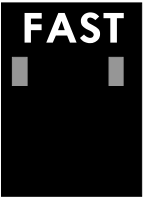
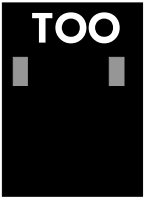
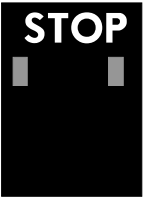
SBU STOP

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.



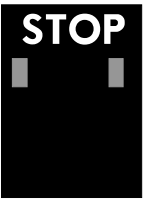
SPEED IS TOO FAST

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.



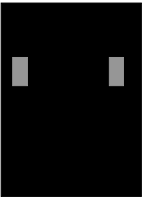
ERROR

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



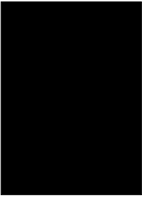
GENERAL FAILURE OF THE SYSTEM

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.



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19 APR 19 **10-9S** Eff 25 Apr

Standard
SOCHI, RUSSIA
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STRAIGHT-IN RWY		A	B	C	D
02	① ILS Z, Y or X FULL ALS out	556'(506') R1500m R1500m	556'(506') R1500m R1500m	566'(516') R1600m R2400m	575'(525') R1700m R2400m
	② ILS Z, Y or X FULL ALS out	589'(539') R1500m R1500m	589'(539') R1500m R1500m	598'(548') R1800m R2400m	608'(558') R1800m R2400m
	③ ILS Z, Y or X FULL ALS out	674'(624') R1500m R1500m	674'(624') R1500m R1500m	690'(640') R2200m R2400m	690'(640') R2200m R2400m
	④ ILS Z, Y or X	805'(755') R1500m	805'(755') R1500m	805'(755') R2400m	821'(771') R2400m
	① GLS	697'(647') R1500m	710'(660') R1500m	717'(667') R2400m	726'(676') R2400m
	② GLS	743'(693') R1500m	776'(726') R1500m	792'(742') R2400m	808'(758') R2400m
	③ GLS	772'(722') R1500m	877'(827') R1500m	890'(840') R2400m	956'(906') R2400m
	④ GLS	795'(745') R1500m	933'(883') R1500m	943'(893') R2400m	956'(906') R2400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	⑤⑥ RNAV (GNSS)	860'(810') R1500m	890'(840') R1500m	860'(810') R2400m	870'(820') R2400m
	④⑤ RNAV (GNSS)	940'(890') R1500m	970'(920') R1500m	990'(940') R2400m	1010'(960') R2400m
	⑤⑦ VOR Y or X ALS out	660'(610') R1500m R1500m	660'(610') R1500m R1500m	700'(650') R2300m R2400m	700'(650') R2300m R2400m
	④⑤ VOR Y or X	810'(760') R1500m	810'(760') R1500m	830'(780') R2400m	830'(780') R2400m
	⑤ NDB ALS out	NOT APPLICABLE	NOT APPLICABLE	1660'(1610') R5000m R5000m	1660'(1610') R5000m R5000m
	NDB ALS out	1220'(1170') R4800m R5000m	1460'(1410') R5000m R5000m	1660'(1610') R5000m R5000m	1660'(1610') R5000m R5000m
06	① ILS Z, Y or X ALS out	384'(345') R900m R1500m	384'(345') R900m R1500m	384'(345') R900m R1600m	400'(361') R1000m R1700m
	② ILS Z, Y or X ALS out	466'(427') R1300m R1500m	466'(427') R1300m R1500m	482'(443') R1400m R2100m	499'(460') R1400m R2100m

- 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 mim CAT AB 3.3%, CAT CD 3.9%.
- ⑦ Missed apch climb gradient mim 4.8%.

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19 APR 19 **(10-9S)** Eff 25 Apr

Standard
SOCHI, RUSSIA
SOCHI

STRAIGHT-IN RWY	A	B	C	D
06 ① ILS Z, Y or X (contd)	515' (476') R1500m	515' (476') R1500m	548' (509') R1600m	564' (525') R1700m
ALS out	R1500m	R1500m	R2400m	R2400m
② ILS Z, Y or X	548' (509') R1500m	548' (509') R1500m	564' (525') R1700m	597' (558') R1800m
ALS out	R1500m	R1500m	R2400m	R2400m
③ GLS	597' (558') R1500m	610' (571') R1500m	620' (581') R2000m	630' (591') R2000m
ALS out	R1500m	R1500m	R2400m	R2400m
④ GLS	620' (581') R1500m	633' (594') R1500m	640' (601') R2100m	650' (611') R2100m
ALS out	R1500m	R1500m	R2400m	R2400m
① GLS	640' (601') R1500m	653' (614') R1500m	673' (634') R2200m	673' (634') R2200m
ALS out	R1500m	R1500m	R2400m	R2400m
② GLS	663' (624') R1500m	686' (647') R1500m	696' (657') R2300m	699' (660') R2300m
ALS out	R1500m	R1500m	R2400m	R2400m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
⑤⑥ RNAV (GNSS)	680' (641') R1500m	690' (651') R1500m	690' (651') R2300m	710' (671') R2400m
ALS out	R1500m	R1500m	R2400m	R2400m
⑤⑦ RNAV (GNSS)	NOT APPLICABLE	NOT APPLICABLE	690' (651') R2300m	730' (691') R2400m
ALS out			R2400m	R2400m
②⑤ RNAV (GNSS)	740' (701') R1500m	760' (721') R1500m	790' (751') R2400m	810' (771') R2400m
⑤⑧ VOR Y or X	540' (501') R1500m	540' (501') R1500m	570' (531') R1700m	570' (531') R1700m
ALS out	R1500m	R1500m	R2400m	R2400m
②⑤ VOR Y or X	600' (561') R1500m	600' (561') R1500m	650' (611') R2100m	650' (611') R2100m
ALS out	R1500m	R1500m	R2400m	R2400m
③ NDB	NOT APPLICABLE	NOT APPLICABLE	1620' (1581') R5000m	1640' (1601') R5000m
ALS out			R5000m	R5000m
NDB	1190' (1151') R4800m	1270' (1231') R5000m	1620' (1581') R5000m	1640' (1601') R5000m
ALS out	R5000m	R5000m	R5000m	R5000m

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

URSS/AER

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19 APR 19

10-9S2

Eff 25 Apr

Standard

SOCHI, RUSSIA

SOCHI

① CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	990'(901') ② V1500m	990'(901') ② V1600m	1090'(1001') ② V2400m	1090'(1001') ② V3600m

- ① GLS or RNAV: NOT APPLICABLE.
- ② or higher minimums of preceding straight-in approach.

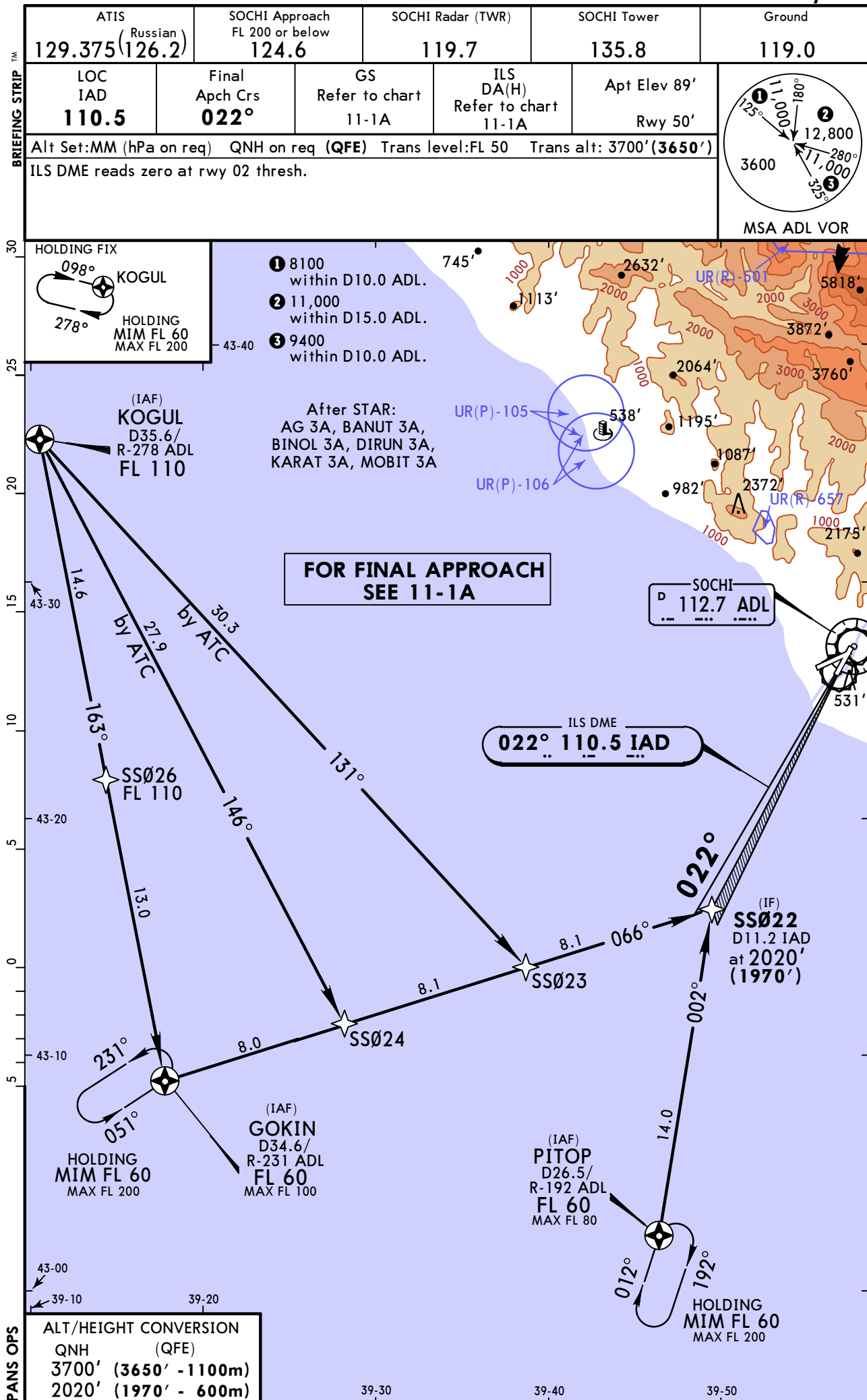
TAKE-OFF

	Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A			
B			
C	R300m	400m	500m
D			

URSS/AER
SOCHI

JEPPESSEN
29 MAR 19 11-1

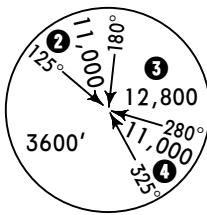
SOCHI, RUSSIA
ILS Z Rwy 02



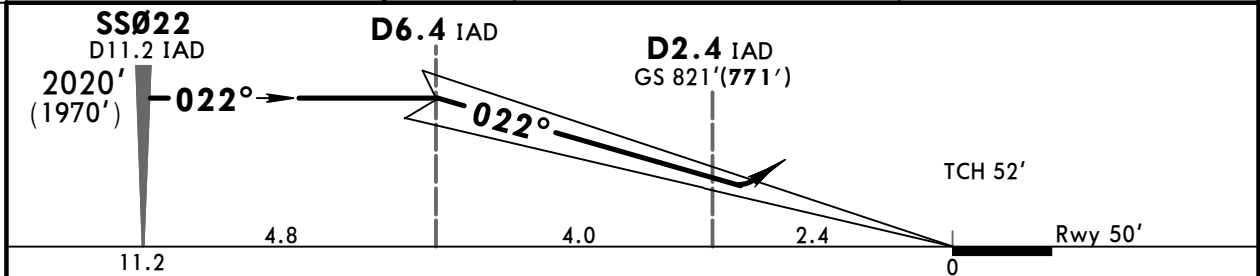
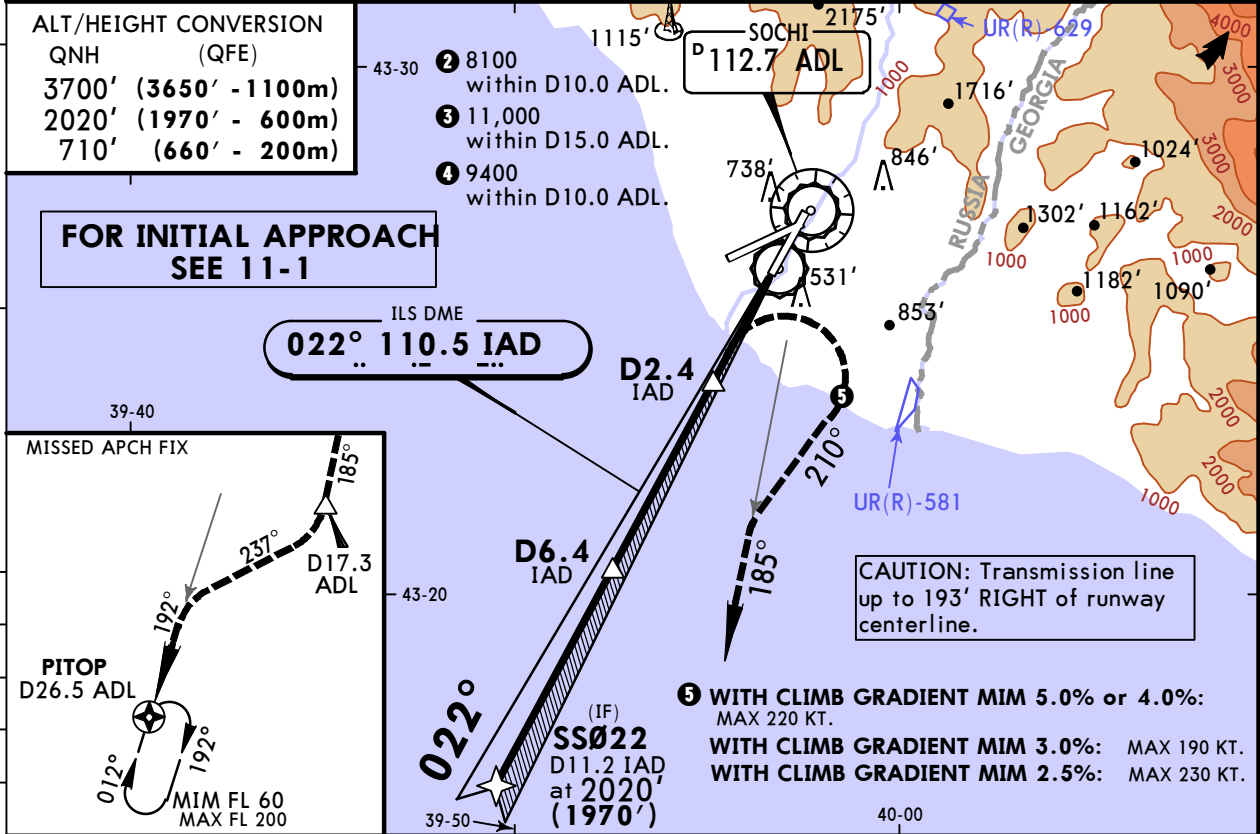
URSS/AER
SOCHI

JEPPESSEN
29 MAR 19 11-1A

SOCHI, RUSSIA
ILS Z Rwy 02

ATIS 129.375 (Russian) 126.2	SOCHI Approach FL 200 or below 124.6	SOCHI Radar (TWR) 119.7	SOCHI Tower 135.8	Ground 119.0
LOC IAD 110.5	Final Apch Crs 022°	GS D2.4 IAD 821' (771')	ILS DA(H) Refer to Minimums	Apt Elev 89' Rwy 50'
MISSED APCH: ① Climb STRAIGHT AHEAD to 710' (660'), then turn RIGHT onto 210° to intercept R-185 ADL. At D17.3 ADL turn RIGHT onto 237° to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed. ① WITH CLIMB GRADIENT MIM 2.5%: Turn RIGHT onto 210° as early as possible.				 MSA ADL VOR

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



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

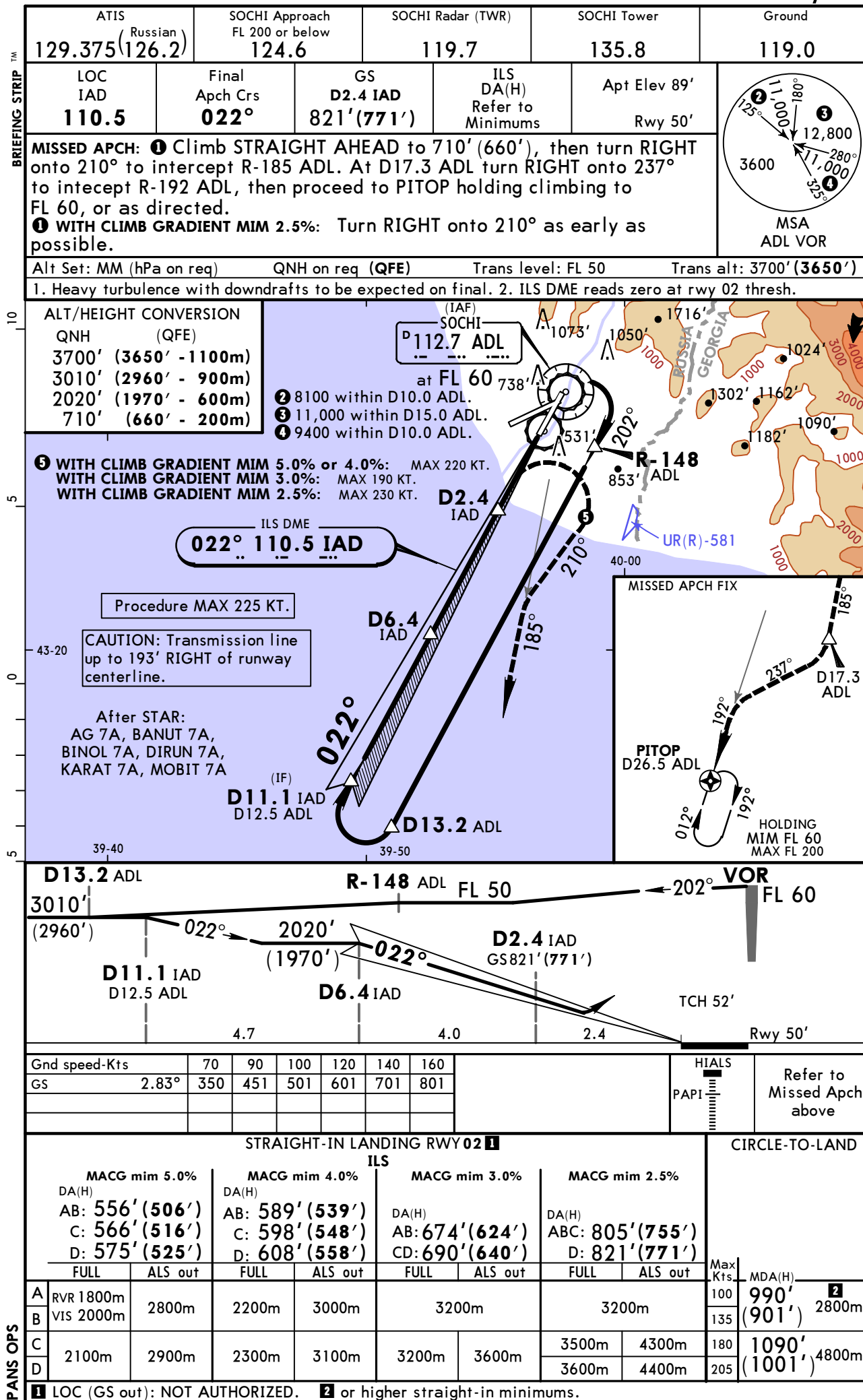
STRAIGHT-IN LANDING RWY 02 1								CIRCLE-TO-LAND	
MACG mim 5.0%				MACG mim 4.0%		MACG mim 3.0%		MACG mim 2.5%	
DA(H) AB: 556' (506') C: 566' (516') D: 575' (525')				DA(H) AB: 589' (539') C: 598' (548') D: 608' (558')		DA(H) AB: 674' (624') CD: 690' (640')		DA(H) ABC: 805' (755') D: 821' (771')	
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out	Max Kts.	MDA(H)
A	RVR 1800m	2800m	2200m	3000m	3200m	3200m	3200m	100	990' (901') 2800m
B	VIS 2000m							135	
C	2100m	2900m	2300m	3100m	3200m	3600m	3500m 4300m	180	1090' (1001') 4800m
D							3600m 4400m	205	

1 LOC (GS out): NOT AUTHORIZED. 2 or higher straight-in minimums.

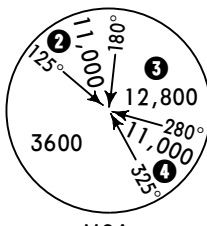
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SOCHI

JEPPESSEN
29 MAR 19 (11-2)

SOCHI, RUSSIA
ILS Y Rwy 02

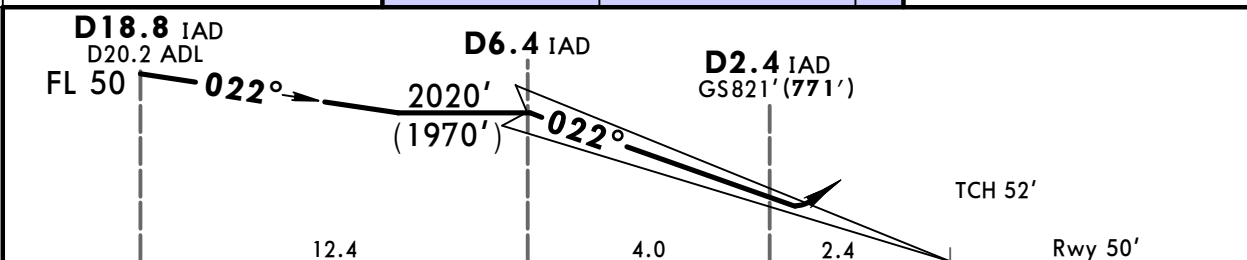
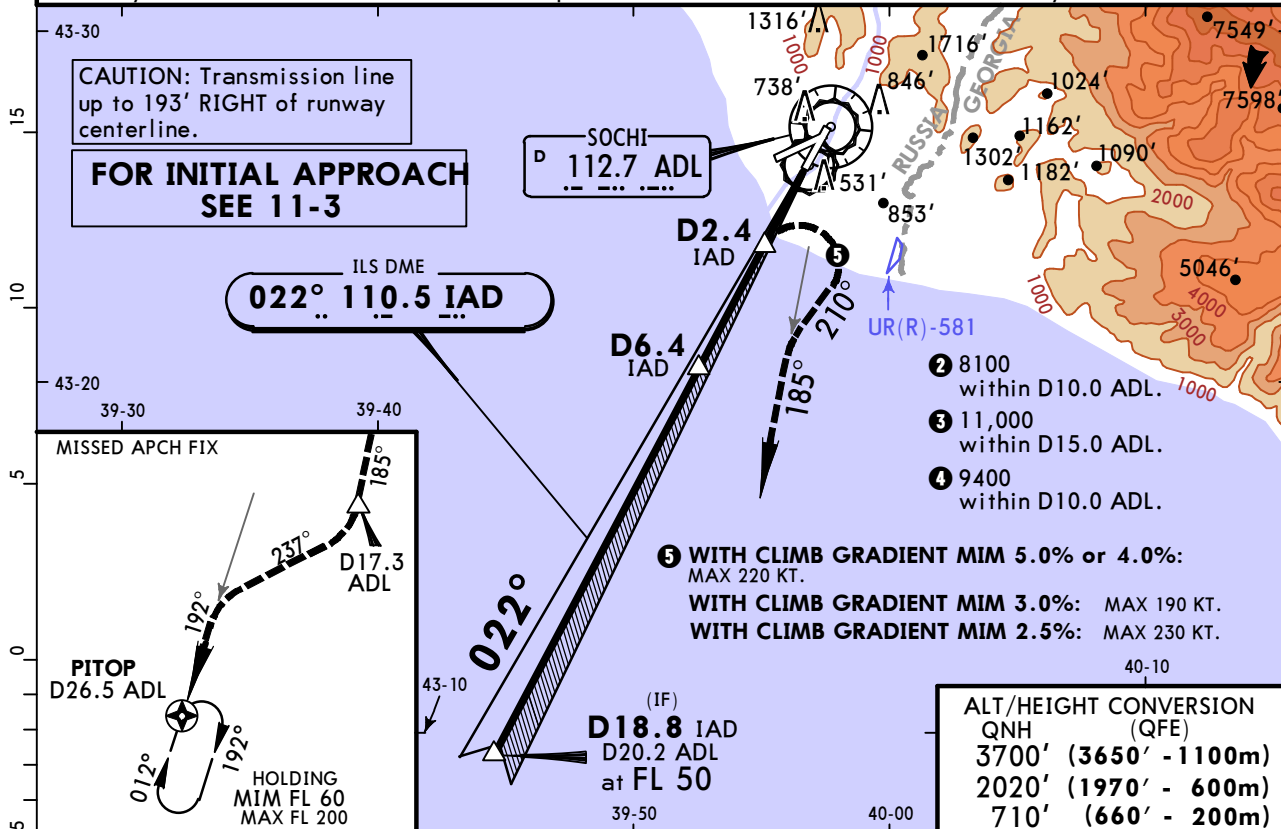


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SOCHI
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 29 MAR 19 **11-3A**
SOCHI, RUSSIA
ILS X Rwy 02

BRIEFING STRIP	ATIS 129.375 (Russian) 126.2	SOCHI Approach FL 200 or below 124.6	SOCHI Radar (TWR) 119.7	SOCHI Tower 135.8	Ground 119.0
	LOC IAD 110.5	Final Aptch Crs 022°	GS D2.4 IAD 821' (771')	ILS DA(H) Refer to Minimums	Apt Elev 89' Rwy 50'
MISSED APCH: ① Climb STRAIGHT AHEAD to 710' (660'), then turn RIGHT onto 210° to intercept R-185 ADL. At D17.3 ADL turn RIGHT onto 237° to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed. ① WITH CLIMB GRADIENT MIM 2.5%: Turn RIGHT onto 210° as early as possible.					 MSA ADL VOR

 Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (**3650'**)

1. Heavy turbulence with downdrafts to be expected on final. 2. ILS DME reads zero at rwy 02 thresh.



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

STRAIGHT-IN LANDING RWY 02 1
CIRCLE-TO-LAND

MACG mim 5.0%		MACG mim 4.0%		MACG mim 3.0%		MACG mim 2.5%		Max Kts.	MDA(H)	
DA(H)	AB:	DA(H)	AB:	DA(H)	AB:	DA(H)	AB:			
C:	566' (516')	C:	598' (548')	C:	674' (624')	C:	805' (755')			
D:	575' (525')	D:	608' (558')	CD:	690' (640')	D:	821' (771')			
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out			
A	RVR 1800m	2800m	2200m	3000m	3200m	3200m	3200m	100	990' (901')	2800m
B	VIS 2000m							135		
C	2100m	2900m	2300m	3100m	3200m	3600m	3500m	180	1090' (1001')	4800m
D							3600m	205		

① LOC (GS out): NOT AUTHORIZED. ② or higher straight-in minimums.

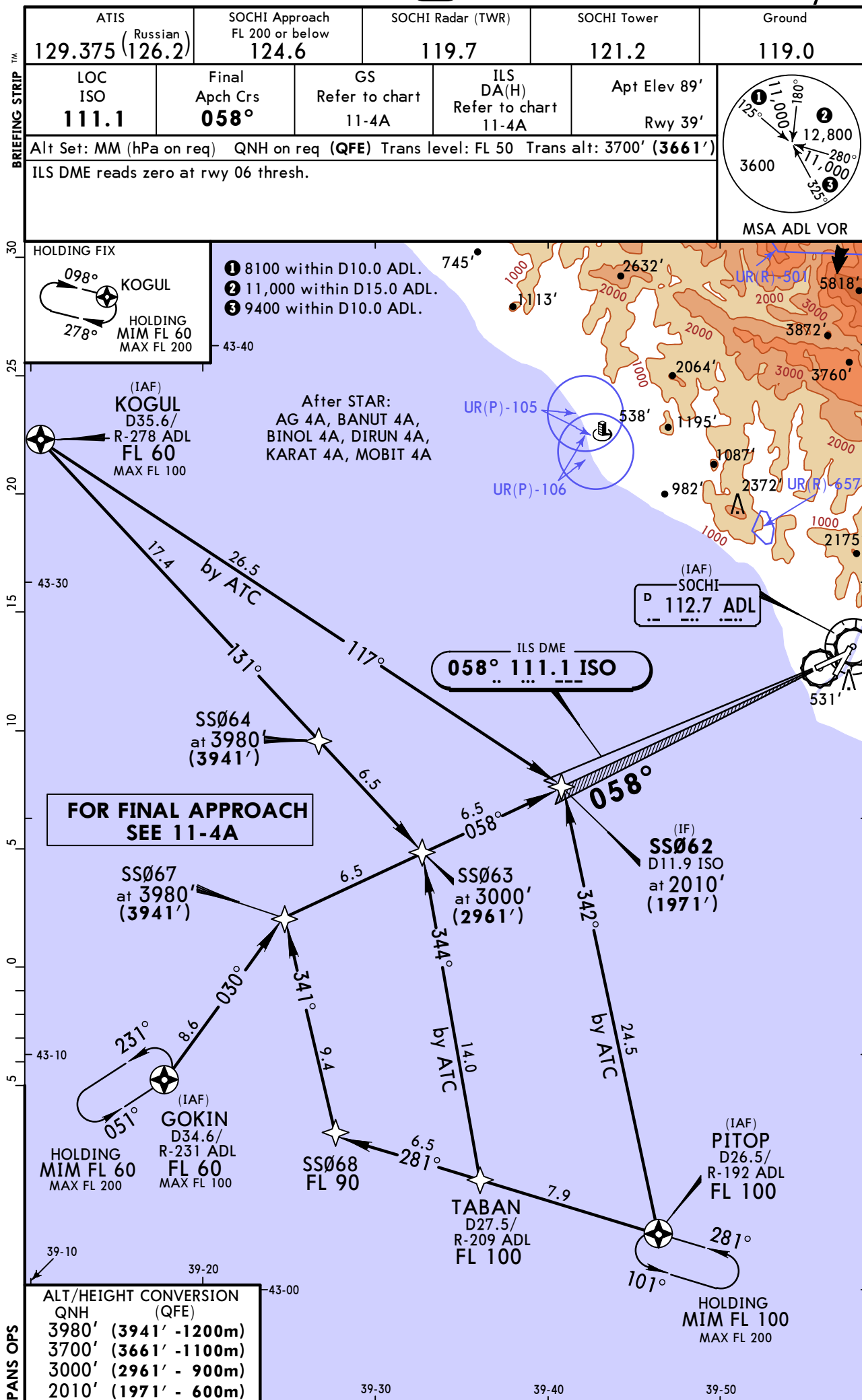
CHANGES: Communications.

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29 MAR 19 **11-4**

SOCHI, RUSSIA
ILS Z Rwy 06



CHANGES: Communications.

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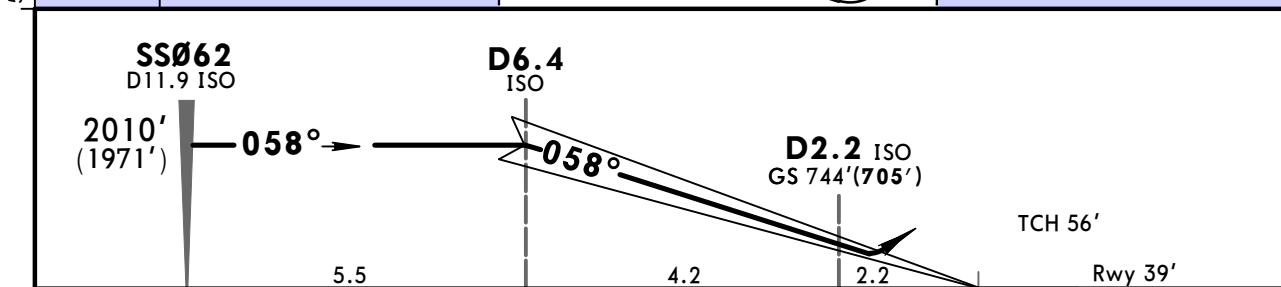
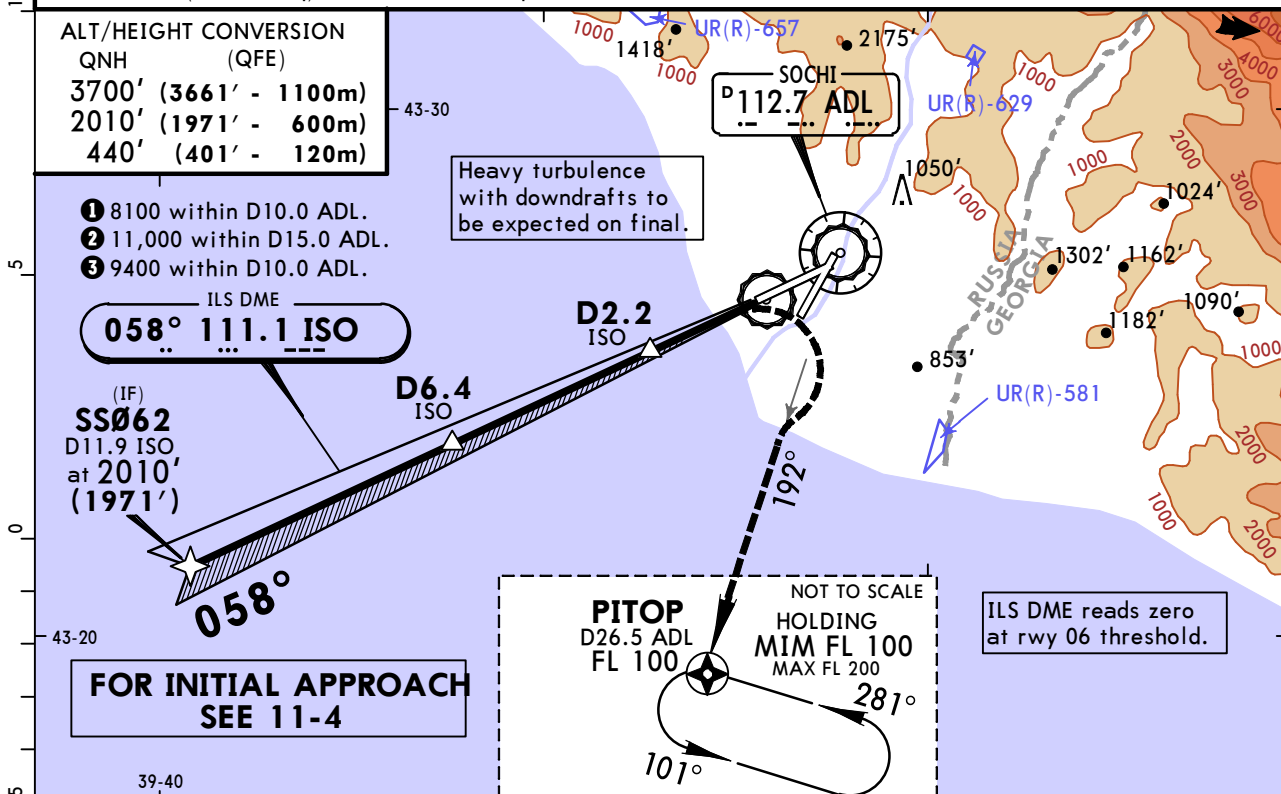
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29 MAR 19 **11-4A**

SOCHI, RUSSIA
ILS Z Rwy 06

ATIS 129.375 (Russian) 126.2	SOCHI Approach FL 200 or below 124.6	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
LOC ISO 111.1	Final Apch Crs 058°	GS D2.2 ISO 744' (705')	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%: Climb STRAIGHT AHEAD to 440' (401'), then turn RIGHT as early as possible intercept R-192 ADL, then proceed to PITOP holding climbing to FL 100, or as directed.				

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



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

STRAIGHT-IN LANDING RWY 06 1								CIRCLE-TO-LAND	
MACG mim 5.0%		MACG mim 4.0%		MACG mim 3.0%		MACG 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')			
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out	Max Kts	MDA(H)
A								100	990' (901')
B	1000m	1800m						135	
C			RVR 1500m VIS 1600m	2400m	RVR 1800m VIS 2000m	2800m	2100m	180	1090' (1001')
D	1100m	1900m	1700m	2500m	2100m	2900m	2300m	205	4800m

CHANGES: Communications.

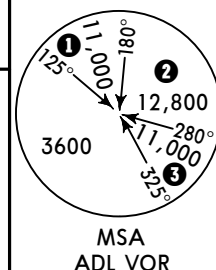
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SOCHI

JEPPESSEN
29 MAR 19 (11-5)

SOCHI, RUSSIA
ILS Y Rwy 06

ATIS 129.375 (126.2) (Russian)	SOCHI Approach FL 200 or below 124.6	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
LOC ISO 111.1	Final Apch Crs 058°	GS D2.2 ISO 744' (705')	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%: Climb STRAIGHT AHEAD to 440' (401'), then turn RIGHT as early as possible intercept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed.				



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

ALT/HEIGHT CONVERSION

QNH	(QFE)
3700' (3661' - 1100m)	
3000' (2961' - 900m)	
2010' (1971' - 600m)	
440' (401' - 120m)	

- ① 8100 within D10.0 ADL.
- ② 11,000 within D15.0 ADL.
- ③ 9400 within D10.0 ADL.

ILS DME
058° 111.1 ISO

(IF)
D11.2
ISO
D13.0 ADL

D13.6
ADL

D2.2
ISO

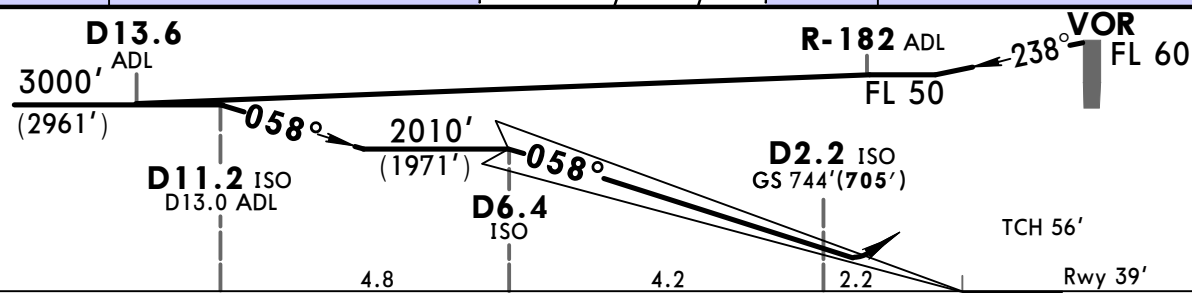
D6.4
ISO

R-182
ADL

ILS DME reads zero
at rwy 06 threshold.
Procedure restricted
to MAX 225 KT.

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

NOT TO SCALE
PITOP
D26.5 ADL
HOLDING
MIM FL 60
MAX FL 200



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

STRAIGHT-IN LANDING RWY 06 1

CIRCLE-TO-LAND

MACG mim 5.0%		MACG mim 4.0%		MACG mim 3.0%		MACG mim 2.5%		Max Kts	MDA(H) ②
DA(H)	ABC: 384' (345')	DA(H)	ABC: 466' (427')	DA(H)	ABC: 515' (476')	DA(H)	ABC: 548' (509')		
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out	100	990' (901')
A								135	
B	1000m	1800m							
C			RVR 1500m VIS 1600m	2400m	RVR 1800m VIS 2000m	2800m	2100m	180	1090' (1001')
D	1100m	1900m	1700m	2500m	2100m	2900m	2300m	205	4800m

① LOC (GS out): NOT AUTHORIZED. ② or higher straight-in minimums.

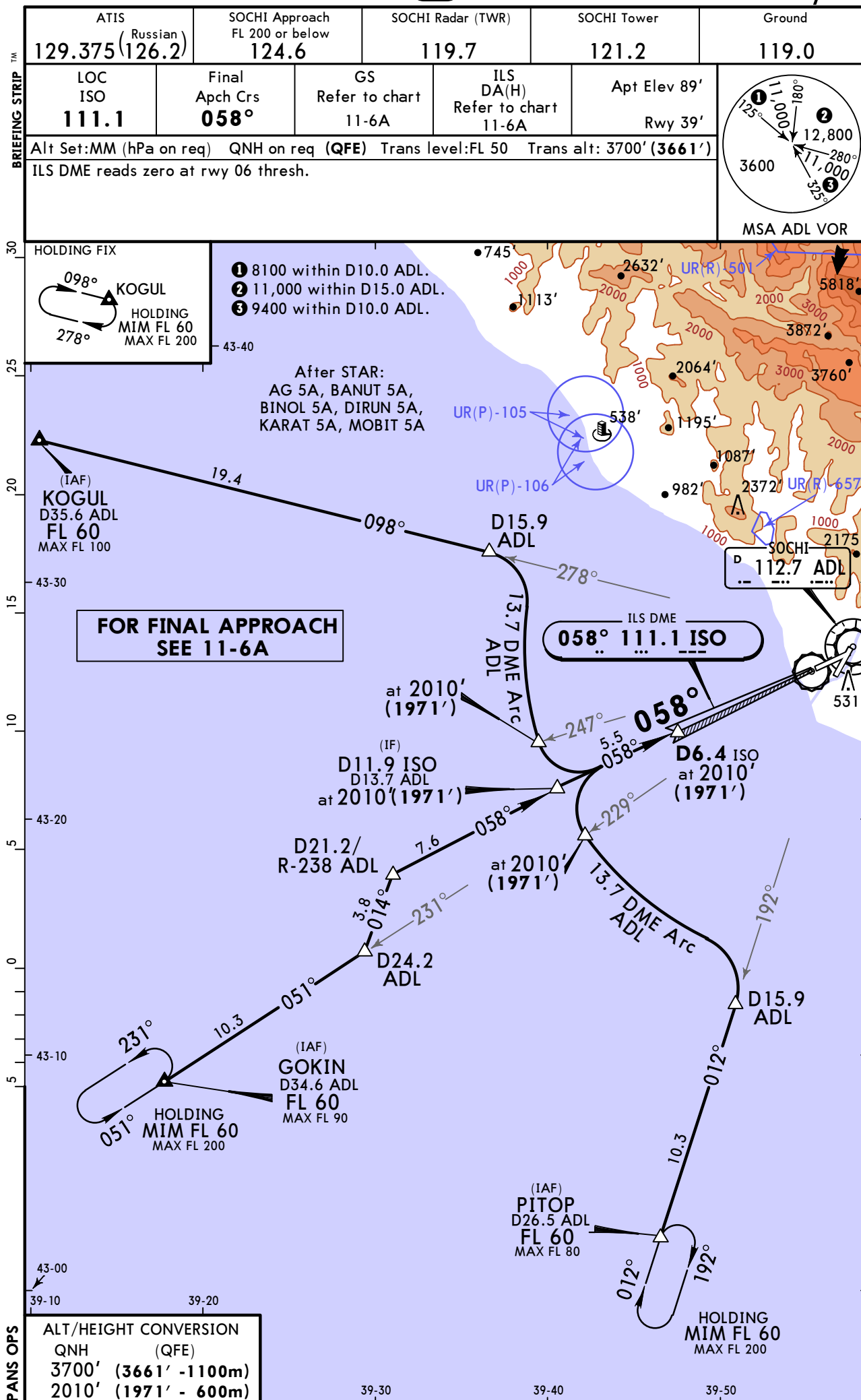
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29 MAR 19 11-6

SOCHI, RUSSIA
ILS X Rwy 06

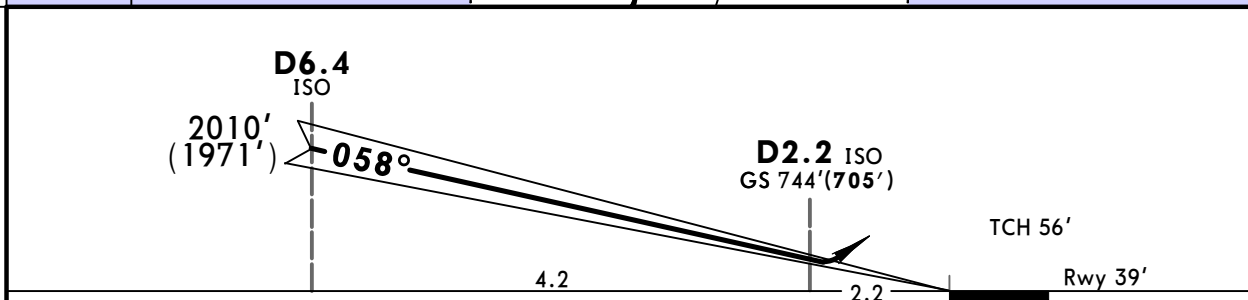
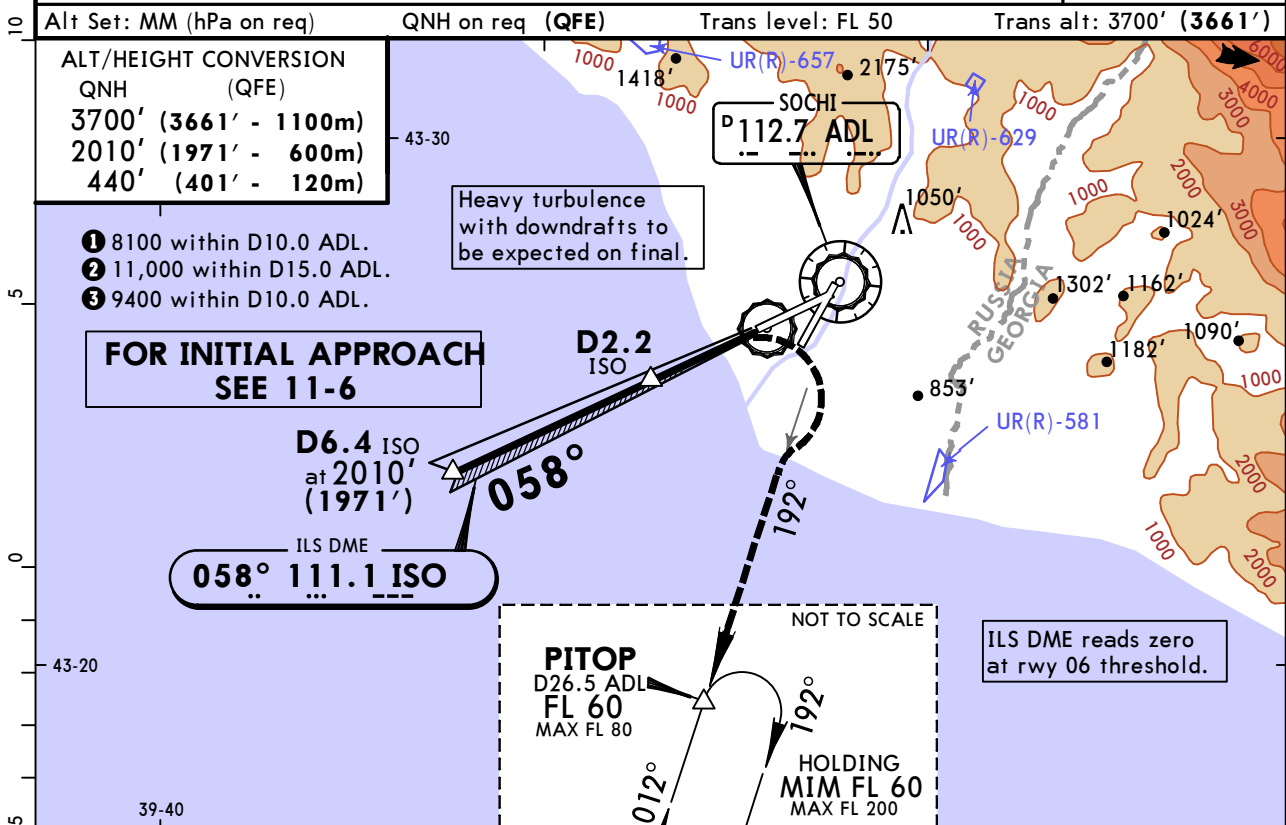
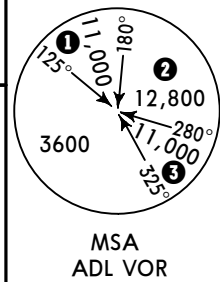


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SOCHI

JEPPESSEN
29 MAR 19 **11-6A**

SOCHI, RUSSIA
ILS X Rwy 06

BRIEFING STRIP™	ATIS 129.375 (Russian) 126.2	SOCHI Approach FL 200 or below 124.6	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
	LOC ISO 111.1	Final Aptch Crs 058°	GS D2.2 ISO 744' (705')	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%: Climb STRAIGHT AHEAD to 440' (401'), then turn RIGHT as early as possible intercept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed.				



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

STRAIGHT-IN LANDING RWY 06 1								CIRCLE-TO-LAND	
MACG mim 5.0%		MACG mim 4.0%		MACG mim 3.0%		MACG mim 2.5%		Max Kts	MDA(H)
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')			
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out	100	990' (901')
A								135	
B	1000m	1800m							
C			RVR 1500m VIS 1600m	2400m	RVR 1800m VIS 2000m	2800m	2100m	180	1090' (1001')
D	1100m	1900m	1700m	2500m	2100m	2900m	2300m	205	4800m

1 LOC (GS out): NOT AUTHORIZED. 2 or higher straight-in minimums.

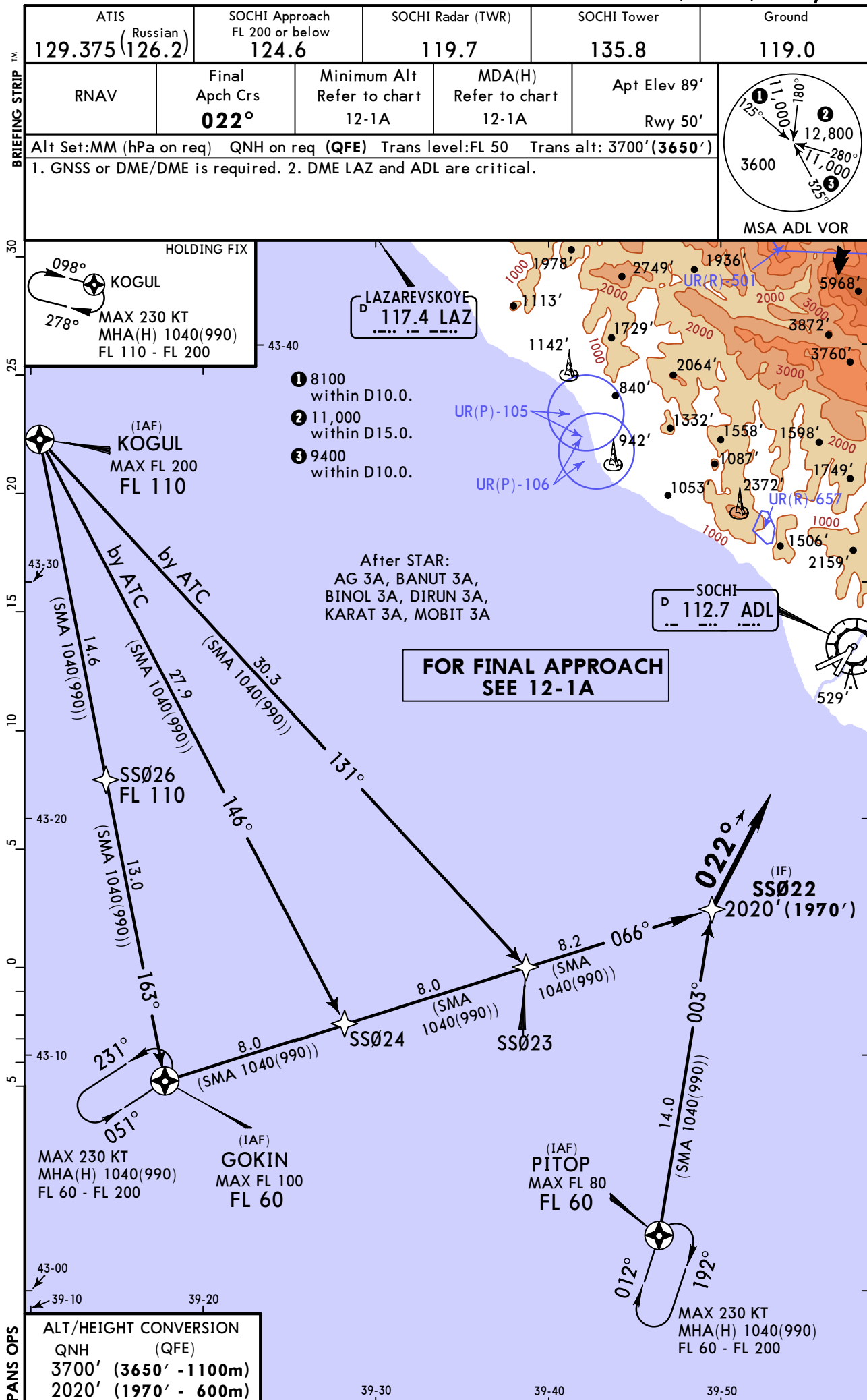
CHANGES: Communications.

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URSS/AER
SOCHI

JEPPESSEN
19 APR 19 12-1 Eff 25 Apr

SOCHI, RUSSIA
RNAV (GNSS) Rwy 02

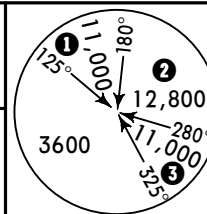


URSS/AER
SOCHI

JEPPESSEN
19 APR 19 (12-1A) Eff 25 Apr

SOCHI, RUSSIA
RNAV (GNSS) Rwy 02

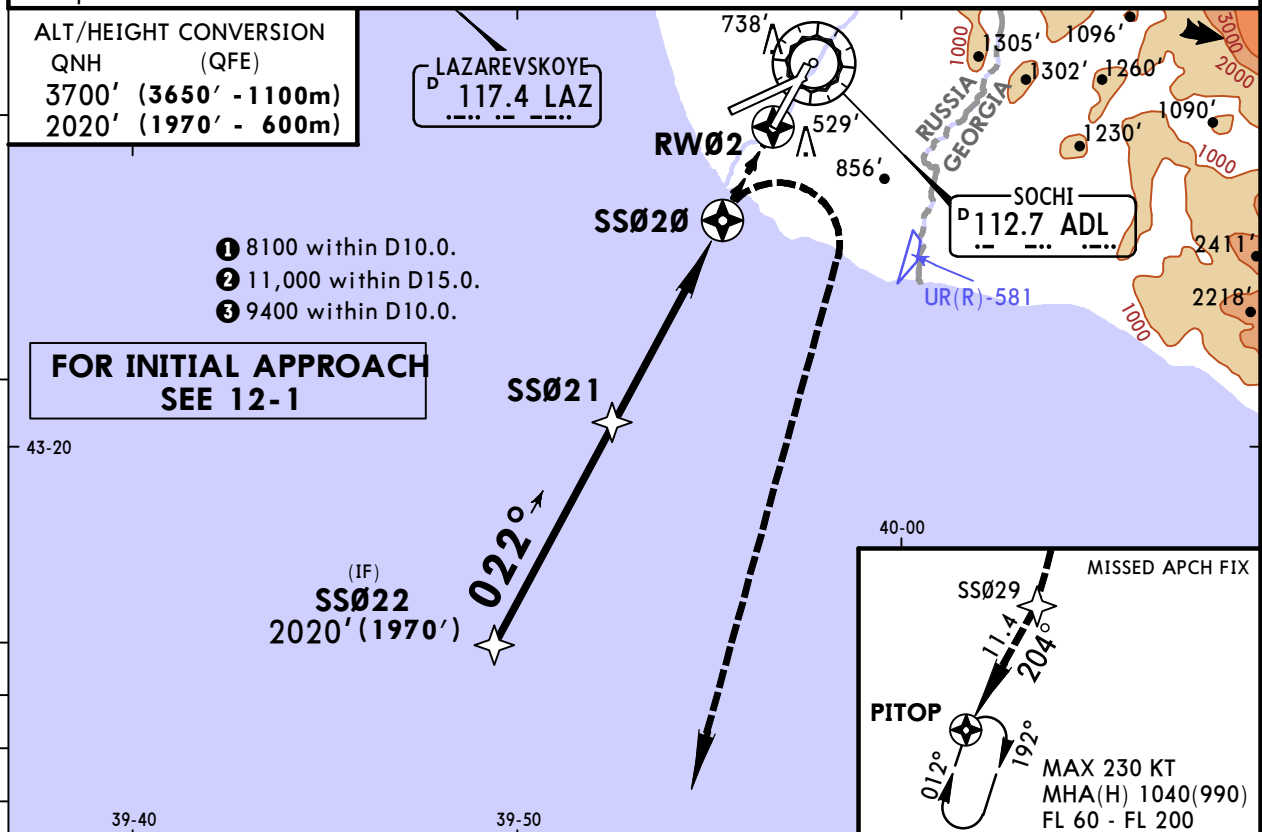
ATIS 129.375 (Russian) (126.2)	SOCHI Approach FL 200 or below 124.6	SOCHI Radar (TWR) 119.7	SOCHI Tower 135.8	Ground 119.0
RNAV	Final Aph Crs 022°	Procedure Alt SS021 2020' (1970')	LNAV MDA(H) Refer to Minimums	Apt Elev 89' Rwy 50'
MISSED APCH: Turn RIGHT (MAX 210 KT) as early as possible climbing to SS029, then proceed to PITOP climbing to FL 60 or above and hold, or as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3650')				
1. GNSS or DME/DME required. 2. DME LAZ and ADL are critical. 3. Heavy turbulence with downdrafts to be expected on final.				



ALT/HEIGHT CONVERSION
QNH (QFE)
3700' (3650' - 1100m)
2020' (1970' - 600m)

- ① 8100 within D10.0.
- ② 11,000 within D15.0.
- ③ 9400 within D10.0.

FOR INITIAL APPROACH
SEE 12-1

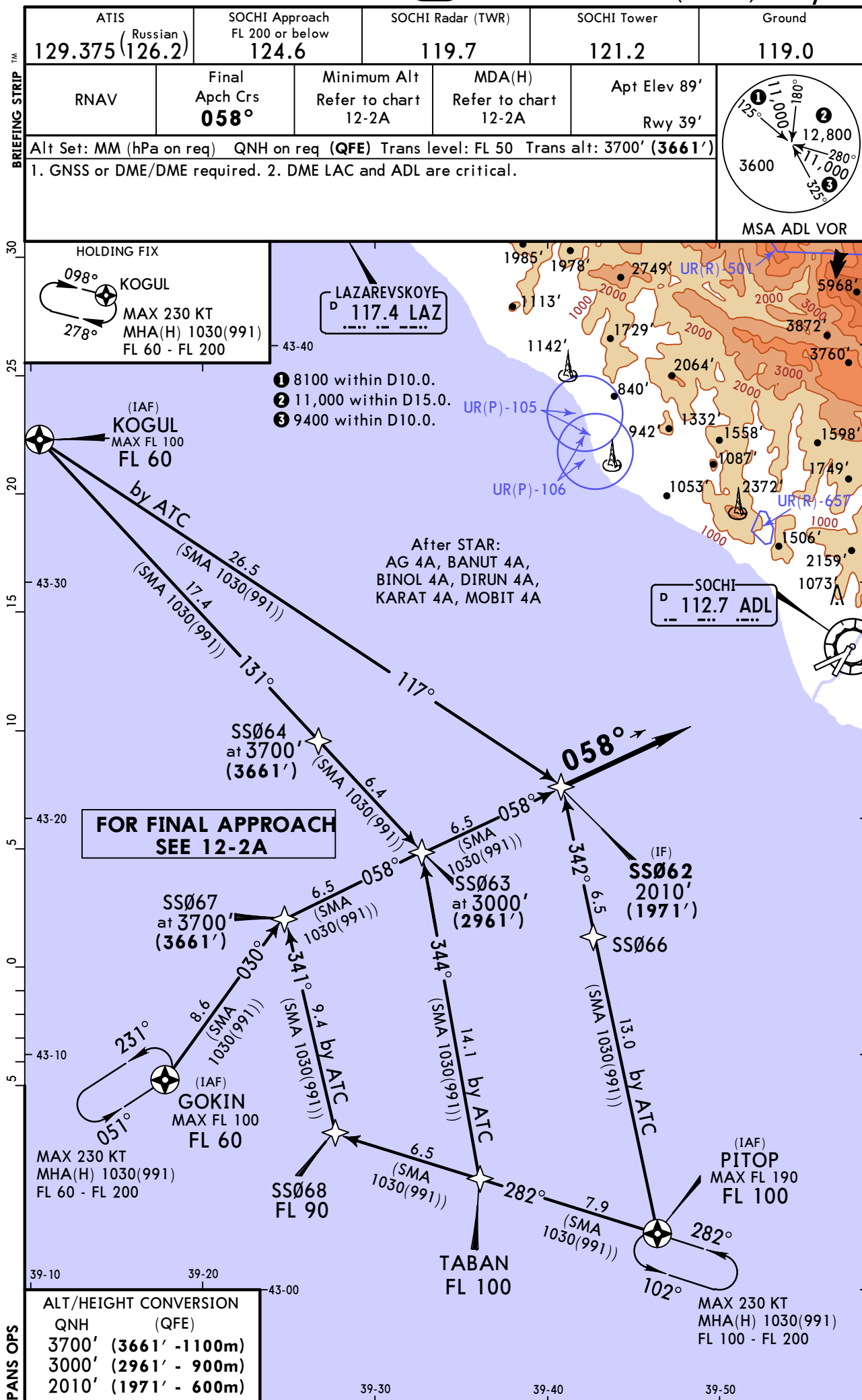


DIST to SS020	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	2010' (1960')	1680' (1630')	1350' (1300')	1040' (990')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	210 KT	SS029
Descent Angle	2.81°	348	447	497	596	795	PAPI	MAX	↑
MAP at SS020								RT	

STRAIGHT-IN LANDING RWY02					
MACG mim 3.9%		MACG mim 3.3%		MACG mim 2.5%	
MDA(H) C: 860' (810') D: 870' (820')		MDA(H) A: 860' (810') B: 890' (840')		MDA(H) A: 940' (890') C: 990' (940') B: 970' (920') D: 1010' (960')	
ALS out		ALS out		ALS out	
A	NOT APPLICABLE	3200m		3200m	
B					
C	3200m 3600m	NOT APPLICABLE		3600m 4400m	
D	3600m 4400m			4000m 4800m	

URSS/AER
SOCHI
JEPPESSEN
 19 APR 19 **12-2** **Eff 25 Apr**
SOCHI, RUSSIA
RNAV (GNSS) Rwy 06


CHANGES: Procedure.

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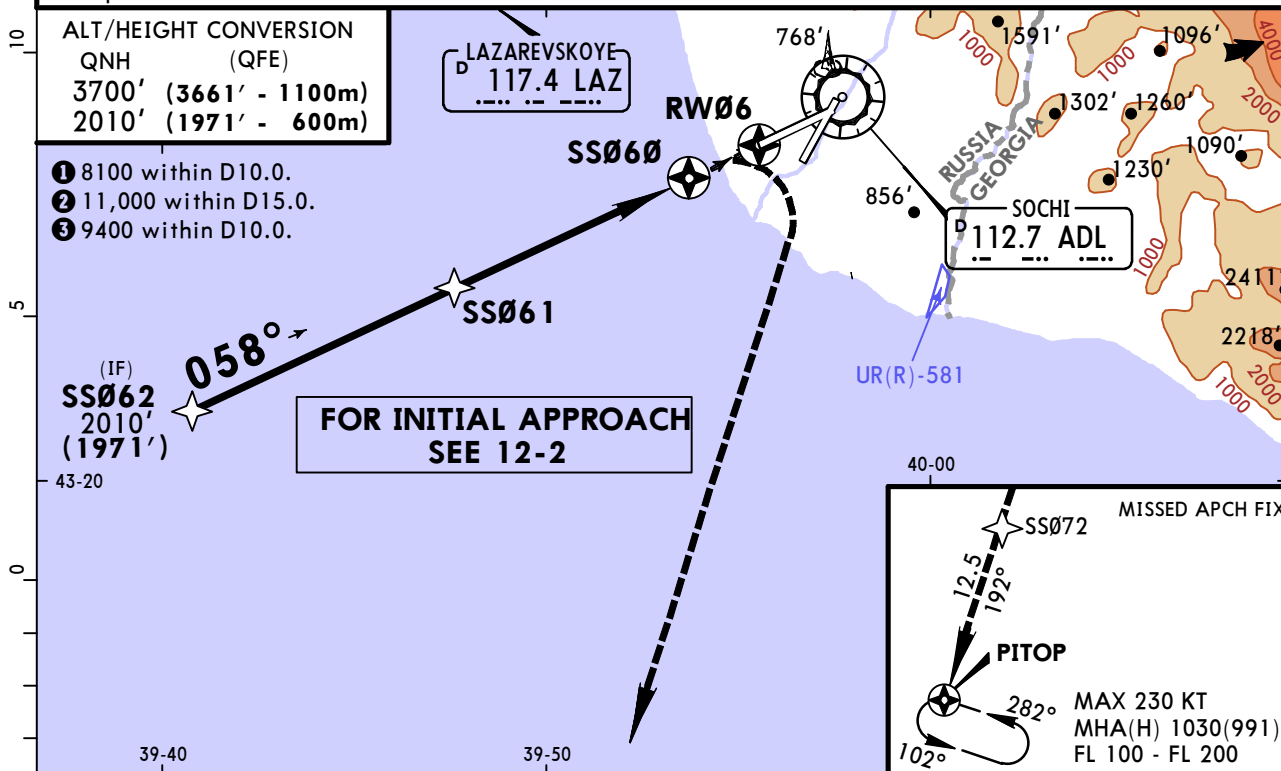
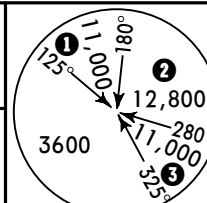
19 APR 19

(12-2A)

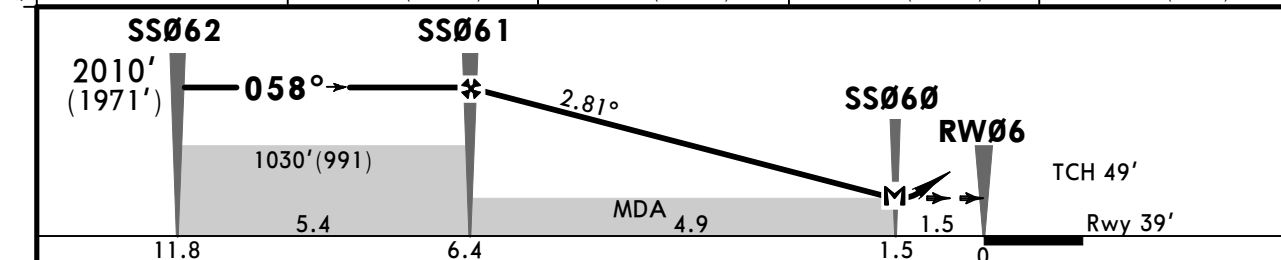
Eff 25 Apr

SOCHI, RUSSIA
RNAV (GNSS) Rwy 06

ATIS 129.375 (Russian) (126.2)	SOCHI Approach FL 200 or below 124.6	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
RNAV	Final Apch Crs 058°	Procedure Alt SS061 2010' (1971')	LNAV MDA(H) Refer to Minimums	Apt Elev 89' Rwy 39'
MISSED APCH: Turn RIGHT (MAX 215 KT) as early as possible climbing to SS072, then proceed to PITOP climbing to FL 100 or above and hold, or as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3661') 1. GNSS or DME/DME required. 2. DME LAZ and ADL are critical. 3. Heavy turbulence with downdrafts to be expected on final.				



DIST to SS060	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	1830' (1791')	1500' (1461')	1180' (1141')	860' (821')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	215 KT	SS072
Descent Angle	2.81°	348	447	497	596	696	PAPI	MAX	RT
MAP at SS060									

STRAIGHT-IN LANDING RWY06							
MACG mim 3.7%		MACG mim 3.4%		MACG mim 3.1%		MACG mim 2.5%	
MDA(H) C: 690' (651') D: 710' (671')		MDA(H) C: 690' (651') D: 730' (691')		MDA(H) A: 680' (641') B: 690' (651')		MDA(H) A: 740' (701') C: 790' (751') B: 760' (721') D: 810' (771')	
ALS out		ALS out		ALS out		ALS out	
A	NOT APPLICABLE	NOT APPLICABLE		RVR 1800m VIS 2000m	2800m	RVR 1800m VIS 2000m	2800m
B	NOT APPLICABLE	NOT APPLICABLE		NOT APPLICABLE		2800m	3600m
C	RVR 1800m VIS 2000m	2800m	RVR 1800m VIS 2000m	2800m	NOT APPLICABLE		3200m
D	2800m	3600m	2800m	3600m	NOT APPLICABLE		4000m

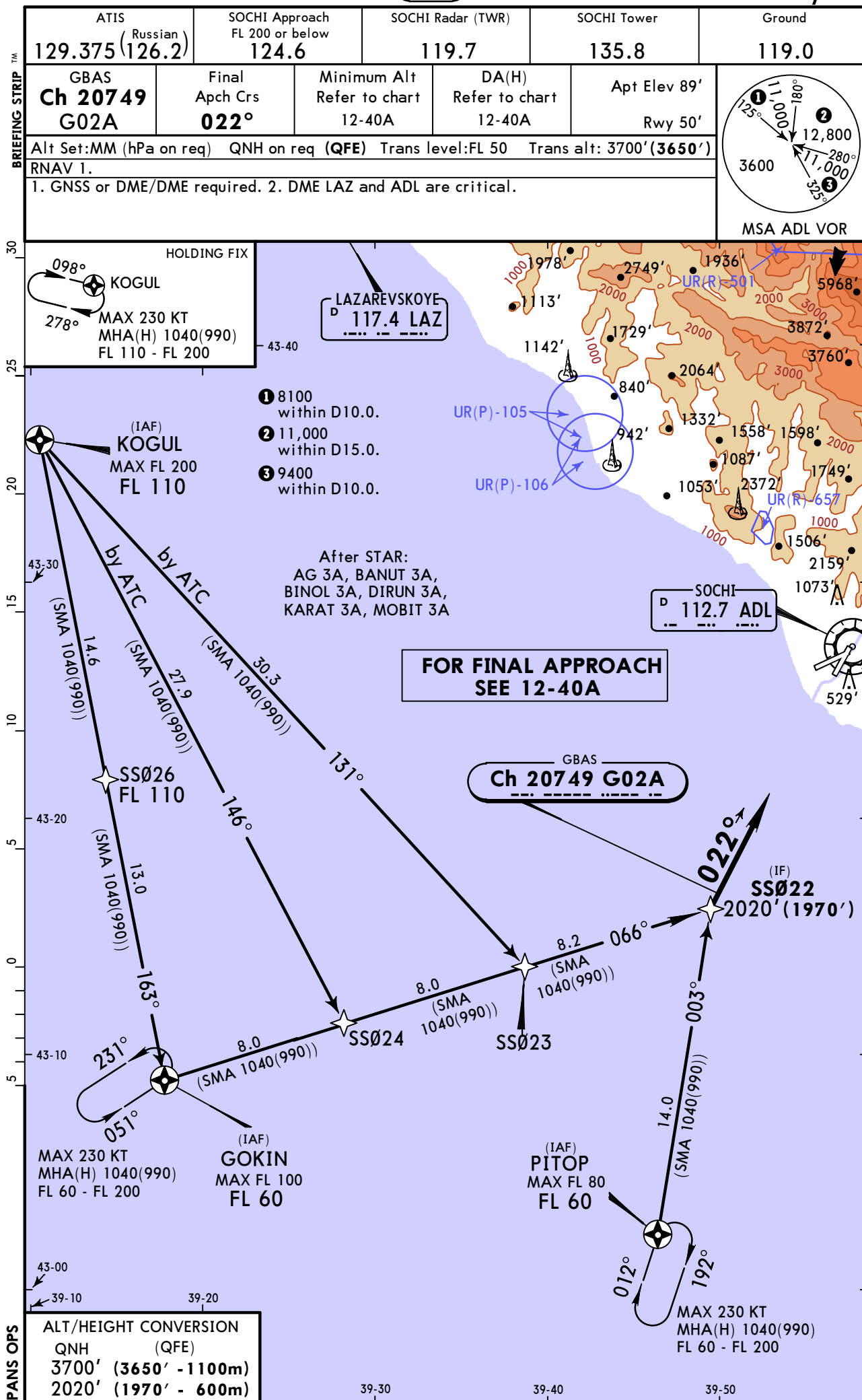
CHANGES: Missed apch. Procedure. Minimums.

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JEPPESSEN
19 APR 19 12-40 Eff 25 Apr

SOCHI, RUSSIA
GLS Rwy 02



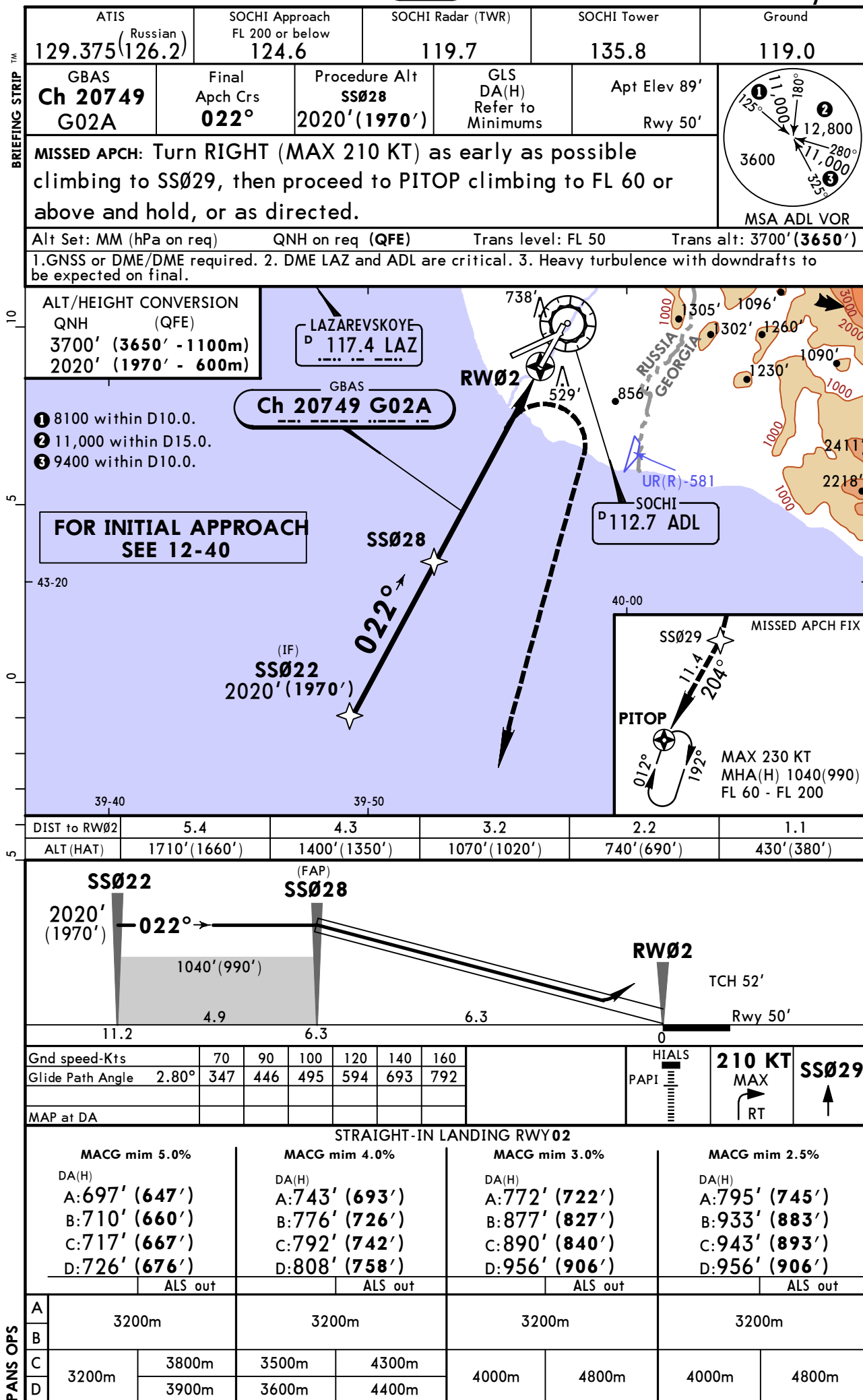
CHANGES: New procedure.

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JEPPESSEN
19 APR 19 **12-40A** Eff 25 Apr

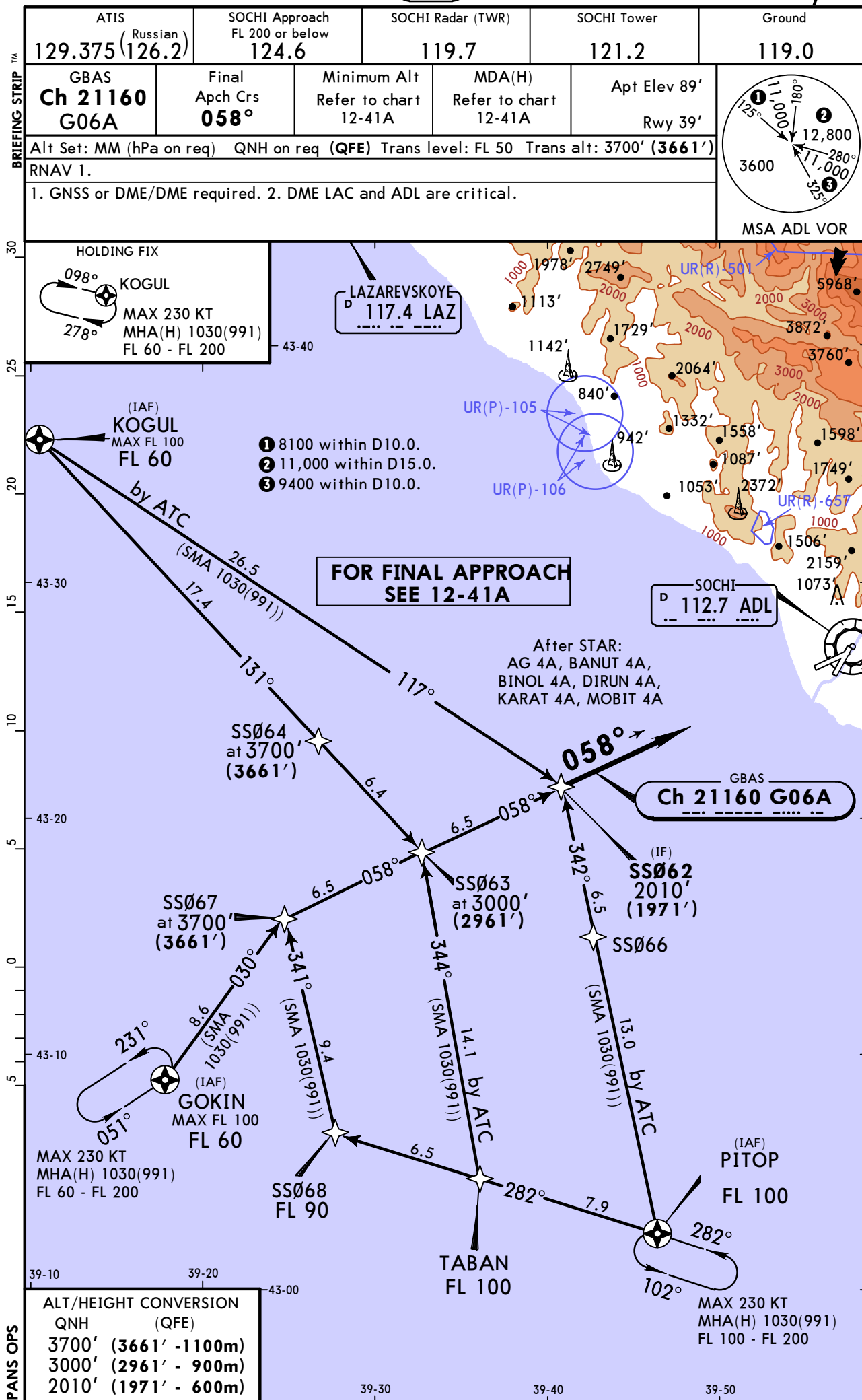
SOCHI, RUSSIA
GLS Rwy 02



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SOCHI

JEPPesen
19 APR 19 **12-41** Eff 25 Apr

SOCHI, RUSSIA
GLS Rwy 06

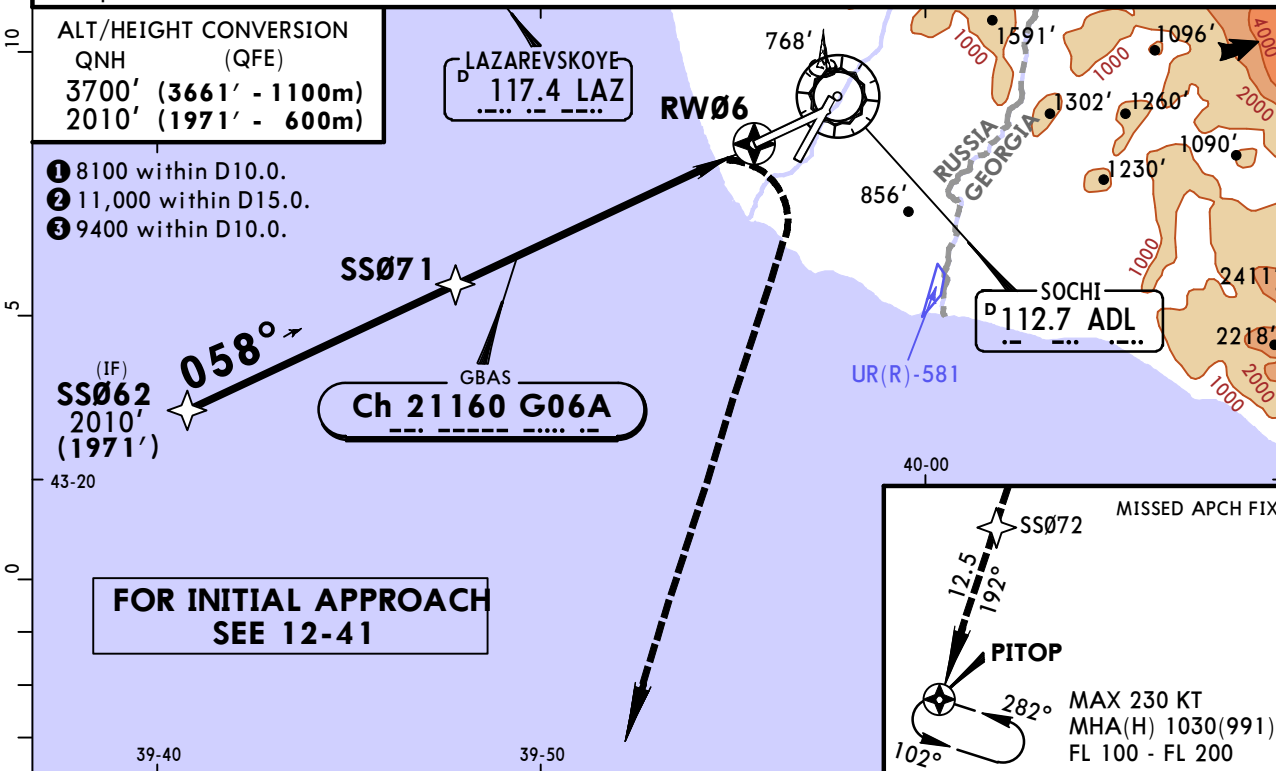


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19 APR 19 **12-41A** Eff 25 Apr

SOCHI, RUSSIA
GLS Rwy 06

ATIS 129.375 (Russian) 126.2	SOCHI Approach FL 200 or below 124.6	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
GBAS Ch 21160 G06A	Final Aptch Crs 058°	Procedure Alt SS071 2010' (1971')	GLS DA(H) Refer to Minimums	Apt Elev 89' Rwy 39'
MISSED APCH: Turn RIGHT (MAX 185 KT) as early as possible climbing to SS072, then proceed to PITOP climbing to FL 100 or above and hold, or as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3661') 1. GNSS or DME/DME required. 2. DME LAZ and ADL are critical. 3. Heavy turbulence with downdrafts to be expected on final.				



DIST to RW06	5.4	4.3	3.2	2.2	1.1
ALT (HAT)	1700'(1661')	1390'(1351')	1060'(1021')	730'(691')	420'(381')
SS062 2010' (1971') 058° → 1030'(991) 5.5 11.8 6.3 (FAP) SS071 <					

STRAIGHT-IN LANDING RWY06							
MACG mim 5.0%		MACG mim 4.0%		MACG mim 3.0%		MACG mim 2.5%	
DA(H) A: 597' (558') B: 610' (571') C: 620' (581') D: 630' (591')		DA(H) A: 620' (581') B: 633' (594') C: 640' (601') D: 650' (611')		DA(H) A: 640' (601') B: 653' (614') CD: 673' (634')		DA(H) A: 663' (624') B: 686' (647') C: 696' (657') D: 699' (660')	
ALS out		ALS out		ALS out		ALS out	
A	2300m	3100m	3200m		3200m		3200m
B	3200m		3200m		3200m		3200m
C	3200m	3300m	3200m	3400m	3200m	3600m	3200m
D	3200m	3300m	3200m	3500m	3200m	3600m	3700m

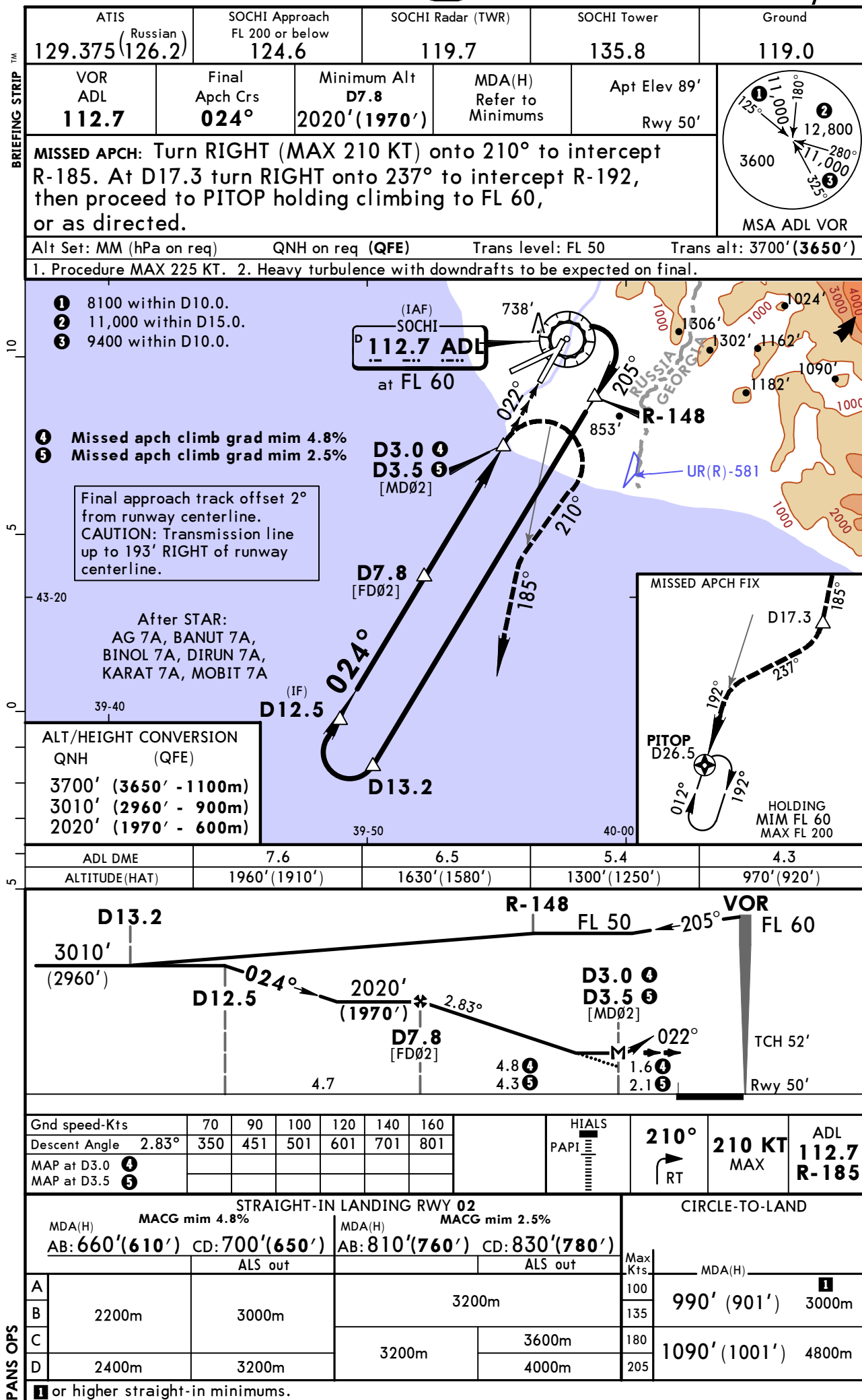
CHANGES: New procedure.

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JEPPESSEN
29 MAR 19 (13-1)

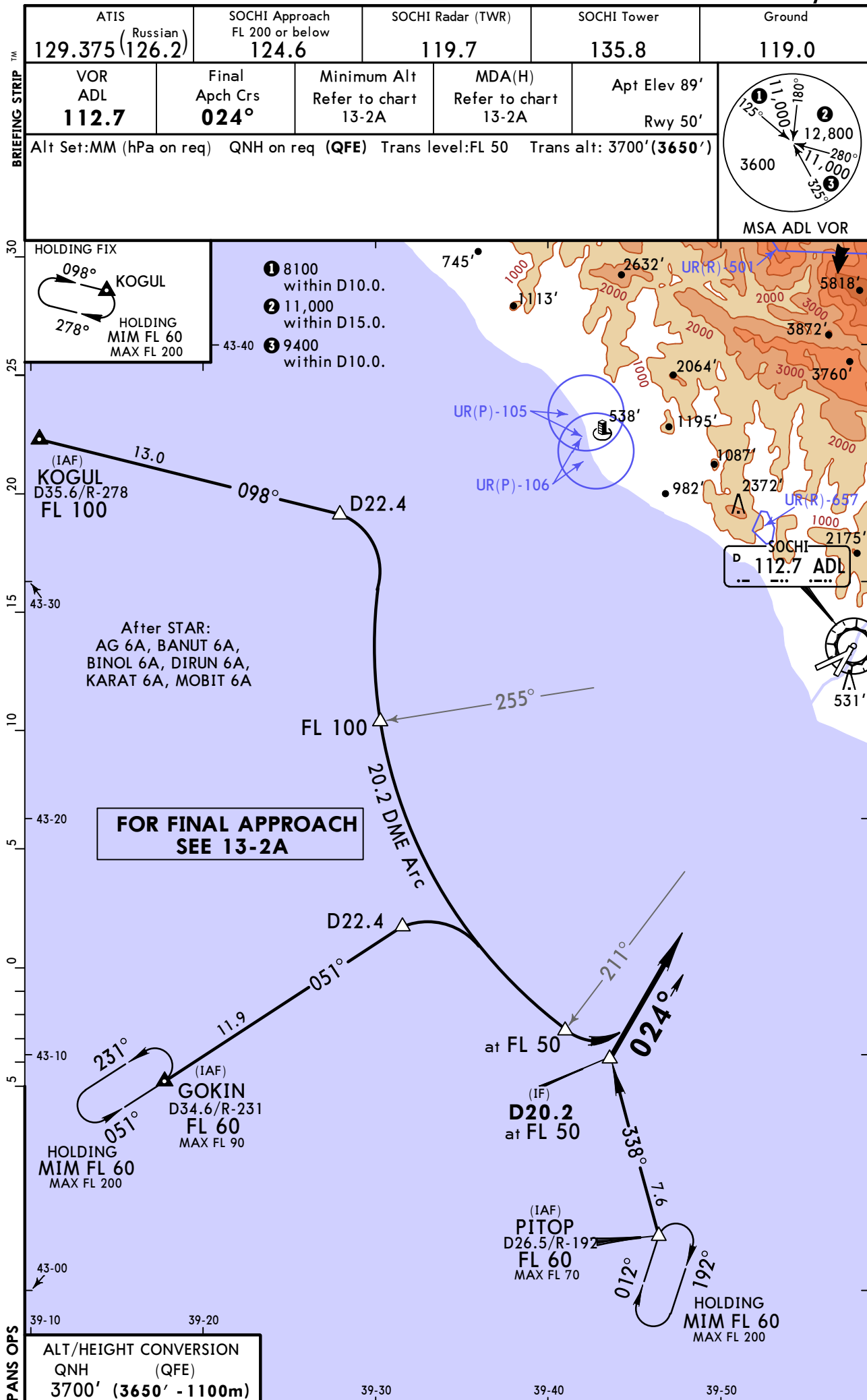
SOCHI, RUSSIA
VOR Y Rwy 02



URSS/AER
SOCHI

JEPPESSEN
29 MAR 19 **13-2**

SOCHI, RUSSIA
VOR X Rwy 02



CHANGES: Communications.

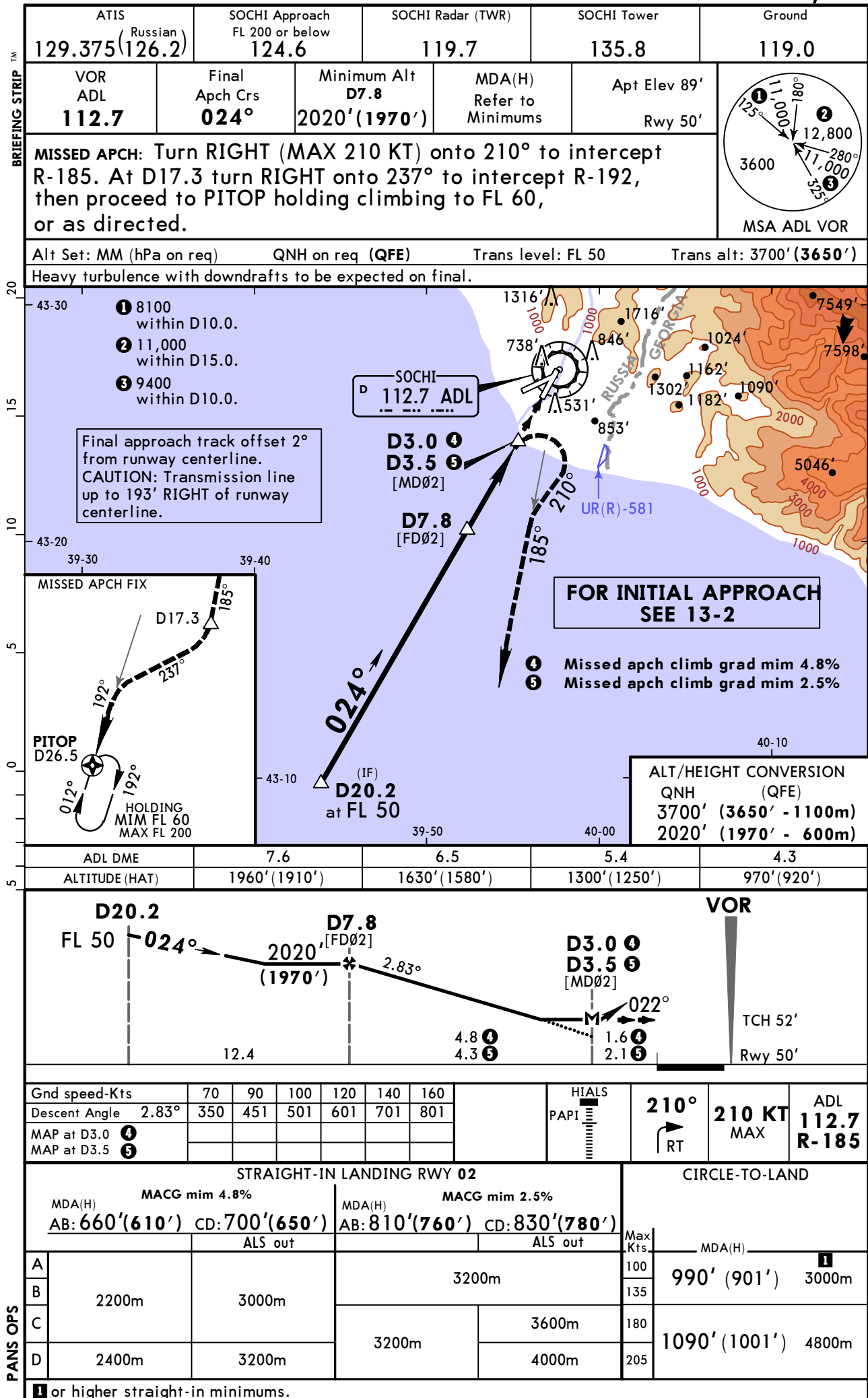
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29 MAR 19

13-2A

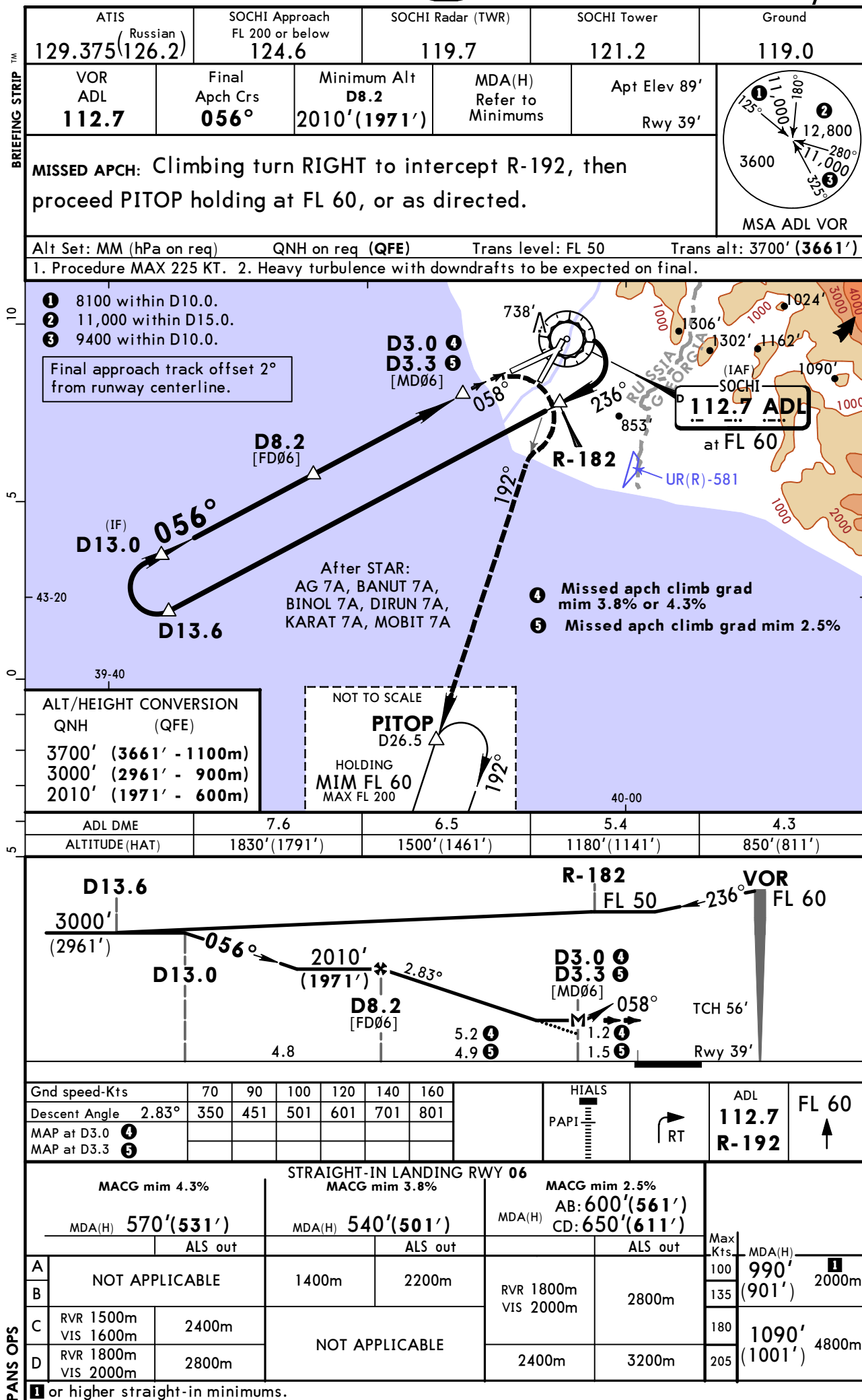
SOCHI, RUSSIA
VOR X Rwy 02



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JEPPESSEN
29 MAR 19 (13-3)

SOCHI, RUSSIA
VOR Y Rwy 06



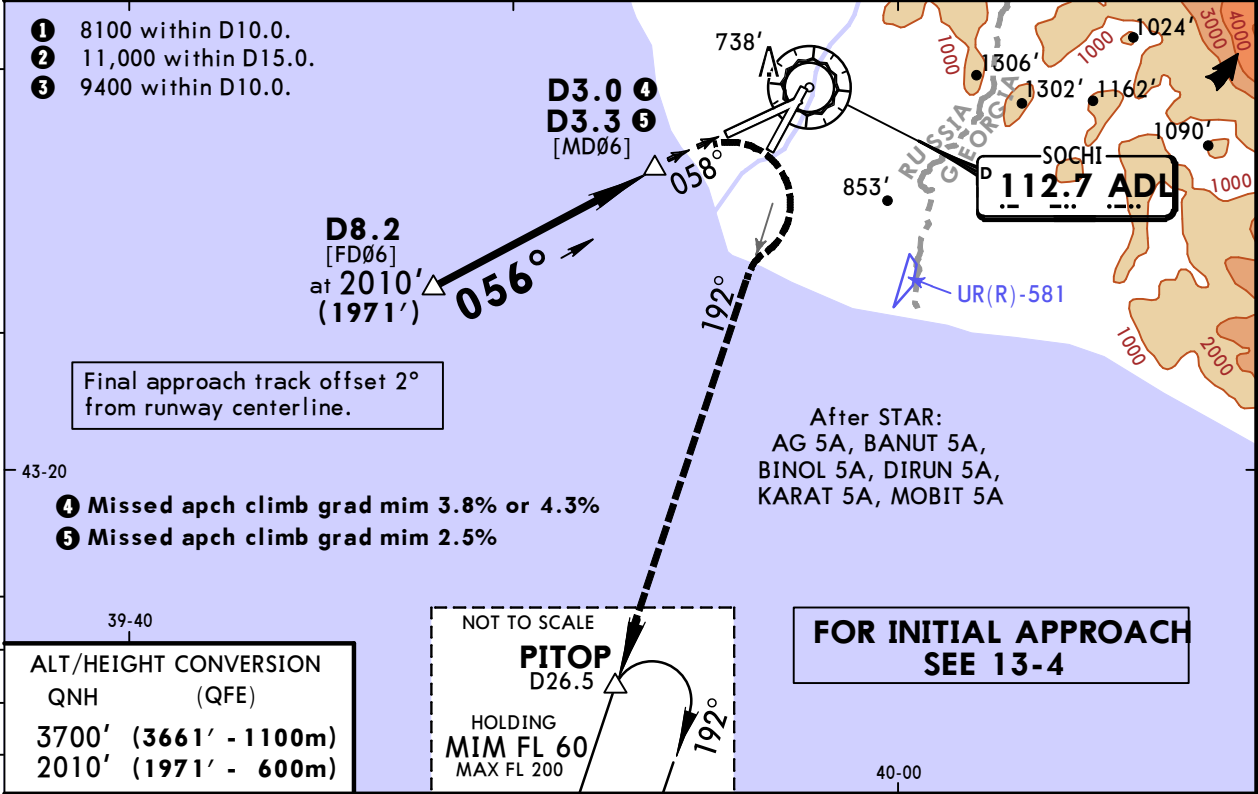
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SOCHI

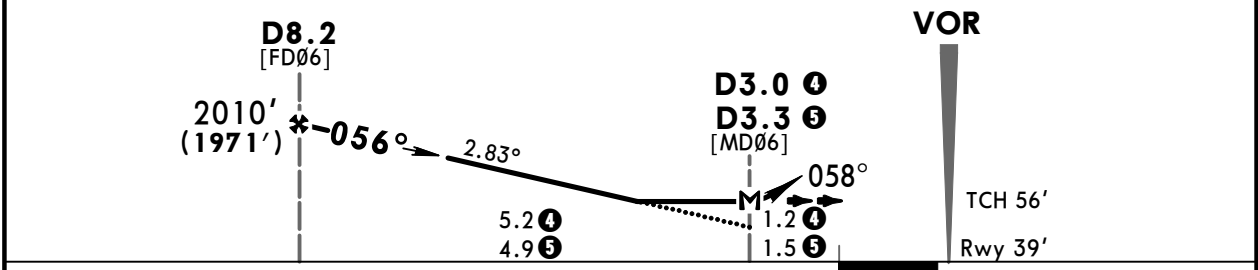
JEPPESSEN
29 MAR 19 **13-4A**

SOCHI, RUSSIA
VOR X Rwy 06

ATIS 129.375 ^(Russian) (126.2)	SOCHI Approach FL 200 or below 124.6	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.				



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



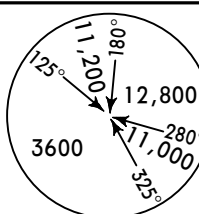
Gnd speed-Kts	70	90	100	120	140	160	HIALS		ADL	FL 60
Descent Angle 2.83°	350	451	501	601	701	801	PAPI		112.7	FL 60
MAP at D3.0 ④							RT		R-192	↑
MAP at D3.3 ⑤										

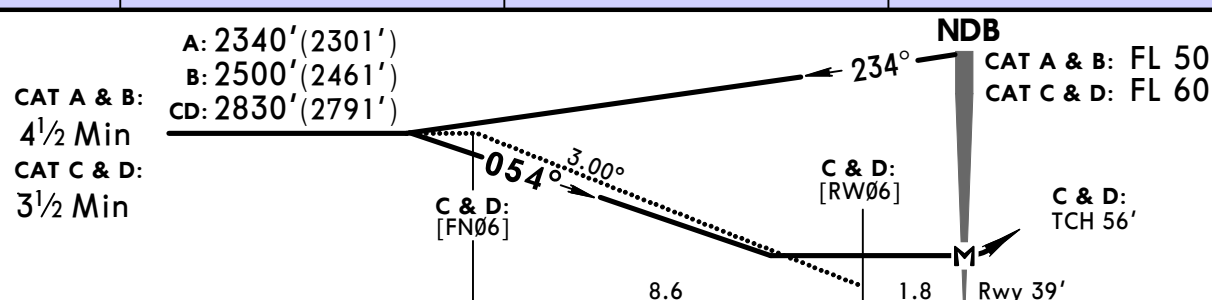
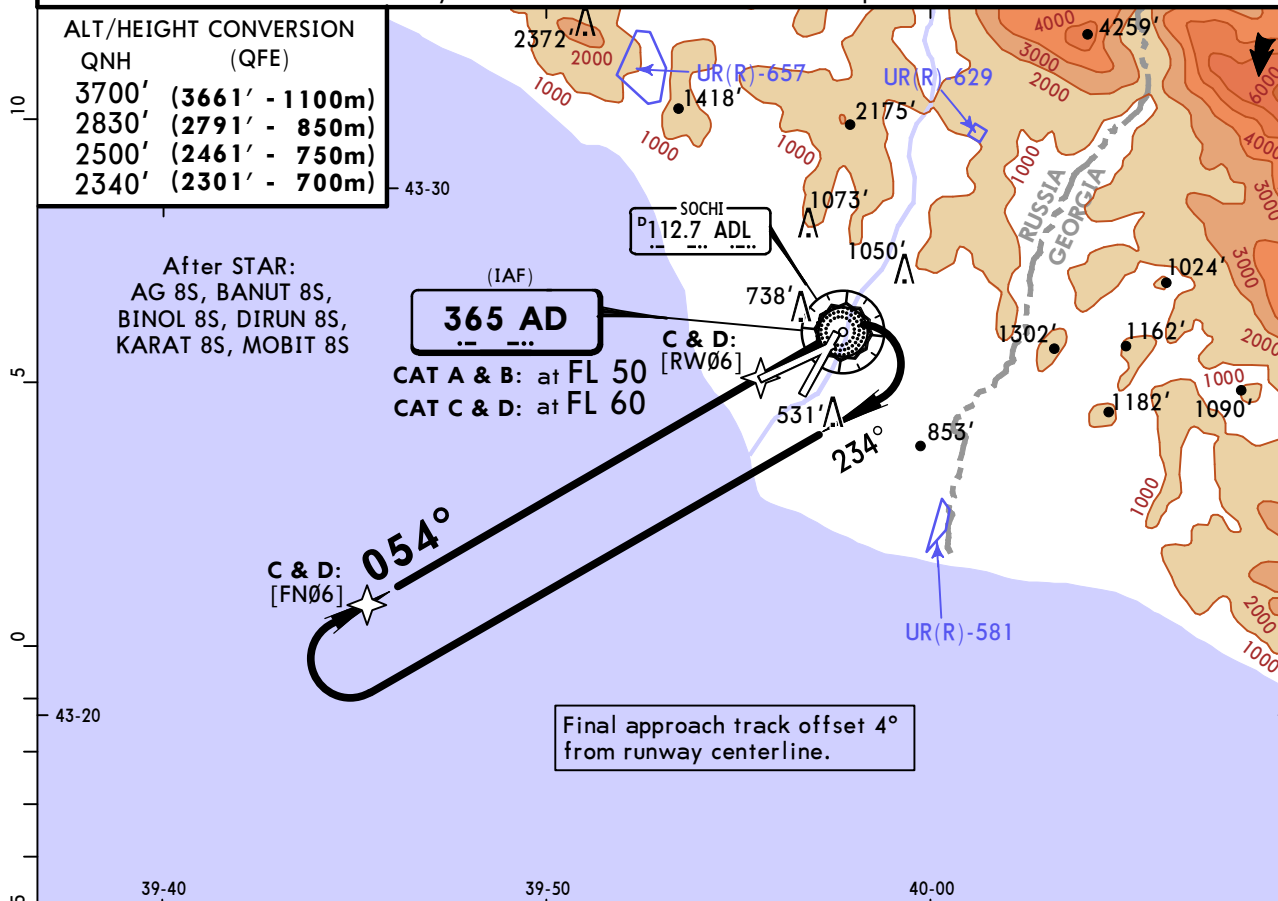
STRAIGHT-IN LANDING RWY 06						CIRCLE-TO-LAND		
MACG mim 4.3%		MACG mim 3.8%		MACG mim 2.5%				
MDA(H) 570' (531')		MDA(H) 540' (501')		MDA(H) AB: 600' (561') CD: 650' (611')				
ALS out		ALS out		ALS out		Max Kts	MDA(H)	
A NOT APPLICABLE		1400m		RVR 1800m VIS 2000m		100	990' (901')	1 2000m
B NOT APPLICABLE		2200m		2800m		135		
C RVR 1500m VIS 1600m		2400m		NOT APPLICABLE		180	1090' (1001')	4800m
D RVR 1800m VIS 2000m		2800m		2400m		205		

URSS/AER
SOCHI

JEPPESSEN
29 MAR 19 **(16-2)**

SOCHI, RUSSIA
NDB Rwy 06

BRIEFING STRIP™	ATIS 129.375 (Russian) (126.2)	SOCHI Approach FL 200 or below 124.6	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
	NDB AD 365	Final Apch Crs 054°	No FAF	MDA(H) Refer to Minimums	Apt Elev 89' Rwy 39'
MISSED APCH: Turn RIGHT onto 234° climbing to CAT A: 2340' (2301'), CAT B: 2500' (2461'), CAT C&D: 2830' (2791'). After termination of flight time on 234° turn RIGHT onto 054° , or as directed.					 MSA AD NDB
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
CAT CD: Descent Angle 3.00°	372	478	531	637	743	849
MAP at NDB						

HIALS	234°
PAPI	RT

STRAIGHT-IN LANDING RWY 06			CIRCLE-TO-LAND		
MDA(H) A: 1190' (1151') C: 1620' (1581') B: 1270' (1231') D: 1640' (1601')					
ALS out			Max Kts	MDA(H)	
A	1200m	RVR 1800m VIS 2000m	100	1190' (1101')	2000m
B	RVR 1500m VIS 1600m	2400m	135	1270' (1181')	2400m
C	4000m	4800m	180	1620' (1531')	4800m
D	4400m		205	1640' (1551')	4800m

Chart changes since cycle 08-2019

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