

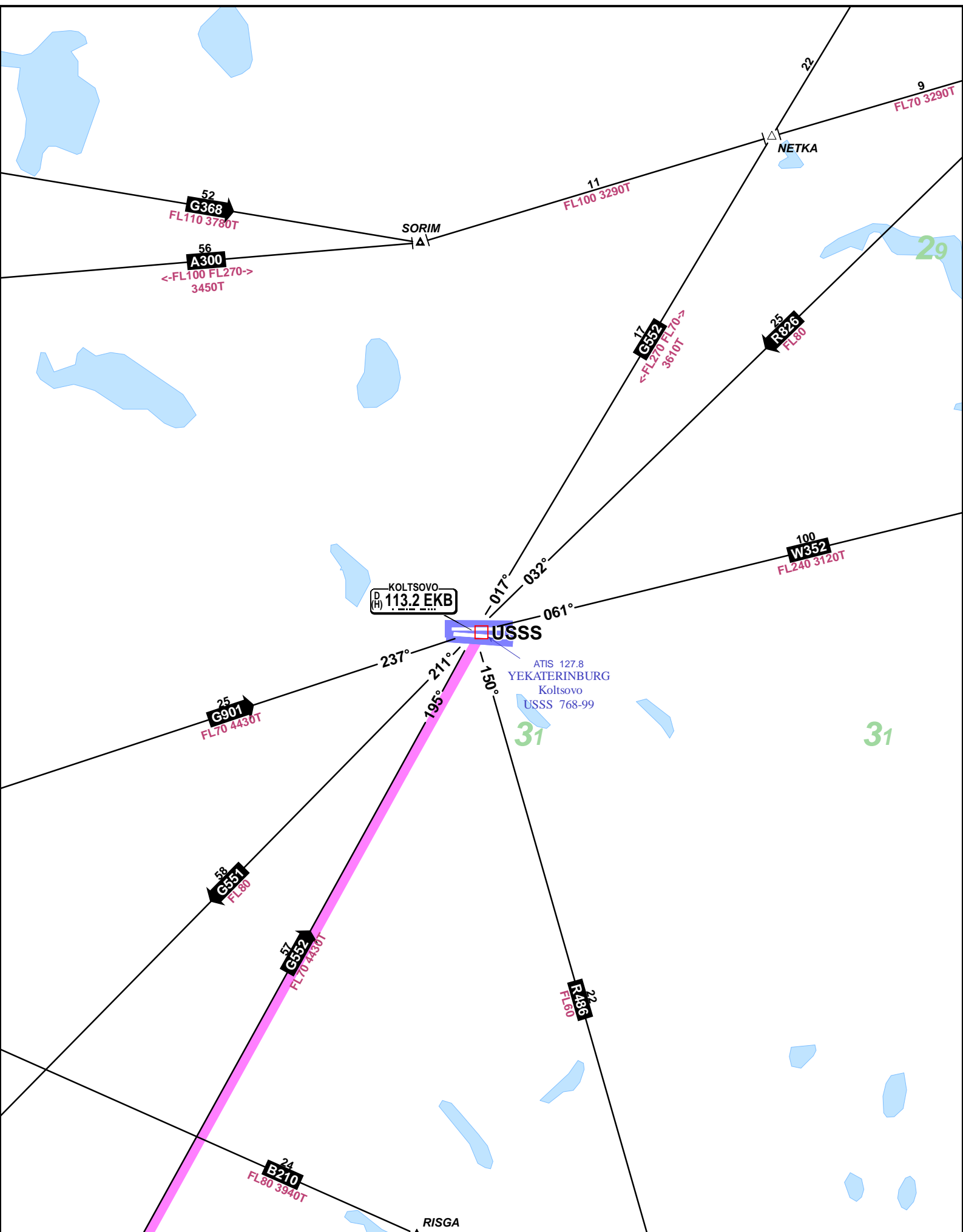
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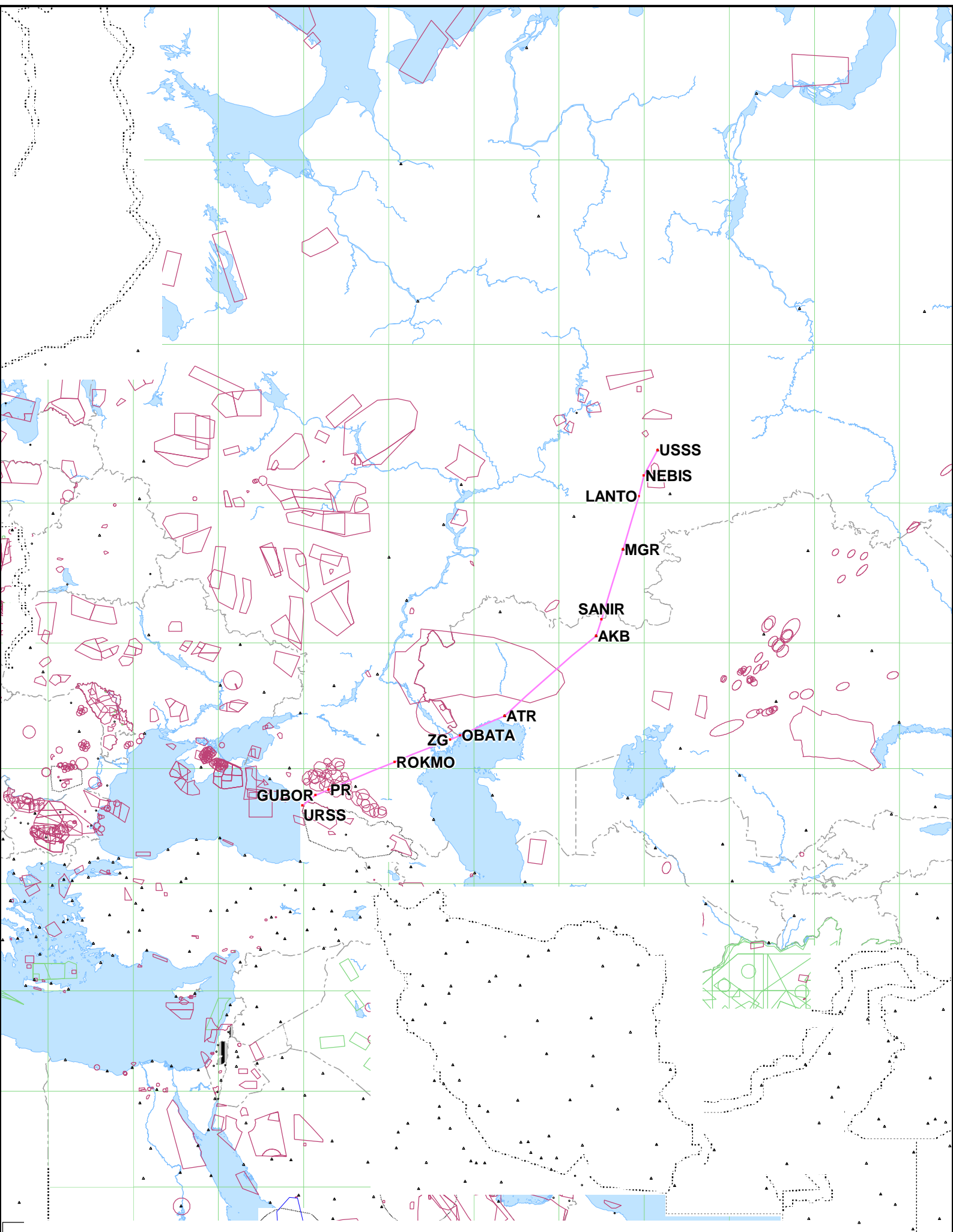
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0





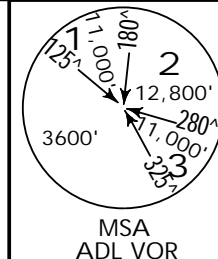
URSS/AER
 SOCHI

JEPPESEN
 4 OCT 13 10-2 .Eff.17.Oct.

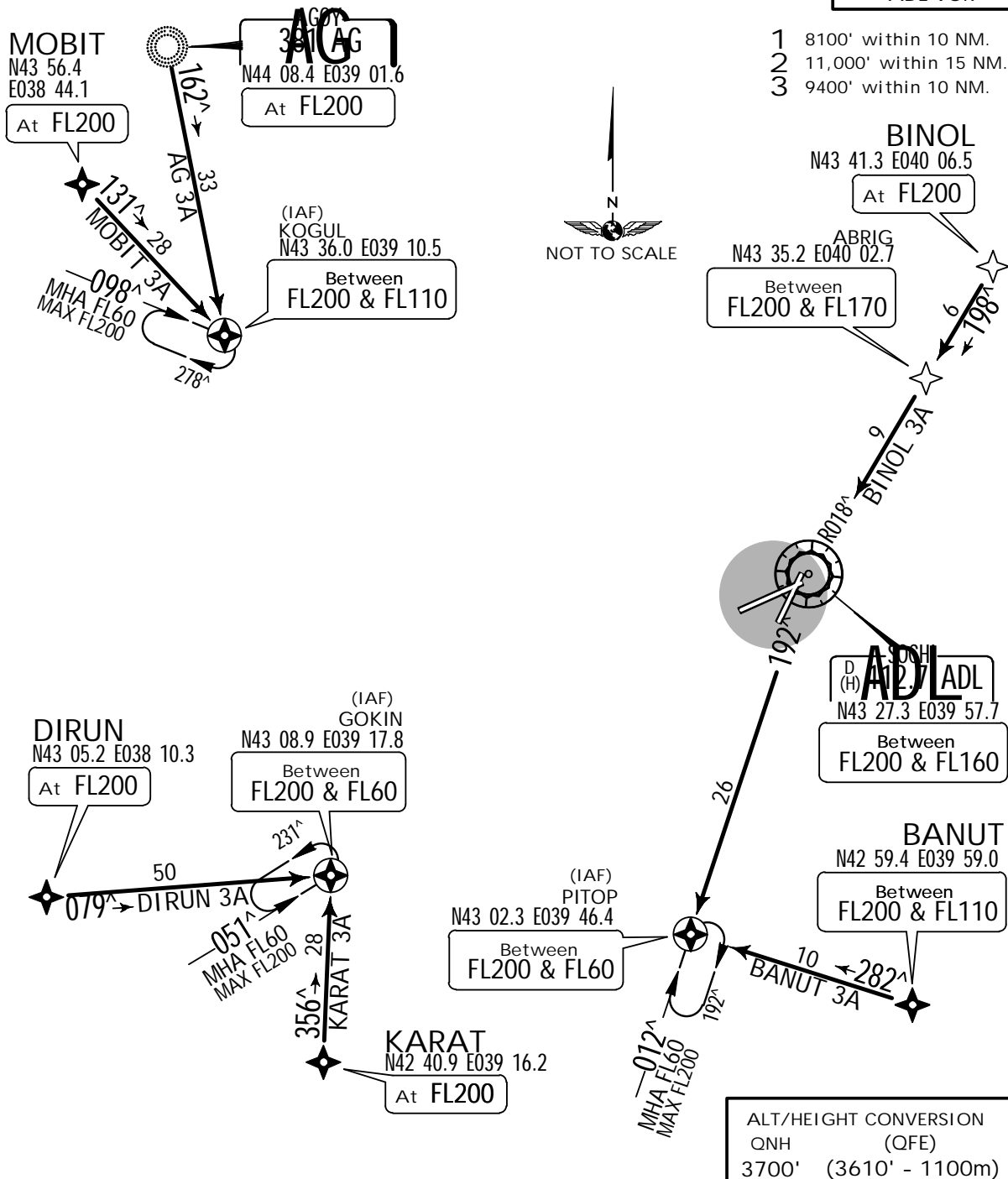
SOCHI, RUSSIA
 .RNAV.STAR.

ATIS 129.37 (Russian 126.2)	Apt Elev 89'	Alt Set: MM (hPa on request) Trans level: FL50	QNH on request Trans alt: 3700' (3610')	(QFE)
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AG 3A, BANUT 3A [BANU3A]
 BINOL 3A [BINO3A], DIRUN 3A [DIRU3A]
 KARAT 3A [KARA3A], MOBIT 3A [MOBI3A]
 RWY 02 RNAV ARRIVALS



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



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+)

URSS/AER

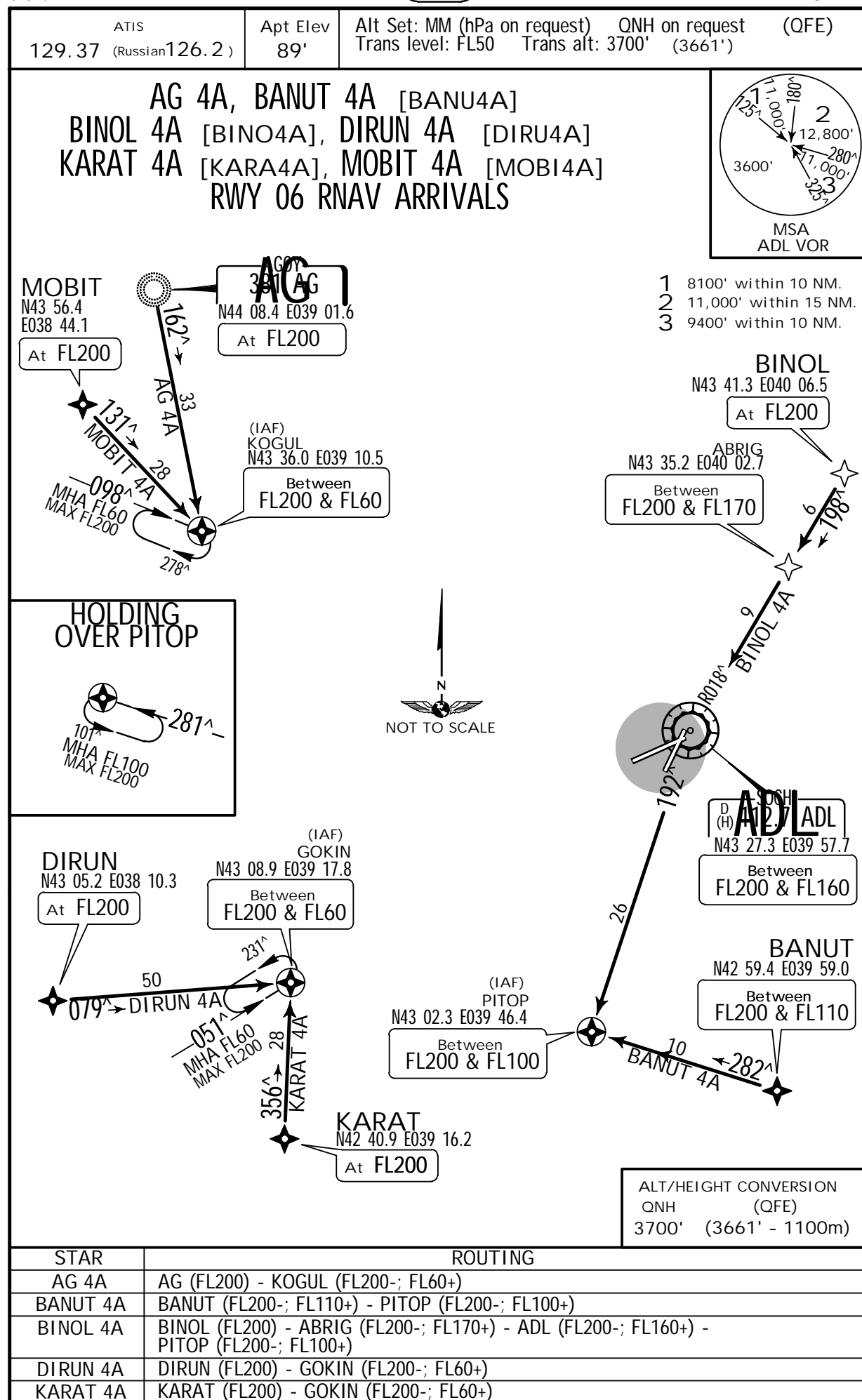
SOCHI

JEPPESEN

4 OCT 13 (10-2A) .Eff.17.Oct.

SOCHI, RUSSIA

.RNAV.STAR.



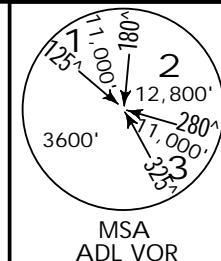
URSS/AER
SOCHI

JEPPESEN
4 OCT 13 (10-2B) .Eff.17.Oct.

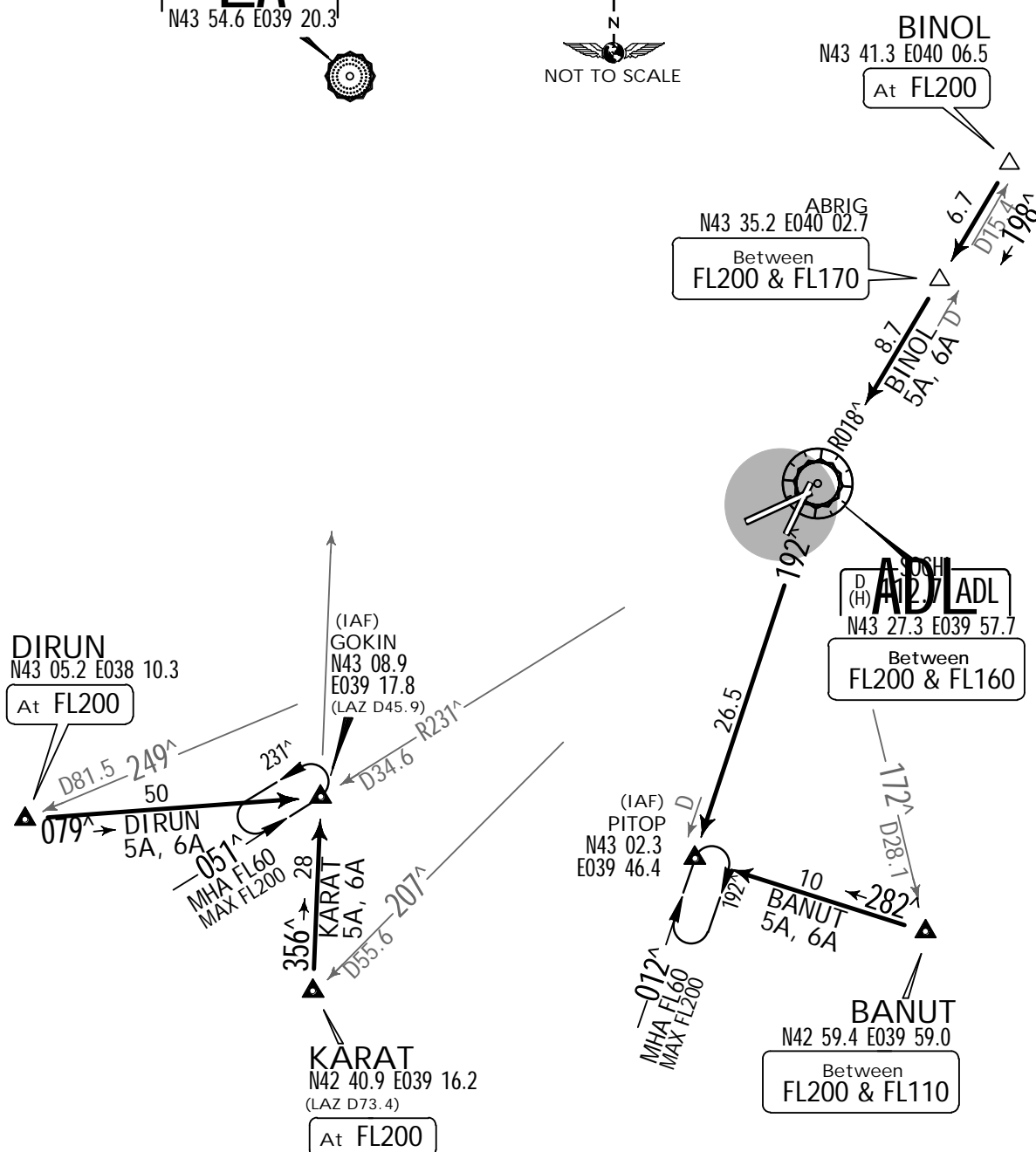
SOCHI, RUSSIA
.STAR.

ATIS 129.37 (Russian 126.2)	Apt Elev 89'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3700' (3611')
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BANUT 5A	[BANU5A],	BINOL 5A	[BINO5A]
DIRUN 5A	[DIRU5A],	KARAT 5A	[KARA5A]
RWY 06 ARRIVALS			
BANUT 6A	[BANU6A],	BINOL 6A	[BINO6A]
DIRUN 6A	[DIRU6A],	KARAT 6A	[KARA6A]
RWY 02 ARRIVALS			



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



ALT/HEIGHT CONVERSION
QNH (QFE)

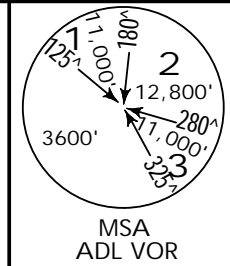
URSS/AER
SOCHI

JEPPESSEN
4 OCT 13 (10-2C) .Eff.17.Oct.

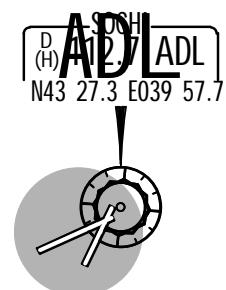
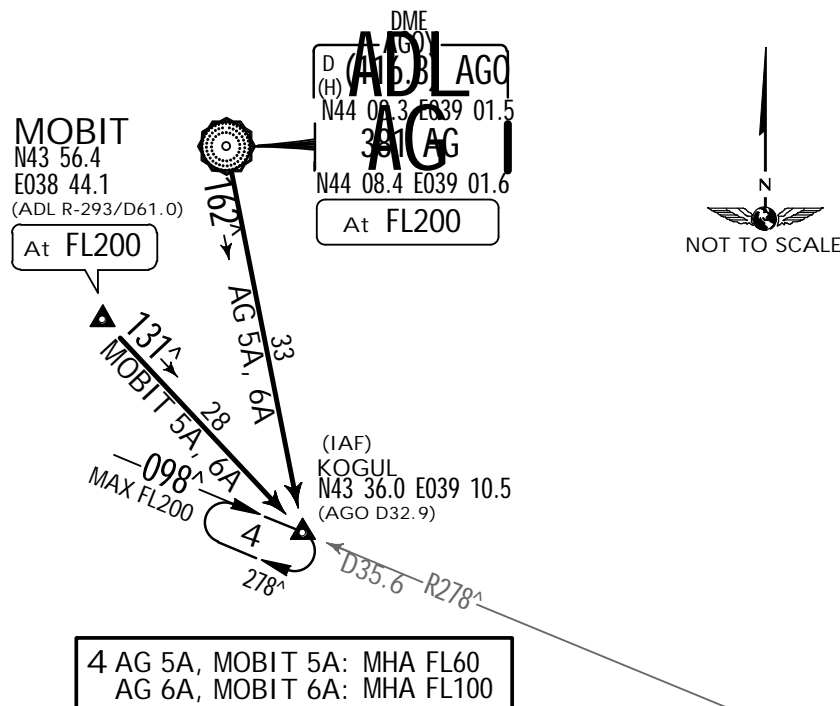
SOCHI, RUSSIA
.STAR.

ATIS 129.37 (Russian 126.2)	Apt Elev 89'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3700' (3611')
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AG 5A, MOBIL 5A [MOBI5A]
RWY 06 ARRIVALS
AG 6A, MOBIL 6A [MOBI6A]
RWY 02 ARRIVALS



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



ALT/HEIGHT CONVERSION	
QNH	(QFE)

URSS/AER

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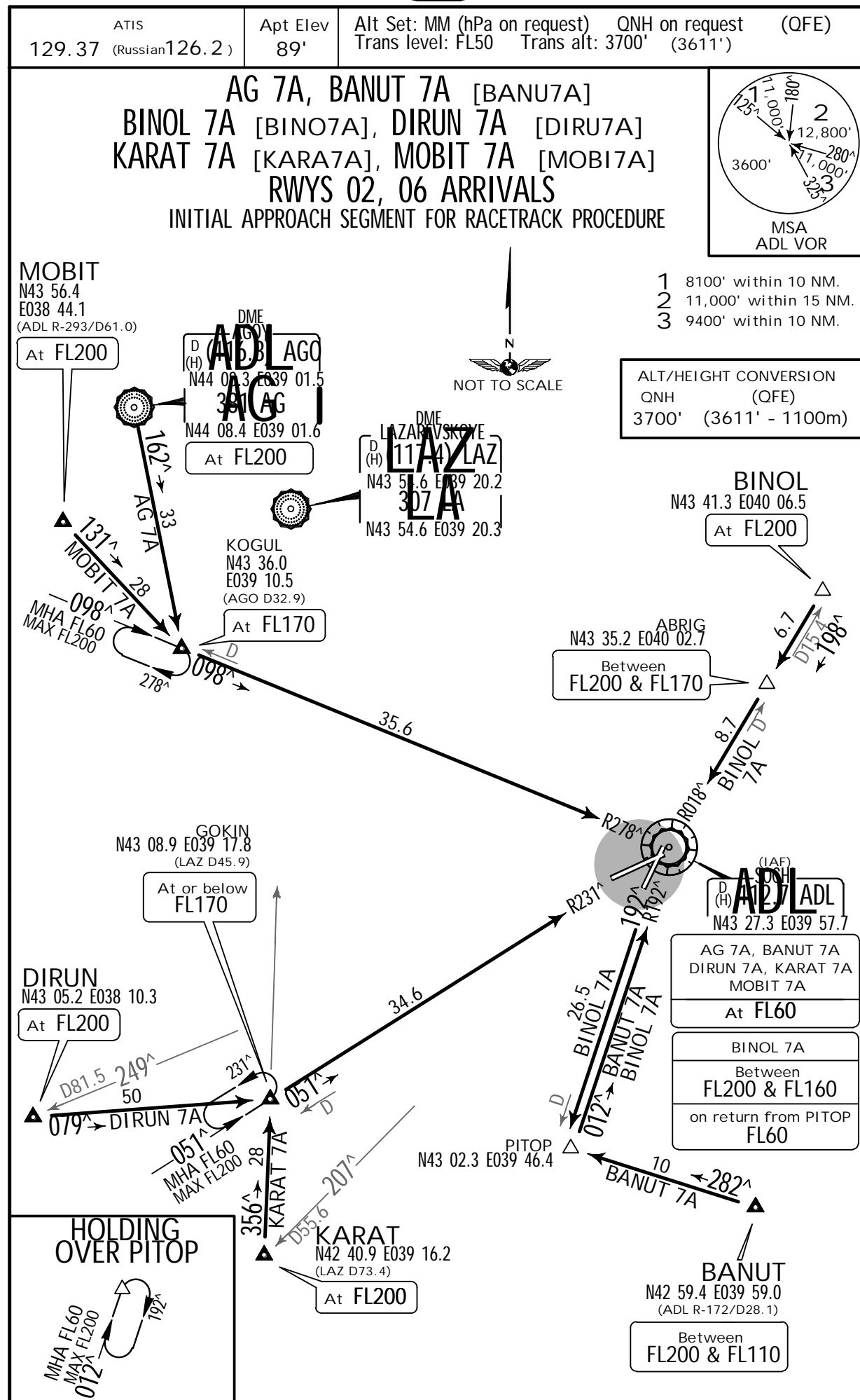
3 JAN 14

10-2D

.Eff.9.Jan.

SOCHI, RUSSIA

.STAR.



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JEPPESEN

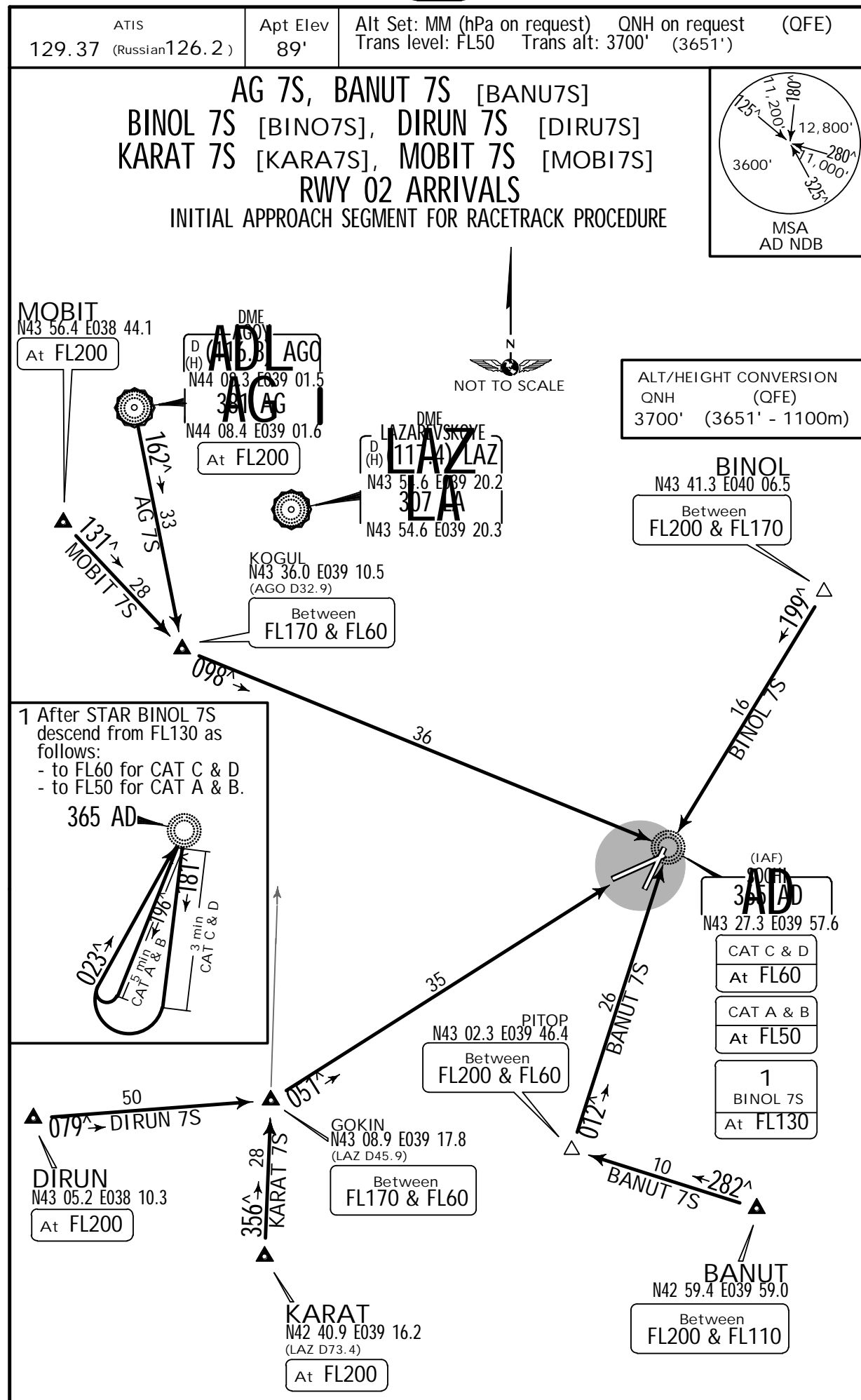
3 JAN 14

(10-2E)

.Eff.9.Jan.

SOCHI, RUSSIA

.STAR.



URSS/AER

SOCHI

JEPPESEN

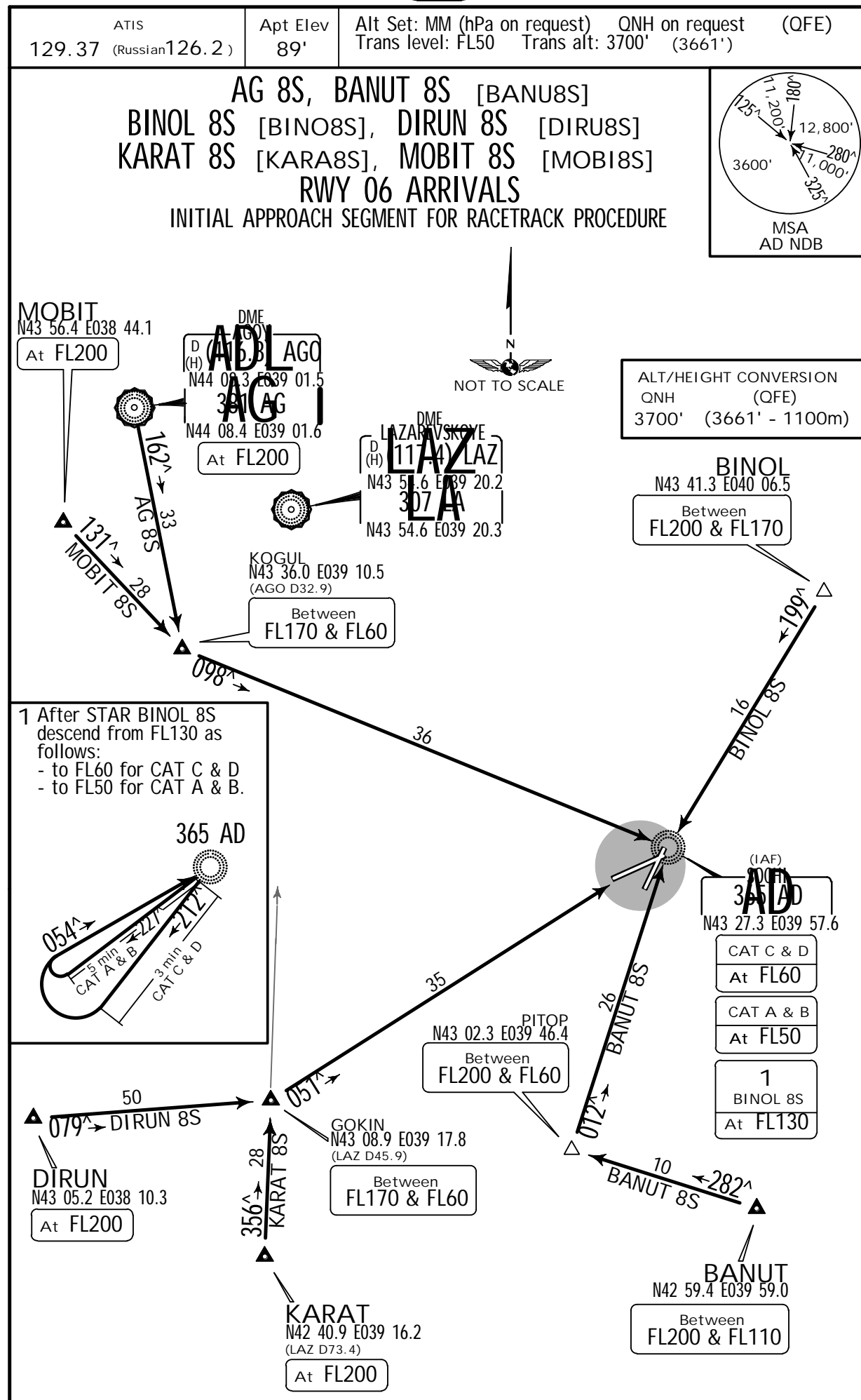
3 JAN 14

(10-2F)

.Eff.9.Jan.

SOCHI, RUSSIA

.STAR.



URSS/AER
 SOCHI

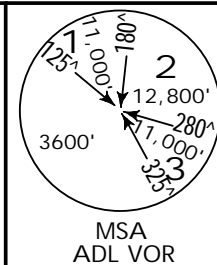
JEPPESEN
 3 JAN 14 10-3 Eff.9.Jan.

SOCHI, RUSSIA
 .RNAV.SID.

Apt Elev
 89'

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

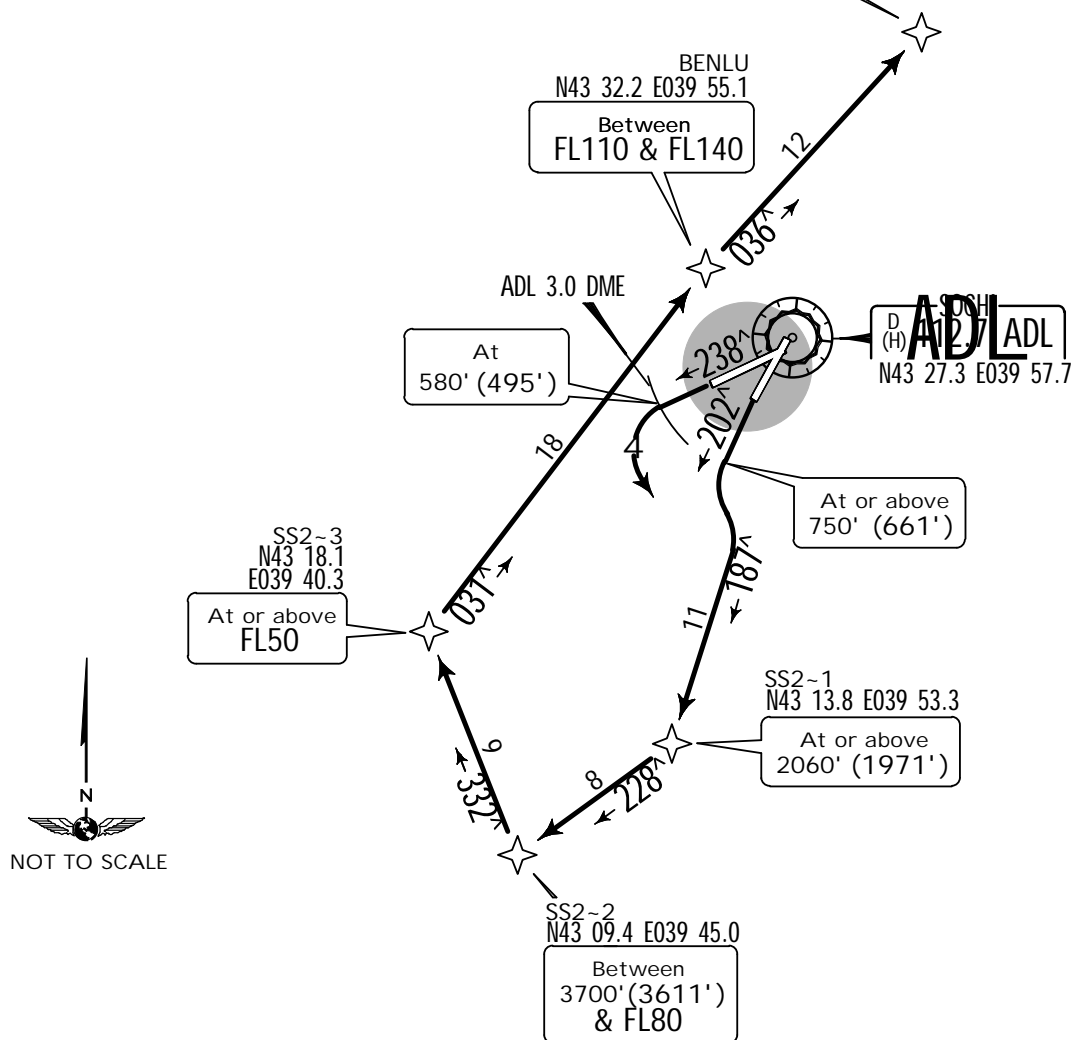
BINOL 1A [BINO1A] **RWY 20 RNAV DEPARTURE** **SPEED: MAX 250 KT BELOW FL100**



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 1
 N43 41.3 E040 06.5
 Between FL150 & FL180
 8100' within 10 NM.
 11,000' within 15 NM.
 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-) -

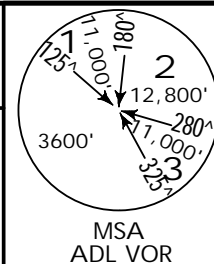
URSS/AER
SOCHI

JEPPESEN
3 JAN 14 10-3A Eff.9.Jan.

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.RNAV.SID.

Apt Elev
89'

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

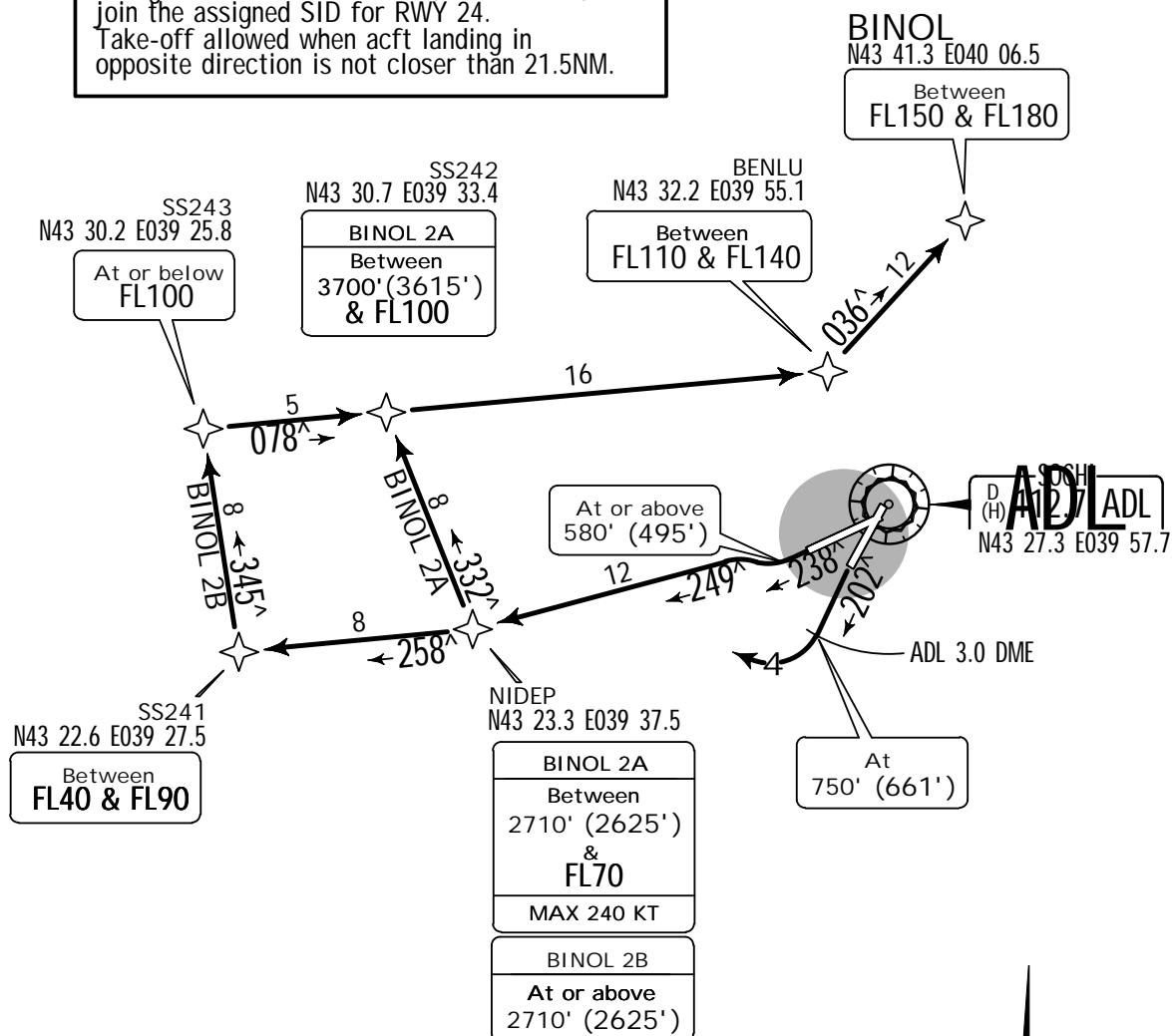


BINOL 2A [BINO2A], BINOL 2B [BINO2B] **RWY 24 RNAV DEPARTURES** **~~SPEED~~ MAX 250 KT BELOW FL100**

4 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.



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

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7 MAR 14

JEPPESEN

10-3B

SOCHI, RUSSIA

.RNAV.SID.

Apt Elev
89'

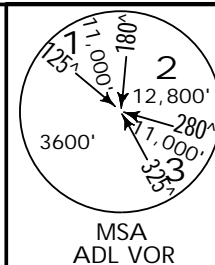
QNH on request (QFE)
Trans level: FL50 Trans alt: 3700' (3611')
Turns prior to DER are prohibited.

LAMET 1A [LAME1A], LAMET 1B [LAME1B]

TABAN 1A [TABA1A]

RWY 20 RNAV DEPARTURES

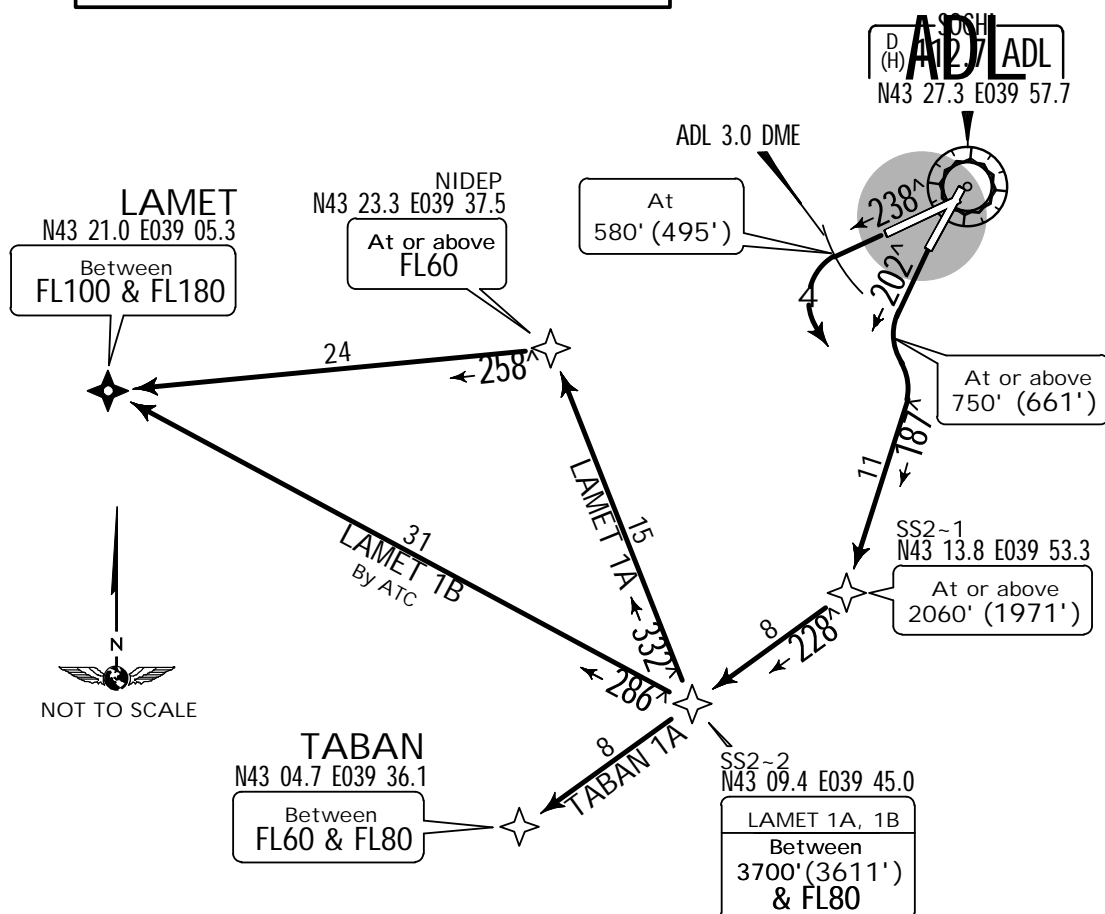
SPEED MAX 250 KT BELOW FL100



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.



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

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

ALT/HEIGHT CONVERSION	
QNH	(QFE)
490'	(401' - 120m)
580'	(495' - 150m)
750'	(661' - 200m)
2060'	(1971' - 600m)
3700'	(3611' - 1100m)

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

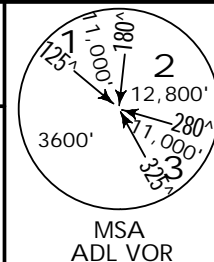
URSS/AER
 SOCHI

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.

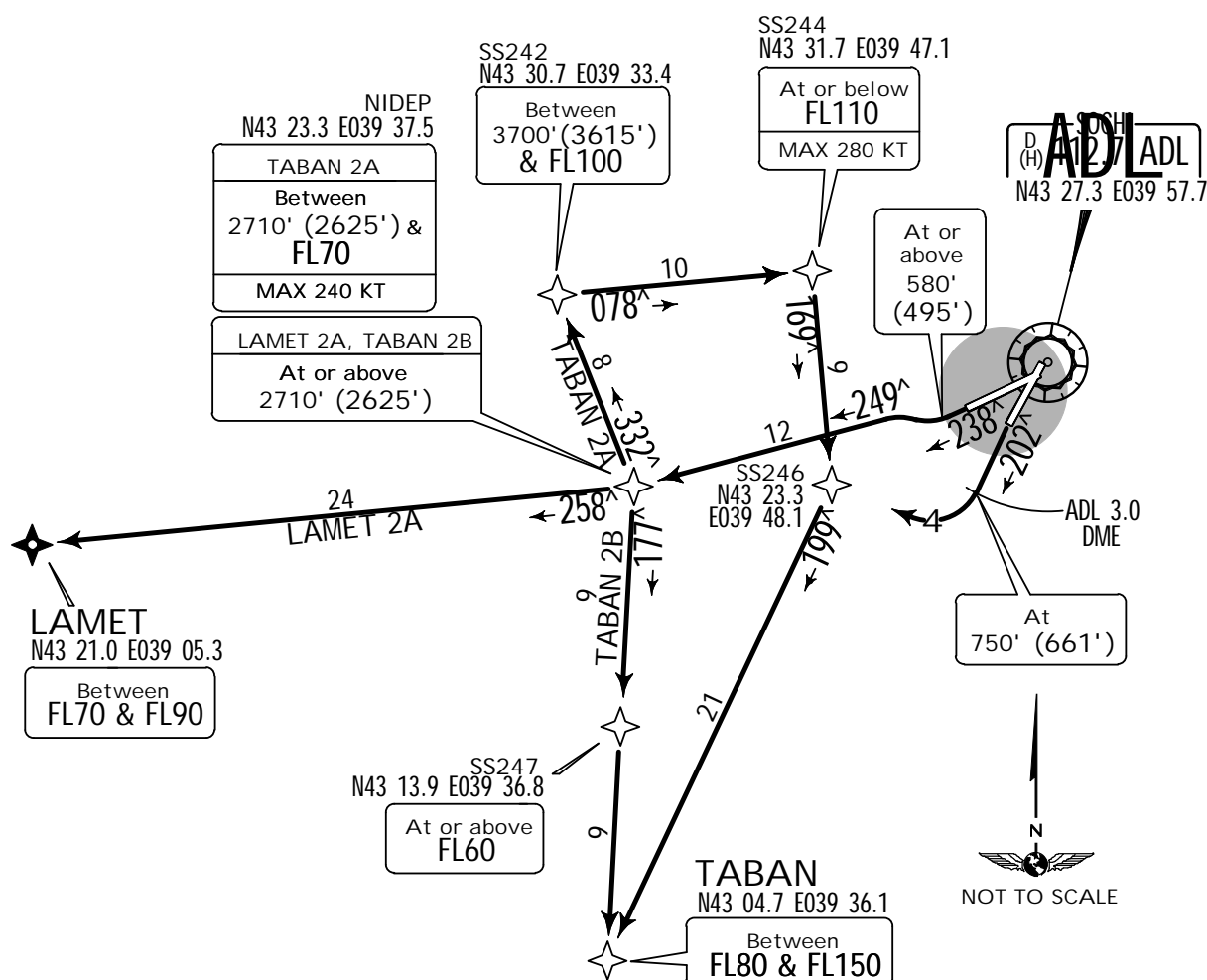


LAMET 2A [LAME2A], TABAN 2A [TABA2A]
 TABAN 2B [TABA2B]
 RWY 24 RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100

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

4 IN CASE ONLY RWY 02/20 IS ACTIVE

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



TABAN 2B
 This SID requires a minimum climb gradient of 4.6% up to FL60.

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

ALT/HEIGHT CONVERSION	
QNH	(QFE)
580'	(495' - 150m)
750'	(661' - 200m)
2710'	(2625' - 800m)
3700'	(3615' - 1100m)

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

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3 JAN 14

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10-3D

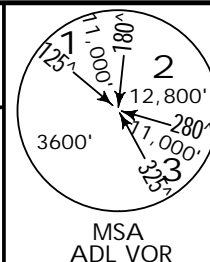
Eff. 9. Jan.

SOCHI, RUSSIA

.RNAV.SID.

Apt Elev
89'

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



ADNET 1A [ADNE1A], IRGID 1A [IRGI1A]

LA 1A

RWY 20 RNAV DEPARTURES

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.

ADNET
N44 22.2 E039 50.4

Between
FL170 & FL200

ABUNI
N43 58.1 E039 38.9

At or above
FL140

IRGID
N43 46.8 E039 54.8

Between
FL150 & FL180

LAZAREV KOYE
307
N43 54.6 E039 20.3

At or above
FL90

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

SS2-2
N43 09.4 E039 45.0

Between
3700' (3611')
& FL80

ADL 3.0 DME

At
580' (495')

ADL
N43 27.3 E039 57.7

At or above
750' (661')

SS2-1
N43 13.8 E039 53.3

At or above
2060' (1971')



These SIDs require minimum climb gradients of
ADNET 1A, LA 1A: 5.7% up to 490' (401').
IRGID 1A: 5.7% up to 490' (401),
then 3.6% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V(fpm)	433	577	866	1155	1443	1732
3.6% V/V(fpm)	273	365	547	729	911	1094

ALT/HEIGHT CONVERSION	
QNH	(QFE)
490'	(401' - 120m)
580'	(495' - 150m)
750'	(661' - 200m)
2060'	(1971' - 600m)
3700'	(3611' - 1100m)

SID	ROUTING
ADNET 1A By ATC	(750'+) - SS201 (2060'+) - SS202 (3700'+; FL80-) - NIDEP (FL60+) - ABDES (FL110+) - ABUNI (FL140+) - ADNET (FL170+; FL200-)
IRGID 1A	(750'+) - SS201 (2060'+) - SS202 (3700'+; FL80-) - NIDEP (FL60+) - ABDES (FL110+) - IRGID (FL150+; FL180-)

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SOCHI

3 JAN 14

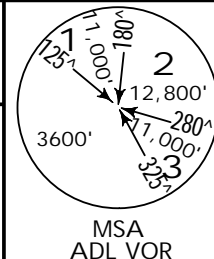
10-3E

Eff. 9. Jan.

.RNAV.SID.

Apt Elev
89'

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



ADNET 2A [ADNE2A], ADNET 2B [ADNE2B]
IRGID 2A [IRGI2A], IRGID 2B [IRGI2B]
LA 2A, LA 2B
RWY 24 RNAV DEPARTURES
SPEED MAX 250 KT BELOW FL100

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

4 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.

ADNET
N44 22.2 E039 50.4
Between
FL170 & FL200

ABUNI
N43 58.1 E039 38.9
At or above
FL140

IRGID
N43 46.8 E039 54.8
Between
FL150 & FL180

LAZAREV KOYE
307 A
N43 54.6 E039 20.3
At or above
FL90

OSKED
N43 43.4 E039 32.0
IRGID 2A, 2B
At or above
FL100

ABDES
N43 38.0 E039 29.5

NIDEP
N43 23.3 E039 37.5

ADL
N43 27.3 E039 57.7

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

5 By ATC.

These SIDs require
minimum climb gradients
of

ADNET 2A: 4.6% up to FL140.
ADNET 2B: 4.1% up to FL140.
IRGID 2A: 4.9% up to FL150.
IRGID 2B: 4.3% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V(fpm)	372	496	744	992	1241	1489
4.6% V/V(fpm)	349	466	699	932	1165	1398
4.3% V/V(fpm)	327	435	653	871	1089	1306
4.1% V/V(fpm)	311	415	623	830	1038	1246

NOT TO SCALE

SID	ROUTING
ADNET 2A 5	(580'+) - NIDEP (2710'+) - ABDES - ABUNI (FL140+) - ADNET (FL170+; FL200-)
ADNET 2B 5	(580'+) - NIDEP (2710'+) - SS241 (FL40+) - SS243 - ABUNI (FL140+) - ADNET (FL170+; FL200-)
IRGID 2A	(580'+) - NIDEP (2710'+) - ABDES - OSKED (FL100+) - IRGID (FL150+; FL180-)
IRGID 2B	(580'+) - NIDEP (2710'+) - SS241 (FL40+) - SS243 - OSKED (FL100+) - IRGID (FL150+; FL180-)
LA 2A	(580'+) - NIDEP (2710'+) - LA (FL90+)

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SOCHI

JEPPESEN

3 JAN 14

10-3F

.Eff.9.Jan.

SOCHI, RUSSIA

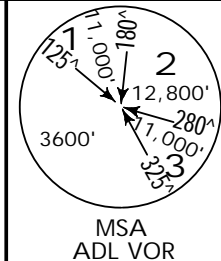
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Apt Elev
89'

QNH on request (QFE)

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

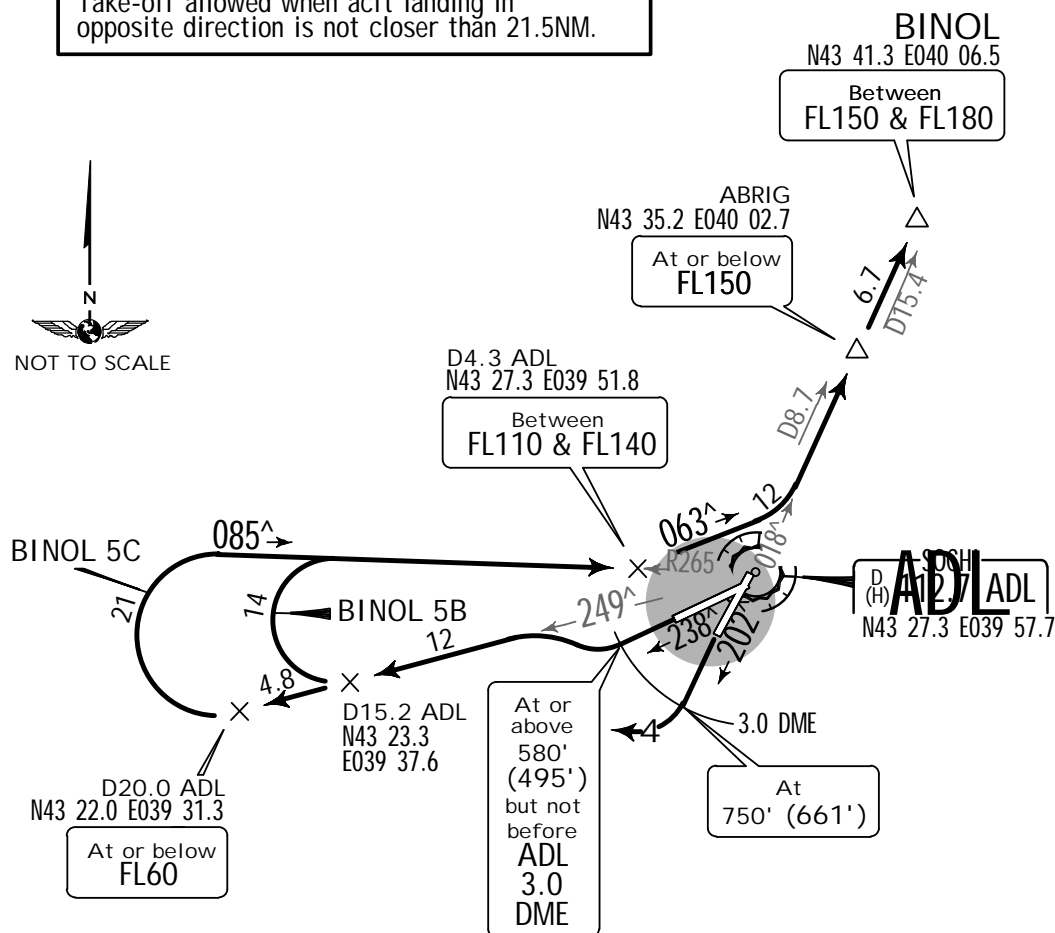
Take-off should be executed with noise abatement procedures according to Flight Manual.

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

4 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.



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,

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')

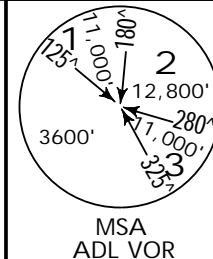
Take-off should be executed with noise abatement procedures according to Flight Manual.

BINOL 6B [BINO6B] RWY 20 DEPARTURE

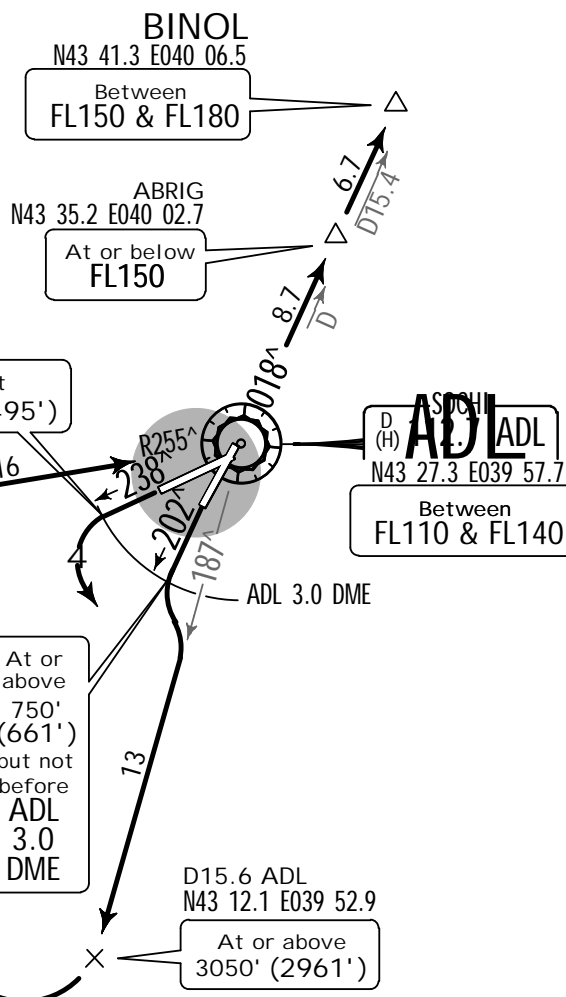
SPEED: MAX 250 KT BELOW FL100

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.



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

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JEPPESEN

7 MAR 14

10-3H

SOCHI, RUSSIA

.SID.

Apt Elev
89'

QNH on request (QFE)

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

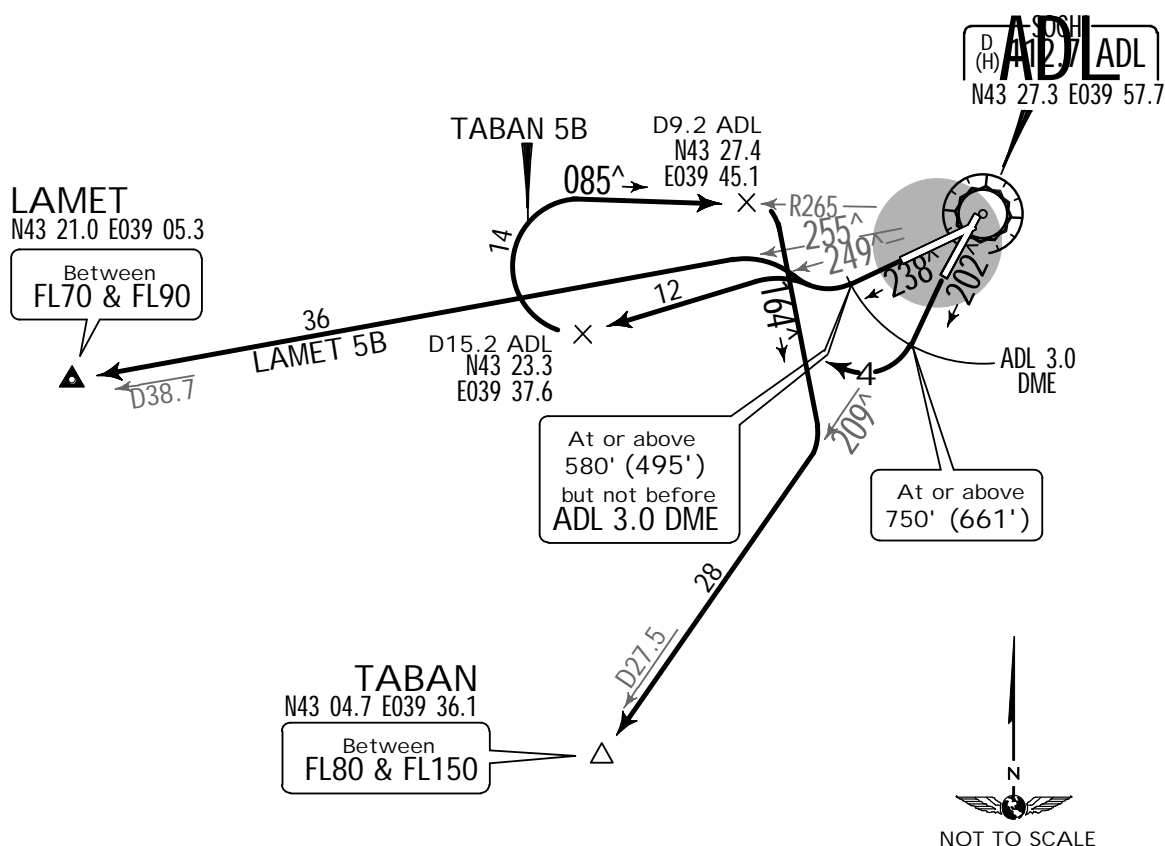
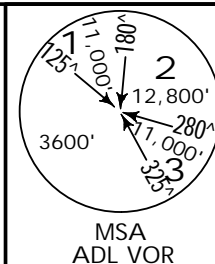
Take-off should be executed with noise abatement procedures according to Flight Manual.

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

4 IN CASE ONLY RWY 02/20 IS ACTIVE

When taking off from RWY 20 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn RIGHT, join the assigned SID for RWY 24.

Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
580'	(495' - 150m)
750'	(661' - 200m)
3700'	(3615' - 1100m)

SID	ROUTING
LAMET 5B	Climb straight ahead to at or above 580' (495') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-255 to LAMET.
TABAN 5B	Climb straight ahead to at or above 580' (495') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D15.2 ADL, turn RIGHT, intercept ADL R-265 inbound to D9.2 ADL, turn RIGHT, 164° track, turn RIGHT,

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 SOCHI

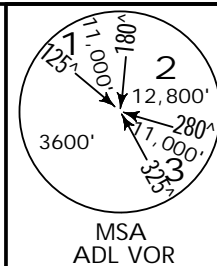
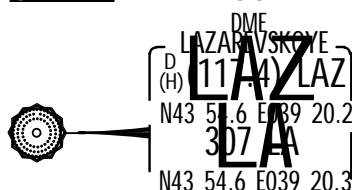
JEPPESEN
 7 MAR 14 10-3J

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.

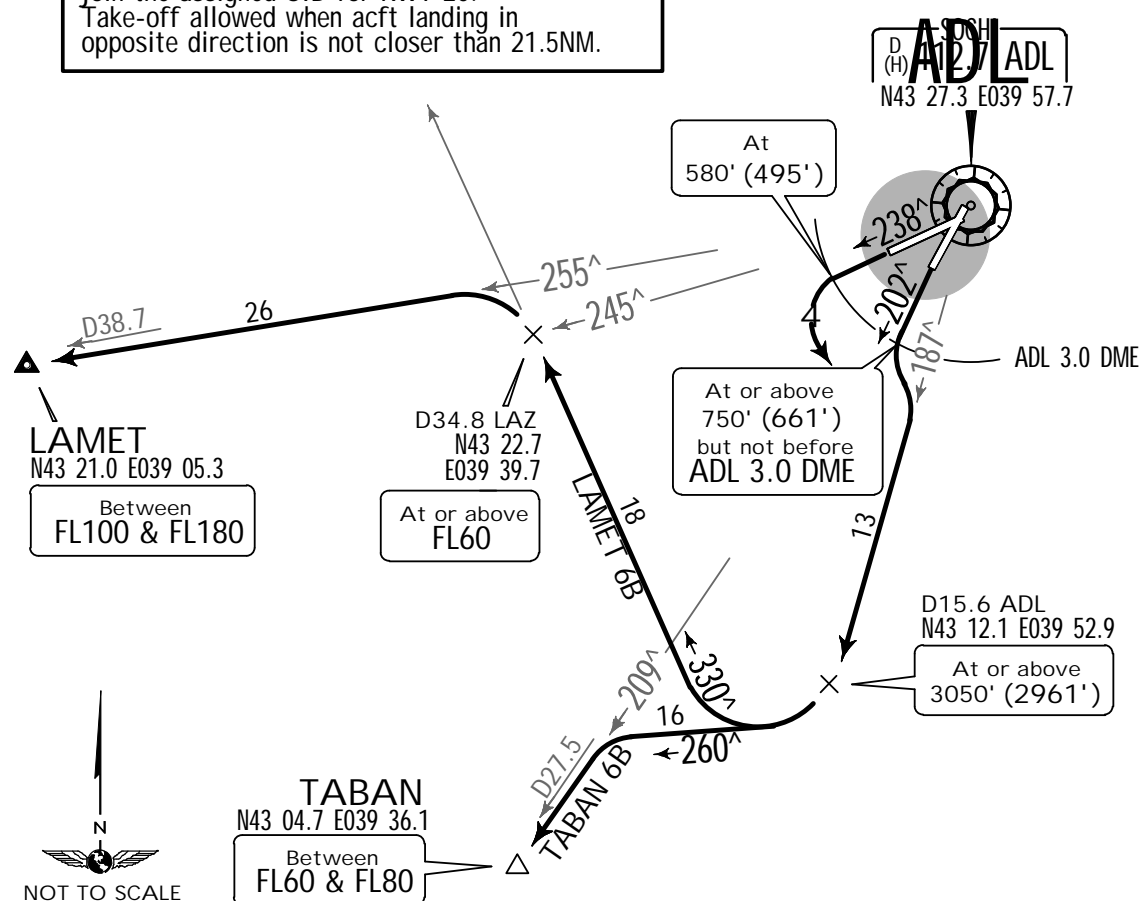
LAMET 6B [LAME6B], TABAN 6B [TABA6B] RWY 20 DEPARTURES

SPEED MAX 250 KT BELOW FL100



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

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.



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

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 LAZ, 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

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3 JAN 14

10-3K

.Eff.9.Jan.

SOCHI, RUSSIA

.SID.

Apt Elev
89'

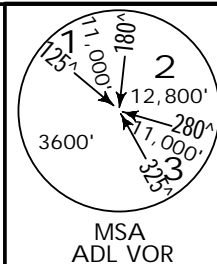
QNH on request (QFE)

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

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

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

ADNET

N44 22.2 E039 50.4
(LAZ D35.0)Between
FL170 & FL200

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

DME
LAZARVSKOYE
(H) LAZ
N43 51.6 E039 20.2
307
N43 54.6 E039 20.3

At or above
FL90ADNET 5B By ATC
LA 5BD10.0 LAZ
N43 45.1 E039 24.6IRGID 5B
At or above
FL90

IRGID

N43 46.8 E039 54.8
(LAZ D26.2)Between
FL150 & FL180

D (H) ADL
N43 27.3 E039 57.7

At or above
580' (495')
but not before
ADL 3.0 DME4 IN CASE ONLY RWY 02/20
IS ACTIVE

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

IRGID 5B

This SID requires a minimum climb gradient
of
3.9% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V(fpm)	296	395	592	790	987	1185



ALT/HEIGHT CONVERSION

QNH	(QFE)
580'	(495' - 150m)
750'	(661' - 200m)
1730'	(1645' - 500m)
3700'	(3615' - 1100m)

ROUTING

ADNET 5B BY ATC	Climb straight ahead to at or above 580' (495') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D15.2 ADL, turn RIGHT, intercept 336° bearing to LA, 032° bearing to ADNET.
IRGID 5B	Climb straight ahead to at or above 580' (495') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D15.2 ADL, turn RIGHT, intercept 336° bearing towards LA, at D10.0 LAZ turn RIGHT, 057° track, turn RIGHT, intercept 101° bearing from LA to IRGID.
LA 5B	Climb straight ahead to at or above 580' (495') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D15.2 ADL, turn RIGHT, intercept 336° bearing to LA.
LA 5C	Climb straight ahead to at or above 580' (495') but not before ADL 3.0 DME. turn

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SOCHI

3 JAN 14

JEPPESEN

10-3L

Eff.9.Jan.

SOCHI, RUSSIA

.SID.

Apt Elev
89'

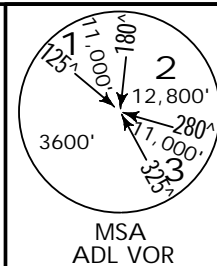
QNH on request (QFE)
Trans level: FL50 Trans alt: 3700' (3611')
Take-off should be executed with noise abatement procedures according to Flight Manual.

ADNET 6B [ADNE6B], IRGID 6B [IRGI6B]

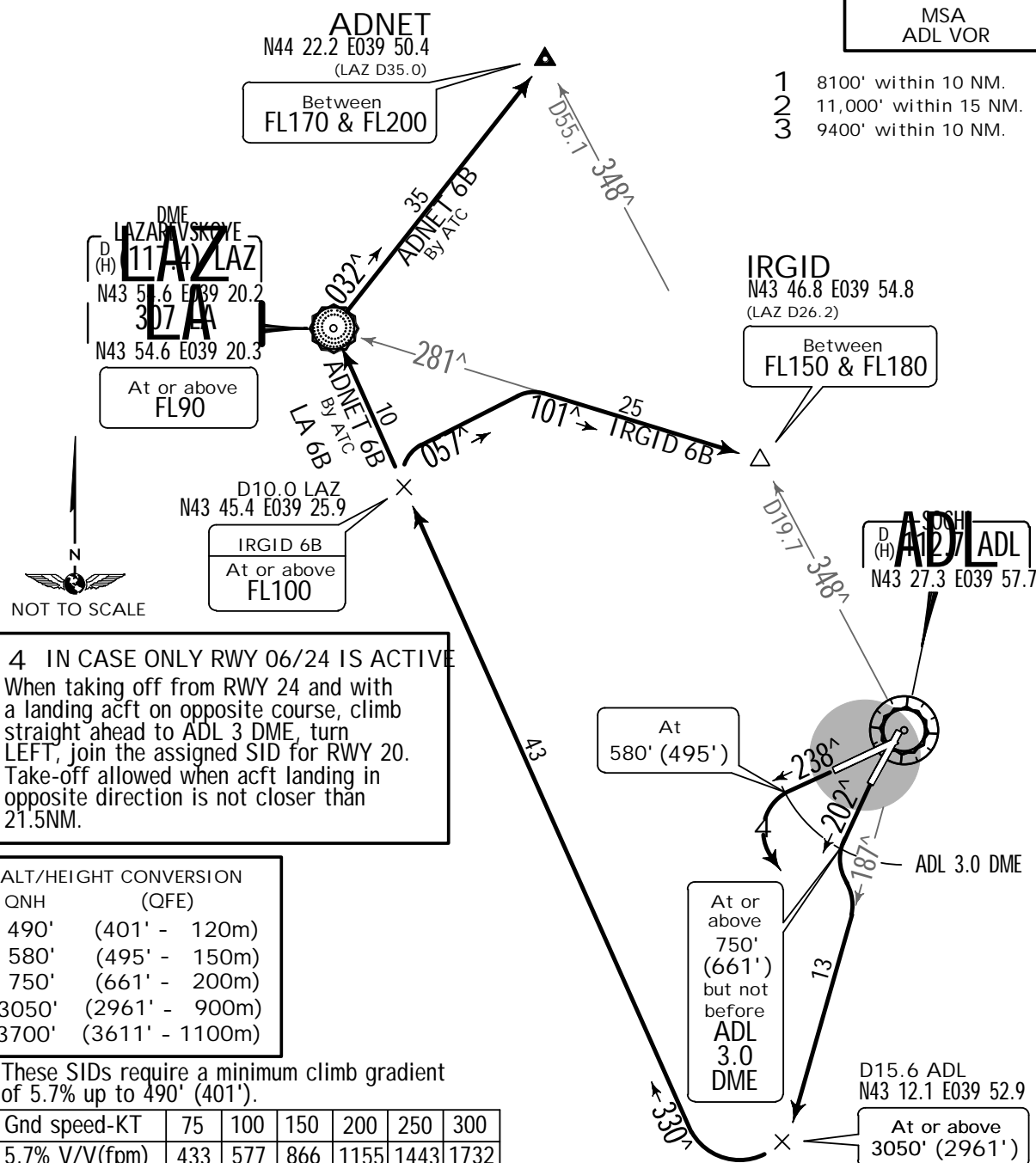
LA 6B

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.



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.

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°

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SOCHI, RUSSIA

SOCHI

3 JAN 14

10-4

.NOISE.

NOISE ABATEMENT**DEPARTURES****TAKE-OFF AND CLIMBING PHASE**

Noise abatement procedures shall be applied only during take-off and climbing phases of the flight.

Noise abatement procedures shall not be executed in case of one of the ACFT engines failure during take-off phase.

Restrictions

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

In case of RWY 24 take-off on RWY heading and climbing to 580' (493') or above with the maximum possible climb gradient the ACFT shall proceed to D3.0 ADL, turn RIGHT on 249° track, contact "SOCHI RADAR" on frequency 119.7 and according to SID or by ATC clearance climbing turn RIGHT.

In case of RWY 20 take-off on RWY heading and climbing to 750' (660') or above with the maximum possible climb gradient the ACFT shall proceed to D3.0 ADL, turn LEFT on ADL R-187, contact "SOCHI RADAR" on frequency 119.7 and according to SID or by ATC clearance climbing turn RIGHT.

Change of flight course of the ACFT after take-off is allowed only after reaching 750' (660') or above, D3.0 ADL for RWY 20; 580' (493'), D3.0 ADL for RWY 24 or by ATC clearance.

The minimum indicated air speed of steady climb shall not be less than $V_2 + 11$ 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 rest engines to develop full power.

The flight crews shall request for a stepless climb from 'Sochi-Taxiing' controller at the runway holding position.

URSS/AER

Apt Elev 89'
N43 26.7 E039 56.8

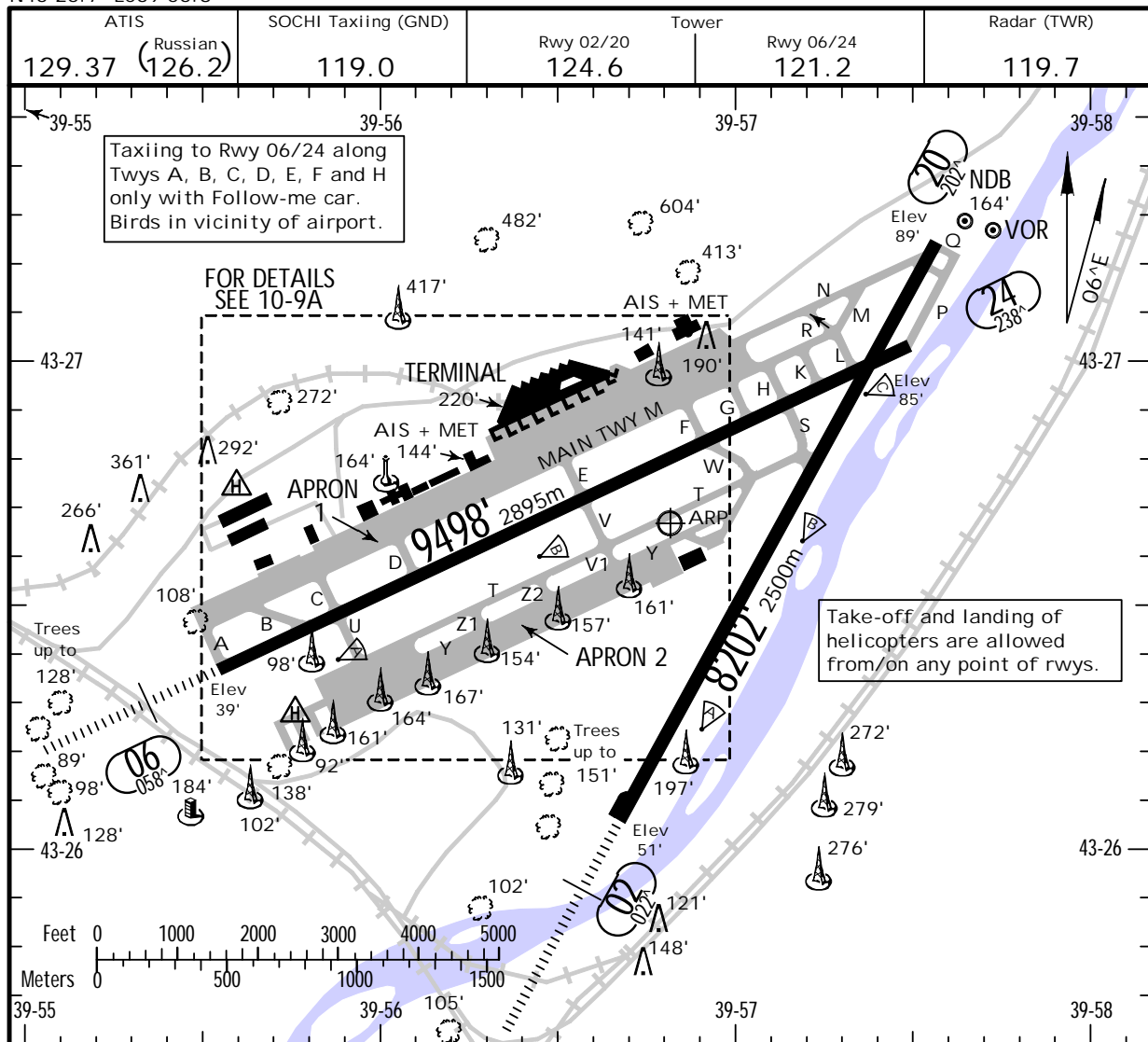
JEPPESEN

7 FEB 14

(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(angle 2.83^)	RVR	7874' 2400m	6902' 2104m	NA	161' 49m
		RL(58m)			RVR	NA		1	
06	24	RL(58m)	HIALS	PAPI-L(angle 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 int 7808' (2380m)

2 RWY 24:

From rwy head 9498' (2895m)
twy K int 8202' (2500m)
twy G int 7218' (2200m)

TAKE-OFF

AIR CARRIER (JAA)
Rwys 20, 24

LVP must be in force
RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

URSS/AER

7 FEB 14 10-9A

SOCHI, RUSSIA

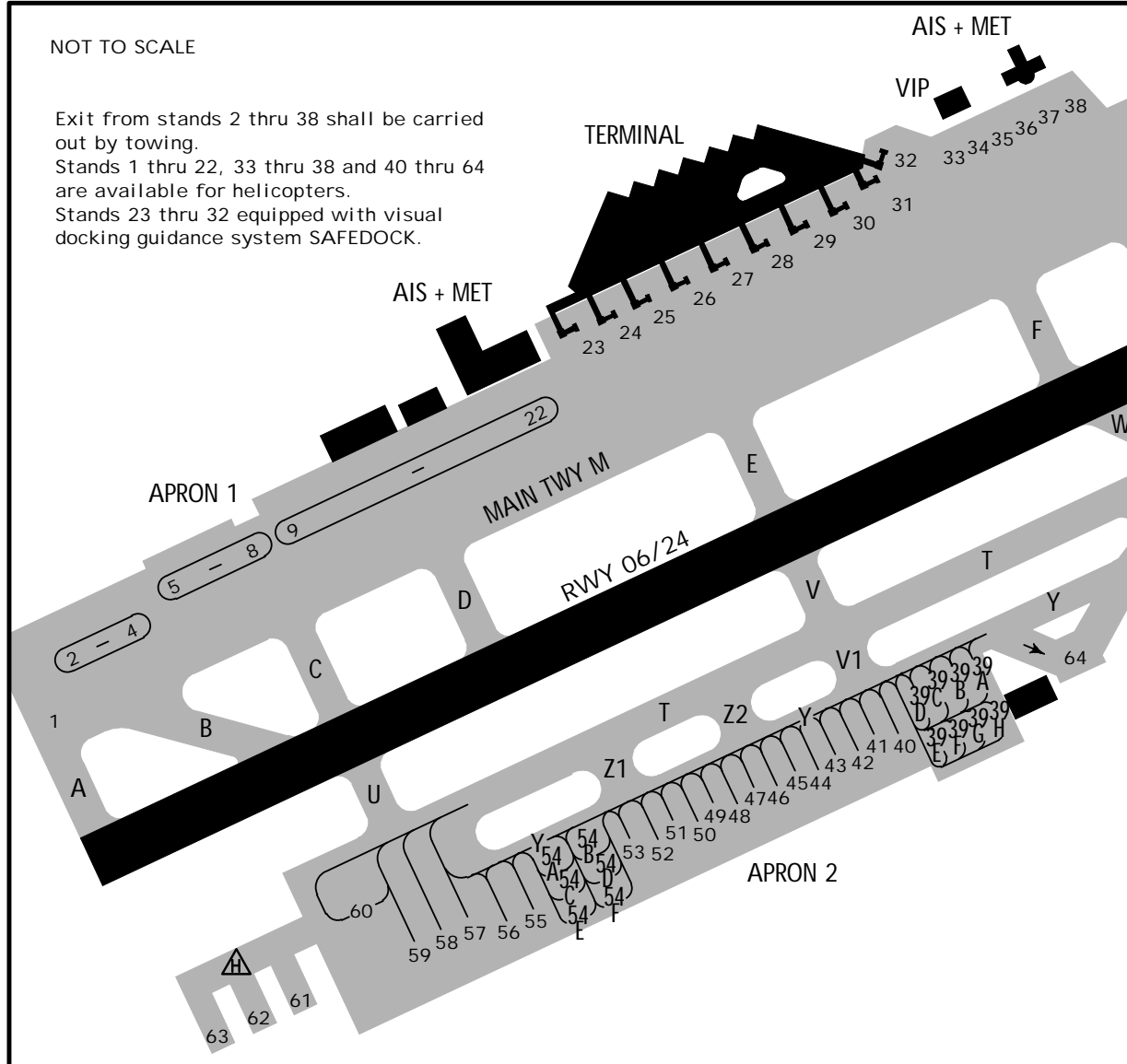
SOCHI

NOT TO SCALE

Exit from stands 2 thru 38 shall be carried out by towing.

Stands 1 thru 22, 33 thru 38 and 40 thru 64 are available for helicopters.

Stands 23 thru 32 equipped with visual docking guidance system SAFEDOCK.



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	N43 26.5	E039 55.7	39F thru 39H	N43 26.6	E039 56.8
6, 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	N43 26.9	E039 56.6	60	N43 26.3	E039 55.9
29 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			

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SOCHI, RUSSIA

27 DEC 13 (10-9B) .Eff.9.Jan.

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.



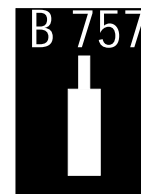
APPROACH DISTANCE

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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JEPPESEN

SOCHI, RUSSIA

27 DEC 13

(10-9C)

.Eff.9.Jan.

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.

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SOCHI, RUSSIA

27 DEC 13 (10-9D) .Eff.9.Jan.

SOCHI

DOCKING GUIDANCE SYSTEM (SAFEDOCK)

IDENTIFICATION FAILURE

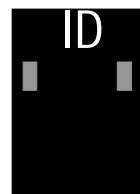
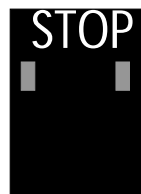
The geometrical parameters of the aircraft are checked during docking on the stand.

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.

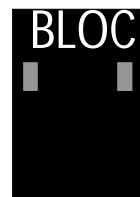
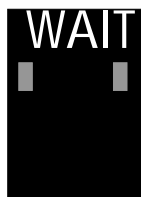
The pilot must not bring up the aircraft to the aerobridge without getting the instructions until the indication WAIT is changed to the split showing the approach speed.



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.

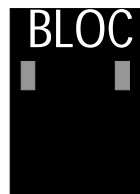
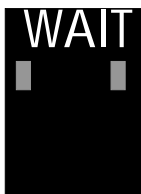
The pilot must not bring up the aircraft to the aerobridge without getting the instructions until the indication WAIT is changed to the split showing the approach speed.



VIEW IS BLOCKED

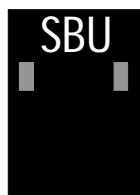
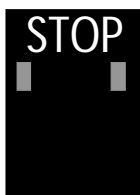
If the view is blocked in the direction of the approaching aircraft, for example, due to the internal problem of the laser lenses or unclear laser window or another object in the close coverage, the SAFEDOCK system will inform about the condition of the blocked view. As soon as the system restores the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



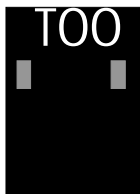
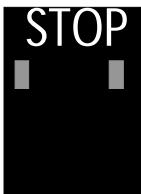
SBU STOP

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.



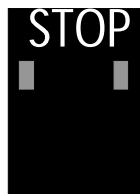
SPEED IS TOO FAST

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.



URSS/AER



27 DEC 13

10-9E

.Eff.9.Jan.

SOCHI, RUSSIA

SOCHI

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

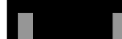
ERROR

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


JEPPESEN
 24 JAN 14 **10-9S** .Eff.6.Feb.

 Standard
SOCHI, RUSSIA
 SOCHI

STRAIGHT-IN RWY	A	B	C	D
02 ILS 1	558' (509') R1500m	558' (509') R1500m	568' (519') R1600m	577' (528') R1700m
ALS out	R1500m	R1500m	C2400m	C2400m
ILS 2	591' (542') R1500m	591' (542') R1500m	600' (551') R1800m	610' (561') R1900m
ALS out	R1500m	R1500m	C2400m	C2400m
ILS 3	676' (627') R1500m	676' (627') R1500m	692' (643') C2300m	692' (643') C2300m
ALS out	R1500m	R1500m	C2400m	C2400m
ILS 4	807' (758') R1500m	807' (758') R1500m	807' (758') C2400m	823' (774') C2400m
ALS out	R1500m	R1500m	C2400m	C2400m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNAV 56	710' (661') R1500m	710' (661') R1500m	710' (661') C2400m	710' (661') C2400m
RNAV 45	800' (751') R1500m	800' (751') R1500m	860' (811') C2400m	860' (811') C2400m
VOR 57	660' (611') R1500m	660' (611') R1500m	700' (651') C2300m	700' (651') C2300m
ALS out	R1500m	R1500m	C2400m	C2400m
VOR 45	810' (761') R1500m	810' (761') R1500m	830' (781') C2400m	830' (781') C2400m
NDB	1220' (1171') C4800m	1460' (1411') C5000m	1660' (1611') C5000m	1660' (1611') C5000m
ALS out	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 **10-9S1** .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
ALS out	R1500m	R1500m	R1600m	R1700m
ILS 2	466' (427') R1300m	466' (427') R1300m	482' (443') R1400m	499' (460') R1400m
ALS out	R1500m	R1500m	C2100m	C2100m
ILS 3	515' (476') R1500m	515' (476') R1500m	548' (509') R1600m	564' (525') R1700m
ALS out	R1500m	R1500m	C2400m	C2400m
ILS 4	548' (509') R1500m	548' (509') R1500m	564' (525') R1700m	597' (558') R1800m
ALS out	R1500m	R1500m	C2400m	C2400m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNAV 5 6	540' (501') R1500m	540' (501') R1500m	540' (501') R1600m	540' (501') R1600m
ALS out	R1500m	R1500m	C2400m	C2400m
RNAV 5 7	NOT APPLICABLE	NOT APPLICABLE	570' (531') R1700m C2400m	570' (531') R1700m C2400m
RNAV 4 5	600' (561') R1500m	600' (561') R1500m	650' (611') C2100m	650' (611') C2100m
ALS out	R1500m	R1500m	C2400m	C2400m
VOR 5 8	540' (501') R1500m	540' (501') R1500m	570' (531') R1700m	570' (531') R1700m
ALS out	R1500m	R1500m	C2400m	C2400m
VOR 4 5	600' (561') R1500m	600' (561') R1500m	650' (611') C2100m	650' (611') C2100m
ALS out	R1500m	R1500m	C2400m	C2400m
NDB	1190' (1151') C4800m	1270' (1231') C5000m	1620' (1581') C5000m	1640' (1601') C5000m
ALS out	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
A		
B	250m	400m
C		
D	300m	
		NIL (DAY only)
		500m

URSS/AER

SOCHI

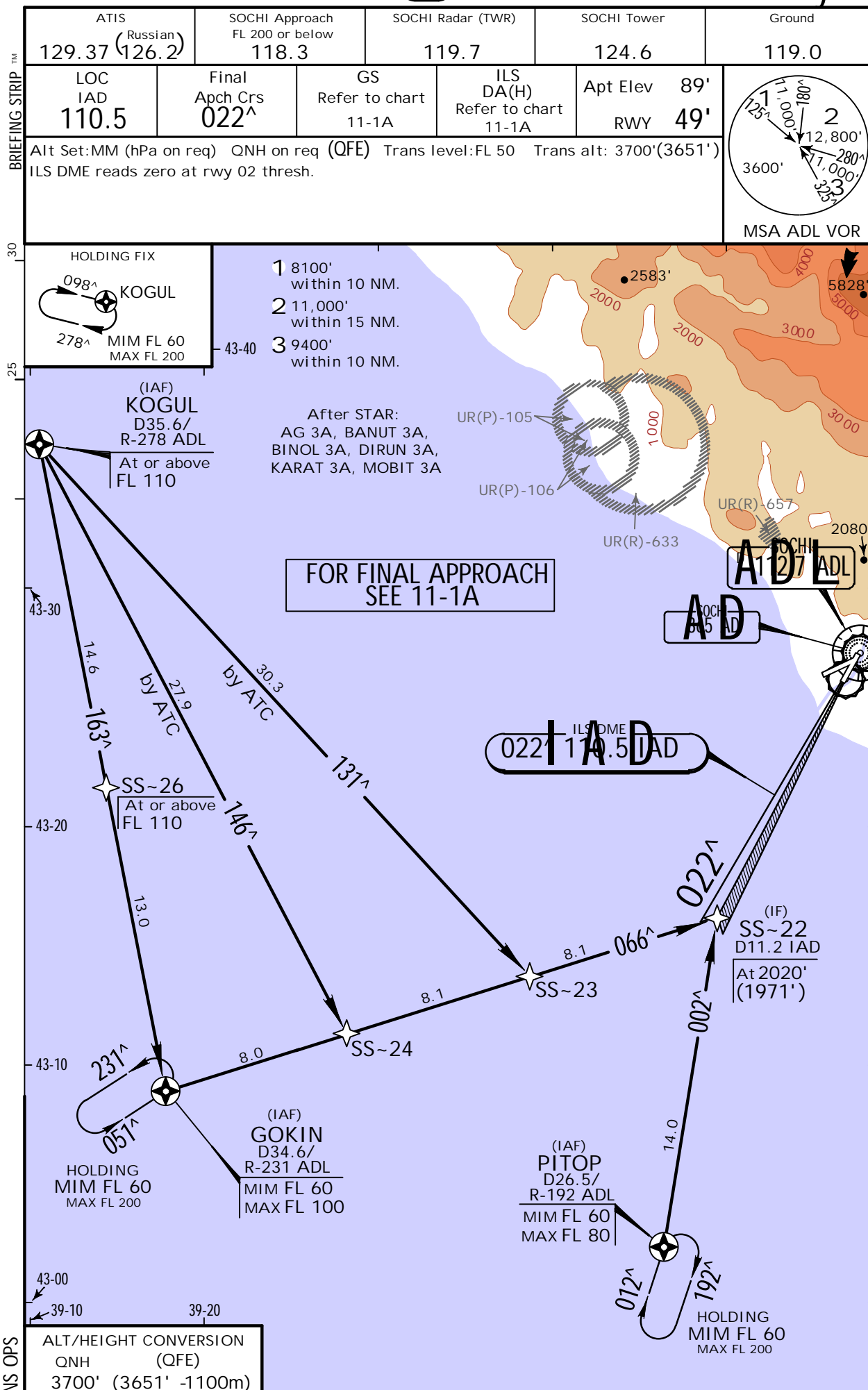
4 OCT 13

(11-1)

.Eff.17.Oct.

RNAV

SOCHI, RUSSIA
ILS DME Rwy 02

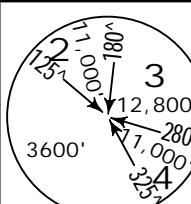


URSS/AER
SOCHI

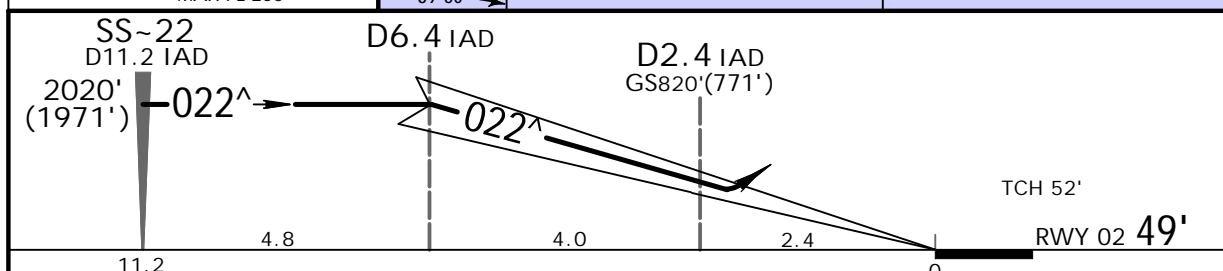
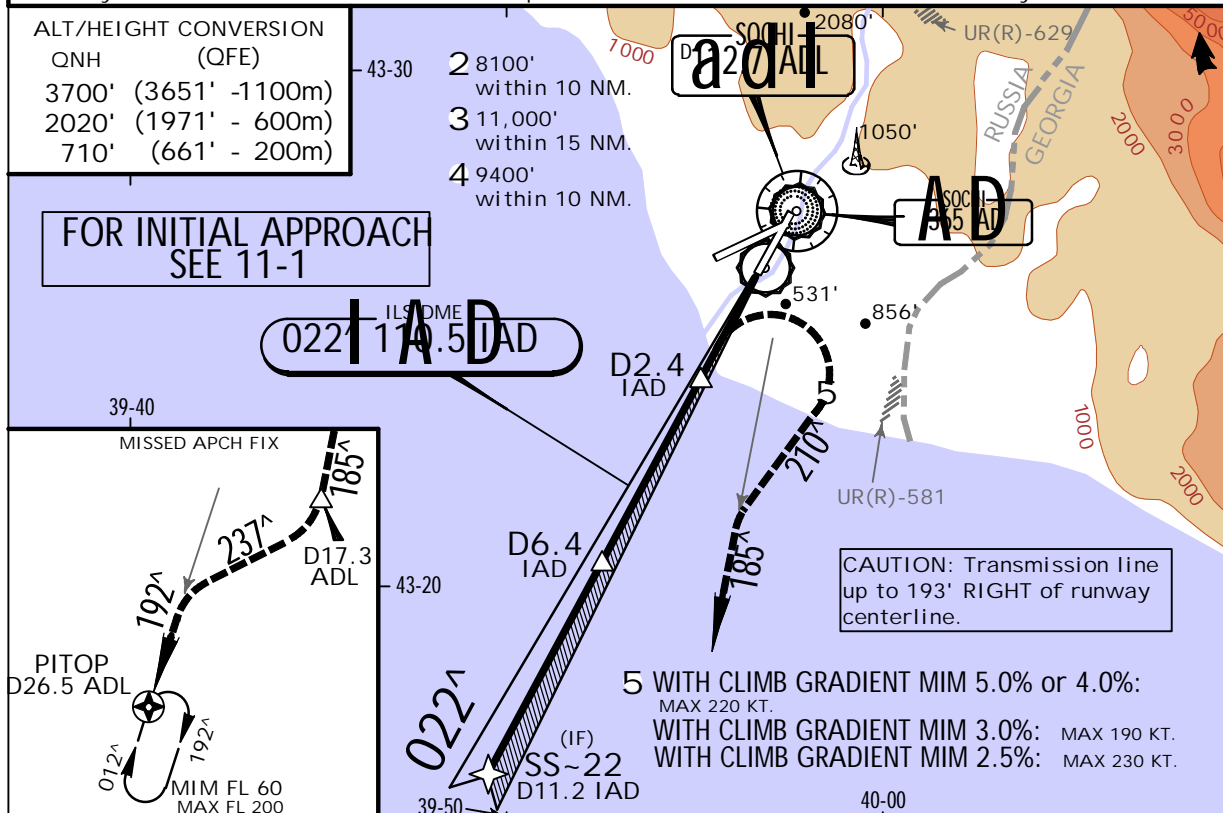
4 OCT 13 11-1A .Eff.17.Oct.


RNAV ILS DME Rwy 02

BRIEFING STRIP

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	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'
<p>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.</p> <p>1 WITH CLIMB GRADIENT MIM 2.5%: Turn RIGHT onto 210^ as early as possible.</p>				 <p>MSA ADL VOR</p>

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 1							
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')		AB: 591' (542')		AB: 676' (627')		ABC: 807' (758')	
DA(H) C: 568' (519')		DA(H) C: 600' (551')		DA(H) CD: 692' (643')		DA(H) 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						3600m	4400m

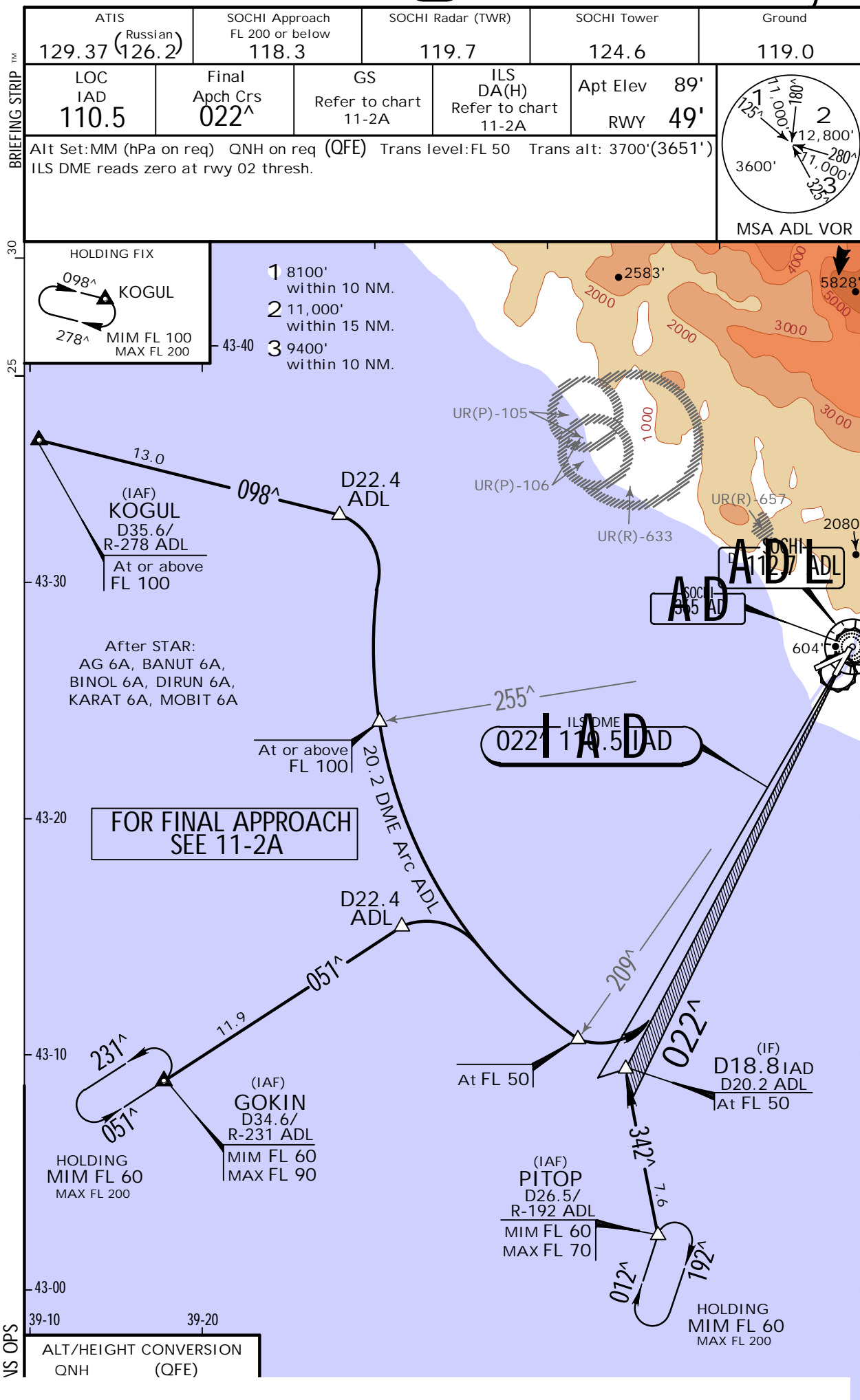
MS OPS

URSS/AER

SOCHI

4 OCT 13 (11-2) .Eff.17.Oct. via Arc

SOCHI, RUSSIA
ILS DME Rwy 02



URSS/AER
SOCHI

4 OCT 13 (11-2A) .Eff.17.Oct.via Arc

SOCHI, RUSSIA
ILS DME Rwy 02

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	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.				

URSS/AER

SOCHI

JEPPESSEN

4 OCT 13
Eff. 17 Oct. (11-3)

via VOR

SOCHI, RUSSIA
ILS DME' Rwy 02

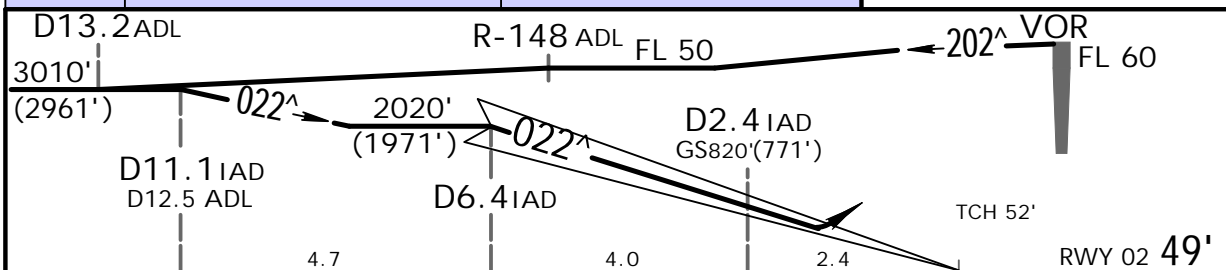
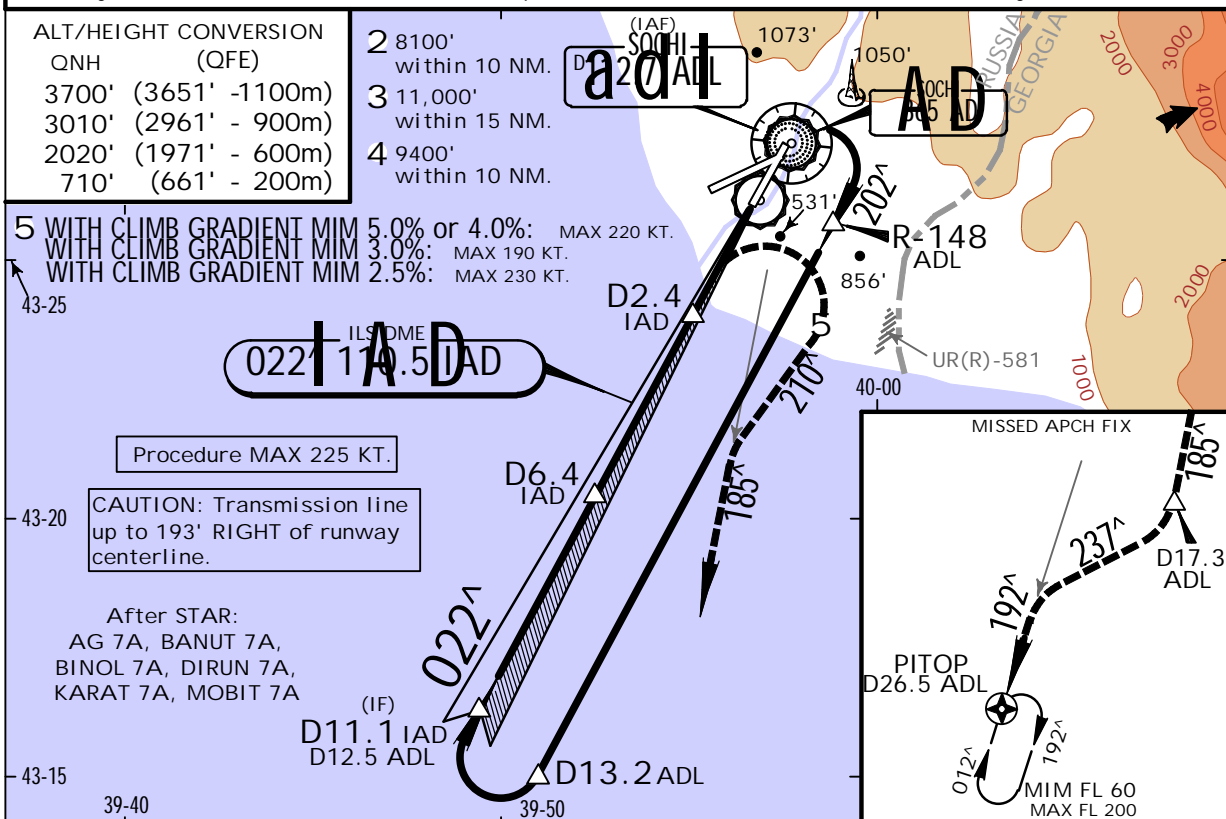
BRIEFING STRIP™


ATIS 129.37 (Russian) 126.2		SOCHI Approach FL 200 or below 118.3		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.

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3700'	(3651'	-1100m)
3010'	(2961'	- 900m)
2020'	(1971'	- 600m)
710'	(661'	- 200m)

- 2 8100'
within 10 NM.
- 3 11,000'
within 15 NM.
- 4 9400'
within 10 NM.



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

STRAIGHT-IN LANDING RWY02 1

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')		AB: 591' (542')		AB: 676' (627')		ABC: 807' (758')	
DA(H) C: 568' (519')		DA(H) C: 600' (551')		DA(H) CD: 692' (643')		DA(H) D: 823' (774')	
D: 577' (528')		D: 610' (561')					
FIIT	ALS out	FIIT	ALS out	FIIT	ALS out	FIIT	ALS out

	Full	RES Out	Full	RES Out	Full	RES Out	Full	RES Out
A	RVR 1800m VIS 2000m	2800m	2200m	3000m	3200m		3200m	
B								
C	2100m	2900m	2300m	3100m	3200m	3600m	3500m	4300m
D							3600m	4400m

VS OPS

URSS/AER

SOCHI

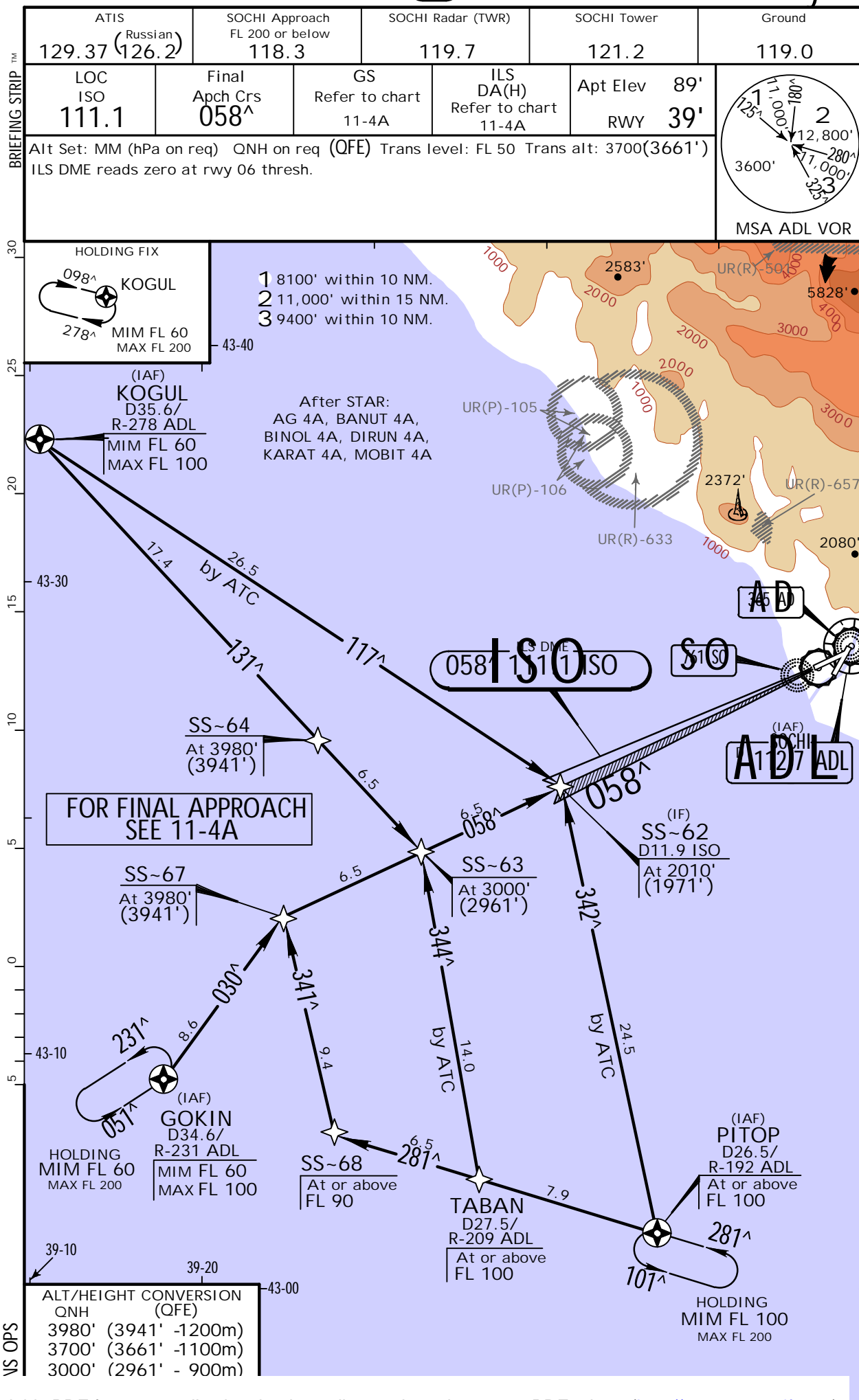
27 DEC 13

(11-4)

.Eff.9.Jan.

RNAV

SOCHI, RUSSIA
ILS DME Rwy 06



URSS/AER

SOCHI

27 DEC 13

JEPPESSEN

(11-4A)

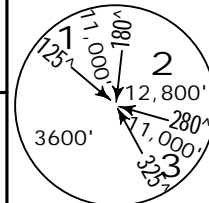
.Eff.9.Jan.

RNAV

SOCHI, RUSSIA
ILS DME Rwy 06

BRIEFING STRIP™

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	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'
<p>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.</p> <p>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.</p>				
<p>Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700'(3661')</p> <p>1. Heavy turbulence with downdrafts to be expected on final. 2. ILS DME reads zero at rwy 06 thresh.</p>				



ALT/HEIGHT CONVERSION

QNH (QFE)

3700' (3661' - 1100m)

2010' (1971' - 600m)

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

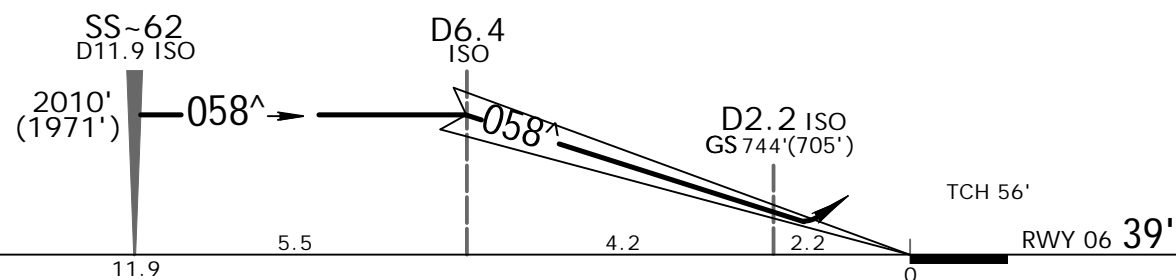
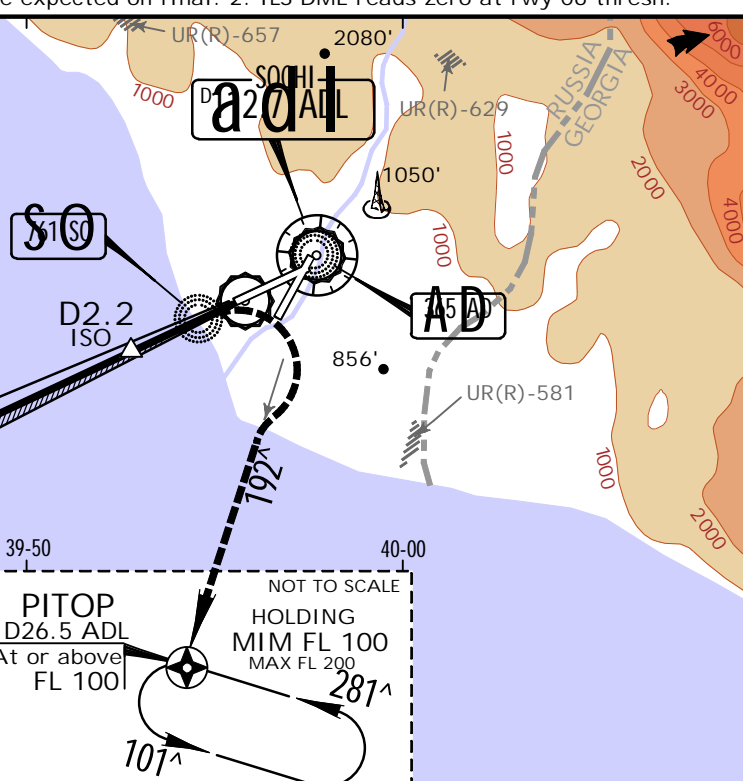
058[^] 111.1 ISO

(IF)
SS~62
D11.9 ISO

058[^]

FOR INITIAL APPROACH
SEE 11-4

39-40



Gnd speed-Kts	70	90	100	120	140	160
GS	2.83 [^]	350	451	501	601	701

HIALS



Refer to
Missed Apch
above

STRAIGHT-IN LANDING RWY06 1

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') DA(H) C: 482' (443') D: 499' (460')		AB: 515' (476') DA(H) C: 548' (509') D: 564' (525')		AB: 548' (509') DA(H) C: 564' (525') D: 597' (558')	
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out
A							
B	1000m	1800m	1500m	2300m	1800m	2600m	RVR 1800m VIS 2000m
C			RVR 1500m VIS 1600m	2400m	RVR 1800m VIS 2000m	2800m	2100m
D	1100m	1900m	1700m	2500m	2100m	2900m	2300m

VS OPS

URSS/AER

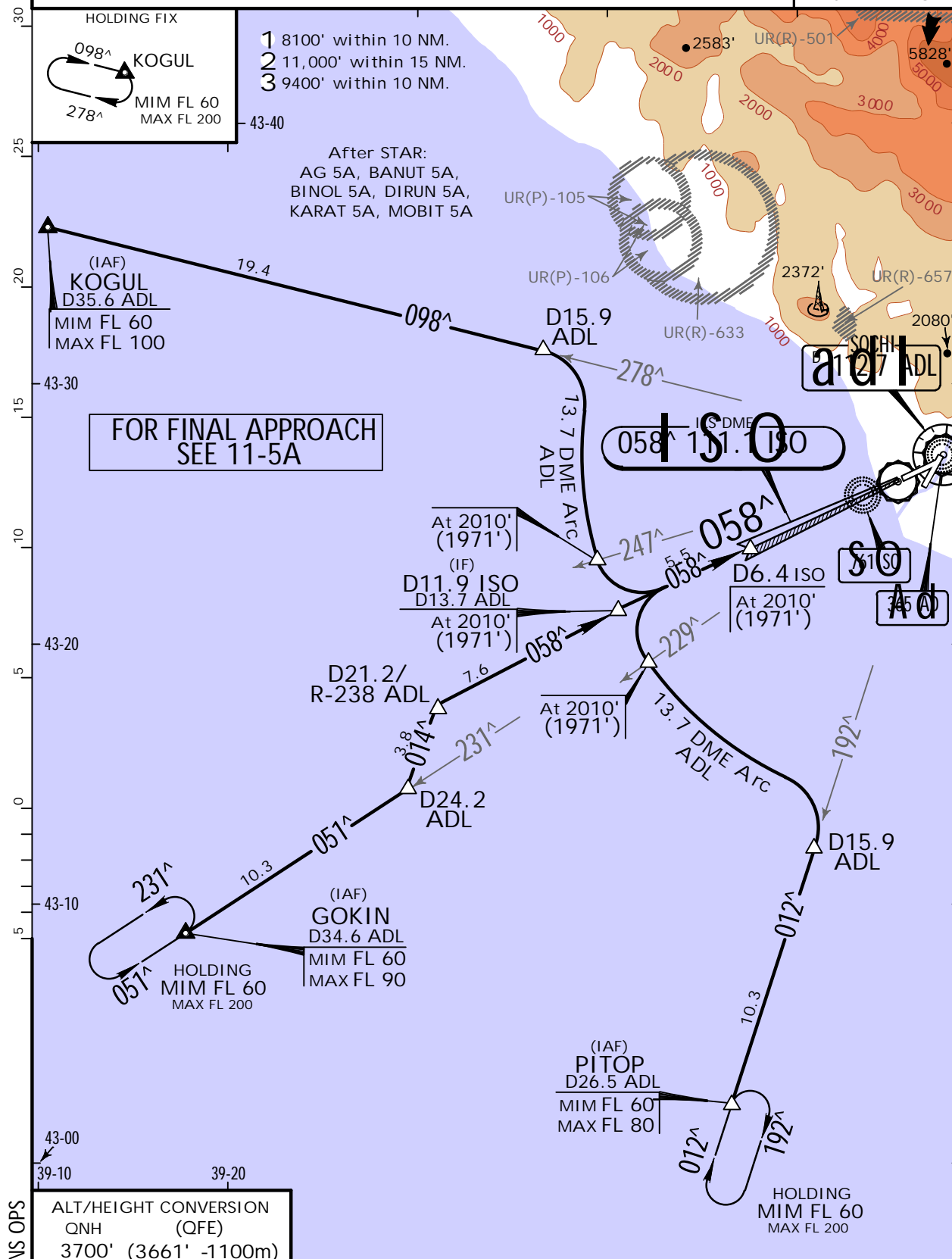
SOCHI

JEPPESEN
27 DEC 13 (11-5) .Eff.9.Jan.

SOCHI, RUSSIA
ILS DME Rwy 06

ATIS 129.37 (Russian) 126.2		SOCHI Approach FL 200 or below 118.3		SOCHI Radar (TWR) 119.7		SOCHI Tower 121.2		Ground 119.0	
LOC ISO 111.1		Final Aptch Crs 058 ^A		GS Refer to chart 11-5A		ILS DA(H) Refer to chart 11-5A		Apt Elev 89' RWY 39'	
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3661') ILS DME reads zero at rwy 06 thresh.									

MSA ADL VOR



URSS/AER

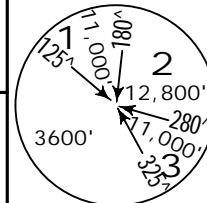
SOCHI

27 DEC 13 (11-5A) .Eff.9.Jan. via Arc

SOCHI, RUSSIA
ILS DME Rwy 06

BRIEFING STRIP

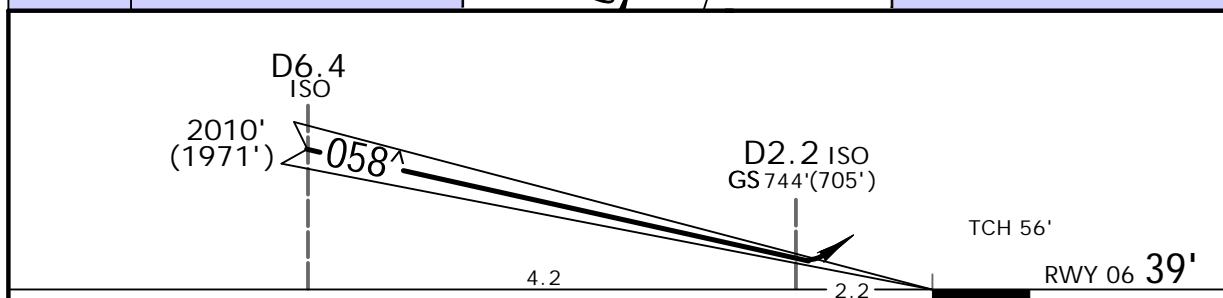
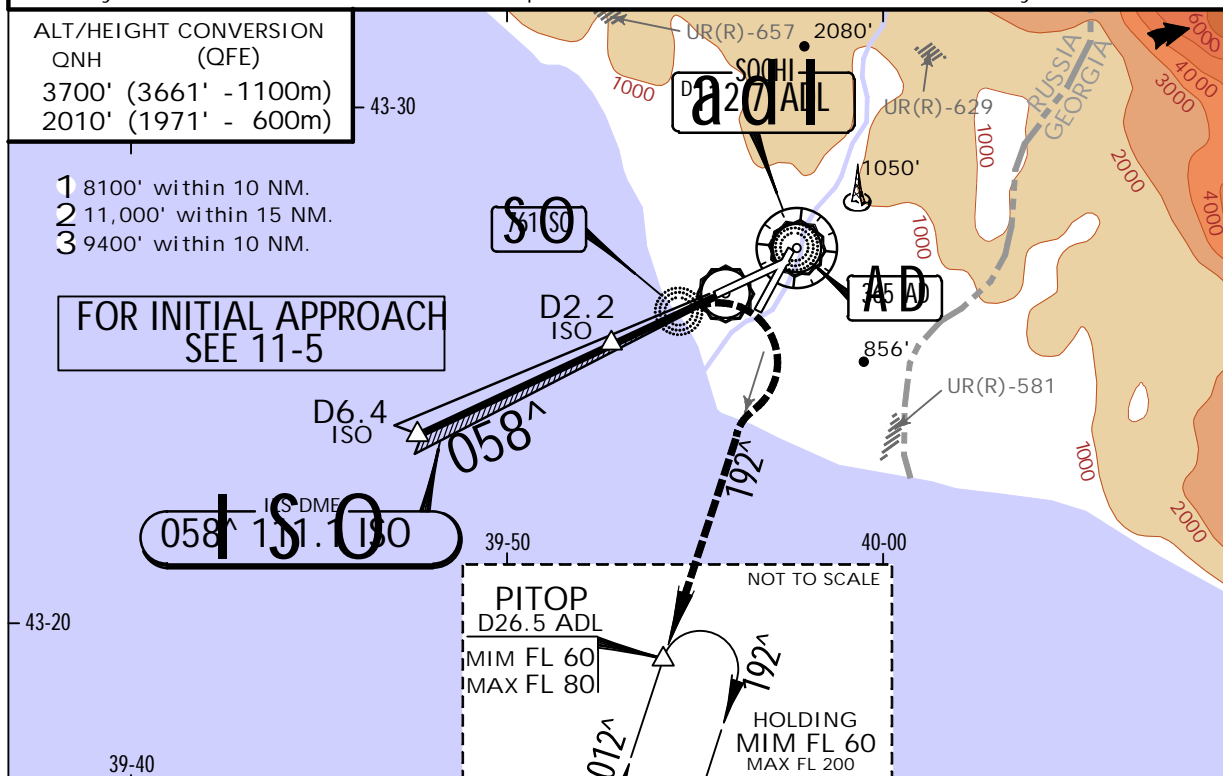
ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
LOC ISO 111.1	Final Apch Crs 058 [^]	GS D6.4 ISO 2010' (1971')	ILS DA(H) Refer to Minimums	Apt Elev 89' RWY 39'
<p>MISSED APCH: Climbing turn RIGHT as early as possible to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 100, or as directed.</p> <p>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.</p>				
<p>Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700'(3661')</p> <p>1. Heavy turbulence with downdrafts to be expected on final. 2. ILS DME reads zero at rwy 06 thresh.</p>				



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

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

FOR INITIAL APPROACH
SEE 11-5



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 1									
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') DA(H) C: 482' (443') D: 499' (460')		AB: 515' (476') DA(H) C: 548' (509') D: 564' (525')		AB: 548' (509') DA(H) C: 564' (525') D: 597' (558')			
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out		
A									
B	1000m	1800m	1500m	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	2500m	2100m	2900m	2300m	3100m	

MS OPS

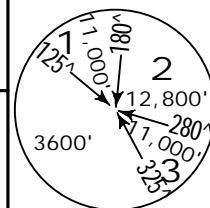
URSS/AER
SOCHI

JEPPESSEN
27 DEC 13
Eff. 9 Jan. (11-6)

SOCHI, RUSSIA
via VOR ILS DME Rwy 06

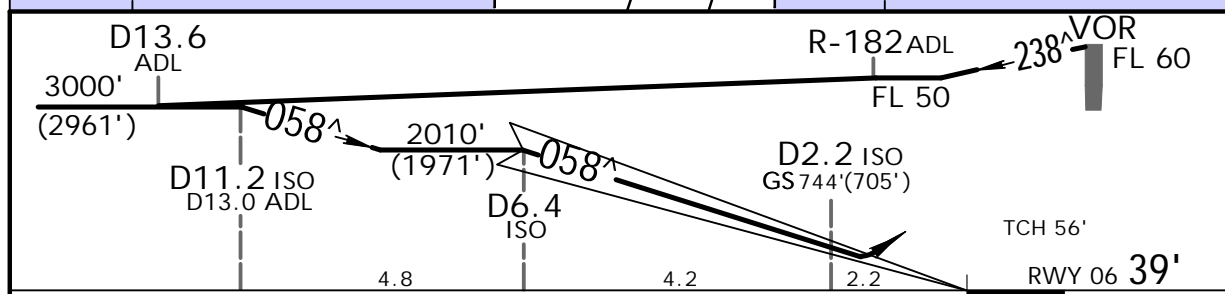
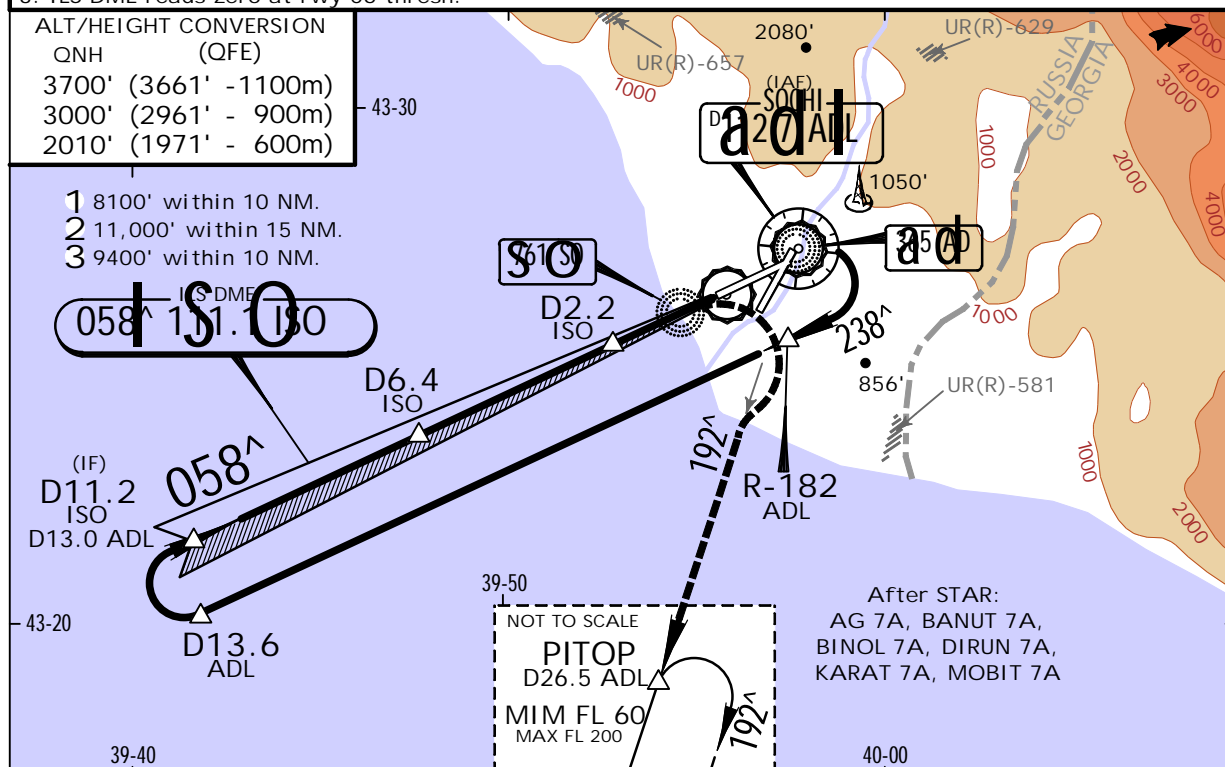
BRIEFING STRIP

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	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'
<p>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.</p> <p>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.</p>				
<p>Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3661')</p> <p>1. Procedure MAX 225 KT. 2. Heavy turbulence with downdrafts to be expected on final. 3. ILS DME reads zero at rwy 06 thresh.</p>				



ALT/HEIGHT CONVERSION
QNH (QFE)
3700' (3661' - 1100m)
3000' (2961' - 900m)
2010' (1971' - 600m)

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



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

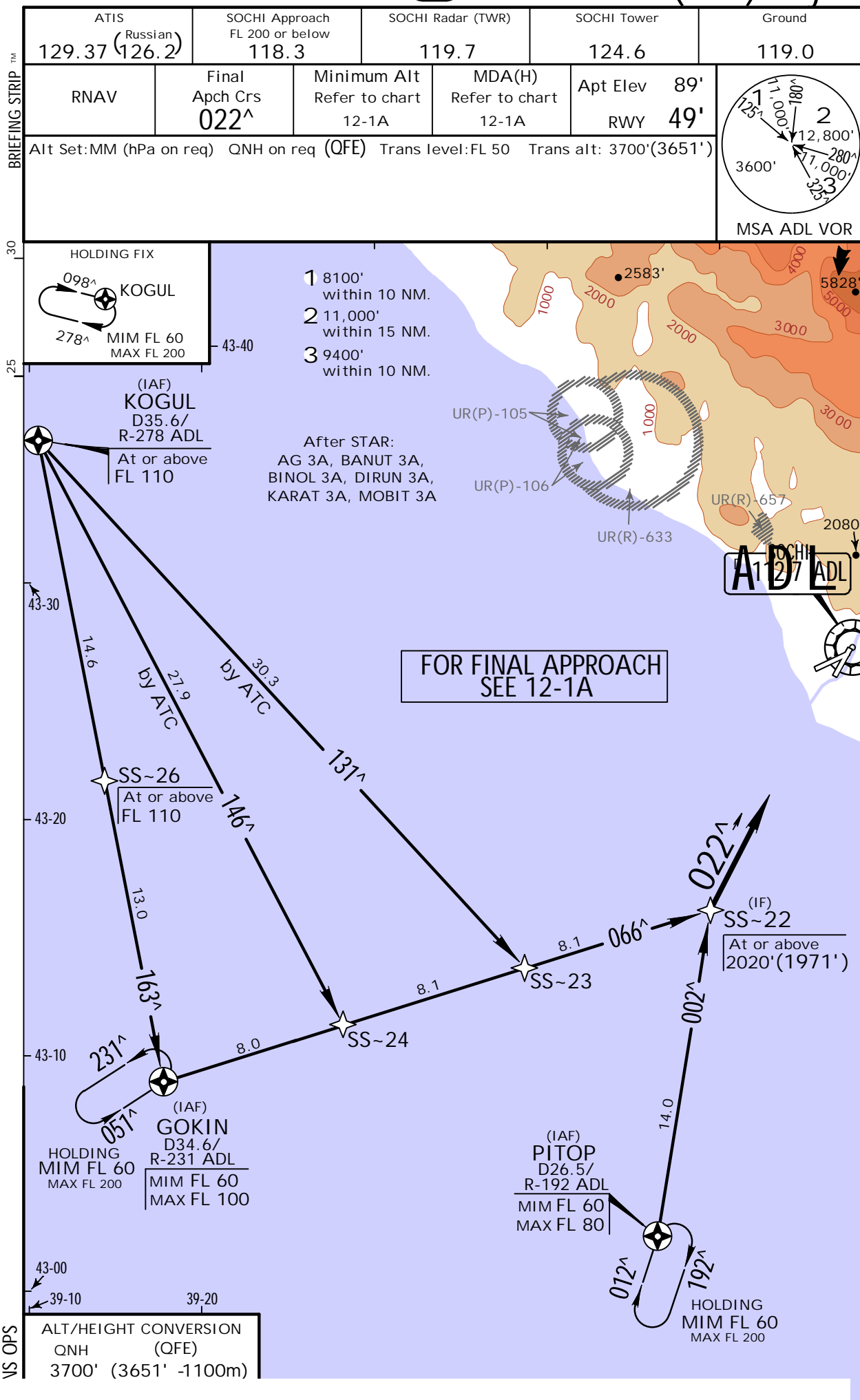
STRAIGHT-IN LANDING RWY06 1									
Missed apch climb grad mim 5.0%		Missed apch climb grad mim 4.0%		Missed apch climb grad mim 3.0%		Missed apch climb grad mim 2.5%			
DA(H) ABC: 384' (345') D: 400' (361')		AB: 466' (427') DA(H) C: 482' (443') D: 499' (460')		AB: 515' (476') DA(H) C: 548' (509') D: 564' (525')		AB: 548' (509') DA(H) C: 564' (525') D: 597' (558')			
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out		
A									
B	1000m	1800m	1500m	2300m	1800m	2600m	RVR 1800m VIS 2000m		
C			RVR 1500m VIS 1600m	2400m	RVR 1800m VIS 2000m	2800m	2100m		
D	1100m	1900m	1700m	2500m	2100m	2900m	2300m		

MS OPS

URSS/AER
SOCHI

4 OCT 13 (12-1) .Eff.17.Oct.

SOCHI, RUSSIA
RNAV (GNSS) Rwy 02



URSS/AER
SOCHI

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

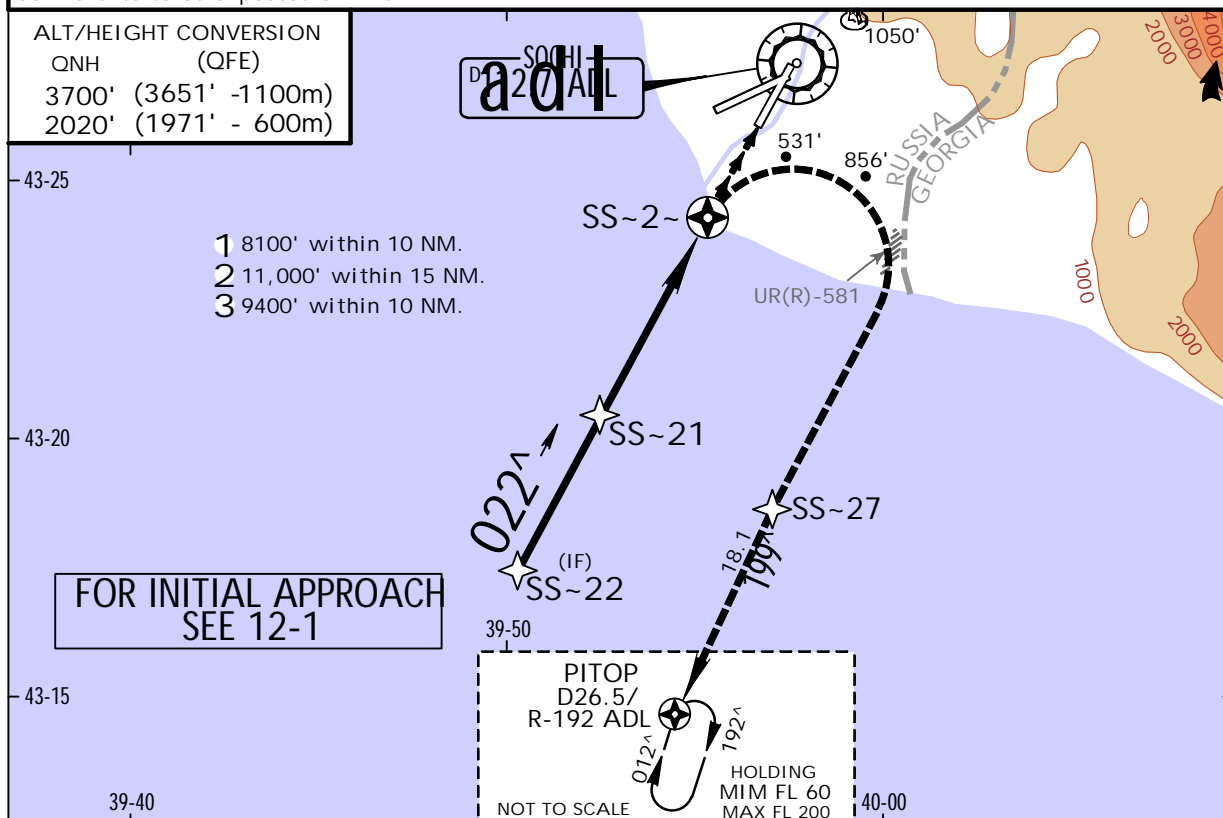
SOCHI, RUSSIA
RNAV (GNSS) Rwy 02

BRIEFING STRIP™

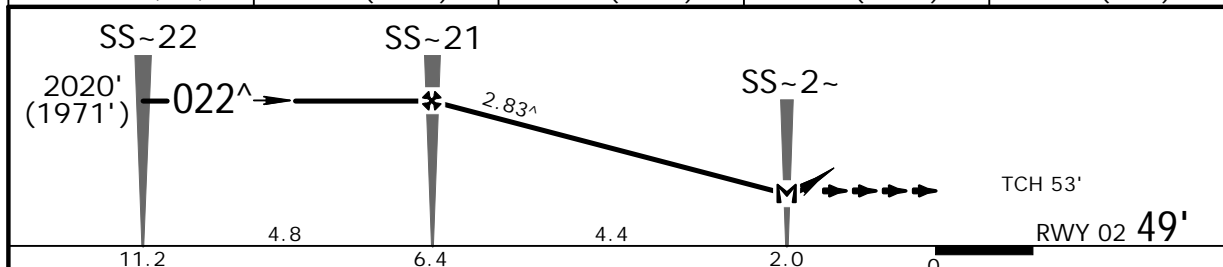
ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	SOCHI Radar (TWR) 119.7	SOCHI Tower 124.6	Ground 119.0
RNAV	Final Apch Crs 022 [^]	Minimum Alt SS~21 2020' (1971')	MDA(H) Refer to Minimums	Apt Elev 89' RWY 49'
MISSED APCH: Turn RIGHT (MAX 210 KT) as early as possible climbing to SS~27, then proceed to PITOP climbing to FL 60 and hold, or as directed.				MSA ADL VOR

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

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



DIST to SS~2~	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	2010' (1961')	1690' (1641')	1370' (1321')	1040' (991')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 210 KT MAX SS~27 RT
Descent Angle 2.83 [^]	350	451	501	601	701	801	
MAP at SS~2~							

STRAIGHT-IN LANDING RWY02

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

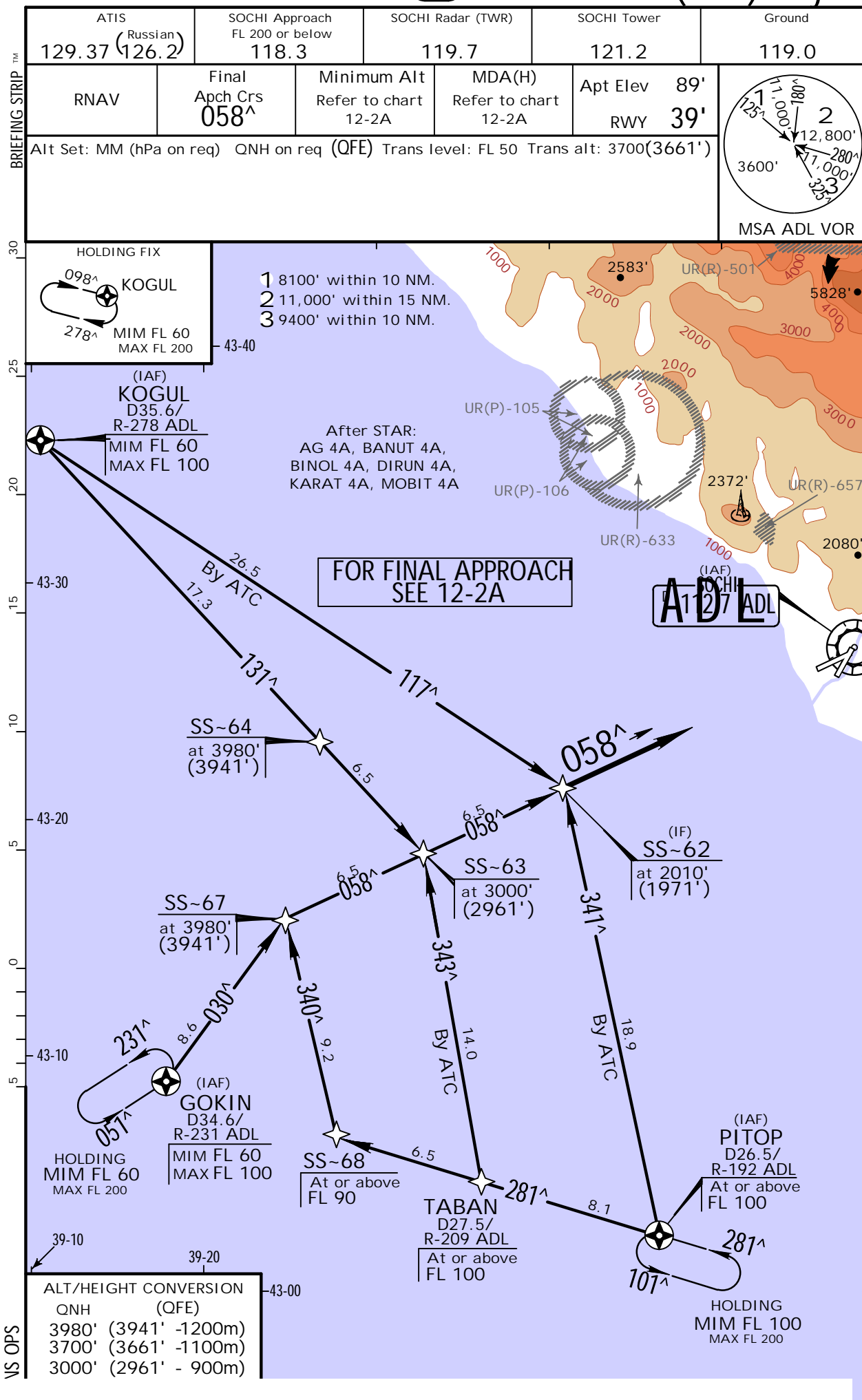
MS OPS

A	NOT APPLICABLE	3200m	3200m
B			
C	3200m	NOT APPLICABLE	3200m

URSS/AER
SOCHI

27 DEC 13 (12-2) .Eff.9.Jan.

SOCHI, RUSSIA
RNAV (GNSS) Rwy 06

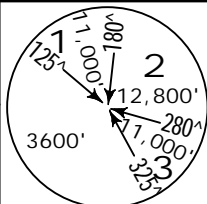


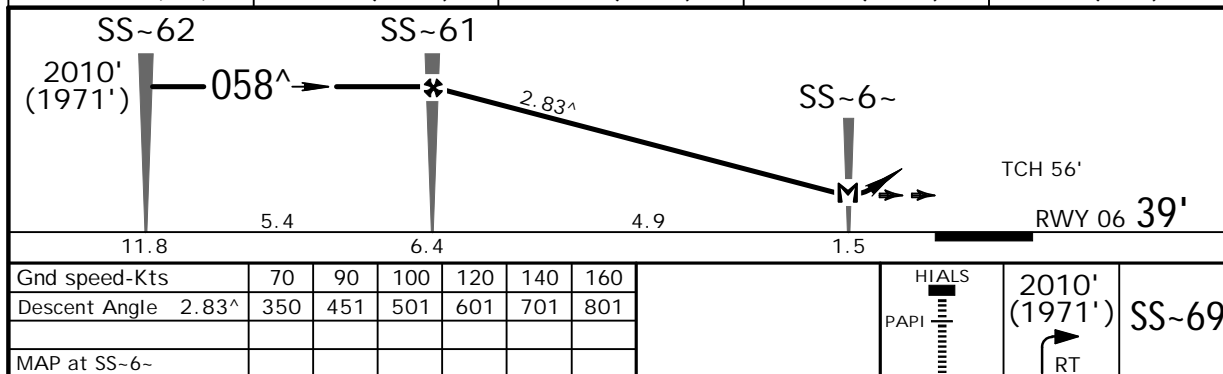
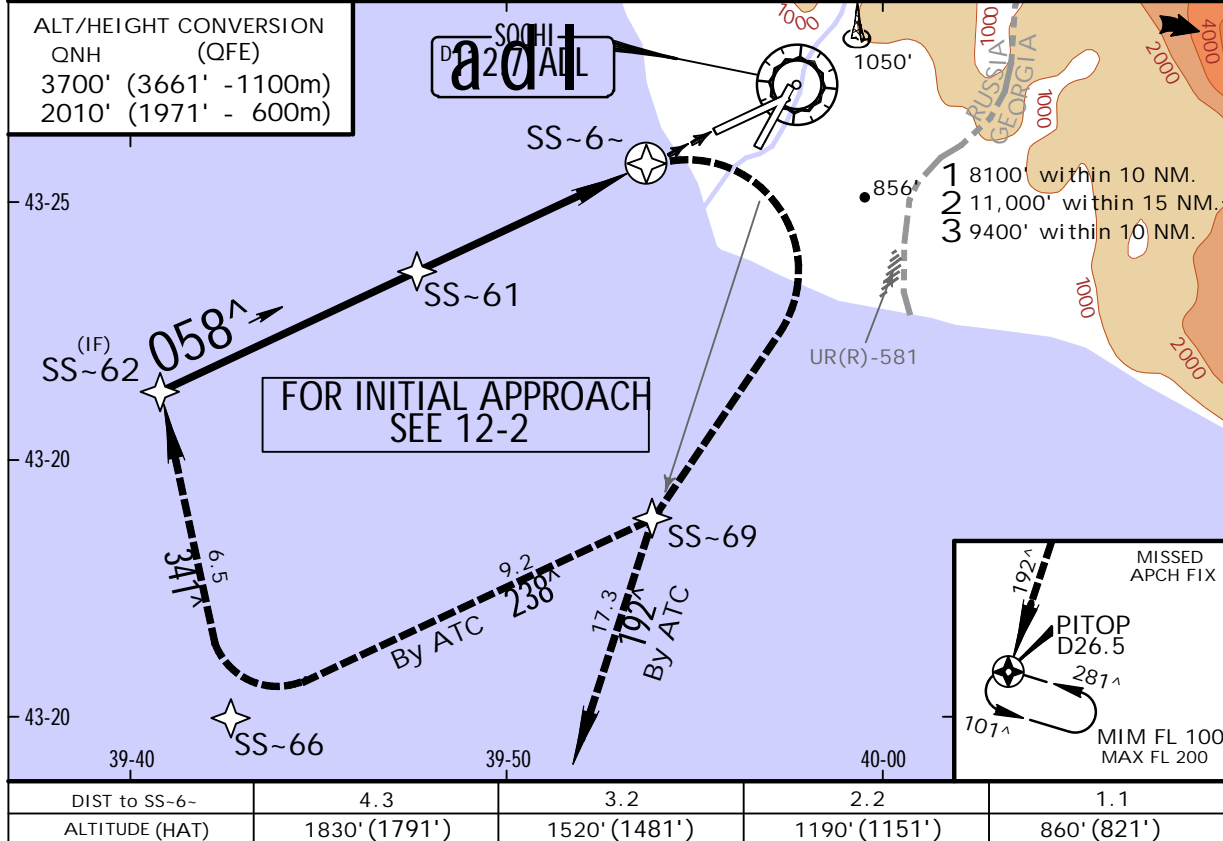
URSS/AER
SOCHI

27 DEC 13 (12-2A) .Eff.9.Jan.

SOCHI, RUSSIA
RNAV (GNSS) Rwy 06

BRIEFING STRIP™

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
RNAV	Final Apch Crs 058 [^]	Minimum Alt SS~61 2010' (1971')	MDA(H) Refer to Minimums	Apt Elev 89' RWY 39'
MISSED APCH: Turn RIGHT as early as possible climbing to 2010' (1971') and proceed to SS~69. Then by ATC proceed to PITOP climbing to FL 100 and hold, or according to chart (SS~69)-(SS~66)-(SS~62). MAX 215 KT				
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.				



STRAIGHT-IN LANDING RWY06							
Missed apch climb grad mim 3.7%		Missed apch climb grad mim 3.4%		Missed apch climb grad mim 3.1%		Missed apch climb grad mim 2.5%	
MDA(H) 540' (501')		MDA(H) 570' (531')		MDA(H) 540' (501')		AB: 600' (561') CD: 650' (611')	
ALS out		ALS out		ALS out		ALS out	
A	NOT APPLICABLE		NOT APPLICABLE		RVR 1800m VIS 2000m		2800m
B	NOT APPLICABLE		NOT APPLICABLE		RVR 1800m VIS 2000m		2800m
C	RVR 1800m VIS 2000m	2800m	RVR 1800m VIS 2000m	2800m	NOT APPLICABLE		2400m
D							3200m

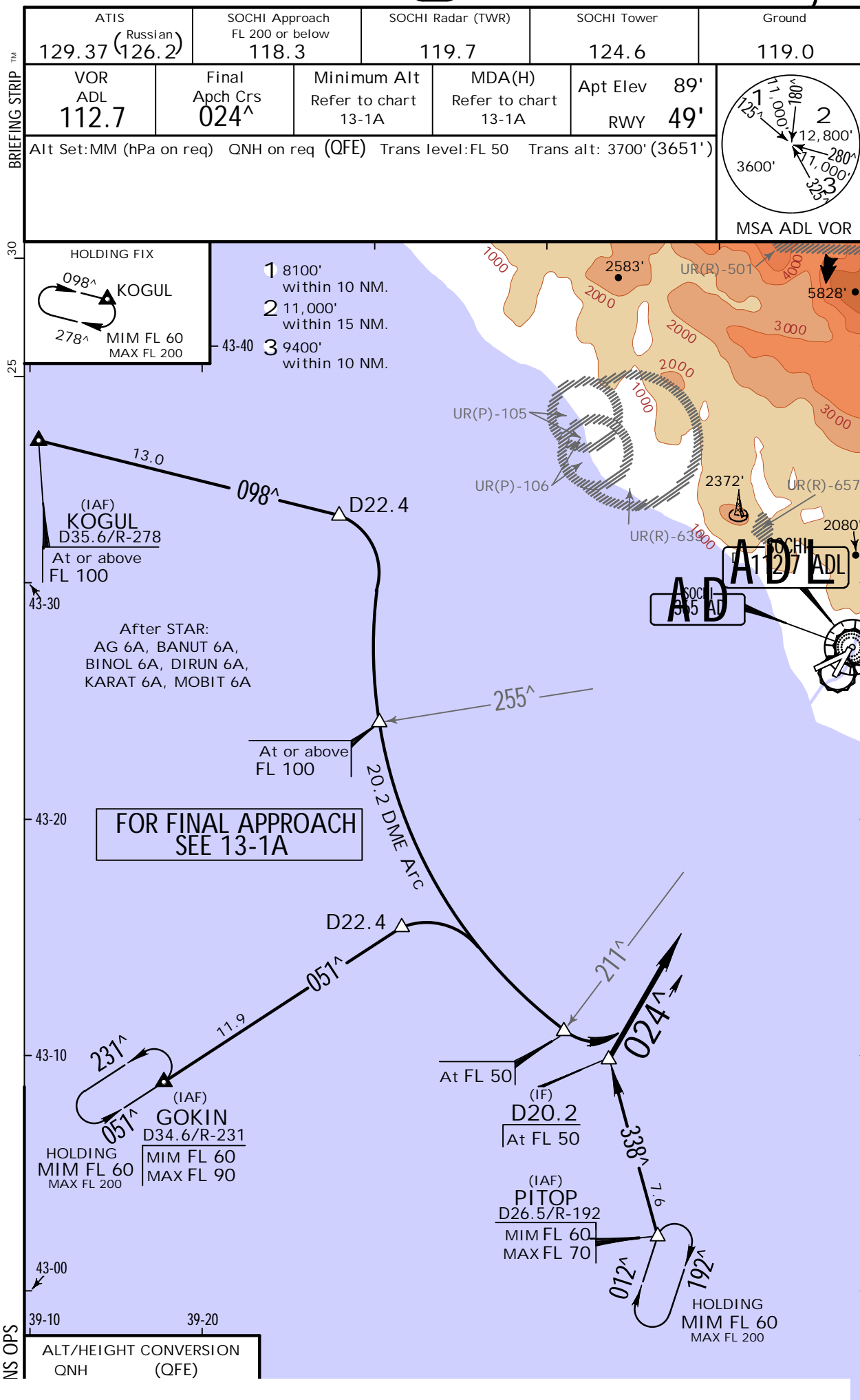
NS OPS

URSS/AER

SOCHI

27 DEC 13 (13-1) .Eff.9.Jan. via Arc

SOCHI, RUSSIA
VOR DME Rwy 02



URSS/AER

SOCHI

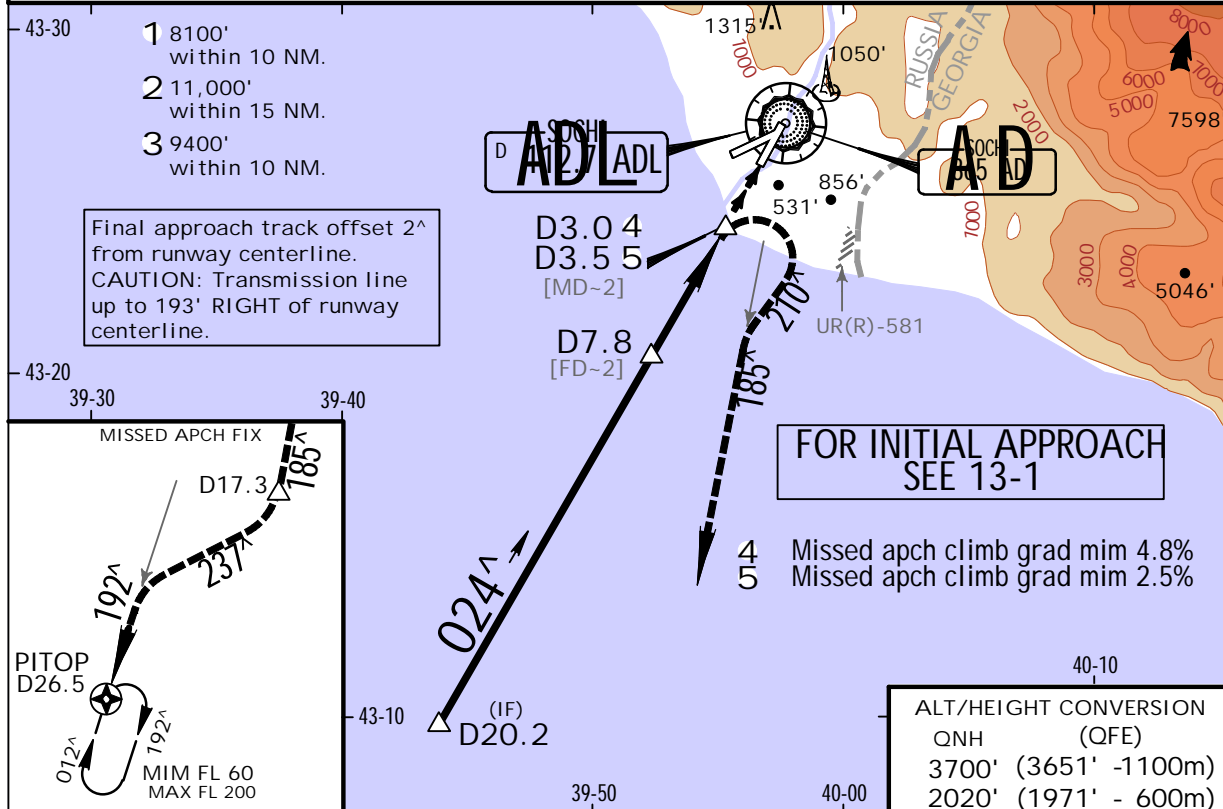
27 DEC 13 (13-1A) .Eff.9.Jan. via Arc

SOCHI, RUSSIA
VOR DME Rwy 02

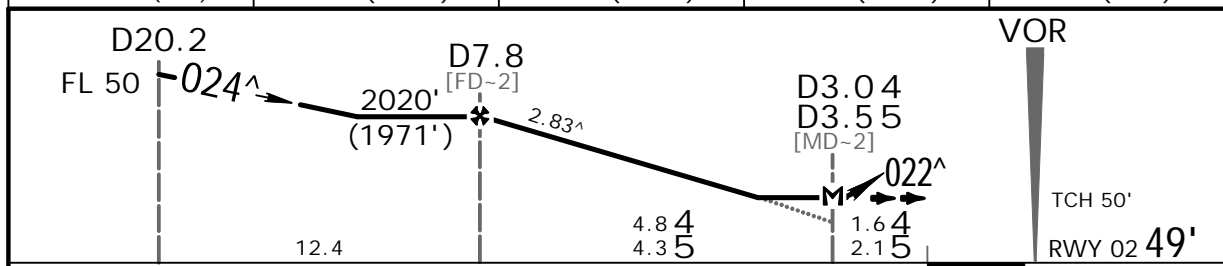
BRIEFING STRIP

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	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.



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	210 [^]	210 KT	ADL
Descent Angle 2.83 [^]	350	451	501	601	701	801	PAPI	RT	MAX	112.7
MAP at D3.0 4										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							
B	2200m	3000m		3200m			
C				3200m	3600m		

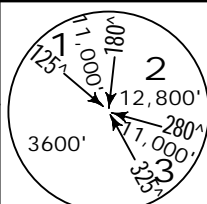
MS OPS

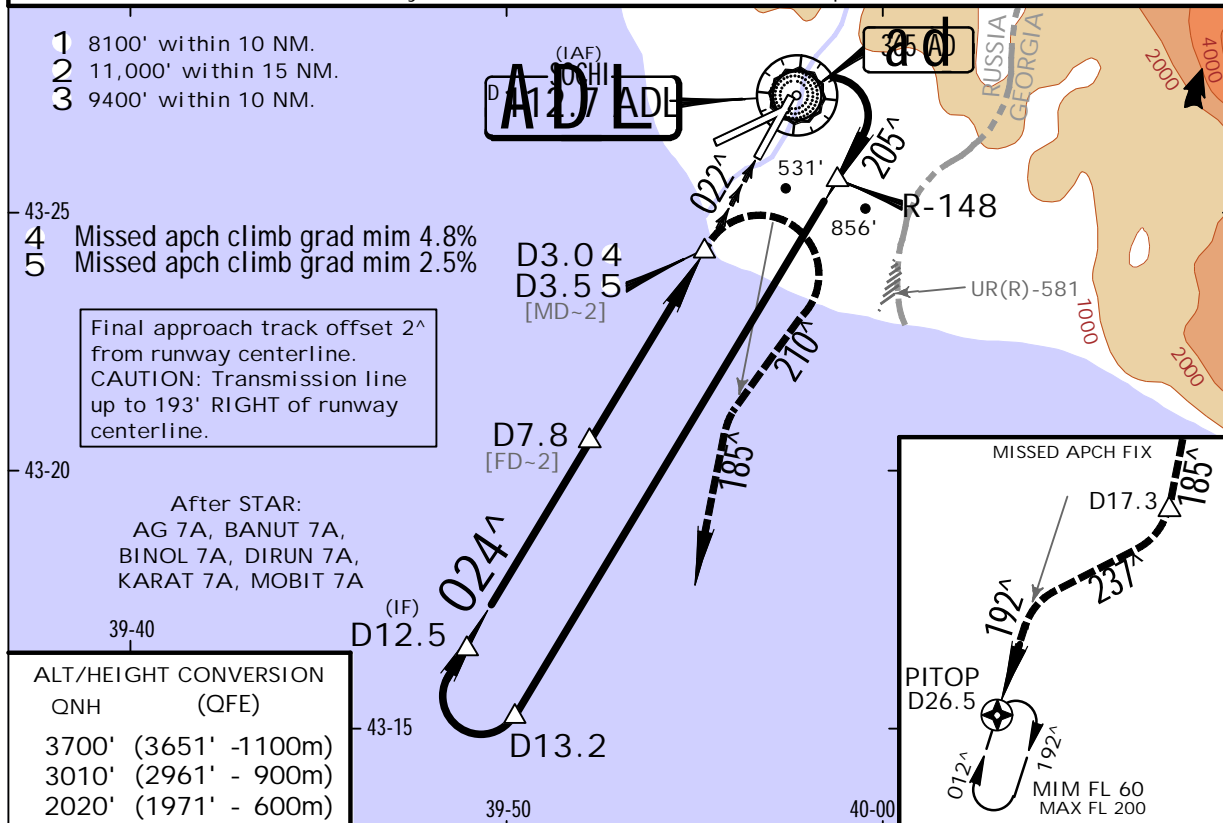
URSS/AER
SOCHI

JEPPESSEN
27 DEC 13
Eff. 9 Jan. (13-2)

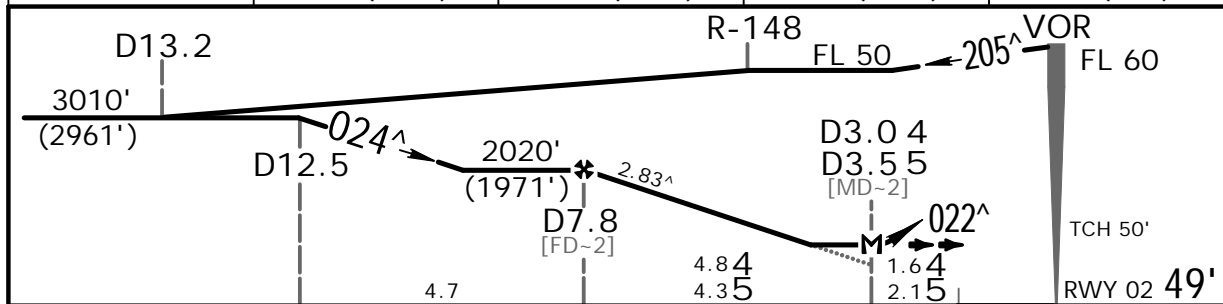
SOCHI, RUSSIA
via VOR VOR DME Rwy 02

BRIEFING STRIP™

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	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'
<p>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.</p>				
<p>Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700'(3651')</p> <p>1. Procedure MAX 225 KT. 2. Heavy turbulence with downdrafts to be expected on final.</p>				
<p>MSA ADL VOR</p> 				



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	210°	210 KT	ADL
Descent Angle 2.83°	350	451	501	601	701	801	PAPI	RT	MAX	R-185
MAP at D3.0	4									
MAP at D3.5	5									

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

MS OPS

A	2200m	3000m	3200m
B			
C			3600m

URSS/AER
SOCHI

24 JAN 14

JEPPESSEN

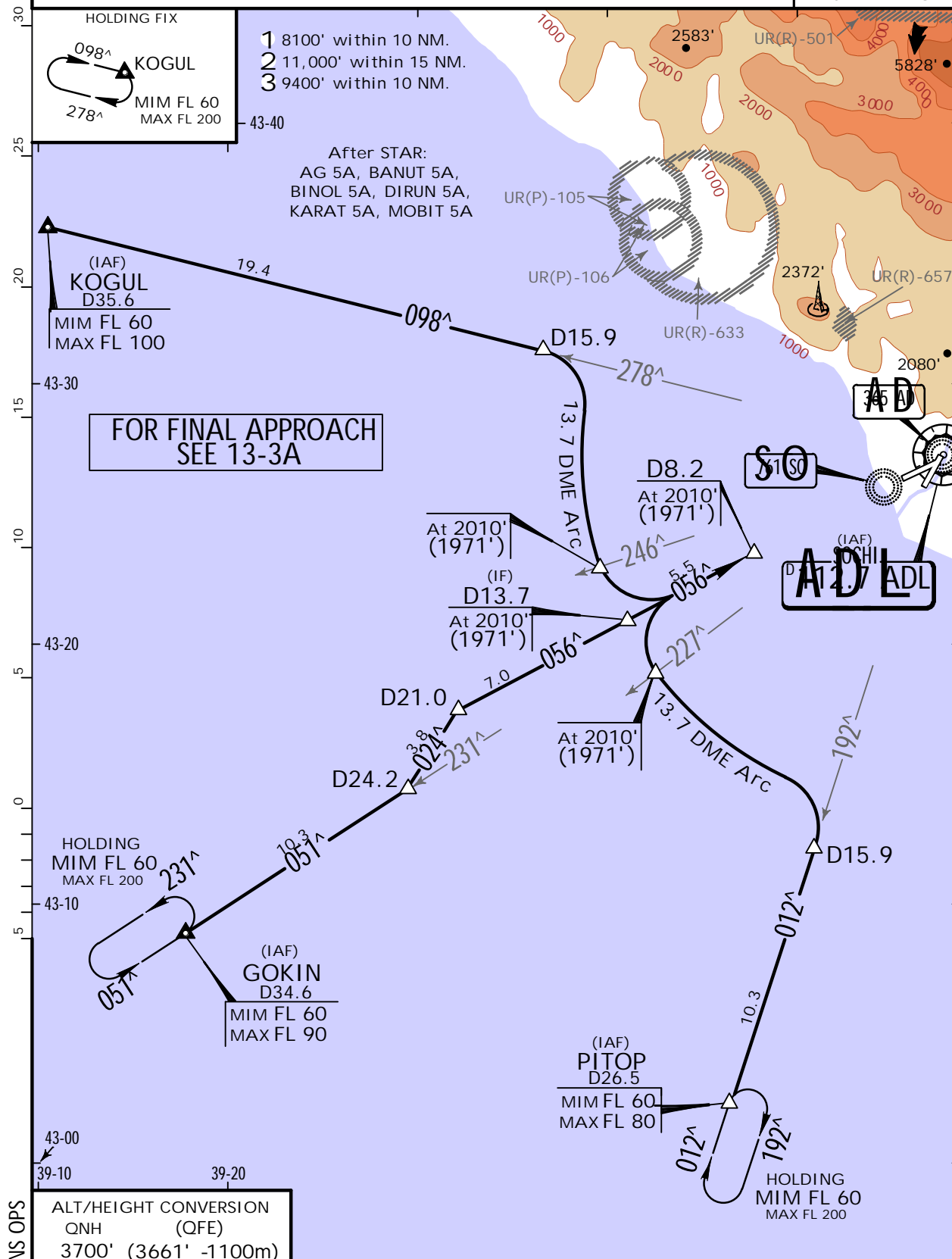
24 JAN 14 (13-3) .Eff.6.Feb.

via Arc

SOCHI, RUSSIA
VOR DME' Rwy 06

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
VOR ADL 112.7	Final Apch Crs 056 [^]	Minimum Alt Refer to chart 13-3A	MDA(H) Refer to chart 13-3A	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

24 JAN 14

JEPPESEN

24 JAN 14 (13-3A) .Eff.6.Feb.

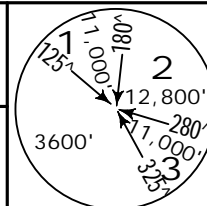
via Arc

SOCHI, RUSSIA
cVOR DME' Rwy 06

BRIEFING STRIP™

ATIS 129.37 (Russian) 126.2		SOCHI Approach FL 200 or below 118.3		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)

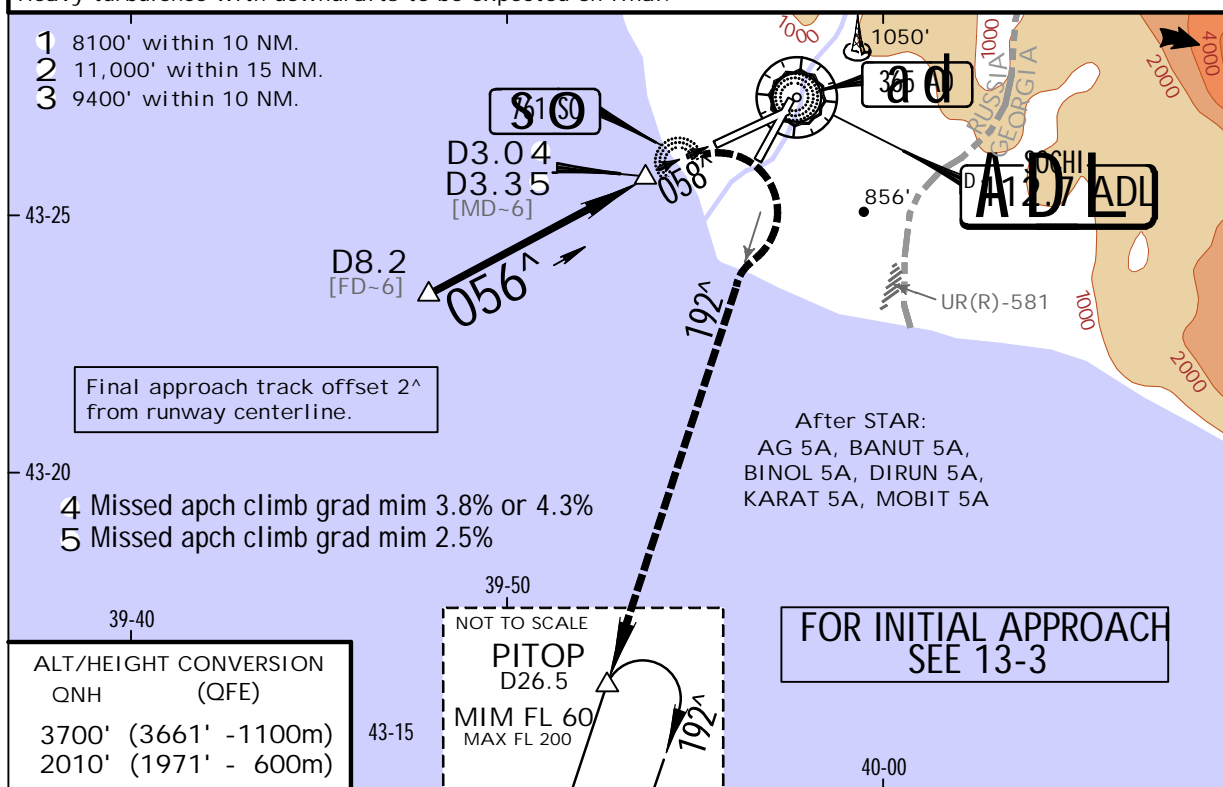
QNH on req (QFE)

Trans level: FL 50

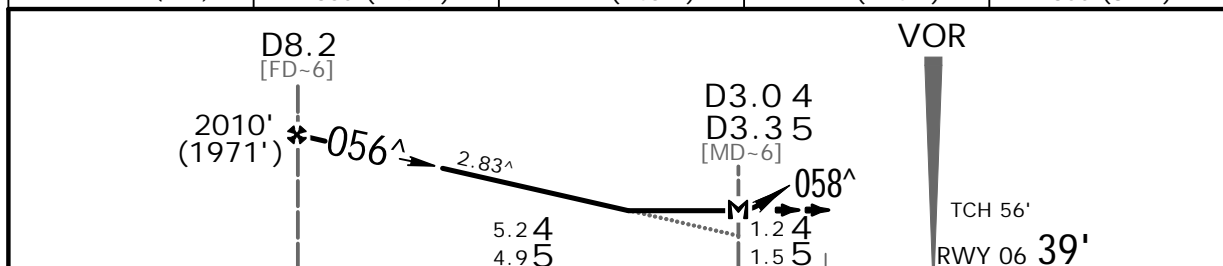
Trans alt: 3700'(3661')




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.



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			ADL 112.7 R-192	FL 60 
Descent Angle 2.83^	350	451	501	601	701	801				
MAP at D3.0 4 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								
D	RVR 1800m VIS 2000m	2800m									
								2400m		3200m	

VS OPS

URSS/AER
SOCHI

24 JAN 14
Eff. 6 Feb. (13-4)

SOCHI, RUSSIA
via VOR VOR DME Rwy 06

BRIEFING STRIP™

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	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.				

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

43-25

43-20

39-40

43-15

40-00

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

Final approach track offset 2°
from runway centerline.




4 Missed apch climb grad
mim 3.8% or 4.3%
5 Missed apch climb grad mim 2.5%

ALT/HEIGHT CONVERSION
QNH (QFE)
3700' (3661' - 1100m)
3000' (2961' - 900m)
2010' (1971' - 600m)

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

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

Profile view of runway 06 showing elevation, slope, and construction details. The profile starts at an elevation of 3000' (2961') and slopes down to 2336' at the VOR station. Key points include D13.6, D13.0, D8.2 [FD-6], and D3.0 4 / D3.3 5 [MD-6]. Slopes are indicated as 056^1, 2.83^1, and 058^1. Construction details include 4.8, 5.2 4, 4.9 5, 1.2 4, and 1.5 5. The runway width is 39' and the TCH is 56'.

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

Missed apch climb grad mim 4.3%		STRAIGHT-IN LANDING RWY 06 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 1800m	2400m	NOT APPLICABLE				

VS OPS

URSS/AER
SOCHI

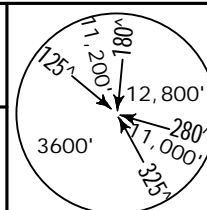
JEPPESSEN
27 DEC 13 (16-1) .Eff.9.Jan.

SOCHI, RUSSIA
NDB, Rwy 02

BRIEFING STRIP™

ATIS 129.37 ^(Russian) 126.2		SOCHI Approach FL 200 or below 118.3		SOCHI Radar (TWR) 119.7		SOCHI Tower 124.6		Ground 119.0	
NDB AD 365		Final Apch Crs 023 [^]		No FAF		MDA(H) Refer to Minimums		Apt Elev 89' RWY 49'	

MISSED APCH: Turn RIGHT (MAX 210 KT) onto 203^ climbing to
CAT A: 2510' (2461'), CAT B: 2680' (2631'), CAT C&D: 2840' (2791').
 After termination of flight time on 203^ turn RIGHT onto 023^,
 or as directed.



MSA AD NDB

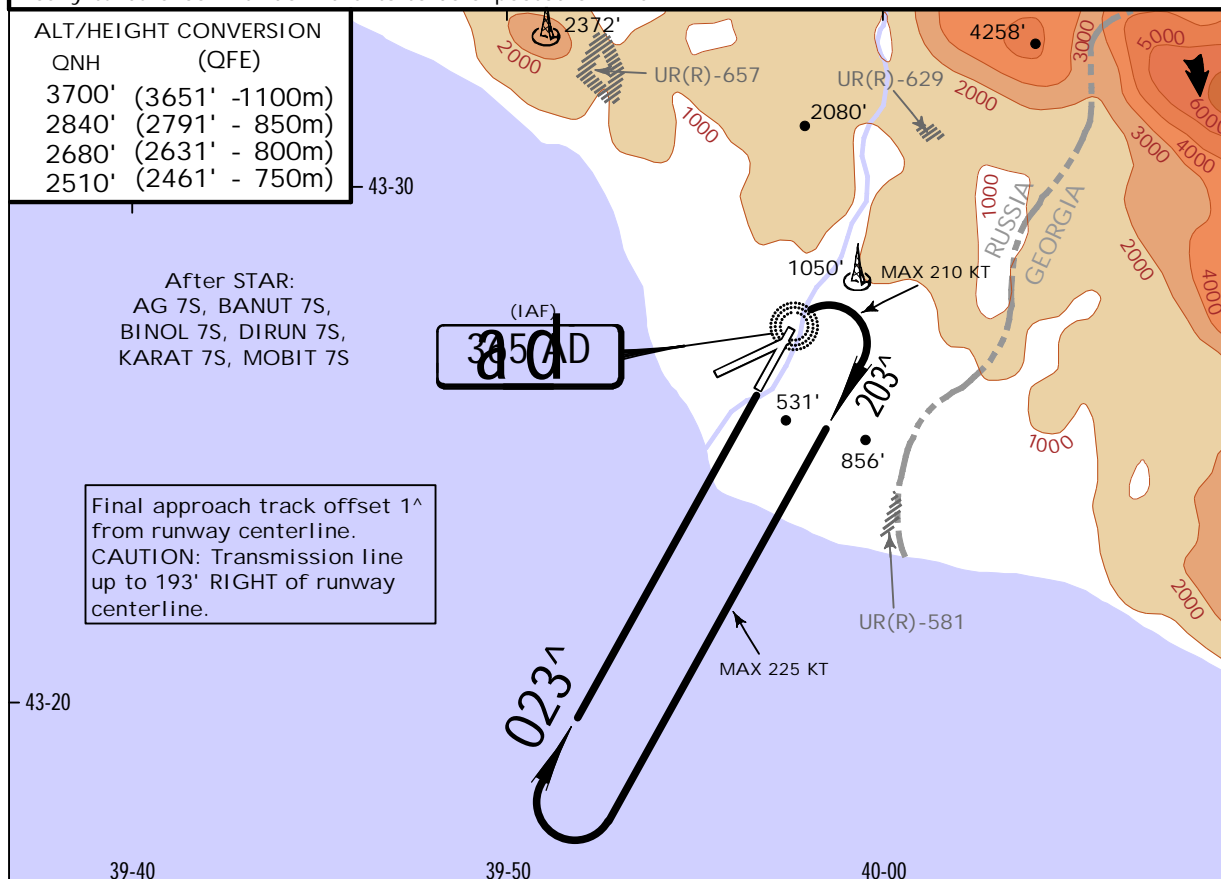
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3651')
Heavy turbulence with downdrafts to be expected on final.

ALT/HEIGHT CONVERSION
QNH (QFE)

3700' (3651' -1100m)
2840' (2791' - 850m)
2680' (2631' - 800m)
2510' (2461' - 750m)

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

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'

							HIALS	203 [^]	210 KT
							PAPI	RT	MAX
MAP at NDB									

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

VS OPS

URSS/AER
SOCHI

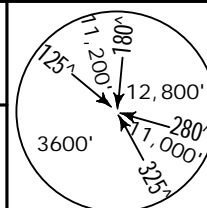
JEPPESEN
27 DEC 13 (16-2) .Eff.9.Jan.

SOCHI, RUSSIA
NDB, Rwy 06

BRIEFING STRIP™

ATIS 129.37 ^(Russian) 126.2		SOCHI Approach FL 200 or below 118.3		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.



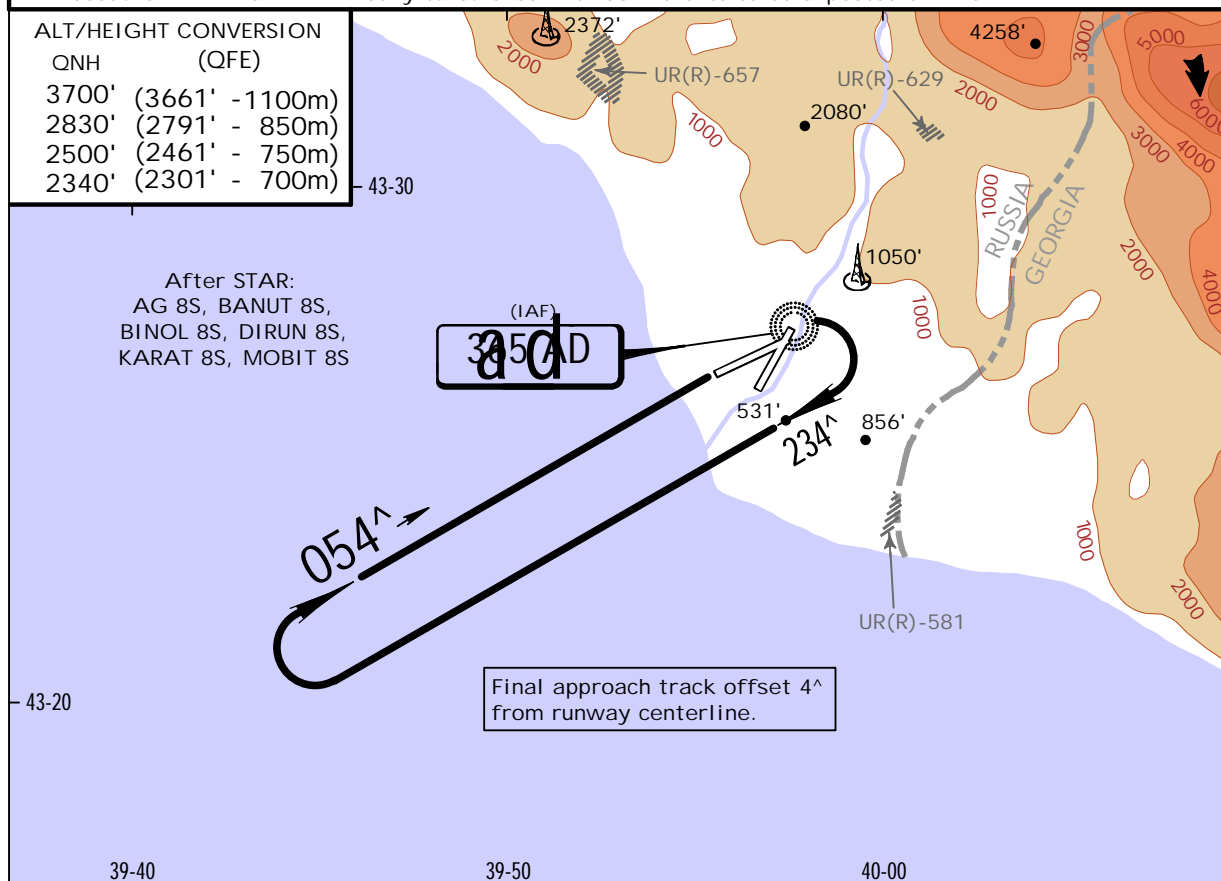
MSA AD NDB

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.			

ALT/HEIGHT CONVERSION
QNH (QFE)

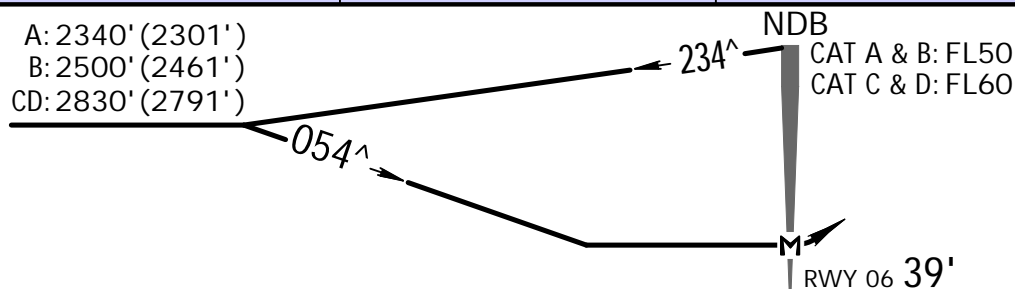
3700' (3661' - 1100m)
2830' (2791' - 850m)
2500' (2461' - 750m)
2340' (2301' - 700m)

After STAR:
AG 8S, BANUT 8S,
BINOL 8S, DIRUN 8S,
KARAT 8S, MOBIT 8S



CAT A & B: 4½ Min A: 2340' (2301')
CAT C & D: 3½ Min B: 2500' (2461')
CD: 2830' (2791')

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



MAP at NDB							

MAP at NDB

Diagram of a gel electrophoresis result. A vertical lane contains two bands. The upper band is labeled 'HIALS' and the lower band is labeled 'PAPI'.

234[^]
RT

STRAIGHT-IN LANDING RWY 06

MDA(H) A: 1190'(1151') C: 1620'(1581')
B: 1270'(1231') D: 1640'(1601')

ALS out

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

VS OPS

USSS/SVX
KOLTSOVO

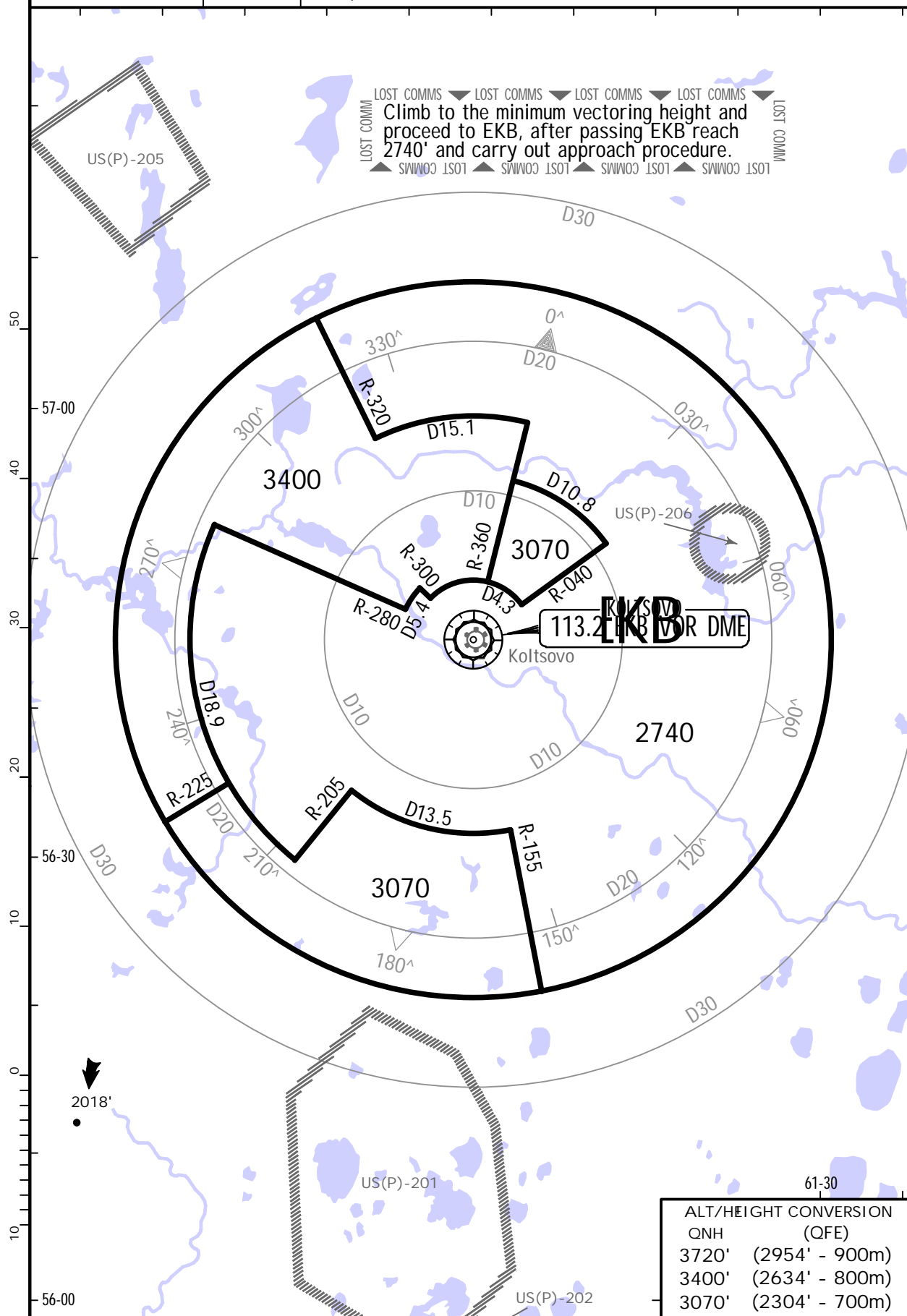
JEPPesen
4 JUL 14 (10-1R)

YEKATERINBURG, RUSSIA
.RADAR.MINIMUM.ALTITUDES.

KOLTSOVO Radar
118.7
124.0

Apt Elev
766'

Alt Set: MM (HPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3720' (2954')
The published minimum altitudes integrate a correction for low temperatures.



USSS/SVX
KOLTSOVO

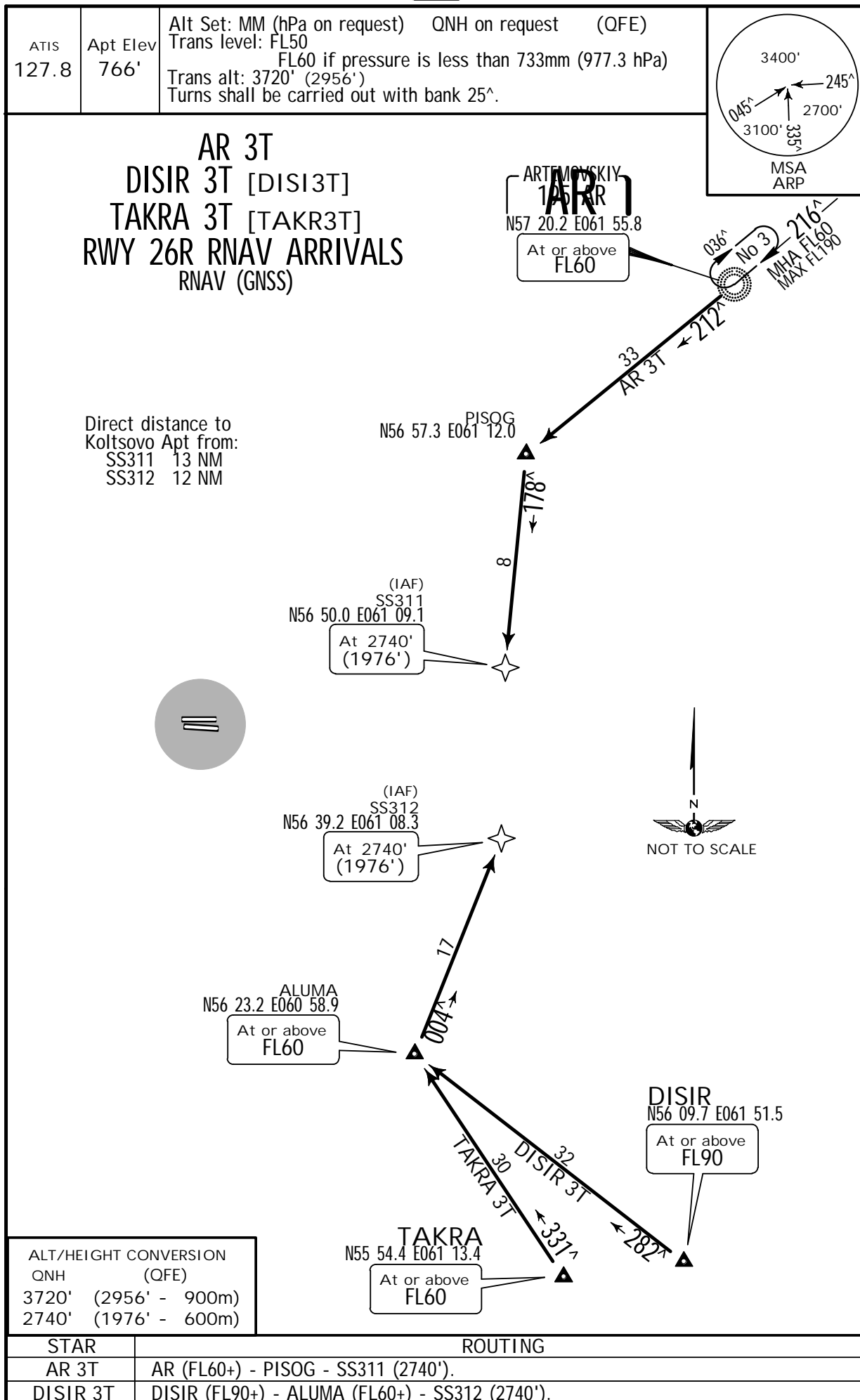
11 JAN 13

10-2



JEPPESEN

YEKATERINBURG, RUSSIA
.RNAV.STAR.



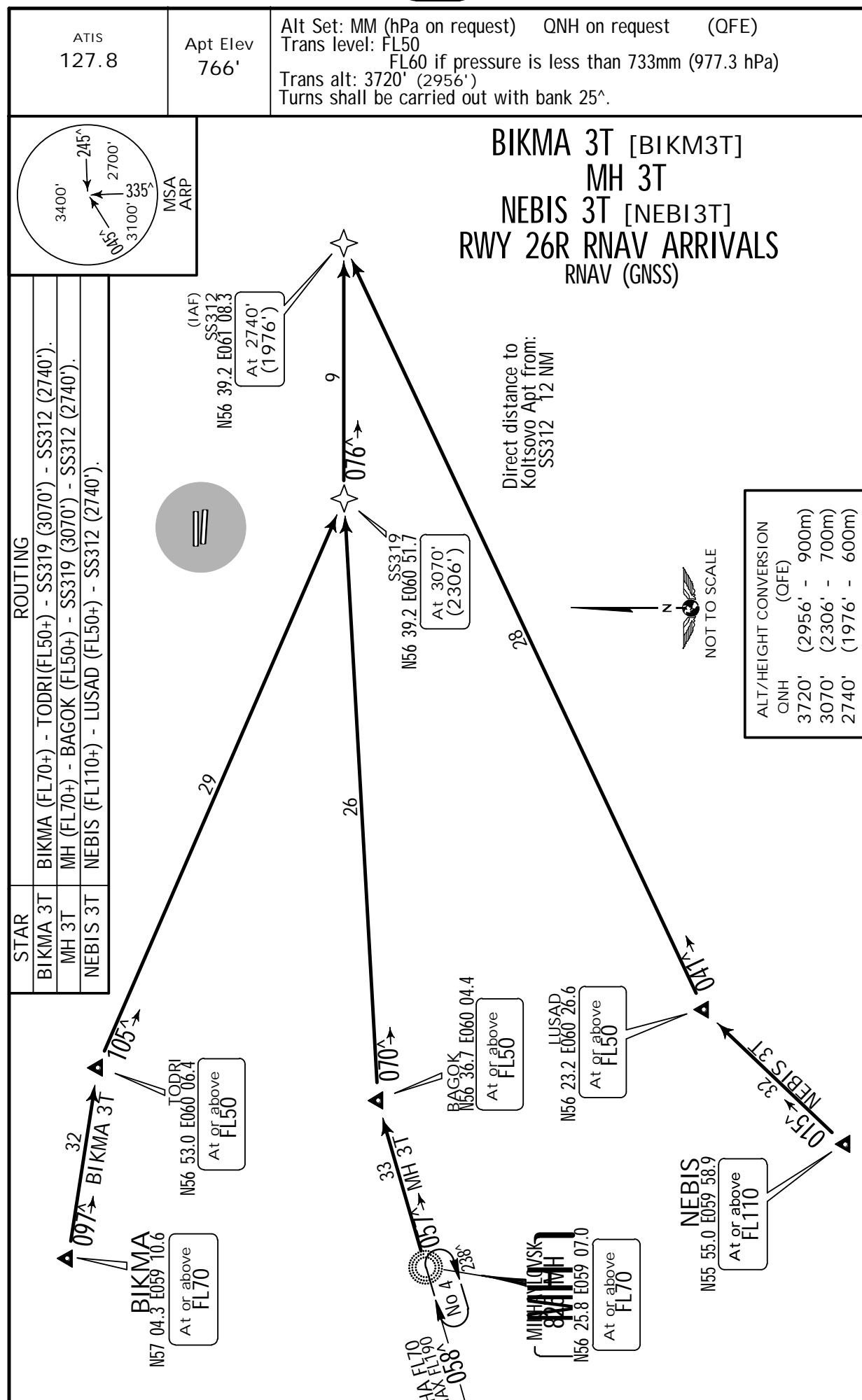
USSS/SVX
KOLTSOVO

11 JAN 13

10-2A

JEPPESSEN

YEKATERINBURG, RUSSIA
.RNAV.STAR.



USSS/SVX
KOLTSOVO

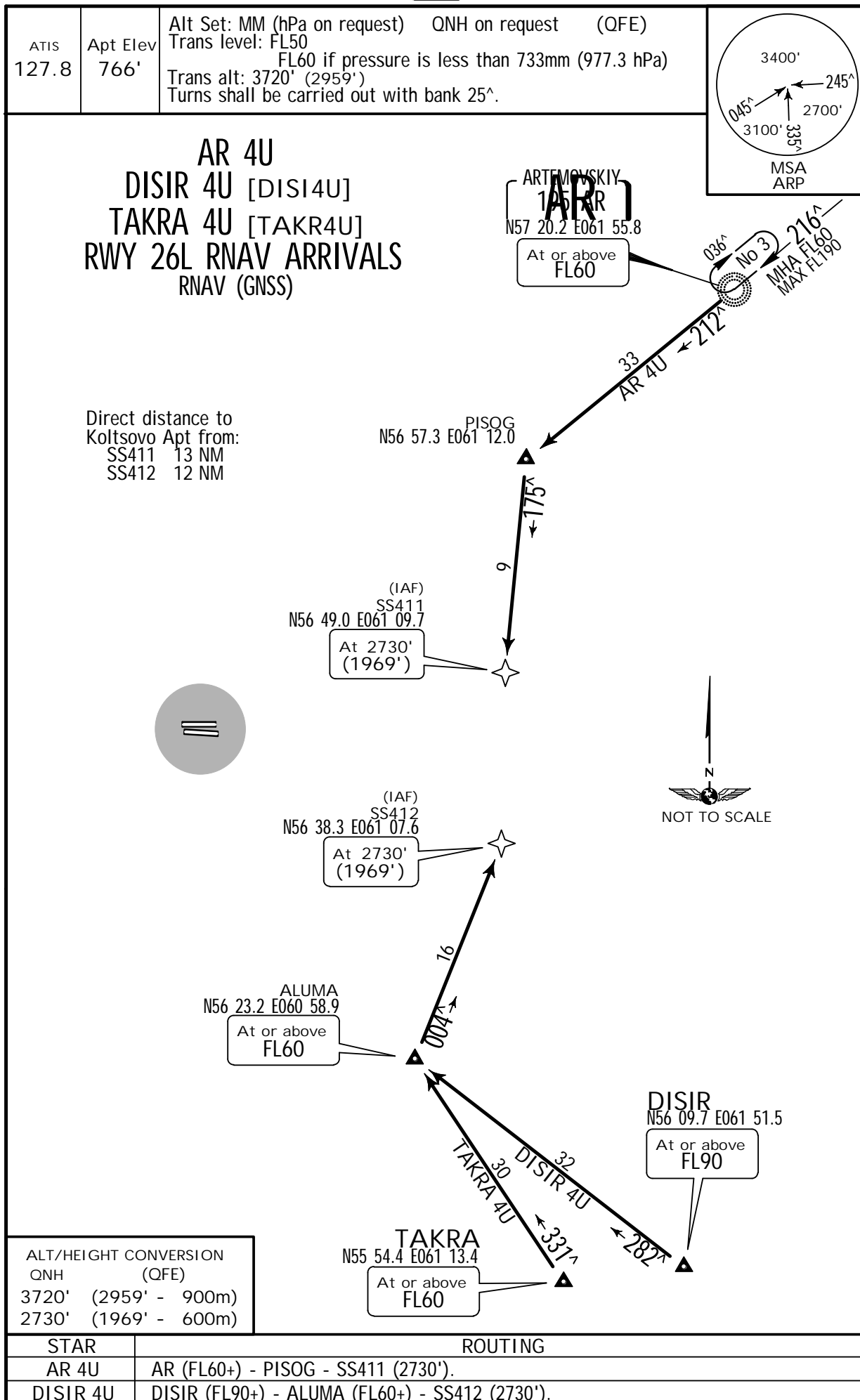
11 JAN 13

10-2B



JEPPESEN

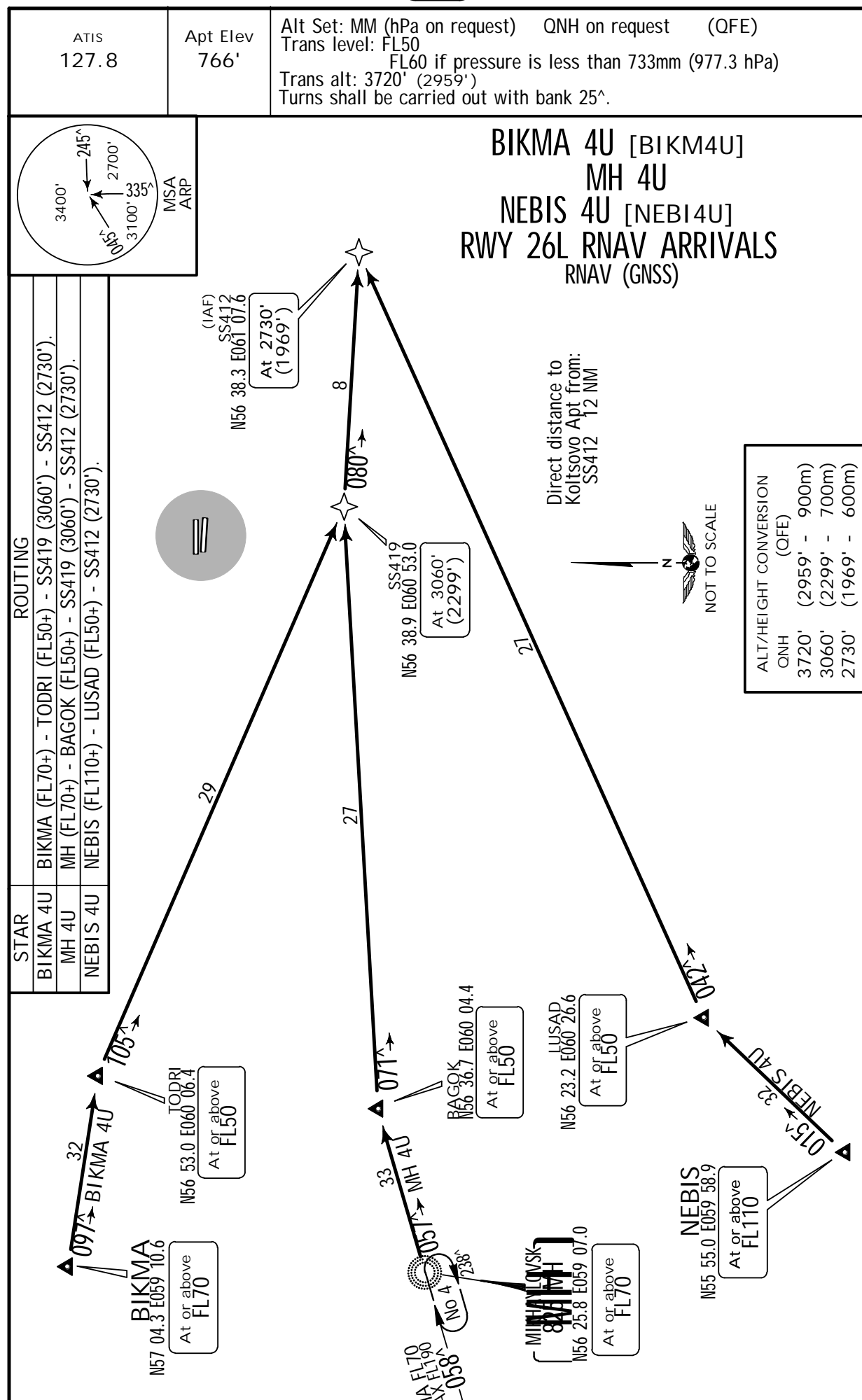
YEKATERINBURG, RUSSIA
.RNAV.STAR.



USSS/SVX
KOLTSOVO

11 JAN 13 10-2C

YEKATERINBURG, RUSSIA
.RNAV.STAR.



USSS/SVX
KOLTSOVO

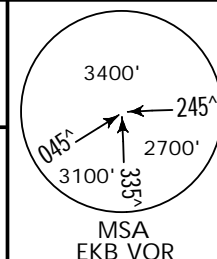
JEPPESEN
18 MAY 12 (10-2D) .Eff.31.May.

YEKATERINBURG, RUSSIA
.STAR.

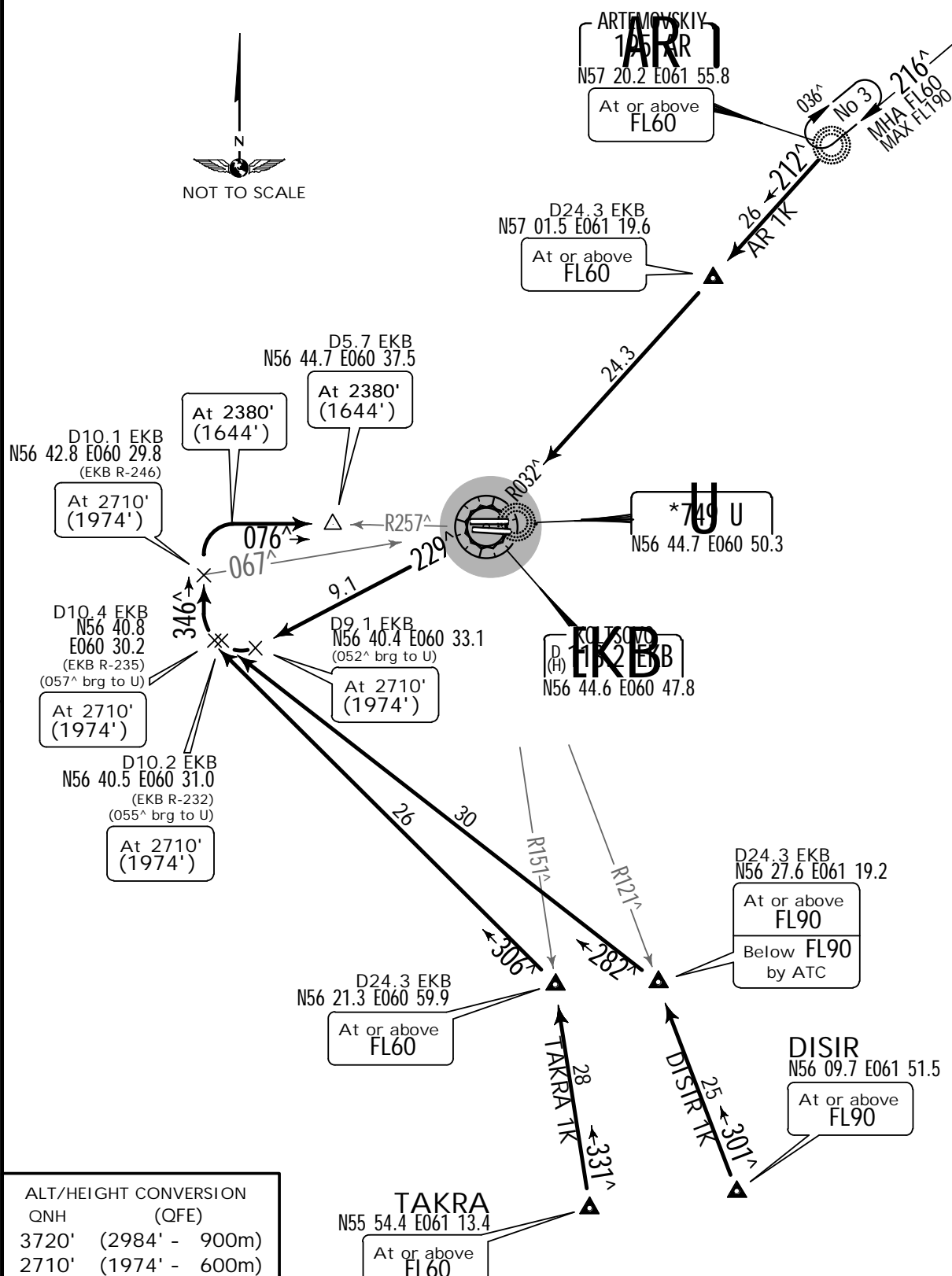
ATIS
127.8

Apt Elev
766'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3720' (2984')



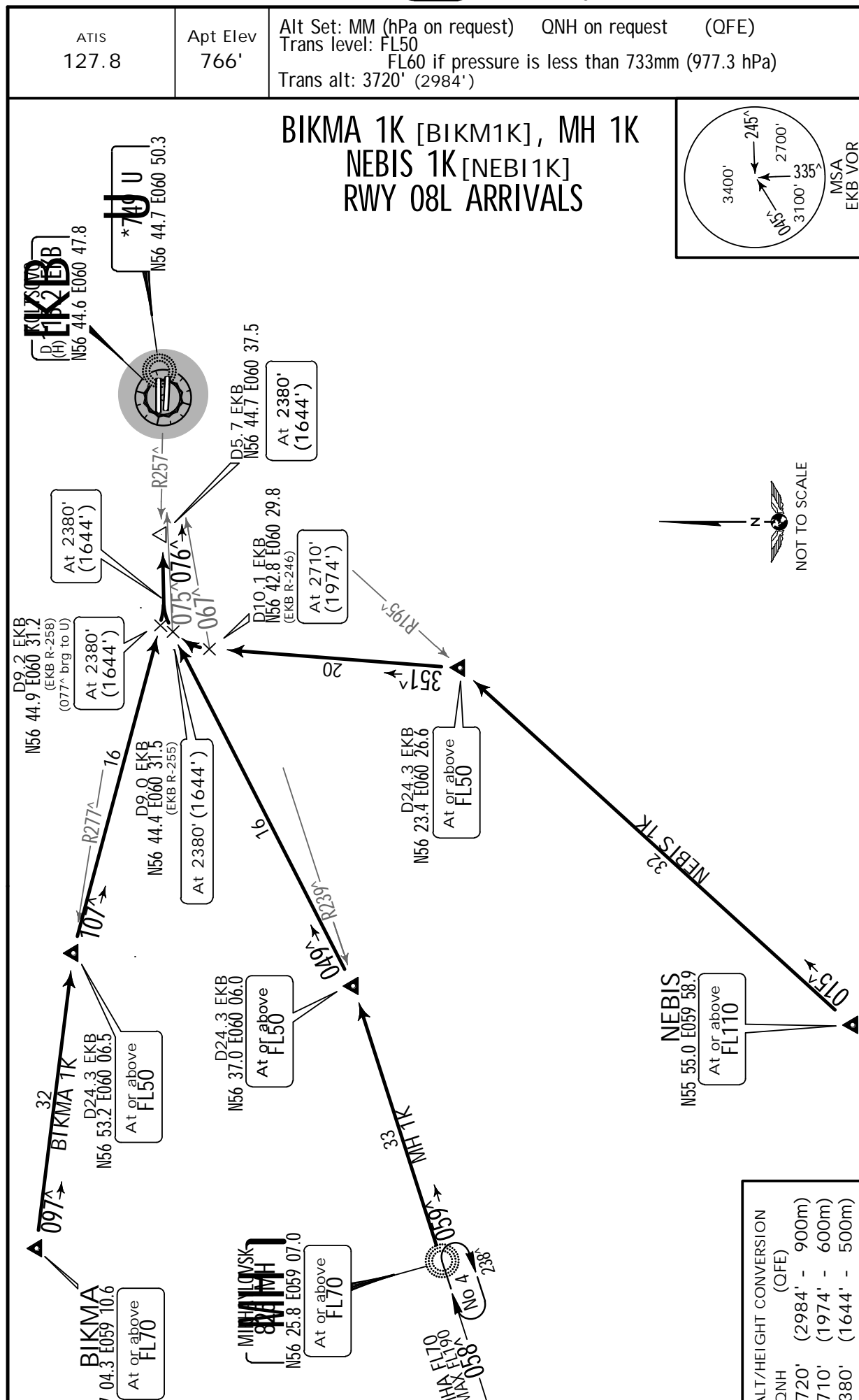
AR 1K, DISIR 1K [DISI1K]
TAKRA 1K [TAKR1K]
RWY 08L ARRIVALS



USSS/SVX
 KOLTSOVO

JEPPESSEN
 18 MAY 12 10-2E .Eff.31.May.

YEKATERINBURG, RUSSIA
 .STAR.



USSS/SVX
KOLTSOVO

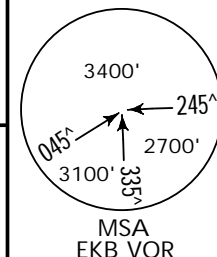
JEPPESEN
18 MAY 12 10-2F .Eff.31.May.

YEKATERINBURG, RUSSIA
.STAR.

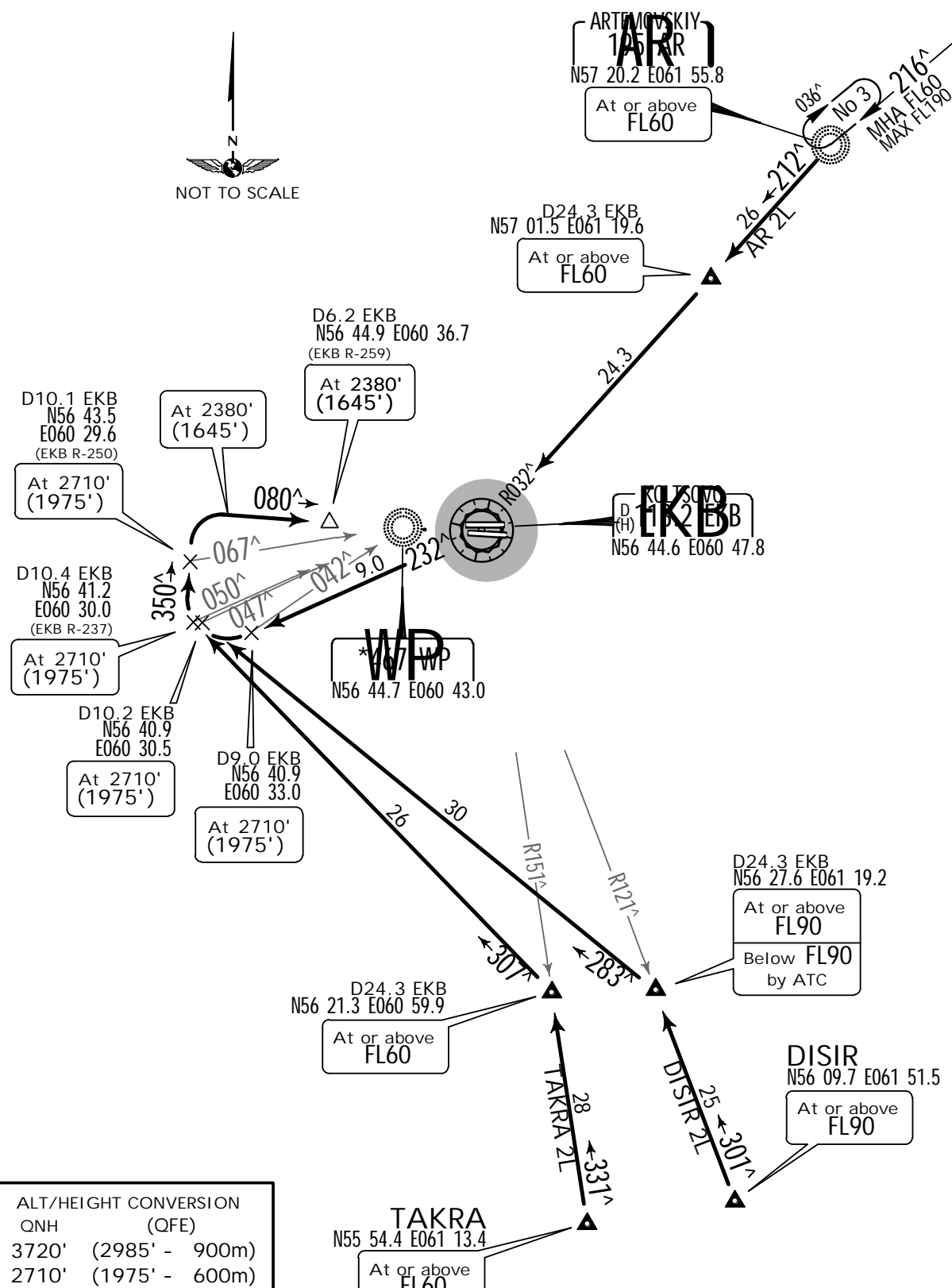
ATIS
127.8

Apt Elev
766'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3720' (2985')



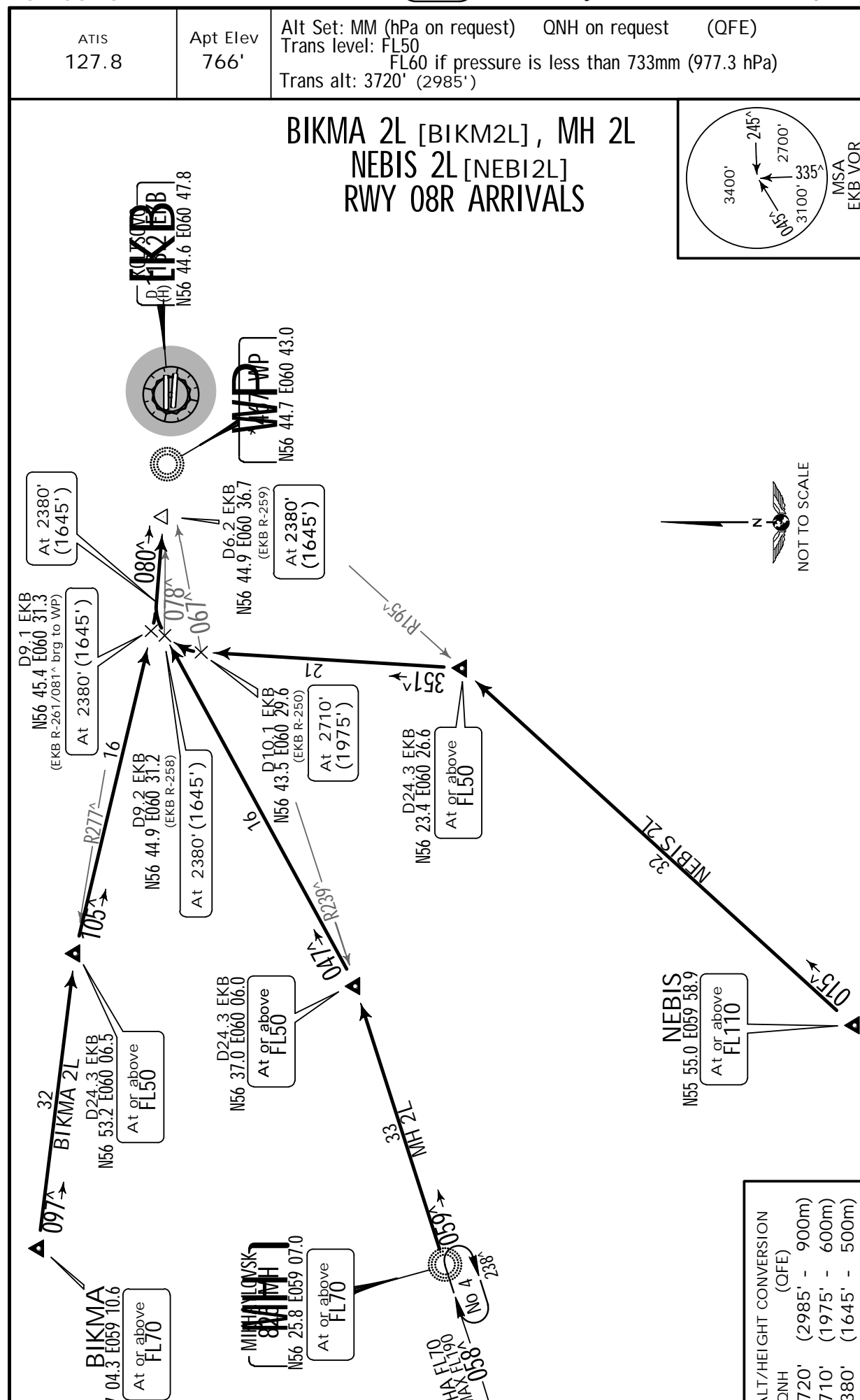
AR 2L, DISIR 2L [DISI2L]
TAKRA 2L [TAKR2L]
RWY 08R ARRIVALS



USSS/SVX
KOLTSOVO

JEPPESEN
18 MAY 12 10-2G .Eff.31.May.

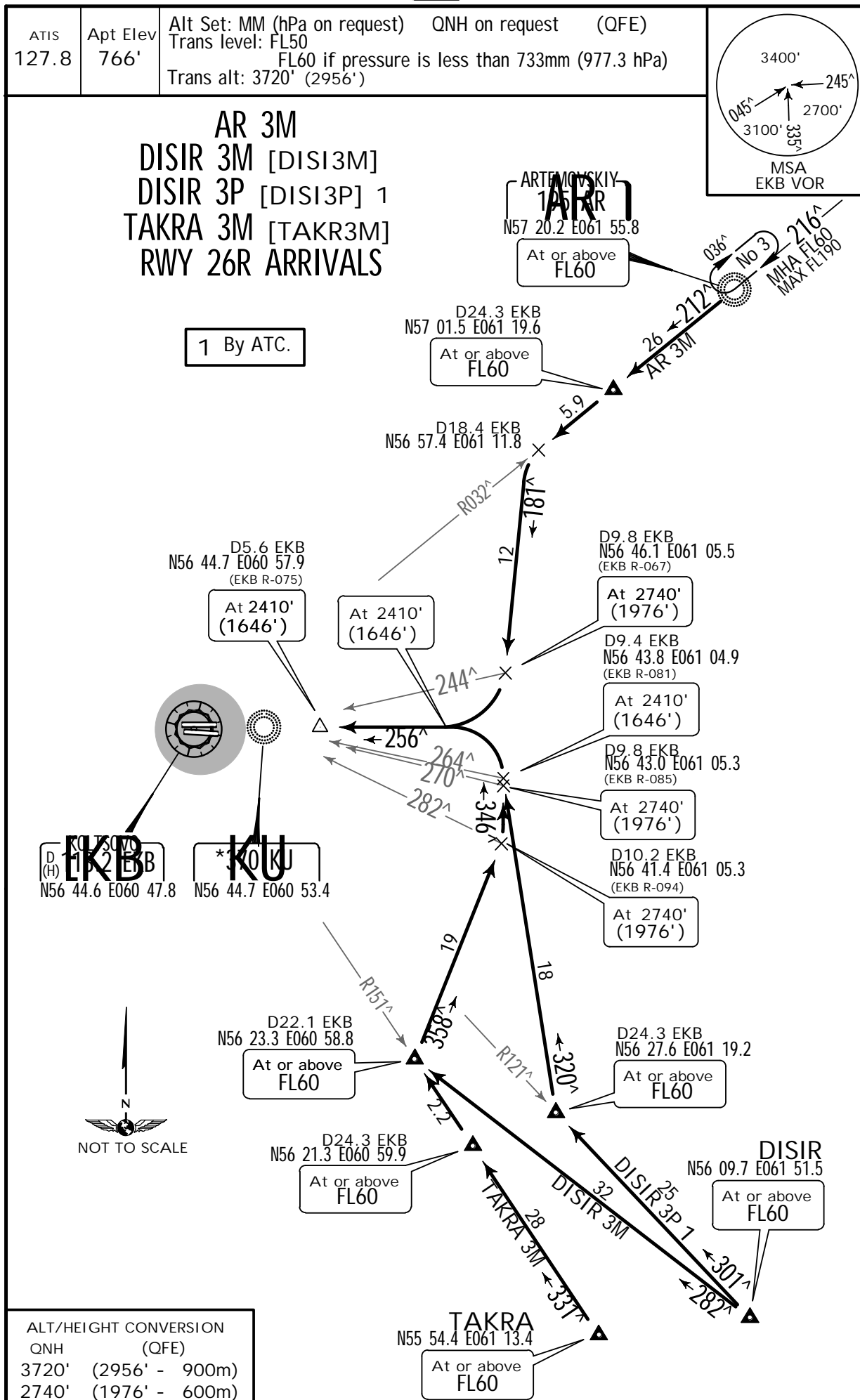
YEKATERINBURG, RUSSIA
.STAR.

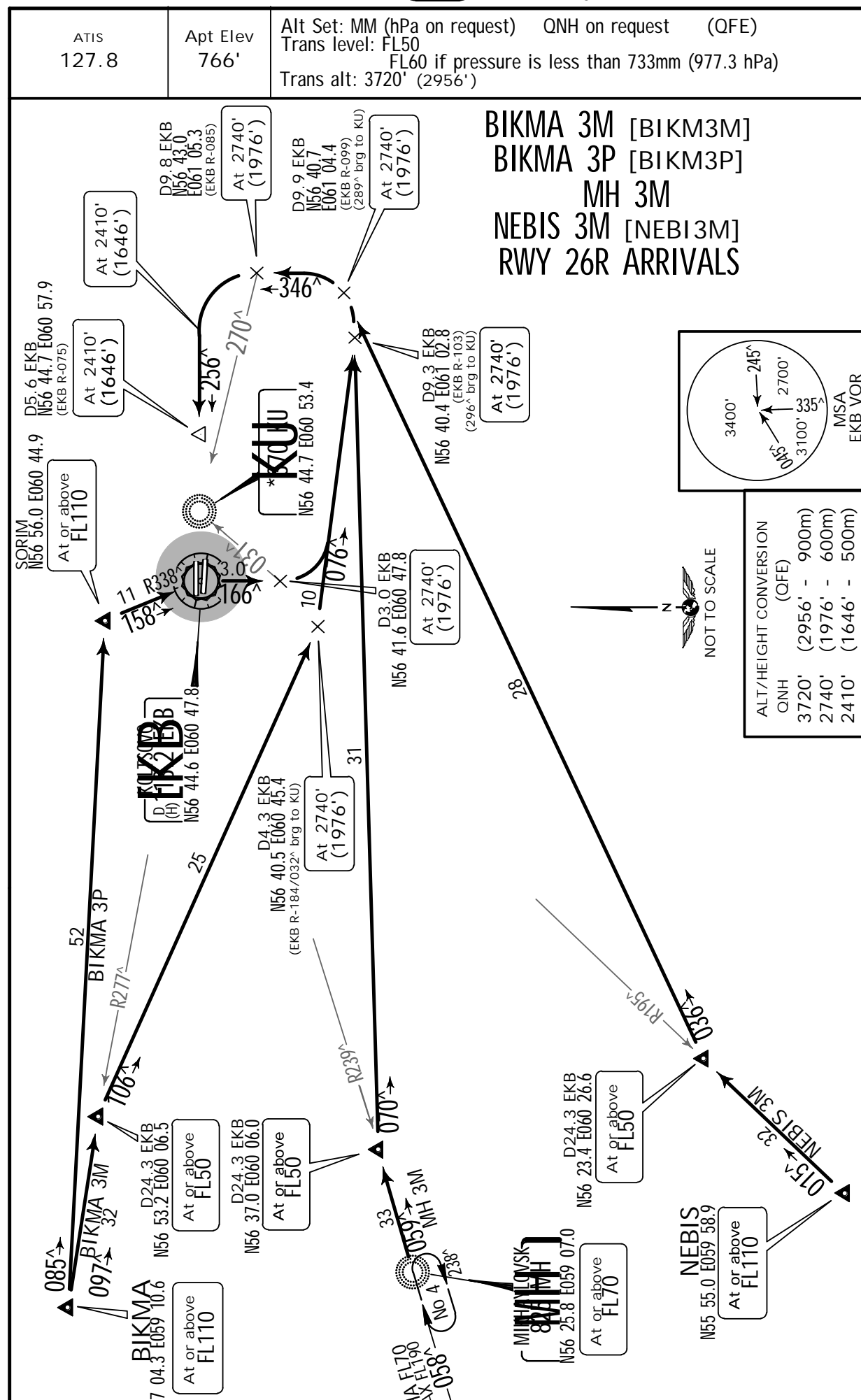


USSS/SVX
KOLTSOVO

JEPPESSEN
18 MAY 12 (10-2H) .Eff.31.May.

YEKATERINBURG, RUSSIA
.STAR.

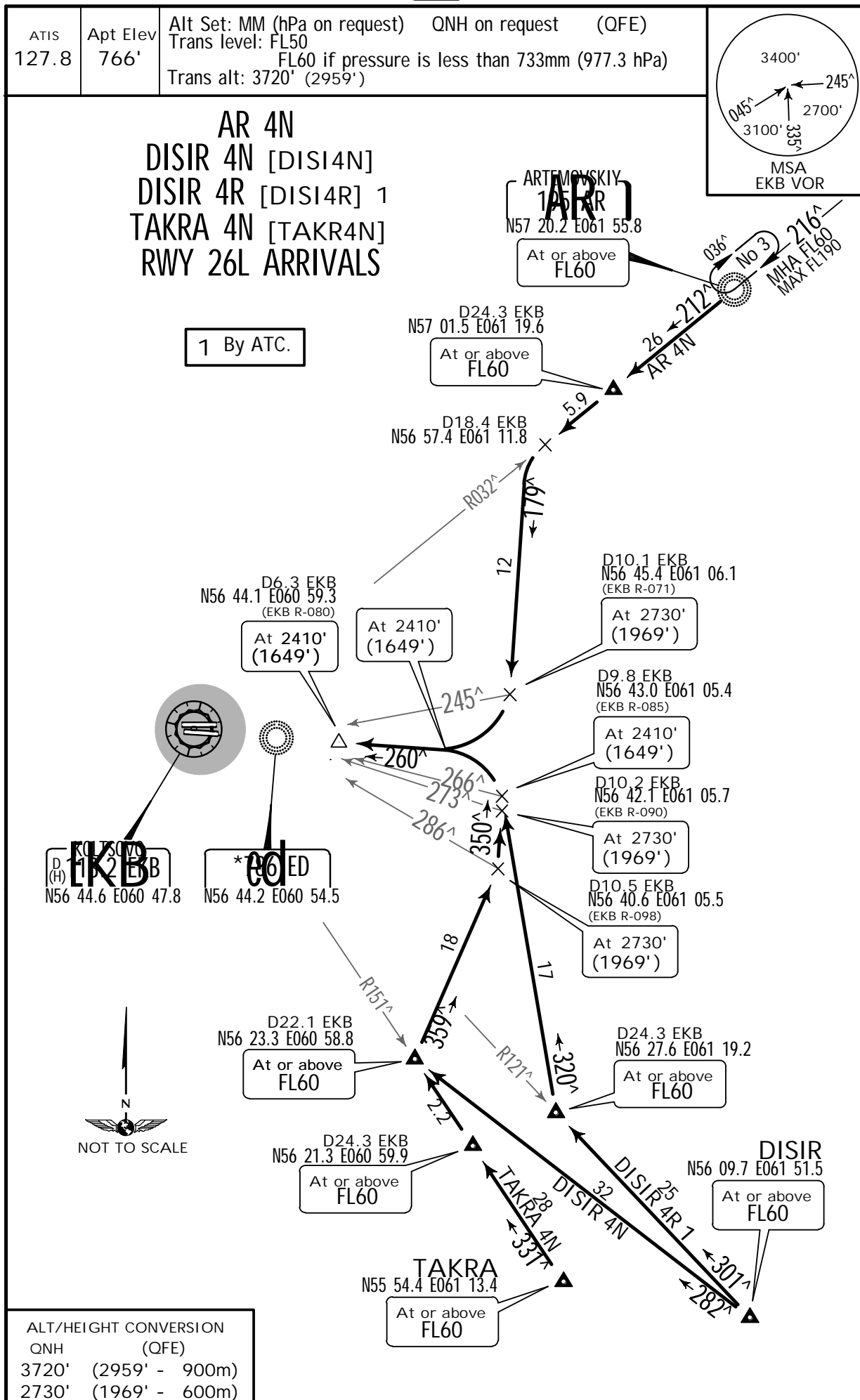


USSS/SVX
KOLTSOVOJEPPESEN
18 MAY 12 (10-2J) .Eff.31.May.YEKATERINBURG, RUSSIA
.STAR.

USSS/SVX
KOLTSOVO

JEPPesen
18 MAY 12 (10-2K) .Eff.31.May.

YEKATERINBURG, RUSSIA
.STAR.



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KOLTSOVO

18 MAY 12

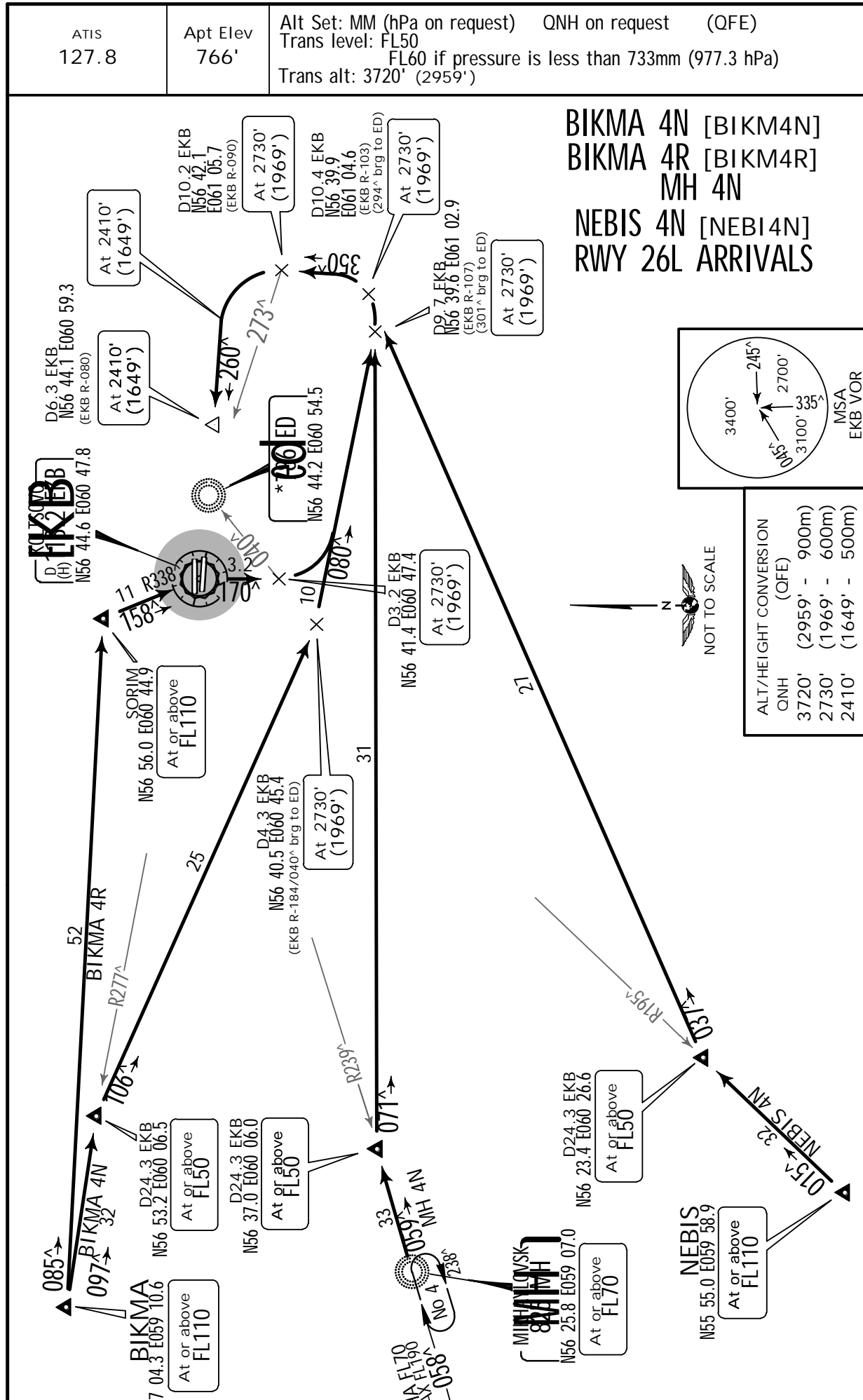
JEPPESEN

YEKATERINBURG, RUSSIA

(10-2L)

.Eff.31.May.

.STAR.



USSS/SVX
KOLTSOVO

19 JUL 13

10-3

Eff. 25 Jul.

YEKATERINBURG, RUSSIA
.SID.

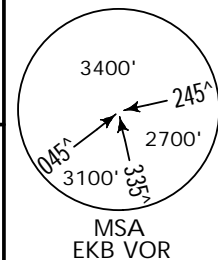
Apt Elev
766'

QNH on request (QFE)

Trans level: FL50

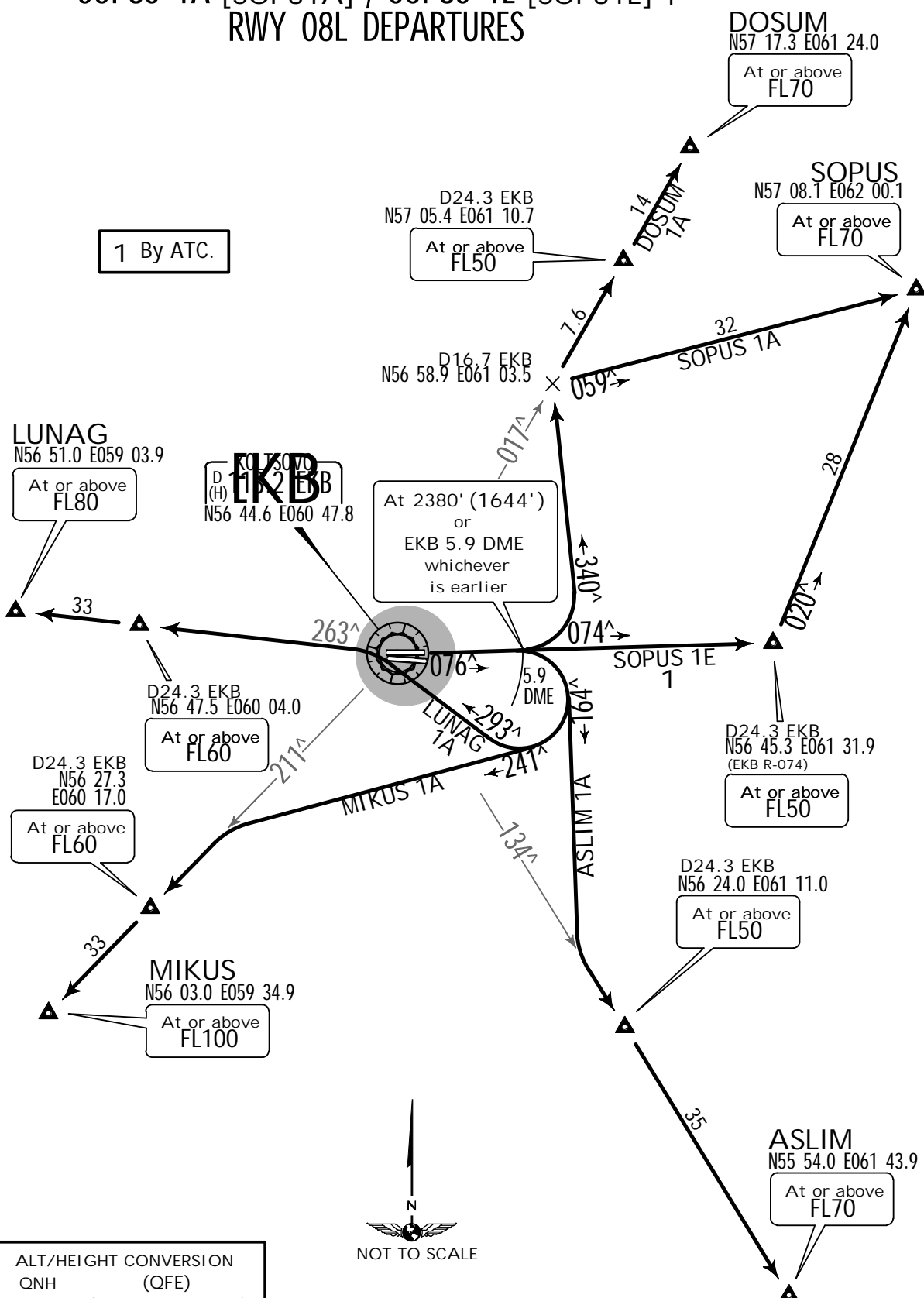
FL60 if pressure is less than 733mm (977.3 hPa)

Trans alt: 3720' (2984')



ASLIM 1A [ASLI1A] , DOSUM 1A [DOSU1A]
LUNAG 1A [LUNA1A] , MIKUS 1A [MIKU1A]
SOPUS 1A [SOPU1A] , SOPUS 1E [SOPU1E] 1
RWY 08L DEPARTURES

1 By ATC.



USSS/SVX
KOLTSOVO

19 JUL 13

10-3B

.Eff.25.Jul.

YEKATERINBURG, RUSSIA

.SID.

Apt Elev
766'

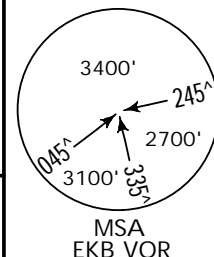
QNH on request (QFE)

Trans level: FL50

FL60 if pressure is less than 733mm (977.3 hPa)

Trans alt: 3720' (2956')

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



ASLIM 3D [ASLI3D] , DOSUM 3D [DOSU3D]
LUNAG 3D [LUNA3D] , MIKUS 3D [MIKU3D]
SOPUS 3D [SOPU3D] , SOPUS 3E [SOPU3E] 1
RWY 26R DEPARTURES

DOSUM
N57 17.3 E061 24.0

At or above
FL70

1 By ATC.

N57 05.4 E061 10.7 D24.3 EKB

At or above
1150

N56 58.9 E061 03.5

N56 58.9 E061 03.5

LUNAG
N56 51.0 E059 03.9

At or above
FL80

D24.3 EKB
N56 47.5 E060 04.0

At or above
FL60

At
1750'
(986')

N56 45.3 E061 31.9

At or above
FL50

D24.3 EKB
N56 27.3 E060 17.0

At or above
FL60

MIKUS
N56 03.0 E059 34.9

At or above
FL100

D24.3 EKB
N56 24.0 E061 11.0

At or above
FL50

ASLIM
N55 54.0 E061 43.9

At or above
FL70

ALT/HEIGHT CONVERSION
QNH (QFE)
1750' (986' - 300m)



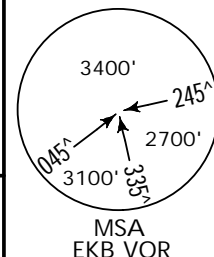
USSS/SVX
KOLTISOVO

JEPPesen
19 JUL 13 (10-3C) .Eff.25.Jul.

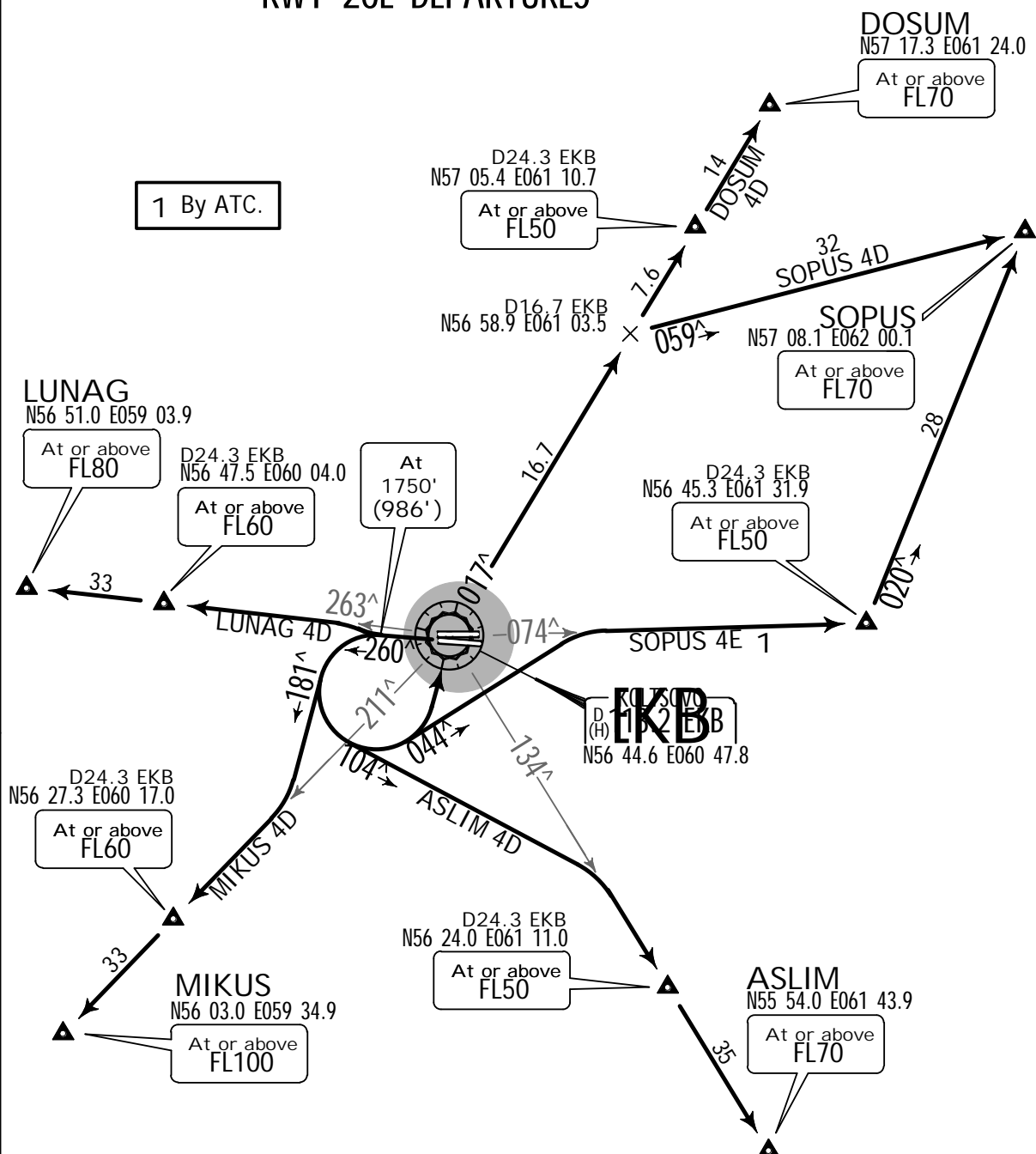
YEKATERINBURG, RUSSIA
.SID.

Apt Elev
766'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3720' (2956')
Take off should be executed with noise abatement procedures
according to Flight Operation Manual.



ASLIM 4D [ASLI4D] , DOSUM 4D [DOSU4D]
LUNAG 4D [LUNA4D] , MIKUS 4D [MIKU4D]
SOPUS 4D [SOPU4D] , SOPUS 4E [SOPU4E] 1
RWY 26L DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
1750' (986' - 300m)



USSS/SVX

Apt Elev 768
N56 44.6 E060 48.3

JEPPESEN

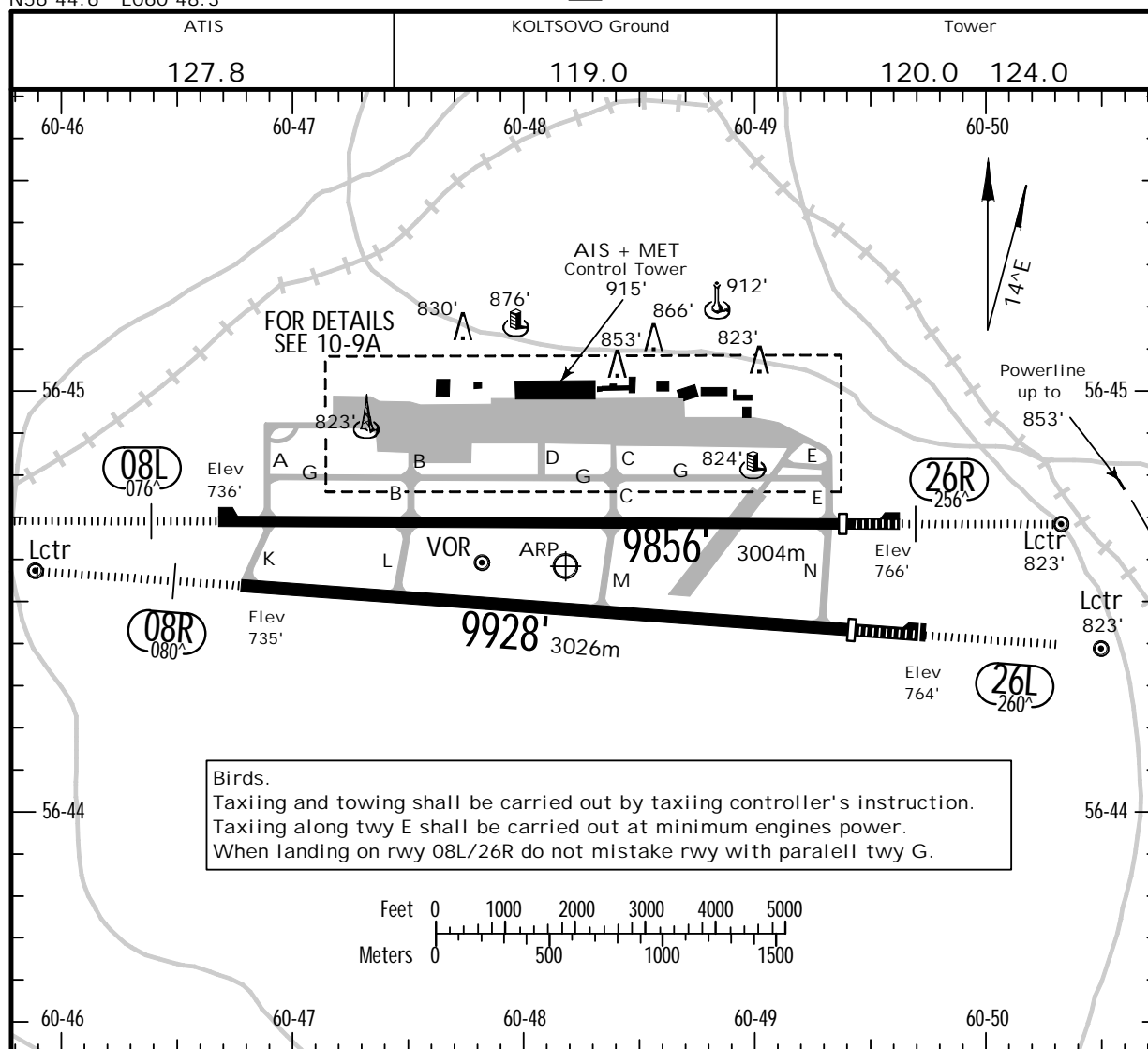
YEKATERINBURG, RUSSIA

5 SEP 14

(10-9)

.Eff.18.Sep.

KOLTSOVO



ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
RWY					Threshold	Glide Slope		
08L	HIRL (57m)	HIALS	PAPI-L (3.00°)	1		8823' 2689m	2	148' 45m
26R	HIRL (57m)	HIALS	PAPI-L (3.17°)	1	9036' 2754m	8003' 2439m		
08R	HIRL (60m)	HIALS	PAPI-L (2.67°)	1	9682' 2951m	8710' 2655m	2	174' 53m
26L	HIRL (60m)	HIALS	PAPI-L (2.83°)	1	8862' 2701m	7829' 2386m		

1 Use by B747 acft prohibited.

2 TAKE-OFF RUN AVAILABLE

RWY 08L:

From rwy head 9856' (3004m)
 twy A int 9154' (2790m)
 twy B int 7073' (2156m)

RWY 08R:

From rwy head 9682' (2951m)
 twy L int 7434' (2266m)

RWY 26R:

From rwy head 9856' (3004m)
 twy E int 8835' (2693m)
 twy C int 5709' (1740m)

RWY 26L:

From rwy head 9928' (3026m)
 twy N int 8419' (2566m)
 twy M int 5197' (1584m)

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

LVP must be in force

RCLM (DAY only)
or RLRCLM (DAY only)
or RL

250m

400m

USSS/SVX



JEPPESEN

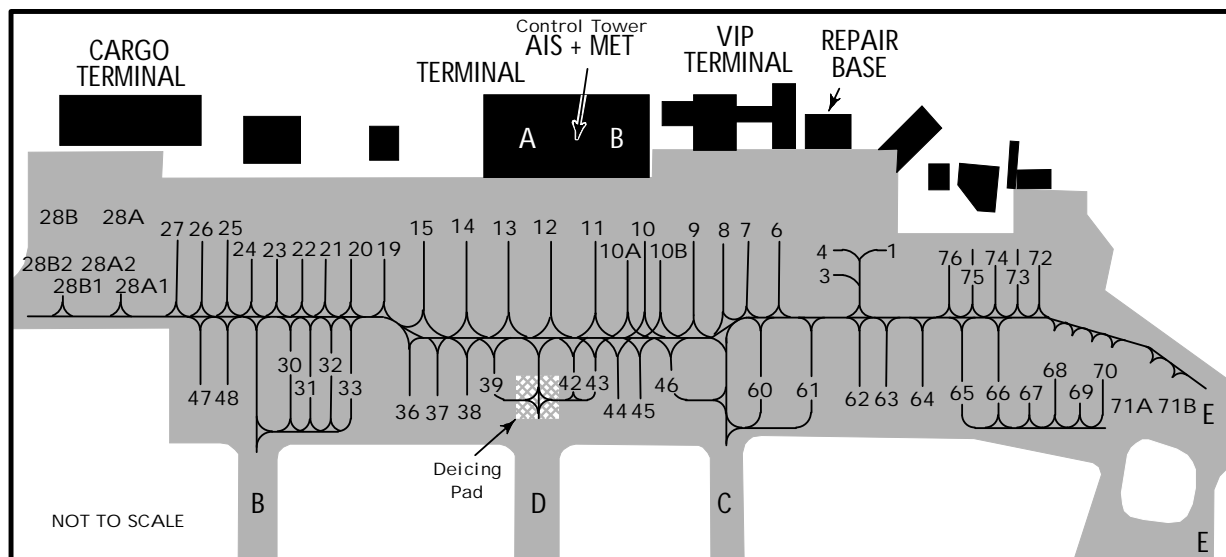
5 SEP 14

(10-9A)

.Eff.18.Sep.

YEKATERINBURG, RUSSIA

KOLTSOVO



Stands 28A, 28B, 36 thru 39, 42 thru 46 and 72 thru 76 available for helicopters.

INS COORDINATES

STAND No.	COORDINATES		ELEV	STAND No.	COORDINATES		ELEV
6	N56 45.0	E060 48.5	757	23	N56 45.0	E060 47.6	748
7	N56 45.0	E060 48.4	755	24	N56 45.0	E060 47.5	749
8	N56 45.0	E060 48.4	754	25	N56 45.0	E060 47.5	748
9	N56 45.0	E060 48.3	754	26	N56 45.0	E060 47.4	748
10	N56 45.0	E060 48.2	753	27	N56 45.0	E060 47.4	747
10A	N56 45.0	E060 48.2	752	28A	N56 45.0	E060 47.3	748
10B	N56 45.0	E060 48.2	753	28B	N56 45.0	E060 47.2	747
11	N56 45.0	E060 48.1	752	36 thru 38	N56 44.9	E060 47.9	747
12	N56 45.0	E060 48.1	751	39	N56 44.9	E060 48.0	748
13	N56 45.0	E060 48.0	751	42	N56 44.9	E060 48.1	749
14	N56 45.0	E060 48.0	750	43	N56 44.9	E060 48.2	750
15	N56 45.0	E060 47.9	750	44, 45	N56 44.9	E060 48.2	751
19	N56 45.0	E060 47.8	750	46	N56 44.9	E060 48.3	752
20	N56 45.0	E060 47.8	749				
21, 22	N56 45.0	E060 47.7	749				

LOW VISIBILITY PROCEDURES (LVP)

Low visibility procedures shall come into force when rwy visibility values are less than 800m and/or cloud ceiling is 60m. The implementation of LVP will be broadcasted by ATIS:
"Low visibility procedures in progress".

1. Arrival

During LVP LOC and GP signals will be protected from interference when acft is on final approach segment.

ILS critical areas must be cleared of other acft and vehicles.

After landing in low visibility conditions the flight crew must report to TWR controller about landing, vacation of rwy and ILS critical area and also of any other airfield segments by the instructions (request) of the controller.

2. Departure

Before departure in low visibility conditions the flight crew must report to TWR controller about vacation/occupation of rwy and ILS critical area and also of any other airfield segments by the instructions (request) of the controller.

USSS/SVX


JEPPESEN
 7 DEC 12
 .Eff.13.Dec. 10-9S

 Standard.
YEKATERINBURG, RUSSIA
 KOLTSOVO

STRAIGHT-IN RWY		A	B	C	D
08L	ILS	936' (200')	936' (200')	936' (200')	936' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB 1 with FAF	1470' (734') C2700m	1470' (734') C2700m	1470' (734') C2700m	1470' (734') C2700m
	ALS out	C3400m	C3400m	C3400m	C3400m
	NDB w/o FAF	1830' (1094') C4300m	1830' (1094') C4300m	1830' (1094') C4500m	1830' (1094') C4500m
08R	ILS	935' (200')	935' (200')	935' (200')	935' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB 1 with FAF	1070' (335') R800m	1070' (335') R800m	1070' (335') R800m	1070' (335') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	NDB w/o FAF	1710' (975') C4000m	1710' (975') C4000m	1710' (975') C4200m	1710' (975') C4200m
26L	ILS	961' (200')	961' (200')	961' (200')	961' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV 1	1260' (499') R1500m	1260' (499') R1500m	1260' (499') R1500m	1260' (499') R1500m
	ALS out	R1500m	R1500m	C2300m	C2300m
	NDB 1	1240' (479') R1500m	1240' (479') R1500m	1240' (479') R1500m	1240' (479') R1500m
26R	ILS	964' (200')	964' (200')	964' (200')	964' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV 1	1260' (496') R1500m	1260' (496') R1500m	1260' (496') R1500m	1260' (496') R1500m
	ALS out	R1500m	R1500m	C2300m	C2300m
	NDB 1	1220' (456') R1400m	1220' (456') R1400m	1220' (456') R1400m	1220' (456') R1400m
	ALS out	R1500m	R1500m	C2100m	C2100m

1 Continuous Descent Final Approach

USSS/SVX



YEKATERINBURG, RUSSIA
Standard.
KOLTSOVO

TAKE-OFF RWY 08L/R, 26L/R

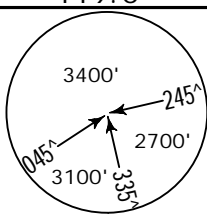
LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

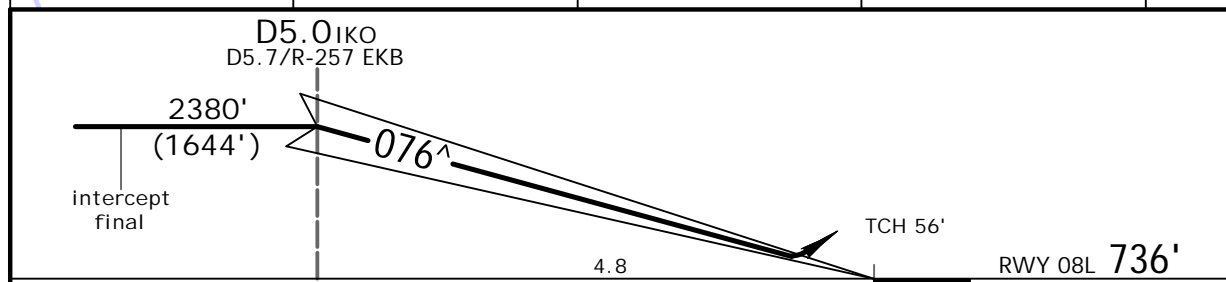
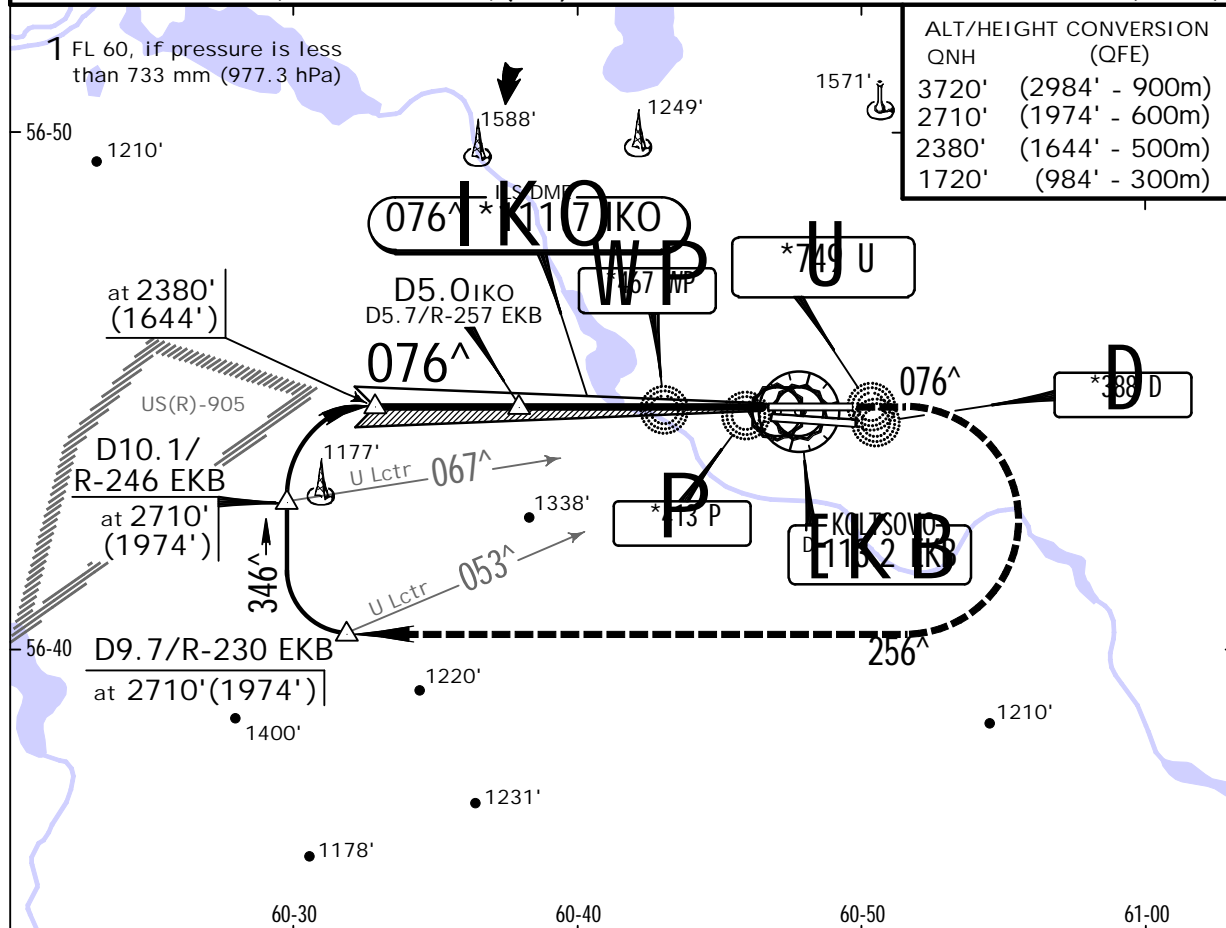
USSS/SVX
KOLTSOVO

JEPPESEN
18 MAY 12 (11-1) .Eff.31.May.

YEKATERINBURG, RUSSIA
ILS DME Rwy 08L

BRIEFING STRIP™

ATIS 127.8	KOLTSOVO Approach 125.9 124.0	KOLTSOVO Radar 118.7 124.0	KOLTSOVO Tower 120.0 124.0	Ground 119.0
LOC IKO *111.7	Final Apch Crs 076^	GS No Alt published	ILS DA(H) 936'(200')	Apt Elev 766' RWY 736'
MISSED APCH: Climb on 076^ to 1720'(984'), then turn RIGHT onto 256^ climbing to 2710'(1974'), then according to chart.				 <p>MSA EKB VOR</p>
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 1
				Trans alt: 3720' (2984')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1720' (984')	076^	256^	2710' (1974')
GS	3.00^	377	484	538	646	753	PAPI	↑	on	RT	↑

STRAIGHT-IN LANDING RWY 08L		LOC (GS out)	
ILS			
DA(H) 936'(200')			
FULL	ALS out		
A			
B			
C	800m	1200m	NOT AUTHORIZED
D			

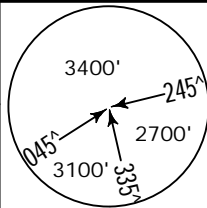
NS OPS

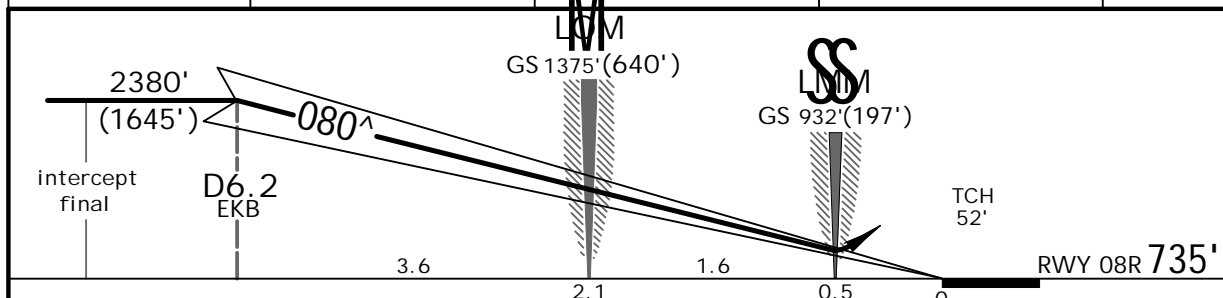
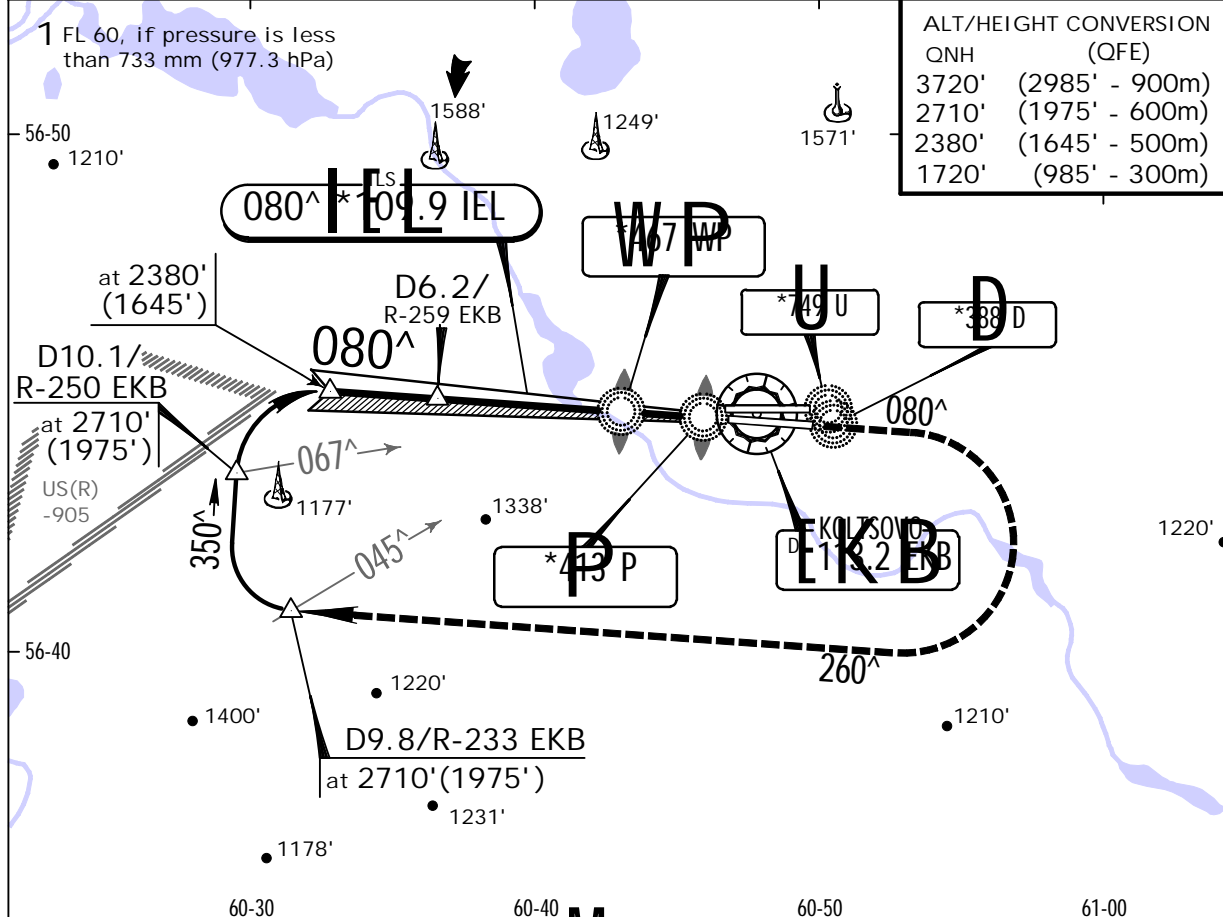
USSS/SVX
KOLTSOVO

JEPPESEN
18 MAY 12 (11-2) .Eff.31.May.

YEKATERINBURG, RUSSIA
ILS Rwy 08R

BRIEFING STRIP

ATIS 127.8	KOLTSOVO Approach 125.9 124.0	KOLTSOVO Radar 118.7 124.0	KOLTSOVO Tower 120.0 124.0	Ground 119.0
LOC IEL *109.9	Final Apch Crs 080^	GS LOM 1375'(640')	ILS DA(H) 935'(200')	Apt Elev 766' RWY 735'
MISSED APCH: Climb on 080^ to 1720'(985'), then turn RIGHT onto 260^ climbing to 2710'(1975'), then according to chart.				 <p>MSA EKB VOR</p>
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 1
				Trans alt: 3720' (2985')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1720' (985')	080^	260^	2710' (1975')
GS	2.67^	336	432	480	576	671	PAPI	↑	↑	RT	↑

STRAIGHT-IN LANDING RWY 08R		LOC (GS out)	
ILS			
DA(H) 935'(200')			
FULL	ALS out		
A			
B			
C	800m	1200m	NOT AUTHORIZED
D			

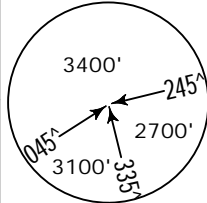
NS OPS

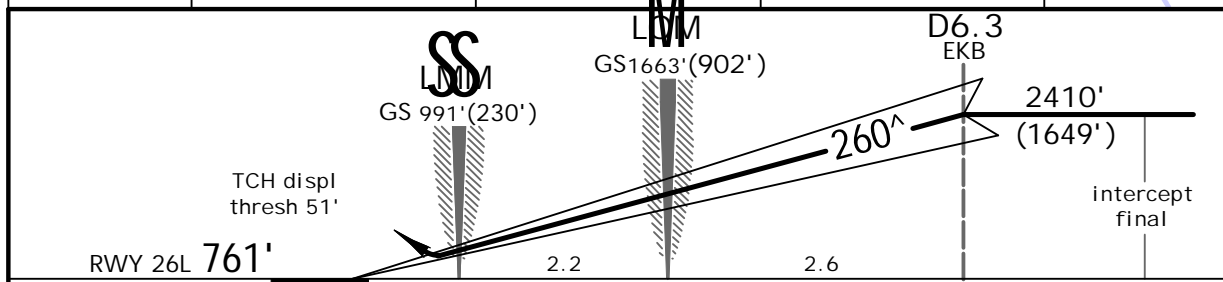
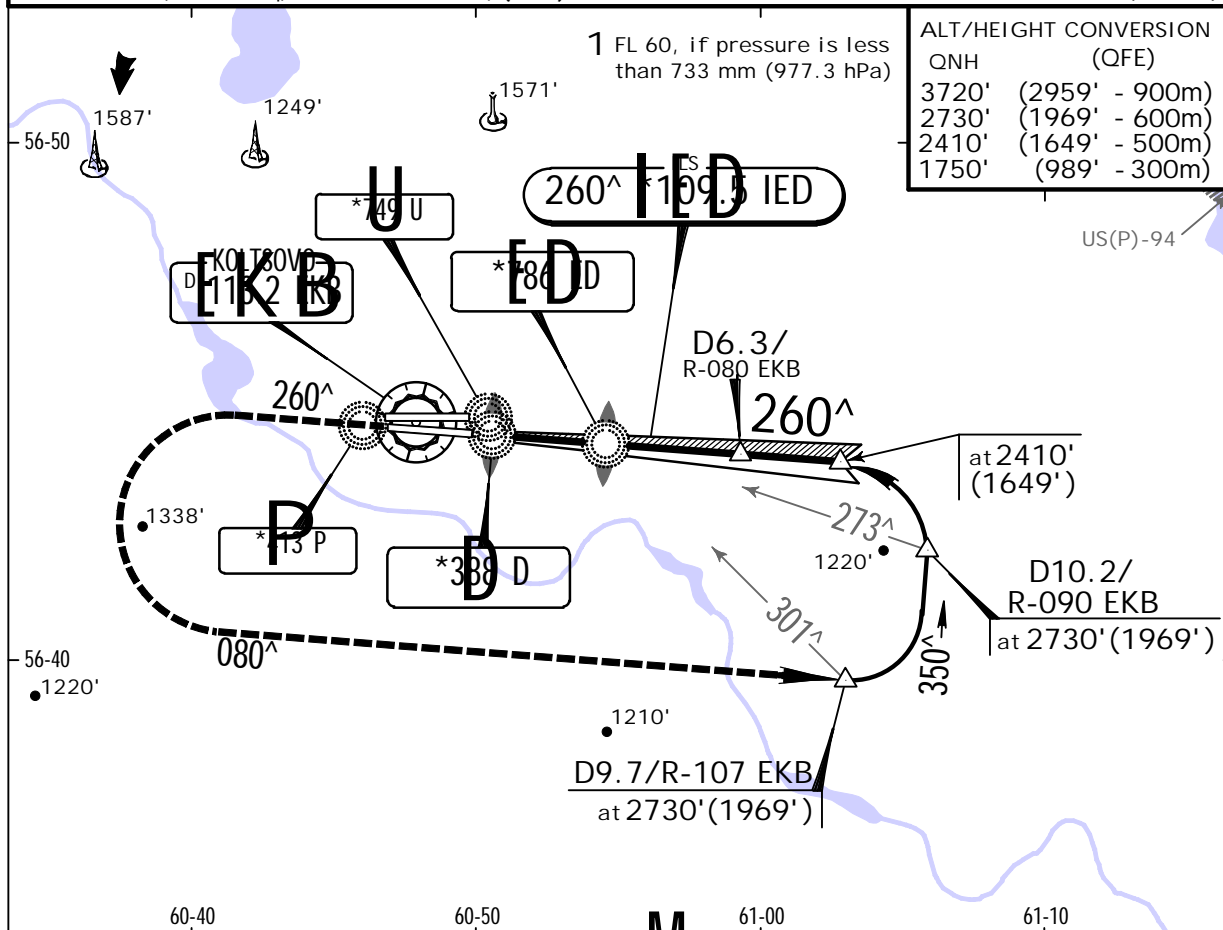
USSS/SVX
KOLTSOVO

JEPPESSEN
4 NOV 11 (11-3) .Eff.17.Nov.

YEKATERINBURG, RUSSIA
ILS Rwy 26L

BRIEFING STRIP

ATIS 127.8	KOLTSOVO Approach 125.9 124.0	KOLTSOVO Radar 118.7 124.0	KOLTSOVO Tower 120.0 124.0	Ground 119.0
LOC IED *109.5	Final Apch Crs 260^	GS LOM 1663' (902')	ILS DA(H) 961' (200')	Apt Elev 766' RWY 761'
MISSED APCH: Climb on 260^ to 1750' (989'), then turn LEFT onto 080^ climbing to 2730' (1969'), then according to chart.				 <p>MSA EKB VOR</p>
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 1
				Trans alt: 3720' (2959')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1750' (989') on 260^	080^ LT	2730' (1969')
GS	2.83^	356	457	508	610	711	813			

STRAIGHT-IN LANDING RWY 26L		LOC (GS out)	
ILS			
DA(H) 961' (200')			
FULL	ALS out		
A			
B			
C	800m	1200m	NOT AUTHORIZED
D			

NS OPS

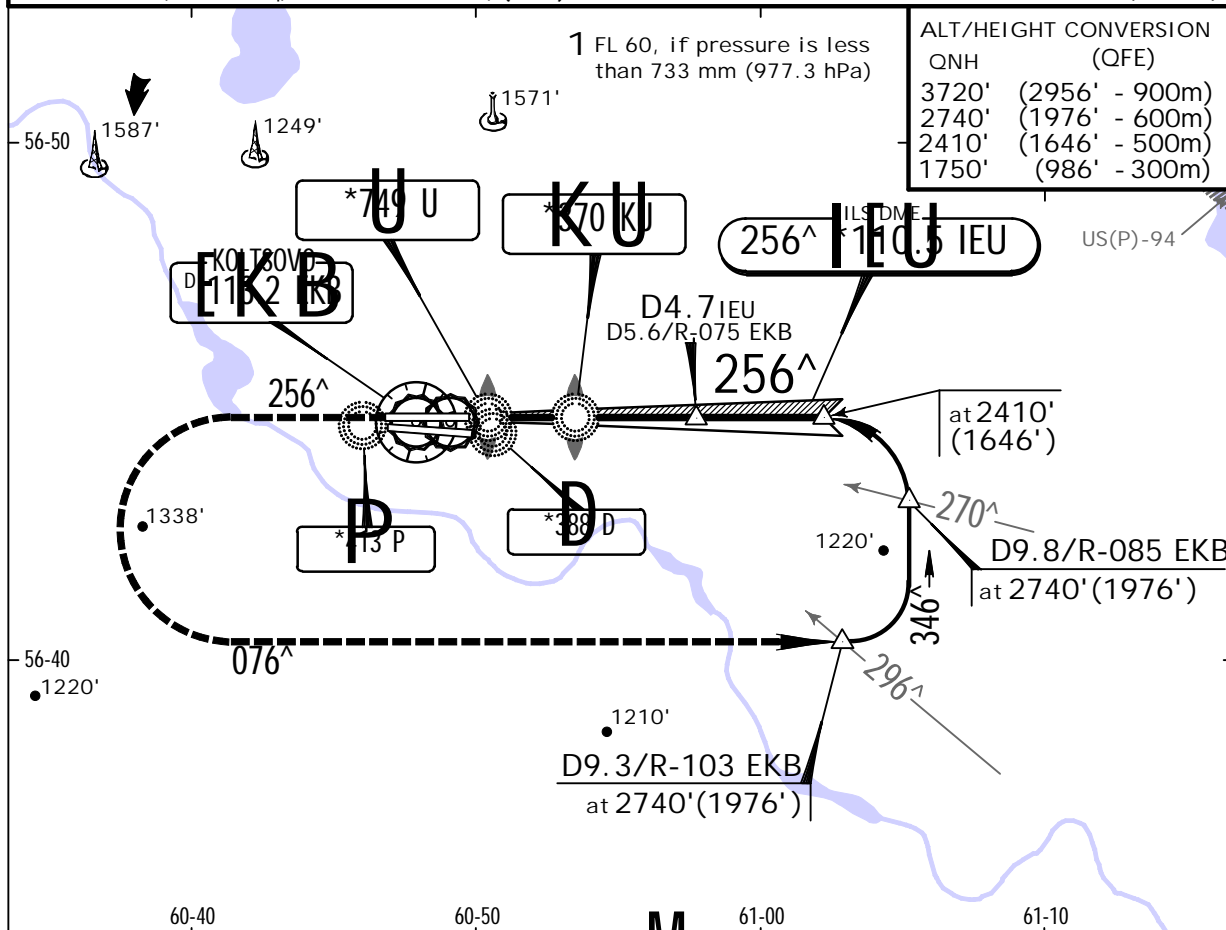
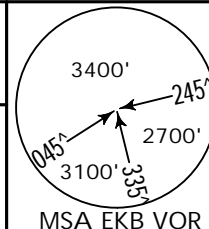
USSS/SVX
KOLTSOVO

JEPPESSEN
4 NOV 11 (11-4) .Eff.17.Nov.

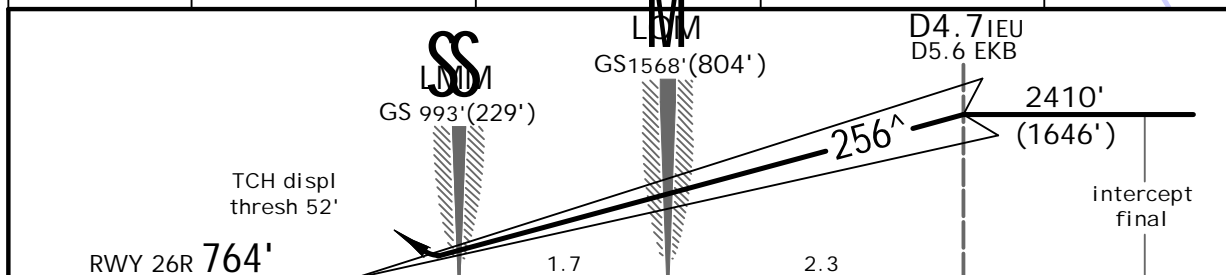
YEKATERINBURG, RUSSIA
ILS DME Rwy 26R

BRIEFING STRIP

ATIS 127.8	KOLTSOVO Approach 125.9 124.0	KOLTSOVO Radar 118.7 124.0	KOLTSOVO Tower 120.0 124.0	Ground 119.0
LOC IEU *110.5	Final Apch Crs 256^	GS LOM 1568' (804')	ILS DA(H) 964' (200')	Apt Elev 766' RWY 764'
MISSED APCH: Climb on 256^ to 1750' (986'), then turn LEFT onto 076^ climbing to 2740' (1976'), then according to chart.				MSA EKB VOR
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 1
				Trans alt: 3720' (2956')



ALT/HEIGHT CONVERSION	QNH	(QFE)
3720'	(2956' - 900m)	
2740'	(1976' - 600m)	
2410'	(1646' - 500m)	
1750'	(986' - 300m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1750' (986') on 256^	076^ LT	2740' (1976')
GS	3.17^	398	511	568	682	796	909			

STRAIGHT-IN LANDING RWY 26R		LOC (GS out)	
ILS			
DA(H) 964' (200')			
FULL	ALS out		
A			
B			
C	800m	1200m	NOT AUTHORIZED
D			

NS OPS

USSS/SVX
KOLTSOVO

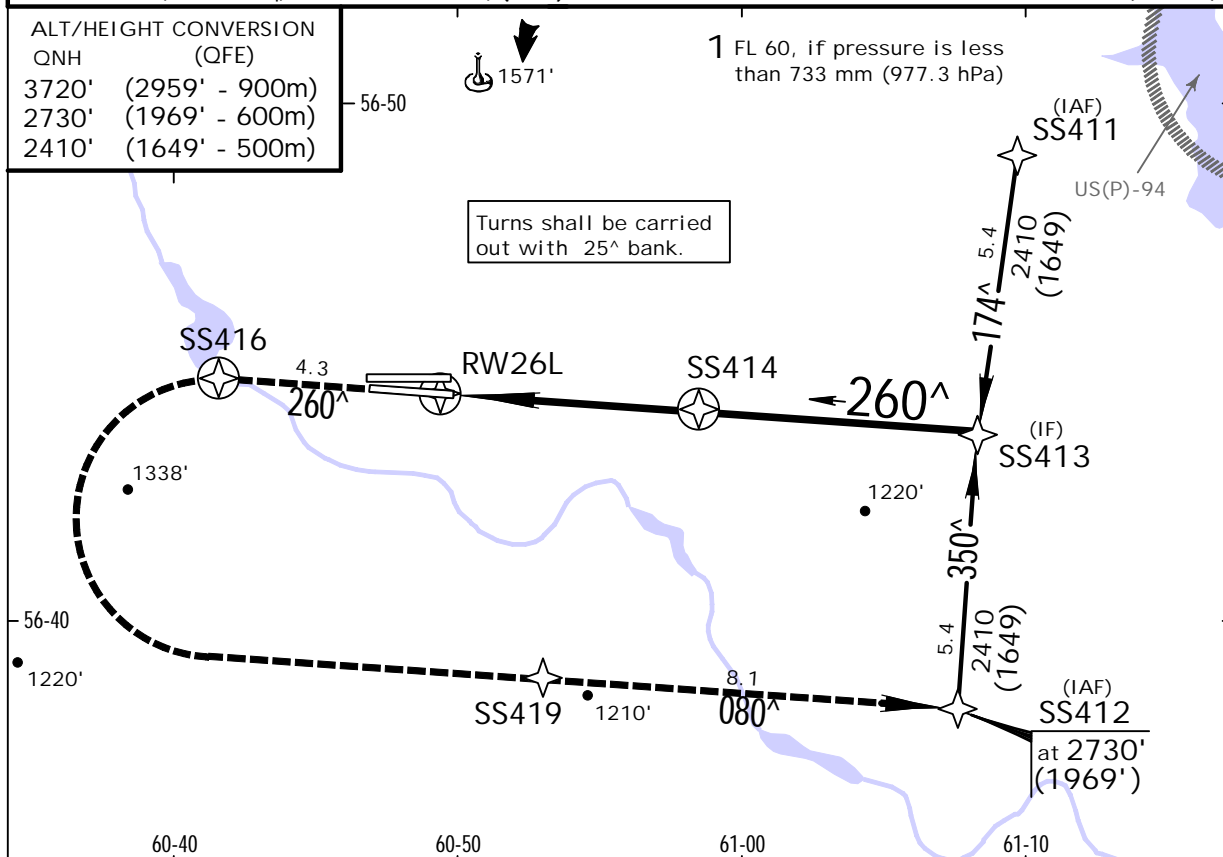
JEPPesen
4 NOV 11
Eff. 17 Nov. (12-1)

YEKATERINBURG, RUSSIA
RNAV (GNSS) Rwy 26L

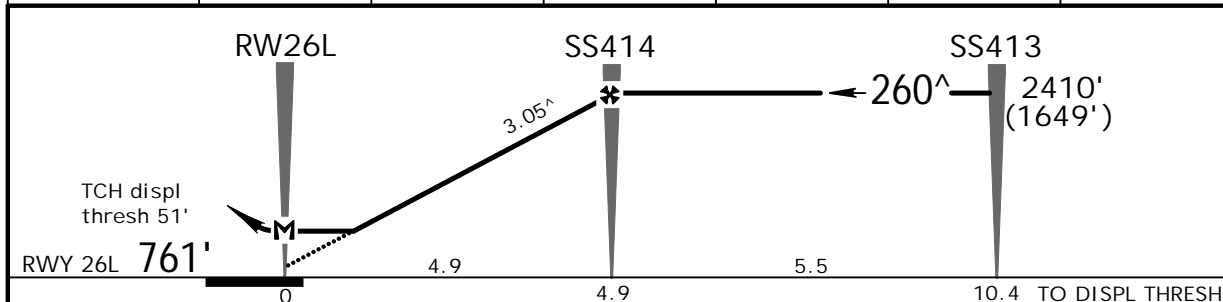
BRIEFING STRIP™

ATIS 127.8	KOLTSOVO Approach 125.9 124.0	KOLTSOVO Radar 118.7 124.0	KOLTSOVO Tower 120.0 124.0	Ground 119.0
RNAV	Final Apch Crs 260°	Minimum Alt SS414 2410' (1649')	MDA(H) 1260' (499')	Apt Elev 766' RWY 761'
MISSED APCH: Climb STRAIGHT AHEAD on track 260° to SS416, then turn LEFT climbing to 2730' (1969'), then proceed via SS419 to SS412, then according to chart or as directed.				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3720' (2959')



DIST to RW26L	1.6	2.2	2.7	3.2	3.8	4.3
ALTITUDE (HAT)	1340' (579')	1500' (739')	1670' (909')	1850' (1089')	2010' (1249')	2190' (1429')



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.05°	378	486	540	648	755	863
MAP at RW26L						

STRAIGHT-IN LANDING RWY 26L	
MDA(H) 1260' (499')	
ALS out	
A	800m
B	1600m
C	2000m

NS OPS

USSS/SVX
KOLTSOVO

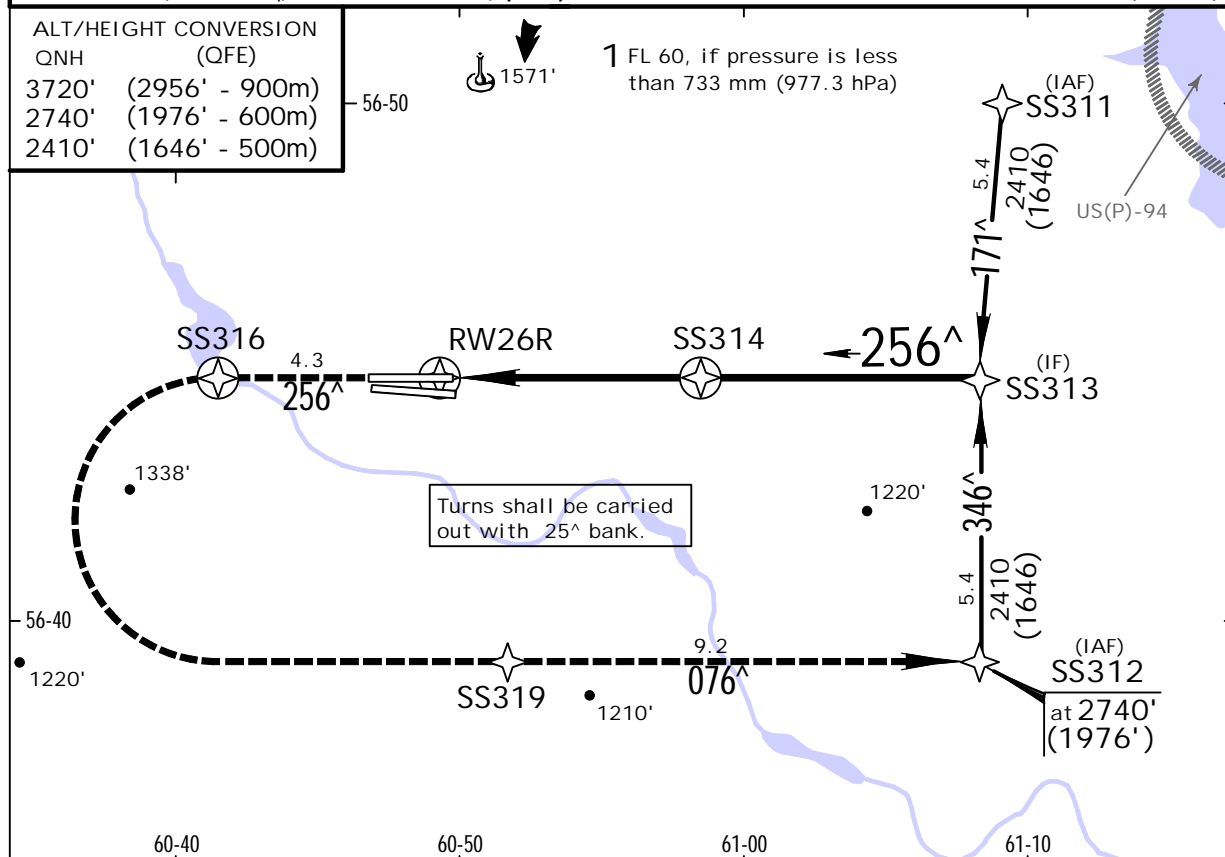
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4 NOV 11
Eff. 17 Nov. (12-2)

YEKATERINBURG, RUSSIA
RNAV (GNSS) Rwy 26R

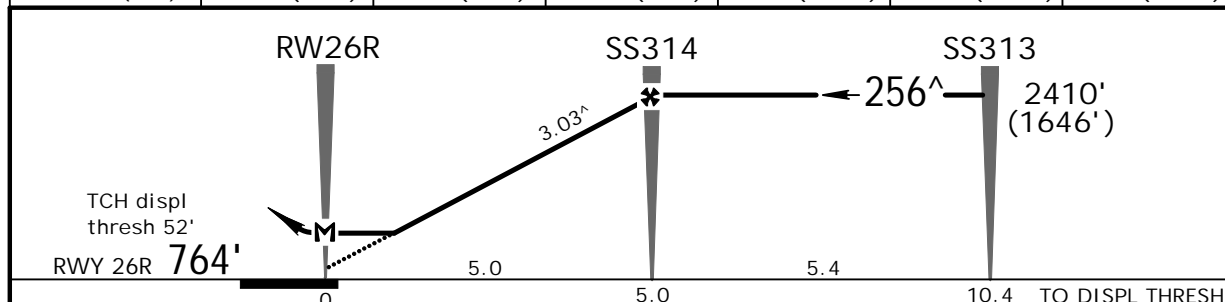
BRIEFING STRIP

ATIS	KOLTSOVO Approach		KOLTSOVO Radar		KOLTSOVO Tower		Ground
127.8	125.9	124.0	118.7	124.0	120.0	124.0	119.0
RNAV	Final Apch Crs 256 [^]	Minimum Alt SS314 2410'(1646')	MDA(H) 1260'(496')	Apt Elev 766'	RWY 764'		
MISSED APCH: Climb STRAIGHT AHEAD on track 256 [^] to SS316, then turn LEFT climbing to 2740' (1976'), then proceed via SS319 to SS312, then according to chart or as directed.							<p>MSA ARP</p>

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3720' (2956')



DIST to RW26R	1.6	2.2	2.7	3.2	3.8	4.3
ALTITUDE (HAT)	1340' (576')	1510' (746')	1670' (906')	1850' (1086')	2010' (1246')	2200' (1436')



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.03 [^]	375	482	536	643	750	858
MAP at RW26R						

STRAIGHT-IN LANDING RWY 26R	
MDA(H) 1260' (496')	
ALS out	
A	800m
B	1600m
C	2000m

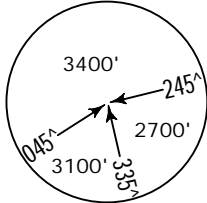
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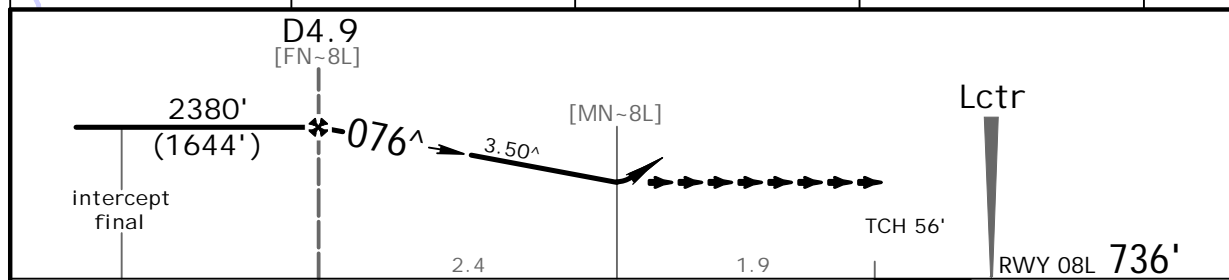
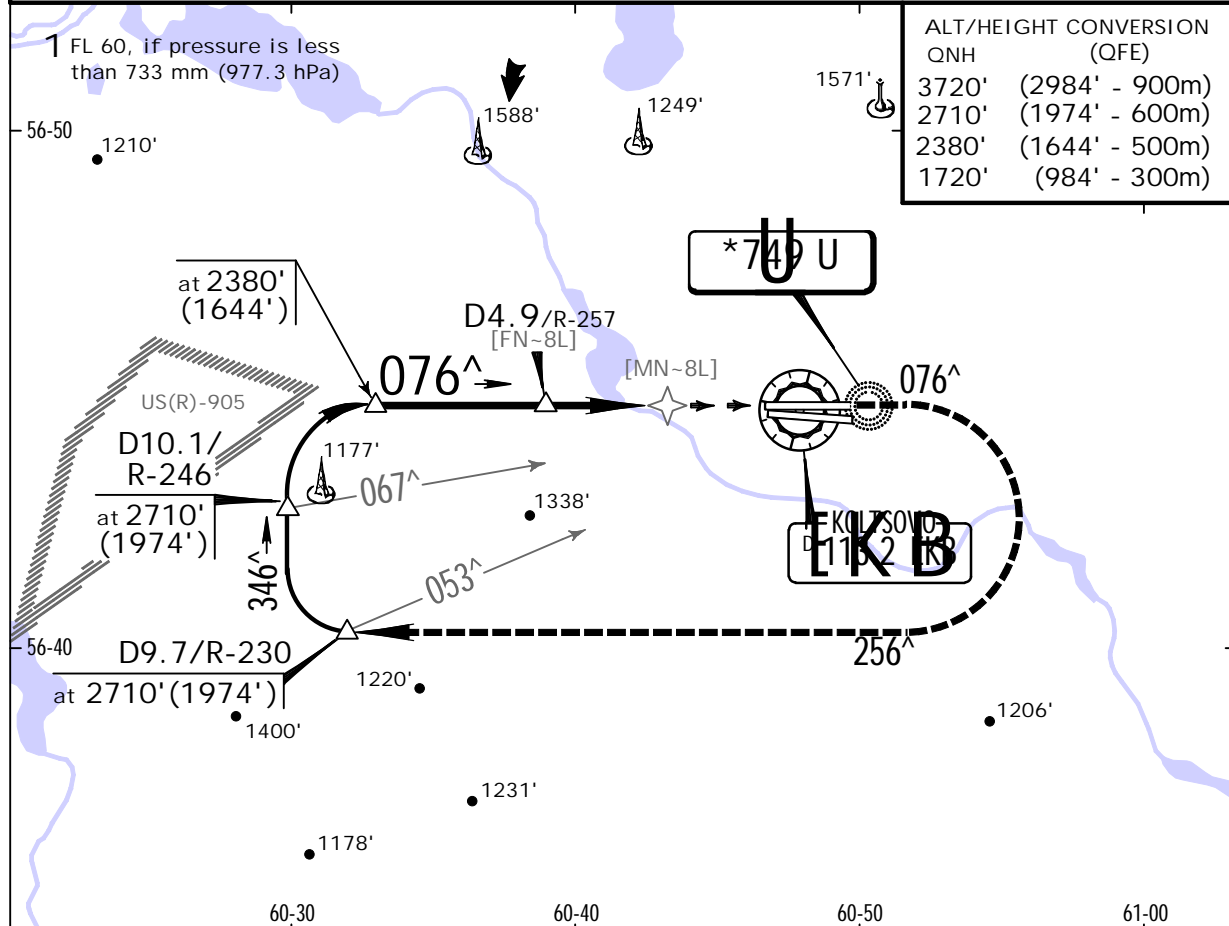
USSS/SVX
KOLTSOVO

JEPPESSEN
7 DEC 12 (16-1) .Eff.13.Dec.

YEKATERINBURG, RUSSIA
NDB Rwy 08L

BRIEFING STRIP

ATIS 127.8	KOLTSOVO Approach 125.9 124.0	KOLTSOVO Radar 118.7 124.0	KOLTSOVO Tower 120.0 124.0	Ground 119.0
Lctr U *749	Final Apch Crs 076^	Minimum Alt D4.9 2380'(1644')	MDA(H) (CONDITIONAL) 1470'(734')	Apt Elev 766' RWY 736'
MISSED APCH: Climb on 076^ to 1720'(984'), then turn RIGHT onto 256^ climbing to 2710'(1974'), then according to chart.				 <p>MSA EKB VOR</p>
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 1
				Trans alt: 3720' (2984')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1720' (984')	076^	256^	2710' (1974')
Descent Angle	3.50^	434	557	619	743	867	PAPI	↑	on	RT	↑

STRAIGHT-IN LANDING RWY 08L			
with FAF		w/o FAF	
MDA(H) 1470'(734')		MDA(H) 1830'(1094')	
	ALS out		ALS out
A			
B			
C	3200m	3200m	3200m
D	3600m	4400m	4800m

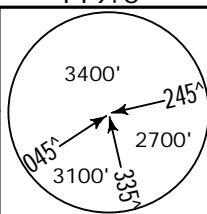
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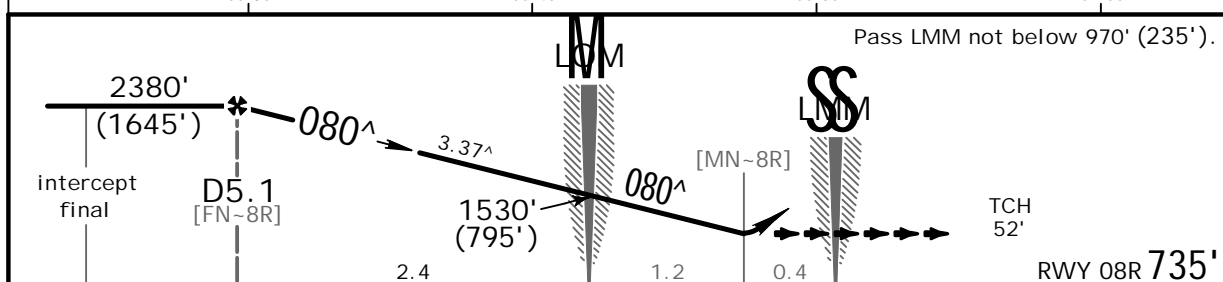
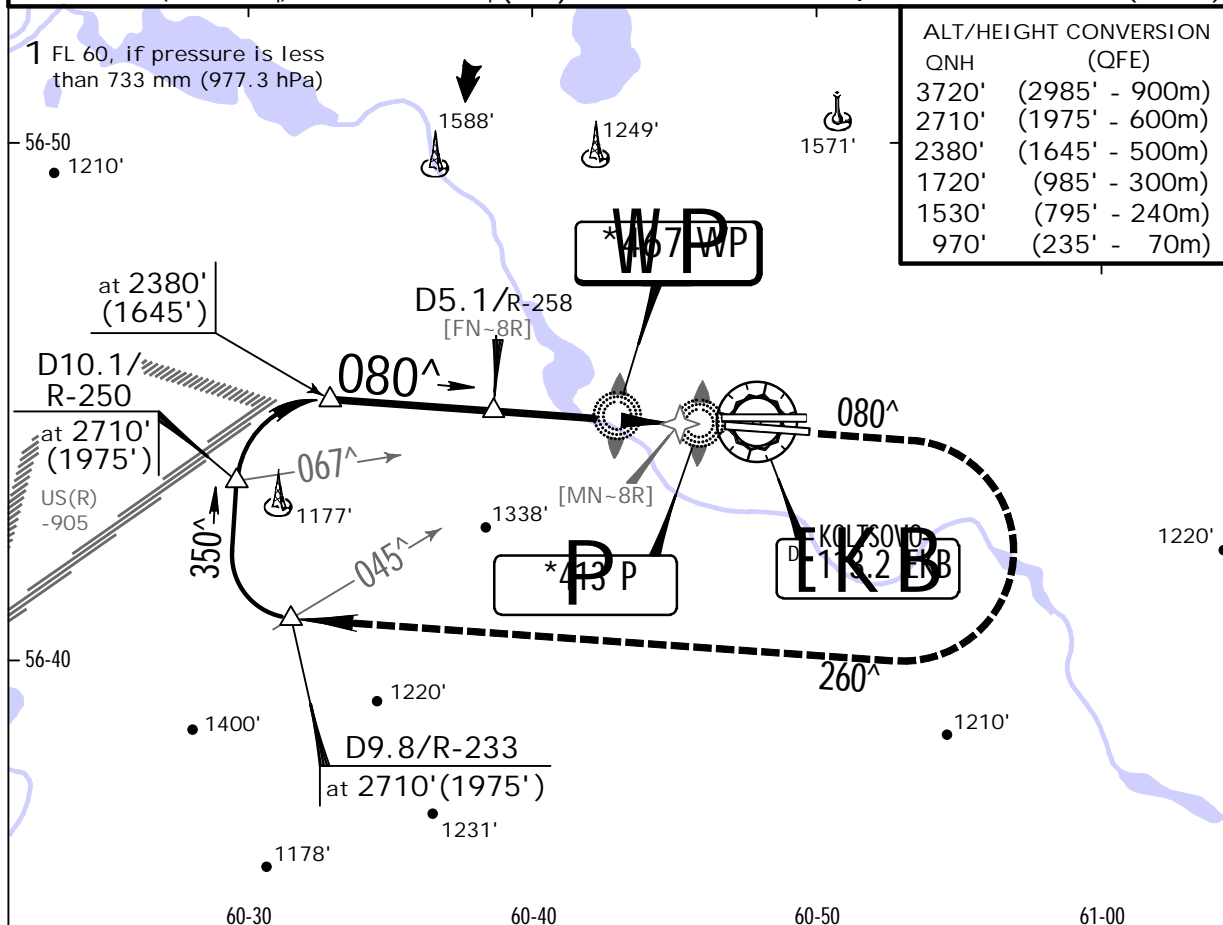
USSS/SVX
KOLTSOVO

JEPPESSEN
7 DEC 12 (16-2) .Eff.13.Dec.

YEKATERINBURG, RUSSIA
2 NDB Rwy 08R

BRIEFING STRIP™

ATIS 127.8	KOLTSOVO Approach 125.9 124.0	KOLTSOVO Radar 118.7 124.0	KOLTSOVO Tower 120.0 124.0	Ground 119.0
NDB WP *467	Final Apch Crs 080^	Minimum Alt D5.1 2380'(1645')	MDA(H) (CONDITIONAL) 1070'(335')	Apt Elev 766' RWY 735'
MISSED APCH: Climb on 080^ to 1720'(985'), then turn RIGHT onto 260^ climbing to 2710'(1975'), then according to chart.				 <p>MSA EKB VOR</p>
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 1
				Trans alt: 3720' (2985')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1720' (985') on 080^	260^	2710' (1975')
Descent Angle 3.37^	417	537	596	716	835	954	PAPI	↑	RT	↑

STRAIGHT-IN LANDING RWY 08R			
with FAF		w/o FAF	
MDA(H) 1070'(335')		MDA(H) 1710'(975')	
	ALS out		ALS out
A		1200m	2000m
B	1200m	1600m	2400m
C		4000m	
D	1600m	4400m	4800m

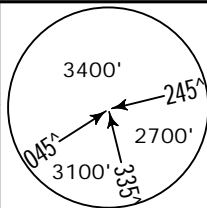
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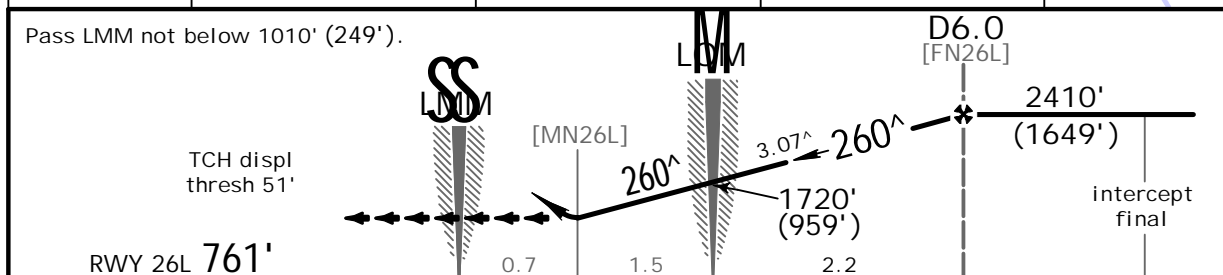
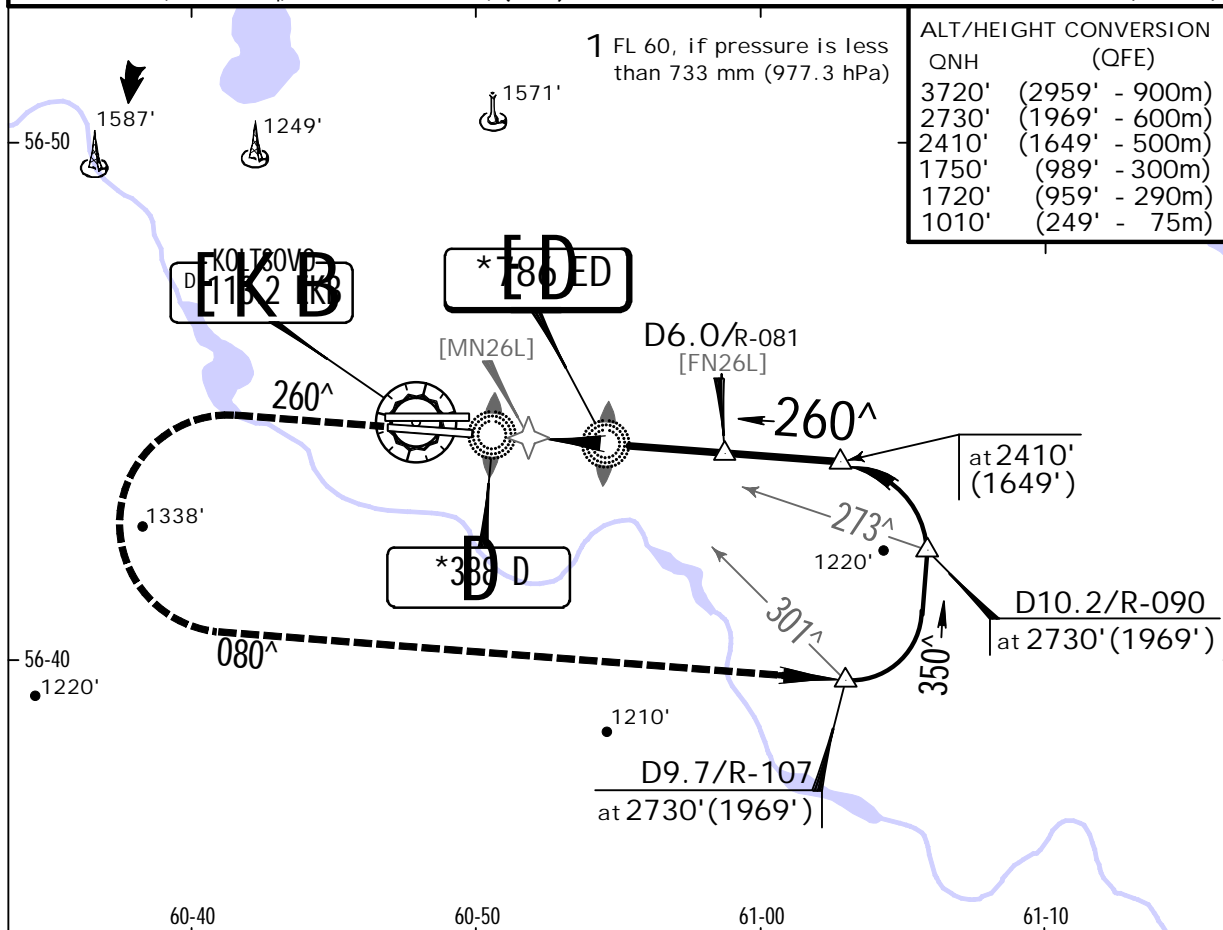
USSS/SVX
KOLTSOVO

JEPPESEN
4 NOV 11 (16-3) .Eff.17.Nov.

YEKATERINBURG, RUSSIA
2 NDB Rwy 26L

BRIEFING STRIP

ATIS 127.8	KOLTSOVO Approach 125.9 124.0	KOLTSOVO Radar 118.7 124.0	KOLTSOVO Tower 120.0 124.0	Ground 119.0
NDB ED *786	Final Apch Crs 260^	Minimum Alt D6.0 2410' (1649')	MDA(H) 1240' (479')	Apt Elev 766' RWY 761'
MISSED APCH: Climb on 260^ to 1750' (989'), then turn LEFT onto 080^ climbing to 2730' (1969'), then according to chart.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3720' (2959')				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1750' (989') on 260^	080^ LT	2730' (1969')
Descent angle	3.07^	380	489	543	652	760	869			

STRAIGHT-IN LANDING RWY 26L										
MDA(H) 1240' (479')						ALS out				
A										
B	1600m					2400m				
C										
D	2000m									

NS OPS

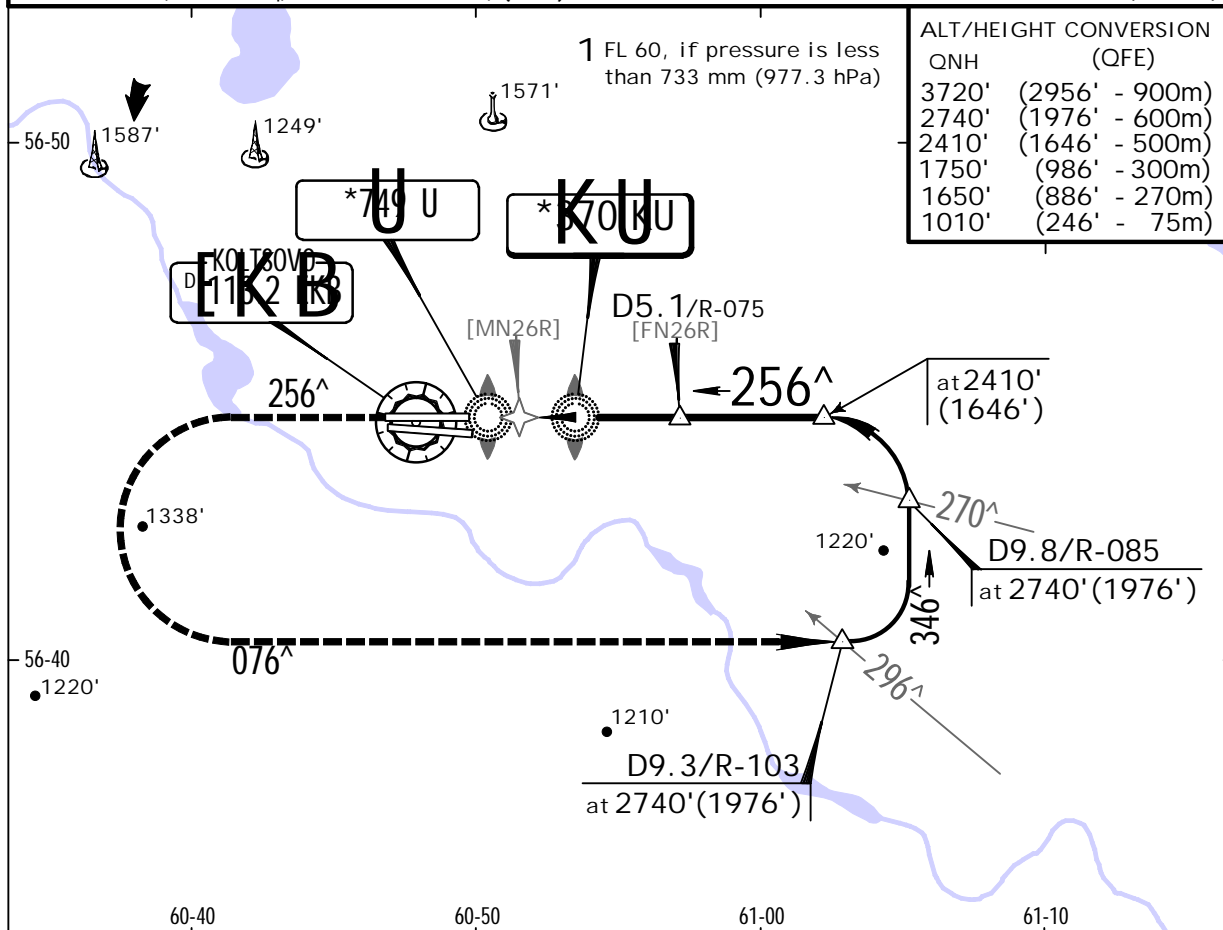
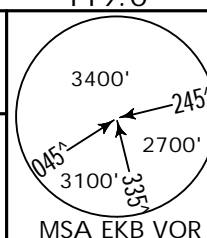
USSS/SVX
KOLTSOVO

JEPPESSEN
04 NOV 11 (16-4) .Eff.17.NOV.

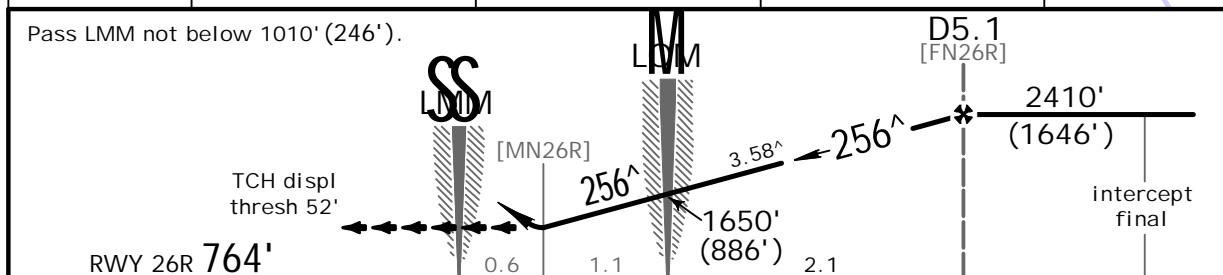
YEKATERINBURG, RUSSIA
2 NDB Rwy 26R

BRIEFING STRIP

ATIS 127.8	KOLTSOVO Approach 125.9 124.0	KOLTSOVO Radar 118.7 124.0	KOLTSOVO Tower 120.0 124.0	Ground 119.0
NDB KU *370	Final Apch Crs 256^	Minimum Alt D5.1 2410'(1646')	MDA(H) 1220' (456')	Apt Elev 766' RWY 764'
MISSED APCH: Climb on 256^ to 1750' (986'), then turn LEFT onto 076^ climbing to 2740' (1976'), then according to chart.				MSA EKB VOR
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 1
				Trans alt: 3720' (2956')



ALT/HEIGHT CONVERSION	QNH	(QFE)
3720'	(2956' - 900m)	
2740'	(1976' - 600m)	
2410'	(1646' - 500m)	
1750'	(986' - 300m)	
1650'	(886' - 270m)	
1010'	(246' - 75m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1750' (986') on 256^	076^ LT	2740' (1976')
Descent angle	3.58^	444	570	634	760	887	1014			

STRAIGHT-IN LANDING RWY 26R		MDA(H) 1220' (456')		ALS out	
A					
B	1300m			2100m	
C					
D	2000m			2400m	

NS OPS