GENERAL

Operational Hours

ATS Hours: H24

AD OPS Hours: H24, MON 0700-0900 AD CLSD

AD ADMIN Hours: MON-THU 2200-0700, FRI 2200-0600, SAT/SUN/HOL U/S

Airport Information

RFF: CAT 9
Fuel: TS-1
PCN: RWY 07R/25L: 57/R/B/W/T

Operation

Traffic Note
B777-300ER: mass limitation up to 320t / 705480lbs.

Low Visibility Procedure
Follow-me mandatory under low visibility conditions when RVR is less than 550m.

TKOF without stop at line-up PSN is prohibited.

During LVP, RWY 25L is used for TKOF/LDG, RWY 07R is used for TKOF only.

TWY Restriction
TWY D CLSD.

TWY P, V1, V2 not AVBL for CIV ACFT.

Taxi/Parking
Follow-me AVBL O/R.
Taxiing out of stands 1-11 (except 5C, 5D, 5E) carried out by towing.
Taxiing into/out stands 12-23B carried out under own ENG PWR or by towing.
Taxiing into stands 24-25 carried out by towing, out under own ENG PWR or by towing.
Taxiing into stand 5D carried out under own ENG PWR by marshaller instructions, out under own ENG PWR.

Warnings

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure: See CRAR and in addition;
After entry into CTA1 continue to proceed towards LOM at last assigned FL cleared by ATC. Descending from LOM shall be commenced at ETA or as close as possible to ETA up to transition LVL 2400m / FL080 without exit from HLDG area over AD. Carry out descending and APCH procedure established for specified NAV facility.

ARRIVAL

Arrival Procedure

Visual APCH

VIS APCH shall be carried out by permission of ATS unit after report of flight crew about establishing visual contact with RWY and/or its references.

The flight crew shall inform that MET conditions allow to carry out visual APCH and LDG. CEIL is not less than 1500m.

If visual contact with RWY and/or its references is lost, flight crew shall carry out IFR MISAP and immediately inform ATS unit about it.

Noise Abatement Procedures

Flying below ILS GP is not allowed.

Flights over Vladivostok city prohibited.

RWY 25L special APCH PROC:

When reaching 28 ± 3km / 15 ± 1.6NM from touchdown proceed at 1200m AAL maintaining IAS 400km/h / 216KT and HDG enabling to intercept ILS LOC.

At a DIST of 25km / 13.5NM lower wing devices into intermediate PSN at 15°-30° (angle and IAS according to ACFT type and mass), reduce IAS to 320 ± 20km/h / 173 ± 11KT in order to intercept LOC and GP at a DIST of 23km / 12.5 NM from touchdown, maintain 1200m AAL.

After GP interception and commencing a descent continue to reduce IAS to 300 ± 10km/h / 162 ± 5KT for the moment of reaching 400m AAL, lower gear at a DIST about 9km / 5NM from touchdown.

At 350m AAL or above complete wing devices setting into LDG PSN and ACFT stabilization in LDG configuration before reaching 200m AAL at a DIST of 5km / 2.7NM from touchdown at final APCH speed.

At 200m AAL and at a DIST of 5km / 2.7NM from touchdown ACFT shall be completely stabilized.

Non-standard GP intercept position on RWY 07R

GP intercept RWY 07R at *308m / 1011ft* after landing threshold.

Remaining DIST beyond GP is *3192m / 10472ft.*

DEPARTURE

Take-off Minima

RWY		07R/25L	
All ACFT	ft - m/km	0 - 125R	-

Communication

COM Failure: See CRAR and in addition;

COM Failure after TKOF

If height 200m or at assigned height communication with "Vladivostock Radar" is not established:

- continue to climb to AD circuit height and proceed in accordance with INST APCH pattern then land at AD, depending on ACFT landing weight.
- Climbing to ALT (FL) assigned by TWR according to procedures of proceeding to AD of first landing.
- Climbing to ALT (FL) assigned by TWR according to procedures of proceeding to alternate AD at FL140, FL150 or FL240, FL250 established for flights without COM depending on flight direction.

If for any reasons the PIC cannot carry out LDG at AD at once, ACFT shall hold over AD in the HLDG area (by two 180° turns) at FL090. After that carry out descending and APCH PROC established for specified NAV facility.

Departure Procedure

Start-up

Start-up is allowed on stands 5C, 5D, 5E and 12-23B.

Noise Abatement Procedures

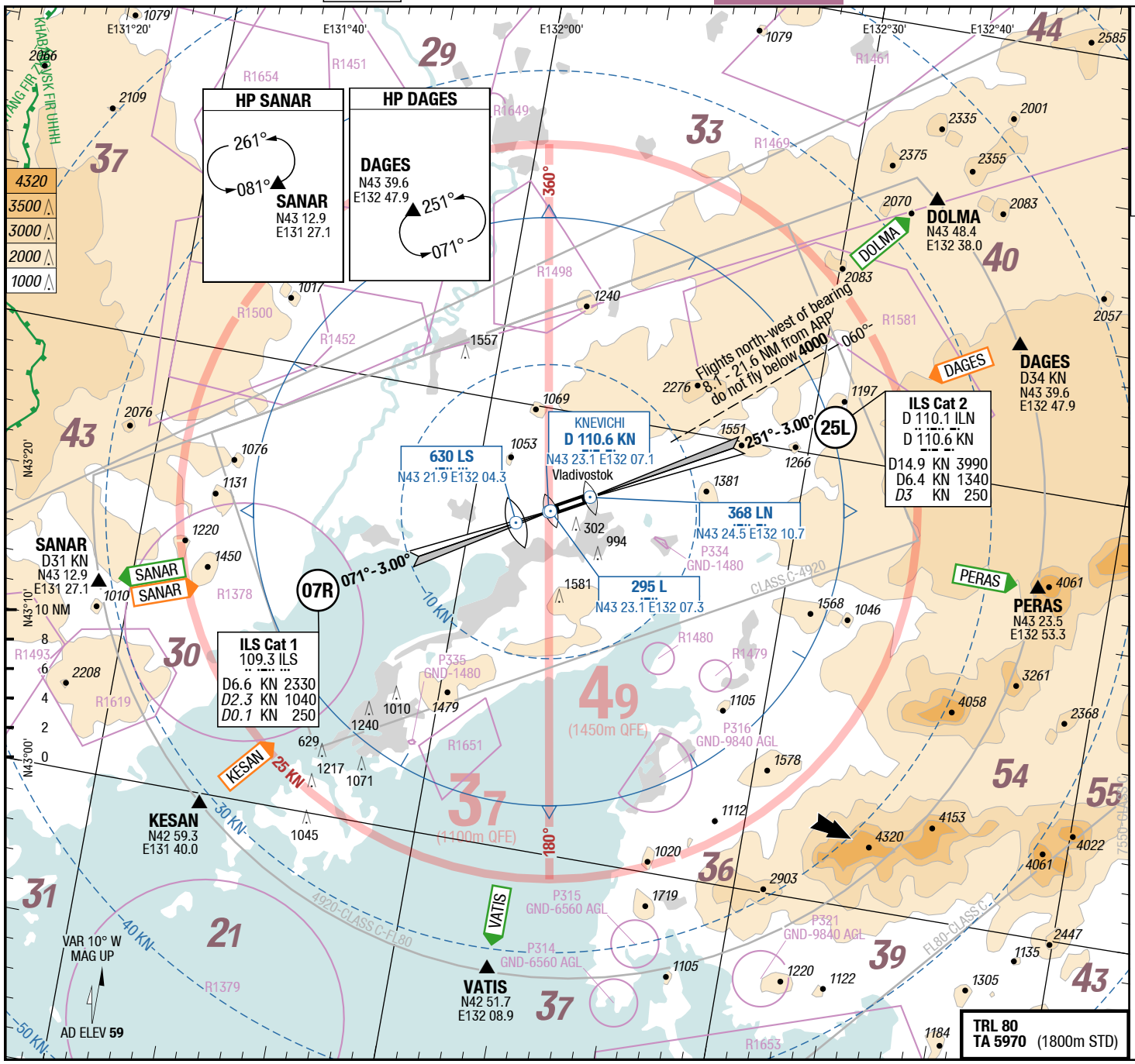
Turns after TKOF permitted only after reaching 200m AAL, with 25° bank or with turn rate 3°/sec.

Reduction of ENG PWR only when reaching 300m AAL.

Use ICAO Standard NADP 1 or 2.

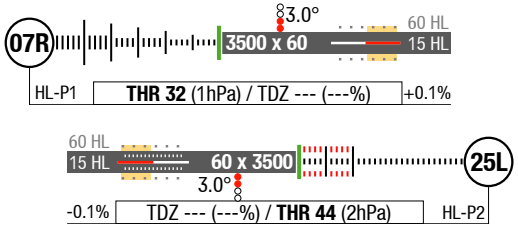
De-Icing

AVBL.

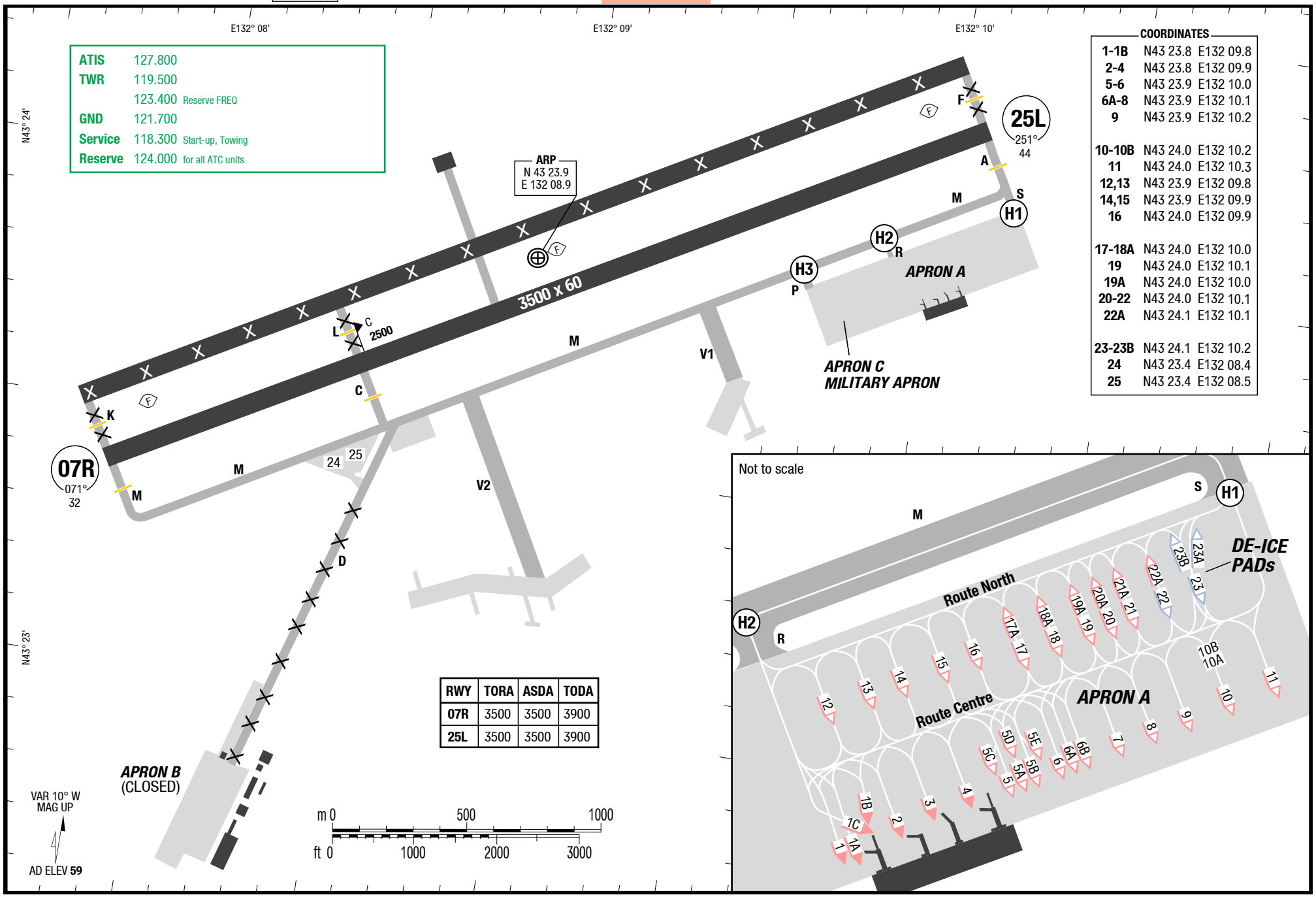


ATIS	127.800	
RAD	119.500	GND-FL200
	123.400	Reserve FREQ
APP	124.700	FL80-FL220
TWR	119.500	
	123.400	Reserve FREQ
GND	121.700	
Service	118.300	Start-up, Towing
Reserve	124.000	for all ATC units

Landing RWY system:



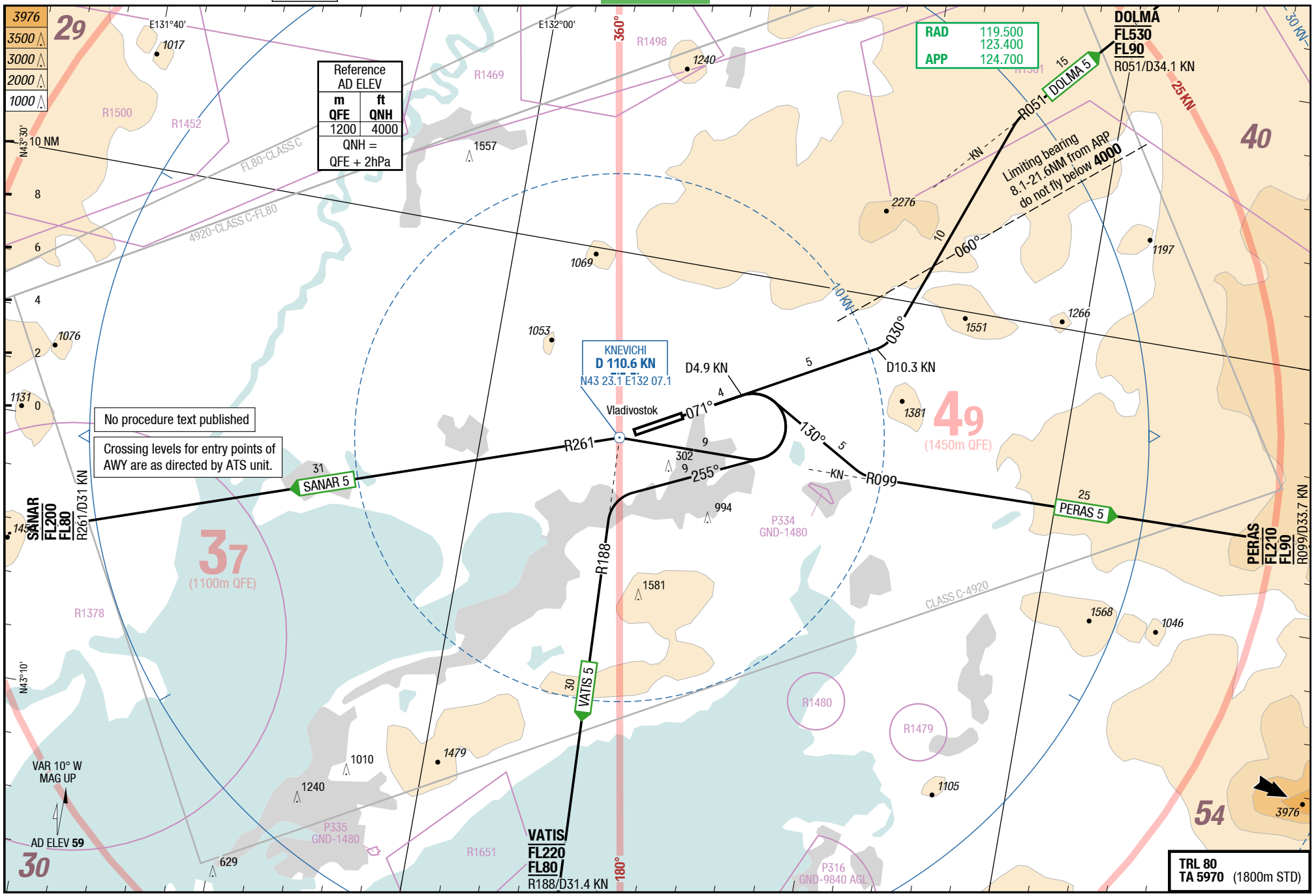
Changes: FREQ, SUAs



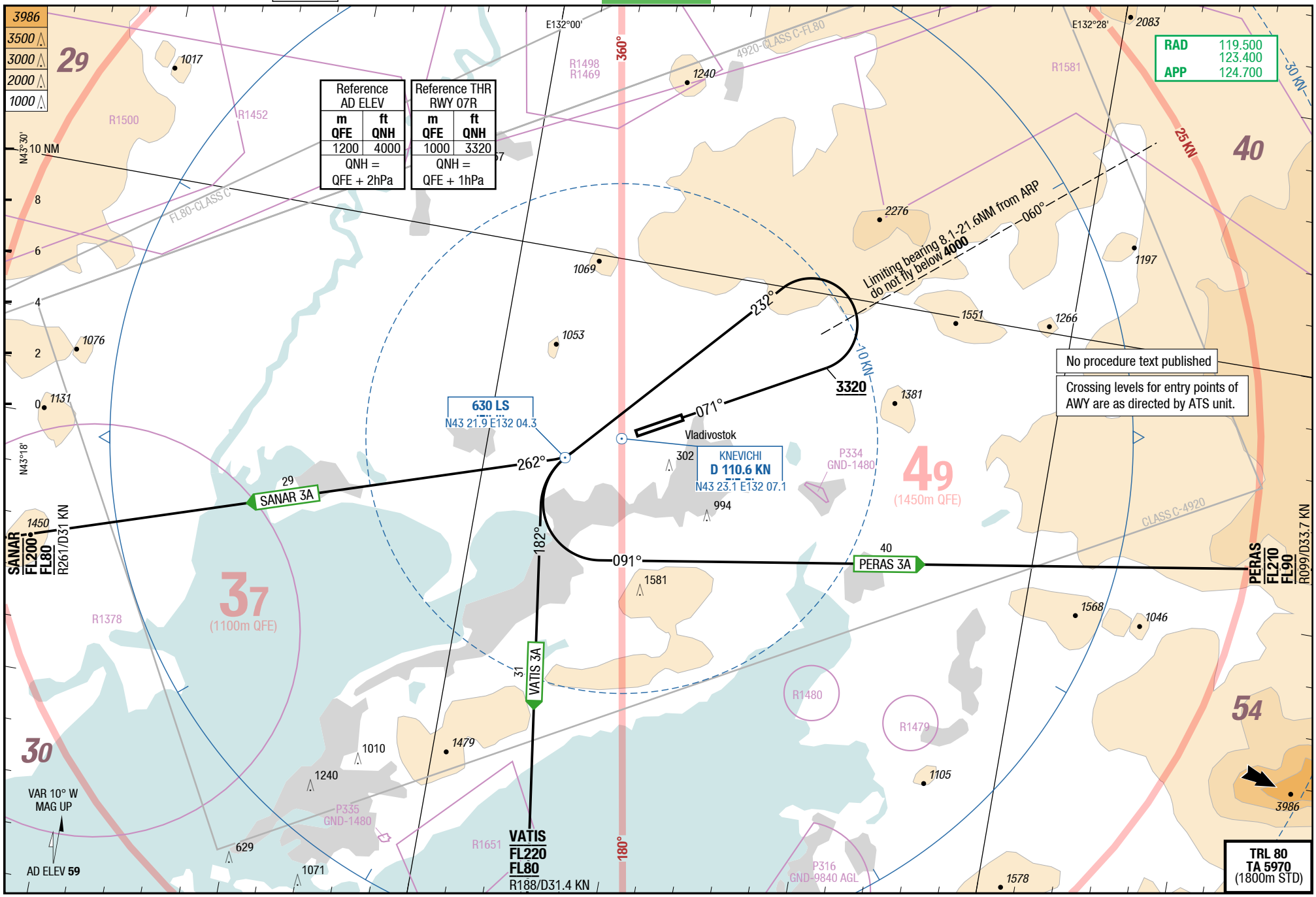
COORDINATES	
1-1B	N43 23.8 E132 09.8
2-4	N43 23.8 E132 09.9
5-6	N43 23.9 E132 10.0
6A-8	N43 23.9 E132 10.1
9	N43 23.9 E132 10.2
10-10B	N43 24.0 E132 10.2
11	N43 24.0 E132 10.3
12,13	N43 23.9 E132 09.8
14,15	N43 23.9 E132 09.9
16	N43 24.0 E132 09.9
17-18A	N43 24.0 E132 10.0
19	N43 24.0 E132 10.1
19A	N43 24.0 E132 10.0
20-22	N43 24.0 E132 10.1
22A	N43 24.1 E132 10.1
23-23B	N43 24.1 E132 10.2
24	N43 23.4 E132 08.4
25	N43 23.4 E132 08.5

RWY	TORA	ASDA	TODA
07R	3500	3500	3900
25L	3500	3500	3900

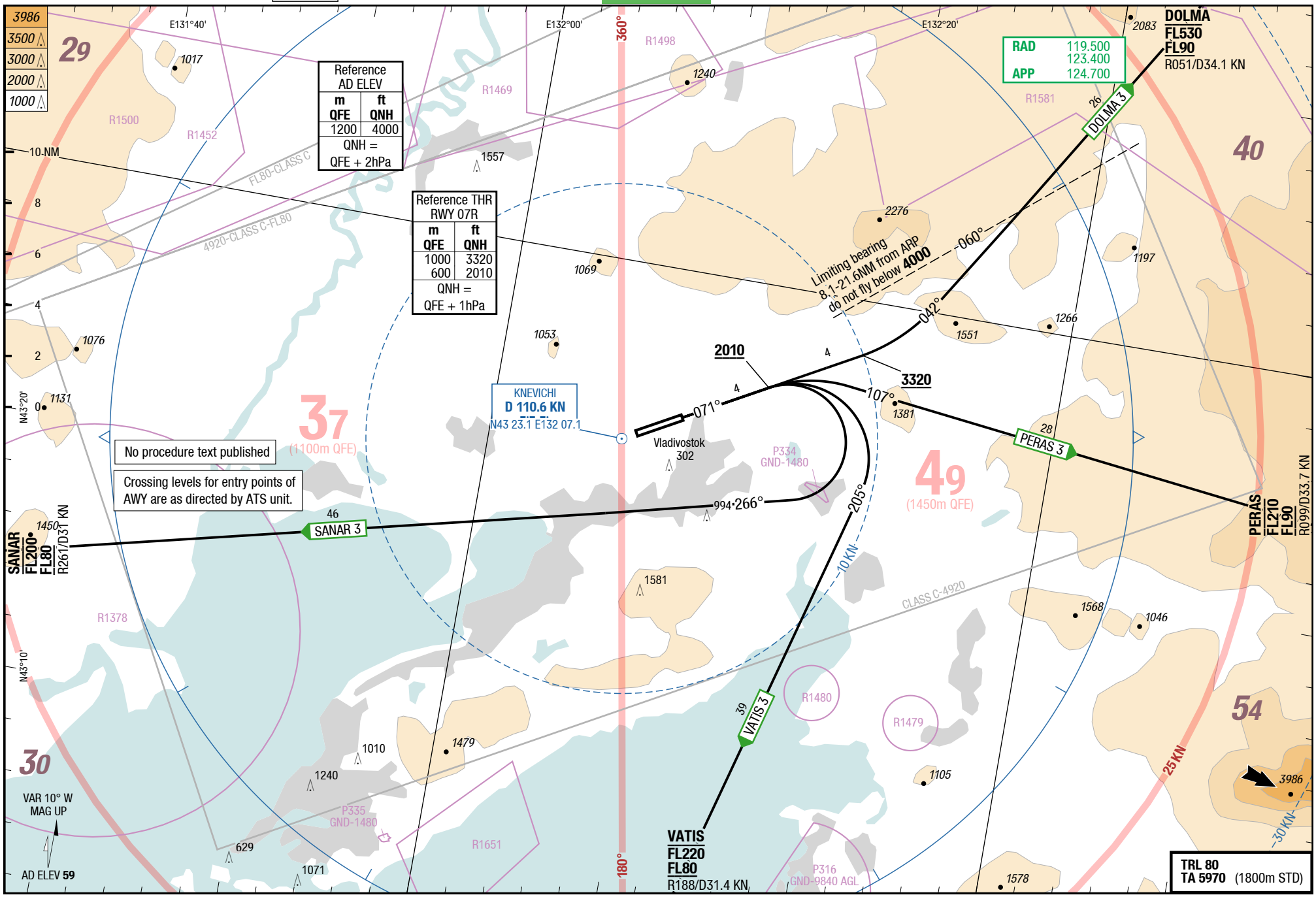
Changes: FREQ, Stopbar



Changes: FREQ, OBST, SUAs



Changes: FREQ, OBST, SUAs



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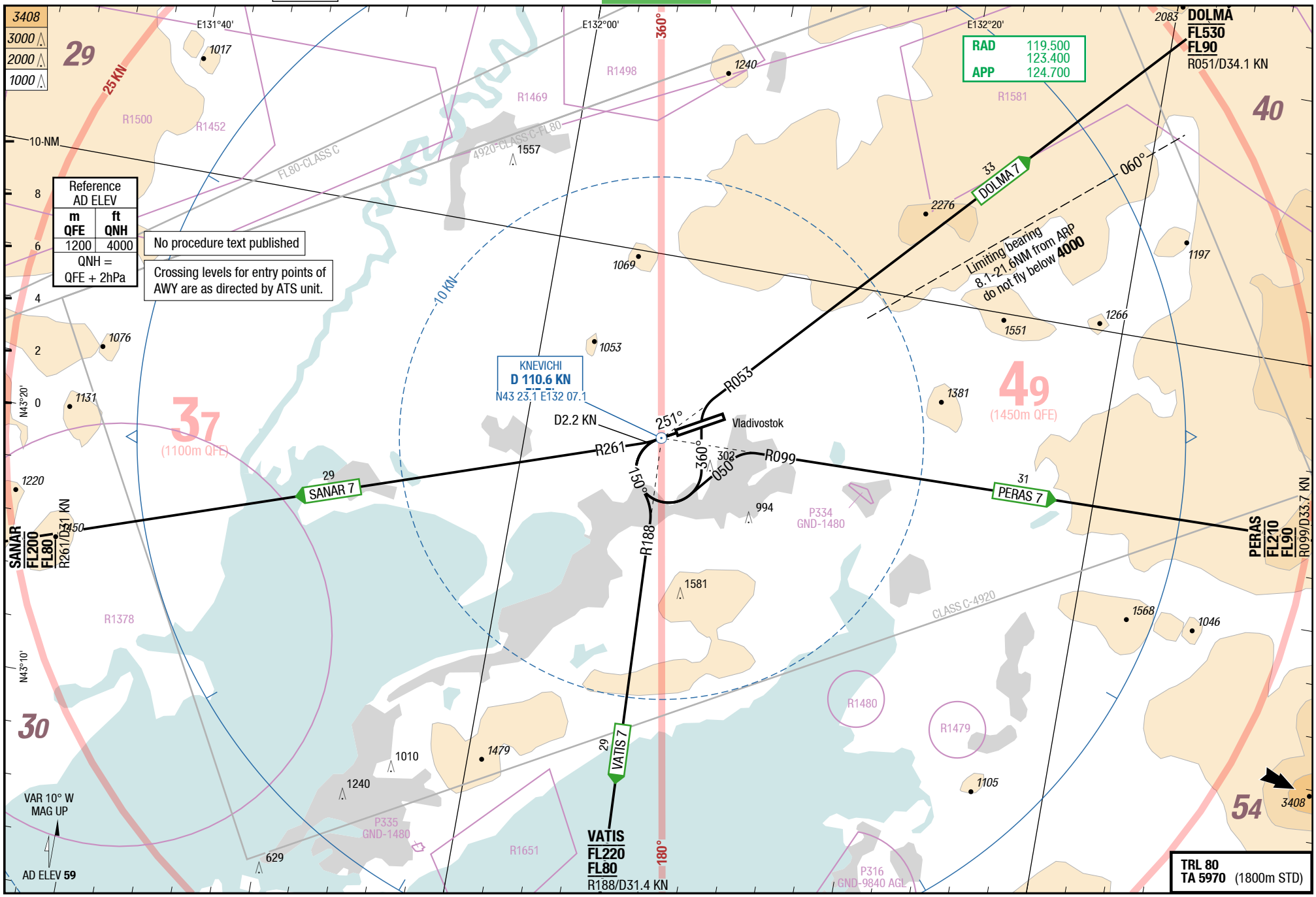

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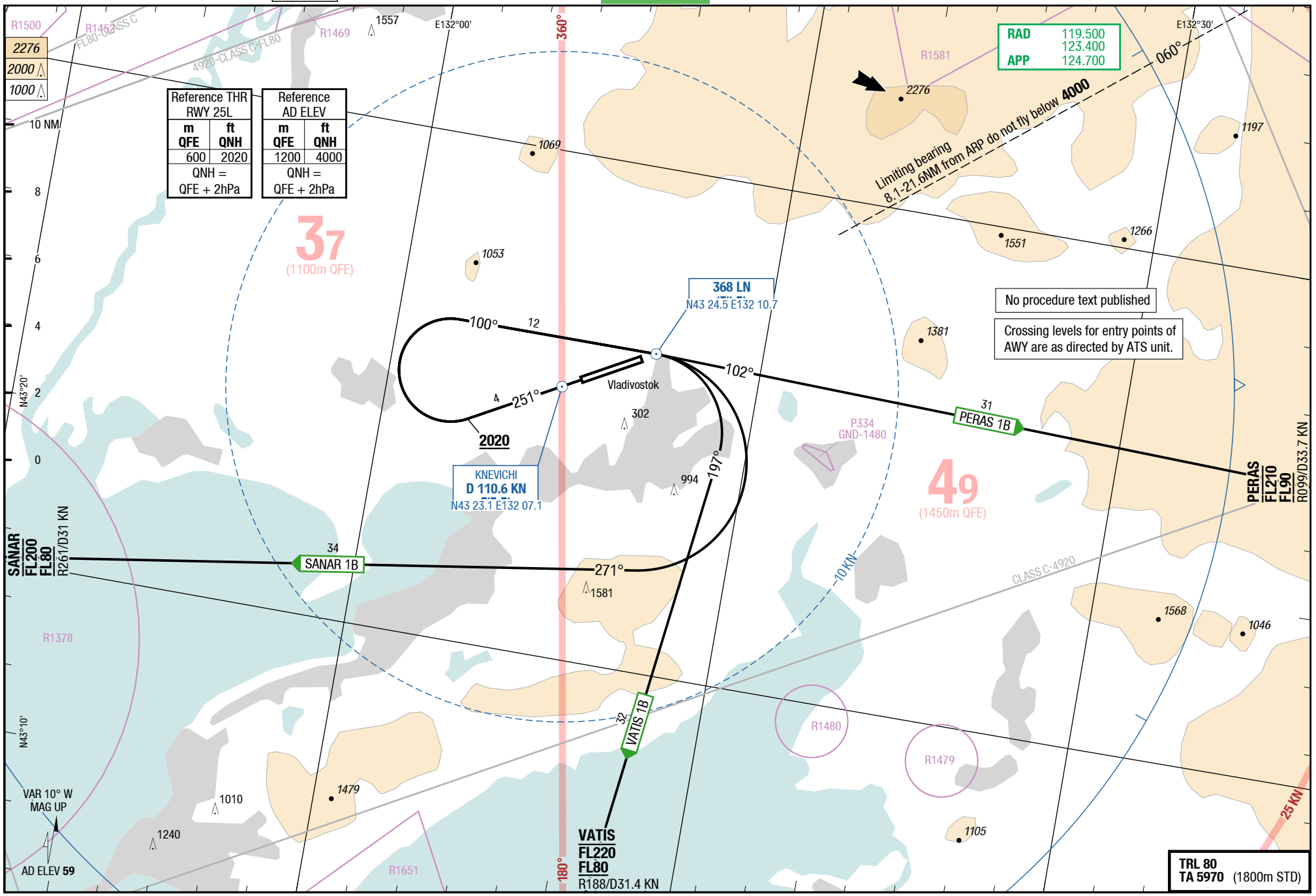

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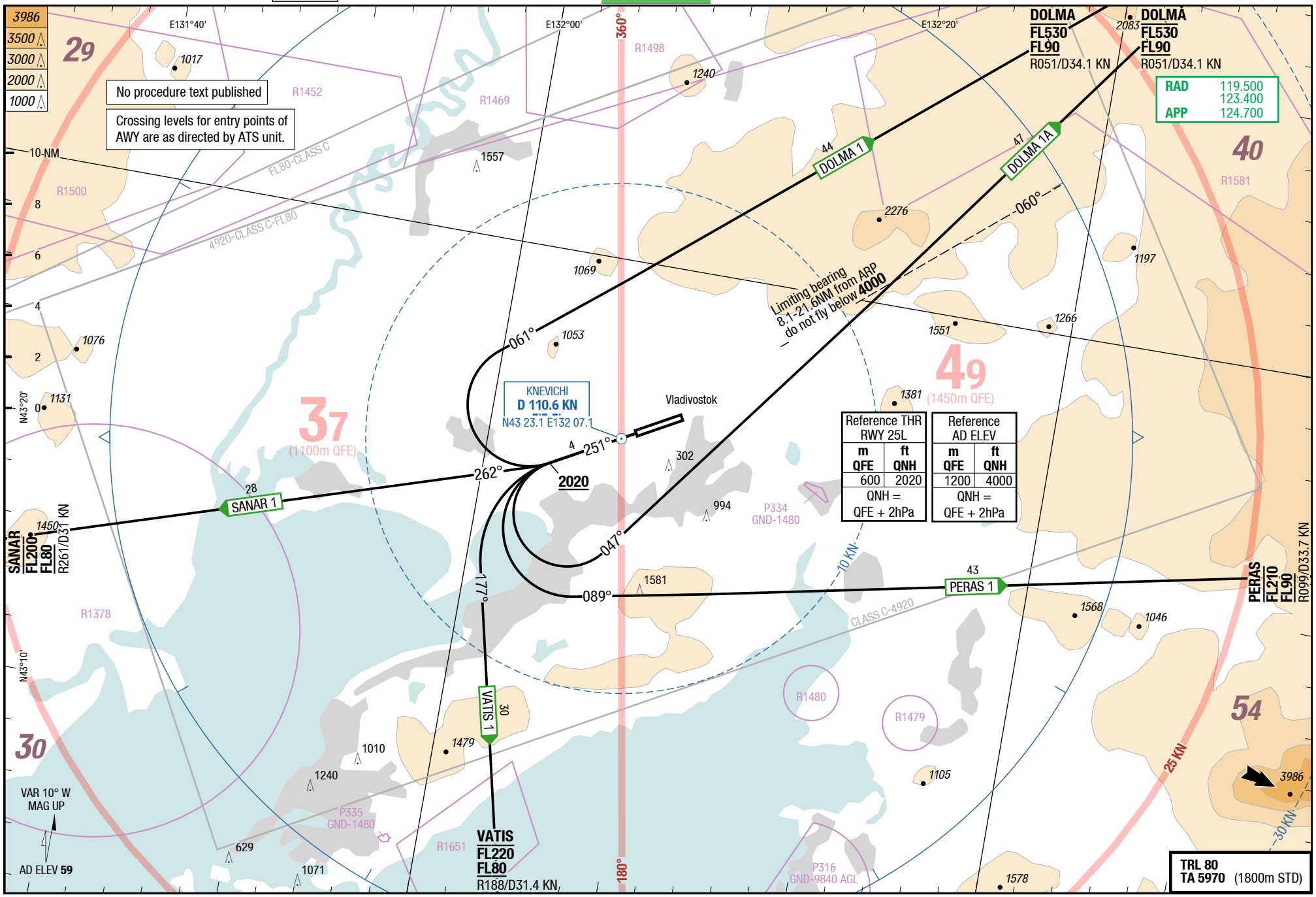

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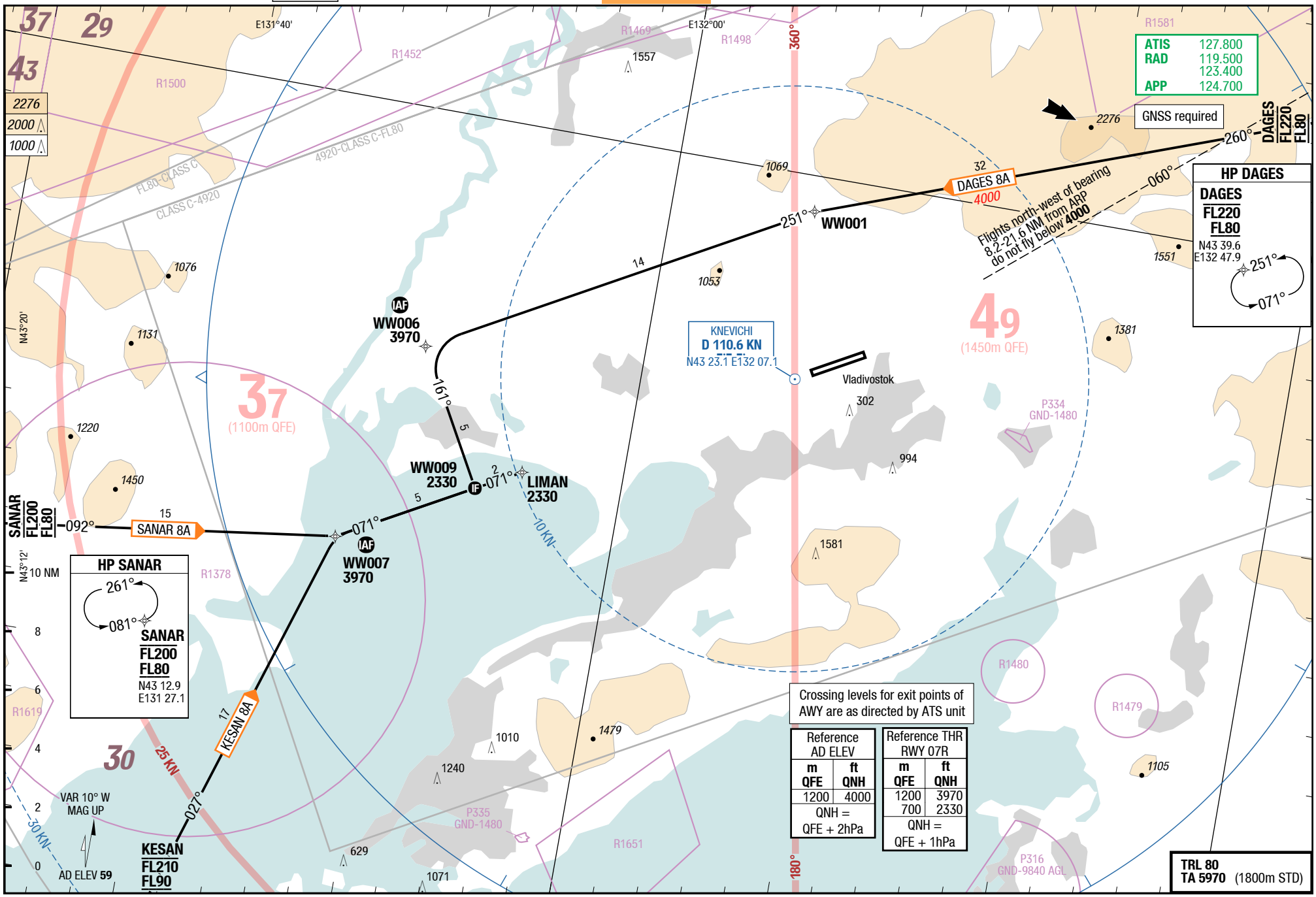
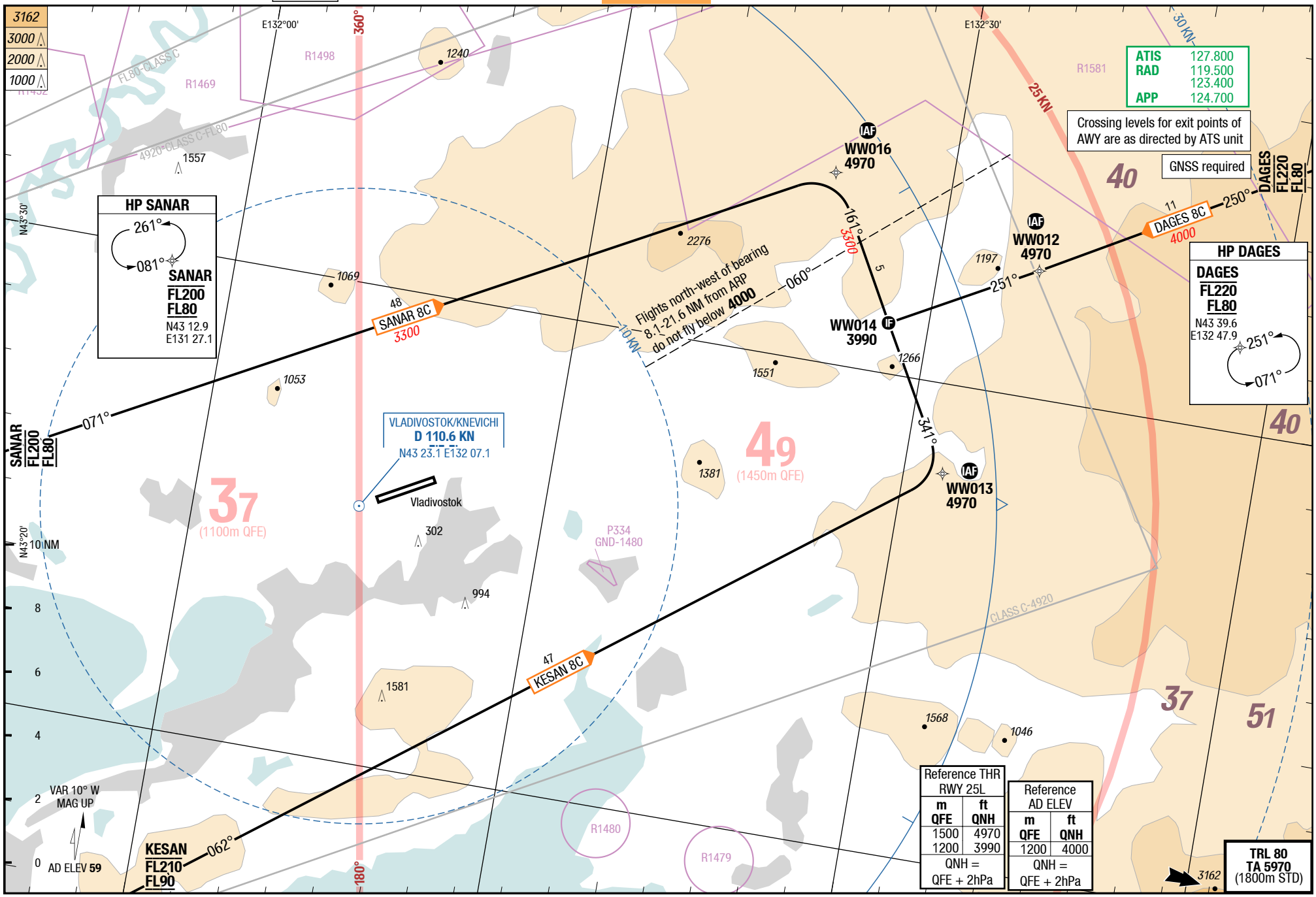
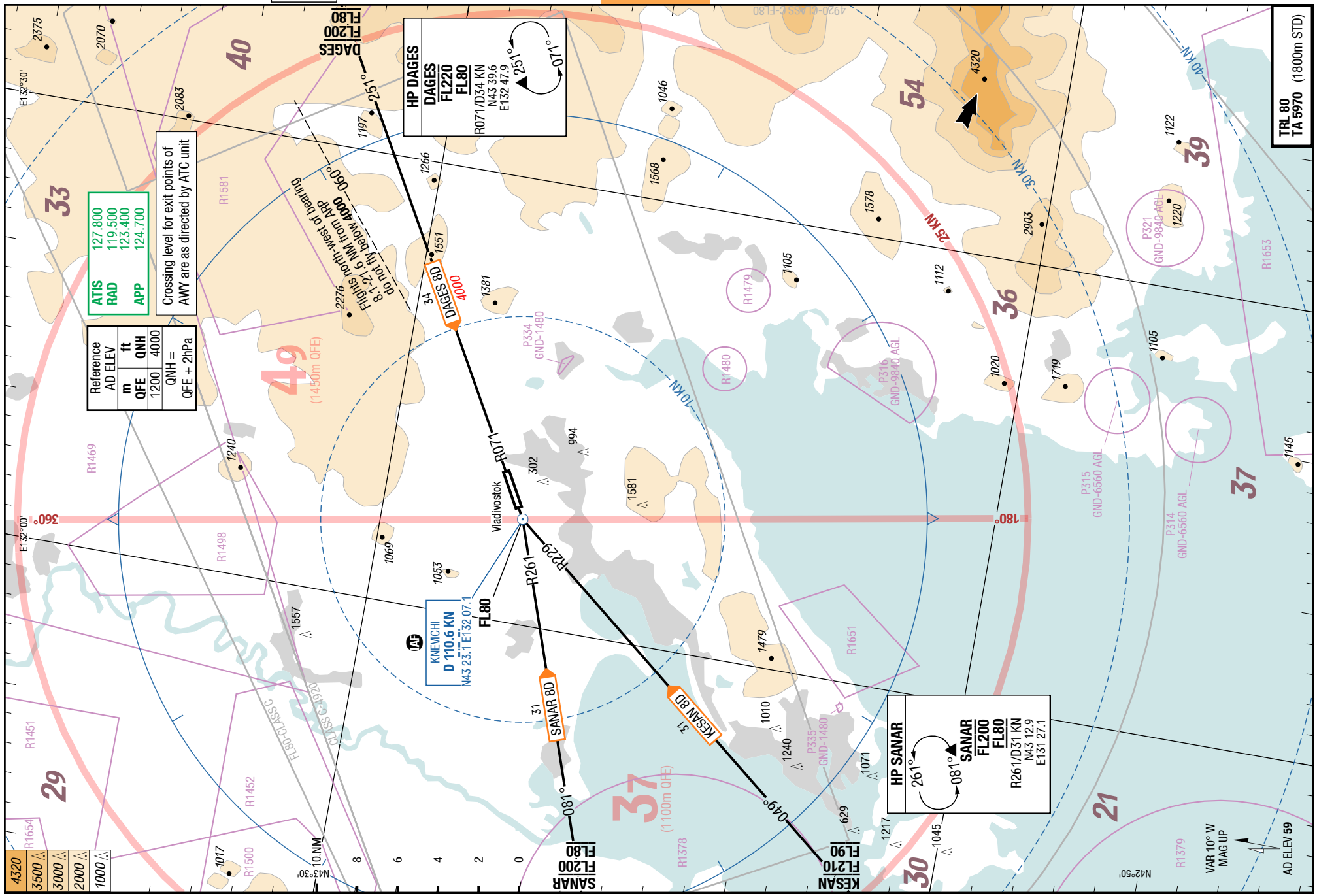


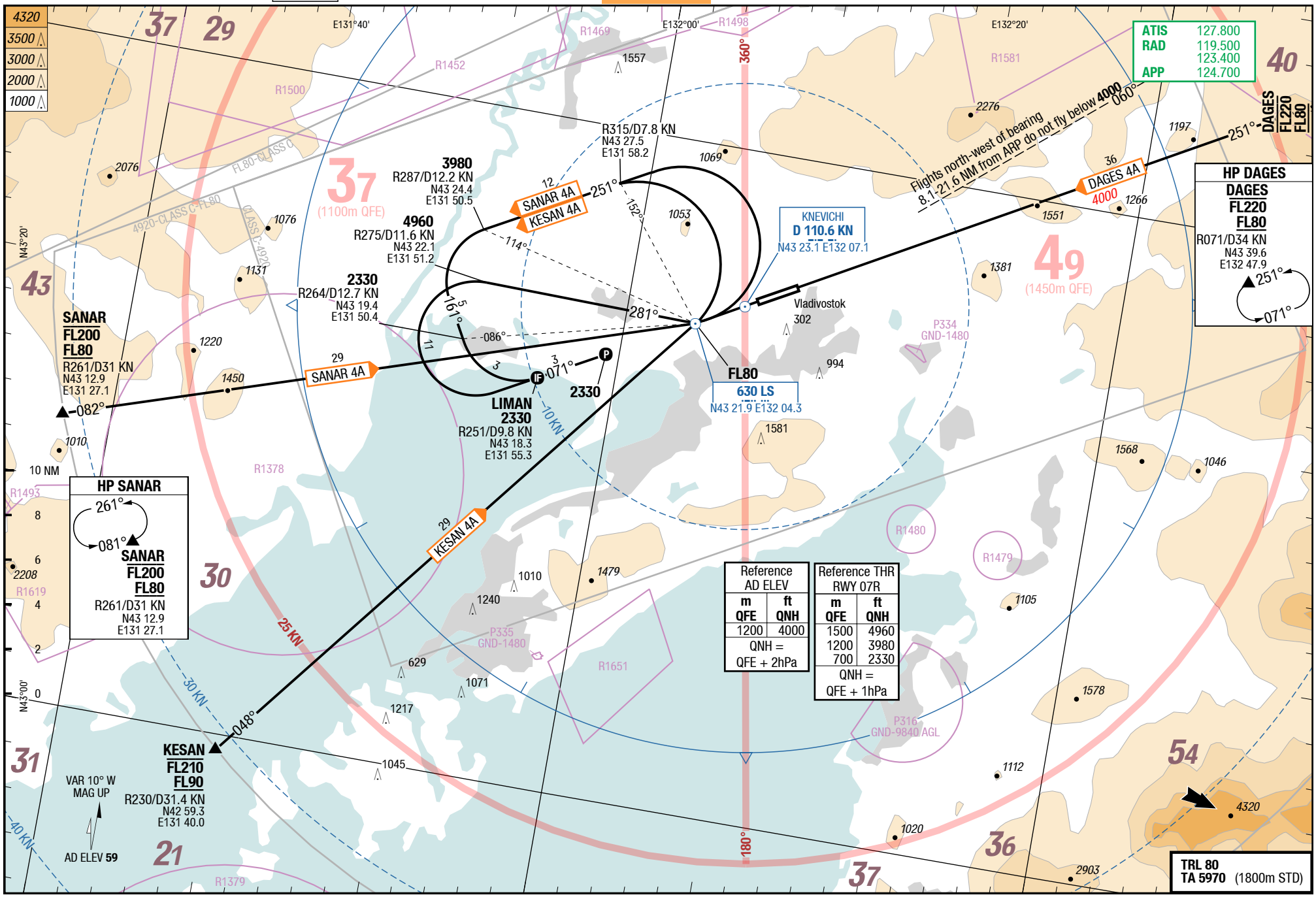
Changes: FREQ, OBST, SUAs



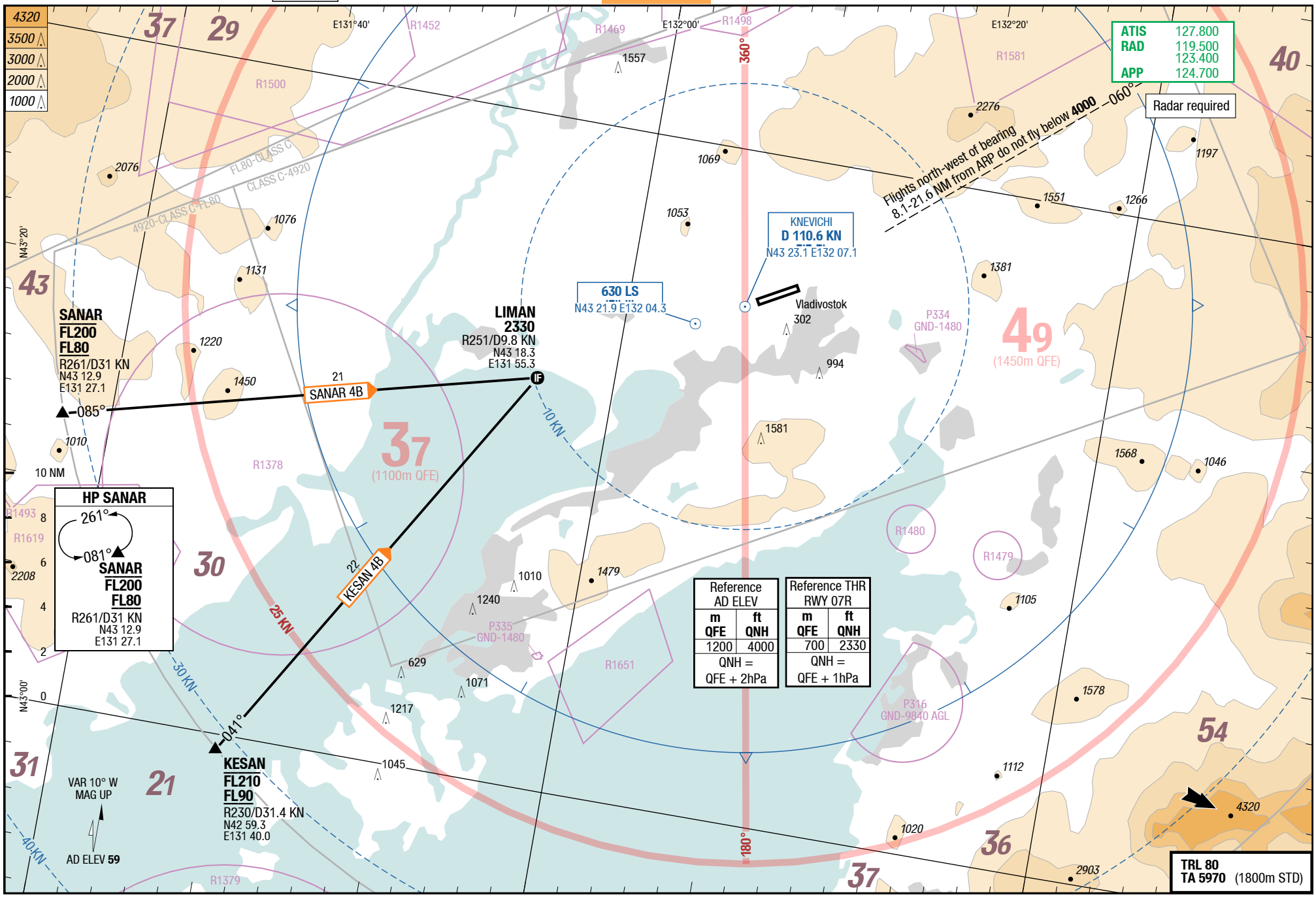
Changes: FREQ, OBST, SUAs



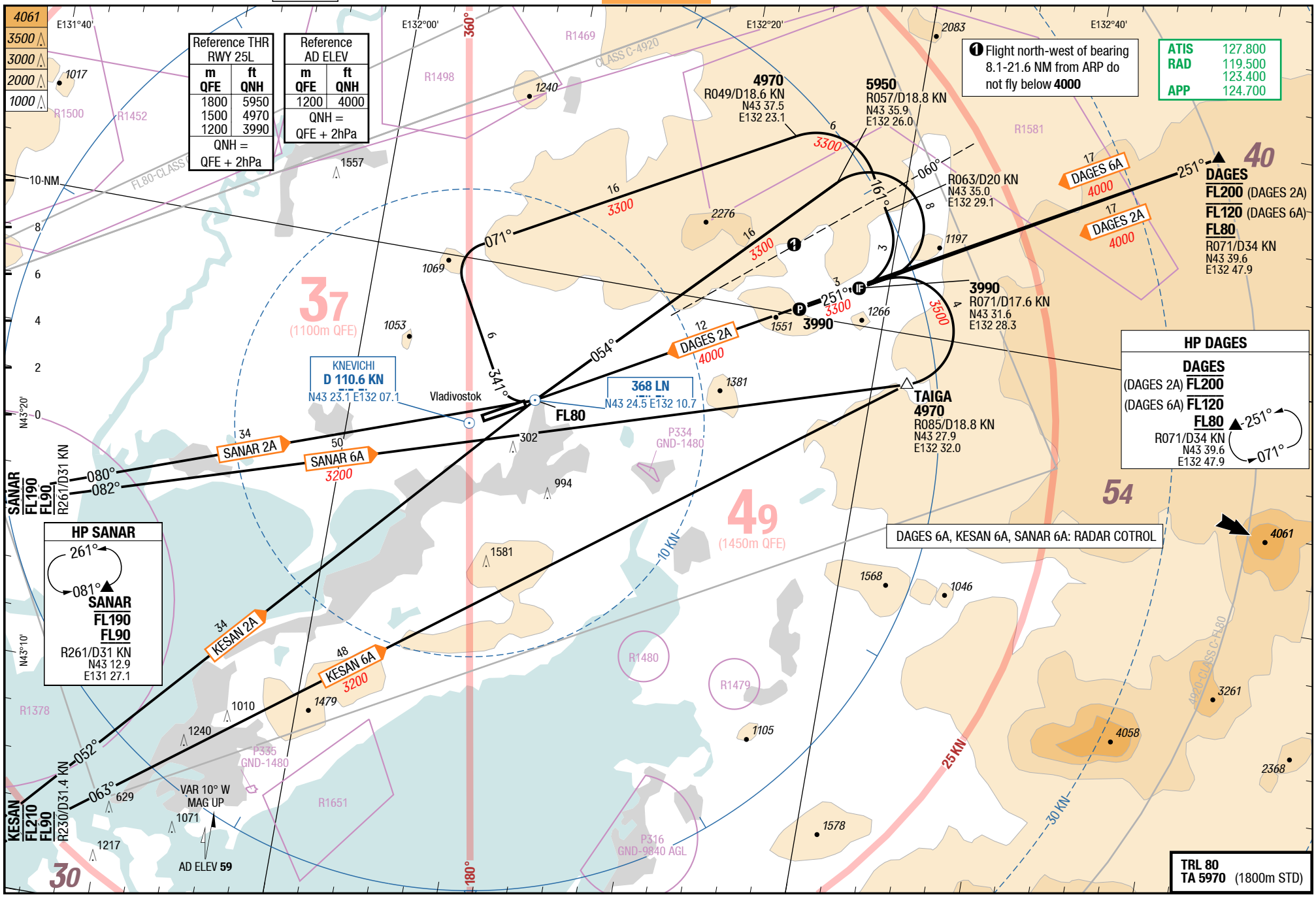
Changes: FREQ, OBST, SUAs



Changes: FREQ, OBST, SUAs



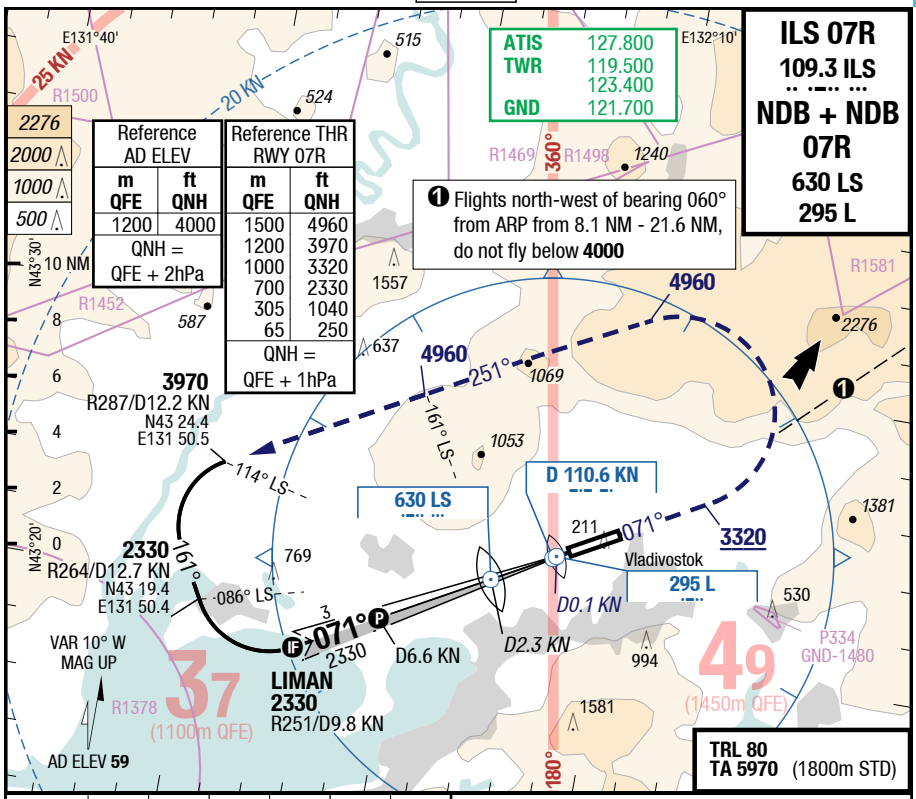
Changes: FREQ, OBST, SUAs



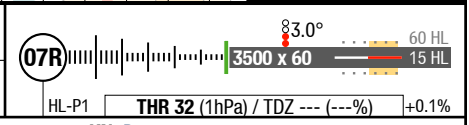
Changes: FREQ, OBST, SUAs

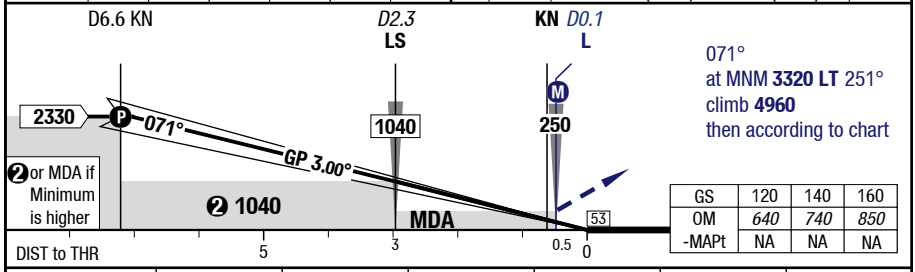
VVO-UHWW

7-10 **ILS 07R / NDB + NDB 07R**



NDB 3.00° D KN	6.6	5	4	3	2	1
	2330	1890	1570	1250	920	600





GS	120	140	160
OM	640	740	850
-MAPt	NA	NA	NA

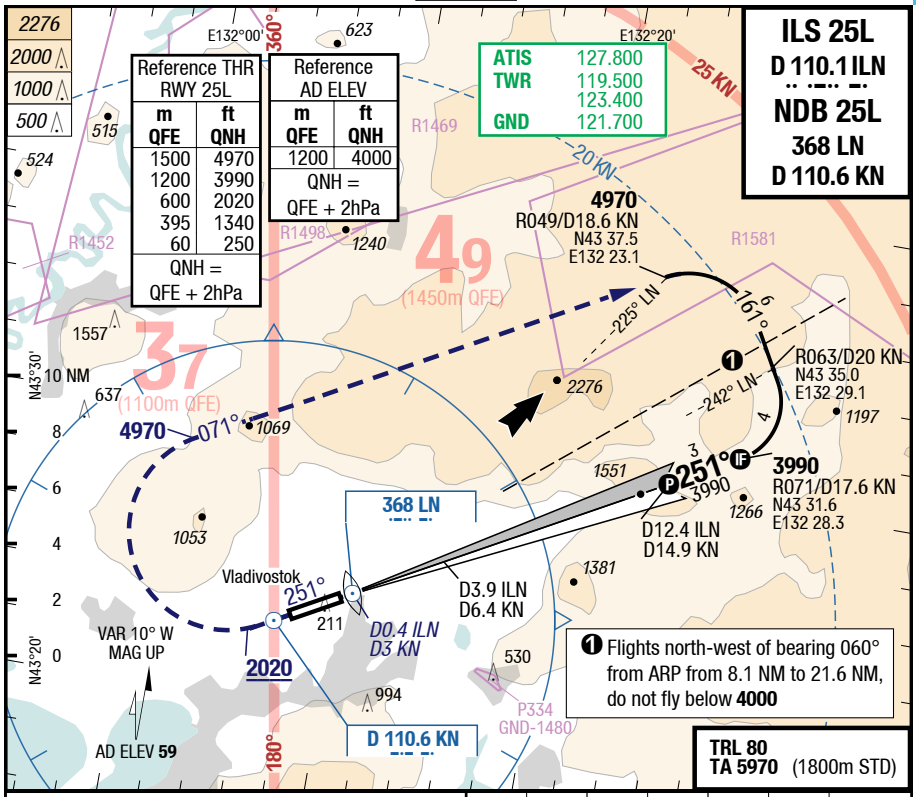
07R		Cat 1	LOC	NDB NDB DME LS+L KN	NDB DME LS KN	NDB LS wo FAF	Circling
C	ft - m/km ft	200 - 550R/800V **240**	Not authorized	390 - 1.1 **420**	430 - 1.3 **460**	1310 - 5.0 **1350**	Not published
D	ft - m/km ft	200 - 550R/800V **240**	Not authorized	390 - 1.1 **420**	430 - 1.3 **460**	1310 - 5.0 **1350**	Not published

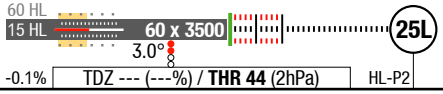
Changes: FREQ, SUAs

VVO-UHWW

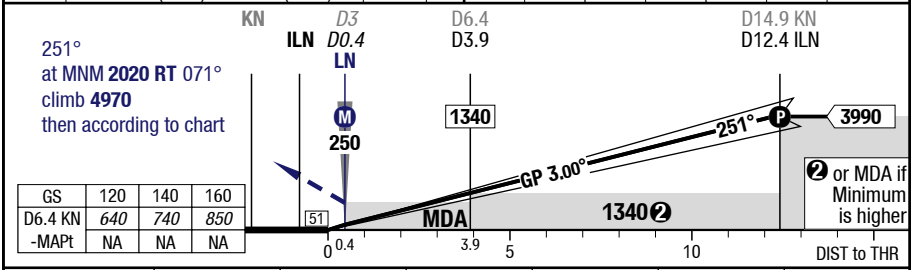
7-20

ILS 25L / NDB 25L





8	10	11	12	13	14.9	NDB 3.00° D KN
1850	2480	2800	3120	3440	3990	



GS	120	140	160
D6.4 KN	640	740	850
-MAPt	NA	NA	NA

25L		Cat 2 DME	Cat 1 DME 1)	LOC	NDB DME KN	NDB DME KN wo FAF	Circling
C	ft - m/km ft	100 - 300R **115** RA	200 - 550R/800V **250**	Not authorized	1770 - 5.0 **1810**	2240 - 5.0 **2280**	Not published
D	ft - m/km ft	100 - 300R **115** RA 2)	200 - 550R/800V **250**	Not authorized	1770 - 5.0 **1810**	2240 - 5.0 **2280**	Not published

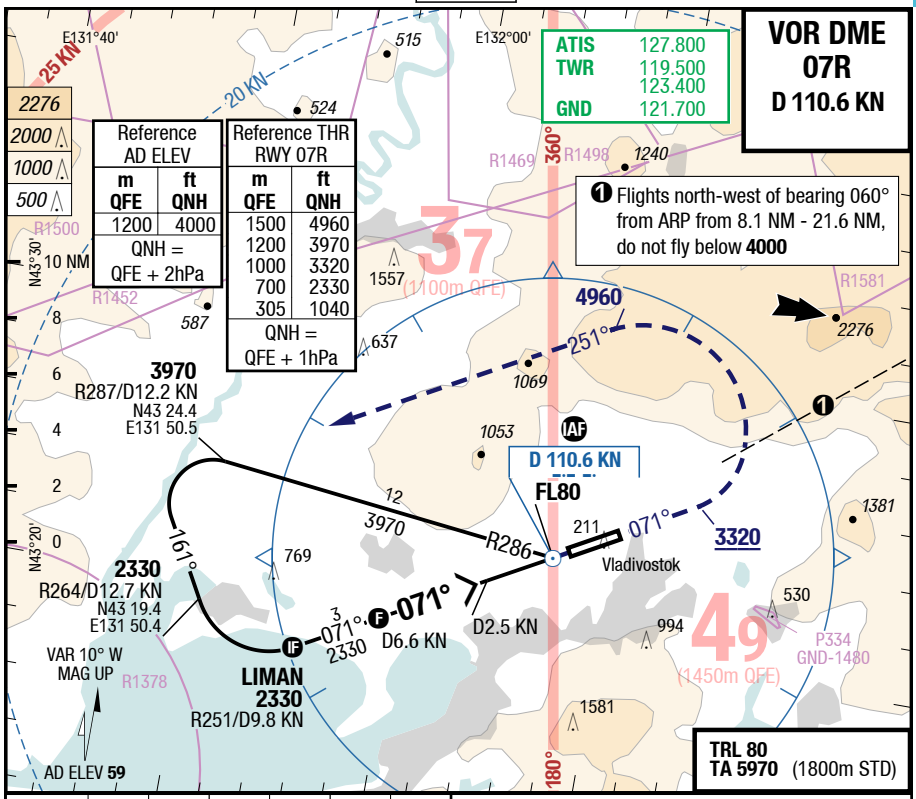
1) With EVS RVR 350m/ VIS 550m
2) If not conducting autoland RVR 350m required

Changes: FREQ, SUAs

VVO-UHWW

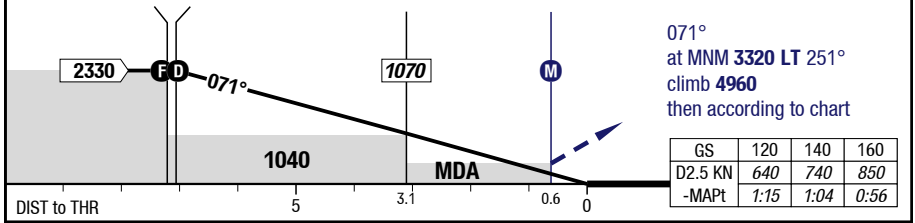
7-30

VOR DME 07R



3.00° D KN	6.4	5	4	3	2	1
	2330	1880	1560	1240	920	600

07R 3.0° 60 HL 3500 x 60 15 HL
HL-P1 THR 32 (1hPa) / TDZ --- (---%) +0.1%



GS	120	140	160
D2.5 KN	640	740	850
-MAPt	1:15	1:04	0:56

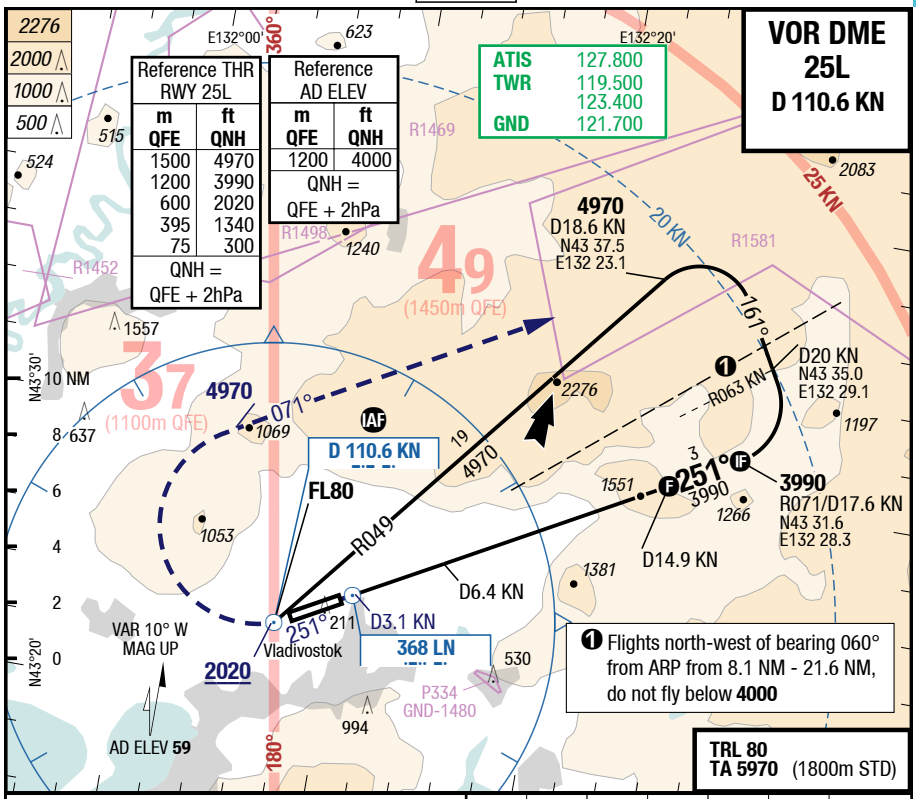
07R		VOR DME					Circling
C	ft - m/km ft	440 - 1.3 **470**					Not published
D	ft - m/km ft	440 - 1.3 **470**					Not published

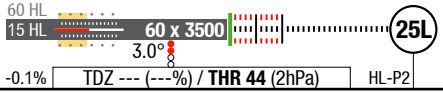
Changes: FREQ, SUAs

VVO-UHWW

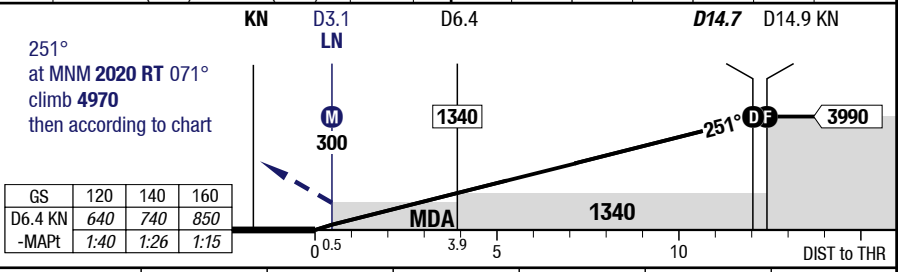
7-40

VOR DME 25L





4	6	8	10	12	14.7	3.00° D KN
570	1210	1850	2480	3120	3990	



25L		VOR DME					Circling
C	ft - m/km ft	410 - 1.2 **450**					Not published
D	ft - m/km ft	410 - 1.2 **450**					Not published

Changes: FREQ, SUAs