

**GENERAL****Operational Hours****ATS Hours / AD OPS Hours:** H24**AD ADMIN Hours:** MON-THU 0500-1400, FRI 0500-1300. SAT, SUN and HOL CLSD**Airport Information****RFF:** CAT 8**Fuel:** TS-1**PCN:** RWY 06/24: 63/R/B/W/T

RWY 02/20: 49/R/A/W/T

**Operation****Transponder Operation**

Operation of Transponder Mode S on ground:

- Transponder shall be switched on on the stand before towing;
- Transponder shall be switched off on the stand after parking.

**RWY Restriction**

Enter/Vacate RWYs with increased caution, at MNM speed and in idle PWR.

**TWY Restriction**

TWY C, D, U, Y width 21m / 69ft.

Follow-me is mandatory for TWY A-D when taxiing to RWY 06/24.

Taxiing from APN along TWY C and D to RWY 06/24 for TKOF is prohibited.

**Taxi/Parking**

Taxi guide lines may be invisible because of snow. Follow-me AVBL O/R via GND.

Visual Docking Guidance System (SAFEDOCK) AVBL at stands 23-32.

**Warnings**

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure:** See CRAR and in addition:**After entry into Sochi TMA**

Continue FLT at last assigned LVL CLRD by ATC. Carry out further arrival along STAR routes AG 7A, MOBIT 7A, DIRUN 7A, BANUT 7A, BINOL 7A, KARAT 7A. After that, carry out the APCH along the established racetrack pattern.

**If LDG not possible**

Proceed to ALTN AD Krasnodar/Pashkovskiy or Mineralnyye Vody at FL140 or FL190 respectively, carry out further descent there using the INSTR APCH PROC based on specified navigation aid. LDG shall be carried out not later than 1HR after ETA.

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1-20

AOI

AOI

**ARRIVAL****Arrival Procedure**

Advise ATC on first contact about necessity to land on RWY 06 after listening to ATIS and in presence of limitations on LDG mass for RWY 02 according to AFM.

**Visual APCH**

RWY 06 and RWY 02 are AVBL for executing visual APCH for ACFT up to code letter D.

Visual APCH shall be executed only over the sea in sector R192-R278 ADL, intercepting RWY 06 and RWY 02 final APCH tracks when ACFT is proceeding from (IAF) CRP KOGUL, CRP GOKIN, NCRP PITOP must be completed not closer than:

- RWY 06 at D4 ISO
- RWY 02 at D4.4 IAD

**Non-standard GP Intercept Position on RWY 02**

GP intercept RWY 02 at 321m / 1052ft after landing threshold.

Remaining DIST beyond GP is 2079m / 6822ft.

**RWY 06**

GP intercept RWY 06 at 345m / 1133ft after landing threshold.

Remaining DIST beyond GP is 2465m / 8086ft.

**Warnings**

Heavy turbulence with down-draughts expected on final.

**DEPARTURE****Take-off Minima**

RWY		20, 24	
All ACFT	ft - m/km	0 - 400R/400V	-
RWY		02, 06	
All ACFT	ft - m/km	Not authorized	-

**Communication**

**COM Failure:** See CRAR and in addition:

**COM Failure after TKOF**

**TKOF RWY 24:** If no COM with Sochi-Radar at 150m (580ft QNH), turn right at D5.6 ADL to intercept R249 ADL. Then carry out either the flight along the assigned SID or APCH according to INST APCH chart.

**TKOF RWY 20:** If no COM with Sochi-Radar at 200m (750ft QNH), turn left at D5.6 ADL to intercept R187 ADL. Then carry out either the flight along the assigned SID or APCH according to IAC or proceed to ALTN AD (Krasnodar/Pashkovskiy, Mineralnyye Vody) along the route to Lazarevskoye NDB passing it at FL090 or to NCRP BINOL passing it at FL180.

Fuel use to LDG weight shall be carried out in the HLDG areas over CRP KOGUL, CRP GOKIN, NCRP PITOP. If required ACFT may proceed to ALTN AD indicated in the FLT plan after crossing Lazarevskoye NDB (NCRP BINOL) at one of the following FLT LVL established for flights without radio COM: FL140 to Krasnodar or FL190, FL250 to Mineralnyye Vody. In case of COM failure during climb to FL proceed at last assigned ALT to NDB (CRP) of exit corridor from Sochi CTA and after crossing NDB (CRP) climb to assigned FL (according to FPL, RPL).

**DEPARTURE**

**If FLT to destination AD is not connected with crossing the state border of Russia**

Land at the nearest ALTN AD. In this case proceed at one of the following FLT ALT established for FLT without COM: FL140, FL150 or FL240, FL250, depending on FLT direction.

**Departure Procedure****Start-up/Push-back**

When completely ready request clearance for start-up and taxiing/towing from "Sochi-Taxiing" indicating the stand number and switch the SSR transponder on.

ENG running shall be carried out on all stands, EXC 12-14, 20-22, on idle thrust and on other operating modes on TWY M and TWY N.

**One Active RWY**

When only RWY 06/24 is active and there is an ACFT flying on the opposite course, after TKOF from RWY 24, use RWY 20 SID as follows:

- Climb straight ahead to 150m (580ft QNH) at D5.6 ADL, then turn left to join the assigned SID for RWY 20.

When only RWY 02/20 is active and there is an ACFT flying on the opposite course, after TKOF from RWY 20, use RWY 24 SID as follows:

- Climb straight ahead to 200m (750ft QNH) at D5.6 ADL, then turn right to join the assigned SID for RWY 24.

**Noise Abatement Procedure**

**TKOF RWY 24:** Climb to 150m (580ft QNH) or above on RWY HDG with MAX possible gradient, proceed to D5.6 ADL, turn right onto track R249 ADL. Contact Sochi-Radar and according to SID or by ATC CLR climbing turn right.

**TKOF RWY 20:** Climb to 200m (750ft QNH) or above on RWY HDG with MAX possible gradient, proceed to D5.6 ADL, turn left onto track R187 ADL. Contact Sochi-Radar and according to SID or by ATC CLR climbing turn right.

Change of HDG only after reaching 200m (750ft QNH), D5.6 ADL for RWY 20 and after reaching 150m (580ft QNH), D5.6 ADL for RWY 24 or by ATC CLR.

Do not reduce ENG PWR until:

- reaching 300m (1080ft QNH).
- the established standard PWR mode enables, with MTOM, to maintain established climb gradient of MNM 4%.

**ATC Slot, Clearance**

REQ DEP clearance 10min before ENG start-up but not earlier than 30min before scheduled DEP time, reporting following information:

- ACFT call sign (+ "Heavy" when ACFT has heavy WTC)
- Destination AD
- ATIS
- QNH (by request) and readiness for ENG start-up

REQ clearance from DLV FREQ only when it is broadcast in ATIS message; in the absent of this information in ATIS, clearance shall be requested from "Sochi-Taxiing".

The validity of clearance is 30min from the moment of obtaining such clearance.

**De-Icing**

AVBL.

06-SEP-2018

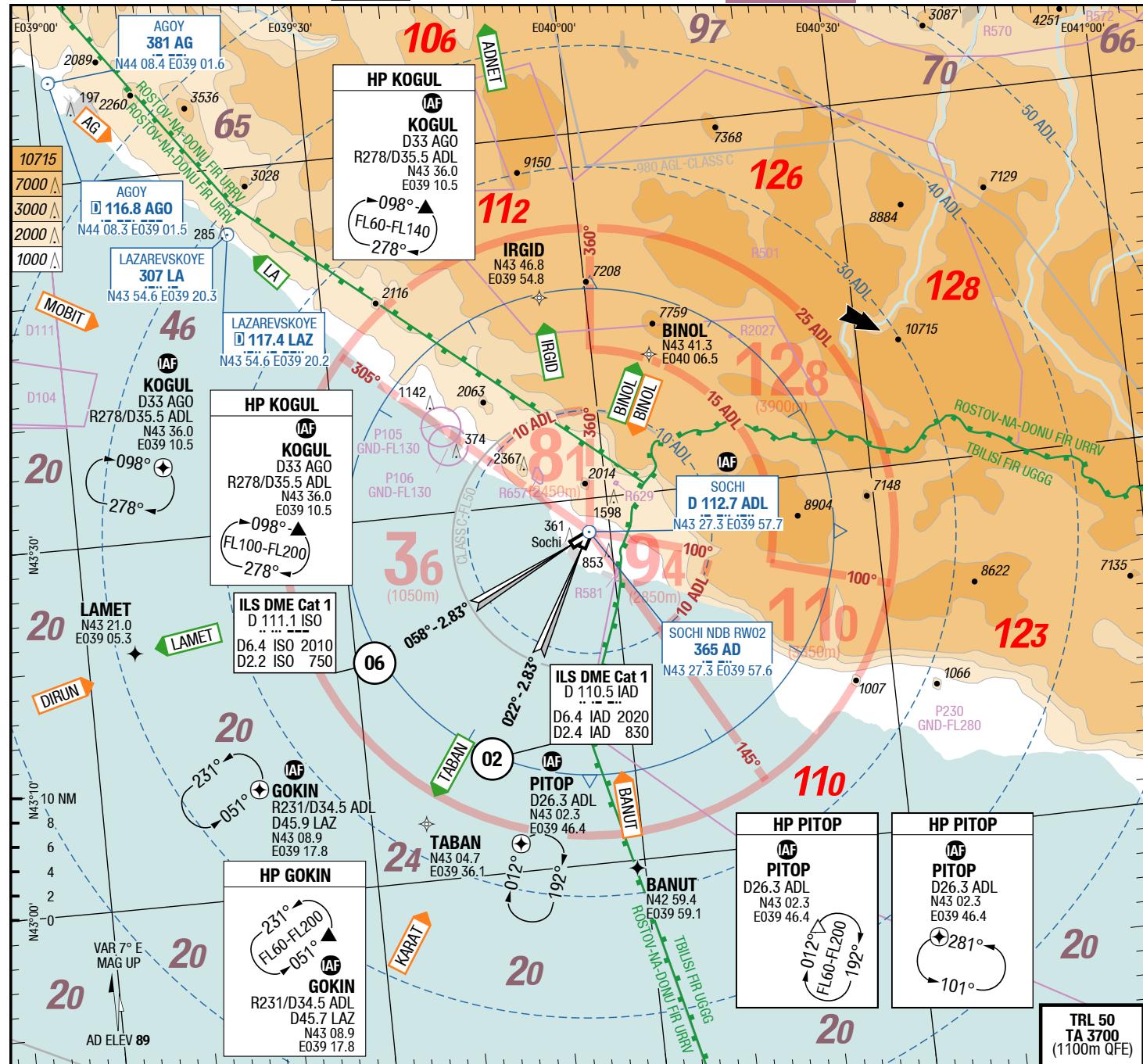
Russian Federation Sochi

AGC  
AFC

**Sochi** Russian Federation

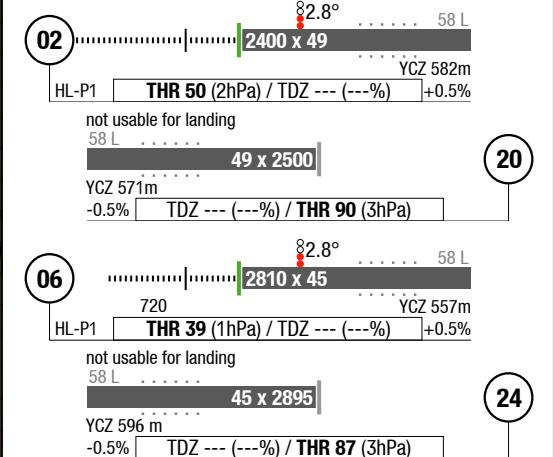
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2-10



<b>ATIS</b>	129.375
<b>Rostov CTL</b>	135.600 Sector 5 127.500 Sector 7
<b>RAD</b>	119.700 124.000 O/R
<b>APP</b>	135.800 up to FL200 124.000 O/R
<b>TWR</b>	124.600 RWY 02/20 121.200 RWY 06/24 124.000 O/R
<b>Taxiing</b>	119.000 GND
<b>Transit</b>	131.900
<b>DLV</b>	132.700

#### **Landing RWY system:**



06-SEP-2018

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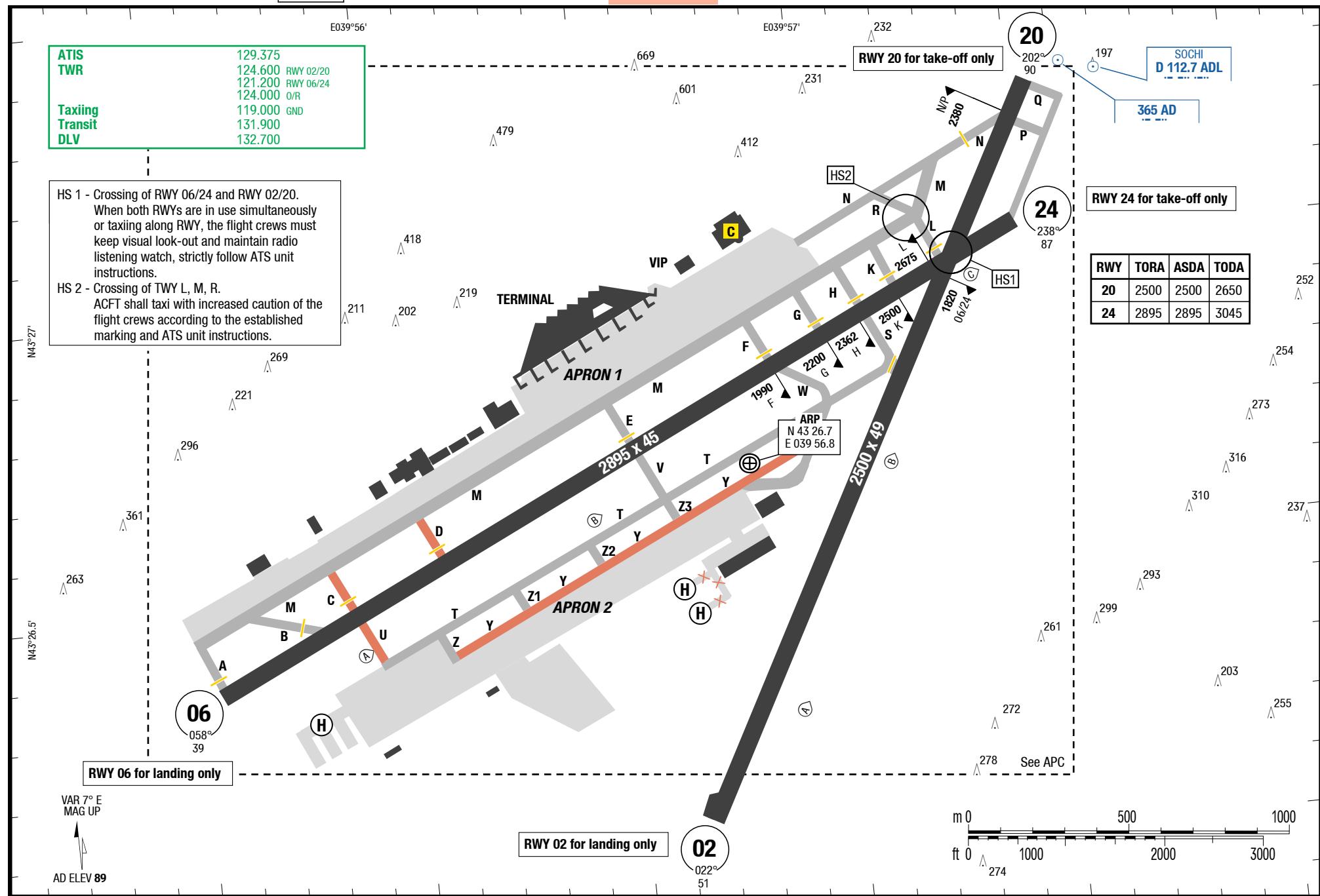
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## Sochi Russian Federation

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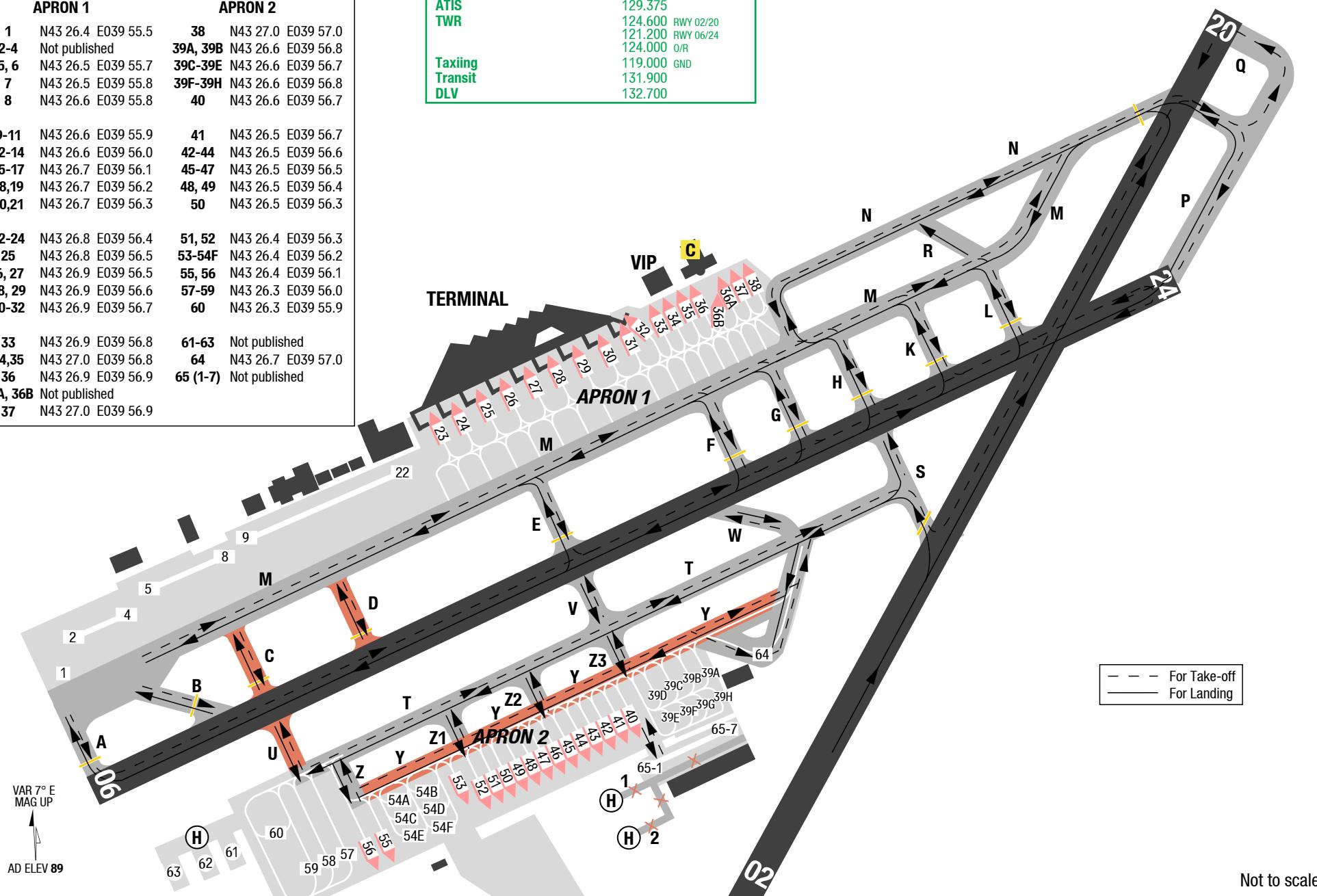


3-30

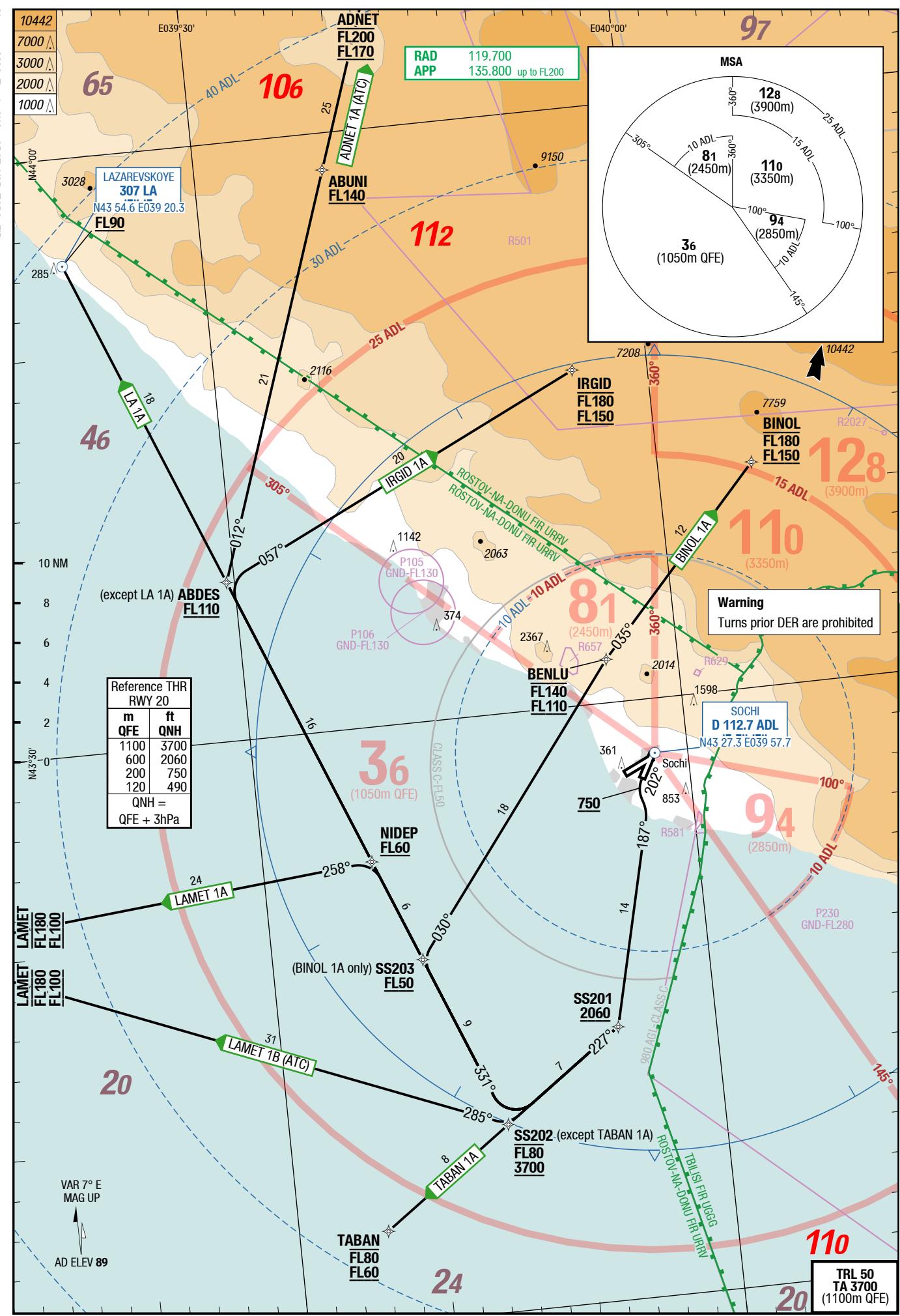
## **– COORDINATES**

APRON 1			APRON 2		
<b>1</b>	N43 26.4	E039 55.5	<b>38</b>	N43 27.0	E039 57.0
<b>2-4</b>	Not published		<b>39A, 39B</b>	N43 26.6	E039 56.8
<b>5, 6</b>	N43 26.5	E039 55.7	<b>39C-39E</b>	N43 26.6	E039 56.7
<b>7</b>	N43 26.5	E039 55.8	<b>39F-39H</b>	N43 26.6	E039 56.8
<b>8</b>	N43 26.6	E039 55.8	<b>40</b>	N43 26.6	E039 56.7
<b>9-11</b>	N43 26.6	E039 55.9	<b>41</b>	N43 26.5	E039 56.7
<b>12-14</b>	N43 26.6	E039 56.0	<b>42-44</b>	N43 26.5	E039 56.6
<b>15-17</b>	N43 26.7	E039 56.1	<b>45-47</b>	N43 26.5	E039 56.5
<b>18,19</b>	N43 26.7	E039 56.2	<b>48, 49</b>	N43 26.5	E039 56.4
<b>20,21</b>	N43 26.7	E039 56.3	<b>50</b>	N43 26.5	E039 56.3
<b>22-24</b>	N43 26.8	E039 56.4	<b>51, 52</b>	N43 26.4	E039 56.3
<b>25</b>	N43 26.8	E039 56.5	<b>53-54F</b>	N43 26.4	E039 56.2
<b>26, 27</b>	N43 26.9	E039 56.5	<b>55, 56</b>	N43 26.4	E039 56.1
<b>28, 29</b>	N43 26.9	E039 56.6	<b>57-59</b>	N43 26.3	E039 56.0
<b>30-32</b>	N43 26.9	E039 56.7	<b>60</b>	N43 26.3	E039 55.9
<b>33</b>	N43 26.9	E039 56.8	<b>61-63</b>	Not published	
<b>34,35</b>	N43 27.0	E039 56.8	<b>64</b>	N43 26.7	E039 57.0
<b>36</b>	N43 26.9	E039 56.9	<b>65 (1-7)</b>	Not published	
<b>36A, 36B</b>	Not published				
<b>37</b>	N43 27.0	E039 56.9			

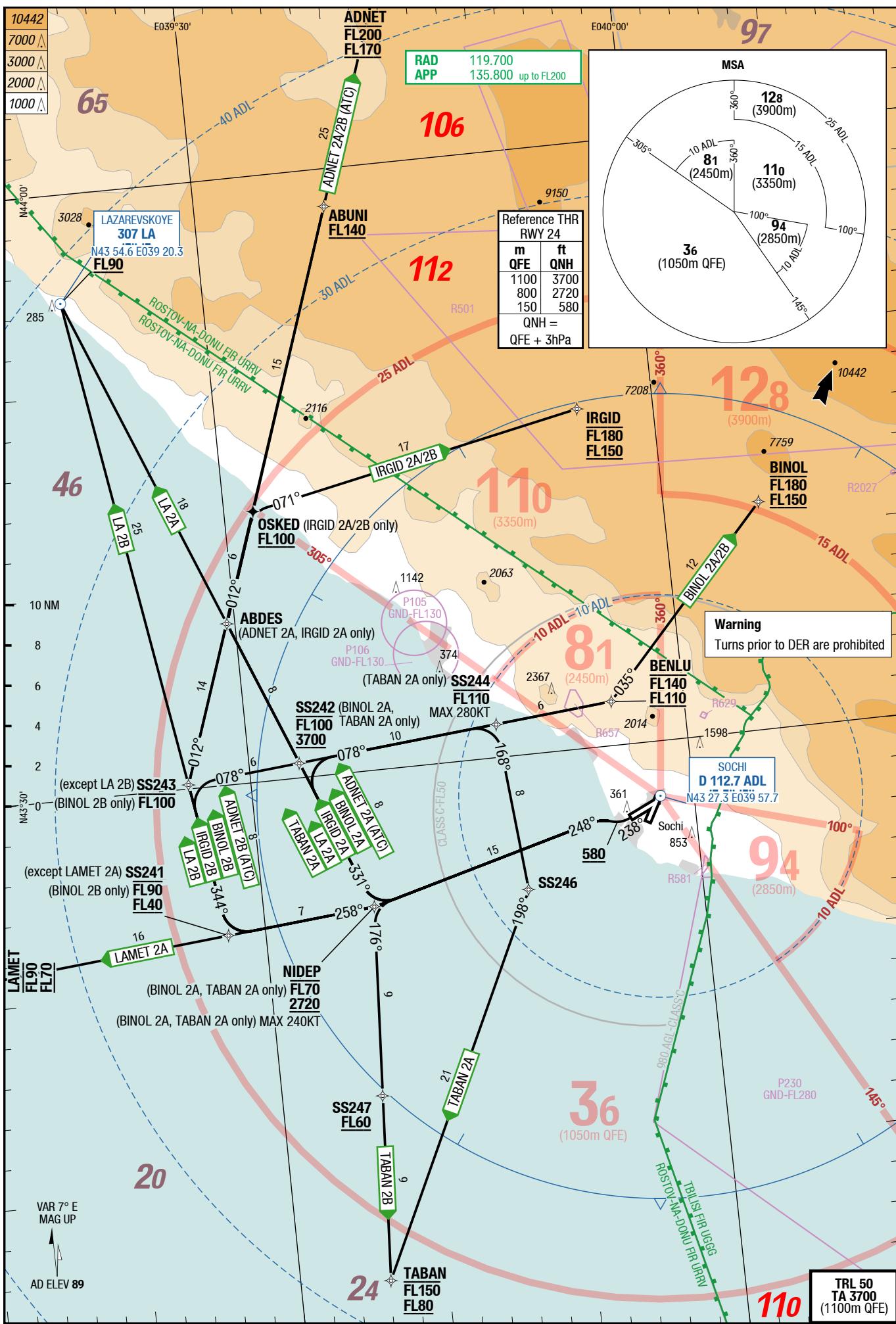
<b>ATIS</b>	129.375
<b>TWR</b>	124.600 RWY 02/20
	121.200 RWY 06/24
	124.000 O/R
<b>Taxiing</b>	119.000 GND
<b>Transit</b>	131.900
<b>DLV</b>	132.700



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**AER-URSS****4-10****RNAV SIDs RWY 20****SID****SID****Sochi Russian Federation****RNAV SIDs RWY 24****RNAV SIDs RWY 20**

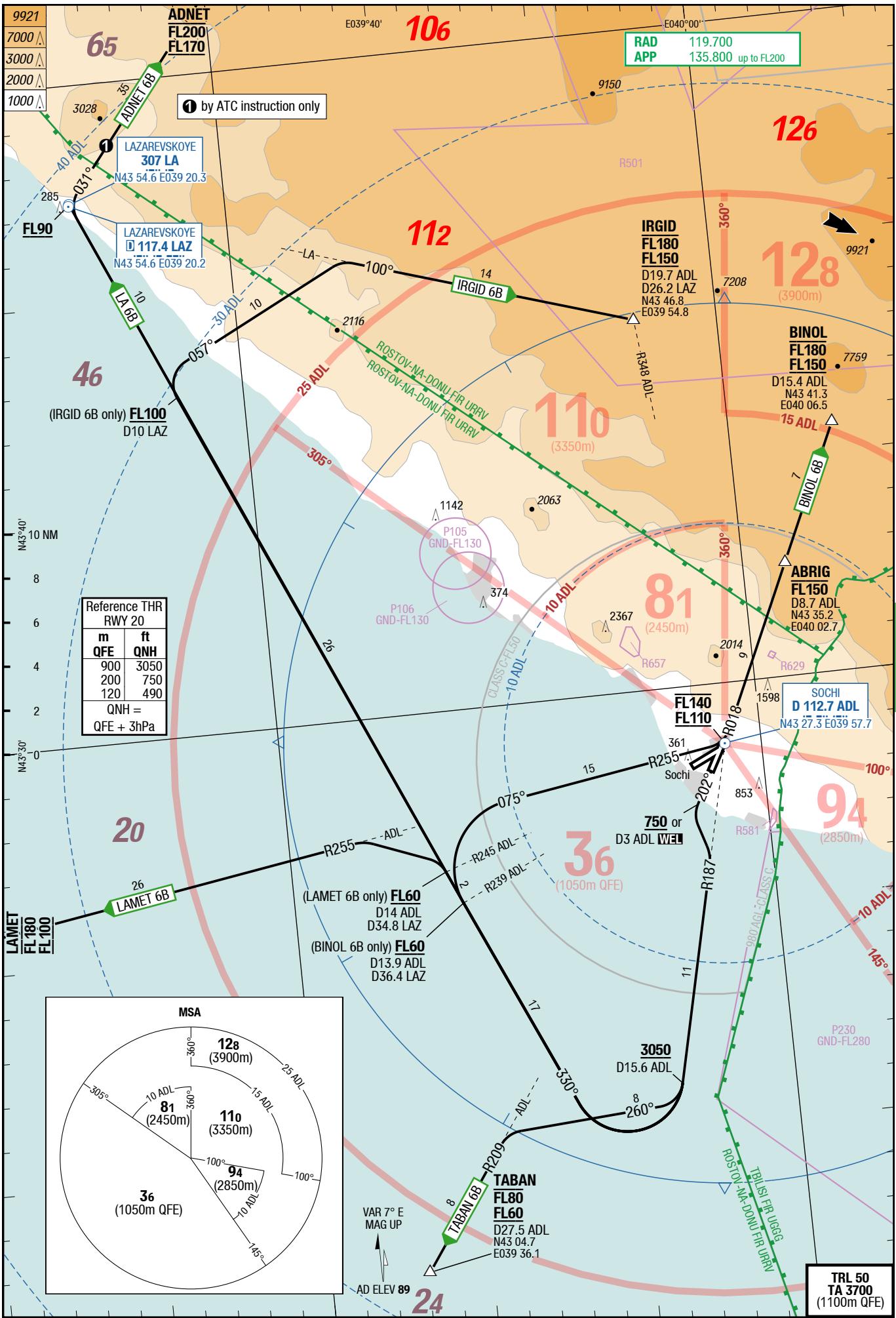
Changes: MGA, Track, OBST, VAR, SUAs, TOPO, FIR



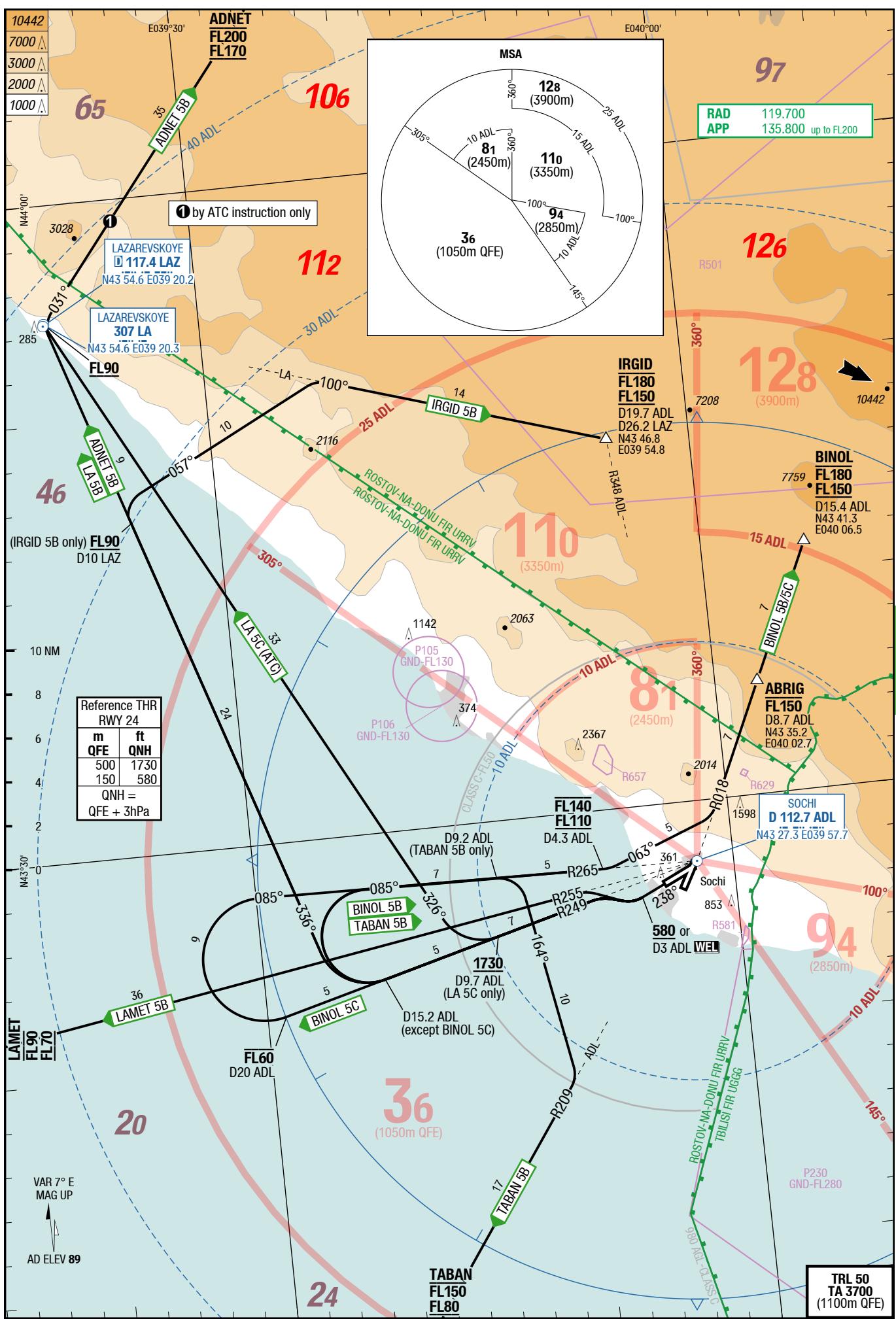
SIDS RWY 20

**SID**

**SIDs RWY 24**



Changes: MGA, Track, SUAS, VAR, OBST, TOPO, FIR



AER-URSS

5-10

RNAV SIDs RWY 20

**ADNET 1A / BINOL 1A / IRGID 1A / LA 1A / LAMET 1A / LAMET 1B / TABAN 1A**  
**RWY 20 (202°)**

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.3%	ft/MIN	600	700	800	1000	1100	1200
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 20</b>	
<b>ADNET 1A</b> (ATC) 5.7% to 490 <b>135.800</b> (up to FL200)	[A750+ ;L] - SS201 [A2060+ ;R] - SS202 [A3700-F80 ;R] - NIDEP [F60+] - ABDES [F110+ ;R] - ABUNI [F140+] - ADNET [F170-F200]	
<b>BINOL 1A</b> 5.7% to 490 4.3% to FL150 <b>135.800</b> (up to FL200)	[A750+ ;L] - SS201 [A2060+ ;R] - SS202 [A3700-F80 ;R] - SS203 [F50+ ;R] - BENLU [F110-F140 ;R] - BINOL [F150-F180]	
<b>IRGID 1A</b> 5.7% to 490 3.6% to FL150 <b>135.800</b> (up to FL200)	[A750+ ;L] - SS201 [A2060+ ;R] - SS202 [A3700-F80 ;R] - NIDEP [F60+] - ABDES [F110+ ;R] - IRGID [F150-F180]	
<b>LA 1A</b> 5.7% to 490 <b>135.800</b> (up to FL200)	[A750+ ;L] - SS201 [A2060+ ;R] - SS202 [A3700-F80 ;R] - NIDEP [F60+] - LA [F90+]	
<b>LAMET 1A</b> 5.7% to 490 <b>135.800</b> (up to FL200)	[A750+ ;L] - SS201 [A2060+ ;R] - SS202 [A3700-F80 ;R] - NIDEP [F60+ ;L] - LAMET [F100-F180]	
<b>LAMET 1B</b> (ATC) 5.7% to 490 <b>135.800</b> (up to FL200)	[A750+ ;L] - SS201 [A2060+ ;R] - SS202 [A3700-F80 ;R] - LAMET [F100-F180]	
<b>TABAN 1A</b> 5.7% to 490 <b>135.800</b> (up to FL200)	[A750+ ;L] - SS201 [A2060+ ;R] - TABAN [F60-F80]	

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## RNAV SIDs RWY 24

**ADNET 2A / ADNET 2B / BINOL 2A / BINOL 2B / IRGID 2A / IRGID 2B / LA 2A / LA 2B / LAMET 2A / TABAN 2A**

RWY 24 (238°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.3%	ft/MIN	600	700	800	1000	1100	1200
4.6%	ft/MIN	600	700	900	1000	1200	1300
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 24</b>		
<b>ADNET 2A</b> (ATC) 4.6% to FL140 <b>135.800</b> (up o FL200)	[A580+ ;R] - NIDEP [A2720+ ;R] - ABDES [R] - ABUNI [F140+] - ADNET [F170-F200]	
<b>ADNET 2B</b> (ATC) 4.1% to FL140 <b>135.800</b> (up o FL200)	[A580+ ;R] - NIDEP [A2720+ ;R] - SS241 [F40+ ;R] - SS243 [R] - ABUNI [F140+] - ADNET [F170-F200]	
<b>BINOL 2A</b> 5.3% to FL150 <b>135.800</b> (up o FL200)	[A580+ ;R] - NIDEP [K240- ;A2720-F70 ;R] - SS242 [A3700-F100 ;R] - BENLU [F110-F140 ;L] - BINOL [F150-F180]	
<b>BINOL 2B</b> 4.1% to FL150 <b>135.800</b> (up o FL200)	[A580+ ;R] - NIDEP [A2720+] - SS241 [F40-F90 ;R] - SS243 [F100- ;R] - BENLU [F110-F140 ;L] - BINOL [F150-F180]	
<b>IRGID 2A</b> 4.9% to FL150 <b>135.800</b> (up o FL200)	[A580+ ;R] - NIDEP [A2720+ ;R] - ABDES [R] - OSKED [F100+ ;R] - IRGID [F150-F180]	
<b>IRGID 2B</b> 4.3% to FL150 <b>135.800</b> (up o FL200)	[A580+ ;R] - NIDEP [A2720+] - SS241 [F40+ ;R] - SS243 [R] - OSKED [F100+ ;R] - IRGID [F150-F180]	
<b>LA 2A</b> <b>135.800</b> (up o FL200)	[A580+ ;R] - NIDEP [A2720+ ;R] - LA [F90+]	
<b>LA 2B</b> <b>135.800</b> (up o FL200)	[A580+ ;R] - NIDEP [A2720+] - SS241 [F40+ ;R] - LA [F90+]	
<b>LAMET 2A</b> <b>135.800</b> (up o FL200)	[A580+ ;R] - NIDEP [A2720+] - LAMET [F70-F90]	
<b>TABAN 2A</b> <b>135.800</b> (up o FL200)	[A580+ ;R] - NIDEP [K240- ;A2720-F70 ;R] - SS242 [A3700-F100 ;R] - SS244 [K280- ;F110- ;R] - SS246 [R] - TABAN [F80-F150]	

## TABAN 2B

RWY 24 (238°)

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 24</b>	
<b>TABAN 2B</b> 4.6% to FL60 <b>135.800</b> (up o FL200)	[A580+ ;R] - NIIDEP [A2720+ ;L] - SS247 [F60+] - TABAN [F80- F150]	

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**AER-URSS****5-50****SIDs RWY 20**

SIDPT

**ADNET 6B / BINOL 6B / IRGID 6B / LA 6B / LAMET 6B / TABAN 6B**

RWY 20 (202°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 20</b>	
<b>ADNET 6B</b> 5.7% to 490 <b>135.800</b> (up to FL200) ①	at MNM <b>750</b> or D3 <b>ADL</b> , whichever is later, <b>LT</b> intercept R187 <b>ADL</b> - at D15.6 <b>ADL RT</b> intercept QDM 330 <b>LA</b> to <b>LA</b> - <b>RT</b> QDR 031 <b>LA</b> to ADNET	D15.6 <b>ADL MNM 3050</b> <b>LA</b> MNM <b>FL90</b> ADNET between <b>FL170</b> and <b>FL200</b>
<b>BINOL 6B</b> 3.9% to FL150 5.7% to 490 <b>135.800</b> (up to FL200)	at MNM <b>750</b> or D3 <b>ADL</b> , whichever is later, <b>LT</b> intercept R187 <b>ADL</b> - at D15.6 <b>ADL RT</b> intercept QDM 330 <b>LA</b> - at D36.4 <b>LAZ</b> (R239 <b>ADL</b> ) <b>RT</b> intercept R255 <b>ADL</b> to <b>ADL</b> - R018 <b>ADL</b> to ABRIG - <b>BINOL</b>	D15.6 <b>ADL MNM 3050</b> D36.4 <b>LAZ MNM FL60</b> <b>ADL</b> between <b>FL110</b> and <b>FL140</b> ABRIG MAX <b>FL150</b> <b>BINOL</b> between <b>FL150</b> and <b>FL180</b>
<b>IRGID 6B</b> 5.7% to 490 <b>135.800</b> (up to FL200)	at MNM <b>750</b> or D3 <b>ADL</b> , whichever is later, <b>LT</b> intercept R187 <b>ADL</b> - at D15.6 <b>ADL RT</b> intercept QDM 330 <b>LA</b> - at D10 <b>LAZ</b> <b>RT</b> 057° - <b>RT</b> intercept QDR 100 <b>LA</b> to IRGID	D15.6 <b>ADL MNM 3050</b> D10 <b>LAZ MNM FL100</b> IRGID between <b>FL150</b> and <b>FL180</b>
<b>LA 6B</b> 5.7% to 490 <b>135.800</b> (up to FL200)	at MNM <b>750</b> or D3 <b>ADL</b> , whichever is later, <b>LT</b> intercept R187 <b>ADL</b> - at D15.6 <b>ADL RT</b> intercept QDM 330 <b>LA</b> to <b>LA</b>	D15.6 <b>ADL MNM 3050</b> <b>LA</b> MNM <b>FL90</b>
<b>LAMET 6B</b> 5.7% to 490 <b>135.800</b> (up to FL200)	at MNM <b>750</b> or D3 <b>ADL</b> , whichever is later, <b>LT</b> intercept R187 <b>ADL</b> - at D15.6 <b>ADL RT</b> intercept QDM 330 <b>LA</b> - at D34.8 <b>LAZ</b> (R245 <b>ADL</b> ) <b>LT</b> intercept R255 <b>ADL</b> to LAMET	D15.6 <b>ADL MNM 3050</b> D34.8 <b>LAZ MNM FL60</b> LAMET between <b>FL100</b> and <b>FL180</b>
<b>TABAN 6B</b> 5.7% to 490 <b>135.800</b> (up to FL200)	at MNM <b>750</b> or D3 <b>ADL</b> , whichever is later, <b>LT</b> intercept R187 <b>ADL</b> - at D15.6 <b>ADL RT</b> 260° - <b>LT</b> intercept R209 <b>ADL</b> to TABAN	D15.6 <b>ADL MNM 3050</b> TABAN between <b>FL60</b> and <b>FL80</b>

① LA NDB to ADNET by ATC instruction only

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## AER-URSS

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## SIDs RWY 24

**ADNET 5B / BINOL 5B / BINOL 5C / IRGID 5B / LA 5B / LA 5C (ATC) / LAMET 5B / TABAN 5B**

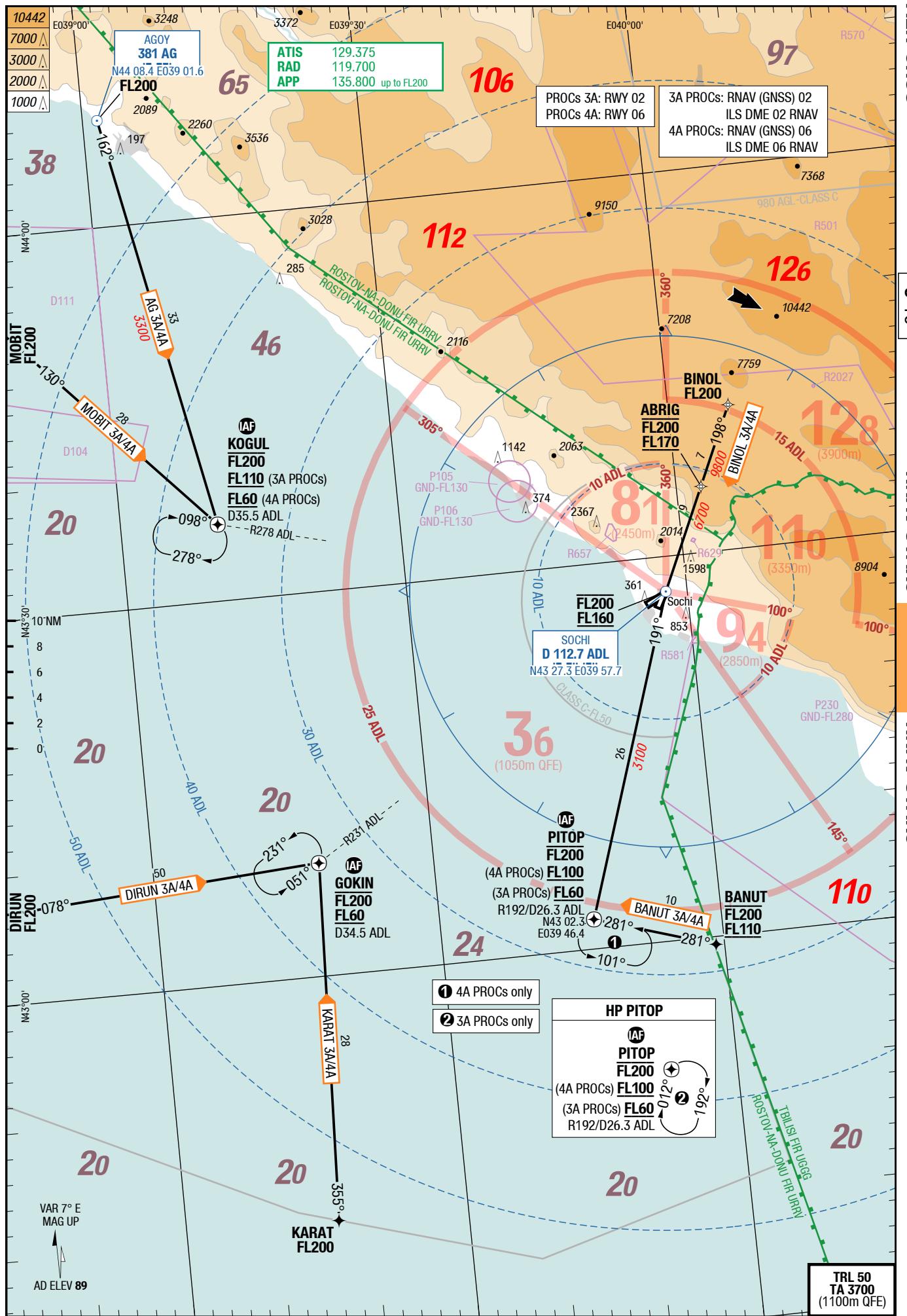
RWY 24 (238°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100
4.1%	ft/MIN	500	700	800	900	1000	1200
5.6%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 24</b>	
<b>ADNET 5B</b> <b>135.800</b> (up to FL200) ①	at MNM <b>580</b> or D3 <b>ADL</b> , whichever is later, <b>RT</b> intercept R249 <b>ADL</b> - at D15.2 <b>ADL RT</b> intercept QDM 336 <b>LA</b> to <b>LA</b> - <b>RT</b> QDR 031 <b>LA</b> to ADNET	<b>LA MNM FL90</b> ADNET between <b>FL170</b> and <b>FL200</b>
<b>BINOL 5B</b> 5.6% to FL110 <b>135.800</b> (up to FL200)	at MNM <b>580</b> or D3 <b>ADL</b> , whichever is later, <b>RT</b> intercept R249 <b>ADL</b> - at D15.2 <b>ADL RT</b> intercept R265 <b>ADL</b> inbound - at D4.3 <b>ADL LT</b> 063° - <b>LT</b> intercept R018 <b>ADL</b> to ABRIG - BINOL	D4.3 <b>ADL</b> between <b>FL110</b> and <b>FL140</b> ABRIG MAX <b>FL150</b> BINOL between <b>FL150</b> and <b>FL180</b>
<b>BINOL 5C</b> 4.1% to FL110 <b>135.800</b> (up to FL200)	at MNM <b>580</b> or D3 <b>ADL</b> , whichever is later, <b>RT</b> intercept R249 <b>ADL</b> - at D20 <b>ADL RT</b> intercept R265 <b>ADL</b> inbound - at D4.3 <b>ADL LT</b> 063° - <b>LT</b> intercept R018 <b>ADL</b> to ABRIG - BINOL	D20 <b>ADL MAX FL60</b> D4.3 <b>ADL</b> between <b>FL110</b> and <b>FL140</b> ABRIG MAX <b>FL150</b> BINOL between <b>FL150</b> and <b>FL180</b>
<b>IRGID 5B</b> 3.9% to FL150 <b>135.800</b> (up to FL200)	at MNM <b>580</b> or D3 <b>ADL</b> , whichever is later, <b>RT</b> intercept R249 <b>ADL</b> - at D15.2 <b>ADL RT</b> intercept QDM 336 <b>LA</b> - at D10 <b>LAZ RT</b> 057° - <b>RT</b> intercept QDR 100 <b>LA</b> to IRGID	D10 <b>LAZ MNM FL90</b> IRGID between <b>FL150</b> and <b>FL180</b>
<b>LA 5B</b> <b>135.800</b> (up to FL200)	at MNM <b>580</b> or D3 <b>ADL</b> , whichever is later, <b>RT</b> intercept R249 <b>ADL</b> - at D15.2 <b>ADL RT</b> intercept QDM 336 <b>LA</b> to <b>LA</b>	<b>LA MNM FL90</b>
<b>LA 5C (ATC)</b> (ATC) <b>135.800</b> (up to FL200)	at MNM <b>580</b> or D3 <b>ADL</b> , whichever is later, <b>RT</b> intercept R249 <b>ADL</b> - at D9.7 <b>ADL RT</b> intercept QDM 326 <b>LA</b> to <b>LA</b>	D9.7 <b>ADL MNM 1730</b> <b>LA MNM FL90</b>
<b>LAMET 5B</b> <b>135.800</b> (up to FL200)	at MNM <b>580</b> or D3 <b>ADL</b> , whichever is later, <b>RT</b> intercept R255 <b>ADL</b> to LAMET	LAMET between <b>FL70</b> and <b>FL90</b>
<b>TABAN 5B</b> <b>135.800</b> (up to FL200)	at MNM <b>580</b> or D3 <b>ADL</b> , whichever is later, <b>RT</b> intercept R249 <b>ADL</b> - at D15.2 <b>ADL RT</b> intercept R265 <b>ADL</b> inbound - at D9.2 <b>ADL RT</b> 164° - <b>RT</b> intercept R209 <b>ADL</b> to TABAN	TABAN between <b>FL80</b> and <b>FL150</b>

① LA NDB to ADNET by ATC instruction only

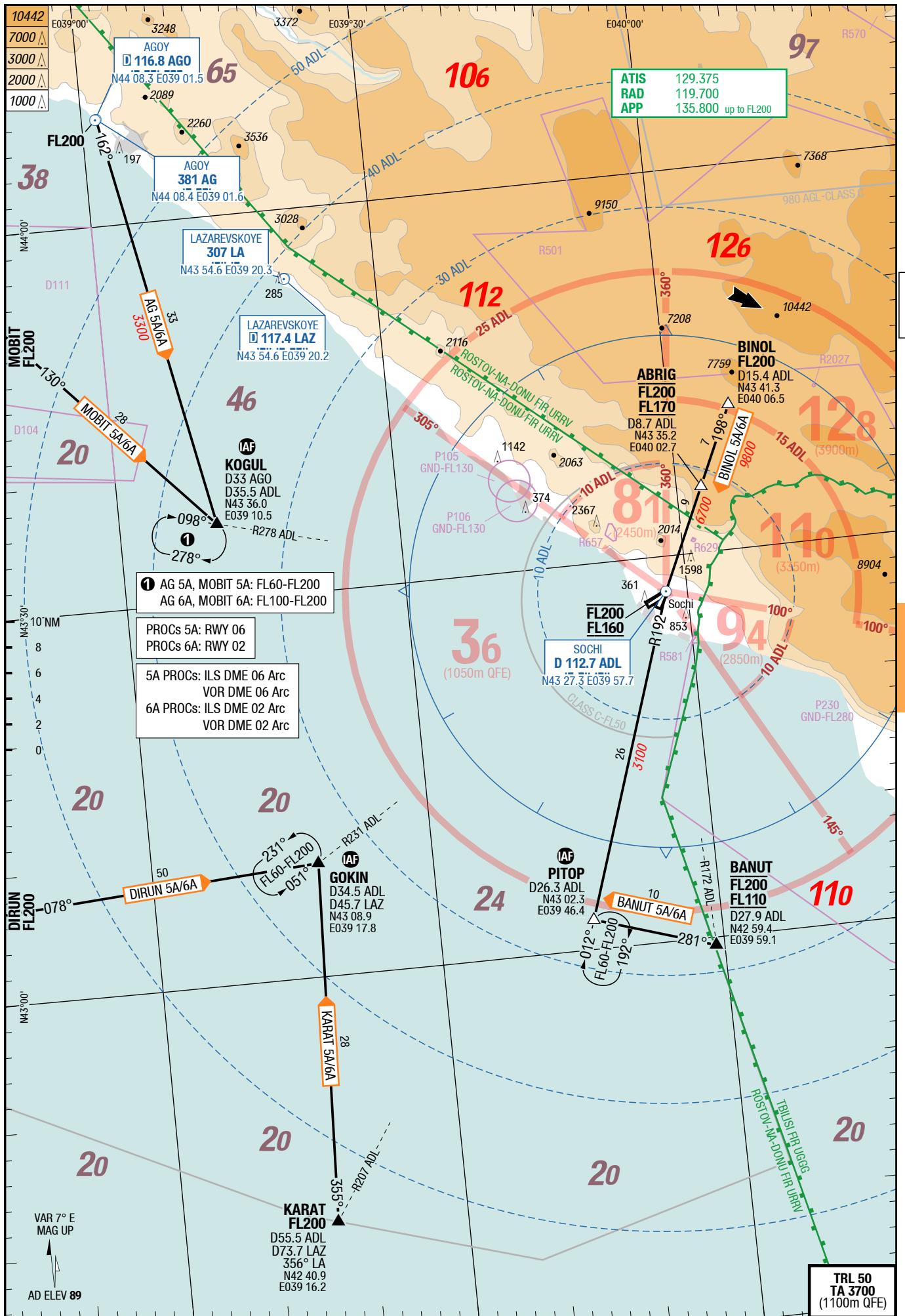
Changes: MGA, Track, SUAs, OBST, VAR, TOPO, FIR



19-APR-2018

AER-URSS

**6-20** Russian Federation Sochi  
**STAR** STARS  
**STAR** STARS  
**STAR** STARS

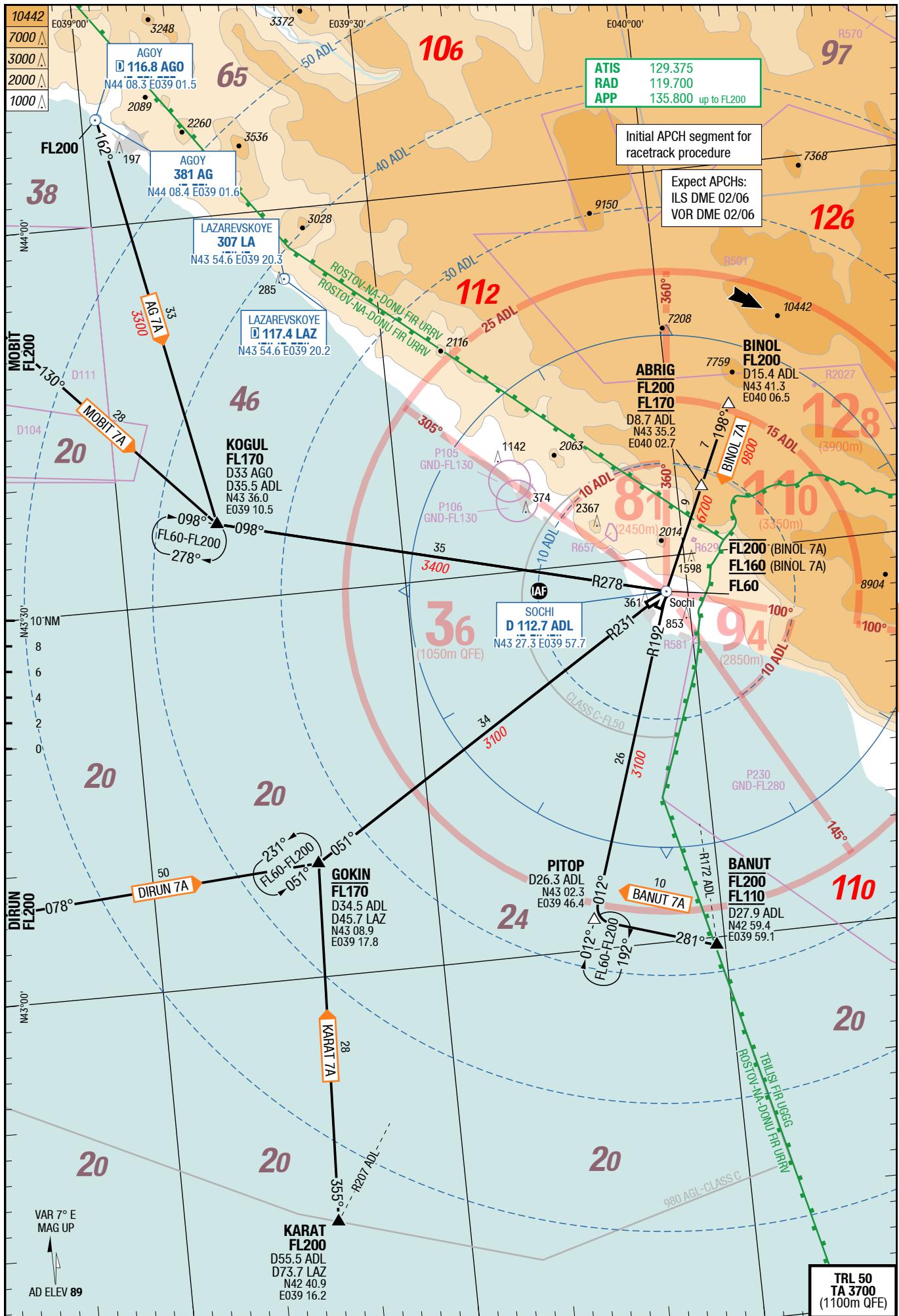


19-APR-2018

AER-URSS

# Russian Federation Sochi 6-30 STARS

**STARS S** Sochi Russian Federation  
**STARS 7A**



19-APR-2018

AER-URSS

6-40

STARS S

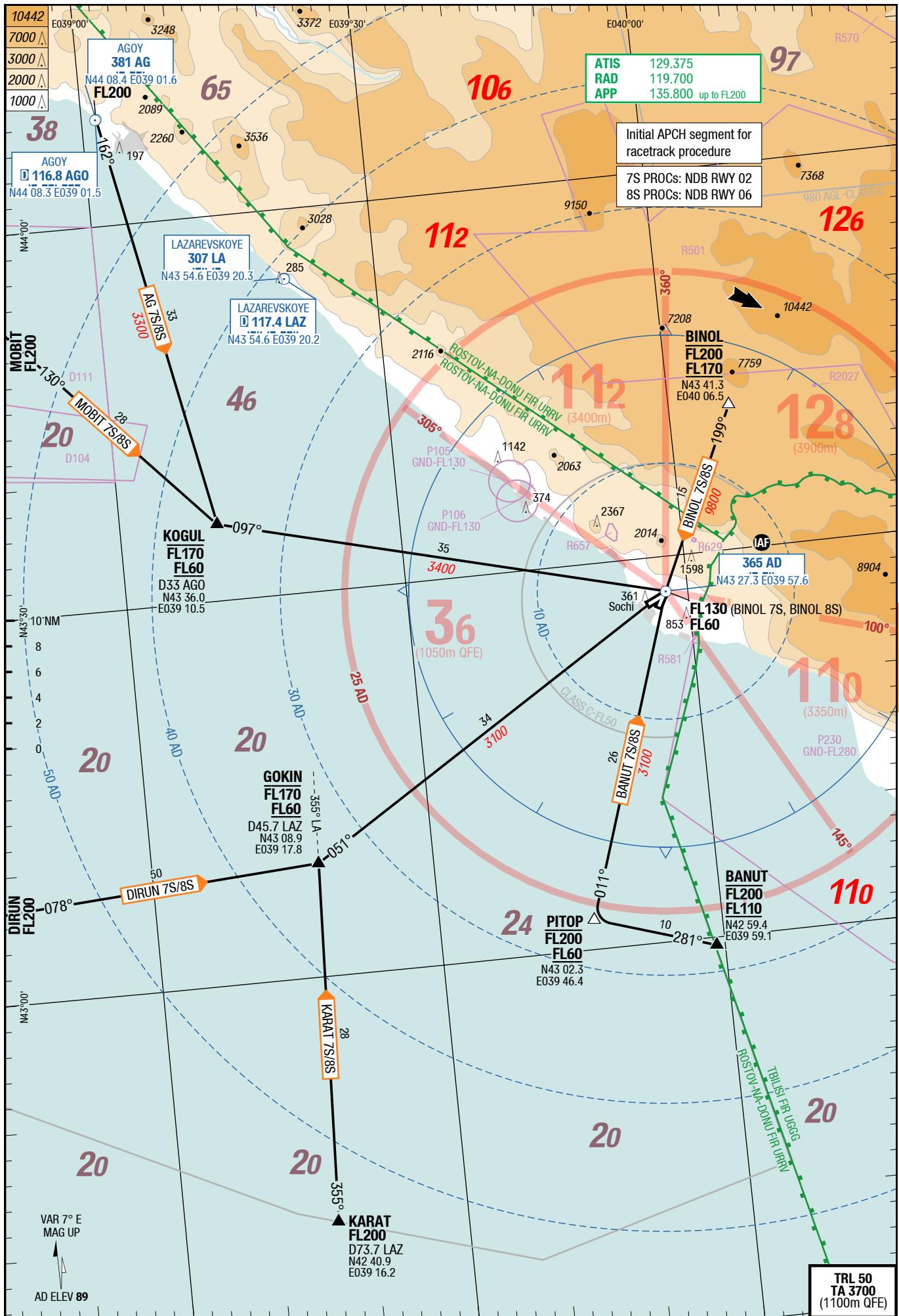
ST

STARS S

Russian Federation Sochi

STAR

Sochi Russian Federation



06-SEP-2018

# Russian Federation Sochi

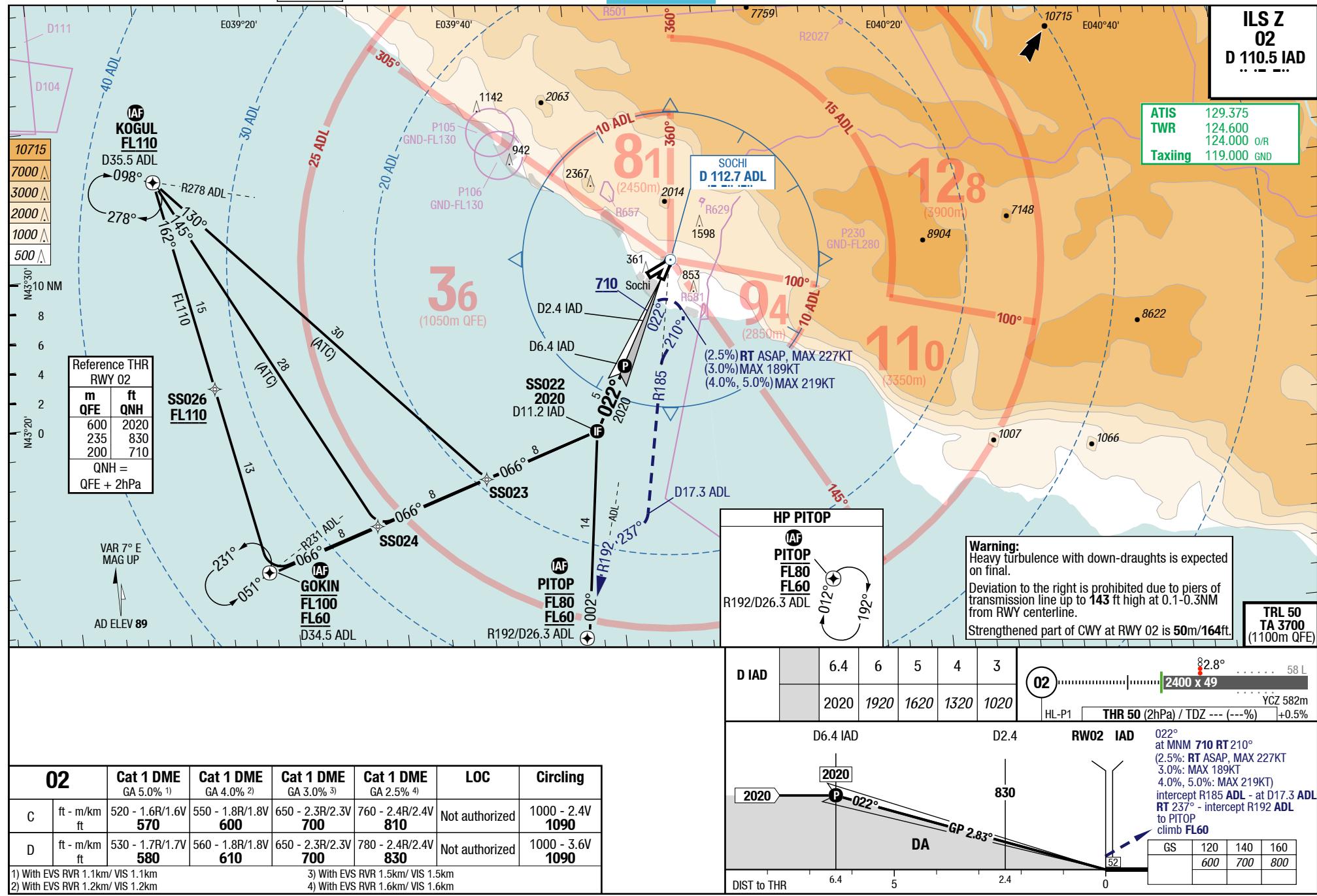
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# **Sochi Russian Federation**

**ILS Y 02**

AER-URSS

7-10

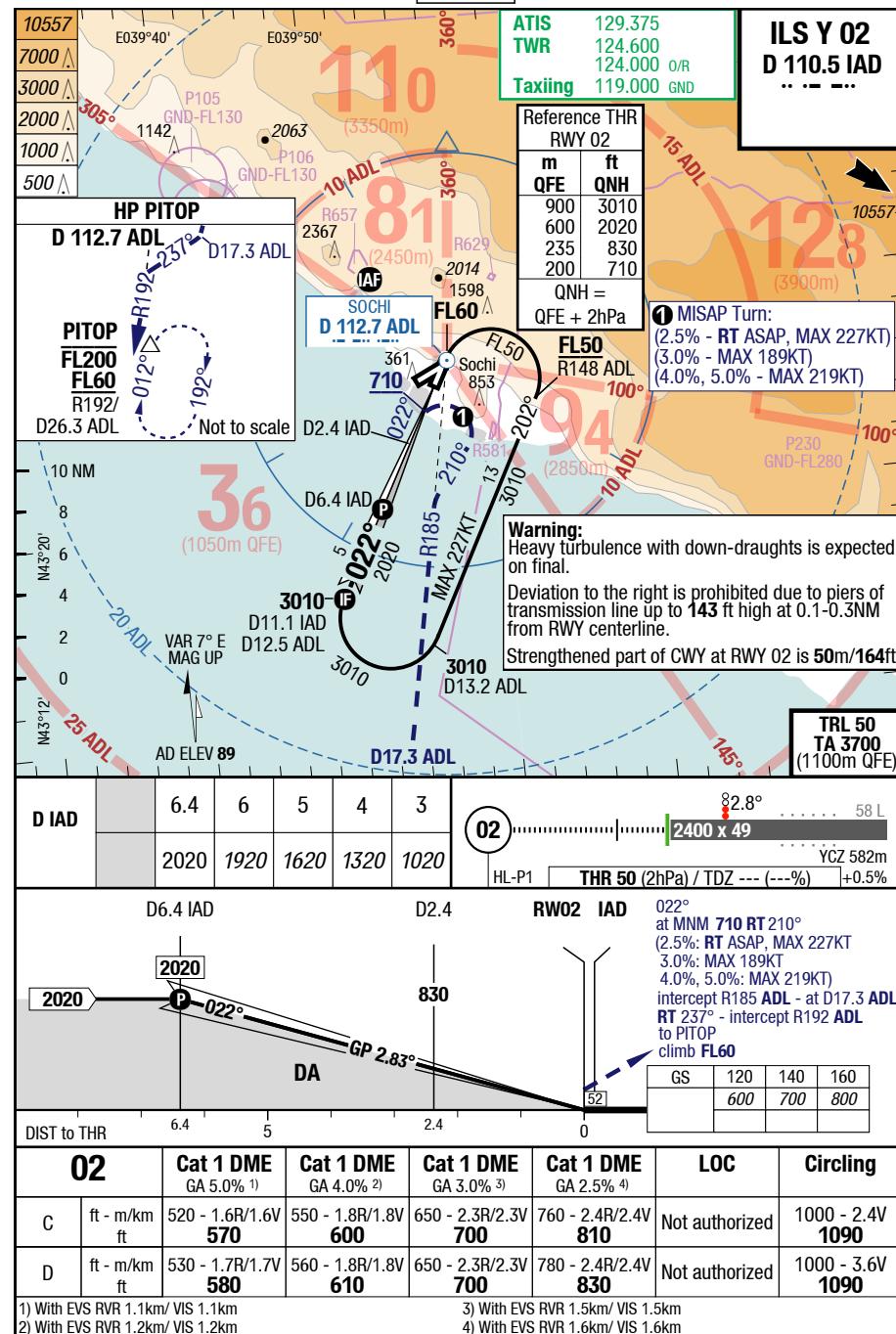


06-SEP-2018

AER-URSS

## Russian Federation Sochi

7-20



## Sochi Russian Federation

IAC

IAC

ILS Y 02

Changes: APL

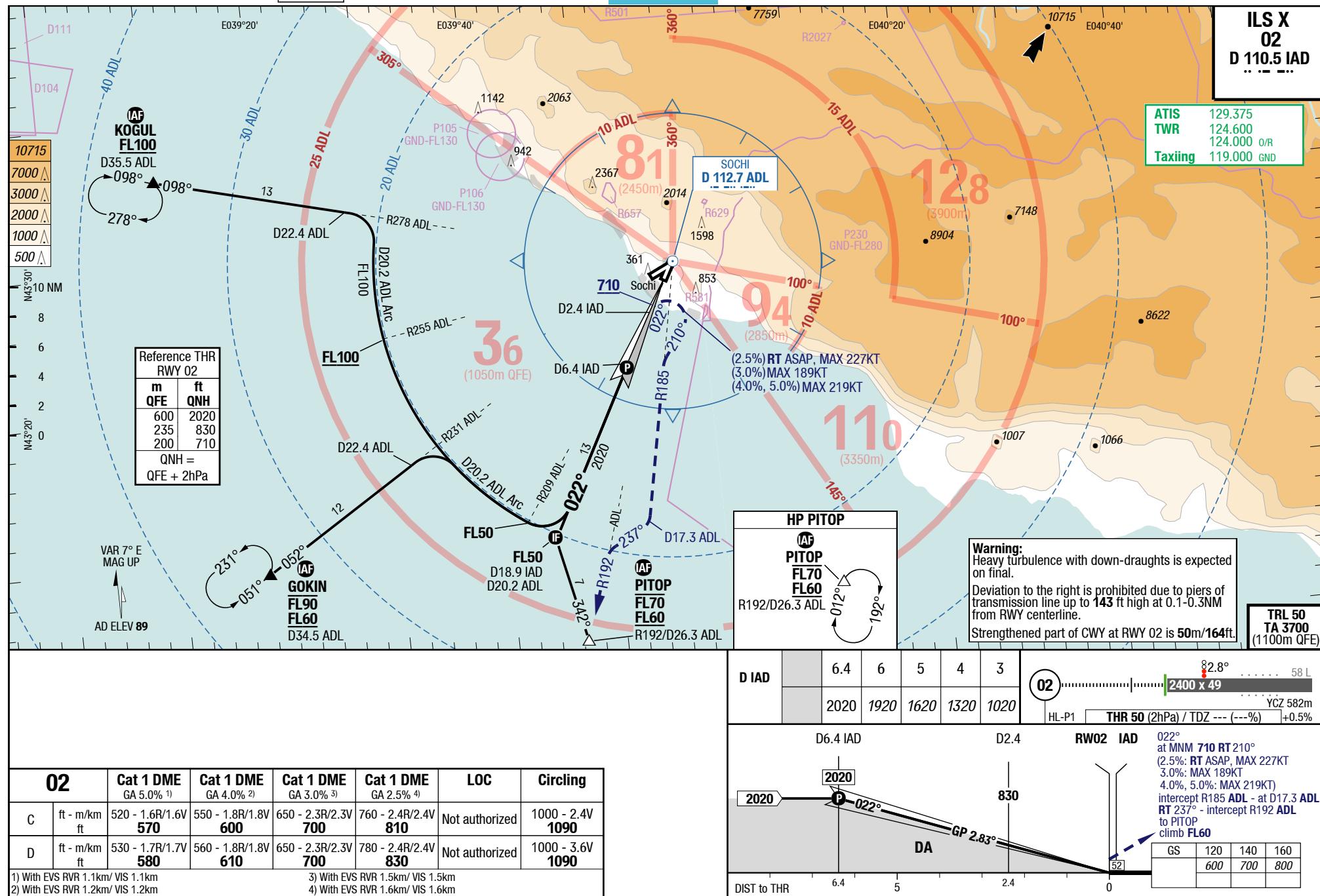
06-SEP-2018

AER-URSS

## Russian Federation Sochi

[ILS Z 06]  
ILS X 02IAC  
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## Sochi Russian Federation

[ILS Z 06]  
ILS X 02

Changes: APL

06-SEP-2018

AER-URSS

## Russian Federation Sochi

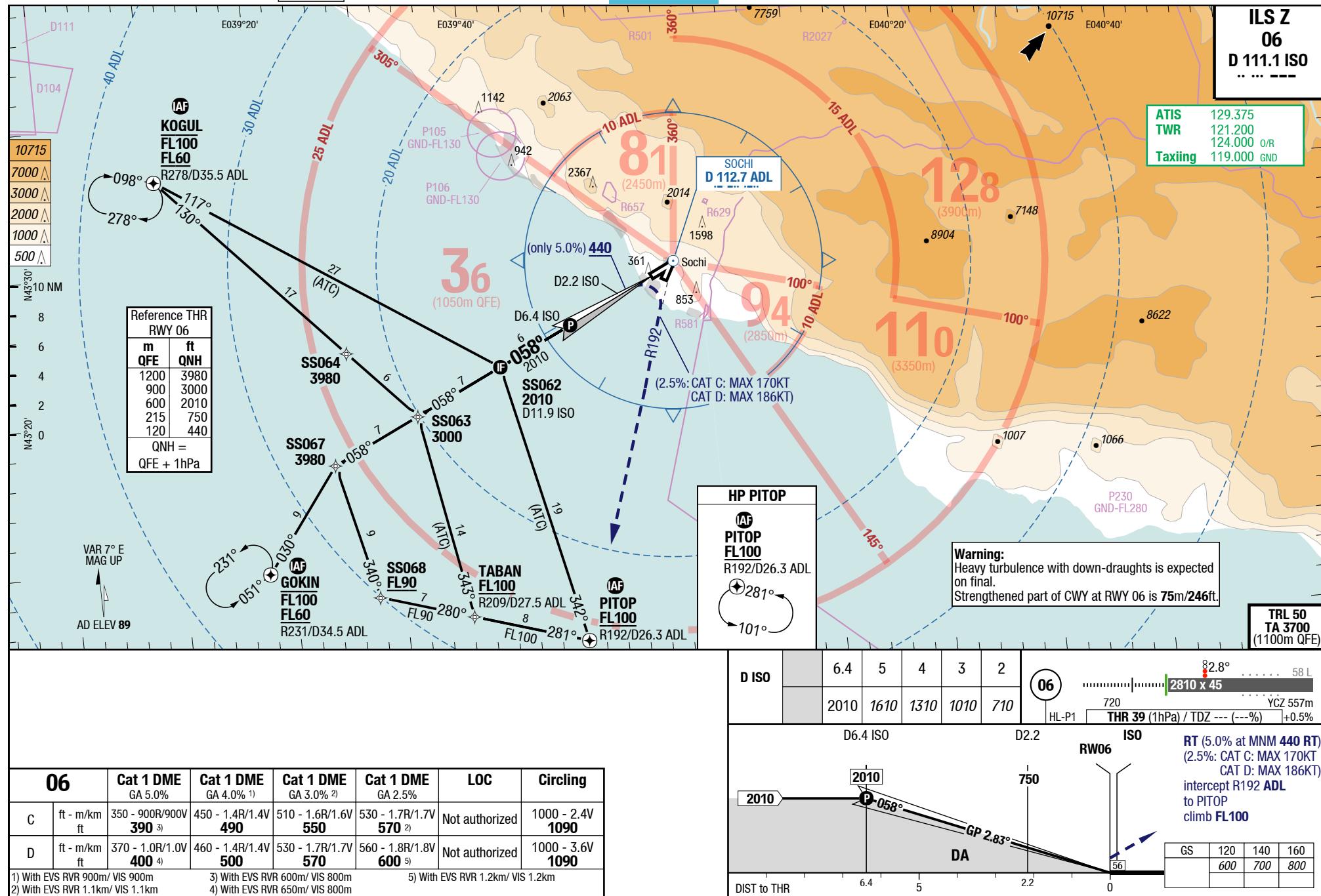
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ILS Z 06

IAC

## Sochi Russian Federation

ILS Z 06



Changes: Nil

Effective 16-AUG-2018

09-AUG-2018

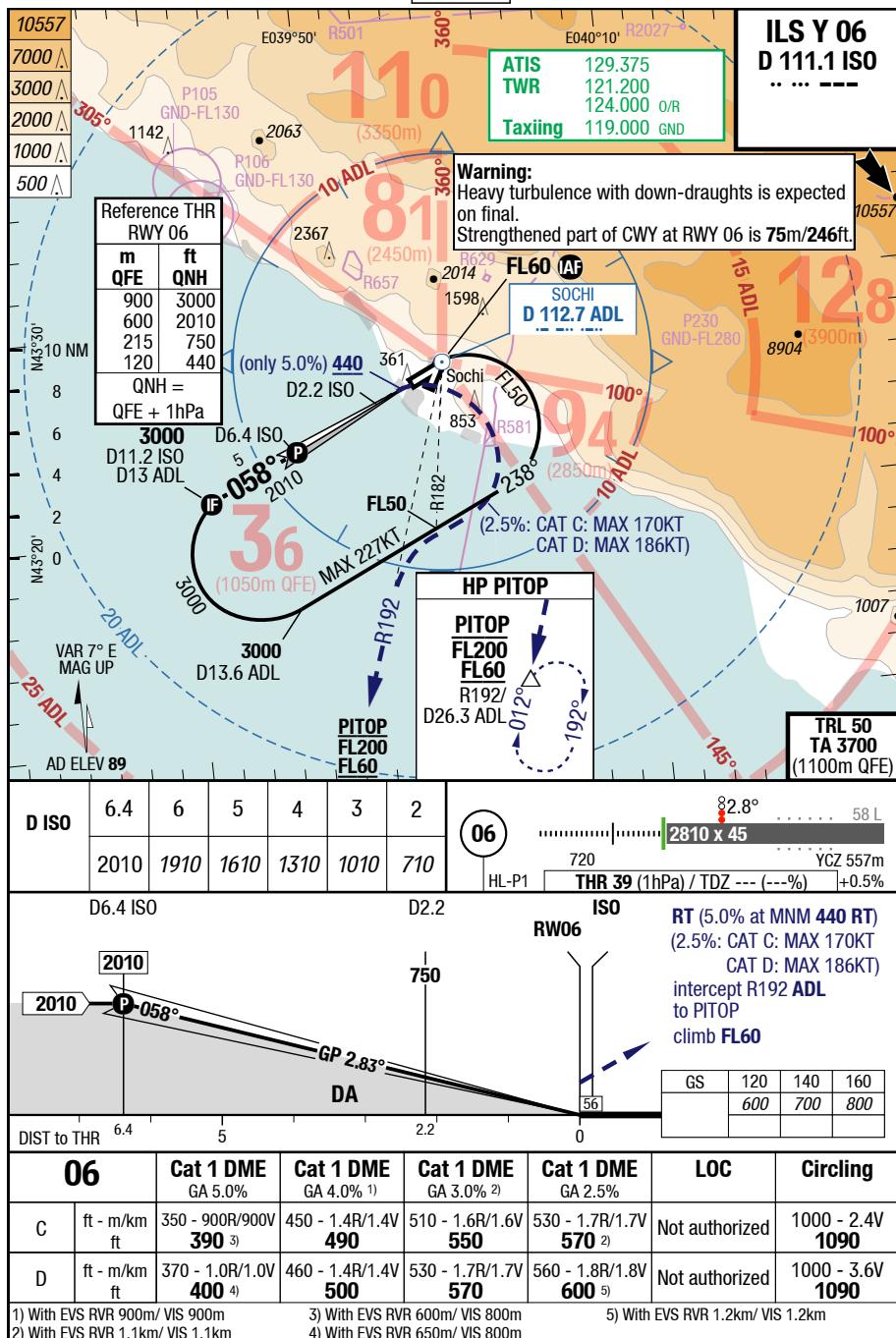
AER-URSS

# Russian Federation Sochi

[ILS X 06]

ILS Y 06

7-50



# Sochi Russian Federation

[ILS X 06]

ILS Y 06

IAC

IAC

**Effective 16-AUG-2018**

09-AUG-2018

# Russian Federation Sochi

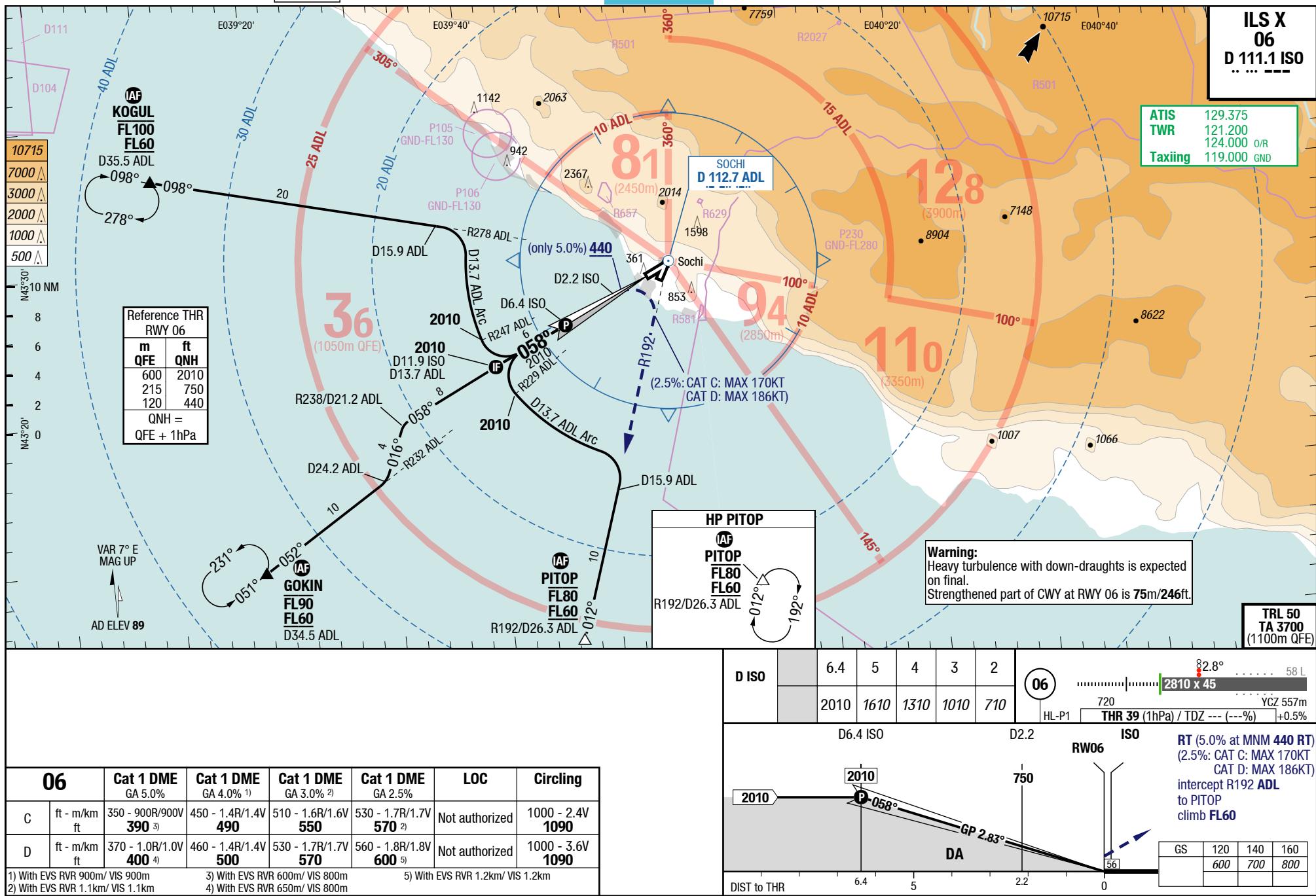
AER-URSS

7-60

ILS X 06

**Sochi** Russian Federation

ILS X 06



06-SEP-2018

AER-URSS

## Russian Federation Sochi

RNAV (GNSS) 06

7-70

RNAV (GNSS) 02

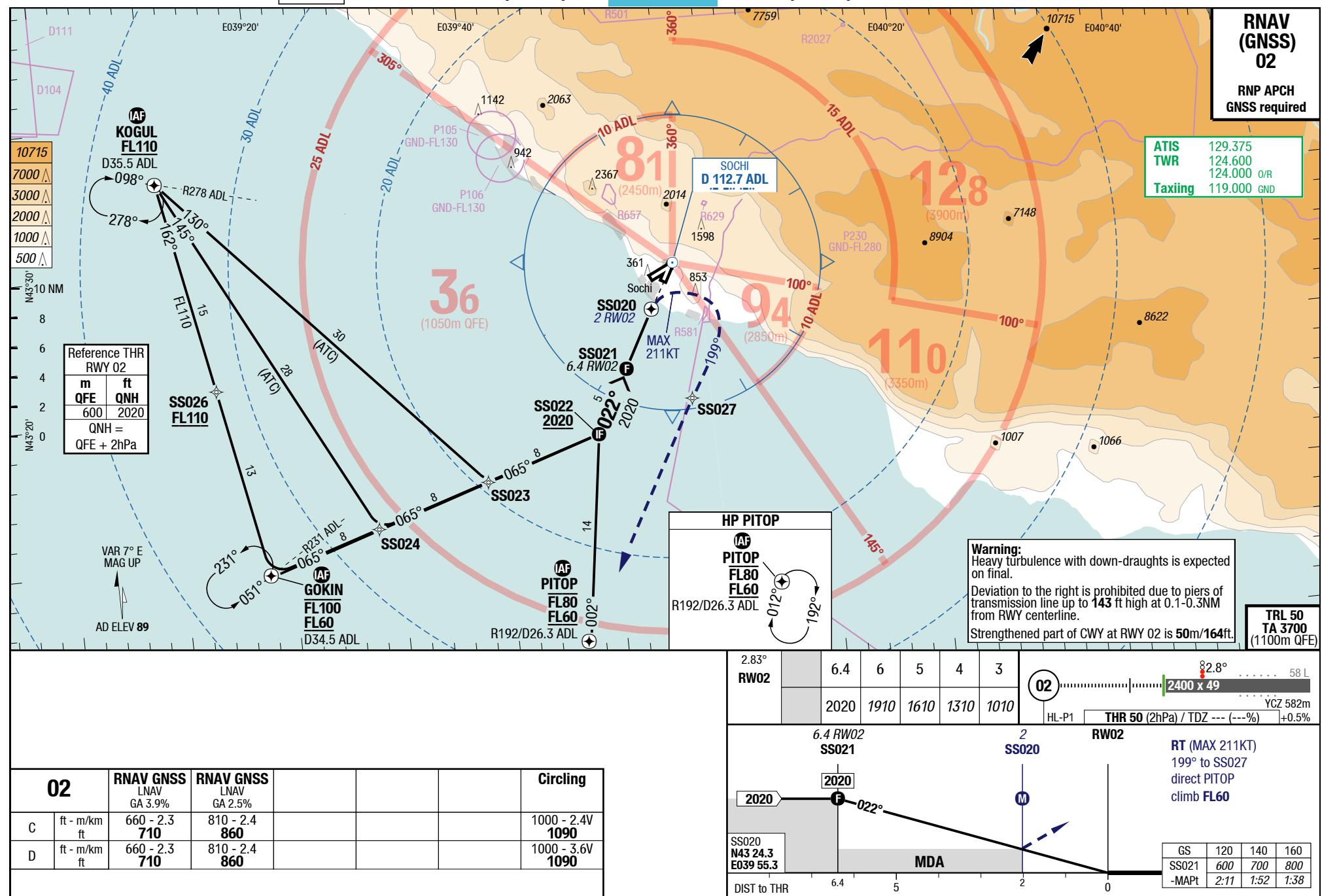
IAC

IAC

## Sochi Russian Federation

RNAV (GNSS) 06

RNAV (GNSS) 02

RNAV  
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02RNP APCH  
GNSS required

Changes: APL

06-SEP-2018

AER-URSS

## Russian Federation Sochi

7-80

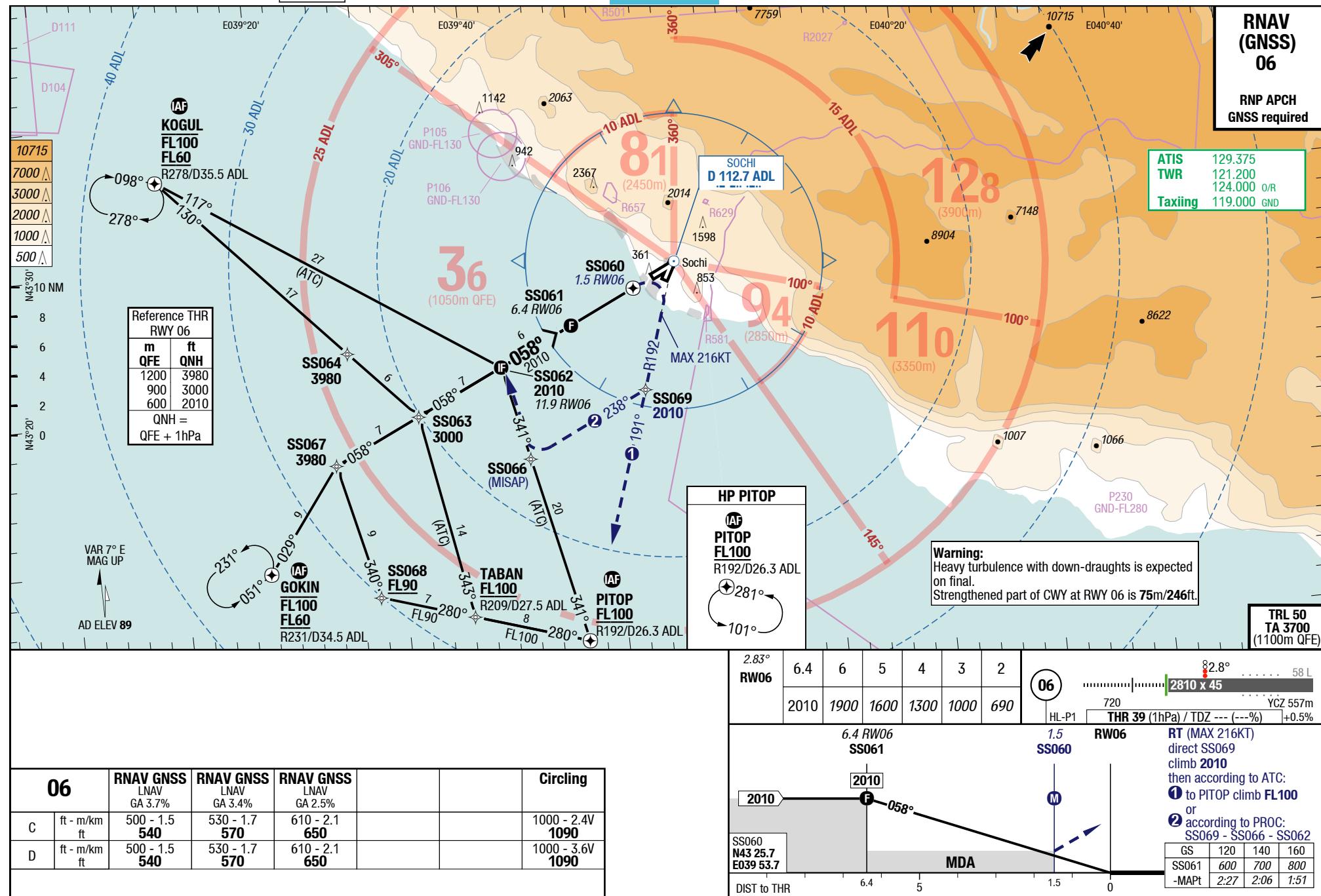
RNAV (GNSS) 06

IAC

IAC

## Sochi Russian Federation

RNAV (GNSS) 06



Changes: Nil

06-SEP-2018

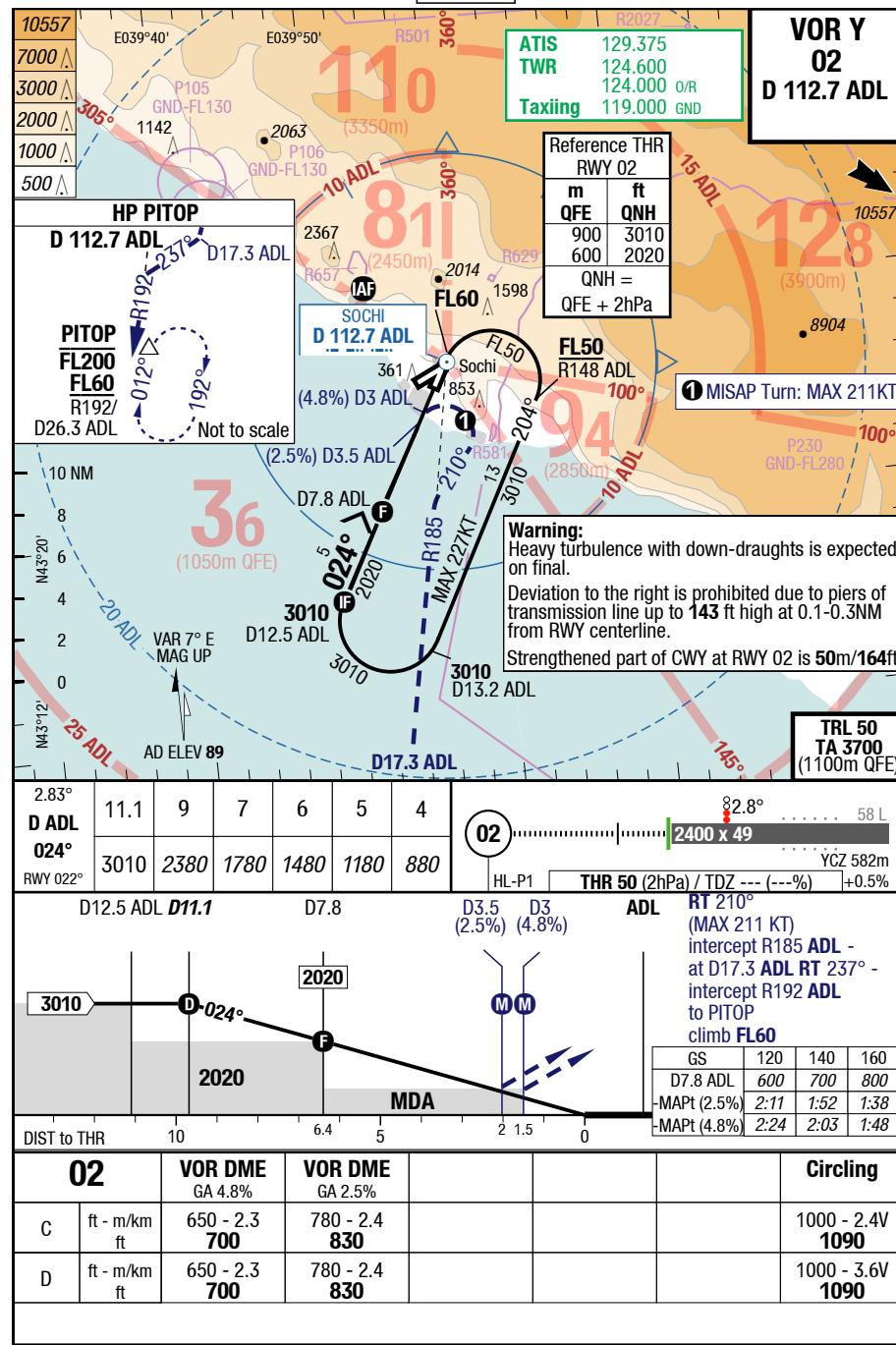
AER-URSS

# Russian Federation Sochi

VOR Y 02

## **Sochi Russian Federation**

VOR X 02  
**VOR Y 02**



06-SEP-2018

AER-URSS

## Russian Federation Sochi

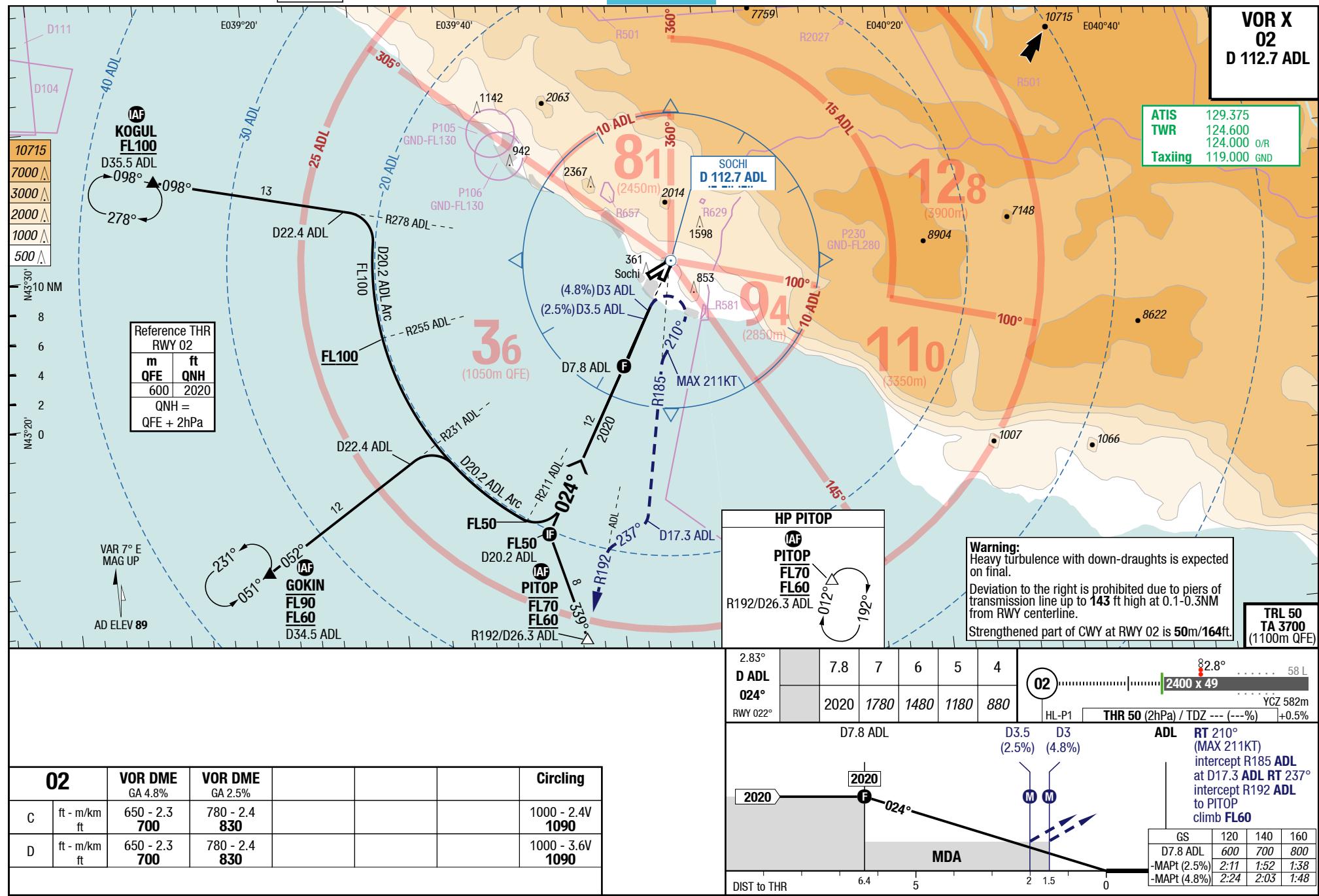
## Sochi Russian Federation

7-100

VOR X 02

IAC

IAC



Changes: APL

Effective 16-AUG-2018

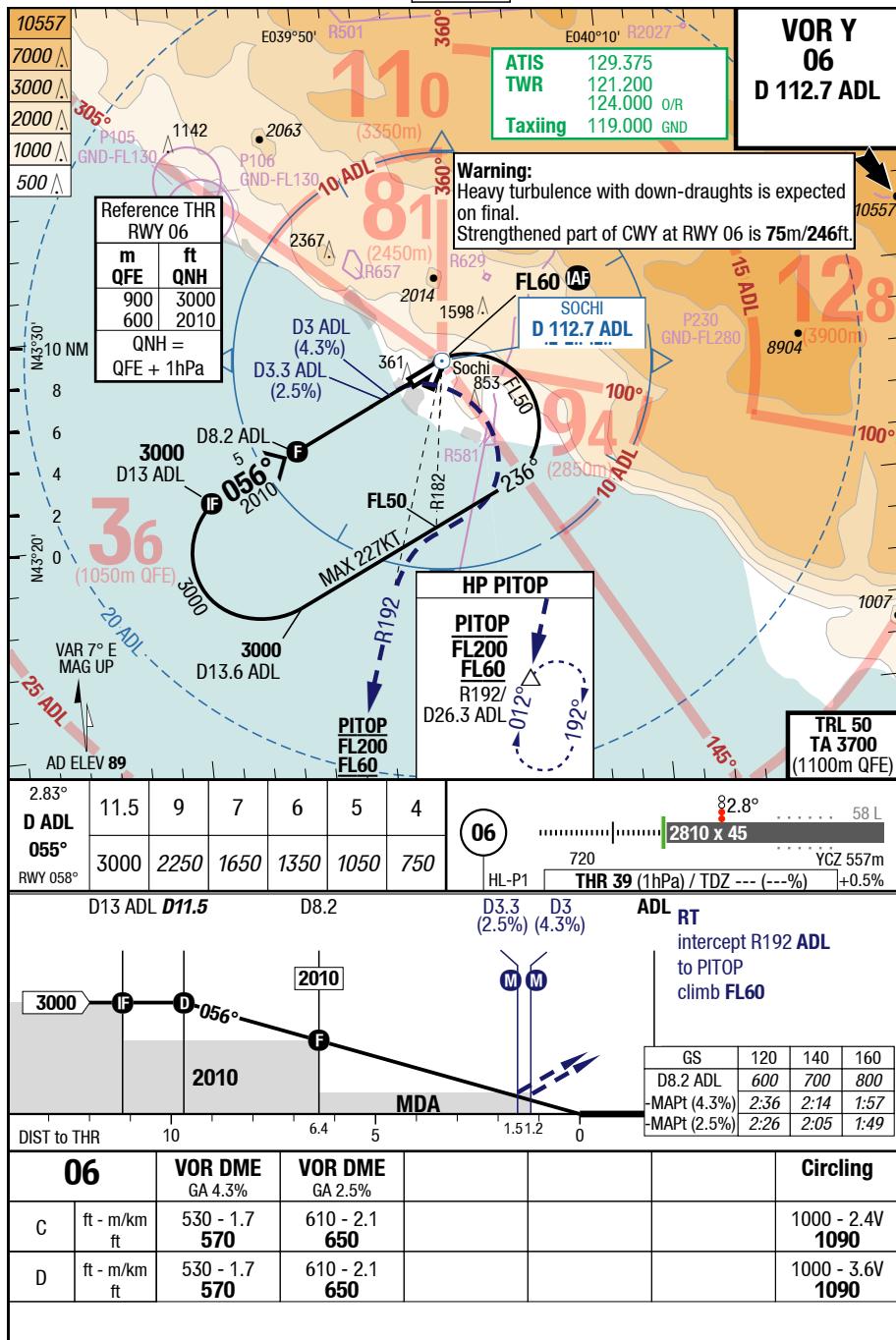
09-AUG-2018

AER-URSS

# Russian Federation Sochi

VOR X 06

VOR Y 06



# Sochi Russian Federation

VOR X 06

VOR Y 06

**Effective 16-AUG-2018**

09-AUG-2018

AER-URSS

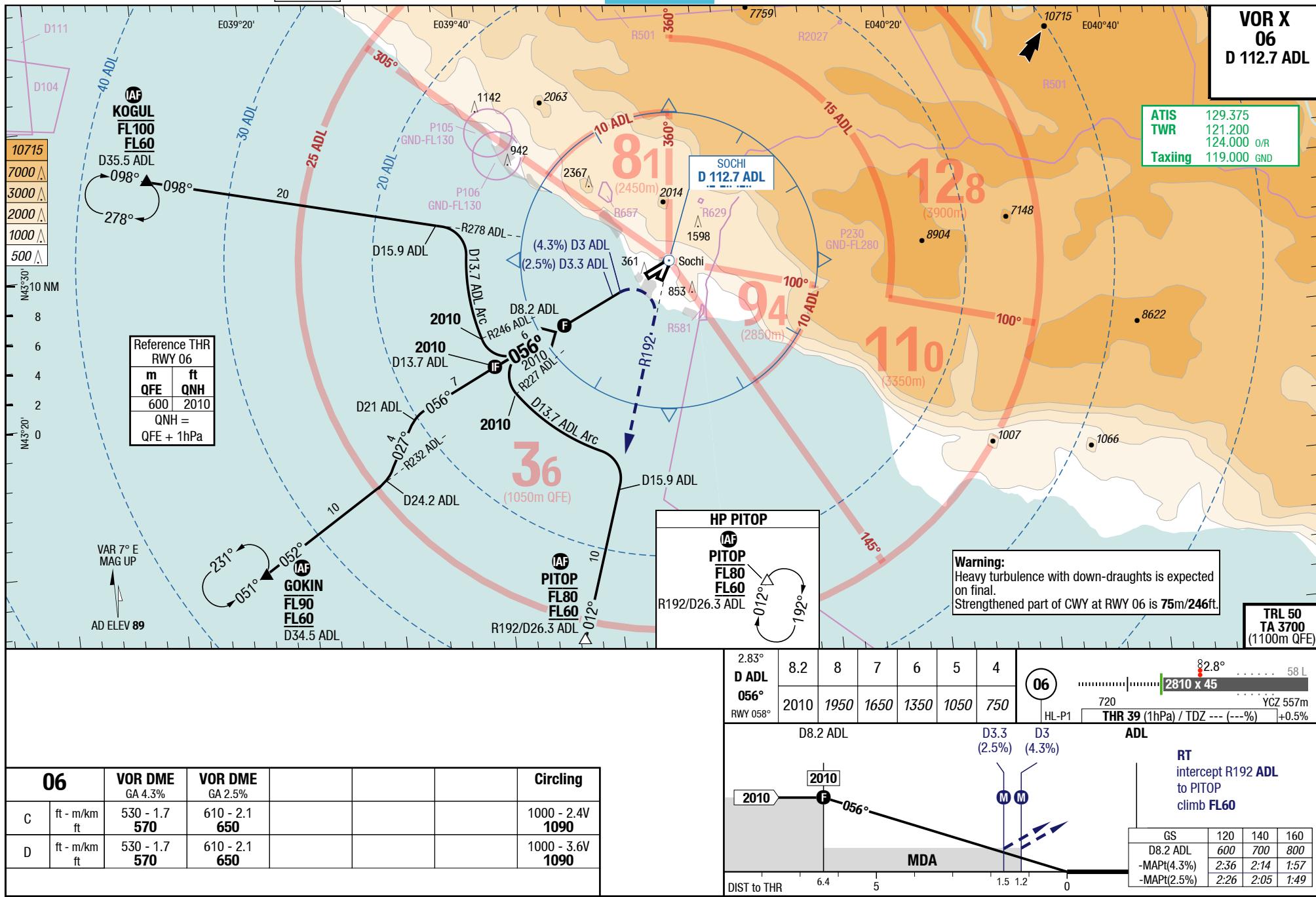
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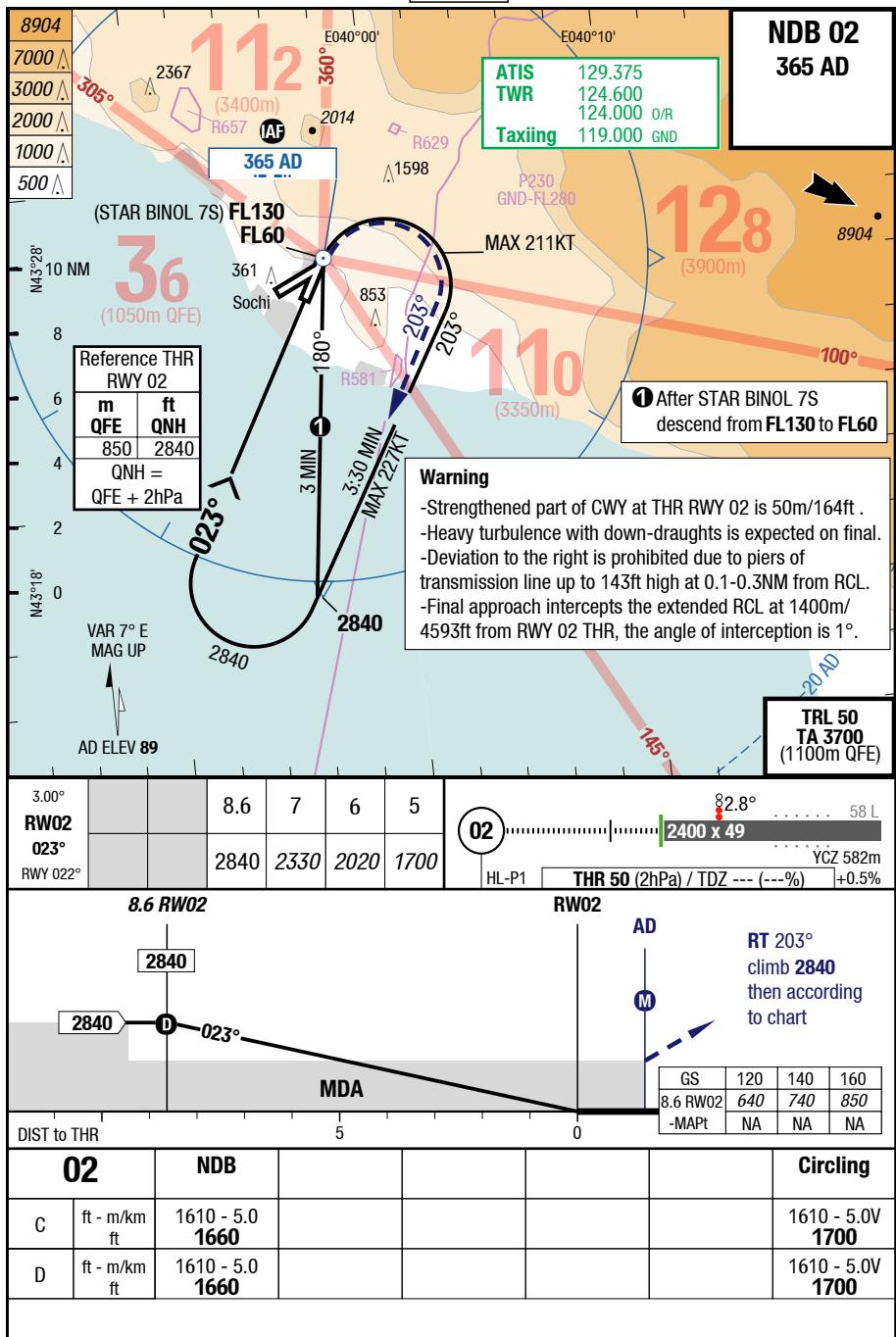
## **Sochi** Russian Federation

**VOR X 06**

VOR X 06

7-120





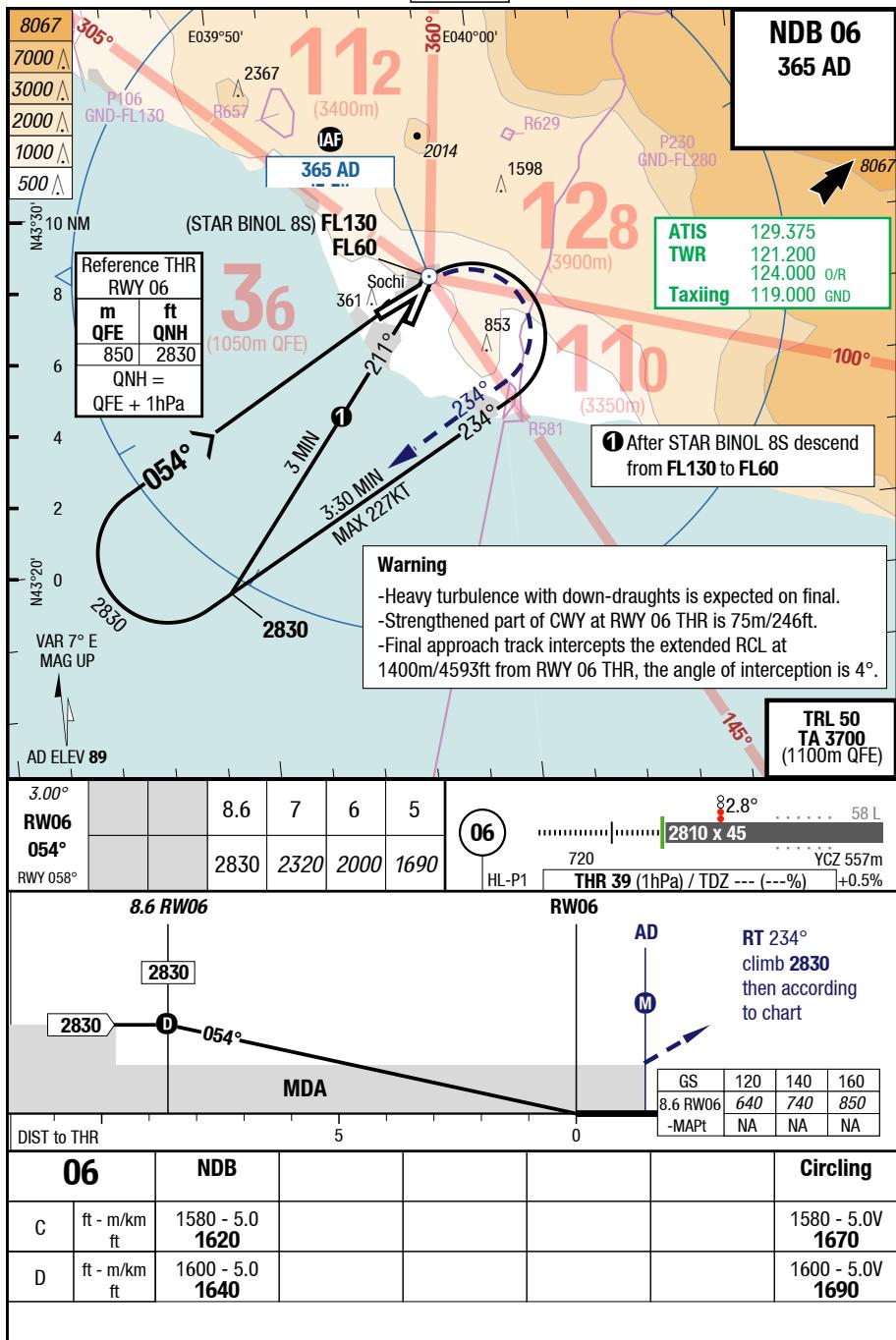
06-SEP-2018

AER-URSS

7-140

IAC

NDB 06



Changes: Nil