

ROV-URRP

1-10

AOI

AOI

**GENERAL****Operational Hours****ATS Hours / AD Operator Hours:** H24**AD ADMIN Hours:** MON-FRI 0800-1700; SAT, SUN, HOL CLSD**Airport Information****RFF:** CAT 8**Fuel:** TS-1**PCN:** RWY 05/23: 57/R/A/W/T**Operations****Low Visibility Procedures**

LVP is in force when RVR is less than 550 m.

ARR

Report vacation of the RWY and ILS critical area.

Follow-me is AVBL on TWY A1, A2, A4, A6, A7 for taxiing to the assigned stand.

DEP

ACFT taxiing shall be carried out after the follow-me vehicle to RWY HLDG position on TWY A1 or A7. TKOF without stopping at line-up position prohibited.

**Taxi/Parking**

At night and during day time when VIS is 2000m or below, taxiing shall be carried out with navigation lights and taxi lights switched on.

Taxiing out of stands 1-14 and 16-22 by towing.

Taxiing into stands 20 and 21 by towing.

Follow-me AVBL O/R.

ROV-URRP

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AOI

AOI

**ARRIVAL****Communication**

Report ATIS designator on first contact with APP.

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

- Set transponder code 7600
- Monitor NDB 682
- Use mobile COM: +7 863-276-74-65,  
+7 918 520-26-41.

COM failure after the entry into Rostov-na-Donu FIR

Continue a flight along the following routes:

- NDB ER - NDB BA FL150;
- CRP DERIB - DVOR/DME ROS FL220-FL250 - NDB BA FL150;
- NDB KL - DVOR/DME ROS FL220-FL250 - NDB BA FL150;
- CRP TEDRU - NDB KL - DVOR/DME ROS FL220-FL250 - NDB BA FL150;
- CRP BADEB - NDB KA - NDB KL - DVOR/DME ROS FL220-FL250 - NDB BA FL150.

After passing NDB BA proceed along one of the APCH routes:

- STAR RNAV BA 1A - ILS Z/DVOR Z/NDB Z/GLS/RNAVGNSS RWY 05;
- NDB BA FL150 - DVOR/DME ROS FL060 - IAF R265° D19.5 ROS FL050 - ILS Y/DVOR Y/NDB Y RWY 05;
- STAR RNAV BA 1S - ILS Z/DVOR Z/NDB Z/GLS/RNAV GNSS RWY 23;
- NDB BA FL150 - DVOR/DME ROS FL060 - IAF R008° D19.5 ROS FL060 - ILS Y/DVOR Y/NDB Y RWY 23.

If unable to land at Rostov-na-Donu/Platov AD (due to MET conditions or other reasons), proceed to ALTN using SIDs.

**Arrival Procedure**

**Non-standard GP intercept position on**

**RWY 05**

GP intercept RWY 05 at 326m / 1069ft after landing threshold.

Remaining DIST beyond GP is 3274m / 10742ft.

**RWY 23**

GP intercept RWY 23 at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 3286m / 10781ft.

31-MAY-2018

**ROV-URRP****1-30****AOI****AOI****DEPARTURE****Take-off Minima**

RWY		05/23	
All ACFT	ft - m/km	0 - 125R	-

**Communication**

Report ATIS designator and stand number on first contact with GND.

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

In case of COM failure:

- Set transponder code 7600
- Monitor NDB 682
- Use mobile COM: +7 863-276-74-65,  
+7 918 520-26-41.

After TKOF and/or during climbing to FL (HGT), if communication with radar is not established at 200m / 656ft.

When decide to land at Rostov-na- Donu/Platov AD:

- a) after TKOF from RWY 05 turn left to DVOR/DME ROS climbing to HGT (FL) last assigned by ATS, after passing DVOR/DME ROS proceed to the HLDG area over NDB BA (FL150) and execute APCH according to one of the following routes:
  - STAR RNAV BA 1A - ILS Z/DVOR Z/NDB Z/GLS/RNAVGNSS RWY 05;
  - NDB BA FL150 - DVOR/DME ROS FL060 - IAF R265° D19.5 ROS FL050 - ILS Y/DVOR Y/NDB Y RWY 05;
- b) after TKOF from RWY 23 turn right to DVOR/DME ROS climbing to HGT (FL) last assigned by ATS, after passing DVOR/DME ROS proceed to the HLDG area over NDB BA (FL150) and execute APCH according to one of the following routes:
  - STAR RNAV BA 1S - ILS Z/DVOR Z/NDB Z/GLS/RNAV GNSS RWY 23;
  - NDB BA FL150 - DVOR/DME ROS FL060 - IAF R008° D19.5 ROS FL060 - ILS Y/DVOR Y/NDB Y RWY 23.

When decide to proceed to DEST AD, continue climbing to FL indicated in the FPL along SID as per FPL.

**Departure Procedure**

**Noise Abatement Procedure:** Use NAP in accordance to AFM.

**ATC Slot, Clearance**

If ATIS message contains no information about OPS of DLV, request for ATC CLR shall be submitted to GND.

ATC CLR should be REQ from DLV, request must contain ACFT call-sign, stand number, destination AD, ATIS information received and ready time for ENG start-up.

REQ CLR 10min before ready to ENG start-up, but not earlier than 30min before estimated DEP time.

DEP CLR is valid for 30min after acquiring.

IF TKOF is expected to be delayed for over 30min from ready to DEP time due to ATS, than DLV reports CTOT. In this case request start-up from GND in accordance with CTOT.

REQ CLR for towing and ENG start-up on GND, specify ACFT call-sign and location.

**De-Icing**

AVBL.

Effective 13-SEP-2018

06-SEP-2018

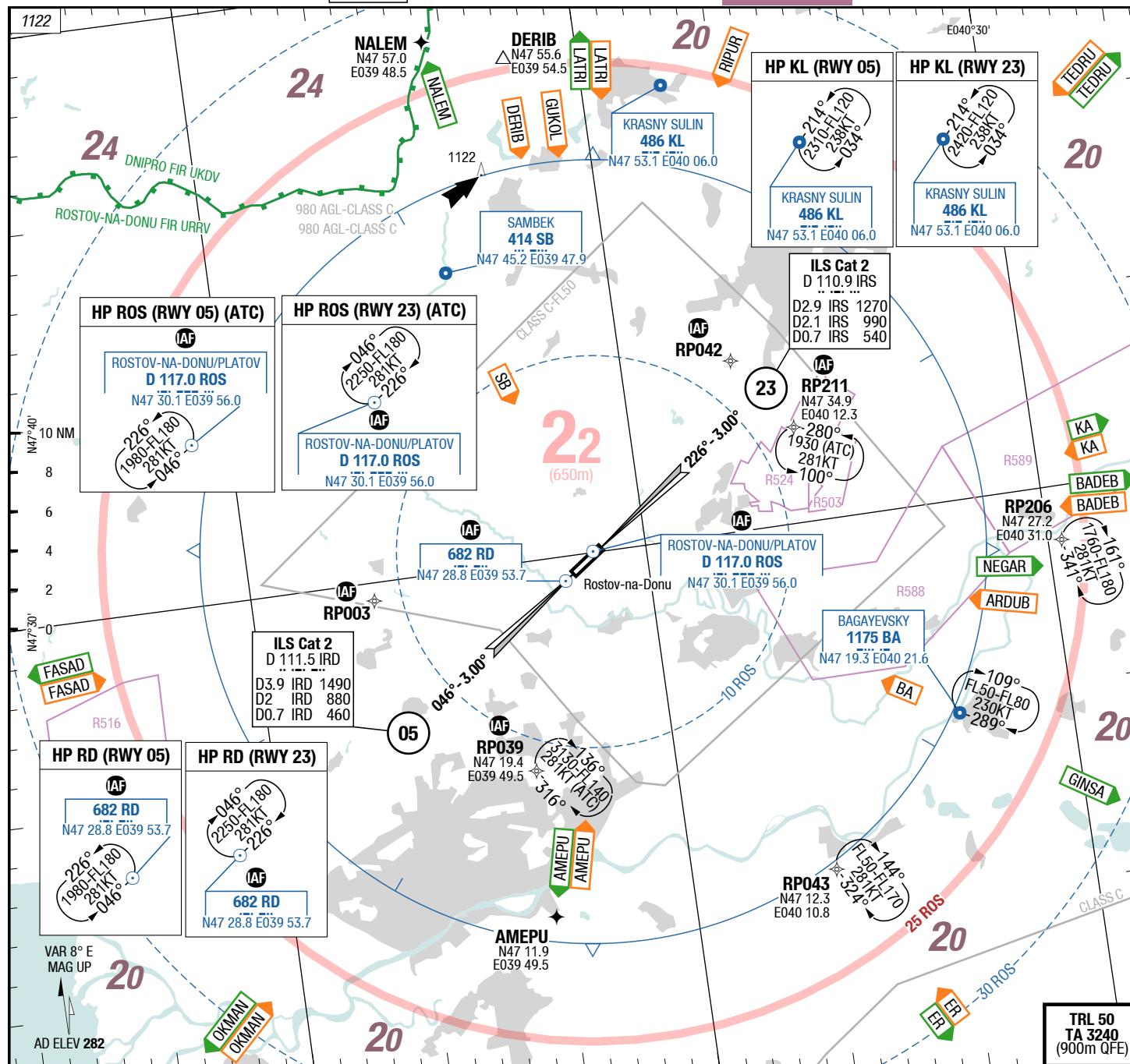
## Russian Federation Rostov-na-Donu Platov

AGC  
AFC

## Platov Rostov-na-Donu Russian Federation

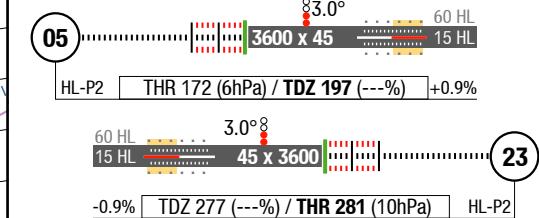
ROV-URRP

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Platov ATIS	132.400
Platov RAD	121.200 TWR
Platov APP	128.200
Platov TWR	127.100
Platov GND	119.700
Platov APN	119.000
Platov DLV	118.800 Start-up and Towing
Reserve FREQ	127.100 by ATIS
	124.000 For all ATC units

## Landing RWY system:



Changes: Nil

Effective 13-SEP-2018

06-SEP-2018

# Russian Federation Rostov-na-Donu Platov

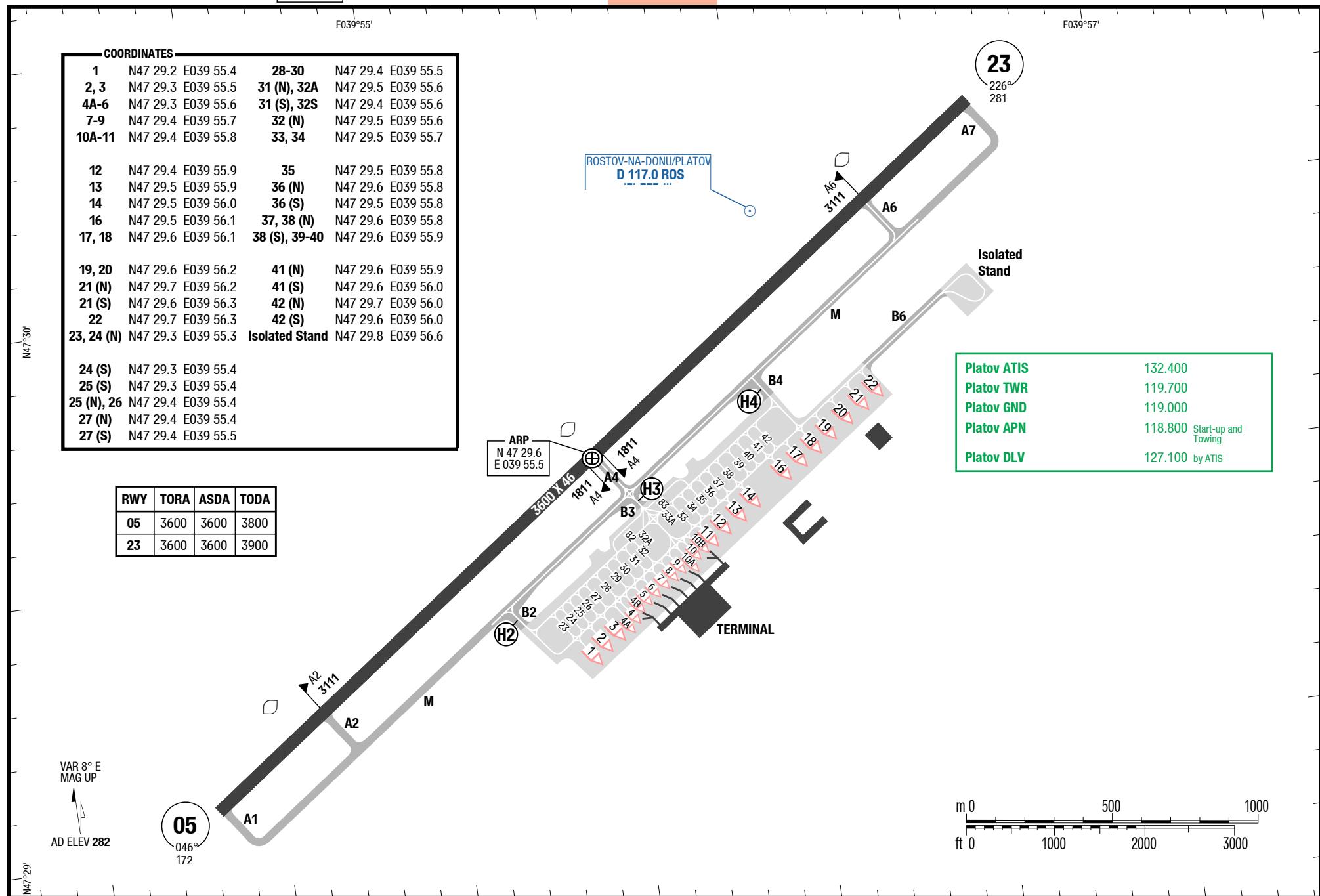
ROV-URRP

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AGC

AGC

Platov Rostov-na-Donu Russian Federation



Changes: Parking Stands 15 withdrawn

30-NOV-2017

ROV-URRP

## Russian Federation Rostov-na-Donu Platov

RNAV SIDs RWY 23

4-10

## RNAV SIDs RWY 05

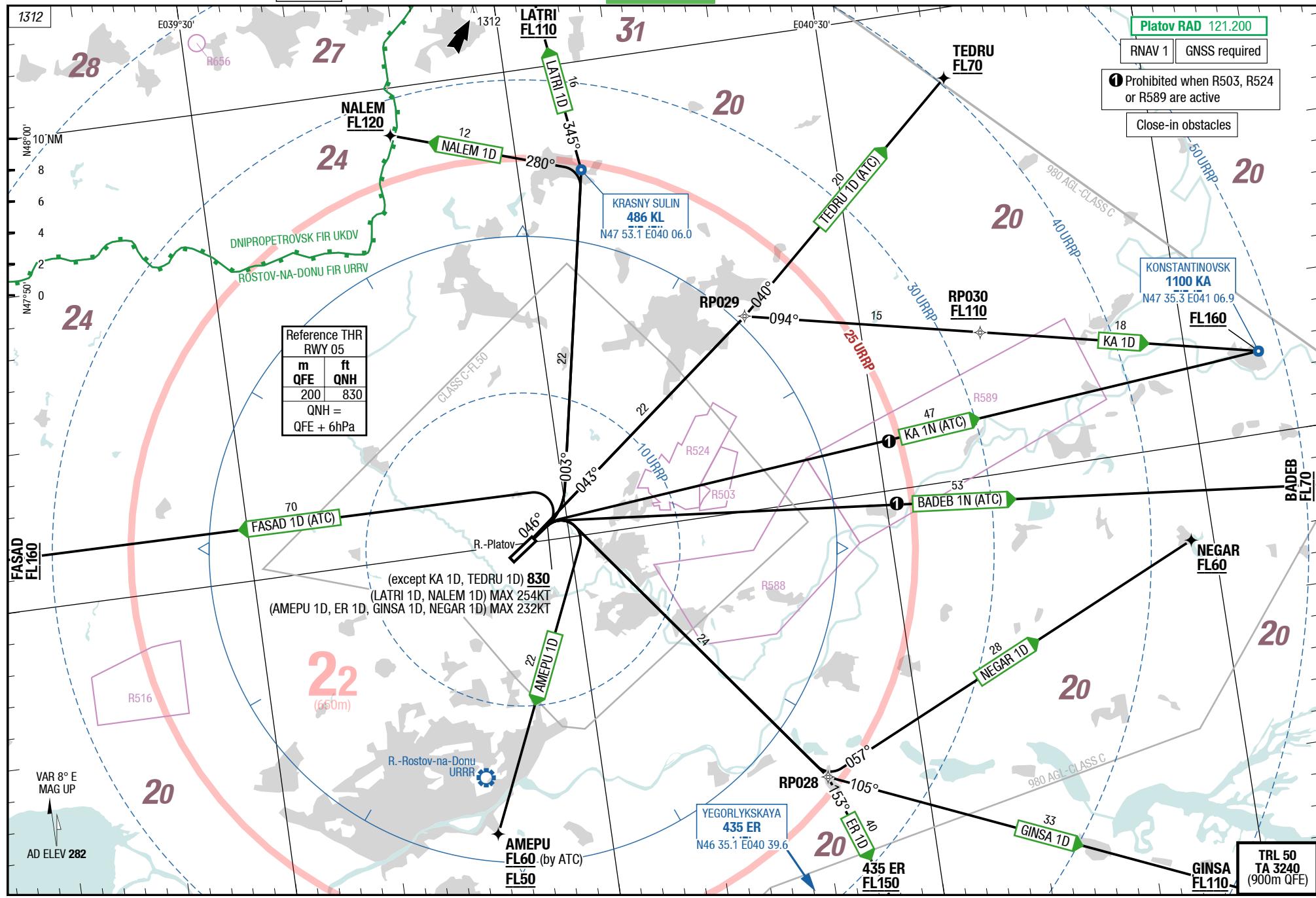
SID

SID

## Platov Rostov-na-Donu Russian Federation

RNAV SIDs RWY 23

## RNAV SIDs RWY 05



30-NOV-2017

## Russian Federation Rostov-na-Donu Platov

ROV-URRP

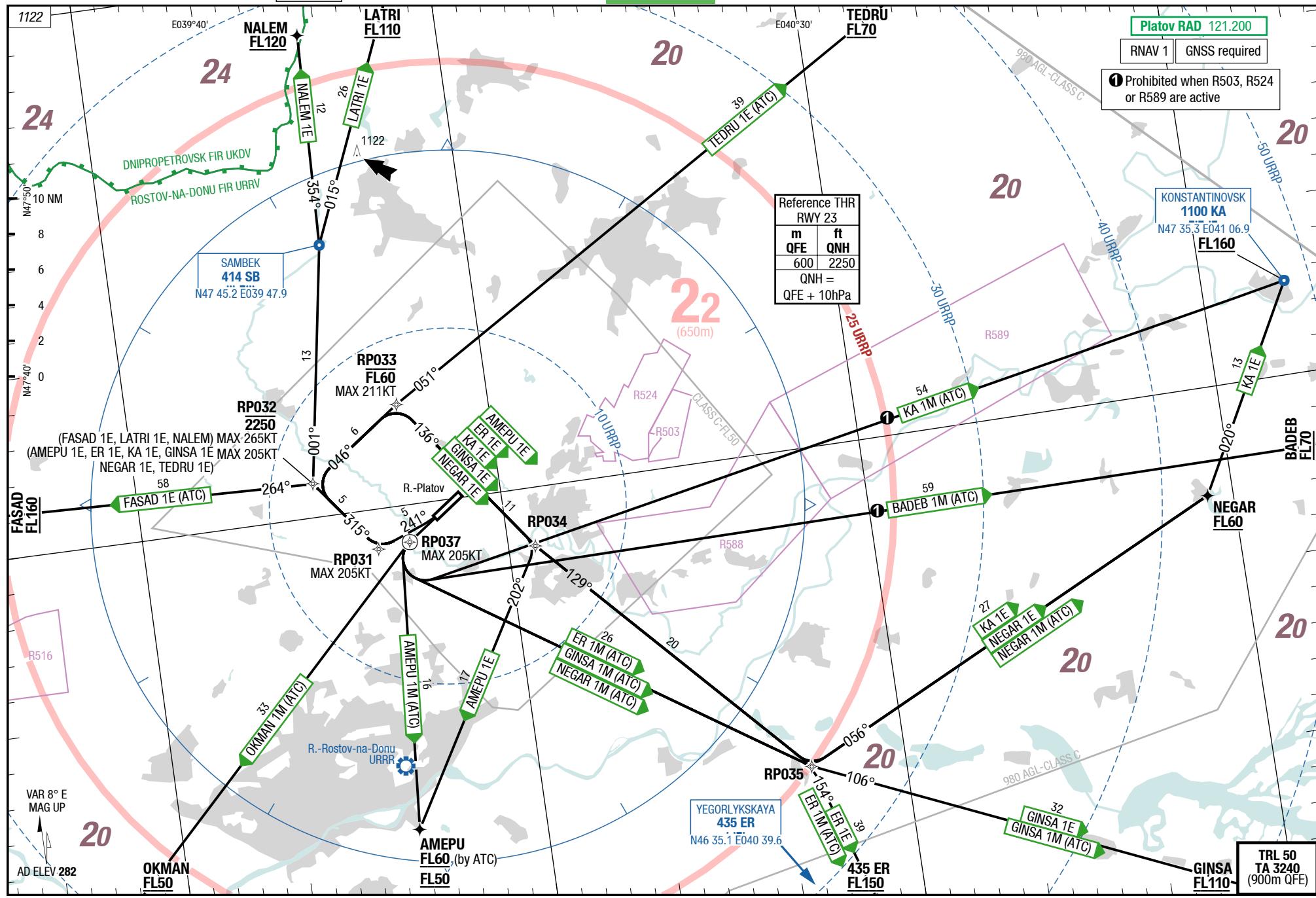
4-20

## RNAV SIDs RWY 23

SID

## Platov Rostov-na-Donu Russian Federation

## RNAV SIDs RWY 23



Changes: new

30-NOV-2017

ROV-URRP

## Russian Federation Rostov-na-Donu Platov

4-30

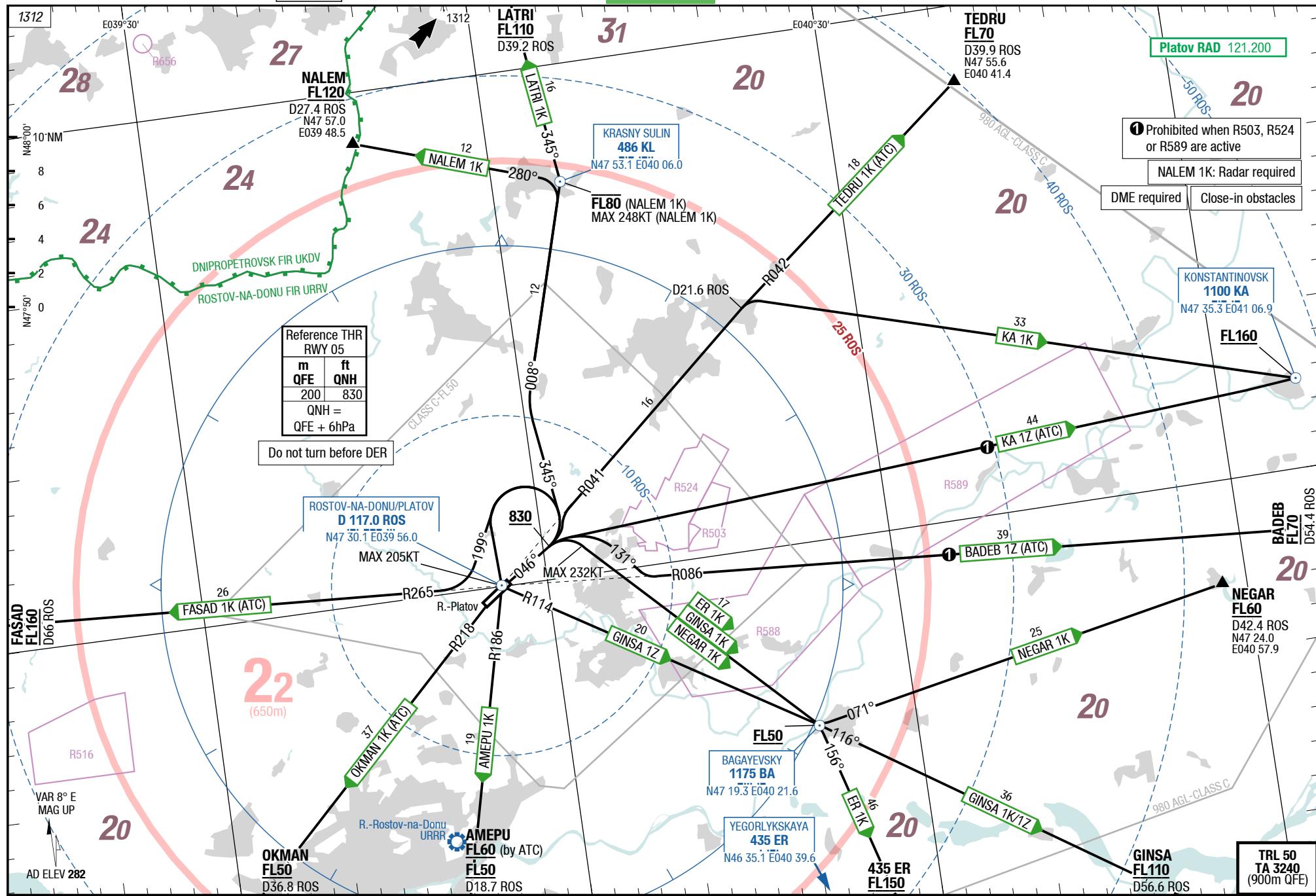
## SIDs RWY 05 (via VOR)

SID  
SID

## Platov Rostov-na-Donu Russian Federation

SIDs RWY 05 (via NDB)

## SIDs RWY 05 (via VOR)



Changes: new

30-NOV-2017

## Russian Federation Rostov-na-Donu Platov

ROV-URRP

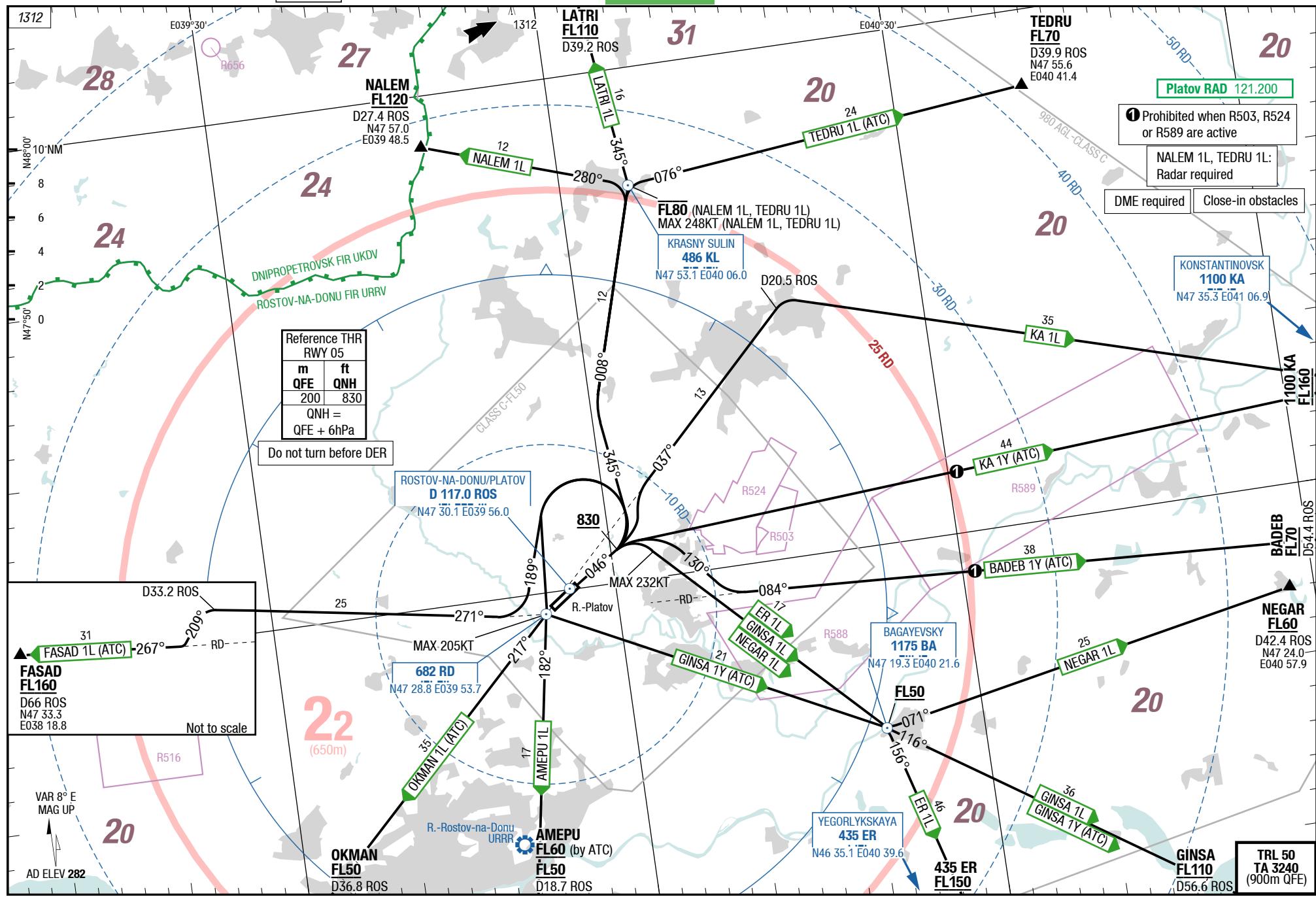
4-40

## SIDs RWY 05 (via NDB)

SID

## Platov Rostov-na-Donu Russian Federation

## SIDs RWY 05 (via NDB)

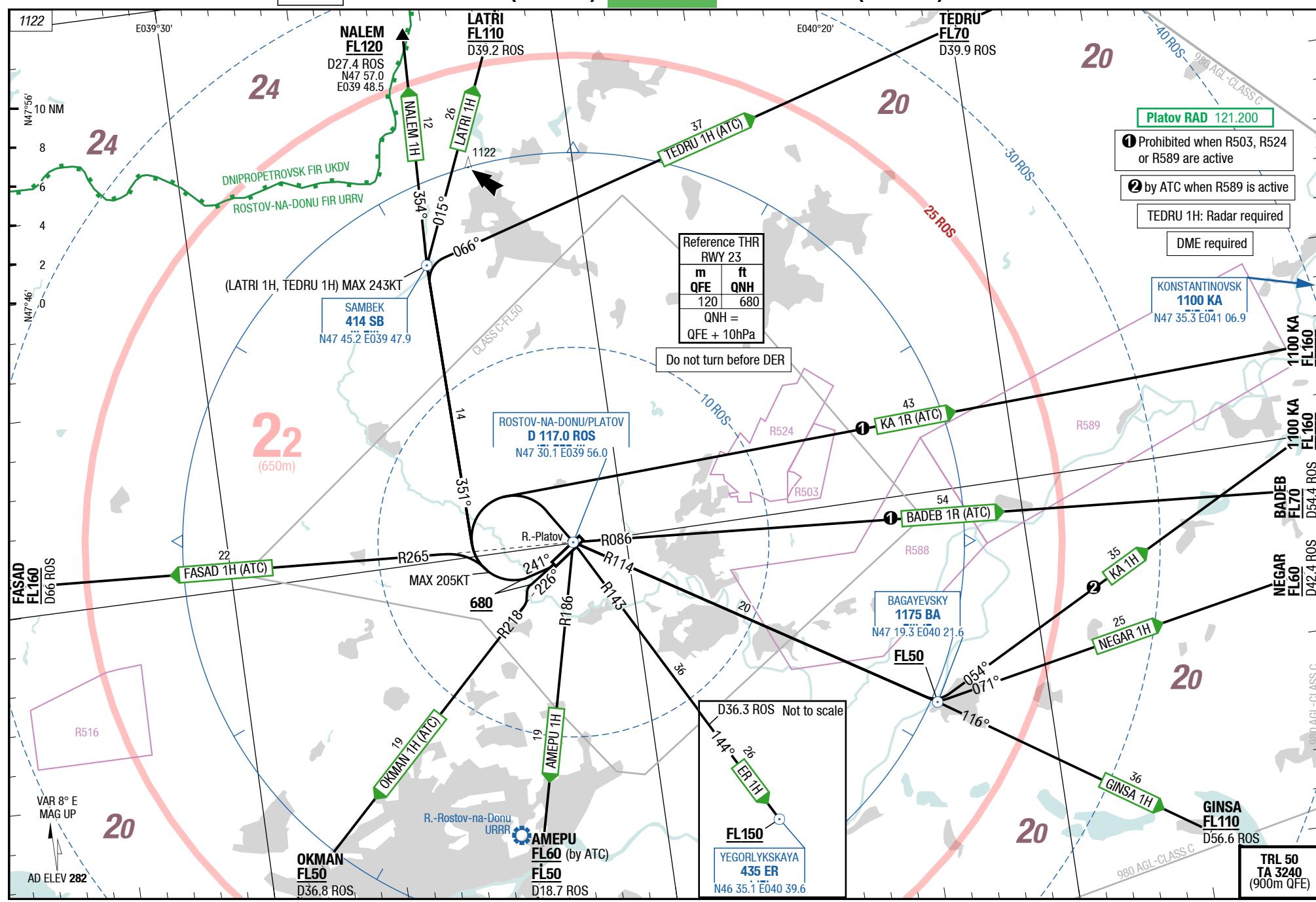


08-FEB-2018

ROV-URRP

## Russian Federation Rostov-na-Donu Platov

## Platov Rostov-na-Donu Russian Federation



08-FEB-2018

Russian Federation **Rostov-na-Donu** Platov

ROV-URRP

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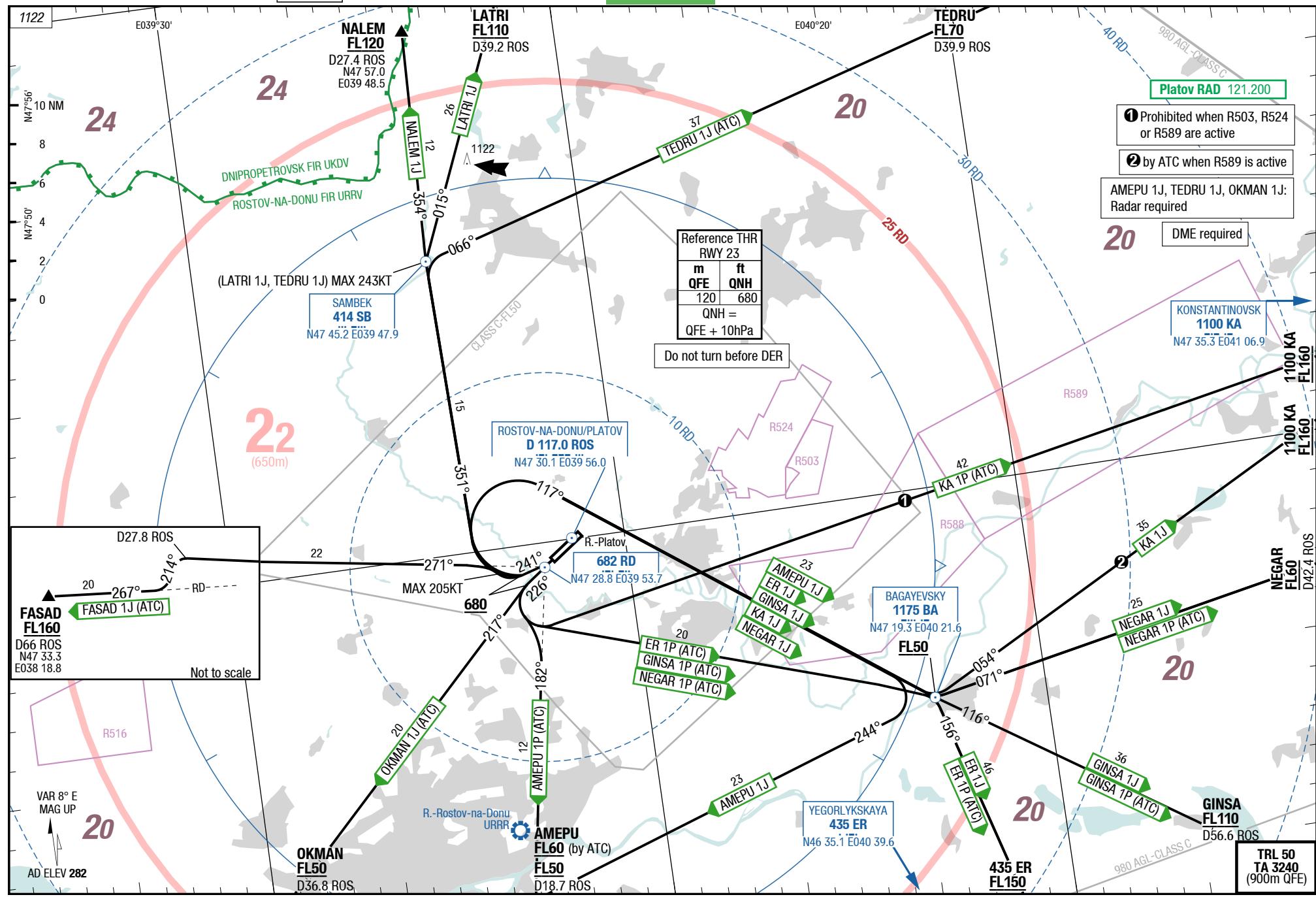
## SIDs RWY 23 (via NDB)

Platov Rostov-na-Donu Russian Federation

SID

SID

## SIDs RWY 23 (via NDB)



08-FEB-2018

**ROV-URRP****5-10****RNAV SIDs RWY 05**

SIDPT

**AMEPU 1D / BADEB 1N / ER 1D / FASAD 1D / GINSA 1D / KA 1D / KA 1N****RWY 05 (046°)****After take-off, contact Platov RAD**

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
5.2%	ft/MIN	700	800	1000	1200	1300	1500
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05</b>	
<b>AMEPU 1D 121.200 ①</b>	046° [A830+ ;K232- ;R] - DCT AMEPU	AMEPU MNM <b>FL50/ MNM FL60</b> (by ATC)
<b>BADEB 1N (ATC) 121.200 ①③</b>	046° [A830+] - DCT BADEB	BADEB MNM <b>FL70</b>
<b>ER 1D 3.5% to FL150 121.200 ①②</b>	046° [A830+ ;K232-] - DCT RP028 - ER	ER MNM <b>FL150</b>
<b>FASAD 1D (ATC) 121.200 ①</b>	046° [A830+ ;L] - DCT FASAD	FASAD MNM <b>FL160</b>
<b>GINSA 1D 121.200 ①</b>	046° [A830+ ;K232-] - DCT RP028 - GINSA	GINSA MNM <b>FL110</b>
<b>KA 1D 5.2% to FL160 121.200 ①②</b>	043° RP029 - RP030 - KA	RP030 MNM <b>FL110</b> KA MNM <b>FL160</b>
<b>KA 1N (ATC) 5.3% to FL160 121.200 ①②③</b>	046° [A830+] - DCT KA	KA MNM <b>FL160</b>

① Close-in obstacles: DIST 0.5NM from RWY 23 THR ELEV 394ft and DIST 0.5NM from RWY 23 THR ELEV 381ft.

② Climb gradient due to airspace limitation.

③ Prohibited when R503, R524 or R589 are active.

08-FEB-2018

**ROV-URRP****5-20****RNAV SIDs RWY 05**

SIDPT

**LATRI 1D / NALEM 1D / NEGAR 1D / TEDRU 1D**

RWY 05 (046°)

**After take-off, contact Platov RAD**

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 05</b>		
<b>LATRI 1D</b> 4.4% to FL110 <b>121.200</b> ①②	046° [A830+ ;K254-] - 003° KL - LATRI	LATRI MNM <b>FL110</b>
<b>NALEM 1D</b> 5.4% to FL120 <b>121.200</b> ①②	046° [A830+ ;K254-] - 003° KL - NALEM	NALEM MNM <b>FL120</b>
<b>NEGAR 1D</b> <b>121.200</b> ①	046° [A830+ ;K232-] - DCT RP028 - NEGAR	NEGAR MNM <b>FL60</b>
<b>TEDRU 1D</b> (ATC) <b>121.200</b> ①	043° RP029 - TEDRU	TEDRU MNM <b>FL70</b>

① Close-in obstacles: DIST 0.5NM from RWY 23 THR ELEV 394ft and DIST 0.5NM from RWY 23 THR ELEV 381ft.

② Climb gradient due to airspace limitation.

30-NOV-2017

**ROV-URRP****5-30****RNAV SIDs RWY 23**

SIDPT

**AMEPU 1E / AMEPU 1M / BADEB 1M / ER 1E / ER 1M / FASAD 1E / GINSA 1E**  
**RWY 23 (226°)**

**After take-off, contact Platov RAD**

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
3.9%	ft/MIN	500	600	800	900	1000	1100
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>AMEPU 1E 121.200</b>	241° RP031 [K205-] - RP032 [K205-] - RP033 [K211-] - RP034 - AMEPU	RP032 MAX <b>2250</b> RP033 MAX <b>FL60</b> AMEPU MNM <b>FL50</b> / MNM <b>FL60</b> (by ATC)
<b>AMEPU 1M (ATC) 4.8% to FL50 121.200 ①</b>	DCT <u>RP037</u> [K205-] - DCT AMEPU	AMEPU MNM <b>FL50</b> / MNM <b>FL60</b> (by ATC)
<b>BADEB 1M (ATC) 121.200 ②</b>	DCT <u>RP037</u> [K205- ;L] - DCT BADEB	BADEB MNM <b>FL70</b>
<b>ER 1E 121.200</b>	241° RP031 [K205-] - RP032 [K205-] - RP033 [K211-] - RP034 - RP035 - ER	RP032 MAX <b>2250</b> RP033 MAX <b>FL60</b> ER MNM <b>FL150</b>
<b>ER 1M (ATC) 3.5% to FL150 121.200 ①</b>	DCT <u>RP037</u> [K205-] - DCT RP035 - ER	ER MNM <b>FL150</b>
<b>FASAD 1E (ATC) 3.9% to FL160 121.200 ①</b>	241° RP031 [K205-] - RP032 [K265-] - FASAD	RP032 MAX <b>2250</b> FASAD MNM <b>FL160</b>
<b>GINSA 1E 121.200</b>	241° RP031 [K205-] - RP032 [K205-] - RP033 [K211-] - RP034 - RP035 - GINSA	RP032 MAX <b>2250</b> RP033 MAX <b>FL60</b> GINSA MNM <b>FL110</b>

① Climb gradient due to airspace limitation.

② Prohibited when R503, R524 or R589 are active.

30-NOV-2017

**ROV-URRP****5-40****RNAV SIDs RWY 23**

SIDPT

**GINSA 1M / KA 1E / KA 1M / LATRI 1E / NALEM 1E / NEGAR 1E / NEGAR 1M / OKMAN 1M**  
**RWY 23 (226°)**

**After take-off, contact Platov RAD**

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
4.3%	ft/MIN	600	700	800	1000	1100	1200
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>GINSA 1M (ATC) 121.200</b>	DCT RP037 [K205-] - DCT RP035 - GINSA	<b>GINSA MNM FL110</b>
<b>KA 1E 3.5% to FL160 121.200 ①</b>	241° RP031 [K205-] - RP032 [K205-] - RP033 [K211-] - RP034 - RP035 - NEGAR - KA	RP032 MAX <b>2250</b> RP033 MAX <b>FL60</b> NEGAR MNM <b>FL60</b> KA MNM <b>FL160</b>
<b>KA 1M (ATC) 4.5% to FL160 121.200 ①②</b>	DCT RP037 [K205- ;L] - DCT KA	<b>KA MNM FL160</b>
<b>LATRI 1E 4.3% to FL110 121.200 ①</b>	241° RP031 [K205-] - RP032 [K265-] - SB - LATRI	RP032 MAX <b>2250</b> LATRI MNM <b>FL110</b>
<b>NALEM 1E 5.8% to FL120 121.200 ①</b>	241° RP031 [K205-] - RP032 [K265-] - SB - NALEM	RP032 MAX <b>2250</b> NALEM MNM <b>FL120</b>
<b>NEGAR 1E 121.200</b>	241° RP031 [K205-] - RP032 [K205-] - RP033 [K211-] - RP034 - RP035 - NEGAR	RP032 MAX <b>2250</b> RP033 MAX <b>FL60</b> NEGAR MNM <b>FL60</b>
<b>NEGAR 1M (ATC) 121.200</b>	DCT RP037 [K205-] - DCT RP035 - NEGAR	<b>NEGAR MNM FL60</b>
<b>OKMAN 1M (ATC) 121.200</b>	DCT RP037 [K205-] - DCT OKMAN	<b>OKMAN MNM FL50</b>

① Climb gradient due to airspace limitation.

② Prohibited when R503, R524 or R589 are active.

08-FEB-2018

**ROV-URRP****5-50****RNAV SIDs RWY 23****TEDRU 1E**

RWY 23 (226°)

After take-off, contact Platov RAD

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 23</b>		
<b>TEDRU 1E</b> (ATC) <b>121.200</b>	241° RP031 [K205-] - RP032 [K205-] - RP033 [K211-] - TEDRU	RP032 MAX <b>2250</b> RP033 MAX <b>FL60</b> TEDRU MNM <b>FL70</b>

08-FEB-2018

**ROV-URRP**

5-60

**SIDs RWY 05 (via VOR)**

SIDPT

**AMEPU 1K / BADEB 1Z / ER 1K / FASAD 1K / GINSA 1K / GINSA 1Z / KA 1K**

RWY 05 (046°)

**After take-off, contact Platov RAD**

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
3.5%	ft/MIN	500	600	700	800	900	1000
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 05</b>		
<b>AMEPU 1K</b> <b>121.200</b> <b>①②</b>	at MNM <b>830 LT</b> direct <b>ROS</b> (MAX 205KT) - R186 <b>ROS</b> to AMEPU	<b>AMEPU MNM FL50 / MNM FL60</b> (by ATC)
<b>BADEB 1Z</b> <b>(ATC)</b> <b>121.200</b> <b>①②③</b>	at MNM <b>830 RT</b> 131° - intercept R086 <b>ROS</b> to BADEB	<b>BADEB MNM FL70</b>
<b>ER 1K</b> 3.5% to FL150 <b>121.200</b> <b>①②④</b>	at MNM <b>830 RT</b> (MAX 232KT) direct <b>BA</b> - QDR 156 <b>BA</b> to <b>ER</b>	<b>BA MNM FL50</b> <b>ER MNM FL150</b>
<b>FASAD 1K</b> <b>(ATC)</b> 3.4% to FL160 <b>121.200</b> <b>①②④</b>	at MNM <b>830 LT</b> 199° - intercept R265 <b>ROS</b> to FASAD	<b>FASAD MNM FL160</b>
<b>GINSA 1K</b> <b>121.200</b> <b>①②</b>	at MNM <b>830 RT</b> (MAX 232KT) direct <b>BA</b> - QDR 116 <b>BA</b> to <b>GINSA</b>	<b>BA MNM FL50</b> <b>GINSA MNM FL110</b>
<b>GINSA 1Z</b> <b>121.200</b> <b>①②</b>	at MNM <b>830 LT</b> direct <b>ROS</b> (MAX 205KT) - R114 <b>ROS</b> to <b>BA</b> - QDR 116 <b>BA</b> to <b>GINSA</b>	<b>BA MNM FL50</b> <b>GINSA MNM FL110</b>
<b>KA 1K</b> 5.3% to FL110 <b>121.200</b> <b>①②④</b>	at MNM <b>830</b> intercept R041 <b>ROS</b> - at D21.6 <b>ROS RT</b> direct <b>KA</b>	<b>KA MNM FL160</b>

① Do not turn before DER.

② Close-in obstacles: DIST 0.5NM from RWY 23 THR ELEV 394ft and DIST 0.5NM from RWY 23 THR ELEV 381ft.

③ Prohibited when R503, R524 or R589 are active.

④ Climb gradient due to airspace limitation.

08-FEB-2018

**ROV-URRP****5-70****SIDs RWY 05 (via VOR)**

SIDPT

**KA 1Z / LATRI 1K / NALEM 1K / NEGAR 1K / OKMAN 1K / TEDRU 1K****RWY 05 (046°)****After take-off, contact Platov RAD**

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300
5.2%	ft/MIN	700	800	1000	1200	1300	1500
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05</b>	
<b>KA 1Z</b> (ATC) 5.2% to FL160 <b>121.200</b> ①②③④	at MNM <b>830 RT</b> direct KA	<b>KA MNM FL160</b>
<b>LATRI 1K</b> 4.4% to FL110 <b>121.200</b> ①②④	at MNM <b>830 LT</b> 345° - intercept QDM 008 <b>KL</b> to <b>KL</b> - QDR 345 <b>KL</b> to LATRI	<b>LATRI MNM FL110</b>
<b>NALEM 1K</b> 5.4% to FL120 <b>121.200</b> ①②④	at MNM <b>830 LT</b> 345° - intercept QDM 008 <b>KL</b> to <b>KL</b> (MAX 248KT) - QDR 280 <b>KL</b> to NALEM	<b>KL MAX FL80</b> <b>NALEM MNM FL120</b>
<b>NEGAR 1K</b> <b>121.200</b> ①②	at MNM <b>830 RT</b> (MAX 232KT) direct <b>BA</b> - QDR 071 <b>BA</b> to NEGAR	<b>BA MNM FL50</b> <b>NEGAR MNM FL60</b>
<b>OKMAN 1K</b> (ATC) <b>121.200</b> ①②	at MNM <b>830 LT</b> direct <b>ROS</b> (MAX 205KT) - R218 <b>ROS</b> to OKMAN	<b>OKMAN MNM FL50</b>
<b>TEDRU 1K</b> (ATC) <b>121.200</b> ①②	at MNM <b>830</b> intercept R041 <b>ROS</b> to D21.6 <b>ROS</b> - intercept R042 <b>ROS</b> to TEDRU	<b>TEDRU MNM FL70</b>

① Do not turn before DER.

② Close-in obstacles: DIST 0.5NM from RWY 23 THR ELEV 394ft and DIST 0.5NM from RWY 23 THR ELEV 381ft.

③ Prohibited when R503, R524 or R589 are active.

④ Climb gradient due to airspace limitation.

08-FEB-2018

## ROV-URRP

5-80

## SIDs RWY 05 (via NDB)

SIDPT

**AMEPU 1L / BADEB 1Y / ER 1L / FASAD 1L / GINSA 1L / GINSA 1Y / KA 1L**  
**RWY 05 (046°)**

**After take-off, contact Platov RAD**

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 05</b>		
<b>AMEPU 1L</b> <b>121.200</b> <b>①②</b>	at MNM <b>830 LT</b> direct <b>RD</b> (MAX 205KT) - QDR 182 <b>RD</b> to AMEPU	<b>AMEPU MNM FL50 / MNM FL60</b> (by ATC)
<b>BADEB 1Y</b> <b>(ATC)</b> <b>121.200</b> <b>①②④</b>	at MNM <b>830 RT</b> 130° - intercept QDR 084 <b>RD</b> to BADEB	<b>BADEB MNM FL70</b>
<b>ER 1L</b> 3.5% to FL150 <b>121.200</b> <b>①②③</b>	at MNM <b>830 RT</b> (MAX 232KT) direct <b>BA</b> - QDR 156 <b>BA</b> to <b>ER</b>	<b>BA MNM FL50</b> <b>ER MNM FL150</b>
<b>FASAD 1L</b> <b>(ATC)</b> <b>121.200</b> <b>①②</b>	at MNM <b>830 LT</b> 189° - intercept QDR 271 <b>RD</b> - at D33.2 <b>ROS LT</b> 209° - intercept QDR 267 <b>RD</b> to FASAD	<b>FASAD MNM FL160</b>
<b>GINSA 1L</b> <b>121.200</b> <b>①②</b>	at MNM <b>830 RT</b> (MAX 232KT) direct <b>BA</b> - QDR 116 <b>BA</b> to <b>GINSA</b>	<b>BA MNM FL50</b> <b>GINSA MNM FL110</b>
<b>GINSA 1Y</b> <b>(ATC)</b> <b>121.200</b> <b>①②</b>	at MNM <b>830 LT</b> direct <b>RD</b> (MAX 205KT) - direct <b>BA</b> - QDR 116 <b>BA</b> to <b>GINSA</b>	<b>BA MNM FL50</b> <b>GINSA MNM FL110</b>
<b>KA 1L</b> 5.7% to FL120 <b>121.200</b> <b>①②③</b>	at MNM <b>830 LT</b> intercept QDR 037 <b>RD</b> - at D20.5 <b>ROS RT</b> direct <b>KA</b>	<b>KA MNM FL160</b>

① Do not turn before DER.

② Close-in obstacles: DIST 0.5NM from RWY 23 THR ELEV 394ft and DIST 0.5NM from RWY 23 THR ELEV 381ft.

③ Climb gradient due to airspace limitation.

④ Prohibited when R503, R524 or R589 are active.

08-FEB-2018

**ROV-URRP****5-90****SIDs RWY 05 (via NDB)**

SIDPT

**KA 1Y / LATRI 1L / NALEM 1L / NEGAR 1L / OKMAN 1L / TEDRU 1L****RWY 05 (046°)****After take-off, contact Platov RAD**

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300
5.2%	ft/MIN	700	800	1000	1200	1300	1500
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05</b>	
<b>KA 1Y</b> (ATC) 5.2% to FL160 <b>121.200</b> ①②③	at MNM <b>830 RT</b> direct KA	<b>KA MNM FL160</b>
<b>LATRI 1L</b> 4.4% to FL110 <b>121.200</b> ①②③	at MNM <b>830 LT</b> 345° - intercept QDM 008 <b>KL</b> to <b>KL</b> - QDR 345 <b>KL</b> to LATRI	<b>LATRI MNM FL110</b>
<b>NALEM 1L</b> 5.4% to FL120 <b>121.200</b> ①②③	at MNM <b>830 LT</b> 345° - intercept QDM 008 <b>KL</b> to <b>KL</b> (MAX 248KT) - QDR 280 <b>KL</b> to NALEM	<b>KL MAX FL80</b> <b>NALEM MNM FL120</b>
<b>NEGAR 1L</b> <b>121.200</b> ①②	at MNM <b>830 RT</b> (MAX 232KT) direct <b>BA</b> - QDR 071 <b>BA</b> to NEGAR	<b>BA MNM FL50</b> <b>NEGAR MNM FL60</b>
<b>OKMAN 1L</b> (ATC) <b>121.200</b> ①②	at MNM <b>830 LT</b> direct <b>RD</b> (MAX 205KT) - QDR 217 <b>RD</b> to OKMAN	<b>OKMAN MNM FL50</b>
<b>TEDRU 1L</b> <b>121.200</b> ①②	at MNM <b>830 LT</b> 345° - intercept QDM 008 <b>KL</b> to <b>KL</b> (MAX 248KT) - QDR 076 <b>KL</b> to TEDRU	<b>KL MAX FL80</b> <b>TEDRU MNM FL70</b>

① Do not turn before DER.

② Close-in obstacles: DIST 0.5NM from RWY 23 THR ELEV 394ft and DIST 0.5NM from RWY 23 THR ELEV 381ft.

③ Climb gradient due to airspace limitation.

08-FEB-2018

**ROV-URRP**

5-100

**SIDs RWY 23 (via VOR)**

SIDPT

**AMEPU 1H / BADEB 1R / ER 1H / FASAD 1H / GINSA 1H**

RWY 23 (226°)

**After take-off, contact Platov RAD**

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 23</b>		
<b>AMEPU 1H</b> 7.0% to 680 <b>121.200</b> ①	241° - at MNM 680 RT (MAX 205KT) direct <b>ROS</b> - R186 <b>ROS</b> to AMEPU	<b>AMEPU MNM FL50 / MNM FL60</b> (by ATC)
<b>BADEB 1R</b> (ATC) 7.0% to 680 <b>121.200</b> ①③	241° - at MNM 680 RT (MAX 205KT) direct <b>ROS</b> - R086 <b>ROS</b> to BADEB	<b>BADEB MNM FL70</b>
<b>ER 1H</b> 7.0% to 680 <b>121.200</b> ①	241° - at MNM 680 RT (MAX 205KT) direct <b>ROS</b> - R143 <b>ROS</b> to D36.3 <b>ROS</b> - QDM 144 <b>ER</b> to <b>ER</b>	<b>ER MNM FL150</b>
<b>FASAD 1H</b> (ATC) 7.0% to 680 3.9% to FL160 <b>121.200</b> ①②	241° - at MNM 680 RT (MAX 205KT) intercept R265 <b>ROS</b> to FASAD	<b>FASAD MNM FL160</b>
<b>GINSA 1H</b> 7.0% to 680 <b>121.200</b> ①	241° - at MNM 680 RT (MAX 205KT) direct <b>ROS</b> - R114 <b>ROS</b> to <b>BA</b> - QDR 116 <b>BA</b> to GINSA	<b>BA MNM FL50</b> <b>GINSA MNM FL110</b>

① Do not turn before DER.

② Climb gradient 3.9% due to airspace limitation.

③ Prohibited when R503, R524 or R589 are active.

08-FEB-2018

**ROV-URRP**

5-110

**SIDs RWY 23 (via VOR)**

SIDPT

**KA 1H / KA 1R / LATRI 1H / NALEM 1H**

RWY 23 (226°)

**After take-off, contact Platov RAD**

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100
4.3%	ft/MIN	600	700	800	1000	1100	1200
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 23</b>		
<b>KA 1H</b> 7.0% to 680 5.3% to FL110 <b>121.200</b> ①④⑦	241° - at MNM <b>680 RT</b> (MAX 205KT) direct <b>ROS - R114 ROS</b> to <b>BA - QDR 054 KA to KA</b>	<b>BA MNM FL50</b> <b>KA MNM FL160</b>
<b>KA 1R</b> (ATC) 7.0% to 680 4.3% to FL160 <b>121.200</b> ①⑤⑥	241° - at MNM <b>680 RT</b> (MAX 205KT) direct <b>KA</b>	<b>KA MNM FL160</b>
<b>LATRI 1H</b> 7.0% to 680 3.9% to FL110 <b>121.200</b> ①②	241° - at MNM <b>680 RT</b> (MAX 205KT) intercept QDM 351 <b>SB</b> to <b>SB</b> (MAX 243KT) - QDR 015 <b>SB</b> to LATRI	<b>LATRI MNM FL110</b>
<b>NALEM 1H</b> 7.0% to 680 6.1% to FL120 <b>121.200</b> ①③	241° - at MNM <b>680 RT</b> (MAX 205KT) intercept QDM 351 <b>SB</b> to <b>SB</b> - QDR 354 <b>SB</b> to NALEM	<b>NALEM MNM FL120</b>

- ① Do not turn before DER.
- ② Climb gradient 3.9% due to airspace limitation.
- ③ Climb gradient 6.1% due to airspace limitation.
- ④ Climb gradient 5.3% due to airspace limitation.
- ⑤ Climb gradient 4.3% due to airspace limitation.
- ⑥ Prohibited when R503, R524 or R589 are active.
- ⑦ by ATC when R589 is active.

08-FEB-2018

**ROV-URRP**

5-120

**SIDs RWY 23 (via VOR)**

SIDPT

**NEGAR 1H / OKMAN 1H / TEDRU 1H**

RWY 23 (226°)

**After take-off, contact Platov RAD**

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>NEGAR 1H</b> 7.0% to 680 <b>121.200</b> ①	241° - at MNM <b>680 RT</b> (MAX 205KT) direct <b>ROS - R114 ROS to BA</b> - QDR 071 <b>BA</b> to NEGAR	<b>BA MNM FL50</b> NEGAR MNM <b>FL60</b>
<b>OKMAN 1H</b> (ATC) <b>121.200</b> ①	at MNM <b>680 LT</b> intercept R218 <b>ROS to OKMAN</b>	<b>OKMAN MNM FL50</b>
<b>TEDRU 1H</b> (ATC) 7.0% to 680 <b>121.200</b> ①	241° - at MNM <b>680 RT</b> (MAX 205KT) intercept QDM 351 <b>SB to SB</b> (MAX 243KT) - QDR 066 <b>SB</b> to TEDRU	<b>TEDRU MNM FL70</b>

① Do not turn before DER.

08-FEB-2018

**ROV-URRP**

5-130

**SIDs RWY 23 (via NDB)****AMEPU 1J / AMEPU 1P / ER 1J / ER 1P / FASAD 1J****RWY 23 (226°)****After take-off, contact Platov RAD**

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
4.0%	ft/MIN	500	700	800	900	1000	1100
4.5%	ft/MIN	600	700	900	1000	1100	1300
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>AMEPU 1J</b> 7.0% to 680 <b>121.200</b> ①	241° - at MNM <b>680 RT</b> (MAX 205KT) - intercept QDM 117 <b>BA</b> to <b>BA</b> - QDR 244 <b>BA</b> to AMEPU	<b>BA MNM FL50</b> AMEPU MNM <b>FL50</b> / MNM <b>FL60</b> (by ATC)
<b>AMEPU 1P</b> (ATC) 4.5% to FL50 <b>121.200</b> ①③	at MNM <b>680 LT</b> intercept QDR 182 <b>RD</b> to AMEPU	AMEPU MNM <b>FL50</b> / MNM <b>FL60</b> (by ATC)
<b>ER 1J</b> 7.0% to 680 <b>121.200</b> ①	241° - at MNM <b>680 RT</b> (MAX 205KT) intercept QDM 117 <b>BA</b> to <b>BA</b> - QDR 156 <b>BA</b> to <b>ER</b>	<b>BA MNM FL50</b> ER MNM <b>FL150</b>
<b>ER 1P</b> (ATC) 3.4% to FL150 <b>121.200</b> ①④	at MNM <b>680 LT</b> direct <b>BA</b> - QDR 156 <b>BA</b> to <b>ER</b>	<b>BA MNM FL50</b> ER MNM <b>FL150</b>
<b>FASAD 1J</b> (ATC) 7.0% to 680 4.0% to FL160 <b>121.200</b> ①②	241° - at MNM <b>680 RT</b> (MAX 205KT) intercept QDR 271 <b>RD</b> - at D27.8 <b>ROS LT</b> 214° - <b>RT</b> intercept QDR 267 <b>RD</b> to FASAD	FASAD MNM <b>FL160</b>

① Do not turn before DER.

② Climb gradient 4.0% due to airspace limitation.

③ Climb gradient 4.5% due to airspace limitation.

④ Climb gradient 3.4% due to airspace limitation.

08-FEB-2018

**ROV-URRP**

5-140

**SIDs RWY 23 (via NDB)**

SIDPT

**GINSA 1J / GINSA 1P / KA 1J / KA 1P / LATRI 1J**

RWY 23 (226°)

**After take-off, contact Platov RAD**

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
3.9%	ft/MIN	500	600	800	900	1000	1100
5.3%	ft/MIN	700	900	1000	1200	1300	1500
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>GINSA 1J</b> 7.0% to 680 <b>121.200</b> ①	241° - at MNM 680 RT (MAX 205KT) intercept QDM 117 <b>BA</b> to <b>BA</b> - QDR 116 <b>BA</b> to GINSA	<b>BA</b> MNM FL50 GINSA MNM FL110
<b>GINSA 1P</b> (ATC) <b>121.200</b> ①	at MNM 680 LT direct <b>BA</b> - QDR 116 <b>BA</b> to GINSA	<b>BA</b> MNM FL50 GINSA MNM FL110
<b>KA 1J</b> 7.0% to 680 3.8% to FL160 <b>121.200</b> ①③⑥	241° - at MNM 680 RT (MAX 205KT) intercept QDM 117 <b>BA</b> to <b>BA</b> - QDR 054 <b>BA</b> to <b>KA</b>	<b>BA</b> MNM FL50 KA MNM FL160
<b>KA 1P</b> (ATC) 5.3% to FL160 <b>121.200</b> ①④⑤	at MNM 680 LT direct <b>KA</b>	<b>KA</b> MNM FL160
<b>LATRI 1J</b> 7.0% to 680 3.9% to FL110 <b>121.200</b> ①②	241° - at MNM 680 RT (MAX 205KT) intercept QDM 351 <b>SB</b> to <b>SB</b> (MAX 243KT) - QDR 015 <b>SB</b> to LATRI	LATRI MNM FL110

① Do not turn before DER.

② Climb gradient 3.9% due to airspace limitation.

③ Climb gradient 3.8% due to airspace limitation.

④ Climb gradient 5.3% due to airspace limitation.

⑤ Prohibited when R503, R524 or R589 are active.

⑥ by ATC when R589 is active.

08-FEB-2018

**ROV-URRP**

5-150

**SIDs RWY 23 (via NDB)**

SIDPT

**NALEM 1J / NEGAR 1J / NEGAR 1P / OKMAN 1J / TEDRU 1J**

RWY 23 (226°)

**After take-off, contact Platov RAD**

	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 23</b>		
<b>NALEM 1J</b> 7.0% to 680 6.1% to FL120 <b>121.200</b> ①②	241° - at MNM <b>680 RT</b> (MAX 205KT) intercept QDM 351 <b>SB</b> to <b>SB</b> - QDR 354 <b>SB</b> to NALEM	<b>NALEM MNM FL120</b>
<b>NEGAR 1J</b> 7.0% to 680 <b>121.200</b> ①	241° - at MNM <b>680 RT</b> (MAX 205KT) intercept QDM 117 <b>BA</b> to <b>BA</b> - QDR 071 <b>BA</b> to NEGAR	<b>BA MNM FL50</b> <b>NEGAR MNM FL60</b>
<b>NEGAR 1P</b> (ATC) <b>121.200</b> ①	at MNM <b>680 LT</b> direct <b>BA</b> - QDR 071 <b>BA</b> to NEGAR	<b>BA MNM FL50</b> <b>NEGAR MNM FL60</b>
<b>OKMAN 1J</b> (ATC) <b>121.200</b> ①	at MNM <b>680 LT</b> intercept QDR 217 <b>RD</b> to OKMAN	<b>OKMAN MNM FL50</b>
<b>TEDRU 1J</b> (ATC) 7.0% to 680 <b>121.200</b> ①	241° - at MNM <b>680 RT</b> (MAX 205KT) intercept QDM 351 <b>SB</b> to <b>SB</b> (MAX 243KT) - QDR 066 <b>SB</b> to TEDRU	<b>TEDRU MNM FL70</b>

① Do not turn before DER.

② Climb gradient 6.1% due to airspace limitation.

**Effective 24-MAY-2018**

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17-MAY-2018

Russian Federation **Rostov-na-Donu** Platov

ROV-URRP

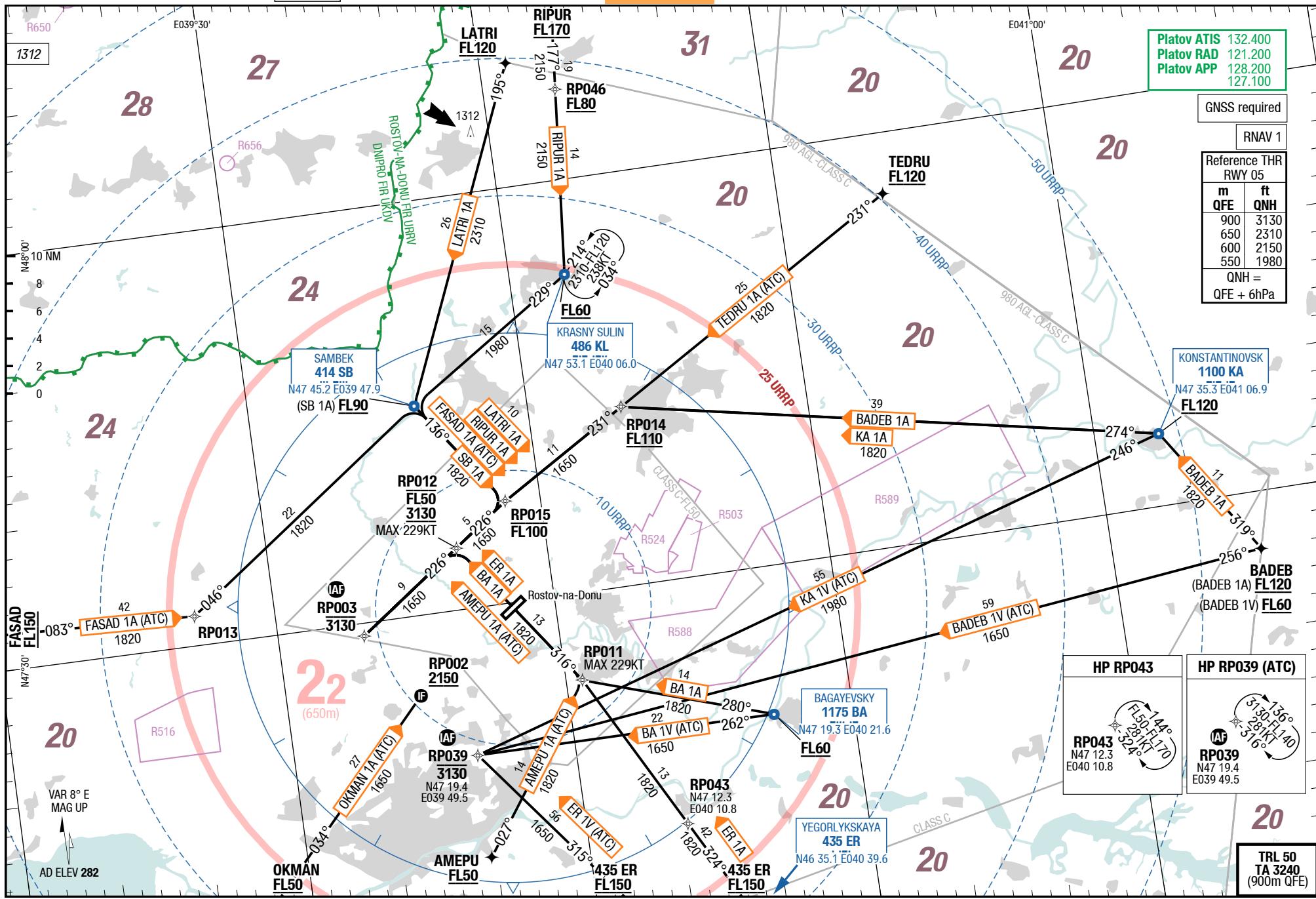
6-10

## **RNAV STARs RWY 05**

Platov Rostov-na-Donu Russian Federation

RNAV STARs RWY 23 (PROCs)

S RNAV STARs RWY 05



**Effective 24-MAY-2018**

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17-MAY-2018

Russian Federation **Rostov-na-Donu** Platov

ROV-URRP

6-20 R

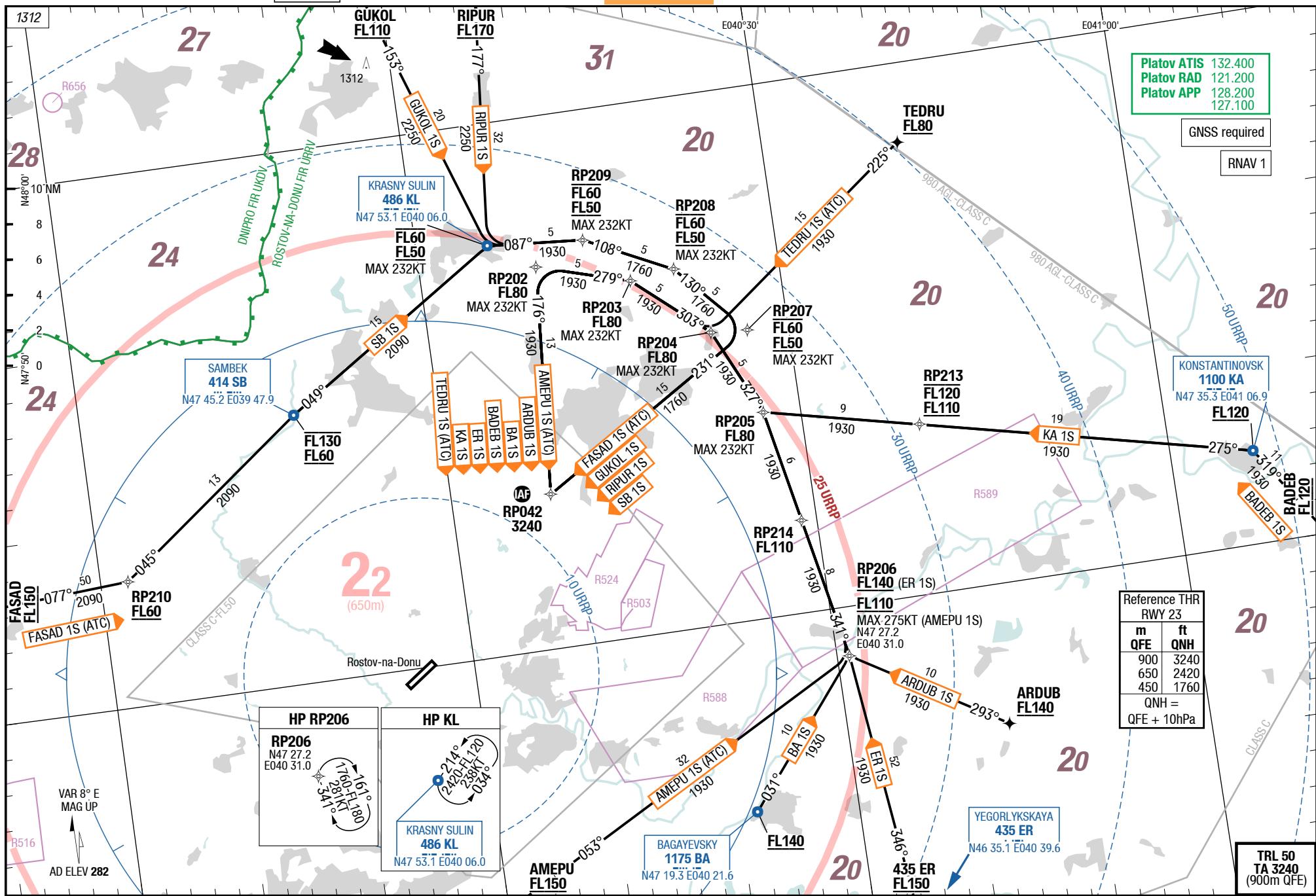
## **IAV STARs RWY 23 (PROCs S)**

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Platov **Rostov-na-Donu** Russian Federation

### **RNAV STARs RWY 23 (PROCs S)**



**Effective 24-MAY-2018**

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17-MAY-2018

Russian Federation **Rostov-na-Donu** Platov

STARS

Platov Rostov-na-Donu Russian Federation

ROV-URRP

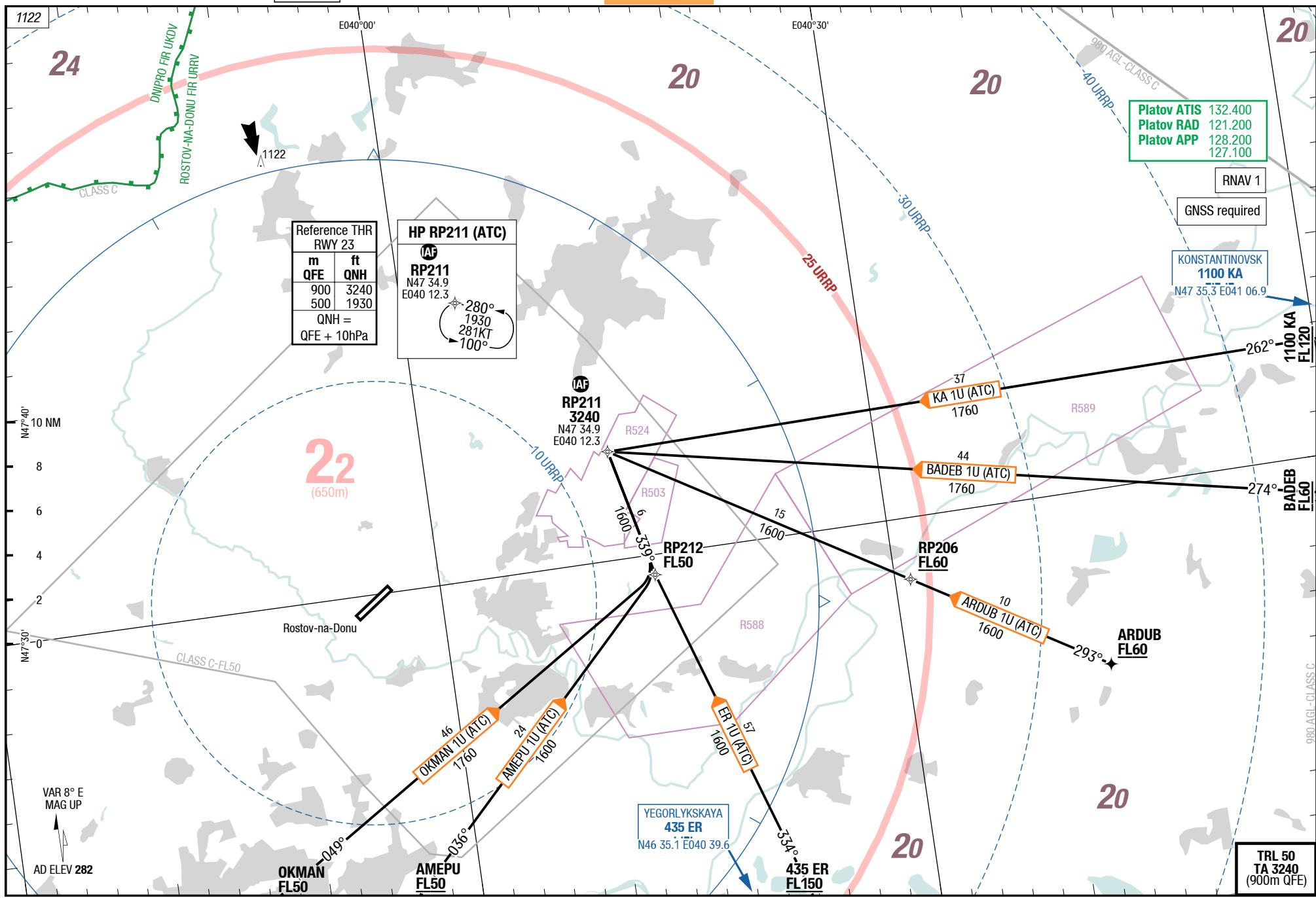
## **RNAV STARs RWY 23 (PROCs U)**

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Platov Rostov-na-Donu Russian Federation

#### **RNAV STARs RWY 23 (PROCs U)**



Effective 24-MAY-2018

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## Russian Federation Rostov-na-Donu Platov

ROV-URRP

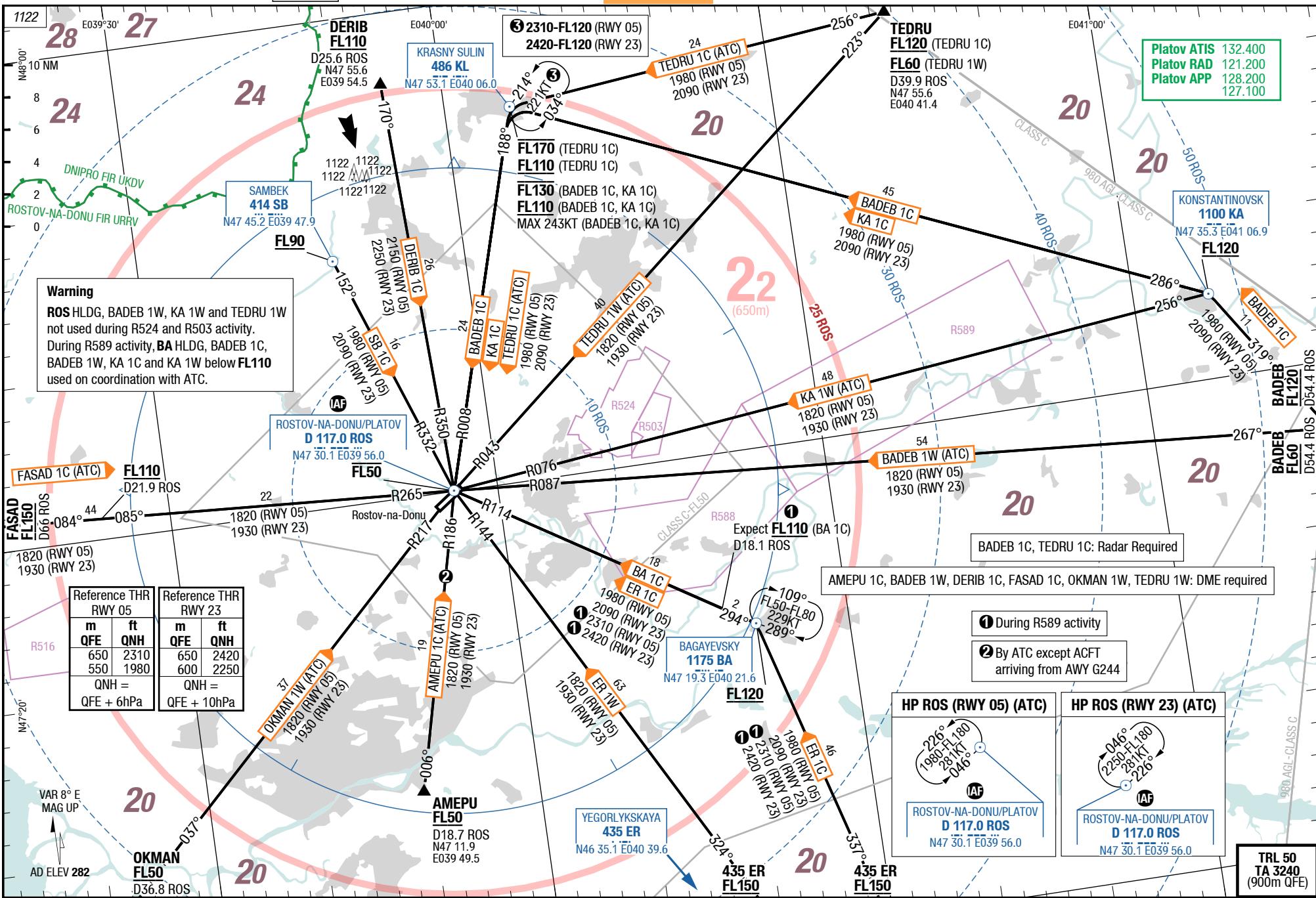
6-40

STARs (via VOR)

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Platov Rostov-na-Donu Russian Federation



Effective 24-MAY-2018

17-MAY-2018

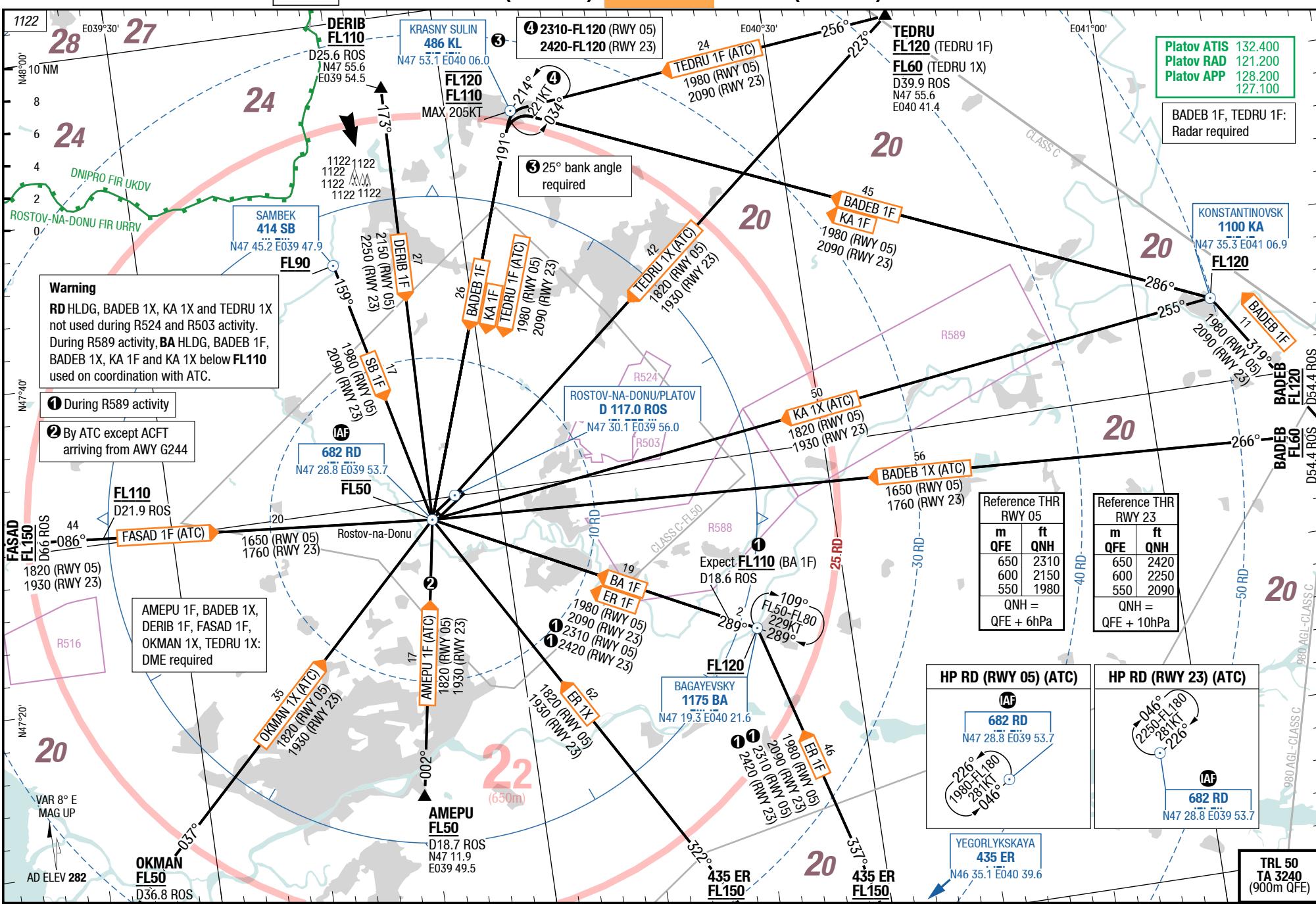
ROV-URRP

## Russian Federation Rostov-na-Donu Platov

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## Platov Rostov-na-Donu Russian Federation



**Effective 24-MAY-2018**

Russian Federation **Rostov-na-Donu** Platov

17-MAY-2018

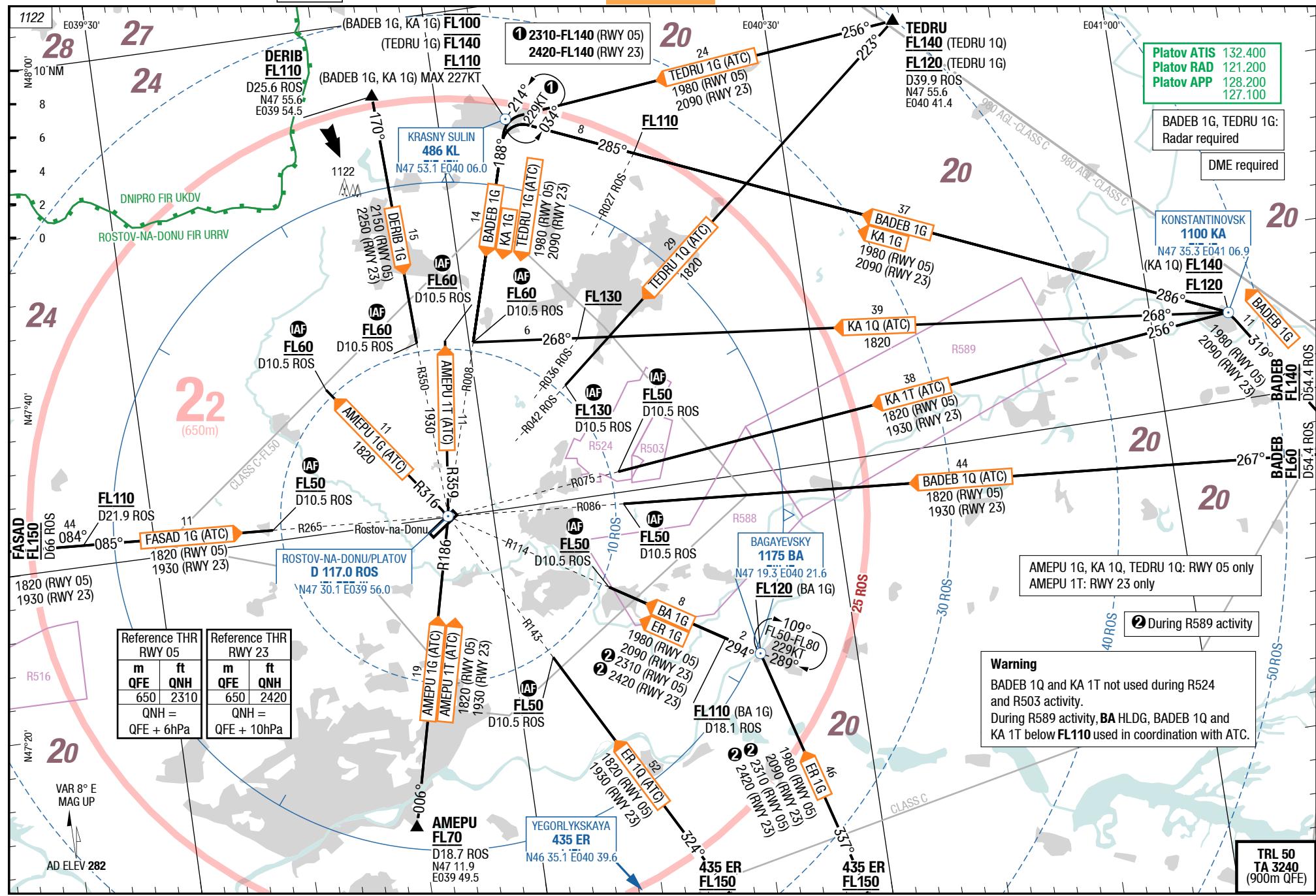
ROV-URRP

5-60

# STARS

Platov **Rostov-na-Donu** Russian Federation

STARS



30-NOV-2017

## ROV-JRRP

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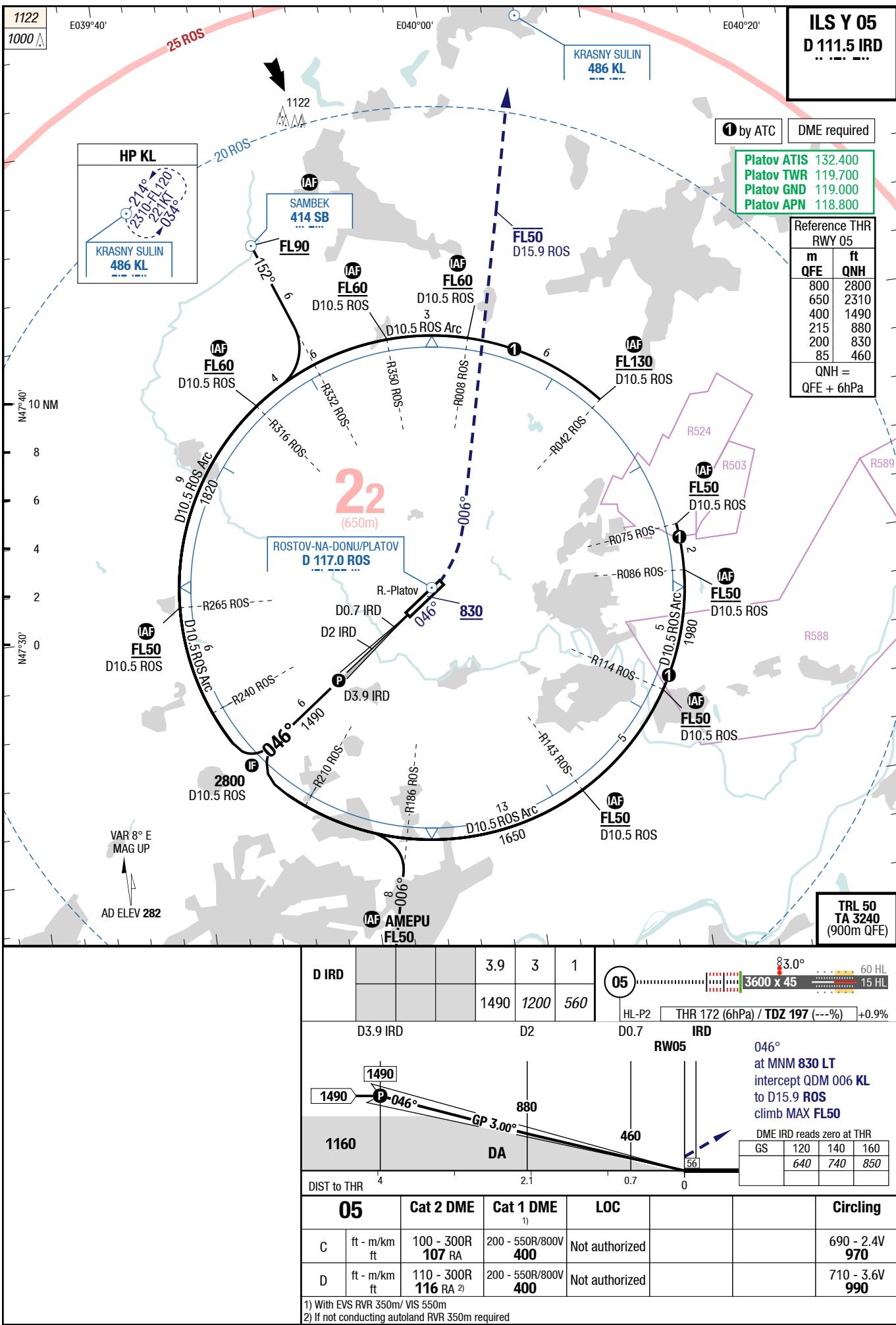
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## Changes: new



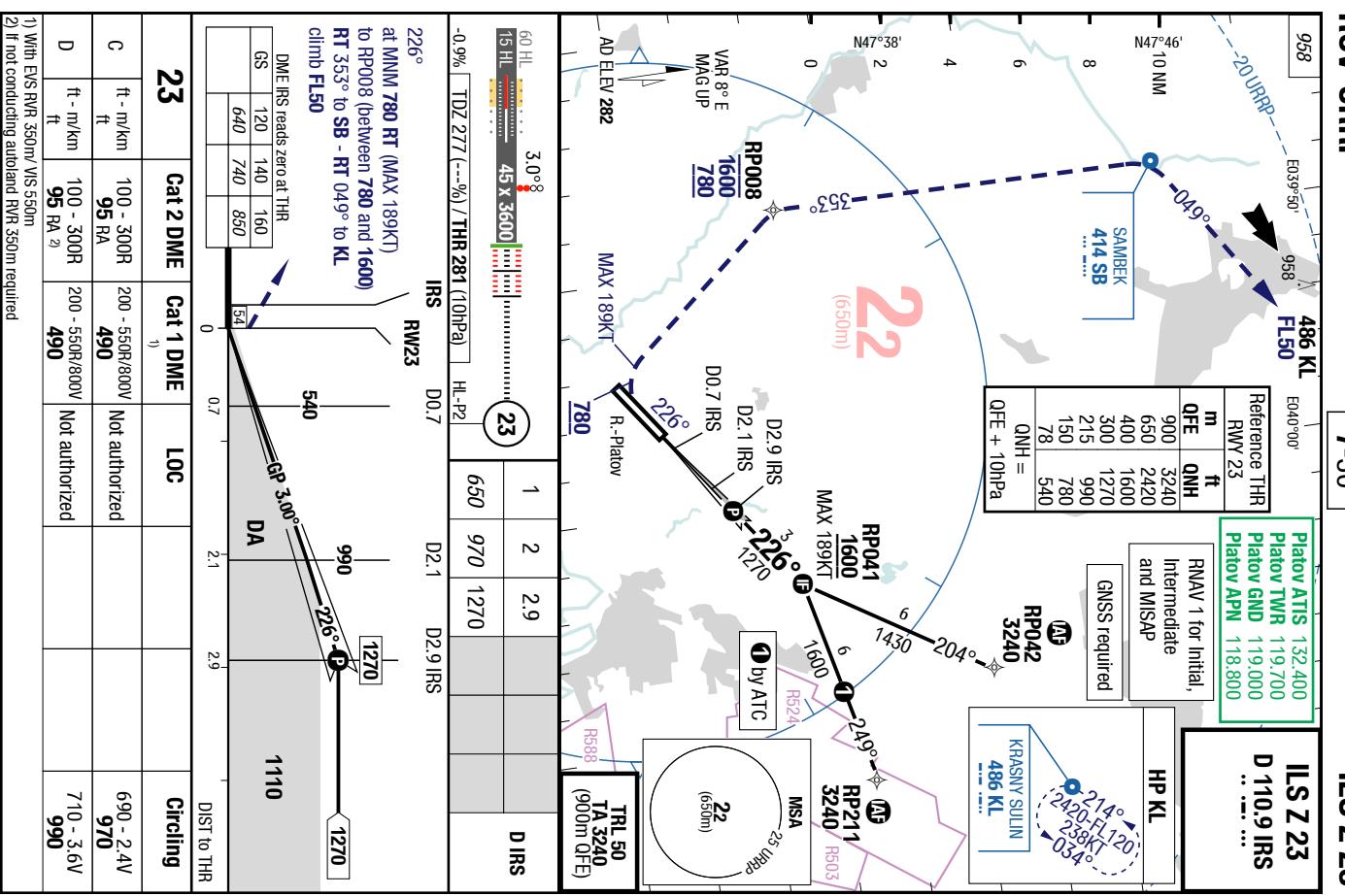
08-FEB-2018

BOV-IIIBBP

Russian Federation Rostov-na-Donu Platov

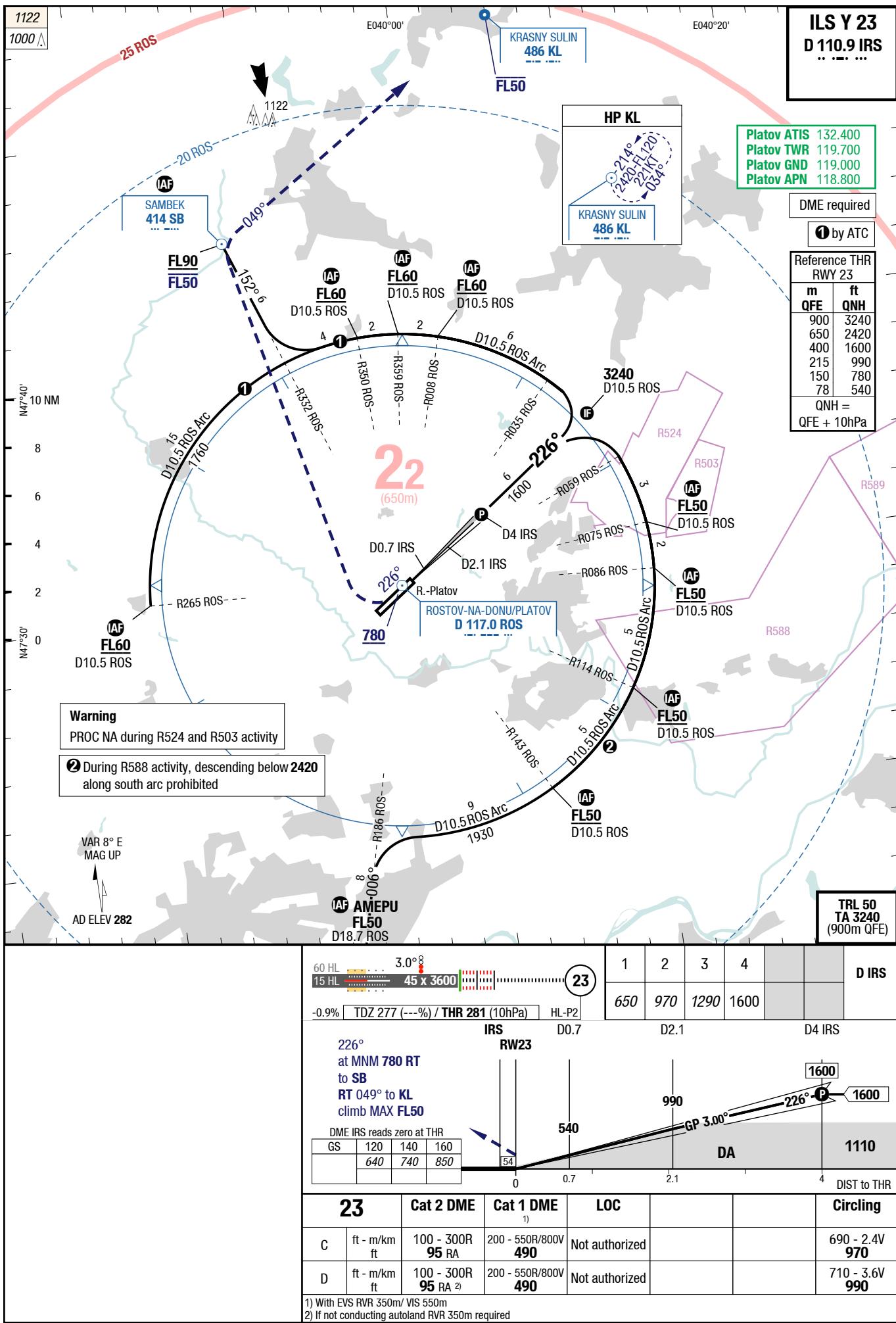
11

Platov Rostov-na-Donu Russian Federation  
□ 85 V 22



## Changes: Ni

Changes: Editorial



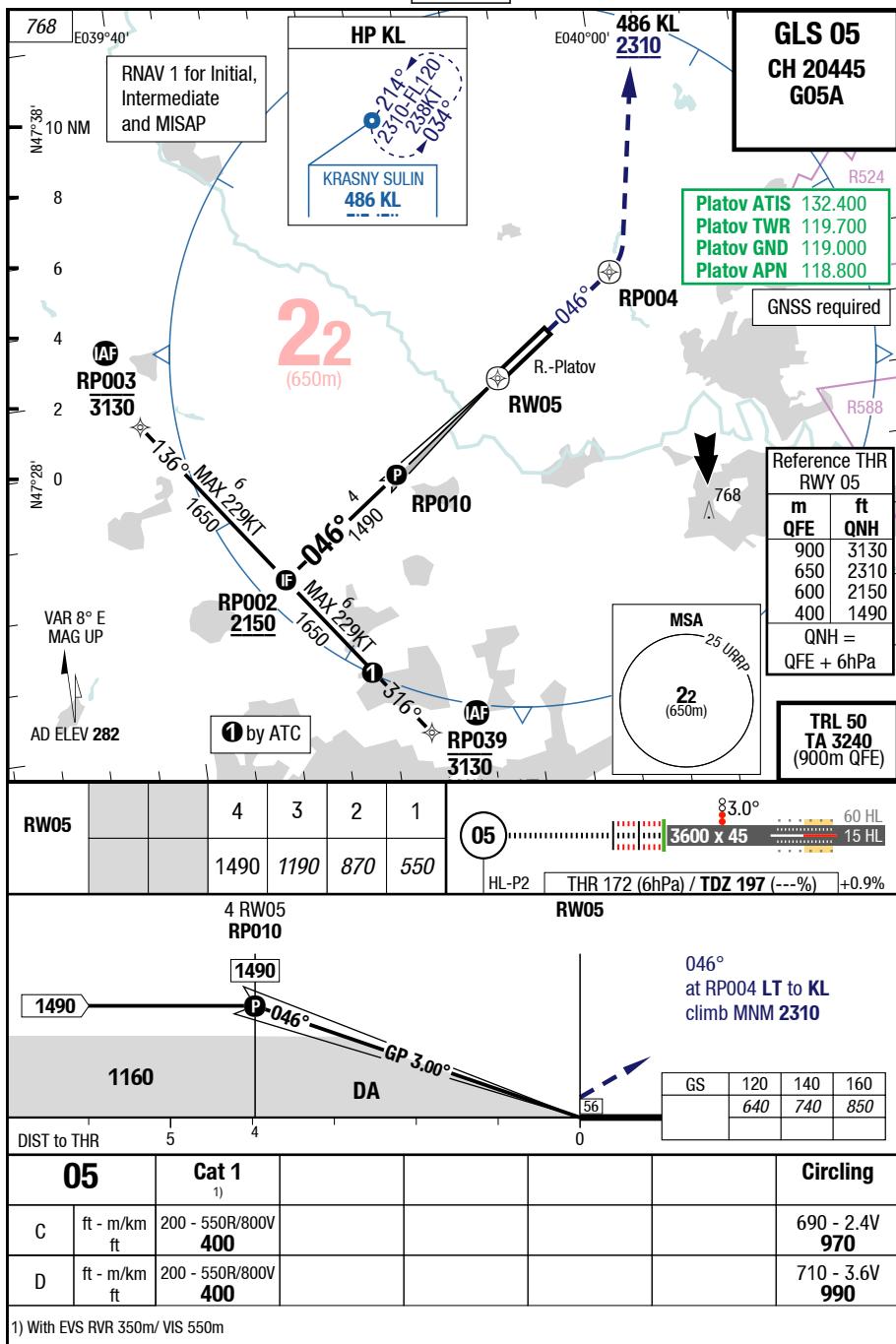
# Russian Federation Rostov-na-Donu Platov

08-FEB-2018

ROV-URRP

7-50

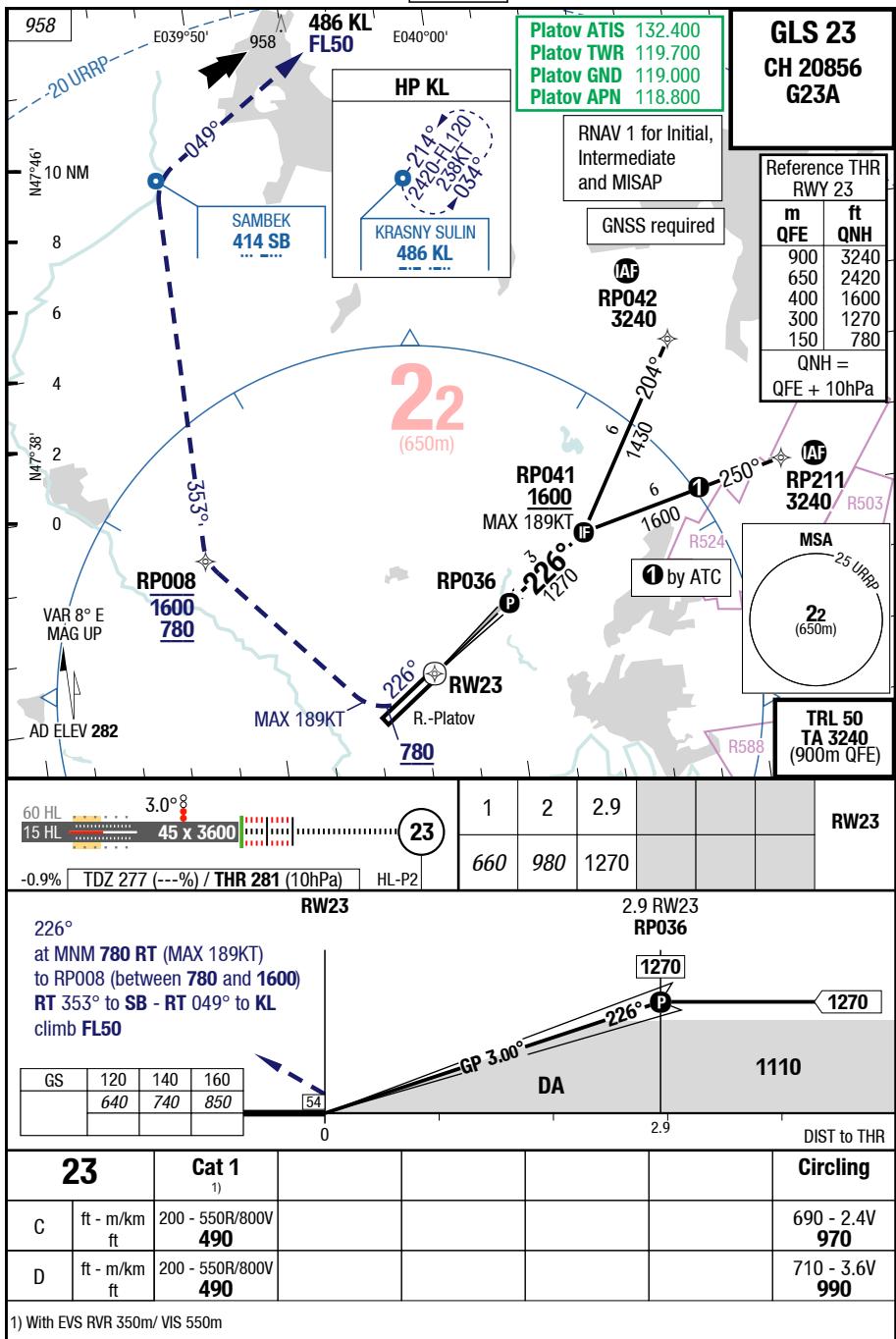
GLS 05



Changes: Nil

7-60

GLS 23

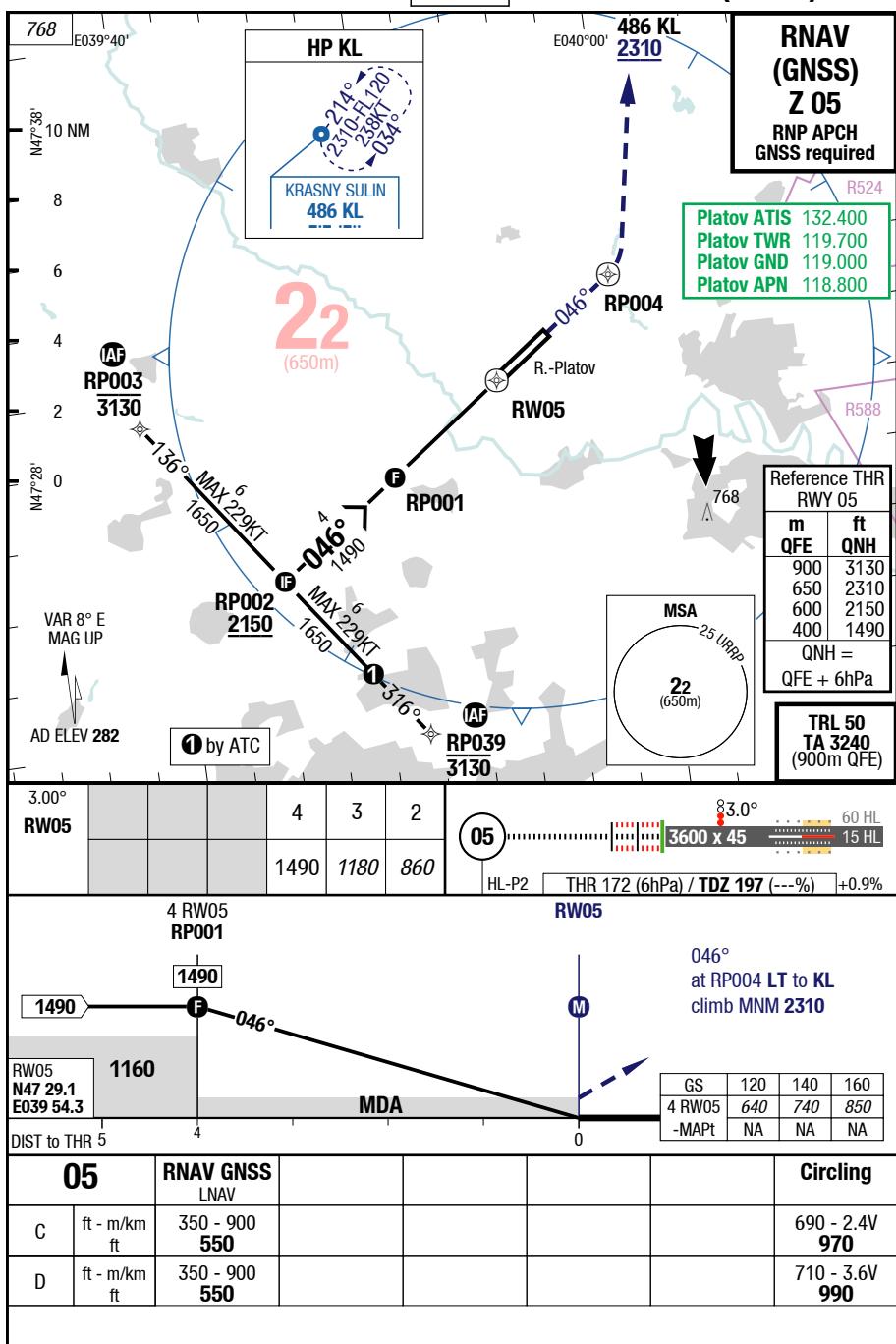


08-FEB-2018

## ROV-URRP

7-70

## RNAV (GNSS) Z 05

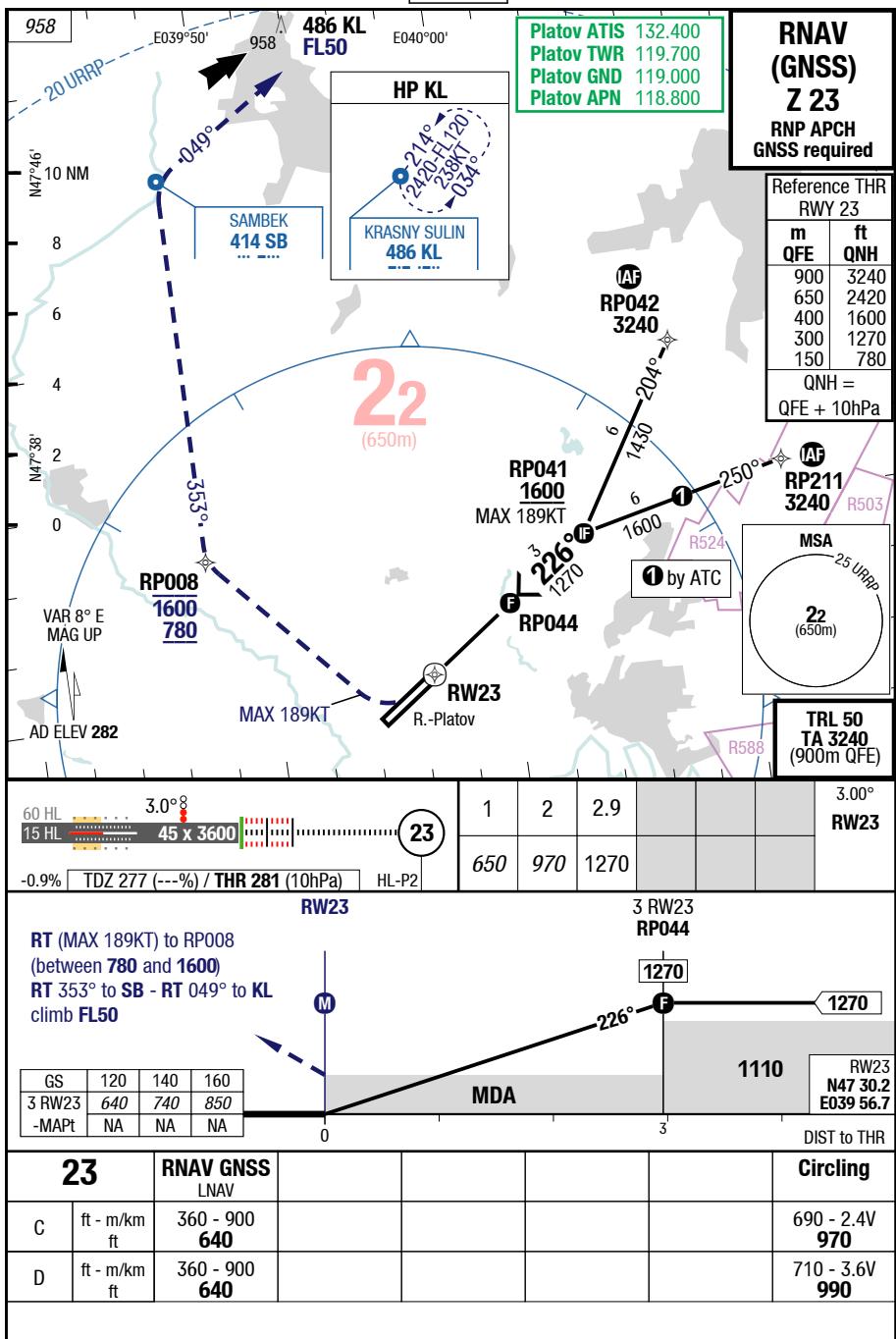


08-FEB-2018

## ROV-URRP

7-80

## RNAV (GNSS) Z 23



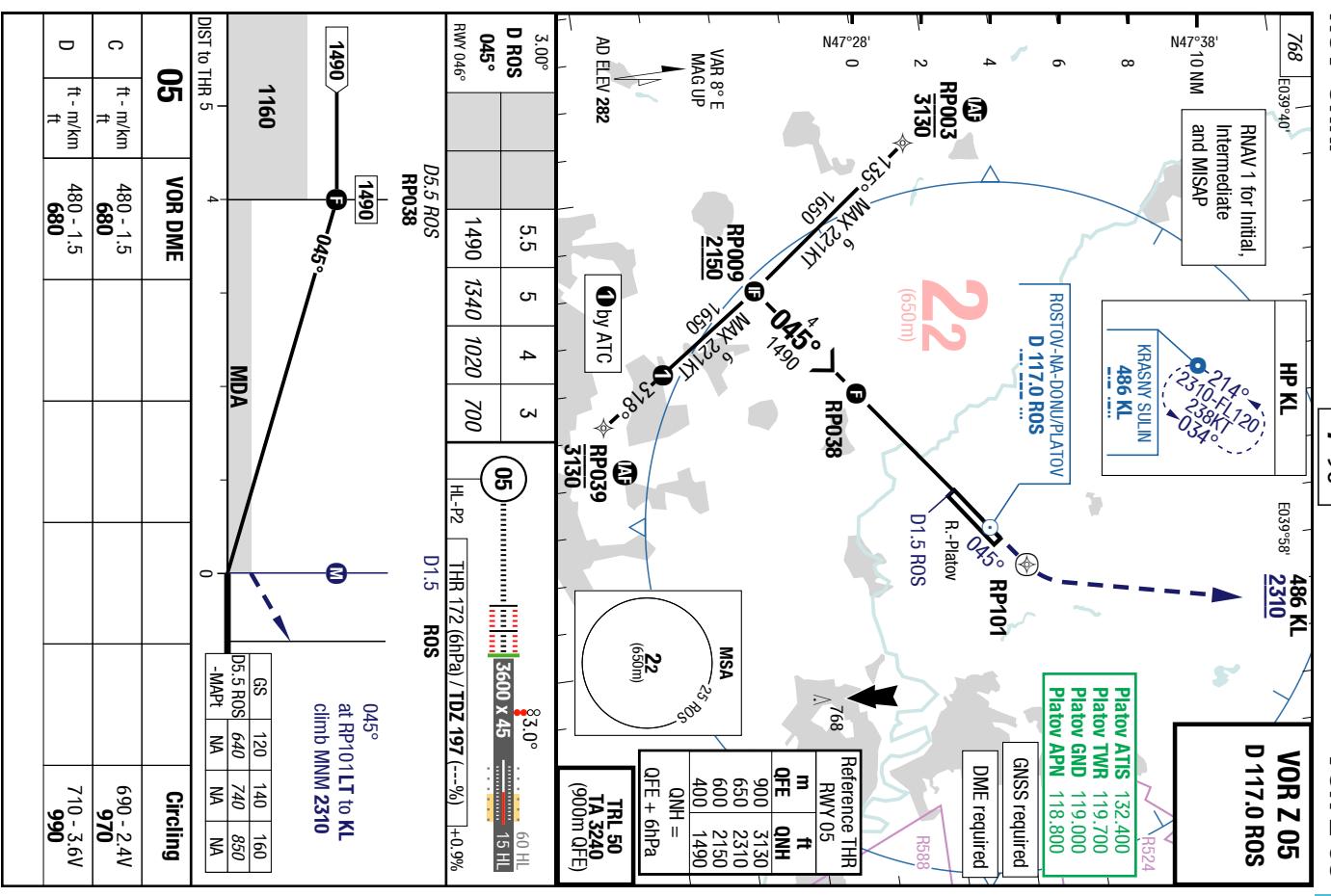
08-FEB-2018

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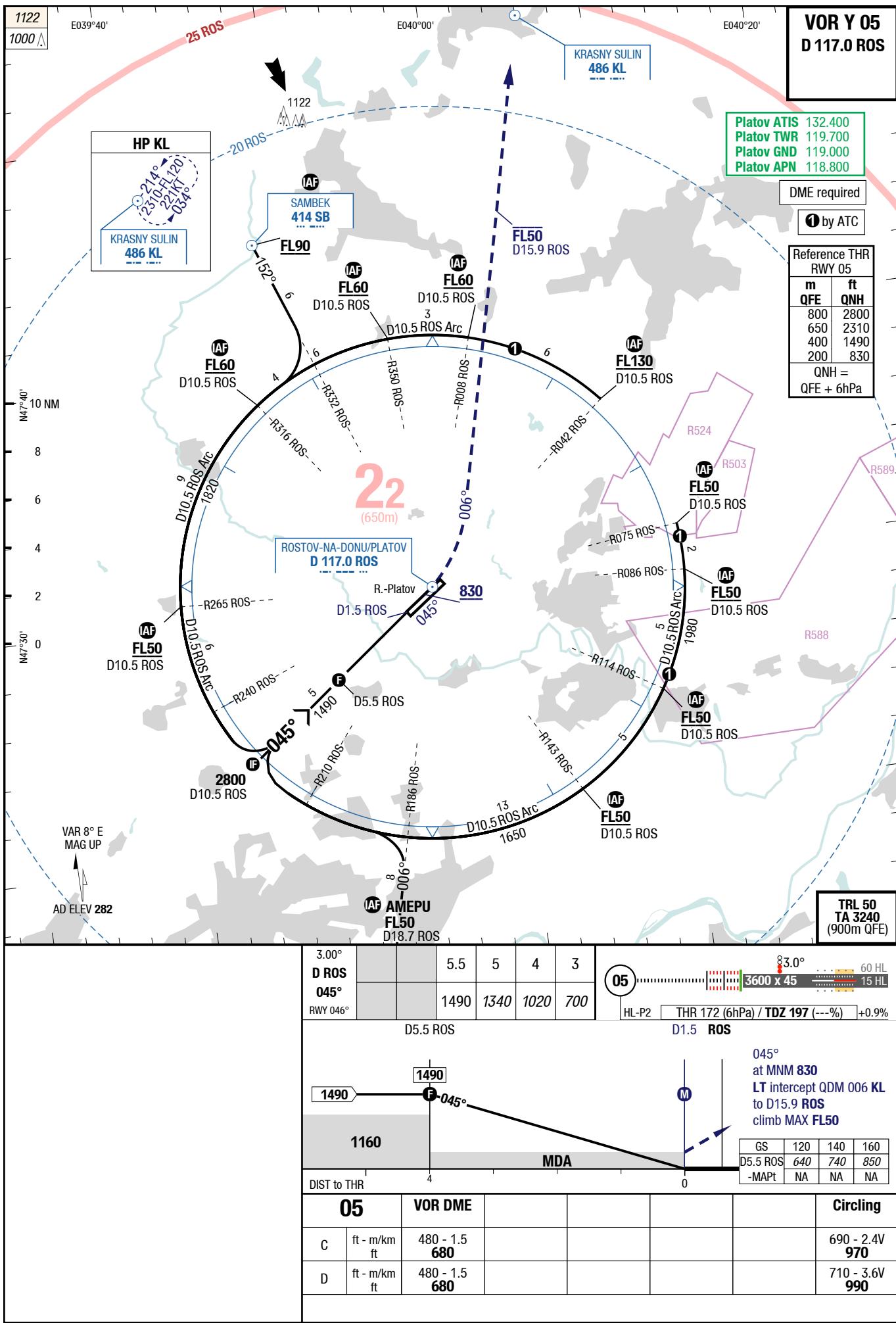
Russian Federation Rostov-na-Donu Platov 

VOR 705

**Platov Rostov-na-Donu** Russian Federation  
[VAB V OE]



Changes: Editorial



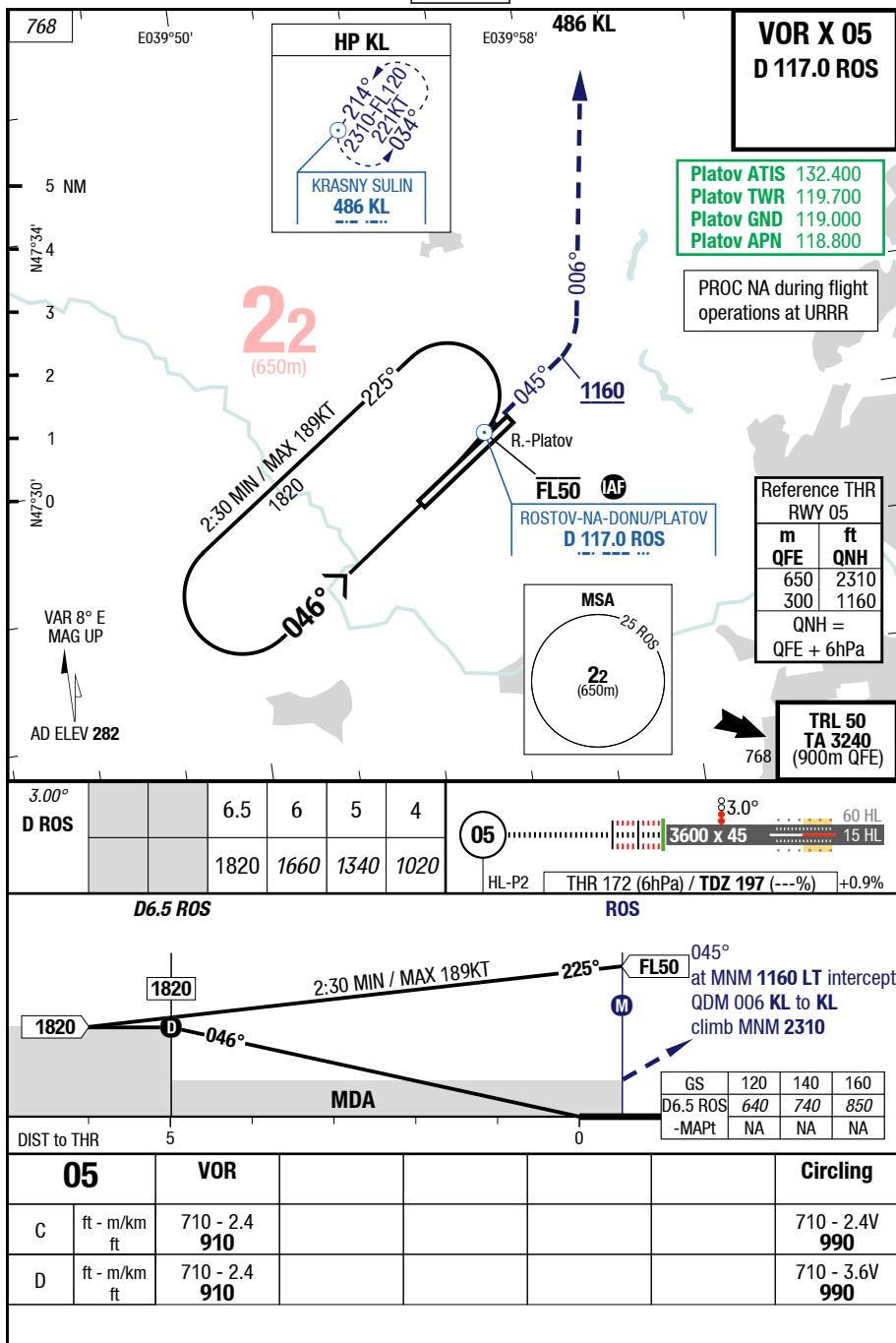
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## ROV-URRP

7-110

## VOR X 05

IAC



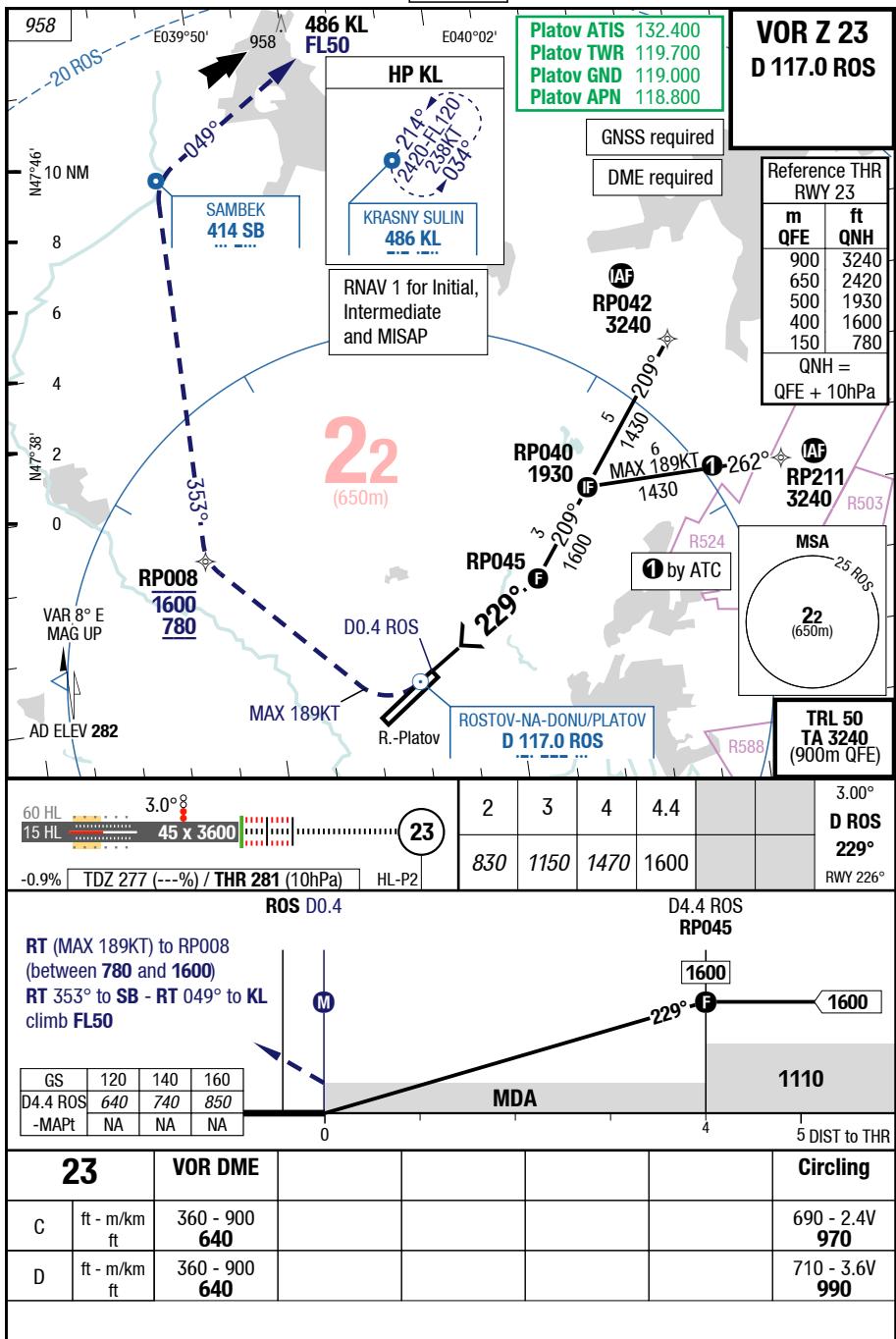
Changes: new

30-NOV-2017

## ROV-URRP

7-120

VOR Z 23





08-FEB-2018

## ROV-UJRRP

## Russian Federation Rostov-na-Donu Platov

## Platov Rostov-na-Donu Russian Federation

7-140

VOR X 23

IAC IAC

NDB Z 05

571 E039°52'

486 KL

E040°02'

VOR X 23

NDB Z 05

NDB Z 05

HP KL

486 KL

682 RD

486 KL

682 RD

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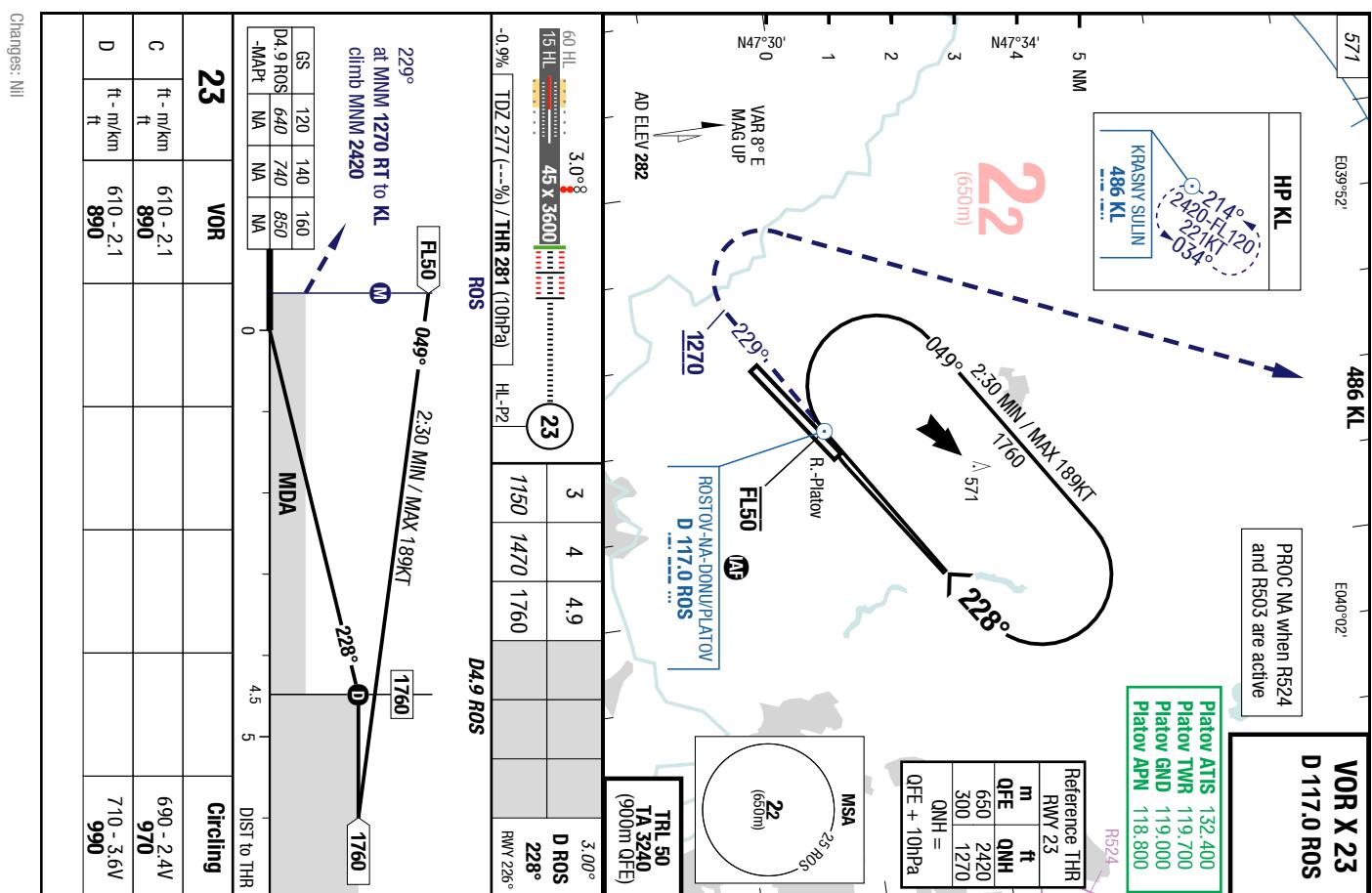
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08-FEB-2018

ROV-URRP

## Russian Federation Rostov-na-Donu Platov

NDB X 05, NDB Z 23

7-150

NDB Y 05

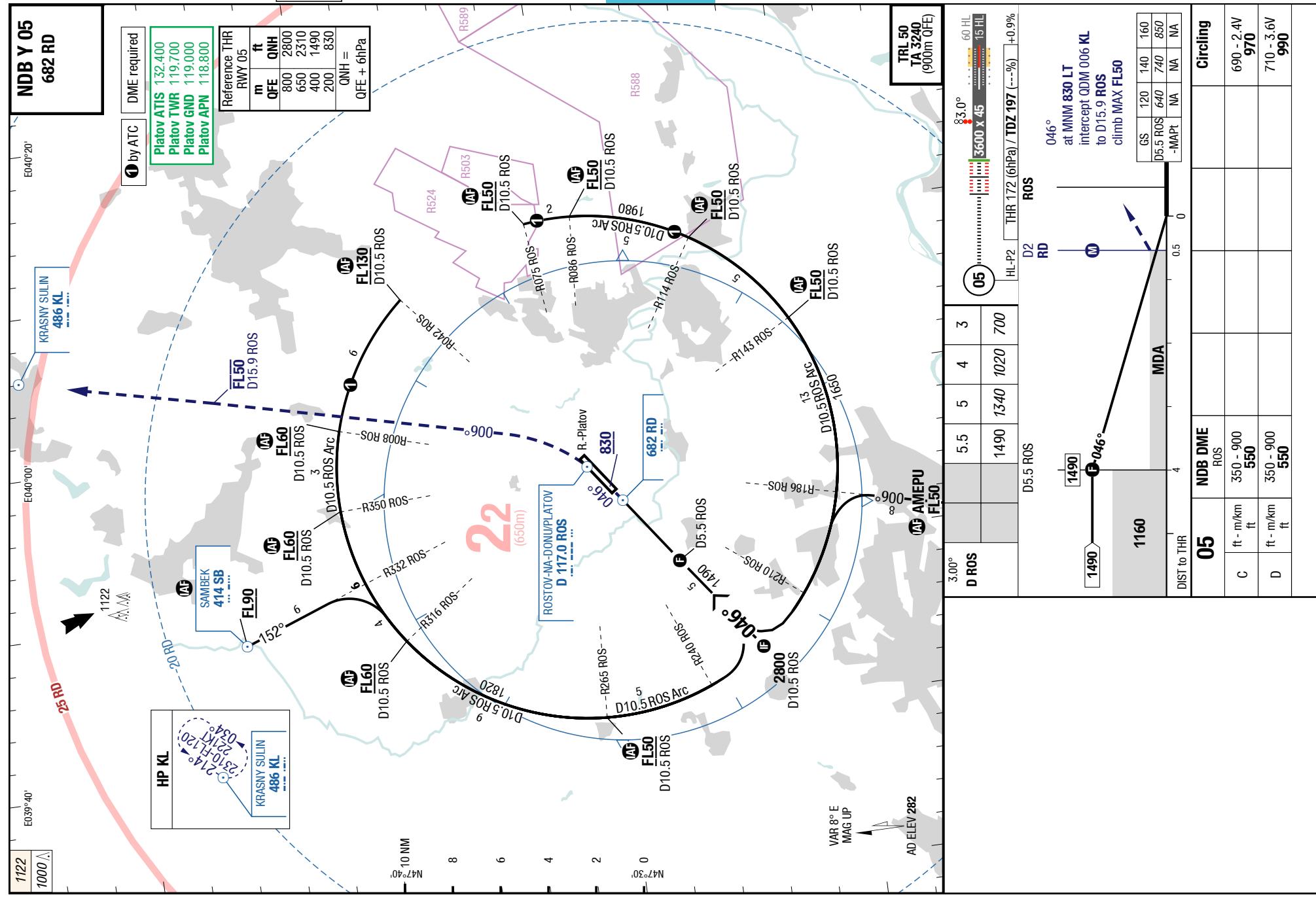
IAC

IAC

## Platov Rostov-na-Donu Russian Federation

NDB X 05, NDB Z 23

NDB Y 05

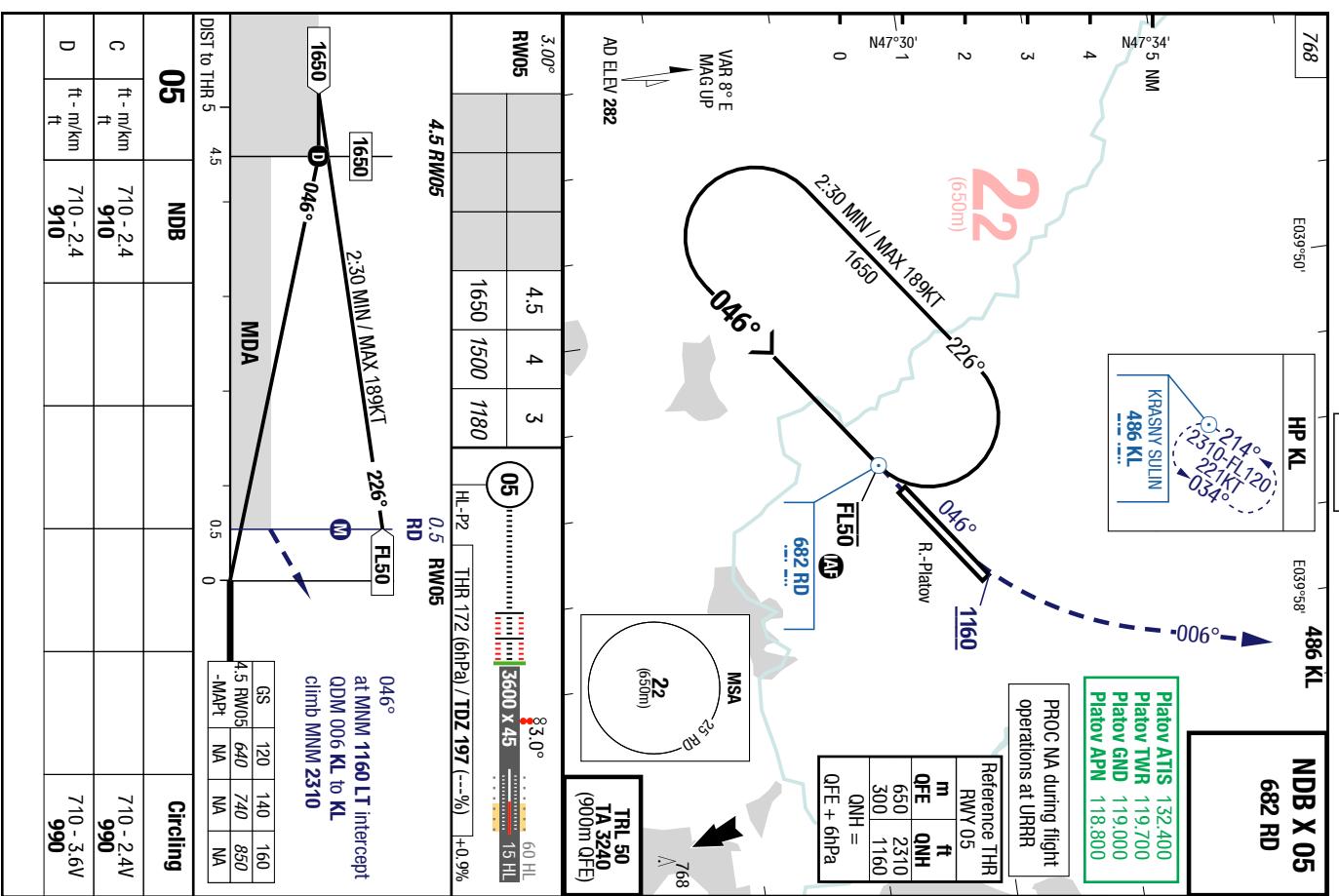


08-FEB-2018

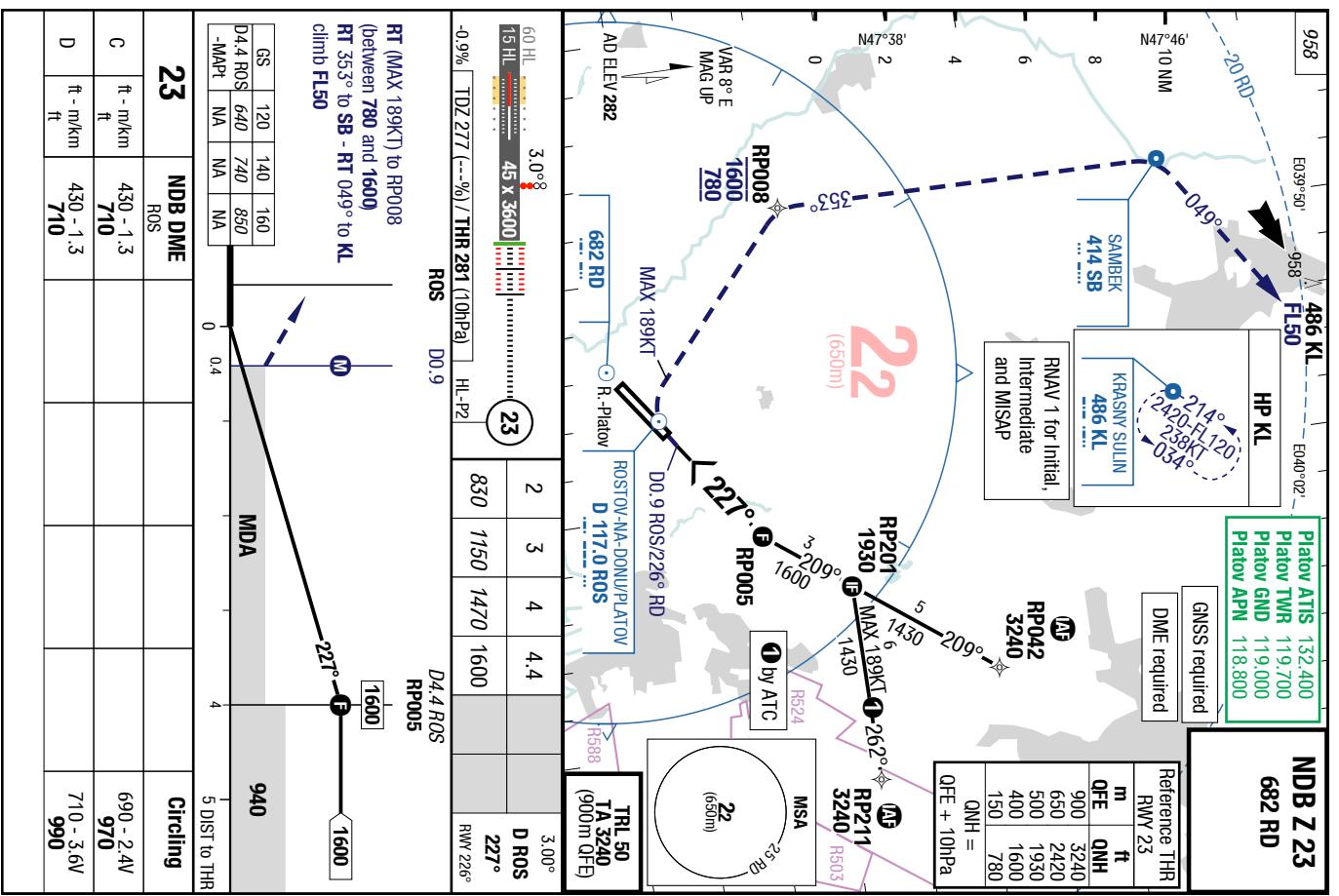
REV IDB 2010

Russian Federation Rostov-na-Donu Platov

Platov Rostov-na-Donu Russian Federation



Changes: Editorial



Changes: N



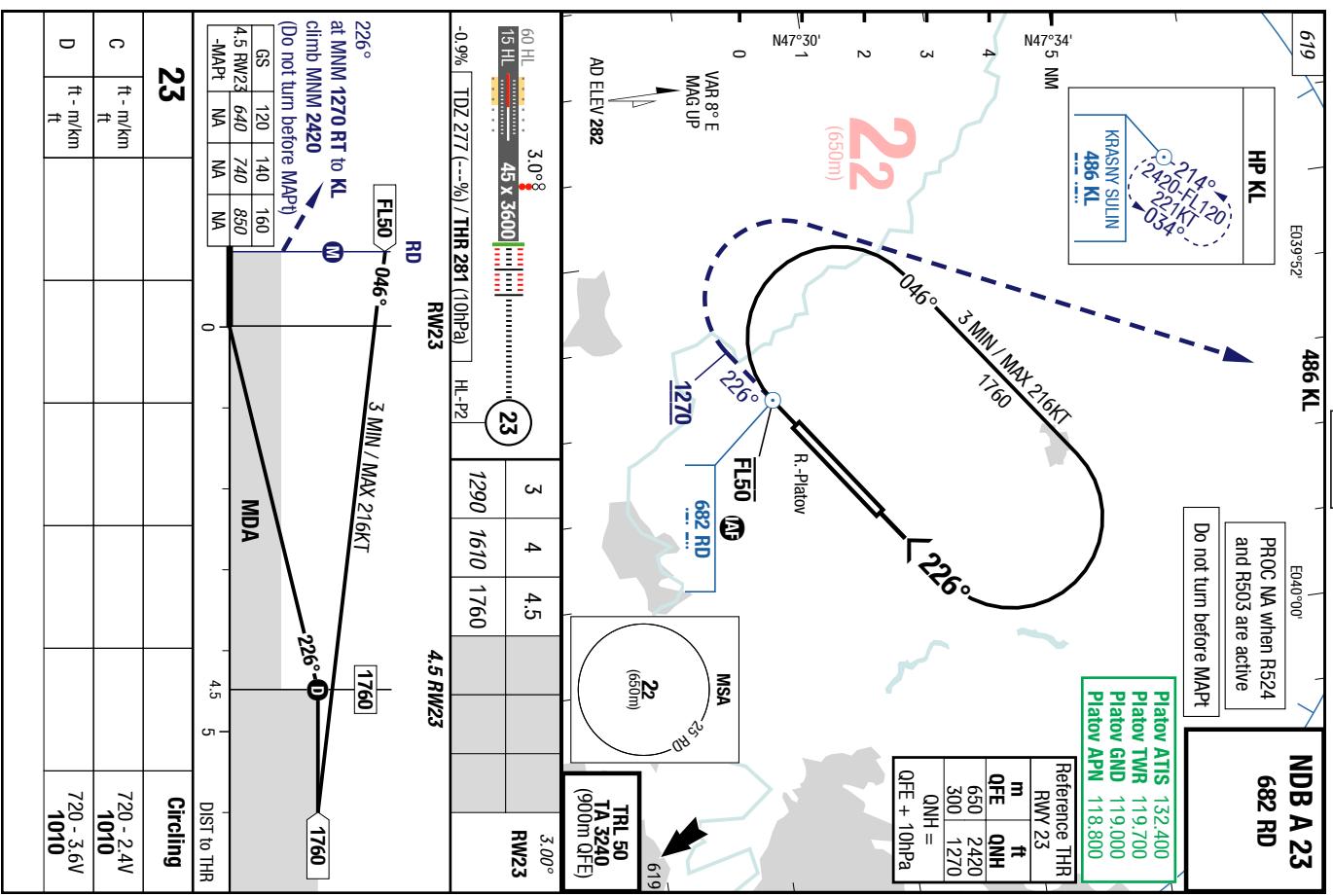
08-FEB-2018

ROV-URRP

Russian Federation Rostov-na-Donu Platov

NDB A 23

Platov Rostov-na-Donu Russian Federation



30-NOV-2017

ROV-URRP

## Russian Federation Rostov-na-Donu Platov

NIL  
MRC

## Platov Rostov-na-Donu Russian Federation

NIL  
MRC

8-10

