

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, MOB17 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.

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.

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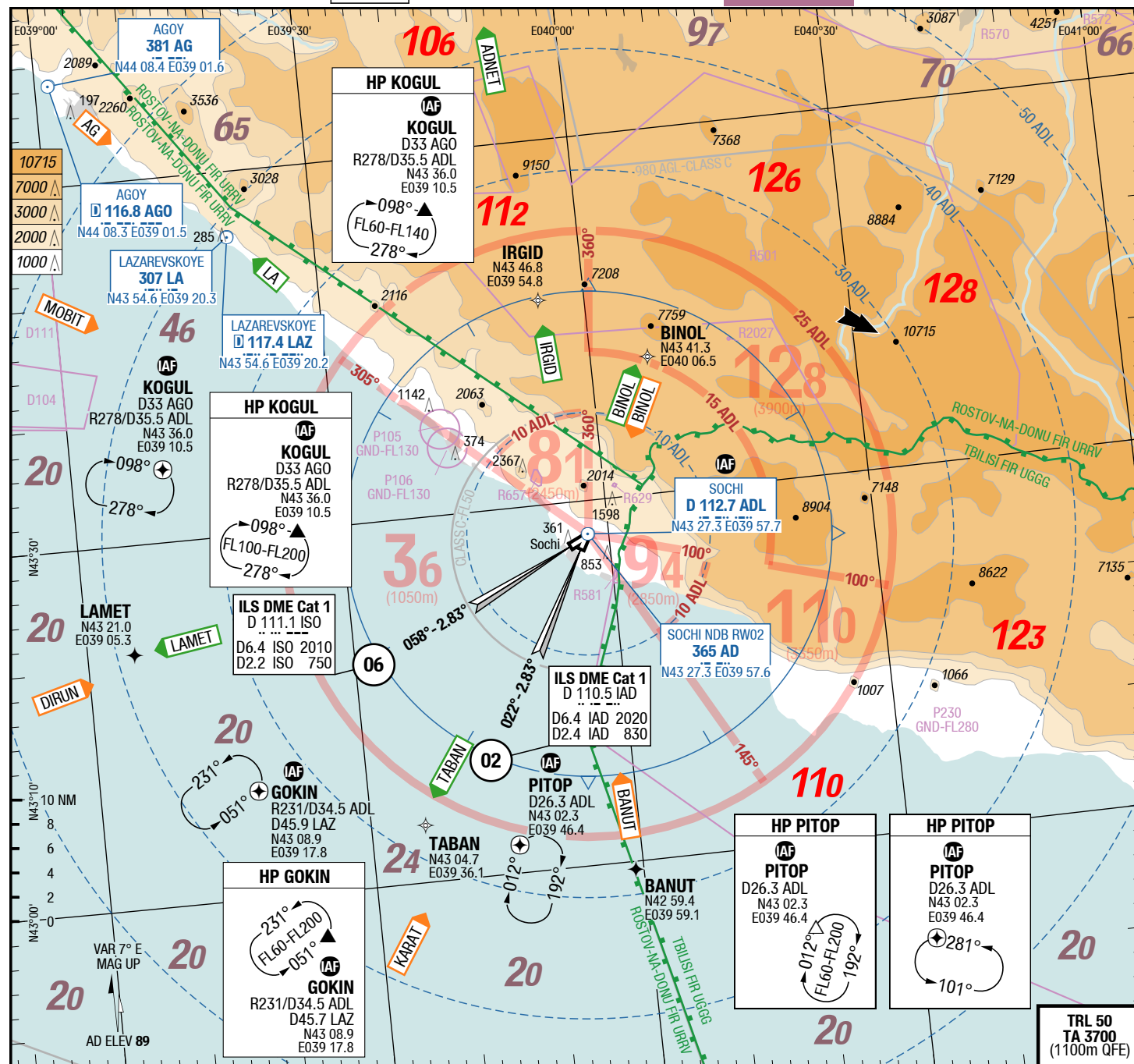
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2-10



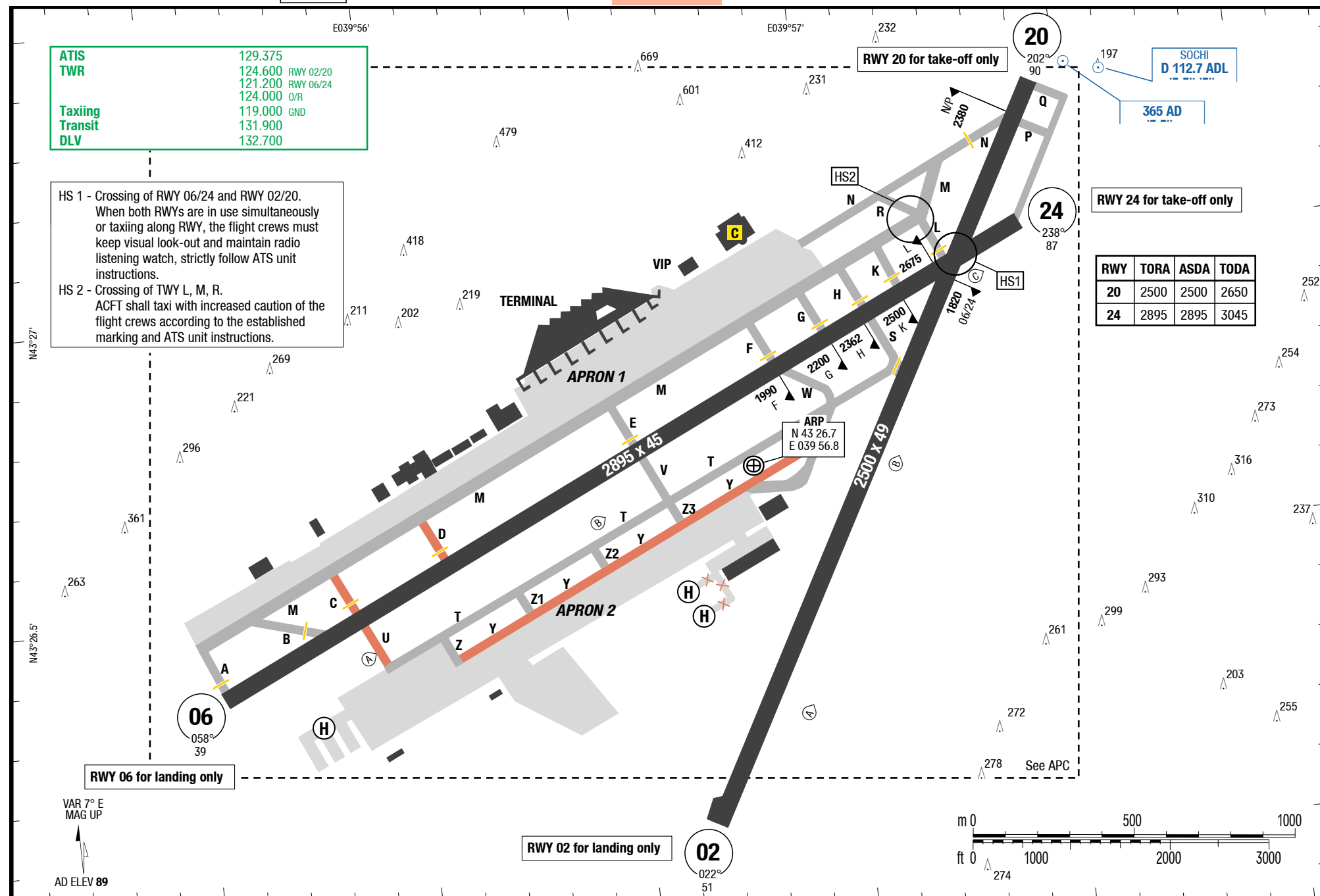
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Rostov CTL	135.600 Sector 5 127.500 Sector 7
RAD	119.700 124.000 O/R
APP	135.800 up to FL200 124.000 O/R
TWR	124.600 RWY 02/20 121.200 RWY 06/24 124.000 O/R
Taxiing	119.000 GND
Transit	131.900
DLV	132.700

Landing RWY system:

02	82.8° 58 L 2400 x 49 Y CZ 582m HL-P1 THR 50 (2hPa) / TDZ --- (---%) +0.5% not usable for landing 58 L 49 x 2500 Y CZ 571m -0.5% TDZ --- (---%) / THR 90 (3hPa)	20
06	82.8° 58 L 720 Y CZ 557m HL-P1 THR 39 (1hPa) / TDZ --- (---%) +0.5% not usable for landing 58 L 45 x 2895 Y CZ 596 m -0.5% TDZ --- (---%) / THR 87 (3hPa)	24

Changes: APL

3-20



COORDINATES

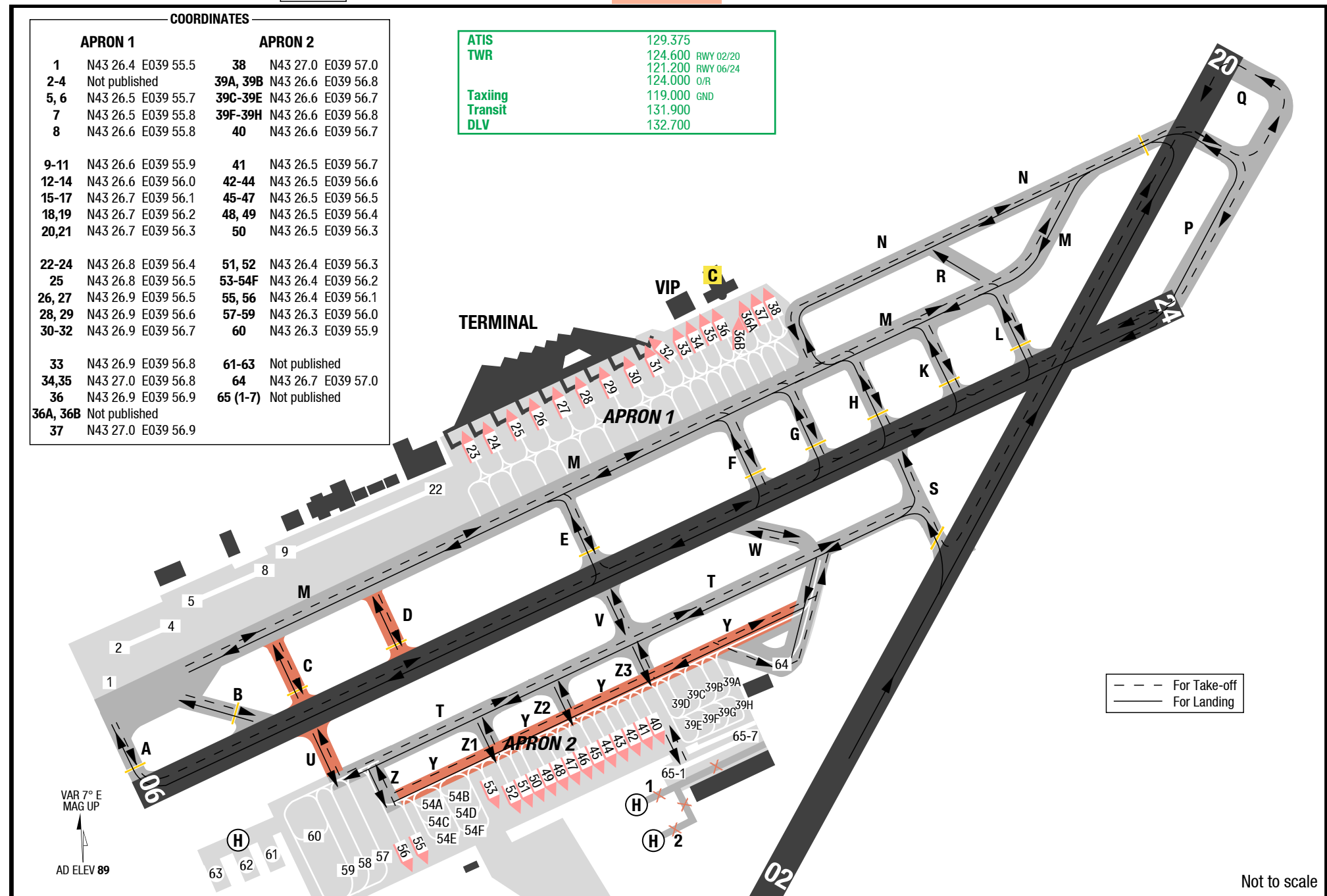
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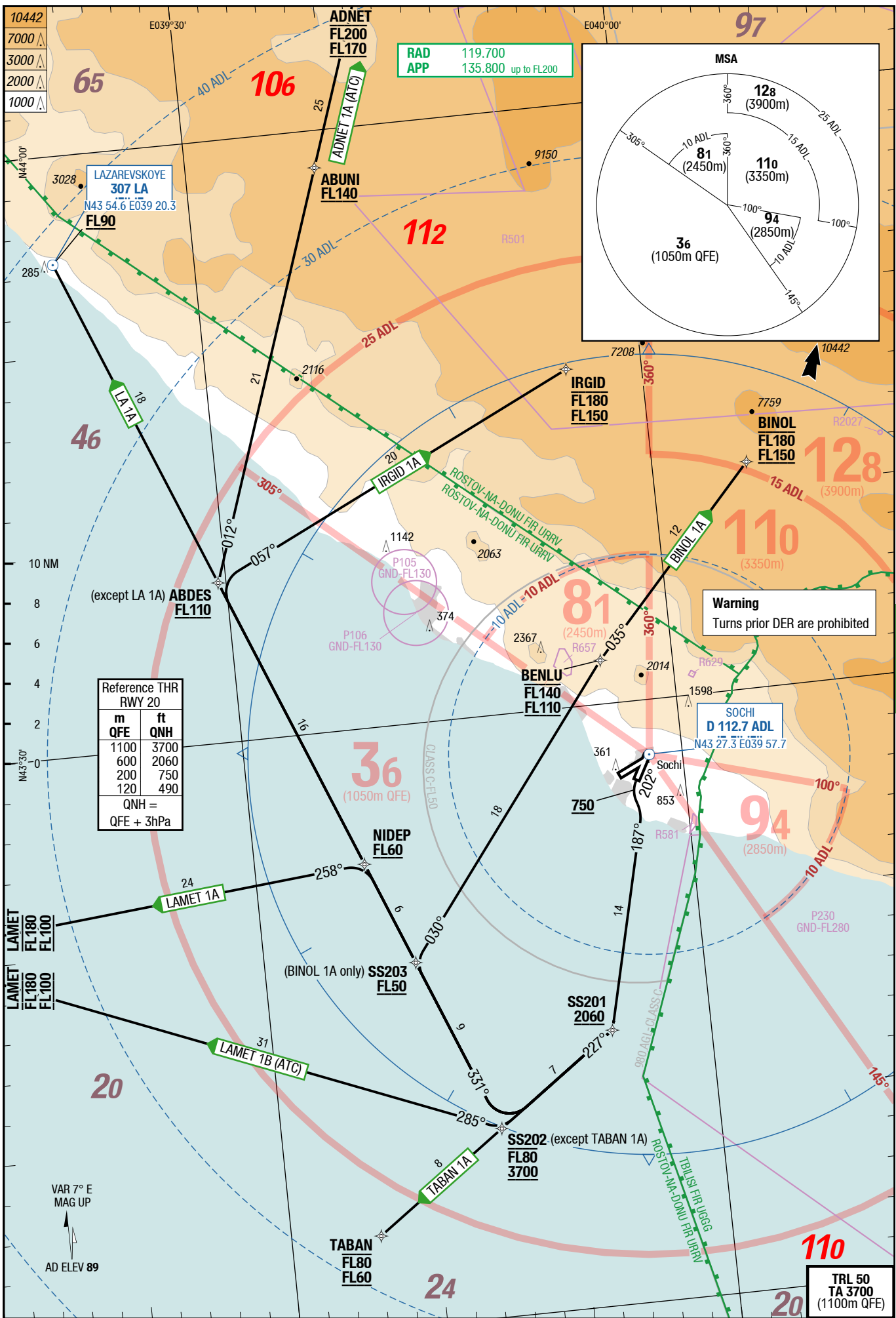
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2-4	Not published
5, 6	N43 26.5 E039 55.7
7	N43 26.5 E039 55.8
8	N43 26.6 E039 55.8
9-11	N43 26.6 E039 55.9
12-14	N43 26.6 E039 56.0
15-17	N43 26.7 E039 56.1
18, 19	N43 26.7 E039 56.2
20, 21	N43 26.7 E039 56.3
22-24	N43 26.8 E039 56.4
25	N43 26.8 E039 56.5
26, 27	N43 26.9 E039 56.5
28, 29	N43 26.9 E039 56.6
30-32	N43 26.9 E039 56.7
33	N43 26.9 E039 56.8
34, 35	N43 27.0 E039 56.8
36	N43 26.9 E039 56.9
36A, 36B	Not published
37	N43 27.0 E039 56.9

APRON 2

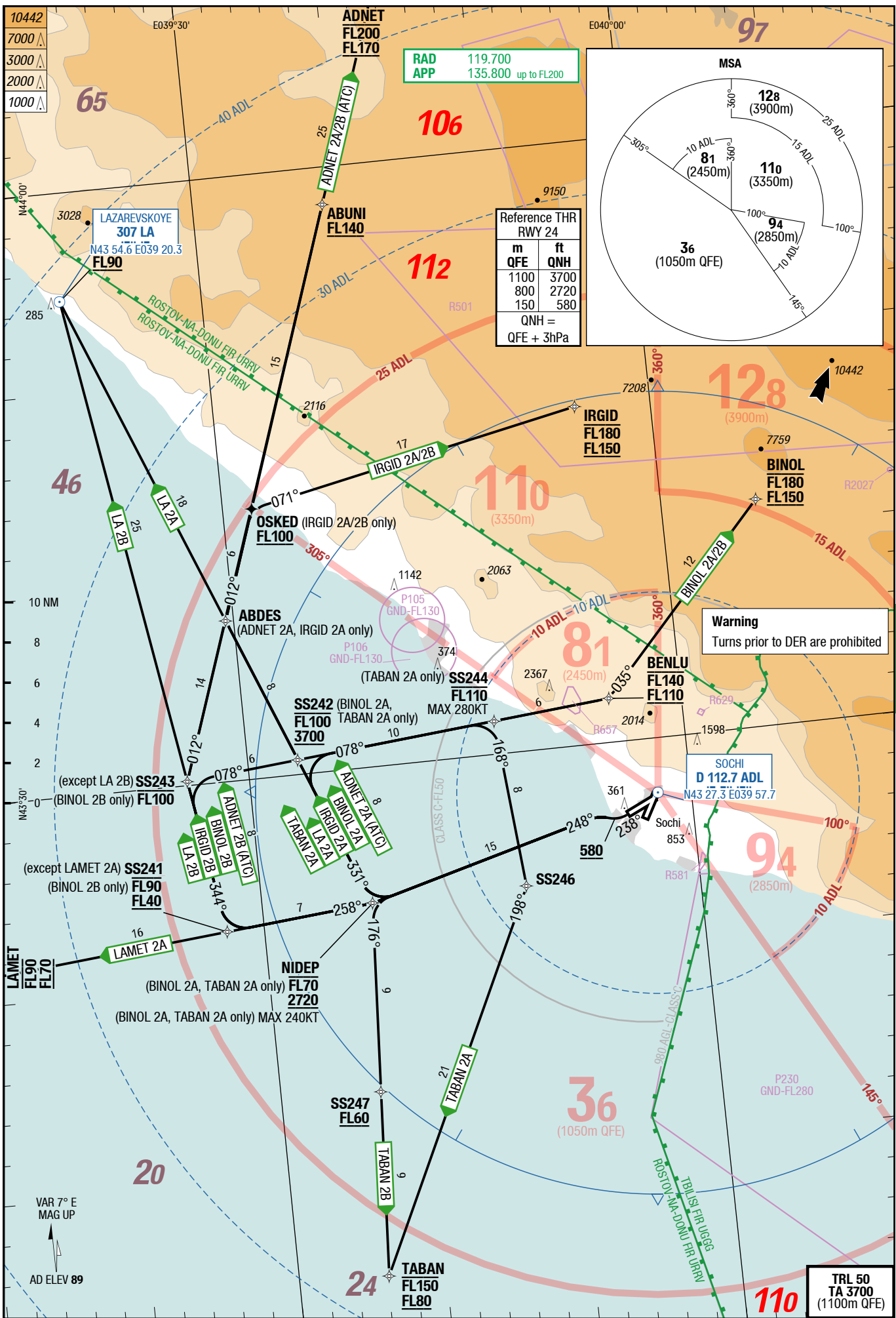
38	N43 27.0 E039 57.0
39A, 39B	N43 26.6 E039 56.8
39C-39E	N43 26.6 E039 56.7
39F-39H	N43 26.6 E039 56.8
40	N43 26.6 E039 56.7
41	N43 26.5 E039 56.7
42-44	N43 26.5 E039 56.6
45-47	N43 26.5 E039 56.5
48, 49	N43 26.5 E039 56.4
50	N43 26.5 E039 56.3
51, 52	N43 26.4 E039 56.3
53-54F	N43 26.4 E039 56.2
55, 56	N43 26.4 E039 56.1
57-59	N43 26.3 E039 56.0
60	N43 26.3 E039 55.9
61-63	Not published
64	N43 26.7 E039 57.0
65 (1-7)	Not published

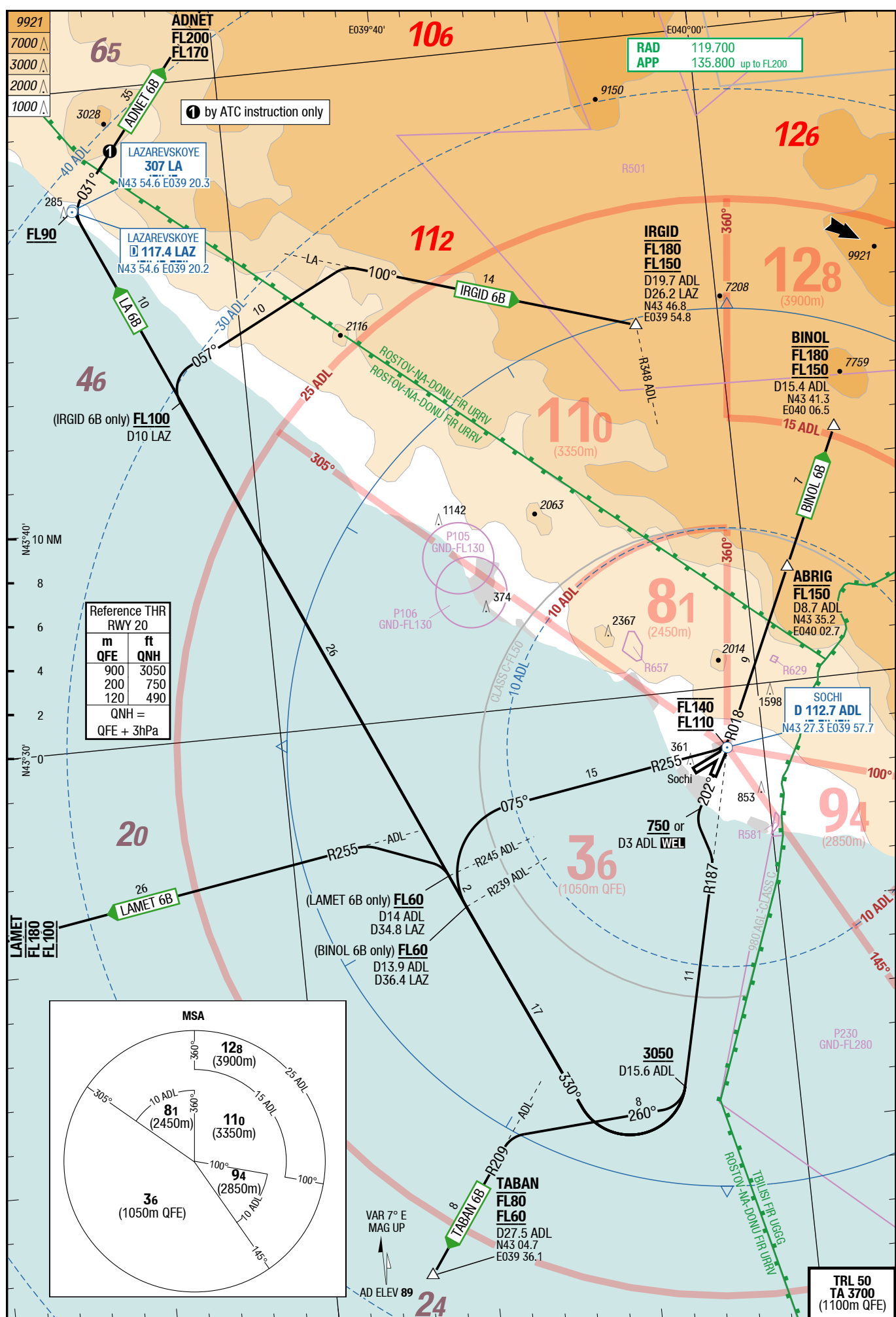
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TWR	124.600 RWY 02/20
	121.200 RWY 06/24
	124.000 O/R
Taxiing	119.000 GND
Transit	131.900
DLV	132.700

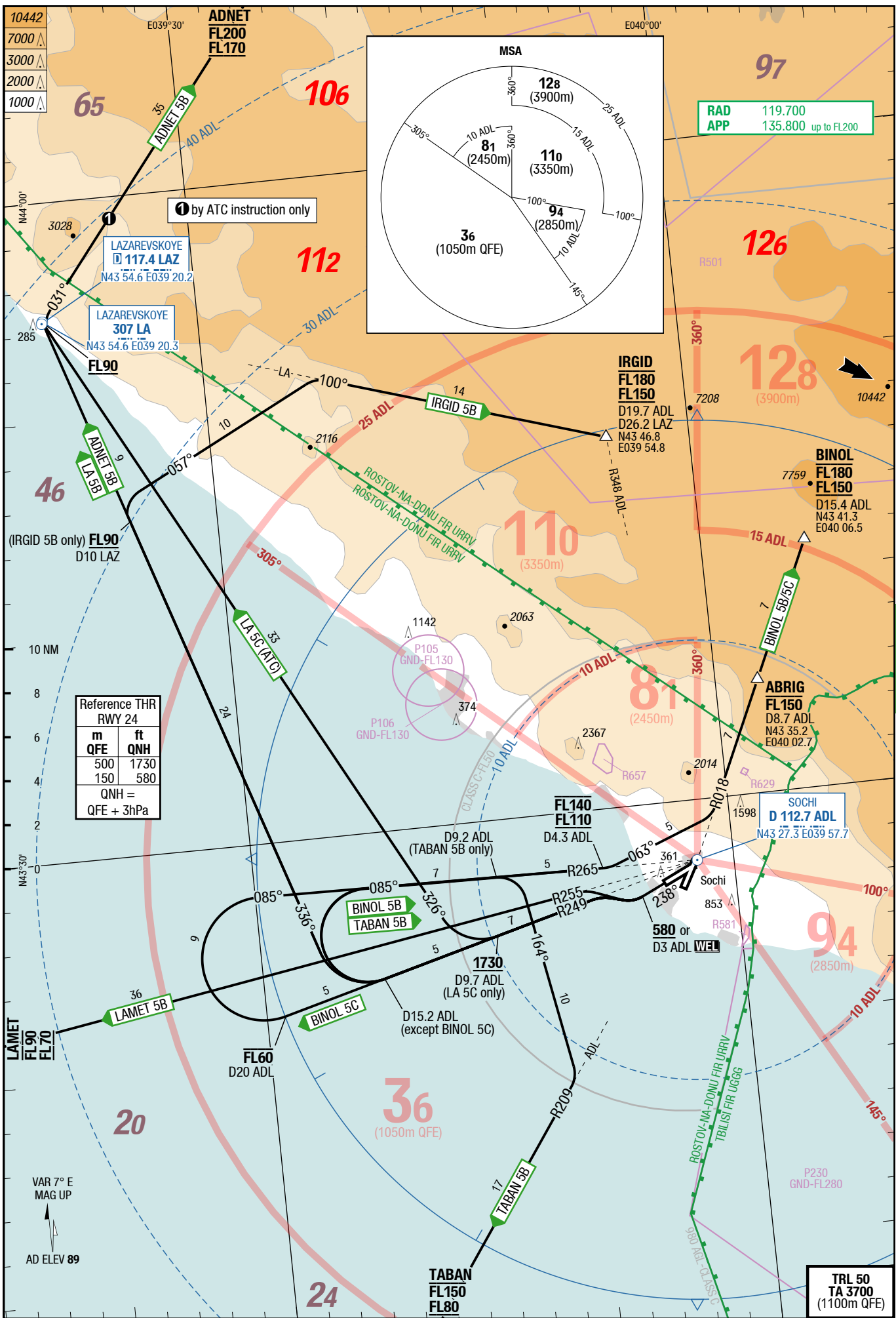




Changes: MGA, Track, SUs, OBST, VAR, TOPO, FIR







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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
	Runway 20	
ADNET 1A (ATC) 5.7% to 490 135.800 (up to FL200)	[A750+ ;L] - SS201 [A2060+ ;R] - SS202 [A3700-F80 ;R] - NIDEP [F60+] - ABDES [F110+ ;R] - ABUNI [F140+] - ADNET [F170-F200]	
BINOL 1A 5.7% to 490 4.3% to FL150 135.800 (up to FL200)	[A750+ ;L] - SS201 [A2060+ ;R] - SS202 [A3700-F80 ;R] - SS203 [F50+ ;R] - BENLU [F110-F140 ;R] - BINOL [F150-F180]	
IRGID 1A 5.7% to 490 3.6% to FL150 135.800 (up to FL200)	[A750+ ;L] - SS201 [A2060+ ;R] - SS202 [A3700-F80 ;R] - NIDEP [F60+] - ABDES [F110+ ;R] - IRGID [F150-F180]	
LA 1A 5.7% to 490 135.800 (up to FL200)	[A750+ ;L] - SS201 [A2060+ ;R] - SS202 [A3700-F80 ;R] - NIDEP [F60+] - LA [F90+]	
LAMET 1A 5.7% to 490 135.800 (up to FL200)	[A750+ ;L] - SS201 [A2060+ ;R] - SS202 [A3700-F80 ;R] - NIDEP [F60+ ;L] - LAMET [F100-F180]	
LAMET 1B (ATC) 5.7% to 490 135.800 (up to FL200)	[A750+ ;L] - SS201 [A2060+ ;R] - SS202 [A3700-F80 ;R] - LAMET [F100-F180]	
TABAN 1A 5.7% to 490 135.800 (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
	Runway 24	
ADNET 2A (ATC) 4.6% to FL140 135.800 (up o FL200)	[A580+ ;R] - NIDEP [A2720+ ;R] - ABDES [R] - ABUNI [F140+] - ADNET [F170-F200]	
ADNET 2B (ATC) 4.1% to FL140 135.800 (up o FL200)	[A580+ ;R] - NIDEP [A2720+ ;R] - SS241 [F40+ ;R] - SS243 [R] - ABUNI [F140+] - ADNET [F170-F200]	
BINOL 2A 5.3% to FL150 135.800 (up o FL200)	[A580+ ;R] - NIDEP [K240- ;A2720-F70 ;R] - SS242 [A3700-F100 ;R] - BENLU [F110-F140 ;L] - BINOL [F150-F180]	
BINOL 2B 4.1% to FL150 135.800 (up o FL200)	[A580+ ;R] - NIDEP [A2720+] - SS241 [F40-F90 ;R] - SS243 [F100- ;R] - BENLU [F110-F140 ;L] - BINOL [F150-F180]	
IRGID 2A 4.9% to FL150 135.800 (up o FL200)	[A580+ ;R] - NIDEP [A2720+ ;R] - ABDES [R] - OSKED [F100+ ;R] - IRGID [F150-F180]	
IRGID 2B 4.3% to FL150 135.800 (up o FL200)	[A580+ ;R] - NIDEP [A2720+] - SS241 [F40+ ;R] - SS243 [R] - OSKED [F100+ ;R] - IRGID [F150-F180]	
LA 2A 135.800 (up o FL200)	[A580+ ;R] - NIDEP [A2720+ ;R] - LA [F90+]	
LA 2B 135.800 (up o FL200)	[A580+ ;R] - NIDEP [A2720+] - SS241 [F40+ ;R] - LA [F90+]	
LAMET 2A 135.800 (up o FL200)	[A580+ ;R] - NIDEP [A2720+] - LAMET [F70-F90]	
TABAN 2A 135.800 (up o FL200)	[A580+ ;R] - NIDEP [K240- ;A2720-F70 ;R] - SS242 [A3700-F100 ;R] - SS244 [K280- ;F110- ;R] - SS246 [R] - TABAN [F80-F150]	

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RNAV SIDs RWY 24

SIDPT

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
	Runway 24	
TABAN 2B 4.6% to FL60 135.800 (up o FL200)	[A580+ ;R] - NIDEP [A2720+ ;L] - SS247 [F60+] - TABAN [F80-F150]	

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AER-URSS**5-50****SIDs RWY 20****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
	Runway 20	
ADNET 6B 5.7% to 490 135.800 (up to FL200) ①	at MNM 750 or D3 ADL , whichever is later, LT intercept R187 ADL - at D15.6 ADL RT intercept QDM 330 LA to LA - RT QDR 031 LA to ADNET	D15.6 ADL MNM 3050 LA MNM FL90 ADNET between FL170 and FL200
BINOL 6B 3.9% to FL150 5.7% to 490 135.800 (up to FL200)	at MNM 750 or D3 ADL , whichever is later, LT intercept R187 ADL - at D15.6 ADL RT intercept QDM 330 LA - at D36.4 LAZ (R239 ADL) RT intercept R255 ADL to ADL - R018 ADL to ABRIG - BINOL	D15.6 ADL MNM 3050 D36.4 LAZ MNM FL60 ADL between FL110 and FL140 ABRIG MAX FL150 BINOL between FL150 and FL180
IRGID 6B 5.7% to 490 135.800 (up to FL200)	at MNM 750 or D3 ADL , whichever is later, LT intercept R187 ADL - at D15.6 ADL RT intercept QDM 330 LA - at D10 LAZ RT 057° - RT intercept QDR 100 LA to IRGID	D15.6 ADL MNM 3050 D10 LAZ MNM FL100 IRGID between FL150 and FL180
LA 6B 5.7% to 490 135.800 (up to FL200)	at MNM 750 or D3 ADL , whichever is later, LT intercept R187 ADL - at D15.6 ADL RT intercept QDM 330 LA to LA	D15.6 ADL MNM 3050 LA MNM FL90
LAMET 6B 5.7% to 490 135.800 (up to FL200)	at MNM 750 or D3 ADL , whichever is later, LT intercept R187 ADL - at D15.6 ADL RT intercept QDM 330 LA - at D34.8 LAZ (R245 ADL) LT intercept R255 ADL to LAMET	D15.6 ADL MNM 3050 D34.8 LAZ MNM FL60 LAMET between FL100 and FL180
TABAN 6B 5.7% to 490 135.800 (up to FL200)	at MNM 750 or D3 ADL , whichever is later, LT intercept R187 ADL - at D15.6 ADL RT 260° - LT intercept R209 ADL to TABAN	D15.6 ADL MNM 3050 TABAN between FL60 and FL80

① LA NDB to ADNET by ATC instruction only

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SIDs RWY 24

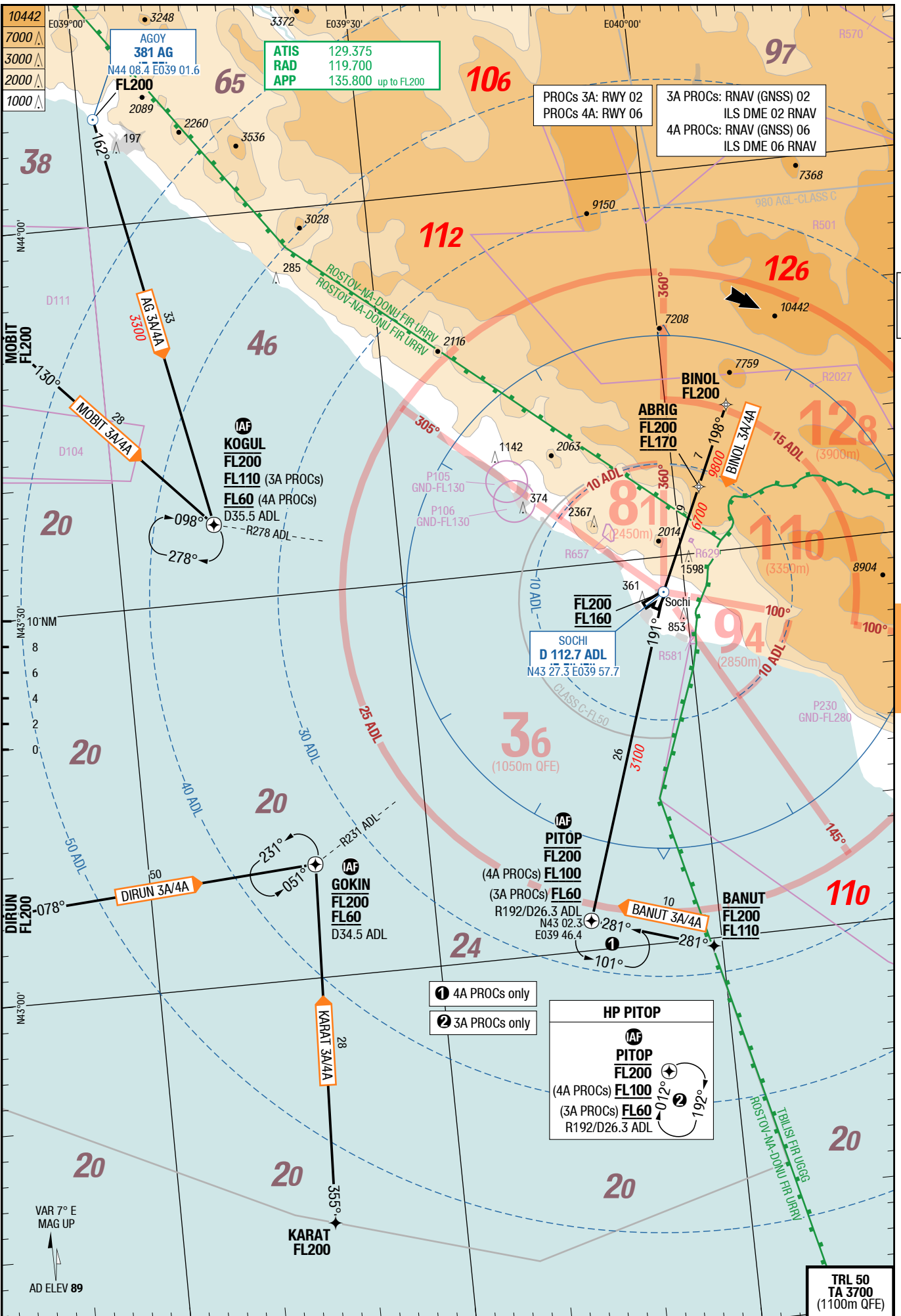
ADNET 5B / BINOL 5B / BINOL 5C / IRGID 5B / LA 5B / LA 5C (ATC) / LAMET 5B / TABAN 5B

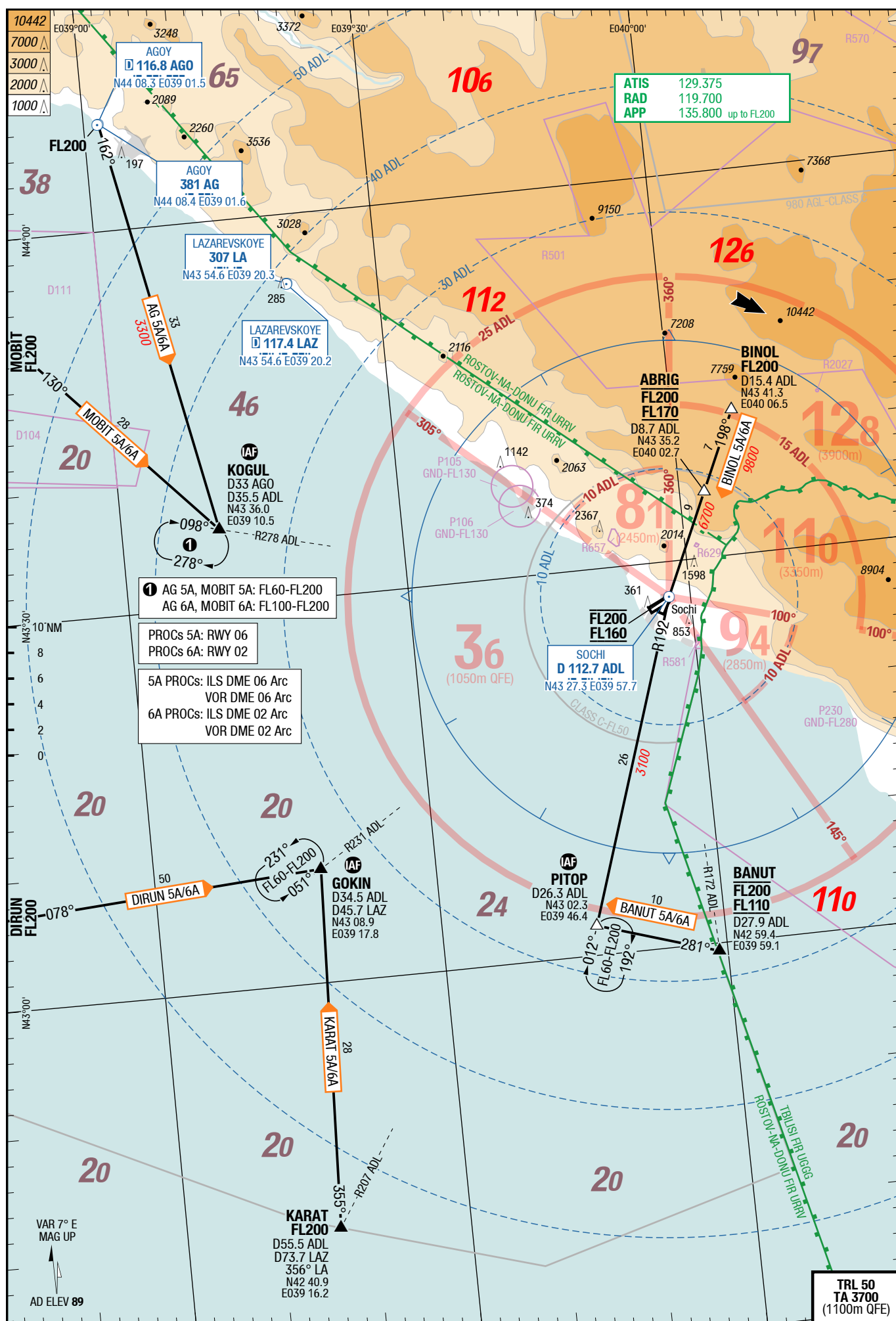
RWY 24 (238°)

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

① LA NDB to ADNET by ATC instruction only





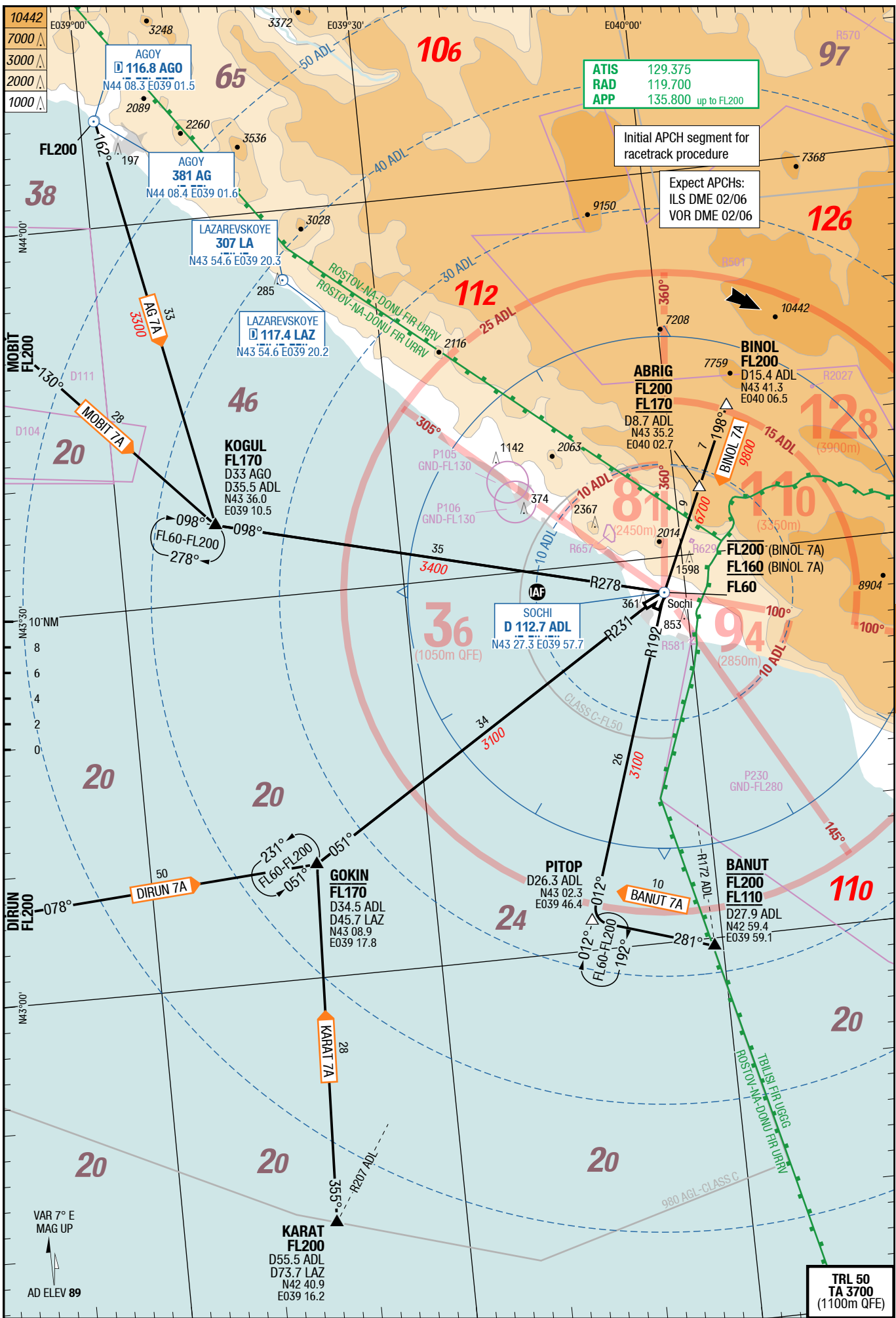
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6-30

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STARS S
STARS 7A

STAR
STAR

Sochi Russian Federation
STARS S
STARS 7A



Changes: MGA, Track, WPT Coord, VAR, OBST, SLAS, TOPO, FIR

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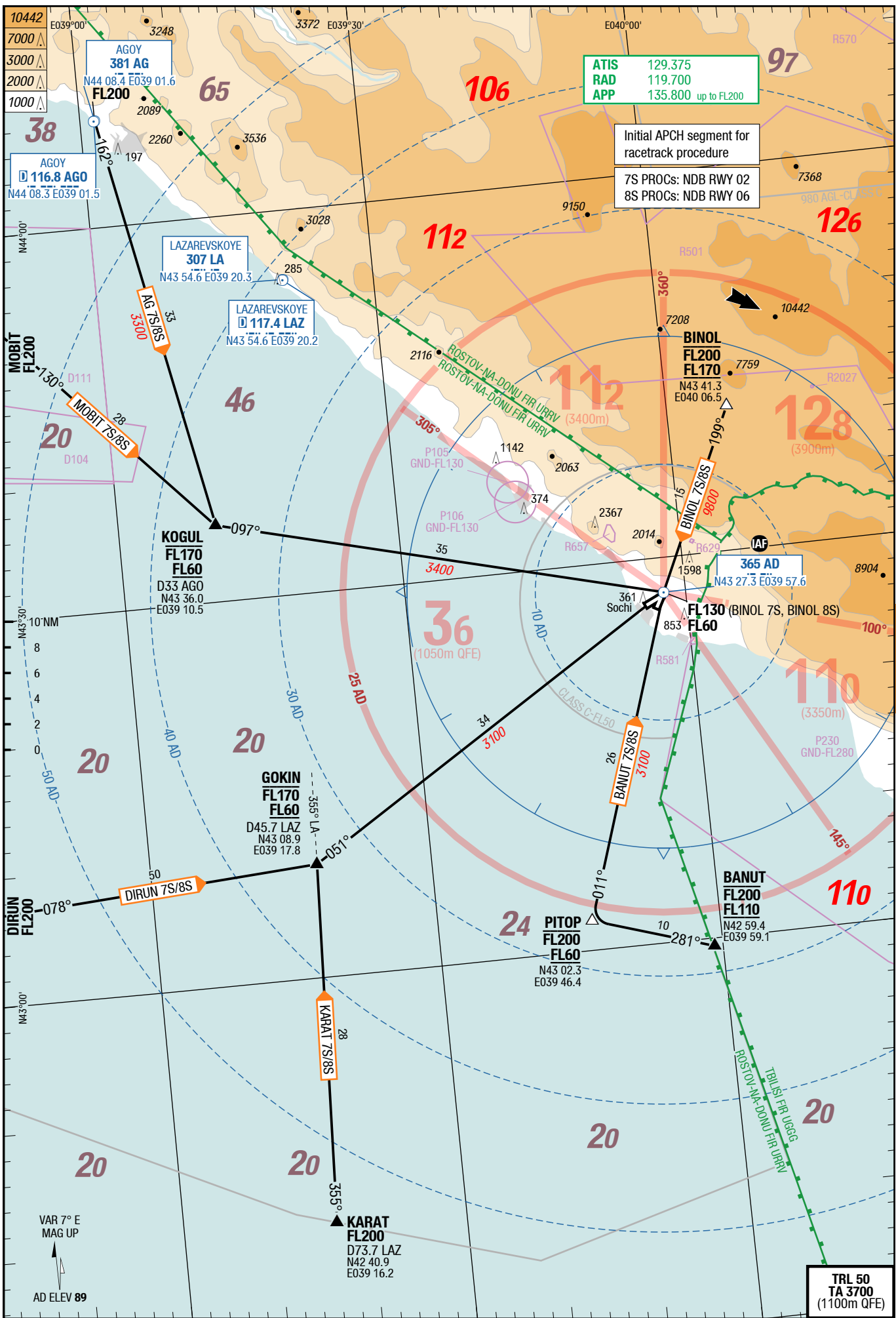
STAR S

STAR

STAR

STAR S

Sochi Russian Federation



Changes: MGA, Track, WPT Coord, VAR, OBST, SIDS, TOPO, FIR

06-SEP-2018

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IAC

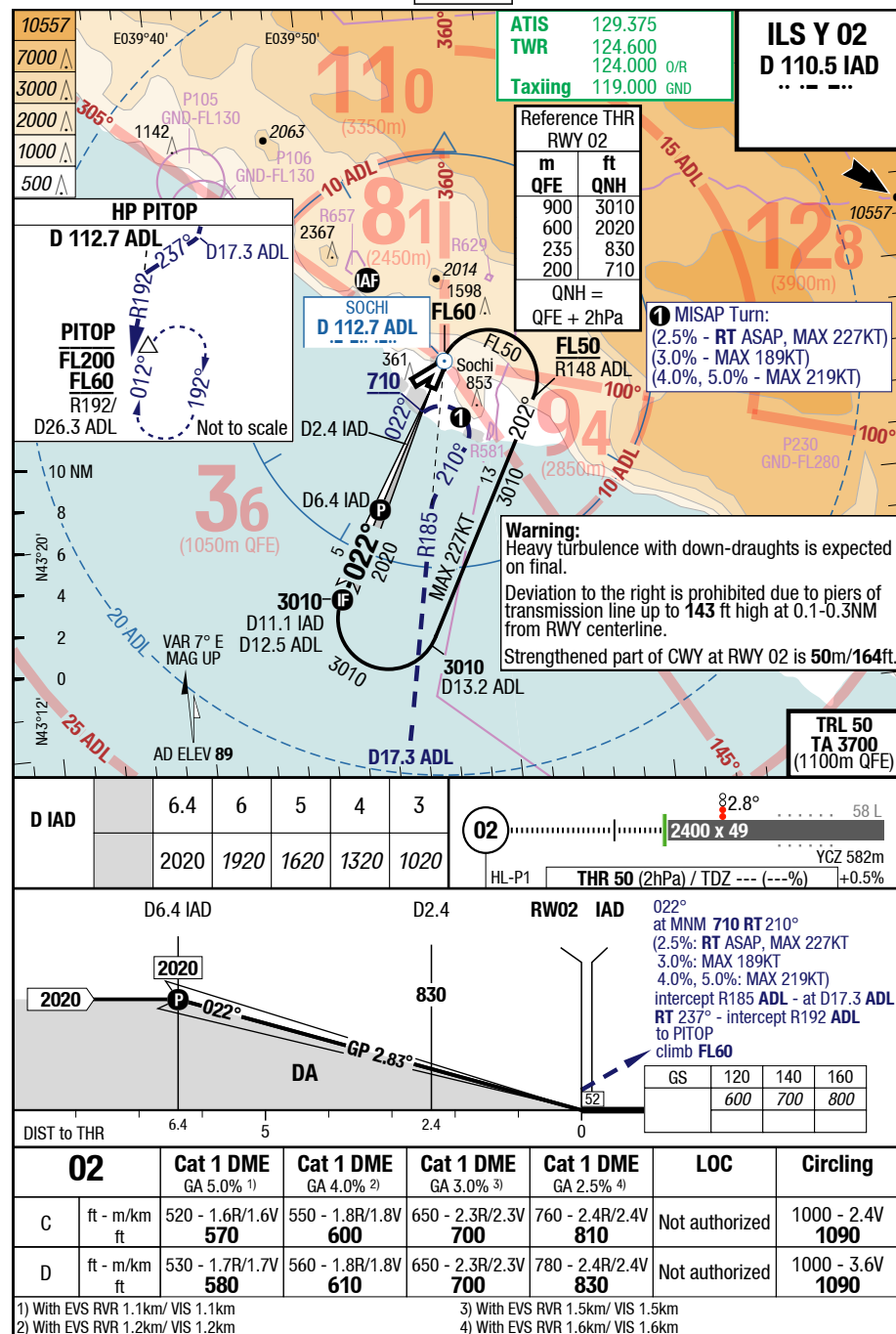
IAC

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7-20

ILS Y 02

ILS Y 02



Changes: APL

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ILS Z 06

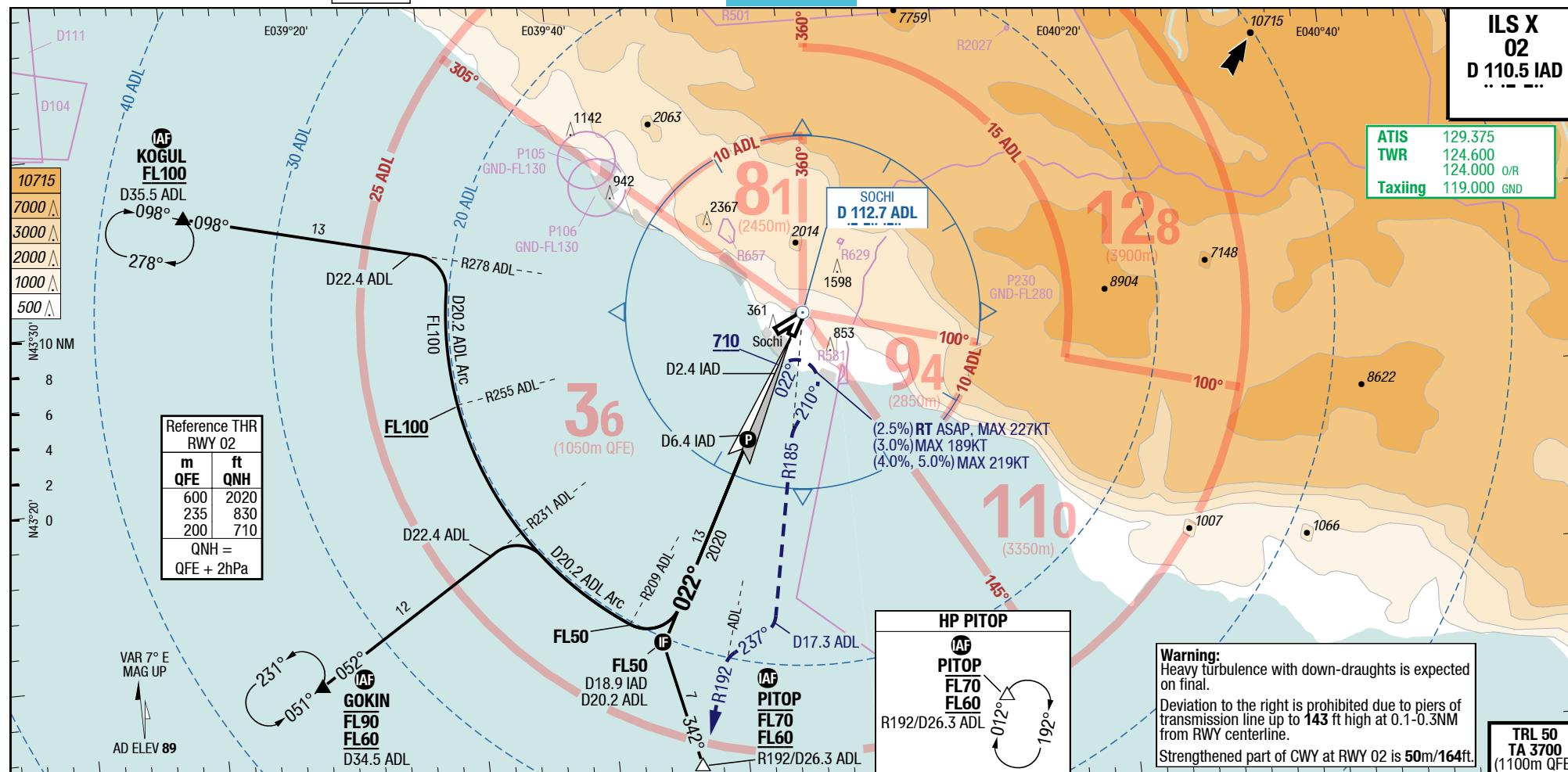
ILS X 02

IAC

IAC

ILS Z 06

ILS X 02



02		Cat 1 DME GA 5.0% ¹⁾	Cat 1 DME GA 4.0% ²⁾	Cat 1 DME GA 3.0% ³⁾	Cat 1 DME GA 2.5% ⁴⁾	LOC	Circling
C	ft - m/km ft	520 - 1.6R/1.6V 570	550 - 1.8R/1.8V 600	650 - 2.3R/2.3V 700	760 - 2.4R/2.4V 810	Not authorized	1000 - 2.4V 1090
D	ft - m/km ft	530 - 1.7R/1.7V 580	560 - 1.8R/1.8V 610	650 - 2.3R/2.3V 700	780 - 2.4R/2.4V 830	Not authorized	1000 - 3.6V 1090

1) With EVS RVR 1.1km/ VIS 1.1km
2) With EVS RVR 1.2km/ VIS 1.2km

3) With EVS RVR 1.5km/ VIS 1.5km
4) With EVS RVR 1.6km/ VIS 1.6km

D IAD	6.4	6	5	4	3
	2020	1920	1620	1320	1020

GS	120	140	160
	600	700	800

Changes: APL

06-SEP-2018
AER-URSS

Russian Federation Sochi

ILS Z 06

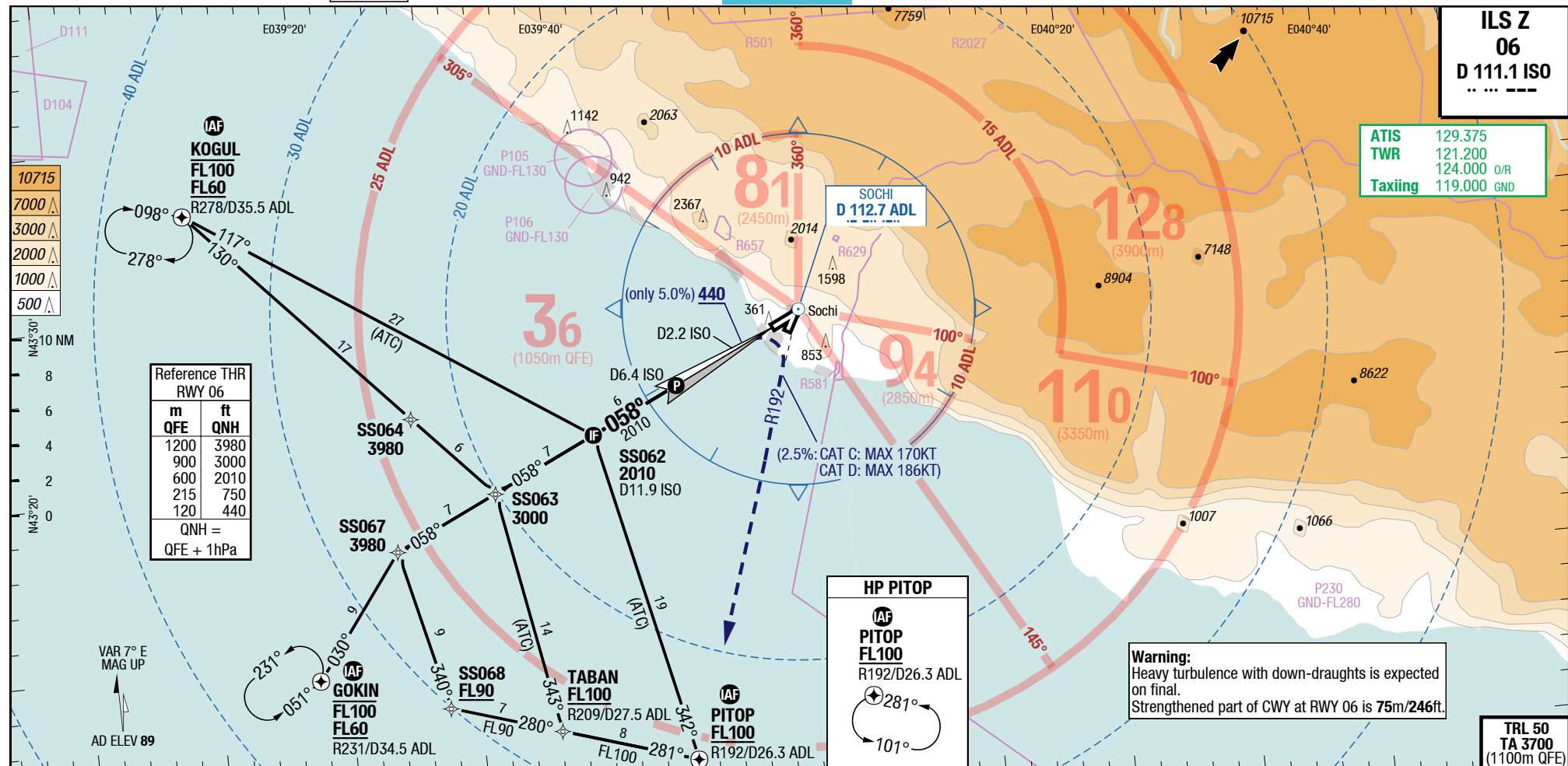
IAC

IAC

Sochi Russian Federation

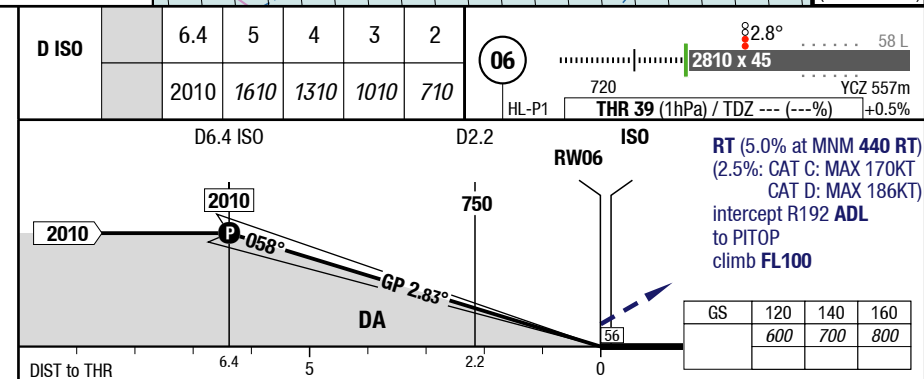
ILS Z 06

7-40



06	Cat 1 DME GA 5.0%	Cat 1 DME GA 4.0% 1)	Cat 1 DME GA 3.0% 2)	Cat 1 DME GA 2.5%	LOC	Circling
C	ft - m/km ft 350 - 900R/900V 390 3)	450 - 1.4R/1.4V 490	510 - 1.6R/1.6V 550	530 - 1.7R/1.7V 570 2)	Not authorized	1000 - 2.4V 1090
D	ft - m/km ft 370 - 1.0R/1.0V 400 4)	460 - 1.4R/1.4V 500	530 - 1.7R/1.7V 570	560 - 1.8R/1.8V 600 5)	Not authorized	1000 - 3.6V 1090

1) With EVS RVR 900m/ VIS 900m
2) With EVS RVR 1.1km/ VIS 1.1km
3) With EVS RVR 600m/ VIS 800m
4) With EVS RVR 650m/ VIS 800m
5) With EVS RVR 1.2km/ VIS 1.2km



Changes: Nil

Effective 16-AUG-2018

09-AUG-2018

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7-50

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ILS X 06

ILS Y 06

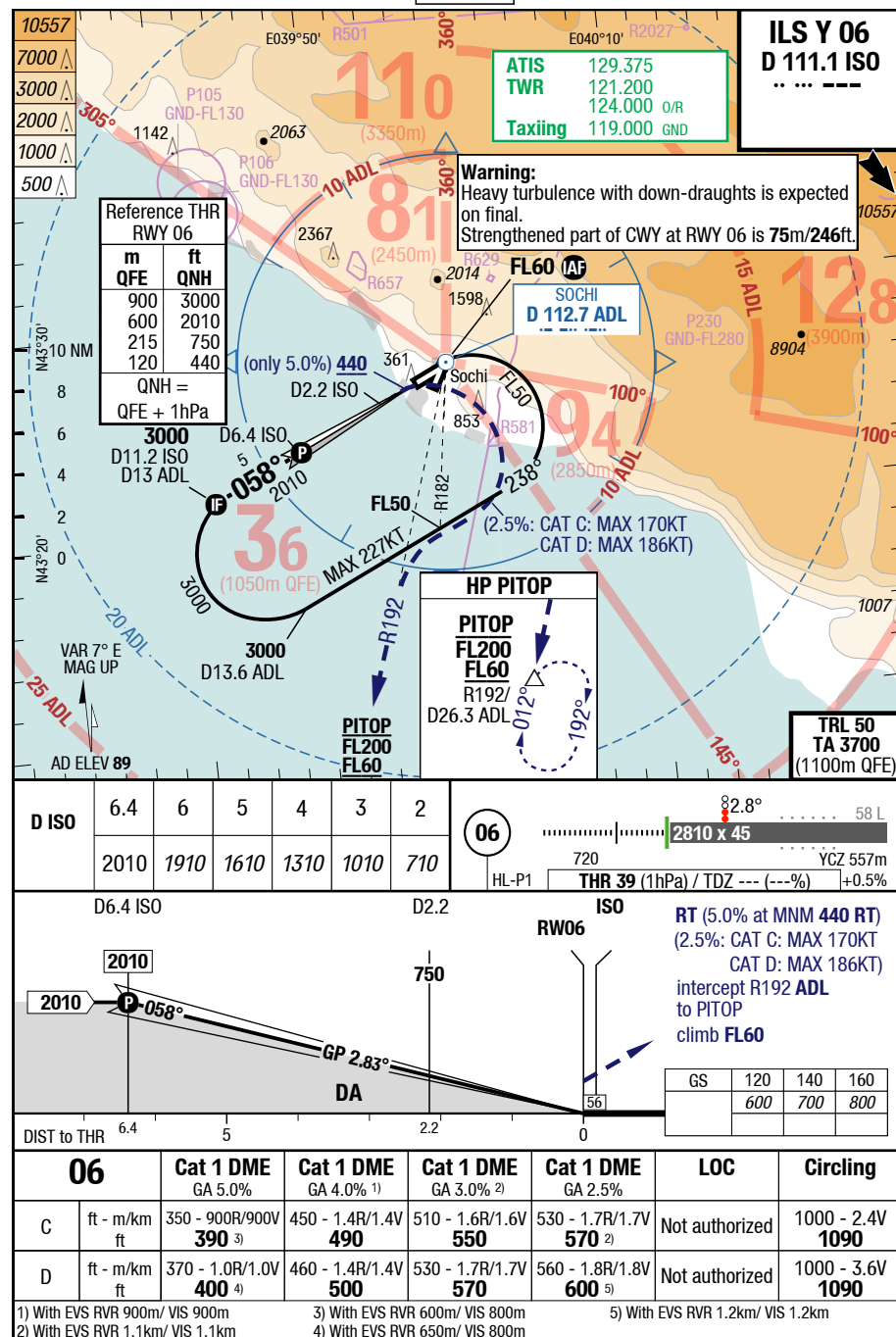
IAC

IAC

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ILS X 06

ILS Y 06



Changes: PROC renamed

Effective 16-AUG-2018

09-AUG-2018

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7-60

Russian Federation Sochi

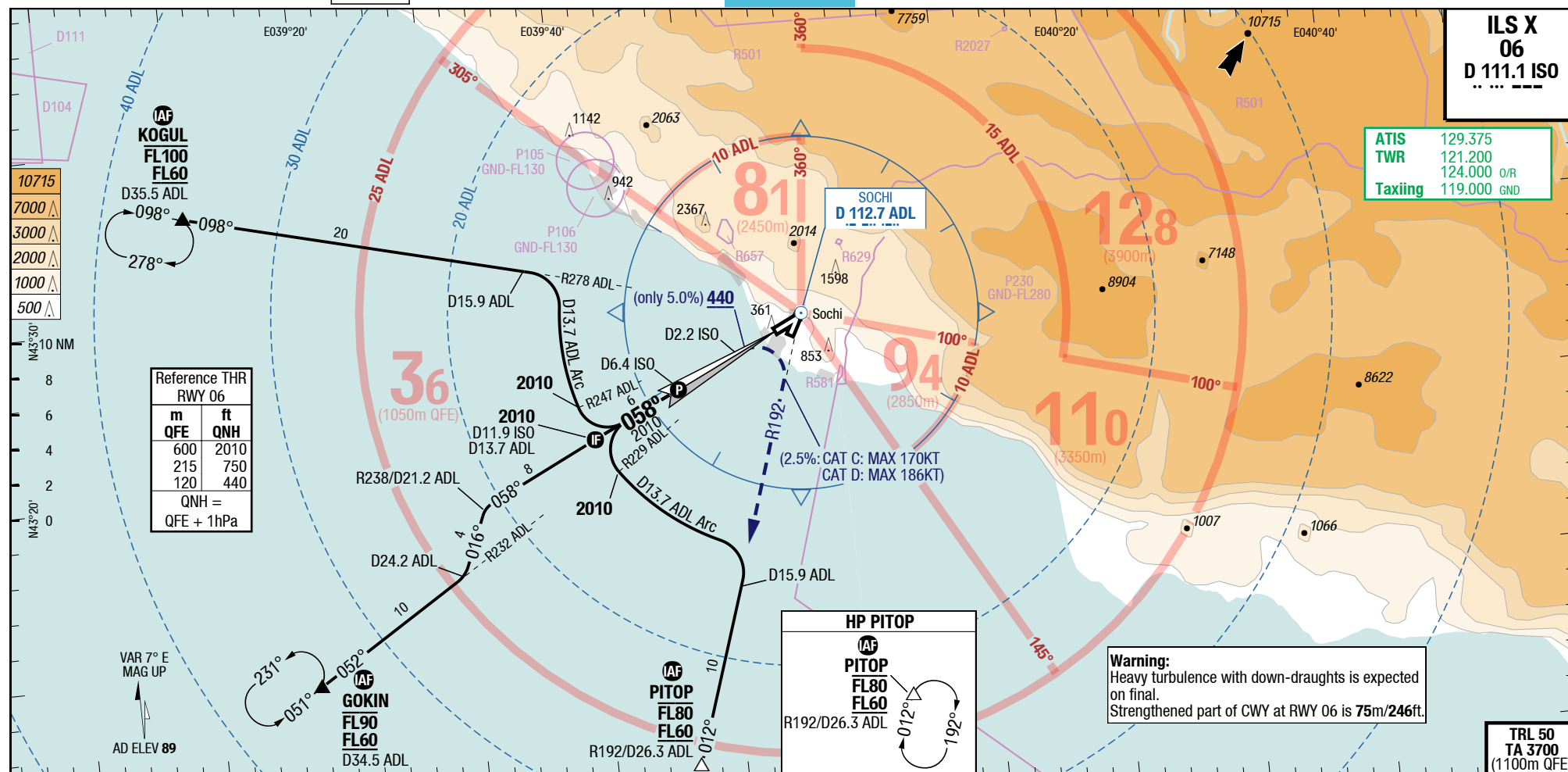
ILS X 06

IAC

IAC

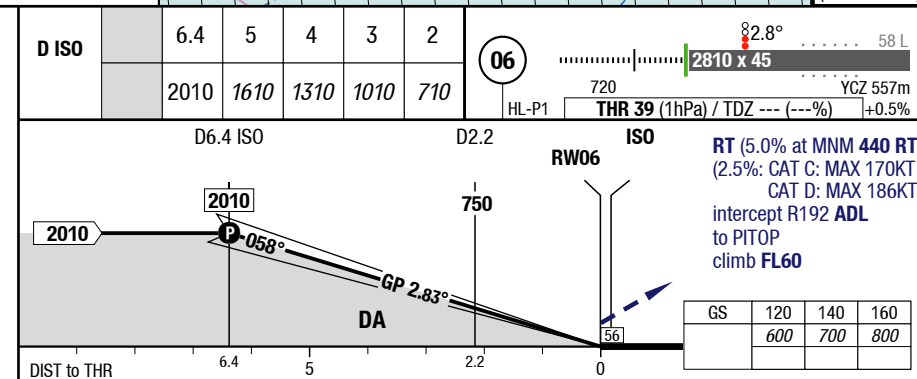
Sochi Russian Federation

ILS X 06



06	Cat 1 DME GA 5.0%	Cat 1 DME GA 4.0% 1)	Cat 1 DME GA 3.0% 2)	Cat 1 DME GA 2.5%	LOC	Circling
C	ft - m/km ft 350 - 900R/900V 390 3)	450 - 1.4R/1.4V 490	510 - 1.6R/1.6V 550	530 - 1.7R/1.7V 570 2)	Not authorized	1000 - 2.4V 1090
D	ft - m/km ft 370 - 1.0R/1.0V 400 4)	460 - 1.4R/1.4V 500	530 - 1.7R/1.7V 570	560 - 1.8R/1.8V 600 5)	Not authorized	1000 - 3.6V 1090

1) With EVS RVR 900m/ VIS 900m
2) With EVS RVR 1.1km/ VIS 1.1km
3) With EVS RVR 600m/ VIS 800m
4) With EVS RVR 650m/ VIS 800m
5) With EVS RVR 1.2km/ VIS 1.2km



Changes: PROC renamed

AER-URSS

RNAV (GNSS) 06

RNAV (GNSS) 02

IAC

IAC

RNAV (GNSS) 06

RNAV (GNSS) 02

RNAV
(GNSS)
02

RNP APCH
GNSS required

ATIS	129.375	
TWR	124.600	
	124.000	O/R
Taxiing	119.000	GND

TRL 50
TA 3700
(1100m QFE)

Warning: Heavy turbulence with down-draughts is expected on final.

Deviation to the right is prohibited due to piers of transmission line up to **143** ft high at 0.1-0.3NM from RWY centerline.

Strengthened part of CWY at RWY 02 is **50m/164ft**.

Reference THR RWY 02	
m QFE	ft QNH
600	2020
QNH = QFE + 2hPa	

VAR 7° E
MAG UP

AD ELEV 89

HP PITOP

IAF

PITOP

FL80

FL60

26.3 ADL

012°

192°

02		RNAV GNSS LNAV GA 3.9%	RNAV GNSS LNAV GA 2.5%				Circling
C	ft - m/km ft	660 - 2.3 710	810 - 2.4 860				1000 - 2.4V 1090
D	ft - m/km ft	660 - 2.3 710	810 - 2.4 860				1000 - 3.6V 1090

2.83°
RW02

6.4	6	5	4	3
2020	1910	1610	1310	1010

02

82.8°
2400 x 49

HL-P1

THR 50 (2hPa) / TDZ --- (---%) +0.5%

6.4 RW02
SS021

2
SS020

RW02

RT (MAX 211KT)
199° to SS027
direct PITOP
climb FL60

2020

2020

F

022°

M

SS020
N43 24.3
E039 55.3

MDA

GS	120	140	160
SS021	600	700	800
-MAPt	2:11	1:52	1:38

DIST to THR

6.4

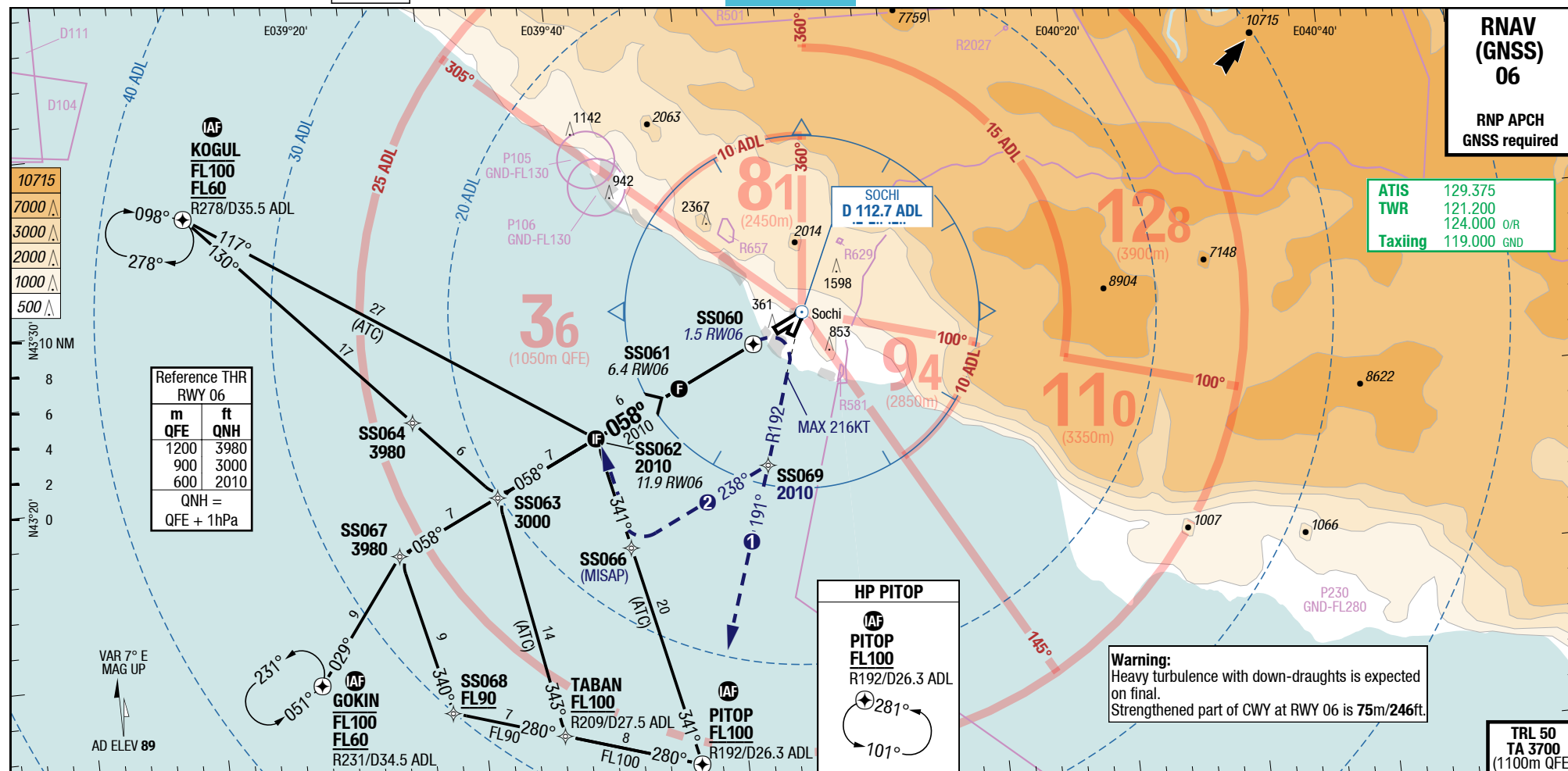
5

2

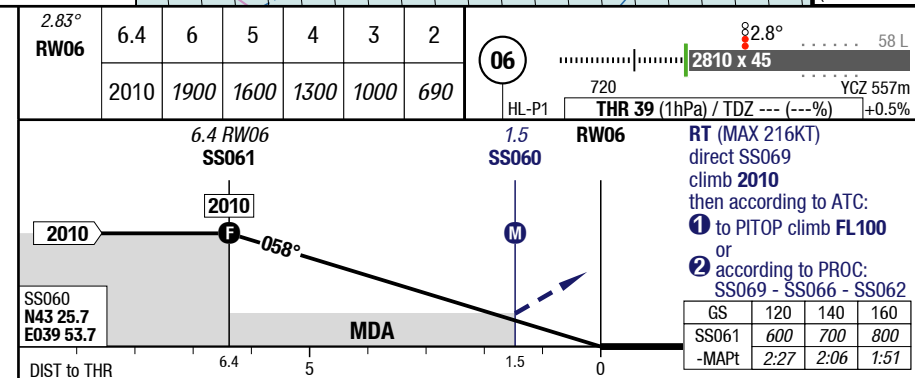
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Changes: APL

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06	RNAV GNSS	RNAV GNSS	RNAV GNSS			Circling
	LNAV GA 3.7%	LNAV GA 3.4%	LNAV GA 2.5%			
C	ft - m/km 500 - 1.5 540	530 - 1.7 570	610 - 2.1 650			1000 - 2.4V 1090
D	ft - m/km 500 - 1.5 540	530 - 1.7 570	610 - 2.1 650			1000 - 3.6V 1090



AER-URSS

VOR X 02

VOR Y 02

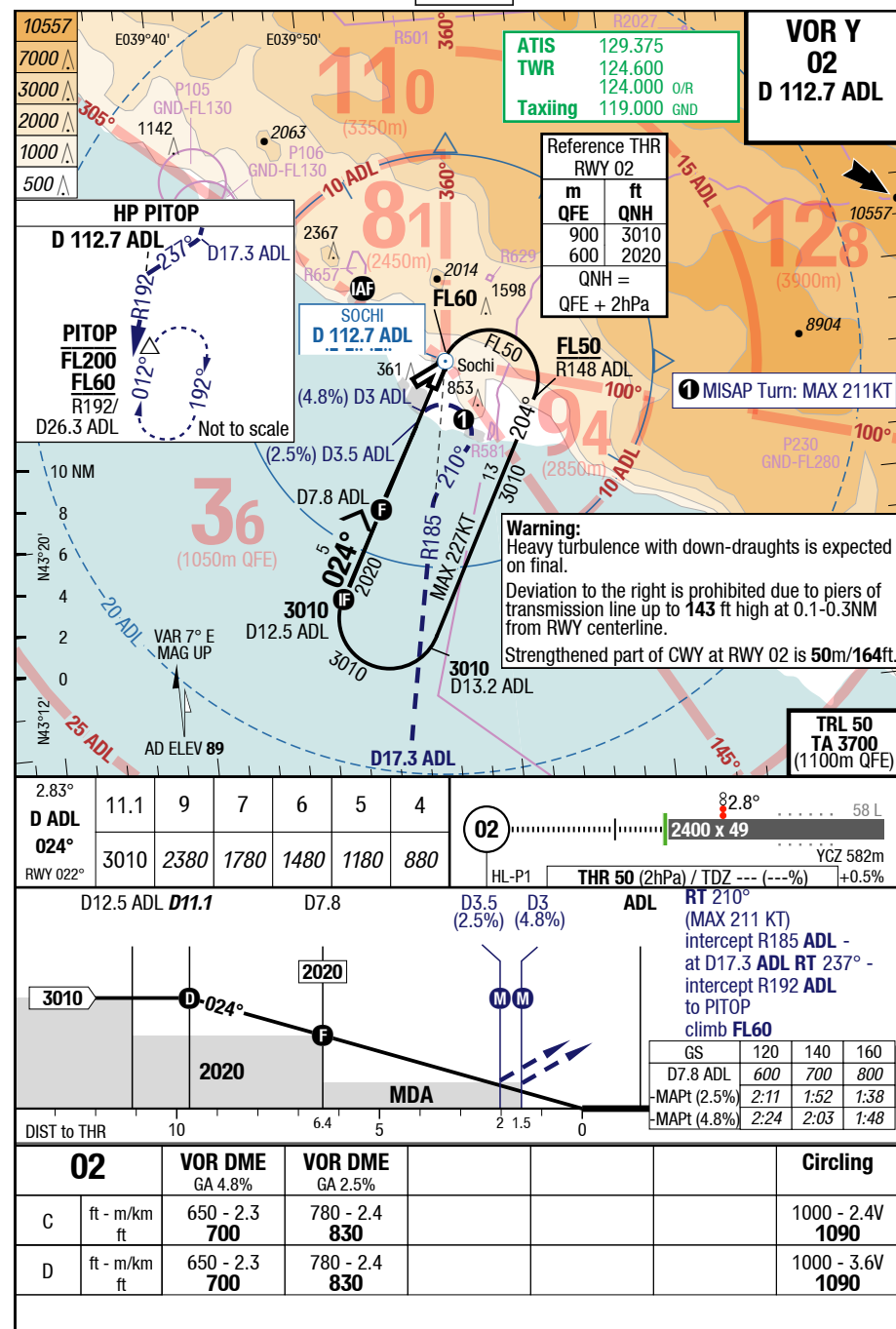
IAC

IAC

VOR X 02

VOR Y 02

7-90



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VOR X 02

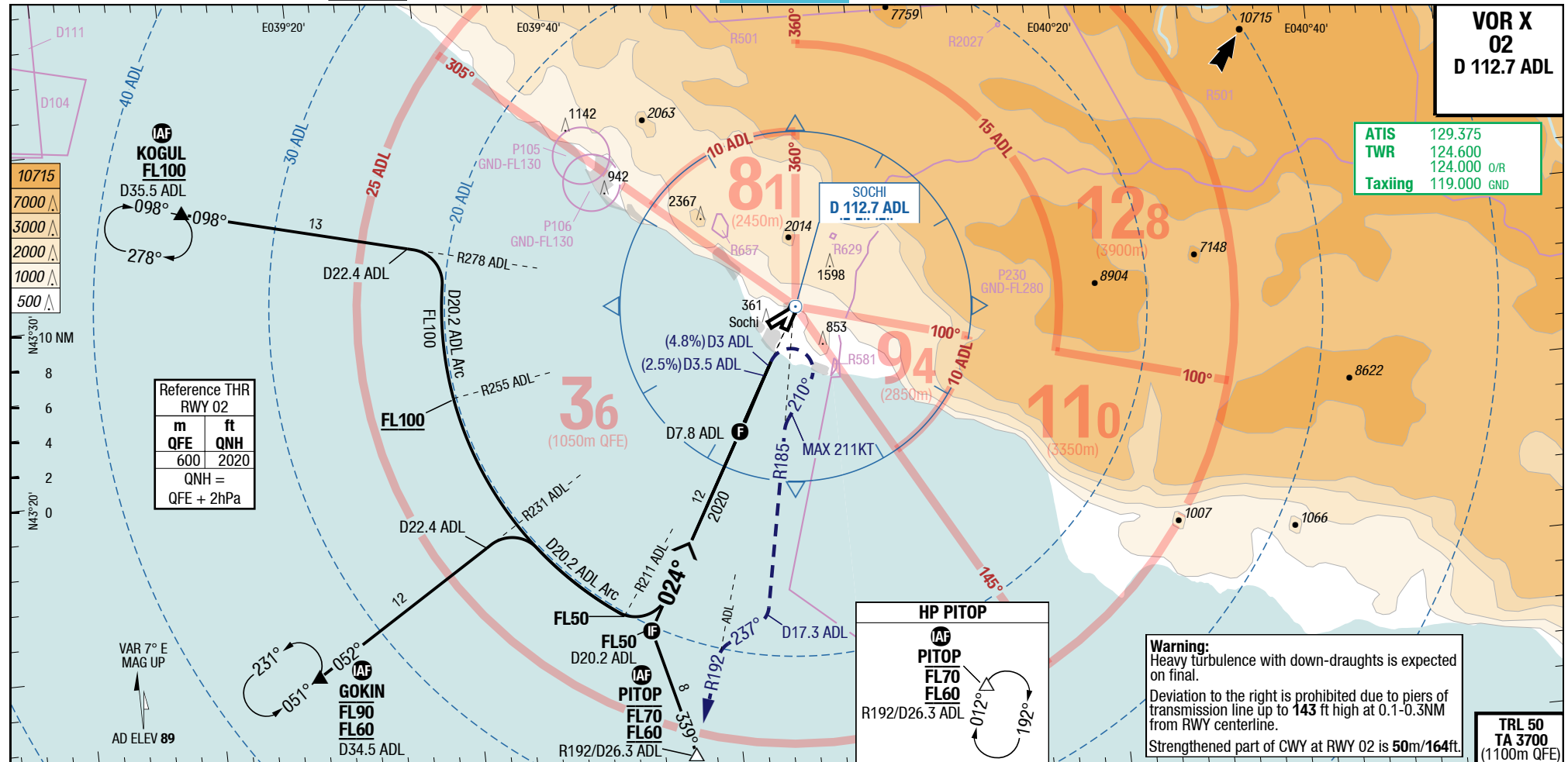
IAC

IAC

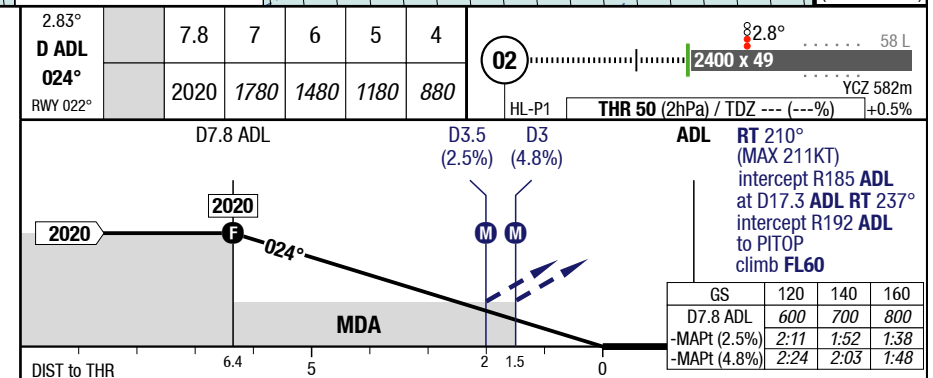
Sochi Russian Federation

VOR X 02

7-100



02	VOR DME	VOR DME			Circling
	GA 4.8%	GA 2.5%			
C	ft - m/km ft	650 - 2.3 700	780 - 2.4 830		1000 - 2.4V 1090
D	ft - m/km ft	650 - 2.3 700	780 - 2.4 830		1000 - 3.6V 1090



Changes: APL

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7-110

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VOR X 06

VOR Y 06

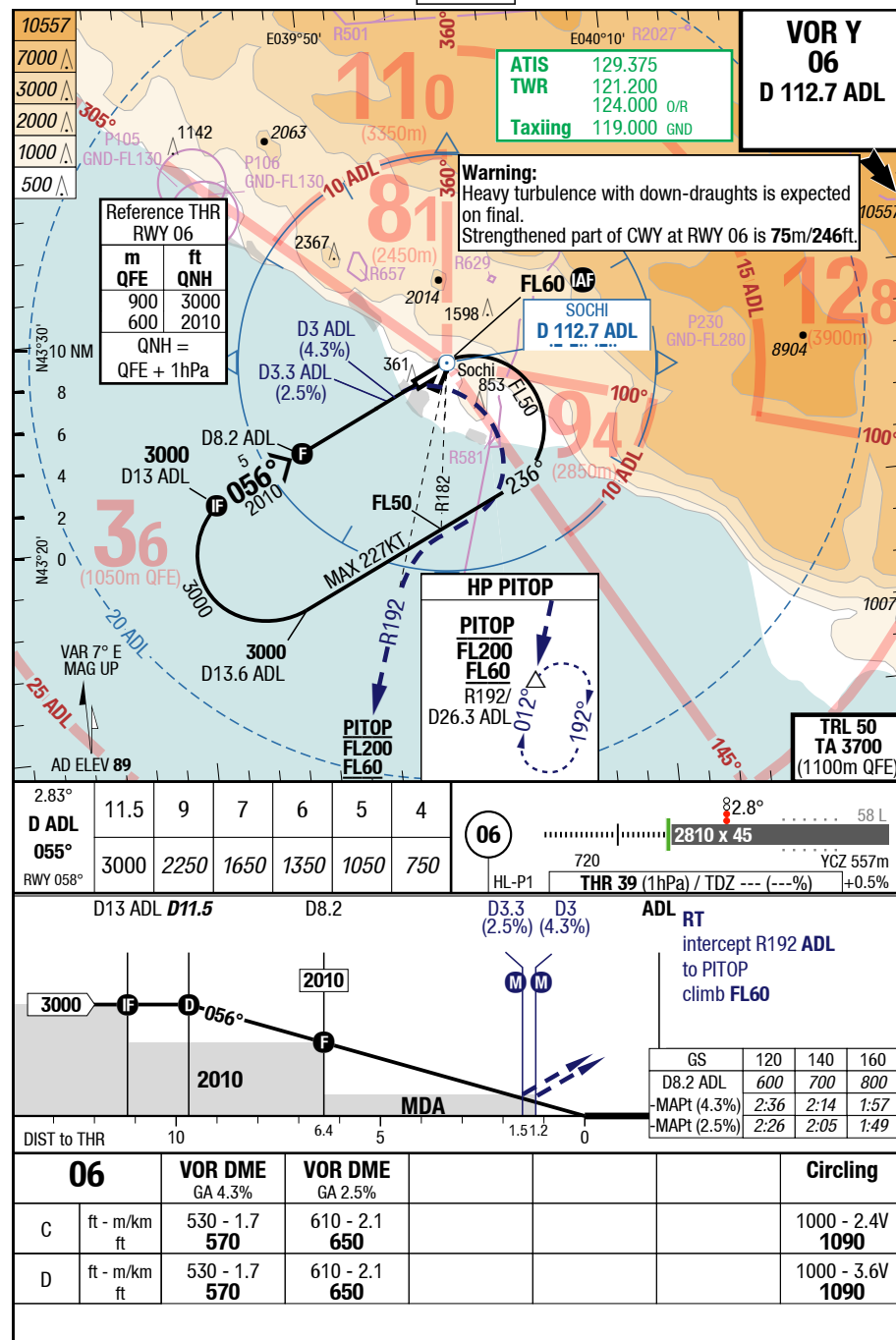
IAC

IAC

Sochi Russian Federation

VOR X 06

VOR Y 06



Changes: PROC renamed

Effective 16-AUG-2018

09-AUG-2018

AER-URSS

Russian Federation Sochi

VOR X 06

IAC

IAC

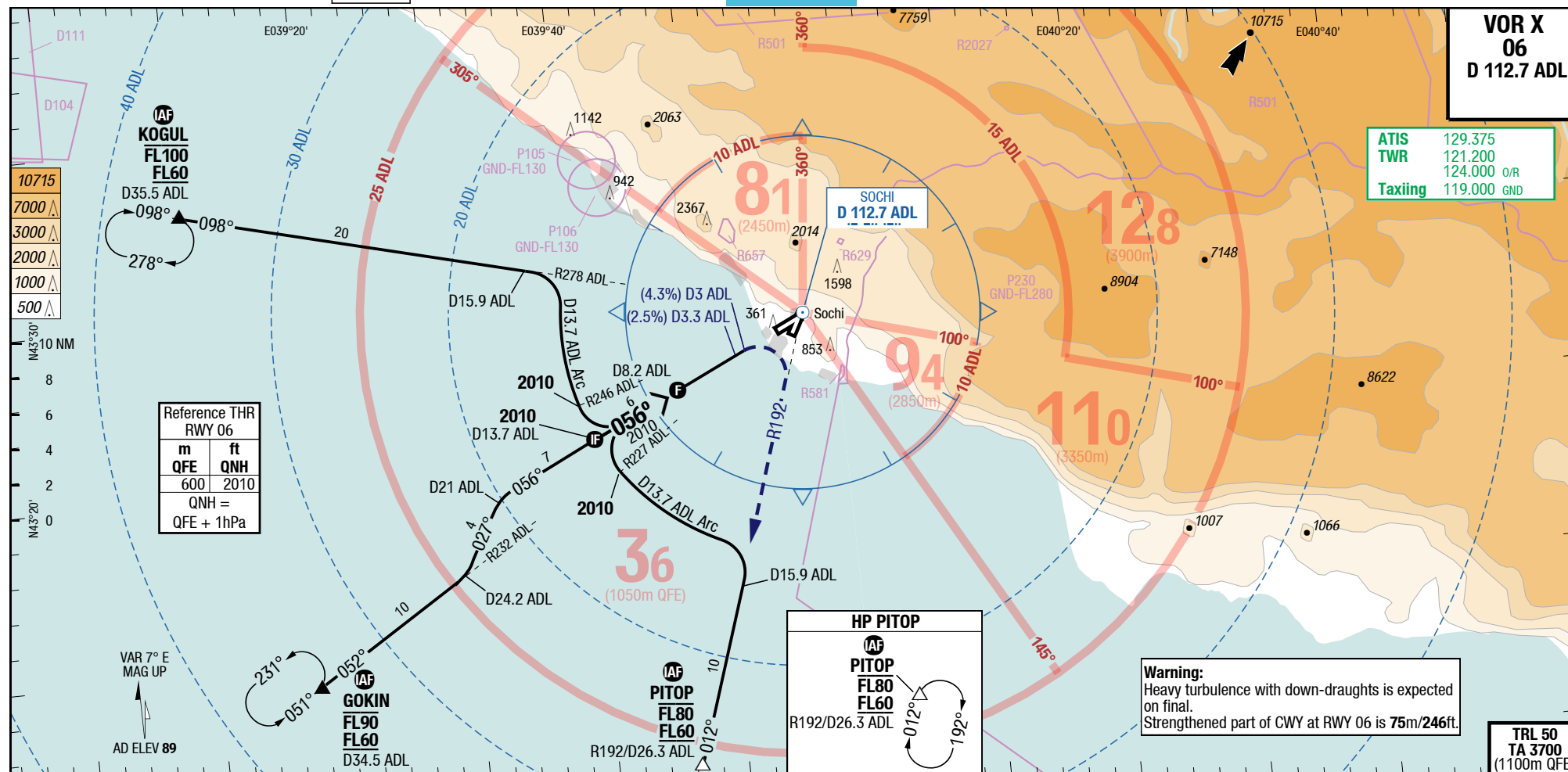
Sochi Russian Federation

VOR X 06

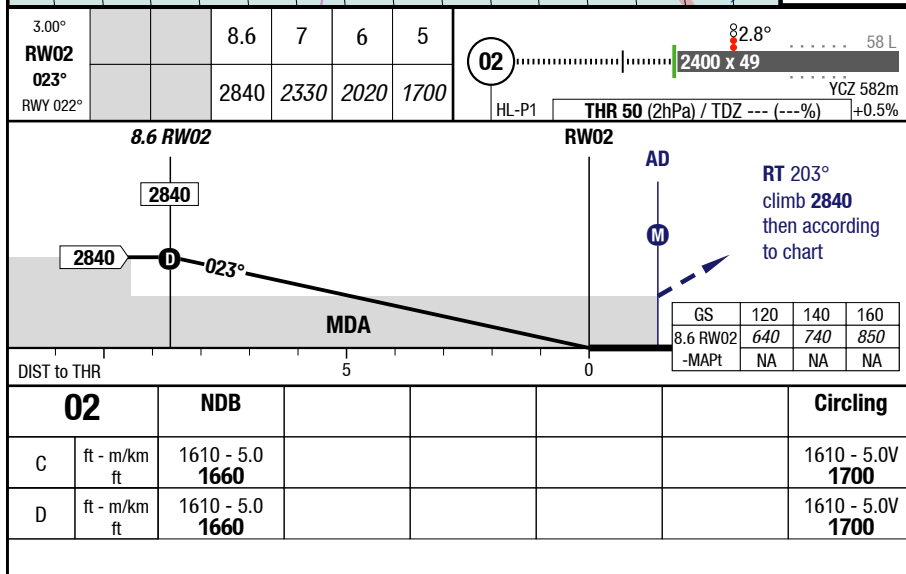
7-120

VOR X
06
D 112.7 ADL

ATIS 129.375
TWR 121.200
Taxiing 124.000 o/R
119.000 GND



NDB 02

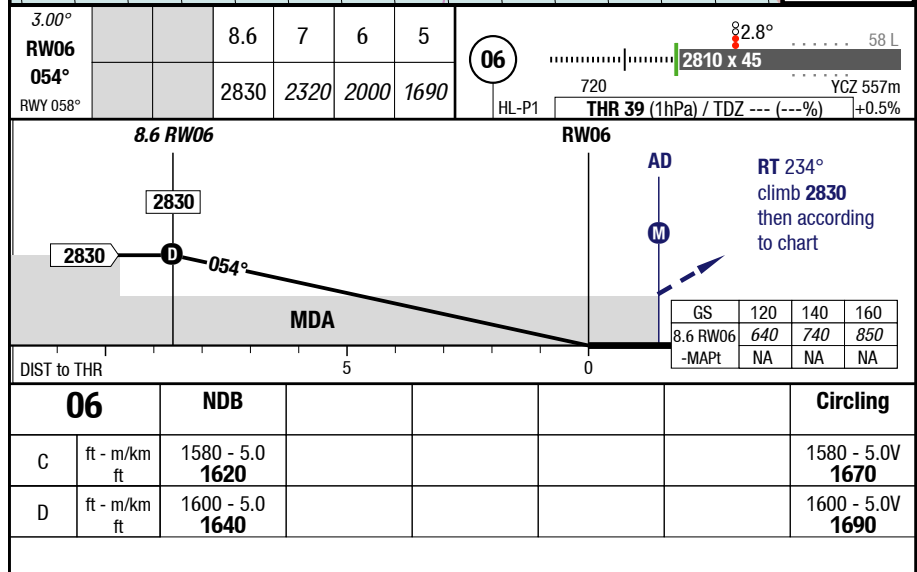
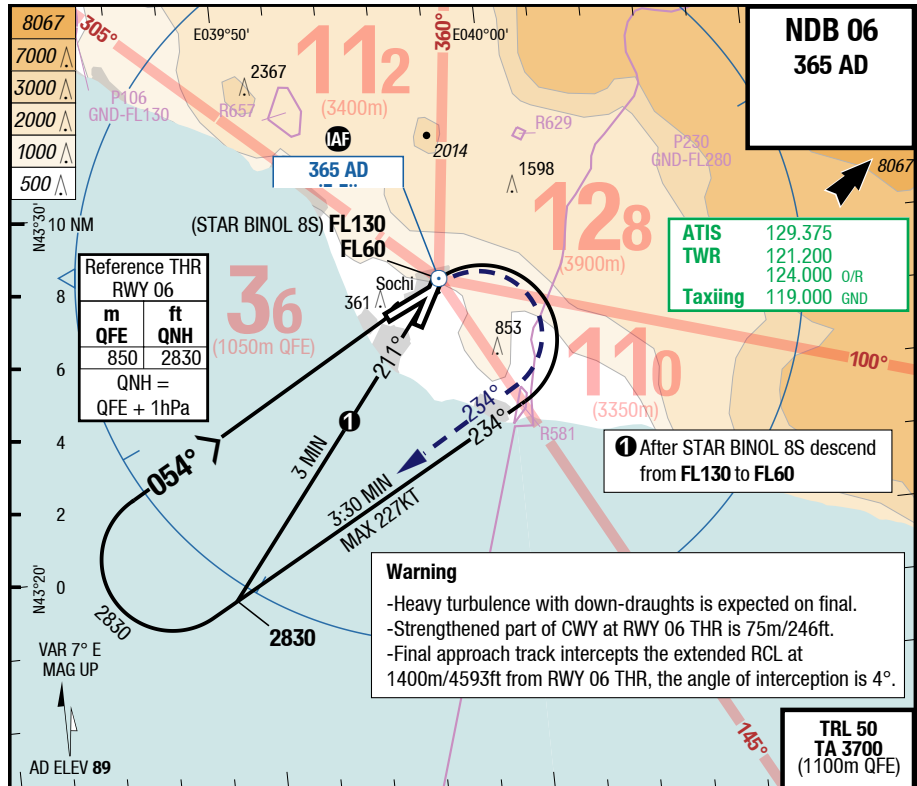


06-SEP-2018

AER-URSS

7-140

NDB 06



Changes: Nil