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1. GENERAL

1.1. ATIS

ATIS 129.375
126.2 (Russian)
132.975 (Russian) Information is retransmitted and relayed to URMM.

1.2. COMMUNICATION FAILURE PROCEDURES

In the event of radio communication failure:

- maintain a listening watch on NDB AD frequency for information and ATS unit instructions;
- execute approach as prescribed by the established radio communication failure procedures;
- use mobile communication, if required:
  Flight Control Officer of Aerodrome Control Center
  + 7 (918) 605-16-11
  + 7 (862) 241-98-20

1.3. NOISE ABATEMENT PROCEDURES

1.3.1. RWY USAGE

RWY 02/20, RWY 06/24 are used for landing/take-off depending on air, meteorological and ground situation.

1.4. LOW VISIBILITY PROCEDURES (LVP)

1.4.1. GENERAL

LVP are implemented when RVR is below 550m at least at one of six observation points on both RWY.

LVP are implemented by the phrase: "LVP in progress. Check your minimum" included into ATIS information or transmitted via communication channels by ATS unit.

When LVP are in force - landing is PROHIBITED.

1.4.2. TAXIING

The flight crew shall report the presence of the Follow-me car in front of the ACFT to GND controller.

If obstacles are detected on taxiroute, flight crew must take measures to avoid collision and report it to ATS unit.

Taxiing at NIGHT and in the DAY time when visibility is less than 2000m shall be executed with navigation lights and taxi lamps turned on.

Taxiing shall be executed under the direction of GND controller only after Follow-me car, strictly along the centerline regardless of ACFT parking area to the marking line of RWY holding position, when TWY and RWY lighting equipment is turned on.

1.4.3. DEPARTURE

Flight crews shall request start-up clearance when ready for start-up, reporting ACFT stand number. After obtaining tow or taxi clearance from GND controller, ACFT must vacate the stand immediately.

When taxiing along the apron and maneuvering area flight crew must constantly check ACFT position, especially at TWY intersections, to make sure that taxiing is executed in conditions of complete safety. In case of safety related difficulties or doubts, it is required to stop taxiing and report to GND controller.

Transfer of control from GND controller to START controller shall be carried out at the RWY holding position (ILS critical area) marking.

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1. GENERAL

When LVP are in force, the following is PROHIBITED:

- presence of more than one ACFT on the RWY used for take-off.
- to cross the RWY-holding position limit (ILS critical area) displayed by the established day marking without clearance of START controller;
- to take off without stop at the line-up position;
- to take off not from the RWY beginning.

Flight crew should read back all instructions of GND and START controllers, when holding at the RWY.

After obtaining line-up clearance, flight crew shall start taxiing.

1.5. RWY OPERATIONS

1.5.1. GENERAL

Taxiing for take-off and RWY vacation after landing shall be executed with increased caution of the flight crew at reduced speed at idle power of engines.

ACFT shall execute a turn at RWY 02 extremity at safe speed along the minimum radius of turn.

1.5.2. TWO RWY SYSTEM OPERATION

- basic: RWY 02 is used for arrival, RWY 24 is used for departure;
- option NR 1: RWY 06 is used for arrival, RWY 20 is used for departure;
- option NR 2: RWY 06 is used for arrival, RWY 24 is used for departure;
- option NR 3: RWY 02 is used for arrival, RWY 20 is used for departure;
- option NR 4: RWY 02 and RWY 06 are used for arrival;
- option NR 5: RWY 20 and RWY 24 are used for departure.

1.6. TAXI PROCEDURES

Movement on the APT only with GND controller's clearance.

General aviation ACFT shall be escorted by Follow-me car.

ACFT shall taxi strictly along the marking except the cases when it is necessary to avoid obstacles, to follow ATC controller's instructions, to follow Follow-me car.

Taxiing of ACFT via TWY C shall be executed at reduced speed strictly along TWY centerline at idle power.

1.7. PARKING INFORMATION

Taxiing and towing are PROHIBITED without clearance of GND controller.

Taxiing and towing into/out of stands under supervision of ground handling specialist.

Stands 1 thru 22, 33 thru 38, 39A thru 39H, 40 thru 53, 54A thru 54F, 55 thru 64 are available for helicopters.

Stands 23 thru 32 are equipped with aerobridges. Safedock docking guidance system is available for ACFT parking.

Stands 36 thru 38 and 64 are available for de-icing.

Stand 64 is available as a quarantine stand.

1.8. EMERGENCY PROCEDURES

In case of emergency situation on board, requiring immediate landing, report it to ATS unit and follow its instructions.

1.9. OTHER INFORMATION

Birds in vicinity of APT.

Warning: Obstacles are AVBL at 500'/150m from RWY 06/24 and RWY 02/20 centerlines.

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2. ARRIVAL

2.1. RWY OPERATIONS

2.1.1. GENERAL

Pilots shall advise ATC on first contact about necessity to land on RWY 06.

Arriving ACFT, which are on the final approach segment, have priority over departing ACFT.

Approach and landing shall be executed only on RWY RWY 02 and RWY 06.

2.1.2. MINIMUM RWY OCCUPANCY TIME

Vacate the RWY as quickly as possible.

Determine exit TWY for RWY vacation that will enable to minimize time of ACFT presence on RWY.

Plan RWY vacation via TWY assigned by the ATS unit (if appropriate instruction was obtained).

After landing, having realized that it is not possible to vacate the RWY via the assigned TWY, flight crew shall proceed to the next TWY at the maximum taxi speed established for RWY specified in the Aeroplane Flight Manual.

2.2. COMMUNICATION FAILURE PROCEDURES

Proceed to an alternate aerodrome in case of adverse weather conditions at SOCHI AD.

If STAR was assigned by the ATS unit and acknowledged, fly the assigned STAR and execute approach procedure.

If STAR was not assigned and ACFT is being vectored:

- join STAR in accordance with the flight plan at ALT last assigned by the ATS unit and acknowledged;
- fly RNAV STAR "Kilo" or "Lima" and execute approach procedure depending on the active RWY of landing specified in ATIS broadcast.

If deviation from the specified procedure is required, flight crew must set transponder to code 7700.

2.2.1. DURING/AFTER MISSED APPROACH

In the event of radio communication failure during missed approach procedure, flight crew must:

- continue the established missed approach procedure climbing to 6000';
- hold over PITOP for 5 minutes.

In case a decision to execute landing was taken set SSR transponder to code 2000 (burn out fuel, if required) and execute approach in accordance with the established procedure depending on the active RWY of landing, specified in ATIS broadcast.

In case a decision to proceed to the alternate aerodrome was taken set SSR transponder to code 7700, then climb to the flight level prescribed by the established communication failure procedures (after passing FL200 set SSR transponder to code 7600).

2.2.2. RADIO COMMUNICATION FAILURE AFTER ACFT ENTERS SOCHI CTA

Flight crew shall continue the flight in accordance with the flight plan.

If unable to land at Sochi AD (due to meteorological conditions or for other reasons), flight crew can proceed to an alternate aerodrome in accordance with the flight plan.

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2. ARRIVAL

2.3. OTHER INFORMATION

2.3.1. IFR APPROACH

If flight crew intends to execute an approach other than ILS approach, flight crew must report this to APP controller.

When executing GLS, RNP approach, flight crew must report alternative approach procedure to SOCHI Tower controller. When ACFT execute approach procedures, ATS unit controls GNSS performance using GBAS equipment. If unable to provide approach procedure, ATS unit informs flight crew and advises to use the alternative approach procedure.

On the final approach segment, flight crew shall maintain IAS not less than 160KT up to a distance of 4.3NM/8km from landing RWY THR.

3. DEPARTURE

3.1. START-UP PROCEDURES

3.1.1. GENERAL

Delivery Service is provided via ATIS. When there is no information about Delivery operation in ATIS messages, clearance shall be requested from GND controller. Flight crews of departing ACFT must establish contact with Delivery/ GND controller 10 minutes before estimated engines start-up time, when ACFT is completely ready for departure, but not earlier than 30 minutes before the planned departure time. The request must include ACFT call sign, stand number, destination aerodrome, ATIS information, confirmation of readiness for engines start-up, information concerning necessity of de-icing.

Departure clearance includes:

- ATC clearance;
- RWY for take-off (when ATIS is not available);
- SID designator and initial climb altitude;
- ATS unit frequency (to establish radio contact after take-off);
- SSR code (SQUAWK);
- in case of change of the route indicated in the flight plan - a new transit route or waypoints till joining the airway.

ATC clearance shall be requested from GND controller 5 to 20 minutes before the estimated time of departure, when ACFT is completely ready for departure. The request must include: ACFT call sign, stand number, destination aerodrome, ATIS code letter and information concerning necessity of deicing.

Departure clearance is valid within 30 minutes after EOBT.

If departure delay for more than 30 minutes from the moment ACFT is ready for departure is expected due to ATS reasons, ATS unit controller shall advise the estimated time of departure to the pilot. In this case, pilot shall coordinate engines start-up time with the controller.

When ACFT is completely ready for take-off, flight crew shall change over to frequency of GND controller, by the instruction of Delivery controller, to obtain clearance for engines start-up and taxiing (towing), reporting stand number and ATIS information code letter.

Before requesting engines start-up and towing clearance, flight crew must report stand number, latest ATIS broadcast code letter and obtain departure instructions, SSR transponder code.

ACFT engines start-up and run-up are permitted:

- at idle power on stands 1 thru 22 under the supervision of ground handling specialist;
- in other operating modes - on TWY M and taxiroute N1.

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3. DEPARTURE

Clearance for towing and engines start-up shall be requested by the flight crew on GND operating frequency, indicating ACFT call sign and position.

Flight crew shall advise ATS unit if additional time of more than 1 minute is required for start of push-back/towing after obtaining ATS unit clearance. If more than 1 minute has passed after issuing clearance for push-back/towing and the flight crew has not commenced the procedure, then the flight crew must request another clearance for push-back/towing.

3.2. TAKE-OFF PROCEDURES

3.2.1. GENERAL

Take-off shall be executed only from RWY 20 and RWY 24.

When take-off is executed from RWY 24 from TWYs K, H, G and F, RWY 02 can be used for landing.

Flight crew may be cleared for immediate take-off before ACFT enters the RWY.

After obtaining such clearance the flight crew shall taxi onto the RWY and execute take-off without interrupting movement.

ACFT shall take off without stop at the line-up position within 30 seconds after obtaining ATC clearance at the RWY-holding position.

Take-off not from the RWY beginning shall be carried out upon request of the flight crew or at the initiative of the appropriate ATS unit. Pilot-in-command is responsible for making the decision to perform such take-off.

3.2.2. TAKE-OFF FROM RWY 20

Departure from RWY 20 shall be executed from RWY beginning (TWY Q) only.

One line-up position available on RWY 20.

Before start of taxiing, the flight crew shall report when ready for take-off to ATS unit controller.

3.2.3. TAKE-OFF FROM RWY 24

Before start of taxiing flight crew shall advise line-up position to ATS unit.

ACFT shall take off without stop at the line-up position within 30 seconds after obtaining ATC clearance at the RWY-holding position.

In case the full length of RWY 24 shall be used, flight crew shall inform ATS unit controller after obtaining departure clearance at the RWY-holding position.

Eight line-up positions are available on RWY 24.

3.2.4. TAKE-OFF FROM BOTH RWYS 20/24

Taking into account:

- wind restriction;
- compliance of other ACFT restrictions with present weather, RWY condition and required minimum for take-off.

3.3. TAKE-OFF PROCEDURES WHEN USING ONE ACTIVE RWY

3.3.1. WHEN ONLY ONE RWY 06/24 IS ACTIVE AND THERE IS AN ACFT ARRIVING ON THE OPPOSITE COURSE, THE FLIGHT CREWS SHALL:

- use only SID ADNET 1S, IRGID 1S, LA 1S, LAMET 1D as instructed by controller during clearance issuance.

3.3.2. WHEN ONLY ONE RWY 02/20 IS ACTIVE AND THERE IS AN ACFT ARRIVING ON THE OPPOSITE COURSE, THE FLIGHT CREWS SHALL:

- use only SID ADNET 1X, IRGID 1X, LA 1X, LAMET 1X, TABAN 1C as instructed by controller during clearance issuance.

3.3.3. FOR 3.3.1. AND 3.3.2.

- after take-off climb straight ahead to 600′ (180m) or above, at a distance not closer than D3.0 ADL turn LEFT to NCRP TABAN, then proceed to NCRP TABAN as instructed by controller.

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3. DEPARTURE

3.4. DEPARTURE TO GUBOR

It is recommended to depart via IRGID SIDs due to opposite traffic via BINOL.

3.5. NOISE ABATEMENT PROCEDURES

Take-off and Climbing Phase

Noise abatement procedures shall be applied only during take-off and climb.

Noise abatement procedures shall not be executed at the expense of flight safety or in case of one of the ACFT engines fails during take-off.

Restrictions

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

RWY 24 take-off: climb to 600′ or above, with the maximum possible climb gradient, proceed to D3.0 ADL, turn RIGHT, intercept ADL R249, contact SOCHI Radar on frequency 119.7 and execute RIGHT climbing turn according to SID or by ATC instruction.

RWY 20 take-off: climb to 750′ or above with the maximum possible climb gradient, proceed to D3.0 ADL, turn LEFT, intercept ADL R187, contact SOCHI Radar on frequency 119.7 and execute RIGHT climbing turn according to SID or by ATC instruction.

Change of flight direction after take-off is permitted after obtaining ATC clearance and not before reaching D3.0 ADL and:

- 750′ or above for RWY 20;
- 600′ or above for RWY 24.

The minimum indicated air speed of steady climb shall not be less than V2 + 10 KT or less than what is prescribed in the Aeroplane Flight Manual if this is greater.

Maintaining of the minimum indicated air speed during climb is not required if it leads to exceeding the maximum permissible angle of attack.

Engines power shall not be reduced until:

- reaching 1100′;
- selected standard power mode enables to maintain the established climb gradient of not less than 4% with maximum certificated ACFT take-off mass at V2 + 10 KT or what is prescribed in the Aeroplane Flight Manual if this is greater and angle of attack does not exceed the maximum permissible;
- take-off flight path provides overflying of all obstacles below the flight path with sufficient clearance both when all engines are operating normally and also accounting possible engine failure and time necessary for the remaining engines to develop full power.

3.6. COMMUNICATION FAILURE PROCEDURES

3.6.1. RADIO COMMUNICATION FAILURE AFTER TAKE-OFF AND/OR DURING CLIMB TO FL (ALT)

In the event of radio communication failure after take-off (if communication with SOCHI Radar (SOCHI Approach) was not established), flight crew must:

1. If a decision was taken to land at Sochi AD:
   a) when proceeding to NDB LA:
      - climb in accordance with RNAV SID maintaining 10000′;
      - after passing NDB LA turn LEFT to KOGUL at 10000′;
      - after passing KOGUL start descending from 10000′ and execute approach procedure (KOGUL - GOKIN - IF) depending on the active RWY specified in ATIS broadcast. Hold in the holding area over GOKIN at 6000′, if required.

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3. DEPARTURE

b) when proceeding to ADNET:
- climb in accordance with RNAV SID maintaining FL150;
- after passing ABUNI turn RIGHT to BINOL at FL150 and join RNAV STAR BINOL 1K or BINOL 1L (depending on active RWY of landing specified in ATIS broadcast);
- after passing PITOP start descending from FL150 to 6000′ in the holding area over PITOP (hold over PITOP at 6000′ if required);
- having reached 6000′, proceed directly to IF and execute approach procedure.

c) when proceeding to IRGID:
- climb in accordance with RNAV SID maintaining FL150;
- after passing IRGID turn RIGHT to BINOL at FL150 and join RNAV STAR BINOL 1K or BINOL 1L (depending on active RWY of landing specified in ATIS broadcast);
- after passing PITOP start descending from FL150 to 6000′ in the holding area over PITOP (hold in over PITOP at 6000′ if required);
- having reached 6000′, proceed directly to IF and execute approach procedure.

d) when proceeding to BINOL:
- climb in accordance with RNAV SID maintaining FL150;
- after passing BINOL turn LEFT to BINOL at FL150 and join RNAV STAR BINOL 1K or BINOL 1L (depending on active RWY of landing specified in ATIS broadcast);
- after passing PITOP start descending from FL150 to 6000′ in the holding area over PITOP (hold over PITOP at 6000′ if required);
- having reached 6000′, proceed directly to IF and execute approach procedure.

e) when proceeding to TABAN:
- climb in accordance with RNAV SID maintaining 10000′ and maximum vertical speed;
- after passing TABAN at 10000′ turn RIGHT, descending to GOKIN to 6000′;
- after passing GOKIN proceed directly to IF (depending on the active RWY of landing specified in ATIS broadcast) and execute approach procedure (hold in the holding area over GOKIN at 6000′, if required).

f) when proceeding to LAMET:
- climb in accordance with RNAV SID maintaining 10000′ and maximum vertical speed;
- after passing LAMET at 10000′ turn LEFT and start descending to GOKIN to 6000′;
- after passing GOKIN proceed directly to IF (depending on the active RWY of landing specified in ATIS broadcast) and execute approach procedure (hold in the holding area over GOKIN at 6000′, if required);

2. If a decision was taken to proceed to the destination aerodrome, continue to climb to FL200 in accordance with the assigned RNAV SID, then follow the flight route indicated in the flight plan maintaining FL200 for 5 minutes, after that, climb to the cruising level in accordance with the flight plan.

   If deviation from the specified procedure is required, flight crew must set transponder to code 7700.

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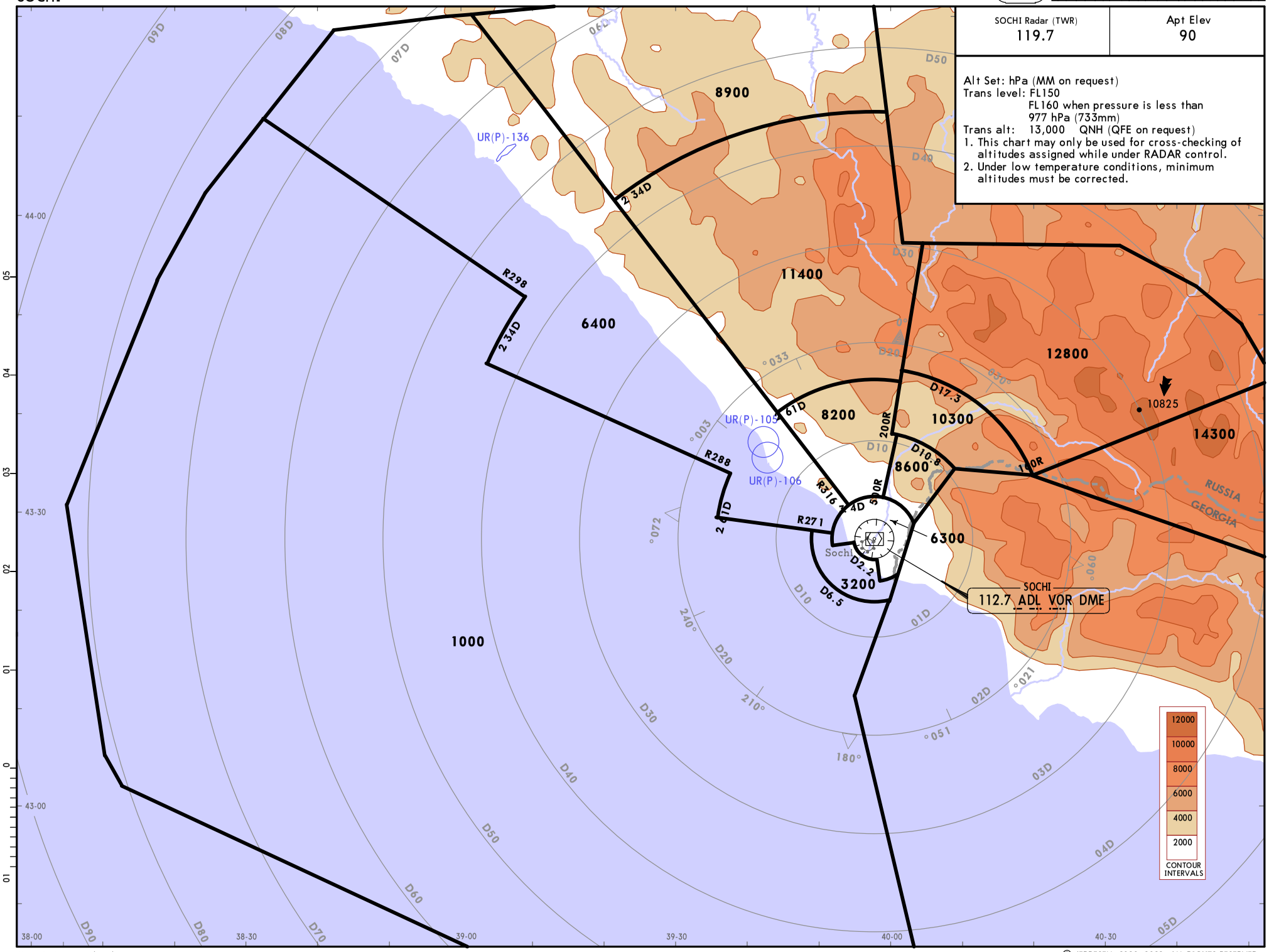
JEPPESEN SOCHI, RUSSIA

16 SEP 22 (10-1R) RADAR MINIMUM ALTITUDES



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CHANGES: Trans level.

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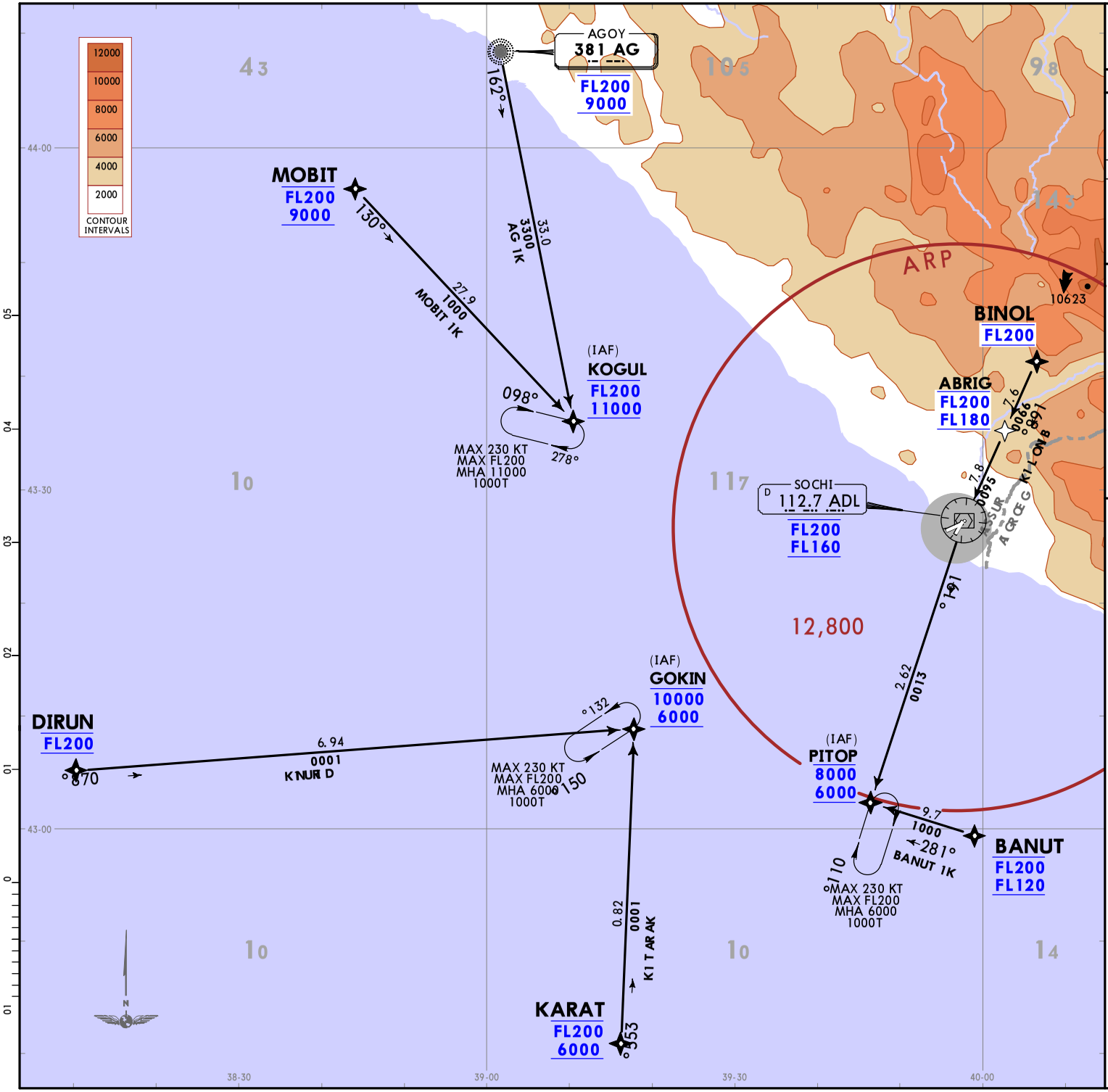

ATIS	Apt Elev
129.375 (Russian 126.2) ❶ Russian 132.975)	90

❶ Information is retransmitted and relayed to URMM.

Alt Set: hPa (MM on request)
Trans level: FL150
FL160 when pressure is less than 977 hPa (733mm)

RNAV 1 GNSS or DME/DME required

1. Radar vectoring and/or 'direct to' procedure can be applied.
2. If no information on RNAV STAR available or if unable to maintain RNAV STAR report to ATS and request vectoring.

AG 1K [AG1K]
BANUT 1K [BANU1K]
BINOL 1K [BINO1K]
DIRUN 1K [DIRU1K]
KARAT 1K [KARA1K]
MOBIT 1K [MOBI1K]
RNAV ARRIVALS
(RWY 02)

FEET QNH	METERS (QFE)
11000	(3340)
10000	(3035)
9000	(2730)
8000	(2425)
6000	(1815)

CHANGES: Reissue.

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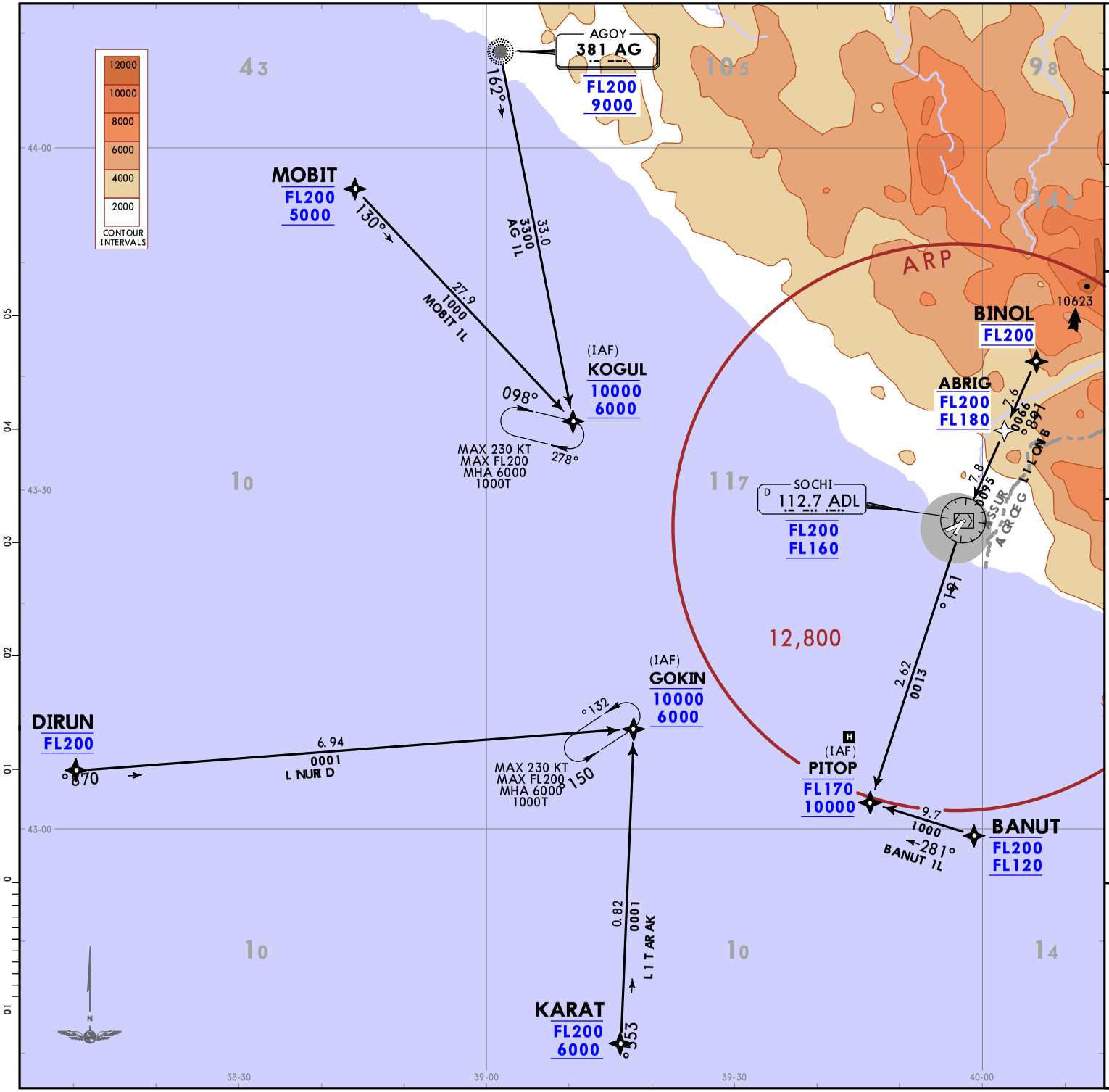
SOCHI, RUSSIA
RNAV STAR



ATIS	Apt Elev
129.375 (Russian 126.2) ❶ Russian 132.975)	90

❶ Information is retransmitted and relayed to URMM.

Alt Set: hPa (MM on request)
Trans level: FL150
FL160 when pressure is less than 977 hPa (733mm)

RNAV 1 GNSS or DME/DME required

1. Radar vectoring and/or 'direct to' procedure can be applied.
2. If no information on RNAV STAR available or if unable to maintain RNAV STAR report to ATS and request vectoring.

AG 1L [AG1L]
BANUT 1L [BANU1L]
BINOL 1L [BINO1L]
DIRUN 1L [DIRU1L]
KARAT 1L [KARA1L]
MOBIT 1L [MOBI1L]
RNAV ARRIVALS
(RWY 06)

FEET QNH	METERS (QFE)
10000	(3040)
9000	(2735)
6000	(1820)
5000	(1515)

PITOP

CHANGES: Reissue.

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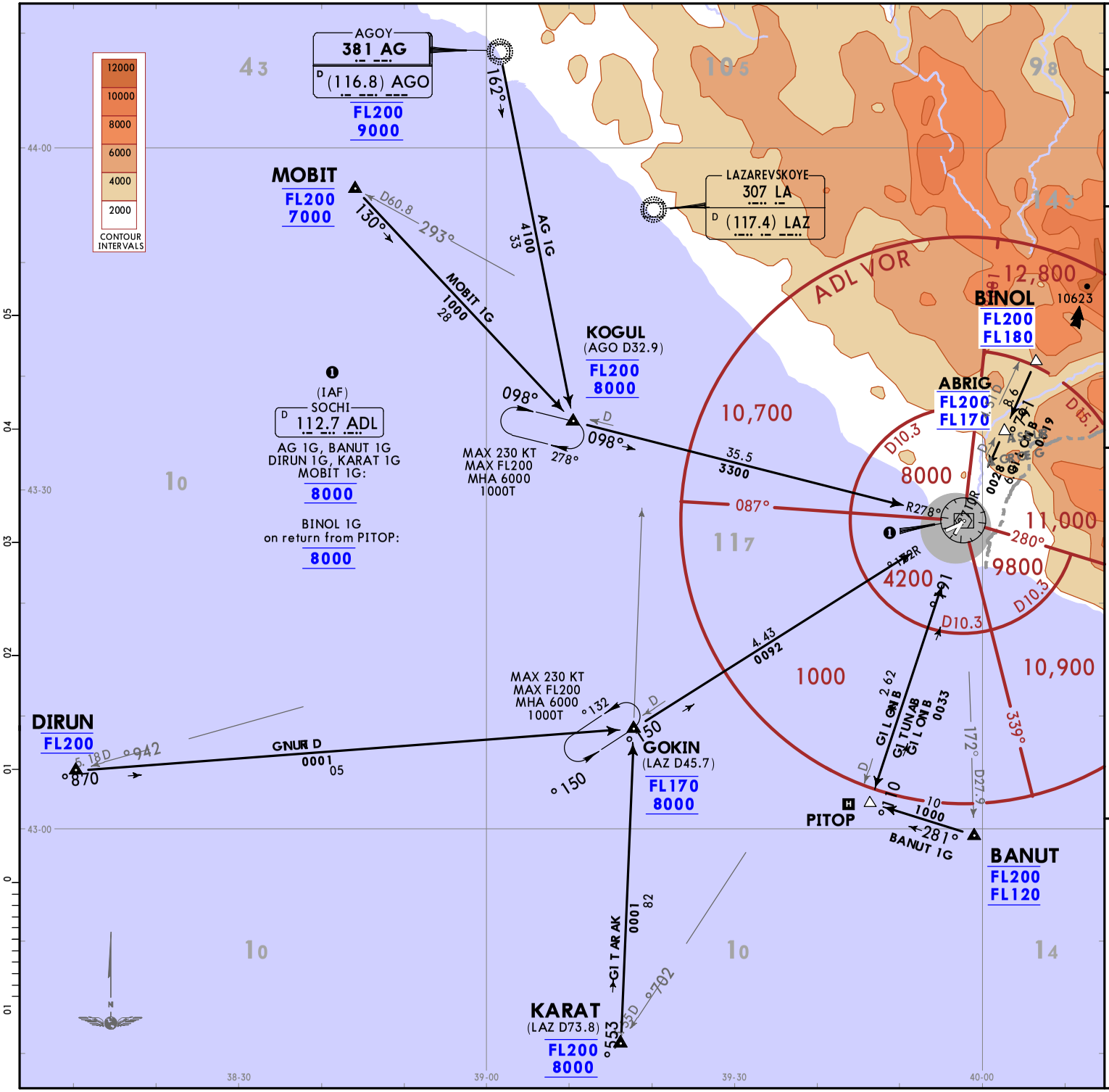


ATIS	Apt Elev
129.375 (Russian 126.2) ❷ Russian 132.975)	90

❷ Information is retransmitted and relayed to URMM.

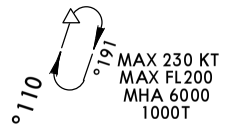
Alt Set: hPa (MM on request)
Trans level: FL150
FL160 when pressure is less than 977 hPa (733mm)

1. DME required.
2. RADAR vectoring and/or 'direct to' procedure can be applied.

AG 1G [AG1G]
BANUT 1G [BANU1G]
BINOL 1G [BINO1G]
DIRUN 1G [DIRU1G]
KARAT 1G [KARA1G]
MOBIT 1G [MOBI1G]
ARRIVALS
(RWYS 02, 06)

FEET	METERS
QNH	(QFE)
9000	(2735)
8000	(2430)
7000	(2125)
6000	(1820)

PITOP



CHANGES: Reissue.

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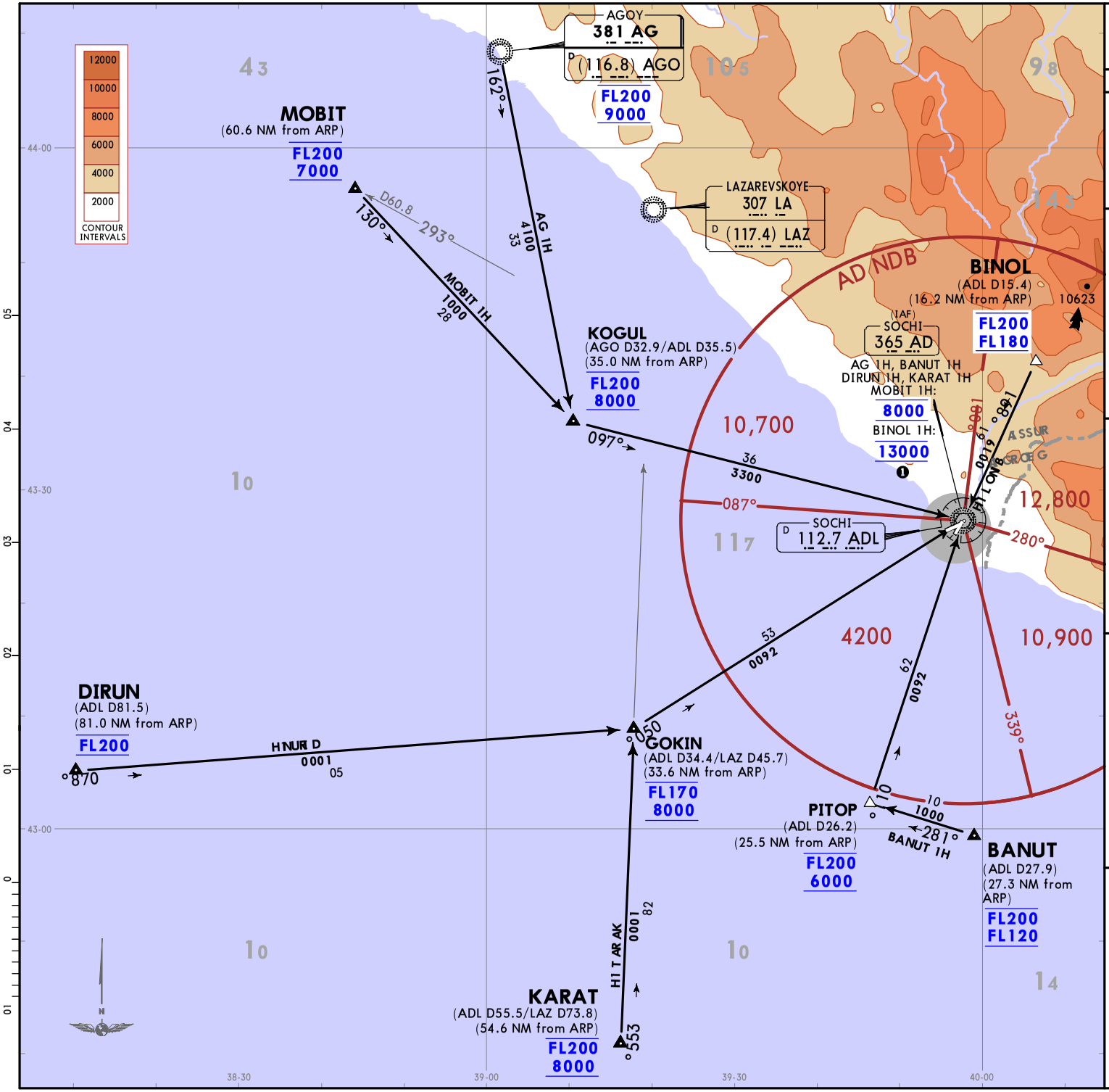
SOCHI, RUSSIA

STAR



ATIS	Apt Elev
129.375 (Russian 126.2) ❷ Russian 132.975)	90

❷ Information is retransmitted and relayed to URMM.

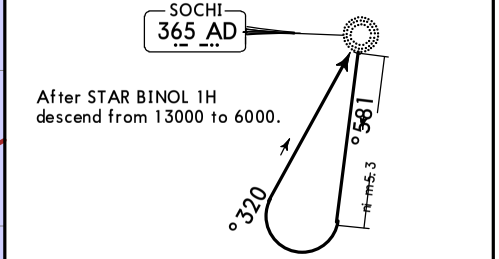
Alt Set: hPa (MM on request)
Trans level: FL150
FL160 when pressure is less than 977 hPa (733mm)

1. DME or radar control required.
2. RADAR vectoring and/or 'direct to' procedure can be applied.

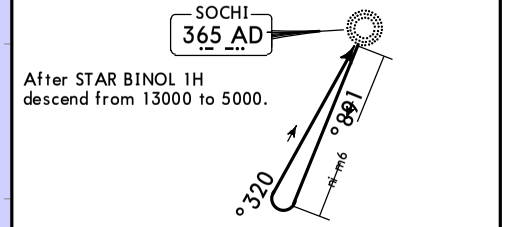
AG 1H [AG1H]
BANUT 1H [BANU1H]
BINOL 1H [BINO1H]
DIRUN 1H [DIRU1H]
KARAT 1H [KARA1H]
MOBIT 1H [MOBI1H]
ARRIVALS (RWY 02)

FEET QNH	METERS (QFE)
13000	(3955)
9000	(2735)
8000	(2430)
7000	(2125)
6000	(1820)
5000	(1515)

NOT TO SCALE ❶ CAT C & D



NOT TO SCALE ❶ CAT A & B



CHANGES: General note revised, distances from ARP added.

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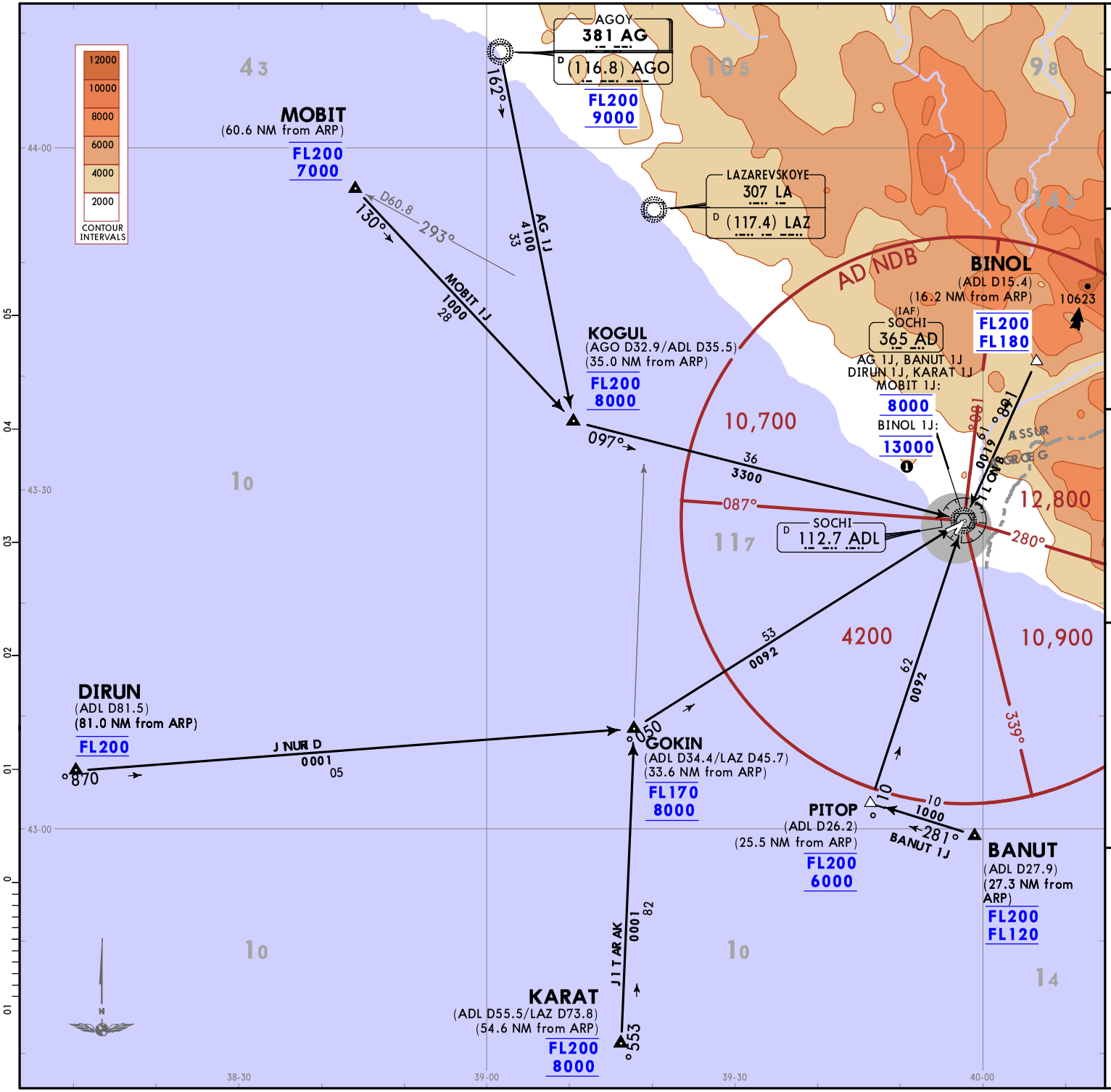


ATIS	Apt Elev
129.375 (Russian 126.2) ❷ Russian 132.975)	90

❷ Information is retransmitted and relayed to URMM.

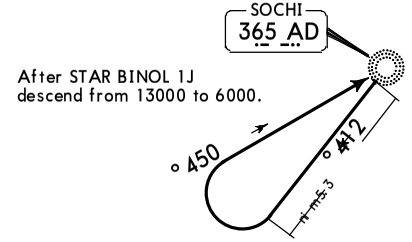
Alt Set: hPa (MM on request)
Trans level: FL150
FL160 when pressure is less than 977 hPa (733mm)

1. DME or radar control required.
2. RADAR vectoring and/or 'direct to' procedure can be applied.

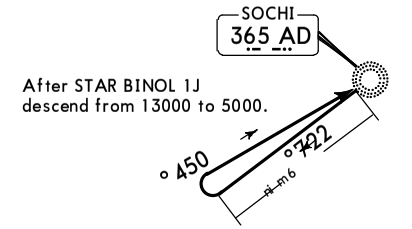
AG 1J [AG1J]
BANUT 1J [BANU1J]
BINOL 1J [BINO1J]
DIRUN 1J [DIRU1J]
KARAT 1J [KARA1J]
MOBIT 1J [MOBI1J]
ARRIVALS (RWY 06)

FEET QNH	METERS (QFE)
13000	(3950)
9000	(2735)
8000	(2430)
7000	(2125)
6000	(1820)
5000	(1815)

NOT TO SCALE ❶ CAT C & D



NOT TO SCALE ❶ CAT A & B



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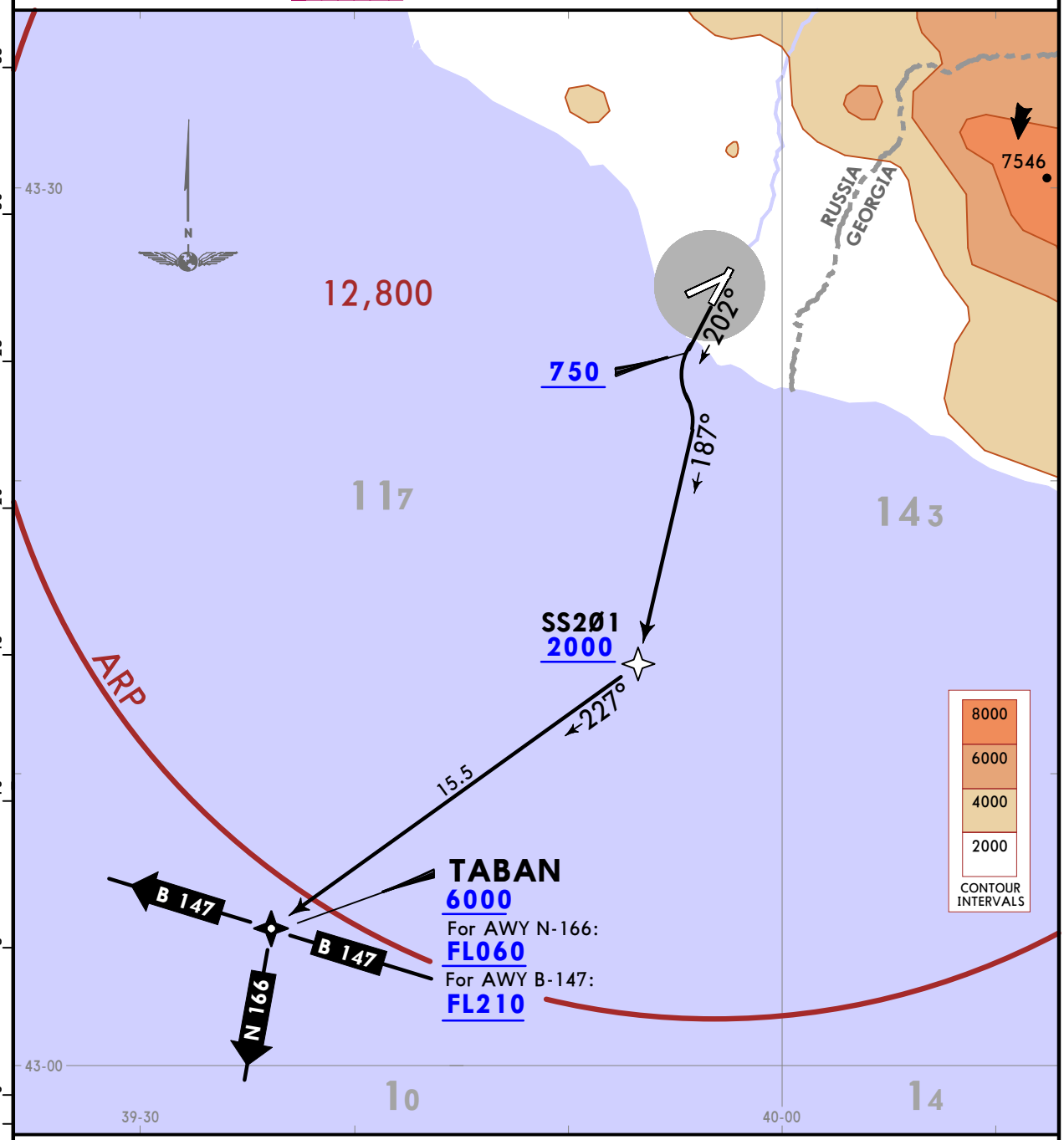
Apt Elev 90	
	Trans alt: 13,000 QNH (QFE on request)
	RNAV 1 GNSS or DME/DME required
	1. DME/DME navigation is available only after passing SS2Ø1. 2. Takeoff shall be executed in accordance with noise abatement procedures. 3. Turn before passing DER is prohibited. 4. RADAR vectoring and/or 'direct to' procedure can be applied. 5. If no information on RNAV SID available or if unable to maintain RNAV SID, report to ATS and request instructions to join ATS route or vectoring. 6. EXPECT close-in obstacles.

TABAN 1C [TABA1C]
RNAV DEPARTURE
(RWY 20)

SPEED: MAX 250 KT BELOW 10000



This SID requires minimum climb gradients of
6.4% up to 750, then
3.6% up to 6000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
6.4% V/V (fpm)	486	648	972	1296	1620	1944

FEET QNH	METERS (QFE)
750	(205)
2000	(585)
6000	(1805)
10000	(3025)
13000	(3900)

CHANGES: Chart reindexed.

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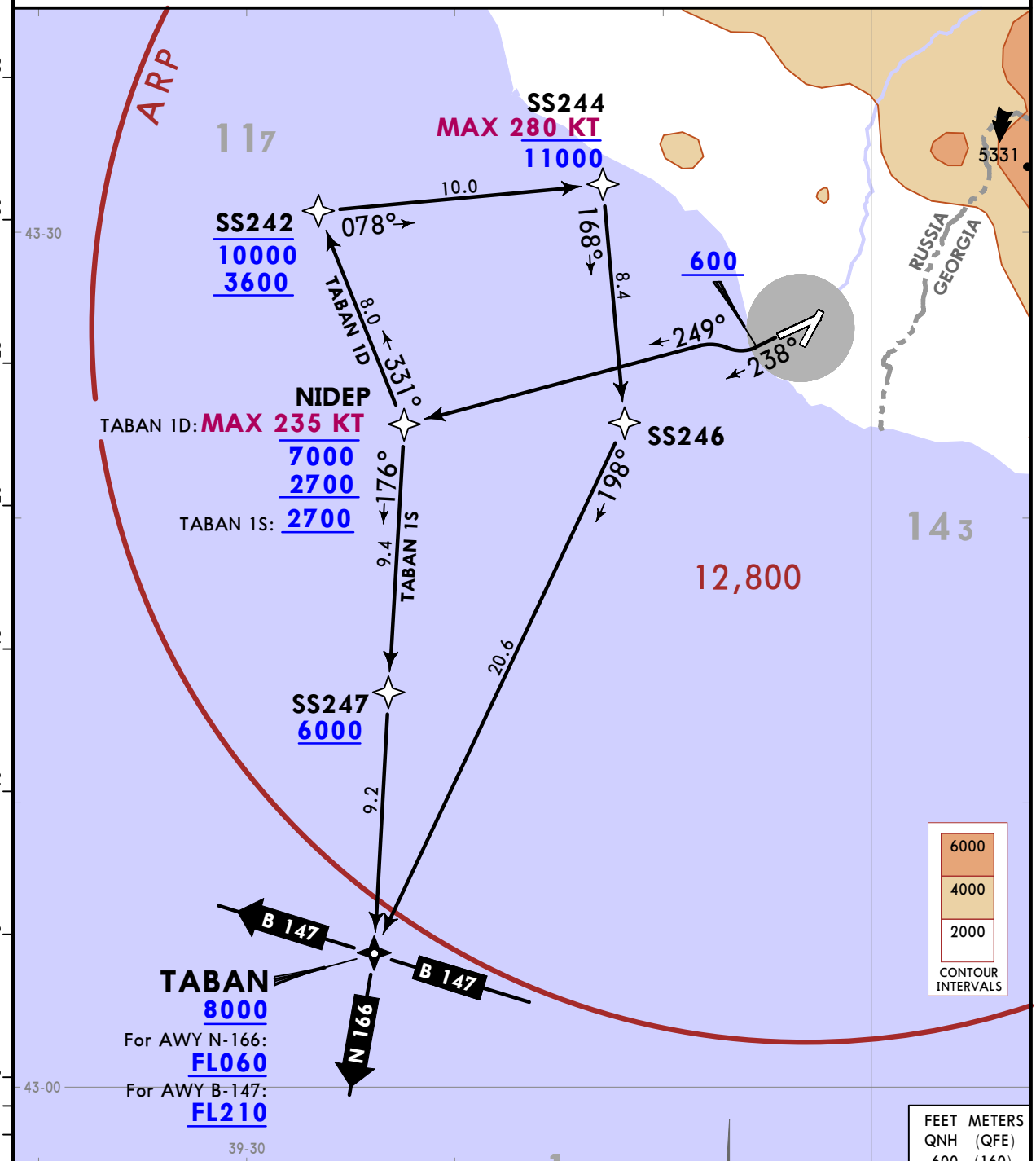
Apt Elev 90	
	Trans alt: 13,000 QNH (QFE on request)
	RNAV 1 GNSS or DME/DME required
	1. DME/DME navigation is available only after passing NIDEP. 2. Takeoff shall be executed in accordance with noise abatement procedures. 3. Turn before passing DER is prohibited. 4. RADAR vectoring and/or 'direct to' procedure can be applied. 5. If no information on RNAV SID available or if unable to maintain RNAV SID, report to ATS and request instructions to join ATS route or vectoring. 6. EXPECT close-in obstacles.

TABAN 1D [TABA1D], TABAN 1S [TABA1S] RNAV DEPARTURES (RWY 24)

SPEED: MAX 250 KT BELOW 10000



TABAN 1S

This SID requires a minimum climb gradient of 4.3% up to 6000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

FEET QNH	METERS (QFE)
600	(160)
2700	(800)
3600	(1075)
6000	(1805)
7000	(2110)
8000	(2415)
10000	(3025)
11000	(3330)
13000	(3900)

CHANGES: Chart reindexed.

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LAMET 1C [LAME1C]

LAMET 1X [LAME1X], LAMET 1Y [LAME1Y]

BY ATC

RNAV DEPARTURES (RWY 20)

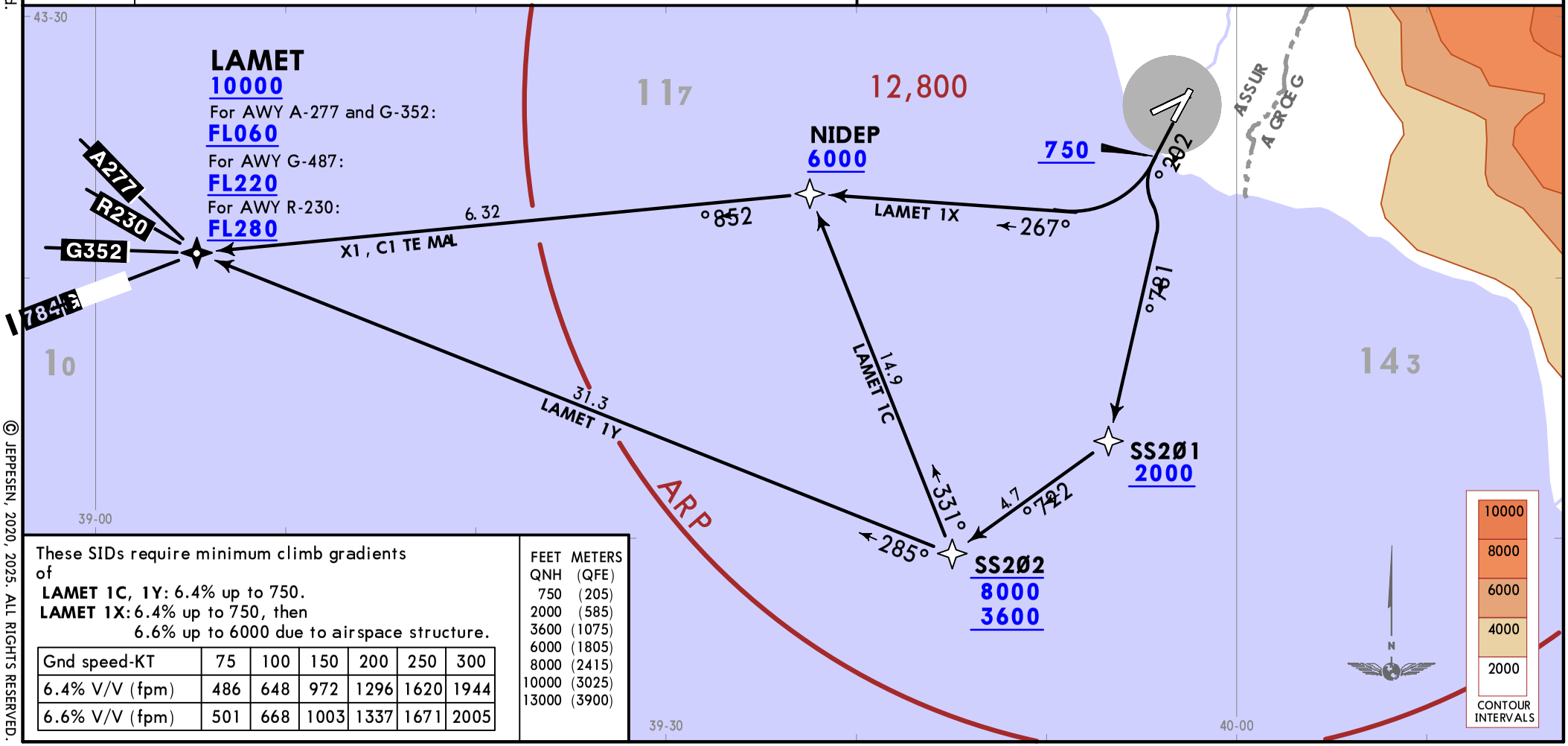
SPEED: MAX 250 KT BELOW 10000

Apt Elev
90

Trans alt: 13,000 QNH (QFE on request)

RNAV 1 GNSS or DME/DME required

1. DME/DME navigation is available only after passing SS2Ø1.
2. Takeoff shall be executed in accordance with noise abatement procedures.
3. Turn before passing DER is prohibited.
4. RADAR vectoring and/or 'direct to' procedure can be applied.
5. If no information on RNAV SID available or if unable to maintain RNAV SID, report to ATS and request instructions to join ATS route or vectoring.
6. EXPECT close-in obstacles.



These SIDs require minimum climb gradients of

LAMET 1C, 1Y: 6.4% up to 750.

LAMET 1X: 6.4% up to 750, then 6.6% up to 6000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.4% V/V (fpm)	486	648	972	1296	1620	1944
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

FEET QNH	METERS (QFE)
750	(205)
2000	(585)
3600	(1075)
6000	(1805)
8000	(2415)
10000	(3025)
13000	(3900)

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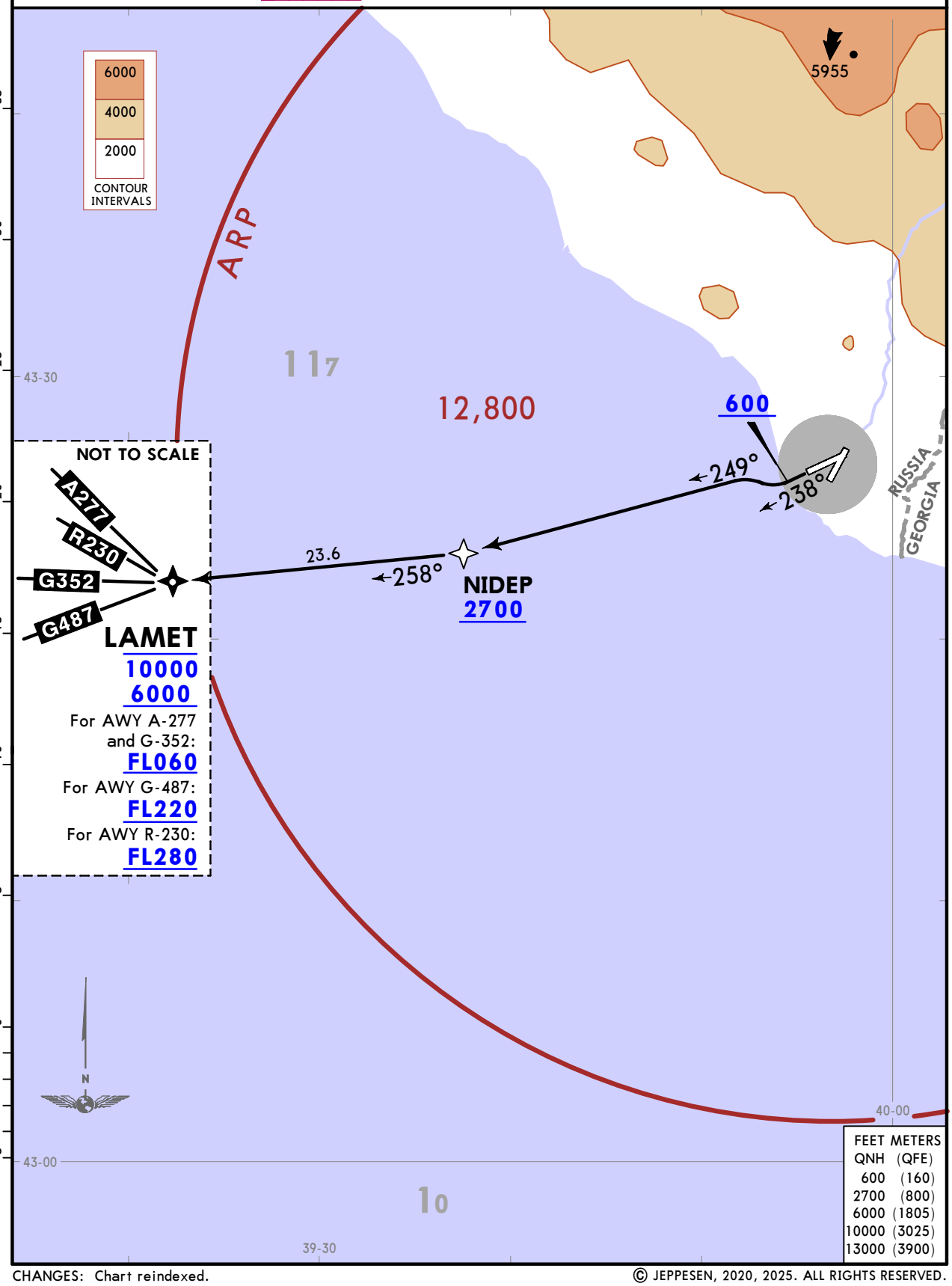
Apt Elev 90	
	Trans alt: 13,000 QNH (QFE on request)
	RNAV 1 GNSS or DME/DME required
	1. DME/DME navigation is available only after passing NIDEP. 2. Takeoff shall be executed in accordance with noise abatement procedures. 3. Turn before passing DER is prohibited. 4. RADAR vectoring and/or 'direct to' procedure can be applied. 5. If no information on RNAV SID available or if unable to maintain RNAV SID, report to ATS and request instructions to join ATS route or vectoring. 6. EXPECT close-in obstacles.

LAMET 1D [LAME1D]
RNAV DEPARTURE (RWY 24)

SPEED: MAX 250 KT BELOW 10000



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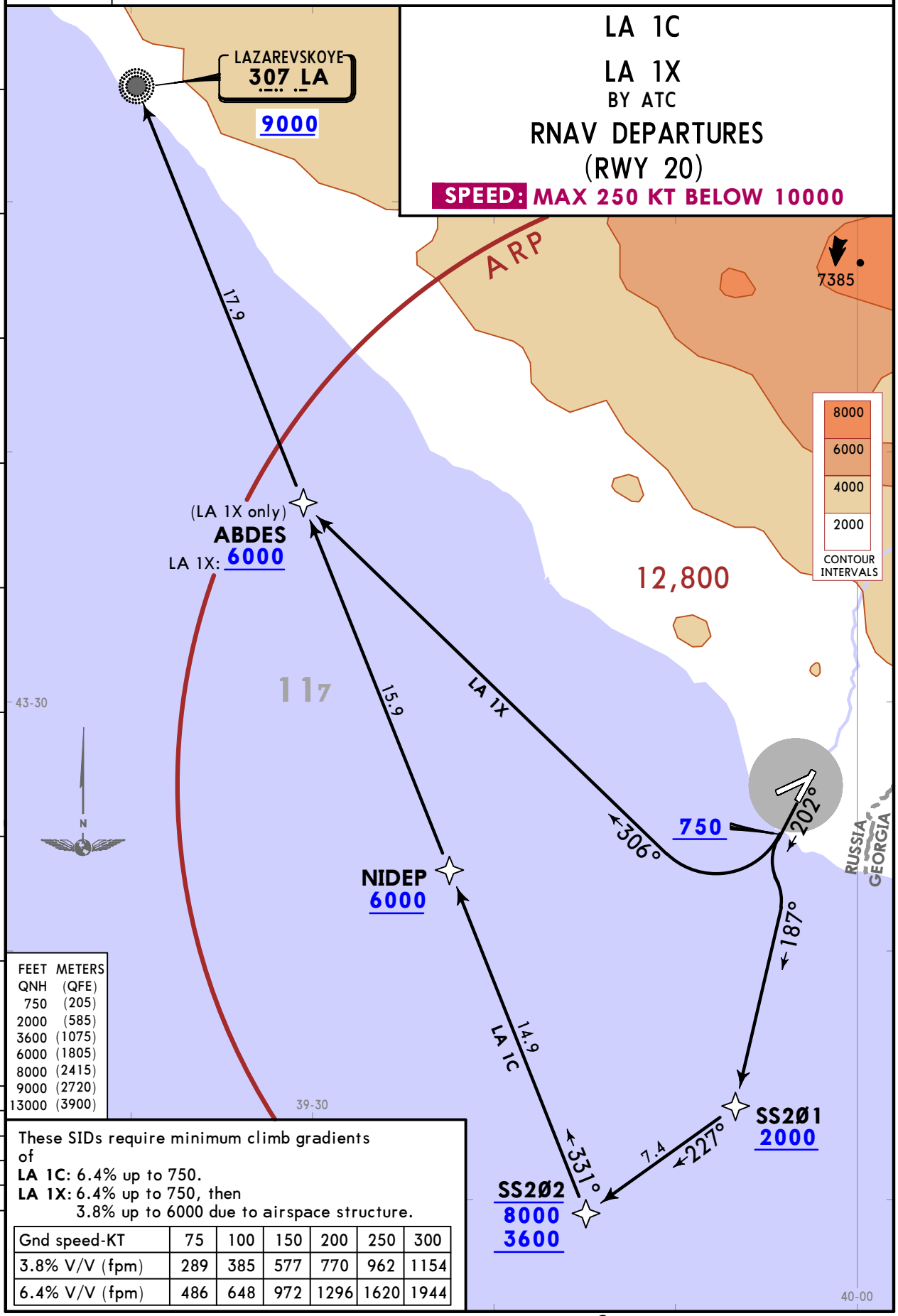
Apt Elev
90

RNAV 1 GNSS or DME/DME required | Trans alt: 13,000 QNH (QFE on request)

1. DME/DME navigation is available only after passing SS2Ø1.
2. If no information on RNAV SID available or if unable to maintain RNAV SID, report to ATS and request instructions to join ATS route or vectoring.
3. Takeoff shall be executed in accordance with noise abatement procedures.
3. Turn before passing DER is prohibited.
4. RADAR vectoring and/or 'direct to' procedure can be applied.
6. EXPECT close-in obstacles.

LA 1C
LA 1X
BY ATC
RNAV DEPARTURES
(RWY 20)

SPEED: MAX 250 KT BELOW 10000



FEET QNH	METERS (QFE)
750	(205)
2000	(585)
3600	(1075)
6000	(1805)
8000	(2415)
9000	(2720)
13000	(3900)

These SIDs require minimum climb gradients of
LA 1C: 6.4% up to 750.
LA 1X: 6.4% up to 750, then 3.8% up to 6000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
6.4% V/V (fpm)	486	648	972	1296	1620	1944

CHANGES: Chart reindexed.

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Apt Elev 90	RNAV 1 GNSS or DME/DME required	Trans alt: 13,000 QNH (QFE on request)

1. DME/DME navigation is available only after passing NIDEP.
2. If no information on RNAV SID available or if unable to maintain RNAV SID, report to ATS and request instructions to join ATS route or vectoring.
3. Takeoff shall be executed in accordance with noise abatement procedures.
4. Turn before passing DER is prohibited.
5. RADAR vectoring and/or 'direct to' procedure can be applied.
6. EXPECT close-in obstacles.

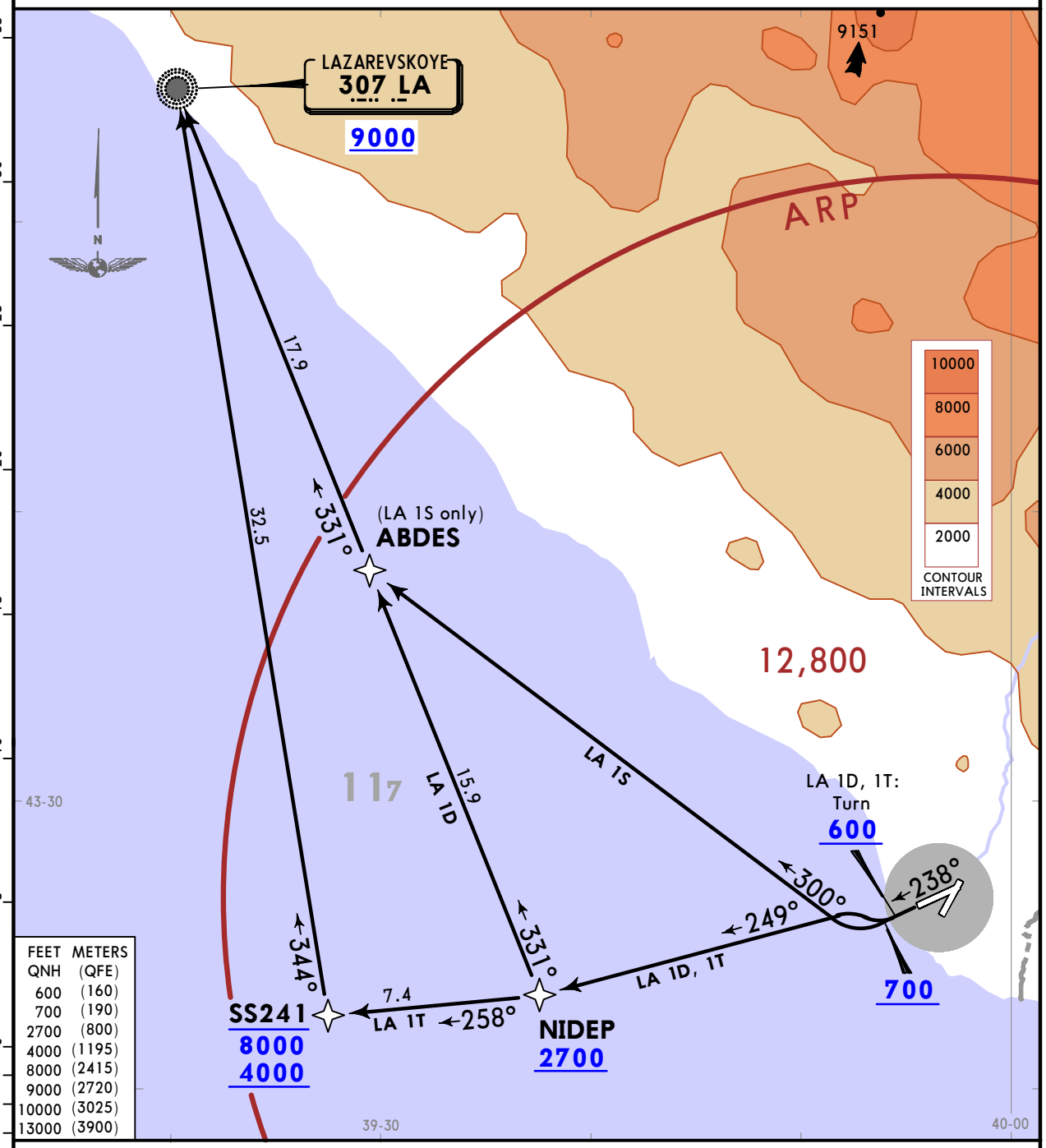
LA 1D, LA 1T

LA 1S

BY ATC

RNAV DEPARTURES (RWY 24)

SPEED: MAX 250 KT BELOW 10000



FEET QNH	METERS (QFE)
600	(160)
700	(190)
2700	(800)
4000	(1195)
8000	(2415)
9000	(2720)
10000	(3025)
13000	(3900)

LA 1S

This SID requires a minimum climb gradient of
3.5% up to 9000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

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Trans alt: 13,000 QNH (QFE on request)

RNAV 1 GNSS or DME/DME required

Apt Elev 90

1. DME/DME navigation is available only after passing SS2Ø1.
2. If no information on RNAV SID available or if unable to maintain RNAV SID, report to ATS and request instructions to join ATS route or vectoring.
3. Takeoff shall be executed in accordance with noise abatement procedures.
4. Turn before passing DER is prohibited.
5. RADAR vectoring and/or 'direct to' procedure can be applied.
6. EXPECT close-in obstacles.

ADNET 1C [ADNE1C]
ADNET 1X [ADNE1X]
BY ATC

SPEED: MAX 250 KT BELOW 10000

IRGID 1C [IRGI1C]
SPEED: MAX 250 KT BELOW 10000

IRGID 1X [IRGI1X]
BY ATC

RNAV DEPARTURES (RWY 20)

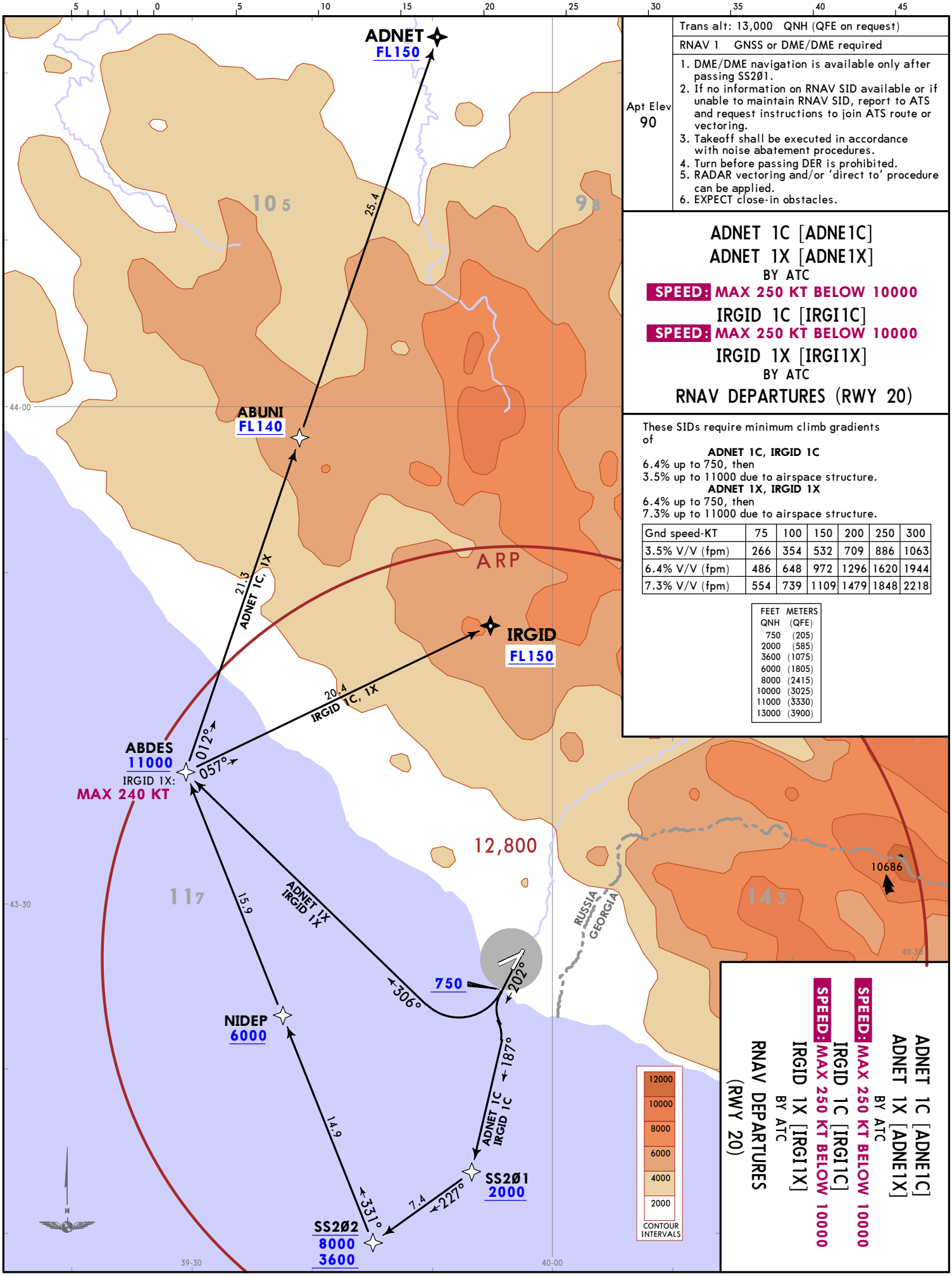
These SIDs require minimum climb gradients of

ADNET 1C, IRGID 1C
6.4% up to 750, then
3.5% up to 11000 due to airspace structure.

ADNET 1X, IRGID 1X
6.4% up to 750, then
7.3% up to 11000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
6.4% V/V (fpm)	486	648	972	1296	1620	1944
7.3% V/V (fpm)	554	739	1109	1479	1848	2218

FEET QNH	METERS (QFE)
750	(205)
2000	(585)
3600	(1075)
6000	(1805)
8000	(2415)
10000	(3025)
11000	(3330)
13000	(3900)



ADNET 1C [ADNE1C]
ADNET 1X [ADNE1X]
BY ATC
SPEED: MAX 250 KT BELOW 10000
IRGID 1C [IRGI1C]
IRGID 1X [IRGI1X]
BY ATC
SPEED: MAX 250 KT BELOW 10000
RNAV DEPARTURES
(RWY 20)

CHANGES: Chart reindexed.

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CHANGES: Chart reindexed.

Trans alt: 13,000 QNH (QFE on request)

RNAV 1 GNSS or DME/DME required

Apt Elev 90

1. DME/DME navigation is available only after passing NIDEP.
2. If no information on RNAV SID available or if unable to maintain RNAV SID, report to ATS and request instructions to join ATS route or vectoring.
3. Takeoff shall be executed in accordance with noise abatement procedures.
4. Turn before passing DER is prohibited.
5. RADAR vectoring and/or 'direct to' procedure can be applied.
6. EXPECT close-in obstacles.

ADNET 1D [ADNE1D]
ADNET 1S [ADNE1S]
ADNET 1T [ADNE1T]
IRGID 1S [IRGI1S]
BY ATC

IRGID 1D [IRGI1D]
IRGID 1T [IRGI1T]

RNAV DEPARTURES (RWY 24)

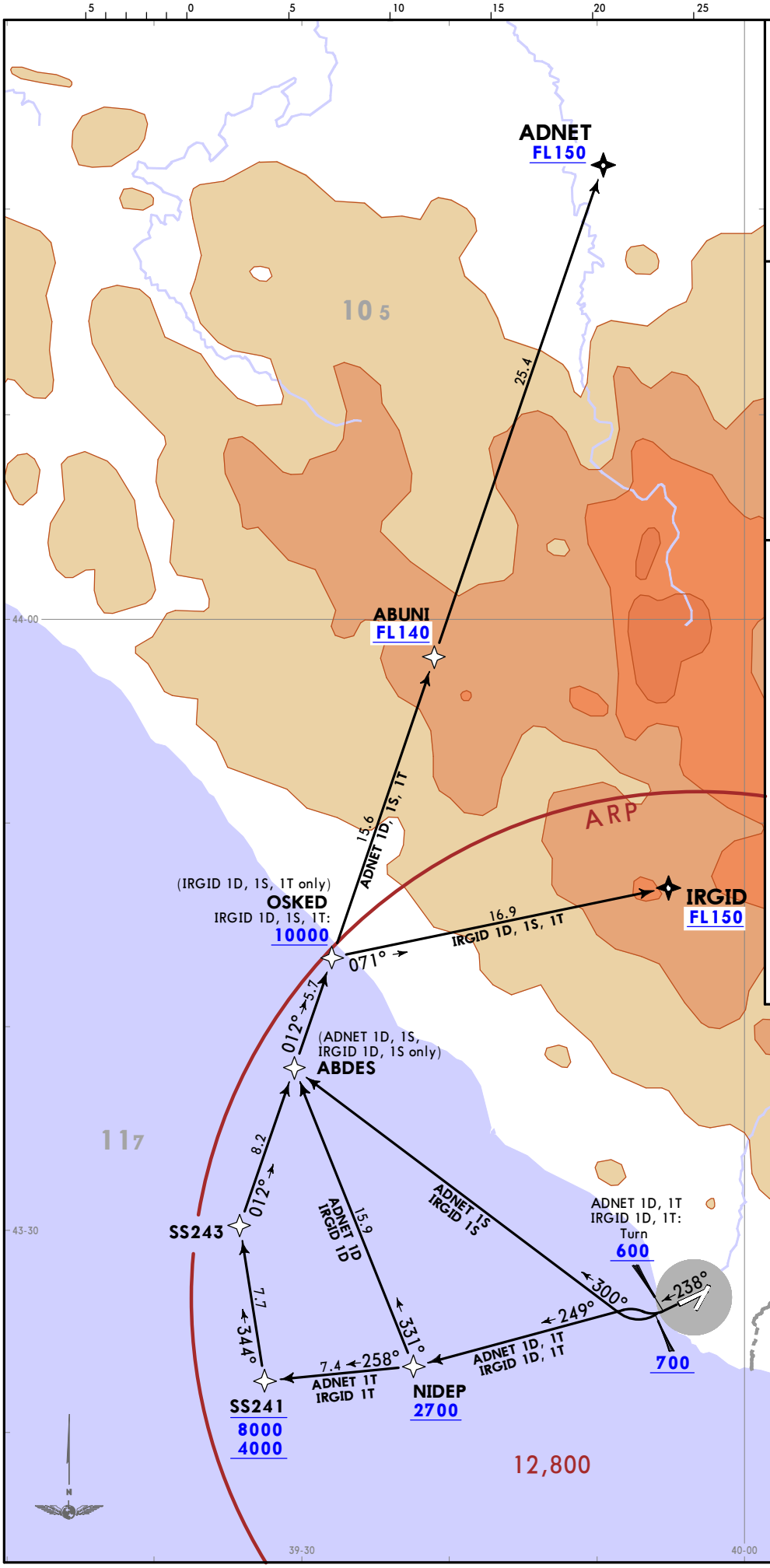
SPEED: MAX 250 KT BELOW 10000

These SIDs require minimum climb gradients of

ADNET 1D: 4.6% up to FL140 due to airspace structure.
ADNET 1S: 5.1% up to FL140 due to airspace structure.
IRGID 1D: 4.8% up to FL150 due to airspace structure.
IRGID 1S: 3.6 up to 9000.
5.5% up to FL150 due to airspace structure.
IRGID 1T: 3.9% up to FL150 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
3.9% V/V (fpm)	296	395	592	790	987	1185
4.6% V/V (fpm)	349	466	699	932	1165	1397
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.1% V/V (fpm)	387	516	775	1033	1291	1549
5.5% V/V (fpm)	418	557	835	1114	1392	1671

FEET QNH	METERS (QFE)
600	(160)
700	(190)
2700	(800)
4000	(1195)
8000	(2415)
9000	(2720)
10000	(3025)
13000	(3900)



ADNET 1D [ADNE1D]
ADNET 1S [ADNE1S]
ADNET 1T [ADNE1T]
IRGID 1S [IRGI1S]
BY ATC

IRGID 1D [IRGI1D]
IRGID 1T [IRGI1T]

RNAV DEPARTURES (RWY 24)

SPEED: MAX 250 KT BELOW 10000

URSS/AER
SOCHI

JEPPESEN
8 AUG 25 (10-3G)

SOCHI, RUSSIA
RNAV SID

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URSS/AER

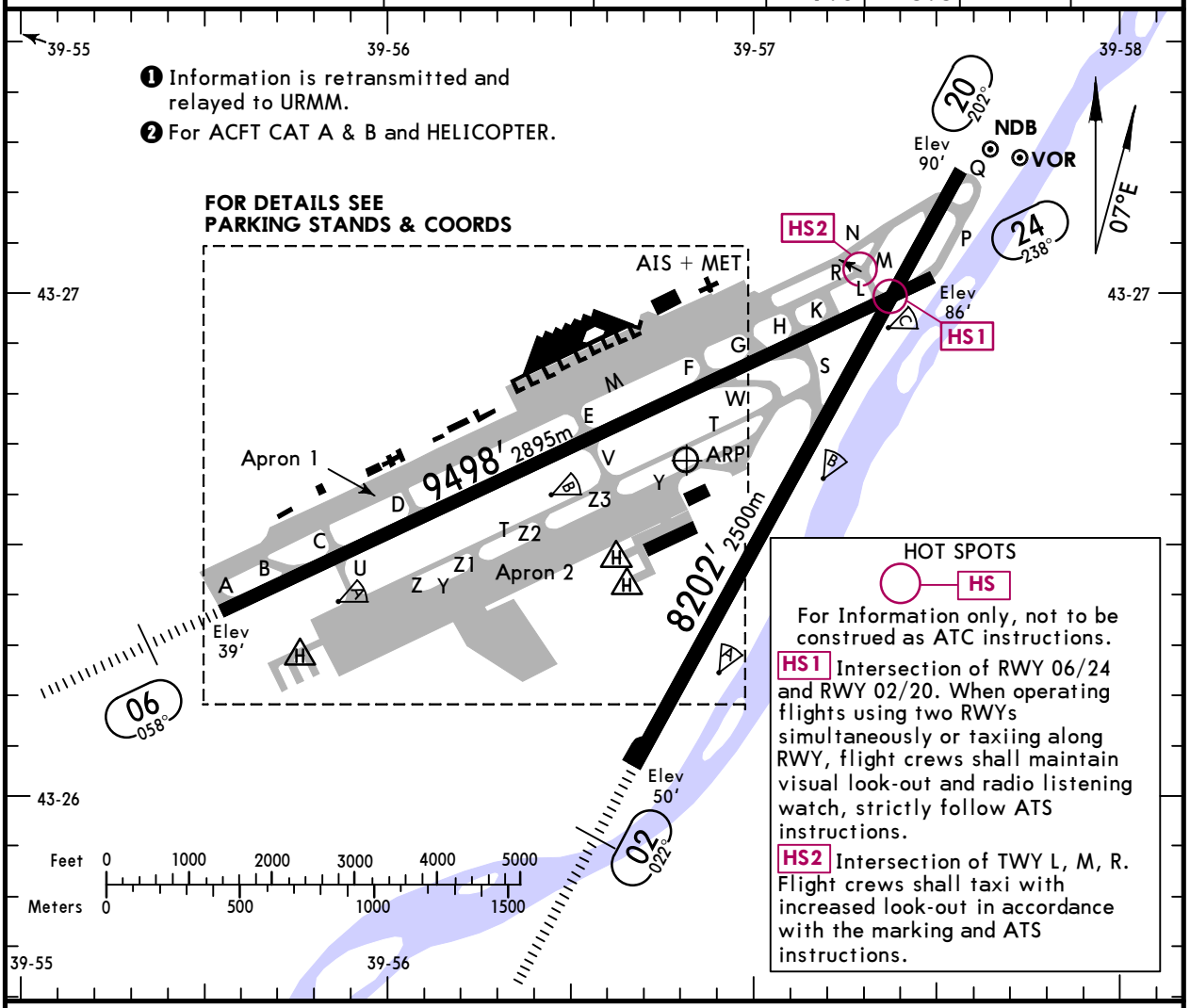
Apt Elev **90'**
N43 26.7 E039 56.8

JEPPESEN
20 DEC 24 (10-9) **Eff 26 Dec**

SOCHI, RUSSIA

SOCHI

ATIS	SOCHI Control (TWR)	*SOCHI Delivery (DEP)	SOCHI Ground	Apron	SOCHI Start (TWR) Rwy 02/20	SOCHI Start (TWR) Rwy 06/24
129.375 (Russian ❶ 126.2 132.975)	❷ 118.5	132.7X	119.0	118.8	135.8	121.2



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
02	RL (58m)	HIALS	PAPI-L (2.83°)	RVR	7874' 2400m	6902' 2104m	NA	161' 49m
20	RL (58m)			RVR	NA		8202' 2500m	
06	RL (58m)	HIALS	PAPI-L (2.83°)	RVR	9006' 2745m	7913' 2412m	NA	148' 45m
24	RL (58m)			RVR	NA		❸	

TAKE-OFF RUN AVAILABLE

❸ RWY 24:

From rwy head	9498' (2895m)
twy L int	8825' (2690m)
twy K int	8284' (2525m)
twy H int	7799' (2377m)
twy S int	7726' (2355m)
twy G int	7231' (2204m)
twy F int	6575' (2004m)
twy E int	4938' (1505m)
twy V int	4895' (1492m)

Std TAKE-OFF

Rwys 20, 24

RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R300m	R400m	R400m	R/V500m	NA

CHANGES: Communications, TWY M.

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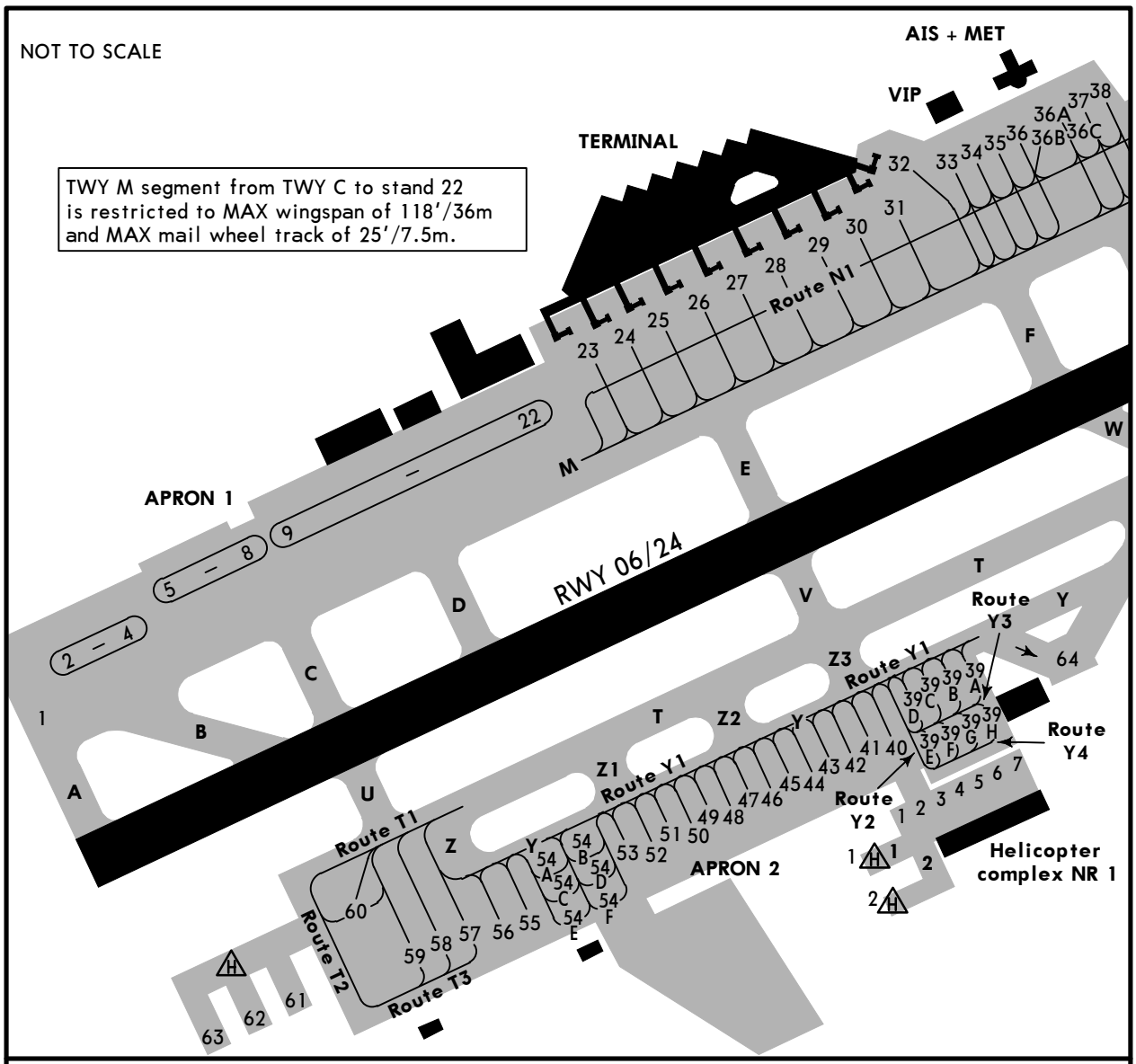

INS COORDINATES

STAND No.	COORDINATES		STAND No.	COORDINATES	
1	N43 26.4	E039 55.5	39F thru 39H	N43 26.6	E039 56.8
2, 3	N43 26 5	E039 55 6	40	N43 26.6	E039 56.7
4 thru 6	N43 26.5	E039 55.7	41	N43 26.5	E039 56.7
7, 8	N43 26.6	E039 55.8	42 thru 44	N43 26.5	E039 56.6
9 thru 11	N43 26.6	E039 55.9	45 thru 47	N43 26.5	E039 56.5
12 thru 14	N43 26.6	E039 56.0	48, 49	N43 26.5	E039 56.4
15 thru 17	N43 26.7	E039 56.1	50	N43 26.5	E039 56.3
18, 19	N43 26.7	E039 56.2	51, 52	N43 26.4	E039 56.3
20, 21	N43 26.7	E039 56.3	53 thru 54F	N43 26.4	E039 56.2
22 thru 24	N43 26.8	E039 56.4	55, 56	N43 26.4	E039 56.1
25	N43 26.8	E039 56.5	57 thru 59	N43 26.3	E039 56.0
26, 27	N43 26.9	E039 56.5	60	N43 26.3	E039 55.9
28, 29	N43 26.9	E039 56.6	61, 62	N43 26.2	E039 55.8
30 thru 32	N43 26.9	E039 56.7	63	N43 26.2	E039 55.7
33	N43 26.9	E039 56.8	64	N43 26.7	E039 57.0
34, 35	N43 27.0	E039 56.8			
36 thru 37	N43 27.0	E039 56.9			
38	N43 27.0	E039 57.0			
39A thru 39C	N43 26.6	E039 56.8			
39D, 39E	N43 26.6	E039 56.7			

CHANGES: Routes added.

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STRAIGHT-IN RWY		A	B	C	D
02	❶ ILS Z or Y	**694**′(643′) R1500m	**704**′(653′) R1500m	**714**′(663′) R2400m	**724**′(673′) R2400m
	❷ ILS Z or Y	**728**′(677′) R1500m	**774**′(723′) R1500m	**783**′(732′) R2400m	**793**′(742′) R2400m
	❸ ILS Z or Y	**770**′(719′) R1500m	**875**′(824′) R1500m	**883**′(832′) R2400m	**894**′(843′) R2400m
	❹ ILS Z or Y	**782**′(731′) R1500m	**931**′(880′) R1500m	**940**′(889′) R2400m	**950**′(899′) R2400m
	❶ GLS	**694**′(643′) R1500m	**704**′(653′) R1500m	**714**′(663′) R2400m	**724**′(673′) R2400m
	❷ GLS	**728**′(677′) R1500m	**774**′(723′) R1500m	**783**′(732′) R2400m	**793**′(742′) R2400m
	❸ GLS	**770**′(719′) R1500m	**875**′(824′) R1500m	**883**′(832′) R2400m	**894**′(843′) R2400m
	❹ GLS	**782**′(731′) R1500m	**931**′(880′) R1500m	**940**′(889′) R2400m	**950**′(899′) R2400m
	❺ LOC Z or Y	NOT AUTHORIZED	**740**′(689′) R1500m	NOT AUTHORIZED	NOT AUTHORIZED
	❻ LOC Z or Y	NOT AUTHORIZED	NOT AUTHORIZED	**740**′(689′) R2400m	NOT AUTHORIZED
	❼ LOC Z or Y	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	**740**′(689′) R2400m
	❹ LOC Z or Y	**740**′(689′) R1500m	**890**′(839′) R1500m	**910**′(859′) R2400m	**920**′(869′) R2400m
	❶❾ RNP Z LNAV	NOT AUTHORIZED	**710**′(659′) R1500m	**750**′(699′) R2400m	**780**′(729′) R2400m
	❽❾ RNP Z LNAV	NOT AUTHORIZED	**760**′(709′) R1500m	**790**′(739′) R2400m	**820**′(769′) R2400m
	❷❾ RNP Z LNAV	**630**′(579′) R1500m	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	❹❾ RNP Z LNAV	**770**′(719′) R1500m	**960**′(909′) R1500m	**980**′(929′) R2400m	**1000**′(949′) R2400m
	❶ RNP Y LNAV/VNAV	**701**′(650′) R1500m	**761**′(710′) R1500m	**791**′(740′) R2400m	**831**′(780′) R2400m
	❹ RNP Y LNAV/VNAV	**791**′(740′) R1500m	**951**′(900′) R1500m	**991**′(940′) R2400m	**1021**′(970′) R2400m
	❹❾ RNP Y LNAV	**1020**′(969′) R1500m	**1030**′(979′) R1500m	**1130**′(1079′) R2400m	**1150**′(1099′) R2400m
	RNP X (AR) RNP 0.10	**788**′(737′) R1500m	**800**′(749′) R1500m	NOT APPLICABLE	NOT APPLICABLE

❶ Missed apch climb gradient MIN 5.0% (304′/NM).
❷ Missed apch climb gradient MIN 4.0% (244′/NM).
❸ Missed apch climb gradient MIN 3.0% (183′/NM).
❹ Missed apch climb gradient MIN 2.5% (152′/NM).
❺ Missed apch climb gradient MIN 3.7% (225′/NM).
❻ Missed apch climb gradient MIN 3.9% (237′/NM).
❼ Missed apch climb gradient MIN 4.1% (250′/NM).
❽ Missed apch climb gradient MIN 4.5% (274′/NM).
❾ Continuous Descent Final Approach.

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STRAIGHT-IN RWY		A	B	C	D
02 (contd)	❷RNP W (AR)	**301**′(250′)	**303**′(252′)	**311**′(260′)	**322**′(271′)
	RNP 0.10	❽ R550m	❽ R600m	❽ R600m	❽ R600m
	ALS out	R1300m	R1300m	R1300m	R1300m
	❸RNP W (AR)	**345**′(294′)	**367**′(316′)	**387**′(336′)	**406**′(355′)
	RNP 0.10	❽ R650m	❽ R700m	R800m	R900m
	ALS out	R1400m	R1400m	R1500m	R1600m
	❹RNP W (AR)	**516**′(465′)	**537**′(486′)	**555**′(504′)	**573**′(522′)
	RNP 0.10	R1500m	R1500m	R1600m	R1700m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❶RNP W (AR)	**441**′(390′)	**459**′(408′)	**469**′(418′)	**620**′(569′)
	RNP 0.30	R1100m	R1200m	R1200m	R1900m
	ALS out	R1500m	R1500m	R1900m	R2400m
	❷RNP W (AR)	**479**′(428′)	**503**′(452′)	**525**′(474′)	**620**′(569′)
	RNP 0.30	R1300m	R1400m	R1500m	R1900m
	ALS out	R1500m	R1500m	R2200m	R2400m
	❸RNP W (AR)	**635**′(584′)	**657**′(606′)	**676**′(625′)	**695**′(644′)
	RNP 0.30	R1500m	R1500m	R2200m	R2300m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❹RNP W (AR)	**734**′(683′)	**755**′(704′)	**773**′(722′)	**792**′(741′)
	RNP 0.30	R1500m	R1500m	R2400m	R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❺❼ VOR Y	NOT AUTHORIZED	**750**′(699′)	**780**′(729′)	**800**′(749′)
			R1500m	R2400m	R2400m
	❻❼ VOR Y	**720**′(669′)	**880**′(829′)	**900**′(849′)	**910**′(859′)
		R1500m	R1500m	R2400m	R2400m
	❹❼ VOR Y	**790**′(739′)	**970**′(919′)	**980**′(929′)	**990**′(939′)
		R1500m	R1500m	R2400m	R2400m
	❼NDB	**1420**′(1369′)	**1600**′(1549′)	**1800**′(1749′)	**1810**′(1759′)
		R1500m	R1500m	R2400m	R2400m
06	❶ ILS Z or Y	**588**′(549′)	**597**′(558′)	**607**′(568′)	**617**′(578′)
		R1500m	R1500m	R1900m	R1900m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷ ILS Z or Y	**595**′(556′)	**605**′(566′)	**615**′(576′)	**625**′(586′)
		R1500m	R1500m	R1900m	R2000m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❸ ILS Z or Y	**605**′(566′)	**633**′(594′)	**668**′(629′)	**678**′(639′)
		R1500m	R1500m	R2200m	R2200m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❹ ILS Z or Y	**613**′(574′)	**674**′(635′)	**737**′(698′)	**747**′(708′)
		R1500m	R1500m	R2400m	R2400m
	❶ GLS	**588**′(549′)	**597**′(558′)	**607**′(568′)	**617**′(578′)
		R1500m	R1500m	R1900m	R1900m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷ GLS	**595**′(556′)	**605**′(566′)	**615**′(576′)	**625**′(586′)
		R1500m	R1500m	R1900m	R2000m
	ALS out	R1500m	R1500m	R2400m	R2400m

❶ Missed apch climb gradient MIN 5.0% (304′/NM).
❷ Missed apch climb gradient MIN 4.0% (244′/NM).
❸ Missed apch climb gradient MIN 3.0% (183′/NM).
❹ Missed apch climb gradient MIN 2.5% (152′/NM).
❺ Missed apch climb gradient MIN 4.8% (292′/NM).
❻ Missed apch climb gradient MIN 3.4% (207′/NM).
❼ Continuous Descent Final Approach.
❽ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

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STRAIGHT-IN RWY		A	B	C	D
06 (contd)	❸ GLS	**605**′(566′) R1500m	**633**′(594′) R1500m	**668**′(629′) R2200m	**678**′(639′) R2200m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❹ GLS	**613**′(574′) R1500m	**674**′(635′) R1500m	**737**′(698′) R2400m	**747**′(708′) R2400m
	❶ LOC Z or Y	NOT AUTHORIZED	NOT AUTHORIZED	**640**′(601′) R2100m	**680**′(641′) R2300m
	ALS out			R2400m	R2400m
	❺ LOC Z or Y	NOT AUTHORIZED	**630**′(591′) R1500m	NOT AUTHORIZED	NOT AUTHORIZED
	❹ LOC Z or Y	**630**′(591′) R1500m	**700**′(661′) R1500m	**800**′(761′) R2400m	**820**′(781′) R2400m
	❻❼ RNP Z **LNAV**	**560**′(521′) R1500m	**610**′(571′) R1500m	**690**′(651′) R2300m	**710**′(671′) R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❹❼ RNP Z **LNAV**	**590**′(551′) R1500m	**660**′(621′) R1500m	**780**′(741′) R2400m	**800**′(761′) R2400m
	❶ RNP Y **LNAV/VNAV**	**600**′(561′) R1500m	**610**′(571′) R1500m	**640**′(601′) R2100m	**670**′(631′) R2200m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷ RNP Y **LNAV/VNAV**	**650**′(611′) R1500m	**690**′(651′) R1500m	**780**′(741′) R2400m	**810**′(771′) R2400m
	❷❸ RNP Y **LNAV**	**880**′(841′) R1500m	**910**′(871′) R1500m	**970**′(931′) R2400m	**1000**′(961′) R2400m
	RNP X (AR) **RNP 0.30** ALS out	**611**′(572′) R1500m R1500m	**623**′(584′) R1500m R1500m	**631**′(592′) R2000m R2400m	**642**′(603′) R2100m R2400m
	❶ RNP W (AR) **RNP 0.10** ALS out	**299**′(260′) ❾ R600m R1300m	**311**′(272′) ❾ R600m R1300m	**319**′(280′) ❾ R600m R1300m	**371**′(332′) R800m R1500m
	❷ RNP W (AR) **RNP 0.10** ALS out	**317**′(278′) ❾ R600m R1300m	**340**′(301′) ❾ R700m R1400m	**362**′(323′) R800m R1500m	**383**′(344′) R900m R1600m
	❸ RNP W (AR) **RNP 0.10** ALS out	**471**′(432′) R1300m R1500m	**493**′(454′) R1400m R1500m	**512**′(473′) R1500m R2200m	**531**′(492′) R1500m R2300m
	❹ RNP W (AR) **RNP 0.10** ALS out	**619**′(580′) R1500m R1500m	**640**′(601′) R1500m R1500m	**658**′(619′) R2100m R2400m	**676**′(637′) R2200m R2400m
	❷ RNP W (AR) **RNP 0.30** ALS out	**548**′(509′) R1500m R1500m	**621**′(582′) R1500m R1500m	**642**′(603′) R2100m R2400m	**653**′(614′) R2100m R2400m

❶ Missed apch climb gradient MIN 5.0% (304′/NM).
❷ Missed apch climb gradient MIN 4.0% (244′/NM).
❸ Missed apch climb gradient MIN 3.0% (183′/NM).
❹ Missed apch climb gradient MIN 2.5% (152′/NM).
❺ Missed apch climb gradient MIN 3.3% (201′/NM).
❻ Missed apch climb gradient MIN 3.5% (213′/NM).
❼ Continuous Descent Final Approach.
❽ Missed apch climb gradient MIN 3.4% (207′/NM).
❾ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

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STRAIGHT-IN RWY		A	B	C	D
06 (contd)	❶ RNP W (AR)	**693**′(654′)	**715**′(676′)	**734**′(695′)	**753**′(714′)
	RNP 0.30	R1500m	R1500m	R2400m	R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷ RNP W (AR)	**796**′(757′)	**817**′(778′)	**836**′(797′)	**854**′(815′)
	RNP 0.30	R1500m	R1500m	R2400m	R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❸❹ VOR Y	**560**′(521′)	**610**′(571′)	**650**′(611′)	**680**′(641′)
		R1500m	R1500m	R2100m	R2300m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷❸ VOR Y	**590**′(551′)	**750**′(711′)	**820**′(781′)	**840**′(801′)
		R1500m	R1500m	R2400m	R2400m
	❸ NDB Y	**1420**′(1381′)	**1430**′(1391′)	**1750**′(1711′)	**1770**′(1731′)
		R1500m	R1500m	R2400m	R2400m

❶ Missed apch climb gradient MIN 3.0% (183′/NM).
❷ Missed apch climb gradient MIN 2.5% (152′/NM).
❸ Continuous Descent Final Approach.
❹ Missed apch climb gradient MIN 3.8% (231′/NM).

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

TAKE-OFF				
Rwys 20, 24				
Low Visibility Procedures required				
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R300m	R400m	R/V400m	R/V500m	NA

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ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian 126.2 132.975 ❶)	124.6	119.7	135.8	119.0

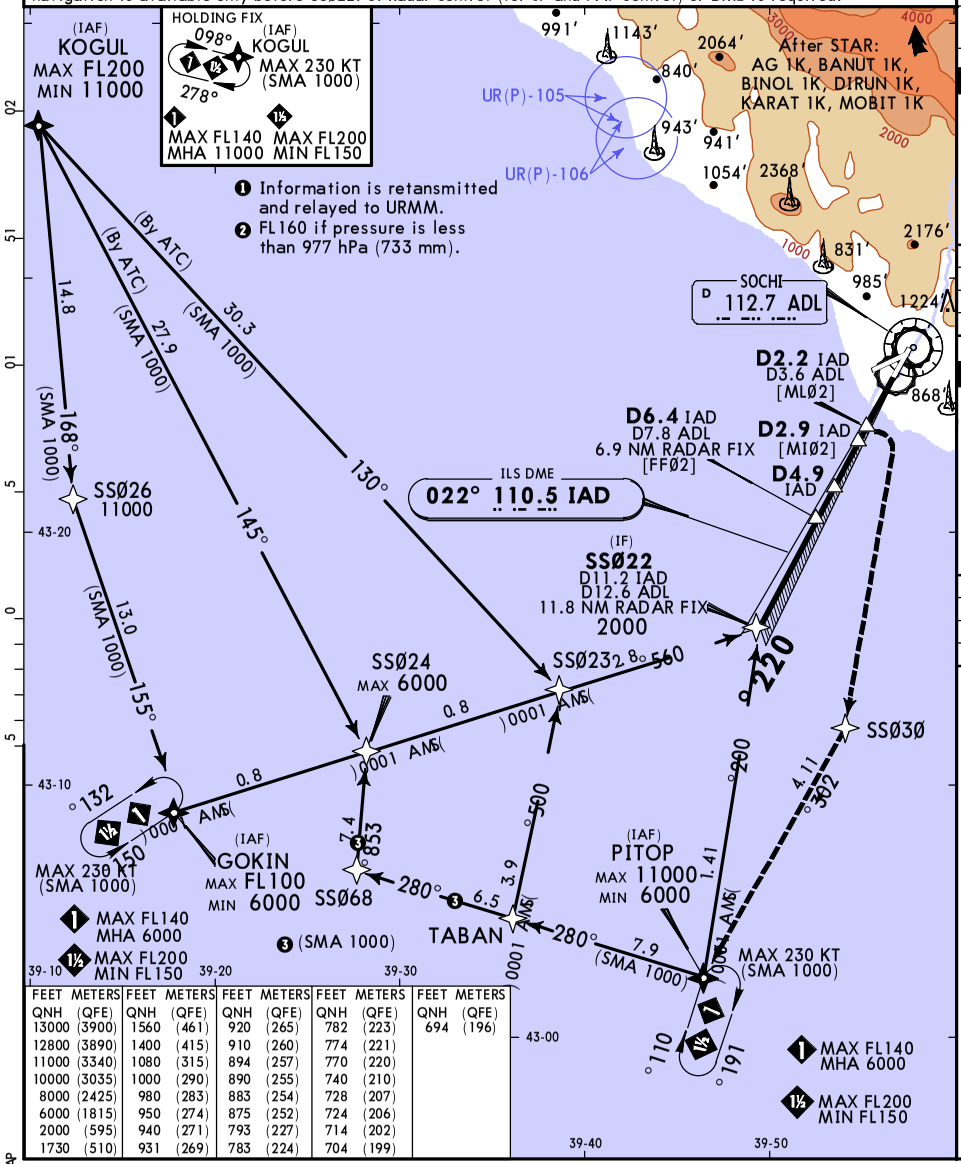
LOC IAD	Final Apch Crs	D6.4 IAD MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 90' Rwy 51'
110.5	022°	2000'(1949')		

MISSED APCH: Turn RIGHT (MAX 190 KT) as early as possible to SSØ3Ø, then proceed to PITOP holding area climbing to MIN 6000' (MAX FL200), or by ATS instruction.

12,800
MSA ARP

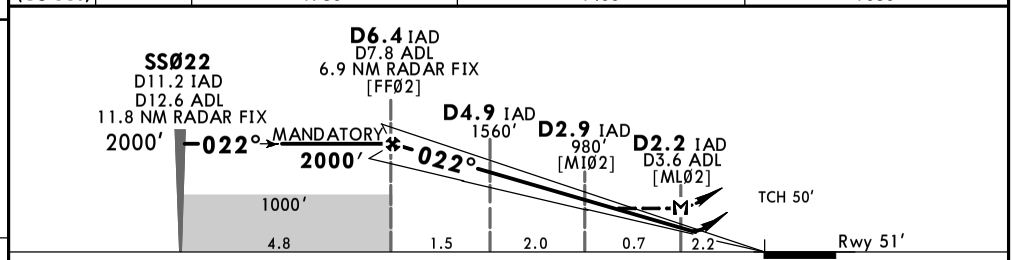
Alt Set:hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL150❷ Trans alt: 13000'

1. Heavy turbulence with downdrafts can be expected on final. 2. RNAV 1 required for initial and missed approach segments. 3. ILS DME reads zero at rwy 02 thresh. 4. GNSS or DME/DME is required. 5. DME/DME navigation is available only before SSØ22. 6. Radar control (for IF and FAF control) or DME is required.



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	1560	(461)	920	(265)	782	(223)	694	(196)
12800	(3890)	1400	(415)	910	(260)	774	(221)		
11000	(3340)	1080	(315)	894	(257)	770	(220)		
10000	(3035)	1000	(290)	890	(255)	740	(210)		
8000	(2425)	980	(283)	883	(254)	728	(207)		
6000	(1815)	950	(274)	875	(252)	724	(206)		
2000	(595)	940	(271)	793	(227)	714	(202)		
1730	(510)	931	(269)	783	(224)	704	(199)		

LOC (GS out)	IAD DME	5.4	4.3	3.2
	ALTITUDE	1730'	1400'	1080'



Gnd speed-KT	70	90	100	120	140	160
ILS GS or LOC Descent Angle 2.83°	350	451	501	601	701	801
MAP at D2.2 IAD/D3.6 ADL						

HIALS PAPI 190 KT MAX RT SSØ3Ø

Std STRAIGHT-IN LANDING ILS

	MACG MIN 5.0% (304'/NM)	MACG MIN 4.0% (244'/NM)	MACG MIN 3.0% (183'/NM)	MACG MIN 2.5% (152'/NM)
DA(H)	A:694'(643') B:704'(653') C:714'(663') D:724'(673')	A:728'(677') B:774'(723') C:783'(732') D:793'(742')	A:770'(719') B:875'(824') C:883'(832') D:894'(843')	A:782'(731') B:931'(880') C:940'(889') D:950'(899')
	ALS out	ALS out	ALS out	ALS out
A	R1500m	R1500m	R1500m	R1500m
B				
C	R2400m	R2400m	R2400m	R2400m
D				

Std STRAIGHT-IN LANDING LOC (GS out)

	MACG MIN 3.7% (225'/NM)	MACG MIN 3.9% (237'/NM)	MACG MIN 4.1% (250'/NM)	MACG MIN 2.5% (152'/NM)
	CDFA ❶ DA/MDA(H) 740'(689')	CDFA ❶ DA/MDA(H) 740'(689')	CDFA ❶ DA/MDA(H) 740'(689')	CDFA ❶ DA/MDA(H) A:740'(689') B:890'(839') C:910'(859') D:920'(869')
	ALS out	ALS out	ALS out	ALS out
A	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	R1500m
B	R1500m			
C	NOT AUTHORIZED	R2400m		R2400m
D		NOT AUTHORIZED	R2400m	

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Thresh elev, notes, procedure, recommended altitudes.

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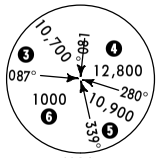
ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	135.8	119.0

LOC IAD	Final Apch Crs	D6.4 IAD MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 90'
110.5	022°	2000'(1949')		Rwy 51'

MISSED APCH: Turn RIGHT (MAX 190 KT) as early as possible onto 210° to intercept R-185 ADL. At D17.3 ADL turn RIGHT onto 235° to intercept R-191 ADL, then proceed to PITOP holding climbing to MIN 6000' (MAX FL200), or by ATS instruction.

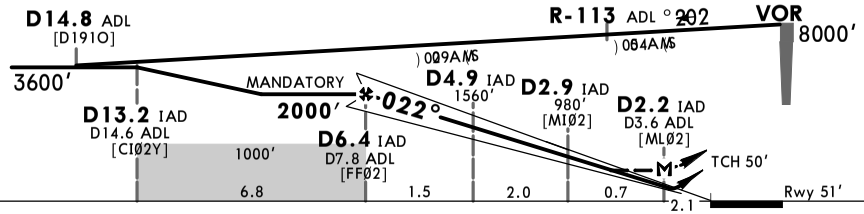
Alt Set:hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL150 ❷ Trans alt: 13000'

1. Heavy turbulence with downdrafts to be expected on final.
2. ILS DME reads zero at rwy 02 thresh.
3. DME required.



MSA
ADL VOR

LOC (GS out)	IAD DME	5.4	4.3	3.2
	ALTITUDE	1730'	1400'	1080'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	2.83°	350	451	501	601	701	801
MAP at D2.2 IAD/D3.6 ADL							

HIALS PAPI 190 KT MAX RT 210°

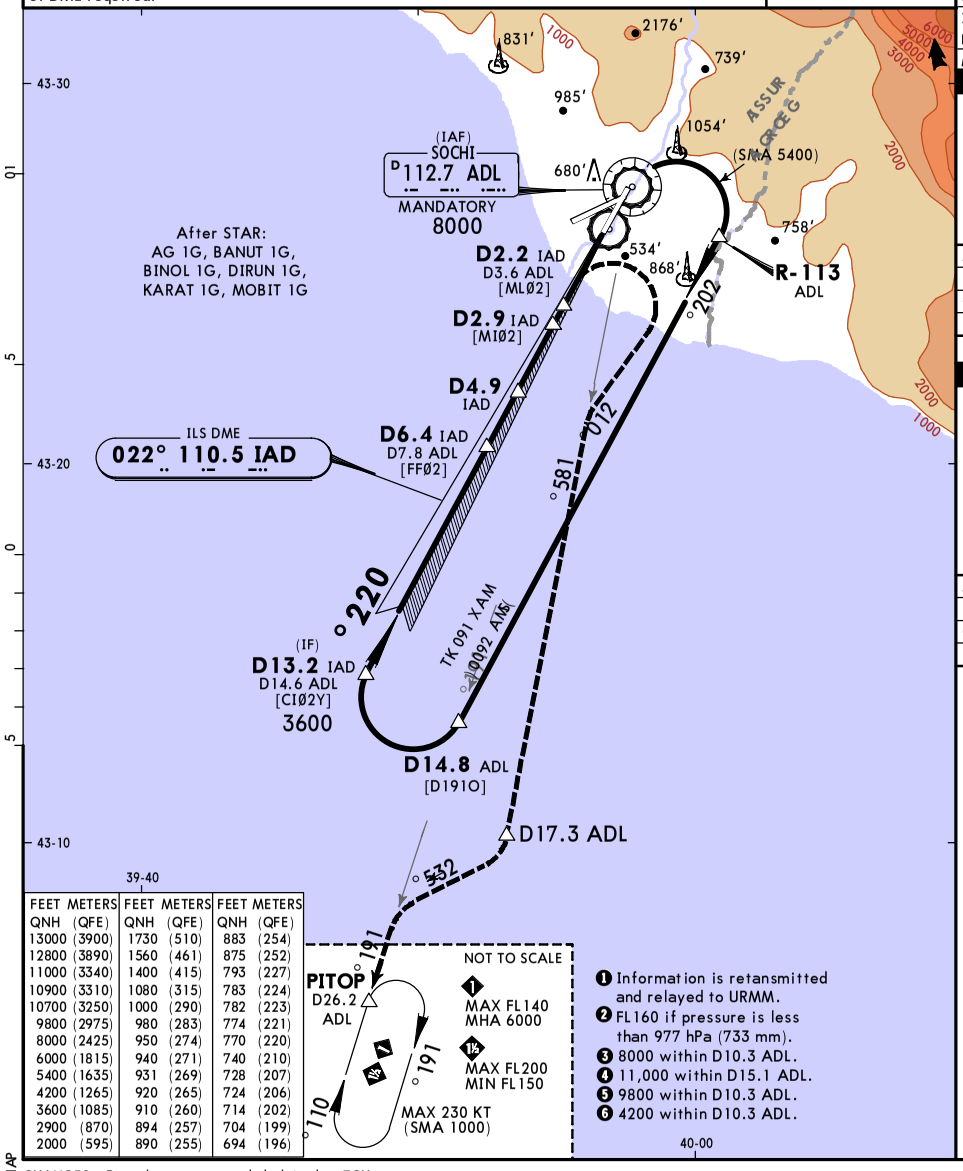
Std STRAIGHT-IN LANDING ILS

	MACG MIN 5.0% (304'/NM)	MACG MIN 4.0% (244'/NM)	MACG MIN 3.0% (183'/NM)	MACG MIN 2.5% (152'/NM)
DA(H) A	694'(643')	728'(677')	770'(719')	782'(731')
DA(H) B	704'(653')	774'(723')	875'(824')	931'(880')
DA(H) C	714'(663')	783'(732')	883'(832')	940'(889')
DA(H) D	724'(673')	793'(742')	894'(843')	950'(899')
	ALS out	ALS out	ALS out	ALS out
A	R1500m	R1500m	R1500m	R1500m
B				
C	R2400m	R2400m	R2400m	R2400m
D				

Std STRAIGHT-IN LANDING LOC (GS out)

	MACG MIN 3.7% (225'/NM)	MACG MIN 3.9% (237'/NM)	MACG MIN 4.1% (250'/NM)	MACG MIN 2.5% (152'/NM)
CDFA ❶ DA/MDA(H)	740'(689')	740'(689')	740'(689')	A: 740'(689')
				B: 890'(839')
				C: 910'(859')
				D: 920'(869')
	ALS out	ALS out	ALS out	ALS out
A	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	R1500m
B	R1500m			
C	NOT AUTHORIZED	R2400m		R2400m
D		NOT AUTHORIZED	R2400m	

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	1730	(510)	883	(254)
12800	(3890)	1560	(461)	875	(252)
11000	(3340)	1400	(415)	793	(227)
10900	(3310)	1080	(315)	783	(224)
10700	(3250)	1000	(290)	782	(223)
9800	(2975)	980	(283)	774	(221)
8000	(2425)	950	(274)	770	(220)
6000	(1815)	940	(271)	740	(210)
5400	(1635)	931	(269)	728	(207)
4200	(1265)	920	(265)	724	(206)
3600	(1085)	910	(260)	714	(202)
2900	(870)	894	(257)	704	(199)
2000	(595)	890	(255)	694	(196)

❶ Information is retransmitted and relayed to URMM.
❷ FL160 if pressure is less than 977 hPa (733 mm).
❸ 8000 within D10.3 ADL.
❹ 11,000 within D15.1 ADL.
❺ 9800 within D10.3 ADL.
❻ 4200 within D10.3 ADL.

CHANGES: Rwy elev, recommended altitudes, TCH.

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ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	121.2	119.0

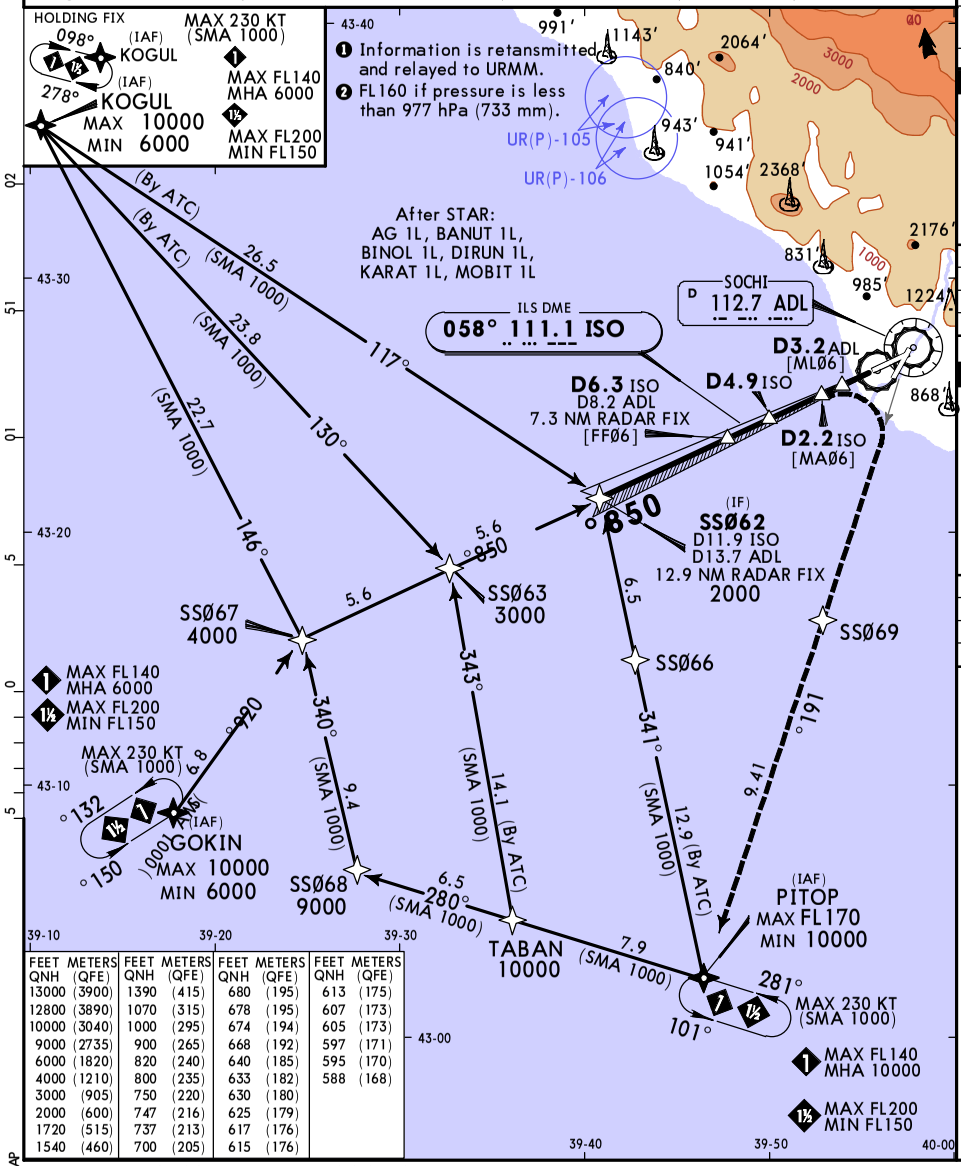
LOC ISO	Final Apch Crs	D6.3 ISO MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 90' Rwy 39'
111.1	058°	2000'(1961')		

MISSED APCH: Turn RIGHT (MAX 190 KT) as early as possible to SSØ69, then proceed to PITOP holding area climbing to MIN 10000' (MAX FL200), or by ATS instruction.

MSA ARP: 12,800

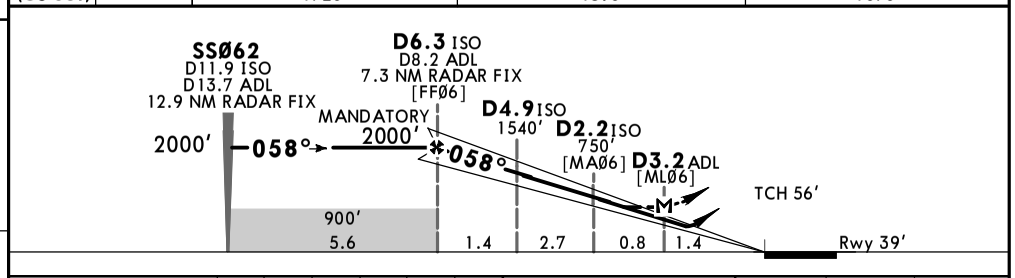
Alt Set:hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL150❷ Trans alt: 13000'

1. Heavy turbulence with downdrafts can be expected on final. 2. RNAV 1 required for initial and missed approach segments. 3. ILS DME reads zero at rwy 06 thresh. 4. GNSS or DME/DME is required. 5. DME/DME navigation is available only before SSØ62. 6. Radar control (for IF and FAF control) or DME is required.



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	1390	(415)	680	(195)	613	(175)
12800	(3890)	1070	(315)	678	(195)	607	(173)
10000	(3040)	1000	(295)	674	(194)	605	(173)
9000	(2735)	900	(265)	668	(192)	597	(171)
6000	(1820)	820	(240)	640	(185)	595	(170)
4000	(1210)	800	(235)	633	(182)	588	(168)
3000	(905)	750	(220)	630	(180)		
2000	(600)	747	(216)	625	(179)		
1720	(515)	737	(213)	617	(176)		
1540	(460)	700	(205)	615	(176)		

LOC (GS out)	ISO DME	5.4	4.3	3.2
	ALTITUDE	1720'	1390'	1070'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 2.83°	350	451	501	601	701	801
MAP at D3.2 ADL						

HIALS PAPI — 190 KT MAX RT — SSØ69

Std STRAIGHT-IN LANDING ILS

	MACG MIN 5.0% (304'/NM)		MACG MIN 4.0% (244'/NM)		MACG MIN 3.0% (183'/NM)		MACG MIN 2.5% (152'/NM)
DA(H)	A:588'(549')		A:595'(556')		A:605'(566')		A:613'(574')
	B:597'(558')		B:605'(566')		B:633'(594')		B:674'(635')
	C:607'(568')		C:615'(576')		C:668'(629')		C:737'(698')
	D:617'(578')		D:625'(586')		D:678'(639')		D:747'(708')
	ALS out		ALS out		ALS out		ALS out
A	R1500m		R1500m		R1500m		R1500m
B							
C	R1900m	R2400m	R1900m / R2000m	R2400m	R2200m	R2400m	R2400m
D							

Std STRAIGHT-IN LANDING LOC (GS out)

	MACG MIN 5.0% (304'/NM)		MACG MIN 3.3% (201'/NM)		MACG MIN 2.5% (152'/NM)
	CDFA		CDFA		CDFA
❶ DA/MDA(H)	C:640'(601')		❶ DA/MDA(H) 630'(591')		❶ DA/MDA(H) A:630'(591')
	D:680'(641')				B:700'(661')
					C:800'(761')
					D:820'(781')
	ALS out		ALS out		ALS out
A	NOT AUTHORIZED		NOT AUTHORIZED		R1500m
B			R1500m		
C	R2100m	R2400m	NOT AUTHORIZED		R2400m
D	R2300m				

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Notes, fix definitions, recommended altitudes.

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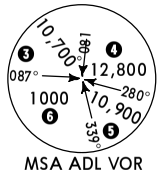
ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian 126.2 ❶ 132.975)	124.6	119.7	121.2	119.0

LOC ISO	Final Apch Crs	D6.3 ISO MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 90' Rwy 39'
111.1	058°	2000'(1961')		

MISSED APCH: Turn RIGHT (MAX 205 KT) as early as possible to intercept R-191 ADL, then proceed to PITOP holding climbing to MIN 6000' (MAX FL200), or by ATS instruction.

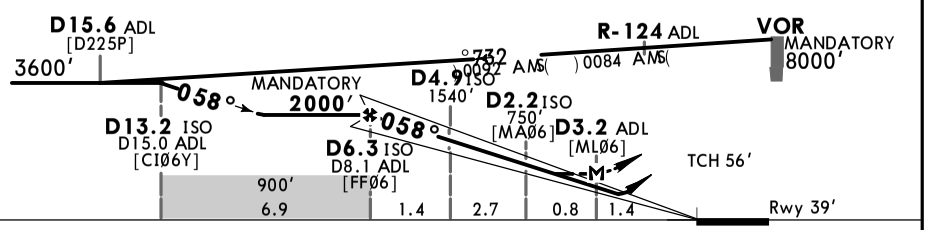
Alt Set:hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL150❷ Trans alt: 13000'

1. DME required.
2. ILS DME reads zero at rwy 06 threshold.
3. Heavy turbulence with downdrafts to be expected on final.



MSA ADL VOR

LOC (GS out)	ISO DME	5.4	4.3	3.2
	ALTITUDE	1720'	1390'	1070'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	2.83°	350	451	501	601	701	801
MAP at D3.2 ADL							

HIALS PAPI

205 KT MAX RT

ADL 112.7 R-191

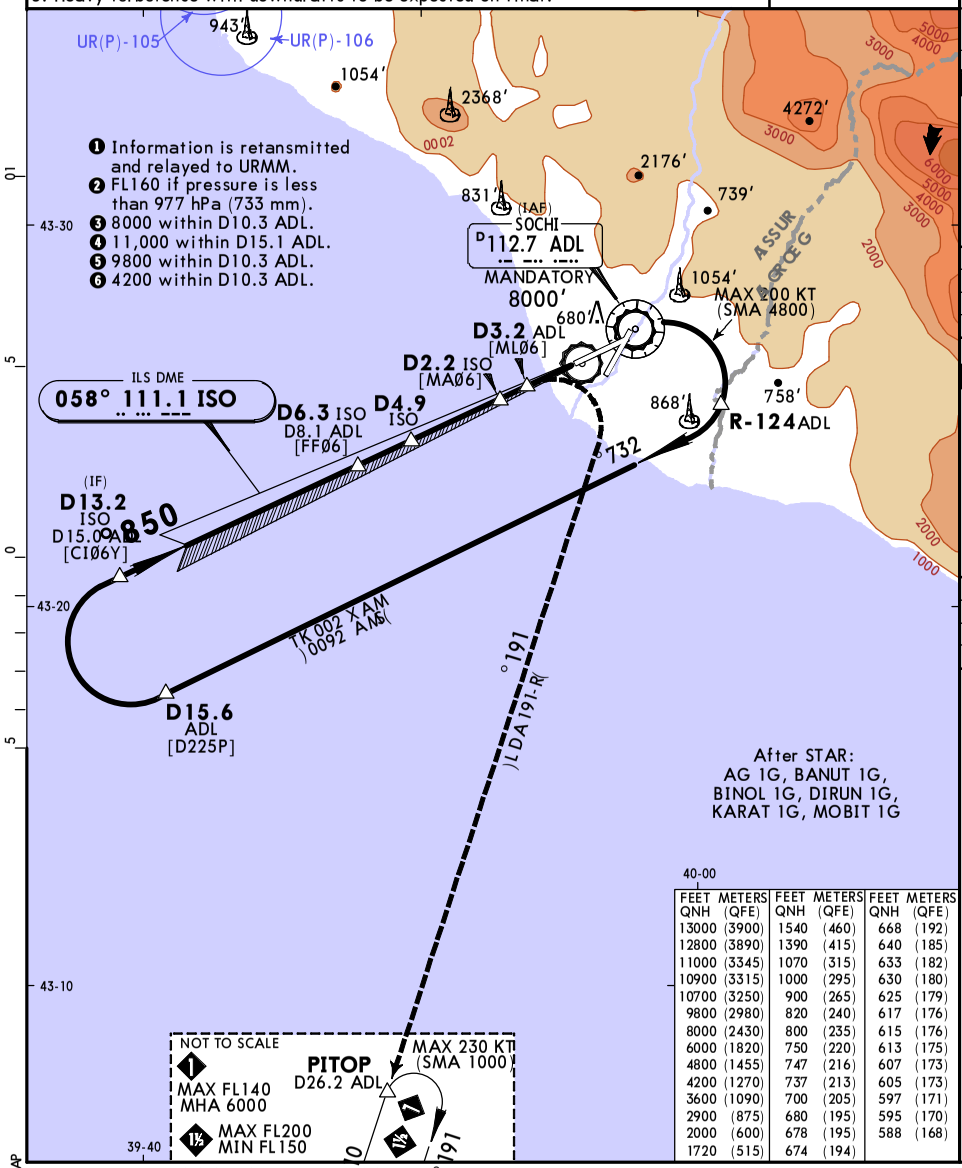
Std STRAIGHT-IN LANDING ILS

	MACG MIN 5.0% (304'/NM)		MACG MIN 4.0% (244'/NM)		MACG MIN 3.0% (183'/NM)		MACG MIN 2.5% (152'/NM)	
DA(H)	A:588'(549')		A:595'(556')		A:605'(566')		A:613'(574')	
	B:597'(558')		B:605'(566')		B:633'(594')		B:674'(635')	
	C:607'(568')		C:615'(576')		C:668'(629')		C:737'(698')	
	D:617'(578')		D:625'(586')		D:678'(639')		D:747'(708')	
	ALS out		ALS out		ALS out		ALS out	
A	R1500m		R1500m		R1500m		R1500m	
B								
C	R1900m	R2400m	R1900m	R2400m	R2200m	R2400m	R2400m	
D			R2000m	R2400m				

Std STRAIGHT-IN LANDING LOC (GS out)

	MACG MIN 5.0% (304'/NM)		MACG MIN 3.3% (201'/NM)		MACG MIN 2.5% (152'/NM)
	CDFA		CDFA		CDFA
❶ DA/MDA(H)	C:640'(601')		❶ DA/MDA(H) 630'(591')		A:630'(591')
	D:680'(641')				B:700'(661')
					C:800'(761')
					D:820'(781')
	ALS out		ALS out		ALS out
A	NOT AUTHORIZED		NOT AUTHORIZED		R1500m
B			R1500m		
C	R2100m	R2400m	NOT AUTHORIZED		R2400m
D	R2300m				

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.



❶ Information is retansmitted and relayed to URMM.
❷ FL160 if pressure is less than 977 hPa (733 mm).
❸ 8000 within D10.3 ADL.
❹ 11,000 within D15.1 ADL.
❺ 9800 within D10.3 ADL.
❻ 4200 within D10.3 ADL.

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	1540	(460)	668	(192)
12800	(3890)	1390	(415)	640	(185)
11000	(3345)	1070	(315)	633	(182)
10900	(3315)	1000	(295)	630	(180)
10700	(3250)	900	(265)	625	(179)
9800	(2980)	820	(240)	617	(176)
8000	(2430)	800	(235)	615	(176)
6000	(1820)	750	(220)	613	(175)
4800	(1455)	747	(216)	607	(173)
4200	(1270)	737	(213)	605	(173)
3600	(1090)	700	(205)	597	(171)
2900	(875)	680	(195)	595	(170)
2000	(600)	678	(195)	588	(168)
1720	(515)	674	(194)		

CHANGES: Recommended altitudes, airspace withdrawn.

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URSS/AER
SOCHI

JEPPESEN

29 AUG 25 (12-1) Eff 4 Sep

SOCHI, RUSSIA
RNP Z Rwy 02

BRIEFING STRIP ™

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	135.8	119.0

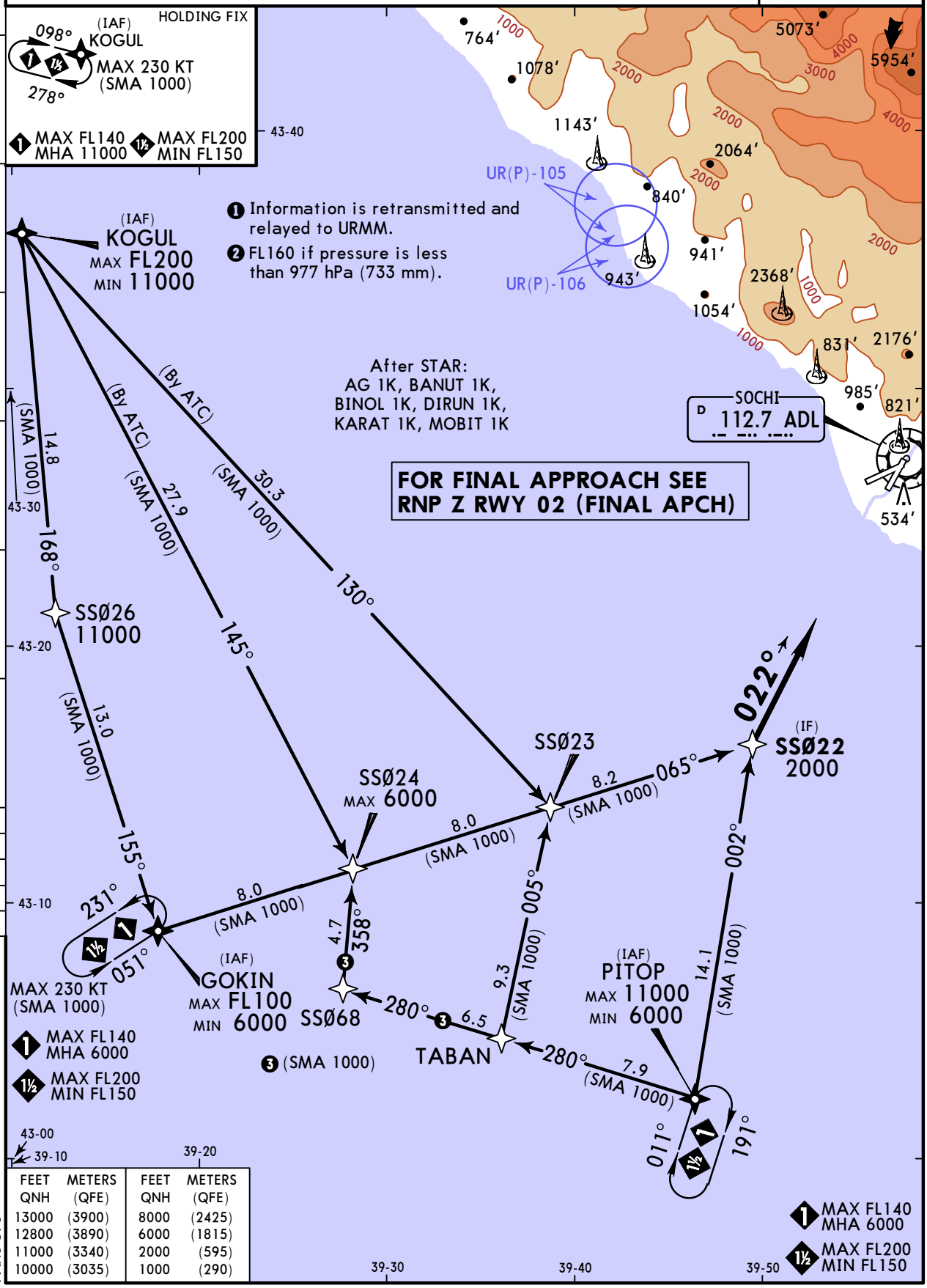
RNAV	Final Apch Crs	Refer to chart RNP Z Rwy 02 (FINAL APCH)	DA/MDA(H) refer to chart RNP Z Rwy 02 (FINAL APCH)	Apt Elev 90′ Rwy 51′
	022°			

Alt Set:hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL150 ❷ Trans alt: 13000′

RNP Apch.

1. RNAV 1 (GNSS or DME/DME) required for initial approach.
2. GNSS required for intermediate, final and missed approach.

12,800 MSA ARP



PANS OPS

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	8000	(2425)
12800	(3890)	6000	(1815)
11000	(3340)	2000	(595)
10000	(3035)	1000	(290)

CHANGES: Rwy elev, airspace, arrival routes.

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URSS/AER
SOCHI

JEPPESEN

29 AUG 25 (12-1A) Eff 4 Sep

SOCHI, RUSSIA
RNP Z Rwy 02

BRIEFING STRIP

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	135.8	119.0

RNAV	Final Apch Crs	SSØ21 MANDATORY	DA/MDA(H) Refer to Minimums	Apt Elev 90' Rwy 51'
	022°	2000'(1949')		

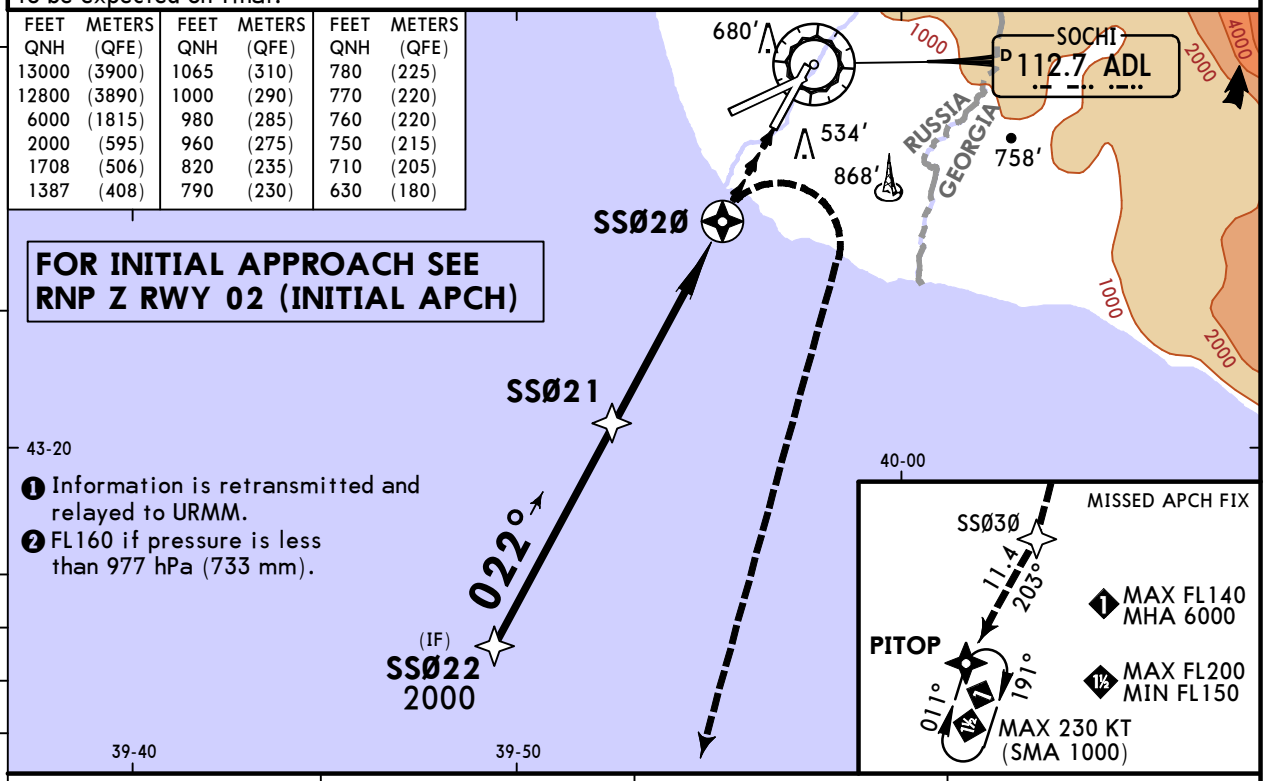
12,800 MSA ARP

MISSED APCH: Turn RIGHT (MAX 210 KT) to SSØ3Ø, then proceed to PITOP holding climbing to MIN 6000' (MAX FL200) or as directed. Refer to minimums for MACG.

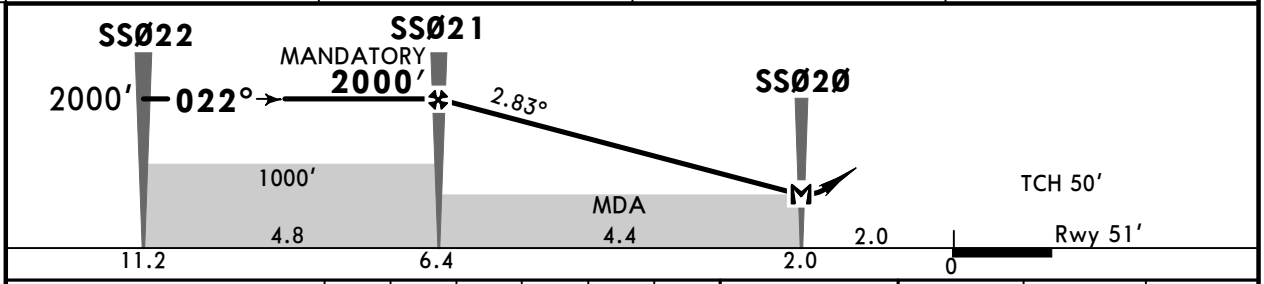
RNP apch | Alt Set:hPa (mm on req) | Rwy Elev: 2 hPa | Trans level: FL150 ❷ | Trans alt: 13000'

1.GNSS required for intermediate, final and missed approach. 2. Heavy turbulence with downdrafts to be expected on final.

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	1065	(310)	780	(225)
12800	(3890)	1000	(290)	770	(220)
6000	(1815)	980	(285)	760	(220)
2000	(595)	960	(275)	750	(215)
1708	(506)	820	(235)	710	(205)
1387	(408)	790	(230)	630	(180)



DIST to Thresh	5.4	4.3	3.2
ALTITUDE	1708'	1387'	1065'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.83°	350	451	501	601	701	801
MAP at SSØ2Ø							

Timing not authorized for defining MAP.

HIALS PAPI

210 KT MAX RT

SSØ3Ø

Std STRAIGHT-IN LANDING **LNAV**

	MACG MIN 5.0% (304'/NM)	MACG MIN 4.5% (274'/NM)	MACG MIN 4.0% (243'/NM)	MACG MIN 2.5% (152'/NM)
CDFA ❶ DA/MDA(H)	B: 710'(659') C: 750'(699') D: 780'(729')	B: 760'(709') C: 790'(739') D: 820'(769')	A: 630'(579')	A: 770'(719') B: 960'(909') C: 980'(929') D: 1000'(949')
ALS out				
A	NOT AUTHORIZED	NOT AUTHORIZED	R1500m	R1500m
B	R1500m	R1500m	NOT AUTHORIZED	
C	R2400m	R2400m		R2400m
D				

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy elev, airspace, recommended altitudes.

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URSS/AER
SOCHI

JEPPESEN
29 AUG 25 (12-2) Eff 4 Sep

SOCHI, RUSSIA
RNP Y Rwy 02

BRIEFING STRIP

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	135.8	119.0

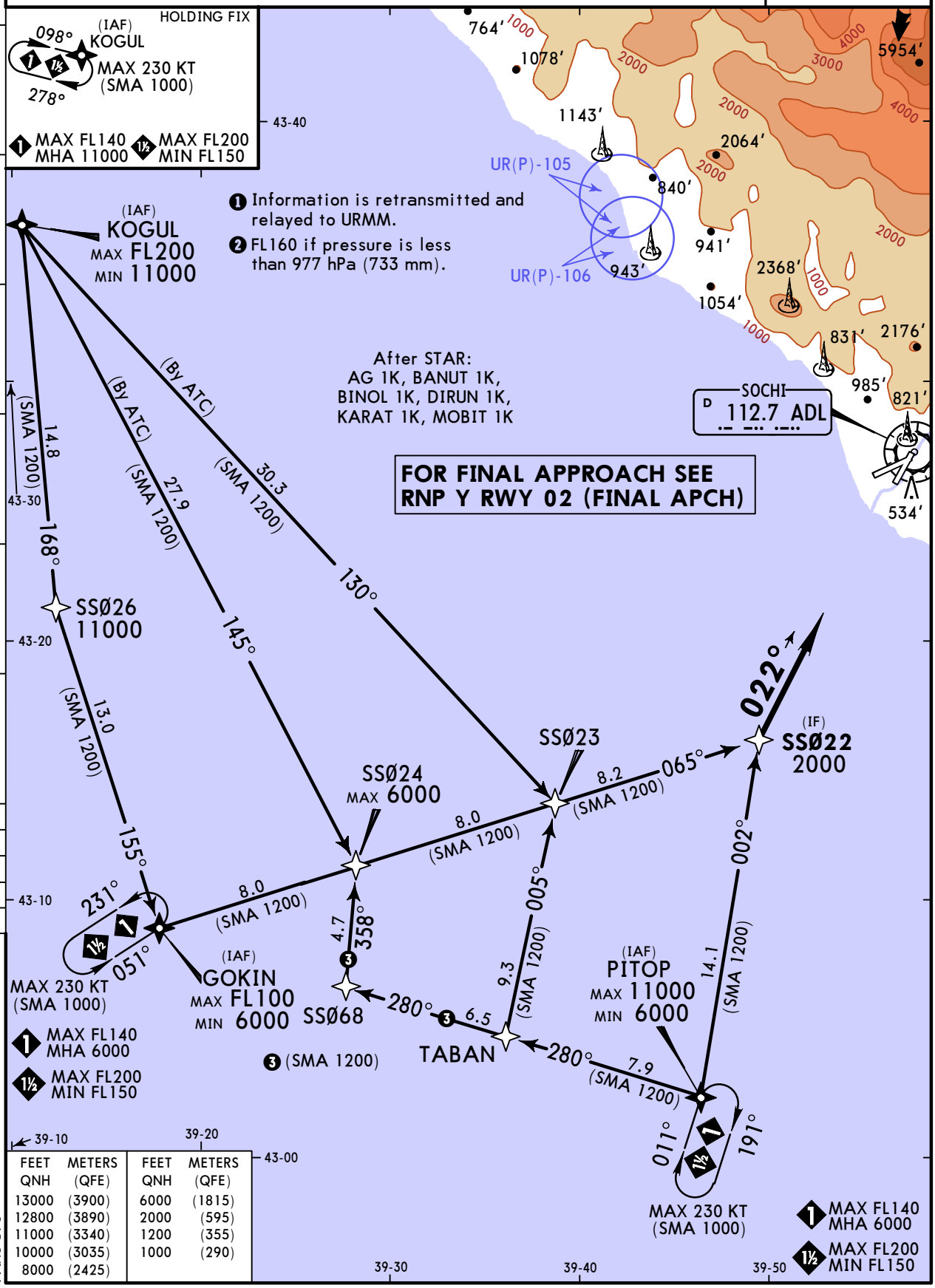
RNAV	Final Apch Crs	Refer to chart RNP Y Rwy 02 (FINAL APCH)	DA/MDA(H) refer to chart RNP Y Rwy 02 (FINAL APCH)	Apt Elev 90′ Rwy 51′
	022°			

Alt Set:hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL150 ❷ Trans alt: 13000′

RNP Apch.

1. RNAV 1 (GNSS or DME/DME) required for initial approach. 2. GNSS required for intermediate, final and missed approach. 3. Baro-VNAV not authorized below -15°C and above 50°C.

12,800
MSA ARP



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	6000	(1815)
12800	(3890)	2000	(595)
11000	(3340)	1200	(355)
10000	(3035)	1000	(290)
8000	(2425)		

PANS OPS

CHANGES: Rwy elev, airspace, arrival routes.

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URSS/AER
SOCHI

JEPPESEN

29 AUG 25 (12-2A) Eff 4 Sep

SOCHI, RUSSIA
RNP Y Rwy 02

BRIEFING STRIP ™

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	135.8	119.0

RNAV	Final Apch Crs	SSØ21 MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 90' Rwy 51'
	022°	2000'(1949')		

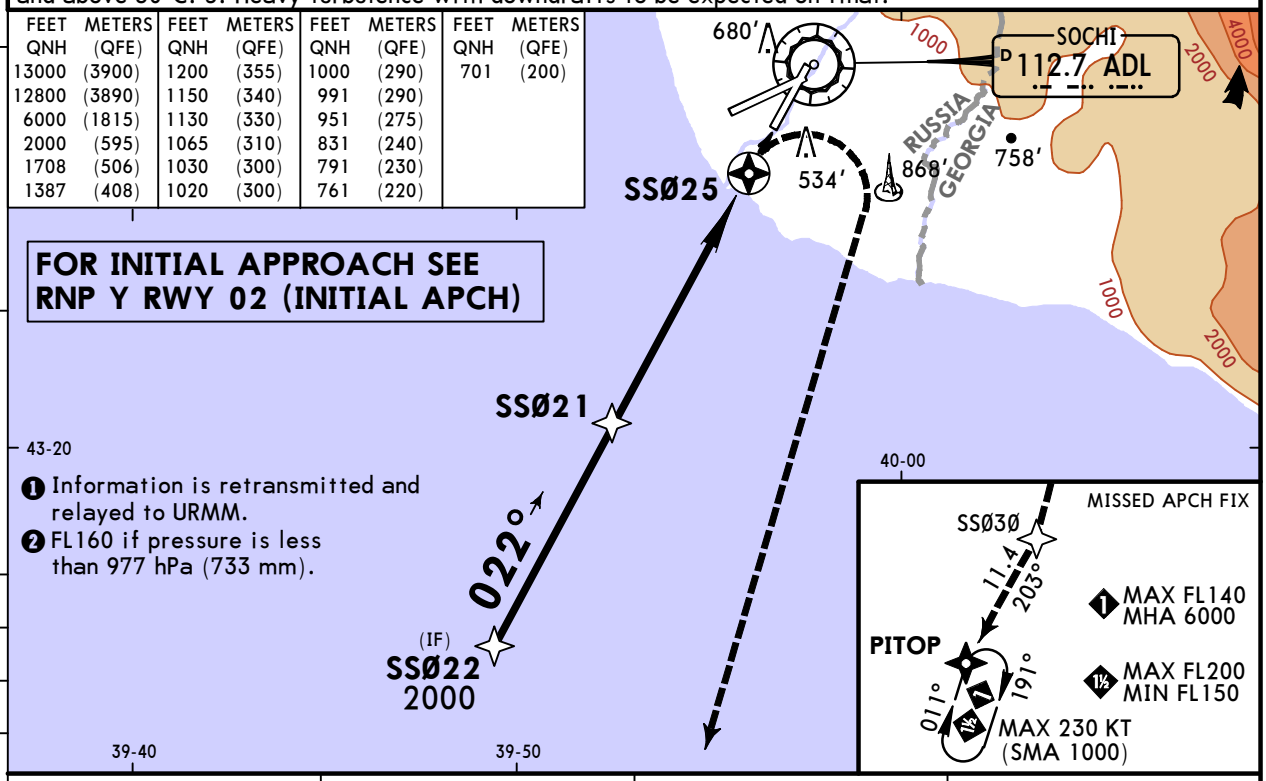
12,800 MSA ARP

MISSED APCH: Turn RIGHT (MAX 195 KT) to SSØ3Ø, then proceed to PITOP holding climbing to MIN 6000' (MAX FL200) or as directed. Refer to minimums for MACG.

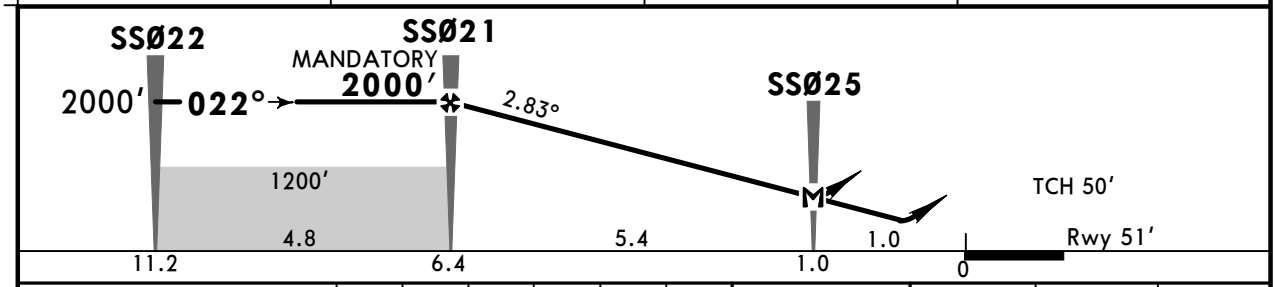
RNP apch | Alt Set:hPa (mm on req) | Rwy Elev: 2 hPa | Trans level: FL150 ❷ | Trans alt: 13000'

1.GNSS required for intermediate, final and missed approach. 2. Baro-VNAV not authorized below -15°C and above 50°C. 3. Heavy turbulence with downdrafts to be expected on final.

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	1200	(355)	1000	(290)	701	(200)
12800	(3890)	1150	(340)	991	(290)		
6000	(1815)	1130	(330)	951	(275)		
2000	(595)	1065	(310)	831	(240)		
1708	(506)	1030	(300)	791	(230)		
1387	(408)	1020	(300)	761	(220)		



DIST to Thresh	5.4	4.3	3.2
ALTITUDE	1708'	1387'	1065'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.83°	350	451	501	601	701	801
MAP at SSØ25							

Timing not authorized for defining MAP.

HIALS PAPI

195 KT MAX RT

SSØ3Ø

Std STRAIGHT-IN LANDING

	LNAV/VNAV MACG MIN 5.0% (304'/NM)	LNAV/VNAV MACG MIN 2.5% (152'/NM)	LNAV MACG MIN 2.5% (152'/NM)
A:	**701'**(650')	**791'**(740')	**1020'**(969')
B:	**761'**(710')	**951'**(900')	**1030'**(979')
C:	**791'**(740')	**991'**(940')	**1130'**(1079')
DA(H) D:	**831'**(780')	DA(H) D: **1021'**(970')	DA/MDA(H) D: **1150'**(1099')
	ALS out	ALS out	ALS out
PANS OPS A B	R1500m	R1500m	R1500m
PANS OPS C D	R2400m	R2400m	R2400m

CDFA ❶

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy elev, airspace, arrival routes, SMA.

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URSS/AER
SOCHI

JEPPESEN
29 AUG 25 (12-3) Eff 4 Sep

SOCHI, RUSSIA
RNP Z Rwy 06

BRIEFING STRIP

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	121.2	119.0

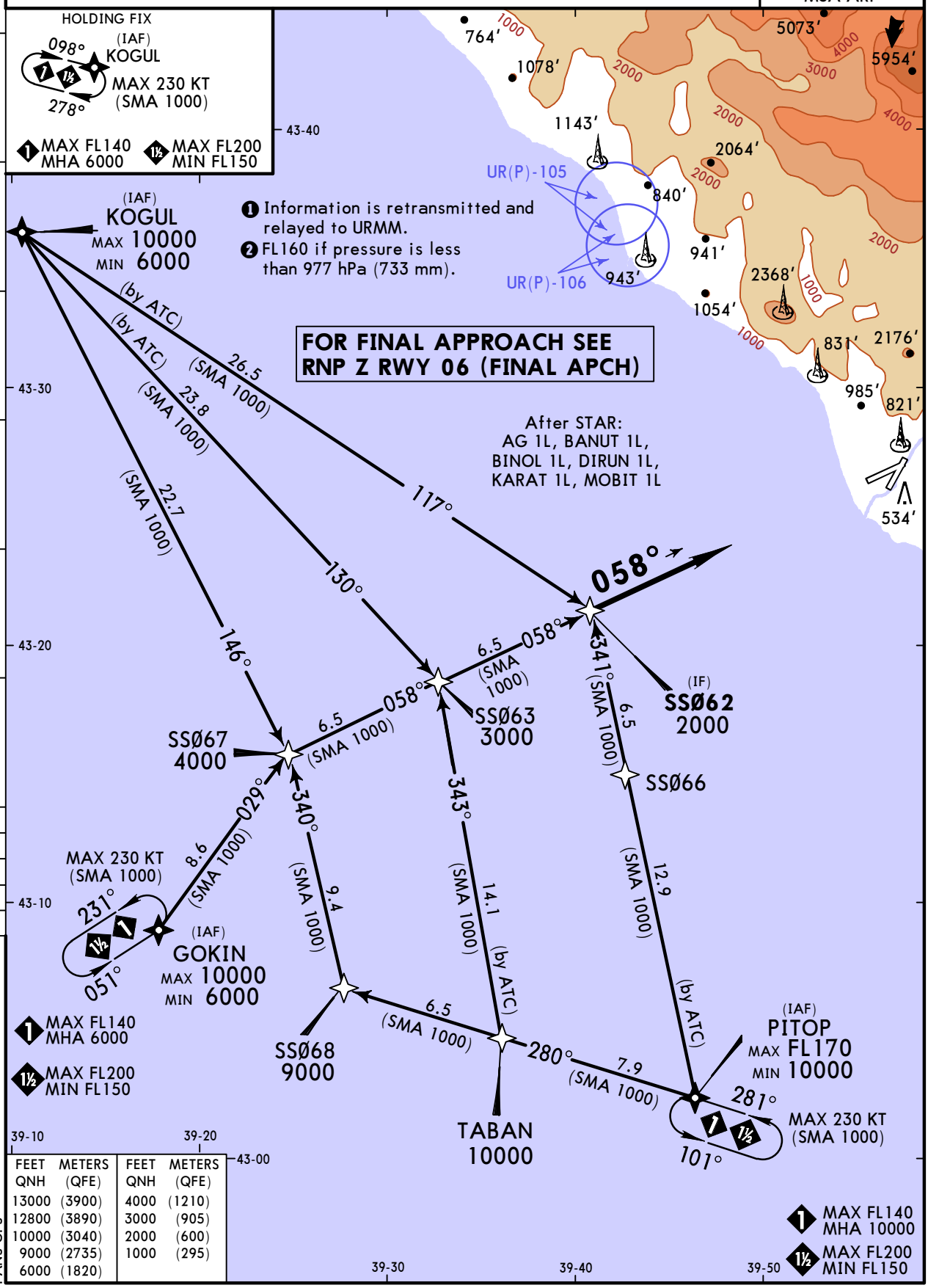
RNAV	Final Apch Crs 058°	Refer to chart RNP Z Rwy 06 (FINAL APCH)	DA/MDA(H) Refer to chart RNP Z Rwy 06 (FINAL APCH)	Apt Elev 90' Rwy 39'

Alt Set:hPa (mm on req) Rwy Elev: 1 hPa Trans level: FL150 ❷ Trans alt: 13000'

RNP Apch.

1. RNAV 1 (GNSS or DME/DME) required for initial approach.
2. GNSS required for intermediate, final and missed approach.

MSA ARP 12,800



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	4000	(1210)
12800	(3890)	3000	(905)
10000	(3040)	2000	(600)
9000	(2735)	1000	(295)
6000	(1820)		

PANS OPS

CHANGES: Airspace.

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URSS/AER
SOCHI

JEPPESEN

29 AUG 25 (12-3A) Eff 4 Sep

SOCHI, RUSSIA
RNP Z Rwy 06

BRIEFING STRIP

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian 126.2 132.975) ❶	124.6	119.7	121.2	119.0

RNAV	Final Apch Crs	SSØ61 MANDATORY	DA/MDA(H) Refer to Minimums	Apt Elev 90' Rwy 39'
	058°	2000'(1961')		

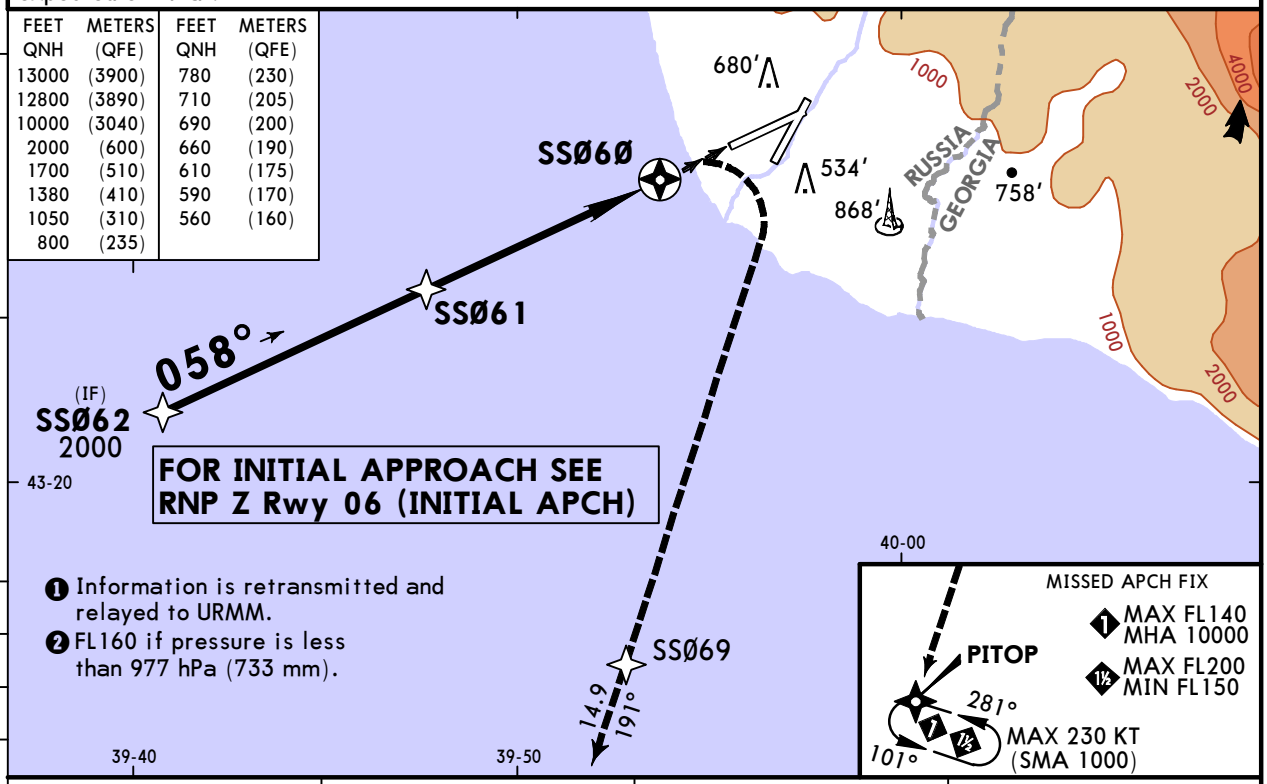
MISSED APCH: Turn RIGHT (MAX 215 KT) to SSØ69, then proceed to PITOP holding climbing to MIN 10000' (MAX FL200) or as directed. Refer to minimums for MACG.

MSA ARP 12,800

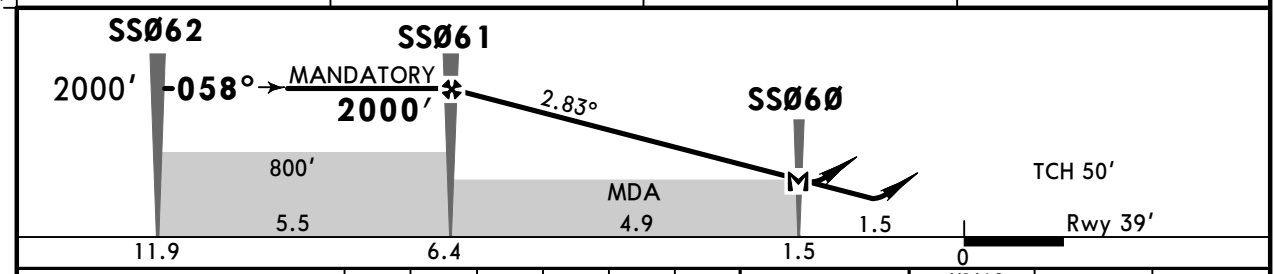
RNP apch | Alt Set: hPa (mm on req) | Rwy Elev: 1 hPa | Trans level: FL150 ❷ | Trans alt: 13000'

1. GNSS required for intermediate, final and missed apch. 2. Heavy turbulence with downdrafts to be expected on final.

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	780	(230)
12800	(3890)	710	(205)
10000	(3040)	690	(200)
2000	(600)	660	(190)
1700	(510)	610	(175)
1380	(410)	590	(170)
1050	(310)	560	(160)
800	(235)		



DIST to Thresh	5.4	4.3	3.2
ALTITUDE	1700'	1380'	1050'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.83°	350	451	501	601	701	801
MAP at SSØ6Ø							

Timing not authorized for defining MAP.

HIALS PAPI

215 KT MAX RT

SSØ69

Std STRAIGHT-IN LANDING

LNAV

	Missed apch climb gradient MIN 3.5% (213'/NM) CDFA	Missed apch climb gradient MIN 2.5% (152'/NM) CDFA
❶ DA/MDA(H)	A: 560'(521') C: 690'(651') B: 610'(571') D: 710'(671')	A: 590'(551') C: 780'(741') B: 660'(621') D: 800'(761')
	ALS out	ALS out
A	R1500m	R1500m
B		
C	R2300m	R2400m
D	R2400m	

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Airspace, recommended altitudes.

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URSS/AER
SOCHI

JEPPESEN
29 AUG 25 (12-4) Eff 4 Sep

SOCHI, RUSSIA
RNP Y Rwy 06

BRIEFING STRIP

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	121.2	119.0

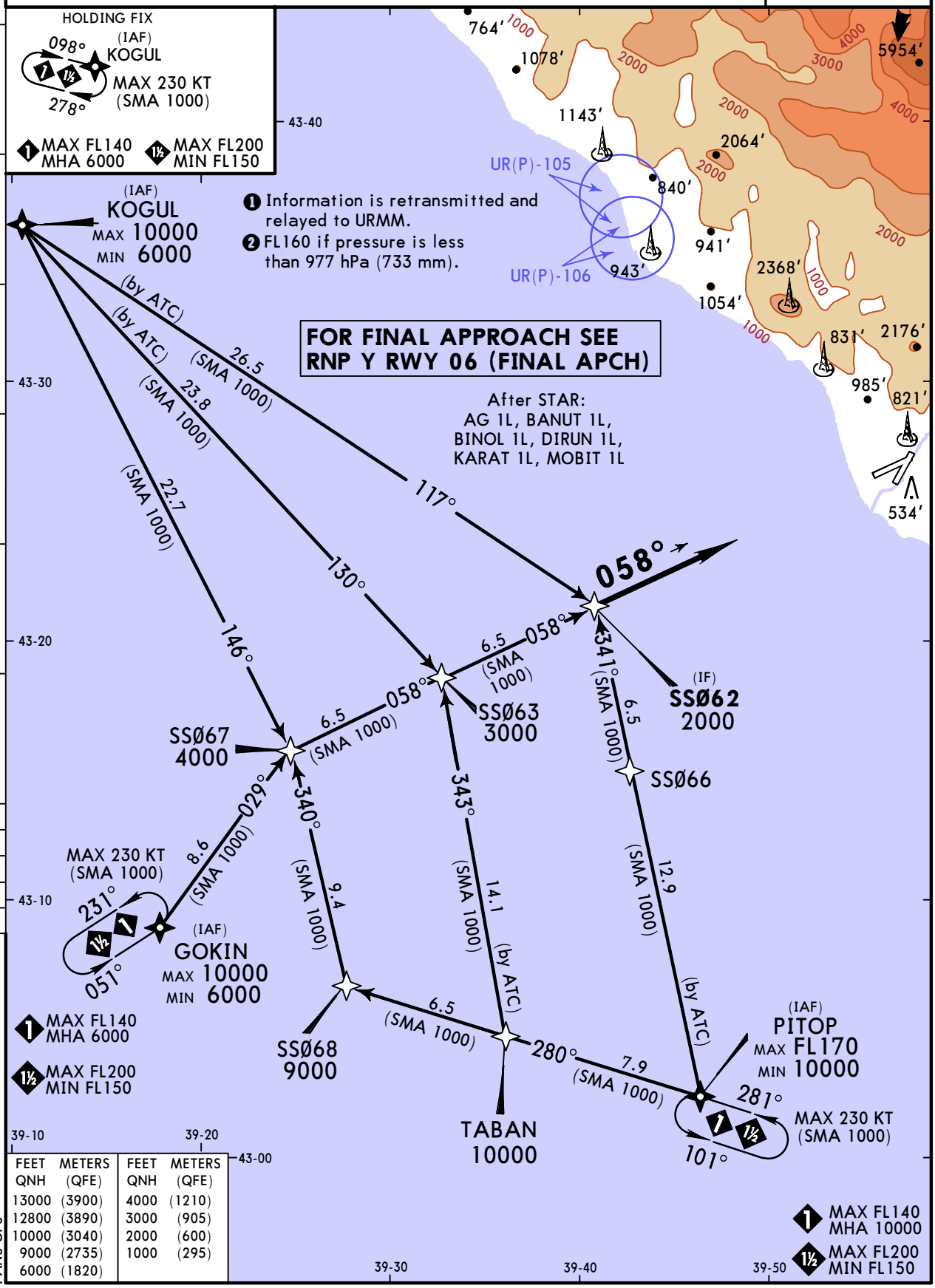
RNAV	Final Apch Crs 058°	Refer to chart RNP Y Rwy 06 (FINAL APCH)	DA/MDA(H) Refer to chart RNP Y Rwy 06 (FINAL APCH)	Apt Elev 90' Rwy 39'

Alt Set:hPa (mm on req) Rwy Elev: 1 hPa Trans level: FL150 ❷ Trans alt: 13000'

RNP Apch.

1. RNAV 1 (GNSS or DME/DME) required for initial approach.
2. GNSS required for intermediate, final and missed approach.
3. Baro-VNAV not authorized below -15°C and above 50°C.

MSA ARP 12,800



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	4000	(1210)
12800	(3890)	3000	(905)
10000	(3040)	2000	(600)
9000	(2735)	1000	(295)
6000	(1820)		

PANS OPS

CHANGES: Airspace.

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URSS/AER
SOCHI

JEPPESEN

29 AUG 25 (12-4A) Eff 4 Sep

SOCHI, RUSSIA
RNP Y Rwy 06

BRIEFING STRIP ™

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	121.2	119.0

RNAV	Final Apch Crs	SSØ61 MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 90' Rwy 39'
	058°	2000'(1961')		

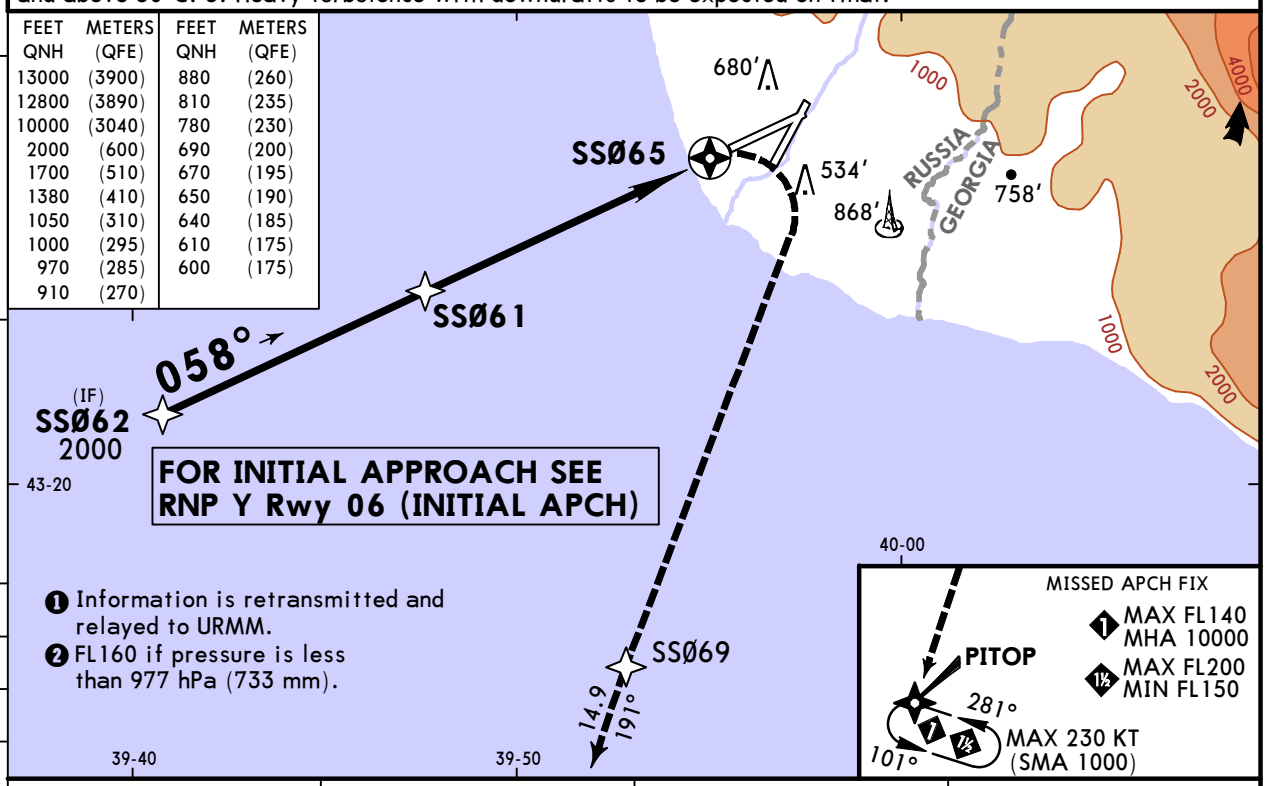
12,800 MSA ARP

MISSED APCH: Turn RIGHT (MAX 215 KT) to SSØ69, then proceed to PITOP holding climbing to MIN 10000' (MAX FL200) or as directed. Refer to minimums for MACG.

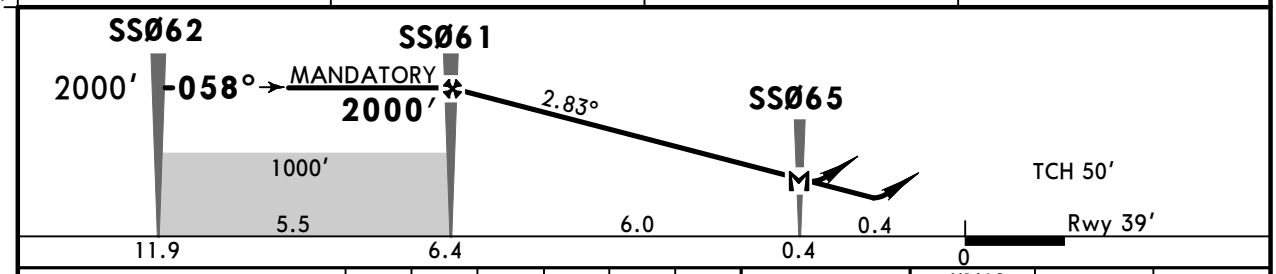
RNP apch | Alt Set: hPa (mm on req) | Rwy Elev: 1 hPa | Trans level: FL150 ❷ | Trans alt: 13000'

1. GNSS required for intermediate, final and missed apch. 2. Baro-VNAV not authorized below -15°C and above 50°C. 3. Heavy turbulence with downdrafts to be expected on final.

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	880	(260)
12800	(3890)	810	(235)
10000	(3040)	780	(230)
2000	(600)	690	(200)
1700	(510)	670	(195)
1380	(410)	650	(190)
1050	(310)	640	(185)
1000	(295)	610	(175)
970	(285)	600	(175)
910	(270)		



DIST to Thresh	5.4	4.3	3.2
ALTITUDE	1700'	1380'	1050'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path angle	2.83°	350	451	501	601	701	801
MAP at SSØ65							

Timing not authorized for defining MAP.

HIALS PAPI

215 KT MAX RT

SSØ69

Std STRAIGHT-IN LANDING

	LNAV/VNAV MACG MIN 5.0% (304'/NM)	LNAV/VNAV MACG MIN 2.5% (152'/NM)	LNAV MACG MIN 2.5% (152'/NM)
A:	600'(561')	650'(611')	880'(841')
B:	610'(571')	690'(651')	910'(871')
C:	640'(601')	780'(741')	970'(931')
DA(H) D:	670'(631')	DA(H) D: 810'(771')	CDFA ❶ DA/MDA(H) D: 1000'(961')
	ALS out	ALS out	ALS out

PANS OPS

A	R1500m		R1500m	R1500m
B				
C	R2100m	R2400m	R2400m	R2400m
D	R2200m			

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Airspace, recommended altitudes.

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URSS/AER
SOCHI

JEPPESEN

29 AUG 25 (12-20) Eff 4 Sep

SOCHI, RUSSIA
RNP X Rwy 02 (AR)

BRIEFING STRIP ™

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	135.8	119.0

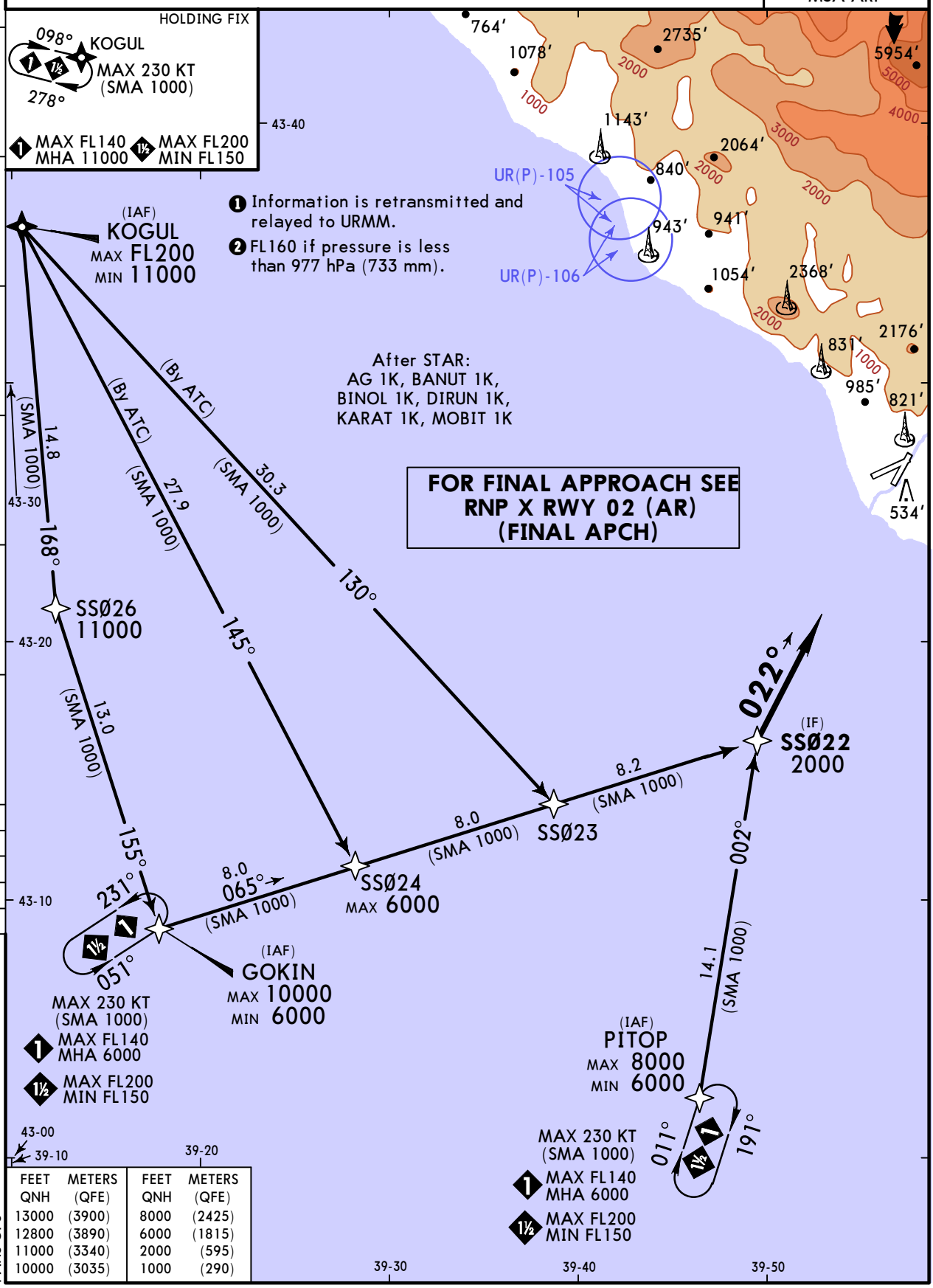
RNAV	Final Apch Crs	Refer to chart RNP X Rwy 02 (AR) (FINAL APCH)	RNP 0.10 refer to chart RNP X Rwy 02 (AR) (FINAL APCH)	Apt Elev 90′ Rwy 51′
	022°			

Alt Set:hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL150 ❷ Trans alt: 13000′

RNP AR Apch.

1. Authorization required. 2. RF and GNSS required.
3. Baro-VNAV not authorized below -12°.

12,800
MSA ARP



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	8000	(2425)
12800	(3890)	6000	(1815)
11000	(3340)	2000	(595)
10000	(3035)	1000	(290)

PANS OPS

CHANGES: Rwy elev, airspace.

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URSS/AER SOCHI

JEPPESEN

29 AUG 25 **Eff 4 Sep** (12-20A) CAT A & B

SOCHI, RUSSIA RNP X Rwy 02 (AR)

BRIEFING STRIP ™

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	135.8	119.0

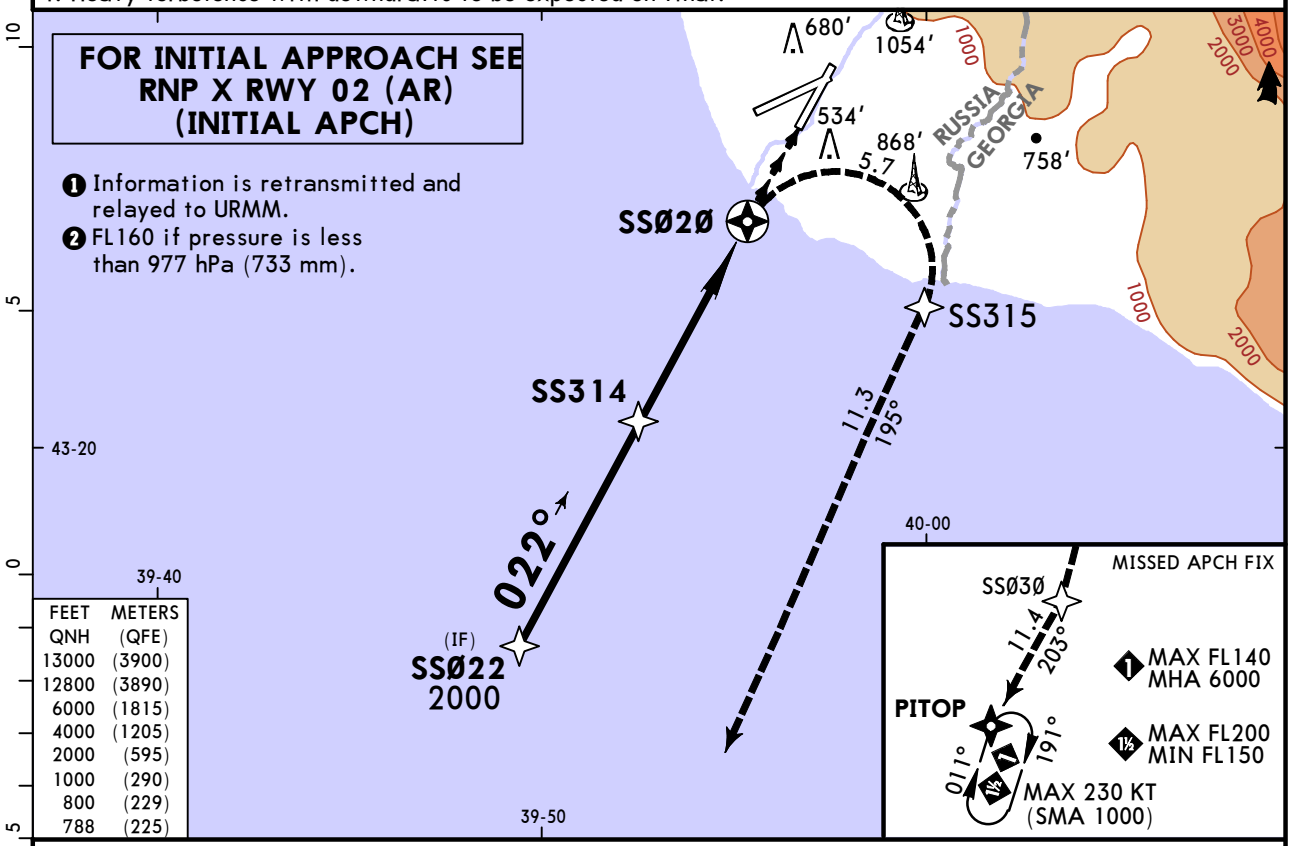
RNAV	Final Apch Crs	SS314 MANDATORY	RNP 0.10 DA(H) Refer to Minimums	Apt Elev 90′ Rwy 51′
	022°	2000′(1949′)		

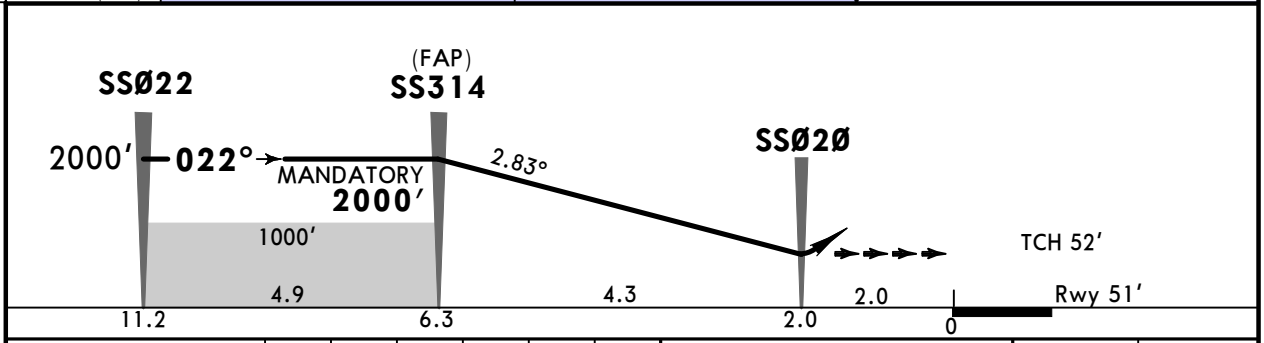
MISSED APCH: Turn RIGHT to SS315, then proceed to SSØ3Ø, then to PITOP climbing to 4000′ or by ATS instruction.

12,800 MSA ARP

RNP apch | Alt Set:hPa (mm on req) | Rwy Elev: 2 hPa | Trans level: FL150 ❷ | Trans alt: 13000′

1. Authorization required. 2. RF and GNSS required. 3. Baro-VNAV not authorized below -12°.
4. Heavy turbulence with downdrafts to be expected on final.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.83°	350	451	501	601	701	801

HIALS PAPI

SS315 RT

Std STRAIGHT-IN LANDING

RNP 0.10

DA(H) A: **788′**(737′) B: **800′**(749′)

ALS out

PANS OPS

A B	R1500m
C D	NOT APPLICABLE

CHANGES: TCH, glide path angle.

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ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	135.8	119.0

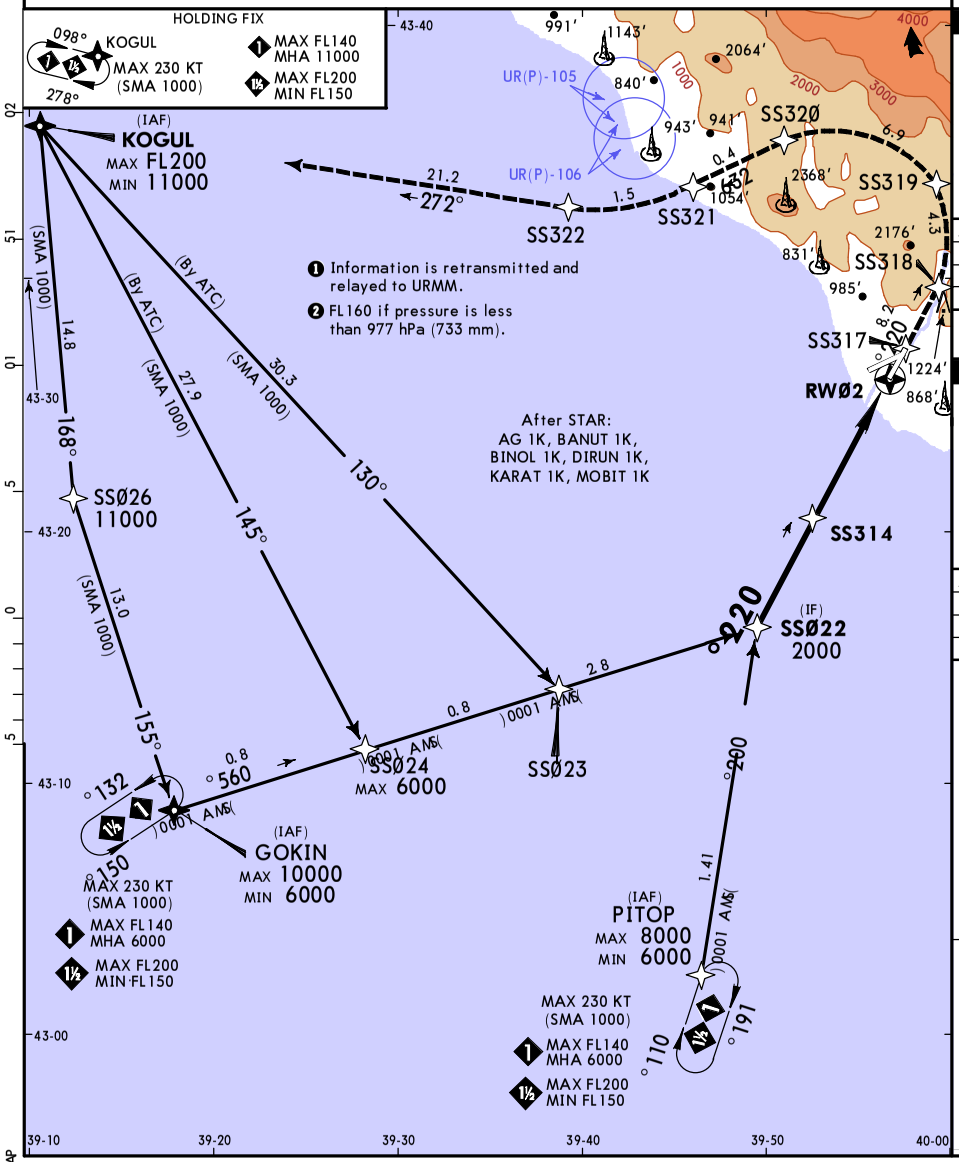
RNAV	Final Apch Crs	SS314 MANDATORY	RNP 0.10 DA(H) Refer to Minimums	Apt Elev 90' Rwy 51'
	022°	2000'(1949')		

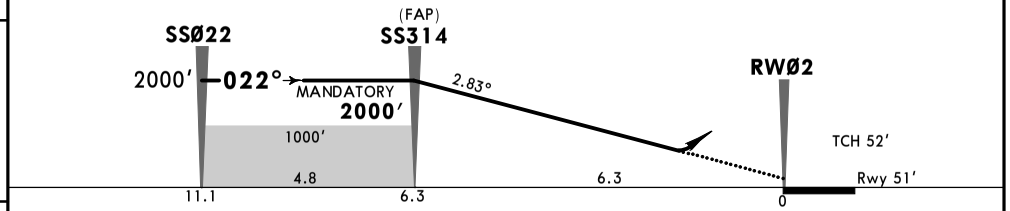
MISSED APCH: Climb STRAIGHT AHEAD to SS317, then to SS318, turn LEFT to SS319, turn LEFT to SS320, then to SS321, turn RIGHT to SS322, then to KOGUL, climbing to 4000', or by ATS instruction.
Refer to minimums for MACG.

12,800
MSA ARP

RNP AR Apch	Alt Set:hPa (mm on req)	Rwy Elev: 2 hPa	Trans level: FL150 ❷	Trans alt: 13000'

1. Authorization required. 2. RF and GNSS required. 3. Baro-VNAV not authorized below -12°.
4. Heavy turbulence with downdrafts to be expected on final.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.83°	350	451	501	601	701	801

HIALS
PAPI
SS317

Std STRAIGHT-IN LANDING
RNP 0.10

	MACG MIN 4.0% (244'/NM)		MACG MIN 3.0% (183'/NM)		MACG MIN 2.5% (152'/NM)	
DA(H)	A: 301'(250')		A: 345'(294')		A: 516'(465')	
	B: 303'(252')		B: 367'(316')		B: 537'(486')	
	C: 311'(260')		C: 387'(336')		C: 555'(504')	
	D: 322'(271')		D: 406'(355')		D: 573'(522')	
		ALS out		ALS out		ALS out
A	R750m	R1300m	R750m	R1400m	R1500m	R1500m
B			R800m	R1500m	R1600m	R2400m
C			R900m	R1600m	R1700m	
D						

Std STRAIGHT-IN LANDING
RNP 0.30

	MACG MIN 5.0% (304'/NM)		MACG MIN 4.0% (244'/NM)		MACG MIN 3.0% (183'/NM)		MACG MIN 2.5% (152'/NM)	
DA(H)	A: 441'(390')		A: 479'(428')		A: 635'(584')		A: 734'(683')	
	B: 459'(408')		B: 503'(452')		B: 657'(606')		B: 755'(704')	
	C: 469'(418')		C: 525'(474')		C: 676'(625')		C: 773'(722')	
	D: 620'(569')		D: 620'(569')		D: 695'(644')		D: 792'(741')	
		ALS out		ALS out		ALS out		ALS out
A	R1100m	R1500m	R1300m	R1500m	R1500m		R1500m	
B	R1200m		R1400m					
C		R1900m	R1500m	R2200m	R2400m		R2400m	
D	R1900m	R2400m	R1900m	R2400m				

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	773	(221)	537	(149)	367	(97)
12800	(3890)	755	(215)	525	(145)	345	(90)
11000	(3340)	734	(209)	516	(142)	322	(83)
10000	(3035)	695	(197)	503	(138)	311	(80)
8000	(2425)	676	(191)	479	(131)	303	(77)
6000	(1815)	657	(185)	469	(128)	301	(76)
4000	(1205)	635	(179)	459	(125)		
2000	(595)	620	(174)	441	(119)		
1000	(290)	573	(160)	406	(109)		
792	(226)	555	(154)	387	(103)		

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URSS/AER
SOCHI

JEPPESEN

29 AUG 25 (12-22) Eff 4 Sep

SOCHI, RUSSIA
RNP X Rwy 06 (AR)

BRIEFING STRIP

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian 126.2 132.975 ❶)	124.6	119.7	121.2	119.0

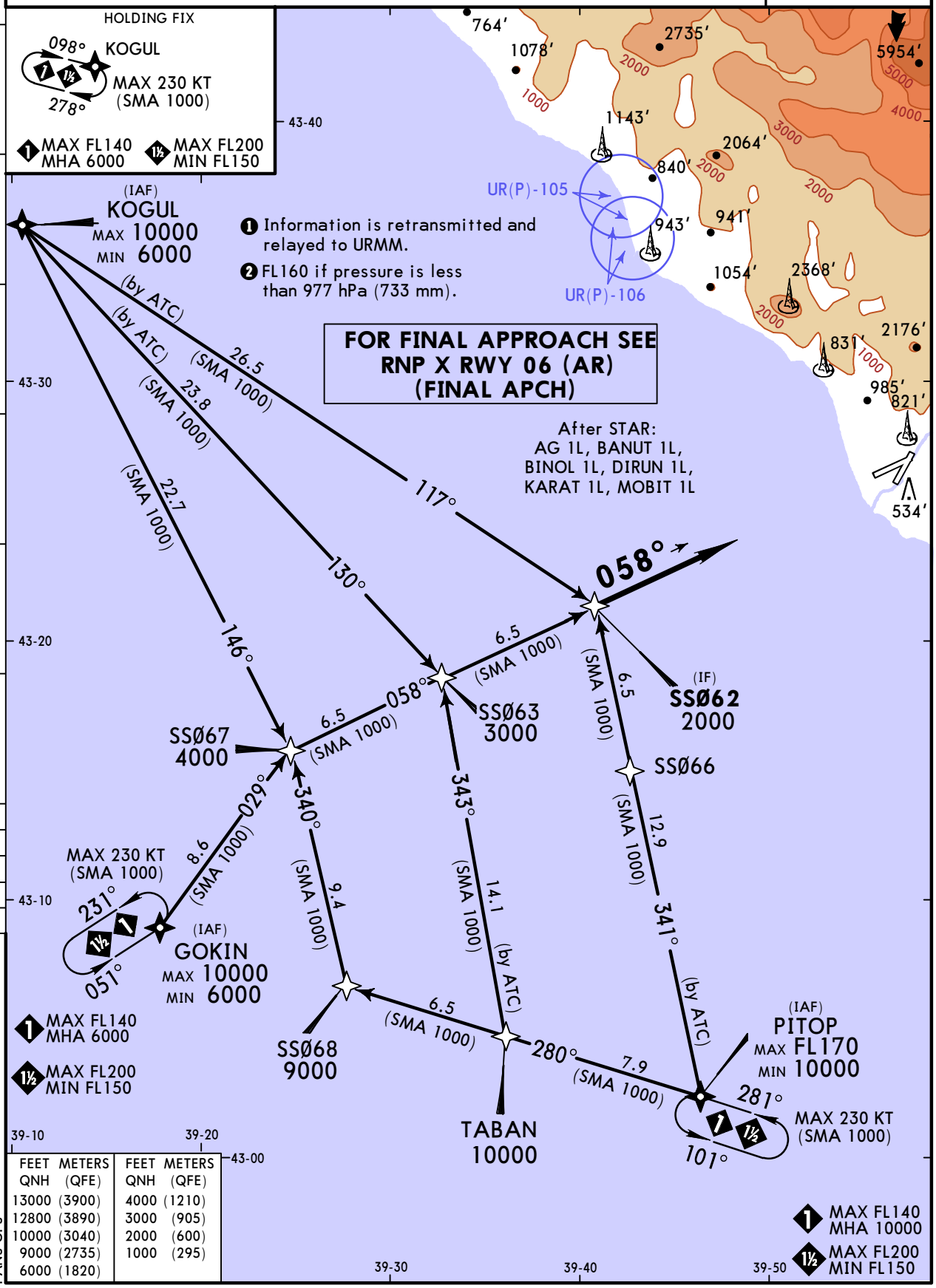
RNAV	Final Apch Crs 058°	Refer to chart RNP X Rwy 06 (AR) (FINAL APCH)	RNP 0.30 Refer to chart RNP X Rwy 06 (AR) (FINAL APCH)	Apt Elev 90′ Rwy 39′

Alt Set:hPa (mm on req) Rwy Elev: 1 hPa Trans level: FL150 ❷ Trans alt: 13000′

RNP Apch.

1. Authorization required. 2. RF and GNSS required.
3. Baro-VNAV not authorized below -12°C.

MSA ARP 12,800



PANS OPS

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	4000	(1210)
12800	(3890)	3000	(905)
10000	(3040)	2000	(600)
9000	(2735)	1000	(295)
6000	(1820)		

CHANGES: Airspace.

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URSS/AER
SOCHI

JEPPESEN

29 AUG 25 (12-22A) **Eff 4 Sep**

SOCHI, RUSSIA
RNP X Rwy 06 (AR)

BRIEFING STRIP ™

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	121.1	119.0

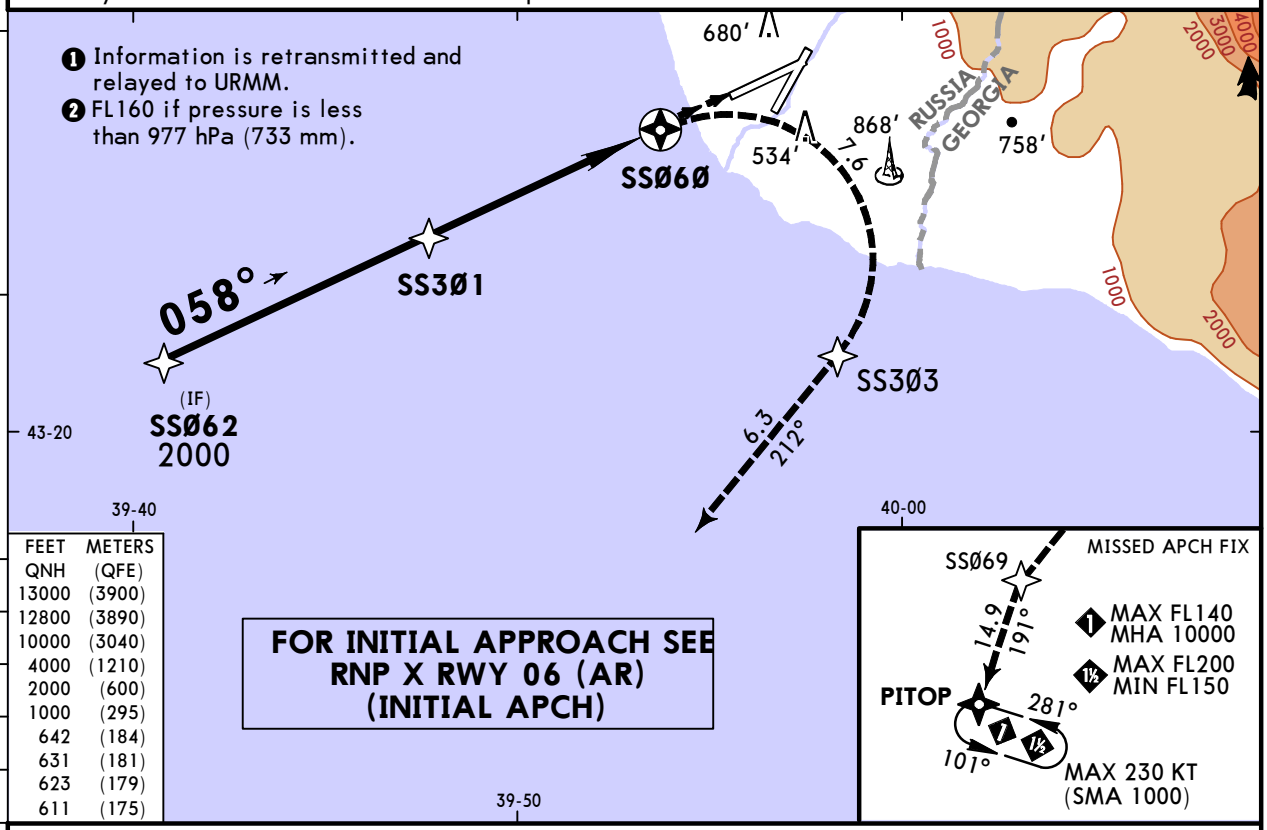
RNAV	Final Apch Crs	SS3Ø1 MANDATORY	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 90′ Rwy 39′
	058°	**2000′**(1961′)		

MISSED APCH: Turn RIGHT to SS3Ø3 (MAX 200 KT), then to SSØ69, then to PITOP climbing to 4000′, or by ATS unit instruction.

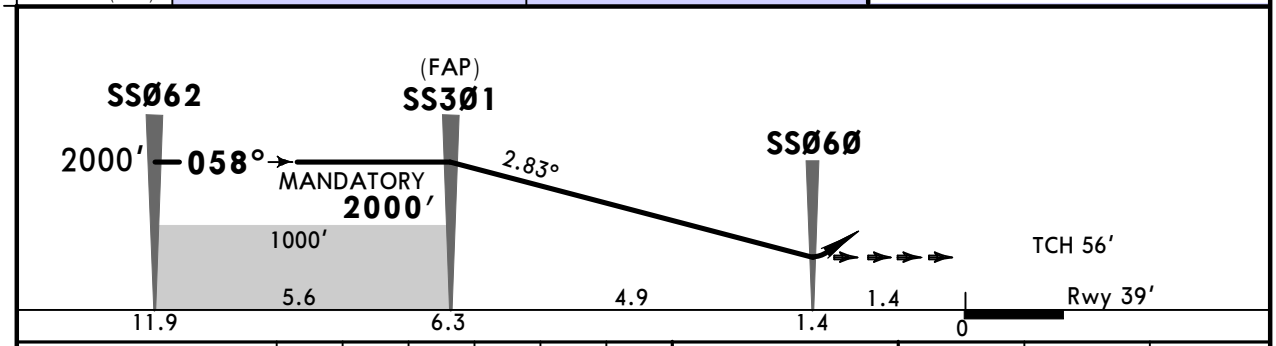
12,800
MSA ARP

RNP apch | Alt Set:hPa (mm on req) | Rwy Elev: 1 hPa | Trans level: FL150 ❷ | Trans alt: 13000′

1. Authorization required. 2. RF and GNSS required. 3. Baro-VNAV not authorized below -12°.
4. Heavy turbulence with downdrafts to be expected on final.



FEET QNH	METERS (QFE)
13000	(3900)
12800	(3890)
10000	(3040)
4000	(1210)
2000	(600)
1000	(295)
642	(184)
631	(181)
623	(179)
611	(175)



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.83°	350	451	501	601	701	801

HIALS
PAPI

SS3Ø3 RT

200 KT MAX

Std STRAIGHT-IN LANDING

RNP 0.30

DA(H) A: **611′**(572′) C: **631′**(592′)
B: **623′**(584′) D: **642′**(603′)

ALS out

PANS OPS

A	R1500m	
B		
C	R2000m	R2400m
D	R2100m	

CHANGES: Airspace.

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ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	121.2	119.0

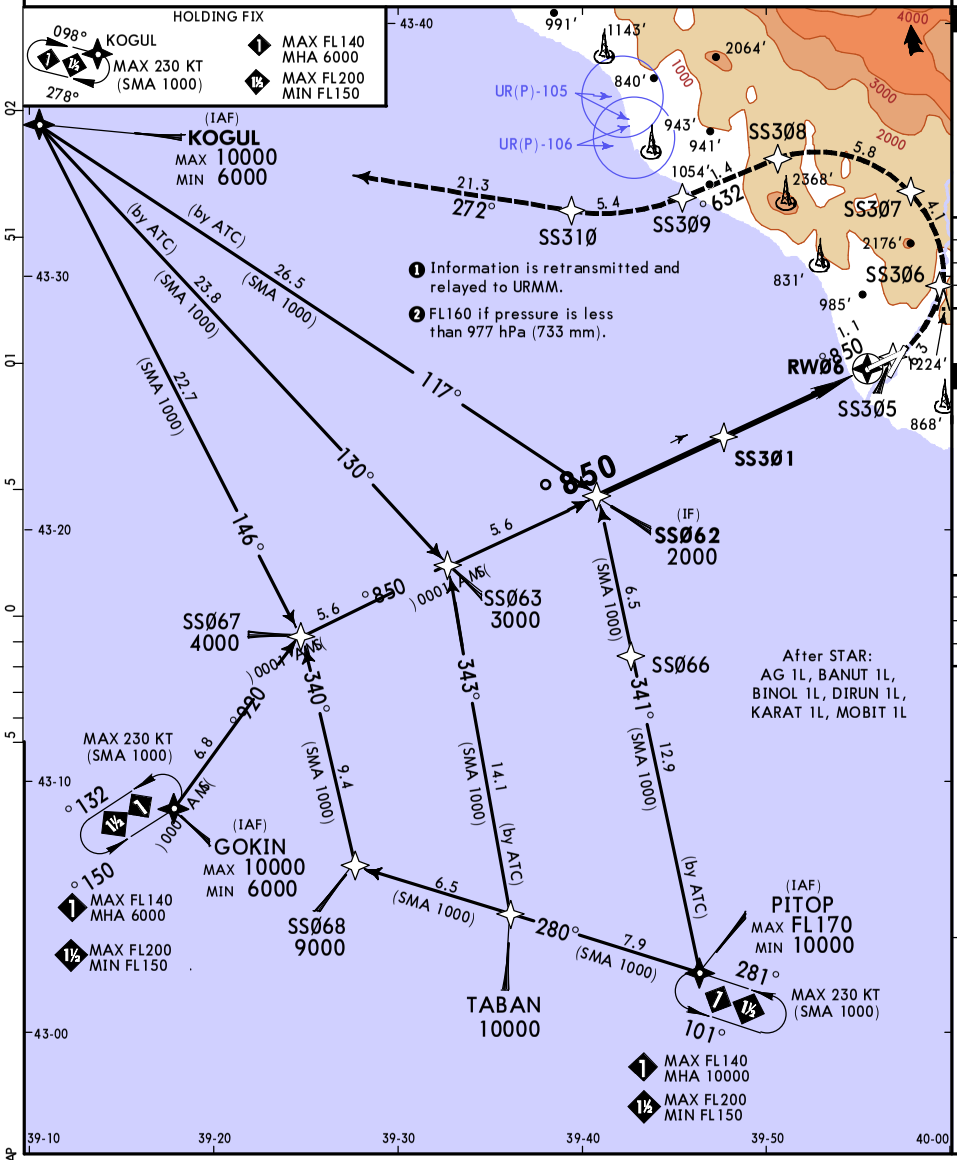
RNAV	Final Apch Crs	SS301 MANDATORY	RNP 0.10 DA(H) Refer to Minimums	Apt Elev 90' Rwy 39'
	058°	2000'(1961')		

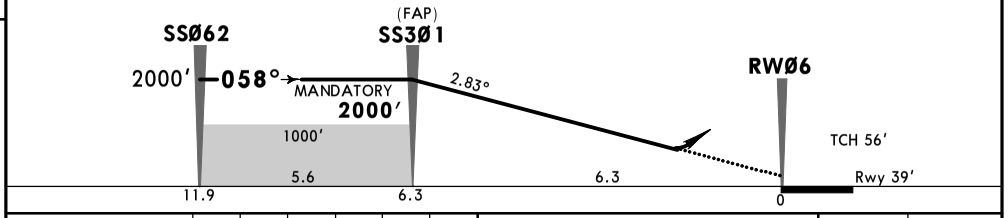
MISSED APCH: Climb STRAIGHT AHEAD to SS305, turn LEFT to SS306, turn LEFT to SS307, turn LEFT to SS308 (MAX 190 KT), then to SS309, turn RIGHT to SS310, then to KOGUL, climbing to 4000', or by ATS unit instruction. Refer to minimums for MACG.

12,800
MSA ARP

RNP AR Apch	Alt Set:hPa (mm on req)	Rwy Elev: 1 hPa	Trans level: FL150 ❷	Trans alt: 13000'

1. Authorization required. 2. RF and GNSS required. 3. Baro-VNAV not authorized below -12°.
4. Heavy turbulence with downdrafts to be expected on final.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.83°	350	451	501	601	701	801

HIALS
PAPI
SS305

Std STRAIGHT-IN LANDING
RNP 0.10

	MACG MIN 5.0% (304'/NM)	MACG MIN 4.0% (244'/NM)	MACG MIN 3.0% (183'/NM)	MACG MIN 2.5% (152'/NM)
DA(H) A	299'(260')	317'(278')	471'(432')	619'(580')
DA(H) B	311'(272')	340'(301')	493'(454')	640'(601')
DA(H) C	319'(280')	362'(323')	512'(473')	658'(619')
DA(H) D	371'(332')	383'(344')	531'(492')	676'(637')

		ALS out		ALS out		ALS out		ALS out
A	R750m	R1300m	R750m	R1300m	R1300m	R1500m	R1500m	
B				R1400m	R1400m			
C			R800m	R1500m	R1500m	R2200m	R2100m	R2400m
D	R800m	R1500m	R900m	R1600m		R2300m	R2200m	

Std STRAIGHT-IN LANDING
RNP 0.30

	MACG MIN 4.0% (244'/NM)	MACG MIN 3.0% (183'/NM)	MACG MIN 2.5% (152'/NM)
DA(H) A	548'(509')	693'(654')	796'(757')
DA(H) B	621'(582')	715'(676')	817'(778')
DA(H) C	642'(603')	734'(695')	836'(797')
DA(H) D	653'(614')	753'(714')	854'(815')

		ALS out		ALS out		ALS out
A	R1500m		R1500m		R1500m	
B						
C	R2100m	R2400m	R2400m		R2400m	
D						

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	836	(243)	640	(184)	362	(99)
12800	(3890)	817	(238)	621	(178)	340	(92)
10000	(3040)	753	(218)	619	(177)	319	(86)
9000	(2735)	734	(212)	548	(156)	317	(85)
6000	(1820)	715	(207)	531	(150)	311	(83)
4000	(1210)	693	(200)	512	(145)	299	(80)
3000	(905)	676	(195)	493	(139)		
2000	(600)	658	(189)	471	(132)		
1000	(295)	653	(188)	383	(105)		
854	(249)	642	(184)	371	(102)		

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URSS/AER
SOCHI

JEPPESEN

29 AUG 25 (12-40) Eff 4 Sep

SOCHI, RUSSIA
GLS Rwy 02

BRIEFING STRIP

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	135.8	119.0

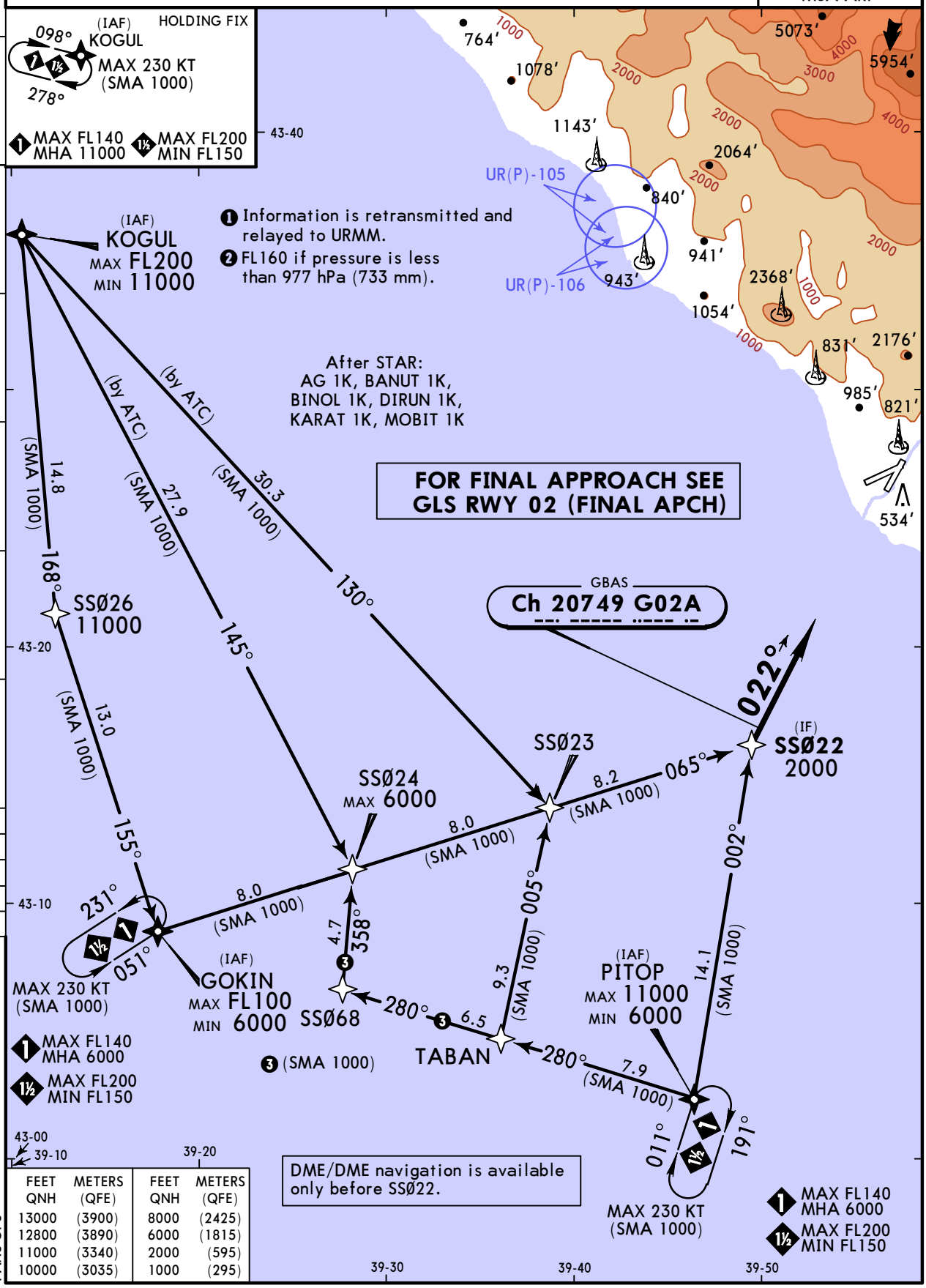
GBAS	Final Apch Crs	Refer to chart GLS Rwy 02 (FINAL APCH)	DA(H) Refer to chart GLS Rwy 02 (FINAL APCH)	Apt Elev 90' Rwy 51'
Ch 20749 G02A	022°			

Alt Set:hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL150 ❷ Trans alt: 13000'

RNAV 1 for initial and missed approach.

GNSS or DME/DME required.

MSA ARP 12,800



PANS OPS

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	8000	(2425)
12800	(3890)	6000	(1815)
11000	(3340)	2000	(595)
10000	(3035)	1000	(295)

CHANGES: Rwy elev, airspace, arrival routes.

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URSS/AER
SOCHI

JEPPESEN

29 AUG 25 (12-40A) **Eff 4 Sep**

SOCHI, RUSSIA
GLS Rwy 02

BRIEFING STRIP ™

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian 126.2 132.975) ❶	124.6	119.7	135.8	119.0

GBAS	Final Apch Crs	SSØ28 MANDATORY	GLS DA(H) Refer to Minimums	Apt Elev 90' Rwy 51'
Ch 20749 G02A	**022°**	**2000'** (1949')		

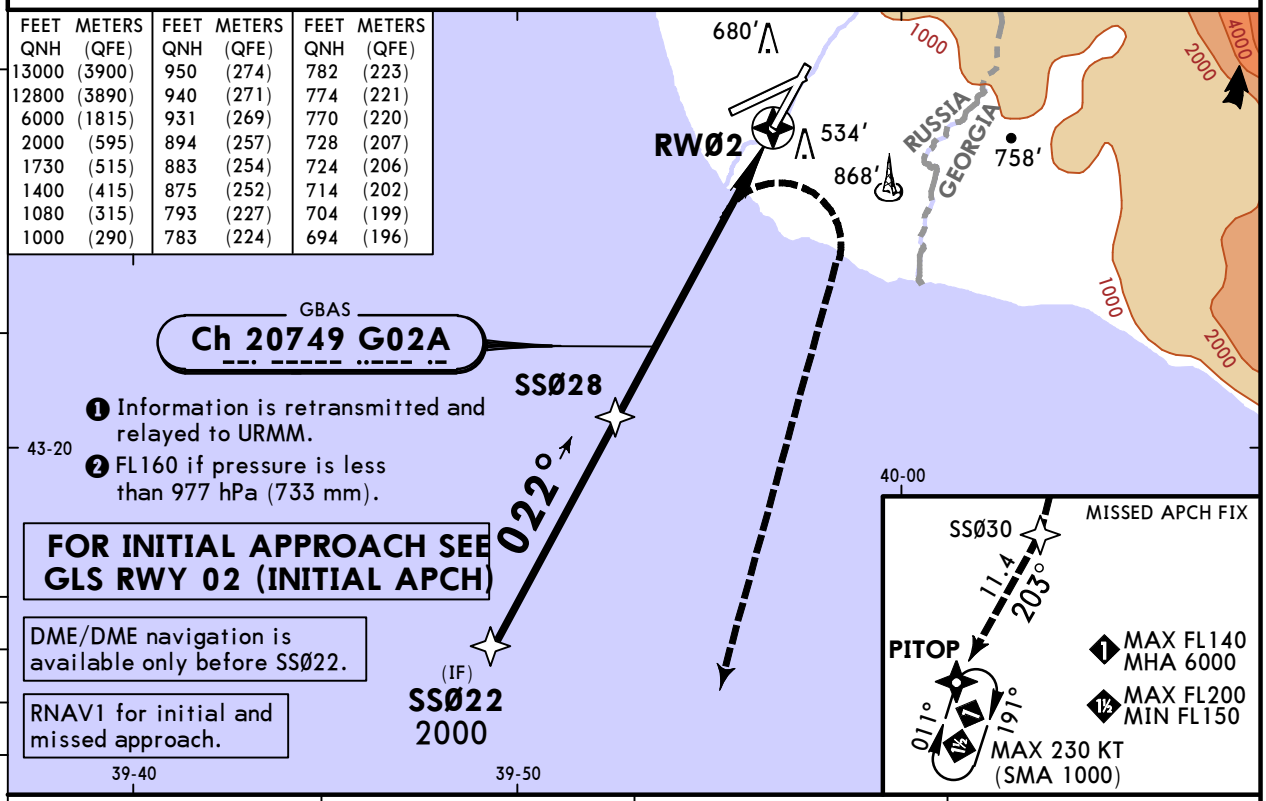
MISSED APCH: Turn RIGHT (MAX 190 KT) as early as possible to SSØ3Ø, then proceed to PITOP climbing to MIN 6000', (MAX FL200) and hold, or as directed. Refer to minimums for MACG.

12,800 MSA ARP

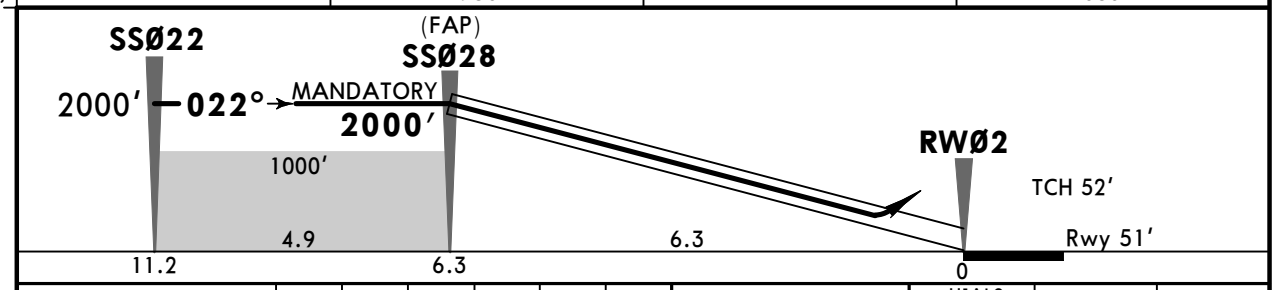
Alt Set:hPa (mm on req) | Rwy Elev: 2 hPa | Trans level: FL150 ❷ | Trans alt: 13000'

1.GNSS or DME/DME required. 2. Heavy turbulence with downdrafts to be expected on final.

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	950	(274)	782	(223)
12800	(3890)	940	(271)	774	(221)
6000	(1815)	931	(269)	770	(220)
2000	(595)	894	(257)	728	(207)
1730	(515)	883	(254)	724	(206)
1400	(415)	875	(252)	714	(202)
1080	(315)	793	(227)	704	(199)
1000	(290)	783	(224)	694	(196)



DIST to RWØ2	5.4	4.3	3.2
ALTITUDE	1730'	1400'	1080'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.83°	350	451	501	601	701	801

HIALS PAPI **190 KT** MAX RT **SSØ3Ø**

Std STRAIGHT-IN LANDING

GLS

MACG MIN 5.0% (304'/NM)	MACG MIN 4.0% (243'/NM)	MACG MIN 3.0% (183'/NM)	MACG MIN 2.5% (152'/NM)
A: **694'** (643')	A: **728'** (677')	A: **770'** (719')	A: **782'** (731')
B: **704'** (653')	B: **774'** (723')	B: **875'** (824')	B: **931'** (880')
C: **714'** (663')	C: **783'** (732')	C: **883'** (832')	C: **940'** (889')
DA(H) D: **724'** (673')	DA(H) D: **793'** (742')	DA(H) D: **894'** (843')	DA(H) D: **950'** (899')
ALS out	ALS out	ALS out	ALS out

PANS OPS

A, B	R1500m	R1500m	R1500m	R1500m
C, D	R2400m	R2400m	R2400m	R2400m

CHANGES: Rwy elev, airspace, recommendes altitudes.

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URSS/AER
SOCHI

JEPPESEN
29 AUG 25 (12-41) Eff 4 Sep

SOCHI, RUSSIA
GLS Rwy 06

BRIEFING STRIP TM

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	121.2	119.0

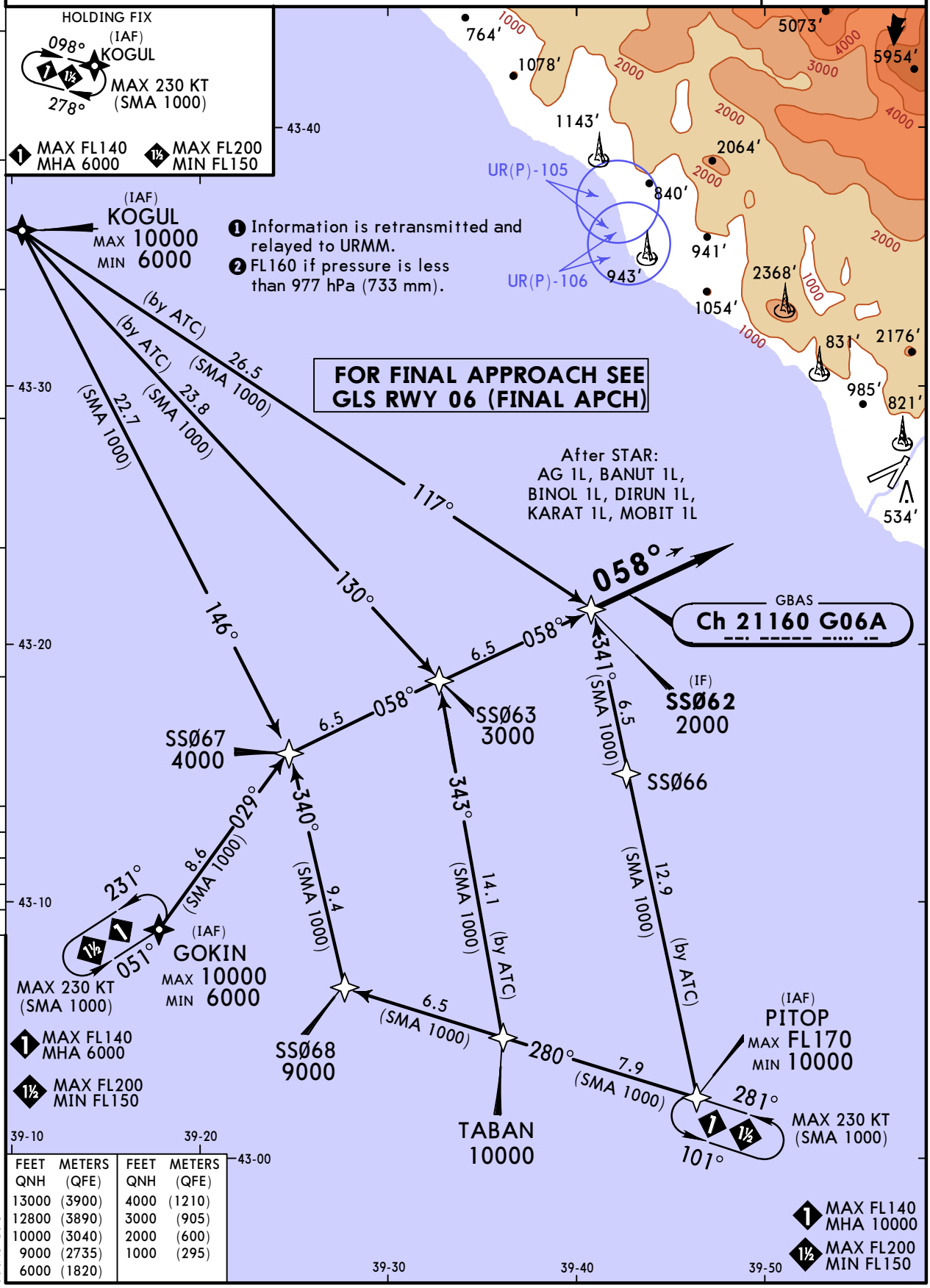
GBAS	Final Apch Crs	Refer to chart GLS Rwy 06 (FINAL APCH)	DA(H) Refer to chart GLS Rwy 06 (FINAL APCH)	Apt Elev 90′ Rwy 39′
Ch 21160 G06A	058°			

Alt Set:hPa (mm on req) Rwy Elev: 1 hPa Trans level: FL150 ❷ Trans alt: 13000′

RNAV 1 for initial and missed approach.

1. GNSS or DME/DME required. 2. DME/DME navigation is available only before SSØ62.

MSA ARP 12,800



PANS OPS

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	4000	(1210)
12800	(3890)	3000	(905)
10000	(3040)	2000	(600)
9000	(2735)	1000	(295)
6000	(1820)		

CHANGES: Airspace.

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URSS/AER
SOCHI

JEPPESEN

29 AUG 25 (12-41A) Eff 4 Sep

SOCHI, RUSSIA
GLS Rwy 06

BRIEFING STRIP TM

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian 126.2 132.975) ❶	124.6	119.7	121.2	119.0

GBAS	Final Apch Crs	SSØ71 MANDATORY	GLS DA(H) Refer to Minimums	Apt Elev 90' Rwy 39'
Ch 21160 G06A	058°	2000'(1961')		

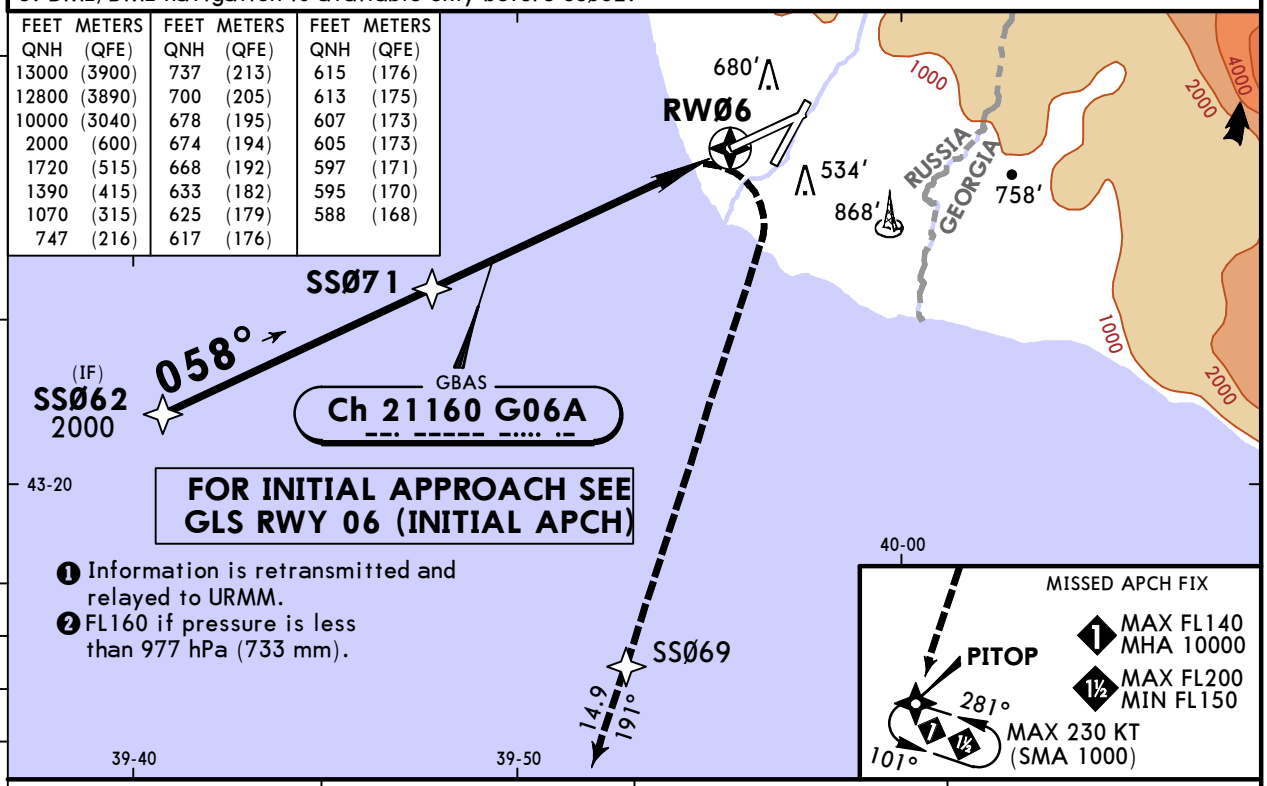
MISSED APCH: Turn RIGHT (MAX 190 KT) as early as possible to SSØ69, then proceed to PITOP climbing to MIN 10000', (MAX FL170) and hold, or as directed. Refer to minimums for MACG.

12,800 MSA ARP

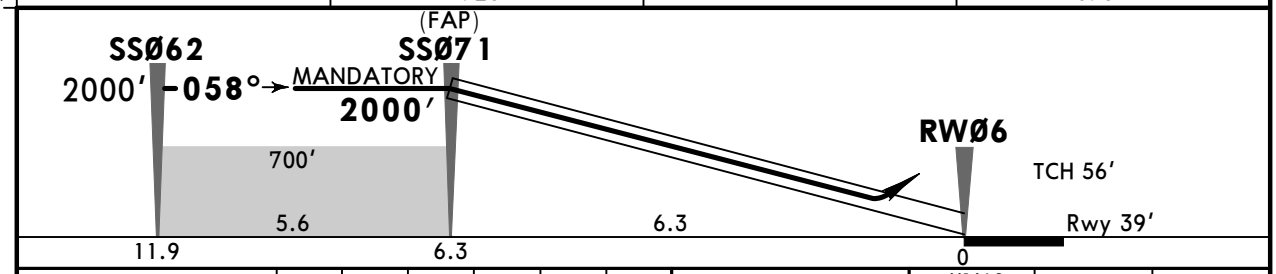
Alt Set:hPa (mm on req) | Rwy Elev: 1 hPa | Trans level: FL150 ❷ | Trans alt: 13000'

1. GNSS or DME/DME required. 2. Heavy turbulence with downdrafts to be expected on final.
3. DME/DME navigation is available only before SSØ62.

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	737	(213)	615	(176)
12800	(3890)	700	(205)	613	(175)
10000	(3040)	678	(195)	607	(173)
2000	(600)	674	(194)	605	(173)
1720	(515)	668	(192)	597	(171)
1390	(415)	633	(182)	595	(170)
1070	(315)	625	(179)	588	(168)
747	(216)	617	(176)		



DIST to RWØ6	5.4	4.3	3.2
ALTITUDE	1720'	1390'	1070'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.83°	350	451	501	601	701	801

HIALS PAPI | 190 KT MAX RT | SSØ69

Std STRAIGHT-IN LANDING GLS

MACG MIN 5.0% (304'/NM)	MACG MIN 4.0% (243'/NM)	MACG MIN 3.0% (183'/NM)	MACG MIN 2.5% (152'/NM)
A: 588'(549')	A: 595'(556')	A: 605'(566')	A: 613'(574')
B: 597'(558')	B: 605'(566')	B: 633'(594')	B: 674'(635')
C: 607'(568')	C: 615'(576')	C: 668'(629')	C: 737'(698')
DA(H) D: 617'(578')	DA(H) D: 625'(586')	DA(H) D: 678'(639')	DA(H) D: 747'(708')
ALS out	ALS out	ALS out	ALS out

PANS OPS

A	R1500m		R1500m		R1500m		R1500m
B						
C	R1900m	R2400m	R1900m	R2400m	R2200m	R2400m	R2400m
D			R2000m			

CHANGES: Recommended altitudes, airspace.

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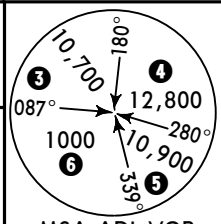
BRIEFING STRIP™

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	135.8	119.0

VOR ADL	Final Apch Crs	D7.8 MANDATORY	DA/MDA(H) Refer to Minimums	Apt Elev 90′ Rwy 51′
112.7	023°	2000′(1949′)		

MISSED APCH: Turn RIGHT (MAX 190 KT) onto 210° to intercept R-185. At D17.3 turn RIGHT onto 235° to intercept R-191, then proceed to PITOP holding climbing to MIN 6000′ (MAX FL200), or by ATS instruction. Refer to minimums for MACG.



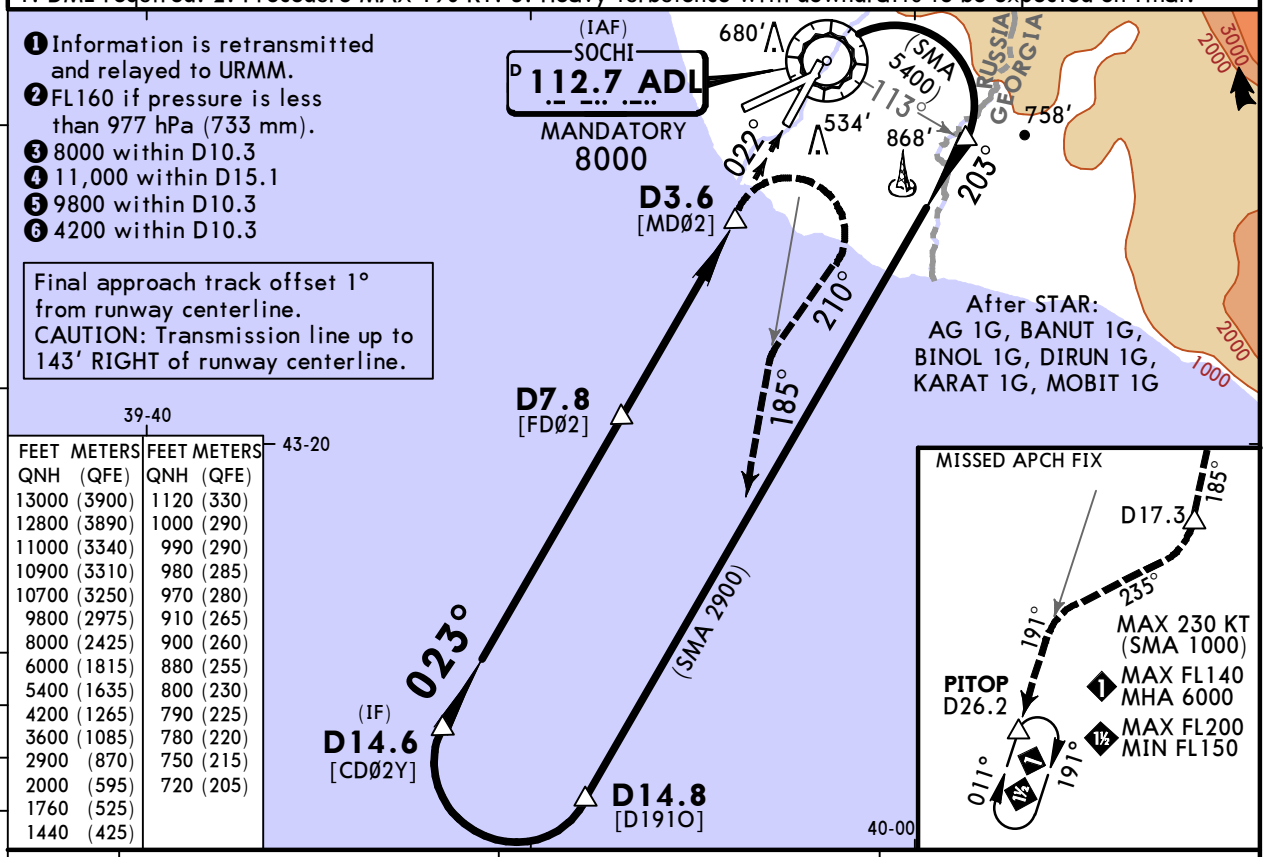
MSA ADL VOR

Alt Set:hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL150 ❷ Trans alt: 13000′

1. DME required. 2. Procedure MAX 190 KT. 3. Heavy turbulence with downdrafts to be expected on final.

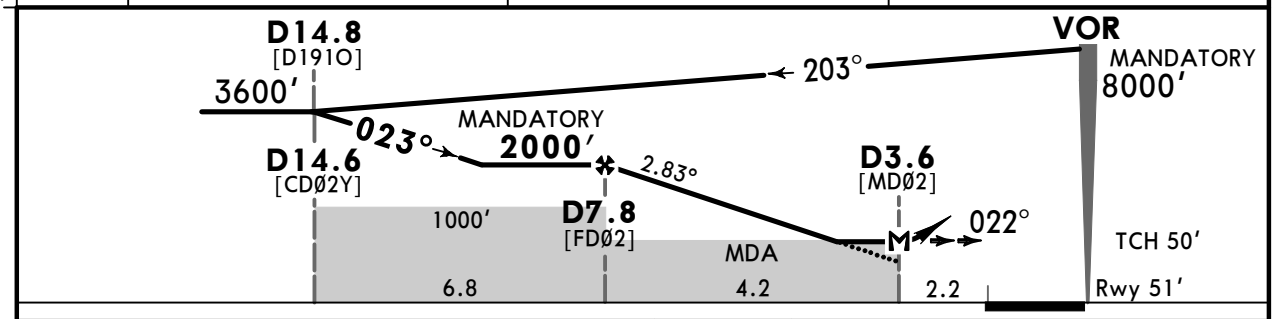
❶ Information is retransmitted and relayed to URMM.
❷ FL160 if pressure is less than 977 hPa (733 mm).
❸ 8000 within D10.3
❹ 11,000 within D15.1
❺ 9800 within D10.3
❻ 4200 within D10.3

Final approach track offset 1° from runway centerline.
CAUTION: Transmission line up to 143′ RIGHT of runway centerline.



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	1120	(330)
12800	(3890)	1000	(290)
11000	(3340)	990	(290)
10900	(3310)	980	(285)
10700	(3250)	970	(280)
9800	(2975)	910	(265)
8000	(2425)	900	(260)
6000	(1815)	880	(255)
5400	(1635)	800	(230)
4200	(1265)	790	(225)
3600	(1085)	780	(220)
2900	(870)	750	(215)
2000	(595)	720	(205)
1760	(525)		
1440	(425)		

ADL DME	7.0	5.9	4.9
ALTITUDE	1760′	1440′	1120′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.83°	350	451	501	601	701	801
MAP at D3.6							

Timing not authorized for defining MAP.

HIALS
PAPI

210° RT | 190 KT MAX | ADL 112.7 R-185

Std STRAIGHT-IN LANDING

	MACG MIN 4.8% (292′/NM)	MACG MIN 3.4% (207′/NM)	MACG MIN 2.5% (152′/NM)
❶ DA/MDA(H) CDFA	C: 780′(729′) B: 750′(699′) D: 800′(749′)	A: 720′(669′) C: 900′(849′) B: 880′(829′) D: 910′(859′)	A: 790′(739′) C: 980′(929′) B: 970′(919′) D: 990′(939′)
	ALS out	ALS out	ALS out

PANS OPS

A	NOT APPLICABLE	R1500m	R1500m
B	R1500m		
C	R2400m	R2400m	R2400m
D			

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy elev, airspace, procedure, TCH, minimums.

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URSS/AER
SOCHI

JEPPESEN

29 AUG 25 (13-2) Eff 4 Sep

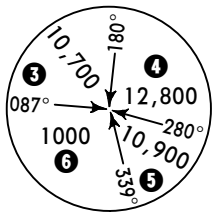
SOCHI, RUSSIA
VOR Y Rwy 06

BRIEFING STRIP

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian 126.2 ❶ 132.975)	124.6	119.7	121.2	119.0

VOR ADL	Final Apch Crs	D8.3 MANDATORY	DA/MDA(H) Refer to Minimums	Apt Elev 90′ Rwy 39′
112.7	056°	2000′(1961′)		

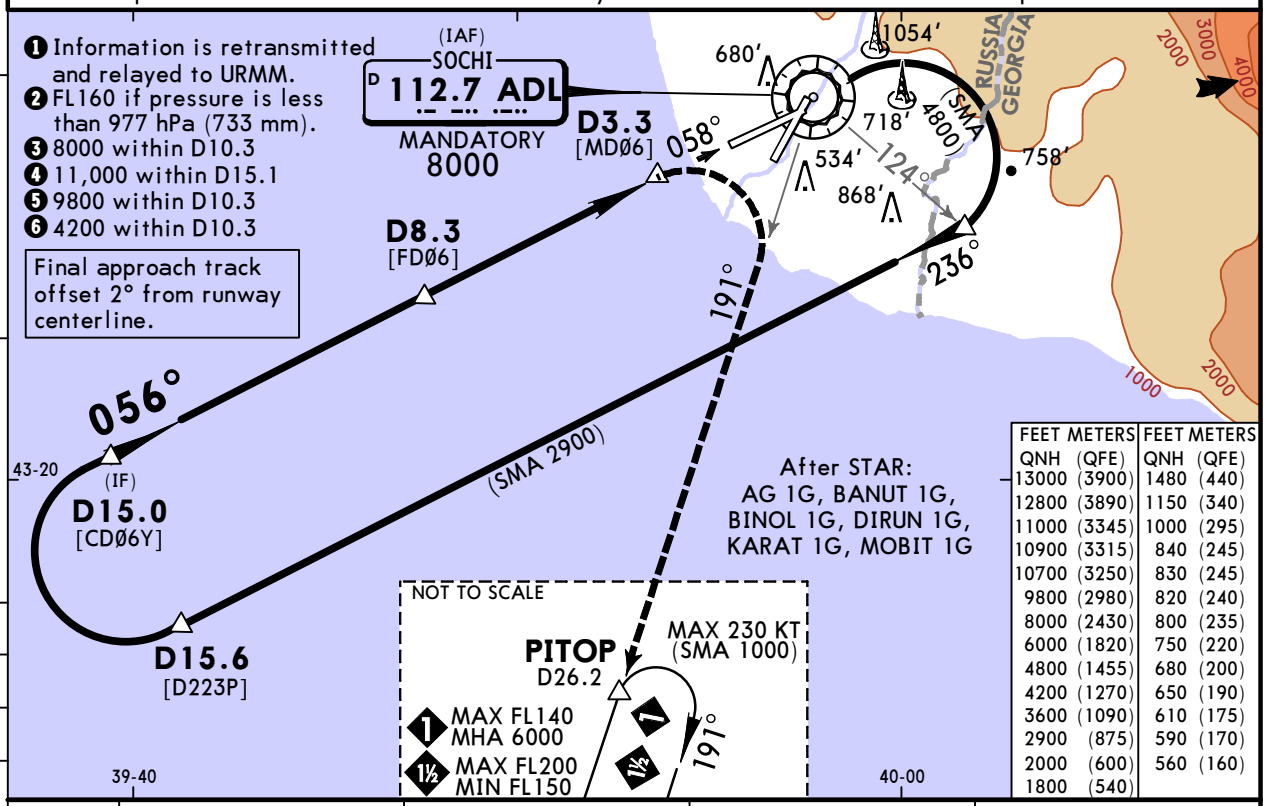
MISSED APCH: Turn RIGHT (MAX 205 KT) to intercept R-191, then proceed to PITOP holding climbing to MIN 6000′ (MAX FL200), or by ATS instruction. Refer to minimums for MACG.



MSA ADL VOR

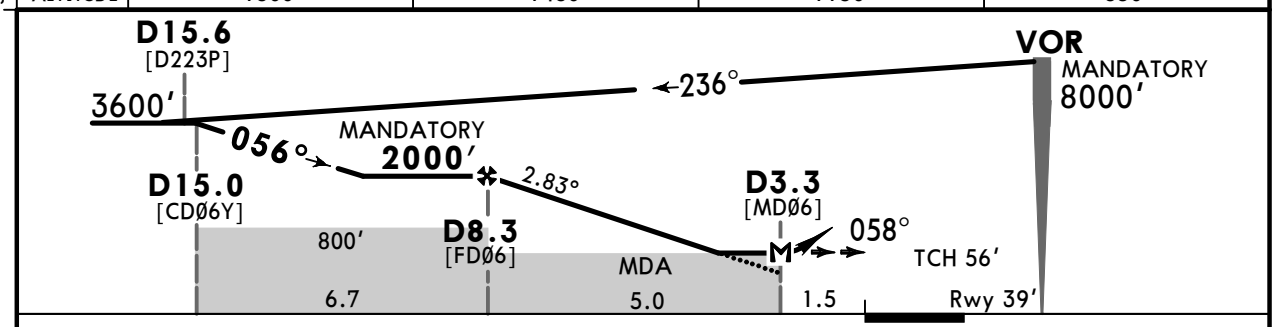
Alt Set:hPa (mm on req) Rwy Elev: 1 hPa Trans level: FL150 ❷ Trans alt: 13000′

1. DME required. 2. Procedure MAX 200 KT. 3. Heavy turbulence with downdrafts to be expected on final.



FEET METERS QNH	(QFE)	FEET METERS QNH	(QFE)
13000	(3900)	1480	(440)
12800	(3890)	1150	(340)
11000	(3345)	1000	(295)
10900	(3315)	840	(245)
10700	(3250)	830	(245)
9800	(2980)	820	(240)
8000	(2430)	800	(235)
6000	(1820)	750	(220)
4800	(1455)	680	(200)
4200	(1270)	650	(190)
3600	(1090)	610	(175)
2900	(875)	590	(170)
2000	(600)	560	(160)
1800	(540)		

ADL DME	7.6	6.5	5.4	4.3
ALTITUDE	1800′	1480′	1150′	830′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.83°	350	451	501	601	701	801
MAP at D3.3							

Timing not authorized for defining MAP.

HIALS PAPI

205 KT MAX RT

ADL 112.7 R-191

Std STRAIGHT-IN LANDING

	MACG MIN 3.8% (231′/NM)	MACG MIN 2.5% (152′/NM)
CDFA	A: 560′(521′) C: 650′(611′)	A: 590′(551′) C: 820′(781′)
❶ DA/MDA(H)	B: 610′(571′) D: 680′(641′)	B: 750′(711′) D: 840′(801′)
	ALS out	ALS out

PANS OPS

A	R1500m		R1500m
B			
C	R2100m	R2400m	R2400m
D	R2300m		

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Recommended altitudes, airspace.

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URSS/AER
SOCHI

JEPPESEN

29 AUG 25 (16-1) Eff 4 Sep

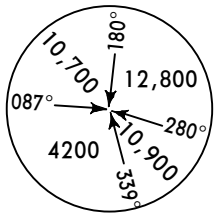
SOCHI, RUSSIA
NDB Rwy 02

BRIEFING STRIP ™

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	135.8	119.0

NDB AD	Final Apch Crs	[FNØ2]	DA/MDA(H) Refer to Minimums	Apt Elev 90′ Rwy 51′
365	023°	2900′ (2849′)		

MISSED APCH: Turn RIGHT (MAX 185 KT) onto 203° to 339° AD NDB climbing to CAT A&B: 3000′ or above, CAT C&D: 3600′ or above, then turn RIGHT onto track 023° to NDB climbing to CAT A&B: 3900′ or above, CAT C&D: 5300′ or above, or as directed.

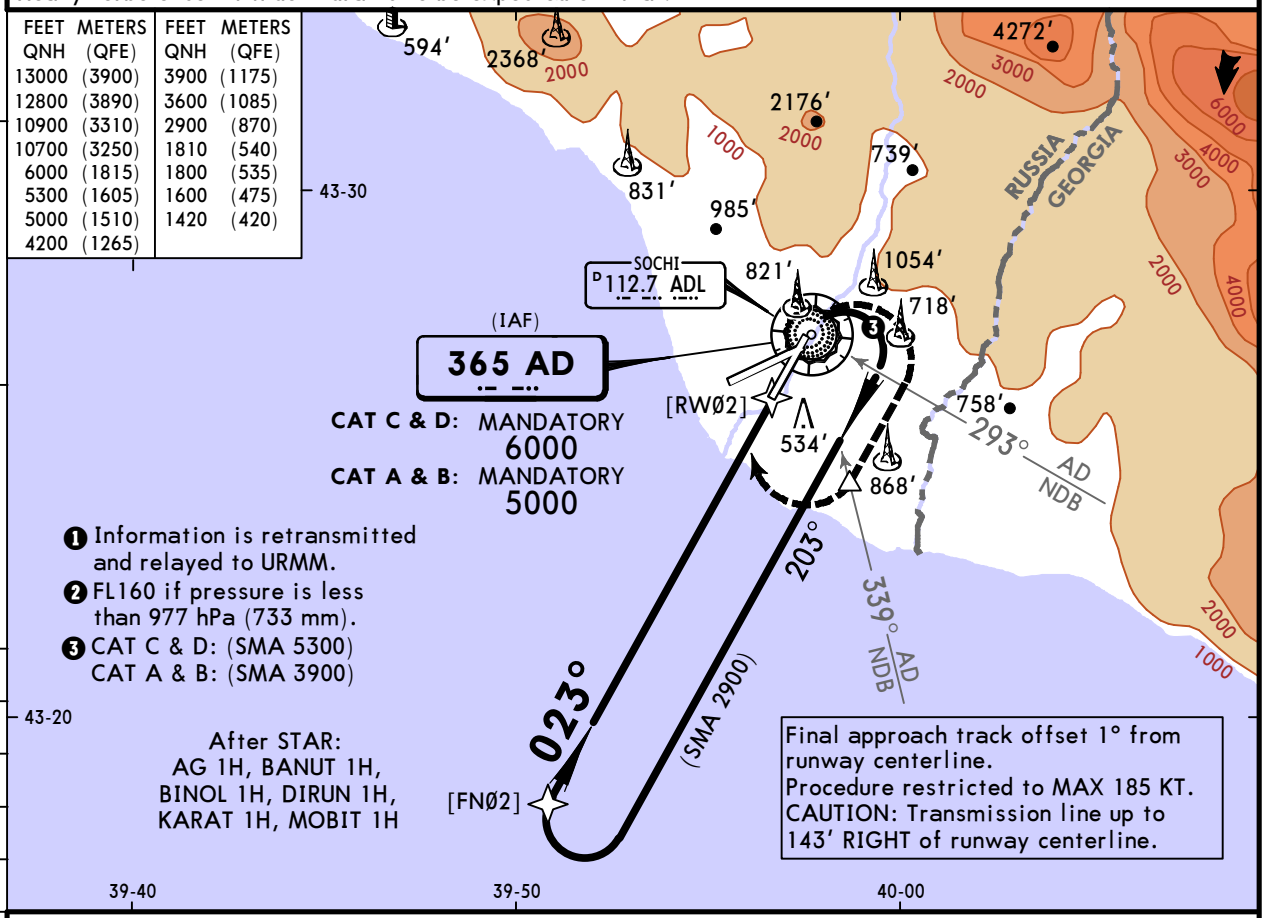


MSA AD NDB

Alt Set:hPa (mm on req) | Rwy Elev: 2 hPa | Trans level: FL150 ❷ | Trans alt: 13000′

Heavy turbulence with downdrafts to be expected on final.

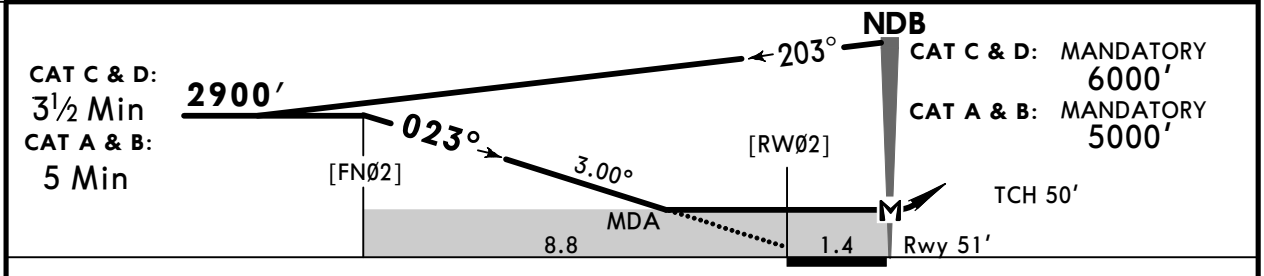
FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	3900	(1175)
12800	(3890)	3600	(1085)
10900	(3310)	2900	(870)
10700	(3250)	1810	(540)
6000	(1815)	1800	(535)
5300	(1605)	1600	(475)
5000	(1510)	1420	(420)
4200	(1265)		



❶ Information is retransmitted and relayed to URMM.
❷ FL160 if pressure is less than 977 hPa (733 mm).
❸ CAT C & D: (SMA 5300)
CAT A & B: (SMA 3900)

After STAR:
AG 1H, BANUT 1H,
BINOL 1H, DIRUN 1H,
KARAT 1H, MOBIT 1H

Final approach track offset 1° from runway centerline.
Procedure restricted to MAX 185 KT.
CAUTION: Transmission line up to 143′ RIGHT of runway centerline.



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at NDB							

HIALS
PAPI

203° RT

185 KT MAX

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) A: **1420′** (1369′) C: **1800′** (1749′)
B: **1600′** (1549′) D: **1810′** (1759′)

ALS out

PANS OPS

A	R1500m
B	
C	R2400m
D	

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy elev, airspace, minimums.

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URSS/AER
SOCHI

JEPPESEN

29 AUG 25 (16-2) Eff 4 Sep

SOCHI, RUSSIA
NDB Y Rwy 06

BRIEFING STRIP TM

ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	135.8	119.0

NDB AD	Final Apch Crs	[FNØ6]	DA/MDA(H) Refer to Minimums	Apt Elev 90′ Rwy 39′
365	054°	3000′ (2661′)		

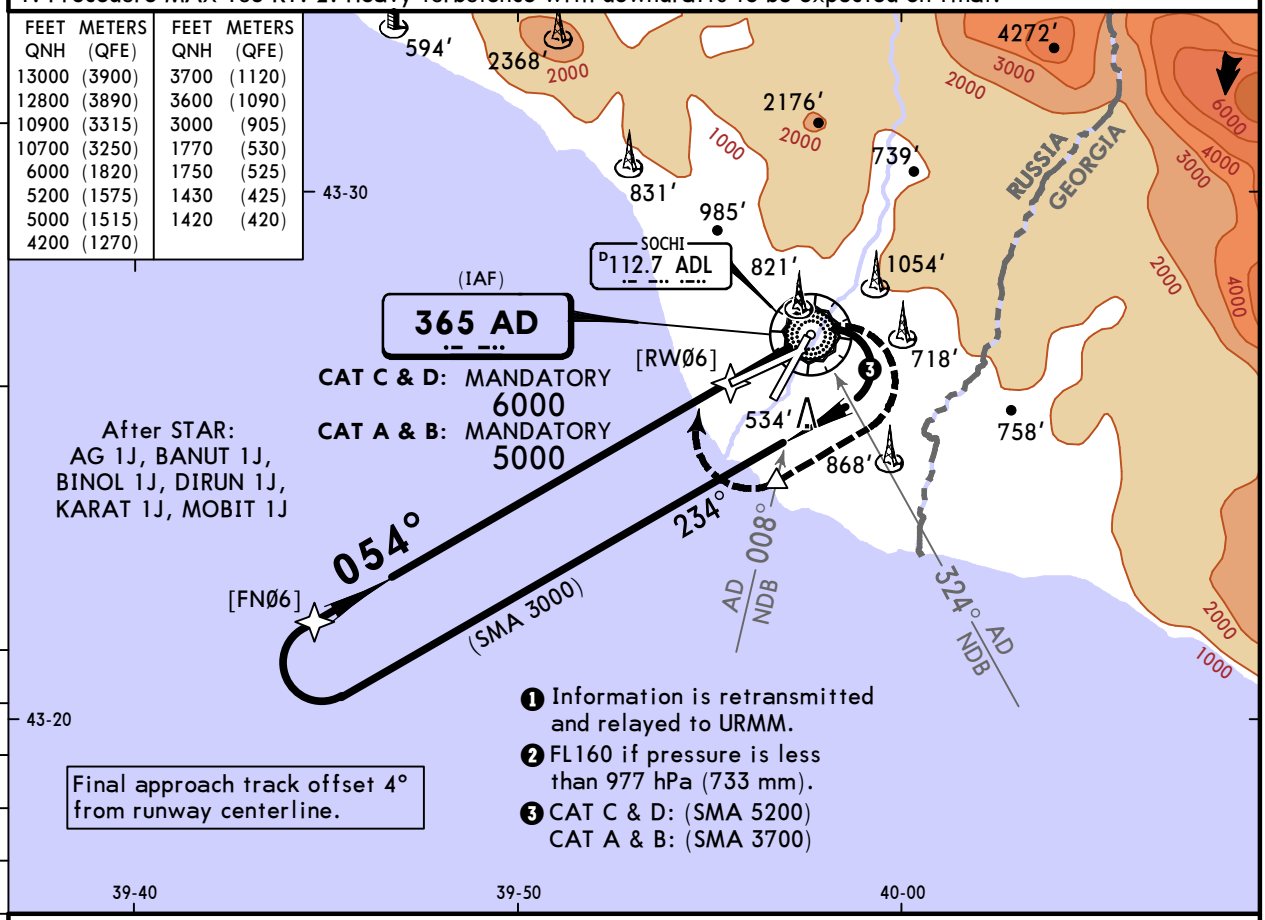
MISSED APCH: Turn RIGHT (MAX 185 KT) onto 234° to 008° AD NDB climbing to CAT A&B: 2600′ or above, CAT C&D: 3600′ or above, then turn RIGHT onto track 054° to NDB climbing to CAT A&B: 3700′ or above, CAT C&D: 5200′ or above, or as directed.

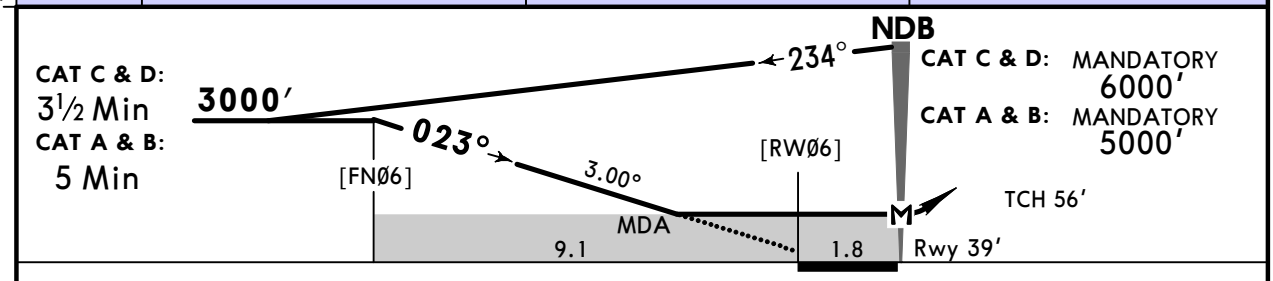
MSA AD NDB: 180° 12,800; 087° 10,700; 280° 10,900; 339° 4200

Alt Set:hPa (mm on req) | Rwy Elev: 1 hPa | Trans level: FL150 ❷ | Trans alt: 13000′

1. Procedure MAX 185 KT. 2. Heavy turbulence with downdrafts to be expected on final.

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
13000	(3900)	3700	(1120)
12800	(3890)	3600	(1090)
10900	(3315)	3000	(905)
10700	(3250)	1770	(530)
6000	(1820)	1750	(525)
5200	(1575)	1430	(425)
5000	(1515)	1420	(420)
4200	(1270)		





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at NDB							

HIALS PAPI | 234° RT | 185 KT MAX

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) A: **1420′** (1381′) C: **1750′** (1711′)
B: **1430′** (1391′) D: **1770′** (1731′)

ALS out

PANS OPS

A	R1500m
B	
C	R2400m
D	

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Airspace.

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