

List of pages in this Trip Kit

Trip Kit Index

Airport Information For URSS

Terminal Charts For URSS

Revision Letter For Cycle 06-2012

Change Notices

Notebook

General Information

Location: Sochi Rus
IATA Code: AER
Lat/Long: N43° 26.7' E039° 56.8'
Elevation: 90 ft

Airport Use: Public
Magnetic Variation: 6.4°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0310 Z
Sunset: 1541 Z,

Runway Information

Runway: 02
Length x Width: 8202 ft x 161 ft
Surface Type: concrete
TDZ-Elev: 50 ft
Lighting: Edge, ALS

Runway: 06
Length x Width: 9482 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 39 ft
Lighting: Edge, ALS

Runway: 20
Length x Width: 8202 ft x 161 ft
Surface Type: concrete
TDZ-Elev: 90 ft
Lighting: Edge

Runway: 24
Length x Width: 9482 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 86 ft
Lighting: Edge

Communication Information

ATIS 129.375

ATIS 126.2 Non-English

Sochi Taxiing Tower 119.0

Sochi Start Tower 124.6

Sochi Start Tower 121.2

Sochi Krug Tower 119.7

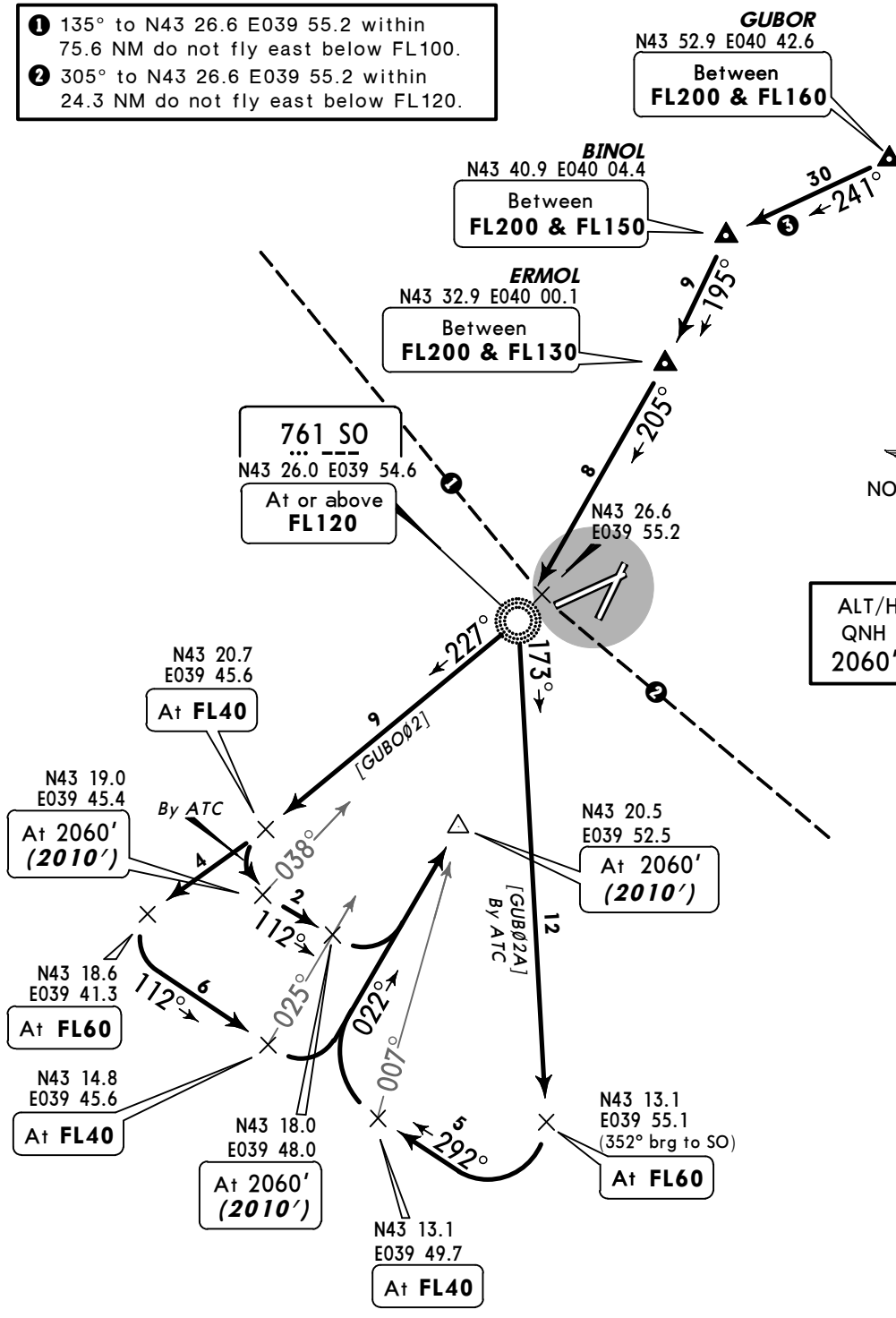
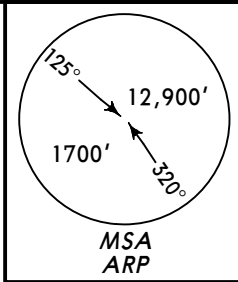
Sochi Approach Control 118.3

Sochi Transit Operations 131.9

ATIS 129.37 (Russian 126.2)	Apt Elev 90'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2060' (2010') During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.
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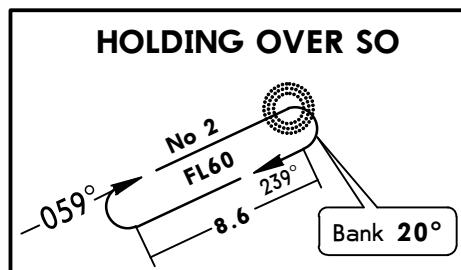
[GUBØ2A], [GUBOØ2]
RWY 02 ARRIVALS

- 1 135° to N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL100.
- 2 305° to N43 26.6 E039 55.2 within 24.3 NM do not fly east below FL120.



ALT/HEIGHT CONVERSION
QNH (QFE)
2060' (2010' - 600m)

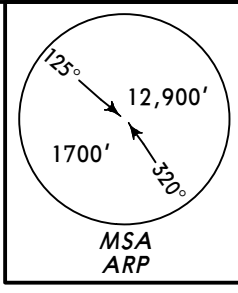
3 WARNING
Descend to FL160 abeam the mountain CHUGUSH (azimuth 035°, distance 22.1 NM from terminal area surveillance radar N43 26.6 E039 55.2). Further descending as instructed by ATC.



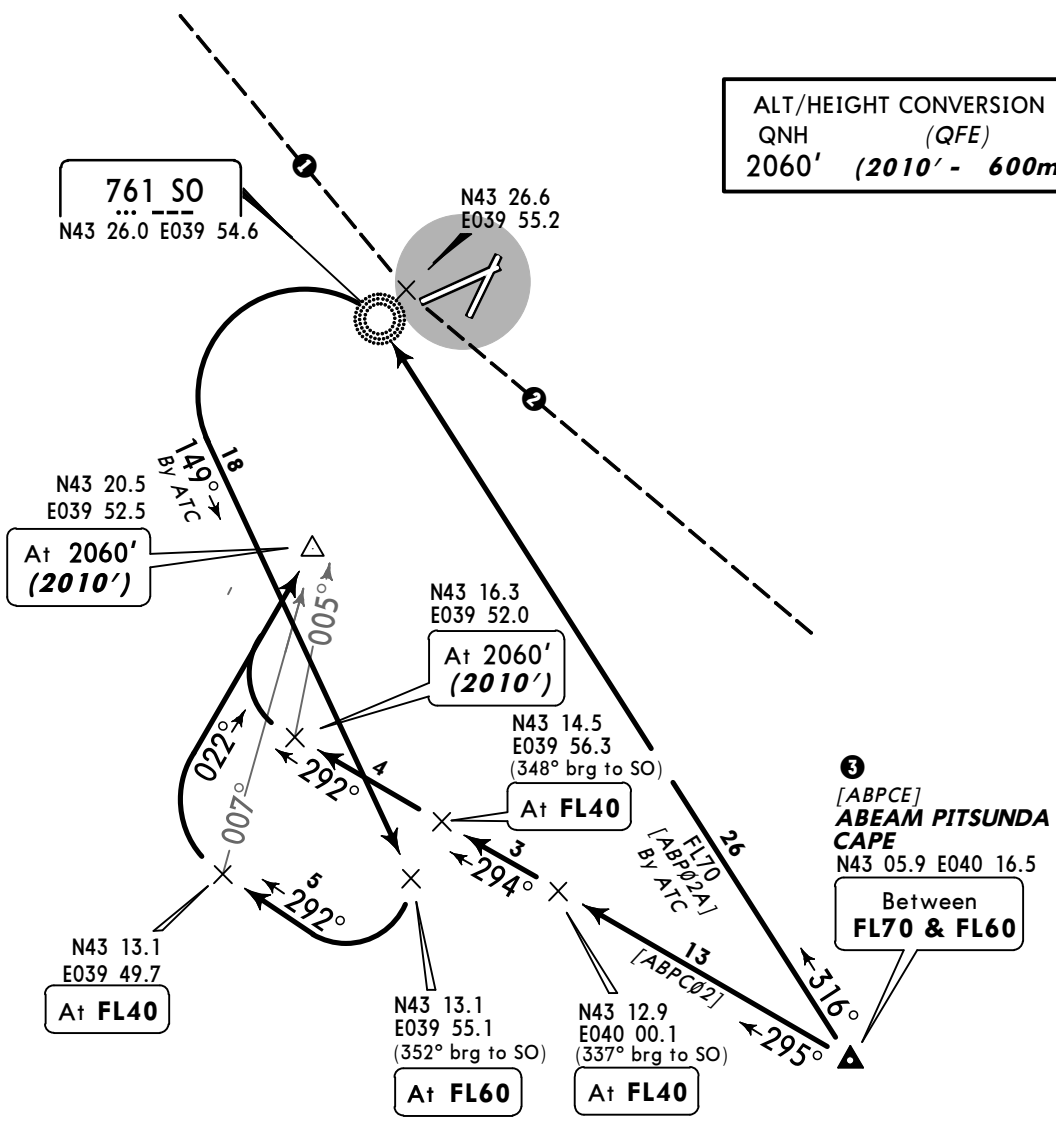
ATIS 129.37 (Russian 126.2)	Apt Elev 90'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2060' (2010') During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.
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[ABP02A], [ABPC02]
RWY 02 ARRIVALS

- ① 135° to N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL100.
- ② 305° to N43 26.6 E039 55.2 within 24.3 NM do not fly east below FL120.



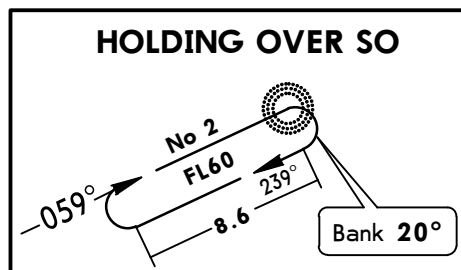
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2060'	(2010' - 600m)



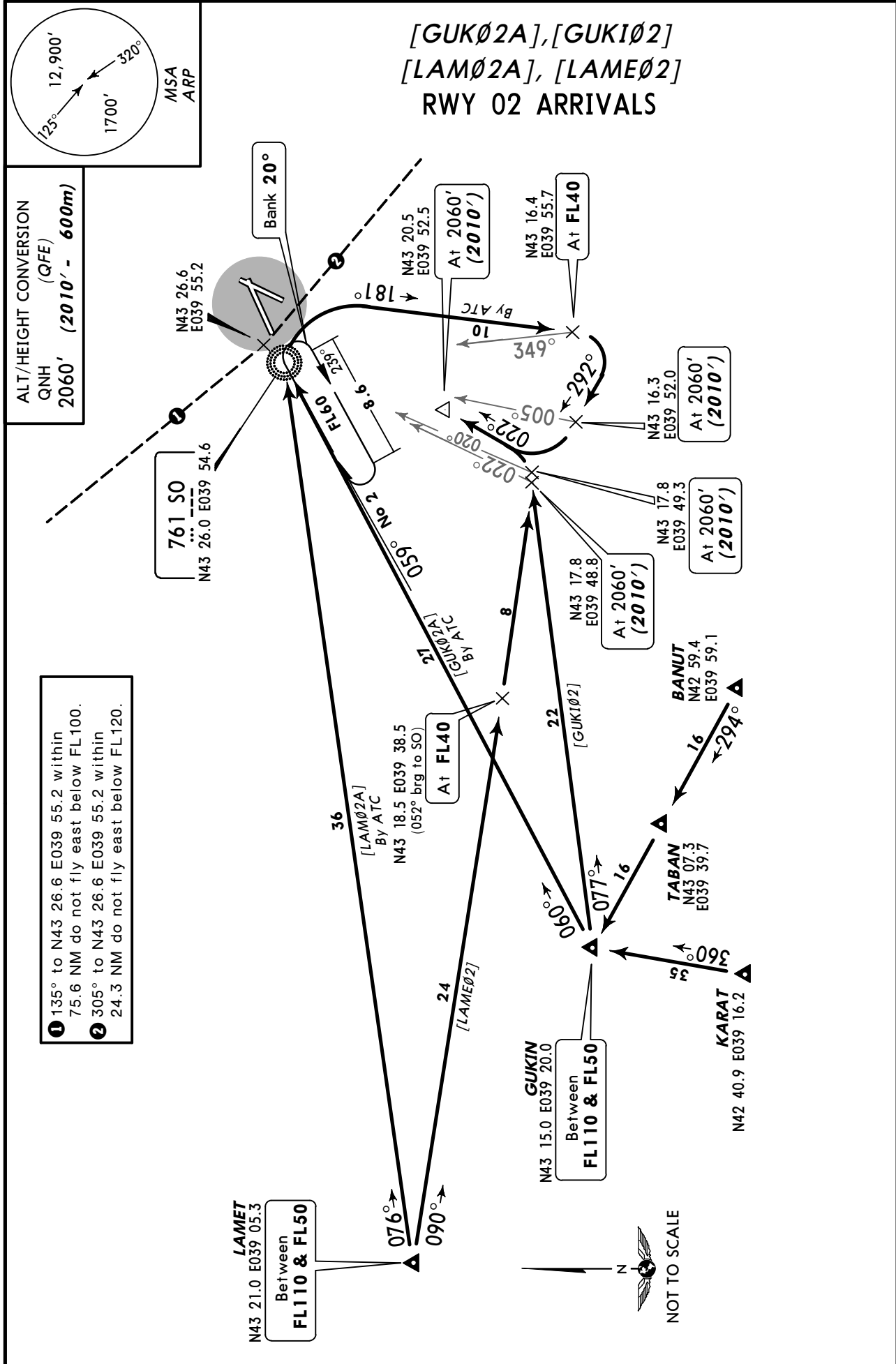
③ [ABPCE] ABEAM PITSUNDA CAPE
N43 05.9 E040 16.5
Between FL70 & FL60



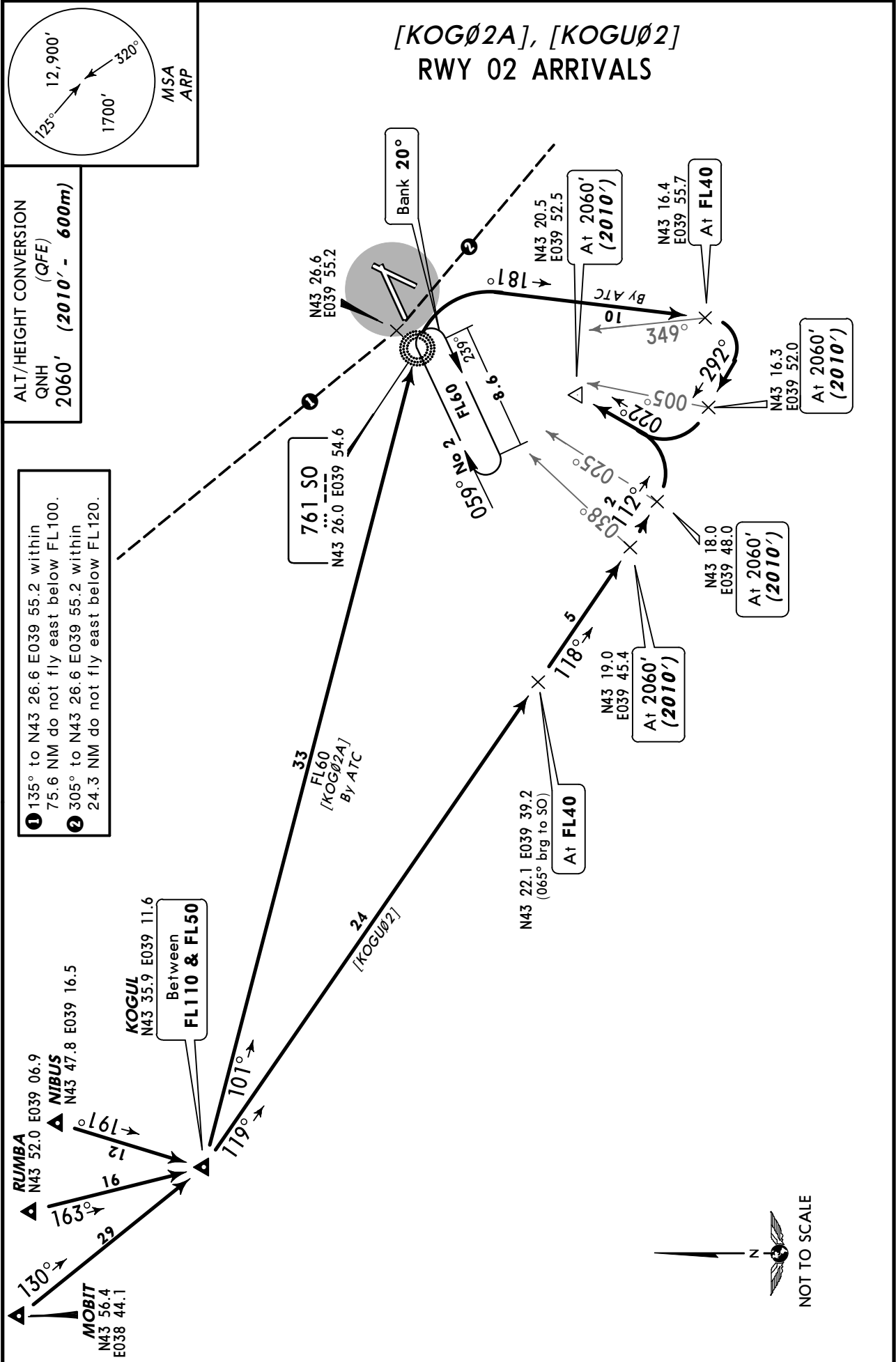
⑤ Approach to final turn from ABEAM PITSUNDA CAPE is only possible in VMC when radar control is available.



ATIS 129.37 (Russian 126.2)	Apt Elev 90'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2060' (2010') During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.
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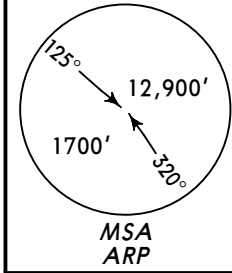
ATIS 129.37 (Russian 126.2)	Apt Elev 90'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2060' (2010') During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.
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ATIS 129.37 (Russian 126.2)	Apt Elev 90'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2060' (2021') During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.
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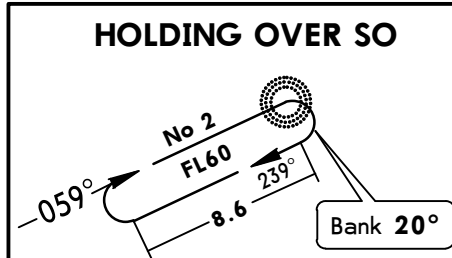
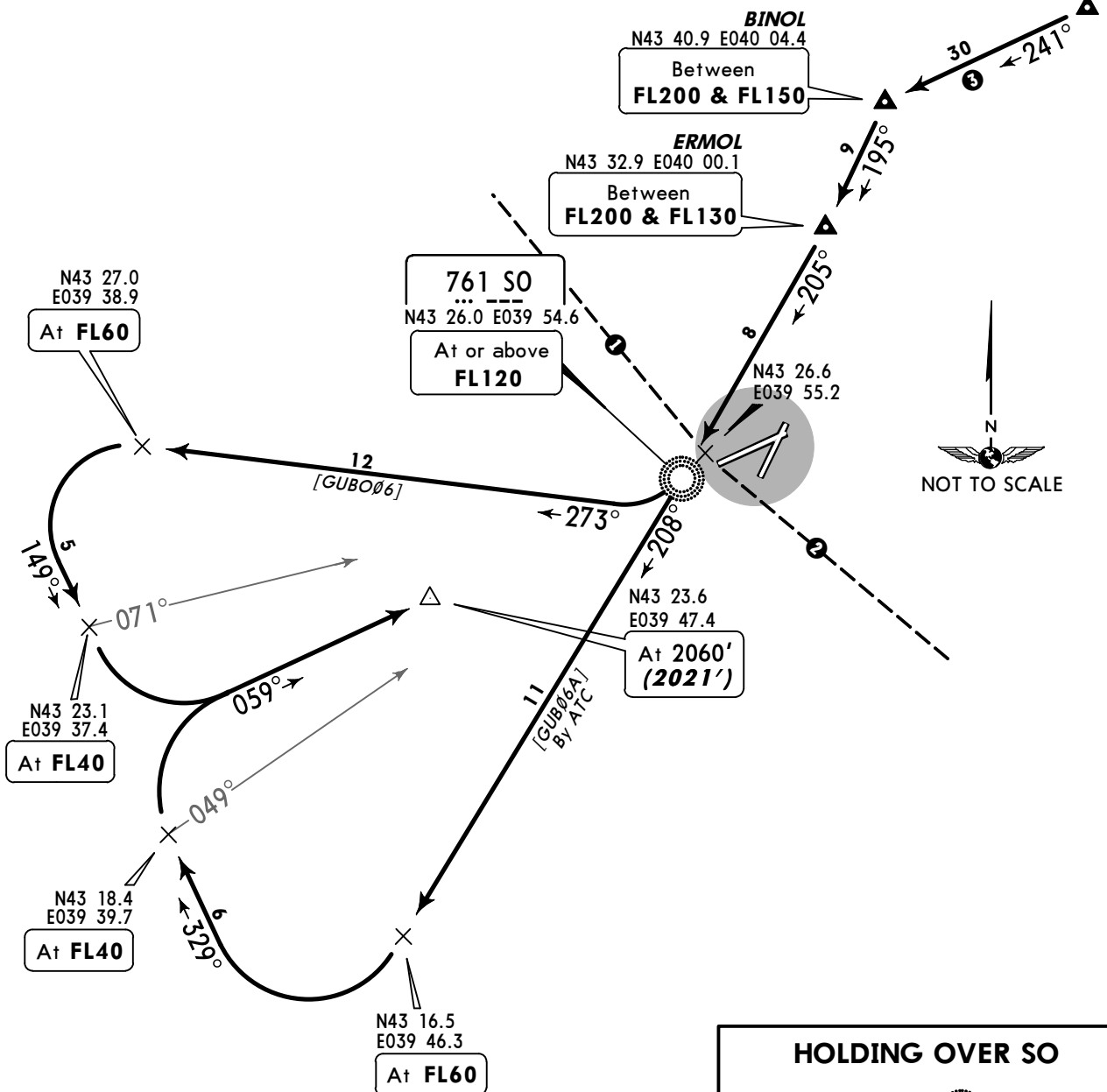
[GUBØ6A], [GUBØ6]
RWY 06 ARRIVALS

- ① 135° to N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL100.
- ② 305° to N43 26.6 E039 55.2 within 24.3 NM do not fly east below FL120.



③ WARNING
Descend to FL160 abeam the mountain CHUGUSH (azimuth 035°, distance 22.1 NM from terminal area surveillance radar N43 26.6 E039 55.2). Further descending as instructed by ATC.

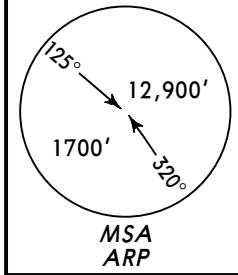
GUBOR
N43 52.9 E040 42.6
Between
FL200 & FL160



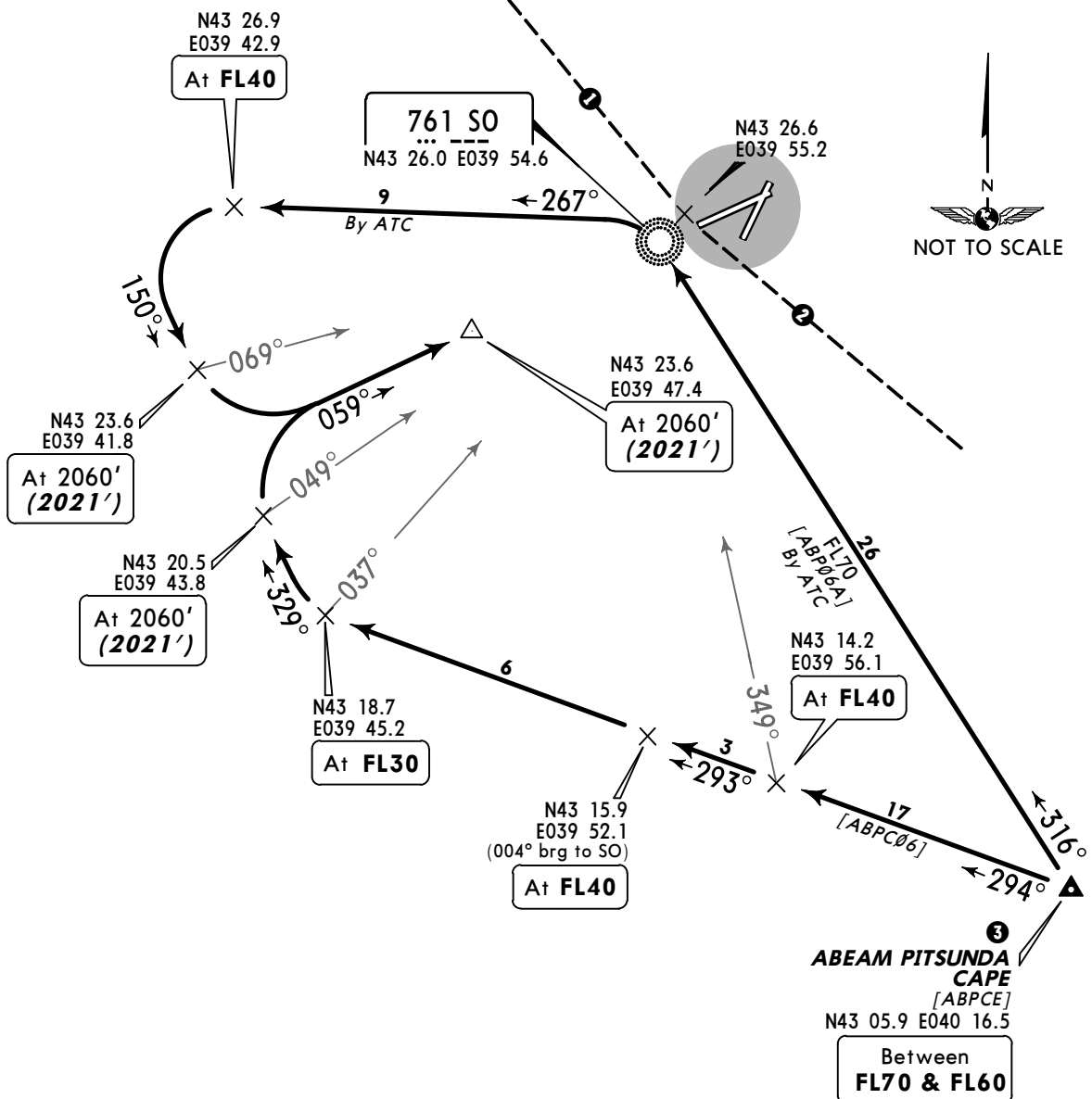
ALT/HEIGHT CONVERSION
QNH (QFE)
2060' (2021' - 600m)

ATIS 129.37 (Russian 126.2)	Apt Elev 90'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2060' (2021') During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.
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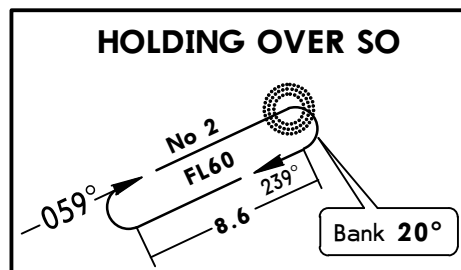
[ABP06A], [ABPC06]
RWY 06 ARRIVALS



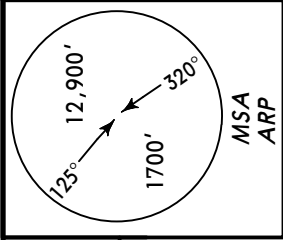
- ① 135° to N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL100.
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- ③ Approach to final turn from ABEAM PITSUNDA CAPE is only possible in VMC when radar control is available.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2060'	(2021' - 600m)

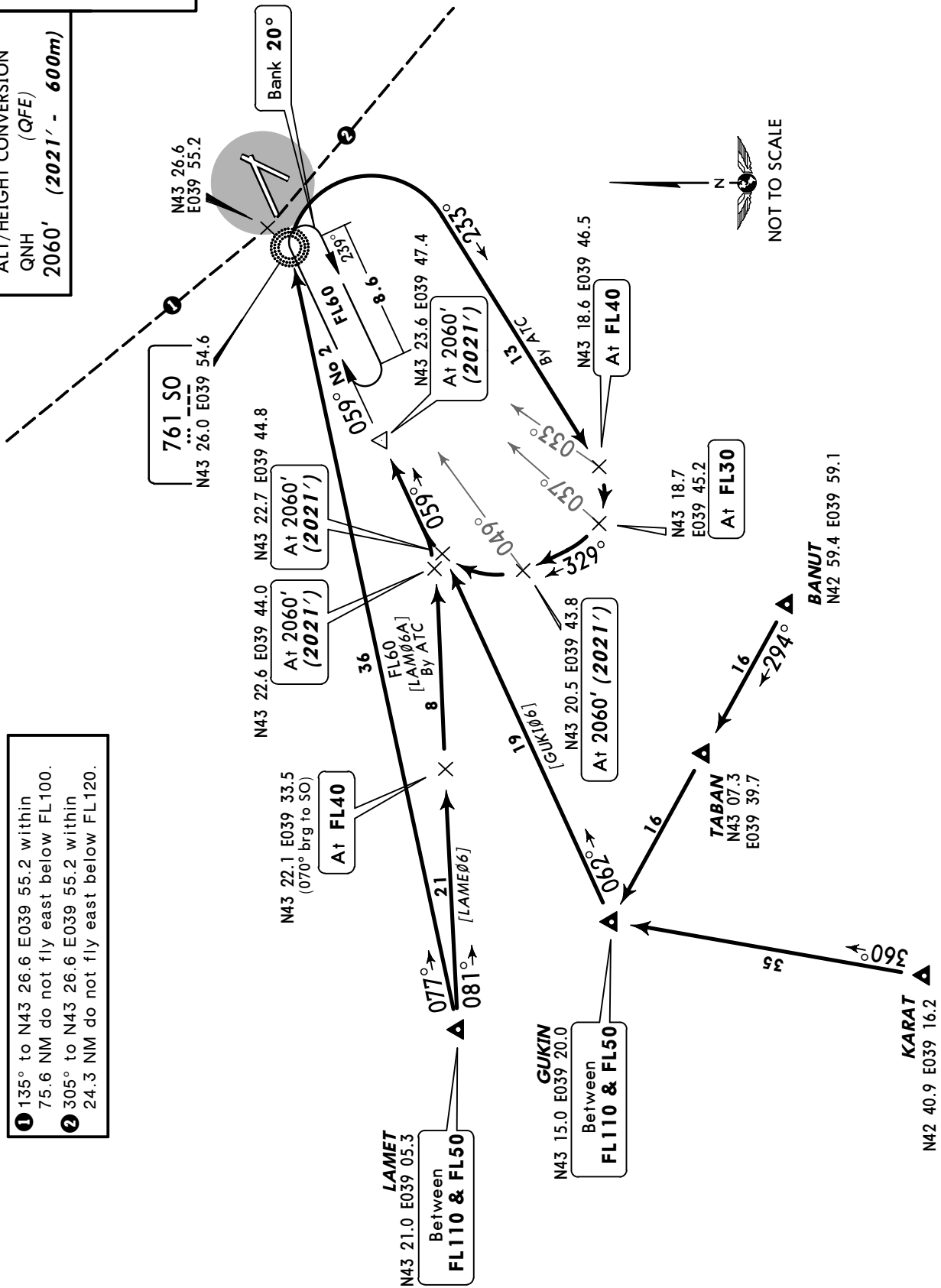


ATIS 129.37 (Russian 126.2)	Apt Elev 90'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2060' (2021') During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.
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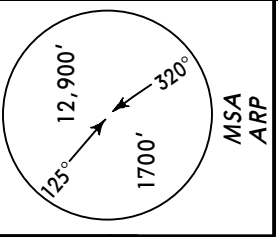
ALT/HEIGHT CONVERSION
(QFE)
QNH
2060' (2021' - 600m)

[GUKI06]
[LAM06A], [LAME06]
RWY 06 ARRIVALS



- 1 135° to N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL100.
- 2 305° to N43 26.6 E039 55.2 within 24.3 NM do not fly east below FL120.

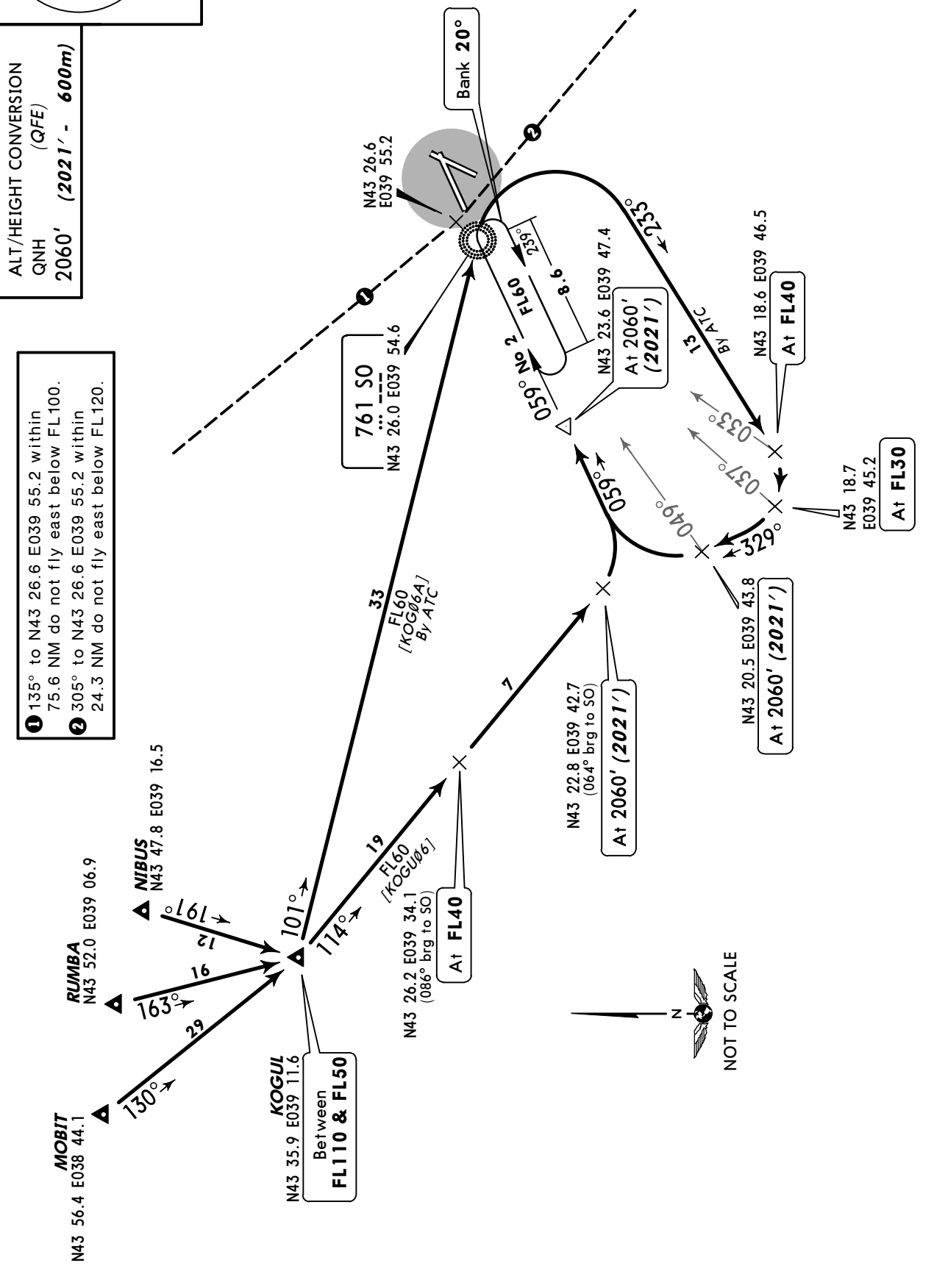
ATIS 129.37 (Russian 126.2)	Apt Elev 90'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2060' (2021') During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.
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[KOGØ6A], [KOGUØ6]
RWY 06 ARRIVALS

ALT/HEIGHT CONVERSION
QNH (QFE)
2060' (2021' - 600m)

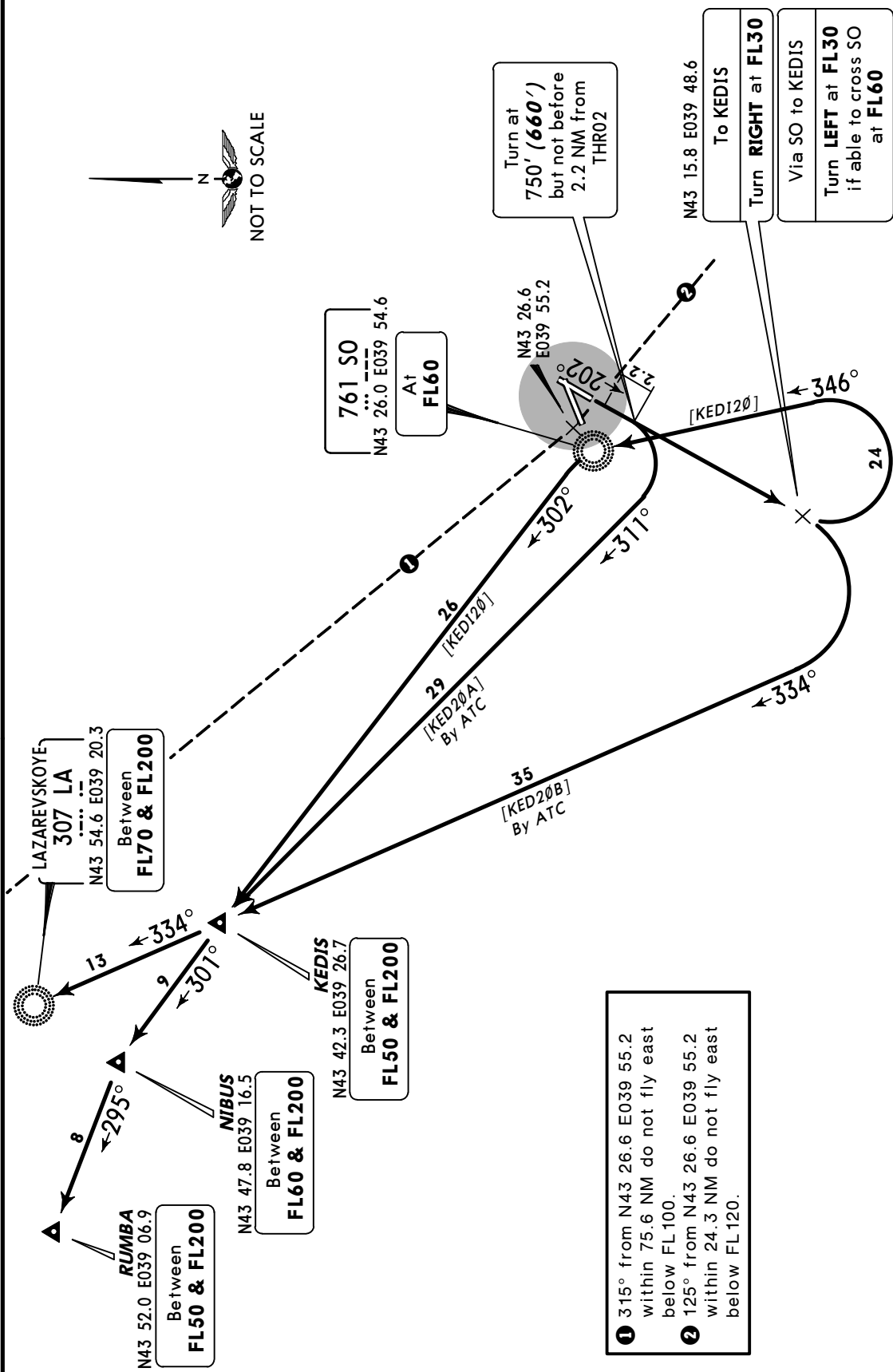
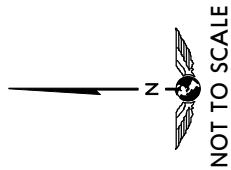
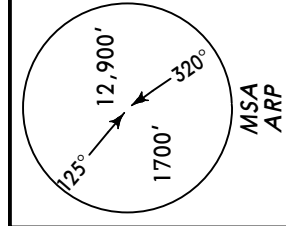
- 1 135° to N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL100.
- 2 305° to N43 26.6 E039 55.2 within 24.3 NM do not fly east below FL120.



Apt Elev
90'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2060' (1970')
Noise abatement procedure should be applied according to Flight Operation Manual.

[KED20A], [KED20B], [KEDI20]
RWY 20 DEPARTURES



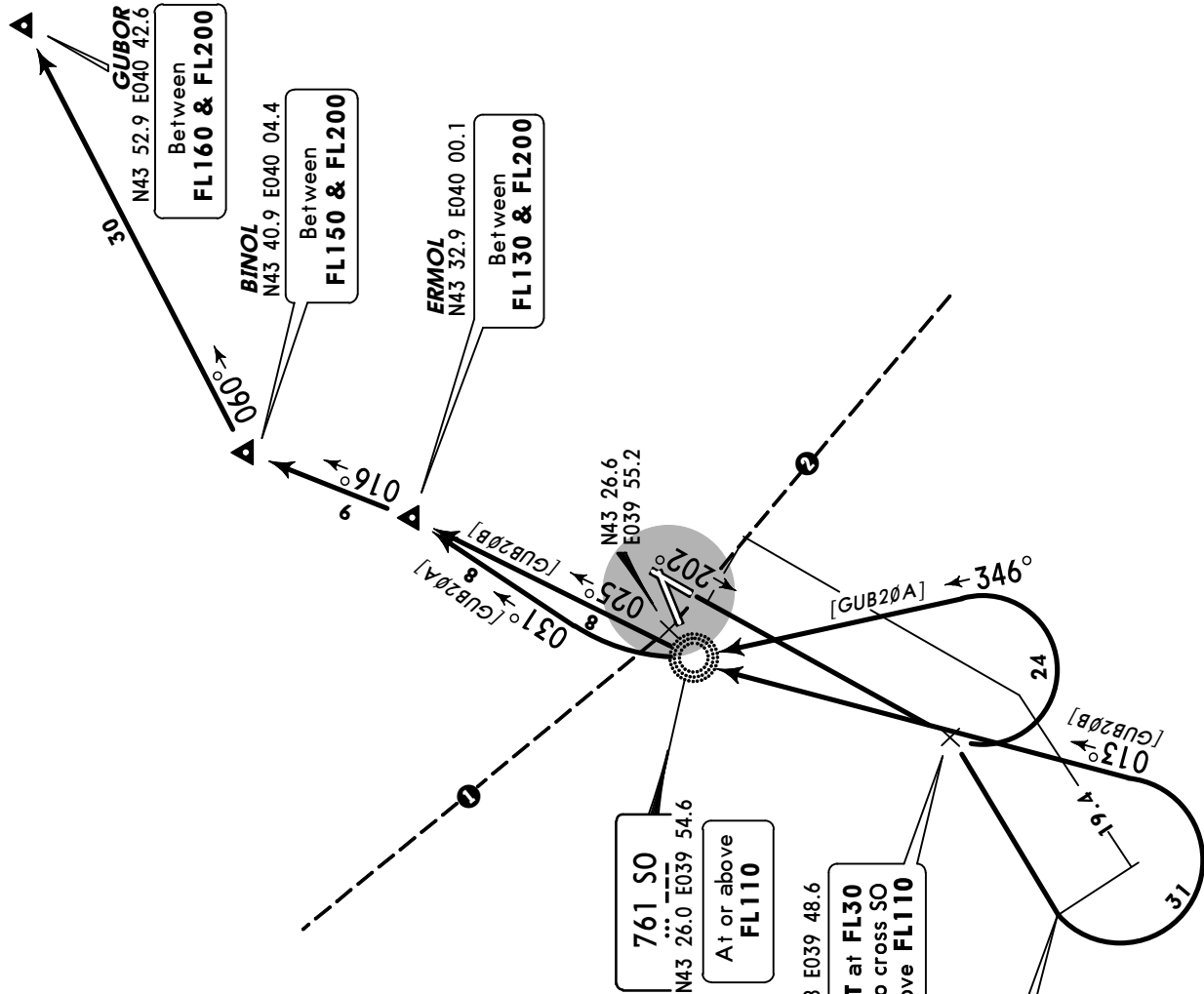
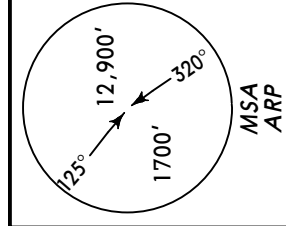
- ① 315° from N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL100.
- ② 125° from N43 26.6 E039 55.2 within 24.3 NM do not fly east below FL120.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
750'	(660' - 200m)
2060'	(1970' - 600m)

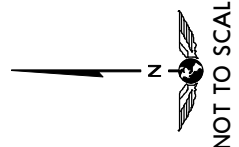
Apt Elev
90'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2060' (1970')
Noise abatement procedure should be applied according to Flight Operation Manual.

[GUB20A], [GUB20B]
RWY 20 DEPARTURES



- 1 315° from N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL100.
- 2 125° from N43 26.6 E039 55.2 within 24.3 NM do not fly east below FL120.



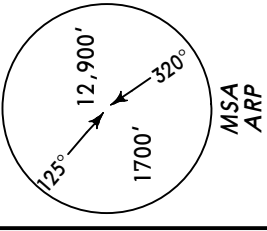
Turn LEFT at FL30 if able to cross SO at or above FL110

At FL60 but not before 19.4 NM from THR02

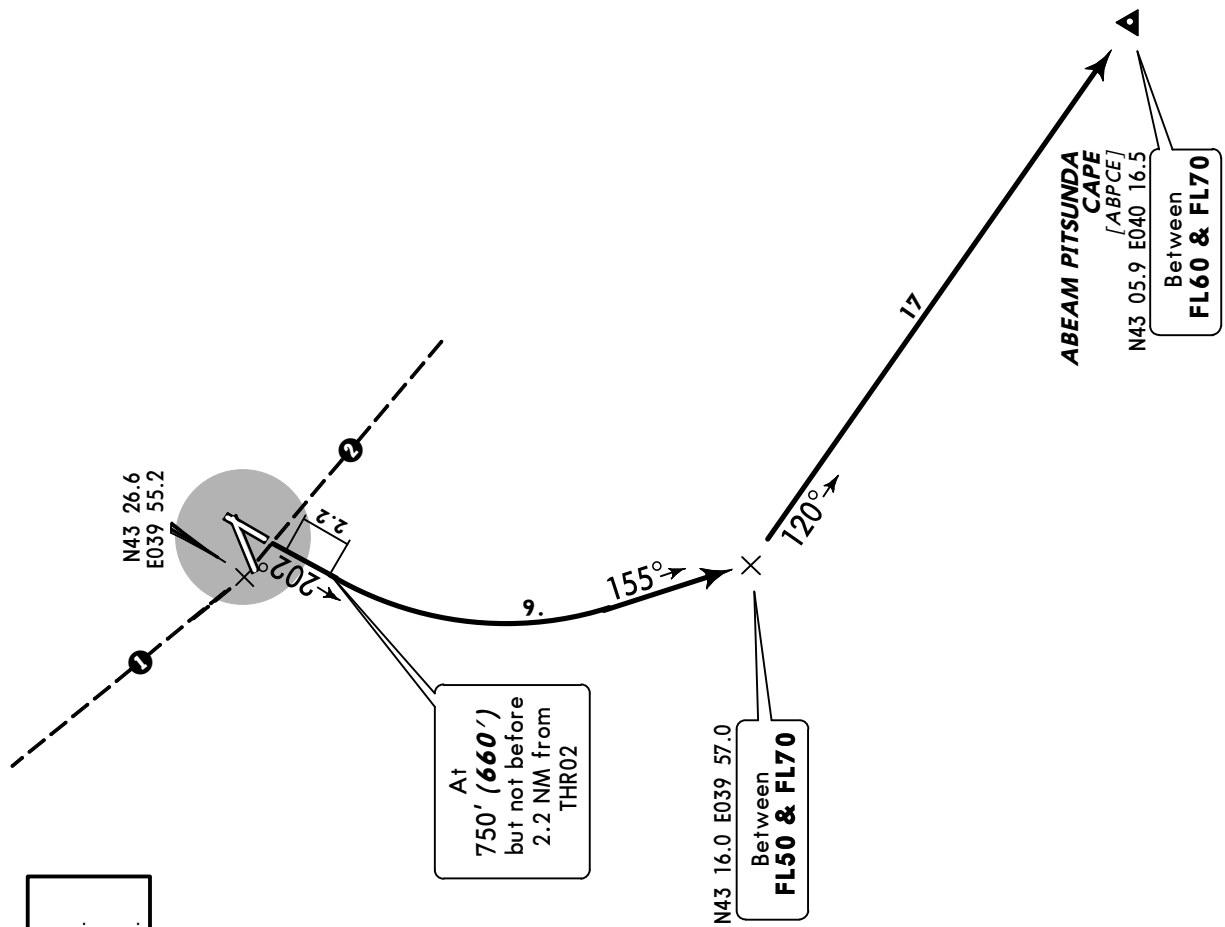
ALT/HEIGHT CONVERSION
QNH (QFE)
2060' (1970' - 600m)

Apt Elev
90'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2060' (1970')
Noise abatement procedure should be applied according to Flight Operation Manual.



[ABPC2Ø]
RWY 20 DEPARTURE

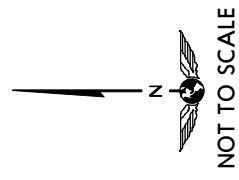


- 1 315° from N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL100.
- 2 125° from N43 26.6 E039 55.2 within 24.3 NM do not fly east below FL120.

At
750' (660')
but not before
2.2 NM from
THR02

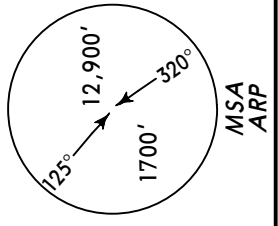
N43 16.0 E039 57.0
Between
FL50 & FL70

ABEAM PITTSUNDA
CAPE
[ABPCE]
N43 05.9 E040 16.5
Between
FL60 & FL70

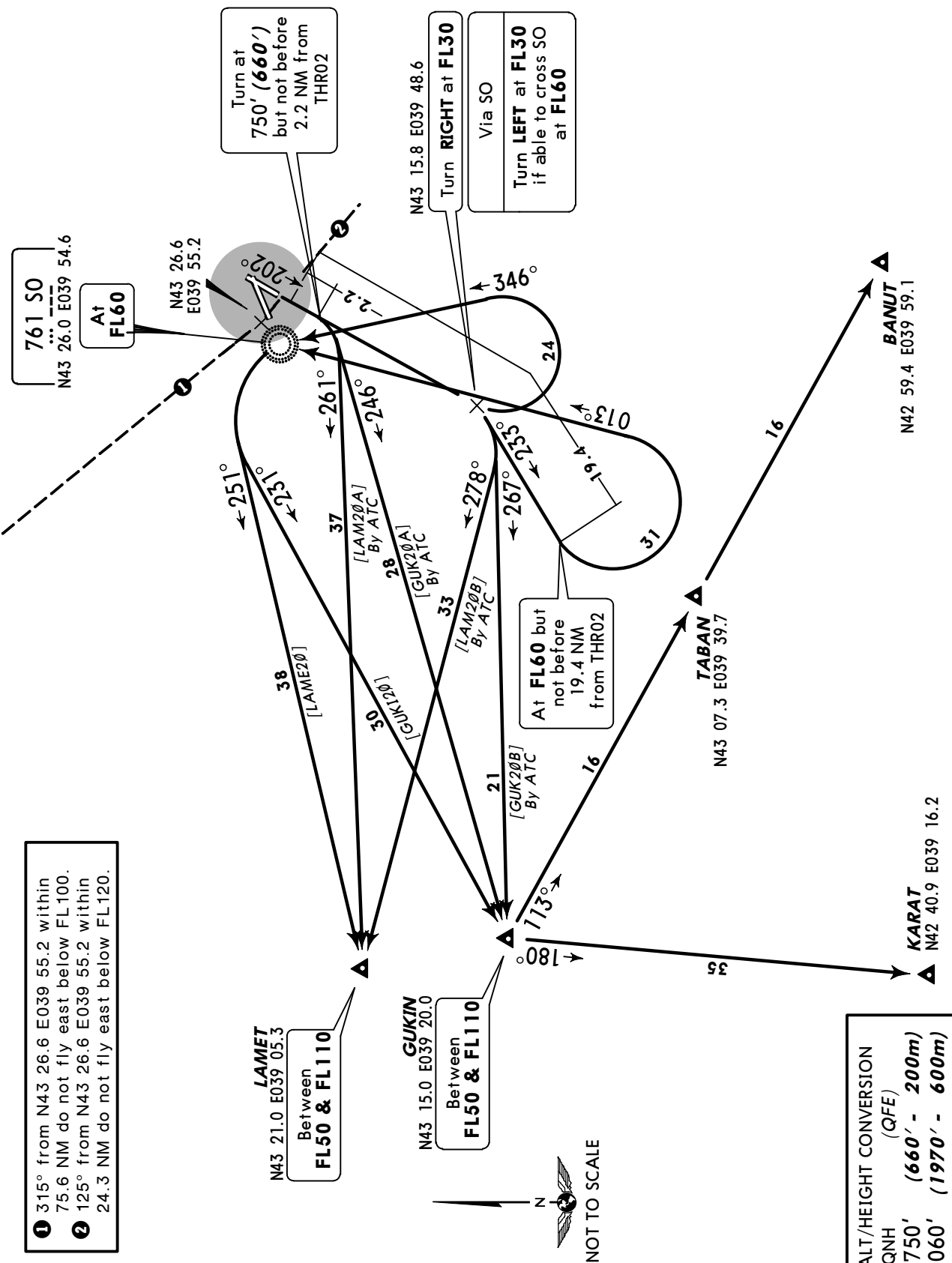


ALT/HEIGHT CONVERSION	
QNH	(QFE)
750'	(660' - 200m)
2060'	(1970' - 600m)

Apt Elev 90'
QNH on request (QFE)
Trans level: FL40 Trans alt: 2060' (1970')
Noise abatement procedure should be applied according to Flight Operation Manual.



[GUK20A], [GUK20B], [GUK120]
[LAM20A], [LAM20B], [LAME20]
RWY 20 DEPARTURES



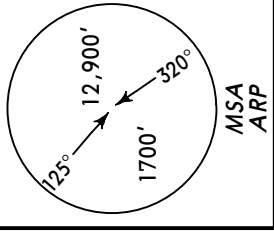
- 1 315° from N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL100.
- 2 125° from N43 26.6 E039 55.2 within 24.3 NM do not fly east below FL120.

ALT/HEIGHT CONVERSION
QNH (QFE)
750' (660' - 200m)
2060' (1970' - 600m)

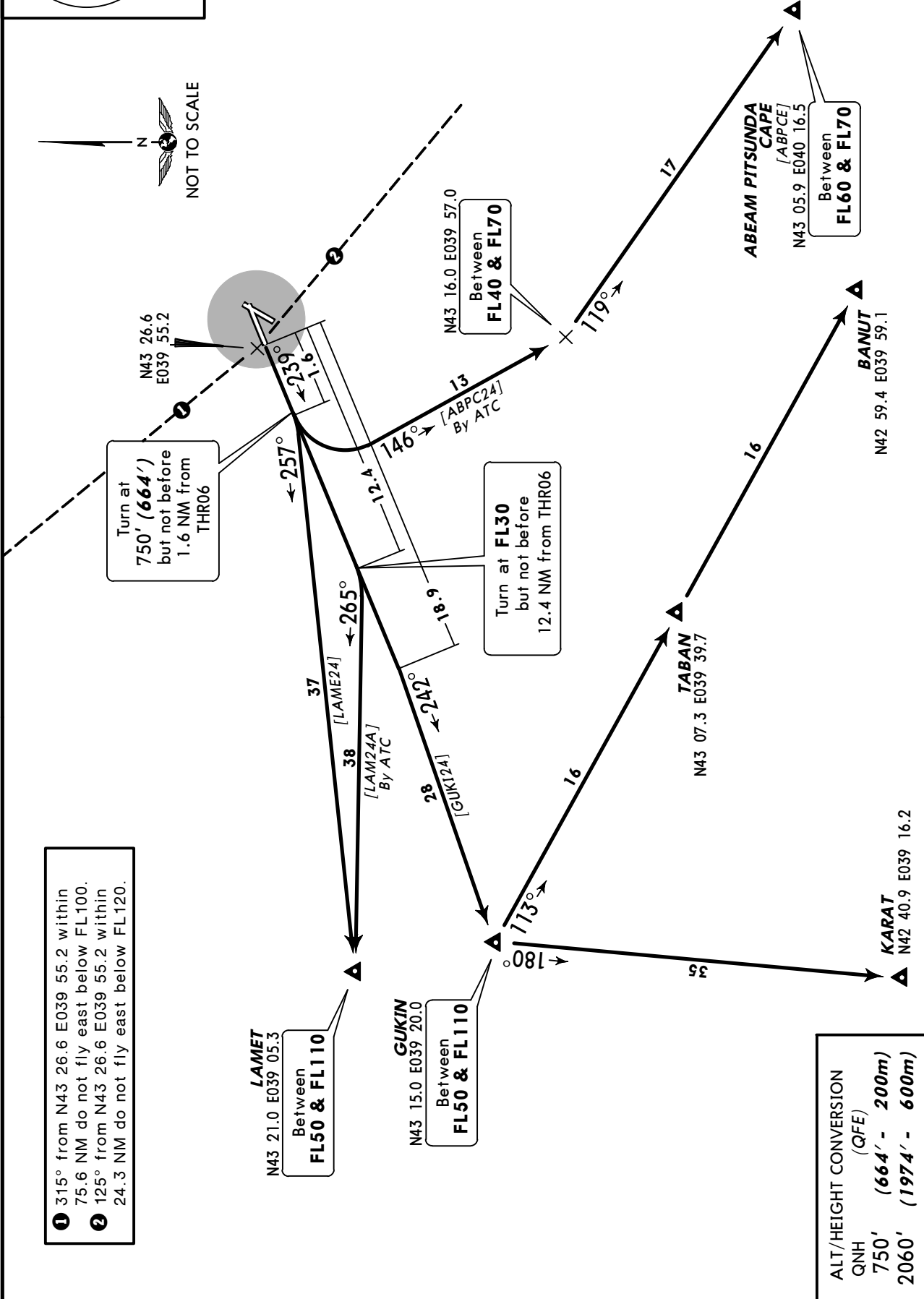
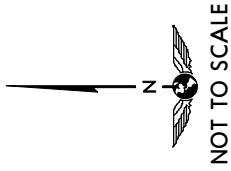
NOT TO SCALE

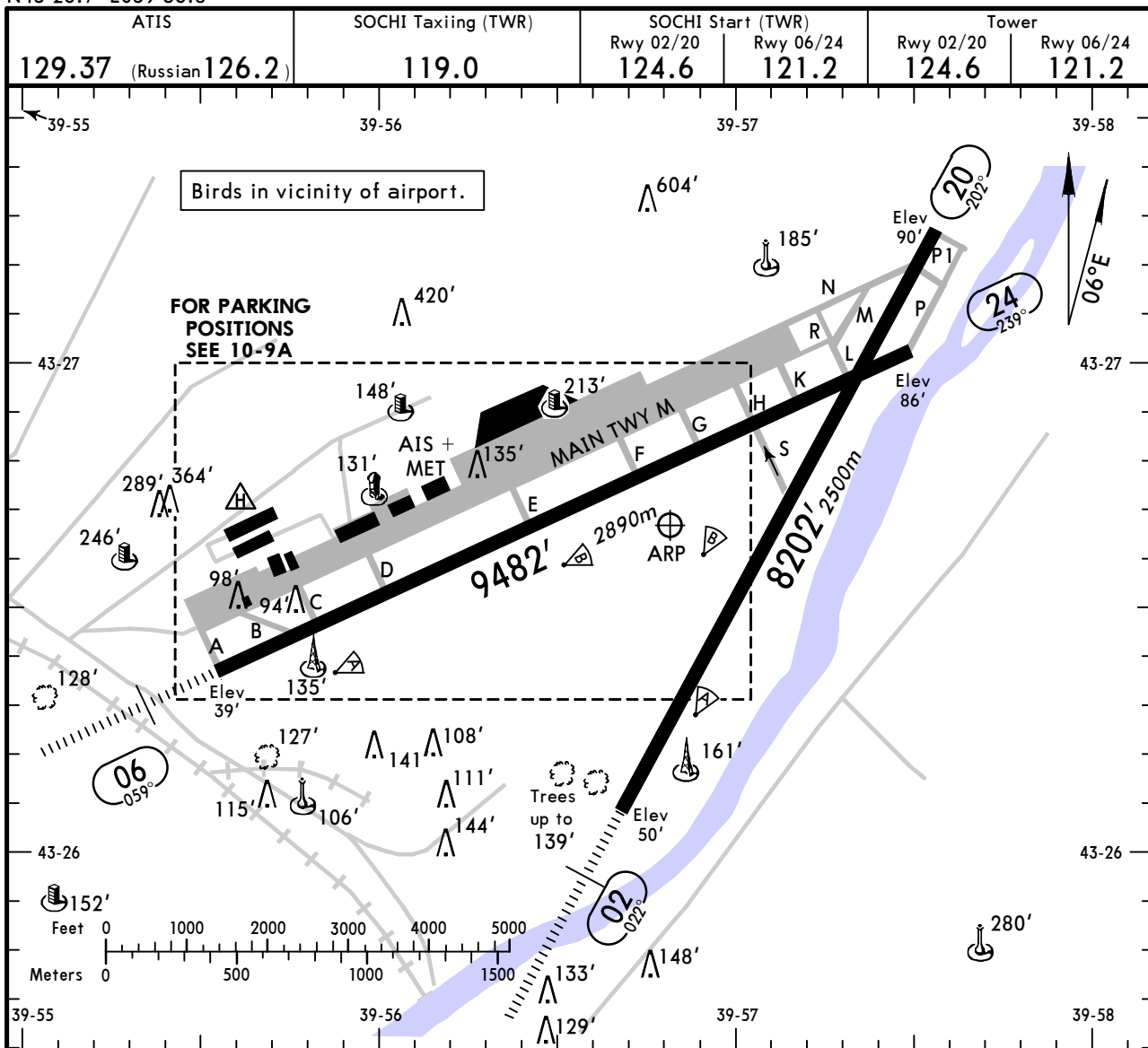
Apt Elev
90'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2060' (1974')
Noise abatement procedure should be applied according to Flight Operation Manual.



[ABPC24], [GUK124]
[LAM24A], [LAME24]
RWY 24 DEPARTURES





ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND	TAKE-OFF	WIDTH
02	RL (60m) HIALS PAPI-L (angle 2.83°)	RVR 7874' 2400m	NA	161'
	RL (60m)	RVR NA	①	49m
06	RL (60m) HIALS PAPI-L (angle 2.83°)	RVR 9219' 2810m	8123' 2476m	148'
	RL (60m)	RVR NA	②	45m

TAKE-OFF RUN AVAILABLE

① RWY 20:

From rwy head 8202' (2500m)
twy N int 7808' (2380m)

② RWY 24:

From rwy head 9482' (2890m)
twy K int 8202' (2500m)
twy G int 7218' (2200m)

TAKE-OFF

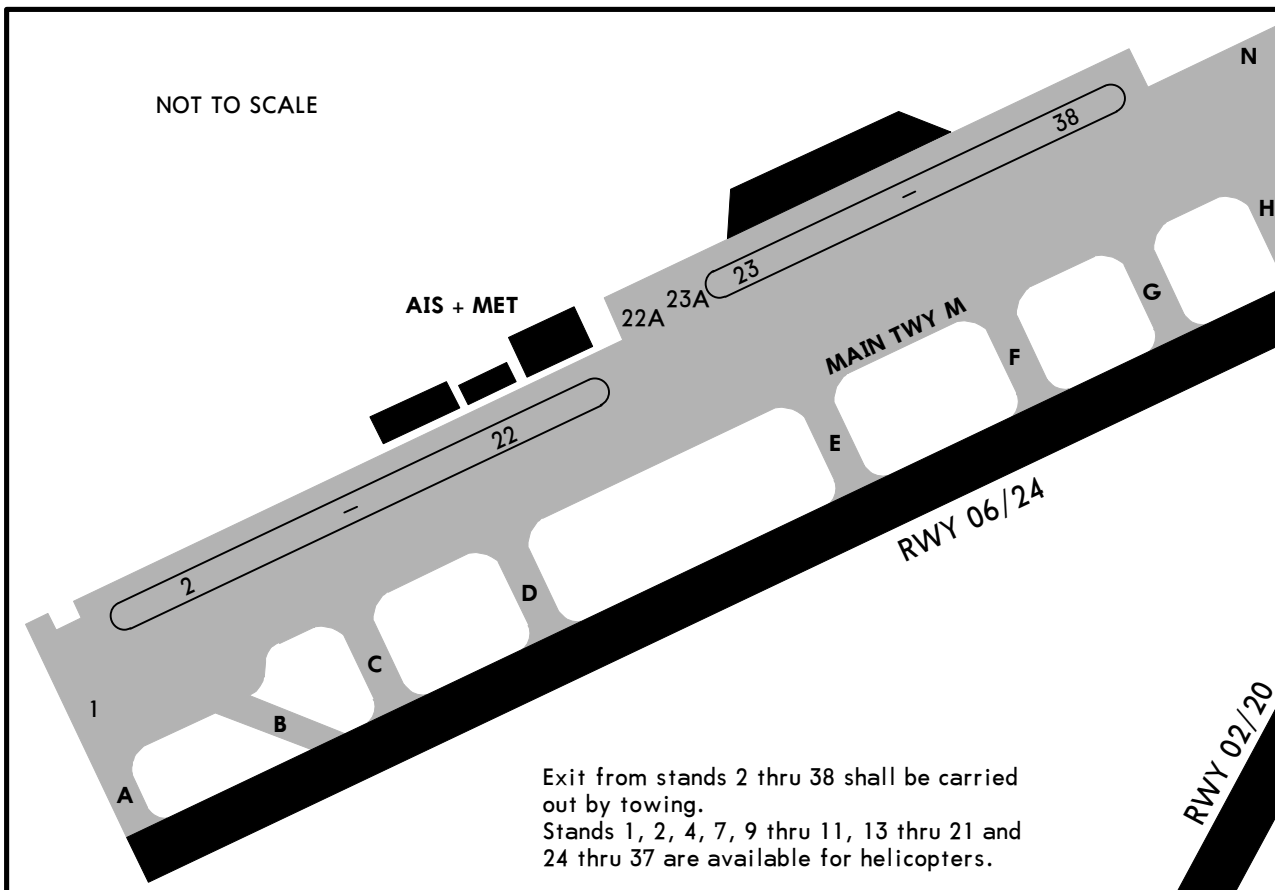
AIR CARRIER (JAA)

Rwys 20, 24

LVP must be in force
RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N43 26.4 E039 55.5	33	N43 26.9 E039 56.8
9 thru 11	N43 26.6 E039 55.9		
12, 13	N43 26.6 E039 56.0		
14, 15	N43 26.7 E039 56.0		
16	N43 26.7 E039 56.1		
17, 18	N43 26.7 E039 56.2		
20	N43 26.7 E039 56.3		
26	N43 26.8 E039 56.5		
27 thru 30	N43 26.9 E039 56.6		
31, 32	N43 26.9 E039 56.7		

STRAIGHT-IN RWY		A	B	C	D
02	ILS	706' (656') R1500m	706' (656') R1500m	772' (722') C2400m	772' (722') C2400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
06	ILS	597' (558') R1500m	597' (558') R1500m	597' (558') R1800m	597' (558') R1800m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB	930' (891') C3500m	930' (891') C3500m	1030' (991') C4200m	1030' (991') C4200m
<i>ALS out</i>	C4200m	C4200m	C4900m	C4900m	

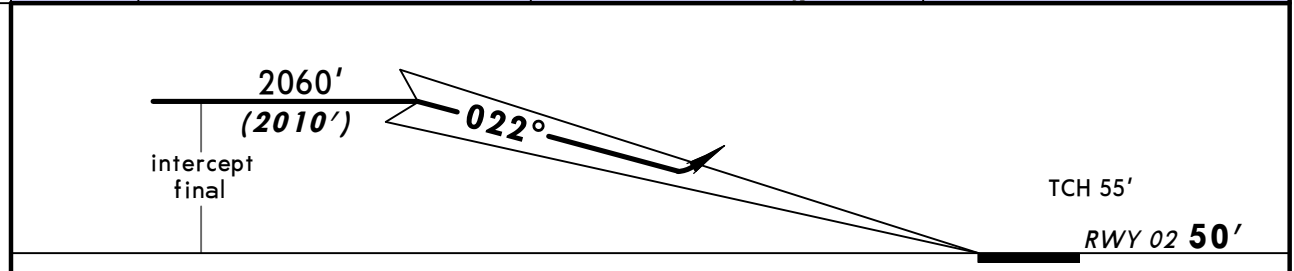
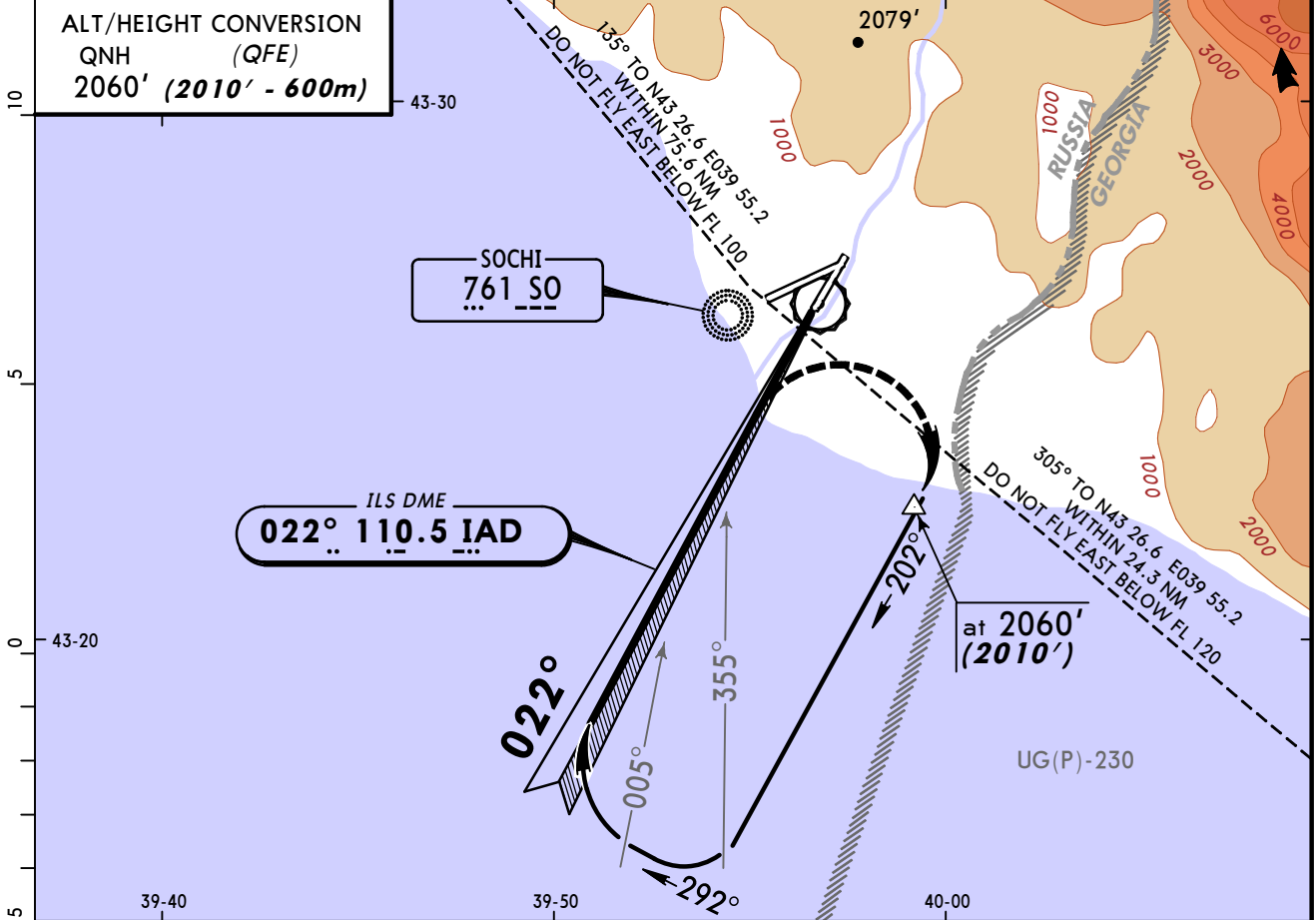
TAKE-OFF RWY 20, 24

LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

STRAIGHT-IN RWY		A	B	C	D
02	ILS	706' (656')	706' (656')	772' (722')	772' (722')
	<i>ALS out</i>	R800m R1200m	R800m R1200m	R800m R1200m	R800m R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
06	ILS	597' (558')	597' (558')	597' (558')	597' (558')
	<i>ALS out</i>	R800m R1200m	R800m R1200m	R800m R1200m	R800m R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	930' (891')	930' (891')	1030' (991')	1030' (991')
	<i>ALS out</i>	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m

TAKE-OFF RWY 20, 24			
LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

BRIEFING STRIP™	ATIS 129.37 (Russian) 126.2	SOCHI Approach 118.3	SOCHI Tower 124.6	SOCHI Krug (TWR) 119.7	SOCHI Start (TWR) 124.6	SOCHI Taxiing (TWR) 119.0
	LOC IAD 110.5	Final Apch Crs 022°	GS No Alt published	ILS DA(H) Refer to Minimums	Apt Elev 90' RWY 50'	<p>MSA ARP</p>
<p>MISSED APCH: Turn RIGHT onto 202° (MAX 200 KT, mim bank 20°, take-off configuration). Climb with max vertical speed to 2060' (2010'), then according to chart.</p>						
<p>Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2060' (2010')</p> <p>1. Heavy turbulence with downdrafts to be expected on final. 2. ILS DME reads zero at rwy 02 threshold.</p>						

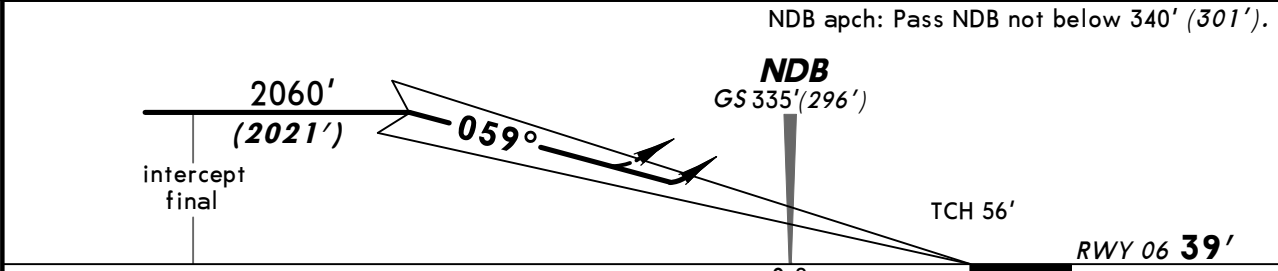
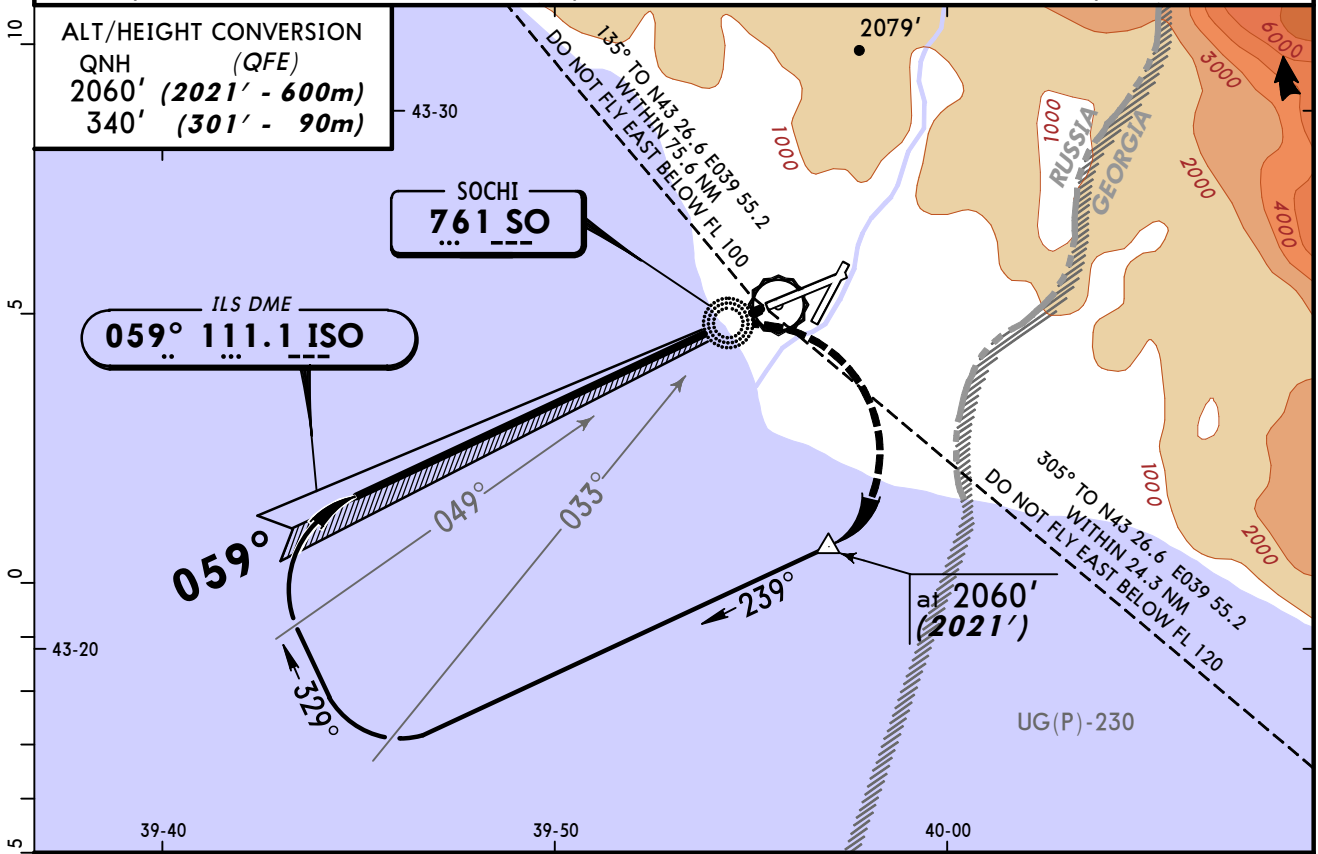


Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
GS	2.83°	356	458	509	611	712		

STRAIGHT-IN LANDING RWY 02		LOC (GS out)		Refer to Missed Apch above
ILS	DA(H) AB: 706'(656') CD: 772'(722')			
A	3200m	NOT AUTH		Refer to Missed Apch above
B				
C	3300m			
D	4100m			

BRIEFING STRIP™	ATIS 129.37 (Russian) 126.2	SOCHI Approach 118.3	SOCHI Tower 121.2	SOCHI Krug (TWR) 119.7	SOCHI Start (TWR) 121.2	SOCHI Taxiing (TWR) 119.0
	LOC ISO 111.1	Final Apch Crs 059°	GS No Alt published	ILS DA(H) 597' (558')	Apt Elev 90' RWY 39'	
	NDB SO 761		Minimum Alt No FAF	NDB MDA(H) Refer to Minimums		
<p>MISSED APCH: Turn RIGHT onto 239° (MAX 200 KT, mim bank 20°, take-off configuration). Climb with max vertical speed to 2060' (2021'), then according to chart.</p>						

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2060' (2021')
 1. Heavy turbulence with downdrafts to be expected on final. 2. ILS DME reads zero at rwy 06 threshold.



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
ILS GS or NDB Desc angle 2.83°	356	458	509	611	712	814		

ILS DA(H) 597' (558')		LOC (GS out)		NDB AB: 930' (891') CD: 1030' (991')			Refer to Missed Apch above
FULL	ALS out				ALS out		
A				3200m			
B				4000m			
C	2300m	3100m	NOT AUTH	4400m		4800m	
D							

Chart changes since cycle 05-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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SOCHI, (SOCHI - URSS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URSS

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jepesen.com/eurasiachange.