



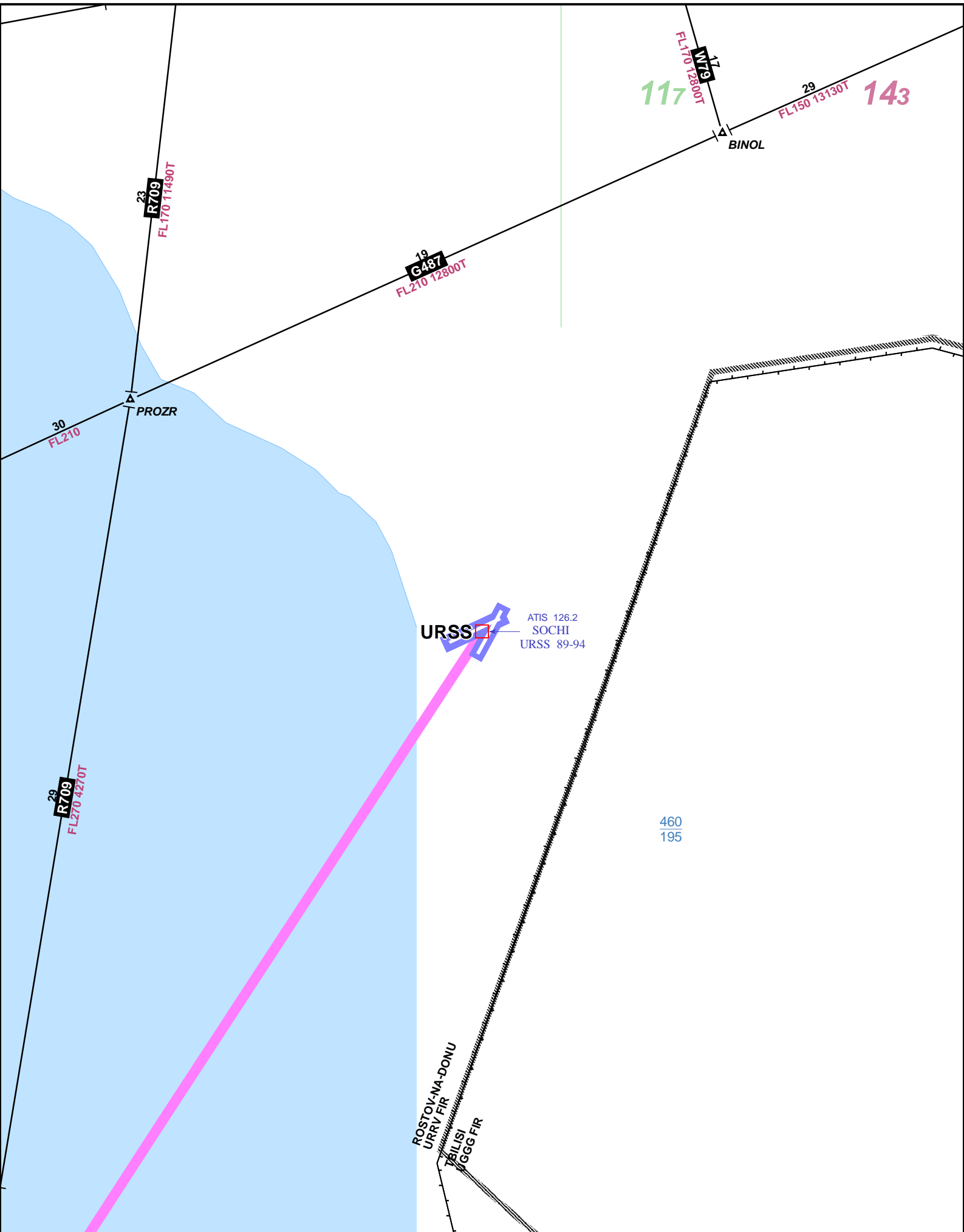
DESTINATION (LLBG -> URSS): URSS (Sochi)

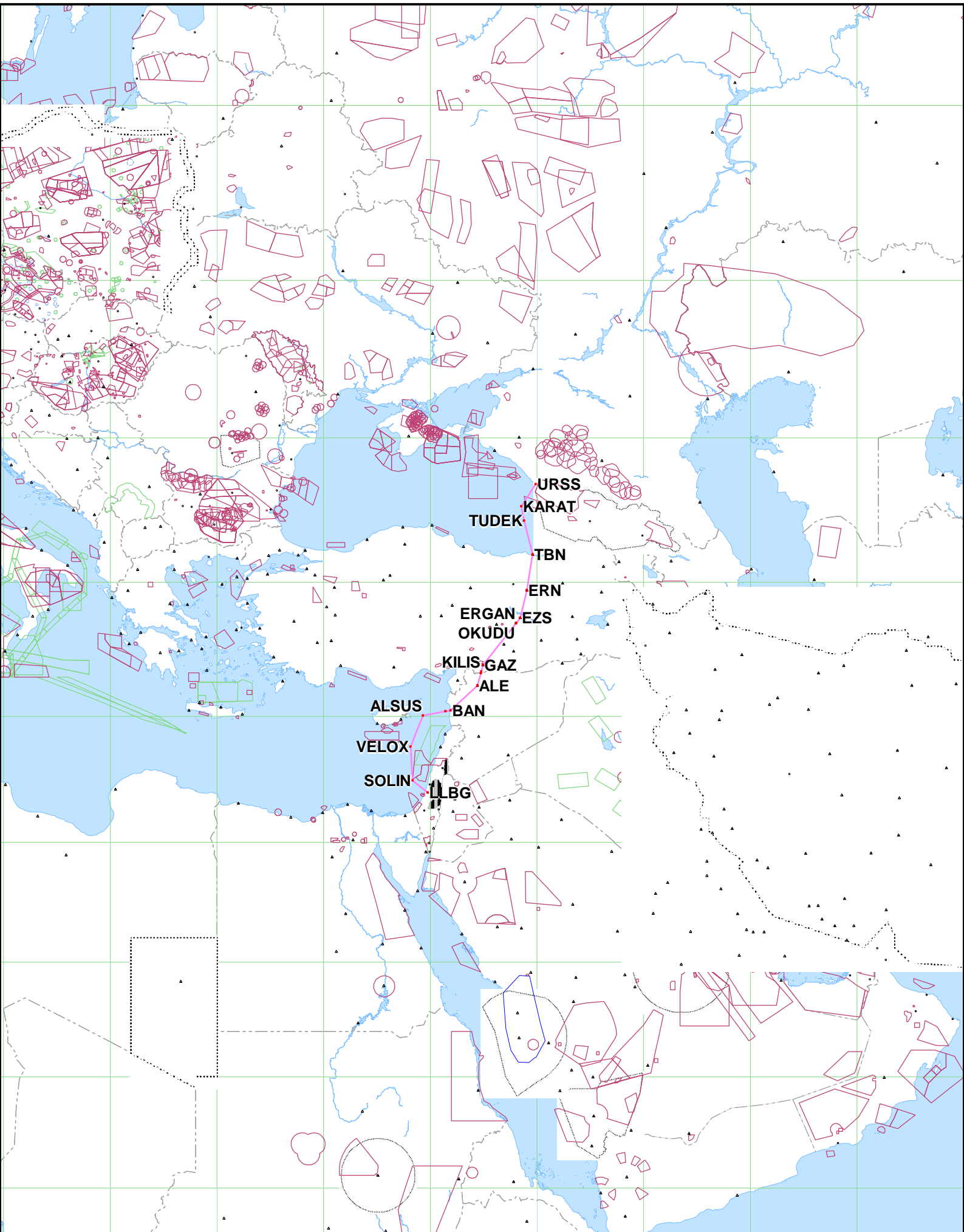
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0





LLBG/TLV

+JEPPESEN

TEL AVIV, ISRAEL

BEN GURION

16 MAY 14

10-1P

.Eff.29.May.

.AIRPORT.BRIEFING.

1. GENERAL

1.1. ATIS

ATIS 132.5

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures are designed to avoid excessive ACFT noise in the areas adjacent to the APT and in the areas overflowed during take-off and landing. The SID routes shown on SID charts have been designed so as to minimize the noise levels over densely populated areas in the vicinity of the APT.

Daily between 0000-0055LT take-offs for ACFT with a MAX take-off weight of 300000 KGS and above and ACFT with destinations to the Far East or North Atlantic are not permitted.

1.2.2. PREFERENTIAL RUNWAY SYSTEM

ARRIVALS

RWY 12 is the preferred RWY assigned to landing ACFT, provided the tailwind component does not exceed 10 KT when RWY is dry or 5 KT when RWY is wet.

DEPARTURES

RWY 26 is the preferred RWY assigned to departing ACFT, provided the tailwind component does not exceed 5 KT.

1.2.3. REVERSE THRUST

Reverse thrust other than idle thrust shall not be used between 2300-0600LT, except for safety reasons.

1.2.4. RUN-UP TESTS

Engine run-ups for maintenance purposes are not permitted between 2300-0500LT.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

When reduced visibility prevents visual monitoring of movement area by ATC, LVP will be implemented by Tower and transmitted via ATIS.

RWY 26 is preferred RWY for landings and take-offs. Follow-me service will be provided to ACFT to and from stands, whenever visibility deteriorates to a degree where such a service cannot be provided by ATC. This service however will not be provided when visibility is less than 100m.

During emergency in Low Visibility conditions, RWY 12 will be the preferential RWY for landings.

Due to greater separation applied in Low Visibility conditions, expect delays in the approach and take-off sequence.

LLBG/TLV
BEN GURION+JEPPESSEN
16 MAY 14 (10-1P1) .Eff.29.May.TEL AVIV, ISRAEL
.AIRPORT.BRIEFING.

1. GENERAL

1.3.2. PILOT REPORTS

ACFT taking off shall report "rolling" when commencing take-off run.

ACFT lifting off shall report "airborne" when clear of ground.

Landing ACFT shall report "on ground" .

Vacating ACFT shall report "runway vacated" .

When parked, ACFT shall report "on stand" .

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

ACFT operating Mode S shall identify using ICAO callsign. Arriving ACFT continue transmitting Mode A Code and Mode S until parked on stand. Transponders shall be deactivated when ACFT parked on stand.

Departing ACFT shall turn transponder ON Mode A/ALT Code and Mode S signal when ready for push-back or when ready for taxi whichever is earlier.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

Apron A and V to be used by towing only.

Apron Q to be used by ATC instruction only.

ACFT being towed from Terminal 1 to Terminal 3 and vice versa, must establish and maintain communication with BEN GURION Ground.

When towed from Terminal 1 to Terminal 3 contact Ground East; from Terminal 3 to Terminal 1 contact Ground West.

When Ground West and Ground East are combined use frequency 129.2.

1.6. PARKING INFORMATION

Stands B2 thru D9 equipped with Visual Docking Guidance System. Guidance to all other stands by Follow-me car only.

1.7. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. TAXI PROCEDURES

Unless otherwise directed pilots are requested to vacate RWYs as follows:

RWY 08: via HST-W3.

RWY 12: via HST-Y into TWY M.

RWY 21: to Terminal 3 via HST-E3 into TWY M, to Aprons J, L, BE and BN via HST-T3 into TWY K.

RWY 26: via HST-W4.

RWY 30: via HST-Z into TWY K.

If unable, advise ATC.

2.2. OTHER INFORMATION

Expect erroneous Radio Altimeter readings in the vicinity of APT due to unidentified interference; exercise CAUTION.

LLBG/TLV
BEN GURION+JEPPESEN
11 JUL 14 (10-1P2)TEL AVIV, ISRAEL
.AIRPORT.BRIEFING.**3. DEPARTURE****3.1. START-UP & PUSH-BACK PROCEDURES****3.1.1. GENERAL**

'Clearance prior to taxi' (CPT) is provided continuously on frequency 129.2 or as published by ATIS.

Pilots shall contact CPT 15 minutes before start-up.

The MSG shall specify the following: ACFT call sign and type, stand number, ATIS letter and the intended start-up time.

Push-back is not permitted without specific ATC approval.

When ACFT is ready for departure, the crew shall obtain push-back clearance and taxi instructions from BEN GURION Ground. ACFT receiving push-back clearance is expected to vacate the gate without delay.

3.1.2. APRON BE (STANDS B21 THRU B39)

ACFT shall start-up all engines while pushing back to the nearest release point (S1, S2) and taxiing will commence as soon as possible.

3.1.3. APRON BN (STANDS B43 THRU B47)

Push-back and start-up on start-up position on apron BN and taxi out.

3.1.4. APRON V

ACFT will be towed to a start-up position and will start engines as instructed.

3.1.5. APRONS B, C, D OF TERMINAL 3 (GROUND WEST)

Engine start-up while ACFT is connected to the gate is prohibited. Start-up while ACFT is being pushed back is permitted.

3.2. NOISE ABATEMENT PROCEDURES

For additional decision refer to 10-4.

The following procedures are designed to avoid excessive ACFT noise in the areas adjacent to the APT and in the areas overflowed during take-off and landing. The SID routes shown on SID charts have been designed so as to minimize the noise levels over densely populated areas in the vicinity of the APT.

3.2.1. GENERAL

Jet aeroplanes irrespective of weight shall commence the following Noise Abatement Climb (NADP-1).

The initial climbing speed to the noise abatement initiation point shall not be less than $V_2 + 10$ KT.

Take-off to 950'	Take-off power, Take-off flaps Climb at $V_2 + 10$ KT (or as limited by body angle)
Not below 950'	Reduce thrust to not less than climb power
950' -3150'	Climb at $V_2 + 10$ KT (or as limited by body angle)
At 3150' or if restricted to 3000' by ATC	Normal acceleration and en-route climb configuration

3.2.2. NIGHT FLYING RESTRICTIONS

No civil ACFT shall take off between 0200-0500LT during winter, and 0200-0400LT during summer.

Take-off between 0140-0200LT, and between 0500-0550LT during winter season, and 0400-0450LT during summer season, shall be approved, in exceptional circumstances, by CAAI or APT manager.

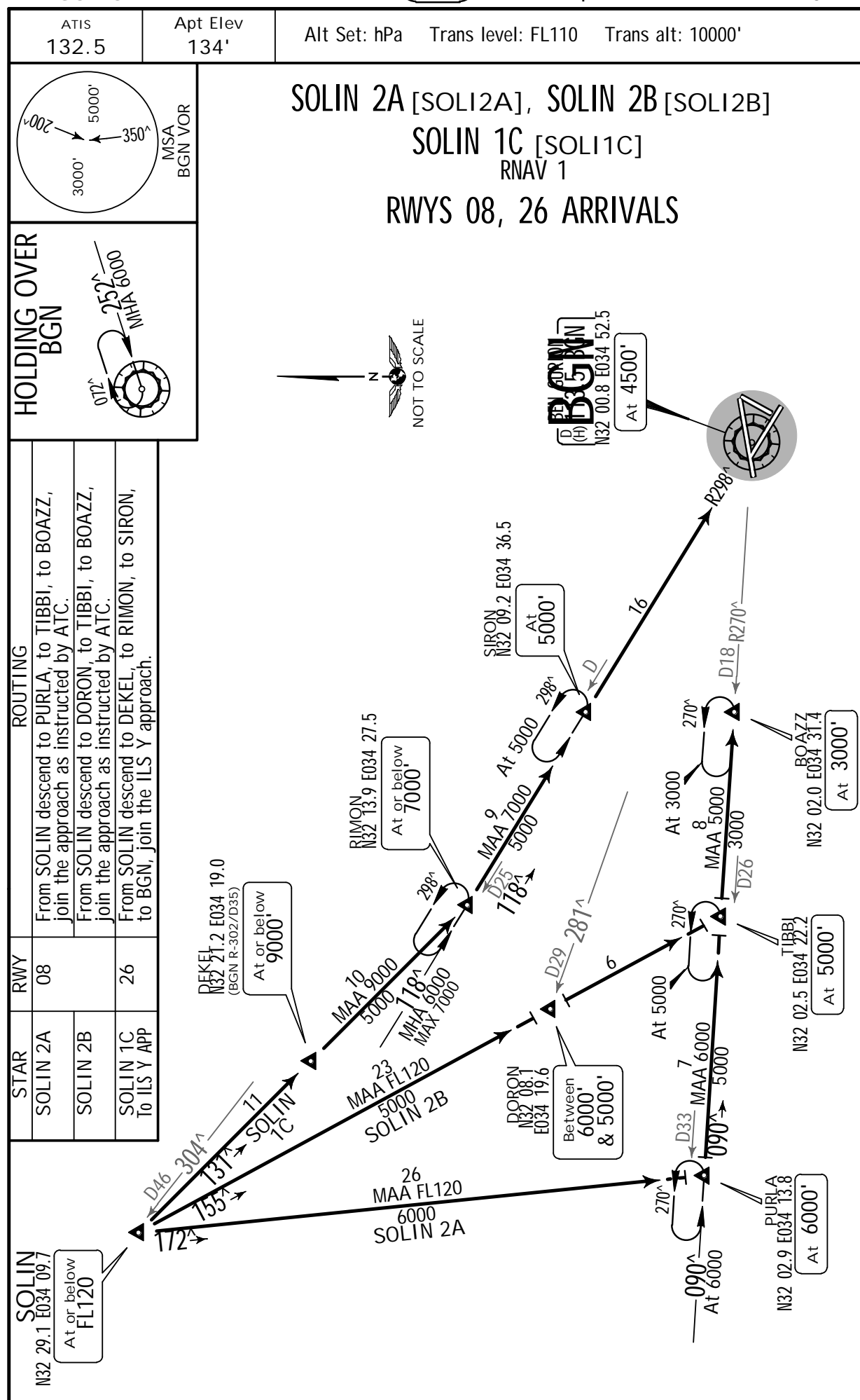
Exceptions:

- ACFT rendering medical assistance;
- Firefighting ACFT;
- Cloud-seeding flights;
- Other special flights only by prior permission from CAAI.

LLBG/TLV
BEN GURION

JEPPESEN
13 SEP 13 10-2 .Eff.19.Sep.

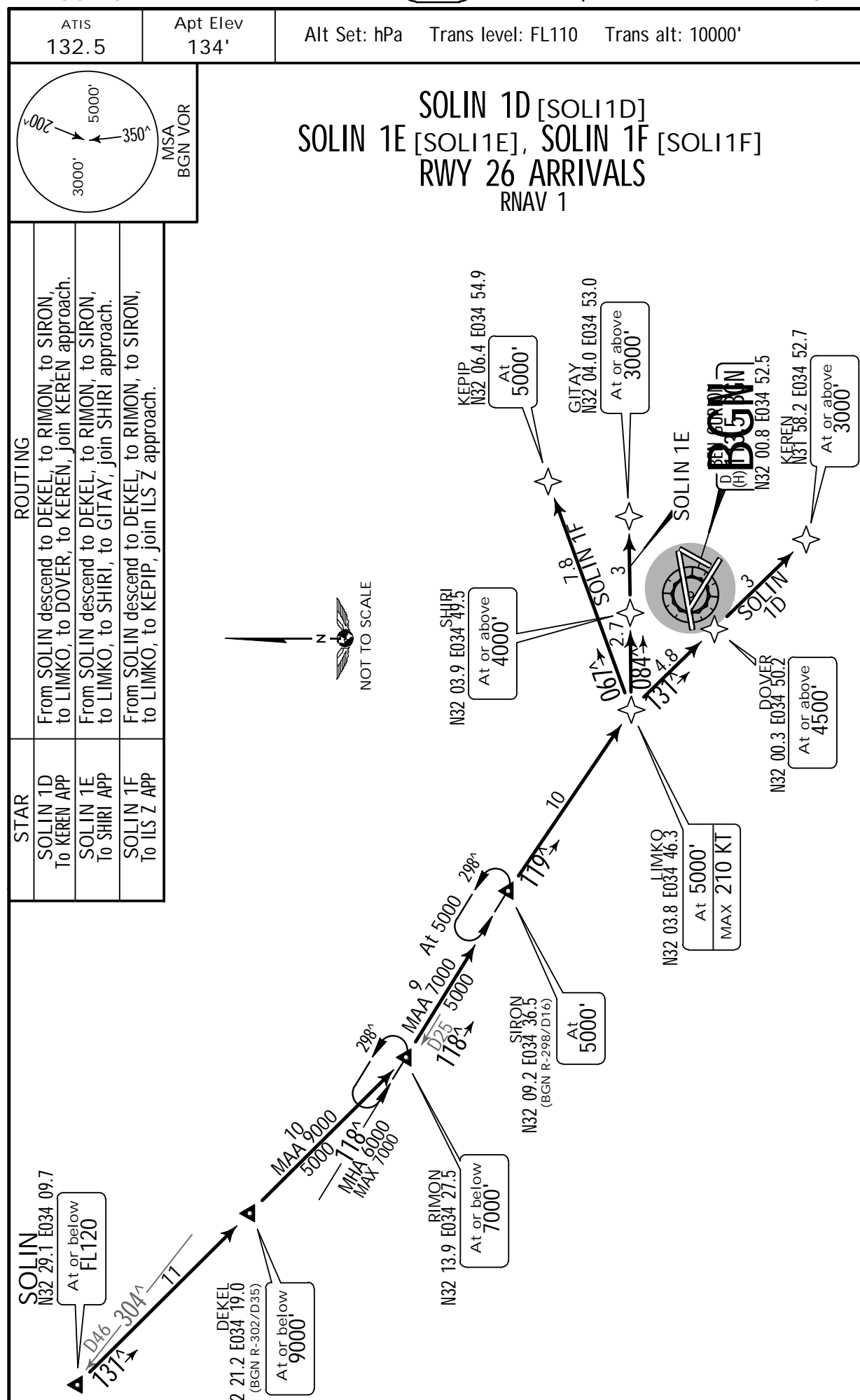
TEL AVIV, ISRAEL
.STAR.



LLBG/TLV
BEN GURION

JEPPESSEN
13 SEP 13 (10-2A) .Eff.19.Sep.

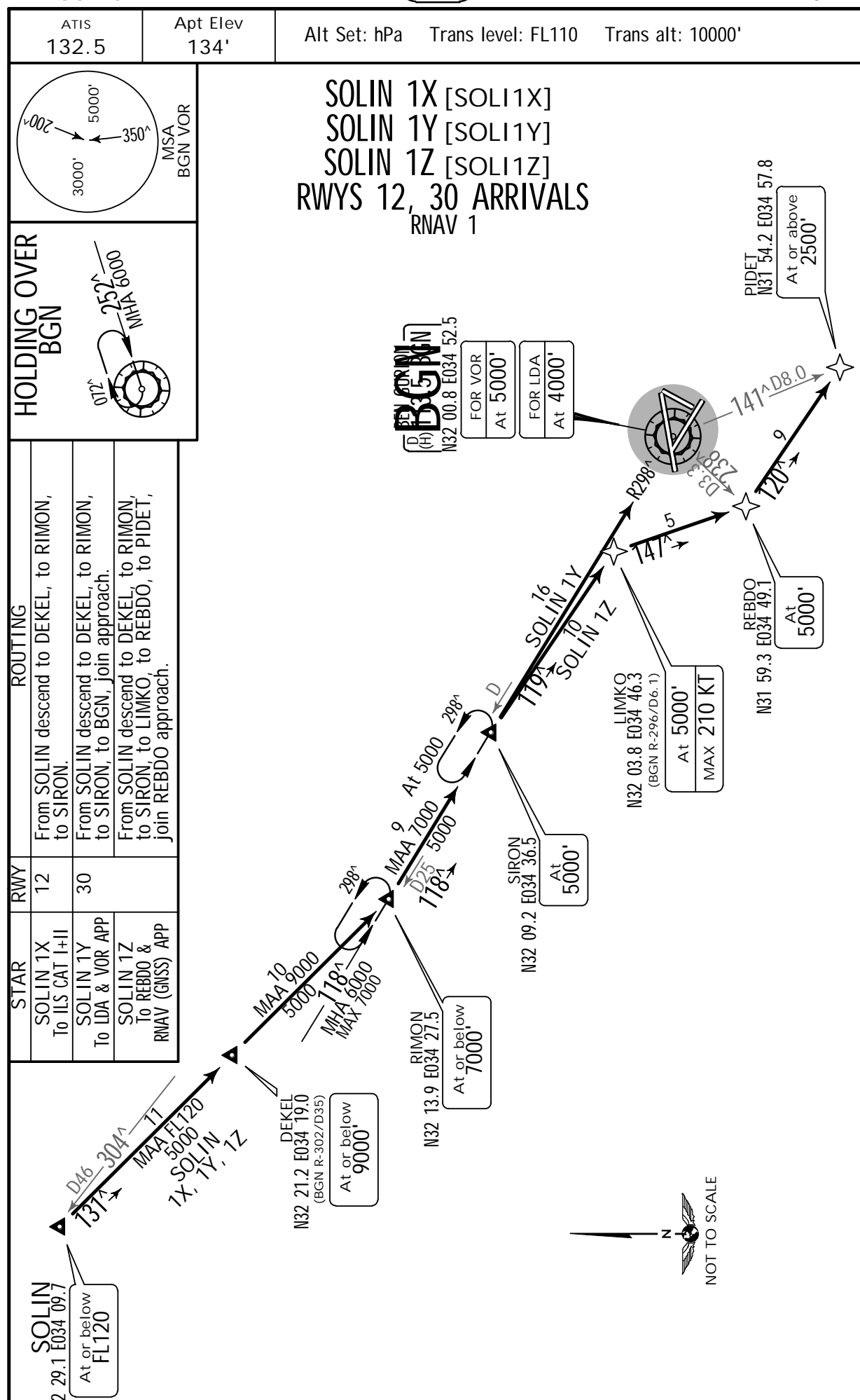
TEL AVIV, ISRAEL
.STAR.



LLBG/TLV
BEN GURION

20 JUN 14 10-2B

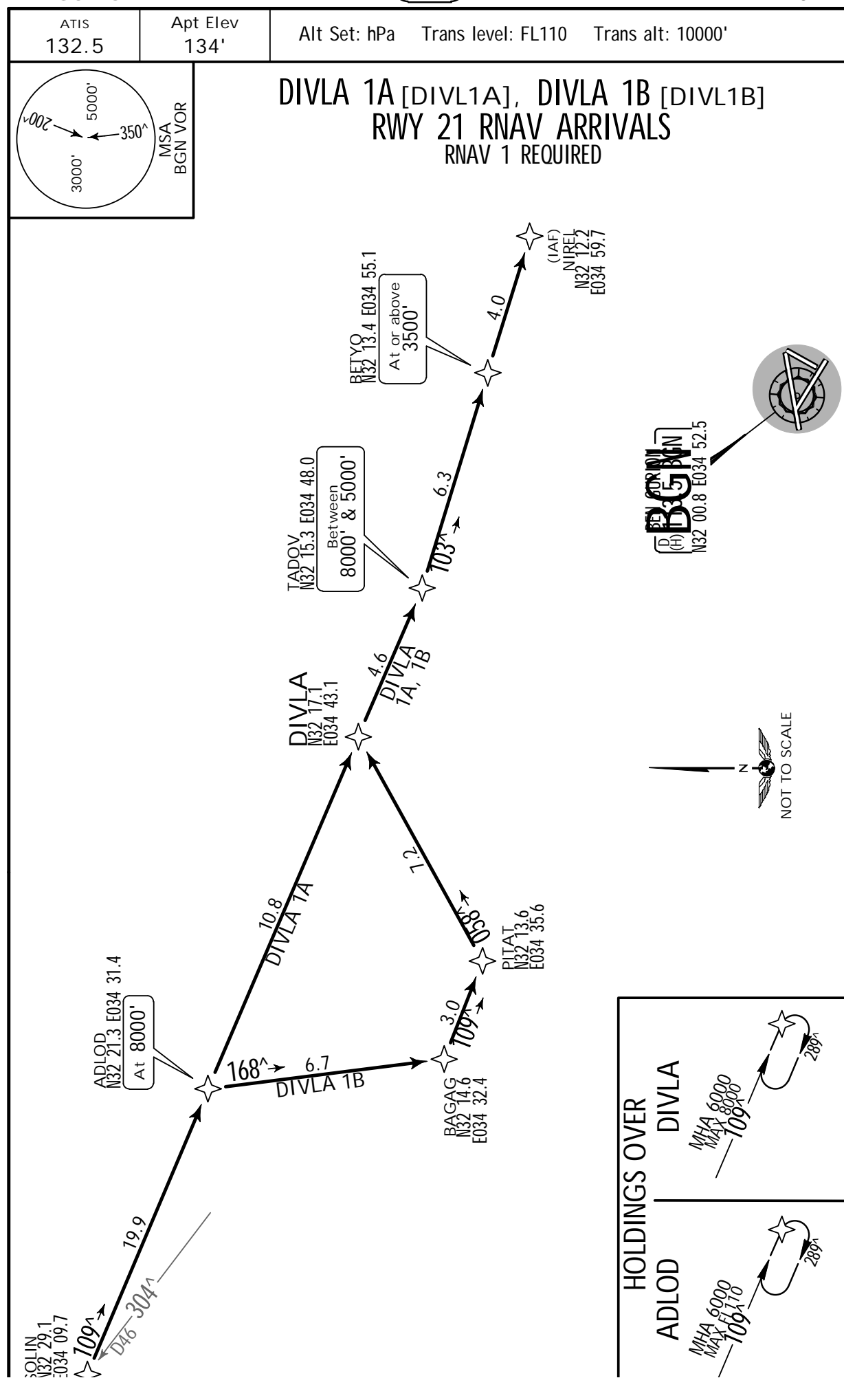
TEL AVIV, ISRAEL
.STAR.



LLBG/TLV
BEN GURION

20 JUN 14 10-2C


TEL AVIV, ISRAEL
.RNAV.STAR.

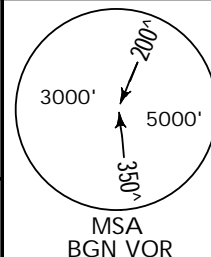


LLBG/TLV
BEN GURION

JEPPESEN
29 NOV 13 (10-3) .Eff.12.Dec.

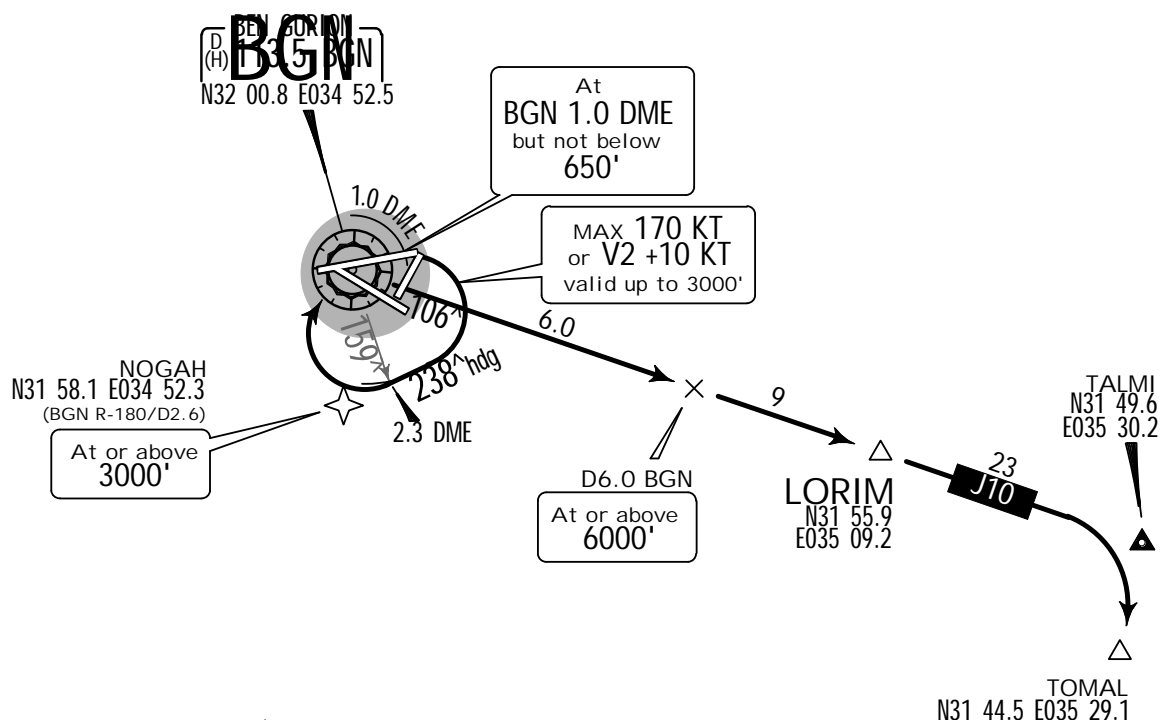
TEL AVIV, ISRAEL
.SID.

BEN GURION Departure 120.5	Apt Elev 134'	Trans level: FL110 Trans alt: By ATC 1. Contact BEN GURION Departure as soon as possible after take-off. 2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.	
----------------------------------	------------------	---	---



LORIM ONE BRAVO (LORIM 1B) [LORI1B]
RWY 08 DEPARTURE

SPEED: MAX 250 KT BELOW 10000'
UNLESS OTHERWISE CLEARED BY ATC



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

CLIMB: Climb to cross BGN 6.5 DME eastbound at 6000' or above, after passing TOMAL climb to flight planned altitude.

COMMS ▲ ▲ ▲ ▲

This SID requires a minimum climb gradient of 425' per NM (7%) up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply, advise ATC before start-up.

INITIAL CLIMB/ROUTING

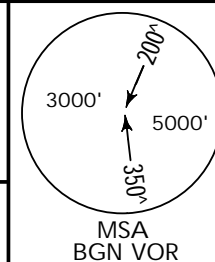
At BGN 1 DME but not below 650' turn RIGHT to NOGAH (238° heading, turn RIGHT when passing BGN R-159 for Non RNAV aircraft). turn RIGHT to BGN. BGN R-106. join airway J-10

LLBG/TLV
BEN GURION

JEPPESEN
29 NOV 13 (10-3A) .Eff.12.Dec.

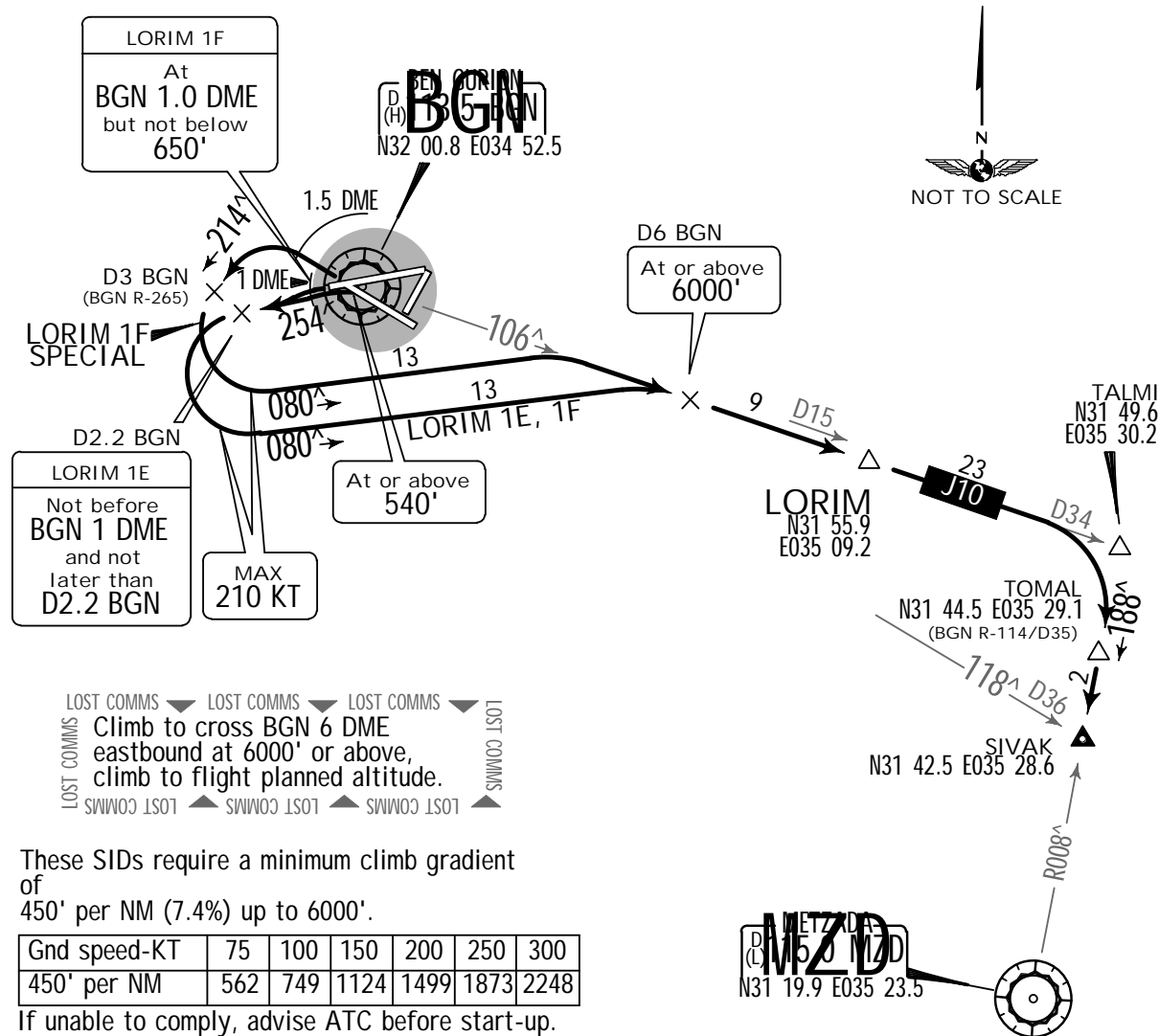
TEL AVIV, ISRAEL .SID.

BEN GURION Departure 120.5	Apt Elev 134'	Trans level: FL110 Trans alt: By ATC 1. Contact BEN GURION Departure as soon as possible after take-off. 2. SIDs include minimum noise routing (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
----------------------------------	------------------	--



LORIM ONE ECHO (LORIM 1E) [LOR1E]
LORIM ONE FOXTROT (LORIM 1F) [LOR1F]
LORIM ONE FOXTROT SPECIAL
(LORIM 1F SPECIAL) [LOR1FS]
RWYS 30, 26 DEPARTURES

SPEED: MAX 250 KT BELOW 10000'



These SIDs require a minimum climb gradient of 450' per NM (7.4%) up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
450' per NM	562	749	1124	1499	1873	2248

If unable to comply, advise ATC before start-up.

SID	RWY	INITIAL CLIMB/ROUTING
LORIM 1E 1	30	Climb to at or above 540', turn LEFT without traversing RWY 26 center-line, intercept BGN R-254, not before BGN 1 DME and not later than D2.2 BGN turn LEFT, 080^ track, intercept BGN R-106, join airway J-10 to SIVAK.
LORIM 1F	26	At BGN 1.0 DME but not below 650' turn LEFT, 080^ track, intercept BGN R-106, join airway J-10 to SIVAK.
LORIM 1F SPECIAL 2	30	Straight ahead to BGN 1.5 DME, turn LEFT, 214^ track, when crossing BGN R-265/D3 turn LEFT, 080^ track, intercept BGN R-106, join airway J-10 to SIVAK.

1 Available between 0600-2300LT. Required VIS 1600m. If unable to comply between 0600-0800LT & 1600-2300LT execute LORIM 1F SPECIAL or request RWY 26 and execute LORIM 1F

LLBG/TLV
BEN GURION

29 NOV 13



JEPPESEN

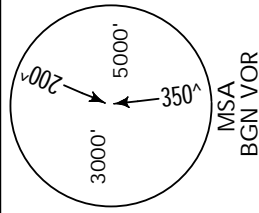
10-3B

.Eff.12.Dec.

TEL AVIV, ISRAEL
.SID.BEN GURION
Departure
120.5Apt Elev
134'

Trans level: FL110 Trans alt: 10000'

1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



MERVA 1B [MERV1B] RWY 08 DEPARTURE BETWEEN 2300-0500LT

SPEED: MAX 250 KT BELOW 10000'
UNTIL BGN 7 DME

INITIAL CLIMB/ROUTING

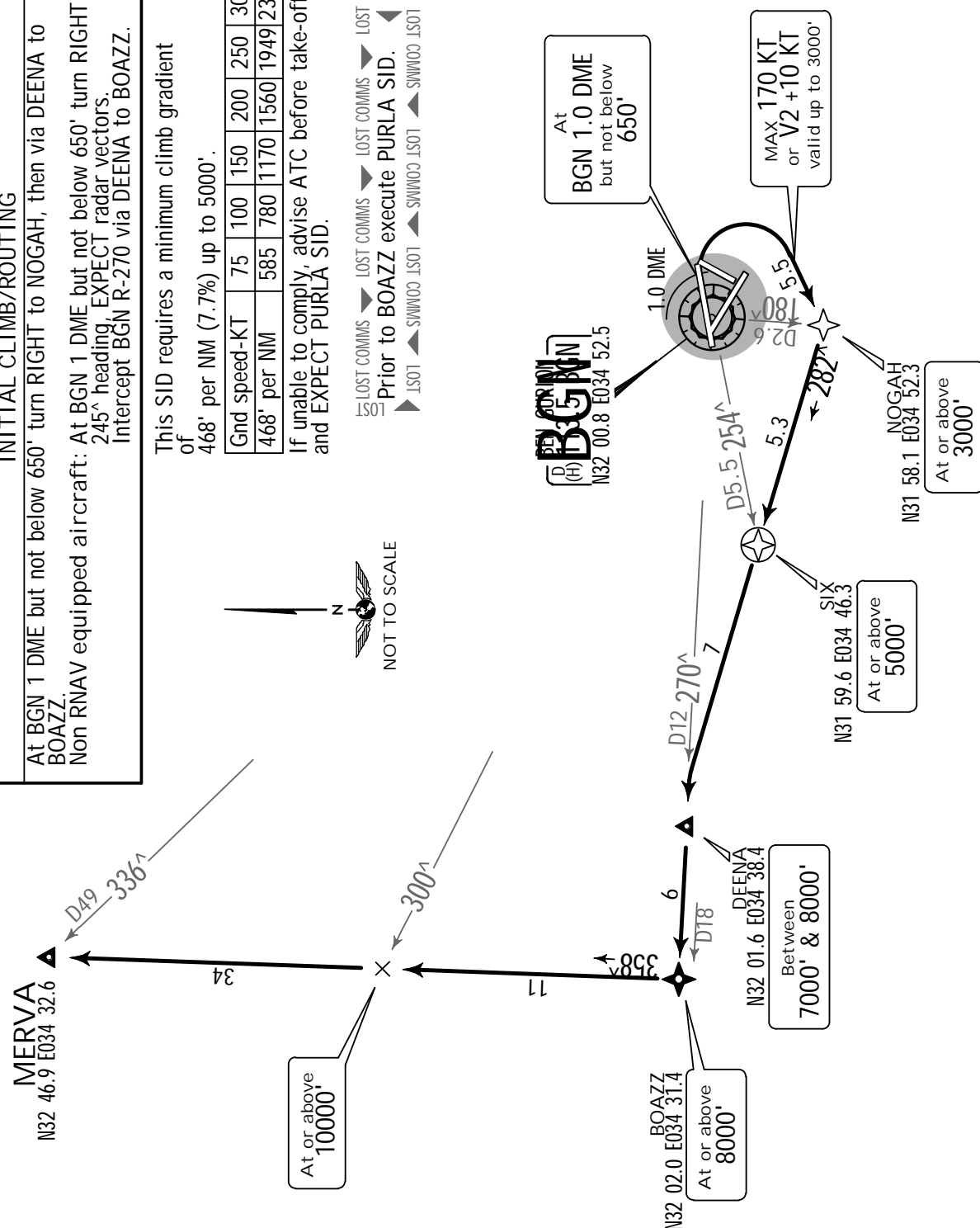
At BGN 1 DME but not below 650' turn RIGHT to BOAZZ.
Non RNAV equipped aircraft: At BGN 1 DME but not below 650' turn RIGHT, 245° heading, EXPECT radar vectors.
Intercept BGN R-270 via DEENA to BOAZZ.

This SID requires a minimum climb gradient of 468' per NM (7.7%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
468' per NM	585	780	1170	1560	1949	2339

If unable to comply, advise ATC before take-off and EXPECT PURLA SID.

LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST
Prior to BOAZZ execute PURLA SID. ►
LSOT ► SINWOC LSOT ► SINWOC LSOT



LLBG/TLV
BEN GURION

29 NOV 13



JEPPESEN

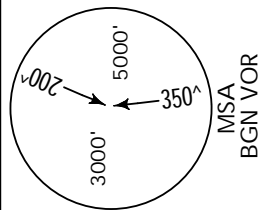
(10-3C)

.Eff.12.Dec.

TEL AVIV, ISRAEL
.SID.BEN GURION
Departure
120.5Apt Elev
134'

Trans level: FL110 Trans alt: 10000'

1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



MERVA 1E [MERV1E] RWY 26 DEPARTURE BETWEEN 0100-0200LT

SPEED: MAX 250 KT BELOW 10000'
UNTIL BGN 7 DME

INITIAL CLIMB/ROUTING

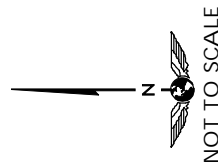
To SIX, then to DEENA, then to BOAZZ.
Non RNAV equipped aircraft: As soon as practicable intercept BGN R-254 to SIX,
turn RIGHT, 282°, track to DEENA, intercept BGN
R-270 to BOAZZ.

This SID requires a minimum climb gradient
of
450' per NM (7.4%) up to 8000'.

Gnd speed-KT	75	100	150	200	250	300
450' per NM	562	749	1124	1499	1873	2248

If unable to comply, advise ATC before take-off
and EXPECT PURLA SID.

LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST
Prior to BOAZZ execute PURLA SID. ►
► LSOT ► SWWOC LSOT ► SWWOC LSOT ► SWWOC LSOT



MERVA
N32 46.9 E034 32.6

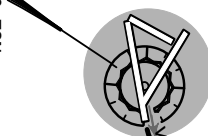
D49 336°

34

300°

At or above
10000'

BGN
(D)
(H)
N32 00.8 E034 52.5



254°

4.4

D5.5

SIX

N31 59.6
E034 46.3

282°

7

D12 270°

7 DME

At or above
3000'

DEENA

N32 01.6 E034 38.4

Between
5000' & 8000'

D18

6

BOAZZ

N32 02.0 E034 31.4

At or above
8000'

358°

11

34

300°

At or above
10000'

LLBG/TLV
BEN GURION

16 MAY 14

JEPPESEN

10-3D

.Eff.29.May.

TEL AVIV, ISRAEL .SID.

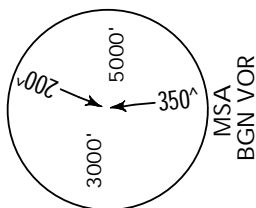
.SID.

BEN GURION
Departure
120.5

Apt Elev
134'

Trans level: FL110 Trans alt: 10000'

1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



MERVA ONE CHARLIE (MERVA 1C) [MERV1C]
RWY 08 DEPARTURE

SPEED: MAX 250 KT BELOW 10000'
UNLESS OTHERWISE CLEARED BY ATC

initial climb clearance 3000'

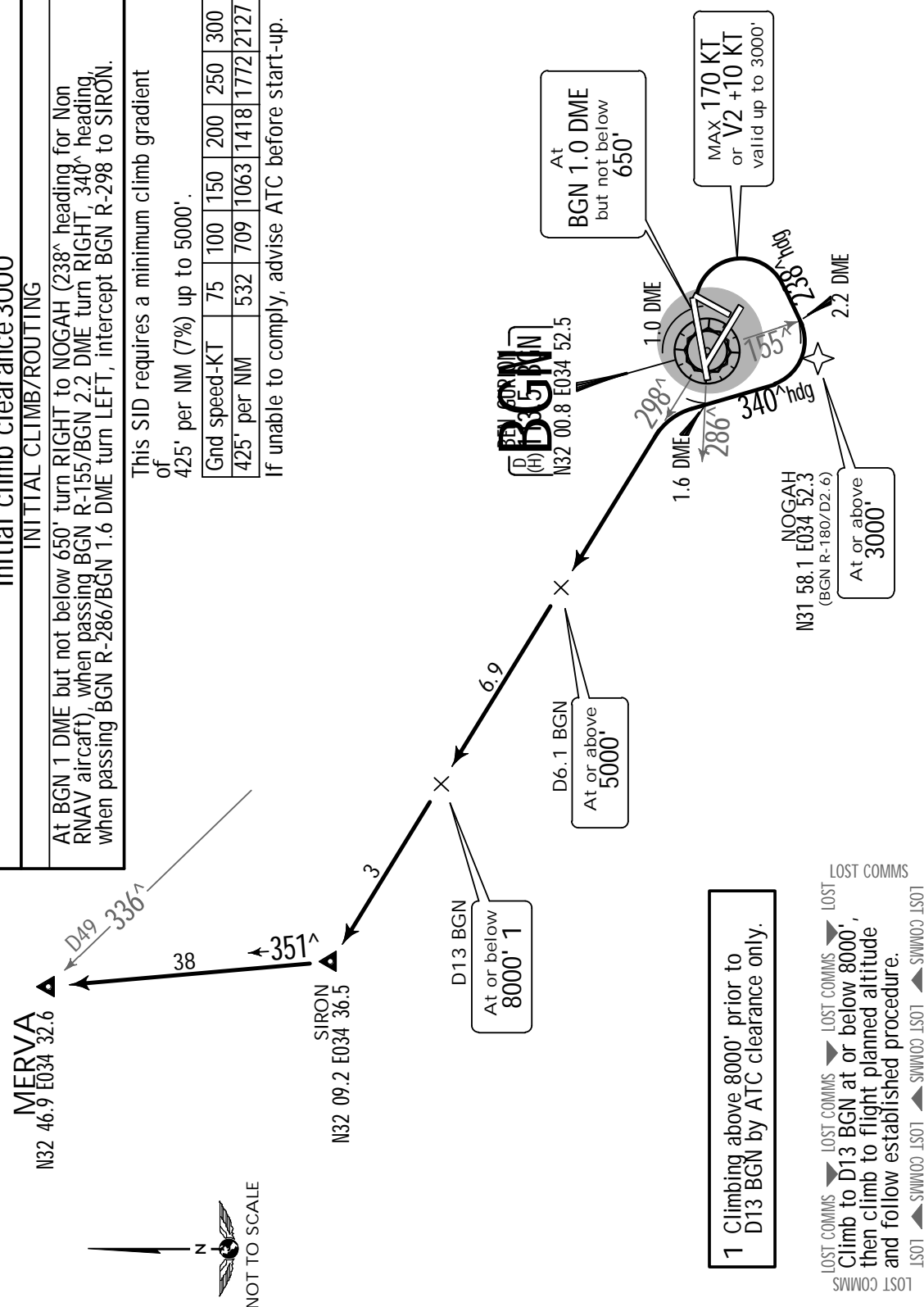
INITIAL CLIMB/ROUTING

At BGN 1 DME but not below 650' turn RIGHT to NOGAH (238^h heading for Non R-155/BGN 2.2 DME turn RIGHT, 340^h heading, when passing BGN R-286/BGN 1.6 DME turn LEFT, intercept BGN R-298 to SIRON.

This SID requires a minimum climb gradient of 425' per NM (7%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply, advise ATC before start-up.



1 Climbing above 8000' prior to D13 BGN by ATC clearance only.

Climb to D13 BGN at or below 8000', then climb to flight planned altitude and follow established procedure.

LLBG/TLV
BEN GURION

JEPPESEN
16 MAY 14 (10-3E) .Eff.29.May.

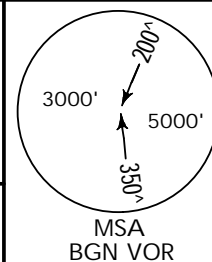
TEL AVIV, ISRAEL
.SID.

BEN GURION
Departure
120.5

Apt Elev
134'

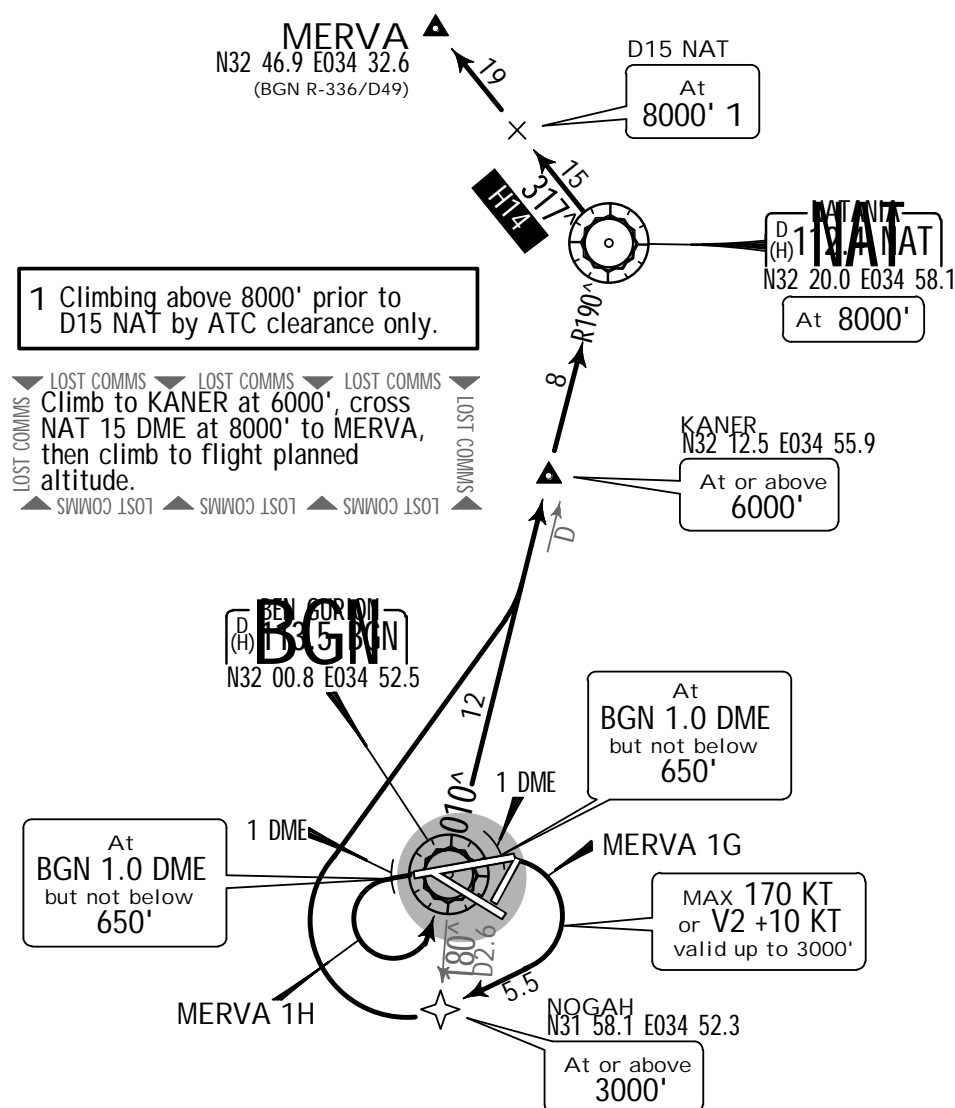
Trans level: FL110 Trans alt: By ATC

1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



MERVA ONE GOLF (MERVA 1G) [MERV1G]
 MERVA ONE HOTEL (MERVA 1H) [MERV1H]
 RWYS 08, 26 DEPARTURES

SPEED: MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients of

389' per NM (6.4%) up to 4000'. MERV 1G

407' per NM (6.7%) up to 3000'.
MERVA 1H

Gnd speed-KT	75	100	150	200	250	300
407' per NM	509	679	1018	1357	1696	2036
389' per NM	486	648	972	1296	1620	1944

If unable to comply, advise ATC before start-up.

SID	RWY	INITIAL CLIMB/ROUTING
MERVA 1G	08	At BGN 1 DME but not below 650' turn RIGHT to NOGAH, turn RIGHT, intercept BGN R-010 via KANER to NAT, turn LEFT, join airway H-14 to MERVA. Non RNAV equipped aircraft: At BGN 1 DME but not below 650' turn RIGHT, 245° heading, EXPECT radar vectors. Cross BGN R-270 at 4000', intercept BGN R-010.
MERVA 1H	26	At BGN 1.0 DME but not below 650' turn LEFT to BGN, intercept BGN

LLBG/TLV
BEN GURION

JEPPESEN
29 NOV 13 (10-3F) .Eff.12.Dec.

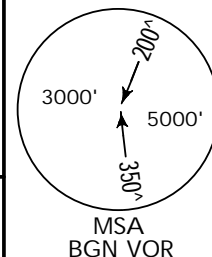
TEL AVIV, ISRAEL
.SID.

BEN GURION
Departure
120.5

Apt Elev
134'

Trans level: FL110 Trans alt: By ATC

1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



NATANIA THREE CHARLIE (NAT 3C)
RWY 12 DEPARTURE

SPEED: MAX 250 KT BELOW 10000'

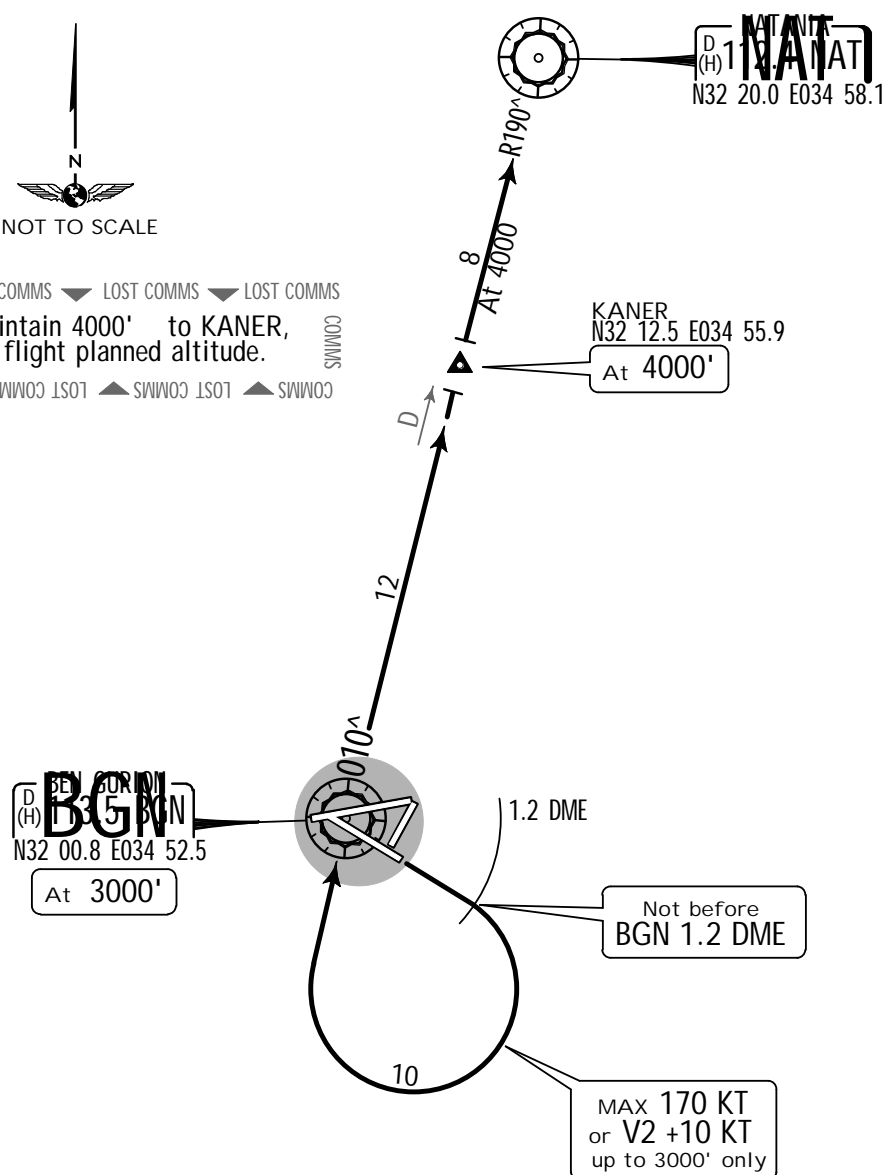


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

COMMS

Climb and maintain 4000' to KANER, then climb to flight planned altitude.

▲ SIMINQ LOST ▲ SIMINQ LOST ▲ SIMINQ LOST ▲ SIMINQ LOST



This SID requires a minimum climb gradient of 304' per NM (5%) up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

If unable to comply, advise ATC before take-off.

INITIAL CLIMB/ROUTING

LLBG/TLV
BEN GURION

JEPPESEN
29 NOV 13 (10-3G) .Eff.12.Dec.

TEL AVIV, ISRAEL
.SID.

BEN GURION
Departure
120.5

Apt Elev
134'

Trans level: FL110 Trans alt: By ATC

1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

MSA
BGN VOR

NATANIA THREE FOXTROT (NAT 3F)

NATANIA THREE FOXTROT SPECIAL

(NAT 3F SPECIAL) [NAT3FS]

RWY 30 DEPARTURES

SPEED: MAX 250 KT BELOW 10000'

NOT TO SCALE

NAT
D(H) NAT
N32 20.0 E034 58.1

KANER
N32 12.5 E034 55.9
At 4000'

BGN
D(H) BGN
N32 00.8 E034 52.5
At 3000'

Not before
BGN 1 DME
and not
later than
D2.2 BGN

MAX
210 KT

At or above
540'

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 COMMS Climb and maintain 4000' to KANER, then climb to flight planned altitude. COMMS
 ▲ SWMOC LSOT ▲ SWMOC LSOT ▲ SWMOC LSOT ▲ SWMOC LSOT

These SIDs require a minimum climb gradient of 431' per NM (7.1%) up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
431' per NM	539	719	1079	1438	1798	2157

If unable to comply, advise ATC before take-off.

SID	INITIAL CLIMB/ROUTING
NAT 3F 1	At or above 540' turn LEFT without traversing RWY 26 centerline, intercept BGN R-254, not before BGN 1 DME and not later than D2.2 BGN turn LEFT to BGN, BGN R-010 via KANER to NAT.
NAT 3F SPECIAL 2	Straight ahead to BGN 1.5 DME, turn LEFT, 214° heading, at BGN R-265/D3 turn LEFT to BGN, BGN R-010 via KANER to NAT.

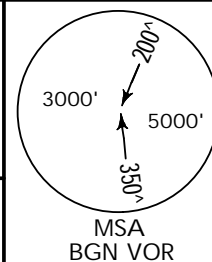
1 Available between 0600-2300LT. Required VIS 1600m. If unable to comply between 0600-0800LT & 1600-2300LT execute NAT 3F SPECIAL

LLBG/TLV
BEN GURION

JEPPESEN
29 NOV 13 (10-3H) .Eff.12.Dec.

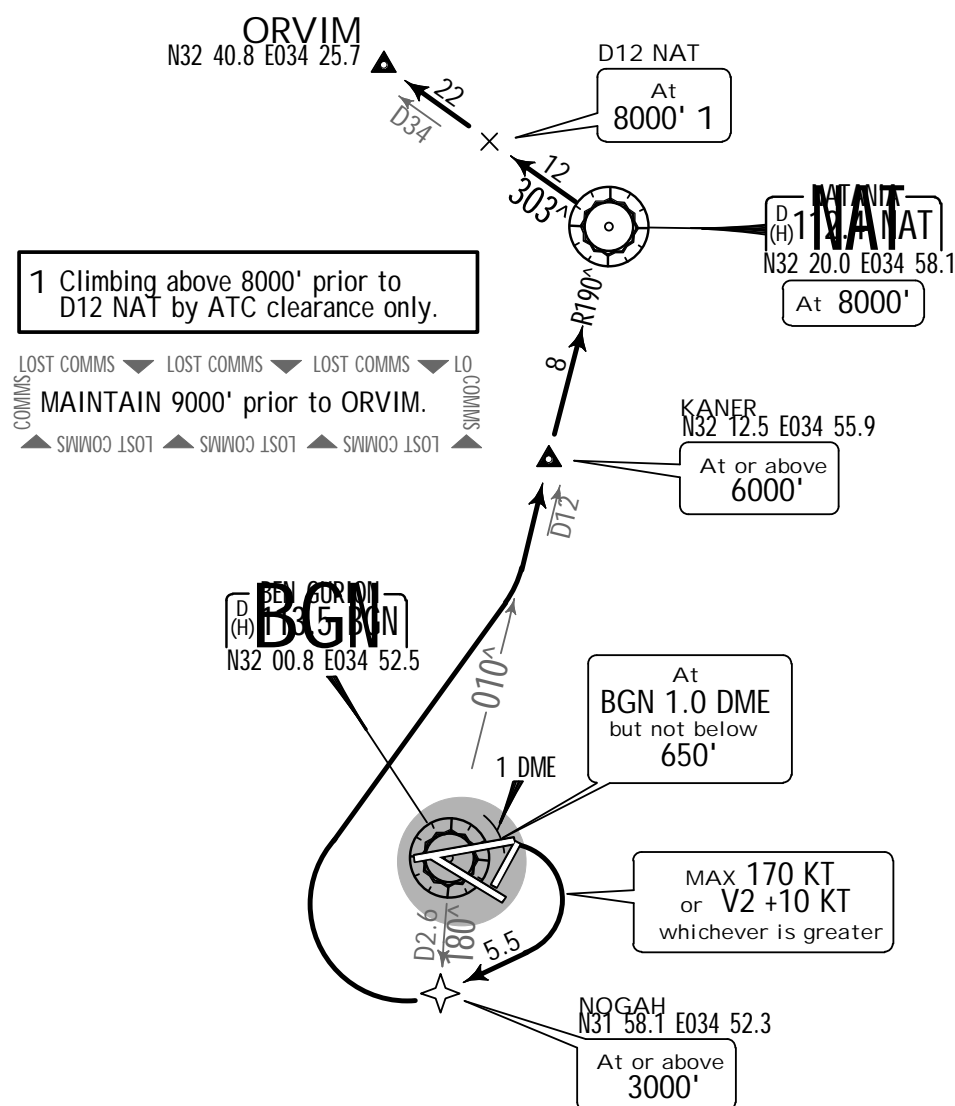
TEL AVIV, ISRAEL .SID.

BEN GURION Departure 120.5	Apt Elev 134'	Trans level: FL110 Trans alt: By ATC 1. Contact BEN GURION Departure as soon as possible after take-off. 2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
----------------------------------	------------------	--



ORVIM 1B [ORVIM 1B]
RWY 08 DEPARTURE

SPEED: MAX 250 KT BELOW 10000'



This SID requires a minimum climb gradient of 389' per NM (6.4%) up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
389' per NM	486	648	972	1296	1620	1944

If unable to comply, advise ATC before take-off.

INITIAL CLIMB/ROUTING

Climb straight ahead, at BGN 1 DME but not below 650' turn RIGHT to NOGAH, turn RIGHT, intercept BGN R-010 via KANER to NAT, turn LEFT, NAT R-303 to ORVIM, climb to clearance altitude.

Non RNAV equipped aircraft: Climb straight ahead, at BGN 1 DME but not below 650' turn RIGHT. 245[°] heading. expect radar vectors. Cross BGN

LLBG/TLV
 BEN GURION

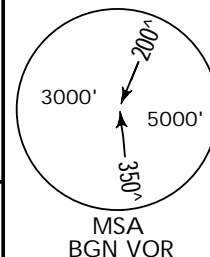
JEPPESEN
 29 NOV 13 (10-3J) .Eff.12.Dec.

TEL AVIV, ISRAEL
 .SID.

BEN GURION
 Departure
 120.5

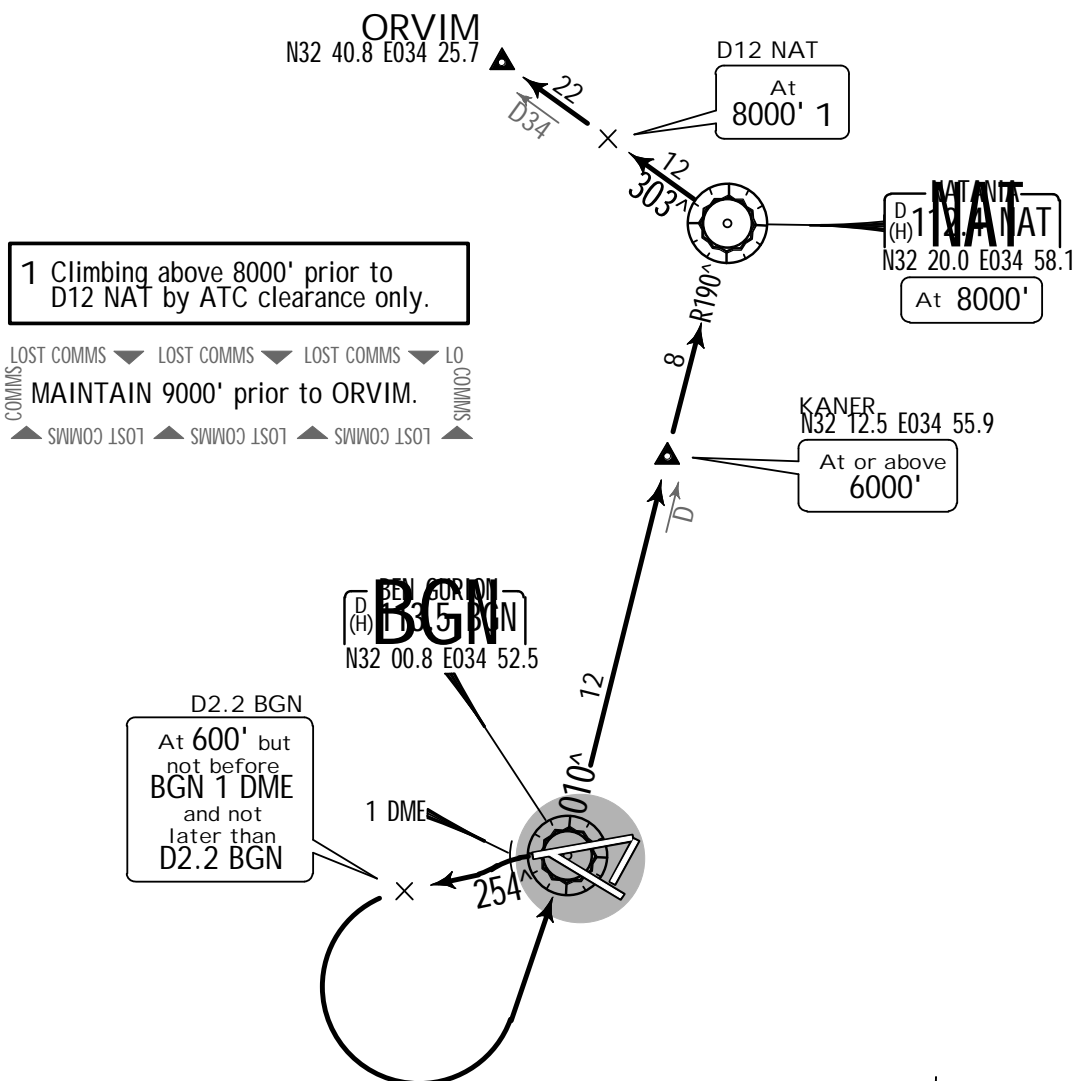
Apt Elev
 134'

Trans level: FL110 Trans alt: By ATC
 1. Contact BEN GURION Departure as soon as possible after take-off.
 2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



ORVIM 1E [ORVI1E] RWY 26 DEPARTURE

SPEED: MAX 250 KT BELOW 10000'



This SID requires a minimum climb gradient of 407' per NM (6.7%) up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
407' per NM	509	679	1018	1357	1696	2036

If unable to comply, advise ATC before take-off.

INITIAL CLIMB/ROUTING

As soon as practicable intercept BGN R-254, at 600', but not before BGN 1 DME and not later than D2.2 BGN turn LEFT to BGN, BGN R-070 via KANER to NAT, turn LEFT, NAT R-303 to



LLBG/TLV
BEN GURION

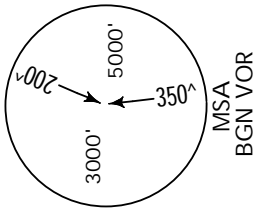
JEPPESSEN
29 NOV 13 10-3K .Eff.12.Dec.

TEL AVIV, ISRAEL
.SID.

BEN GURION
Departure
120.5

Apt Elev
134'

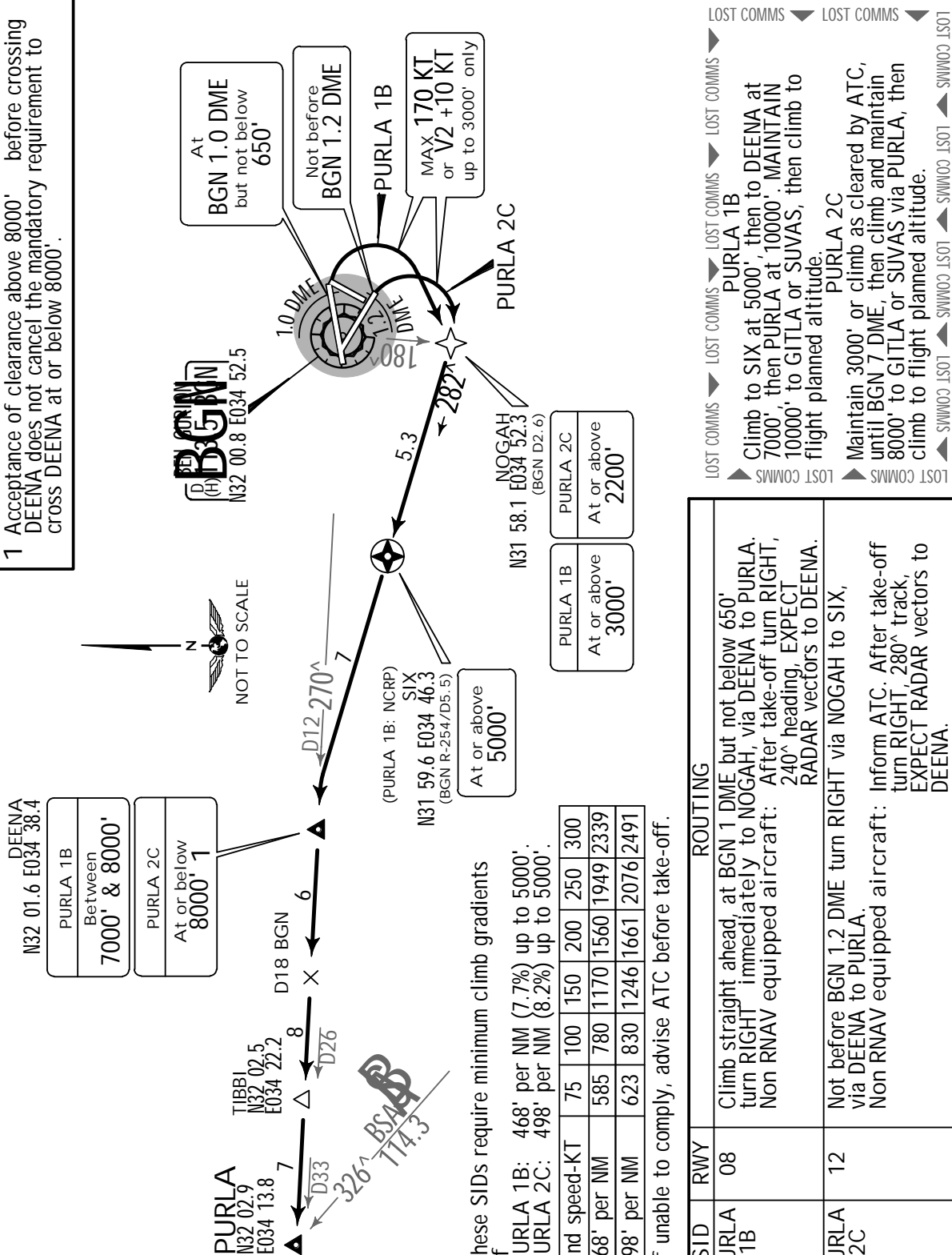
Trans level: FL110 Trans alt: 10000'
1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



PURLA ONE BRAVO (PURLA 1B) [PURL1B]
PURLA TWO CHARLIE (PURLA 2C) [PURL2C]
RWYS 08, 12 DEPARTURES

SPEED: MAX 250 KT UNTIL BGN 7 DME

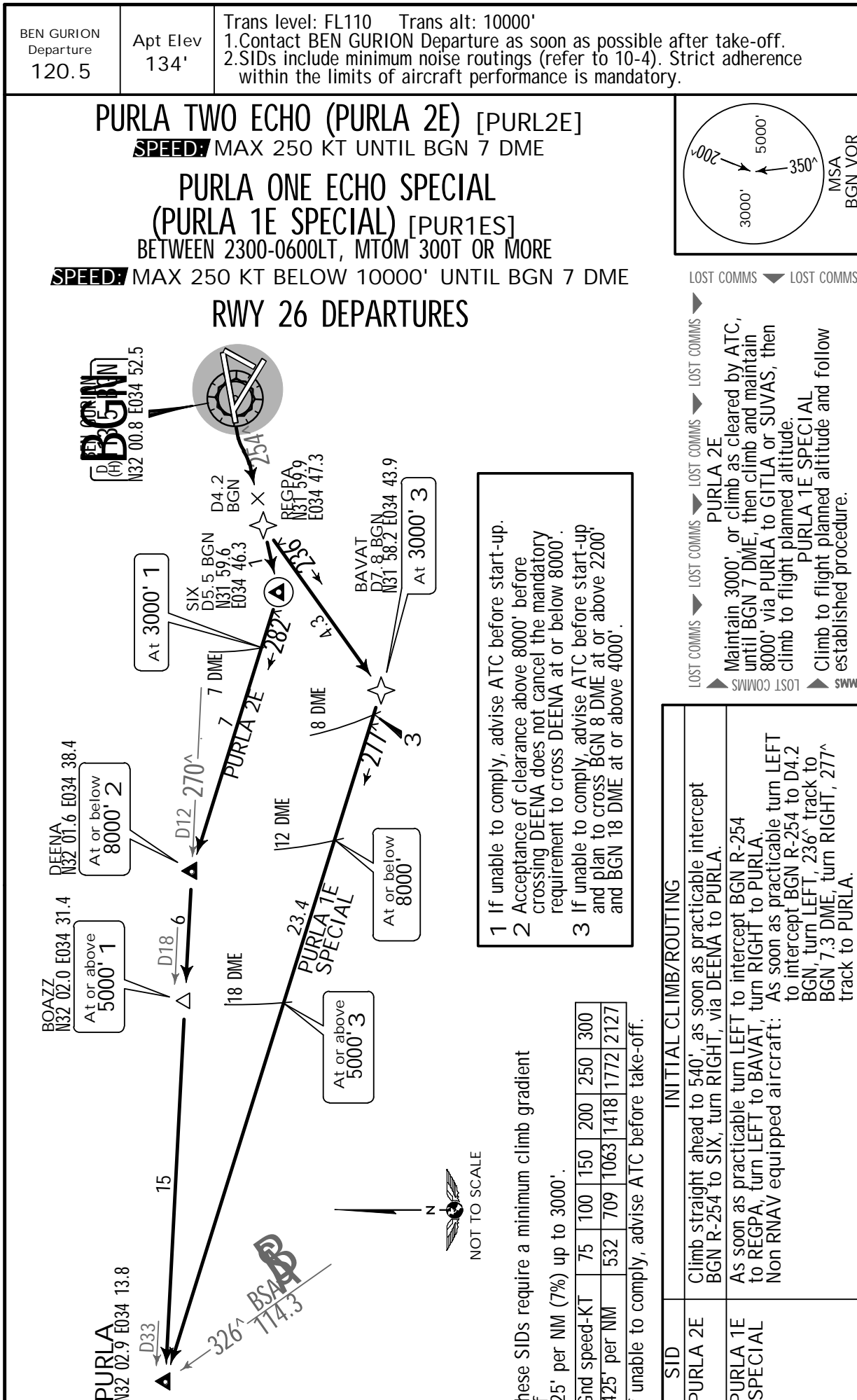
1 Acceptance of clearance above 8000' before crossing DEENA does not cancel the mandatory requirement to cross DEENA at or below 8000'.



LLBG/TLV
BEN GURION

JEPPESSEN
29 NOV 13 10-3L .Eff.12.Dec.

TEL AVIV, ISRAEL
.SID.



LLBG/TLV
BEN GURION

16 MAY 14

JEPPESEN

10-3M

.Eff.29.May.

TEL AVIV, ISRAEL
.SID.

.SID.

[illegible]

LLBG/TLV
BEN GURION

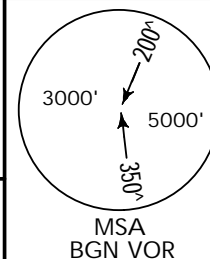
JEPPESEN
16 MAY 14 10-3N .Eff.29.May.

TEL AVIV, ISRAEL
.SID.

BEN GURION
Departure
120.5

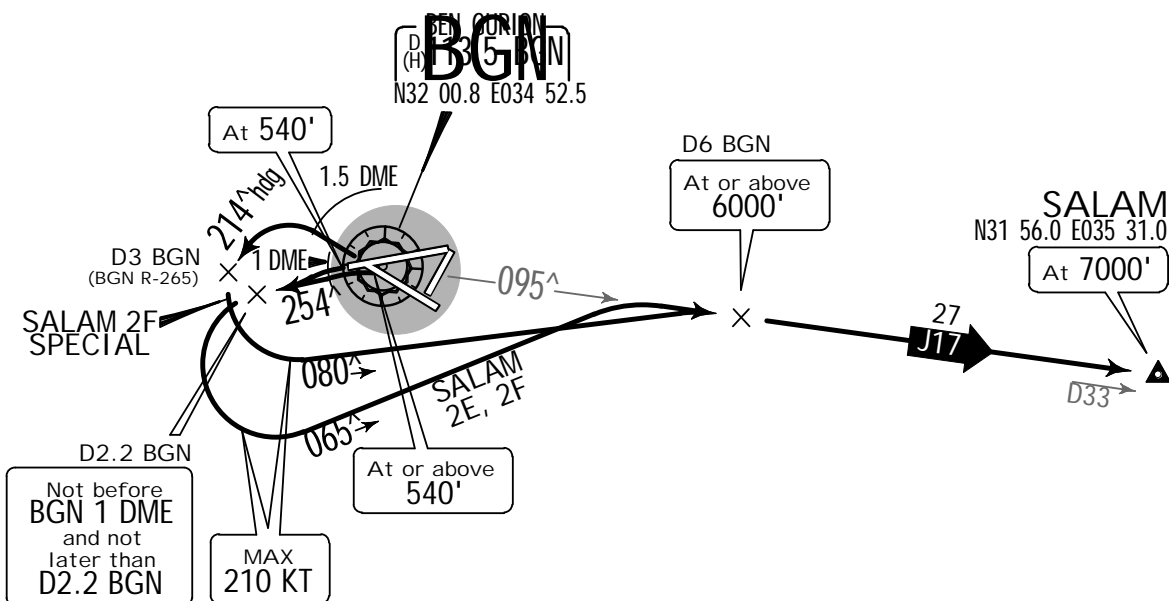
Apt Elev
134'

- Trans level: FL110 Trans alt: By ATC
1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



SALAM TWO ECHO (SALAM 2E) [SALA2E]
SALAM TWO FOXTROT (SALAM 2F) [SALA2F]
SALAM TWO FOXTROT SPECIAL (SALAM 2F SPECIAL) [SAL2FS]
RWYS 26, 30 DEPARTURES

SPEED: MAX 250 KT BELOW 10000'



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
After passing SALAM climb to flight planned altitude.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

These SIDs require a minimum climb gradient of 450' per NM (7.4%) up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
450' per NM	562	749	1124	1499	1873	2248

If unable to comply, advise ATC before start-up.

SID	RWY	INITIAL CLIMB/ROUTING
SALAM 2E	26	Climb to 540', turn LEFT to intercept BGN R-254, not before BGN 1 DME and not later than D2.2 BGN turn LEFT, 065° track, intercept BGN R-095, join airway J-17 to SALAM climbing to 7000'.
SALAM 2F 1	30	Climb to at or above 540', turn LEFT without traversing RWY 26 center-line, intercept BGN R-254, not before BGN 1 DME and not later than D2.2 BGN turn LEFT, 065° track, intercept BGN R-095, join airway J-17 to SALAM, climbing to 7000'.
SALAM 2F SPECIAL 2		Straight ahead to BGN 1.5 DME, turn LEFT, 214° heading, when crossing BGN R-265/D3 turn LEFT, 080° track intercept BGN R-095, join airway J-17 to SALAM, climbing to 7000'.

1 Available between 0600-2300LT. Required VIS 1600m. If unable to comply between 0600-0800LT & 1600-2300LT execute SALAM 2F SPECIAL or request RWY 26 and execute SALAM 2E.

LLBG/TLV
 BEN GURION

JEPPESEN
 16 MAY 14 10-3P .Eff.29.May.

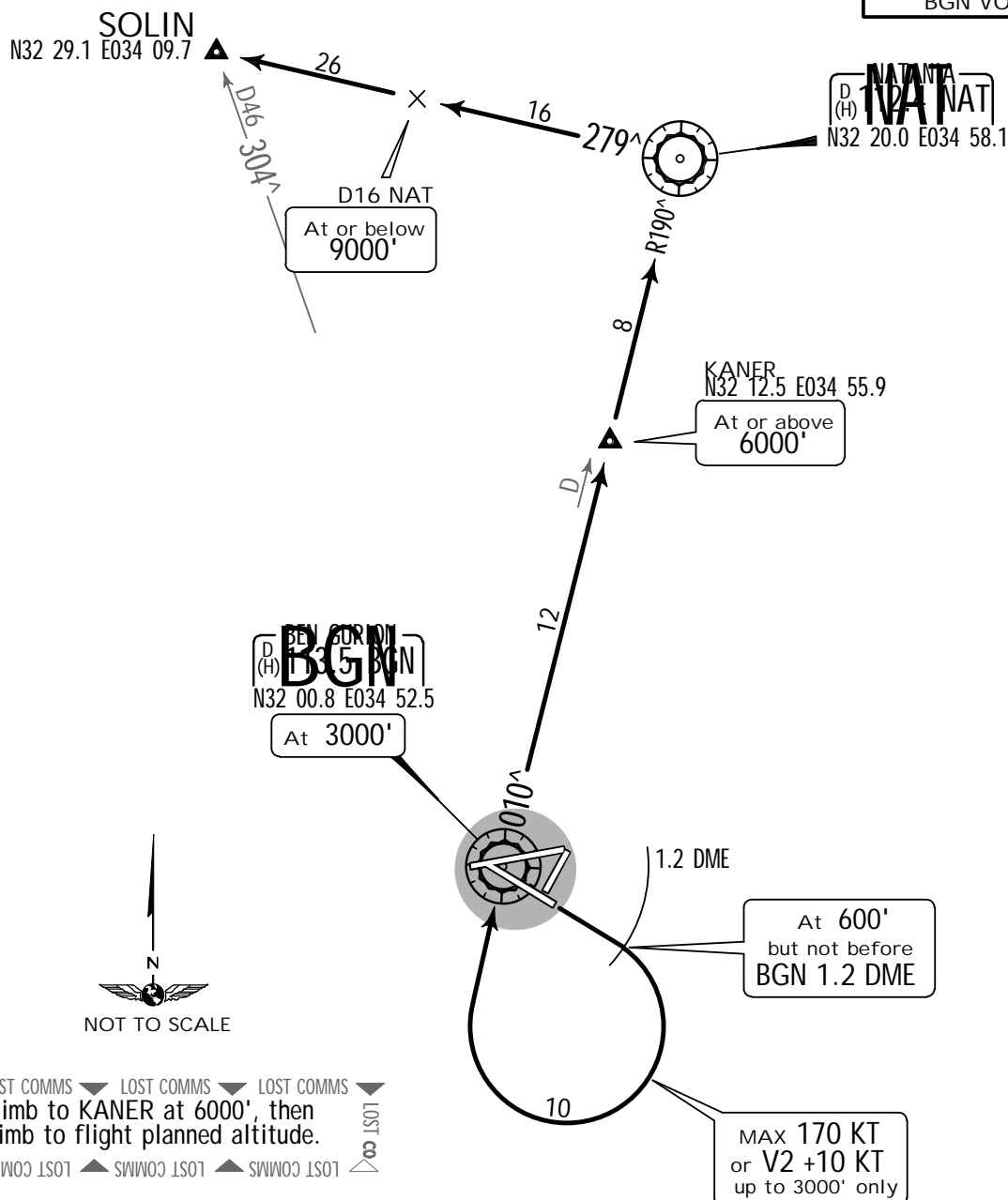
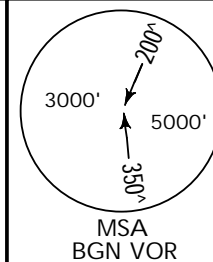
TEL AVIV, ISRAEL
 .SID.

BEN GURION
 Departure
 120.5

Apt Elev
 134'

Trans level: FL110 Trans alt: 10000'
 1. Contact BEN GURION Departure as soon as possible after take-off.
 2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

SOLIN THREE CHARLIE (SOLIN 3C) [SOLI3C]
RWY 12 DEPARTURE
SPEED: MAX 250 KT BELOW 10000'



LOST COMMS
 COMMS
 Climb to KANER at 6000', then climb to flight planned altitude.

This SID requires a minimum climb gradient of 304' per NM (5%) up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

If unable to comply, advise ATC before take-off.

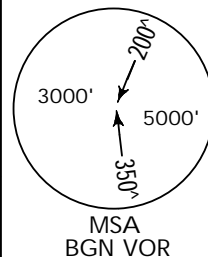
INITIAL CLIMB/ROUTING

At 600' but not before BGN 1.2 DME turn RIGHT to BGN. BGN R-010 via KANER

LLBG/TLV
BEN GURIONJEPPESEN
16 MAY 14 (10-3Q) .Eff.29.May.TEL AVIV, ISRAEL
.SID.BEN GURION
Departure
120.5Apt Elev
134'

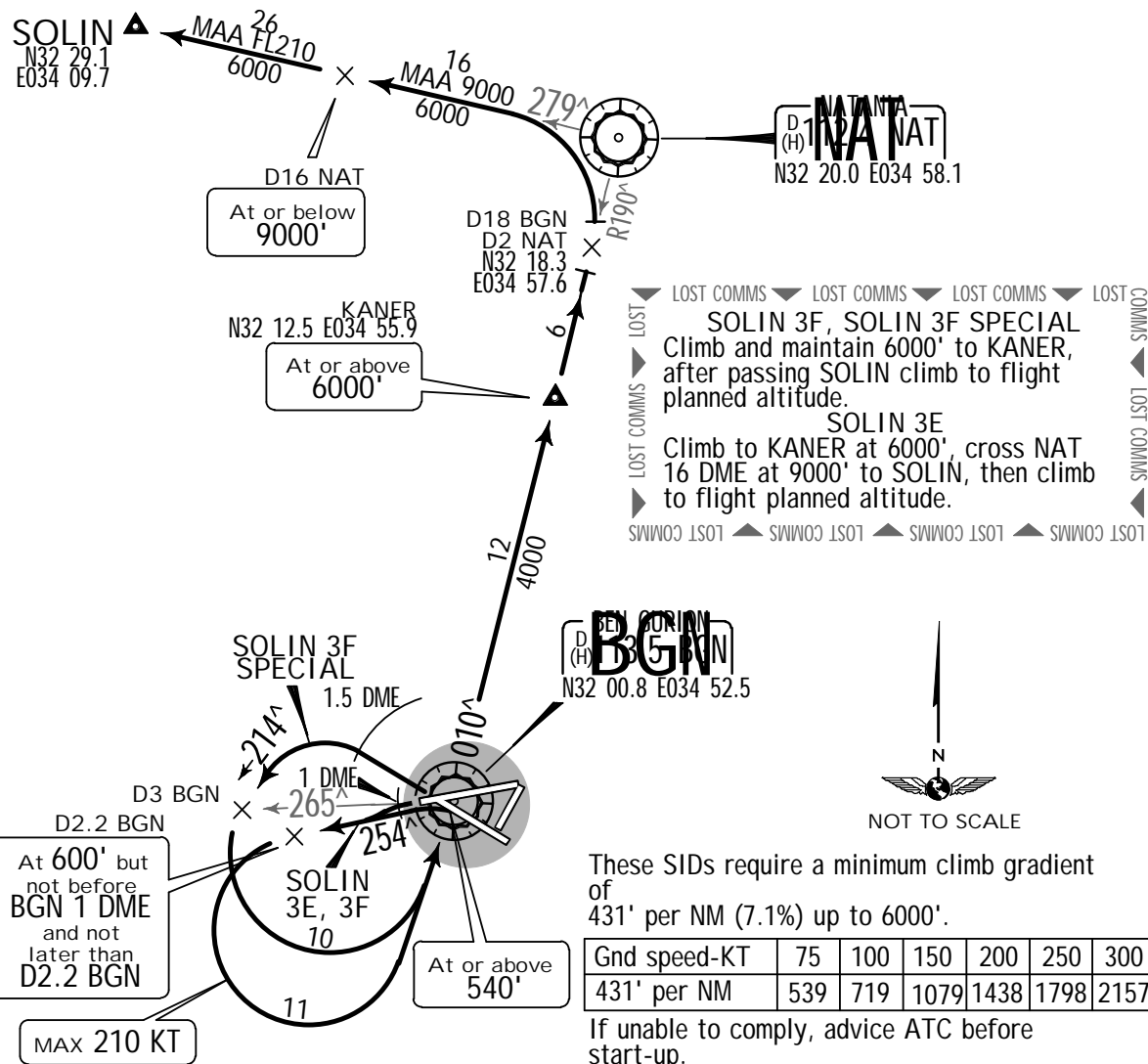
Trans level: FL110 Trans alt: 10000'

1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
3. Initial climb straight ahead to 540'.



SOLIN THREE ECHO (SOLIN 3E) [SOLI3E]
SOLIN THREE FOXTROT (SOLIN 3F) [SOLI3F]
SOLIN THREE FOXTROT SPECIAL (SOLIN 3F SPECIAL) [SOL3FS]
RWYS 26, 30 DEPARTURES

SPEED: MAX 250 KT BELOW 10000' UNLESS OTHERWISE CLEARED BY ATC



SID	RWY	INITIAL CLIMB
SOLIN 3E	26	As soon as practicable intercept BGN R-254, at 600', but not before BGN 1 DME and not later than D2.2 BGN turn LEFT to BGN.
SOLIN 3F 1	30	Climb to at or above 540, turn LEFT without traversing RWY 26 center-line, intercept BGN R-254, at 600', but not before BGN 1 DME and not later than D2.2 BGN turn LEFT to BGN.
SOLIN 3F SPECIAL 2		Straight ahead to BGN 1.5 DME, turn LEFT, 214° track, when crossing BGN R-265/D3 turn LEFT to BGN.
ROUTING		
At BGN, BGN R-010 via KANER to D18 BGN (D2 NAT), turn LEFT, intercept NAT R-279 to SOLIN.		
1 Available between 0600-2300LT. Required VIS 1600m. If unable to comply between 0600-0800LT & 1600-2300LT execute SOLIN 3F SPECIAL or request RWY 26 and execute SOLIN 3E.		

LLBG/TLV
BEN GURION

29 NOV 13

JEPPESEN

.Eff.12.Dec.

TEL AVIV, ISRAEL .SID.

.SID.

[illegible]

LLBG/TLV
BEN GURION

29 NOV 13

JEPPESSEN

.Eff.12.Dec.

TEL AVIV, ISRAEL
.SID.

.SID.

LLBG/TLV
BEN GURION

13 SEP 13

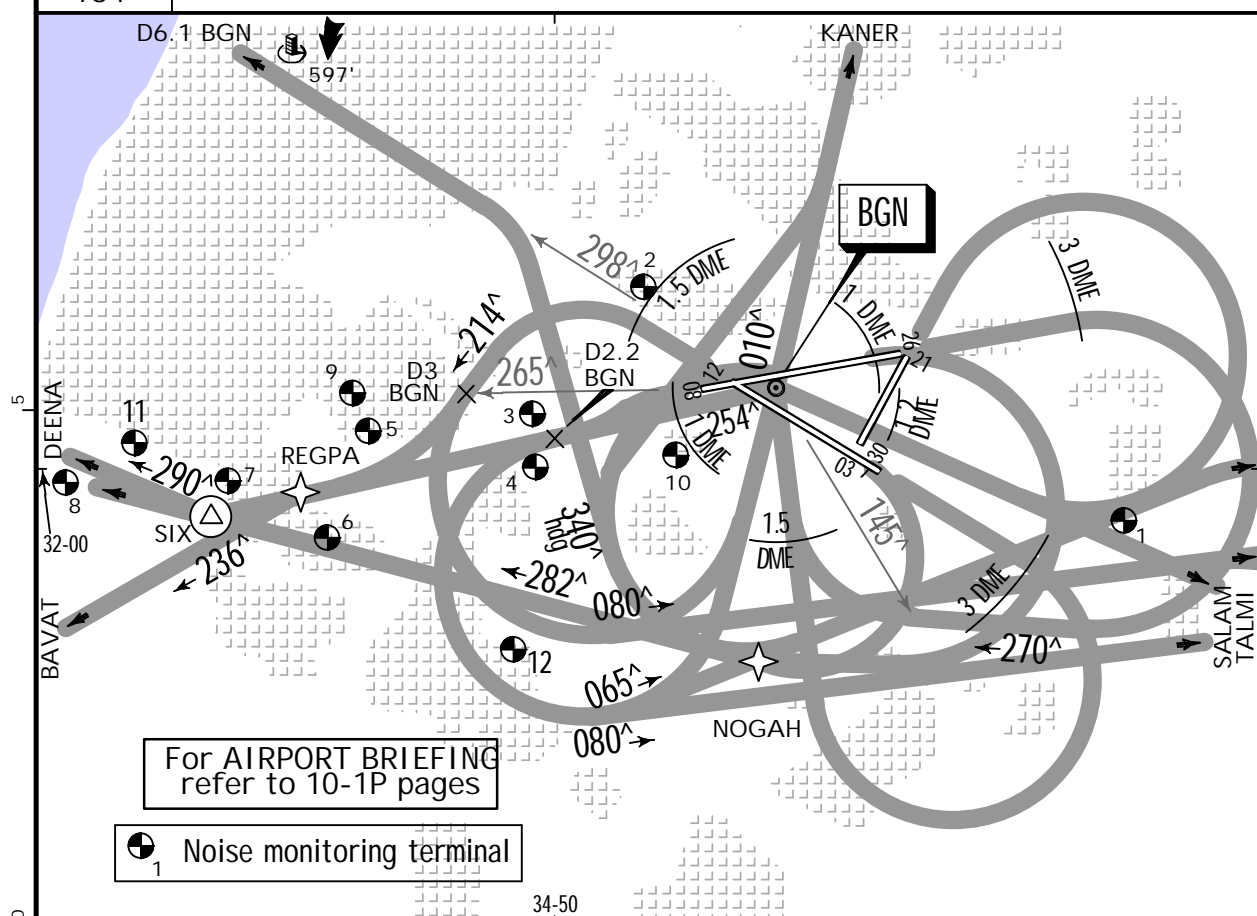
JEPPESSEN

10-4

.Eff.19.Sep.

TEL AVIV, ISRAEL
.NOISE.Apt Elev
134'

NOISE ABATEMENT



MAXIMUM NOISE LEVELS IN db (A)

NOISE MONITORING TERMINALS/LOCATION		DEPARTURES WITH MAX TAKE-OFF MASS OF 300T OR ABOVE	ALL OTHER DEPARTURES
1 SHOHAM	N31 59.5 E034 56.5	90	82
2 OR-YEHUDA	N32 01.8 E034 51.0	93	91
3 MISHMAR-HA'SHIV'AH	N32 00.5 E034 49.8		
4 BEYT-DAGAN	N32 00.0 E034 49.8	88	85
5 KIRYAT-SHARET	N32 00.4 E034 47.9		
6 RISHON-LETZION	N31 59.3 E034 47.4		
7 KIRYAT BEN-GURION	N31 59.9 E034 46.3		
8 NEVE-HOF	N31 59.9 E034 44.4		
9 ESHKOL	N32 00.7 E034 47.7		
10 ZAFARIA	N32 00.1 E034 51.4	93	91
11 BAT-YAM	N32 00.3 E034 45.2	88	85
12 TNUOT	N31 58.3 E034 49.5		

LLBG/TLV

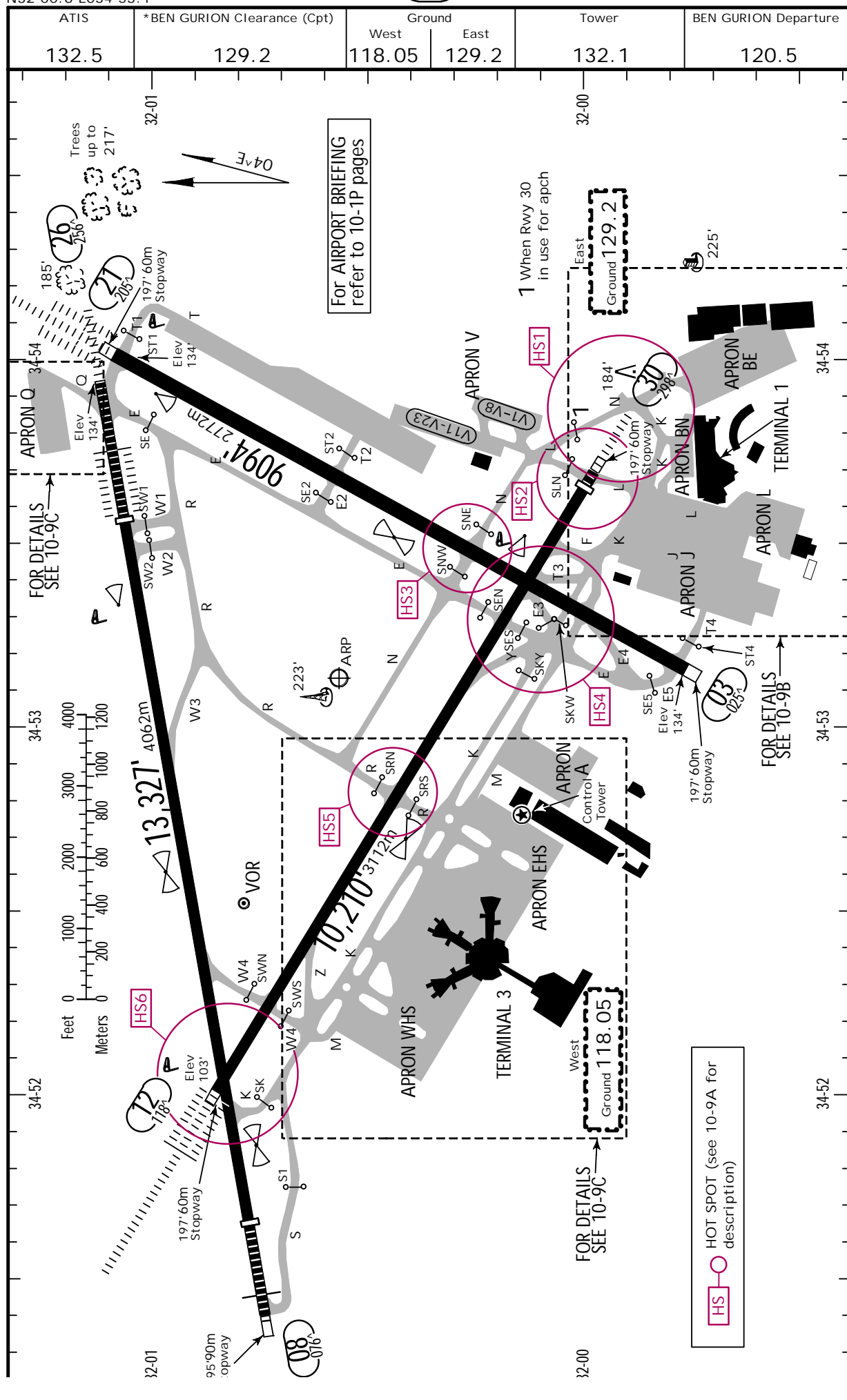
Apt Elev 134'
N32 00.6 E034 53.1

JEPPESSEN

16 MAY 14 (10-9) .Eff.29.May.

TEL AVIV, ISRAEL

BEN GURION



LLBG/TLV

JEPPESEN

TEL AVIV, ISRAEL

16 MAY 14 (10-9A) .Eff.29.May.

BEN GURION

ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
	Threshold	Glide Slope							
03	HIRL(60m) CL(30m)	RVR						197'	
21	HIRL(60m) CL(30m) HIALS-II SFL TDZ 1	RVR			8122'	2476m		60m	
1 REIL, PAPI (3.0^), HST-E3&T3									
08	HIRL(50m) CL(30m) HIALS REIL 2	RVR	11,709'	3569m	11,042'	3366m	4	148'	
26	HIRL(50m) CL(30m) HIALS-II TDZ REIL 3	RVR	11,345'	3458m	10,312'	3143m	5	45m	
2 PAPI-L (3.0^) 4 TORA RWY 08: From rwy head 11,811' (3600m) twy K int 8976' (2736m) rwy 12 int 8419' (2566m)									
3 PAPI (3.0^) 5 TORA RWY 26: From rwy head 13,327' (4062m) twy E int 13,074' (3985m) twy W1 int 11,234' (3424m) twy W2 int 10,899' (3322m)									
12	RL(50m) CL(30m)HIALS-II TDZ PAPI (3.0^)	6 RVR			9177'	2797m	7	148'	
30	RL(50m) CL(30m) ALS PAPI-R (3.1^)	8 RVR	9964'	3037m	8931'	2722m	9	45m	
6 HST-Y 7 TORA RWY 12: From rwy head 10,210' (3112m) twy W4 int 8812' (2686m) twy Z int 7677' (2340m)									
8 HST-Z 9 TORA RWY 30: From rwy head 10,210' (3112m) twy F int 8668' (2642m) twy Y int 6814' (2077m)									
HOT SPOTS									
(For information only, not to be construed as ATC instructions.)									
[HS1] CAUTION: RWY 30 final approach infringement. Traffic taxiing via TWY K to TWY N or existing Apron BE via TWY N infringes final approach RWY 30, when in use.									
[HS2] CAUTION: RWY incursion Do not cross RWY without specific ATC authorization. Cross active RWY on Twr frequency - expeditious crossing expected. Do not cross red stop bars.									
[HS5] Crossing RWY12/30 via TWY R.									
[HS6] When lining up on RWY 12: Do not confuse RWY 08 for RWY 12.									

TAKE-OFF			
AIR CARRIER (JAA) All Rwys LVP must be in force			
	HIRL, CL & mult. RVR req.	HIRL, CL & any RVR out (other 2 req.)	RCLM (DAY only) or CL & rwy end lights or HIRL
A			
B	150m	200m	400m
C			
D	200m	250m	

TAKE-OFF		
AIR CARRIER (FAR 121) All Rwys		
	CL & RCLM any RVR out, other two req	Adequate Vis Ref
2 Eng	TDZ RVR 175m	RVR 500m VIS 400m
3 & 4 Eng	Mid RVR 175m	
	Roll out RVR 175m	

LLBG/TLV

JEPPESSEN
16 MAY 14 10-9B .Eff.29.May.

TEL AVIV, ISRAEL
BEN GURION

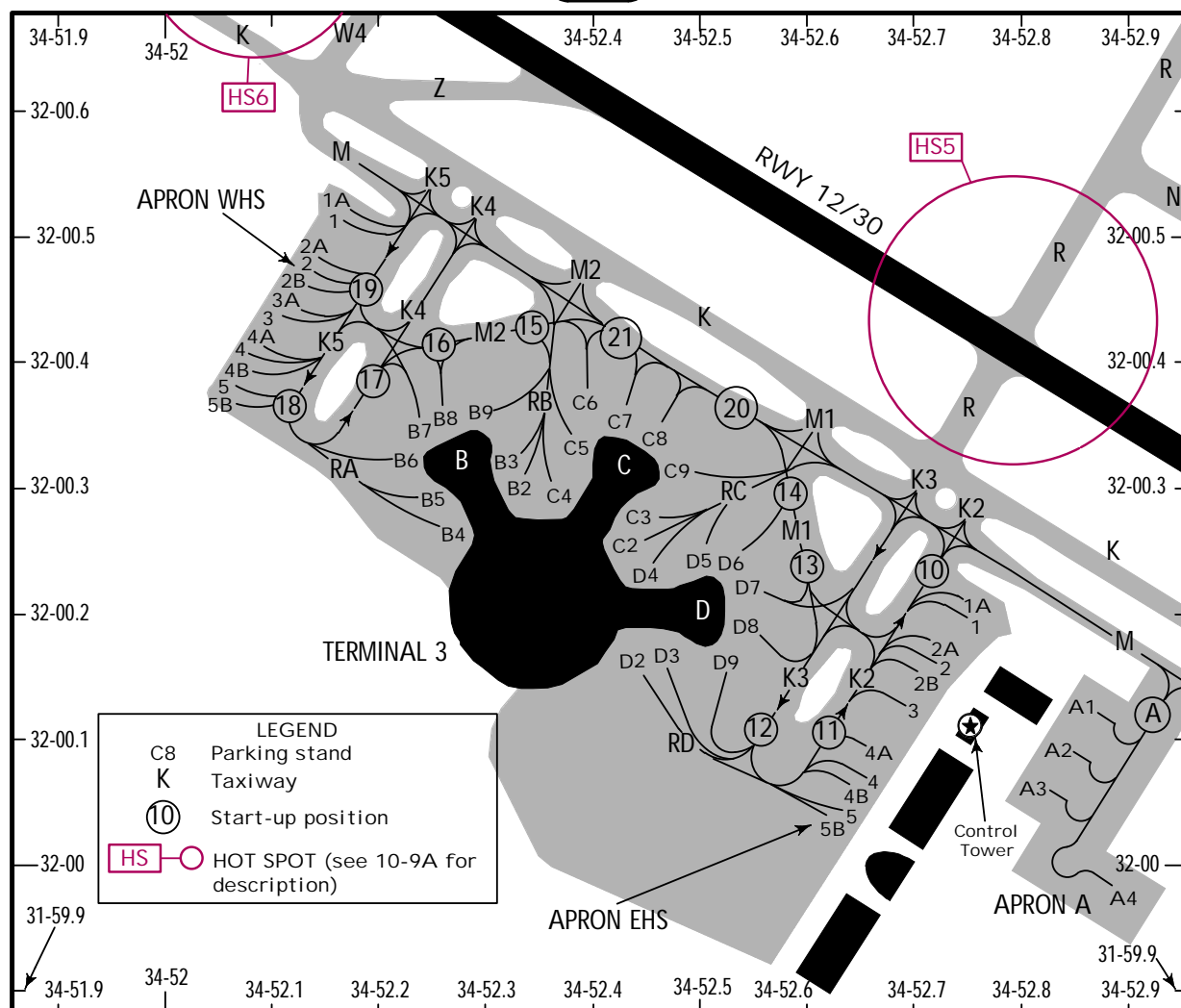


INS COORDINATES	
STAND No.	COORDINATES
B21 thru B23	N31 59.7 E034 53.9
B24	N31 59.6 E034 53.9
B25 thru 27	N31 59.6 E034 54.0
B28	N31 59.5 E034 54.0
B35	N31 59.6 E034 54.1
B36	N31 59.7 E034 54.1
B37 thru B39	N31 59.7 E034 54.0
B43, B44	N31 59.8 E034 53.8
B45 thru B47	N31 59.8 E034 53.7
J1	N31 59.9 E034 53.5
J2, J3	N31 59.8 E034 53.5
J4 thru J6	N31 59.7 E034 53.5
J7, J8	N31 59.6 E034 53.4
J9	N31 59.6 E034 53.3
J10	N31 59.7 E034 53.3
J11	N31 59.8 E034 53.3
J12, J13	N31 59.8 E034 53.4
L1	N31 59.8 E034 53.6
L2	N31 59.8 E034 53.5
L3 thru L5	N31 59.7 E034 53.5
L6	N31 59.6 E034 53.5
K1, K3	N31 59.6 E034 53.6
K5	N31 59.5 E034 53.6

LLBG/TLV

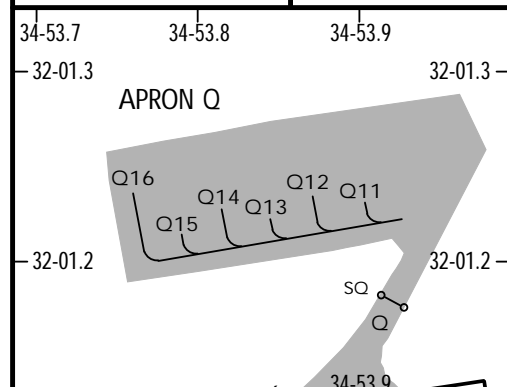
JEPPESEN
16 MAY 14 (10-9C) .Eff.29.May.

TEL AVIV, ISRAEL
BEN GURION



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1, A2 A3 B2 thru B6 B7 thru B9 C2	N32 00.1 E034 52.9 N32 00.1 E034 52.8 N32 00.3 E034 52.3 N32 00.4 E034 52.3 N32 00.3 E034 52.3	EH1 thru EH2B EH3 thru EH5B WH1, WH1A WH2 WH2A	N32 00.2 E034 52.8 N32 00.1 E034 52.7 N32 00.5 E034 52.2 N32 00.5 E034 52.1 N32 00.5 E034 52.2
C3 C4, C5 C6, C7 C8 C9	N32 00.3 E034 52.5 N32 00.3 E034 52.4 N32 00.4 E034 52.4 N32 00.4 E034 52.5 N32 00.3 E034 52.5	WH2B thru WH3A WH4 thru WH5B	N32 00.5 E034 52.1 N32 00.4 E034 52.1
D2 thru D4 D5 D6 thru D9	N32 00.2 E034 52.5 N32 00.3 E034 52.5 N32 00.2 E034 52.6		



LLBG/TLV

JEPPESSEN
20 JUL 07 (10-9D)

TEL AVIV, ISRAEL
BEN GURION

VISUAL DOCKING GUIDANCE SYSTEM

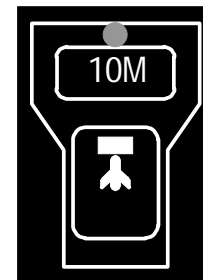
Pilots shall be guided into the gate by means of a guidance system, depicted as follows:



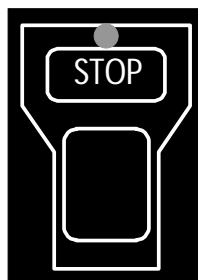
Turn LEFT



Turn RIGHT



OK
(Distance remaining)



Stop



Too far



ESTOP
(Emergency Stop)

In case of malfunctioning, aircraft shall stop immediately and notify Ground. In such a case, aircraft shall be towed into stands unless otherwise instructed by Tower.

Departing aircraft procedures:

Engine start-up while aircraft is connected to the gate is strictly prohibited. Start-up while aircraft being pushed back is permitted.

LLBG/TLV


JEPPESEN
 25 JUL 14 10-9S

 Standard.
TEL AVIV, ISRAEL
 BEN GURION

STRAIGHT-IN RWY		A	B	C	D
08	ILS	297' (200') 1200m	297' (200') 1200m	297' (200') 1200m	297' (200') 1200m
	LOC 1	440' (343') 1200m	440' (343') 1200m	440' (343') 1200m	440' (343') 1200m
	ALS out	1600m	1600m	1600m	1600m
	VOR 1	550' (453') 1500m	550' (453') 1500m	550' (453') 1700m	550' (453') 1700m
	ALS out	1600m	1600m	2100m	2100m
12	CAT 2 ILS	203' (100') RA103'R350m	203' (100') RA103'R350m	203' (100') RA103'R350m	203' (100') RA103'R350m
	ILS	303' (200') R550m V800m	303' (200') R550m V800m	303' (200') R550m V800m	303' (200') R550m V800m
	FULL	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC 1	520' (417') 1200m	520' (417') 1200m	520' (417') 1200m	520' (417') 1200m
	ALS out	1600m	1600m	2000m	2000m
	VOR 1	580' (477') 1500m	580' (477') 1500m	580' (477') 1500m	580' (477') 1600m
21	ALS out	1600m	1600m	2200m	2400m
	ILS 2	334' (200') R550m	334' (200') R550m	334' (200') R550m	334' (200') R550m
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC 1 2	420' (286') R750m	420' (286') R750m	420' (286') R750m	420' (286') R750m
	ALS out	R1400m	R1400m	R1400m	R1400m
	ILS	534' (400') R1100m	534' (400') R1100m	534' (400') R1100m	534' (400') R1100m
	FULL	R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
26	LOC 1	540' (406') R1200m	540' (406') R1200m	540' (406') R1200m	540' (406') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	ILS	325' (200') R550m V800m	325' (200') R550m V800m	325' (200') R550m V800m	325' (200') R550m V800m
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	375' (250') 1300m	375' (250') 1300m	375' (250') 1300m	375' (250') 1300m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNAV (GNSS) 1	900' (775') ceiling 1000' - 5000m	900' (775') ceiling 1000' - 5000m	900' (775') ceiling 1000' - 5000m	900' (775') ceiling 1000' - 5000m

1 Continuous Descent Final Approach.

2 Missed apch climb gradient 4.5% up to 4000'.

LLBG/TLV


JEPPESEN
 25 JUL 14 **10-9S1**
TEL AVIV, ISRAEL
 Standard.
 BEN GURION

30	LDA with GS 1	520' (390') 1800m	520' (390') 1800m	520' (390') 1800m	520' (390') 1800m
	LDA without GS 1	640' (510') 2400m	640' (510') 2400m	640' (510') 2400m	640' (510') 2400m
	RNAV (GNSS) 1	700' (570') 2100m	700' (570') 2100m	700' (570') 2400m	700' (570') 2400m

1 Continuous Descent Final Approach.

CIRCLE-TO-LAND 2 3 4	90 KT	120 KT	140 KT	165 KT
	580' (446') V1600m 5	640' (506') V1600m 5	740' (606') V2400m	840' (706') V3600m
After LDA RWY 30	710' (576')	710' (576')	740' (606')	840' (706')
After RNAV RWY 30	730' (596') V2400m	730' (596') V2400m	740' (606') V2400m	840' (706') V3600m

2 High terrain East of airport. Remain within D3.8 BGN.

3 After RNAV RWY 26: NOT APPLICABLE.

4 After ILS RWY 21: NOT AUTHORIZED.

5 or higher minimums of preceding straight-in approach.

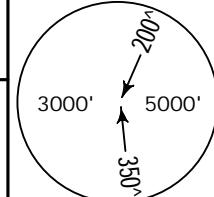
TAKE-OFF RWY 03, 08, 12, 21, 26, 30

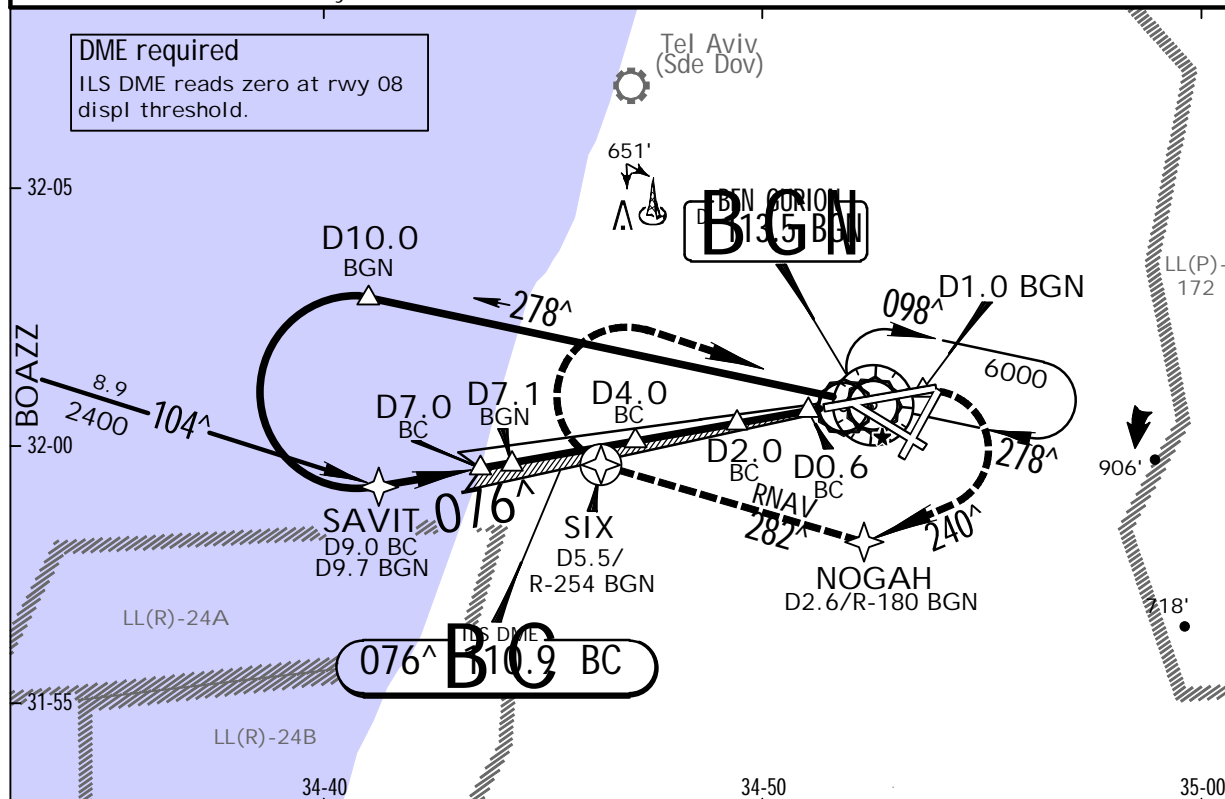
LVP must be in Force						
	HIRL, CL & mult. RVR req	HIRL, CL & any RVR out (other 2 req.)	RCLM (DAY only) or CL & rwy end lights or HIRL	NIL (DAY only)		
A	150m	200m	400m	500m		
B						
C	200m	250m				
D						

LLBG/TLV
BEN GURION
JEPPESEN
 16 MAY 14 (11-1) .Eff.29.May.

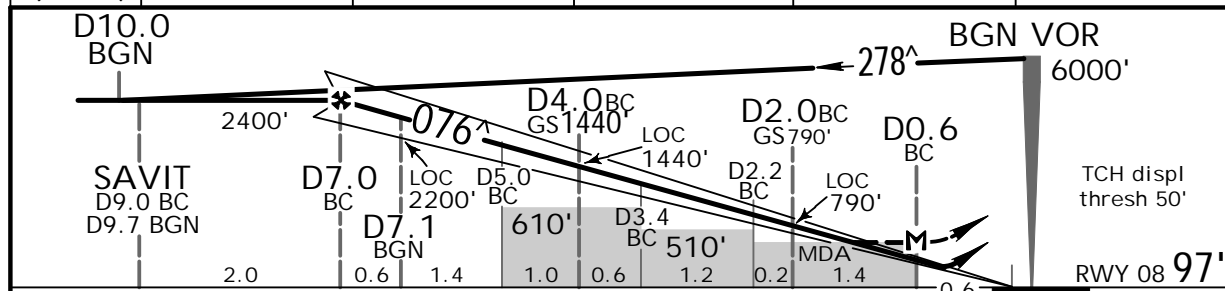
TEL AVIV, ISRAEL
ILS Rwy 08


BRIEFING STRIP™

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		West 118.05		Ground 129.2		East	
LOC BC 110.9	Final Apch Crs 076^	GS D4.0 BC 1440' (1343')	ILS DA(H) 297' (200')	Apt Elev 134'	RWY 97'	<div><p>MSA BGN VOR</p></div>					
<p>Climb gradient of 5.8% required, if unable to comply, inform ATC.</p> <p>MISSED APCH RNAV: Climb STRAIGHT AHEAD and maintain 2000' until crossing D1.0 BGN outbound, then climbing turn RIGHT to cross NOGAH at or above 3000', SIX at or above 5000', then turn RIGHT to BGN VOR at 6000' and hold.</p> <p>NON-RNAV: Climb STRAIGHT AHEAD and maintain 2000' until crossing D1.0 BGN outbound, then climbing turn RIGHT heading 240^ and expect radar vectors to cross NOGAH at or above 3000'.</p>											
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL 110		Trans alt: 10000'					



LOC (GS out)	BC DME	5.0	4.0	3.0	2.0
	ALTITUDE	1760'	1440'	1110'	790'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	D1.0 BGN 
ILS GS or	372	478	531	637	743	849		
LOC Descent Angle 3.00^								
MAP at D0.6 BC								

STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND			
ILS		LOC (GS out)		High terrain East of airport Remain within D3.8 BGN			
DA(H) 297' (200')		MDA(H) 440' (343')					
FULL		ALS out		ALS out		Max Kts	MDA(H)
A	1200m		1200m	1600m	90	580'(446')	1600m
B					120	630'(496')	1600m
C					140	730'(596')	2400m
D					RVR 1800m VIS 2000m		165

JPS

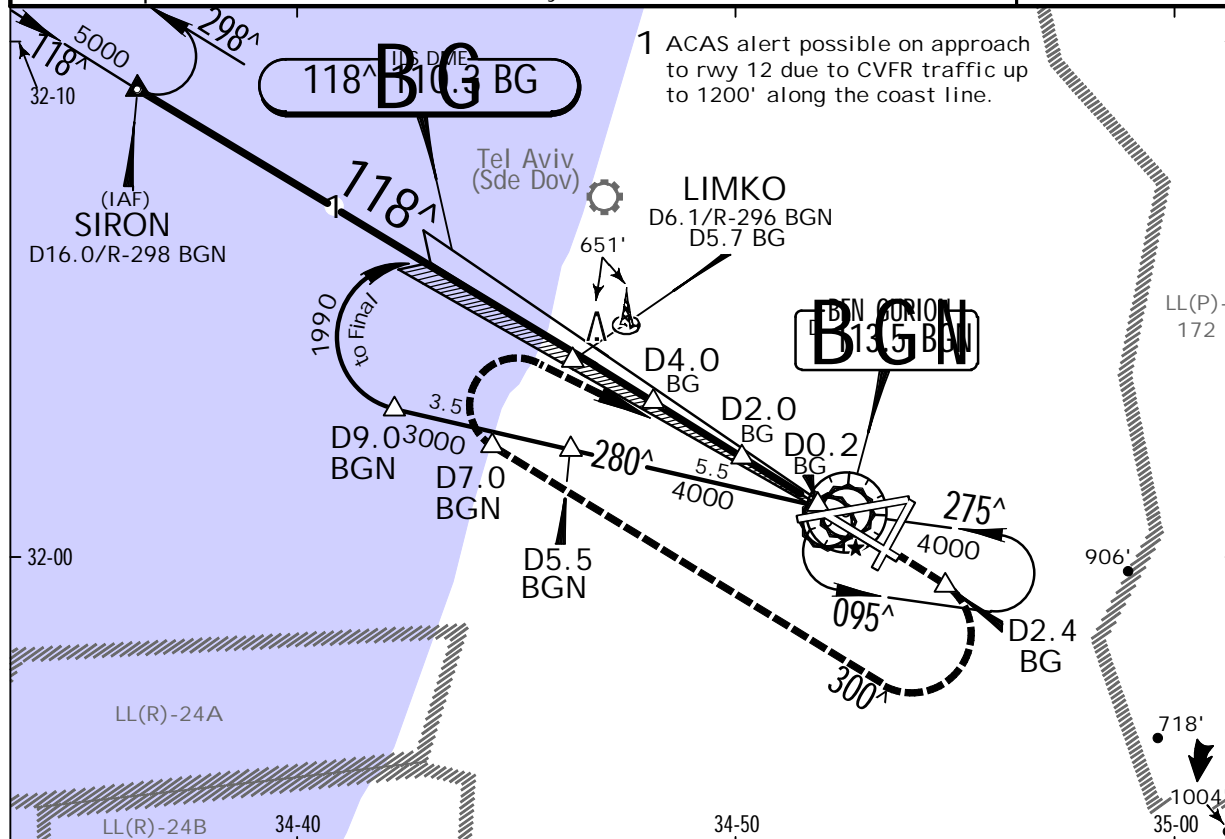
LLBG/TLV
BEN GURION

JEPPESSEN
16 MAY 14 (11-2) .Eff.29.May.

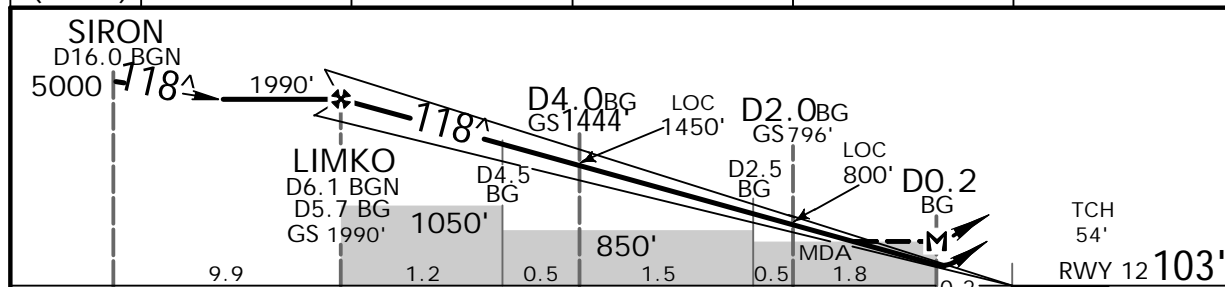
TEL AVIV, ISRAEL
ILS Rwy 12

BRIEFING STRIP

ATIS		BEN GURION Approach		BEN GURION Tower		West	Ground	East
132.5		120.5		132.1		118.05		129.2
LOC BG 110.3	Final Apch Crs 118 [^]	GS D4.0 1444' (1341')	ILS DA(H) 303' (200')	Apt Elev 134'	RWY 103'			
<p>MISSED APCH: Climb STRAIGHT AHEAD, at 1500' but not before D2.4 BG turn RIGHT onto 300[^] to cross D7.0 BGN at 3000', then turn RIGHT to VOR climbing to 4000' and hold. If unable to comply with climb grad to 4000', contact ATC.</p> <p>Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 110 Trans alt: 10000'</p> <p>1. DME required. 2. ILS DME reads zero at rwy 12 threshold.</p>						MSA BGN VOR		



LOC (GS out)	BG DME	5.0	4.0	3.0	2.0
	ALTITUDE	1770'	1444'	1120'	796'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		1500'	300 [^]	D2.4
ILS GS	3.00 [^]	372	478	531	637	743	849	PAPI	PAPI	↑	not before BG
MAP at D0.2 BG										RT	

STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND	
ILS		LOC (GS out)		High terrain East of airport Remain within D3.8 BGN	
DA(H) 303' (200')		MDA(H) 520' (417')			
FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)
A				90	580' (446') 1600m
B				120	630' (496') 1600m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	140	730' (596') 2400m
D				165	830' (696') 3600m

LLBG/TLV
BEN GURION

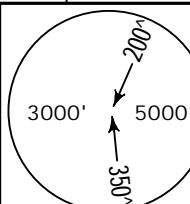
16 MAY 14

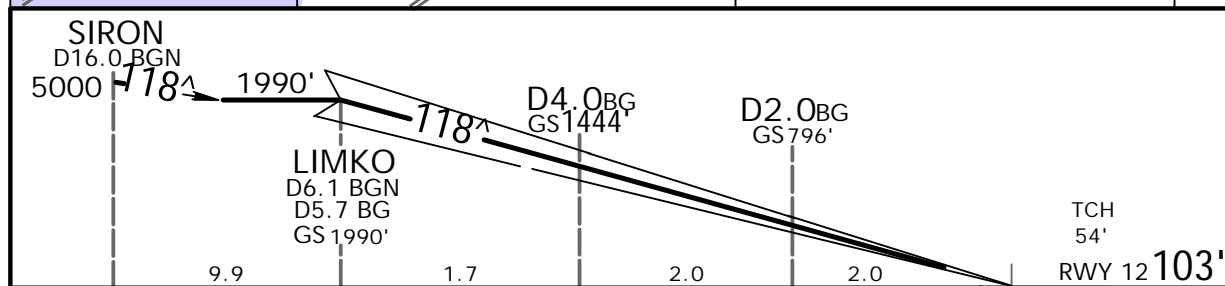
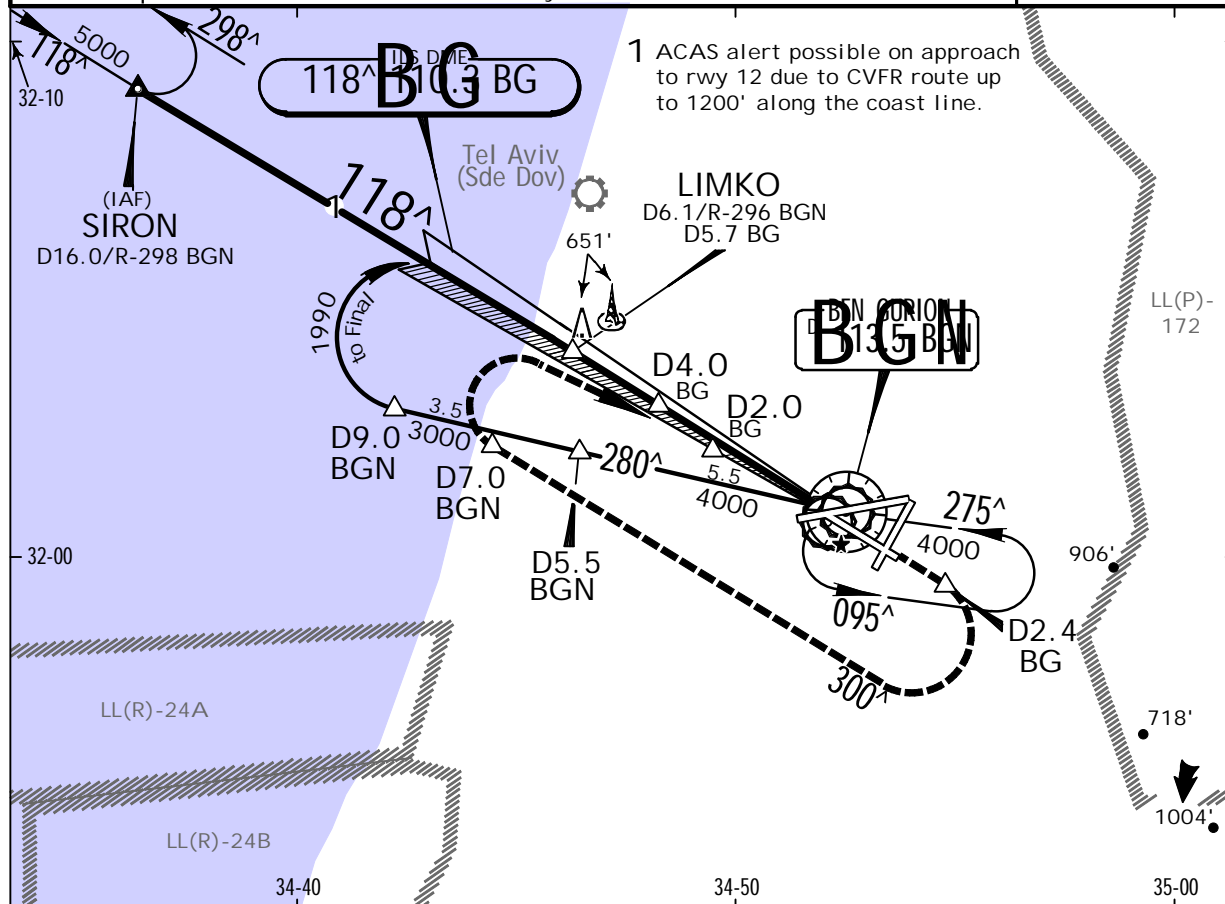
11-2A

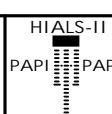
.Eff.29.May.

TEL AVIV, ISRAEL
CAT II ILS Rwy 12

BRIEFING STRIP

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		Ground West 118.05		East 129.2	
LOC BG 110.3	Final Apch Crs 118^	GS D4.0 1444' (1341')	CAT II ILS RA 103' DA(H) 203' (100')		Apt Elev 134'	RWY 103'			
<p>MISSED APCH: Climb STRAIGHT AHEAD, at 1500' but not before D2.4 BG turn RIGHT onto 300^ to cross D7.0 BGN at 3000', then turn RIGHT to VOR climbing to 4000' and hold. If unable to comply with climb grad to 4000', contact ATC.</p> <p>Alt Set: hPa Rwy: 4 hPa Trans level: FL 110 Trans alt: 10000'</p> <p>1. DME required. 2. ILS DME reads zero at rwy 12 threshold.</p>									
								MSA BGN VOR	



Gnd speed-Kts	70	90	100	120	140	160			<p>1500' 300^ not before BG</p> <p>↑ RT</p>	
GS	3.00^	372	478	531	637	743				

STRAIGHT-IN LANDING RWY 12
CAT II ILS
ABCD
RA 103'
DA(H) 203' (100')

RVR 350m

IPS

LLBG/TLV
BEN GURION

JEPPESSEN
27 JUN 14 (11-3)

TEL AVIV, ISRAEL
ILS Rwy 21

BRIEFING STRIP™

ATIS

132.5

BEN GURION Approach

120.5

BEN GURION Tower

132.1

West

118.05

East

129.2

LOC
BN

109.7

Final
Apch Crs

205^

GS
D4.0

1470'
(1336')

ILS
DA(H)
Refer to
Minimums

Apt Elev

134'

RWY

134'

MISSED APCH: Climb STRAIGHT AHEAD, at 1000' but not before DER21, turn LEFT (MAX 190 KT) to VOR climbing to 4000'. Turn LEFT to SIX, then turn RIGHT to DEENA climbing to 6000', then turn RIGHT to SIRON and hold.

1

Alt Set: hPa

Rwy Elev: 5 hPa

Trans level: FL 110

Trans alt: 10000'

1. RNAV1 or RADAR VECTORIZING required.

2. ILS DME reads zero at rwy 21 threshold.

3000'

5000'

200°

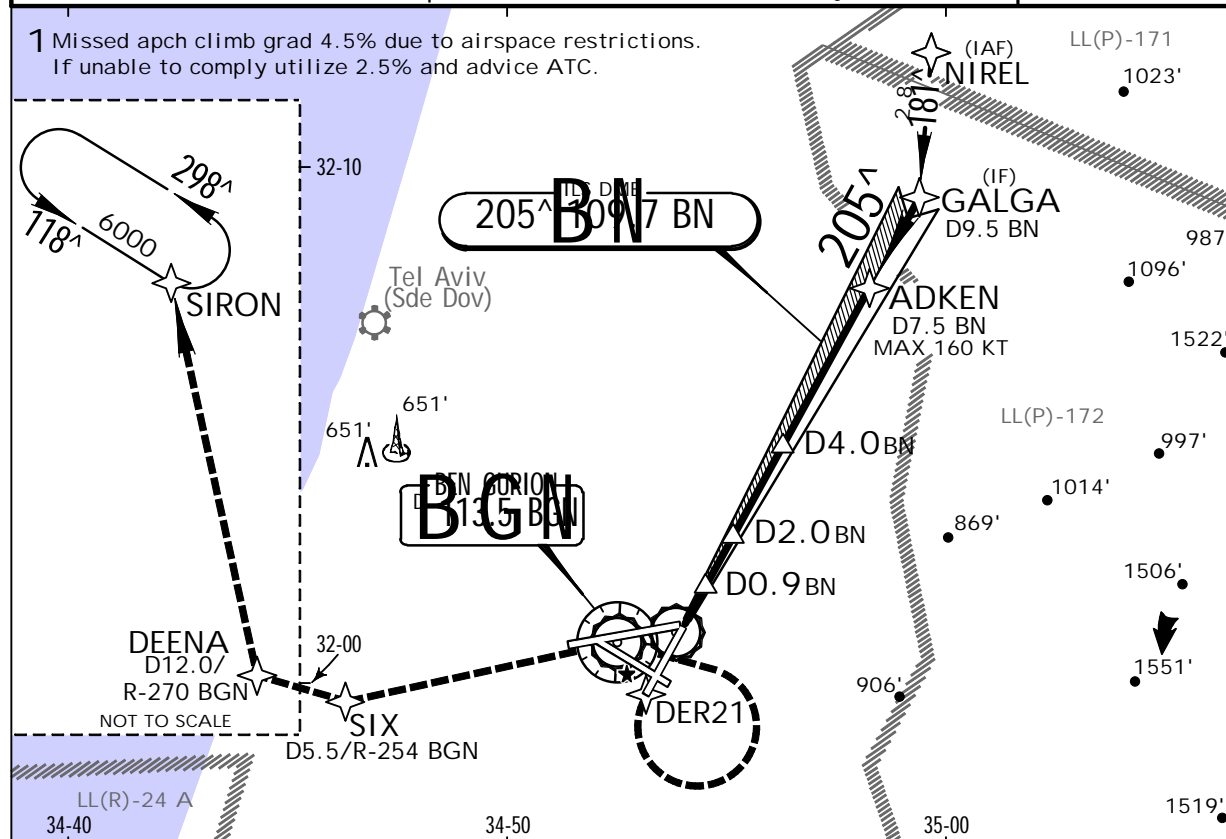
350°

MSA

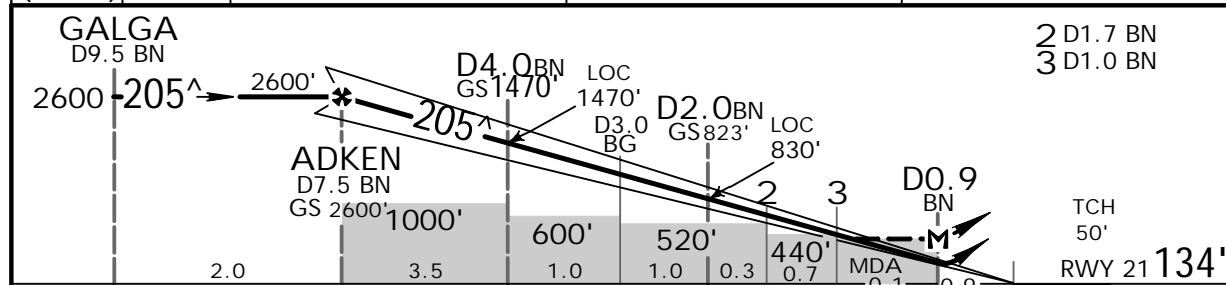
BGN VOR



ENTIRE STRIP

1 Missed apch climb grad 4.5% due to airspace restrictions.
If unable to comply utilize 2.5% and advise ATC.



LOC (GS out)	BN DME	6.0	4.0	2.0
	ALTITUDE	2125'	1470'	823'



Gnd speed-Kts	70	90	100	120	140	160		1000'	
ILS GS or									
LOC Descent Angle 3.00^	372	478	531	637	743	849		113.5not before DER21	
MAP at D0.9 BN									

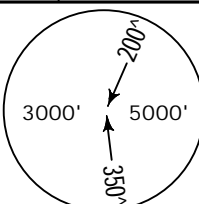
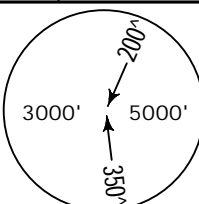
ILS MISSED APCH CLIMB GRAD 4.5% up to 4000'				ILS MISSED APCH CLIMB GRAD 2.5%			
FULL		DA(H) 334' (200')	MDA(H) 420' (286')	FULL		DA(H) 534' (400')	MDA(H) 540' (406')
IDZ or CL out		ALS out	ALS out	IDZ or CL out		ALS out	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	1200m	RVR 720m VIS 800m
B				RVR 720m VIS 800m	RVR 1500m VIS 1600m		RVR 1500m VIS 1600m
C							RVR 1800m VIS 2000m
D							RVR 1800m VIS 2000m

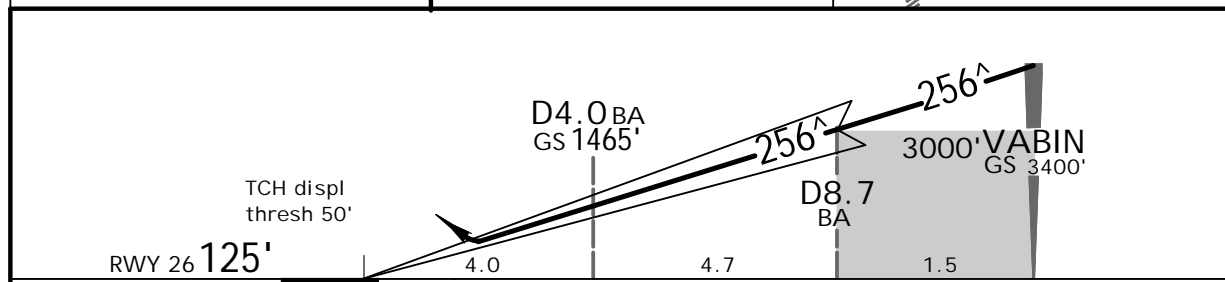
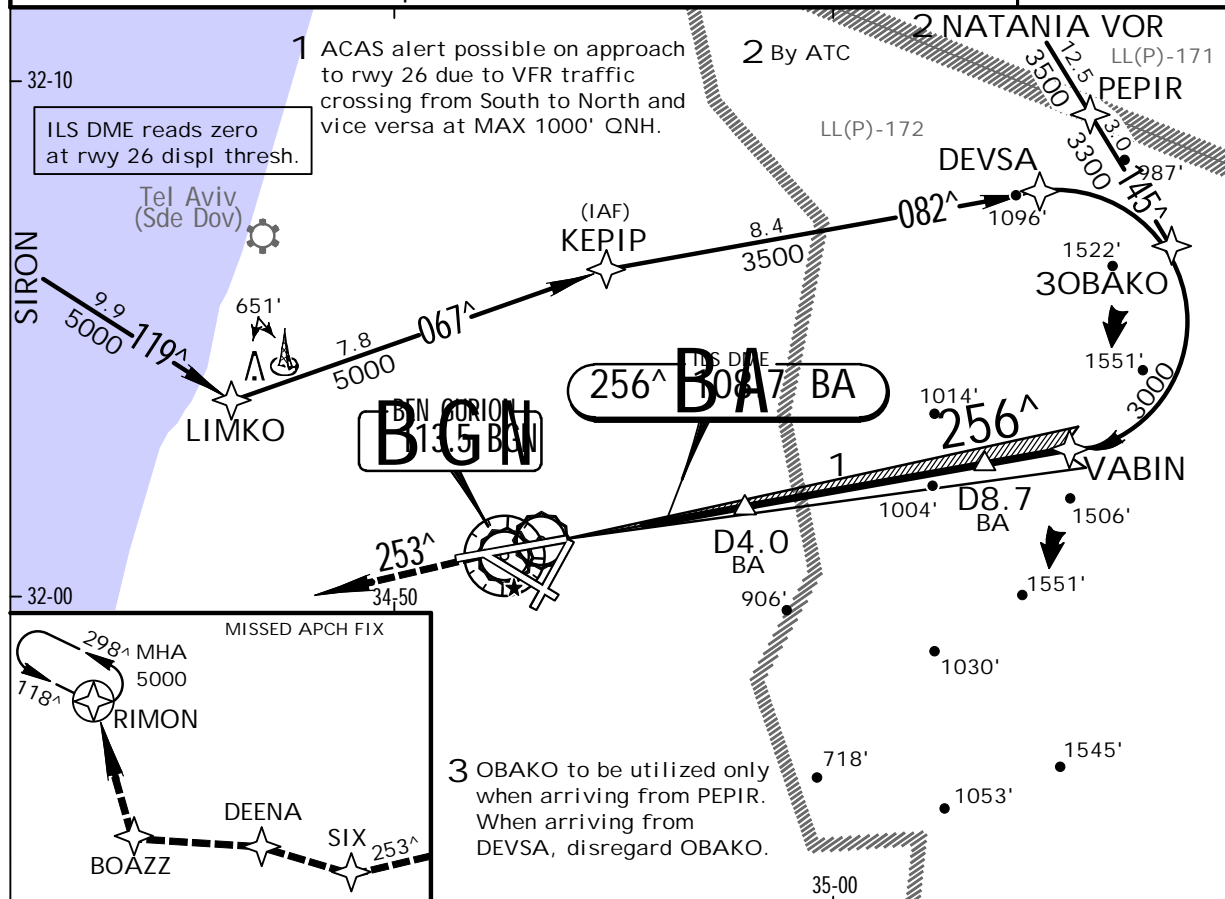
LLBG/TLV
BEN GURION

JEPPESSEN
27 JUN 14 (11-4)

TEL AVIV, ISRAEL
ILS Z' Rwy 26

BRIEFING STRIP™

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		Ground West 118.05		East 129.2	
LOC BA 108.7	Final Apch Crs 256^	GS D4.0 BA 1465' (1340')	ILS DA(H) Refer to Minimums	Apt Elev 134'	RWY 125'				
MISSED APCH: Climb to SIX at 3000', then to DEENA climbing to 5000', then climbing via BOAZZ to RIMON at 5000' and hold.									
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: FL 110		Trans alt: 10000'			
RNAV1 or RADAR VECTORING required.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		SIX ↑
GS	3.00 [^]	372	478	531	637	743	849	REIL PAPI	
								PAPI	

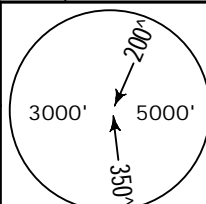
STRAIGHT-IN LANDING RWY 26				LOC (GS out)		CIRCLE-TO-LAND	
ILS		DA(H)		DA(H)		High terrain East of airport Remain within D3.8 BGN	
FULL		IDZ or CL out		ALS out			
A						Max Kts.	MDA(H)
B						90	580'(446') 1600m
C	RVR 550m VIS 800m	RVR 720m VIS 800m		1200m	NOT AUTHORIZED	120	630'(496') 1600m
D						140	730'(596') 2400m
						165	830'(696') 3600m

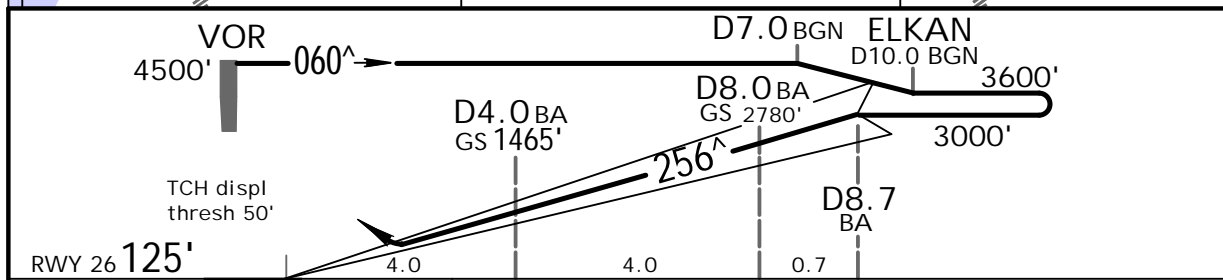
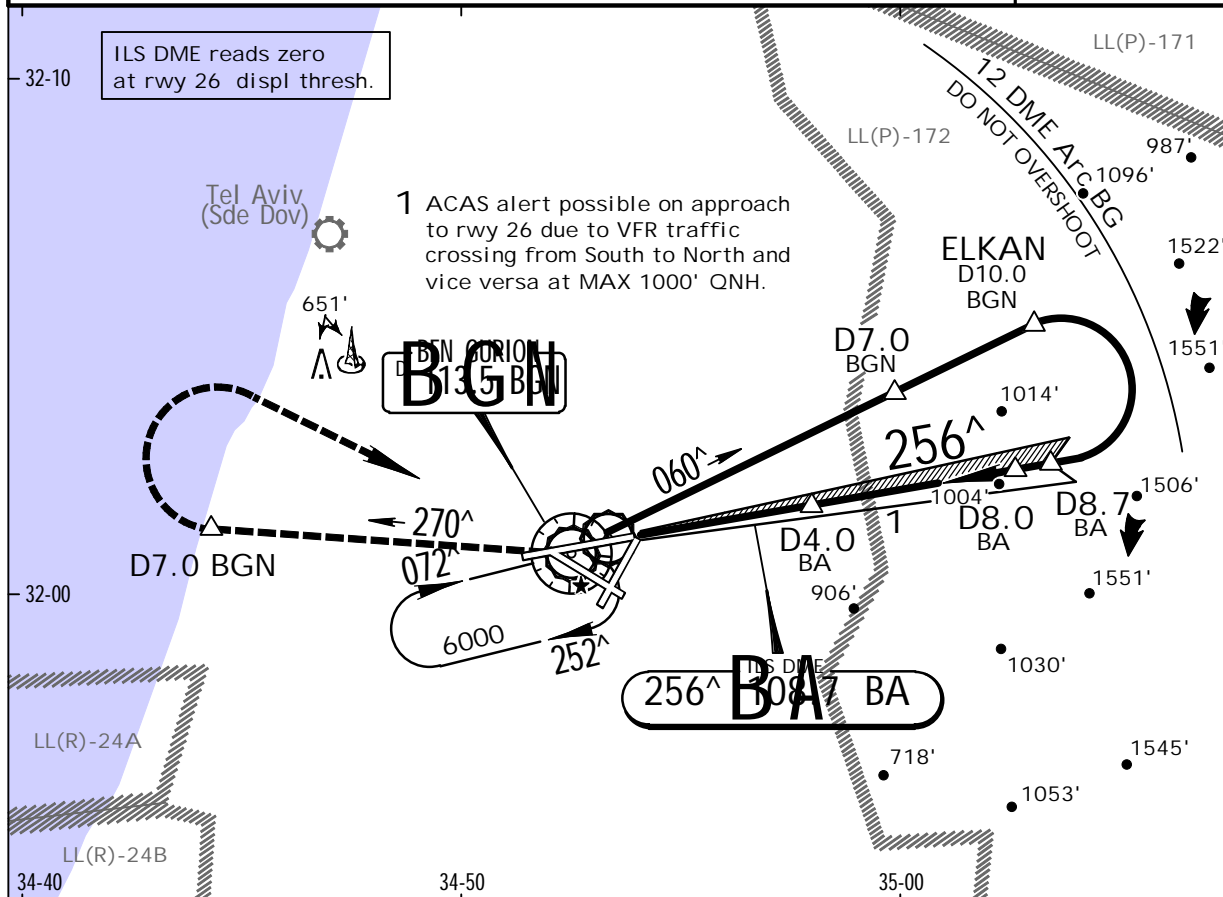
LLBG/TLV
BEN GURION

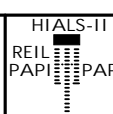
JEPPESSEN
16 MAY 14 (11-5) .Eff.29.May.

TEL AVIV, ISRAEL
ILS Y' Rwy 26

BRIEFING STRIP

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		Ground West 118.05		East 129.2	
LOC BA 108.7	Final Apch Crs 256^	GS D4.0 BA 1465'(1340')	ILS DA(H) Refer to Minimums	Apt Elev 134'	RWY 125'				
MISSED APCH: Climb STRAIGHT AHEAD, at 500' turn RIGHT to intercept R-270 BGN outbound, cross D7.0 BGN at 3000', turn RIGHT to BGN VOR climbing to 6000' and hold.									
Alt Set: hPa Rwy Elev: 5 hPa Trans level: FL 110 Trans alt: 10000'									
1. DME required. 2. GS intercept is very close to the end of inbound turn.						MSA BGN VOR			



Gnd speed-Kts	70	90	100	120	140	160		500' ↑ 1135' R-270 RT
GS	3.00 [^]	372	478	531	637	849		

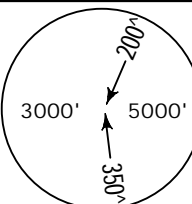
STRAIGHT-IN LANDING RWY 26				LOC (GS out)		CIRCLE-TO-LAND	
ILS		DA(H)		DA(H)		High terrain East of airport Remain within D3.8 BGN	
325' (200')		375' (250')		375' (250')			
FULL		IDZ or CL out		ALS out			
A						Max Kts	MDA(H)
B	RVR 550m	RVR 720m		1200m	NOT AUTHORIZED	90	580'(446') 1600m
C	VIS 800m	VIS 800m				120	630'(496') 1600m
D						140	730'(596') 2400m
						165	830'(696') 3600m

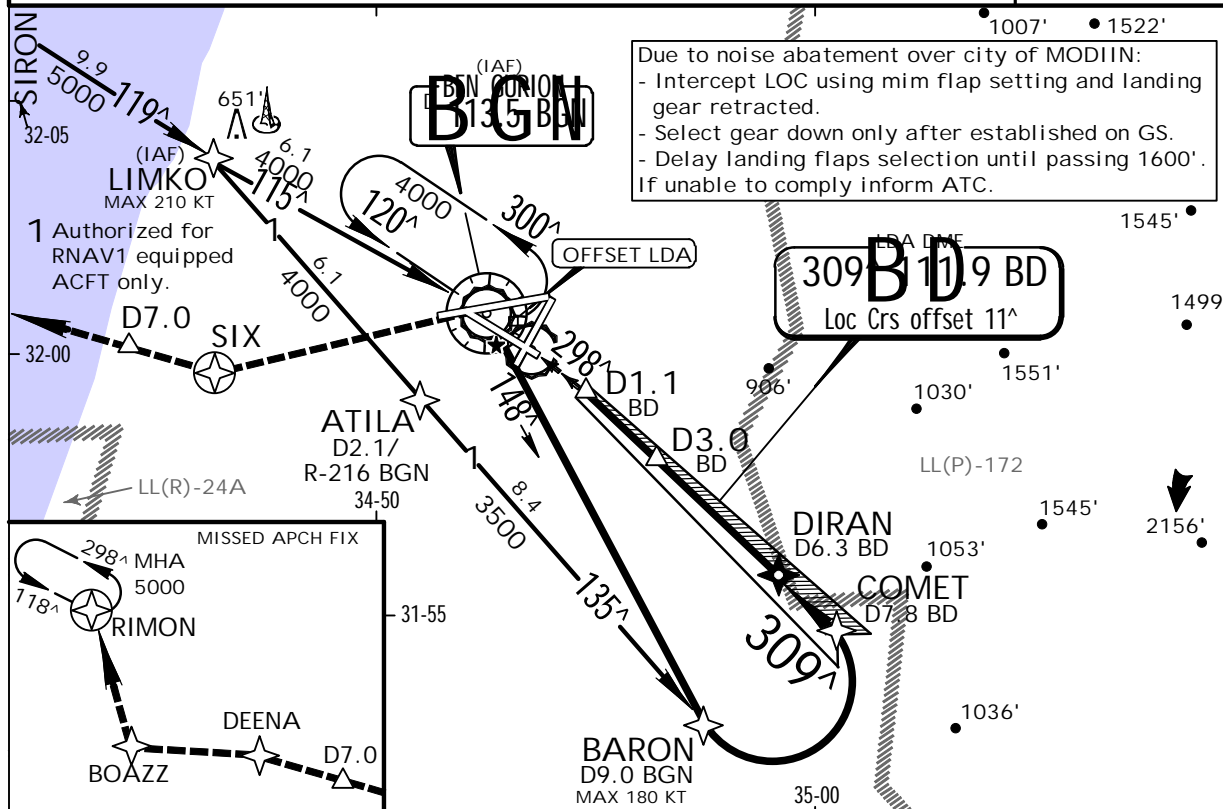
LLBG/TLV
BEN GURION

JEPPesen
16 MAY 14 (11-6) .Eff.29.May.

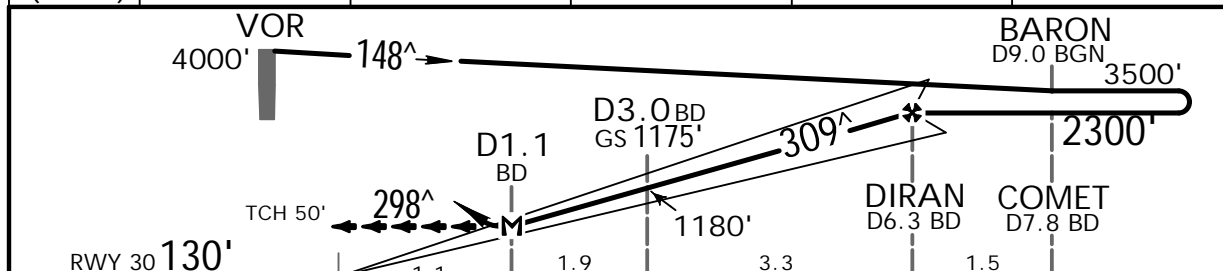
TEL AVIV, ISRAEL
LDA or LOC Rwy 30

BRIEFING STRIP™

ATIS		BEN GURION Approach		BEN GURION Tower		West	Ground	East
132.5		120.5		132.1		118.05		129.2
LOC BD 111.9	Final Apch Crs 309 [^]	GS D3.0 BD 1175' (1045')	LDA WITH GS DA(H) 520' (390')	Apt Elev 134'	RWY 130'			
<p>MISSED APCH: Climb to VOR, then turn LEFT to SIX at 3000', then to DEENA climbing to 5000' (cross D7.0 at 3000'), then climb via BOAZZ to RIMON at 5000' and hold.</p> <p>Alt Set: hPa Rwy Elev: 5 hPa Trans level: FL 110 Trans alt: 10000'</p> <p>1. DME required. 2. Automatic landing not authorized. 3. LDA DME reads zero at rwy 30 thresh. 4. Do not mistake rwy 30 with twy K.</p>						MSA BGN VOR		



LDA	BD DME	2.0	3.0	4.0	5.0
(GS out)	ALTITUDE	840'	1175'	1510'	1850'



Gnd speed-Kts	70	90	100	120	140	160	<div> <div>HIALS</div> <div>PAPI</div> </div>		
GS	3.10 [^]	384	494	548	658	768	<div> <div>BGN</div> <div>113.5</div> <div>SIX</div> </div>		
MAP at D1.1 BD							<div> <div>LT</div> </div>		

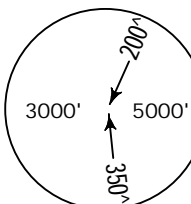
STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND			
LDA WITH GS		LDA WITHOUT GS		High terrain East of airport Remain within D3.8 BGN			
DA(H) 520' (390')		MDA(H) 640' (510')					
ALS out		ALS out		Max Kts	MDA(H)		
1800m		2400m		90	710' (576') 2400m		
				120			
				140	730' (596') 2400m		
				165	830' (696') 3200m		

LLBG/TLV
BEN GURION

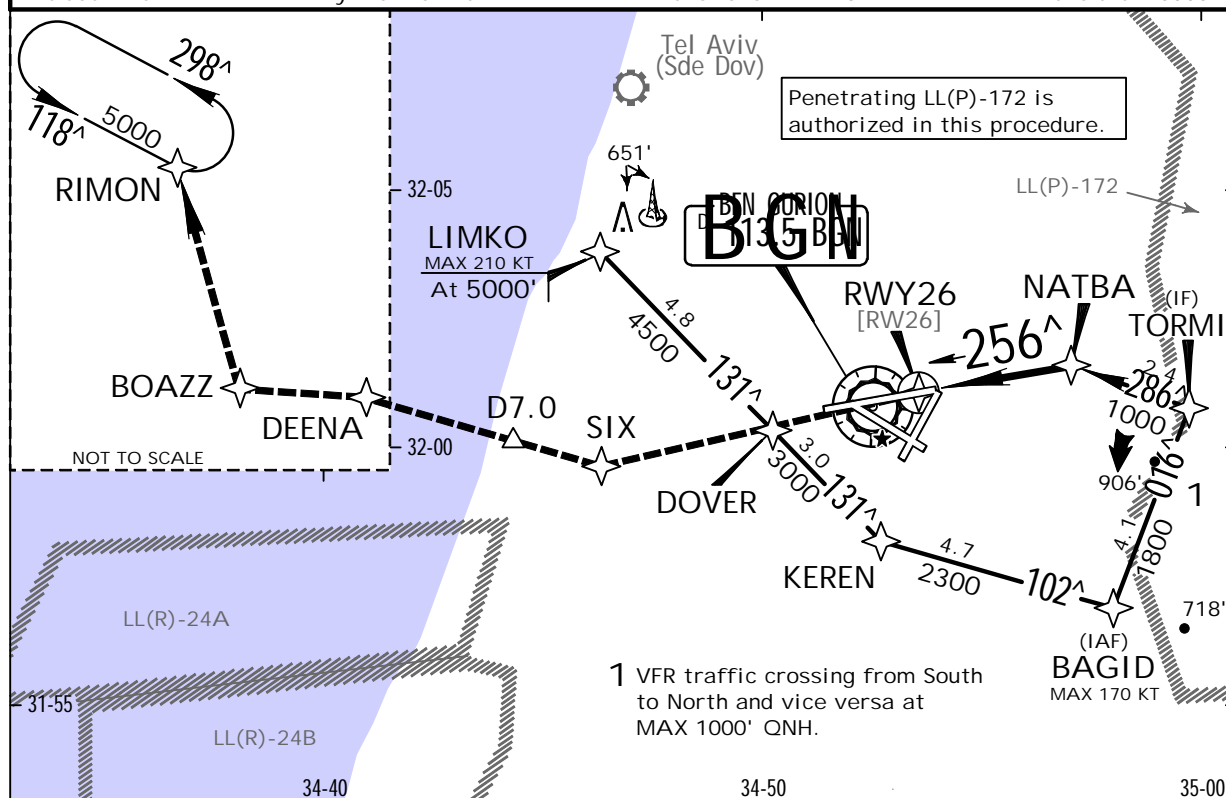
JEPPESEN
16 MAY 14 (12-1) .Eff.29.May.

TEL AVIV, ISRAEL
RNAV (GNSS) Rwy 26

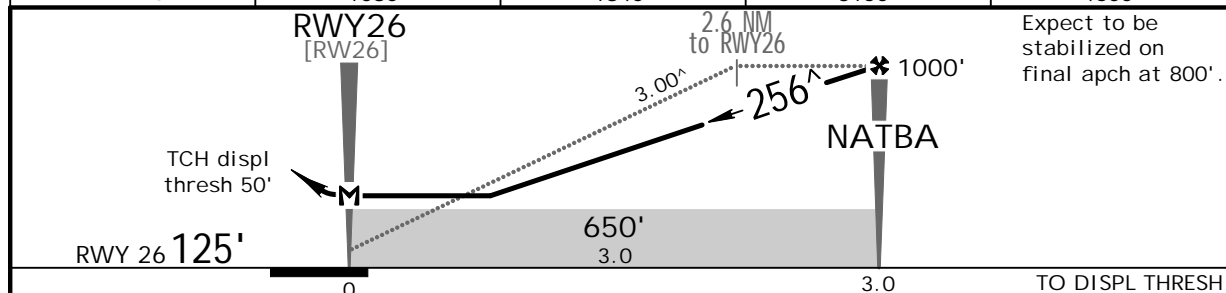
BRIEFING STRIP

ATIS 132.5	BEN GURION Approach 120.5	BEN GURION Tower 132.1	West 118.05	Ground East 129.2
RNAV	Final Apch Crs 256 [^]	Procedure Alt NATBA 1000' (875')	MDA(H) 900' (775')	Apt Elev 134' RWY 125'
MISSED APCH RNAV: Fly to SIX, then to DEENA climbing to 5000'. Cross D7.0 at 3000', then climb via BOAZZ to RIMON at 5000' and hold.				
 <p>MSA BGN VOR</p>				

Alt Set: hPa Rwy Elev: 5 hPa Trans level: FL 110 Trans alt: 10000'



WAYPOINT	NATBA	TORMI	BAGID	KEREN
ALTITUDE	1080'	1840'	3150'	4600'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00 [^]	372	478	531	637	743	849
MAP at RWY26						

STRAIGHT-IN LANDING RWY 26 LNAV	CEILING REQUIRED
MDA(H) 900' (775')	ALS out

A	
B	
C	
D	

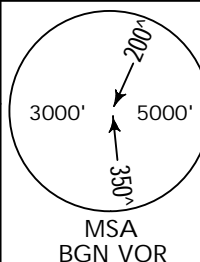
LLBG/TLV
BEN GURION

JEPPESEN
16 MAY 14 (12-2).Eff.29

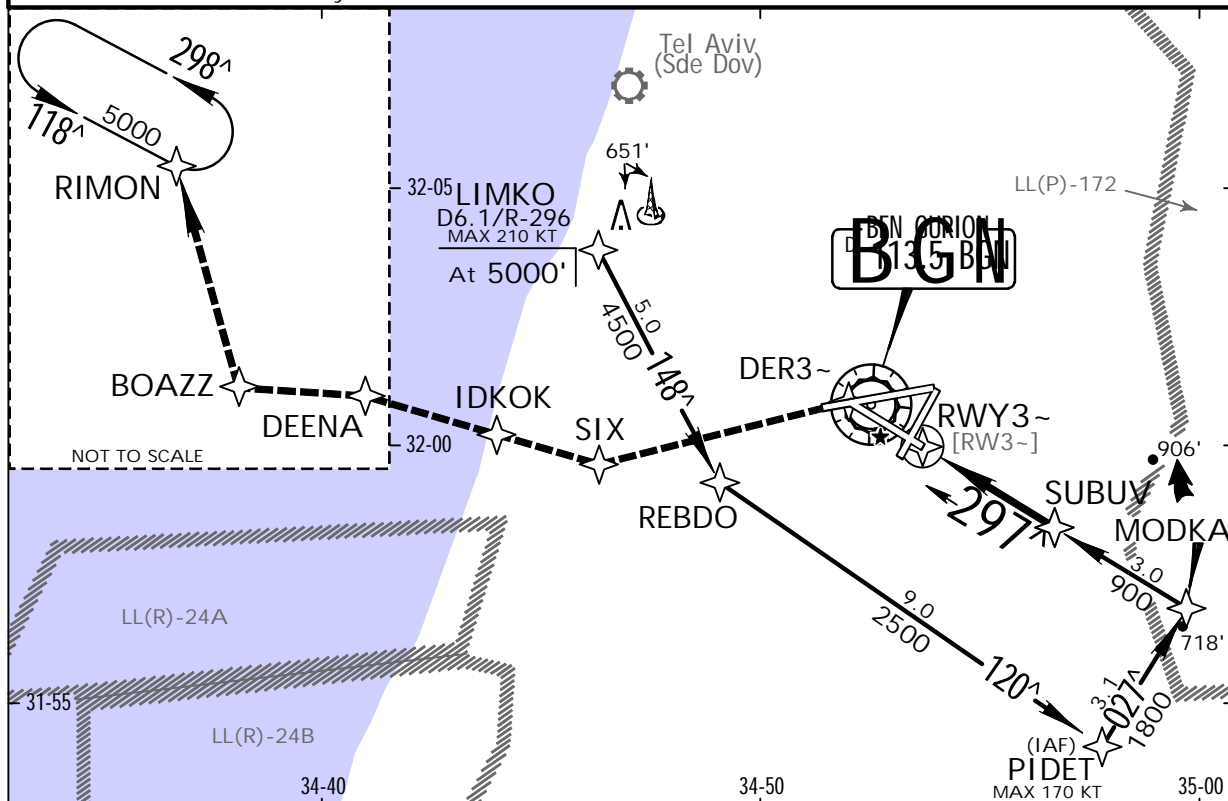
TEL AVIV, ISRAEL
RNAV (GNSS) Rwy 30

ATIS		BEN GURION Approach		BEN GURION Tower		<div> <div>West</div> <div>Ground</div> <div>East</div> </div>	
132.5		120.5		132.1		<div> <div>118.05</div> <div>129.2</div> </div>	
RNAV	Final Apch Crs 297[^]	Procedure Alt SUBUV 900' (770')	MDA(H) 700' (570')	Apt Elev 134' RWY 130'			

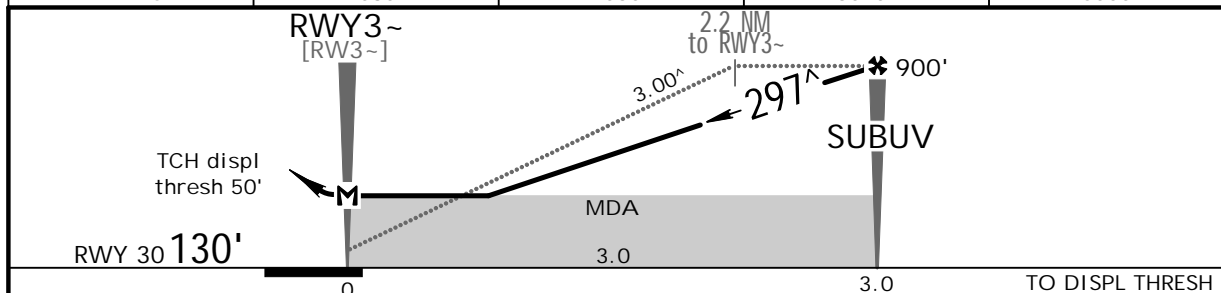
MISSED APCH RNAV: Climb STRAIGHT AHEAD, at 600' but not before DER 30, turn LEFT to SIX at 3000', then cross IDKOK at 3000', then climb via DEENA to BOAZZ to RIMON to 5000' and hold.



Alt Set: hPa Rwy Elev: 5 hPa Trans level: FL 110 Trans alt: 10000'



WAYPOINT	SUBUV	MODKA	PIDET	REBDO
ALTITUDE	1080'	2030'	3020'	5000'

[illegible]


STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND	
LNAV		High terrain East of airport	
MDA(H) 700' (570')		Remain within D3.8	
ALS out		Max Kts	MDA(H)
A	2100m	90	730'(596') 2400m
B		120	
C		140	
D	2400m	165	830'(696') 3600m

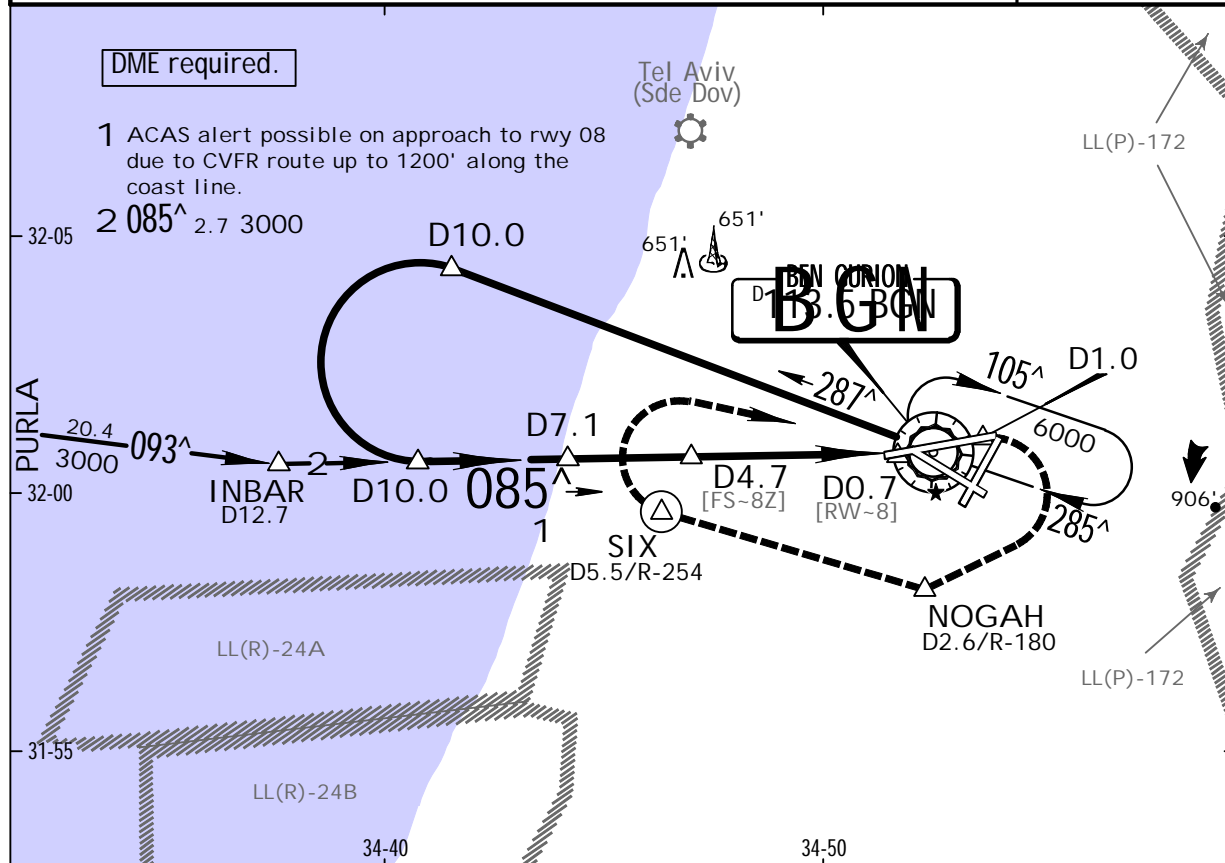
LLBG/TLV
BEN GURION

JEPPESSEN
16 MAY 14 (13-1) .Eff.29.May.

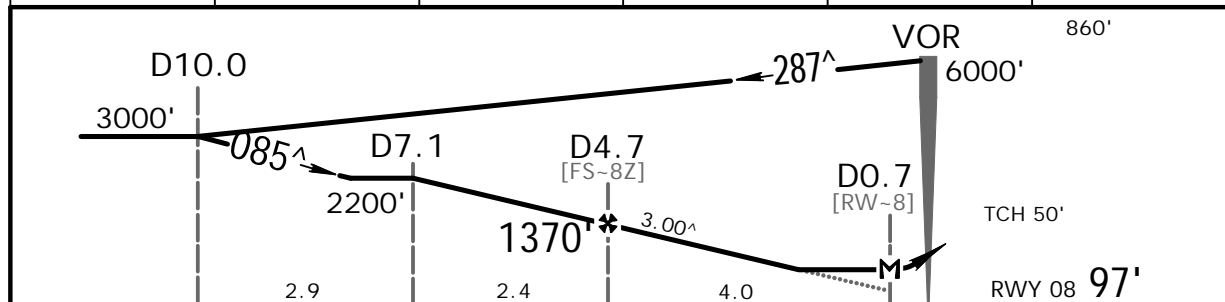
TEL AVIV, ISRAEL
VOR Z Rwy 08

BRIEFING STRIP

ATIS		BEN GURION Approach		BEN GURION Tower		Ground	
132.5		120.5		132.1		West 118.05	East 129.2
VOR BGN 113.5	Final Apch Crs 085^	Minimum Alt D4.7 1370'(1273')	MDA(H) 550'(453')	Apt Elev 134' RWY 97'			
MISSED APCH: Climb STRAIGHT AHEAD and maintain 2000' until crossing D1.0 outbound, then climbing turn RIGHT to cross NOGAH at or above 3000', SIX at or above 5000'. Turn RIGHT to VOR at 6000' and hold.							
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL 110		Trans alt: 10000'	
							MSA BGN VOR



BGN DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2150'	1830'	1500'	1170'	850'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 	2000'
Descent Angle 3.00 [^]	372	478	531	637	743	849		
MAP at D0.7								

STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND			
MDA(H) 550' (453')				High terrain East of airport Remain within D3.8			
ALS out				Max Kts.	MDA(H)		
A	1200m	1600m		90	580' (446')	1600m	
B				120	630' (496')	1600m	
C	1700m	2100m		140	730' (596')	2400m	
D	2400m			165	830' (696')	3600m	

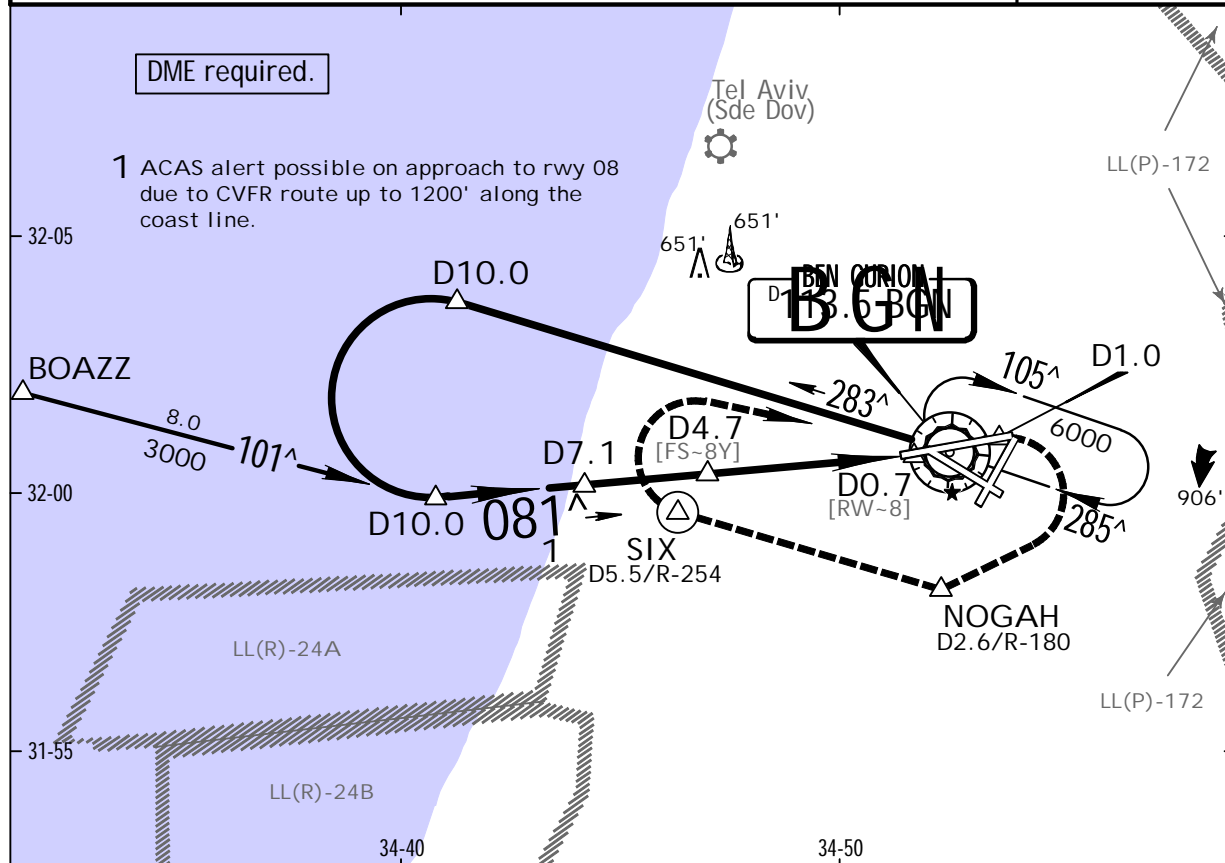
LLBG/TLV
BEN GURION

JEPPESSEN
16 MAY 14 (13-2) .Eff.29.May.

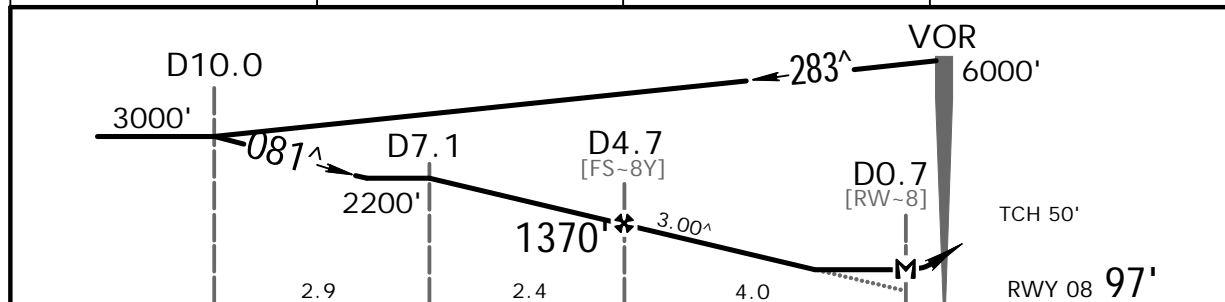
TEL AVIV, ISRAEL
VOR Y' Rwy 08

BRIEFING STRIP

ATIS		BEN GURION Approach		BEN GURION Tower		Ground	
132.5		120.5		132.1		West 118.05	East 129.2
VOR BGN 113.5	Final Apch Crs 081^	Minimum Alt D4.7 1370' (1273')	MDA(H) 550' (453')	Apt Elev 134' RWY 97'			
MISSED APCH: Climb STRAIGHT AHEAD and maintain 2000' until crossing D1.0 outbound, then climbing turn RIGHT to cross NOGAH at or above 3000', SIX at or above 5000'. Turn RIGHT to VOR at 6000' and hold.							
Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL 110		Trans alt: 10000'		MSA BGN VOR	



BGN DME	7.0	5.0	3.0
ALTITUDE	2150'	1500'	850'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00 [^]	372	478	531	637	743	849
MAP at D0.7						

STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND			
MDA(H) 550' (453')				High terrain East of airport Remain within D3.8			
ALS out				Max Kts.			
A				90	580' (446')	1600m	
B	1200m		1600m	120	630' (496')	1600m	
C	1700m		2100m	140	730' (596')	2400m	
D	2400m			165	830' (696')	3600m	

LLBG/TLV
BEN GURION

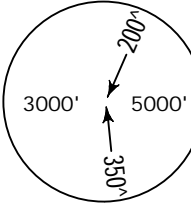
25 JUL 14

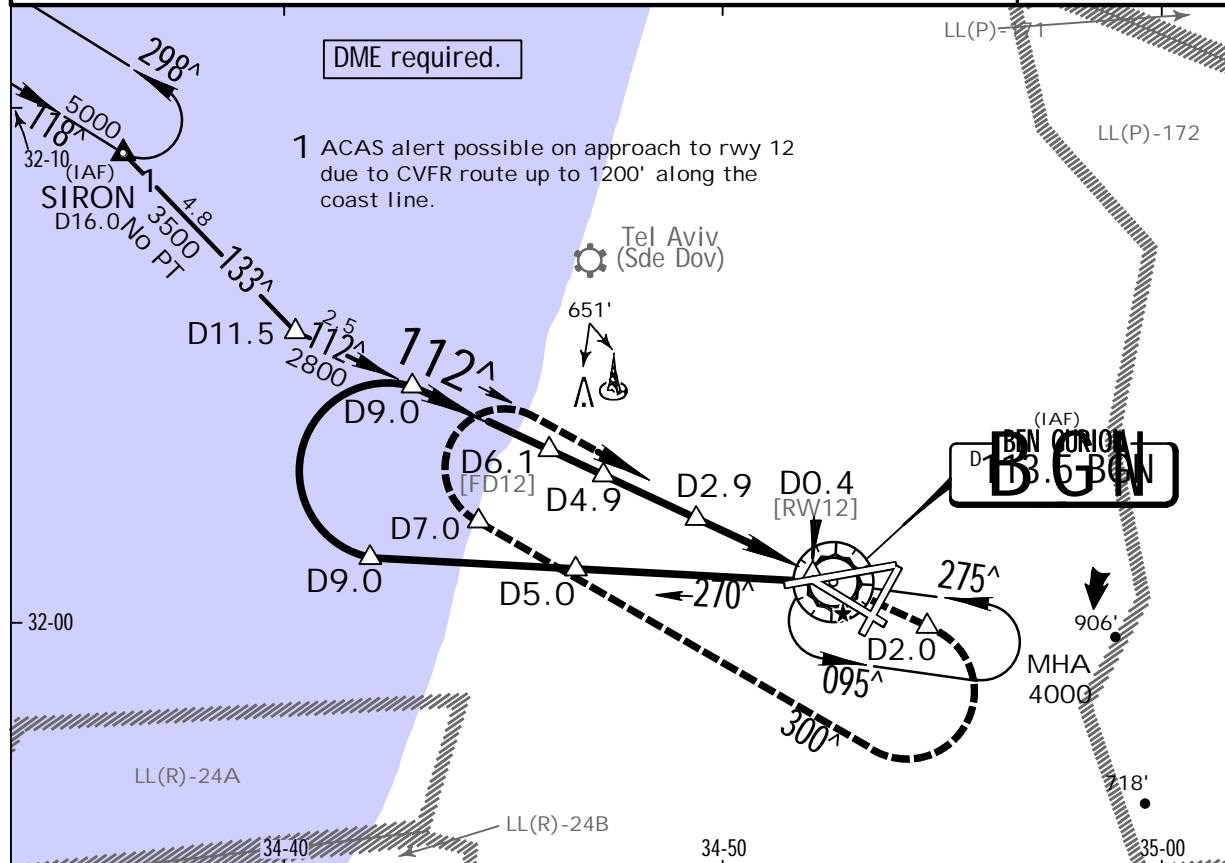
(13-3)

JEPPESSEN

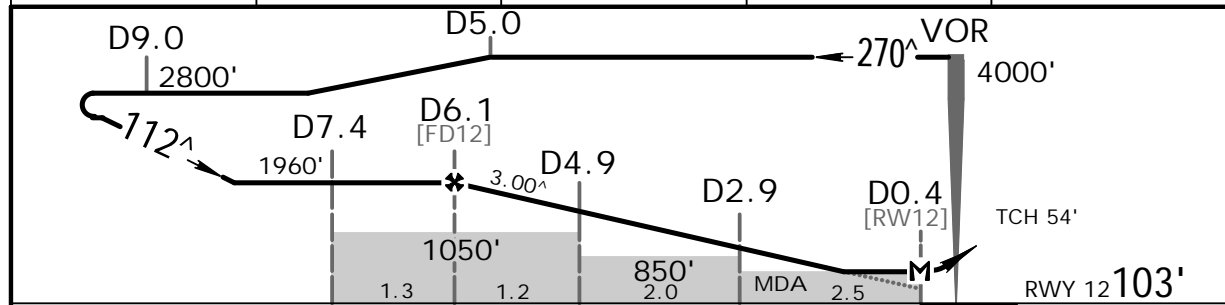
TEL AVIV, ISRAEL
VOR Rwy 12

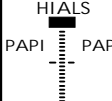

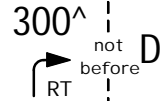
BRIEFING STRIP™

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		Ground West 118.05		East 129.2	
VOR BGN 113.5	Final Apch Crs 112^	Procedure Alt D6.1 1960'(1857')	MDA(H) 580'(477')	Apt Elev 134' RWY 103'					
MISSED APCH: Climb STRAIGHT AHEAD, at 1500' but not before D2.0 turn RIGHT onto 300^ to cross D7.0 at 3000', then turn RIGHT to VOR climbing to 6000' and hold. If unable to comply with climb grad to 6000', contact ATC.									
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL 110		Trans alt: 10000'		MSA BGN VOR	



BGN DME	5.0	4.0	3.0	2.0
ALTITUDE	1620'	1300'	980'	660'



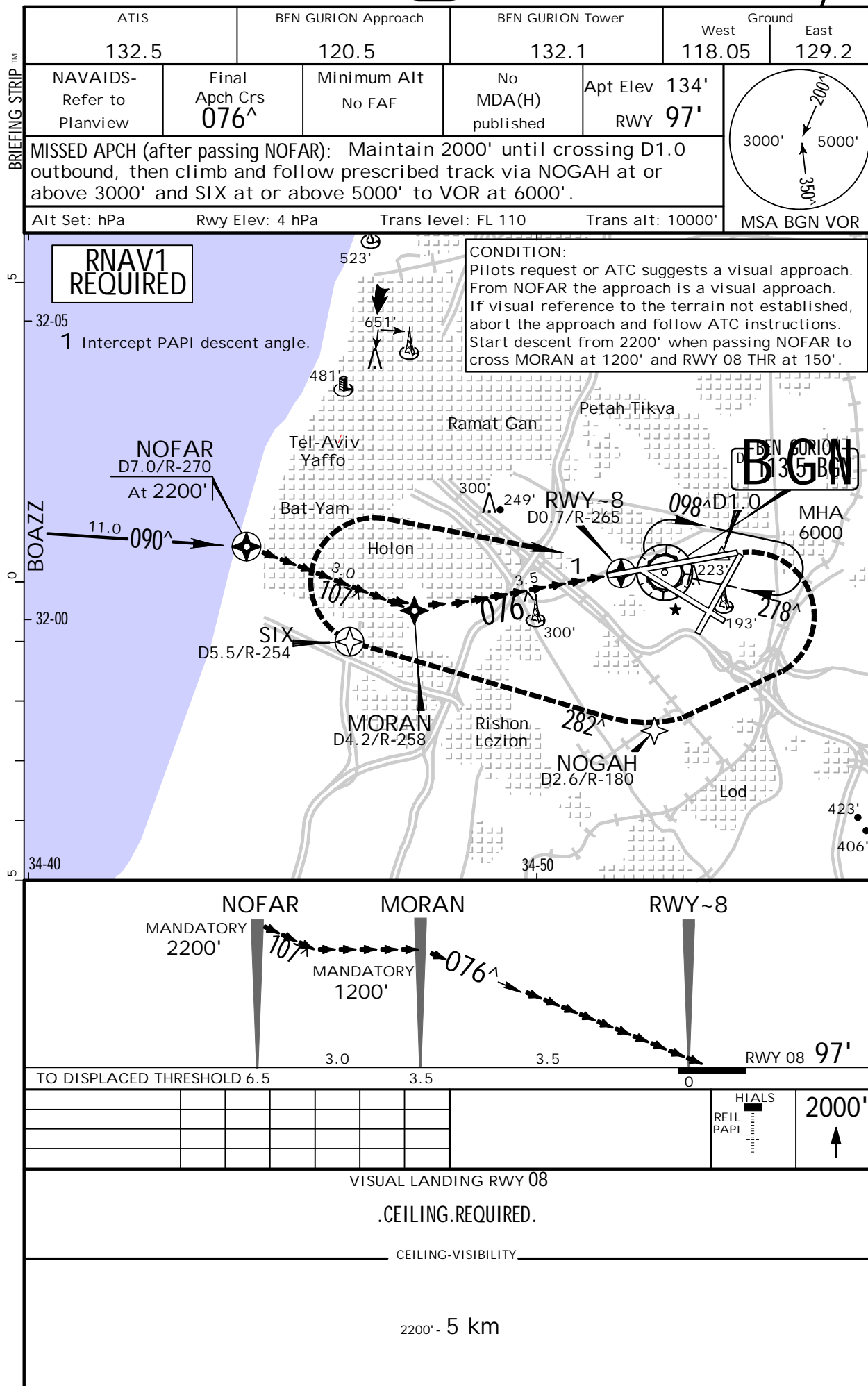
Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle 3.00^	372	478	531	637	743	849			
MAP at D0.4									

STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND			
MDA(H) 580' (477')				High terrain East of airport Remain within D3.8			
ALS out				Max Kts.	MDA(H)		
A	800m	1600m		90	580' (446')	1600m	
B				120	630' (496')	1600m	
C	1200m	2000m		140	730' (596')	2400m	
D	1600m	2400m		165	830' (696')	3600m	

LLBG/TLV
BEN GURION

16 MAY 14 (19-10) .Eff.29.May

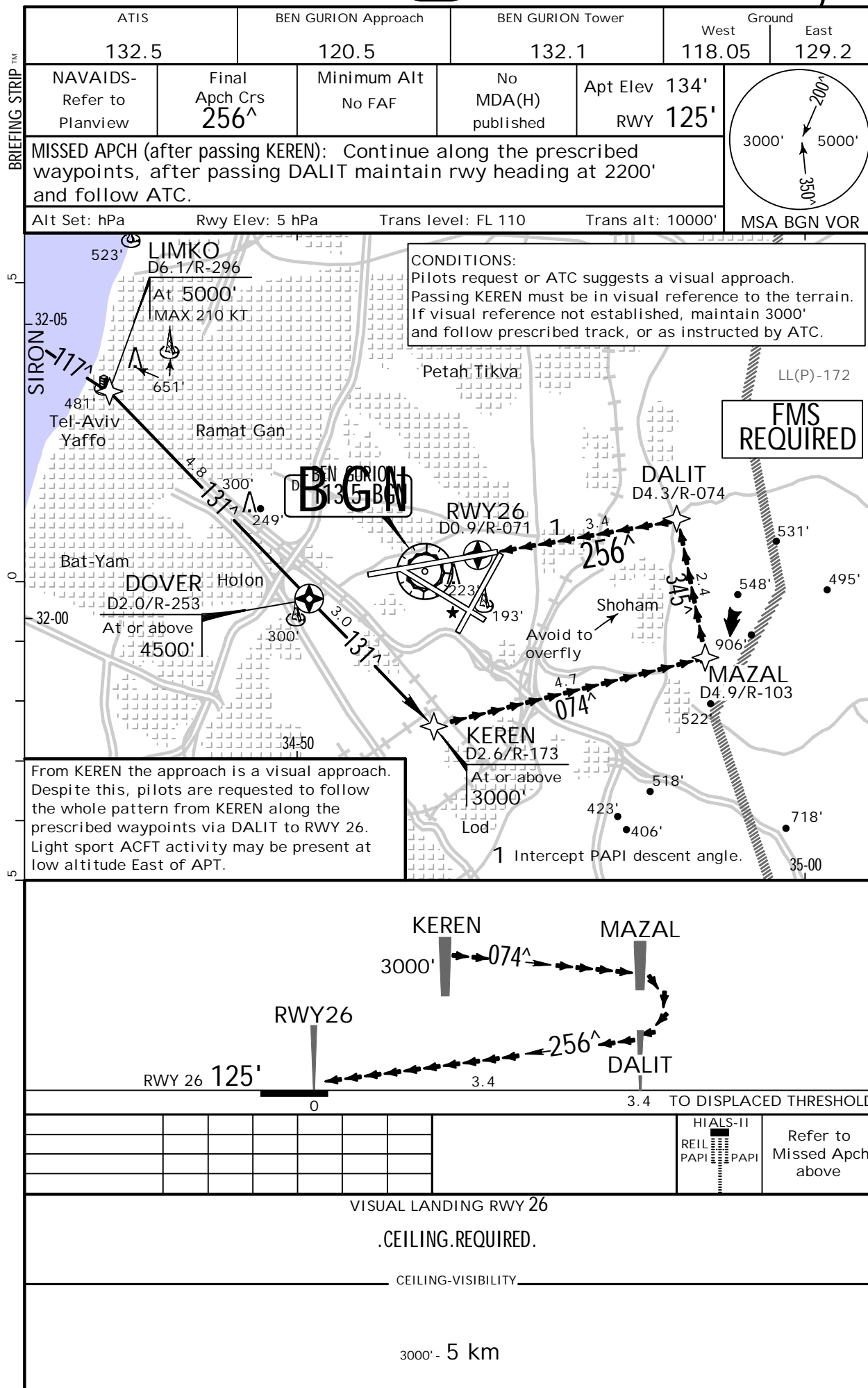
TEL AVIV, ISRAEL
NOFAR VISUAL Rwy 08



LLBG/TLV
BEN GURION

JEPPESSEN
16 MAY 14 (19-11) .Eff.29.May.

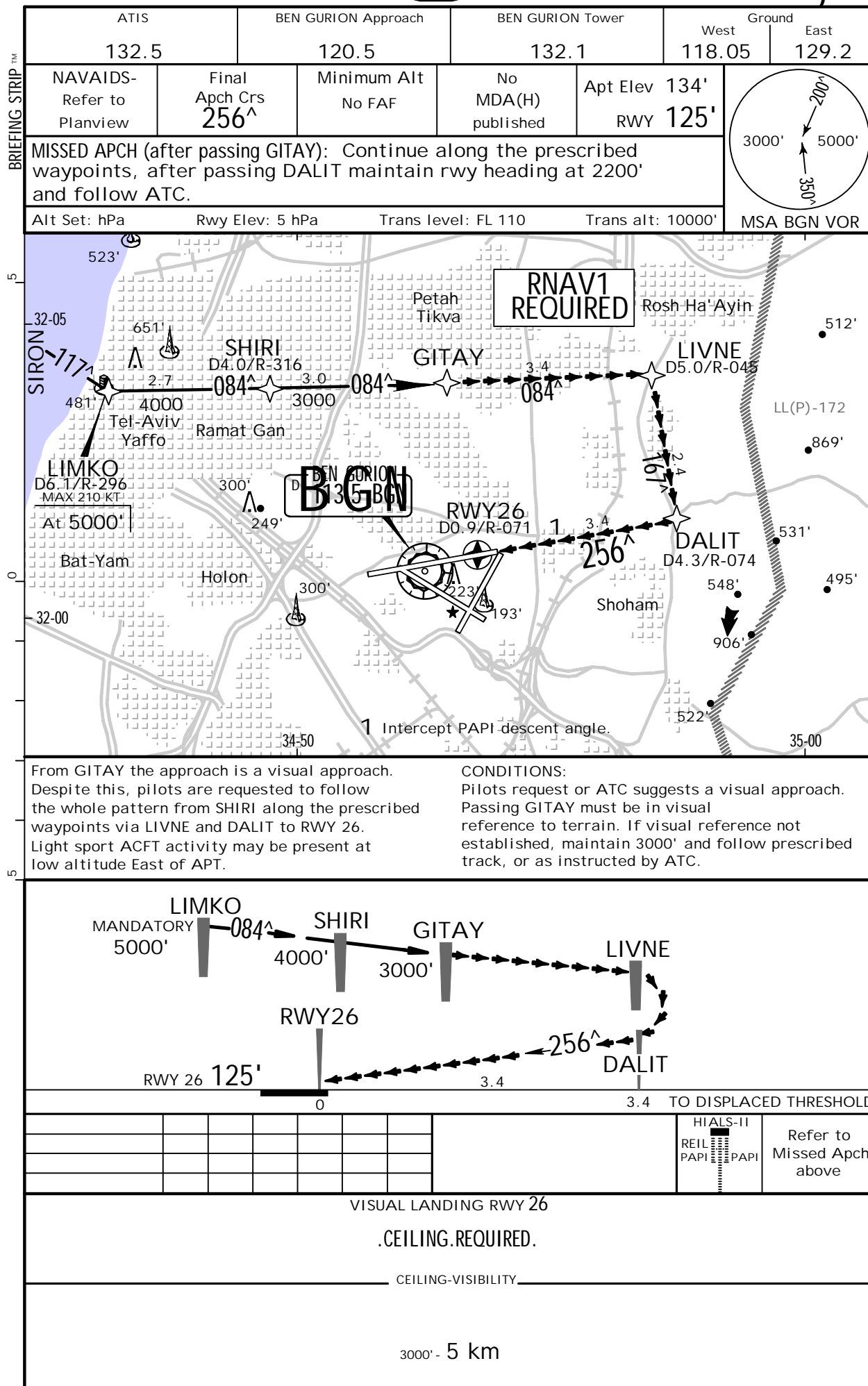
TEL AVIV, ISRAEL
KEREN VISUAL Rwy 26



LLBG/TLV
BEN GURION

JEPPesen
16 MAY 14 (19-12) .Eff.29.May.

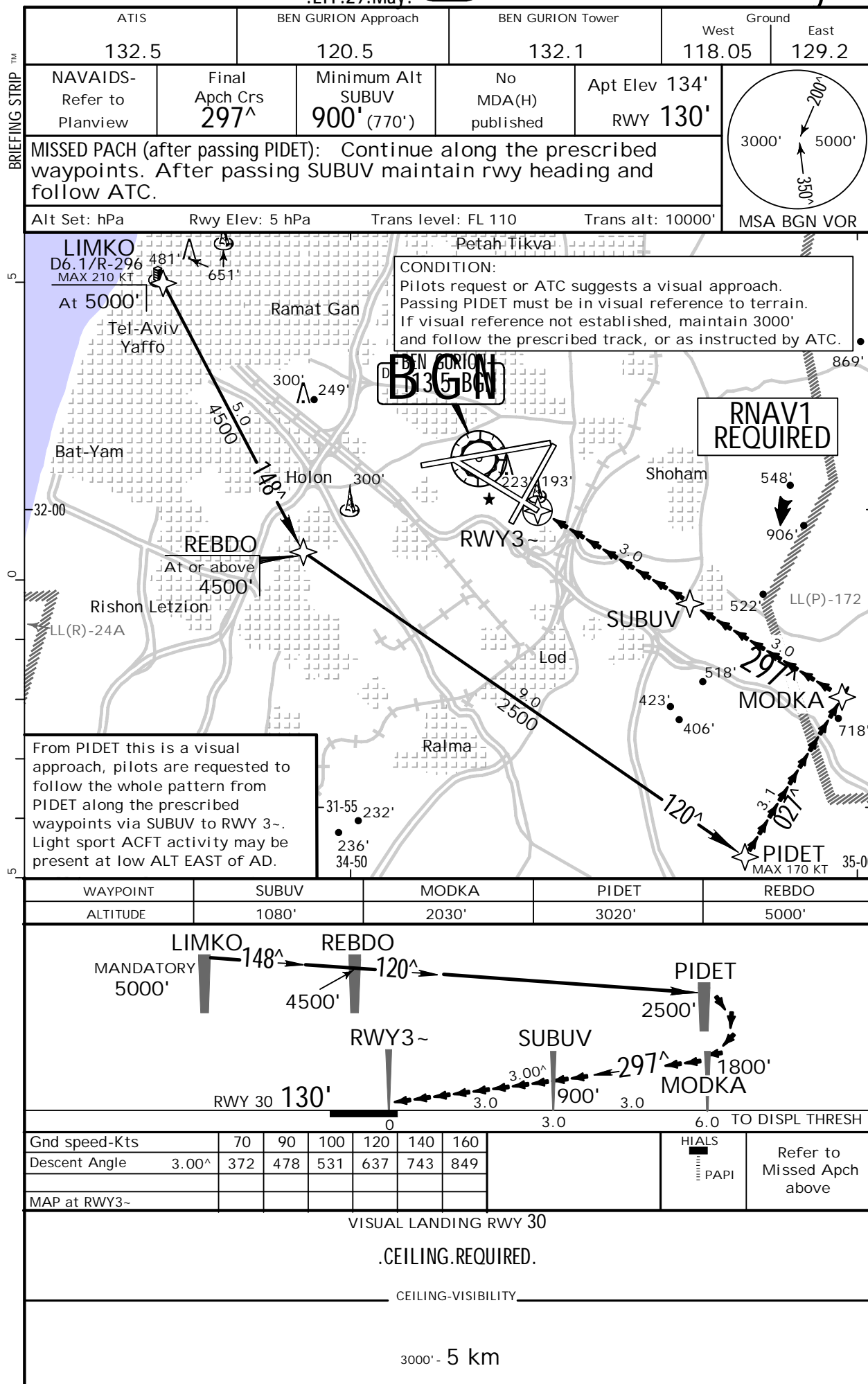
TEL AVIV, ISRAEL
SHIRI VISUAL Rwy 26



LLBG/TLV
BEN GURION

JEPPESSEN
16 MAY 14
Eff. 29 May. (19-13)

TEL AVIV, ISRAEL
REBDO VISUAL Rwy 30

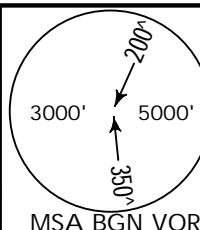


LLBG/TLV
BEN GURION

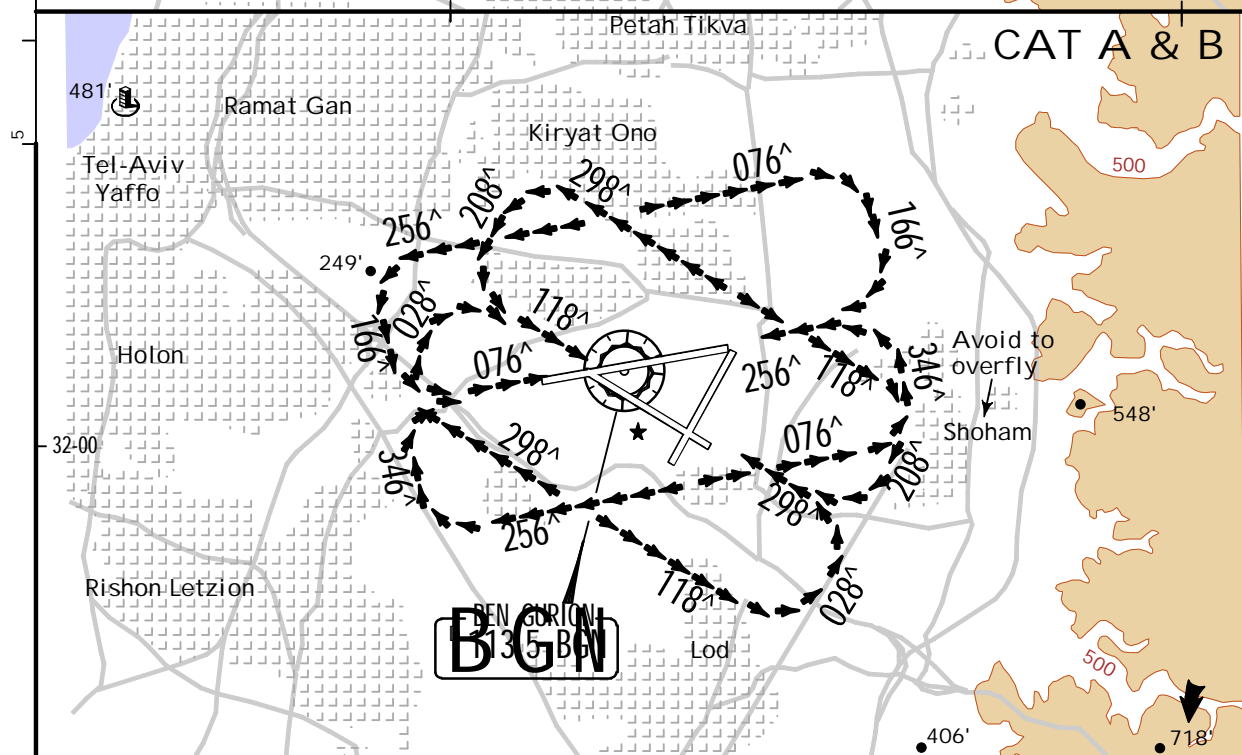
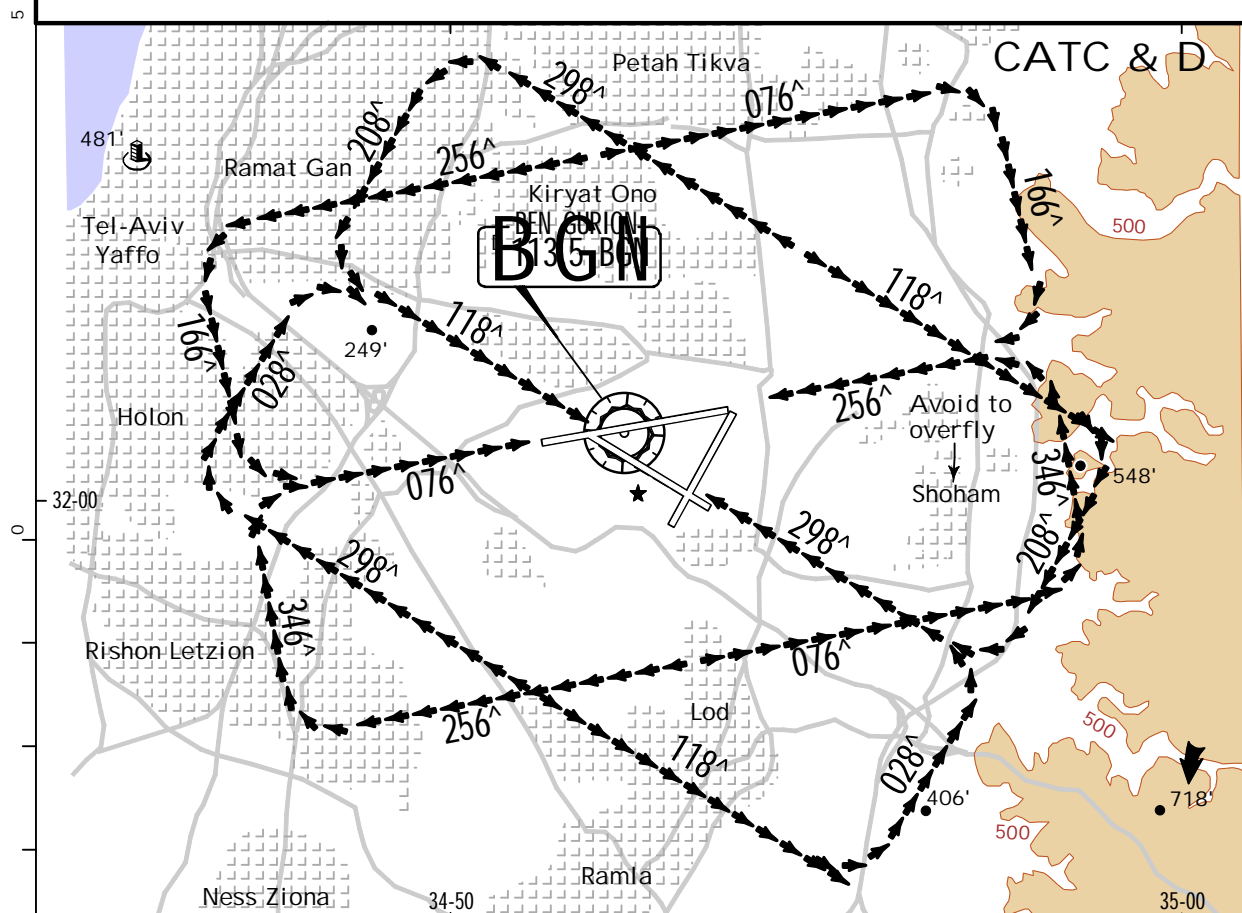
JEPPESEN
16 MAY 14
Eff. 29 May. 19-14 VIS

EN TEL AVIV, ISRAEL
VISUAL CIRCUIT PROCEDURES

ATIS 132.5	BEN GURION Approach 120.5	BEN GURION Tower 132.1	Ground West 118.05	East 129.2
VOR BGN 113.5		Apt Elev 134'		
Alt Set: hPa		Apt Elev: 5 hPa	Trans level: FL 110	Trans alt: 10000'



1. Intercept final approach to Rwy 26 not below 1200'.



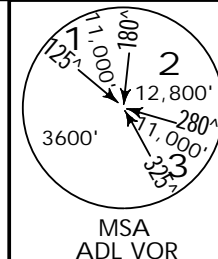
URSS/AER
 SOCHI

JEPPESEN
 4 OCT 13 10-2 .Eff.17.Oct.

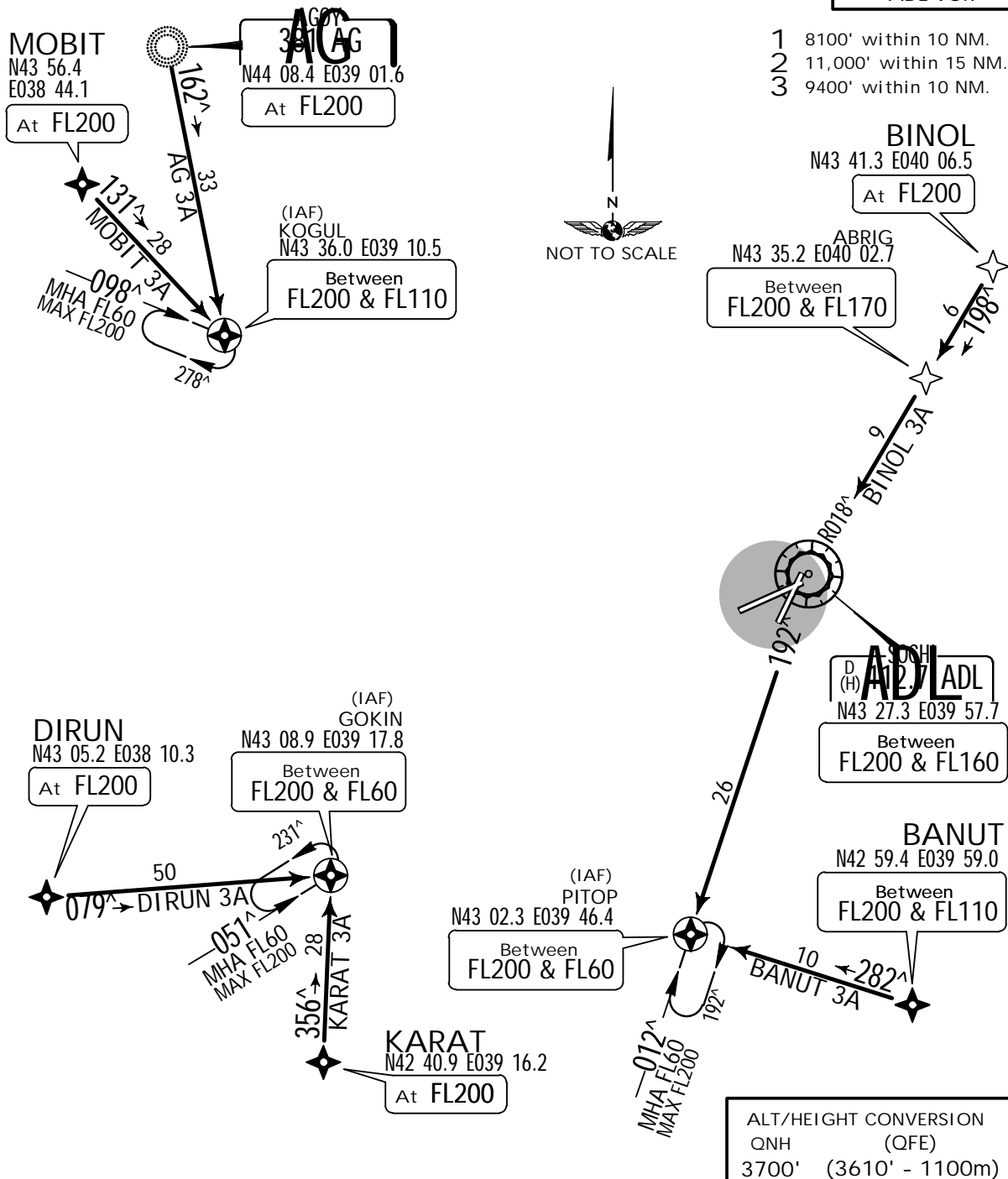
SOCHI, RUSSIA
 .RNAV.STAR.

ATIS 129.37 (Russian 126.2)	Apt Elev 89'	Alt Set: MM (hPa on request) Trans level: FL50	QNH on request Trans alt: 3700' (3610')	(QFE)
--------------------------------	-----------------	---	--	-------

AG 3A, BANUT 3A [BANU3A]
 BINOL 3A [BINO3A], DIRUN 3A [DIRU3A]
 KARAT 3A [KARA3A], MOBIT 3A [MOBI3A]
 RWY 02 RNAV ARRIVALS



- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.

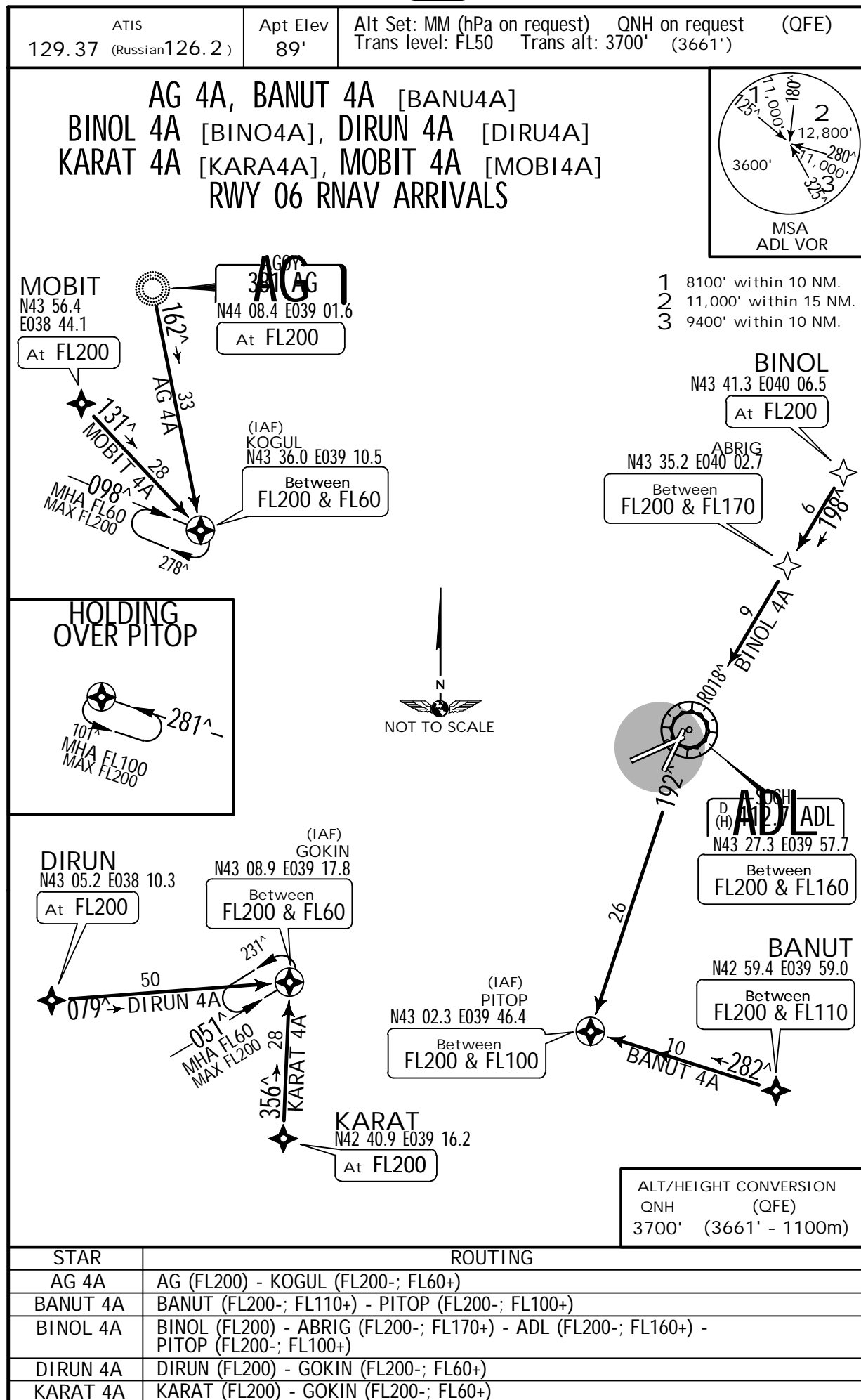


STAR	ROUTING
AG 3A	AG (FL200) - KOGUL (FL200-; FL110+)
BANUT 3A	BANUT (FL200-; FL110+) - PITOP (FL200-; FL60+)
BINOL 3A	BINOL (FL200) - ABRIG (FL200-; FL170+) - ADL (FL200-; FL160+) - PITOP (FL200-; FL60+)
DIRUN 3A	DIRUN (FL200) - GOKIN (FL200-; FL60+)
KARAT 3A	KARAT (FL200) - GOKIN (FL200-; FL60+)

URSS/AER
SOCHI

JEPPesen
4 OCT 13 (10-2A) .Eff.17.Oct.

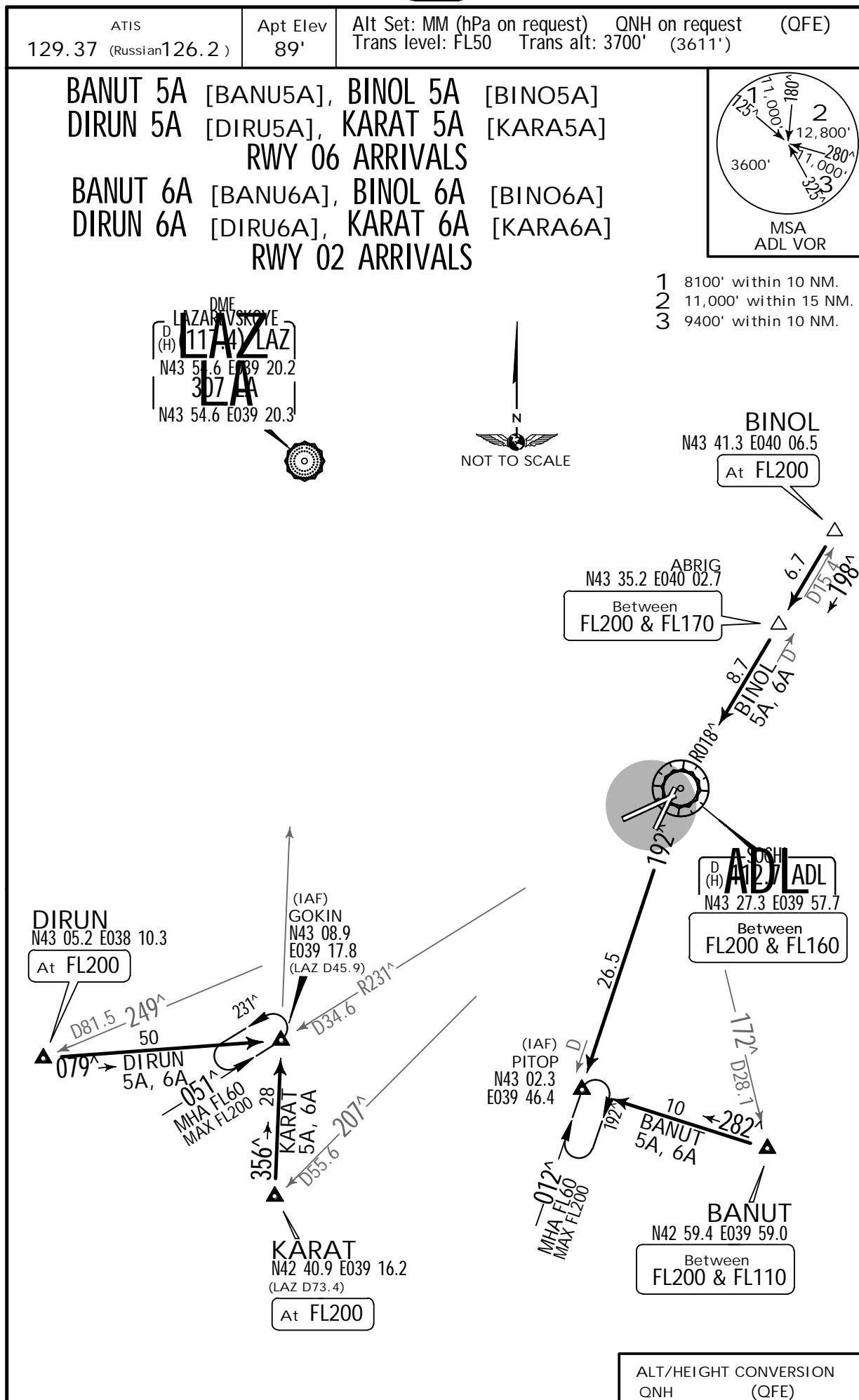
SOCHI, RUSSIA
.RNAV.STAR.



URSS/AER
SOCHI

JEPPESEN
4 OCT 13 (10-2B) .Eff.17.Oct.

SOCHI, RUSSIA
.STAR.



ALT/HEIGHT CONVERSION
QNH (QFE)

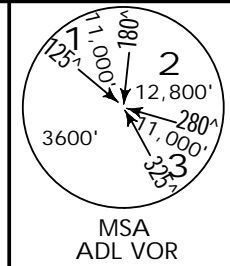
URSS/AER
SOCHI

JEPPESSEN
4 OCT 13 (10-2C) .Eff.17.Oct.

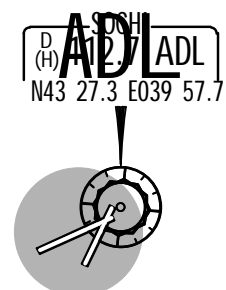
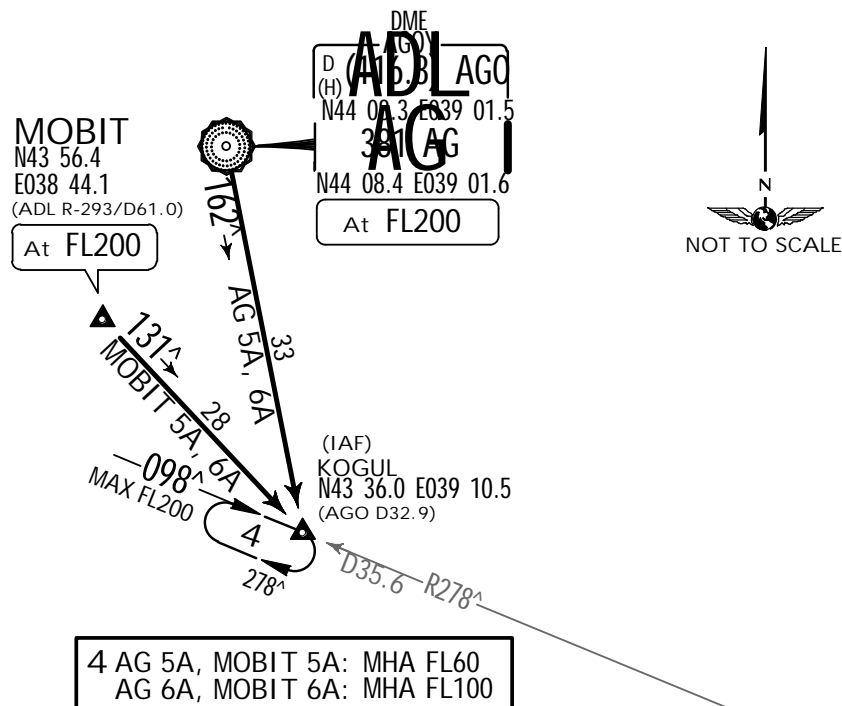
SOCHI, RUSSIA
.STAR.

ATIS 129.37 (Russian 126.2)	Apt Elev 89'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3700' (3611')
--------------------------------	-----------------	---

AG 5A, MOBIL 5A [MOBI5A]
RWY 06 ARRIVALS
AG 6A, MOBIL 6A [MOBI6A]
RWY 02 ARRIVALS



- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1013	0
1010	30
1007	60
1004	90
1001	120
998	150
995	180
992	210
989	240
986	270
983	300
980	330
977	360
974	390
971	420
968	450
965	480
962	510
959	540
956	570
953	600
950	630
947	660
944	690
941	720
938	750
935	780
932	810
929	840
926	870
923	900
920	930
917	960
914	990
911	1020
908	1050
905	1080
902	1110
899	1140
896	1170
893	1200
890	1230
887	1260
884	1290
881	1320
878	1350
875	1380
872	1410
869	1440
866	1470
863	1500
860	1530
857	1560
854	1590
851	1620
848	1650
845	1680
842	1710
839	1740
836	1770
833	1800
830	1830
827	1860
824	1890
821	1920
818	1950
815	1980
812	2010
809	2040
806	2070
803	2100
800	2130
797	2160
794	2190
791	2220
788	2250
785	2280
782	2310
779	2340
776	2370
773	2400
770	2430
767	2460
764	2490
761	2520
758	2550
755	2580
752	2610
749	2640
746	2670
743	2700
740	2730
737	2760
734	2790
731	2820
728	2850
725	2880
722	2910
719	2940
716	2970
713	3000
710	3030
707	3060
704	3090
701	3120
698	3150
695	3180
692	3210
689	3240
686	3270
683	3300
680	3330
677	3360
674	3390
671	3420
668	3450
665	3480
662	3510
659	3540
656	3570
653	3600
650	3630
647	3660
644	3690
641	3720
638	3750
635	3780
632	3810
629	3840
626	3870
623	3900
620	3930
617	3960
614	3990
611	4020
608	4050
605	4080
602	4110
599	4140
596	4170
593	4200
590	4230
587	4260
584	4290
581	4320
578	4350
575	4380
572	4410
569	4440
566	4470
563	4500
560	4530
557	4560
554	4590
551	4620
548	4650
545	

URSS/AER

SOCHI

**JEPPESEN**

3 JAN 14

10-2D

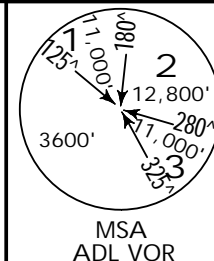
.Eff.9.Jan.

SOCHI, RUSSIA

.STAR.

ATIS 129.37 (Russian 126.2)	Apt Elev 89'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3700' (3611')
--------------------------------	-----------------	---

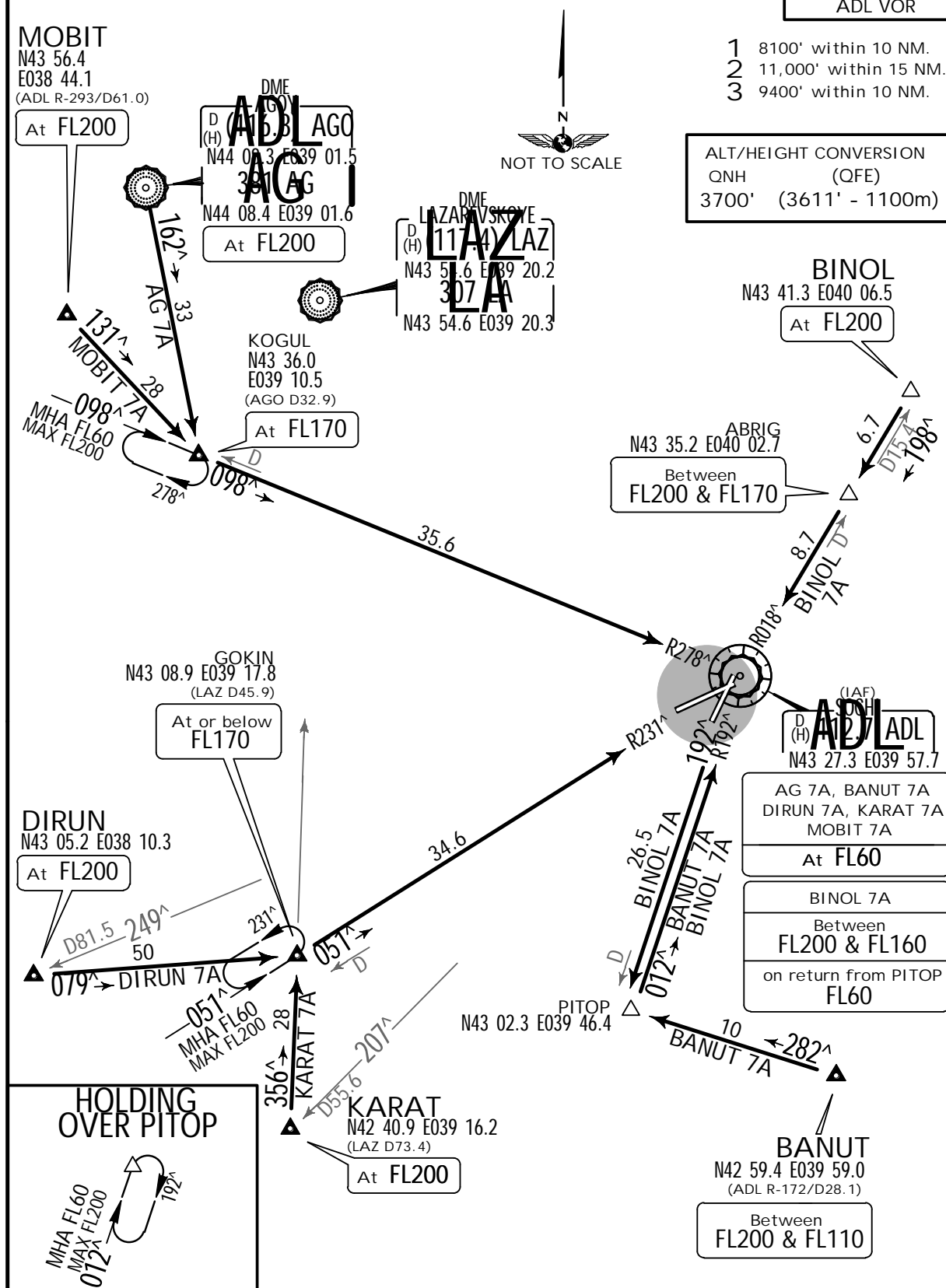
AG 7A, BANUT 7A [BANU7A]
BINOL 7A [BINO7A], DIRUN 7A [DIRU7A]
KARAT 7A [KARA7A], MOBIT 7A [MOBI7A]
RWYS 02, 06 ARRIVALS
INITIAL APPROACH SEGMENT FOR RACETRACK PROCEDURE



- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.

ALT/HEIGHT CONVERSION

QNH (QFE)
3700' (3611' - 1100m)



URSS/AER

SOCHI

JEPPESEN

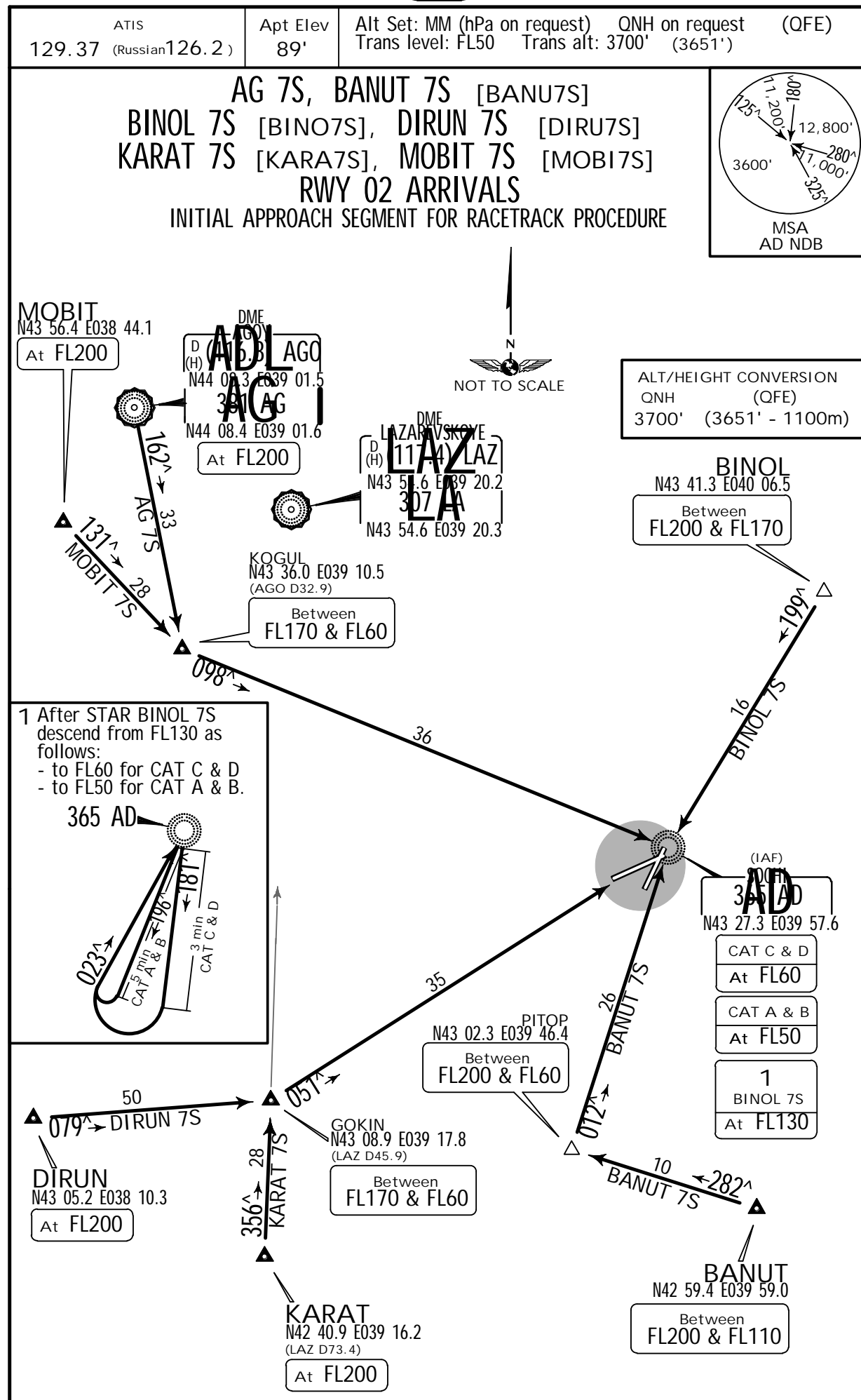
3 JAN 14

(10-2E)

.Eff.9.Jan.

SOCHI, RUSSIA

.STAR.



URSS/AER

SOCHI

JEPPESEN

3 JAN 14

(10-2F)

.Eff.9.Jan.

SOCHI, RUSSIA

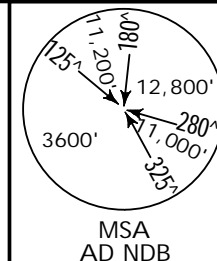
.STAR.

ATIS
129.37 (Russian 126.2)

Apt Elev
89'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3700' (3661')

AG 8S, BANUT 8S [BANU8S]
BINOL 8S [BINO8S], DIRUN 8S [DIRU8S]
KARAT 8S [KARA8S], MOBIT 8S [MOBI8S]
RWY 06 ARRIVALS
INITIAL APPROACH SEGMENT FOR RACETRACK PROCEDURE



MOBIT
N43 56.4 E038 44.1

At FL200

DME
(H)
N44 08.3 E039 01.5
391 AG

At FL200

N44 08.4 E039 01.6

DME
(H)
N43 51.6 E039 20.2
307 LAZ

N43 54.6 E039 20.3

KOGUL
N43 36.0 E039 10.5
(AGO D32.9)

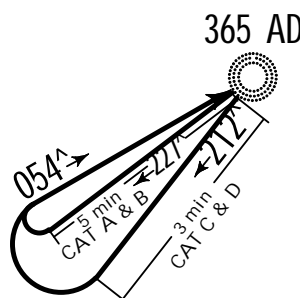
Between
FL170 & FL60

ALT/HEIGHT CONVERSION
QNH (QFE)
3700' (3661' - 1100m)

BINOL
N43 41.3 E040 06.5

Between
FL200 & FL170

1 After STAR BINOL 8S
descend from FL130 as
follows:
- to FL60 for CAT C & D
- to FL50 for CAT A & B.



DIRUN 8S
N43 05.2 E038 10.3

At FL200

KARAT 8S
N42 40.9 E039 16.2
(LAZ D73.4)

At FL200

GOKIN
N43 08.9 E039 17.8
(LAZ D45.9)

Between
FL170 & FL60

PITOP
N43 02.3 E039 46.4

Between
FL200 & FL60

(IAF)
365 AD
N43 27.3 E039 57.6

CAT C & D
At FL60

CAT A & B
At FL50

1
BINOL 8S
At FL130

BANUT
N42 59.4 E039 59.0

Between
FL200 & FL110

URSS/AER
 SOCHI

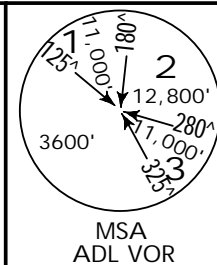
JEPPESEN
 3 JAN 14 10-3 Eff.9.Jan.

SOCHI, RUSSIA
 .RNAV.SID.

Apt Elev
 89'

QNH on request (QFE)
 Trans level: FL50 Trans alt: 3700' (3611')
 Turns prior to DER are prohibited.

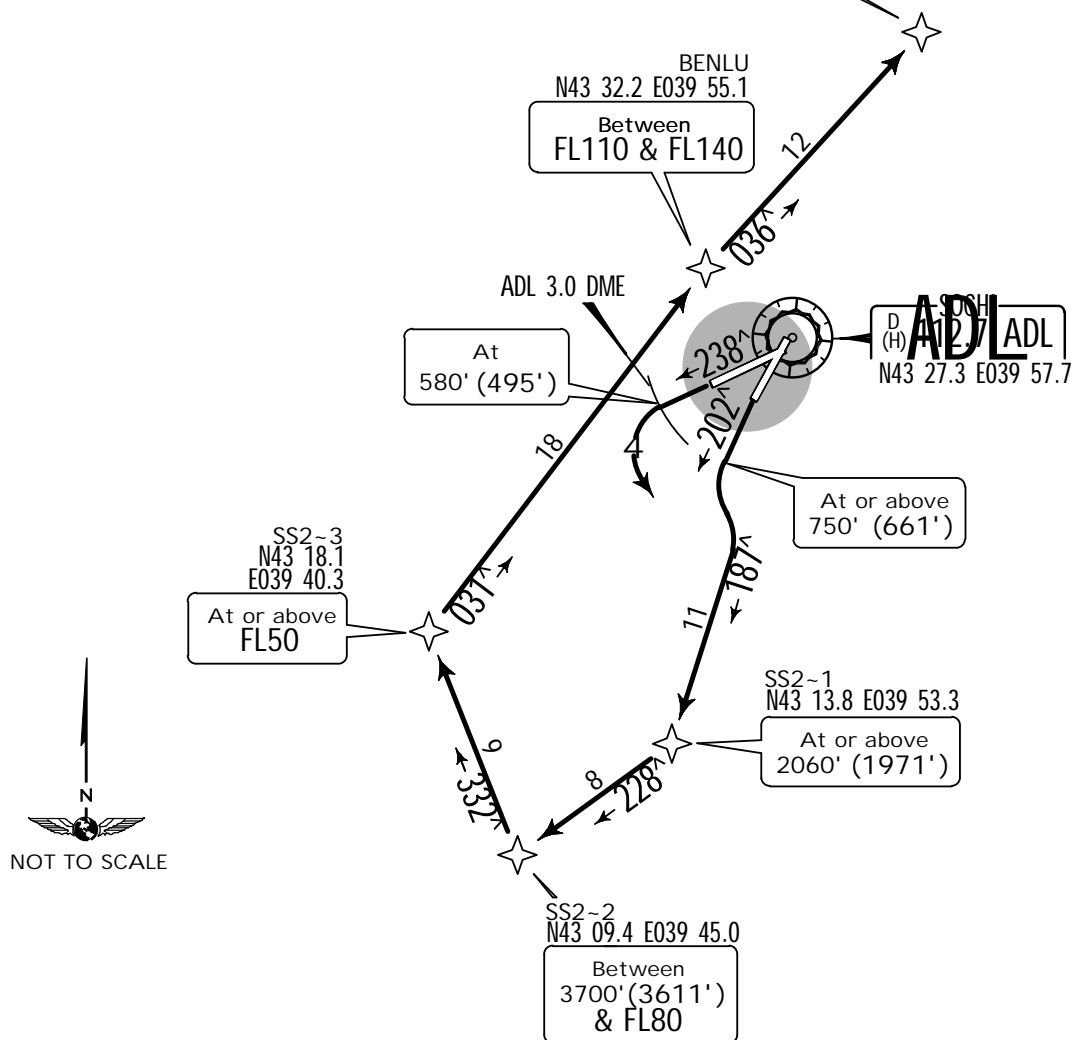
BINOL 1A [BINO1A] **RWY 20 RNAV DEPARTURE** **SPEED: MAX 250 KT BELOW FL100**



4 IN CASE ONLY RWY 06/24 IS ACTIVE

When taking off from RWY 24 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn LEFT, join the assigned SID for RWY 20. Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.

BINOL 1 8100' within 10 NM.
2 11,000' within 15 NM.
3 9400' within 10 NM.
 Between FL150 & FL180



This SID requires minimum climb gradients of
 5.7% up to 490' (401'),
 then
 4.3% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V(fpm)	433	577	866	1155	1443	1732
4.3% V/V(fpm)	327	435	653	871	1089	1306

ALT/HEIGHT CONVERSION	
QNH	(QFE)
490'	(401' - 120m)
580'	(495' - 150m)
750'	(661' - 200m)
2060'	(1971' - 600m)
3700'	(3611' - 1100m)

ROUTING

(750'+) - SS201 (2060'+) - SS202 (3700'+; FL80-) - SS203 (FL50+) - BENLU (FL110+; FL140-) -

URSS/AER

SOCHI

3 JAN 14

10-3A

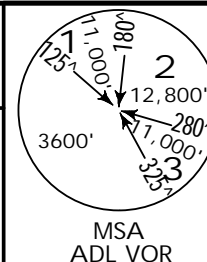
.Eff.9.Jan.

SOCHI, RUSSIA

.RNAV.SID.

Apt Elev
89'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3700' (3615')
Turns prior to DER are prohibited.



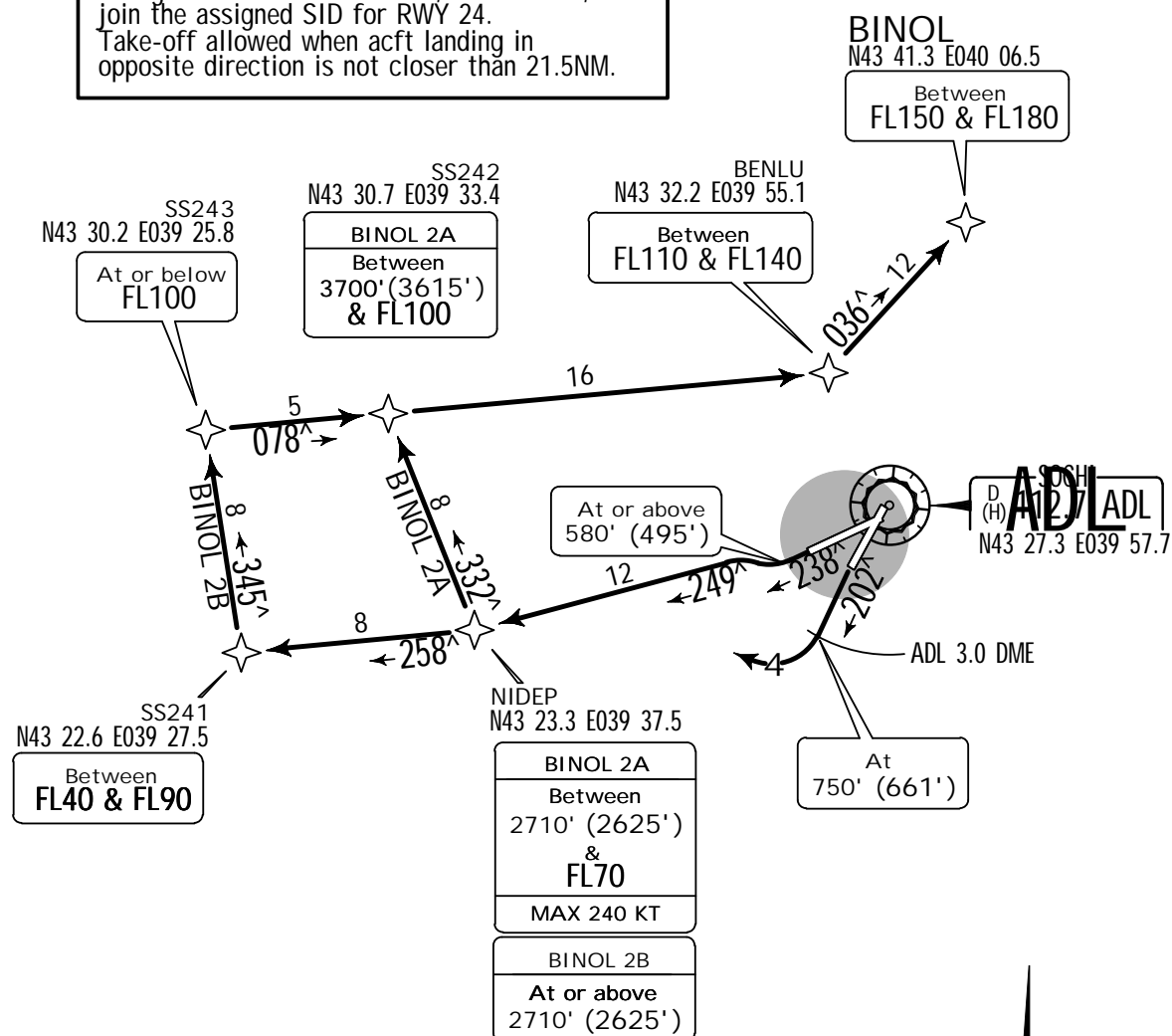
BINOL 2A [BINO2A], BINOL 2B [BINO2B]
RWY 24 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

4 IN CASE ONLY RWY 02/20 IS ACTIVE

When taking off from RWY 20 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn RIGHT, join the assigned SID for RWY 24.
Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.

- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.



These SIDs require minimum climb gradients of

BINOL 2A:	5.3% up to FL150.
BINOL 2B:	4.1% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V(fpm)	403	537	805	1073	1342	1610
4.1% V/V(fpm)	311	415	623	830	1038	1246

ALT/HEIGHT CONVERSION	
QNH	(QFE)
580'	(495' - 150m)
750'	(661' - 200m)
2710'	(2625' - 800m)
3700'	(3615' - 1100m)

SID	ROUTING
BINOL 2A	(580'+) - NIDEP (2710'+; FL70-; K240-) - SS242 (3700+; FL100-) - BENLU (FL110+; FL140-) - BINOL (FL150+; FL180-)
BINOL 2B	(580'+) - NIDEP (2710'+) - SS241 (FL40+; FL90-) - SS243 (FL100-) - BENLU

URSS/AER

SOCHI

7 MAR 14

JEPPESEN

10-3B

SOCHI, RUSSIA

.RNAV.SID.

Apt Elev
 89'

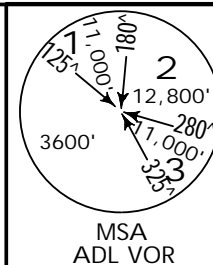
QNH on request (QFE)
 Trans level: FL50 Trans alt: 3700' (3611')
 Turns prior to DER are prohibited.

LAMET 1A [LAME1A], LAMET 1B [LAME1B]

TABAN 1A [TABA1A]

RWY 20 RNAV DEPARTURES

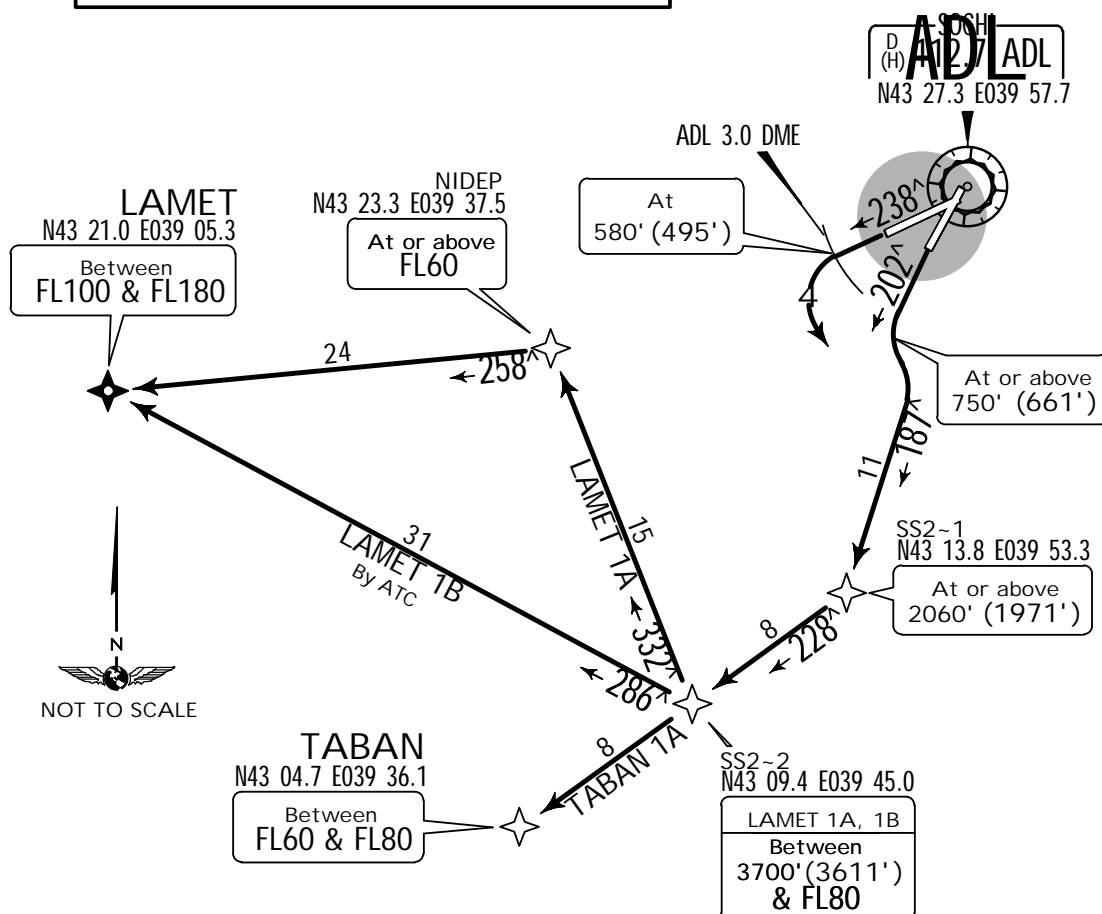
SPEED MAX 250 KT BELOW FL100



4 IN CASE ONLY RWY 06/24 IS ACTIVE

When taking off from RWY 24 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn LEFT, join the assigned SID for RWY 20.
 Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.

- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.



These SIDs require a minimum climb gradient of 5.7% up to 490' (401).

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V(fpm)	433	577	866	1155	1443	1732

ALT/HEIGHT CONVERSION	
QNH	(QFE)
490'	(401' - 120m)
580'	(495' - 150m)
750'	(661' - 200m)
2060'	(1971' - 600m)
3700'	(3611' - 1100m)

SID	ROUTING
LAMET 1A	(750'+) - SS201 (2060'+) - SS202 (3700'+; FL80-) - NIDEP (FL60+) - LAMET (FL100+; FL180-)
LAMET 1B By ATC	(750'+) - SS201 (2060'+) - SS202 (3700'+; FL80-) - LAMET (FL100+; FL180-)

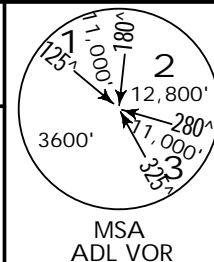
URSS/AER
 SOCHI

JEPPESEN
 7 MAR 14 10-3C

SOCHI, RUSSIA
 .RNAV.SID.

Apt Elev
 89'

QNH on request (QFE)
 Trans level: FL50 Trans alt: 3700' (3615')
 Turns prior to DER are prohibited.

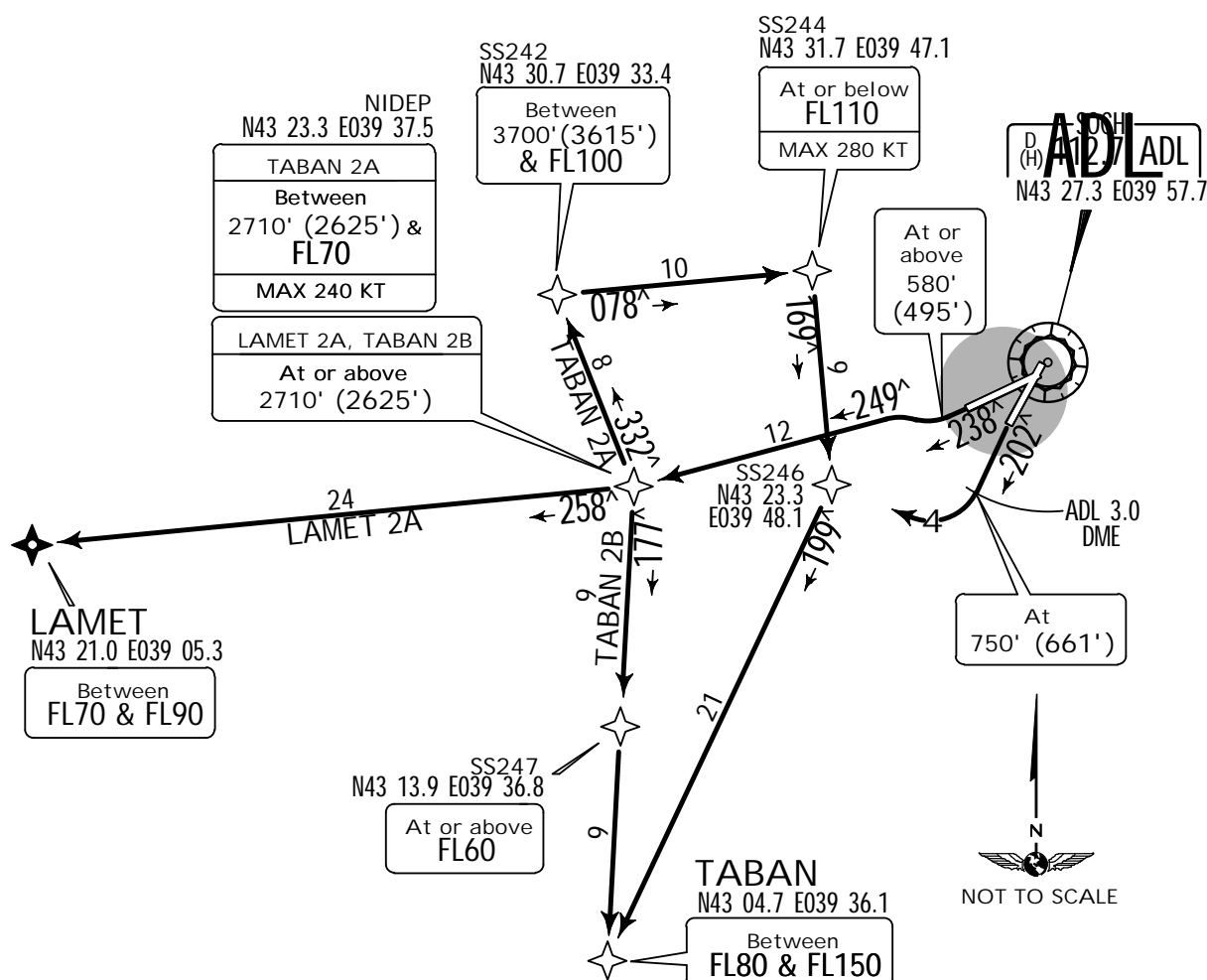


LAMET 2A [LAME2A], TABAN 2A [TABA2A]
 TABAN 2B [TABA2B]
 RWY 24 RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100

- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.

4 IN CASE ONLY RWY 02/20 IS ACTIVE

When taking off from RWY 20 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn RIGHT, join the assigned SID for RWY 24.
 Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.



TABAN 2B
 This SID requires a minimum climb gradient of 4.6% up to FL60.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V(fpm)	349	466	699	932	1165	1398

ALT/HEIGHT CONVERSION	QNH	(QFE)
580'	(495' - 150m)	
750'	(661' - 200m)	
2710'	(2625' - 800m)	
3700'	(3615' - 1100m)	

SID	ROUTING
LAMET 2A	(580'+) - NIDEP (2710'+) - LAMET (FL70+; FL90-)
TABAN 2A	(580'+) - NIDEP (2710'+; FL70-; K240-) - SS242 (3700+; FL100-) - SS244 (FL110-; K280-) - SS246 - TABAN (FL80+; FL150-)

URSS/AER

SOCHI

JEPPESEN

3 JAN 14

(10-3D)

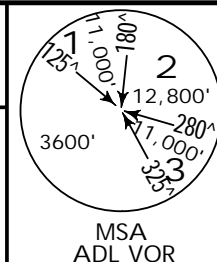
Eff. 9. Jan.

SOCHI, RUSSIA

.RNAV.SID.

Apt Elev
89'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3700' (3611')
Turns prior to DER are prohibited.



ADNET 1A [ADNE1A], IRGID 1A [IRGI1A]

LA 1A

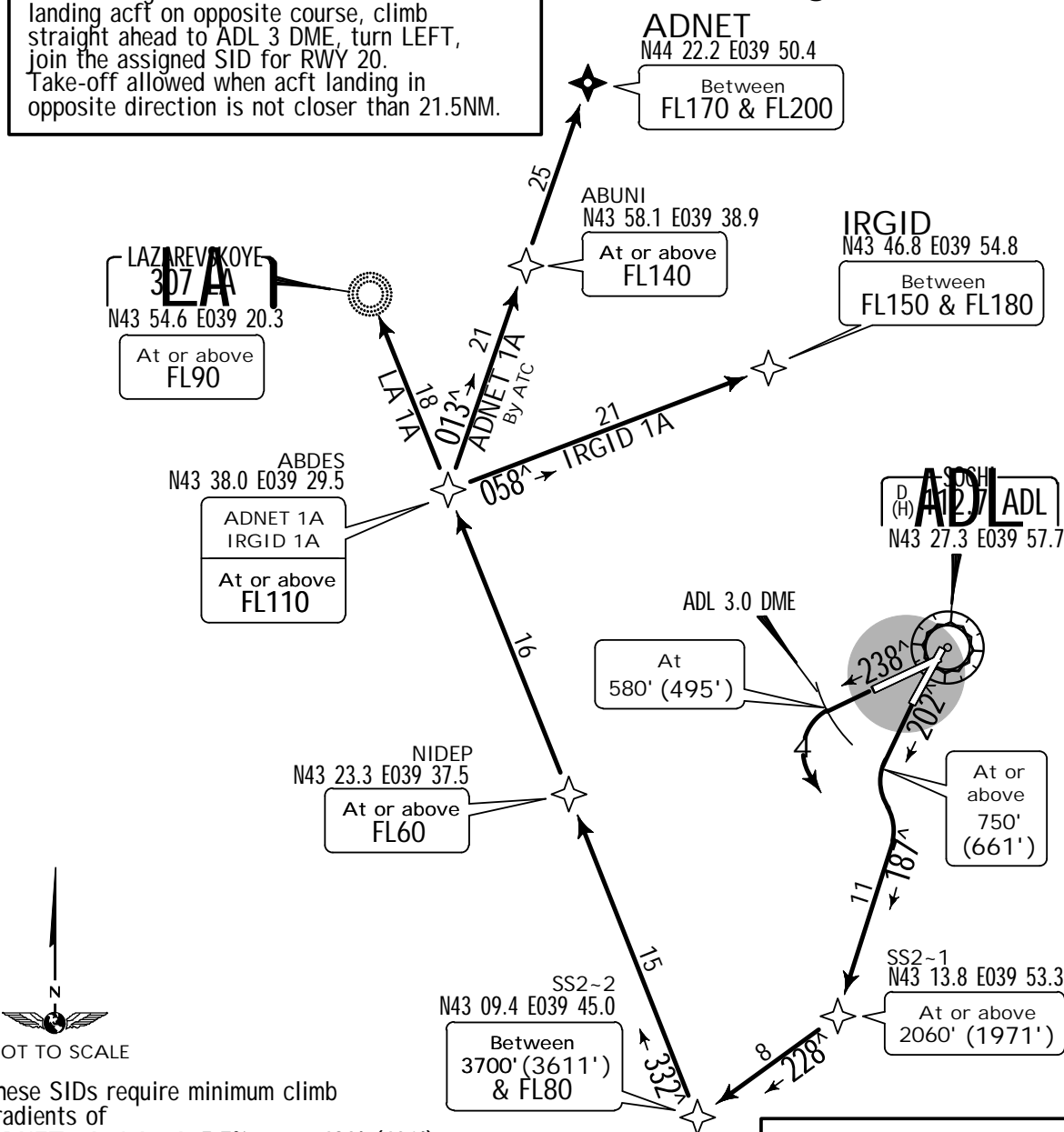
RWY 20 RNAV DEPARTURES

SPEED MAX 250 KT BELOW FL100

4 IN CASE ONLY RWY 06/24 IS ACTIVE

When taking off from RWY 24 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn LEFT, join the assigned SID for RWY 20.
Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.

- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.



NOT TO SCALE

These SIDs require minimum climb gradients of
ADNET 1A, LA 1A: 5.7% up to 490' (401').
IRGID 1A: 5.7% up to 490' (401), then 3.6% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V(fpm)	433	577	866	1155	1443	1732
3.6% V/V(fpm)	273	365	547	729	911	1094

ALT/HEIGHT CONVERSION	
QNH	(QFE)
490'	(401' - 120m)
580'	(495' - 150m)
750'	(661' - 200m)
2060'	(1971' - 600m)
3700'	(3611' - 1100m)

SID	ROUTING
ADNET 1A By ATC	(750'+) - SS201 (2060'+) - SS202 (3700'+; FL80-) - NIDEP (FL60+) - ABDES (FL110+) - ABUNI (FL140+) - ADNET (FL170+; FL200-)
IRGID 1A	(750'+) - SS201 (2060'+) - SS202 (3700'+; FL80-) - NIDEP (FL60+) - ABDES (FL110+) - IRGID (FL150+; FL180-)

URSS/AER

SOCHI

JEPPESEN

3 JAN 14

10-3E

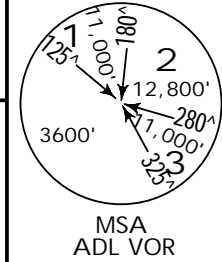
Eff. 9. Jan.

SOCHI, RUSSIA

.RNAV.SID.

Apt Elev
89'

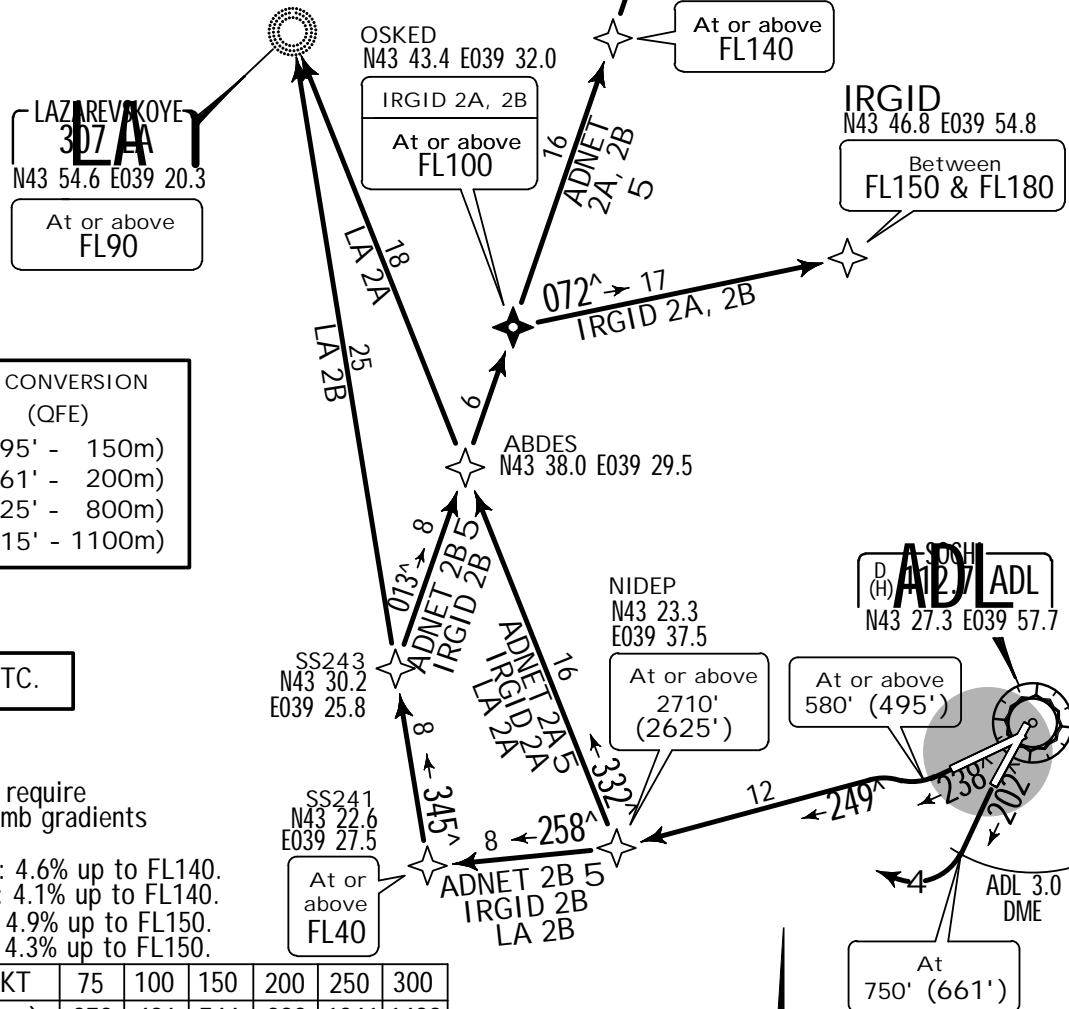
QNH on request (QFE)
Trans level: FL50 Trans alt: 3700' (3615')
Turns prior to DER are prohibited.



ADNET 2A [ADNE2A], ADNET 2B [ADNE2B]
IRGID 2A [IRGI2A], IRGID 2B [IRGI2B]
LA 2A, LA 2B
RWY 24 RNAV DEPARTURES
SPEED MAX 250 KT BELOW FL100

- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.

4 IN CASE ONLY RWY 02/20 IS ACTIVE
When taking off from RWY 20 and with a
landing acft on opposite course, climb
straight ahead to ADL 3 DME, turn RIGHT,
join the assigned SID for RWY 24.
Take-off allowed when acft landing in
opposite direction is not closer than 21.5NM.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
580'	(495' - 150m)
750'	(661' - 200m)
2710'	(2625' - 800m)
3715'	(3615' - 1100m)

5 By ATC.

These SIDs require
minimum climb gradients
of

ADNET 2A: 4.6% up to FL140.
ADNET 2B: 4.1% up to FL140.
IRGID 2A: 4.9% up to FL150.
IRGID 2B: 4.3% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V(fpm)	372	496	744	992	1241	1489
4.6% V/V(fpm)	349	466	699	932	1165	1398
4.3% V/V(fpm)	327	435	653	871	1089	1306
4.1% V/V(fpm)	311	415	623	830	1038	1246

SID	ROUTING
ADNET 2A 5	(580'+) - NIDEP (2710'+) - ABDES - ABUNI (FL140+) - ADNET (FL170+; FL200-)
ADNET 2B 5	(580'+) - NIDEP (2710'+) - SS241 (FL40+) - SS243 - ABUNI (FL140+) - ADNET (FL170+; FL200-)
IRGID 2A	(580'+) - NIDEP (2710'+) - ABDES - OSKED (FL100+) - IRGID (FL150+; FL180-)
IRGID 2B	(580'+) - NIDEP (2710'+) - SS241 (FL40+) - SS243 - OSKED (FL100+) - IRGID (FL150+; FL180-)
LA 2A	(580'+) - NIDEP (2710'+) - LA (FL90+)

URSS/AER

SOCHI

JEPPESEN

3 JAN 14

10-3F

.Eff.9.Jan.

SOCHI, RUSSIA

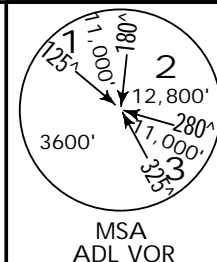
.SID.

Apt Elev
89'

QNH on request (QFE)

Trans level: FL50 Trans alt: 3700' (3615')

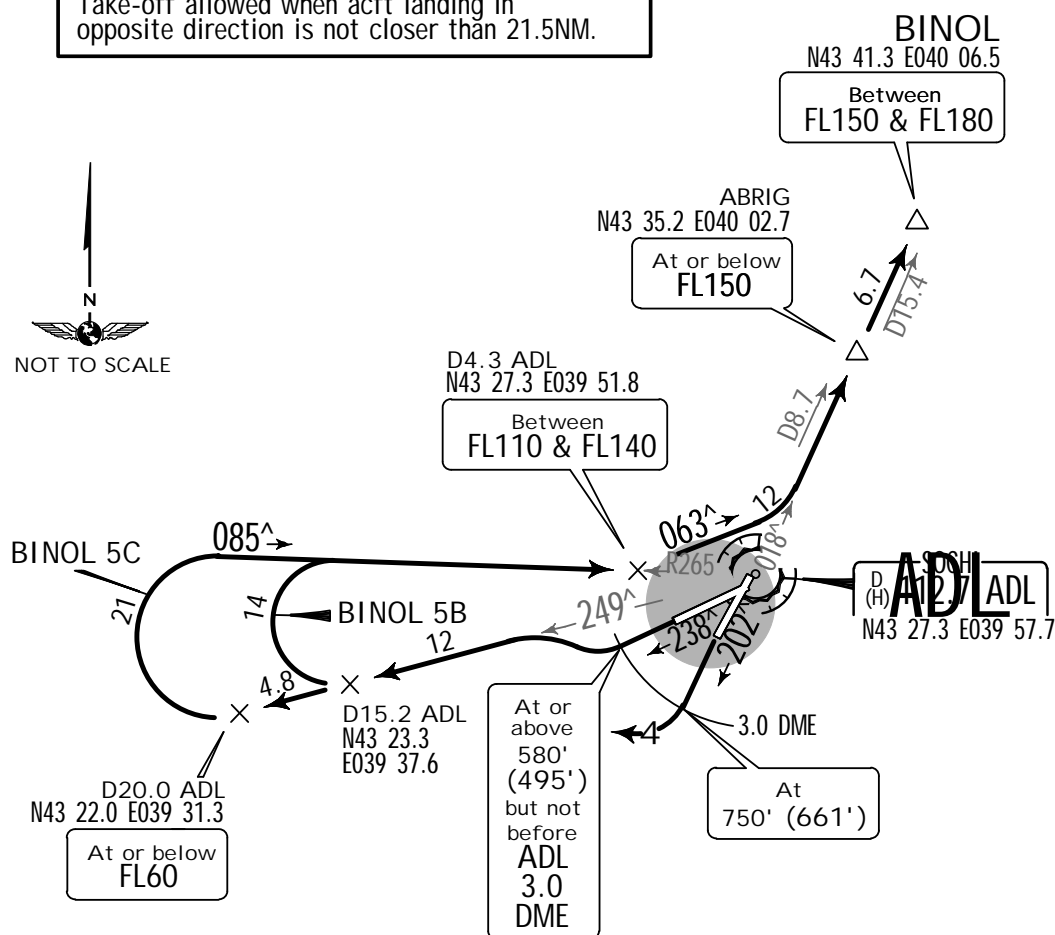
Take-off should be executed with noise abatement procedures according to Flight Manual.

BINOL 5B [BINO5B], BINOL 5C [BINO5C]
RWY 24 DEPARTURES
SPEED MAX 250 KT BELOW FL100

4 IN CASE ONLY RWY 02/20 IS ACTIVE

When taking off from RWY 20 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn RIGHT, join the assigned SID for RWY 24.
Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.

- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.



These SIDs require minimum climb gradients of
BINOL 5B: 5.6% up to FL110.
BINOL 5C: 4.1% up to FL110.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V(fpm)	425	567	851	1134	1418	1701
4.1% V/V(fpm)	311	415	623	830	1038	1246

ALT/HEIGHT CONVERSION	
QNH	(QFE)
580'	(495' - 150m)
750'	(661' - 200m)
3700'	(3615' - 1100m)

SID	ROUTING
BINOL 5B	Climb straight ahead to at or above 580' (495') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D15.2 ADL, turn RIGHT, intercept ADL R-265 inbound to D4.3 ADL, turn LEFT, 063° track, turn LEFT, intercept ADL R-018 via ABRIG to BINOL.
BINOL 5C	Climb straight ahead to at or above 580' (495') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D20.0 ADL, turn RIGHT, intercept ADL R-265 inbound to D4.3 ADL, turn LEFT, 063° track, turn LEFT,

URSS/AER

SOCHI

**JEPPESEN**

3 JAN 14

10-3G

.Eff.9.Jan.

SOCHI, RUSSIA

.SID.

Apt Elev
89'

QNH on request (QFE)

Trans level: FL50 Trans alt: 3700' (3611')

Take-off should be executed with noise abatement procedures according to Flight Manual.

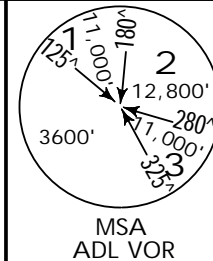
BINOL 6B [BINO6B]
RWY 20 DEPARTURE

SPEED: MAX 250 KT BELOW FL100

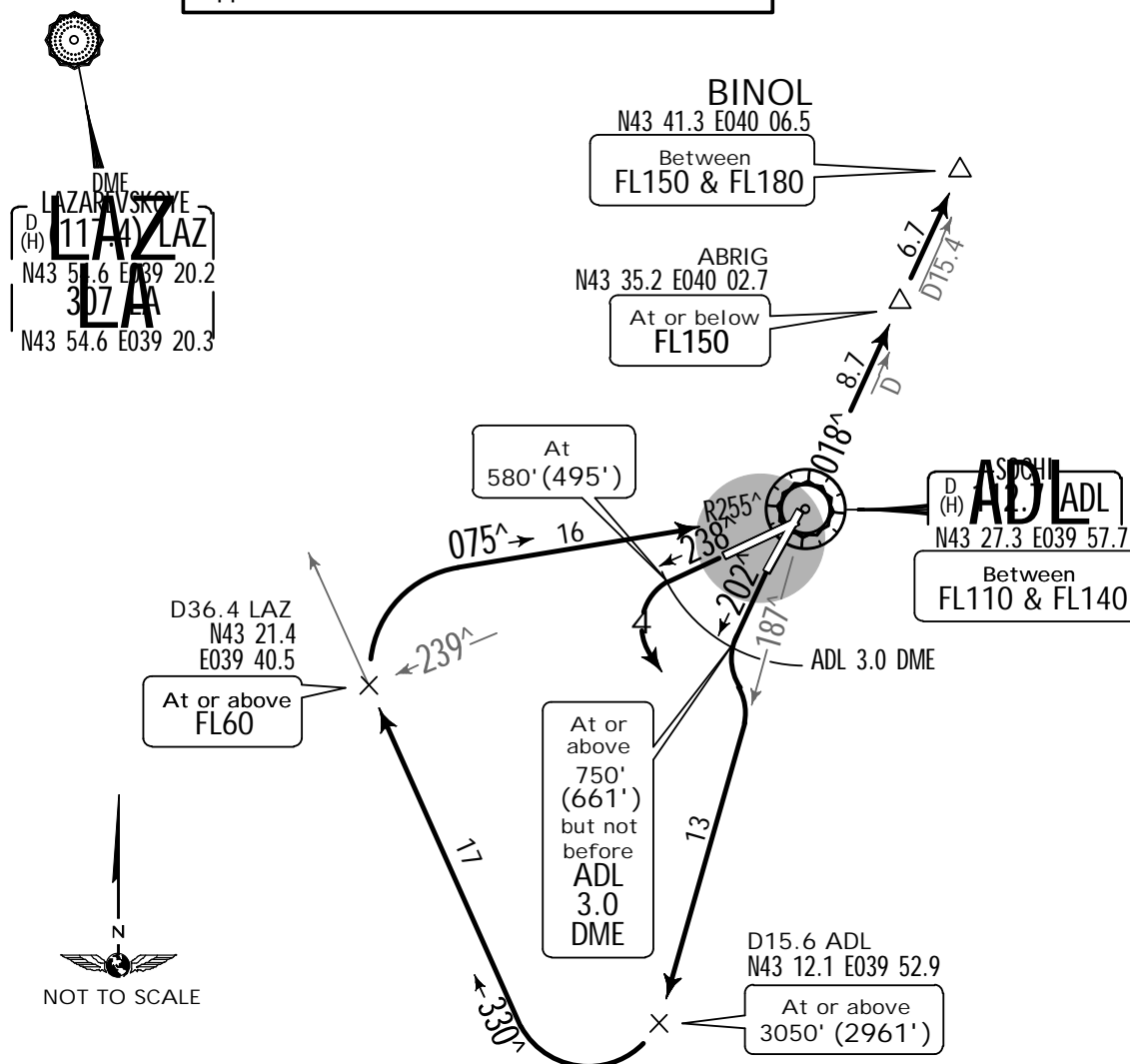
4 IN CASE ONLY RWY 06/24 IS ACTIVE

When taking off from RWY 24 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn LEFT, join the assigned SID for RWY 20.

Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.



- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.



This SID requires minimum climb gradients of 5.7% up to 490' (401'), then 3.9% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V(fpm)	433	577	866	1155	1443	1732
3.9% V/V(fpm)	296	395	592	790	987	1185

ALT/HEIGHT CONVERSION	
QNH	(QFE)
490'	(401' - 120m)
580'	(495' - 150m)
750'	(661' - 200m)
3050'	(2961' - 900m)
3700'	(3611' - 1100m)

ROUTING

Climb straight ahead to at or above 750' (661') but not before ADL 3.0 DME, turn LEFT, intercept ADL R-187 to D15.6 ADL, turn RIGHT, intercept 330° bearing towards LA, at D36.4

URSS/AER

SOCHI



7 MAR 14

10-3H

SOCHI, RUSSIA

.SID.

Apt Elev
89'

QNH on request (QFE)

Trans level: FL50 Trans alt: 3700' (3615')

Take-off should be executed with noise abatement procedures according to Flight Manual.

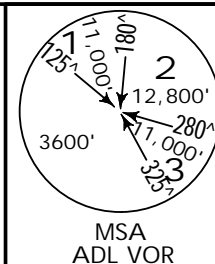
LAMET 5B [LAME5B], TABAN 5B [TABA5B]
RWY 24 DEPARTURES

SPEED: MAX 250 KT BELOW FL100

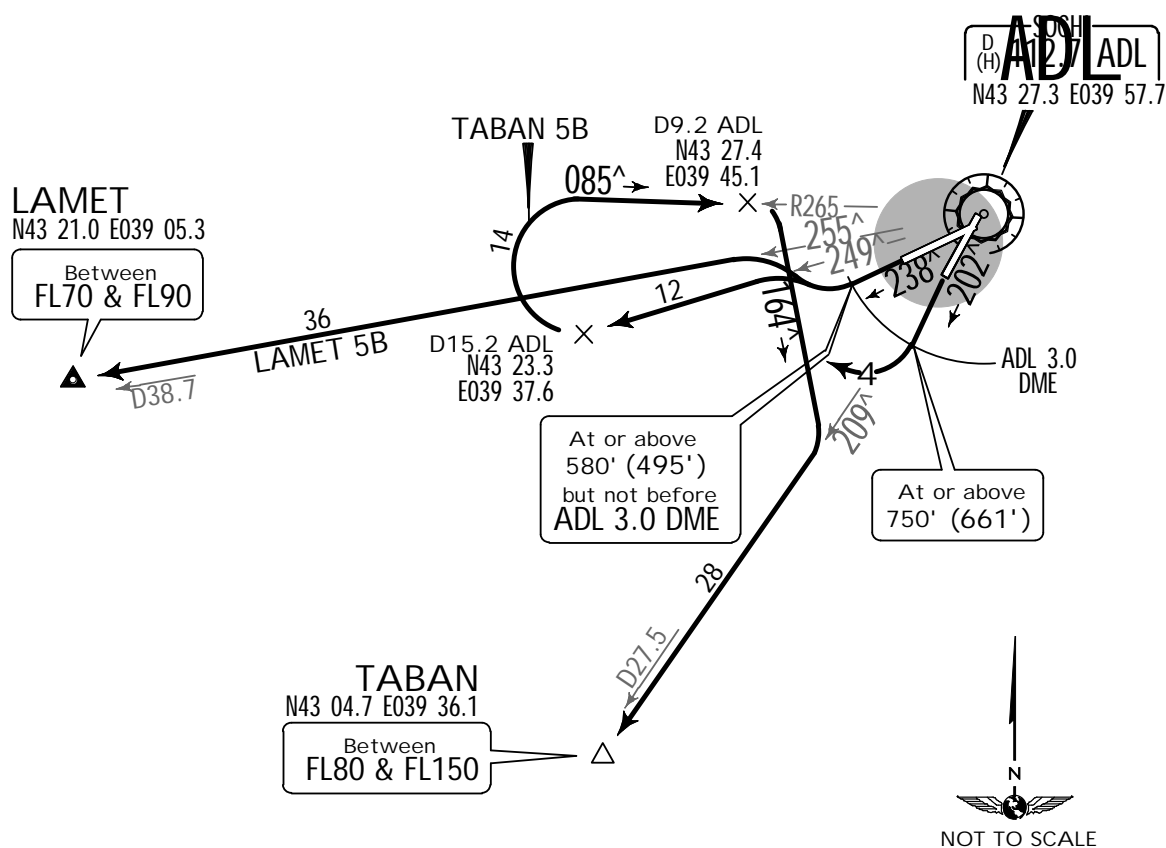
4 IN CASE ONLY RWY 02/20 IS ACTIVE

When taking off from RWY 20 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn RIGHT, join the assigned SID for RWY 24.

Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.



- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
580'	(495' - 150m)
750'	(661' - 200m)
3700'	(3615' - 1100m)

SID	ROUTING
LAMET 5B	Climb straight ahead to at or above 580' (495') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-255 to LAMET.
TABAN 5B	Climb straight ahead to at or above 580' (495') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D15.2 ADL, turn RIGHT, intercept ADL R-265 inbound to D9.2 ADL, turn RIGHT, 164° track, turn RIGHT.

URSS/AER
 SOCHI

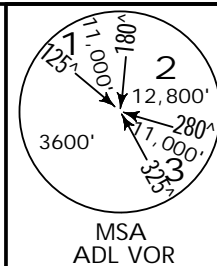
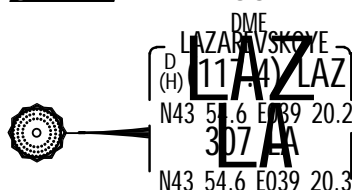
JEPPESEN
 7 MAR 14 10-3J

SOCHI, RUSSIA
 .SID.

Apt Elev 89'
 QNH on request (QFE)
 Trans level: FL50 Trans alt: 3700' (3611')
 Take-off should be executed with noise abatement procedures according to Flight Manual.

LAMET 6B [LAME6B], TABAN 6B [TABA6B] RWY 20 DEPARTURES

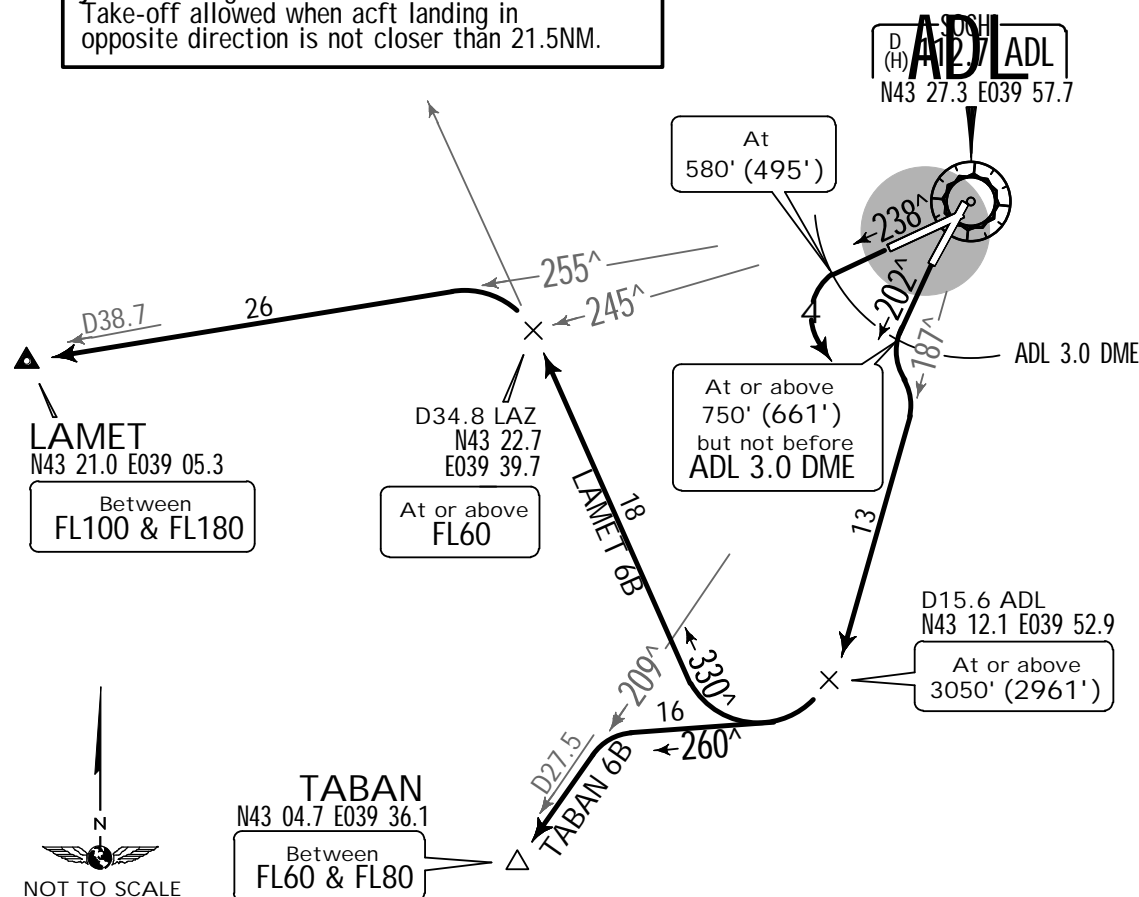
SPEED MAX 250 KT BELOW FL100



- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.

4 IN CASE ONLY RWY 06/24 IS ACTIVE

When taking off from RWY 24 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn LEFT, join the assigned SID for RWY 20.
 Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.



These SIDs require a minimum climb gradient of 5.7% up to 490' (401').

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V(fpm)	433	577	866	1155	1443	1732

QNH	(QFE)
490'	(401' - 120m)
580'	(495' - 150m)
750'	(661' - 200m)
3050'	(2961' - 900m)
3700'	(3611' - 1100m)

SID	ROUTING
LAMET 6B	Climb straight ahead to at or above 750' (661') but not before ADL 3.0 DME, turn LEFT, intercept ADL R-187 to D15.6 ADL, turn RIGHT, intercept 330° bearing towards LA, at D34.8 LAZ turn LEFT, intercept ADL R-255 to LAMET.
TABAN 6B	Climb straight ahead to at or above 750' (661') but not before ADL 3.0 DME, turn LEFT, intercept ADL R-187 to D15.6 ADL, turn RIGHT, 260° track, turn

URSS/AER

SOCHI

3 JAN 14

JEPPESEN

10-3K

.Eff.9.Jan.

SOCHI, RUSSIA

.SID.

Apt Elev
89'

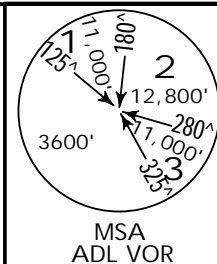
QNH on request (QFE)

Trans level: FL50 Trans alt: 3700' (3615')

Take-off should be executed with noise abatement procedures according to Flight Manual.

ADNET 5B [ADNE5B]
IRGID 5B [IRGI5B]
LA 5B, LA 5C
RWY 24 DEPARTURES**SPEED:** MAX 250 KT
BELOW FL100

ADNET

N44 22.2 E039 50.4
(LAZ D35.0)Between
FL170 & FL200

- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.

DME
LAZARVSKOYE
(H) LAZ
N43 51.6 E039 20.2
307
N43 54.6 E039 20.3

At or above
FL90ADNET 5B By ATC
LA 5BD10.0 LAZ
N43 45.1 E039 24.6IRGID 5B
At or above
FL90

IRGID

N43 46.8 E039 54.8
(LAZ D26.2)Between
FL150 & FL180

D (H) ADL
N43 27.3 E039 57.7

At or above
580' (495')
but not before
ADL 3.0 DME4 IN CASE ONLY RWY 02/20
IS ACTIVE

When taking off from RWY 20 and
with a landing acft on opposite
course, climb straight ahead to
ADL 3 DME, turn RIGHT, join
the assigned SID for RWY 24.
Take-off allowed when acft landing
in opposite direction is not closer
than 21.5NM.

IRGID 5B

This SID requires a minimum climb gradient
of
3.9% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V(fpm)	296	395	592	790	987	1185



ALT/HEIGHT CONVERSION

QNH	(QFE)
580'	(495' - 150m)
750'	(661' - 200m)
1730'	(1645' - 500m)
3700'	(3615' - 1100m)

ROUTING

ADNET 5B BY ATC	Climb straight ahead to at or above 580' (495') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D15.2 ADL, turn RIGHT, intercept 336° bearing to LA, 032° bearing to ADNET.
IRGID 5B	Climb straight ahead to at or above 580' (495') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D15.2 ADL, turn RIGHT, intercept 336° bearing towards LA, at D10.0 LAZ turn RIGHT, 057° track, turn RIGHT, intercept 101° bearing from LA to IRGID.
LA 5B	Climb straight ahead to at or above 580' (495') but not before ADL 3.0 DME, turn RIGHT, intercept ADL R-249 to D15.2 ADL, turn RIGHT, intercept 336° bearing to LA.
LA 5C	Climb straight ahead to at or above 580' (495') but not before ADL 3.0 DME. turn

URSS/AER

SOCHI

3 JAN 14

JEPPESEN

10-3L

Eff.9.Jan.

SOCHI, RUSSIA

.SID.

Apt Elev
89'

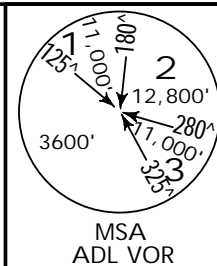
QNH on request (QFE)
Trans level: FL50 Trans alt: 3700' (3611')
Take-off should be executed with noise abatement procedures according to Flight Manual.

ADNET 6B [ADNE6B], IRGID 6B [IRGI6B]

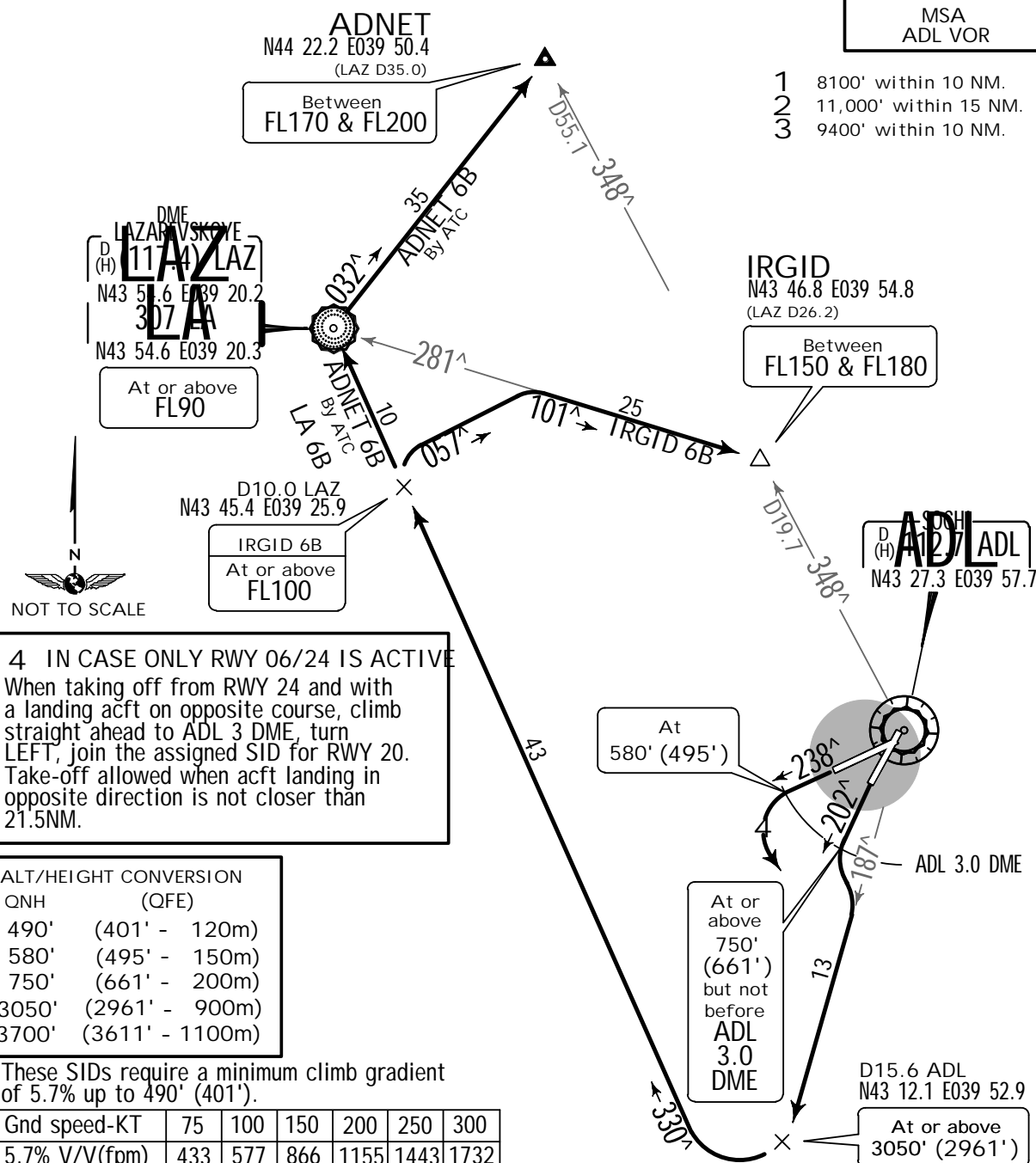
LA 6B

RWY 20 DEPARTURES

SPEED MAX 250 KT BELOW FL100



- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.



4 IN CASE ONLY RWY 06/24 IS ACTIVE
When taking off from RWY 24 and with a landing acft on opposite course, climb straight ahead to ADL 3 DME, turn LEFT, join the assigned SID for RWY 20. Take-off allowed when acft landing in opposite direction is not closer than 21.5NM.

SID	ROUTING
ADNET 6B By ATC	Climb straight ahead to at or above 750' (661') but not before ADL 3.0 DME, turn LEFT, intercept ADL R-187 to D15.6 ADL, turn RIGHT, intercept 330° bearing to LA, 032° bearing to ADNET.
IRGID 6B	Climb straight ahead to at or above 750' (661') but not before ADL 3.0 DME, turn LEFT, intercept ADL R-187 to D15.6 ADL, turn RIGHT, intercept 330° bearing towards LA, at D10.0 LAZ, turn RIGHT, 057° track, turn RIGHT, intercept 101° bearing from LA to IRGID.
LA 6B	Climb straight ahead to at or above 750' (661') but not before ADL 3.0 DME, turn LEFT, intercept ADL R-187 to D15.6 ADL, turn RIGHT, intercept 330°

URSS/AER

+JEPPESEN

SOCHI, RUSSIA

SOCHI

3 JAN 14

10-4

.NOISE.

NOISE ABATEMENT**DEPARTURES****TAKE-OFF AND CLIMBING PHASE**

Noise abatement procedures shall be applied only during take-off and climbing phases of the flight.

Noise abatement procedures shall not be executed in case of one of the ACFT engines failure during take-off phase.

Restrictions

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

In case of RWY 24 take-off on RWY heading and climbing to 580' (493') or above with the maximum possible climb gradient the ACFT shall proceed to D3.0 ADL, turn RIGHT on 249° track, contact "SOCHI RADAR" on frequency 119.7 and according to SID or by ATC clearance climbing turn RIGHT.

In case of RWY 20 take-off on RWY heading and climbing to 750' (660') or above with the maximum possible climb gradient the ACFT shall proceed to D3.0 ADL, turn LEFT on ADL R-187, contact "SOCHI RADAR" on frequency 119.7 and according to SID or by ATC clearance climbing turn RIGHT.

Change of flight course of the ACFT after take-off is allowed only after reaching 750' (660') or above, D3.0 ADL for RWY 20; 580' (493'), D3.0 ADL for RWY 24 or by ATC clearance.

The minimum indicated air speed of steady climb shall not be less than $V_2 + 11$ KT or less than that prescribed in the Aeroplane Flight Manual if it has greater value.

The maintaining of the minimum indicated air speed during climb is not required if it brings to exceeding the minimum permissible angle of attack.

The reduction of engines power shall not be applied until:

- The ACFT reaches 1080' (990') above aerodrome level;
- The established standard power setting enables to maintain the established climb gradient of not less than 4% at a speed specified above with the maximum certified ACFT take-off mass;
- Take-off flight path provides overflying of all obstacles located under flight path with sufficient clearance both when all engines are operating normally and also taking into account possible engine failure and time period necessary for the rest engines to develop full power.

The flight crews shall request for a stepless climb from 'Sochi-Taxiing' controller at the runway holding position.

URSS/AER

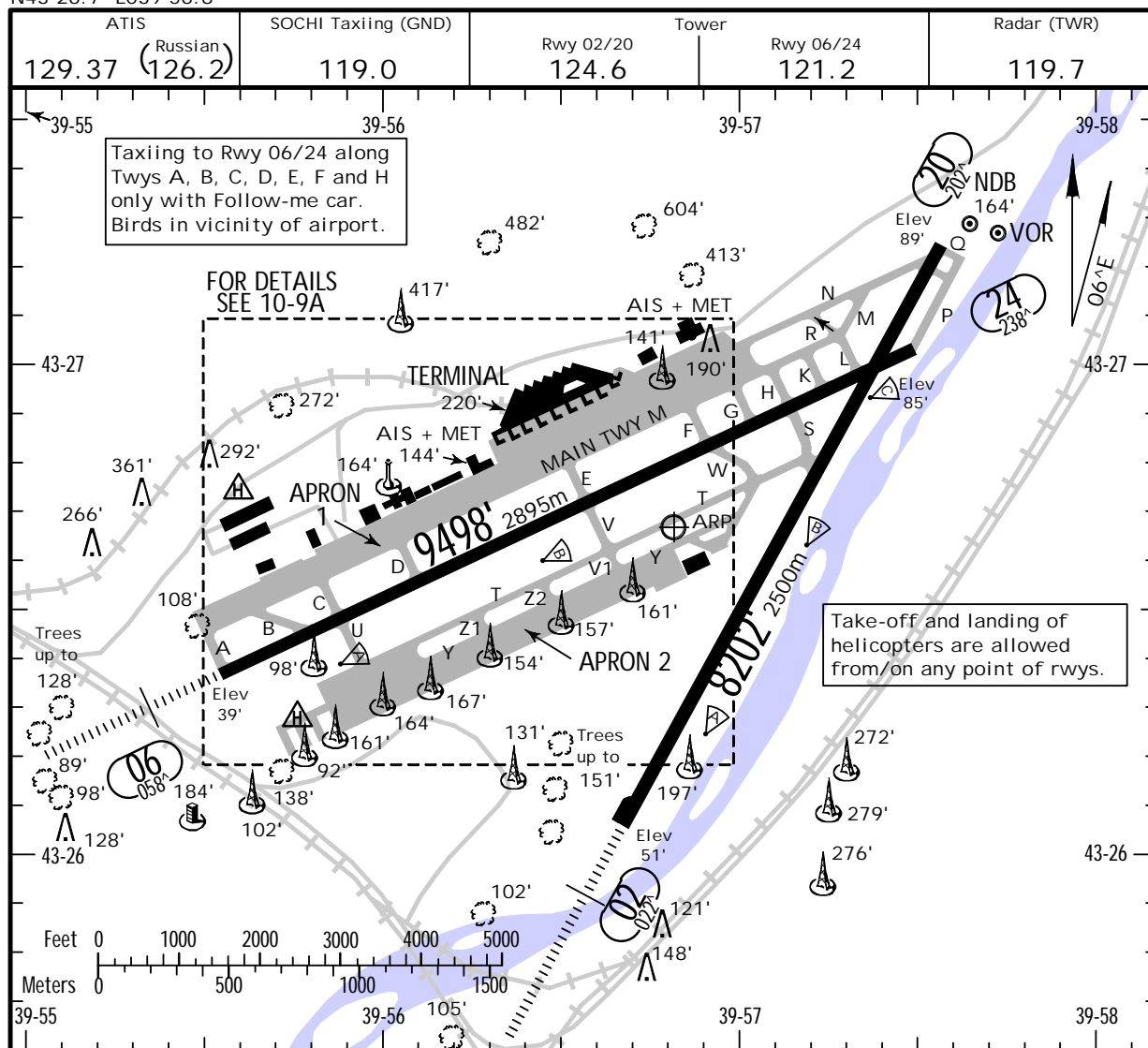
JEPPESEN

SOCHI, RUSSIA

Apt Elev 89'
N43 26.7 E039 56.8

7 FEB 14 (10-9)

SOCHI



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS			WIDTH
					LANDING BEYOND		TAKE-OFF	
RWY					Threshold	Glide Slope		
02	RL(58m)	HIALS	PAPI-L(angle 2.83^)	RVR	7874' 2400m	6902' 2104m	NA	161' 49m
20	RL(58m)			RVR	NA		1	
06	RL(58m)	HIALS	PAPI-L(angle 2.83^)	RVR	9219' 2810m	8125' 2477m	NA	148' 45m
24	RL(58m)			RVR	NA		2	

TAKE-OFF RUN AVAILABLE

1 RWY 20:

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

2 RWY 24:

From rwy head 9498' (2895m)
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
C
D

250m

400m

300m

URSS/AER

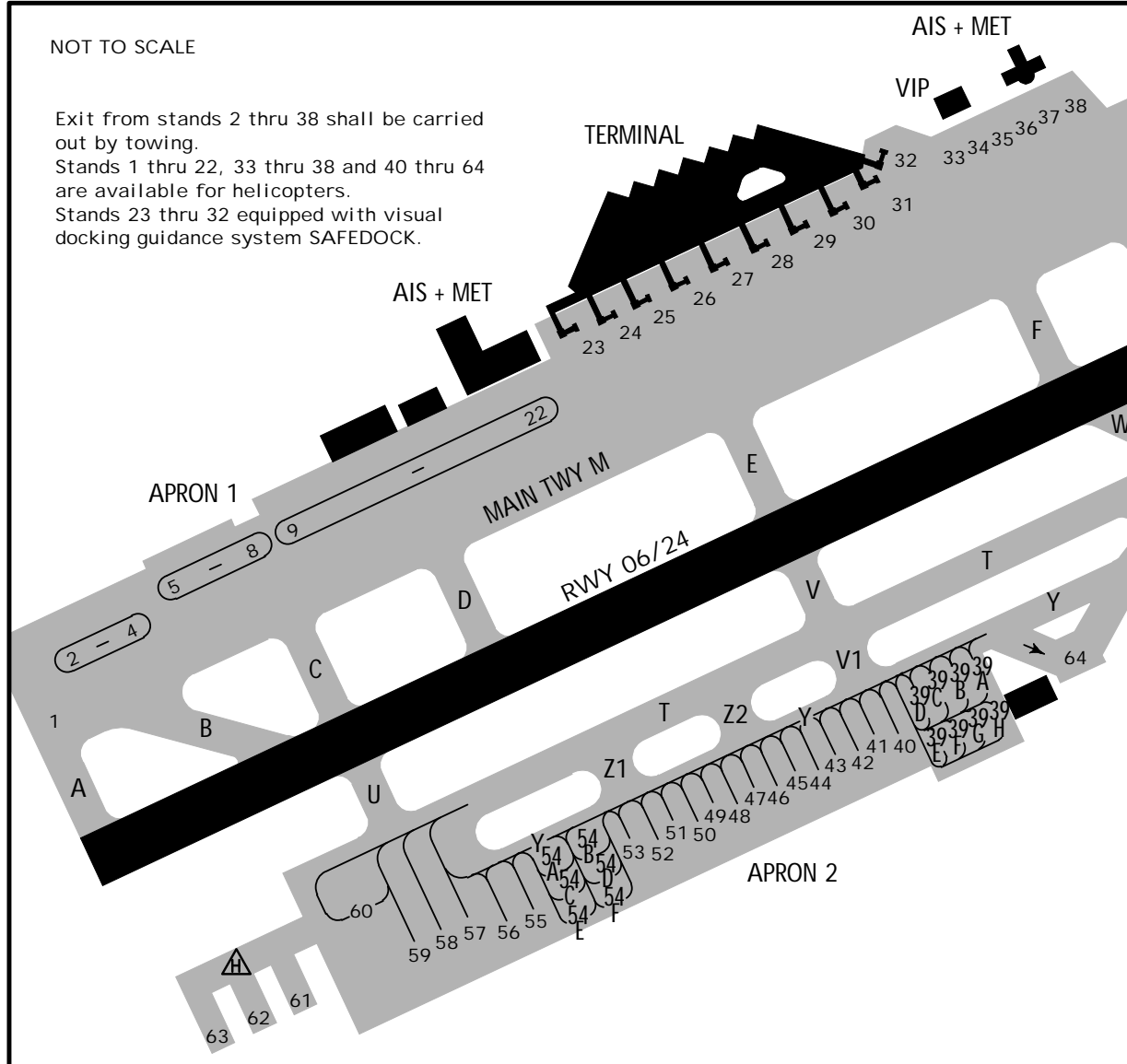
7 FEB 14 10-9A

SOCHI, RUSSIA

SOCHI

NOT TO SCALE

Exit from stands 2 thru 38 shall be carried out by towing.
Stands 1 thru 22, 33 thru 38 and 40 thru 64 are available for helicopters.
Stands 23 thru 32 equipped with visual docking guidance system SAFEDOCK.



INS COORDINATES

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

URSS/AER

JEPPESEN

SOCHI, RUSSIA

27 DEC 13 (10-9B) .Eff.9.Jan.

SOCHI

DOCKING GUIDANCE SYSTEM (SAFEDOCK)

ACTIVATION OF DOCKING PROCEDURE

Docking procedure shall be activated by pressing one of the buttons, denoting the aircraft type, on the operator's panel. After pressing the button the display will show WAIT.



SEARCH OF THE APPROACHING AIRCRAFT

The running arrows on the display show that the system is activated and is in the mode of search for the approaching aircraft. It is necessary to check the compliance of the aircraft type shown on the display with the actual type of the aircraft. It is necessary to follow along the indicated line of entry. The pilot must not bring up an aircraft to the aerobridge until the running arrows change to the approach distance indicator.



GUIDANCE OF THE APPROACHING AIRCRAFT

After the aircraft is fixed by a laser, the running arrow will be replaced by a yellow indicator of the centerline. Red flashing arrow shows the direction of turn. Yellow vertical arrow shows the aircraft position relative to the centerline. This indicator shows the correct position and azimuth guidance.



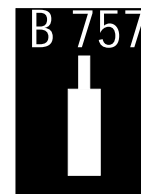
APPROACH DISTANCE

Approach distance is a countdown from a definite distance to the stopping position. A yellow vertical progress bar/centerline indicator is displayed with digital countdown or without it depending on the configuration. The bar of approach progress characterizes the distance from the stopping position and is formed by a group of rows corresponding to a distance, for example, 1' / 0.3m or 2' / 0.6m (one row) depending on the configuration requirements. As far as the aircraft is approaching, the rows are gradually switching off (whereas the length of the progress bar is decreasing from bottom to top) and after switching off the last row only an interval is left to one row, after that the display will show STOP. Digital countdown (variant) represents a distance to the stopping position in a digitized form, for an example, 49' / 15m, 66' / 20m or 98' / 30m depending on the configuration requirements. In case of a digital counting during approach a decrement of another type is used. An example of digital counting: Starting with a decrement of 3' / 1m from 66' / 20m to 10' / 3m, then with a decrement of 1' / 0.2m from 10' / 3m to 1' / 0.2m with subsequent representation of STOP on the display. A figure shows the aircraft advance along the approach distance from the stopping position with a slight deviation to the LEFT of the centerline. Red arrow shows the direction of turn. Some figures show devices where only the centerline is shown, without digital counting.



CENTERLINE ALIGNMENT

An aircraft is at the indicated distance from the stopping position. The absence of red arrows indicating the direction means that the aircraft is moving strictly along the centerline.



SLOW DOWN

The SAFEDOCK settings switch on the active area of speed reduction (the optional group of distances from the stopping position which is normally 20' / 6m - 79' / 24m), on the basis of the allowed speed of docking (the optional maximum allowed speed which is normally 2 m/s). The speed of 2 m/s with rounding down to integer values is approximately equal to 7 km/h, 4 miles per hour or 3 KT. If the aircraft approaches the stopping position at a speed exceeding the allowed value, the system will show SLOW on the display as a CAUTION for the pilot.



URSS/AER

JEPPESEN

SOCHI, RUSSIA

27 DEC 13

(10-9C)

.Eff.9.Jan.

SOCHI

DOCKING GUIDANCE SYSTEM (SAFEDOCK)

AZIMUTH GUIDANCE

The aircraft is at the indicated distance to the stopping position.
The yellow arrow indicates that the aircraft is to the RIGHT of the centerline, while the red flashing arrow is indicating the direction of turn.



AIRCRAFT IS BROUGHT TO THE STOPPING POSITION

When the correct stopping position is reached by the aircraft, the display will show STOP in a red box or with red indicators.



DOCKING ON

When the aircraft is correctly parked, the display will show OK.



OVERSHOOTING

When the aircraft has overshot the stopping position, the display will show TOO FAR.



STOP SHORT

When the aircraft is detected as already stopped, but not reached the assigned stopping position, the display will show STOP OK (pre-set) in a while.



WAITING MODE

If some object blocks the visibility in the direction of approaching aircraft or a laser scanner of the system loses the identified approaching aircraft in the process of docking close to the stopping position, the display will show WAIT. Docking of aircraft on the stopping position/stand will be resumed as soon as the system identifies the aircraft again.
The pilot must not bring up the aircraft to the aerobridge until the indication WAIT is changed to the split showing the approach speed.

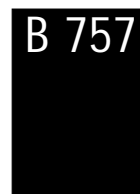


SLOW DOWN

The display can show this indication due to two reasons:
UNFAVOURABLE WEATHER CONDITIONS

Due to heavy fog, snow or rain the coverage of the docking guidance system can be reduced. In this case when the system is activated and is in the mode of search, the running arrows will be switched off on the display and the text SLOW and the aircraft type will be shown on the display alternately. As soon as the system fixes the approaching aircraft, then a vertical bar, showing the approach speed, will appear.

If the system is configured as an abbreviated identification system (check of the engine position is switched off), the aircraft symbol will flash to attract the attention.



IDENTIFICATION OF AIRCRAFT IS LOST DURING DOCKING

If the identification of aircraft is lost during docking, the display will show SLOW. As soon as the system fixes the approaching aircraft, then a vertical bar, showing the approach speed, will appear.

The pilot must not bring up the aircraft to the aerobridge until the split, showing the approach speed, appear.

URSS/AER

JEPPESEN

SOCHI, RUSSIA

27 DEC 13 (10-9D) .Eff.9.Jan.

SOCHI

DOCKING GUIDANCE SYSTEM (SAFEDOCK)

IDENTIFICATION FAILURE

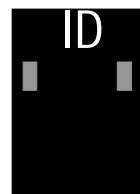
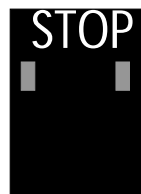
The geometrical parameters of the aircraft are checked during docking on the stand.

T1: If for any reason identification is not achieved at 39'/12 m from the stopping position, the display will show WAIT and a repeated check will be carried out.

If it fails too, the display will show STOP and ID FAIL.

T2, T3: If for any reason identification is not achieved at 39'/12 m or at 131'/40 m from the stopping position, depending on the settings, the display will show WAIT and a repeated check will be carried out. If it fails too, the display will show STOP and ID FAIL. The text will be shown in a successive order in two upper lines of the display.

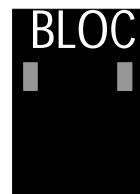
The pilot must not bring up the aircraft to the aerobridge without getting the instructions until the indication WAIT is changed to the split showing the approach speed.



GATES IS BLOCKED

If an object is found which is blocking the field of vision from the gate/apron coverage of the SAFEDOCK system to the planned stopping position of the aircraft, the docking process will be delayed and the display will show WAIT and GATE BLOCK. The docking process will continue as soon as the blocking object is removed.

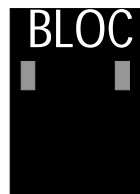
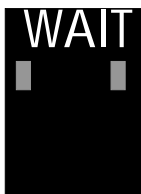
The pilot must not bring up the aircraft to the aerobridge without getting the instructions until the indication WAIT is changed to the split showing the approach speed.



VIEW IS BLOCKED

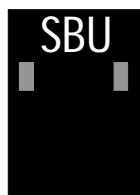
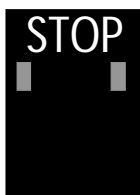
If the view is blocked in the direction of the approaching aircraft, for example, due to the internal problem of the laser lenses or unclear laser window or another object in the close coverage, the SAFEDOCK system will inform about the condition of the blocked view. As soon as the system restores the ability of scanning through the obstruction, the display will change WAIT to the display of the approaching aircraft.

The pilot must not bring up the aircraft to the aerobridge without getting the instructions until the indication WAIT is changed to the split showing the approach speed.



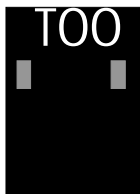
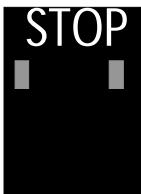
SBU STOP

Any errors not subject to correction in the process of docking will lead to SBU (safety back up) mode activation. The display will show STOP SBU. Manual reserve procedure will be used for docking guidance.



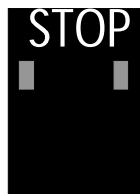
SPEED IS TOO FAST

If the aircraft approaches at a speed exceeding the abilities of the system, the display will show STOP TOO FAST. The docking guidance system must be reset or the docking procedure must be carried out manually under assistance of the instructions.



EMERGENCY STOP

After pressing the button of emergency stop, the display will show STOP.



URSS/AER



27 DEC 13

10-9E

.Eff.9.Jan.

SOCHI, RUSSIA

SOCHI

DOCKING GUIDANCE SYSTEM (SAFEDOCK)

CHOCKS ON

After the ground personnel inserts the chocks under the nose landing gear and the button CHOCS ON on the operator's panel is pressed, the display will show CHOC ON.

CHOC

ON

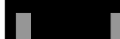
ERROR

When the system error occurs, the display will show ERR and the error code.

ERR

GENERAL FAILURE OF THE SYSTEM

In case of the critical system failure, the display will go black, except for red stop indicator. Manual reserve procedures should be carried out for the guidance in the process of docking.



POWER FAILURE

The display will go down in case of the power failure. Manual reserve procedures should be carried out for the guidance in the process of docking.

URSS/AER


JEPPESEN
 24 JAN 14 **10-9S** .Eff.6.Feb.

 Standard
SOCHI, RUSSIA
 SOCHI

STRAIGHT-IN RWY	A	B	C	D
02 ILS 1	558' (509') R1500m	558' (509') R1500m	568' (519') R1600m	577' (528') R1700m
ALS out	R1500m	R1500m	C2400m	C2400m
ILS 2	591' (542') R1500m	591' (542') R1500m	600' (551') R1800m	610' (561') R1900m
ALS out	R1500m	R1500m	C2400m	C2400m
ILS 3	676' (627') R1500m	676' (627') R1500m	692' (643') C2300m	692' (643') C2300m
ALS out	R1500m	R1500m	C2400m	C2400m
ILS 4	807' (758') R1500m	807' (758') R1500m	807' (758') C2400m	823' (774') C2400m
ALS out	R1500m	R1500m	C2400m	C2400m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNAV 56	710' (661') R1500m	710' (661') R1500m	710' (661') C2400m	710' (661') C2400m
RNAV 45	800' (751') R1500m	800' (751') R1500m	860' (811') C2400m	860' (811') C2400m
VOR 57	660' (611') R1500m	660' (611') R1500m	700' (651') C2300m	700' (651') C2300m
ALS out	R1500m	R1500m	C2400m	C2400m
VOR 45	810' (761') R1500m	810' (761') R1500m	830' (781') C2400m	830' (781') C2400m
NDB	1220' (1171') C4800m	1460' (1411') C5000m	1660' (1611') C5000m	1660' (1611') C5000m
ALS out	C5000m	C5000m	C5000m	C5000m

1 Missed apch climb gradient mim 5.0%

2 Missed apch climb gradient mim 4.0%

3 Missed apch climb gradient mim 3.0%

4 Missed apch climb gradient mim 2.5%

5 Continuous Descent Final Approach.

6 Missed apch climb gradient CAT AB mim 3.3%, CAT CD mim 3.9%.

7 Missed apch climb gradient mim 4.8%

URSS/AER


JEPPESEN
 24 JAN 14 **10-9S1** .Eff.6.Feb.

 Standard
SOCHI, RUSSIA
 SOCHI

STRAIGHT-IN RWY	A	B	C	D
06 ILS 1	384' (345') R900m	384' (345') R900m	384' (345') R900m	400' (361') R1000m
ALS out	R1500m	R1500m	R1600m	R1700m
ILS 2	466' (427') R1300m	466' (427') R1300m	482' (443') R1400m	499' (460') R1400m
ALS out	R1500m	R1500m	C2100m	C2100m
ILS 3	515' (476') R1500m	515' (476') R1500m	548' (509') R1600m	564' (525') R1700m
ALS out	R1500m	R1500m	C2400m	C2400m
ILS 4	548' (509') R1500m	548' (509') R1500m	564' (525') R1700m	597' (558') R1800m
ALS out	R1500m	R1500m	C2400m	C2400m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNAV 5 6	540' (501') R1500m	540' (501') R1500m	540' (501') R1600m	540' (501') R1600m
ALS out	R1500m	R1500m	C2400m	C2400m
RNAV 5 7	NOT APPLICABLE	NOT APPLICABLE	570' (531') R1700m C2400m	570' (531') R1700m C2400m
RNAV 4 5	600' (561') R1500m	600' (561') R1500m	650' (611') C2100m	650' (611') C2100m
ALS out	R1500m	R1500m	C2400m	C2400m
VOR 5 8	540' (501') R1500m	540' (501') R1500m	570' (531') R1700m	570' (531') R1700m
ALS out	R1500m	R1500m	C2400m	C2400m
VOR 4 5	600' (561') R1500m	600' (561') R1500m	650' (611') C2100m	650' (611') C2100m
ALS out	R1500m	R1500m	C2400m	C2400m
NDB	1190' (1151') C4800m	1270' (1231') C5000m	1620' (1581') C5000m	1640' (1601') C5000m
ALS out	C5000m	C5000m	C5000m	C5000m

1 Missed apch climb gradient mim 5.0%

2 Missed apch climb gradient mim 4.0%

3 Missed apch climb gradient mim 3.0%

4 Missed apch climb gradient mim 2.5%

5 Continuous Descent Final Approach.

6 Missed apch climb gradient CAT AB mim 3.1%, CAT CD mim 3.7%.

7 Missed apch climb gradient mim 3.4%

8 Missed apch climb gradient CAT AB mim 3.8%, CAT CD mim 4.3%.

TAKE-OFF RWY 20, 24

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

URSS/AER

SOCHI

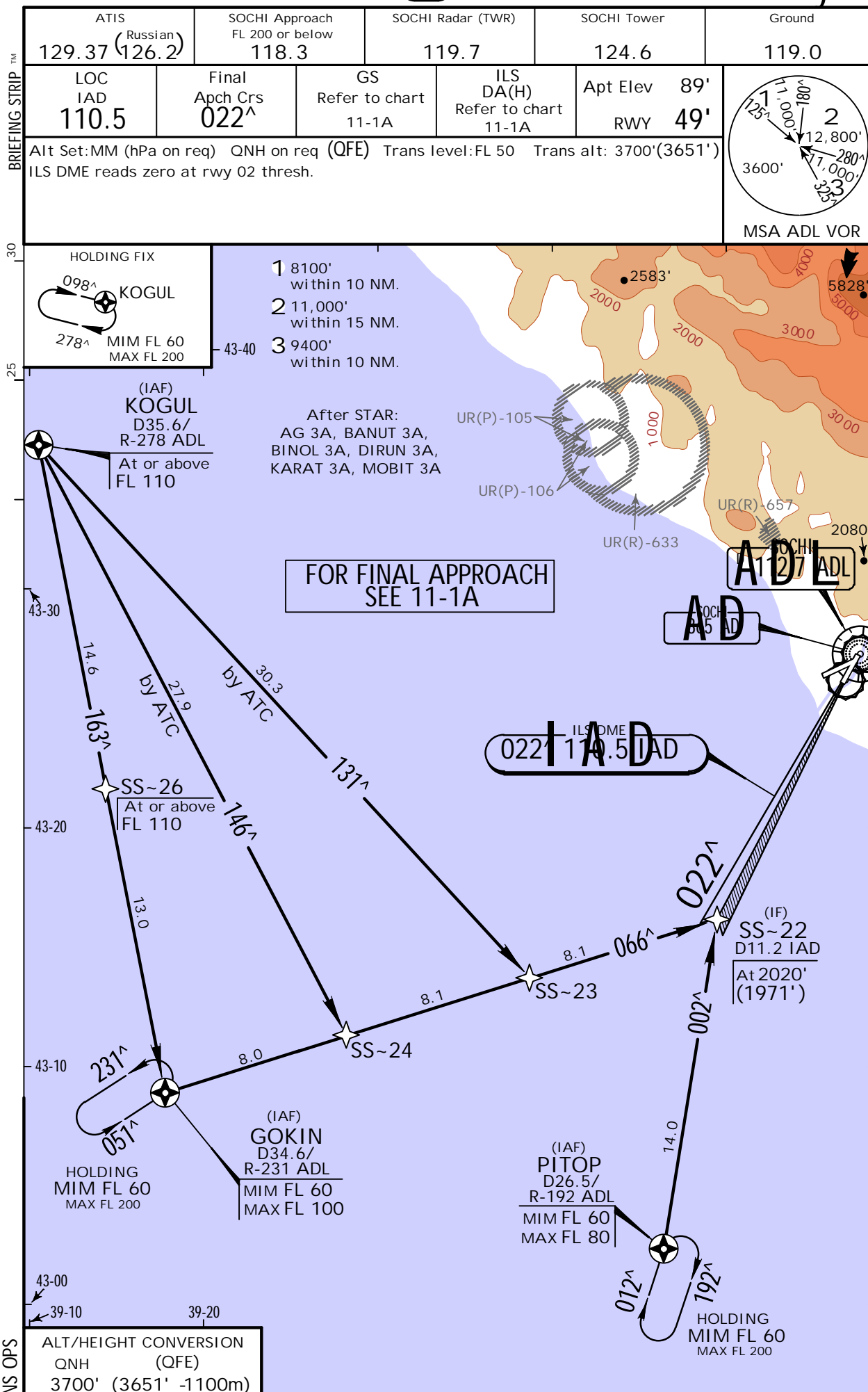
4 OCT 13

(11-1)

.Eff.17.Oct.

RNAV

SOCHI, RUSSIA
ILS DME Rwy 02



URSS/AER

SOCHI

4 OCT 13

JEPPesen

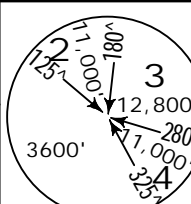
11-1A

.Eff.17.Oct.

RNAV

SOCHI, RUSSIA
ILS DME Rwy 02

BRIEFING STRIP™

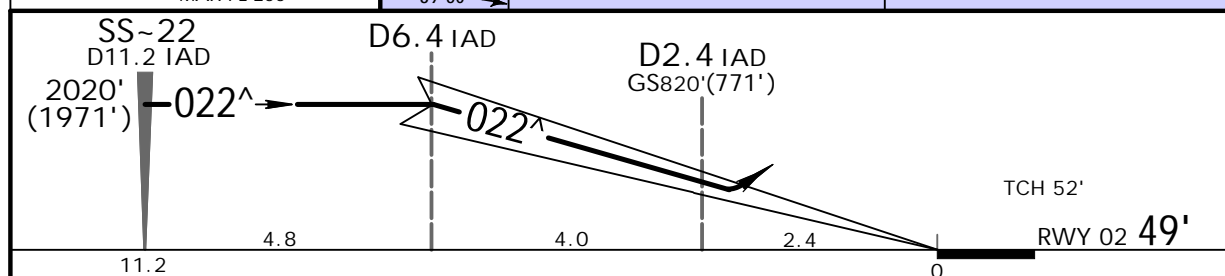
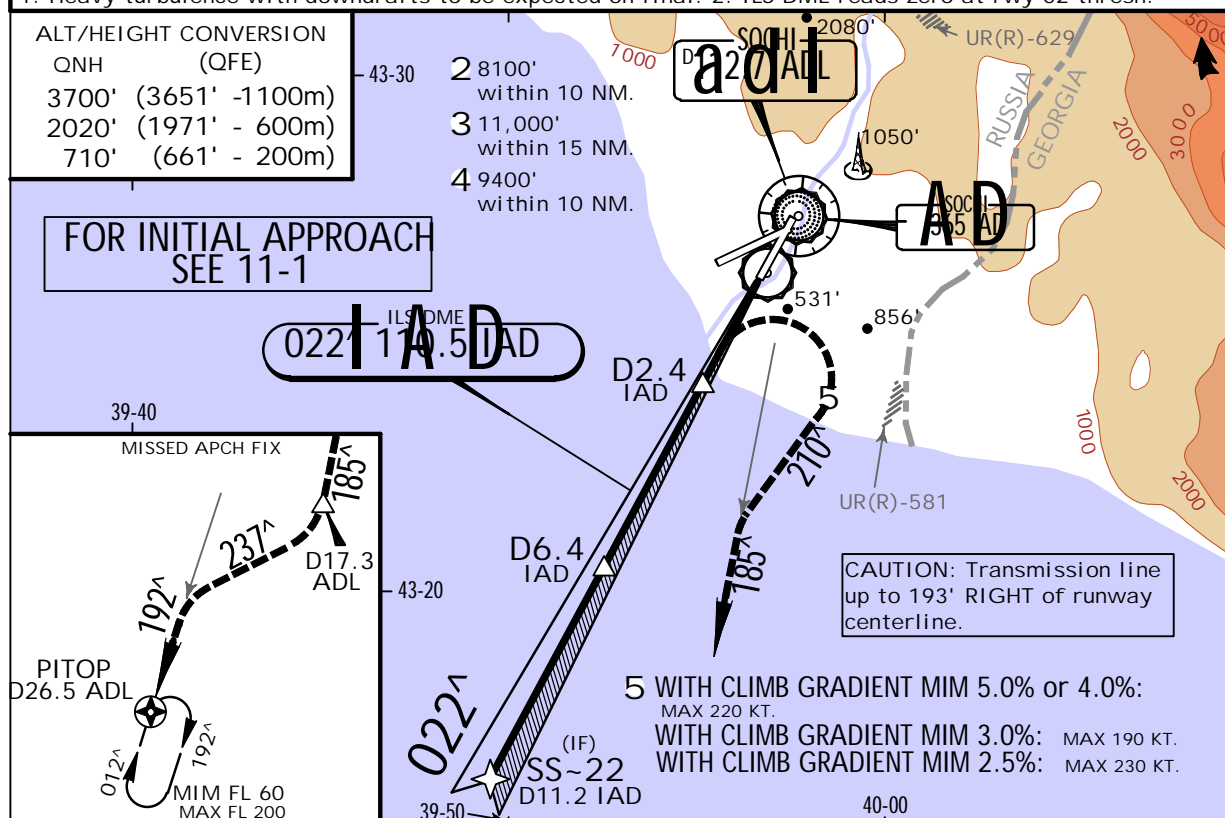
ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	SOCHI Radar (TWR) 119.7	SOCHI Tower 124.6	Ground 119.0
LOC IAD 110.5	Final Apch Crs 022 [^]	GS D6.4 IAD 2020' (1971')	ILS DA(H) Refer to Minimums	Apt Elev 89' RWY 49'
MISSED APCH: 1 Climb STRAIGHT AHEAD to 710' (661'), then turn RIGHT onto 210 [^] to intercept R-185 ADL. At D17.3 ADL turn RIGHT onto 237 [^] to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed. 1 WITH CLIMB GRADIENT MIM 2.5%: Turn RIGHT onto 210 [^] as early as possible.				 MSA ADL VOR


Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3651')

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

ALT/HEIGHT CONVERSION
QNH (QFE)
3700' (3651' -1100m)
2020' (1971' - 600m)
710' (661' - 200m)

FOR INITIAL APPROACH
SEE 11-1



Gnd speed-Kts	70	90	100	120	140	160	 HIALS PAPI	Refer to Missed Apch above
GS	2.83 [^]	350	451	501	601	701		

STRAIGHT-IN LANDING RWY02 1							
Missed apch climb grad mim 5.0%		Missed apch climb grad mim 4.0%		Missed apch climb grad mim 3.0%		Missed apch climb grad mim 2.5%	
AB: 558' (509')		AB: 591' (542')		AB: 676' (627')		ABC: 807' (758')	
DA(H) C: 568' (519')		DA(H) C: 600' (551')		DA(H) CD: 692' (643')		DA(H) D: 823' (774')	
D: 577' (528')		D: 610' (561')					
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out
A RVR 1800m	2800m	2200m	3000m	3200m		3200m	
B VIS 2000m							
C 2100m	2900m	2300m	3100m	3200m	3600m	3500m	4300m
D						3600m	4400m

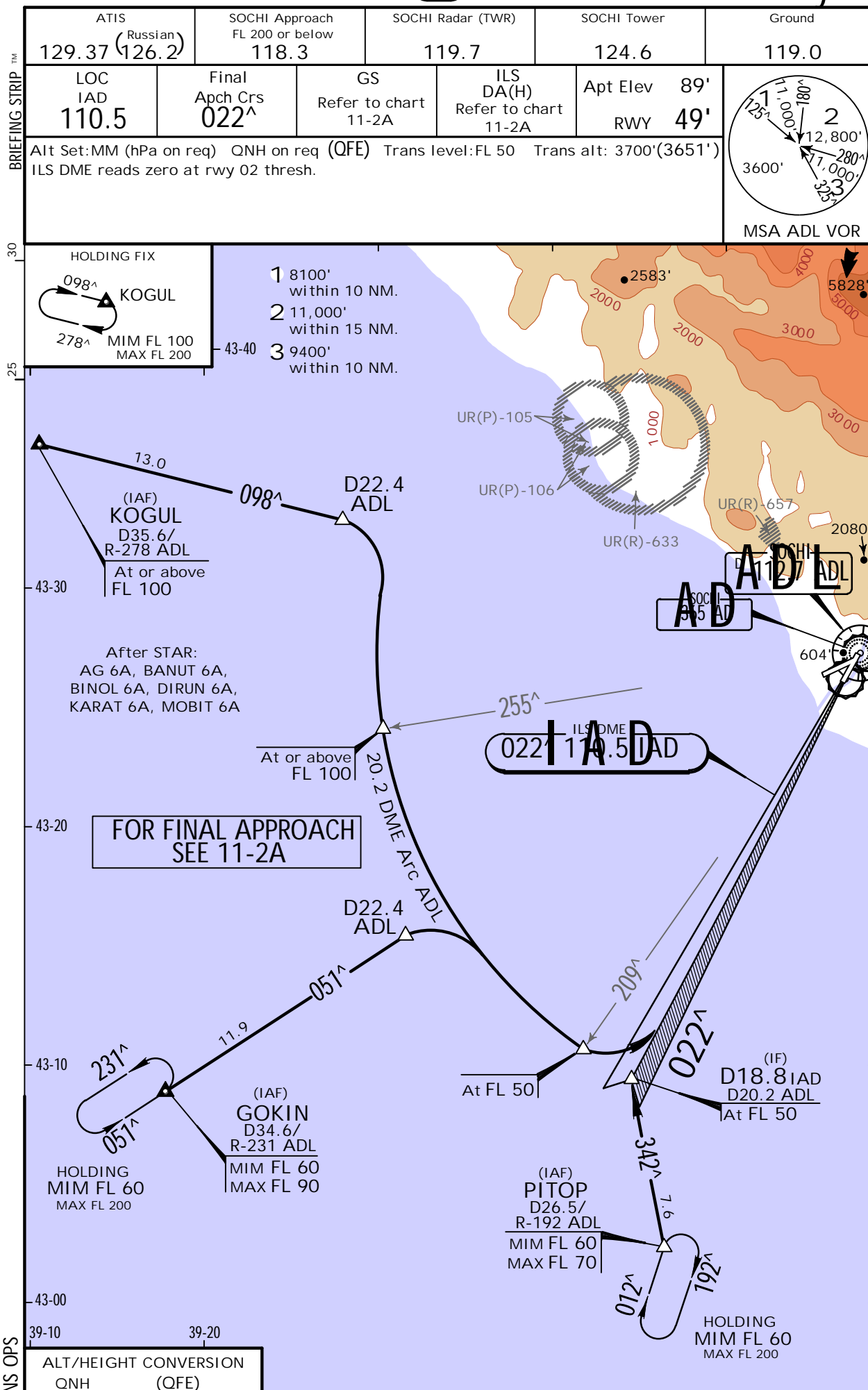
MS OPS

URSS/AER

SOCHI

4 OCT 13 (11-2) .Eff.17.Oct. via Arc

SOCHI, RUSSIA
ILS DME Rwy 02



URSS/AER

SOCHI

4 OCT 13 (11-2A) .Eff.17.Oct.via Arc

SOCHI, RUSSIA
ILS DME Rwy 02

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	SOCHI Radar (TWR) 119.7	SOCHI Tower 124.6	Ground 119.0
LOC IAD 110.5	Final Apch Crs 022 [^]	GS D6.4 IAD 2020' (1971')	ILS DA(H) Refer to Minimums	Apt Elev 89' RWY 49'
MISSED APCH: 1 Climb STRAIGHT AHEAD to 710' (661'), then turn RIGHT onto 210 [^] to intercept R-185 ADL. At D17.3 ADL turn RIGHT onto 237 [^] to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed. 1 WITH CLIMB GRADIENT MIM 2.5%: Turn RIGHT onto 210 [^] as early as possible.				

URSS/AER

SOCHI

JEPPESSEN

4 OCT 13
Eff. 17 Oct. (11-3)

via VOR

SOCHI, RUSSIA
ILS DME' Rwy 02

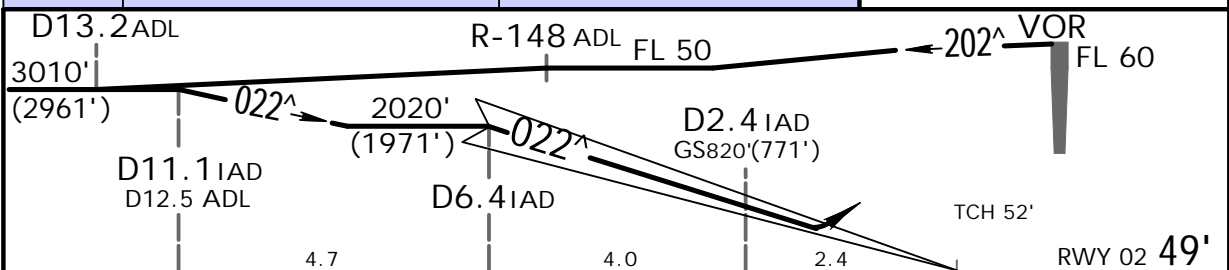
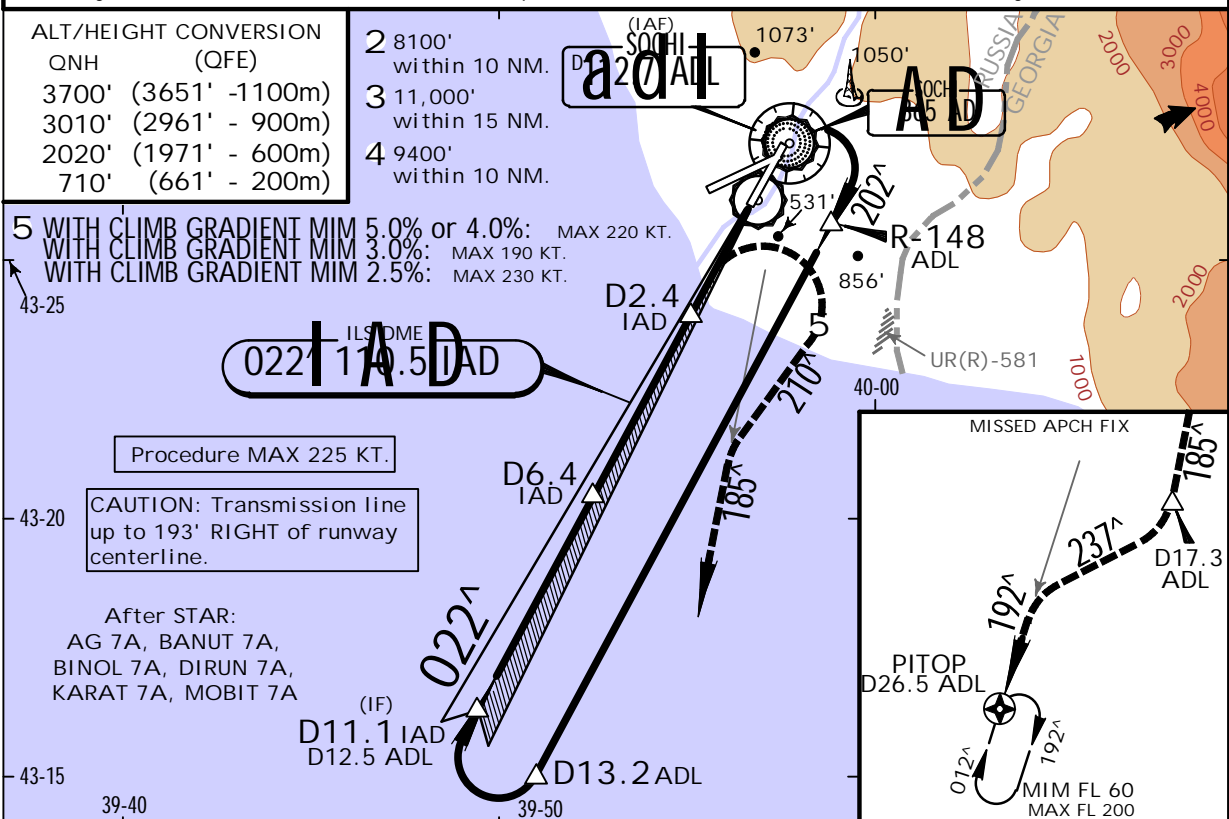
ATIS 129.37 (Russian) 126.2		SOCHI Approach FL 200 or below 118.3		SOCHI Radar (TWR) 119.7		SOCHI Tower 124.6		Ground 119.0	
LOC IAD 110.5		Final Apch Crs 022^		GS D6.4 IAD 2020' (1971')		ILS DA(H) Refer to Minimums		Apt Elev 89' RWY 49'	
<p>MISSED APCH: 1 Climb STRAIGHT AHEAD to 710' (661'), then turn RIGHT onto 210^ to intercept R-185 ADL. At D17.3 ADL turn RIGHT onto 237^ to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed.</p> <p>1 WITH CLIMB GRADIENT MIM 2.5%: Turn RIGHT onto 210^ as early as possible.</p>								<p>MSA ADL VOR</p>	


Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700'(3651')
1. Heavy turbulence with downdrafts to be expected on final. 2. ILS DME reads zero at rwy 02 thresh.

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3700'	(3651'	-1100m)
3010'	(2961'	- 900m)
2020'	(1971'	- 600m)
710'	(661'	- 200m)

- 2 8100'
within 10 NM.
- 3 11,000'
within 15 NM.
- 4 9400'
within 10 NM.

5	WITH CLIMB GRADIENT MIM 5.0% or 4.0%:	MAX 220 KT.
	WITH CLIMB GRADIENT MIM 3.0%:	MAX 190 KT.
	WITH CLIMB GRADIENT MIM 2.5%:	MAX 230 KT.



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
GS 2.83^	350	451	501	601	701	801		

STRAIGHT-IN LANDING RWY02 1

Missed apch climb grad mim 5.0%		Missed apch climb grad mim 4.0%		Missed apch climb grad mim 3.0%		Missed apch climb grad mim 2.5%	
AB: 558' (509')		AB: 591' (542')		AB: 676' (627')		ABC: 807' (758')	
DA(H) C: 568' (519')		DA(H) C: 600' (551')		DA(H) CD: 692' (643')		DA(H) D: 823' (774')	
D: 577' (528')		D: 610' (561')					
FIIT	ALS out	FIIT	ALS out	FIIT	ALS out	FIIT	ALS out

FULL		RES OUT	FULL	RES OUT	FULL	RES OUT	FULL	RES OUT
A	RVR 1800m VIS 2000m	2800m	2200m	3000m	3200m		3200m	
B								
C	2100m	2900m	2300m	3100m	3200m	3600m	3500m	4300m
D							3600m	4400m

URSS/AER

SOCHI

27 DEC 13

(11-4)

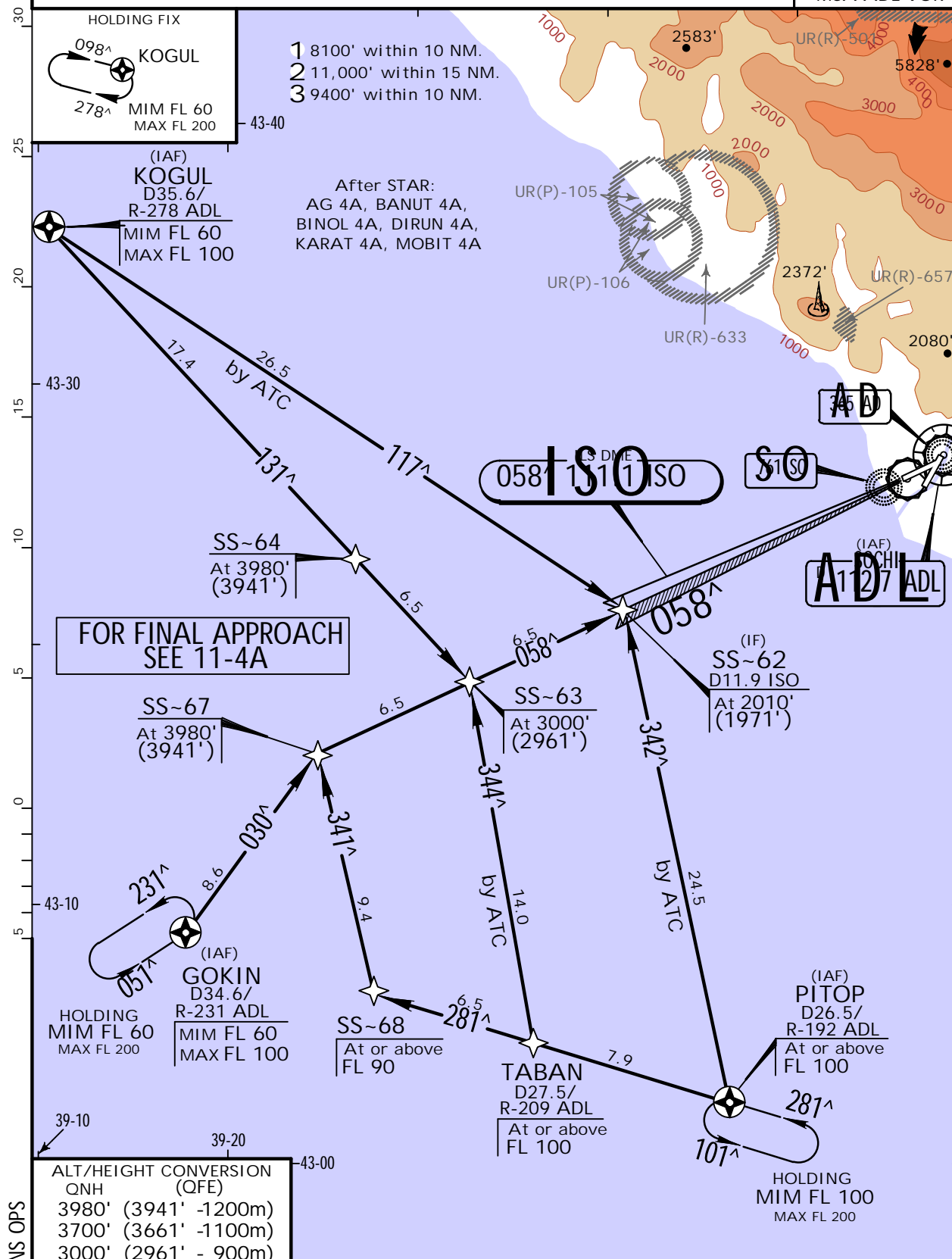
Eff 9 Jan

DNAV

SOCHI, RUSSIA
ILS DME Rwy 06

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
LOC ISO 111.1	Final Apch Crs 058 [^]	GS Refer to chart 11-4A	ILS DA(H) Refer to chart 11-4A	Apt Elev 89' RWY 39'
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700(3661') ILS DME reads zero at rwy 06 thresh.				

MSA ADL VOR



URSS/AER

SOCHI

27 DEC 13

JEPPESSEN

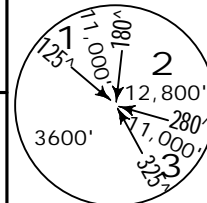
11-4A .Eff.9.Jan.

RNAV

SOCHI, RUSSIA
ILS DME Rwy 06

BRIEFING STRIP™

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
LOC ISO 111.1	Final Apch Crs 058 [^]	GS D6.4 ISO 2010' (1971')	ILS DA(H) Refer to Minimums	Apt Elev 89' RWY 39'
<p>MISSED APCH: Climbing turn RIGHT as early as possible to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 100, or as directed.</p> <p>WITH CLIMB GRADIENT MIM 2.5%: Climbing turn RIGHT as early as possible (CAT C: MAX 170 KT, CAT D: MAX 185 KT) to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 100, or as directed.</p>				
<p>Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700'(3661')</p> <p>1. Heavy turbulence with downdrafts to be expected on final. 2. ILS DME reads zero at rwy 06 thresh.</p>				



ALT/HEIGHT CONVERSION
QNH (QFE)
3700' (3661' - 1100m)
2010' (1971' - 600m)

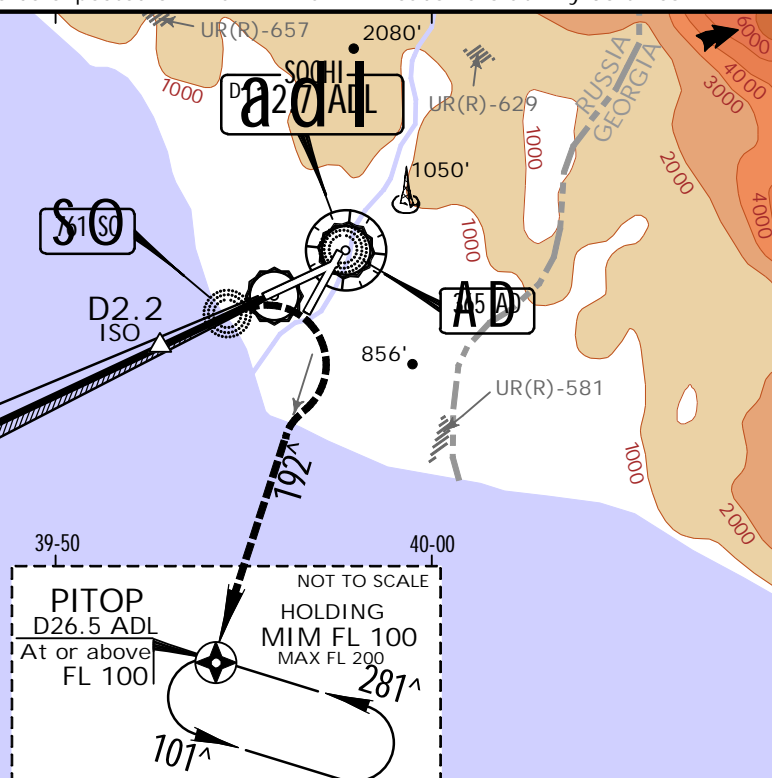
- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.

058[^] 111.1 ISO

(IF)
SS~62
D11.9 ISO

058[^]

FOR INITIAL APPROACH
SEE 11-4



SS~62
D11.9 ISO

2010' (1971')

058[^]

D6.4
ISO

058[^]

D2.2 ISO
GS 744' (705')

TCH 56'

RWY 06 39'

Gnd speed-Kts	70	90	100	120	140	160
GS	2.83 [^]	350	451	501	601	701

HIALS



Refer to
Missed Apch
above

STRAIGHT-IN LANDING RWY06 1


Missed apch climb grad mim 5.0%		Missed apch climb grad mim 4.0%		Missed apch climb grad mim 3.0%		Missed apch climb grad mim 2.5%	
DA(H) ABC: 384' (345') D: 400' (361')		AB: 466' (427') DA(H) C: 482' (443') D: 499' (460')		AB: 515' (476') DA(H) C: 548' (509') D: 564' (525')		AB: 548' (509') DA(H) C: 564' (525') D: 597' (558')	
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out
A							
B	1000m	1800m	1500m	2300m	1800m	2600m	RVR 1800m VIS 2000m
C			RVR 1500m VIS 1600m	2400m	RVR 1800m VIS 2000m	2800m	2100m
D	1100m	1900m	1700m	2500m	2100m	2900m	2300m

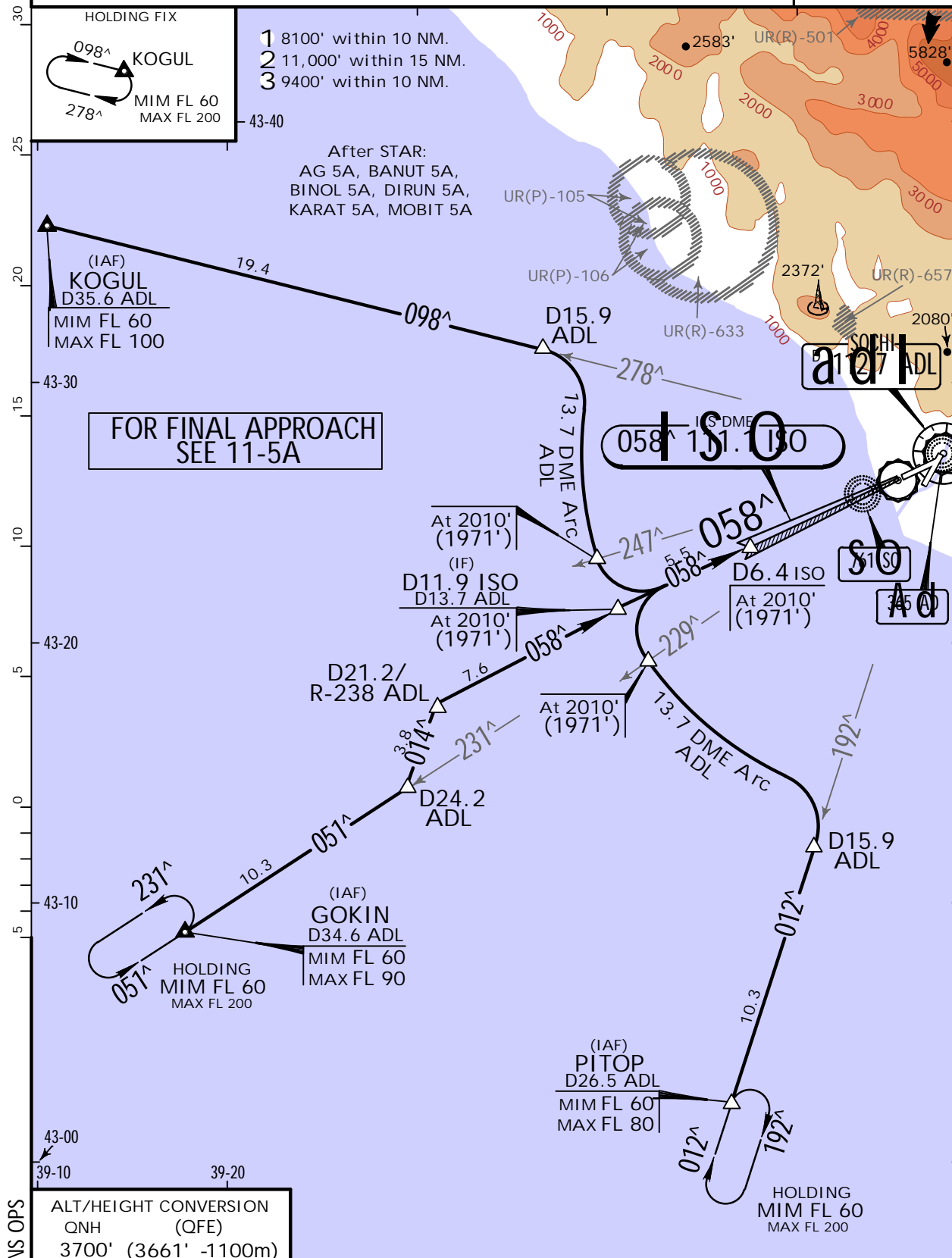
VS OPS

URSS/AER
SOCHI

JEPPESEN
27 DEC 13 (11-5) .Eff.9.Jan. via Arc

SOCHI, RUSSIA
ILS DME' Rwy 06

ATIS 129.37 (Russian) 126.2		SOCHI Approach FL 200 or below 118.3		SOCHI Radar (TWR) 119.7		SOCHI Tower 121.2		Ground 119.0	
LOC ISO 111.1		Final Apch Crs 058^		GS Refer to chart 11-5A		ILS DA(H) Refer to chart 11-5A		Apt Elev 89' RWY 39'	
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3661') ILS DME reads zero at rwy 06 thresh.								 <p>MSA ADL VOR</p>	



URSS/AER

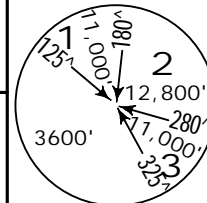
SOCHI

27 DEC 13 (11-5A) .Eff.9.Jan. via Arc

SOCHI, RUSSIA
ILS DME Rwy 06

BRIEFING STRIP

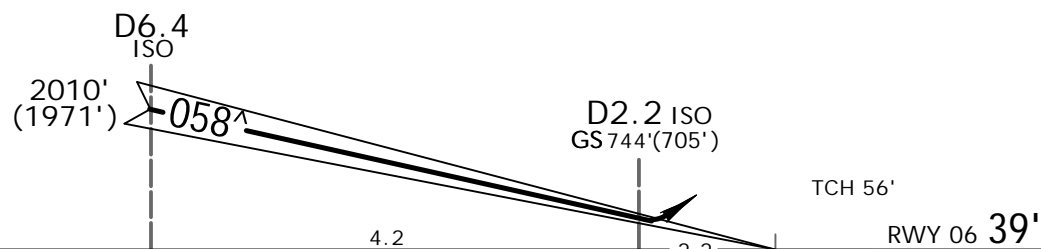
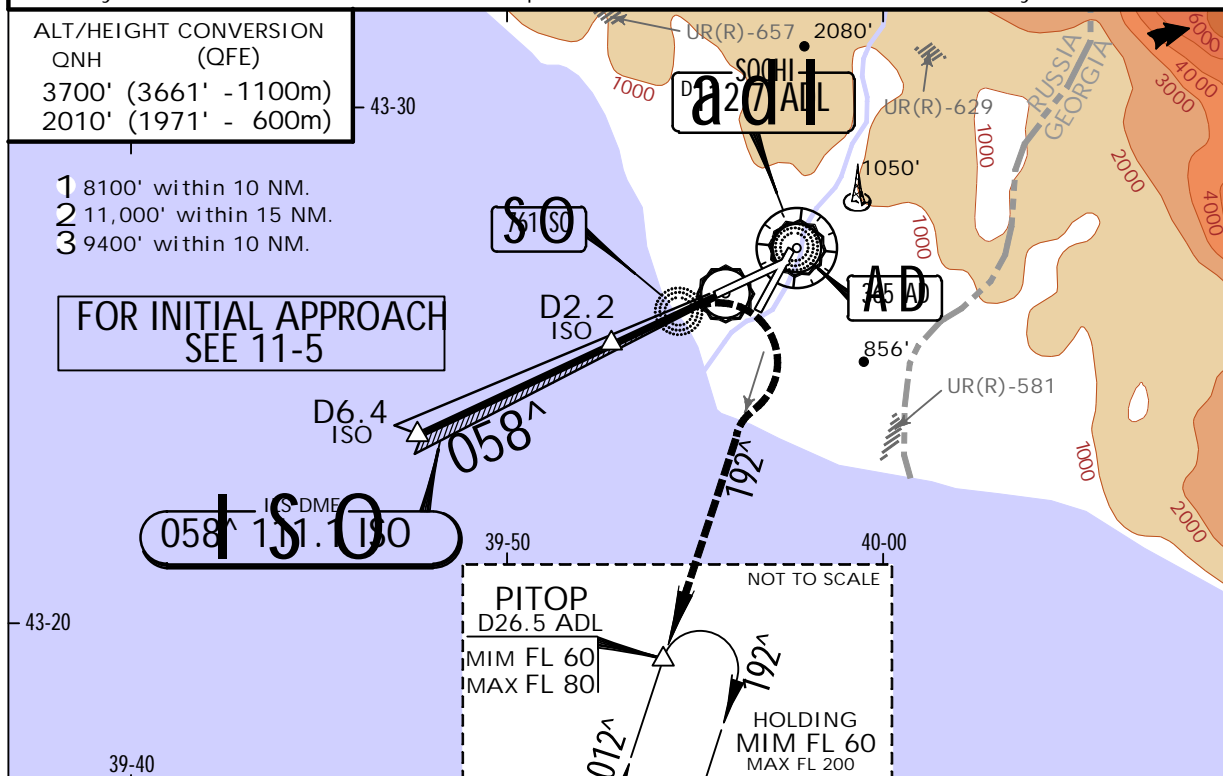
ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
LOC ISO 111.1	Final Apch Crs 058 [^]	GS D6.4 ISO 2010' (1971')	ILS DA(H) Refer to Minimums	Apt Elev 89' RWY 39'
<p>MISSED APCH: Climbing turn RIGHT as early as possible to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 100, or as directed.</p> <p>WITH CLIMB GRADIENT MIM 2.5%: Climbing turn RIGHT as early as possible (CAT C: MAX 170 KT, CAT D: MAX 185 KT) to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 100, or as directed.</p>				
<p>Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700'(3661')</p> <p>1. Heavy turbulence with downdrafts to be expected on final. 2. ILS DME reads zero at rwy 06 thresh.</p>				



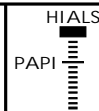
ALT/HEIGHT CONVERSION
(QFE)
3700' (3661' - 1100m)
2010' (1971' - 600m)

- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.

FOR INITIAL APPROACH
SEE 11-5



Gnd speed-Kts	70	90	100	120	140	160		
GS	2.83 [^]	350	451	501	601	701	801	



Refer to
Missed Apch
above

STRAIGHT-IN LANDING RWY06 1

Missed apch climb grad mim 5.0%		Missed apch climb grad mim 4.0%		Missed apch climb grad mim 3.0%		Missed apch climb grad mim 2.5%	
DA(H) ABC: 384' (345') D: 400' (361')		AB: 466' (427') DA(H) C: 482' (443') D: 499' (460')		AB: 515' (476') DA(H) C: 548' (509') D: 564' (525')		AB: 548' (509') DA(H) C: 564' (525') D: 597' (558')	
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out
A							
B	1000m	1800m	1500m	2300m	1800m	2600m	RVR 1800m VIS 2000m
C			RVR 1500m VIS 1600m	2400m	RVR 1800m VIS 2000m	2800m	2100m
D	1100m	1900m	1700m	2500m	2100m	2900m	2300m


MS OPS

URSS/AER
SOCHI

JEPPESSEN
27 DEC 13
Eff. 9 Jan. (11-6)

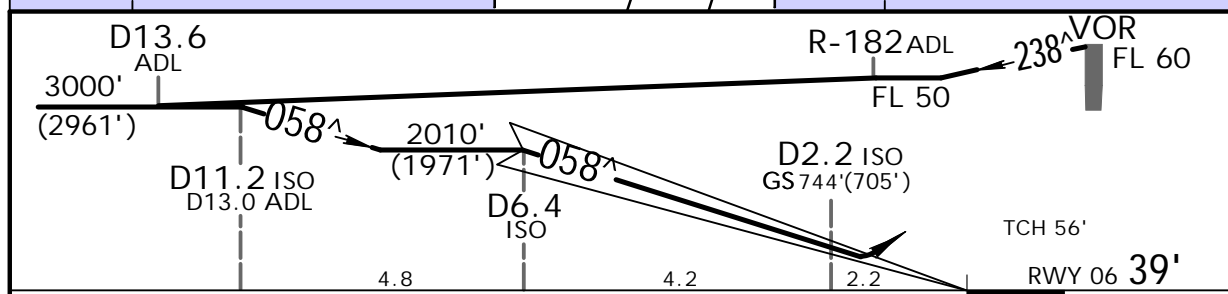
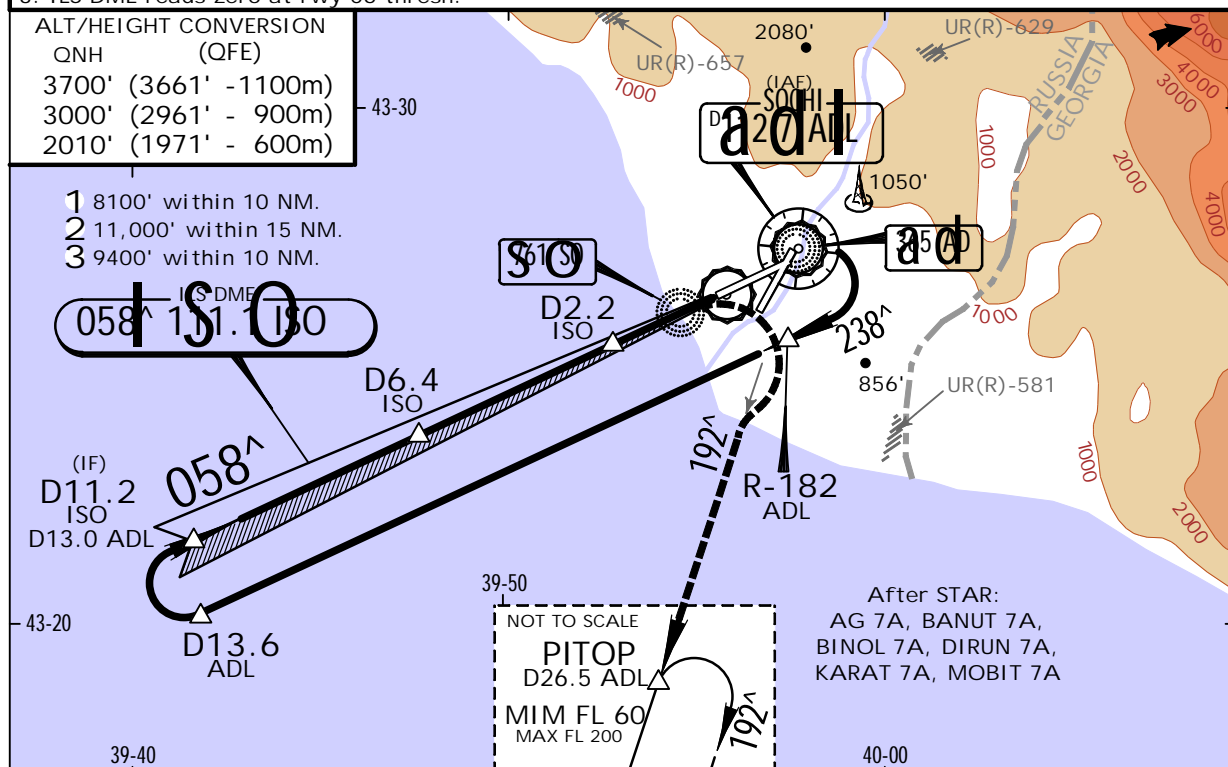
SOCHI, RUSSIA
via VOR ILS DME Rwy 06


BRIEFING STRIP™

ATIS 129.37 (126.2) ^{Russian}		SOCHI Approach FL 200 or below 118.3		SOCHI Radar (TWR) 119.7		SOCHI Tower 121.2		Ground 119.0	
LOC ISO 111.1		Final Apch Crs 058 ^A		GS D6.4 ISO 2010' (1971')		ILS DA(H) Refer to Minimums		Apt Elev 89' RWY 39'	
MISSED APCH: Climbing turn RIGHT as early as possible to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed. WITH CLIMB GRADIENT MIM 2.5%: Climbing turn RIGHT as early as possible (<u>CAT C</u> : MAX 170 KT, <u>CAT D</u> : MAX 185 KT) to intercept R-192 ADL, then proceed to PITOP holding climbing to FL 60, or as directed.									
Alt Set: MM (hPa on req) QNH on req (OFF) Trans level: FL 50 Trans alt: 3700'(3661')									
1. Procedure MAX 225 KT. 2. Heavy turbulence with downdrafts to be expected on final. 3. ILS DME reads zero at rwy 06 thresh.									

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3700'	(3661' - 1100m)
3000'	(2961' - 900m)
2010'	(1971' - 600m)

- 1 8100' within 10 NM.
- 2 11,000' within 15 NM.
- 3 9400' within 10 NM.



Gnd speed-Kts	70	90	100	120	140	160			Refer to Missed Apch above
GS 2.83^	350	451	501	601	701	801			

STRAIGHT-IN LANDING RWY06 1

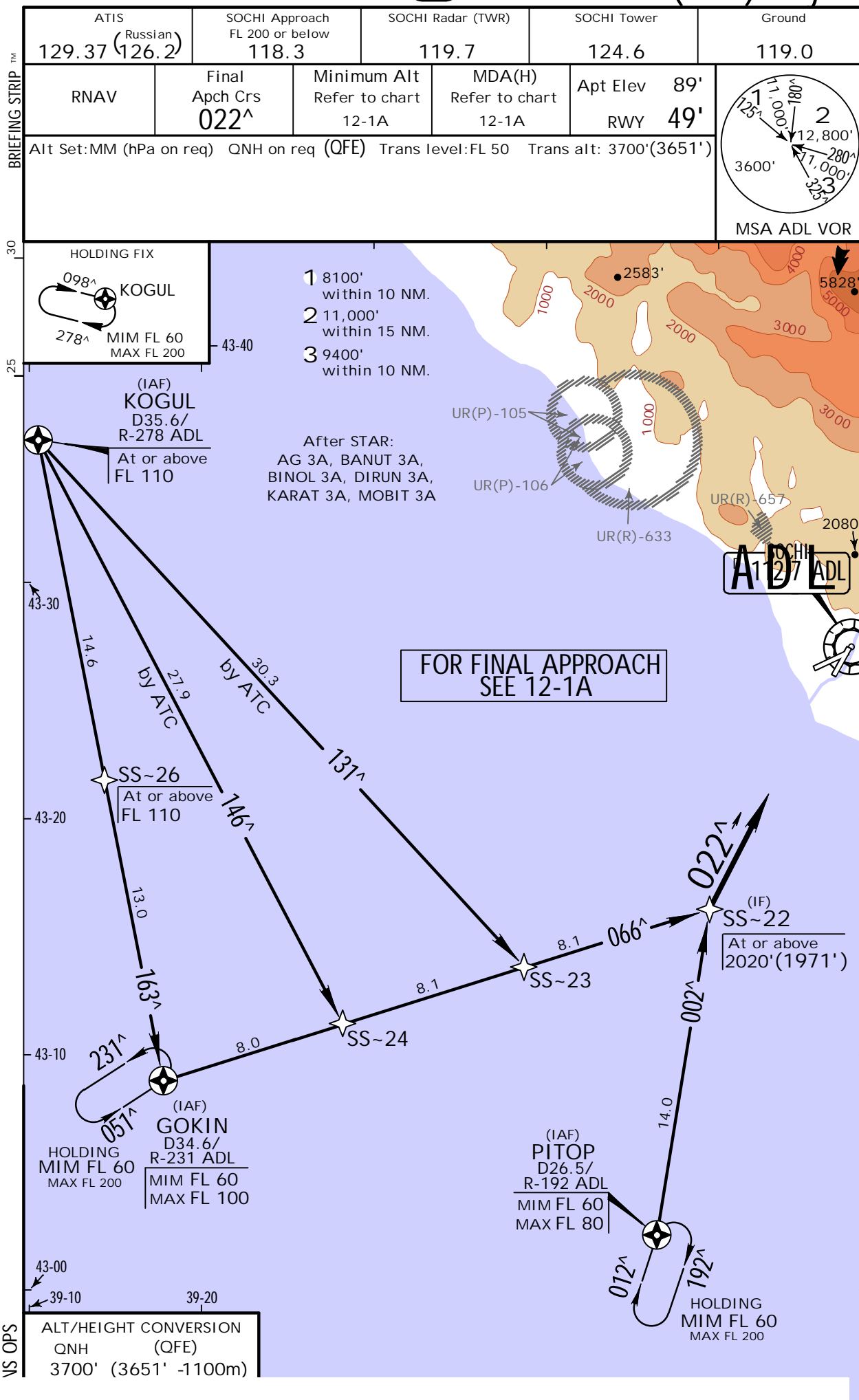
ILS								
Missed apch climb grad mim 5.0%			Missed apch climb grad mim 4.0%		Missed apch climb grad mim 3.0%		Missed apch climb grad mim 2.5%	
DA(H) ABC: 384' (345') D: 400' (361')			DA(H) AB: 466' (427') C: 482' (443') D: 499' (460')		DA(H) AB: 515' (476') C: 548' (509') D: 564' (525')		DA(H) AB: 548' (509') C: 564' (525') D: 597' (558')	
FULL		ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out
A	1000m	1800m	1500m	2300m	1800m	2600m	RVR 1800m VIS 2000m	2800m
B								
C			RVR 1500m VIS 1600m	2400m	RVR 1800m VIS 2000m	2800m	2100m	2900m
D	1100m	1900m	1700m	2500m	2100m	2900m	2300m	3100m

VS OPS

URSS/AER
SOCHI

4 OCT 13 (12-1) .Eff.17.Oct.

SOCHI, RUSSIA
RNAV (GNSS) Rwy 02



URSS/AER
SOCHI

JEPPESSEN
4 OCT 13 (12-1A) .Eff.17.Oct.

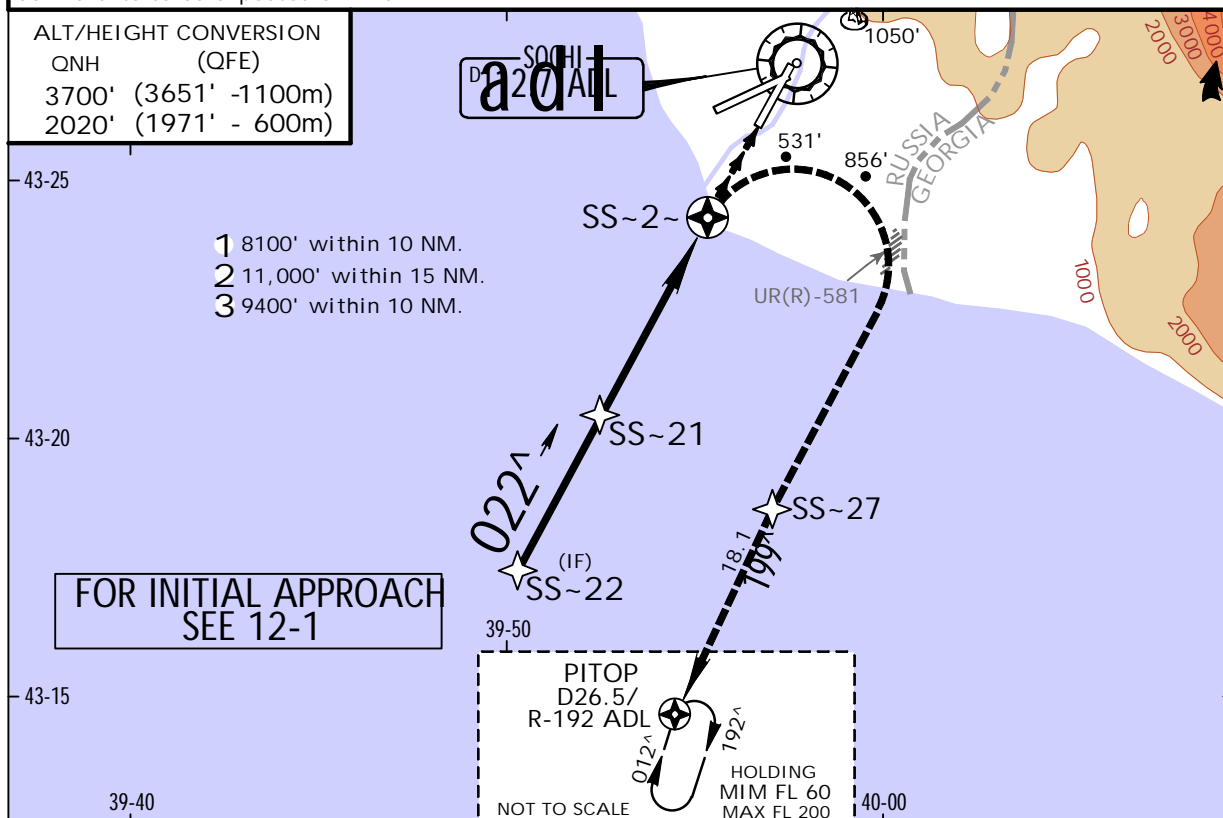
SOCHI, RUSSIA
RNAV (GNSS) Rwy 02

BRIEFING STRIP™

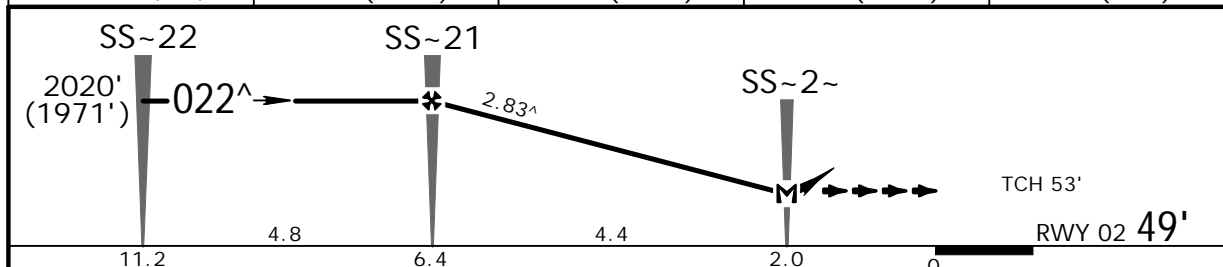
ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	SOCHI Radar (TWR) 119.7	SOCHI Tower 124.6	Ground 119.0
RNAV	Final Apch Crs 022 [^]	Minimum Alt SS~21 2020' (1971')	MDA(H) Refer to Minimums	Apt Elev 89' RWY 49'
MISSED APCH: Turn RIGHT (MAX 210 KT) as early as possible climbing to SS~27, then proceed to PITOP climbing to FL 60 and hold, or as directed.				MSA ADL VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3651')
1. CAUTION: Transmission line upto 193' RIGHT of runway centerline. 2. Heavy turbulence with
downdrafts to be expected on final.

ALT/HEIGHT CONVERSION
QNH (QFE)
3700' (3651' -1100m)
2020' (1971' - 600m)



DIST to SS~2~	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	2010' (1961')	1690' (1641')	1370' (1321')	1040' (991')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.83 [^]	350	451	501	601	701	801
MAP at SS~2~						

STRAIGHT-IN LANDING RWY02

Missed apch climb grad mim 3.9%	Missed apch climb grad mim 3.3%	Missed apch climb grad mim 2.5%
MDA(H) 710' (661')	MDA(H) 710' (661')	AB: 800' (751') MDA(H) CD: 860' (811')
ALS out	ALS out	ALS out

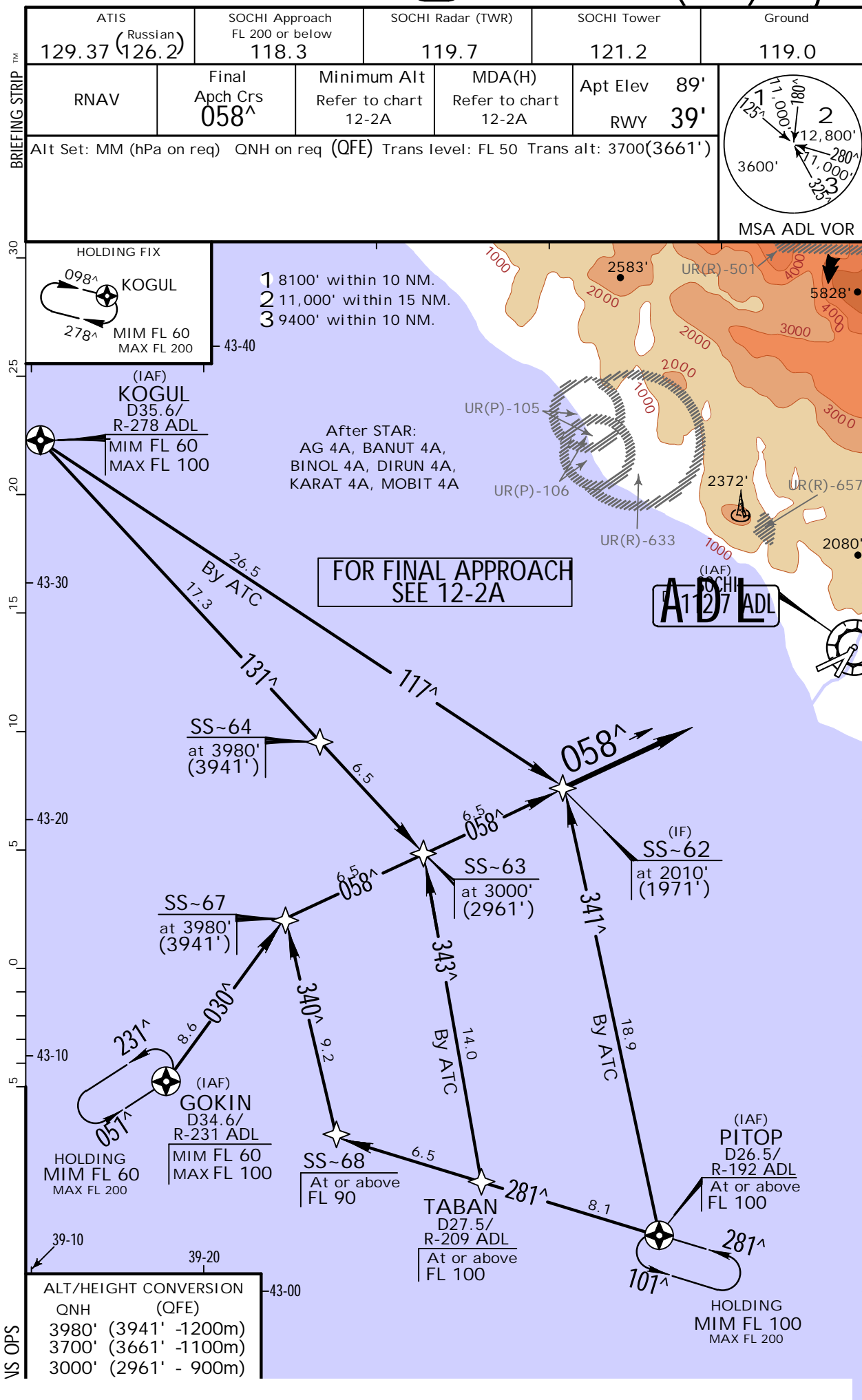
MS OPS

A	NOT APPLICABLE	3200m	3200m
B			
C	3200m	NOT APPLICABLE	3200m 3600m

URSS/AER
SOCHI

27 DEC 13 (12-2) .Eff.9.Jan.

SOCHI, RUSSIA
RNAV (GNSS) Rwy 06

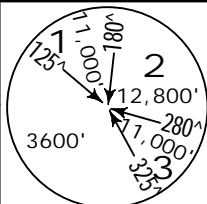


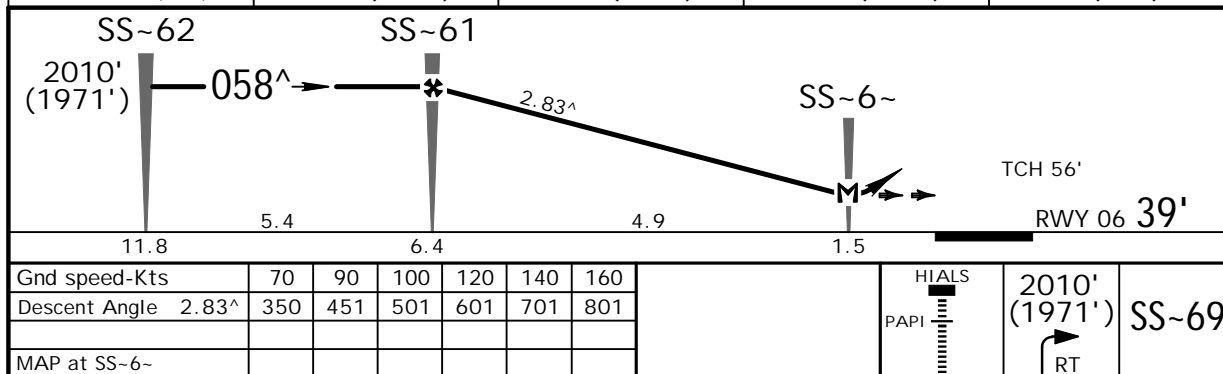
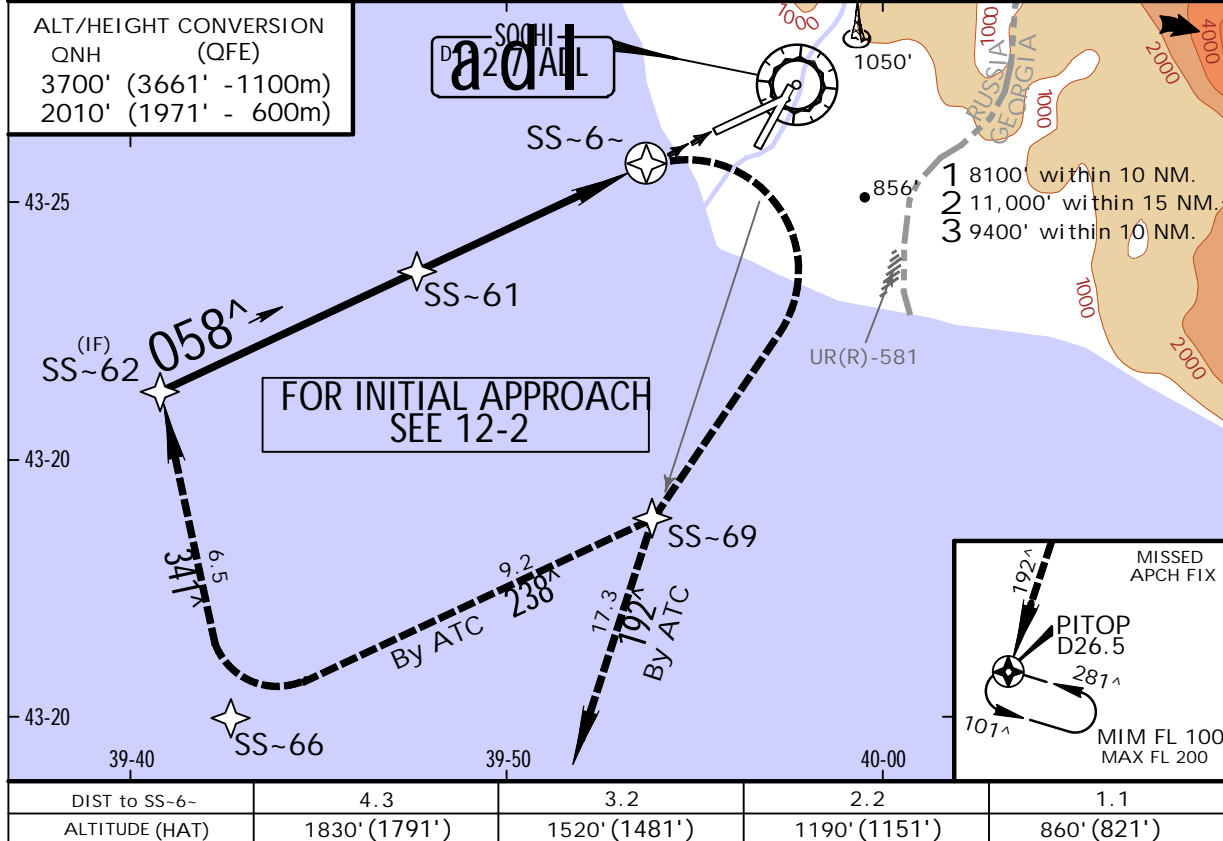
URSS/AER
SOCHI

27 DEC 13 (12-2A) .Eff.9.Jan.

SOCHI, RUSSIA
RNAV (GNSS) Rwy 06

BRIEFING STRIP™

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
RNAV	Final Apch Crs 058 [^]	Minimum Alt SS~61 2010' (1971')	MDA(H) Refer to Minimums	Apt Elev 89' RWY 39'
MISSED APCH: Turn RIGHT as early as possible climbing to 2010' (1971') and proceed to SS~69. Then by ATC proceed to PITOP climbing to FL 100 and hold, or according to chart (SS~69)-(SS~66)-(SS~62). MAX 215 KT				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3661') Heavy turbulence with downdrafts to be expected on final.				



STRAIGHT-IN LANDING RWY06							
Missed apch climb grad mim 3.7%		Missed apch climb grad mim 3.4%		Missed apch climb grad mim 3.1%		Missed apch climb grad mim 2.5%	
MDA(H) 540' (501')		MDA(H) 570' (531')		MDA(H) 540' (501')		AB: 600' (561') CD: 650' (611')	
ALS out		ALS out		ALS out		ALS out	
A	NOT APPLICABLE		NOT APPLICABLE		RVR 1800m VIS 2000m		2800m
B	NOT APPLICABLE		NOT APPLICABLE		RVR 1800m VIS 2000m		2800m
C	RVR 1800m VIS 2000m	2800m	RVR 1800m VIS 2000m	2800m	NOT APPLICABLE		2400m
D							3200m

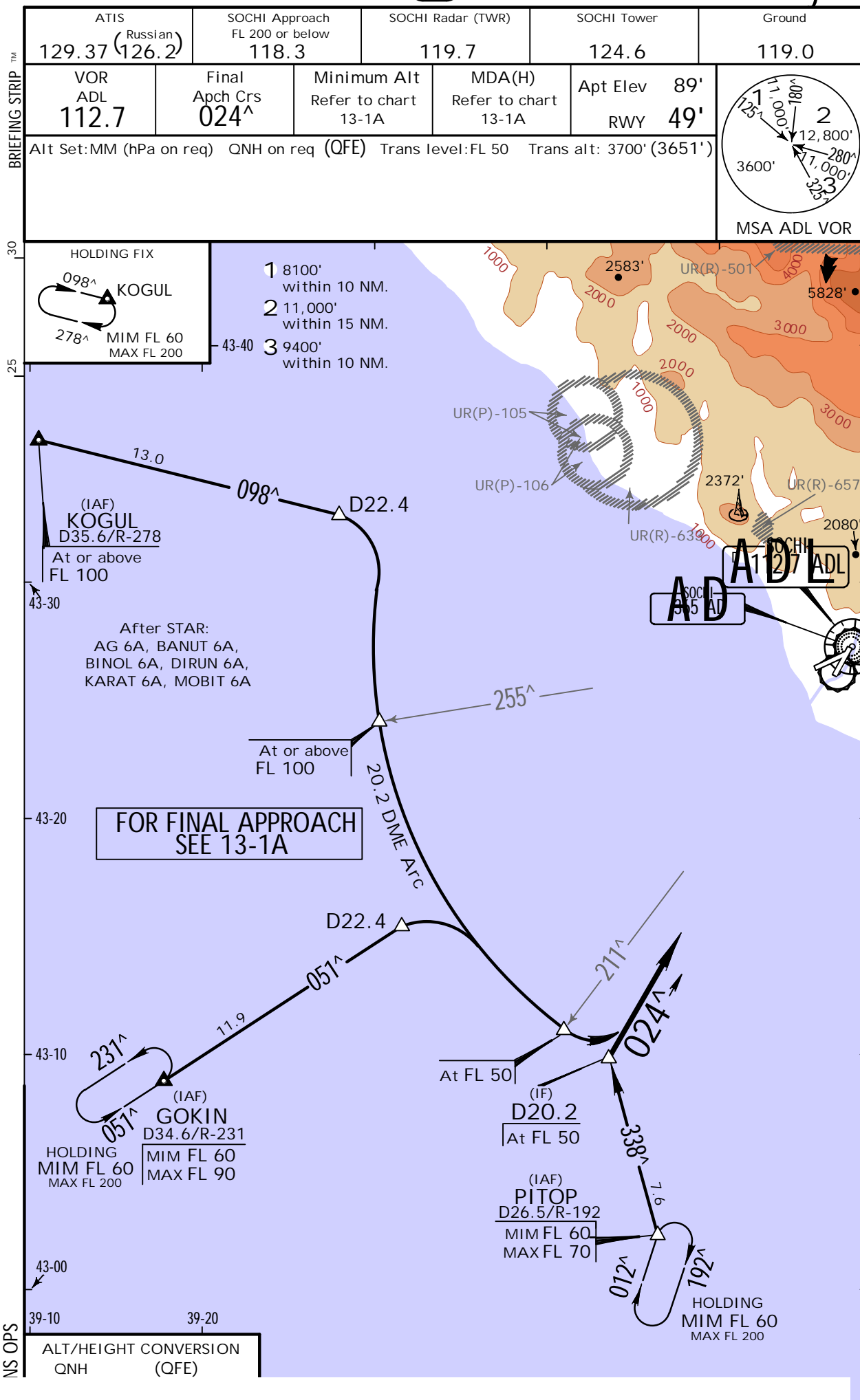
NS OPS

URSS/AER

SOCHI

27 DEC 13 (13-1) .Eff.9.Jan. via Arc

SOCHI, RUSSIA
VOR DME Rwy 02



URSS/AER

SOCHI

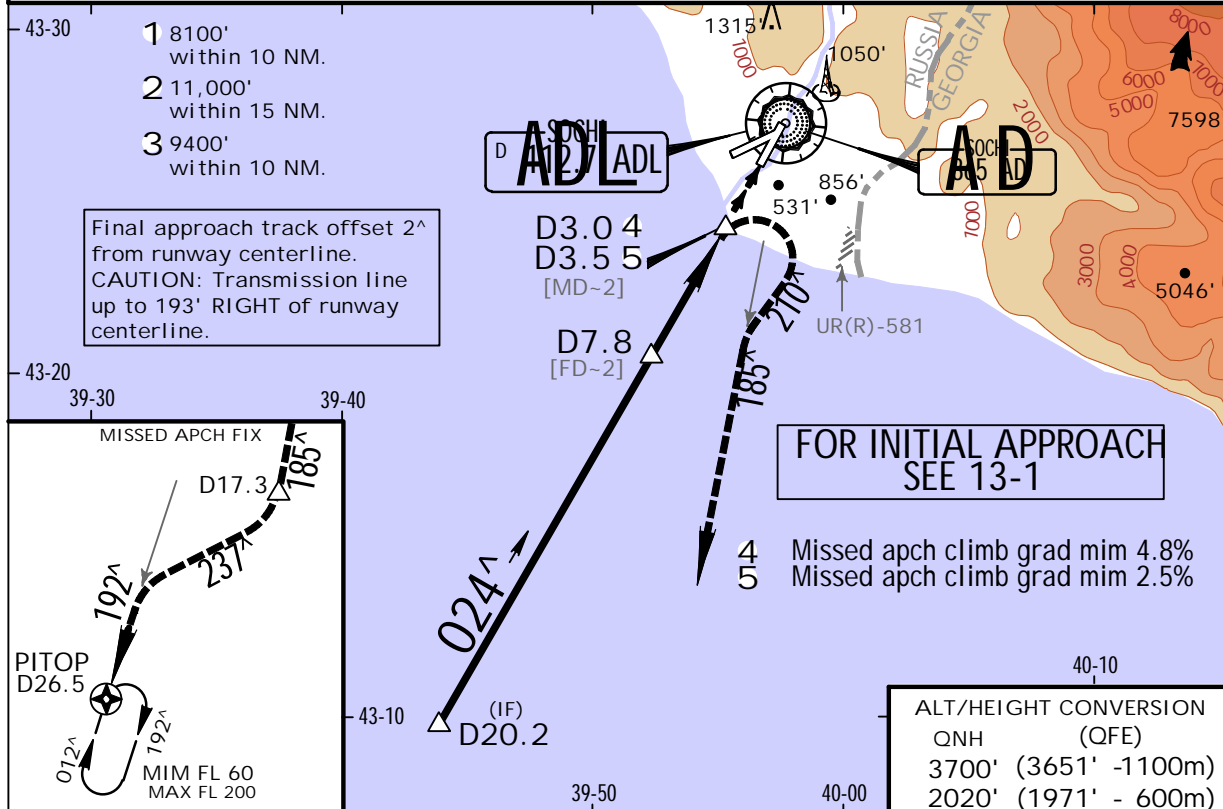
27 DEC 13 (13-1A) .Eff.9.Jan. via Arc

SOCHI, RUSSIA
VOR DME Rwy 02

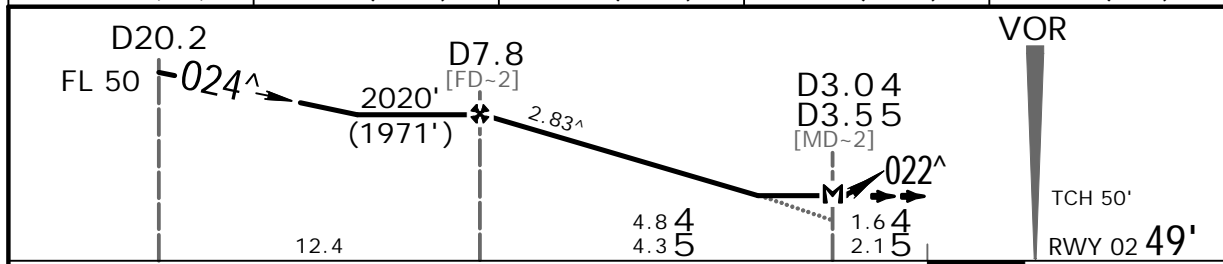
BRIEFING STRIP

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	SOCHI Radar (TWR) 119.7	SOCHI Tower 124.6	Ground 119.0
VOR ADL 112.7	Final Apch Crs 024 [^]	Minimum Alt D7.8 2020' (1971')	MDA(H) Refer to Minimums	Apt Elev 89' RWY 49'
MISSED APCH: Turn RIGHT (MAX 210 KT) onto 210 [^] to intercept R-185. At D17.3 turn RIGHT onto 237 [^] to intercept R-192, then proceed to PITOP holding climbing to FL 60, or as directed.				MSA ADL VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3651')
Heavy turbulence with downdrafts to be expected on final.



ADL DME	7.6	6.5	5.4	4.3
ALTITUDE (HAT)	1960' (1911')	1630' (1581')	1300' (1251')	970' (921')



Gnd speed-Kts	70	90	100	120	140	160		HIALS	210 [^]	210 KT	ADL
Descent Angle 2.83 [^]	350	451	501	601	701	801		PAPI	RT	MAX	R-185
MAP at D3.0 4											
MAP at D3.5 5											

STRAIGHT-IN LANDING RWY 02							
Missed apch climb grad mim 4.8%		Missed apch climb grad mim 2.5%					
MDA(H)	AB: 660' (611')	CD: 700' (651')	ALS out	MDA(H)	AB: 810' (761')	CD: 830' (781')	ALS out
A							
B	2200m	3000m		3200m			
C				3200m	3600m		

MS OPS

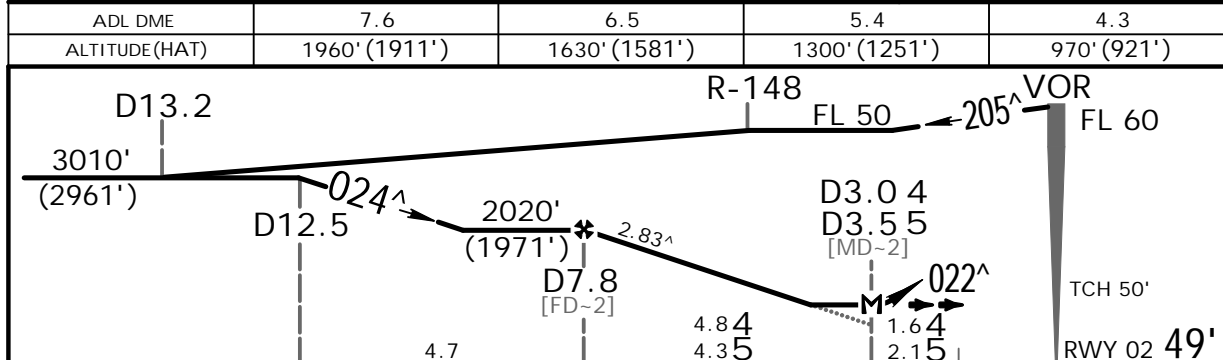
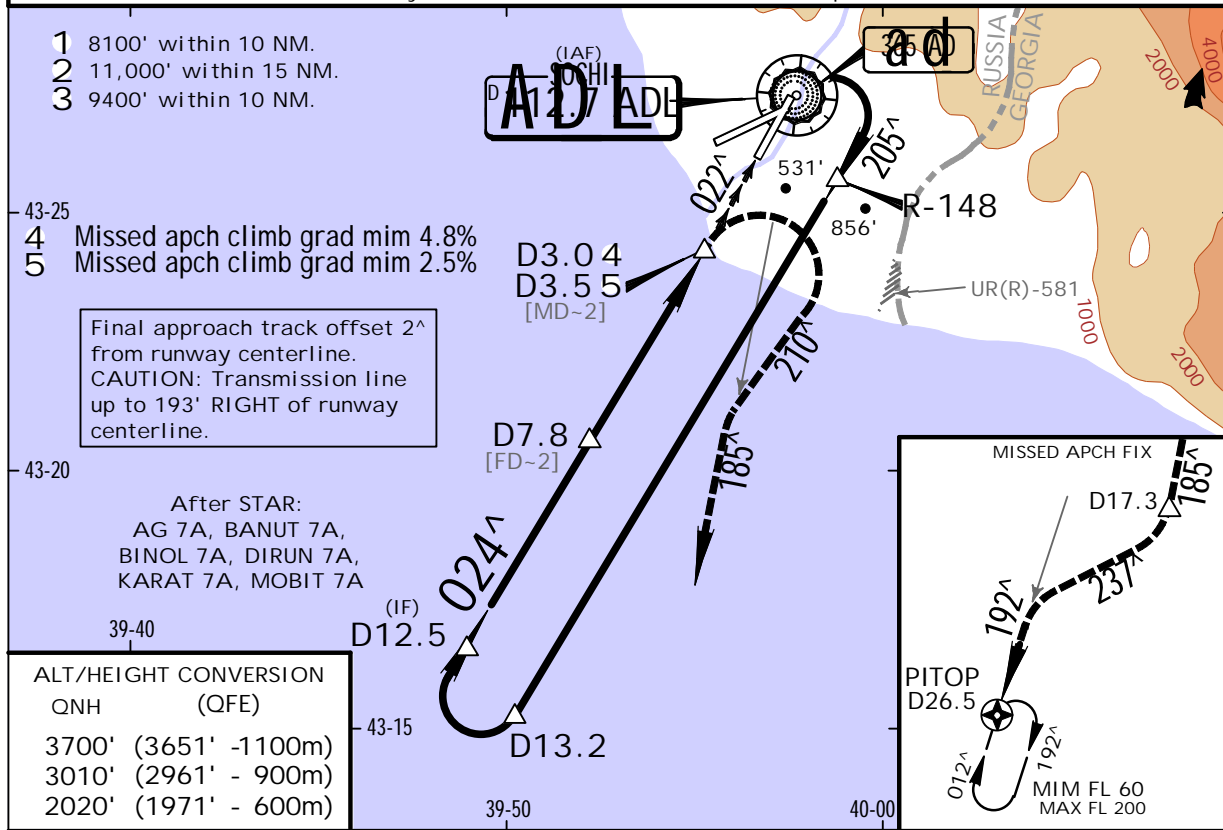
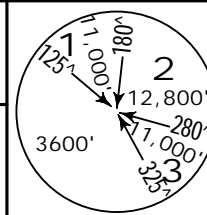
URSS/AER
SOCHI

JEPPesen
27 DEC 13
Eff. 9 Jan. (13-2)

SOCHI, RUSSIA
via VOR VOR DME Rwy 02

BRIEFING STRIP™

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	SOCHI Radar (TWR) 119.7	SOCHI Tower 124.6	Ground 119.0
VOR ADL 112.7	Final Apch Crs 024°	Minimum Alt D7.8 2020' (1971')	MDA(H) Refer to Minimums	Apt Elev 89' RWY 49'
<p>MISSED APCH: Turn RIGHT (MAX 210 KT) onto 210° to intercept R-185. At D17.3 turn RIGHT onto 237° to intercept R-192, then proceed to PITOP holding climbing to FL 60, or as directed.</p>				
<p>Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3651')</p>				
<p>1. Procedure MAX 225 KT. 2. Heavy turbulence with downdrafts to be expected on final.</p>				



ADL DME	7.6	6.5	5.4	4.3
ALTITUDE (HAT)	1960' (1911')	1630' (1581')	1300' (1251')	970' (921')
D13.2	D12.5	D7.8 [FD-2]	D3.0 4 D3.5 5 [MD-2]	D26.5
3010' (2961')	2020' (1971')	2020' (1971')	2020' (1971')	2020' (1971')
4.7	4.84	4.35	2.15	2.15
210°	210°	210°	210°	210°
210 KT	210 KT	210 KT	210 KT	210 KT
ADL	ADL	ADL	ADL	ADL
R-185	R-185	R-185	R-185	R-185
MISSED APCH climb grad mim 4.8%	MISSED APCH climb grad mim 2.5%	MISSED APCH climb grad mim 2.5%	MISSED APCH climb grad mim 2.5%	MISSED APCH climb grad mim 2.5%
MDA(H) AB: 660' (611')	MDA(H) AB: 810' (761')	MDA(H) AB: 810' (761')	MDA(H) AB: 810' (761')	MDA(H) AB: 810' (761')
ALS out	ALS out	ALS out	ALS out	ALS out
2200m	3000m	3200m	3200m	3600m

MS OPS

URSS/AER
SOCHI

24 JAN 14

JEPPESEN

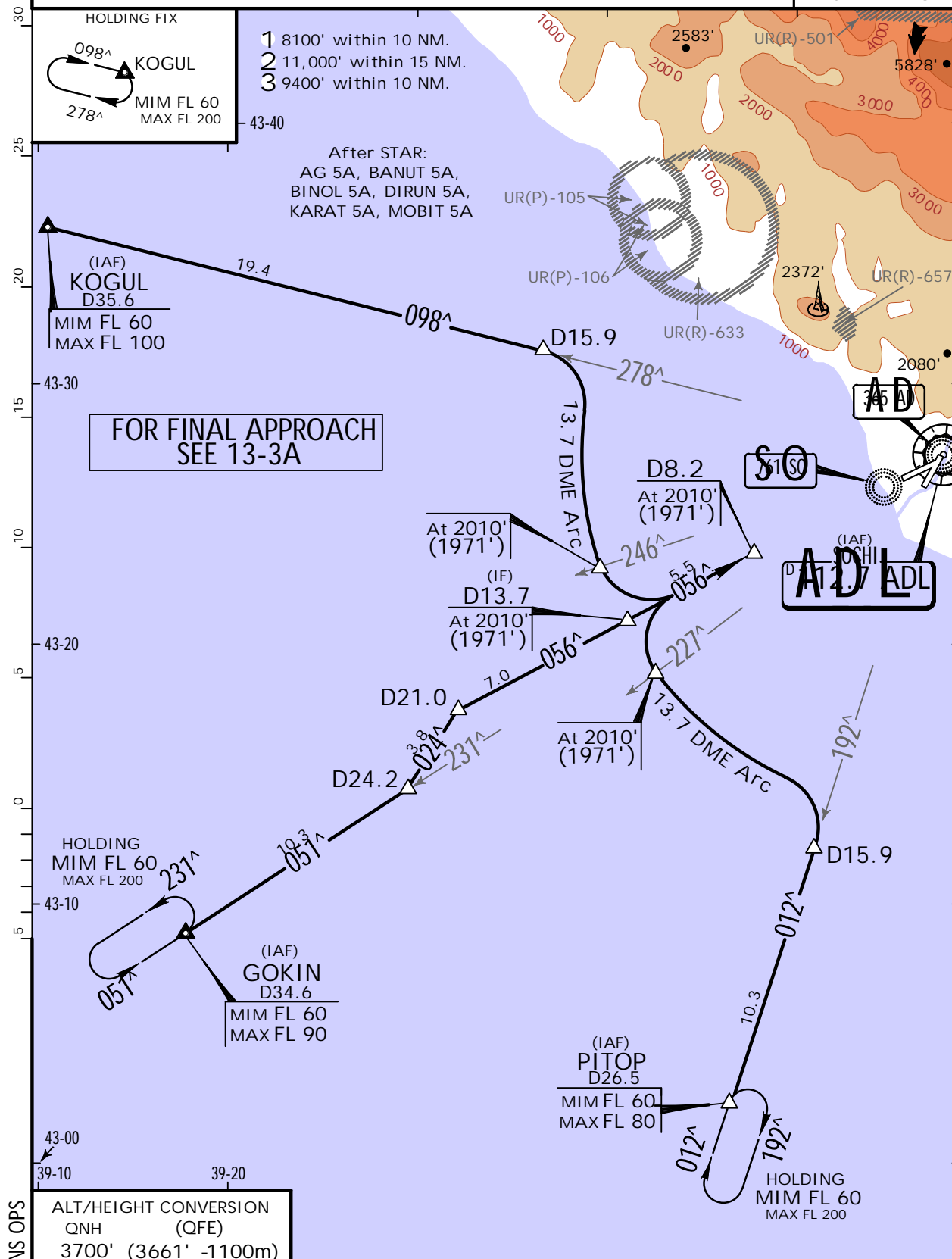
24 JAN 14 (13-3) .Eff.6.Feb.

via Arc

SOCHI, RUSSIA
c VOR DME' Rwy 06

ATIS 129.37 (Russian) 126.2		SOCHI Approach FL 200 or below 118.3		SOCHI Radar (TWR) 119.7		SOCHI Tower 121.2		Ground 119.0	
VOR ADL 112.7		Final Apch Crs 056 [^]		Minimum Alt Refer to chart 13-3A		MDA(H) Refer to chart 13-3A		Apt Elev 89' RWY 39'	
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3661')									

MSA ADL VOR



URSS/AER

SOCHI

24 JAN 14

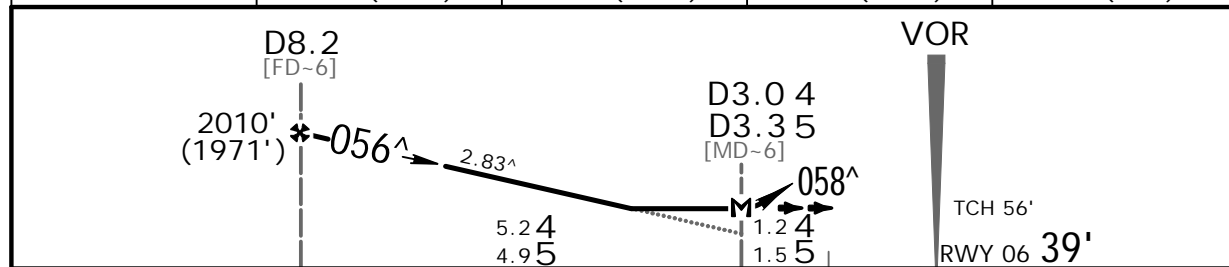
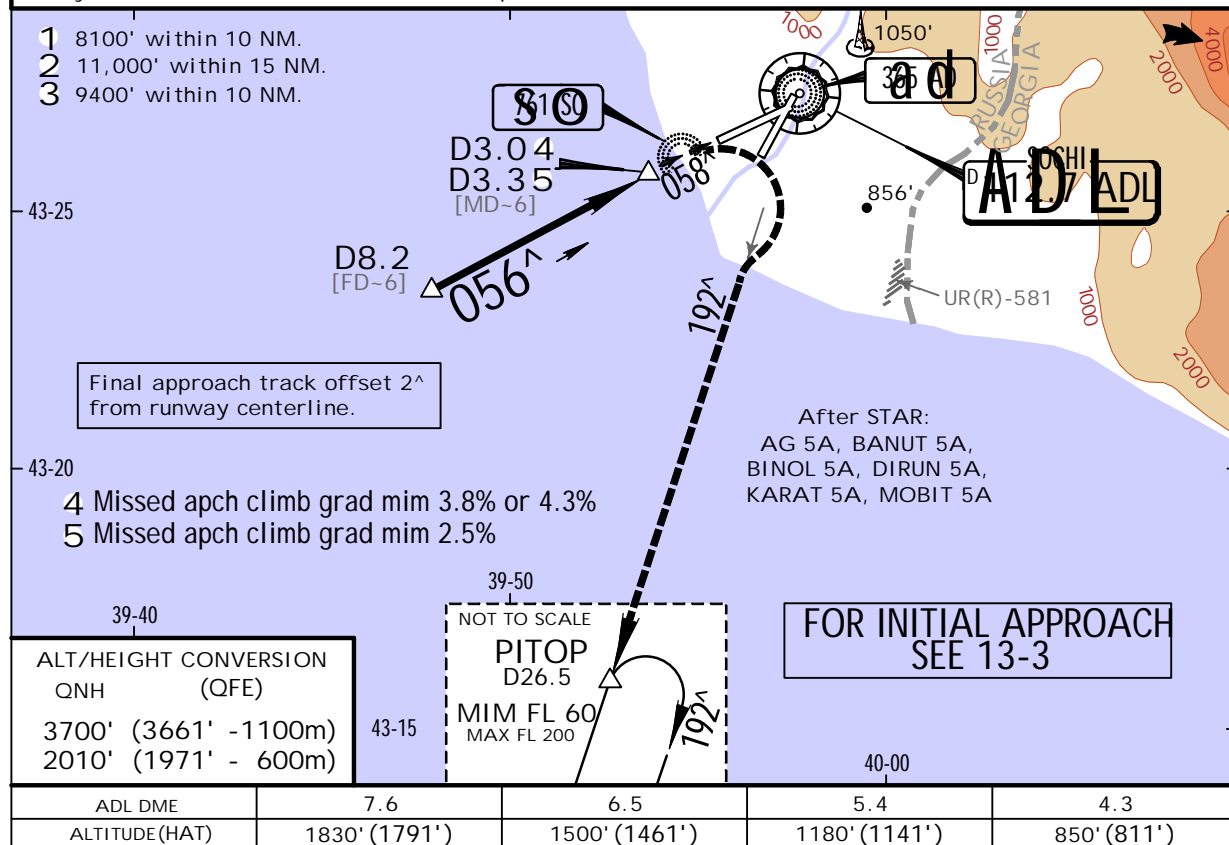
JEPPESSEN

(13-3A) .Eff.6.Feb. via Arc

SOCHI, RUSSIA
VOR DME Rwy 06

BRIEFING STRIP™

ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
VOR ADL 112.7	Final Apch Crs 056 [^]	Minimum Alt D8.2 2010' (1971')	MDA(H) Refer to Minimums	Apt Elev 89' RWY 39'
MISSED APCH: Climbing turn RIGHT to intercept R-192, then proceed PITOP holding at FL 60, or as directed.				MSA ADL VOR
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3661')				
Heavy turbulence with downdrafts to be expected on final.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	ADL	FL 60
Descent Angle	2.83 [^]	350	451	501	601	701	801	112.7	↑
MAP at D3.0	4							R-192	
MAP at D3.3	5								
STRAIGHT-IN LANDING RWY 06									
Missed apch climb grad mim 4.3%			Missed apch climb grad mim 3.8%			Missed apch climb grad mim 2.5%			
MDA(H) 570' (531')			MDA(H) 540' (501')			MDA(H) AB: 600' (561') CD: 650' (611')			
ALS out			ALS out			ALS out			
A	NOT APPLICABLE		1400m		2200m		RVR 1800m VIS 2000m		
B							2800m		
C	RVR 1500m VIS 1600m	2400m	NOT APPLICABLE						
D	RVR 1800m VIS 2000m	2800m					2400m 3200m		

MS OPS

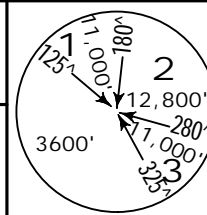
URSS/AER
SOCHI

JEPPESSEN
24 JAN 14
Eff. 6 Feb. (13-4)

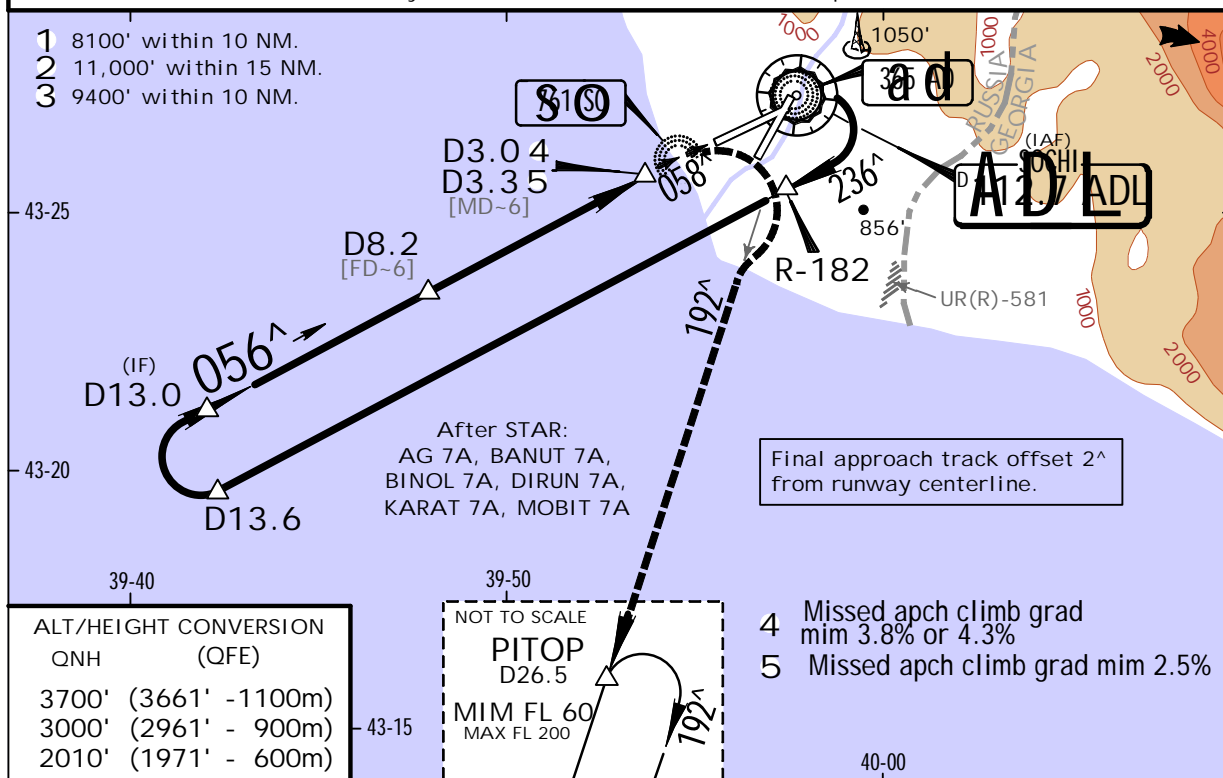
SOCHI, RUSSIA
via VOR VOR DME Rwy 06

BRIEFING STRIP™

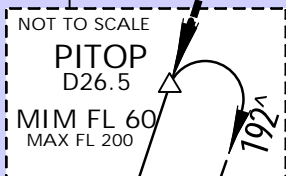
ATIS 129.37 (Russian) 126.2	SOCHI Approach FL 200 or below 118.3	SOCHI Radar (TWR) 119.7	SOCHI Tower 121.2	Ground 119.0
VOR ADL 112.7	Final Apch Crs 056^	Minimum Alt D8.2 2010' (1971')	MDA(H) Refer to Minimums	Apt Elev 89' RWY 39'
MISSED APCH: Climbing turn RIGHT to intercept R-192, then proceed PITOP holding at FL 60, or as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3661')				
1. Procedure MAX 225 KT. 2. Heavy turbulence with downdrafts to be expected on final.				



MSA ADL VOR

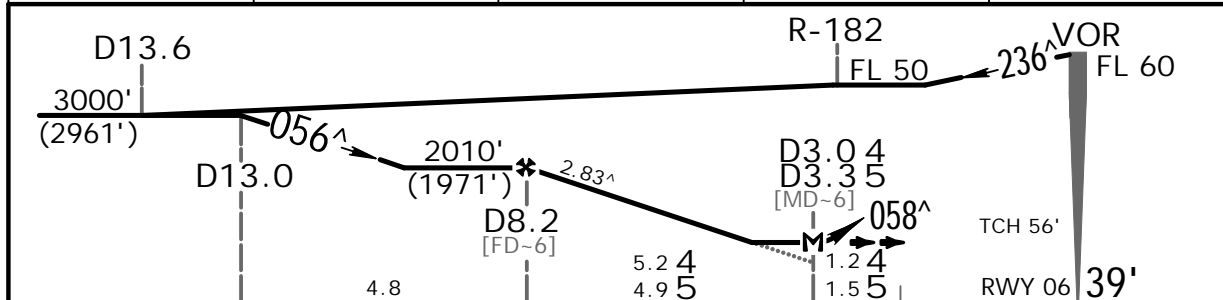


ALT/HEIGHT CONVERSION	QNH	(QFE)
3700'	(3661' - 1100m)	
3000'	(2961' - 900m)	
2010'	(1971' - 600m)	

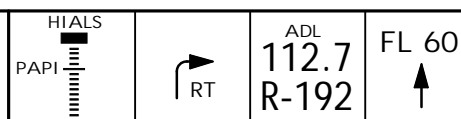


- 4 Missed apch climb grad mim 3.8% or 4.3%
- 5 Missed apch climb grad mim 2.5%

ADL DME	7.6	6.5	5.4	4.3
ALTITUDE (HAT)	1830' (1791')	1500' (1461')	1180' (1141')	850' (811')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.83^	350	451	501	601	701	801
MAP at D3.0 4						
MAP at D3.3 5						



STRAIGHT-IN LANDING RWY 06			
Missed apch climb grad mim 4.3%	Missed apch climb grad mim 3.8%	Missed apch climb grad mim 2.5%	
MDA(H) 570' (531')	MDA(H) 540' (501')	MDA(H) AB: 600' (561') CD: 650' (611')	
ALS out	ALS out	ALS out	
A NOT APPLICABLE	1400m	2200m	
B RVR 1500m VIS 1600m	2400m	RVR 1800m VIS 2000m	2800m
C RVR 1800m	NOT APPLICABLE		

MS OPS

URSS/AER
SOCHI

JEPPESSEN
27 DEC 13 (16-1) .Eff.9.Jan.

SOCHI, RUSSIA
NDB, Rwy 02

BRIEFING STRIP™

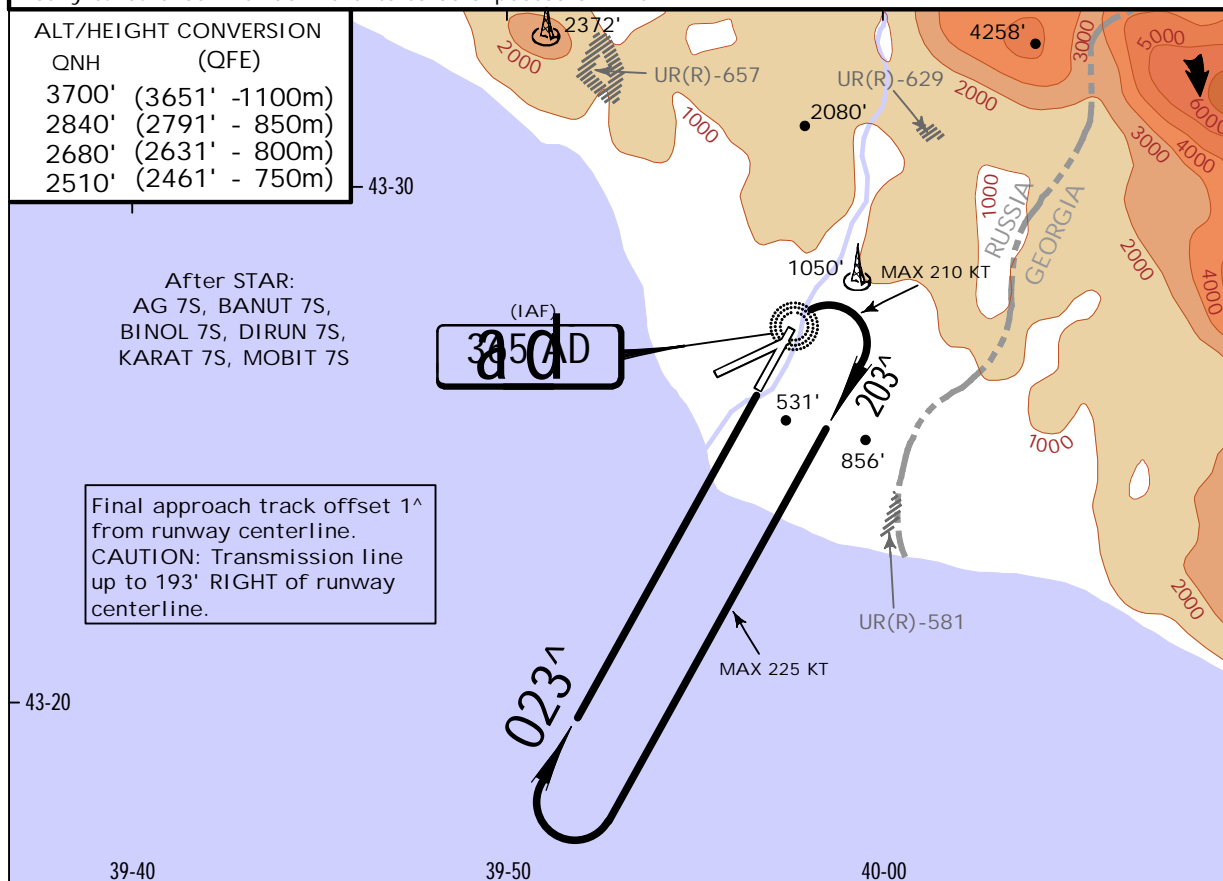
ATIS 129.37 (Russian) 126.2		SOCHI Approach FL 200 or below 118.3		SOCHI Radar (TWR) 119.7		SOCHI Tower 124.6		Ground 119.0	
NDB AD 365		Final Apch Crs 023^		No FAF		MDA(H) Refer to Minimums		Apt Elev 89' RWY 49'	
MISSED APCH: Turn RIGHT (MAX 210 KT) onto 203^ climbing to CAT A: 2510' (2461'), CAT B: 2680' (2631'), CAT C&D: 2840' (2791'). After termination of flight time on 203^ turn RIGHT onto 023^, or as directed.									
								MSA AD NDB	

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3700' (3651')
Heavy turbulence with downdrafts to be expected on final.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3700'	(3651' -1100m)
2840'	(2791' - 850m)
2680'	(2631' - 800m)
2510'	(2461' - 750m)

After STAR:
AG 7S, BANUT 7S,
BINOL 7S, DIRUN 7S,
KARAT 7S, MOBIT 7S

Final approach track offset 1
from runway centerline.
CAUTION: Transmission line
up to 193' RIGHT of runway
centerline.



A: 2510' (2461')

B: 2680' (2631')

CD: 2840' (2791')

CAT A & B: 4½ Min

CAT C & D: 3½ Min

203^

NDB

CAT A & B: FL50

CAT C & D: FL60

023^

NDB
CAT A & B: FL50
CAT C & D: FL60

RWY 02 49'

						HIALS	203 ^A	210 KT
						PAPI		MAX
							RT	
MAP at NDB								

MAP at NDB

STRAIGHT-IN LANDING RWY 02

MDA(H) B: 1460'(1411')
A: 1220'(1171') CD: 1660'(1611')

ALS out

A	1200m	RVR 1800m VIS 2000m	
B	RVR 1500m VIS 1600m	2400m	
C	4000m	4800m	

VS OPS

URSS/AER
SOCHI

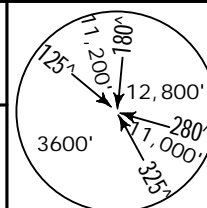
JEPPESEN
27 DEC 13 (16-2) .Eff.9.Jan.

SOCHI, RUSSIA
NDB, Rwy 06

BRIEFING STRIP™

ATIS 129.37 (126.2) ^(Russian)		SOCHI Approach FL 200 or below 118.3		SOCHI Radar (TWR) 119.7		SOCHI Tower 121.2		Ground 119.0	
NDB AD 365		Final Apch Crs 054 [^]		No FAF		MDA(H) Refer to Minimums		Apt Elev 89' RWY 39'	

MISSED APCH: Turn RIGHT onto 234^ climbing to
CAT A: 2340' (2301'), CAT B: 2500' (2461'), CAT C&D: 2830' (2791').
 After termination of flight time on 234^ turn RIGHT onto 054^,
 or as directed.



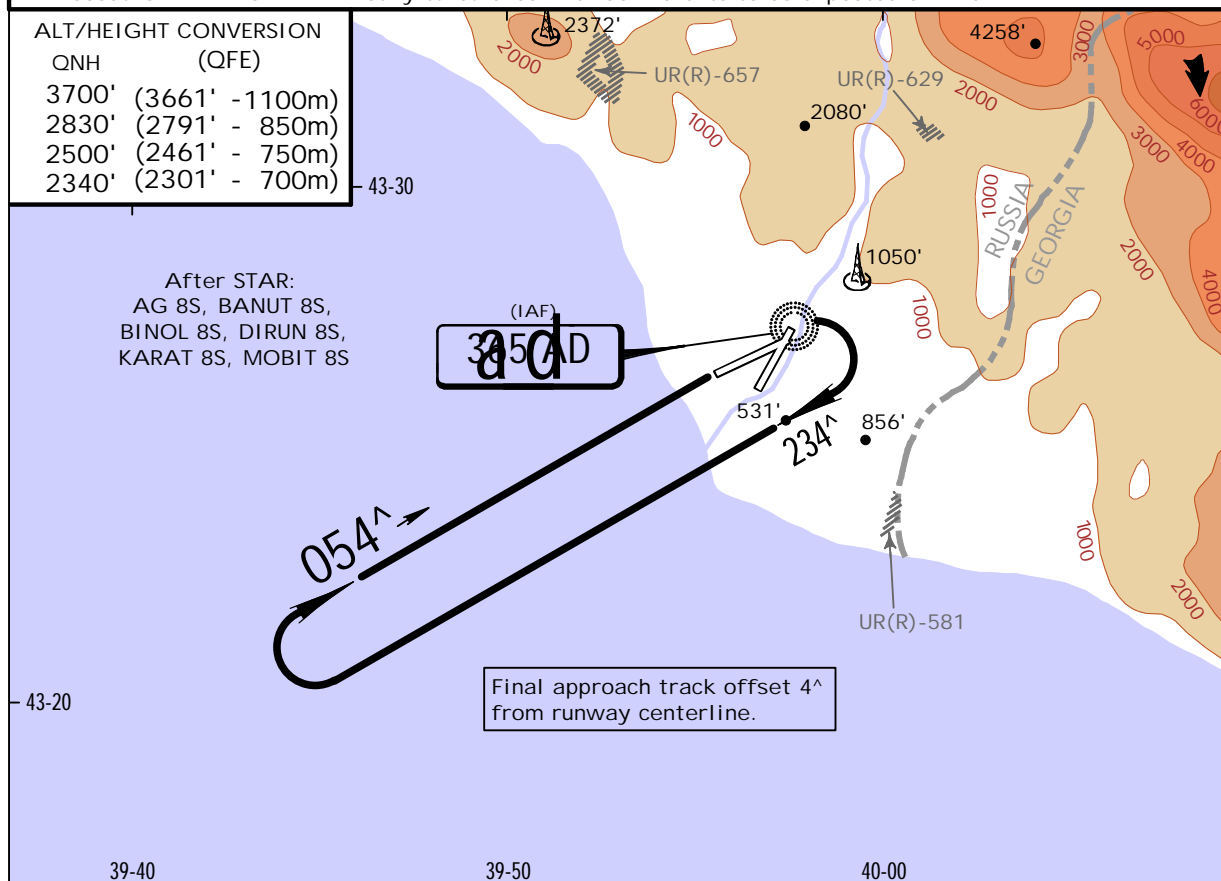
MSA AD NDB

Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: FL 50	Trans alt: 3700' (3661')
1. Procedure MAX 225 KT. 2. Heavy turbulence with downdrafts to be expected on final.			

ALT/HEIGHT CONVERSION
QNH (QFE)

3700' (3661' - 1100m)
2830' (2791' - 850m)
2500' (2461' - 750m)
2340' (2301' - 700m)

After STAR:
AG 8S, BANUT 8S,
BINOL 8S, DIRUN 8S,
KARAT 8S, MOBIT 8S



CAT A & B: 4½ Min A: 2340' (2301')
CAT C & D: 3½ Min B: 2500' (2461')
CD: 2830' (2791')

NDB
CAT A & B: FL50
CAT C & D: FL60

RWY 06 39'

MAP at NDB						

MAP at NDB

234[^]
RT

STRAIGHT-IN LANDING RWY 06

MDA(H) A: 1190'(1151') C: 1620'(1581')
B: 1270'(1231') D: 1640'(1601')

ALS out

A	1200m	RVR 1800m VIS 2000m
B	RVR 1500m VIS 1600m	2400m
C	4000m	4800m

VS OPS