JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: SOCHI RUS
ICAO/IATA: URSS / AER
Lat/Long: N43° 26.68', E039° 56.82'
Elevation: 90 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 7.0° E

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

Sunrise: 0208 Z
Sunset: 1626 Z

Runway Information

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

Runway: 06
Length x Width: 9498 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 39 ft
Lighting: Edge, ALS

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

Runway: 24
Length x Width: 9498 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 86 ft
Lighting: Edge

Communication Information

ATIS: 126.200 Non-English
ATIS: 129.375
Sochi Tower: 124.000
Sochi Tower: 129.000 Secondary
Sochi Tower: 135.800
Sochi Tower: 121.200
Sochi Ground: 119.000
Sochi Ground: 129.000 Secondary
Sochi Apron Ramp/Taxi: 118.800
Sochi Clearance Delivery: 129.000 Secondary
Sochi Clearance Delivery: 132.700
Sochi Approach: 124.000
Sochi Approach: 124.600 At or below 33574432 ft
Sochi Approach: 129.000 Secondary
Sochi Control: 118.500
Sochi Radar: 129.000
Sochi Radar: 124.000
Sochi Radar: 119.700
Sochi Transit Operations: 131.900 Non-English
Sochi Control: 124.000

1. GENERAL

1.1. ATIS

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

1.2. COMMUNICATION FAILURE PROCEDURES

In the event of radio communication failure:

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

1.3. NOISE ABATEMENT PROCEDURES

1.3.1. RWY USAGE

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

1.4. LOW VISIBILITY PROCEDURES (LVP)

1.4.1. GENERAL

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

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

When LVP are in force - landing is PROHIBITED.

1.4.2. TAXIING

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

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

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

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

1.4.3. DEPARTURE

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

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

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

1. GENERAL

When LVP are in force, the following is PROHIBITED:

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

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

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

1.5. RWY OPERATIONS

1.5.1. GENERAL

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

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

1.5.2. TWO RWY SYSTEM OPERATION

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

1.6. TAXI PROCEDURES

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

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

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

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

1.7. PARKING INFORMATION

Taxiing and towing are PROHIBITED without clearance of GND controller.

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

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

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

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

Stand 64 is available as a quarantine stand.

1.8. EMERGENCY PROCEDURES

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

1.9. OTHER INFORMATION

Birds in vicinity of APT.

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

2. ARRIVAL

2.1. RWY OPERATIONS

2.1.1. GENERAL

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

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

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

2.1.2. MINIMUM RWY OCCUPANCY TIME

Vacate the RWY as quickly as possible.

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

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

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

2.2. COMMUNICATION FAILURE PROCEDURES

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

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

If STAR was not assigned and ACFT is being vectored:

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

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

2.2.1. DURING/AFTER MISSED APPROACH

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

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

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

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

2.2.2. RADIO COMMUNICATION FAILURE AFTER ACFT ENTERS SOCHI CTA

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

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

2. ARRIVAL

2.3. OTHER INFORMATION

2.3.1. IFR APPROACH

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

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

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

3. DEPARTURE

3.1. START-UP PROCEDURES

3.1.1. GENERAL

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

Departure clearance includes:

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

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

Departure clearance is valid within 30 minutes after EOBT.

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

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

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

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

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

3. DEPARTURE

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

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

3.2. TAKE-OFF PROCEDURES

3.2.1. GENERAL

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

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

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

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

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

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

3.2.2. TAKE-OFF FROM RWY 20

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

One line-up position available on RWY 20.

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

3.2.3. TAKE-OFF FROM RWY 24

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

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

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

Eight line-up positions are available on RWY 24.

3.2.4. TAKE-OFF FROM BOTH RWYS 20/24

Taking into account:

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

3.3. TAKE-OFF PROCEDURES WHEN USING ONE ACTIVE RWY

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

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

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

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

3.3.3. FOR 3.3.1. AND 3.3.2.

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

3. DEPARTURE

3.4. DEPARTURE TO GUBOR

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

3.5. NOISE ABATEMENT PROCEDURES

Take-off and Climbing Phase

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

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

Restrictions

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

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

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

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

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

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

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

Engines power shall not be reduced until:

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

3.6. COMMUNICATION FAILURE PROCEDURES

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

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

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

3. DEPARTURE

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

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

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

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

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

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

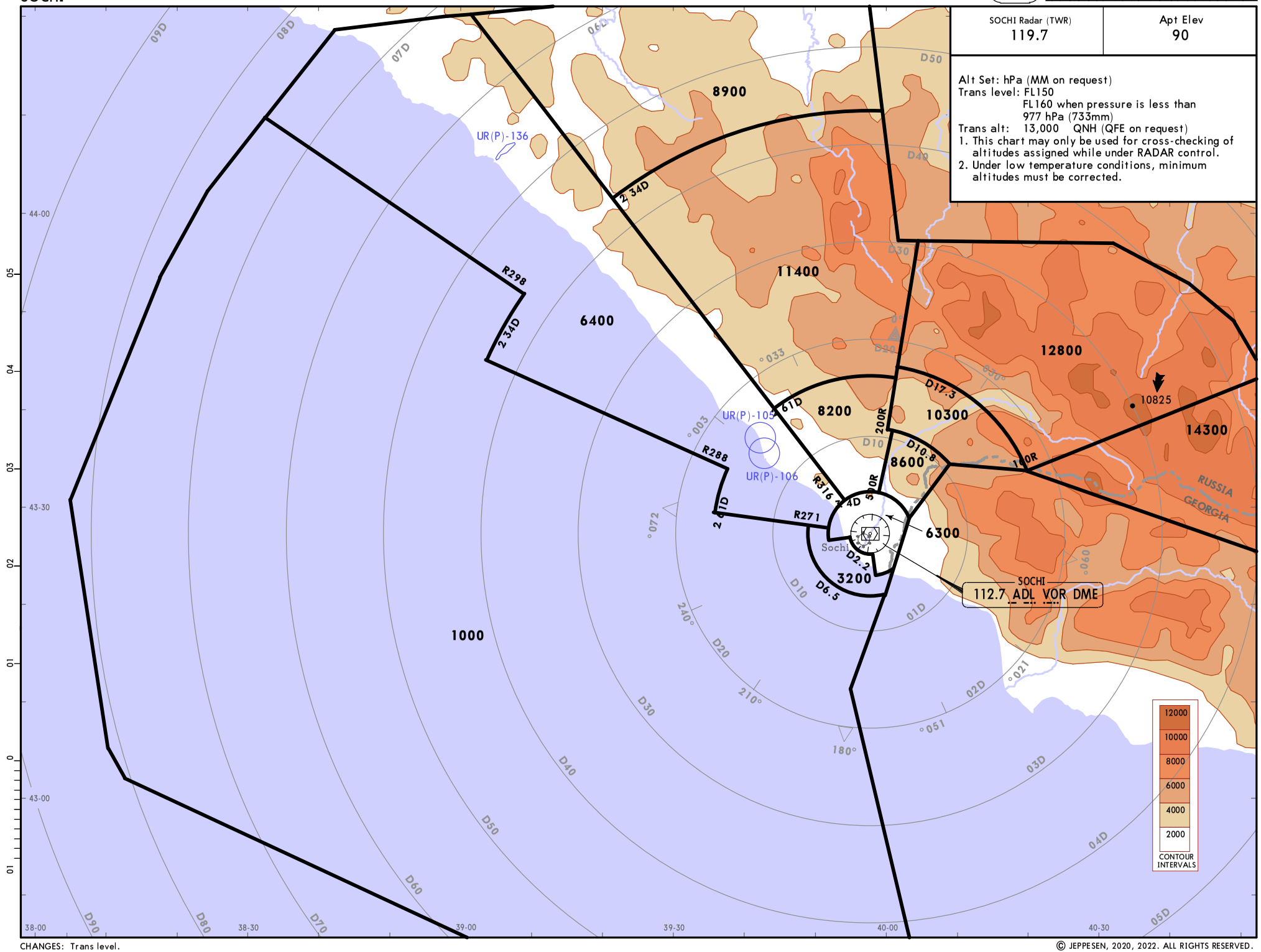
If deviation from the specified procedure is required, flight crew must set transponder to code 7700.

URSS/AER
SOCHI

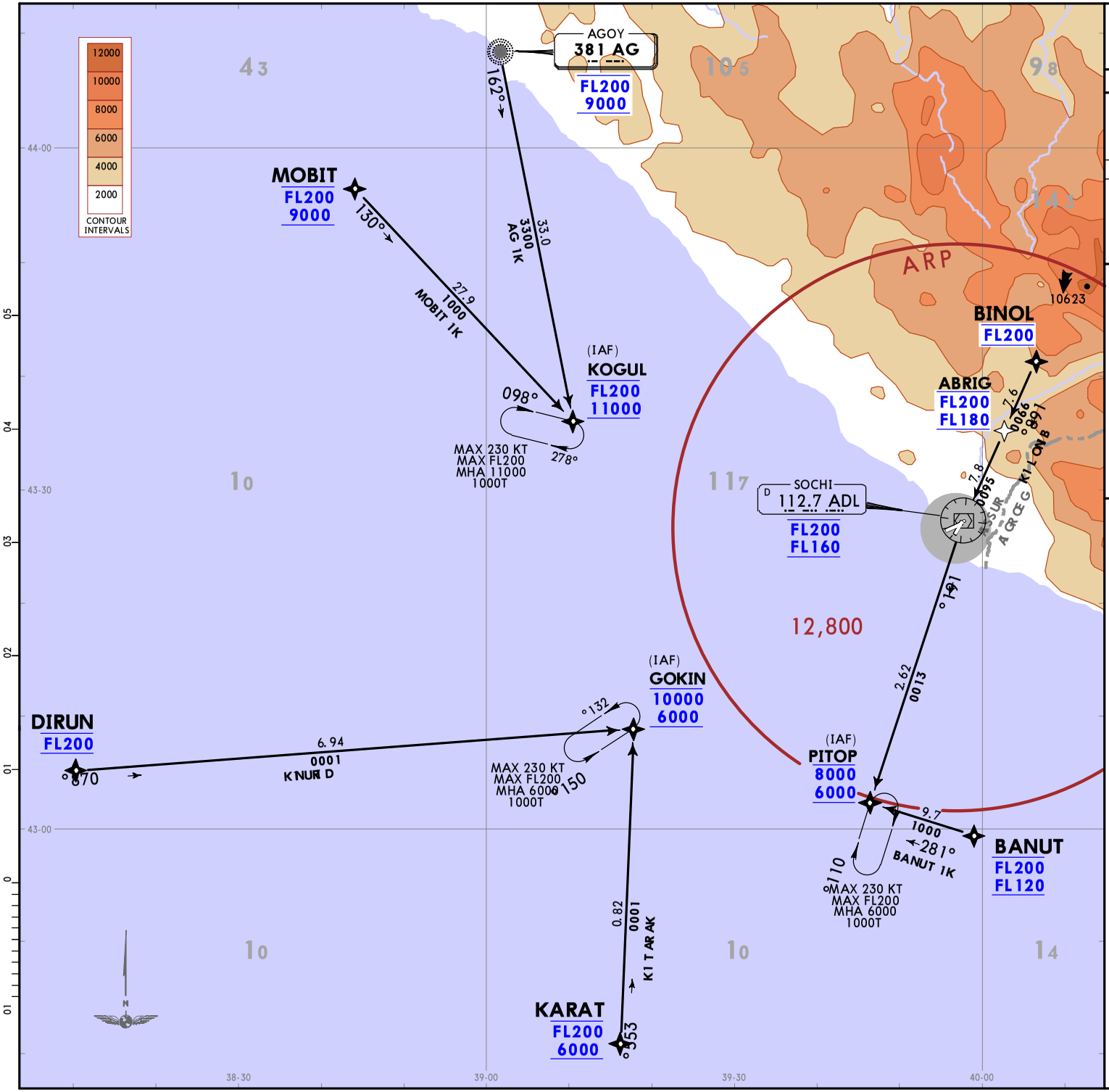
JEPPESEN SOCHI, RUSSIA
16 SEP 22 (10-1R) RADAR MINIMUM ALTITUDES

SOCHI Radar (TWR)	Apt Elev
119.7	90

Alt Set: hPa (MM on request)
Trans level: FL150
FL160 when pressure is less than 977 hPa (733mm)
Trans alt: 13,000 QNH (QFE on request)
1. This chart may only be used for cross-checking of altitudes assigned while under RADAR control.
2. Under low temperature conditions, minimum altitudes must be corrected.



CHANGES: Trans level.



ATIS
129.375 (Russian 126.2)
Russian 132.975)

Apt Elev
90

Information is retransmitted and relayed to URMM.

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

RNAV 1 GNSS or DME/DME required

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

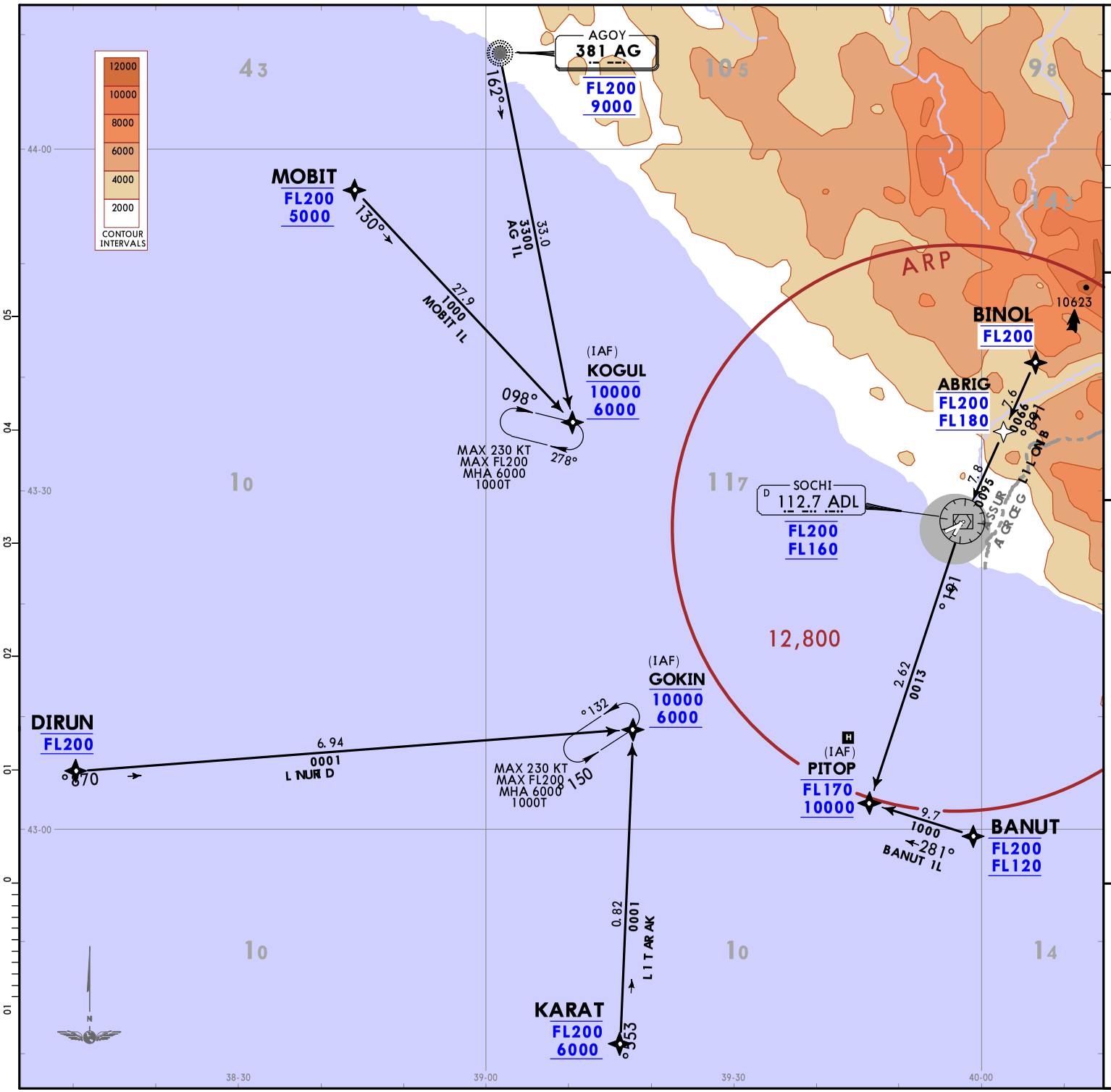
AG 1K [AG1K]
BANUT 1K [BANU1K]
BINOL 1K [BINO1K]
DIRUN 1K [DIRU1K]
KARAT 1K [KARA1K]
MOBIT 1K [MOBI1K]
RNAV ARRIVALS
(RWY 02)

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

CHANGES: Reissue.

JEPPESEN
29 AUG 25 10-2A Eff 4 Sep

SOCHI, RUSSIA
RNAV STAR



ATIS
129.375 (Russian 126.2)
Russian 132.975)

Apt Elev
90

Information is retransmitted and relayed to URMM.

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

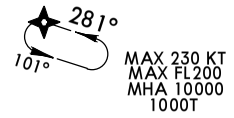
RNAV 1 GNSS or DME/DME required

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

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

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

H
PITOP

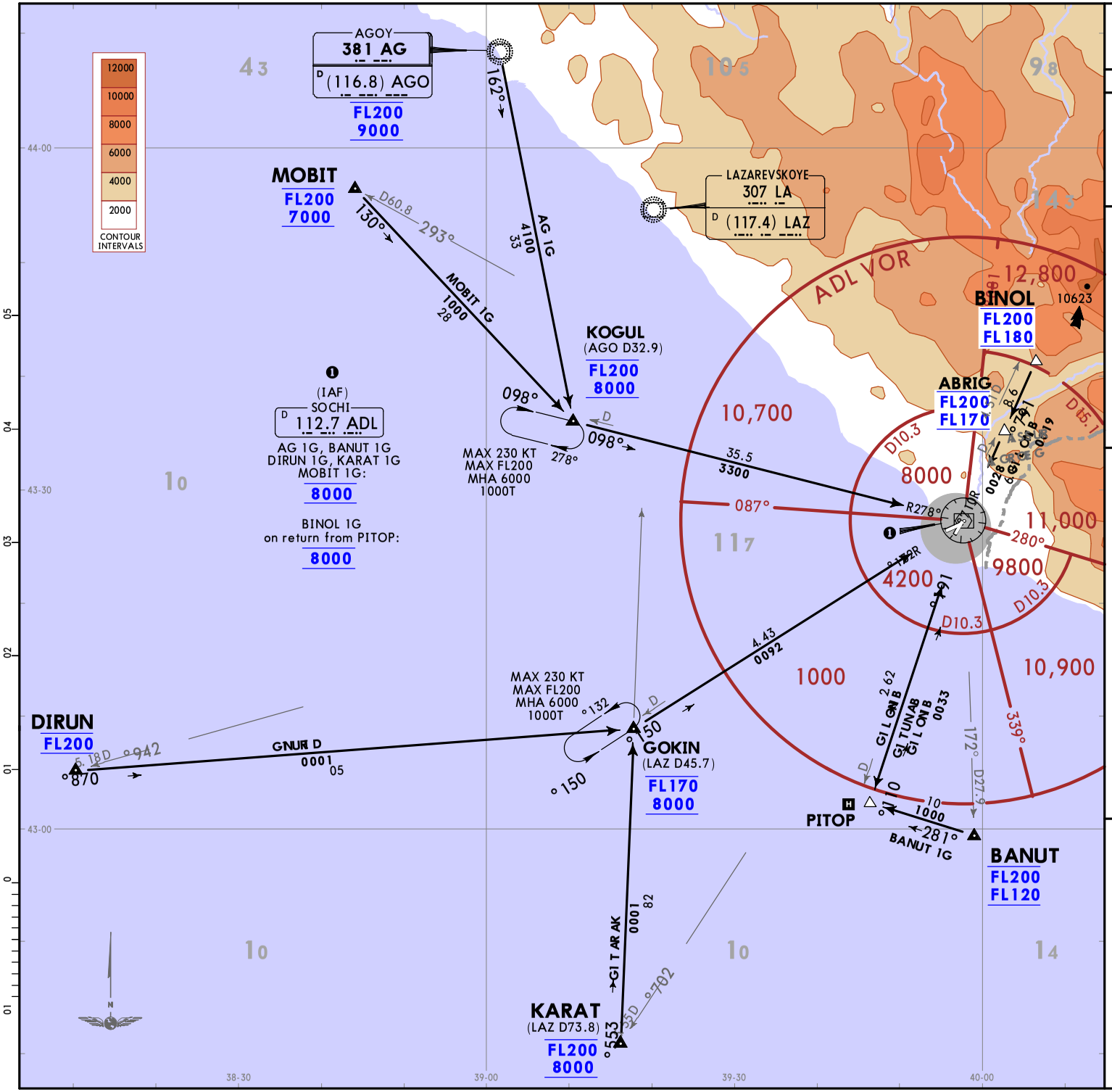


CHANGES: Reissue.

JEPPESEN
29 AUG 25 10-2B Eff 4 Sep

SOCHI, RUSSIA

STAR



ATIS
129.375 (Russian 126.2)
❷ Russian 132.975)

Apt Elev
90

❷ Information is retransmitted and relayed to URMM.

Alt Set: hPa (MM on request)
Trans level: FL150
FL160 when pressure is less than 977 hPa (733mm)
1. DME required.
2. RADAR vectoring and/or 'direct to' procedure can be applied.

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

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

PITOP

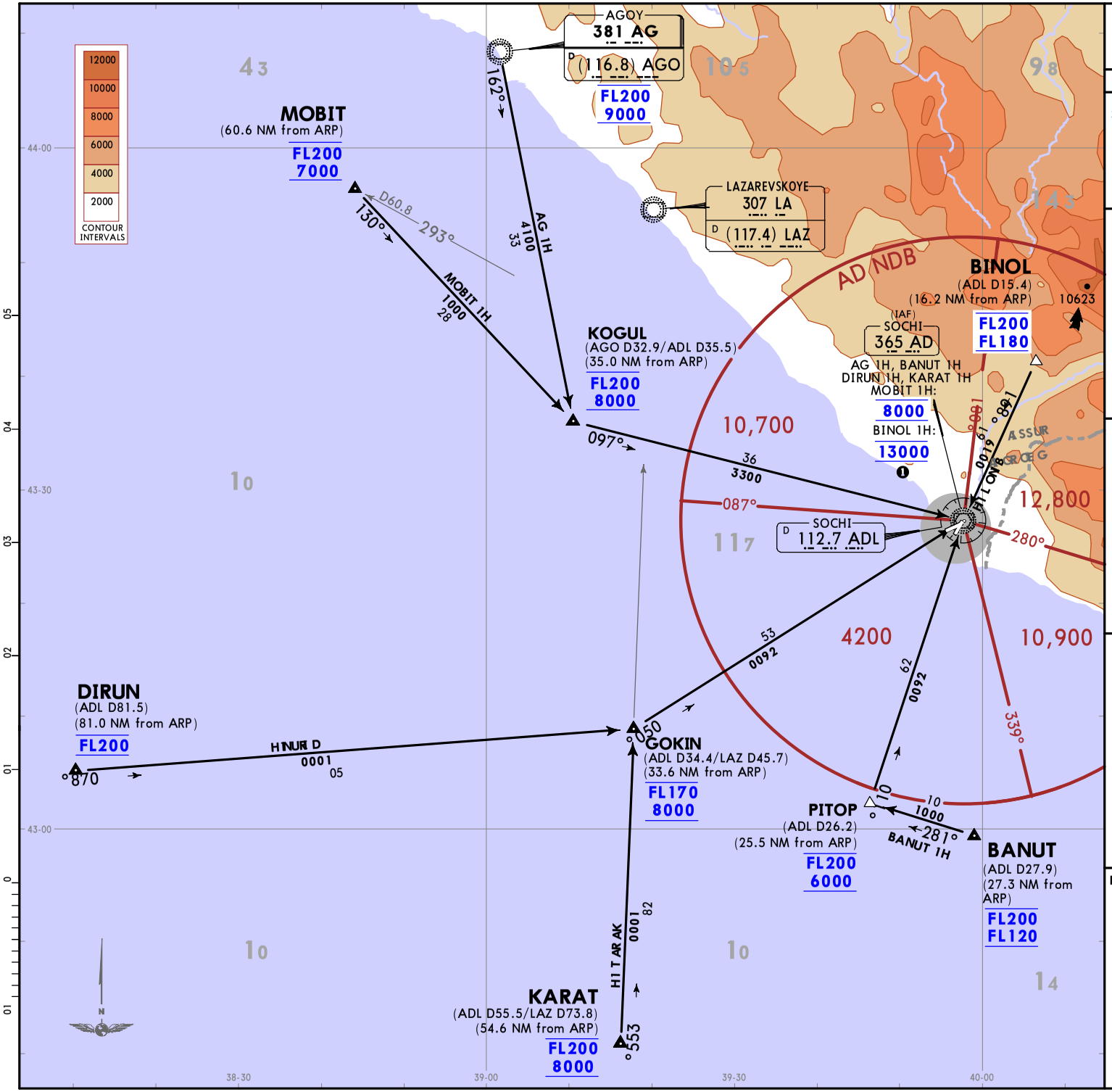
MAX 230 KT
MAX FL200
MHA 6000
1000T

CHANGES: Reissue.

JEPPESEN
29 AUG 25 (10-2D) Eff 4 Sep

SOCHI, RUSSIA

STAR



ATIS
129.375 (Russian 126.2)
2 Russian 132.975)

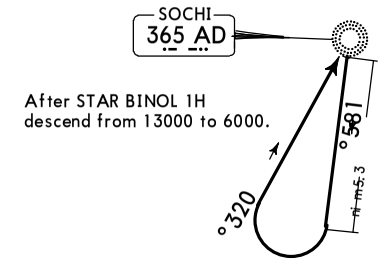
Apt Elev
90

2 Information is retransmitted and relayed to URMM.

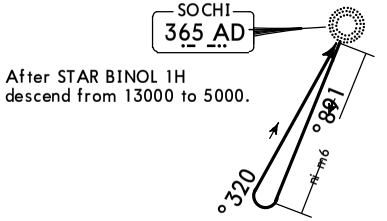
Alt Set: hPa (MM on request)
Trans level: FL150
FL160 when pressure is less than 977 hPa (733mm)
1. DME or radar control required.
2. RADAR vectoring and/or 'direct to' procedure can be applied.

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

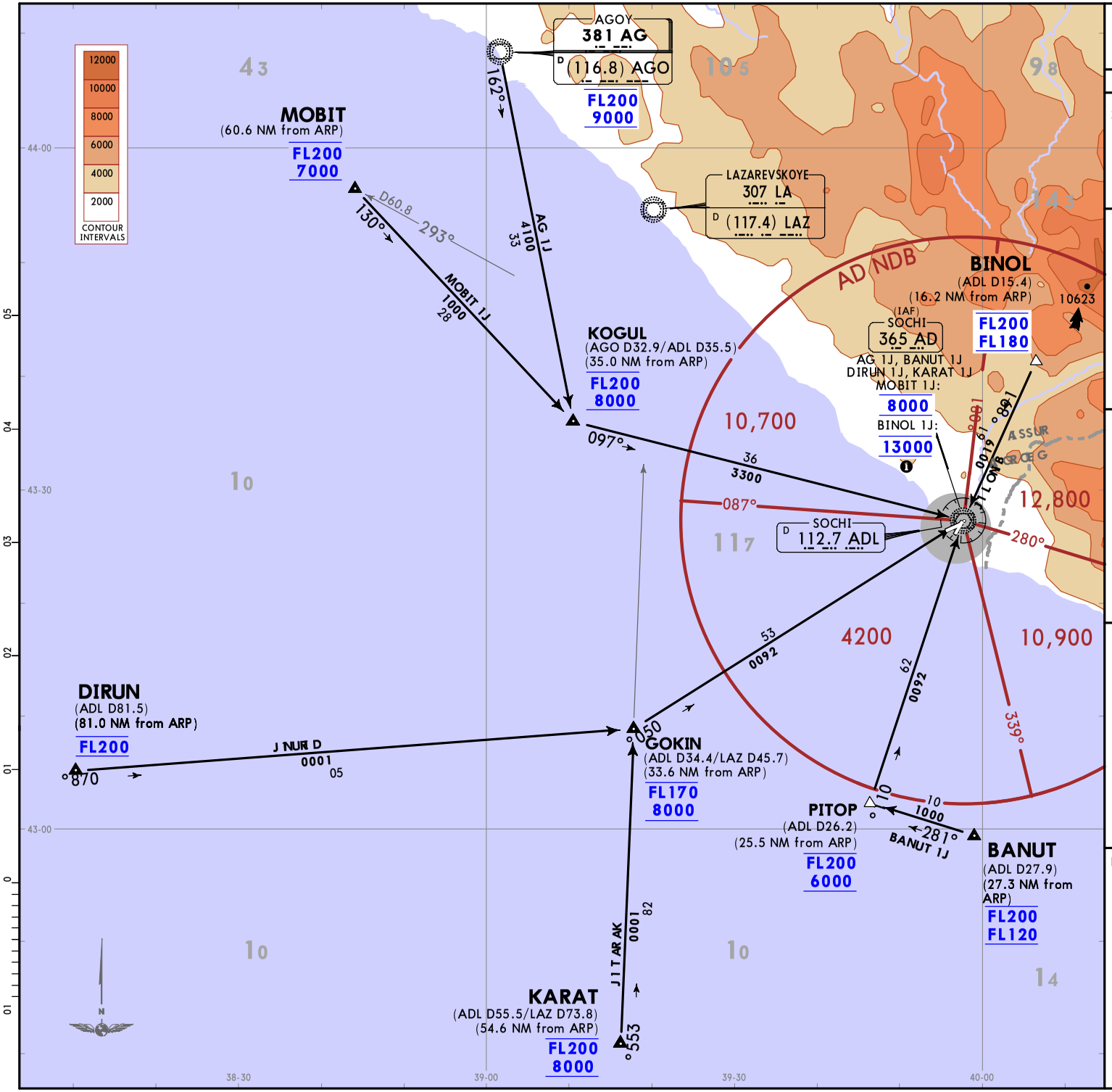
NOT TO SCALE 1 CAT C & D



NOT TO SCALE 1 CAT A & B



CHANGES: General note revised, distances from ARP added.



ATIS	Apt Elev
129.375 (Russian 126.2) 2 Russian 132.975)	90

2 Information is retransmitted and relayed to URMM.

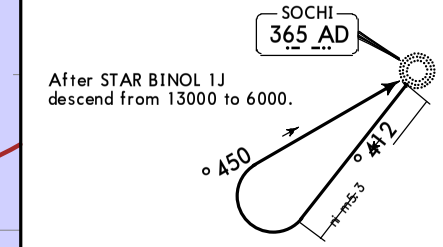
Alt Set: hPa (MM on request)
Trans level: FL150
FL160 when pressure is less than 977 hPa (733mm)
1. DME or radar control required.
2. RADAR vectoring and/or 'direct to' procedure can be applied.

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

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

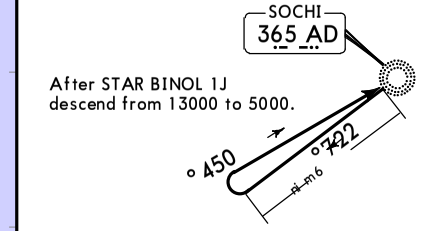
NOT TO SCALE

1 CAT C & D



NOT TO SCALE

1 CAT A & B

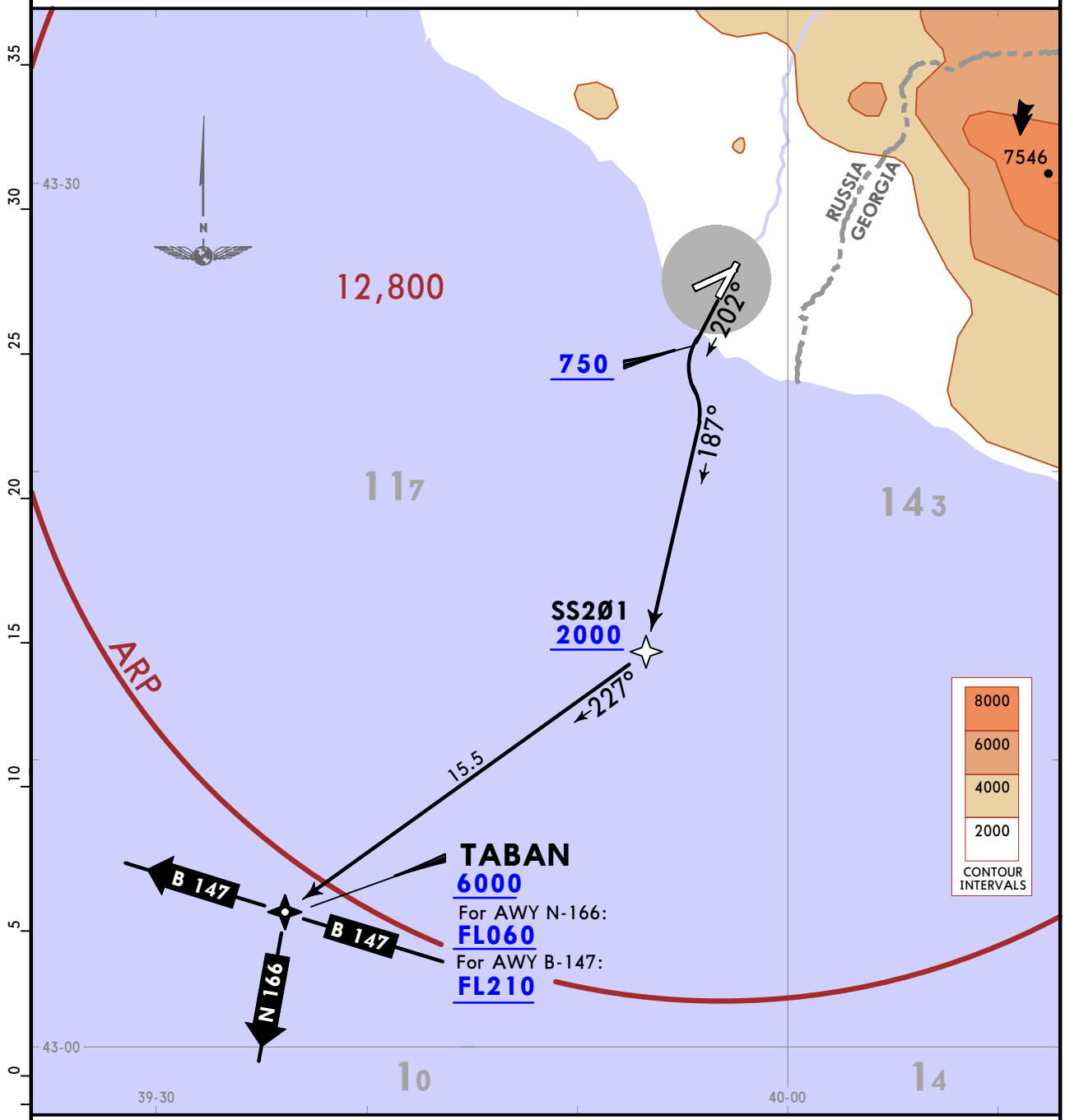


CHANGES: General note revised, distances from ARP added.

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

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

SPEED: MAX 250 KT BELOW 10000



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

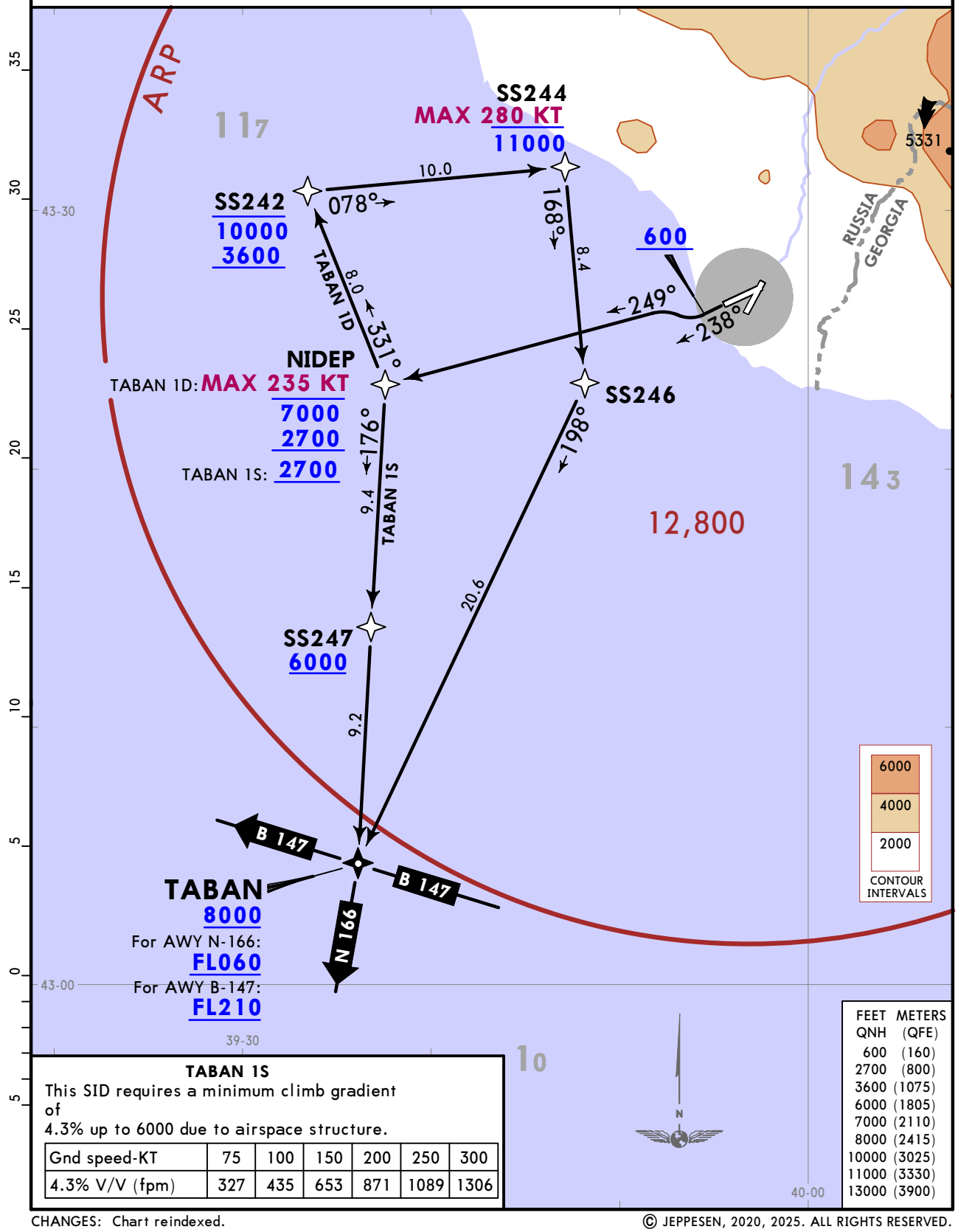
Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
6.4% V/V (fpm)	486	648	972	1296	1620	1944

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

CHANGES: Chart reindexed.

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

TABAN 1D [TABA1D], TABAN 1S [TABA1S]
RNAV DEPARTURES (RWY 24)
SPEED: MAX 250 KT BELOW 10000



TABAN 1S

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

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

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

CHANGES: Chart reindexed.

LAMET 1C [LAME1C]

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

BY ATC

RNAV DEPARTURES (RWY 20)

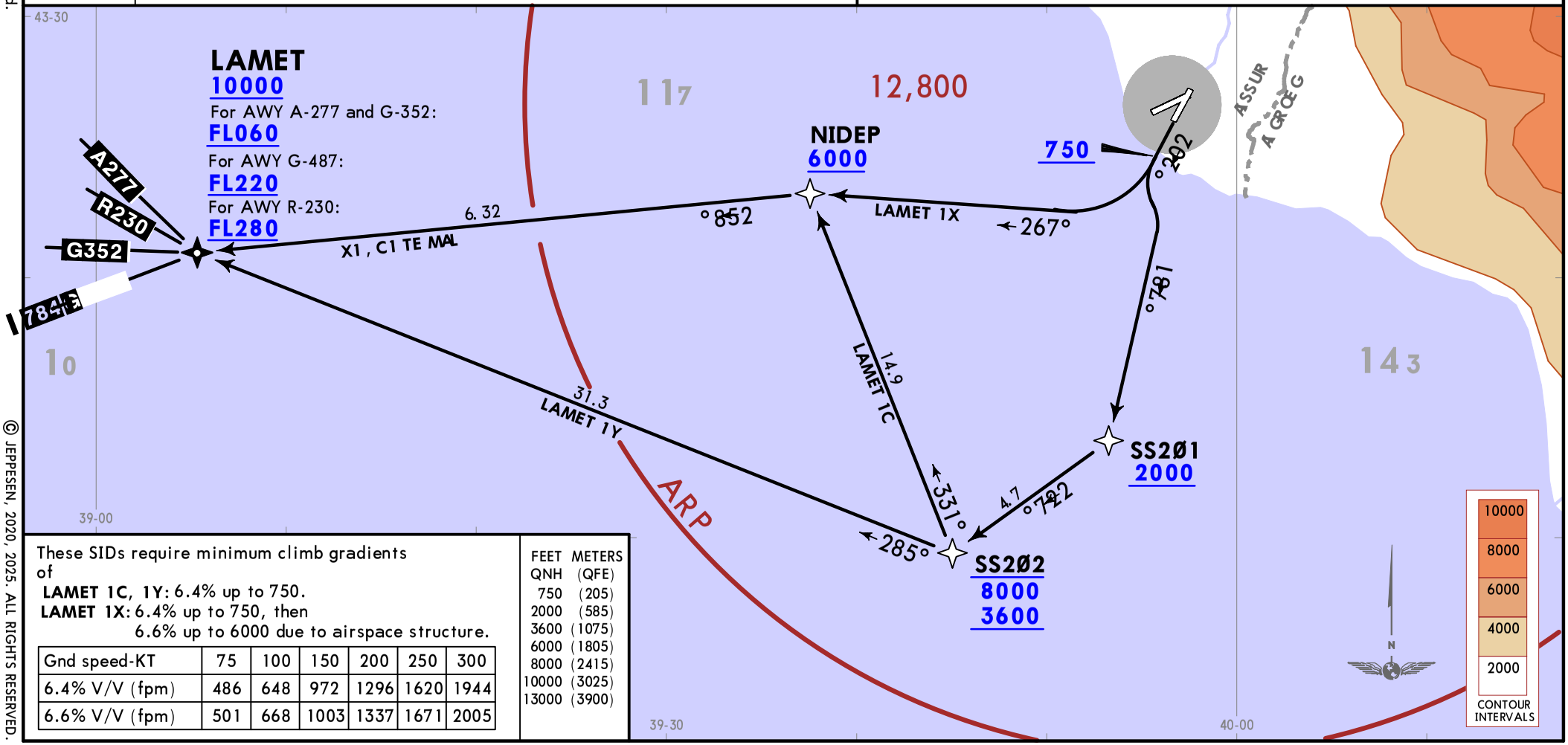
SPEED: MAX 250 KT BELOW 10000

Apt Elev
90

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

RNAV 1 GNSS or DME/DME required

1. DME/DME navigation is available only after passing SS201.
2. Takeoff shall be executed in accordance with noise abatement procedures.
3. Turn before passing DER is prohibited.
4. RADAR vectoring and/or 'direct to' procedure can be applied.
5. If no information on RNAV SID available or if unable to maintain RNAV SID, report to ATS and request instructions to join ATS route or vectoring.
6. EXPECT close-in obstacles.



These SIDs require minimum climb gradients of

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

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

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

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

JEPPESEN
8 AUG 25
10-3B

SOCHI, RUSSIA

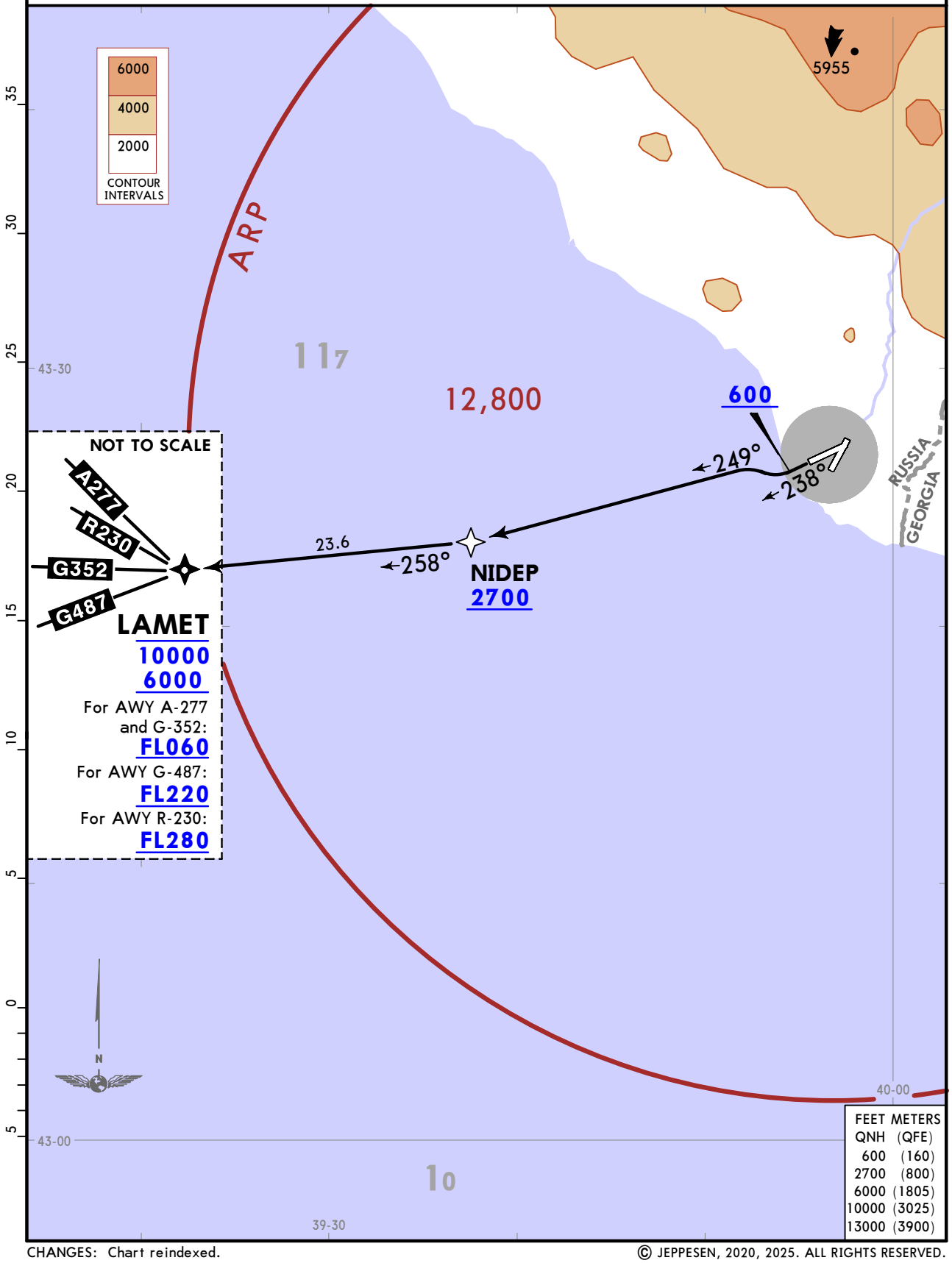
RNAV SID

CHANGES: Chart reindexed.

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

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

SPEED: MAX 250 KT BELOW 10000



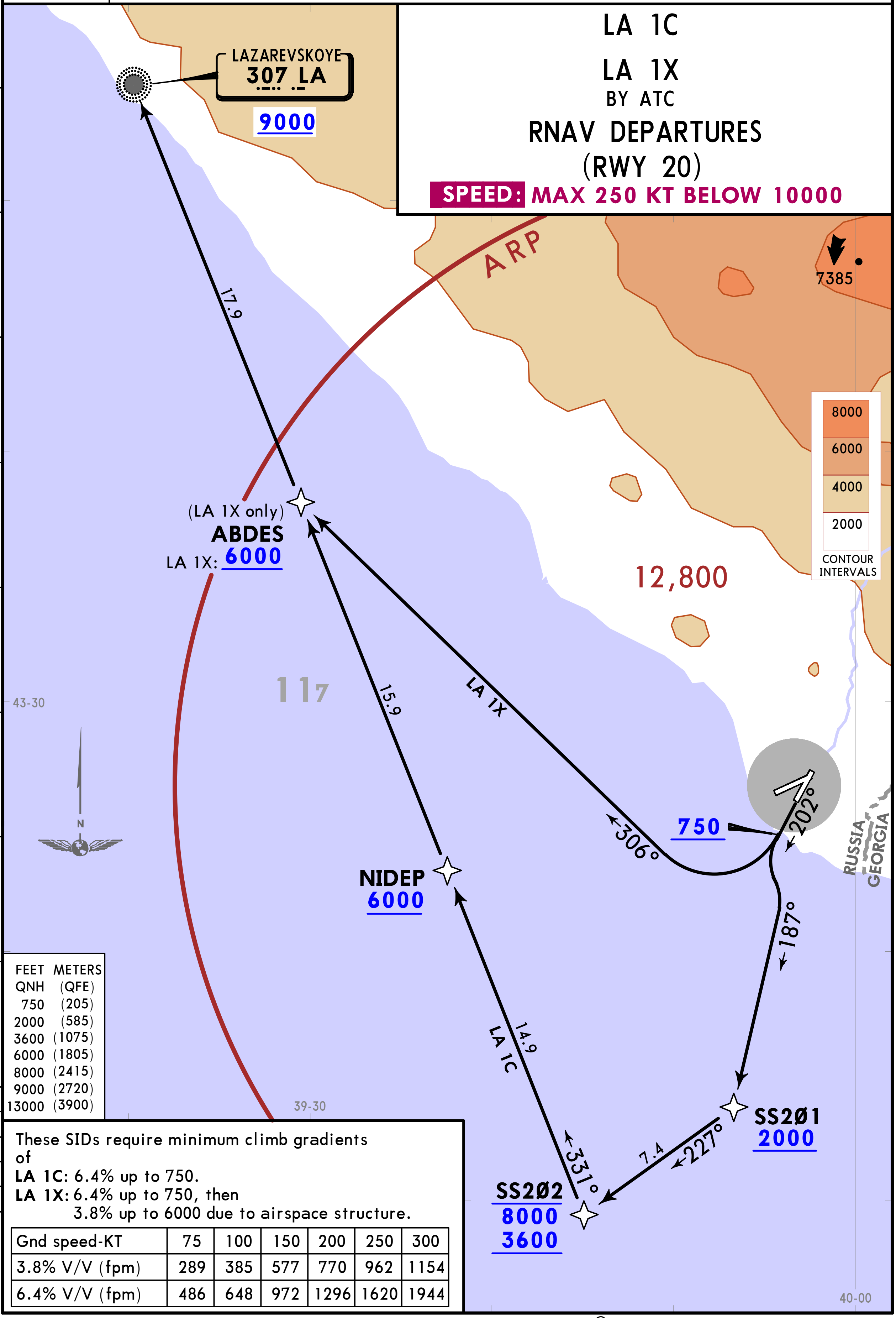
CHANGES: Chart reindexed.

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

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

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

SPEED: MAX 250 KT BELOW 10000



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

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

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

CHANGES: Chart reindexed.

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

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

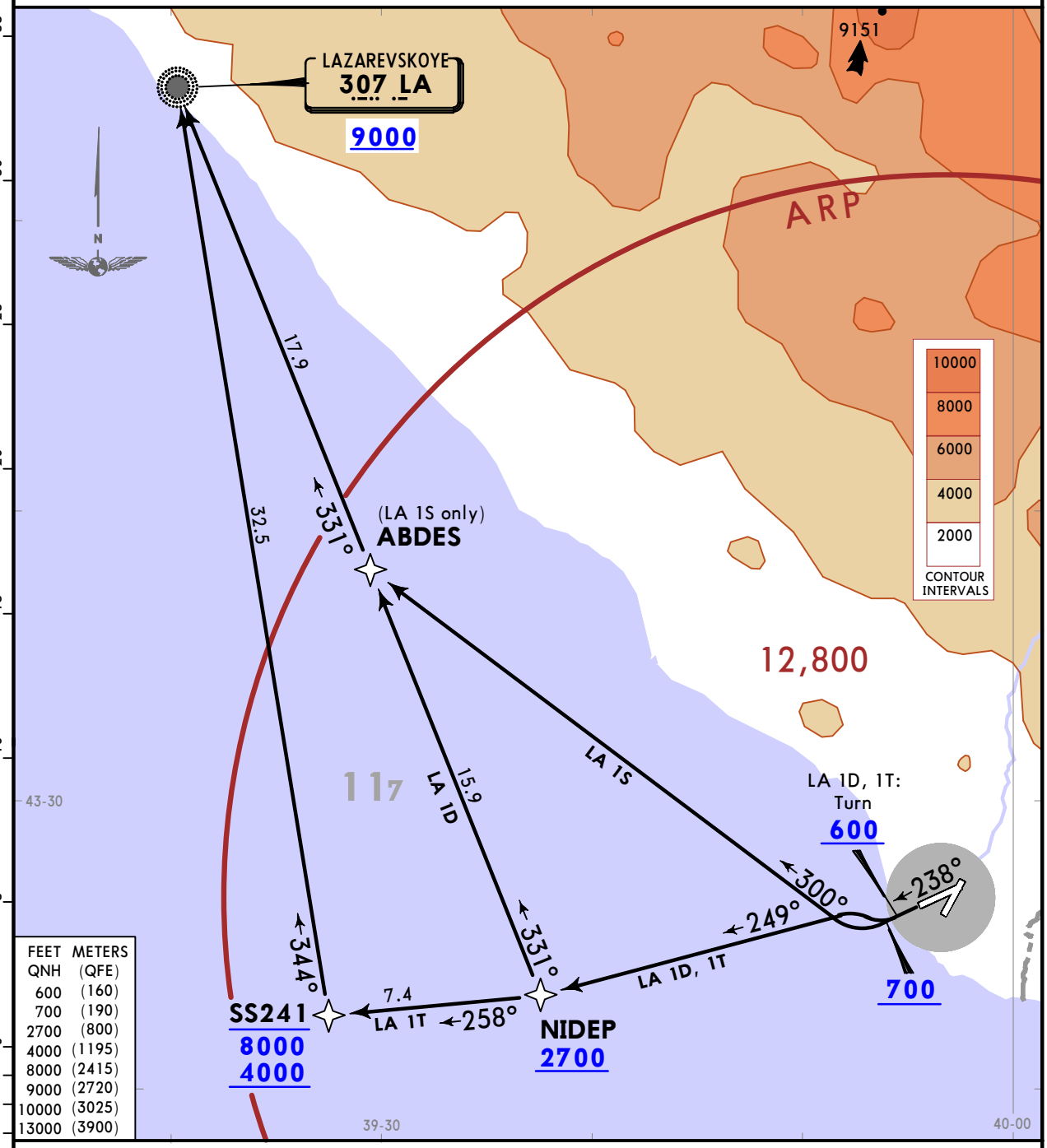
LA 1D, LA 1T

LA 1S

BY ATC

RNAV DEPARTURES (RWY 24)

SPEED: MAX 250 KT BELOW 10000



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

LA 1S

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

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

CHANGES: Chart reindexed.

Apt Elev 90

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

RNAV 1 GNSS or DME/DME required

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

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

SPEED: MAX 250 KT BELOW 10000

IRGID 1C [IRGI1C]

SPEED: MAX 250 KT BELOW 10000

IRGID 1X [IRGI1X]
BY ATC

RNAV DEPARTURES (RWY 20)

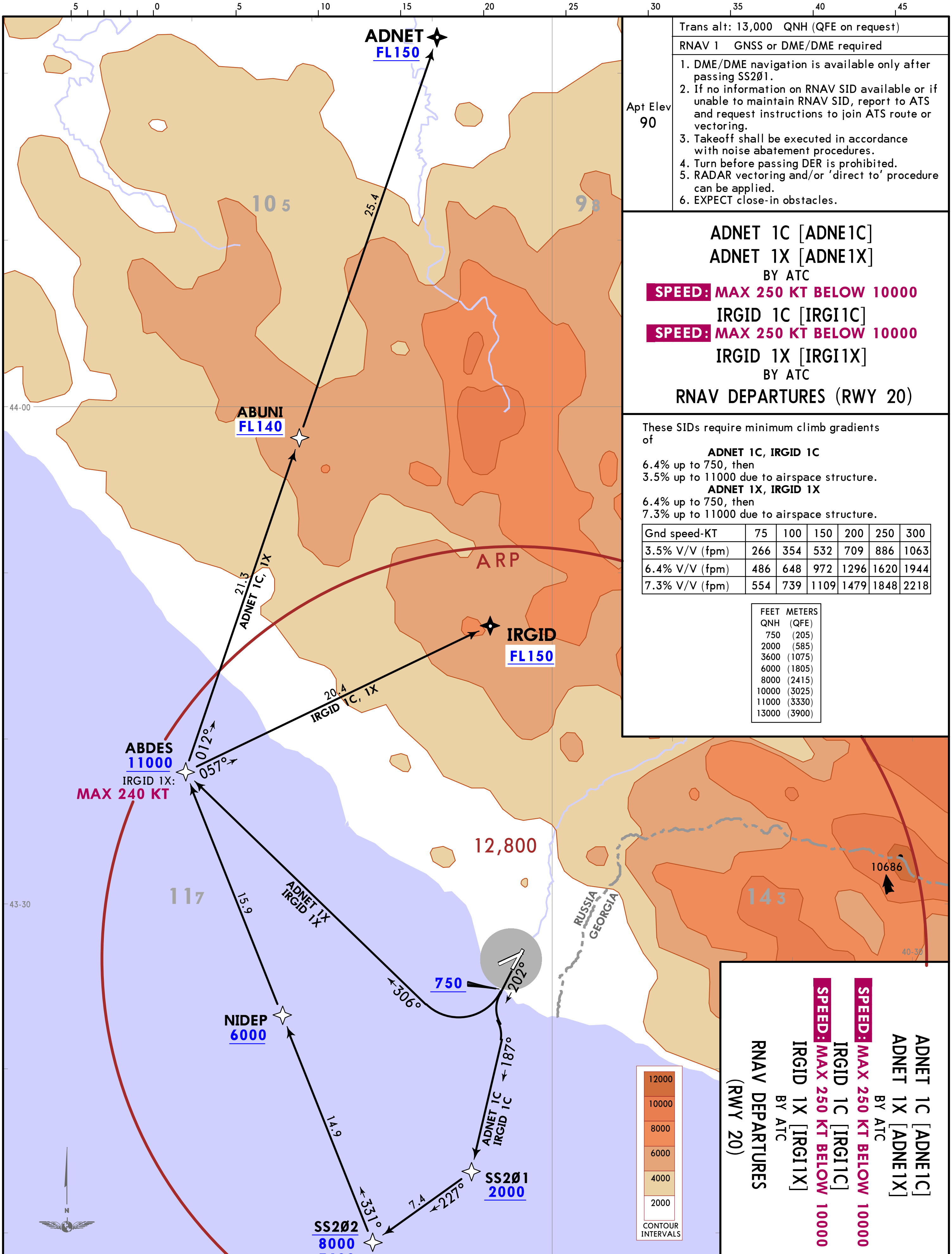
These SIDs require minimum climb gradients of

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

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

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

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



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

CHANGES: Chart reindexed.

Apt Elev 90

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

RNAV 1 GNSS or DME/DME required

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

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

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

RNAV DEPARTURES (RWY 24)

SPEED: MAX 250 KT BELOW 10000

These SIDs require minimum climb gradients of
ADNET 1D: 4.6% up to FL140 due to airspace structure.
ADNET 1S: 5.1% up to FL140 due to airspace structure.
IRGID 1D: 4.8% up to FL150 due to airspace structure.
IRGID 1S: 3.6 up to 9000.
5.5% up to FL150 due to airspace structure.
IRGID 1T: 3.9% up to FL150 due to airspace structure.

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

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

ADNET
FL150

ABUNI
FL140

IRGID
FL150

(IRGID 1D, 1S, 1T only)
OSKED
IRGID 1D, 1S, 1T:
10000

(ADNET 1D, 1S,
IRGID 1D, 1S only)
ABDES

SS243

SS241
8000
4000

NIDEP
2700

ADNET 1D, 1T
IRGID 1D, 1T:
Turn
600

700

ARP

25.4
15.6 ADNET 1D, 1S, 1T
16.9 IRGID 1D, 1S, 1T
071°
012° 5.7
012° 8.2
ADNET IRGID 1D 15.9
ADNET IRGID 1S
344° 7.7
258° 7.4 ADNET 1T IRGID 1T
331°
249°
300°
238°
ADNET 1D, 1T IRGID 1D, 1T

10 5
11 7
14 3
12,800

RUSSIA
GEORGIA

CONTOUR INTERVALS
12000
10000
8000
6000
4000
2000

44-00
43-30
39-30
40-00

URSS/AER
SOCHI

8 AUG 25 (10-3G)

JEPPESEN

SOCHI, RUSSIA
RNAV SID

ADNET 1D [ADNE1D]
ADNET 1S [ADNE1S]
ADNET 1T [ADNE1T]
IRGID 1S [IRGI1S]
BY ATC
IRGID 1D [IRGI1D]
IRGID 1T [IRGI1T]
RNAV DEPARTURES
(RWY 24)
SPEED: MAX 250 KT BELOW 10000

URSS/AER

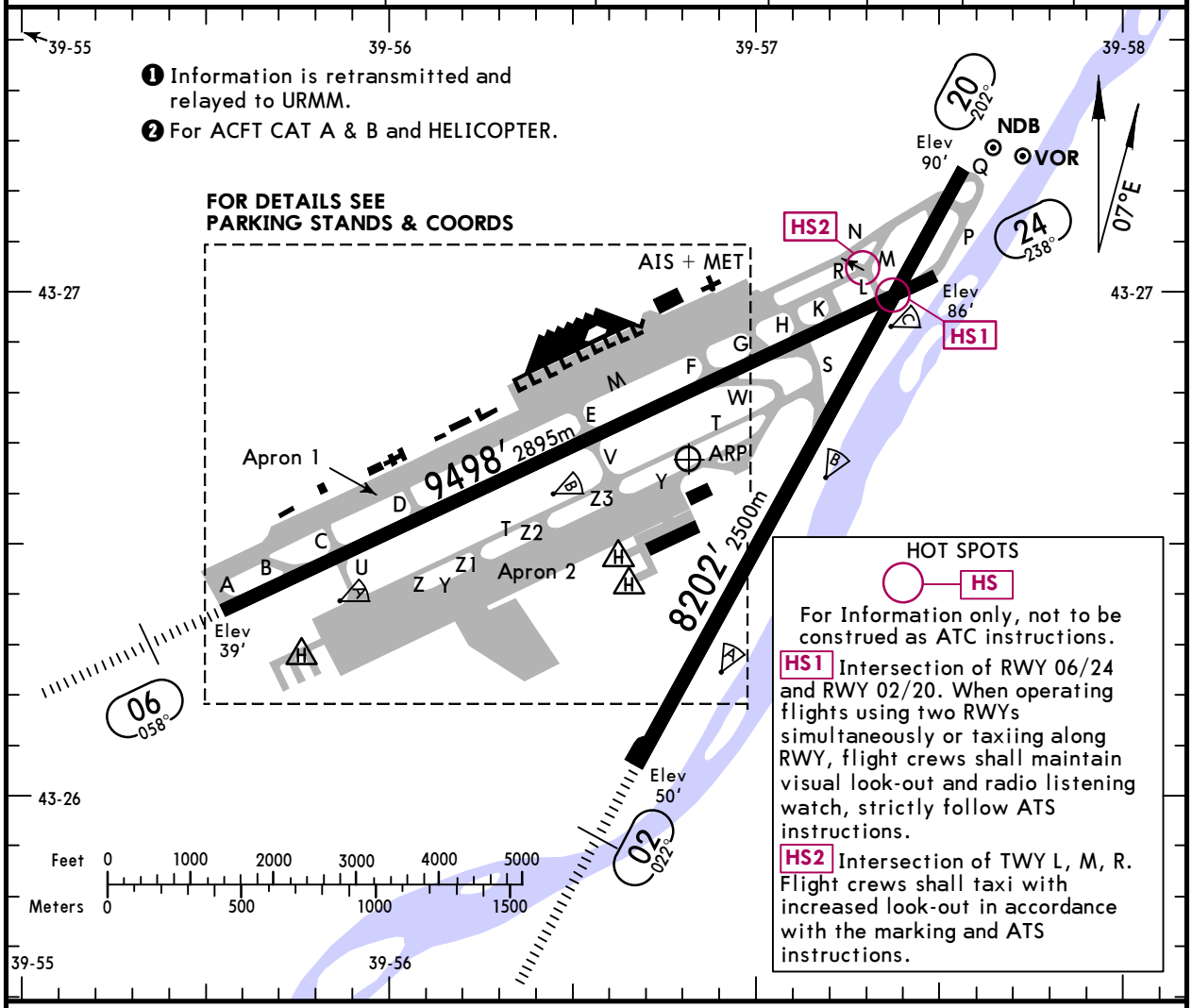
Apt Elev 90′
N43 26.7 E039 56.8

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

SOCHI, ~~RUSSIA~~

SOCHI

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



HOT SPOTS

HS

For Information only, not to be construed as ATC instructions.

HS1 Intersection of RWY 06/24 and RWY 02/20. When operating flights using two RWYs simultaneously or taxiing along RWY, flight crews shall maintain visual look-out and radio listening watch, strictly follow ATS instructions.

HS2 Intersection of TWY L, M, R. Flight crews shall taxi with increased look-out in accordance with the marking and ATS instructions.

ADDITIONAL RUNWAY INFORMATION

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

TAKE-OFF RUN AVAILABLE

❸ RWY 24:

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

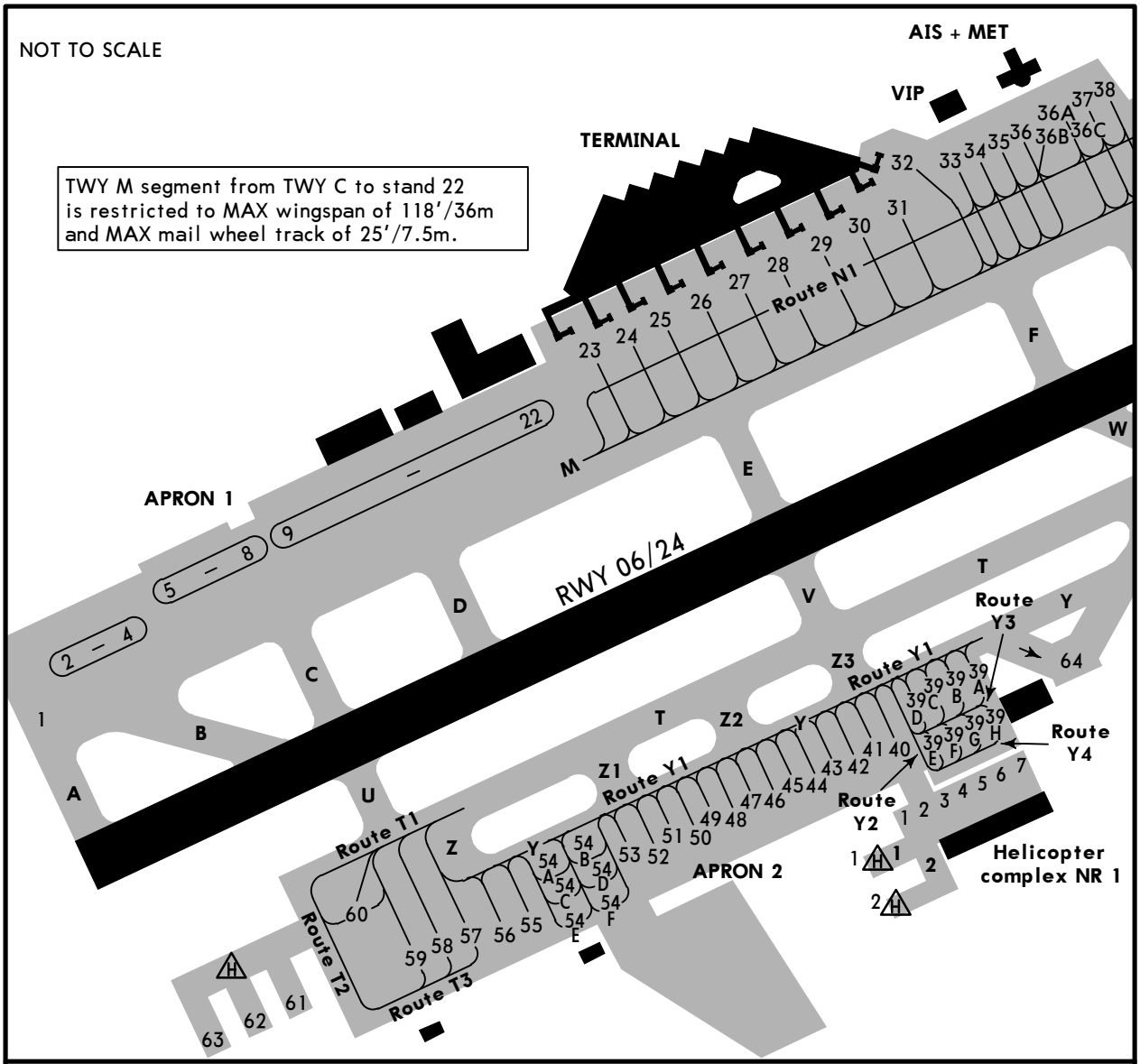
Std TAKE-OFF

Rwys 20, 24

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

CHANGES: Communications, TWY M.

NOT TO SCALE



INS COORDINATES

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

CHANGES: Routes added.

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

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

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

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

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

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

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

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

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

TAKE-OFF

Rwys 20, 24

Low Visibility Procedures required

RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R300m	R400m	R/V400m	R/V500m	NA

CHANGES: Minimums.

URSS/AER
SOCHI

JEPPESEN
29 AUG 25 (11-1) Eff 4 Sep

SOCHI, RUSSIA
ILS Z or LOC Z Rwy 02

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

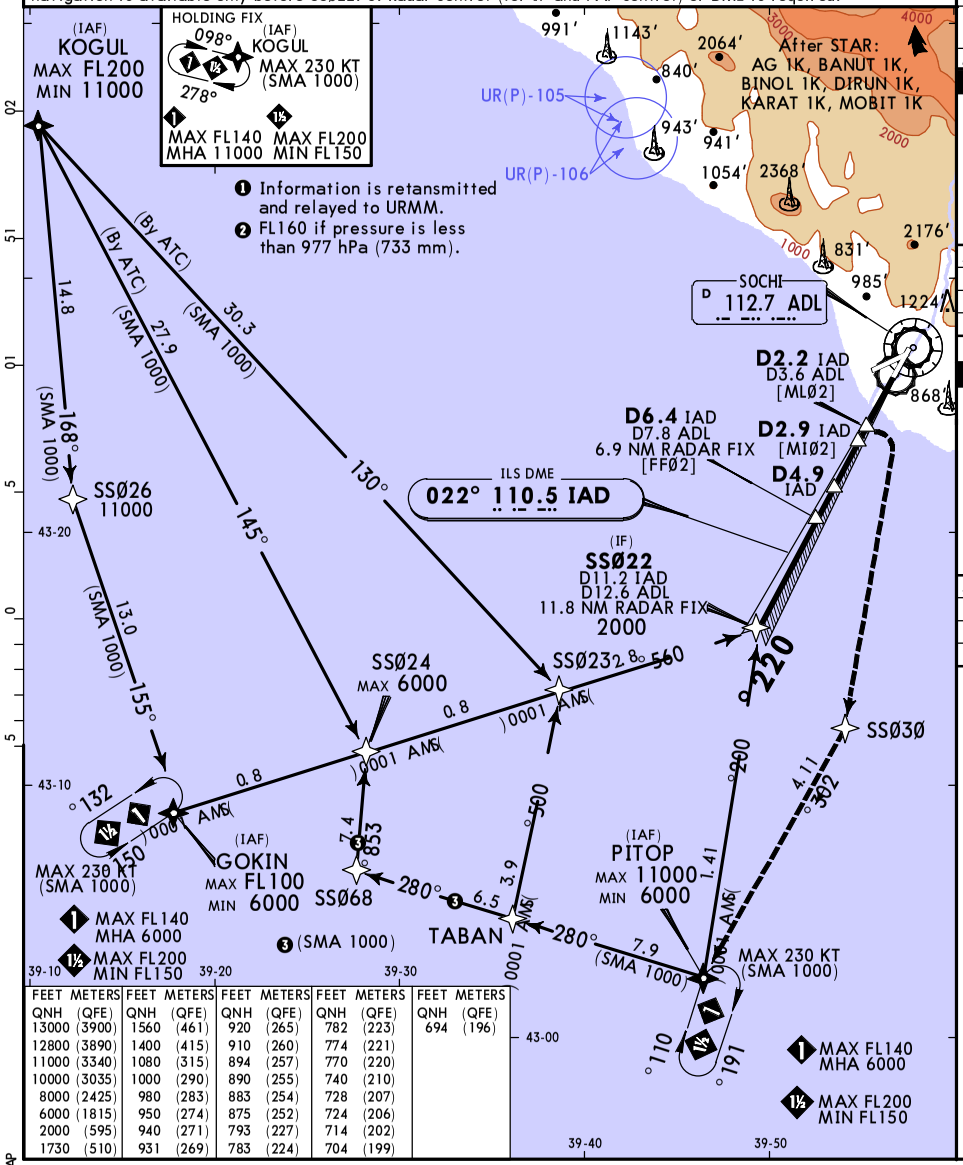
LOC IAD	Final Apch Crs	D6.4 IAD MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 90' Rwy 51'
110.5	022°	2000'(1949')		

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

12,800
MSA ARP

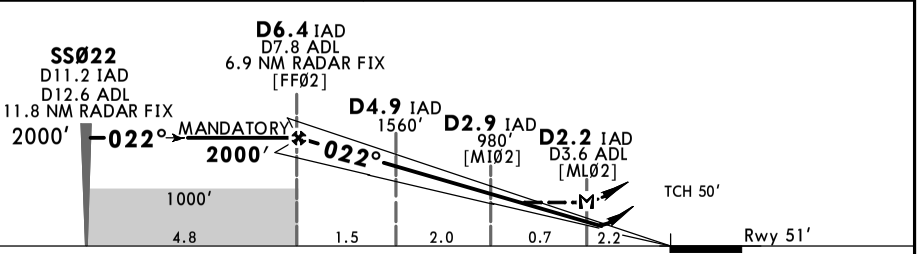
Alt Set:hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL150❷ Trans alt: 13000'

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



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

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



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

HIALS PAPI — 190 KT MAX RT — SSØ3Ø

Std STRAIGHT-IN LANDING ILS

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

Std STRAIGHT-IN LANDING LOC (GS out)

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

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

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

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

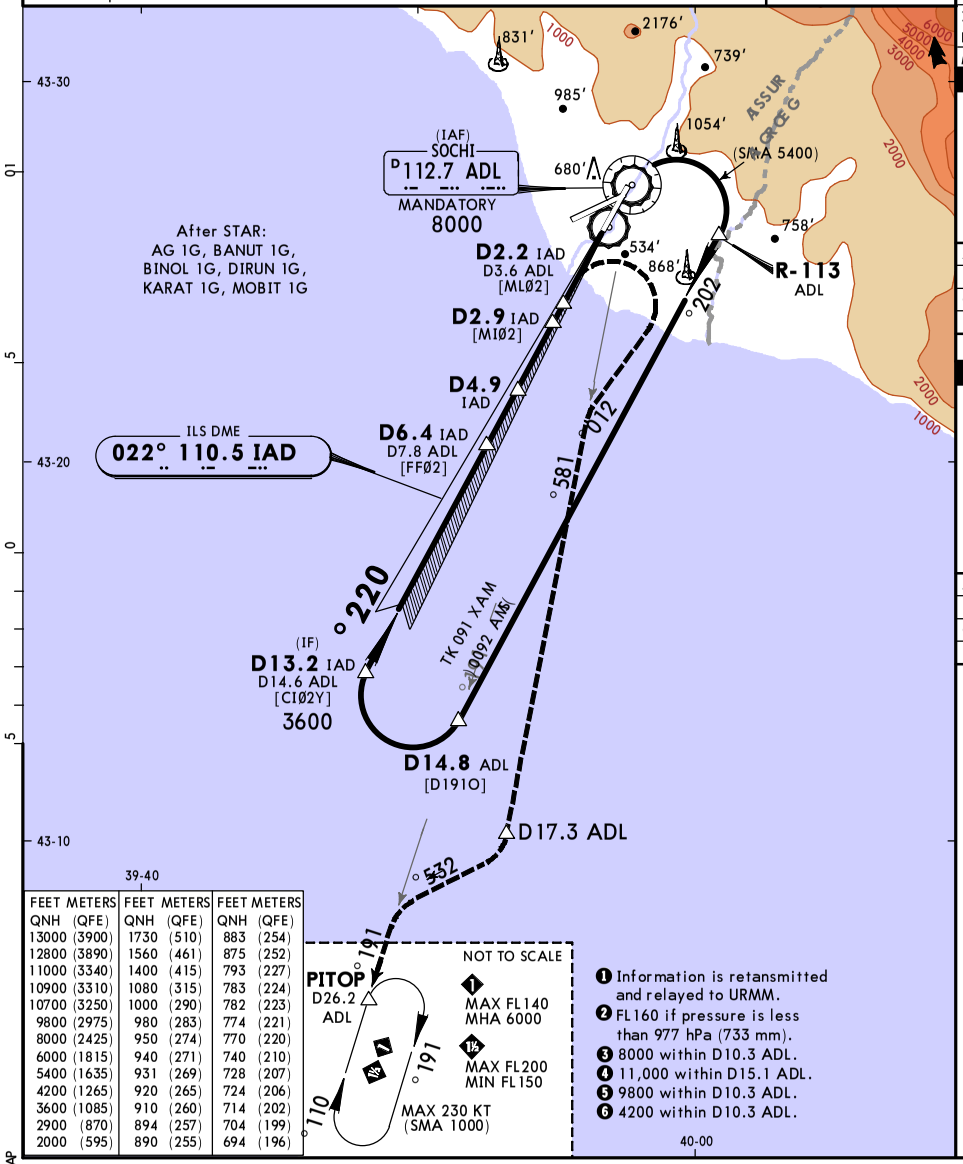
LOC IAD	Final Apch Crs	D6.4 IAD MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 90′
110.5	022°	2000′(1949′)		Rwy 51′

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

MSA
ADL VOR

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

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

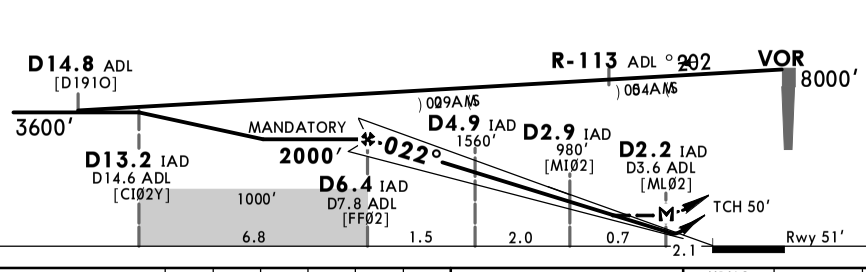


FEET	METERS	FEET	METERS	FEET	METERS
QNH	(QFE)	QNH	(QFE)	QNH	(QFE)
13000	(3900)	1730	(510)	883	(254)
12800	(3890)	1560	(461)	875	(252)
11000	(3340)	1400	(415)	793	(227)
10900	(3310)	1080	(315)	783	(224)
10700	(3250)	1000	(290)	782	(223)
9800	(2975)	980	(283)	774	(221)
8000	(2425)	950	(274)	770	(220)
6000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

NOT TO SCALE

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

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



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

HIALS
PAPI
190 KT MAX RT
210°

Std STRAIGHT-IN LANDING ILS

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

Std STRAIGHT-IN LANDING LOC (GS out)

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

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

CHANGES: Rwy elev, recommended altitudes, TCH.

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

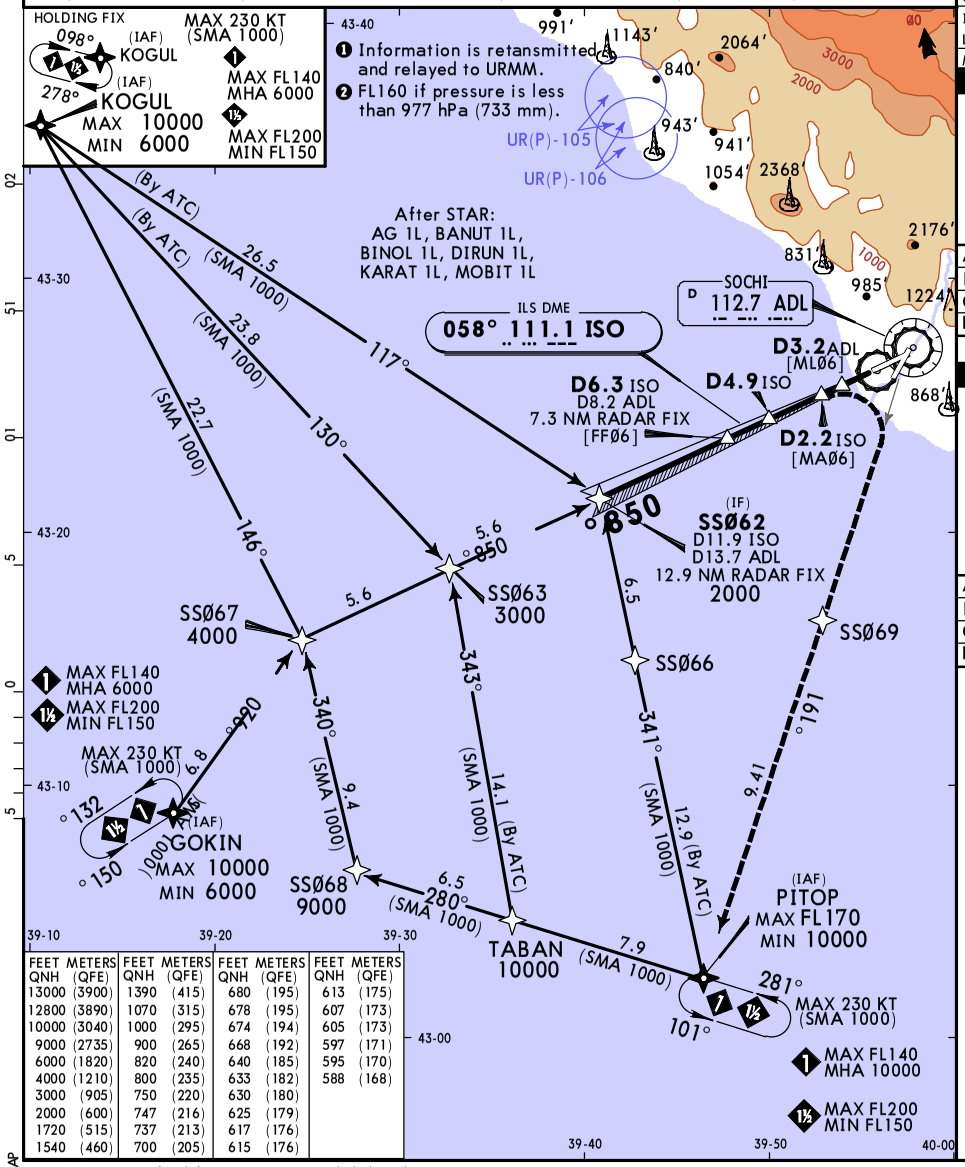
LOC ISO	Final Apch Crs	D6.3 ISO MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 90' Rwy 39'
111.1	058°	2000'(1961')		

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

12,800
MSA ARP

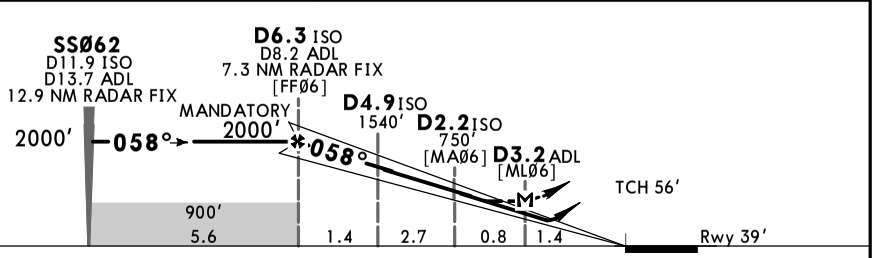
Alt Set:hPa (mm on req) Rwy Elev: 2 hPa Trans level: FL150❷ Trans alt: 13000'

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



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

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



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

HIALS PAPI — 190 KT MAX RT — SSØ69

Std STRAIGHT-IN LANDING

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

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

Std STRAIGHT-IN LANDING **LOC (GS out)**

	MACG MIN 5.0% (304'/NM)	MACG MIN 3.3% (201'/NM)	MACG MIN 2.5% (152'/NM)
CDFA	C:640'(601')	630'(591')	A:630'(591')
❶ DA/MDA(H)	D:680'(641')		B:700'(661')
			C:800'(761')
			D:820'(781')
	ALS out	ALS out	ALS out

A	NOT AUTHORIZED		NOT AUTHORIZED		R1500m
B			R1500m		
C	R2100m	R2400m	NOT AUTHORIZED		R2400m
D	R2300m				

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

CHANGES: Notes, fix definitions, recommended altitudes.

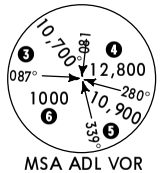
ATIS	SOCHI Approach	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	FL200 or below 124.6	119.7	121.2	119.0

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

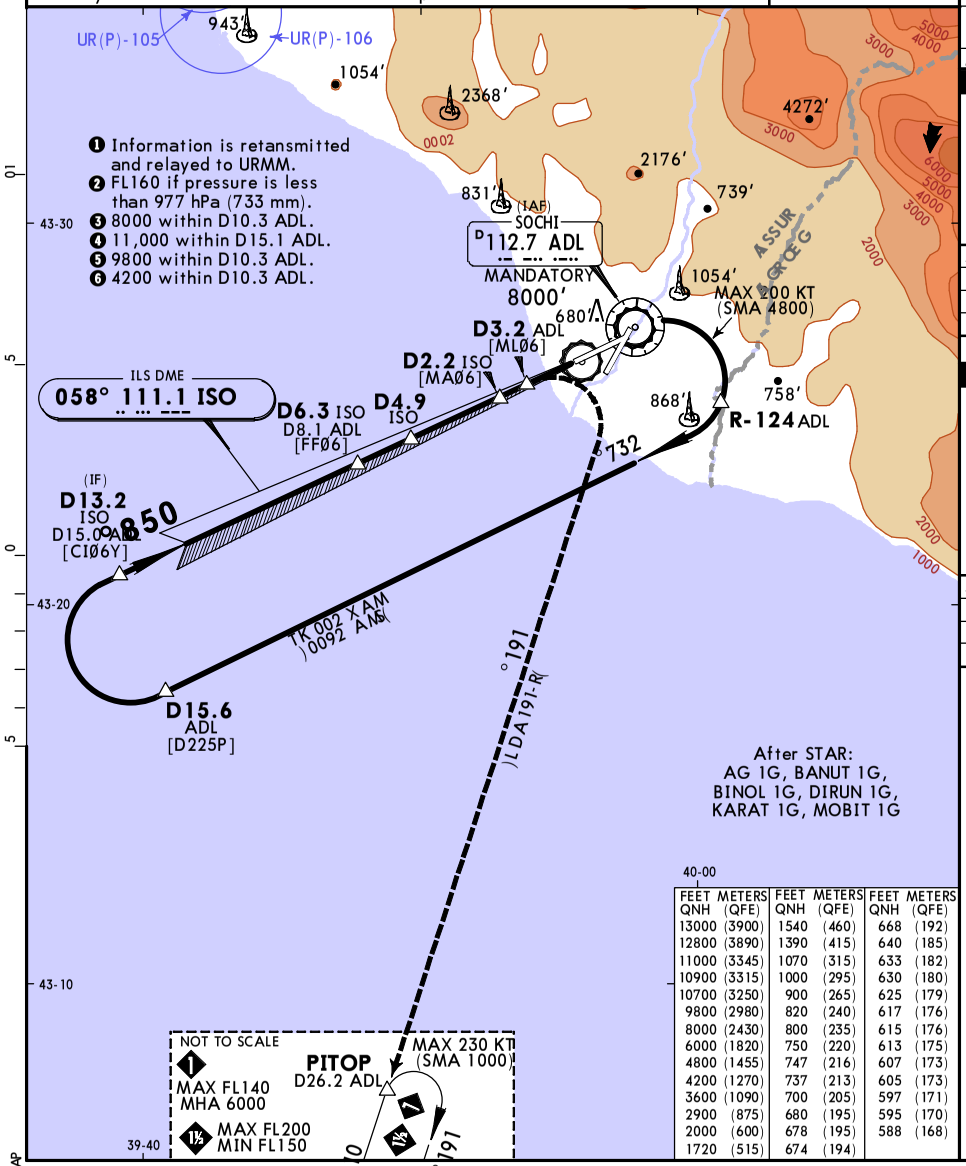
MISSED APCH: Turn RIGHT (MAX 205 KT) as early as possible to intercept R-191 ADL, then proceed to PITOP holding climbing to MIN 6000′ (MAX FL200), or by ATS instruction.

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

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

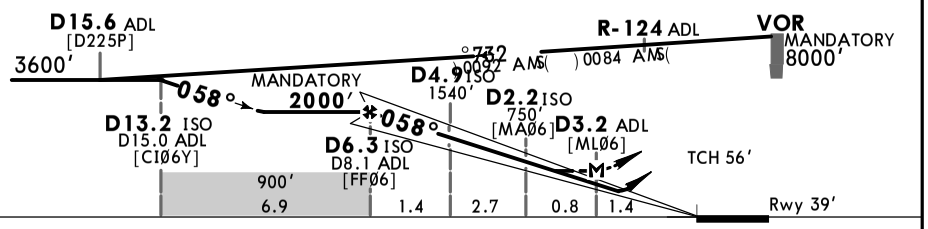


MSA ADL VOR



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

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



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

HIALS PAPI | 205 KT MAX RT | ADL 112.7 R-191

Std STRAIGHT-IN LANDING ILS

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

Std STRAIGHT-IN LANDING LOC (GS out)

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

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

CHANGES: Recommended altitudes, airspace withdrawn.

URSS/AER
SOCHI

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

SOCHI, ~~RUSSIA~~
RNP Z Rwy 02

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

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

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

RNP Apch.

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

12,800
MSA ARP

BRIEFING STRIP™

HOLDING FIX
098° (IAF) KOGUL
MAX 230 KT (SMA 1000)
278°
❶ MAX FL140 MHA 11000 ½ MAX FL200 MIN FL150

❶ Information is retransmitted and relayed to URMM.
❷ FL160 if pressure is less than 977 hPa (733 mm).

(IAF) KOGUL
MAX FL200
MIN 11000

UR(P)-105
UR(P)-106

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

SOCHI
D 112.7 ADL

FOR FINAL APPROACH SEE RNP Z RWY 02 (FINAL APCH)

(By ATC) (SMA 1000) 14.8 168° SSØ26 11000
(By ATC) (SMA 1000) 27.9 145°
(By ATC) (SMA 1000) 30.3 130°
(SMA 1000) 13.0 155°
SSØ23
SSØ24 MAX 6000
8.2 065° (SMA 1000) (IF) SSØ22 2000
022°
8.0 (SMA 1000)
8.0 (SMA 1000)
231° 051°
MAX 230 KT (SMA 1000)
❶ MAX FL140 MHA 6000
½ MAX FL200 MIN FL150
(IAF) GOKIN MAX FL100 MIN 6000
4.7 358° ❸ SSØ68
280° ❸ 6.5
❸ (SMA 1000)
TABAN
9.3 (SMA 1000) 005°
002°
14.1 (SMA 1000)
(IAF) PITOP MAX 11000 MIN 6000
280° 7.9 (SMA 1000)
011° 191°
❶ MAX FL140 MHA 6000
½ MAX FL200 MIN FL150

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

764′ 1078′ 1143′ 2064′ 840′ 941′ 943′ 1054′ 2368′ 831′ 2176′ 985′ 821′ 534′ 5073′ 5954′

43-40 43-30 43-20 43-10 43-00 39-10 39-20 39-30 39-40 39-50

PANS OPS

CHANGES: Rwy elev, airspace, arrival routes.

URSS/AER
SOCHI

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

SOCHI, ~~RUSSIA~~
RNP Z Rwy 02

BRIEFING STRIP

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

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

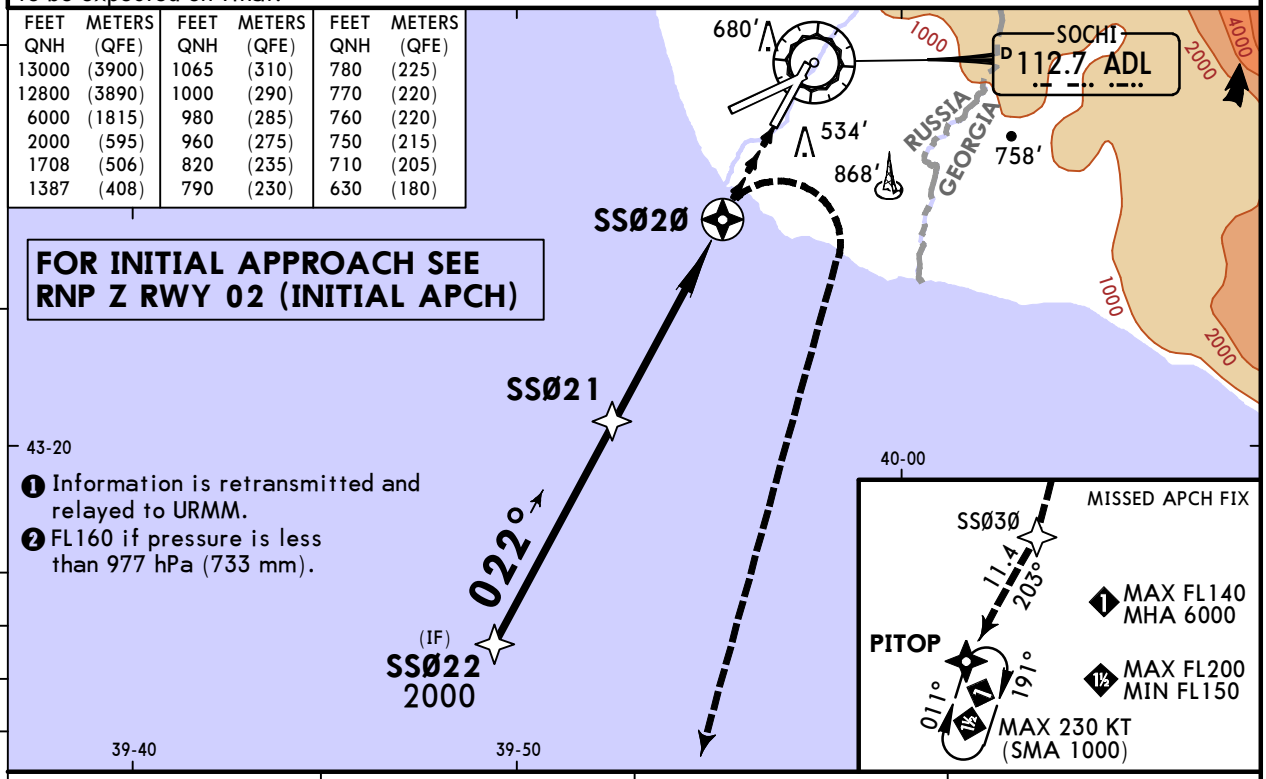
MISSED APCH: Turn RIGHT (MAX 210 KT) to SSØ3Ø, then proceed to PITOP holding climbing to MIN 6000′ (MAX FL200) or as directed. Refer to minimums for MACG.

12,800
MSA ARP

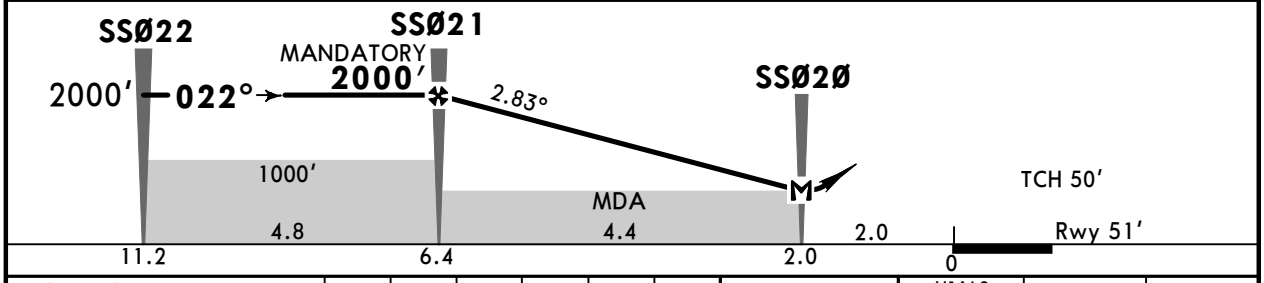
RNP apch	Alt Set:hPa (mm on req)	Rwy Elev: 2 hPa	Trans level: FL150 ❷	Trans alt: 13000′

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

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



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



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

Timing not authorized for defining MAP.

HIALS
PAPI
210 KT MAX RT
SSØ3Ø

Std STRAIGHT-IN LANDING
LNAV

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

PANS OPS

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

CHANGES: Rwy elev, airspace, recommended altitudes.

BRIEFING STRIP ™

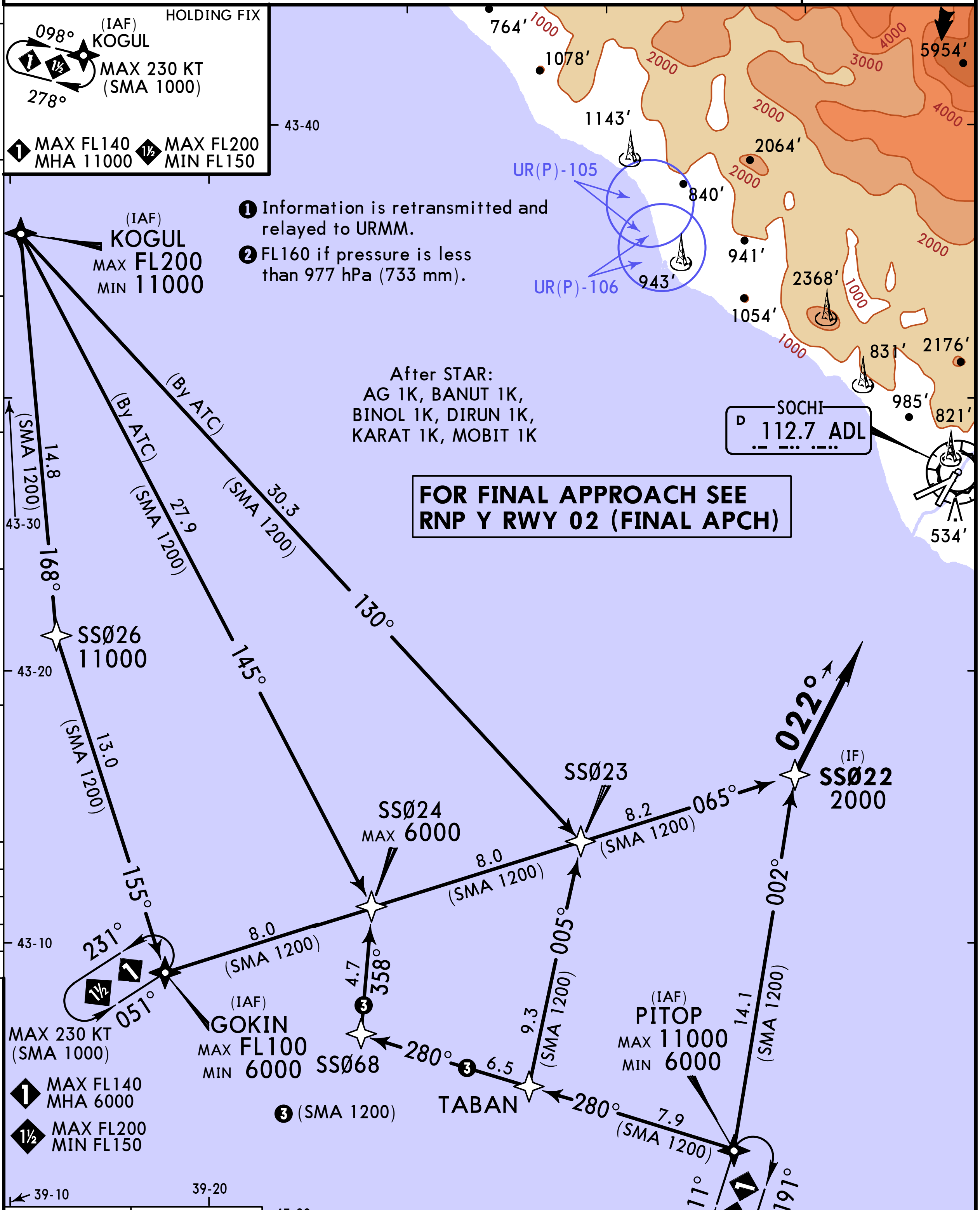
ATIS	SOCHI Approach FL200 or below	SOCHI Radar (TWR)	SOCHI Start (TWR)	Ground
129.375 (Russian ❶ 126.2 132.975)	124.6	119.7	135.8	119.0

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

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

MSA ARP: 12,800

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


HOLDING FIX
(IAF) KOGUL
098°
278°
MAX 230 KT (SMA 1000)
❶ MAX FL140 MHA 11000
1½ MAX FL200 MIN FL150
(IAF) KOGUL MAX FL200 MIN 11000
❶ Information is retransmitted and relayed to URMM.
❷ FL160 if pressure is less than 977 hPa (733 mm).
UR(P)-105
UR(P)-106
764'
1078'
1143'
2064'
840'
941'
943'
2368'
1054'
831'
2176'
985'
821'
534'
5954'
SOCHI D 112.7 ADL
After STAR: AG 1K, BANUT 1K, BINOL 1K, DIRUN 1K, KARAT 1K, MOBIT 1K
FOR FINAL APPROACH SEE RNP Y RWY 02 (FINAL APCH)
(By ATC)
(By ATC)
14.8 (SMA 1200)
27.9 (SMA 1200)
30.3 (SMA 1200)
168°
145°
130°
SS026 11000
13.0 (SMA 1200)
155°
SS024 MAX 6000
SS023
(IF) SS022 2000
022°
065°
8.2 (SMA 1200)
8.0 (SMA 1200)
8.0 (SMA 1200)
231°
051°
(IAF) GOKIN MAX FL100 MIN 6000
MAX 230 KT (SMA 1000)
❶ MAX FL140 MHA 6000
1½ MAX FL200 MIN FL150
4.7 358°
SS068
280° ❸ 6.5
TABAN
❸ (SMA 1200)
005° 9.3 (SMA 1200)
(IAF) PITOP MAX 11000 MIN 6000
002° 14.1 (SMA 1200)
280° 7.9 (SMA 1200)
011°
191°
MAX 230 KT (SMA 1000)
❶ MAX FL140 MHA 6000
1½ MAX FL200 MIN FL150
43-40
43-30
43-20
43-10
43-00
39-10
39-20
39-30
39-40
39-50

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

PANS OPS

CHANGES: Rwy elev, airspace, arrival routes.

BRIEFING STRIP™

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

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

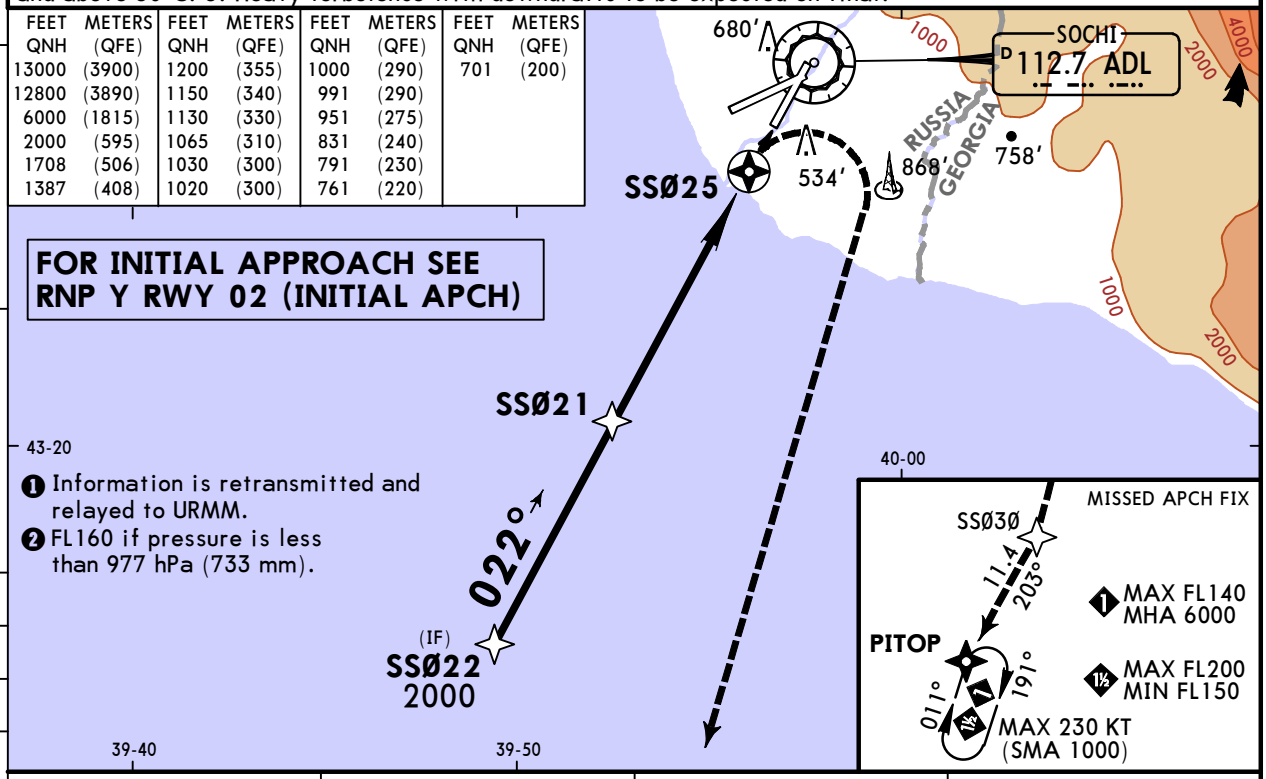
MISSED APCH: Turn RIGHT (MAX 195 KT) to SSØ3Ø, then proceed to PITOP holding climbing to MIN 6000′ (MAX FL200) or as directed. Refer to minimums for MACG.

12,800
MSA ARP

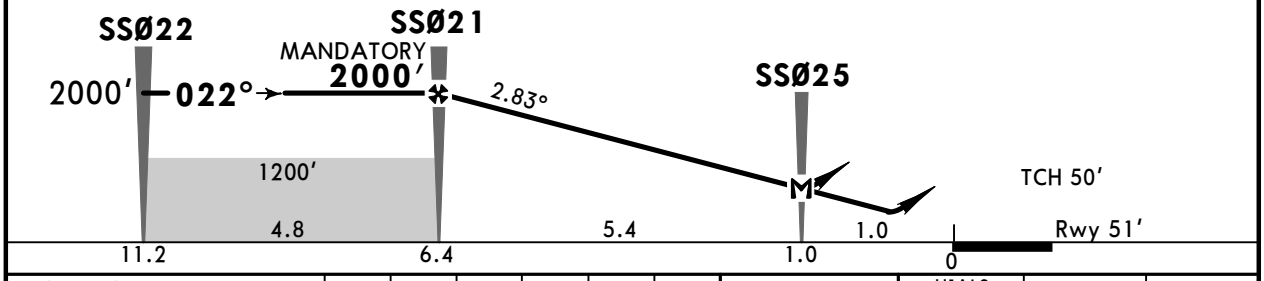
RNP apch	Alt Set:hPa (mm on req)	Rwy Elev: 2 hPa	Trans level: FL150 ❷	Trans alt: 13000′

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

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



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



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

Timing not authorized for defining MAP.

HIALS
PAPI
195 KT MAX RT
SSØ3Ø

Std STRAIGHT-IN LANDING

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

PANS OPS

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

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

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

URSS/AER
SOCHI

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

SOCHI, ~~RUSSIA~~
RNP Z Rwy 06

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

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

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

RNP Apch.

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

BRIEFING STRIP

12,800
MSA ARP

HOLDING FIX
(IAF) KOGUL
098° 278°
MAX 230 KT (SMA 1000)
❶ MAX FL140 MHA 6000
½ MAX FL200 MIN FL150

❶ Information is retransmitted and relayed to URMM.
❷ FL160 if pressure is less than 977 hPa (733 mm).

UR(P)-105
UR(P)-106

764′ 1078′ 1143′ 2064′ 840′ 941′ 943′ 1054′ 2368′ 831′ 2176′ 985′ 821′ 534′ 5073′ 5954′

(IAF) KOGUL
MAX 10000
MIN 6000

(by ATC) 26.5 (SMA 1000) 117°
(by ATC) 23.8 (SMA 1000) 130°
22.7 (SMA 1000) 146°

FOR FINAL APPROACH SEE RNP Z RWY 06 (FINAL APCH)

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

058°

(IF) SSØ62 2000
341° (SMA 1000) 6.5
SSØ66
12.9 (SMA 1000) (by ATC)

6.5 058° (SMA 1000)
SSØ63 3000

6.5 058° (SMA 1000)
SSØ67 4000

029° 8.6 (SMA 1000)
340° 9.4 (SMA 1000)
343° 14.1 (SMA 1000) (by ATC)

MAX 230 KT (SMA 1000)
231° 051°
(IAF) GOKIN
MAX 10000
MIN 6000

SSØ68 9000
6.5 (SMA 1000)
TABAN 10000
280° 7.9 (SMA 1000)

(IAF) PITOP
MAX FL170
MIN 10000
281° 101°
MAX 230 KT (SMA 1000)

❶ MAX FL140 MHA 6000
½ MAX FL200 MIN FL150

❶ MAX FL140 MHA 10000
½ MAX FL200 MIN FL150

PANS OPS

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

39-10 39-20 43-00 43-40 43-30 43-20 43-10 39-30 39-40 39-50

CHANGES: Airspace.

BRIEFING STRIP

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

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

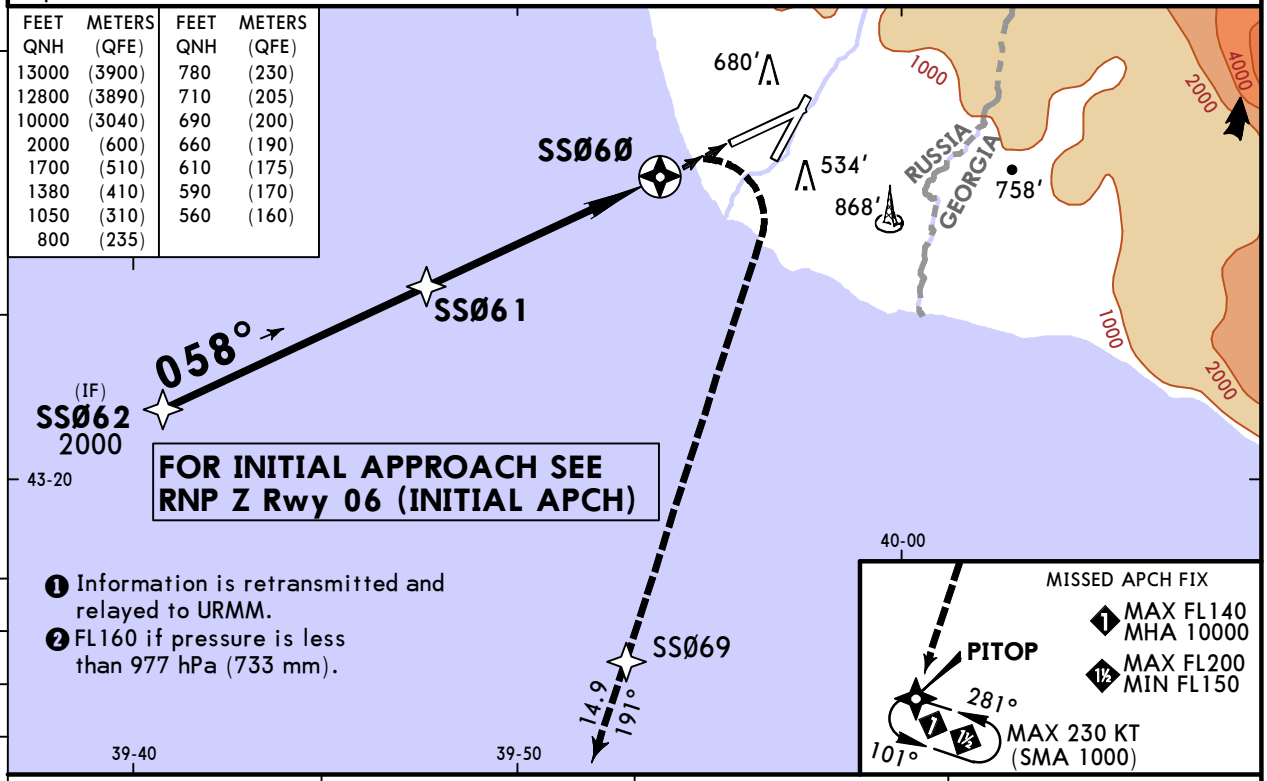
MISSED APCH: Turn RIGHT (MAX 215 KT) to SSØ69, then proceed to PITOP holding climbing to MIN 10000′ (MAX FL200) or as directed. Refer to minimums for MACG.

12,800
MSA ARP

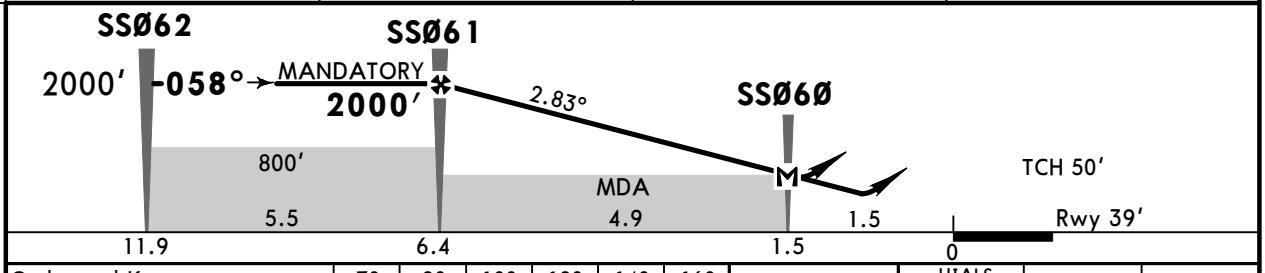
RNP apch	Alt Set: hPa (mm on req)	Rwy Elev: 1 hPa	Trans level: FL150 ❷	Trans alt: 13000′

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

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



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



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

Timing not authorized for defining MAP.

HIALS
PAPI

215 KT MAX RT

SSØ69

Std STRAIGHT-IN LANDING

LNAV

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

PANS OPS

	ALS out	ALS out
A, B	R1500m	R1500m
C	R2300m	R2400m
D	R2400m	R2400m

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

CHANGES: Airspace, recommended altitudes.

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

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

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

RNP Apch.

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

12,800
MSA ARP

BRIEFING STRIP

HOLDING FIX
098° (IAF) KOGUL
MAX 230 KT (SMA 1000)
278°
❶ MAX FL140 MHA 6000
½ MAX FL200 MIN FL150

❶ Information is retransmitted and relayed to URMM.
❷ FL160 if pressure is less than 977 hPa (733 mm).

UR(P)-105
UR(P)-106

764′ 1078′ 1143′ 2064′ 840′ 941′ 943′ 2368′ 1054′ 831′ 2176′ 985′ 821′ 534′ 5954′

1000 2000 3000 4000

(IAF) KOGUL
MAX 10000
MIN 6000

(by ATC) 26.5 (SMA 1000) 117°
(by ATC) 23.8 (SMA 1000) 130°
22.7 (SMA 1000) 146°

FOR FINAL APPROACH SEE RNP Y RWY 06 (FINAL APCH)

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

058°

(IF) SSØ62 2000
341° (SMA 1000) 6.5 SSØ66
12.9 (SMA 1000) (by ATC)

6.5 (SMA 1000) 058° SSØ63 3000
343° 14.1 (SMA 1000) (by ATC)

6.5 (SMA 1000) 058° SSØ67 4000
340° 9.4 (SMA 1000)
029° 8.6 (SMA 1000)

MAX 230 KT (SMA 1000)
231° 051°
(IAF) GOKIN
MAX 10000
MIN 6000

SSØ68 9000

6.5 (SMA 1000) 280° 7.9 (SMA 1000)

TABAN 10000

(IAF) PITOP
MAX FL170
MIN 10000

281° 101°
MAX 230 KT (SMA 1000)

❶ MAX FL140 MHA 6000
½ MAX FL200 MIN FL150

❶ MAX FL140 MHA 10000
½ MAX FL200 MIN FL150

PANS OPS

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

43-40 43-30 43-20 43-10 43-00
39-10 39-20 39-30 39-40 39-50
30 25 20 15 10 5 0 5

CHANGES: Airspace.

URSS/AER
SOCHI

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

SOCHI, ~~RUSSIA~~
RNP Y Rwy 06

BRIEFING STRIP

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

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

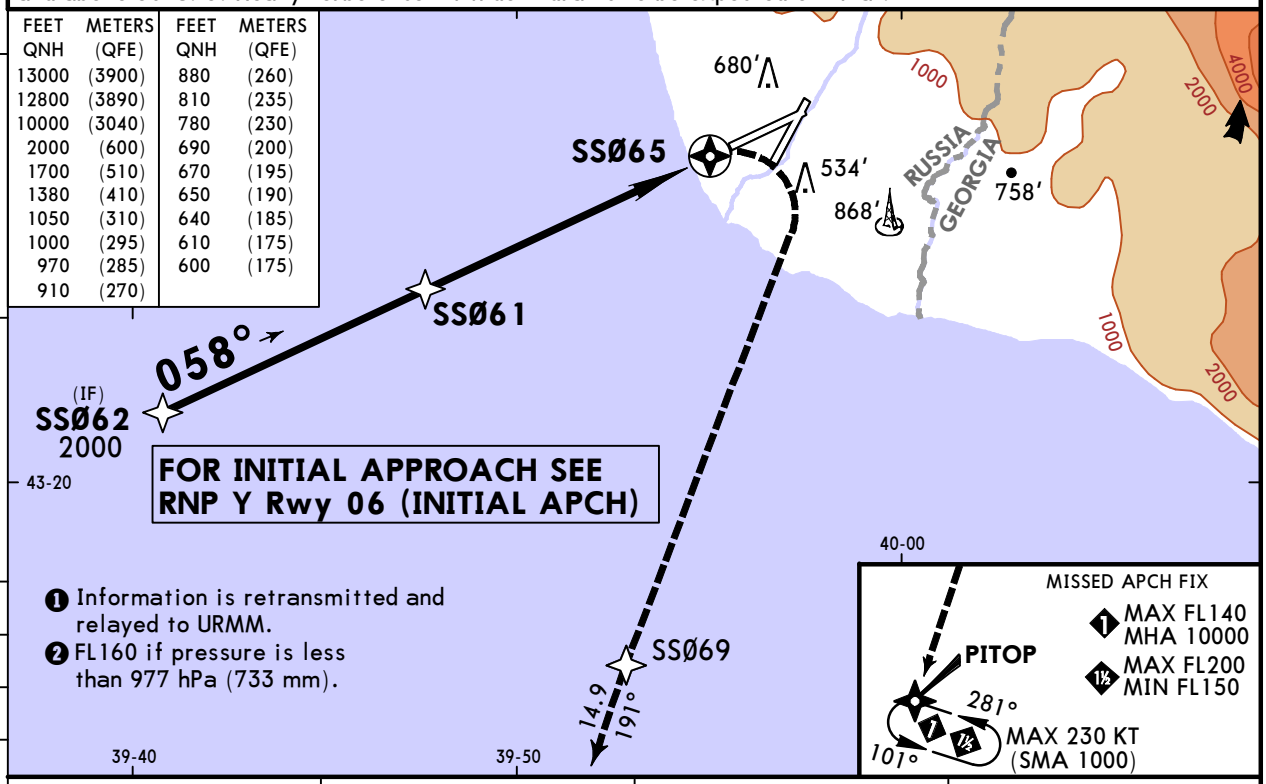
MISSED APCH: Turn RIGHT (MAX 215 KT) to SSØ69, then proceed to PITOP holding climbing to MIN 10000′ (MAX FL200) or as directed. Refer to minimums for MACG.

12,800
MSA ARP

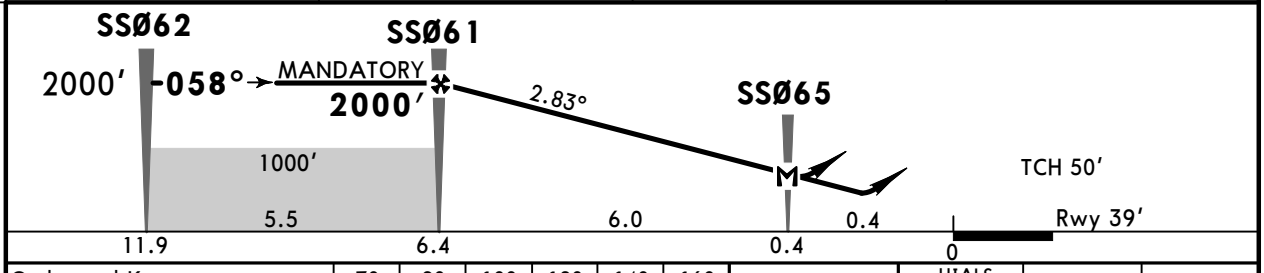
RNP apch	Alt Set: hPa (mm on req)	Rwy Elev: 1 hPa	Trans level: FL150 ❷	Trans alt: 13000′

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

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



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



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

Timing not authorized for defining MAP.

HIALS
PAPI
215 KT MAX RT
SSØ69

Std STRAIGHT-IN LANDING

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

PANS OPS

A	R1500m	R1500m	R1500m
B			
C	R2100m	R2400m	R2400m
D	R2200m		

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

CHANGES: Airspace, recommended altitudes.

URSS/AER
SOCHI

JEPPESEN

29 AUG 25 (12-20) Eff 4 Sep

SOCHI, ~~RUSSIA~~
RNP X Rwy 02 (AR)

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

BRIEFING STRIP

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

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

RNP AR Apch.

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

12,800
MSA ARP

HOLDING FIX
098° KOGUL
MAX 230 KT
(SMA 1000)
278°
1 MAX FL140 MHA 11000
1½ MAX FL200 MIN FL150

❶ Information is retransmitted and relayed to URMM.
❷ FL160 if pressure is less than 977 hPa (733 mm).

(IAF)
KOGUL
MAX FL200
MIN 11000

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

FOR FINAL APPROACH SEE
RNP X RWY 02 (AR)
(FINAL APCH)

UR(P)-105
UR(P)-106

764′ 1078′ 2735′ 5954′ 1143′ 2064′ 840′ 943′ 941′ 1054′ 2368′ 831′ 2176′ 985′ 821′ 534′

14.8 (SMA 1000) 168°
(By ATC) 27.9 (SMA 1000) 145°
(By ATC) 30.3 (SMA 1000) 130°

SSØ26
11000

13.0 (SMA 1000) 155°
231° 051°
8.0 (SMA 1000) 065°

SSØ24
MAX 6000

8.0 (SMA 1000)

SSØ23

8.2 (SMA 1000)

(IF)
SSØ22
2000
022°

002°
14.1 (SMA 1000)

(IAF)
GOKIN
MAX 10000
MIN 6000

MAX 230 KT
(SMA 1000)
1 MAX FL140 MHA 6000
1½ MAX FL200 MIN FL150

(IAF)
PITOP
MAX 8000
MIN 6000

011° 191°

MAX 230 KT
(SMA 1000)
1 MAX FL140 MHA 6000
1½ MAX FL200 MIN FL150

PANS OPS

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

CHANGES: Rwy elev, airspace.

URSS/AER
SOCHI

JEPPESEN

29 AUG 25
Eff 4 Sep

12-20A

CAT A & B

SOCHI, RUSSIA
RNP X Rwy 02 (AR)

BRIEFING STRIP

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

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

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

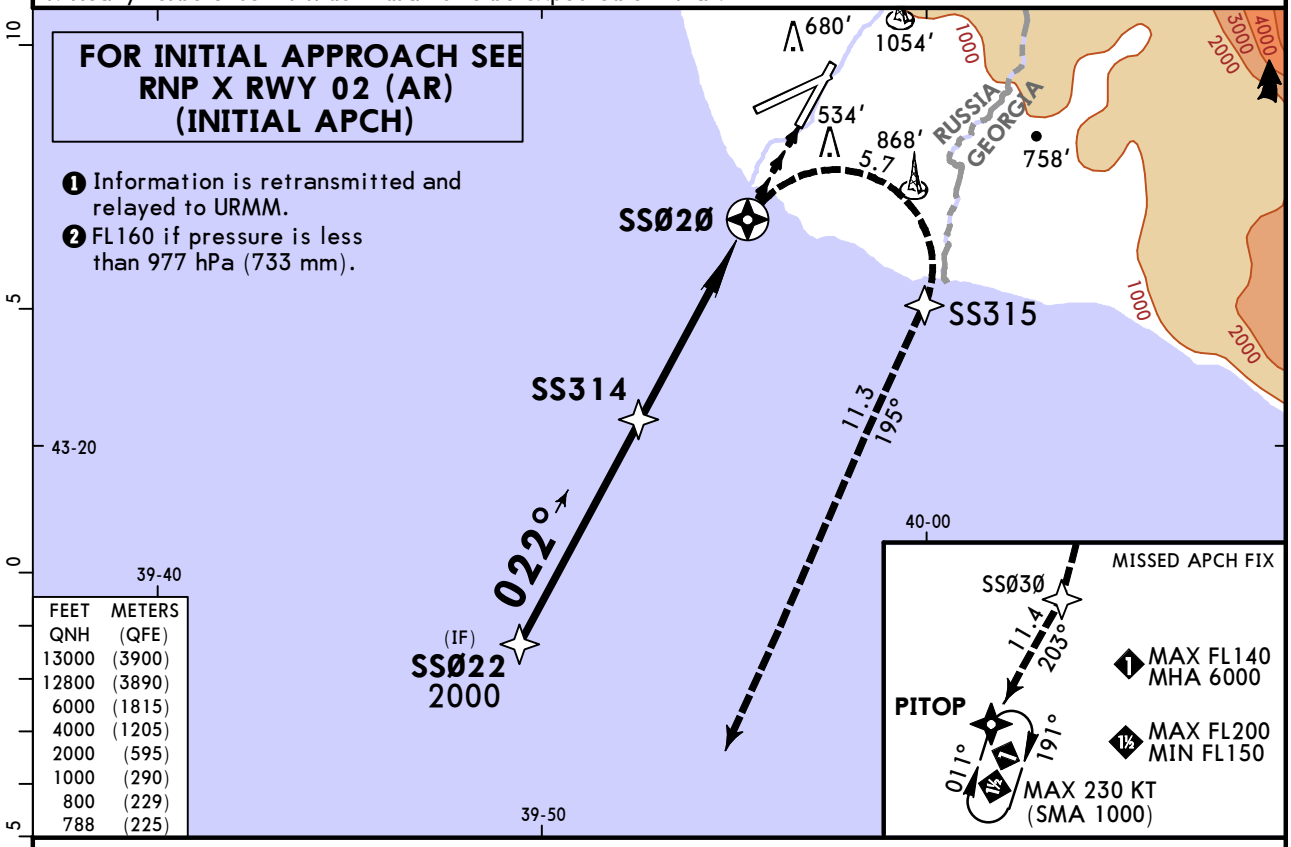
12,800
MSA ARP

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

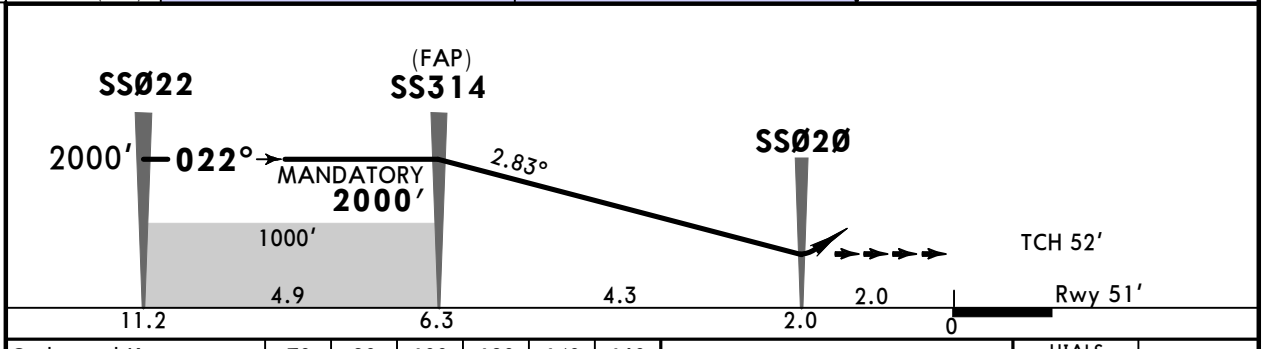
1. Authorization required. 2. RF and GNSS required. 3. Baro-VNAV not authorized below -12°.
4. Heavy turbulence with downdrafts to be expected on final.

FOR INITIAL APPROACH SEE RNP X RWY 02 (AR) (INITIAL APCH)

❶ Information is retransmitted and relayed to URMM.
❷ FL160 if pressure is less than 977 hPa (733 mm).



FEET QNH	METERS (QFE)
13000	(3900)
12800	(3890)
6000	(1815)
4000	(1205)
2000	(595)
1000	(290)
800	(229)
788	(225)



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

HIALS
PAPI

SS315
RT

Std

STRAIGHT-IN LANDING
RNP 0.10

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

ALS out

PANS OPS

A B	R1500m
C D	NOT APPLICABLE

CHANGES: TCH, glide path angle.

URSS/AER
SOCHI

JEPPESEN
29 AUG 25 (12-21) Eff 4 Sep

SOCHI, RUSSIA
RNP W Rwy 02 (AR)

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

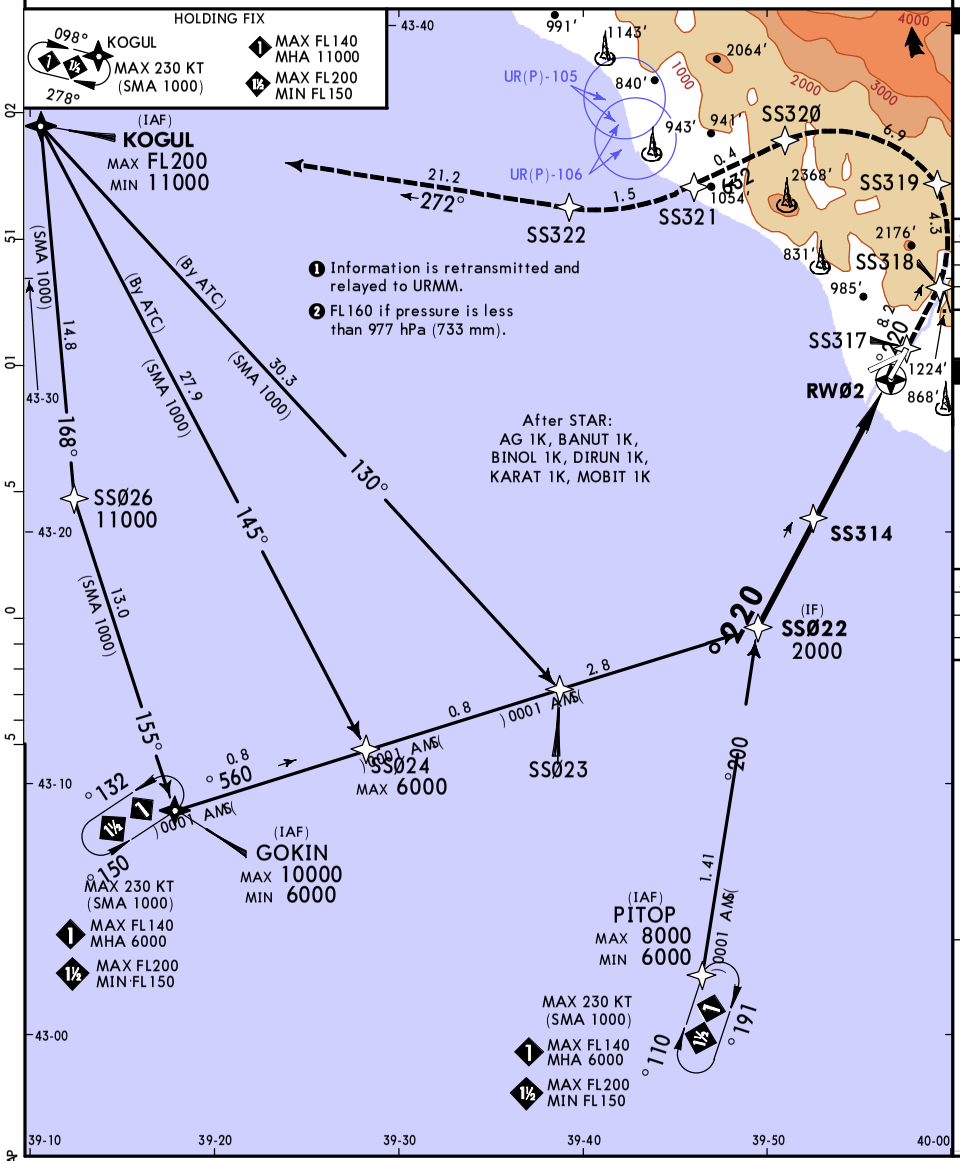
RNAV	Final Apch Crs 022°	SS314 MANDATORY 2000′(1949′)	RNP 0.10 DA(H) Refer to Minimums	Apt Elev 90′ Rwy 51′

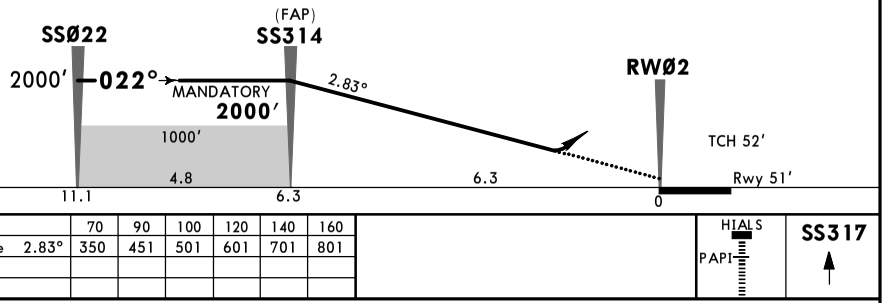
MISSED APCH: Climb STRAIGHT AHEAD to SS317, then to SS318, turn LEFT to SS319, turn LEFT to SS320, then to SS321, turn RIGHT to SS322, then to KOGUL, climbing to 4000′, or by ATS instruction.
Refer to minimums for MACG.

12,800
MSA ARP

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

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





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

HIALS
PAPI
SS317

Std STRAIGHT-IN LANDING
RNP 0.10

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

Std STRAIGHT-IN LANDING
RNP 0.30

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

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

CHANGES: Rwy elev, airspace, glide path angle.

URSS/AER
SOCHI

JEPPESEN
29 AUG 25 (12-22) Eff 4 Sep

SOCHI, ~~RUSSIA~~
RNP X Rwy 06 (AR)

BRIEFING STRIP

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

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

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

RNP Apch.

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

12,800
MSA ARP

HOLDING FIX
098° KOGUL
MAX 230 KT (SMA 1000)
278°
1 MAX FL140 MHA 6000
1½ MAX FL200 MIN FL150

(IAF) KOGUL
MAX 10000
MIN 6000

❶ Information is retransmitted and relayed to URMM.
❷ FL160 if pressure is less than 977 hPa (733 mm).

UR(P)-105
UR(P)-106

FOR FINAL APPROACH SEE RNP X RWY 06 (AR) (FINAL APCH)

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

(by ATC) 26.5 (SMA 1000) 117°
(by ATC) 23.8 (SMA 1000) 130°
22.7 (SMA 1000) 146°

058°

(IF) SSØ62 2000
SSØ63 3000
SSØ66
SSØ67 4000
SSØ68 9000
TABAN 10000

6.5 (SMA 1000) 058°
6.5 (SMA 1000) 058°
6.5 (SMA 1000) 340°
6.5 (SMA 1000) 343°
12.9 (SMA 1000) 341°
9.4 (SMA 1000)
14.1 (SMA 1000) (by ATC)
6.5 (SMA 1000)
7.9 (SMA 1000) 280°
(by ATC) 281°

8.6 (SMA 1000) 029°

MAX 230 KT (SMA 1000)
231°
051°

(IAF) GOKIN
MAX 10000
MIN 6000

1 MAX FL140 MHA 6000
1½ MAX FL200 MIN FL150

(IAF) PITOP
MAX FL170
MIN 10000

MAX 230 KT (SMA 1000)
101°

1 MAX FL140 MHA 10000
1½ MAX FL200 MIN FL150

764′ 1078′ 2735′ 5954′ 1143′ 2064′ 840′ 943′ 941′ 1054′ 2368′ 831′ 2176′ 985′ 821′ 534′

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

PANS OPS

URSS/AER
SOCHI

JEPPESEN

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

SOCHI, ~~RUSSIA~~
RNP X Rwy 06 (AR)

BRIEFING STRIP™

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

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

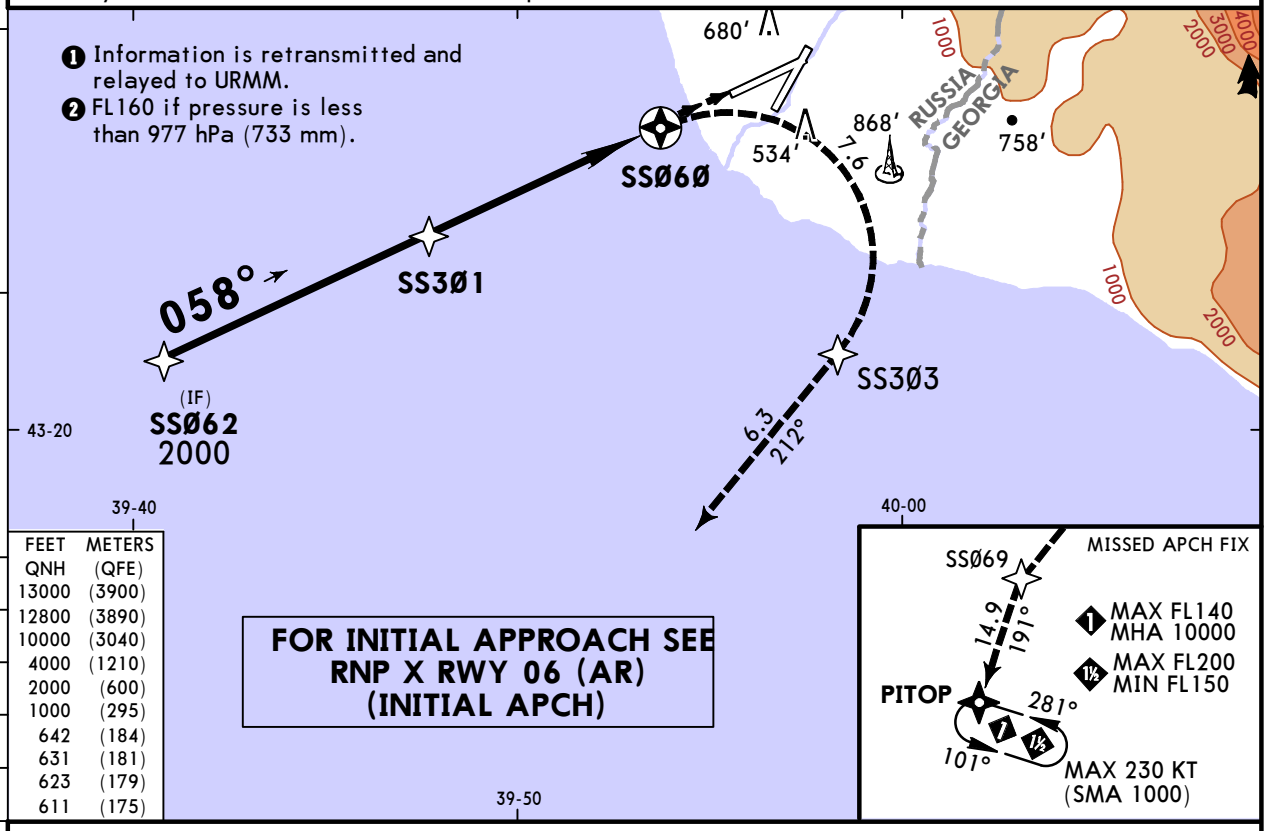
MISSED APCH: Turn RIGHT to SS3Ø3 (MAX 200 KT), then to SSØ69, then to PITOP climbing to 4000′, or by ATS unit instruction.

12,800
MSA ARP

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

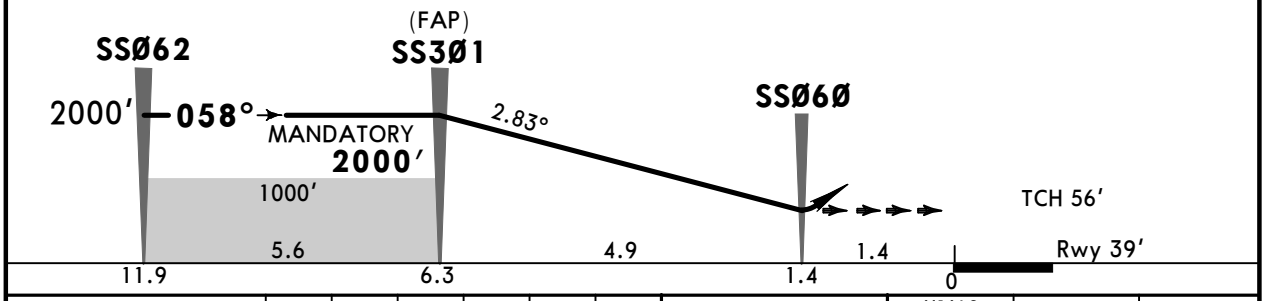
1. Authorization required. 2. RF and GNSS required. 3. Baro-VNAV not authorized below -12°.
4. Heavy turbulence with downdrafts to be expected on final.

❶ Information is retransmitted and relayed to URMM.
❷ FL160 if pressure is less than 977 hPa (733 mm).



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

FOR INITIAL APPROACH SEE RNP X RWY 06 (AR) (INITIAL APCH)



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

HIALS
PAPI

SS3Ø3 RT

200 KT MAX

Std STRAIGHT-IN LANDING
RNP 0.30

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

ALS out

PANS OPS

A	R1500m	
B		
C	R2000m	R2400m
D	R2100m	

CHANGES: Airspace.

URSS/AER
SOCHI

JEPPESEN
29 AUG 25 (12-23) Eff 4 Sep

SOCHI, RUSSIA
RNP W Rwy 06 (AR)

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

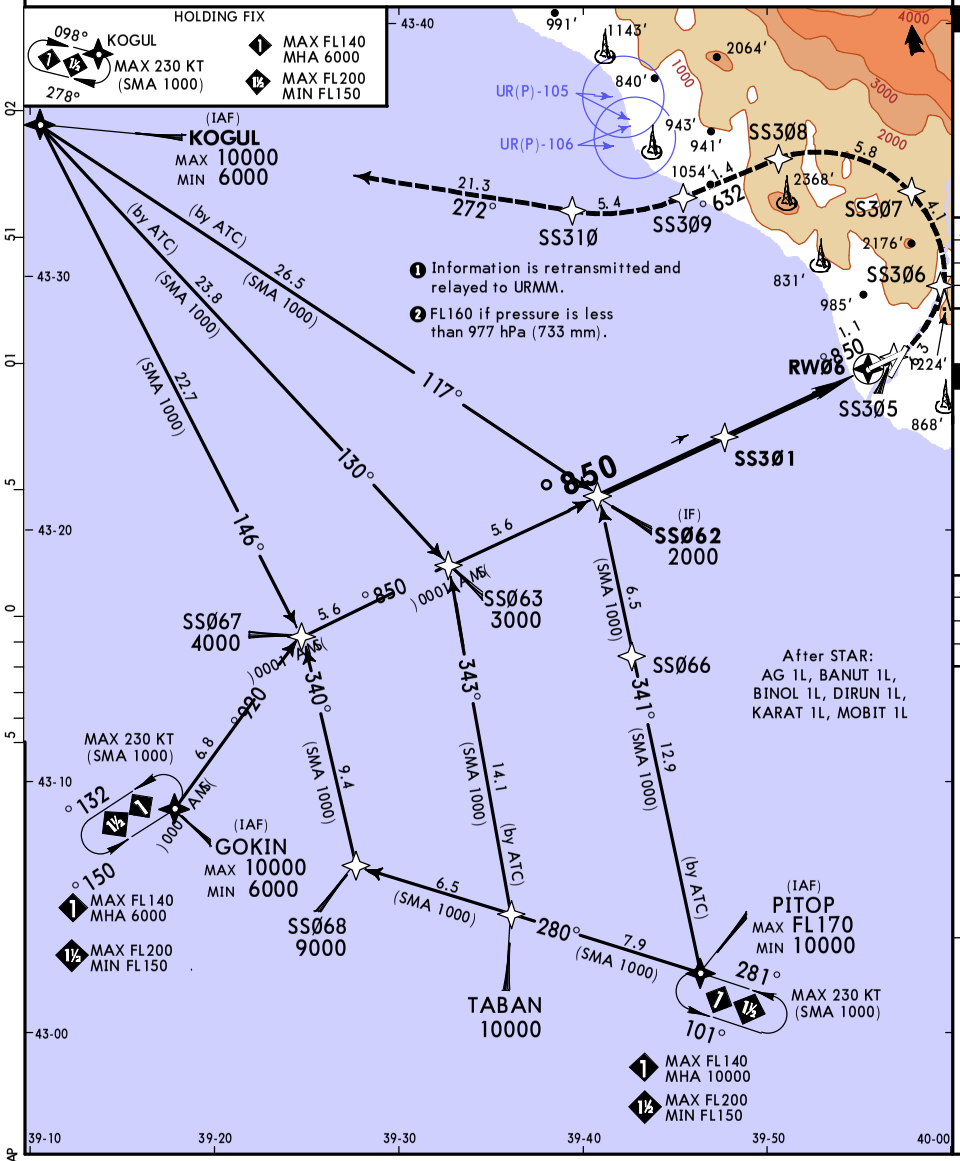
RNAV	Final Apch Crs	SS3Ø1 MANDATORY	RNP 0.10 DA(H) Refer to Minimums	Apt Elev 90′ Rwy 39′
	058°	2000′(1961′)		

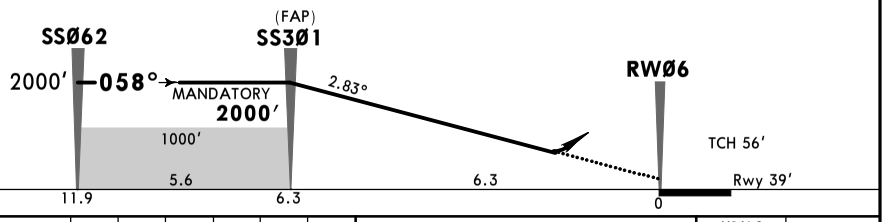
MISSED APCH: Climb STRAIGHT AHEAD to SS3Ø5, turn LEFT to SS3Ø6, turn LEFT to SS3Ø7, turn LEFT to SS3Ø8 (MAX 190 KT), then to SS3Ø9, turn RIGHT to SS31Ø, then to KOGUL, climbing to 4000′, or by ATS unit instruction. Refer to minimums for MACG.

12,800
MSA ARP

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

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





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

HIALS
PAPI
SS3Ø5

Std STRAIGHT-IN LANDING
RNP 0.10

	MACG MIN 5.0% (304′/NM)		MACG MIN 4.0% (244′/NM)		MACG MIN 3.0% (183′/NM)		MACG MIN 2.5% (152′/NM)	
DA(H) A	A: 299′(260′)		A: 317′(278′)		A: 471′(432′)		A: 619′(580′)	
DA(H) B	B: 311′(272′)		B: 340′(301′)		B: 493′(454′)		B: 640′(601′)	
DA(H) C	C: 319′(280′)		C: 362′(323′)		C: 512′(473′)		C: 658′(619′)	
DA(H) D	D: 371′(332′)		D: 383′(344′)		D: 531′(492′)		D: 676′(637′)	
		ALS out		ALS out		ALS out		ALS out
A	R750m	R1300m	R750m	R1300m	R1300m	R1500m	R1500m	
B				R1400m	R1400m			
C			R800m	R1500m	R1500m	R2200m	R2100m	R2400m
D	R800m	R1500m	R900m	R1600m		R2300m	R2200m	

Std STRAIGHT-IN LANDING
RNP 0.30

	MACG MIN 4.0% (244′/NM)		MACG MIN 3.0% (183′/NM)		MACG MIN 2.5% (152′/NM)	
DA(H) A	A: 548′(509′)		A: 693′(654′)		A: 796′(757′)	
DA(H) B	B: 621′(582′)		B: 715′(676′)		B: 817′(778′)	
DA(H) C	C: 642′(603′)		C: 734′(695′)		C: 836′(797′)	
DA(H) D	D: 653′(614′)		D: 753′(714′)		D: 854′(815′)	
		ALS out		ALS out		ALS out
A	R1500m		R1500m		R1500m	
B						
C						
D	R2100m	R2400m	R2400m		R2400m	

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

CHANGES: Airspace.

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

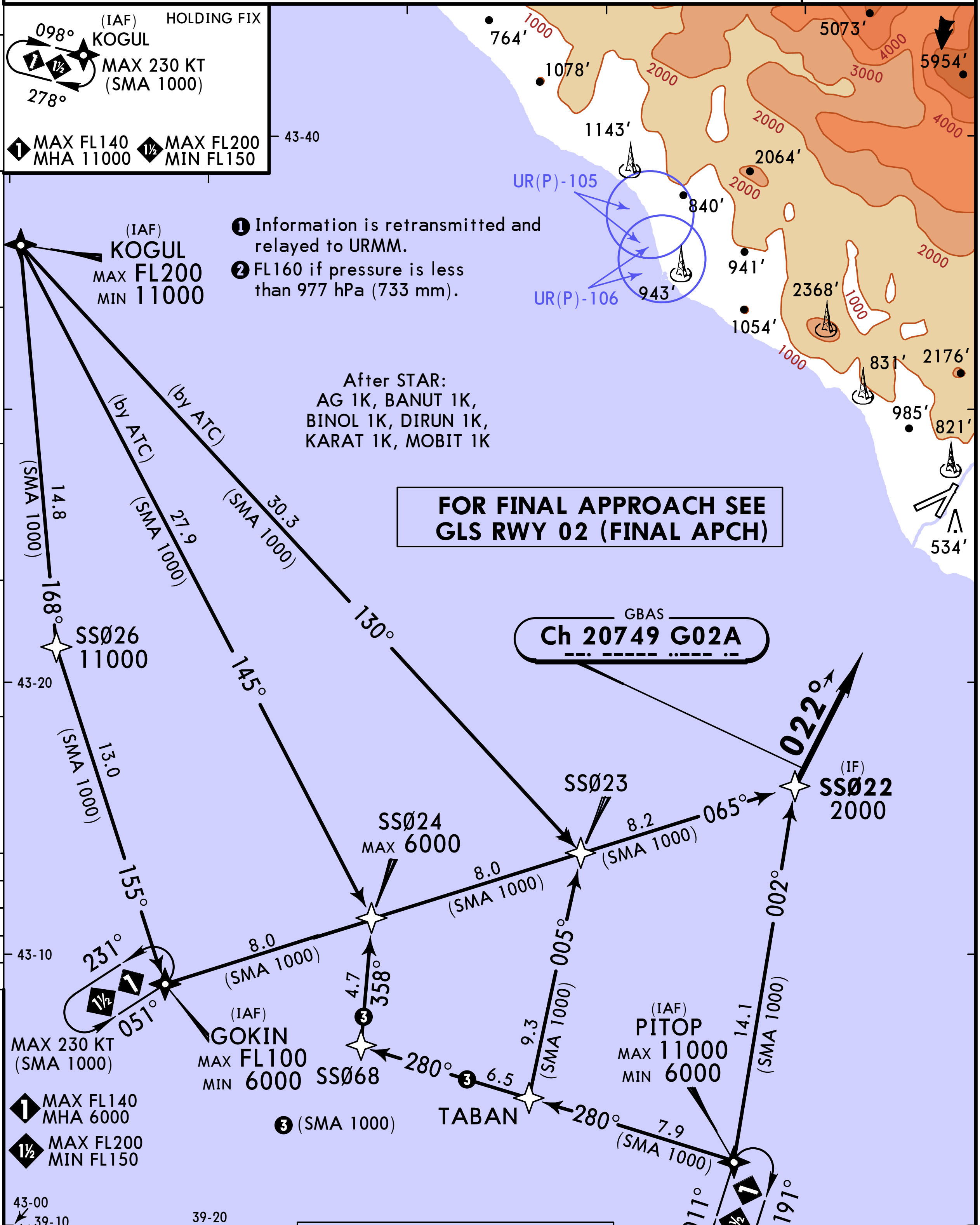
GBAS	Final Apch Crs		DA(H)		MSA ARP
Ch 20749 G02A	022°	Refer to chart GLS Rwy 02 (FINAL APCH)	Refer to chart GLS Rwy 02 (FINAL APCH)	Apt Elev 90' Rwy 51'	12,800

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

RNAV 1 for initial and missed approach.

GNSS or DME/DME required.

BRIEFING STRIP ™


HOLDING FIX
(IAF)
KOGUL
098°
278°
MAX 230 KT
(SMA 1000)
❶ MAX FL140 MHA 11000
1½ MAX FL200 MIN FL150
43-40
(IAF)
KOGUL
MAX FL200
MIN 11000
❶ Information is retransmitted and relayed to URMM.
❷ FL160 if pressure is less than 977 hPa (733 mm).
UR(P)-105
UR(P)-106
764'
1078'
1143'
2064'
840'
941'
943'
2368'
1054'
831'
2176'
985'
821'
534'
5073'
5954'
1000
2000
3000
4000
After STAR:
AG 1K, BANUT 1K,
BINOL 1K, DIRUN 1K,
KARAT 1K, MOBIT 1K
(by ATC)
(by ATC)
30.3
(SMA 1000)
27.9
(SMA 1000)
14.8
(SMA 1000)
130°
145°
168°
FOR FINAL APPROACH SEE
GLS RWY 02 (FINAL APCH)
GBAS
Ch 20749 G02A
SSØ26
11000
43-20
13.0
(SMA 1000)
155°
SSØ23
SSØ24
MAX 6000
8.2
(SMA 1000)
065°
8.0
(SMA 1000)
8.0
(SMA 1000)
022°
(IF)
SSØ22
2000
002°
005°
231°
051°
43-10
MAX 230 KT
(SMA 1000)
(IAF)
GOKIN
MAX FL100
MIN 6000
4.7
358°
SSØ68
280°
6.5
TABAN
9.3
(SMA 1000)
(IAF)
PITOP
MAX 11000
MIN 6000
14.1
(SMA 1000)
280°
7.9
(SMA 1000)
011°
191°
MAX 230 KT
(SMA 1000)
❶ MAX FL140 MHA 6000
1½ MAX FL200 MIN FL150
❸ (SMA 1000)
DME/DME navigation is available only before SSØ22.
43-00
39-10
39-20
39-30
39-40
39-50
30
25
20
15
10
5
0
5

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

PANS OPS

CHANGES: Rwy elev, airspace, arrival routes.

BRIEFING STRIP TM

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

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

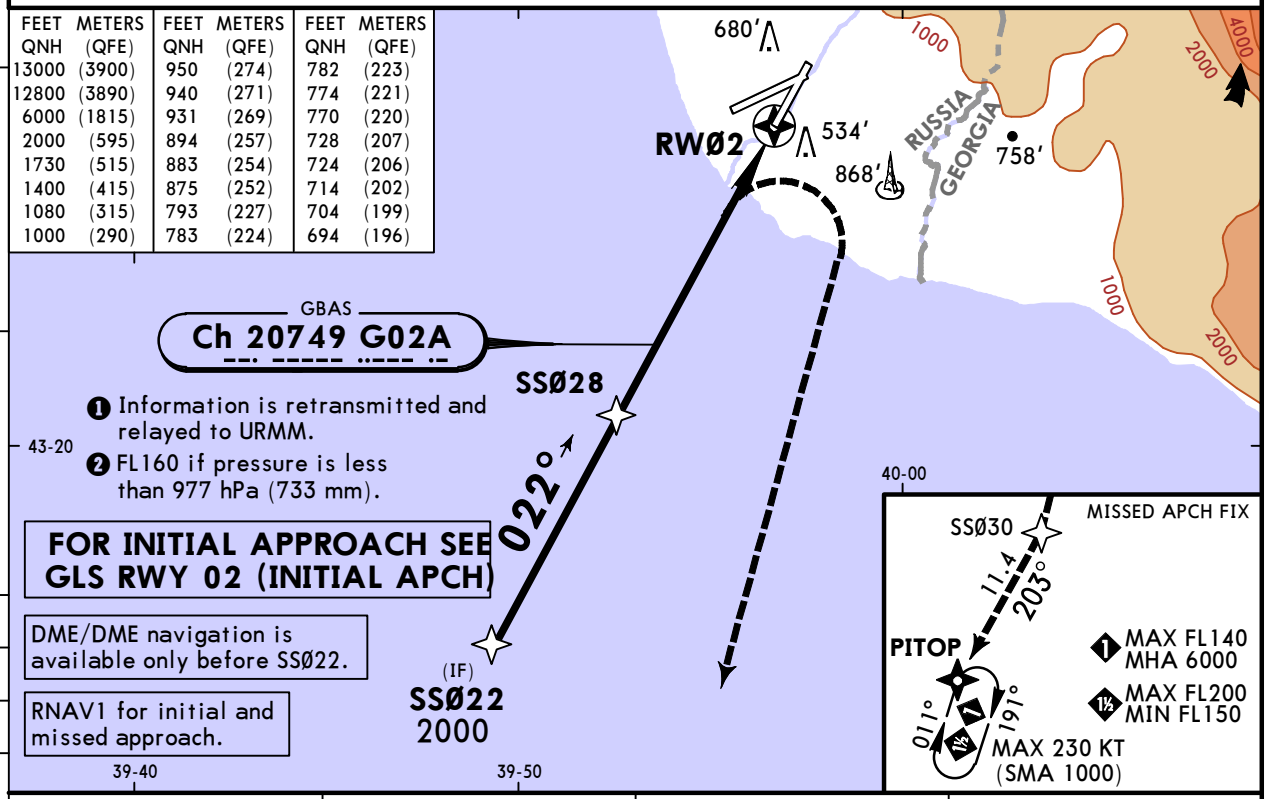
MISSED APCH: Turn RIGHT (MAX 190 KT) as early as possible to SSØ3Ø, then proceed to PITOP climbing to MIN 6000′, (MAX FL200) and hold, or as directed. Refer to minimums for MACG.

12,800
MSA ARP

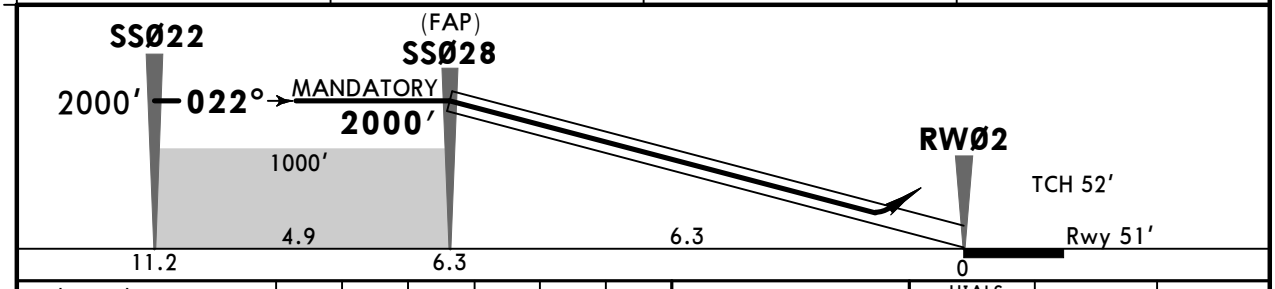
Alt Set:hPa (mm on req) | Rwy Elev: 2 hPa | Trans level: FL150 ❷ | Trans alt: 13000′

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

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



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



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

HIALS
PAPI
190 KT MAX RT
SSØ3Ø

Std STRAIGHT-IN LANDING

GLS

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

PANS OPS

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

CHANGES: Rwy elev, airspace, recommendes altitudes.

BRIEFING STRIP

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

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

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

RNAV 1 for initial and missed approach.

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

12,800
MSA ARP

HOLDING FIX
(IAF)
KOGUL
098°
278°
MAX 230 KT
(SMA 1000)
❶ MAX FL140 MHA 6000
1½ MAX FL200 MIN FL150

43-40

(IAF)
KOGUL
MAX 10000
MIN 6000

❶ Information is retransmitted and relayed to URMM.
❷ FL160 if pressure is less than 977 hPa (733 mm).

UR(P)-105
UR(P)-106

764′ 1078′ 1143′ 2064′ 840′ 941′ 943′ 1054′ 2368′ 831′ 2176′ 985′ 821′ 534′ 5073′ 5954′

1000 2000 3000 4000

FOR FINAL APPROACH SEE
GLS RWY 06 (FINAL APCH)

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

(by ATC) 26.5 (SMA 1000) 117°
(by ATC) 23.8 (SMA 1000) 130°
22.7 (SMA 1000) 146°

058°

GBAS
Ch 21160 G06A

(IF)
SSØ62
2000

341° (SMA 1000) 6.5

SSØ66

SSØ63
3000

6.5 058°
6.5 058°

SSØ67
4000

029° 8.6 (SMA 1000)
340° 9.4 (SMA 1000)
343° 14.1 (SMA 1000) (by ATC)
12.9 (SMA 1000) (by ATC)

231°
051°

(IAF)
GOKIN
MAX 10000
MIN 6000
MAX 230 KT
(SMA 1000)
❶ MAX FL140 MHA 6000
1½ MAX FL200 MIN FL150

SSØ68
9000

6.5 (SMA 1000)

TABAN
10000

280° 7.9 (SMA 1000)

(IAF)
PITOP
MAX FL170
MIN 10000

281°
101°
MAX 230 KT
(SMA 1000)

❶ MAX FL140 MHA 10000
1½ MAX FL200 MIN FL150

43-30 43-20 43-10 43-00

39-10 39-20 39-30 39-40 39-50

PANS OPS

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

CHANGES: Airspace.

BRIEFING STRIP™

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

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

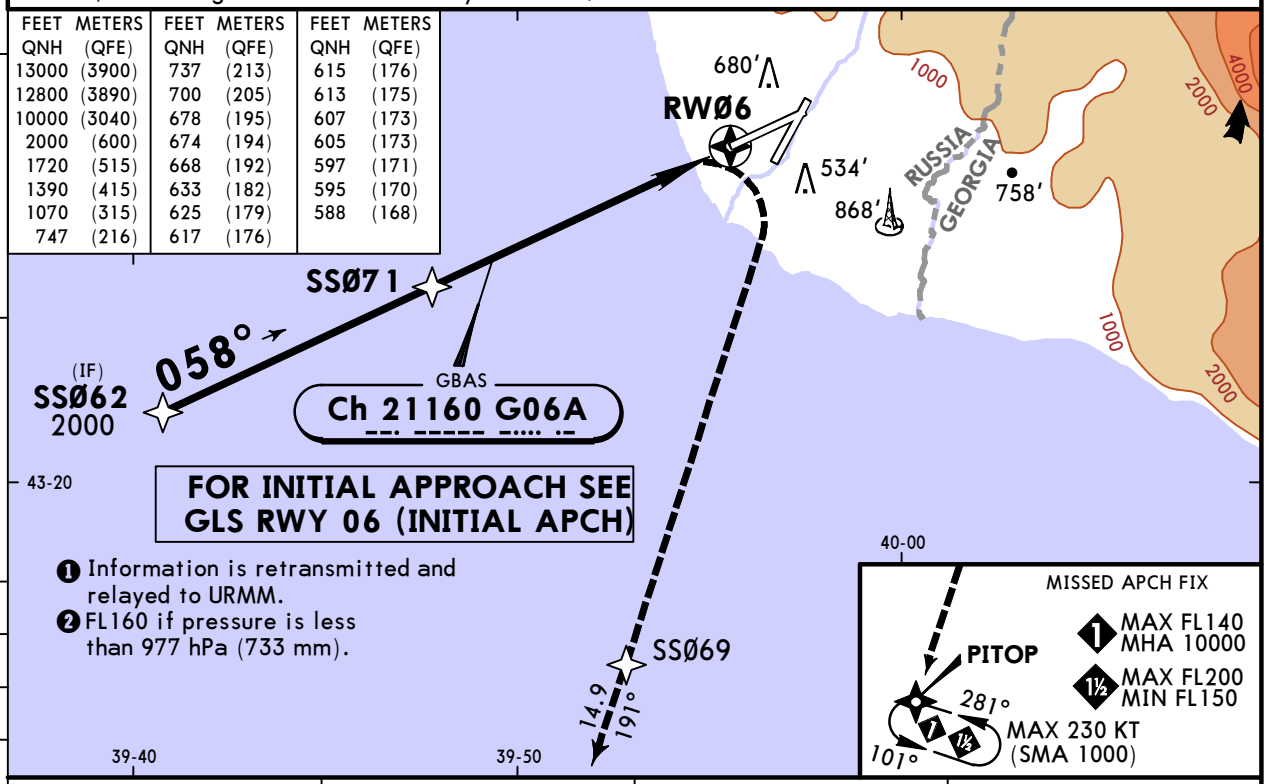
MISSED APCH: Turn RIGHT (MAX 190 KT) as early as possible to SSØ69, then proceed to PITOP climbing to MIN 10000′, (MAX FL170) and hold, or as directed. Refer to minimums for MACG.

12,800
MSA ARP

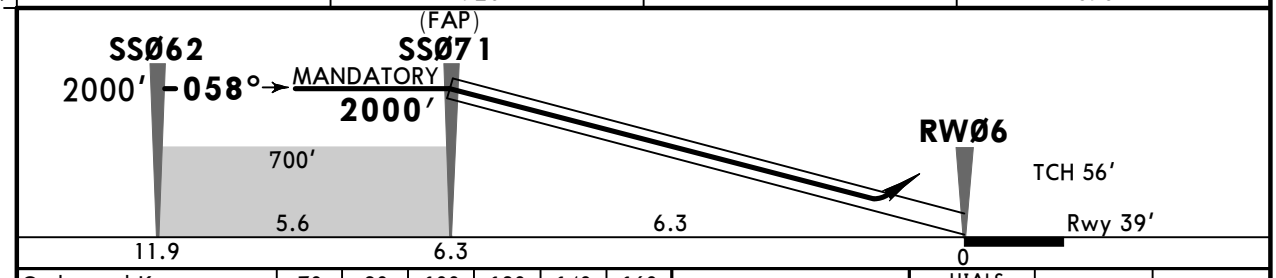
Alt Set:hPa (mm on req) | Rwy Elev: 1 hPa | Trans level: FL150 ❷ | Trans alt: 13000′

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

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



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



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

HIALS
PAPI
190 KT MAX RT
SSØ69

Std STRAIGHT-IN LANDING

GLS

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

PANS OPS

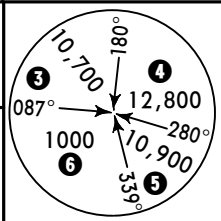
A, B	R1500m		R1500m		R1500m		R1500m
C, D	R1900m	R2400m	R1900m R2000m	R2400m	R2200m	R2400m	R2400m

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

BRIEFING STRIP™

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

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



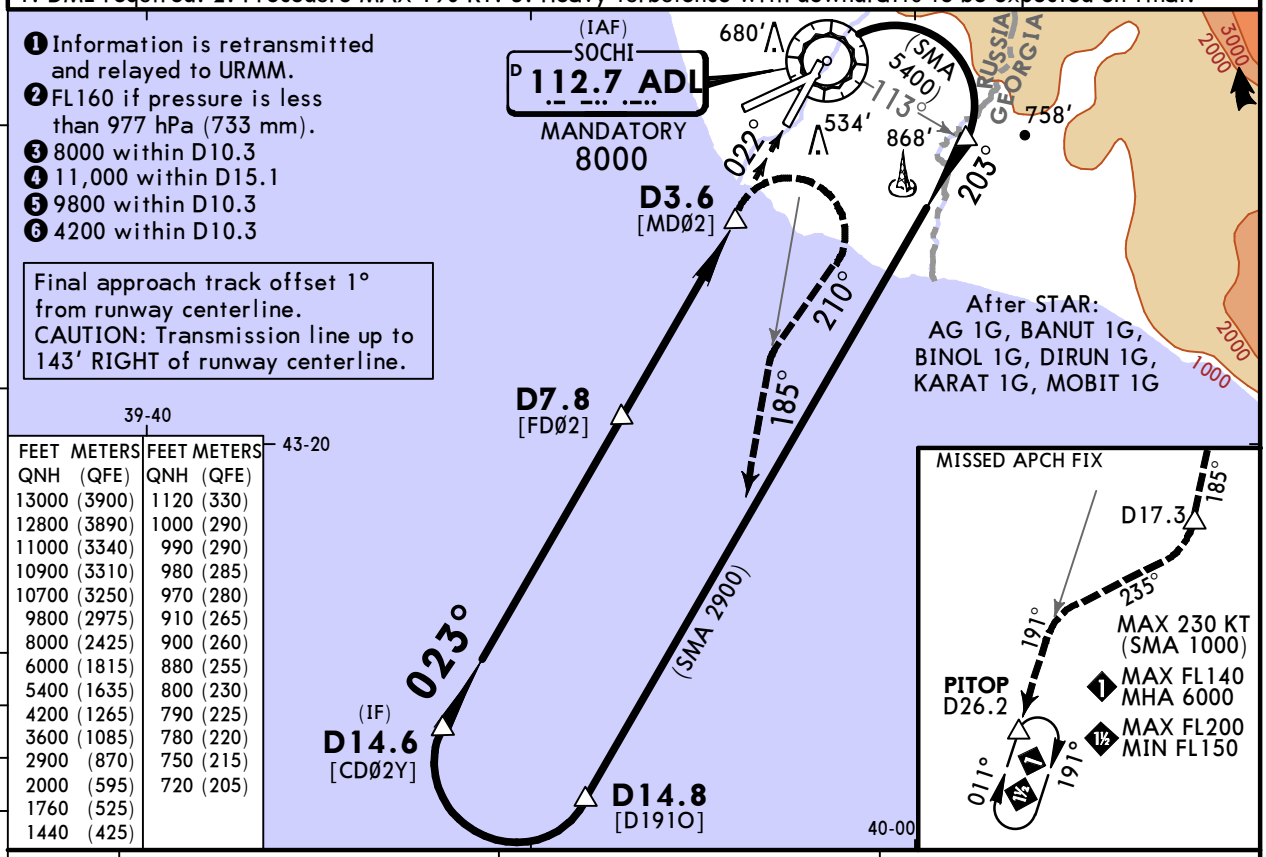
MSA ADL VOR

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

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

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

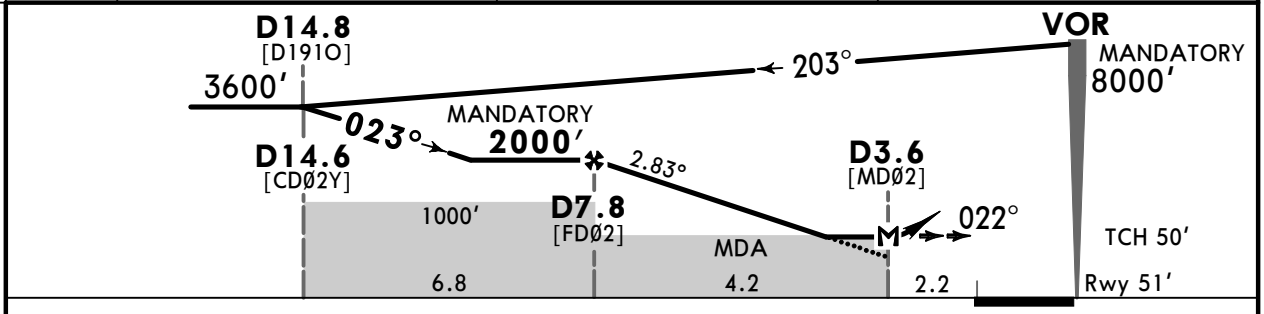
Final approach track offset 1° from runway centerline.
CAUTION: Transmission line up to 143′ RIGHT of runway centerline.



39-40 — 43-20

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

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



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

Timing not authorized for defining MAP.

HIALS
PAPI

210° RT

190 KT MAX

ADL 112.7 R-185

Std

STRAIGHT-IN LANDING

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

PANS OPS

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

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

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

BRIEFING STRIP

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

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

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

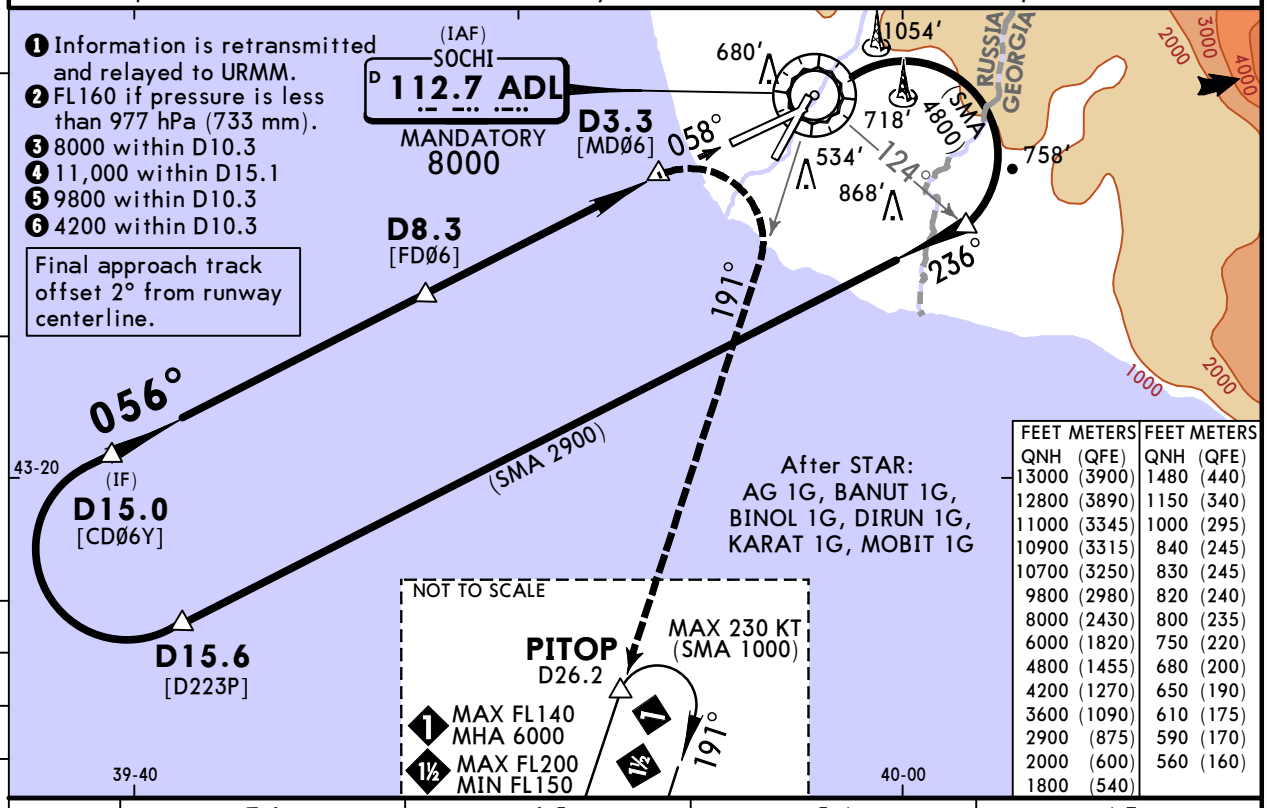
MSA ADL VOR
❸ 10,700 (087°–180°)
❹ 12,800 (180°–280°)
❺ 10,900 (280°–339°)
❻ 1000 (339°–087°)

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

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

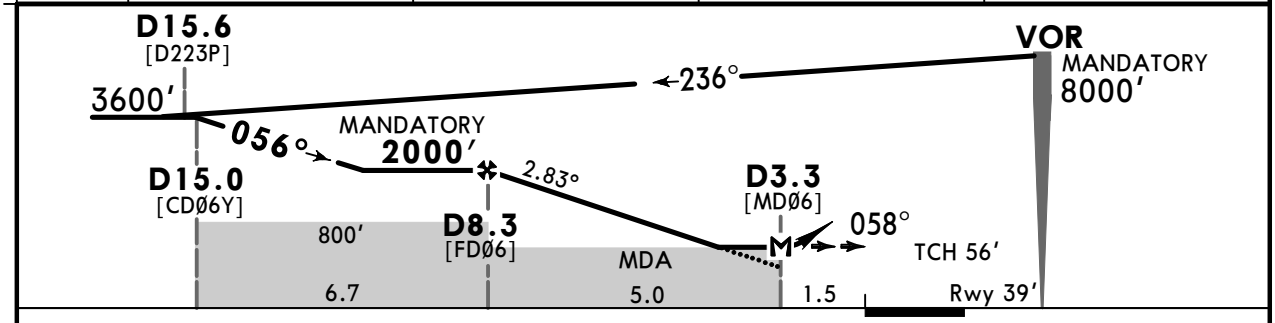
❶ Information is retransmitted and relayed to URMM.
❷ FL160 if pressure is less than 977 hPa (733 mm).
❸ 8000 within D10.3
❹ 11,000 within D15.1
❺ 9800 within D10.3
❻ 4200 within D10.3

Final approach track offset 2° from runway centerline.



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

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



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

Timing not authorized for defining MAP.

HIALS
PAPI

205 KT MAX RT

ADL 112.7
R-191

PANS OPS

Std STRAIGHT-IN LANDING

	MACG MIN 3.8% (231′/NM)	MACG MIN 2.5% (152′/NM)
	CDFA	CDFA
	A: 560′(521′) C: 650′(611′)	A: 590′(551′) C: 820′(781′)
❶ DA/MDA(H)	B: 610′(571′) D: 680′(641′)	B: 750′(711′) D: 840′(801′)
	ALS out	ALS out
A, B	R1500m	R1500m
C	R2100m	R2400m
D	R2300m	R2400m

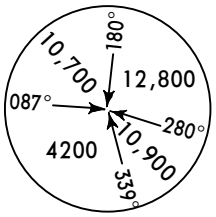
❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Recommended altitudes, airspace.

BRIEFING STRIP

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

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



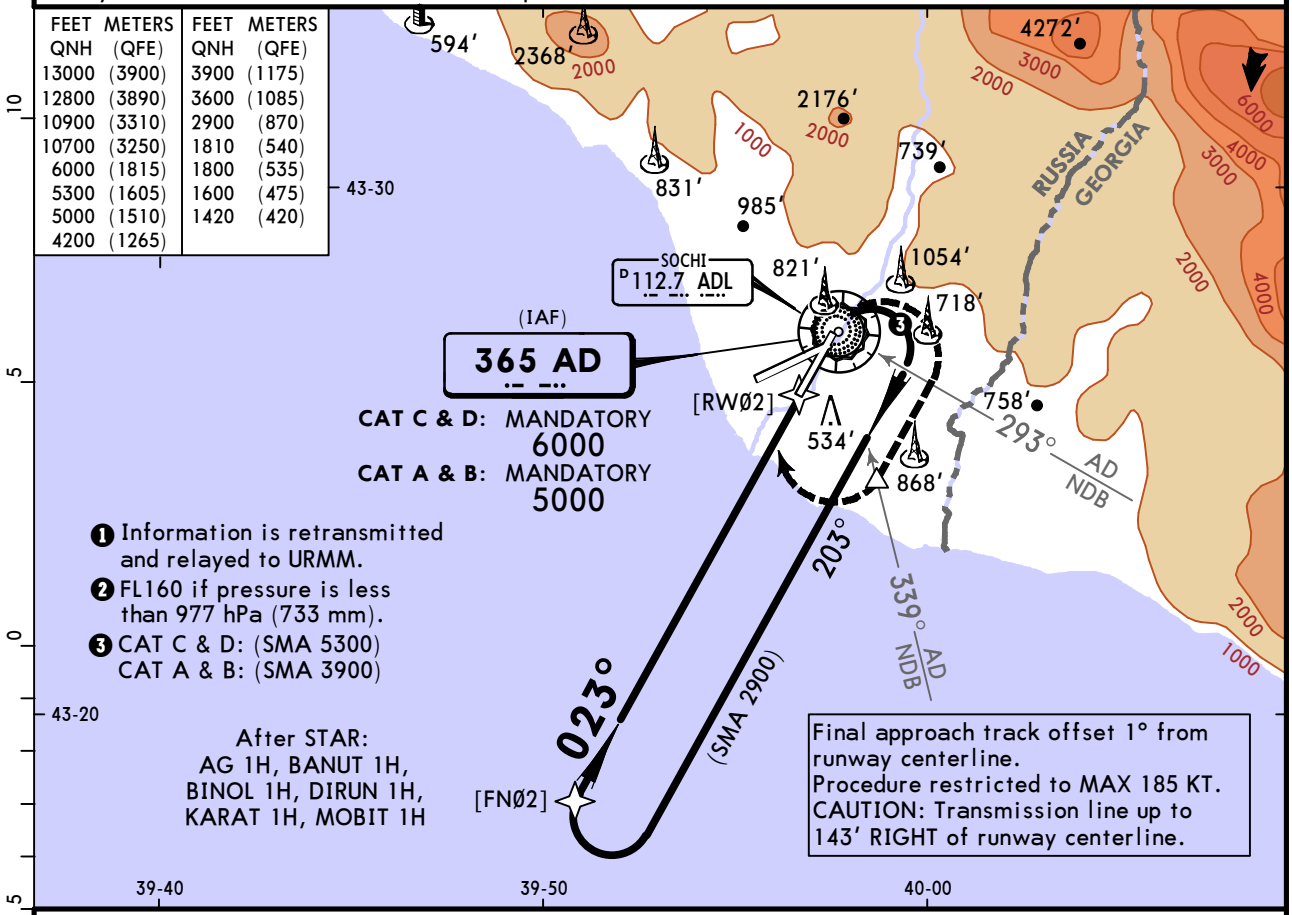
MSA AD NDB

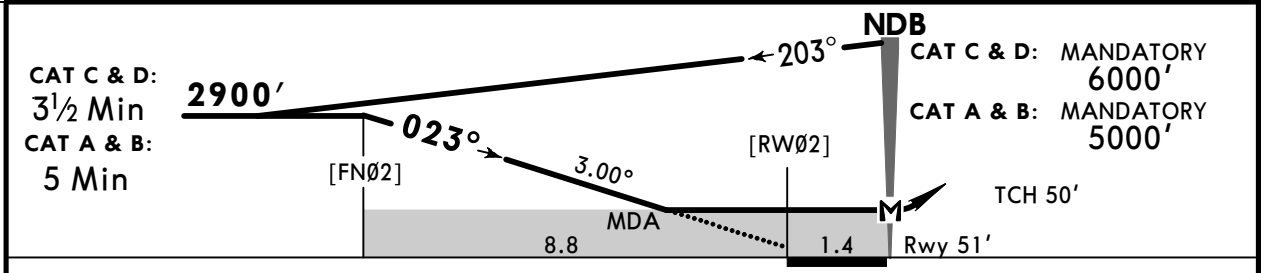
MISSED APCH: Turn RIGHT (MAX 185 KT) onto 203° to 339° AD NDB climbing to CAT A&B: 3000′ or above, CAT C&D: 3600′ or above, then turn RIGHT onto track 023° to NDB climbing to CAT A&B: 3900′ or above, CAT C&D: 5300′ or above, or as directed.

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

Heavy turbulence with downdrafts to be expected on final.

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





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

HIALS
PAPI
203° RT
185 KT MAX

Std STRAIGHT-IN LANDING

CDFA

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

ALS out

PANS OPS

A	R1500m
B	
C	R2400m
D	

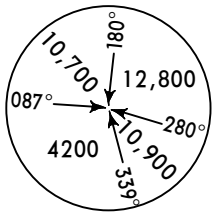
❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Rwy elev, airspace, minimums.

BRIEFING STRIP

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

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



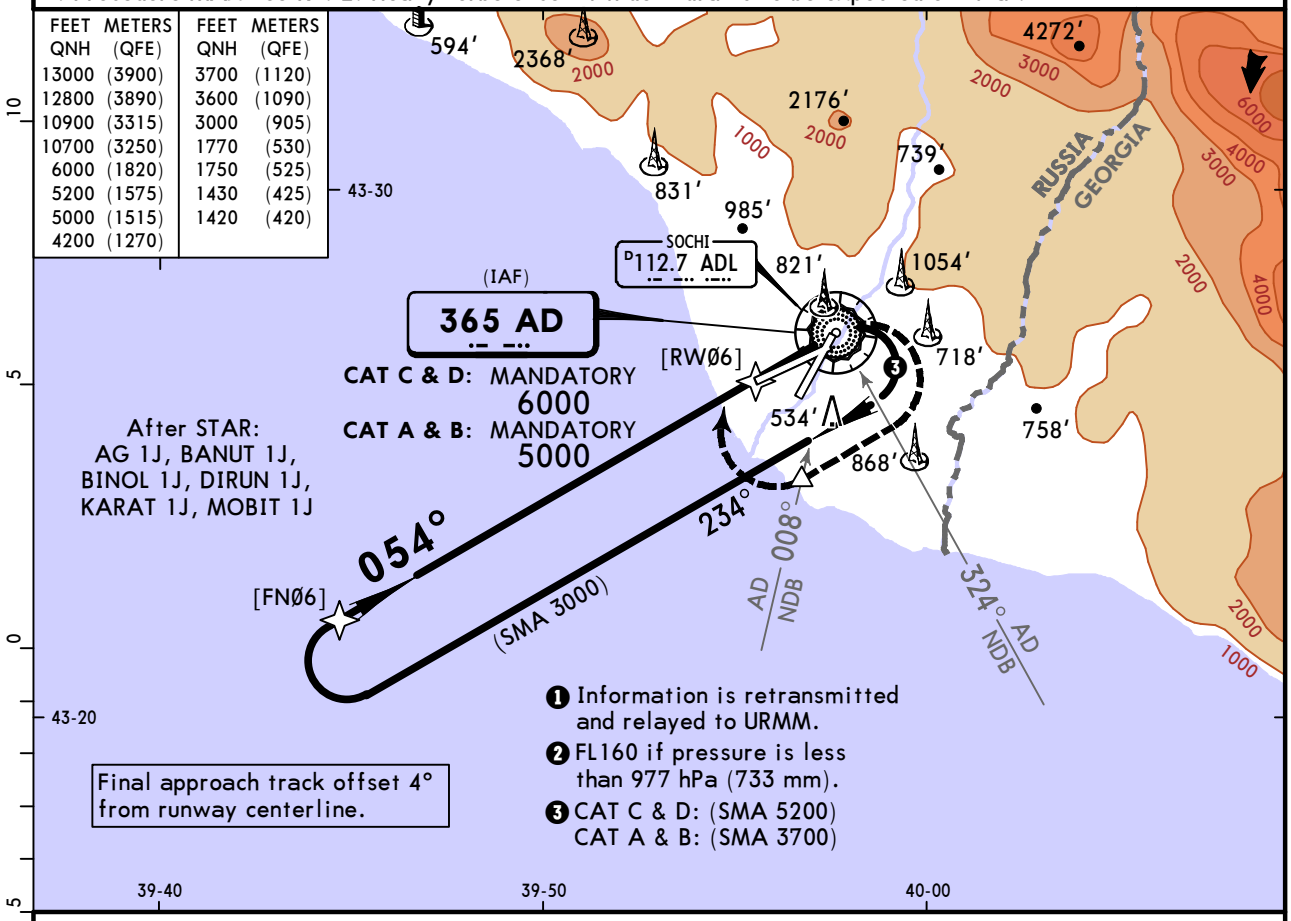
MSA AD NDB

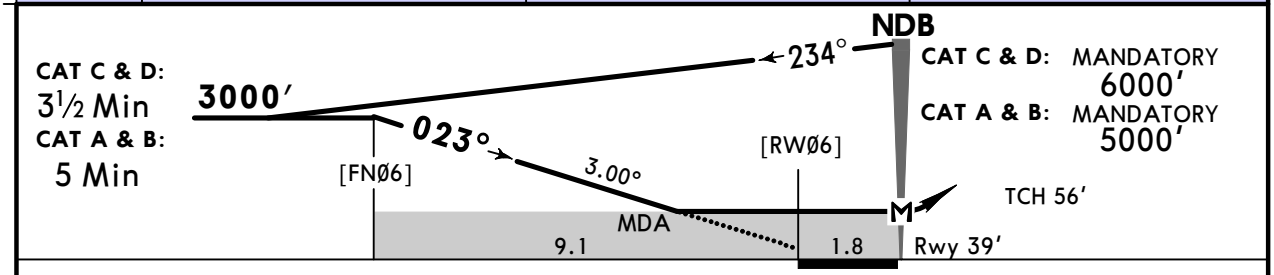
MISSED APCH: Turn RIGHT (MAX 185 KT) onto 234° to 008° AD NDB climbing to CAT A&B: 2600′ or above, CAT C&D: 3600′ or above, then turn RIGHT onto track 054° to NDB climbing to CAT A&B: 3700′ or above, CAT C&D: 5200′ or above, or as directed.

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

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

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





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

HIALS
PAPI
234° RT
185 KT MAX

Std STRAIGHT-IN LANDING

CDFA

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

ALS out

PANS OPS

A	R1500m
B	
C	R2400m
D	

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

CHANGES: Airspace.

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SOCHI, (SOCHI - URSS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport URSS

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Based on Notam A6351-25 straight-in minimums for RNP W Rwy 02 (AR) (12-21) read als follows: - RNP (0.1) MACG 4.0 - CAT B DA(H) 307' (256'). 94m (79m), - RNP (0.1) MACG 4.0 - CAT C DA(H) 315' (264'). 97m (81m), - RNP (0.1) MACG 4.0 - CAT D DA(H) 326' (275'). 100m (84m), R750m and ALS out R1300m for all. Based on Notam A6351-25 straight-in minimums for RNP W Rwy 06 (AR) (12-23) read als follows: - RNP (0.1) MACG 5.0 - CAT D DA(H) 380' (341'). 116m (104m), R900m and ALS out R1600m, - RNP (0.3) MACG 4.0 - CAT A DA(H) 606' (567'). 185m (173m), R1500m and ALS out R1500m.