

List of pages in this Trip Kit

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Airport Information For URRR

Terminal Charts For URRR

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Rostov-NA-Donu Rus
IATA Code: ROV
Lat/Long: N47° 15.5' E039° 49.1'
Elevation: 280 ft

Airport Use: Public
Magnetic Variation: 7.5°E

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

Sunrise: 0224 Z
Sunset: 1615 Z,

Runway Information

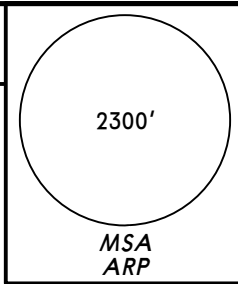
Runway: 04
Length x Width: 8205 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 249 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22
Length x Width: 8205 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 280 ft
Lighting: Edge, ALS, Centerline

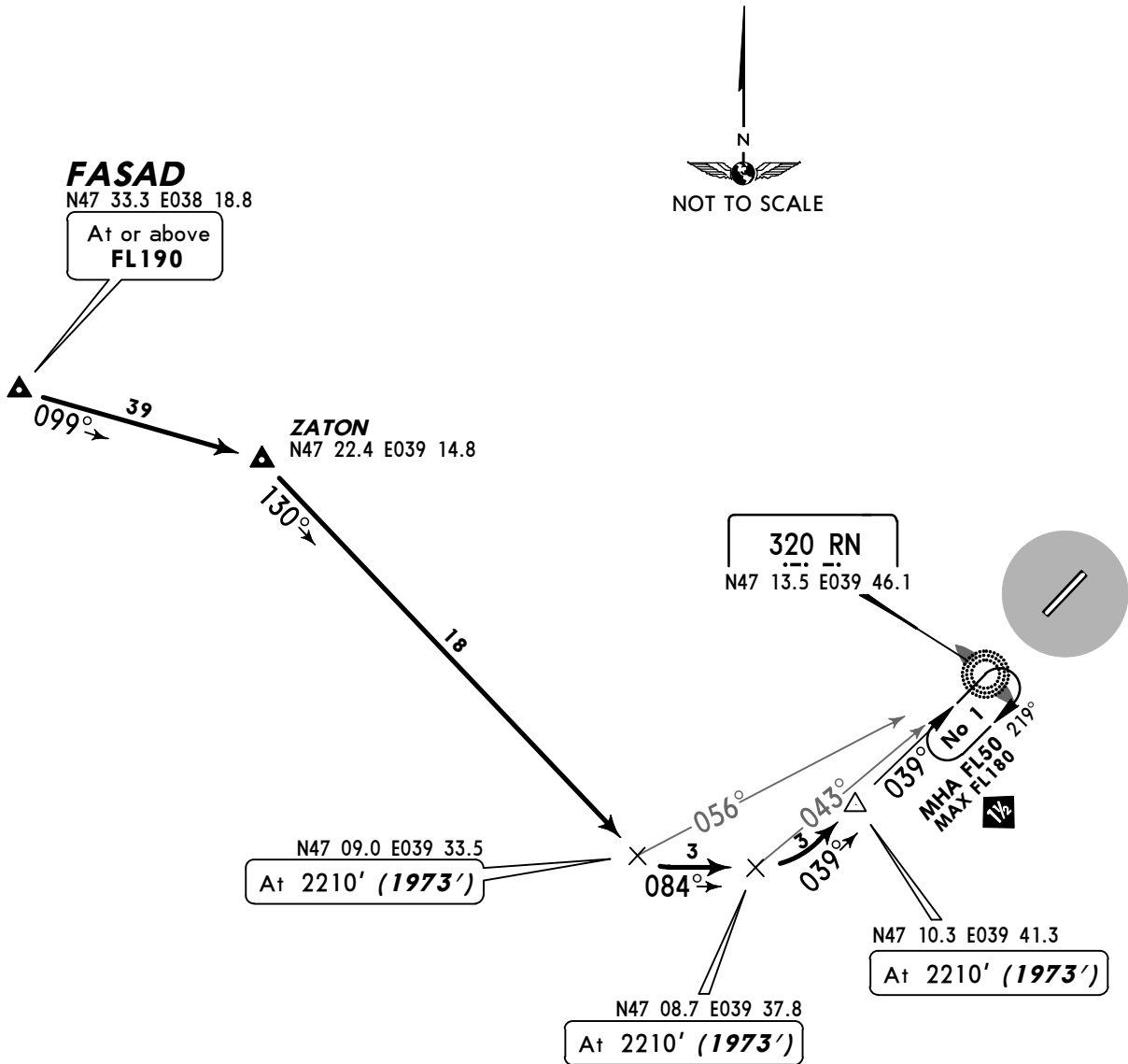
Communication Information

ATIS 121.7
Rostov Start Tower 124.0 Secondary
Rostov Start Tower 119.7
Rostov Taxiing Ground Control 124.0 Secondary
Rostov Taxiing Ground Control 119.0
Rostov Approach Control 128.2
Rostov Approach Control 127.1 Secondary
Rostov Approach Control 124.0 Secondary
Rostov Radar 124.0 Secondary
Rostov Radar 121.2
Rostov Transit 2 Operations 131.875 Non-English
Rostov Transit Operations 118.0 Non-English

ATIS 121.7	Apt Elev 280'	Alt Set: MM (hPa on request) QNH on request Trans level: FL50 Trans alt: 3240' (3003')	(QFE)
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FASAD Ø4 BRAVO (FS Ø4B)
 RWY 04 ARRIVAL
 BY ATC

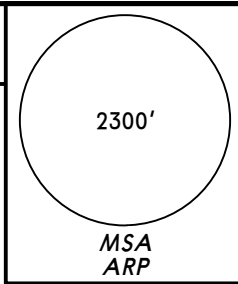


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3240'	(3003' - 900m)
2210'	(1973' - 600m)

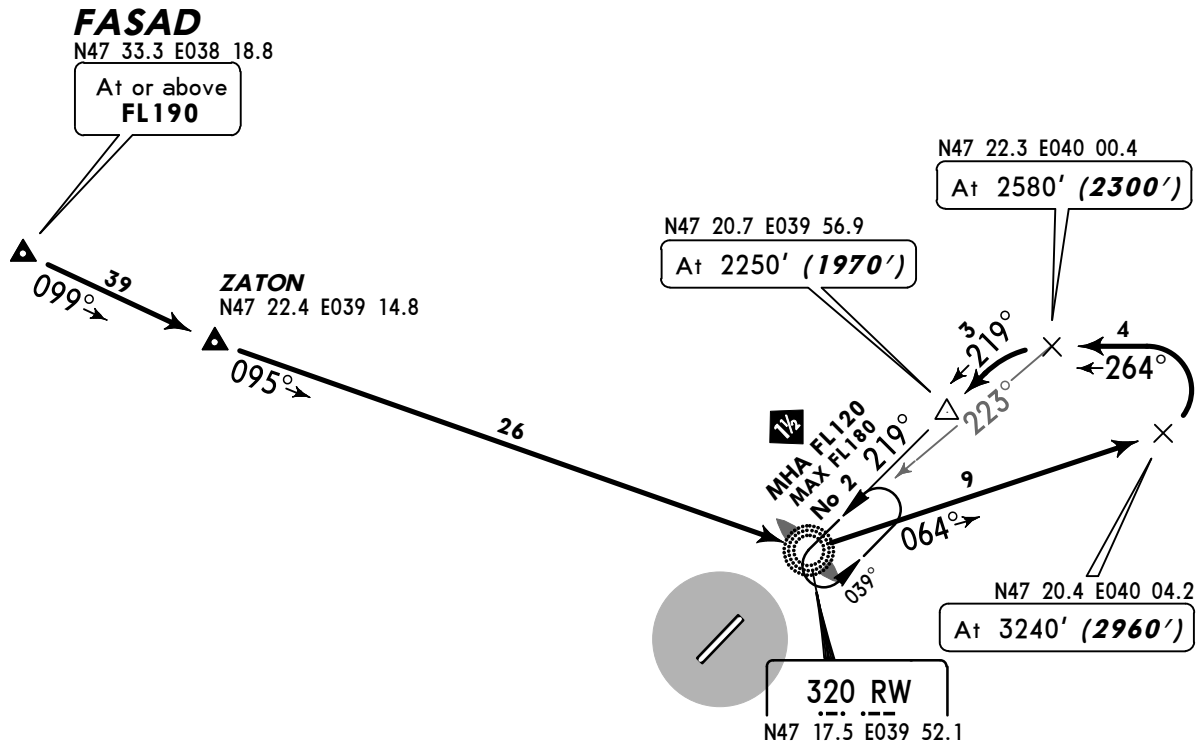
ROUTING

099° track to ZATON, turn RIGHT, 130° track to N47 09.0 E039 33.5, turn LEFT, 084° track to N47 08.7 E039 37.8, turn LEFT, 039° track, intercept final.

ATIS 121.7 Apt Elev 280' Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3240' (2960')



FASAD 22 BRAVO (FS 22B)
RWY 22 ARRIVAL
BY ATC

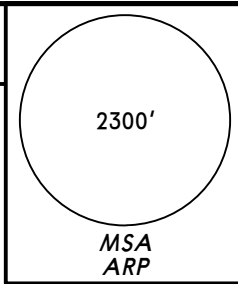


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3240'	(2960' - 900m)
2580'	(2300' - 700m)
2250'	(1970' - 600m)

ROUTING

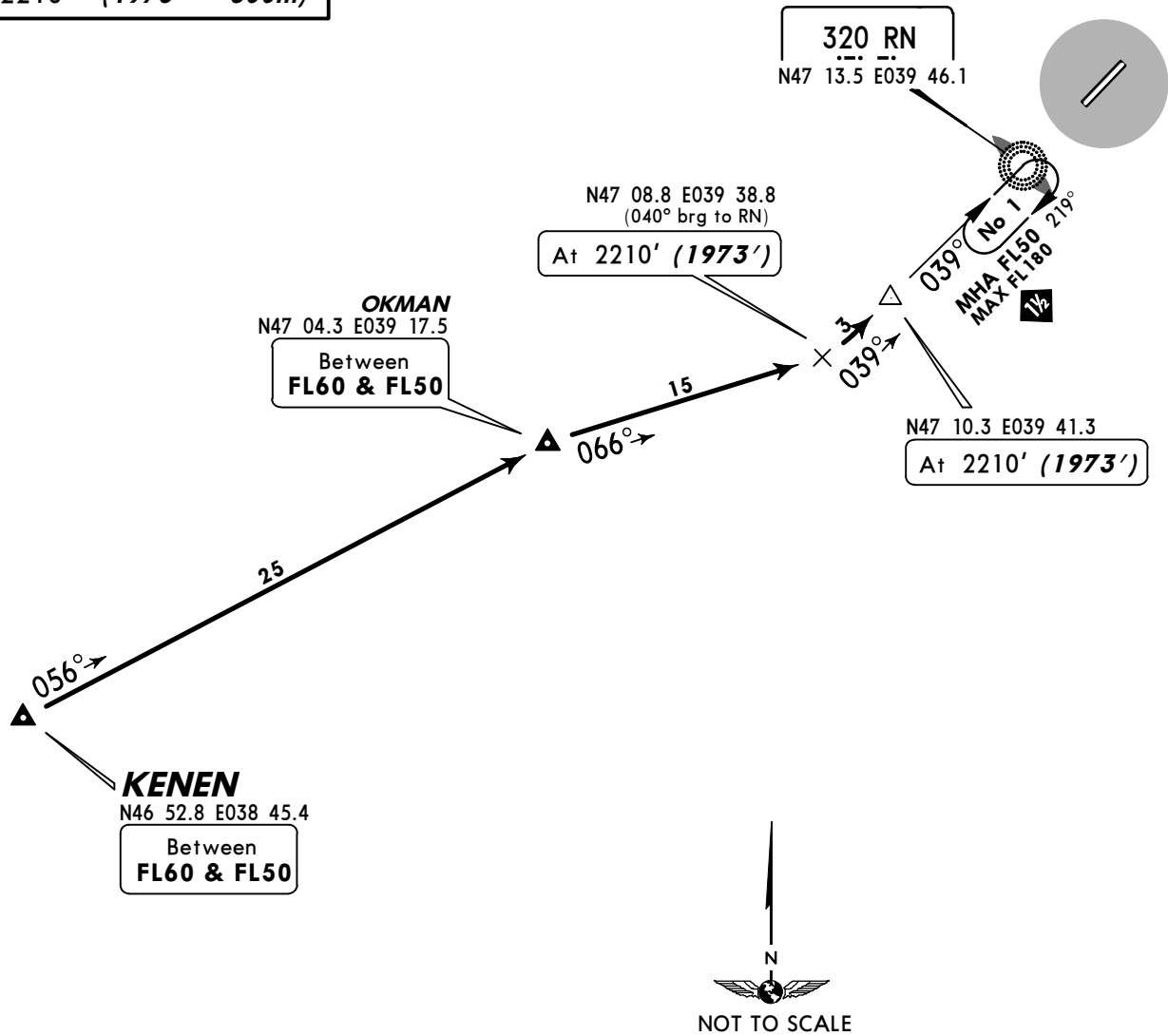
099° track to ZATON, turn LEFT, intercept 095° bearing to RW, turn LEFT, 064° bearing to N47 20.4 E040 04.2, turn LEFT, 264° track to N47 22.3 E040 00.4, turn LEFT, 219° track, intercept final.

ATIS 121.7	Apt Elev 280'	Alt Set: MM (hPa on request) QNH on request Trans level: FL50 Trans alt: 3240' (3003')	(QFE)
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KENEN Ø4 ALFA (KN Ø4A)
 RWY 04 ARRIVAL

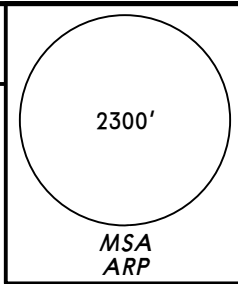
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3240'	(3003' - 900m)
2210'	(1973' - 600m)



ROUTING

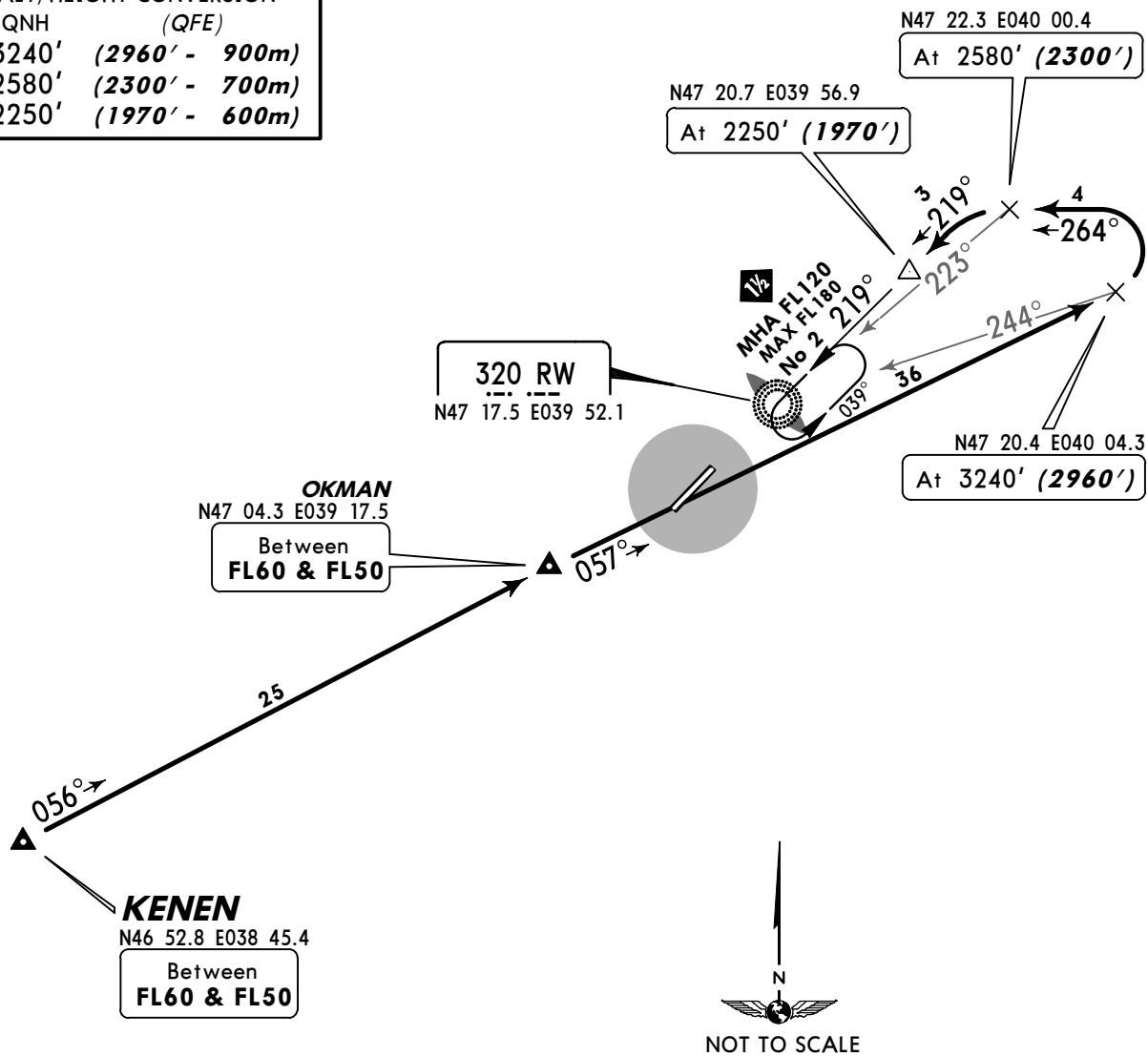
056° track to OKMAN, turn RIGHT, 066° track to N47 08.8 E039 38.8, turn LEFT, 039° track, intercept final.

ATIS 121.7	Apt Elev 280'	Alt Set: MM (hPa on request) QNH on request Trans level: FL50 Trans alt: 3240' (2960')	(QFE)
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**KENEN 22 ALFA (KN 22A)
RWY 22 ARRIVAL**

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3240'	(2960' - 900m)
2580'	(2300' - 700m)
2250'	(1970' - 600m)



ROUTING

056° track to OKMAN, turn RIGHT, 057° track to N47 20.4 E040 04.3, turn LEFT, 264° track to N47 22.3 E040 00.4, turn LEFT, 219° track, intercept final.

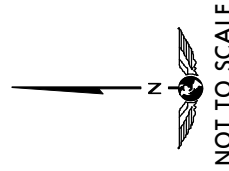
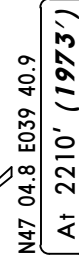
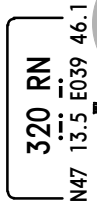
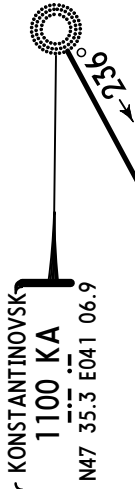
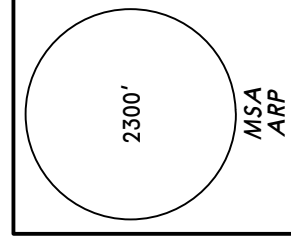
ATIS
121.7

Apt Elev
280'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3240' (3003')

(QFE)

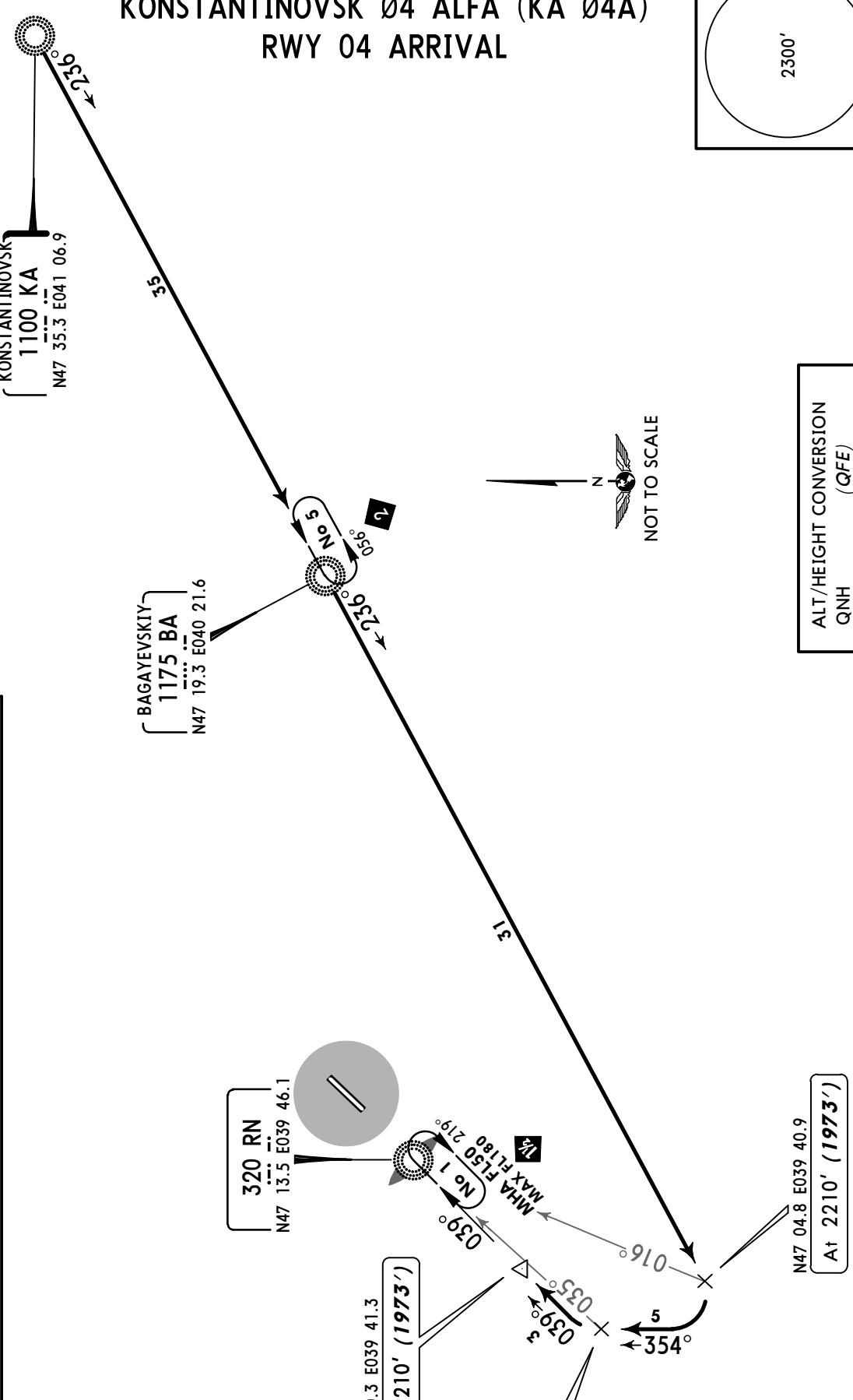
KONSTANTINOVSK Ø4 ALFA (KA Ø4A)
RWY 04 ARRIVAL



ALT/HEIGHT CONVERSION
QNH (QFE)
3240' (3003' - 900m)
2210' (1973' - 600m)

ROUTING

236° bearing to BA, continue on 236° bearing to N47 04.8 E039 40.9, turn RIGHT, 354° track to N47 08.0 E039 38.9, turn RIGHT, 039° track, intercept final.



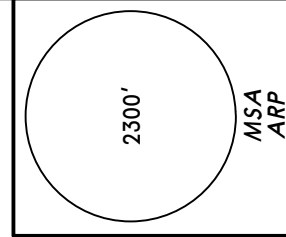
ATIS
121.7

Apt Elev
280'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3240' (2960')

(QFE)

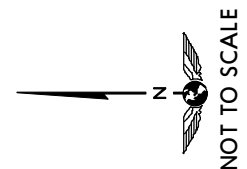
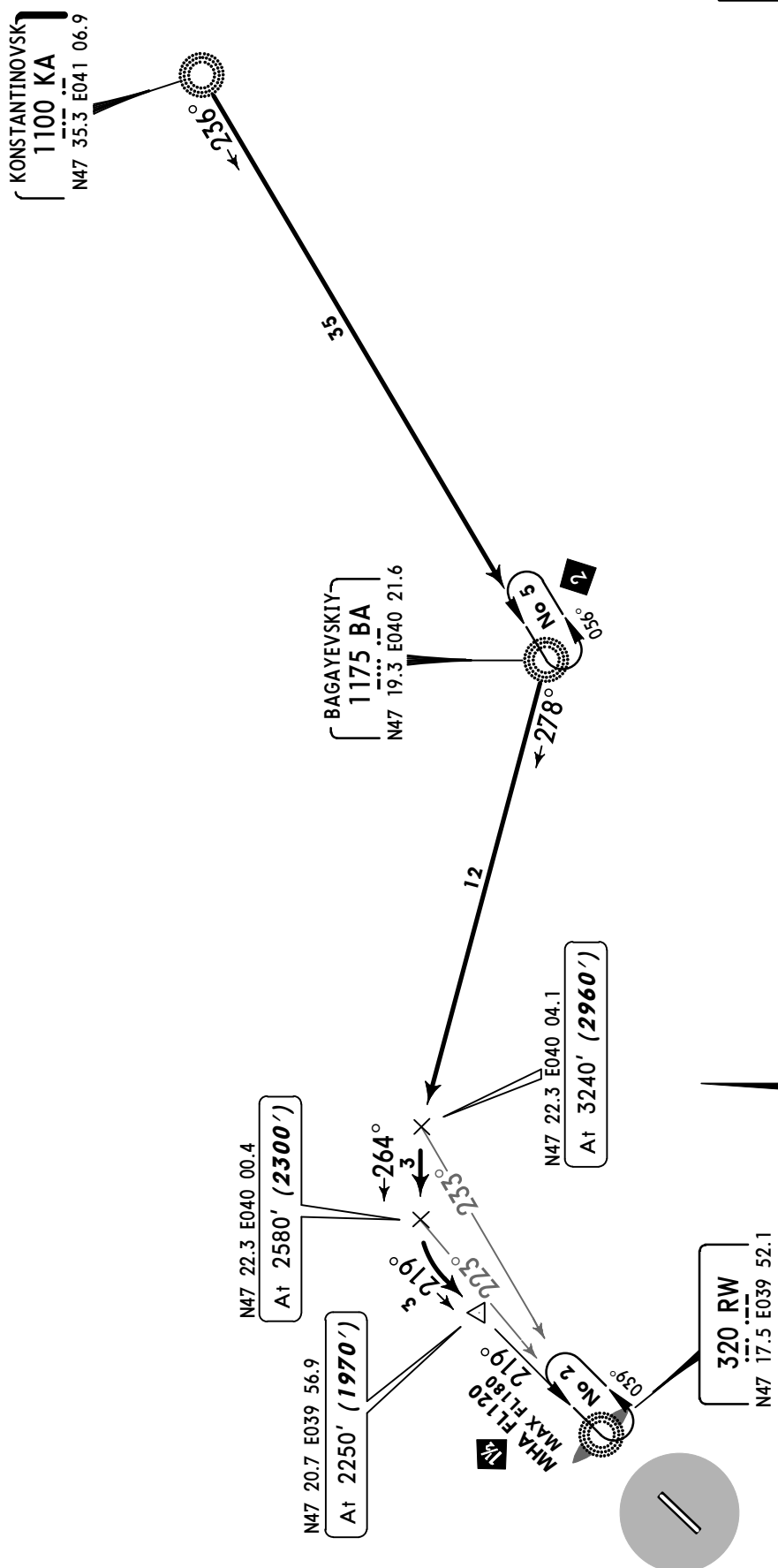
KONSTANTINOVSK 22 ALFA (KA 22A)
RWY 22 ARRIVAL



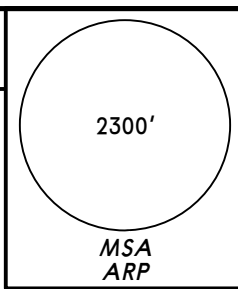
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3240'	(2960' - 900m)
2580'	(2300' - 700m)
2250'	(1970' - 600m)

ROUTING

236° bearing to BA, turn RIGHT, 278° bearing to N47 22.3 E040 04.1, turn LEFT, 264° track to N47 22.3 E040 00.4, turn LEFT, 219° track, intercept final.



ATIS 121.7	Apt Elev 280'	Alt Set: MM (hPa on request) QNH on request Trans level: FL50 Trans alt: 3240' (3003')	(QFE)
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LATRI Ø4 ALFA (LT Ø4A)
LATRI Ø4 BRAVO (LT Ø4B)
RWY 04 ARRIVALS

LATRI
N48 09.0 E040 03.0

At or above
FL80

SAMBEK
414 SB
N47 45.2 E039 47.9
At or above
FL70

SLAVA
N47 30.5 E039 50.1
Between
FL80 & FL60

N47 23.7 E039 49.2
Between
FL70 & FL60

659 N
N47 14.7 E039 47.8
Between
FL70 & FL60

320 RN
N47 13.5 E039 46.1

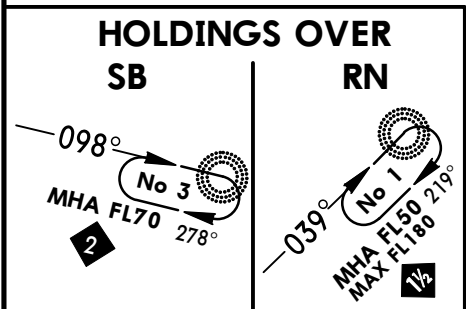
N47 10.3 E039 41.3
At 2210' (1973')

N47 08.0 E039 38.9
(035° brg to RN)
At 2210' (1973')

N47 05.3 E039 41.6
At 3240' (3003')

N47 09.9 E039 33.1
At 3240' (3003')

N47 08.7 E039 37.8
At 2210' (1973')

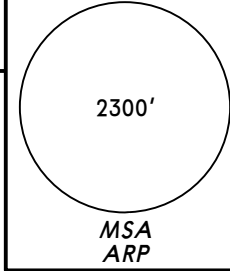


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3240'	(3003' - 900m)
2210'	(1973' - 600m)



STAR	ROUTING
LT Ø4A	Intercept 196° bearing to SB, turn LEFT, 167° bearing to SLAVA, turn RIGHT, intercept 179° bearing via N47 23.7 E039 49.2 to N, turn RIGHT, 198° bearing to N47 05.3 E039 41.6, turn RIGHT, 354° track to N47 08.0 E039 38.9, turn RIGHT, 039° track, intercept final.
LT Ø4B By ATC	Intercept 196° bearing to SB, turn LEFT, 189° bearing to N47 09.9 E039 33.1, turn LEFT, 084° track to N47 08.7 E039 37.8, turn LEFT, 039° track, intercept final.

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3240' (2960')



LATRI 22 ALFA (LT 22A)
RWY 22 ARRIVAL

LATRI
N48 09.0 E040 03.0

At or above
FL80

KRASNY SULIN
486 KL
N47 53.1 E040 06.0

At or above
FL80

BEREG
N47 34.4 E040 02.0

At or above
FL60

N47 20.7 E039 56.9

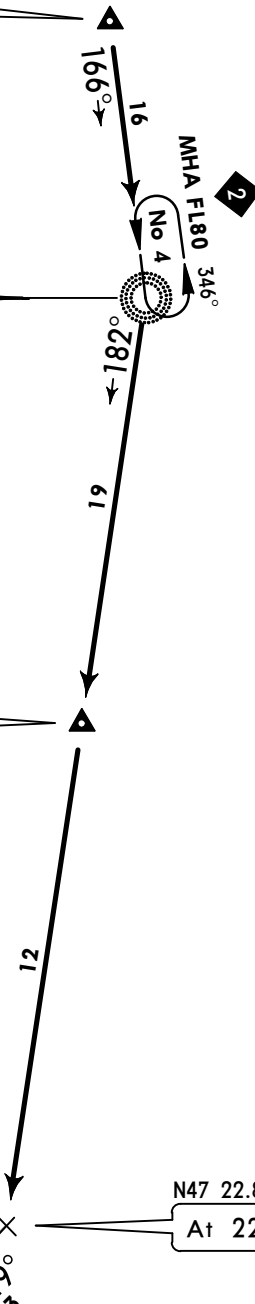
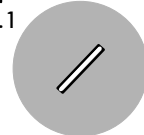
At 2250' (1970')

N47 22.8 E039 59.3

At 2250' (1970')

320 RW
N47 17.5 E039 52.1

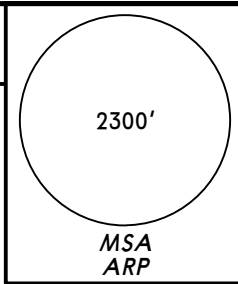
QNH	(QFE)
3240'	(2960' - 900m)
2250'	(1970' - 600m)



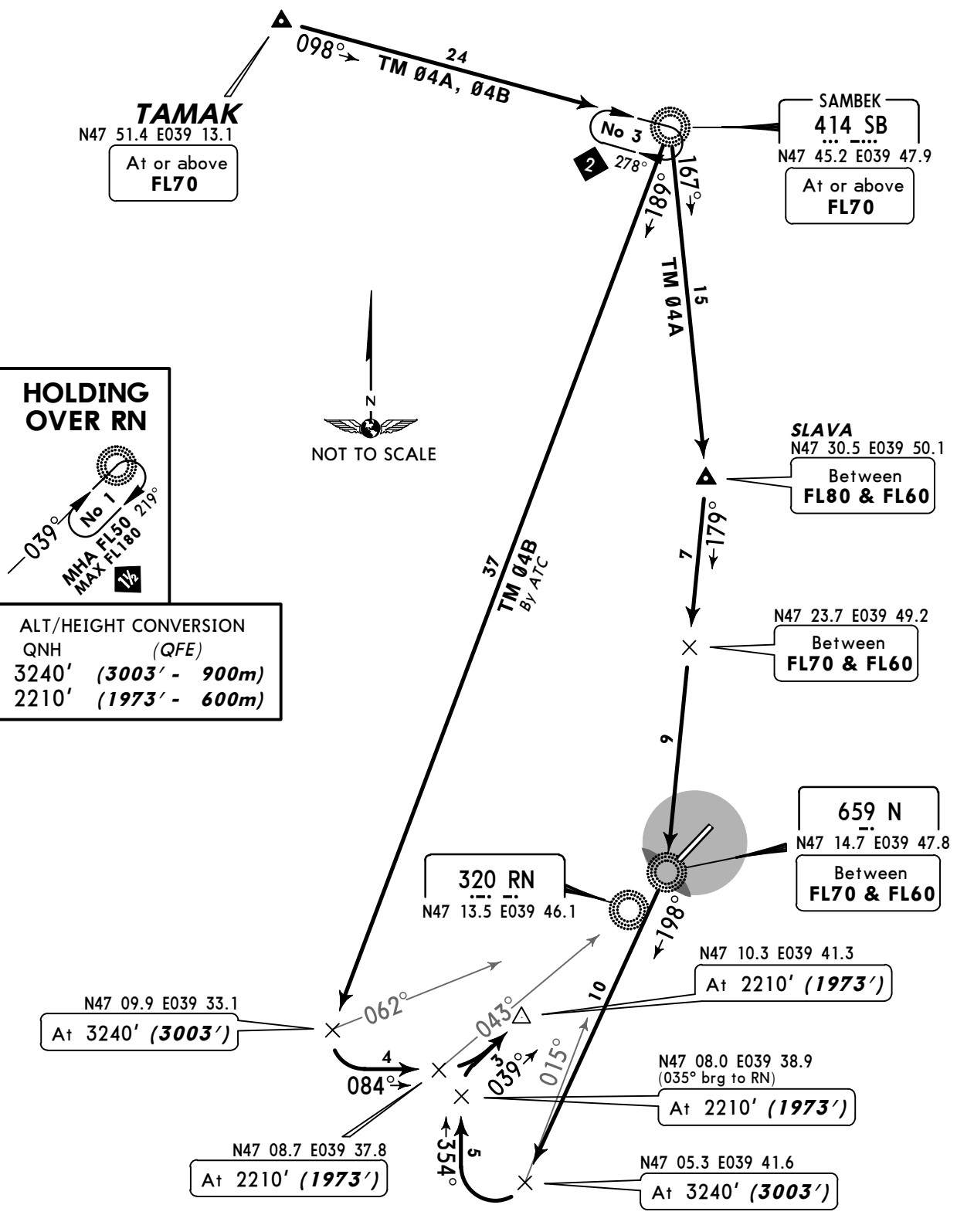
ROUTING

Intercept 166° bearing to KL, turn RIGHT, 182° bearing via BEREG to N47 22.8 E039 59.3, turn RIGHT, 219° track, intercept final.

ATIS 121.7	Apt Elev 280'	Alt Set: MM (hPa on request) QNH on request Trans level: FL50 Trans alt: 3240' (3003')	(QFE)
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TAMAK Ø4 ALFA (TM Ø4A)
TAMAK Ø4 BRAVO (TM Ø4B)
RWY 04 ARRIVALS

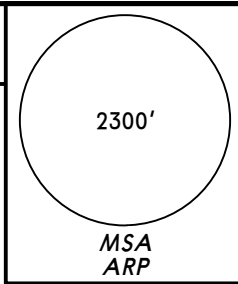


STAR	ROUTING
TM Ø4A	Intercept 098° bearing to SB, turn RIGHT, 167° bearing to SLAVA, turn RIGHT, intercept 179° bearing via N47 23.7 E039 49.2 to N, turn RIGHT, 198° bearing to N47 05.3 E039 41.6, turn RIGHT, 354° track to N47 08.0 E039 38.9, turn RIGHT, 039° track, intercept final.
TM Ø4B By ATC	Intercept 098° bearing to SB, turn RIGHT, 189° bearing to N47 09.9 E039 33.1, turn LEFT, 084° track to N47 08.7 E039 37.8, turn LEFT, 039° track, intercept final.

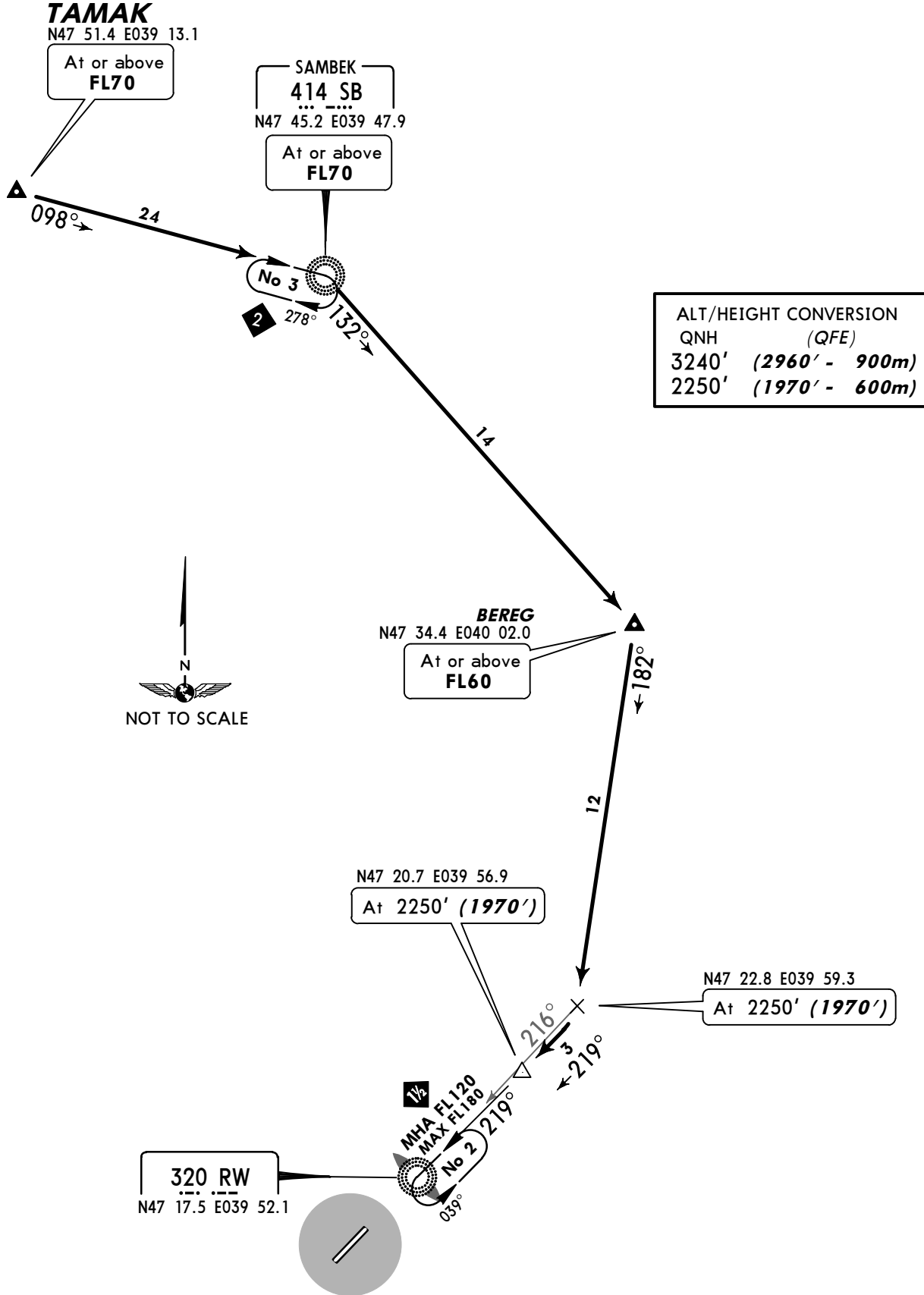
CHANGES: Trans level & crossings.

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ATIS 121.7 Apt Elev 280' Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL50 Trans alt: 3240' (2960')



TAMAK 22 ALFA (TM 22A)
 RWY 22 ARRIVAL

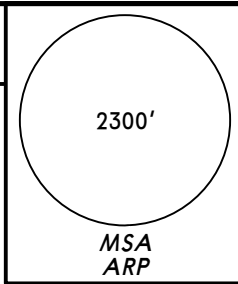


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3240'	(2960' - 900m)
2250'	(1970' - 600m)

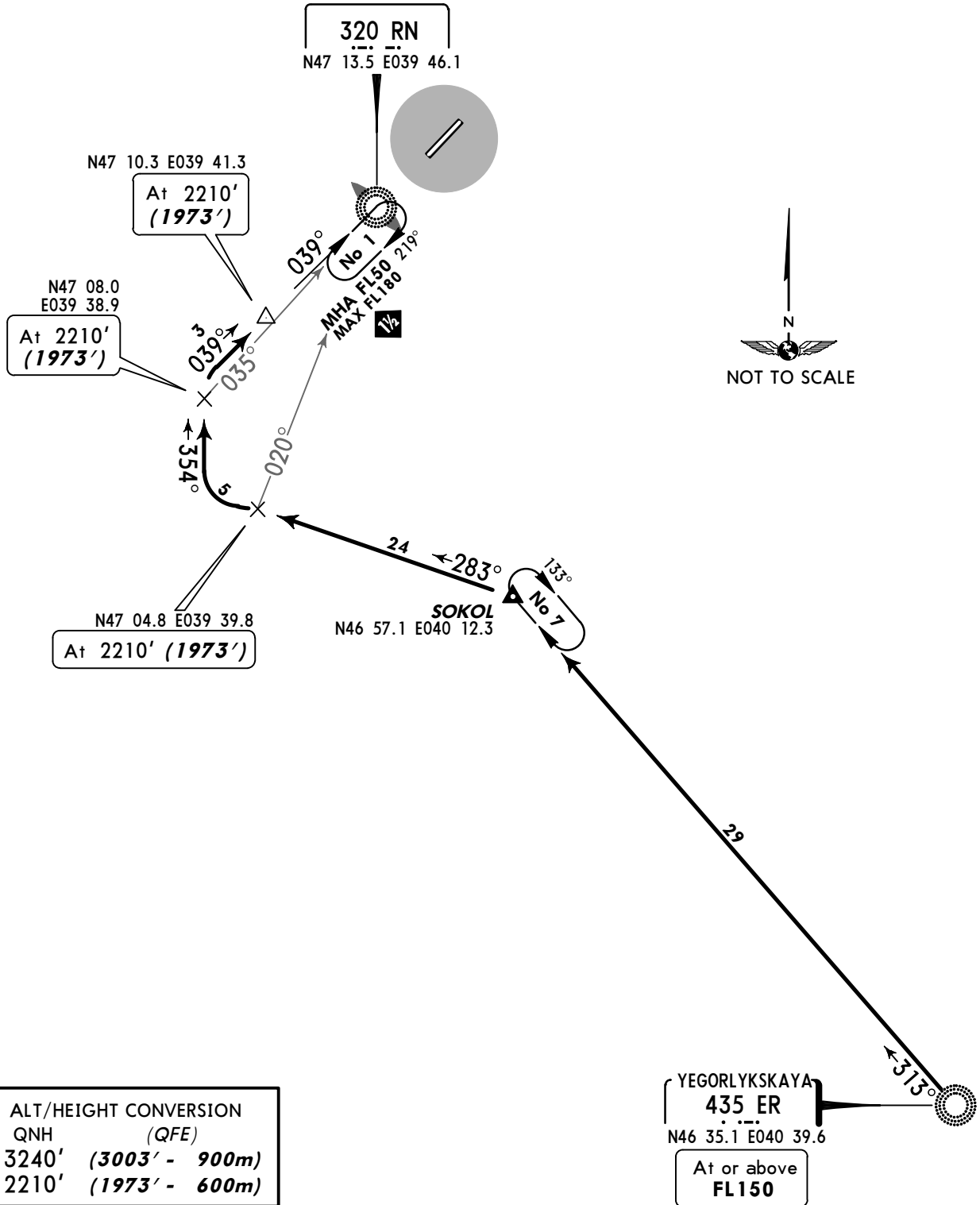
ROUTING

Intercept 098° bearing to SB, turn RIGHT, 132° bearing to BEREK, turn RIGHT, 182° track to N47 22.8 E039 59.3, turn RIGHT, 219° track, intercept final.

ATIS 121.7 Apt Elev 280' Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3240' (3003')



YEGORLYK Ø4 ALFA (ER Ø4A)
RWY 04 ARRIVAL



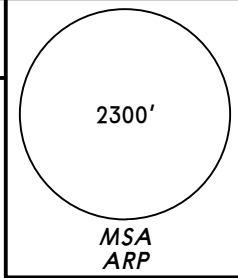
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3240'	(3003' - 900m)
2210'	(1973' - 600m)

YEGORLYKSKAYA
435 ER
N46 35.1 E040 39.6
At or above
FL150

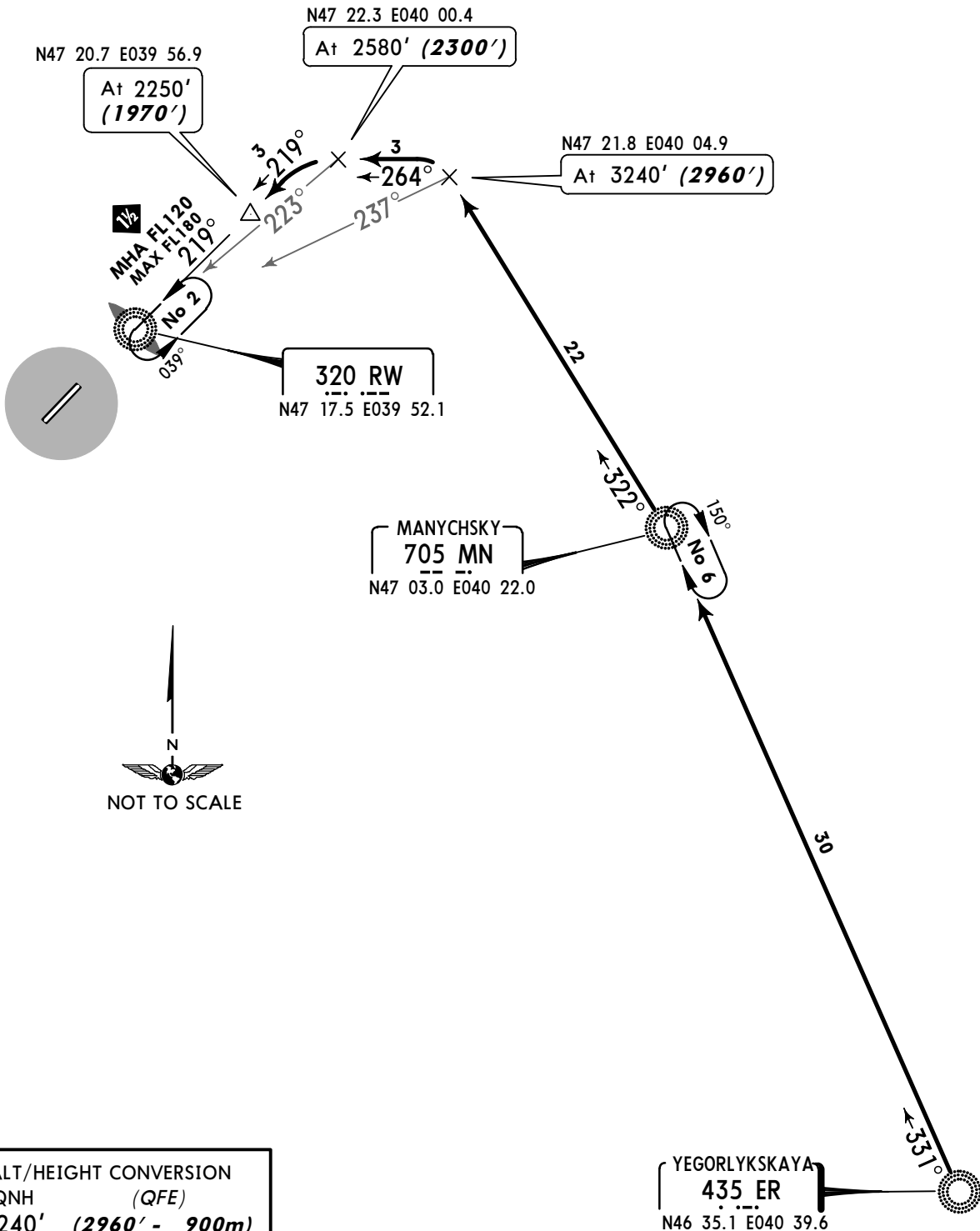
ROUTING

313° bearing to SOKOL, turn LEFT, 283° track to N47 04.8 E039 39.8, turn RIGHT, 354° track to N47 08.0 E039 38.9, turn RIGHT, 039° track, intercept final.

ATIS 121.7 Apt Elev 280' Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3240' (2960')



YEGORLYK 22 ALFA (ER 22A)
RWY 22 ARRIVAL



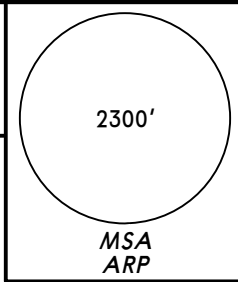
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3240'	(2960' - 900m)
2580'	(2300' - 700m)
2250'	(1970' - 600m)

YEGORLYKSKAYA
435 ER
N46 35.1 E040 39.6
At or above
FL150

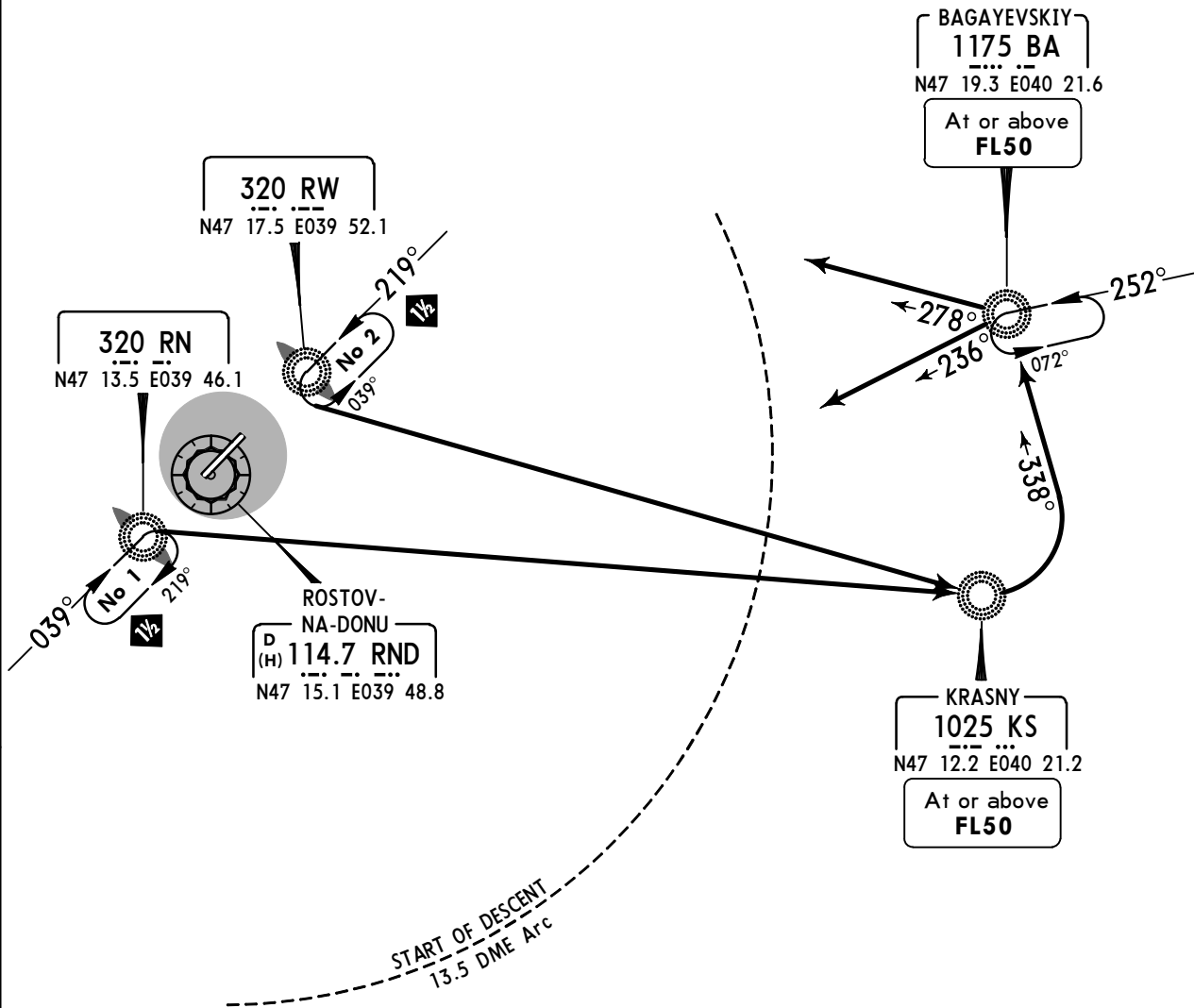
ROUTING

331° bearing to MN, turn LEFT, 322° bearing to N47 21.8 E040 04.9, turn LEFT, 264° track to N47 22.3 E040 00.4, turn LEFT, 219° track, intercept final.

ATIS 121.7	Apt Elev 280'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3240' (2960') Approach from BA is carried out in accordance with the established pattern.
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OUT-OF-TURN EXIT FROM
HOLDING PATTERN TO APPROACH
RWYS 04, 22



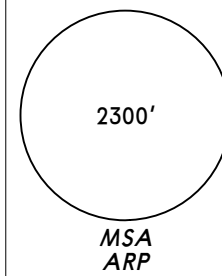
ALT/HEIGHT CONVERSION QNH (QFE) 3240' (2960' - 900m)
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ROSTOV
Radar
121.2

Apt Elev
280'

QNH on request (QFE) Trans level: FL50 Trans alt: 3240' (2960')
1. Aircraft should take-off with noise abatement procedures according to Flight Manual. 2. Immediately after take-off contact ROSTOV Radar. 3. Crossings at AWY entry points by ATC.

DERIB 2 ALFA (DR 2A)
DERIB 2 BRAVO (DR 2B)
DERIB 2 DELTA (DR 2D)
DERIB 2 GOLF (DR 2G)
RWY 22 DEPARTURES

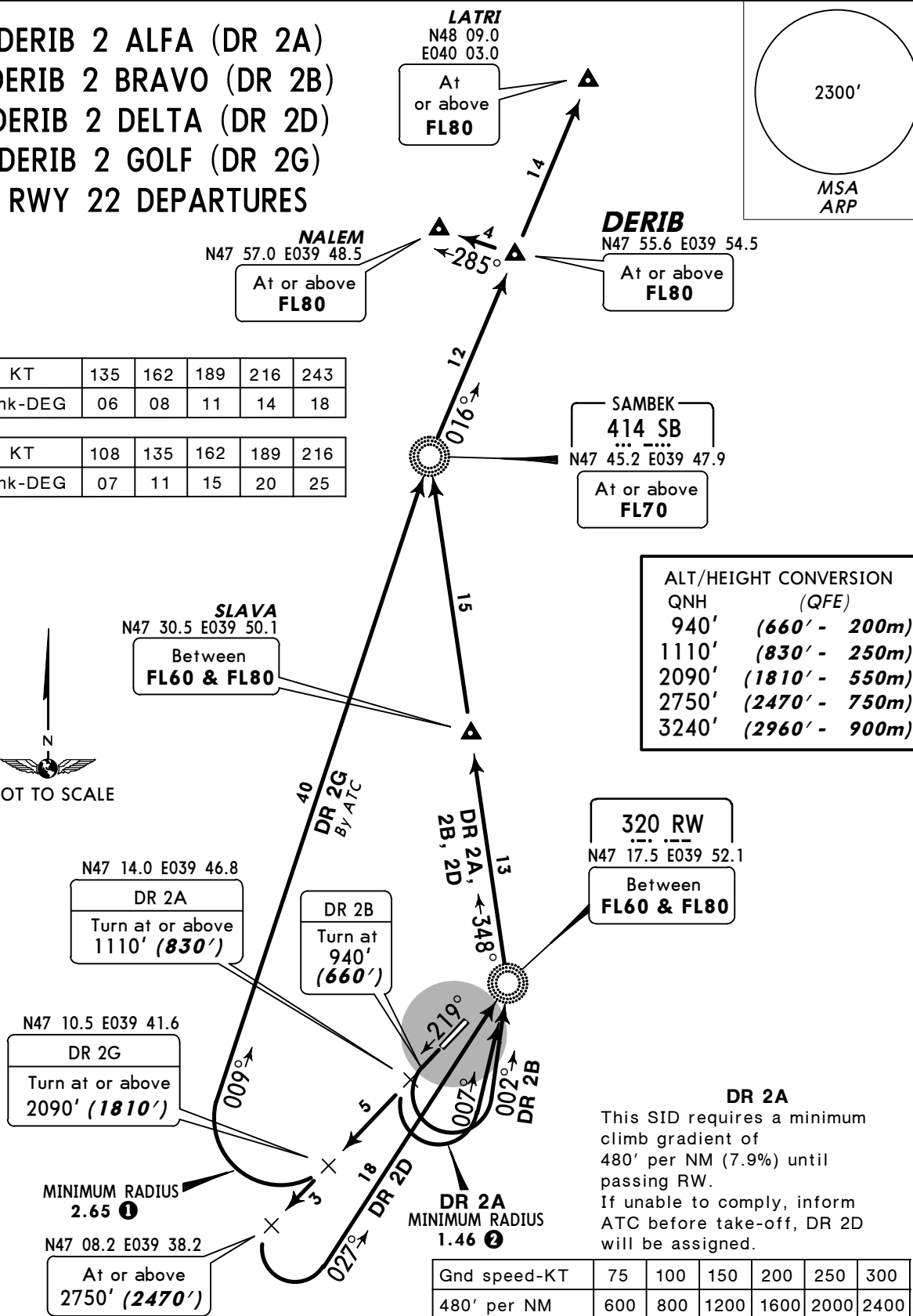


①

KT	135	162	189	216	243
Bank-DEG	06	08	11	14	18

②

KT	108	135	162	189	216
Bank-DEG	07	11	15	20	25

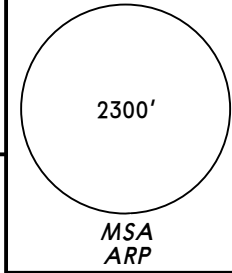


SID	ROUTING
DR 2A	Climb straight ahead, at or above 1110' (830'), turn LEFT, intercept 007° bearing to RW, turn LEFT, 348° bearing via SLAVA to SB, turn RIGHT, 016° bearing to DERIB.
DR 2B	Climb straight ahead to 940' (660'), turn LEFT, intercept 002° bearing to RW, turn LEFT, 348° bearing via SLAVA to SB, turn RIGHT, 016° bearing to DERIB.
DR 2D	Climb straight ahead, at or above 2750' (2470'), turn LEFT, intercept 027° bearing to RW, turn LEFT, 348° bearing via SLAVA to SB, turn RIGHT, 016° bearing to DERIB.
DR 2G By ATC	Climb straight ahead, at or above 2090' (1810'), turn RIGHT, intercept 009° bearing to SB, turn RIGHT, 016° bearing to DERIB.

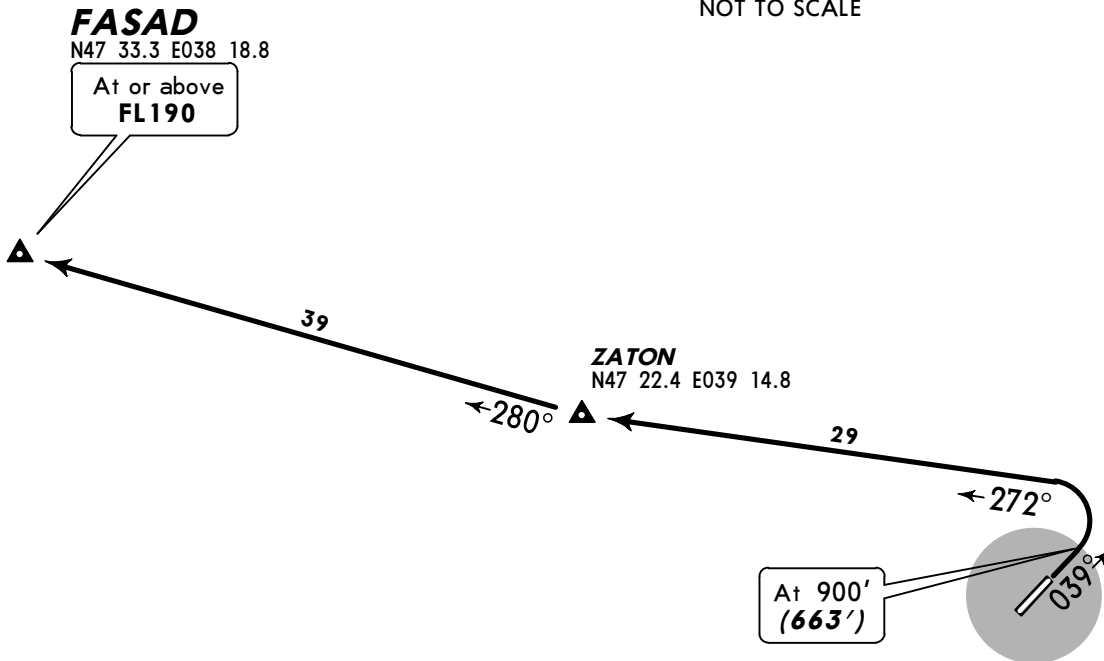
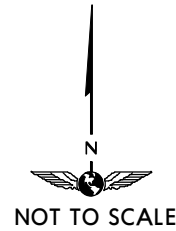
ROSTOV Radar
121.2

Apt Elev
280'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3240' (3003')
1. Immediately after take-off contact ROSTOV Radar.
2. Crossings at AWY entry points by ATC.



FASAD 1 BRAVO (FS 1B)
RWY 04 DEPARTURE
BY ATC



ALT/HEIGHT CONVERSION	
QNH	(QFE)
900'	(663' - 200m)
3240'	(3003' - 900m)

This SID requires a minimum climb gradient of 273' per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
273' per NM	342	456	684	911	1139	1367

ROUTING

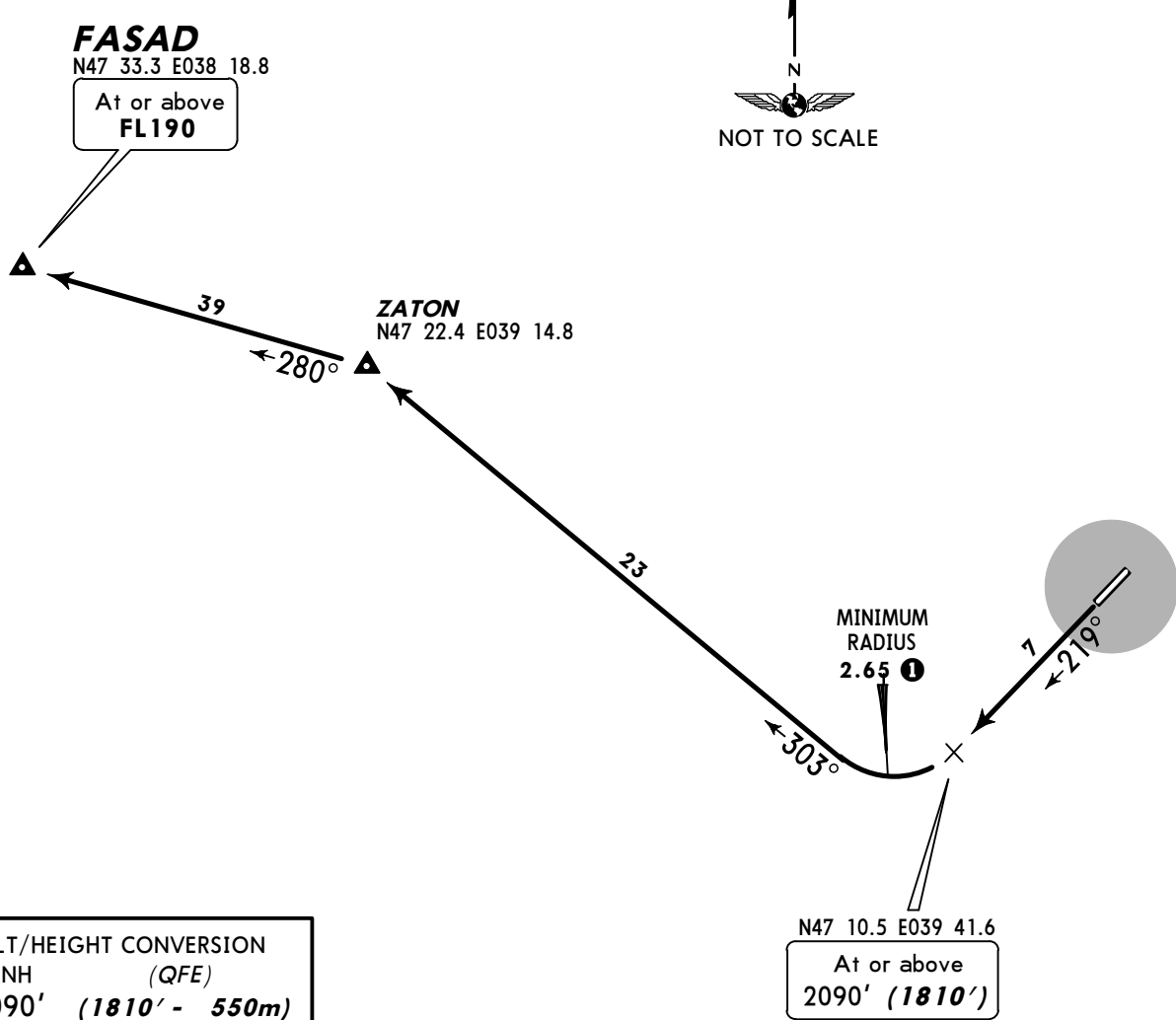
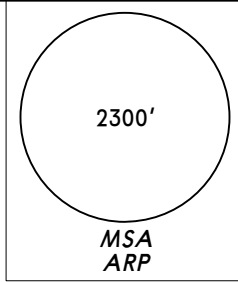
Climb straight ahead to 900' (663'), turn LEFT, 272° track to ZATON, turn RIGHT, 280° track to FASAD.

ROSTOV Radar 121.2 Apt Elev 280'

QNH on request (QFE) Trans level: FL50 Trans alt: 3240' (2960')

1. Aircraft should take-off with noise abatement procedures according to Flight Manual.
2. Immediately after take-off contact ROSTOV Radar.
3. Crossings at AWY entry points by ATC.

FASAD 2 BRAVO (FS 2B)
RWY 22 DEPARTURE
BY ATC



ALT/HEIGHT CONVERSION

QNH	(QFE)
2090'	(1810' - 550m)
3240'	(2960' - 900m)

①

KT	135	162	189	216	243
Bank-DEG	06	08	11	14	18

This SID requires a minimum climb gradient of 273' per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
273' per NM	342	456	684	911	1139	1367

ROUTING

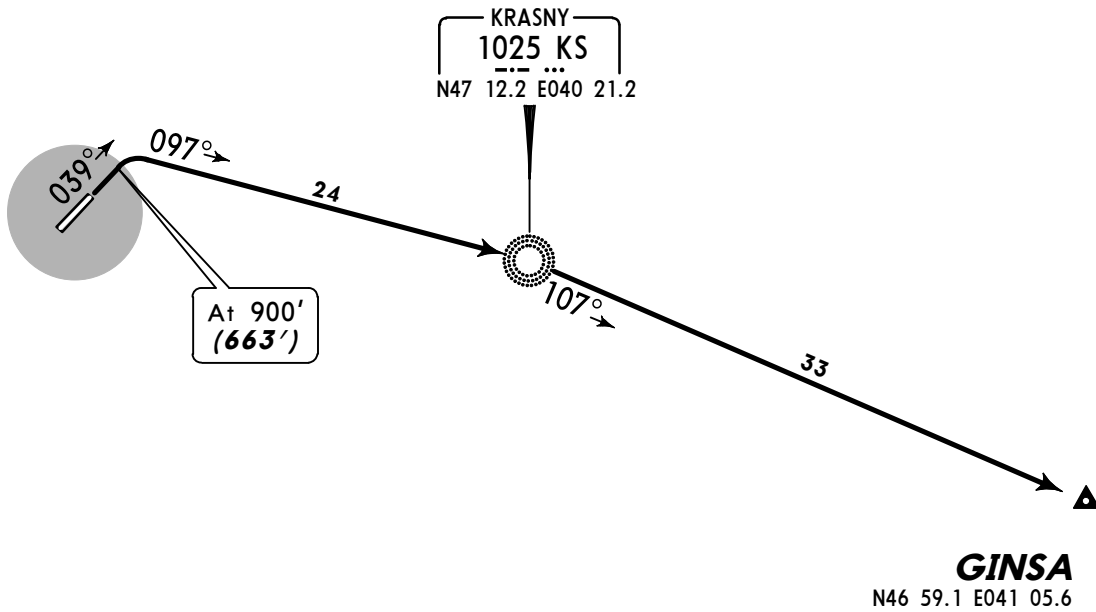
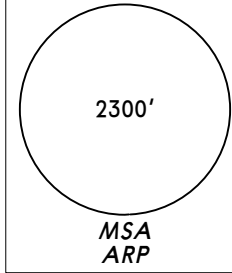
Climb straight ahead, at or above 2090' (1810'), turn RIGHT, 303° track to ZATON, turn LEFT, 280° track to FASAD.

ROSTOV Radar
121.2

Apt Elev
280'

QNH on request (QFE) Trans level: FL50 Trans alt: 3240' (3003')
1. Immediately after take-off contact ROSTOV Radar.
2. Crossings at AWY entry points by ATC.

**GINSA 1 ALFA (GN 1A)
RWY 04 DEPARTURE**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
900'	(663' - 200m)
3240'	(3003' - 900m)

This SID requires a minimum climb gradient of 334' per NM (5.5%).

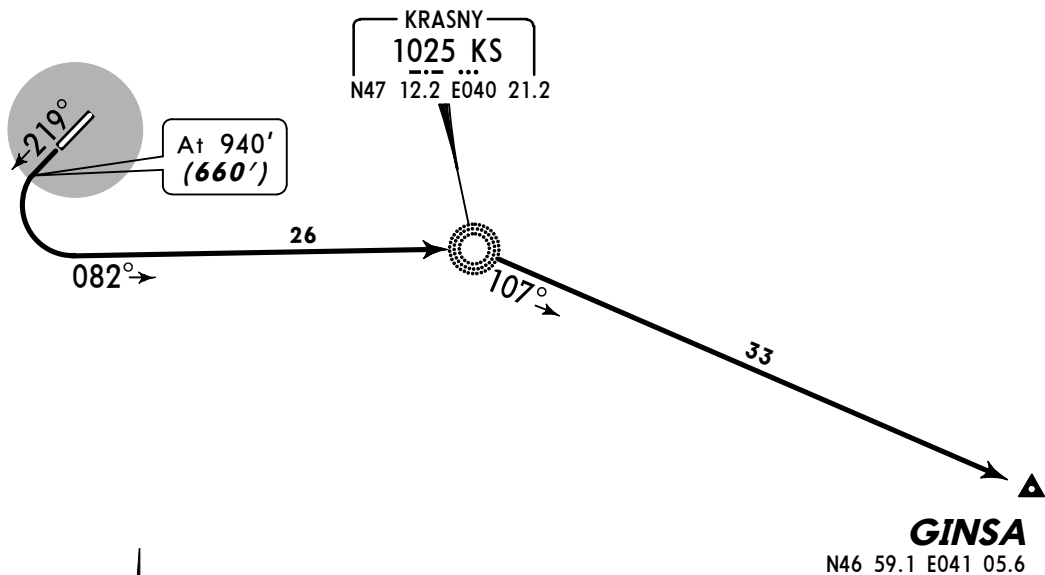
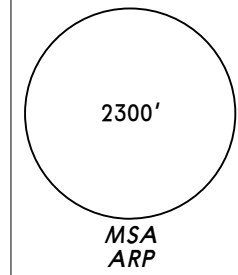
Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

ROUTING

Climb straight ahead to 900' (663'), turn RIGHT, intercept 097° bearing to KS, turn RIGHT, 107° bearing to GINSA.

ROSTOV Radar 121.2	Apt Elev 280'	QNH on request (QFE) Trans level: FL50 Trans alt: 3240' (2960') 1. Aircraft should take-off with noise abatement procedures according to Flight Manual. 2. Immediately after take-off contact ROSTOV Radar. 3. Crossings at AWY entry points by ATC.
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**GINSA 2 ALFA (GN 2A)
RWY 22 DEPARTURE**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
940'	(660' - 200m)
3240'	(2960' - 900m)

This SID requires a minimum climb gradient of 292' per NM (4.8%).

Gnd speed-KT	75	100	150	200	250	300
292' per NM	365	486	729	972	1215	1458

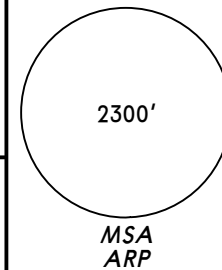
ROUTING

Climb straight ahead to 940' (660'), turn LEFT, intercept 082° bearing to KS, turn RIGHT, 107° bearing to GINSA.

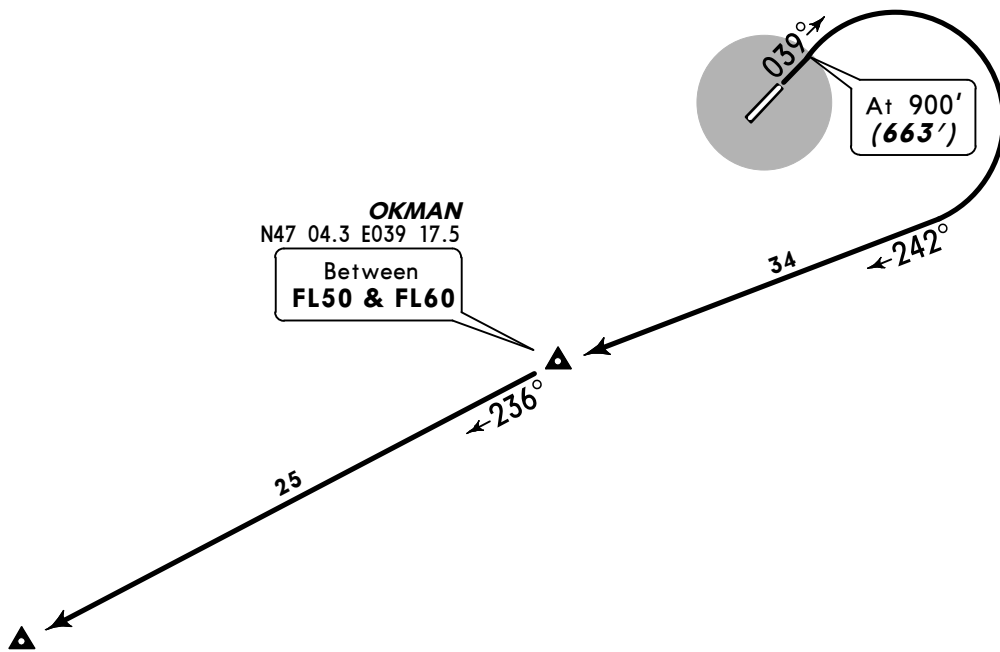
ROSTOV Radar
121.2

Apt Elev
280'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3240' (3003')
1. Immediately after take-off contact ROSTOV Radar.
2. Crossings at AWY entry points by ATC.



**KENEN 1 ALFA (KN 1A)
RWY 04 DEPARTURE**



OKMAN
N47 04.3 E039 17.5
Between
FL50 & FL60

KENEN
N46 52.8 E038 45.4
Between
FL50 & FL60

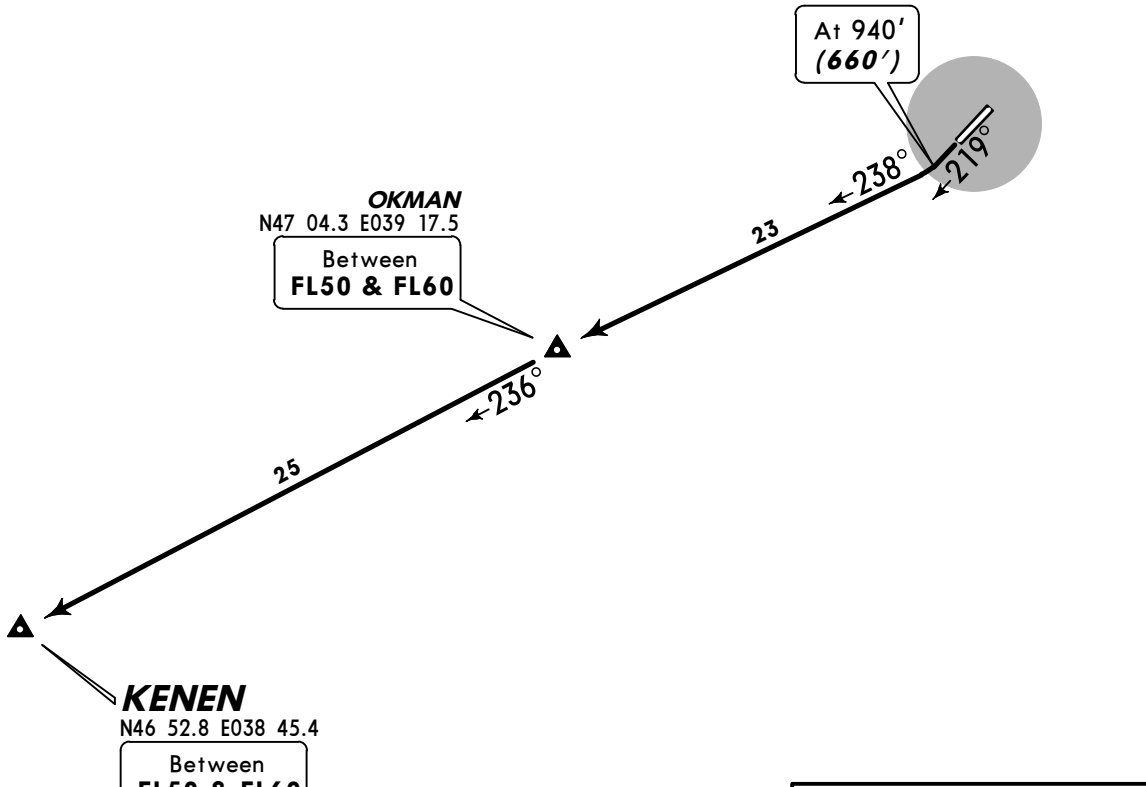
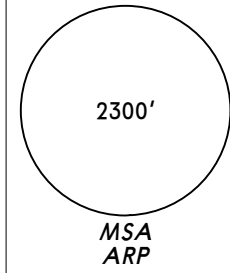
ALT/HEIGHT CONVERSION	
QNH	(QFE)
900'	(663' - 200m)
3240'	(3003' - 900m)

ROUTING

Climb straight ahead to 900' (663'), turn RIGHT, 242° track to OKMAN, turn LEFT, 236° track to KENEN.

ROSTOV Radar 121.2	Apt Elev 280'	QNH on request (QFE) Trans level: FL50 Trans alt: 3240' (2960') 1. Aircraft should take-off with noise abatement procedures according to Flight Manual. 2. Immediately after take-off contact ROSTOV Radar. 3. Crossings at AWY entry points by ATC.
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KENEN 2 ALFA (KN 2A)
RWY 22 DEPARTURE



ALT/HEIGHT CONVERSION	
QNH	(QFE)
940'	(660' - 200m)
3240'	(2960' - 900m)

ROUTING

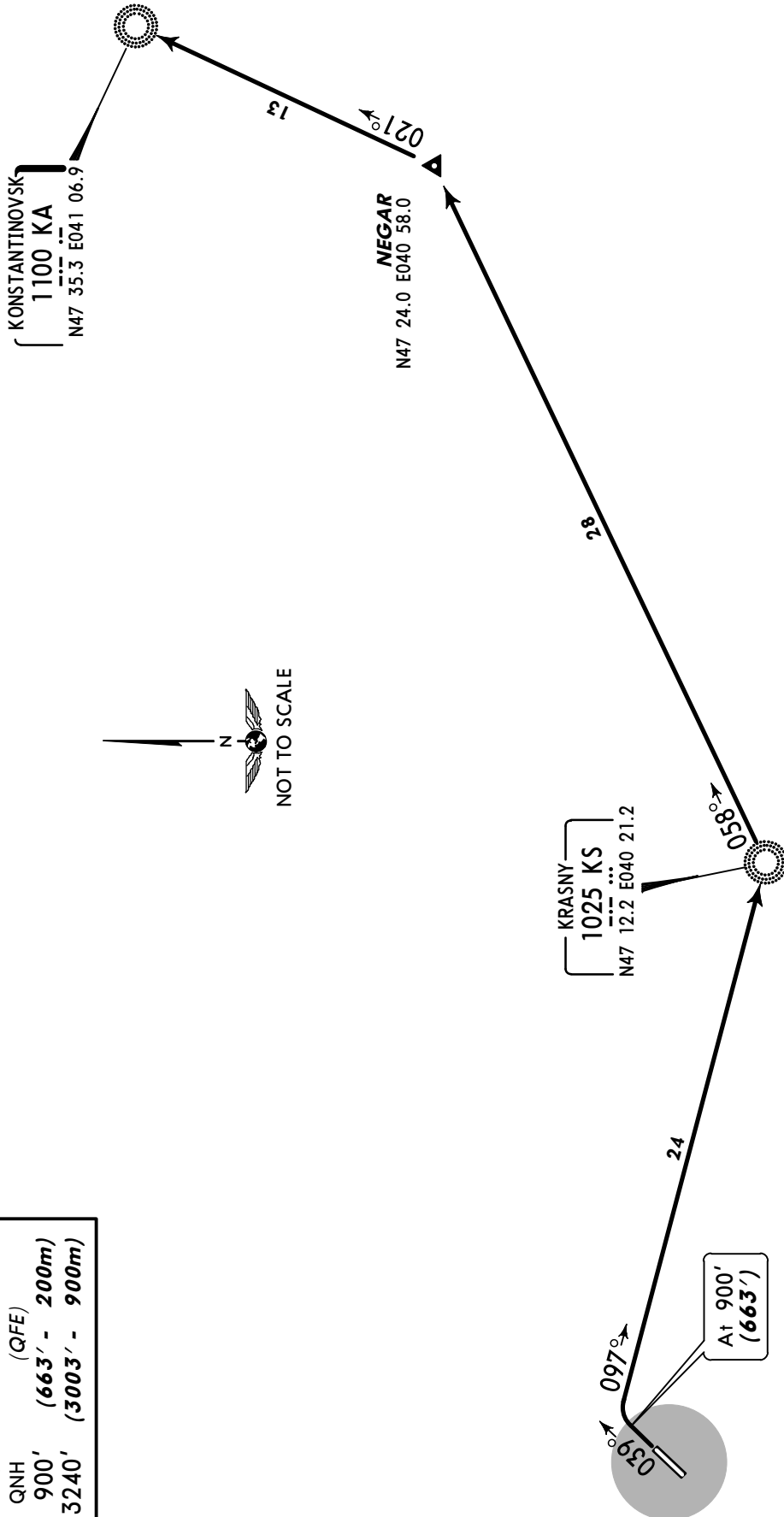
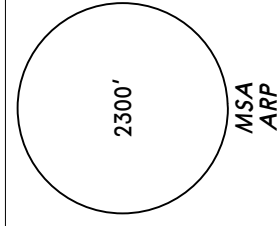
Climb straight ahead to 940' (660'), turn RIGHT, 238° track to OKMAN, turn LEFT, 236° track to KENEN.

ROSTOV Radar
121.2

Apt Elev
280'

QNH on request (QFE) Trans level: FL50 Trans alt: 3240' (3003')
1. Immediately after take-off contact ROSTOV Radar.
2. Crossings at AWY entry points by ATC.

KONSTANTINOVSK 1 ALFA (KA 1A)
RWY 04 DEPARTURE



ALT/HEIGHT CONVERSION (QFE)

QNH	900'	(663' - 200m)
3240'	(3003' - 900m)	

This SID requires a minimum climb gradient of 280' per NM (4.6%).

Gnd speed-KT	75	100	150	200	250	300
280' per NM	349	466	699	932	1165	1398

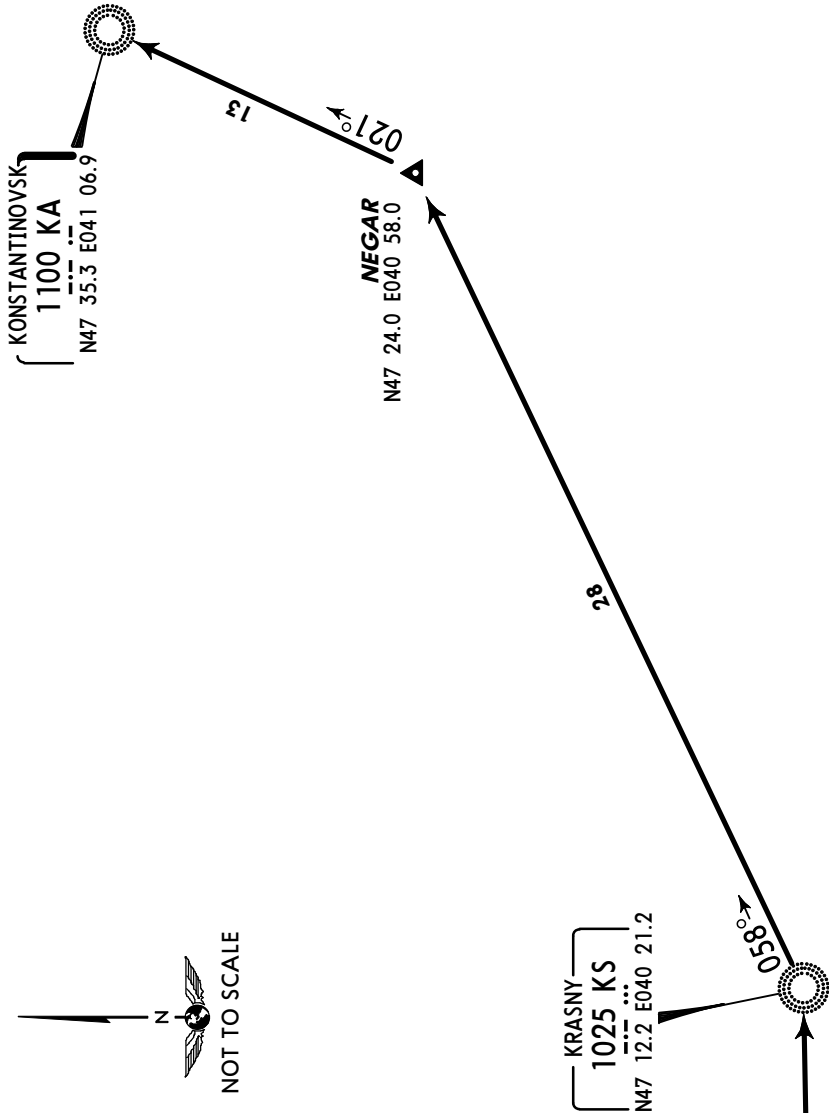
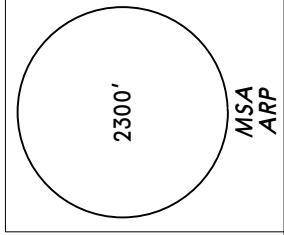
ROUTING

Climb straight ahead to 900' (663'), turn RIGHT, intercept 097° bearing to KS, turn LEFT, 058° bearing to NEGAR, turn LEFT, intercept 021° bearing to KA.

ROSTOV Radar 121.2 Apt Elev 280' QNH on request (QFE) Trans level: FL50 Trans alt: 3240' (2960')

1. Aircraft should take-off with noise abatement procedures according to Flight Manual.
2. Immediately after take-off contact ROSTOV Radar.
3. Crossings at AWY entry points by ATC.

KONSTANTINOVSK 2 ALFA (KA 2A)
RWY 22 DEPARTURE



ALT/HEIGHT CONVERSION (QFE)

QNH	940'	(660' - 200m)
3240'	(2960' - 900m)	

This SID requires a minimum climb gradient of 261' per NM (4.3%).

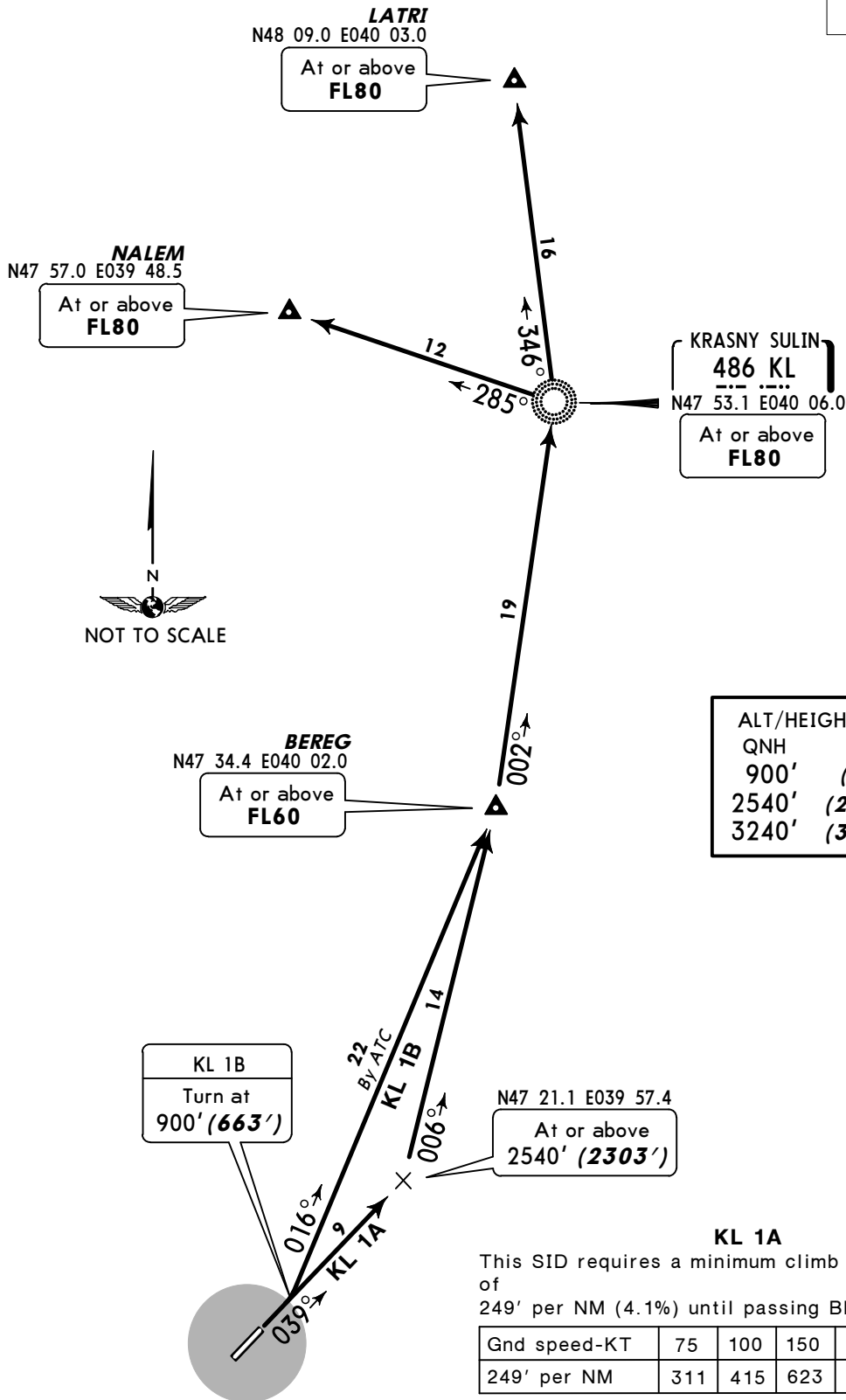
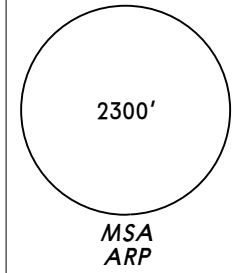
Gnd speed-KT	75	100	150	200	250	300
261' per NM	327	435	653	871	1089	1306

ROUTING

Climb straight ahead to 940' (660'), turn LEFT, intercept 082° bearing to KS, turn LEFT, 058° bearing to NEGAR, turn LEFT, intercept 021° bearing to KA.

ROSTOV Radar 121.2	Apt Elev 280'	QNH on request (QFE) Trans level: FL50 Trans alt: 3240' (3003') 1. Immediately after take-off contact ROSTOV Radar. 2. Crossings at AWY entry points by ATC.
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KRASNY SULIN 1 ALFA (KL 1A)
KRASNY SULIN 1 BRAVO (KL 1B)
RWY 04 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
900'	(663' - 200m)
2540'	(2303' - 700m)
3240'	(3003' - 900m)

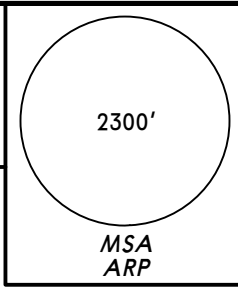
KL 1A

This SID requires a minimum climb gradient of 249' per NM (4.1%) until passing BEREQ.

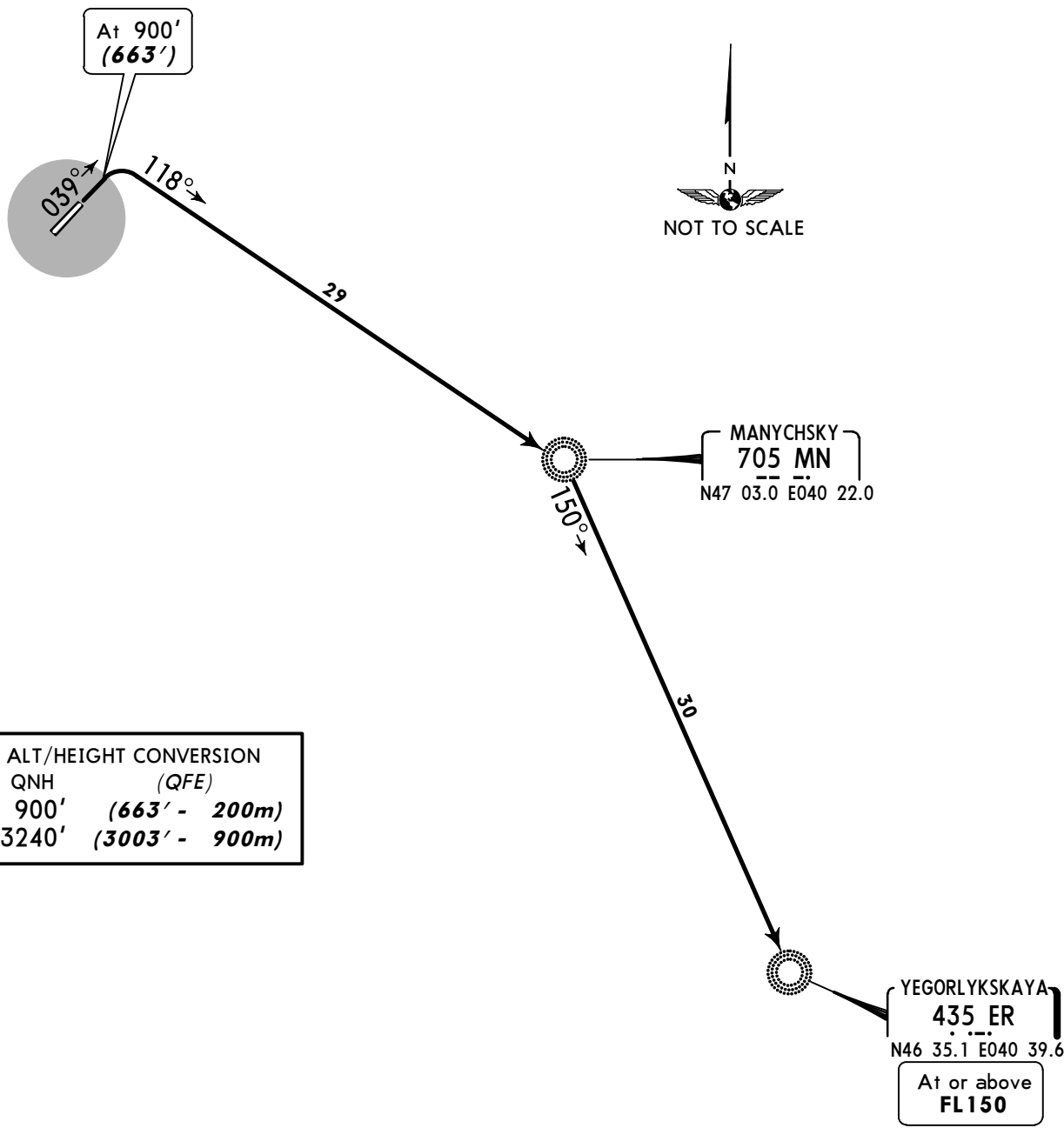
Gnd speed-KT	75	100	150	200	250	300
249' per NM	311	415	623	830	1038	1246

SID	ROUTING
KL 1A	Climb straight ahead, at or above 2540' (2303') turn LEFT, 006° track to BEREQ, turn LEFT, intercept 002° bearing to KL.
KL 1B By ATC	Climb straight ahead to 900' (663'), turn LEFT, 016° track to BEREQ, turn LEFT, intercept 002° bearing to KL.

ROSTOV Radar 121.2
Apt Elev 280'
QNH on request (QFE)
Trans level: FL50 Trans alt: 3240' (3003')
1. Immediately after take-off contact ROSTOV Radar.
2. Crossings at AWY entry points by ATC.



YEGORLYK 1 ALFA (ER 1A)
RWY 04 DEPARTURE



ALT/HEIGHT CONVERSION	
QNH	(QFE)
900'	(663' - 200m)
3240'	(3003' - 900m)

This SID requires a minimum climb gradient of 255' per NM (4.2%).

Gnd speed-KT	75	100	150	200	250	300
255' per NM	319	425	638	851	1063	1276

ROUTING

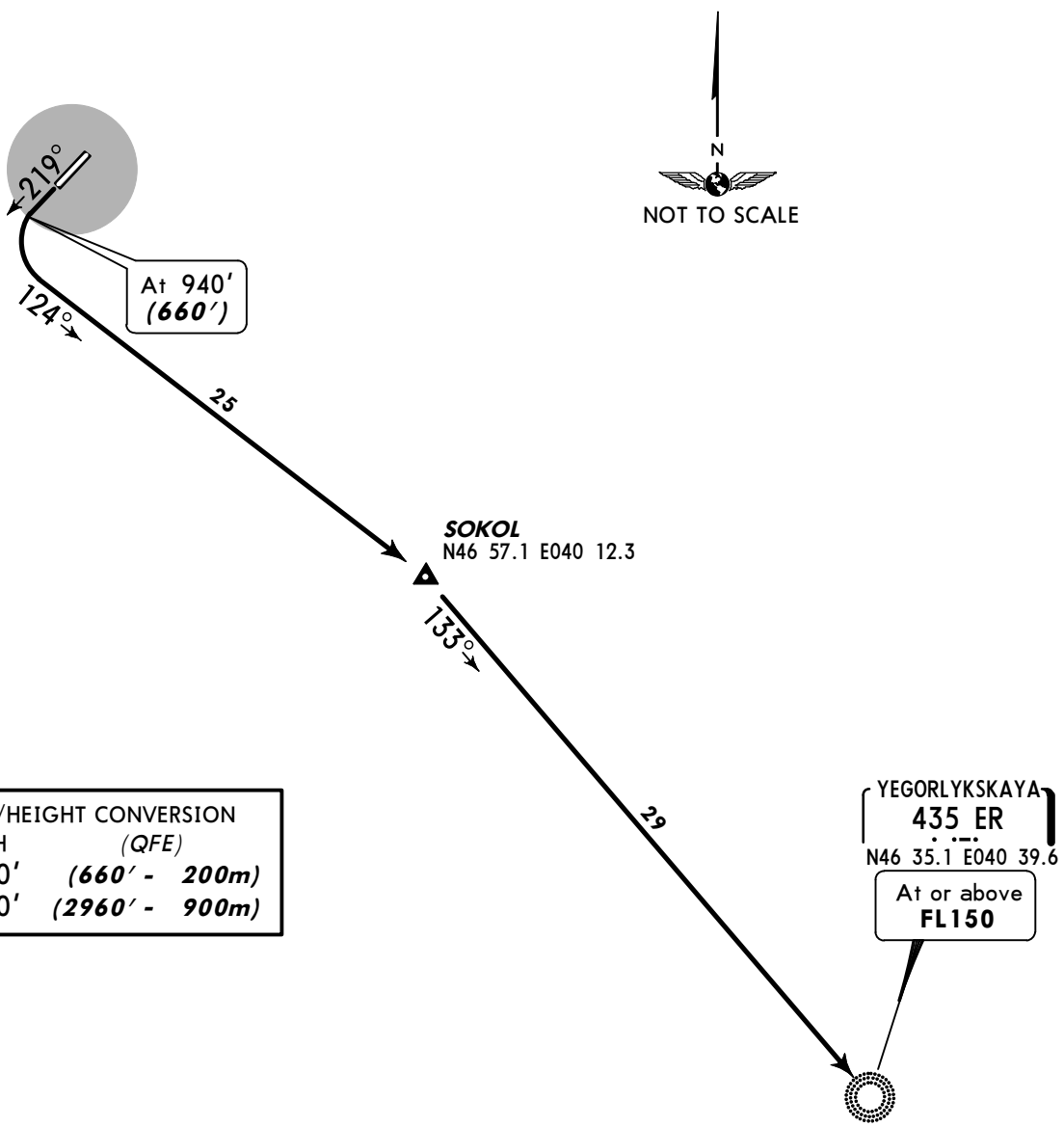
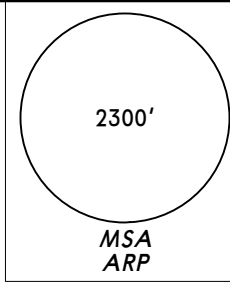
Climb straight ahead to 900' (663'), turn RIGHT, intercept 118° bearing to MN, turn RIGHT, 150° bearing to ER.

ROSTOV Radar 121.2 *Apt Elev* 280'

QNH on request (QFE) Trans level: FL50 Trans alt: 3240' (2960')

1. Aircraft should take-off with noise abatement procedures according to Flight Manual.
2. Immediately after take-off contact ROSTOV Radar.
3. Crossings at AWY entry points by ATC.

YEGORLYK 2 ALFA (ER 2A)
 RWY 22 DEPARTURE



ALT/HEIGHT CONVERSION	
QNH	(QFE)
940'	(660' - 200m)
3240'	(2960' - 900m)

This SID requires a minimum climb gradient of 261' per NM (4.3%).

Gnd speed-KT	75	100	150	200	250	300
261' per NM	327	435	653	871	1089	1306

ROUTING

Climb straight ahead to 940' (660'), turn LEFT, 124° track to SOKOL, turn RIGHT, intercept 133° bearing to ER.

NOISE ABATEMENT**ARRIVALS****APPROACH PHASE**

Noise abatement procedures shall be executed by all aircraft.

If special meteorological conditions are present in arrival and approach sectors, ATS unit may at its own discretion or by a pilot in command's request deviate from the provisions given below, if it is necessary for safety reasons.

Restrictions

During instrument as well as visual approach flying below the ILS glide path angle is not allowed.

Between 2300-0700LT when appropriate meteorological and air conditions are available, landing shall be carried out on runway 22.

Landing with a tail wind component is allowed when tail wind component is according to norms established in Flight Manual for specified aircraft type.

DEPARTURES**TAKE-OFF AND CLIMBING PHASE**

Noise abatement procedures shall be executed by all aircraft during take-off on 219° heading.

Noise abatement procedures shall not be executed at the expense of reduction of flight safety and in case of engine failure during take-off, wind shear, moderate turbulence or icing.

Restrictions

Take-off with a tail wind component is allowed when tail wind component is according to norms established in Flight Manual for specified aircraft type.

During take-off rwy 04 on 039° heading and exit from TMA via BEREG climbing shall be carried out with a minimum climb gradient of 346' per NM (5.7%) to N47 26.6 E040 00.3 (034° 13.6 NM from ARP), further climb to BEREG shall be carried out with a minimum climb gradient of 231' per NM (3.8%). If unable to comply advise ATC. Alternative procedure to BEREG: along right-hand loop with a minimum radius of 2.75 NM. The initial turn shall be executed at 2210' (1973').

During take-off rwy 22 on 219° heading and exit from TMA by executing a LEFT turn, climbing straight ahead to 3240' (2960') shall be carried out with a minimum climb gradient of 310' per NM (5.1%) but not later than 9.5 NM from THR runway 04.

During take-off rwy 22 on 219° heading and proceeding with RIGHT turn to SLAVA the initial turn shall be carried out at or above 2250' (1970') and not later than 6.4 NM from THR runway 04 with a minimum turn radius of 2.65 NM.

Special procedures on take-off rwy 22 heading 219°

Take-off and climbing to 1760' (1480')

Take-off power

Take-off flaps

V₂ + 11 to 22 KT

At 1760' (1480')

At or above 940' (660') turn with 25° bank

Reduce engine power to a minimum while maintaining positive rate of climb

Between 1760' (1480') - 3240' (2960')

V₂ + 11 to 22 KT

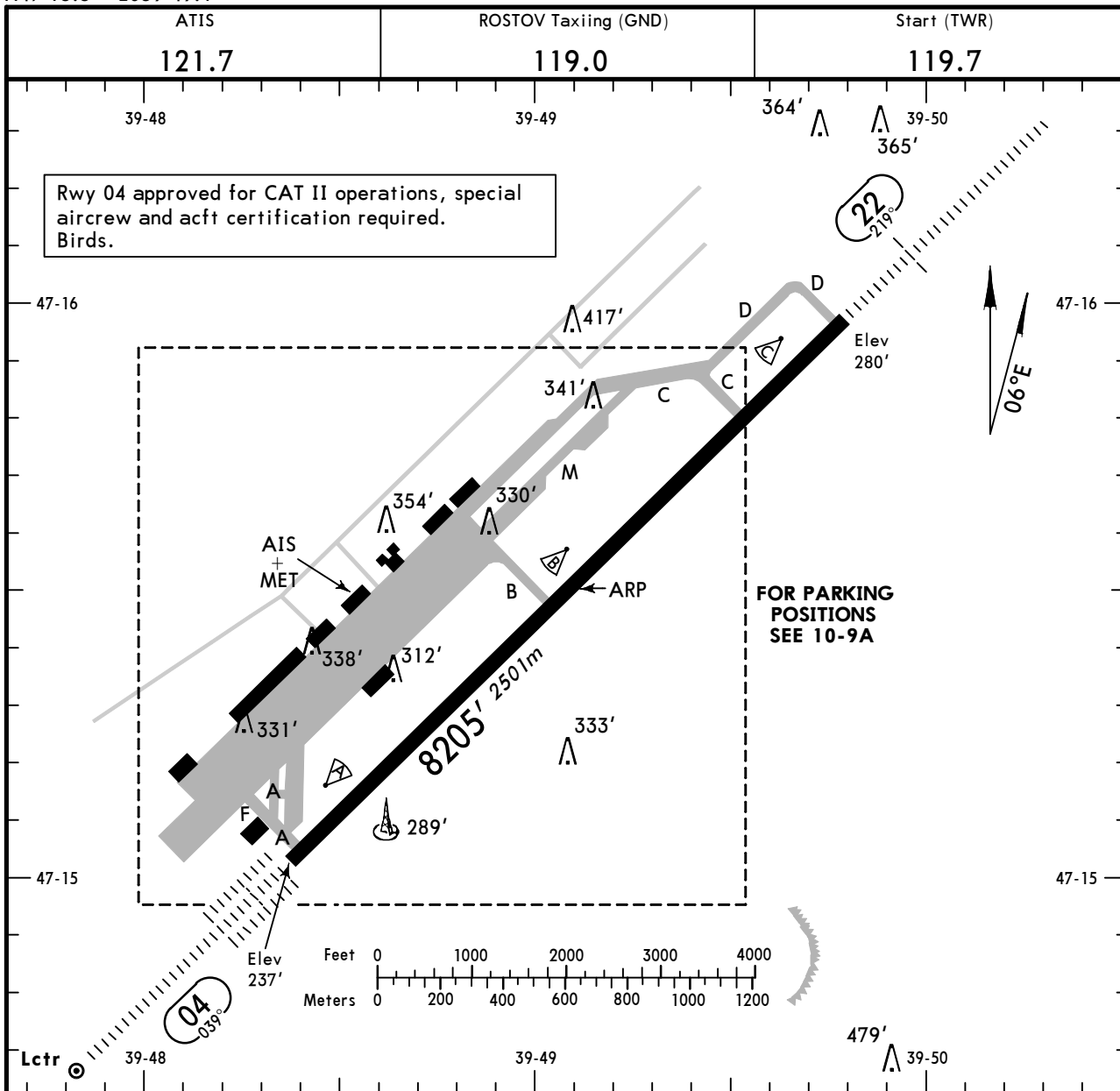
At 3240' (2960')

Accelerate to IAS of wing devices retraction

Retract wing devices

Further climb as per Flight Manual

Between 2300-0700LT when appropriate meteorological and air conditions are available, take-off shall be carried out on runway 04 and landing on runway 22.



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL (15m) HIALS-II TDZ ①	RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
04	HIRL (60m) CL (15m) HIALS ①	RVR		7169' 2185m		148'
22	HIRL (60m) CL (15m) HIALS ①	RVR		7333' 2235m		45m

① PAPI-L (angle 2.67°)

Taxiing on apron and twys with FOLLOW-ME only, when visibility is less than 400m.

LOW VISIBILITY PROCEDURES

Procedures are applied when RVR is less than 550m.

After landing, pilots must report vacaton of the runway and ILS critical area.

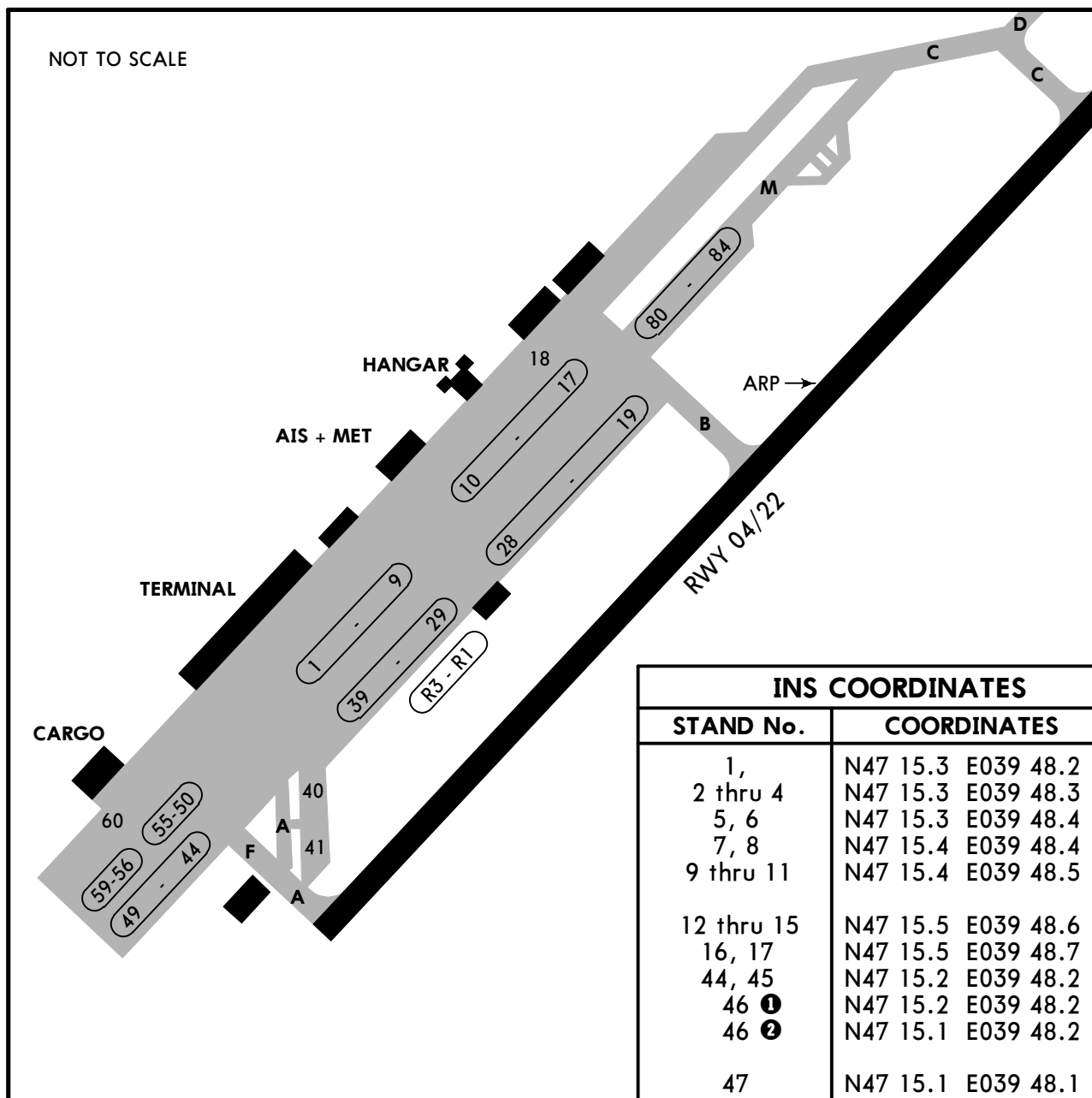
FOLLOW-ME guides arriving acft after leaving ILS critical area to the stand, departing acft from the stand to rwy holding position line.

TAKE-OFF

AIR CARRIER (JAA)
 All Rwys

LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m (150m)	250m	400m
C			
D	250m (200m)	300m	



- ① Stand direction NW
- ② Stand direction SE

When leaving stands 1, 2 and 44 thru 47 by towing start-up to be carried out on Twys A, F or on apron in front of stands 29 thru 39.

Stands 16 thru 28 are cul-de-sacs.

Stands 16 thru 18: Enter/exit by towing.

Stands 19 thru 28 and 80 thru 84: Enter by towing.

Stands 1 thru 41, 44 thru 47, 50 thru 59 and 80 thru 84 available for helicopters.

Taxiing via Twys B, C, M and along apron shall be carried out along twy centerline at minimum speed.

Taxiing along Twy B with inner engines only.

Taxiing of acft with a wingspan more than 126'/38.6m and diameter of the main rotor more than 85'/26m from stand 3 to Twy B, along Twy M, along Twy C from Twy M to Twy D, between stands 1 and 44 when either of them is occupied is prohibited.

Taxiing from stand 50 via stand 51 is allowed for acft with a wingspan more than 98'/30m or diameter of the main rotor than 72'/22m.

STRAIGHT-IN RWY		A	B	C	D
04	CAT 2 ILS	337' (100')	337' (100')	337' (100')	337' (100')
		RA110' R350m	RA110' R350m	RA110' R350m	RA110' R350m
	ILS	437' (200')	437' (200')	437' (200')	437' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	660' (423')	660' (423')	660' (423')	660' (423')
	with D5.7/Radar	R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
2 NDB ①	1000' (763')	1000' (763')	1000' (763')	1000' (763')	
w/o D5.7/Radar	C2900m	C2900m	C2900m	C2900m	
ALS out	C3600m	C3600m	C3600m	C3600m	
RN NDB ①	730' (493')	730' (493')	730' (493')	730' (493')	
with D5.7/Radar	R1500m	R1500m	R1500m	R1500m	
ALS out	R1500m	R1500m	C2300m	C2300m	
RN NDB ①	1000' (763')	1000' (763')	1000' (763')	1000' (763')	
w/o D5.7/Radar	C2900m	C2900m	C2900m	C2900m	
ALS out	C3600m	C3600m	C3600m	C3600m	
N Lctr ①	850' (613')	850' (613')	850' (613')	850' (613')	
with D5.7/Radar	R1500m	R1500m	C2100m	C2100m	
ALS out	R1500m	R1500m	C2400m	C2400m	
N Lctr	1400' (1163')	1400' (1163')	1400' (1163')	1400' (1163')	
w/o D5.7/Radar	C4800m	C4800m	C5000m	C5000m	
ALS out	C5000m	C5000m	C5000m	C5000m	
22	ILS	480' (200')	480' (200')	480' (200')	480' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	740' (460')	740' (460')	740' (460')	740' (460')
	ALS out	R1400m	R1400m	R1400m	R1400m
		R1500m	R1500m	C2100m	C2100m
	RW NDB ①	790' (510')	790' (510')	790' (510')	790' (510')
	ALS out	R1500m	R1500m	R1600m	R1600m
	R1500m	R1500m	C2400m	C2400m	
W Lctr ①	790' (510')	790' (510')	790' (510')	790' (510')	
with D6.5/Radar	R1500m	R1500m	R1600m	R1600m	
ALS out	R1500m	R1500m	C2400m	C2400m	
W Lctr	1070' (790')	1070' (790')	1070' (790')	1070' (790')	
w/o D6.5/Radar	C3100m	C3100m	C3300m	C3300m	
ALS out	C3800m	C3800m	C4000m	C4000m	

① Continuous Descent Final Approach

TAKE-OFF RWY 04, 22

A	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
B	125m	150m	200m	250m	400m	500m	
C	150m	200m	250m	300m			
D	150m	200m	250m	300m			

CHANGES: NDB minimums.

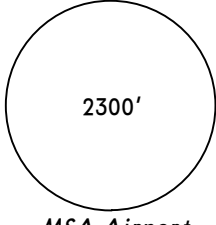
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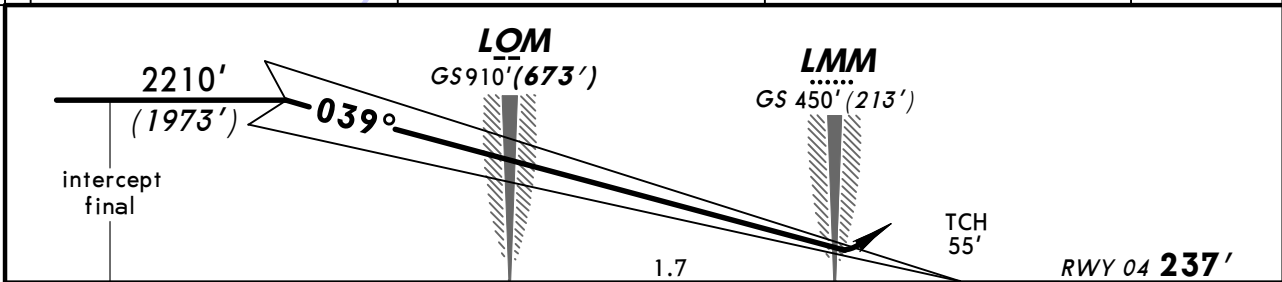
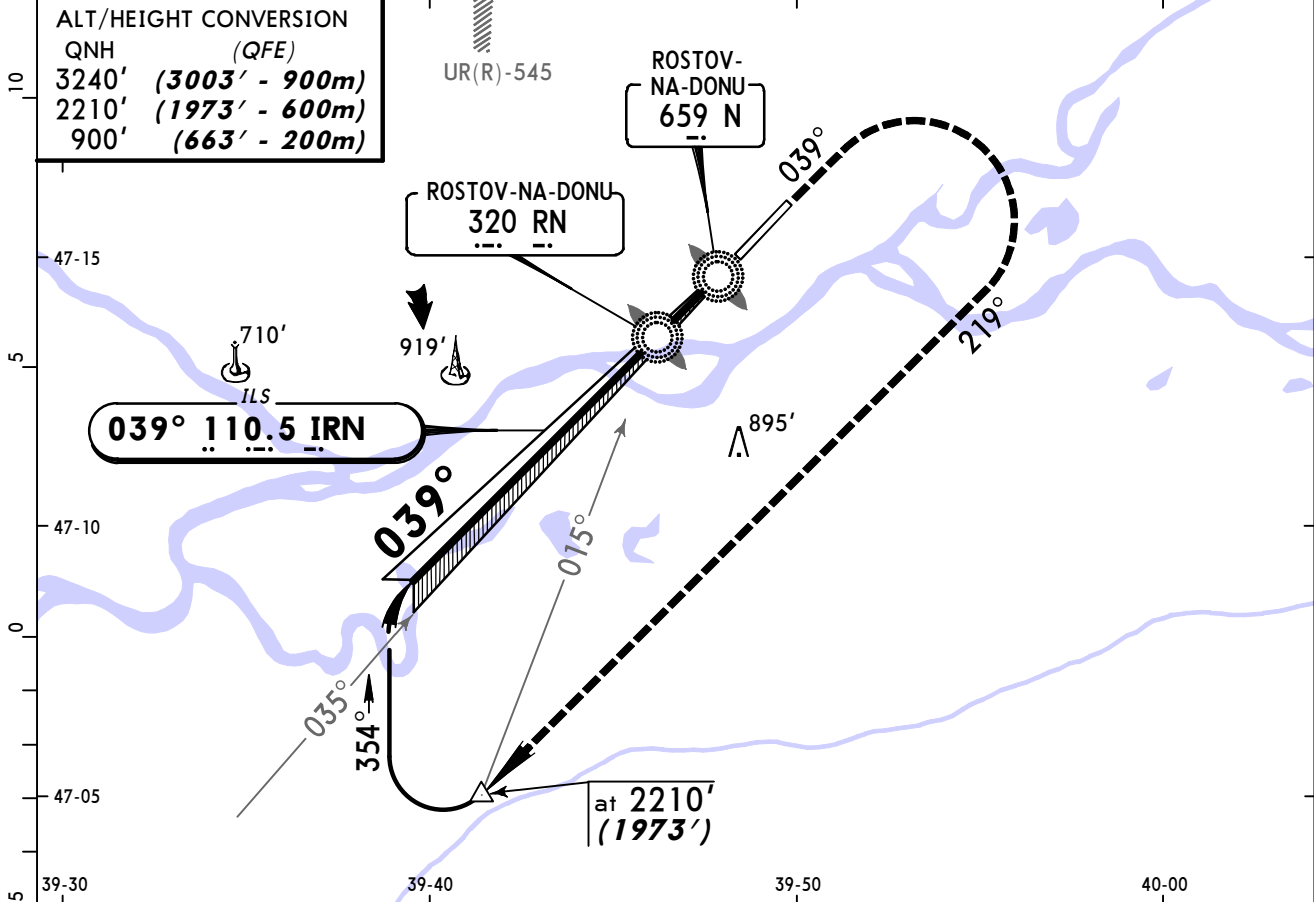
STRAIGHT-IN RWY		A	B	C	D
04	CAT 2 ILS	337' (100')	337' (100')	337' (100')	337' (100')
		RA110' R350m	RA110' R350m	RA110' R350m	RA110' R350m
	ILS	437' (200')	437' (200')	437' (200')	437' (200')
		R550m R1000m	R550m R1000m	R550m R1000m	R550m R1000m
	ALS out				
	LOC	NOT AUTHORIZED			
	2 NDB with D5.7/Radar ALS out	660' (423')	660' (423')	660' (423')	660' (423')
		R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
	2 NDB w/o D5.7/Radar ALS out	1000' (763')	1000' (763')	1000' (763')	1000' (763')
		R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
	RN NDB with D5.7/Radar ALS out	730' (493')	730' (493')	730' (493')	730' (493')
		R1000m R1500m	R1200m R1500m	R1200m R2000m	R1600m R2000m
	RN NDB w/o D5.7/Radar ALS out	1000' (763')	1000' (763')	1000' (763')	1000' (763')
		R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
	N Lctr with D5.7/Radar ALS out	850' (613')	850' (613')	850' (613')	850' (613')
		R1000m R1500m	R1200m R1500m	R1200m R2000m	R1600m R2000m
	N Lctr w/o D5.7/Radar ALS out	1400' (1163')	1400' (1163')	1400' (1163')	1400' (1163')
		R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
22	ILS	480' (200')	480' (200')	480' (200')	480' (200')
		R550m R1000m	R550m R1000m	R550m R1000m	R550m R1000m
	ALS out				
	LOC	NOT AUTHORIZED			
	2 NDB ALS out	740' (460')	740' (460')	740' (460')	740' (460')
		R1000m R1500m	R1200m R1500m	R1200m R2000m	R1600m R2000m
	RW NDB ALS out	790' (510')	790' (510')	790' (510')	790' (510')
		R1000m R1500m	R1200m R1500m	R1200m R2000m	R1600m R2000m
	W Lctr with D6.5/Radar ALS out	790' (510')	790' (510')	790' (510')	790' (510')
		R1000m R1500m	R1200m R1500m	R1200m R2000m	R1600m R2000m
	W Lctr w/o D6.5/Radar ALS out	1070' (790')	1070' (790')	1070' (790')	1070' (790')
		R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m

TAKE-OFF RWY 04, 22

	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

BRIEFING STRIP™

ATIS 121.7	ROSTOV Approach 128.2	ROSTOV Radar 121.2	ROSTOV Tower/Start (TWR) 119.7	Ground 119.0
LOC IRN 110.5	Final Apch Crs 039°	GS LOM 910' (673')	ILS DA(H) 437' (200')	Apt Elev 280' RWY 237'
<p>MISSED APCH: Climb on 039° to 900' (663'), then turn RIGHT onto 219° climbing to 2210' (1973'), then according to chart.</p> <p>When going around, immediately contact ROSTOV Radar.</p>				 <p>2300' MSA Airport</p>
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50
Increased turbulence and windshear may be expected on final.				Trans alt: 3240' (3003')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	900' (663') on 039°	219° RT	2210' (1973')
ILS GS	2.67°	336	432	480	576	767				

STRAIGHT-IN LANDING RWY 04			
ILS DA(H) 437' (200')		LOC (GS out)	
FULL	TDZ or CL out	ALS out	
A			
B			
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
D			NOT AUTHORIZED

PANS OPS

ATIS 121.7	ROSTOV Approach 128.2	ROSTOV Radar 121.2	ROSTOV Tower/Start (TWR) 119.7	Ground 119.0
LOC IRN 110.5	Final Apch Crs 039°	GS LOM 910' (673')	CAT II ILS RA 110' DA(H) 337' (100')	Apt Elev 280' RWY 237'

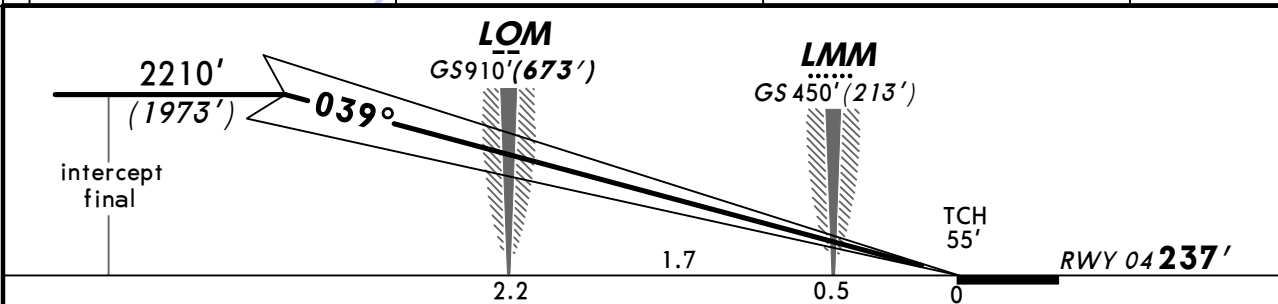
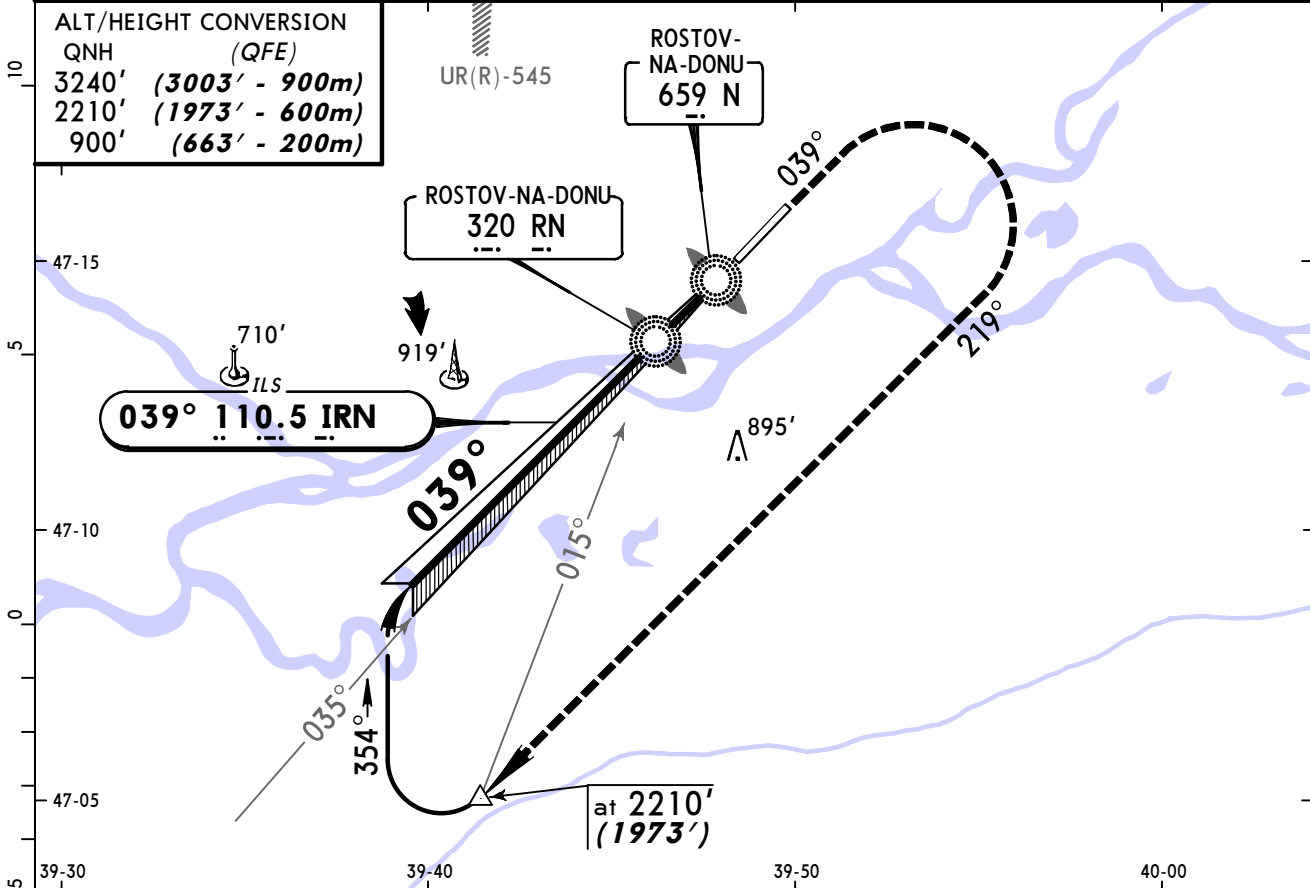
MISSED APCH: Climb on 039° to 900' (663'), then turn RIGHT onto 219° climbing to 2210' (1973'), then according to chart.
When going around, immediately contact ROSTOV Radar.



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3240' (3003')
1. Special Aircrew & Acft Certification Required.
2. Increased turbulence and windshear may be expected on final.

ALT/HEIGHT CONVERSION
QNH (QFE)

3240'	(3003' - 900m)
2210'	(1973' - 600m)
900'	(663' - 200m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	900' (663') on 039°	219° RT	2210' (1973')
GS	2.67°	336	432	480	576	767				

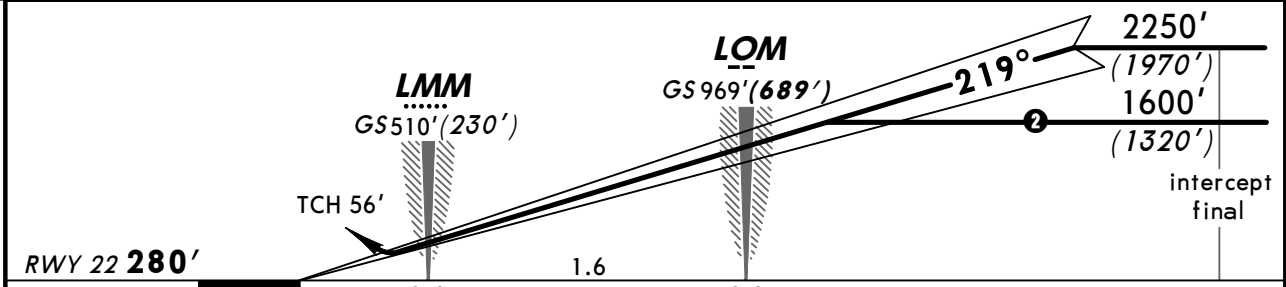
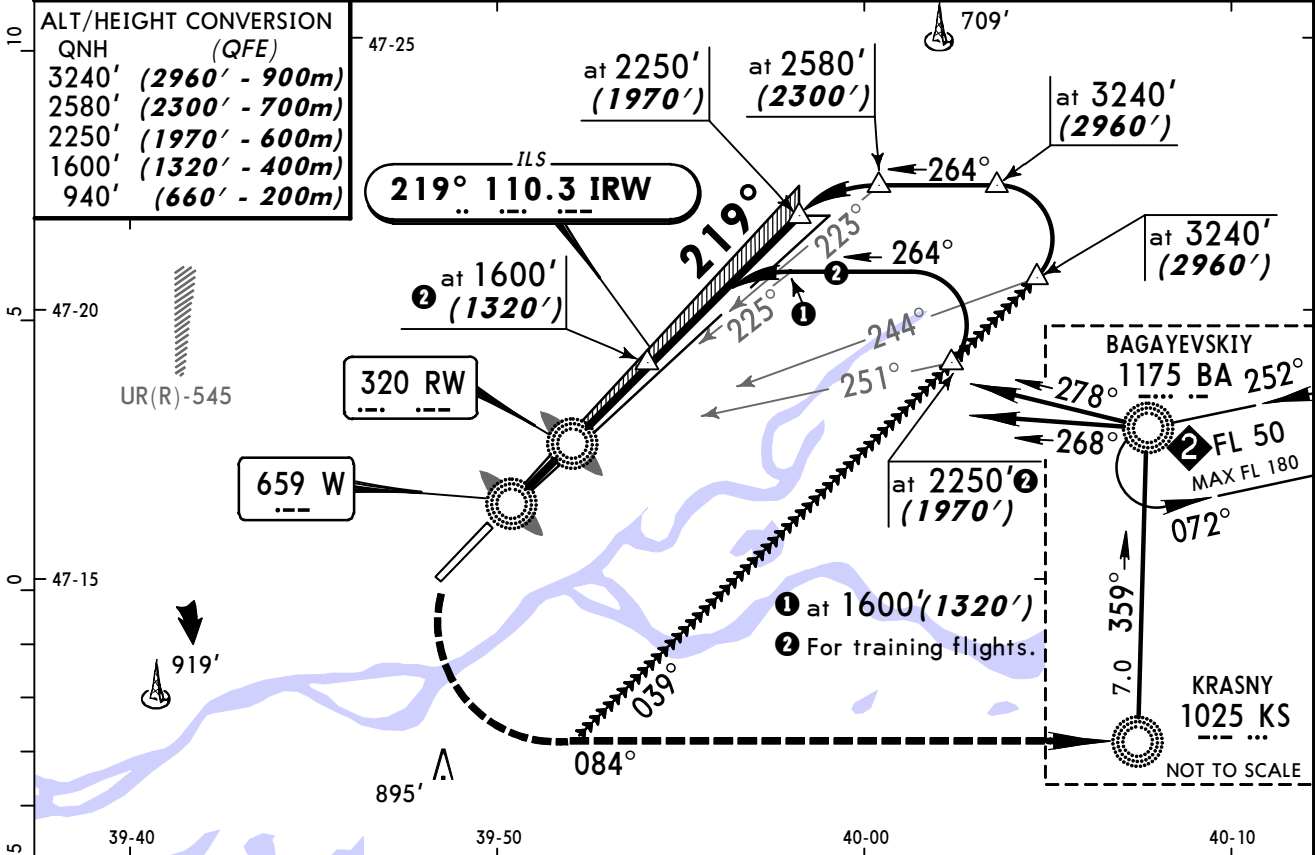
STRAIGHT-IN LANDING RWY 04
CAT II ILS
ABCD
RA 110'
DA(H) 337' (100')

RVR 350m

PANS OPS

ATIS 121.7	ROSTOV Approach 128.2	ROSTOV Radar 121.2	ROSTOV Tower/Start (TWR) 119.7	Ground 119.0
LOC IRW 110.3	Final Apch Crs 219°	GS LOM 969' (689')	ILS DA(H) 480' (200')	Apt Elev 280' RWY 280'
MISSED APCH: Climb to 940' (660'), then turn LEFT onto 084° to KS NDB climbing to 2250' (1970'), then as directed.				2300' MSA Airport

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3240' (2960')
Increased turbulence and windshear may be expected on final.

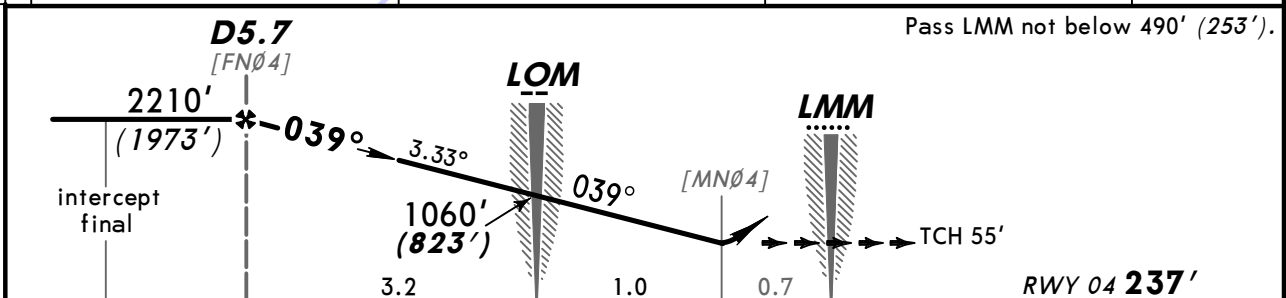
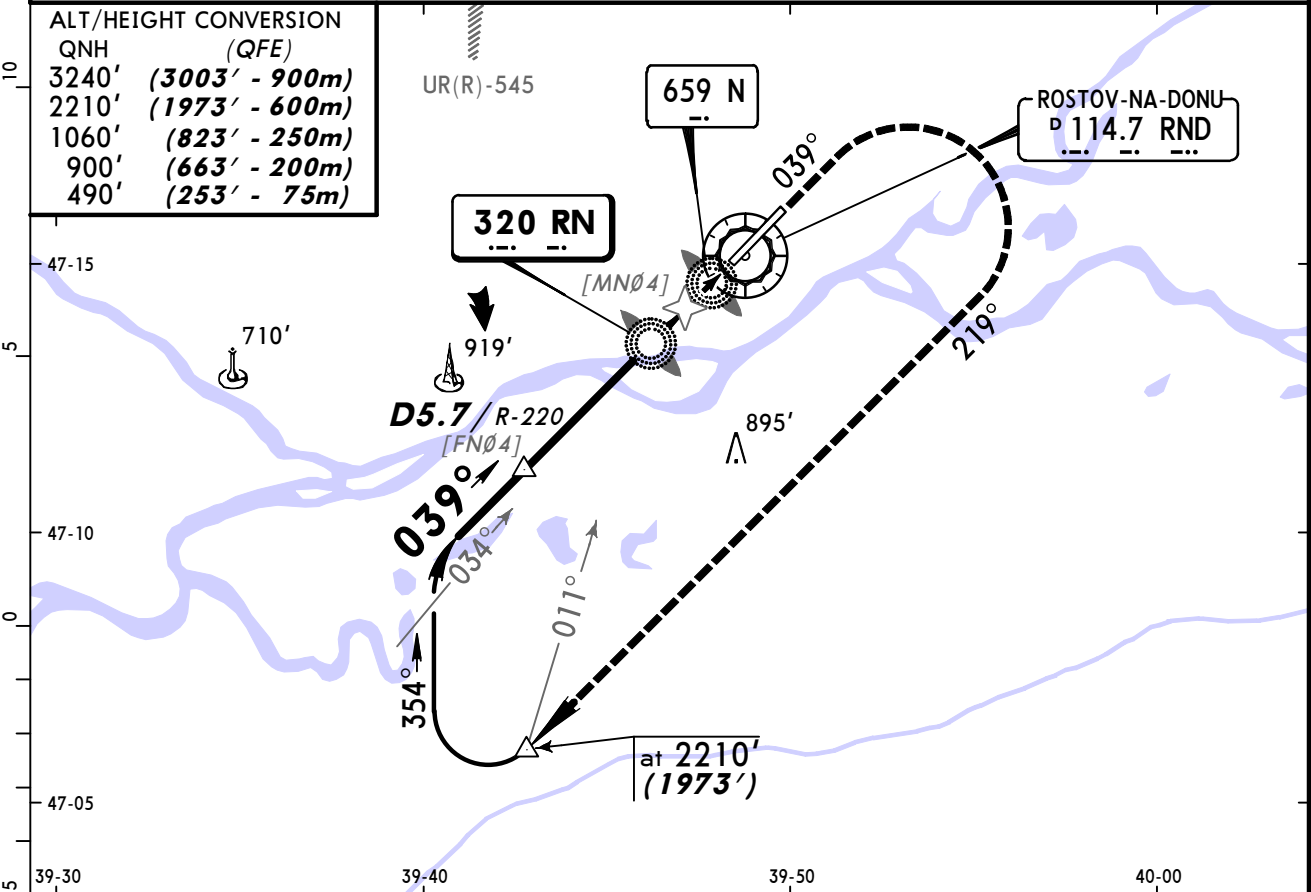


Gnd speed-Kts	70	90	100	120	140	160	HIALS	940' (660')	084°	2250' (1970')	KS 1025
ILS GS	2.67°	336	432	480	576	767		↑	←	↑	

STRAIGHT-IN LANDING RWY 22			
ILS DA(H) 480' (200')		LOC (GS out)	
FULL	ALS out		
A			
B			
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
D			

PANS OPS

ATIS 121.7	ROSTOV Approach 128.2	ROSTOV Radar 121.2	ROSTOV Tower/Start (TWR) 119.7	Ground 119.0
NDB RN 320	Final Apch Crs 039°	Minimum Alt LOM 1060' (823')	MDA(H) Refer to Minimums Apt Elev 280' RWY 237'	2300' MSA Airport
MISSED APCH: Climb on 039° to 900' (663'), then turn RIGHT onto 219° climbing to 2210' (1973'), then according to chart. When going around, immediately contact ROSTOV Radar.				
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL 50	Trans alt: 3240' (3003')
Increased turbulence and windshear may be expected on final.				



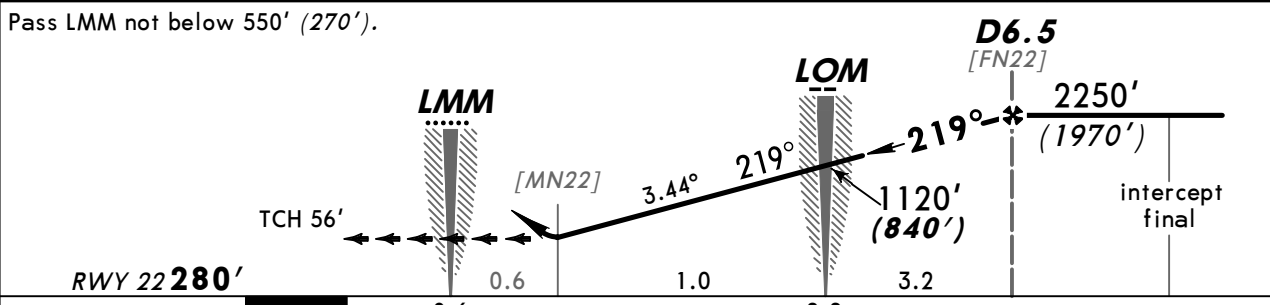
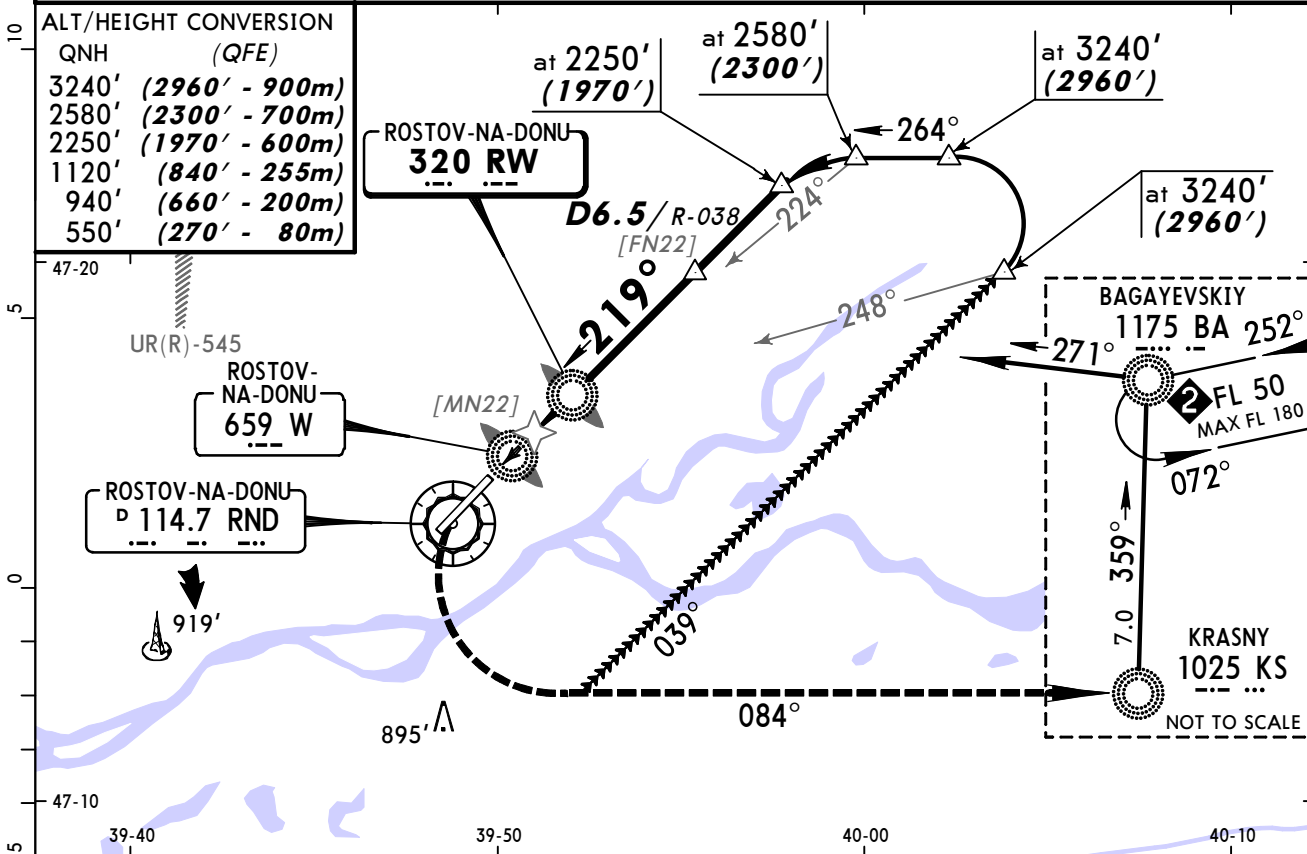
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	900' (663') on 039°	219° RT	2210' (1973')
Descent angle	3.33°	412	530	589	707	825				

STRAIGHT-IN LANDING RWY 04								
2 NDB		With D5.7/Radar RN NDB		N Lctr	W/o D5.7/Radar 2 NDB or RN NDB		N Lctr	
MDA(H) 660' (423')		MDA(H) 730' (493')		MDA(H) 850' (613')	MDA(H) 1000' (763')		MDA(H) 1400' (1163')	
ALS out		ALS out		ALS out	ALS out		ALS out	

PANS OPS	A	1900m		3200m		3200m		
	B	1200m	1500m	2300m	2100m	2900m	3200m	
	C	RVR 1800m VIS 2000m	RVR 1800m	2400m	2800m	3200m	3600m	4000m
	D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m	2800m	3200m	3600m	4000m

ATIS 121.7	ROSTOV Approach 128.2	ROSTOV Radar 121.2	ROSTOV Tower/Start (TWR) 119.7	Ground 119.0
NDB RW 320	Final Apch Crs 219°	Minimum Alt LOM 1120'(840')	MDA(H) Refer to Minimums Apt Elev 280' RWY 280'	2300' MSA Airport
MISSED APCH: Climb to 940'(660'), then turn LEFT onto 084° to KS NDB climbing to 2250'(1970'), then as directed.				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3240'(2960')
Increased turbulence and windshear may be expected on final.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	940' (660')	084° LT	2250' (1970')	KS 1025
Descent Angle	3.44°	426	548	609	730	852					

STRAIGHT-IN LANDING RWY 22								
2 NDB		RW NDB		With D6.5/Radar		W/o D6.5/Radar		
MDA(H) 740' (460')		MDA(H) 790' (510')		MDA(H) 790' (510')		MDA(H) 1070' (790')		
ALS out		ALS out		ALS out		ALS out		
A	1200m	RVR 1800m VIS 2000m	1500m	2300m	1500m	2300m	3200m	
B			RVR 1500m VIS 1600m	2400m	RVR 1500m VIS 1600m	2400m	3200m	3800m
C	RVR 1800m VIS 2000m	2400m	RVR 1800m VIS 2000m		2400m		3600m	4000m
D								

Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ROSTOV-NA-DONU, (ROSTOV-NA-DONU - URRR)				
REV	STANDARD MNMS	10-9S	23 Mar 2012	
REV	JAA MNMS	10-9X	23 Mar 2012	
REV	ILS RWY 22	11-2	23 Mar 2012	
REV	2 NDB OR NDB RWY 04	16-1	23 Mar 2012	
REV	2 NDB OR NDB RWY 22	16-2	23 Mar 2012	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URRR

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

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