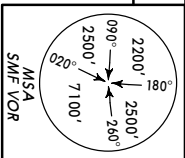


UKFF/SIP
SIMFEROPOL'
 16 DEC 05 (10-2B) **EFF 22 Dec** **STAR**

ATIS 127.2
 Aprt Elev 598'
 Alt Set: nPa (MM on request)
 Trans level: By ATC Trans alt: 10010'

RODIM TWO ALFA (RODIM 2A) [ROD12A]
SOTAR TWO ALFA (SOTAR 2A) [SOTA2A]
 RWY 01 ARRIVALS



RODIM
 M45 41.0 E033 09.0
 Between
 FL190 & FL160

RODIM 2A
 21
 2960
 149°

DOBUSHYN
 *1175 DO
 M45 22.6 E033 21.7
 At or above
 FL120

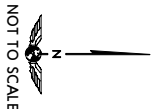
(IAF) **LIMPU**
 M45 03.5 E033 37.1
 Between
 10010' & 8040'
 Approach from
 LIMPU by ATC

(IAF) **SIMFEROPOL'**
 P 116.6 SMF
 M45 03.1 E033 58.9

(IAF) **NIKOLA**
 326 NL
 M44 58.0 E033 37.2
 Between
 10010' & 7060'

SOTAR
 N44 35.6 E032 56.0
 Between
 FL190 & 7060'

SOTAR 2A
 37
 2960
 143°

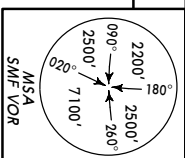


| HOLDINGS OVER | |
|---------------------|----|
| DO | NL |
| By ATC | |
| | |
| FT/METER CONVERSION | |
| QNH | |
| 10010' - 3050m | |
| 8040' - 2450m | |
| 7060' - 2150m | |
| 2960' - 900m | |

UKFF/SIP
SIMFEROPOL'
 16 DEC 05 (10-2C) **EFF 22 Dec** **STAR**

ATIS 127.2
 Aprt Elev 598'
 Alt Set: nPa (MM on request)
 Trans level: By ATC Trans alt: 10010'

RODIM TWO BRAVO (RODIM 2B) [ROD12B]
RODIM TWO CHARLIE (RODIM 2C) [ROD12C]
RODIM TWO DELTA (RODIM 2D) [ROD12D]
SOTAR TWO BRAVO (SOTAR 2B) [SOTA2B]
SOTAR TWO CHARLIE (SOTAR 2C) [SOTA2C]
 RWY 19 ARRIVALS



RODIM
 M45 41.0 E033 09.0

RODIM 2B
 Between
 FL190 & FL160
 Between
 FL190 & FL120

RODIM 2B, 2C, 2D
 21
 2960
 149°

DOBUSHYN
 *1175 DO
 M45 22.6 E033 21.7
 Between
 FL190 & FL120

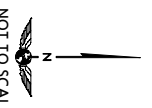
(IAF) **LIMPU**
 M45 03.5 E033 37.1
 Between
 10010' & 8040'

(IAF) **SIMFEROPOL'**
 P 116.6 SMF
 M45 03.1 E033 58.9

(IAF) **NIKOLA**
 326 NL
 M44 58.0 E033 37.2
 Between
 10010' & 7060'

SOTAR
 N44 35.6 E032 56.0
 Between
 FL190 & 7060'

SOTAR 2B, 2C
 37
 2960
 143°



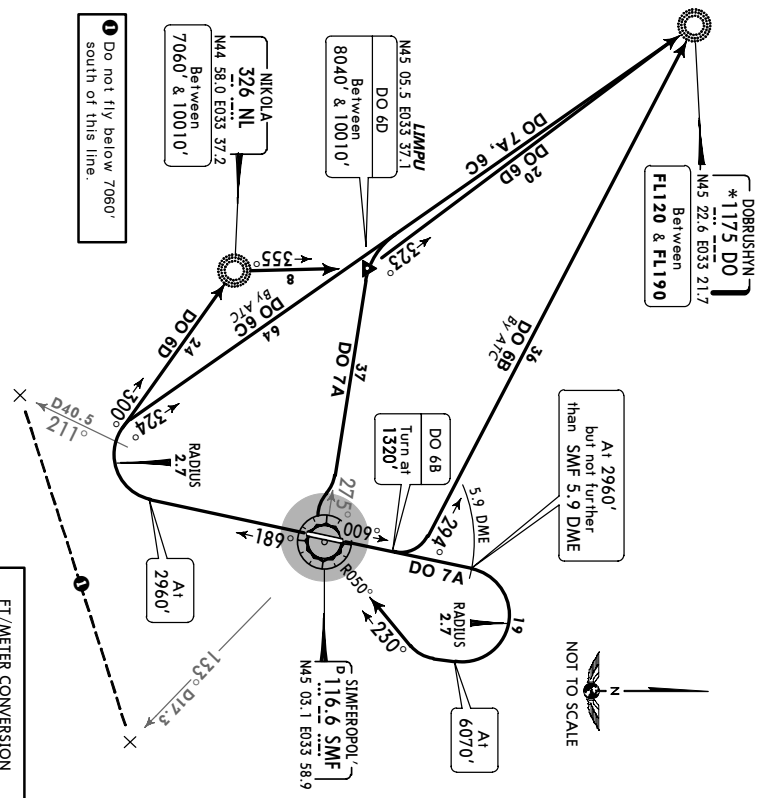
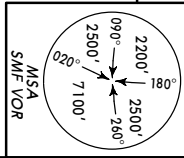
| HOLDINGS OVER | | |
|---------------------|----|----|
| DO | NL | SF |
| By ATC | | |
| | | |
| FT/METER CONVERSION | | |
| QNH | | |
| 10010' - 3050m | | |
| 8040' - 2450m | | |
| 7060' - 2150m | | |
| 4930' - 1500m | | |
| 2960' - 900m | | |

UKFF/SIP
SIMFEROPOL'

16 DEC 05 (10-3) **EFF 22 Dec** **SID**

Appl Elev 598' Trans level: By ATC Trans alt: 10010'

DOBRUSHYN SEVEN ALFA (DO 7A)
DOBRUSHYN SIX BRAVO (DO 6B)
DOBRUSHYN SIX CHARLIE (DO 6C)
DOBRUSHYN SIX DELTA (DO 6D)
RWYS 01, 19 DEPARTURES



DO 7A

This SID requires a minimum climb gradient of 383' per NM (6.3%) up to 2960' due to airspace restrictions.

| | | | | | | |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 383' per NM | 479 | 638 | 957 | 1276 | 1595 | 1914 |

FT/METER CONVERSION

| | | |
|--------|---|-------|
| 1320' | - | 400m |
| 2960' | - | 900m |
| 6070' | - | 1850m |
| 7060' | - | 2150m |
| 8040' | - | 2450m |
| 10010' | - | 3050m |

ROUTING

| SID | RWY | ROUTING |
|-------|-----|---|
| DO 7A | 01 | Climb on 009° track to 2960', but not further than SMF 5.9 DME, turn RIGHT, climb to 6070', intercept SMF R-050 inbound to SMF, turn RIGHT, intercept 324° bearing to DO. |
| DO 6B | 19 | Climb on 009° track to 1320', intercept 294° bearing to DO. |
| DO 6C | 19 | Climb on 189° track to 2960', turn LEFT, intercept 324° bearing to DO. |
| DO 6D | 19 | Climb on 189° track to 2960', turn RIGHT, intercept 324° bearing to DO. |

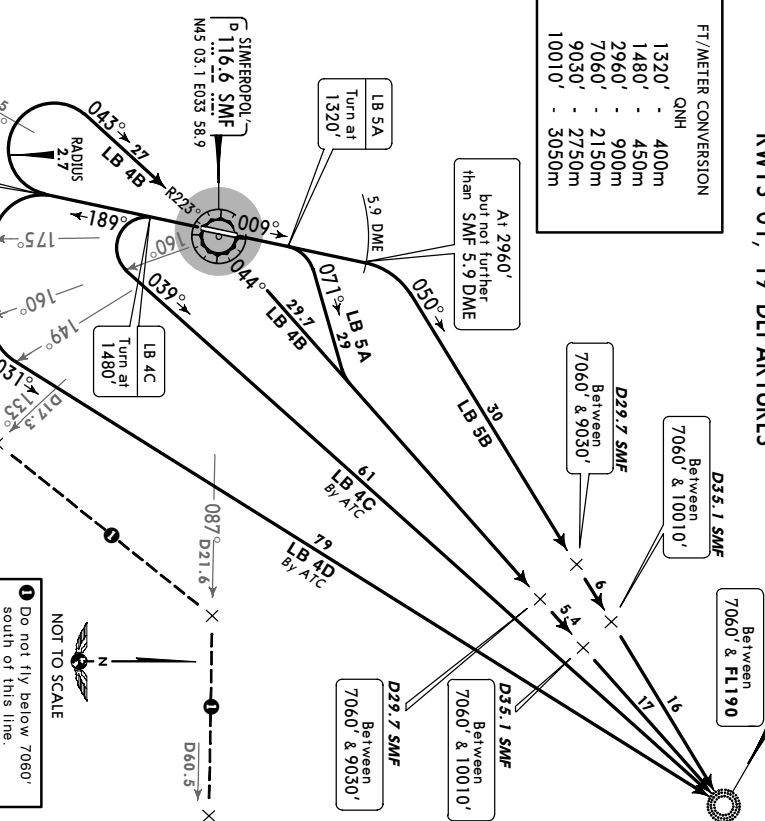
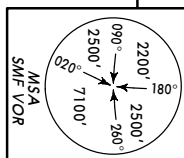
CHANGES: Airport elevation. © JEPPESEN SANDBERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

UKFF/SIP
SIMFEROPOL'

16 DEC 05 (10-3A) **EFF 22 Dec** **SID**

Appl Elev 598' Trans level: By ATC Trans alt: 10010'

LIUBYMYVKA FIVE ALFA (LB 5A)
LIUBYMYVKA FOUR BRAVO (LB 4B)
LIUBYMYVKA FIVE CHARLIE (LB 5B)
LIUBYMYVKA FOUR DELTA (LB 4D)
RWYS 01, 19 DEPARTURES



LB 5B

This SID requires a minimum climb gradient of 383' per NM (6.3%) up to 2960' due to airspace restrictions.

| | | | | | | |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 383' per NM | 479 | 638 | 957 | 1276 | 1595 | 1914 |

FT/METER CONVERSION

| | | |
|--------|---|-------|
| 1320' | - | 400m |
| 2960' | - | 900m |
| 6070' | - | 1850m |
| 7060' | - | 2150m |
| 8040' | - | 2450m |
| 10010' | - | 3050m |

ROUTING

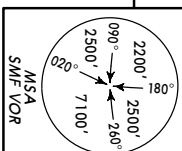
| SID | RWY | ROUTING |
|-------|-----|---|
| LB 5A | 01 | Climb on 009° track to 1320', turn RIGHT, intercept SMF R-044 to LB. |
| LB 4B | 19 | Climb on 189° track to 2960', turn RIGHT, intercept SMF R-223 inbound to SMF, SMF R-044 to LB. |
| LB 5B | 01 | Climb on 009° track to 2960', but not further than SMF 5.9 DME, turn RIGHT, intercept 050° bearing to LB. |
| LB 4C | 19 | Climb on 189° track to 1480', turn LEFT, intercept 039° bearing to LB. |
| LB 4D | 19 | Climb on 189° track to 2960', turn LEFT, intercept 031° bearing to LB. |

CHANGES: Airport elevation. © JEPPESEN SANDBERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

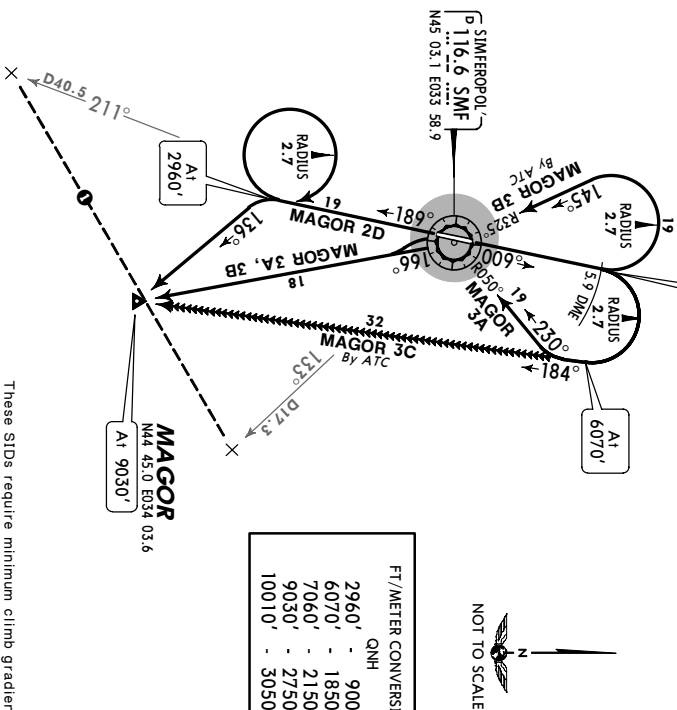
UKFF/SIP **JEPPesen** **SIMFERPOL', UKRAINE**
 SIMFERPOL' 16 DEC 05 (10-3C) **Eft 22 Dec** **SID**

Apri Elev 598' Trans level: By ATC Trans alt: 10010'

MAGOR THREE ALPHA (MAGOR 3A) [MAG03A]
MAGOR THREE BRAVO (MAGOR 3B) [MAG03B]
MAGOR THREE CHARLIE (MAGOR 3C) [MAG03C]
MAGOR TWO DELTA (MAGOR 2D) [MAG02D]
RWYS 01, 19 DEPARTURES



At 2960' but not further than SMF 5.9 DME



FT/METER CONVERSION

| | | |
|--------|---|-------|
| 2960' | - | 900m |
| 6070' | - | 1850m |
| 7060' | - | 2150m |
| 9030' | - | 2750m |
| 10010' | - | 3050m |

| | | | | | | |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 383' per NM | 479 | 638 | 957 | 1276 | 1595 | 1914 |
| 516' per NM | 646 | 861 | 1291 | 1722 | 2152 | 2582 |

SID
MAGOR 3A 01 Climb on 009° track to 2960', but not further than SMF 5.9 DME turn RIGHT, climb to 6070', intercept SMF R-050 inbound to SMF, SMF R-166 to MAGOR.

MAGOR 3B By ATC Climb on 009° track to 2960', but not further than SMF 5.9 DME turn LEFT, intercept SMF R-325 inbound to SMF, SMF R-166 to MAGOR.

MAGOR 3C By ATC Climb on 009° track to 2960', but not further than SMF 5.9 DME turn RIGHT, 184° track to MAGOR.

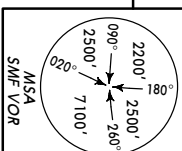
MAGOR 2D 19 Climb on 189° track to 2960', turn LEFT, 136° track to MAGOR.

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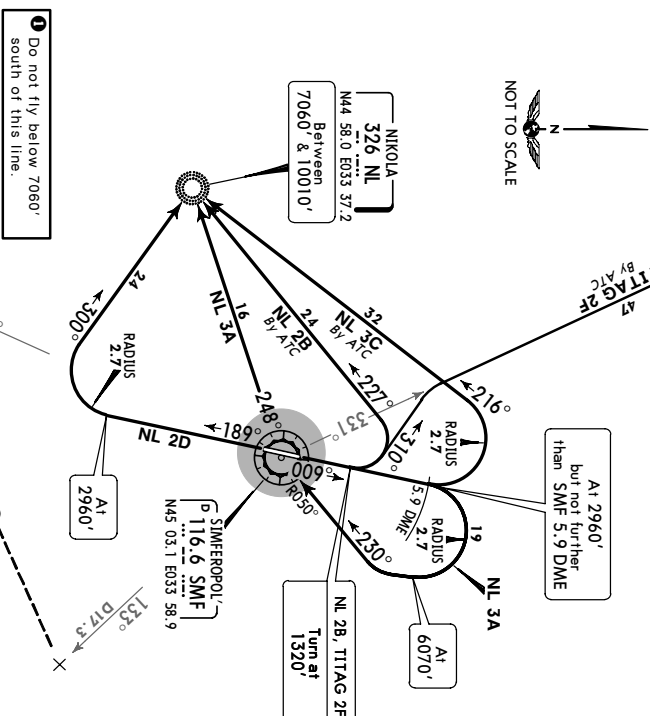
UKFF/SIP **JEPPesen** **SIMFERPOL', UKRAINE**
 SIMFERPOL' 16 DEC 05 (10-3C) **Eft 22 Dec** **SID**

Apri Elev 598' Trans level: By ATC Trans alt: 10010'

TIITAG M45 46.0 E033 30.0
FL by ATC
NIKOLA THREE ALPHA (NL 3A)
NIKOLA TWO BRAVO (NL 2B)
NIKOLA THREE CHARLIE (NL 3C)
NIKOLA TWO DELTA (NL 2D)
TIITAG TWO FOXTROT (TIITAG 2F) [TIITAG2F]
RWYS 01, 19 DEPARTURES



At 2960' but not further than SMF 5.9 DME



FT/METER CONVERSION

| | | |
|--------|---|-------|
| 1320' | - | 400m |
| 2960' | - | 900m |
| 6070' | - | 1850m |
| 7060' | - | 2150m |
| 10010' | - | 3050m |

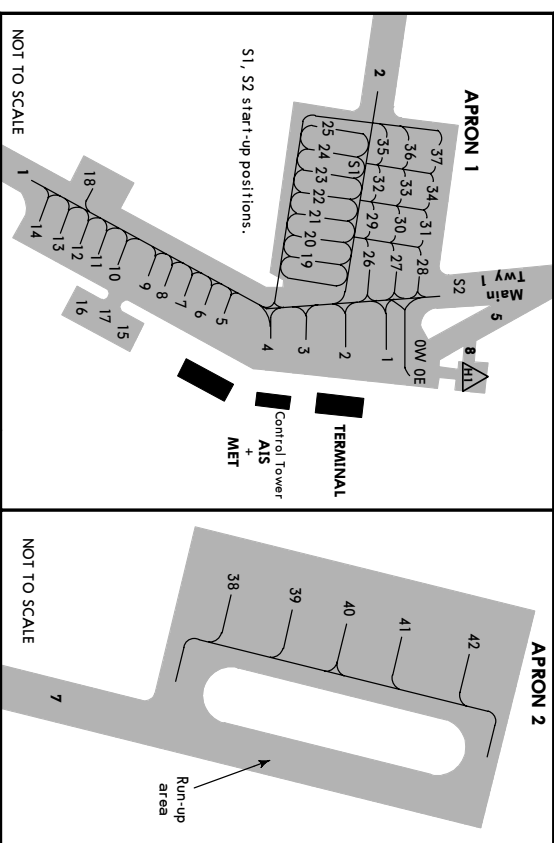
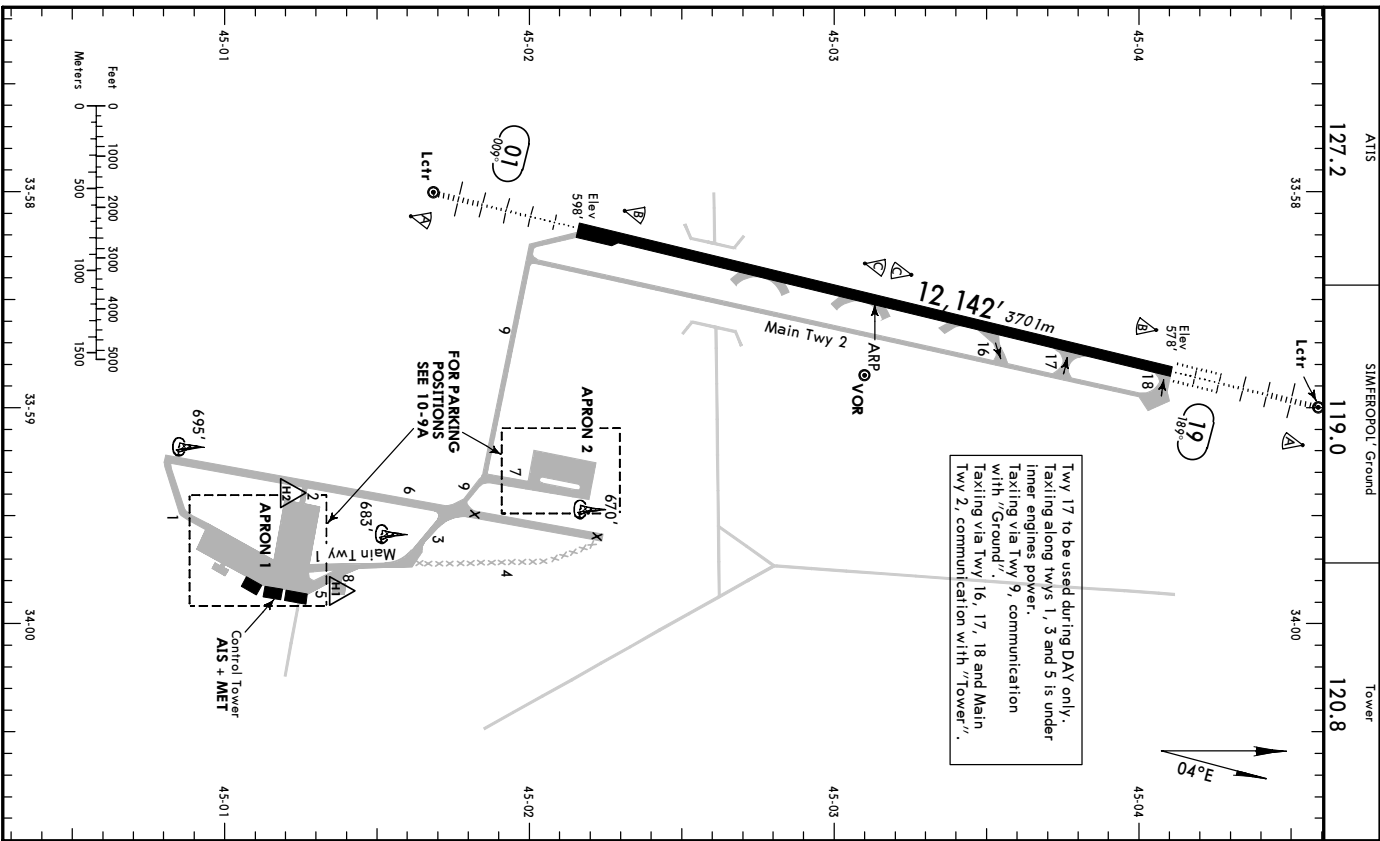
SID
NL 3A 01 Climb on 009° track to 2960', but not further than SMF 5.9 DME turn RIGHT, climb to 6070', intercept SMF R-050 inbound to SMF, SMF R-248 to NL.

NL 2B By ATC Climb on 009° track to 1320', turn LEFT, intercept 222° bearing to NL.

NL 3C By ATC Climb on 009° track to 2960', but not further than SMF 5.9 DME turn LEFT, intercept 216° bearing to NL.

NL 2D 19 Climb on 189° track 2960', turn RIGHT, intercept 300° bearing to NL, 310° track, intercept SMF R-331 to TIITAG.

CHANGES: Airport elevation. @JEPPesen SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.



| INS COORDINATES | |
|-----------------|--------------------|
| STAND No. | COORDINATES |
| 0E | N45 01.3 E033 59.8 |
| 1 thru 4 | N45 01.2 E033 59.8 |

| ADDITIONAL RUNWAY INFORMATION | | | |
|-------------------------------|----------------------------------|--------------------------|----------------|
| RWY | HIRL (60m) | USABLE LENGTHS | |
| | | LANDING BEYOND THRESHOLD | TAKE-OFF |
| 01 | HIRL (60m) CL (15m) HIALS | R/R | 11,309 (3447m) |
| 19 | HIRL (60m) CL (15m) HIALS-II TDZ | R/R | 11,241 (3426m) |

| TAKE-OFF | | |
|--------------------------------|--------------------------|--------------------------|
| AIR CARRIER (JAA) All Rwy's | | |
| LVP must be in force | | |
| RL & CL | RCLM (DAY only) or RL | RCLM (DAY only) or RL |
| A | 200m (150m) | 400m |
| B | 250m | |
| C | 250m (200m) | |
| D | 300m | |

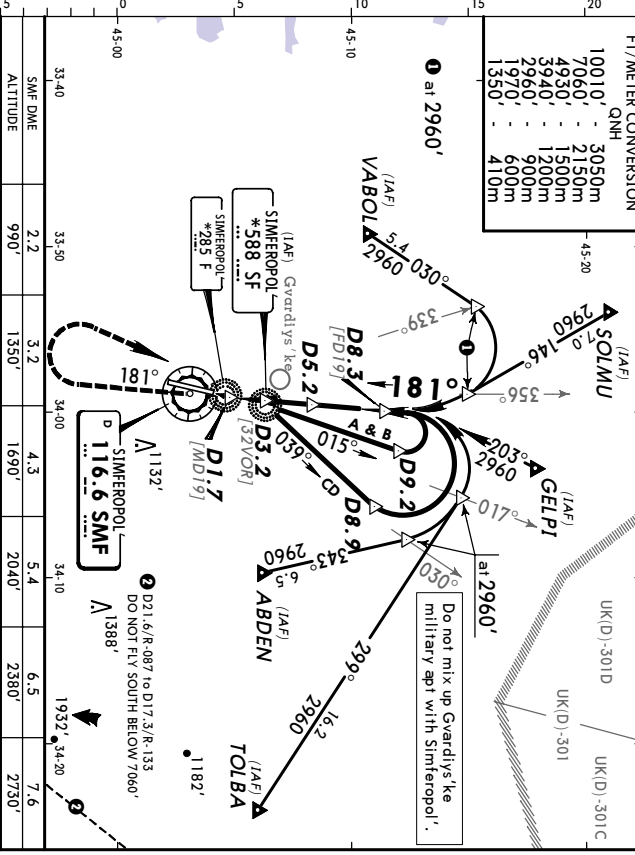
UKFF/SIP **JEPPRESEN** **SIMFERPOL' UKRAINE**
SIMFERPOL' 5 AUG 05 (13-2) **VOR DME Rwy 19**

| | | | |
|-------|------------------------|---------------------------|-------------------|
| ATIS | SIMFERPOL' Radar (APP) | SIMFERPOL' Tower | Ground |
| 127.2 | 119.3 | 124.7 | 120.8 |
| VOR | Final | Minimum Alt (CONDITIONAL) | MDA(H) |
| SMF | Apch Crs | D8.3 | Refer to Minimums |
| 116.6 | 181° | 2960' (2382') | Rwy 578' |

MISSSED APCH: Climb on 181° to 3940', then turn RIGHT to SF NDB, then according to chart.

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 10010'

| | | |
|---------------------|------------|------------|
| FT/METER CONVERSION | UK(D)-301D | UK(D)-301C |
| 10010' : 3050m | UK(D)-301D | UK(D)-301C |
| 7060' : 2130m | | |
| 4930' : 1500m | | |
| 3940' : 1200m | | |
| 2960' : 900m | | |
| 1970' : 600m | | |
| 1350' : 410m | | |



| | | | | | | | | | | |
|------------------|---------|----|------|------|------|------|---------|-------|------|----|
| Grnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HAUS-11 | 3940' | 181° | SF |
| Descent gradient | 5.33% | or | 3.79 | 4.87 | 5.41 | 6.50 | 7.58 | 8.66 | | |
| Descent angle | [3.06°] | | | | | | | | | |
| MAP at D1.7 | | | | | | | | | | |

STRAIGHT-IN LANDING Rwy 19
 MDA(H) A: 940' (362'), C: 1010' (432'), B: 970' (392'), D: 1020' (442')

| | | | | | | |
|---|-----------|-----------|---------|--------------|--------------|-------|
| A | RVR 720m | VIS 800m | Max Kts | MDA(H) | 1070' (492') | 1600m |
| B | RVR 800m | VIS 800m | 100 | 1140' (562') | 1600m | |
| C | RVR 1200m | VIS 1600m | 135 | 1530' (952') | 4800m | |
| D | RVR 1500m | VIS 1600m | 180 | | | |
| | RVR 1600m | VIS 2000m | 205 | | | |

Ⓛ Circling height based on rwy 19 thresh elev of 578'.
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