

List of pages in this Trip Kit

Trip Kit Index

Airport Information For USSS

Terminal Charts For USSS

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Yekaterinburg Rus
IATA Code: SVX
Lat/Long: N56° 44.6' E060° 48.3'
Elevation: 766 ft

Airport Use: Public
Magnetic Variation: 14.3°E

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

Sunrise: 0038 Z
Sunset: 1514 Z,

Runway Information

Runway: 08L
Length x Width: 9856 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 736 ft
Lighting: Edge, ALS

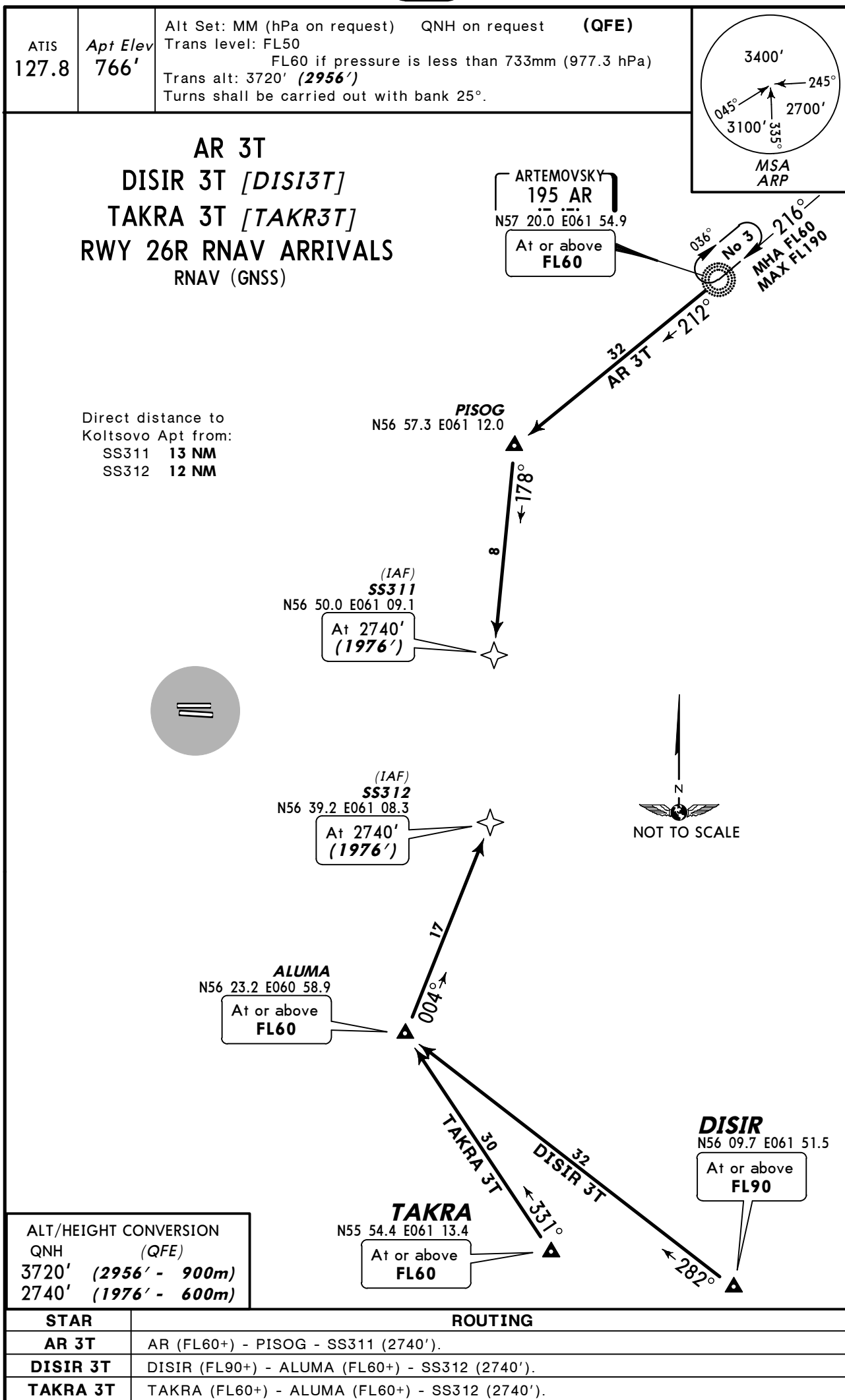
Runway: 08R
Length x Width: 9928 ft x 174 ft
Surface Type: concrete
TDZ-Elev: 735 ft
Lighting: Edge, ALS

Runway: 26L
Length x Width: 9928 ft x 174 ft
Surface Type: concrete
TDZ-Elev: 761 ft
Lighting: Edge, ALS
Displaced Threshold: 1066 ft

Runway: 26R
Length x Width: 9856 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 764 ft
Lighting: Edge, ALS
Displaced Threshold: 820 ft

Communication Information

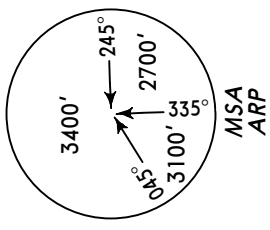
ATIS 127.8
Koltsovo Tower 124.0
Koltsovo Tower 120.0
Koltsovo Ground Control 119.0
Koltsovo Approach Control 125.9
Koltsovo Approach Control 124.0
Koltsovo Radar 124.0
Koltsovo Radar 118.7



ATIS
127.8

Apt Elev
766'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3720' (2956')
Turns shall be carried out with bank 25°.

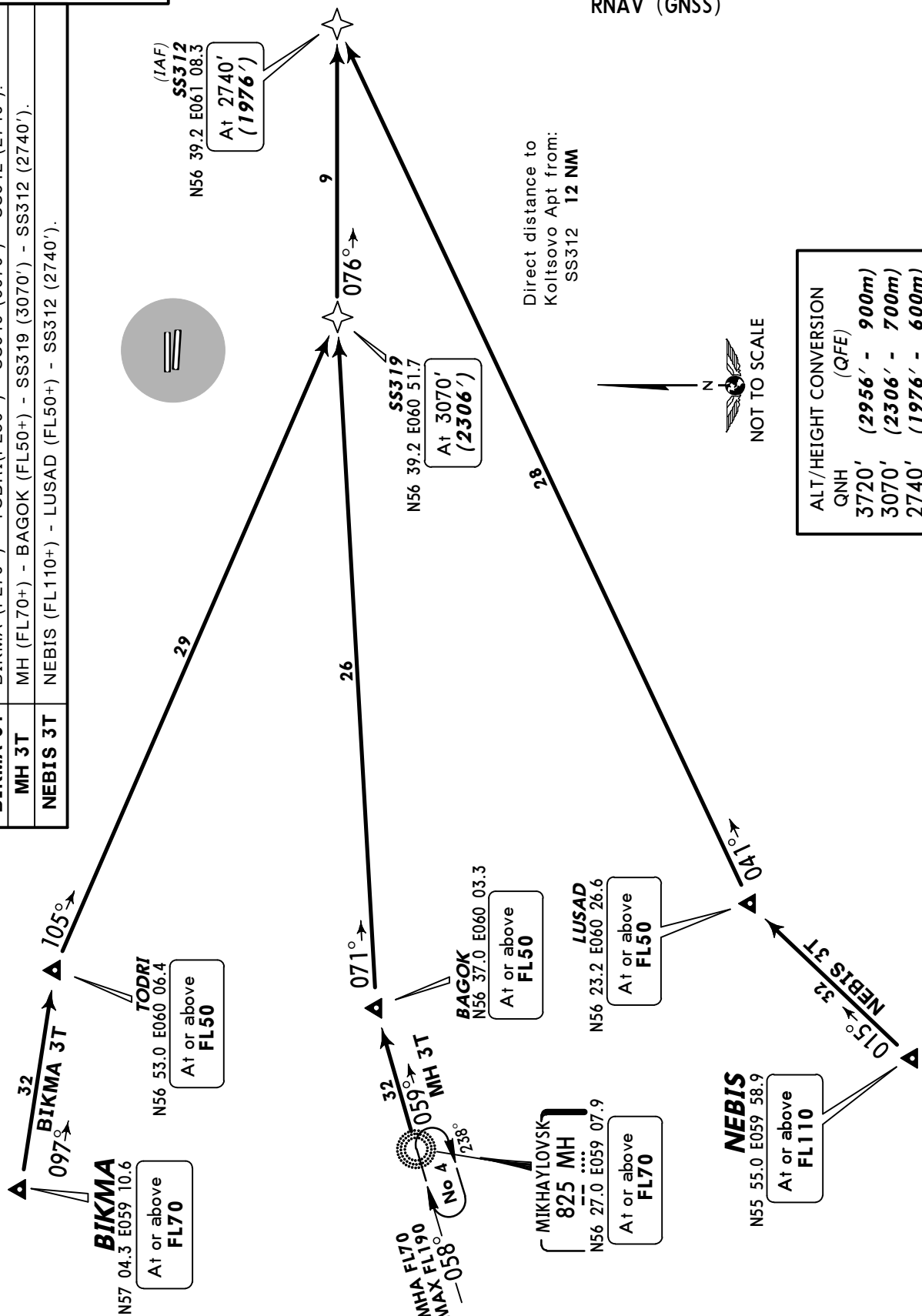


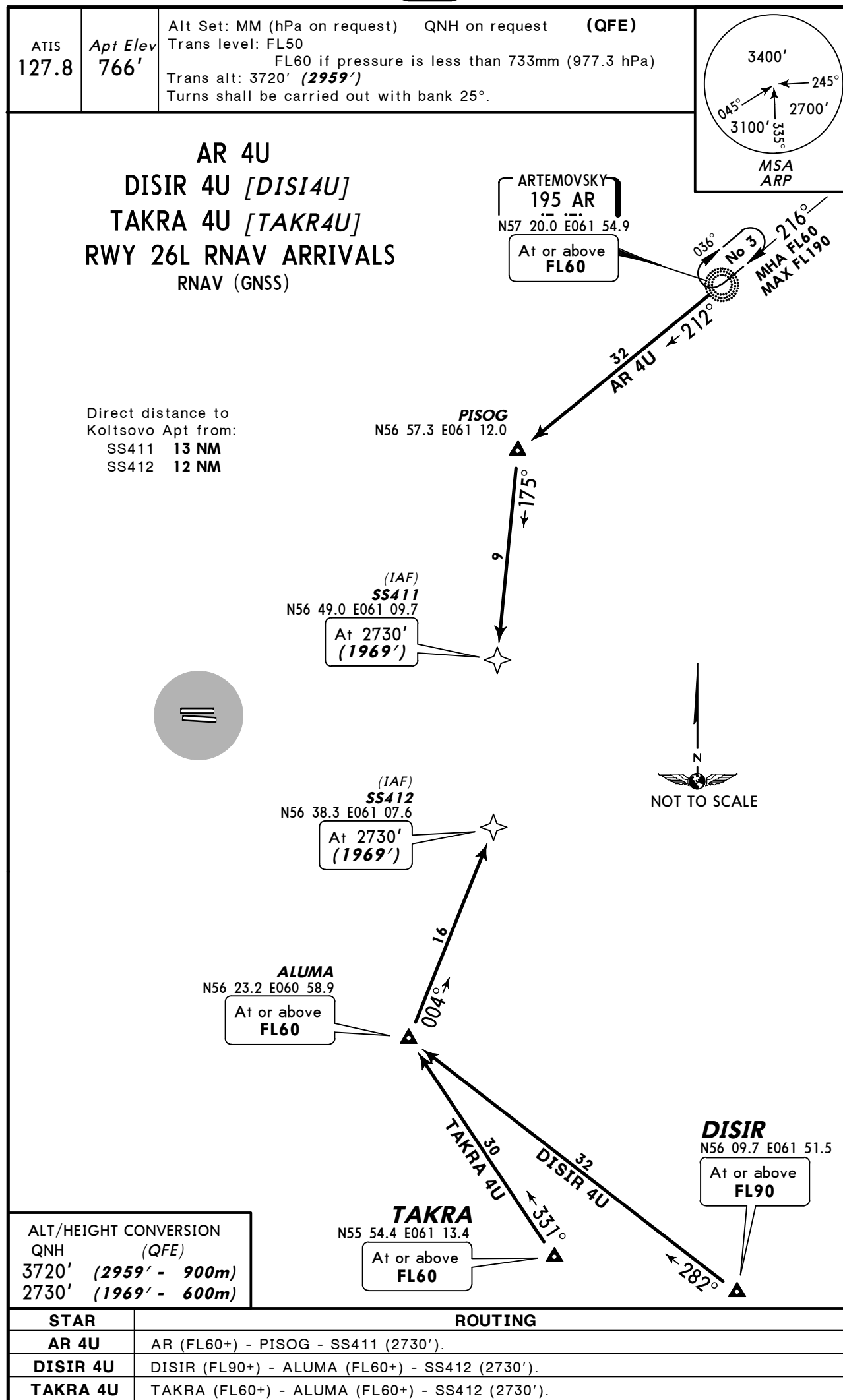
BIKMA 3T [BIKM3T]
MH 3T
NEBIS 3T [NEBI3T]
RWY 26R RNAV ARRIVALS
RNAV (GNSS)

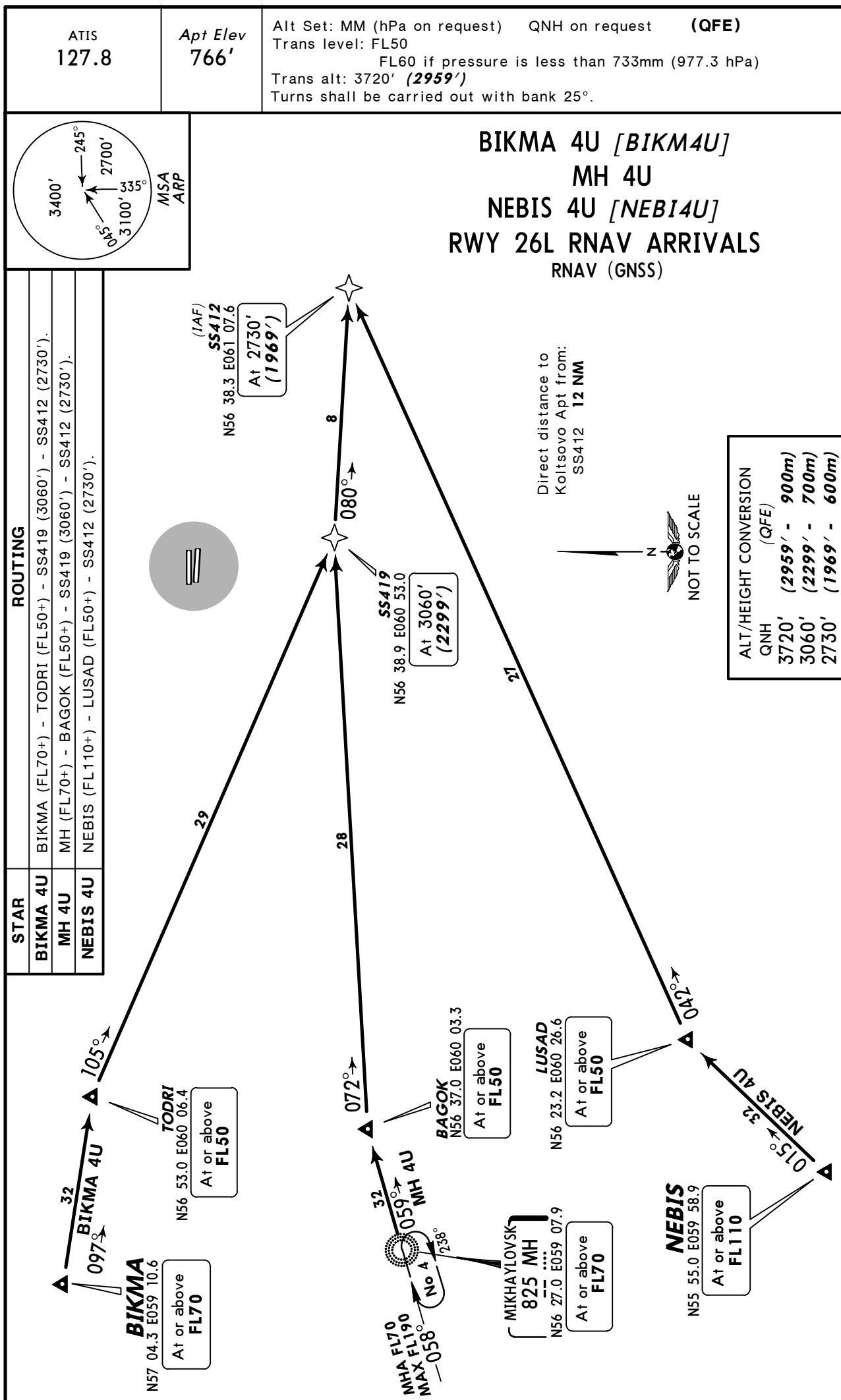
ROUTING

STAR

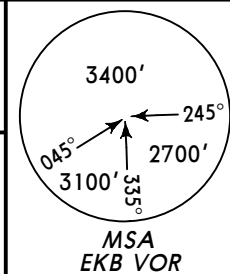
BIKMA 3T	BIKMA (FL70+) - TODRI(FL50+) - SS319 (3070') - SS312 (2740').
MH 3T	MH (FL70+) - BAGOK (FL50+) - SS319 (3070') - SS312 (2740').
NEBIS 3T	NEBIS (FL110+) - LUSAD (FL50+) - SS312 (2740').



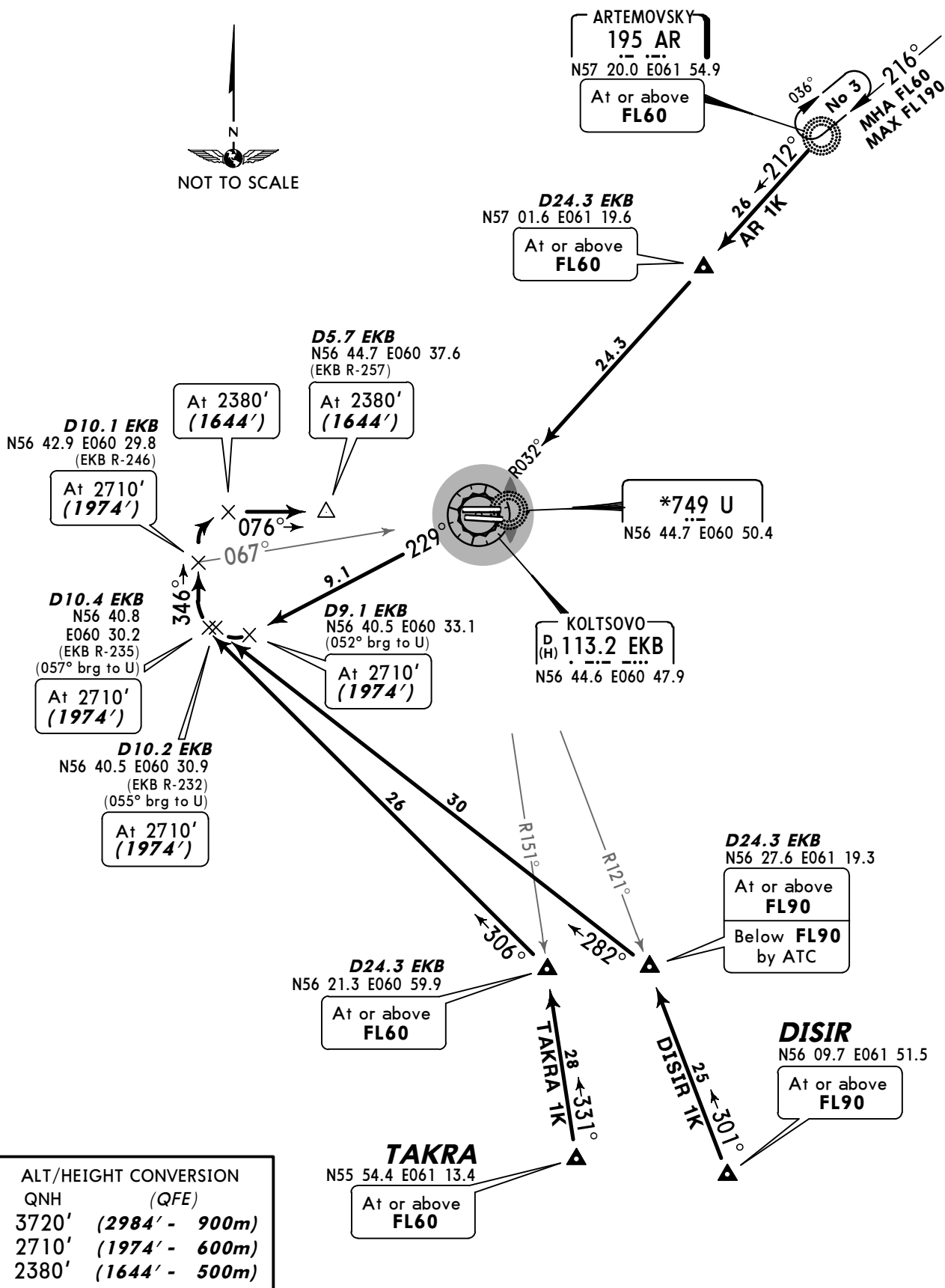




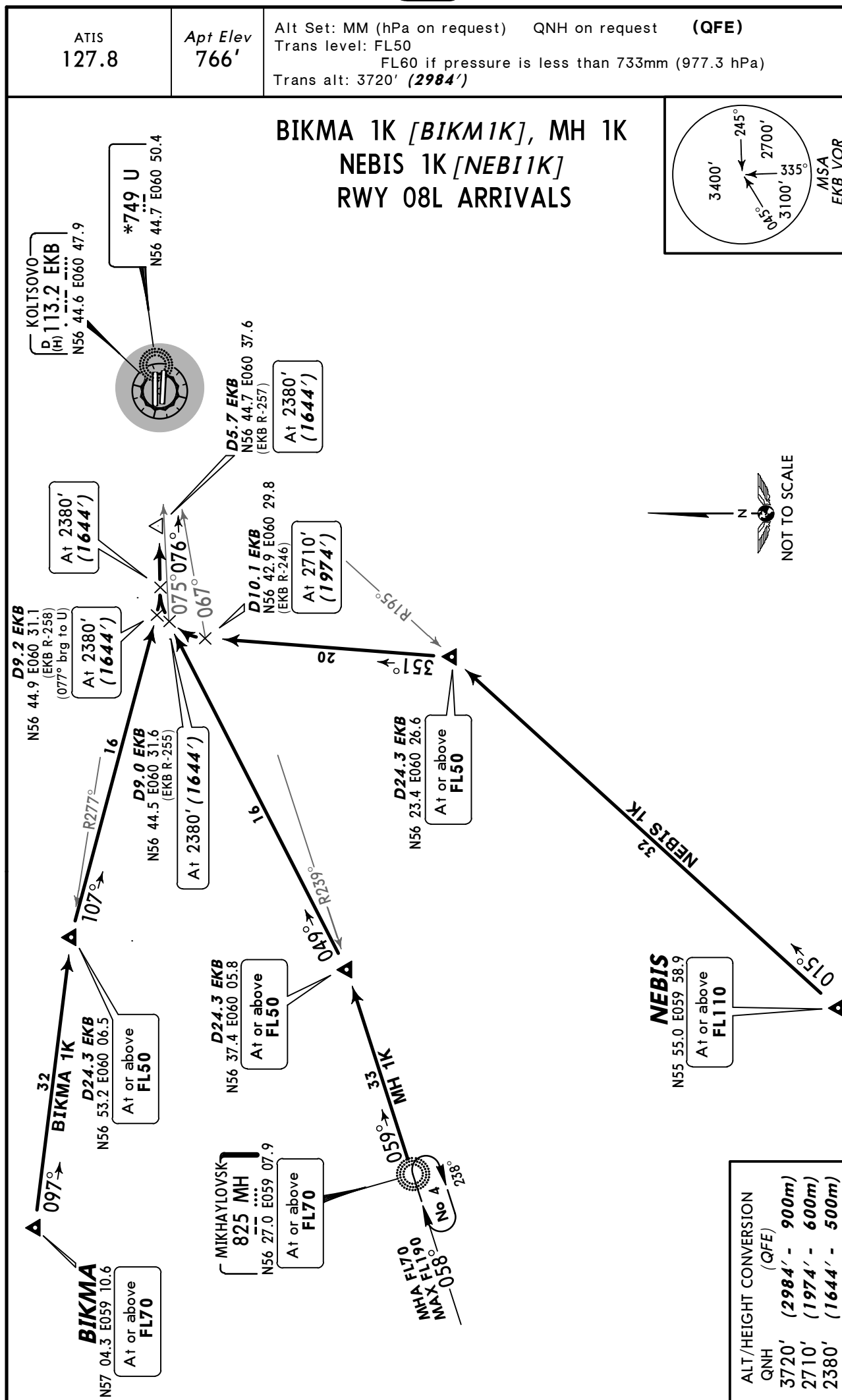
ATIS 127.8	Apt Elev 766'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720' (2984')
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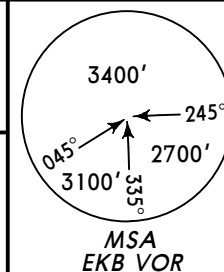
AR 1K, DISIR 1K [DISI1K]
TAKRA 1K [TAKR1K]
RWY 08L ARRIVALS



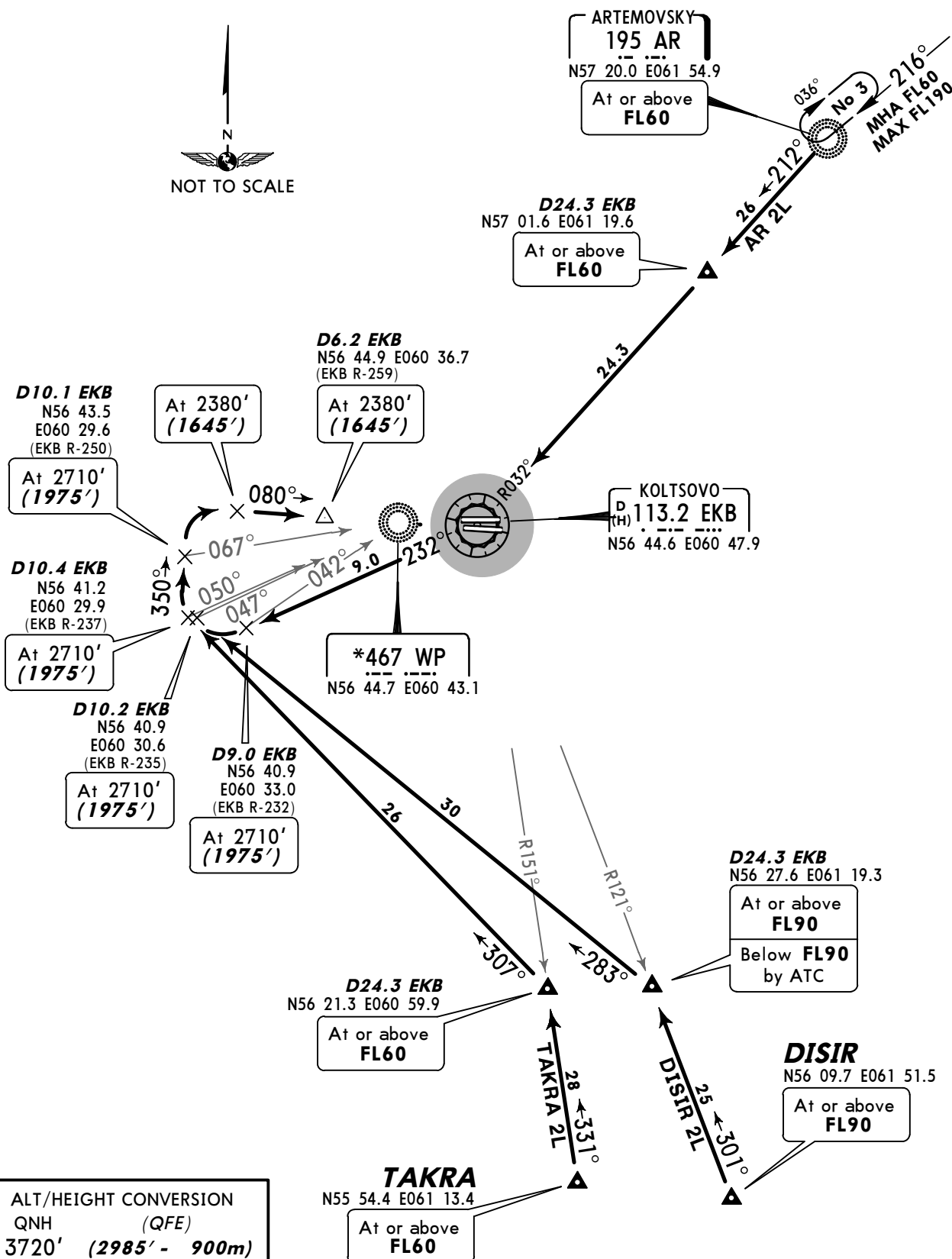
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3720'	(2984' - 900m)
2710'	(1974' - 600m)
2380'	(1644' - 500m)



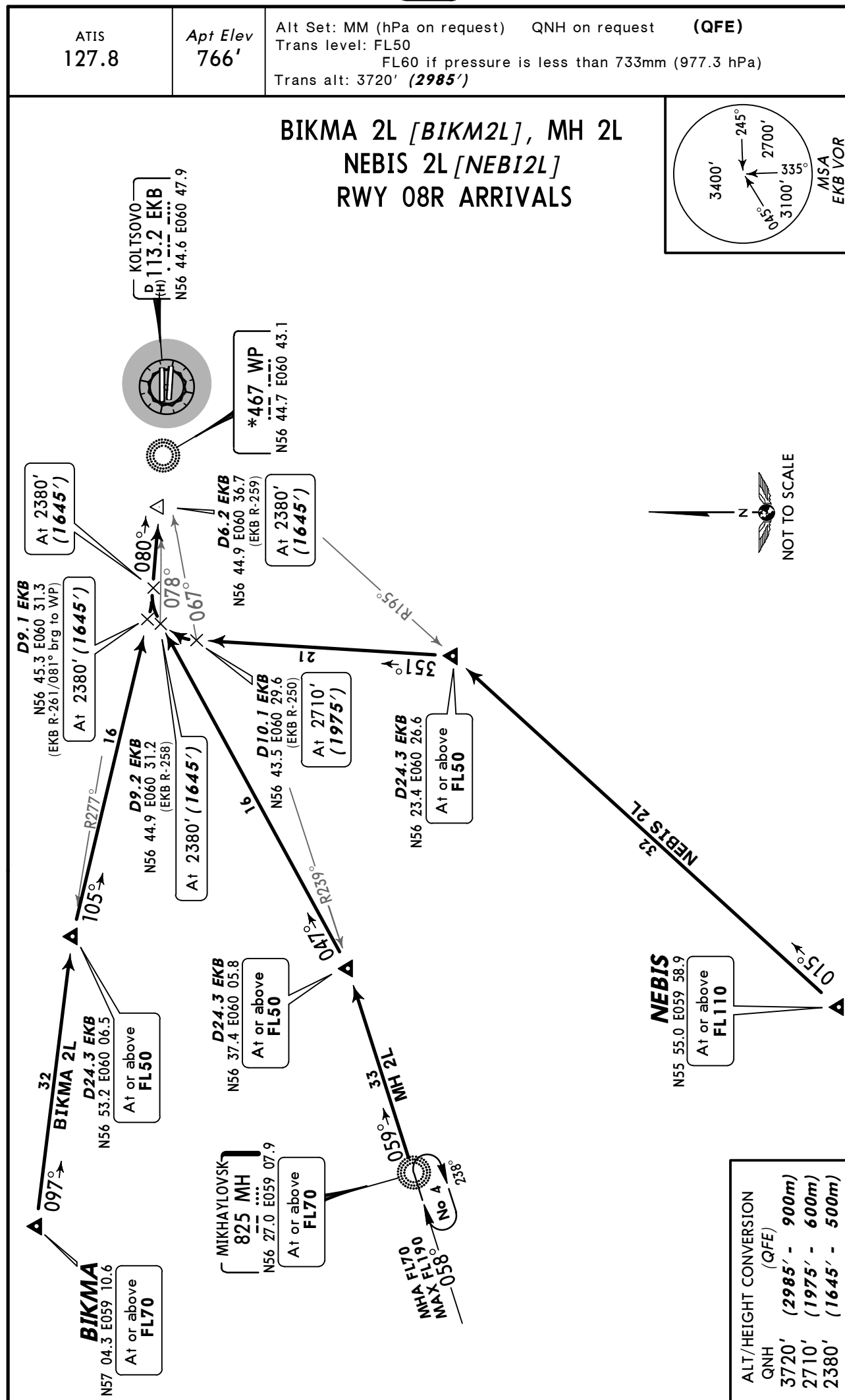
ATIS 127.8	Apt Elev 766'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720' (2985')
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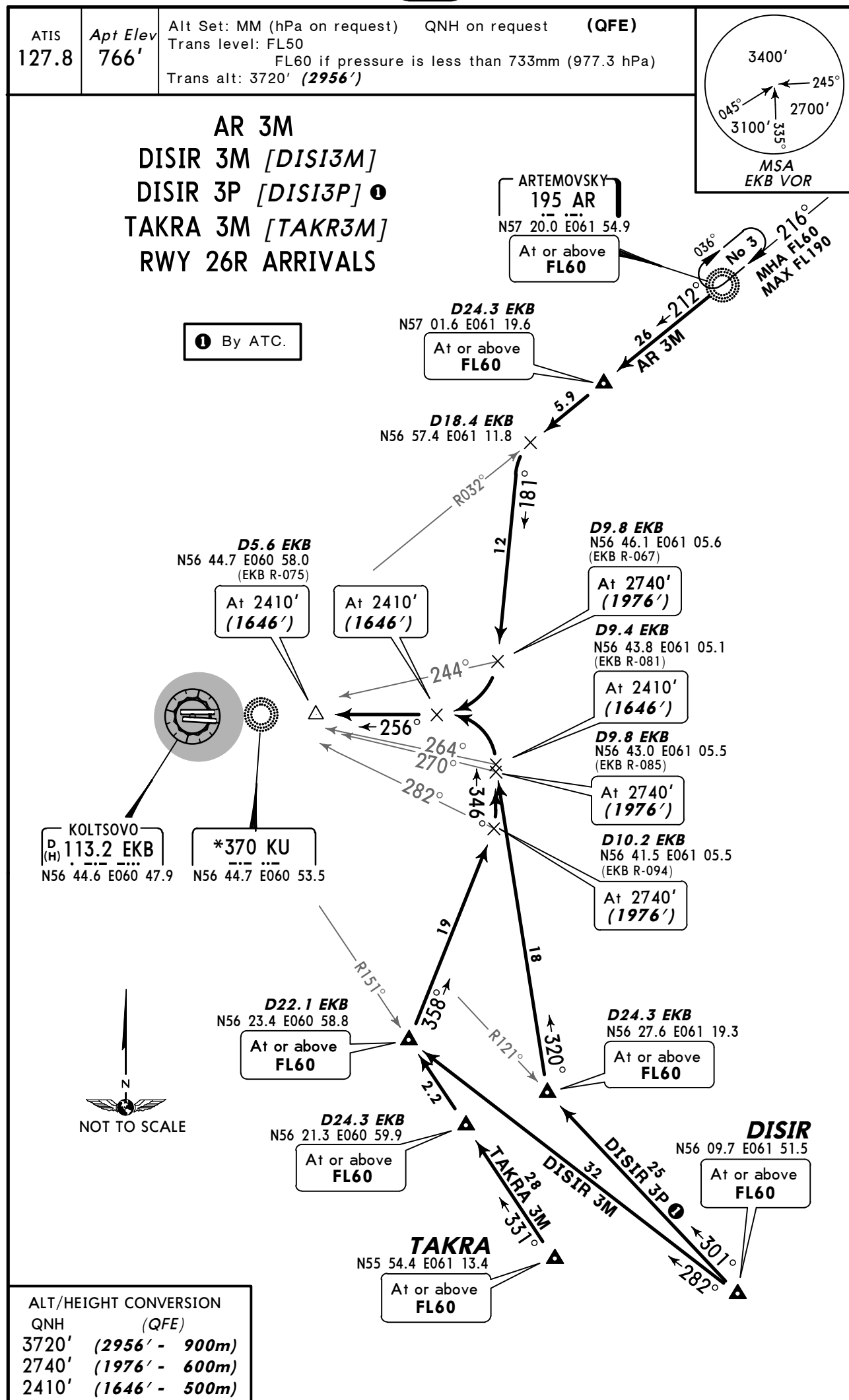


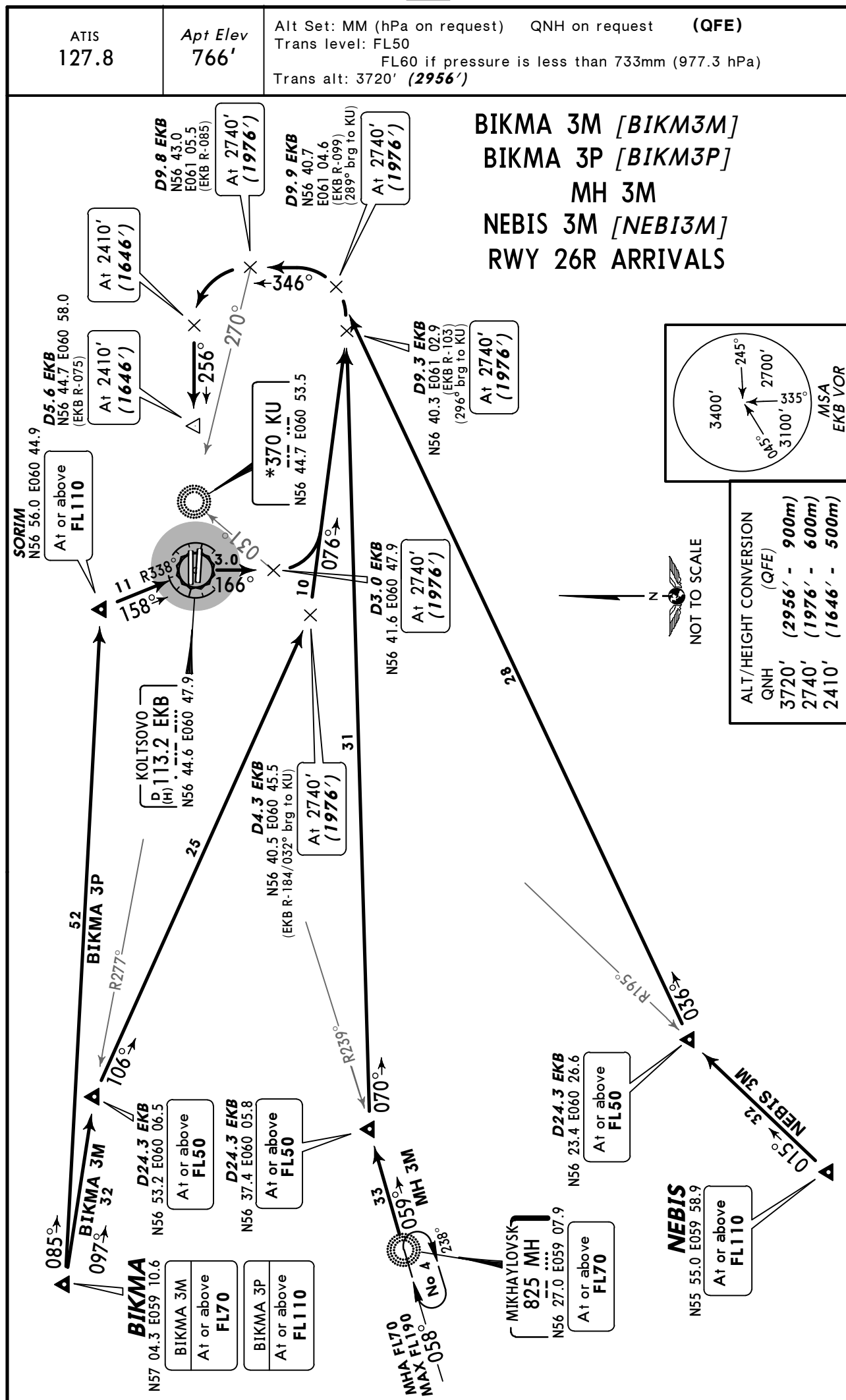
AR 2L, DISIR 2L [DISI2L]
TAKRA 2L [TAKR2L]
RWY 08R ARRIVALS



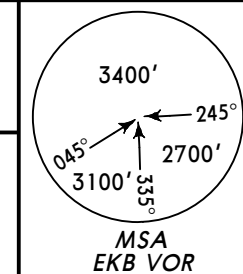
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3720'	(2985' - 900m)
2710'	(1975' - 600m)
2380'	(1645' - 500m)





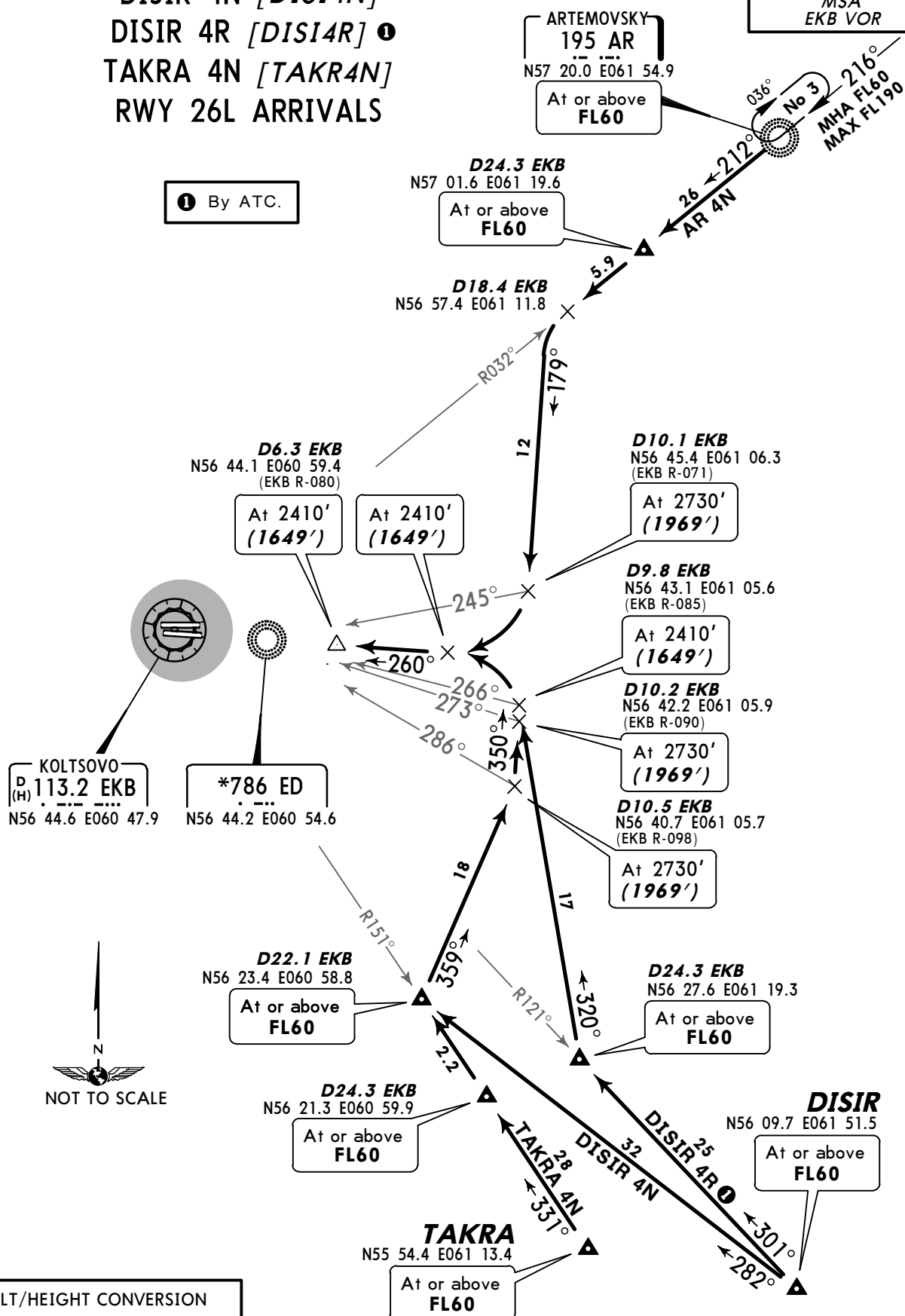


ATIS 127.8	Apt Elev 766'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720' (2959')
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AR 4N
DISIR 4N [DISI4N]
DISIR 4R [DISI4R] ①
TAKRA 4N [TAKR4N]
RWY 26L ARRIVALS

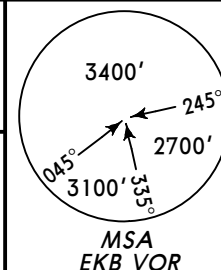
① By ATC.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3720'	(2959' - 900m)
2730'	(1969' - 600m)
2410'	(1649' - 500m)

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QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3720' **(2984')**



DOSUM
N57 17.3 E061 24.0
At or above
FL70

① By ATC.

KOLTSOVO
D
(H) 113.2 EKB
N56 44.6 E060 47.9

D24.3 EKB
At or above
FL50

D16.7 EKB
N56 58.9 E061 03.6

32
SOPUS 1A

1.6

059°

SOPUS

N57 08.1 E062 00.1

At or above
FL70

D24.3 EKL
N56 45.3 E061 32.0

At or above
FL50

D24.3 EKB
At or above
FL60

74° → 

D24.3 EKB

At or above
FL50

ASLIM
N55 54.0 E061 43.9
At or above
FL70

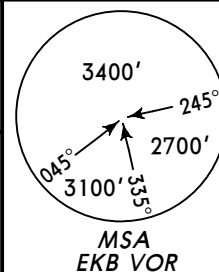


NOT TO SCALE

ALT/HEIGHT CONVERSION
QNH (QFE)
3720' (2984' - 900m)

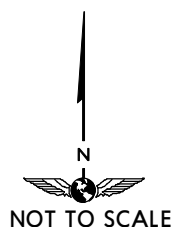
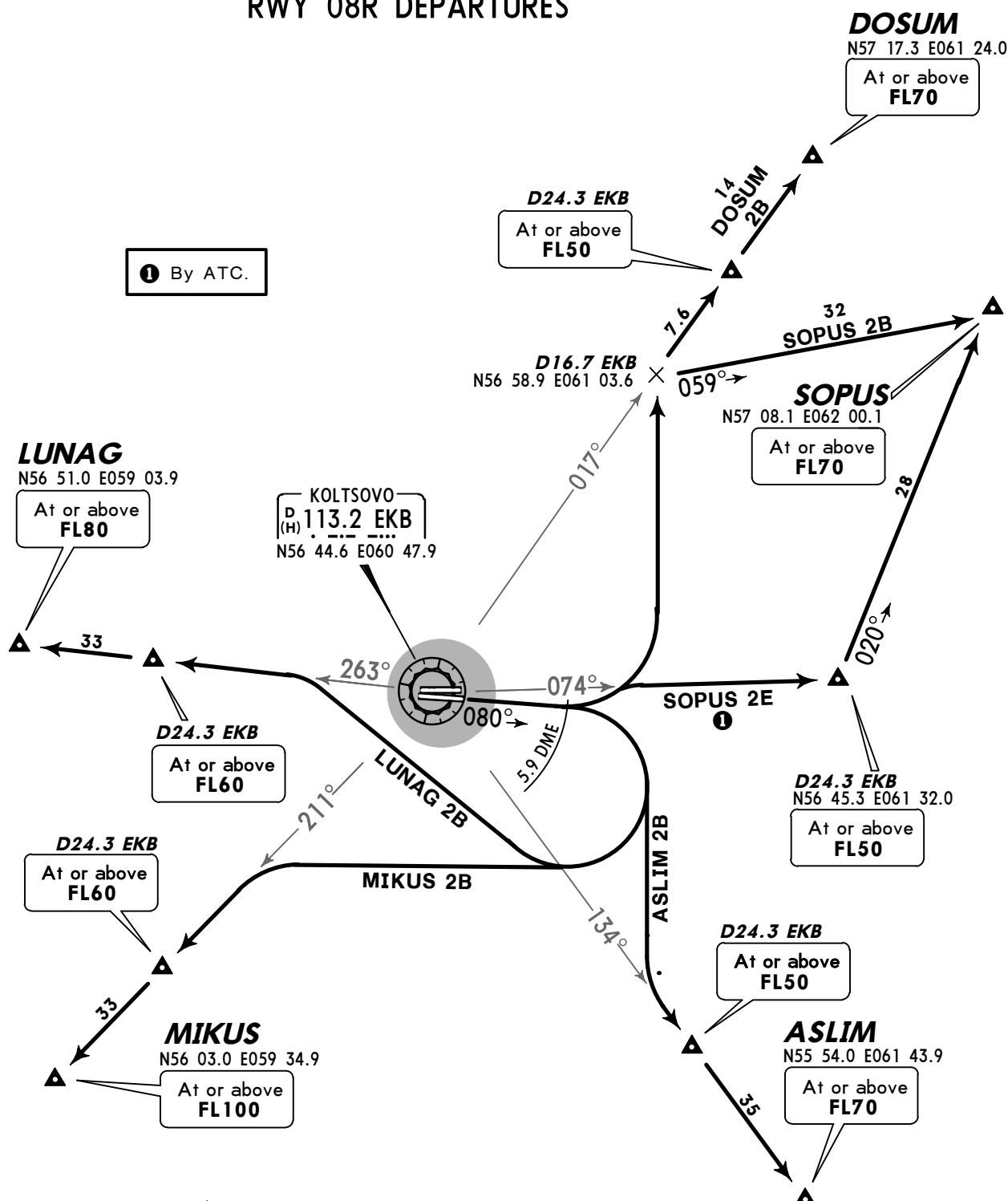
Apt Elev
766'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3720' (2985')



ASLIM 2B [ASLI2B], DOSUM 2B [DOSU2B]
LUNAG 2B [LUNA2B], MIKUS 2B [MIKU2B]
SOPUS 2B [SOPU2B], SOPUS 2E [SOPU2E] ①
RWY 08R DEPARTURES

① By ATC.

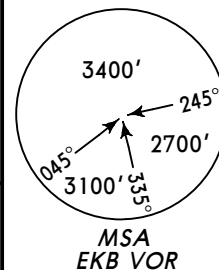


NOT TO SCALE

ALT/HEIGHT CONVERSION
QNH (QFE)
3720' (2985' - 900m)

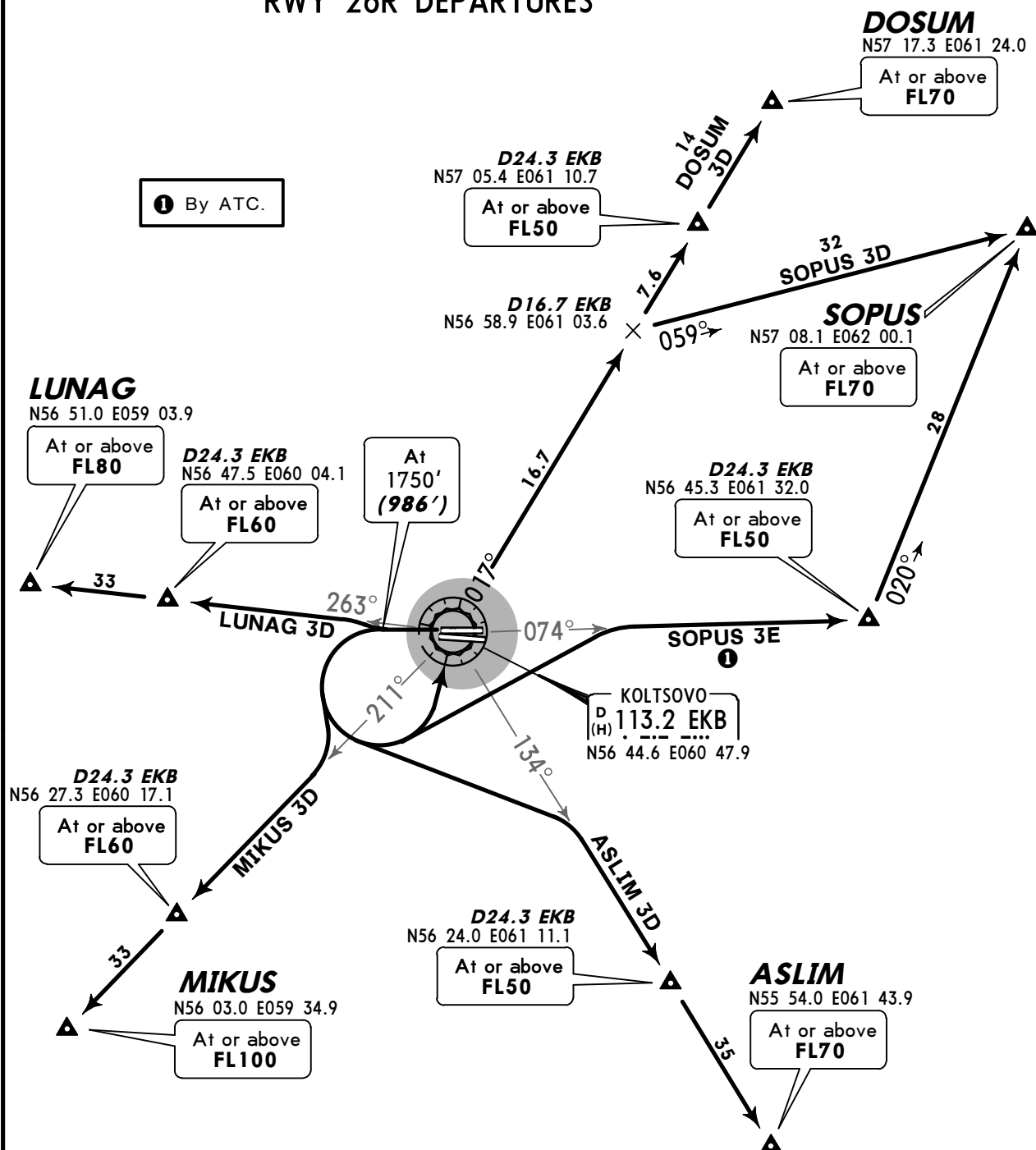
Apt Elev
766'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3720' (2956')
Take off should be executed with noise abatement procedures according to Flight Operation Manual.



ASLIM 3D [ASLI3D] , DOSUM 3D [DOSU3D]
LUNAG 3D [LUNA3D] , MIKUS 3D [MIKU3D]
SOPUS 3D [SOPU3D] , SOPUS 3E [SOPU3E] ①
RWY 26R DEPARTURES

① By ATC.



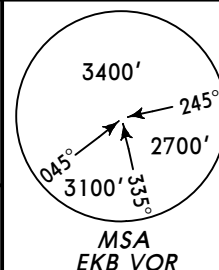
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1750'	(986' - 300m)
3720'	(2956' - 900m)



NOT TO SCALE

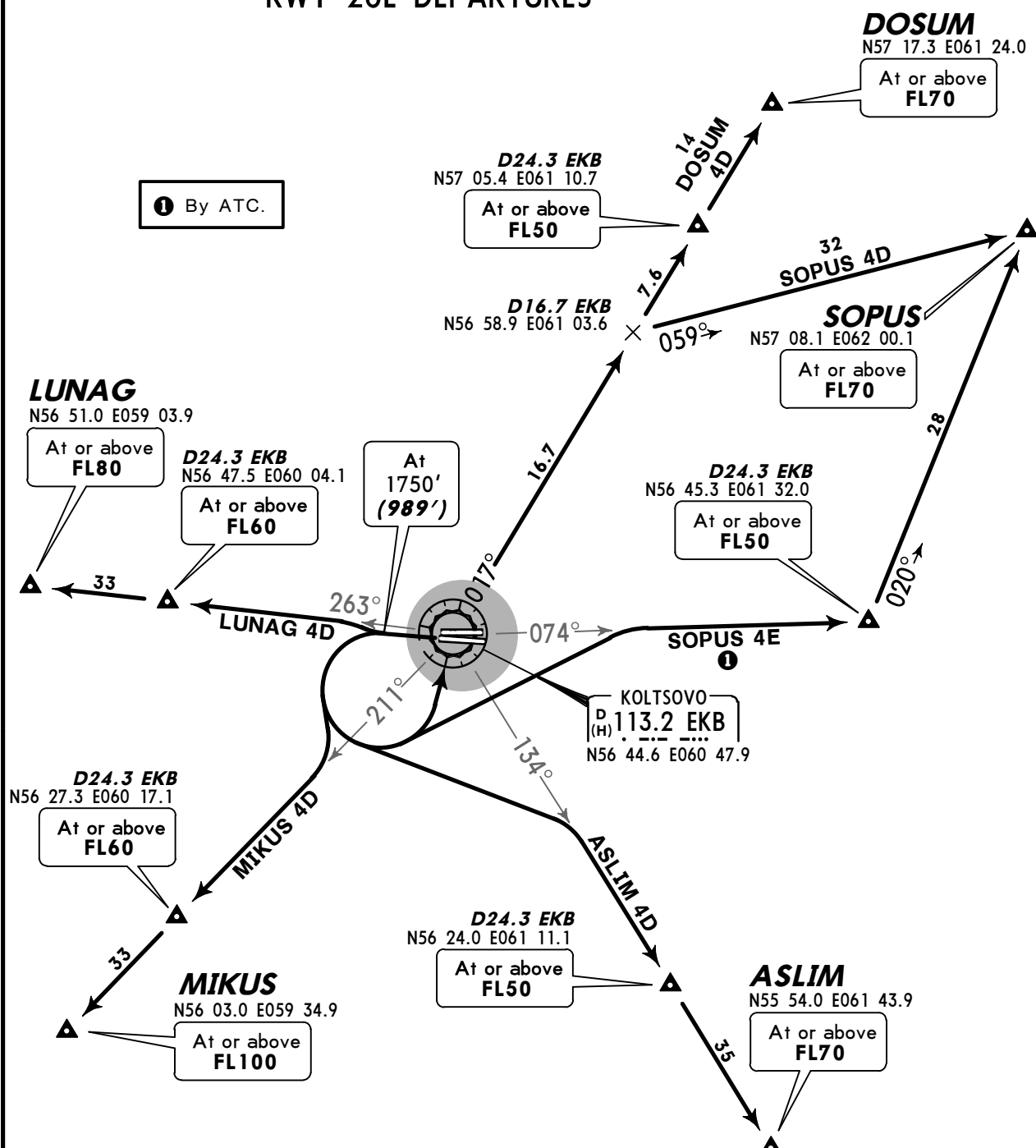
Apt Elev
766'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3720' (2956')
Take off should be executed with noise abatement procedures
according to Flight Operation Manual.



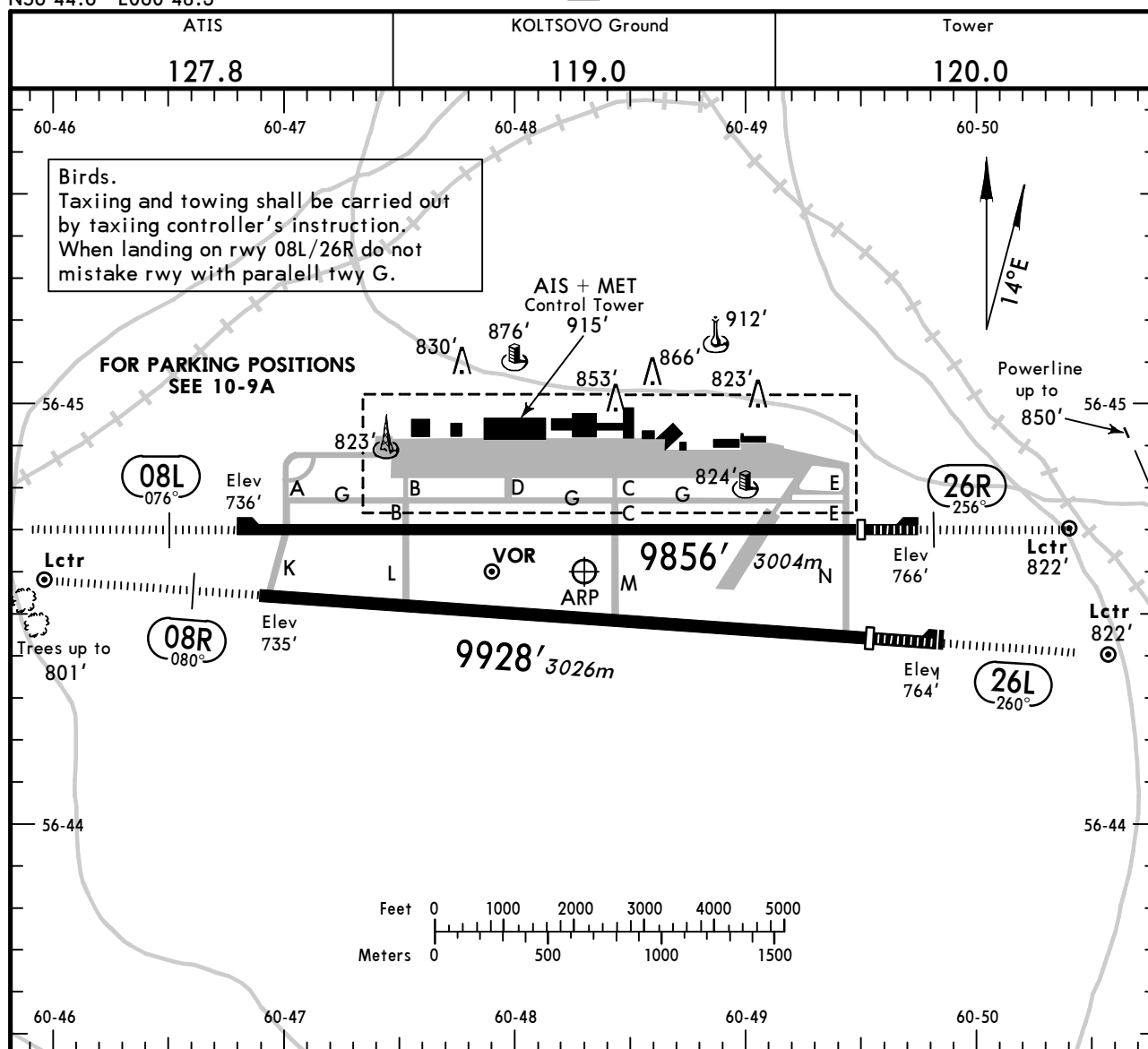
ASLIM 4D [ASLI4D] , DOSUM 4D [DOSU4D]
LUNAG 4D [LUNA4D] , MIKUS 4D [MIKU4D]
SOPUS 4D [SOPU4D] , SOPUS 4E [SOPU4E] ①
RWY 26L DEPARTURES

① By ATC.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1750'	(989' - 300m)
3720'	(2959' - 900m)





ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
				Threshold	Glide Slope		
08L	HIRL (57m)	HIALS	PAPI-L (angle 3.0°) ①			②	148' 45m
26R	HIRL (57m)	HIALS	PAPI-L (angle 3.17°) ①	9036' 2754m	8185' 2495m	②	
08R	HIRL (60m)	HIALS	PAPI-L (angle 2.67°) ①	9682' 2951m	8953' 2729m	②	174' 53m
26L	HIRL (60m)	HIALS	PAPI-L (angle 2.83°) ①	8862' 2701m	7768' 2368m		

① Use by B747 acft prohibited.

② TAKE-OFF RUN AVAILABLE

RWY 08L:

From rwy head 9856' (3004m)
twy A int 9154' (2790m)
twy B int 7073' (2156m)

RWY 08R:

From rwy head 9682' (2951m)
twy L int 7434' (2266m)

RWY 26R:

From rwy head 9856' (3004m)
twy E int 8835' (2693m)
twy C int 5709' (1740m)

RWY 26L:

From rwy head 9928' (3026m)
twy N int 8419' (2566m)
twy M int 5197' (1584m)

TAKE-OFF

AIR CARRIER (JAA)

All Rws

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A

B

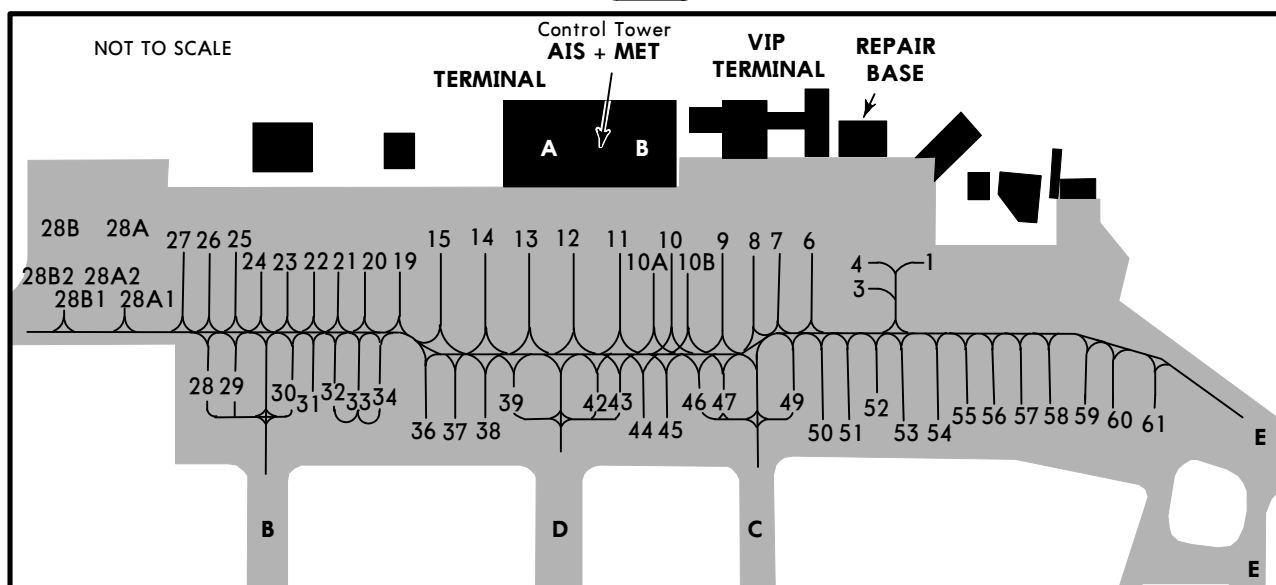
C

D

250m

300m

400m



Stand 52 available for engines run-up, coordinates N56 44.8 E060 48.6.
 Stands 28 thru 30, 49, 50 and 55 thru 61 available for helicopters.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
6	N56 45.0 E060 48.5	39	N56 44.9 E060 48.0
7, 8	N56 45.0 E060 48.4	42	N56 44.9 E060 48.1
9	N56 45.0 E060 48.3	43 thru 45	N56 44.9 E060 48.2
10 thru 10B	N56 45.0 E060 48.2	46, 47	N56 44.9 E060 48.3
11, 12	N56 45.0 E060 48.1	49, 50	N56 44.9 E060 48.5
13, 14	N56 45.0 E060 48.0	51, 52	N56 44.9 E060 48.6
15	N56 45.0 E060 47.9	53, 54	N56 44.9 E060 48.7
19, 20	N56 45.0 E060 47.8	55, 56	N56 44.9 E060 48.8
21, 22	N56 45.0 E060 47.7	57, 58	N56 44.9 E060 48.9
23	N56 45.0 E060 47.6	59, 60	N56 44.9 E060 49.0
24, 25	N56 45.0 E060 47.5	61	N56 44.9 E060 49.1
26, 27	N56 45.0 E060 47.4		
28	N56 44.9 E060 47.4		
28A	N56 45.0 E060 47.3		
28B	N56 45.0 E060 47.2		
29	N56 44.9 E060 47.5		
30, 31	N56 44.9 E060 47.6		
32, 33	N56 44.9 E060 47.7		
34	N56 44.9 E060 47.8		
36 thru 38	N56 44.9 E060 47.9		

STRAIGHT-IN RWY		A	B	C	D
08L	ILS	936'(200')	936'(200')	936'(200')	936'(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
	NDB ❶ ❷	1500'(764')	1500'(764')	1500'(764')	1500'(764')
		C2900m	C2900m	C2900m	C2900m
	ALS out	C3600m	C3600m	C3600m	C3600m
	NDB ❸	1920'(1184')	1920'(1184')	1920'(1184')	1920'(1184')
		C4800m	C4800m	C5000m	C5000m
	ALS out	C5000m	C5000m	C5000m	C5000m
08R	ILS	935'(200')	935'(200')	935'(200')	935'(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
	NDB ❶ ❹	1070'(335')	1070'(335')	1070'(335')	1070'(335')
		R800m	R800m	R800m	R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	NDB ❺	1740'(1005')	1740'(1005')	1740'(1005')	1740'(1005')
		C4300m	C4300m	C4500m	C4500m
	ALS out	C5000m	C5000m	C5000m	C5000m
26L	ILS	961'(200')	961'(200')	961'(200')	961'(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
	RNAV ❶	1260'(499')	1260'(499')	1260'(499')	1260'(499')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	C2300m	C2300m
	NDB ❶	1240'(479')	1240'(479')	1240'(479')	1240'(479')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	C2200m	C2200m
26R	ILS	964'(200')	964'(200')	964'(200')	964'(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
	RNAV ❶	1260'(496')	1260'(496')	1260'(496')	1260'(496')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	C2300m	C2300m
	NDB ❶	1220'(456')	1220'(456')	1220'(456')	1220'(456')
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	C2100m	C2100m

❶ Continuous Descent Final Approach

❷ with D4.9 ❸ w/o D4.9

❹ with D5.1 ❺ w/o D5.1

TAKE-OFF RWY 08L/R, 26L/R			
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

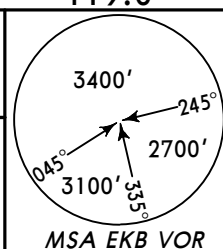
STRAIGHT-IN RWY		A	B	C	D
08L	ILS	936' (200')	936' (200')	936' (200')	936' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	1500' (764')	1500' (764')	1500' (764')	1500' (764')
	with FAF	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	NDB	1920' (1184')	1920' (1184')	1920' (1184')	1920' (1184')
	w/o FAF	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
08R	ILS	935' (200')	935' (200')	935' (200')	935' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	1070' (335')	1070' (335')	1070' (335')	1070' (335')
	with FAF	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	1740' (1005')	1740' (1005')	1740' (1005')	1740' (1005')
	w/o FAF	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
26L	ILS	961' (200')	961' (200')	961' (200')	961' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNAV	1260' (499')	1260' (499')	1260' (499')	1260' (499')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	NDB	1240' (479')	1240' (479')	1240' (479')	1240' (479')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
26R	ILS	964' (200')	964' (200')	964' (200')	964' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNAV	1260' (496')	1260' (496')	1260' (496')	1260' (496')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	NDB	1220' (456')	1220' (456')	1220' (456')	1220' (456')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 08L/R, 26L/R

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

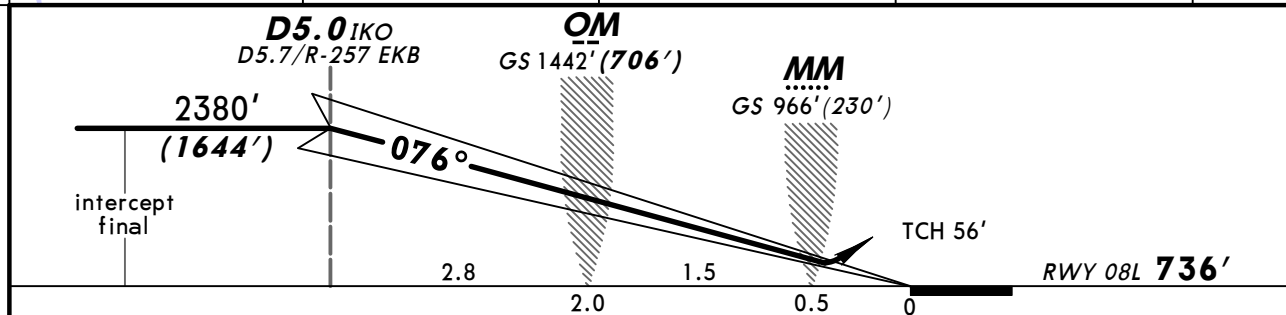
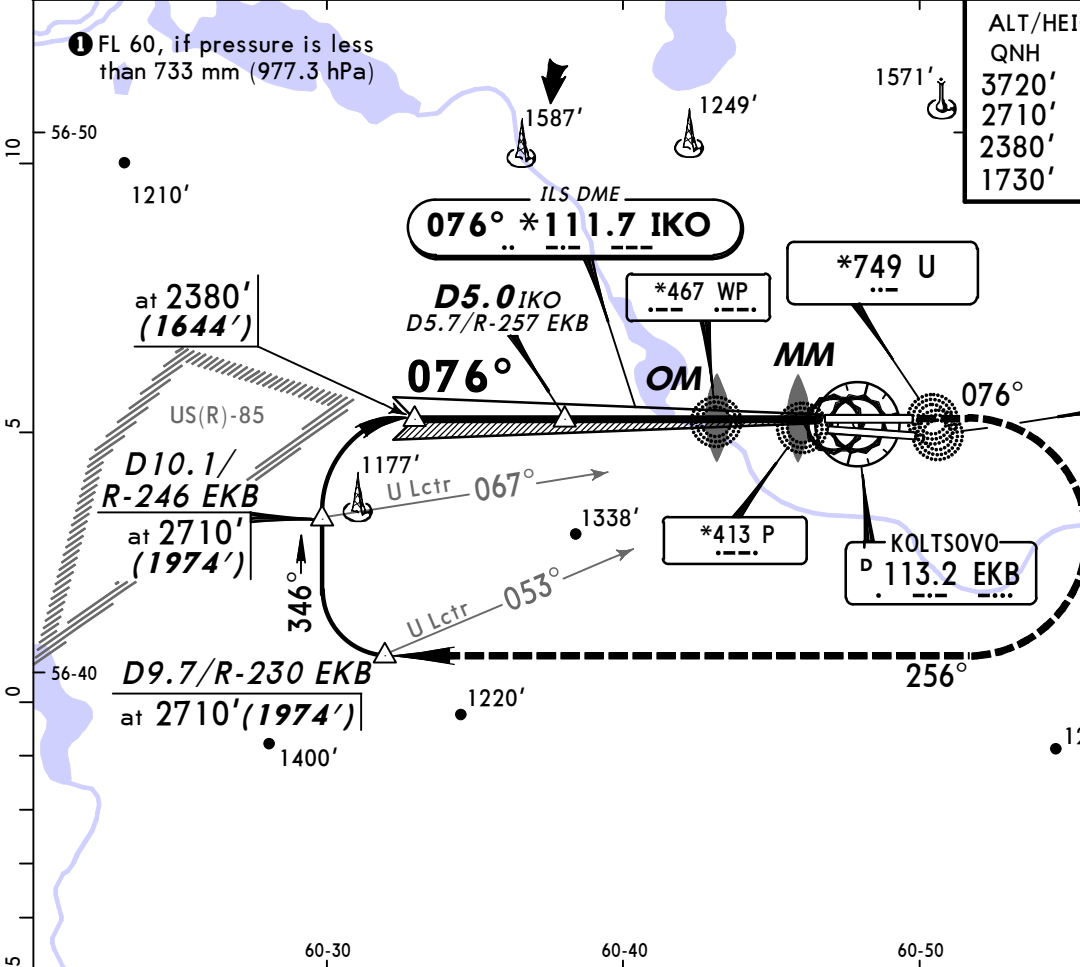
BRIEFING STRIP

ATIS 127.8	KOLTSOVO Approach 125.9 124.0	KOLTSOVO Radar 118.7 124.0	KOLTSOVO Tower 120.0 124.0	Ground 119.0
LOC IKO *111.7	Final Apch Crs 076°	GS OM 1442' (706')	ILS DA(H) 936' (200')	Apt Elev 766' RWY 736'
MISSED APCH: Climb on 076° to 1730' (994'), then turn RIGHT onto 256° climbing to 2710' (1974'), then according to chart.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3720' (2984')				



ALT/HEIGHT CONVERSION
QNH (QFE)

3720'	(2984' - 900m)
2710'	(1974' - 600m)
2380'	(1644' - 500m)
1730'	(994' - 300m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1730' (994')	256°	2710' (1974')
GS	3.00°	377	484	538	646	753	861	PAPI	on 076°	RT

STRAIGHT-IN LANDING RWY 08L			
ILS		LOC (GS out)	
DA(H) 936' (200')			
FULL	ALS out		
A			
B			
C	800m	1200m	NOT AUTHORIZED
D			

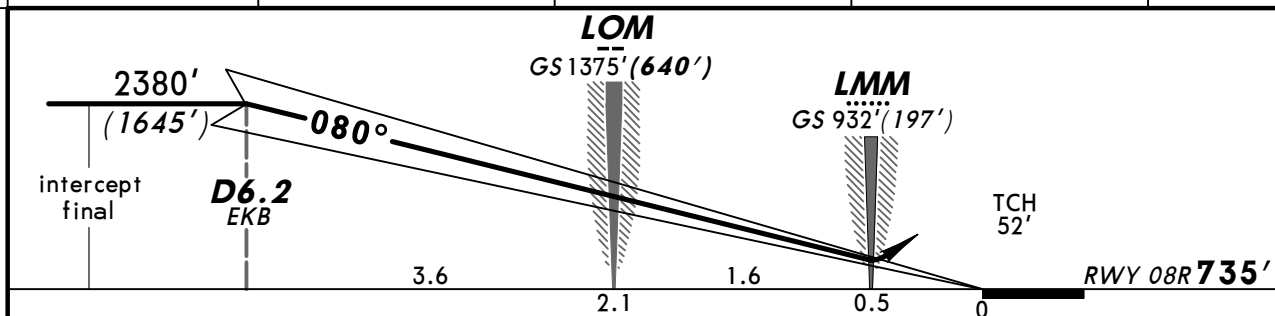
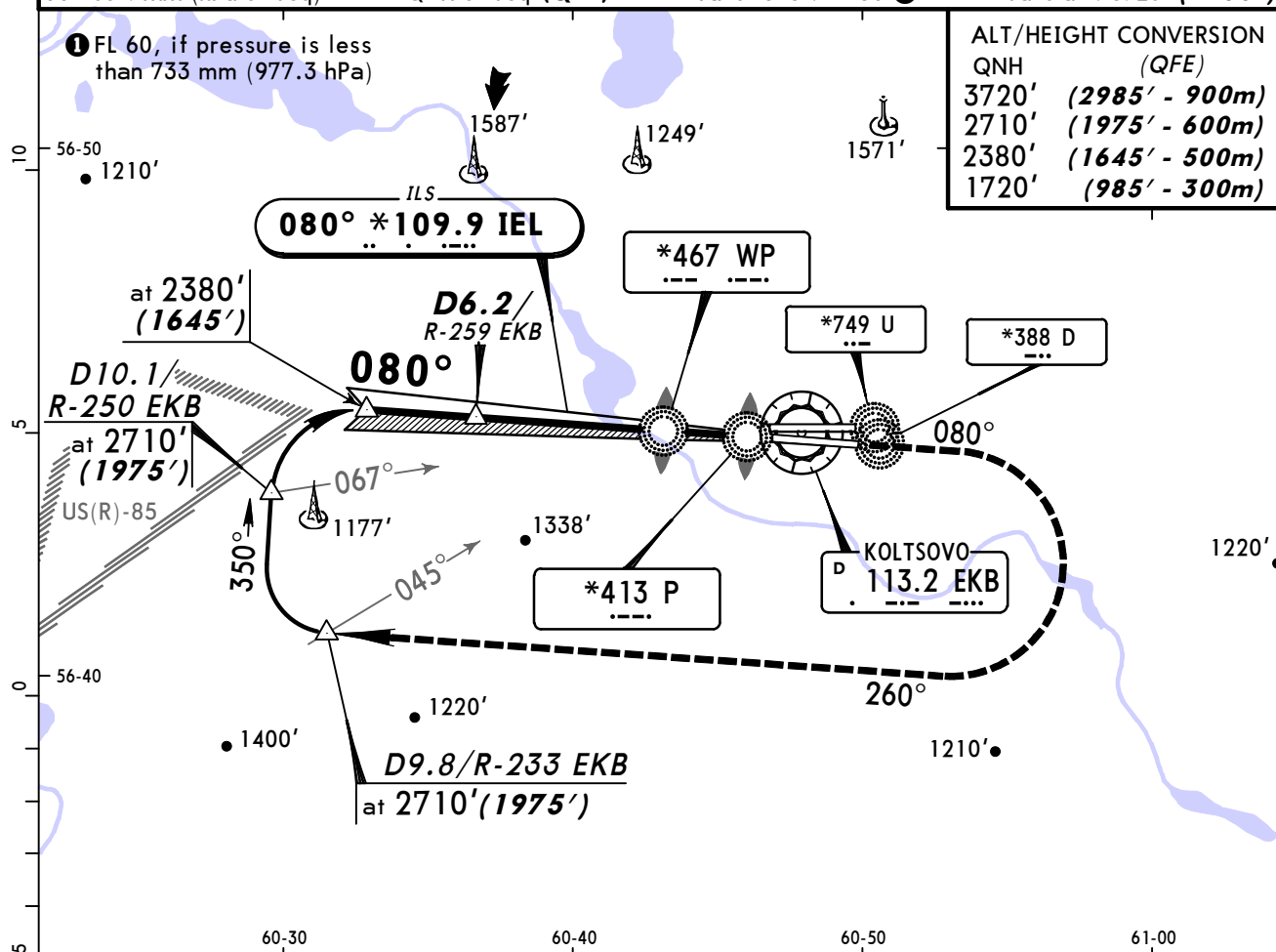
PANS OPS

MSA EKB VOR

① FL 60, if pressure is less than 733 mm (977.3 hPa)

ALT/HEIGHT CONVERSION
QNH (QFE)

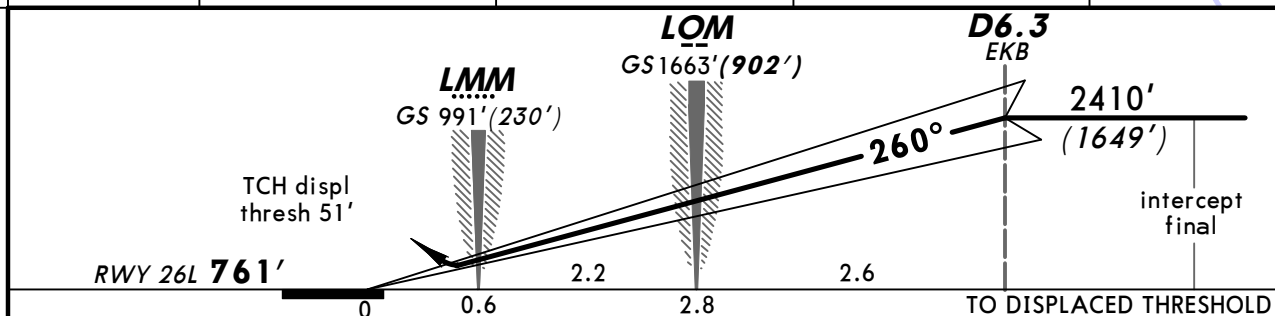
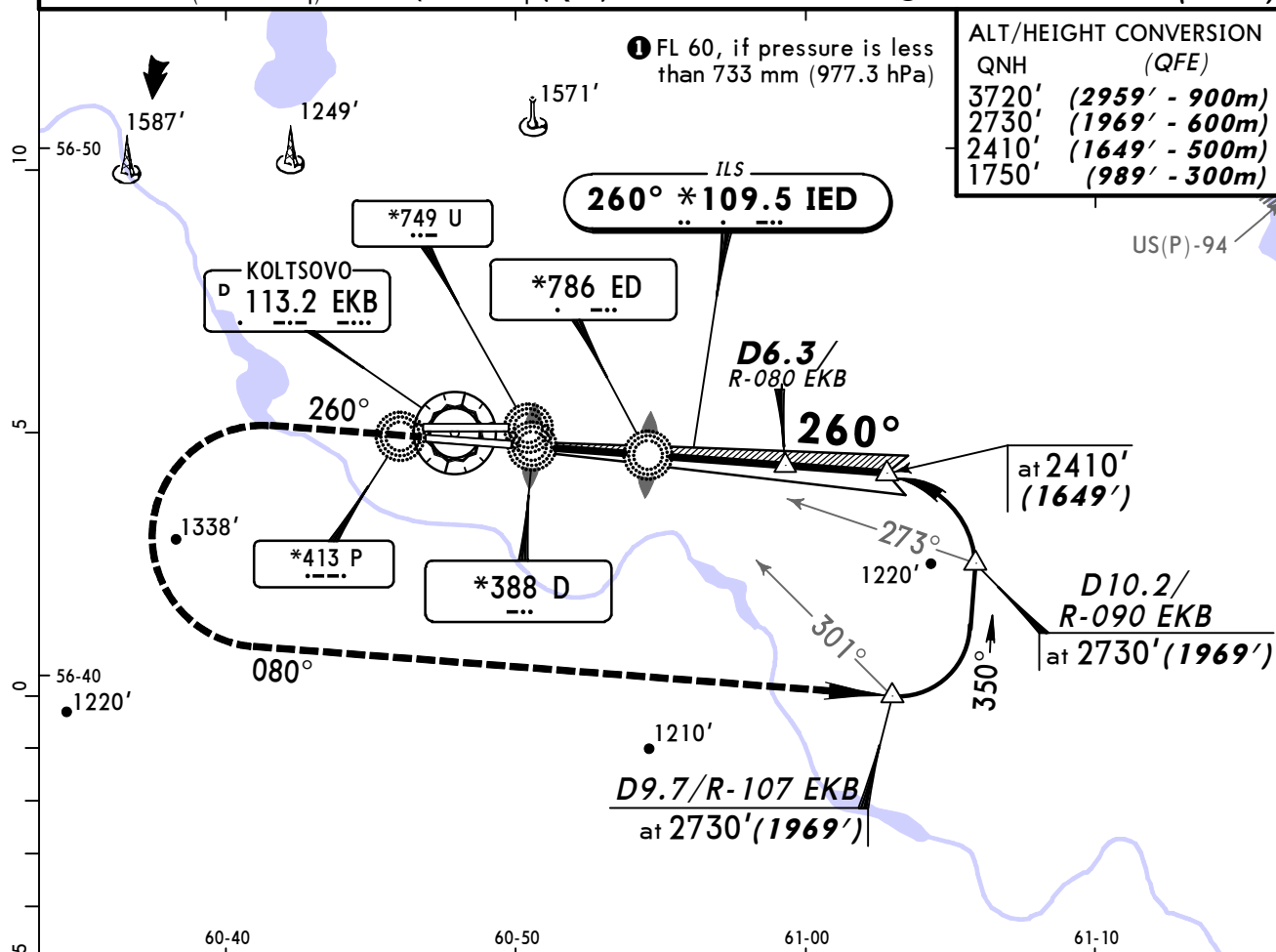
3720'	(2985' - 900m)
2710'	(1975' - 600m)
2380'	(1645' - 500m)
1720'	(985' - 300m)



Gnd speed-Kts	70	90	100	120	140	160		
GS 2.67°	336	432	480	576	671	767		

STRAIGHT-IN LANDING RWY 08R				
ILS		LOC (GS out)		
DA(H) 935'(200')				
FULL		ALS out		
A	800m	1200m	NOT AUTHORIZED	
B				
C				
D				

MSA EKB VOR

Trans alt: 3720' (**2959'**)

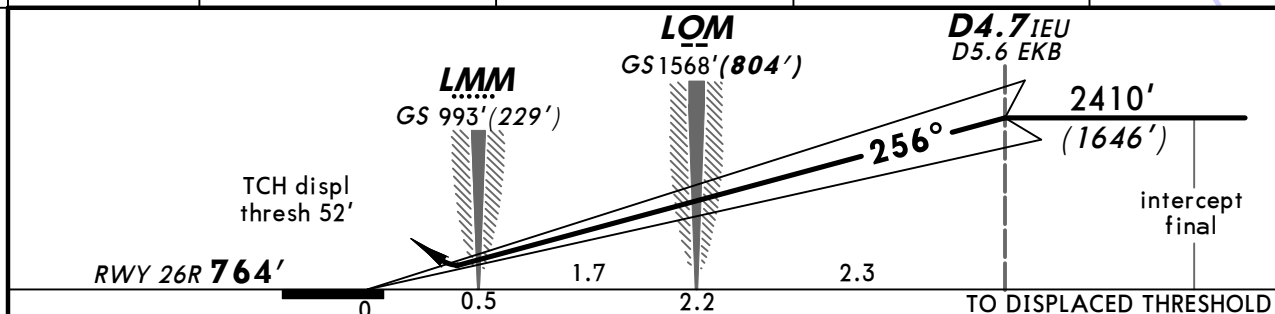
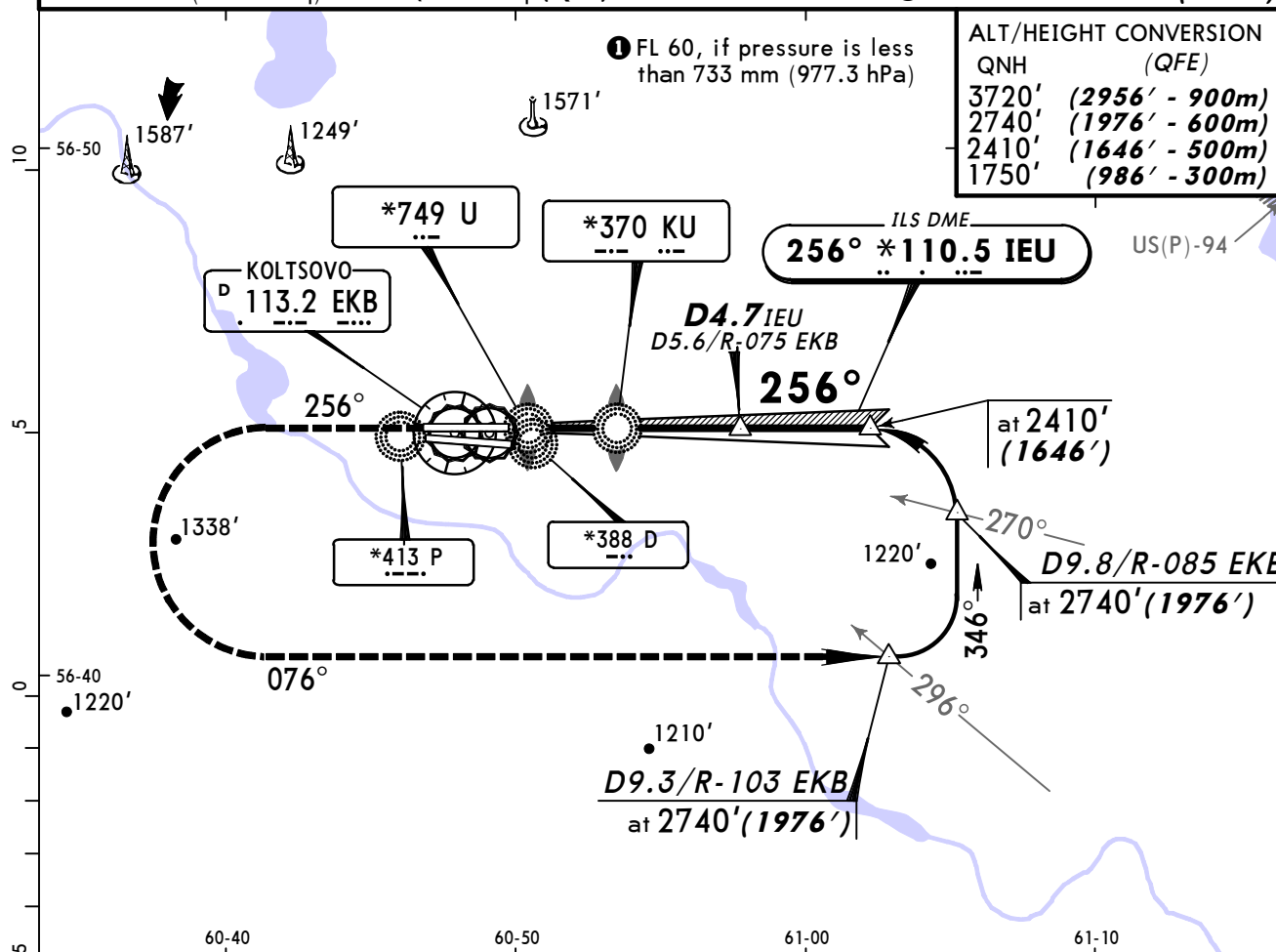
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1750' (989') on	260°	080° LT	2730' (1969')	
GS	2.83°	356	457	508	610	711						813

STRAIGHT-IN LANDING RWY 26L				
ILS		LOC (GS out)		
DA(H) 961'(200')				
FULL		ALS out		
A	800m	1200m	NOT AUTHORIZED	
B				
C				
D				

MSA EKB VOR

① FL 60, if pressure is less than 733 mm (977.3 hPa)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3720'	(2956' - 900m)
2740'	(1976' - 600m)
2410'	(1646' - 500m)
1750'	(986' - 300m)



Gnd speed-Kts	70	90	100	120	140	160		1750'		2740'
GS 3.17°	398	511	568	682	796	909		(986') _{on}		(1976')

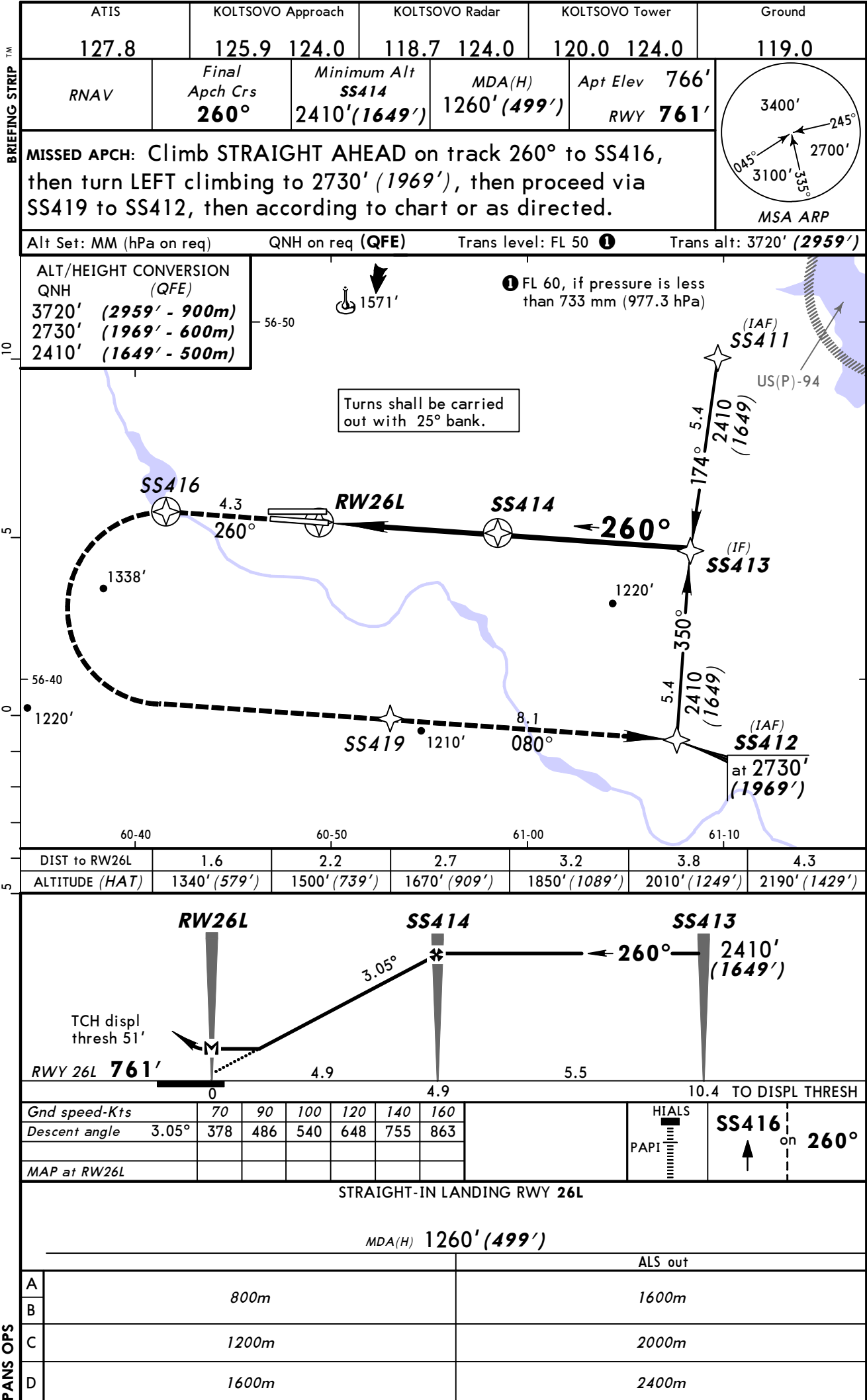
STRAIGHT-IN LANDING RWY 26R										
ILS				LOC (GS out)						
DA(H) 964'(200')										
FULL		ALS out								
A	800m		1200m		NOT AUTHORIZED					
B										
C										
D										

USSS/SVX
KOLTSOVO

4 NOV 11
Eff 17 Nov

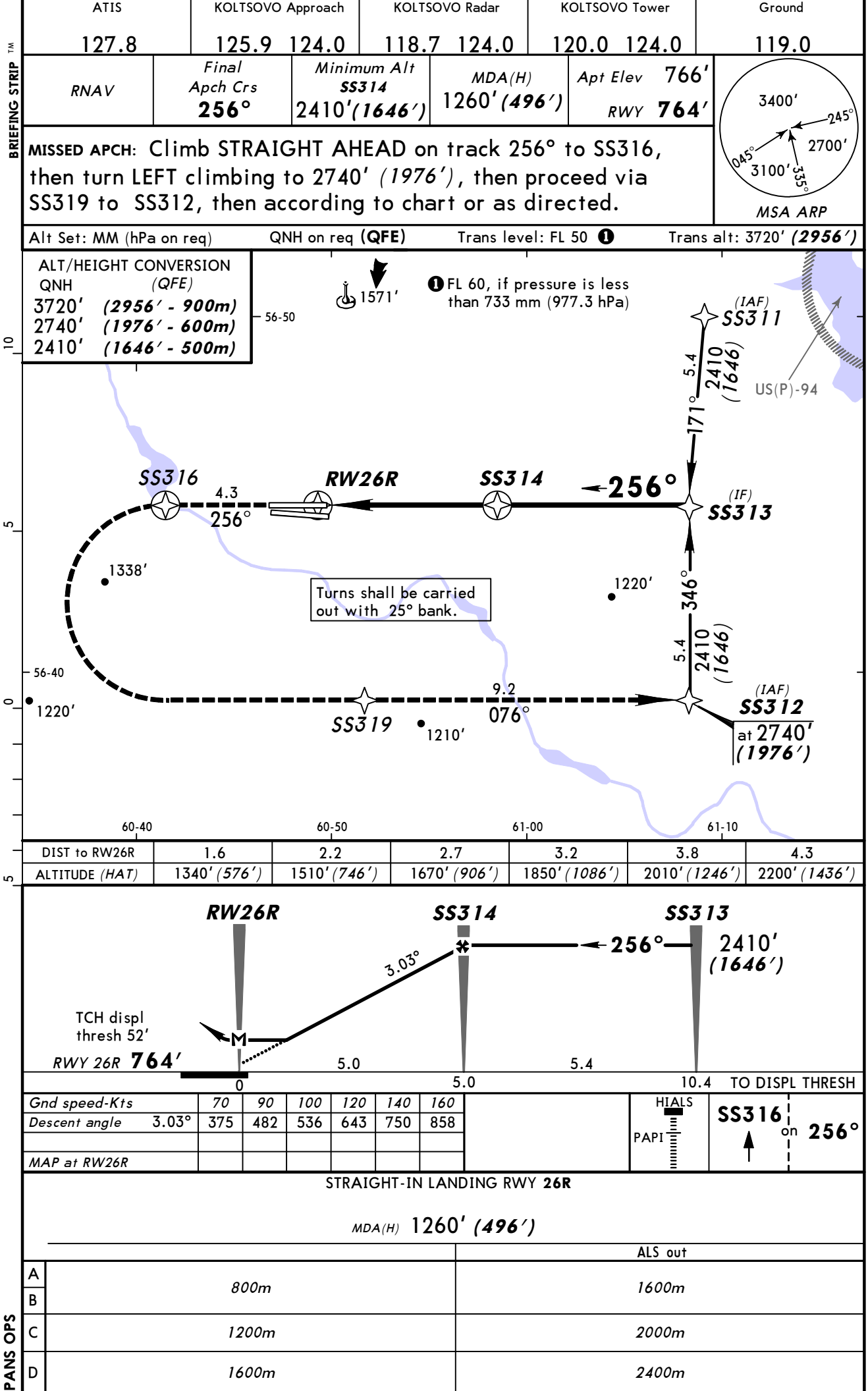
12-1

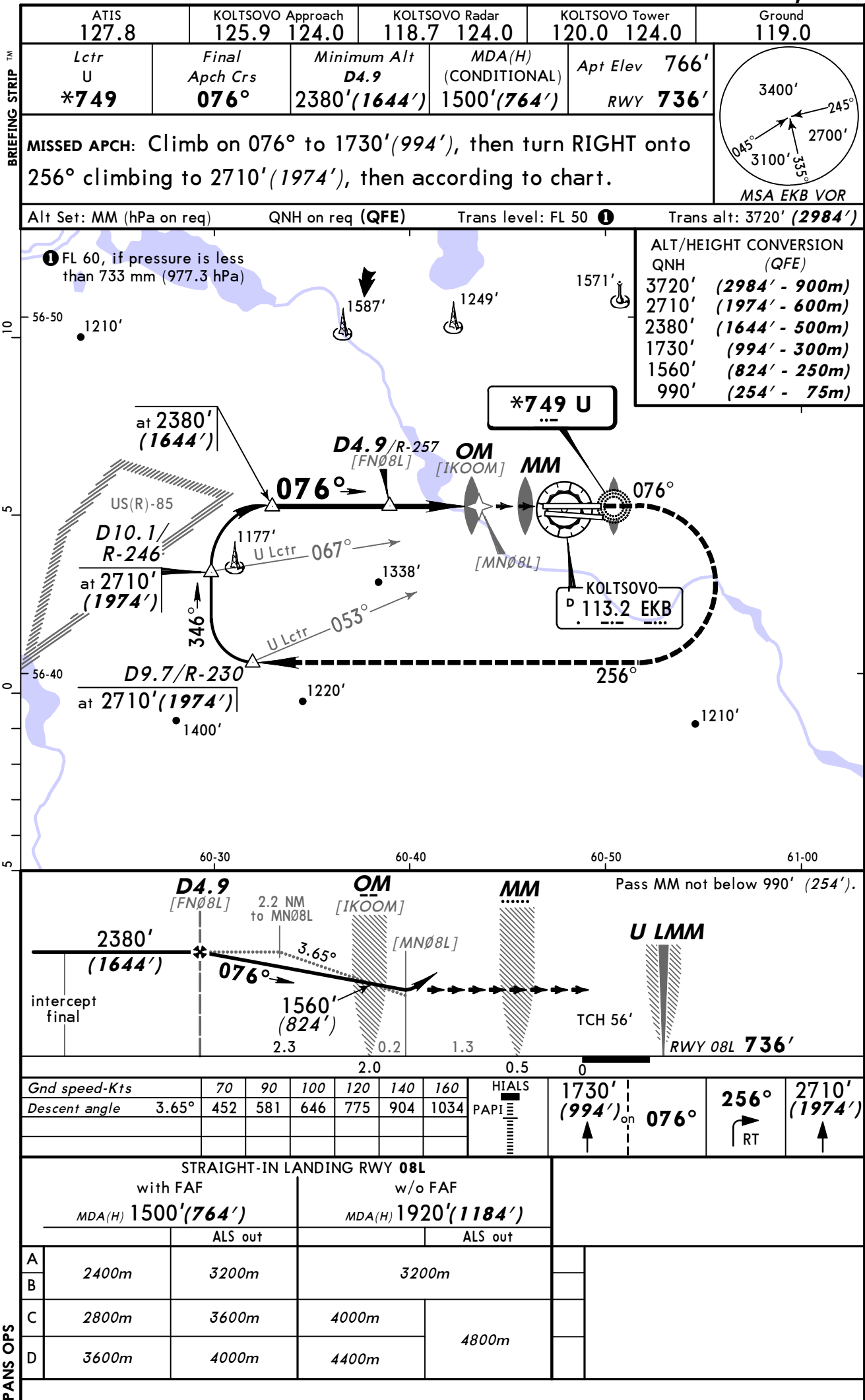
YEKATERINBURG, RUSSIA
RNAV (GNSS) Rwy 26L



CHANGES: Communications. Transition level.

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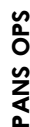


MSA EKB VOR

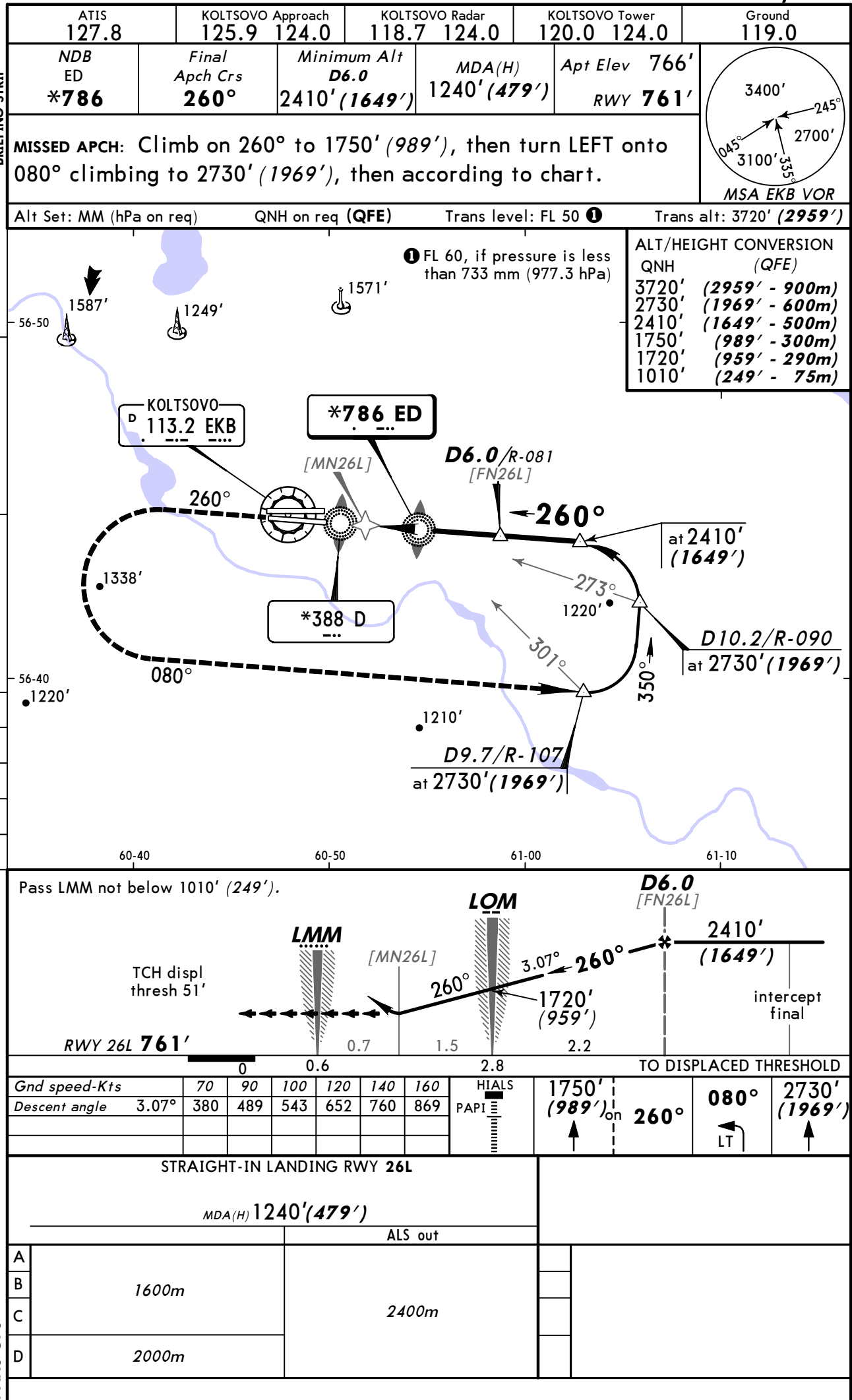
Trans alt: 3720' (**2985'**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3720'	(2985' - 900m)
2710'	(1975' - 600m)
2380'	(1645' - 500m)
1720'	(985' - 300m)
1530'	(795' - 240m)
970'	(235' - 70m)



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BRIEFING STRIP™

56-50

56-40

60-40

60-50

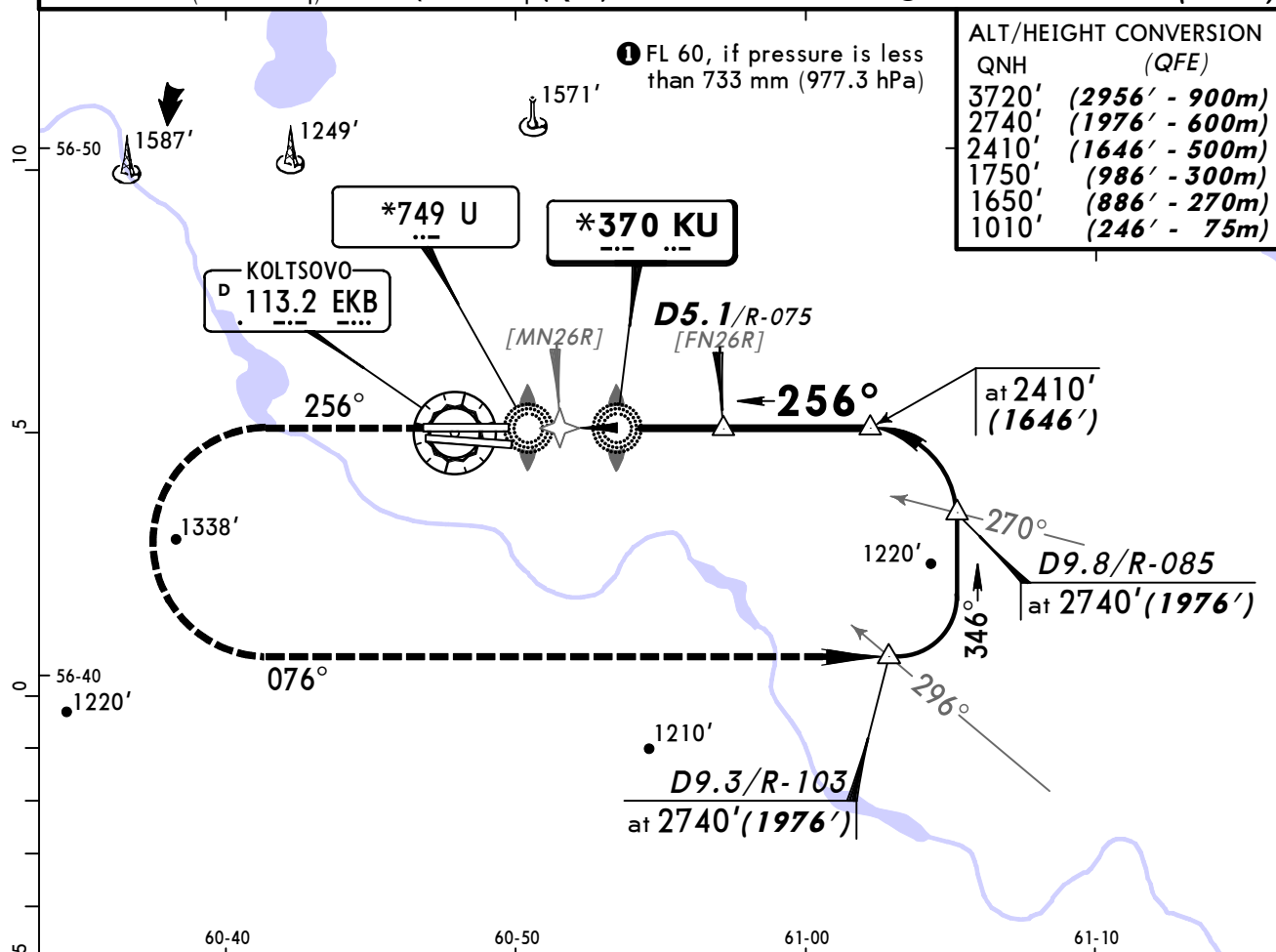
61-00

61-10

MSA EKB VOR

1 FL 60, if pressure is less than 733 mm (977.3 hPa)

ALT/HEIGHT CONVERSION	
QNH	(<i>QFE</i>)
3720'	(2956' - 900m)
2740'	(1976' - 600m)
2410'	(1646' - 500m)
1750'	(986' - 300m)
1650'	(886' - 270m)
1010'	(246' - 75m)



LMM not below 1010' (246').

LMM [MN26R]

TCH displ thresh 52'

RWY 26R 764'

0.6 1.1 2.2

LOM

256° 3.58°

1650' (886')

D5.1 [FN26R]

2410' (1646')

intercept final

TO DISPLACED THRESHOLD

Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1750'	256°	076°	2740'
Descent angle 3.58°	444	570	634	760	887	1014		(986') _{on}		LT	(1976')

$MDA(H)$ 1220' (456')

A				
B	1300m	2100m		
C				
D	2000m	2400m		

YEKATERINBURG, (KOLTSOVO - USSS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USSS

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.jeppesen.com/eurasiachange.