

List of pages in this Trip Kit

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Airport Information For UUYU

Terminal Charts For UUYU

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Syktyvkar Rus
IATA Code: SCW
Lat/Long: N61° 38.8' E050° 50.7'
Elevation: 339 ft

Airport Use: Public
Magnetic Variation: 16.9°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: 0100 Z
Sunset: 1611 Z,

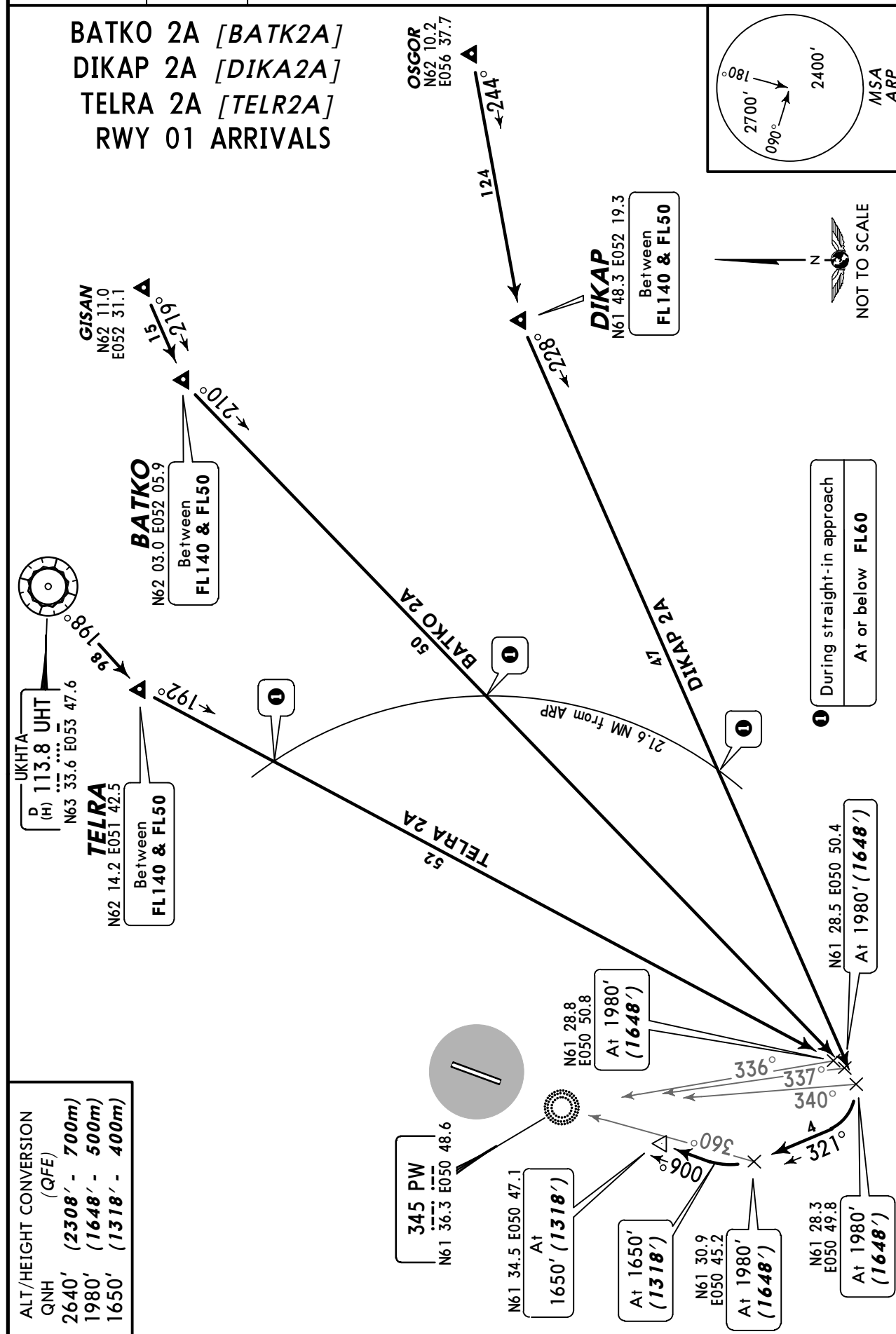
Runway Information

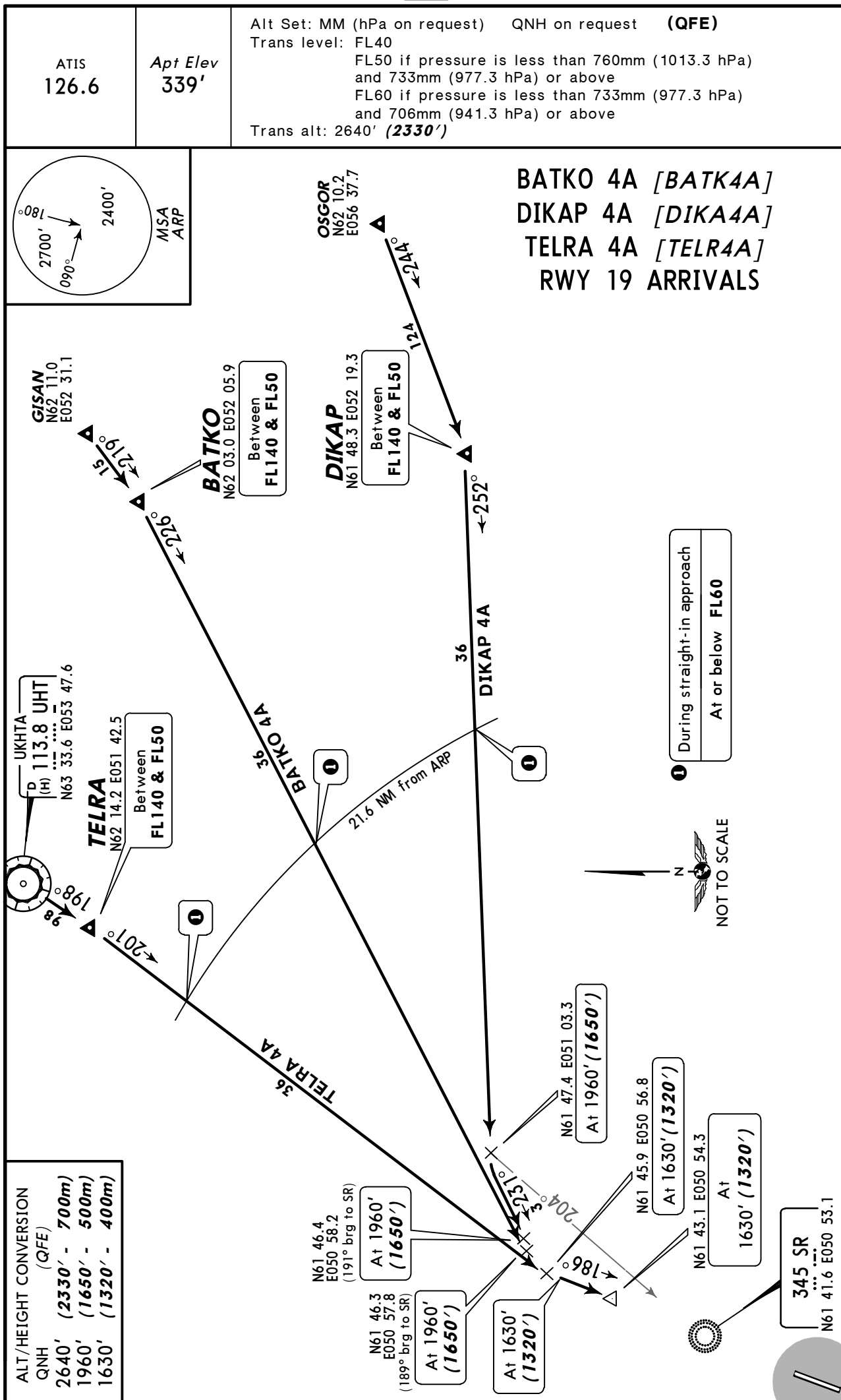
Runway: 01
Length x Width: 8202 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 332 ft
Lighting: Edge, ALS

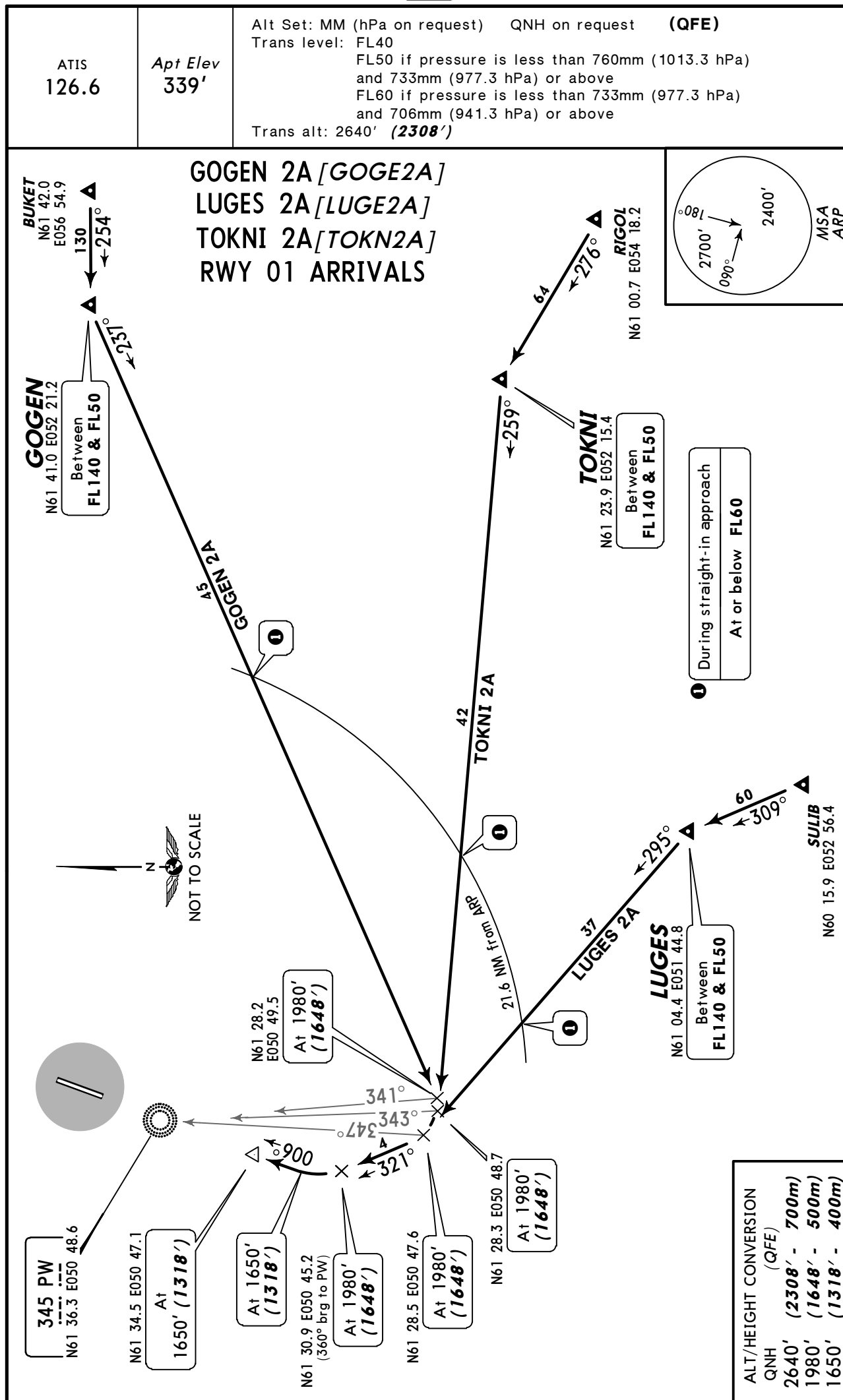
Runway: 19
Length x Width: 8202 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 310 ft
Lighting: Edge, ALS

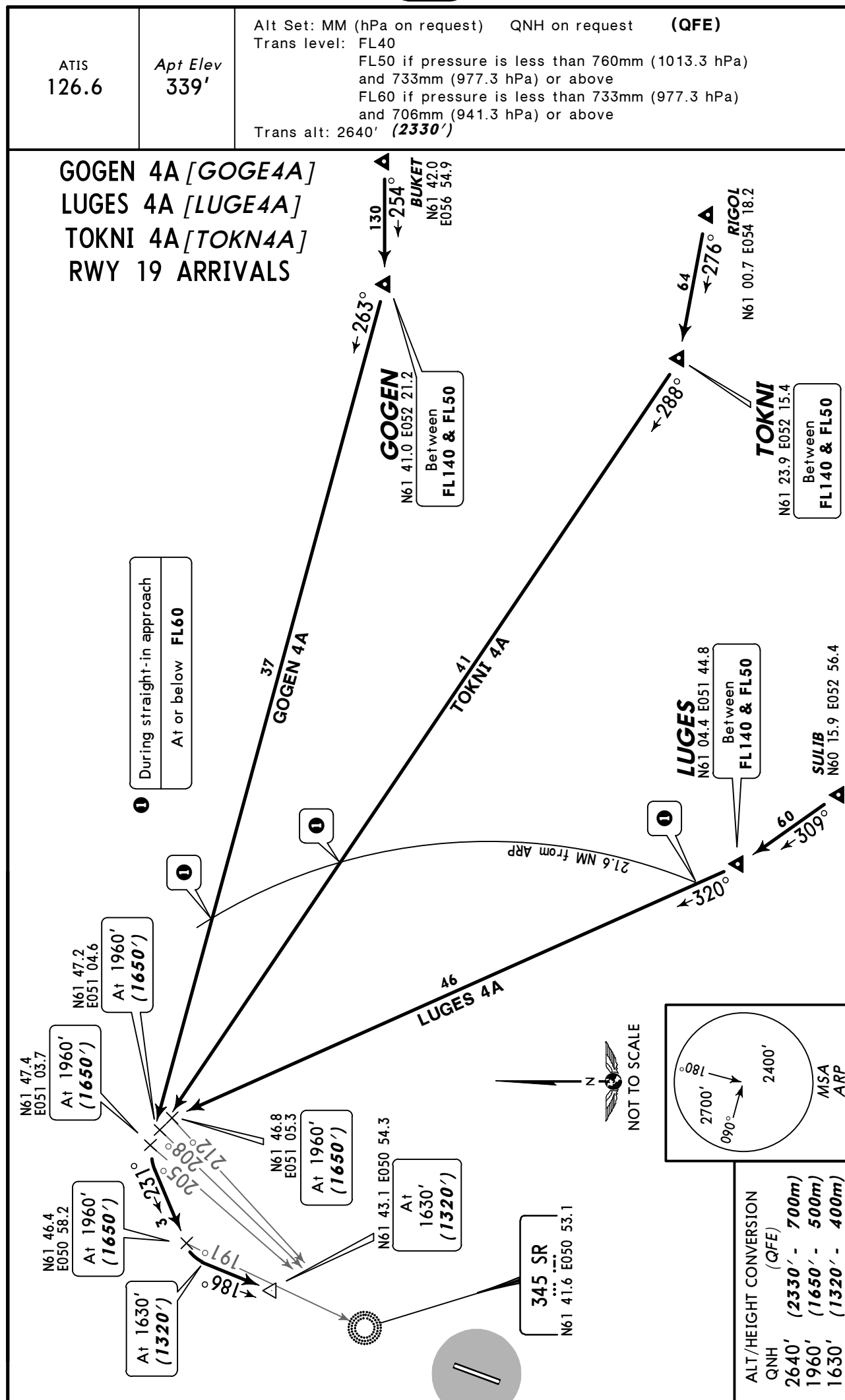
Communication Information

ATIS 126.6 Non-English
Sivkar Krug/Start Tower 124.6
Sivkar Transit Operations 131.6









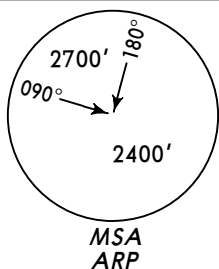
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ATIS
126.6

Apt Elev
339'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 760mm (1013.3 hPa)
and 733mm (977.3 hPa) or above
FL60 if pressure is less than 733mm (977.3 hPa)
and 706mm (941.3 hPa) or above
Trans alt: 2640' (2308')
All turns shall be carried out with 25° bank.



BATKO 2B, DIKAP 2B, TELRA 2B RWY 01 ARRIVALS WITHOUT RADAR CONTROL VIA PW

UKHTA
D (H) 113.8 UHT
N63 33.6 E053 47.6

TELRA
N62 14.2 E051 42.5
Between
FL140 & FL50

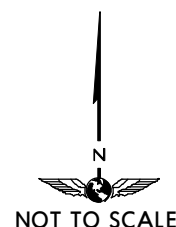
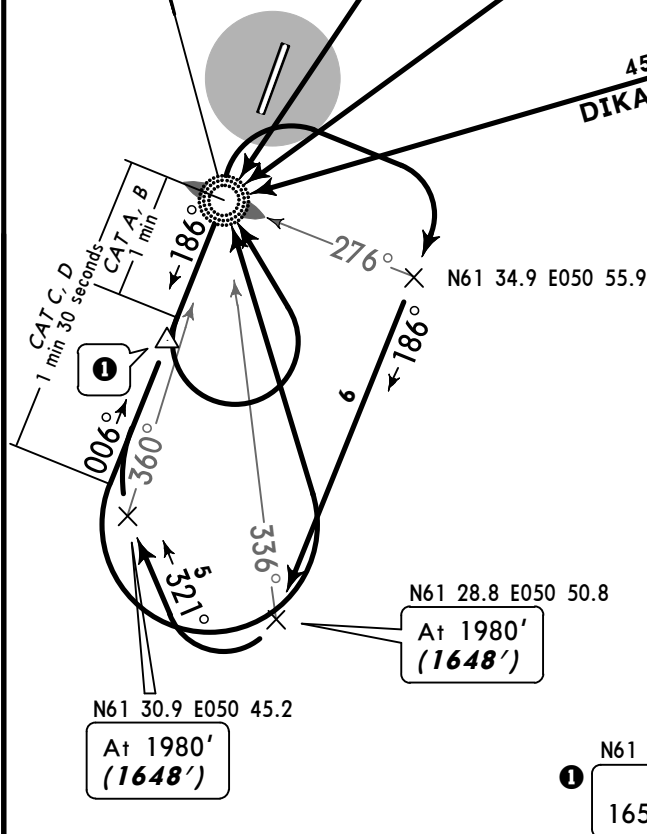
BATKO
N62 03.0 E052 05.9
Between
FL140 & FL50

GISAN
N62 11.0
E052 31.1

DIKAP
N61 48.3 E052 19.3
Between
FL140 & FL50

OSGOR
N62 10.2
E056 37.7

345 PW
N61 36.3 E050 48.6
At or above
LOWER SAFE FL



NOT TO SCALE

After passing PW, aircraft CAT A & B proceed on 186° track for 1 minute, aircraft CAT C & D proceed on 186° track for 1 minute 30 seconds, turn LEFT to PW, turn RIGHT, carry out instrument approach procedure.

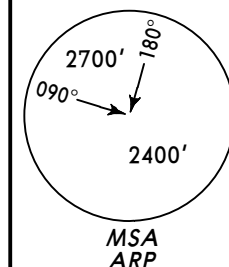
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2640'	(2308' - 700m)
1980'	(1648' - 500m)
1650'	(1318' - 400m)

ATIS
126.6

Apt Elev
339'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 760mm (1013.3 hPa)
and 733mm (977.3 hPa) or above
FL60 if pressure is less than 733mm (977.3 hPa)
and 706mm (941.3 hPa) or above
Trans alt: 2640' (2330')
All turns shall be carried out with 25° bank.

BATKO 4B, DIKAP 4B, TELRA 4B
RWY 19 ARRIVALS
WITHOUT RADAR CONTROL VIA SR



UKHTA
D 113.8 UHT
(H) 113.8 UHT
N63 33.6 E053 47.6

TELRA
N62 14.2 E051 42.5
Between
FL140 & FL50

GISAN
N62 11.0
E052 31.1

BATKO
N62 03.0 E052 05.9
Between
FL140 & FL50

DIKAP
N61 48.3 E052 19.3
Between
FL140 & FL50

OSGOR
N62 10.2
E056 37.7

N61 46.4
E050 58.2
At 1960'
(1650')

N61 43.1
E050 54.3
At 1630'
(1320')

N61 46.0
E051 05.3
At 1960'
(1650')

N61 40.2 E051 00.4

345 SR
N61 41.6 E050 53.1
At or above
LOWER SAFE FL

After passing SR, turn LEFT,
carry out instrument approach
procedure.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2640'	(2330' - 700m)
1960'	(1650' - 500m)
1630'	(1320' - 400m)

GOGEN 2B
LUGES 2B [LUGE2B], TOKNI 2B
RWY 01 ARRIVALS
WITHOUT RADAR CONTROL VIA PW

345 PW
N61 36.3 E050 48.6
At or above
LOWER SAFE FL

GOGEN
N61 41.0 E052 21.2
Between
FL140 & FL50

BUKET
N61 42.0
E056 54.9

RIGOL
N61 00.7
E054 18.2

TOKNI
N61 23.9 E052 15.4
Between
FL140 & FL50

LUGES
N61 04.4 E051 44.8
Between
FL140 & FL50

SULIB
N60 15.9 E052 56.4

GOGEN 2B
N61 34.5 E050 47.1
At
1650' (1318')

LUGES 2B
N61 28.8 E050 50.8
At **1980' (1648')**

TOKNI 2B
N61 30.9 E050 45.2
At **1980' (1648')**

ALT/HEIGHT CONVERSION
QNH (QFE)
2640' (2308' - 700m)
1980' (1648' - 500m)
1650' (1318' - 400m)

GOGEN 2B, TOKNI 2B:
After passing PW, aircraft CAT A & B proceed on 186° track for 1 minute, aircraft CAT C & D proceed on 186° track for 1 minute 30 seconds, turn LEFT to PW, turn RIGHT, carry out instrument approach procedure.

LUGES 2B:
After passing PW turn RIGHT, carry out instrument approach procedure.

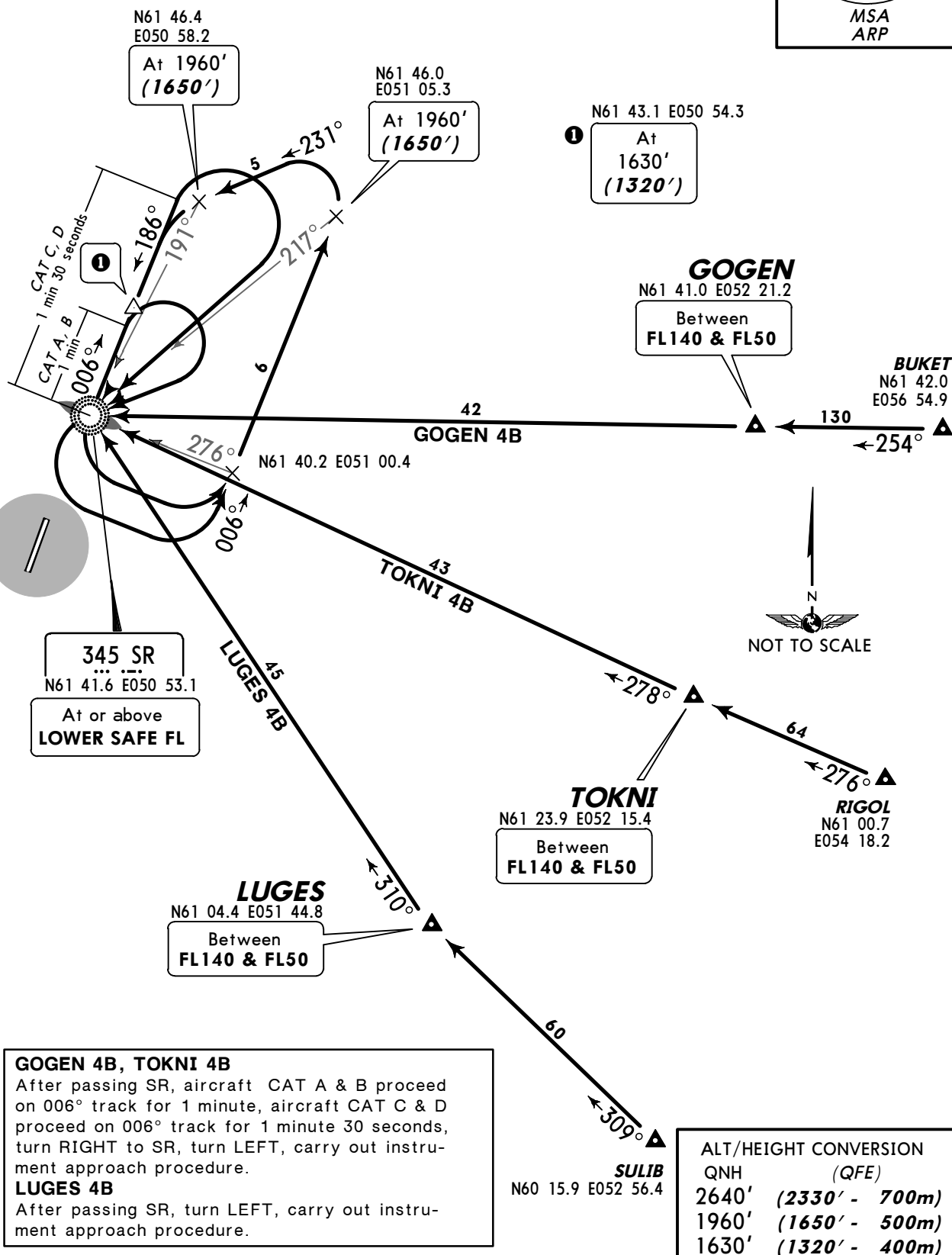
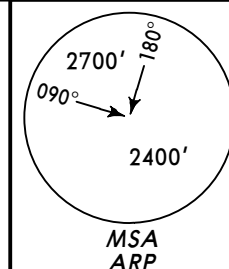
NOT TO SCALE

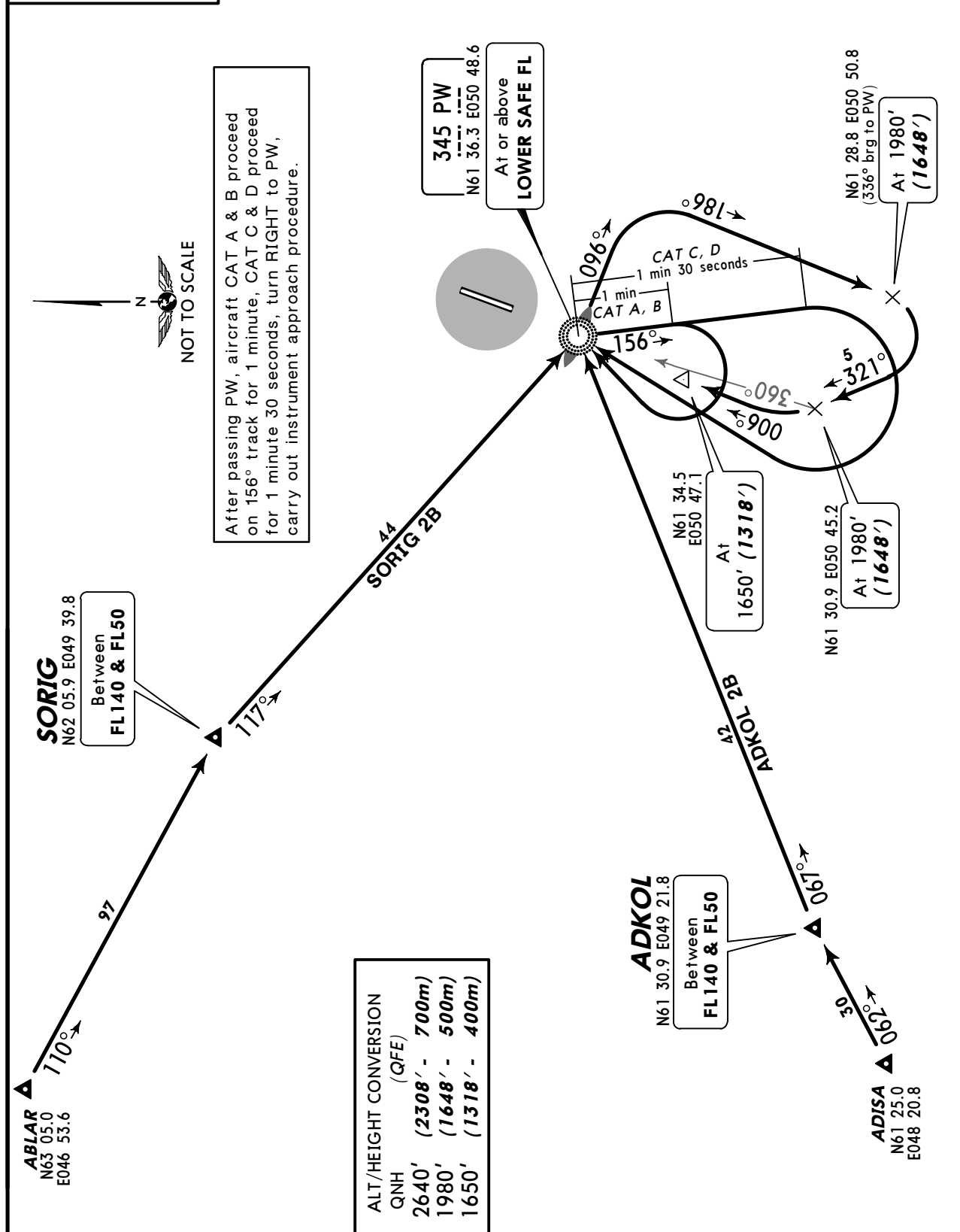
ATIS
126.6

Apt Elev
339'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 760mm (1013.3 hPa)
and 733mm (977.3 hPa) or above
FL60 if pressure is less than 733mm (977.3 hPa)
and 706mm (941.3 hPa) or above
Trans alt: 2640' (2330')
All turns shall be carried out with 25° bank.

GOGEN 4B, LUGES 4B
TOKNI 4B
RWY 19 ARRIVALS
WITHOUT RADAR CONTROL VIA SR





ATIS
126.6

Apt Elev
339'

Alt Set: MM (hPa on request) QNH on request (QFE)

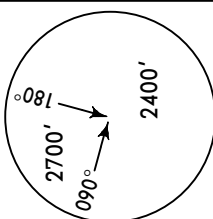
Trans level: FL40

FL50 if pressure is less than 760mm (1013.3 hPa)
and 733mm (977.3 hPa) or above

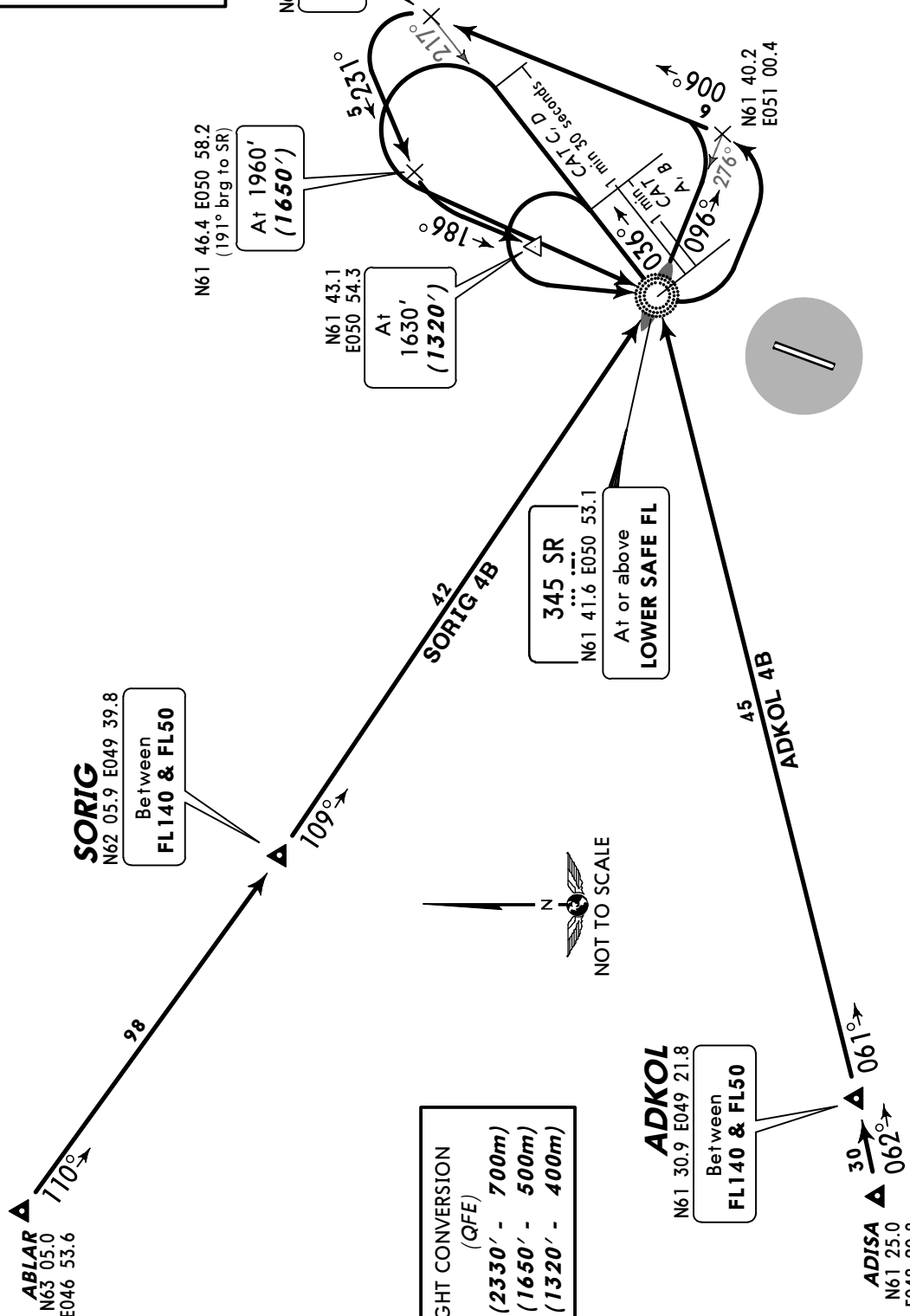
FL60 if pressure is less than 733mm (977.3 hPa)
and 706mm (941.3 hPa) or above

Trans alt: 2640' (2330')

All turns shall be carried out with 25° bank.



ADKOL 4B, SORIG 4B RWY 19 ARRIVALS WITHOUT RADAR CONTROL VIA SR



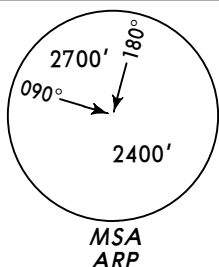
After passing SR, aircraft CAT A & B proceed on 036°
track for 1 minute, aircraft CAT C & D proceed on 036°
track for 1 minute 30 seconds, turn LEFT to SR, turn
LEFT, carry out instrument approach procedure.

ALT/HEIGHT CONVERSION	(QFE)
2640'	(2330' - 700m)
1960'	(1650' - 500m)
1630'	(1320' - 400m)

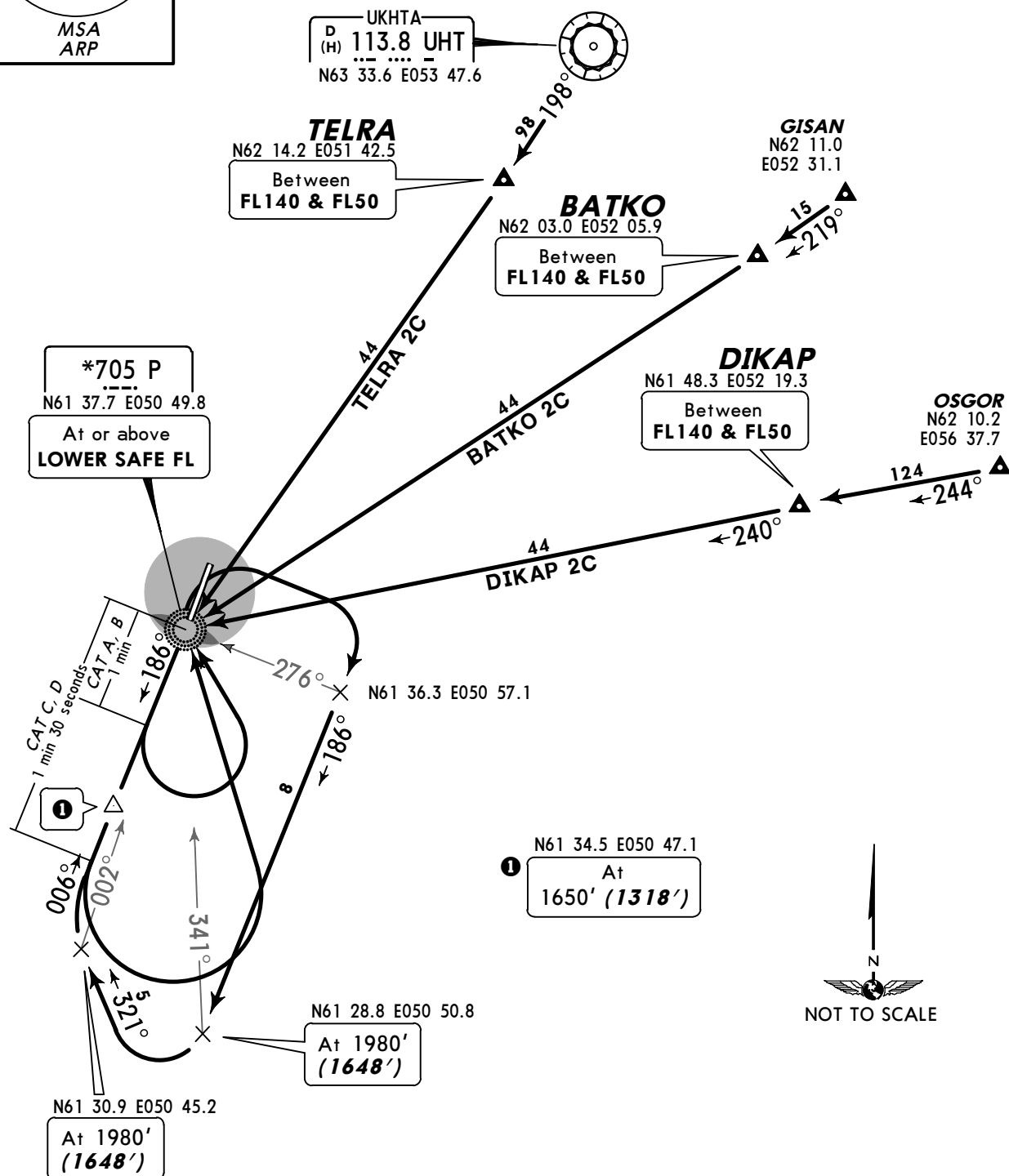
ATIS
126.6

Apt Elev
339'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 760mm (1013.3 hPa)
and 733mm (977.3 hPa) or above
FL60 if pressure is less than 733mm (977.3 hPa)
and 706mm (941.3 hPa) or above
Trans alt: 2640' (2308')
All turns shall be carried out with 25° bank.



BATKO 2C, DIKAP 2C, TELRA 2C RWY 01 ARRIVALS WITHOUT RADAR CONTROL VIA P



After passing P, aircraft CAT A & B proceed on 186° track for 1 minute, aircraft CAT C & D proceed on 186° track for 1 minute 30 seconds, turn LEFT to P, turn RIGHT, carry out instrument approach procedure.

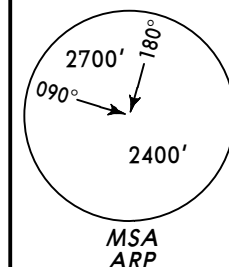
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2640'	(2308' - 700m)
1980'	(1648' - 500m)
1650'	(1318' - 400m)

ATIS
126.6

Apt Elev
339'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 760mm (1013.3 hPa)
and 733mm (977.3 hPa) or above
FL60 if pressure is less than 733mm (977.3 hPa)
and 706mm (941.3 hPa) or above
Trans alt: 2640' (2330')
All turns shall be carried out with 25° bank.

BATKO 4C, DIKAP 4C, TELRA 4C
RWY 19 ARRIVALS
WITHOUT RADAR CONTROL VIA S



UKHTA
D 113.8 UHT
(H)
N63 33.6 E053 47.6

TELRA
N62 14.2 E051 42.5
Between
FL140 & FL50

GISAN
N62 11.0
E052 31.1

BATKO
N62 03.0 E052 05.9
Between
FL140 & FL50

DIKAP
N61 48.3 E052 19.3
Between
FL140 & FL50

OSGOR
N62 10.2
E056 37.7

N61 46.4
E050 58.2
At 1960'
(1650')

N61 43.1
E050 54.3
At
1630'
(1320')

N61 46.0
E051 05.3
At 1960'
(1650')

N61 38.5 E050 59.0

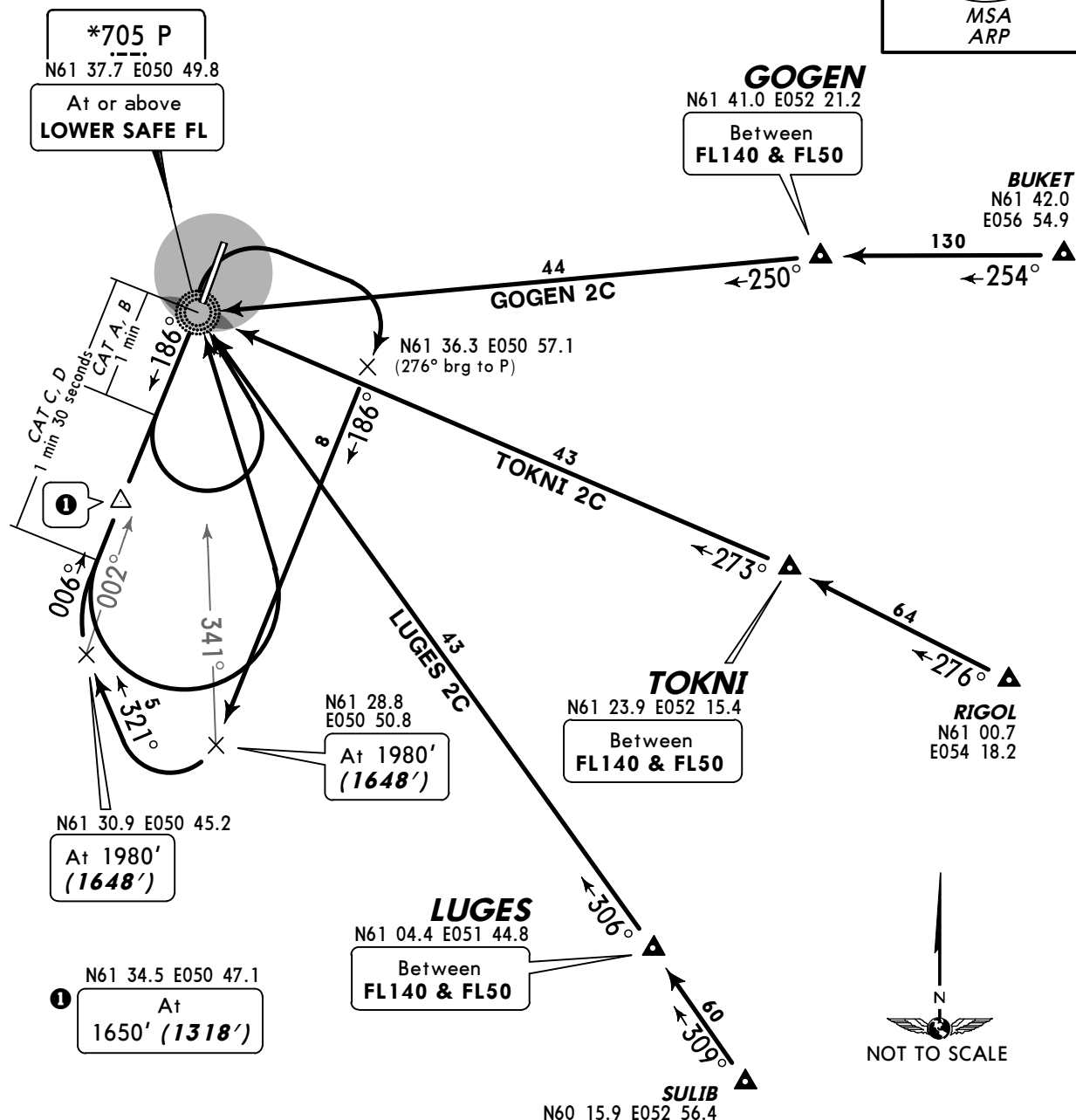
*705 S
...
N61 39.9 E050 51.6
At or above
LOWER SAFE FL

After passing S, turn LEFT,
carry out instrument approach
procedure.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2640'	(2330' - 700m)
1960'	(1650' - 500m)
1630'	(1320' - 400m)

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40
 FL50 if pressure is less than 760mm (1013.3 hPa)
 and 733mm (977.3 hPa) or above
 FL60 if pressure is less than 733mm (977.3 hPa)
 and 706mm (941.3 hPa) or above
Trans alt: 2640' **(2308')**
All turns shall be carried out with 25° bank.



ALT/HEIGHT CONVERSION
QNH (QFE)
2640' (2308' - 700m)
1980' (1648' - 500m)
1650' (1318' - 400m)

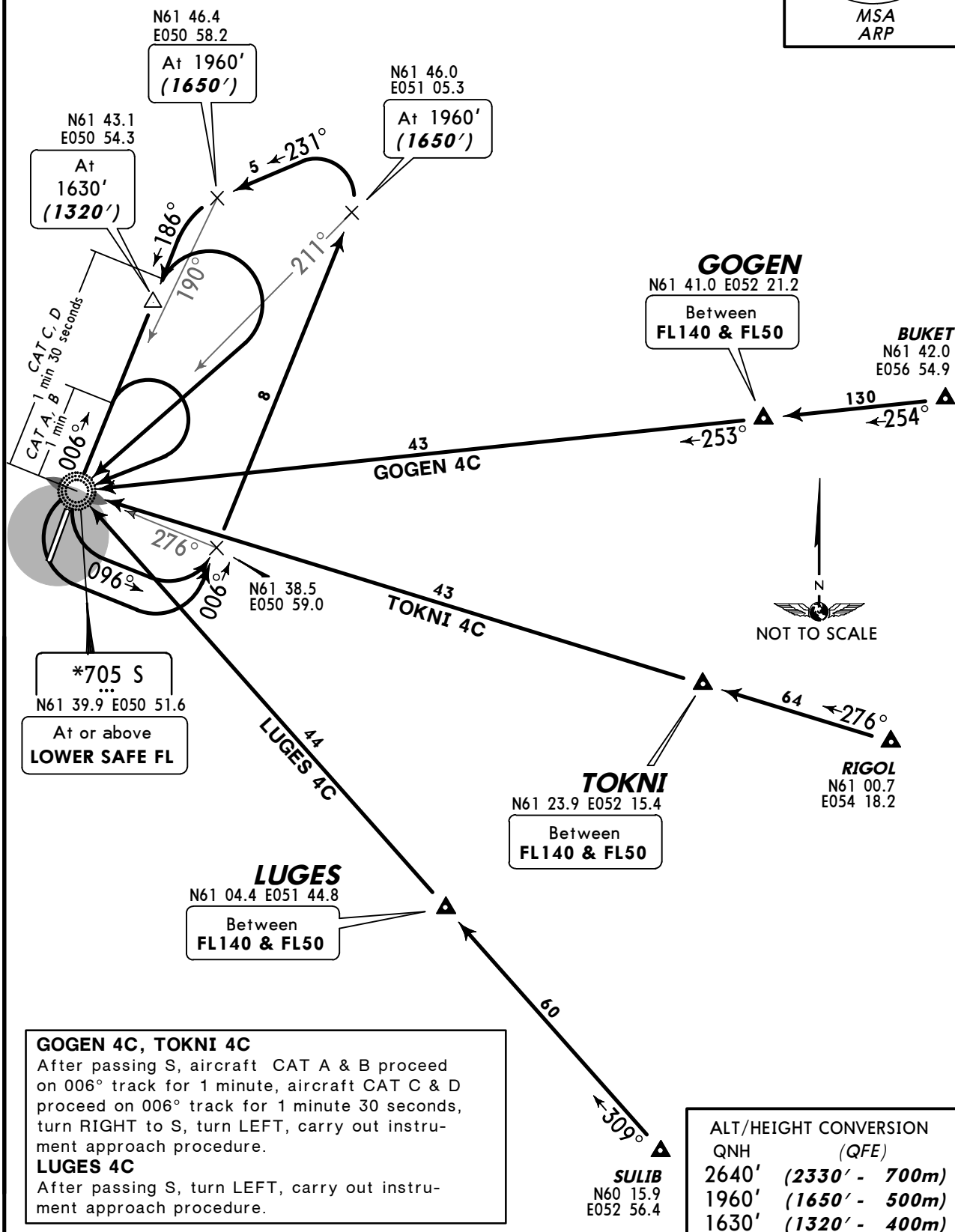
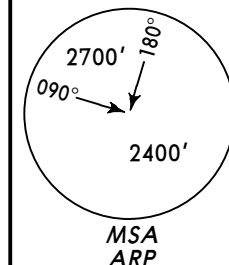
After passing P turn RIGHT, carry out instrument approach procedure.

ATIS
126.6

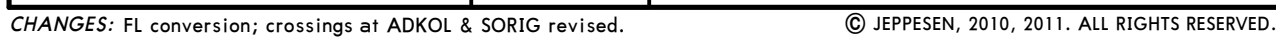
Apt Elev
339'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 760mm (1013.3 hPa)
and 733mm (977.3 hPa) or above
FL60 if pressure is less than 733mm (977.3 hPa)
and 706mm (941.3 hPa) or above
Trans alt: 2640' (2330')
All turns shall be carried out with 25° bank.

GOGEN 4C, LUGES 4C
TOKNI 4C
RWY 19 ARRIVALS
WITHOUT RADAR CONTROL VIA S



ADKOL 2C, SORIG 2C
RWY 01 ARRIVALS
WITHOUT RADAR CONTROL VIA P



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*SIVKAR
Krug
124.6

Apt Elev
339'

QNH on request (QFE)

Trans level: FL40

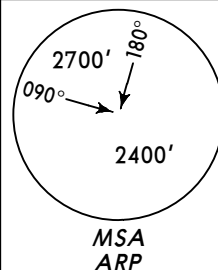
FL50 if pressure is less than 760mm (1013.3 hPa)
and 733mm (977.3 hPa) or above

FL60 if pressure is less than 733mm (977.3 hPa)
and 706mm (941.3 hPa) or above

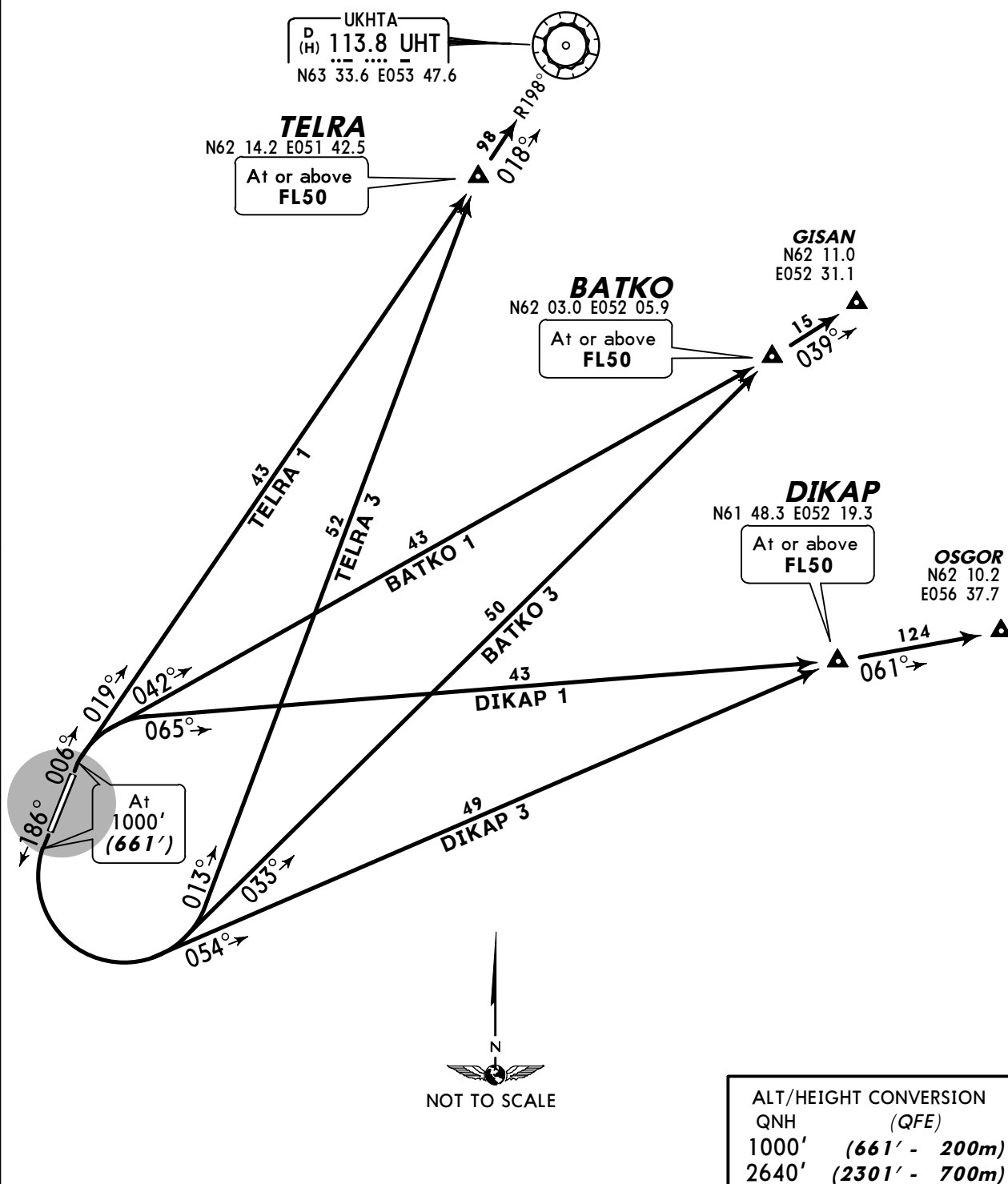
Trans alt: 2640' (2301')

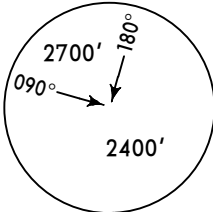
1. Control of SIDs maintained by SIVKAR Krug.

2. Take-off of CAT B, C, D aircraft should be carried out with
noise abatement procedure according to Flight Manual.

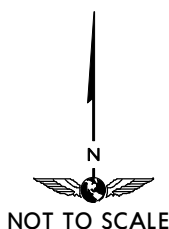
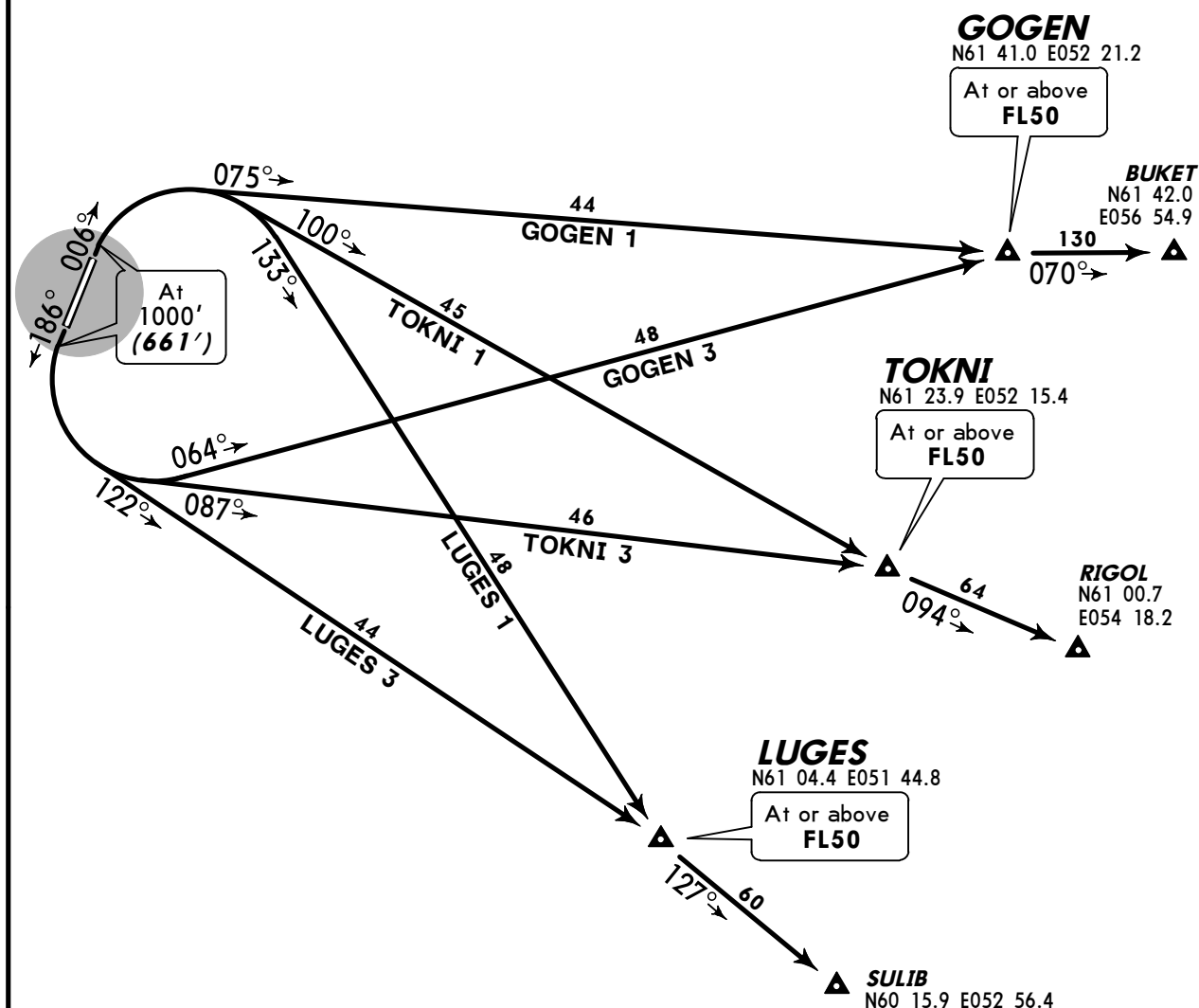


BATKO 1, BATKO 3
DIKAP 1, DIKAP 3
TELRA 1, TELRA 3
RWYS 01, 19 DEPARTURES

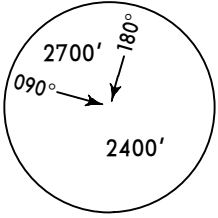


*SIVKAR Krug 124.6	QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above	 MSA ARP
Apt Elev 339'	Trans alt: 2640' (2301') 1. Control of SIDs maintained by SIVKAR Krug. 2. Take-off of CAT B, C, D aircraft should be carried out with noise abatement procedure according to Flight Manual.	

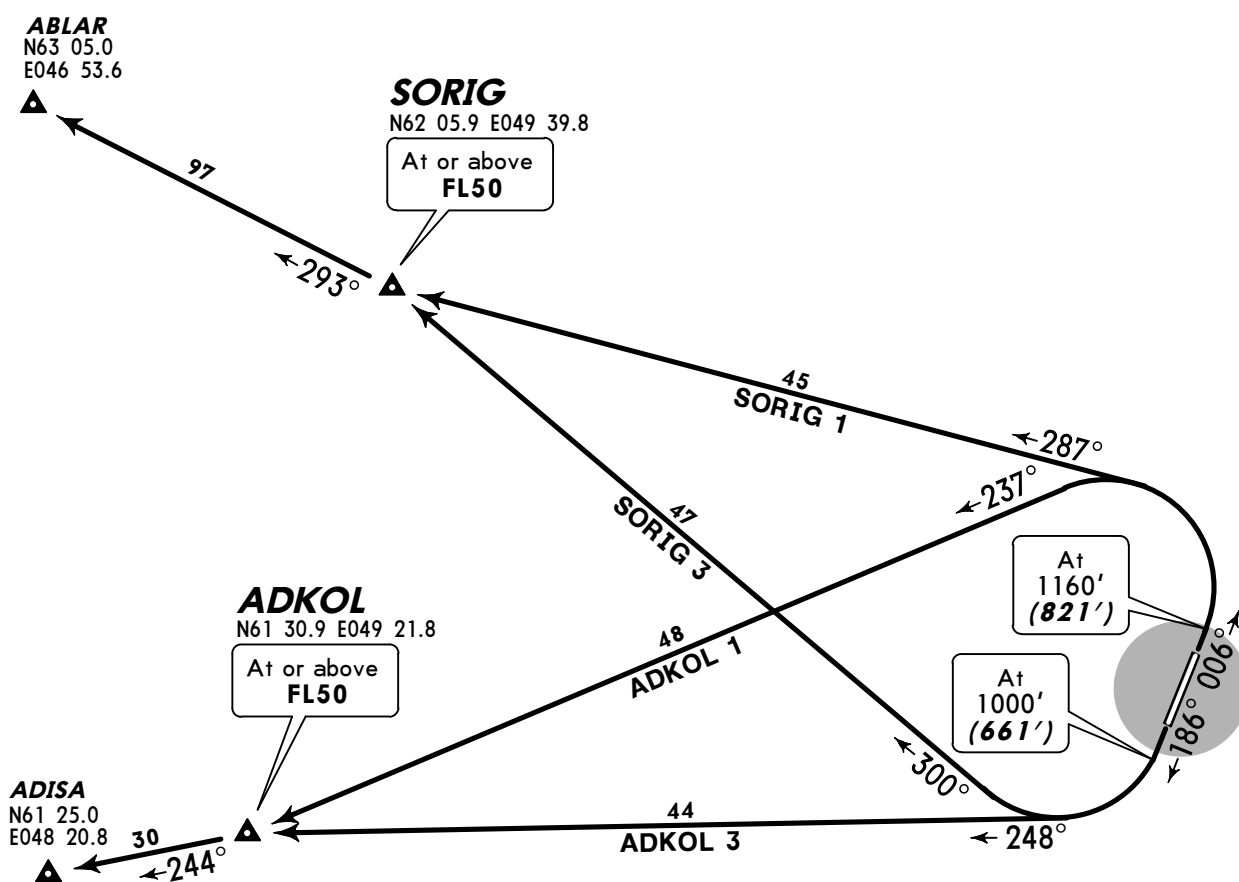
GOGEN 1, GOGEN 3
LUGES 1, LUGES 3
TOKNI 1, TOKNI 3
RWYS 01, 19 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1000'	(661' - 200m)
2640'	(2301' - 700m)

*SIVKAR Krug 124.6	QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above	 MSA ARP
Apt Elev 339'	Trans alt: 2640' (2301') 1. Control of SIDs maintained by SIVKAR Krug. 2. Take-off of CAT B, C, D aircraft should be carried out with noise abatement procedure according to Flight Manual.	

ADKOL 1, ADKOL 3
SORIG 1, SORIG 3
RWYS 01, 19 DEPARTURES

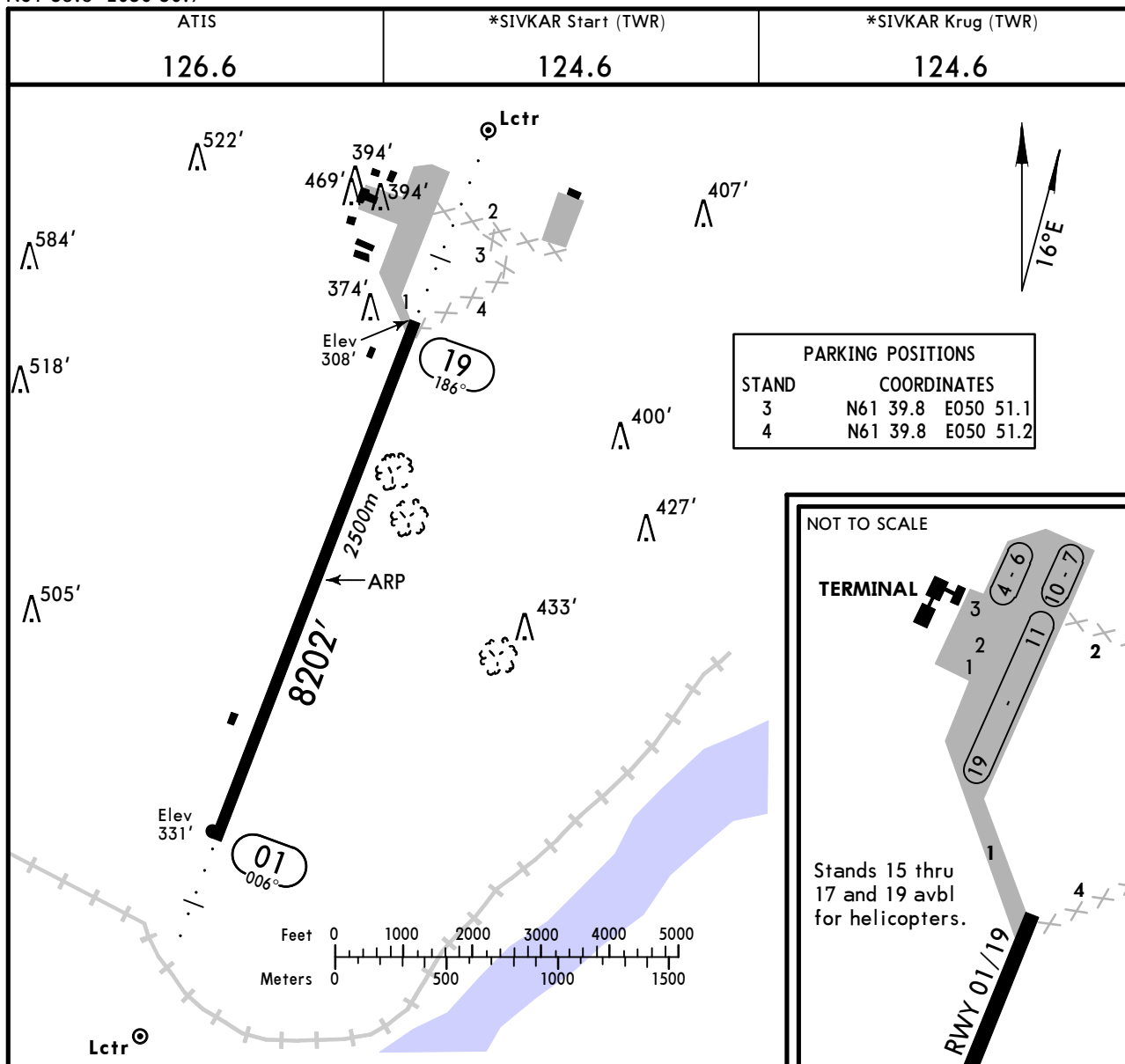


ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1000'	(661' - 200m)	
1160'	(821' - 250m)	
2640'	(2301' - 700m)	

UUYV/SCW
Apt Elev **338'**
N61 38.8 E050 50.7

JEPPESEN
25 SEP 09 **(10-9)**

SYKTYVKAR, RUSSIA
SYKTYVKAR



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS		TAKE-OFF	WIDTH
RWY					Threshold	Glide Slope		
01	HIRL (58m)	ALS		RVR				164'
19	HIRL (58m)	ALS	PAPI-L (angle 3.00°)	RVR		7119' 2170m		50m

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

LVP must be in force
RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

CHANGES: Lights.

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STRAIGHT-IN RWY		A	B	C	D
01	ILS	532'(200') R1000m	532'(200') R1000m	532'(200') R1000m	532'(200') R1000m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	710'(378') R1500m	710'(378') R1500m	710'(378') R1500m	710'(378') R1500m
	<i>ALS out</i>	R1700m	R1700m	R1700m	R1700m
19	ILS	510'(200') R1000m	510'(200') R1000m	510'(200') R1000m	510'(200') R1000m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	720'(410') R1700m	720'(410') R1700m	720'(410') R1700m	720'(410') R1700m
	<i>ALS out</i>	R1900m	R1900m	R1900m	R1900m

① Continuous Descent Final Approach.

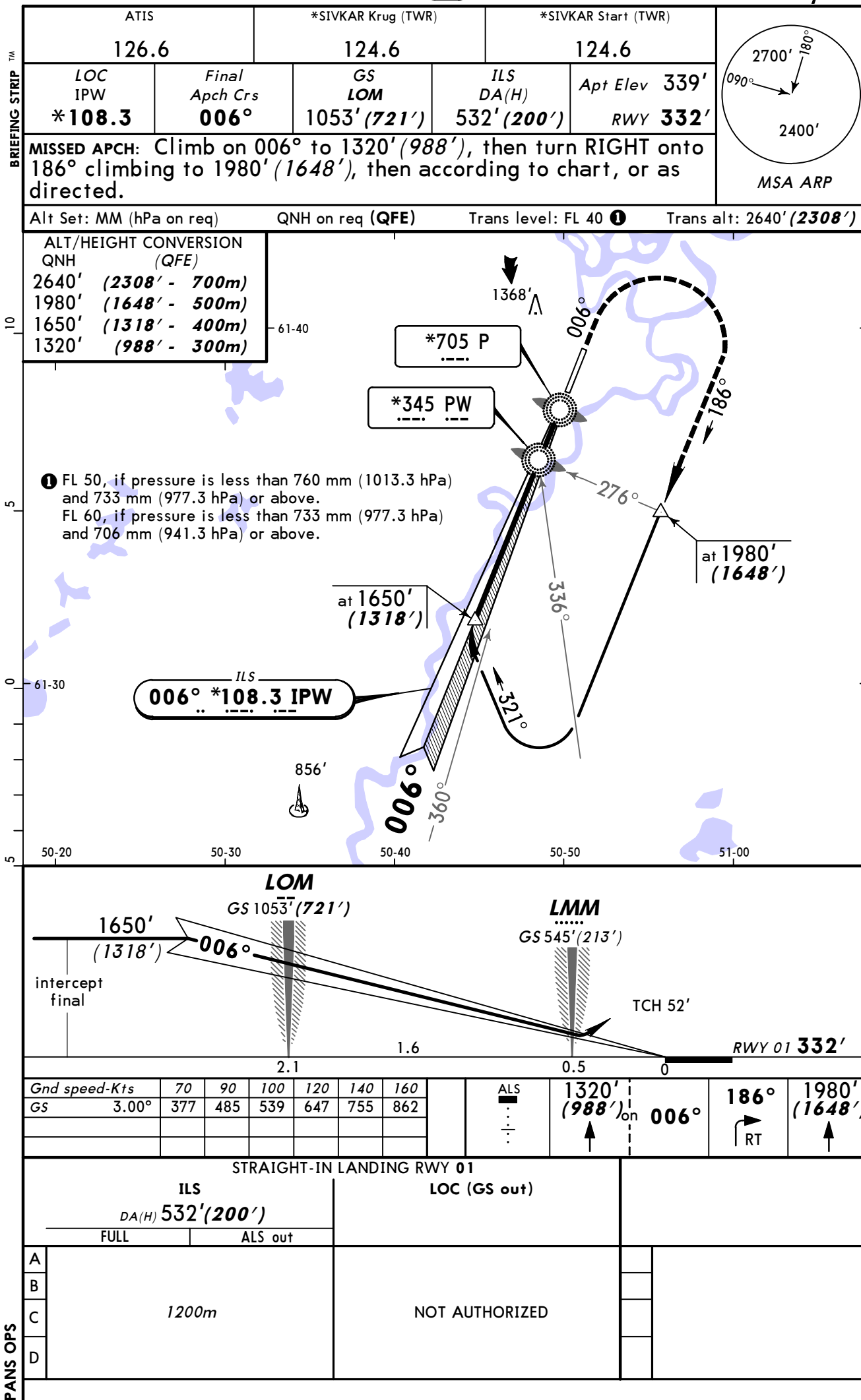
TAKE-OFF RWY 01, 19

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

STRAIGHT-IN RWY		A	B	C	D
01	ILS	532' (200')	532' (200')	532' (200')	532' (200')
		R800m	R800m	R800m	R800m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	2 NDB	710' (378')	710' (378')	710' (378')	710' (378')
		R1300m	R1400m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
19	ILS	510' (200')	510' (200')	510' (200')	510' (200')
		R800m	R800m	R800m	R800m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	2 NDB	720' (410')	720' (410')	720' (410')	720' (410')
		R1300m	R1400m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 01, 19

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

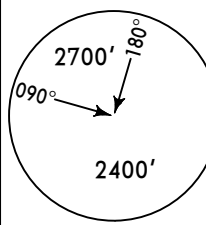


UYYY/SCW
SYKTYVKAR

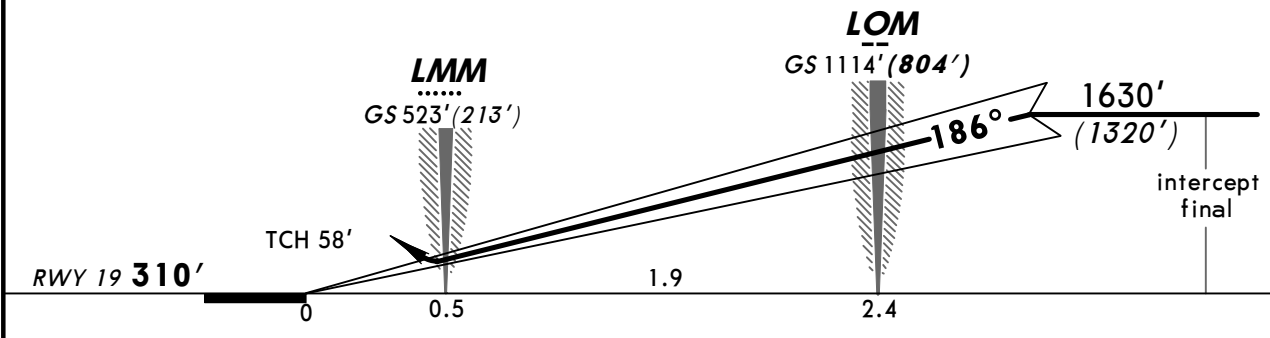
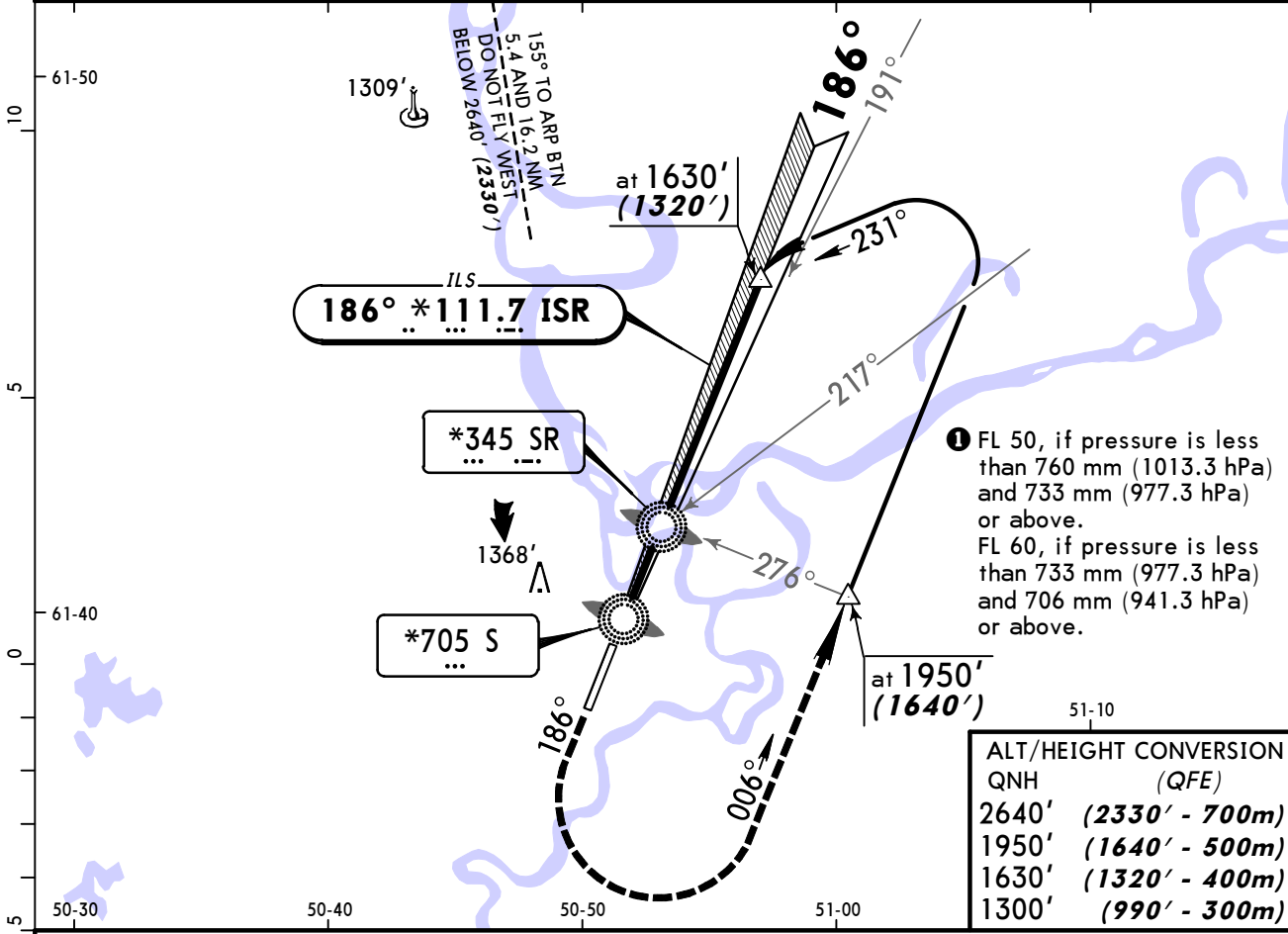
JEPPesen
11 NOV 11 **11-2** Eff 17 Nov

SYKTYVKAR, RUSSIA
ILS Rwy 19

BRIEFING STRIP™

ATIS		*SIVKAR Krug (TWR)		*SIVKAR Start (TWR)		
126.6		124.6		124.6		
LOC ISR *111.7	Final Apch Crs 186°	GS LOM 1114' (804')	ILS DA(H) 510' (200')	Apt Elev 339' RWY 310'		
MISSED APCH: Climb on 186° to 1300' (990'), then turn LEFT onto 006° climbing to 1950' (1640'), then according to chart, or as directed.						

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 **1** Trans alt: 2640' (2330')

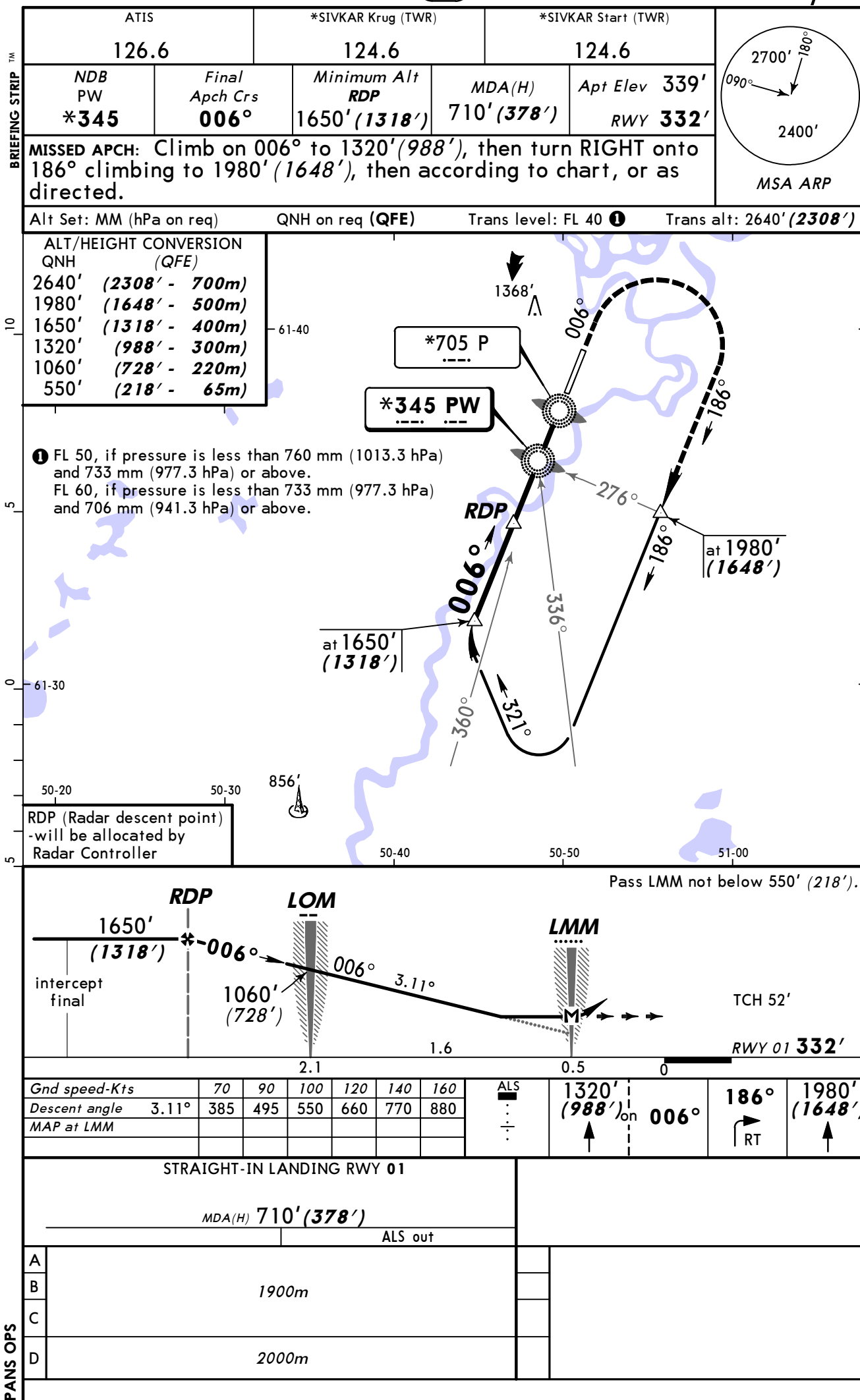


Gnd speed-Kts	70	90	100	120	140	160	ALS	1300' (990')	on 186°	006°	1950' (1640')
GS	3.00°	377	485	539	647	755		PAPI		LT	

STRAIGHT-IN LANDING RWY 19										
ILS <i>DA(H)</i> 510'(200')					LOC (GS out)					
FULL					ALS out					
A	1200m				NOT AUTHORIZED					
B										
C										
D										

CHANGES: Transition level.

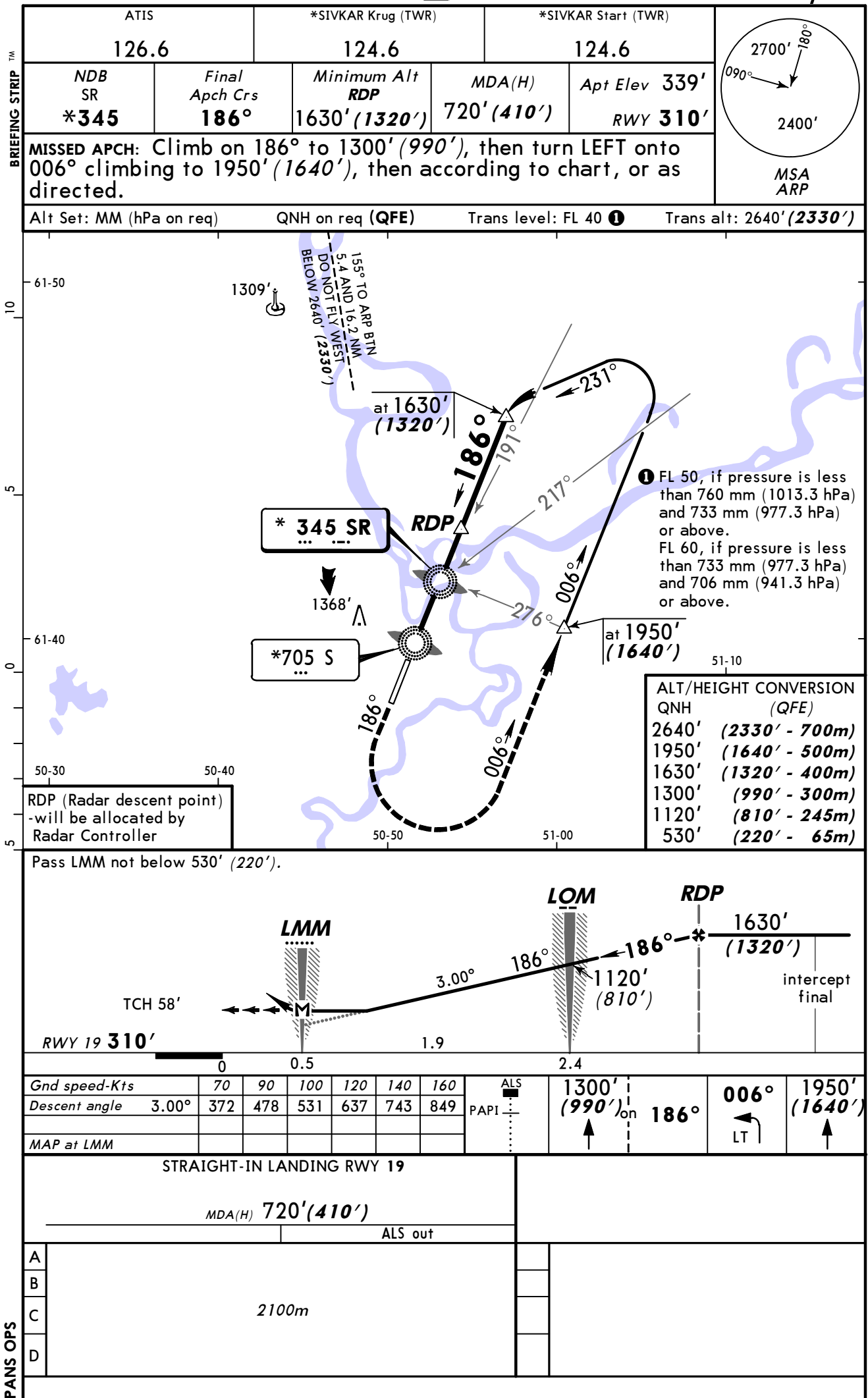
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UYYY/SCW
SYKTYVKAR

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11 NOV 11 **16-2** Eff 17 Nov

SYKTYVKAR, RUSSIA
2 NDB Rwy 19



CHANGES: Transition level.

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SYKTYVKAR, (SYKTYVKAR - UUY)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUYU

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.