

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For USSS

Terminal Charts For USSS

Revision Letter For Cycle 25-2012

Change Notices

Notebook

## General Information

Location: Yekaterinburg Rus  
IATA Code: SVX  
Lat/Long: N56° 44.6' E060° 48.2'  
Elevation: 766 ft

Airport Use: Public  
Magnetic Variation: 14.4°E

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

Sunrise: 0434 Z  
Sunset: 1126 Z,

## Runway Information

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

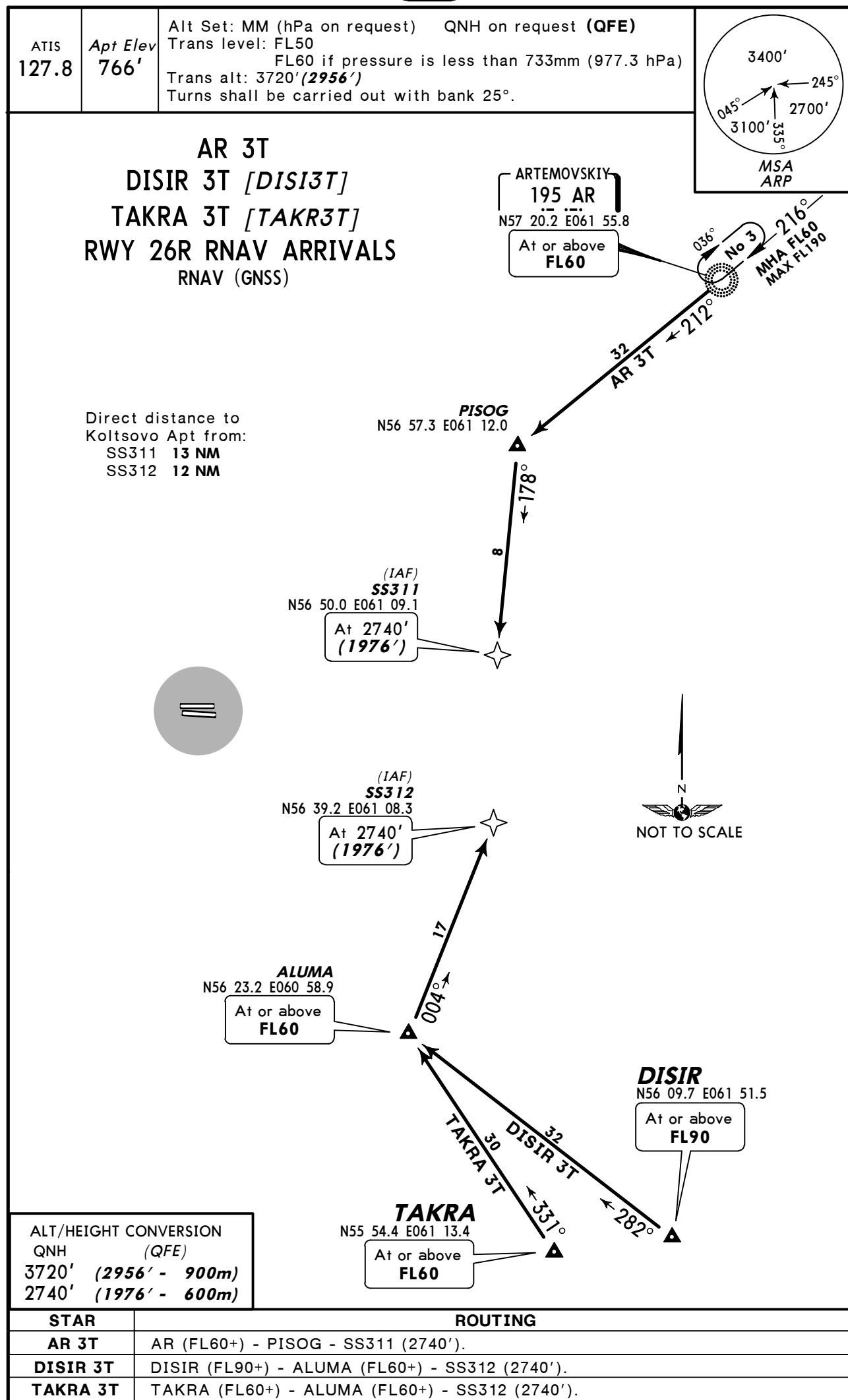
Runway: 08R  
Length x Width: 9928 ft x 174 ft  
Surface Type: concrete  
TDZ-Elev: 735 ft  
Lighting: Edge, ALS

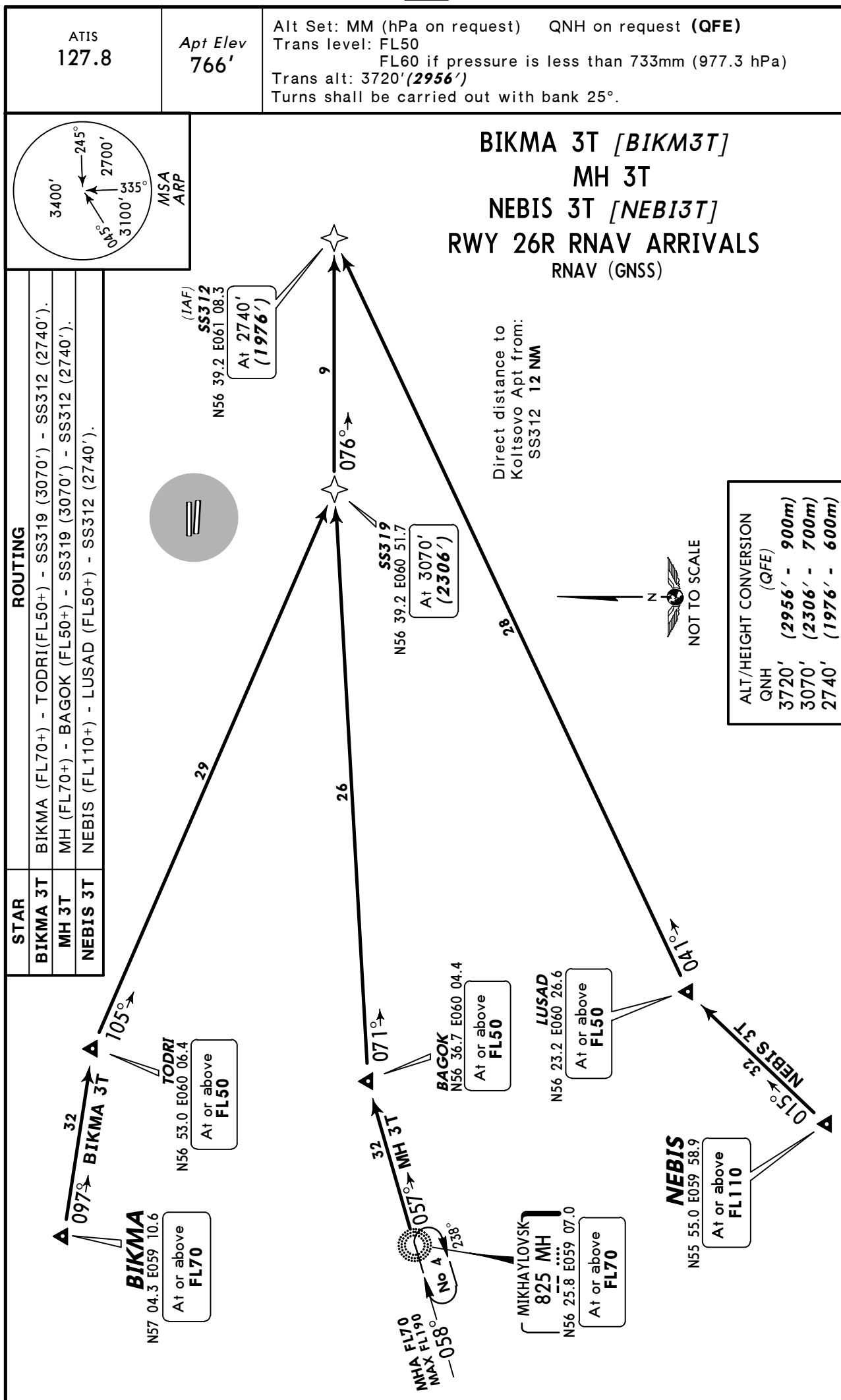
Runway: 26L  
Length x Width: 9928 ft x 174 ft  
Surface Type: concrete  
TDZ-Elev: 761 ft  
Lighting: Edge, ALS  
Displaced Threshold: 1066 ft

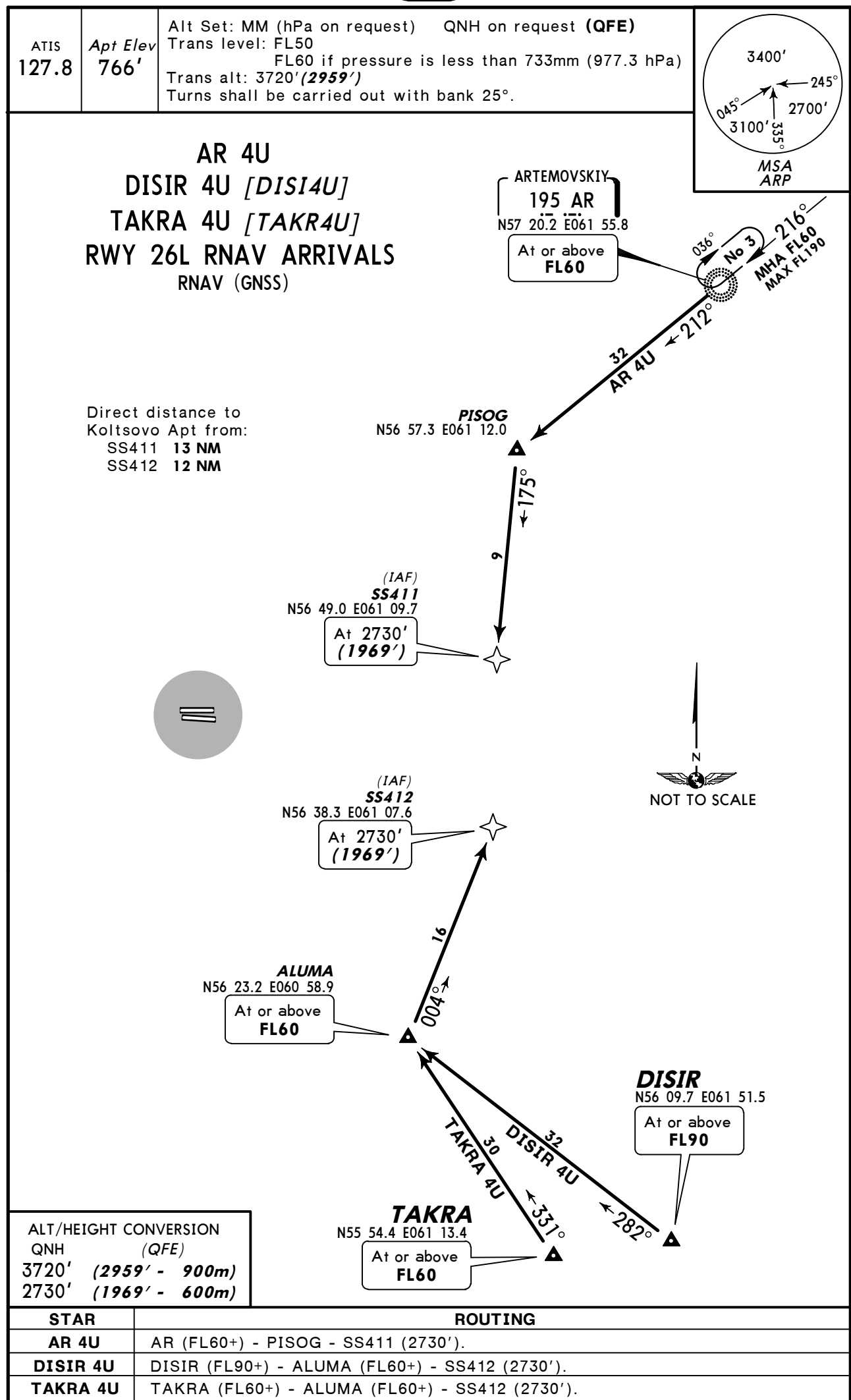
Runway: 26R  
Length x Width: 9856 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 764 ft  
Lighting: Edge, ALS  
Displaced Threshold: 820 ft

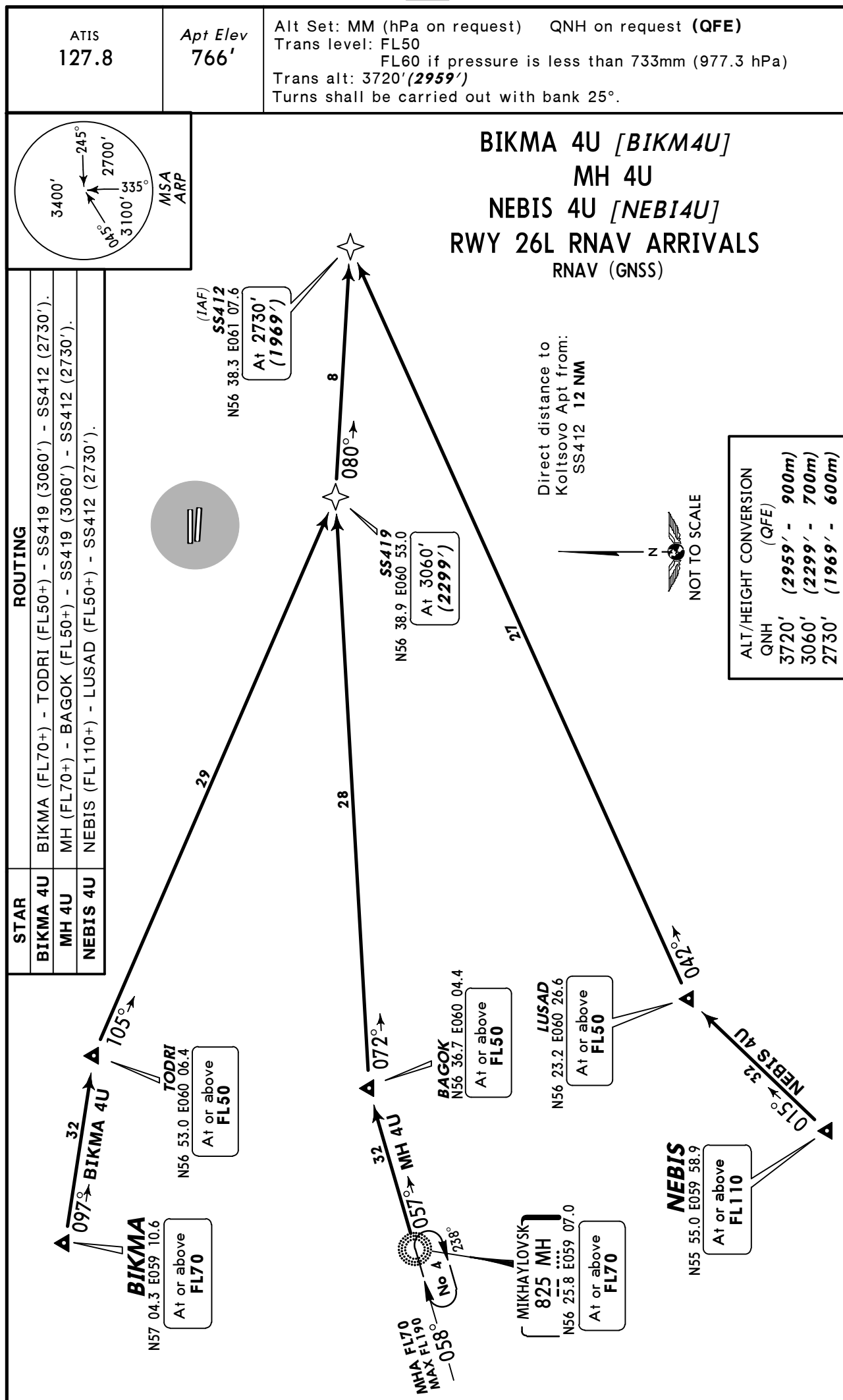
**Communication Information**

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  
Koltsovo Transit Operations 131.9  
Koltsovo Transit Operations 118.9

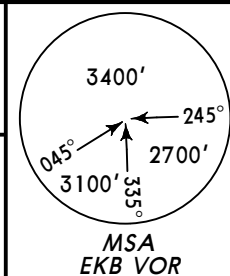




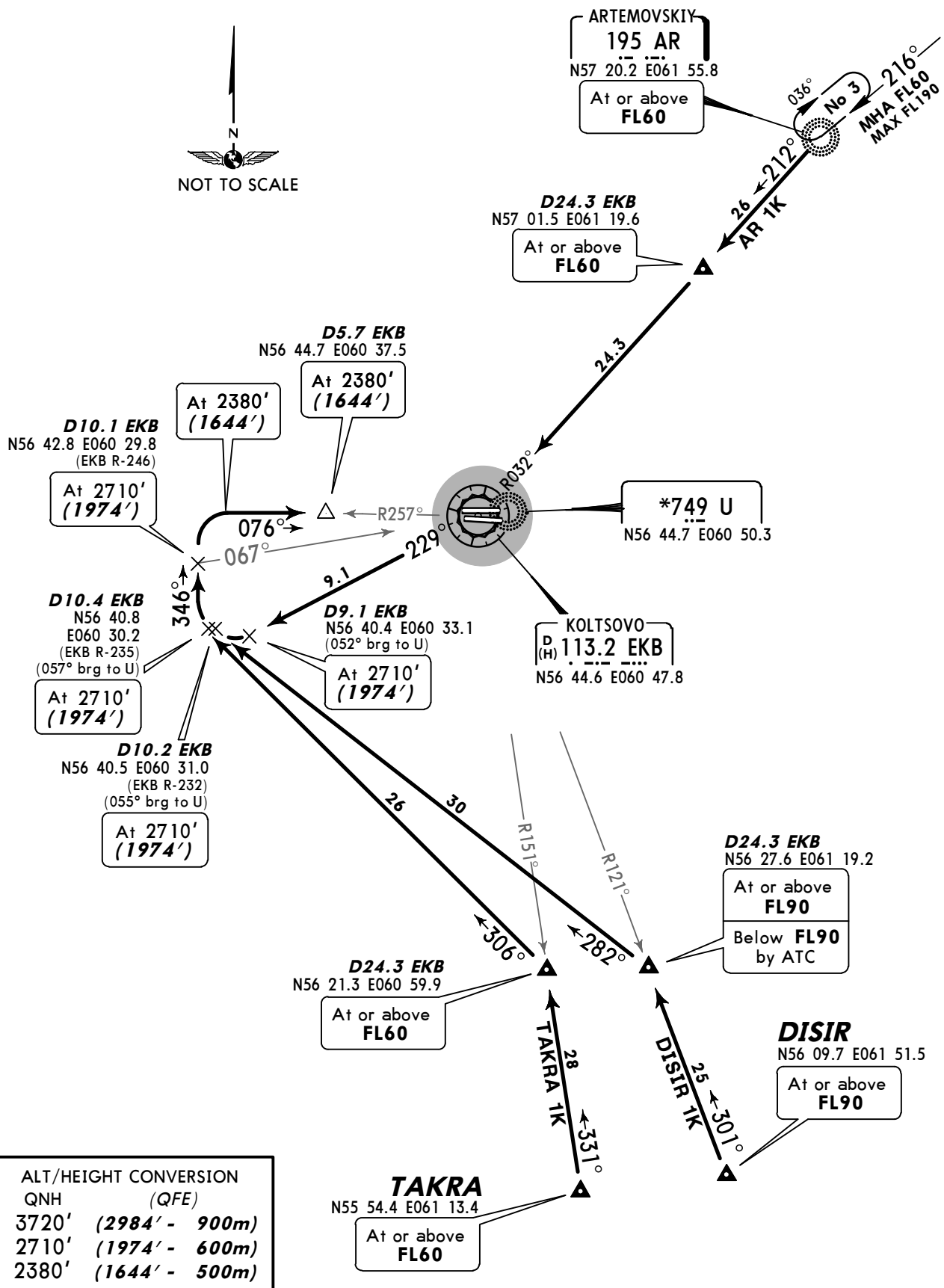




|               |                  |                                                                                                                                                       |
|---------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| ATIS<br>127.8 | Apt Elev<br>766' | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50<br>FL60 if pressure is less than 733mm (977.3 hPa)<br>Trans alt: 3720' (2984') |
|---------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|

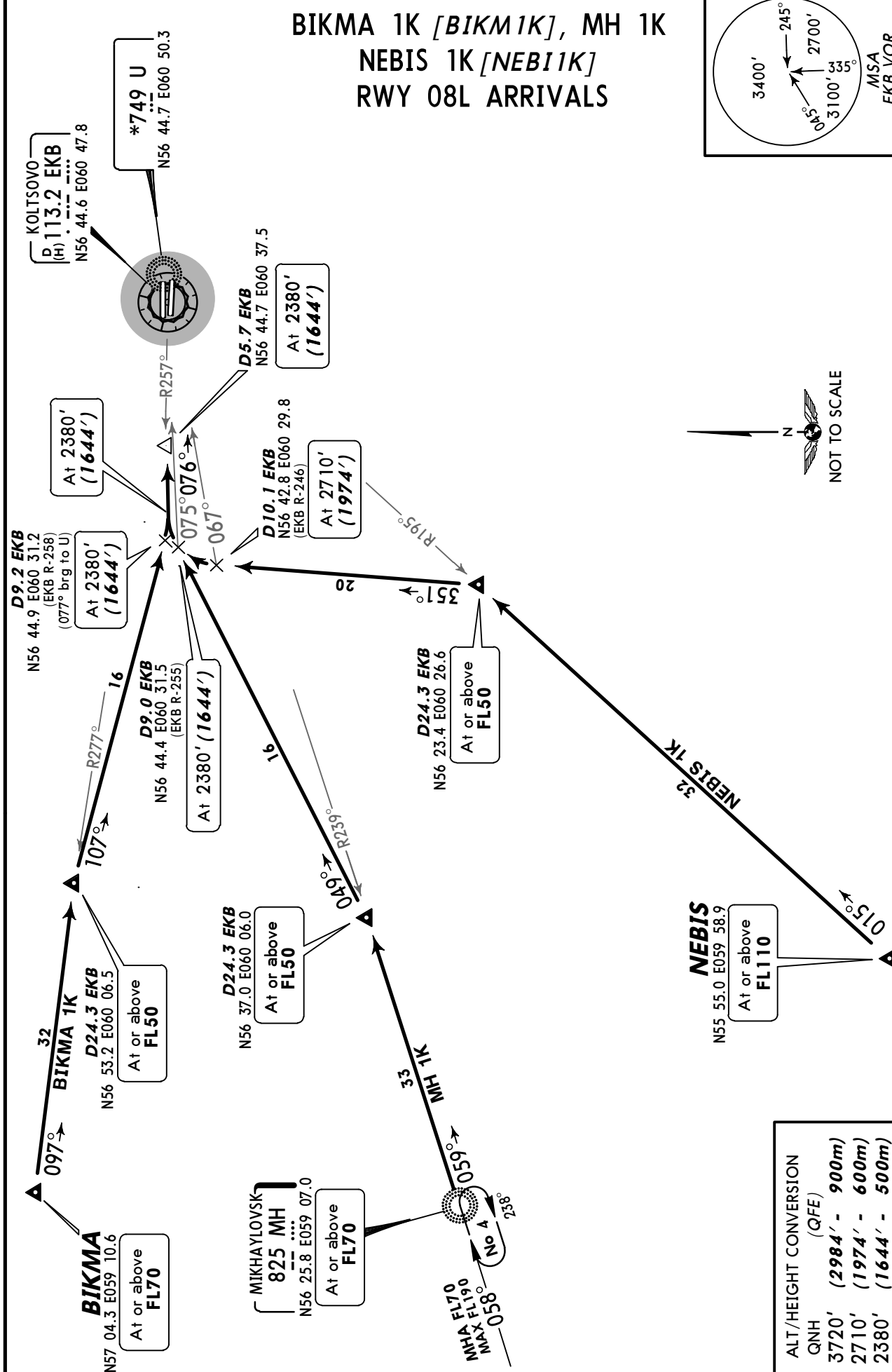


AR 1K, DISIR 1K [DISI1K]  
TAKRA 1K [TAKR1K]  
RWY 08L ARRIVALS



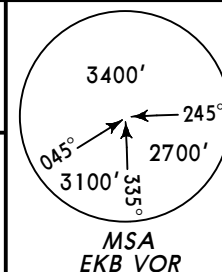
| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 3720'                 | (2984' - 900m) |
| 2710'                 | (1974' - 600m) |
| 2380'                 | (1644' - 500m) |

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')**

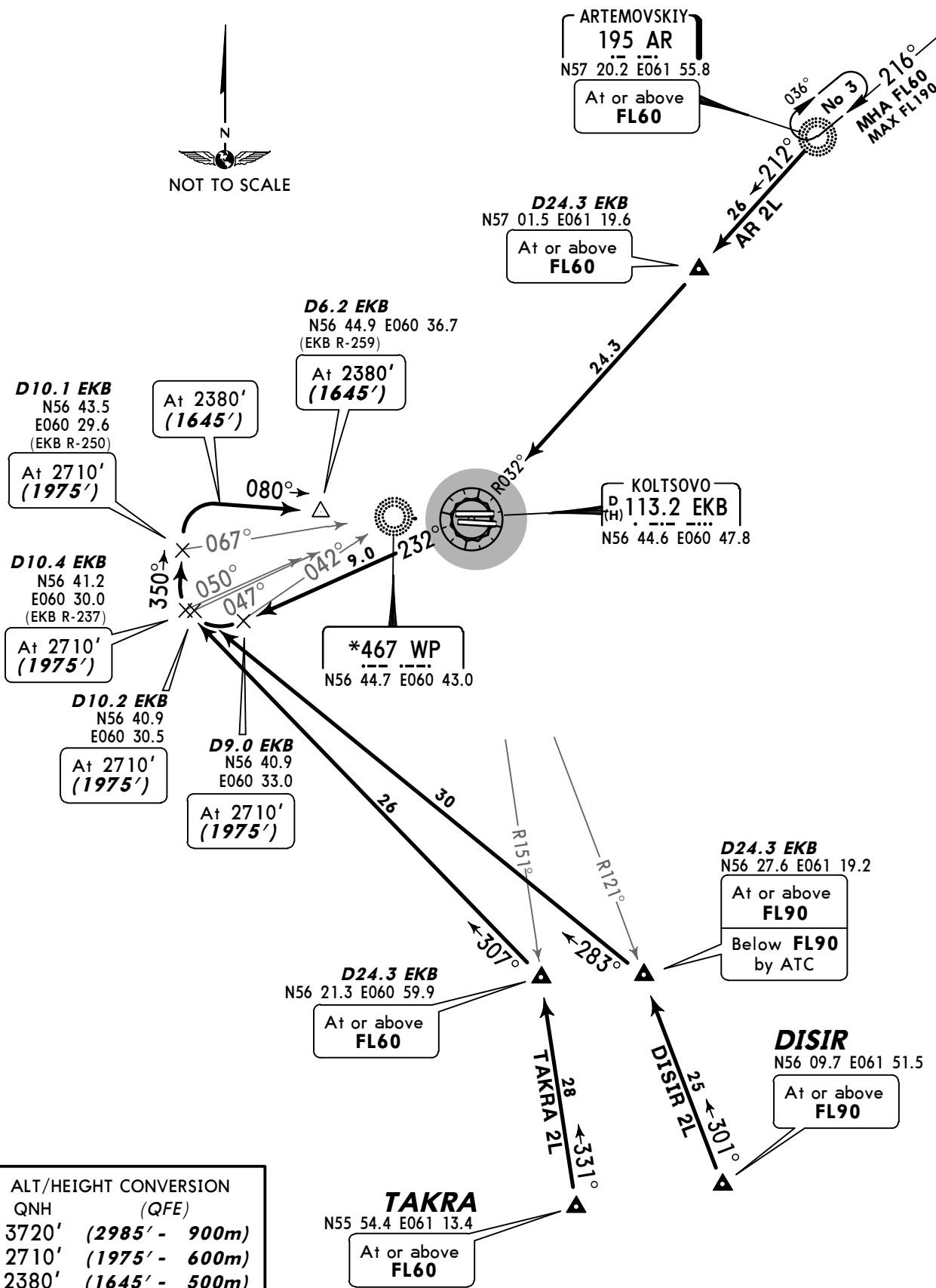


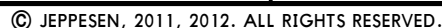
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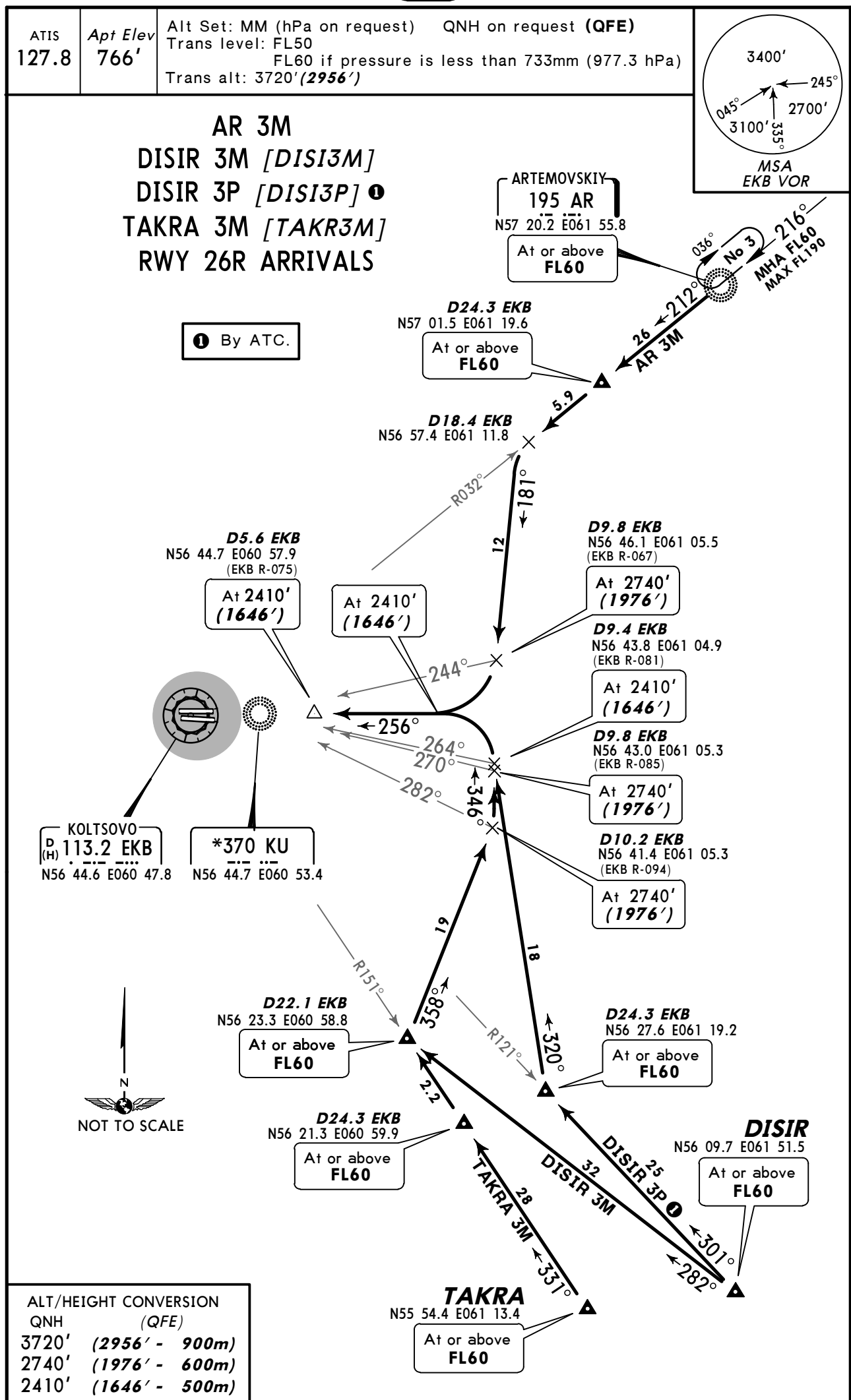
|               |                  |                                                                                                                                                       |
|---------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------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



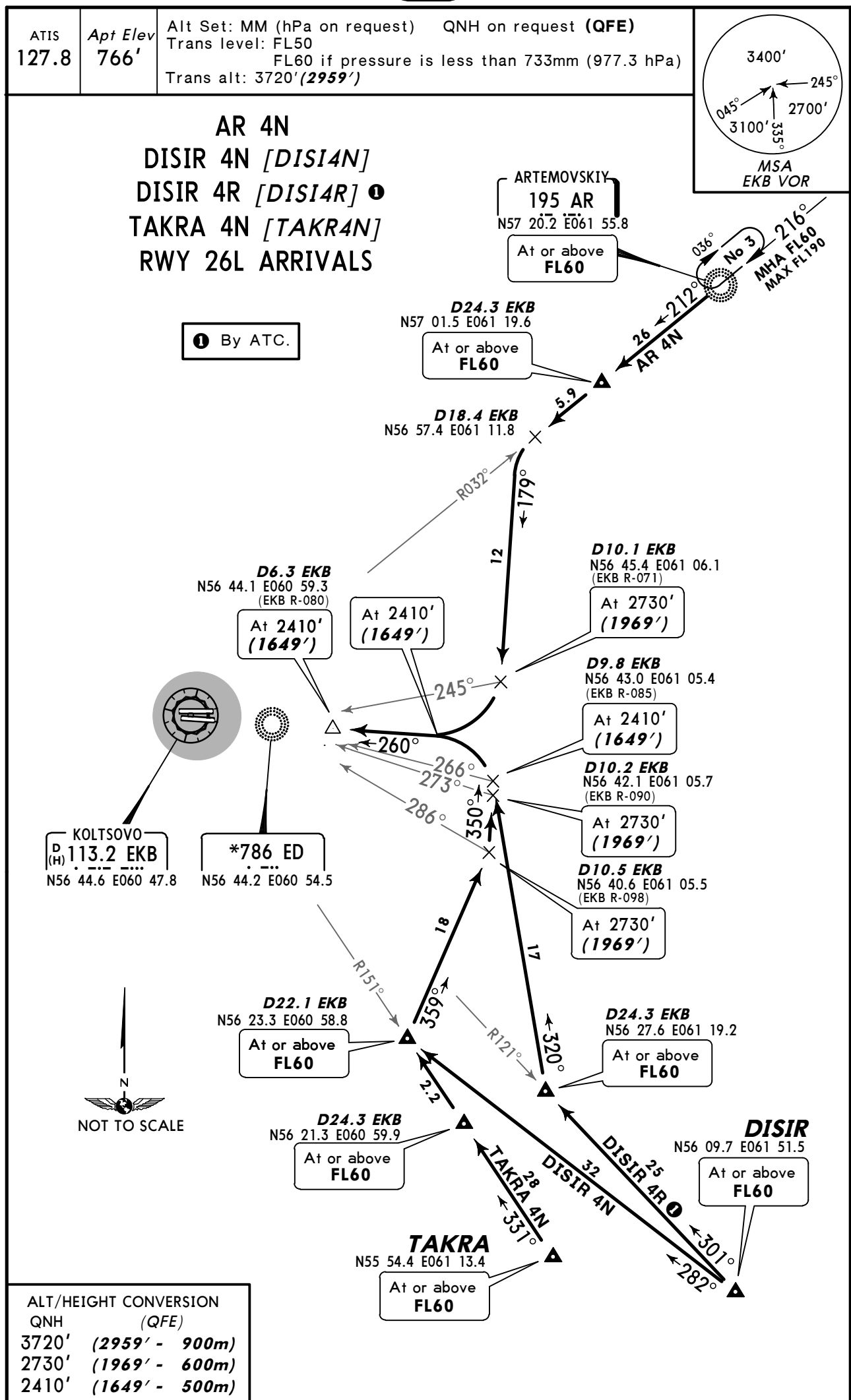
AR 2L, DISIR 2L [DISI2L]  
TAKRA 2L [TAKR2L]  
RWY 08R ARRIVALS

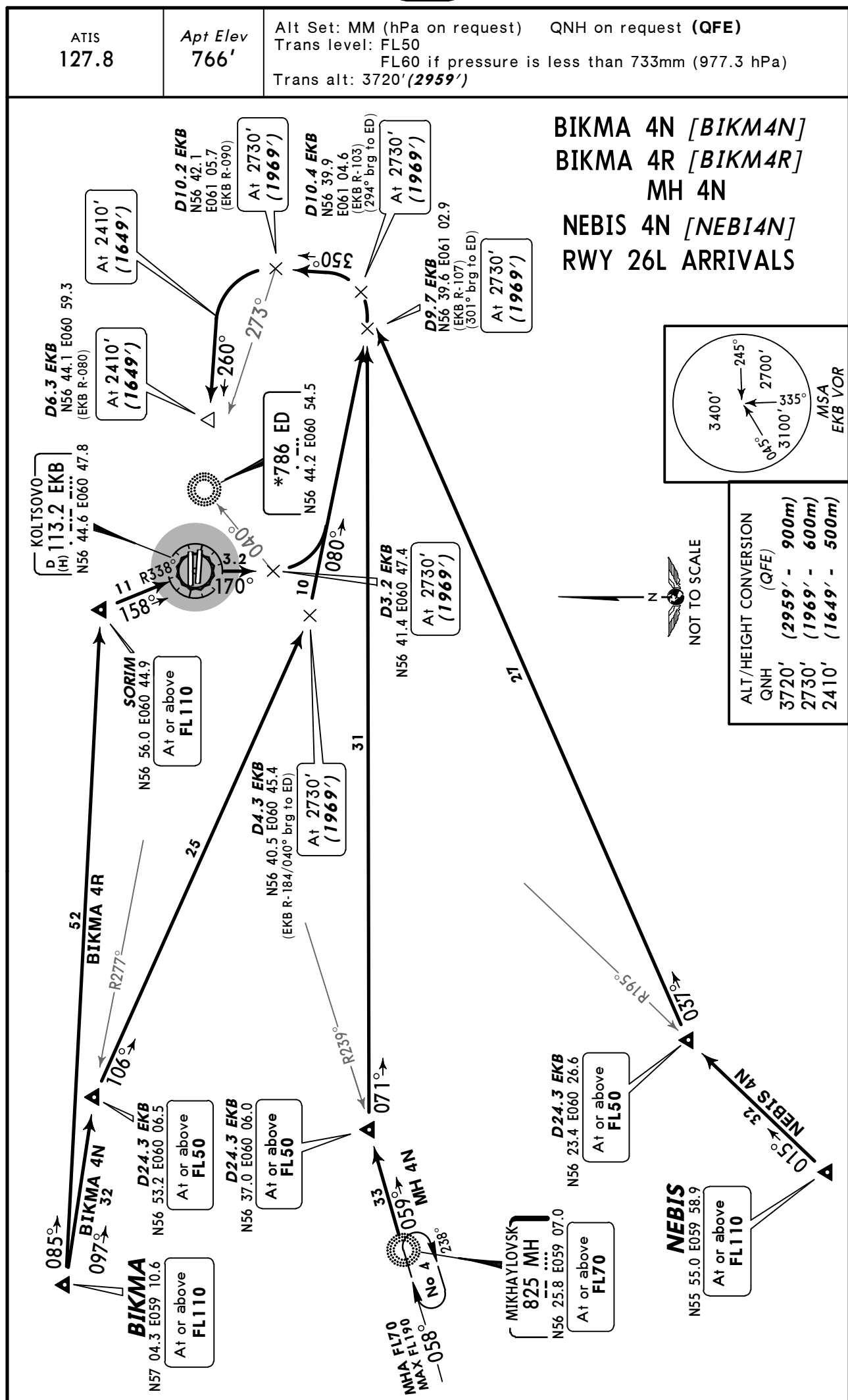






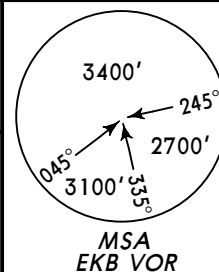
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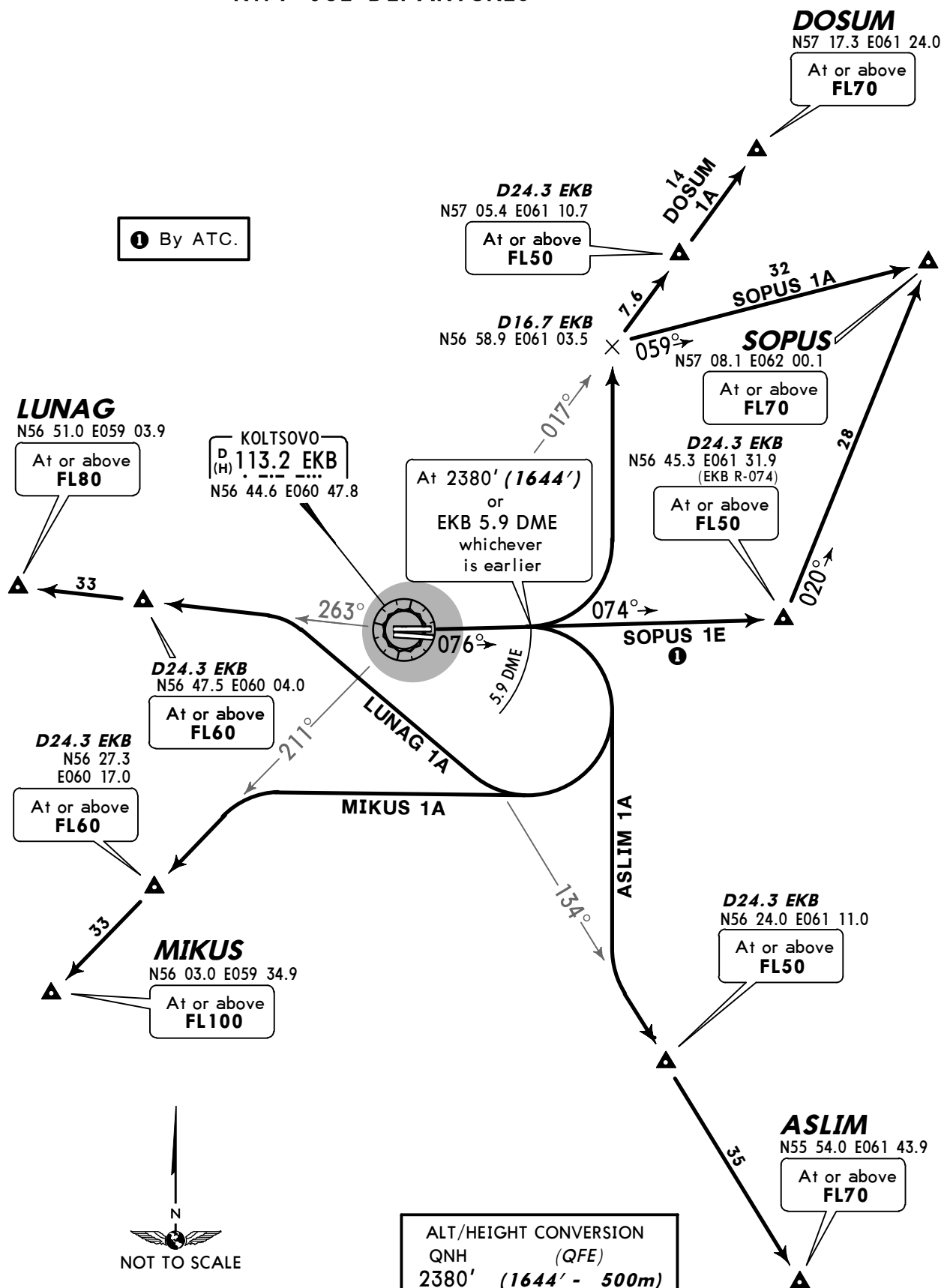
Apt Elev  
766'

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



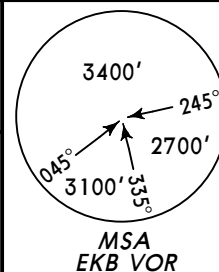
ASLIM 1A [ASLI1A], DOSUM 1A [DOSU1A]  
LUNAG 1A [LUNA1A], MIKUS 1A [MIKU1A]  
SOPUS 1A [SOPU1A], SOPUS 1E [SOPU1E] ①  
RWY 08L DEPARTURES

① By ATC.



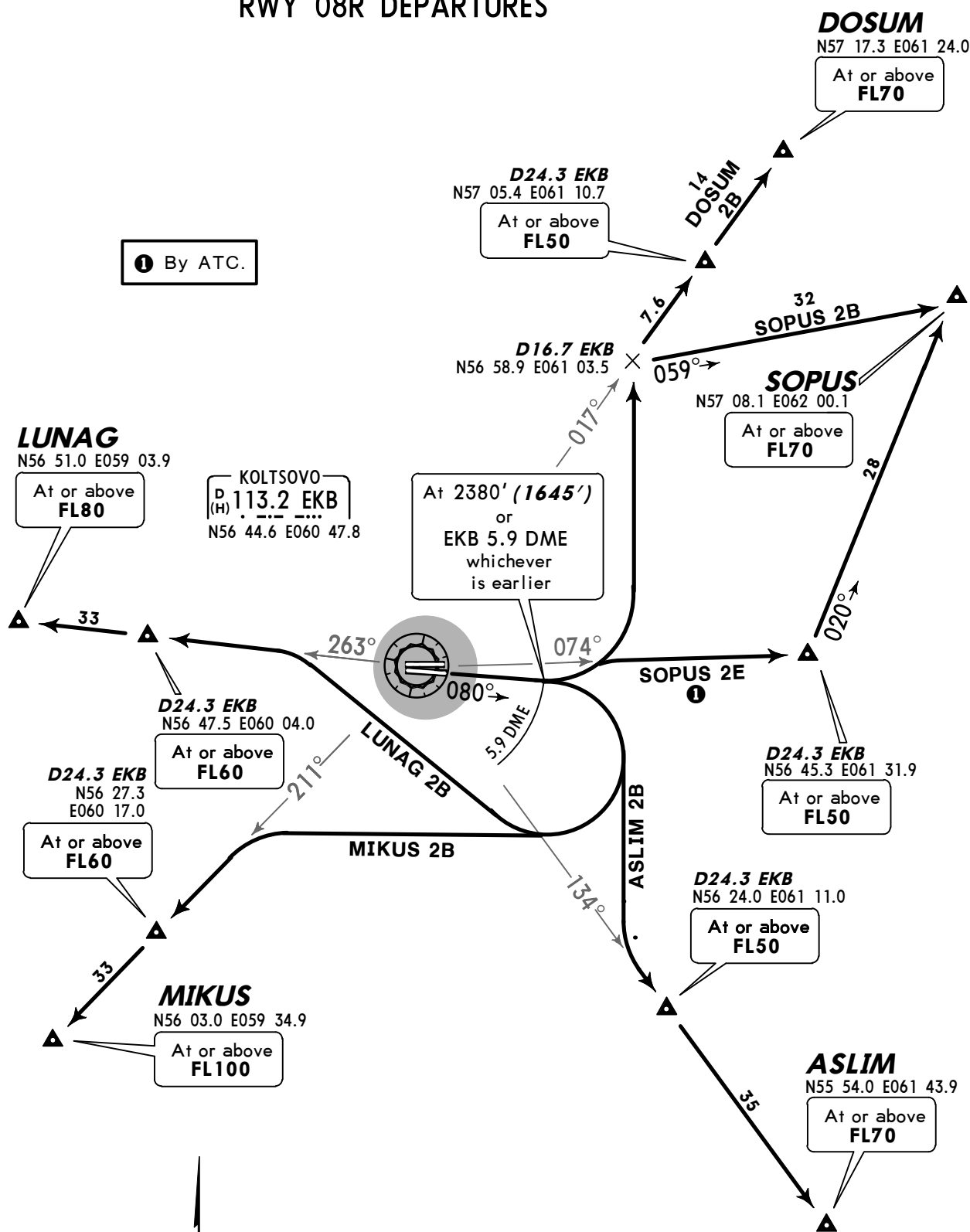
Apt Elev  
766'

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.



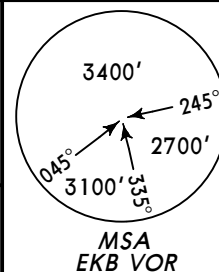
NOT TO SCALE

ALT/HEIGHT CONVERSION

| QNH   | (QFE)          |
|-------|----------------|
| 2380' | (1645' - 500m) |
| 3720' | (2985' - 900m) |

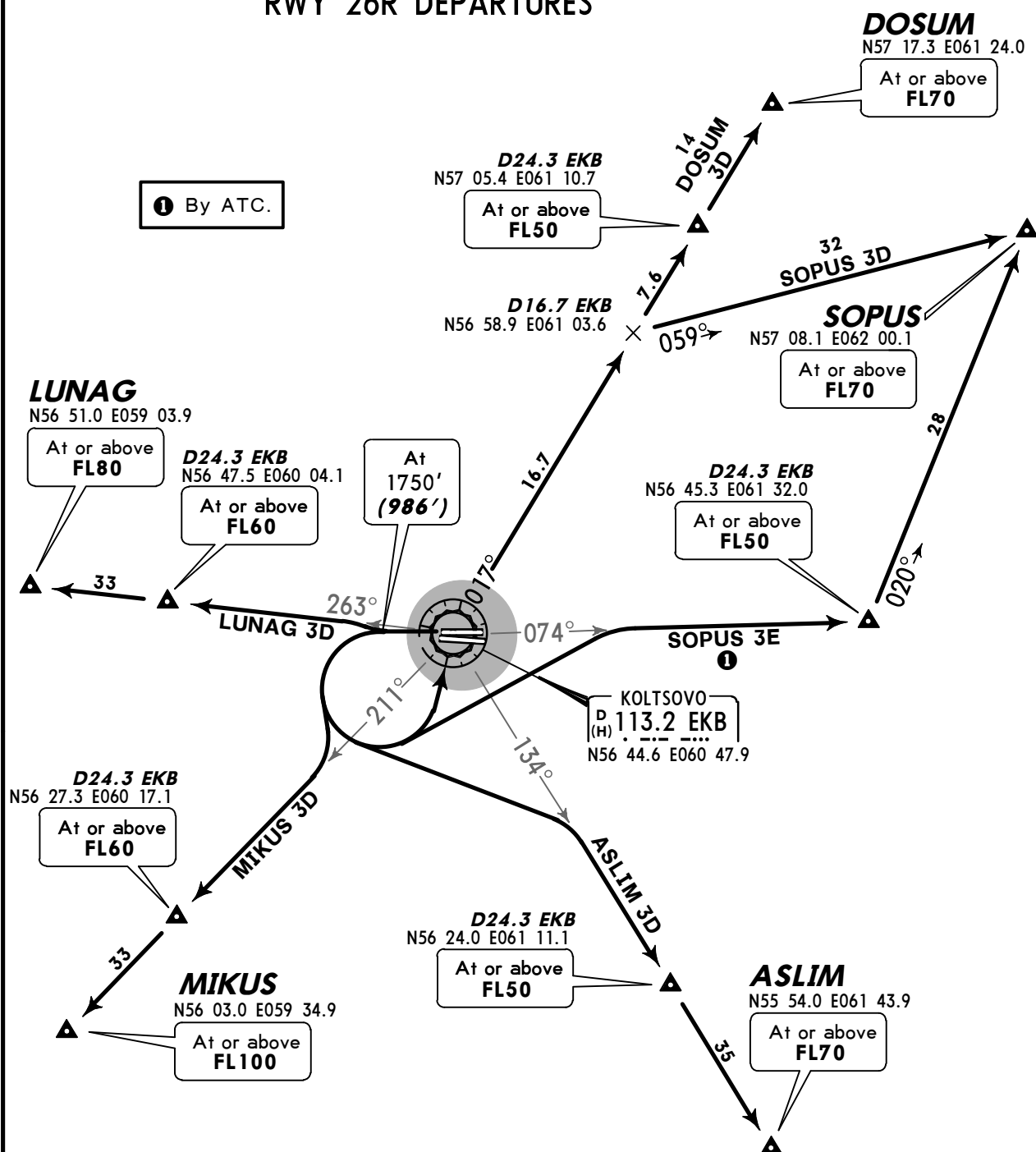
Apt Elev  
766'

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.

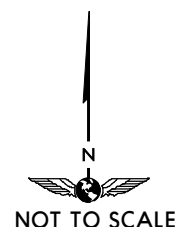


ASLIM 3D [ASLI3D] , DOSUM 3D [DOSU3D]  
LUNAG 3D [LUNA3D] , MIKUS 3D [MIKU3D]  
SOPUS 3D [SOPU3D] , SOPUS 3E [SOPU3E] ①  
RWY 26R DEPARTURES

① By ATC.

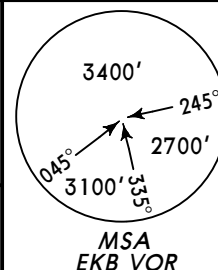


| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 1750'                 | (986' - 300m)  |
| 3720'                 | (2956' - 900m) |



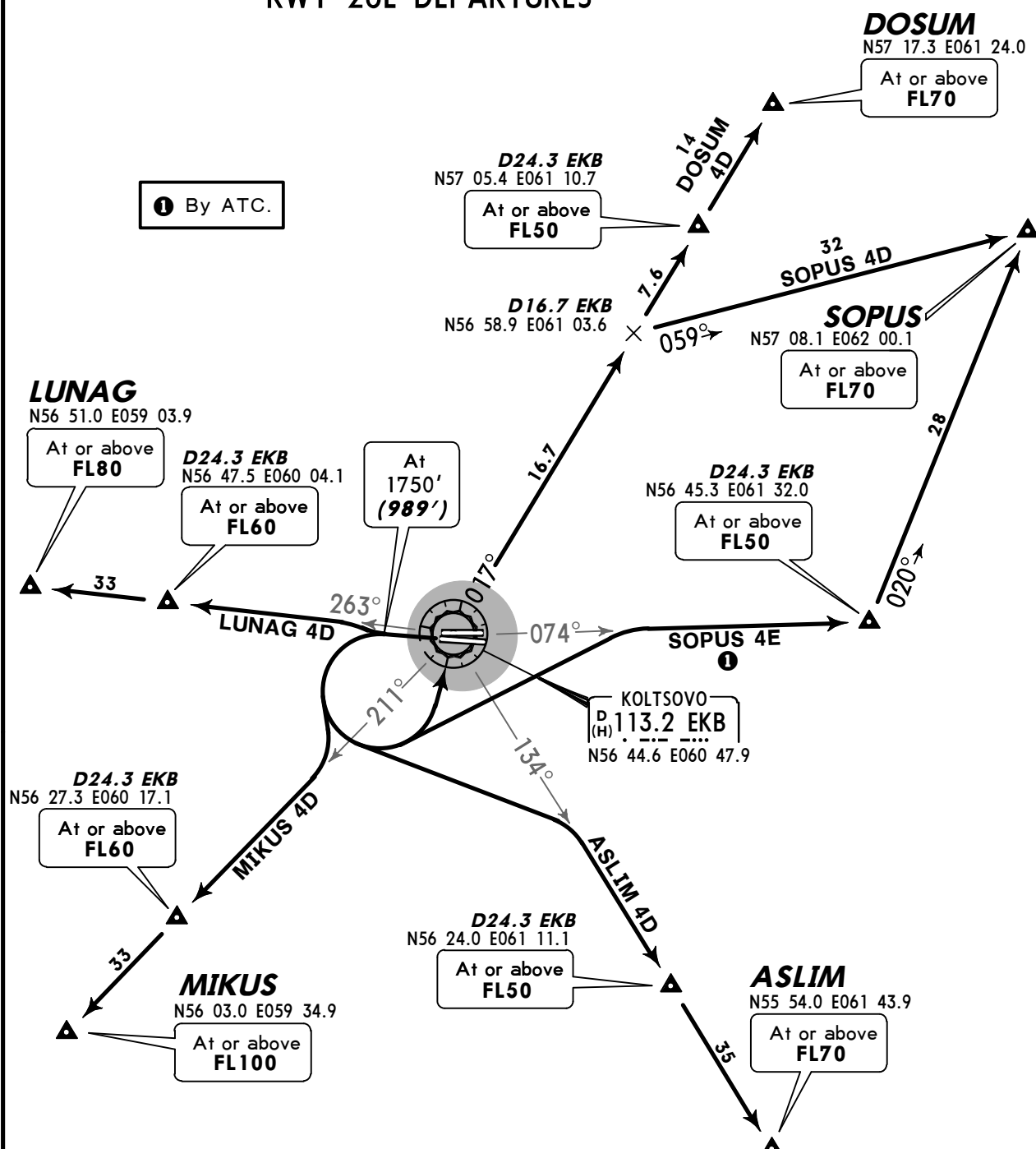
Apt Elev  
766'

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

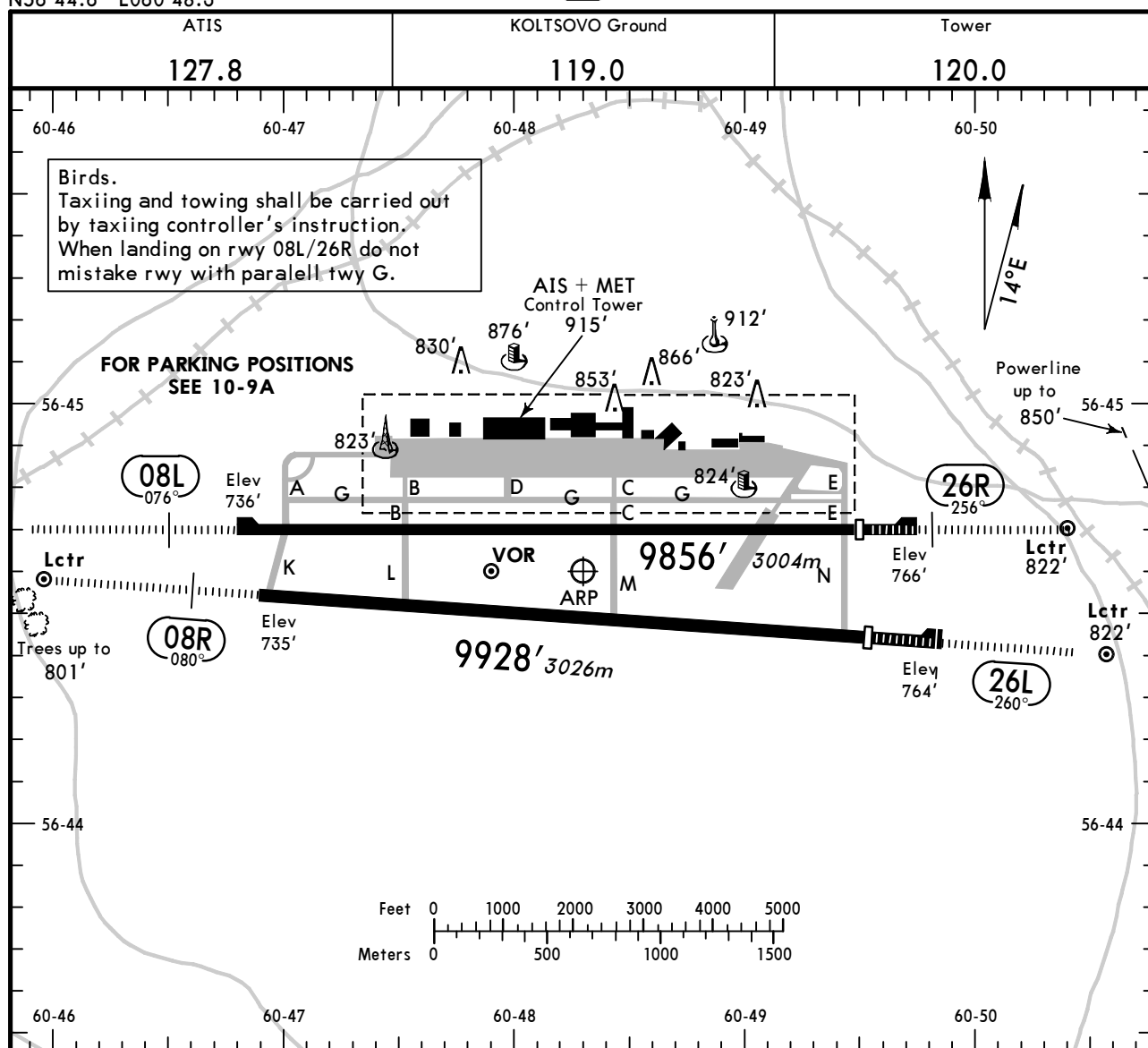
① By ATC.



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



NOT TO SCALE



# 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'<br>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'<br>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 Rwys

#### LVP must be in force

RCLM (DAY only)  
or RL

RCLM (DAY only)  
or RL

A

B

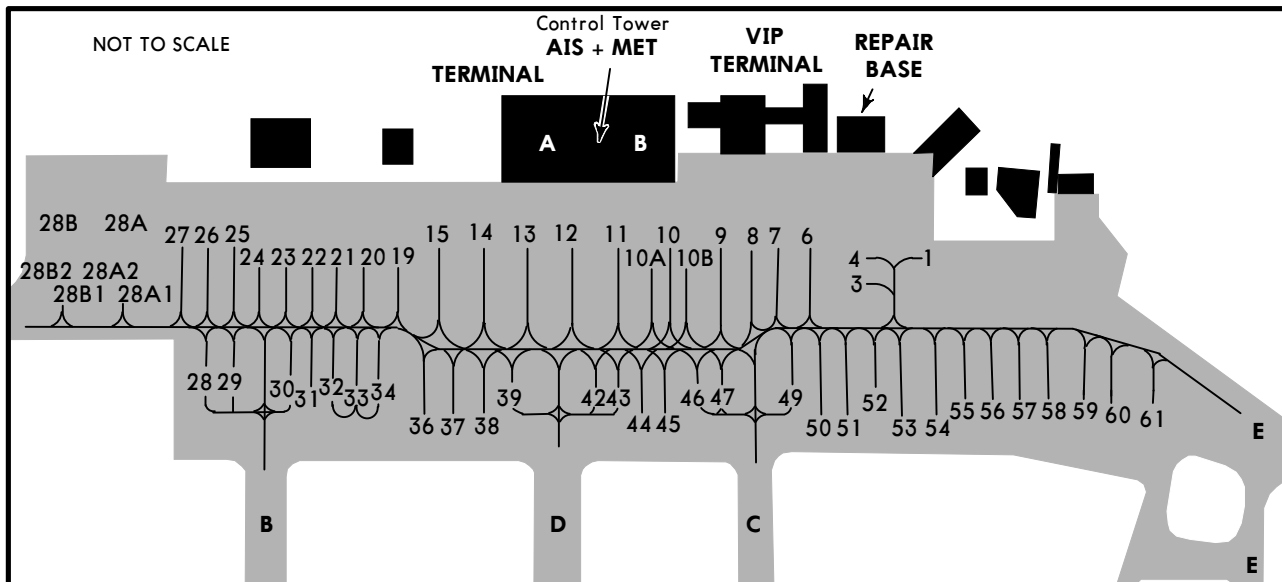
C

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 ①    | 1470'(734')  | 1470'(734')  | 1470'(734')  | 1470'(734')  |
|                 | with FAF | C2700m       | C2700m       | C2700m       | C2700m       |
|                 | ALS out  | C3400m       | C3400m       | C3400m       | C3400m       |
|                 | NDB      | 1830'(1094') | 1830'(1094') | 1830'(1094') | 1830'(1094') |
|                 | w/o FAF  | C4300m       | C4300m       | C4500m       | C4500m       |
|                 | 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 ①    | 1070'(335')  | 1070'(335')  | 1070'(335')  | 1070'(335')  |
|                 | with FAF | R800m        | R800m        | R800m        | R800m        |
|                 | ALS out  | R1500m       | R1500m       | R1500m       | R1500m       |
|                 | NDB      | 1710'(975')  | 1710'(975')  | 1710'(975')  | 1710'(975')  |
|                 | w/o FAF  | C4000m       | C4000m       | C4200m       | C4200m       |
|                 | ALS out  | C4700m       | C4700m       | C4900m       | C4900m       |
| 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 ①   | 1260'(499')  | 1260'(499')  | 1260'(499')  | 1260'(499')  |
|                 |          | R1500m       | R1500m       | R1500m       | R1500m       |
|                 | ALS out  | R1500m       | R1500m       | C2300m       | C2300m       |
|                 | NDB ①    | 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 ①   | 1260'(496')  | 1260'(496')  | 1260'(496')  | 1260'(496')  |
|                 |          | R1500m       | R1500m       | R1500m       | R1500m       |
|                 | ALS out  | R1500m       | R1500m       | C2300m       | C2300m       |
|                 | NDB ①    | 1220'(456')  | 1220'(456')  | 1220'(456')  | 1220'(456')  |
|                 |          | R1400m       | R1400m       | R1400m       | R1400m       |
|                 | ALS out  | R1500m       | R1500m       | C2100m       | C2100m       |

① Continuous Descent Final Approach

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

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

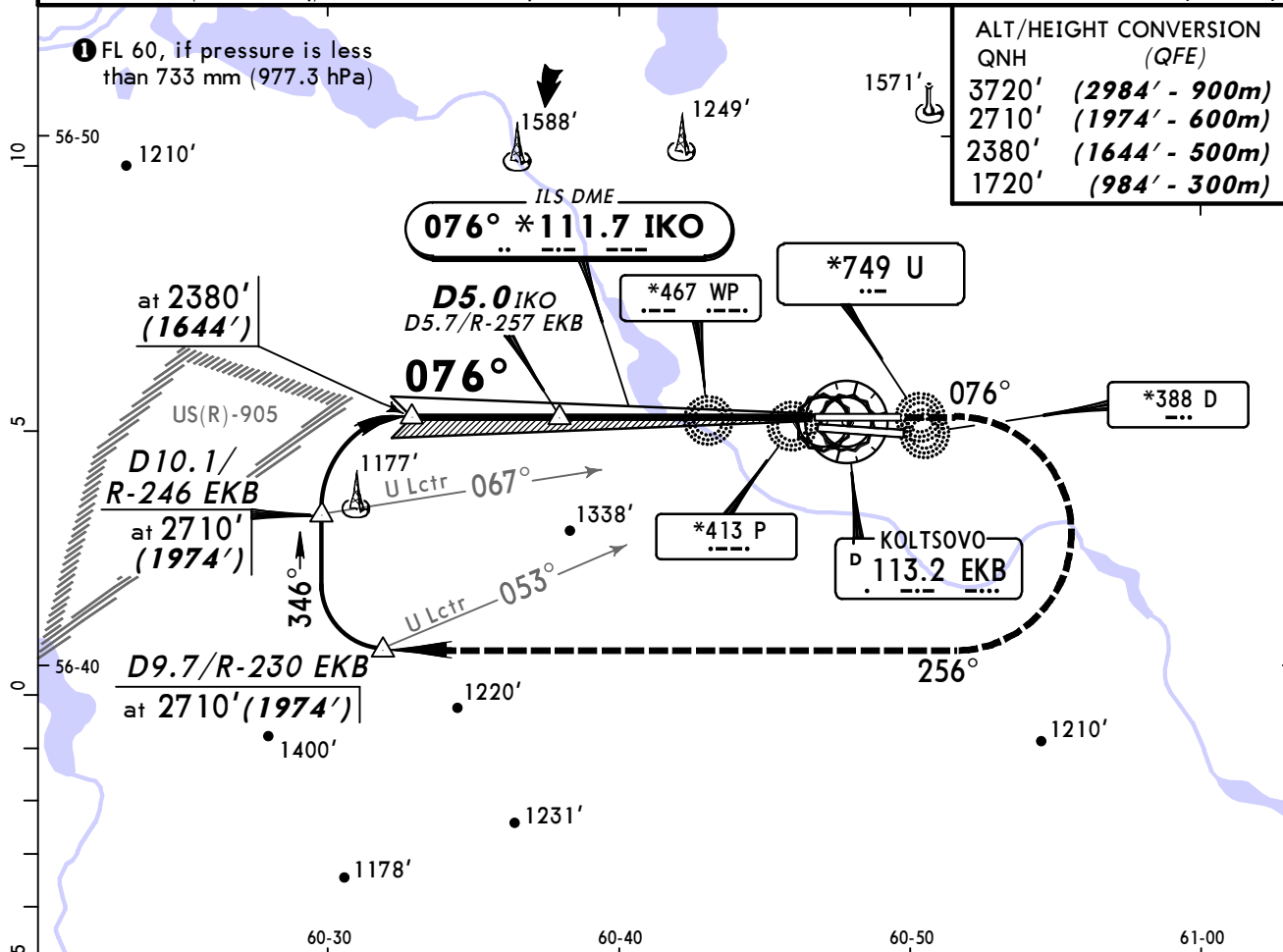
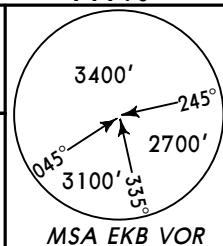
| STRAIGHT-IN RWY |                | A                    | B                    | C                    | D                    |
|-----------------|----------------|----------------------|----------------------|----------------------|----------------------|
| 08L             | ILS            | <b>936'</b> (200')   | <b>936'</b> (200')   | <b>936'</b> (200')   | <b>936'</b> (200')   |
|                 |                | <b>R550m</b>         | <b>R550m</b>         | <b>R550m</b>         | <b>R550m</b>         |
|                 | <i>ALS out</i> | R1000m               | R1000m               | R1000m               | R1000m               |
|                 | LOC            | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    |
|                 | NDB            | <b>1470'</b> (734')  | <b>1470'</b> (734')  | <b>1470'</b> (734')  | <b>1470'</b> (734')  |
|                 | with FAF       | <b>R1200m</b>        | <b>R1400m</b>        | <b>R1400m</b>        | <b>R1800m</b>        |
|                 | <i>ALS out</i> | R1500m               | R1500m               | R2000m               | R2000m               |
|                 | NDB            | <b>1830'</b> (1094') | <b>1830'</b> (1094') | <b>1830'</b> (1094') | <b>1830'</b> (1094') |
|                 | w/o FAF        | <b>R1200m</b>        | <b>R1400m</b>        | <b>R1400m</b>        | <b>R1800m</b>        |
|                 | <i>ALS out</i> | R1500m               | R1500m               | R2000m               | R2000m               |
| 08R             | ILS            | <b>935'</b> (200')   | <b>935'</b> (200')   | <b>935'</b> (200')   | <b>935'</b> (200')   |
|                 |                | <b>R550m</b>         | <b>R550m</b>         | <b>R550m</b>         | <b>R550m</b>         |
|                 | <i>ALS out</i> | R1000m               | R1000m               | R1000m               | R1000m               |
|                 | LOC            | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    |
|                 | NDB            | <b>1070'</b> (335')  | <b>1070'</b> (335')  | <b>1070'</b> (335')  | <b>1070'</b> (335')  |
|                 | with FAF       | <b>R900m</b>         | <b>R1000m</b>        | <b>R1000m</b>        | <b>R1400m</b>        |
|                 | <i>ALS out</i> | R1500m               | R1500m               | R1800m               | R2000m               |
|                 | NDB            | <b>1710'</b> (975')  | <b>1710'</b> (975')  | <b>1710'</b> (975')  | <b>1710'</b> (975')  |
|                 | w/o FAF        | <b>R1200m</b>        | <b>R1400m</b>        | <b>R1400m</b>        | <b>R1800m</b>        |
|                 | <i>ALS out</i> | R1500m               | R1500m               | R2000m               | R2000m               |
| 26L             | ILS            | <b>961'</b> (200')   | <b>961'</b> (200')   | <b>961'</b> (200')   | <b>961'</b> (200')   |
|                 |                | <b>R550m</b>         | <b>R550m</b>         | <b>R550m</b>         | <b>R550m</b>         |
|                 | <i>ALS out</i> | R1000m               | R1000m               | R1000m               | R1000m               |
|                 | LOC            | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    |
|                 | RNAV           | <b>1260'</b> (499')  | <b>1260'</b> (499')  | <b>1260'</b> (499')  | <b>1260'</b> (499')  |
|                 |                | <b>R1000m</b>        | <b>R1200m</b>        | <b>R1200m</b>        | <b>R1600m</b>        |
|                 | <i>ALS out</i> | R1500m               | R1500m               | R2000m               | R2000m               |
|                 | NDB            | <b>1240'</b> (479')  | <b>1240'</b> (479')  | <b>1240'</b> (479')  | <b>1240'</b> (479')  |
|                 |                | <b>R1000m</b>        | <b>R1200m</b>        | <b>R1200m</b>        | <b>R1600m</b>        |
|                 | <i>ALS out</i> | R1500m               | R1500m               | R2000m               | R2000m               |
| 26R             | ILS            | <b>964'</b> (200')   | <b>964'</b> (200')   | <b>964'</b> (200')   | <b>964'</b> (200')   |
|                 |                | <b>R550m</b>         | <b>R550m</b>         | <b>R550m</b>         | <b>R550m</b>         |
|                 | <i>ALS out</i> | R1000m               | R1000m               | R1000m               | R1000m               |
|                 | LOC            | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    |
|                 | RNAV           | <b>1260'</b> (496')  | <b>1260'</b> (496')  | <b>1260'</b> (496')  | <b>1260'</b> (496')  |
|                 |                | <b>R1000m</b>        | <b>R1200m</b>        | <b>R1200m</b>        | <b>R1600m</b>        |
|                 | <i>ALS out</i> | R1500m               | R1500m               | R2000m               | R2000m               |
|                 | NDB            | <b>1220'</b> (456')  | <b>1220'</b> (456')  | <b>1220'</b> (456')  | <b>1220'</b> (456')  |
|                 |                | <b>R1000m</b>        | <b>R1200m</b>        | <b>R1200m</b>        | <b>R1600m</b>        |
|                 | <i>ALS out</i> | R1500m               | R1500m               | R2000m               | R2000m               |

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

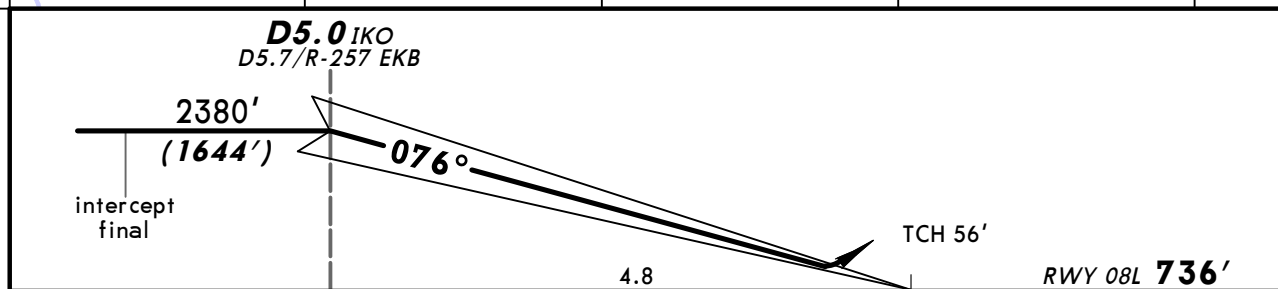
| LVP must be in Force |                          | RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
|----------------------|--------------------------|--------------------------|--------------------------|-------------------|
|                      | RCLM (DAY only)<br>or RL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

BRIEFING STRIP™

|                                                                                                                                  |                                  |                               |                               |                           |
|----------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-------------------------------|-------------------------------|---------------------------|
| ATIS<br>127.8                                                                                                                    | KOLTSOVO Approach<br>125.9 124.0 | KOLTSOVO Radar<br>118.7 124.0 | KOLTSOVO Tower<br>120.0 124.0 | Ground<br>119.0           |
| LOC<br>IKO<br>*111.7                                                                                                             | Final<br>Apch Crs<br>076°        | GS<br>No Alt<br>published     | ILS<br>DA(H)<br>936'(200')    | Apt Elev 766'<br>RWY 736' |
| <b>MISSED APCH:</b> Climb on 076° to 1720' (984'), 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')                                 |                                  |                               |                               |                           |



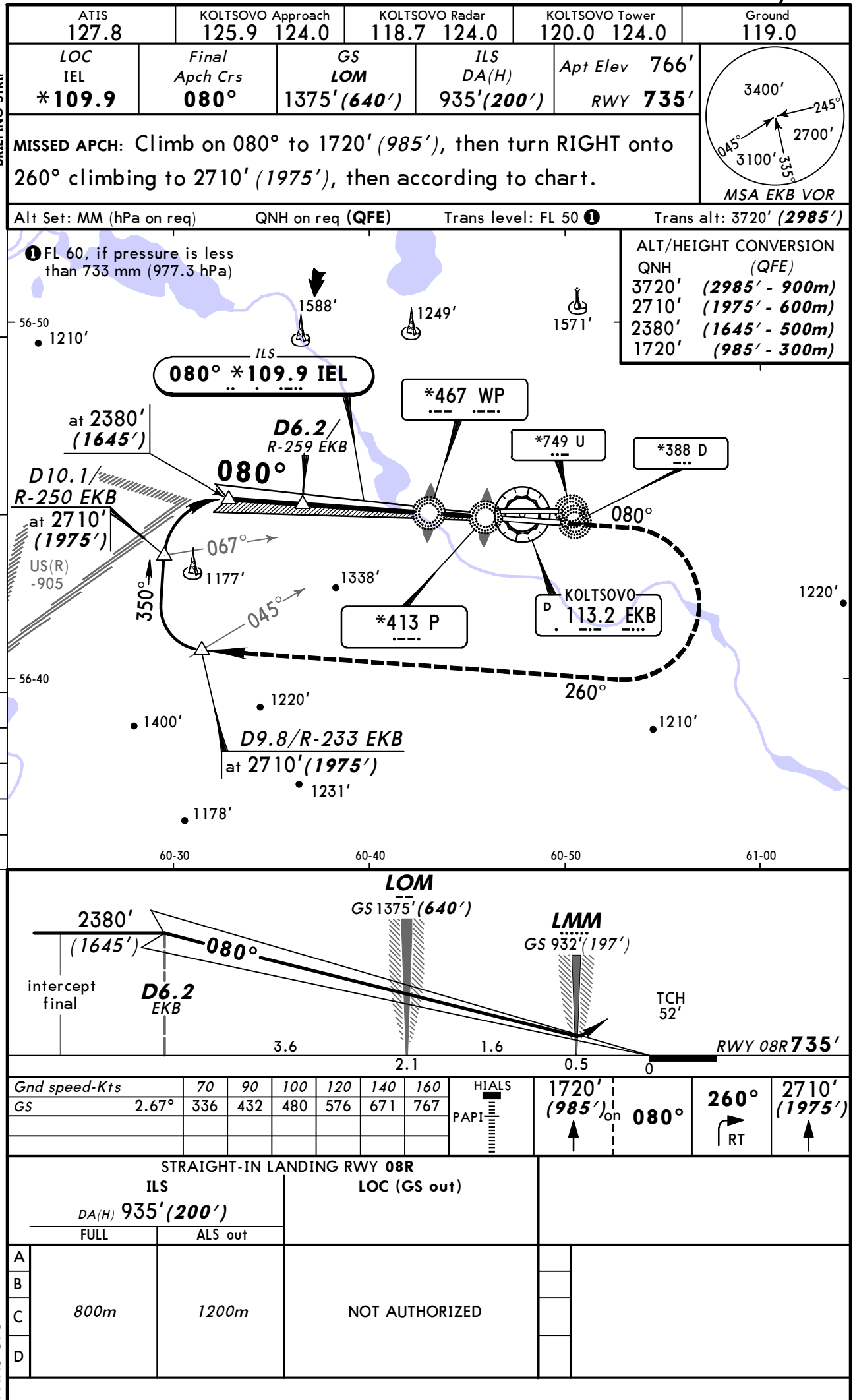
| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 3720'                 | (2984' - 900m) |
| 2710'                 | (1974' - 600m) |
| 2380'                 | (1644' - 500m) |
| 1720'                 | (984' - 300m)  |

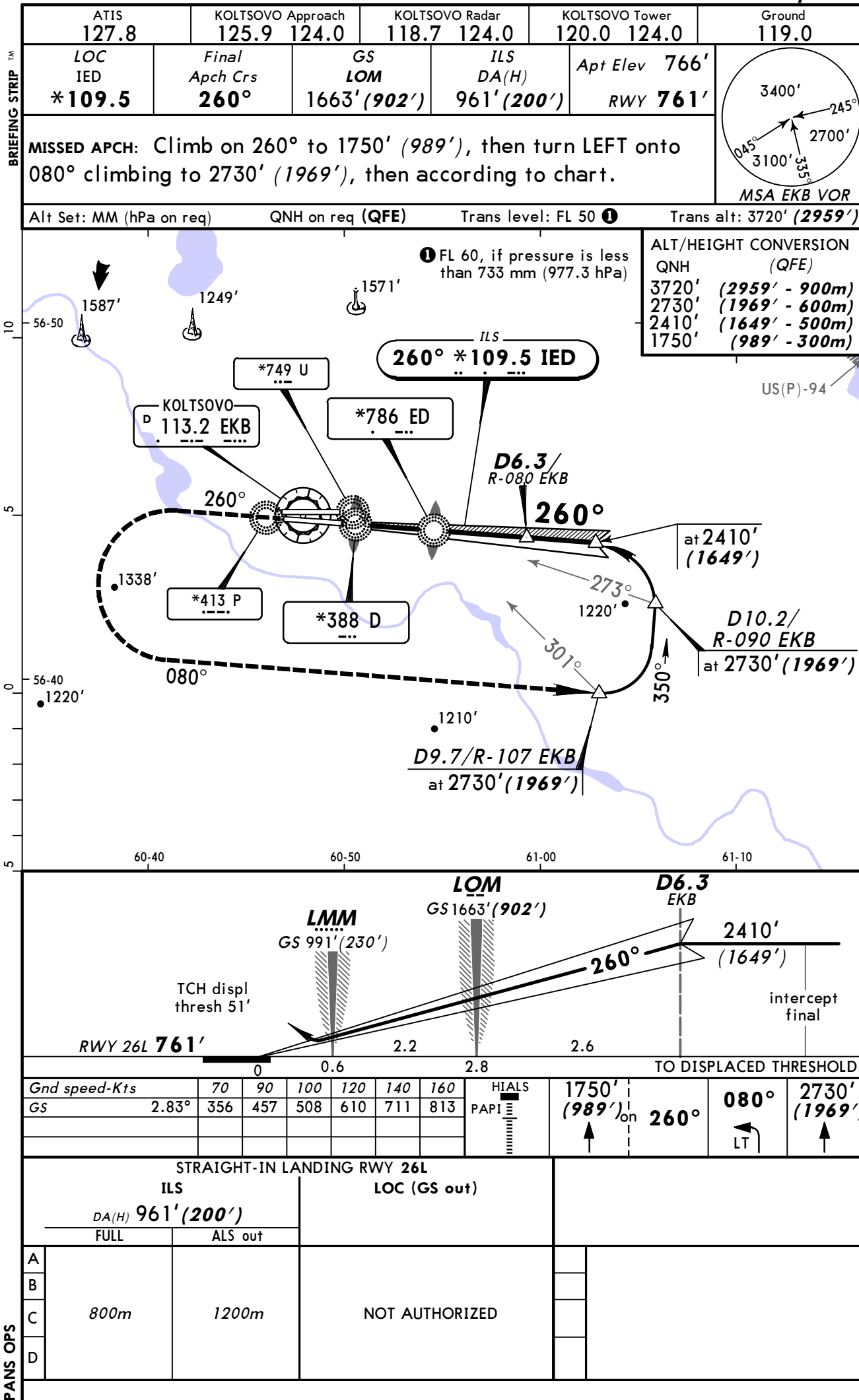


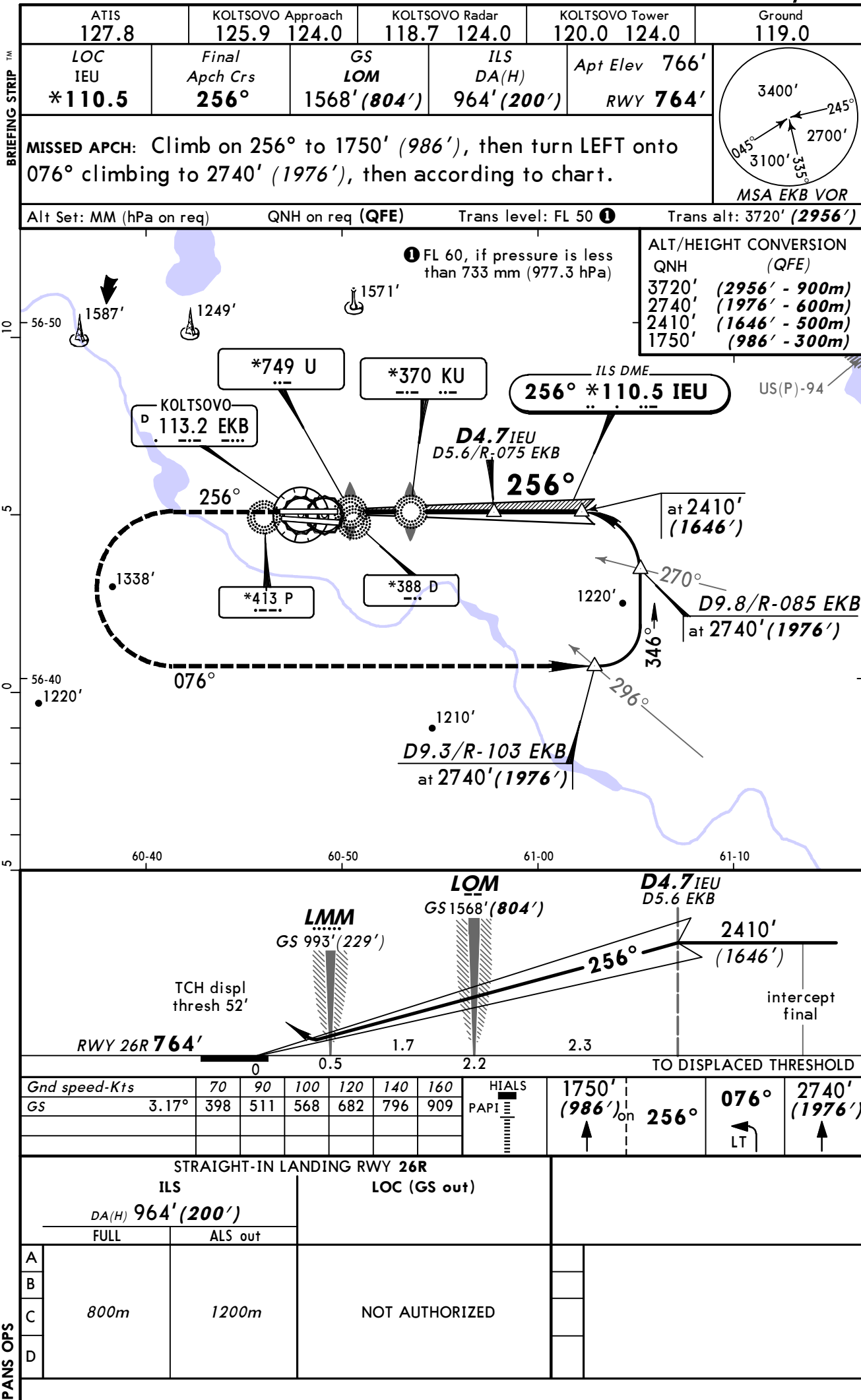
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS | 1720' (984') on 076° | 256° RT | 2710' (1974') |
|---------------|-------|-----|-----|-----|-----|-----|-------|----------------------|---------|---------------|
| GS            | 3.00° | 377 | 484 | 538 | 646 | 753 | 861   | PAPI                 |         |               |

| 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





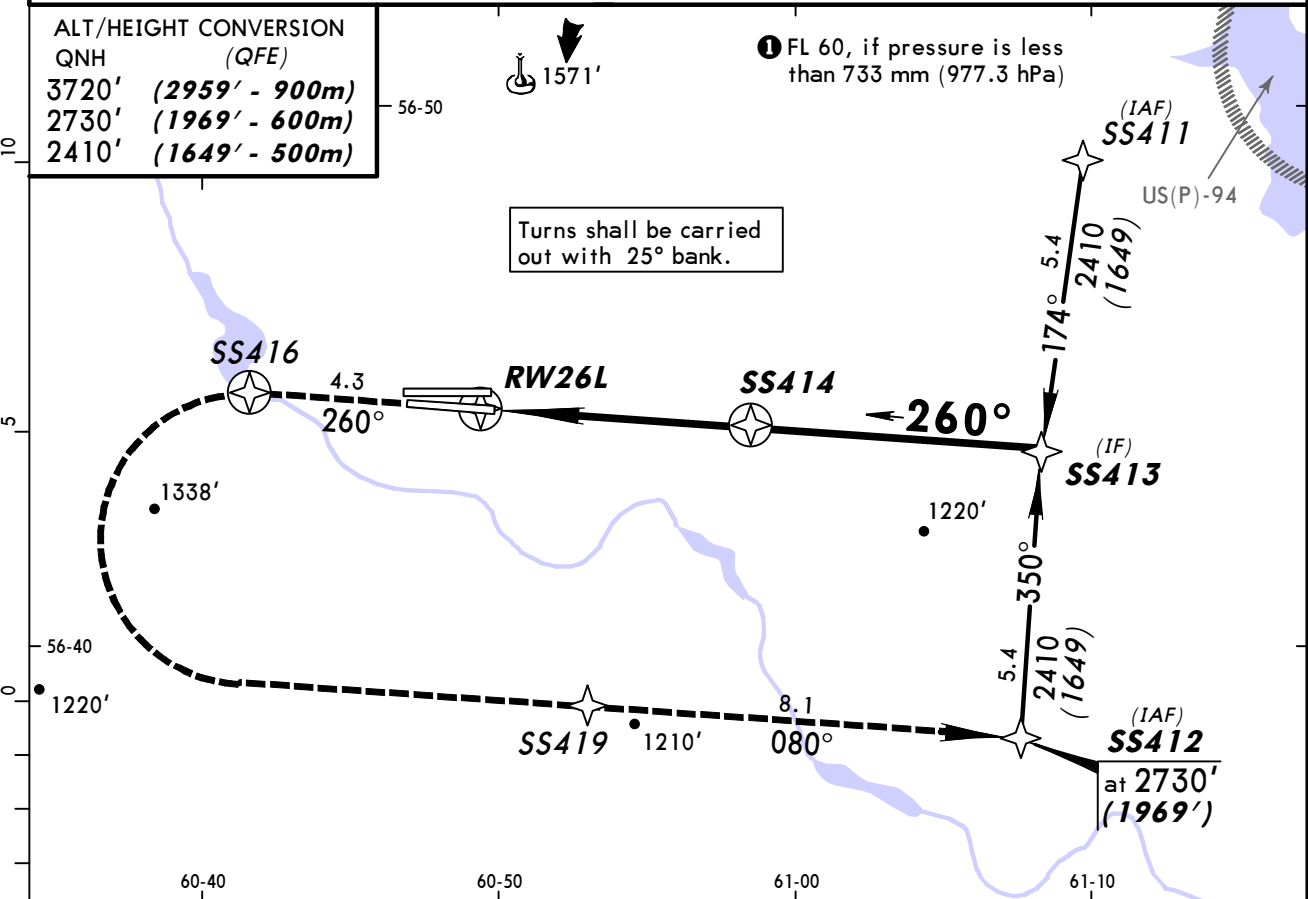


BRIEFING STRIP

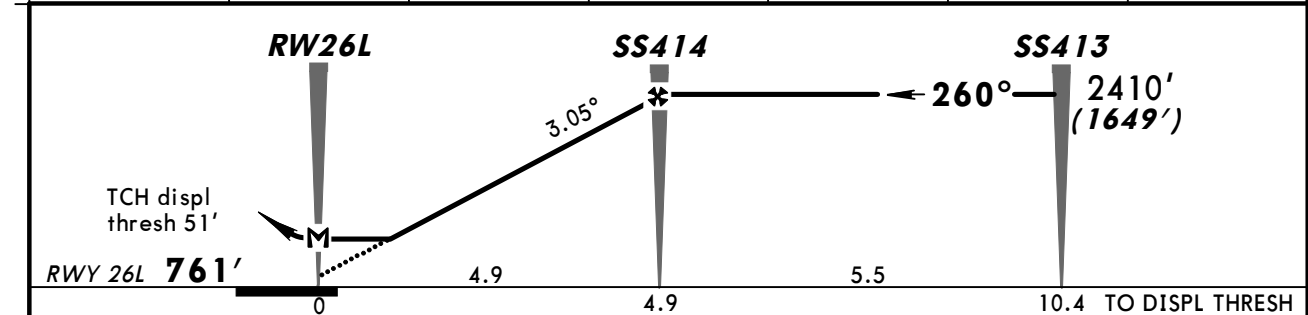
|                                                                                                                                                                                     |                                  |                                              |                               |                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------------------------------|-------------------------------|-----------------------------------------|
| ATIS<br>127.8                                                                                                                                                                       | KOLTSOVO Approach<br>125.9 124.0 | KOLTSOVO Radar<br>118.7 124.0                | KOLTSOVO Tower<br>120.0 124.0 | Ground<br>119.0                         |
| RNAV                                                                                                                                                                                | Final<br>Apch Crs<br><b>260°</b> | Minimum Alt<br><b>SS414</b><br>2410' (1649') | MDA(H)<br>1260' (499')        | Apt Elev <b>766'</b><br>RWY <b>761'</b> |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD on track 260° to SS416, then turn LEFT climbing to 2730' (1969'), then proceed via SS419 to SS412, then according to chart or as directed. |                                  |                                              |                               |                                         |
|                                                                                                                                                                                     |                                  |                                              |                               |                                         |

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3720' (2959')

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



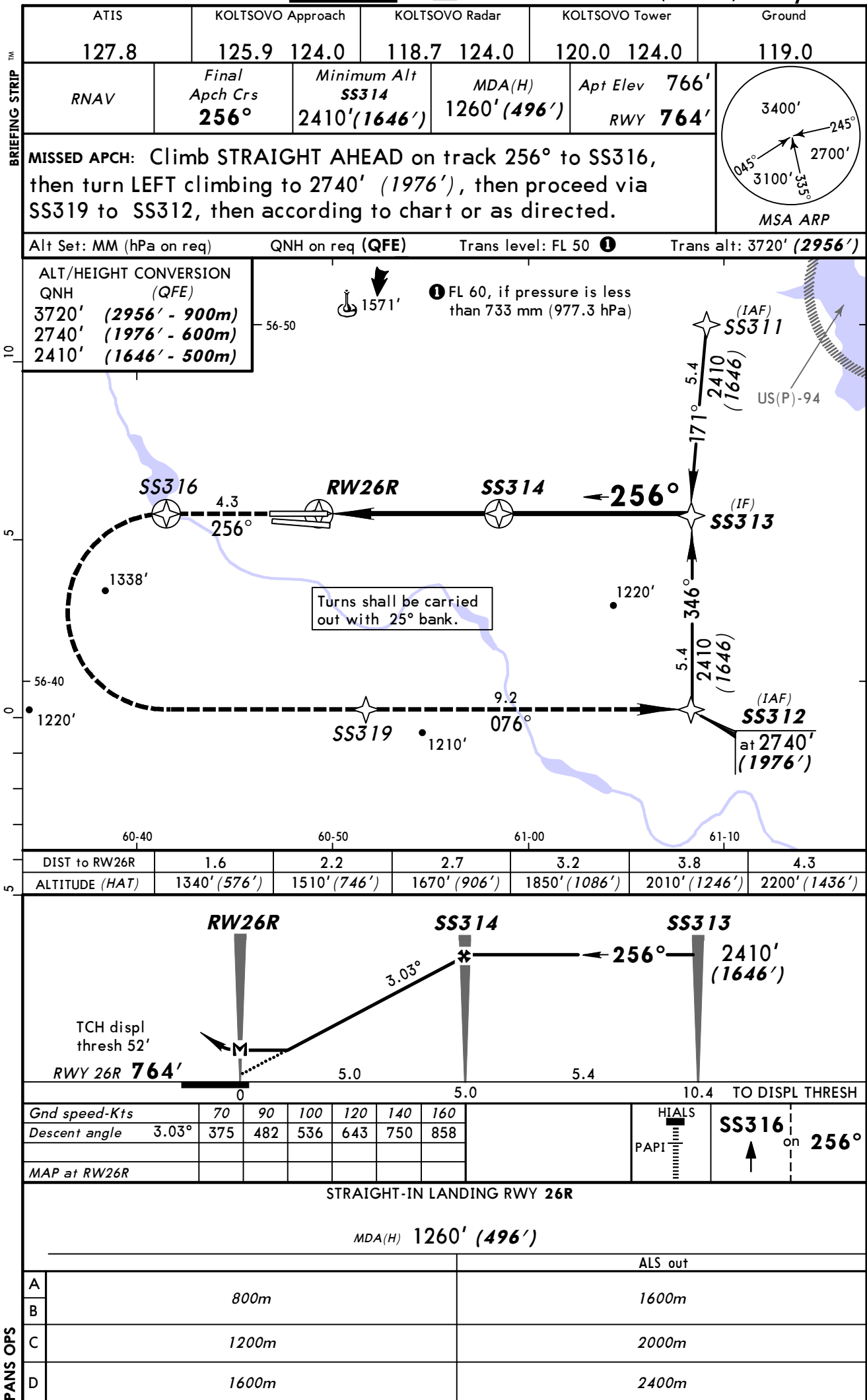
| DIST to RW26L  | 1.6          | 2.2          | 2.7          | 3.2           | 3.8           | 4.3           |
|----------------|--------------|--------------|--------------|---------------|---------------|---------------|
| ALTITUDE (HAT) | 1340' (579') | 1500' (739') | 1670' (909') | 1850' (1089') | 2010' (1249') | 2190' (1429') |



| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |
|---------------|-------|-----|-----|-----|-----|-----|
| Descent angle | 3.05° | 378 | 486 | 540 | 648 | 755 |
| MAP at RW26L  |       |     |     |     |     |     |

| STRAIGHT-IN LANDING RWY 26L |  |
|-----------------------------|--|
| MDA(H) 1260' (499')         |  |
| ALS out                     |  |

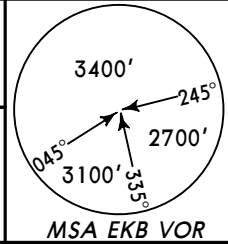
|   |       |       |
|---|-------|-------|
| A | 800m  | 1600m |
| B |       |       |
| C | 1200m | 2000m |
| D | 1600m | 2400m |



BRIEFING STRIP

|                   |                                  |                                     |                                        |                           |
|-------------------|----------------------------------|-------------------------------------|----------------------------------------|---------------------------|
| ATIS<br>127.8     | KOLTSOVO Approach<br>125.9 124.0 | KOLTSOVO Radar<br>118.7 124.0       | KOLTSOVO Tower<br>120.0 124.0          | Ground<br>119.0           |
| Lctr<br>U<br>*749 | Final<br>Apch Crs<br>076°        | Minimum Alt<br>D4.9<br>2380'(1644') | MDA(H)<br>(CONDITIONAL)<br>1470'(734') | Apt Elev 766'<br>RWY 736' |

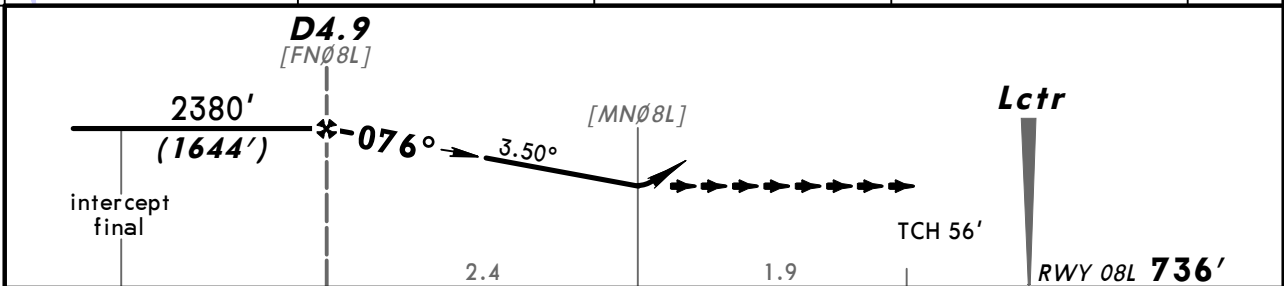
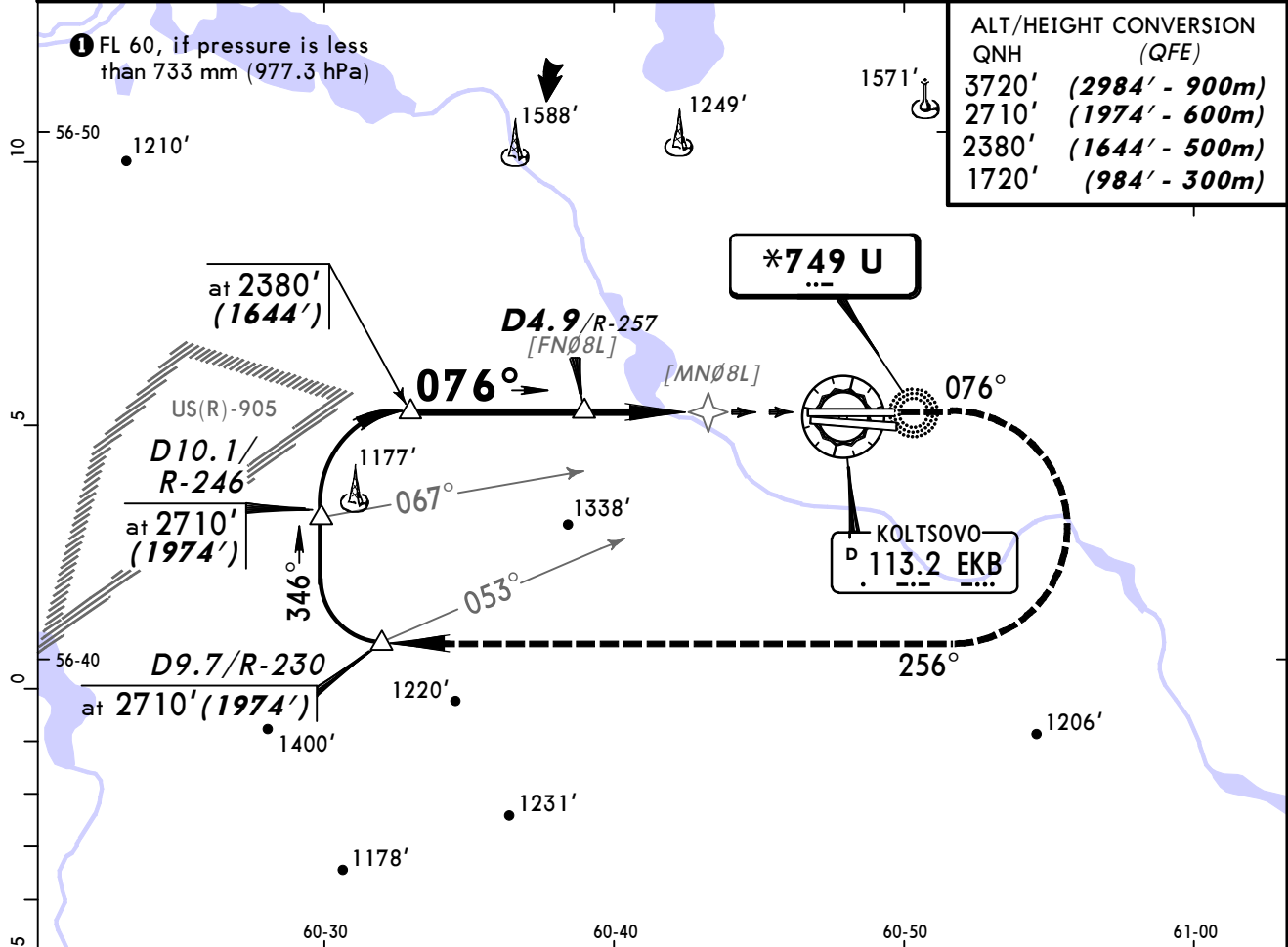
**MISSED APCH:** Climb on 076° to 1720' (984'), then turn RIGHT onto 256° climbing to 2710' (1974'), then according to chart.



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3720' (2984')

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

| ALT/HEIGHT CONVERSION | QNH            | (QFE) |
|-----------------------|----------------|-------|
| 3720'                 | (2984' - 900m) |       |
| 2710'                 | (1974' - 600m) |       |
| 2380'                 | (1644' - 500m) |       |
| 1720'                 | (984' - 300m)  |       |



|               |       |     |     |     |     |     |       |                      |         |               |
|---------------|-------|-----|-----|-----|-----|-----|-------|----------------------|---------|---------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS | 1720' (984') on 076° | 256° RT | 2710' (1974') |
| Descent Angle | 3.50° | 434 | 557 | 619 | 743 | 867 | 991   | PAPI                 |         |               |

| STRAIGHT-IN LANDING RWY 08L |       |         |                     |       |         |
|-----------------------------|-------|---------|---------------------|-------|---------|
| with FAF                    |       |         | w/o FAF             |       |         |
| MDA(H) 1470'(734')          |       |         | MDA(H) 1830'(1094') |       |         |
|                             |       | ALS out |                     |       | ALS out |
| A                           | 3200m | 3200m   | 3200m               |       |         |
| B                           |       |         |                     |       |         |
| C                           |       | 4000m   | 4800m               |       |         |
| D                           |       | 3600m   |                     | 4400m |         |

PANS OPS

|                   |                                  |                                     |                                        |  |                               |          |                 |
|-------------------|----------------------------------|-------------------------------------|----------------------------------------|--|-------------------------------|----------|-----------------|
| ATIS<br>127.8     | KOLTSOVO Approach<br>125.9 124.0 |                                     | KOLTSOVO Radar<br>118.7 124.0          |  | KOLTSOVO Tower<br>120.0 124.0 |          | Ground<br>119.0 |
| NDB<br>WP<br>*467 | Final<br>Apch Crs<br>080°        | Minimum Alt<br>D5.1<br>2380'(1645') | MDA(H)<br>(CONDITIONAL)<br>1070'(335') |  | Apt Elev 766'                 | RWY 735' |                 |

MISSED APCH: Climb on 080° to 1720' (985'), then turn RIGHT onto 260° climbing to 2710' (1975'), then according to chart.

3400'

245°

2700'

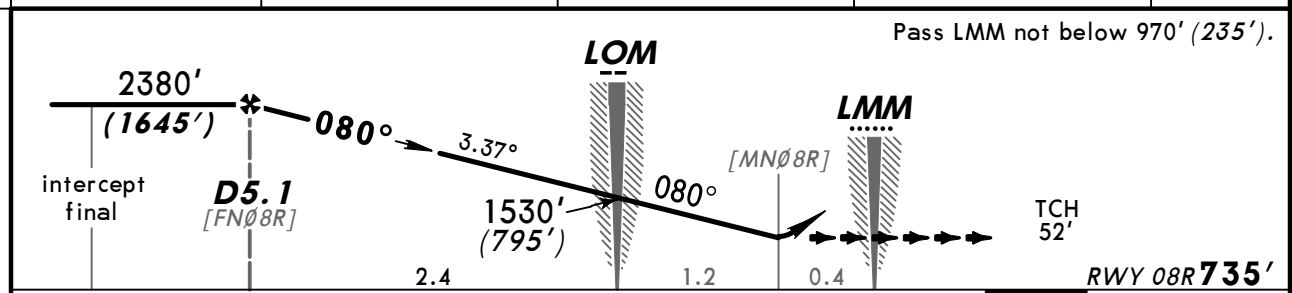
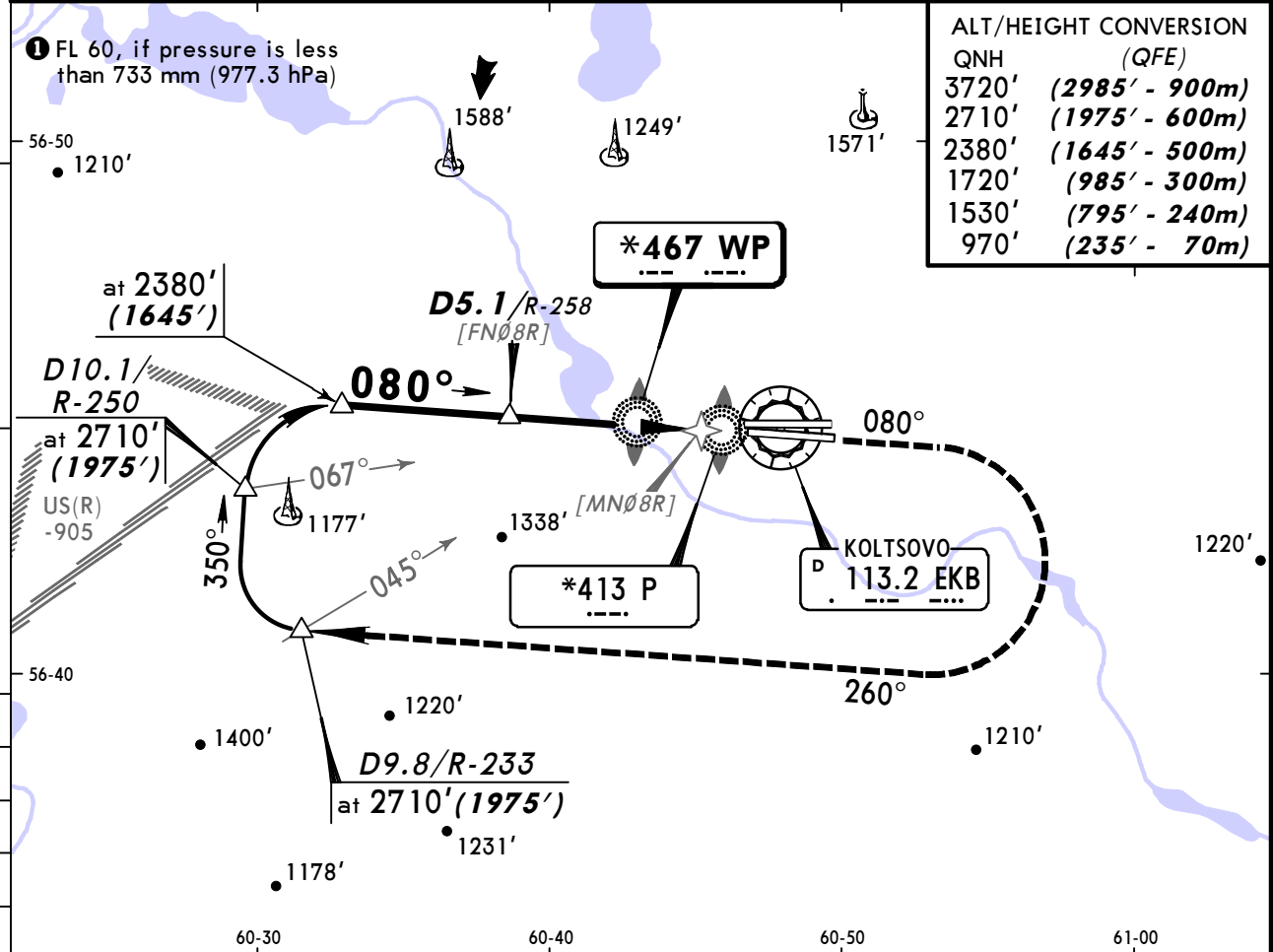
3100'

045°

335°

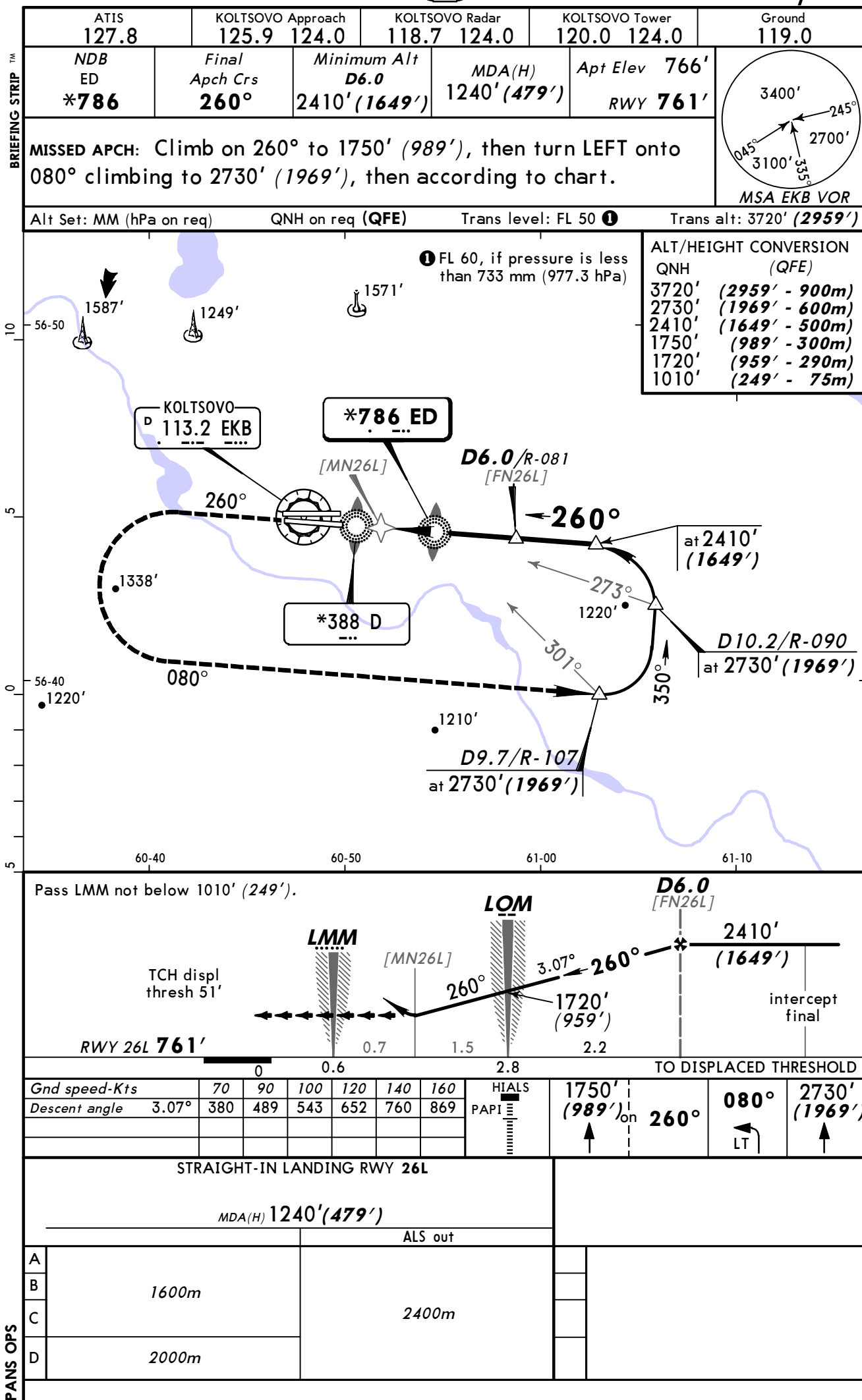
MSA EKB VOR

|                          |                  |                      |                          |
|--------------------------|------------------|----------------------|--------------------------|
| Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 50 1 | Trans alt: 3720' (2985') |
|--------------------------|------------------|----------------------|--------------------------|



|               |       |     |     |     |     |     |       |                      |         |               |
|---------------|-------|-----|-----|-----|-----|-----|-------|----------------------|---------|---------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS | 1720' (985') on 080° | 260° RT | 2710' (1975') |
| Descent Angle | 3.37° | 417 | 537 | 596 | 716 | 835 | 954   | PAPI                 |         |               |

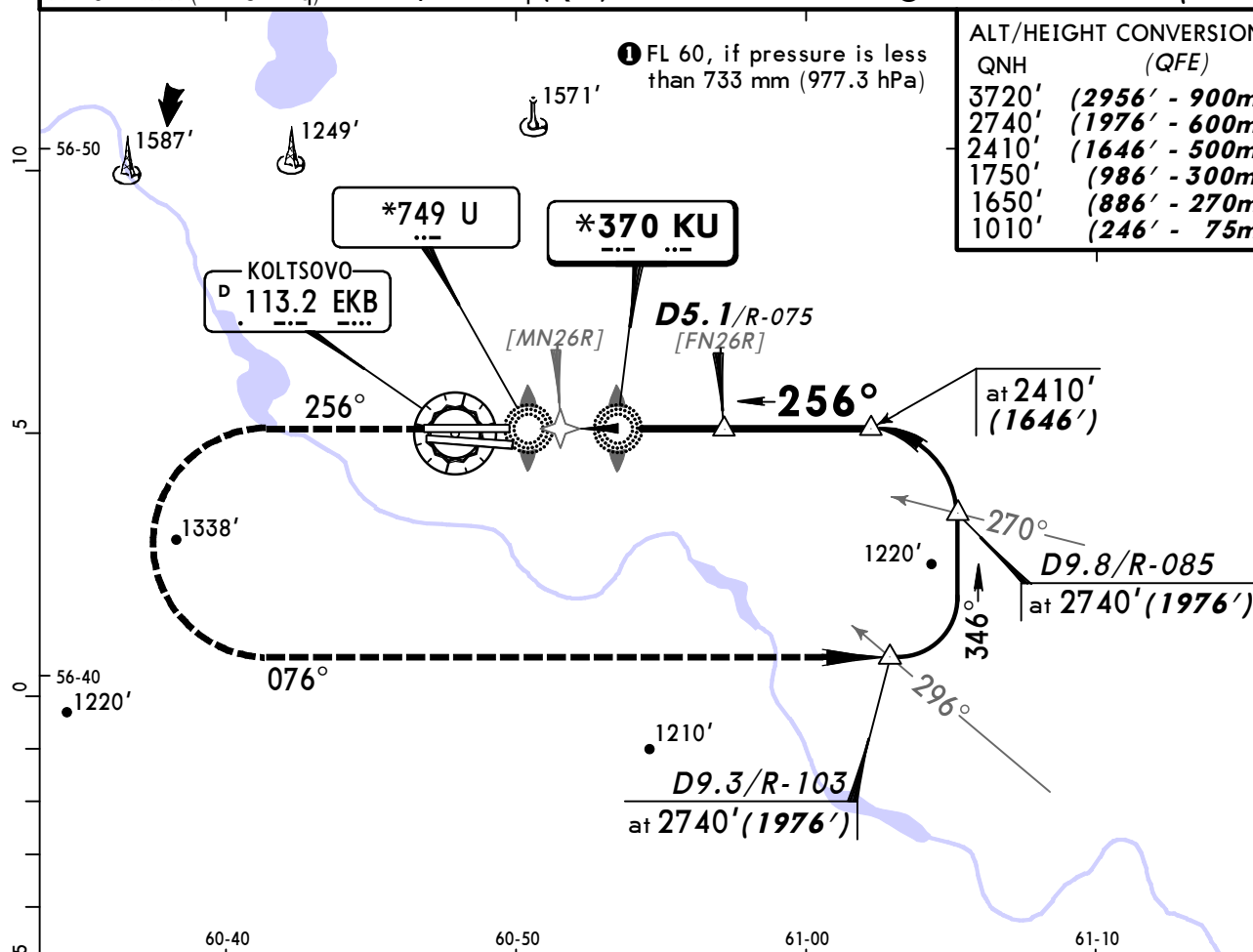
| STRAIGHT-IN LANDING RWY 08R |       |                    |       |  |  |
|-----------------------------|-------|--------------------|-------|--|--|
| with FAF                    |       | w/o FAF            |       |  |  |
| MDA(H) 1070'(335')          |       | MDA(H) 1710'(975') |       |  |  |
| ALS out                     |       | ALS out            |       |  |  |
| A                           |       | 1200m              | 2000m |  |  |
| B                           | 1200m | 1600m              | 2400m |  |  |
| C                           | 1600m | 4000m              | 4800m |  |  |
| D                           | 1600m | 4400m              |       |  |  |



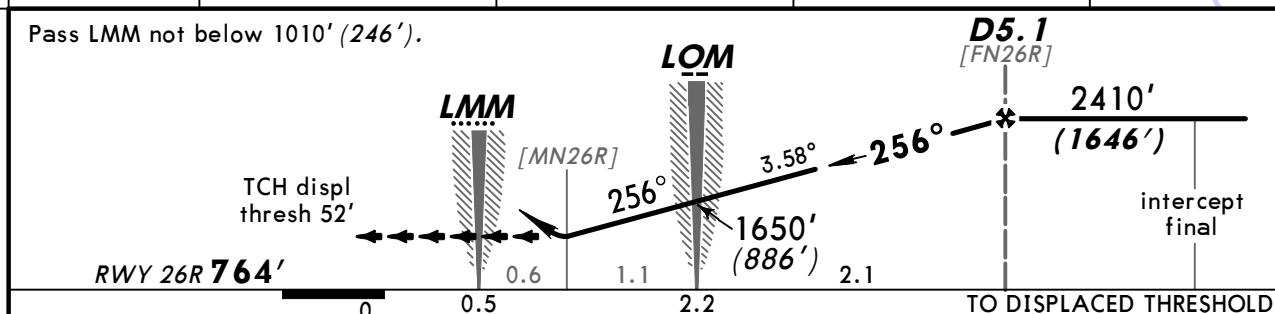
MSA EKB VOR

❶ 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)  |
| 1650'                 | (886' - 270m)  |
| 1010'                 | (246' - 75m)   |



Pass LMM not below 1010' (246').



|                     |     |     |     |     |     |      |                                            |        |                 |         |               |       |
|---------------------|-----|-----|-----|-----|-----|------|--------------------------------------------|--------|-----------------|---------|---------------|-------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160  | <div><div>HIALS</div><div>PAPI</div></div> | 1750'  | <div>256°</div> | 076°    | <div>LT</div> | 2740' |
| Descent angle 3.58° | 444 | 570 | 634 | 760 | 887 | 1014 |                                            | (986') |                 | (1976') |               |       |
|                     |     |     |     |     |     |      |                                            |        |                 |         |               |       |
|                     |     |     |     |     |     |      |                                            |        |                 |         |               |       |

STRAIGHT-IN LANDING RWY 26R

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

---

ALS out

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

**Chart changes since cycle 24-2012**

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

| ACT                                     | PROCEDURE IDENT     | INDEX  | REV DATE    | EFF DATE    |
|-----------------------------------------|---------------------|--------|-------------|-------------|
| <b>YEKATERINBURG, (KOLTSOVO - USSS)</b> |                     |        |             |             |
| REV                                     | STANDARD MNMS       | 10-9S  | 07 Dec 2012 | 13 Dec 2012 |
| REV                                     | STANDARD MNMS CONTD | 10-9S1 | 07 Dec 2012 | 13 Dec 2012 |
| REV                                     | JAA MNMS            | 10-9X  | 07 Dec 2012 | 13 Dec 2012 |
| REV                                     | JAA MNMS (CONTD)    | 10-9X1 | 07 Dec 2012 | 13 Dec 2012 |
| REV                                     | NDB RWY 08L         | 16-1   | 07 Dec 2012 | 13 Dec 2012 |
| REV                                     | 2 NDB RWY 08R       | 16-2   | 07 Dec 2012 | 13 Dec 2012 |

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport USSS

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(10-2A, 10-2C) Eff 13 DEC 12 RNAV STAR MH 3T track BAGOK - SS319 changed to 070°; RNAV STAR MH 4U track BAGOK - SS419 changed to 071°.