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Terminal Charts For UUYY
Revision Letter For Cycle 08-2013
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Notebook

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General Information

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

Airport Use: Public
Magnetic Variation: 17.0°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: 0116 Z
Sunset: 1558 Z,

Runway Information

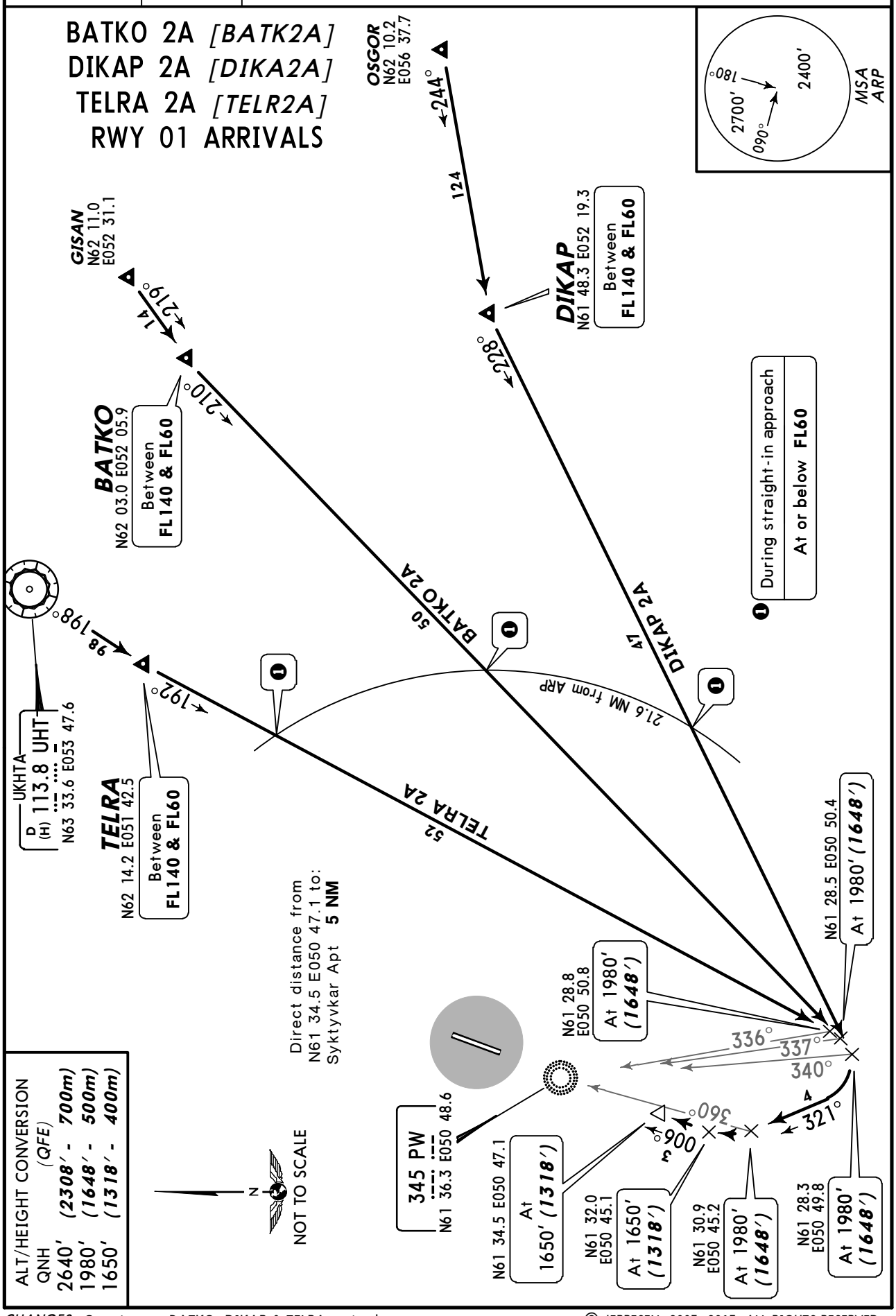
Runway: 01
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 332 ft
Lighting: Edge, ALS

Runway: 19
Length x Width: 8202 ft x 148 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

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′)*** 1. Control of STARs maintained by SIVKAR Krug.
* SIVKAR Krug 124.6		



CHANGES: Crossings at BATKO, DIKAP & TELRA revised.

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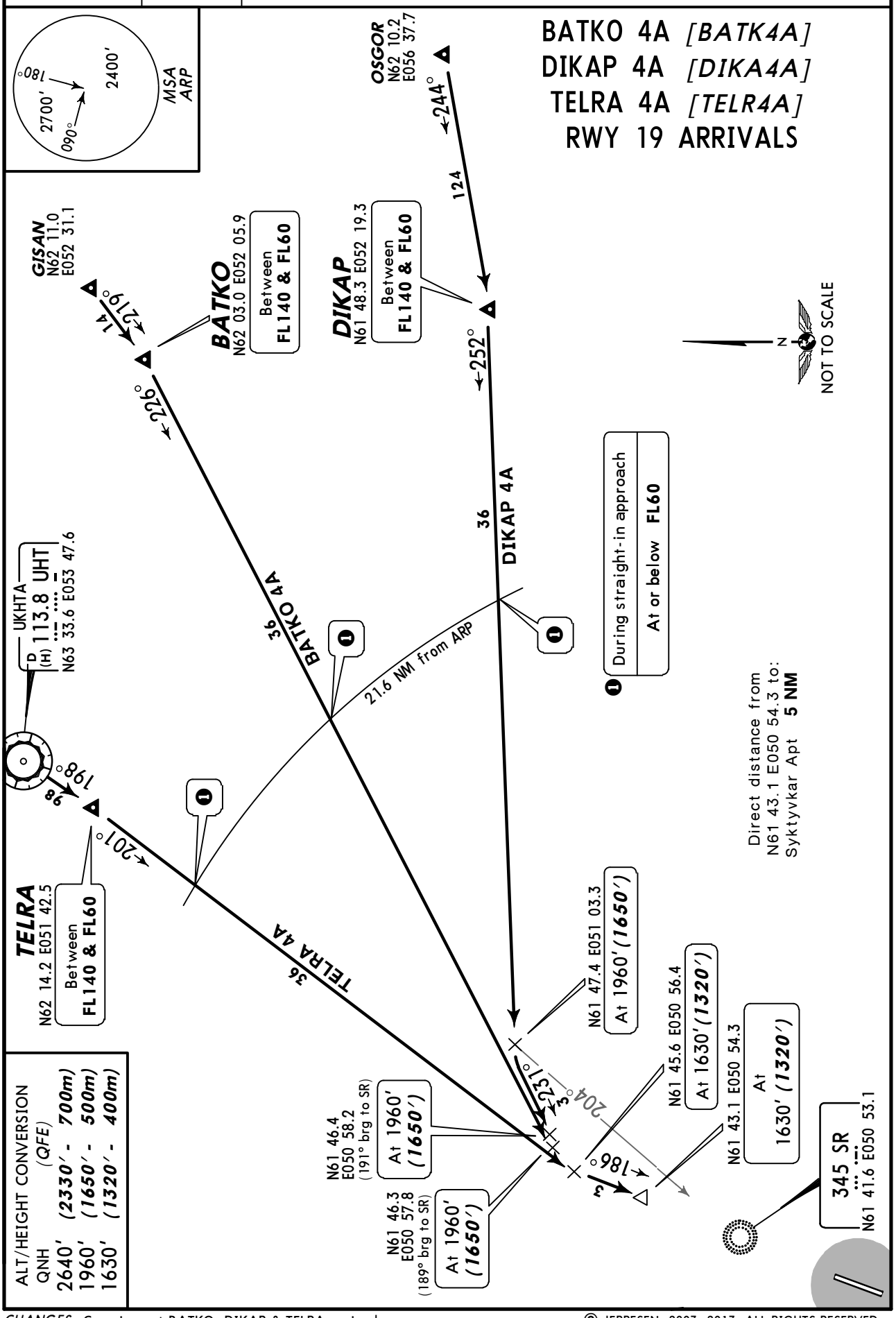
ATIS 126.6	Apt Elev 339′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above Trans alt: 2640′ ***(2330′)*** 1. Control of STARs maintained by SIVKAR Krug.
* SIVKAR Krug 124.6		



CHANGES: Crossings at BATKO, DIKAP & TELRA revised.

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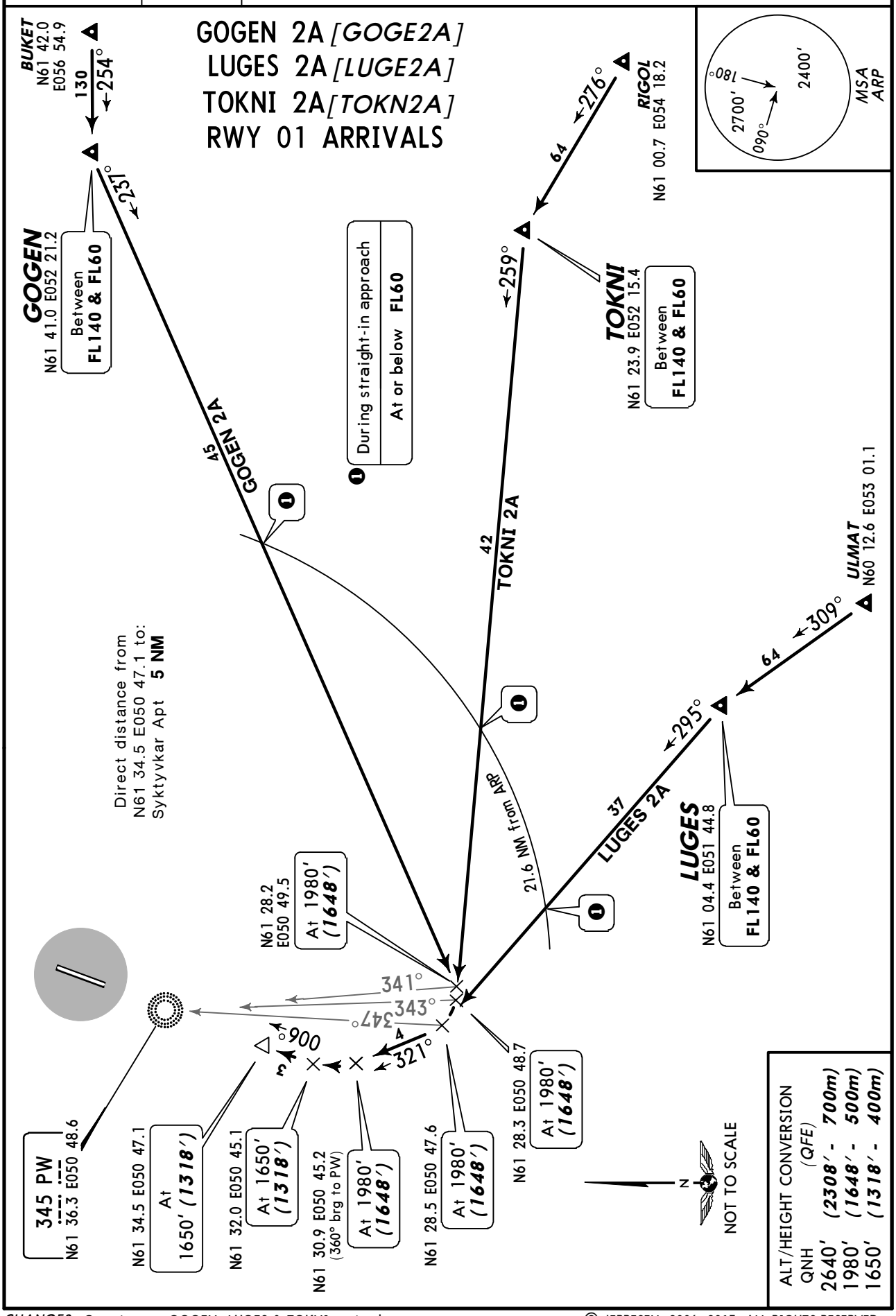
* SIVKAR Krug 124.6		



CHANGES: Crossings at GOGEN, LUGES & TOKNI revised.

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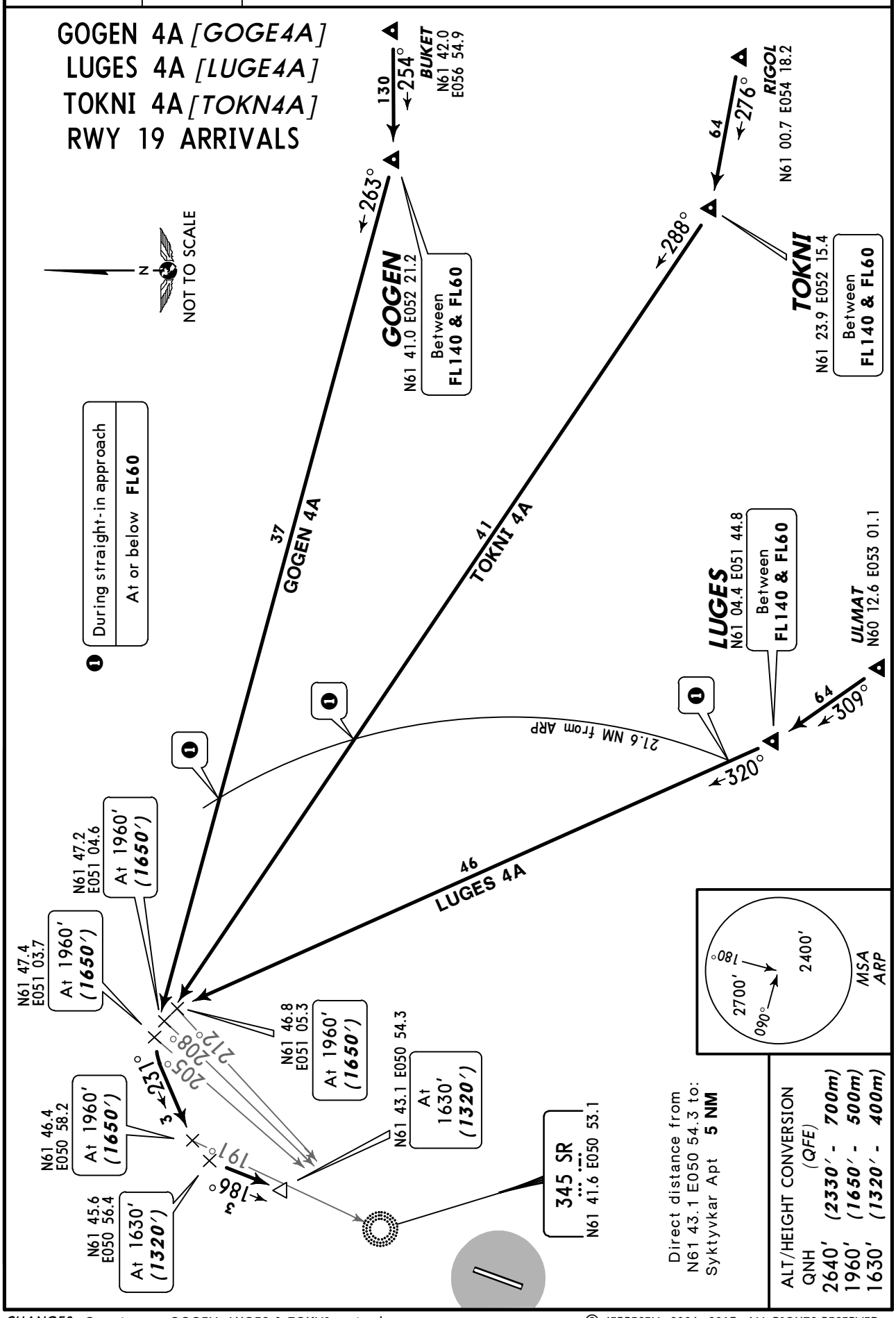
ATIS 126.6	Apt Elev 339′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above Trans alt: 2640′ ***(2330′)*** 1. Control of STARs maintained by SIVKAR Krug.
* SIVKAR Krug 124.6		



CHANGES: Crossings at GOGEN, LUGES & TOKNI revised.

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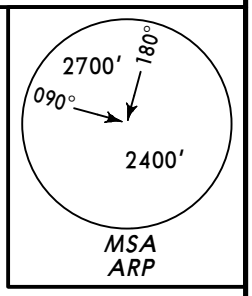
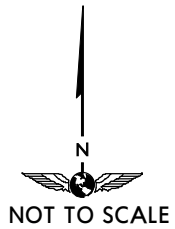
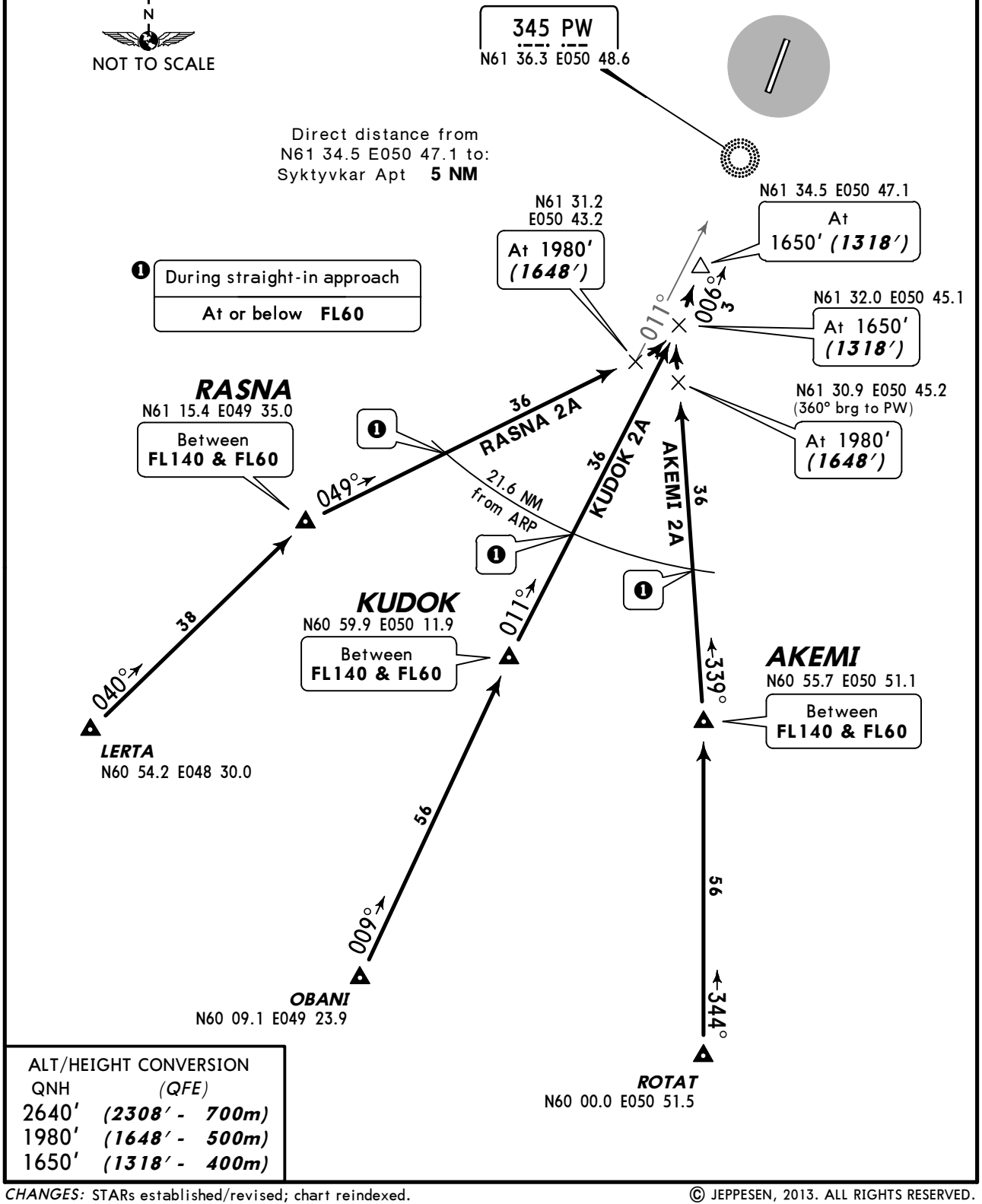
ATIS 126.6	Apt Elev 339′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above Trans alt: 2640′ ***(2308′)*** 1. Control of STARs maintained by SIVKAR Krug.
* SIVKAR Krug 124.6		

AKEMI 2A *[AKEM2A]*
KUDOK 2A *[KUDO2A]*
RASNA 2A *[RASN2A]*
RWY 01 ARRIVALS







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

CHANGES: STARs established/revised; chart reindexed.

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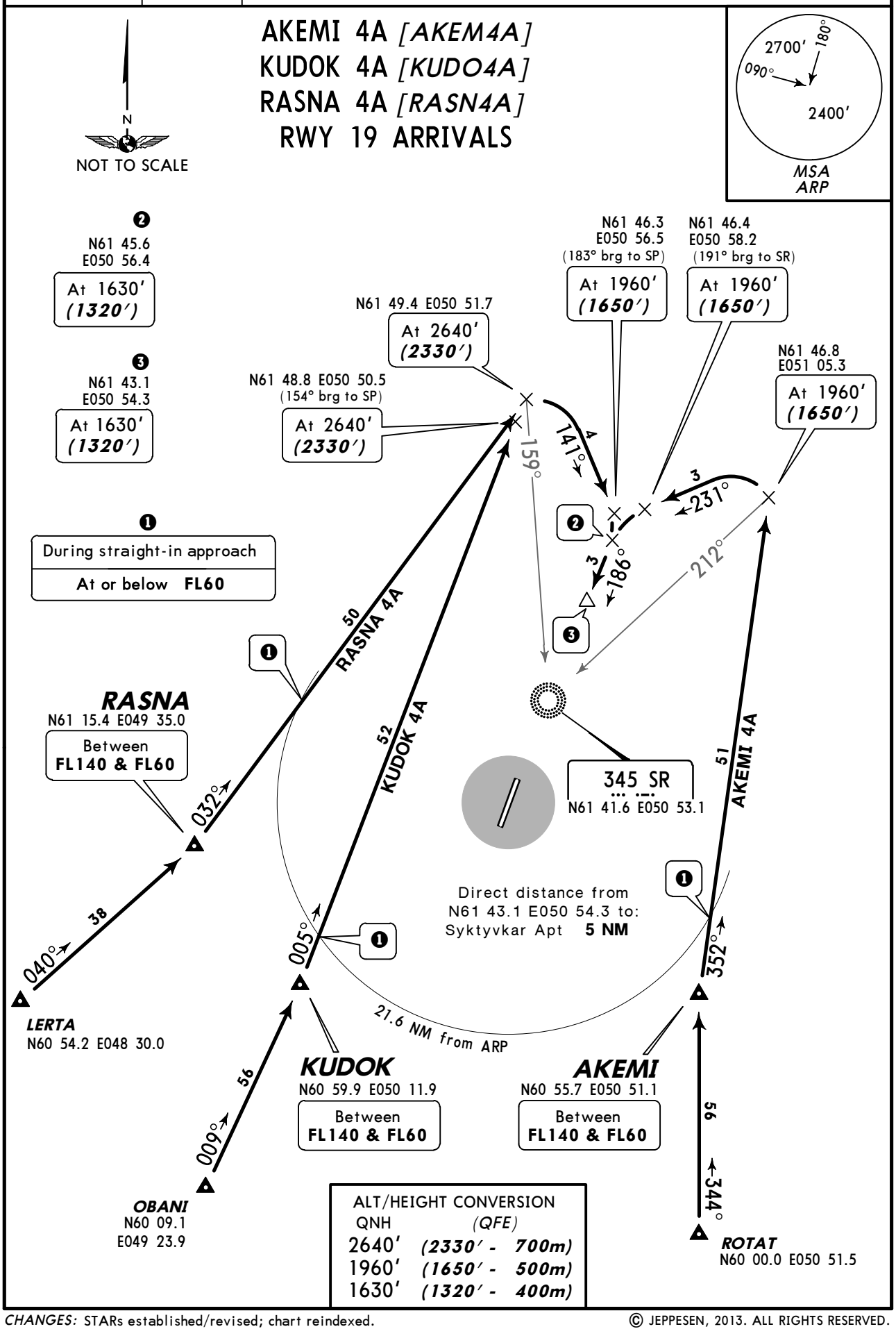
ATIS 126.6	Apt Elev 339′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above Trans alt: 2640′ ***(2330′)*** 1. Control of STARs maintained by SIVKAR Krug.
* SIVKAR Krug 124.6		

AKEMI 4A *[AKEM4A]*
KUDOK 4A *[KUDO4A]*
RASNA 4A *[RASN4A]*
RWY 19 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
2640′	***(2330′ - 700m)***
1960′	***(1650′ - 500m)***
1630′	***(1320′ - 400m)***

CHANGES: STARs established/revised; chart reindexed.

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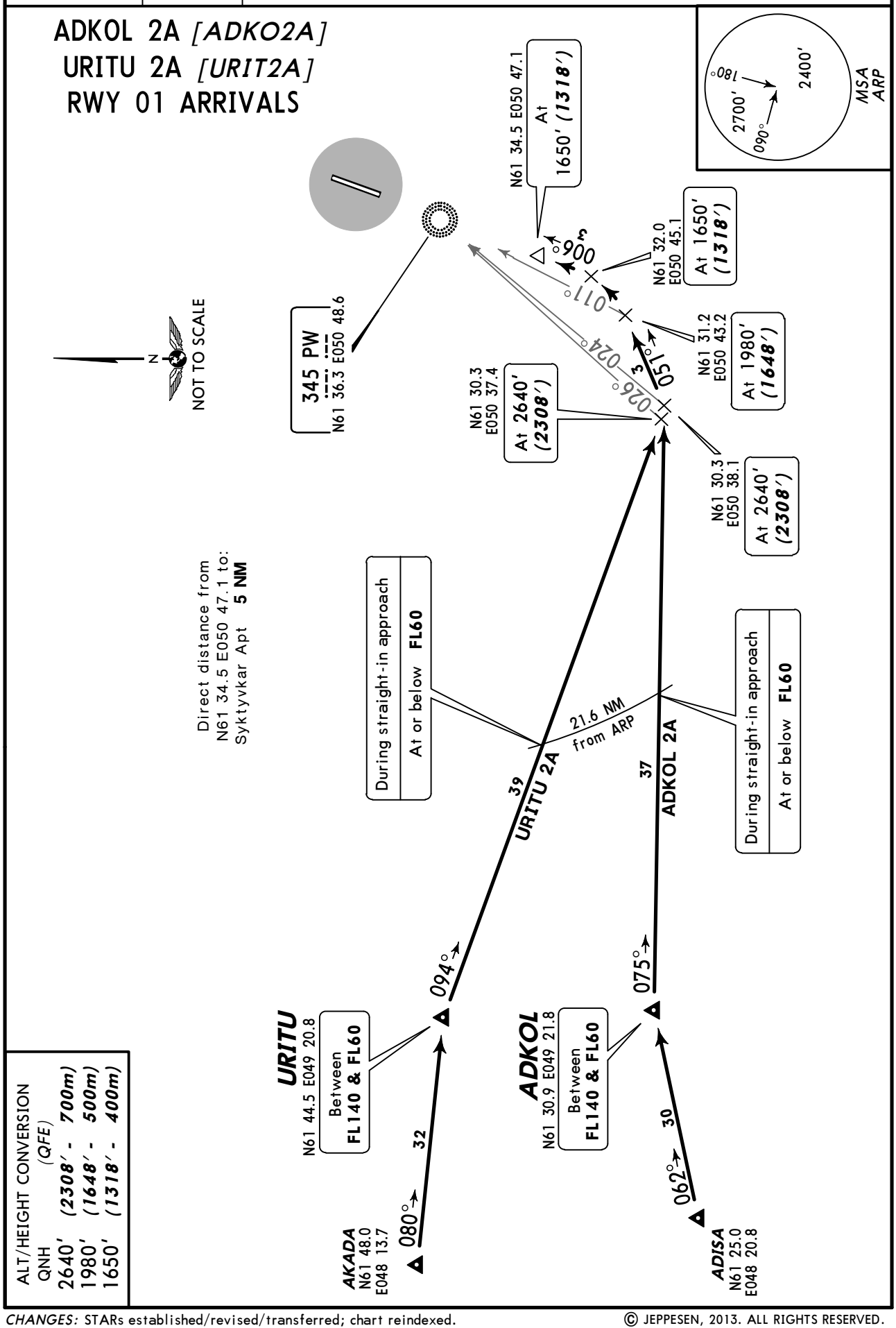
ATIS 126.6	Apt Elev 339′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above Trans alt: 2640′ ***(2308′)*** 1. Control of STARs maintained by SIVKAR Krug.
* SIVKAR Krug 124.6		

ADKOL 2A *[ADKO2A]*
URITU 2A *[URIT2A]*
RWY 01 ARRIVALS



ALT/HEIGHT CONVERSION (QFE)

QNH	
2640′	***(2308′ - 700m)***
1980′	***(1648′ - 500m)***
1650′	***(1318′ - 400m)***

CHANGES: STARs established/revised/transferred; chart reindexed.

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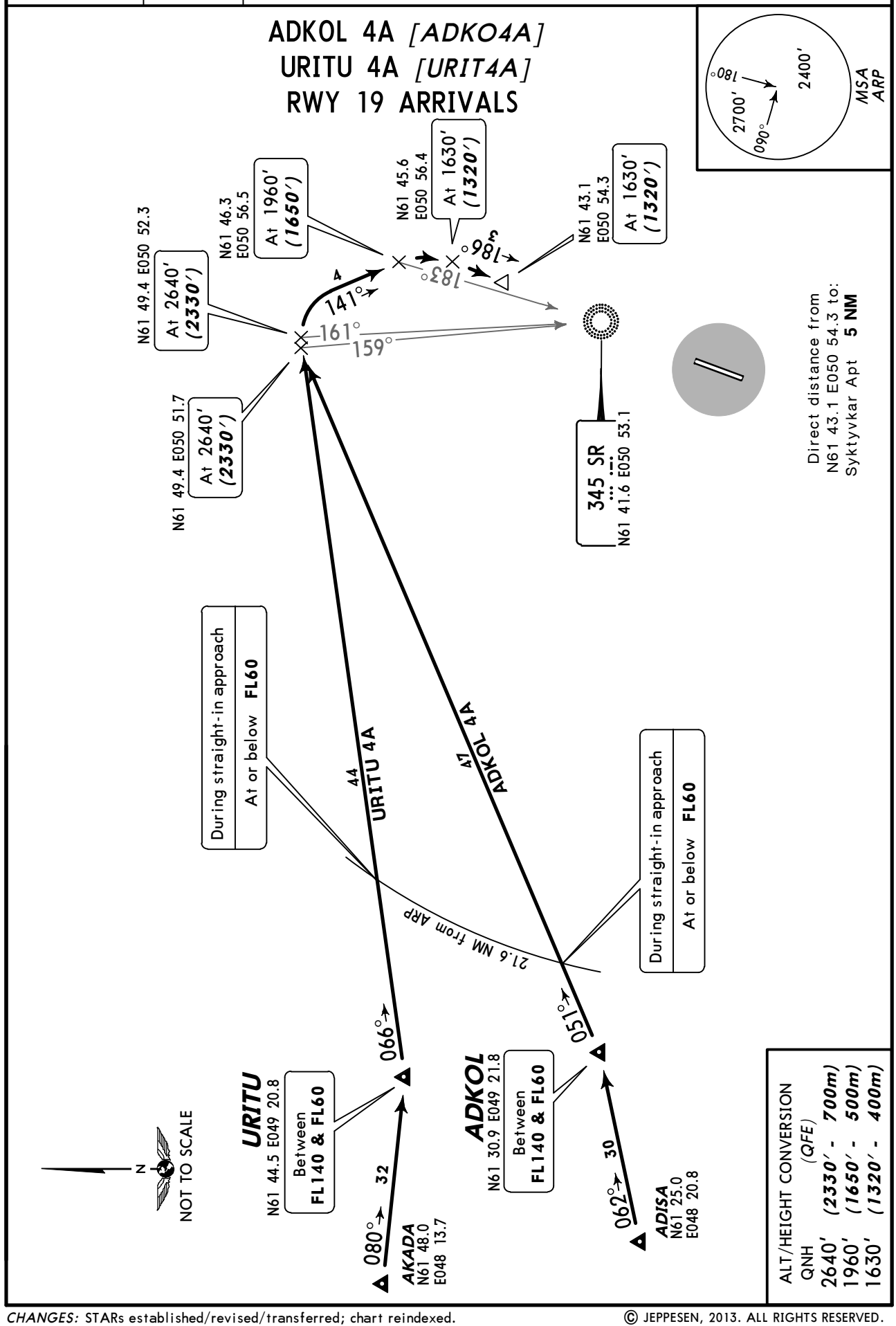
ATIS 126.6	Apt Elev 339′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above Trans alt: 2640′ ***(2330′)*** 1. Control of STARs maintained by SIVKAR Krug.
* SIVKAR Krug 124.6		

ADKOL 4A *[ADKO4A]*
URITU 4A *[URIT4A]*
RWY 19 ARRIVALS



CHANGES: STARs established/revised/transferred; chart reindexed.

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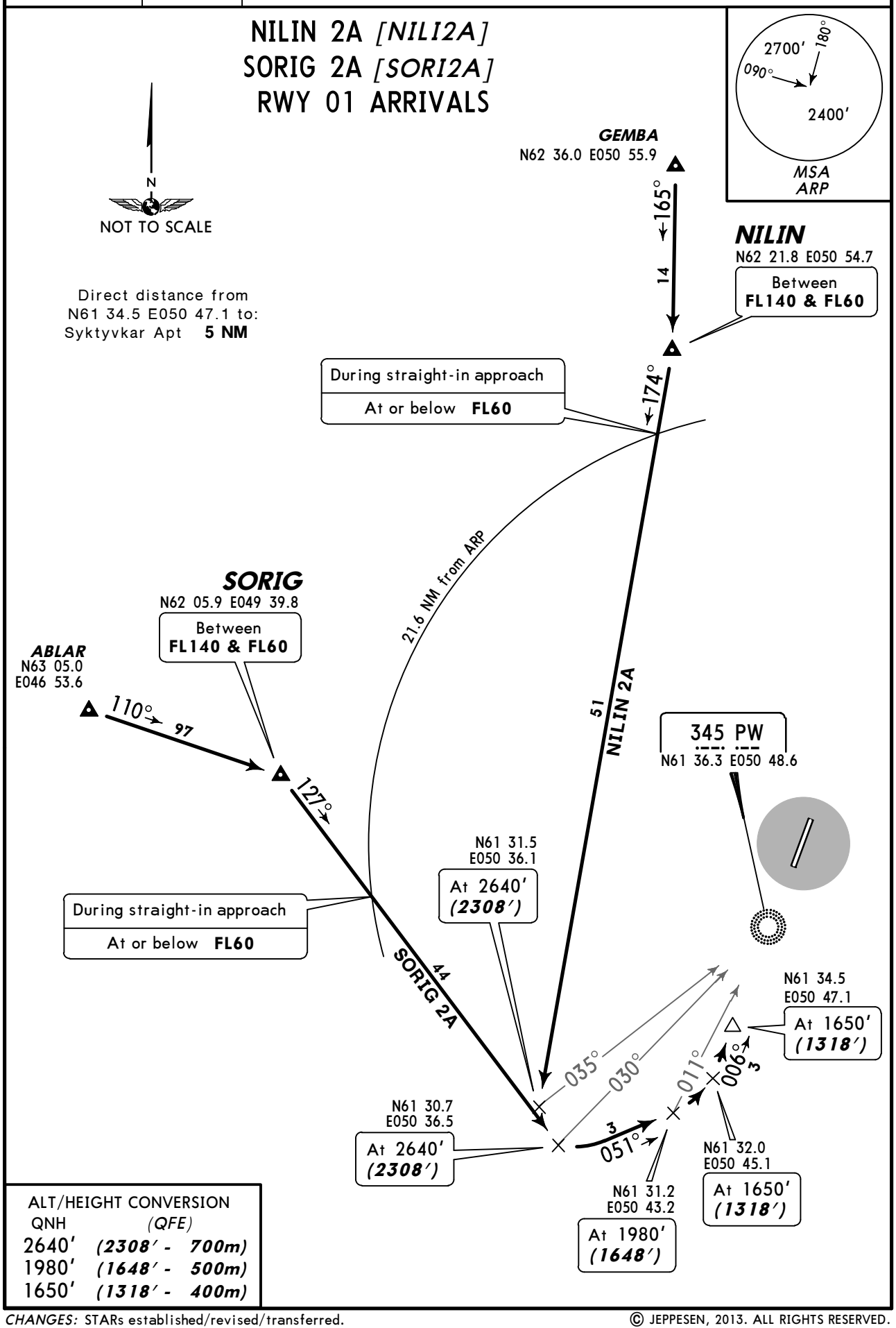
ATIS 126.6	Apt Elev 339′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above Trans alt: 2640′ ***(2308′)*** 1. Control of STARs maintained by SIVKAR Krug.
* SIVKAR Krug 124.6		

NILIN 2A *[NILI2A]*
SORIG 2A *[SORI2A]*
RWY 01 ARRIVALS



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

CHANGES: STARs established/revised/transferred.

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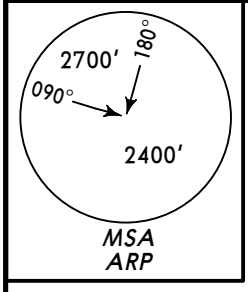
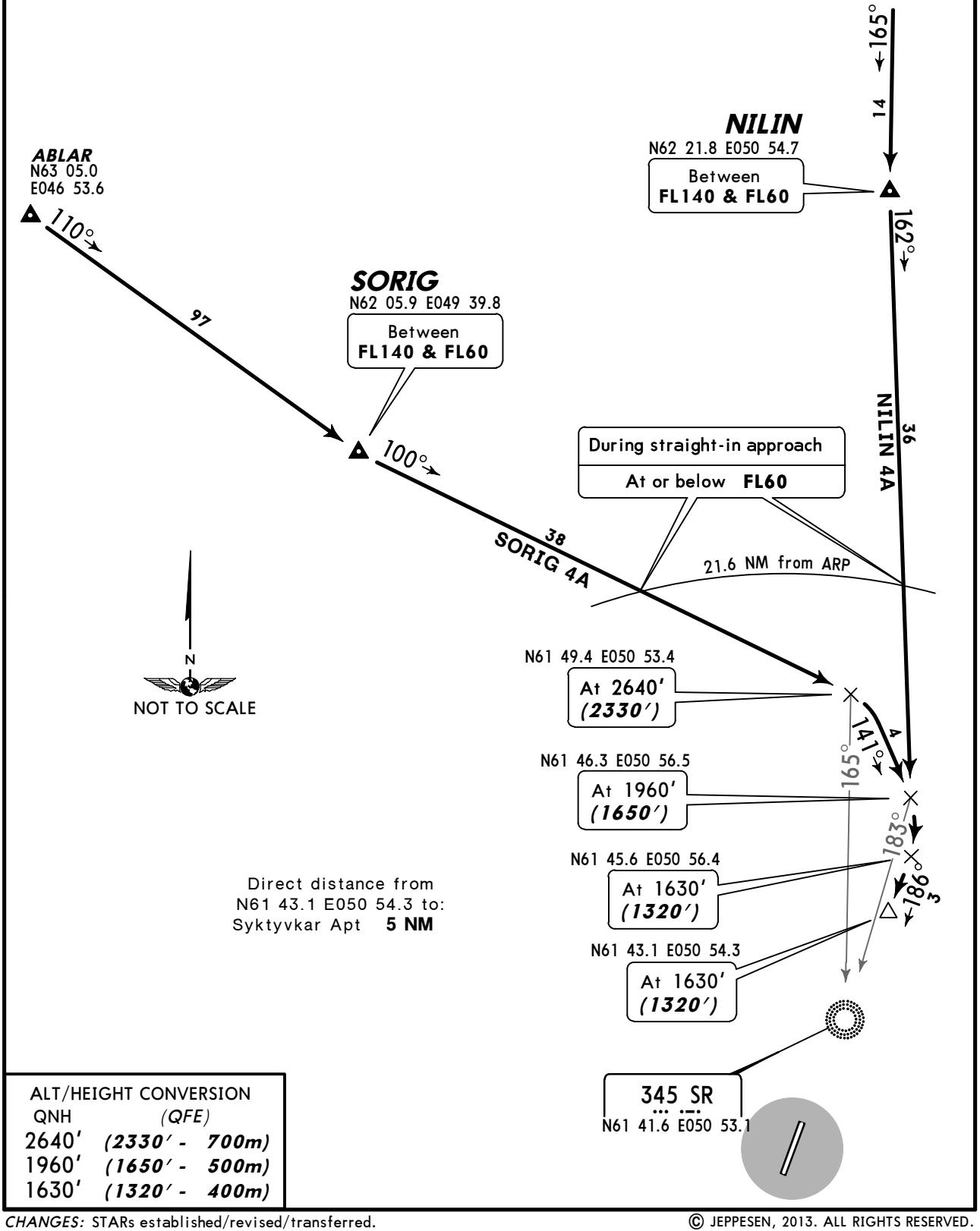
ATIS 126.6	Apt Elev 339′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above Trans alt: 2640′ ***(2330′)*** 1. Control of STARs maintained by SIVKAR Krug.
* SIVKAR Krug 124.6		

NILIN 4A *[NILI4A]*
SORIG 4A *[SORI4A]*
RWY 19 ARRIVALS





ALT/HEIGHT CONVERSION

QNH	(QFE)
2640′	***(2330′ - 700m)***
1960′	***(1650′ - 500m)***
1630′	***(1320′ - 400m)***

CHANGES: STARs established/revised/transferred.

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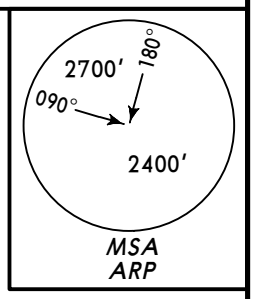
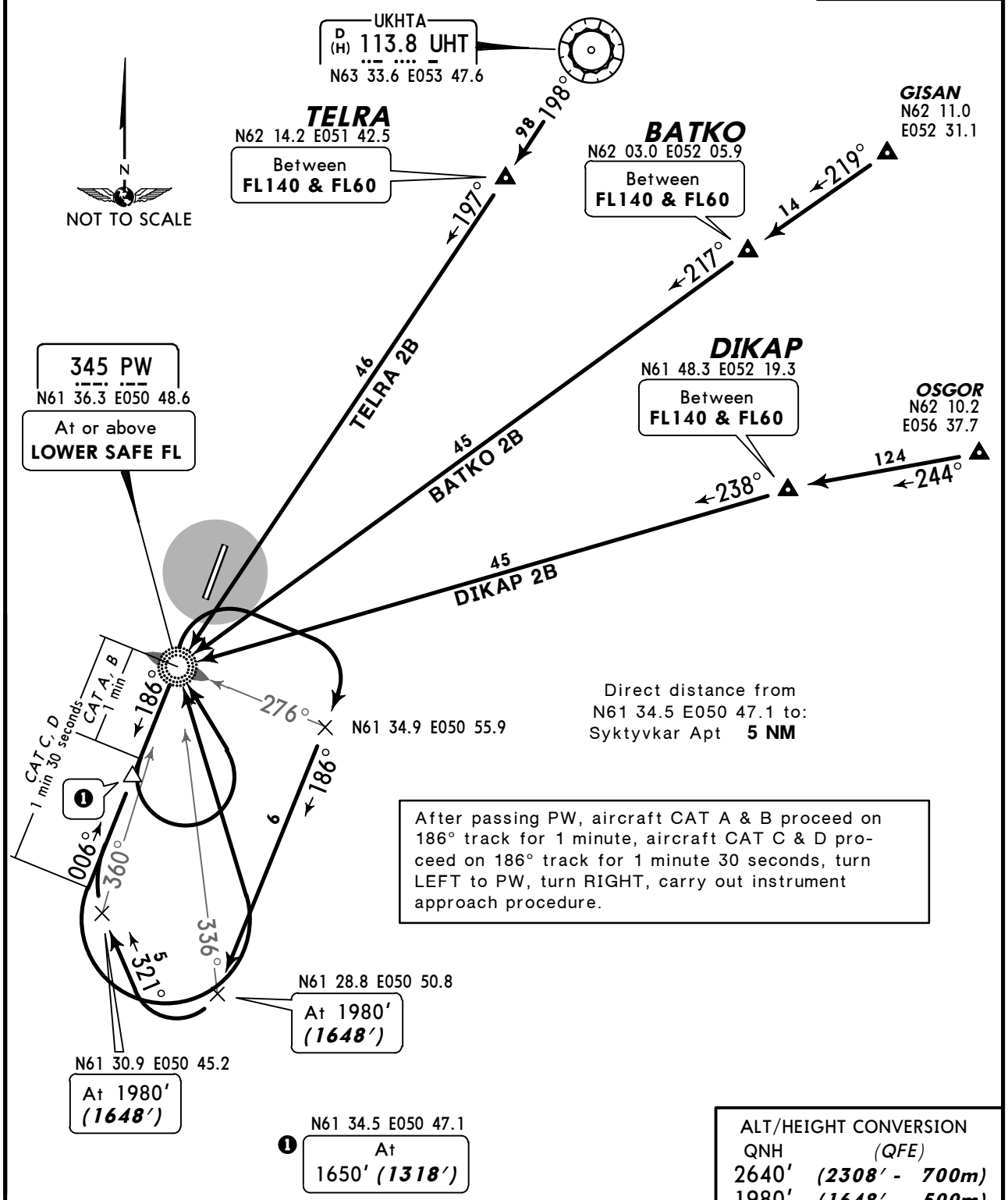
ATIS	Apt Elev	
126.6	339′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above Trans alt: 2640′ ***(2308′)*** All turns shall be carried out with 25° bank.

BATKO 2B *[BATK2B]*
DIKAP 2B *[DIKA2B]*
TELRA 2B *[TELR2B]*
RWY 01 ARRIVALS
WITHOUT RADAR CONTROL VIA PW





Direct distance from
N61 34.5 E050 47.1 to:
Syktyvkar Apt **5 NM**

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)***

CHANGES: Crossings at BATKO, DIKAP & TELVA revised; chart reindexed.

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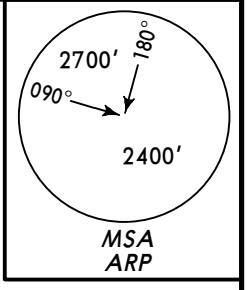
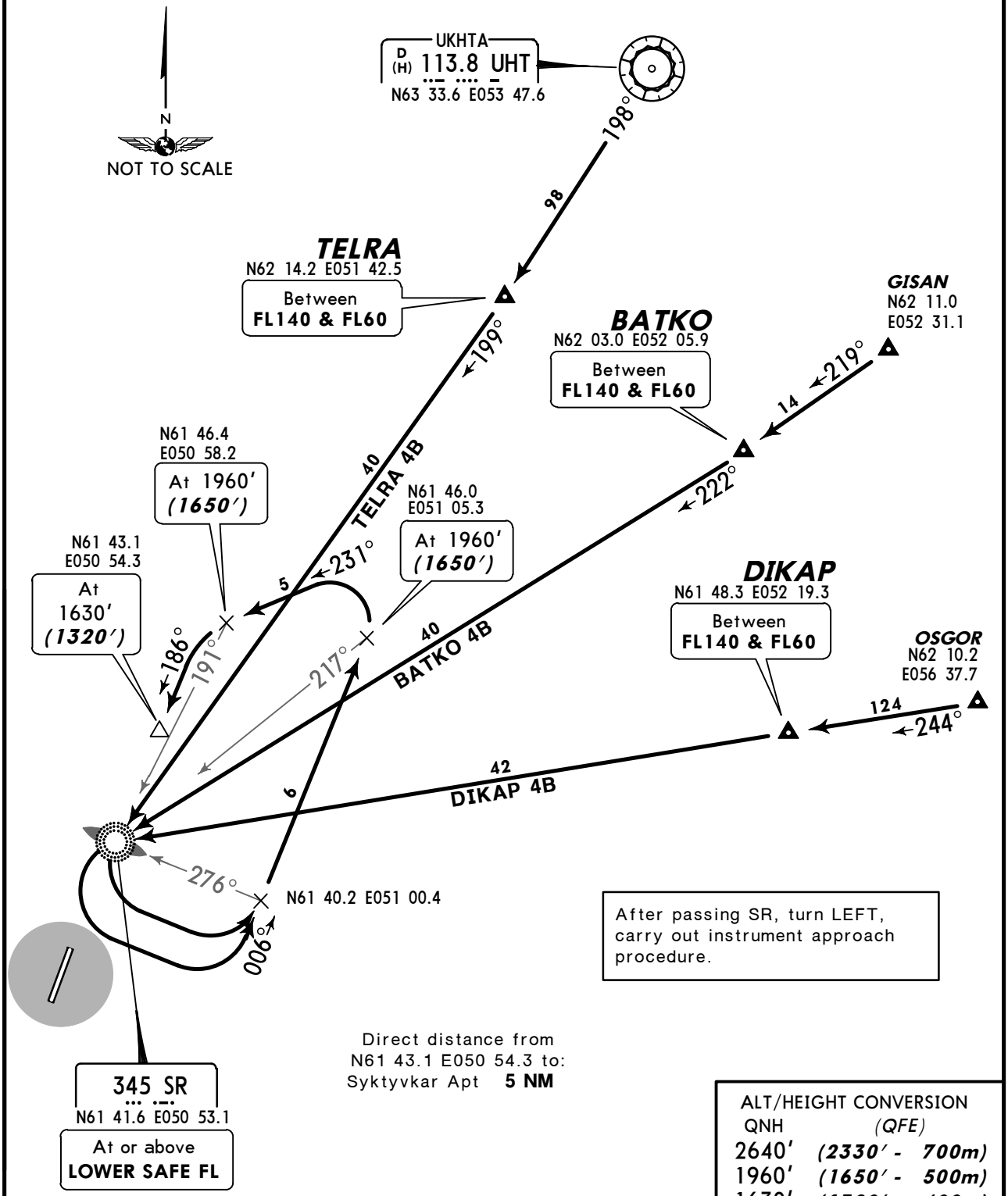
ATIS	Apt Elev	
126.6	339′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above Trans alt: 2640′ ***(2330′)*** All turns shall be carried out with 25° bank.

BATKO 4B *[BATK4B]*
DIKAP 4B *[DIKA4B]*
TELRA 4B *[TELR4B]*
RWY 19 ARRIVALS
WITHOUT RADAR CONTROL VIA SR





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

CHANGES: Crossings at BATKO, DIKAP & TELRA revised; chart reindexed.

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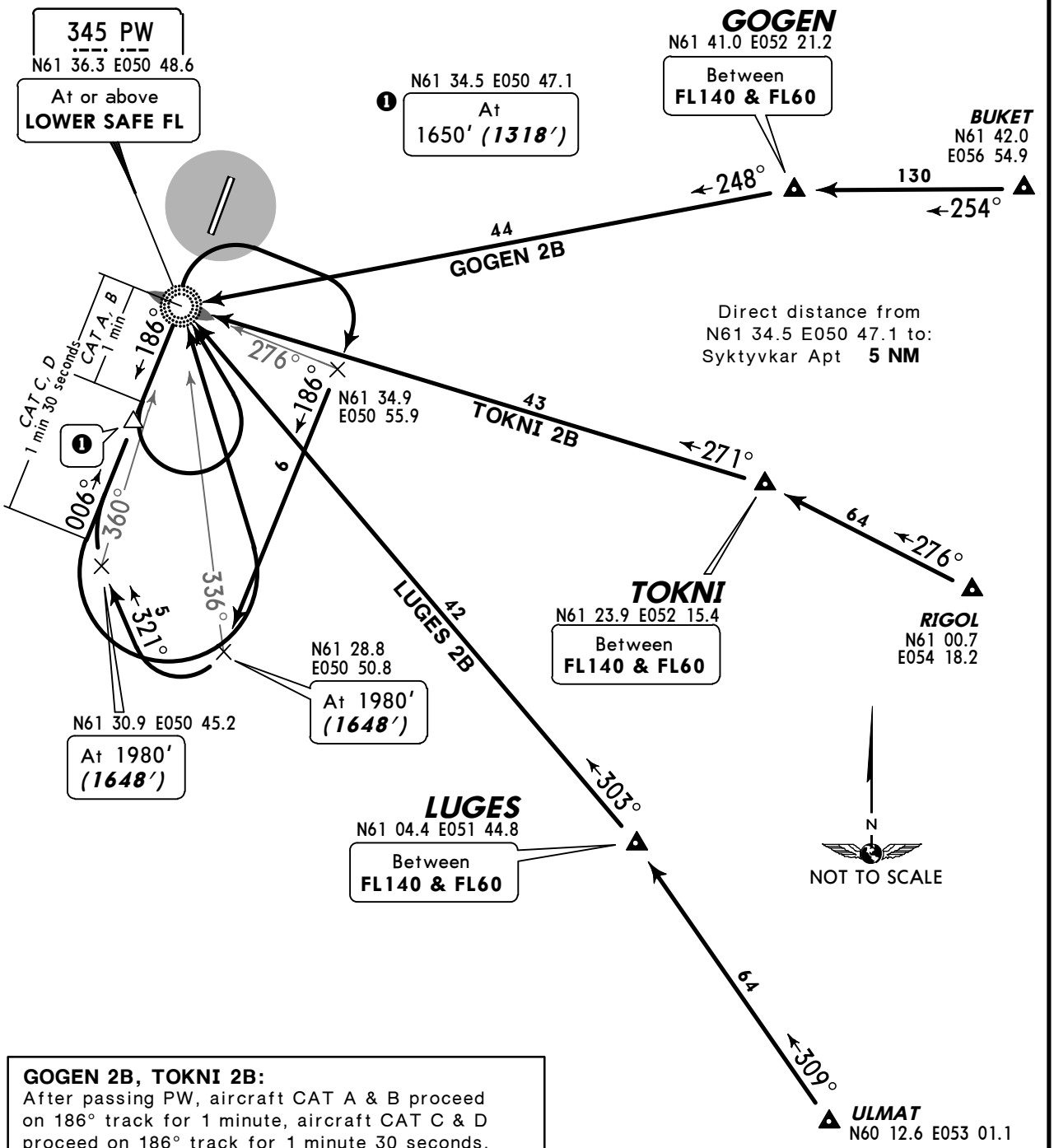
ATIS	Apt Elev	
126.6	339′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above Trans alt: 2640′ ***(2308′)*** All turns shall be carried out with 25° bank.

GOGEN 2B *[GOGE2B]*
LUGES 2B *[LUGE2B]*
TOKNI 2B *[TOKN2B]*
RWY 01 ARRIVALS
WITHOUT RADAR CONTROL VIA PW



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.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2640′	***(2308′ - 700m)***
1980′	***(1648′ - 500m)***
1650′	***(1318′ - 400m)***

CHANGES: Crossings at GOGEN, LUGES & TOKNI revised; chart reindexed.

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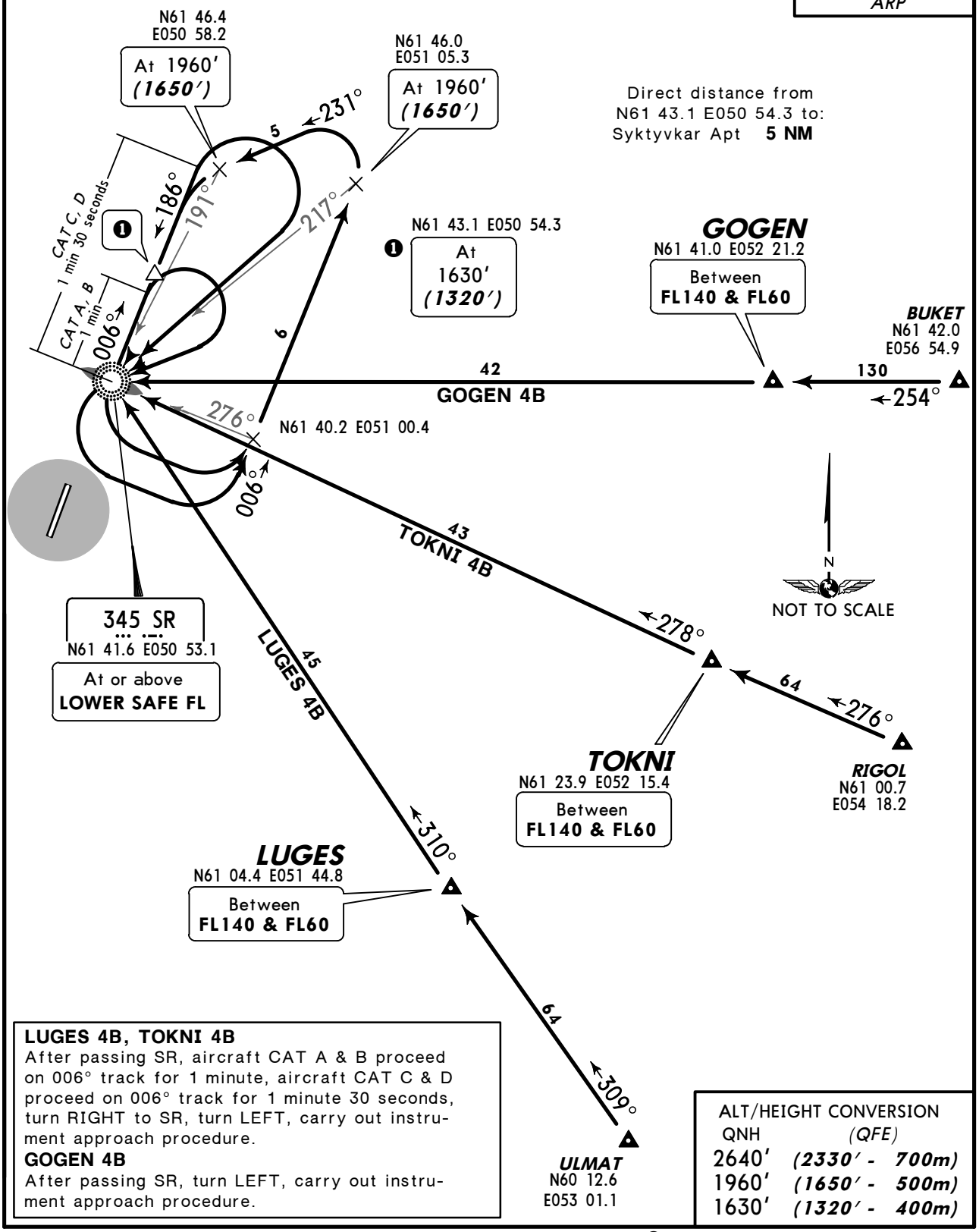
ATIS	Apt Elev	
126.6	339′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above Trans alt: 2640′ ***(2330′)*** All turns shall be carried out with 25° bank.

GOGEN 4B *[GOGE4B]*
LUGES 4B *[LUGE4B]*
TOKNI 4B *[TOKN4B]*
RWY 19 ARRIVALS
WITHOUT RADAR CONTROL VIA SR



LUGES 4B, TOKNI 4B
After passing SR, aircraft CAT A & B proceed on 006° track for 1 minute, aircraft CAT C & D proceed on 006° track for 1 minute 30 seconds, turn RIGHT to SR, turn LEFT, carry out instrument approach procedure.

GOGEN 4B
After passing SR, turn LEFT, carry out instrument approach procedure.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2640′	***(2330′ - 700m)***
1960′	***(1650′ - 500m)***
1630′	***(1320′ - 400m)***

CHANGES: Crossings at GOGEN, LUGES & TOKNI revised; chart reindexed.

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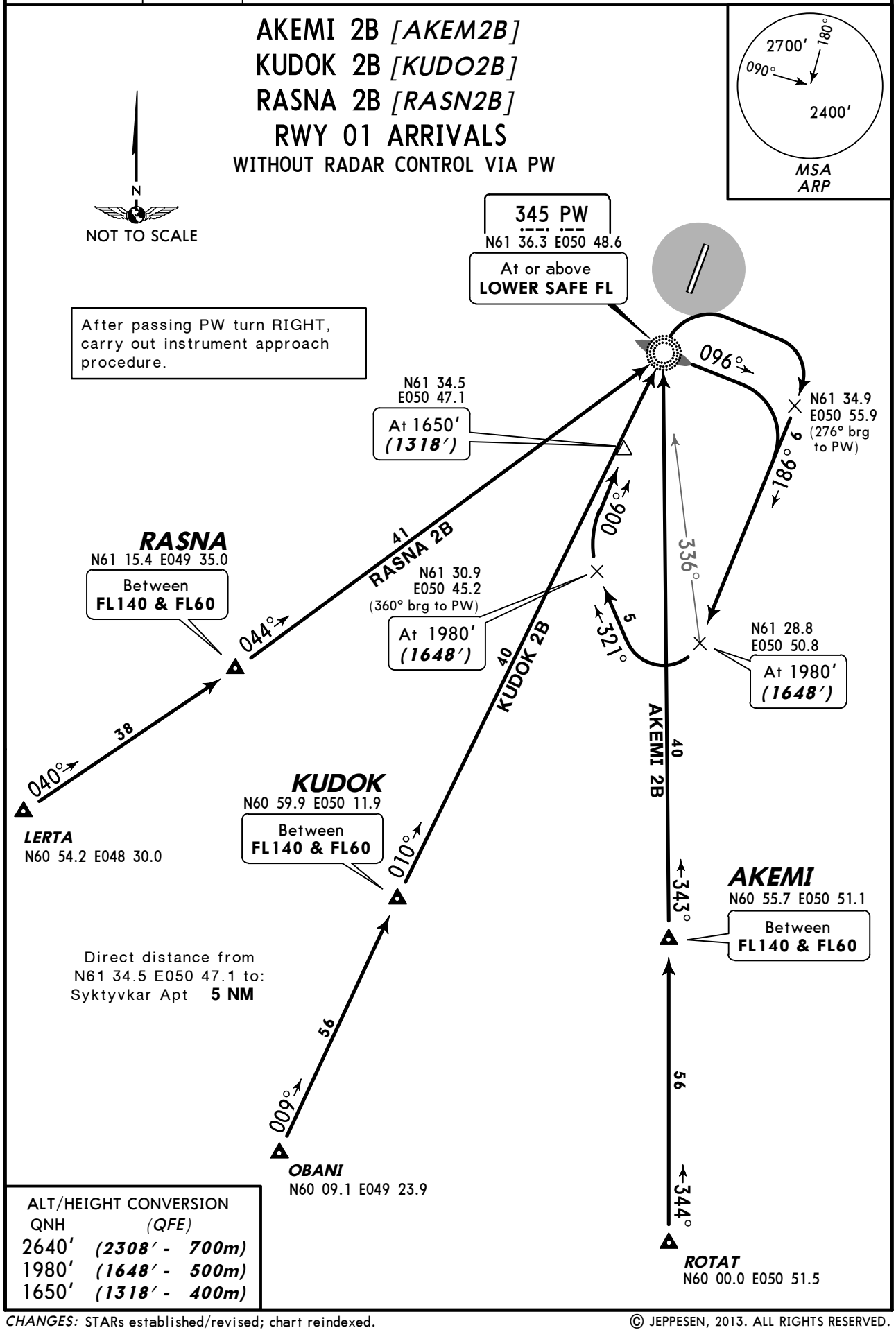
ATIS	Apt Elev	
126.6	339′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above Trans alt: 2640′ ***(2308′)*** All turns shall be carried out with 25° bank.

AKEMI 2B *[AKEM2B]*
KUDOK 2B *[KUDO2B]*
RASNA 2B *[RASN2B]*
RWY 01 ARRIVALS
WITHOUT RADAR CONTROL VIA PW



ALT/HEIGHT CONVERSION

QNH	(QFE)
2640′	***(2308′ - 700m)***
1980′	***(1648′ - 500m)***
1650′	***(1318′ - 400m)***

CHANGES: STARs established/revised; chart reindexed.

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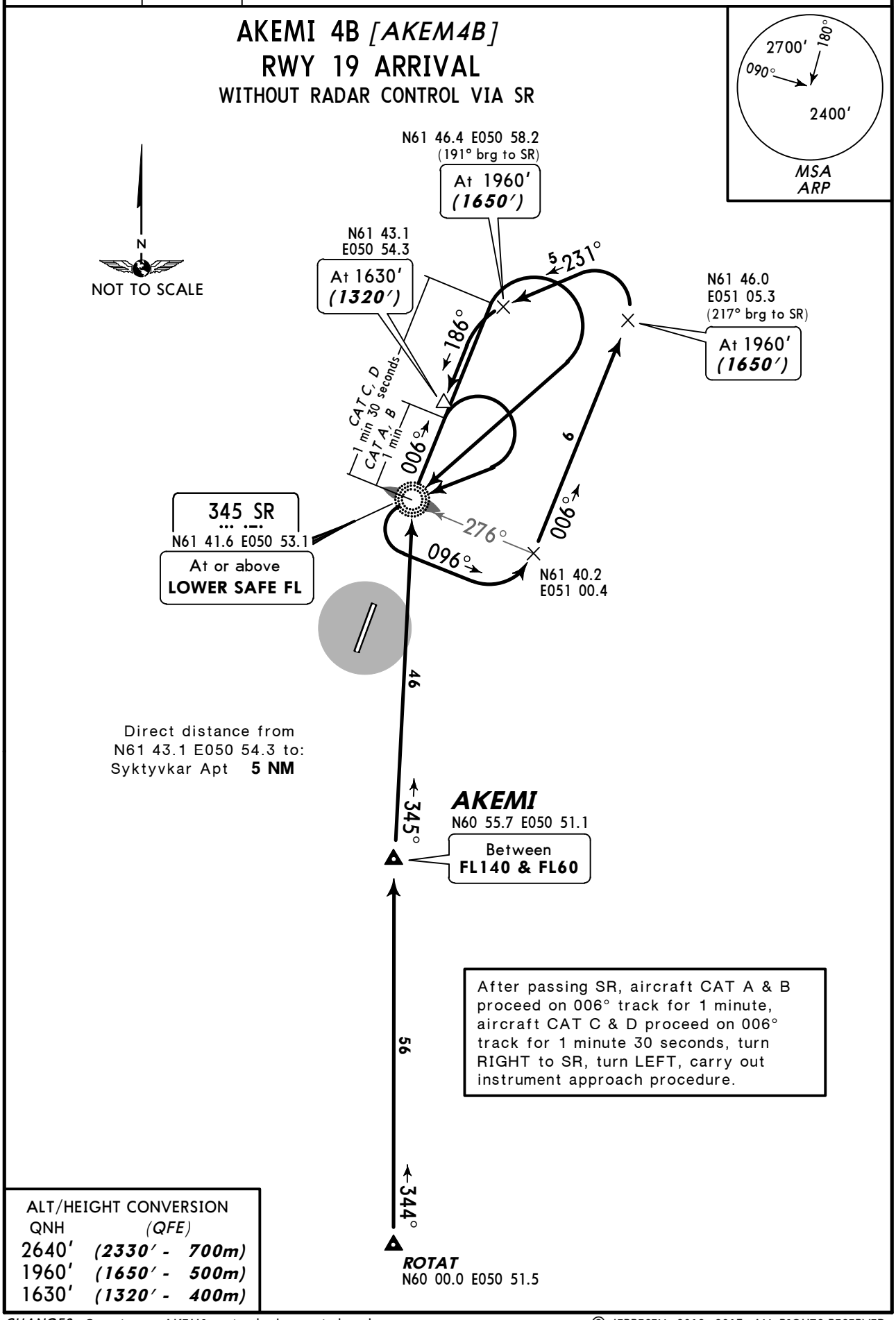
ATIS	Apt Elev	
126.6	339′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above Trans alt: 2640′ ***(2330′)*** All turns shall be carried out with 25° bank.

AKEMI 4B *[AKEM4B]*
RWY 19 ARRIVAL
WITHOUT RADAR CONTROL VIA SR



After passing SR, aircraft CAT A & B proceed on 006° track for 1 minute, aircraft CAT C & D proceed on 006° track for 1 minute 30 seconds, turn RIGHT to SR, turn LEFT, carry out instrument approach procedure.

ALT/HEIGHT CONVERSION

QNH	*(QFE)*	
2640′	***(2330′ -***	***700m)***
1960′	***(1650′ -***	***500m)***
1630′	***(1320′ -***	***400m)***

CHANGES: Crossing at AKEMI revised; chart reindexed.

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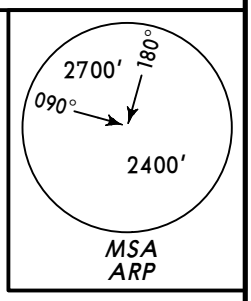
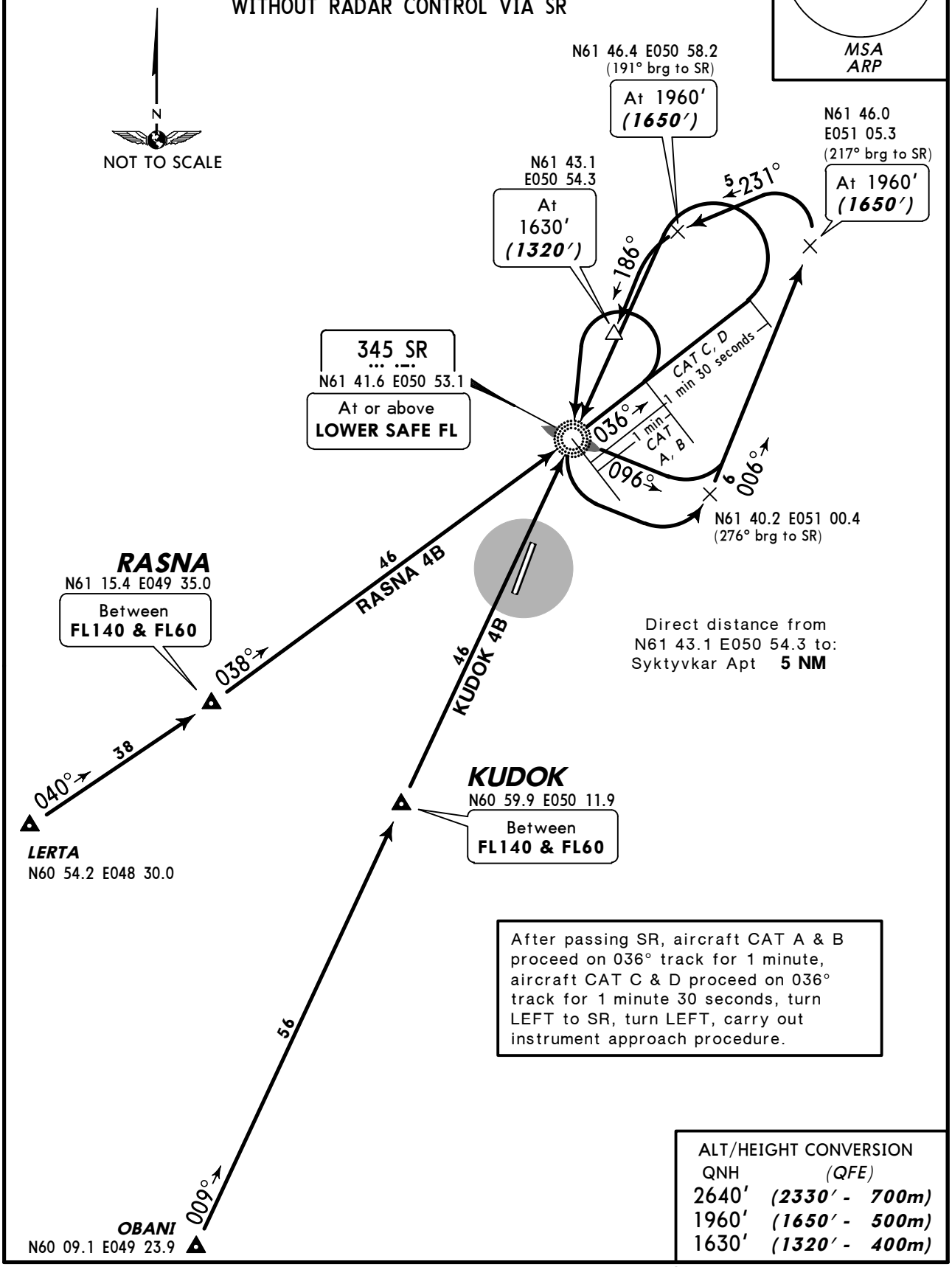
ATIS	Apt Elev	
126.6	339′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above Trans alt: 2640′ ***(2330′)*** All turns shall be carried out with 25° bank.

KUDOK 4B *[KUDO4B]*
RASNA 4B *[RASN4B]*
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

QNH	(QFE)
2640′	***(2330′ - 700m)***
1960′	***(1650′ - 500m)***
1630′	***(1320′ - 400m)***

CHANGES: STARs established/revised; chart revised.

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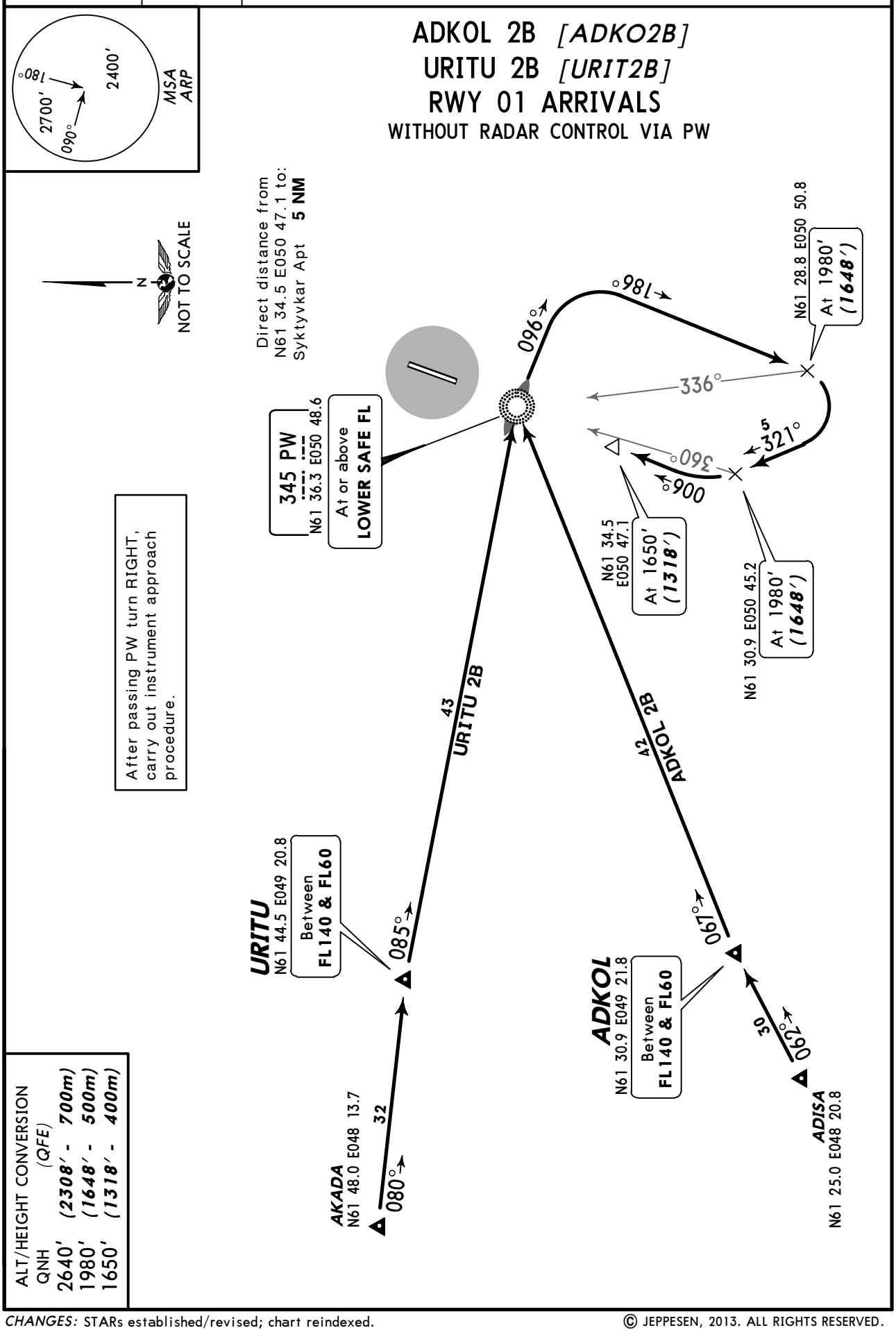
ATIS	Apt Elev
126.6	339′

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.

ADKOL 2B *[ADKO2B]*
URITU 2B *[URIT2B]*
RWY 01 ARRIVALS
WITHOUT RADAR CONTROL VIA PW



ALT/HEIGHT CONVERSION

QNH	(QFE)
2640′	***(2308′ - 700m)***
1980′	***(1648′ - 500m)***
1650′	***(1318′ - 400m)***

CHANGES: STARs established/revised; chart reindexed.

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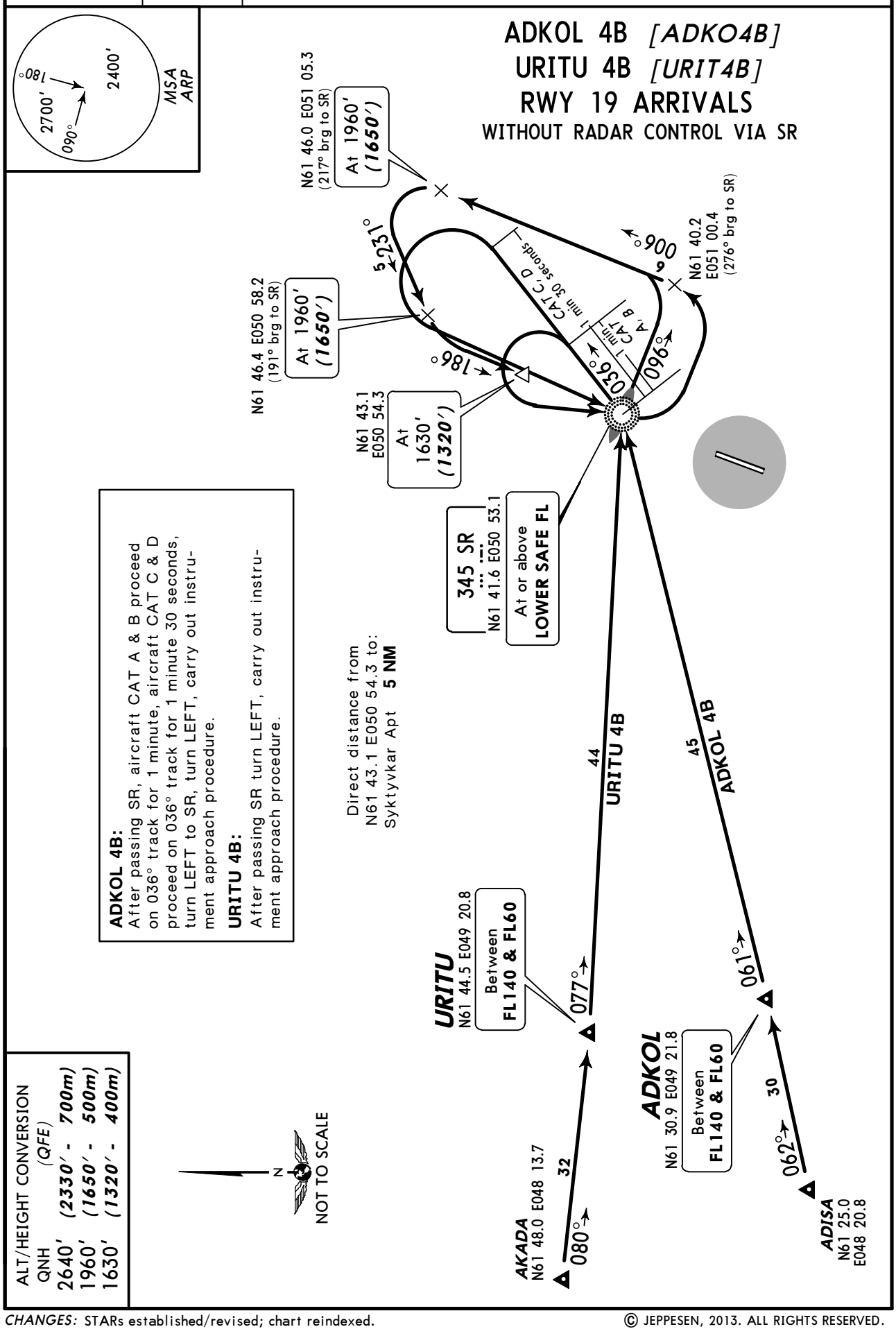
ATIS	Apt Elev
126.6	339′

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.



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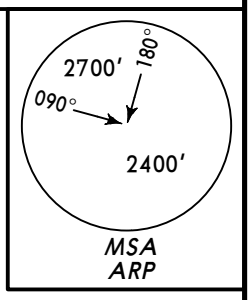
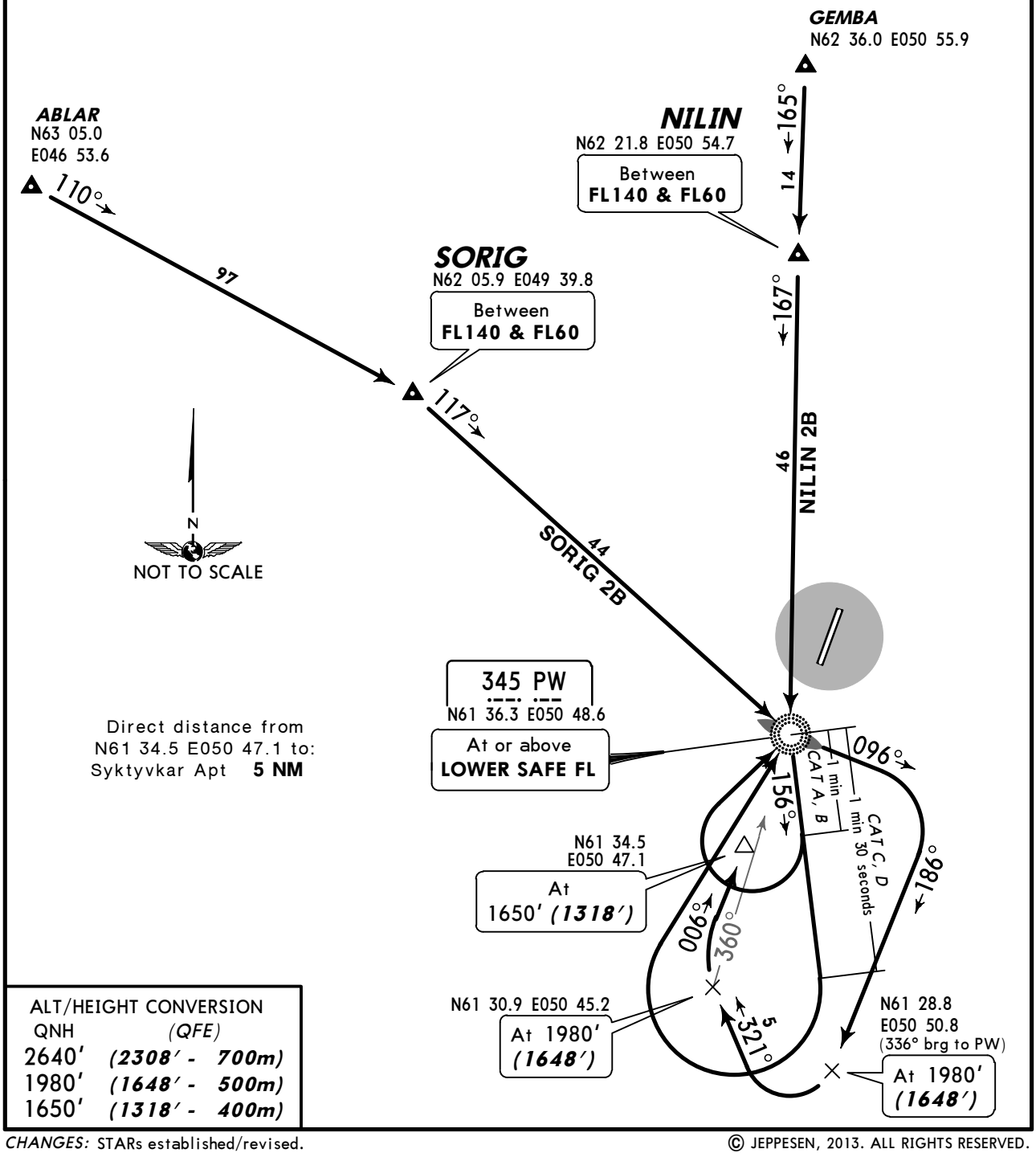
ATIS	Apt Elev	
126.6	339′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above Trans alt: 2640′ ***(2308′)*** All turns shall be carried out with 25° bank.

NILIN 2B *[NILI2B]*
SORIG 2B *[SORI2B]*
RWY 01 ARRIVALS
WITHOUT RADAR CONTROL VIA PW



After passing PW, aircraft CAT A & B proceed on 156° track for 1 minute, aircraft CAT C & D proceed on 156° track for 1 minute 30 seconds, turn RIGHT to PW, turn RIGHT, carry out instrument approach procedure.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2640′	***(2308′ - 700m)***
1980′	***(1648′ - 500m)***
1650′	***(1318′ - 400m)***

CHANGES: STARs established/revised.

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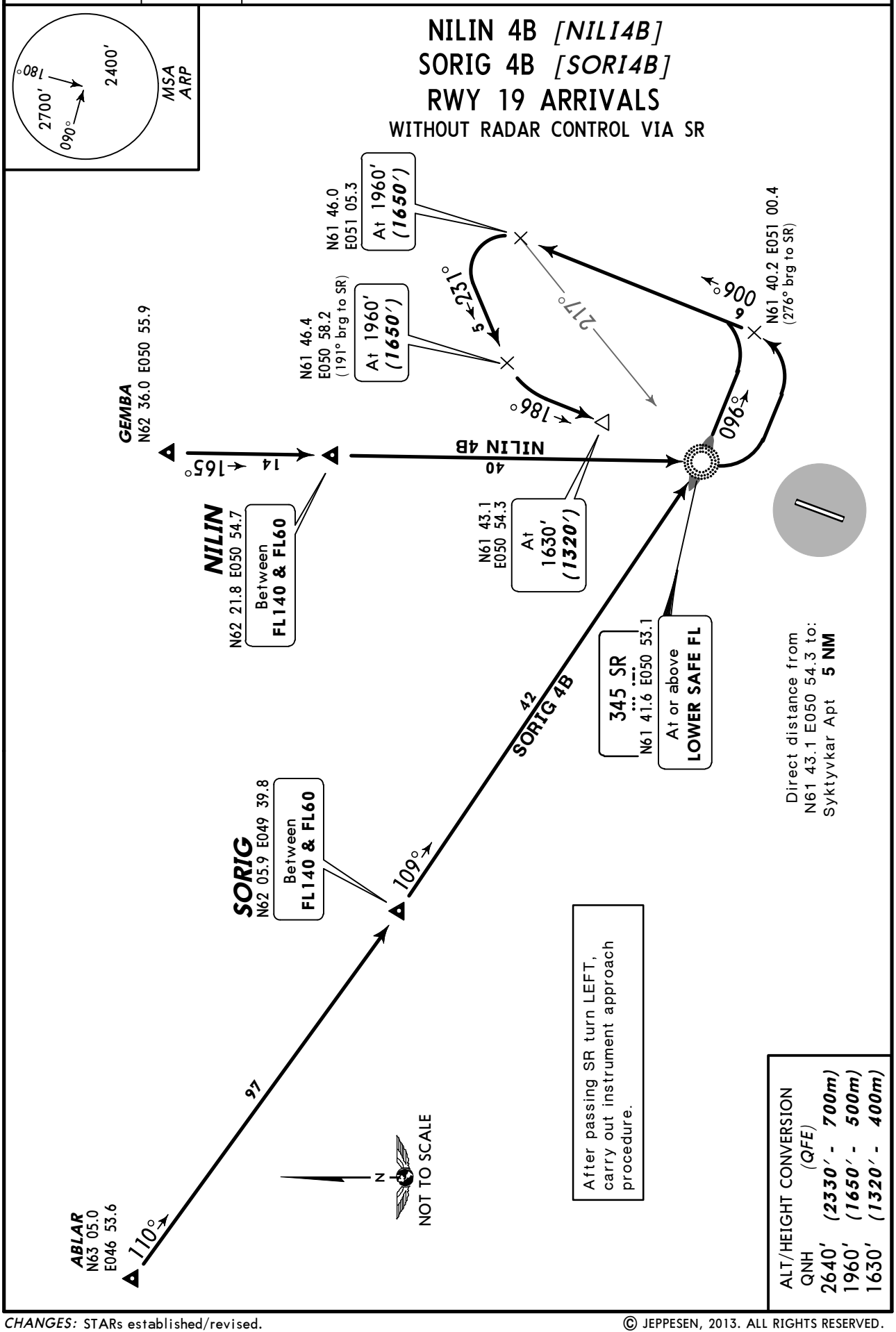
ATIS	Apt Elev	
126.6	339′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above Trans alt: 2640′ ***(2330′)*** All turns shall be carried out with 25° bank.

NILIN 4B *[NILI4B]*
SORIG 4B *[SORI4B]*
RWY 19 ARRIVALS
WITHOUT RADAR CONTROL VIA SR



CHANGES: STARs established/revised.

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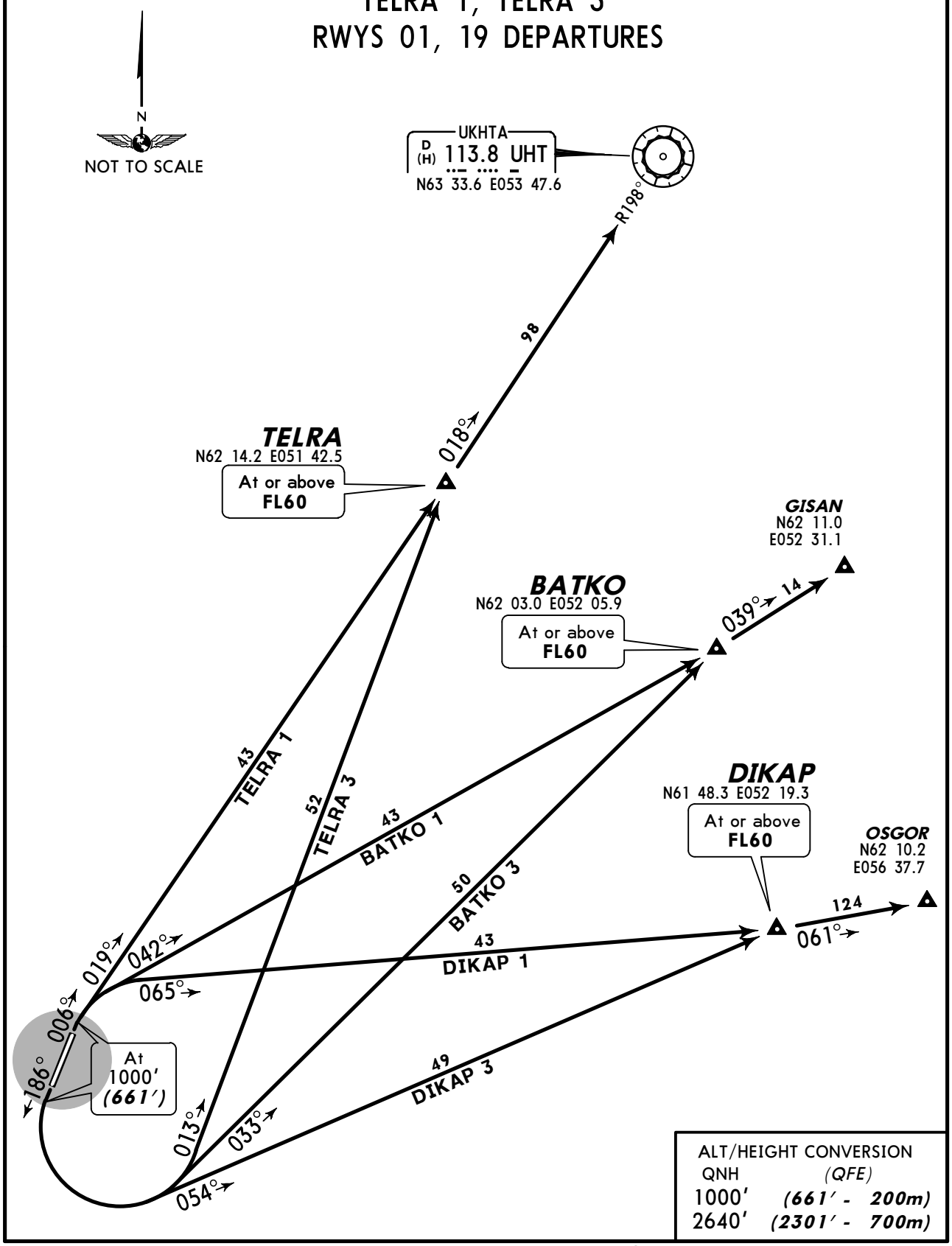
*SIVKAR Krug 124.6	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above	2700′ 180° 090° 2400′ MSA ARP
Apt Elev 339′	Trans alt: 2640′ ***(2301′)*** 1. Control 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.	

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
1000′	***(661′ - 200m)***
2640′	***(2301′ - 700m)***

CHANGES: Crossings at BATKO, DIKAP & TELRA revised.

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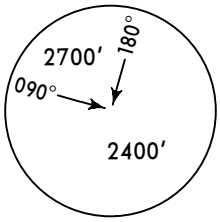
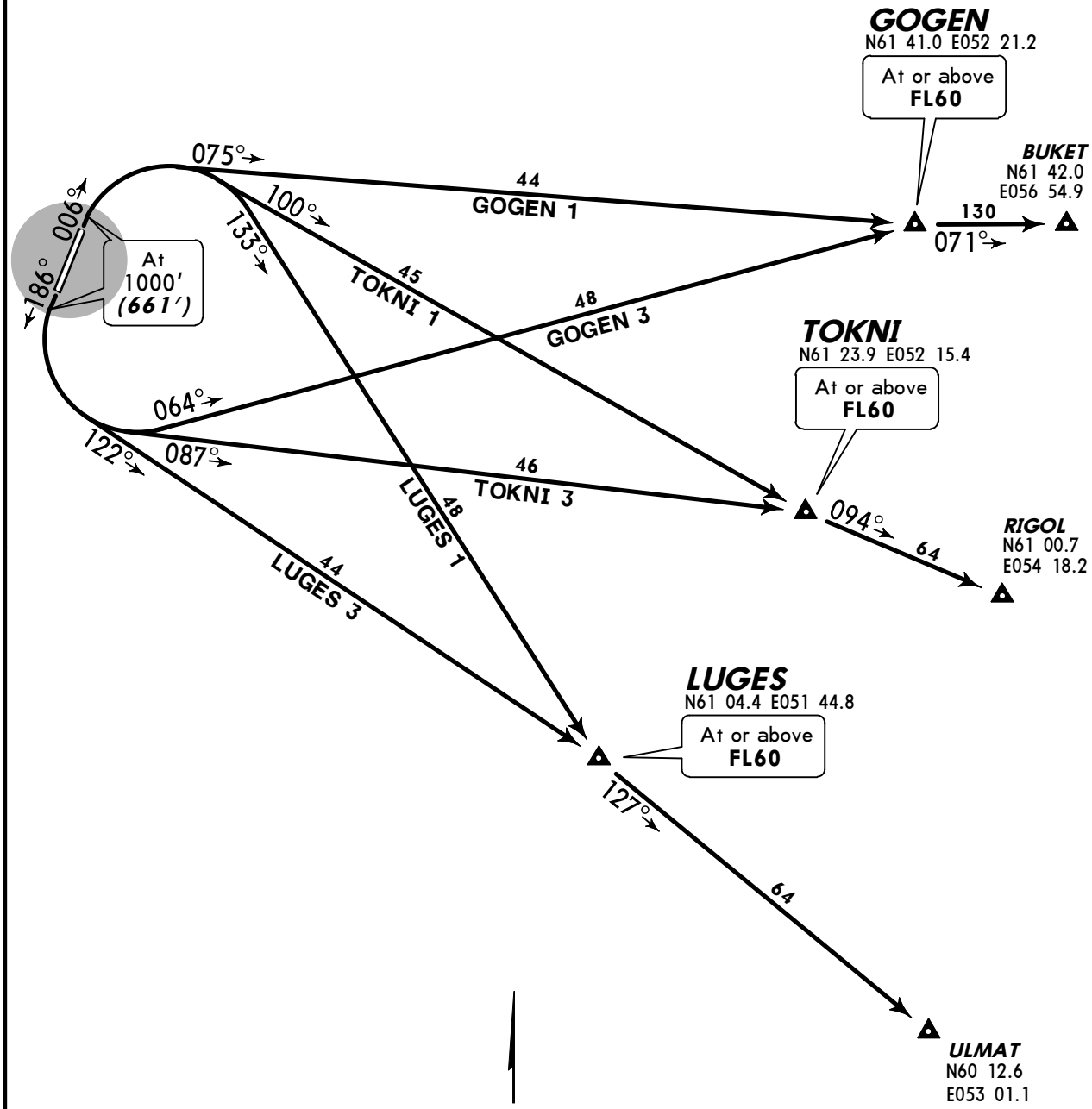
*SIVKAR Krug 124.6	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above
Apt Elev 339′	Trans alt: 2640′ ***(2301′)*** 1. Control of SIDs maintained by SIVKAR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



MSA ARP

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)***

CHANGES: Crossings at GOGEN, LUGES & TOKNI revised.

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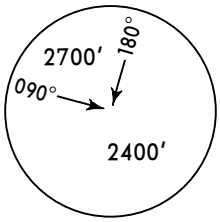
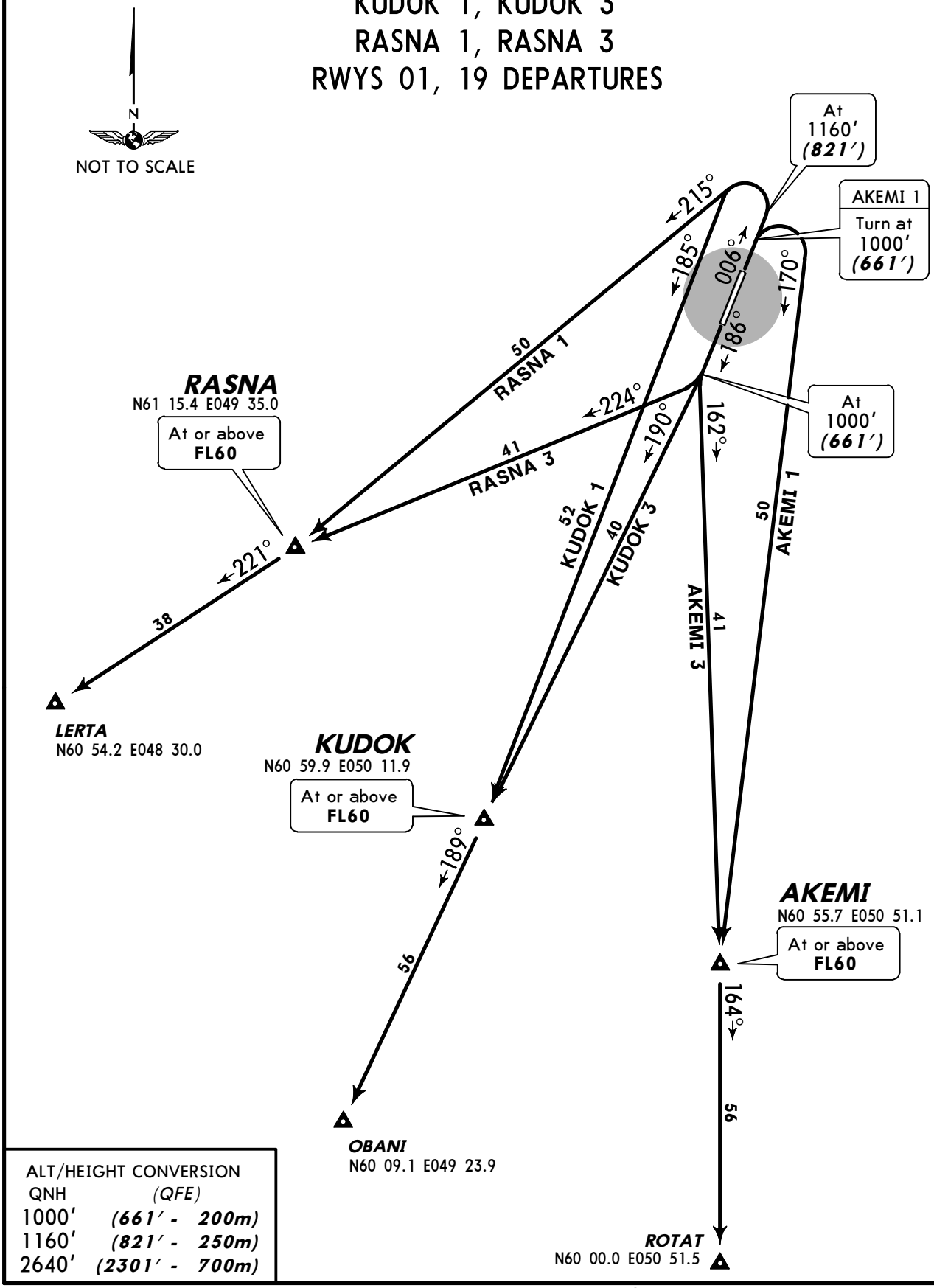
*SIVKAR Krug 124.6	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above
Apt Elev 339′	Trans alt: 2640′ ***(2301′)*** 1. Control of SIDs maintained by SIVKAR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



MSA ARP

AKEMI 1, AKEMI 3
KUDOK 1, KUDOK 3
RASNA 1, RASNA 3
RWYS 01, 19 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
1000′	***(661′ - 200m)***
1160′	***(821′ - 250m)***
2640′	***(2301′ - 700m)***

CHANGES: SIDs established/revised; chart reindexed.

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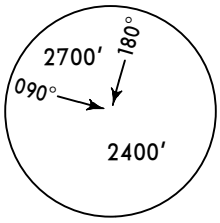
*SIVKAR Krug 124.6	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 760mm (1013.3 hPa) and 733mm (977.3 hPa) or above FL60 if pressure is less than 733mm (977.3 hPa) and 706mm (941.3 hPa) or above
Apt Elev 339′	Trans alt: 2640′ ***(2301′)*** 1. Control of SIDs maintained by SIVKAR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



MSA ARP

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

N
NOT TO SCALE

GEMBA
N62 36.0
E050 55.9

14

NILIN
N62 21.8 E050 54.7
At or above **FL60**

ABLAR
N63 05.0
E046 53.6

97
293°

SORIG
N62 05.9 E049 39.8
At or above **FL60**

52 NILIN 3

43 NILIN 1

45 SORIG 1

47 SORIG 3

287°

345°

URITU
N61 44.5 E049 20.8
At or above **FL60**

AKADA
N61 48.0
E048 13.7

32
261°

47 URITU 1

254°

237°

48 ADKOL 1

352°

300°

At 1160′ ***(821′)***

At 1000′ ***(661′)***

186°

090°

45 URITU 3

267°

44 ADKOL 3

248°

30
243°

ADISA
N61 25.0
E048 20.8

ADKOL
N61 30.9 E049 21.8
At or above **FL60**

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

CHANGES: SIDs established/revised; chart reindexed.

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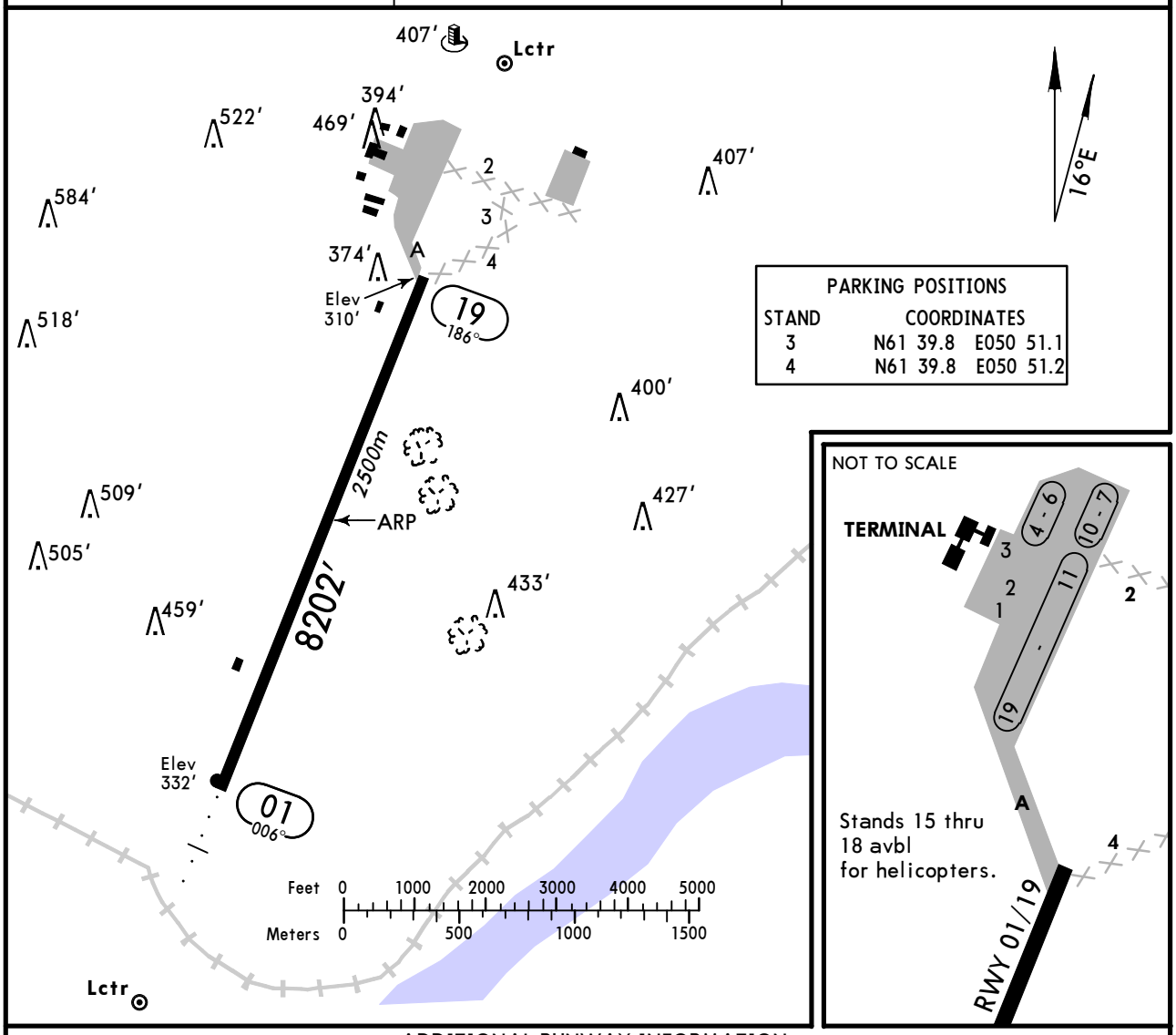
ATIS	*SIVKAR Start (TWR)	*SIVKAR Krug (TWR)
126.6	124.6	124.6



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
01	HIRL *(58m)* ALS PAPI-L RVR		7119′ *2170m*		148′ *45m*
19	HIRL *(58m)* HIALS ❶ PAPI-L (3.00°) RVR				

❶ Configuration unknown

TAKE-OFF

	AIR CARRIER (JAA) All Rwys	
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*250m*	*400m*
B		
C		
D	*300m*	

CHANGES: Rwy elev. Twy designation. Note. Lights.

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STRAIGHT-IN RWY		A	B	C	D
01	ILS	**532**′(200′)	**532**′(200′)	**535**′(203′)	**545**′(213′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	**690**′(358′)	**690**′(358′)	**690**′(358′)	**690**′(358′)
	with FAF	**R1400m**	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ❶	**690**′(358′)	**690**′(358′)	**690**′(358′)	**690**′(358′)
	w/o FAF	**R1400m**	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1600m	R1600m	R1600m	R1600m
	PW LOM ❶	**740**′(408′)	**740**′(408′)	**740**′(408′)	**740**′(408′)
	with FAF	**R1500m**	**R1500m**	**R1700m**	**R1700m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	PW LOM ❶	**880**′(548′)	**880**′(548′)	**880**′(548′)	**880**′(548′)
	w/o FAF	**C2300m**	**C2300m**	**C2300m**	**C2300m**
	ALS out	C2500m	C2500m	C2500m	C2500m
	P LMM ❶	**740**′(408′)	**740**′(408′)	**740**′(408′)	**740**′(408′)
	with FAF	**R1500m**	**R1500m**	**R1700m**	**R1700m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	P LMM	**990**′(658′)	**990**′(658′)	**990**′(658′)	**990**′(658′)
	w/o FAF	**C3000m**	**C3000m**	**C3200m**	**C3200m**
	ALS out	C3200m	C3200m	C3400m	C3400m
19	ILS	**586**′(276′)	**595**′(285′)	**605**′(295′)	**615**′(305′)
	FULL	**R600m**	**R650m**	**R650m**	**R700m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1300m	R1400m	R1400m	R1400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	**710**′(400′)	**710**′(400′)	**710**′(400′)	**710**′(400′)
	with FAF	**R1100m**	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	2 NDB ❶	**710**′(400′)	**710**′(400′)	**710**′(400′)	**710**′(400′)
	w/o FAF	**R1100m**	**R1100m**	**R1200m**	**R1200m**
	ALS out	R1800m	R1800m	R1800m	R1800m
	SR LOM ❶	**720**′(410′)	**720**′(410′)	**720**′(410′)	**720**′(410′)
	with FAF	**R1200m**	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	SR LOM ❶	**720**′(410′)	**720**′(410′)	**720**′(410′)	**720**′(410′)
	w/o FAF	**R1200m**	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1900m	R1900m	R1900m	R1900m
	S LMM ❶	**720**′(410′)	**720**′(410′)	**720**′(410′)	**720**′(410′)
	with FAF	**R1200m**	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	S LMM	**960**′(650′)	**960**′(650′)	**960**′(650′)	**960**′(650′)
	w/o FAF	**C2500m**	**C2500m**	**C2700m**	**C2700m**
	ALS out	C3200m	C3200m	C3400m	C3400m

❶ Continuous Descent Final Approach.

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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			
D	300m		

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BRIEFING STRIP ™

ATIS	*SIVKAR Krug (TWR)	*SIVKAR Start (TWR)
126.6	124.6	124.6

LOC IPW	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 339′
*108.3	006°	1053′ (721′)	Refer to Minimums	RWY 332′

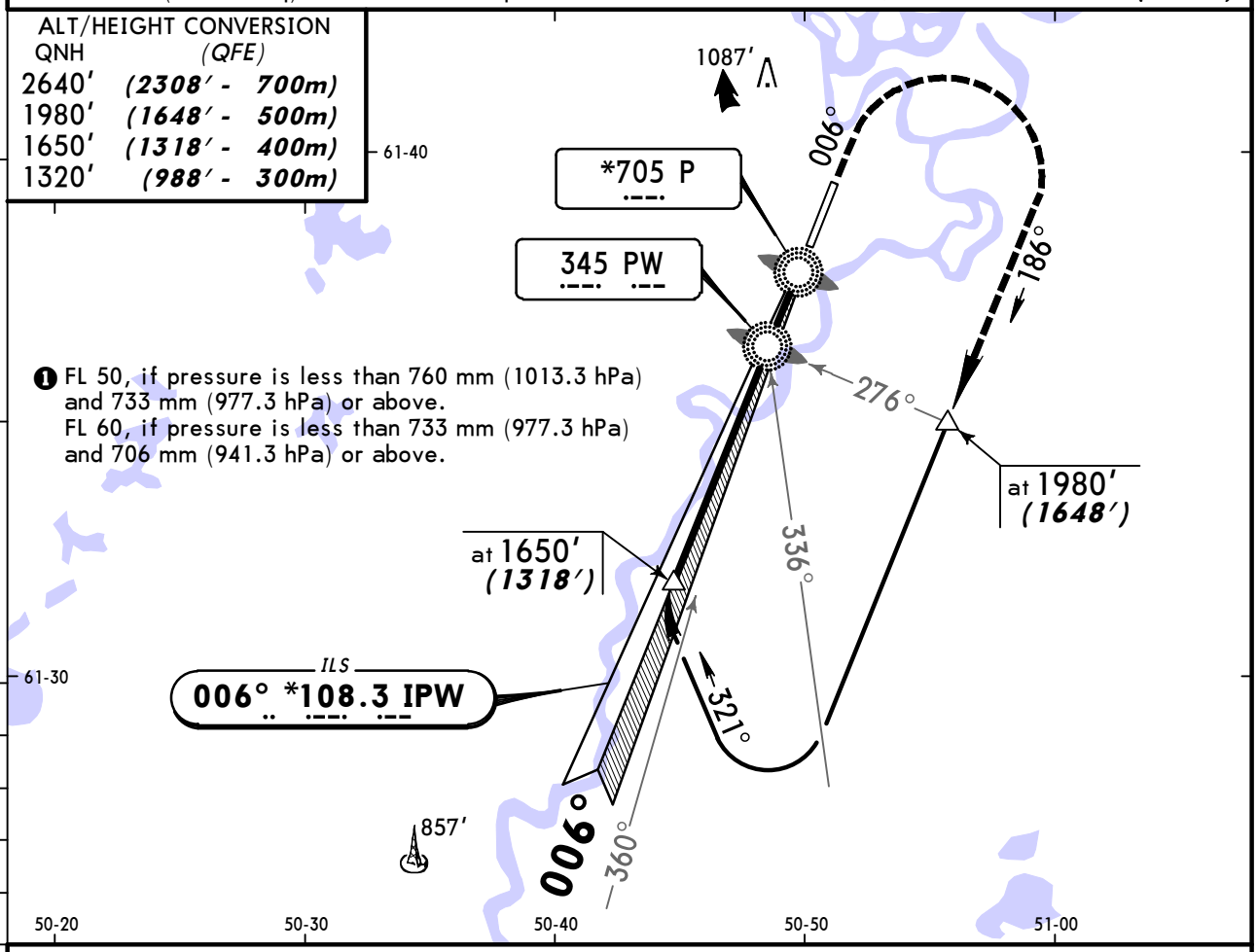
MISSED APCH: Climb on 006° to 1320′ (988′), then turn RIGHT onto 186° climbing to 1980′ (1648′), then according to chart, or as directed.

2700′ 180° 090° 2400′
MSA ARP

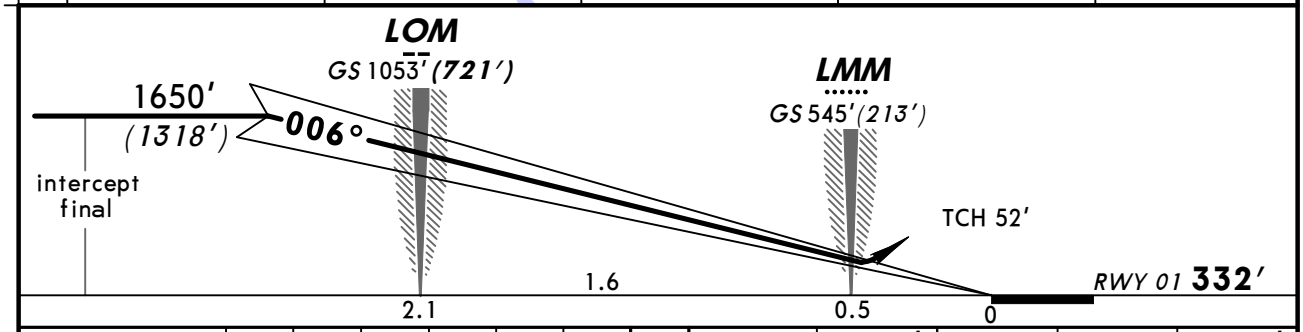
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2640′ (2308′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2640′	(2308′ - 700m)
1980′	(1648′ - 500m)
1650′	(1318′ - 400m)
1320′	(988′ - 300m)



❶ FL 50, if pressure is less than 760 mm (1013.3 hPa) and 733 mm (977.3 hPa) or above.
FL 60, if pressure is less than 733 mm (977.3 hPa) and 706 mm (941.3 hPa) or above.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALS PAPI | 1320′ (988′) on 006° | 186° RT | 1980′ (1648′)

STRAIGHT-IN LANDING RWY 01

ILS	LOC (GS out)
DA(H) AB: 532′ (200′) FULL; C: 535′ (203′) D: 545′ (213′) ALS out	

PANS OPS

A	1200m	NOT AUTHORIZED	
B			
C			
D			

CHANGES: Minimums.

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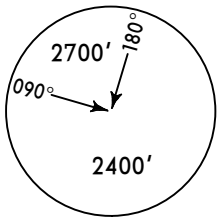
BRIEFING STRIP ™

ATIS	*SIVKAR Krug (TWR)	*SIVKAR Start (TWR)
126.6	124.6	124.6

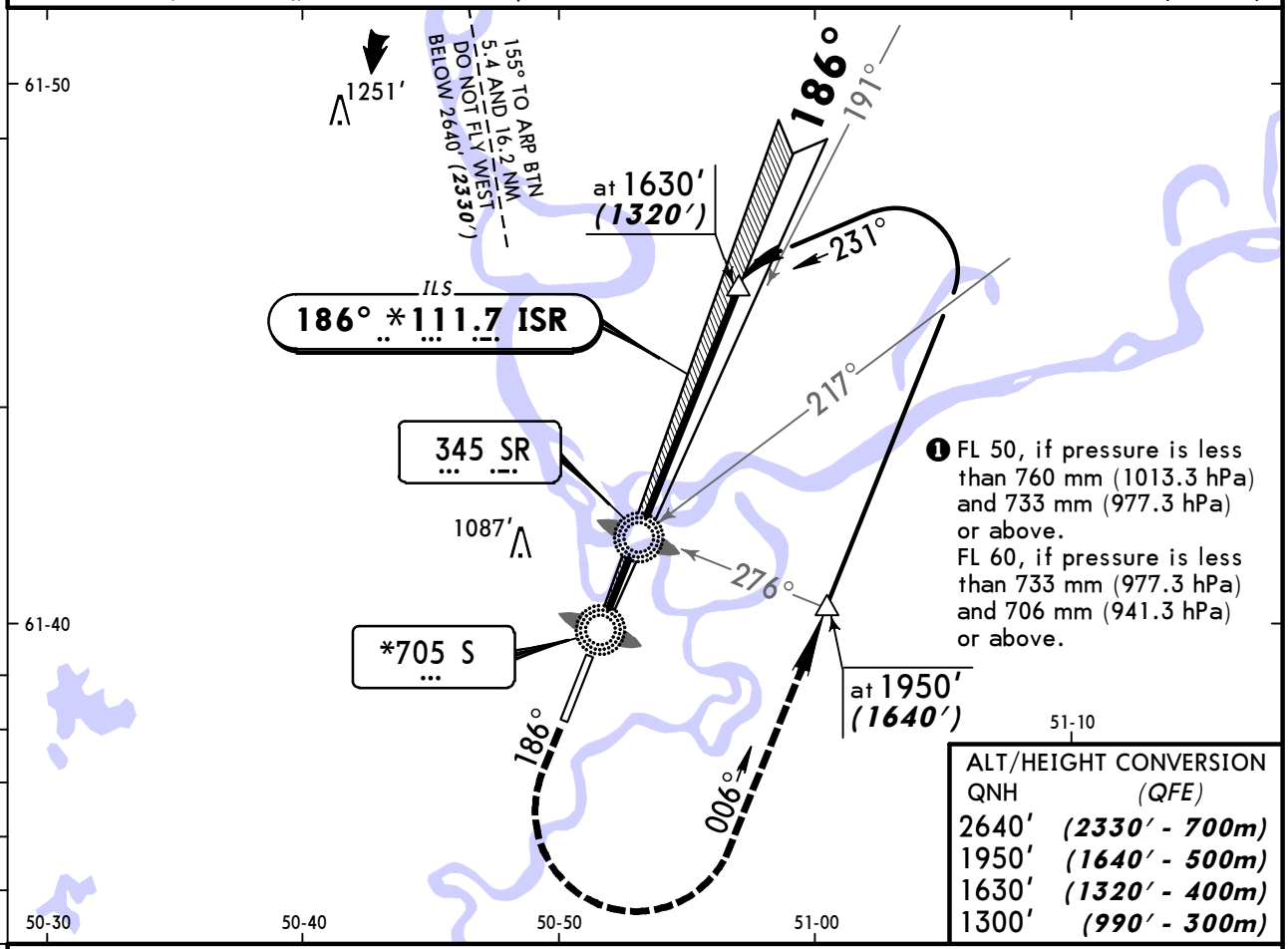
LOC ISR	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 339′ RWY 310′
*111.7	186°	1114′ (804′)		

MISSED APCH: Climb on 186° to 1300′ (990′), then turn LEFT onto 006° climbing to 1950′ (1640′), then according to chart, or as directed.



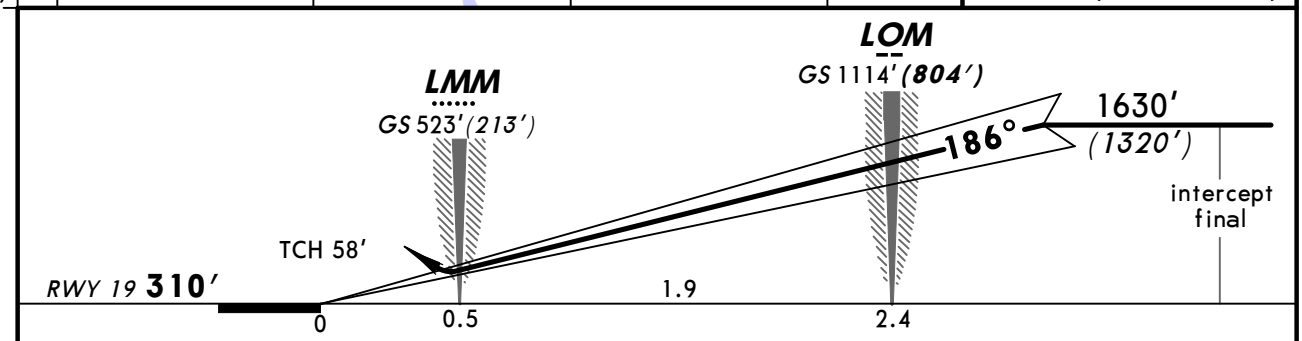
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2640′ (2330′)



❶ FL 50, if pressure is less than 760 mm (1013.3 hPa) and 733 mm (977.3 hPa) or above.
FL 60, if pressure is less than 733 mm (977.3 hPa) and 706 mm (941.3 hPa) or above.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2640′	(2330′ - 700m)
1950′	(1640′ - 500m)
1630′	(1320′ - 400m)
1300′	(990′ - 300m)



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS PAPI-L	1300′ (990′) on 186°	006° LT	1950′ (1640′)

STRAIGHT-IN LANDING RWY 19

DA(H)	ILS	LOC (GS out)
A:	586′ (276′)	605′ (295′)
B:	595′ (285′)	615′ (305′)

PANS OPS

	FULL	ALS out	
A	900m	1300m	NOT AUTHORIZED
B		1400m	
C			
D		1500m	

CHANGES: Minimums.

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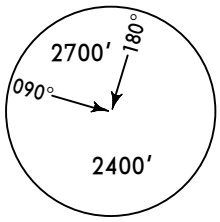
BRIEFING STRIP ™

ATIS	*SIVKAR Krug (TWR)	*SIVKAR Start (TWR)
126.6	124.6	124.6

NDB PW 345	Final Apch Crs 006°	Minimum Alt RDP 1650′ (1318′)	MDA(H) Refer to Minimums	Apt Elev 339′ RWY 332′

MISSED APCH: Climb on 006° to 1320′ (988′), then turn RIGHT onto 186° climbing to 1980′ (1648′), then according to chart, or as directed.



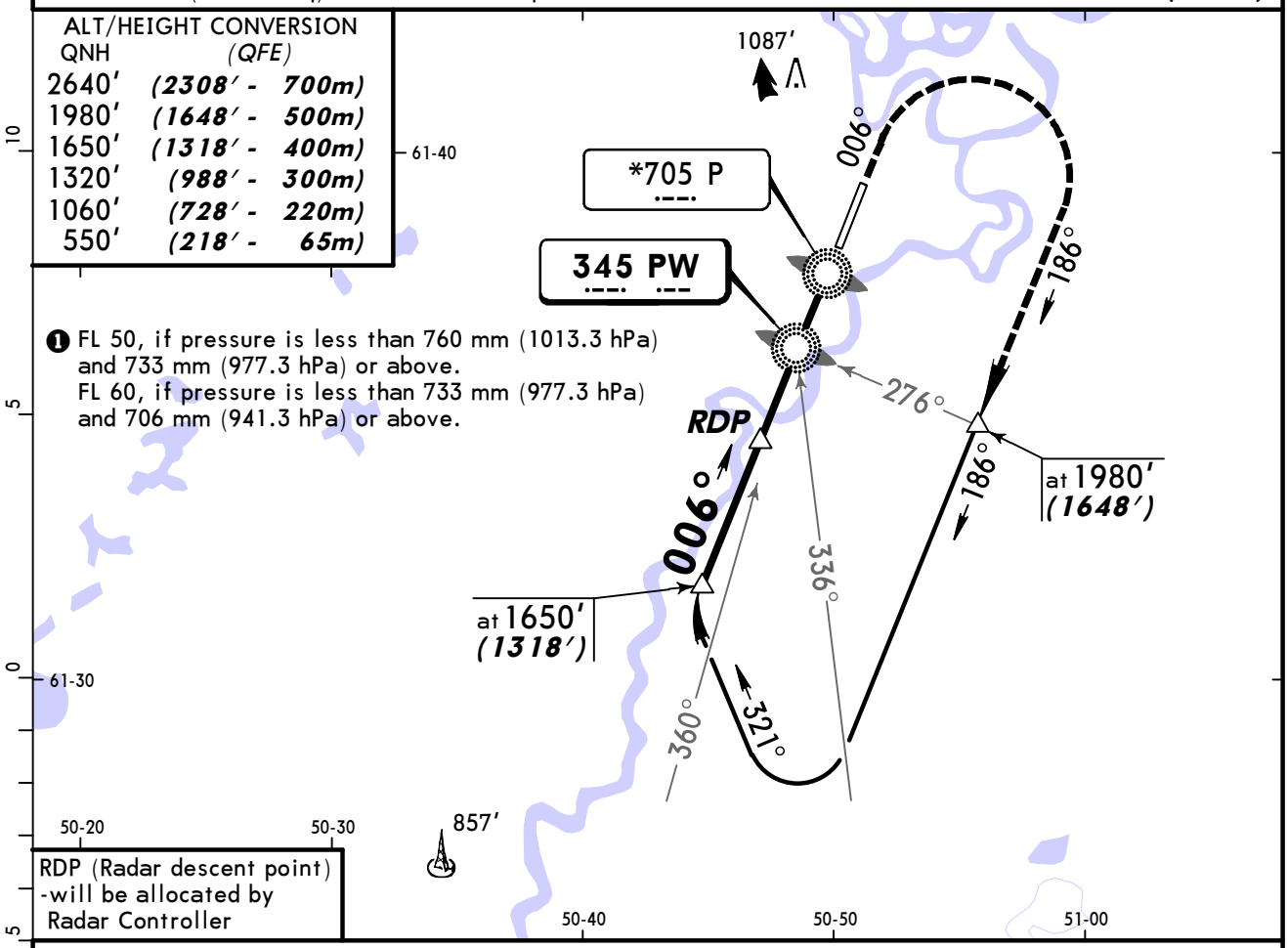
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2640′ (2308′)

ALT/HEIGHT CONVERSION

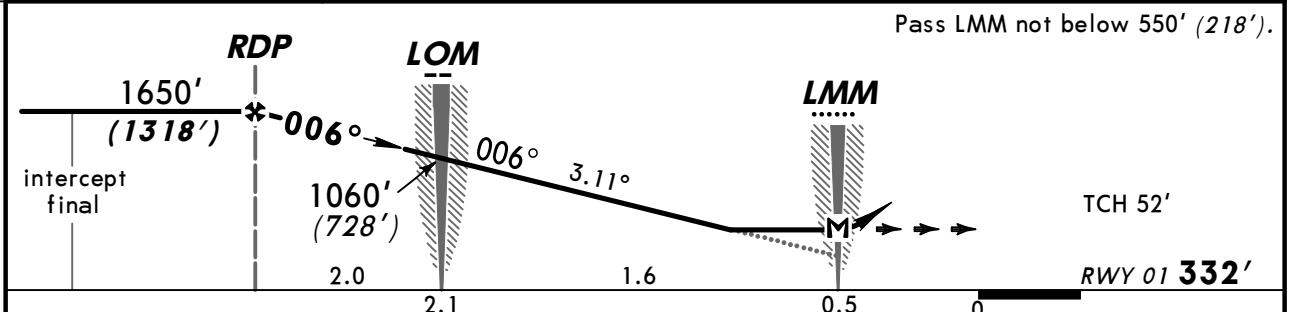
QNH	(QFE)
2640′	(2308′ - 700m)
1980′	(1648′ - 500m)
1650′	(1318′ - 400m)
1320′	(988′ - 300m)
1060′	(728′ - 220m)
550′	(218′ - 65m)

❶ FL 50, if pressure is less than 760 mm (1013.3 hPa) and 733 mm (977.3 hPa) or above.
FL 60, if pressure is less than 733 mm (977.3 hPa) and 706 mm (941.3 hPa) or above.



RDP (Radar descent point) -will be allocated by Radar Controller

Pass LMM not below 550′ (218′).



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.11°	385	495	550	660	770	880
MAP at LMM							

ALS PAPI

1320′ (988′) on 006° | 186° RT | 1980′ (1648′)

STRAIGHT-IN LANDING RWY 01

	2 NDB	PW LOM with FAF	PW LOM w/o FAF	P LMM with FAF	P LMM w/o FAF
MDA(H)	640′ (308′)	740′ (408′)	880′ (548′)	740′ (408′)	990′ (658′)
ALS out					

PANS OPS

	2 NDB	PW LOM with FAF	PW LOM w/o FAF	P LMM with FAF	P LMM w/o FAF
A	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2800m	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m
B					
C				RVR 1800m VIS 2000m	2800m
D					3200m

CHANGES: Minimums.

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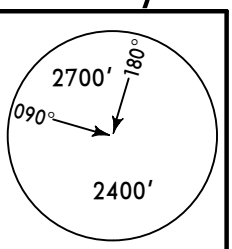
BRIEFING STRIP ™

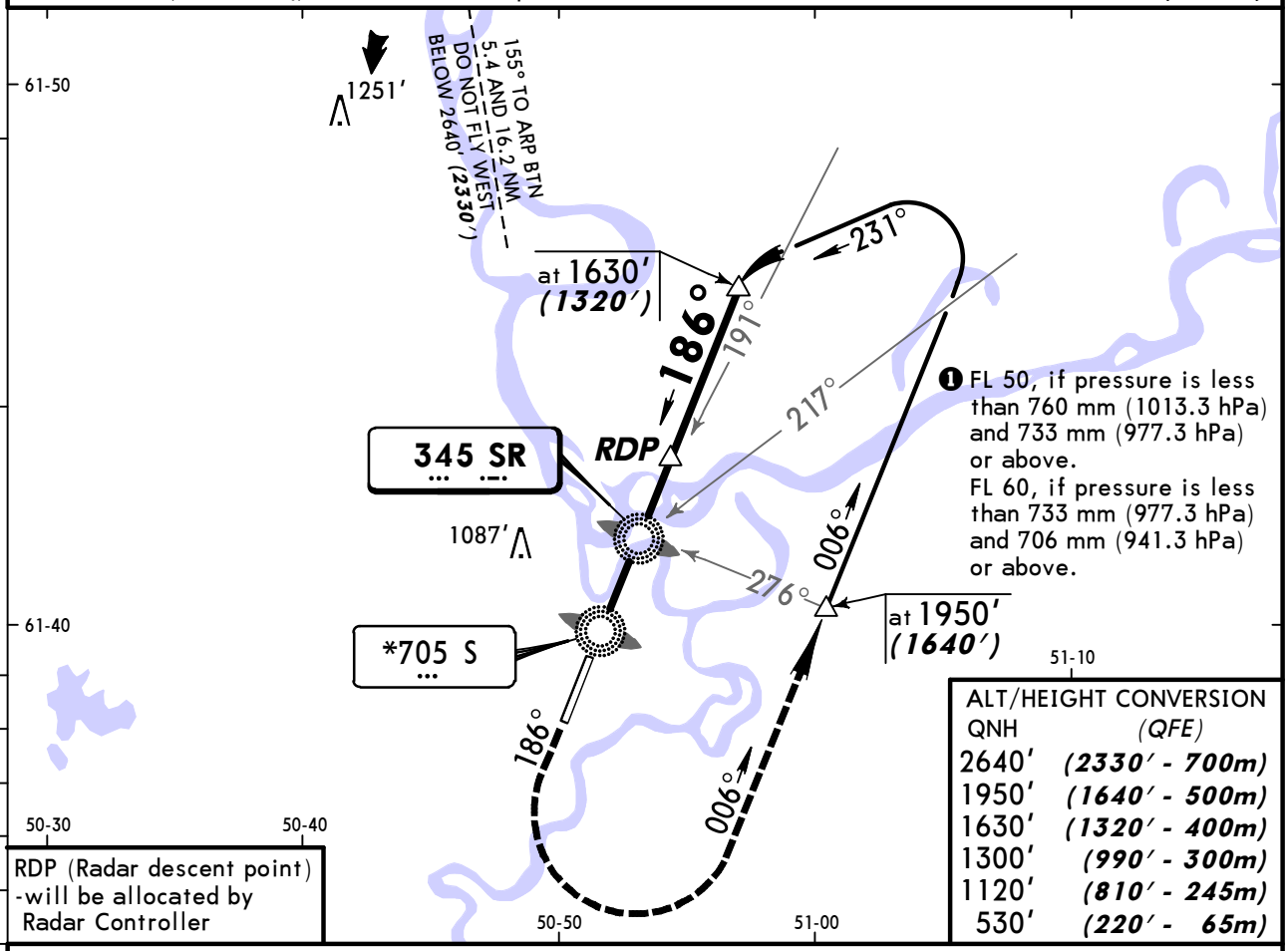
ATIS	*SIVKAR Krug (TWR)	*SIVKAR Start (TWR)
126.6	124.6	124.6

NDB SR	Final Apch Crs	Minimum Alt RDP	MDA(H)	Apt Elev 339'
345	186°	1630' (1320')	Refer to Minimums	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 ❶ Trans alt: 2640' (2330')



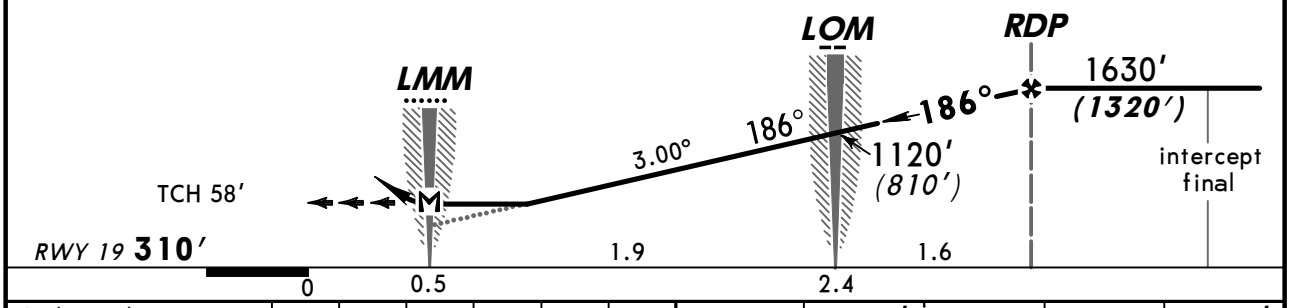
❶ FL 50, if pressure is less than 760 mm (1013.3 hPa) and 733 mm (977.3 hPa) or above.
FL 60, if pressure is less than 733 mm (977.3 hPa) and 706 mm (941.3 hPa) or above.

RDP (Radar descent point) -will be allocated by Radar Controller

ALT/HEIGHT CONVERSION

QNH	(QFE)
2640'	(2330' - 700m)
1950'	(1640' - 500m)
1630'	(1320' - 400m)
1300'	(990' - 300m)
1120'	(810' - 245m)
530'	(220' - 65m)

Pass LMM not below 530' (220').



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at LMM							

HIALS PAPI-L 1300' (990') on 186° 006° LT 1950' (1640')

STRAIGHT-IN LANDING RWY 19

PANS OPS	2 NDB MDA(H) 710' (400')		SR LOM MDA(H) 720' (410')		S LMM With FAF MDA(H) 720' (410')		S LMM W/o FAF MDA(H) 960' (650')	
		ALS out		ALS out		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1800m VIS 2000m	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B								
C					RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1800m VIS 2000m	2800m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m				2800m	3200m

CHANGES: Minimums.

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Chart changes since cycle 07-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SYKTYVKAR, (SYKTYVKAR - UUYY)				
REV	BATKO, DIKAP & TELRA 2A A...	10-2	29 Mar 2013	04 Apr 2013
REV	BATKO, DIKAP & TELRA 4A A...	10-2A	29 Mar 2013	04 Apr 2013
REV	GOGEN, LUGES & TOKNI 2A A...	10-2B	29 Mar 2013	04 Apr 2013
REV	GOGEN, LUGES & TOKNI 4A A...	10-2C	29 Mar 2013	04 Apr 2013
DEL	ADKOL & SORIG 2A ARRS	10-2D	22 Mar 2013	04 Apr 2013
ADD	AKEMI, KUDOK & RASNA 2A A...	10-2D	29 Mar 2013	04 Apr 2013
DEL	ADKOL & SORIG 4A ARRS	10-2E	22 Mar 2013	04 Apr 2013
ADD	AKEMI, KUDOK & RASNA 4A A...	10-2E	29 Mar 2013	04 Apr 2013
DEL	AKEMI & RASNA 2A ARRS	10-2E1	22 Mar 2013	04 Apr 2013
DEL	AKEMI & RASNA 4A ARRS	10-2E2	22 Mar 2013	04 Apr 2013
ADD	ADKOL & URITU 2A ARRS	10-2F	29 Mar 2013	04 Apr 2013
DEL	BATKO, DIKAP & TELRA 2B A...	10-2F	22 Mar 2013	04 Apr 2013
ADD	ADKOL & URITU 4A ARRS	10-2G	29 Mar 2013	04 Apr 2013
DEL	BATKO, DIKAP & TELRA 4B A...	10-2G	22 Mar 2013	04 Apr 2013
DEL	GOGEN, LUGES & TOKNI 2B A...	10-2H	22 Mar 2013	04 Apr 2013
ADD	NILIN & SORIG 2A ARRS	10-2H	29 Mar 2013	04 Apr 2013
DEL	GOGEN, LUGES & TOKNI 4B A...	10-2J	22 Mar 2013	04 Apr 2013
ADD	NILIN & SORIG 4A ARRS	10-2J	29 Mar 2013	04 Apr 2013
DEL	ADKOL & SORIG 2B ARRS	10-2K	22 Mar 2013	04 Apr 2013
ADD	BATKO, DIKAP & TELRA 2B A...	10-2K	22 Mar 2013	04 Apr 2013
DEL	ADKOL & SORIG 4B ARRS	10-2L	22 Mar 2013	04 Apr 2013
ADD	BATKO, DIKAP & TELRA 4B A...	10-2L	22 Mar 2013	04 Apr 2013
DEL	AKEMI & RASNA 2B ARRS	10-2L1	22 Mar 2013	04 Apr 2013
DEL	AKEMI 4B ARR	10-2L2	22 Mar 2013	04 Apr 2013
DEL	RASNA 4B ARR	10-2L3	22 Mar 2013	04 Apr 2013
DEL	BATKO, DIKAP & TELRA 2C A...	10-2M	22 Mar 2013	04 Apr 2013
ADD	GOGEN, LUGES & TOKNI 2B A...	10-2M	22 Mar 2013	04 Apr 2013
DEL	BATKO, DIKAP & TELRA 4C A...	10-2N	22 Mar 2013	04 Apr 2013
ADD	GOGEN, LUGES & TOKNI 4B A...	10-2N	22 Mar 2013	04 Apr 2013
ADD	AKEMI, KUDOK & RASNA 2B A...	10-2P	22 Mar 2013	04 Apr 2013
DEL	GOGEN, LUGES & TOKNI 2C A...	10-2P	22 Mar 2013	04 Apr 2013
ADD	AKEMI 4B ARR	10-2Q	22 Mar 2013	04 Apr 2013
DEL	GOGEN, LUGES & TOKNI 4C A...	10-2Q	22 Mar 2013	04 Apr 2013
DEL	ADKOL & SORIG 2C ARRS	10-2S	22 Mar 2013	04 Apr 2013
ADD	KUDOK & RASNA 4B ARRS	10-2S	22 Mar 2013	04 Apr 2013
DEL	ADKOL & SORIG 4C ARRS	10-2T	22 Mar 2013	04 Apr 2013
ADD	ADKOL & URITU 2B ARRS	10-2T	22 Mar 2013	04 Apr 2013
ADD	ADKOL & URITU 4B ARRS	10-2U	22 Mar 2013	04 Apr 2013
DEL	AKEMI & RASNA 2C ARRS	10-2U	22 Mar 2013	04 Apr 2013
DEL	AKEMI 4C ARR	10-2V	22 Mar 2013	04 Apr 2013
ADD	NILIN & SORIG 2B ARRS	10-2V	22 Mar 2013	04 Apr 2013
ADD	NILIN & SORIG 4B ARRS	10-2W	22 Mar 2013	04 Apr 2013
DEL	RASNA 4C ARR	10-2W	22 Mar 2013	04 Apr 2013
REV	BATKO, DIKAP & TELRA 1 & ...	10-3	22 Mar 2013	04 Apr 2013
REV	GOGEN, LUGES & TOKNI 1 & ...	10-3A	22 Mar 2013	04 Apr 2013
DEL	ADKOL & SORIG 1 & 3 DEPS	10-3B	22 Mar 2013	04 Apr 2013
ADD	AKEMI, KUDOK & RASNA 1 & ...	10-3B	22 Mar 2013	04 Apr 2013
ADD	ADKOL, NILIN, SORIG & URI...	10-3C	22 Mar 2013	04 Apr 2013
DEL	AKEMI & RASNA 1 & 3 DEPS	10-3C	22 Mar 2013	04 Apr 2013

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUYY