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Airport Information For USSS

Terminal Charts For USSS

Revision Letter For Cycle 23-2013

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: 0331 Z
Sunset: 1151 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-Start Tower 124.0 Secondary
Koltsovo-Start 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

ARTEMOVSKIY
195 AR
N57 20.2 E061 55.8
At or above
FL60

PISOG
N56 57.3 E061 12.0

8
178°



004° 17

At or above
FL90

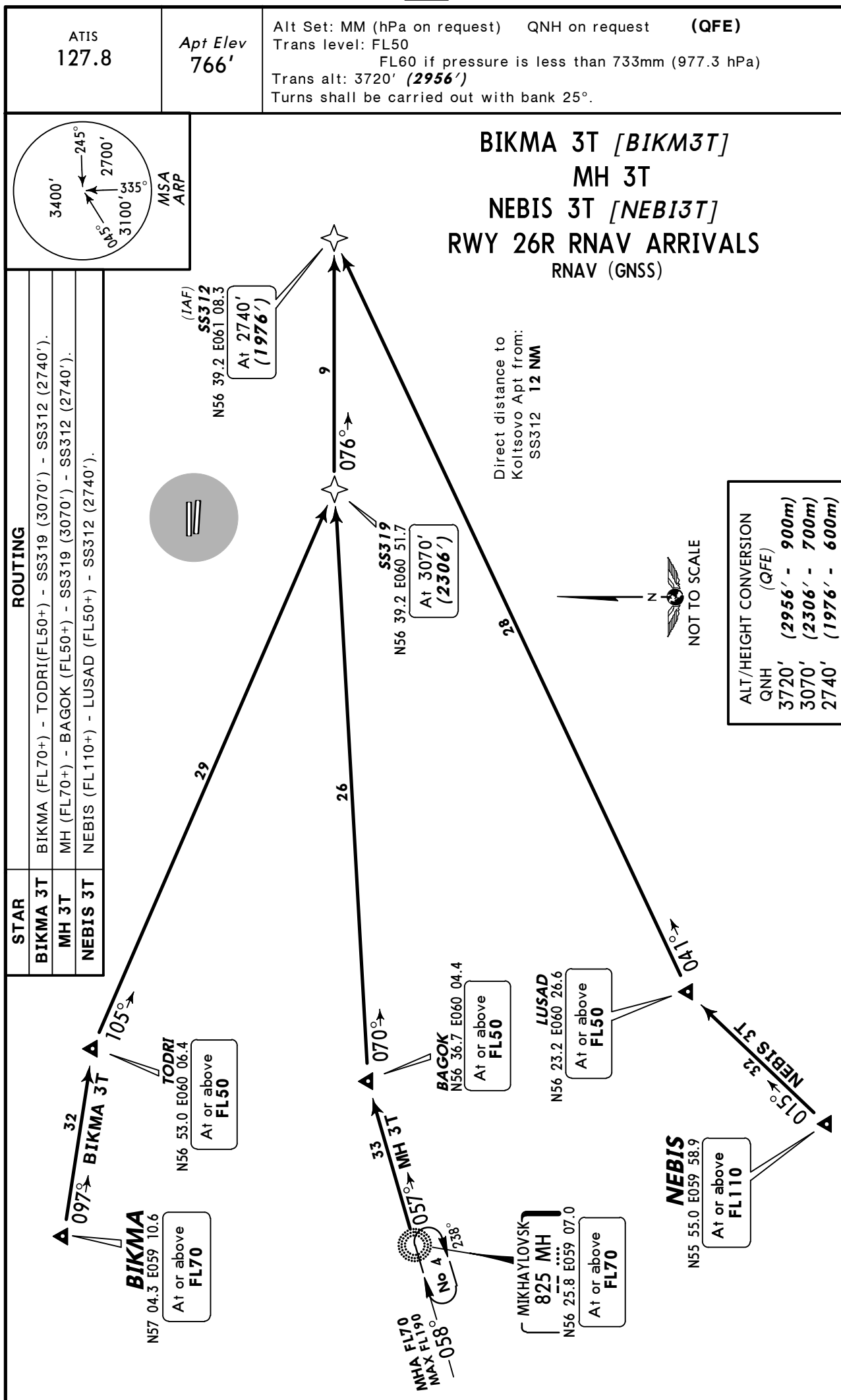
32
DISIR 3T
30
TAKRA 3T
← 331°
KRA
13.4

ROUTING

AR (FL60+) - PISOG - SS311 (2740').

DISIR (FL90+) - ALUMA (FL60+) - SS312 (2740').

TAKRA (FL60+) - ALUMA (FL60+) - SS312 (2740').



ARTEMOVSKIY
195 AR
N57 20.2 E061 55.8
At or above
FL60

PISOG
N56 57.3 E061 12.0

(IAF)
SS411
N56 49.0 E061 09.7
At 2730'
(1969')

(IAF)
SS412
N56 38.3 E061 07.6
At 2730'
(1969')

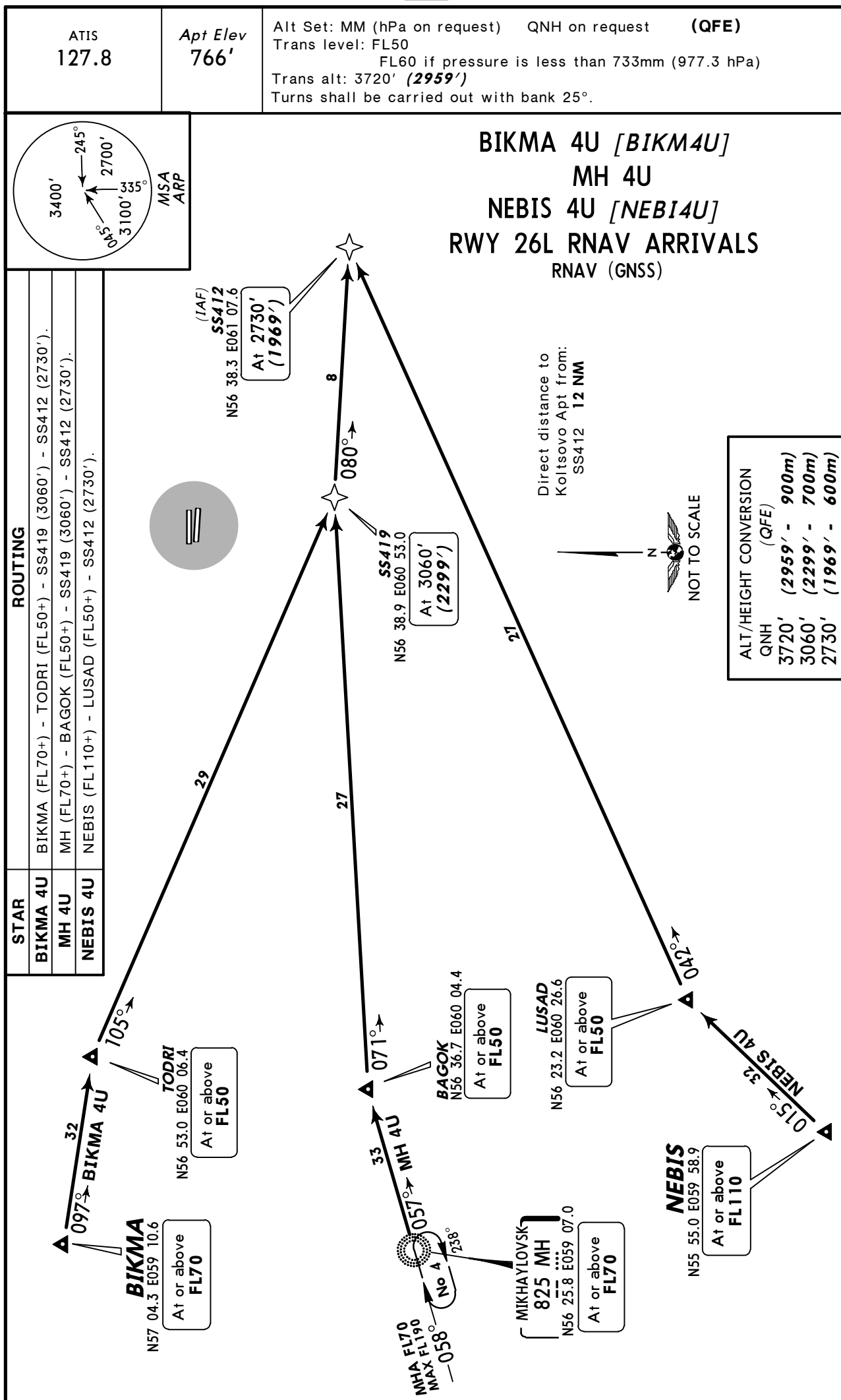
ALUMA
N56 23.2 E060 58.9

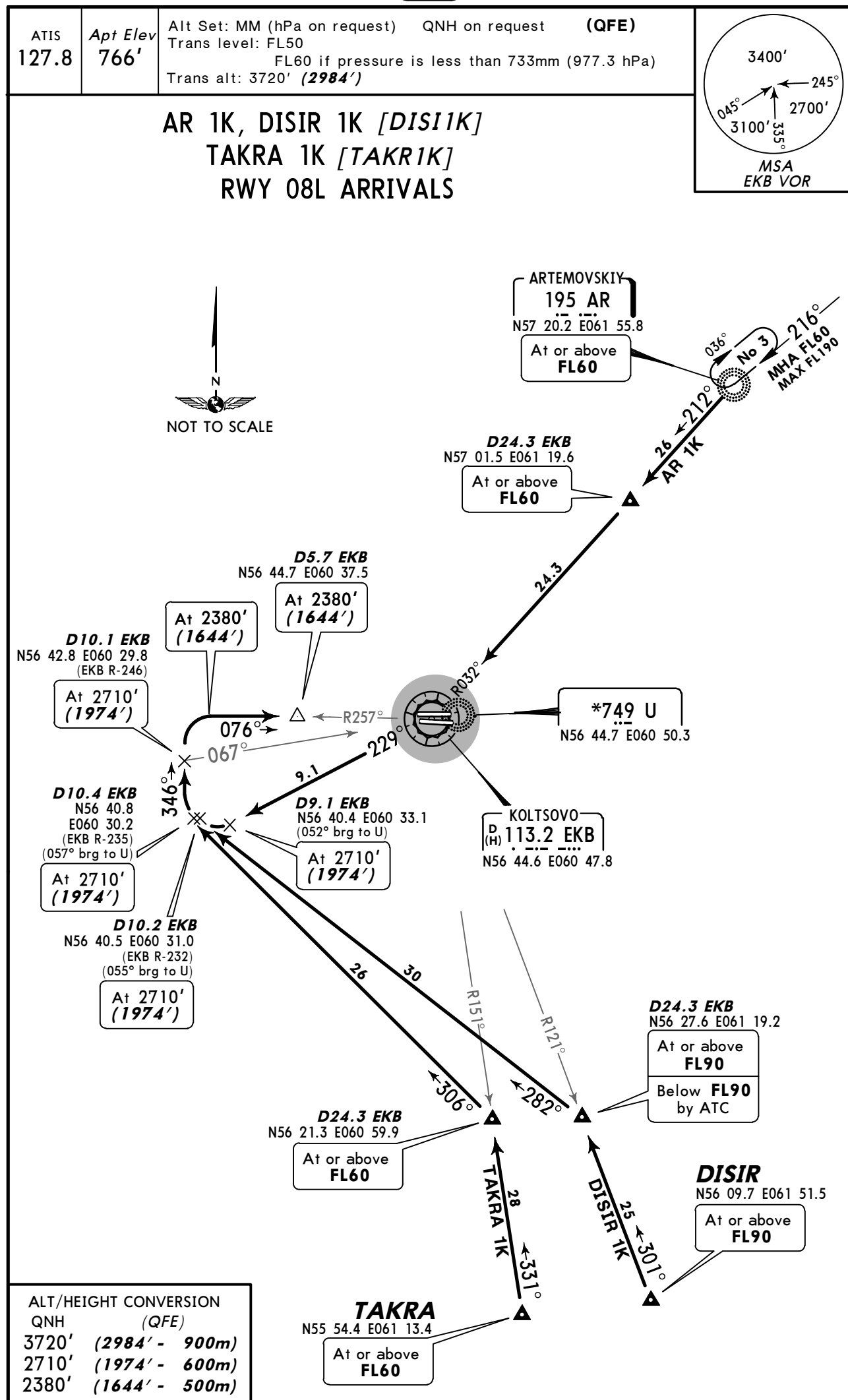
At or above
FL60

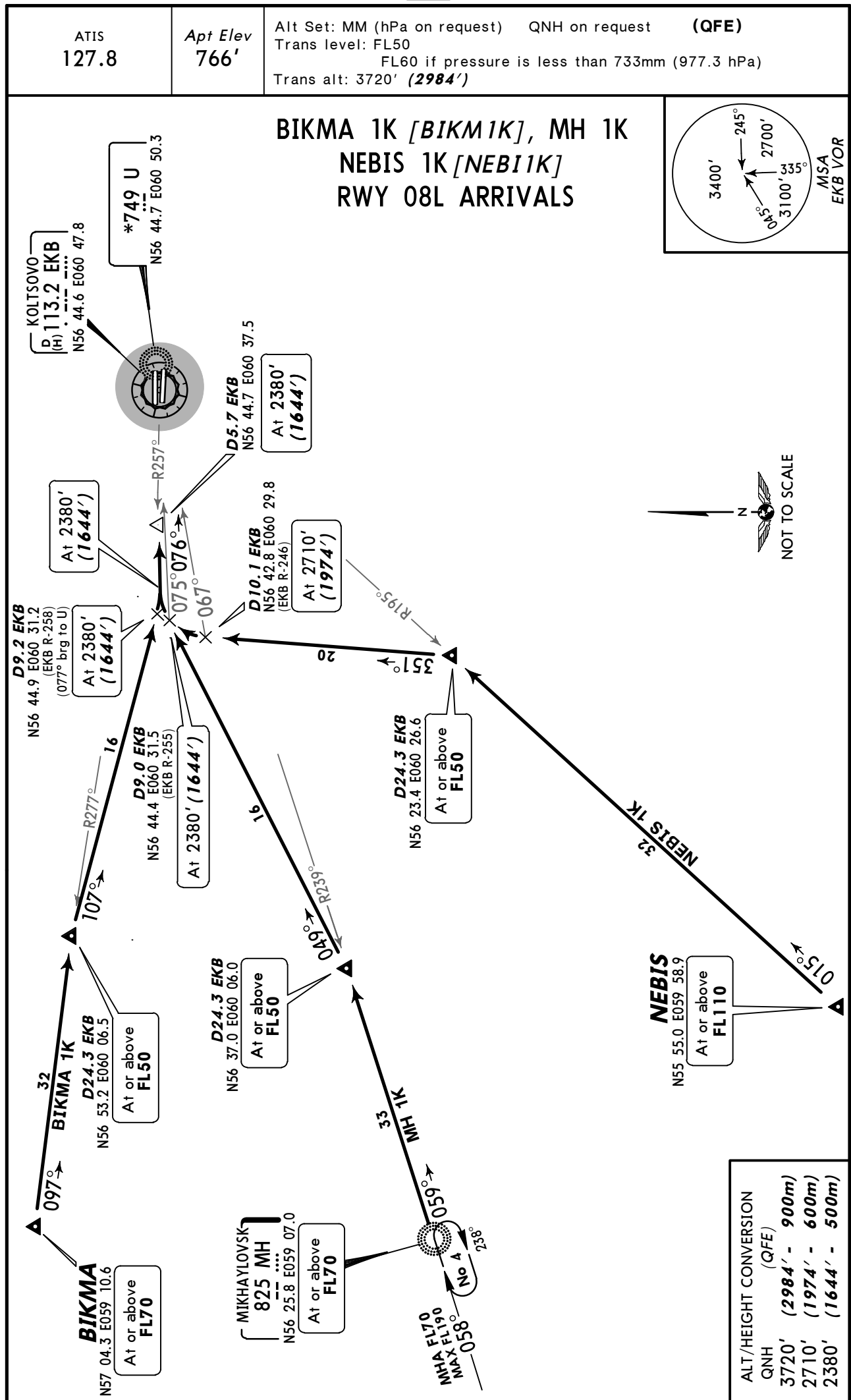
DISIR
N56 09.7 E061 51.5
At or above
FL90

TAKRA
N55 54.4 E061 13.4
At or above
FL60

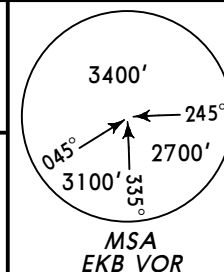
STAR	ROUTING
AR 4U	AR (FL60+) - PISOG - SS411 (2730').
DISIR 4U	DISIR (FL90+) - ALUMA (FL60+) - SS412 (2730').
TAKRA 4U	TAKRA (FL60+) - ALUMA (FL60+) - SS412 (2730').



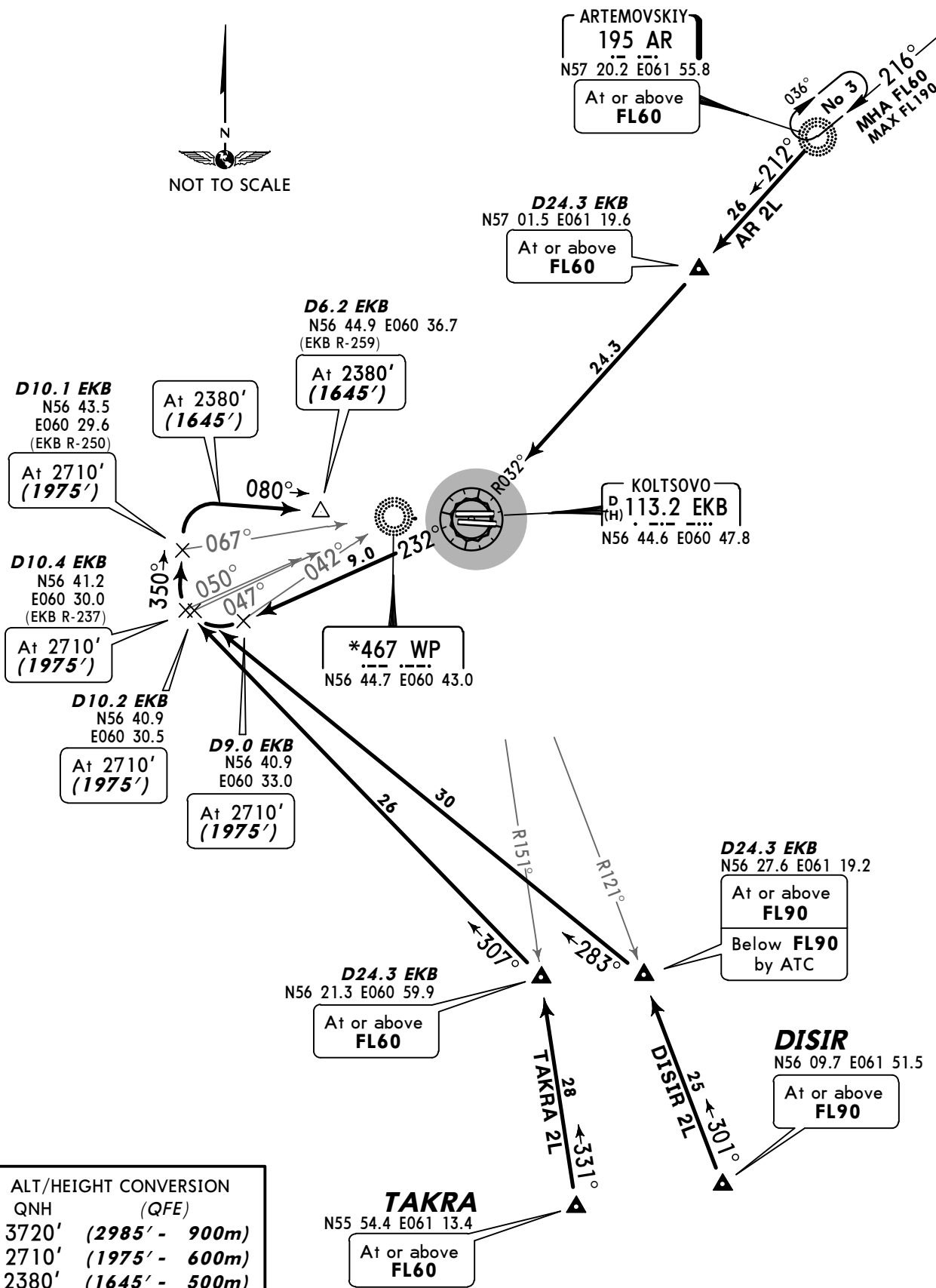




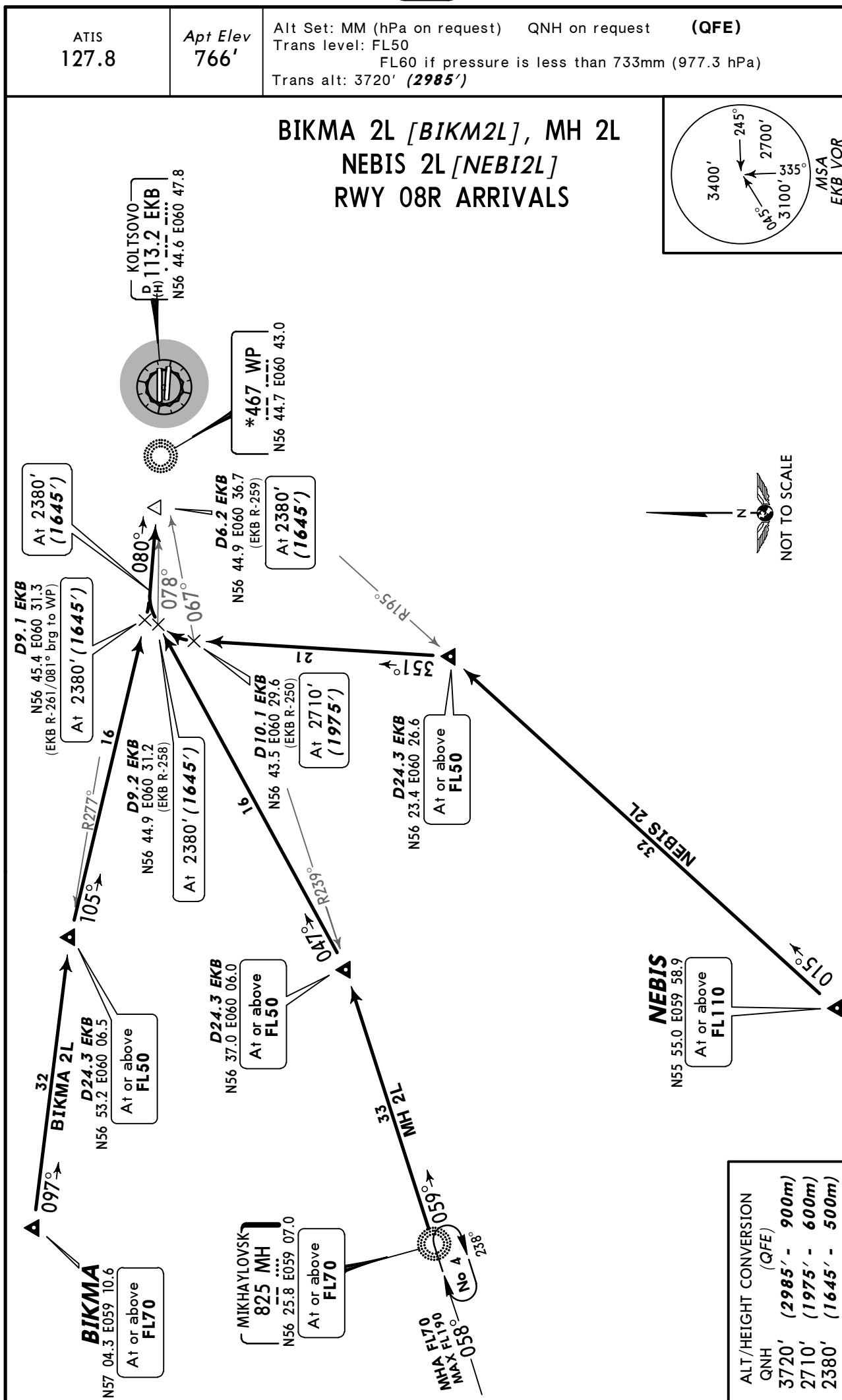
ATIS 127.8	Apt Elev 766'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720' (2985')
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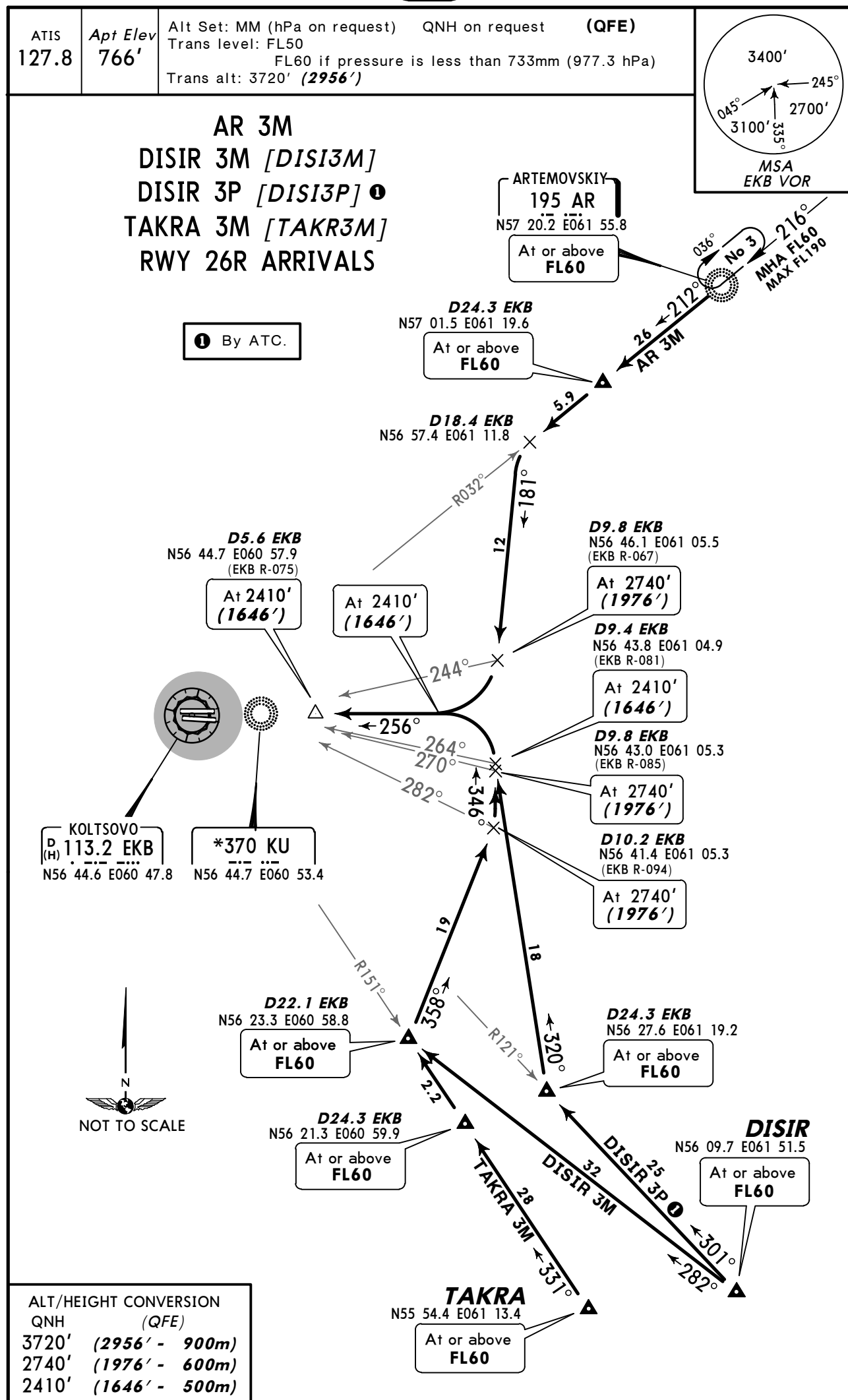


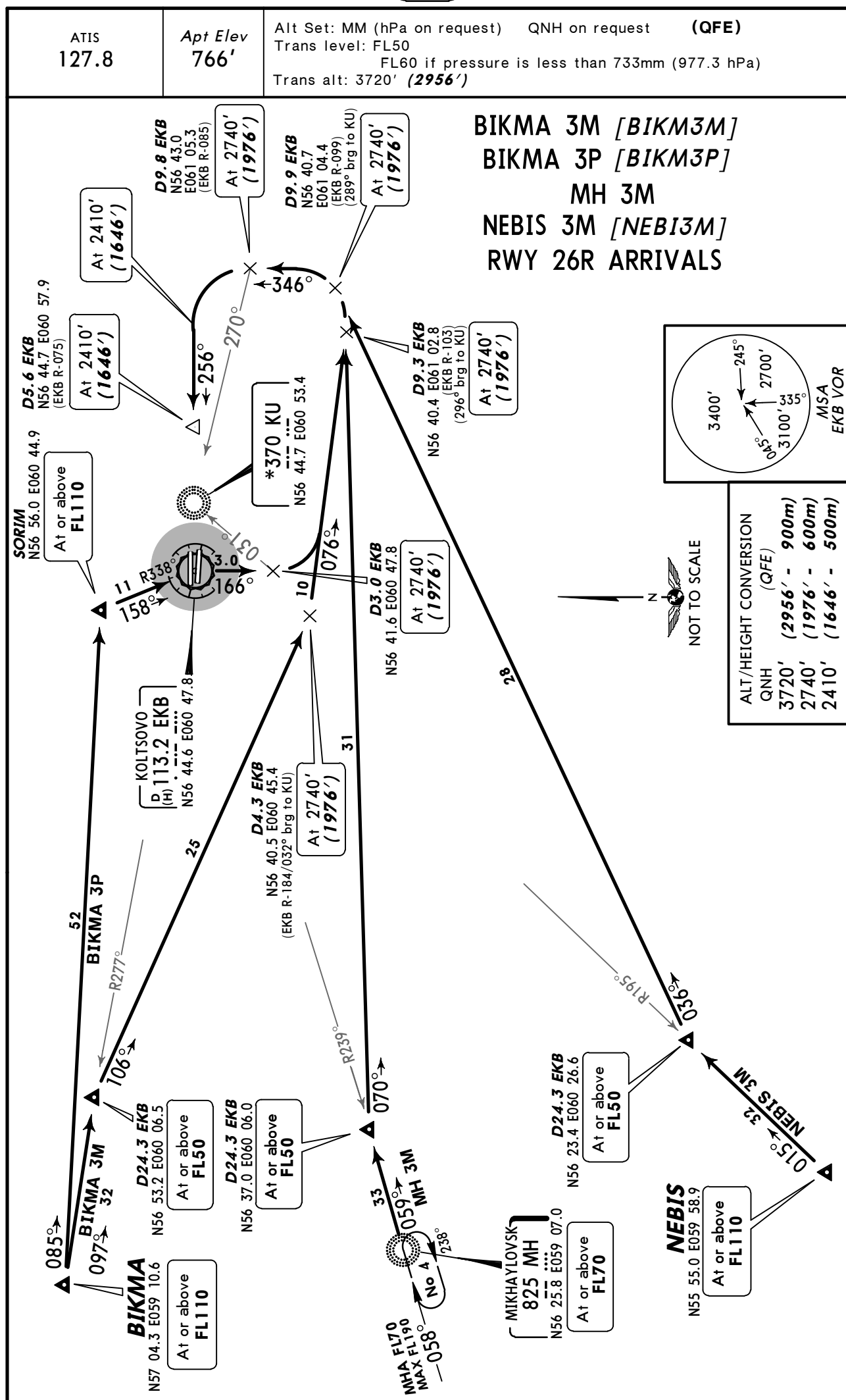
AR 2L, DISIR 2L [DISI2L] TAKRA 2L [TAKR2L] RWY 08R ARRIVALS

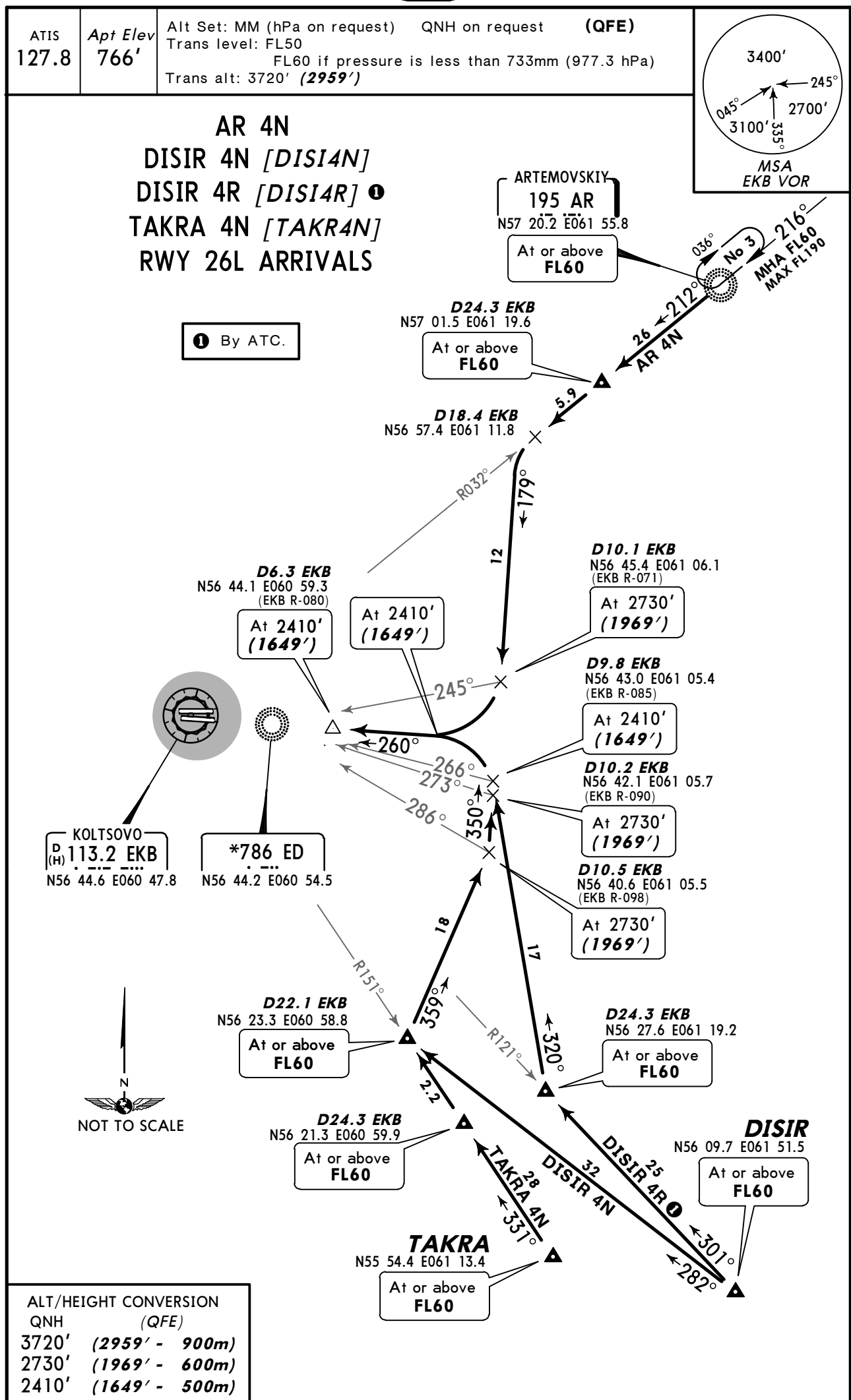


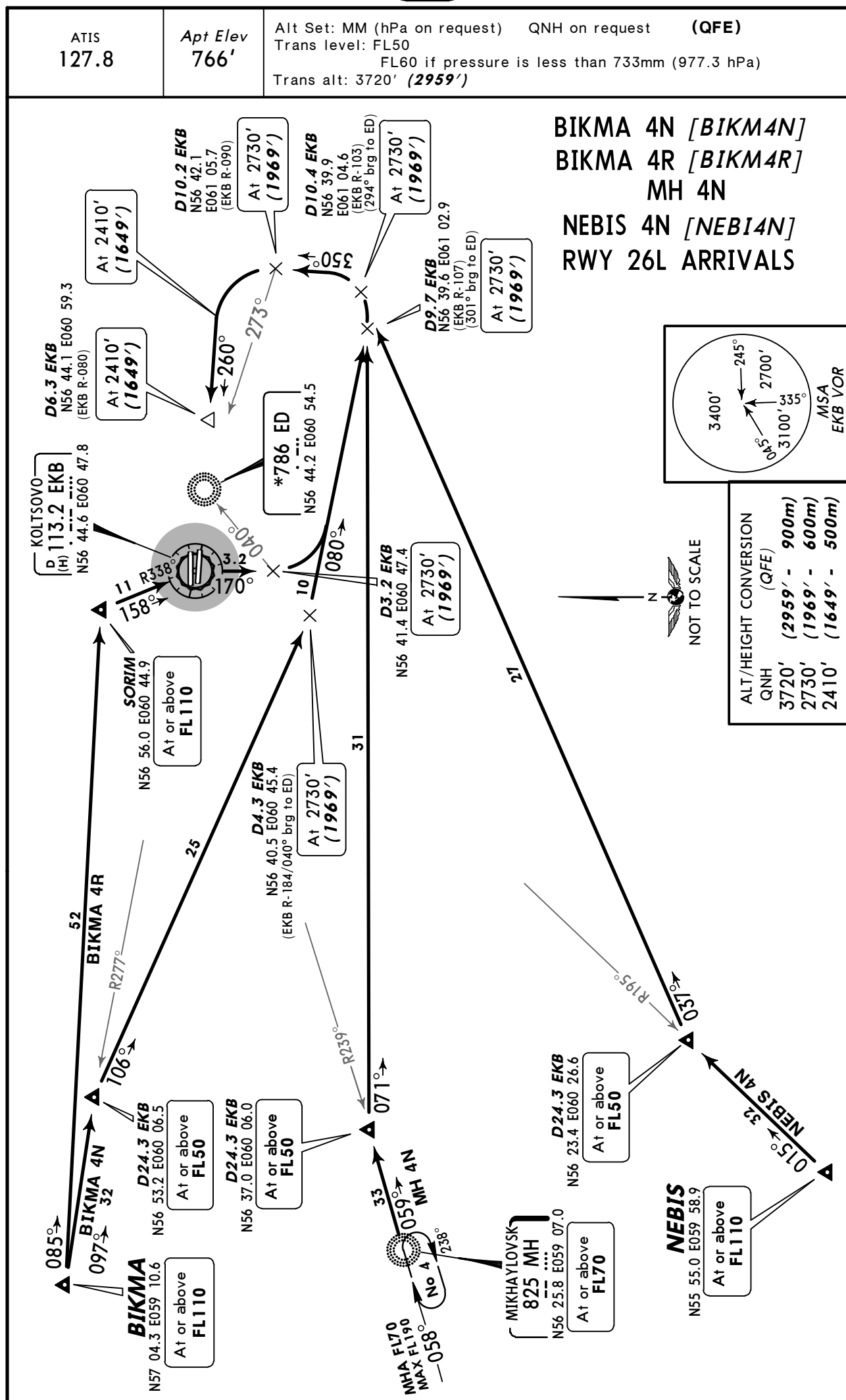
ALT/HEIGHT CONVERSION	QNH	(QFE)
3720'	(2985' - 900m)	
2710'	(1975' - 600m)	
2380'	(1645' - 500m)	





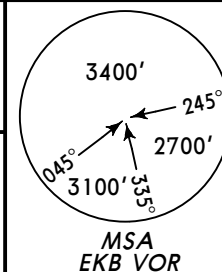






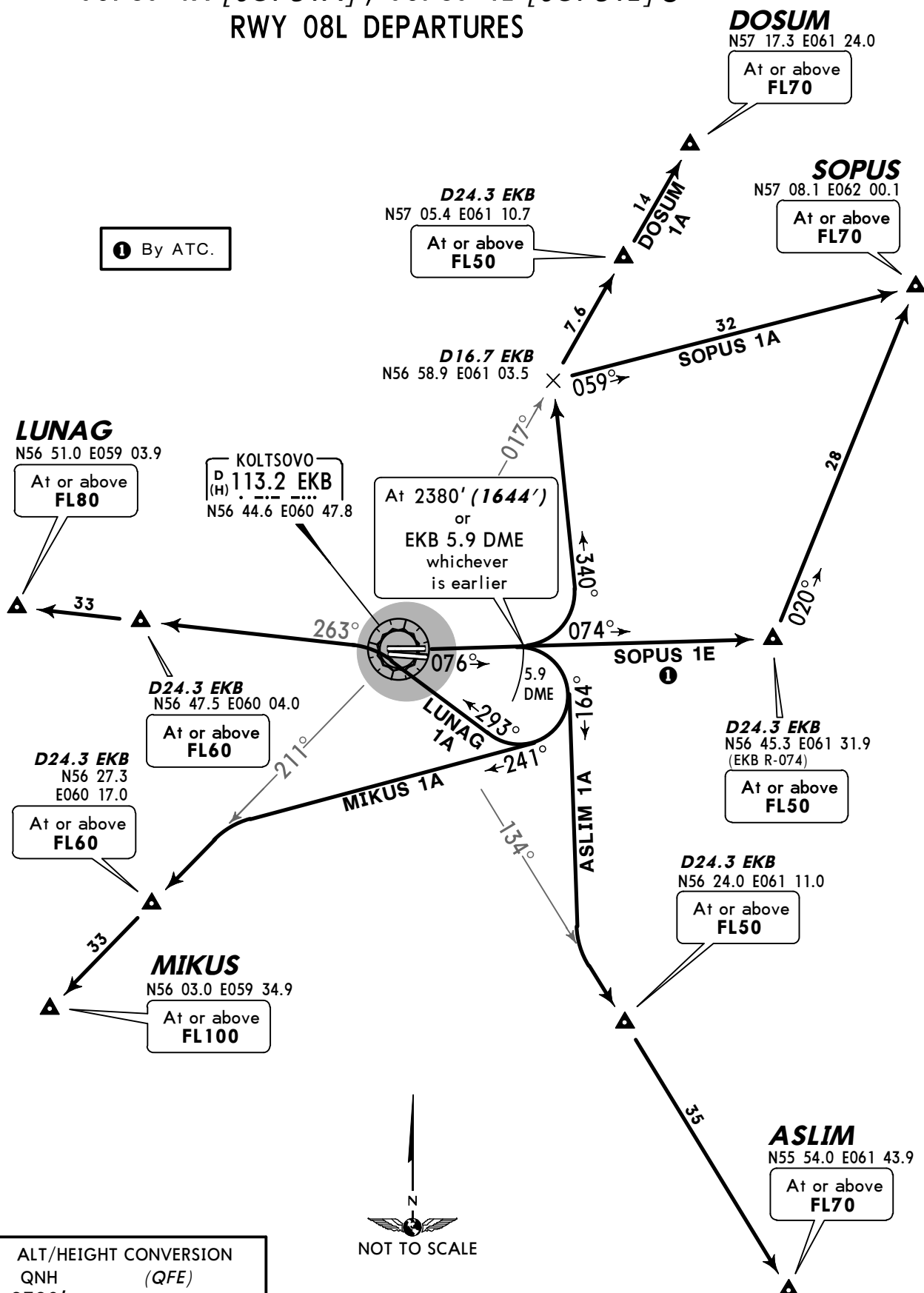
Apt Elev
766'

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



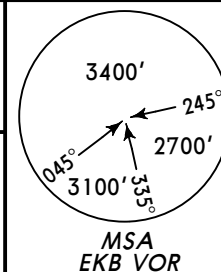
ASLIM 1A [ASLI1A], DOSUM 1A [DOSU1A]
LUNAG 1A [LUNA1A], MIKUS 1A [MIKU1A]
SOPUS 1A [SOPU1A], SOPUS 1E [SOPU1E] ①
RWY 08L DEPARTURES

① By ATC.

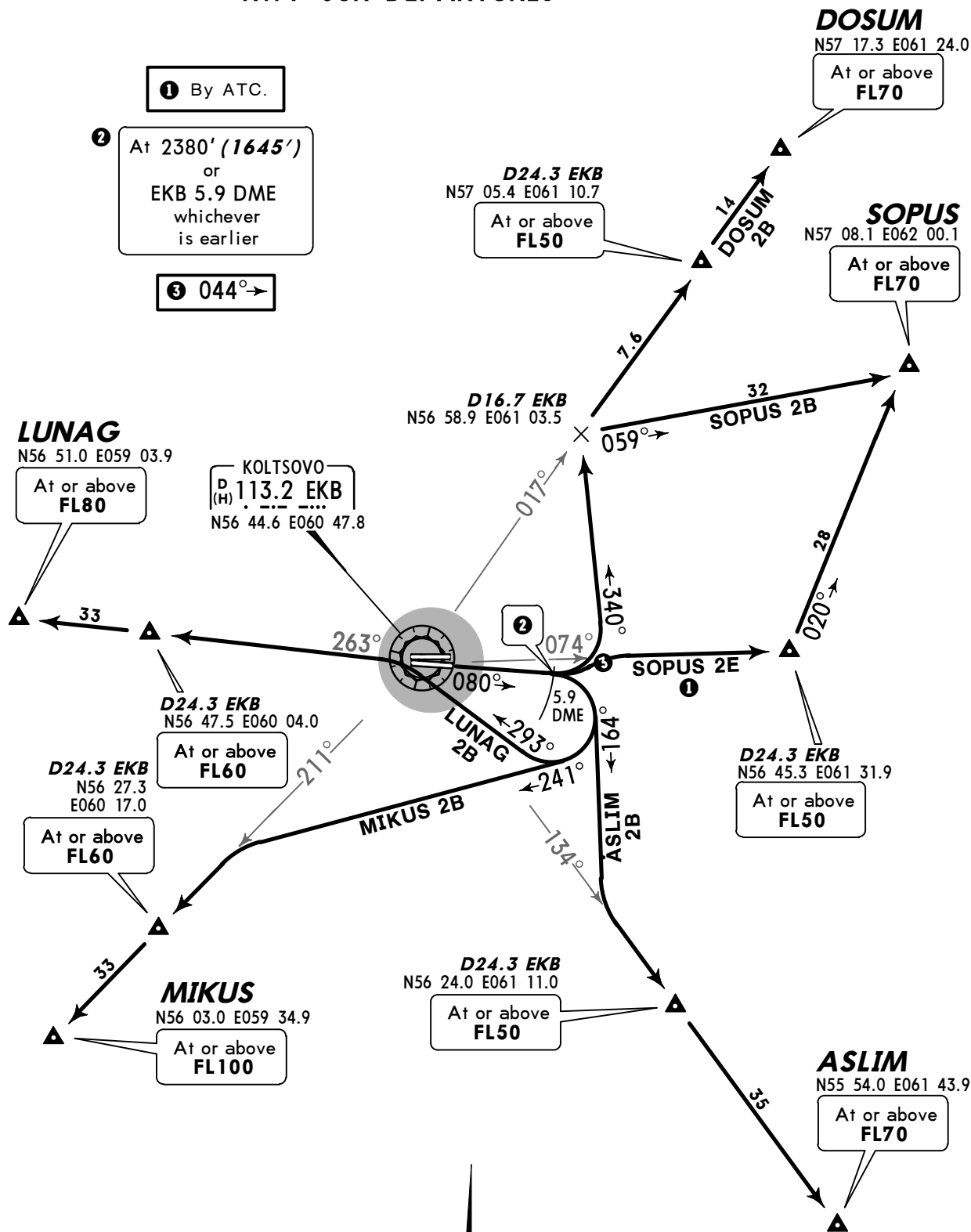


Apt Elev
766'

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

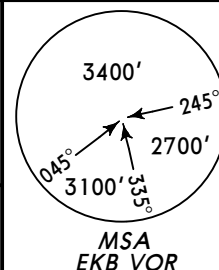


ALT/HEIGHT CONVERSION
QNH (QFE)
2380' (1645' - 500m)
3720' (2985' - 900m)



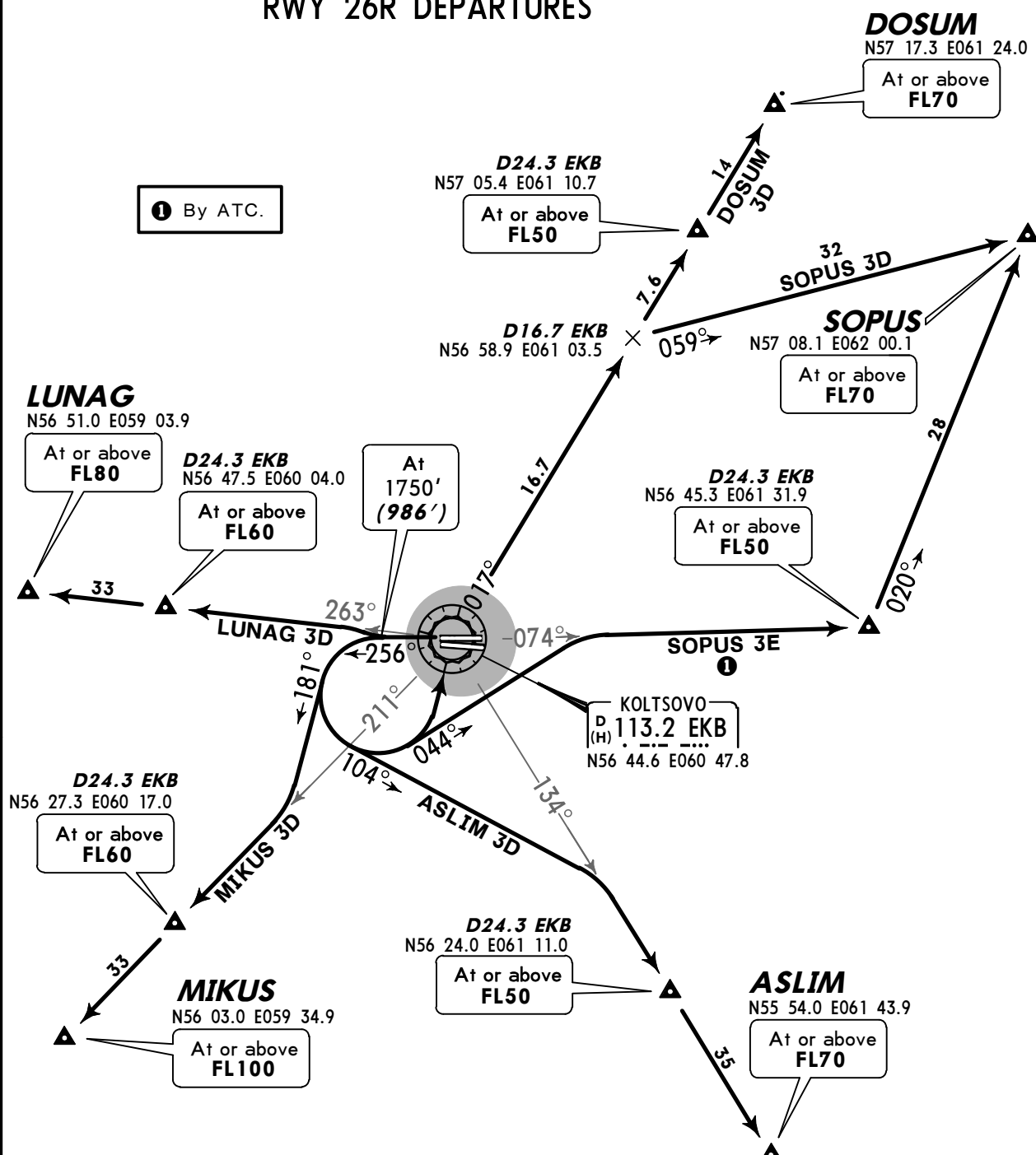
Apt Elev
766'

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

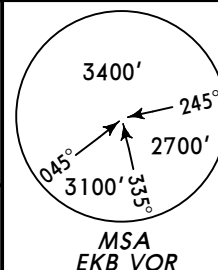
① By ATC.



NOT TO SCALE

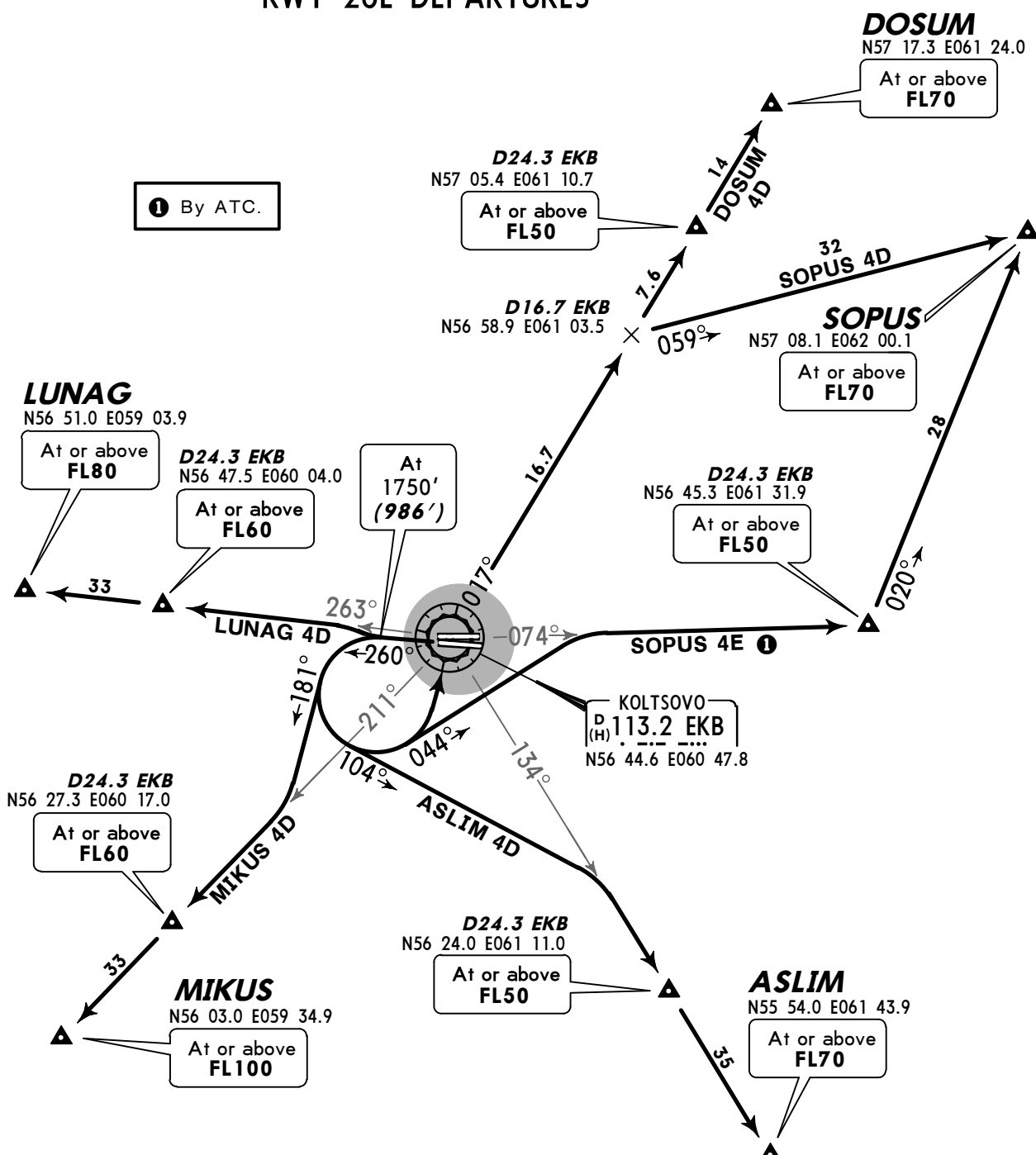
Apt Elev
766'

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



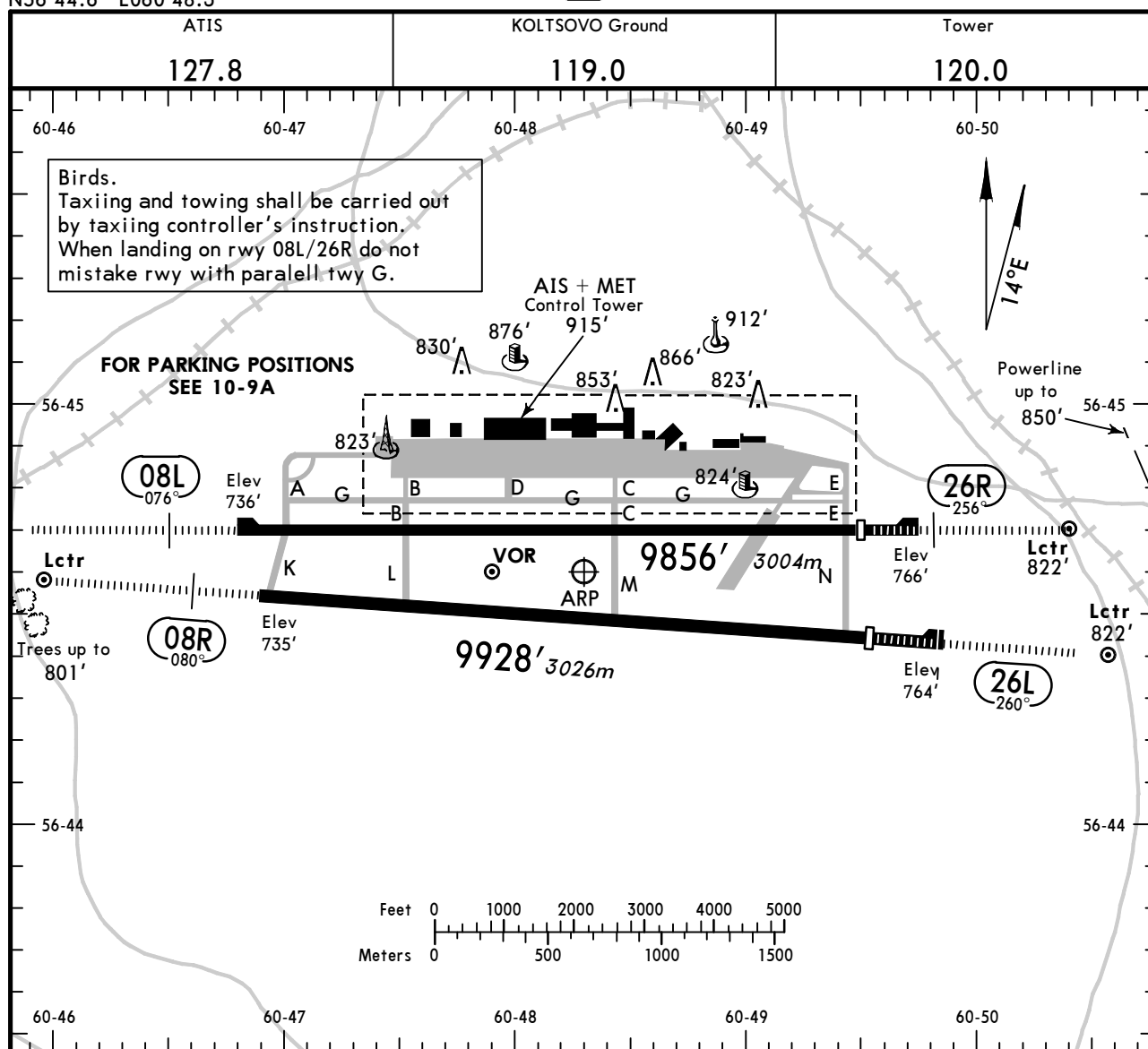
ASLIM 4D [ASLI4D] , DOSUM 4D [DOSU4D]
LUNAG 4D [LUNA4D] , MIKUS 4D [MIKU4D]
SOPUS 4D [SOPU4D] , SOPUS 4E [SOPU4E] ①
RWY 26L DEPARTURES

① By ATC.



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





ADDITIONAL RUNWAY INFORMATION

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

❶ Use by B747 acft prohibited.

❷ TAKE-OFF RUN AVAILABLE

RWY 08L:

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

RWY 08R:

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

RWY 26R:

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

RWY 26L:

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

TAKE-OFF

AIR CARRIER (JAA)

All Rws

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A

B

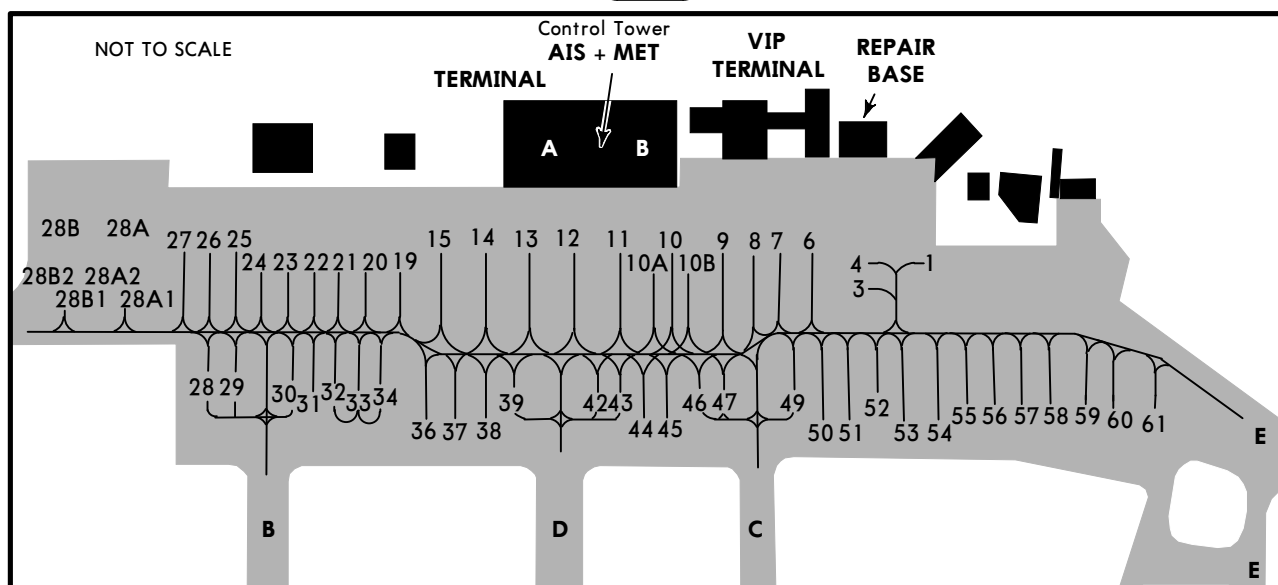
C

D

250m

300m

400m



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

INS COORDINATES

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

STRAIGHT-IN RWY		A	B	C	D
08L	ILS	936'(200')	936'(200')	936'(200')	936'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB 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

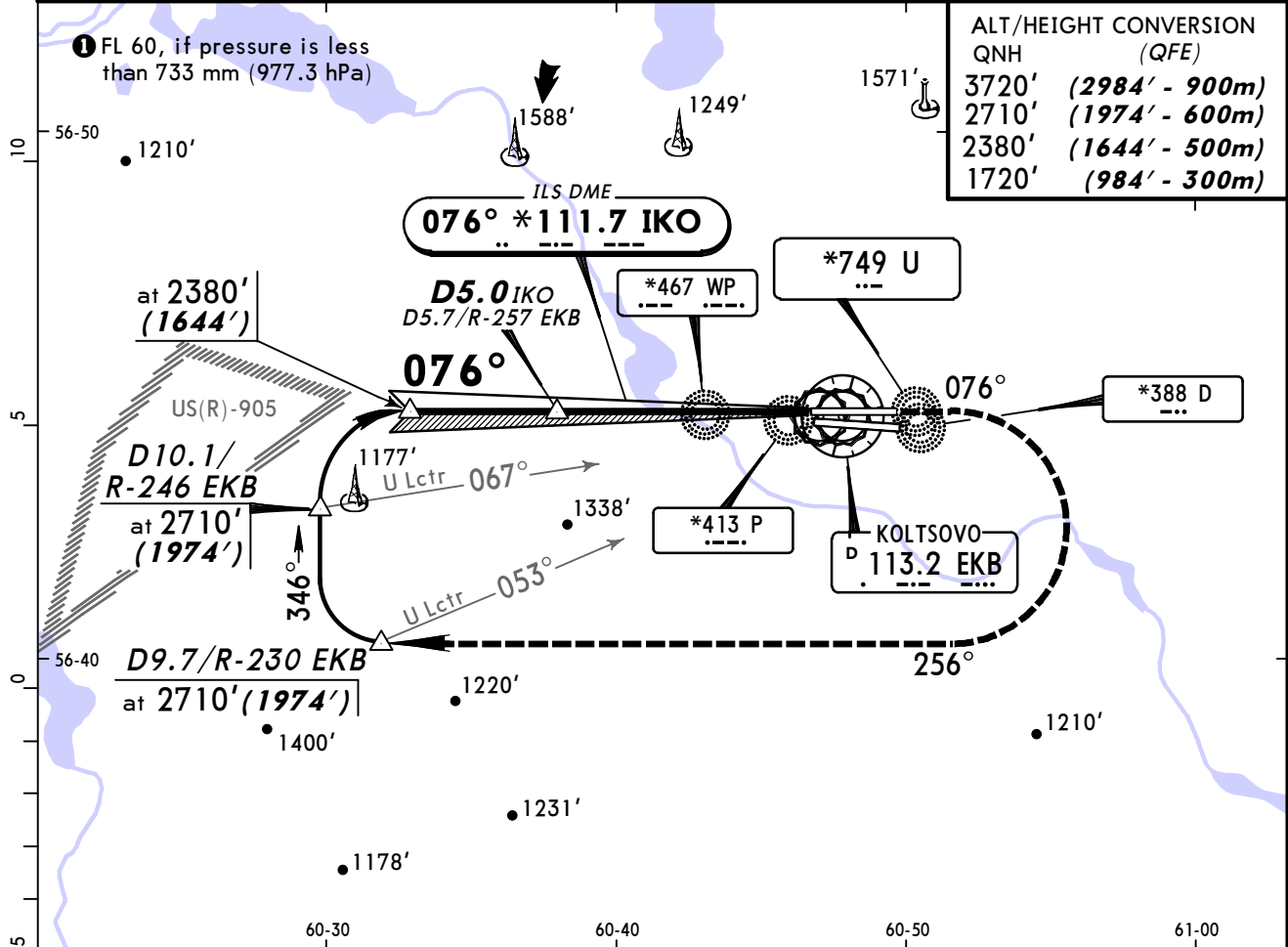
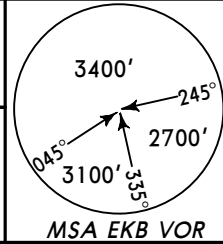
① Continuous Descent Final Approach

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

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

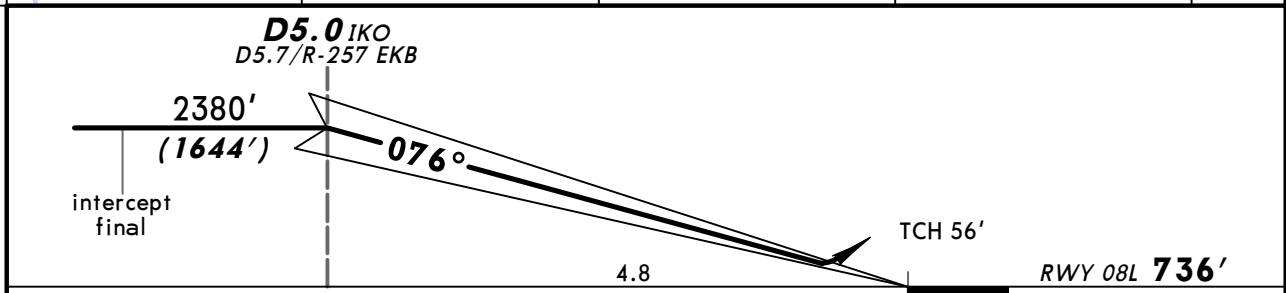
BRIEFING STRIP™

ATIS 127.8	KOLTSOVO Approach 125.9 124.0	KOLTSOVO Radar 118.7 124.0	KOLTSOVO Tower 120.0 124.0	Ground 119.0
LOC IKO *111.7	Final Apch Crs 076°	GS No Alt published	ILS DA(H) 936'(200')	Apt Elev 766' 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')				



ALT/HEIGHT CONVERSION
QNH (QFE)

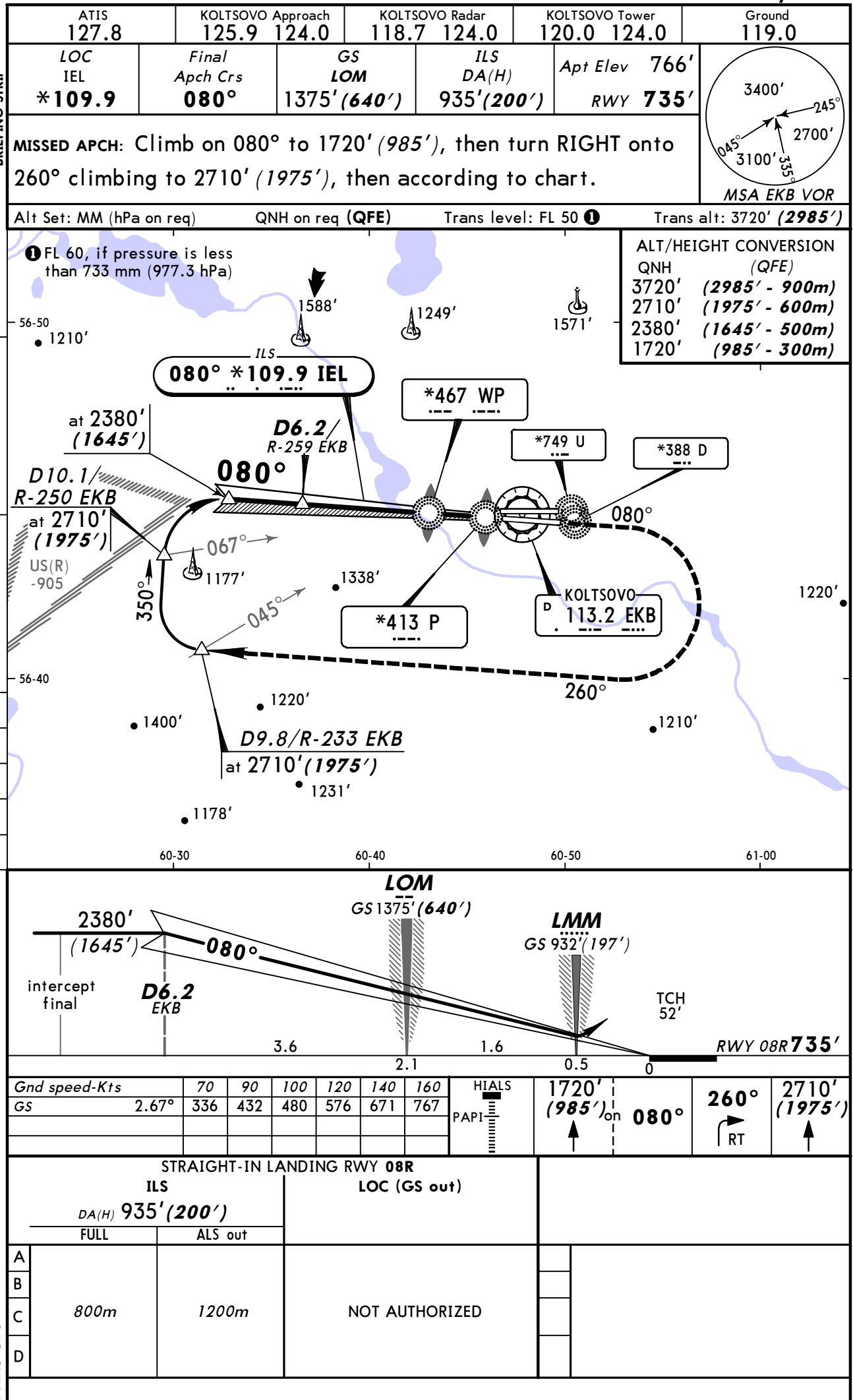
3720'	(2984' - 900m)
2710'	(1974' - 600m)
2380'	(1644' - 500m)
1720'	(984' - 300m)

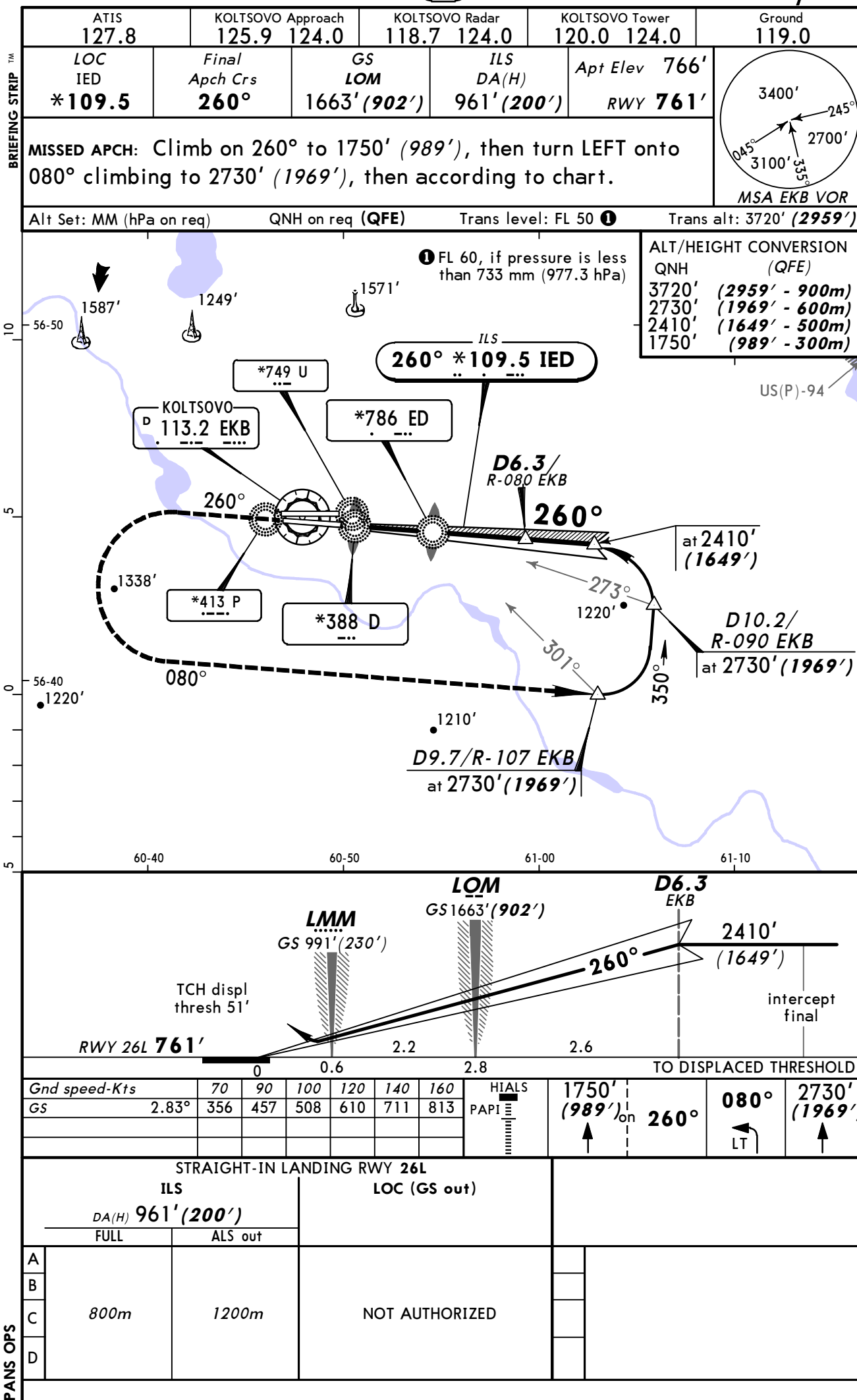


Gnd speed-Kts	70	90	100	120	140	160	HIALS	1720' (984') on 076°	256° RT	2710' (1974')
GS	3.00°	377	484	538	646	753	861	PAPI		

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





3400'

2700'

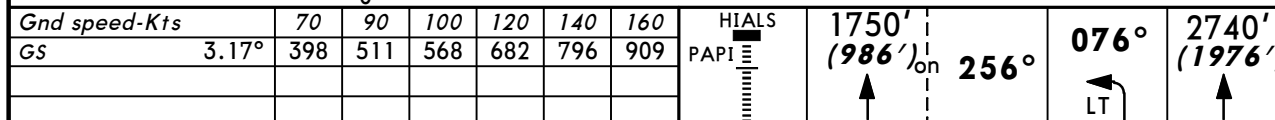
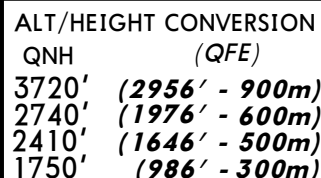
3100'

045°

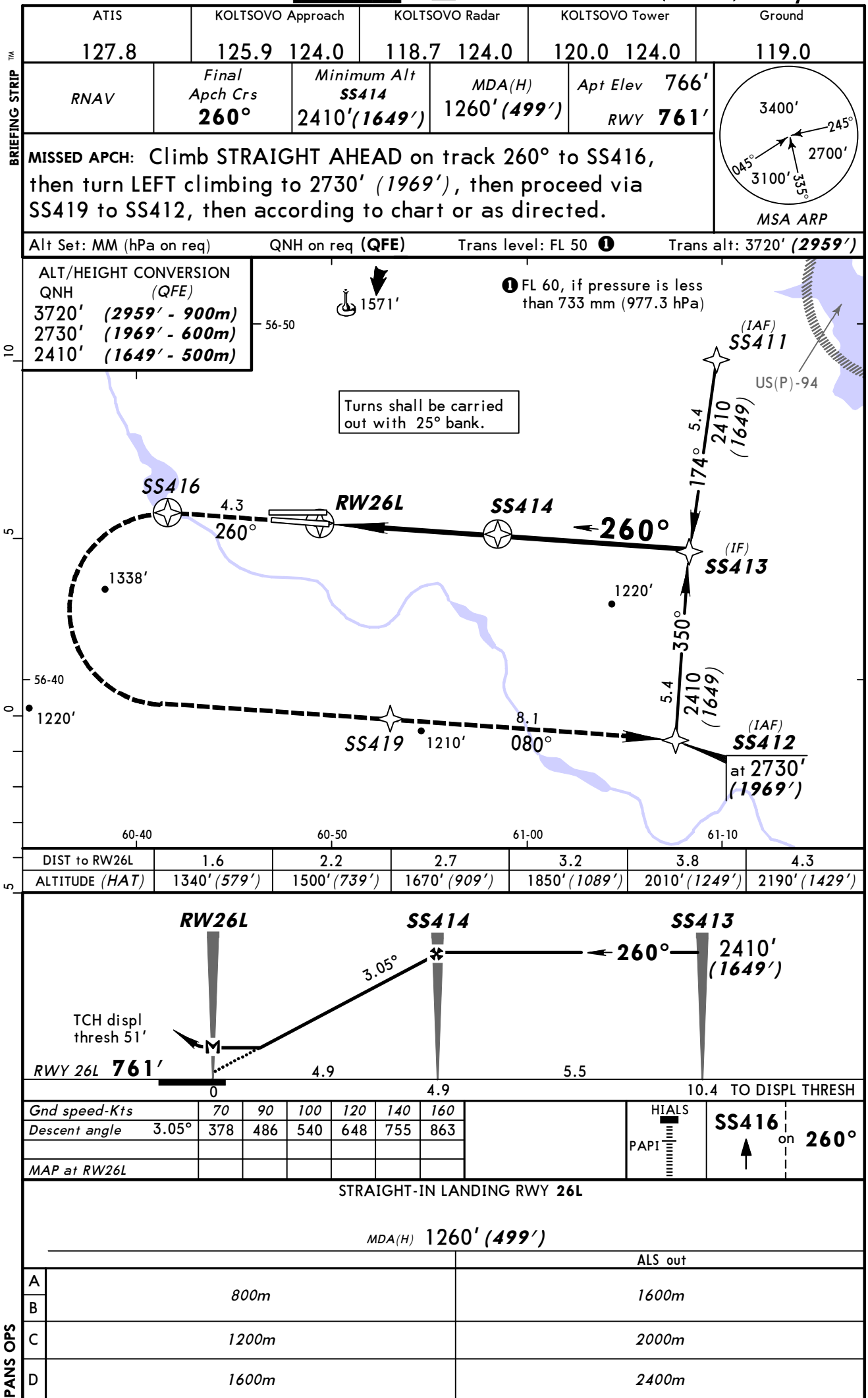
335°

MSA EKB VOR

MSA EKB VOR

Trans alt: 3720' (**2956'**)

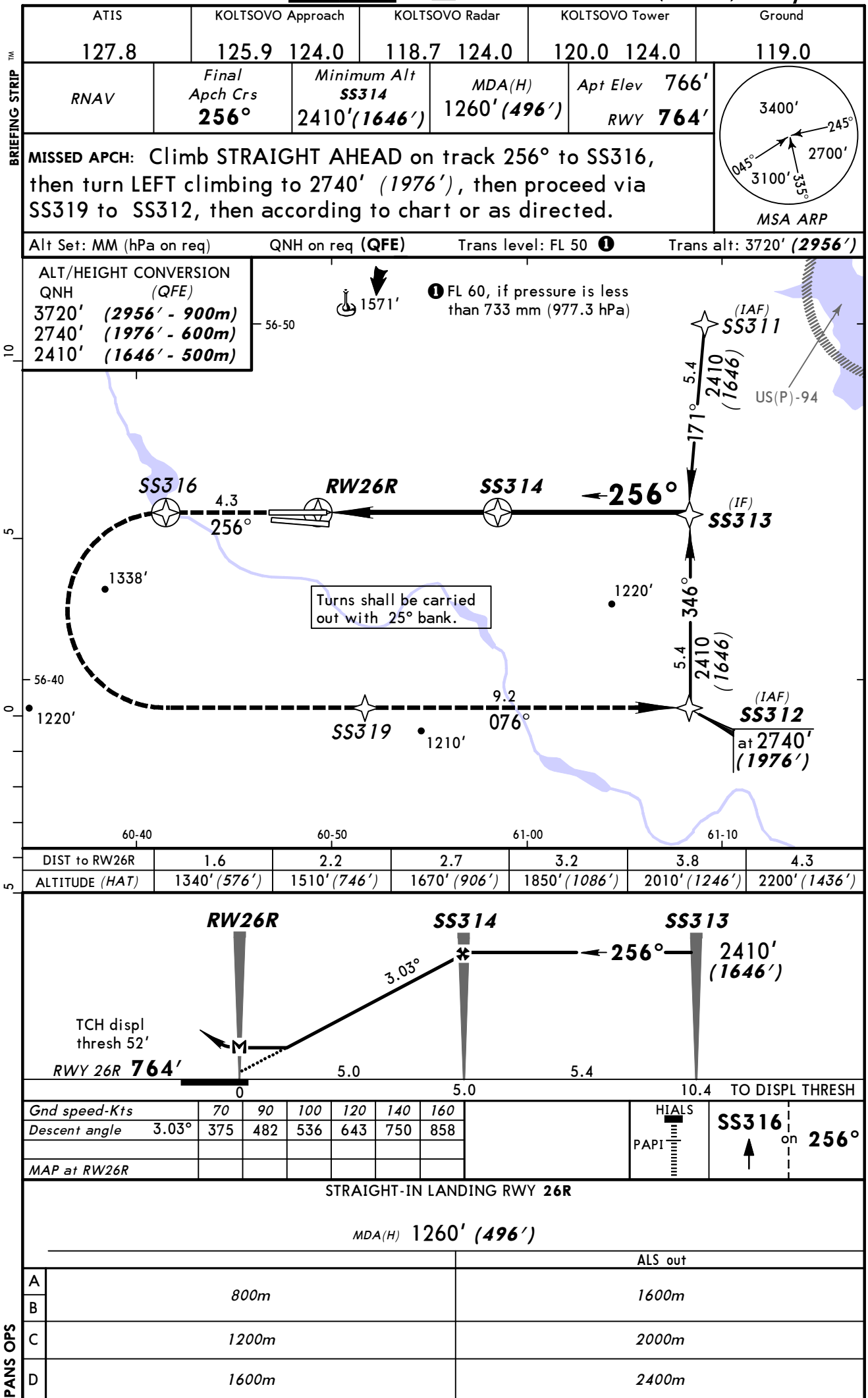
PANS OPS

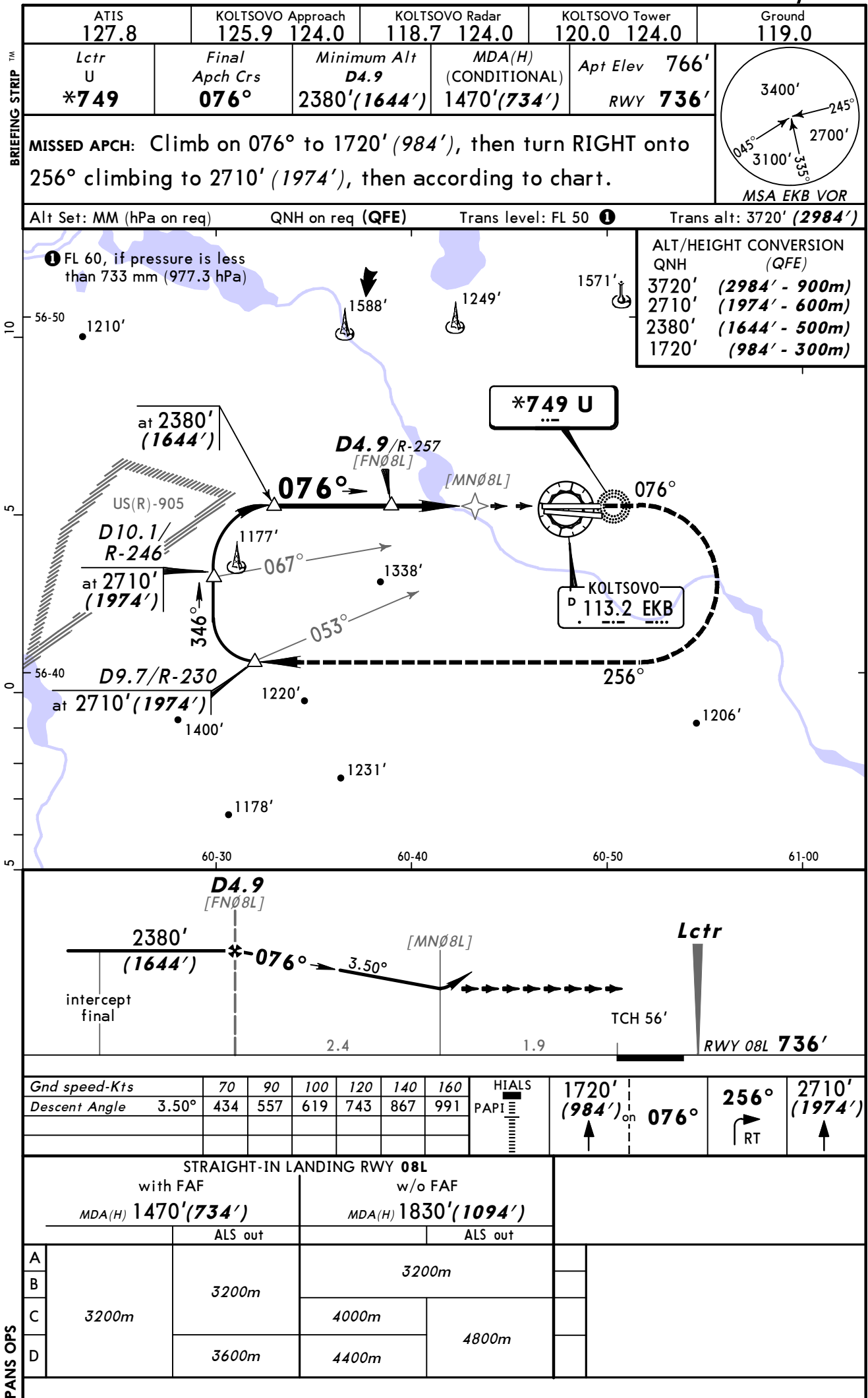


USSS/SVX
KOLTSOVO

JEPPESSEN
4 NOV 11
Eff 17 Nov 12-2

YEKATERINBURG, RUSSIA
RNAV (GNSS) Rwy 26R





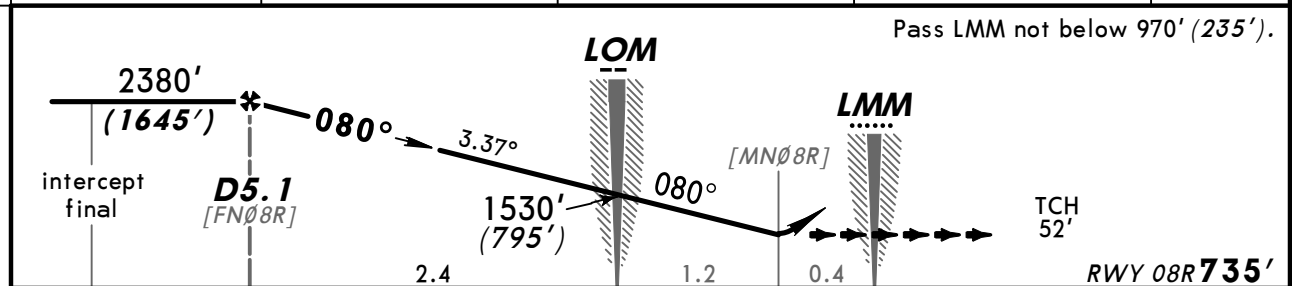
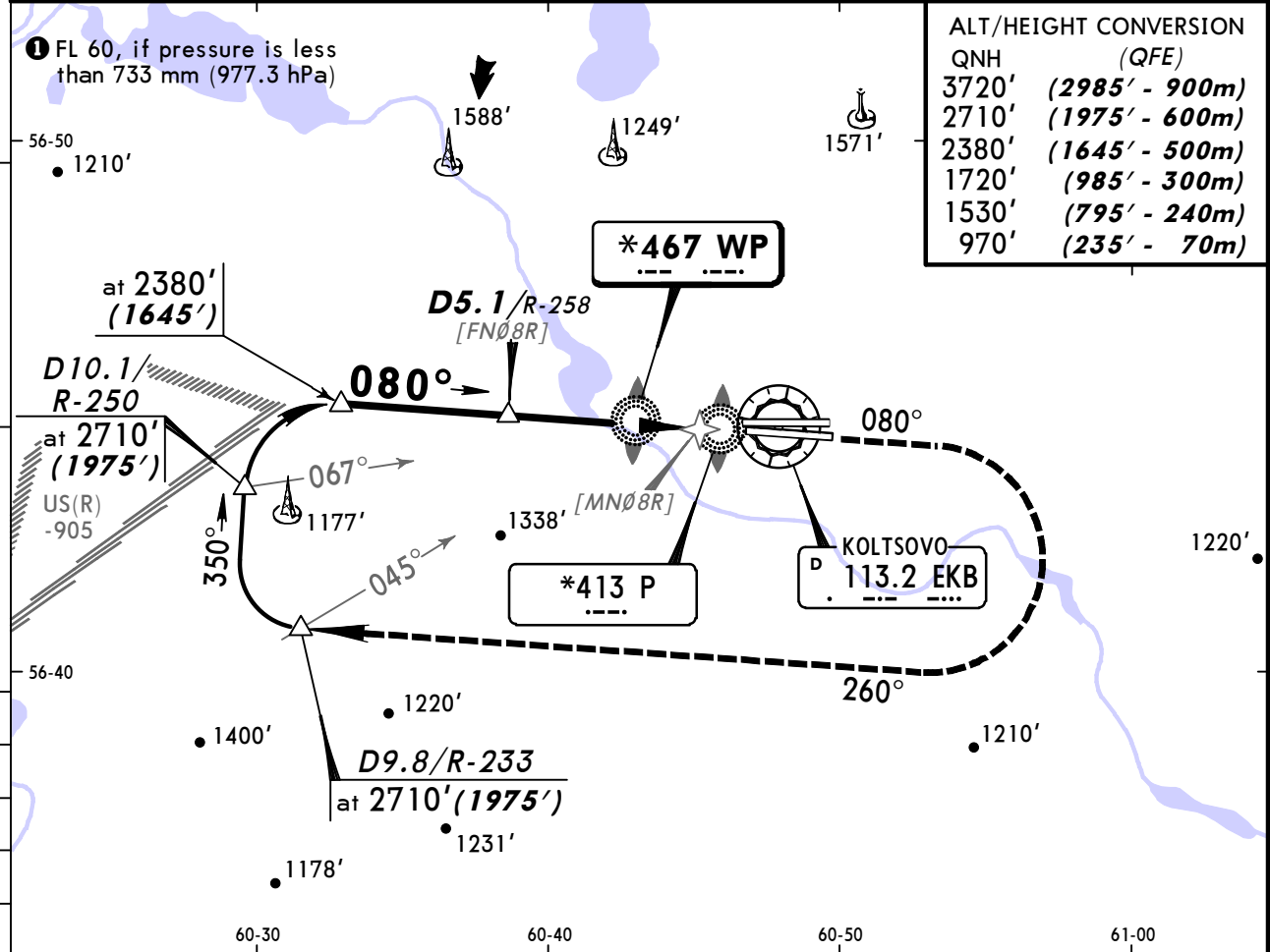
ATIS 127.8	KOLTSOVO Approach 125.9 124.0	KOLTSOVO Radar 118.7 124.0	KOLTSOVO Tower 120.0 124.0	Ground 119.0
NDB WP *467	Final Apch Crs 080°	Minimum Alt D5.1 2380'(1645')	MDA(H) (CONDITIONAL) 1070'(335')	Apt Elev 766' RWY 735'
MISSED APCH: Climb on 080° to 1720' (985'), then turn RIGHT onto 260° climbing to 2710' (1975'), then according to chart.				

Alt Set: MM (hPa on req)

QNH on req (QFE)

Trans level: FL 50 1

Trans alt: 3720' (2985')

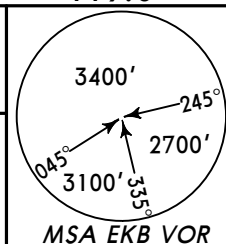


Gnd speed-Kts	70	90	100	120	140	160	HIALS	1720' (985') on 080°	260° RT	2710' (1975')
Descent Angle	3.37°	417	537	596	716	835	954	PAPI		

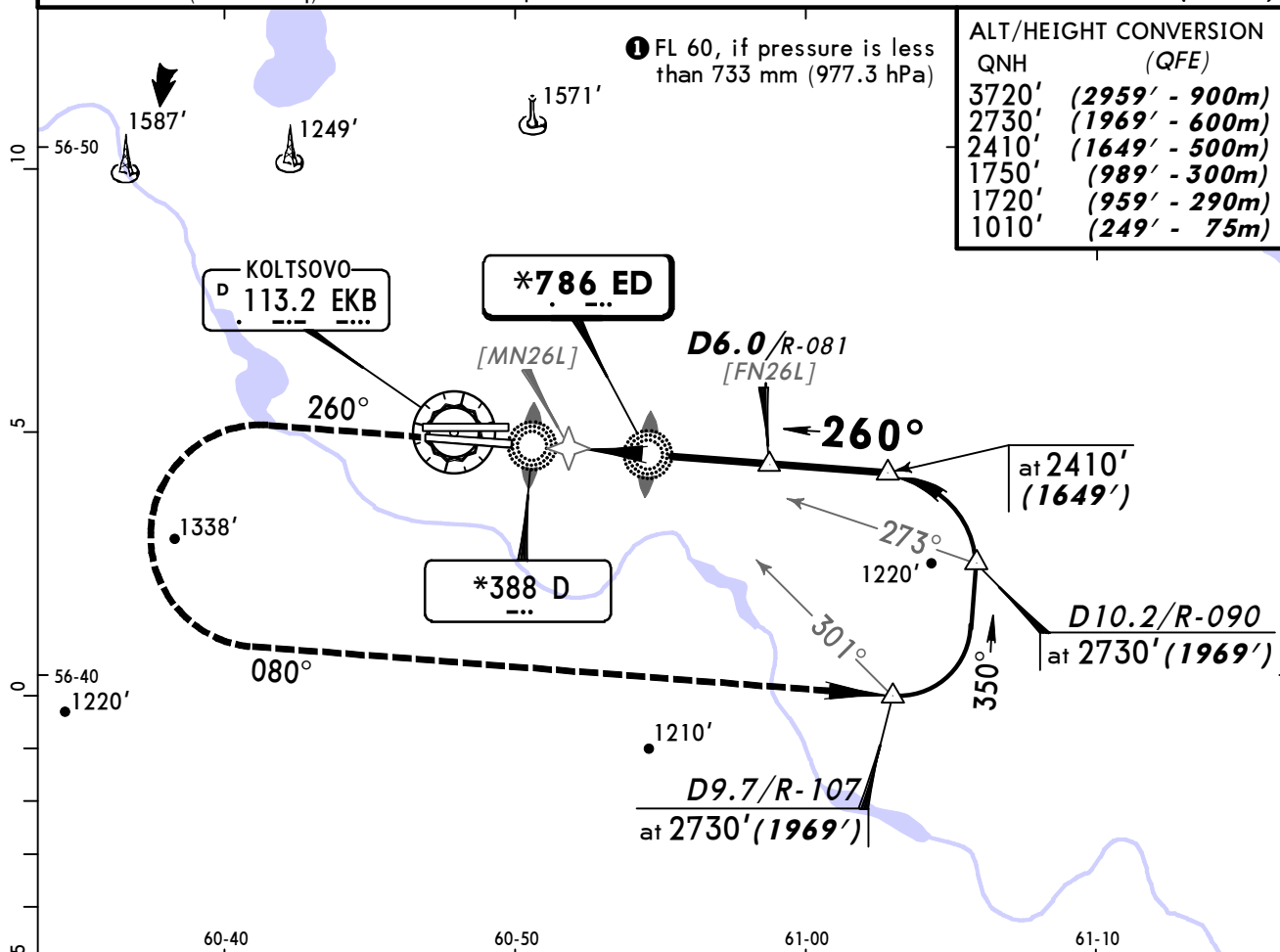
STRAIGHT-IN LANDING RWY 08R					
with FAF		w/o FAF			
MDA(H) 1070'(335')		MDA(H) 1710'(975')			
ALS out		ALS out			
A		1200m	2000m		
B	1200m	1600m	2400m		
C	1600m	4000m	4800m		
D	1600m	4400m			

ATIS 127.8	KOLTSOVO Approach 125.9 124.0	KOLTSOVO Radar 118.7 124.0	KOLTSOVO Tower 120.0 124.0	Ground 119.0
NDB ED *786	Final Apch Crs 260°	Minimum Alt D6.0 2410' (1649')	MDA(H) 1240' (479')	Apt Elev 766' RWY 761'

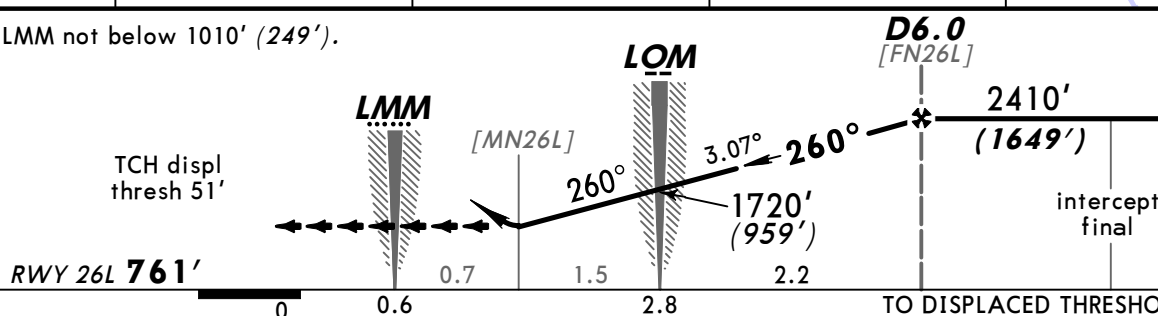
MISSED APCH: Climb on 260° to 1750' (989'), then turn LEFT onto 080° climbing to 2730' (1969'), then according to chart.



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



Pass LMM not below 1010' (249').



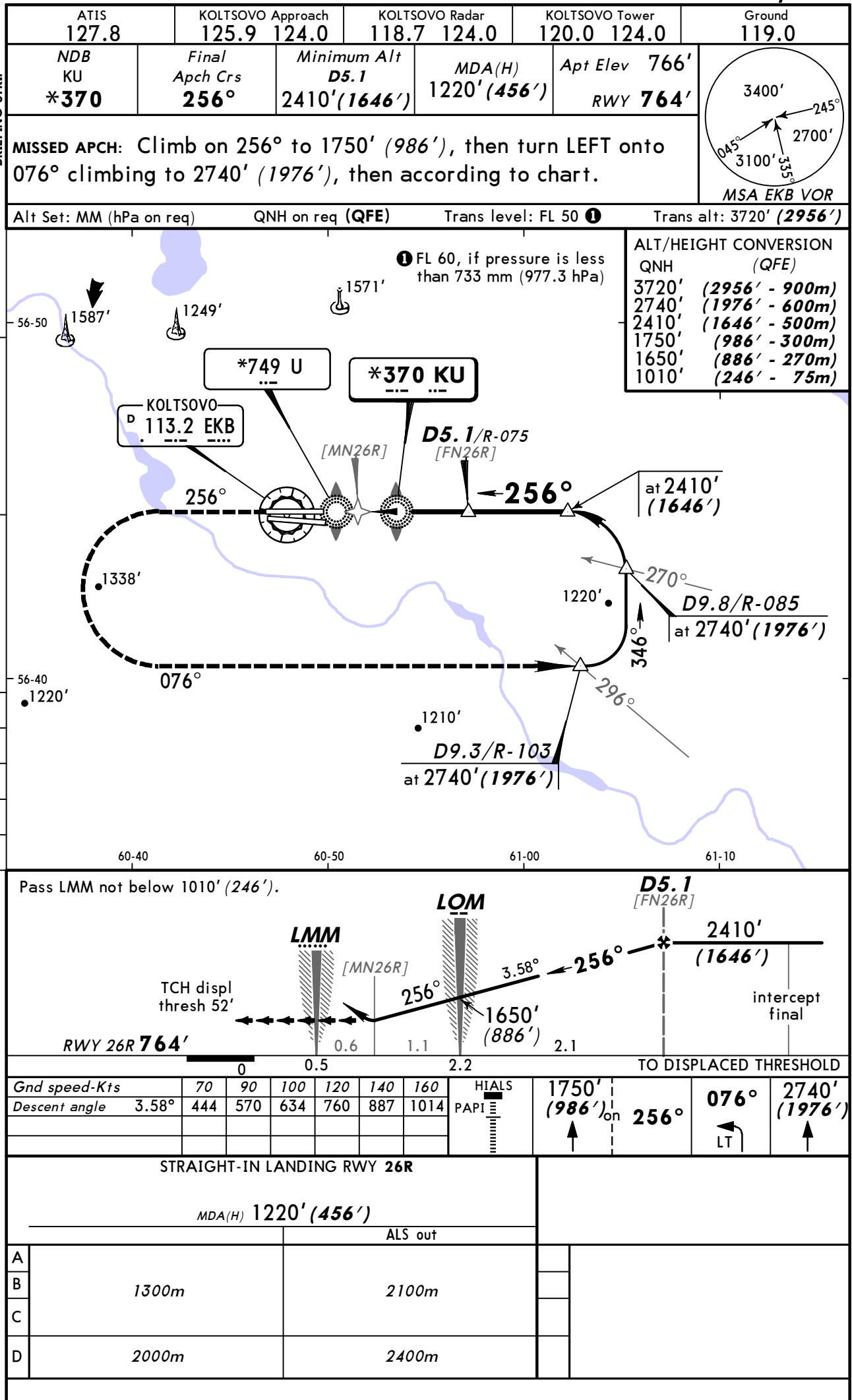
Gnd speed-Kts	70	90	100	120	140	160	HIALS	1750' (989') on 260°	080° LT	2730' (1969')
Descent angle	3.07°	380	489	543	652	760	869	PAPI		

STRAIGHT-IN LANDING RWY 26L

MDA(H) 1240' (479')

ALS out

A										
B										
C	1600m									
D	2000m									



YEKATERINBURG, (KOLTSOVO - USSS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USSS