

List of pages in this Trip Kit

Trip Kit Index

Airport Information For USSS

Terminal Charts For USSS

Revision Letter For Cycle 13-2014

Change Notices

Notebook

General Information

Location: Yekaterinburg Rus
IATA Code: SVX
Lat/Long: N56° 44.6' E060° 48.2'
Elevation: 768 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: 2304 Z
Sunset: 1653 Z,

Runway Information

Runway: 08L
Length x Width: 9856 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 743 ft
Lighting: Edge, ALS

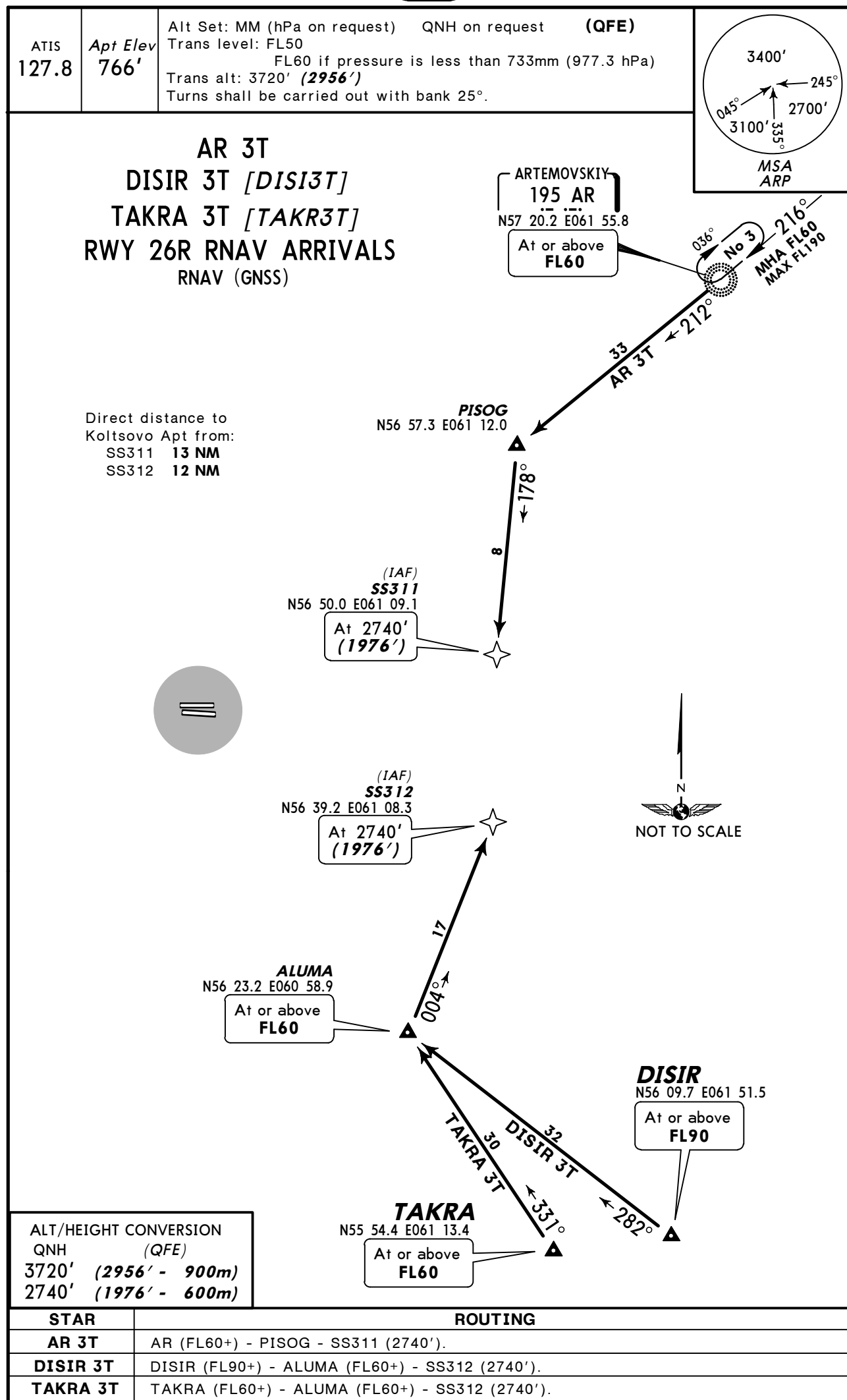
Runway: 08R
Length x Width: 9928 ft x 174 ft
Surface Type: concrete
TDZ-Elev: 743 ft
Lighting: Edge, ALS

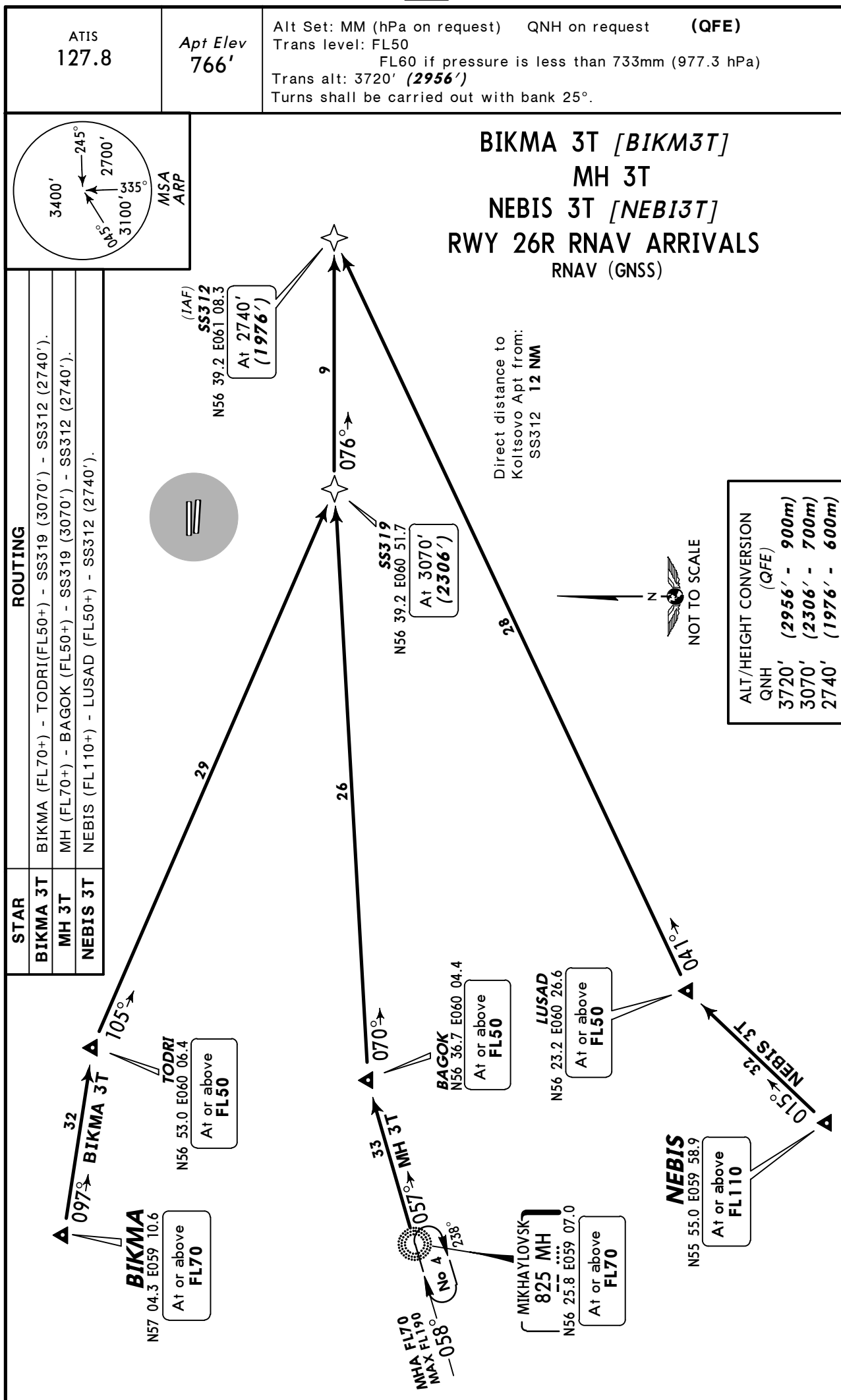
Runway: 26L
Length x Width: 9928 ft x 174 ft
Surface Type: concrete
TDZ-Elev: 761 ft
Lighting: Edge, ALS
Displaced Threshold: 1066 ft

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

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

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

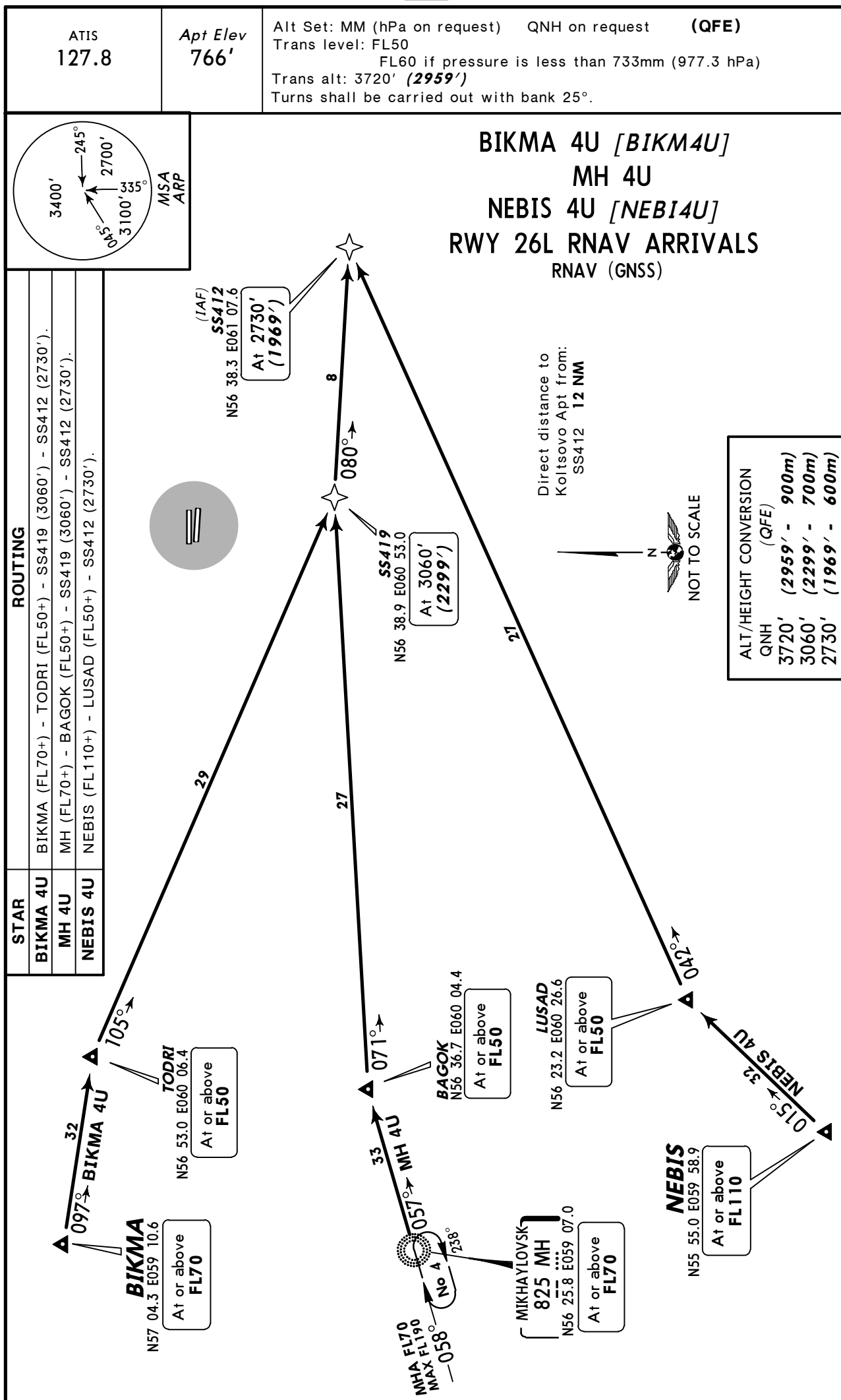
ALUMA
N56 23.2 E060 58.9

At or above
FL60

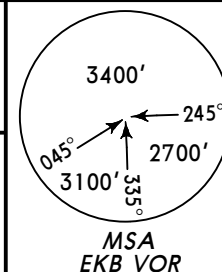
DISIR
N56 09.7 E061 51.5
At or above
FL90

TAKRA
N55 54.4 E061 13.4
At or above
FL60

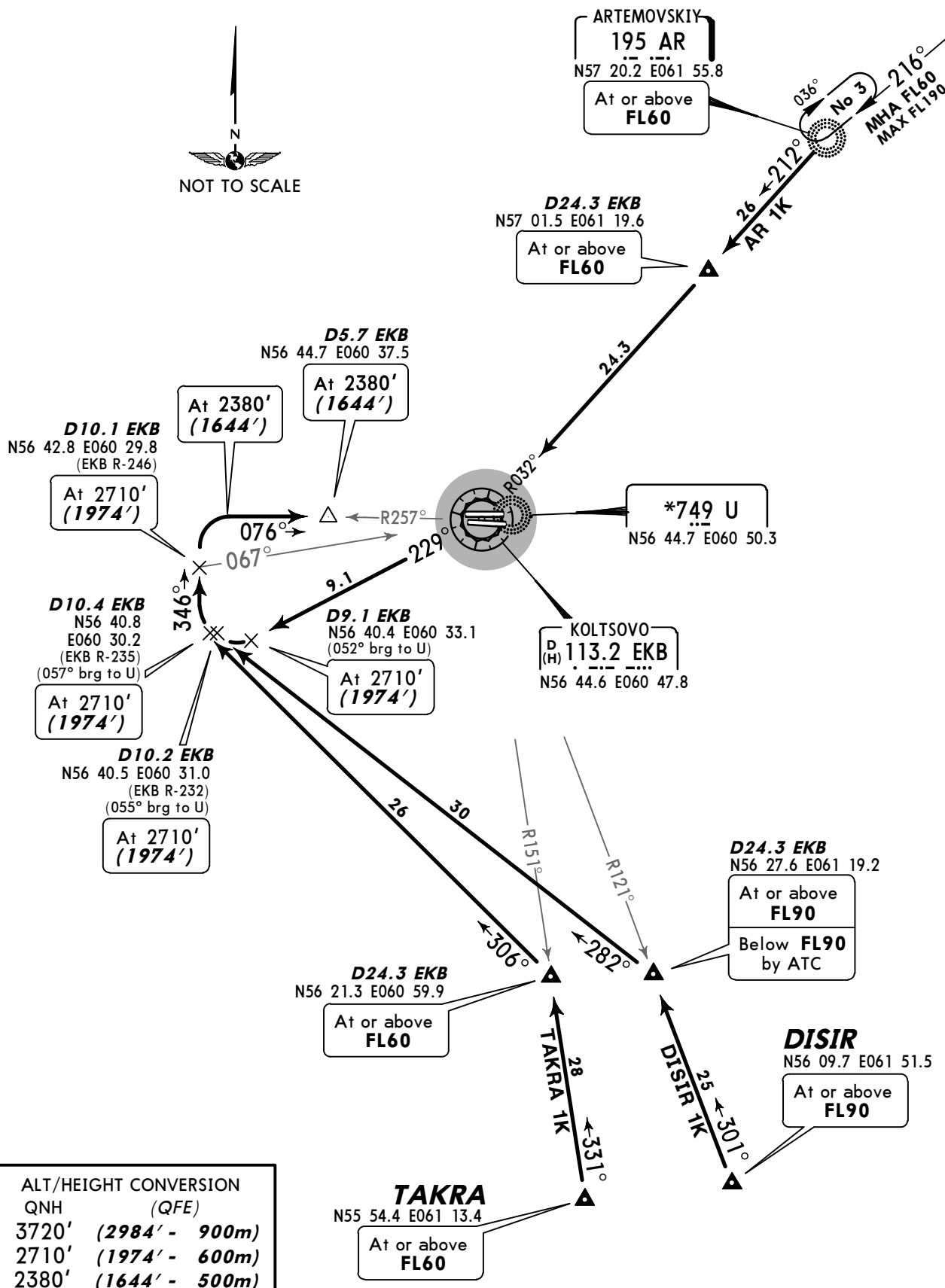
STAR	ROUTING
AR 4U	AR (FL60+) - PISOG - SS411 (2730').
DISIR 4U	DISIR (FL90+) - ALUMA (FL60+) - SS412 (2730').
TAKRA 4U	TAKRA (FL60+) - ALUMA (FL60+) - SS412 (2730').



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' (2984')
---------------	------------------	---



AR 1K, DISIR 1K [DISIR1K]
TAKRA 1K [TAKR1K]
RWY 08L ARRIVALS

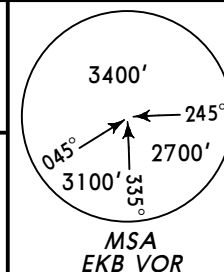


ALT/HEIGHT CONVERSION	QNH	(QFE)
3720'	(2984' - 900m)	
2710'	(1974' - 600m)	
2380'	(1644' - 500m)	

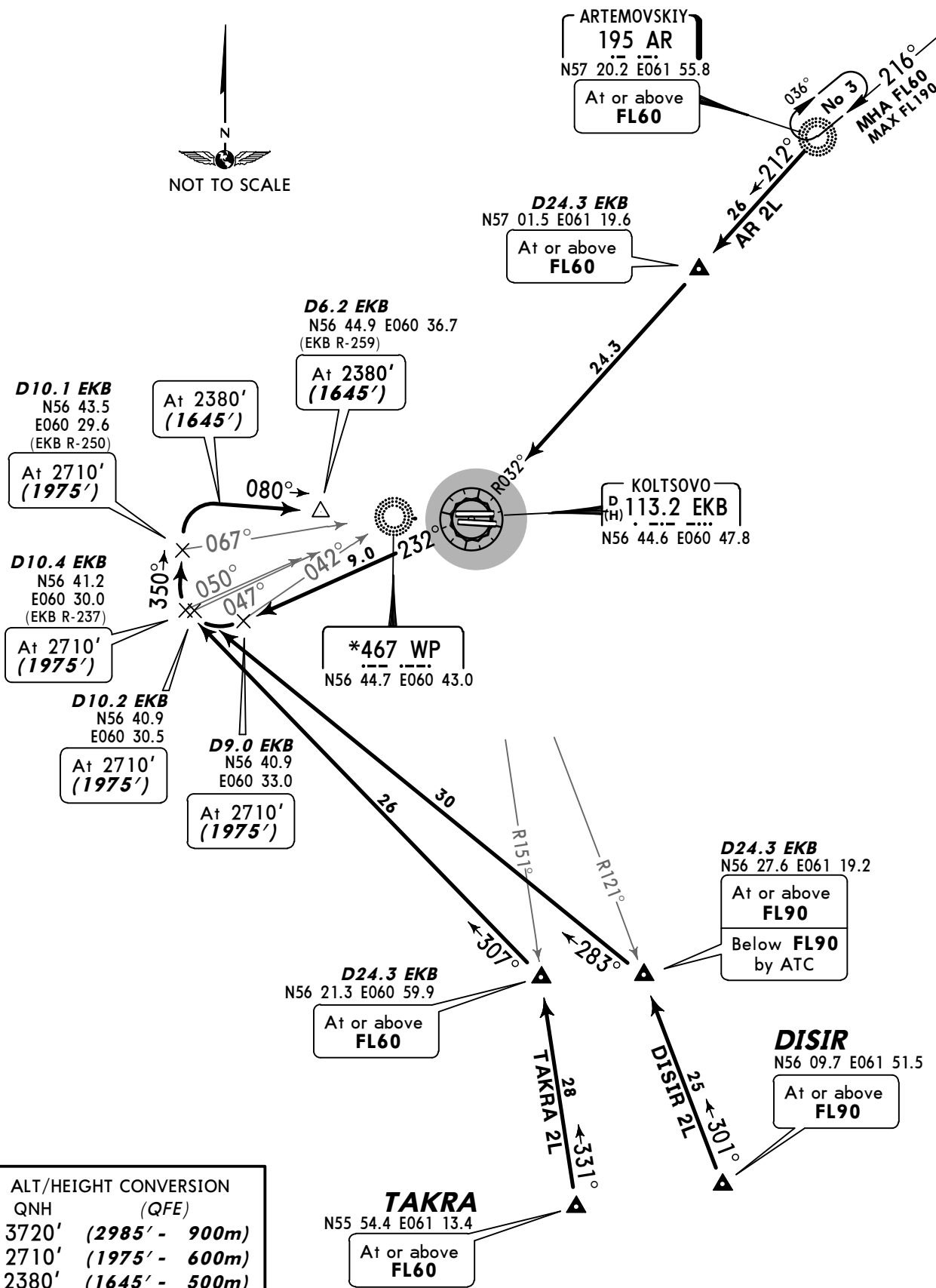
**BIKMA 1K [BIKM1K], MH 1K
NEBIS 1K [NEB11K]
RWY 08L ARRIVALS**

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

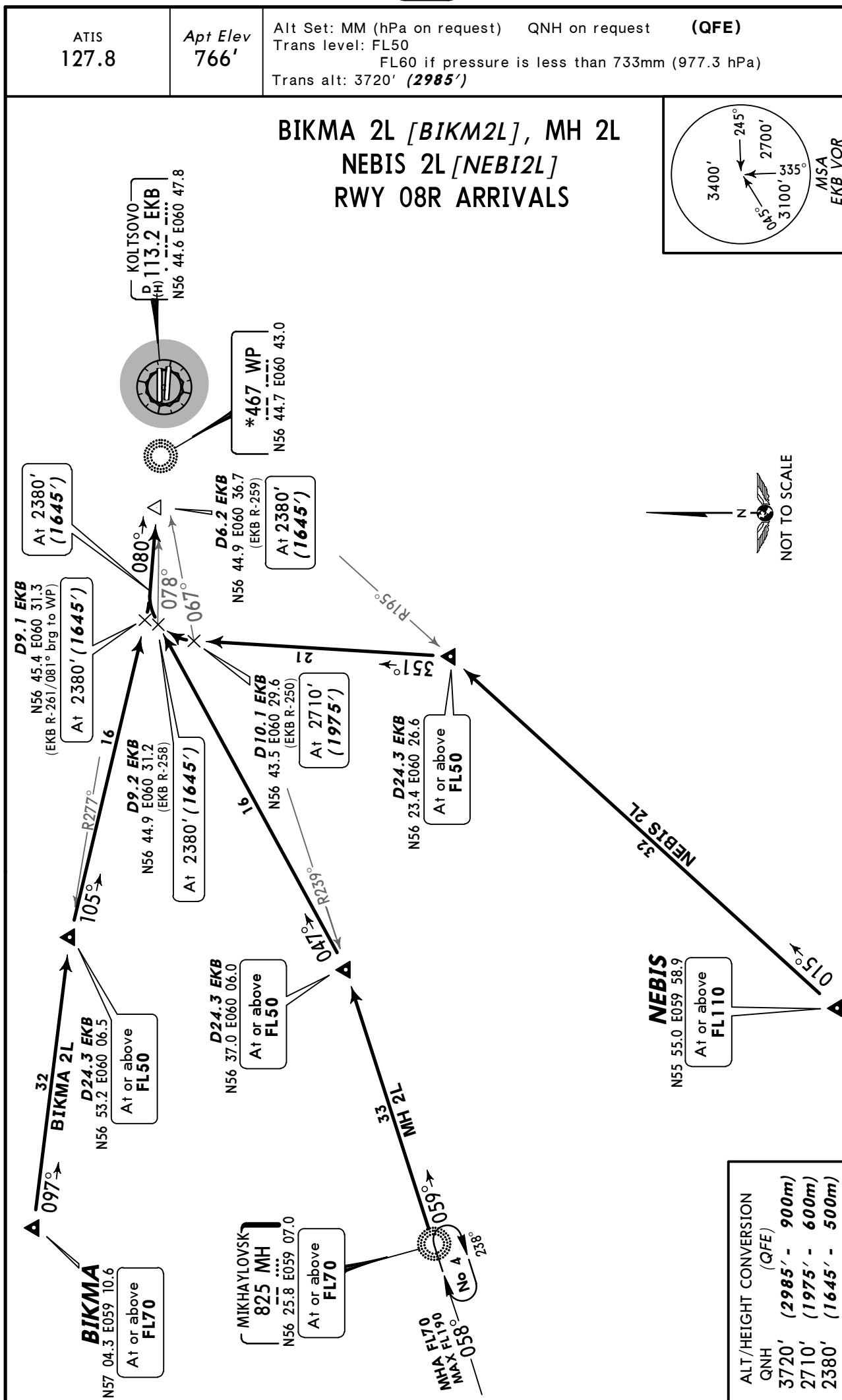
ATIS 127.8	Apt Elev 766'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720' (2985')
---------------	------------------	---

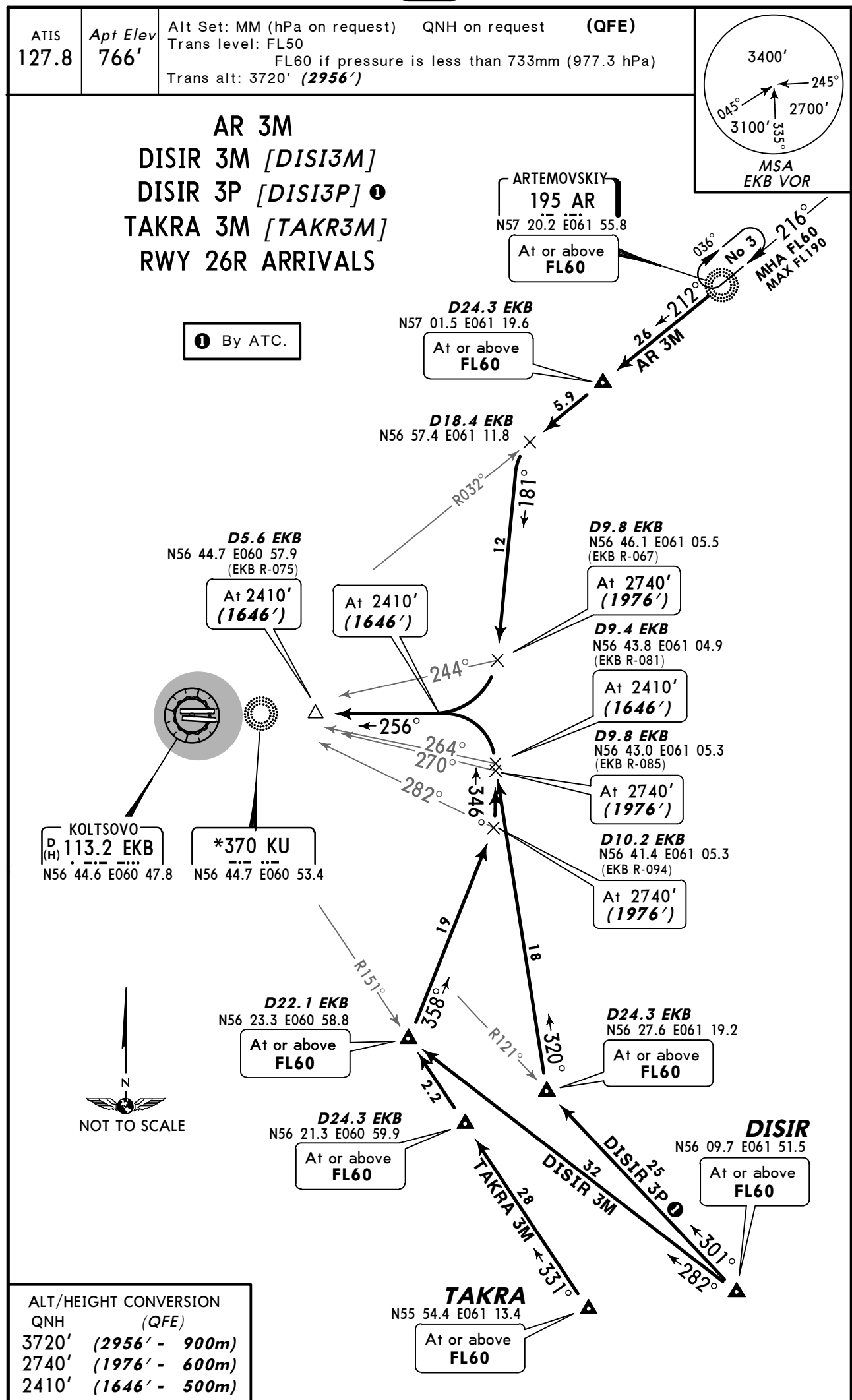


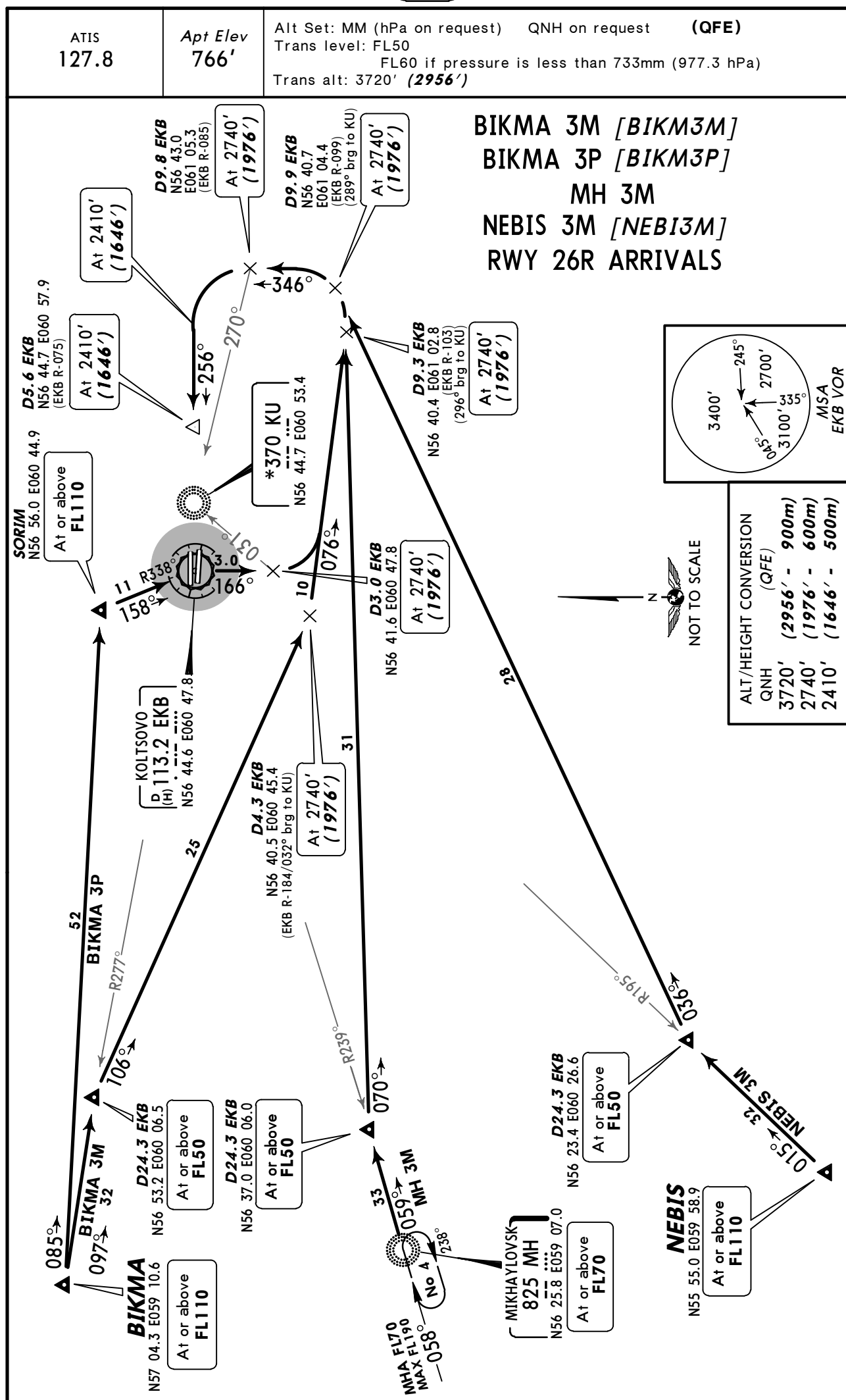
AR 2L, DISIR 2L [DISI2L] TAKRA 2L [TAKR2L] RWY 08R ARRIVALS

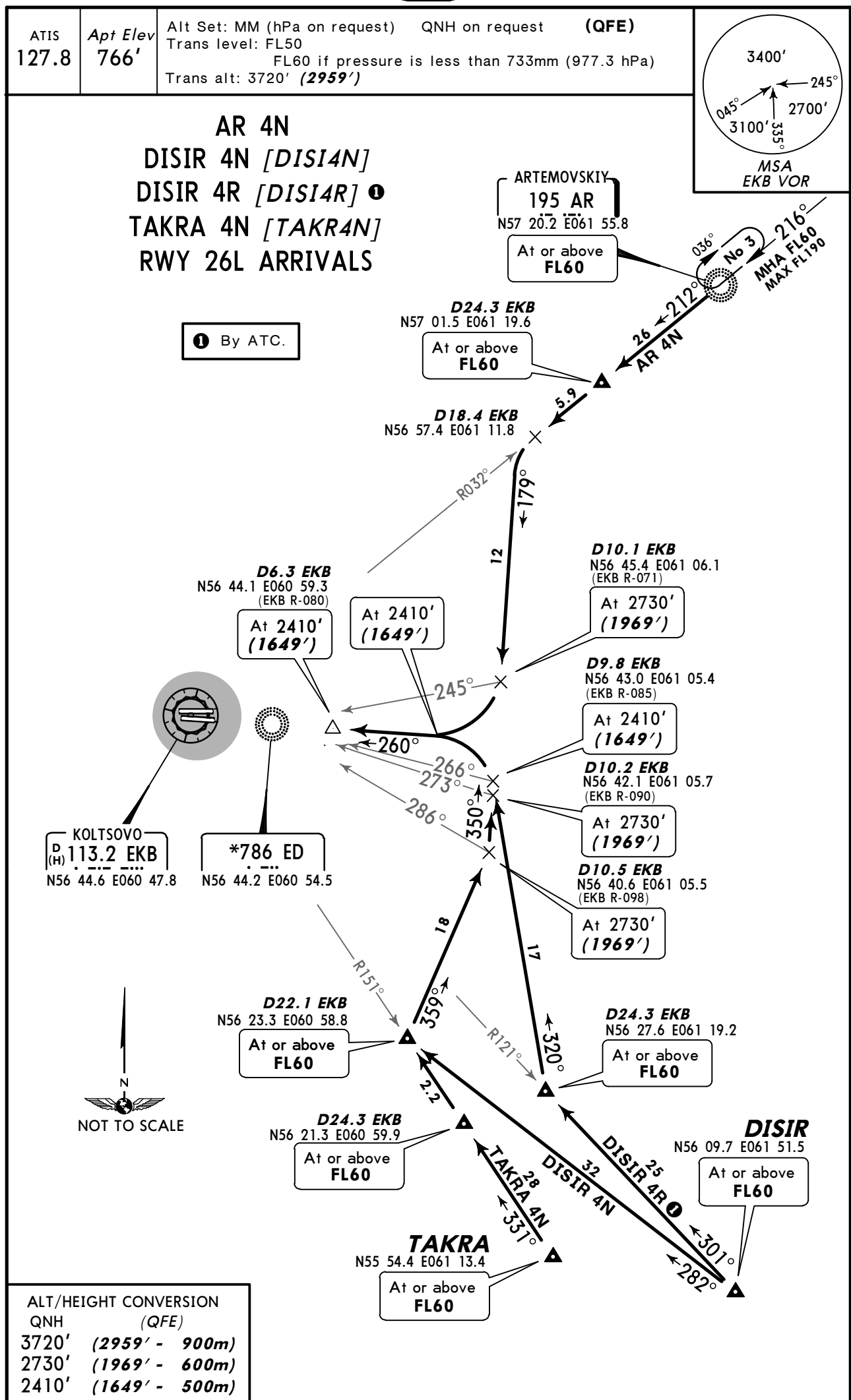


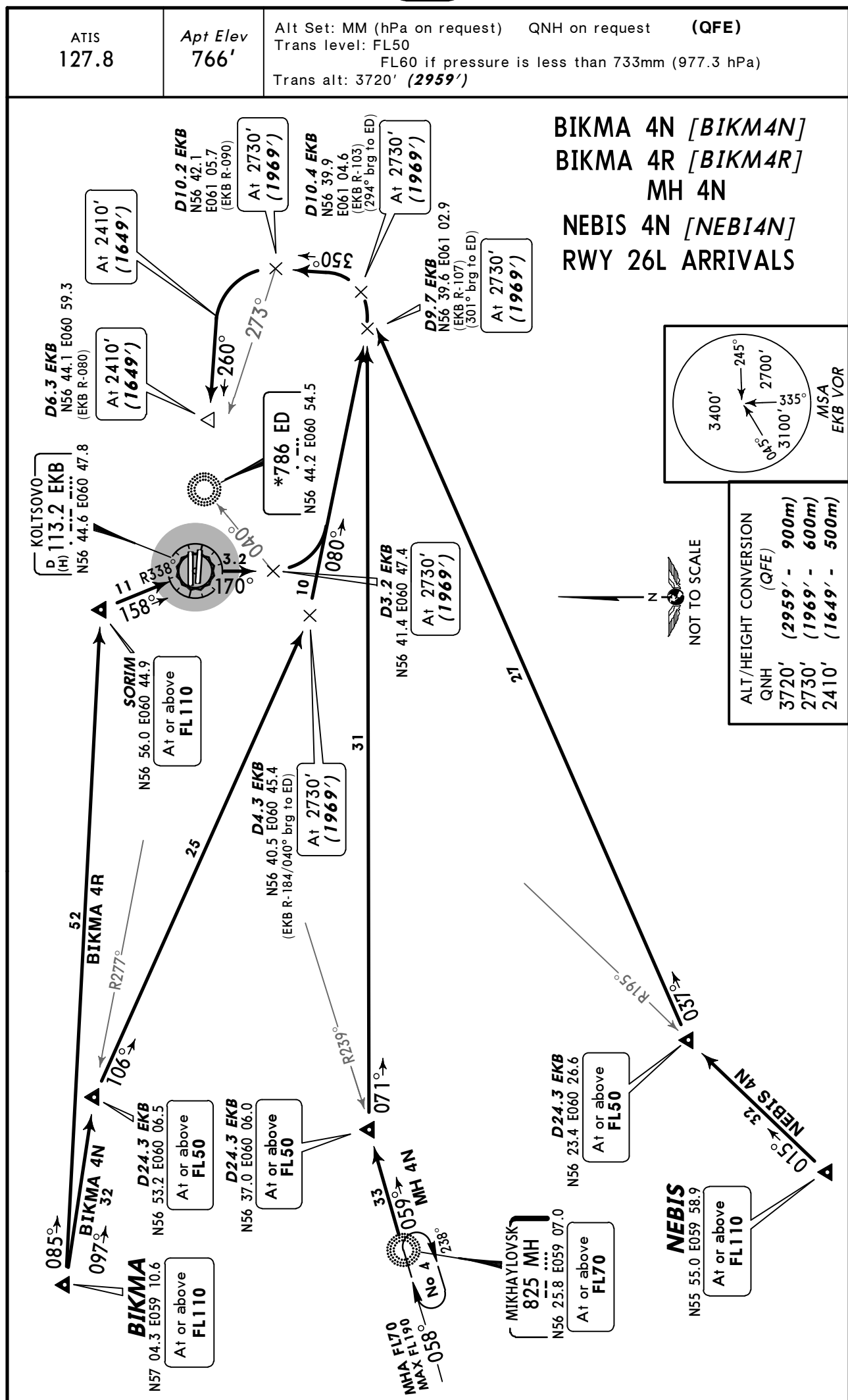
ALT/HEIGHT CONVERSION	QNH	(QFE)
3720'	(2985' - 900m)	
2710'	(1975' - 600m)	
2380'	(1645' - 500m)	





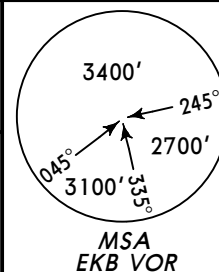






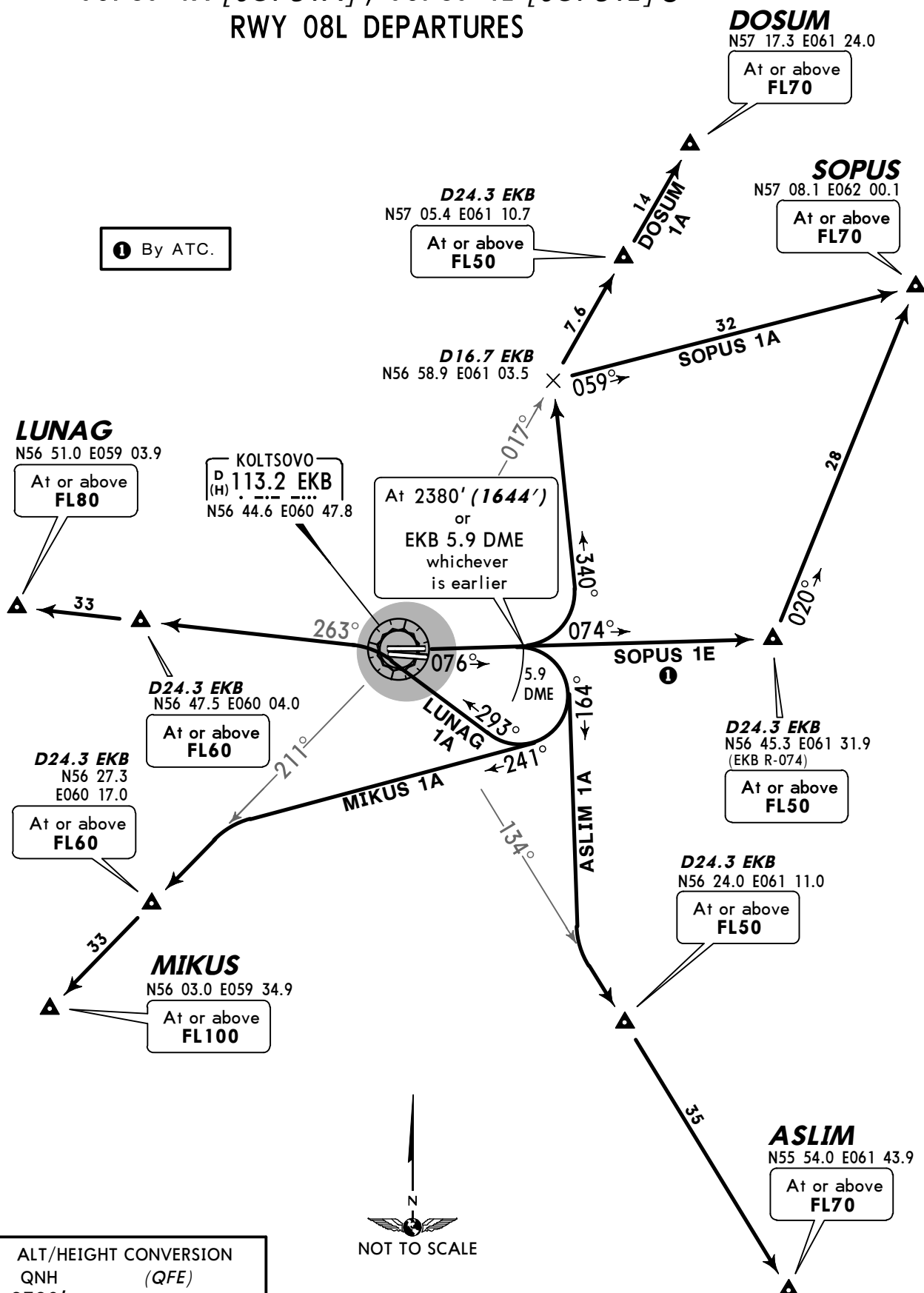
Apt Elev
766'

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.



DOSUM
N57 17.3 E061 24.0
At or above
FL70

SOPUS
N57 08.1 E062 00.1
At or above
FL70

LUNAG
N56 51.0 E059 03.9
At or above
FL80

KOLTSOVO
D
(H) 113.2 EKB
N56 44.6 E060 47.8

D24.3 EKB
N57 05.4 E061 10.7

At or above
FL50

D16.7 EKB
N56 58.9 E061 03.5

The diagram shows a flight path starting from the bottom left and curving upwards towards the top right. Two rectangular boxes with black borders are placed along the path. The first box, located lower on the path, contains the text "At or above FL60". The second box, located higher and further along the path, also contains the text "At or above FL60". To the left of the first box, the text "D24.3 EKB" is written in bold, followed by "N56 27.3" and "E060 17.0" on separate lines. To the left of the second box, the text "D24.3 EKB" is written in bold, followed by "N56 47.5" and "E060 04.0" on separate lines. An arrow points from the top right towards the second box. The number "21" is partially visible on the right edge of the diagram.

D24.3 EKB
N56 27.3
E060 17.0

D24.3 EKB
N56 47.5 E060 04.0
**At or above
FL60**

MIKUS
N56 03.0 E059 34.9
At or above
FL100

D24.3 EKB
N56 24.0 E061 11.0

At or above
FI 50

D24.3 EKB
N56 45.3 E061 31.9

At or above
FL50

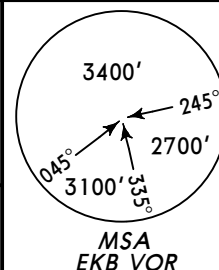
ASLIM
N55 54.0 E061 43.9
At or above
FL70

NOT TO SCALE

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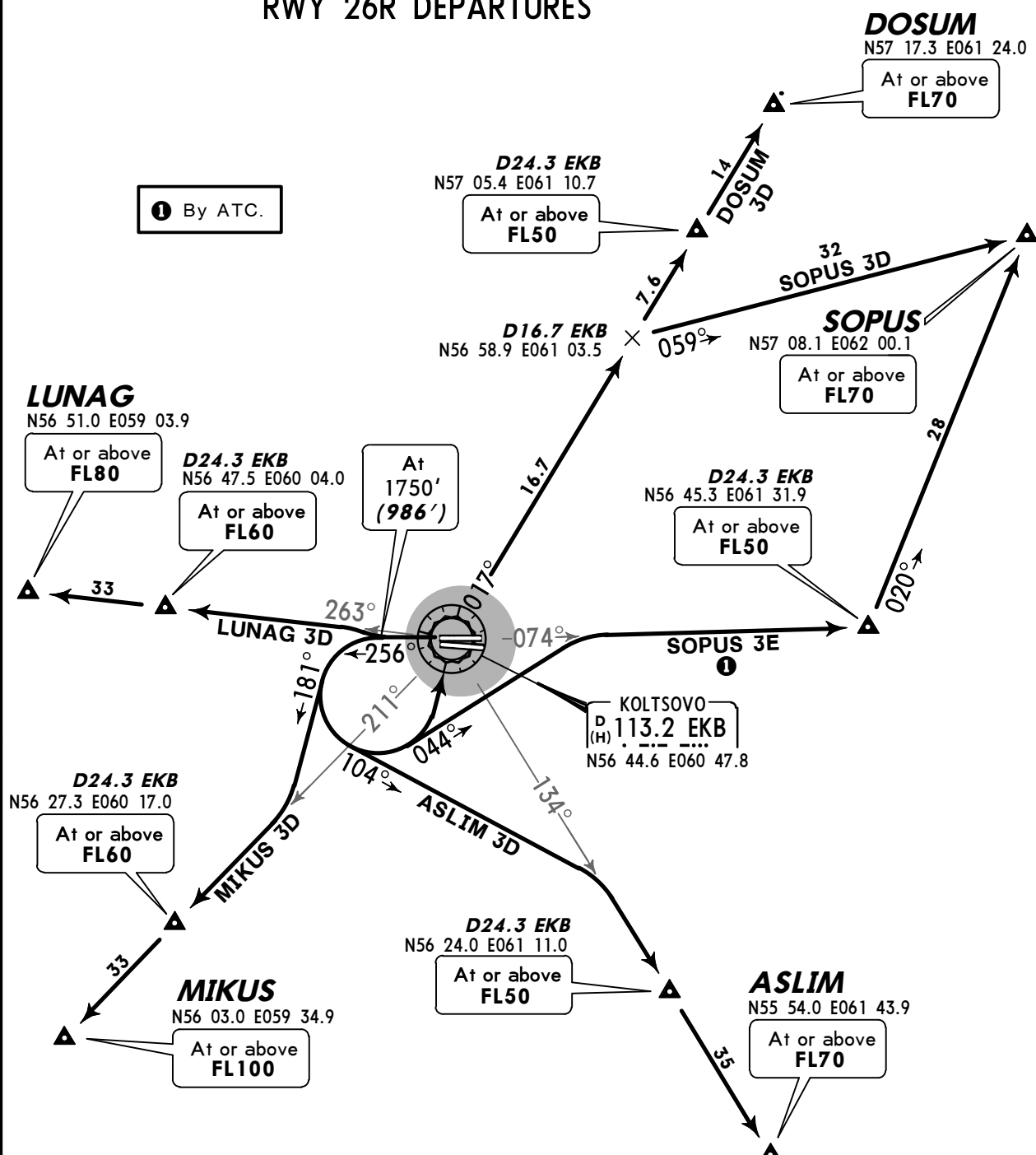
Apt Elev
766'

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



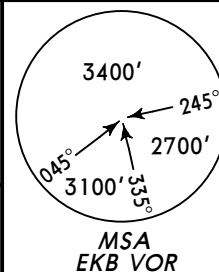
ASLIM 3D [ASLI3D] , DOSUM 3D [DOSU3D]
LUNAG 3D [LUNA3D] , MIKUS 3D [MIKU3D]
SOPUS 3D [SOPU3D] , SOPUS 3E [SOPU3E] ①
RWY 26R DEPARTURES

① By ATC.



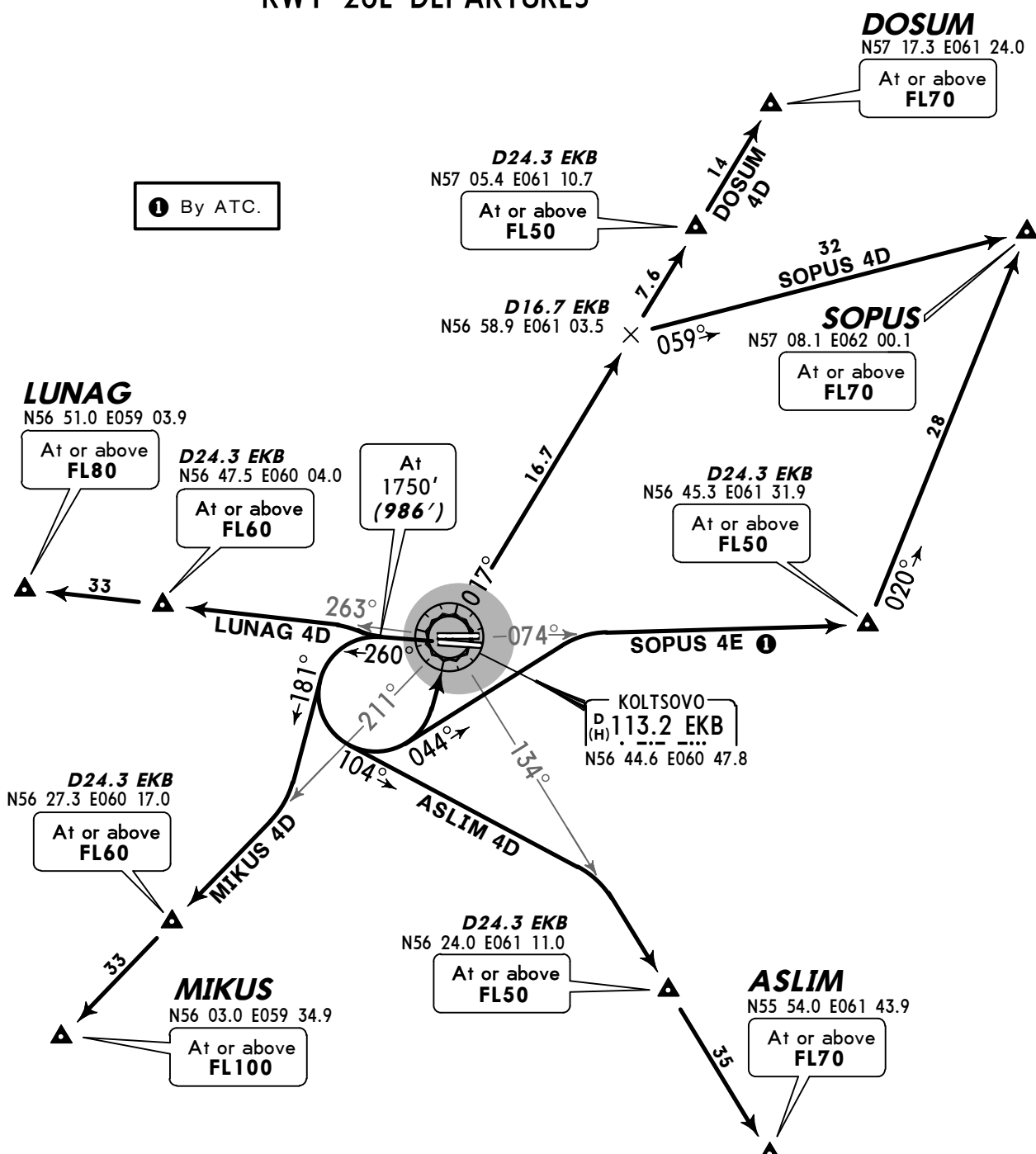
Apt Elev
766'

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.



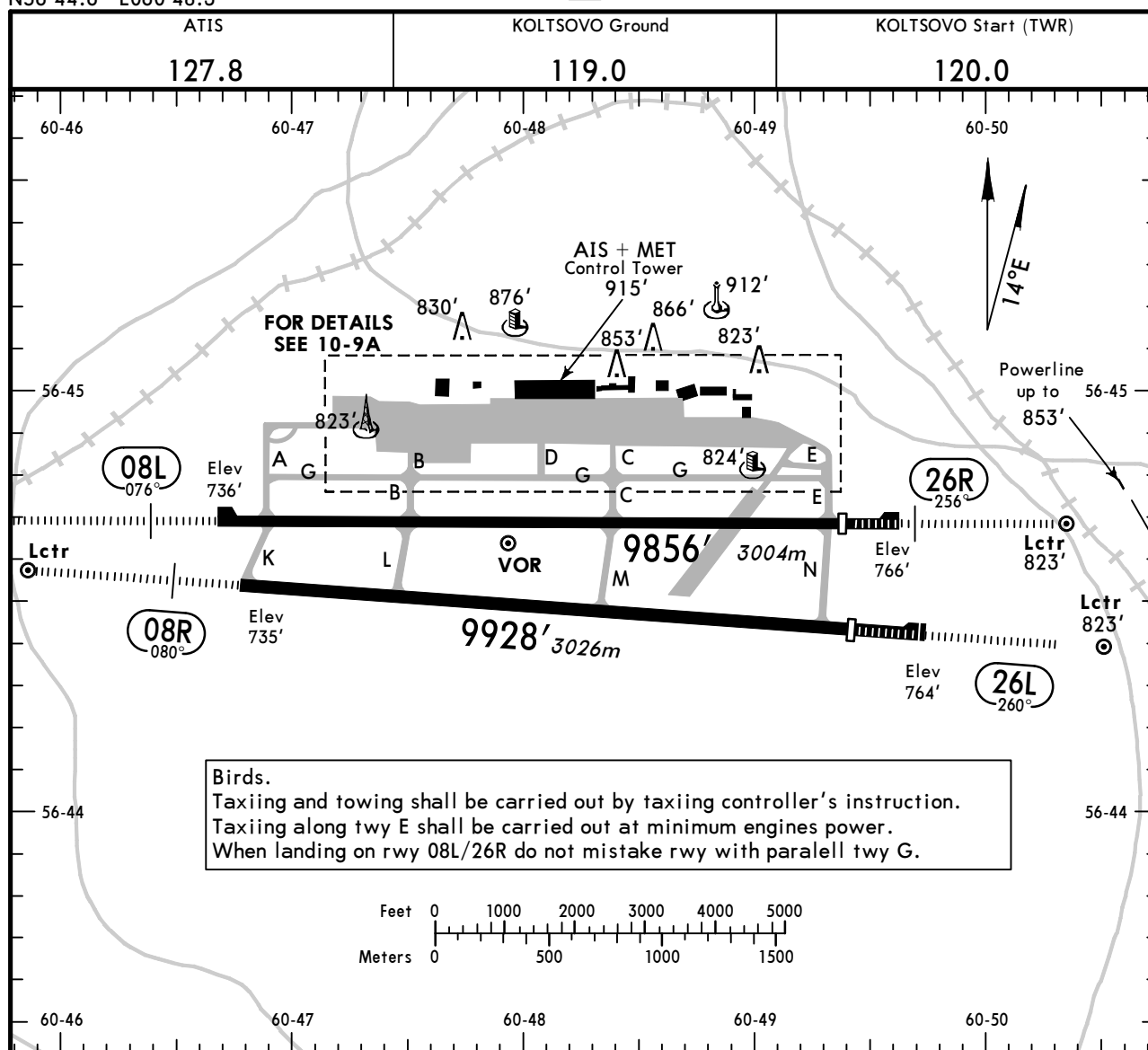
ASLIM 4D [ASLI4D] , DOSUM 4D [DOSU4D]
LUNAG 4D [LUNA4D] , MIKUS 4D [MIKU4D]
SOPUS 4D [SOPU4D] , SOPUS 4E [SOPU4E] ①
RWY 26L DEPARTURES

① By ATC.



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





Birds.
Taxiing and towing shall be carried out by taxiing controller's instruction.
Taxiing along twy E shall be carried out at minimum engines power.
When landing on rwy 08L/26R do not mistake rwy with paralell twy G.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
	HIRL	HIALS	PAPI-L (angle 3.0°) ①	Threshold	Glide Slope		
08L	(57m)				8823' 2689m	②	148'
26R	(57m)			9036' 2754m	8003' 2439m		45m
08R	(60m)			9682' 2951m	8710' 2655m	②	174'
26L	(60m)			8862' 2701m	7829' 2386m		53m

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

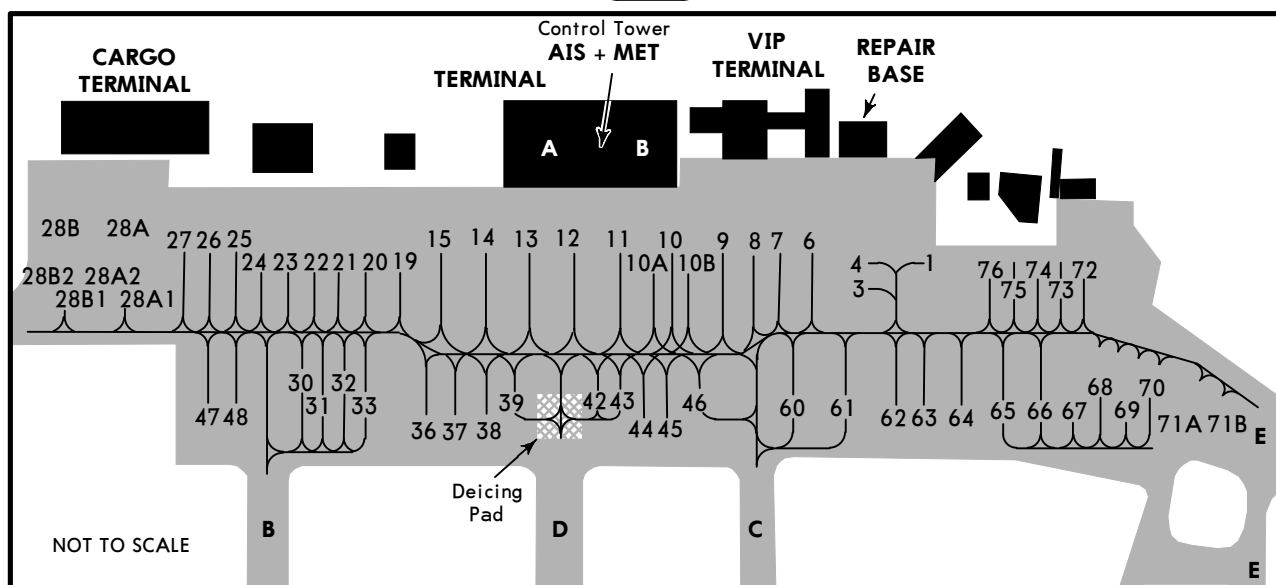
C

D

250m

300m

400m



Stands 28A, 28B, 36 thru 39, 42 thru 46 and 72 thru 76 available for helicopters.

INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
6	N56 45.0 E060 48.5	757	23	N56 45.0 E060 47.6	748
7	N56 45.0 E060 48.4	755	24	N56 45.0 E060 47.5	749
8	N56 45.0 E060 48.4	754	25	N56 45.0 E060 47.5	748
9	N56 45.0 E060 48.3	754	26	N56 45.0 E060 47.4	748
10	N56 45.0 E060 48.2	753	27	N56 45.0 E060 47.4	747
10A	N56 45.0 E060 48.2	752	28A	N56 45.0 E060 47.3	748
10B	N56 45.0 E060 48.2	753	28B	N56 45.0 E060 47.2	747
11	N56 45.0 E060 48.1	752	36 thru 38	N56 44.9 E060 47.9	747
12	N56 45.0 E060 48.1	751	39	N56 44.9 E060 48.0	748
13	N56 45.0 E060 48.0	751	42	N56 44.9 E060 48.1	749
14	N56 45.0 E060 48.0	750	43	N56 44.9 E060 48.2	750
15	N56 45.0 E060 47.9	750	44, 45	N56 44.9 E060 48.2	751
19	N56 45.0 E060 47.8	750	46	N56 44.9 E060 48.3	752
20	N56 45.0 E060 47.8	749			
21, 22	N56 45.0 E060 47.7	749			

LOW VISIBILITY PROCEDURES (LVP)

Low visibility procedures shall come into force when rwy visibility values are less than 800m and/or cloud ceiling is 60m. The implementation of LVP will be broadcasted by ATIS:
"Low visibility procedures in progress".

1. Arrival

During LVP LOC and GP signals will be protected from interference when acft is on final approach segment.

ILS critical areas must be cleared of other acft and vehicles.

After landing in low visibility conditions the flight crew must report to TWR controller about landing, vacation of rwy and ILS critical area and also of any other airfield segments by the instructions (request) of the controller.

2. Departure

Before departure in low visibility conditions the flight crew must report to TWR controller about vacation/occupation of rwy and ILS critical area and also of any other airfield segments by the instructions (request) of the controller.

STRAIGHT-IN RWY		A	B	C	D
08L	ILS	936' (200')	936' (200')	936' (200')	936' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	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
	<i>ALS out</i>	C3400m	C3400m	C3400m	C3400m
	NDB	1830' (1094')	1830' (1094')	1830' (1094')	1830' (1094')
	w/o FAF	C4300m	C4300m	C4500m	C4500m
	<i>ALS out</i>	C5000m	C5000m	C5000m	C5000m
08R	ILS	935' (200')	935' (200')	935' (200')	935' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	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
	<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
	NDB	1710' (975')	1710' (975')	1710' (975')	1710' (975')
	w/o FAF	C4000m	C4000m	C4200m	C4200m
	<i>ALS out</i>	C4700m	C4700m	C4900m	C4900m
26L	ILS	961' (200')	961' (200')	961' (200')	961' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ①	1260' (499')	1260' (499')	1260' (499')	1260' (499')
	<i>ALS out</i>	R1500m	R1500m	C2300m	C2300m
	NDB ①	1240' (479')	1240' (479')	1240' (479')	1240' (479')
	<i>ALS out</i>	R1500m	R1500m	C2200m	C2200m
26R	ILS	964' (200')	964' (200')	964' (200')	964' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ①	1260' (496')	1260' (496')	1260' (496')	1260' (496')
	<i>ALS out</i>	R1500m	R1500m	C2300m	C2300m
	NDB ①	1220' (456')	1220' (456')	1220' (456')	1220' (456')
	<i>ALS out</i>	R1400m	R1400m	R1400m	R1400m
		R1500m	R1500m	C2100m	C2100m

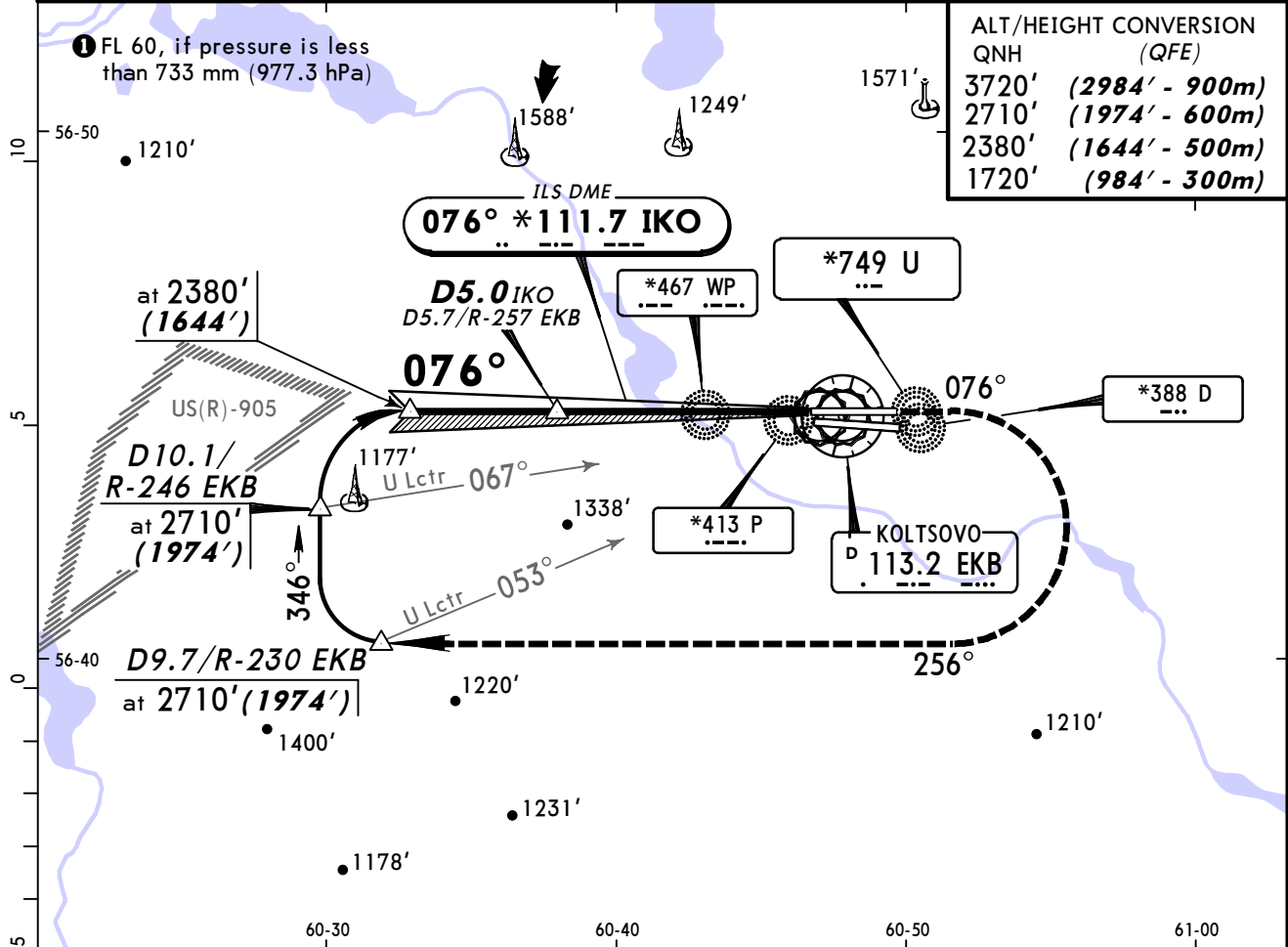
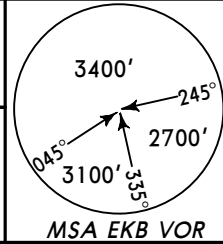
① Continuous Descent Final Approach

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)
	RCLM (DAY only) or RL			
A	250m	400m	500m	
B				
C				
D	300m			

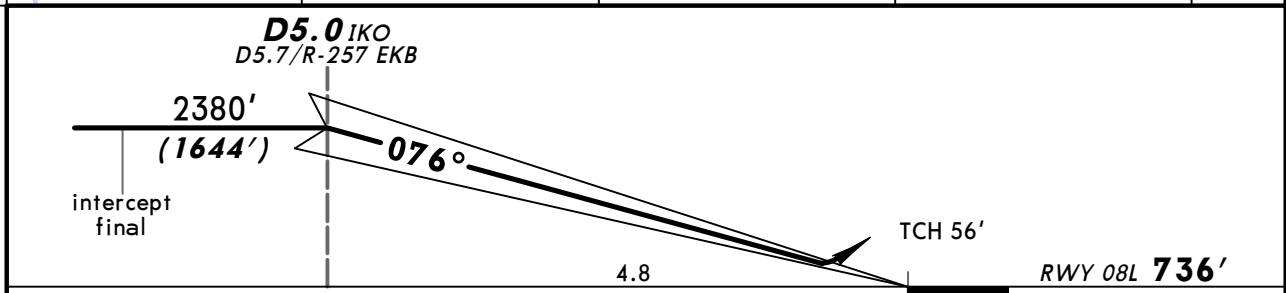
BRIEFING STRIP™

ATIS 127.8	KOLTSOVO Approach 125.9 124.0	KOLTSOVO Radar 118.7 124.0	KOLTSOVO Tower 120.0 124.0	Ground 119.0
LOC IKO *111.7	Final Apch Crs 076°	GS 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)



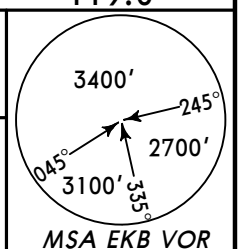
Gnd speed-Kts	70	90	100	120	140	160	HIALS	1720' (984') on 076°	256° RT	2710' (1974')
GS	3.00°	377	484	538	646	753	861	PAPI		

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

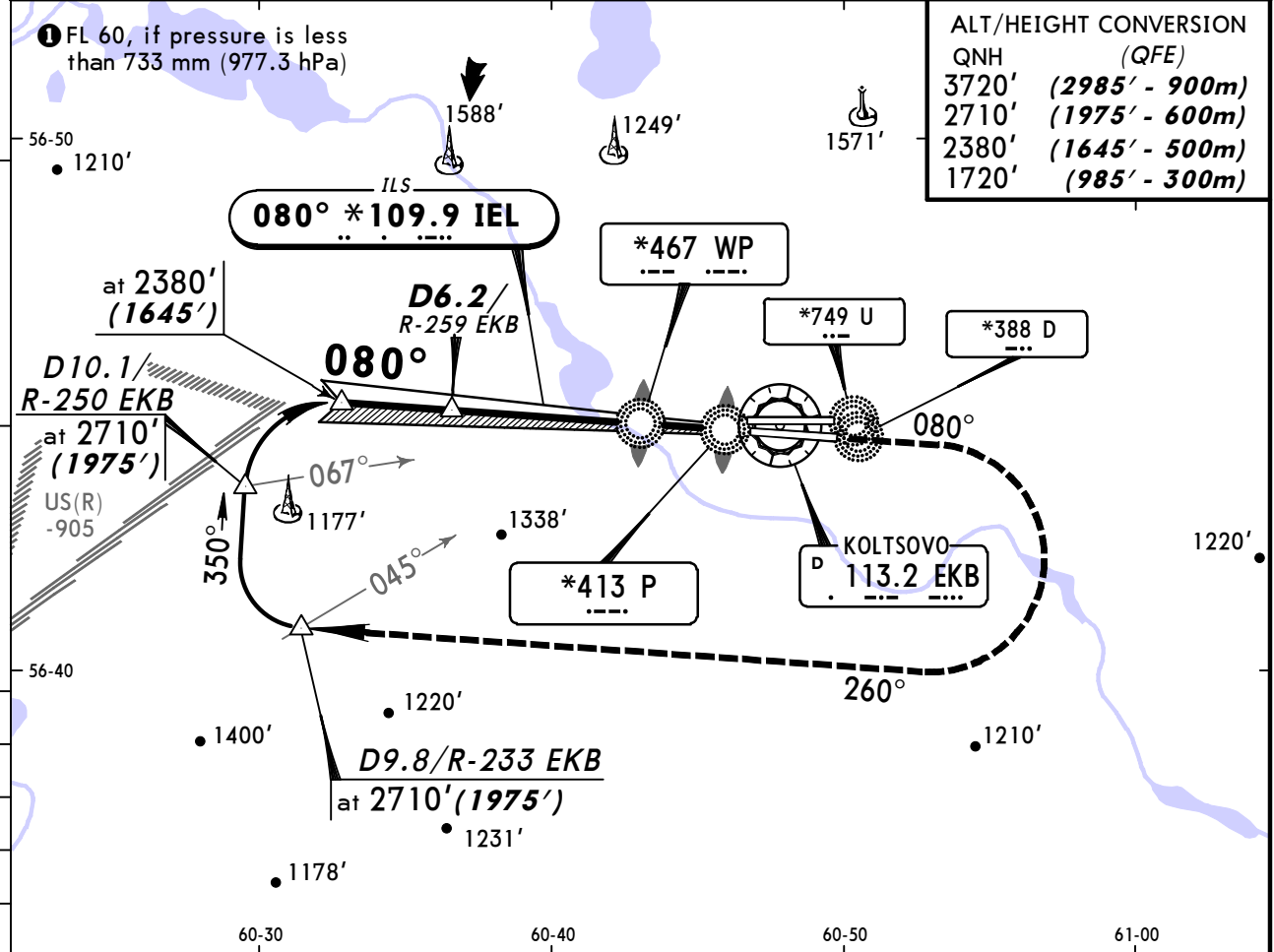
PANS OPS

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 IEL *109.9	Final Apch Crs 080°	GS LOM 1375' (640')	ILS DA(H) 935' (200')	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.

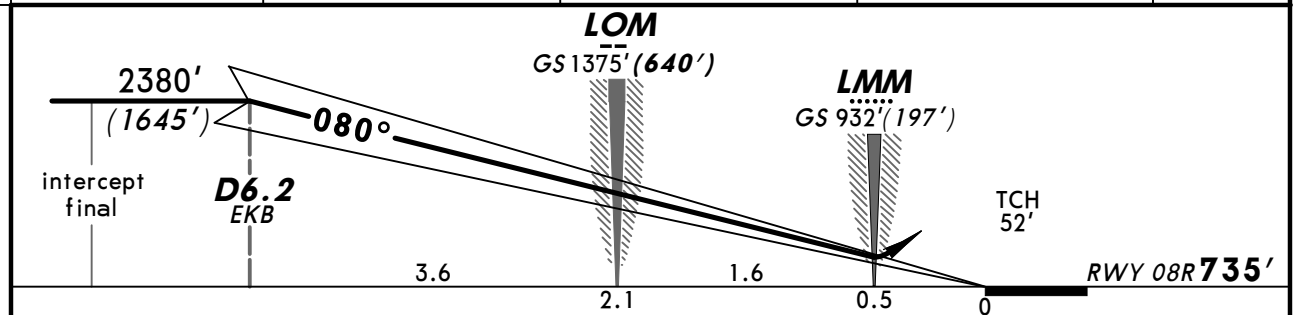


Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3720' (2985')



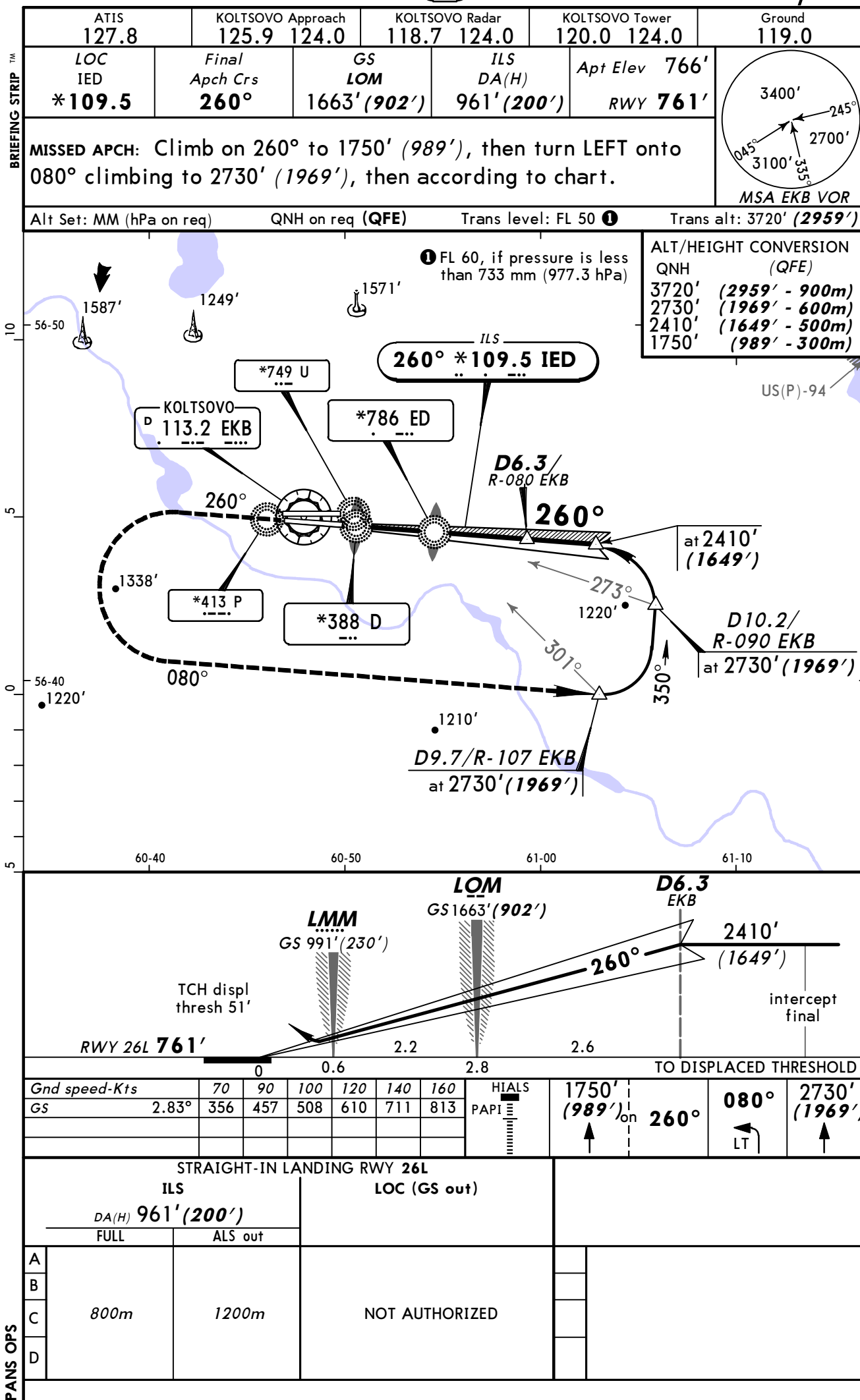
ALT/HEIGHT CONVERSION

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1720' (985') on 080°	260° RT	2710' (1975')
GS	2.67°	336	432	480	576	671	PAPI			

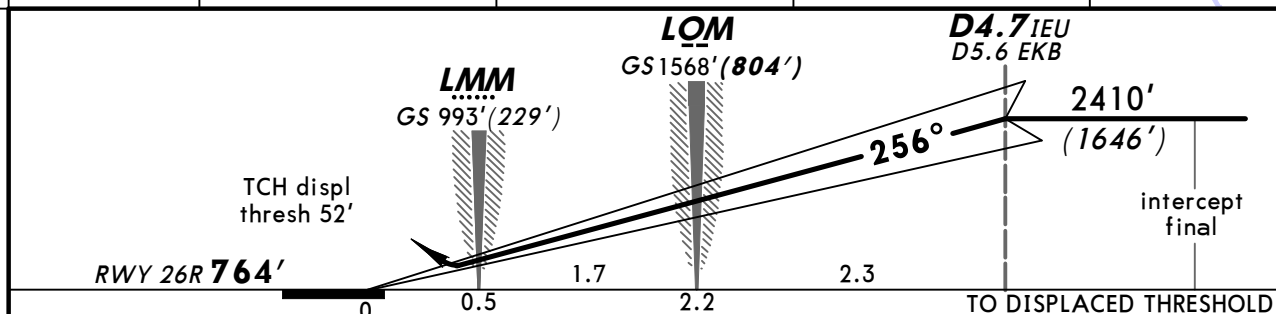
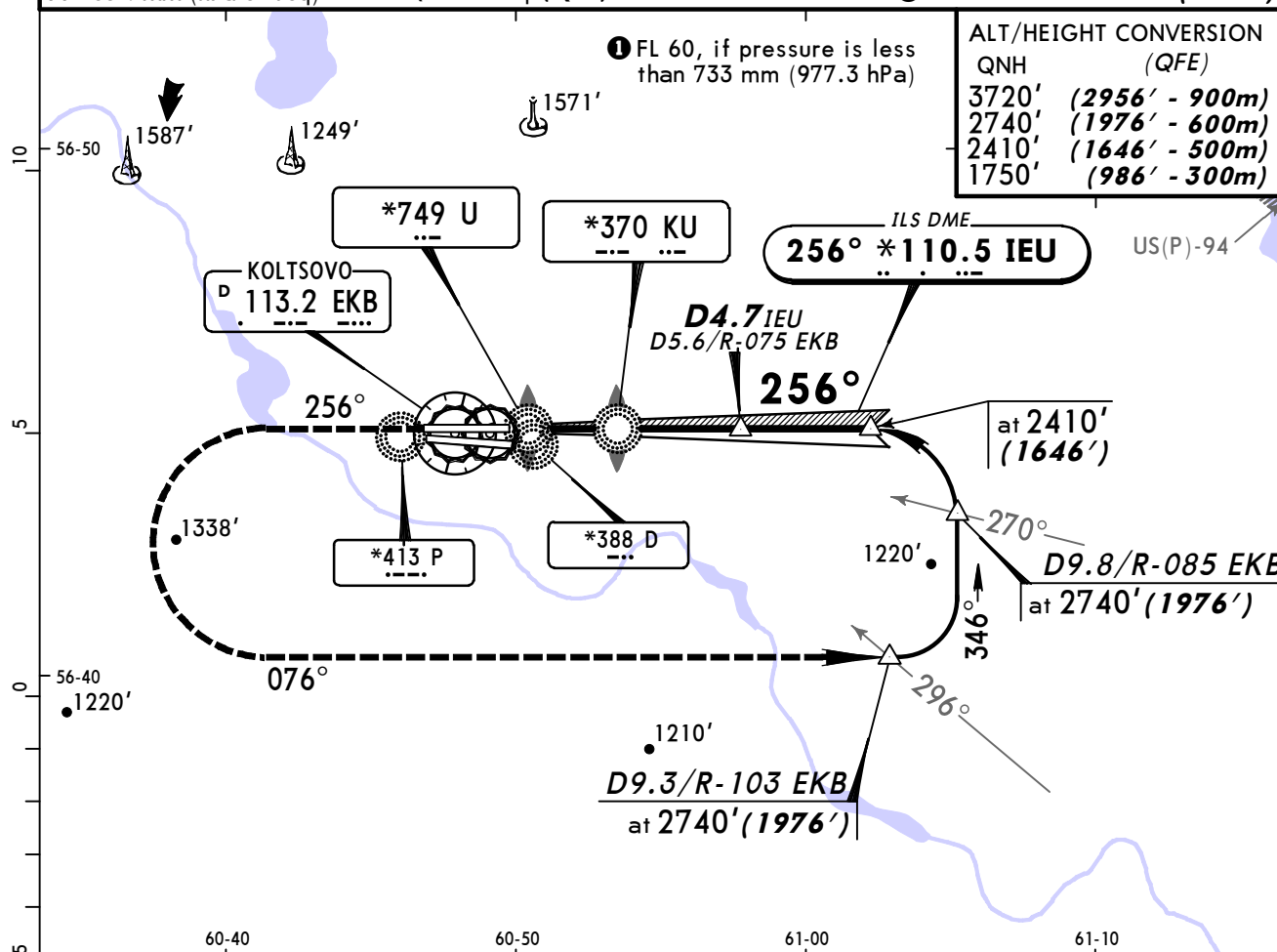
STRAIGHT-IN LANDING RWY 08R							
ILS		LOC (GS out)					
DA(H) 935' (200')							
FULL	ALS out						
A							
B							
C	800m	1200m	NOT AUTHORIZED				
D							



MSA EKB VOR

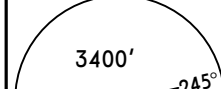
① FL 60, if pressure is less than 733 mm (977.3 hPa)

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

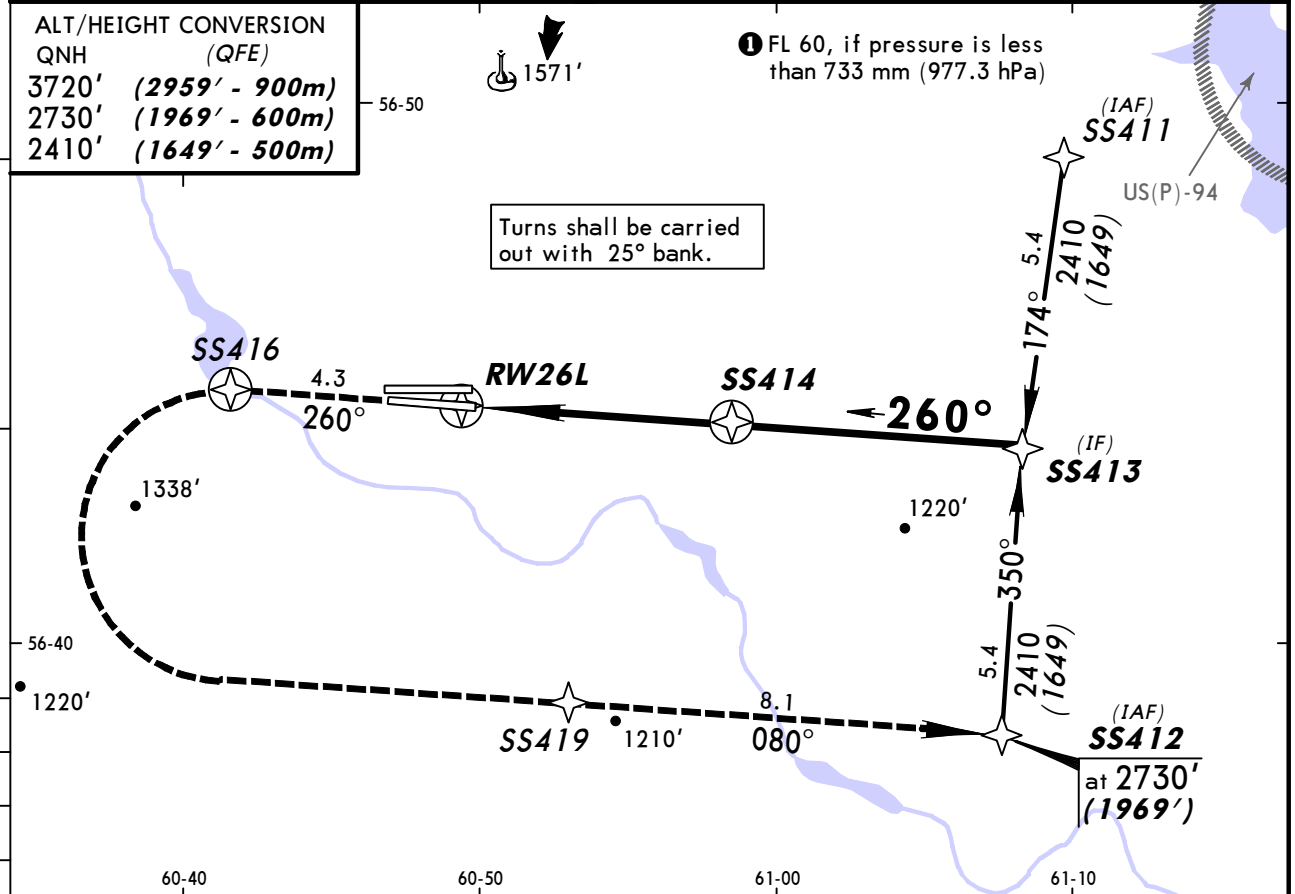


Gnd speed-Kts	70	90	100	120	140	160		1750'		2740'
GS 3.17°	398	511	568	682	796	909		(986') _{on}		(1976')

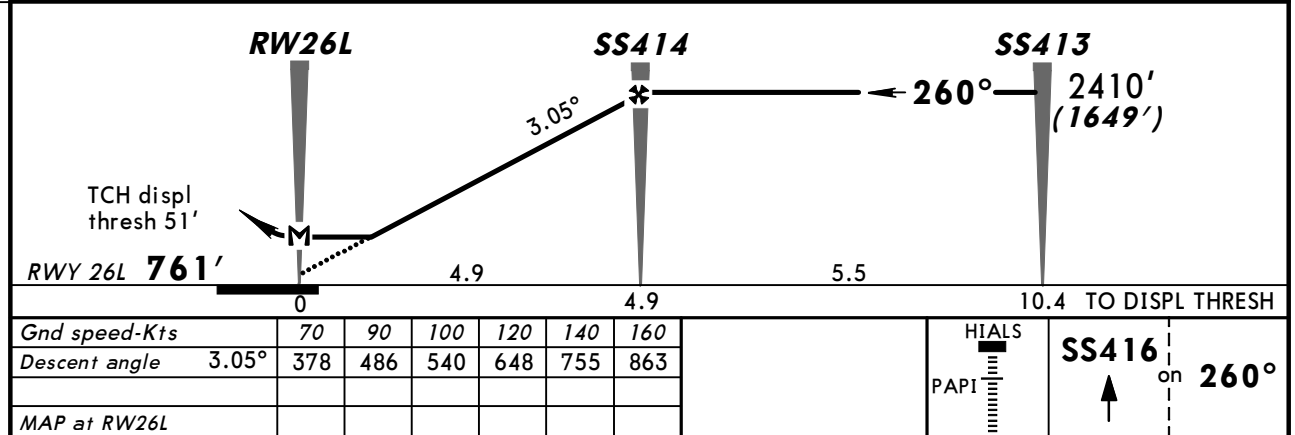
STRAIGHT-IN LANDING RWY 26R										
ILS				LOC (GS out)						
DA(H) 964' (200')										
FULL		ALS out								
A	800m		1200m		NOT AUTHORIZED					
B										
C										
D										

ATIS		KOLTSOVO Approach		KOLTSOVO Radar		KOLTSOVO Tower		Ground	
127.8		125.9 124.0		118.7 124.0		120.0 124.0		119.0	
RNAV	Final Apch Crs 260°		Minimum Alt SS414 2410'(1649')		MDA(H) 1260'(499')		Apt Elev 766' RWY 761'		 MSA ARP
MISSED APCH: 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')
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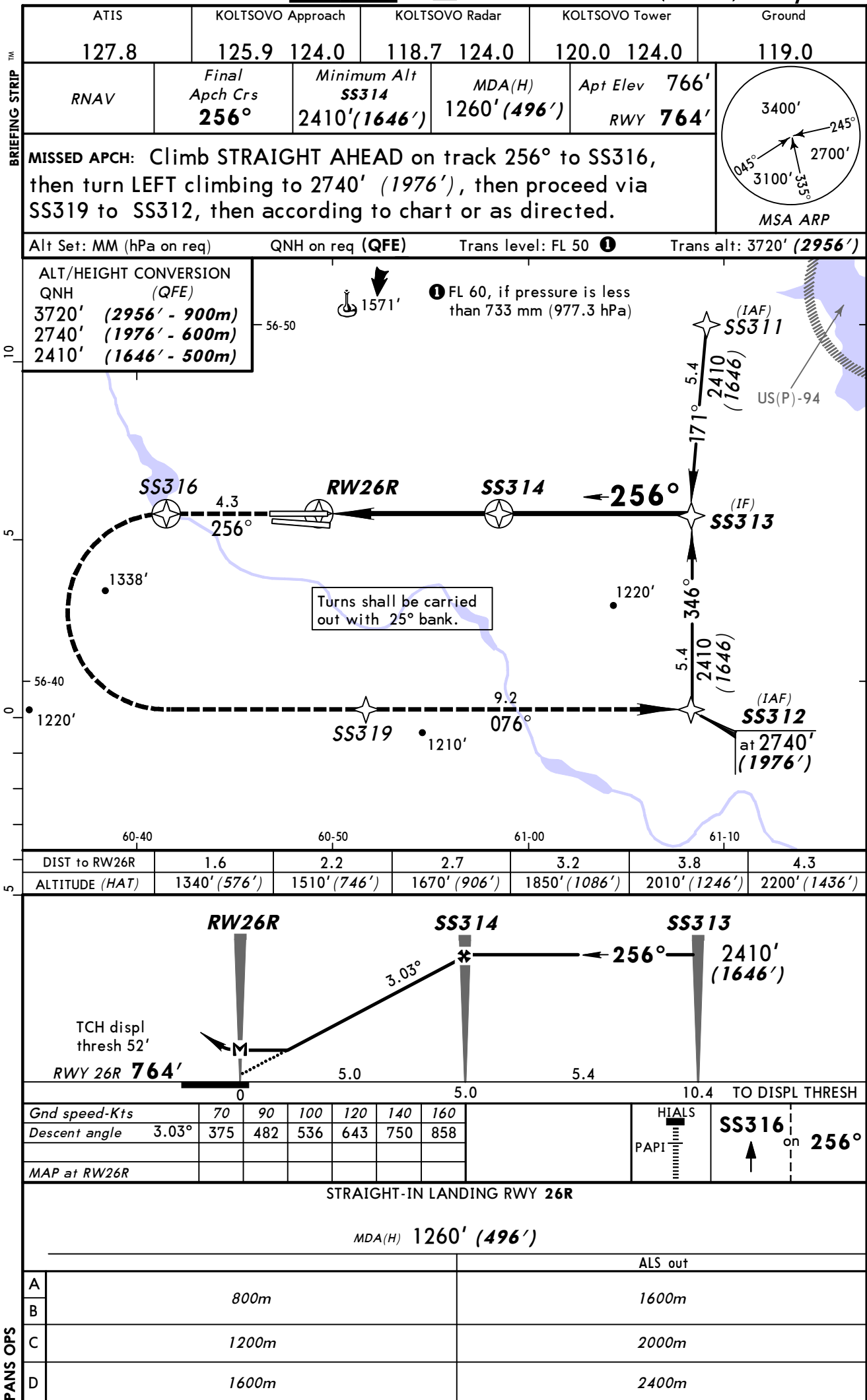


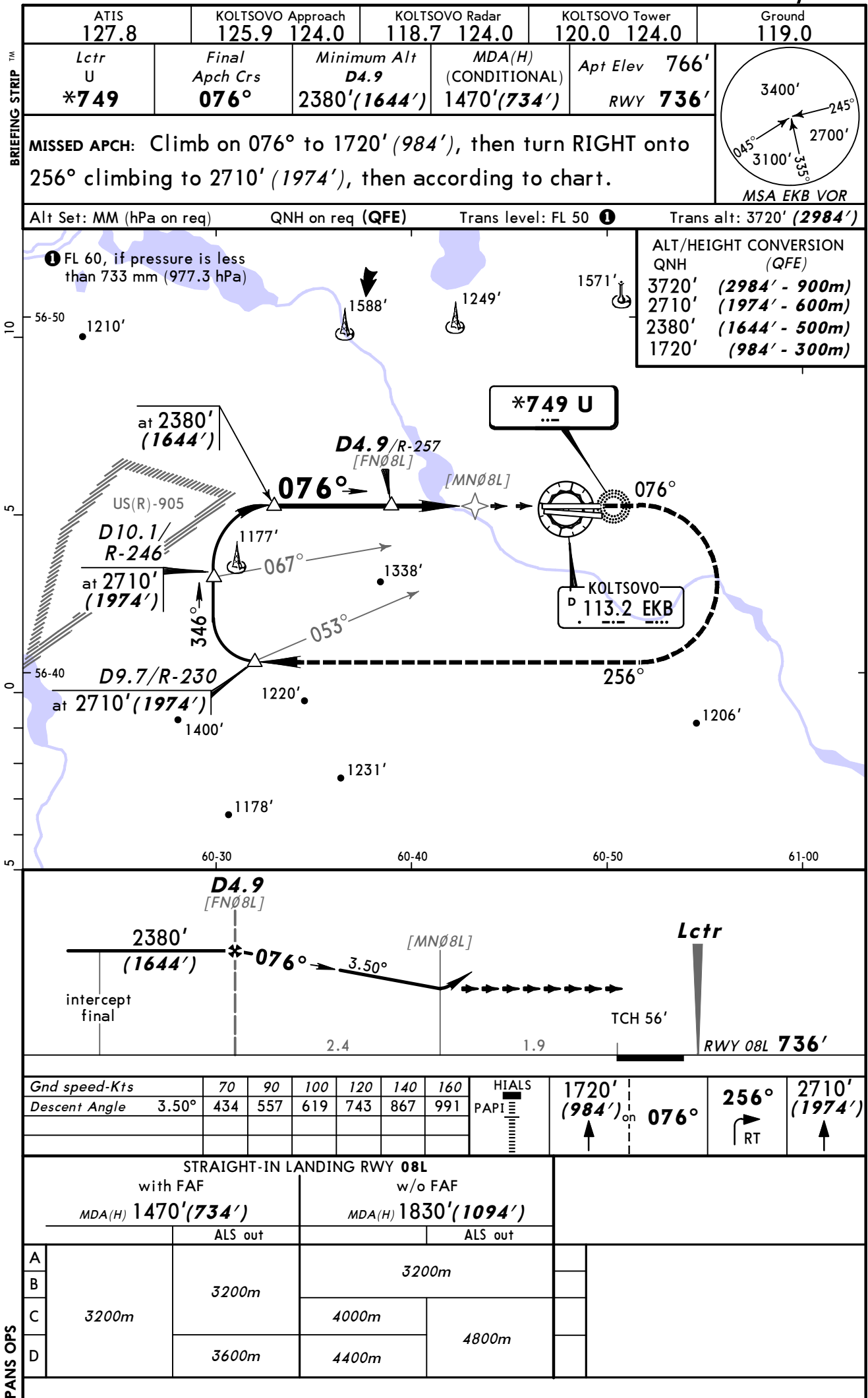
DIST to RW26L	1.6	2.2	2.7	3.2	3.8	4.3
ALTITUDE (HAT)	1340' (579')	1500' (739')	1670' (909')	1850' (1089')	2010' (1249')	2190' (1429')



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

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





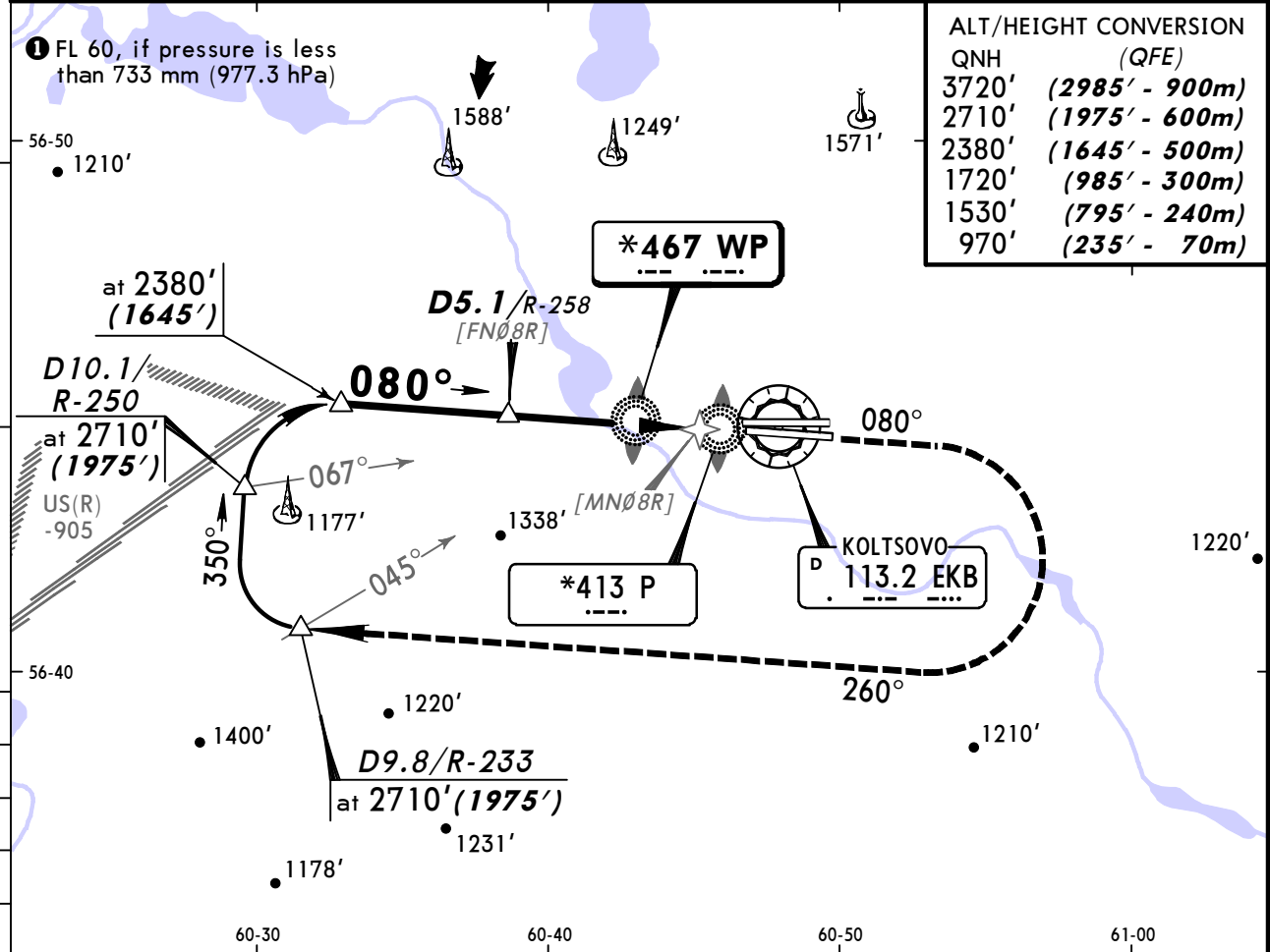
ATIS 127.8	KOLTSOVO Approach 125.9 124.0	KOLTSOVO Radar 118.7 124.0	KOLTSOVO Tower 120.0 124.0	Ground 119.0
NDB WP *467	Final Apch Crs 080°	Minimum Alt D5.1 2380'(1645')	MDA(H) (CONDITIONAL) 1070'(335')	Apt Elev 766' RWY 735'
MISSED APCH: Climb on 080° to 1720' (985'), then turn RIGHT onto 260° climbing to 2710' (1975'), then according to chart.				
3400' 245° 2700' 3100' 045° 335° MSA EKB VOR				

Alt Set: MM (hPa on req)

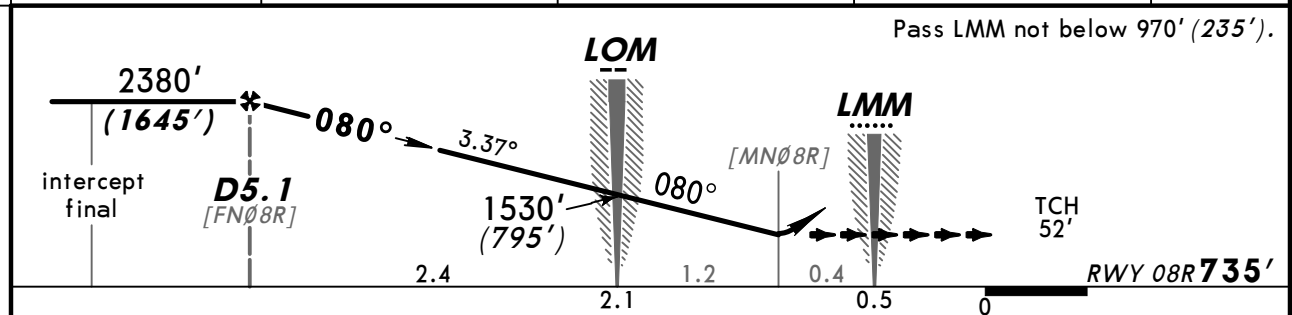
QNH on req (QFE)

Trans level: FL 50 1

Trans alt: 3720' (2985')

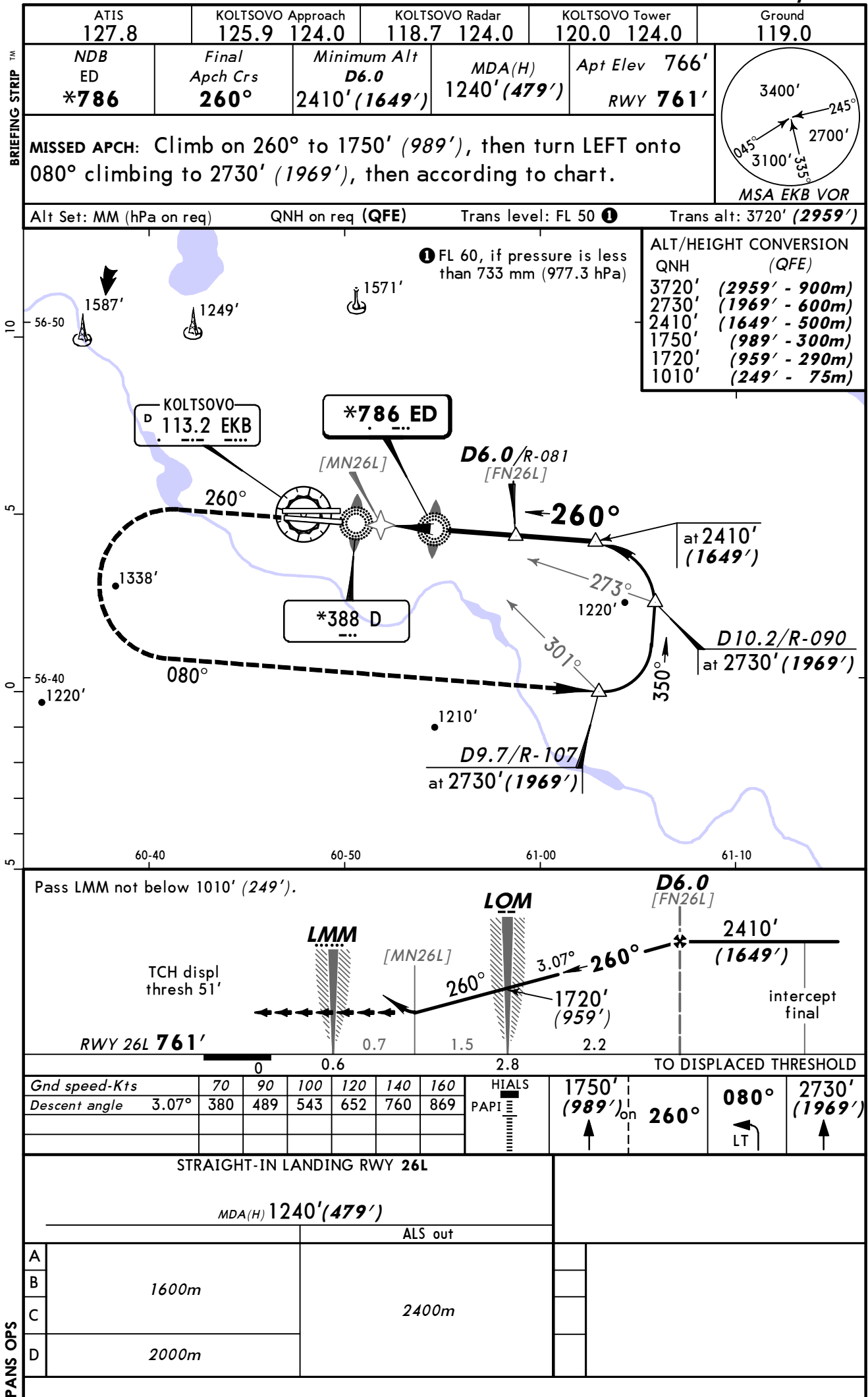


ALT/HEIGHT	CONVERSION
QNH	(QFE)
3720'	(2985' - 900m)
2710'	(1975' - 600m)
2380'	(1645' - 500m)
1720'	(985' - 300m)
1530'	(795' - 240m)
970'	(235' - 70m)



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		

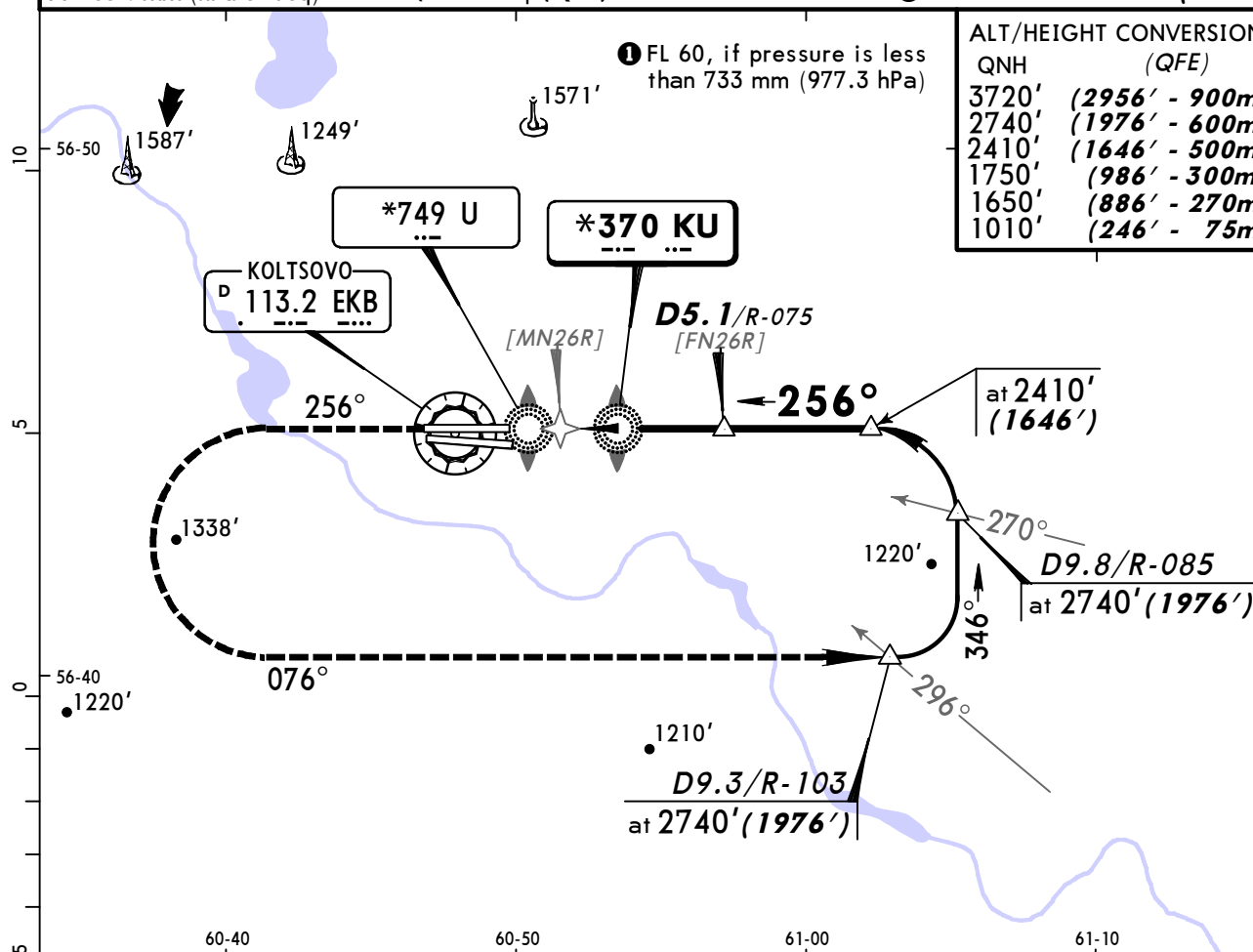
STRAIGHT-IN LANDING RWY 08R				
with FAF		w/o FAF		
MDA(H) 1070'(335')		MDA(H) 1710'(975')		
ALS out		ALS out		
A	1200m	1600m	1200m	2000m
B			1600m	2400m
C			4000m	4800m
D	1600m		4400m	



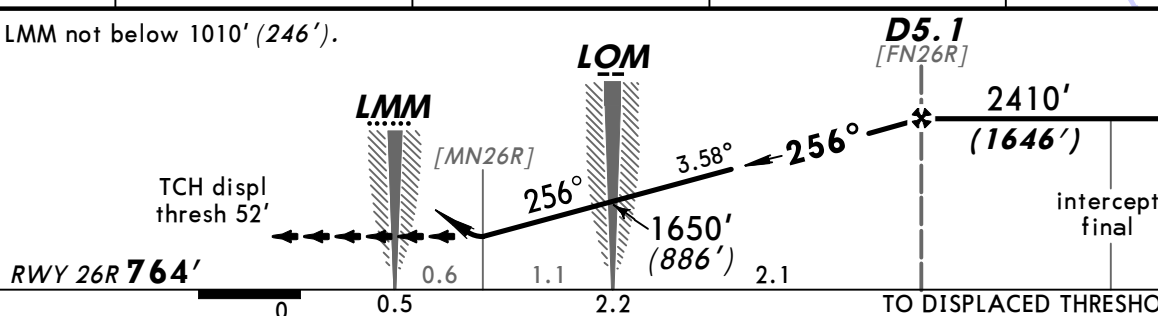
MSA EKB VOR

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

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



Pass LMM not below 1010' (246').



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		1750'		2740'
<i>Descent angle</i> 3.58°	444	570	634	760	887	1014		(986') _{on}		(1976')

STRAIGHT-IN LANDING RWY 26R

MDA(H) 1220' (456')

ALS out

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

YEKATERINBURG, (KOLTSOVO - USSS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport USSS

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(16-4) 2 NDB approach not provided, KU NDB (LOM) unserviceable, Minimums for U NDB (LMM) with FAF changed to MDA(H) 1260' (496'), with lights CAT ABC 1400m and CAT D 2000m, without lights CAT ABC 2200m and CAT D 2400m, without FAF changed to MDA (H) 1500' (736'), with lights 3200m, without lights CAT ABC 3200m and CAT D 3600m.