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JEPPESEN

# JeppView for Windows

## List of pages in this Trip Kit

Trip Kit Index
Airport Information For USSS
Terminal Charts For USSS
Revision Letter For Cycle 13-2016
Change Notices
Notebook

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JEPPESEN
**JeppView for Windows**

## General Information

Location: YEKATERINBURG RUS
ICAO/IATA: USSS / SVX
Lat/Long: N56° 44.58', E060° 48.18'
Elevation: 768 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 14.0° E

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

Sunrise: 2304 Z
Sunset: 1652 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

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**JeppView for Windows**

## Communication Information

ATIS: 127.800
Koltsovo-Start Tower: 120.000
Koltsovo-Start Tower: 124.000 Secondary
Koltsovo Ground: 119.000
Koltsovo Approach: 125.900
Koltsovo Approach: 124.000
Koltsovo Radar: 118.700
Koltsovo Transit Operations: 118.900
Koltsovo Transit Operations: 131.900
Koltsovo Radar: 124.000

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# USSS/SVX
KOLTSOVO

JEPPESEN
26 FEB 16 (10-1R) Eff 3 Mar

# YEKATERINBURG, RUSSIA
RADAR MINIMUM ALTITUDES

| KOLTSOVO Radar | Apt Elev | |
|---|---|---|
| 118.7<br>124.0 | 768′ | 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: 3730′ (**2962′**)<br>The published minimum altitudes integrate a correction for low temperatures. |

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Climb to the minimum vectoring height and proceed to EKB, after passing EKB reach 2740′ and carry out approach procedure.

US(P)-205

0° 30° 60° 90° 120° 150° 180° 210° 240° 270° 300° 330°
D10 D20 D30

R-320 R-360 R-300 R-280 R-040 R-225 R-205 R-155

D15.1 D10.8 D5.4 D4.3 D18.9 D13.5

3400 3070 2740 3070

US(P)-206

KOLTSOVO
113.2 EKB VOR DME
Koltsovo

❶ Within EKB R-280 and EKB R-320 from D4.3 to D15.1 visual approach below FL70 is prohibited.

2018′

US(P)-201

US(P)-202A

ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | (**2962′ - 900m**) |
| 3400′ | (**2632′ - 800m**) |
| 3070′ | (**2302′ - 700m**) |
| 2740′ | (**1972′ - 600m**) |

50 40 30 20 10 0 10
57-00 56-30 56-00
60-00 60-30 61-00 61-30

CHANGES: Area established.

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# USSS/SVX
KOLTSOVO

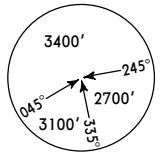
JEPPESEN YEKATERINBURG, RUSSIA

1 APR 16 (10-2)

RNAV STAR

| ATIS | Apt Elev |
|---|---|
| 127.8 | 768′ |

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2966′)**
**1. RNAV (GNSS)**
2. Turns shall be carried out with bank 25°.




AR 3T
NEKER 3T [NEKE3T]
SOPUS 3T [SOPU3T]
TAKRA 3T [TAKR3T]
RNAV

MHA FL80
MAX FL190
036°
216°
212°
ARTEMOVSKIY
195 AR
N57 20.2 E061 55.8
At or above FL80

Within EKB R-280 and EKB R-320 from D4.3 to D15.1 visual approach below FL70 is prohibited.

35
AR 3T
233°
30
SOPUS 3T
SOPUS
N57 08.1 E062 00.1
At or above FL80

BEGMA
N56 56.4 E061 10.1

(IAF)
SS311
N56 50.0 E061 09.1
At 2740′ **(1976′)**
9
071°

(IAF)
SS312
N56 39.2 E061 08.3
At 2740′ **(1976′)**

Direct distance to Koltsovo Apt from:
SS311 13 NM
SS312 12 NM

KOLTSOVO
D 113.2 EKB
N56 44.6 E060 47.8

359°
17
ALUMA
N56 22.8 E061 01.3
At or above FL80

DISIR
N56 09.7 E061 51.5
At or above FL80

31
NEKER 3T
281°
8
282°
NEKER
N56 06.2 E062 04.7
At or above FL80

TAKRA 3T
29
333°
TAKRA
N55 54.4 E061 13.4
At or above FL80

N
NOT TO SCALE

ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | **(2966′ - 900m)** |
| 2740′ | **(1976′ - 600m)** |

| STAR | RWY | ROUTING |
|---|---|---|
| AR 3T | 26R | AR (FL80+) - BEGMA - SS311 (2740′). |
| NEKER 3T | | NEKER (FL80+) - DISIR (FL80+) - ALUMA (FL80+) - SS312 (2740′). |
| SOPUS 3T | | SOPUS (FL80+) - BEGMA - SS311 (2740′). |
| TAKRA 3T | | TAKRA (FL80+) - ALUMA (FL80+) - SS312 (2740′). |

CHANGES: Trans level revised.

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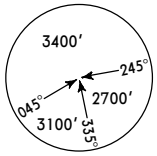
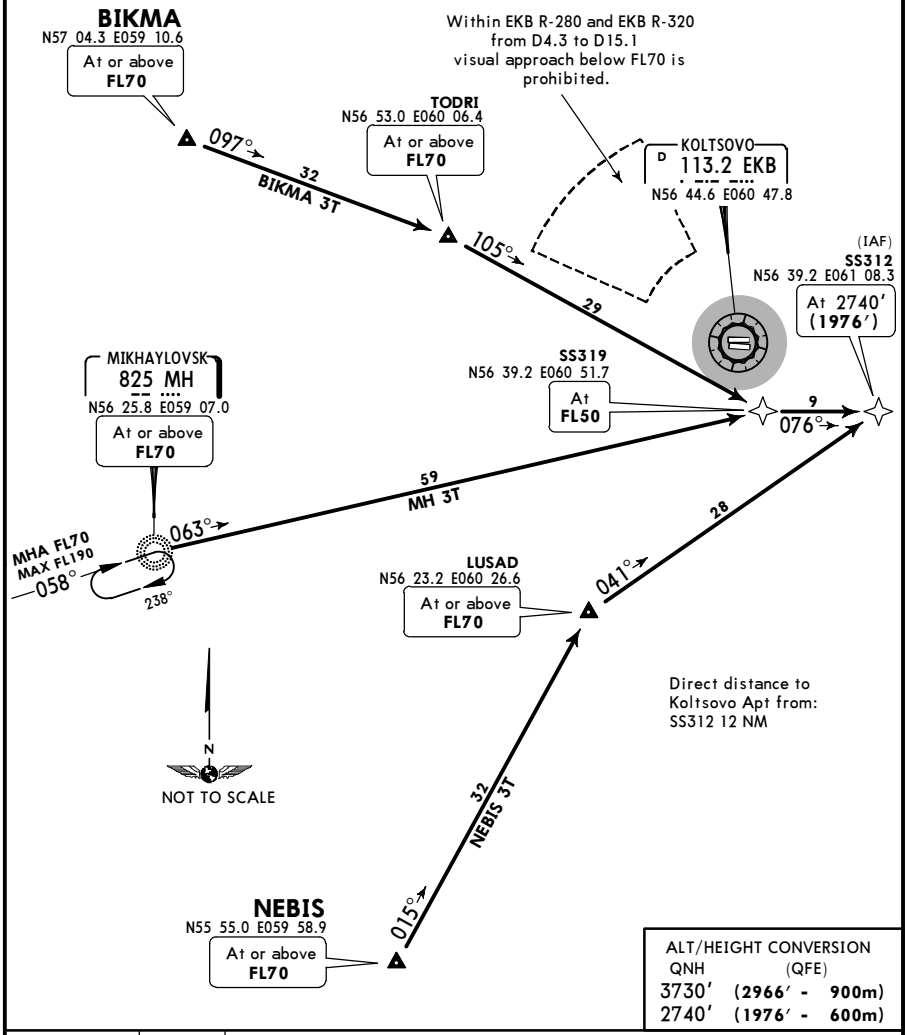
| ATIS | Apt Elev |
|---|---|
| 127.8 | 768′ |

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2966′)**
**1. RNAV (GNSS)**
2. Turns shall be carried out with bank 25°.




# BIKMA 3T [BIKM3T]
# MH 3T
# NEBIS 3T [NEBI3T]
# RNAV




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | **(2966′ - 900m)** |
| 2740′ | **(1976′ - 600m)** |

| STAR | RWY | ROUTING |
|---|---|---|
| **BIKMA 3T** | **26R** | BIKMA (FL70+) - TODRI (FL70+) - SS319 (FL50) - SS312 (2740′). |
| **MH 3T** | | MH (FL70+) - SS319 (FL50) - SS312 (2740′). |
| **NEBIS 3T** | | NEBIS (FL70+) - LUSAD (FL70+) - SS312 (2740′). |

CHANGES: Trans level revised.

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# USSS/SVX
KOLTSOVO

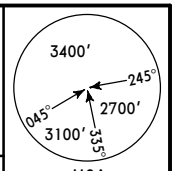
JEPPESEN YEKATERINBURG, RUSSIA

1 APR 16 (10-2B)

RNAV STAR

| ATIS | Apt Elev |
|---|---|
| 127.8 | 768′ |

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2969′)**
**1. RNAV (GNSS)**
2. Turns shall be carried out with bank 25°.




## AR 4U
## NEKER 4U [NEKE4U]
## SOPUS 4U [SOPU4U]
## TAKRA 4U [TAKR4U]
## RNAV

Within EKB R-280 and EKB R-320 from D4.3 to D15.1 visual approach below FL70 is prohibited.

036° MHA FL80 MAX FL190

216°

212°

ARTEMOVSKIY
195 AR
N57 20.2 E061 55.8
At or above **FL80**

35 AR 4U

233°

30 SOPUS 4U

SOPUS
N57 08.1 E062 00.1
At or above **FL80**

BEGMA
N56 56.4 E061 10.1

8 186°

(IAF)
SS411
N56 49.0 E061 09.7
At 2730′ **(1969′)**

(IAF)
SS412
N56 38.3 E061 07.6
At 2730′ **(1969′)**

D KOLTSOVO
113.2 EKB
N56 44.6 E060 47.8

N
NOT TO SCALE

Direct distance to Koltsovo Apt from:
SS411 13 NM
SS412 12 NM

358° 16

ALUMA
N56 22.8 E061 01.3
At or above **FL80**

DISIR
N56 09.7 E061 51.5
At or above **FL80**

31 NEKER 4U

281°

8 282°

NEKER
N56 06.2 E062 04.7
At or above **FL80**

TAKRA 4U 29

333°

TAKRA
N55 54.4 E061 13.4
At or above **FL80**

ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | **(2969′ - 900m)** |
| 2730′ | **(1969′ - 600m)** |

| STAR | RWY | ROUTING |
|---|---|---|
| AR 4U | 26L | AR (FL80+) - BEGMA - SS411 (2730′). |
| NEKER 4U | | NEKER (FL80+) - DISIR (FL80+) - ALUMA (FL80+) - SS412 (2730′). |
| SOPUS 4U | | SOPUS (FL80+) - BEGMA - SS411 (2730′). |
| TAKRA 4U | | TAKRA (FL80+) - ALUMA (FL80+) - SS412 (2730′). |

CHANGES: Trans level revised.

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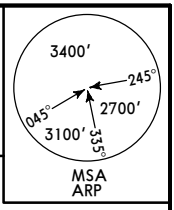
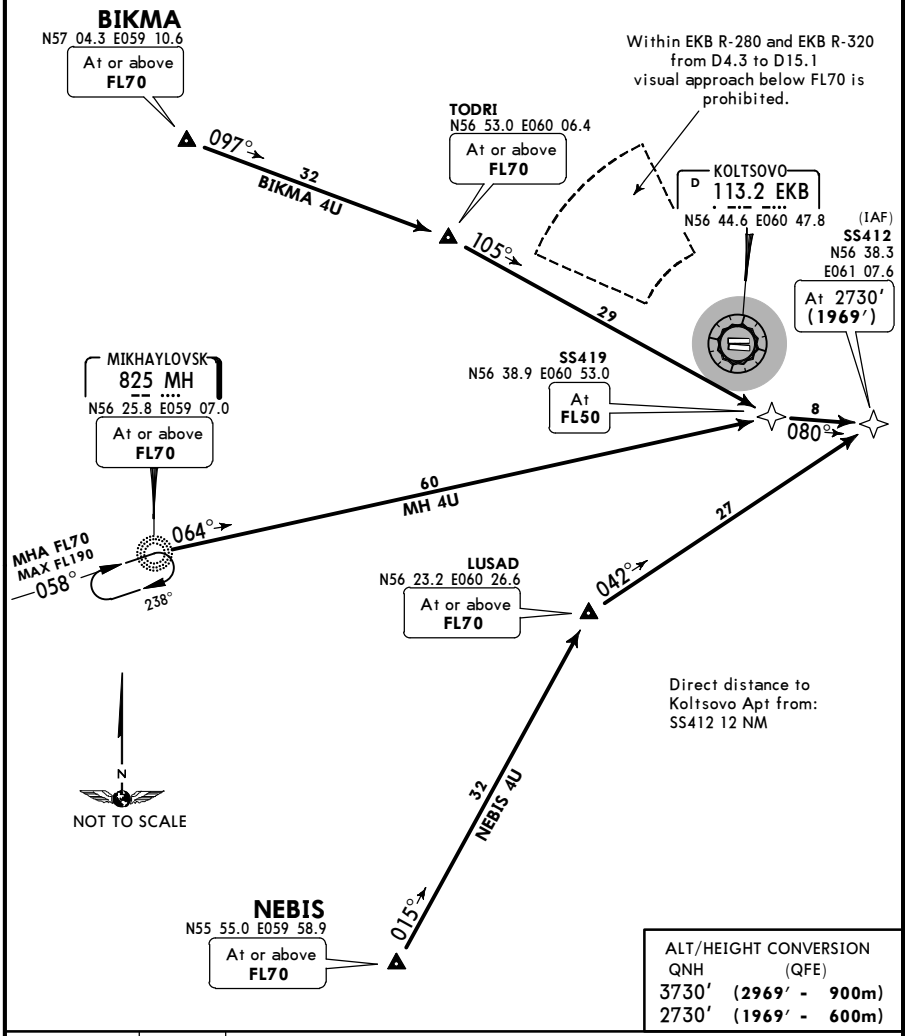
| ATIS | Apt Elev |
|---|---|
| 127.8 | 768′ |

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2969′)**
**1. RNAV (GNSS)**
2. Turns shall be carried out with bank 25°.




# BIKMA 4U [BIKM4U]
# MH 4U
# NEBIS 4U [NEBI4U]
# RNAV




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | **(2969′ - 900m)** |
| 2730′ | **(1969′ - 600m)** |

| STAR | RWY | ROUTING |
|---|---|---|
| **BIKMA 4U** | **26L** | BIKMA (FL70+) - TODRI (FL70+) - SS419 (FL50) - SS412 (2730′). |
| **MH 4U** | | MH (FL70+) - SS419 (FL50) - SS412 (2730′). |
| **NEBIS 4U** | | NEBIS (FL70+) - LUSAD (FL70+) - SS412 (2730′). |

CHANGES: Trans level revised.

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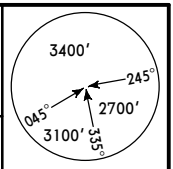
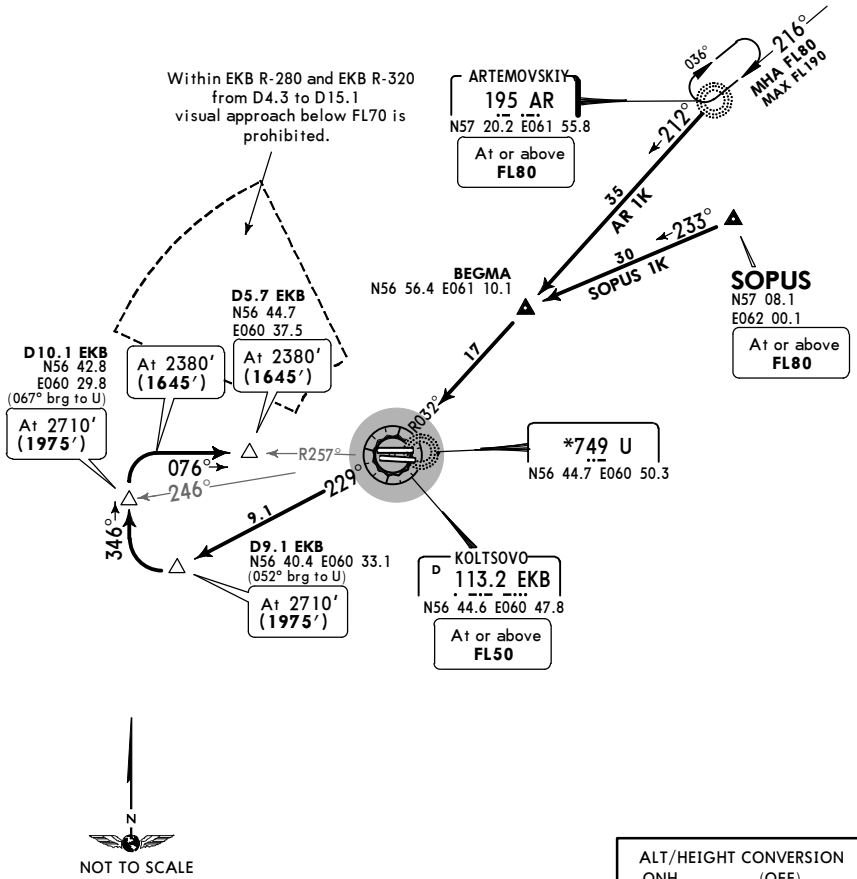
| ATIS | Apt Elev |
|---|---|
| 127.8 | 768′ |

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2995′)**




# AR 1K
# SOPUS 1K [SOPU1K]




| ALT/HEIGHT CONVERSION | |
|---|---|
| QNH | (QFE) |
| 3730′ | **(2995′ - 900m)** |
| 2710′ | **(1975′ - 600m)** |
| 2380′ | **(1645′ - 500m)** |

| STAR | RWY | ROUTING |
|---|---|---|
| **AR 1K** | **08L** | Intercept EKB R-032 inbound via BEGMA to EKB VOR, intercept EKB R-229 to D9.1 EKB (052° bearing to U), turn RIGHT, 346° track to D10.1 EKB (067° bearing to U), turn RIGHT, 076° track to D5.7 EKB. |
| **SOPUS 1K** | | On 233° track to BEGMA, intercept EKB R-032 inbound to EKB VOR, intercept EKB R-229 to D9.1 EKB (052° bearing to U), turn RIGHT, 346° track to D10.1 EKB (067° bearing to U), turn RIGHT, 076° track to D5.7 EKB. |

CHANGES: Trans level revised.

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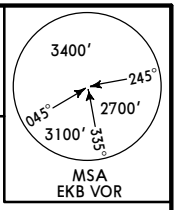
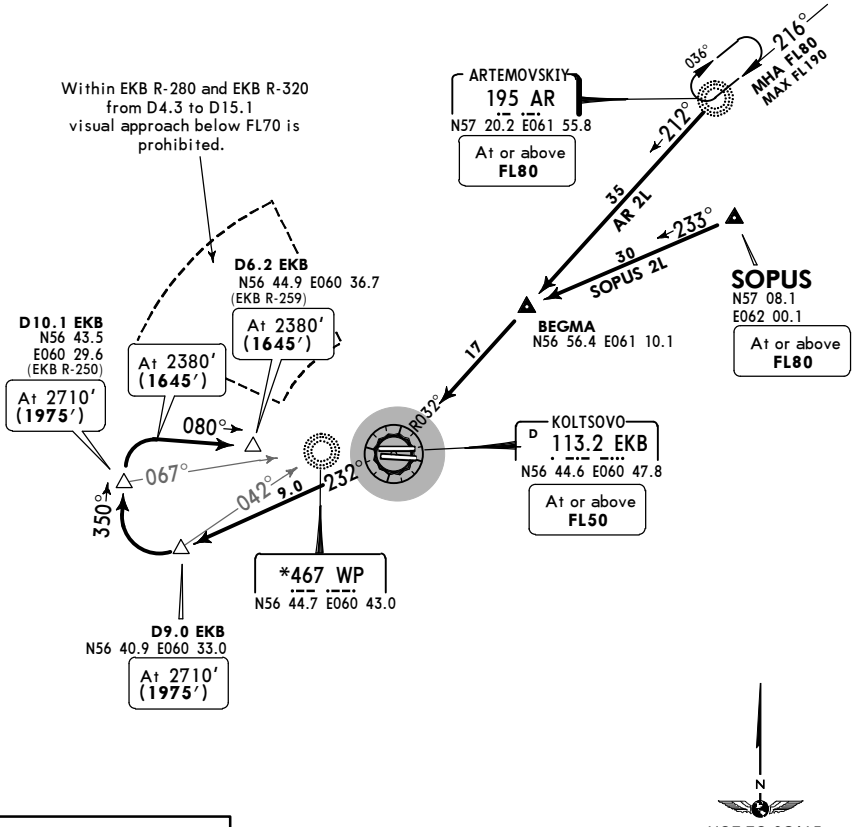
| ATIS | Apt Elev | |
|---|---|---|
| 127.8 | 768′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL50<br>FL60 if pressure is less than 739mm (985.3 hPa)<br>FL70 if pressure is less than 712mm (949.3 hPa)<br>Trans alt: 3730′ **(2995′)** |




# AR 2L
# SOPUS 2L [SOPU2L]




| ALT/HEIGHT CONVERSION | | |
|---|---|---|
| QNH | (QFE) | |
| 3730′ | **(2995′ -** | **900m)** |
| 2710′ | **(1975′ -** | **600m)** |
| 2380′ | **(1645′ -** | **500m)** |

| STAR | RWY | ROUTING |
|---|---|---|
| **AR 2L** | **08R** | Intercept EKB R-032 inbound via BEGMA to EKB VOR, intercept EKB R-232 to D9.0 EKB (042° bearing to WP), turn RIGHT, 350° track to D10.1 EKB (067° bearing to WP), turn RIGHT, 080° track to D6.2 EKB. |
| **SOPUS 2L** | | On 233° track to BEGMA, intercept EKB R-032 inbound to EKB VOR, intercept EKB R-232 to D9.0 EKB (042° bearing to WP), turn RIGHT, 350° track to D10.1 EKB (067° bearing to WP), turn RIGHT, 080° track to D6.2 EKB. |

CHANGES: Trans level revised.

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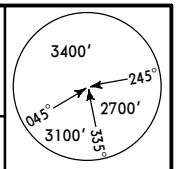
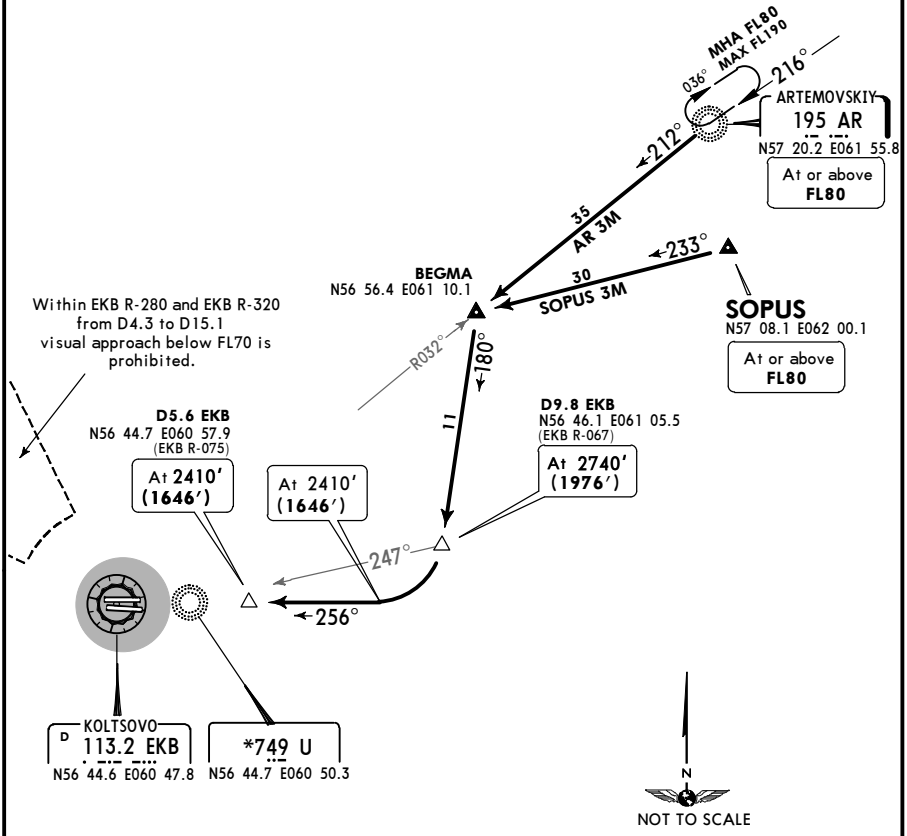
| ATIS | Apt Elev |
|---|---|
| 127.8 | 768′ |

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2966′)**




# AR 3M
# SOPUS 3M [SOPU3M]




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | **(2966′ - 900m)** |
| 2740′ | **(1976′ - 600m)** |
| 2410′ | **(1646′ - 500m)** |

| STAR | RWY | ROUTING |
|---|---|---|
| **AR 3M** | **26R** | Intercept EKB R-032 inbound to BEGMA, 180° track to D9.8 EKB (247° baring to U), turn RIGHT, 256° track to D5.6 EKB. |
| **SOPUS 3M** | | On 233° track to BEGMA, 180° track to D9.8 EKB (247° bearing to U), turn RIGHT, 256° track to D5.6 EKB. |

CHANGES: Trans level revised.

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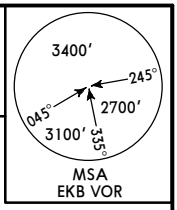
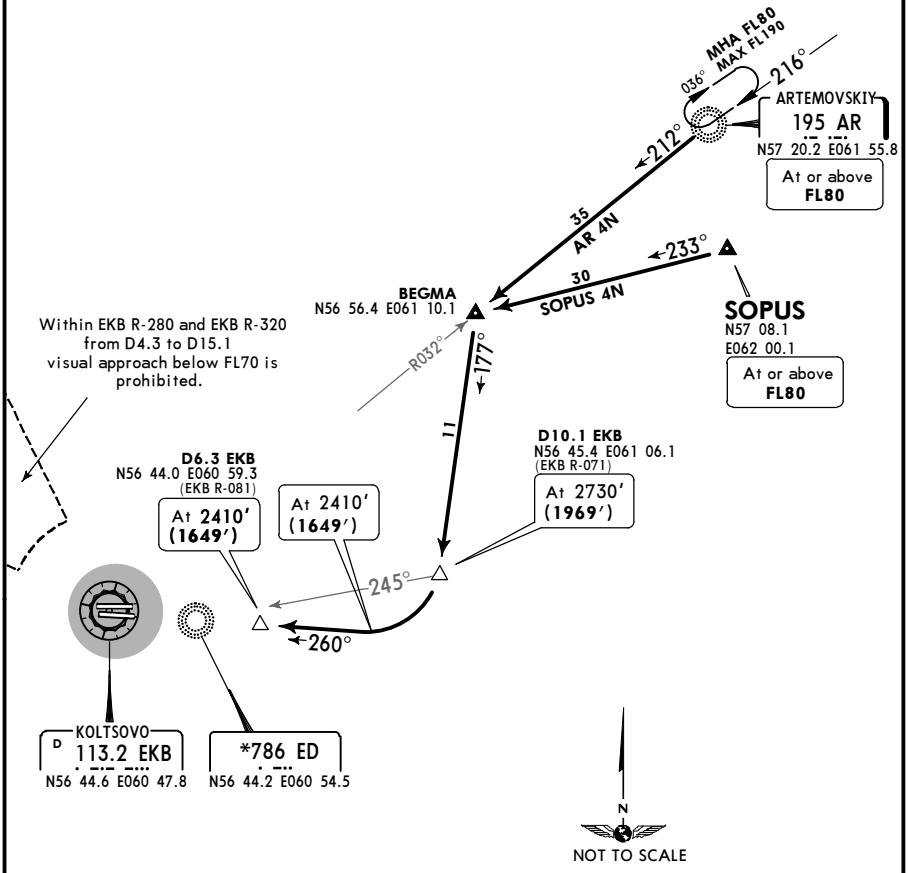
| ATIS | Apt Elev |
|---|---|
| 127.8 | 768′ |

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2969′)**




# AR 4N
# SOPUS 4N [SOPU4N]




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | **(2969′ - 900m)** |
| 2730′ | **(1969′ - 600m)** |
| 2410′ | **(1649′ - 500m)** |

| STAR | RWY | ROUTING |
|---|---|---|
| **AR 4N** | **26L** | Intercept EKB R-032 inbound to BEGMA, 177° track to D10.1 EKB (245° bearing to ED), turn RIGHT, 260° track to D6.3 EKB. |
| **SOPUS 4N** | | On 233° track to BEGMA, 177° track to D10.1 EKB (245° bearing to ED), turn RIGHT, 260° track to D6.3 EKB. |

CHANGES: Trans level revised.

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# USSS/SVX
KOLTSOVO

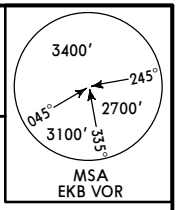
JEPPESEN YEKATERINBURG, RUSSIA

1 APR 16 (10-2H)

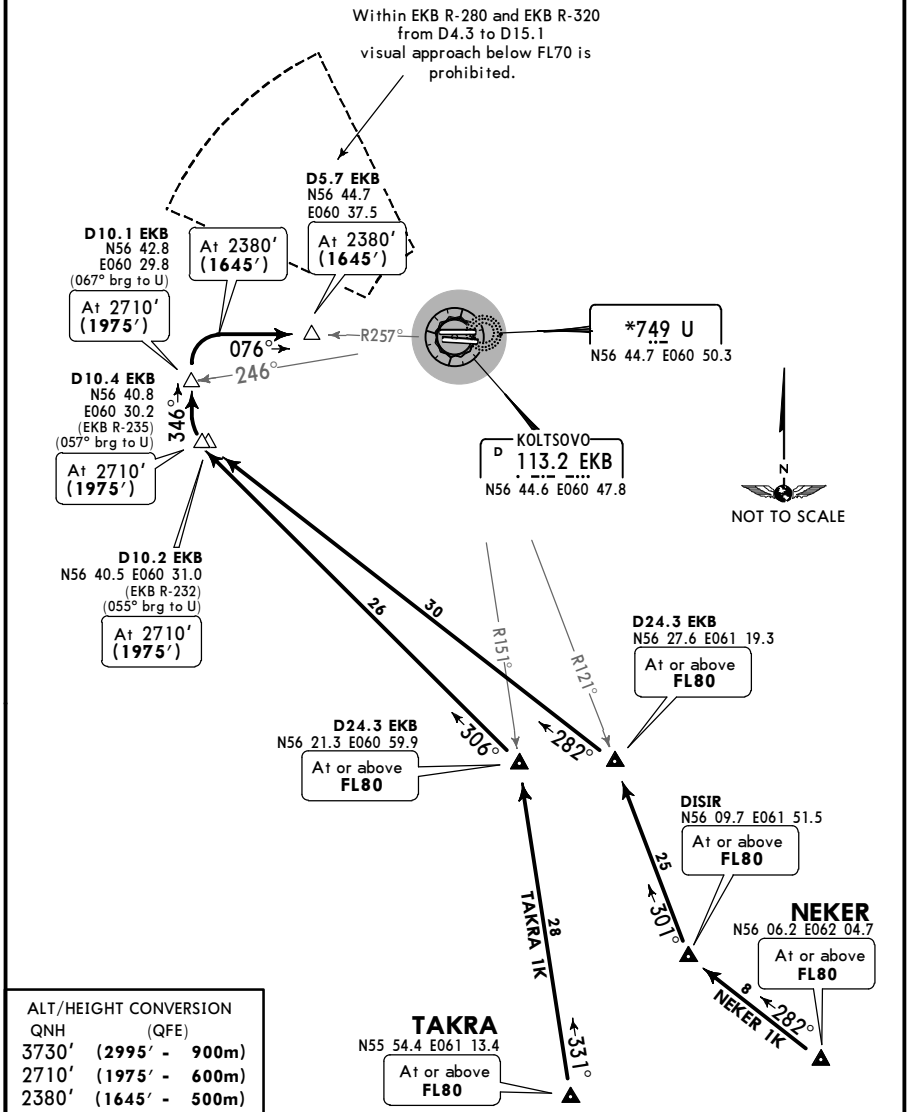
STAR

| ATIS | Apt Elev |
|---|---|
| 127.8 | 768′ |

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2995′)**




## NEKER 1K [NEKE1K]
## TAKRA 1K [TAKR1K]




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | (2995′ - 900m) |
| 2710′ | (1975′ - 600m) |
| 2380′ | (1645′ - 500m) |

| STAR | RWY | ROUTING |
|---|---|---|
| NEKER 1K | 08L | On 282° track to DISIR, intercept EKB R-121 inbound to D24.3 EKB, 282° track to D10.2 EKB (055° bearing to U), turn RIGHT, 346° track to D10.1 EKB (067 bearing to U), turn RIGHT, 076° track to D5.7 EKB. |
| TAKRA 1K | | Intercept EKB R-151 inbound to D24.3 EKB, 306° track to D10.4 EKB (057° bearing, to U), turn RIGHT, 346° track to D10.1 EKB (067° bearing to U), turn RIGHT, 076° track to D5.7 EKB. |

CHANGES: Trans level revised.

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# USSS/SVX
KOLTSOVO

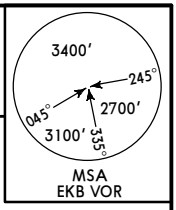
JEPPESEN YEKATERINBURG, RUSSIA

1 APR 16 (10-2J)

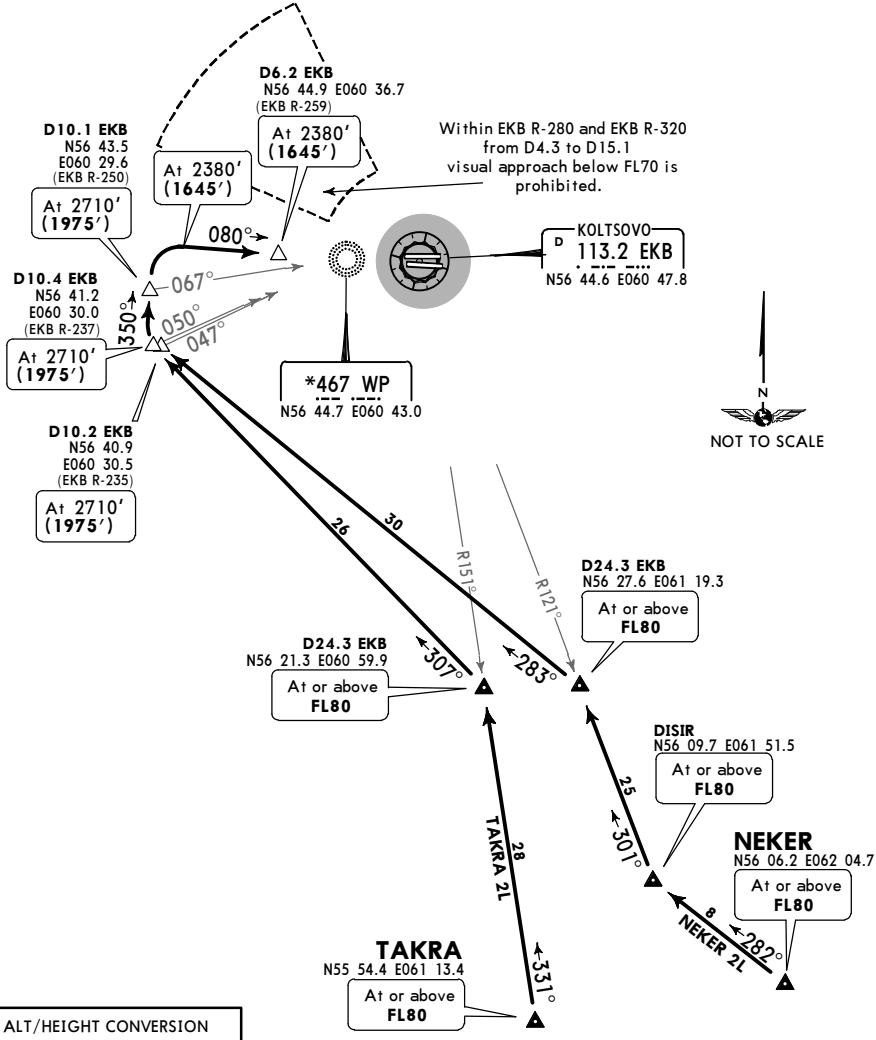
STAR

| ATIS | Apt Elev |
|---|---|
| 127.8 | 768′ |

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2995′)**




## NEKER 2L [NEKE2L]
## TAKRA 2L [TAKR2L]




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | **(2995′ - 900m)** |
| 2710′ | **(1975′ - 600m)** |
| 2380′ | **(1645′ - 500m)** |

| STAR | RWY | ROUTING |
|---|---|---|
| **NEKER 2L** | **08R** | On 282° track to DISIR, intercept EKB R-121 inbound to D24.3 EKB, 283° track to D10.2 EKB (047° bearing to WP), turn RIGHT, 350° track to D10.1 EKB (067° bearing to WP), turn RIGHT, 080° track to D6.2 EKB. |
| **TAKRA 2L** | | Intercept EKB R-151 inbound to D24.3 EKB, 307° track to D10.4 EKB (050° bearing to WP), turn RIGHT, 350° track to D10.1 EKB (067° bearing to WP), turn RIGHT, 080° track to D6.2 EKB. |

CHANGES: Trans level revised.

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# USSS/SVX
KOLTSOVO

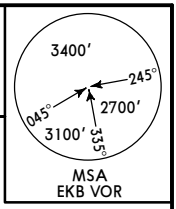
JEPPESEN YEKATERINBURG, RUSSIA

1 APR 16 (10-2K)

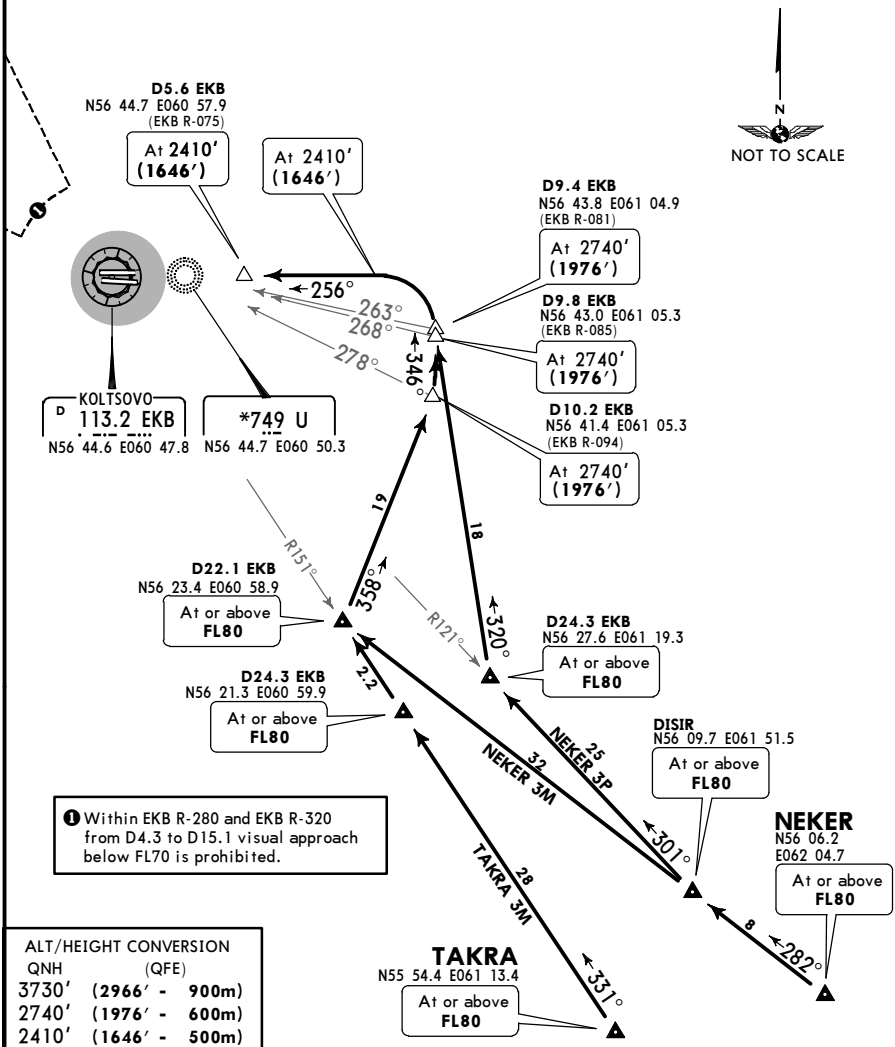
STAR

| ATIS | Apt Elev |
|---|---|
| 127.8 | 768′ |

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2966′)**




## NEKER 3M [NEKE3M]
## NEKER 3P [NEKE3P]
## TAKRA 3M [TAKR3M]




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | **(2966′ - 900m)** |
| 2740′ | **(1976′ - 600m)** |
| 2410′ | **(1646′ - 500m)** |

| STAR | RWY | ROUTING |
|---|---|---|
| **NEKER 3M** | **26R** | On 282° track via DISIR to D22.1 EKB, 358° track to D10.2 EKB (278° bearing to U), turn LEFT, 346° track to D9.8 EKB (268° bearing to U), turn LEFT, 256° track to D5.6 EKB. |
| **NEKER 3P** By ATC | | On 282° track to DISIR, intercept EKB R-121 inbound to D24.3 EKB, 320° track to D9.4 EKB (263° bearing to U), turn LEFT, 256° track to D5.6 EKB. |
| **TAKRA 3M** | | Intercept EKB R-151 inbound via D24.3 EKB to D22.1 EKB, 358° track to D10.2 EKB, (278° bearing to U), turn LEFT, 346° track to D9.8 EKB (268° bearing to U), turn LEFT, 256° track to D5.6 EKB. |

CHANGES: Trans level revised.

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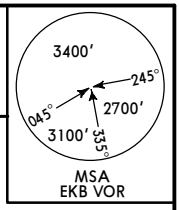
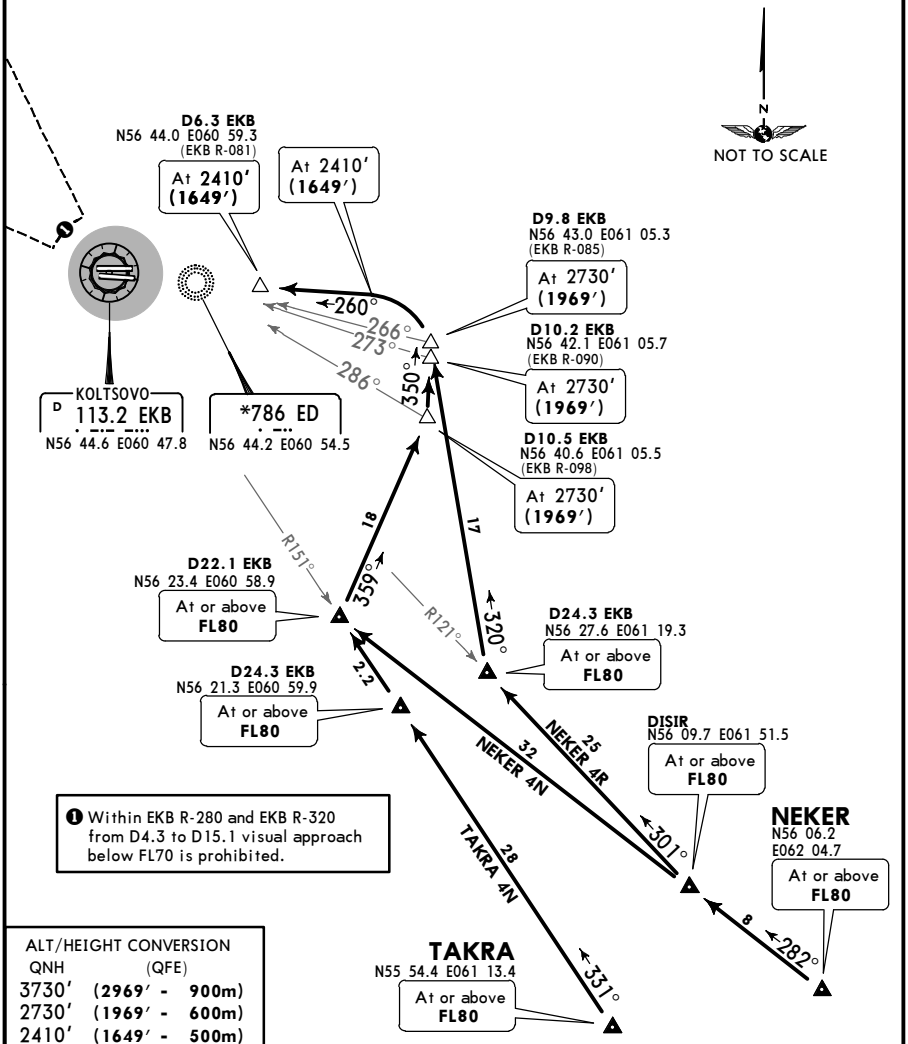
| ATIS | Apt Elev |
|---|---|
| 127.8 | 768′ |

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2969′)**




# NEKER 4N [NEKE4N]
# NEKER 4R [NEKE4R]
# TAKRA 4N [TAKR4N]




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | **(2969′ - 900m)** |
| 2730′ | **(1969′ - 600m)** |
| 2410′ | **(1649′ - 500m)** |

| STAR | RWY | ROUTING |
|---|---|---|
| **NEKER 4N** | **26L** | On 282° track via DISIR to D22.1 EKB, 359° track to D10.5 EKB (286° bearing to ED), turn LEFT, 350° track to D10.2 EKB (273° bearing to ED), turn LEFT, 260° track to D6.3 EKB. |
| **NEKER 4R** By ATC | | On 282° track to DISIR, intercept EKB R-121 inbound to D24.3 EKB, 320° track to D9.8 EKB (266° bearing to ED), turn LEFT, 260° track to D6.3 EKB. |
| **TAKRA 4N** | | Intercept EKB R-151 inbound via D24.3 EKB to D22.1 EKB, 359° track to D10.5 EKB (286° bearing to ED), turn LEFT, 350° track to D10.2 EKB (273° bearing to ED), turn LEFT, 260° track to D6.3 EKB. |

CHANGES: Trans level revised.

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# USSS/SVX
KOLTSOVO

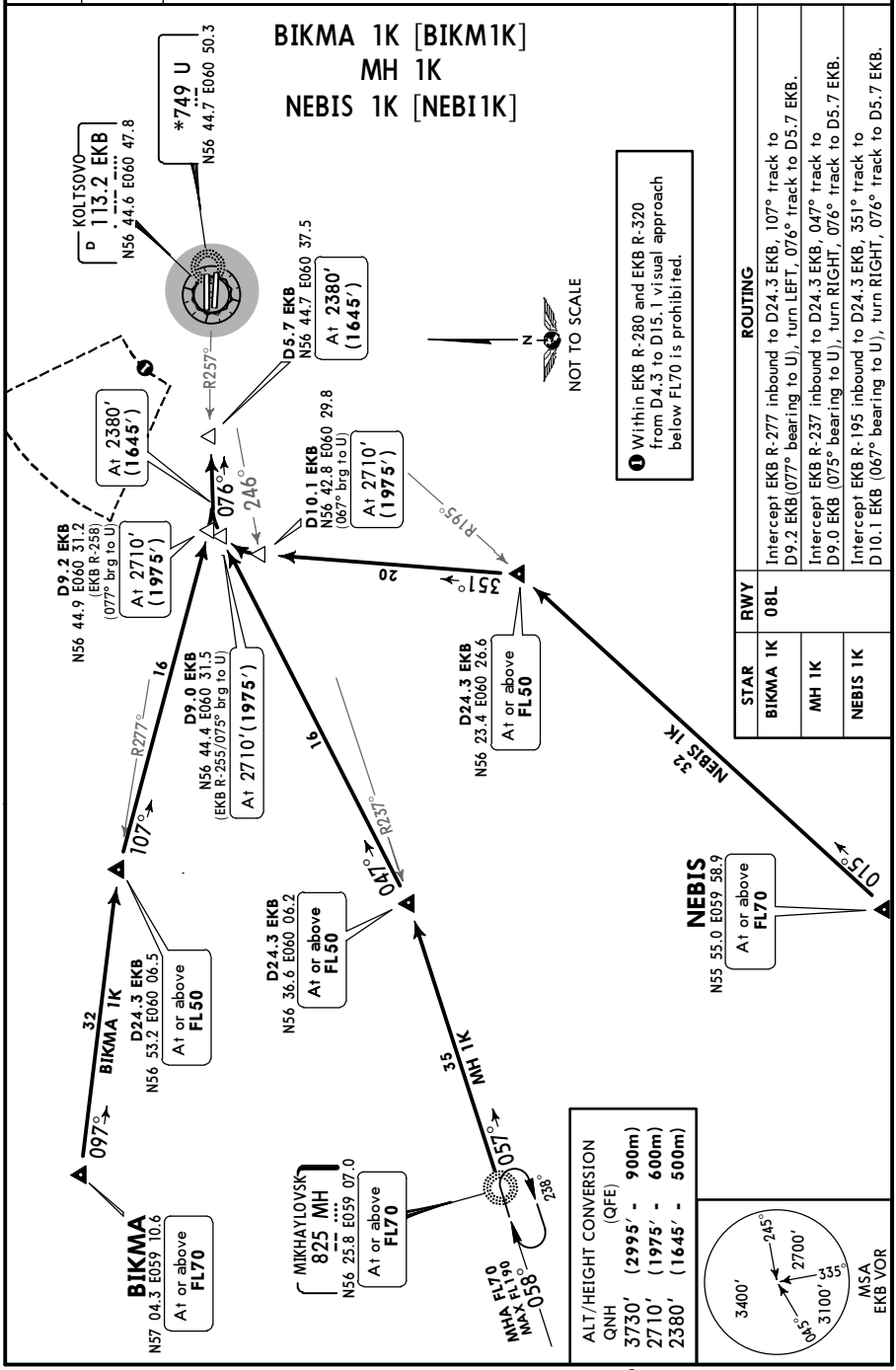
JEPPESEN
1 APR 16 (10-2M)

# YEKATERINBURG, RUSSIA
STAR

| ATIS | Apt Elev |
|---|---|
| 127.8 | 768′ |

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2995′)**

## BIKMA 1K [BIKM1K]
## MH 1K
## NEBIS 1K [NEBI1K]




| STAR | RWY | ROUTING |
|---|---|---|
| BIKMA 1K | 08L | Intercept EKB R-277 inbound to D24.3 EKB, 107° track to D9.2 EKB (077° bearing to U), turn LEFT, 076° track to D5.7 EKB. |
| MH 1K | | Intercept EKB R-237 inbound to D24.3 EKB, 047° track to D9.0 EKB (075° bearing to U), turn RIGHT, 076° track to D5.7 EKB. |
| NEBIS 1K | | Intercept EKB R-195 inbound to D24.3 EKB, 351° track to D10.1 EKB (067° bearing to U), turn RIGHT, 076° track to D5.7 EKB. |

CHANGES: Trans level revised.

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# USSS/SVX
KOLTSOVO

JEPPESEN
1 APR 16 (10-2N)

# YEKATERINBURG, RUSSIA
STAR

| ATIS | Apt Elev |
|---|---|
| 127.8 | 768′ |

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2995′)**

## BIKMA 2L [BIKM2L] , MH 2L
## NEBIS 2L [NEBI2L]

Within EKB R-280 and EKB R-320 from D4.3 to D15.1 visual approach below FL70 is prohibited.

KOLTSOVO D 113.2 EKB N56 44.6 E060 47.8

*467 WP N56 44.7 E060 43.0

D6.2 EKB N56 44.9 E060 36.7 (EKB R-259)
At 2380′ (1645′)

At 2380′ (1645′)

D9.1 EKB N56 45.4 E060 31.3 (EKB R-261/081° brg to WP)
At 2710′(1975′)

D9.2 EKB N56 44.9 E060 31.2 (EKB R-258/078° brg to WP)
At 2710′(1975′)

D10.1 EKB N56 43.5 E060 29.6 (EKB R-250)
At 2710′ (1975′)

D24.3 EKB N56 23.4 E060 26.6
At or above FL50

NOT TO SCALE

BIKMA N57 04.3 E059 10.6
At or above FL70

097° 32 BIKMA 2L

D24.3 EKB N56 53.2 E060 06.5
At or above FL50

105° R277° 16

080° 067° R195°

351° 21

046° R237° 16

D24.3 EKB N56 36.6 E060 06.2
At or above FL50

MIKHAYLOVSK 825 MH N56 25.8 E059 07.0
At or above FL70

057° 35 MH 2L

238°

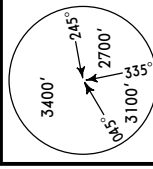
MHA FL70 MAX FL190 058°

NEBIS N55 55.0 E059 58.9
At or above FL70

015° NEBIS 32 2L

| STAR | RWY | ROUTING |
|---|---|---|
| BIKMA 2L | 08R | Intercept EKB R-277 inbound to D24.3 EKB, 105° track to D9.1 EKB, (081° bearing to WP), turn LEFT, 080° track to D6.2 EKB. |
| MH 2L | | Intercept EKB R-237 inbound to D24.3 EKB, 046° track to D9.2 EKB (078° bearing to WP), turn RIGHT, 080° track to D6.2 EKB. |
| NEBIS 2L | | Intercept EKB R-195 inbound to D24.3 EKB, 351° track to D10.1 EKB, (067° bearing to WP), turn RIGHT, 080° track to D6.2 EKB. |

ALT/HEIGHT CONVERSION (QFE)
QNH
3730′ (2995′ - 900m)
2710′ (1975′ - 600m)
2380′ (1645′ - 500m)



MSA
EKB VOR

CHANGES: Trans level revised.

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# USSS/SVX
KOLTSOVO

JEPPESEN

1 APR 16 (10-2P)

# YEKATERINBURG, RUSSIA
STAR

| ATIS | Apt Elev |
|---|---|
| 127.8 | 768′ |

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2966′)**

## BIKMA 3M [BIKM3M]
## MH 3M
## NEBIS 3M [NEBI3M]

**BIKMA**
N57 04.3 E059 10.6
At or above FL70

**MIKHAYLOVSK**
825 MH
N56 25.8 E059 07.0
At or above FL70

**D24.3 EKB**
N56 53.2 E060 06.5
At or above FL70

**D24.3 EKB**
N56 36.6 E060 06.2
At or above FL70

**D24.3 EKB**
N56 23.4 E060 26.6
At or above FL70

**NEBIS**
N55 55.0
E059 58.9
At or above FL70

**D5.6 EKB**
N56 44.7 E060 57.9
(EKB R-075)
At 2410′ (1646′)

**D9.8 EKB**
N56 43.0
E061 05.3
(EKB R-085)
At 2740′ (1976′)

**D9.9 EKB**
N56 40.7
E061 04.4
(EKB R-099)
At 2740′ (1976′)

**D9.3 EKB**
N56 40.4 E061 02.8
(EKB R-103)
At 2740′ (1976′)

**D4.3 EKB**
N56 40.5 E060 45.4
At FL50

KOLTSOVO
D 113.2 EKB
N56 44.6 E060 47.8

*749 U
N56 44.7 E060 50.3

MHA FL70
MAX FL190

3400′ 245° 2700′ 045° 135° 3100′
MSA
EKB VOR

ALT/HEIGHT CONVERSION (QFE)

| QNH | |
|---|---|
| 3730′ | (2966′ - 900m) |
| 2740′ | (1976′ - 600m) |
| 2410′ | (1646′ - 500m) |

❶ Within EKB R-280 and EKB R-320 from D4.3 to D15.1 visual approach below FL70 is prohibited.

NOT TO SCALE

| STAR | RWY | ROUTING |
|---|---|---|
| BIKMA 3M | 26R | Intercept EKB R-277 inbound to D24.3 EKB, 106° track to D4.3 EKB (019° bearing to U), turn LEFT, 076° track to D9.3 EKB (289° bearing to U), turn LEFT, 346° track to D9.8 EKB (268° bearing to U), turn LEFT, 256° track to D5.6 EKB. |
| MH 3M | | Intercept EKB R-237 inbound to D24.3 EKB, 069° track to D9.3 EKB (289° bearing to U), turn LEFT, 346° track to D9.8 EKB (268° bearing to U), turn LEFT, 256° track to D5.6 EKB. |
| NEBIS 3M | | Intercept EKB R-195 inbound to D24.3 EKB, 036° track to D9.9 EKB (284° bearing to U), turn LEFT, 346° track to D9.8 EKB (268° bearing to U), turn LEFT, 256° track to D5.6 EKB. |

CHANGES: Trans level revised.

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# USSS/SVX
KOLTSOVO

JEPPESEN

1 APR 16 (10-2Q)

# YEKATERINBURG, RUSSIA
STAR

| ATIS | Apt Elev |
|---|---|
| 127.8 | 768′ |

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2969′)**

## BIKMA 4N [BIKM4N]
## MH 4N
## NEBIS 4N [NEBI4N]

**ROUTING**

| STAR | RWY | |
|---|---|---|
| BIKMA 4N | 26L | Intercept EKB R-277 inbound to D24.3 EKB, 106° track to D4.3 EKB (040° bearing to ED), turn LEFT, 080° track to D9.7 EKB (301° bearing to ED), turn LEFT, 350° track to D10.2 EKB (273° bearing to ED), turn LEFT, 260° track to D6.3 EKB. |
| MH 4N | | Intercept EKB R-237 inbound to D24.3 EKB, 071° track to D9.7 EKB (301° bearing to ED), turn LEFT, 350° track to D10.2 EKB (273° bearing to ED), turn LEFT, 260° track to D6.3 EKB. |
| NEBIS 4N | | Intercept EKB R-195 inbound to D24.3 EKB, 037° track to D10.4 EKB (294° bearing to ED), turn LEFT, 350° track to D10.2 EKB (273° bearing to ED), turn LEFT, 260° track to D6.3 EKB. |

D6.3 EKB
N56 44.0 E060 59.3
(EKB R-081)
At 2410′ (1649′)

D10.2 EKB
N56 42.1
E061 05.7
(EKB R-090)
At 2730′ (1969′)

D10.4 EKB
N56 39.9
E061 04.6
(EKB R-103)
At 2730′ (1969′)

D9.7 EKB
N56 39.6 E061 02.9
(EKB R-107)
At 2730′ (1969′)

*786 ED
N56 44.2 E060 54.5

KOLTSOVO
D 113.2 EKB
N56 44.6 E060 47.8

D4.3 EKB
N56 40.5 E060 45.4
At FL50

Within EKB R-280 and EKB R-320 from D4.3 to D15.1 visual approach below FL70 is prohibited.

NOT TO SCALE

BIKMA
N57 04.3 E059 10.6
At or above FL70

MIKHAYLOVSK
825 MH
N56 25.8 E059 07.0
At or above FL70

D24.3 EKB
N56 53.2 E060 06.5
At or above FL70

D24.3 EKB
N56 36.6 E060 06.2
At or above FL70

D24.3 EKB
N56 23.4 E060 26.6
At or above FL70

NEBIS
N55 55.0
E059 58.9
At or above FL70

MHA FL170
MAX FL190

ALT/HEIGHT CONVERSION (QFE)
QNH
3730′ (2969′ - 900m)
2730′ (1969′ - 600m)
2410′ (1649′ - 500m)

MSA
EKB VOR
3400′
2700′
3100′
045°
135°
225°

CHANGES: Trans level revised.

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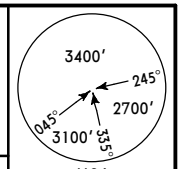
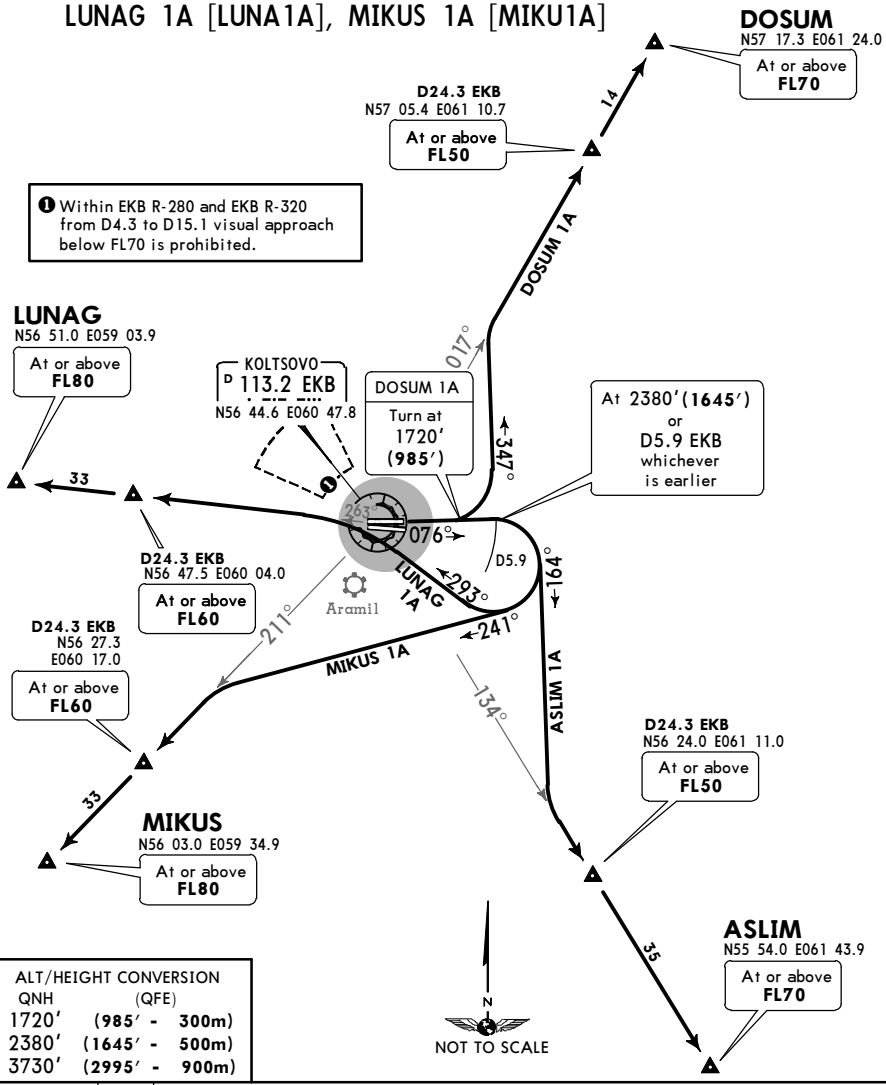
Apt Elev
768′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2995′)**
During operational hours of Aramil airport, initial turns shall be carried out by ATC instruction.




# ASLIM 1A [ASLI1A], DOSUM 1A [DOSU1A]
# LUNAG 1A [LUNA1A], MIKUS 1A [MIKU1A]




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 1720′ | (985′ - 300m) |
| 2380′ | (1645′ - 500m) |
| 3730′ | (2995′ - 900m) |

| SID | RWY | ROUTING |
|---|---|---|
| ASLIM 1A | 08L | Climb on 076° track to 2380′ (1645′) or D5.9 EKB whichever is earlier, turn RIGHT, 164° track, turn LEFT, intercept EKB R-134 via D24.3 EKB to ASLIM. |
| DOSUM 1A | | Climb on 076° track to 1720′ (985′), turn LEFT, 347° track, turn RIGHT, intercept EKB R-017 via D24.3 EKB to DOSUM. |
| LUNAG 1A | | Climb on 076° track to 2380′ (1645′) or D5.9 EKB whichever is earlier, turn RIGHT, 293° track, turn LEFT, intercept EKB R-263 via D24.3 EKB to LUNAG. |
| MIKUS 1A | | Climb on 076° track to 2380′ (1645′) or D5.9 EKB whichever is earlier, turn RIGHT, 241° track, turn LEFT, intercept EKB R-211 via D24.3 EKB to MIKUS. |

CHANGES: Trans level revised.

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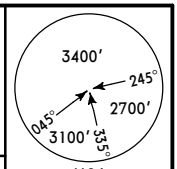
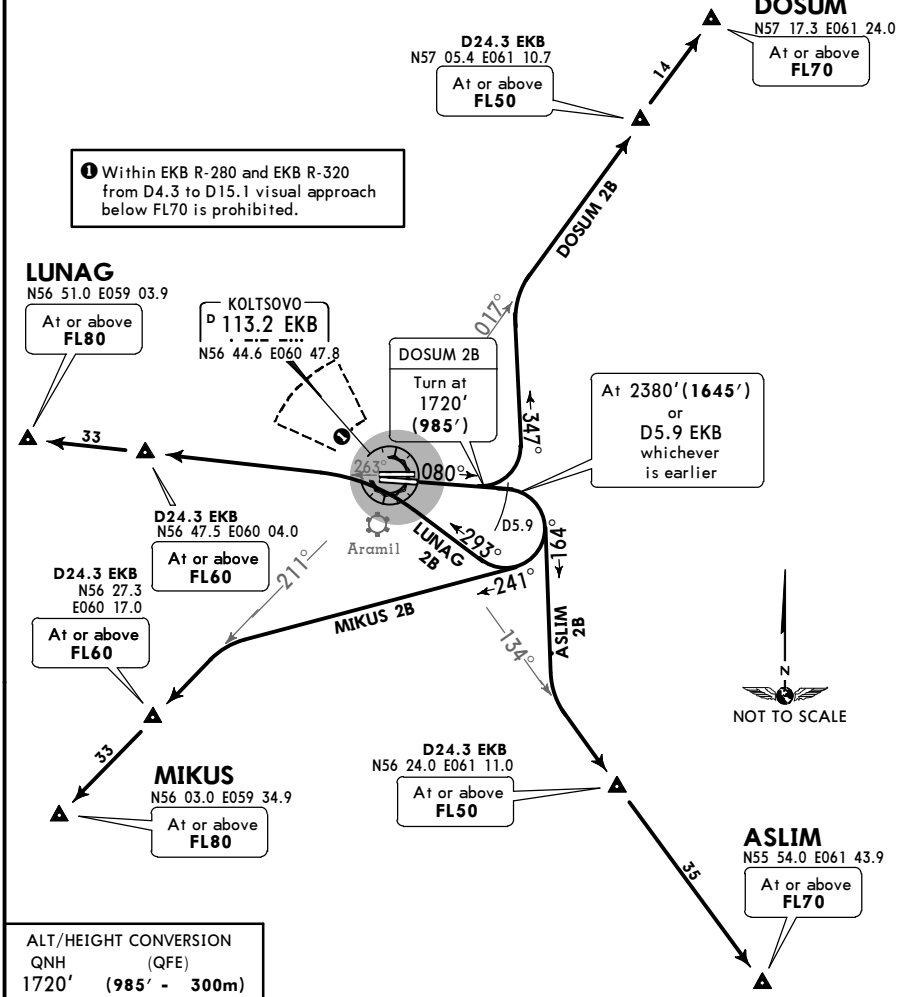
Apt Elev
768′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2995′)**
During operational hours of Aramil airport, initial turns shall be carried out by ATC instruction.




# ASLIM 2B [ASLI2B], DOSUM 2B [DOSU2B]
# LUNAG 2B [LUNA2B], MIKUS 2B [MIKU2B]




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 1720′ | (985′ - 300m) |
| 2380′ | (1645′ - 500m) |
| 3730′ | (2995′ - 900m) |

| SID | RWY | ROUTING |
|---|---|---|
| ASLIM 2B | 08R | Climb on 080° track to 2380′ (1645′) or D5.9 EKB whichever is earlier, turn RIGHT, 164° track, turn LEFT, intercept EKB R-134 via D24.3 EKB to ASLIM. |
| DOSUM 2B | | Climb on 080° track to 1720′ (985′), turn LEFT, 347° track, turn RIGHT, intercept EKB R-017 via D24.3 EKB to DOSUM. |
| LUNAG 2B | | Climb on 080° track to 2380′ (1645′) or D5.9 EKB whichever is earlier, turn RIGHT, 293° track, turn LEFT, intercept EKB R-263 via D24.3 EKB to LUNAG. |
| MIKUS 2B | | Climb on 080° track to 2380′ (1645′) or D5.9 EKB whichever is earlier, turn RIGHT, 241° track, turn LEFT, intercept EKB R-211 via D24.3 EKB to MIKUS. |

CHANGES: Trans level revised.

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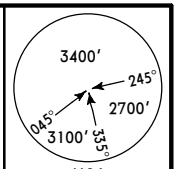
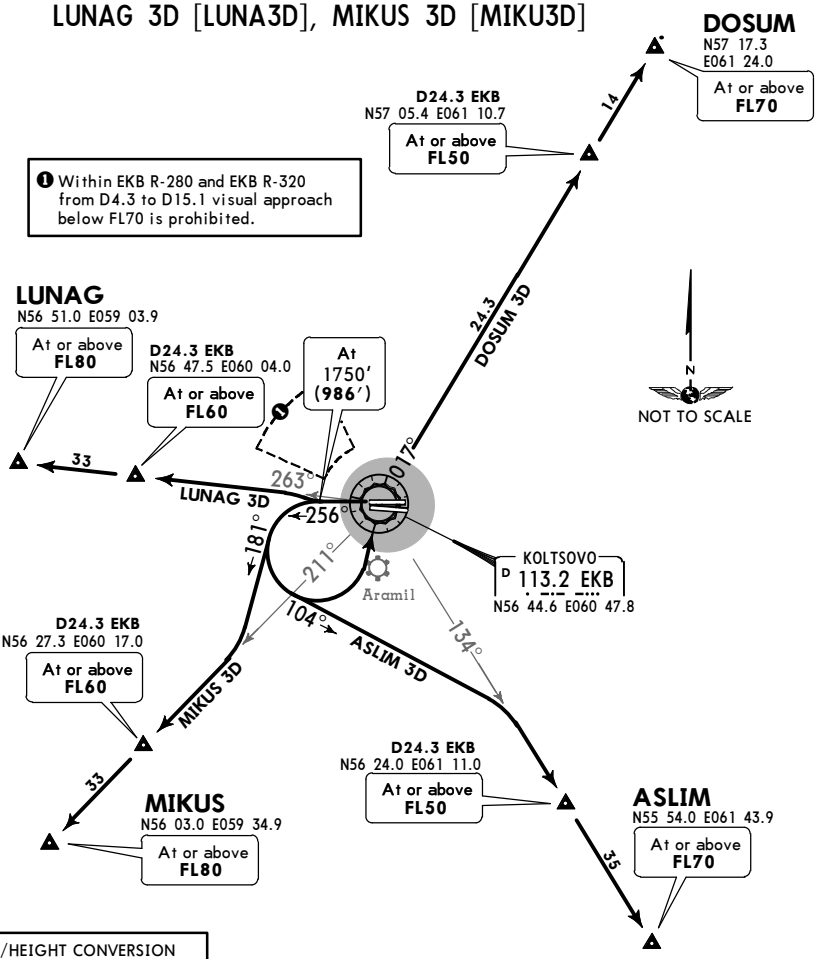
Apt Elev
768′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2966′)**
1. During operational hours of Aramil airport, initial turns shall be carried out by ATC instruction.
2. Take-off should be executed with noise abatement procedures according to Flight Operation Manual.



MSA
EKB VOR

# ASLIM 3D [ASLI3D], DOSUM 3D [DOSU3D]
# LUNAG 3D [LUNA3D], MIKUS 3D [MIKU3D]




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 1750′ | **(986′ - 300m)** |
| 3730′ | **(2966′ - 900m)** |

| SID | RWY | ROUTING |
|---|---|---|
| **ASLIM 3D** | **26R** | Climb on 256° track to 1750′ (986′), turn LEFT, 104° track, turn RIGHT, intercept EKB R-134 via D24.3 EKB to ASLIM. |
| **DOSUM 3D** | | Climb on 256° to 1750′ (986′), turn LEFT to EKB VOR, intercept EKB R-017 via D24.3 EKB to DOSUM. |
| **LUNAG 3D** | | Climb on 256° track to 1750′ (986′), turn RIGHT, intercept EKB R-263 via D24.3 EKB to LUNAG. |
| **MIKUS 3D** | | Climb on 256° track to 1750′ (986′), turn LEFT, 181° track, turn RIGHT, intercept EKB R-211 via D24.3 EKB to MIKUS. |

CHANGES: Trans level revised.

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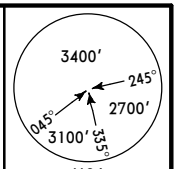
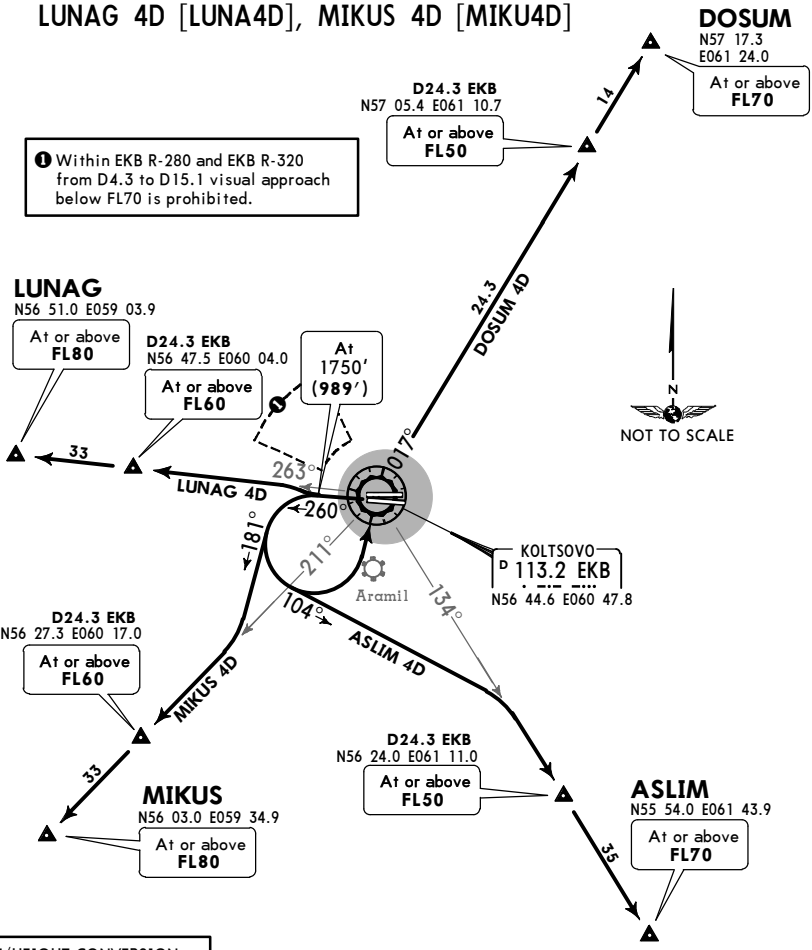
Apt Elev
768′

QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
Trans alt: 3730′ **(2969′)**
1. During operational hours of Aramil airport, initial turns shall be carried out by ATC instruction.
2. Take-off should be executed with noise abatement procedures according to Flight Operation Manual.



MSA
EKB VOR

## ASLIM 4D [ASLI4D], DOSUM 4D [DOSU4D]
## LUNAG 4D [LUNA4D], MIKUS 4D [MIKU4D]




ALT/HEIGHT CONVERSION
QNH (QFE)
1750′ **(989′ - 300m)**
3730′ **(2969′ - 900m)**

| SID | RWY | ROUTING |
|---|---|---|
| **ASLIM 4D** | **26L** | Climb on 260° track to 1750′ (989′), turn LEFT, 104° track, turn RIGHT, intercept EKB R-134 via D24.3 EKB to ASLIM. |
| **DOSUM 4D** | | Climb on 260° to 1750′ (989′), turn LEFT to EKB VOR, intercept EKB R-017 via D24.3 EKB to DOSUM. |
| **LUNAG 4D** | | Climb on 260° track to 1750′ (989′), turn RIGHT, intercept EKB R-263 via D24.3 EKB to LUNAG. |
| **MIKUS 4D** | | Climb on 260° track to 1750′ (989′), turn LEFT, 181° track, turn RIGHT, intercept EKB R-211 via D24.3 EKB to MIKUS. |

CHANGES: Trans level revised.

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# USSS/SVX

Apt Elev **768′**

N56 44.6 E060 48.3

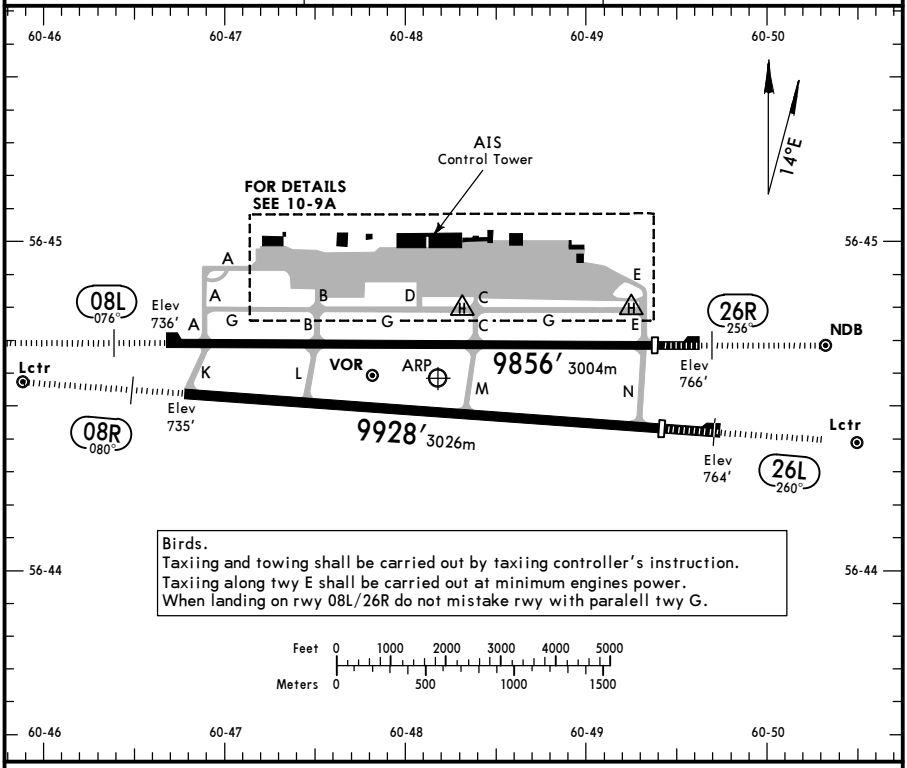
JEPPESEN

12 JUN 15 (10-9) **Eff 25 Jun**

# YEKATERINBURG, RUSSIA

KOLTSOVO

| ATIS | KOLTSOVO Ground | Tower |
|---|---|---|
| 127.8 | 119.0 | 120.0 124.0 |




## ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS — LANDING BEYOND — Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 08L | HIRL (57m) HIALS PAPI-L (3.00°) ❶ | | 8823′ 2689m | ❷ | 148′ 45m |
| 26R | HIRL (57m) HIALS PAPI-L (3.17°) ❶ | 9036′ 2754m | 8003′ 2439m | | |
| 08R | HIRL (60m) HIALS PAPI-L (2.67°) ❶ | 9682′ 2951m | 8710′ 2655m | ❷ | 174′ 53m |
| 26L | HIRL (60m) HIALS PAPI-L (2.83°) ❶ | 8862′ 2701m | 7829′ 2386m | | |

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 Rwys**

| | **LVP must be in force** RCLM (DAY only) or RL | RCLM (DAY only) or RL |
|---|---|---|
| A | 250m | 400m |
| B | | |
| C | | |
| D | 300m | |

CHANGES: TORA.

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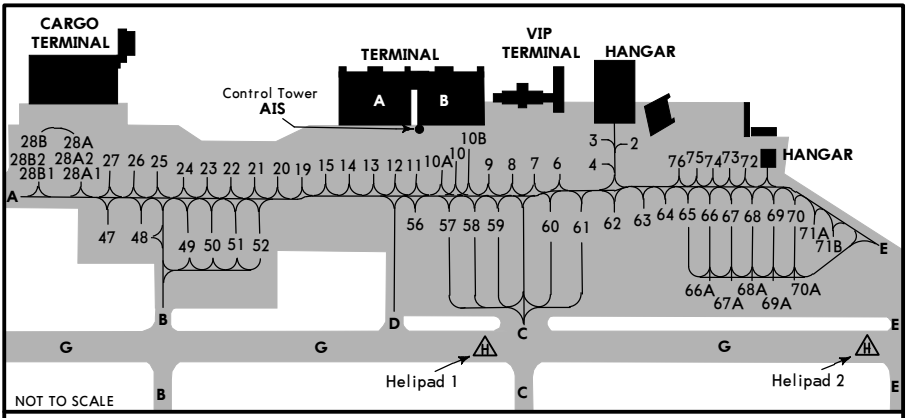


Stands 28A, 28B, 63, 66A thru 70A and 72 thru 76 available for helicopters.
Stands 2 thru 4, 23, 24, 63, 64 and 76 available for maintenance.
Stand 56 available for de-icing.

## 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 | | | |
| 12 | N56 45.0 E060 48.1 | 751 | | | |
| 13 | N56 45.0 E060 48.0 | 751 | | | |
| 14 | N56 45.0 E060 48.0 | 750 | | | |
| 15 | N56 45.0 E060 47.9 | 750 | | | |
| 19 | N56 45.0 E060 47.8 | 750 | | | |
| 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.

CHANGES: None.

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# USSS/SVX

JEPPESEN
26 FEB 16
Eff 3 Mar
10-9S

Standard

# YEKATERINBURG, RUSSIA
KOLTSOVO

| STRAIGHT-IN RWY | | A | B | C | D |
|---|---|---|---|---|---|
| **08L** | 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 ❶ | **1470**′(735′) | **1470**′(735′) | **1470**′(735′) | **1470**′(735′) |
| | with FAF | **C2700m** | **C2700m** | **C2700m** | **C2700m** |
| | ALS out | C3400m | C3400m | C3400m | C3400m |
| | NDB | **1830**′(1095′) | **1830**′(1095′) | **1830**′(1095′) | **1830**′(1095′) |
| | 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 ❶ | **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 ❶ | **1260**′(499′) | **1260**′(499′) | **1260**′(499′) | **1260**′(499′) |
| | | **R1500m** | **R1500m** | **R1500m** | **R1500m** |
| | ALS out | R1500m | R1500m | C2300m | C2300m |
| | NDB ❶ | **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 ❶ | **1260**′(496′) | **1260**′(496′) | **1260**′(496′) | **1260**′(496′) |
| | | **R1500m** | **R1500m** | **R1500m** | **R1500m** |
| | ALS out | R1500m | R1500m | C2300m | C2300m |
| | NDB ❶ | **1260**′(496′) | **1260**′(496′) | **1260**′(496′) | **1260**′(496′) |
| | with FAF | **R1500m** | **R1500m** | **R1500m** | **R1500m** |
| | ALS out | R1500m | R1500m | C2300m | C2300m |
| | NDB | **1500**′(736′) | **1500**′(736′) | **1500**′(736′) | **1500**′(736′) |
| | w/o FAF | **C2900m** | **C2900m** | **C3100m** | **C3100m** |
| | ALS out | C3600m | C3600m | C3800m | C3800m |

❶ Continuous Descent Final Approach.

CHANGES: Minimums.

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## 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 | | |



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# USSS/SVX
KOLTSOVO

JEPPESEN
1 APR 16 (11-1)

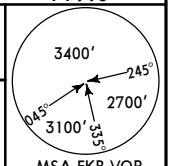
# YEKATERINBURG, RUSSIA
## ILS DME Rwy 08L

| ATIS | KOLTSOVO Approach | KOLTSOVO Radar | KOLTSOVO Tower | Ground |
|---|---|---|---|---|
| 127.8 | 125.9 124.0 | 118.7 124.0 | 120.0 124.0 | 119.0 |

BRIEFING STRIP

| LOC IKO | Final Apch Crs | GS D5.0 IKO | ILS DA(H) | Apt Elev 768′ |
|---|---|---|---|---|
| *111.7 | 076° | 2380′(1645′) | 935′(200′) | Rwy 735′ |

**MISSED APCH:** Climb on 076° to 2710′(1975′), then turn RIGHT onto 256°, then according to chart.



MSA EKB VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3730′ (2995′)

ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | (2995′ - 900m) |
| 2710′ | (1975′ - 600m) |
| 2380′ | (1645′ - 500m) |

❶ FL 60 if pressure is less than 739 mm (985.3 hPa). FL 70 if pressure is less than 712 mm (949.3 hPa).

Visual approach in sector R-280 EKB - R-320 EKB from D4.3 EKB to D15.1 EKB below FL 70 prohibited.

ILS DME
076° *111.7 IKO

*749 U

D5.0 IKO
D5.7/R-257 EKB
at 2380′ (1645′)
076°

US(R)-905

D10.1/ R-246 EKB at 2710′ (1975′)

346°

067°

053°

KOLTSOVO D 113.2 EKB

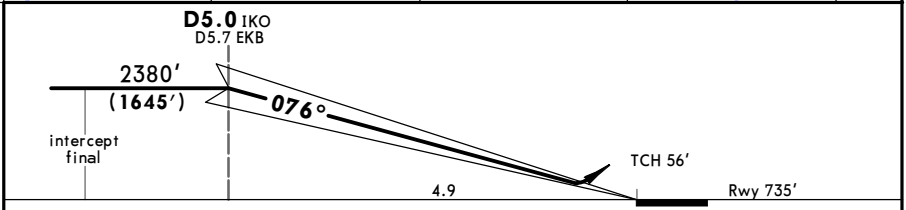
256°

D9.7/R-230 EKB at 2710′(1975′)

1572′ 1588′ 1178′ 1220′ 1339′ 1352′ 1231′ 1211′

56-50 56-40 60-30 60-40 60-50 61-00

10 5 0 5




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

HIALS
PAPI

2710′ (1975′) on 076°

256° RT

STRAIGHT-IN LANDING RWY 08L

| ILS DA(H) 935′(200′) FULL | ILS DA(H) 935′(200′) ALS out | LOC (GS out) |
|---|---|---|
| 800m | 1200m | NOT AUTHORIZED |

PANS OPS

| | | | |
|---|---|---|---|
| A | | | |
| B | | | |
| C | | | |
| D | | | |

CHANGES: Trans level.

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# USSS/SVX
KOLTSOVO

JEPPESEN
1 APR 16 (11-2)

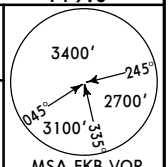
# YEKATERINBURG, RUSSIA
ILS Rwy 08R

| ATIS | KOLTSOVO Approach | KOLTSOVO Radar | KOLTSOVO Tower | Ground |
|---|---|---|---|---|
| 127.8 | 125.9 124.0 | 118.7 124.0 | 120.0 124.0 | 119.0 |

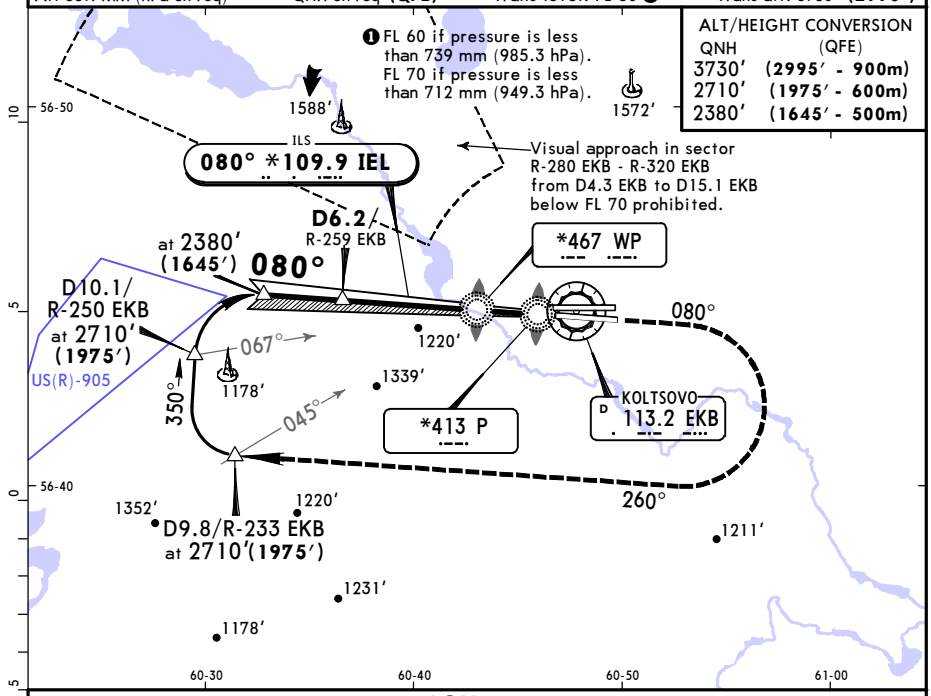
BRIEFING STRIP TM

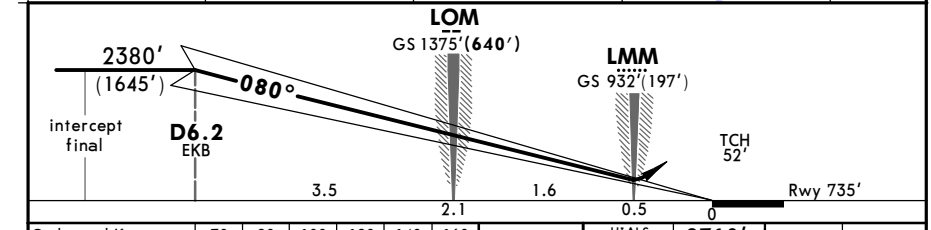
| LOC IEL | Final Apch Crs | GS LOM | ILS DA(H) | Apt Elev 768′ |
|---|---|---|---|---|
| *109.9 | 080° | 1375′(640′) | 935′(200′) | Rwy 735′ |

**MISSED APCH:** Climb on 080° to 2710′(1975′), then turn RIGHT onto 260°, then according to chart.




Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 50 ❶ | Trans alt: 3730′ (2995′)




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 2.67° | 331 | 425 | 472 | 567 | 661 | 756 |

HIALS
PAPI
2710′ (1975′) on 080°
260° RT

PANS OPS

STRAIGHT-IN LANDING RWY 08R

| | ILS DA(H) 935′(200′) FULL | ILS DA(H) 935′(200′) ALS out | LOC (GS out) |
|---|---|---|---|
| A | 800m | 1200m | NOT AUTHORIZED |
| B | | | |
| C | | | |
| D | | | |

CHANGES: Trans level.

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# USSS/SVX
KOLTSOVO

JEPPESEN
1 APR 16 (11-3)

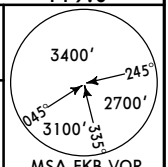
# YEKATERINBURG, RUSSIA
ILS Rwy 26L

| ATIS | KOLTSOVO Approach | KOLTSOVO Radar | KOLTSOVO Tower | Ground |
|---|---|---|---|---|
| 127.8 | 125.9 124.0 | 118.7 124.0 | 120.0 124.0 | 119.0 |

BRIEFING STRIP TM

| LOC IED | Final Apch Crs | GS LOM | ILS DA(H) | Apt Elev 768′ / Rwy 761′ |
|---|---|---|---|---|
| *109.5 | 260° | 1663′(902′) | 961′(200′) | |

**MISSED APCH:** Climb on 260° to 2730′(1969′), then turn LEFT onto 080°, then according to chart.

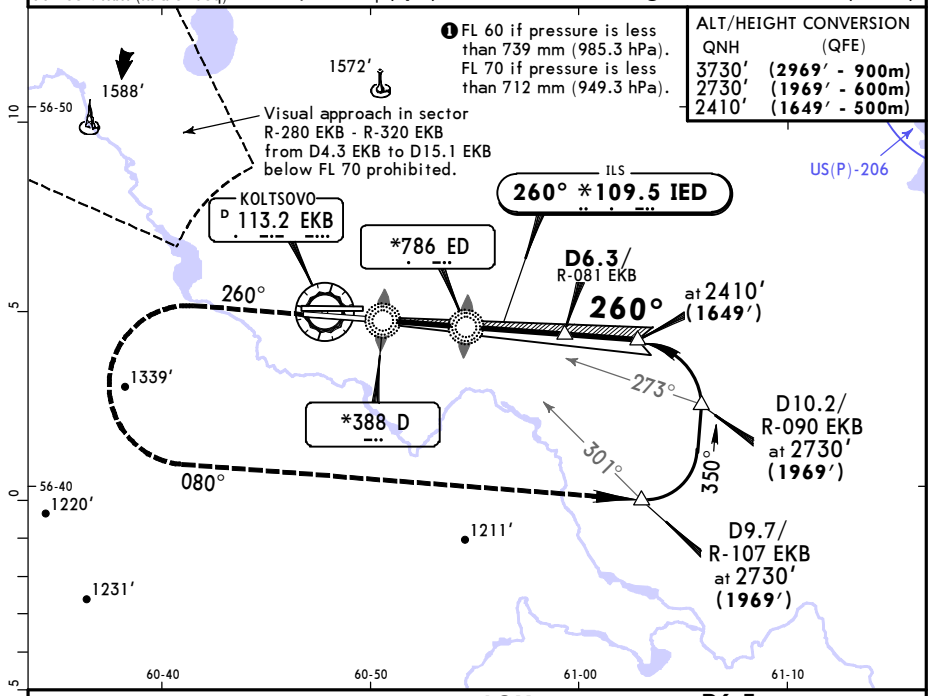


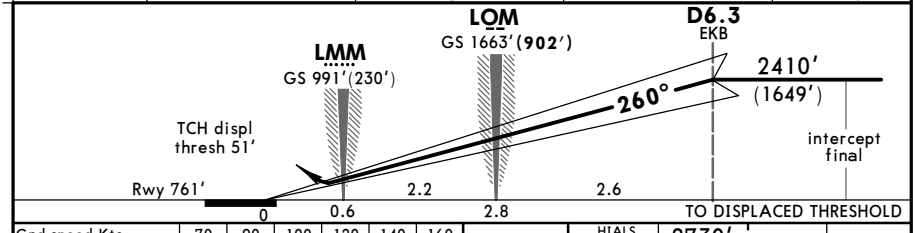

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 50 ❶ | Trans alt: 3730′ (2969′)

❶ FL 60 if pressure is less than 739 mm (985.3 hPa). FL 70 if pressure is less than 712 mm (949.3 hPa).

ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | (2969′ - 900m) |
| 2730′ | (1969′ - 600m) |
| 2410′ | (1649′ - 500m) |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 2.83° | 350 | 451 | 501 | 601 | 701 | 801 |

HIALS
PAPI

2730′ (1969′) on 260°

080° LT

STRAIGHT-IN LANDING RWY 26L

| ILS | | LOC (GS out) |
|---|---|---|
| DA(H) 961′(200′) | | |
| FULL | ALS out | |

PANS OPS

| | | | |
|---|---|---|---|
| A | 800m | 1200m | NOT AUTHORIZED |
| B | | | |
| C | | | |
| D | | | |

CHANGES: Trans level.

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# USSS/SVX
KOLTSOVO

JEPPESEN
1 APR 16 (11-4)

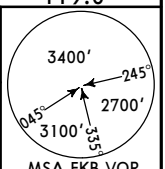
# YEKATERINBURG, RUSSIA
## ILS DME Rwy 26R

| ATIS | KOLTSOVO Approach | KOLTSOVO Radar | KOLTSOVO Tower | Ground |
|---|---|---|---|---|
| 127.8 | 125.9 124.0 | 118.7 124.0 | 120.0 124.0 | 119.0 |

BRIEFING STRIP

| LOC IEU | Final Apch Crs | GS D4.7 IEU | ILS DA(H) | Apt Elev 768′ |
|---|---|---|---|---|
| *110.5 | 256° | 2410′(1646′) | 964′(200′) | Rwy 764′ |

**MISSED APCH:** Climb on 256° to 2740′(1976′), then turn LEFT onto 076°, then according to chart.



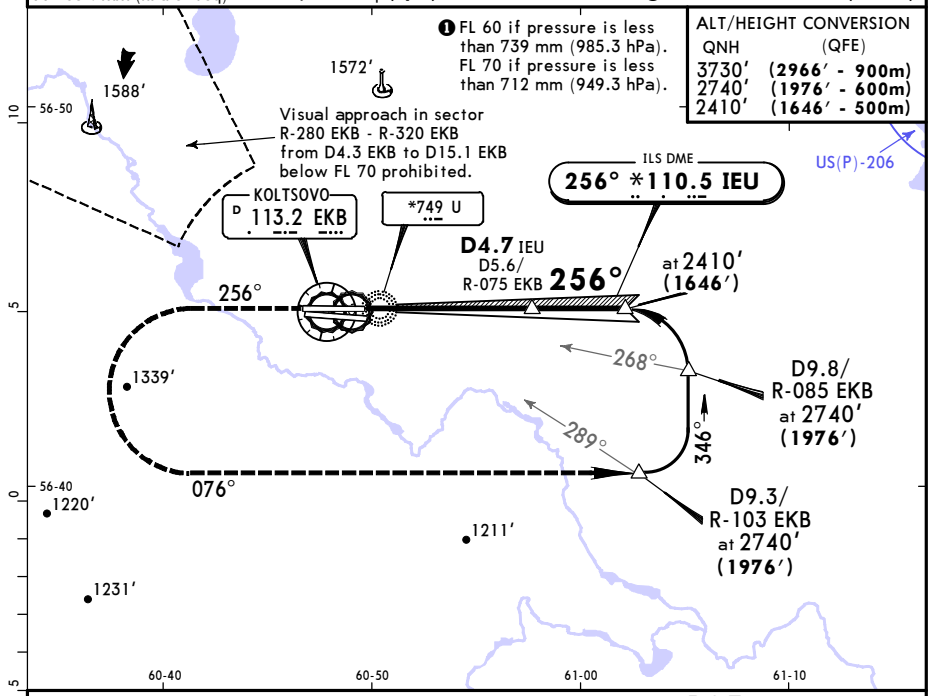
MSA EKB VOR

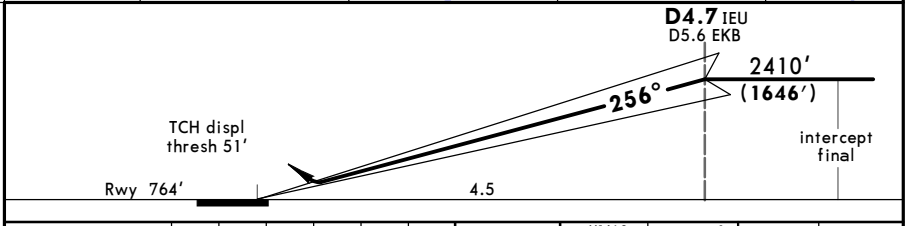
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 50 ❶ | Trans alt: 3730′ (2966′)

❶ FL 60 if pressure is less than 739 mm (985.3 hPa). FL 70 if pressure is less than 712 mm (949.3 hPa).

ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | (2966′ - 900m) |
| 2740′ | (1976′ - 600m) |
| 2410′ | (1646′ - 500m) |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.17° | 393 | 505 | 561 | 673 | 785 | 897 |

HIALS
PAPI

2740′ (1976′) on 256°

076° LT

PANS OPS

STRAIGHT-IN LANDING RWY 26R

| | ILS DA(H) 964′(200′) FULL | ILS DA(H) 964′(200′) ALS out | LOC (GS out) |
|---|---|---|---|
| A | 800m | 1200m | NOT AUTHORIZED |
| B | | | |
| C | | | |
| D | | | |

CHANGES: Trans level.

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# USSS/SVX
KOLTSOVO

JEPPESEN
1 APR 16 (12-1)

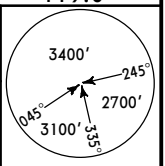
# YEKATERINBURG, RUSSIA
RNAV (GNSS) Rwy 26L

| ATIS | KOLTSOVO Approach | KOLTSOVO Radar | KOLTSOVO Tower | Ground |
|---|---|---|---|---|
| 127.8 | 125.9 124.0 | 118.7 124.0 | 120.0 124.0 | 119.0 |

BRIEFING STRIP TM

| RNAV | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 768′ |
|---|---|---|---|---|
| | **260°** | SS414 2410′(1649′) | 1260′(499′) | Rwy 761′ |

**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 ❶ | Trans alt: 3730′ (2969′)

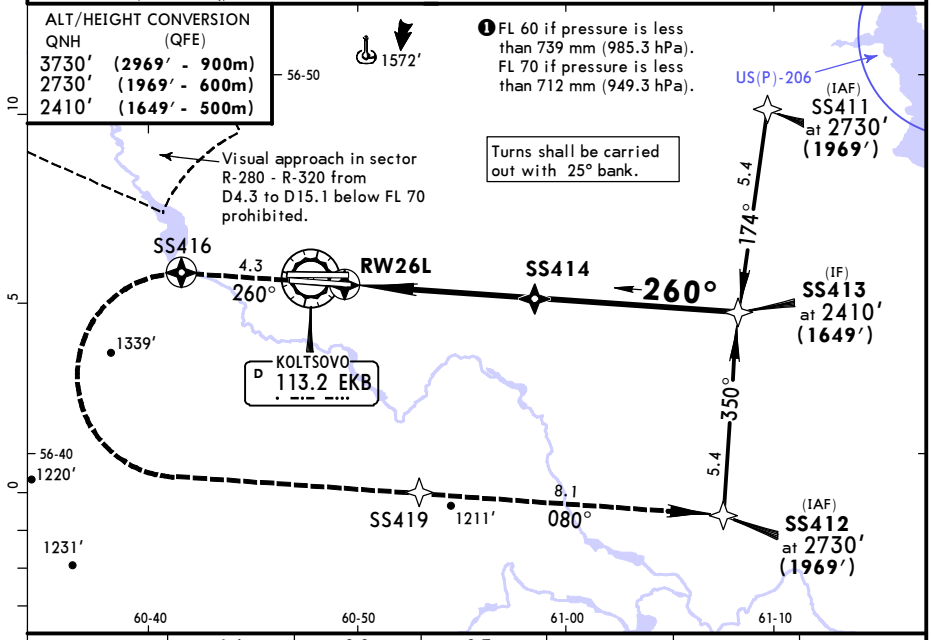
ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | (2969′ - 900m) |
| 2730′ | (1969′ - 600m) |
| 2410′ | (1649′ - 500m) |

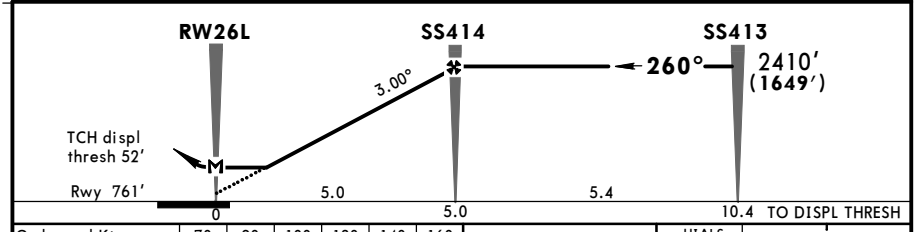
❶ FL 60 if pressure is less than 739 mm (985.3 hPa). FL 70 if pressure is less than 712 mm (949.3 hPa).

Turns shall be carried out with 25° bank.

Visual approach in sector R-280 - R-320 from D4.3 to D15.1 below FL 70 prohibited.




| 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 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| | | | | | | |
| MAP at RW26L | | | | | | |

HIALS
PAPI
SS416 on 260°

STRAIGHT-IN LANDING RWY **26L**

MDA(H) 1260′(499′)

PANS OPS

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

CHANGES: Trans level, FAF.

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# USSS/SVX
KOLTSOVO

JEPPESEN
1 APR 16 (12-2)

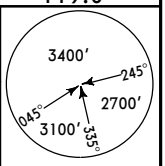
# YEKATERINBURG, RUSSIA
RNAV (GNSS) Rwy 26R

| ATIS | KOLTSOVO Approach | KOLTSOVO Radar | KOLTSOVO Tower | Ground |
|---|---|---|---|---|
| 127.8 | 125.9 124.0 | 118.7 124.0 | 120.0 124.0 | 119.0 |

BRIEFING STRIP ™

| RNAV | Final Apch Crs 256° | Minimum Alt SS314 2410′(1646′) | MDA(H) 1260′(496′) | Apt Elev 768′ Rwy 764′ |
|---|---|---|---|---|

MISSED APCH: Climb STRAIGHT AHEAD on track 256° to SS316, then turn LEFT climbing to 2740′(1976′), then proceed via SS319 to SS312, then according to chart, or as directed.



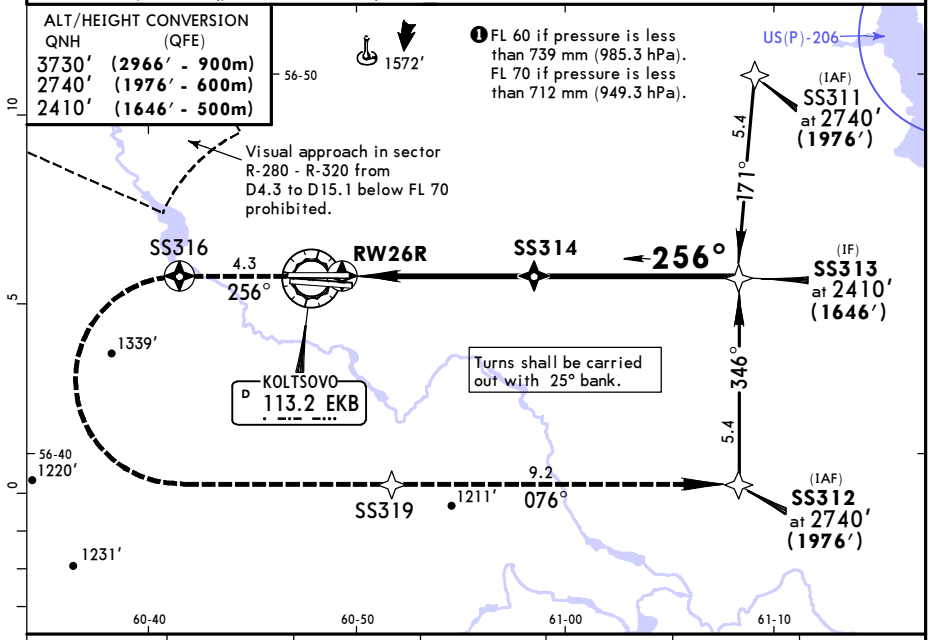

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 50 ❶ | Trans alt: 3730′ (2966′)

ALT/HEIGHT CONVERSION

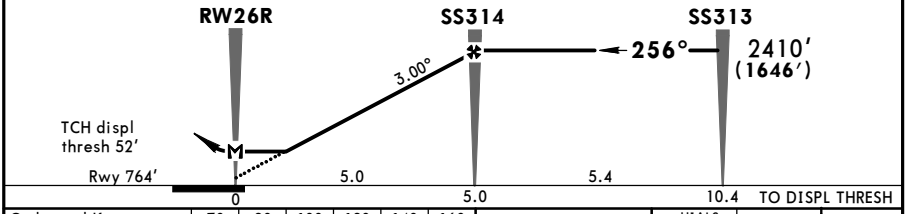
| QNH | (QFE) |
|---|---|
| 3730′ | (2966′ - 900m) |
| 2740′ | (1976′ - 600m) |
| 2410′ | (1646′ - 500m) |

❶ FL 60 if pressure is less than 739 mm (985.3 hPa). FL 70 if pressure is less than 712 mm (949.3 hPa).

Visual approach in sector R-280 - R-320 from D4.3 to D15.1 below FL 70 prohibited.




| DIST to RW26R | 1.6 | 2.2 | 2.7 | 3.2 | 3.8 | 4.3 |
|---|---|---|---|---|---|---|
| ALTITUDE(HAT) | 1340′(576′) | 1510′(746′) | 1670′(906′) | 1850′(1086′) | 2010′(1246′) | 2200′(1436′) |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| | | | | | | | |
| MAP at RW26R | | | | | | | |

HIALS
PAPI

SS316 on 256°

STRAIGHT-IN LANDING RWY 26R

MDA(H) 1260′ (496′)

PANS OPS

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

CHANGES: Trans level. FAF.

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# USSS/SVX KOLTSOVO

JEPPESEN 1 APR 16 (16-1)

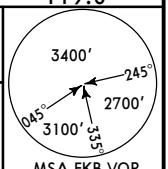
# YEKATERINBURG, RUSSIA NDB Rwy 08L

| ATIS | KOLTSOVO Approach | KOLTSOVO Radar | KOLTSOVO Tower | Ground |
|---|---|---|---|---|
| 127.8 | 125.9 124.0 | 118.7 124.0 | 120.0 124.0 | 119.0 |

BRIEFING STRIP

| Lctr | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 768′ |
|---|---|---|---|---|
| U *749 | 076° | D4.9 2380′(1645′) | (CONDITIONAL) 1470′(735′) | Rwy 735′ |

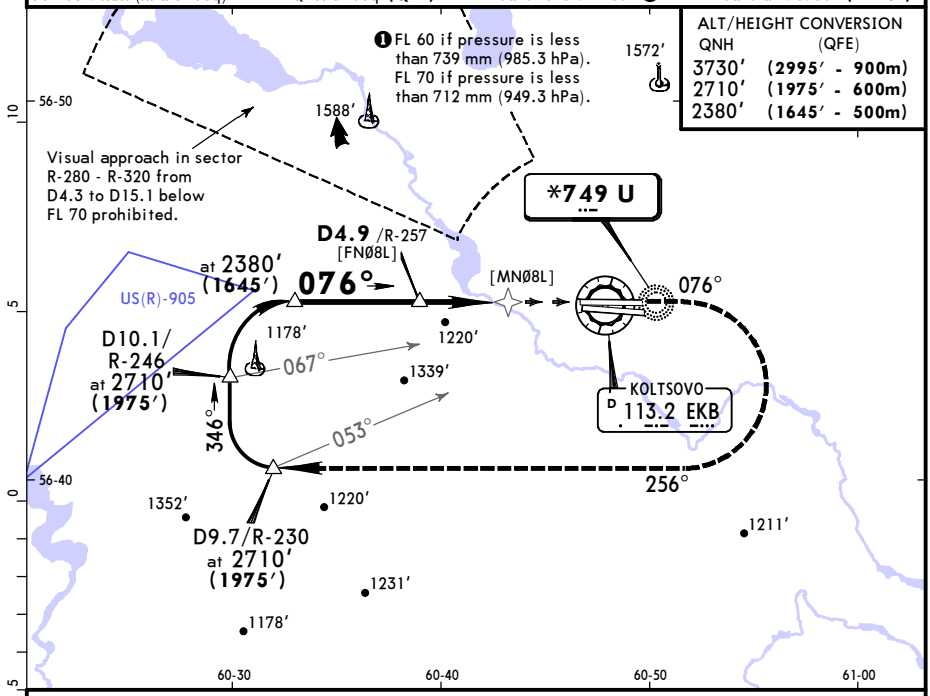
MISSED APCH: Climb on 076° to 2710′(1975′), then turn RIGHT onto 256°, then according to chart.

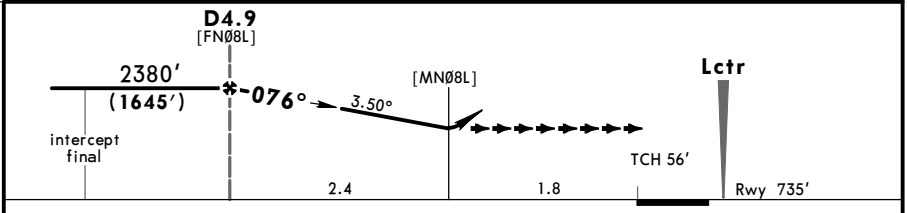



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3730′ (2995′)

ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | (2995′ - 900m) |
| 2710′ | (1975′ - 600m) |
| 2380′ | (1645′ - 500m) |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.50° | 434 | 557 | 619 | 743 | 867 | 991 |

HIALS PAPI 2710′ (1975′) on 076° 256° RT

PANS OPS

STRAIGHT-IN LANDING RWY 08L

| | with FAF MDA(H) 1470′(735′) | | w/o FAF MDA(H) 1830′(1095′) | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| A | 3200m | 3200m | 3200m | |
| B | | | | |
| C | | | 4000m | 4800m |
| D | | 3600m | 4400m | |

CHANGES: Trans level.

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# USSS/SVX
KOLTSOVO

JEPPESEN
1 APR 16 (16-2)

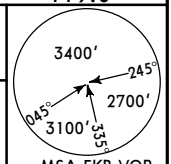
# YEKATERINBURG, RUSSIA
## 2 NDB Rwy 08R

| ATIS | KOLTSOVO Approach | KOLTSOVO Radar | KOLTSOVO Tower | Ground |
|---|---|---|---|---|
| 127.8 | 125.9 124.0 | 118.7 124.0 | 120.0 124.0 | 119.0 |

BRIEFING STRIP

| NDB WP | Final Apch Crs | Minimum Alt D5.1 | MDA(H) (CONDITIONAL) | Apt Elev 768′ / Rwy 735′ |
|---|---|---|---|---|
| *467 | 080° | 2380′(1645′) | 1070′(335′) | |

**MISSED APCH:** Climb on 080° to 2710′(1975′), then turn RIGHT onto 260°, then according to chart.

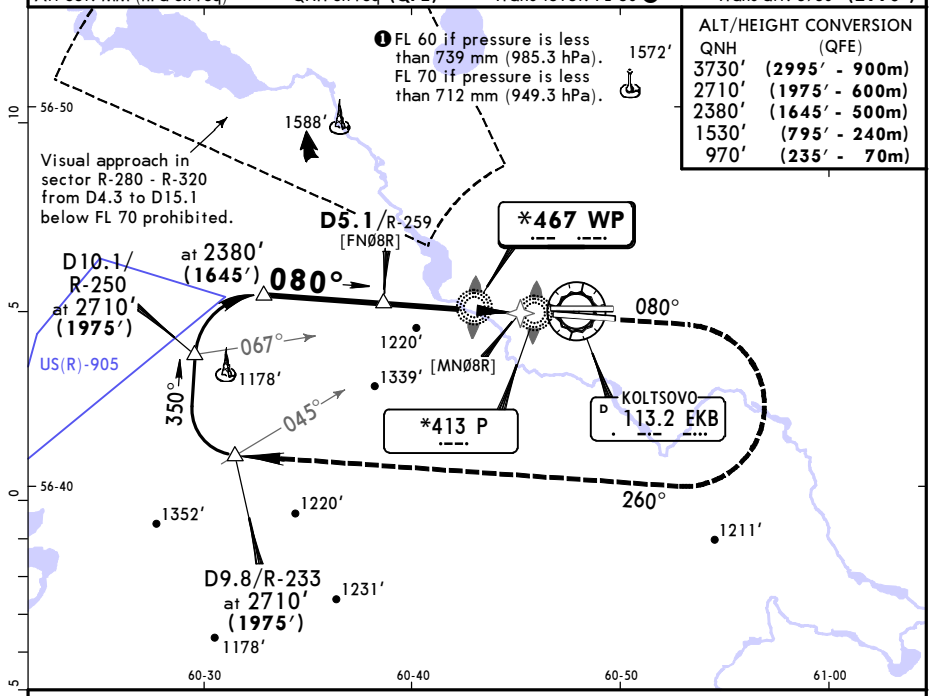


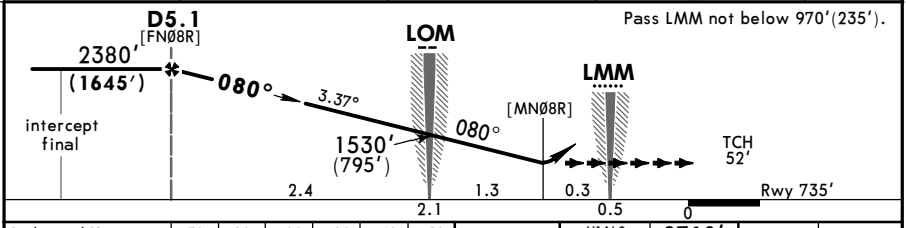

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 50 ❶ | Trans alt: 3730′ (2995′)

❶ FL 60 if pressure is less than 739 mm (985.3 hPa). FL 70 if pressure is less than 712 mm (949.3 hPa).

ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | (2995′ - 900m) |
| 2710′ | (1975′ - 600m) |
| 2380′ | (1645′ - 500m) |
| 1530′ | (795′ - 240m) |
| 970′ | (235′ - 70m) |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.37° | 417 | 537 | 596 | 716 | 835 | 954 |

HIALS
PAPI
2710′ (1975′) on 080°
260° RT

PANS OPS

STRAIGHT-IN LANDING RWY 08R

| | with FAF MDA(H) 1070′(335′) | | w/o FAF MDA(H) 1710′(975′) | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| A | 1200m | 1600m | 1200m | 2000m |
| B | | | 1600m | 2400m |
| C | | | 4000m | 4800m |
| D | 1600m | | 4400m | |

CHANGES: Trans level.

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# USSS/SVX
KOLTSOVO

JEPPESEN
1 APR 16 (16-3)

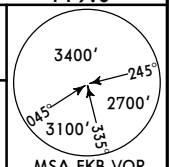
# YEKATERINBURG, RUSSIA
## 2 NDB Rwy 26L

| ATIS | KOLTSOVO Approach | KOLTSOVO Radar | KOLTSOVO Tower | Ground |
|---|---|---|---|---|
| 127.8 | 125.9 124.0 | 118.7 124.0 | 120.0 124.0 | 119.0 |

BRIEFING STRIP TM

| NDB ED | Final Apch Crs | Minimum Alt D6.0 | MDA(H) | Apt Elev / Rwy |
|---|---|---|---|---|
| *786 | 260° | 2410′(1649′) | 1240′(479′) | 768′ / 761′ |

**MISSED APCH:** Climb on 260° to 2730′(1969′), then turn LEFT onto 080°, then according to chart.



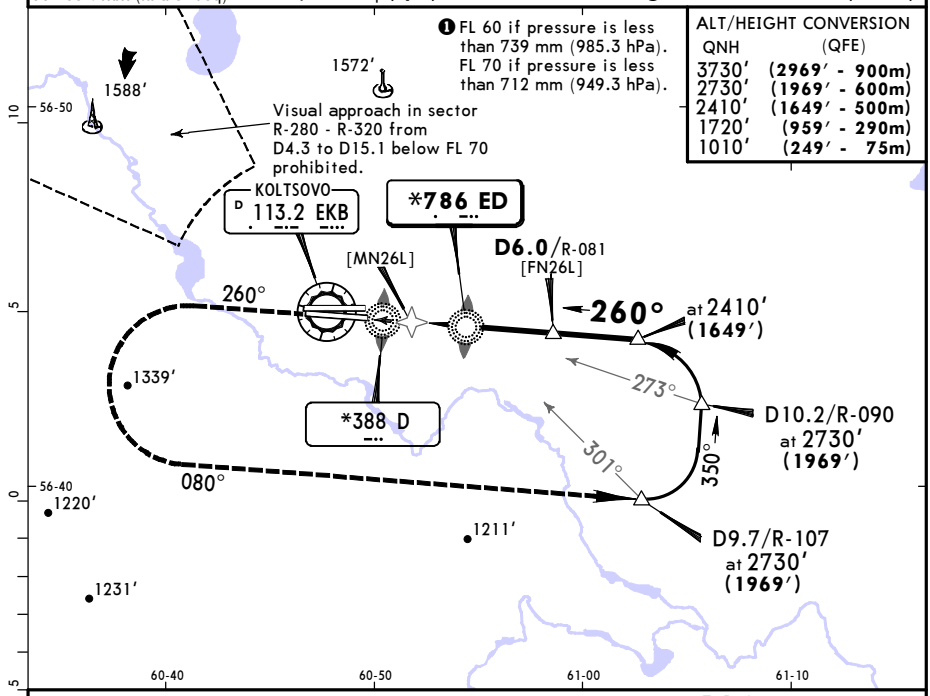
MSA EKB VOR

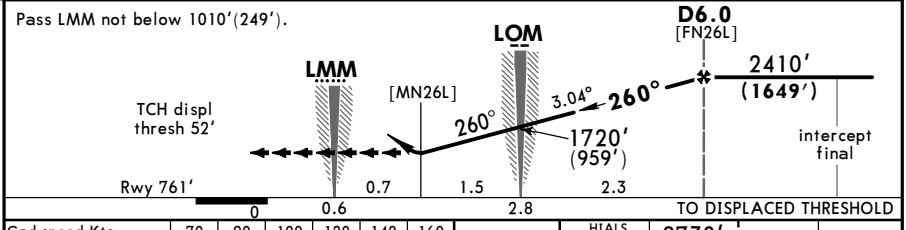
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 50 ❶ | Trans alt: 3730′ (2969′)

❶ FL 60 if pressure is less than 739 mm (985.3 hPa). FL 70 if pressure is less than 712 mm (949.3 hPa).

ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | (2969′ - 900m) |
| 2730′ | (1969′ - 600m) |
| 2410′ | (1649′ - 500m) |
| 1720′ | (959′ - 290m) |
| 1010′ | (249′ - 75m) |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.04° | 376 | 484 | 538 | 645 | 753 | 861 |

HIALS
PAPI
2730′ (1969′) on 260°
080° LT

STRAIGHT-IN LANDING RWY 26L

MDA(H) 1240′(479′)

ALS out

PANS OPS

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

CHANGES: Trans level.

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# USSS/SVX
KOLTSOVO

JEPPESEN
1 APR 16 (16-4)

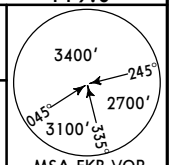
# YEKATERINBURG, RUSSIA
NDB Rwy 26R

BRIEFING STRIP

| ATIS | KOLTSOVO Approach | KOLTSOVO Radar | KOLTSOVO Tower | Ground |
|---|---|---|---|---|
| 127.8 | 125.9 124.0 | 118.7 124.0 | 120.0 124.0 | 119.0 |

| NDB | Final Apch Crs | Minimum Alt | MDA(H) (CONDITIONAL) | Apt Elev 768′ |
|---|---|---|---|---|
| U *749 | 256° | D5.1 2410′(1646′) | 1260′(496′) | Rwy 764′ |

**MISSED APCH:** Climb on 256° to 2740′(1976′), then turn LEFT onto 076°, then according to chart.



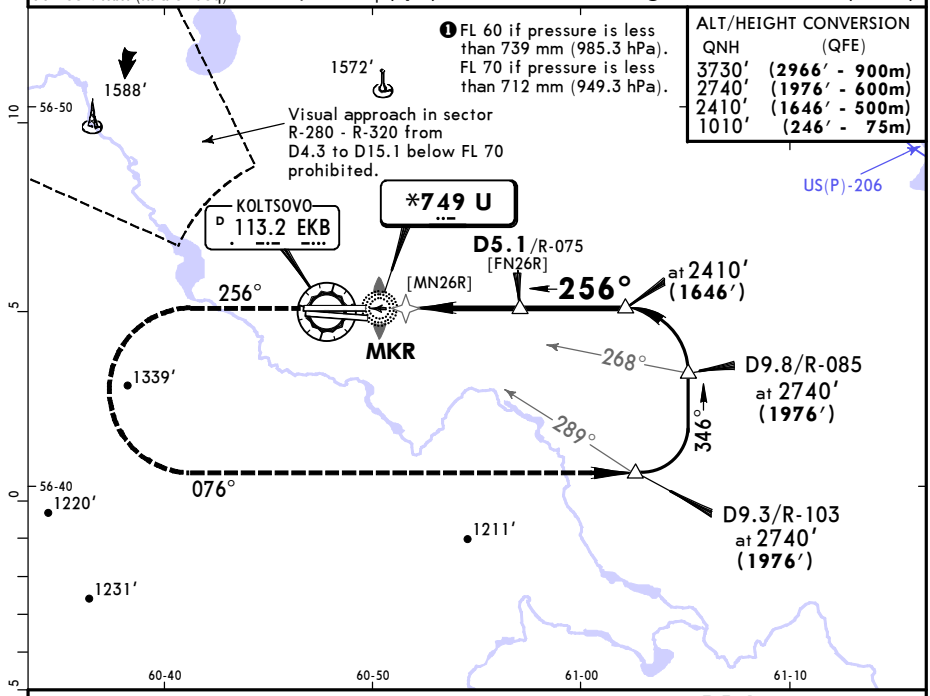
MSA EKB VOR

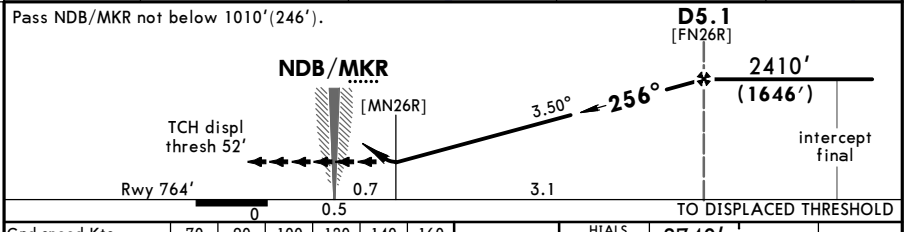
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 50 ❶ | Trans alt: 3730′ (2966′)

❶ FL 60 if pressure is less than 739 mm (985.3 hPa). FL 70 if pressure is less than 712 mm (949.3 hPa).

ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3730′ | (2966′ - 900m) |
| 2740′ | (1976′ - 600m) |
| 2410′ | (1646′ - 500m) |
| 1010′ | (246′ - 75m) |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.50° | 434 | 557 | 619 | 743 | 867 | 991 |

HIALS
PAPI

2740′ (1976′) on 256°

076° LT

PANS OPS

STRAIGHT-IN LANDING RWY 26R

| | with FAF MDA(H) 1260′(496′) | | w/o FAF MDA(H) 1500′(736′) | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| A | 1400m | 2200m | 3200m | |
| B | | | | |
| C | | | | |
| D | 2000m | 2400m | 3200m | 3600m |

CHANGES: Trans level.

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## Chart changes since cycle 12-2016

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**YEKATERINBURG, (KOLTSOVO - USSS)**

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# TERMINAL CHART CHANGE NOTICES

## No Chart Change Notices for Airport USSS