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General Information

Location: YEKATERINBURG RUS
ICAO/IATA: USSS / SVX
Lat/Long: N56° 44.6', E060° 48.2'
Elevation: 768 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 15.0° 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: 2351 Z
Sunset: 1556 Z

Runway Information

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

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

Runway: 08R
Length x Width: 9925 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 744 ft
Lighting: Edge, ALS

Runway: 26L
Length x Width: 9925 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 761 ft
Lighting: Edge, ALS

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Displaced Threshold: 1066 ft

Communication Information

ATIS: 127.800
Koltsovo Start Tower: 124.000
Koltsovo Start Tower: 120.000
Koltsovo Ground: 119.000
Koltsovo Ground Handling Ramp/Taxi: 118.900
Koltsovo Approach: 124.000
Koltsovo Approach: 125.900
Koltsovo Transit Operations: 131.900
Koltsovo Radar: 118.700
Koltsovo Radar: 124.000

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1. GENERAL

1.1. ATIS

ATIS 127.8

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP shall be applied if RVR is 800m or less and/or ceiling (vertical visibility) is 60m or less.

The implementation of LVP will be broadcasted by ATIS: "Low visibility procedures in progress".

From the moment of implementation of LVP, LOC and GP signals will be protected from interference when ACFT is on final approach segment.

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

LVP is cancelled if the actual RVR is more than 800m and (or) ceiling (vertical visibility) is more than 60m and there is a tendency for weather conditions improvement.

1.3. TAXI PROCEDURES

Taxiing and towing shall be carried out after GND controller's clearance and taxi route information.

All movement shall be carried out along the centerlines of RWY, apron, TWY and stands.

Taxiing along TWY E shall be carried out at minimum engines power.

1.4. PARKING INFORMATION

ACFT refueling on stands 66A thru 70A is prohibited.

Stands 2 thru 4, 20, 21, 63 and 64 are available for maintenance.

Taxi-in/-out of stand 64 by towing only.

Stands 47 and 48 are available for sanitary.

1.5. OTHER INFORMATION

Birds.

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2. ARRIVAL

2.1. NOISE ABATEMENT

For noise reduction apply CDO until FAF/FAP at a maximum possible permanent rate, at minimum engines power and ideally in the least drag configuration.

2.2. RWY OPERATIONS

Do not mistake RWY 08L/26R with the parallel TWY G.

2.3. TAXI PROCEDURES

Taxiing of state ACFT from TWY E to the stands shall be carried out at idle power.

The following taxi routes are established:

Route A-1: TWY A - apron.
Route A-2: TWY A - Right turn to apron - up to intersection of TWY B and G - Left turn to apron.
Route B-1: TWY B - apron.
Route B-2: TWY B - TWY G - TWY D - apron.
Route B-3: TWY B - TWY G - TWY C - apron.
Route B-4: TWY B - TWY G - TWY E - apron.
Route B-5: TWY B - TWY G - TWY E - State ACFT stands.
Route C-1: TWY C - apron.
Route C-2: TWY C - TWY G - TWY D - apron.
Route C-3: TWY C - TWY G - TWY E - apron.
Route C-4: TWY C - TWY G - TWY E - State ACFT stands.
Route E-1: TWY E - apron.
Route E-2: TWY E - TWY G - TWY C - apron.
Route E-3: TWY E - TWY G - TWY D - apron.
Route E-4: TWY E - State ACFT stands.

Standard taxi routes shall not be used under low visibility conditions and in case restrictions apply on taxi routes.

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3. DEPARTURE

3.1. DE-ICING

Stands 53 thru 59 are available for de-icing.

3.2. START-UP

Engine run-up is allowed on apron, TWY G and stand 62.

On stands 2 thru 4 engine run-up is prohibited.

Engine run-up on all other stands not exceeding idle power.

3.3 TAKE-OFF

Pilot-in-command must start ACFT movement within 10 seconds after obtaining take-off clearance.

3.4. NOISE ABATEMENT PROCEDURES

Noise abatement procedures during take-off and climbing phase shall be executed by crews of all ACFT when executing take-off from RWY 26L/26R.

Noise abatement procedures shall not be executed at the expense of reduction of flight safety. Noise abatement procedures shall not be executed in case of one of the ACFT engines failure during take-off phase.

Two variants of take-off and climb procedures are applied: NADP1 and NADP2 (ICAO Doc 8168, Volume I, Part V, Chapter 3).

Restrictions

Take-off with a tailwind component shall be allowed within the restrictions of the AFM.

The minimum indicated airspeed during climb must not be less than V2+10 KT or not less than the prescribed one in the AFM.

It is not required to observe the minimum climb speed, if it leads to exceedance of the maximum allowed angle of attack.

The reduction of engines power shall not be applied until reaching 1430′ (662′).

3.5. TAXI PROCEDURES

The following taxi routes are established:

Route 1-A: apron - TWY A.

Route 2-A: apron - turn to South part of the route between stand 48 and 49 - apron - TWY A.

Route 1-B: apron - TWY B.

Route 2-B: apron - TWY D - TWY G - TWY B.

Route 3-B: apron - TWY C - TWY G - TWY B.

Route 4-B: apron - TWY E - TWY G - TWY B.

Route 5-B: State ACFT stands - TWY E - TWY G - TWY B.

Route 1-E: apron - TWY E.

Route 2-E: apron - TWY C - TWY G - TWY E

Route 3-E: apron - TWY D - TWY G - TWY E.

Route 4-E: State ACFT stands - TWY E.

Standard taxi routes shall not be used under low visibility conditions and in case restrictions apply on taxi routes.

3.6. RWY OPERATIONS

Clearance for rolling take-off from RWY 08R/26L can be requested not earlier than the ACFT occupies RWY holding position.

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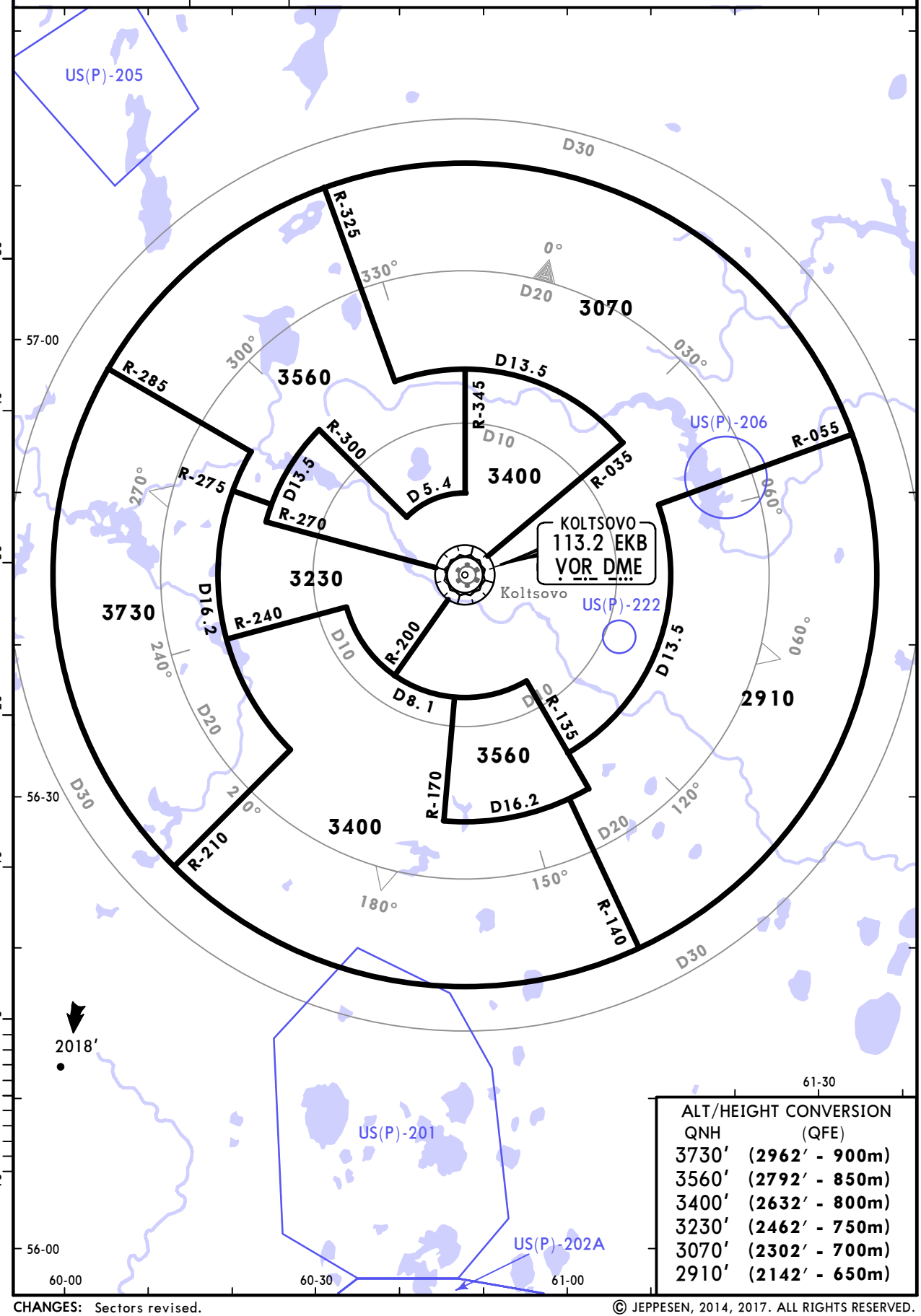
USSS/SVX KOLTSOVO

JEPPESEN 3 NOV 17 (10-1R) Eff 9 Nov

YEKATERINBURG, RUSSIA

RADAR MINIMUM ALTITUDES

KOLTSOVO Radar 118.7 124.0	Apt Elev 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′ **(2962′)** 1. The minimum altitudes are given for ISA conditions (15°C). 2. The minimum altitudes must be corrected when temperature is 0°C or below. 3. Chart only to be used for cross-checking of altitudes assigned while under vectoring control.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3730′	**(2962′ - 900m)**
3560′	**(2792′ - 850m)**
3400′	**(2632′ - 800m)**
3230′	**(2462′ - 750m)**
3070′	**(2302′ - 700m)**
2910′	**(2142′ - 650m)**

CHANGES: Sectors revised.

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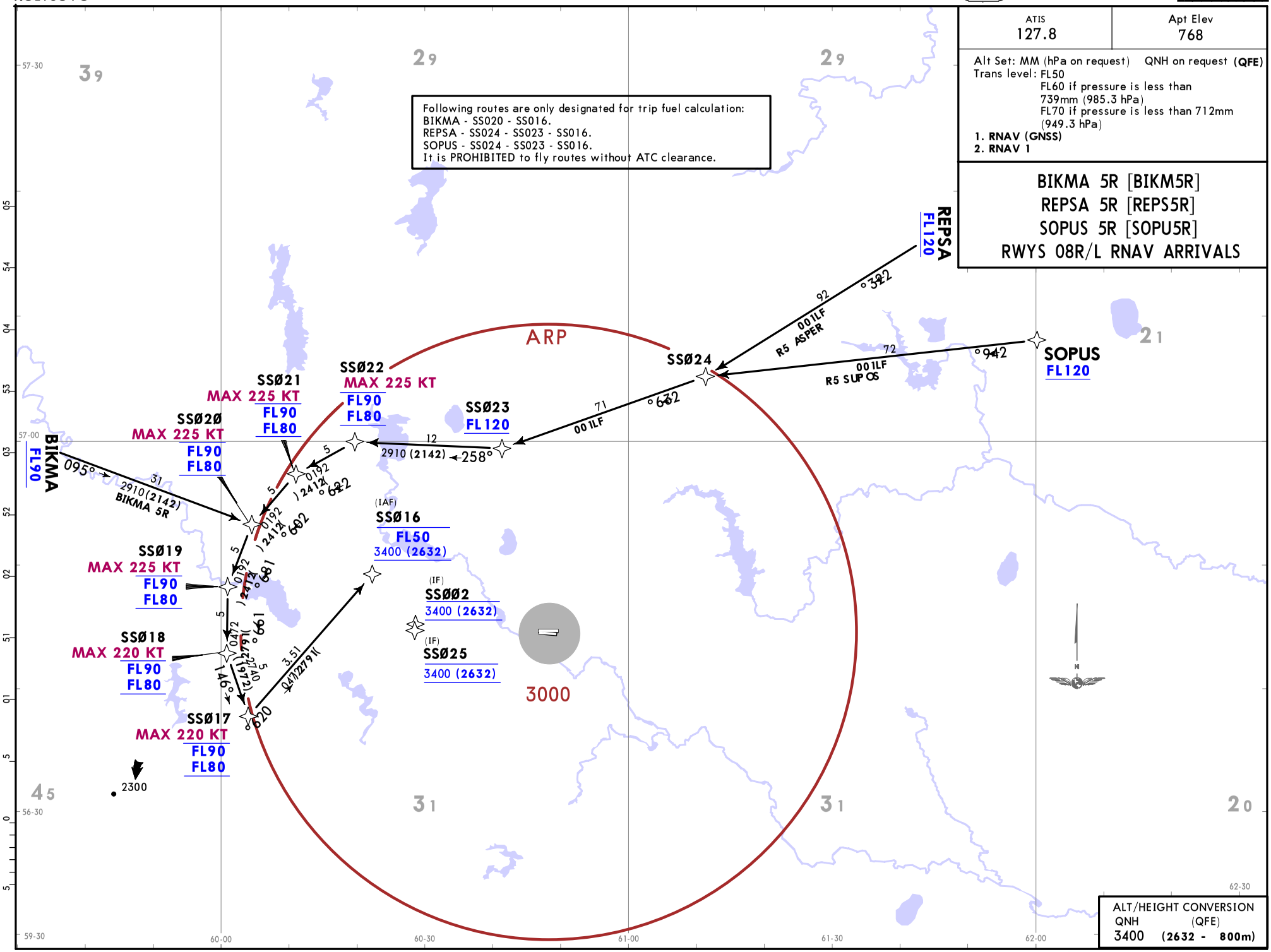
ATIS	Apt Elev
127.8	768

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)
1. RNAV (GNSS)
2. RNAV 1

BIKMA 5R [BIKM5R]
REPSA 5R [REPS5R]
SOPUS 5R [SOPU5R]
RWYS 08R/L RNAV ARRIVALS

Following routes are only designated for trip fuel calculation:
BIKMA - SS020 - SS016.
REPSA - SS024 - SS023 - SS016.
SOPUS - SS024 - SS023 - SS016.
It is PROHIBITED to fly routes without ATC clearance.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3400	(2632 - 800m)

CHANGES: Fuel planning information.

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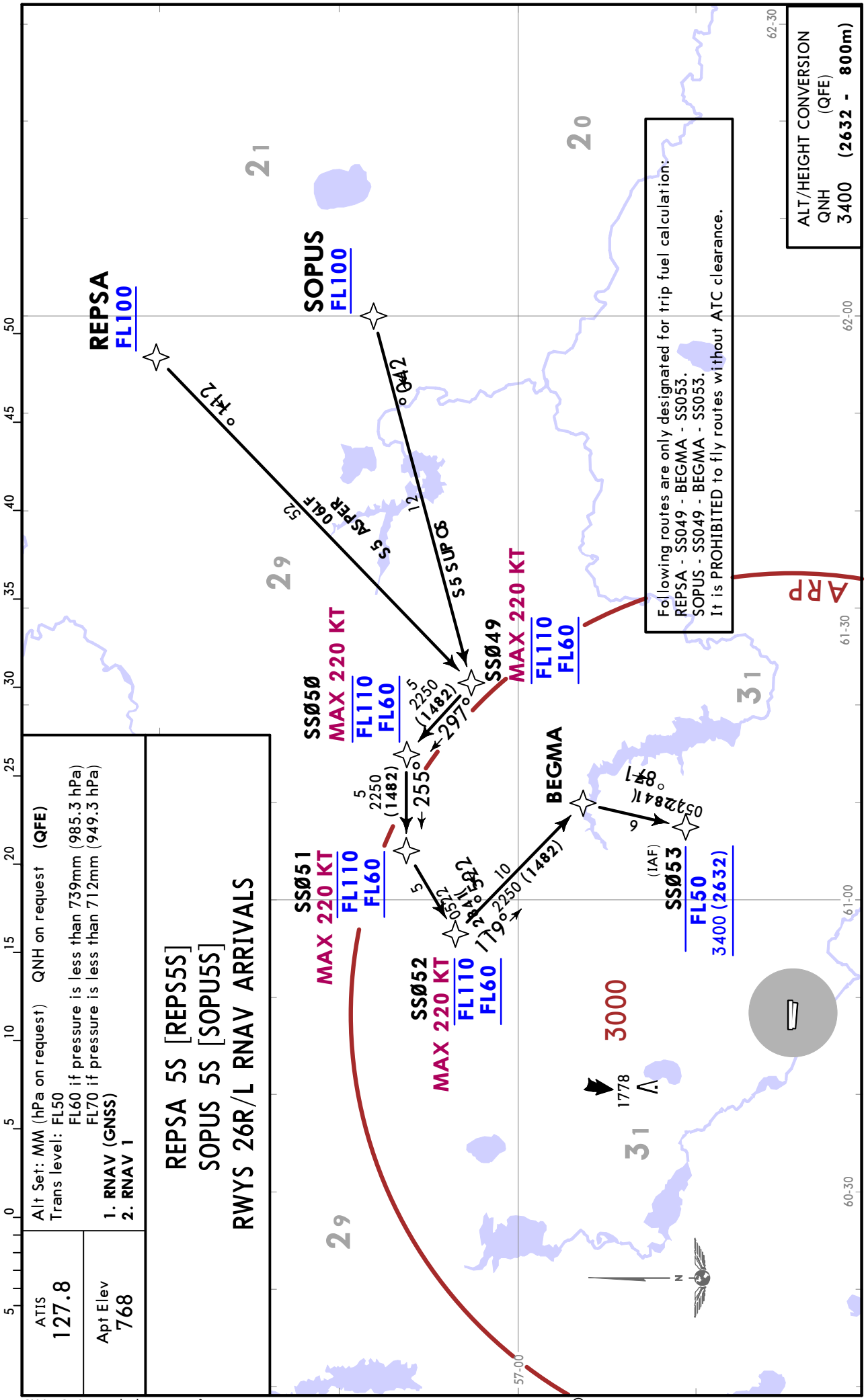
USSS/SVX KOLTSOVO

JEPPESEN YEKATERINBURG, RUSSIA

2 NOV 18 (10-2A) Eff 8 Nov

RNAV STAR



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)

1. RNAV (GNSS)
2. RNAV 1

ATIS 127.8

Apt Elev 768

REPSA 5S [REPS5S]
SOPUS 5S [SOPU5S]
RWYS 26R/L RNAV ARRIVALS

CHANGES: Fuel planning information.

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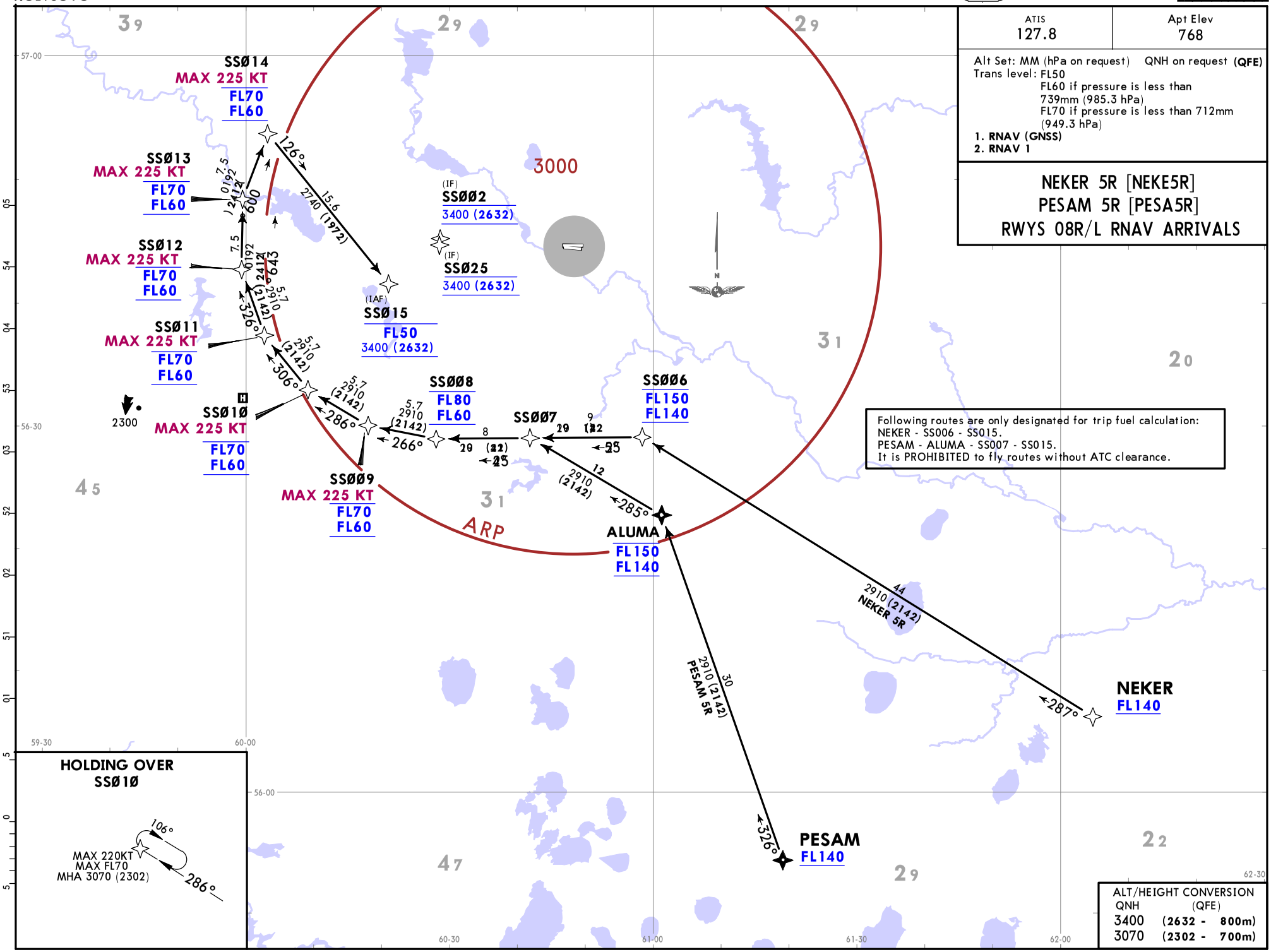
ATIS	Apt Elev
127.8	768

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)
1. RNAV (GNSS)
2. RNAV 1

NEKER 5R [NEKE5R]
PESAM 5R [PESA5R]
RWYS 08R/L RNAV ARRIVALS



Following routes are only designated for trip fuel calculation:
NEKER - SS006 - SS015.
PESAM - ALUMA - SS007 - SS015.
It is PROHIBITED to fly routes without ATC clearance.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3400	(2632 - 800m)
3070	(2302 - 700m)

CHANGES: Fuel planning information.

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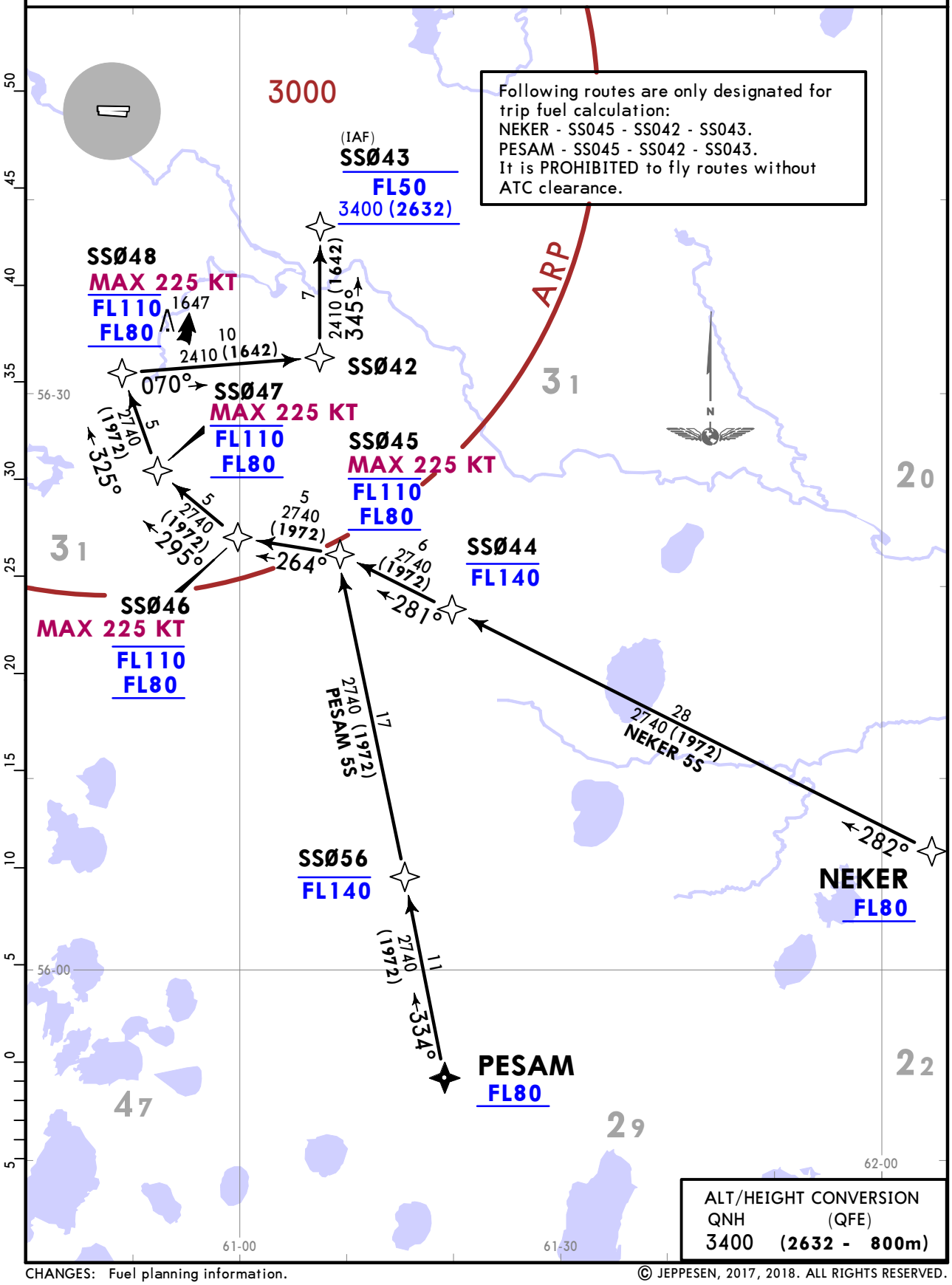
ATIS 127.8	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 739mm (985.3 hPa) FL70 if pressure is less than 712mm (949.3 hPa) **1. RNAV (GNSS)** **2. RNAV 1**
Apt Elev 768	

NEKER 5S [NEKE5S]
PESAM 5S [PESA5S]
RWYS 26R/L RNAV ARRIVALS



CHANGES: Fuel planning information.

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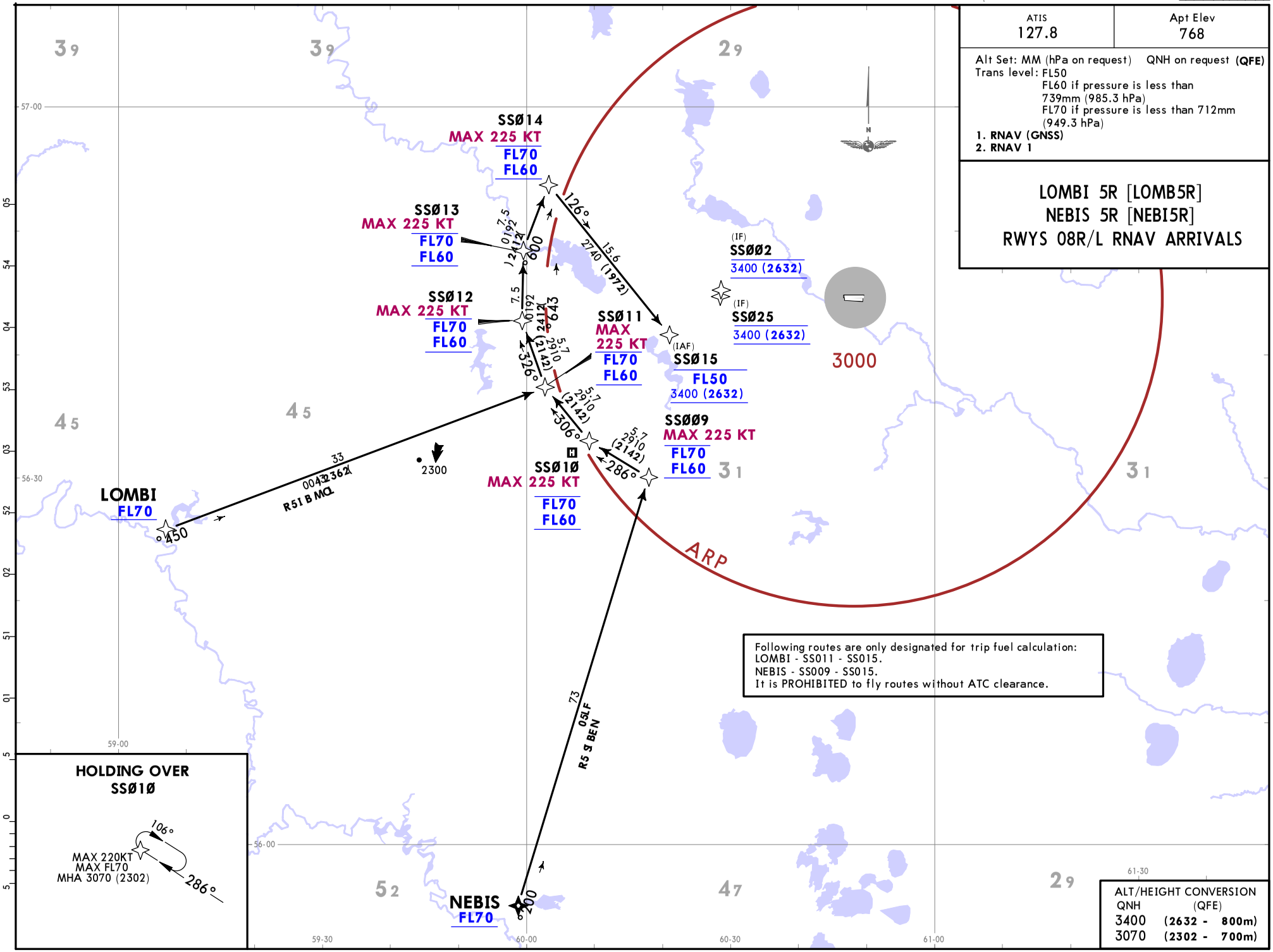
ATIS	Apt Elev
127.8	768

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)
1. RNAV (GNSS)
2. RNAV 1

LOMBI 5R [LOMB5R]
NEBIS 5R [NEBI5R]
RWYS 08R/L RNAV ARRIVALS



Following routes are only designated for trip fuel calculation:
LOMBI - SS011 - SS015.
NEBIS - SS009 - SS015.
It is PROHIBITED to fly routes without ATC clearance.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3400	(2632 - 800m)
3070	(2302 - 700m)

CHANGES: Fuel planning information.

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ATIS	Apt Elev
127.8	768

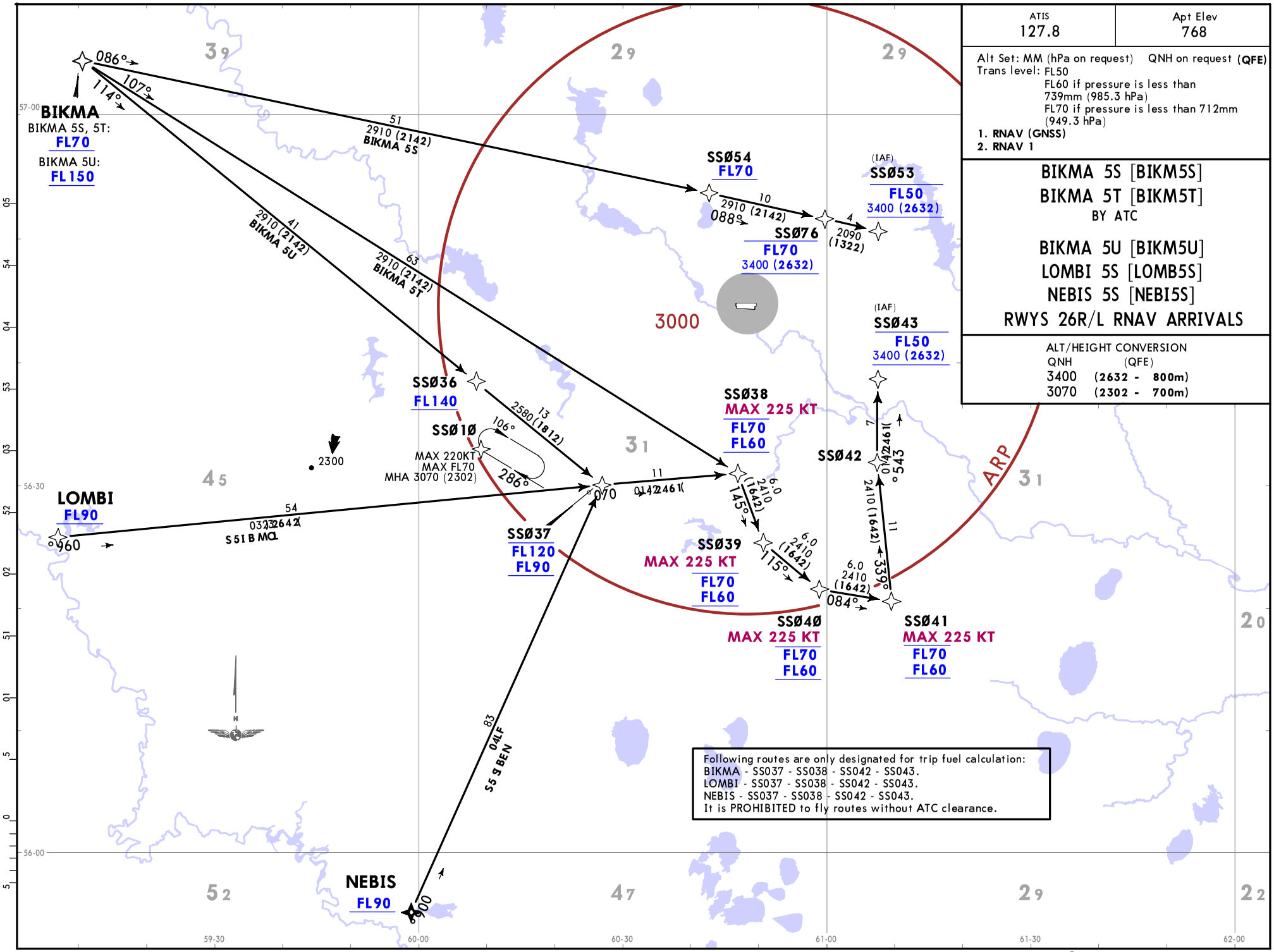
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 739mm (985.3 hPa)
FL70 if pressure is less than 712mm (949.3 hPa)
1. RNAV (GNSS)
2. RNAV 1

BIKMA 5S [BIKM5S]
BIKMA 5T [BIKM5T]
BY ATC

BIKMA 5U [BIKM5U]
LOMBI 5S [LOMB5S]
NEBIS 5S [NEBI5S]
RWYS 26R/L RNAV ARRIVALS

ALT/HEIGHT CONVERSION

QNH	(QFE)
3400	(2632 - 800m)
3070	(2302 - 700m)



Following routes are only designated for trip fuel calculation:
BIKMA - SS037 - SS038 - SS042 - SS043.
LOMBI - SS037 - SS038 - SS042 - SS043.
NEBIS - SS037 - SS038 - SS042 - SS043.
It is PROHIBITED to fly routes without ATC clearance.

CHANGES: Fuel planning information.

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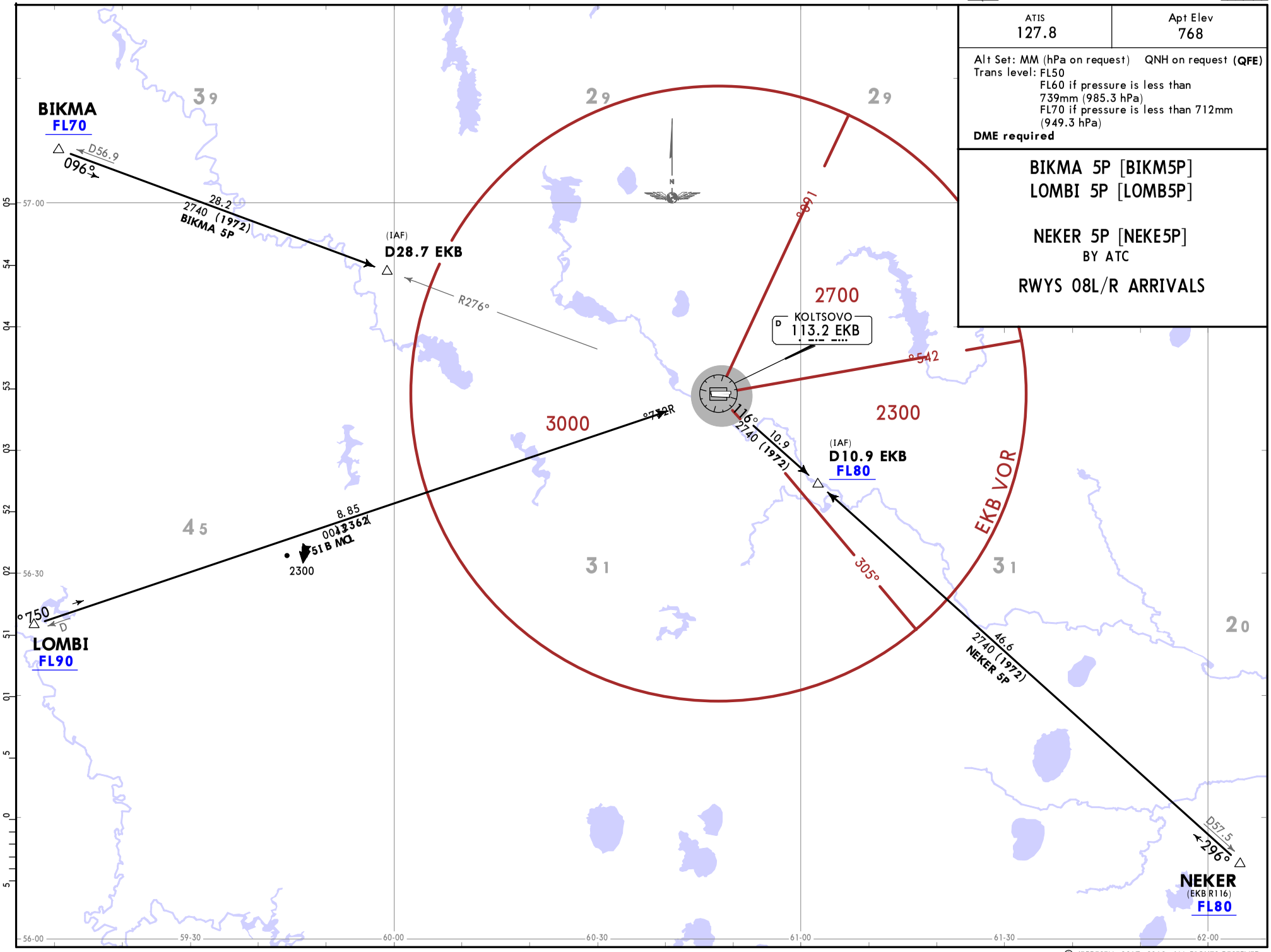
ATIS	Apt Elev
127.8	768

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)
DME required

BIKMA 5P [BIKM5P]
LOMBI 5P [LOMB5P]

NEKER 5P [NEKE5P]
BY ATC

RWYS 08L/R ARRIVALS



CHANGES: STAR MH 5P renamed LOMBI 5P & revised; CRPs BIKMA & NEKER to NCRPs.

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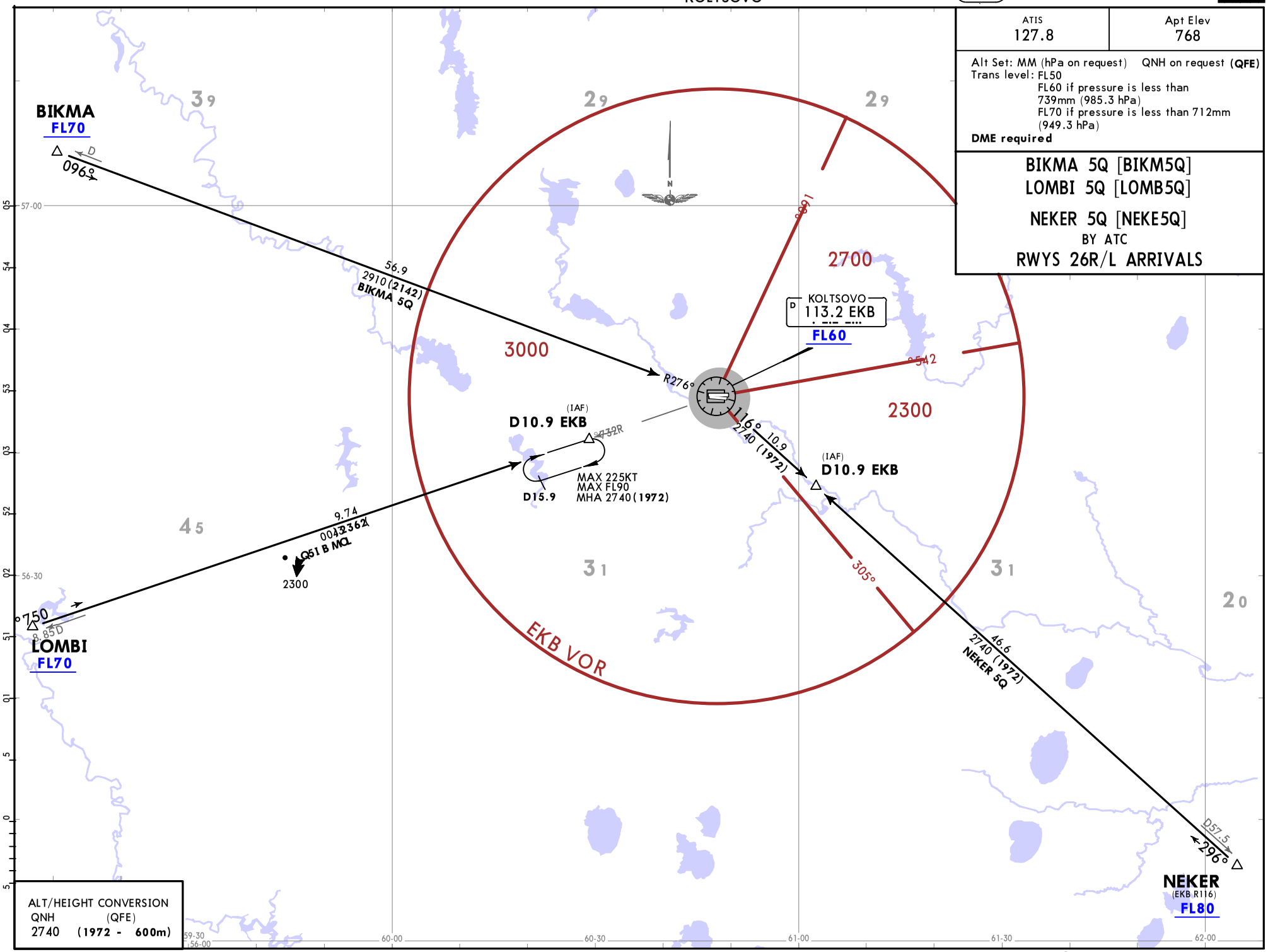
ATIS	Apt Elev
127.8	768

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)
DME required

BIKMA 5Q [BIKM5Q]
LOMBI 5Q [LOMB5Q]
NEKER 5Q [NEKE5Q]
BY ATC
RWYS 26R/L ARRIVALS



CHANGES: STAR MH 5Q renamed LOMBI 5Q; CRPs BIKMA & NEKER to NCRPs.

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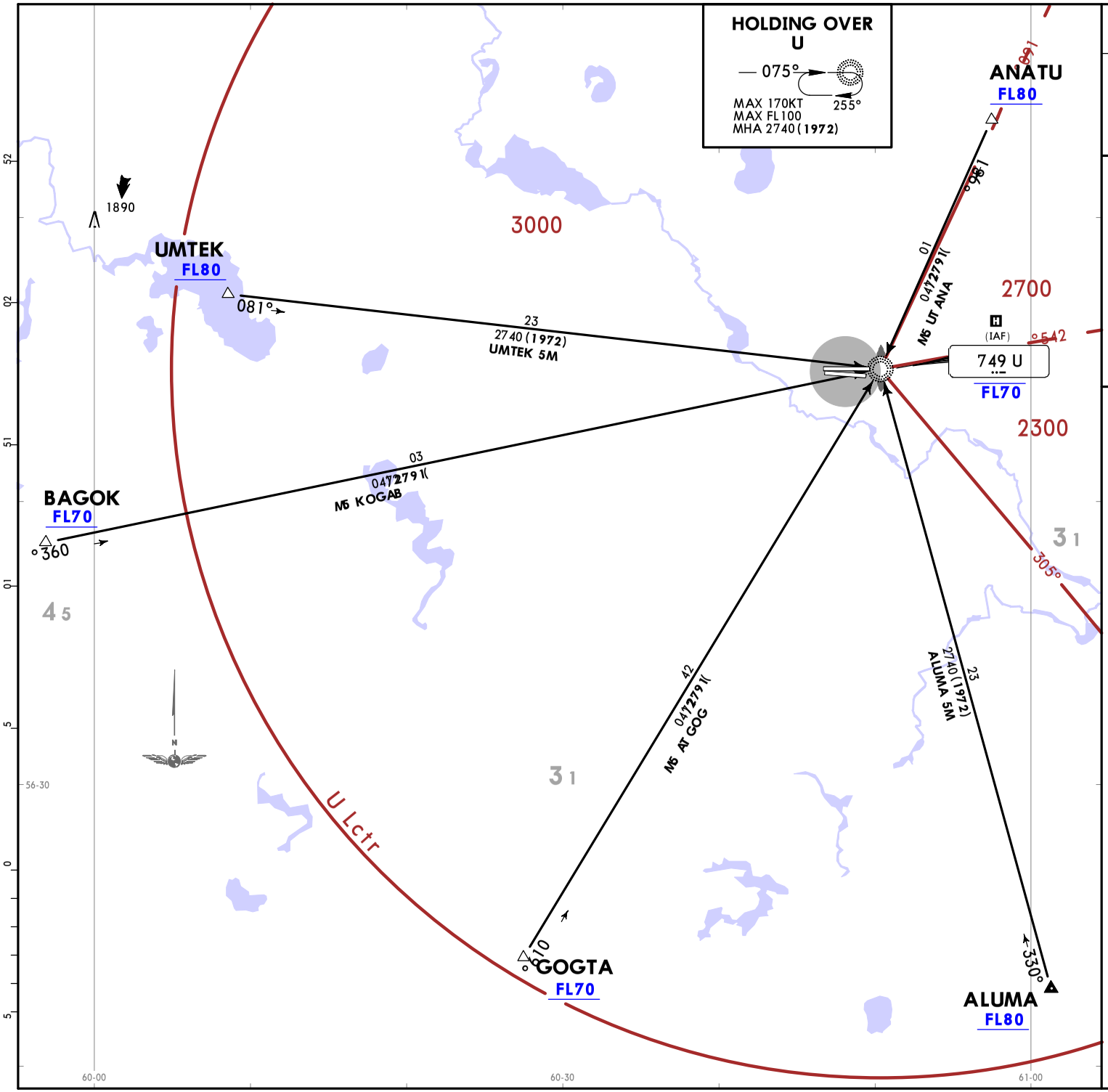

ATIS	Apt Elev
127.8	768

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)

ALUMA 5M [ALUM5M]
ANATU 5M [ANAT5M]
BAGOK 5M [BAGO5M]
GOGTA 5M [GOGT5M]
UMTEK 5M [UMTE5M]
RWYS 08L/26R ARRIVALS
RADAR CONTROL REQUIRED
CAT A & B

ALT/HEIGHT CONVERSION
QNH (QFE)
2740 (1972 - 600m)

CHANGES: Holding RWY 26 withdrawn.

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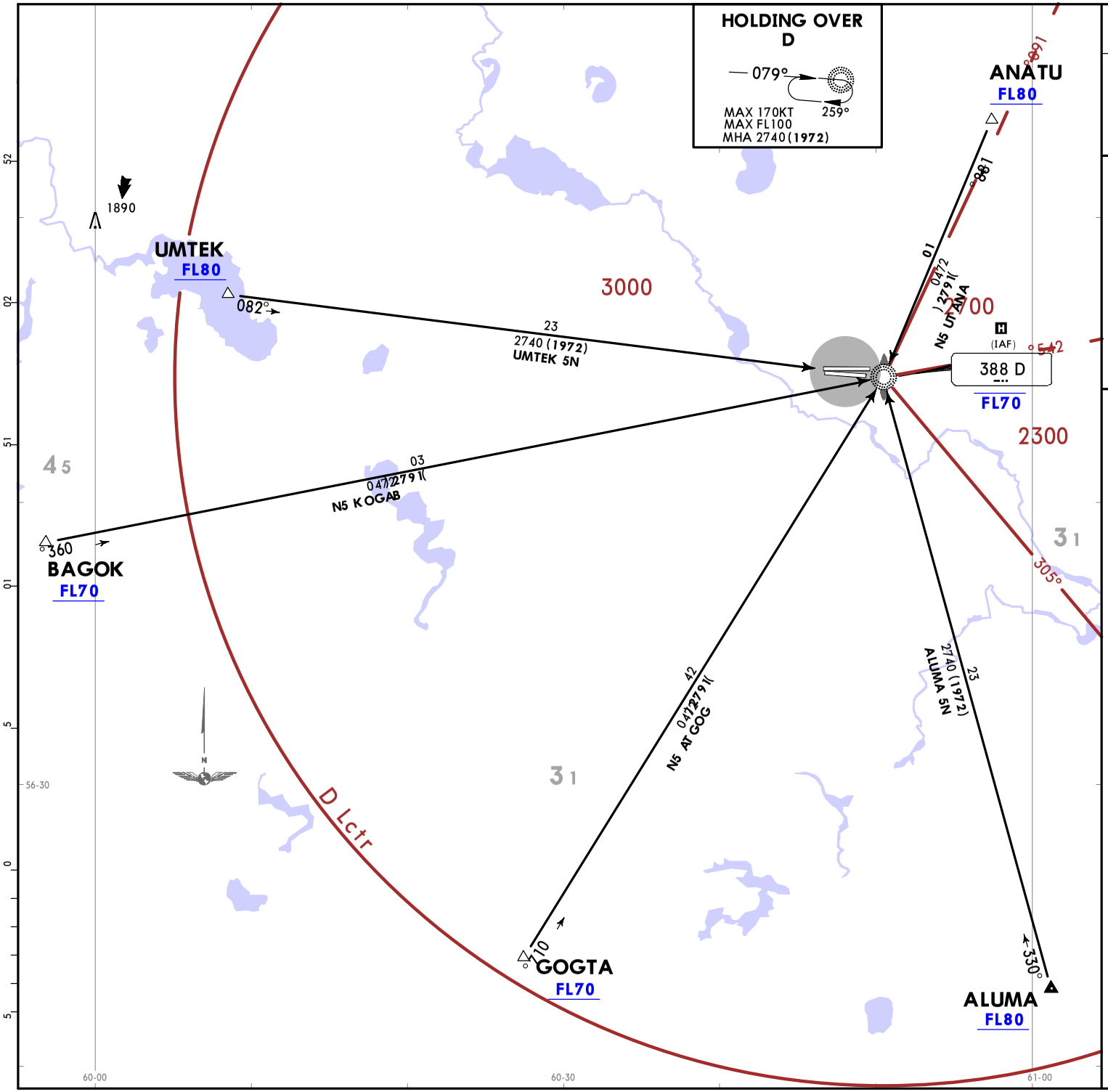

ATIS	Apt Elev
127.8	768

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)

ALUMA 5N [ALUM5N]
ANATU 5N [ANAT5N]
BAGOK 5N [BAGO5N]
GOGTA 5N [GOGT5N]
UMTEK 5N [UMTE5N]
RWYS 08R/26L ARRIVALS

RADAR CONTROL REQUIRED

CAT A & B

ALT/HEIGHT CONVERSION
QNH (QFE)
2740 (1972 - 600m)

CHANGES: Holding RWY 26 withdrawn.

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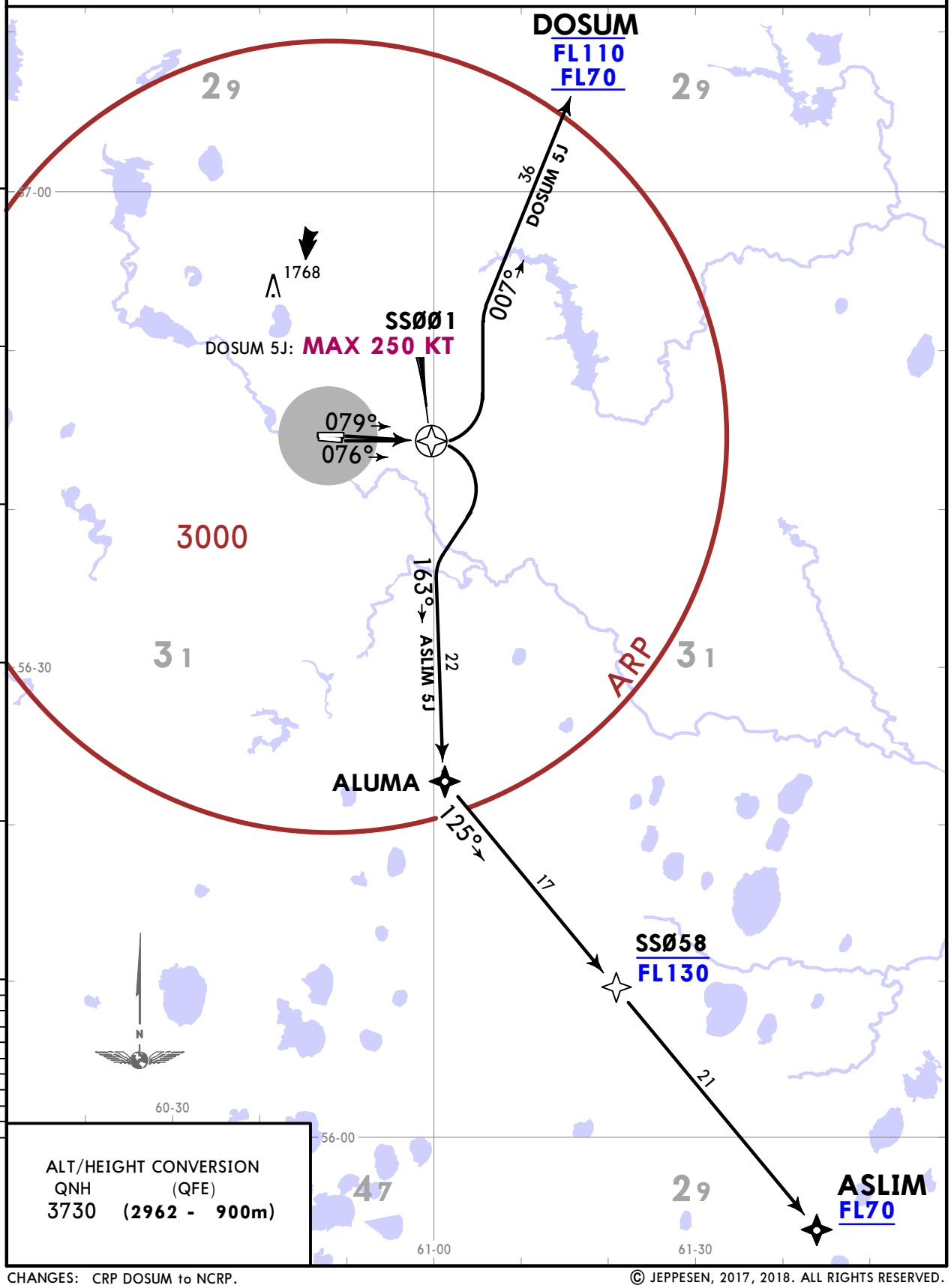
Apt Elev	
768	QNH on request (QFE) Trans alt: 3730 (2962) **1. RNAV (GNSS)** **2. RNAV 1** 3. EXPECT close-in obstacles.

ASLIM 5J [ASLI5J]
DOSUM 5J [DOSU5J]
RWYS 08R/L RNAV DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
3730	(2962 - 900m)

CHANGES: CRP DOSUM to NCRP.

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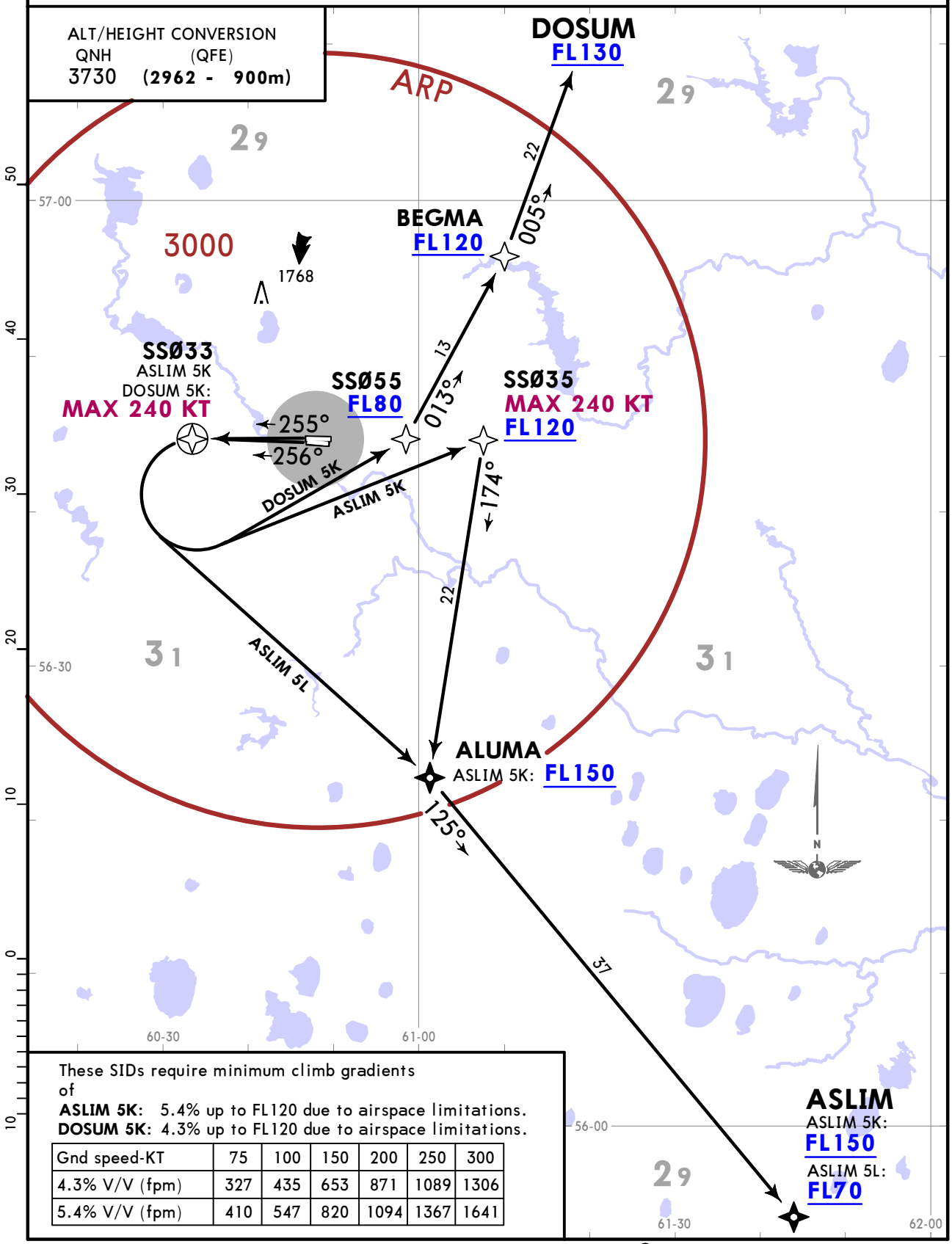
Apt Elev 768	QNH on request **(QFE)** Trans alt: 3730 **(2962)** **1. RNAV (GNSS)** **2. RNAV 1** 3. EXPECT close-in obstacles.

ASLIM 5K [ASLI5K]
DOSUM 5K [DOSU5K]
ASLIM 5L [ASLI5L]
BY ATC
RWYS 26R/L RNAV DEPARTURES



These SIDs require minimum climb gradients of
ASLIM 5K: 5.4% up to FL120 due to airspace limitations.
DOSUM 5K: 4.3% up to FL120 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
5.4% V/V (fpm)	410	547	820	1094	1367	1641

CHANGES: CRPs DOSUM & BEGMA to NCRPs.

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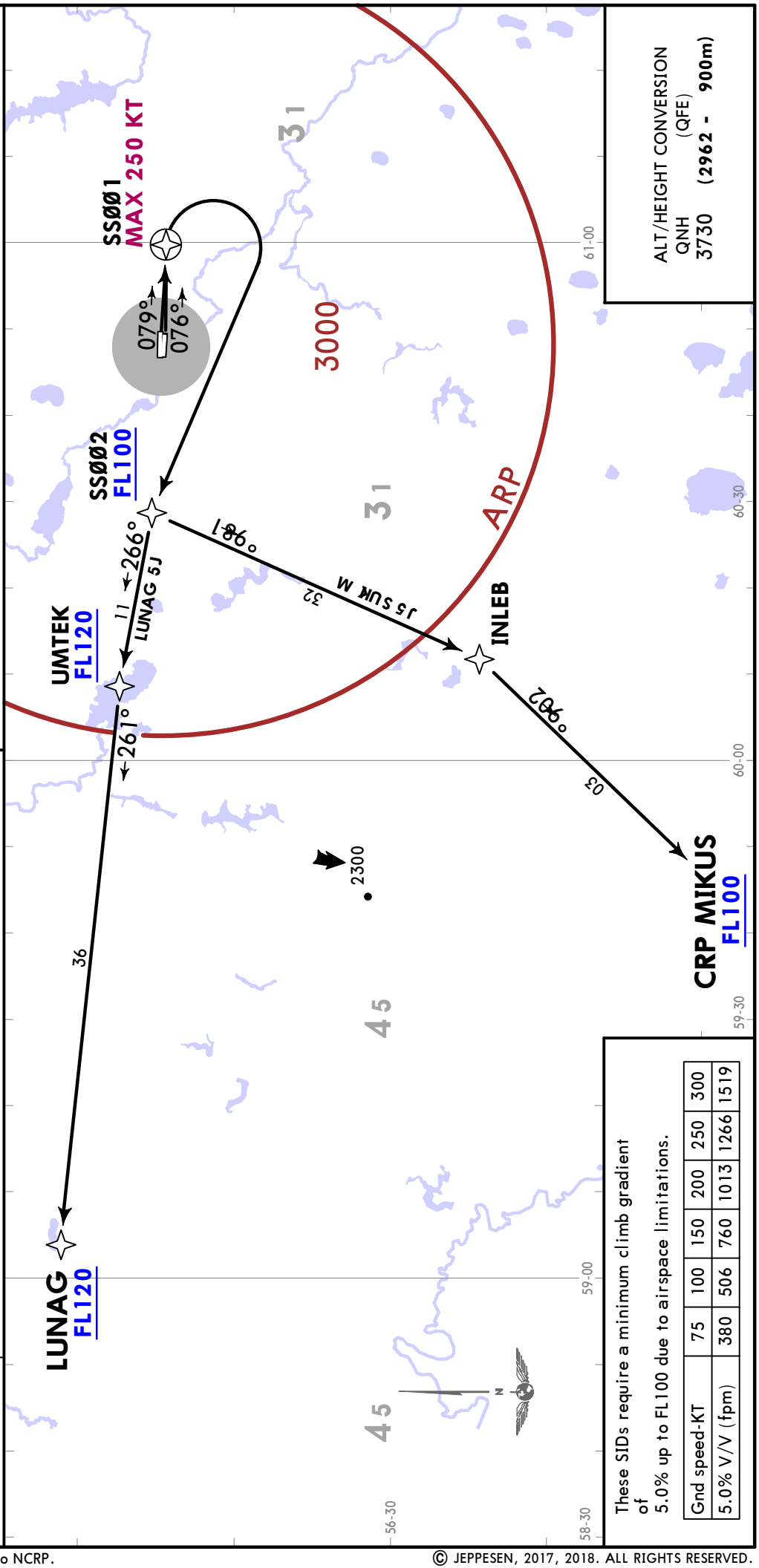
LUNAG 5J [LUNA5J]
MIKUS 5J [MIKU5J]
RWYS 08R/L RNAV DEPARTURES



ALT/HEIGHT CONVERSION
(QFE)
QNH 3730 (2962 - 900m)

Apt Elev
768

QNH on request (QFE)
Trans alt: 3730 (2962)
1. RNAV (GNSS)
2. RNAV 1
3. EXPECT close-in obstacles.

These SIDs require a minimum climb gradient of
5.0% up to FL100 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

CHANGES: CRP LUNAG to NCRP.

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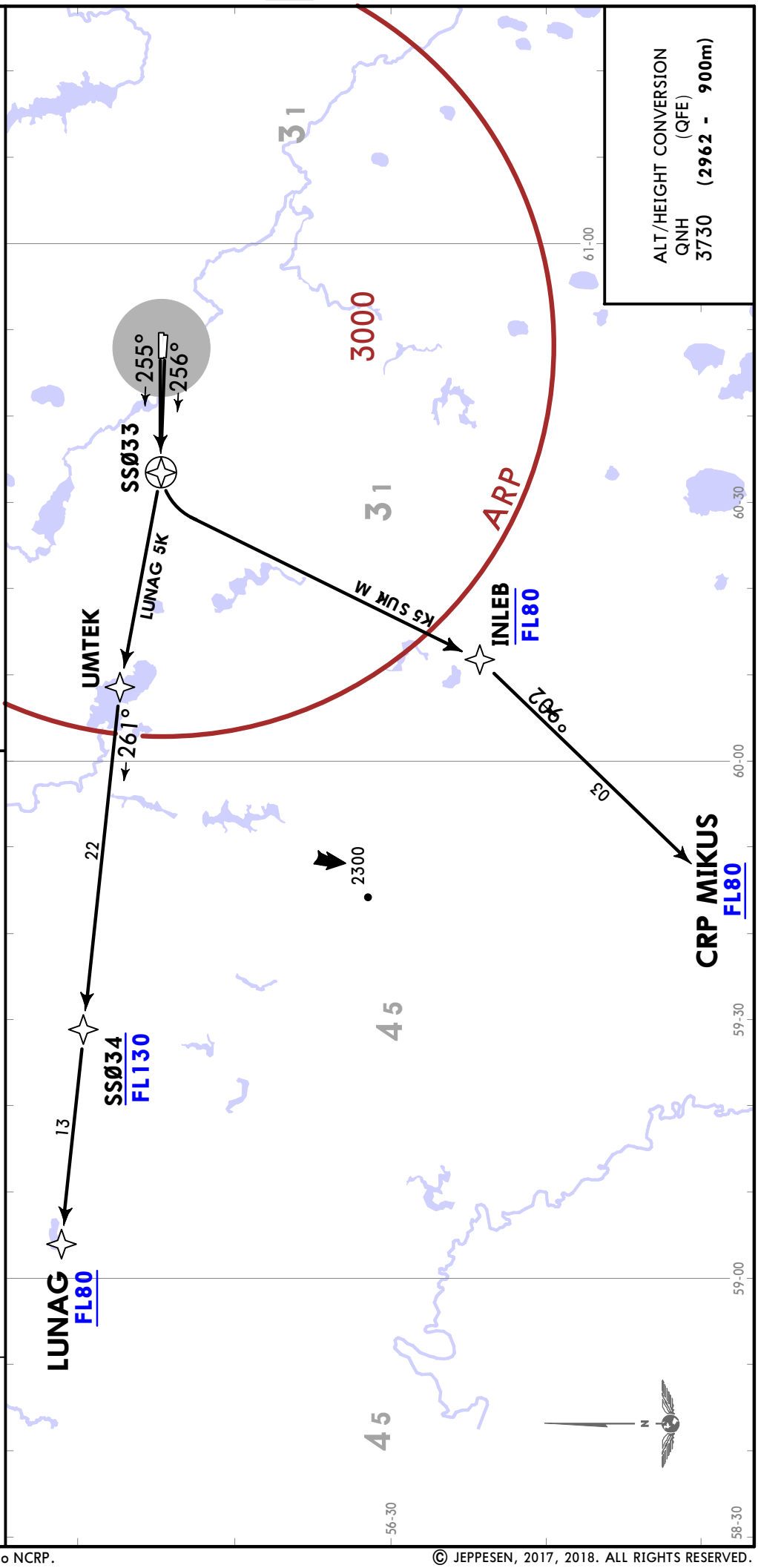
LUNAG 5K [LUNA5K]
MIKUS 5K [MIKU5K]
RWYS 26R/L RNAV DEPARTURES



QNH on request (QFE)
Trans alt: 3730 (2962)
1. RNAV (GNSS)
2. RNAV 1
3. EXPECT close-in obstacles.

Apt Elev
768

CHANGES: CRP LUNAG to NCRP.

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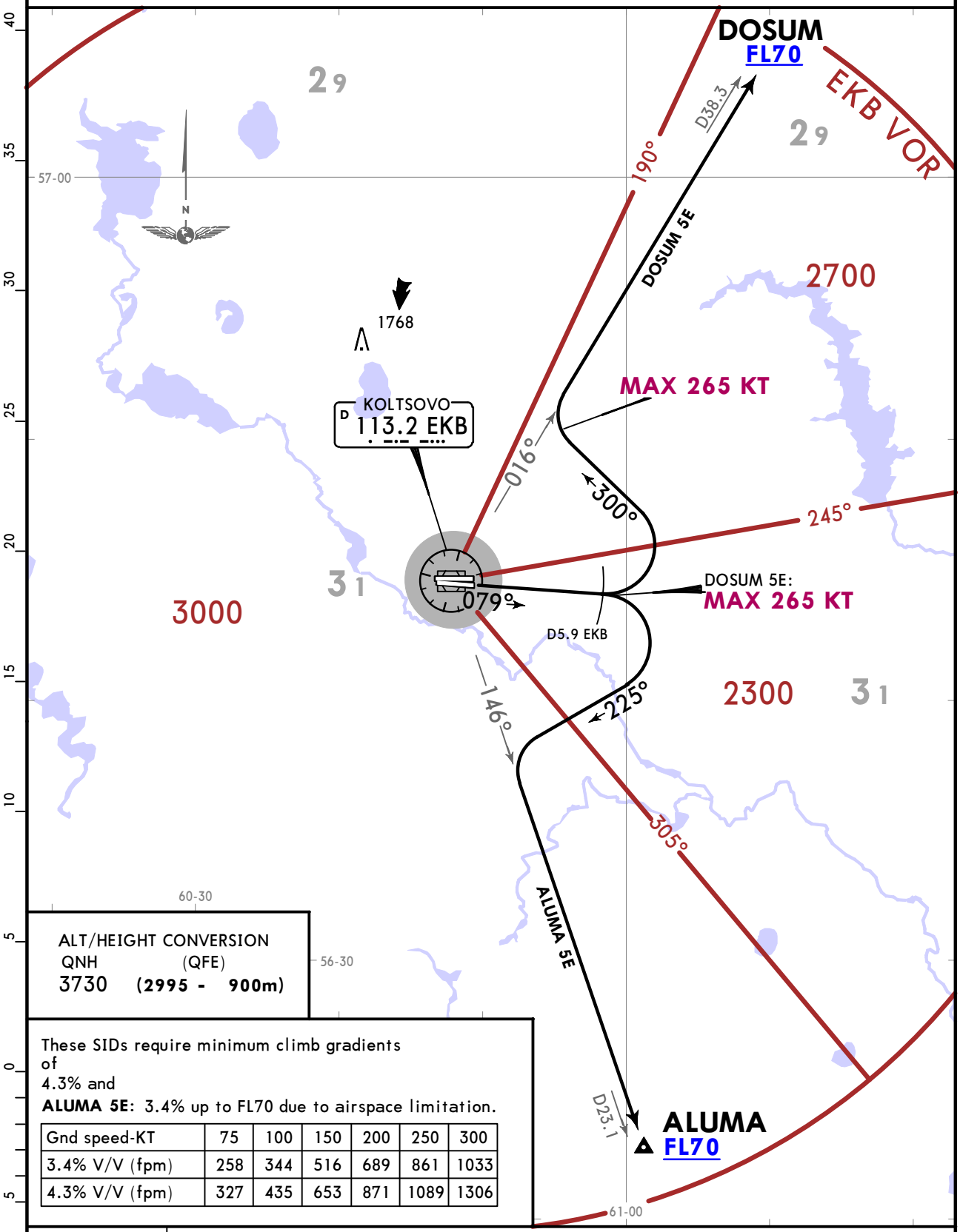
Apt Elev	
768	QNH on request (**QFE**) Trans alt: 3730 (**2995**) **1. DME is required.** 2. EXPECT close-in obstacles.

ALUMA 5E [ALUM5E]
DOSUM 5E [DOSU5E]
RWY 08R DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
3730 (**2995 - 900m**)

These SIDs require minimum climb gradients of
4.3% and
ALUMA 5E: 3.4% up to FL70 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
4.3% V/V (fpm)	327	435	653	871	1089	1306

SID	ROUTING
ALUMA 5E	Climb on 079° track to D5.9 EKB, turn RIGHT, 225° track, intercept EKB R146 to ALUMA.
DOSUM 5E	Climb on 079° track to D5.9 EKB, turn LEFT, 300° track, intercept EKB R016 to DOSUM.

CHANGES: CRP DOSUM to NCRP.

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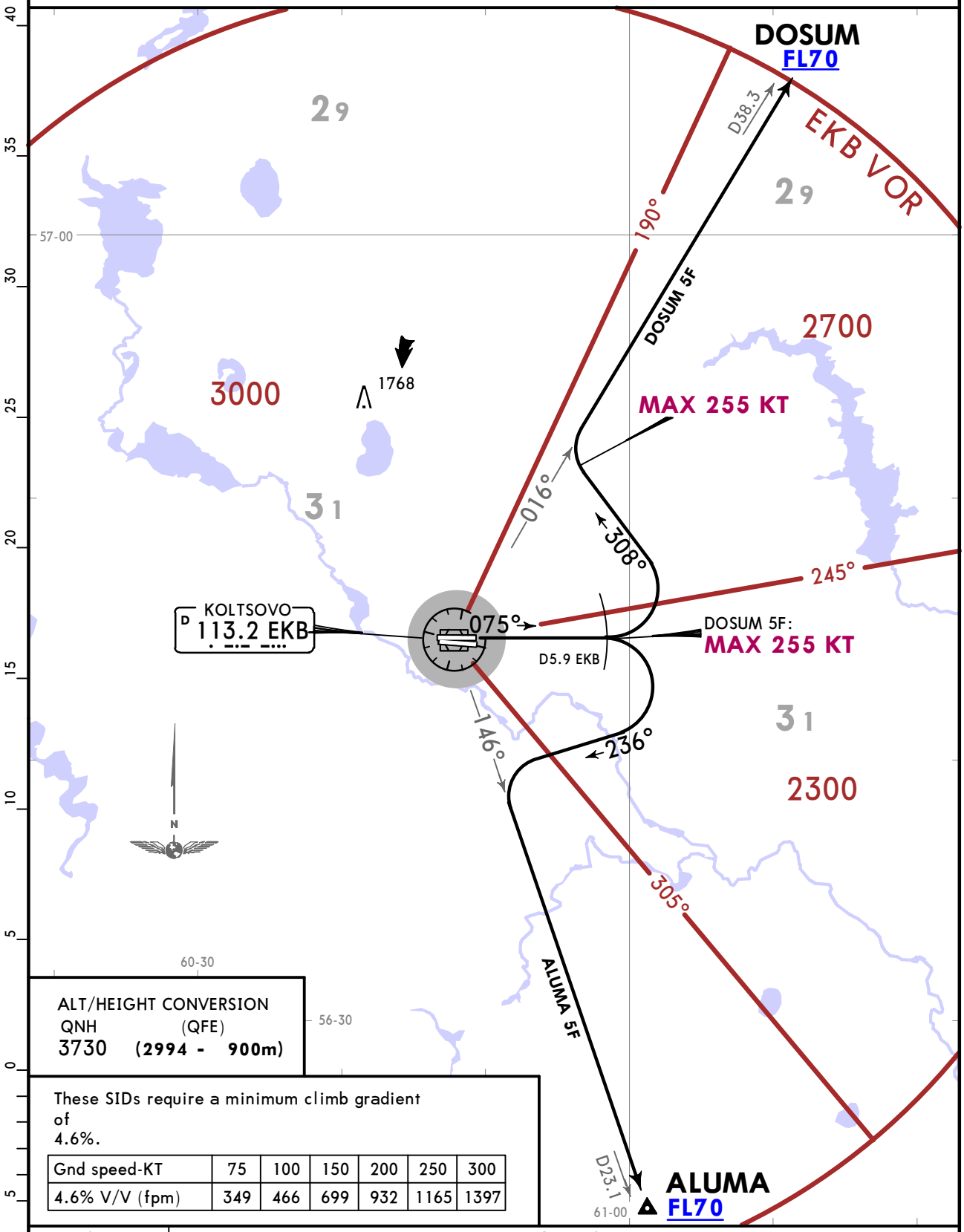
Apt Elev	
768	QNH on request (QFE) Trans alt: 3730 (2994) **1. DME is required.** 2. EXPECT close-in obstacles.

ALUMA 5F [ALUM5F]
DOSUM 5F [DOSU5F]
RWY 08L DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
3730 (2994 - 900m)

These SIDs require a minimum climb gradient of 4.6%.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397

SID	ROUTING
ALUMA 5F	Climb on 075° track to D5.9 EKB, turn RIGHT, 238° track, intercept EKB R146 to ALUMA.
DOSUM 5F	Climb on 075° track to D5.9 EKB, turn LEFT, 308° track, intercept EKB R016 to DOSUM.

CHANGES: CRP DOSUM to NCRP.

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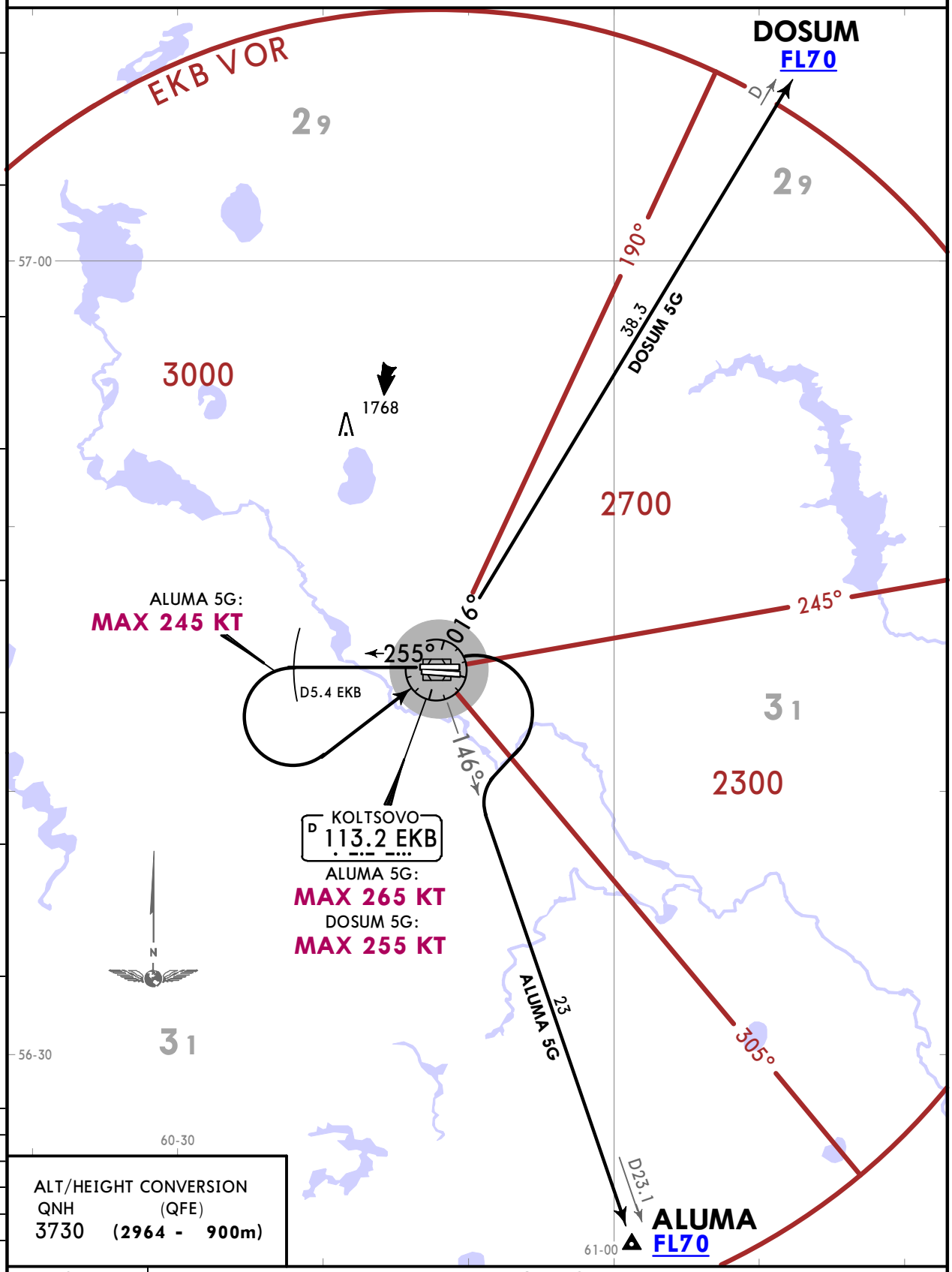
Apt Elev	
768	QNH on request **(QFE)** Trans alt: 3730 **(2964)** **DME is required.**

ALUMA 5G [ALUM5G]
DOSUM 5G [DOSU5G]
RWY 26R DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
3730 (2964 - 900m)

SID	ROUTING
ALUMA 5G	Climb on 255° track to D5.4 EKB, turn LEFT to EKB, intercept EKB R146 to ALUMA.
DOSUM 5G	Climb on 255° track to D5.4 EKB, turn LEFT to EKB, EKB R016 to DOSUM.

CHANGES: CRP DOSUM to NCRP.

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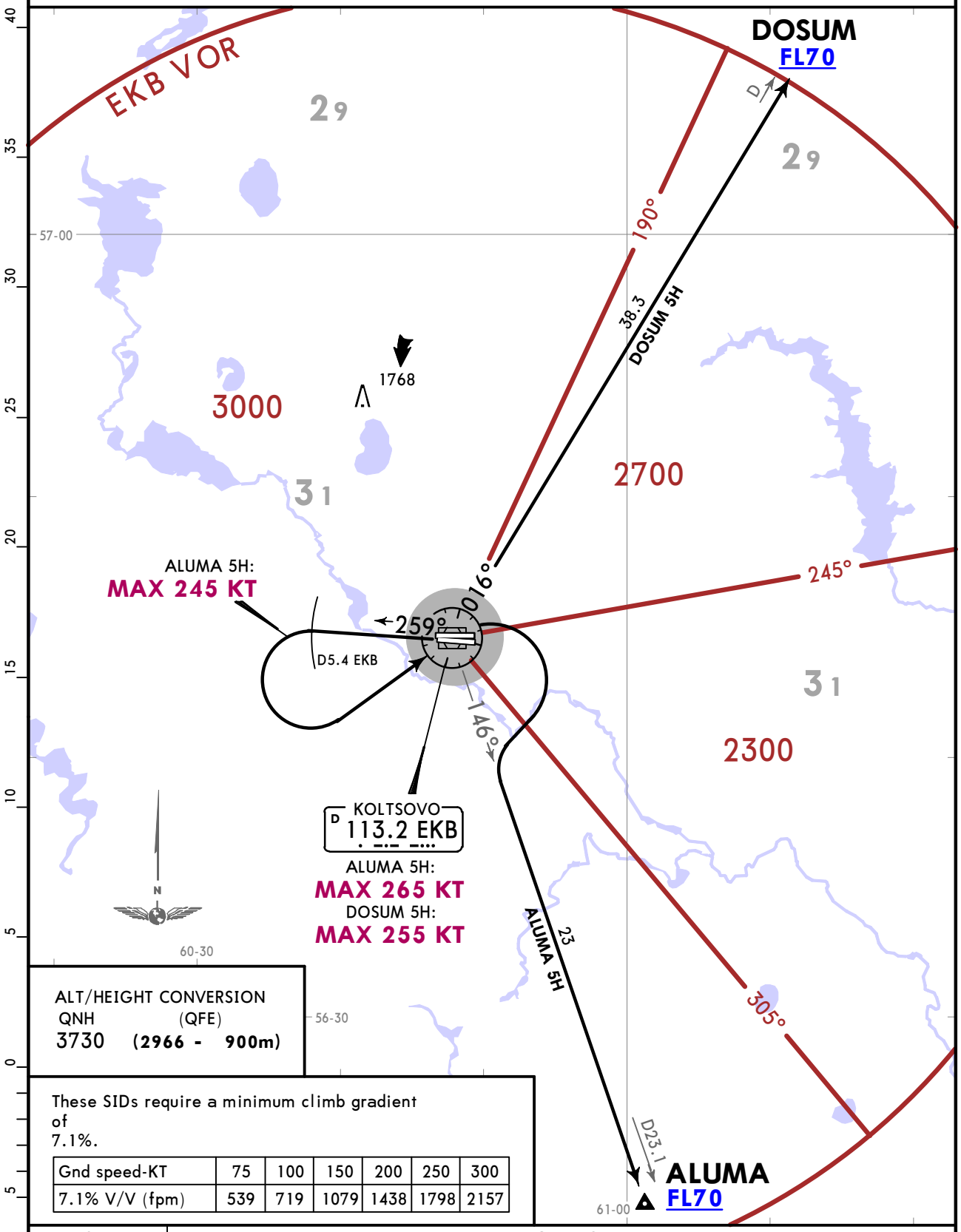
Apt Elev 768	QNH on request (**QFE**) Trans alt: 3730 (**2966**) **1. DME is required.** 2. EXPECT close-in obstacles.

ALUMA 5H [ALUM5H]
DOSUM 5H [DOSU5H]
RWY 26L DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
3730 (**2966 - 900m**)

These SIDs require a minimum climb gradient of 7.1%.

Gnd speed-KT	75	100	150	200	250	300
7.1% V/V (fpm)	539	719	1079	1438	1798	2157

SID	ROUTING
ALUMA 5H	Climb on 259° track to D5.4 EKB, turn LEFT to EKB, intercept EKB R146 to ALUMA.
DOSUM 5H	Climb on 259° track to D5.4 EKB, turn LEFT to EKB, EKB R016 to DOSUM.

CHANGES: CRP DOSUM to NCRP.

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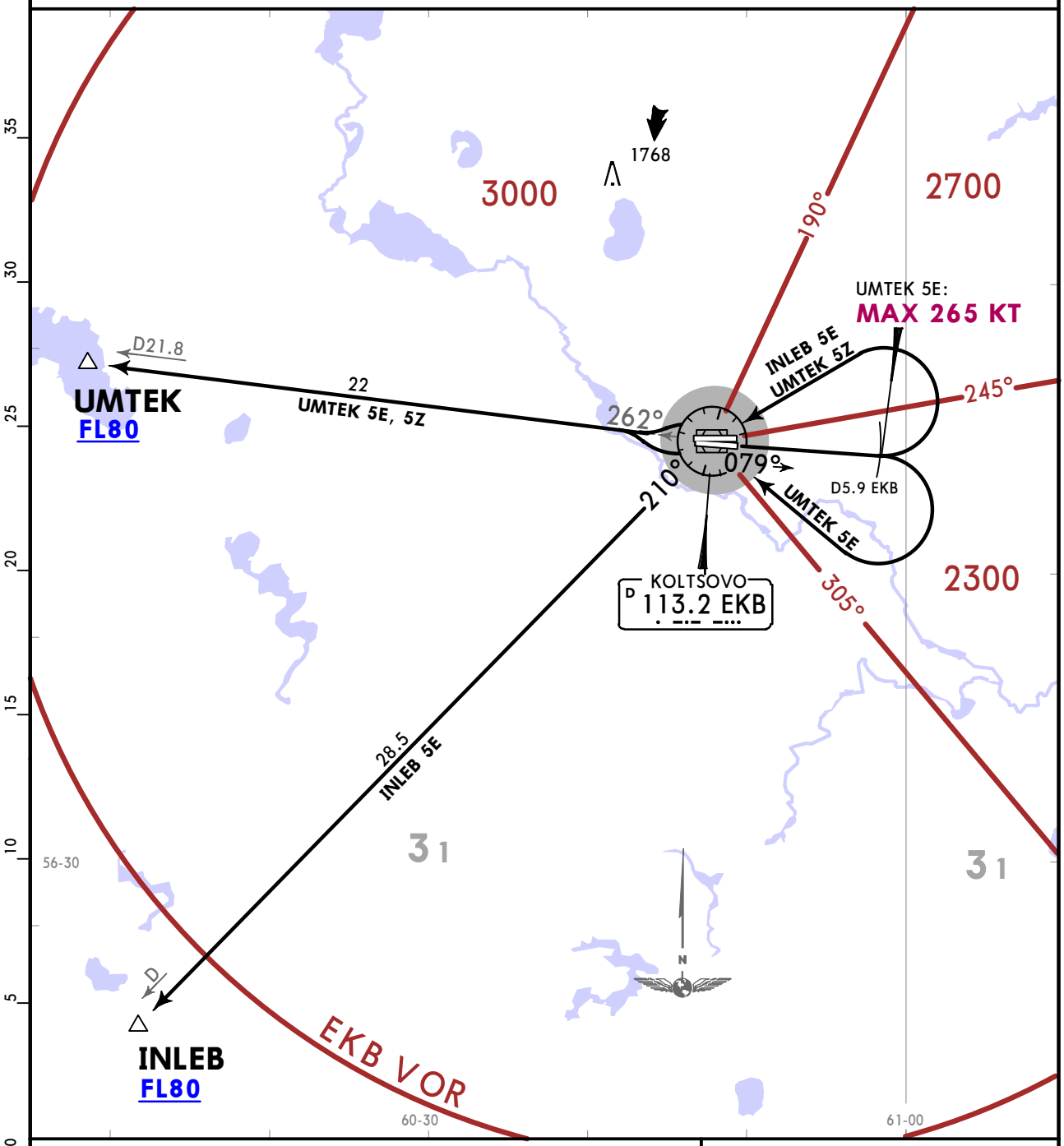
Apt Elev 768	QNH on request (QFE) Trans alt: 3730 (2995) **1. DME is required.** 2. EXPECT close-in obstacles.

INLEB 5E [INLE5E]
UMTEK 5E [UMTE5E]
UMTEK 5Z [UMTE5Z]
RWY 08R DEPARTURES



These SIDs require a minimum climb gradient of 4.3%.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

ALT/HEIGHT CONVERSION
QNH (QFE)
3730 (2995 - 900m)

SID	ROUTING
INLEB 5E	Climb on 079° track to D5.9 EKB, turn LEFT to EKB, EKB R210 to INLEB.
UMTEK 5E	Climb on 079° track to D5.9 EKB, turn RIGHT to EKB, EKB R262 to UMTEK.
UMTEK 5Z	Climb on 079° track to D5.9 EKB, turn LEFT to EKB, EKB R262 to UMTEK.

CHANGES: New SIDs at this airport.

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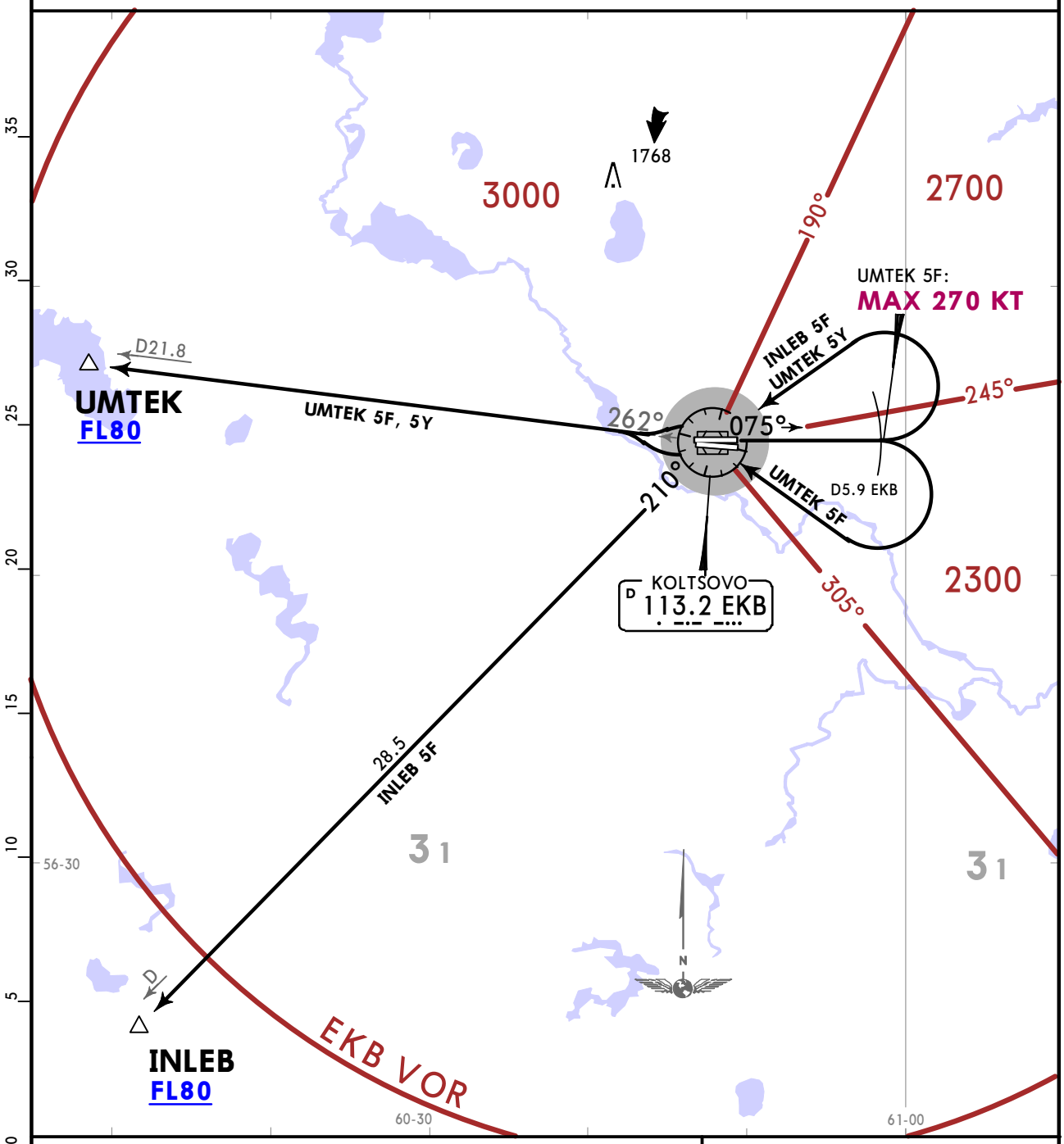
Apt Elev	
768	QNH on request (**QFE**) Trans alt: 3730 (**2994**) **1. DME is required.** 2. EXPECT close-in obstacles.

INLEB 5F [INLE5F]
UMTEK 5F [UMTE5F]
UMTEK 5Y [UMTE5Y]
RWY 08L DEPARTURES



These SIDs require a minimum climb gradient of 4.6%.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397

ALT/HEIGHT CONVERSION
QNH (QFE)
3730 (**2994 - 900m**)

SID	ROUTING
INLEB 5F	Climb on 075° track to D5.9 EKB, turn LEFT to EKB, EKB R210 to INLEB.
UMTEK 5F	Climb on 075° track to D5.9 EKB, turn RIGHT to EKB, EKB R262 to UMTEK.
UMTEK 5Y	Climb on 075° track to D5.9 EKB, turn LEFT to EKB, EKB R262 to UMTEK.

CHANGES: New SIDs at this airport.

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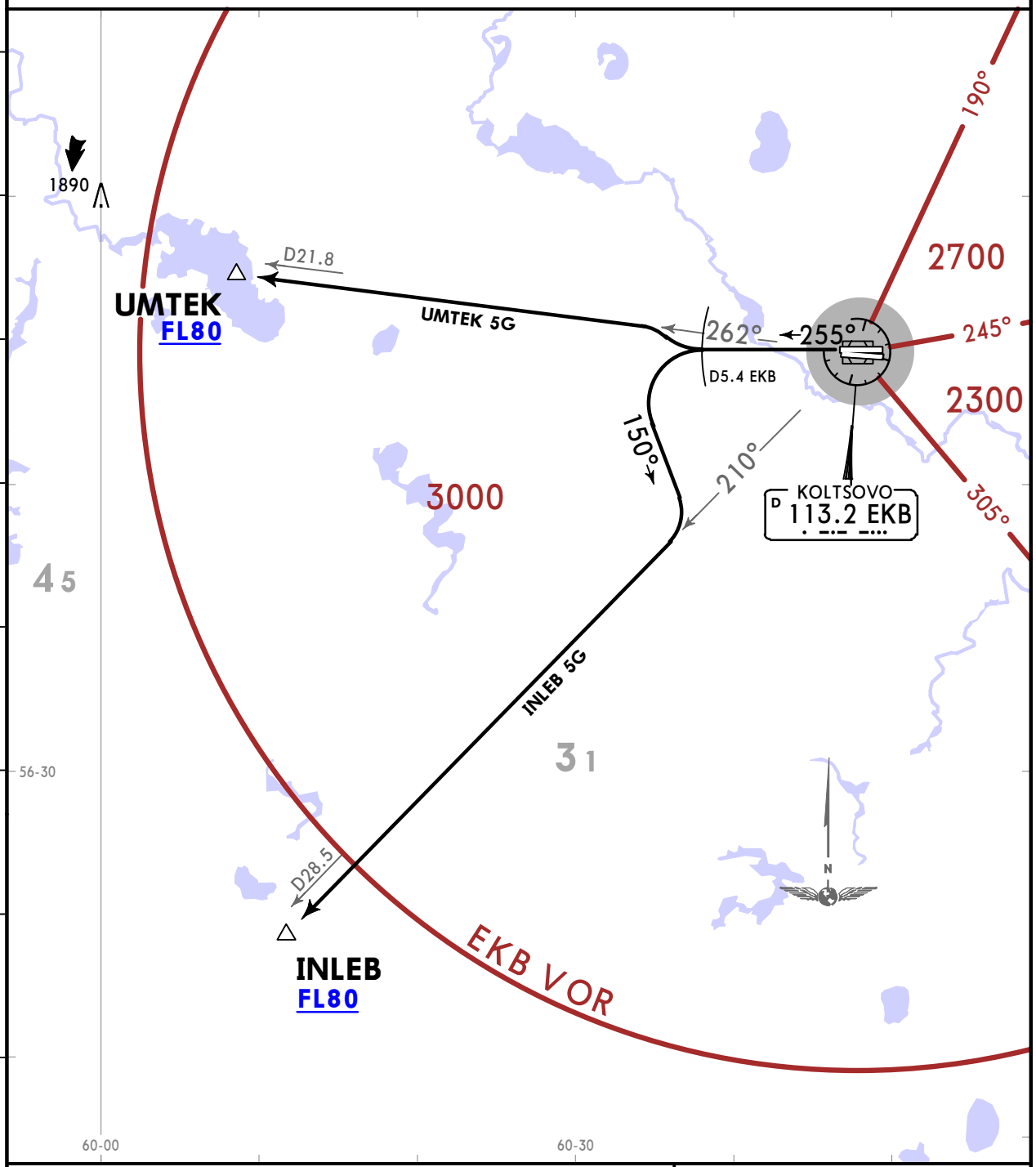
Apt Elev	
768	QNH on request **(QFE)** Trans alt: 3730 **(2964)** **DME is required.**

INLEB 5G [INLE5G]
UMTEK 5G [UMTE5G]
RWY 26R DEPARTURES



These SIDs require minimum climb gradients of
INLEB 5G: 3.8% up to FL80 due to airspace limitations.
UMTEK 5G: 5.7% up to FL80 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
5.7% V/V (fpm)	433	577	866	1154	1443	1732

ALT/HEIGHT CONVERSION
QNH (QFE)
3730 **(2964 - 900m)**

SID	ROUTING
INLEB 5G	Climb on 255° track to D5.4 EKB, turn LEFT, 150° track, intercept EKB R210° to INLEB.
UMTEK 5G	Climb on 255° track to D5.4 EKB, turn RIGHT, intercept EKB R262 to UMTEK.

CHANGES: New SIDs at this airport.

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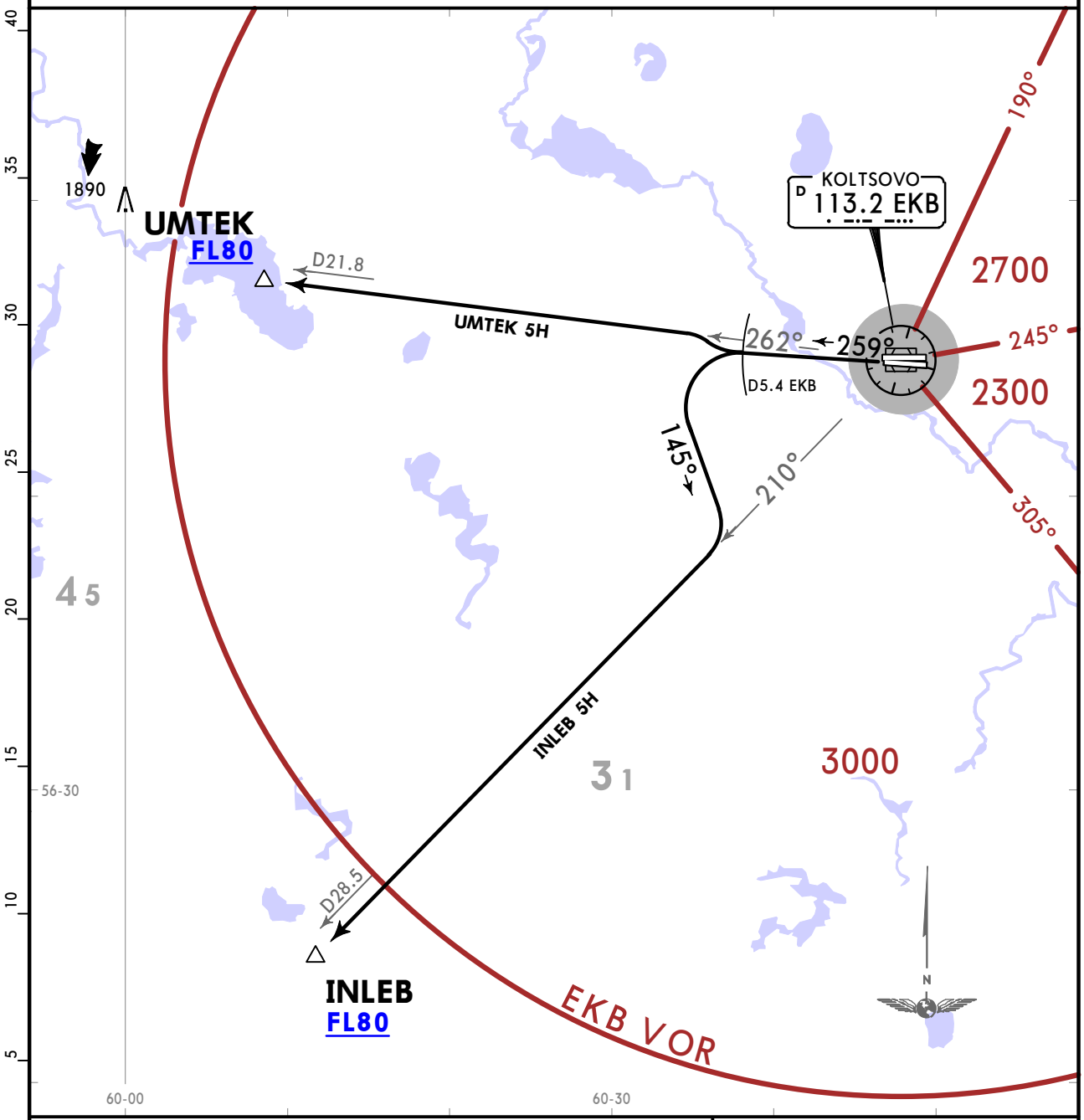
Apt Elev	
768	QNH on request (**QFE**) Trans alt: 3730 (**2966**) **1. DME is required.** 2. EXPECT close-in obstacles.

INLEB 5H [INLE5H]
UMTEK 5H [UMTE5H]
RWY 26L DEPARTURES



These SIDs require minimum climb gradients of
7.1 and
INLEB 5H: 3.8% up to FL80 due to airspace limitations.
UMTEK 5H: 5.7% up to FL80 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
5.7% V/V (fpm)	433	577	866	1154	1443	1732
7.1% V/V (fpm)	539	719	1079	1438	1798	2157

ALT/HEIGHT CONVERSION
QNH (QFE)
3730 (**2966 - 900m**)

SID	ROUTING
INLEB 5H	Climb on 259° track to D5.4 EKB, turn LEFT, 145° track, intercept EKB R210 to INLEB.
UMTEK 5H	Climb on 259° track to D5.4 EKB, turn RIGHT, intercept EKB R262 to UMTEK.

CHANGES: New SIDs at this airport.

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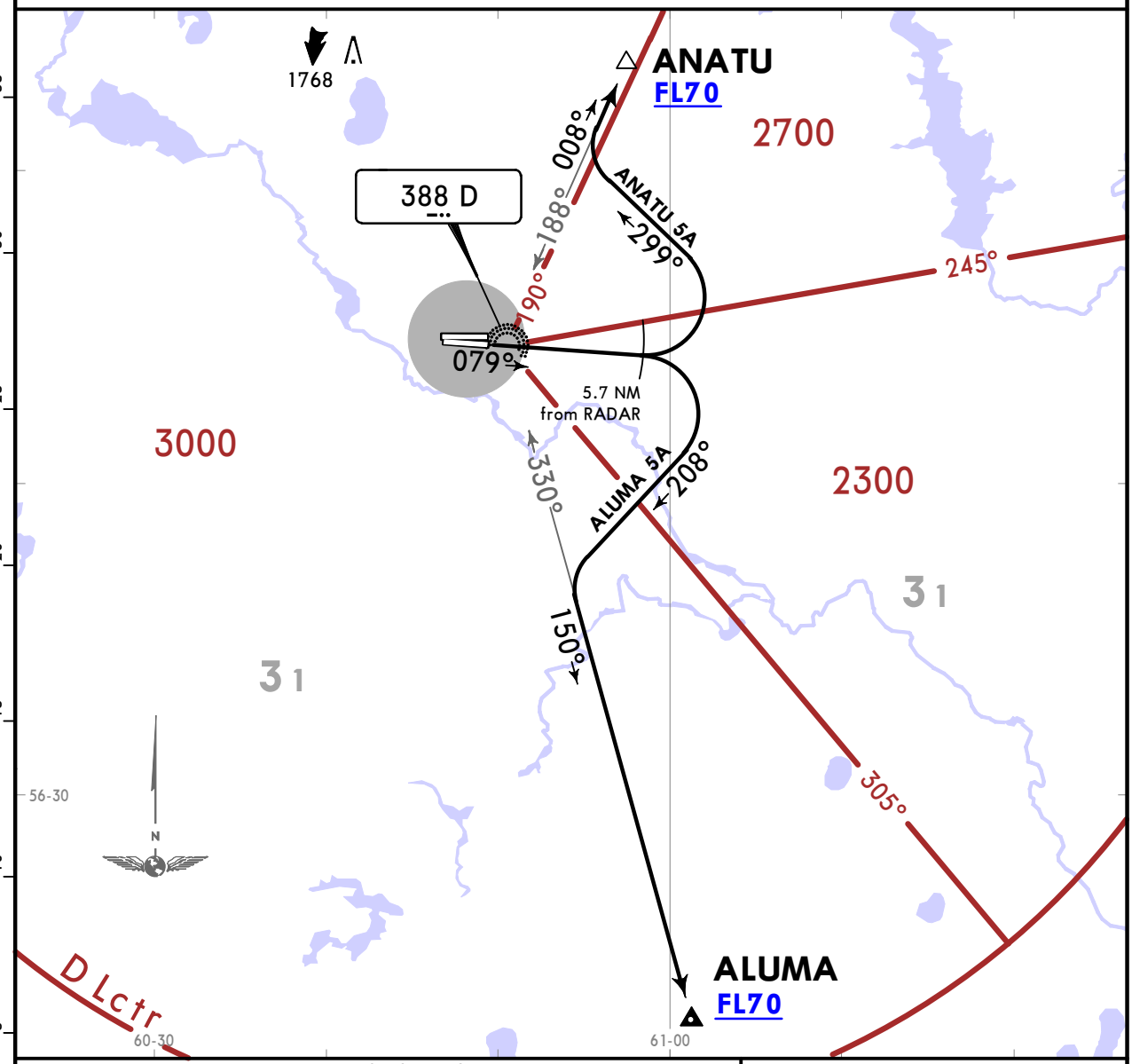
Apt Elev	
768	QNH on request (**QFE**) Trans alt: 3730 (**2995**) 1. Initial turn shall be carried out by ATC instruction. 2. EXPECT close-in obstacles.

ALUMA 5A [ALUM5A]
ANATU 5A [ANAT5A]
RWY 08R DEPARTURES

RADAR CONTROL REQUIRED

CAT A & B



These SIDs require minimum climb gradients of
4.3% and
ALUMA 5A: 3.6% up to FL70 due to airspace limitations.
ANATU 5A: 6.3% up to FL70 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
4.3% V/V (fpm)	327	435	653	871	1089	1306
6.3% V/V (fpm)	478	638	957	1276	1595	1914

ALT/HEIGHT CONVERSION
QNH (QFE)
3730 (**2995 - 900m**)

SID	ROUTING
ALUMA 5A	Climb on 079° track to 5.7 NM from RADAR, turn RIGHT, 208° track, intercept 150° bearing from D to ALUMA.
ANATU 5A	Climb on 079° track to 5.7 NM from RADAR, turn LEFT, 299° track, intercept 008° bearing from D to ANATU.

CHANGES: New chart (new SIDs at this airport).

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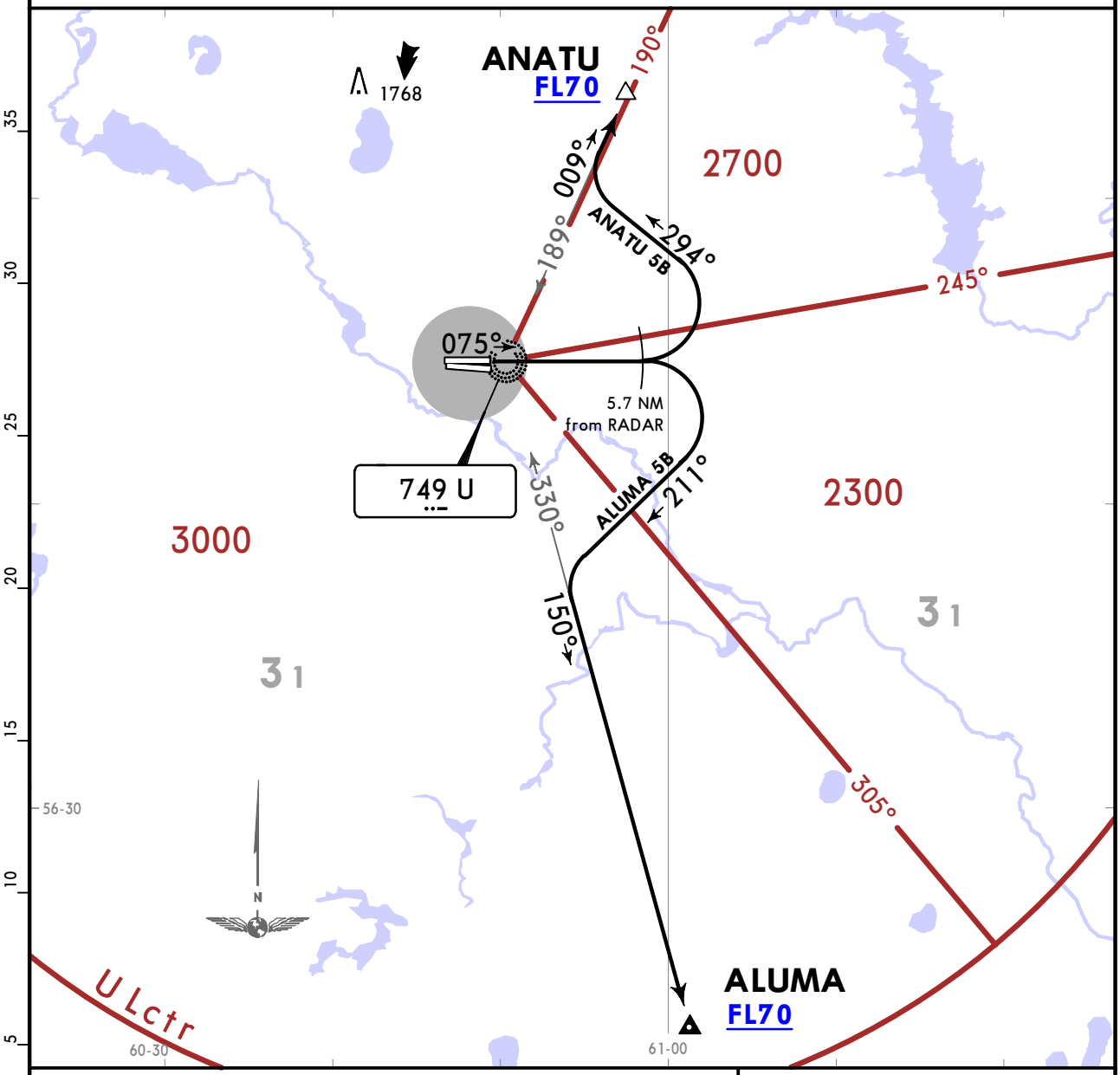
Apt Elev	
768	QNH on request (**QFE**) Trans alt: 3730 (**2994**) 1. Initial turn shall be carried out by ATC instruction. 2. EXPECT close-in obstacles.

ALUMA 5B [ALUM5B]
ANATU 5B [ANAT5B]
RWY 08L DEPARTURES
RADAR CONTROL REQUIRED
CAT A & B



These SIDs require minimum climb gradients of
4.6% and
ALUMA 5B: 3.5% up to FL70 due to airspace limitations.
ANATU 5B: 6.4% up to FL70 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.6% V/V (fpm)	349	466	699	932	1165	1397
6.4% V/V (fpm)	486	648	972	1296	1620	1944

ALT/HEIGHT CONVERSION
QNH (QFE)
3730 (**2994 - 900m**)

SID	ROUTING
ALUMA 5B	Climb on 075° track to 5.7 NM from RADAR, turn RIGHT, 211° track, intercept 150° bearing from U to ALUMA.
ANATU 5B	Climb on 075° track to 5.7 NM from RADAR, turn LEFT, 294° track, intercept 009° bearing from U to ANATU.

CHANGES: New chart (new SIDs at this airport).

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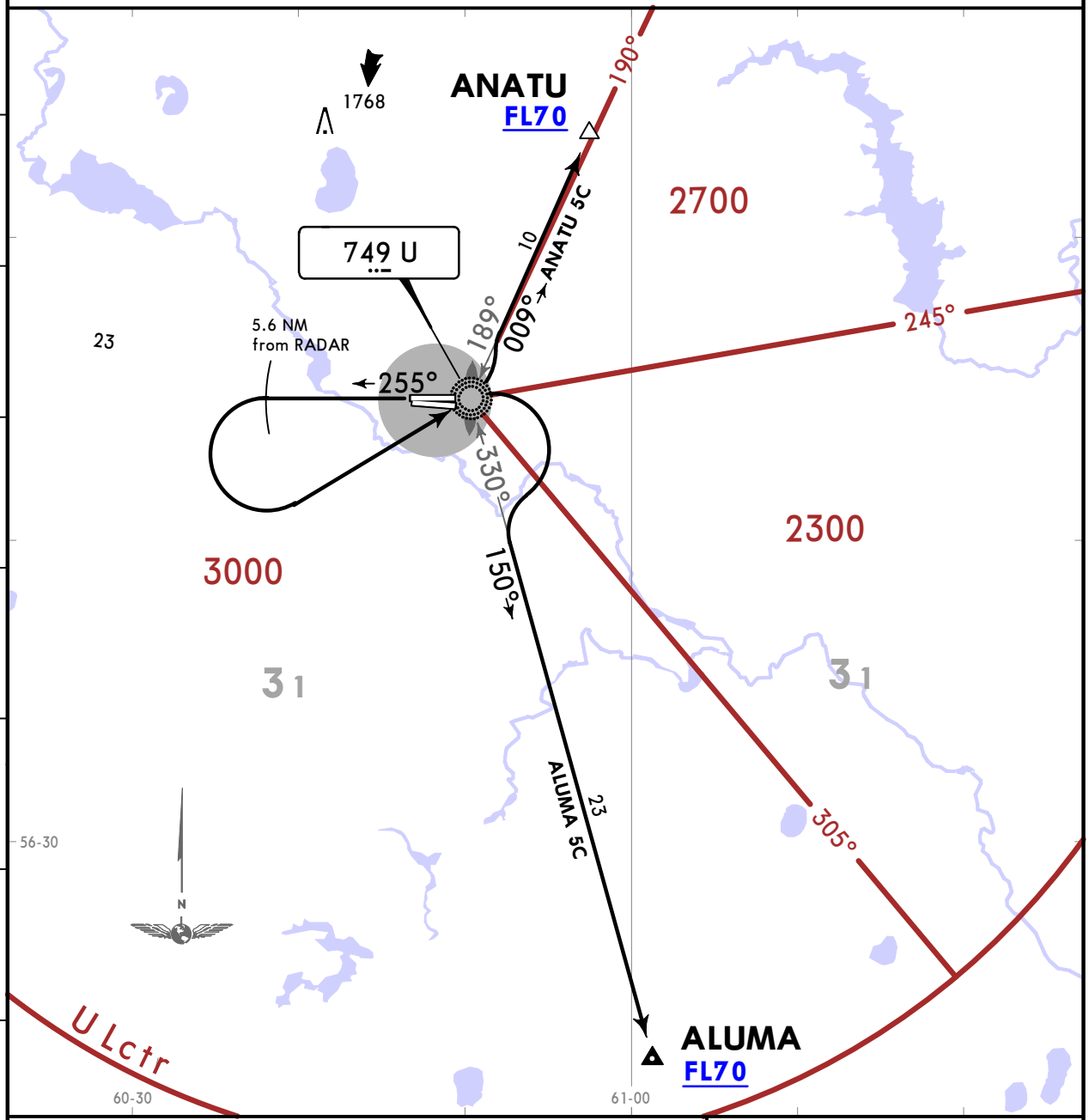
Apt Elev	
768	QNH on request (**QFE**) Trans alt: 3730 (**2964**) Initial turn shall be carried out by ATC instruction.

ALUMA 5C [ALUM5C]
ANATU 5C [ANAT5C]
RWY 26R DEPARTURES

RADAR CONTROL REQUIRED

CAT A & B



ANATU 5C

This SID requires a minimum climb gradient of
4.1% up to FL70 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

ALT/HEIGHT CONVERSION

QNH	(QFE)
3730	(**2964 - 900m**)

SID	ROUTING
ALUMA 5C	Climb on 255° track to 5.6 NM from RADAR, turn LEFT to U, intercept 150° bearing from U to ALUMA.
ANATU 5C	Climb on 255° track to 5.6 NM from RADAR, turn LEFT to U, intercept 009° bearing from U to ANATU.

CHANGES: New chart (new SIDs at this airport).

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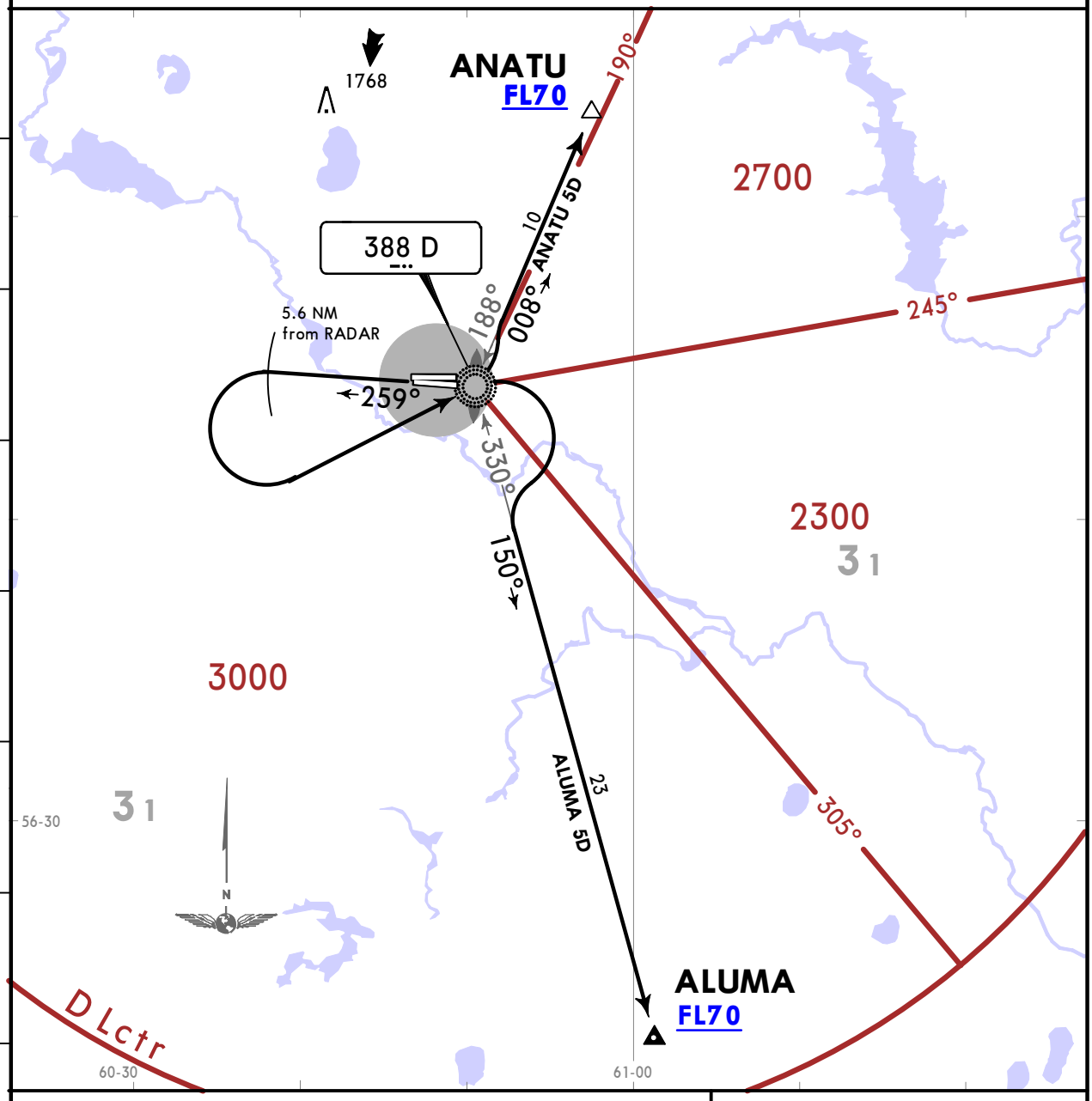
Apt Elev	
768	QNH on request (**QFE**) Trans alt: 3730 (**2966**) 1. Initial turn shall be carried out by ATC instruction. 2. EXPECT close-in obstacles.

ALUMA 5D [ALUM5D]
ANATU 5D [ANAT5D]
RWY 26L DEPARTURES

RADAR CONTROL REQUIRED

CAT A & B



These SIDs require minimum climb gradients of
7.1% and
ANATU 5D: 4.0% up to FL70 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
7.1% V/V (fpm)	539	719	1079	1438	1798	2157

ALT/HEIGHT CONVERSION

QNH	(QFE)
3730	(**2966 - 900m**)

SID	ROUTING
ALUMA 5D	Climb on 259° track to 5.6 NM from RADAR, turn LEFT to D, intercept 150° bearing from D to ALUMA.
ANATU 5D	Climb on 259° track to 5.6 NM from RADAR, turn LEFT to D, intercept 008° bearing from D to ANATU.

CHANGES: New chart (new SIDs at this airport).

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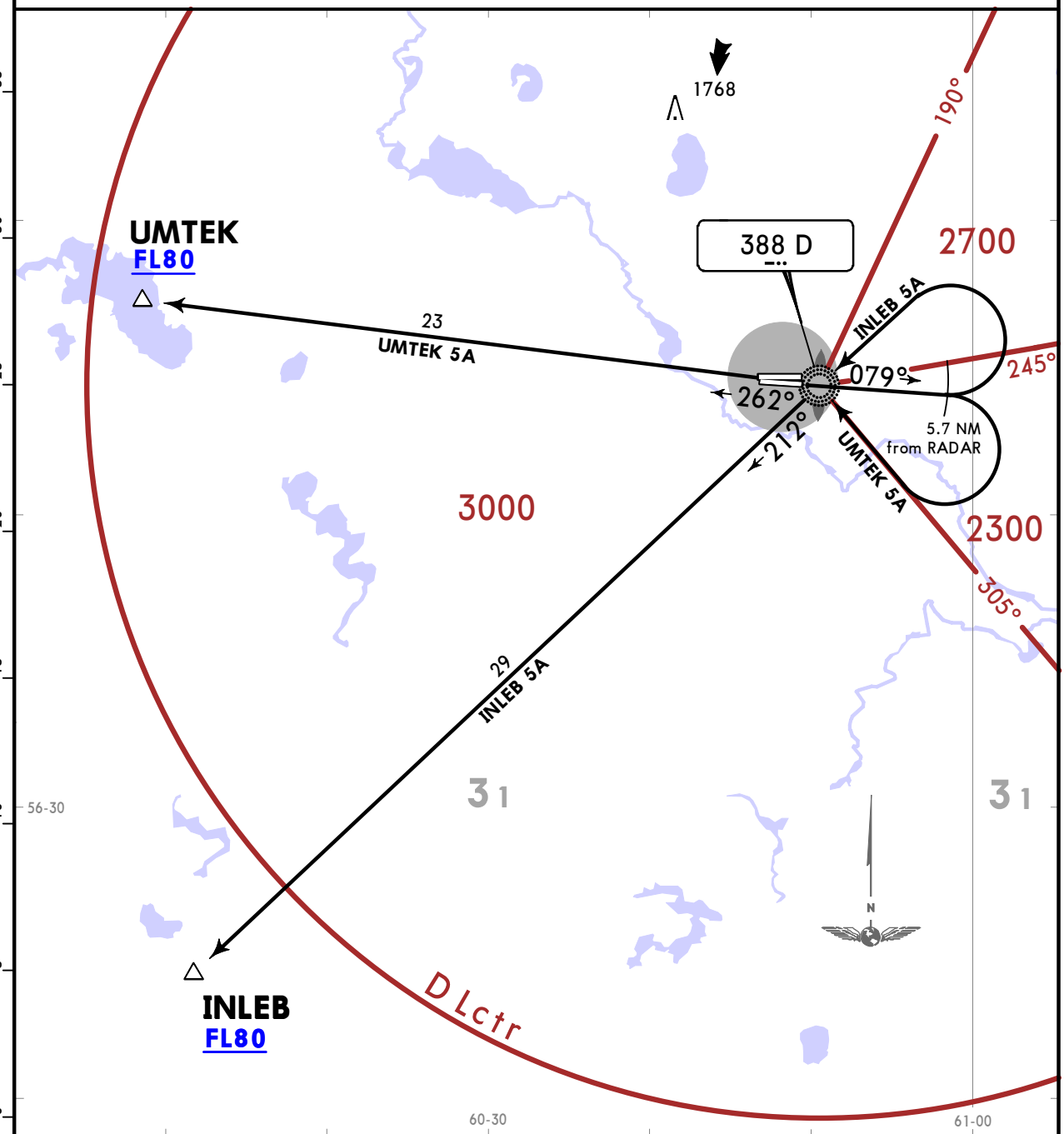
Apt Elev	
768	QNH on request (**QFE**) Trans alt: 3730 (**2995**) 1. Initial turn shall be carried out by ATC instruction. 2. EXPECT close-in obstacles.

INLEB 5A [INLE5A]
UMTEK 5A [UMTE5A]
RWY 08R DEPARTURES

RADAR CONTROL REQUIRED

CAT A & B



These SIDs require a minimum climb gradient of 4.3%.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

ALT/HEIGHT CONVERSION
QNH (QFE)
3730 (**2995 - 900m**)

SID	ROUTING
INLEB 5A	Climb on 079° track to 5.7 NM from RADAR, turn LEFT to D, 212° bearing to INLEB.
UMTEK 5A	Climb on 075° track to 5.7 NM from RADAR, turn RIGHT to D, 262° bearing to UMTEK.

CHANGES: New chart (new SIDs at this airport).

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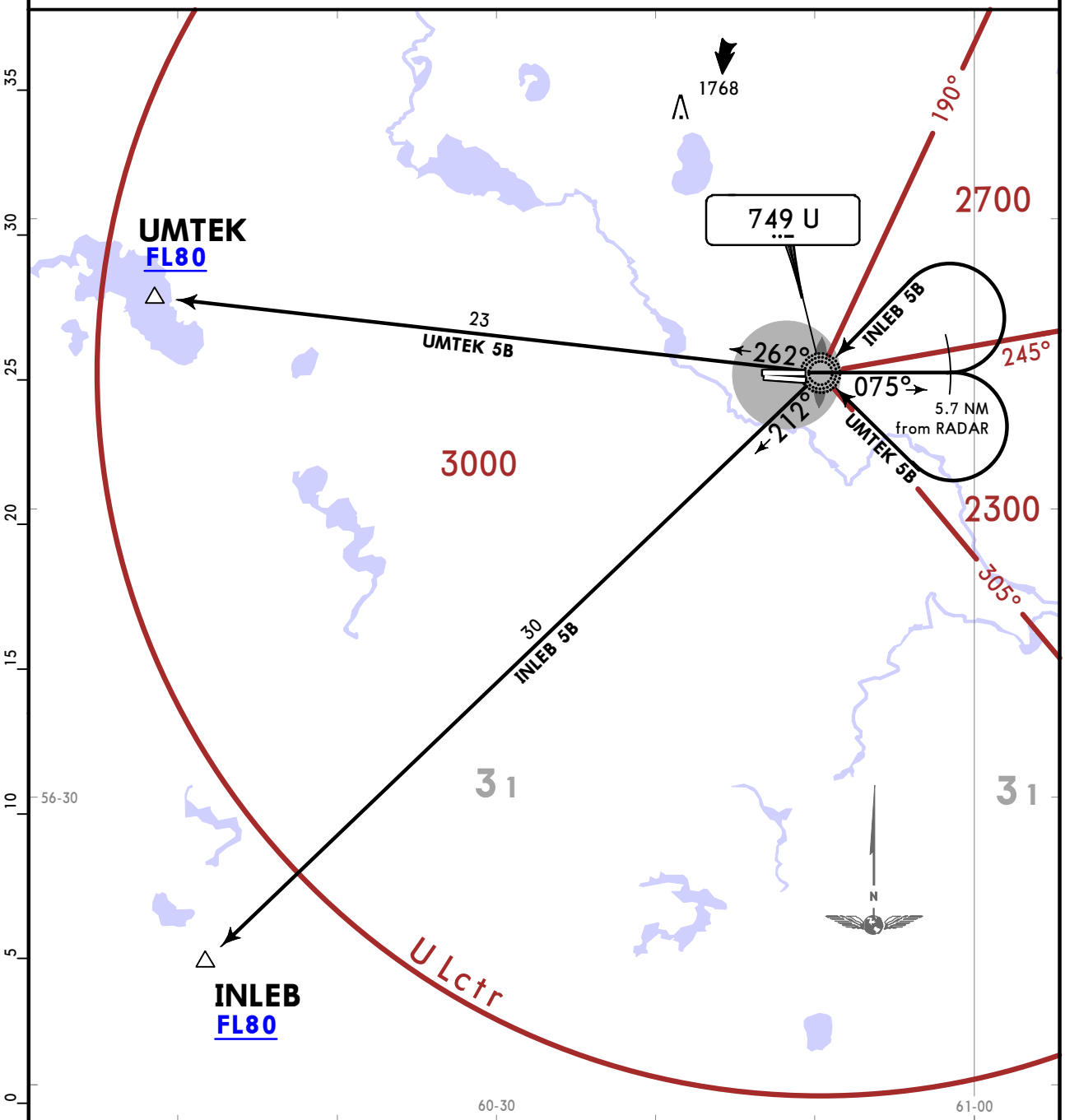
Apt Elev	
768	QNH on request (**QFE**) Trans alt: 3730 (**2994**) 1. Initial turn shall be carried out by ATC instruction. 2. EXPECT close-in obstacles.

INLEB 5B [INLE5B]
UMTEK 5B [UMTE5B]
RWY 08L DEPARTURES
RADAR CONTROL REQUIRED
CAT A & B



These SIDs require a minimum climb gradient of 4.6%.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397

ALT/HEIGHT CONVERSION
QNH (QFE)
3730 (**2994 - 900m**)

SID	ROUTING
INLEB 5B	Climb on 075° track to 5.7 NM from RADAR, turn LEFT to U, 212° bearing to INLEB.
UMTEK 5B	Climb on 075° track to 5.7 NM from RADAR, turn RIGHT to U, 262° bearing to UMTEK.

CHANGES: New chart (new SIDs at this airport).

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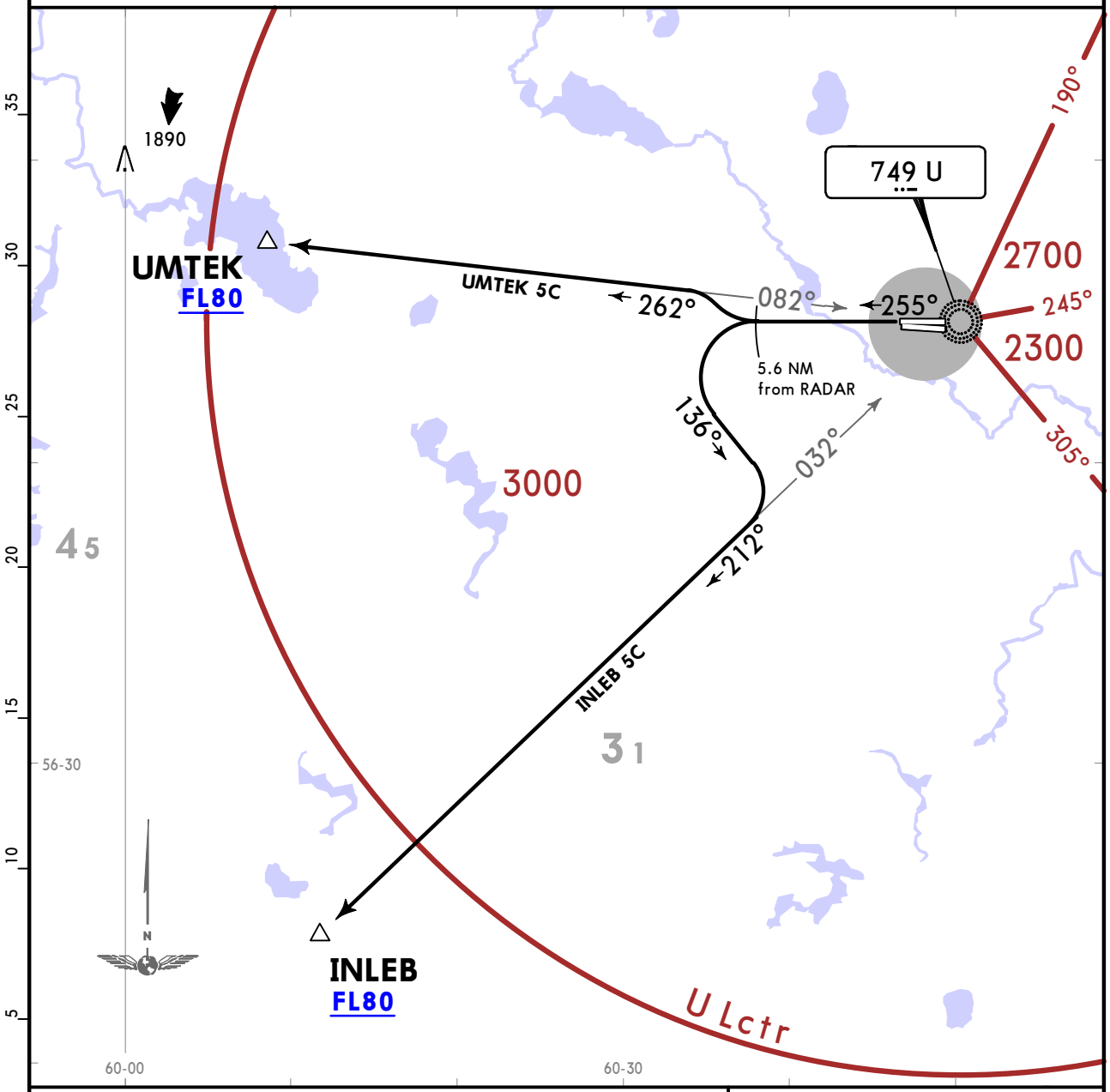
Apt Elev	
768	QNH on request **(QFE)** Trans alt: 3730 **(2964)** Initial turn shall be carried out by ATC instruction.

INLEB 5C [INLE5C]
UMTEK 5C [UMTE5C]
RWY 26R DEPARTURES
RADAR CONTROL REQUIRED
CAT A & B



These SIDs require minimum climb gradients of
INLEB 5C: 3.7% up to FL80 due to airspace limitations.
UMTEK 5C: 5.7% up to FL80 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
5.7% V/V (fpm)	433	577	866	1154	1443	1732

ALT/HEIGHT CONVERSION
QNH (QFE)
3730 **(2964 - 900m)**

SID	ROUTING
INLEB 5C	Climb on 255° track to 5.6 NM from RADAR, turn LEFT, 136° track, intercept 212° bearing from U to INLEB.
UMTEK 5C	Climb on 255° track to 5.6 NM from RADAR, turn RIGHT, intercept 262° bearing from U to UMTEK.

CHANGES: New chart (new SIDs at this airport).

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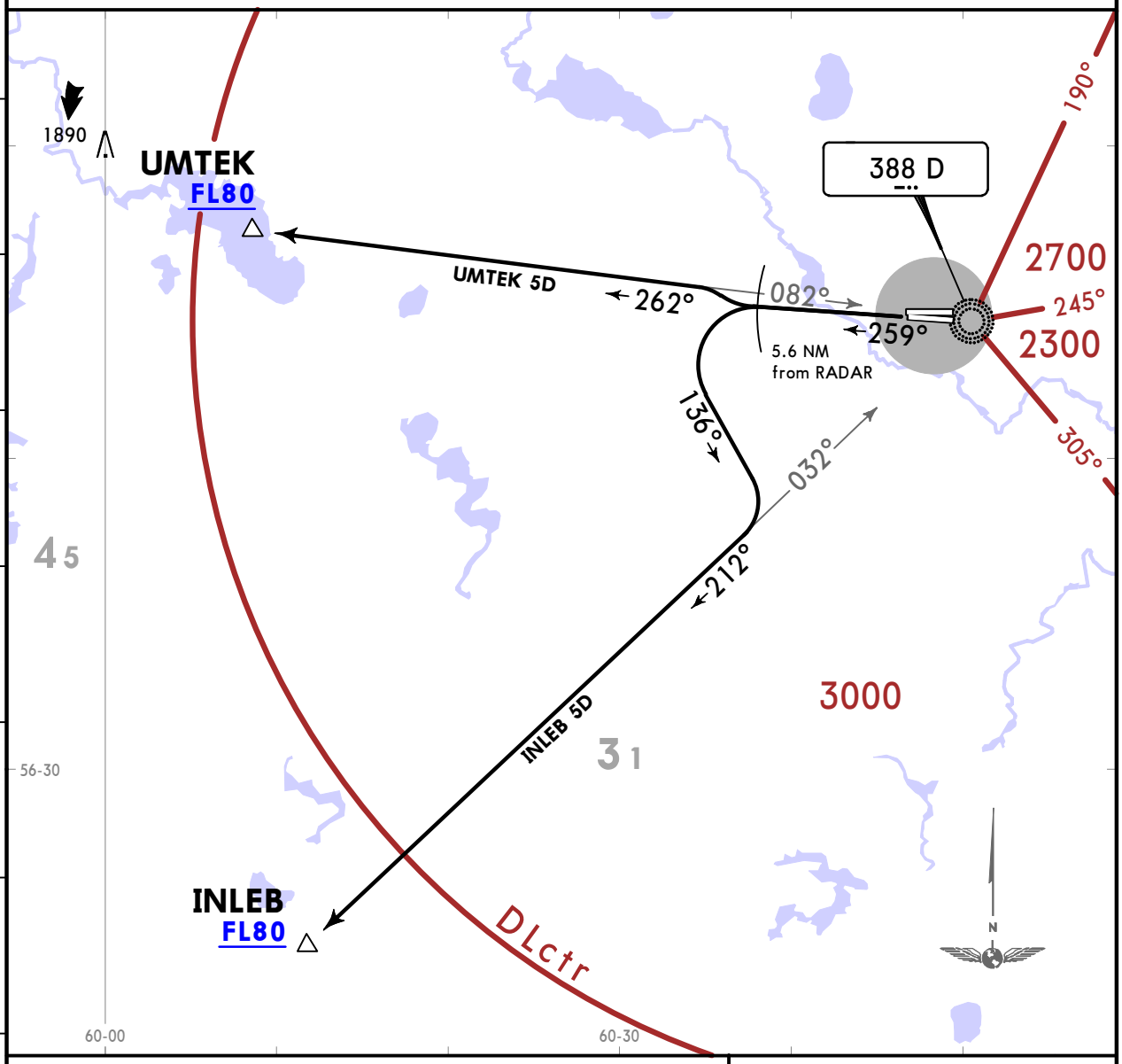
Apt Elev	
768	QNH on request **(QFE)** Trans alt: 3730 **(2966)** 1. Initial turn shall be carried out by ATC instruction. 2. EXPECT close-in obstacles.

INLEB 5D [INLE5D]
UMTEK 5D [UMTE5D]
RWY 26L DEPARTURES

RADAR CONTROL REQUIRED

CAT A & B



These SIDs require minimum climb gradients of
7.1% and
INLEB 5D: 3.6% up to FL80 due to airspace limitations.
UMTEK 5D: 5.7% up to FL80 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
5.7% V/V (fpm)	433	577	866	1154	1443	1732
7.1% V/V (fpm)	539	719	1079	1438	1798	2157

ALT/HEIGHT CONVERSION

QNH	(QFE)
3730	**(2966 - 900m)**

SID	ROUTING
INLEB 5D	Climb on 259° track to 5.6 NM from RADAR, turn LEFT, 136° track, intercept 212° bearing from D to INLEB.
UMTEK 5D	Climb on 259° track to 5.6 NM from RADAR, turn RIGHT, intercept 262° bearing from D to UMTEK.

CHANGES: New chart (new SIDs at this airport).

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USSS/SVX

Apt Elev **768′**
N56 44.6 E060 48.3

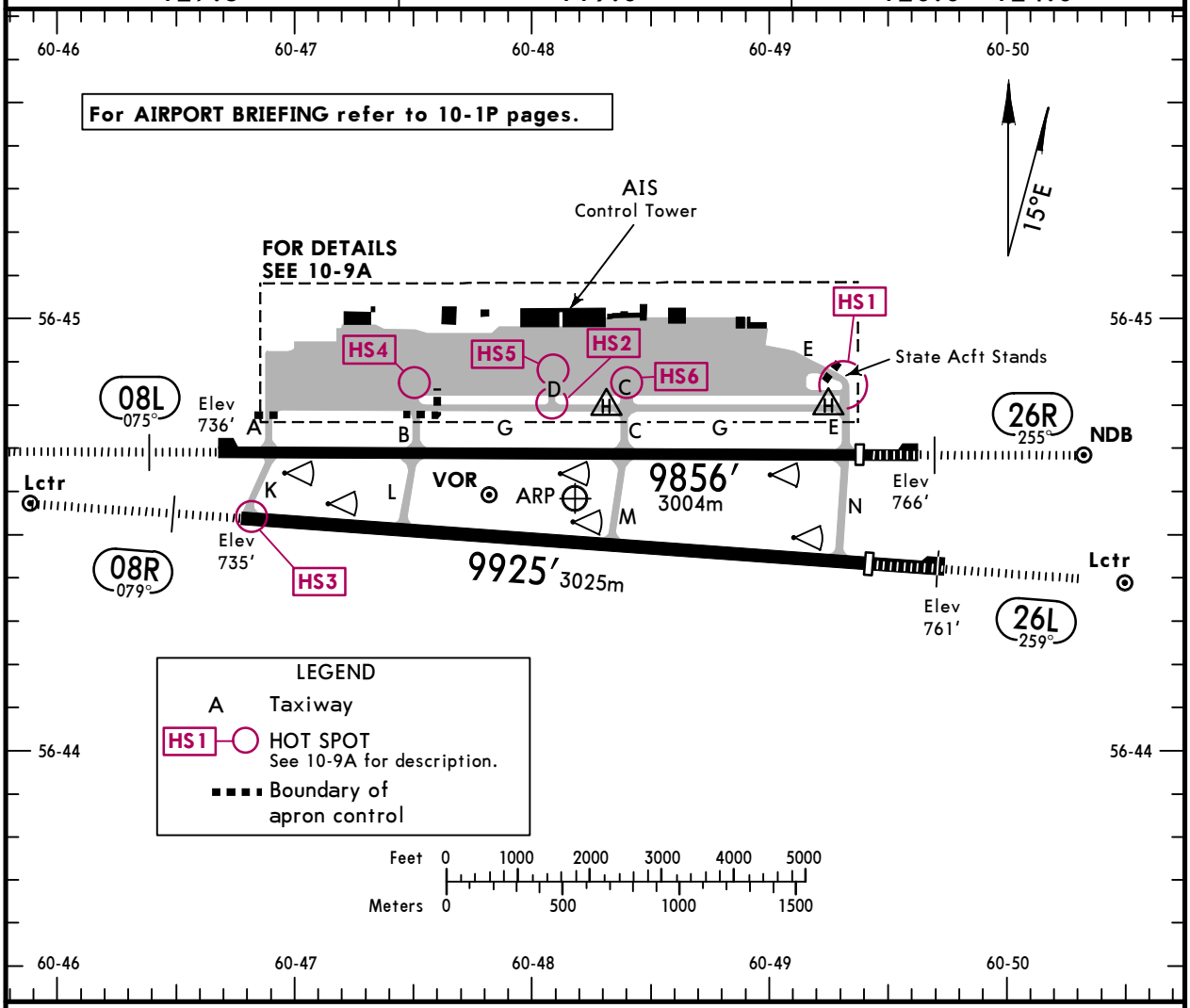
JEPPESEN

13 JUL 18 (10-9) **Eff 19 Jul**

YEKATERINBURG, RUSSIA

KOLTSOVO

ATIS	KOLTSOVO Ground	Start (TWR)
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	RVR			8823′ 2689m	❷	148′ 45m
26R	HIRL (57m)	HIALS	PAPI-L (3.17°) ❶	RVR		9036′ 2754m	8003′ 2439m		
08R	HIRL (60m)	HIALS	PAPI-L (3.00°) ❶	RVR		9678′ 2950m	8707′ 2654m	9678′ 2950m	148′ 45m
26L	HIRL (60m)	HIALS	PAPI-L (3.00°) ❶	RVR		8858′ 2700m	7765′ 2367m		

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 26R:

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

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: Hot spots.

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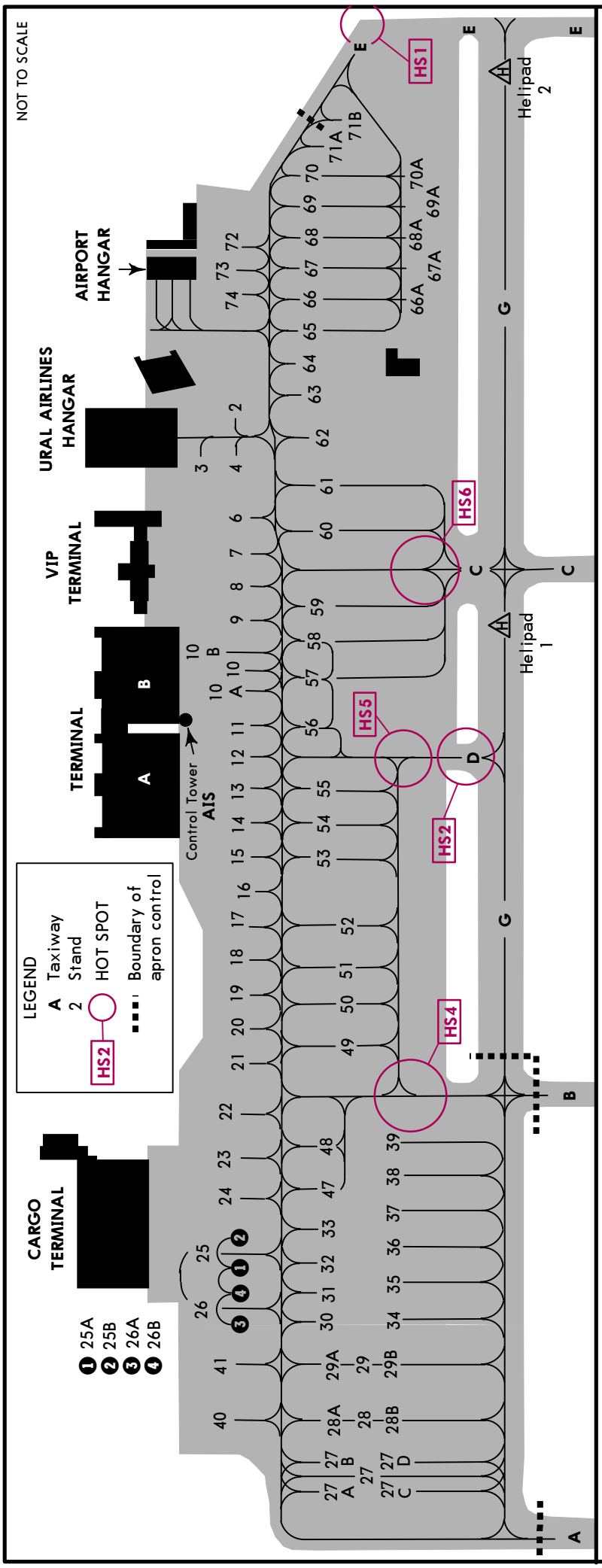

HOT SPOTS

HS1 Attention! Taxiing of state aviation acft out of the stands, helicopter taxiing, dense ground vehicle traffic.

HS2 Attention! When taxiing via Twy D, further taxiing shall be carried out to the LEFT or to the RIGHT.

HS3 Attention! When taxiing from Twy K onto Rwy 08R, the turn is more than 90°.

HS4 thru HS6 Attention! Intensive ground vehicle traffic.

CHANGES: Hot spots.

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INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
2	N56 45.0 E060 48.7	-	50**	N56 44.9 E060 47.6	749
3,4	N56 45.0 E060 48.5	-	51*	N56 44.9 E060 47.7	750
6	N56 45.0 E060 48.5	757	51**, 52	N56 44.9 E060 47.7	749
7	N56 45.0 E060 48.4	755	53*	N56 44.9 E060 47.9	748
8	N56 45.0 E060 48.4	754	53**	N56 44.9 E060 47.9	747
9	N56 45.0 E060 48.3	754	54*	N56 44.9 E060 47.9	748
10	N56 45.0 E060 48.2	753	54**	N56 44.9 E060 47.9	747
10A	N56 45.0 E060 48.2	752	55*	N56 44.9 E060 48.0	749
10B	N56 45.0 E060 48.2	753	55**	N56 44.9 E060 48.0	748
11	N56 45.0 E060 48.1	752	56*	N56 44.9 E060 48.2	750
12	N56 45.0 E060 48.1	751	56**	N56 44.8 E060 48.2	749
13	N56 45.0 E060 48.0	751	57*	N56 44.9 E060 48.2	751
14	N56 45.0 E060 48.0	750	57**	N56 44.9 E060 48.2	752
15	N56 45.0 E060 47.9	750	58*	N56 44.9 E060 48.3	753
16	N56 45.0 E060 47.8	750	58**	N56 44.9 E060 48.3	754
17	N56 45.0 E060 47.8	749	59*	N56 44.9 E060 48.3	755
18, 19	N56 45.0 E060 47.7	749	59**	N56 44.9 E060 48.3	756
20	N56 45.0 E060 47.6	748	60*	N56 44.9 E060 48.5	759
21	N56 45.0 E060 48.5	749	60**	N56 44.9 E060 48.5	758
22	N56 45.0 E060 48.5	-	61*	N56 44.9 E060 48.5	760
23, 24	N56 45.0 E060 47.4	-	61**	N56 44.9 E060 48.5	759
25	N56 45.0 E060 47.3	748	62*	N56 44.9 E060 48.6	762
25A, 25B	N56 45.0 E060 47.3	-	62**	N56 44.9 E060 48.6	760
26	N56 44.9 E060 47.2	747	63*	N56 44.9 E060 48.7	762
26A, 26B	N56 44.9 E060 47.2	-	63**	N56 44.9 E060 48.7	761
27*	N56 44.9 E060 47.0	741	64	N56 44.9 E060 48.7	763
27**	N56 44.8 E060 47.0	742	65*	N56 44.9 E060 48.8	763
27A	N56 44.9 E060 47.0	740	65**	N56 44.9 E060 48.8	762
27B	N56 44.9 E060 47.0	741	66*	N56 44.9 E060 48.8	764
27C	N56 44.8 E060 47.0	740	66**	N56 44.9 E060 48.8	763
27D	N56 44.8 E060 47.0	741	66A	N56 44.8 E060 48.8	-
28*	N56 44.9 E060 47.1	743	67*	N56 44.9 E060 48.9	764
28**	N56 44.8 E060 47.1	743	67**	N56 44.9 E060 48.9	763
28A	N56 44.9 E060 47.1	742	67A	N56 44.8 E060 48.9	-
28B	N56 44.8 E060 47.1	742	68*	N56 44.9 E060 48.9	765
29*	N56 44.9 E060 47.1	744	68**	N56 44.9 E060 48.9	764
29**	N56 44.8 E060 47.1	744	68A	N56 44.8 E060 48.9	-
29A	N56 44.9 E060 47.1	744	69*	N56 44.9 E060 49.0	765
29B	N56 44.8 E060 47.1	744	69**	N56 44.9 E060 49.0	764
30, 31	N56 44.9 E060 47.2	745	69A	N56 44.8 E060 49.0	-
32, 33	N56 44.9 E060 47.3	746	70*	N56 44.9 E060 49.0	766
34	N56 44.9 E060 47.2	744	70**	N56 44.9 E060 49.0	765
35	N56 44.9 E060 47.3	745	70A	N56 44.8 E060 49.0	-
36	N56 44.9 E060 47.3	746	71A, 71B	N56 44.9 E060 49.1	-
37, 38	N56 44.9 E060 47.4	747	72, 73	N56 44.9 E060 48.9	-
39	N56 44.9 E060 47.5	748	74	N56 44.9 E060 48.8	-
40	N56 45.0 E060 47.1	744			
41	N56 45.0 E060 47.1	746			
47	N56 44.9 E060 47.4	748			
48*	N56 44.9 E060 47.4	749			
48**	N56 44.9 E060 47.4	748			
49, 50	N56 44.9 E060 47.6	750			

* facing NORTH
** facing SOUTH

CHANGES: Coordinates and elevations added.

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STRAIGHT-IN RWY		A	B	C	D
08L	ILS Z ALS out	**936**′(200′) **R550m❶** R1200m	**936**′(200′) **R550m❶** R1200m	NOT APPLICABLE	NOT APPLICABLE
	ILS Y or W ALS out	**936**′(200′) **R550m❶** R1200m	**936**′(200′) **R550m❶** R1200m	**936**′(200′) **R550m❶** R1200m	**936**′(200′) **R550m❶** R1200m
	ILS X ALS out	**936**′(200′) **R550m❶** R1200m	**936**′(200′) **R550m❶** R1200m	**936**′(200′) **R550m❶** R1200m	NOT APPLICABLE
	GLS ALS out	**936**′(200′) **R550m❶** R1200m	**936**′(200′) **R550m❶** R1200m	**936**′(200′) **R550m❶** R1200m	**936**′(200′) **R550m❶** R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	❷ RNAV (GNSS) ALS out	**1170**′(434′) **R1300m** R1500m	**1170**′(434′) **R1300m** R1500m	**1170**′(434′) **R1300m** R2000m	**1170**′(434′) **R1300m** R2000m
	❷ VOR Z, Y or X **with D3.1** ALS out	**1320**′(584′) **R1500m** R1500m	**1320**′(584′) **R1500m** R1500m	**1320**′(584′) **R2000m** R2400m	**1320**′(584′) **R2000m** R2400m
	❷ VOR Z, Y or X **w/o D3.1**	**1480**′(744′) **R1500m**	**1480**′(744′) **R1500m**	**1480**′(744′) **R2400m**	**1480**′(744′) **R2400m**
	❷ NDB Z	**1480**′(744′) **R1500m**	**1480**′(744′) **R1500m**	NOT APPLICABLE	NOT APPLICABLE
08R	ILS Z ALS out	**935**′(200′) **R550m❶** R1200m	**935**′(200′) **R550m❶** R1200m	NOT APPLICABLE	NOT APPLICABLE
	ILS Y, X or W ALS out	**935**′(200′) **R550m❶** R1200m	**935**′(200′) **R550m❶** R1200m	**935**′(200′) **R550m❶** R1200m	**935**′(200′) **R550m❶** R1200m
	GLS ALS out	**935**′(200′) **R550m❶** R1200m	**935**′(200′) **R550m❶** R1200m	**935**′(200′) **R550m❶** R1200m	**935**′(200′) **R550m❶** R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	❷ RNAV (GNSS) ALS out	**1170**′(435′) **R1300m** R1500m	**1170**′(435′) **R1300m** R1500m	**1170**′(435′) **R1300m** R2000m	**1170**′(435′) **R1300m** R2000m
	❷ VOR Z, Y or X **with D3.0** ALS out	**1320**′(585′) **R1500m** R1500m	**1320**′(585′) **R1500m** R1500m	**1320**′(585′) **R2000m** R2400m	**1320**′(585′) **R2000m** R2400m
	❷ VOR Z, Y or X **w/o D3.0**	**1480**′(745′) **R1500m**	**1480**′(745′) **R1500m**	**1480**′(745′) **R2400m**	**1480**′(745′) **R2400m**
	❷ NDB Z	**1480**′(745′) **R1500m**	**1480**′(745′) **R1500m**	NOT APPLICABLE	NOT APPLICABLE

❶ W/o HUD/AP/FD: RVR 750m.
❷ Continuous Descent Final Approach.

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STRAIGHT-IN RWY		A	B	C	D
26L	ILS Z	**961**′(200′) **R550m❶**	**961**′(200′) **R550m❶**	NOT APPLICABLE	NOT APPLICABLE
	ALS out	R1200m	R1200m		
	❷ ILS X	**961**′(200′) **R550m❶**	**961**′(200′) **R550m❶**	**961**′(200′) **R550m❶**	**961**′(200′) **R550m❶**
	ALS out	R1200m	R1200m	R1200m	R1200m
	❸ ILS X	**1096**′(335′) **R800m**	**1106**′(345′) **R900m**	**1116**′(355′) **R900m**	**1126**′(365′) **R1000m**
	ALS out	R1500m	R1500m	R1600m	R1700m
	ILS W	**961**′(200′) **R550m❶**	**961**′(200′) **R550m❶**	**961**′(200′) **R550m❶**	**961**′(200′) **R550m❶**
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**961**′(200′) **R550m❶**	**961**′(200′) **R550m❶**	**961**′(200′) **R550m❶**	**961**′(200′) **R550m❶**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	❹ RNAV (GNSS)	**1220**′(459′) **R1400m**	**1220**′(459′) **R1400m**	**1220**′(459′) **R1400m**	**1220**′(459′) **R1400m**
	ALS out	R1500m	R1500m	R2100m	R2100m
	❹ VOR Z or X with D2.8	**1240**′(479′) **R1500m**	**1240**′(479′) **R1500m**	**1240**′(479′) **R1500m**	**1240**′(479′) **R1500m**
	ALS out	R1500m	R1500m	R2200m	R2200m
	❹ VOR Z or X w/o D2.8	**1270**′(509′) **R1500m**	**1270**′(509′) **R1500m**	**1270**′(509′) **R1600m**	**1270**′(509′) **R1600m**
	ALS out	R1500m	R1500m	R2400m	R2400m
	❹ NDB Z	**1270**′(509′) **R1500m**	**1270**′(509′) **R1500m**	NOT APPLICABLE	NOT APPLICABLE
26R	ILS Z	**964**′(200′) **R550m❶**	**964**′(200′) **R550m❶**	NOT APPLICABLE	NOT APPLICABLE
	ALS out	R1200m	R1200m		
	❷ ILS X	**964**′(200′) **R550m❶**	**964**′(200′) **R550m❶**	**964**′(200′) **R550m❶**	**964**′(200′) **R550m❶**
	ALS out	R1200m	R1200m	R1200m	R1200m
	❸ ILS X	**1096**′(332′) **R800m**	**1106**′(342′) **R900m**	**1116**′(352′) **R900m**	**1125**′(361′) **R1000m**
	ALS out	R1500m	R1500m	R1600m	R1700m
	ILS W	**964**′(200′) **R550m❶**	**964**′(200′) **R550m❶**	**964**′(200′) **R550m❶**	**964**′(200′) **R550m❶**
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**964**′(200′) **R550m❶**	**964**′(200′) **R550m❶**	**964**′(200′) **R550m❶**	**964**′(200′) **R550m❶**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH

❶ W/o HUD/AP/FD: RVR 750m.
❷ Missed apch climb gradient mim 3.0%.
❸ Missed apch climb gradient mim 2.5%.
❹ Continuous Descent Final Approach.

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STRAIGHT-IN RWY		A	B	C	D
26R (contd)	❶ RNAV (GNSS)	**1240′**(476′) **R1500m**	**1240′**(476′) **R1500m**	**1240′**(476′) **R1500m**	**1240′**(476′) **R1500m**
	ALS out	R1500m	R1500m	R2200m	R2200m
	❶ VOR Z or X **with D2.8**	**1240′**(476′) **R1500m**	**1240′**(476′) **R1500m**	**1240′**(476′) **R1500m**	**1240′**(476′) **R1500m**
	ALS out	R1500m	R1500m	R2200m	R2200m
	❶ VOR Z or X **w/o D2.8**	**1270′**(506′) **R1500m**	**1270′**(506′) **R1500m**	**1270′**(506′) **R1600m**	**1270′**(506′) **R1600m**
	ALS out	R1500m	R1500m	R2400m	R2400m
	❶ NDB Z	**1270′**(506′) **R1500m**	**1270′**(506′) **R1500m**	NOT APPLICABLE	NOT APPLICABLE

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1270′(502′)	**1370′**(602′)	**1710′**(942′)❷	**1740′**(972′)❷❸
After VOR 08L/R	**1320′**(552′)	**1370′**(602′)	**1710′**(942′)	**1740′**(972′)
	V1500m❹	V1600m❹	V2400m	V3600m

❷ ILS Z or NDB Z: NOT APPLICABLE.
❸ ILS X 08L: NOT APPLICABLE.
❹ or higher minimums of preceding straight-in approach.

TAKE-OFF

	Low Visibility Take-off Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A B C D	R300m	400m	500m

CHANGES: New page.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 Eff 29 Mar (11-1) CAT A & B

YEKATERINBURG, RUSSIA ILS Z Rwy 08L

BRIEFING STRIP

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

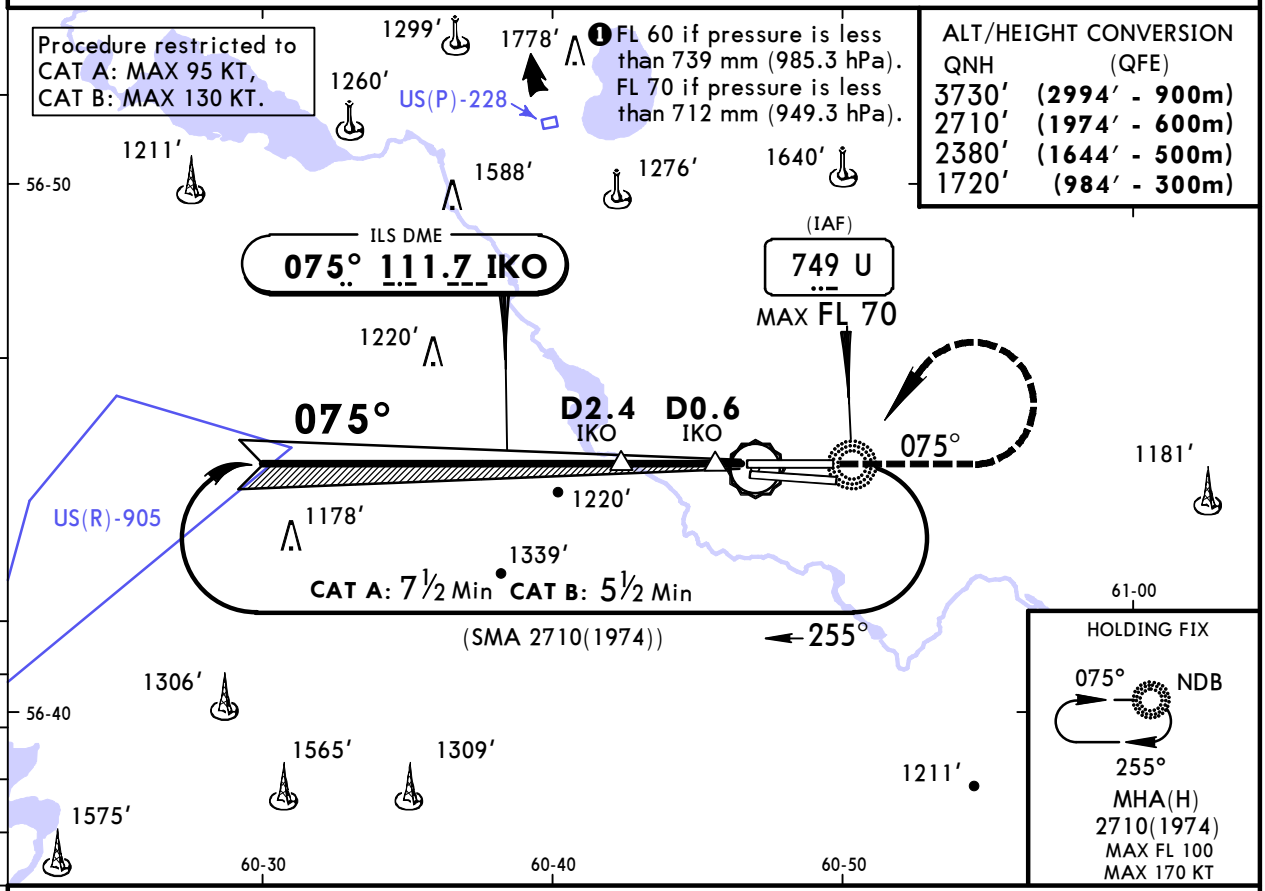
LOC IKO	Final Apch Crs	GS D2.4 IKO	ILS DA(H)	Apt Elev 768' Rwy 736'
111.7	075°	1556'(820')	936'(200')	

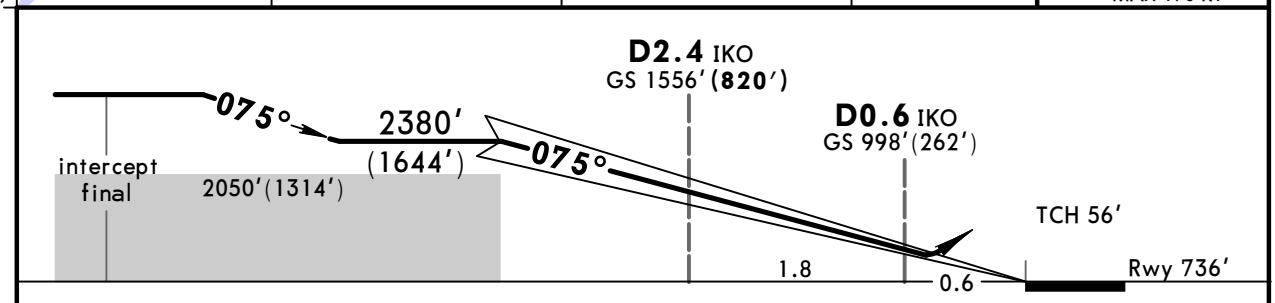
MISSED APCH: Climb on 075° to 1720'(984') or above, then turn LEFT to NDB, climbing to 2710'(1974') or above, then according to chart or to the holding area.

MSA U NDB: 3000 (190°, 2700, 245°, 2300, 305°)

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3730' **(2994')**

ILS DME reads zero at rwy 08L threshold.





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

HIALS PAPI MIM 1720' (984') on 075°

PANS OPS

	STRAIGHT-IN LANDING RWY 08L ILS DA(H) 936'(200') FULL	ALS out	LOC (GS out)	CIRCLE-TO-LAND Max Kts	MDA(H)	
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	100	1270'(502')	1600m
B				135	1370'(602')	1600m
C	NOT APPLICABLE			C	NOT APPLICABLE	
D				D		

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (11-2) Eff 29 Mar

YEKATERINBURG, RUSSIA ILS Y Rwy 08L

BRIEFING STRIP TM

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

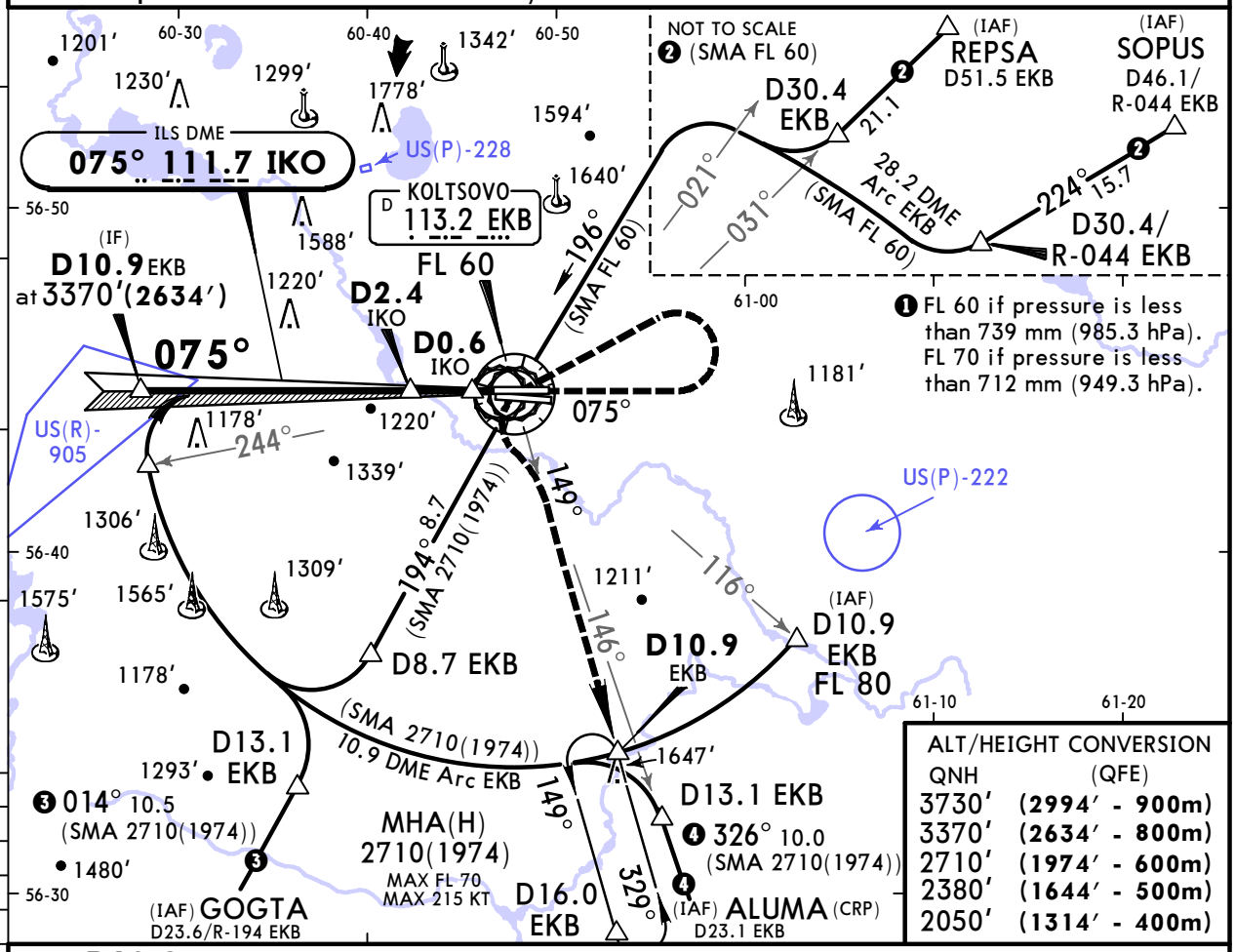
LOC IKO	Final Apch Crs	GS	ILS DA(H)	Apt Elev 768′
111.7	**075°**	**D2.4 IKO** 1556′(**820′**)	936′(**200′**)	Rwy 736′

MISSED APCH: Climb on 075° to 2050′(1314′) or above (MAX 215 KT), then turn LEFT to VOR (MAX 245 KT), climbing to 2710′(1974′) or above, then proceed on R-149 EKB to D10.9 EKB to 2710′(1974′) or above, then according to chart or join holding.

MSA EKB VOR: 3000 (190°–305°); 2700 (245°–305°); 2300 (190°–245°)

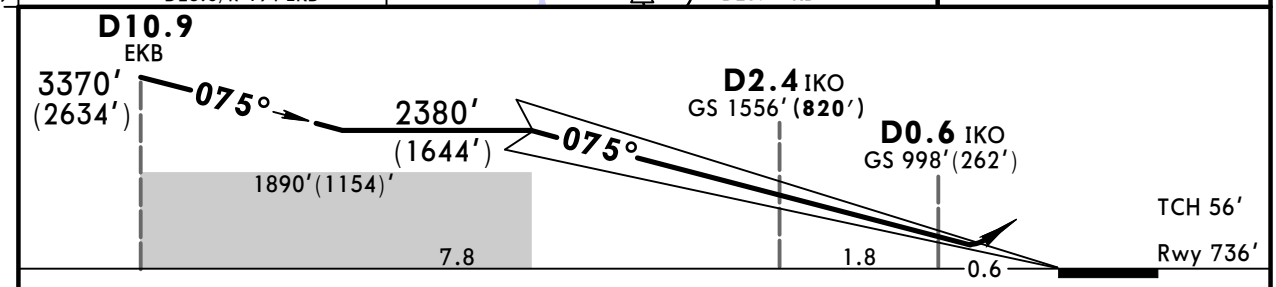
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 50 ❶ Trans alt: 3730′ (**2994′**)

1. DME required. 2. ILS DME reads zero at rwy 08L threshold.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3730′	(**2994′ - 900m**)
3370′	(**2634′ - 800m**)
2710′	(**1974′ - 600m**)
2380′	(**1644′ - 500m**)
2050′	(**1314′ - 400m**)



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

HIALS PAPI

215 KT MAX

MIM 2050′ (1314′) on **075°**

PANS OPS

STRAIGHT-IN LANDING RWY **08L**

	ILS DA(H) 936′(**200′**) FULL	ILS DA(H) 936′(**200′**) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1270′(502′)	1600m
135	1370′(602′)	1600m
180	1710′(942′)	4400m
205	1740′(972′)	4800m

CHANGES: Communications. IAF.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 Eff 29 Mar (11-3) CAT A, B & C

YEKATERINBURG, RUSSIA ILS X Rwy 08L

BRIEFING STRIP TM

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

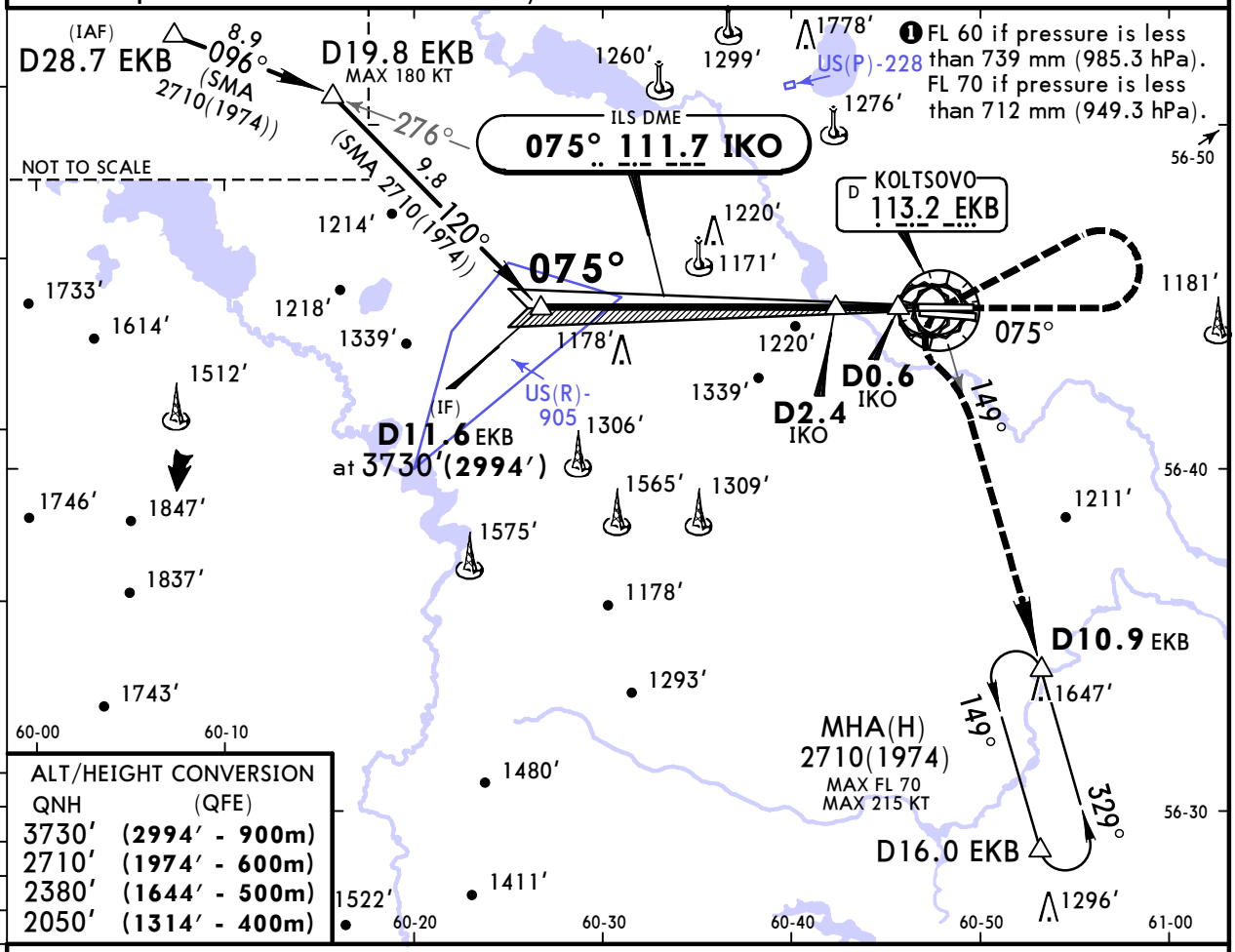
LOC IKO	Final Apch Crs	GS D2.4 IKO	ILS DA(H)	Apt Elev 768′
111.7	**075°**	1556′(**820′**)	936′(**200′**)	Rwy 736′

MISSED APCH: Climb on 075° to 2050′(1314′) or above (MAX 215 KT), then turn LEFT to VOR (MAX 245 KT), climbing to 2710′(1974′) or above, then proceed on R-149 EKB to D10.9 EKB to 2710′(1974′) or above to the holding area. Do not turn before passing MAP.

MSA EKB VOR: 3000 (190°–305°), 2700 (245°–305°), 2300 (245°–190°)

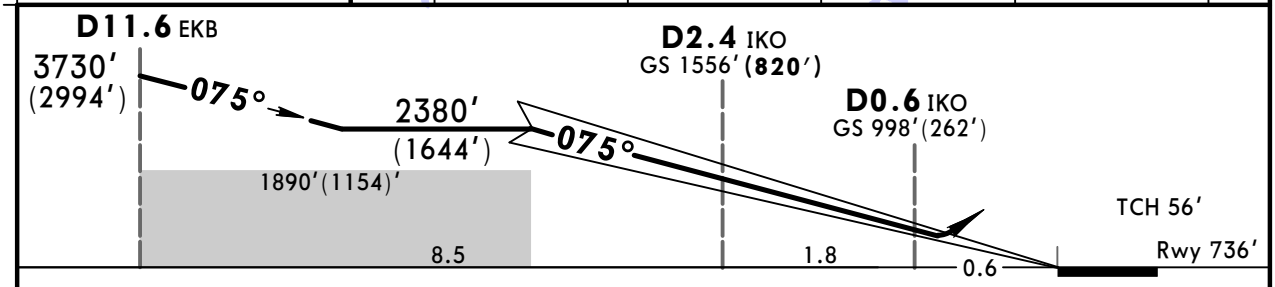
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3730′ **(2994′)**

1. DME required. 2. ILS DME reads zero at rwy 08L threshold.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3730′	(**2994′ - 900m**)
2710′	(**1974′ - 600m**)
2380′	(**1644′ - 500m**)
2050′	(**1314′ - 400m**)



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

HIALS PAPI **215 KT** MAX MIM 2050′ (1314′) on **075°**

PANS OPS

	STRAIGHT-IN LANDING RWY **08L** ILS DA(H) 936′(**200′**) FULL	ALS out	LOC (GS out)	CIRCLE-TO-LAND Max Kts	MDA(H)	
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	100	1270′(502′)	1600m
B				135	1370′(602′)	1600m
C				180	1710′(942′)	4400m
D	NOT APPLICABLE			D	NOT APPLICABLE	

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (11-4) Eff 29 Mar

YEKATERINBURG, RUSSIA ILS W Rwy 08L

BRIEFING STRIP ™

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

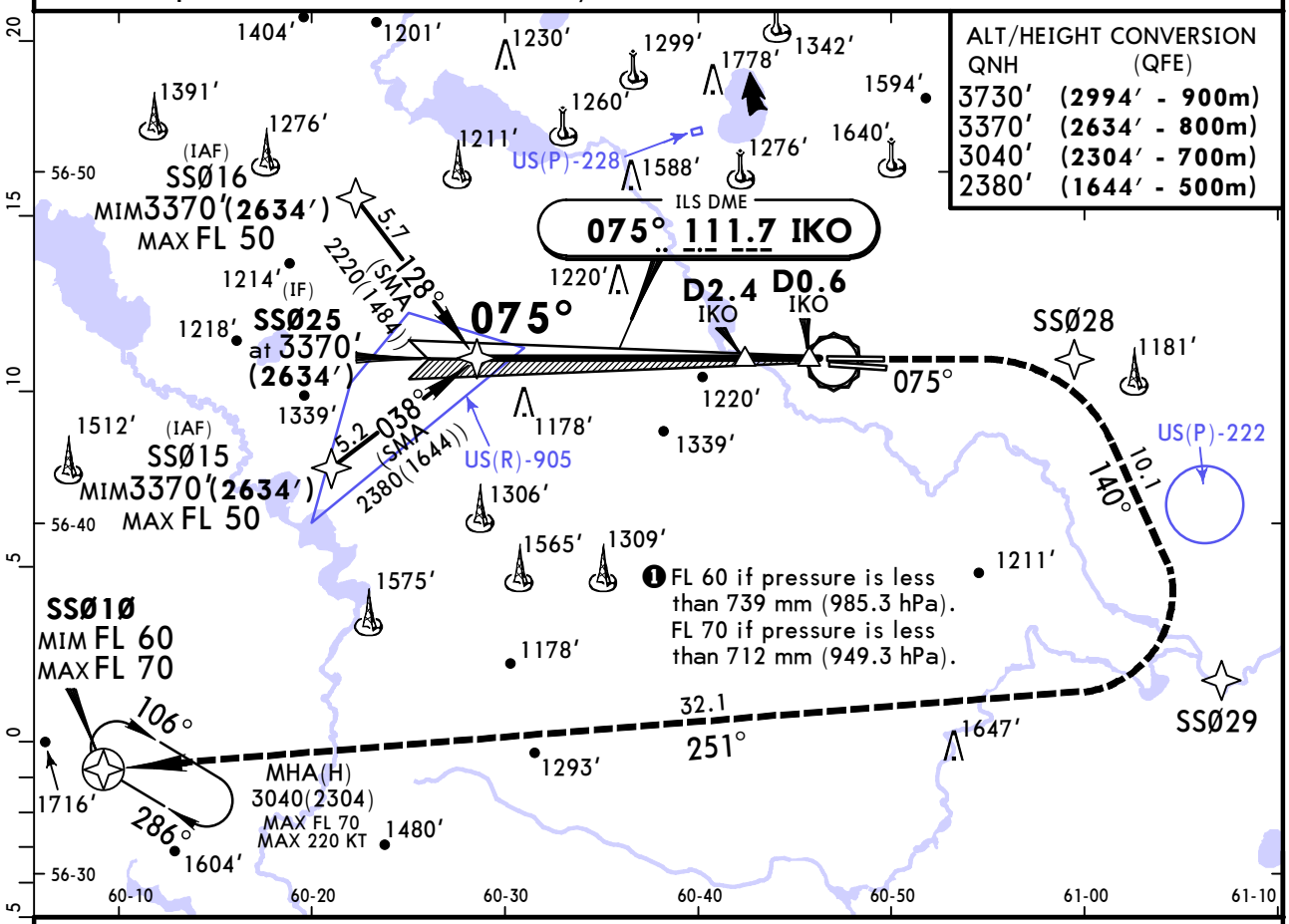
LOC IKO	Final Apch Crs	GS D2.4 IKO	ILS DA(H)	Apt Elev 768′ Rwy 736′
111.7	075°	1556′(820′)	936′(200′)	

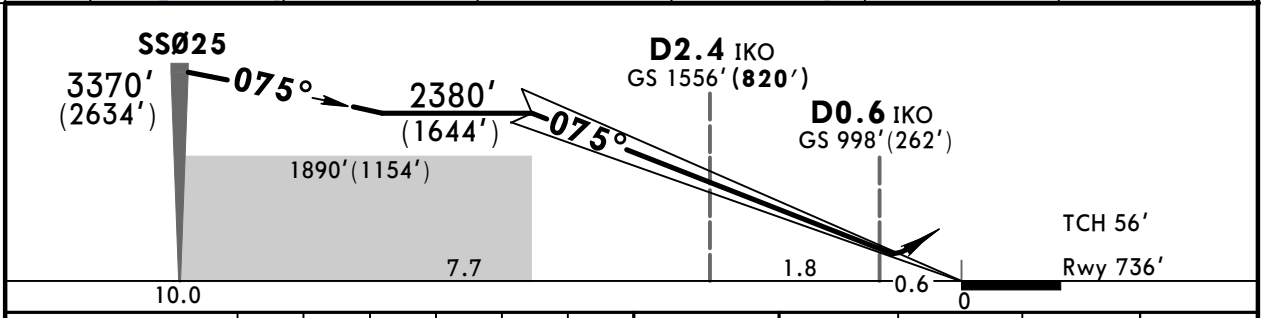
MISSED APCH: Climb on 075° to SSØ28 (MAX 230 KT), then turn RIGHT to SSØ29 (MAX 230 KT), then turn RIGHT to SSØ1Ø, then according to chart or to the holding area.

3000 MSA ARP

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3730′ **(2994′)**

1. GNSS required. 2. ILS DME reads zero at rwy 08L threshold.





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

HIALS PAPI

230 KT MAX

SSØ28 on **075°**

PANS OPS

	STRAIGHT-IN LANDING RWY **08L** ILS DA(H) 936′(200′) FULL	ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND Max Kts	MDA(H)	
100	1270′ (502′)	1600m
135	1370′ (602′)	1600m
180	1710′ (942′)	4400m
205	1740′ (972′)	4800m

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 Eff 29 Mar (11-5) CAT A & B

YEKATERINBURG, RUSSIA ILS Z Rwy 08R

BRIEFING STRIP

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

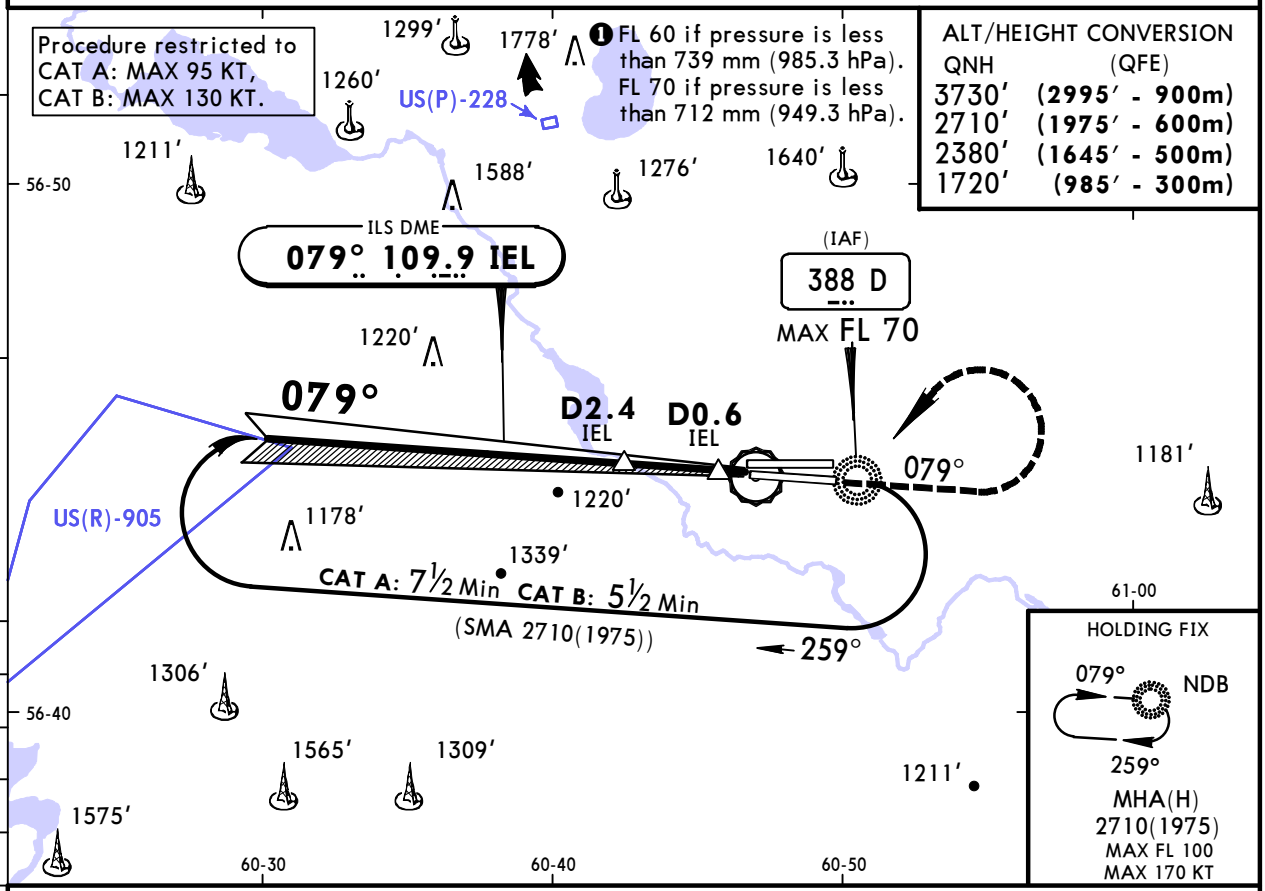
LOC IEL	Final Apch Crs	GS D2.4 IEL	ILS DA(H)	Apt Elev 768′ Rwy 735′
109.9	079°	1555′(820′)	935′(200′)	

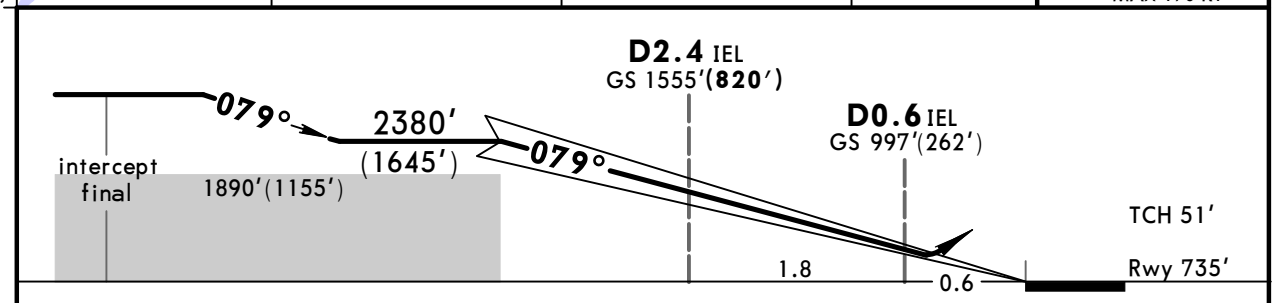
MISSED APCH: Climb on 079° to 1720′(985′) or above, then turn LEFT to NDB, climbing to 2710′(1975′) or above, then according to chart or to the holding area.

MSA D NDB: 3000 (190°–305°), 2700 (245°–305°), 2300

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

ILS DME reads zero at rwy 08R threshold.





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

HIALS PAPI MIM 1720′ (985′) on 079°

STRAIGHT-IN LANDING RWY 08R

	ILS DA(H) 935′(200′) FULL	ILS DA(H) 935′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C	NOT APPLICABLE		
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1270′(502′)	1600m
135	1370′(602′)	1600m
C	NOT APPLICABLE	
D		

PANS OPS

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (11-6) Eff 29 Mar

YEKATERINBURG, RUSSIA ILS Y Rwy 08R

BRIEFING STRIP TM

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

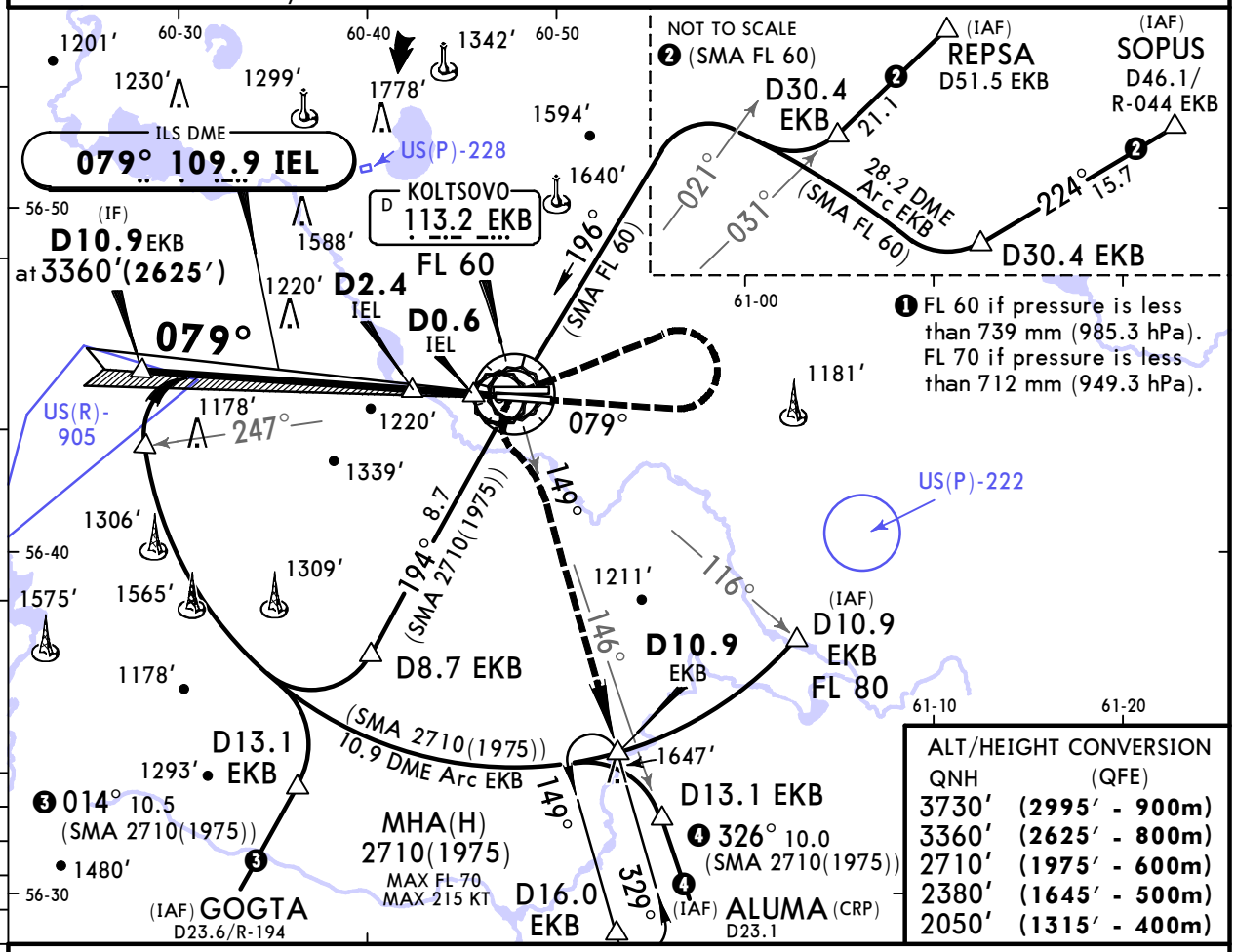
LOC IEL	Final Apch Crs	GS D2.4 IEL	ILS DA(H)	Apt Elev 768'
109.9	**079°**	1555'(**820'**)	935'(**200'**)	Rwy 735'

MISSED APCH: Climb on 079° to 2050'(1315') or above (MAX 215 KT), then turn LEFT to VOR (MAX 245 KT), climbing to 2710'(1975') or above, then proceed on R-149 EKB to D10.9 EKB to 2710'(1975') or above, then according to chart or join holding.

MSA EKB VOR: 3000 (190°–305°), 2700 (305°–245°), 2300 (245°–190°)

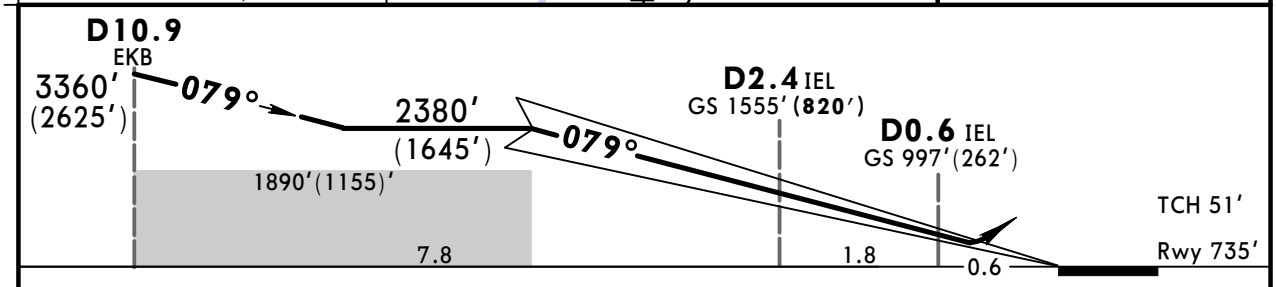
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3730' **(2995')**

ILS DME reads zero at rwy 08R threshold.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3730'	(**2995' - 900m**)
3360'	(**2625' - 800m**)
2710'	(**1975' - 600m**)
2380'	(**1645' - 500m**)
2050'	(**1315' - 400m**)



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

HIALS PAPI

215 KT MAX

MIM 2050' (1315') on **079°**

PANS OPS

STRAIGHT-IN LANDING RWY **08R**

	ILS DA(H) 935'(**200'**) FULL	ILS DA(H) 935'(**200'**) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1270'(502')	1600m
135	1370'(602')	1600m
180	1710'(942')	4400m
205	1740'(972')	4800m

CHANGES: Communications. IAF.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (11-7) Eff 29 Mar

YEKATERINBURG, RUSSIA ILS X Rwy 08R

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

BRIEFING STRIP TM

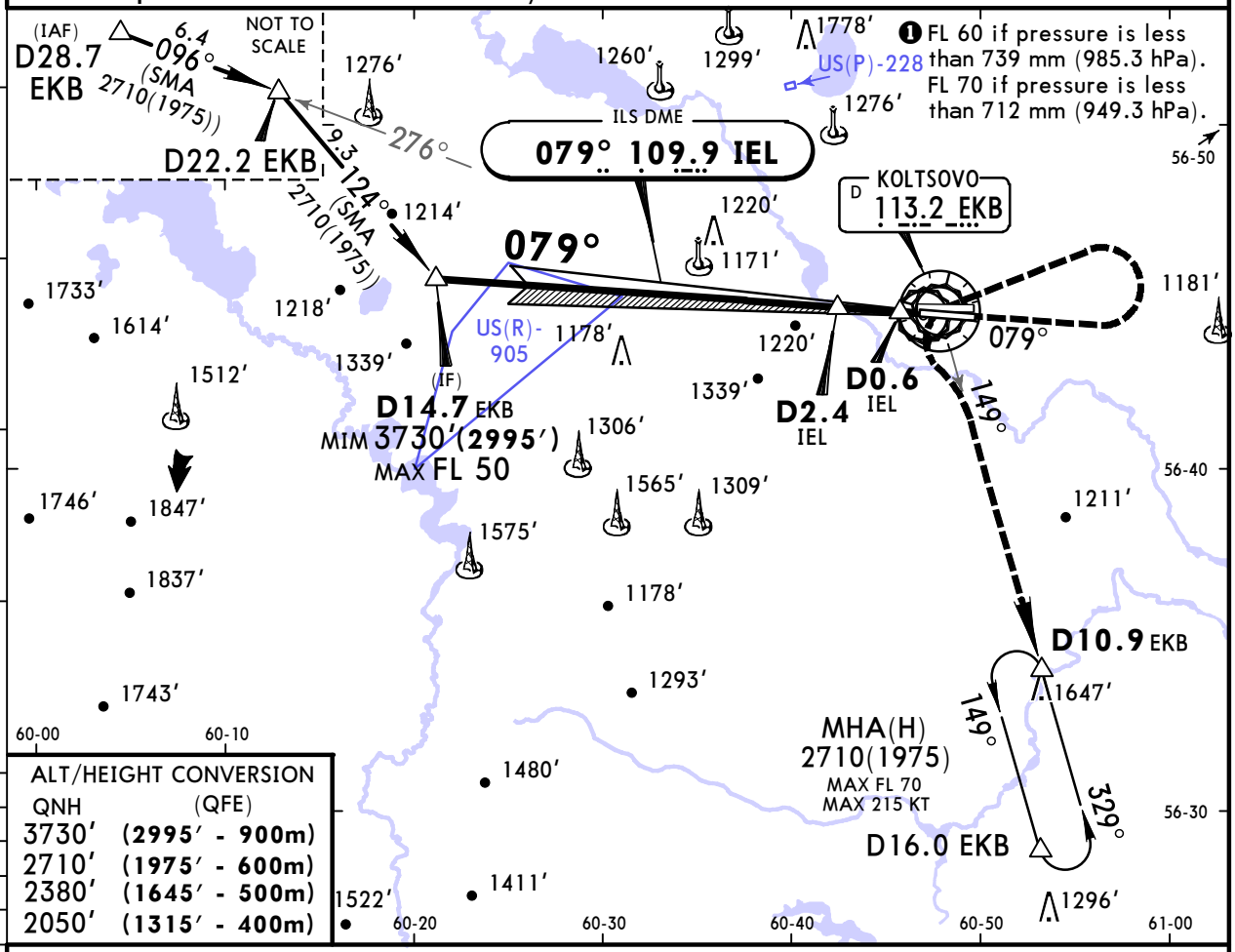
LOC IEL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 768′
109.9	**079°**	**D2.4 IEL** 1555′(**820′**)	935′(**200′**)	Rwy 735′

MISSED APCH: Climb on 079° to 2050′(1315′) or above (MAX 215 KT), then turn LEFT to VOR (MAX 245 KT), climbing to 2710′(1975′) or above, then proceed on R-149 EKB to D10.9 EKB to 2710′(1975′) or above to the holding area. Do not turn before passing MAP.

MSA EKB VOR: 3000 (190°–305°), 2700 (245°–305°), 2300 (190°–245°)

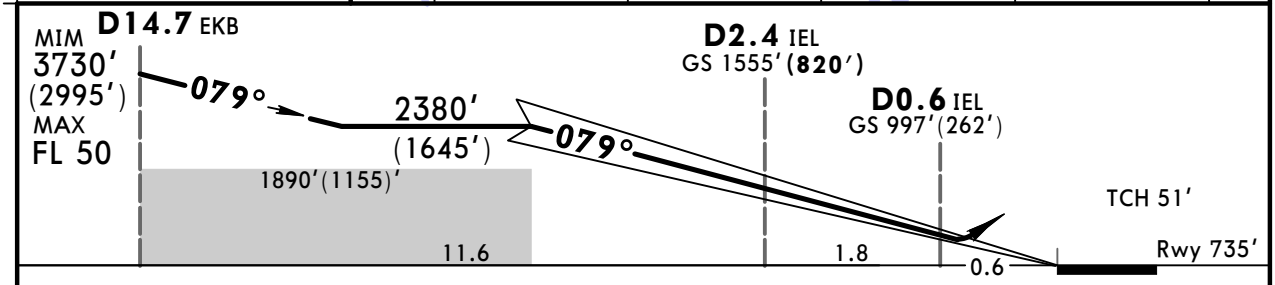
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 50 ❶ Trans alt: 3730′ (**2995′**)

1. DME required. 2. ILS DME reads zero at rwy 08R threshold.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3730′	(**2995′ - 900m**)
2710′	(**1975′ - 600m**)
2380′	(**1645′ - 500m**)
2050′	(**1315′ - 400m**)



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

HIALS PAPI

215 KT MAX

MIM 2050′ (1315′) on **079°**

STRAIGHT-IN LANDING RWY **08R**

	ILS DA(H) 935′(200′) FULL	ILS DA(H) 935′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1270′(502′)	1600m
135	1370′(602′)	1600m
180	1710′(942′)	4400m
205	1740′(972′)	4800m

PANS OPS

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN

23 MAR 18 (11-8) Eff 29 Mar

YEKATERINBURG, RUSSIA ILS W Rwy 08R

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

BRIEFING STRIP ™

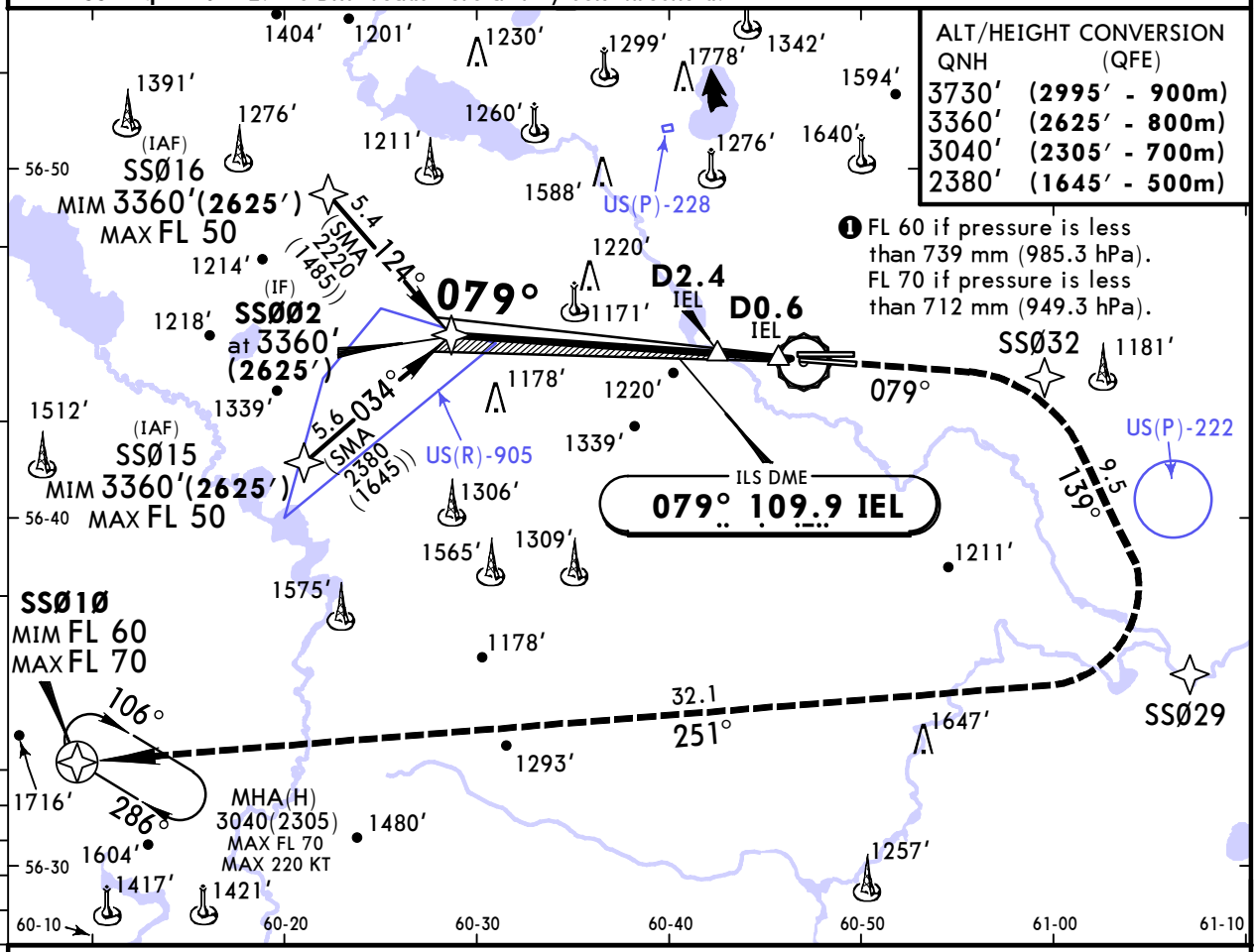
LOC IEL	Final Apch Crs	GS D2.4 IEL	ILS DA(H)	Apt Elev 768′
109.9	**079°**	1555′(**820′**)	935′(**200′**)	Rwy 735′

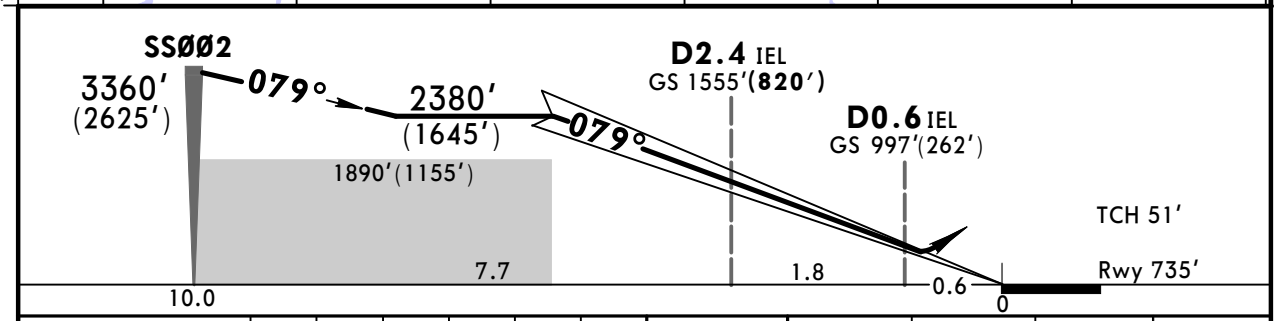
MISSED APCH: Climb on 079° to SSØ32 (MAX 230 KT) , then turn RIGHT to SSØ29 (MAX 230 KT), then turn RIGHT to SSØ1Ø, then according to chart, or to the holding area.

3000 MSA ARP

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

1. GNSS required. 2. ILS DME reads zero at rwy 08R threshold.





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

HIALS PAPI

230 KT MAX

SSØ32 on **079°**

STRAIGHT-IN LANDING RWY **08R**

	ILS DA(H) 935′(200′) FULL	ILS DA(H) 935′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1270′(502′)	1600m
135	1370′(602′)	1600m
180	1710′(942′)	4400m
205	1740′(972′)	4800m

PANS OPS

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 Eff 29 Mar (11-9) CAT A & B

YEKATERINBURG, RUSSIA ILS Z Rwy 26L

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

BRIEFING STRIP™

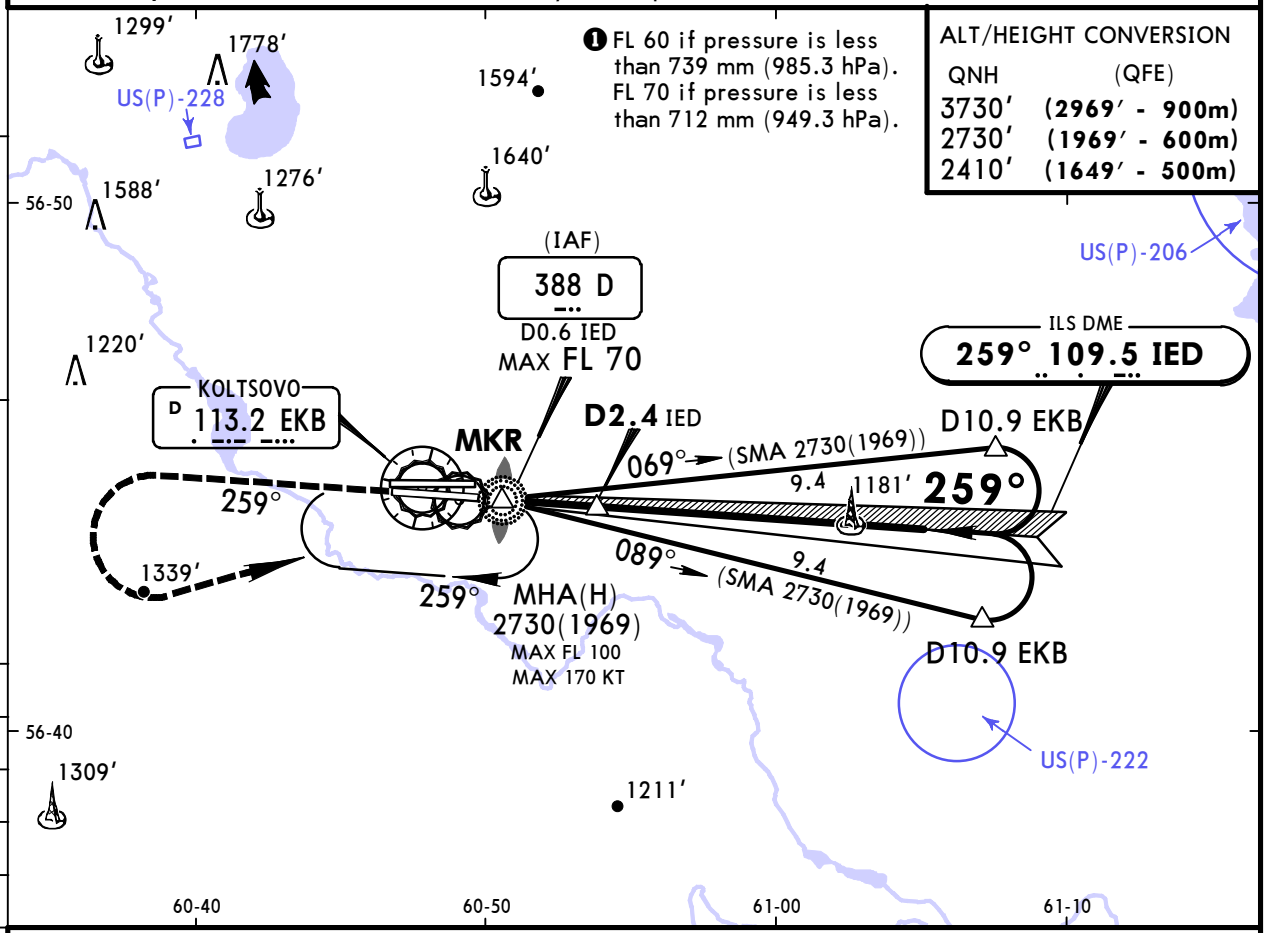
LOC IED	Final Apch Crs	GS D2.4 IED	ILS DA(H)	Apt Elev 768'
109.5	259°	1581'(820')	961'(200')	Rwy 761'

MISSED APCH: Climb on 259° to 2730'(1969') or above, then turn LEFT to NDB, then according to chart or join holding.

MSA D NDB: 190° 2700, 245° 2300, 305° 3000

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

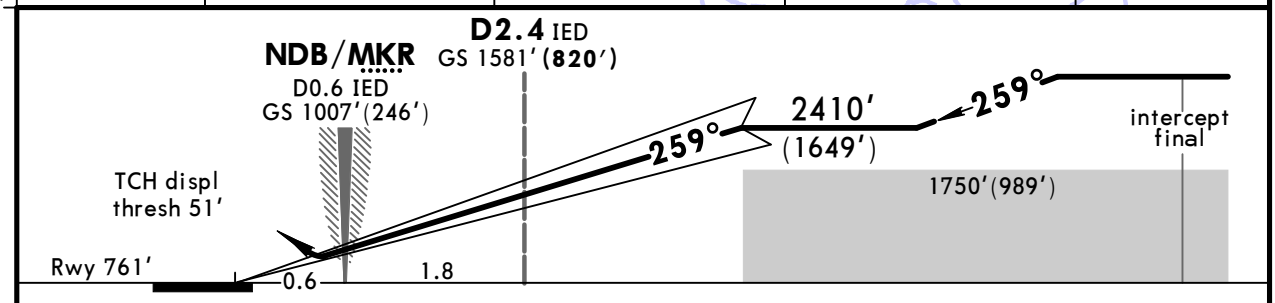
1. **DME required.** 2. ILS DME reads zero at rwy 26L displaced threshold.



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 3.00°	372	478	531	637	743	849

HIALS PAPI

MIM 2730' (1969') on 259°

D 388 LT

PANS OPS

	STRAIGHT-IN LANDING RWY 26L ILS DA(H) 961'(200') FULL	ALS out	LOC (GS out)	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	100	1270' (502') 1600m
B				135	1370' (602') 1600m
C	NOT APPLICABLE			C	NOT APPLICABLE
D				D	

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (11-10) Eff 29 Mar

YEKATERINBURG, RUSSIA ILS X Rwy 26L

BRIEFING STRIP ™

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

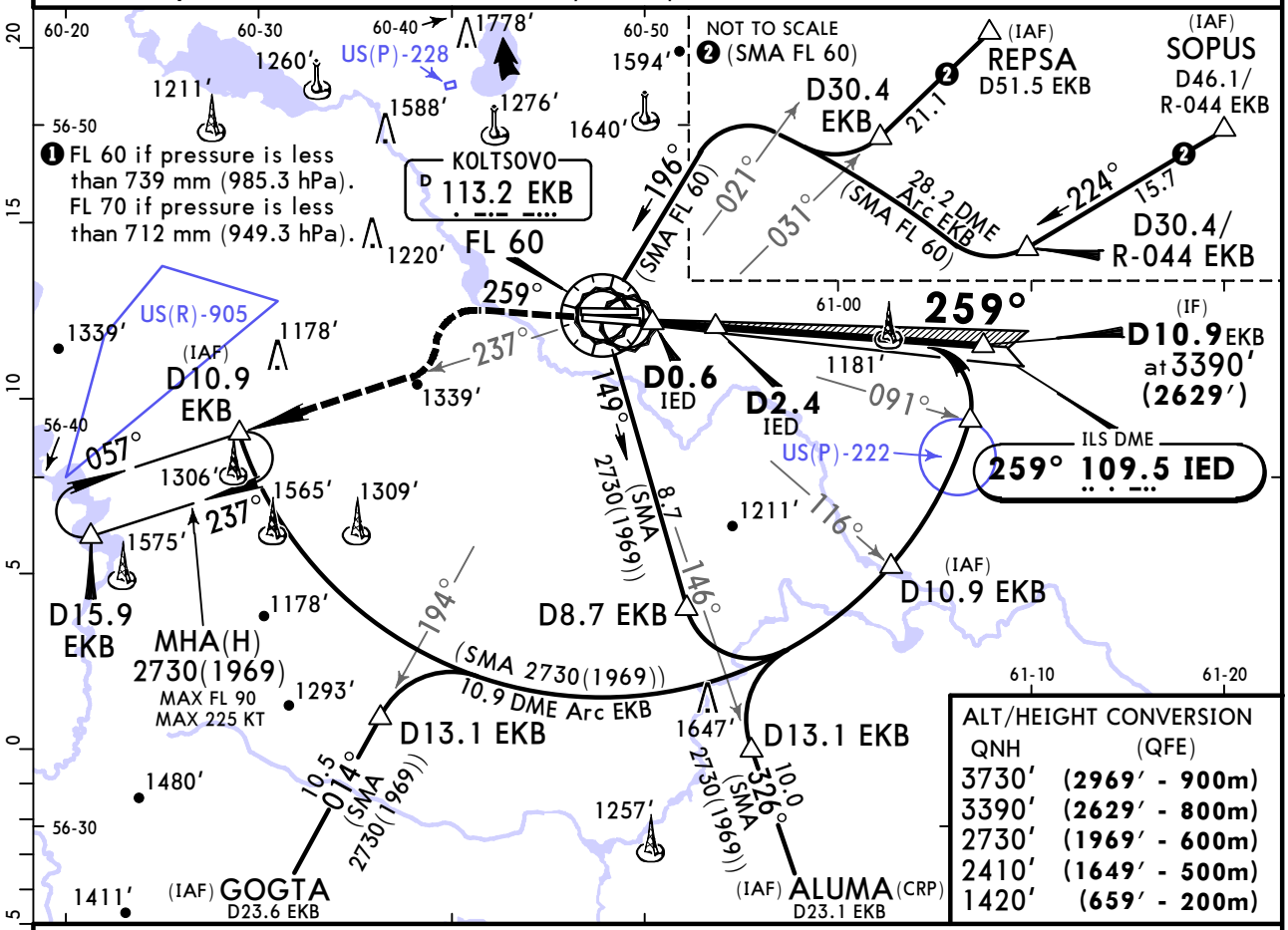
LOC IED	Final Apch Crs	GS	ILS DA(H)	Apt Elev 768′
109.5	**259°**	**D2.4 IED** 1581′(**820′**)	Refer to Minimums	Rwy 761′

MISSED APCH: Climb on 259° to 1420′(659′) or above, then turn LEFT to intercept R-237 EKB and proceed to D10.9 EKB climbing to 2730′(1969′) or above. Then according to chart or join holding.

MSA EKB VOR: 3000 (190°–245°), 2700 (245°–305°), 2300 (305°–190°)

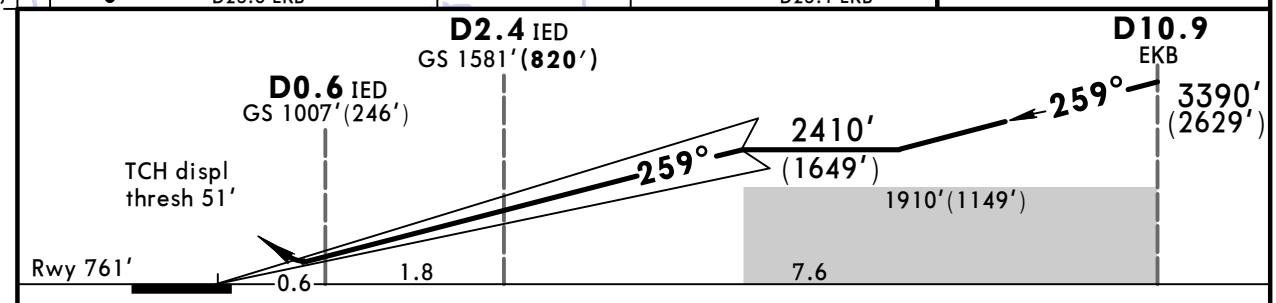
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3730′ **(2969′)**

1. DME required. 2. ILS DME reads zero at rwy 26L displaced threshold.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3730′	(2969′ - 900m)
3390′	(2629′ - 800m)
2730′	(1969′ - 600m)
2410′	(1649′ - 500m)
1420′	(659′ - 200m)



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

HIALS PAPI MIM 1420′ (659′) on 259°

STRAIGHT-IN LANDING RWY **26L**

	ILS Missed apch climb grad mim 3.0% DA(H) 961′(200′) FULL	ILS ALS out	ILS Missed apch climb grad mim 2.5% DA(H) A:1096′(335′) B:1106′(345′) C:1116′(355′) D:1126′(365′) FULL	ILS ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	900m	1700m	NOT AUTHORIZED
B					
C			1000m	1800m	
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1270′ (502′)	❶ 1600m
135	1370′ (602′)	❶ 1600m
180	1710′ (942′)	4400m
205	1740′ (972′)	4800m

PANS OPS

❶ or higher straight-in minimums.

CHANGES: Communications. IAF.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (11-11) Eff 29 Mar

YEKATERINBURG, RUSSIA ILS W Rwy 26L

BRIEFING STRIP ™

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

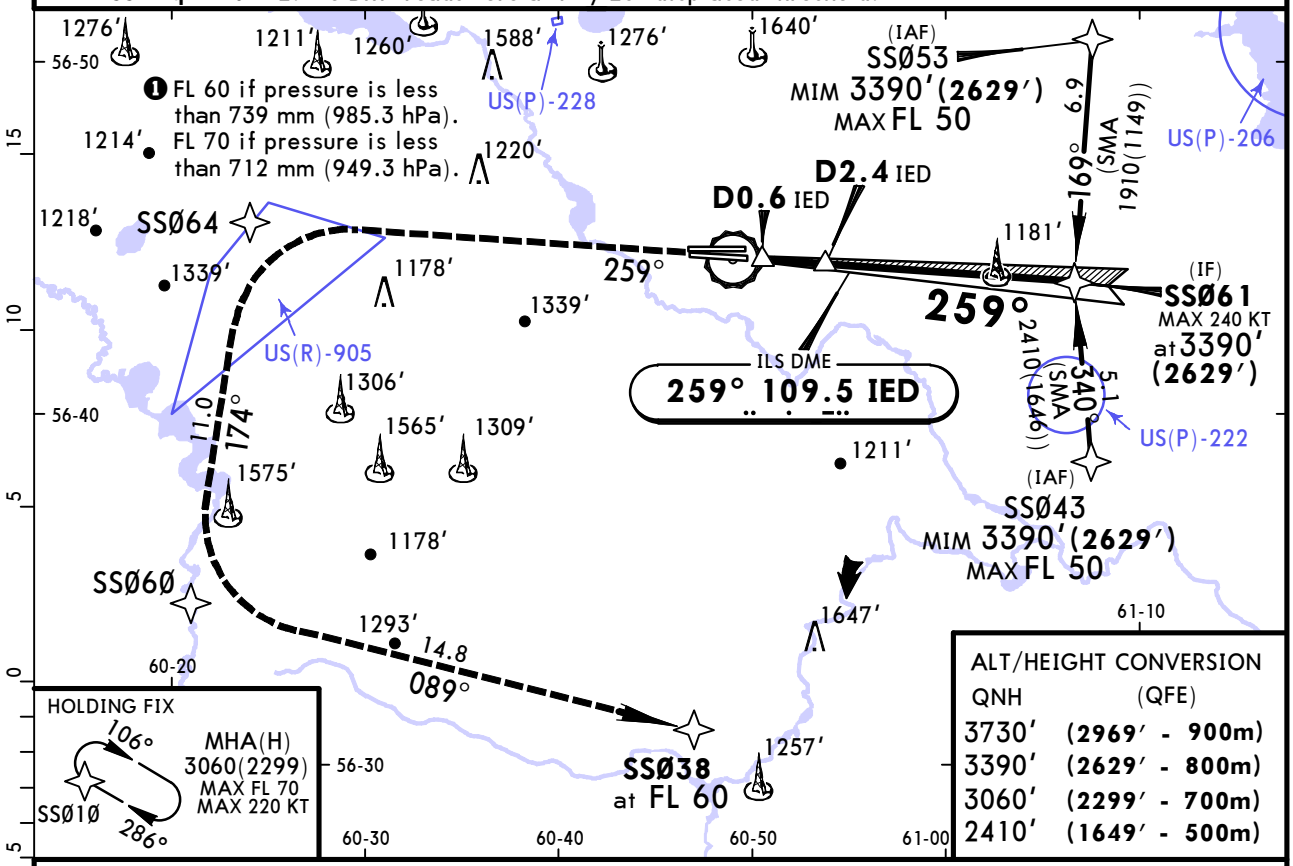
LOC IED	Final Apch Crs	GS D2.4 IED	ILS DA(H)	Apt Elev 768′
109.5	**259°**	1581′(**820′**)	961′(**200′**)	Rwy 761′

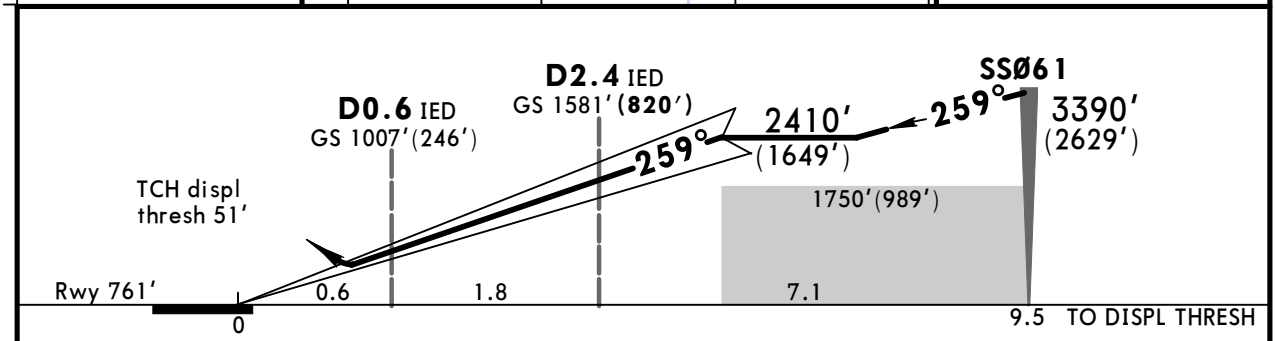
MISSED APCH: Climb on 259° to SSØ64, then turn LEFT to SSØ6Ø, then turn LEFT to SSØ38 climbing to FL 60, then according to chart.

3000 MSA ARP

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

1. GNSS required. 2. ILS DME reads zero at rwy 26L displaced threshold.





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

HIALS PAPI SSØ64 on 259°

STRAIGHT-IN LANDING RWY **26L**

	ILS DA(H) 961′(200′) FULL	ILS DA(H) 961′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1270′ (502′)	1600m
135	1370′ (602′)	1600m
180	1710′ (942′)	4400m
205	1740′ (972′)	4800m

PANS OPS

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 Eff 29 Mar (11-12) CAT A & B

YEKATERINBURG, RUSSIA ILS Z Rwy 26R

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

BRIEFING STRIP ™

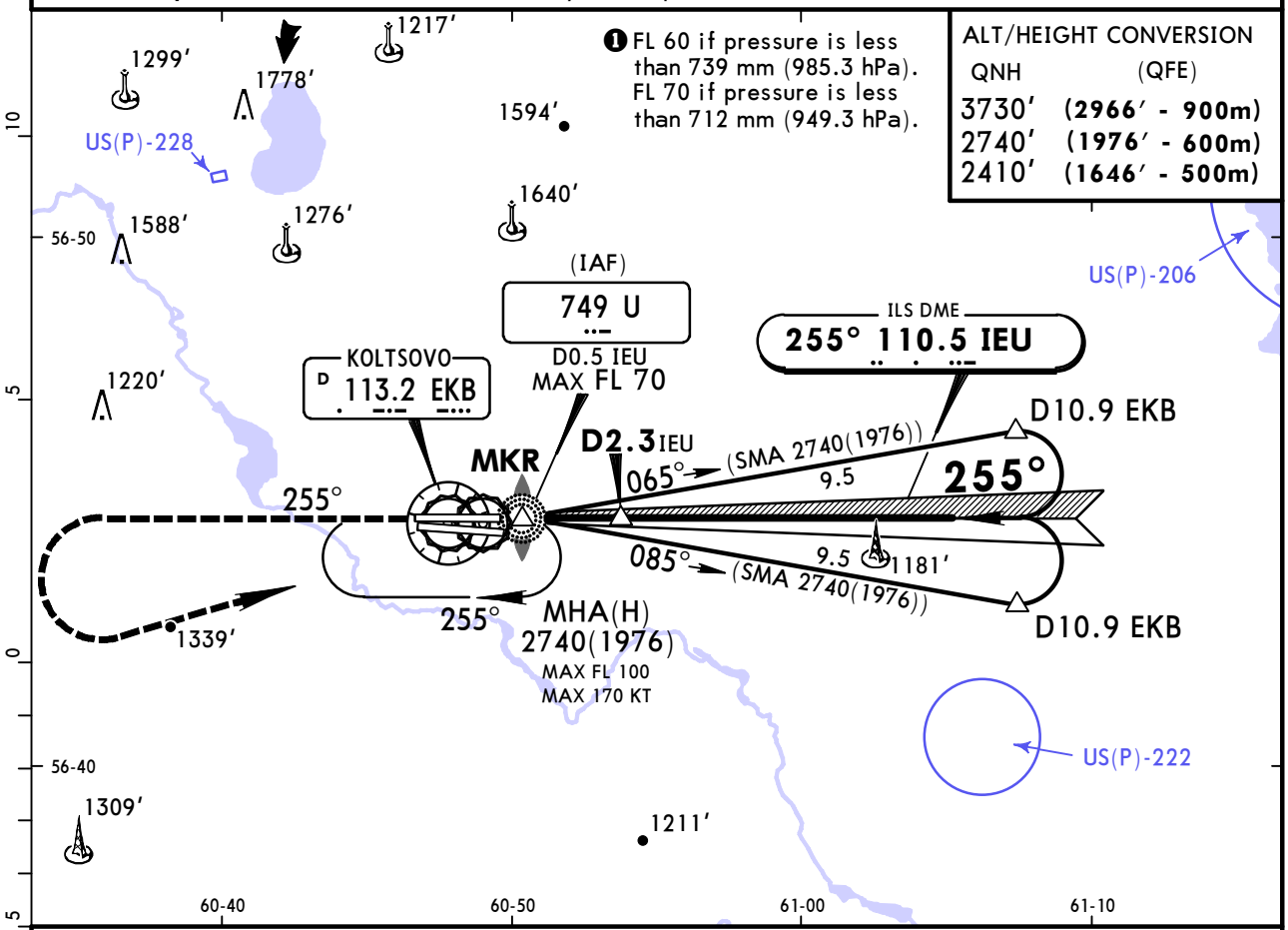
LOC IEU	Final Apch Crs	GS	ILS DA(H)	Apt Elev 768′
110.5	**255°**	**D2.3 IEU** 1584′(**820′**)	964′(**200′**)	Rwy 764′

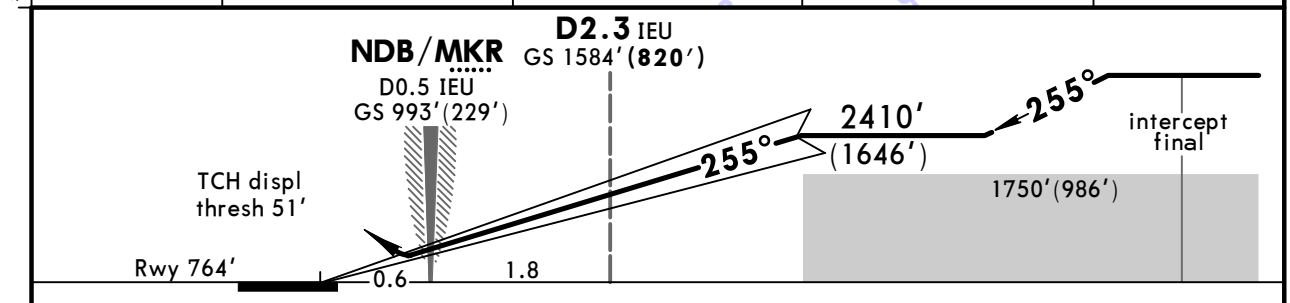
MISSED APCH: Climb on 255° to 2740′(1976′) or above, then turn LEFT to NDB to 2740′(1976′) or above, then according to chart or join holding.

MSA U NDB: 190° 2700, 245° 2300, 305° 3000

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

1. DME required. 2. ILS DME reads zero at rwy 26R displaced threshold.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906

HIALS PAPI | MIM 2740′ (1976′) on 255° | U 749 LT

PANS OPS

	STRAIGHT-IN LANDING RWY 26R ILS DA(H) 964′(200′) FULL	ALS out	LOC (GS out)	CIRCLE-TO-LAND Max Kts	MDA(H)	
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	100	1270′ (502′)	1600m
B				135	1370′ (602′)	1600m
C	NOT APPLICABLE			C	NOT APPLICABLE	
D				D		

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (11-13) Eff 29 Mar

YEKATERINBURG, RUSSIA ILS X Rwy 26R

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

BRIEFING STRIP

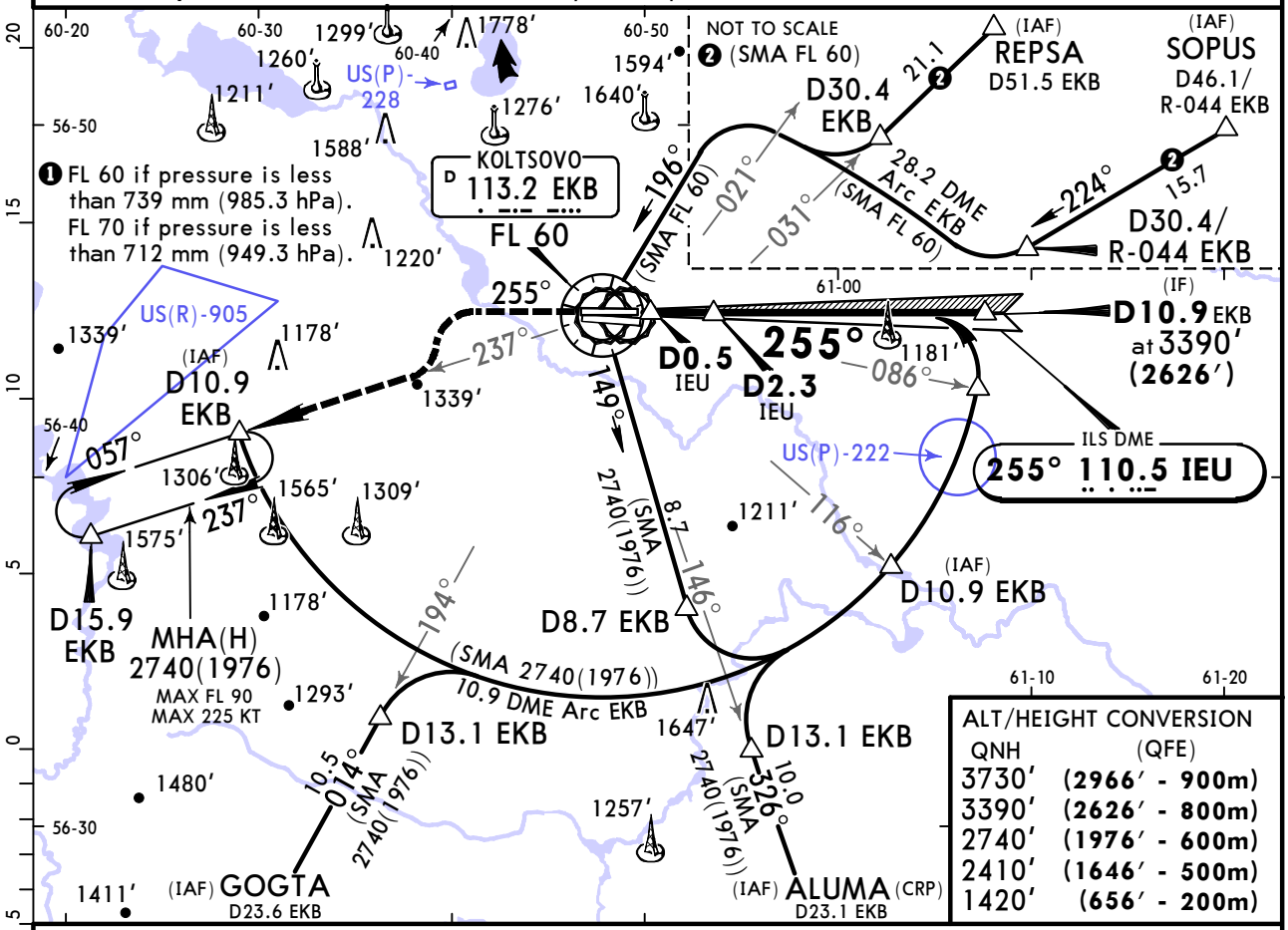
LOC IEU	Final Apch Crs	GS	ILS DA(H)	Apt Elev 768′
110.5	255°	D2.3 IEU 1584′(820′)	Refer to Minimums	Rwy 764′

MISSED APCH: Climb on 255° to 1420′(656′) or above, then turn LEFT to intercept R-237 EKB and proceed to D10.9 EKB climbing to 2740′(1976′) or above. Then according to chart or join holding.

MSA EKB VOR: 3000 (190°–305°), 2700 (305°–245°), 2300 (245°–190°)

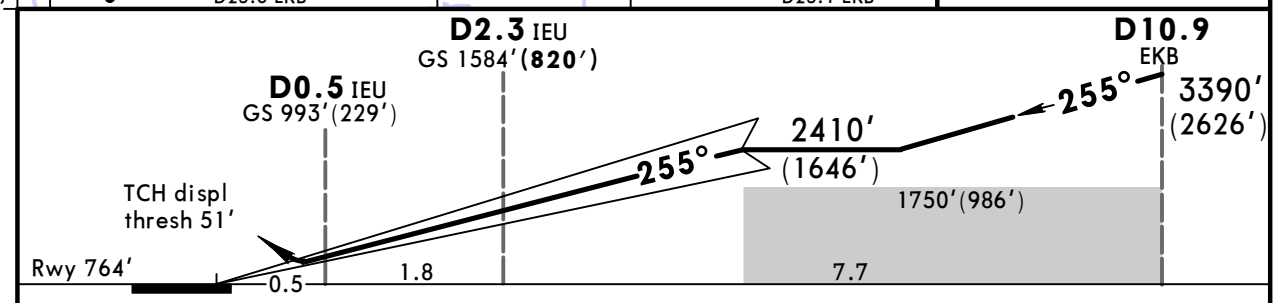
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3730′ **(2966′)**

1. DME required. 2. ILS DME reads zero at rwy 26R displaced threshold.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3730′	(2966′ - 900m)
3390′	(2626′ - 800m)
2740′	(1976′ - 600m)
2410′	(1646′ - 500m)
1420′	(656′ - 200m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906

HIALS PAPI MIM 1420′ (656′) on 255°

STRAIGHT-IN LANDING RWY 26R

	ILS FULL	ILS ALS out	ILS FULL	ILS ALS out	LOC (GS out)
	Missed apch climb grad mim 3.0% DA(H) 964′(200′)		Missed apch climb grad mim 2.5% DA(H) A:1096′(332′) B:1106′(342′) C:1116′(352′) D:1125′(361′)		
A	RVR 720m VIS 800m	1200m	900m	1700m	NOT AUTHORIZED
B					
C			1000m	1800m	
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1270′ (502′)	❶ 1600m
135	1370′ (602′)	❶ 1600m
180	1710′ (942′)	4400m
205	1740′ (972′)	4800m

PANS OPS

❶ or higher straight-in minimums.

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (11-14) Eff 29 Mar

YEKATERINBURG, RUSSIA ILS W Rwy 26R

BRIEFING STRIP ™

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

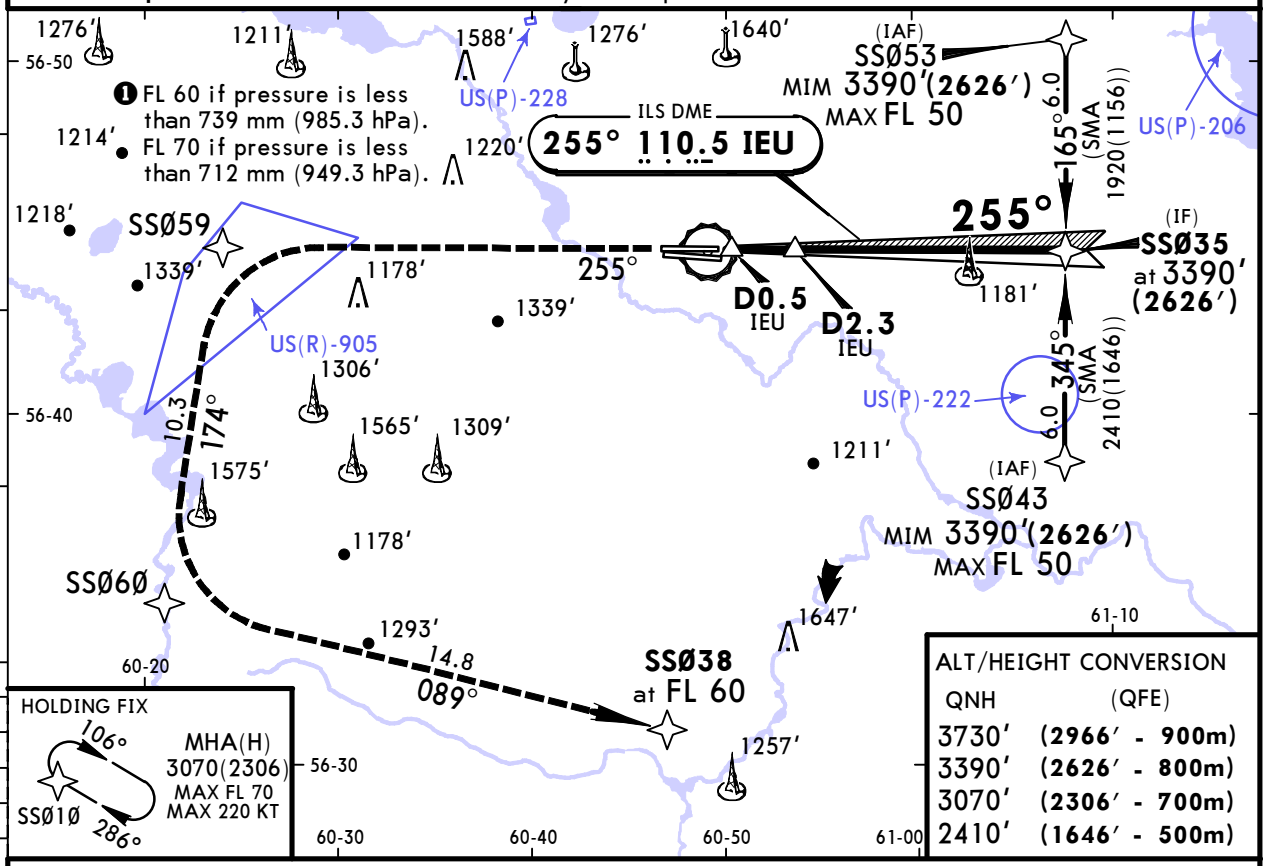
LOC IEU	Final Apch Crs	GS D2.3 IEU	ILS DA(H)	Apt Elev 768′ / Rwy 764′
110.5	255°	1584′(820′)	964′(200′)	

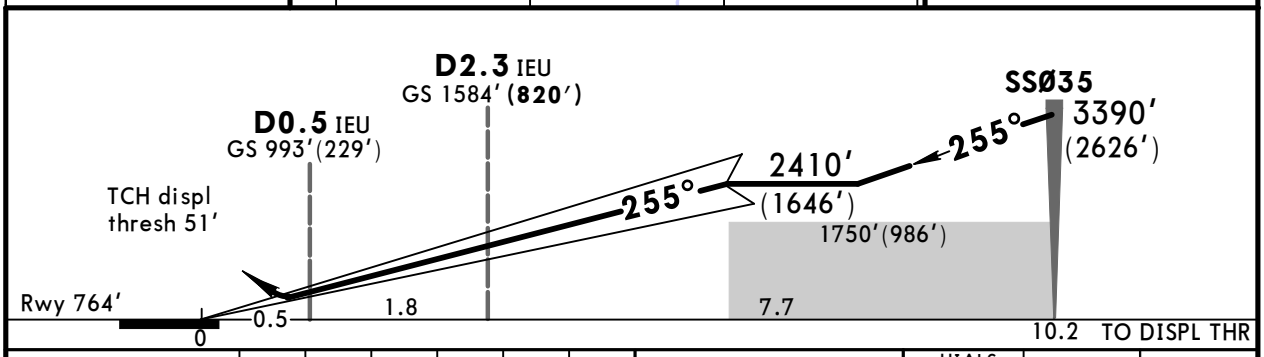
MISSED APCH: Climb on 255° to SSØ59, then turn LEFT to SSØ6Ø, then turn LEFT to SSØ38 climbing to FL 60, then according to chart.

3000 MSA ARP

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

1. GNSS required. 2. ILS DME reads zero at rwy 26R displaced threshold.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906

HIALS PAPI SSØ59 on 255°

STRAIGHT-IN LANDING RWY 26R

	ILS DA(H) 964′(200′) FULL	ILS DA(H) 964′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1270′ (502′)	1600m
135	1370′ (602′)	1600m
180	1710′ (942′)	4400m
205	1740′ (972′)	4800m

PANS OPS

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN

23 MAR 18 (12-1) Eff 29 Mar

YEKATERINBURG, RUSSIA RNAV (GNSS) Rwy 08L

BRIEFING STRIP ™

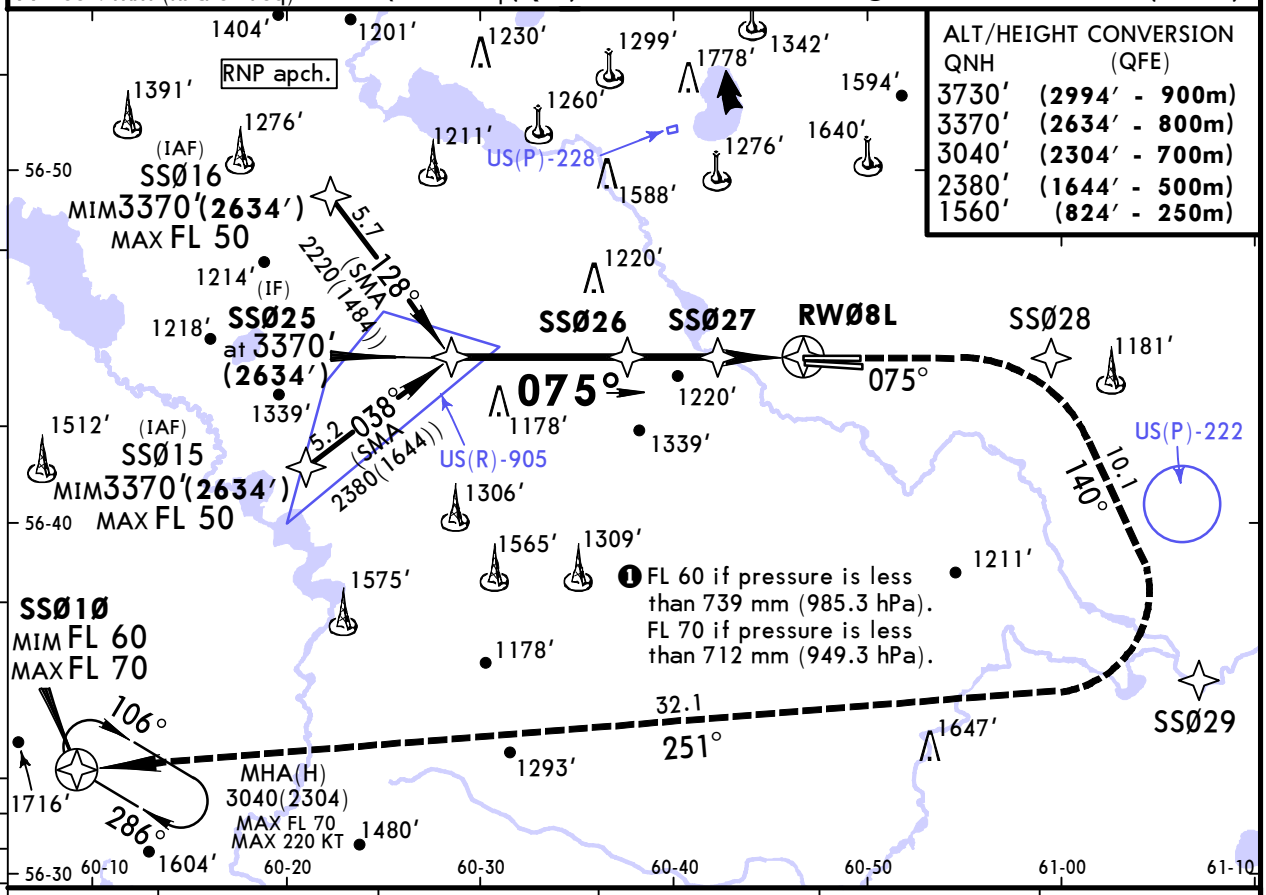
ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

RNAV	Final Apch Crs	Procedure Alt SSØ26	LNAV MDA(H)	Apt Elev 768′ Rwy 736′
	075°	2380′(1644′)	1170′(434′)	

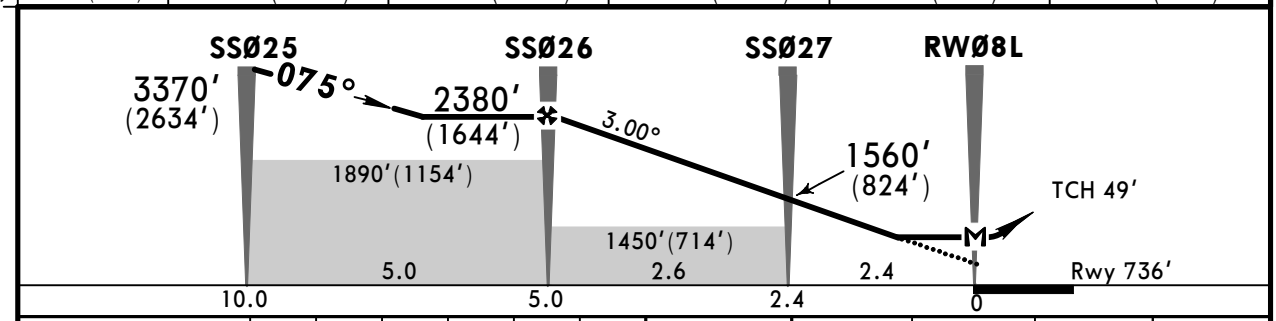
MISSED APCH: Climb on 075° to SSØ28 (MAX 230 KT), then turn RIGHT to SSØ29 (MAX 230 KT), then turn RIGHT to SSØ1Ø, then according to chart or to holding area.

3000 MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3730′(2994′)



DIST to RWØ8L	5.0	4.3	3.2	2.2	2.1
ALT (HAT)	2380′(1644′)	2170′(1434′)	1820′(1084′)	1480′(744′)	1130′(394′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ8L							

HIALS PAPI

230 KT MAX

SSØ28 on **075°**

PANS OPS

	STRAIGHT-IN LANDING RWY 08L LNAV MDA(H) 1170′(434′)		CIRCLE-TO-LAND Max Kts	MDA(H)	
		ALS out			
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	1270′ (502′)	1600m
B			135	1370′ (602′)	1600m
C	1200m	RVR 1800m VIS 2000m	180	1710′ (942′)	4400m
D	RVR 1500m VIS 1600m	2400m	205	1740′ (972′)	4800m

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN

23 MAR 18 (12-2) Eff 29 Mar

YEKATERINBURG, RUSSIA RNAV (GNSS) Rwy 08R

BRIEFING STRIP ™

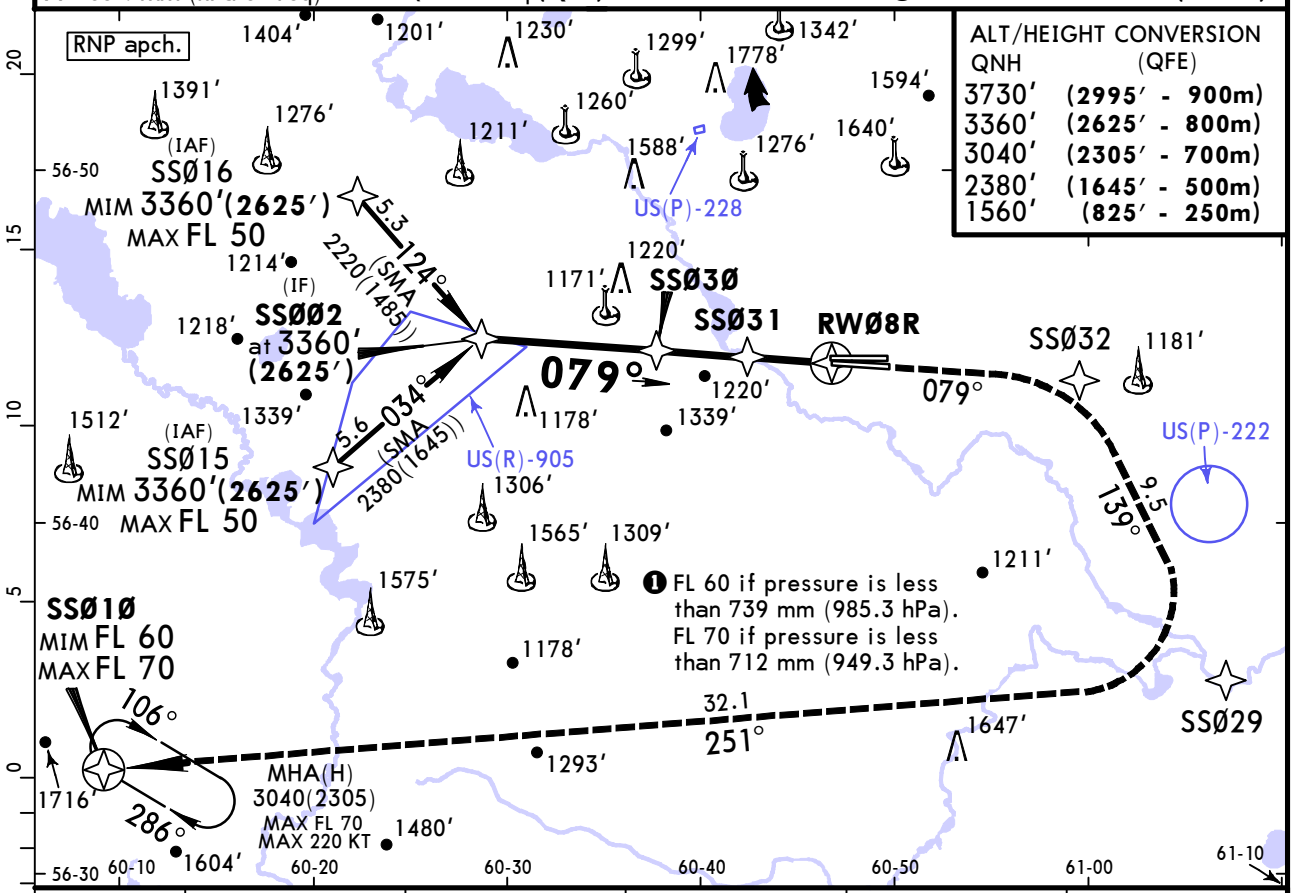
ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

RNAV	Final Apch Crs	Procedure Alt SSØ3Ø	LNAV MDA(H)	Apt Elev 768′ Rwy 735′
	079°	2380′(1645′)	1170′(435′)	

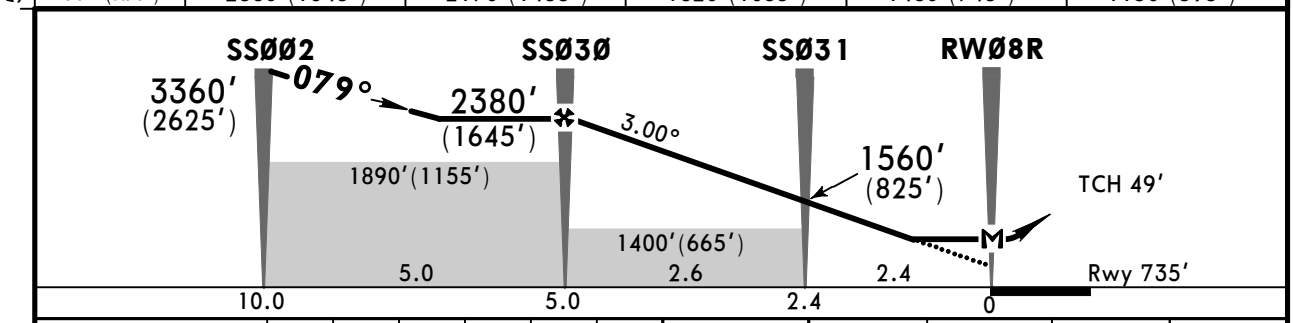
MISSED APCH: Climb on 079° to SSØ32 (MAX 230 KT), then turn RIGHT to SSØ29 (MAX 230 KT), then turn RIGHT to SSØ1Ø, then according to chart or to holding area.

3000 MSA ARP

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



DIST to RWØ8R	5.0	4.3	3.2	2.2	2.1
ALT (HAT)	2380′(1645′)	2170′(1435′)	1820′(1085′)	1480′(745′)	1130′(395′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ8R							

HIALS PAPI

230 KT MAX

SSØ32 on **079°**

PANS OPS

STRAIGHT-IN LANDING RWY **08R**

LNAV

MDA(H) 1170′(435′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	2400m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1270′(502′)	1600m
135	1370′(602′)	1600m
180	1710′(942′)	4400m
205	1740′(972′)	4800m

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (12-3) Eff 29 Mar

YEKATERINBURG, RUSSIA RNAV (GNSS) Rwy 26L

BRIEFING STRIP ™

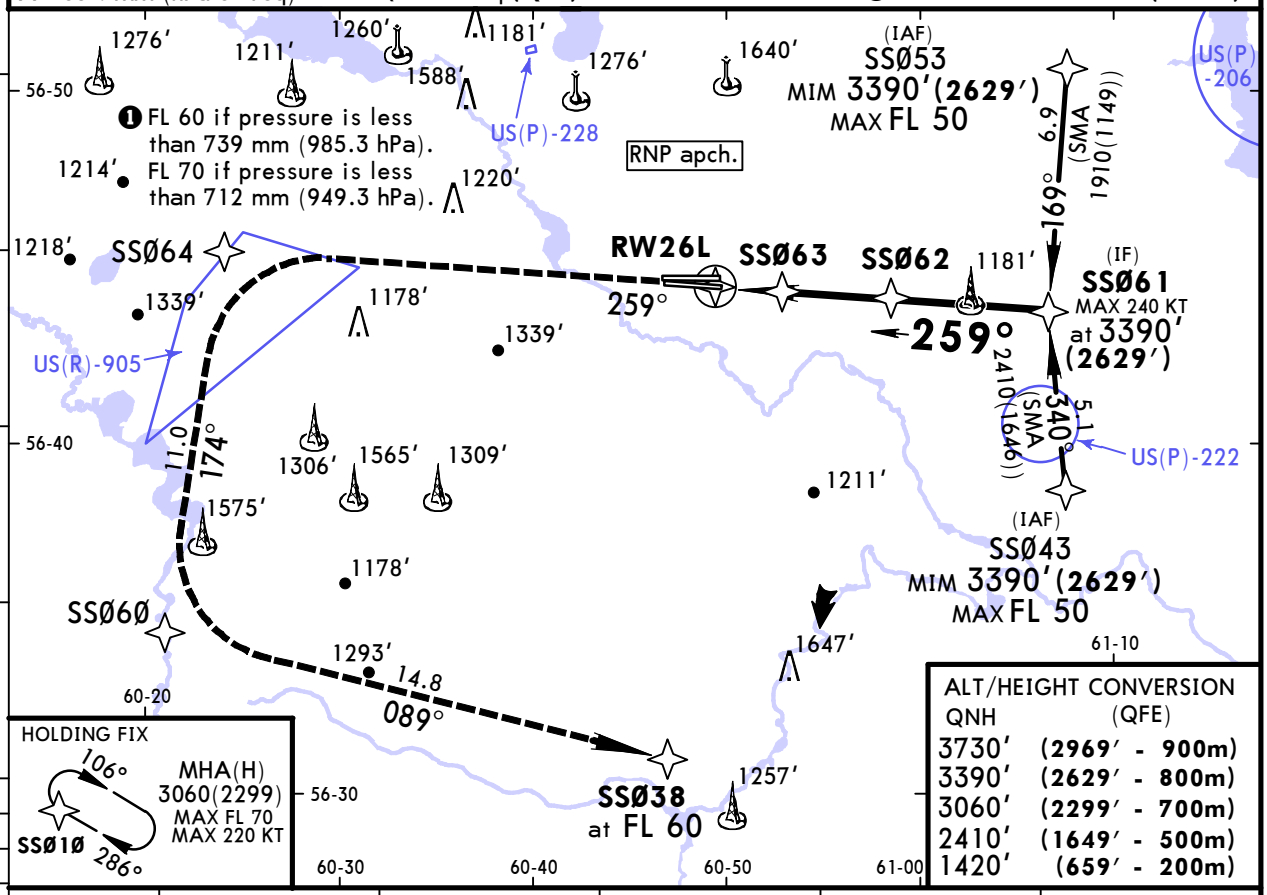
ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

RNAV	Final Apch Crs	Procedure Alt SSØ62	LNAV MDA(H)	Apt Elev 768' Rwy 761'
	259°	2410'(1649')	1220'(459')	

MISSED APCH: Climb on 259° to SSØ64, then turn LEFT to SSØ6Ø, then turn LEFT to SSØ38 climbing FL 60, then according to chart.

3000 MSA ARP

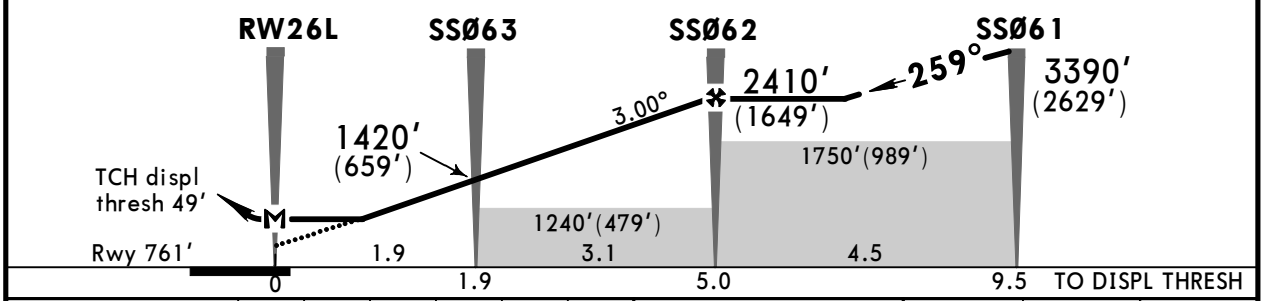
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3730'(2969')



ALT/HEIGHT CONVERSION

QNH	(QFE)
3730'	(2969' - 900m)
3390'	(2629' - 800m)
3060'	(2299' - 700m)
2410'	(1649' - 500m)
1420'	(659' - 200m)

DIST to RW26L	1.1	2.2	3.2	4.3	5.0
ALT (HAT)	1160'(399')	1500'(739')	1850'(1089')	2190'(1429')	2410'(1649')



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW26L							

HIALS PAPI SSØ64 on 259°

PANS OPS

STRAIGHT-IN LANDING RWY 26L

LNAV

MDA(H) 1220'(459')

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	2400m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1270' (502')	1600m
135	1370' (602')	1600m
180	1710' (942')	4400m
205	1740' (972')	4800m

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN

23 MAR 18 (12-4) Eff 29 Mar

YEKATERINBURG, RUSSIA RNAV (GNSS) Rwy 26R

BRIEFING STRIP ™

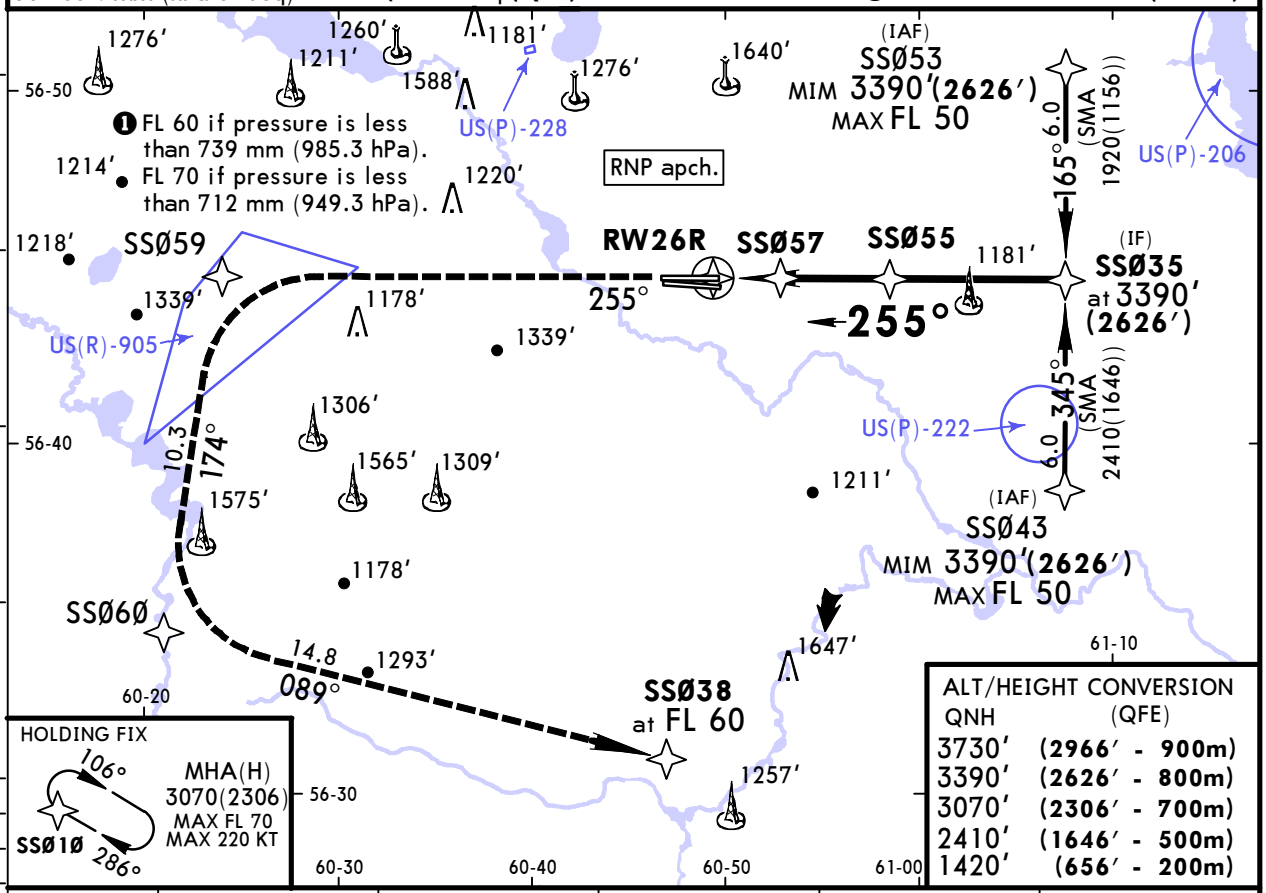
ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

RNAV	Final Apch Crs	Procedure Alt SSØ55	LNAV MDA(H)	Apt Elev 768′ Rwy 764′
	255°	2410′(1646′)	1240′(476′)	

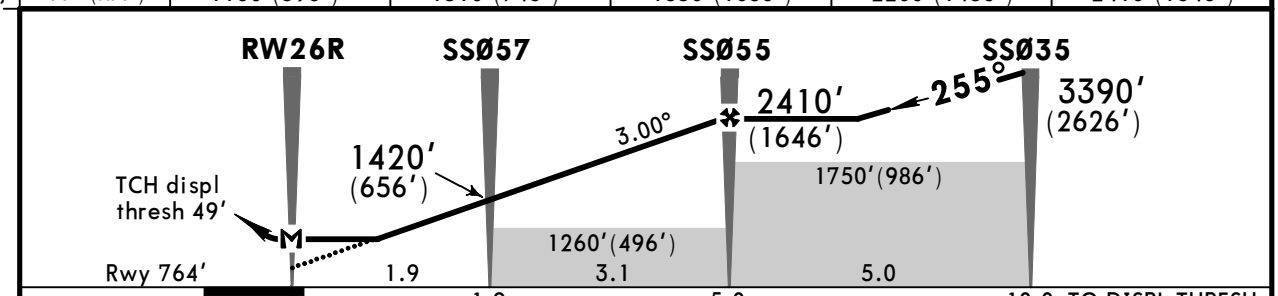
MISSED APCH: Climb on 255° to SSØ59, then turn LEFT to SSØ6Ø, then turn LEFT to SSØ38 climbing to FL 60, then according to chart.

3000 MSA ARP

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



DIST to RW26R	1.1	2.2	3.2	4.3	5.0
ALT (HAT)	1160′(396′)	1510′(746′)	1850′(1086′)	2200′(1436′)	2410′(1646′)



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

HIALS PAPI SSØ59 on 255°

PANS OPS

STRAIGHT-IN LANDING RWY 26R

LNAV

MDA(H) 1240′(476′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	2400m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1270′(502′)	1600m
135	1370′(602′)	1600m
180	1710′(942′)	4400m
205	1740′(972′)	4800m

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (12-40) Eff 29 Mar

YEKATERINBURG, RUSSIA GLS Rwy 08L

BRIEFING STRIP ™

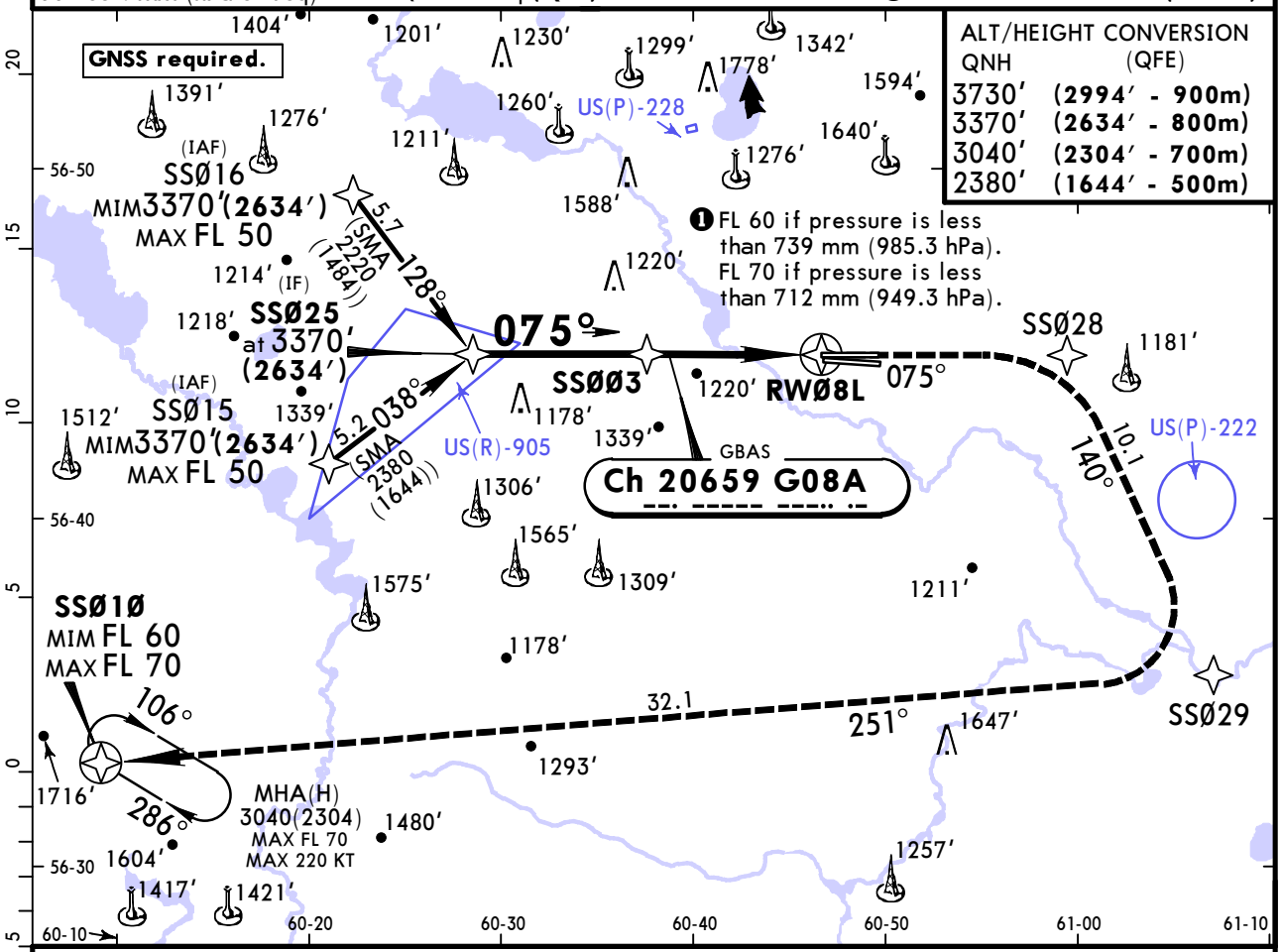
ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

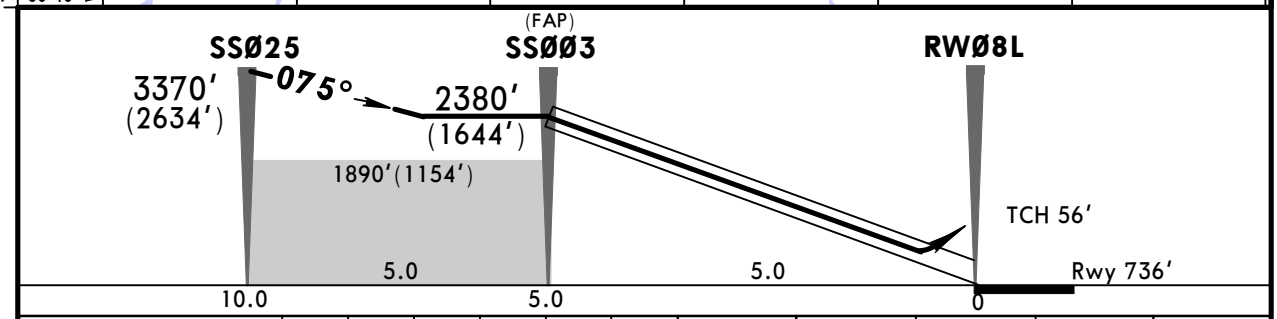
GBAS	Final Apch Crs	Procedure Alt	GLS DA(H)	Apt Elev 768′
Ch 20659 G08A	**075°**	**SSØØ3** 2380′(**1644′**)	936′(**200′**)	Rwy 736′

MISSED APCH: Climb on 075° to SSØ28 (MAX 230 KT), then turn RIGHT to SSØ29 (MAX 230 KT), then turn RIGHT to SSØ1Ø , then according to chart, or to the holding area.

3000 MSA ARP

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3730′(**2994′**)





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

HIALS PAPI

230 KT MAX

SSØ28 on **075°**

PANS OPS

STRAIGHT-IN LANDING RWY **08L**

DA(H) 936′(**200′**)

	FULL	ALS out
A	RVR 720m VIS 800m	1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1270′ (502′)	1600m
135	1370′ (602′)	1600m
180	1710′ (942′)	4400m
205	1740′ (972′)	4800m

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (12-41) Eff 29 Mar

YEKATERINBURG, RUSSIA GLS Rwy 08R

BRIEFING STRIP ™

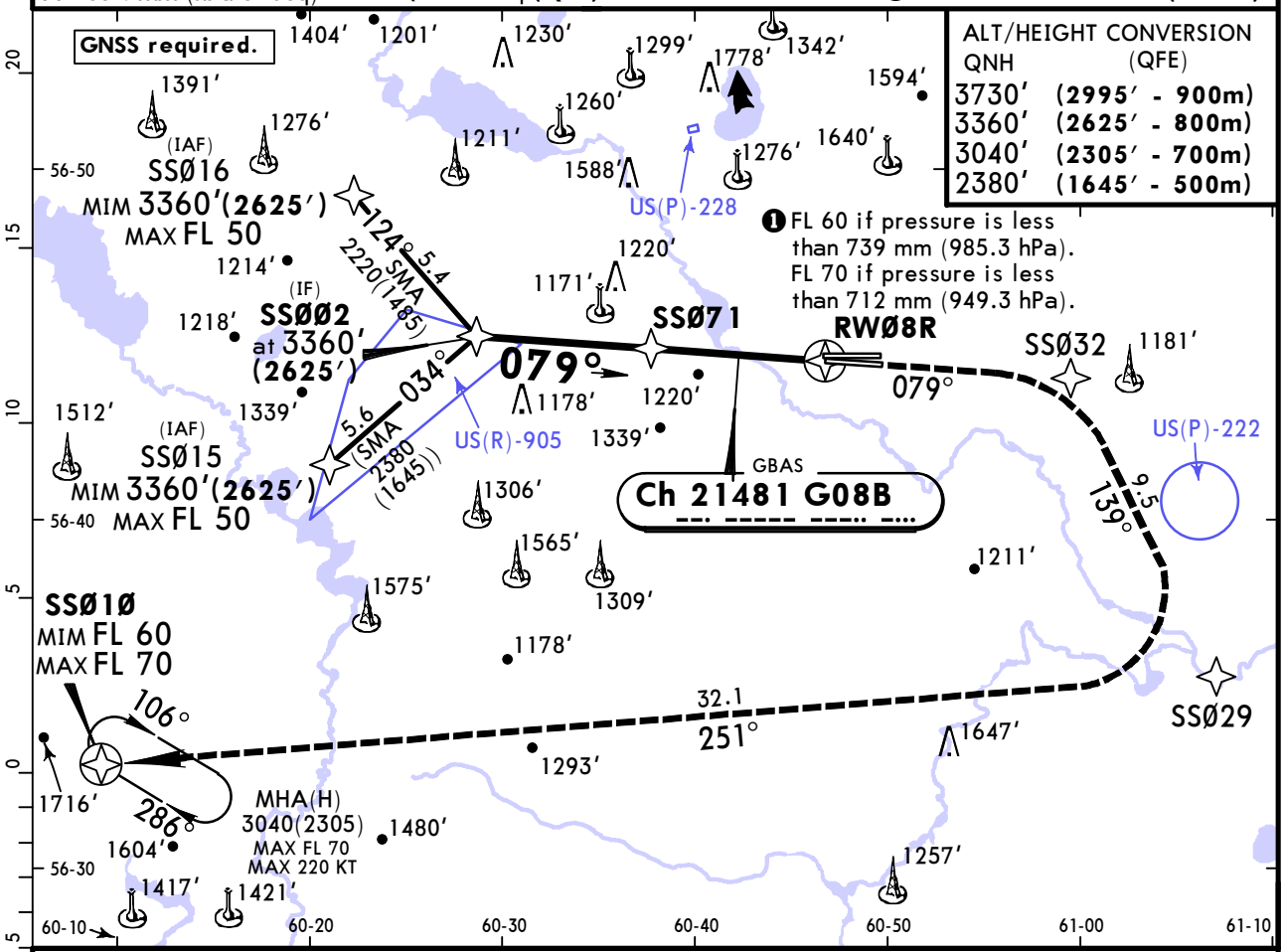
ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

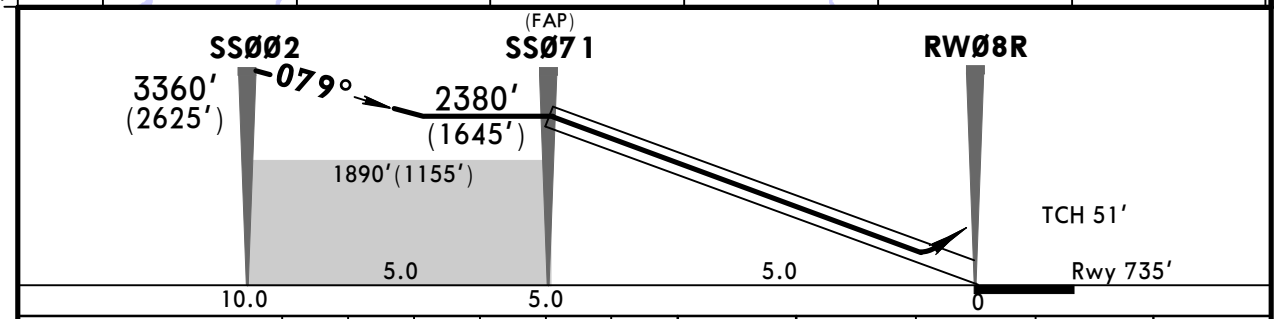
GBAS	Final Apch Crs	Procedure Alt SSØ71	GLS DA(H)	Apt Elev 768′
Ch 21481 G08B	079°	2380′(1645′)	935′(200′)	Rwy 735′

MISSED APCH: Climb on 079° to SSØ32 (MAX 230 KT), then turn RIGHT to SSØ29 (MAX 230 KT), then turn RIGHT to SSØ1Ø, then according to chart, or to holding area.

3000 MSA ARP

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
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

HIALS PAPI **230 KT** MAX **SSØ32** on **079°**

STRAIGHT-IN LANDING RWY **08R**

DA(H) 935′(200′)

PANS OPS

	FULL	ALS out
A	RVR 720m VIS 800m	1200m
B		
C		
D		

Max Kts	MDA(H)	
100	1270′(502′)	1600m
135	1370′(602′)	1600m
180	1710′(942′)	4400m
205	1740′(972′)	4800m

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (12-42) Eff 29 Mar

YEKATERINBURG, RUSSIA GLS Rwy 26L

BRIEFING STRIP

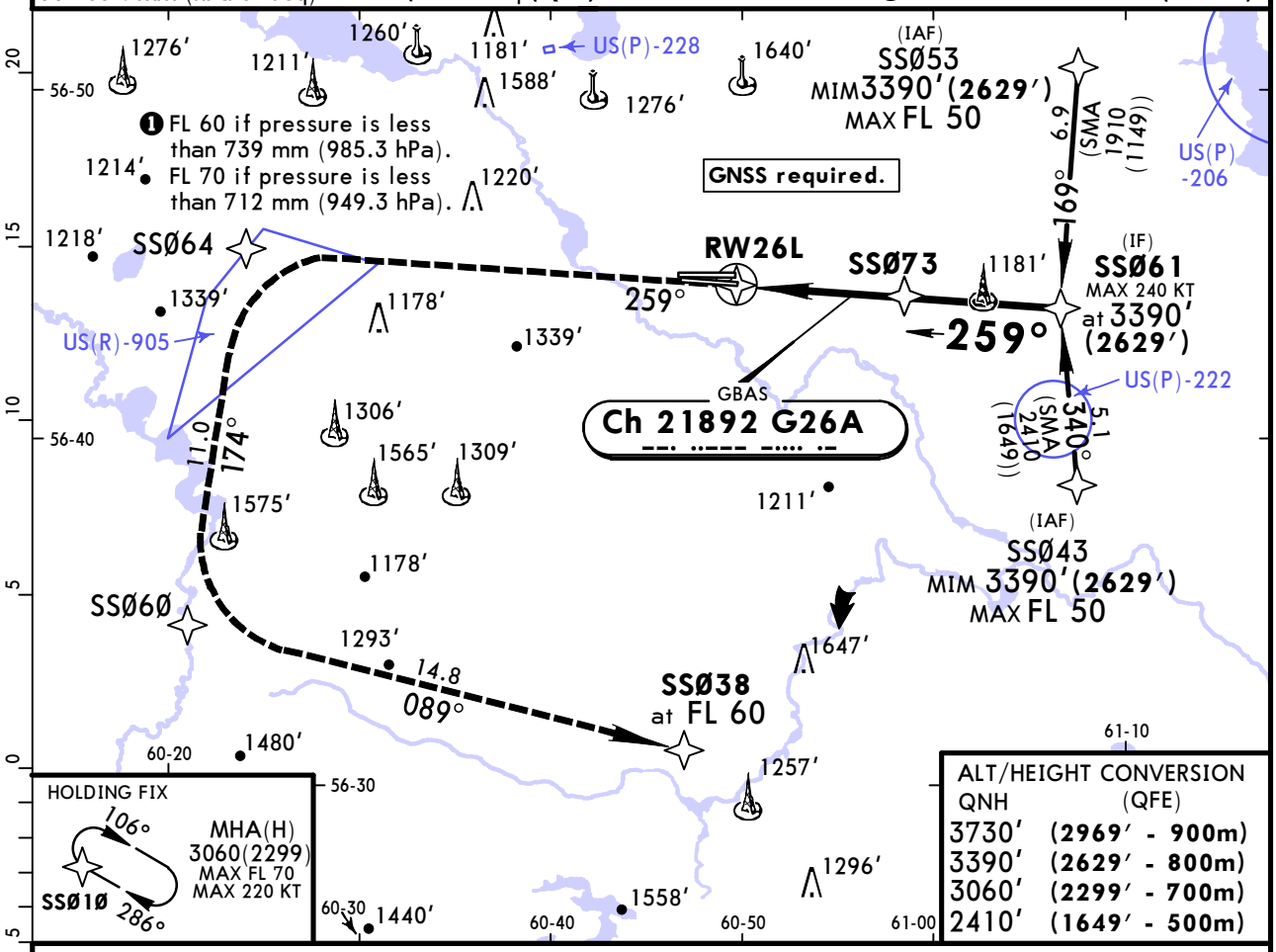
ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

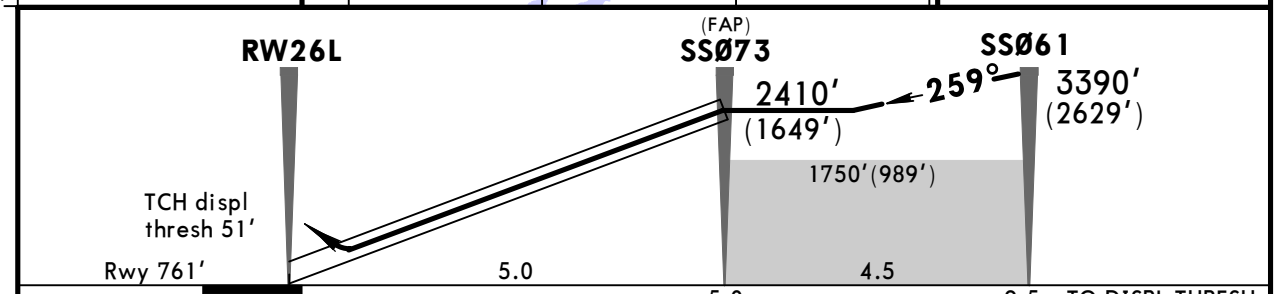
GBAS	Final Apch Crs	Procedure Alt SSØ73	GLS DA(H)	Apt Elev 768'
Ch 21892 G26A	259°	2410'(1649')	961'(200')	Rwy 761'

MISSED APCH: Climb on 259° to SSØ64, then turn LEFT to SSØ6Ø, then proceed to SSØ38 climbing to FL 60, then according to chart.

3000 MSA ARP

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





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

HIALS PAPI SSØ64 on 259°

PANS OPS

STRAIGHT-IN LANDING RWY 26L

DA(H) 961'(200')

	FULL	ALS out
A	RVR 720m VIS 800m	1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1270' (502')	1600m
135	1370' (602')	1600m
180	1710' (942')	4400m
205	1740' (972')	4800m

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (12-43) Eff 29 Mar

YEKATERINBURG, RUSSIA GLS Rwy 26R

BRIEFING STRIP ™

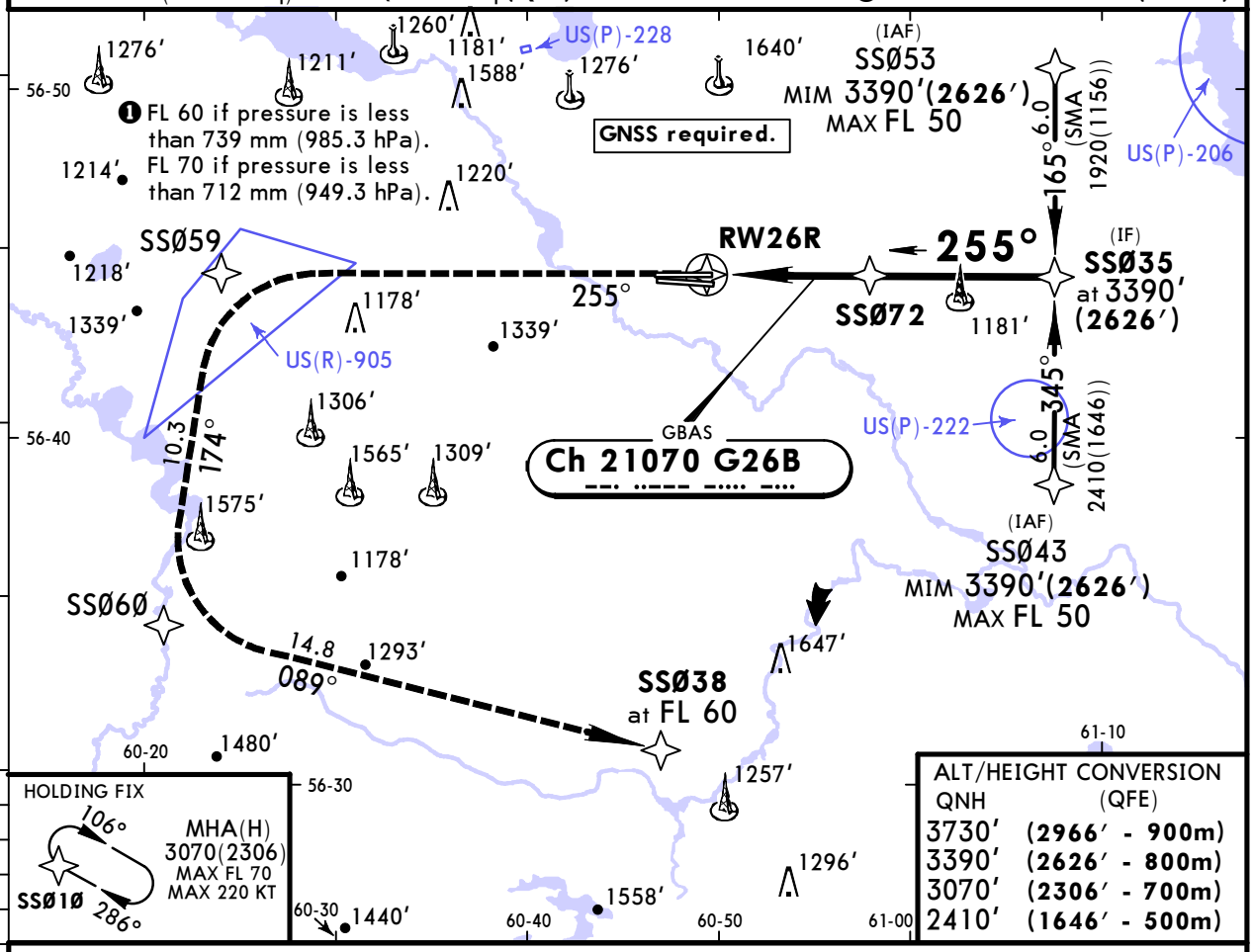
ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

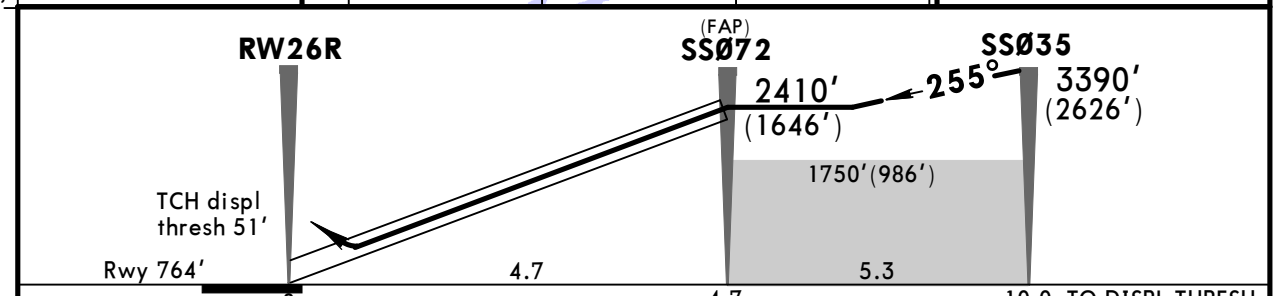
GBAS	Final Apch Crs	Procedure Alt	GLS DA(H)	Apt Elev 768'
Ch 21070 G26B	**255°**	SSØ72 2410'(**1646'**)	964'(**200'**)	Rwy 764'

MISSED APCH: Climb on 255° to SSØ59, then turn LEFT to SSØ6Ø, then proceed to SSØ38 climbing to FL 60, then according to chart.

3000 MSA ARP

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





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.20°	396	510	566	679	793	906
MAP at DA							

HIALS PAPI SSØ59 on 255°

PANS OPS

STRAIGHT-IN LANDING RWY **26R**

DA(H) 964'(**200'**)

	FULL	ALS out
A	RVR 720m VIS 800m	1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1270' (502')	1600m
135	1370' (602')	1600m
180	1710' (942')	4400m
205	1740' (972')	4800m

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (13-1) Eff 29 Mar

YEKATERINBURG, RUSSIA VOR Z Rwy 08L

BRIEFING STRIP TM

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

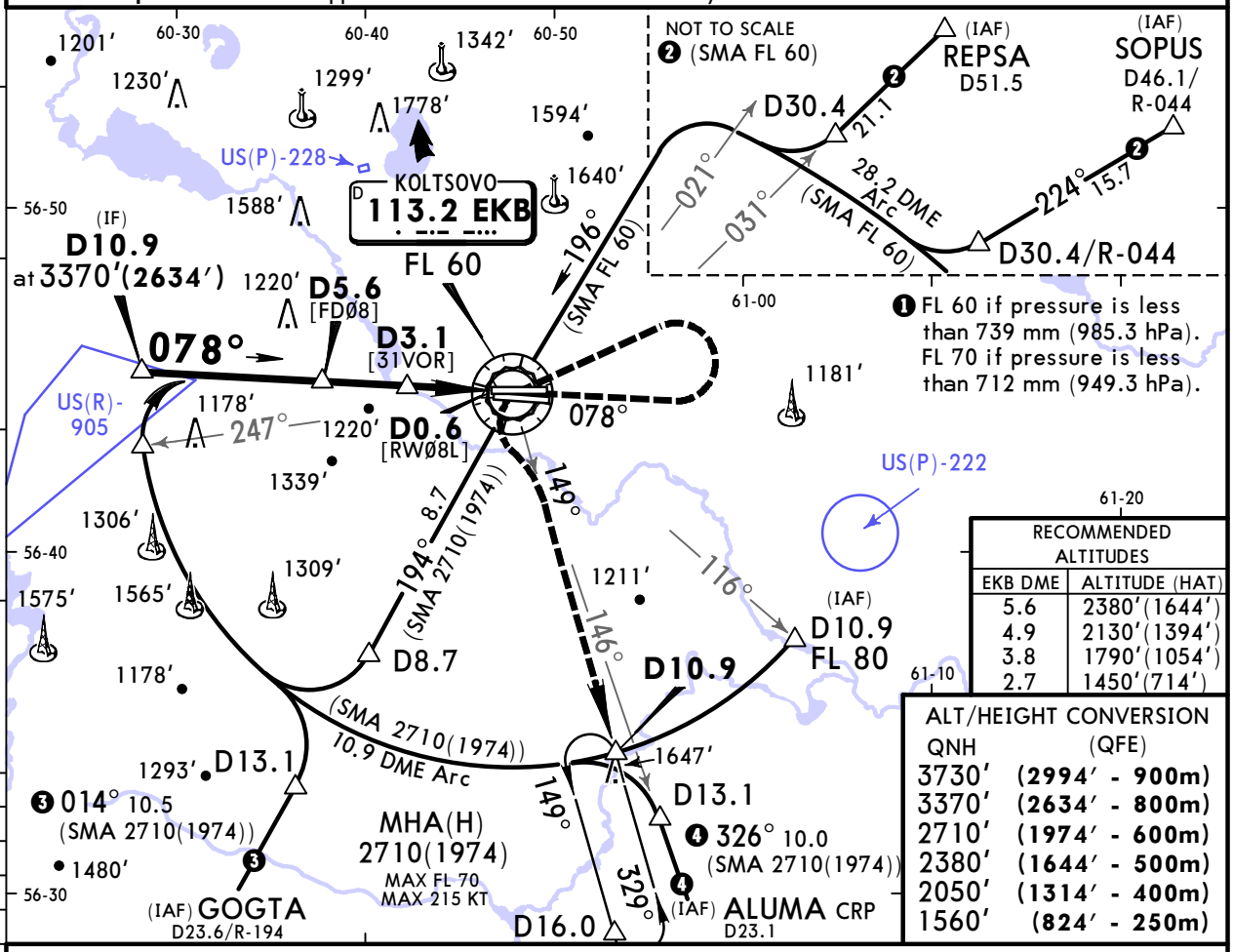
VOR EKB	Final Apch Crs	Procedure Alt D5.6	MDA(H) (CONDITIONAL)	Apt Elev 768′ / Rwy 736′
113.2	078°	2380′(1644′)	1320′(584′)	

MISSED APCH: Climb on 078° to 2050′(1314′) or above (MAX 215 KT), then turn LEFT to VOR (MAX 245 KT), climbing to 2710′(1974′) or above, then proceed on R-149 to D10.9 to 2710′(1974′) or above, then according to chart or join holding. Do not turn before passing MAP.

MSA EKB VOR: 3000 (190°–305°), 2700 (305°–245°), 2300 (245°–190°)

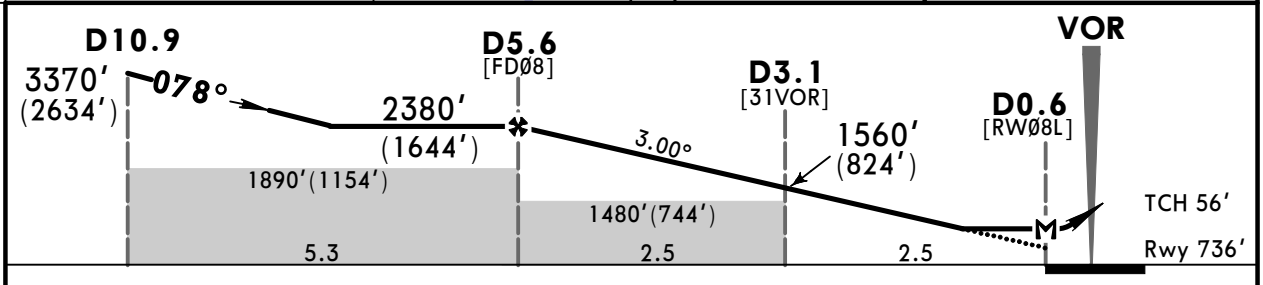
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3730′ **(2994′)**

1. DME required. 2. Final approach track offset 3° from runway centerline.



RECOMMENDED ALTITUDES	
EKB DME	ALTITUDE (HAT)
5.6	2380′(1644′)
4.9	2130′(1394′)
3.8	1790′(1054′)
2.7	1450′(714′)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3730′	(2994′ - 900m)
3370′	(2634′ - 800m)
2710′	(1974′ - 600m)
2380′	(1644′ - 500m)
2050′	(1314′ - 400m)
1560′	(824′ - 250m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.6						

HIALS PAPI

215 KT MAX

MIM 2050′ (1314′) on **078°**

PANS OPS

STRAIGHT-IN LANDING RWY 08L	with D3.1 MDA(H) 1320′(584′)		w/o D3.1 MDA(H) 1480′(744′)		CIRCLE-TO-LAND	
		ALS out		ALS out	Max Kts	MDA(H)
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	100	1320′(552′) ❶ 1600m
B				RVR 1800m VIS 2000m	135	1370′(602′) ❶ 1600m
C	RVR 1500m VIS 1600m	2400m	2800m	3600m	180	1710′(942′) 4400m
D	RVR 1800m VIS 2000m	2800m	3200m	4000m	205	1740′(972′) 4800m

❶ or higher straight-in minimums.

CHANGES: Communications. IAF.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (13-2) Eff 29 Mar

YEKATERINBURG, RUSSIA VOR Y Rwy 08L

BRIEFING STRIP TM

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

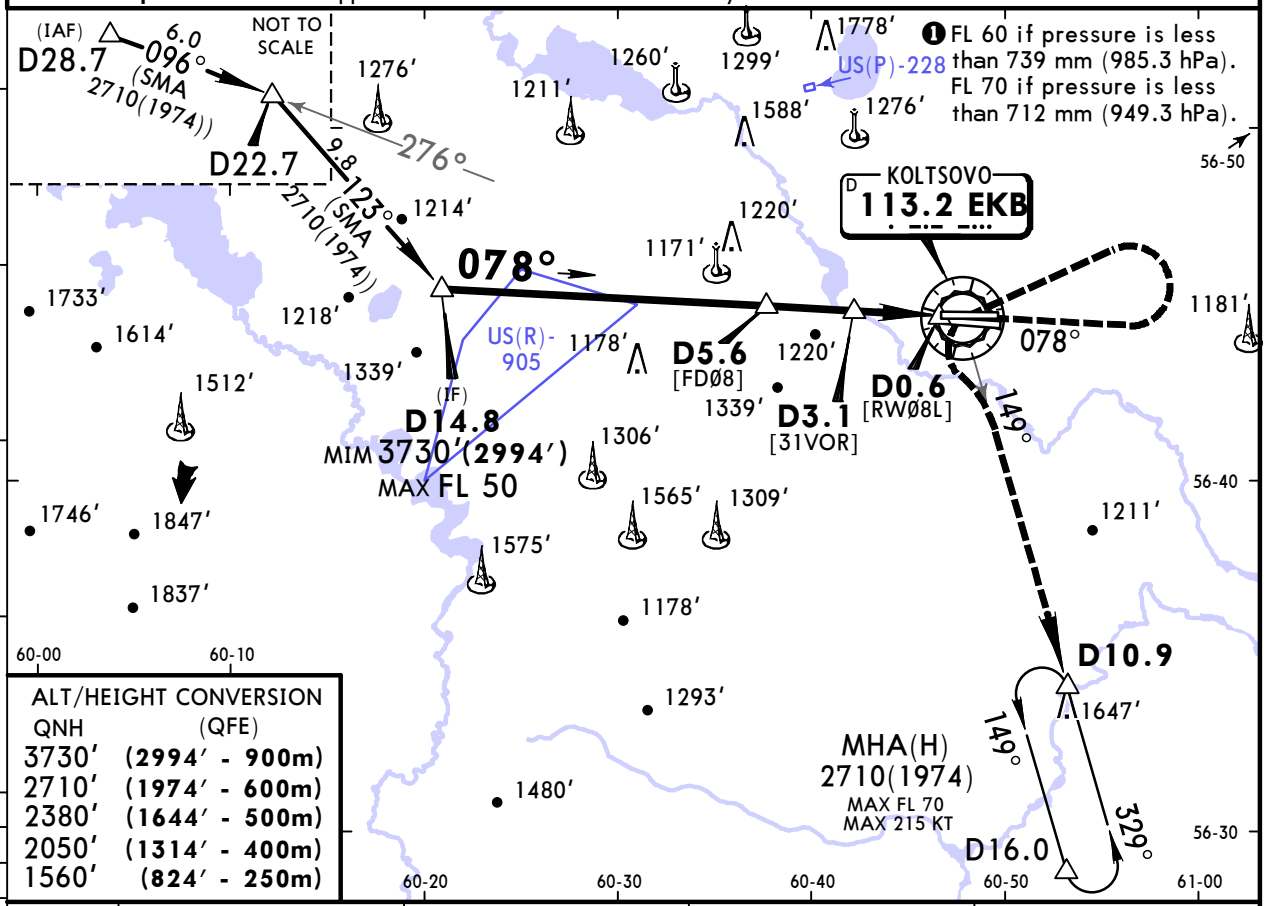
VOR EKB	Final Apch Crs	Procedure Alt D5.6	MDA(H) (CONDITIONAL)	Apt Elev 768' / Rwy 736'
113.2	078°	2380'(1644')	1320'(584')	

MISSED APCH: Climb on 078° to 2050'(1314') or above (MAX 215 KT), then turn LEFT to VOR (MAX 245 KT), climbing to 2710'(1974') or above, then proceed on R-149 to D10.9 to 2710'(1974') or above to the holding area. Do not turn before passing MAP.

MSA EKB VOR: 3000 (190°–305°), 2700 (245°–305°), 2300 (245°–190°)

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3730' **(2994')**

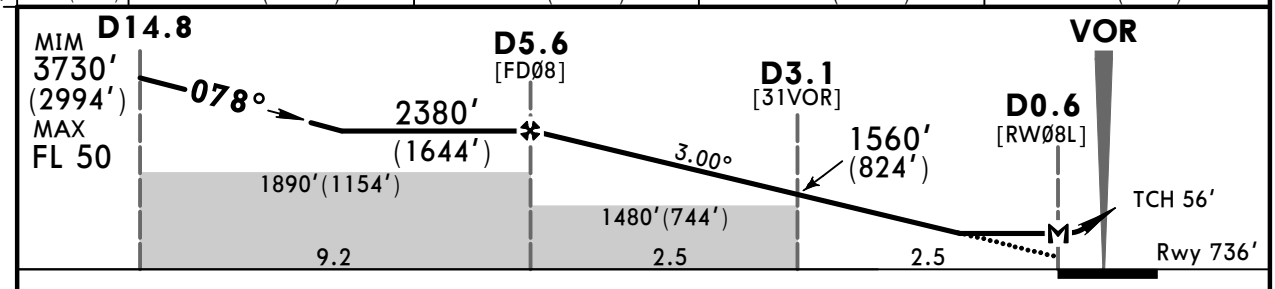
1. DME required. 2. Final approach track offset 3° from runway centerline.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3730'	(2994' - 900m)
2710'	(1974' - 600m)
2380'	(1644' - 500m)
2050'	(1314' - 400m)
1560'	(824' - 250m)

EKB DME	5.6	4.9	3.8	2.7
ALT (HAT)	2380'(1644')	2130'(1394')	1790'(1054')	1450'(714')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.6						

HIALS PAPI

215 KT MAX

MIM 2050' (1314') on **078°**

PANS OPS

STRAIGHT-IN LANDING RWY **08L**

	with D3.1 MDA(H) 1320'(584')		w/o D3.1 MDA(H) 1480'(744')	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				RVR 1800m VIS 2000m
C	RVR 1500m VIS 1600m	2400m	2800m	3600m
D	RVR 1800m VIS 2000m	2800m	3200m	4000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1320'(552')	❶ 1600m
135	1370'(602')	❶ 1600m
180	1710'(942')	4400m
205	1740'(972')	4800m

❶ or higher straight-in minimums.

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (13-3) Eff 29 Mar

YEKATERINBURG, RUSSIA VOR X Rwy 08L

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

BRIEFING STRIP™

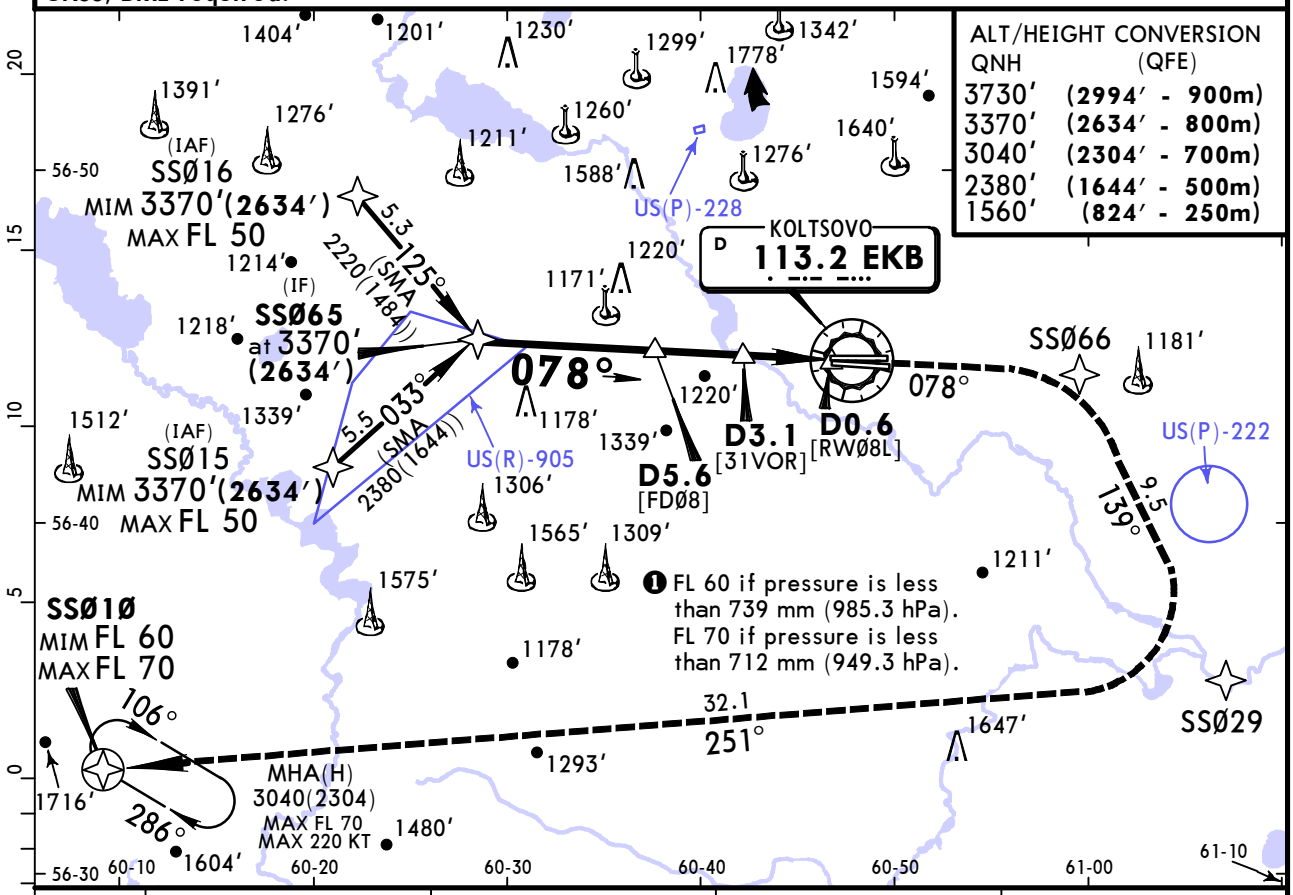
VOR EKB	Final Apch Crs	Procedure Alt	MDA(H) (CONDITIONAL)	Apt Elev 768'
113.2	078°	D5.6 2380'(1644')	1320'(584')	Rwy 736'

MISSED APCH: Climb on 078° to SSØ66 (MAX 230 KT), then turn RIGHT to SSØ29 (MAX 230 KT), then turn RIGHT to SSØ10, then according to chart or to the holding area.

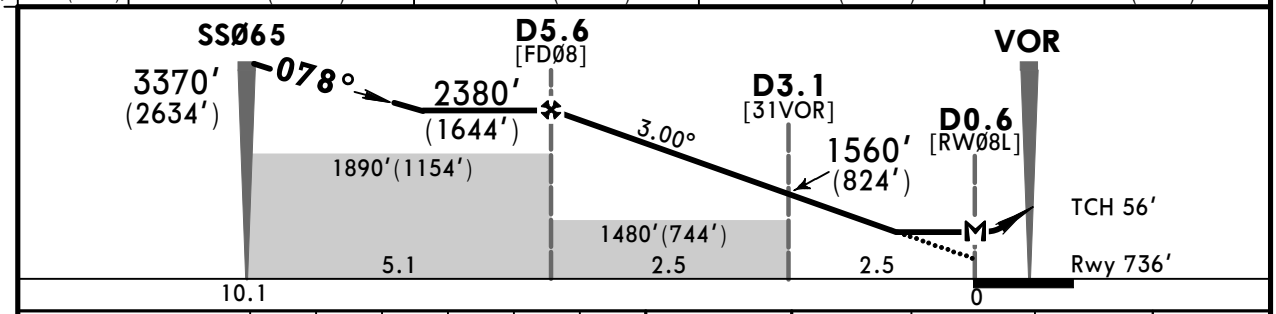
3000 MSA ARP

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3730'**(2994')**

GNSS, DME required.



EKB DME	5.6	4.9	3.8	2.7
ALT(HAT)	2380'(1644')	2150'(1414')	1810'(1074')	1460'(724')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.6						

HIALS PAPI

230 KT MAX

SSØ66 on **078°**

PANS OPS

STRAIGHT-IN LANDING RWY **08L**

	with D3.1 MDA(H) 1320'(584')		w/o D3.1 MDA(H) 1480'(744')	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				RVR 1800m VIS 2000m
C	RVR 1500m VIS 1600m	2400m	2800m	3600m
D	RVR 1800m VIS 2000m	2800m	3200m	4000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1320'(552')	❶ 1600m
135	1370'(602')	❶ 1600m
180	1710'(942')	4400m
205	1740'(972')	4800m

❶ or higher straight-in minimums.

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (13-4) Eff 29 Mar

YEKATERINBURG, RUSSIA VOR Z Rwy 08R

BRIEFING STRIP TM

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

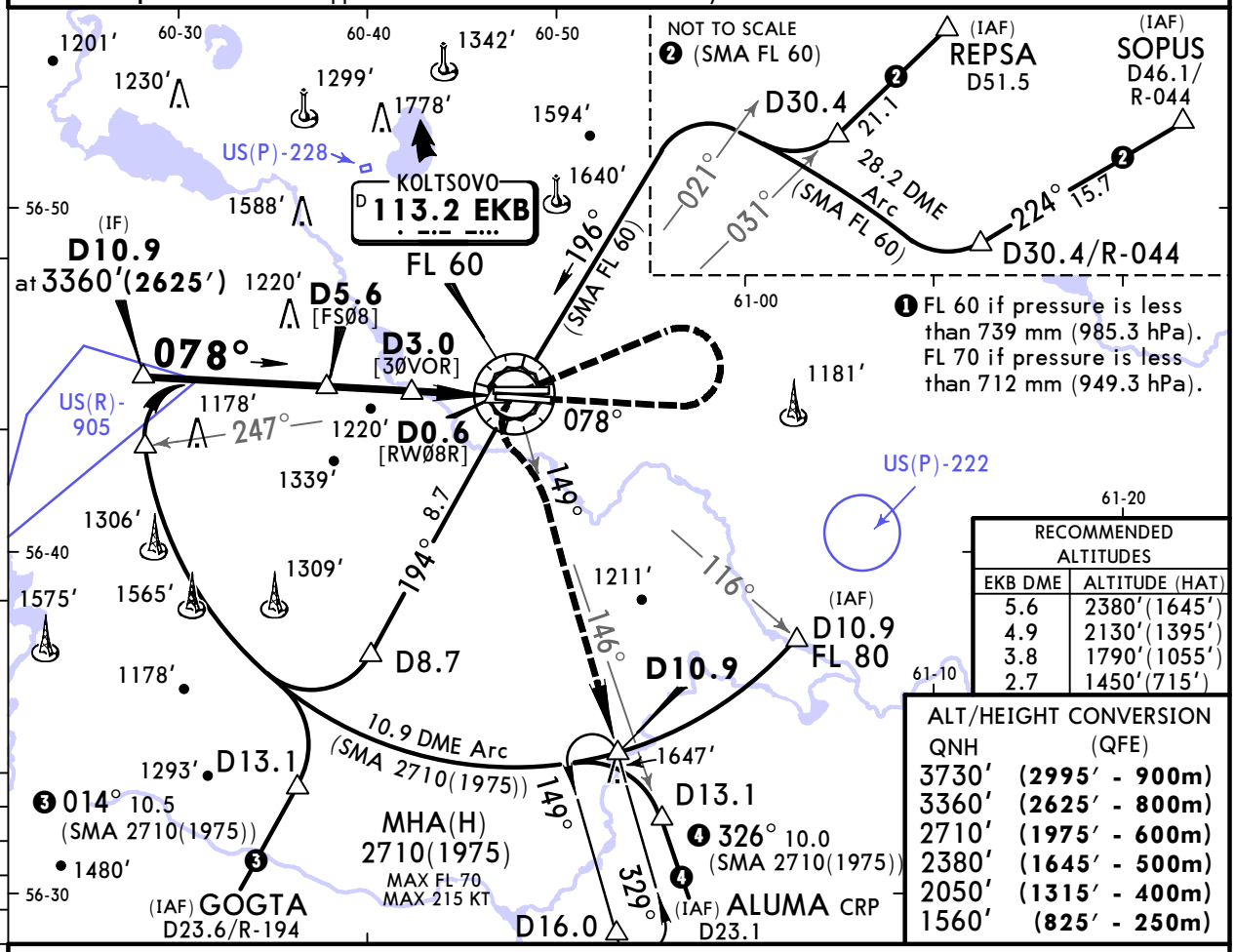
VOR	Final Apch Crs	Procedure Alt	MDA(H) (CONDITIONAL)	Apt Elev 768'
EKB 113.2	078°	D5.6 2380'(1645')	1320'(585')	Rwy 735'

MISSED APCH: Climb on 078° to 2050'(1315') or above (MAX 215 KT), then turn LEFT to VOR (MAX 245 KT), climbing to 2710'(1975') or above, then proceed on R-149 to D10.9 to 2710'(1975') or above, then according to chart or join holding. Do not turn before passing MAP.

MSA EKB VOR: 3000; 190° 2700; 245° 2300; 305°

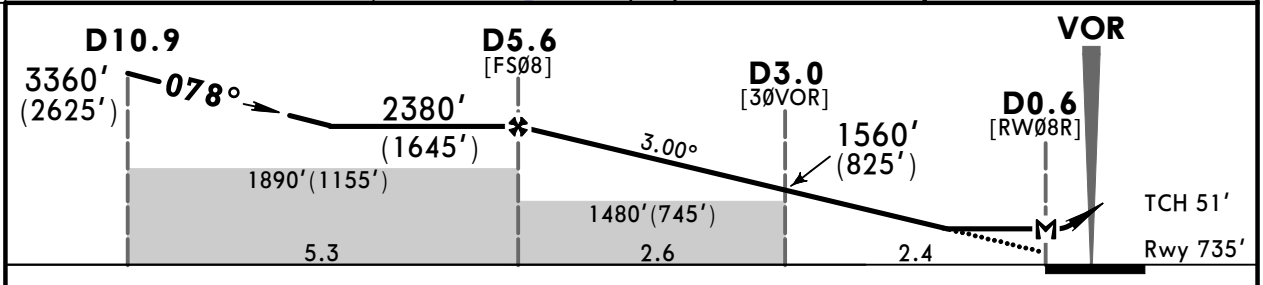
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3730' (2995')

1. DME required. 2. Final approach track offset 1° from runway centerline.



RECOMMENDED ALTITUDES	
EKB DME	ALTITUDE (HAT)
5.6	2380'(1645')
4.9	2130'(1395')
3.8	1790'(1055')
2.7	1450'(715')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3730'	(2995' - 900m)
3360'	(2625' - 800m)
2710'	(1975' - 600m)
2380'	(1645' - 500m)
2050'	(1315' - 400m)
1560'	(825' - 250m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.6						

HIALS PAPI

215 KT MAX

MIM 2050' (1315') on 078°

PANS OPS

STRAIGHT-IN LANDING RWY 08R

	with D3.0 MDA(H) 1320'(585')		w/o D3.0 MDA(H) 1480'(745')	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				RVR 1800m VIS 2000m
C	RVR 1500m VIS 1600m	2400m	2800m	3600m
D	RVR 1800m VIS 2000m	2800m	3200m	4000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1320'(552') ❶	1600m
135	1370'(602') ❶	1600m
180	1710'(942')	4400m
205	1740'(972')	4800m

❶ or higher straight-in minimums.

CHANGES: Communications. IAF.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (13-5) Eff 29 Mar

YEKATERINBURG, RUSSIA VOR Y Rwy 08R

BRIEFING STRIP TM

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

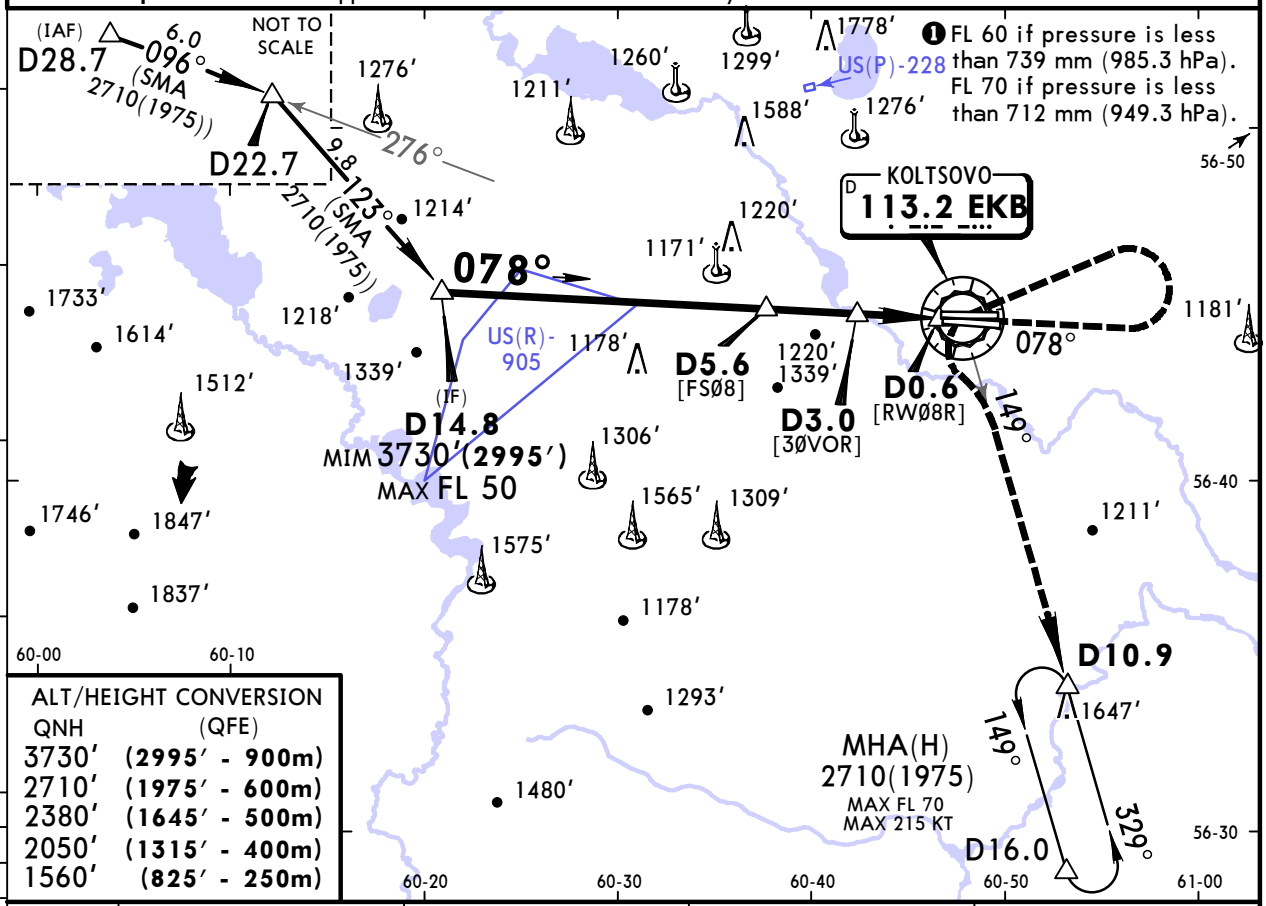
VOR EKB	Final Apch Crs	Procedure Alt D5.6	MDA(H) (CONDITIONAL)	Apt Elev 768' Rwy 735'
113.2	078°	2380'(1645')	1320'(585')	

MISSED APCH: Climb on 078° to 2050'(1315') or above (MAX 215 KT), then turn LEFT to VOR (MAX 245 KT), climbing to 2710'(1975') or above, then proceed on R-149 to D10.9 to 2710'(1975') or above to the holding area. Do not turn before passing MAP.

MSA EKB VOR: 3000 (190°–305°), 2700 (245°–305°), 2300 (245°–190°)

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

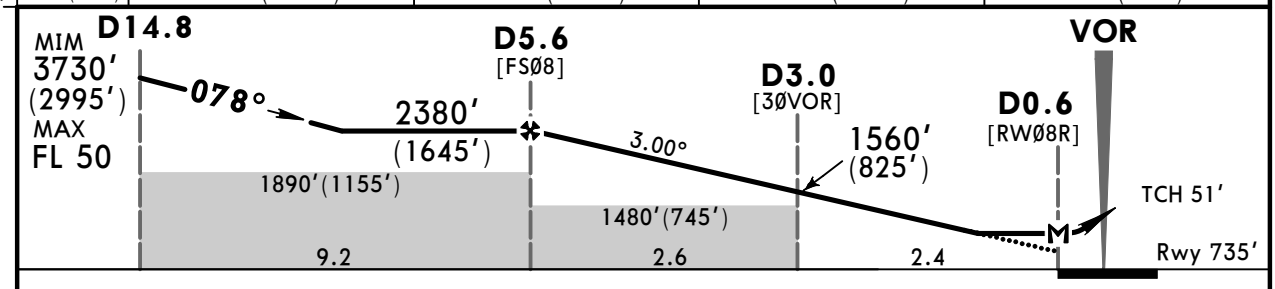
1. DME required. 2. Final approach track offset 1° from runway centerline.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3730'	(2995' - 900m)
2710'	(1975' - 600m)
2380'	(1645' - 500m)
2050'	(1315' - 400m)
1560'	(825' - 250m)

EKB DME	5.6	4.9	3.8	2.7
ALT (HAT)	2380'(1645')	2150'(1415')	1810'(1075')	1460'(725')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.6						

HIALS PAPI

215 KT MAX

MIM 2050' (1315') on 078°

STRAIGHT-IN LANDING RWY 08R

	with D3.0 MDA(H) 1320'(585')		w/o D3.0 MDA(H) 1480'(745')	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				RVR 1800m VIS 2000m
C	RVR 1500m VIS 1600m	2400m	2800m	3600m
D	RVR 1800m VIS 2000m	2800m	3200m	4000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1320'(552') ❶	1600m
135	1370'(602') ❶	1600m
180	1710'(942')	4400m
205	1740'(972')	4800m

PANS OPS

❶ or higher straight-in minimums.

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (13-6) Eff 29 Mar

YEKATERINBURG, RUSSIA VOR X Rwy 08R

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

BRIEFING STRIP™

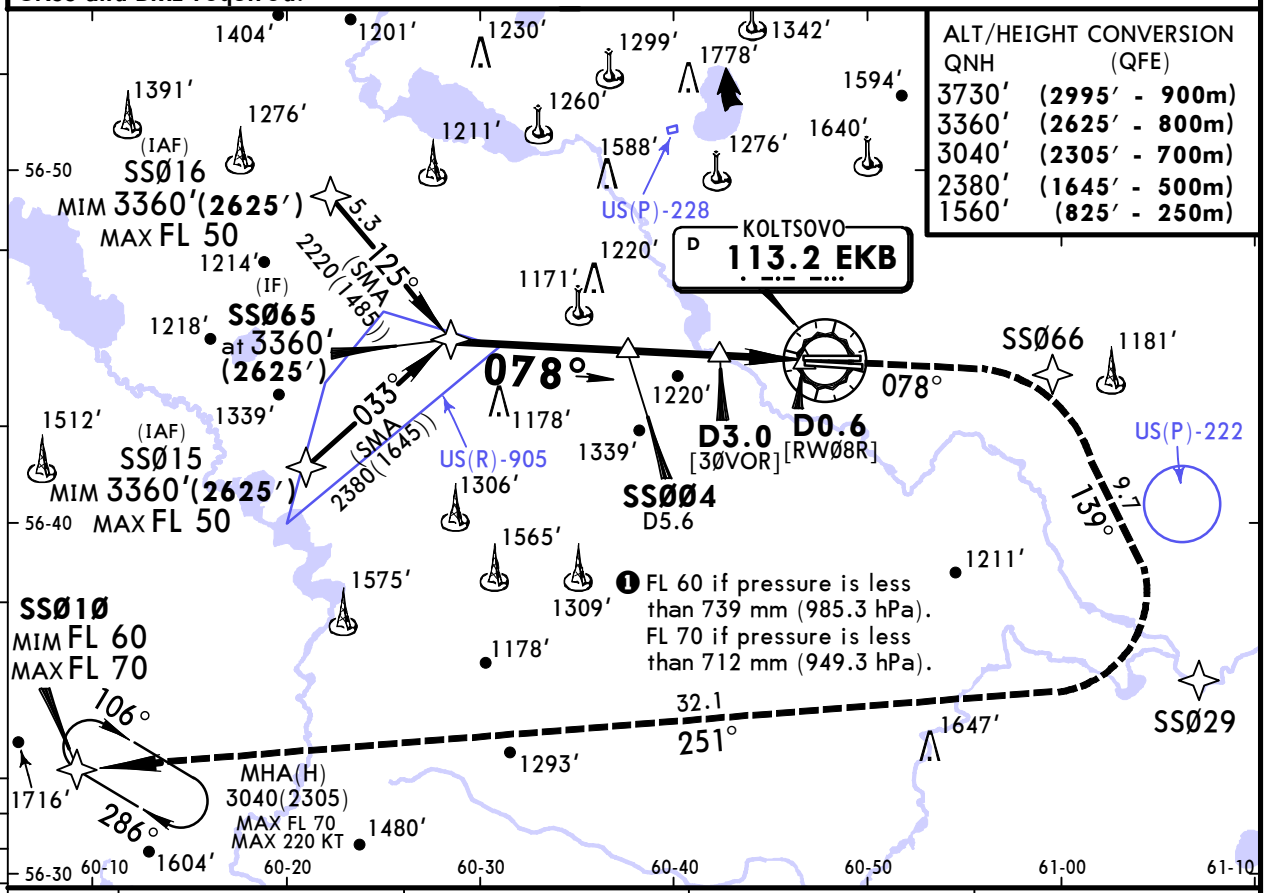
VOR EKB	Final Apch Crs	Procedure Alt	MDA(H) (CONDITIONAL)	Apt Elev 768′
113.2	078°	SSØØ4 2380′(1645′)	1320′(585′)	Rwy 735′

MISSED APCH: Climb on 078° to SSØ66 (MAX 230 KT), then turn RIGHT to SSØ29 (MAX 230 KT), then turn RIGHT to SSØ1Ø, then according to chart or to the holding area.

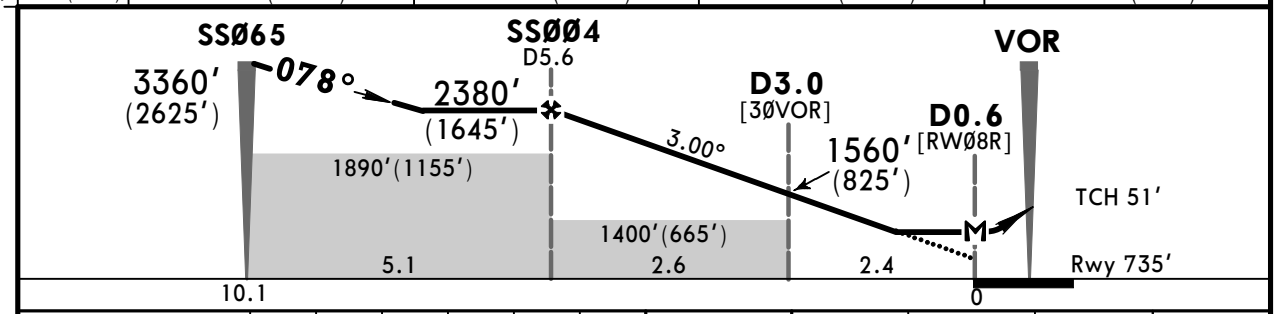
3000 MSA ARP

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

GNSS and DME required.



EKB DME	5.6	4.9	3.8	2.7
ALT(HAT)	2380′(1645′)	2150′(1415′)	1810′(1075′)	1460′(725′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.6						

HIALS PAPI

230 KT MAX

SSØ66 on **078°**

PANS OPS

STRAIGHT-IN LANDING RWY **08R**

	with D3.0 MDA(H) 1320′(585′)		w/o D3.0 MDA(H) 1480′(745′)	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				RVR 1800m VIS 2000m
C	RVR 1500m VIS 1600m	2400m	2800m	3600m
D	RVR 1800m VIS 2000m	2800m	3200m	4000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1320′(552′)	❶ 1600m
135	1370′(602′)	❶ 1600m
180	1710′(942′)	4400m
205	1740′(972′)	4800m

❶ or higher straight-in minimums.

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (13-7) Eff 29 Mar

YEKATERINBURG, RUSSIA VOR Z Rwy 26L

BRIEFING STRIP ™

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

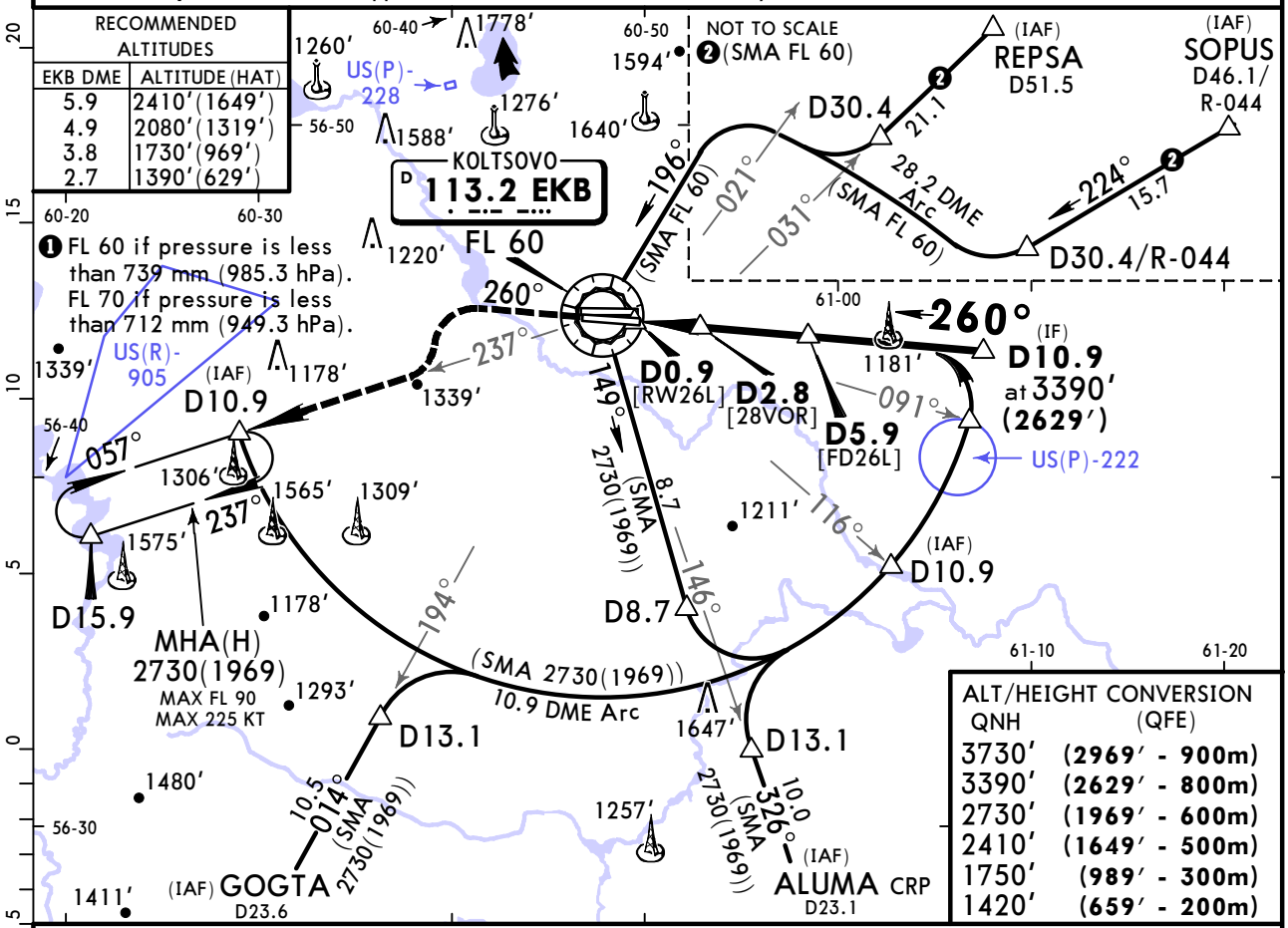
VOR EKB	Final Apch Crs	Procedure Alt D5.9	MDA(H) (CONDITIONAL)	Apt Elev 768′ Rwy 761′
113.2	260°	2410′(1649′)	1240′(479′)	

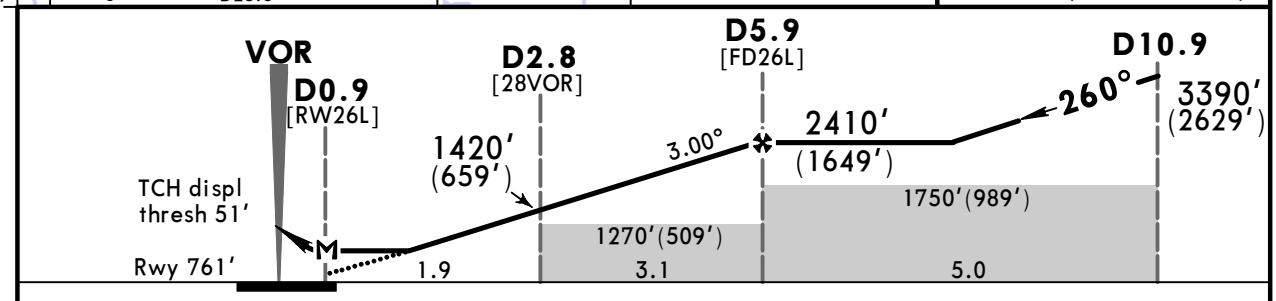
MISSED APCH: Climb on 260° to 1750′(989′) or above, then turn LEFT to intercept R-237 and proceed to D10.9 climbing to 2730′(1969′) or above. Then according to chart or join holding.
Do not turn before passing MAP.

MSA EKB VOR: 3000 (190°–305°), 2700 (245°), 2300

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

1. DME required. 2. Final approach track offset 1° from runway centerline.





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.9						

HIALS PAPI MIM 1750′ (989′) on 260°

PANS OPS

	STRAIGHT-IN LANDING RWY 26L with D2.8 MDA(H) 1240′(479′)		w/o D2.8 MDA(H) 1270′(509′)		CIRCLE-TO-LAND Max Kts	MDA(H)	
		ALS out		ALS out			
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	1270′ (502′)	1600m
B					135	1370′ (602′)	1600m
C	1200m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	2400m	180	1710′ (942′)	4400m
D	RVR 1500m VIS 1600m	2400m			205	1740′ (972′)	4800m

CHANGES: Communications. IAF.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (13-8) Eff 29 Mar

YEKATERINBURG, RUSSIA VOR X Rwy 26L

BRIEFING STRIP ™

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

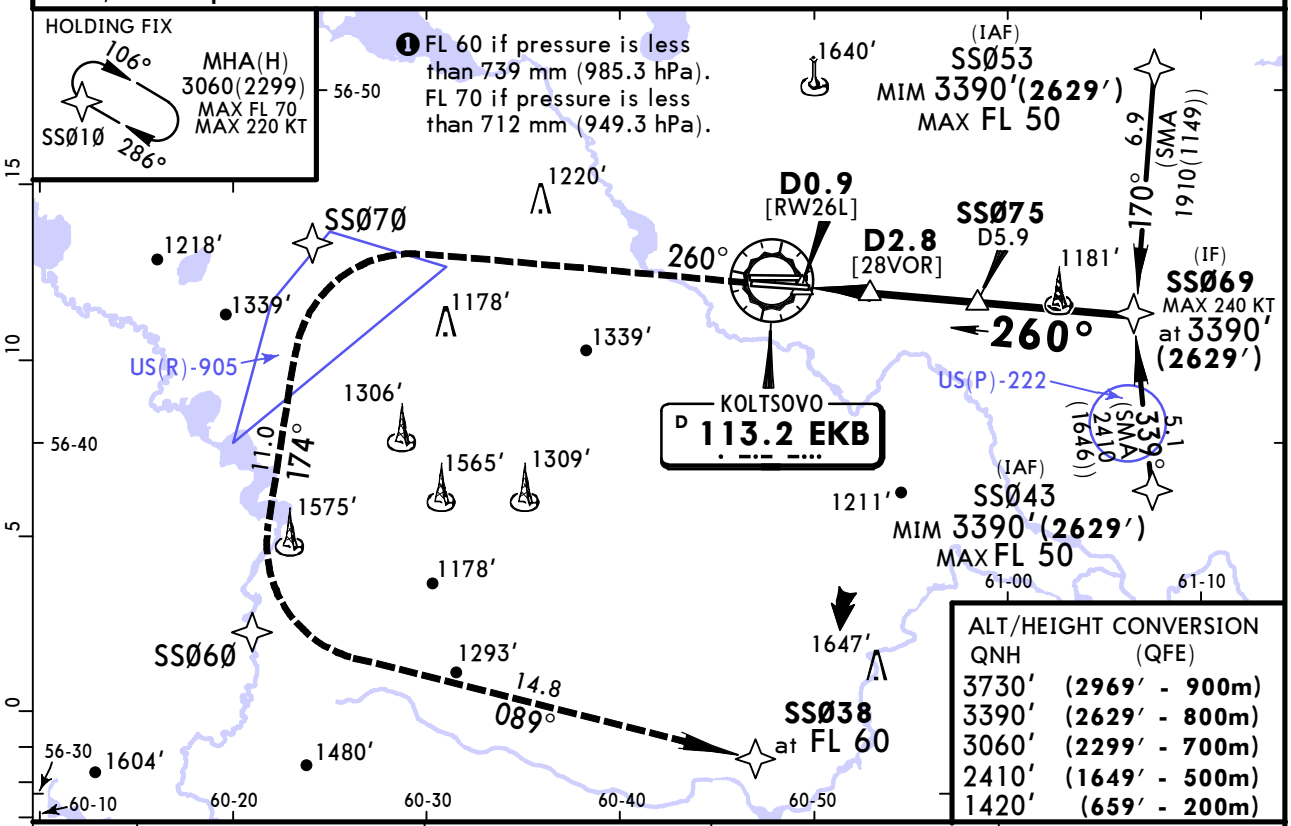
VOR	Final Apch Crs	Procedure Alt	MDA(H) (CONDITIONAL)	Apt Elev 768'
EKB 113.2	260°	SSØ75 2410'(1649')	1240'(479')	Rwy 761'

MISSED APCH: Climb on 260° to SSØ7Ø, then turn LEFT to SSØ6Ø, then turn LEFT to SSØ38 climbing to FL 60, then according to chart.

3000 MSA ARP

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

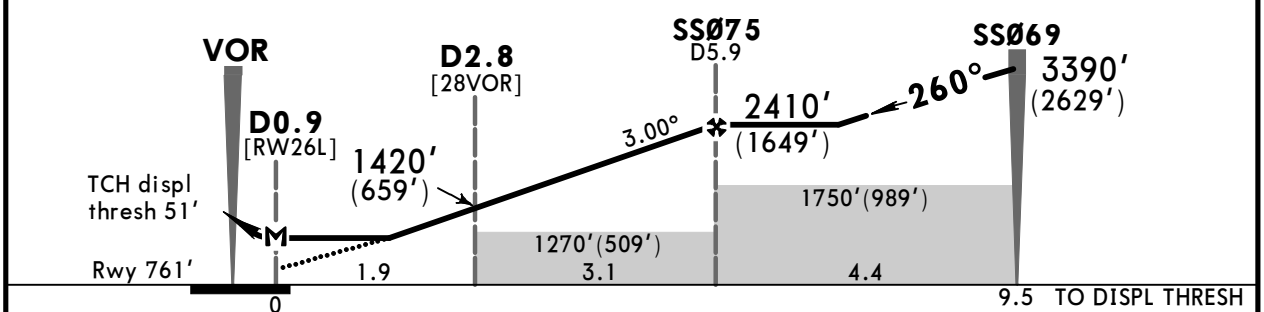
GNSS, DME required.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3730'	(2969' - 900m)
3390'	(2629' - 800m)
3060'	(2299' - 700m)
2410'	(1649' - 500m)
1420'	(659' - 200m)

EKB DME	2.7	3.8	4.9	5.9
ALT (HAT)	1390'(629')	1730'(969')	2080'(1319')	2410'(1649')



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.9							

HIALS PAPI

SSØ7Ø on 260°

PANS OPS

STRAIGHT-IN LANDING RWY **26L**

	with D2.8 MDA(H) 1240'(479')		w/o D2.8 MDA(H) 1270'(509')	
		ALS out		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				
C	1200m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	2400m
D	RVR 1500m VIS 1600m	2400m		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1270' (502')	1600m
135	1370' (602')	1600m
180	1710' (942')	4400m
205	1740' (972')	4800m

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (13-9) Eff 29 Mar

YEKATERINBURG, RUSSIA VOR Z Rwy 26R

BRIEFING STRIP ™

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

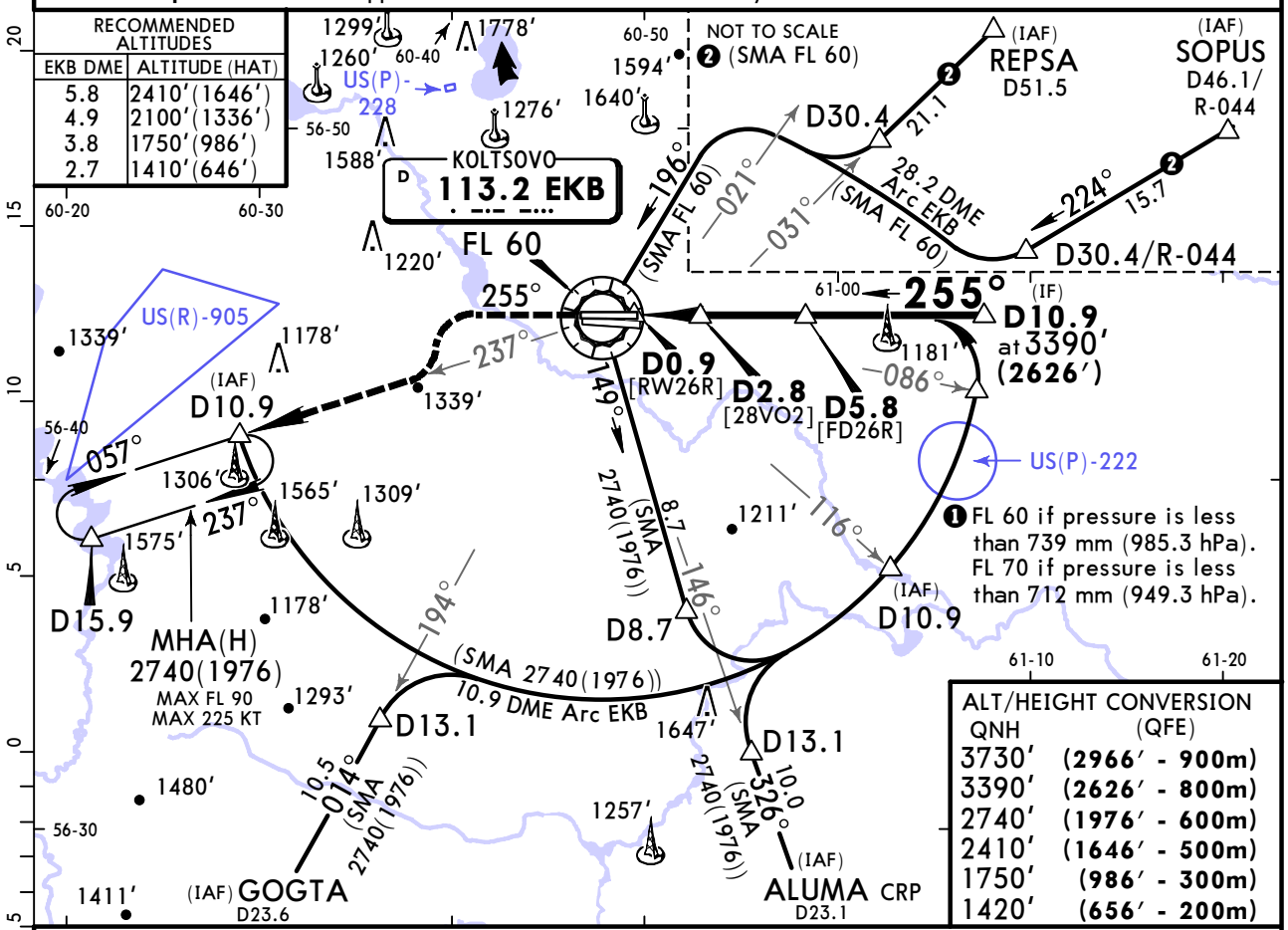
VOR EKB	Final Apch Crs	Procedure Alt D5.8	MDA(H) (CONDITIONAL)	Apt Elev 768′ / Rwy 764′
113.2	255°	2410′(1646′)	1240′(476′)	

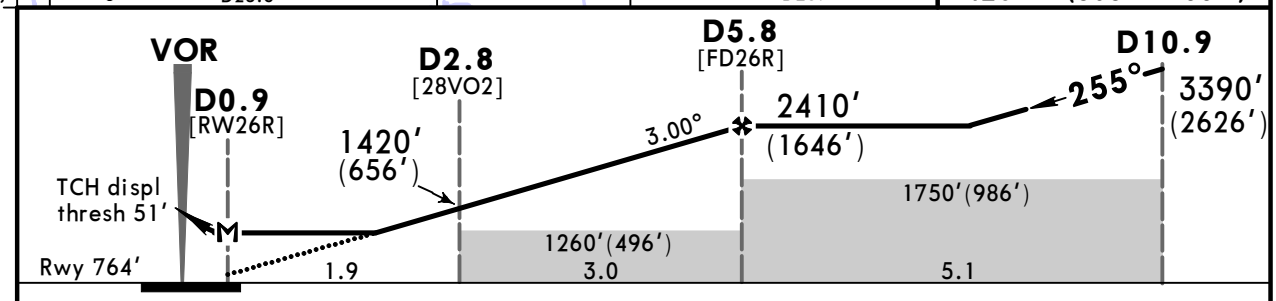
MISSED APCH: Climb on 255° to 1750′(986′) or above, then turn LEFT to intercept R-237 and proceed to D10.9 climbing to 2740′(1976′) or above. Then according to chart or join holding.
Do not turn before passing MAP.

MSA EKB VOR: 190° 2700, 245° 2300, 305°, 3000

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

1. DME required. 2. Final approach track offset 1° from runway centerline.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.9							

HIALS PAPI

MIM 1750′ (986′) on 255°

PANS OPS

STRAIGHT-IN LANDING RWY 26R

	with D2.8 MDA(H) 1240′(476′)		w/o D2.8 MDA(H) 1270′(506′)	
		ALS out		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				
C	1200m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	2400m
D	RVR 1500m VIS 1600m	2400m		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1270′ (502′)	1600m
135	1370′ (602′)	1600m
180	1710′ (942′)	4400m
205	1740′ (972′)	4800m

CHANGES: Communications. IAF.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 (13-10) Eff 29 Mar

YEKATERINBURG, RUSSIA VOR X Rwy 26R

BRIEFING STRIP ™

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

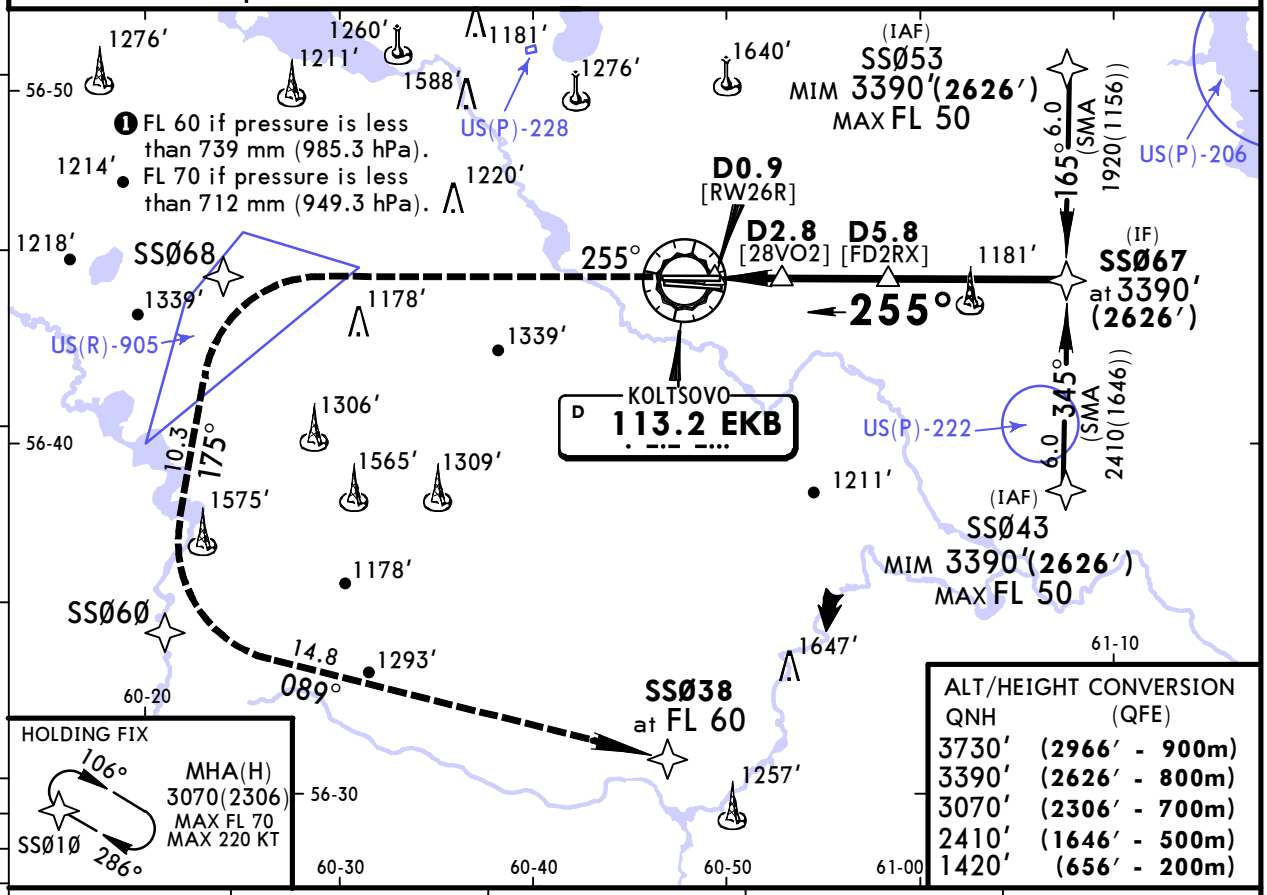
VOR EKB	Final Apch Crs	Procedure Alt D5.8	MDA(H) (CONDITIONAL)	Apt Elev 768' Rwy 764'
113.2	255°	2410'(1646')	1240'(476')	

MISSED APCH: Climb on 255° to SSØ68, then turn LEFT to SSØ6Ø, then turn LEFT to SSØ38 climbing to FL 60, then according to chart.

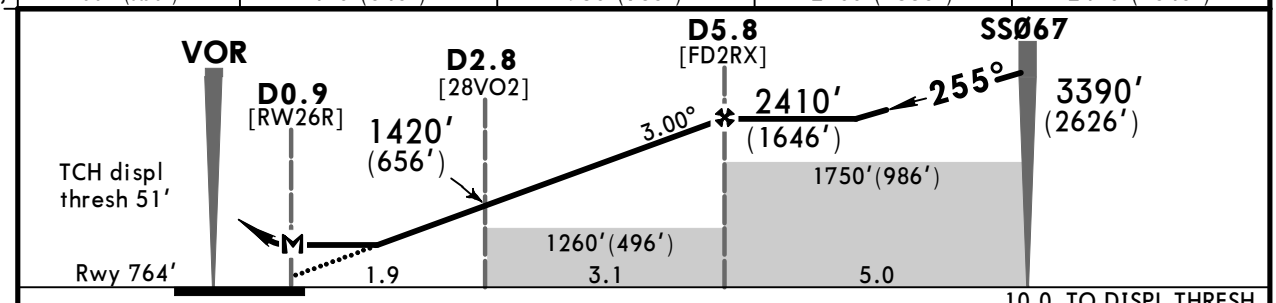
3000 MSA ARP

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

GNSS and DME required.



EKB DME	2.7	3.8	4.9	5.8
ALT (HAT)	1410'(646')	1750'(986')	2100'(1336')	2410'(1646')



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.9							

HIALS PAPI SSØ68 on 255°

PANS OPS

STRAIGHT-IN LANDING RWY 26R

	with D2.8 MDA(H) 1240'(476')		w/o D2.8 MDA(H) 1270'(506')	
		ALS out		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				
C	1200m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	2400m
D	RVR 1500m VIS 1600m	2400m		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1270' (502')	1600m
135	1370' (602')	1600m
180	1710' (942')	4400m
205	1740' (972')	4800m

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 Eff 29 Mar (16-1) CAT A & B

YEKATERINBURG, RUSSIA NDB Z Rwy 08L

BRIEFING STRIP™

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

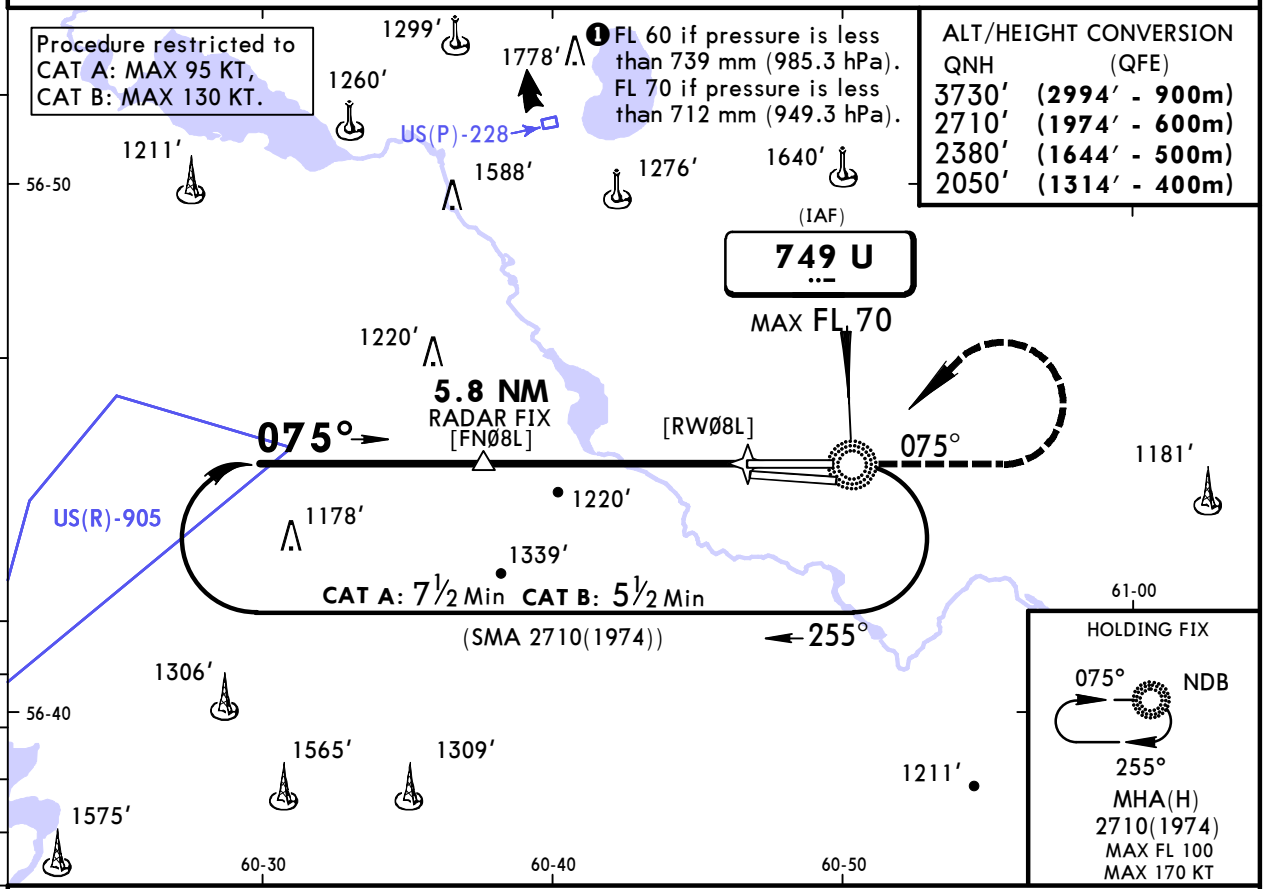
NDB U	Final Apch Crs	Procedure Alt 5.8 NM RADAR FIX	MDA(H)	Apt Elev 768′ Rwy 736′
749	075°	2380′(1644′)	1480′(744′)	

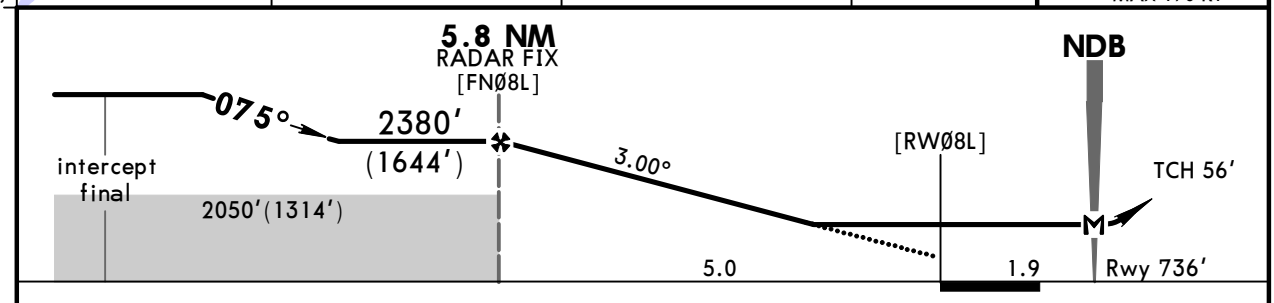
MISSED APCH: Climb on 075° to 2050′ (1314′) or above, then turn LEFT to NDB, climbing to 2710′ (1974′) or above, then according to chart or to the holding area. Do not turn before passing MAP.

MSA U NDB: 3000 (190°–305°); 2700 (305°–245°); 2300 (245°–190°)

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3730′ (2994′)

Radar required.





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

HIALS PAPI MIM 2050′ (1314′) on 075°

PANS OPS

STRAIGHT-IN LANDING RWY 08L			CIRCLE-TO-LAND		
MDA(H) 1480′(744′)					
		ALS out	Max Kts	MDA(H)	
A	1200m	RVR 1500m VIS 1600m	100	1480′(712′)	1600m
B		RVR 1800m VIS 2000m	135	1480′(712′)	2000m
C	NOT APPLICABLE		C	NOT APPLICABLE	
D			D		

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 Eff 29 Mar (16-2) CAT A & B

YEKATERINBURG, RUSSIA NDB Z Rwy 08R

BRIEFING STRIP

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

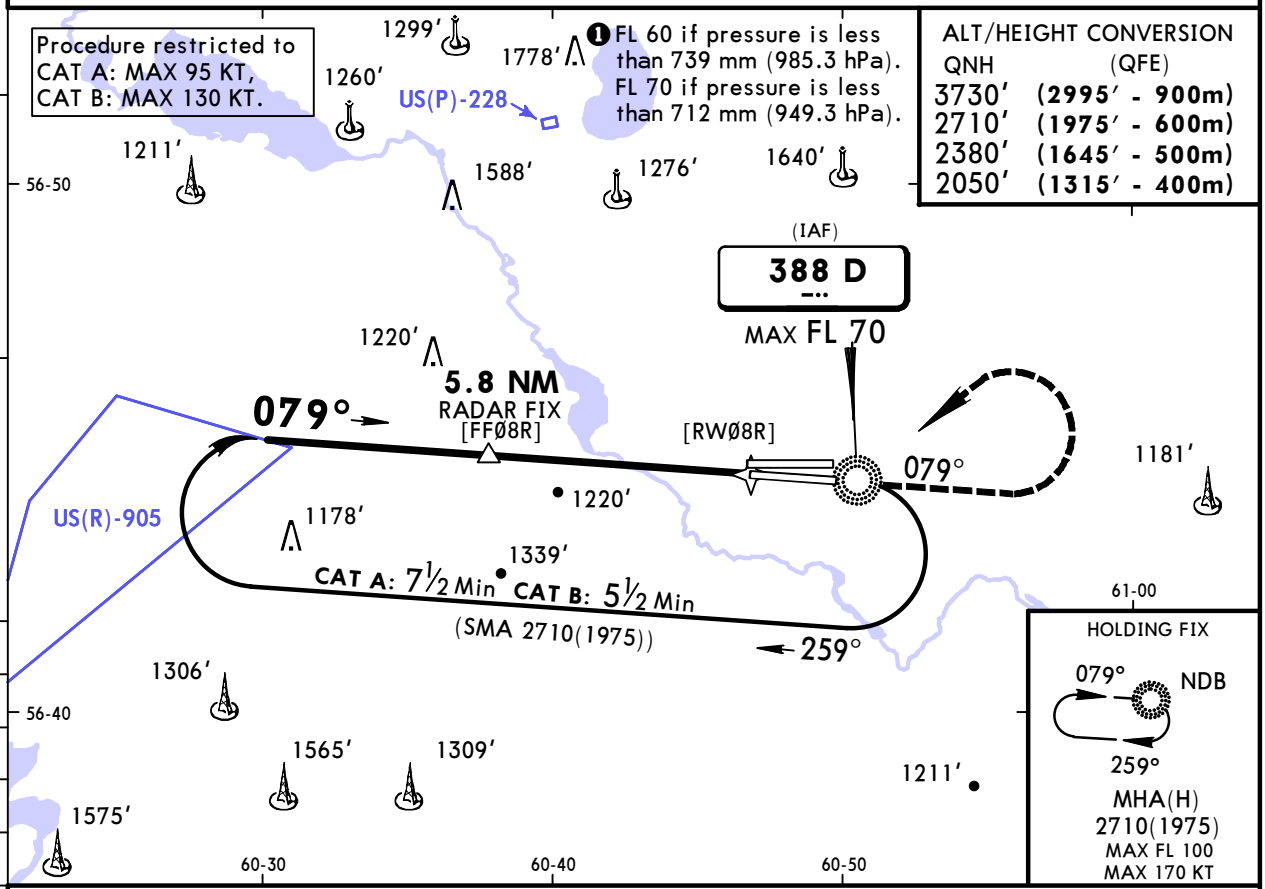
NDB D	Final Apch Crs	Procedure Alt 5.8 NM RADAR FIX	MDA(H)	Apt Elev 768′ Rwy 735′
388	079°	2380′(1645′)	1480′(745′)	

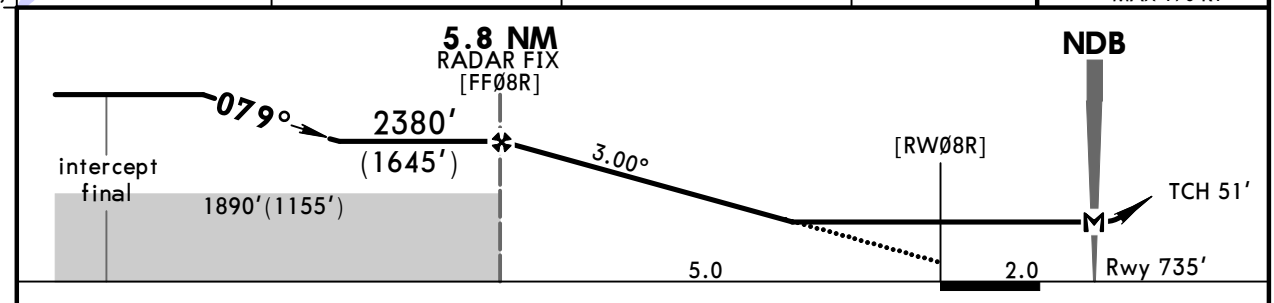
MISSED APCH: Climb on 079° to 2050′(1315′) or above, then turn LEFT to NDB, climbing to 2710′(1975′) or above, then according to chart or to the holding area. Do not turn before passing MAP.

MSA D NDB: 3000 (190°–245°), 2700 (245°–305°), 2300 (305°–190°)

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

Radar required.





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

HIALS PAPI MIM 2050′ (1315′) on 079°

PANS OPS

	STRAIGHT-IN LANDING RWY 08R MDA(H) 1480′(745′)	ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)	
A	1200m	RVR 1500m VIS 1600m	100	1480′(712′)	1600m
B		RVR 1800m VIS 2000m	135	1480′(712′)	2000m
C	NOT APPLICABLE		C	NOT APPLICABLE	
D			D		

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 Eff 29 Mar (16-3) CAT A & B

YEKATERINBURG, RUSSIA NDB Z Rwy 26L

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

BRIEFING STRIP ™

NDB D	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 768′
388	259°	D5.9 2410′(1649′)	1270′(509′)	Rwy 761′

MISSED APCH: Climb on 259° to 2730′(1969′) or above, then turn LEFT to NDB to 2730′(1969′) or above, then according to chart or join holding. Do not turn before passing MAP.

MSA D NDB: 190° 2700, 245° 2300, 305° 3000

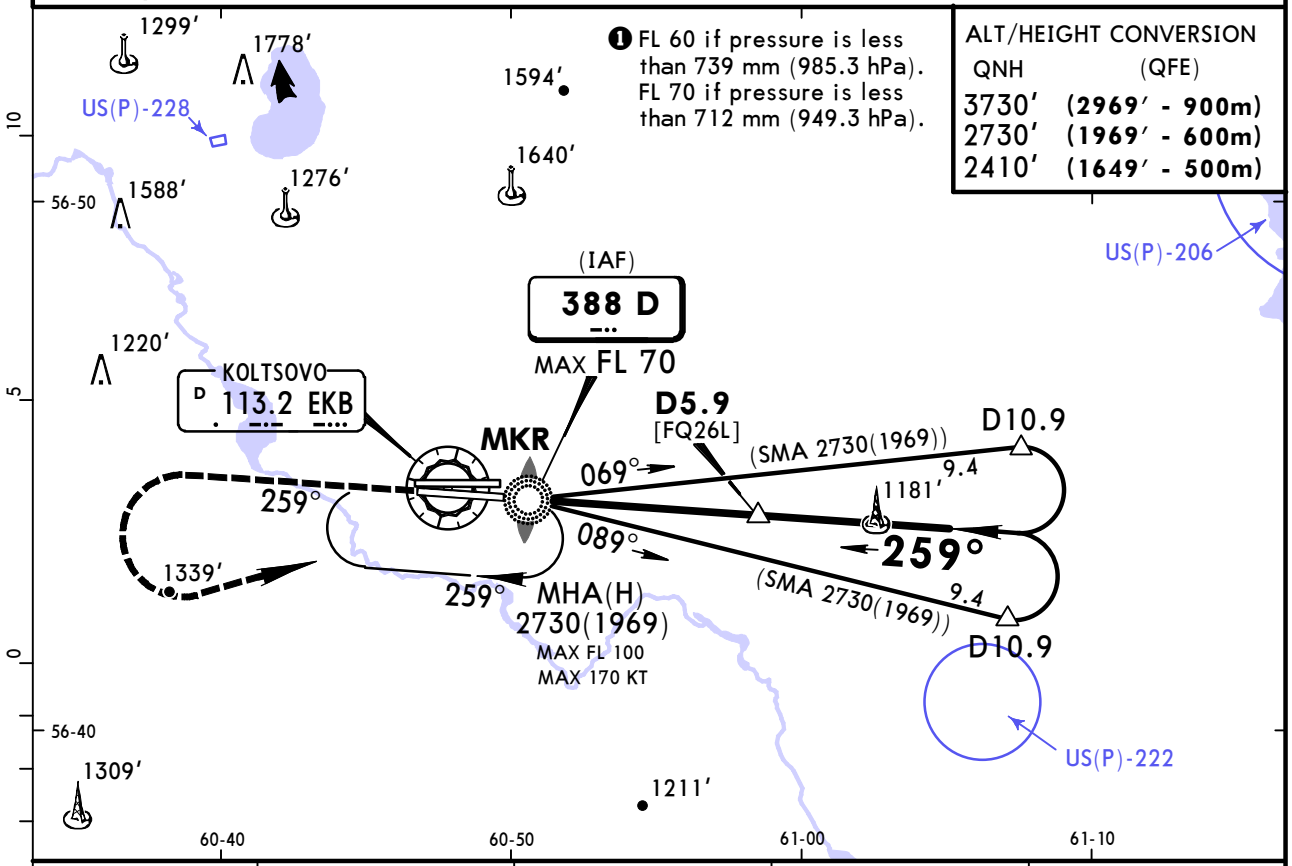
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3730′ **(2969′)**

DME required.

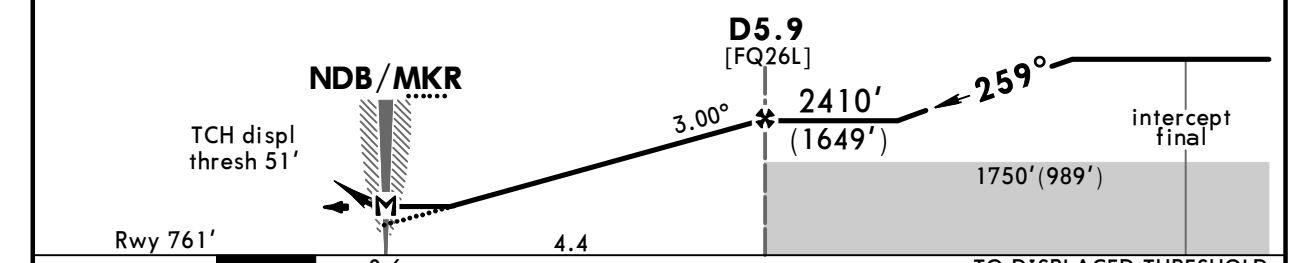
❶ FL 60 if pressure is less than 739 mm (985.3 hPa). FL 70 if pressure is less than 712 mm (949.3 hPa).

ALT/HEIGHT CONVERSION

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



EKB DME	2.7	3.8	4.9	5.9
ALTITUDE (HAT)	1390′(629′)	1730′(969′)	2080′(1319′)	2410′(1649′)



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

HIALS PAPI

MIM 2730′ (1969′) on 259°

D 388 LT

PANS OPS

STRAIGHT-IN LANDING RWY 26L			CIRCLE-TO-LAND		
MDA(H) 1270′(509′)			Max Kts	MDA(H)	
		ALS out			
A	1200m	RVR 1500m VIS 1600m	100	1270′ (502′)	1600m
B			135	1370′ (602′)	1600m
C	NOT APPLICABLE		C	NOT APPLICABLE	
D			D		

CHANGES: Communications.

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USSS/SVX KOLTSOVO

JEPPESEN 23 MAR 18 Eff 29 Mar (16-4) CAT A & B

YEKATERINBURG, RUSSIA NDB Z Rwy 26R

ATIS	KOLTSOVO Approach	KOLTSOVO Radar (TWR)	KOLTSOVO Start (TWR)	Ground
127.8	125.9 124.0	118.7 124.0	120.0 124.0	119.0

BRIEFING STRIP ™

NDB	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 768′
U 749	255°	D5.8 2410′(1646′)	1270′(506′)	Rwy 764′

MISSED APCH: Climb on 255° to 2740′(1976′) or above, then turn LEFT to NDB to 2740′(1976′) or above, then according to chart or join holding. Do not turn before passing MAP.

MSA U NDB: 3000 (190°–305°), 2700 (305°–245°), 2300 (245°–190°)

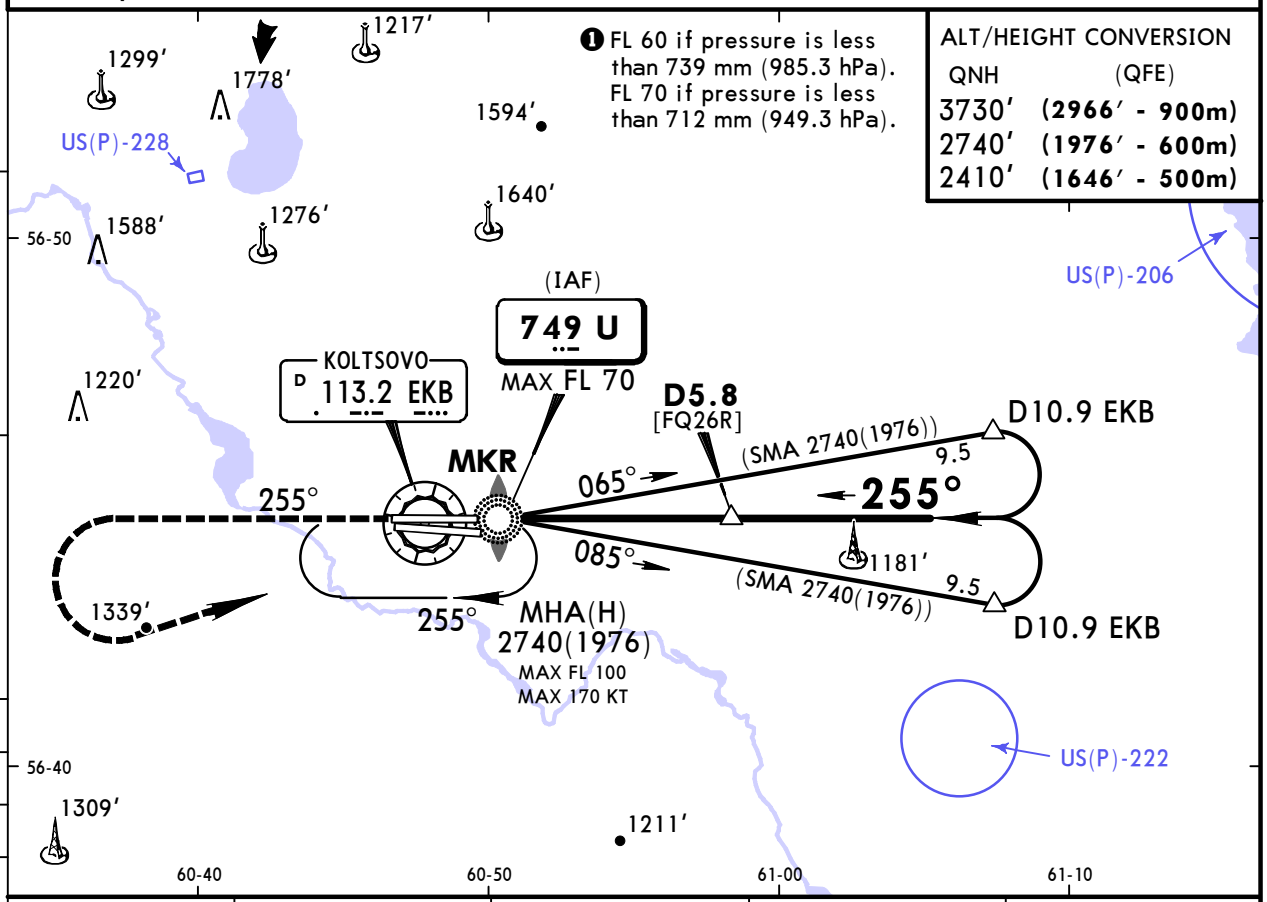
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 ❶ Trans alt: 3730′ **(2966′)**

DME required.

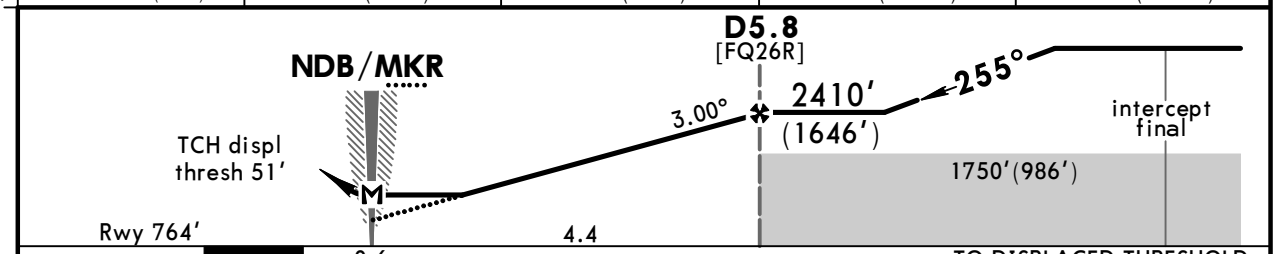
❶ FL 60 if pressure is less than 739 mm (985.3 hPa). FL 70 if pressure is less than 712 mm (949.3 hPa).

ALT/HEIGHT CONVERSION

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



EKB DME	2.7	3.8	4.9	5.8
ALTITUDE(HAT)	1410′(646′)	1750′(986′)	2100′(1336′)	2410′(1646′)



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

HIALS PAPI

MIM 2740′ (1976′) on 255°

U 749 LT

PANS OPS

STRAIGHT-IN LANDING RWY 26R			CIRCLE-TO-LAND		
MDA(H) 1270′(506′)					
		ALS out	Max Kts	MDA(H)	
A	1200m	RVR 1500m VIS 1600m	100	1270′ (502′)	1600m
B			135	1370′ (602′)	1600m
C	NOT APPLICABLE		C	NOT APPLICABLE	
D			D		

CHANGES: Communications.

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JeppView for Windows

Chart changes since cycle 08-2019

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