

## List of pages in this Trip Kit

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Airport Information For USSS

Terminal Charts For USSS

Revision Letter For Cycle 08-2026

Change Notices

Notebook

## General Information

Location: YEKATERINBURG RUS  
ICAO/IATA: USSS / SVX  
Lat/Long: N56° 44.58', E060° 48.18'  
Elevation: 766 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: 0002 Z  
Sunset: 1545 Z

## Runway Information

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

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

Runway: 26L  
Length x Width: 9925 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 761 ft  
Lighting: Edge, ALS, Centerline  
Displaced Threshold: 1066 ft

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

Displaced Threshold: 820 ft

## Communication Information

ATIS: 127.800

Koltsovo Start Tower: 124.000

Koltsovo Start Tower: 124.300

Koltsovo Ground: 119.000

Koltsovo Ground Handling Ramp/Taxi: 118.900

Koltsovo Approach: 125.900

Koltsovo Approach: 124.000

Koltsovo Radar: 124.000

Koltsovo Transit Operations: 131.900

Koltsovo Radar: 118.700

USSS/SVX  
KOLTSOVO

JEPPESEN

4 NOV 22

10-1P

YEKATERINBURG, RUSSIA  
AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

ATIS 127.8

**1.2. LOW VISIBILITY PROCEDURES (LVP)**

LVP are implemented by ATS unit as follows:

- for take-off when RVR is less than 550m;
- for precision approach category II when RVR is less than 550m and/or ceiling (vertical visibility) is less than 60m.

LVP are implemented by ATS unit using the phrase: "Low visibility procedures in progress" via ATIS or via the channels of aeronautical telecommunication.

When LVP are in force, it is prohibited:

- to take off without stop at line-up position;
- to take off not from the RWY beginning.

**1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM****1.3.1. OPERATIONS OF MODE S TRANSPONDER WHEN ACFT IS ON GROUND**

APT is equipped with a MLAT-A system.

The flight crew of ACFT equipped with Mode S must provide its serviceability during ACFT movement on the ground.

Before departure - the flight crew shall:

- set transponder to code (squawk) assigned by ATS unit and activate Mode S when making a request for towing or taxiing whichever is earlier.

After landing - the flight crew shall:

- keep Mode S activated until ACFT is parked on the stand.

**1.3.2. USE OF RBS TRANSPONDER**

Mode RBS transponder must not be activated on the ground.

When operating Mode RBS transponder manually using control unit, it must:

- be activated at line-up position;
- be deactivated when vacating the RWY.

**1.4. TAXI PROCEDURES**

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

Taxiing and towing without GND controller's clearance and continuous two-way communication are prohibited.

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.

Crossing of ILS critical areas shall be carried out upon receiving TWR controller's ("Koltsovo-Start") clearance.

**1.5. PARKING INFORMATION**

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

Stands 2 thru 4, 29, 38, 39, 47, 48, 63, 64, 72 and 73 are available for maintenance.

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

Stands 40 and 41 are available for sanitary.

Stands 2 thru 10, 11, 12, 14 thru 25, 26, 27 thru 70A, 72 thru 74 available for helicopter.

**1.6. OTHER INFORMATION**

Birds.

USSS/SVX  
KOLTSOVO

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4 NOV 22

10-1P1

YEKATERINBURG, RUSSIA

AIRPORT BRIEFING

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## 2. ARRIVAL

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### 2.1. COMMUNICATION FAILURE PROCEDURE

#### 2.1.1. GENERAL

In case of radio communication failure the flight crew shall:

- Continue the flight maintaining the route and profile of STAR procedure, if possible basic STAR (RNAV).
- Execute approach-to-land according to the established procedure, if possible basic ILS W approach and carry out landing.

#### 2.1.2. DURING RADAR VECTORING

Climb to minimum safe altitude according 10-1R, change to own navigation, proceed to EKB; after passing EKB reach 3000' (700m) and execute IAP.

In case EKB is u/s, use U or D.

#### 2.1.3. DURING/AFTER MISSED APPROACH

In case of radio communication failure during/after missed approach:

- Continue the flight maintaining the route and flight profile of missed approach procedure to the appropriate holding area at FL 60.
- Execute approach-to-land according to the established procedure, if possible basic ILS W approach and carry out landing.
- After taking the decision to proceed to the alternate AD the flight crew shall maintain the route and profile of SID procedure till leaving the TMA.

### 2.2. NOISE ABATEMENT

Noise abatement procedures shall be reached by applying the following:

- Continuous Descent Operations (CDO) procedure. Apply CDO until FAF/FAP at a maximum possible permanent rate, at minimum engines power and ideally in the least drag configuration.
- Conflict-free maneuvering procedures based on RNAV, that allows to increase aerodrome capacity.

### 2.3. CAT II OPERATIONS

RWY 26L approved for CAT II operations, special aircrew and ACFT certification required.

### 2.4. RWY OPERATIONS

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

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6 DEC 24

10-1P2

YEKATERINBURG, RUSSIA

AIRPORT BRIEFING

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## 2. ARRIVAL

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### 2.5. 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 - Route T10.

Route A-2: TWY A - Route T8 - Route T9.

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

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### 3.1. DE-ICING

Stands 53 thru 56 are available for de-icing.

Communication with operator responsible for the de-icing procedure shall be maintained on the following frequencies:

- 118.825 MHz - call sign "Koltsovo-De-icing 53" (stand 53);
- 118.850 MHz - call sign "Koltsovo-De-icing 54" (stand 54);
- 118.875 MHz - call sign "Koltsovo-De-icing 55" (stand 55);
- 118.900 MHz - call sign "Koltsovo-De-icing 56" (stand 56).

De-icing treatment with running engines is prohibited for ACFT with turboprop engines and/or ACFT with wingspan of more than 36m.

### 3.2. COMMUNICATION FAILURE PROCEDURE

In case of radio communication failure after take-off, the flight crew shall continue flight execution maintaining flight route and profile of the cleared SID.

When a decision is made to return to the aerodrome of departure, the flight crew shall:

- Proceed to SID termination point, and then to the point of commencement of the nearest basic RNAV STAR of the aerodrome of departure.
- Maintain flight route and profile of STAR procedure.
- Execute approach-to-land according to the established procedure, if possible basic ILS W approach and carry out landing.

**Note:** If for any reason the pilot-in-command cannot immediately carry out landing at Yekaterinburg/Koltsovo aerodrome (due to meteorological conditions or if ACFT mass exceeds landing mass or due to lack of conditions for fuel dumping etc.), flight crew shall carry out the established holding procedure corresponding to specified STAR at FL060. After that the ACFT shall leave the holding area and carry out approach procedure and landing at Yekaterinburg/Koltsovo aerodrome.

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6 DEC 24

10-1P3

YEKATERINBURG, RUSSIA

AIRPORT BRIEFING

### 3. DEPARTURE

- After making a decision to proceed to the destination aerodrome, flight crew shall proceed to SID termination point maintaining the route and profile of departure procedures and continue climbing to the FL indicated in flight plan.

#### 3.3. 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.

#### 3.4. 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.

Pilot may use any option to ensure required outcome (ICAO Doc 8168, Volume I, Section 7, 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  $V_2+10$  KT or not less than the prescribed one in the AFM.

The reduction of engines power shall not be applied until reaching 800' (240m) AAL.

Maintaining minimum climb speed is not required under following conditions:

- if permissible angle of attack is exceeded.
- if a climb gradient of 3.3% can not be maintained.
- obstacle clearance is not provided, taking into account both all-engines operation and engine failure.

#### 3.5. TAXI PROCEDURES

The following taxi routes are established:

Route 1-A: Route T10 - TWY A.

Route 2-A: Route T9 - Route T8 - 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.

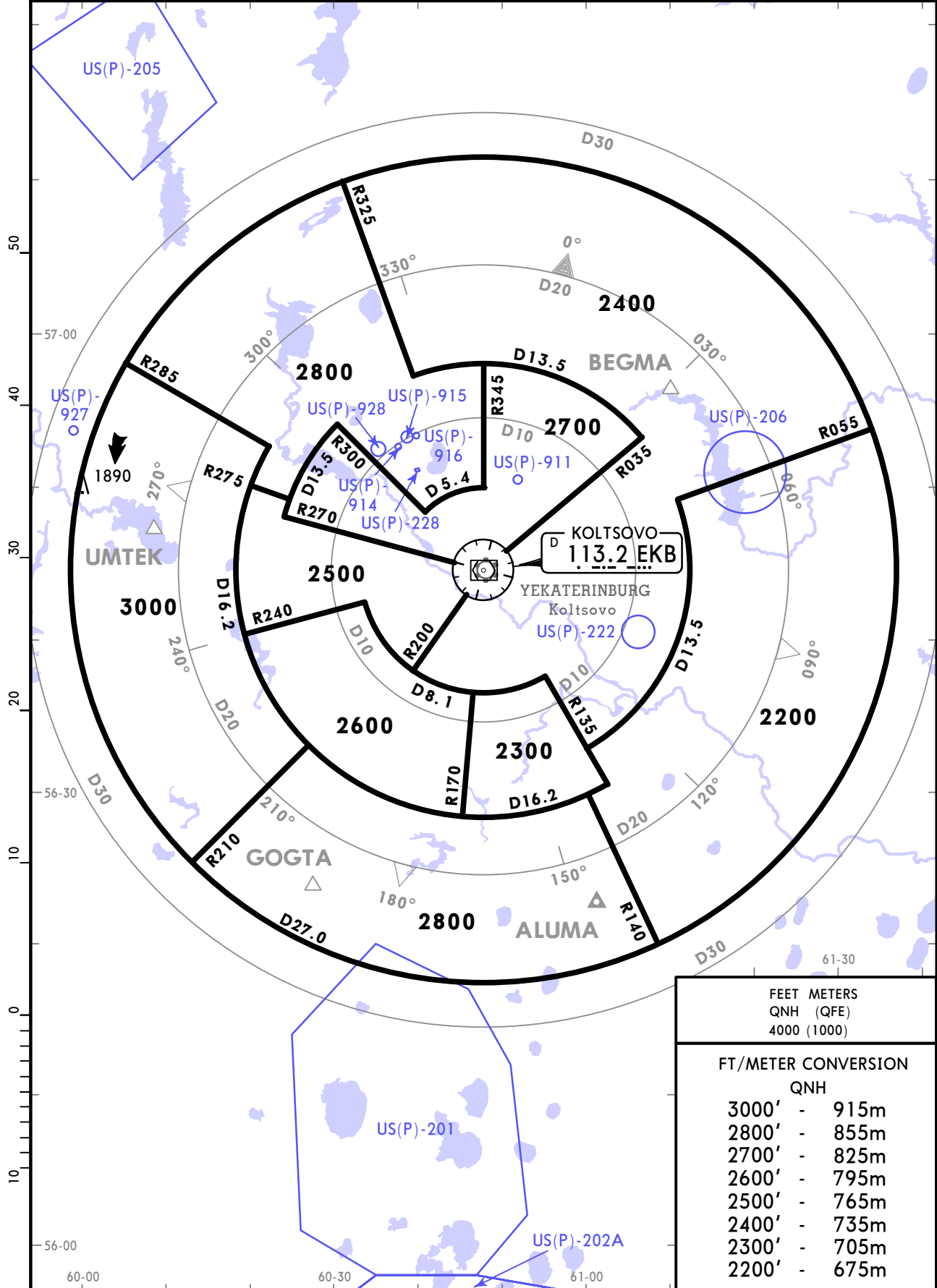
#### 3.6. RWY OPERATIONS

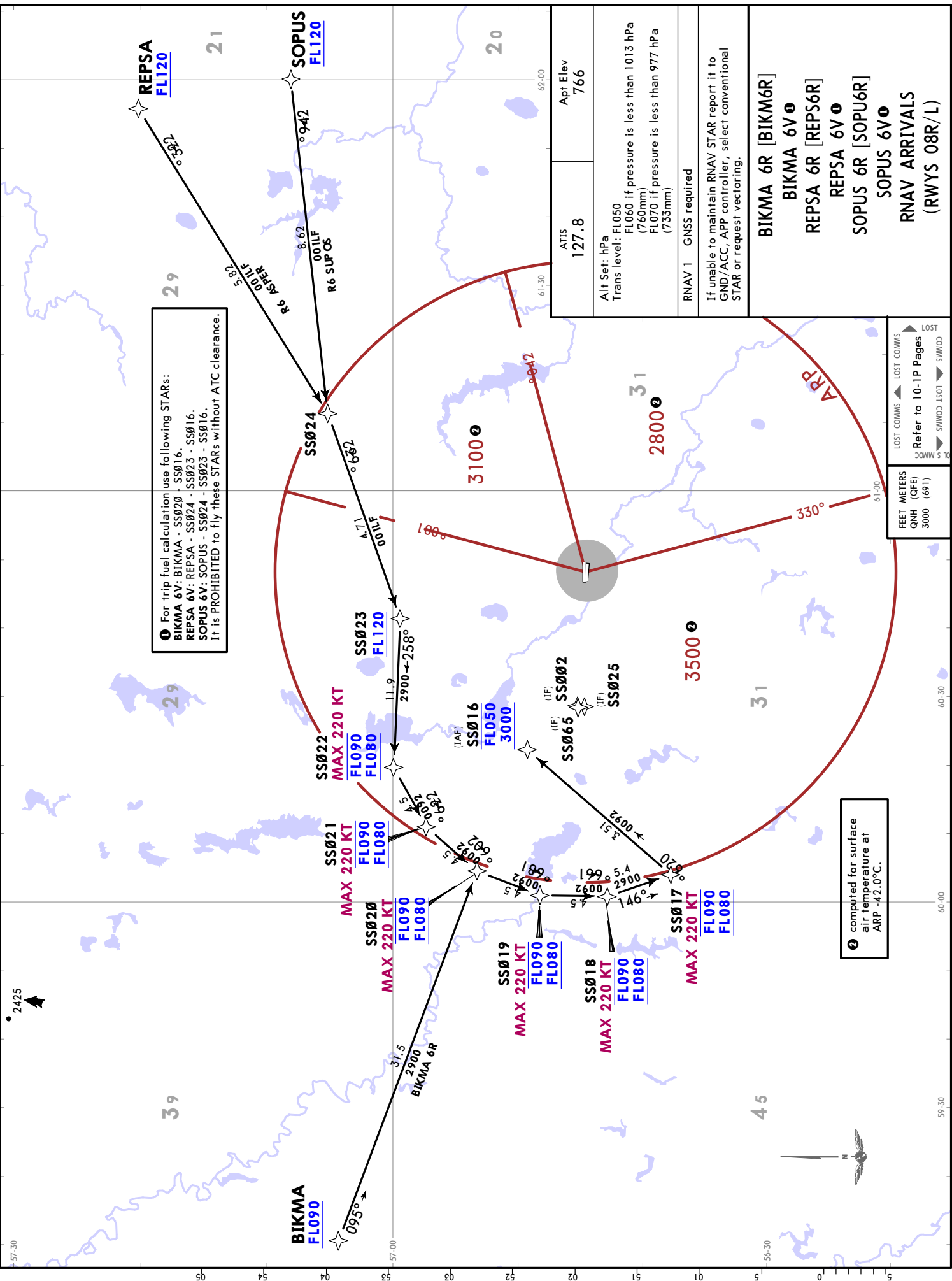
Clearance for rolling take-off from RWY 08R/26L can be requested not earlier than the ACFT occupies RWY holding position.

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

# USSS/SVX KOLTSOVO

|  |                        |   |
|--|------------------------|---|
| KOLTSOVO Radar<br><b>118.7</b><br><b>124.0</b> | Apt Elev<br><b>766</b> | Alt Set: hPa<br>Trans level: FL050<br>FL060 if pressure is less than 1013 hPa (760mm)<br>FL070 if pressure is less than 977 hPa (733mm)<br>Trans alt: 4000<br>1. When vectoring under low temperature conditions, altitudes must be corrected by altimeter temperature correction by ATC.<br>2. Chart only to be used for cross-checking of altitudes assigned while under vectoring control. |
|--|------------------------|---|





For trip fuel calculation use following STARS:  
 BIKMA 6V: BIKMA - SS020 - SS016.  
 REPSA 6V: REPSA - SS024 - SS023 - SS016.  
 SOPUS 6V: SOPUS - SS024 - SS023 - SS016.  
 It is PROHIBITED to fly these STARS without ATC clearance.

Computed for surface  
 air temperature at  
 ARP -42.0°C.

FEET METERS  
 QNH (QFE)  
 3000 (691)

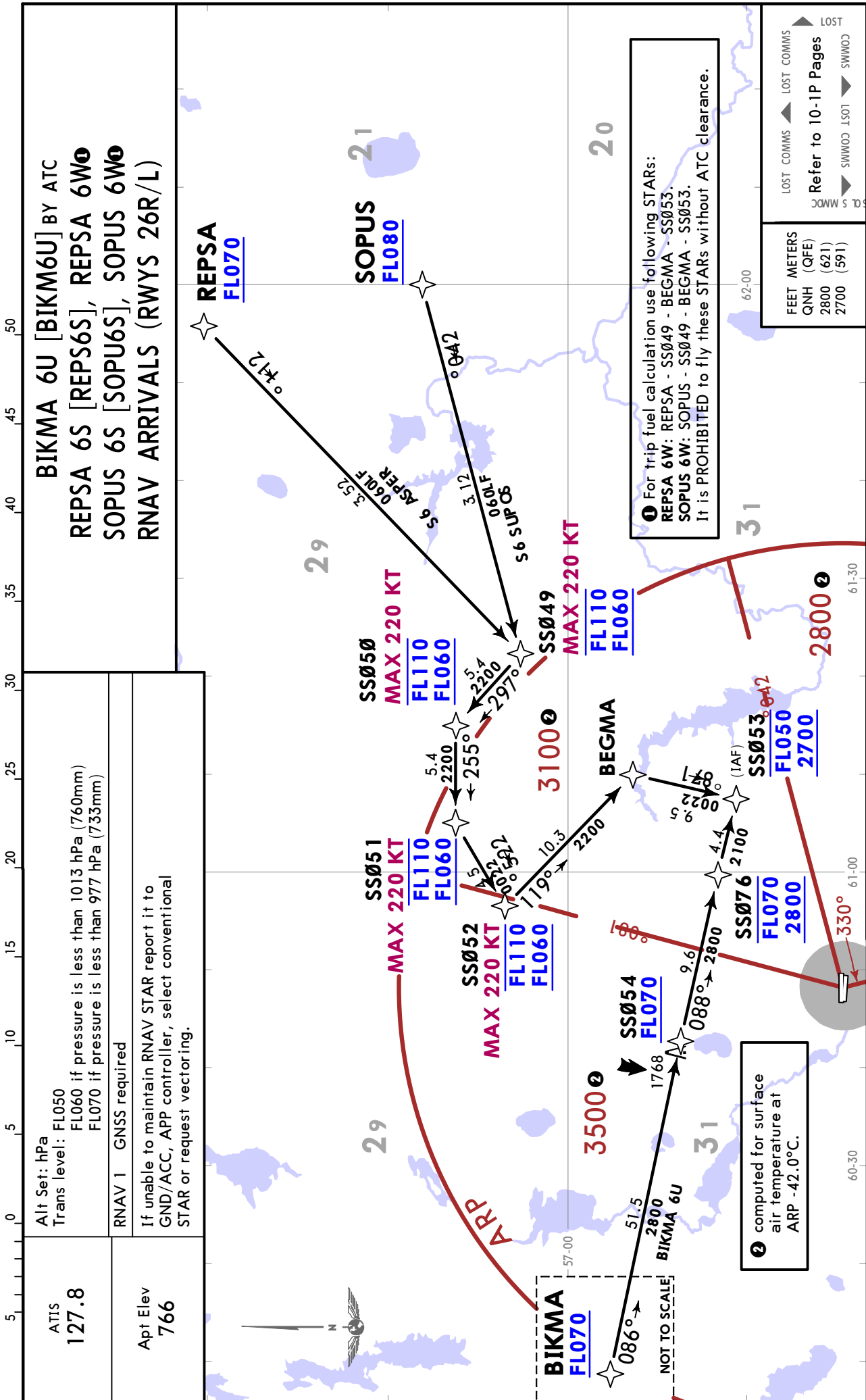
LOST COMMS  
 LOST COMMS  
 Refer to 10-1P Pages  
 SMMW J501 SMMW J501 SMMW J501

|  |               |   |     |
|--|---------------|---|-----|
| ATIS   | 127.8         | Apt Elev                                | 766 |
| Alt Set: hPa   |               | Trans level: FL050                      |     |
|  |               | FL060 if pressure is less than 1013 hPa |     |
|  |               | (760mm)                                 |     |
|  |               | FL070 if pressure is less than 977 hPa  |     |
|  |               | (733mm)                                 |     |
| RNAV 1   | GNSS required |   |     |
| If unable to maintain RNAV STAR report it to GND/ACC, APP controller, select conventional STAR or request vectoring. |               |   |     |

- BIKMA 6R [BIKM6R]
- BIKMA 6V
- REPSA 6R [REPS6R]
- REPSA 6V
- SOPUS 6R [SOPU6R]
- SOPUS 6V
- RNAV ARRIVALS (RWYS 08R/L)

USSS/SVX  
KOLTSOVO

JEPPesen YEKATERINBURG, RUSSIA  
4 JUL 25 (10-2A) Eff 10 Jul RNAV STAR



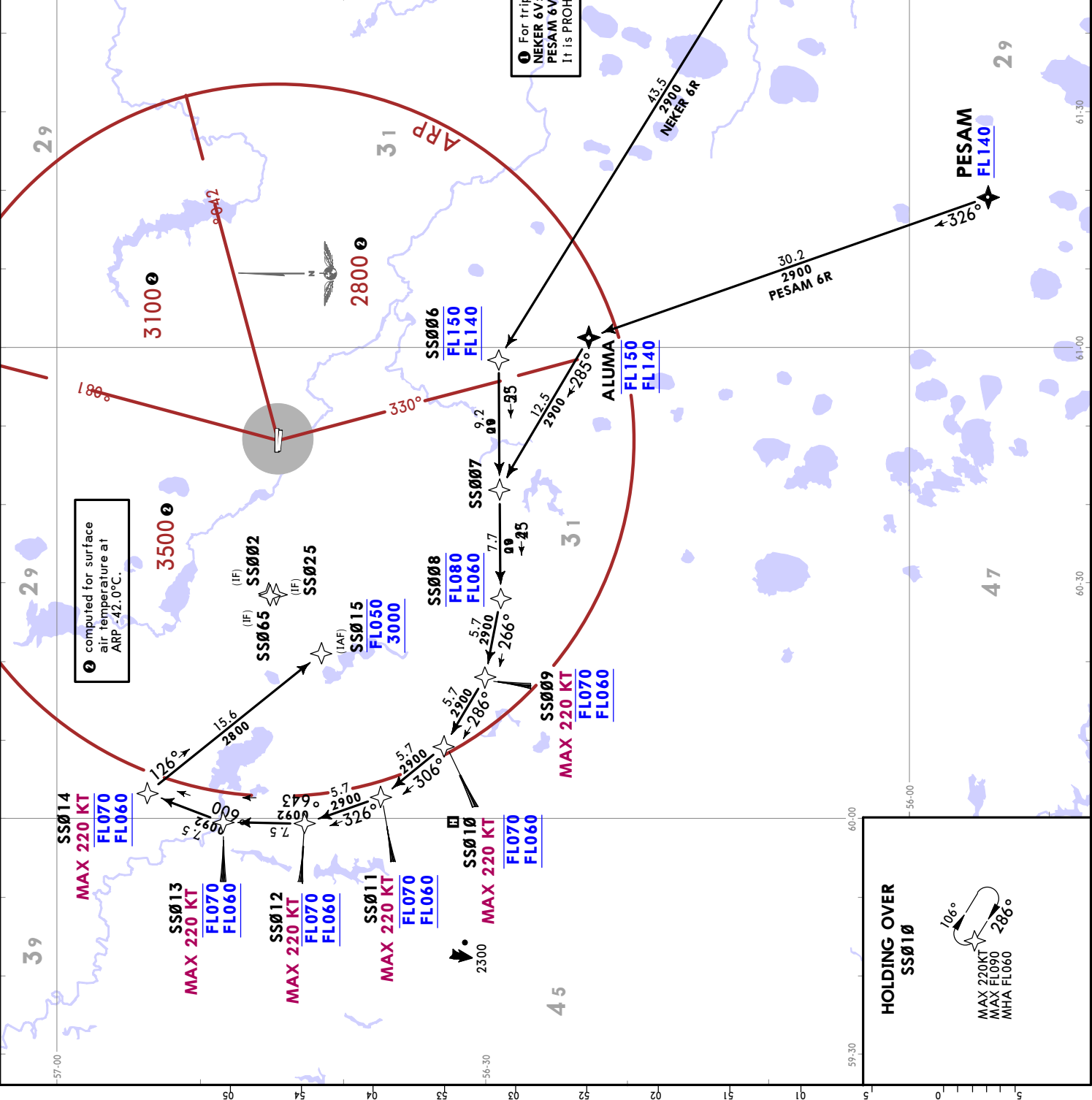
**USSS/SVX**  
KOLTISOVO

4 JUL 25 **10-2B** **EFF 10 2025**

**JEPPESEN YEKATERINBURG, RUSSIA**

**RNAV STAR**

|   |   |
|---|---|
| ATIS<br>127.8   | Apt Elev<br>766   |
| Alt Set: hPa<br>Trans level: FLO50<br>FLO60 if pressure is less than 1013 hPa<br>(760mm)<br>FLO70 if pressure is less than 977 hPa<br>(733mm) |   |
| RNAV 1 GNSS required  |   |
| If unable to maintain RNAV STAR report it to GND/ACC, APP controller, select conventional STAR or request vectoring.                          |   |
| <b>NEKER 6R [NEKE6R]</b><br><b>NEKER 6V</b><br><b>PESAM 6R [PESA6R]</b><br><b>PESAM 6V</b><br><b>RNAV ARRIVALS</b><br><b>(RWYS 08R/L)</b>     |   |
| FEET METERS<br>ONH (QFE)<br>3000 (691)  | LOST COMMS<br>Refer to 10-1P Pages<br>SWWOD LOST<br>SWWOD |



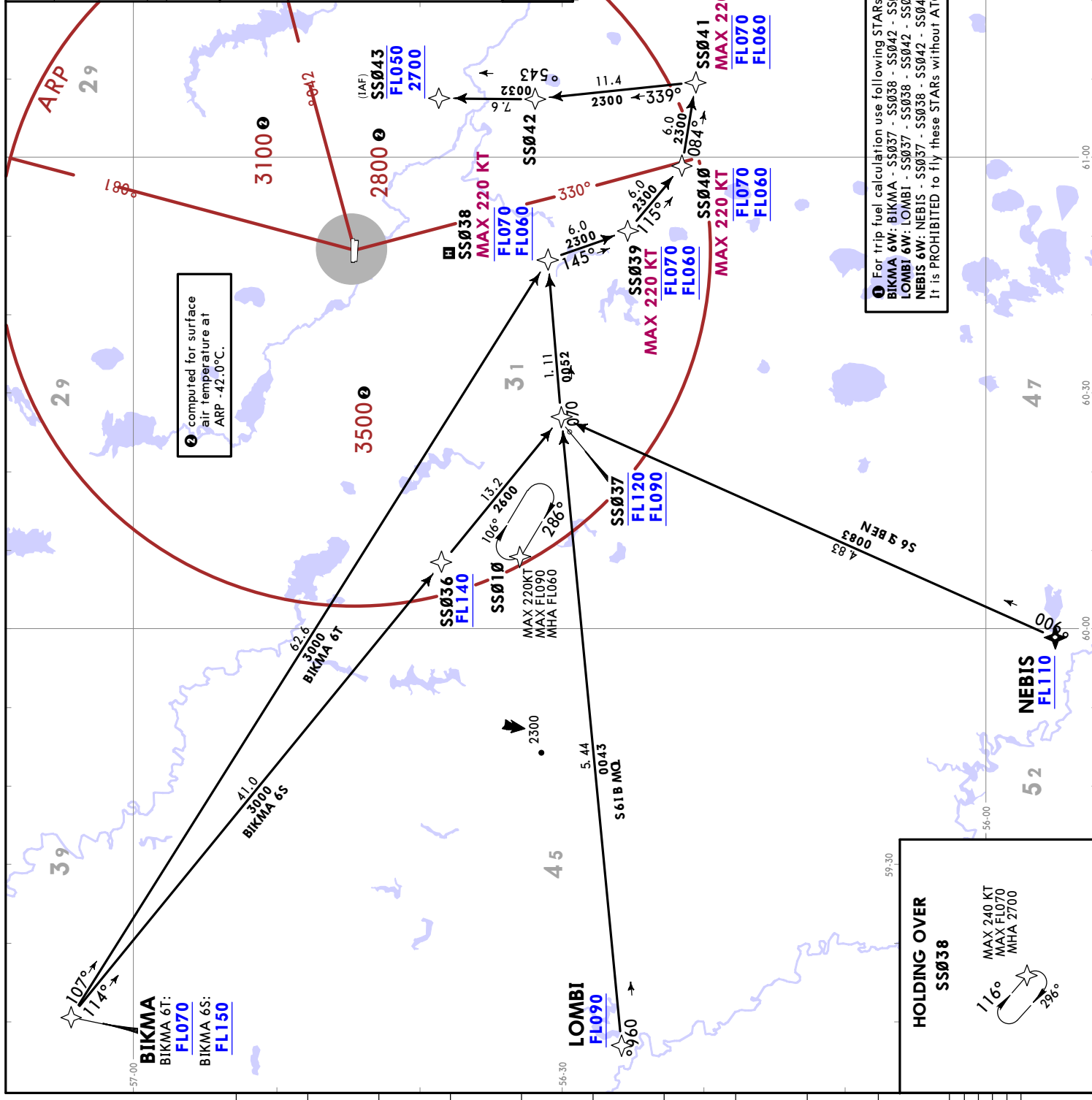




**JEPPesen** **YEKATERINBURG, RUSSIA**  
 4 JUL 25 10-2E Eff 10-10-25 **RNAV STAR**

**USSS/SVX**  
**KOLTSOVO**

|   |                 |
|---|-----------------|
| ATIS<br>127.8   | Apt Elev<br>766 |
| Alt Set: hPa<br>Trans level: FLO50<br>FLO60 if pressure is less than 1013 hPa (760mm)<br>FLO70 if pressure is less than 977 hPa (733mm)   |                 |
| RNAV 1 GNSS required  |                 |
| If unable to maintain RNAV STAR report it to GND/ACC, APP controller, select conventional STAR or request vectoring.  |                 |
| <b>BIKMA 6T [BIKM6T]</b><br>BY ATC<br><b>BIKMA 6S [BIKM6S]</b><br><b>BIKMA 6W</b><br><b>LOMBI 6S [LOMB6S]</b><br><b>LOMBI 6W</b><br><b>NEBIS 6S [NEBI6S]</b><br><b>NEBIS 6W</b><br><b>RNAV ARRIVALS</b><br>(RWYS 26R/L) |                 |
| FEET METERS<br>QNH (QFE)<br>2700 (591)  |                 |
| LOST COMMS<br>LOST COMMS<br>Refer to 10-1P Pages<br>SWWOD JS01 SWWOD  |                 |



**HOLDING OVER**  
**SS038**

MAX 240 KT  
 MAX FLO70  
 MHA 2700

116°  
 286°



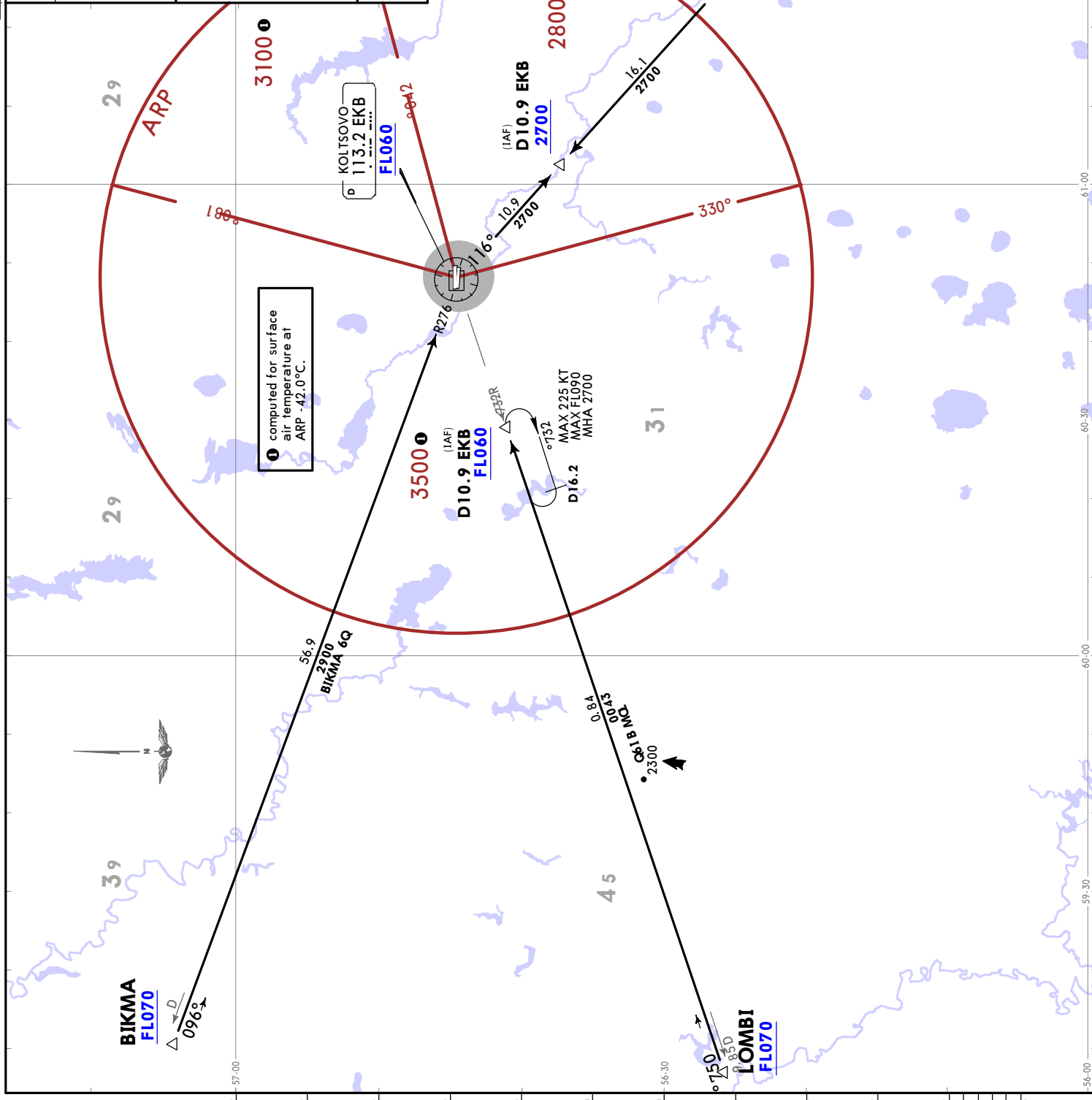
USSS/SVX  
KOLTISOVO

4 JUL 25 (10-2) Eff: 10 Jul

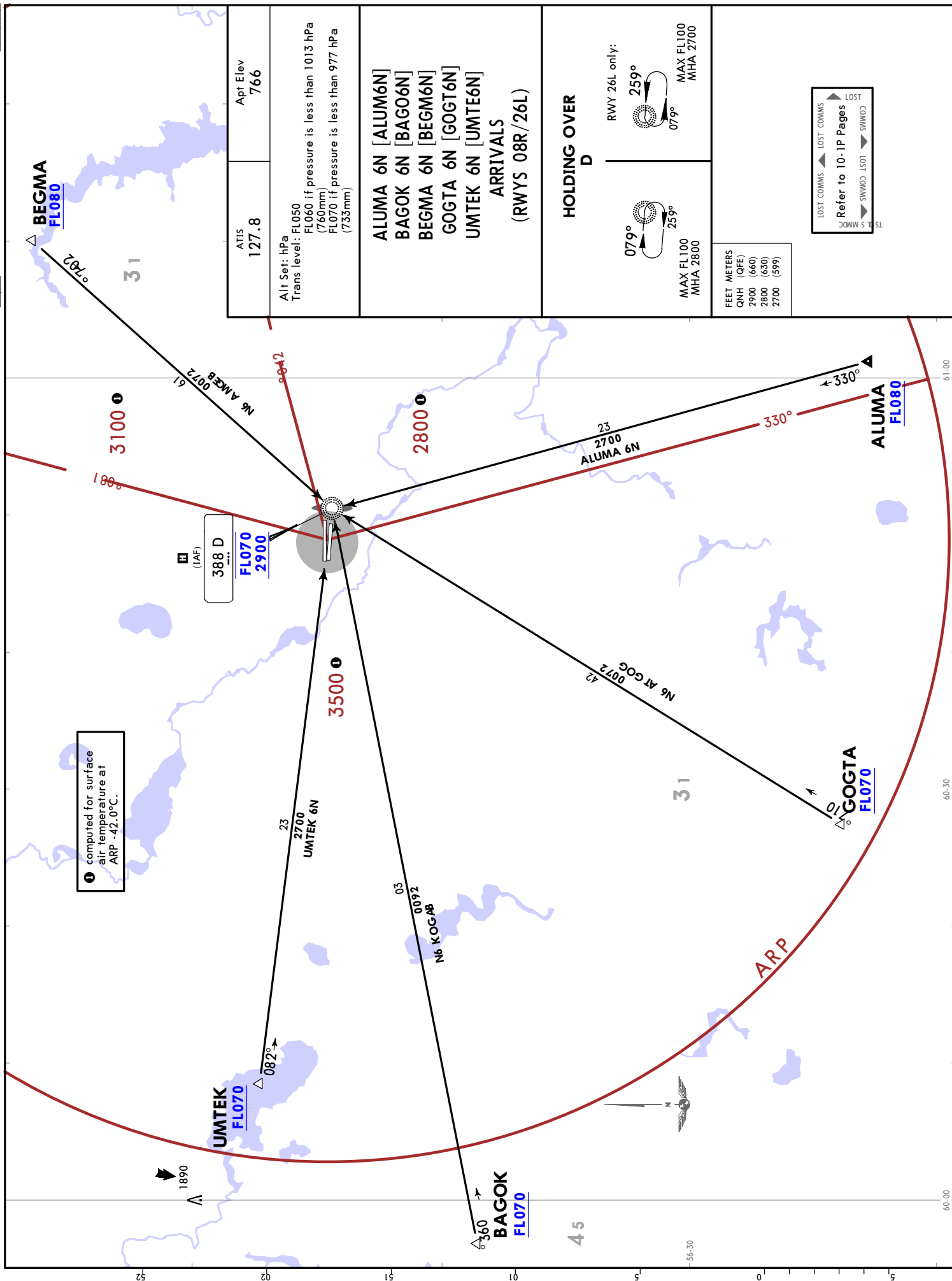
JEPPESEN YEKATERINBURG, RUSSIA

STAR

|   |  |
|---|--|
| ATIS<br>127.8   | Apt Elev<br>766  |
| Alt Set: hPa (MM on request)<br>Trans level: FL050<br>FL060 if pressure is less than 1013 hPa<br>(760mm)<br>FL070 if pressure is less than 977 hPa<br>(735mm) |  |
| DME required  |  |
| BIKMA 6Q [BIKM6Q]<br>LOMBI 6Q [LOMB6Q]<br>NEKER 6Q [NEKE6Q]<br>BY ATC<br>ARRIVALS<br>(RWYS 26R/L)   |  |
| FEET METERS<br>QNH (QFE)<br>2700 (591)  | LOST COMMS<br>Refer to 10-IP Pages<br>LOST COMMS<br>SWWOD_LSOT SWWOD |





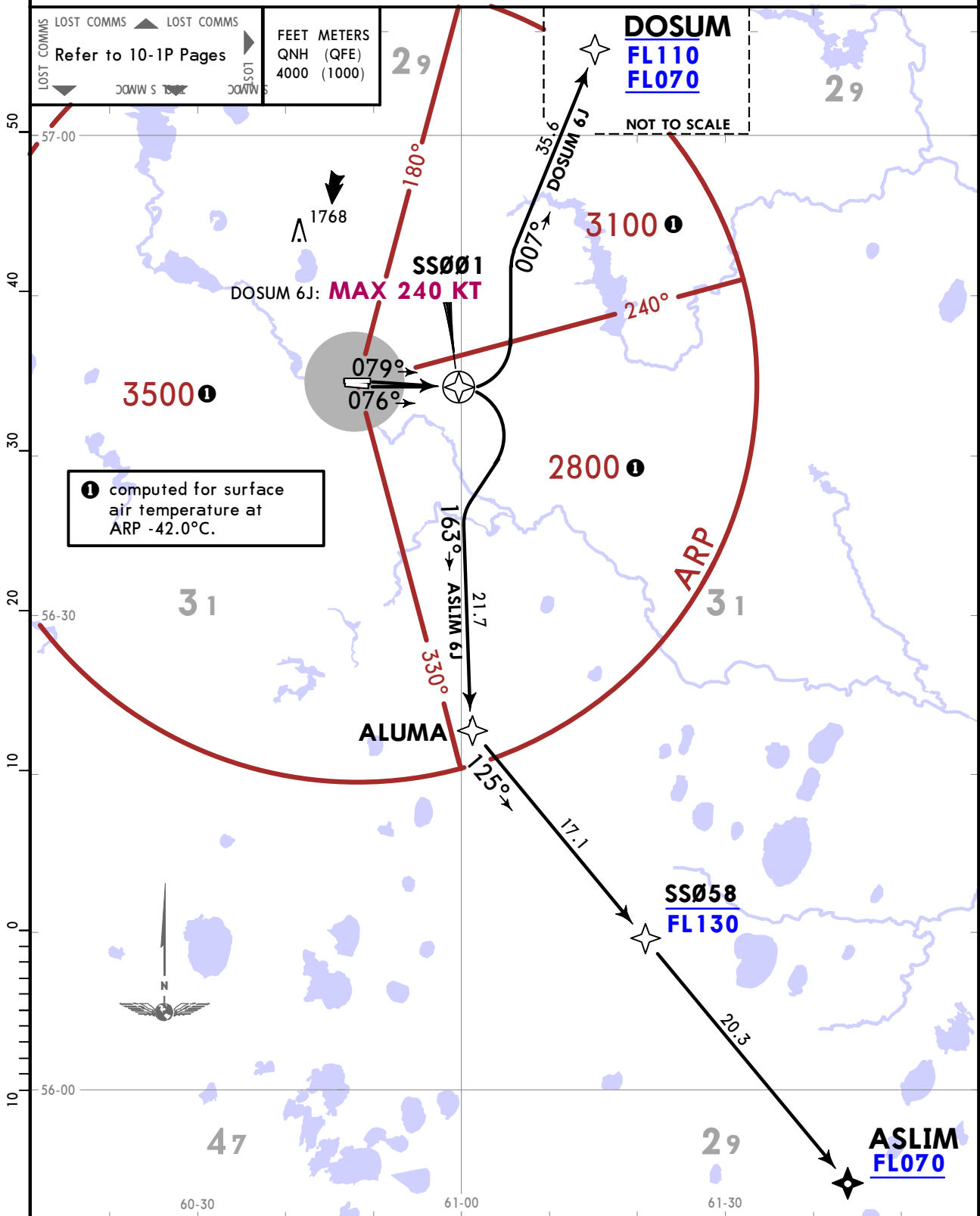


**USSS/SVX**  
**KOLTSOVO**

**JEPPESEN YEKATERINBURG, RUSSIA**  
4 JUL 25 **10-3** Eff 10 Jul **RNAV SID**

|   |   |                        |   |
|---|---|------------------------|---|
| KOLTSOVO<br>Start (TWR)<br><b>124.3</b> | KOLTSOVO<br>Radar (TWR)<br><b>118.7</b> | Apt Elev<br><b>766</b> | Trans alt: 4000   |
|   |   |                        | RNAV 1 GNSS required  |
|   |   |                        | <ol style="list-style-type: none"> <li>1. Climb to 1800 and establish contact with TWR controller unless otherwise instructed by ATC.</li> <li>2. Report take-off execution, assigned SID and height to be reached.</li> <li>3. If unable to maintain RNAV SID report it to GND/ACC, APP controller, select conventional SID or request vectoring.</li> </ol> |

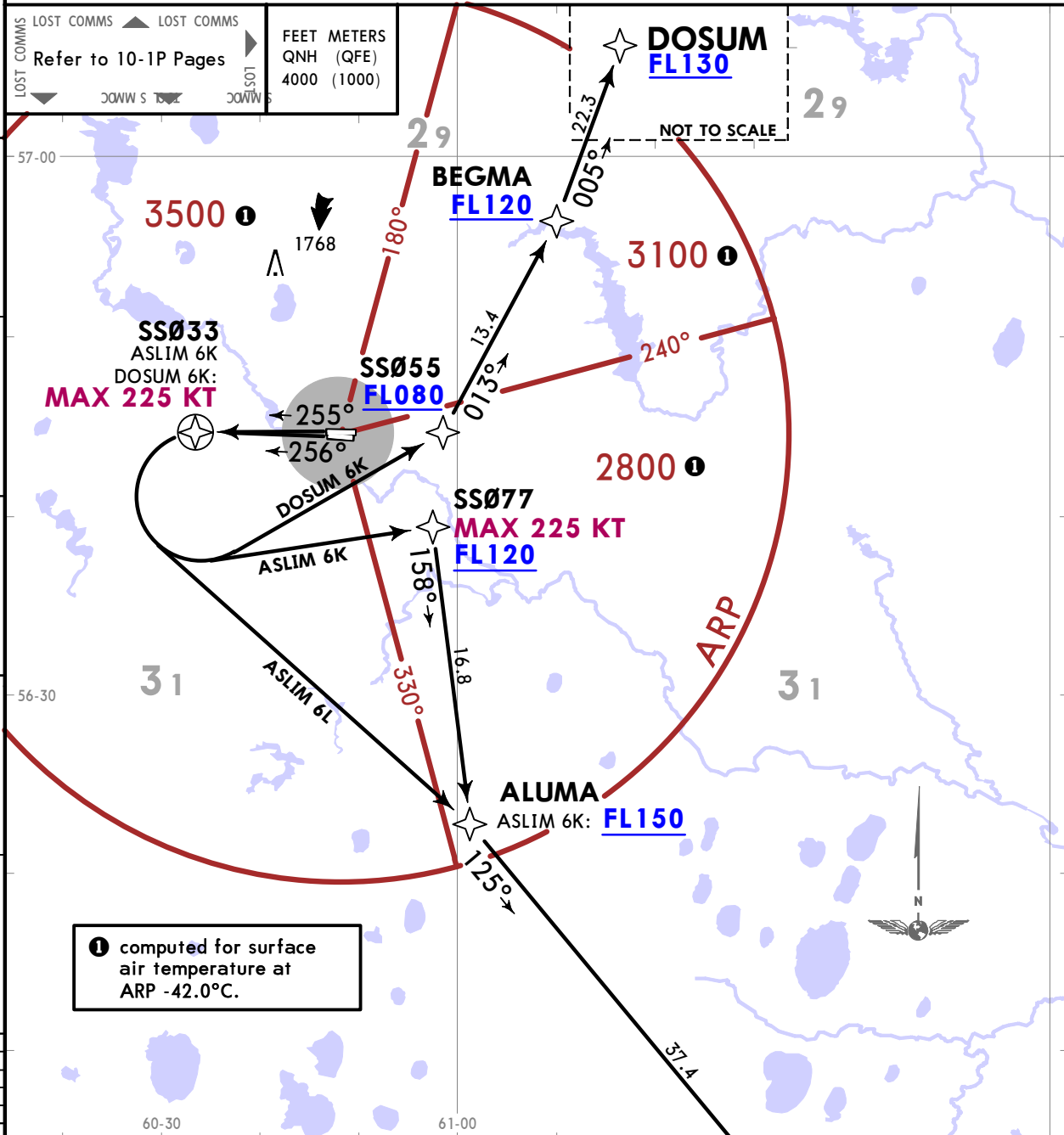
**ASLIM 6J [ASLI6J], DOSUM 6J [DOSU6J]**  
**RNAV DEPARTURES**  
**(RWYS 08R/L)**



# USSS/SVX KOLTSOVO

|   |   |                        |   |
|---|---|------------------------|---|
| KOLTSOVO<br>Start (TWR)<br><b>124.3</b> | KOLTSOVO<br>Radar (TWR)<br><b>118.7</b> | Apt Elev<br><b>766</b> | Trans alt: 4000   |
|   |   |                        | RNAV 1 GNSS required  |
|   |   |                        | <ol style="list-style-type: none"> <li>1. Climb to 1800 and establish contact with TWR controller unless otherwise instructed by ATC.</li> <li>2. Report take-off execution, assigned SID and height to be reached.</li> <li>3. If unable to maintain RNAV SID report it to GND/ACC, APP controller, select conventional SID or request vectoring.</li> </ol> |

**ASLIM 6K [ASLI6K]**                      **ASLIM 6L [ASLI6L]**  
**DOSUM 6K [DOSU6K]**                      **BY ATC**  
**RNAV DEPARTURES**  
**(RWYS 26R/L)**



**①** computed for surface air temperature at ARP -42.0°C.

These SIDs require minimum climb gradients of

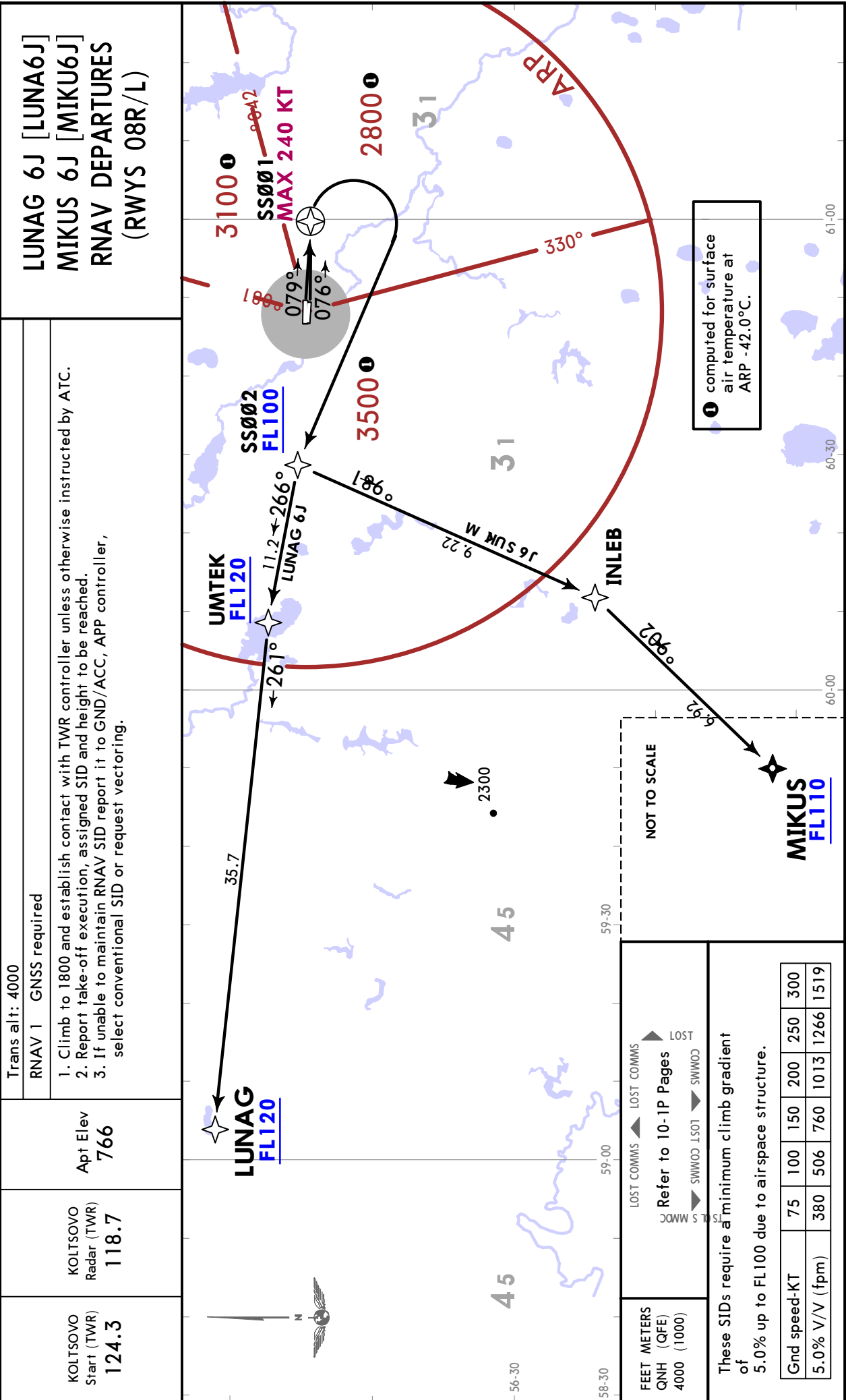
**ASLIM 6K:** 7.0% up to FL120 due to airspace structure.  
**DOSUM 6K:** 4.4% up to FL120 due to airspace structure.

|                |     |     |      |      |      |      |
|----------------|-----|-----|------|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
| 4.4% V/V (fpm) | 334 | 446 | 668  | 891  | 1114 | 1337 |
| 7.0% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

**ASLIM**  
ASLIM 6K:  
**FL150**  
ASLIM 6L:  
**FL070**

USSS/SVX  
KOLTSOVO

JEPPESSEN YEKATERINBURG, RUSSIA  
4 JUL 25 (10-3B) Eff 10 Jul RNAV SID



LUNAG 6J [LUNA6J]  
MIKUS 6J [MIKU6J]  
RNAV DEPARTURES  
(RWYS 08R/L)

Trans alt: 4000  
RNAV 1 GNSS required

1. Climb to 1800 and establish contact with TWR controller unless otherwise instructed by ATC.
2. Report take-off execution, assigned SID and height to be reached.
3. If unable to maintain RNAV SID report it to GND/ACC, APP controller, select conventional SID or request vectoring.

KOLTSOVO Start (TWR) 124.3  
KOLTSOVO Radar (TWR) 118.7  
Apt Elev 766

① computed for surface air temperature at ARP -42.0°C.

NOT TO SCALE

|             |            |            |       |
|-------------|------------|------------|-------|
| FEET METERS | LOST COMMS | LOST COMMS | LOST  |
| QNH (QFE)   | QDM S      | QDM S      | QDM S |
| 4000 (1000) | SWWOD      | LSOT       | SWWOD |

Refer to 10-1P Pages

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

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



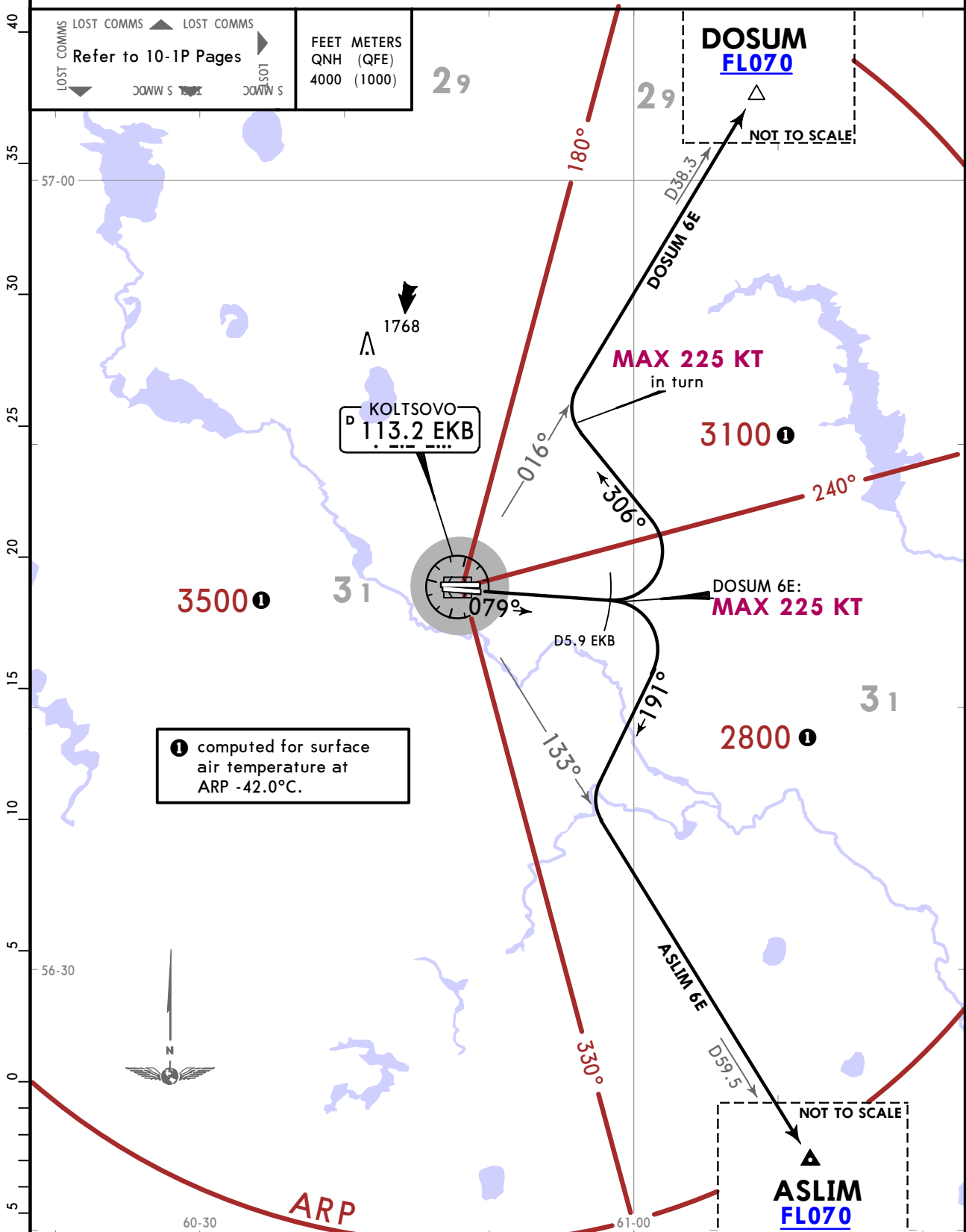
**USSS/SVX**  
**KOLTSOVO**

**JEPPESSEN YEKATERINBURG, RUSSIA**  
4 JUL 25 (10-3D) Eff 10 Jul **SID**

|   |   |                        |   |
|---|---|------------------------|---|
| KOLTSOVO<br>Start (TWR)<br><b>124.3</b> | KOLTSOVO<br>Radar (TWR)<br><b>118.7</b> | Apt Elev<br><b>766</b> | Trans alt: 4000<br>1. DME required.<br>2. Climb to 1800 and establish contact with TWR controller unless otherwise instructed by ATC.<br>3. Report take-off execution, assigned SID and height to be reached. |
|---|---|------------------------|---|

**ASLIM 6E [ASLI6E], DOSUM 6E [DOSU6E]  
DEPARTURES (RWY 08R)**

|                                    |                                    |   |
|------------------------------------|------------------------------------|---|
| LOST COMMS<br>Refer to 10-1P Pages | LOST COMMS<br>Refer to 10-1P Pages | FEET METERS<br>QNH (QFE)<br>4000 (1000) |
|------------------------------------|------------------------------------|---|



| SID             | ROUTING  |
|-----------------|--|
| <b>ASLIM 6E</b> | Climb straight ahead to D5.9 EKB, turn RIGHT, 191° track, intercept EKB R133 to ASLIM. |
| <b>DOSUM 6E</b> | Climb straight ahead to D5.9 EKB, turn LEFT, 306° track, intercept EKB R016 to DOSUM.  |



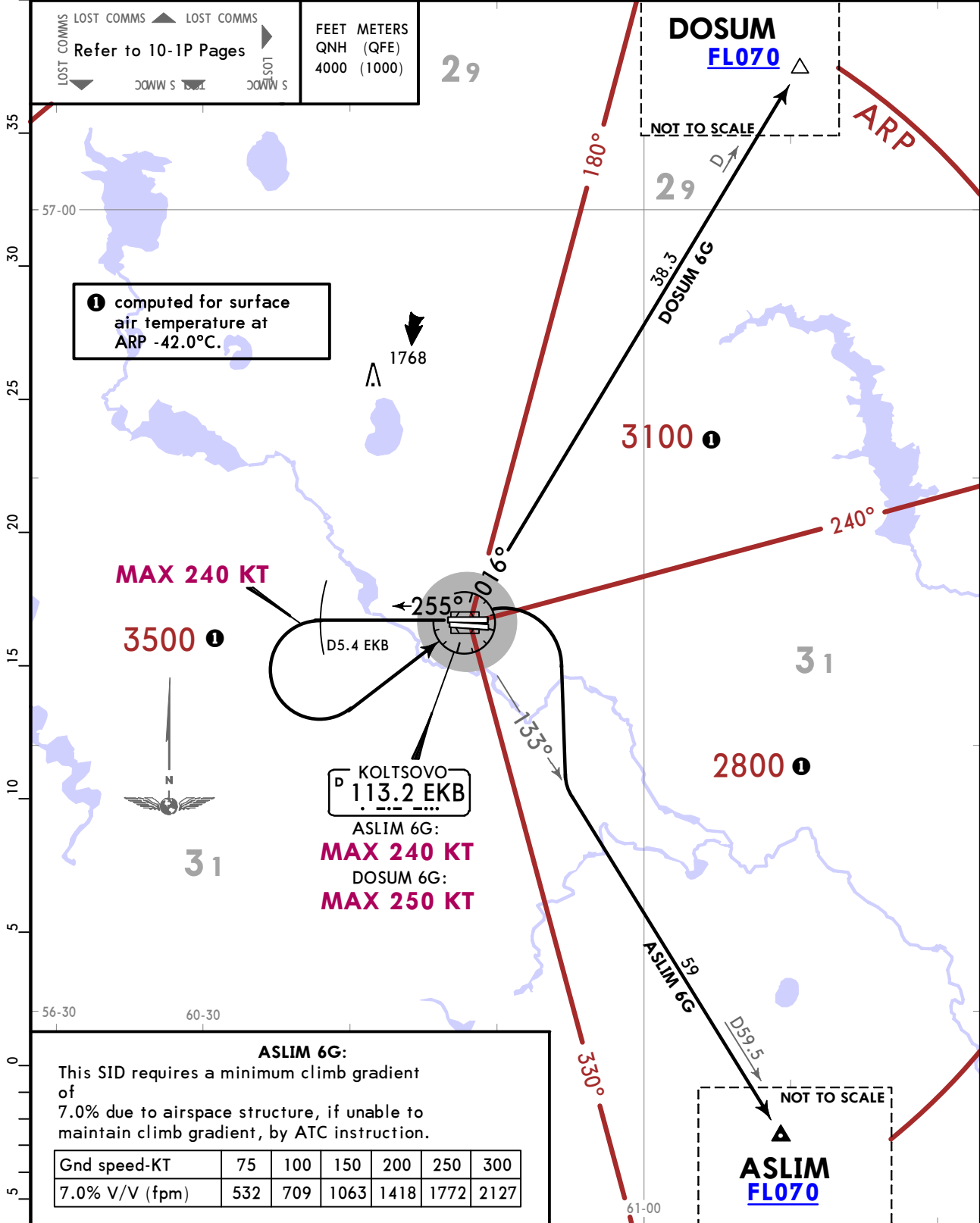
**USSS/SVX**  
**KOLTSOVO**

**JEPPESEN YEKATERINBURG, RUSSIA**  
4 JUL 25 **10-3F** Eff 10 Jul **SID**

|   |   |                        |   |
|---|---|------------------------|---|
| KOLTSOVO<br>Start (TWR)<br><b>124.3</b> | KOLTSOVO<br>Radar (TWR)<br><b>118.7</b> | Apt Elev<br><b>766</b> | Trans alt: 4000<br>1. DME required.<br>2. Climb to 1800 and establish contact with TWR controller unless otherwise instructed by ATC.<br>3. Report take-off execution, assigned SID and height to be reached. |
|---|---|------------------------|---|

**ASLIM 6G [ASLI6G], DOSUM 6G [DOSU6G]**  
**DEPARTURES**  
**(RWY 26R)**

|                                    |                                    |   |
|------------------------------------|------------------------------------|---|
| LOST COMMS<br>Refer to 10-1P Pages | LOST COMMS<br>Refer to 10-1P Pages | FEET METERS<br>QNH (QFE)<br>4000 (1000) |
|------------------------------------|------------------------------------|---|



**1** computed for surface air temperature at ARP -42.0°C.

**ASLIM 6G:**  
This SID requires a minimum climb gradient of 7.0% due to airspace structure, if unable to maintain climb gradient, by ATC instruction.

|                |     |     |      |      |      |      |
|----------------|-----|-----|------|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
| 7.0% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

| SID             | ROUTING  |
|-----------------|--|
| <b>ASLIM 6G</b> | Climb straight ahead to D5.4 EKB, turn LEFT to EKB, intercept EKB R133 to ASLIM. |
| <b>DOSUM 6G</b> | Climb straight ahead to D5.4 EKB, turn LEFT to EKB, EKB R016 to DOSUM.           |

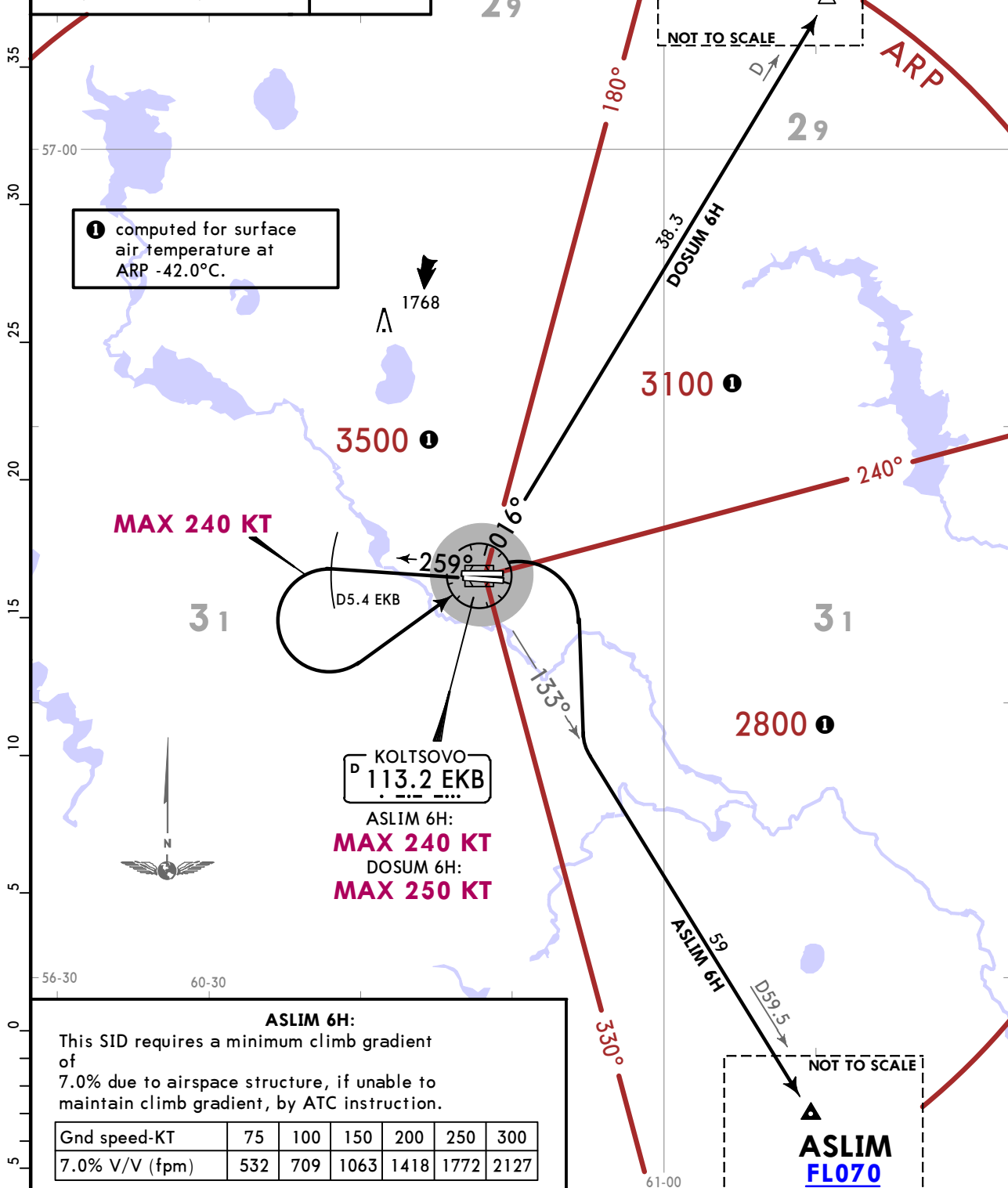
**USSS/SVX**  
**KOLTSOVO**

**JEPPESEN YEKATERINBURG, RUSSIA**  
4 JUL 25 **(10-3G)** Eff 10 Jul **SID**

|   |   |                        |   |
|---|---|------------------------|---|
| KOLTSOVO<br>Start (TWR)<br><b>124.3</b> | KOLTSOVO<br>Radar (TWR)<br><b>118.7</b> | Apt Elev<br><b>766</b> | Trans alt: 4000<br>1. DME required.<br>2. Climb to 1800 and establish contact with TWR controller unless otherwise instructed by ATC.<br>3. Report take-off execution, assigned SID and height to be reached. |
|---|---|------------------------|---|

**ASLIM 6H [ASLI6H], DOSUM 6H [DOSU6H]  
DEPARTURES (RWY 26L)**

|                                    |                                    |   |
|------------------------------------|------------------------------------|---|
| LOST COMMS<br>Refer to 10-1P Pages | LOST COMMS<br>Refer to 10-1P Pages | FEET METERS<br>QNH (QFE)<br>4000 (1000) |
|------------------------------------|------------------------------------|---|



① computed for surface air temperature at ARP -42.0°C.

**KOLTSOVO**  
**113.2 EKB**  
ASLIM 6H:  
**MAX 240 KT**  
DOSUM 6H:  
**MAX 250 KT**

**ASLIM 6H:**  
This SID requires a minimum climb gradient of 7.0% due to airspace structure, if unable to maintain climb gradient, by ATC instruction.

|                |     |     |      |      |      |      |
|----------------|-----|-----|------|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
| 7.0% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

| SID             | ROUTING  |
|-----------------|--|
| <b>ASLIM 6H</b> | Climb straight ahead to D5.4 EKB, turn LEFT to EKB, intercept EKB R133 to ASLIM. |
| <b>DOSUM 6H</b> | Climb straight ahead to D5.4 EKB, turn LEFT to EKB, EKB R016 to DOSUM.           |

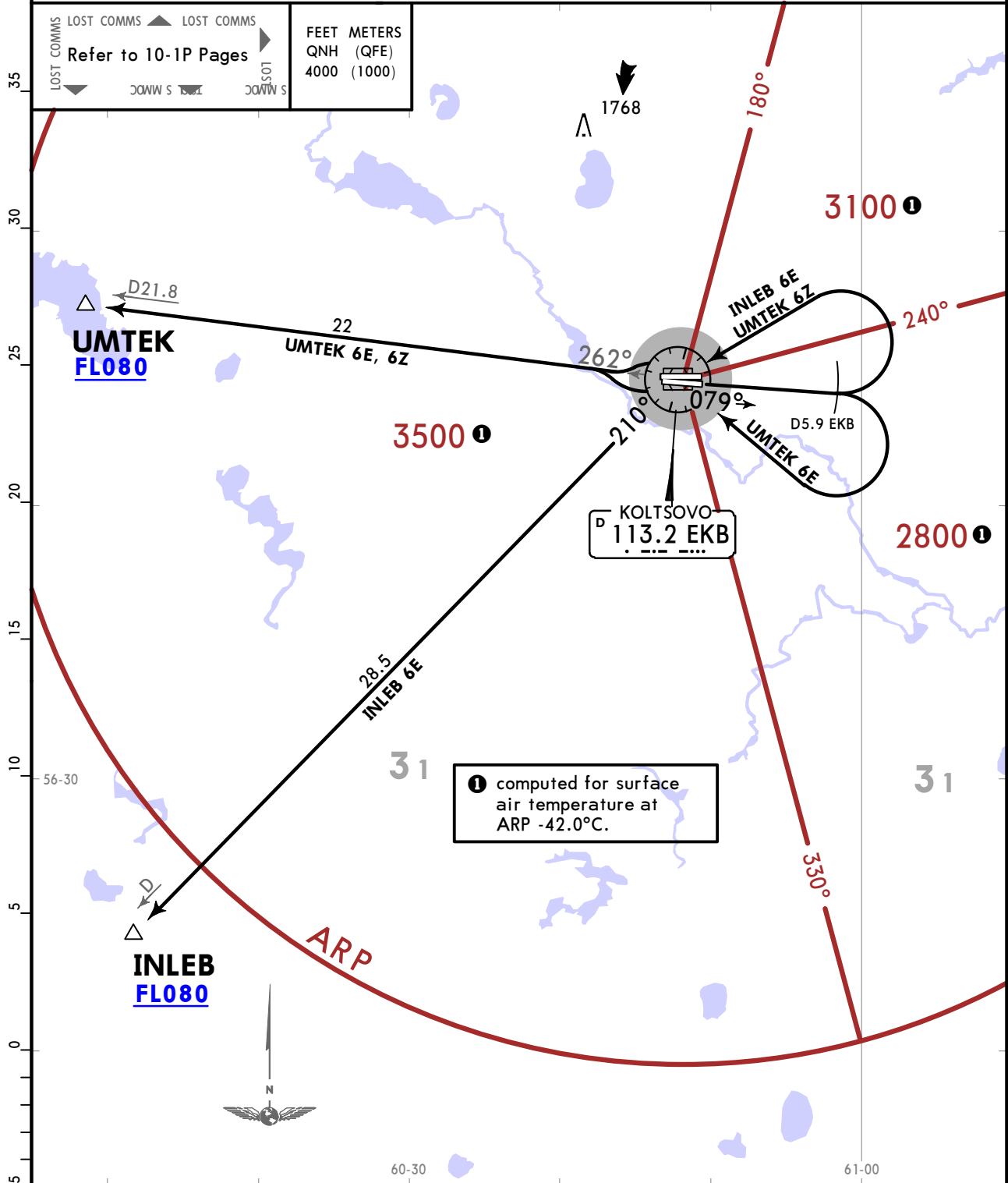
**USSS/SVX**  
**KOLTSOVO**

**JEPPESEN YEKATERINBURG, RUSSIA**  
4 JUL 25 **(10-3H)** Eff 10 Jul **SID**

|   |   |                        |   |
|---|---|------------------------|---|
| KOLTSOVO<br>Start (TWR)<br><b>124.3</b> | KOLTSOVO<br>Radar (TWR)<br><b>118.7</b> | Apt Elev<br><b>766</b> | Trans alt: 4000<br>1. DME required.<br>2. Climb to 1800 and establish contact with TWR controller unless otherwise instructed by ATC.<br>3. Report take-off execution, assigned SID and height to be reached. |
|---|---|------------------------|---|

**INLEB 6E [INLE6E]**  
**UMTEK 6E [UMTE6E], UMTEK 6Z [UMTE6Z]**  
**DEPARTURES**  
**(RWY 08R)**

|   |            |            |            |
|---|------------|------------|------------|
| LOST COMMS<br>Refer to 10-1P Pages      | LOST COMMS | LOST COMMS | LOST COMMS |
| FEET METERS<br>QNH (QFE)<br>4000 (1000) |            |            |            |



| SID             | ROUTING   |
|-----------------|---|
| <b>INLEB 6E</b> | Climb straight ahead to D5.9 EKB, turn LEFT to EKB, EKB R210 to INLEB.  |
| <b>UMTEK 6E</b> | Climb straight ahead to D5.9 EKB, turn RIGHT to EKB, EKB R262 to UMTEK. |
| <b>UMTEK 6Z</b> | Climb straight ahead to D5.9 EKB, turn LEFT to EKB, EKB R262 to UMTEK.  |

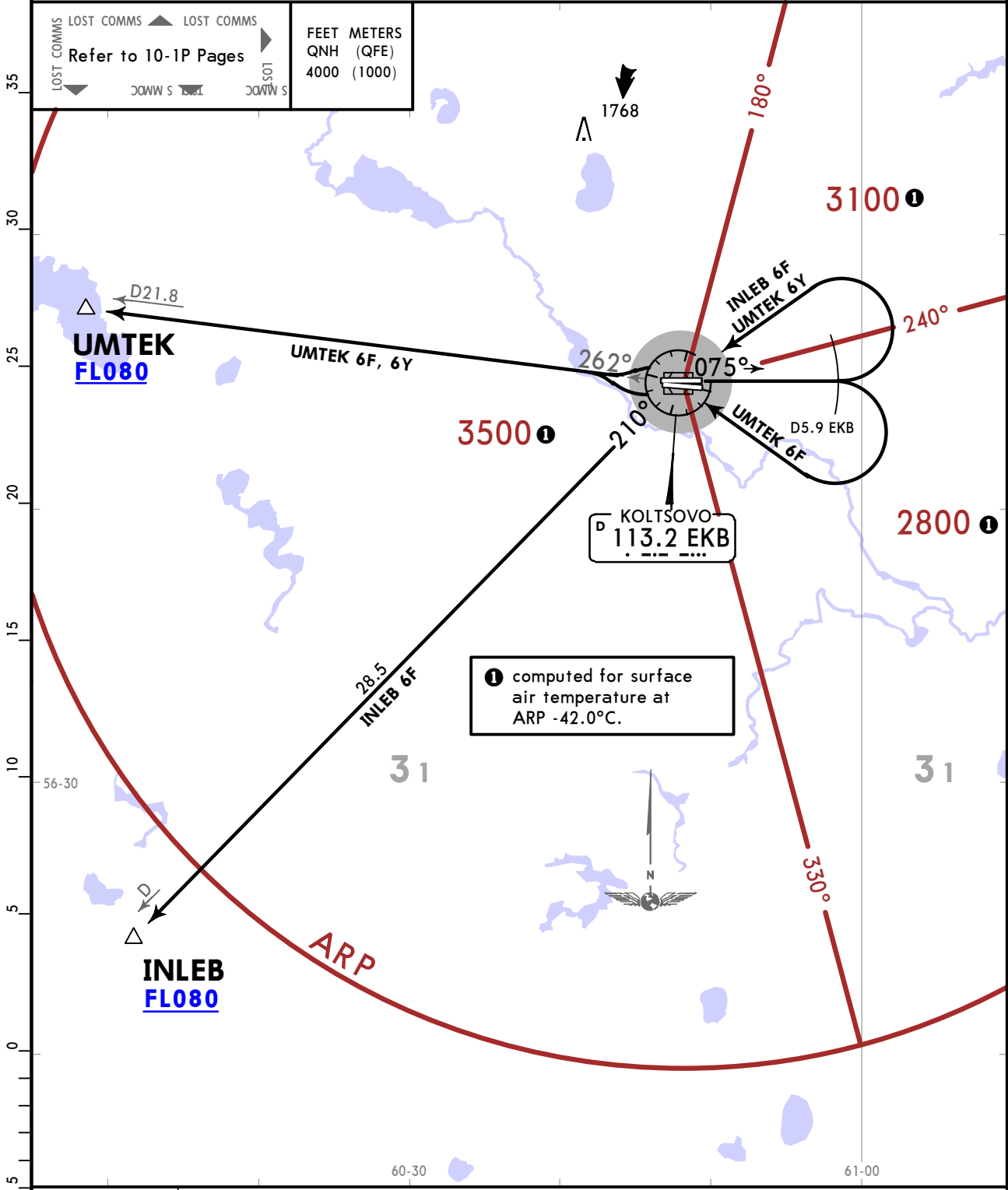
USSS/SVX  
KOLTSOVO

JEPPESEN YEKATERINBURG, RUSSIA  
4 JUL 25 (10-3J) Eff 10 Jul SID

|   |   |                        |   |
|---|---|------------------------|---|
| KOLTSOVO<br>Start (TWR)<br><b>124.3</b> | KOLTSOVO<br>Radar (TWR)<br><b>118.7</b> | Apt Elev<br><b>766</b> | Trans alt: 4000<br>1. DME required.<br>2. Climb to 1800 and establish contact with TWR controller unless otherwise instructed by ATC.<br>3. Report take-off execution, assigned SID and height to be reached. |
|---|---|------------------------|---|

**INLEB 6F [INLE6F]  
UMTEK 6F [UMTE6F], UMTEK 6Y [UMTE6Y]  
DEPARTURES  
(RWY 08L)**

|                                    |            |   |
|------------------------------------|------------|---|
| LOST COMMS<br>Refer to 10-1P Pages | LOST COMMS | FEET METERS<br>QNH (QFE)<br>4000 (1000) |
|------------------------------------|------------|---|



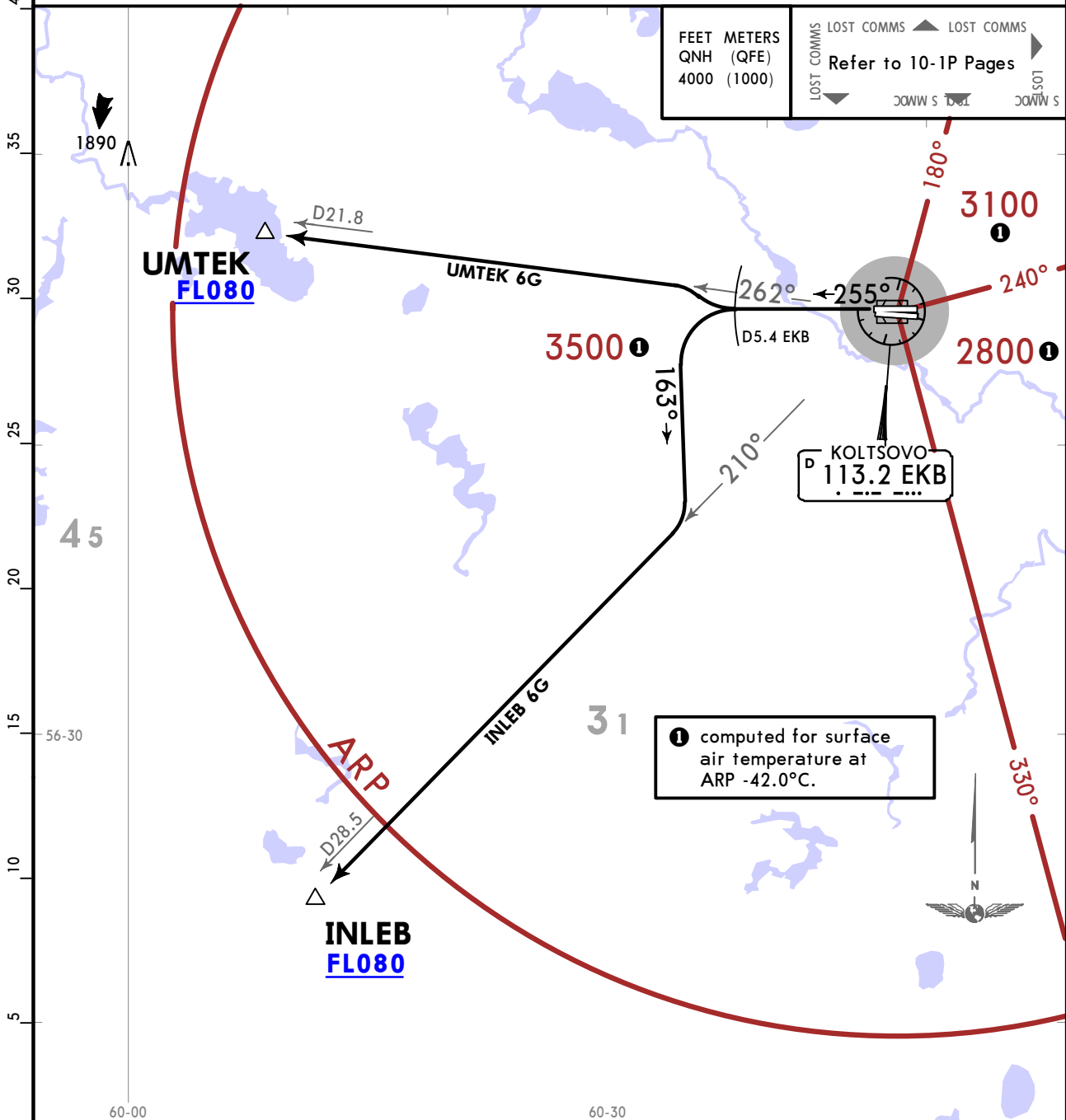
| SID      | ROUTING   |
|----------|---|
| INLEB 6F | Climb straight ahead to D5.9 EKB, turn LEFT to EKB, EKB R210 to INLEB.  |
| UMTEK 6F | Climb straight ahead to D5.9 EKB, turn RIGHT to EKB, EKB R262 to UMTEK. |
| UMTEK 6Y | Climb straight ahead to D5.9 EKB, turn LEFT to EKB, EKB R262 to UMTEK.  |

USSS/SVX  
KOLTSOVO

JEPPESEN YEKATERINBURG, RUSSIA  
4 JUL 25 (10-3K) Eff TO Jul SID

|                                  |                                  |                 |  |
|----------------------------------|----------------------------------|-----------------|--|
| KOLTSOVO<br>Start (TWR)<br>124.3 | KOLTSOVO<br>Radar (TWR)<br>118.7 | Apt Elev<br>766 | Trans alt: 4000<br>1. DME required.<br>2. Climb to 1800 and establish contact with TWR control unless otherwise instructed by ATC.<br>3. Report take-off execution, assigned SID and height to be reached. |
|----------------------------------|----------------------------------|-----------------|--|

INLEB 6G [INLE6G], UMTEK 6G [UMTE6G]  
DEPARTURES  
(RWY 26R)



These SIDs require minimum climb gradients of

**INLEB 6G:** 3.8% up to FL080 due to airspace structure.  
**UMTEK 6G:** 5.7% up to FL080 due to airspace structure.

|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| 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 |

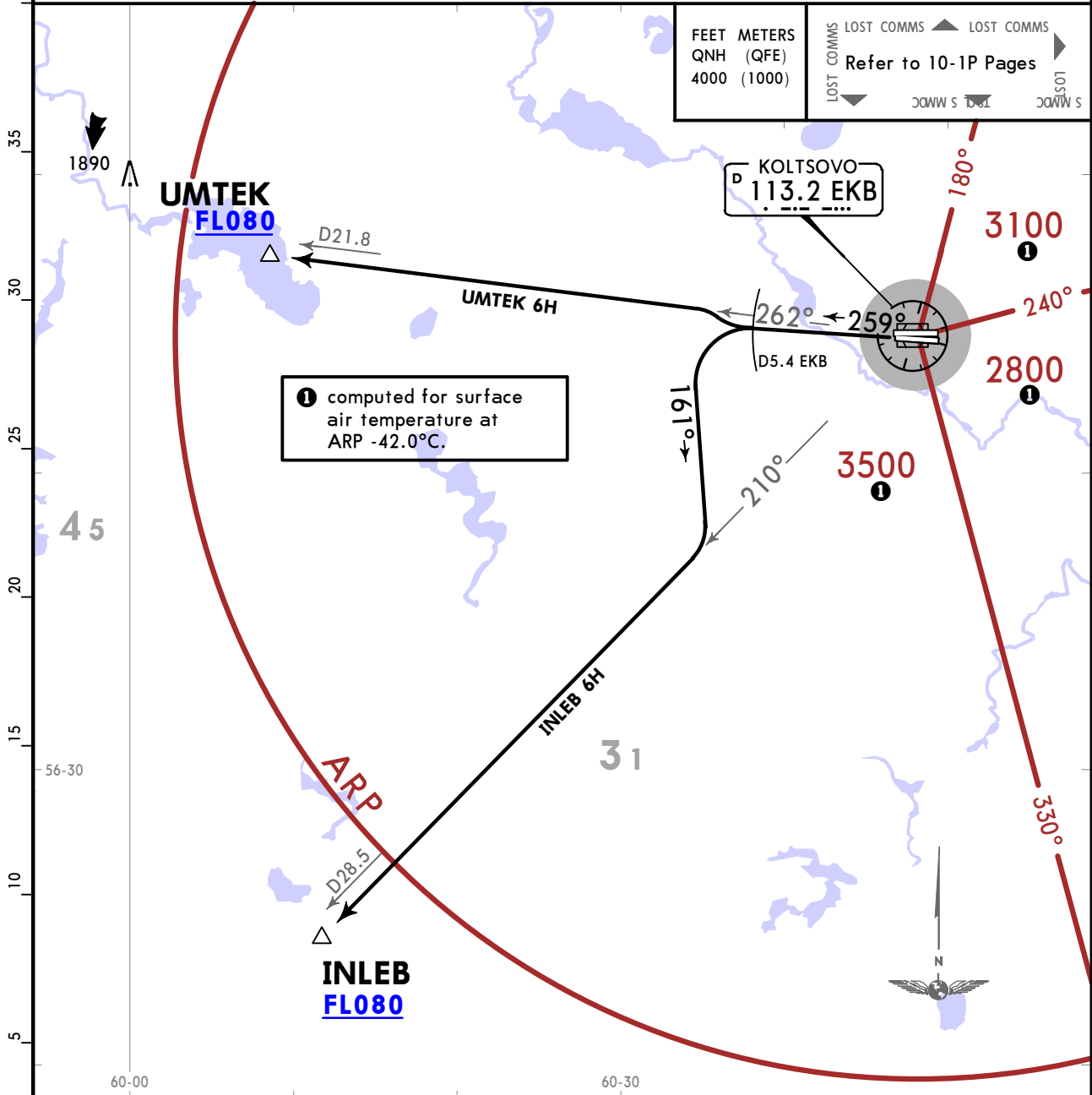
| SID             | ROUTING  |
|-----------------|--|
| <b>INLEB 6G</b> | Climb straight ahead to D5.4 EKB, turn LEFT, 163° track, intercept EKB R210° to INLEB. |
| <b>UMTEK 6G</b> | Climb straight ahead to D5.4 EKB, turn RIGHT, intercept EKB R262 to UMTEK.             |

**USSS/SVX**  
**KOLTSOVO**

**JEPPESEN YEKATERINBURG, RUSSIA**  
4 JUL 25 **10-3L** Eff 10 Jul **SID**

|   |   |                        |   |
|---|---|------------------------|---|
| KOLTSOVO<br>Start (TWR)<br><b>124.3</b> | KOLTSOVO<br>Radar (TWR)<br><b>118.7</b> | Apt Elev<br><b>766</b> | Trans alt: 4000<br>1. DME required.<br>2. Climb to 1800 and establish contact with TWR controller unless otherwise instructed by ATC.<br>3. Report take-off execution, assigned SID and height to be reached. |
|---|---|------------------------|---|

**INLEB 6H [INLE6H], UMTEK 6H [UMTE6H]**  
**DEPARTURES**  
**(RWY 26L)**



These SIDs require minimum climb gradients of

**INLEB 6H:** 3.8% up to FL080 due to airspace structure.  
**UMTEK 6H:** 5.7% up to FL080 due to airspace structure.

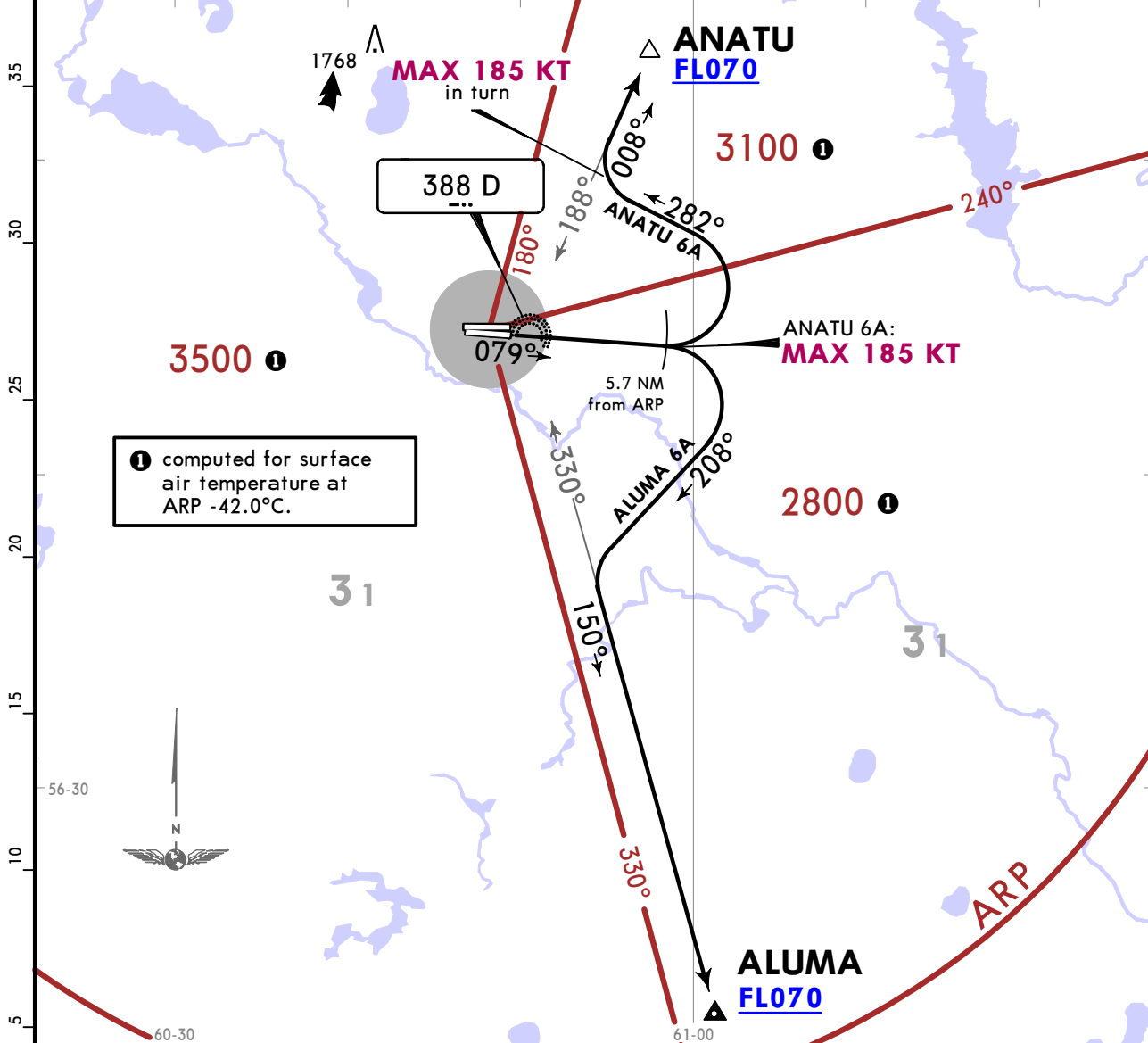
|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
| 3.8% V/V (fpm) | 289 | 385 | 577 | 770  | 962  | 1154 |
| 5.7% V/V (fpm) | 433 | 577 | 866 | 1154 | 1443 | 1732 |

| SID             | ROUTING   |
|-----------------|---|
| <b>INLEB 6H</b> | Climb straight ahead to D5.4 EKB, turn LEFT, 161° track, intercept EKB R210 to INLEB. |
| <b>UMTEK 6H</b> | Climb straight ahead to D5.4 EKB, turn RIGHT, intercept EKB R262 to UMTEK.            |

# USSS/SVX KOLTSOVO

|   |   |                        |  |
|---|---|------------------------|--|
| KOLTSOVO<br>Start (TWR)<br><b>124.3</b> | KOLTSOVO<br>Radar (TWR)<br><b>118.7</b> | Apt Elev<br><b>766</b> | Trans alt: 4000<br>1. Initial turn by ATC.<br>2. Climb to 1800 and establish contact with TWR controller unless otherwise instructed by ATC.<br>3. Report take-off execution, assigned SID and height to be reached. |
|---|---|------------------------|--|

## ALUMA 6A [ALUM6A] ANATU 6A [ANAT6A] DEPARTURES (RWY 08R) RADAR CONTROL REQUIRED



**①** computed for surface air temperature at ARP -42.0°C.

These SIDs require minimum climb gradients of  
**ALUMA 6A:** 3.6% up to FL070 due to airspace structure.  
**ANATU 6A:** 5.9% up to FL070 due to airspace structure.

|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
| 3.6% V/V (fpm) | 273 | 365 | 547 | 729  | 911  | 1094 |
| 5.9% V/V (fpm) | 448 | 597 | 896 | 1195 | 1494 | 1792 |

|   |   |
|---|---|
| FEET METERS<br>QNH (QFE)<br>4000 (1000) | LOST COMMS ▲ LOST COMMS<br>Refer to 10-1P Pages<br>LOST COMMS ▼ |
|---|---|

| SID             | ROUTING  |
|-----------------|--|
| <b>ALUMA 6A</b> | Climb straight ahead to 5.7 NM from ARP, turn RIGHT, 208° track, intercept 150° bearing from D to ALUMA. |
| <b>ANATU 6A</b> | Climb straight ahead to 5.7 NM from ARP, turn LEFT, 282° track, intercept 008° bearing from D to ANATU.  |

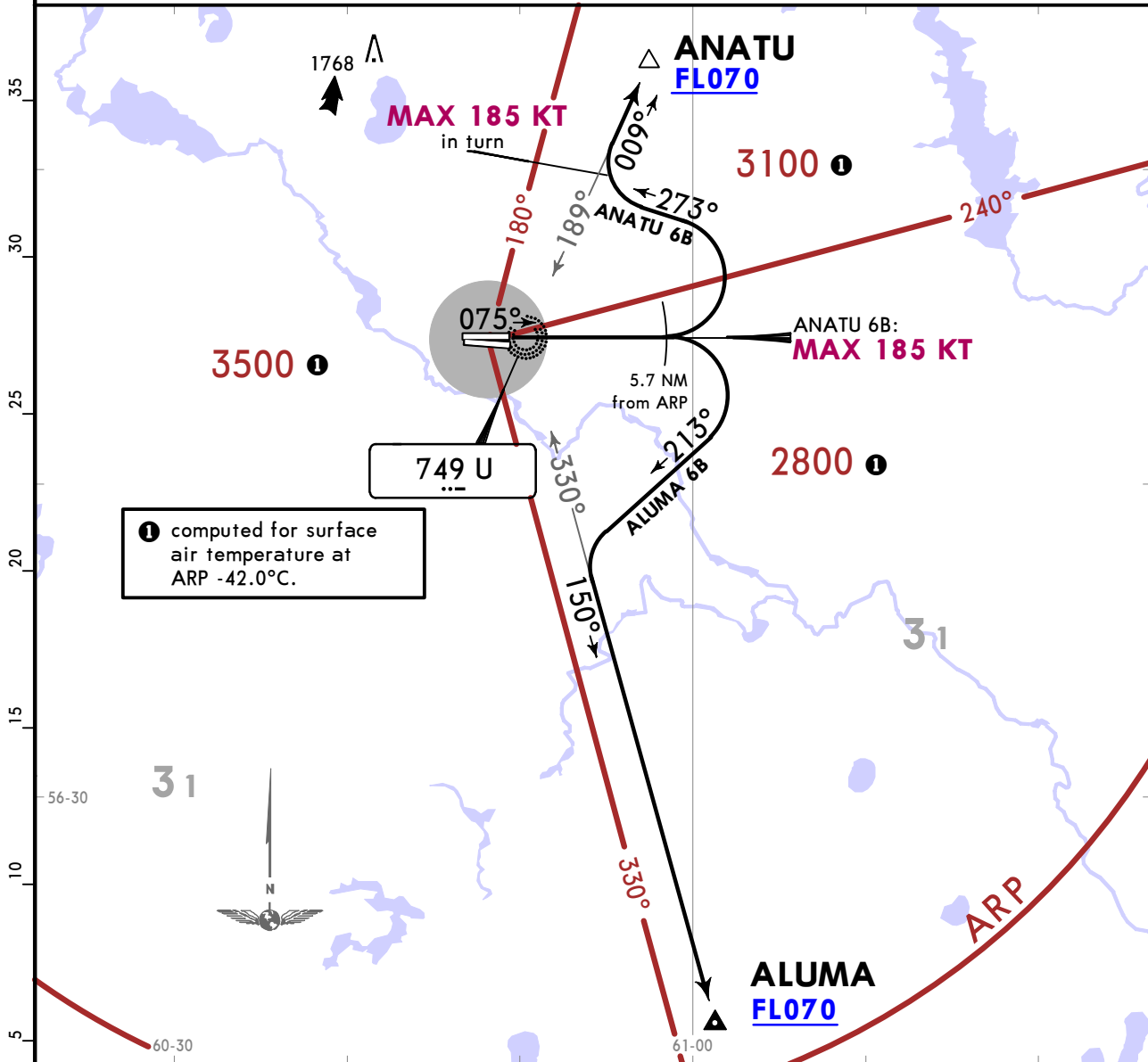
USSS/SVX  
KOLTSOVO

JEPPESEN YEKATERINBURG, RUSSIA  
4 JUL 25 (10-3N) Eff 10 Jul SID

|   |   |                        |
|---|---|------------------------|
| KOLTSOVO<br>Start (TWR)<br><b>124.3</b> | KOLTSOVO<br>Radar (TWR)<br><b>118.7</b> | Apt Elev<br><b>766</b> |
|---|---|------------------------|

- Trans alt: 4000
1. Initial turn by ATC.
  2. Climb to 1800 and establish contact with TWR controller unless otherwise instructed by ATC.
  3. Report take-off execution, assigned SID and height to be reached.

**ALUMA 6B [ALUM6B], ANATU 6B [ANAT6B]  
DEPARTURES  
(RWY 08L)  
RADAR CONTROL REQUIRED**



① computed for surface air temperature at ARP -42.0°C.

These SIDs require minimum climb gradients of  
**ALUMA 6B:** 3.4% up to FL070 due to airspace structure.  
**ANATU 6B:** 6.0% up to FL070 due to airspace structure.

|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
| 3.4% V/V (fpm) | 258 | 344 | 516 | 689  | 861  | 1033 |
| 6.0% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

FEET METERS  
QNH (QFE)  
4000 (1000)

Refer to 10-1P Pages

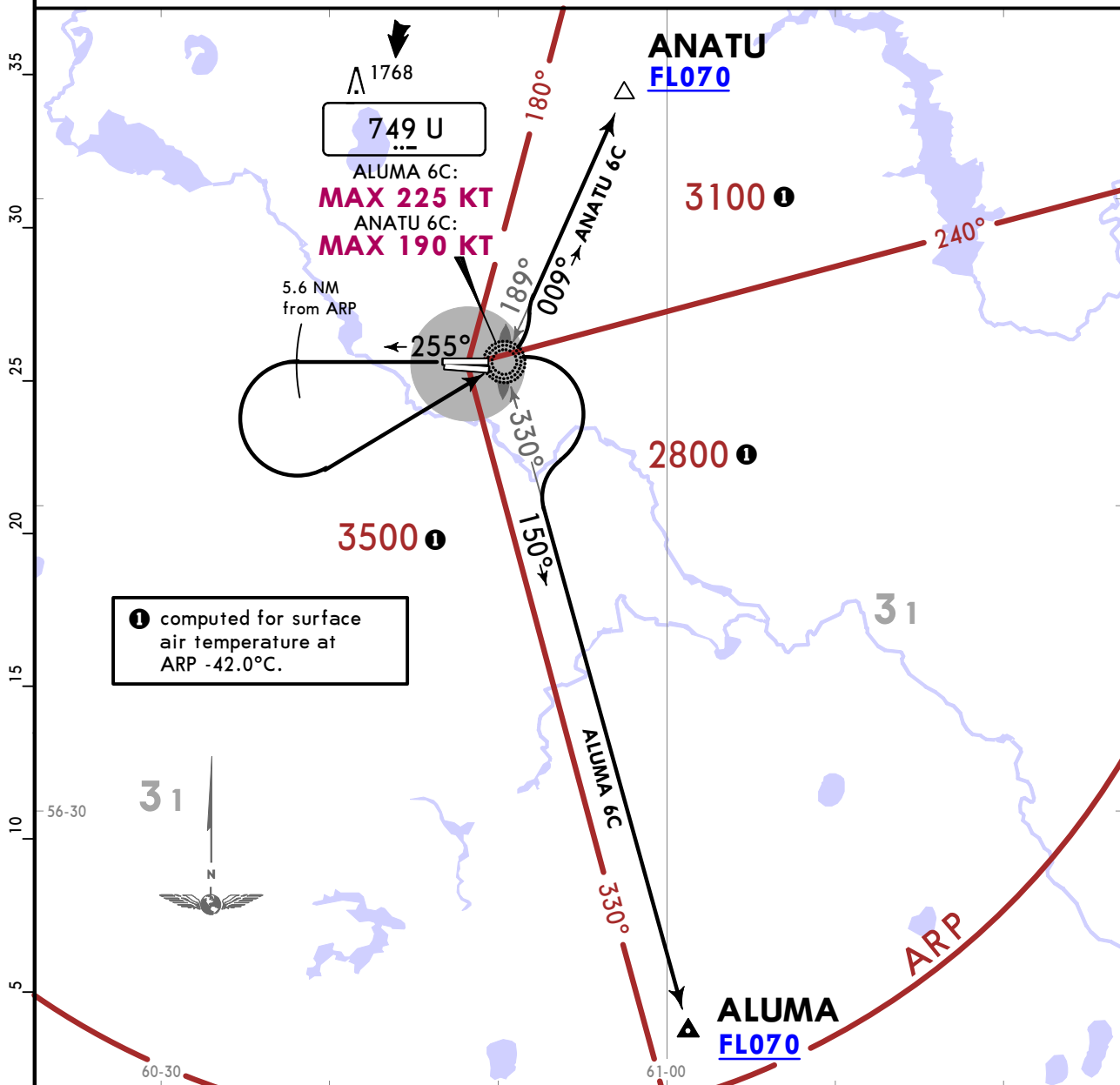
| SID             | ROUTING  |
|-----------------|--|
| <b>ALUMA 6B</b> | Climb straight ahead to 5.7 NM from ARP, turn RIGHT, 213° track, intercept 150° bearing from U to ALUMA. |
| <b>ANATU 6B</b> | Climb straight ahead to 5.7 NM from ARP, turn LEFT, 273° track, intercept 009° bearing from U to ANATU.  |

**USSS/SVX**  
**KOLTSOVO**

**JEPPesen YEKATERINBURG, RUSSIA**  
4 JUL 25 **(10-3P)** Eff 10 Jul **SID**

|   |   |                        |  |
|---|---|------------------------|--|
| KOLTSOVO<br>Start (TWR)<br><b>124.3</b> | KOLTSOVO<br>Radar (TWR)<br><b>118.7</b> | Apt Elev<br><b>766</b> | Trans alt: 4000<br>1. Initial turn by ATC.<br>2. Climb to 1800 and establish contact with TWR controller unless otherwise instructed by ATC.<br>3. Report take-off execution, assigned SID and height to be reached. |
|---|---|------------------------|--|

**ALUMA 6C [ALUM6C]**  
**ANATU 6C [ANAT6C]**  
**DEPARTURES**  
**(RWY 26R)**  
**RADAR CONTROL REQUIRED**



**①** computed for surface air temperature at ARP -42.0°C.

**ANATU 6C:**  
This SID requires a minimum climb gradient of 3.7% up to FL070 due to airspace structure.

|                |     |     |     |     |     |      |
|----------------|-----|-----|-----|-----|-----|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250 | 300  |
| 3.7% V/V (fpm) | 281 | 375 | 562 | 749 | 937 | 1124 |

|           |             |
|-----------|-------------|
| FEET      | METERS      |
| QNH (QFE) | 4000 (1000) |

Refer to 10-1P Pages

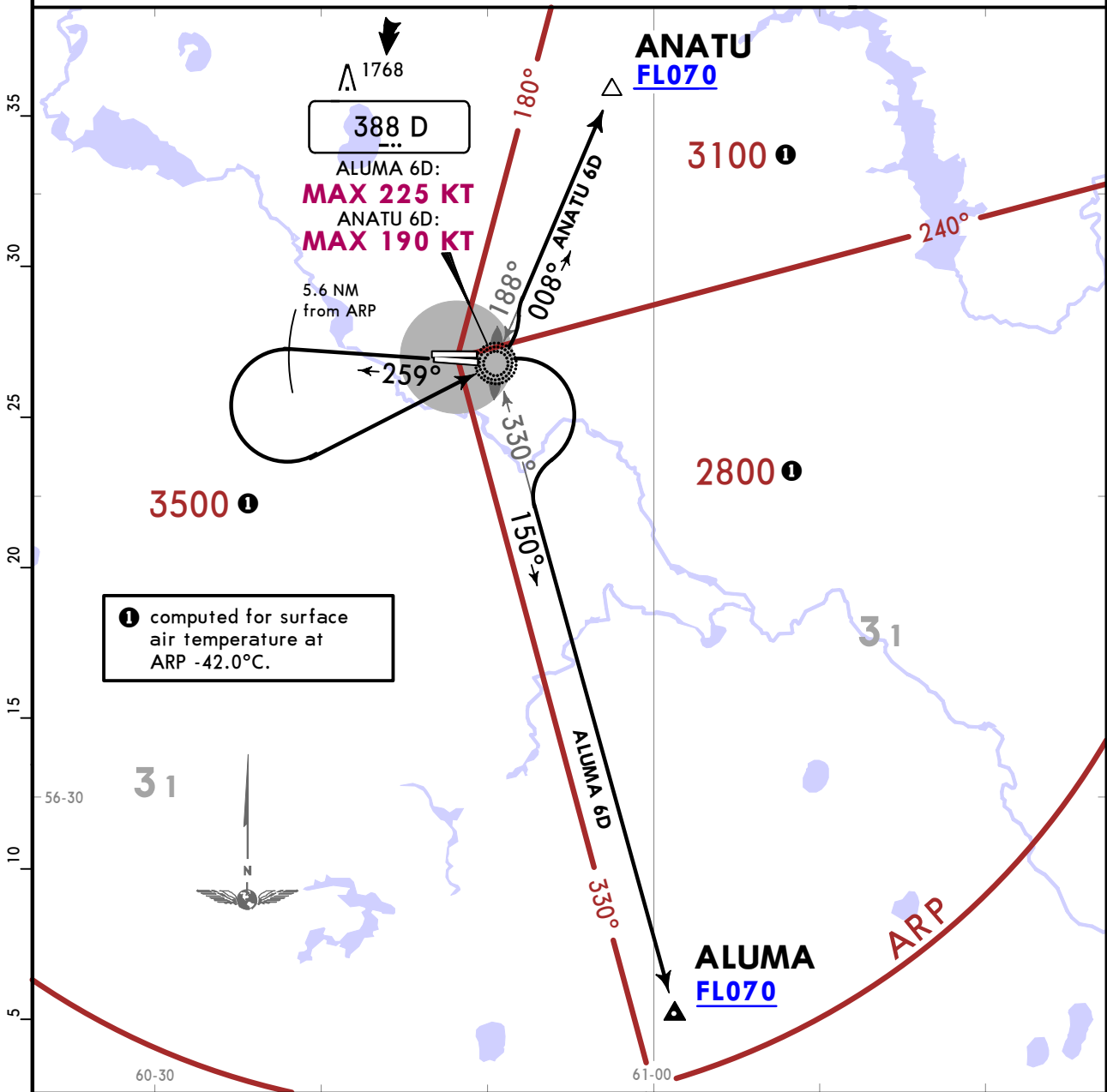
| SID             | ROUTING  |
|-----------------|--|
| <b>ALUMA 6C</b> | Climb straight ahead to 5.6 NM from ARP, turn LEFT to U, intercept 150° bearing from U to ALUMA. |
| <b>ANATU 6C</b> | Climb straight ahead to 5.6 NM from ARP, turn LEFT to U, intercept 009° bearing from U to ANATU. |

**USSS/SVX**  
**KOLTSOVO**

**JEPPESSEN YEKATERINBURG, RUSSIA**  
4 JUL 25 **(10-3Q)** Eff 10 Jul **SID**

|   |   |                        |  |
|---|---|------------------------|--|
| KOLTSOVO<br>Start (TWR)<br><b>124.3</b> | KOLTSOVO<br>Radar (TWR)<br><b>118.7</b> | Apt Elev<br><b>766</b> | Trans alt: 4000<br>1. Initial turn by ATC.<br>2. Climb to 1800 and establish contact with TWR controller unless otherwise instructed by ATC.<br>3. Report take-off execution, assigned SID and height to be reached. |
|---|---|------------------------|--|

**ALUMA 6D [ALUM6D], ANATU 6D [ANAT6D]**  
**DEPARTURES**  
(RWY 26L)  
RADAR CONTROL REQUIRED



|   |     |              |     |     |     |      |     |     |                |     |     |     |     |     |      |  |
|---|-----|--------------|-----|-----|-----|------|-----|-----|----------------|-----|-----|-----|-----|-----|------|--|
| <p><b>ANATU 6D:</b><br/>This SID requires a minimum climb gradient of 3.8% up to FL070 due to airspace structure.</p> <table border="1"> <tr> <td>Gnd speed-KT</td> <td>75</td> <td>100</td> <td>150</td> <td>200</td> <td>250</td> <td>300</td> </tr> <tr> <td>3.8% V/V (fpm)</td> <td>289</td> <td>385</td> <td>577</td> <td>770</td> <td>962</td> <td>1154</td> </tr> </table> |     | Gnd speed-KT | 75  | 100 | 150 | 200  | 250 | 300 | 3.8% V/V (fpm) | 289 | 385 | 577 | 770 | 962 | 1154 | <p>FEET METERS<br/>QNH (QFE)<br/>4000 (1000)</p> <p>Refer to 10-1P Pages</p> |
| Gnd speed-KT  | 75  | 100          | 150 | 200 | 250 | 300  |     |     |                |     |     |     |     |     |      |  |
| 3.8% V/V (fpm)  | 289 | 385          | 577 | 770 | 962 | 1154 |     |     |                |     |     |     |     |     |      |  |

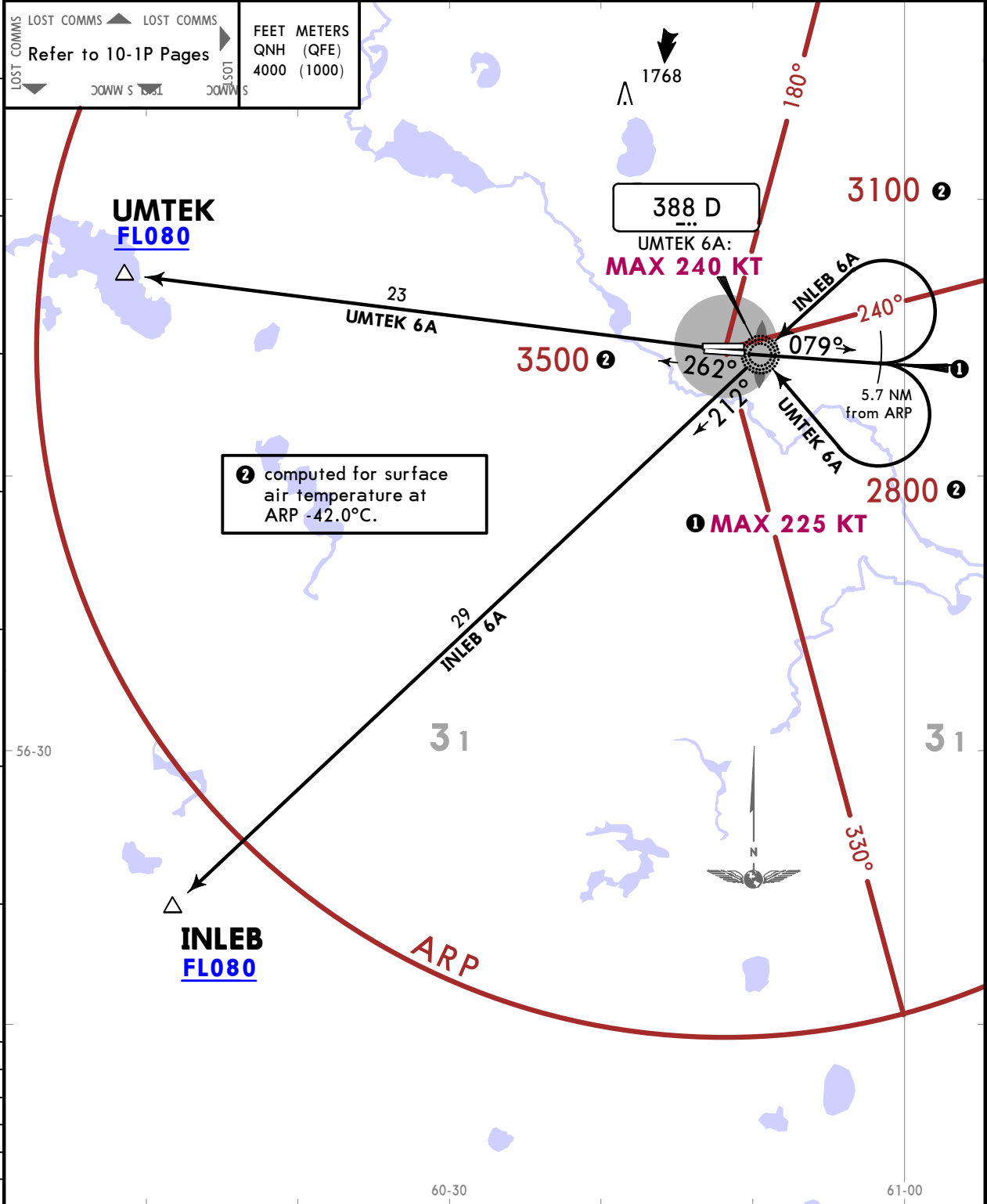
| SID             | ROUTING  |
|-----------------|--|
| <b>ALUMA 6D</b> | Climb straight ahead to 5.6 NM from ARP, turn LEFT to D, intercept 150° bearing from D to ALUMA. |
| <b>ANATU 6D</b> | Climb straight ahead to 5.6 NM from ARP, turn LEFT to D, intercept 008° bearing from D to ANATU. |

USSS/SVX  
KOLTSOVO

JEPPESEN YEKATERINBURG, RUSSIA  
4 JUL 25 (10-3S) Eff 10 Jul SID

|   |   |                        |  |
|---|---|------------------------|--|
| KOLTSOVO<br>Start (TWR)<br><b>124.3</b> | KOLTSOVO<br>Radar (TWR)<br><b>118.7</b> | Apt Elev<br><b>766</b> | Trans alt: 4000<br>1. Initial turn by ATC.<br>2. Climb to 1800 and establish contact with TWR controller unless otherwise instructed by ATC.<br>3. Report take-off execution, assigned SID and height to be reached. |
|---|---|------------------------|--|

**INLEB 6A [INLE6A]  
UMTEK 6A [UMTE6A]  
DEPARTURES  
(RWY 08R)  
RADAR CONTROL REQUIRED**



| SID             | ROUTING  |
|-----------------|--|
| <b>INLEB 6A</b> | Climb straight ahead to 5.7 NM from ARP, turn LEFT to D, 212° bearing to INLEB.  |
| <b>UMTEK 6A</b> | Climb straight ahead to 5.7 NM from ARP, turn RIGHT to D, 262° bearing to UMTEK. |

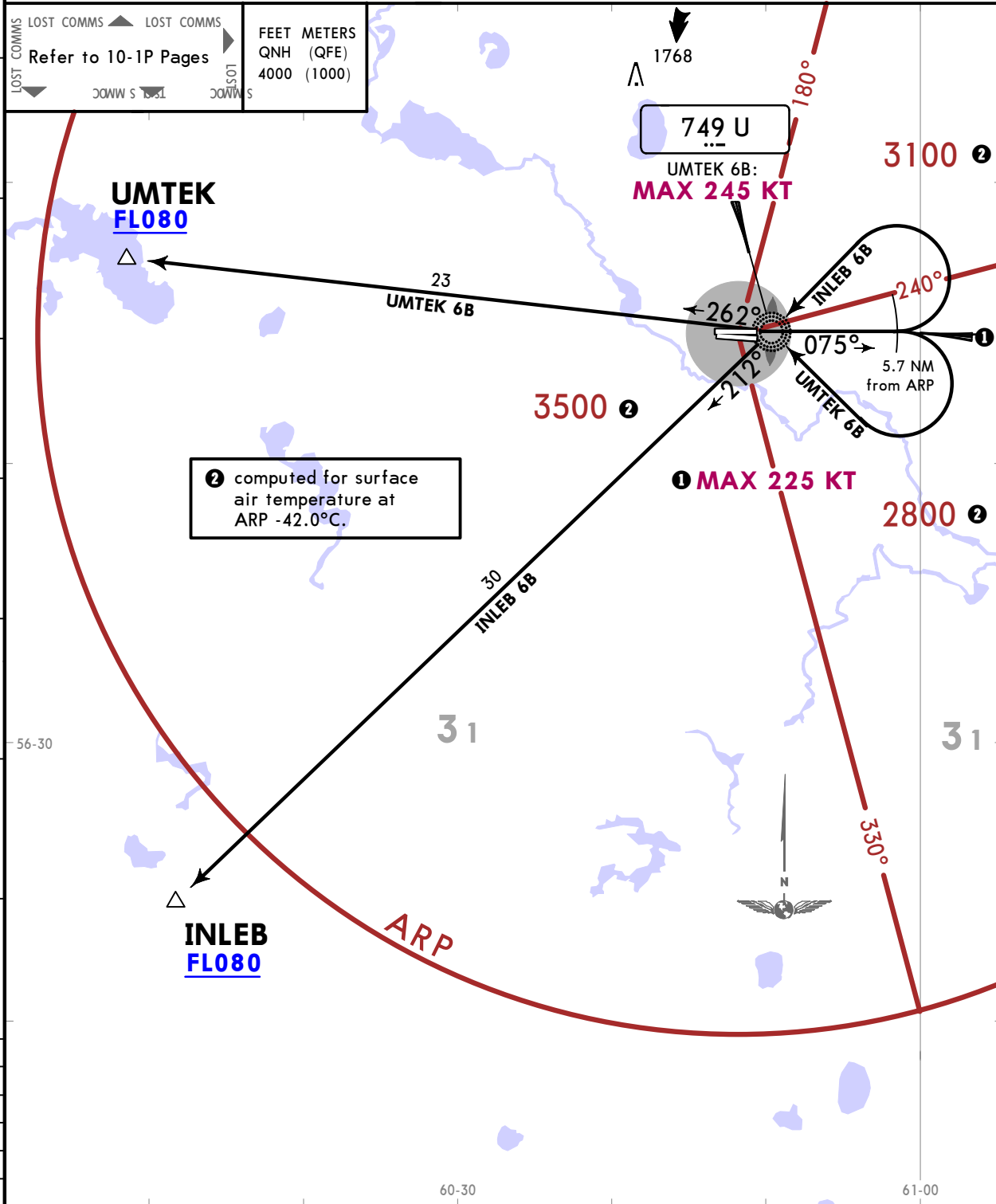
**USSS/SVX**  
**KOLTSOVO**

**JEPPESEN YEKATERINBURG, RUSSIA**  
4 JUL 25 **(10-3T)** Eff 10 Jul **SID**

|   |   |                        |
|---|---|------------------------|
| KOLTSOVO<br>Start (TWR)<br><b>124.3</b> | KOLTSOVO<br>Radar (TWR)<br><b>118.7</b> | Apt Elev<br><b>766</b> |
|---|---|------------------------|

Trans alt: 4000  
 1. Initial turn by ATC.  
 2. Climb to 1800 and establish contact with TWR controller unless otherwise instructed by ATC.  
 3. Report take-off execution, assigned SID and height to be reached.

**INLEB 6B [INLE6B]  
 UMTEK 6B [UMTE6B]  
 DEPARTURES  
 (RWY 08L)  
 RADAR CONTROL REQUIRED**



| SID             | ROUTING  |
|-----------------|--|
| <b>INLEB 6B</b> | Climb straight ahead to 5.7 NM from ARP, turn LEFT to U, 212° bearing to INLEB.  |
| <b>UMTEK 6B</b> | Climb straight ahead to 5.7 NM from ARP, turn RIGHT to U, 262° bearing to UMTEK. |

CHANGES: Close-in obstacles note, MSA.

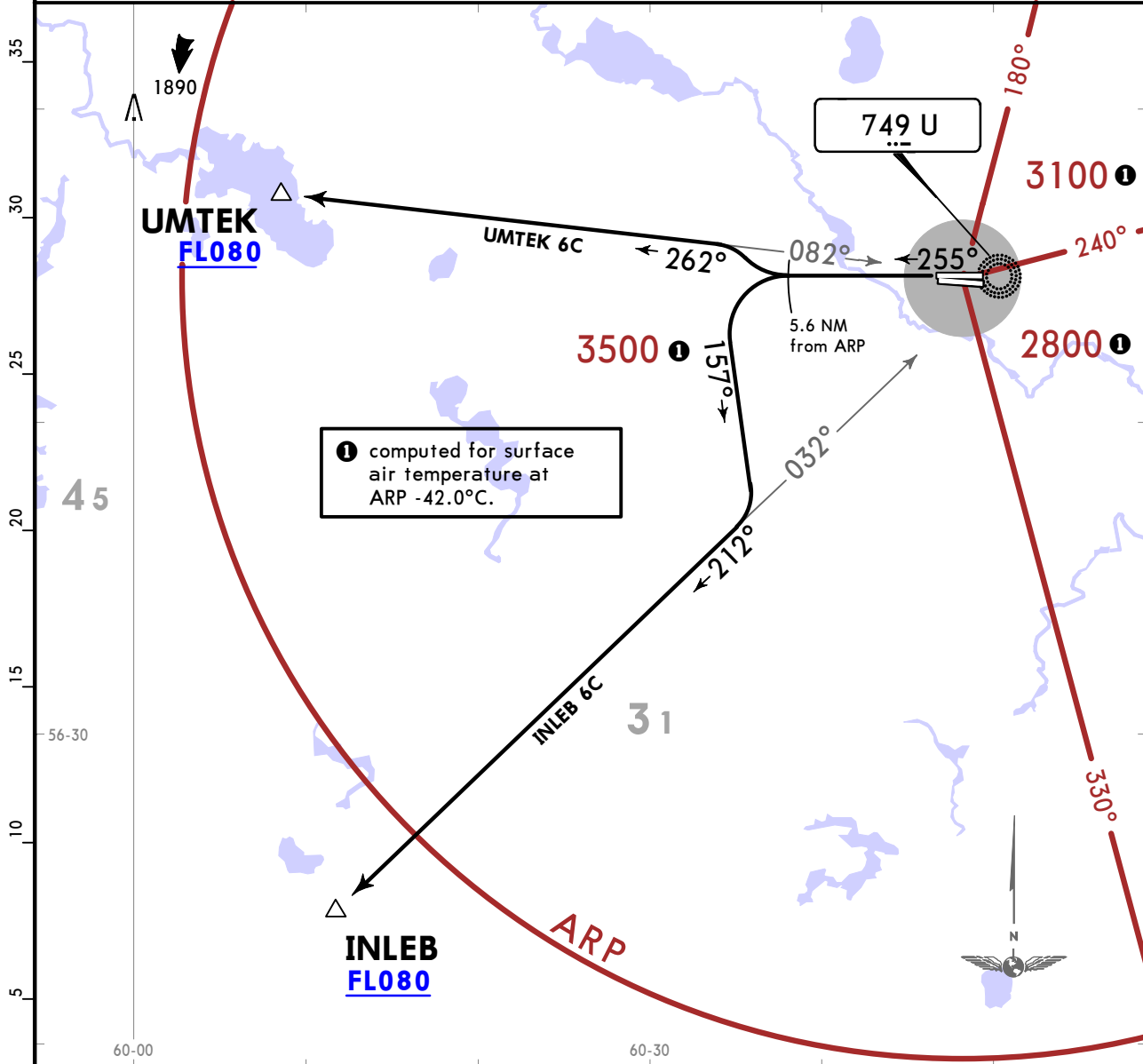
**USSS/SVX**  
**KOLTSOVO**

**JEPPESEN YEKATERINBURG, RUSSIA**  
4 JUL 25 **(10-3U)** Eff 10 Jul **SID**

|   |   |                        |
|---|---|------------------------|
| KOLTSOVO<br>Start (TWR)<br><b>124.3</b> | KOLTSOVO<br>Radar (TWR)<br><b>118.7</b> | Apt Elev<br><b>766</b> |
|---|---|------------------------|

Trans alt: 4000  
 1. Initial turn by ATC.  
 2. Climb to 1800 and establish contact with TWR controller unless otherwise instructed by ATC.  
 3. Report take-off execution, assigned SID and height to be reached.

**INLEB 6C [INLE6C]**  
**UMTEK 6C [UMTE6C]**  
**DEPARTURES**  
**(RWY 26R)**  
**RADAR CONTROL REQUIRED**



① computed for surface air temperature at ARP -42.0°C.

These SIDs require minimum climb gradients of  
**INLEB 6C:** 3.8% up to FL080 due to airspace structure.  
**UMTEK 6C:** 5.7% up to FL080 due to airspace structure.

|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| 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 |

|   |                                    |
|---|------------------------------------|
| FEET METERS<br>QNH (QFE)<br>4000 (1000) | LOST COMMS<br>Refer to 10-1P Pages |
|---|------------------------------------|

| SID             | ROUTING   |
|-----------------|---|
| <b>INLEB 6C</b> | Climb straight ahead to 5.6 NM from ARP, turn LEFT, 157° track, intercept 212° bearing from U to INLEB. |
| <b>UMTEK 6C</b> | Climb straight ahead to 5.6 NM from ARP, turn RIGHT, intercept 262° bearing from U to UMTEK.            |

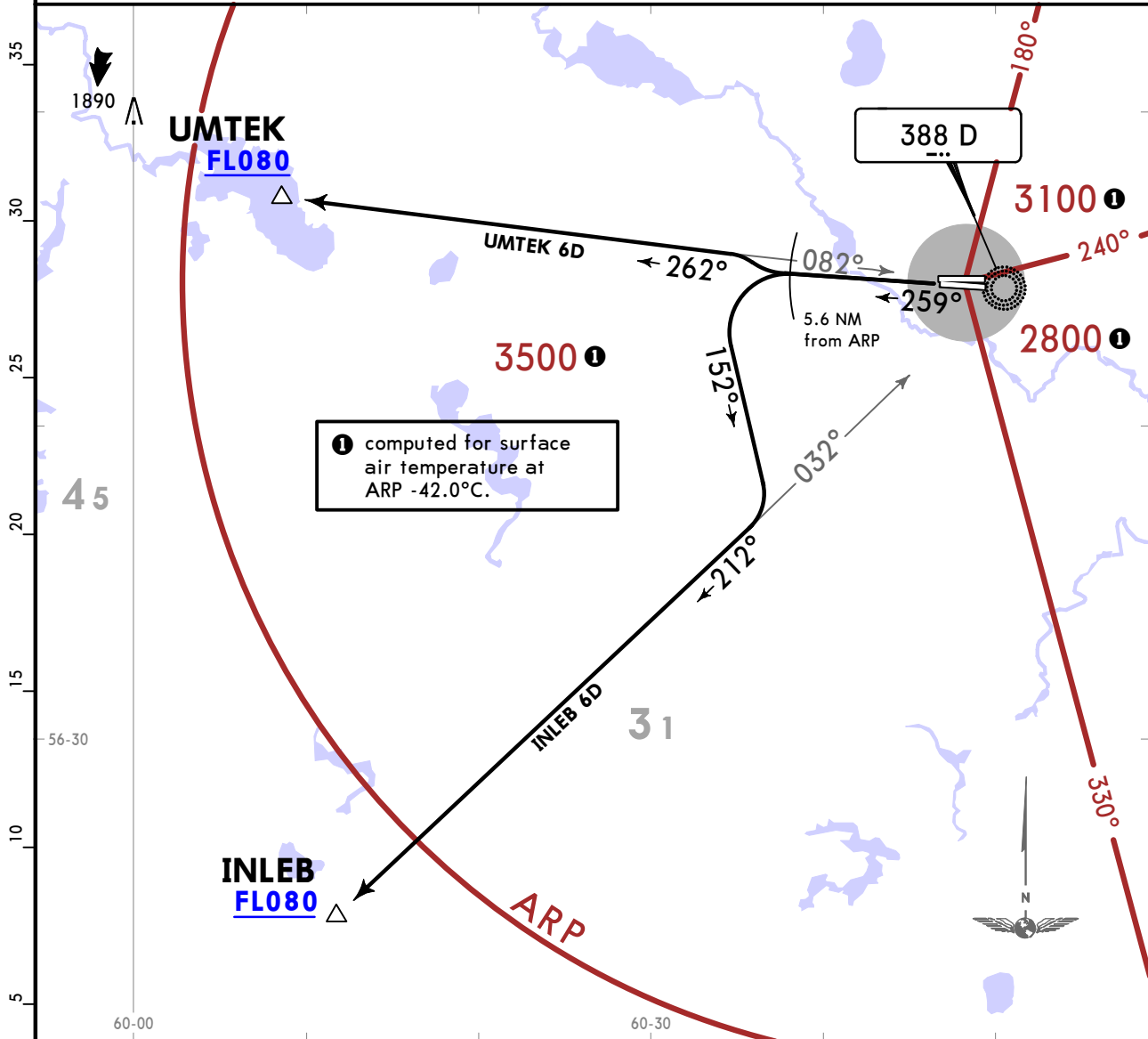
**USSS/SVX**  
**KOLTSOVO**

**JEPPESSEN YEKATERINBURG, RUSSIA**  
4 JUL 25 **(10-3V)** Eff 10 Jul **SID**

|   |   |                        |
|---|---|------------------------|
| KOLTSOVO<br>Start (TWR)<br><b>124.3</b> | KOLTSOVO<br>Radar (TWR)<br><b>118.7</b> | Apt Elev<br><b>766</b> |
|---|---|------------------------|

- Trans alt: 4000
1. Initial turn by ATC.
  2. Climb to 1800 and establish contact with TWR controller unless otherwise instructed by ATC.
  3. Report take-off execution, assigned SID and height to be reached.

**INLEB 6D [INLE6D]  
UMTEK 6D [UMTE6D]  
DEPARTURES  
(RWY 26L)  
RADAR CONTROL REQUIRED**



These SIDs require minimum climb gradients of

**INLEB 6D:** 3.7% up to FL080 due to airspace structure.  
**UMTEK 6D:** 5.7% up to FL080 due to airspace structure.

|                |     |     |     |      |      |      |
|----------------|-----|-----|-----|------|------|------|
| 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 |

|  |  |
|--|--|
| <b>FEET METERS</b><br>QNH (QFE)<br>4000 (1000) | LOST COMMS ▲ LOST COMMS<br>Refer to 10-1P Pages<br>LOST COMMS ▼ LOST COMMS |
|--|--|

| SID             | ROUTING   |
|-----------------|---|
| <b>INLEB 6D</b> | Climb straight ahead to 5.6 NM from ARP, turn LEFT, 152° track, intercept 212° bearing from D to INLEB. |
| <b>UMTEK 6D</b> | Climb straight ahead to 5.6 NM from ARP, turn RIGHT, intercept 262° bearing from D to UMTEK.            |

# USSS/SVX

Apt Elev **766'**  
N56 44.6 E060 48.3

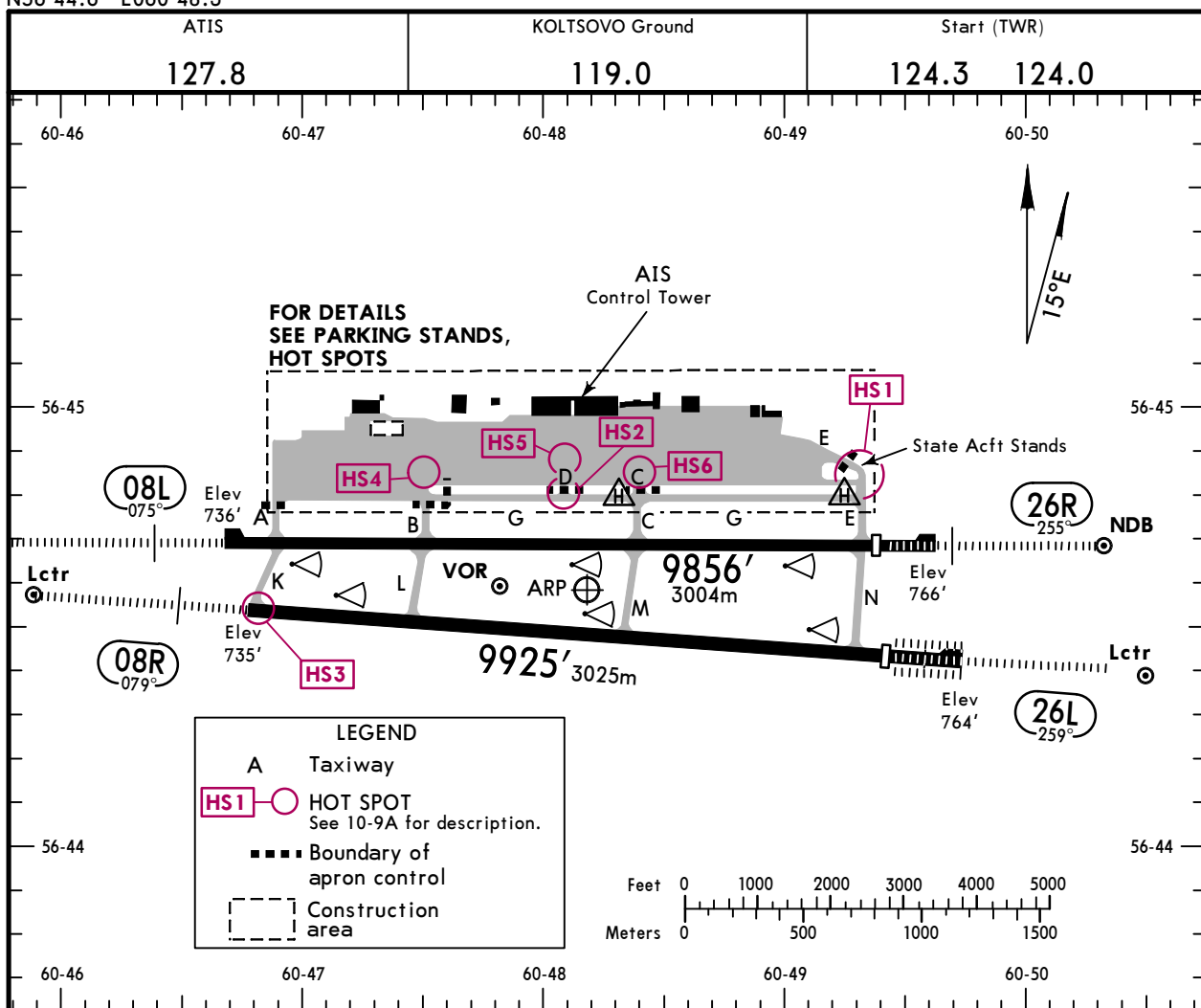


**JEPPESSEN**

# YEKATERINBURG, RUSSIA

5 DEC 25 **(10-9)**

**KOLTSOVO**



### ADDITIONAL RUNWAY INFORMATION

| RWY | USABLE LENGTHS     |                  |                |             | TAKE-OFF | WIDTH       |
|-----|--------------------|------------------|----------------|-------------|----------|-------------|
|     | HIRL               |                  | LANDING BEYOND |             |          |             |
|     | Threshold          | Glide Slope      | Threshold      | Glide Slope |          |             |
| 08L | HIRL (57m) ① HIALS | ② PAPI-L (3.00°) | RVR            | 8823' 2689m | ③        | 148'<br>45m |
| 26R | HIRL (57m) ① HIALS | ② PAPI-L (3.17°) | RVR            | 9036' 2754m |          |             |

① length 900m. ② Use by B747 acft prohibited.  
③ TAKE-OFF RUN AVAILABLE

|                             |                             |
|-----------------------------|-----------------------------|
| <b>RWY 08L:</b>             | <b>RWY 26R:</b>             |
| From rwy head 9856' (3004m) | From rwy head 9856' (3004m) |
| twy A int 9154' (2790m)     | twy E int 8835' (2693m)     |
| twy B int 7073' (2156m)     | twy C int 5709' (1740m)     |

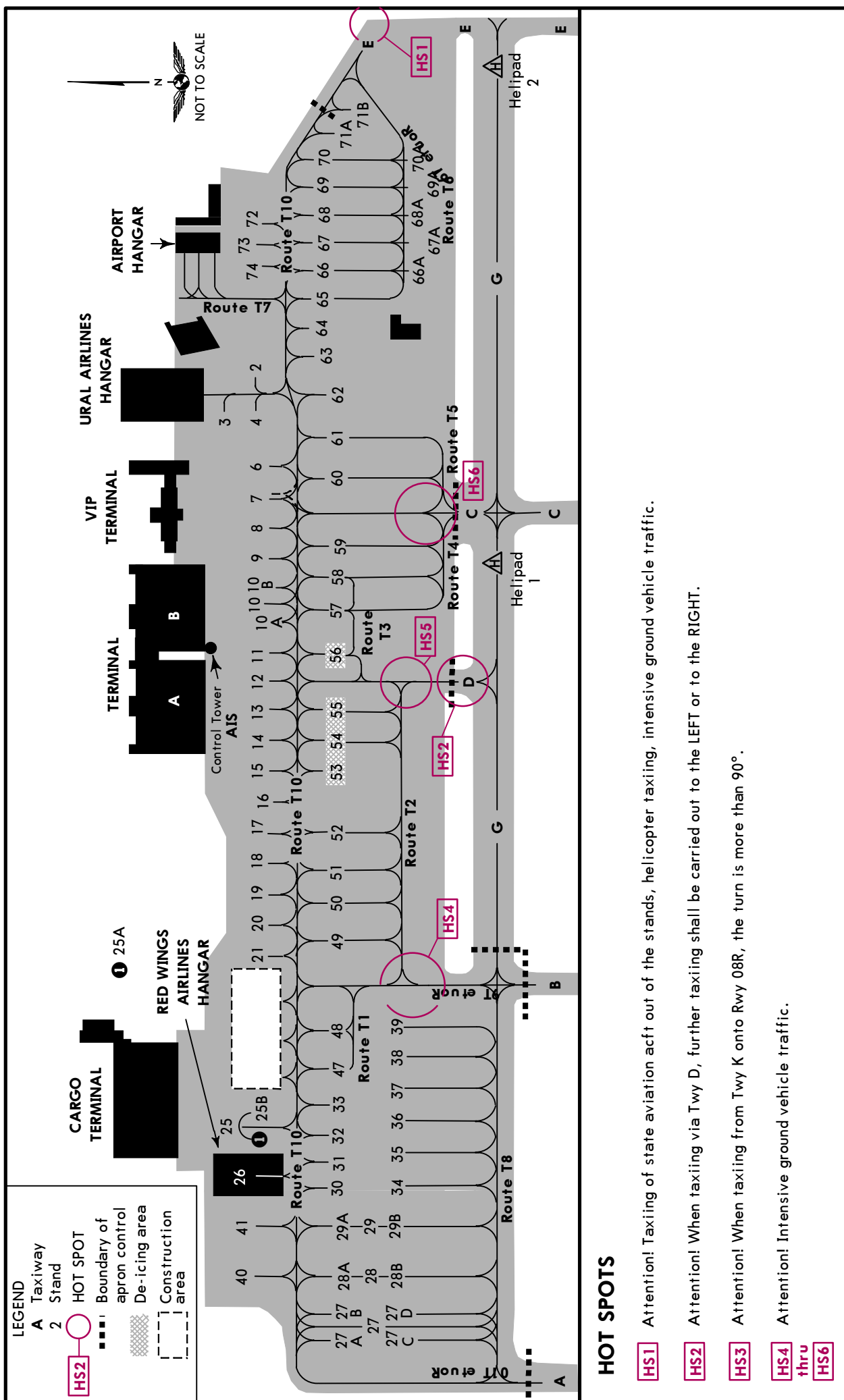
|     |                                    |       |             |             |   |             |
|-----|------------------------------------|-------|-------------|-------------|---|-------------|
| 08R | HIRL (60m) CL (15m) ④ HIALS        | ⑥ RVR | 9678' 2950m | 8707' 2654m | ⑦ | 148'<br>45m |
| 26L | HIRL (60m) CL (15m) ⑤ HIALS-II TDZ | ⑥ RVR | 8858' 2700m | 7766' 2367m |   |             |

④ length 900m. ⑤ length 898m. ⑥ PAPI-L (3.00°)  
⑦ TAKE-OFF RUN AVAILABLE

|                             |                             |
|-----------------------------|-----------------------------|
| <b>RWY 08R:</b>             | <b>RWY 26L:</b>             |
| From rwy head 9678' (2950m) | From rwy head 9925' (3025m) |
| twy L int 7431' (2265m)     | twy N int 8415' (2565m)     |
|                             | twy M int 5194' (1583m)     |

| Std TAKE-OFF                                   |   |         |             |              |                  |       |
|--|---|---------|-------------|--------------|------------------|-------|
| HIRL & CL (spacing 15m or less) & relevant RVR | RL & CL & relevant RVR                  | RL & CL | ① RL & RCLM | ① RL or RCLM | Adequate Vis Ref |       |
|  |   |         |             |              | DAY              | NIGHT |
| TDZ R125m<br>Mid R125m<br>Rollout R125m        | TDZ R150m<br>Mid R150m<br>Rollout R150m | R/V200m | R/V300m     | R/V400m      | R/V500m          | NA    |

① For NIGHT operations, at least RL and RENL are required.



USSS/SVX



JEPPESSEN

YEKATERINBURG, RUSSIA

5 DEC 25

10-9B

KOLTSOVO

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

\* facing NORTH  
 \*\* facing SOUTH

USSS/SVX



EASA AIR OPS

YEKATERINBURG, RUSSIA  
KOLTSOVO

| STRAIGHT-IN RWY                         |   | A                                       | B                                       | C                                       | D                                       |   |
|---|---|---|---|---|---|---|
| <b>08L</b>                              | ILS Z, Y or W<br>FULL<br>ALS out        | <b>936'</b> (200')<br>R550m ①<br>R1200m | <b>936'</b> (200')<br>R550m ①<br>R1200m | <b>936'</b> (200')<br>R550m ①<br>R1200m | <b>936'</b> (200')<br>R550m ①<br>R1200m |   |
|   | ILS X<br>FULL<br>ALS out                | <b>936'</b> (200')<br>R550m ①<br>R1200m | <b>936'</b> (200')<br>R550m ①<br>R1200m | <b>936'</b> (200')<br>R550m ①<br>R1200m | NOT<br>APPLICABLE                       |   |
|   | GLS<br>ALS out                          | <b>936'</b> (200')<br>R550m ①<br>R1200m | <b>936'</b> (200')<br>R550m ①<br>R1200m | <b>936'</b> (200')<br>R550m ①<br>R1200m | <b>936'</b> (200')<br>R550m ①<br>R1200m |   |
|   | ② RNP<br>LNAV<br>ALS out                | <b>1160'</b> (424')<br>R1300m<br>R1500m | <b>1160'</b> (424')<br>R1300m<br>R1500m | <b>1160'</b> (424')<br>R1300m<br>R2000m | <b>1160'</b> (424')<br>R1300m<br>R2000m |   |
|   | ② VOR Z, Y or X<br>with D2.9<br>ALS out | <b>1290'</b> (554')<br>R1500m<br>R1500m | <b>1290'</b> (554')<br>R1500m<br>R1500m | <b>1290'</b> (554')<br>R1800m<br>R2400m | <b>1290'</b> (554')<br>R1800m<br>R2400m |   |
|   | ② VOR Z, Y or X<br>w/o D2.9<br>ALS out  | <b>1490'</b> (754')<br>R1500m<br>R1500m | <b>1490'</b> (754')<br>R1500m<br>R1500m | <b>1490'</b> (754')<br>R2400m<br>R2400m | <b>1490'</b> (754')<br>R2400m<br>R2400m |   |
|   | ② NDB Z<br>ALS out                      | <b>1490'</b> (754')<br>R1500m<br>R1500m | <b>1490'</b> (754')<br>R1500m<br>R1500m | <b>1490'</b> (754')<br>R2400m<br>R2400m | <b>1490'</b> (754')<br>R2400m<br>R2400m |   |
|   | NDB Y<br>ALS out                        | <b>1640'</b> (904')<br>R3800m<br>R4500m | <b>1640'</b> (904')<br>R3800m<br>R4500m | <b>1640'</b> (904')<br>R4000m<br>R4700m | <b>1640'</b> (904')<br>R4000m<br>R4700m |   |
|   | <b>08R</b>                              | ILS Z, Y, X or W<br>FULL<br>ALS out     | <b>935'</b> (200')<br>R550m ①<br>R1200m | <b>935'</b> (200')<br>R550m ①<br>R1200m | <b>935'</b> (200')<br>R550m ①<br>R1200m | <b>935'</b> (200')<br>R550m ①<br>R1200m |
|   |   | GLS<br>ALS out                          | <b>935'</b> (200')<br>R550m ①<br>R1200m | <b>935'</b> (200')<br>R550m ①<br>R1200m | <b>935'</b> (200')<br>R550m ①<br>R1200m | <b>935'</b> (200')<br>R550m ①<br>R1200m |
| ② RNP<br>LNAV<br>ALS out                |   | <b>1160'</b> (425')<br>R1300m<br>R1500m | <b>1160'</b> (425')<br>R1300m<br>R1500m | <b>1160'</b> (425')<br>R1300m<br>R2000m | <b>1160'</b> (425')<br>R1300m<br>R2000m |   |
| ② VOR Z, Y or X<br>with D2.8<br>ALS out |   | <b>1290'</b> (555')<br>R1500m<br>R1500m | <b>1290'</b> (555')<br>R1500m<br>R1500m | <b>1290'</b> (555')<br>R1800m<br>R2400m | <b>1290'</b> (555')<br>R1800m<br>R2400m |   |
| ② VOR Z, Y or X<br>w/o D2.8<br>ALS out  |   | <b>1490'</b> (755')<br>R1500m<br>R1500m | <b>1490'</b> (755')<br>R1500m<br>R1500m | <b>1490'</b> (755')<br>R2400m<br>R2400m | <b>1490'</b> (755')<br>R2400m<br>R2400m |   |
| ② NDB Z<br>ALS out                      |   | <b>1490'</b> (755')<br>R1500m<br>R1500m | <b>1490'</b> (755')<br>R1500m<br>R1500m | <b>1490'</b> (755')<br>R2400m<br>R2400m | <b>1490'</b> (755')<br>R2400m<br>R2400m |   |
| NDB Y<br>ALS out                        |   | <b>1640'</b> (905')<br>R3800m<br>R4500m | <b>1640'</b> (905')<br>R3800m<br>R4500m | <b>1640'</b> (905')<br>R4000m<br>R4700m | <b>1640'</b> (905')<br>R4000m<br>R4700m |   |

- ① R750m when a Flight Director or Autopilot or HUD to DA is not used.
- ② Continuous Descent Final Approach.

USSS/SVX

**JEPPESEN**  
20 NOV 20  
Eff 3 Dec (10-9S1)

**EASA AIR OPS**  
**YEKATERINBURG, RUSSIA**  
**KOLTSOVO**

| STRAIGHT-IN RWY |  | A  | B  | C   | D   |
|-----------------|--|--|--|---|---|
| 26L             | CAT 2 ILS Z or W                               | 861'(100')<br>RA 98'<br>R300m            | 861'(100')<br>RA 98'<br>R300m            | 861'(100')<br>RA 98'<br>R300m             | 861'(100')<br>RA 98'<br>R300m ①           |
|                 | ② CAT 2 ILS X                                  | 861'(100')<br>RA 98'<br>R300m            | 861'(100')<br>RA 98'<br>R300m            | 861'(100')<br>RA 98'<br>R300m             | 861'(100')<br>RA 98'<br>R300m ①           |
|                 | ③ CAT 2 ILS X                                  | 892'(131')<br>RA 125'<br>R400m           | 909'(148')<br>RA 141'<br>R450m           | 921'(160')<br>RA 153'<br>R450m            | 935'(174')<br>RA 162'<br>R450m            |
|                 | ILS Z or W<br>FULL<br>TDZ or CL out<br>ALS out | 961'(200')<br>R550m<br>R550m ④<br>R1200m | 961'(200')<br>R550m<br>R550m ④<br>R1200m | 961'(200')<br>R550m<br>R550m ④<br>R1200m  | 961'(200')<br>R550m<br>R550m ④<br>R1200m  |
|                 | ② ILS X<br>FULL<br>TDZ or CL out<br>ALS out    | 961'(200')<br>R550m<br>R550m ④<br>R1200m | 961'(200')<br>R550m<br>R550m ④<br>R1200m | 961'(200')<br>R550m<br>R550m ④<br>R1200m  | 961'(200')<br>R550m<br>R550m ④<br>R1200m  |
|                 | ③ ILS X<br>FULL<br>TDZ or CL out<br>ALS out    | 980'(219')<br>R550m<br>R550m ④<br>R1200m | 992'(231')<br>R550m<br>R550m ④<br>R1200m | 1000'(239')<br>R550m<br>R550m ④<br>R1200m | 1011'(250')<br>R550m<br>R550m ④<br>R1300m |
|                 | GLS<br>TDZ or CL out<br>ALS out                | 961'(200')<br>R550m<br>R550m ④<br>R1200m | 961'(200')<br>R550m<br>R550m ④<br>R1200m | 961'(200')<br>R550m<br>R550m ④<br>R1200m  | 961'(200')<br>R550m<br>R550m ④<br>R1200m  |
|                 | ⑤ RNP<br>LNAV<br>ALS out                       | 1200'(439')<br>R1300m<br>R1500m          | 1200'(439')<br>R1300m<br>R1500m          | 1200'(439')<br>R1300m<br>R2000m           | 1200'(439')<br>R1300m<br>R2000m           |
|                 | ⑤ VOR Z or X<br>with D2.8<br>ALS out           | 1200'(439')<br>R1300m<br>R1500m          | 1200'(439')<br>R1300m<br>R1500m          | 1200'(439')<br>R1300m<br>R2000m           | 1200'(439')<br>R1300m<br>R2000m           |
|                 | ⑤ VOR Z or X<br>w/o D2.8<br>ALS out            | 1290'(529')<br>R1500m<br>R1500m          | 1290'(529')<br>R1500m<br>R1500m          | 1290'(529')<br>R1700m<br>R2400m           | 1290'(529')<br>R1700m<br>R2400m           |
|                 | ⑤ NDB Z<br>ALS out                             | 1290'(529')<br>R1500m<br>R1500m          | 1290'(529')<br>R1500m<br>R1500m          | 1290'(529')<br>R1700m<br>R2400m           | 1290'(529')<br>R1700m<br>R2400m           |
|                 | NDB Y<br>ALS out                               | 1480'(719')<br>R2800m<br>R3500m          | 1480'(719')<br>R2800m<br>R3500m          | 1480'(719')<br>R3000m<br>R3700m           | 1480'(719')<br>R3000m<br>R3700m           |

- ① Without autoland: R350.
- ② Missed apch climb gradient mim 3.0%.
- ③ Missed apch climb gradient mim 2.5%.
- ④ R750m when a Flight Director or Autopilot or HUD to DA is not used.
- ⑤ Continuous Descent Final Approach.

USSS/SVX

**JEPPESEN**  
20 NOV 20  
Eff 3 Dec (10-9S2)

**EASA AIR OPS**

**YEKATERINBURG RUSSIA**  
KOLTSOVO

| STRAIGHT-IN RWY |                                      | A                                       | B  | C  | D  |
|-----------------|--------------------------------------|---|--|--|--|
| <b>26R</b>      | ILS Z or W<br>FULL<br>ALS out        | <b>964'</b> (200')<br>R550m ❶<br>R1200m | <b>964'</b> (200')<br>R550m ❶<br>R1200m  | <b>964'</b> (200')<br>R550m ❶<br>R1200m  | <b>964'</b> (200')<br>R550m ❶<br>R1200m  |
|                 | ❷ ILS X<br>FULL<br>ALS out           | <b>964'</b> (200')<br>R550m ❶<br>R1200m | <b>964'</b> (200')<br>R550m ❶<br>R1200m  | <b>964'</b> (200')<br>R550m ❶<br>R1200m  | <b>964'</b> (200')<br>R550m ❶<br>R1200m  |
|                 | ❸ ILS X<br>FULL<br>ALS out           | <b>996'</b> (232')<br>R550m ❶<br>R1200m | <b>1008'</b> (244')<br>R550m ❶<br>R1300m | <b>1016'</b> (252')<br>R600m ❶<br>R1300m | <b>1027'</b> (263')<br>R600m ❶<br>R1300m |
|                 | GLS<br>ALS out                       | <b>964'</b> (200')<br>R550m ❶<br>R1200m | <b>964'</b> (200')<br>R550m ❶<br>R1200m  | <b>964'</b> (200')<br>R550m ❶<br>R1200m  | <b>964'</b> (200')<br>R550m ❶<br>R1200m  |
|                 | ❹ RNP<br>LNAV<br>ALS out             | <b>1180'</b> (416')<br>R1200m<br>R1500m | <b>1180'</b> (416')<br>R1200m<br>R1500m  | <b>1180'</b> (416')<br>R1200m<br>R1900m  | <b>1180'</b> (416')<br>R1200m<br>R1900m  |
|                 | ❺ VOR Z or X<br>with D2.7<br>ALS out | <b>1200'</b> (436')<br>R1300m<br>R1500m | <b>1200'</b> (436')<br>R1300m<br>R1500m  | <b>1200'</b> (436')<br>R1300m<br>R2000m  | <b>1200'</b> (436')<br>R1300m<br>R2000m  |
|                 | ❻ VOR Z or X<br>w/o D2.7<br>ALS out  | <b>1300'</b> (536')<br>R1500m<br>R1500m | <b>1300'</b> (536')<br>R1500m<br>R1500m  | <b>1300'</b> (536')<br>R1700m<br>R2400m  | <b>1300'</b> (536')<br>R1700m<br>R2400m  |
|                 | ❼ NDB Z<br>ALS out                   | <b>1300'</b> (536')<br>R1500m<br>R1500m | <b>1300'</b> (536')<br>R1500m<br>R1500m  | <b>1300'</b> (536')<br>R1700m<br>R2400m  | <b>1300'</b> (536')<br>R1700m<br>R2400m  |
|                 | NDB Y<br>ALS out                     | <b>1480'</b> (716')<br>R2800m<br>R3500m | <b>1480'</b> (716')<br>R2800m<br>R3500m  | <b>1480'</b> (716')<br>R3000m<br>R3700m  | <b>1480'</b> (716')<br>R3000m<br>R3700m  |

- ❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
- ❷ Missed apch climb gradient mim 3.0%.
- ❸ Missed apch climb gradient mim 2.5%.
- ❹ Continuous Descent Final Approach.

| CIRCLE-TO-LAND           | 100 KT              | 135 KT              | 180 KT              | 205 KT                |
|--------------------------|---------------------|---------------------|---------------------|-----------------------|
|                          | <b>1250'</b> (484') | <b>1360'</b> (594') | <b>1740'</b> (974') | <b>1760'</b> (994') ❺ |
| After ILS X 26L          | <b>1250'</b> (484') | <b>1270'</b> (504') | <b>1740'</b> (974') | <b>1760'</b> (994')   |
| After VOR or NDB Z 26L   | <b>1290'</b> (524') | <b>1360'</b> (594') | <b>1740'</b> (974') | <b>1760'</b> (994')   |
| After VOR or NDB Z 26R   | <b>1300'</b> (534') | <b>1360'</b> (594') | <b>1740'</b> (974') | <b>1760'</b> (994')   |
| After NDB Y 26L/R        | <b>1480'</b> (714') | <b>1480'</b> (714') | <b>1740'</b> (974') | <b>1760'</b> (994')   |
| After VOR or NDB Z 08L/R | <b>1490'</b> (724') | <b>1490'</b> (724') | <b>1740'</b> (974') | <b>1760'</b> (994')   |
| After NDB Y 08L/R        | <b>1640'</b> (874') | <b>1640'</b> (874') | <b>1740'</b> (974') | <b>1760'</b> (994')   |
|                          | V1500m ❻            | V1600m ❻            | V2400m ❻            | V3600m ❻              |

- ❺ ILS X 08L: NOT APPLICABLE.
- ❻ or higher minimums of preceding straight-in approach.

**TAKE-OFF**

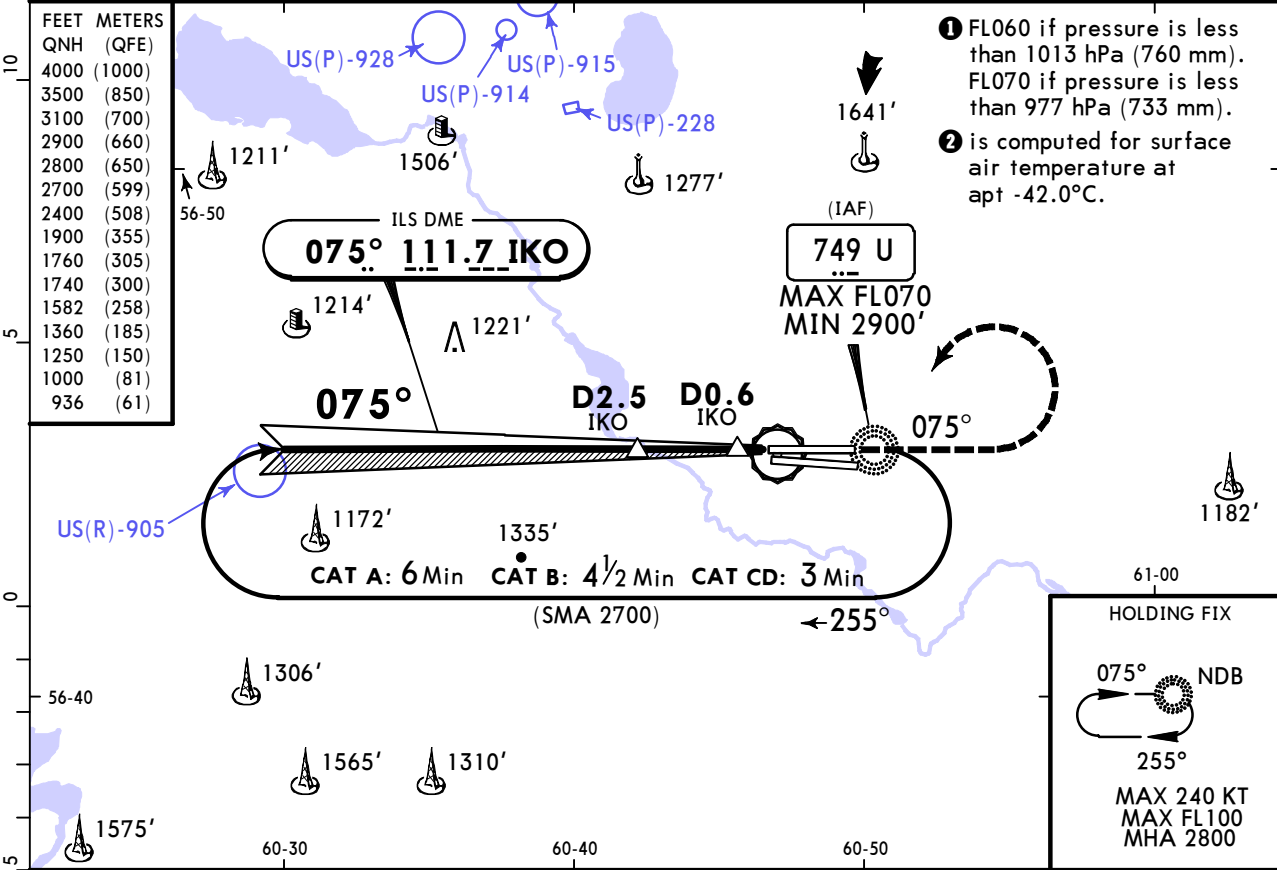
| HIRL & CL<br>(spacing 15m or less)<br>& relevant RVR |               | RL & CL & relevant RVR |               | RL & CL | RL & RCLM | RL or CL | RL or RCLM | RL or CL | Adequate Vis Ref |       |
|--|---------------|------------------------|---------------|---------|-----------|----------|------------|----------|------------------|-------|
|  |               |                        |               |         | DAY       | NIGHT    | DAY        | NIGHT    | DAY              | NIGHT |
| TDZ R125m  | TDZ R125m     | TDZ R150m              | TDZ R150m     | R200m   | R300m     |          | R/V400m    |          | R/V500m          | NA    |
| Mid R125m  | Mid R125m     | Mid R150m              | Mid R150m     |         | R300m     |          | R/V400m    |          |                  |       |
| Rollout R125m  | Rollout R125m | Rollout R150m          | Rollout R150m |         | R300m     |          | R/V400m    |          |                  |       |

**USSS/SVX  
KOLTSOVO**

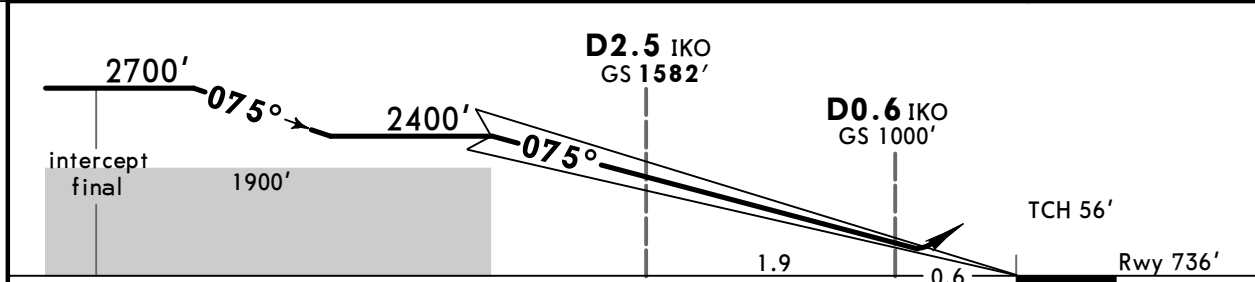
**JEPPESEN**  
4 JUL 25 **(11-1)** Eff 10 Jul

**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                       | 124.3                | 124.0                     | 119.0  |
|   | LOC<br>IKO<br><b>111.7</b> | Final<br>Apch Crs<br><b>075°</b> | D2.5 IKO<br><b>1582'</b> (846') |                      | DA(H)<br><b>936'</b> (200') |                      | Apt Elev 766'<br>Rwy 736' |        |
| <b>MISSED APCH: Climb STRAIGHT AHEAD (MAX 195 KT) to 1900' or above, then turn LEFT to NDB, climbing to 2900' or above, then according to chart or to the holding area.</b> |                            |                                  |                                 |                      |                             |                      |                           |        |
| Alt Set: hPa (mm on req)  |                            | Rwy Elev: 27 hPa                 |                                 | Trans level: FL050   |                             | Trans alt: 4000'     |                           |        |
| 1. RADAR required. 2. Racetrack restricted to CAT A: MAX 110 KT, CAT B: MAX 140 KT, CAT CD: 215 KT. 3. ILS DME reads zero at rwy 08L threshold.                             |                            |                                  |                                 |                      |                             |                      |                           |        |



- ① FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).
- ② is computed for surface air temperature at apt -42.0°C.



|               |       |     |     |     |     |     |                    |       |               |
|---------------|-------|-----|-----|-----|-----|-----|--------------------|-------|---------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | 1900' | 195 KT<br>MAX |
| Gs            | 3.00° | 372 | 478 | 531 | 637 | 849 |                    |       |               |

|          |                                    |        |                |                     |
|----------|------------------------------------|--------|----------------|---------------------|
| PANS OPS | <b>Std</b> STRAIGHT-IN LANDING ILS |        | CIRCLE-TO-LAND |                     |
|          | DA(H) <b>936'</b> (200')           |        | ALS out        |                     |
| A        |                                    |        | Max KT         |                     |
| B        | ALS out                            |        | 100            | MDA(H)              |
| C        | <b>1</b> R550m                     | R1200m | 135            | 1250' (484') V1500m |
| D        |                                    |        | 180            | 1360' (594') V1600m |
|          |                                    |        | 205            | 1740' (974') V2400m |
|          |                                    |        |                | 1760' (994') V3600m |

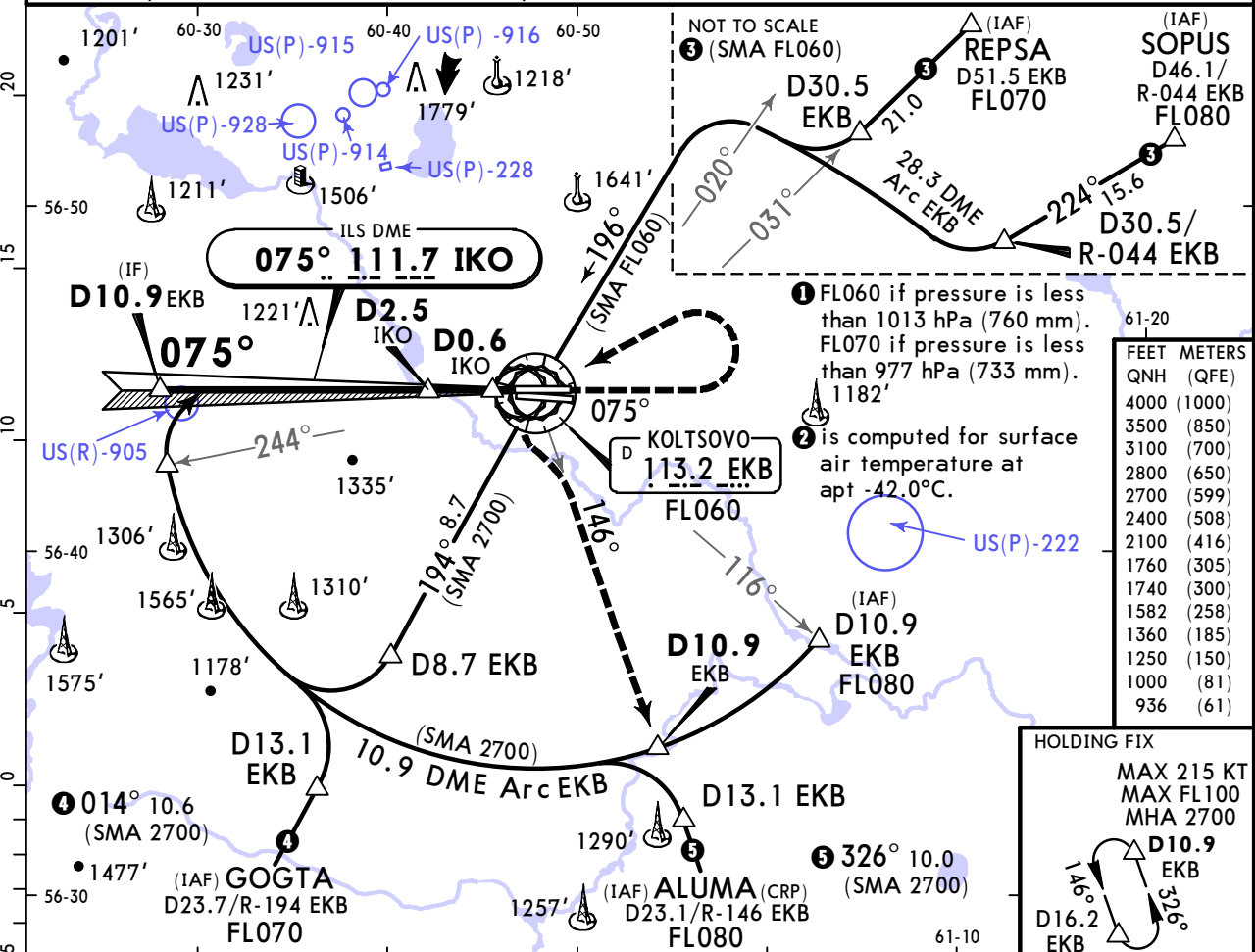
**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.

**USSS/SVX  
KOLTSOVO**

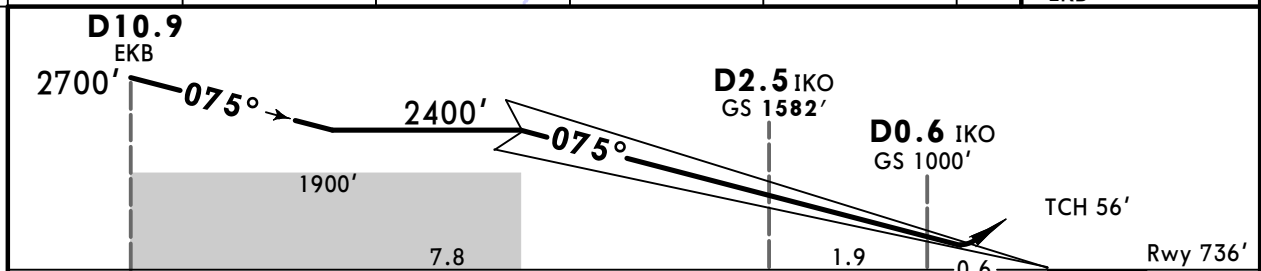
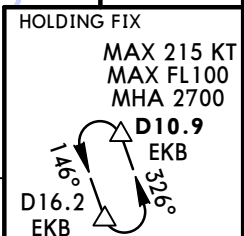
**JEPPESEN**  
4 JUL 25 **(11-2)** **EFF TO JUL**

**YEKATERINBURG, RUSSIA  
ILS Y Rwy 08L**

|  |                                  |   |  |  |  |  |  |                        |  |
|--|----------------------------------|---|--|--|--|--|--|------------------------|--|
| ATIS<br><b>127.8</b>   |                                  | KOLTSOVO Approach<br><b>125.9 124.0</b> |  | KOLTSOVO Radar (TWR)<br><b>118.7 124.0</b> |  | KOLTSOVO Start (TWR)<br><b>124.3 124.0</b> |  | Ground<br><b>119.0</b> |  |
| LOC<br>IKO<br><b>111.7</b>   | Final<br>Apch Crs<br><b>075°</b> | D2.5 IKO<br><b>1582'</b> (846')         |  | DA(H)<br><b>936'</b> (200')                |  | Apt Elev 766'<br>Rwy 736'                  |  | <p>MSA ARP ②</p>       |  |
| <p><b>MISSED APCH:</b> Climb STRAIGHT AHEAD (MAX 190 KT) to 2100' or above, then turn LEFT (MAX 215 KT) to VOR, climbing to 2700' or above, then proceed on R-146 EKB to D10.9 EKB then according to chart or to the holding area.</p> |                                  |   |  |  |  |  |  |                        |  |
| Alt Set: hPa (mm on req)   |                                  | Rwy Elev: 27 hPa                        |  | Trans level: FL050 ①                       |  | Trans alt: 4000'                           |  |                        |  |
| 1. DME required. 2. ILS DME reads zero at rwy 08L threshold.   |                                  |   |  |  |  |  |  |                        |  |



| FEET | METERS |
|------|--------|
| 4000 | (1000) |
| 3500 | (850)  |
| 3100 | (700)  |
| 2800 | (650)  |
| 2700 | (599)  |
| 2400 | (508)  |
| 2100 | (416)  |
| 1760 | (305)  |
| 1740 | (300)  |
| 1582 | (258)  |
| 1360 | (185)  |
| 1250 | (150)  |
| 1000 | (81)   |
| 936  | (61)   |



|               |       |     |     |     |     |     |                    |       |               |
|---------------|-------|-----|-----|-----|-----|-----|--------------------|-------|---------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | 2100' | 190 KT<br>MAX |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                    |       |               |

| PANS OPS | STRAIGHT-IN LANDING ILS |                   | CIRCLE-TO-LAND |              |
|----------|-------------------------|-------------------|----------------|--------------|
|          | ALS out                 | DA(H) 936' (200') | ALS out        | MDA(H)       |
| A        |                         |                   |                | 1250' (484') |
| B        |                         |                   |                | 1360' (594') |
| C        |                         |                   |                | 1740' (974') |
| D        |                         |                   |                | 1760' (994') |

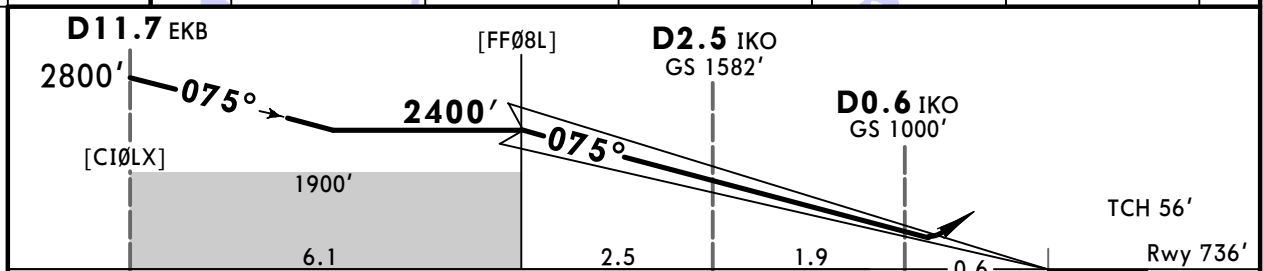
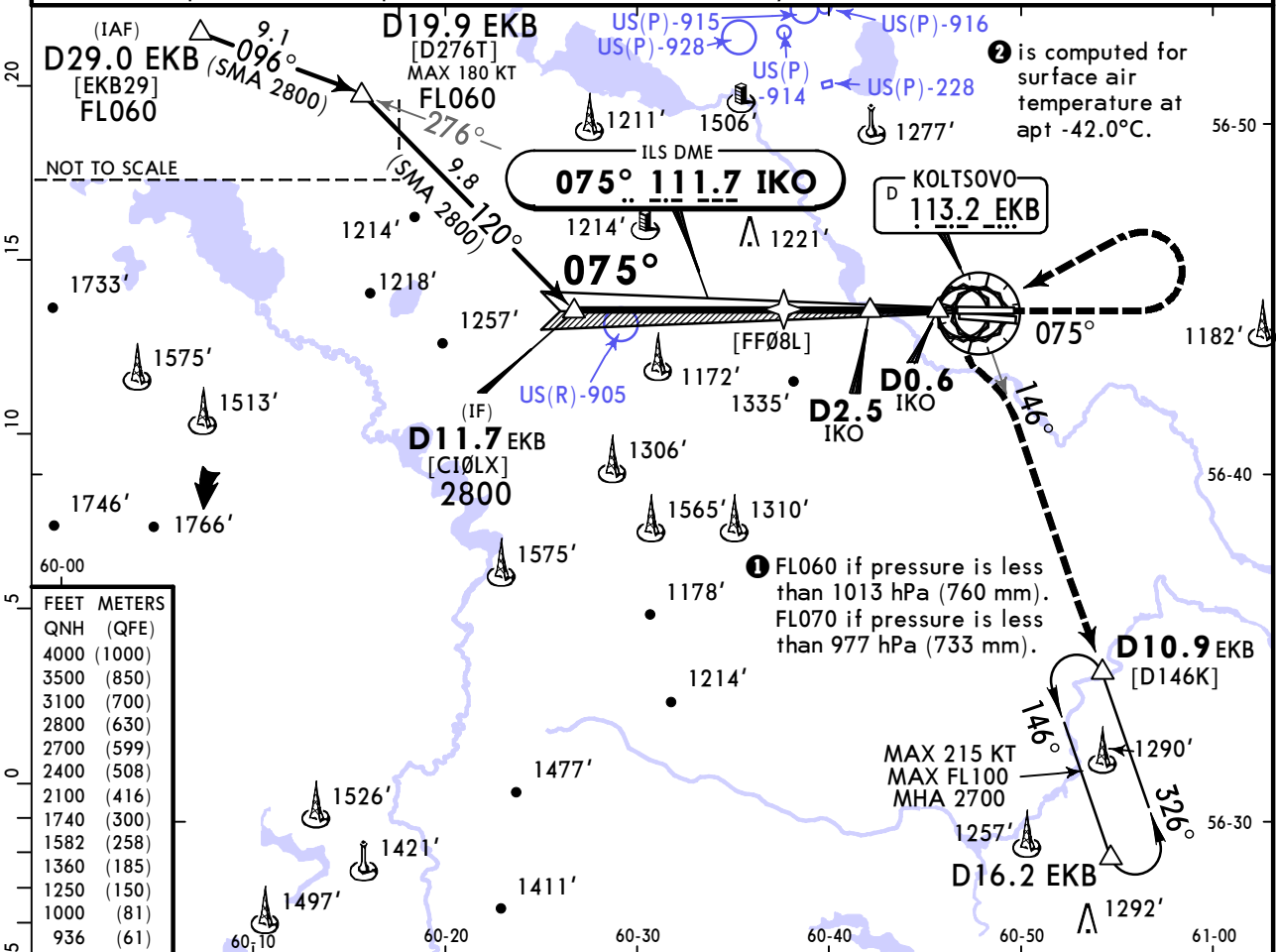
① R750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: Note, boundaries. © JEPPESEN, 2000, 2025. ALL RIGHTS RESERVED.

**USSS/SVX  
KOLTSOVO**

**JEPPESSEN** 4 JUL 25  
Eff TO Jul **(11-3)** CAT A, B & C

**YEKATERINBURG, RUSSIA  
ILS X Rwy 08L**

|  |                                  |   |                  |  |  |  |  |                        |                  |  |
|--|----------------------------------|---|------------------|--|--|--|--|------------------------|------------------|--|
| ATIS<br><b>127.8</b>   |                                  | KOLTSOVO Approach<br><b>125.9 124.0</b> |                  | KOLTSOVO Radar (TWR)<br><b>118.7 124.0</b> |  | KOLTSOVO Start (TWR)<br><b>124.3 124.0</b> |  | Ground<br><b>119.0</b> |                  |  |
| LOC<br>IKO<br><b>111.7</b>   | Final<br>Apch Crs<br><b>075°</b> | [FF08L]<br><b>2400'</b> (1664')         |                  | DA(H)<br><b>936'</b> (200')                |  | Apt Elev 766'<br>Rwy 736'                  |  | <p>MSA ARP ②</p>       |                  |  |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD (MAX 190 KT) to 2100' or above, then turn LEFT (MAX 215 KT) to VOR, climbing to 2700' or above, then proceed on R-146 EKB to D10.9 EKB, then according to chart or to the holding area. |                                  |   |                  |  |  |  |  |                        |                  |  |
| Alt Set: hPa (mm on req)   |                                  |   | Rwy Elev: 27 hPa |  |  | Trans level: FL050 ①                       |  |                        | Trans alt: 4000' |  |
| 1. RADAR required. 2. DME required. 3. ILS DME reads zero at rwy 08L threshold.  |                                  |   |                  |  |  |  |  |                        |                  |  |



|               |       |     |     |     |     |     |                    |       |               |
|---------------|-------|-----|-----|-----|-----|-----|--------------------|-------|---------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | 2100' | 190 KT<br>MAX |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 849 |                    |       |               |

|          |                                    |         |                |                |        |
|----------|------------------------------------|---------|----------------|----------------|--------|
| PANS OPS | <b>Std</b> STRAIGHT-IN LANDING ILS |         | CIRCLE-TO-LAND |                |        |
|          | DA(H) <b>936'</b> (200')           |         | ALS out        |                |        |
|          | A                                  | ① R550m | Max KT         |                |        |
|          | B                                  |         | R1200m         | MDA(H)         |        |
| C        |                                    |         | 1250' (484')   | V1500m         |        |
| D        | NOT APPLICABLE                     |         | 135            | 1360' (594')   | V1600m |
|          |                                    |         | 180            | 1740' (974')   | V2400m |
|          |                                    |         | D              | NOT APPLICABLE |        |

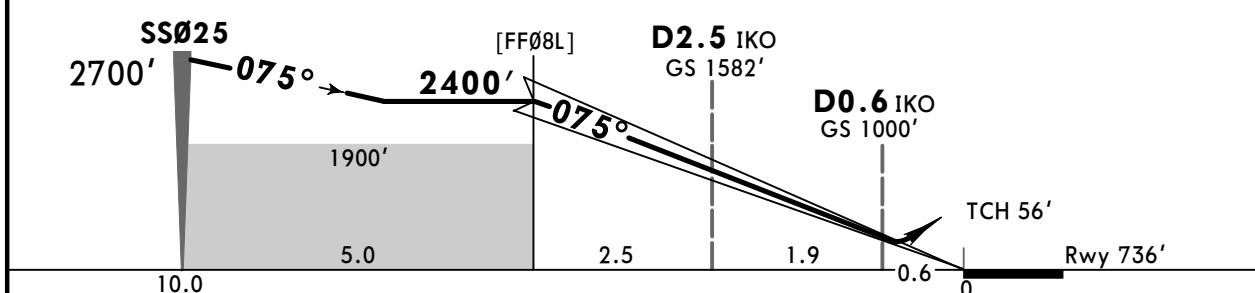
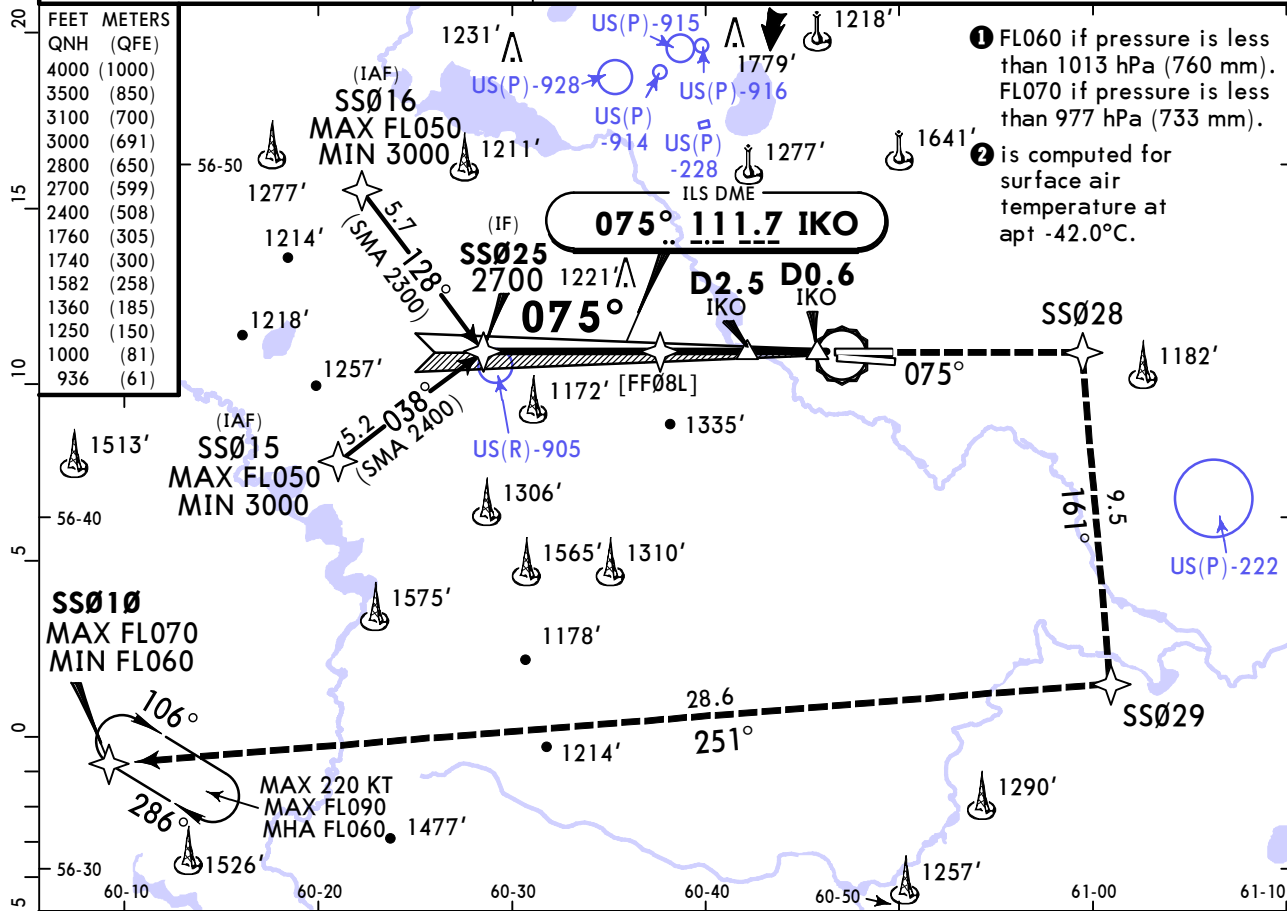
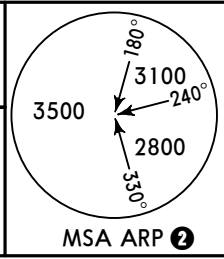
① R750m when a Flight Director or Autopilot or HUD to DA is not used.

**USSS/SVX  
KOLTSOVO**

**JEPPESSEN**  
4 JUL 25 **11-4** Eff 10 Jul

**YEKATERINBURG, RUSSIA  
ILS W Rwy 08L**

|  |                                  |   |   |  |  |  |  |                        |
|--|----------------------------------|---|---|--|--|--|--|------------------------|
| ATIS<br><b>127.8</b>   |                                  | KOLTSOVO Approach<br><b>125.9 124.0</b> |   | KOLTSOVO Radar (TWR)<br><b>118.7 124.0</b> |  | KOLTSOVO Start (TWR)<br><b>124.3 124.0</b> |  | Ground<br><b>119.0</b> |
| LOC<br>IKO<br><b>111.7</b>   | Final<br>Apch Crs<br><b>075°</b> | [FF08L]<br><b>2400'</b> (1664')         |   | DA(H)<br><b>936'</b> (200')                |  | Apt Elev 766'<br>Rwy 736'                  |  |                        |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to SS028 (MAX 230 KT), then turn RIGHT to SS029 (MAX 230 KT), then turn RIGHT to SS010 climbing to FL060 (MAX FL070), then according to chart or to the holding area.</b> |                                  |   |   |  |  |  |  |                        |
| Alt Set: hPa (mm on req)   |                                  | Rwy Elev: 27 hPa                        |   | Trans level: FL050 ①                       |  | Trans alt: 4000'                           |  |                        |
| RNAV 1 for initial and missed approach.  |                                  |   | 1. GNSS required. 2. ILS DME reads zero at rwy 08L threshold. |  |  |  |  |                        |



|               |       |     |     |     |     |     |                |                      |                   |
|---------------|-------|-----|-----|-----|-----|-----|----------------|----------------------|-------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br> | <b>230 KT</b><br>MAX | <b>SS028</b><br>↑ |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                |                      |                   |

|          |                                    |        |                |                     |                     |
|----------|------------------------------------|--------|----------------|---------------------|---------------------|
| PANS OPS | <b>Std</b> STRAIGHT-IN LANDING ILS |        | CIRCLE-TO-LAND |                     |                     |
|          | DA(H) <b>936'</b> (200')           |        | ALS out        |                     |                     |
|          | A                                  | R550m  | R1200m         | Max                 | MDA(H)              |
|          |                                    |        |                | 100                 | 1250' (484') V1500m |
| B        | R550m                              | R1200m | 135            | 1360' (594') V1600m |                     |
| C        |                                    |        | 180            | 1740' (974') V2400m |                     |
| D        |                                    |        | 205            | 1760' (994') V3600m |                     |

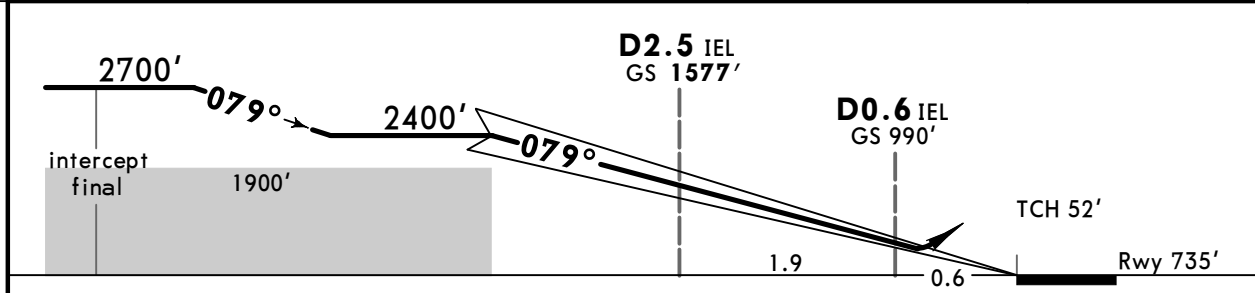
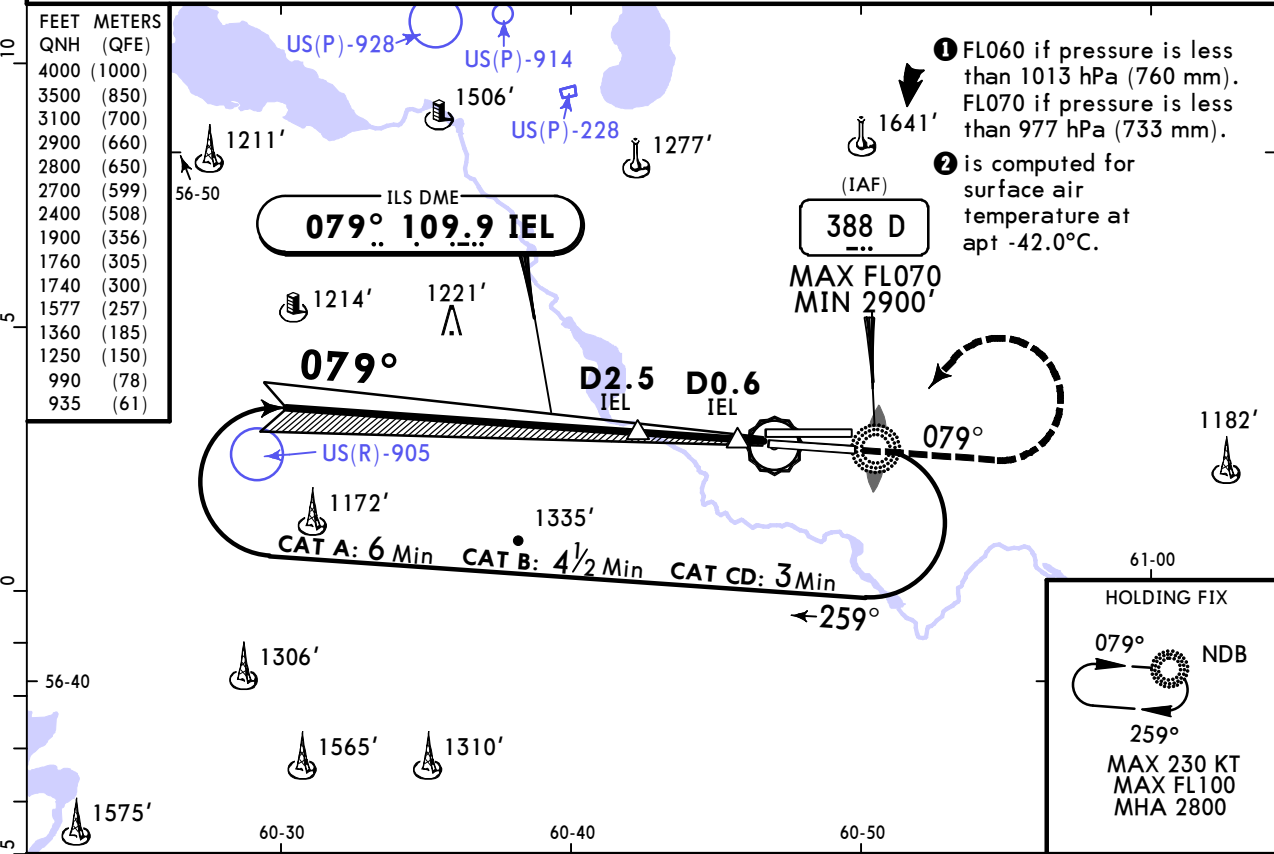
① R750m when a Flight Director or Autopilot or HUD to DA is not used.

**USSS/SVX  
KOLTSOVO**

**JEPPESEN**  
4 JUL 25 **(11-5)** Eff 10 Jul

**YEKATERINBURG, RUSSIA  
ILS Z Rwy 08R**

|  |                               |   |  |  |  |  |  |                        |
|--|-------------------------------|---|--|--|--|--|--|------------------------|
| ATIS<br><b>127.8</b>   |                               | KOLTSOVO Approach<br><b>125.9 124.0</b> |  | KOLTSOVO Radar (TWR)<br><b>118.7 124.0</b> |  | KOLTSOVO Start (TWR)<br><b>124.3 124.0</b> |  | Ground<br><b>119.0</b> |
| LOC IEL<br><b>109.9</b>  | Final Apch Crs<br><b>079°</b> | D2.5 IEL<br><b>1577' (842')</b>         |  | DA(H)<br><b>935' (200')</b>                |  | Apt Elev 766'<br>Rwy 735'                  |  |                        |
| <b>MISSED APCH: Climb STRAIGHT AHEAD (MAX 210 KT) to 1900', then turn LEFT to NDB, climbing to 2900' or above, then according to chart or to the holding area.</b> |                               |   |  |  |  |  |  |                        |
| Alt Set: hPa (mm on req)   |                               | Rwy Elev: 27 hPa                        |  | Trans level: FL050 <b>1</b>                |  | Trans alt: 4000'                           |  |                        |
| <b>1. RADAR required. 2. Racetrack restricted to CAT A: MAX 110 KT, CAT B: MAX 140 KT, CAT CD: MAX 215 KT. 3. ILS DME reads zero at rwy 08R threshold.</b>         |                               |   |  |  |  |  |  |                        |



|               |       |     |     |     |     |     |                    |       |               |
|---------------|-------|-----|-----|-----|-----|-----|--------------------|-------|---------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | 1900' | 210 KT<br>MAX |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                    |       |               |

|          |                                    |                |                     |                     |
|----------|------------------------------------|----------------|---------------------|---------------------|
| PANS OPS | <b>Std</b> STRAIGHT-IN LANDING ILS |                | CIRCLE-TO-LAND      |                     |
|          | DA(H) <b>935' (200')</b>           |                | ALS out             |                     |
|          | ALS out                            |                | Max KT              | MDA(H)              |
|          | A                                  |                | 100                 | 1250' (484') V1500m |
|          | B                                  | <b>1</b> R550m | 135                 | 1360' (594') V1600m |
| C        |                                    | 180            | 1740' (974') V2400m |                     |
| D        |                                    | 205            | 1760' (994') V3600m |                     |

**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.

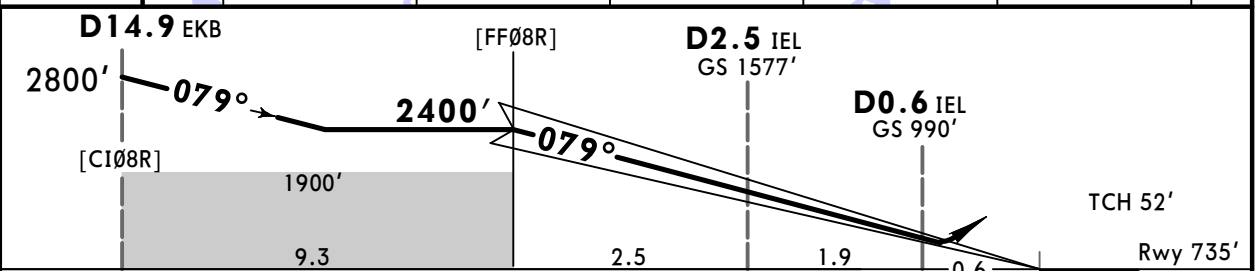
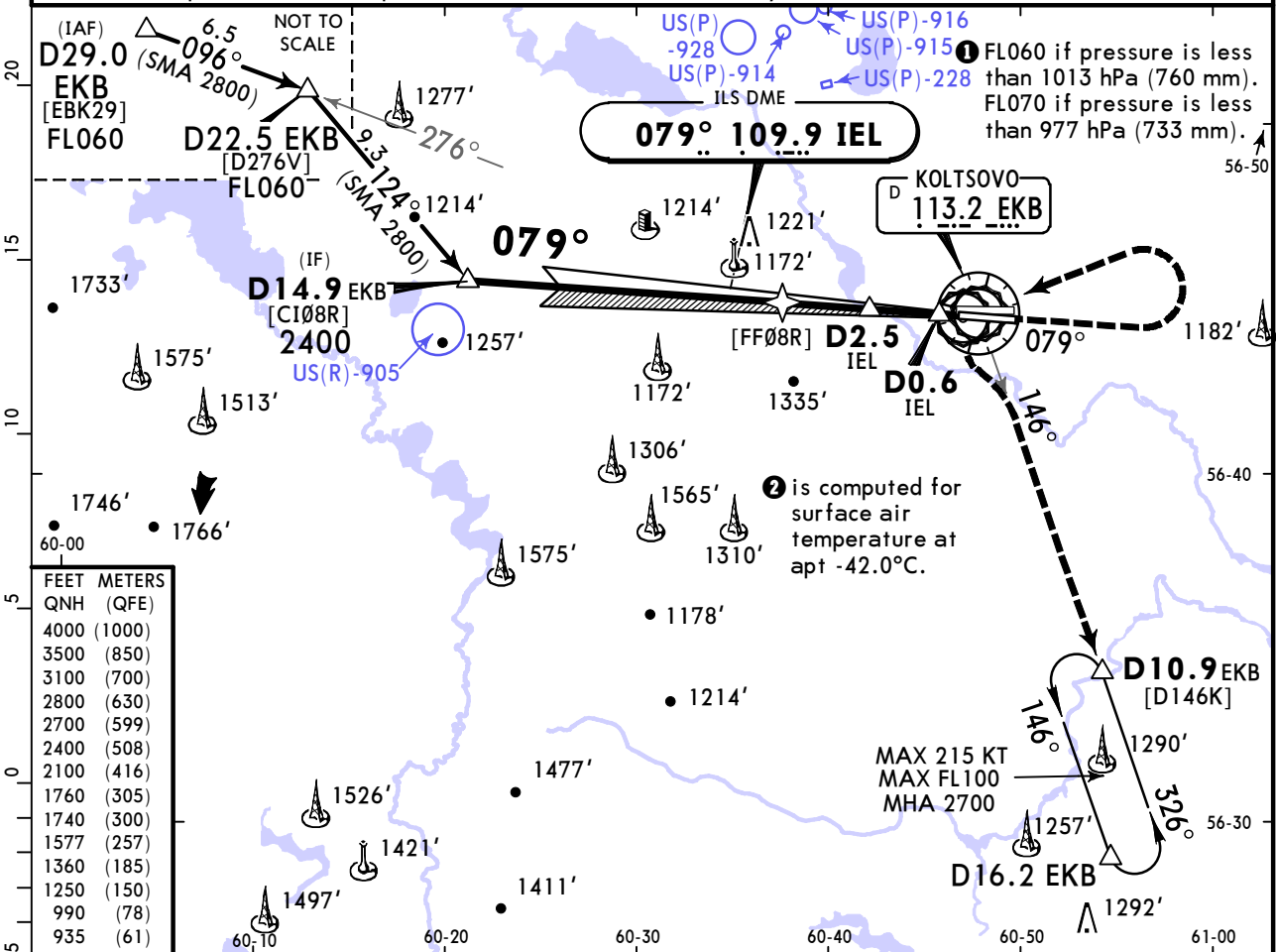


**USSS/SVX  
KOLTSOVO**

**JEPPESEN** 4 JUL 25 **(11-7)** **EFF TO JUL**

**YEKATERINBURG, RUSSIA  
ILS X Rwy 08R**

|   |                     |   |                                 |  |                         |  |  |                        |  |
|---|---------------------|---|---------------------------------|--|-------------------------|--|--|------------------------|--|
| ATIS<br><b>127.8</b>  |                     | KOLTSOVO Approach<br><b>125.9 124.0</b> |                                 | KOLTSOVO Radar (TWR)<br><b>118.7 124.0</b> |                         | KOLTSOVO Start (TWR)<br><b>124.3 124.0</b> |  | Ground<br><b>119.0</b> |  |
| LOC<br><b>109.9</b>   | IEL<br><b>109.9</b> | Final<br>Apch Crs<br><b>079°</b>        | [FF08R]<br><b>2400'</b> (1665') | DA(H)<br><b>935'</b> (200')                | Apt Elev<br><b>766'</b> | Rwy<br><b>735'</b>                         |  |                        |  |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 2100' or above (MAX 205 KT), then turn LEFT to VOR (MAX 215 KT), climbing to 2700' or above, then proceed on R-146 EKB to D10.9 EKB, then according to chart or the holding area. |                     |   |                                 |  |                         |  |  | <b>MSA ARP</b>         |  |
| Alt Set: hPa (mm on req)  |                     | Rwy Elev: 27 hPa                        |                                 | Trans level: FL050                         |                         | Trans alt: 4000'                           |  |                        |  |
| <b>1. RADAR required. 2. DME required. 3. ILS DME reads zero at rwy 08R threshold.</b>  |                     |   |                                 |  |                         |  |  |                        |  |



|               |       |     |     |     |     |     |                    |       |               |
|---------------|-------|-----|-----|-----|-----|-----|--------------------|-------|---------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | 2100' | 205 KT<br>MAX |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 849 |                    |       |               |

|          |                                    |       |                |                     |                     |
|----------|------------------------------------|-------|----------------|---------------------|---------------------|
| PANS OPS | <b>Std</b> STRAIGHT-IN LANDING ILS |       | CIRCLE-TO-LAND |                     |                     |
|          | DA(H) <b>935'</b> (200')           |       | ALS out        |                     |                     |
|          | A                                  | R550m | R1200m         | Max KT              | MDA(H)              |
|          |                                    |       |                | 100                 | 1250' (484') V1500m |
|          |                                    |       |                | 135                 | 1360' (594') V1600m |
| 180      |                                    |       |                | 1740' (974') V2400m |                     |
| D        |                                    |       | 205            | 1760' (994') V3600m |                     |

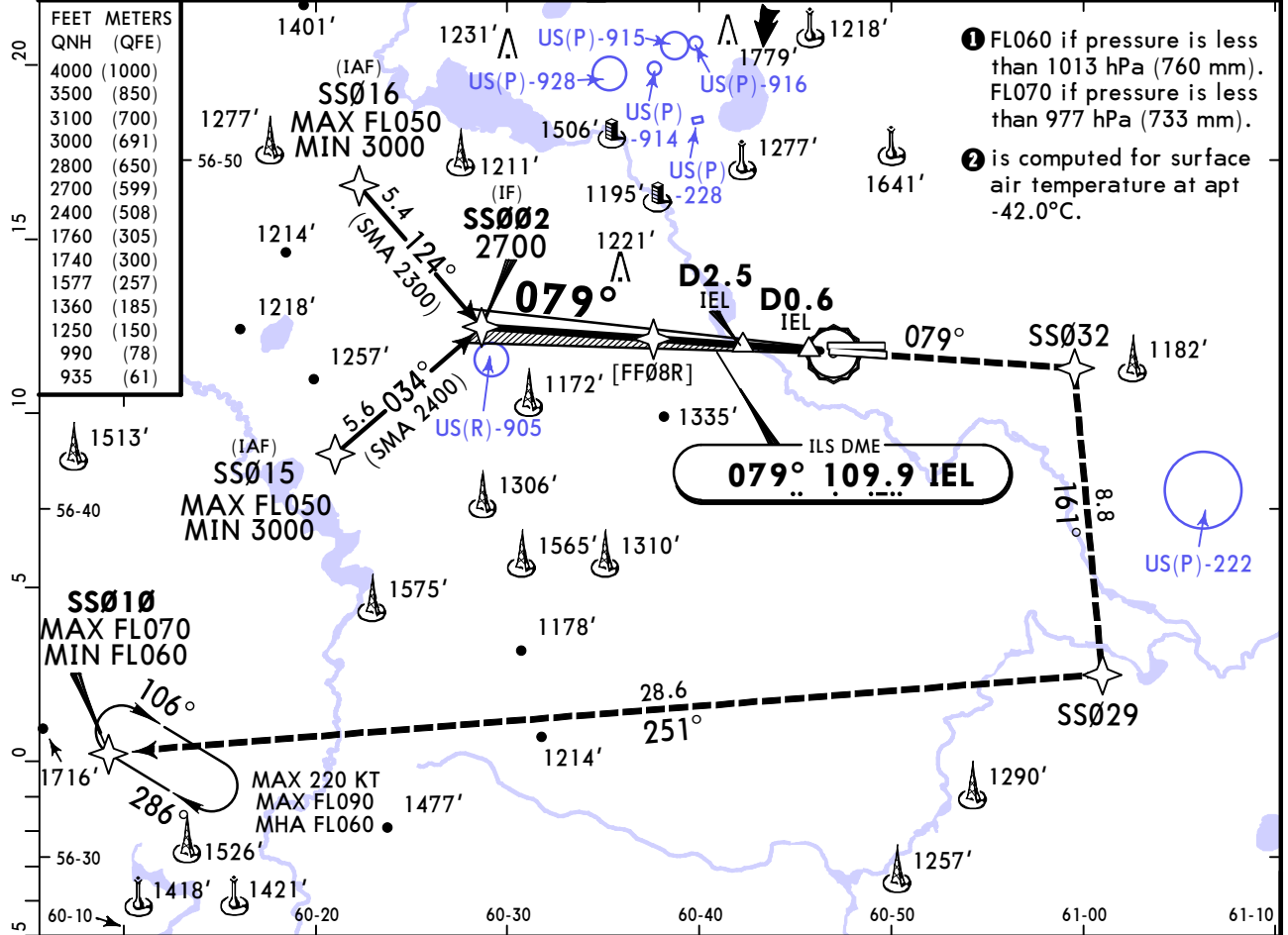
**R750m** when a Flight Director or Autopilot or HUD to DA is not used.

**USSS/SVX  
KOLTSOVO**

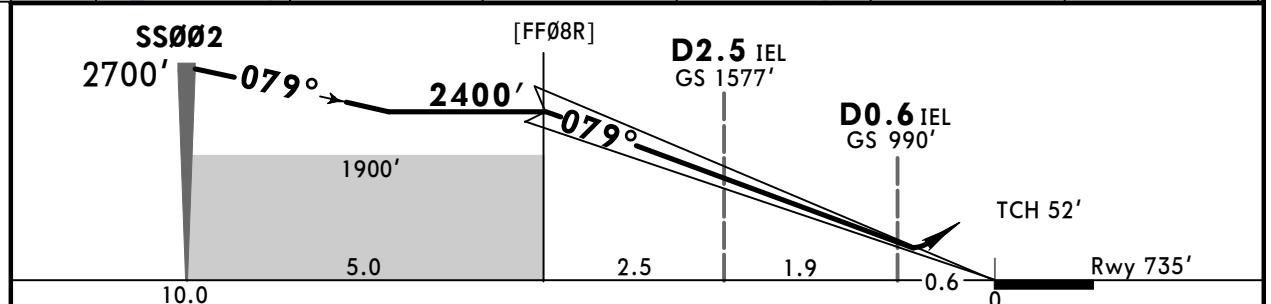
**JEPPESSEN**  
4 JUL 25 **(11-8)** Eff 10 Jul

**YEKATERINBURG, RUSSIA  
ILS W Rwy 08R**

|   |                                  |   |   |  |  |  |  |                        |  |
|---|----------------------------------|---|---|--|--|--|--|------------------------|--|
| ATIS<br><b>127.8</b>  |                                  | KOLTSOVO Approach<br><b>125.9 124.0</b> |   | KOLTSOVO Radar (TWR)<br><b>118.7 124.0</b> |  | KOLTSOVO Start (TWR)<br><b>124.3 124.0</b> |  | Ground<br><b>119.0</b> |  |
| LOC<br>IEL<br><b>109.9</b>  | Final<br>Apch Crs<br><b>079°</b> | [FF08R]<br><b>2400'</b> (1665')         |   | DA(H)<br><b>935'</b> (200')                |  | Apt Elev 766'<br>Rwy 735'                  |  |                        |  |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to SS032 (MAX 230 KT), then turn RIGHT to SS029 (MAX 230 KT), then turn RIGHT to SS010 climbing to FL060 (MAX FL070), then according to chart, or to the holding area.</b> |                                  |   |   |  |  |  |  |                        |  |
| Alt Set: hPa  |                                  | Rwy Elev: 27 hPa                        |   | Trans level: FL050 ①                       |  | Trans alt: 4000'                           |  |                        |  |
| RNAV 1 for initial and missed approach.   |                                  |   | 1. GNSS required. 2. ILS DME reads zero at rwy 08R threshold. |  |  |  |  |                        |  |



- ① FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).
- ② is computed for surface air temperature at apt -42.0°C.



|               |       |     |     |     |     |     |                    |                      |                   |
|---------------|-------|-----|-----|-----|-----|-----|--------------------|----------------------|-------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | <b>230 KT</b><br>MAX | <b>SS032</b><br>↑ |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 849 |                    |                      |                   |

|                 |                                |                |                |                     |
|-----------------|--------------------------------|----------------|----------------|---------------------|
| <b>PANS OPS</b> | <b>Std</b> STRAIGHT-IN LANDING |                | CIRCLE-TO-LAND |                     |
|                 | ILS                            |                |                |                     |
|                 | DA(H) <b>935'</b> (200')       |                |                |                     |
|                 | ALS out                        |                | Max KT         |                     |
|                 | A                              | <b>① R550m</b> | R1200m         | 100                 |
| B               |                                |                | 135            | 1360' (594') V1600m |
| C               |                                |                | 180            | 1740' (974') V2400m |
| D               |                                |                | 205            | 1760' (994') V3600m |

① R750m when a Flight Director or Autopilot or HUD to DA is not used.  
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**USSS/SVX  
KOLTSOVO**

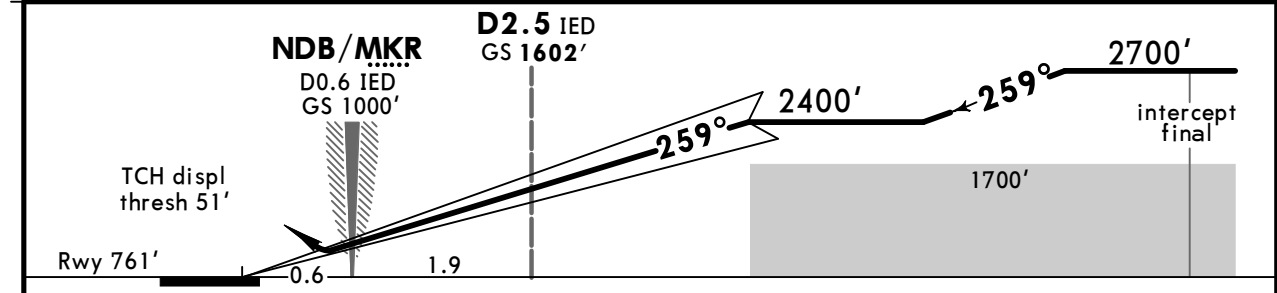
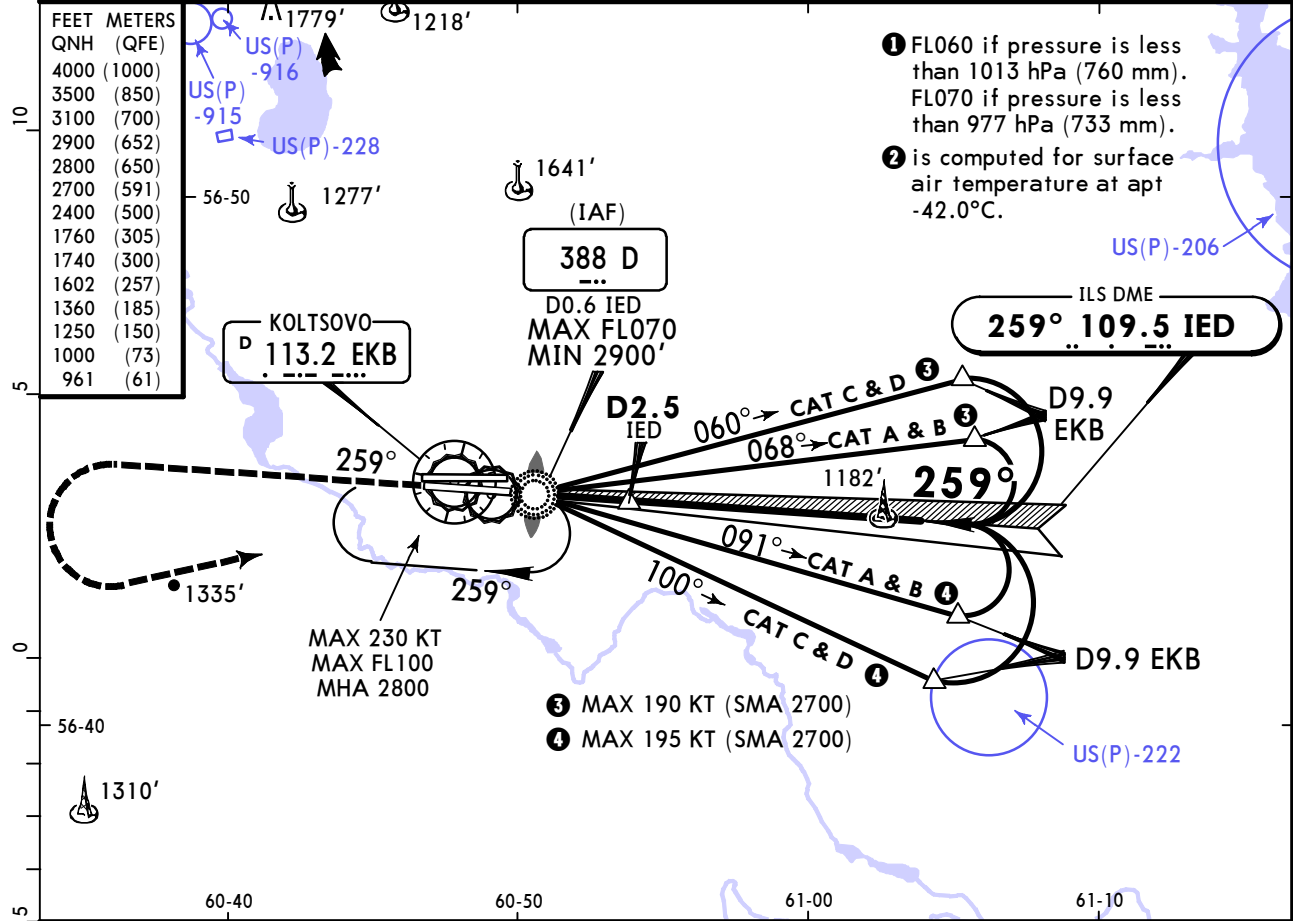


**YEKATERINBURG, RUSSIA**

4 JUL 25 **(11-9) Eff 10 Jul**

**ILS Z Rwy 26L**

|  |                                  |   |  |  |  |  |  |                        |  |
|--|----------------------------------|---|--|--|--|--|--|------------------------|--|
| ATIS<br><b>127.8</b>   |                                  | KOLTSOVO Approach<br><b>125.9 124.0</b> |  | KOLTSOVO Radar (TWR)<br><b>118.7 124.0</b> |  | KOLTSOVO Start (TWR)<br><b>124.3 124.0</b> |  | Ground<br><b>119.0</b> |  |
| LOC<br>IED<br><b>109.5</b>   | Final<br>Apch Crs<br><b>259°</b> | D2.5 IED<br><b>1602'</b> (841')         |  | DA(H)<br><b>961'</b> (200')                |  | Apt Elev 766'<br>Rwy 761'                  |  |                        |  |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to 2700' or above, then turn LEFT (MAX 215 KT) to NDB climbing to 2900' or above, then according to chart or to the holding area.</b> |                                  |   |  |  |  |  |  | MSA ARP <b>2</b>       |  |
| Alt Set: hPa (mm on req)   |                                  | Rwy Elev: 28 hPa                        |  | Trans level: FL050 <b>1</b>                |  | Trans alt: 4000'                           |  |                        |  |
| 1. DME required. 2. ILS DME reads zero at rwy 26L displaced threshold.   |                                  |   |  |  |  |  |  |                        |  |



|               |       |     |     |     |     |     |                     |              |                      |
|---------------|-------|-----|-----|-----|-----|-----|---------------------|--------------|----------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT II<br>PAPT | <b>2700'</b> | <b>215 KT</b><br>MAX |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 849 |                     |              |                      |

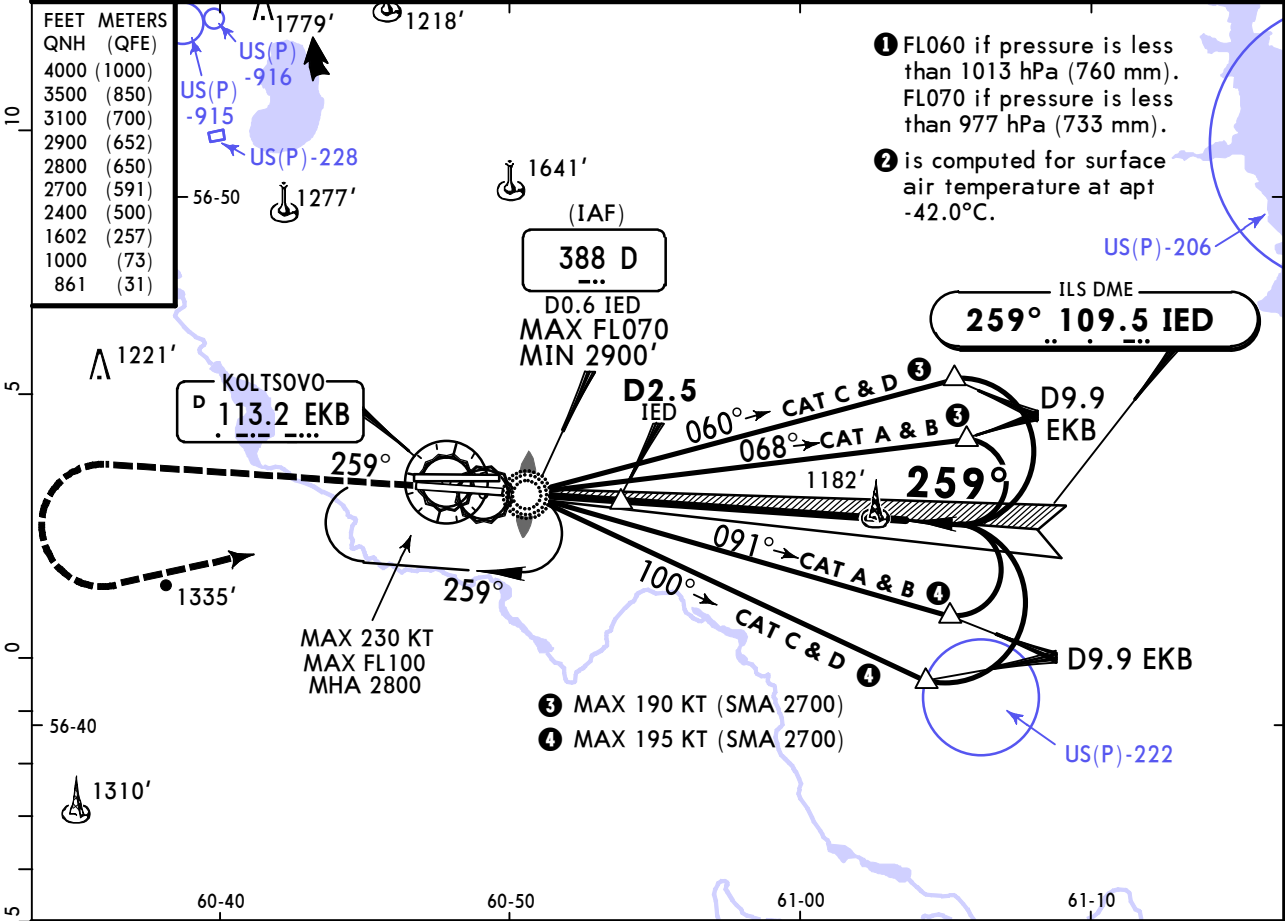
|                 |                                |                |           |                |  |        |
|-----------------|--------------------------------|----------------|-----------|----------------|--|--------|
| <b>PANS OPS</b> | <b>Std</b> STRAIGHT-IN LANDING |                |           | CIRCLE-TO-LAND |  |        |
|                 | ILS                            |                |           |                |  |        |
|                 | DA(H) <b>961'</b> (200')       |                |           |                |  |        |
|                 |                                | TDZ or CL out  |           | ALS out        |  |        |
|                 | A                              |                |           |                |  |        |
| B               |                                |                |           |                |  |        |
| C               | R550m                          | <b>1</b> R550m | R1200m    |                |  |        |
| D               |                                |                |           |                |  |        |
|                 |                                |                | Max<br>KT | MDA(H)         |  |        |
|                 |                                |                | 100       | 1250' (484')   |  | V1500m |
|                 |                                |                | 135       | 1360' (594')   |  | V1600m |
|                 |                                |                | 180       | 1740' (974')   |  | V2400m |
|                 |                                |                | 205       | 1760' (994')   |  | V3600m |

**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.  
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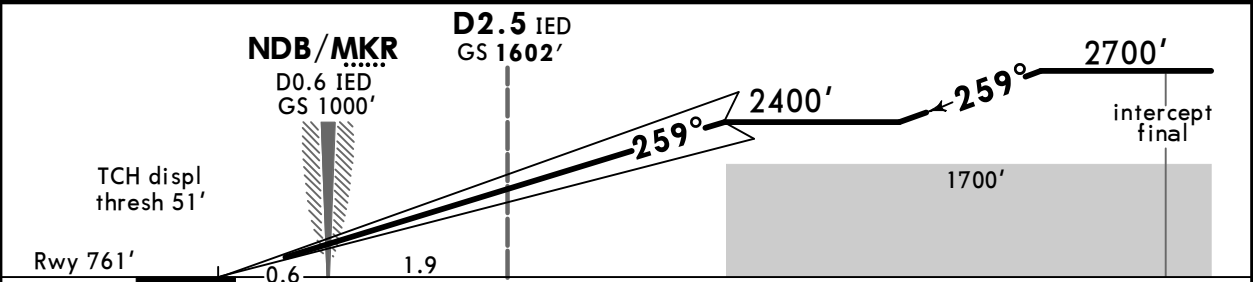
# USSS/SVX KOLTSOVO

**JEPPESEN** YEKATERINBURG, RUSSIA  
4 JUL 25 **11-9A** Eff 10 Jul **CAT II ILS Z Rwy 26L**

|  |                                  |                                  |                  |  |  |                                     |  |                 |                  |  |
|--|----------------------------------|----------------------------------|------------------|--|--|-------------------------------------|--|-----------------|------------------|--|
| ATIS<br>127.8  |                                  | KOLTSOVO Approach<br>125.9 124.0 |                  | KOLTSOVO Radar (TWR)<br>118.7 124.0                        |  | KOLTSOVO Start (TWR)<br>124.3 124.0 |  | Ground<br>119.0 |                  |  |
| LOC<br>IED<br><b>109.5</b>   | Final<br>Apch Crs<br><b>259°</b> | D2.5 IED<br><b>1602'</b> (841')  |                  | CAT II ILS<br><b>RA 98'</b><br>DA(H)<br><b>861'</b> (100') |  | Apt Elev 766'<br>Rwy 761'           |  |                 |                  |  |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to 2700' or above, then turn LEFT (MAX 215 KT) to NDB climbing to 2900' or above, then according to chart or to the holding area.</b> |                                  |                                  |                  |  |  |                                     |  | MSA ARP ②       |                  |  |
| Alt Set: hPa (mm on req)   |                                  |                                  | Rwy Elev: 28 hPa |  |  | Trans level: FL050 ①                |  |                 | Trans alt: 4000' |  |
| 1. DME required. 2. ILS DME reads zero at rwy 26L displaced threshold.   |                                  |                                  |                  |  |  |                                     |  |                 |                  |  |



- ① FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).
- ② is computed for surface air temperature at apt -42.0°C.



|               |       |     |     |     |     |     |                     |       |               |
|---------------|-------|-----|-----|-----|-----|-----|---------------------|-------|---------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT II<br>PAPT | 2700' | 215 KT<br>MAX |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 849 |                     |       |               |

**Std** STRAIGHT-IN LANDING  
CAT II ILS  
**RA 98'**  
DA(H) **861'** (100')

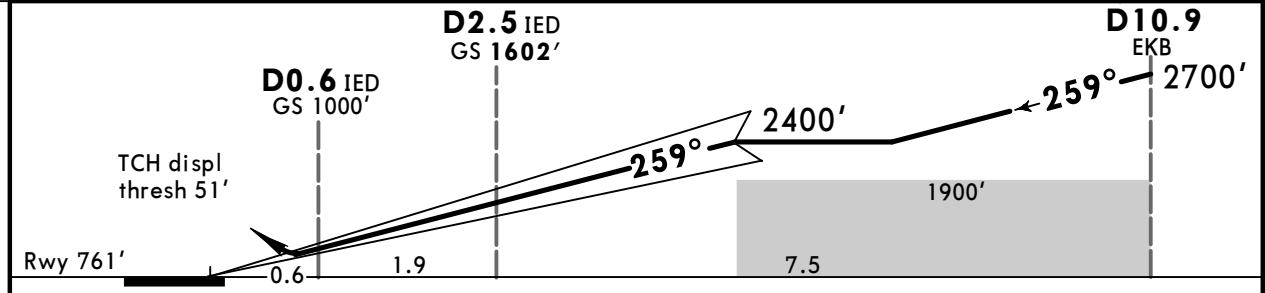
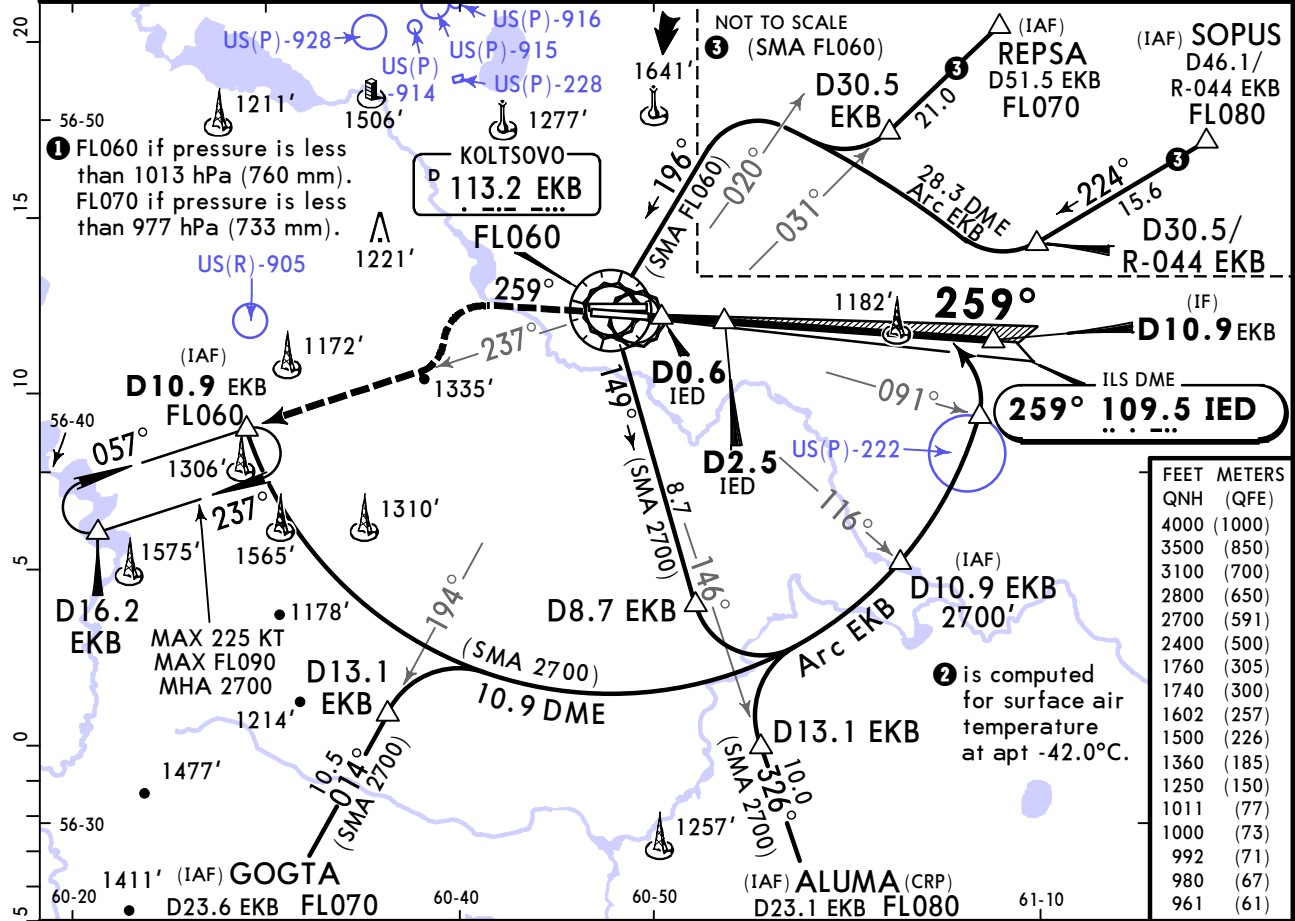
① R300m  
① CAT D without autoland: R350m.

PANS OPS

# USSS/SVX KOLTSOVO

# JEPPESEN YEKATERINBURG, RUSSIA 4 JUL 25 (11-10) Eff 10 Jul ILS X Rwy 26L

|  |                               |                                  |  |                                     |  |                                     |  |                 |           |
|--|-------------------------------|----------------------------------|--|-------------------------------------|--|-------------------------------------|--|-----------------|-----------|
| ATIS<br>127.8  |                               | KOLTSOVO Approach<br>125.9 124.0 |  | KOLTSOVO Radar (TWR)<br>118.7 124.0 |  | KOLTSOVO Start (TWR)<br>124.3 124.0 |  | Ground<br>119.0 |           |
| LOC IED<br><b>109.5</b>  | Final Apch Crs<br><b>259°</b> | D2.5 IED<br><b>1602'</b> (841')  |  | DA(H)<br>Refer to Minimums          |  | Apt Elev 766'<br>Rwy 761'           |  |                 |           |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 1500' or above, then turn LEFT to intercept R-237 EKB and proceed to D10.9 EKB climbing to 2700' or above, then according to chart or to the holding area. |                               |                                  |  |                                     |  |                                     |  |                 | MSA ARP ② |
| Alt Set: hPa (mm on req)   |                               | Rwy Elev: 28 hPa                 |  | Trans level: FL050 ①                |  | Trans alt: 4000'                    |  |                 |           |
| 1. DME required. 2. ILS DME reads zero at rwy 26L displaced threshold.   |                               |                                  |  |                                     |  |                                     |  |                 |           |



|               |       |     |     |     |     |     |                     |            |
|---------------|-------|-----|-----|-----|-----|-----|---------------------|------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT II<br>PAPI | 1500'<br>↑ |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 849 |                     |            |

| PANS OPS | Std STRAIGHT-IN LANDING ILS |         |             |               |         | CIRCLE-TO-LAND |              |        |
|----------|-----------------------------|---------|-------------|---------------|---------|----------------|--------------|--------|
|          | TDZ or CL out               | ALS out | DA(H)       | TDZ or CL out | ALS out | Max KT         | MDA(H)       |        |
| A        |                             |         | 961' (200') |               |         | 100            | 1250' (484') | V1500m |
| B        | R550m ①                     | R550m   |             | R550m ①       | R550m   | 135            | 1360' (594') | V1600m |
| C        |                             | R1200m  |             |               |         | 180            | 1740' (974') | V2400m |
| D        |                             |         |             |               |         | 205            | 1760' (994') | V3600m |

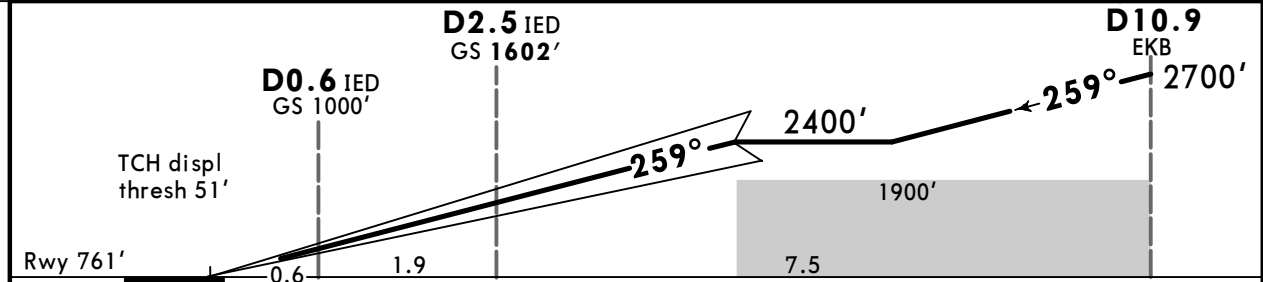
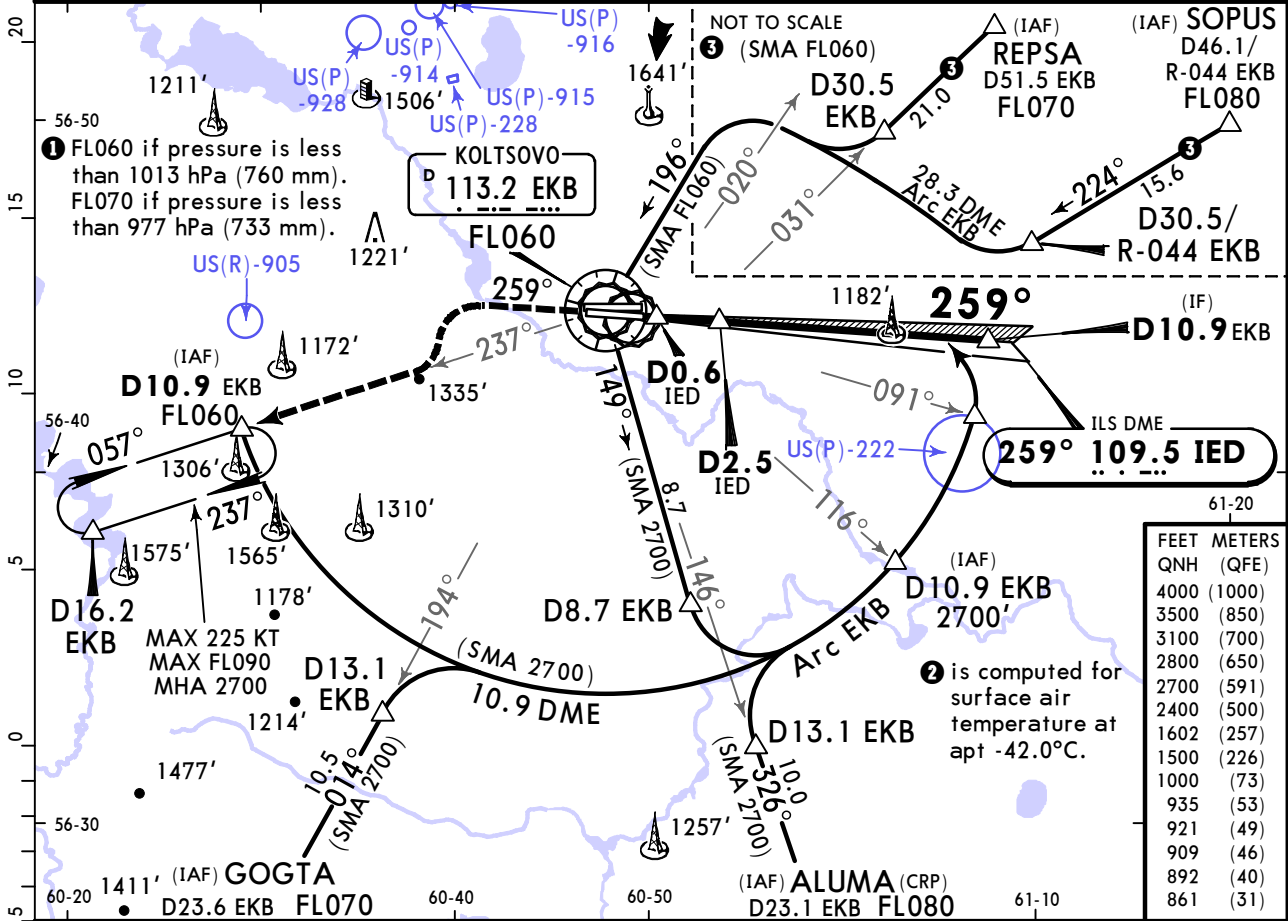
① R750m when a Flight Director or Autopilot or HUD to DA is not used.  
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**USSS/SVX  
KOLTSOVO**

**JEPPESEN**  
4 JUL 25  
Eff 10 Jul **(11-10A)**

**YEKATERINBURG, RUSSIA  
CAT II ILS X Rwy 26L**

|  |                               |   |  |  |  |  |  |                        |  |
|--|-------------------------------|---|--|--|--|--|--|------------------------|--|
| ATIS<br><b>127.8</b>   |                               | KOLTSOVO Approach<br><b>125.9 124.0</b> |  | KOLTSOVO Radar (TWR)<br><b>118.7 124.0</b> |  | KOLTSOVO Start (TWR)<br><b>124.3 124.0</b> |  | Ground<br><b>119.0</b> |  |
| LOC IED<br><b>109.5</b>  | Final Apch Crs<br><b>259°</b> | D2.5 IED<br><b>1602'</b> (841')         |  | CAT II ILS DA(H)<br>Refer to Minimums      |  | Apt Elev 766'<br>Rwy 761'                  |  |                        |  |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 1500' or above, then turn LEFT to intercept R-237 EKB and proceed to D10.9 EKB climbing to 2700' or above, then according to chart or to the holding area. |                               |   |  |  |  |  |  |                        |  |
| Alt Set: hPa (mm on req)   |                               | Rwy Elev: 28 hPa                        |  | Trans level: FL050 <b>1</b>                |  | Trans alt: 4000'                           |  |                        |  |
| 1. DME required. 2. ILS DME reads zero at rwy 26L displaced threshold.   |                               |   |  |  |  |  |  |                        |  |



|               |       |     |     |     |     |     |                     |                   |
|---------------|-------|-----|-----|-----|-----|-----|---------------------|-------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT II<br>PAPI | <b>1500'</b><br>↑ |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                     |                   |

|   |  |  |  |  |                                   |  |  |  |  |
|---|--|--|--|--|-----------------------------------|--|--|--|--|
| <b>Std</b>                                |  |  |  |  | STRAIGHT-IN LANDING<br>CAT II ILS |  |  |  |  |
| MACG MIN<br>3.0% (183'/NM)                |  | MACG MIN 2.5% (152'/NM)                    |  |  |                                   |  |  |  |  |
| A   |  | B  |  | C  |                                   | D  |  |  |  |
| <b>RA 98'</b><br>DA(H) <b>861'</b> (100') |  | <b>RA 125'</b><br>DA(H) <b>892'</b> (131') |  | <b>RA 141'</b><br>DA(H) <b>909'</b> (148') |                                   | <b>RA 153'</b><br>DA(H) <b>921'</b> (160') |  | <b>RA 162'</b><br>DA(H) <b>935'</b> (174') |  |
| <b>1</b> R300m                            |  | R400m                                      |  | R450m                                      |                                   |  |  |  |  |
| <b>1</b> CAT D without autoland: R350m.   |  |  |  |  |                                   |  |  |  |  |

**USSS/SVX  
KOLTSOVO**

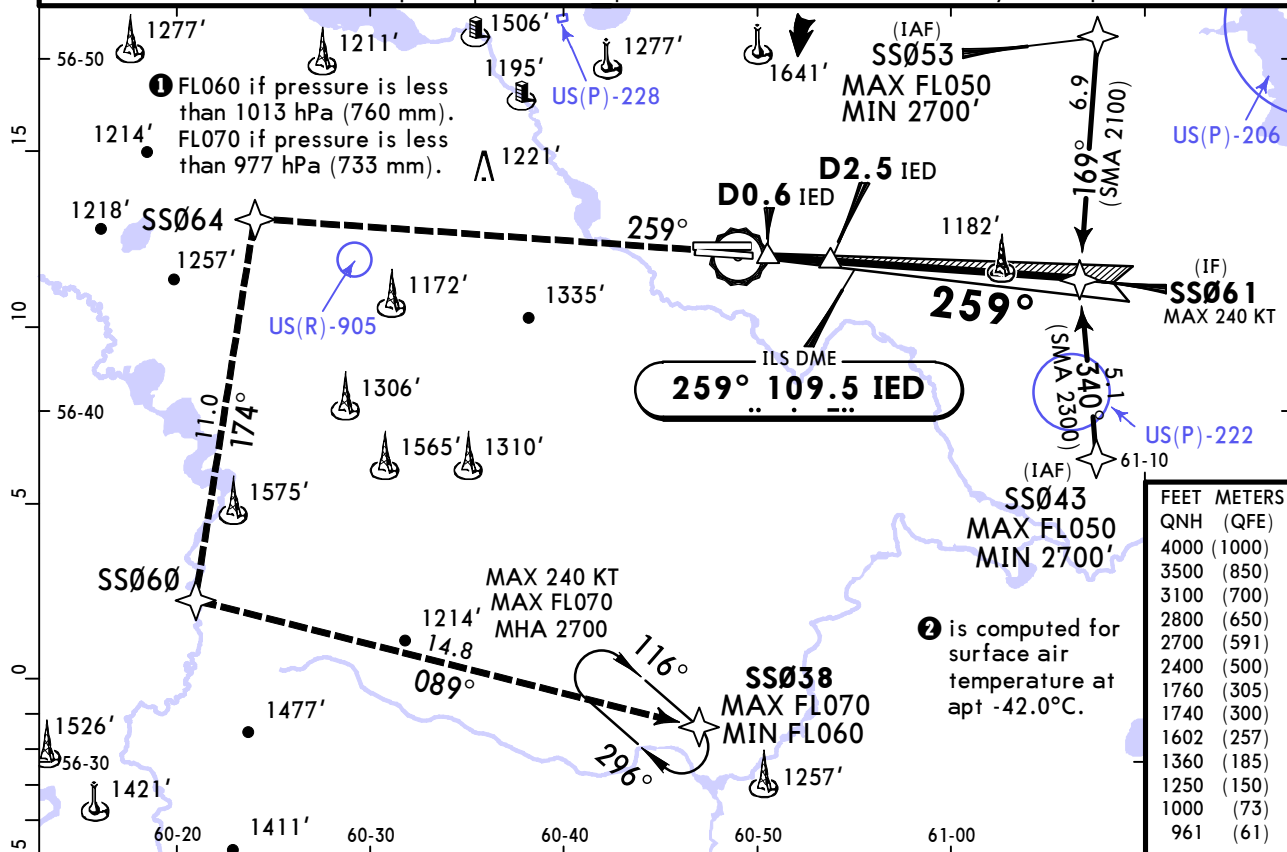
**JEPPESSEN**  
4 JUL 25 **11-11** Eff 10 Jul

**YEKATERINBURG, RUSSIA  
ILS W Rwy 26L**

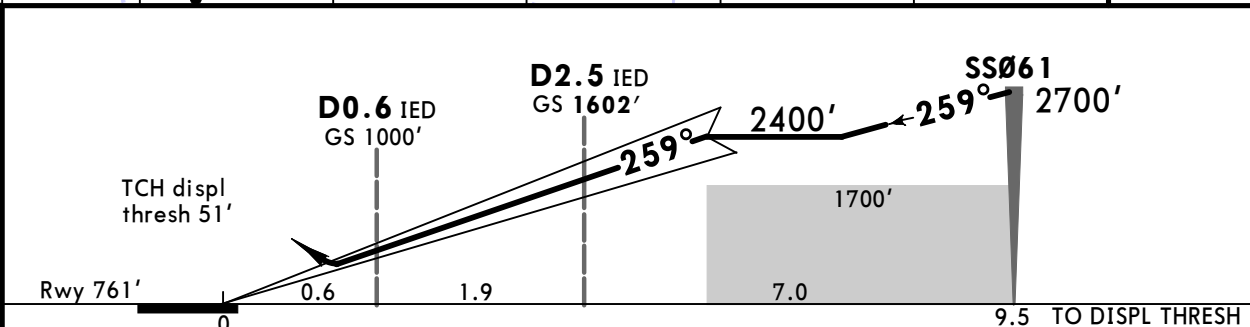
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|-------------------------|-------------------------------|---|--|--|-------------------------|--|--|------------------------|
| ATIS<br><b>127.8</b>    |                               | KOLTSOVO Approach<br><b>125.9 124.0</b> |  | KOLTSOVO Radar (TWR)<br><b>118.7 124.0</b> |                         | KOLTSOVO Start (TWR)<br><b>124.3 124.0</b> |  | Ground<br><b>119.0</b> |
| LOC IED<br><b>109.5</b> | Final Apch Crs<br><b>259°</b> | D2.5 IED<br><b>1602' (841')</b>         |  | DA(H)<br><b>961' (200')</b>                | Apt Elev<br><b>766'</b> | Rwy<br><b>761'</b>                         |  |                        |

**MISSED APCH:** Climb STRAIGHT AHEAD to SS064, then turn LEFT to SS060, then turn LEFT to SS038 climbing to MAX FL070, MIN FL060, then according to chart or to the holding area.

Alt Set: hPa (mm on req) Rwy Elev: 28 hPa Trans level: FL050 **1** Trans alt: 4000'  
 RNAV 1 for initial and missed apch. 1. GNSS required. 2. ILS DME reads zero at rwy 26L displ threshold.



| FEET | METERS |
|------|--------|
| 4000 | (1200) |
| 3500 | (1067) |
| 3100 | (940)  |
| 2800 | (853)  |
| 2700 | (823)  |
| 2400 | (731)  |
| 1760 | (537)  |
| 1602 | (487)  |
| 1360 | (414)  |
| 1250 | (381)  |
| 1000 | (305)  |
| 961  | (293)  |



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

PALS CAT II **SS064**  
 PAPI

|   | STRAIGHT-IN LANDING      |                | CIRCLE-TO-LAND |        |
|---|--------------------------|----------------|----------------|--------|
|   | ILS                      |                | MDA(H)         |        |
|   | DA(H) <b>961' (200')</b> | TDZ or CL out  | ALS out        | Max KT |
| A |                          |                |                | 100    |
| B |                          |                |                | 135    |
| C | R550m                    | <b>1</b> R550m | R1200m         | 180    |
| D |                          |                |                | 205    |

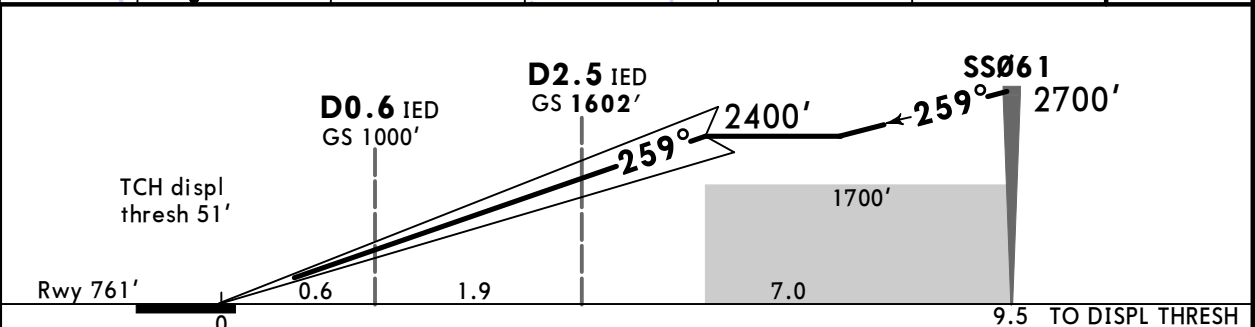
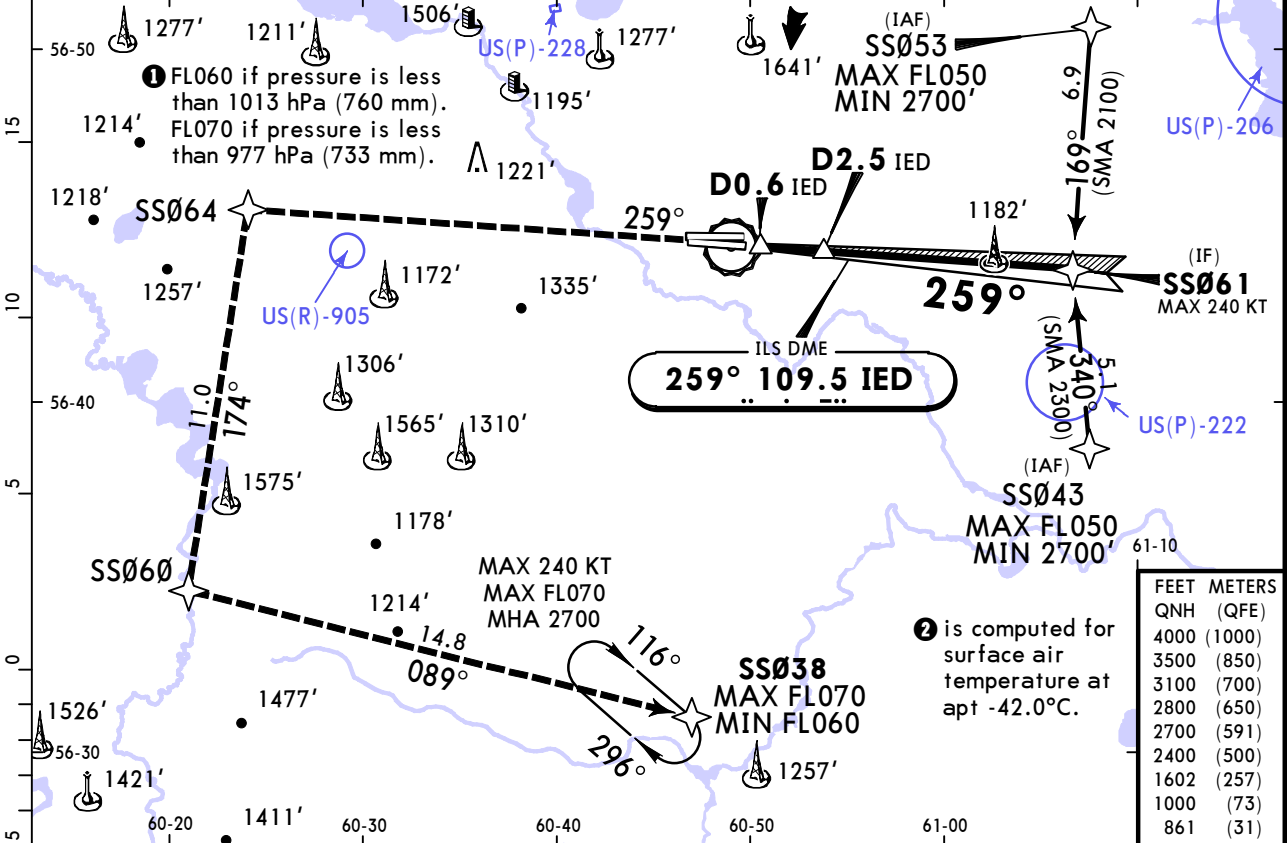
**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.

USSS/SVX  
KOLTSOVO

4 JUL 25  
Eff 10 Jul  
JEPPESSEN  
11-11A

YEKATERINBURG, RUSSIA  
CAT II 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 | 124.3                | 124.0    | 119.0            |
|  | LOC IED<br>109.5 | Final Apch Crs<br>259°  | D2.5 IED<br>1602' (841') | CAT II ILS<br>RA 98'<br>DA(H) 861' (100') |       | Apt Elev 766'        | Rwy 761' | <p>MSA ARP ②</p> |
| <p><b>MISSED APCH:</b> Climb STRAIGHT AHEAD to SS064, then turn LEFT to SS060, then turn LEFT to SS038 climbing to MAX FL070, MIN FL060, then according to chart or to the holding area.</p> |                  |   |                          |   |       |                      |          |                  |
| Alt Set: hPa (mm on req)   |                  | Rwy Elev: 28 hPa  |                          | Trans level: FL050 ①                      |       | Trans alt: 4000'     |          |                  |
| RNAV 1 for initial and missed apch.  |                  | 1. GNSS required. 2. ILS DME reads zero at rwy 26L displ threshold. |                          |   |       |                      |          |                  |



|               |       |     |     |     |     |     |                     |            |
|---------------|-------|-----|-----|-----|-----|-----|---------------------|------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT II<br>PAPI | SS064<br>↑ |
| Gs            | 3.00° | 372 | 478 | 531 | 637 | 849 |                     |            |

**Std** STRAIGHT-IN LANDING  
CAT II ILS

**RA 98'**  
DA(H) **861'** (100')

① R300m

① CAT D without autoland: R350m.

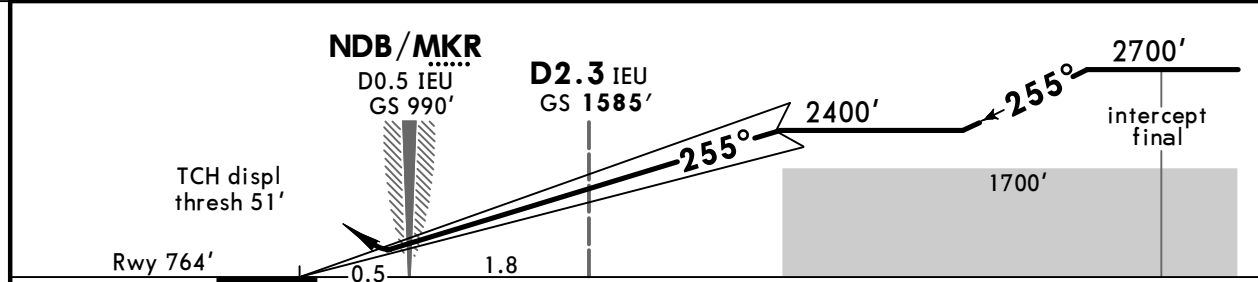
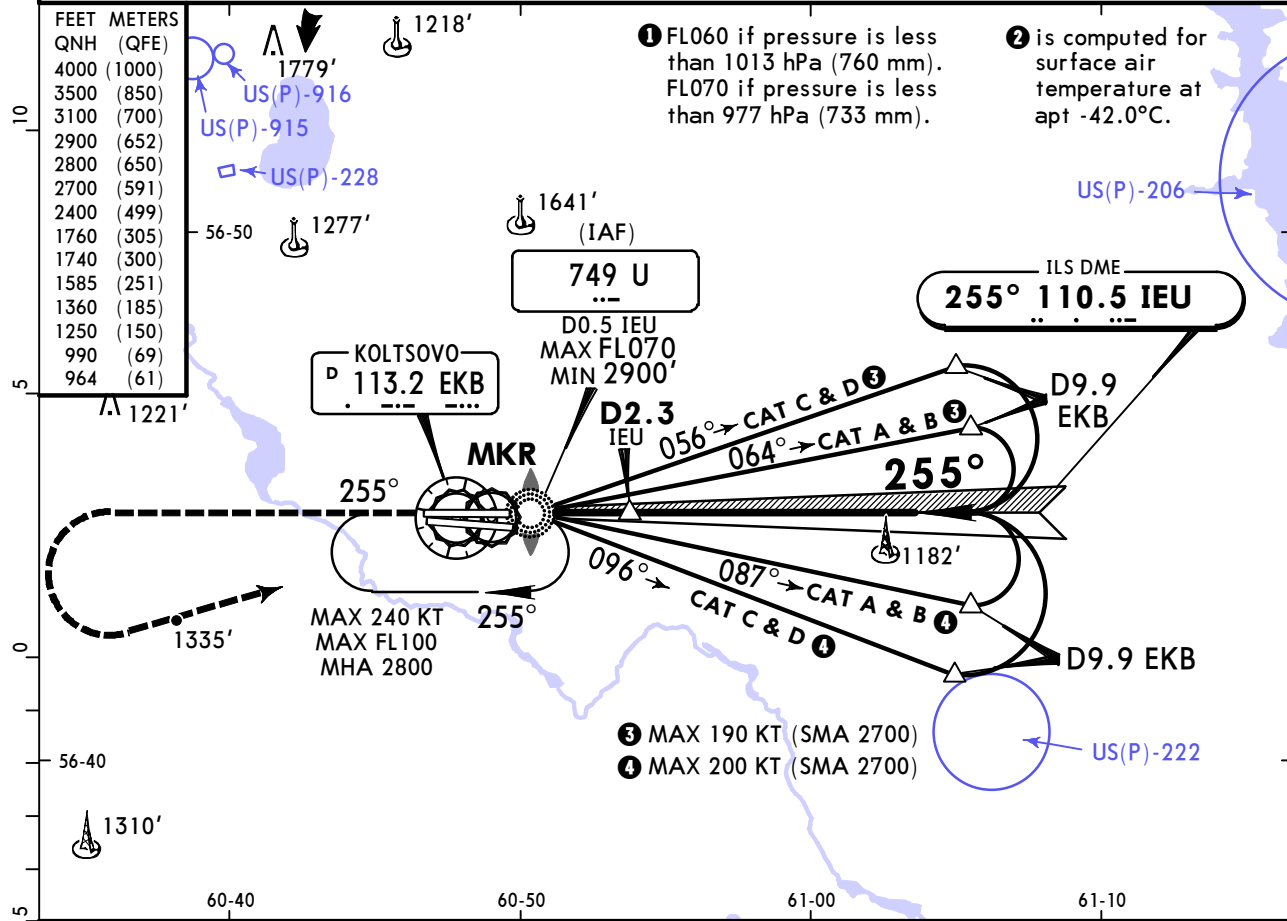
PANS OPS

# USSS/SVX KOLTSOVO

**JEPPESEN**  
4 JUL 25 (11-12) Eff 10 Jul

# YEKATERINBURG, RUSSIA ILS Z Rwy 26R

|  |                                  |                                  |  |                                     |  |                                     |  |                 |  |
|--|----------------------------------|----------------------------------|--|-------------------------------------|--|-------------------------------------|--|-----------------|--|
| ATIS<br>127.8  |                                  | KOLTSOVO Approach<br>125.9 124.0 |  | KOLTSOVO Radar (TWR)<br>118.7 124.0 |  | KOLTSOVO Start (TWR)<br>124.3 124.0 |  | Ground<br>119.0 |  |
| LOC<br>IEU<br><b>110.5</b>   | Final<br>Apch Crs<br><b>255°</b> | <b>D2.3 IEU</b><br>1585' (821')  |  | DA(H)<br><b>964'</b> (200')         |  | Apt Elev 766'<br>Rwy 764'           |  |                 |  |
| <b>MISSED APCH: Climb STRAIGHT AHEAD (MAX 215 KT) to 2700' or above, then turn LEFT to NDB climbing to 2900' or above, then according to chart or to the holding area.</b> |                                  |                                  |  |                                     |  |                                     |  | MSA ARP ②       |  |
| Alt Set: hPa (mm on req)   |                                  | Rwy Elev: 28 hPa                 |  | Trans level: FL050 ①                |  | Trans alt: 4000'                    |  |                 |  |
| 1. DME required. 2. ILS DME reads zero at rwy 26R displaced threshold.   |                                  |                                  |  |                                     |  |                                     |  |                 |  |



|               |       |     |     |     |     |     |                    |       |               |
|---------------|-------|-----|-----|-----|-----|-----|--------------------|-------|---------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | 2700' | 215 KT<br>MAX |
| GS            | 3.20° | 396 | 510 | 566 | 679 | 793 |                    |       |               |

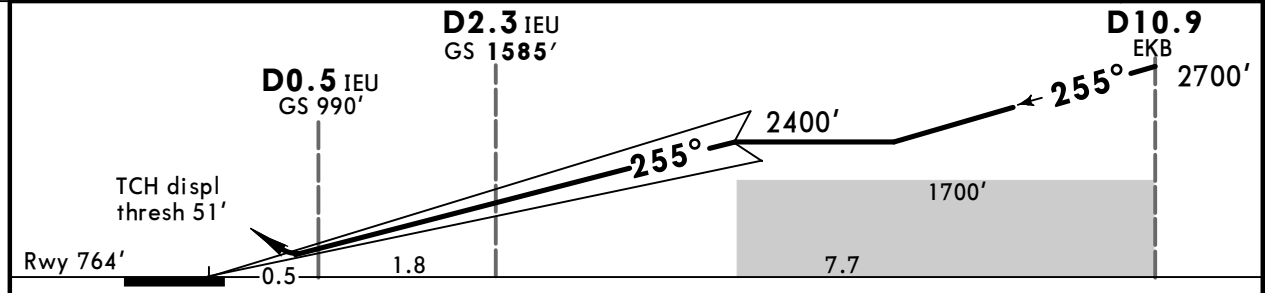
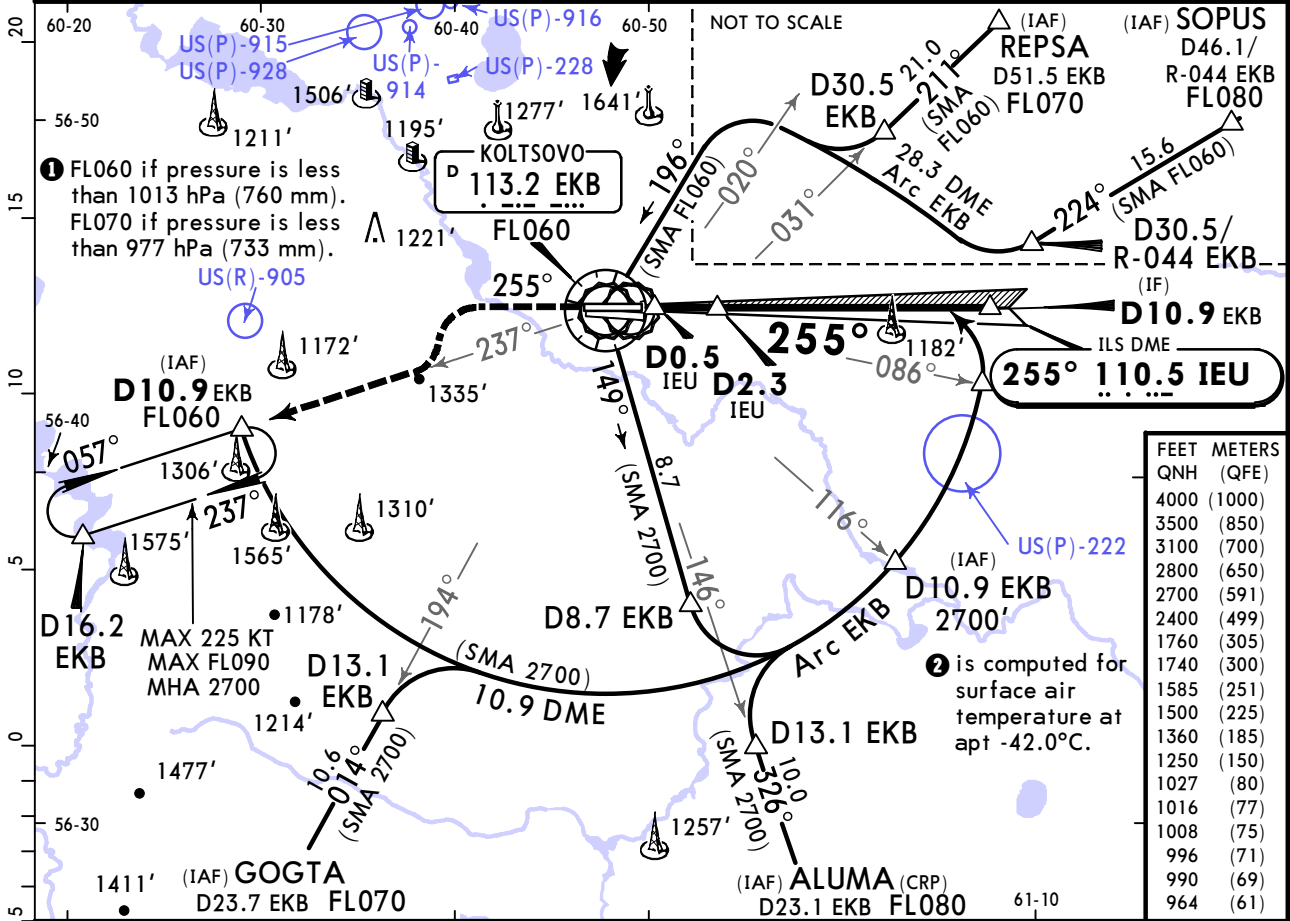
|          |                                    |        |                     |                     |                     |
|----------|------------------------------------|--------|---------------------|---------------------|---------------------|
| PANS OPS | <b>Std</b> STRAIGHT-IN LANDING ILS |        | CIRCLE-TO-LAND      |                     |                     |
|          | DA(H) <b>964'</b> (200')           |        | ALS out             |                     |                     |
|          | A                                  |        | Max KT              | MDA(H)              |                     |
|          | B                                  |        | 100                 | 1250' (484') V1500m |                     |
|          | C                                  |        | 135                 | 1360' (594') V1600m |                     |
| D        |                                    | 180    | 1740' (974') V2400m |                     |                     |
| ① R550m  |                                    | R1200m |                     | 205                 | 1760' (994') V3600m |

① R750m when a Flight Director or Autopilot or HUD to DA is not used.  
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**USSS/SVX  
KOLTSOVO**

**JEPPESEN YEKATERINBURG, RUSSIA**  
4 JUL 25 (11-13) Eff 10 Jul ILS X Rwy 26R

|  |                                  |                                  |  |                                     |  |                                     |  |                 |  |
|--|----------------------------------|----------------------------------|--|-------------------------------------|--|-------------------------------------|--|-----------------|--|
| ATIS<br>127.8  |                                  | KOLTSOVO Approach<br>125.9 124.0 |  | KOLTSOVO Radar (TWR)<br>118.7 124.0 |  | KOLTSOVO Start (TWR)<br>124.3 124.0 |  | Ground<br>119.0 |  |
| LOC<br>IEU<br><b>110.5</b>   | Final<br>Apch Crs<br><b>255°</b> | D2.3 IEU<br><b>1585'</b> (821')  |  | DA(H)<br>Refer to<br>Minimums       |  | Apt Elev 766'<br>Rwy 764'           |  |                 |  |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 1500' or above, then turn LEFT to intercept R-237 EKB and proceed to D10.9 EKB climbing to 2700' or above. Then according to chart or to the holding area. |                                  |                                  |  |                                     |  |                                     |  | MSA ARP ②       |  |
| Alt Set: hPa (mm on req)   |                                  | Rwy Elev: 28 hPa                 |  | Trans level: FL050 ①                |  | Trans alt: 4000'                    |  |                 |  |
| 1. DME required. 2. ILS DME reads zero at rwy 26R displaced threshold.   |                                  |                                  |  |                                     |  |                                     |  |                 |  |



|               |       |     |     |     |     |     |                    |            |
|---------------|-------|-----|-----|-----|-----|-----|--------------------|------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | 1500'<br>↑ |
| GS            | 3.20° | 396 | 510 | 566 | 679 | 793 |                    |            |

| PANS OPS | Std STRAIGHT-IN LANDING ILS |                          | CIRCLE-TO-LAND          |                     |
|----------|-----------------------------|--------------------------|-------------------------|---------------------|
|          | MACG MIN 3.0% (183'/NM)     | DA(H) <b>964'</b> (200') | MACG MIN 2.5% (152'/NM) | MDA(H)              |
| A        | ALS out                     | ALS out                  | Max KT                  | V                   |
| B        | <b>1</b> R550m              | R1200m                   | 100                     | 1250' (484') V1500m |
| C        | <b>1</b> R550m              | R1200m                   | 135                     | 1360' (594') V1600m |
| D        | <b>1</b> R600m              | R1300m                   | 180                     | 1740' (974') V2400m |
|          |                             |                          | 205                     | 1760' (994') V3600m |

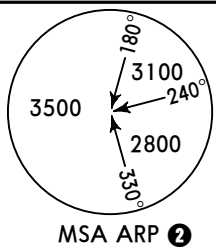
① R750m when a Flight Director or Autopilot or HUD to DA is not used.  
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**USSS/SVX  
KOLTSOVO**

**JEPPESEN**  
4 JUL 25 **11-14** Eff 10 Jul

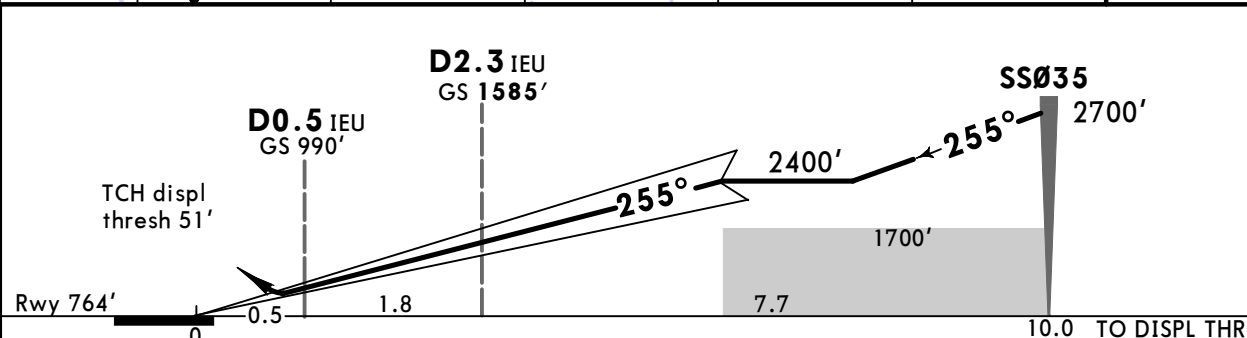
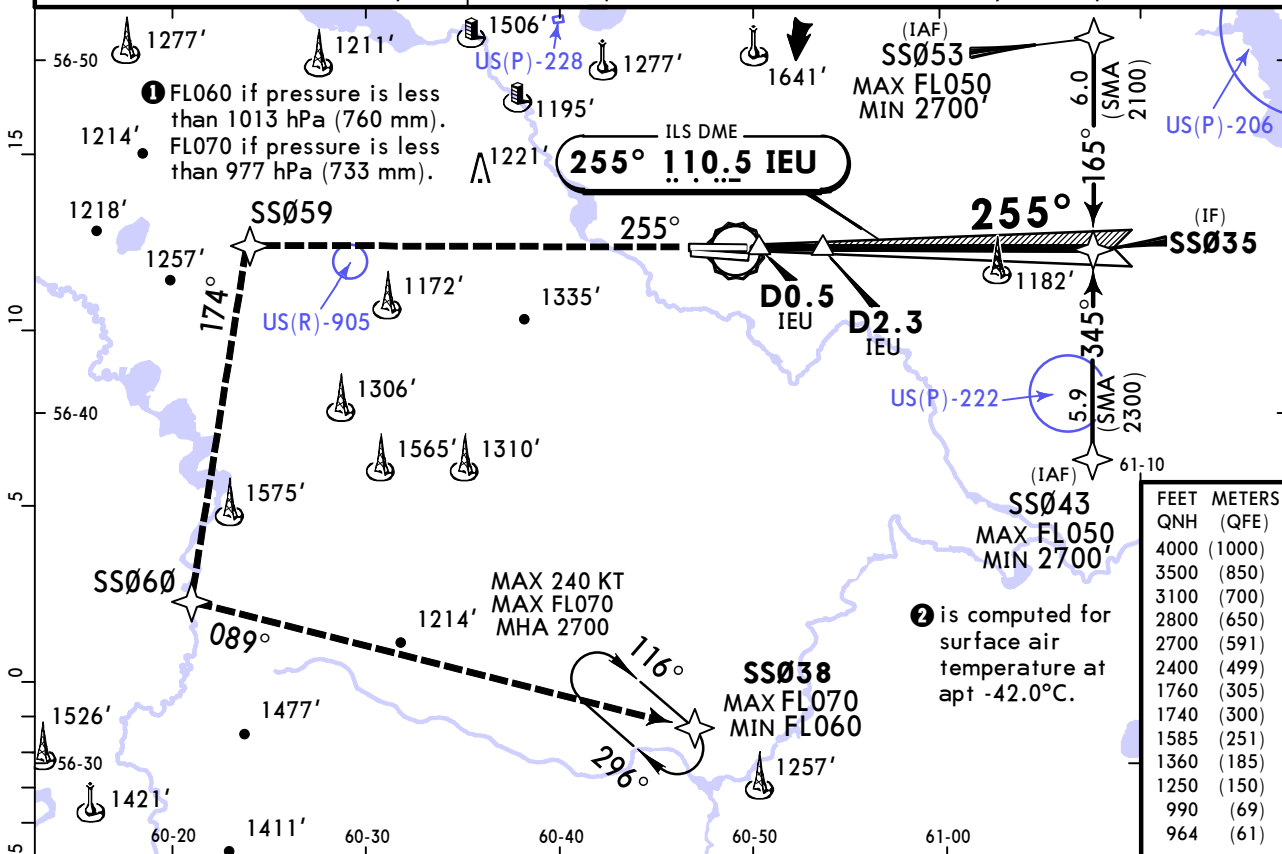
**YEKATERINBURG, RUSSIA  
ILS W Rwy 26R**

|                         |   |  |  |                           |
|-------------------------|---|--|--|---------------------------|
| ATIS<br><b>127.8</b>    | KOLTSOVO Approach<br><b>125.9 124.0</b> | KOLTSOVO Radar (TWR)<br><b>118.7 124.0</b> | KOLTSOVO Start (TWR)<br><b>124.3 124.0</b> | Ground<br><b>119.0</b>    |
| LOC IEU<br><b>110.5</b> | Final Apch Crs<br><b>255°</b>           | D2.3 IEU<br><b>1585'</b> (821')            | DA(H)<br><b>964'</b> (200')                | Apt Elev 766'<br>Rwy 764' |

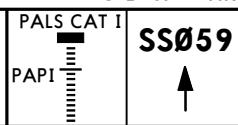


**MISSED APCH:** Climb STRAIGHT AHEAD to SS059, then turn LEFT to SS060, then turn LEFT to SS038 climbing to MAX FL070/MIN FL060, then according to chart or to the holding area.

Alt Set: hPa (mm on req) Rwy Elev: 28 hPa Trans level: FL050 ① Trans alt: 4000'  
RNAV 1 for initial and missed apch. 1. GNSS required. 2. ILS DME reads zero at rwy 26R displ threshold.



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



| PANS OPS | STRAIGHT-IN LANDING ILS  |        | CIRCLE-TO-LAND |                            |
|----------|--------------------------|--------|----------------|----------------------------|
|          | DA(H) <b>964'</b> (200') |        | ALS out        |                            |
| A        | <b>1</b> R550m           | R1200m | Max 100        | MDA(H) 1250' (484') V1500m |
| B        |                          |        | 135            | 1360' (594') V1600m        |
| C        |                          |        | 180            | 1740' (974') V2400m        |
| D        |                          |        | 205            | 1760' (994') V3600m        |

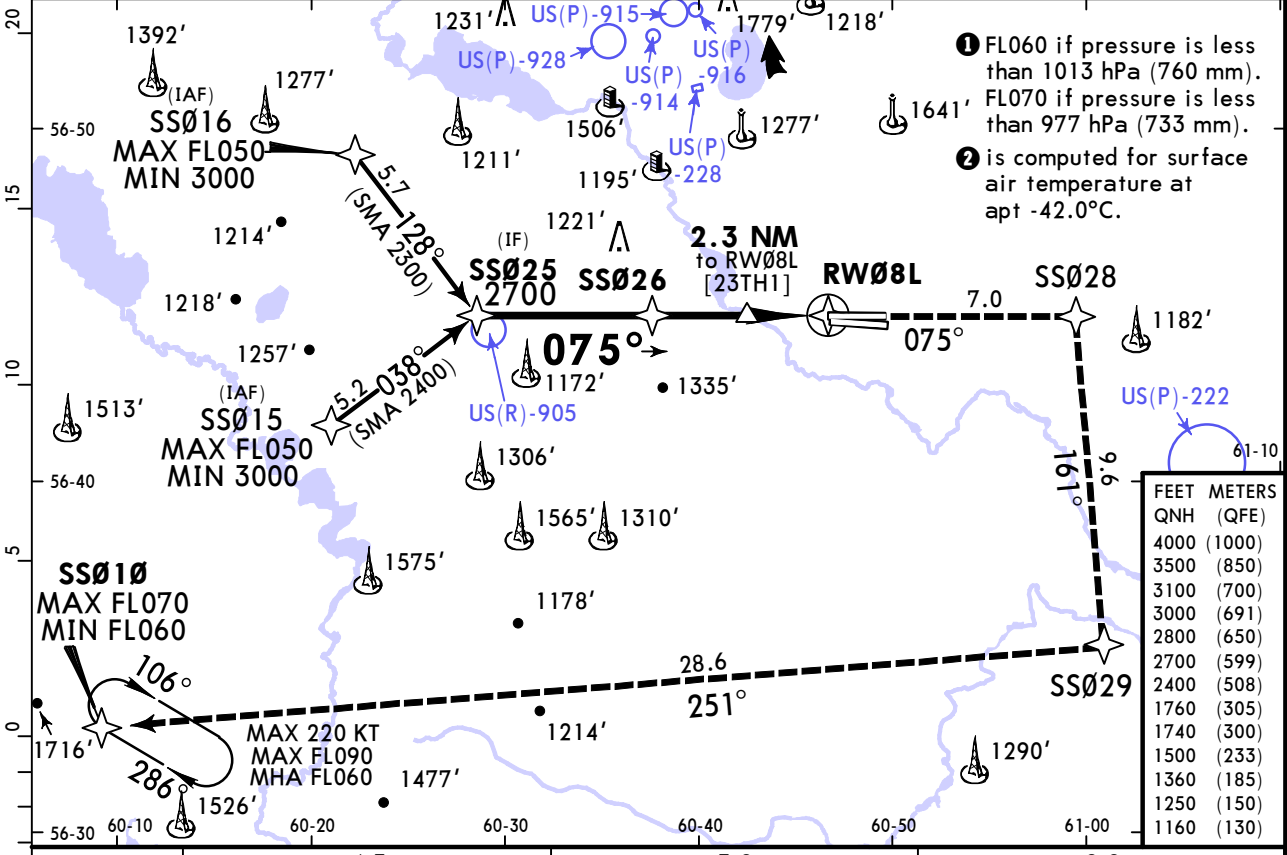
**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.

**USSS/SVX  
KOLTSOVO**

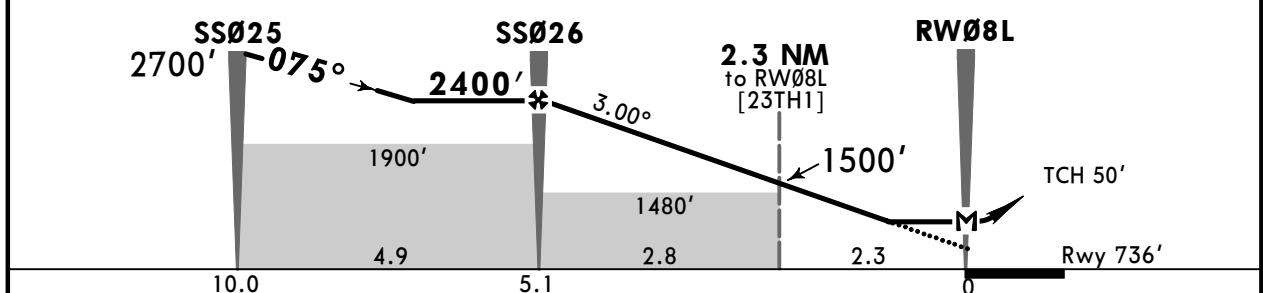
**JEPPESEN**  
4 JUL 25 (12-1) Eff 10 Jul

**YEKATERINBURG, RUSSIA  
RNP Rwy 08L**

|  |                                  |                      |                     |                      |          |                      |       |        |
|--|----------------------------------|----------------------|---------------------|----------------------|----------|----------------------|-------|--------|
| BRIEFING STRIP™  | ATIS                             | KOLTSOVO Approach    |                     | KOLTSOVO Radar (TWR) |          | KOLTSOVO Start (TWR) |       | Ground |
|  | 127.8                            | 125.9                | 124.0               | 118.7                | 124.0    | 124.3                | 124.0 | 119.0  |
| RNAV   | Final<br>Apch Crs<br><b>075°</b> | <b>SS026</b>         |                     | DA/MDA(H)            | Apt Elev | 766'                 |       |        |
|  |                                  | <b>2400'</b> (1664') | <b>1160'</b> (424') |                      | Rwy      | 736'                 |       |        |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to SS028 (MAX 230 KT), then turn RIGHT to SS029 (MAX 230 KT), then turn RIGHT to SS010 climbing to FL060 (MAX FL070), then according to chart or to holding area. |                                  |                      |                     |                      |          |                      |       |        |
| Alt Set: hPa (mm on req)   |                                  | Rwy Elev: 27 hPa     |                     | Trans level: FL050 ① |          | Trans alt: 4000'     |       |        |
| RNP Apch   | GNSS required.                   |                      |                     |                      |          |                      |       |        |



|               |       |       |       |
|---------------|-------|-------|-------|
| DIST to RW08L | 4.3   | 3.2   | 2.2   |
| ALTITUDE      | 2150' | 1810' | 1470' |



|               |       |     |     |     |     |     |                |                      |                  |
|---------------|-------|-----|-----|-----|-----|-----|----------------|----------------------|------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br> | <b>230 KT</b><br>MAX | <b>SS028</b><br> |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |                |                      |                  |
| MAP at RW08L  |       |     |     |     |     |     |                |                      |                  |

|          |   |        |                |                     |                     |
|----------|---|--------|----------------|---------------------|---------------------|
| PANS OPS | <b>Std</b> STRAIGHT-IN LANDING                  |        | CIRCLE-TO-LAND |                     |                     |
|          | LNAV<br>CDFA<br>① DA/MDA(H) <b>1160'</b> (424') |        |                |                     |                     |
|          | A   | R1300m | ALS out        | Max                 |                     |
|          |   |        | R1500m         | 100                 | 1250' (484') V1500m |
| B        |   | R1500m | 135            | 1360' (594') V1600m |                     |
| C        |   | R2000m | 180            | 1740' (974') V2400m |                     |
| D        |   | R2000m | 205            | 1760' (994') V3600m |                     |

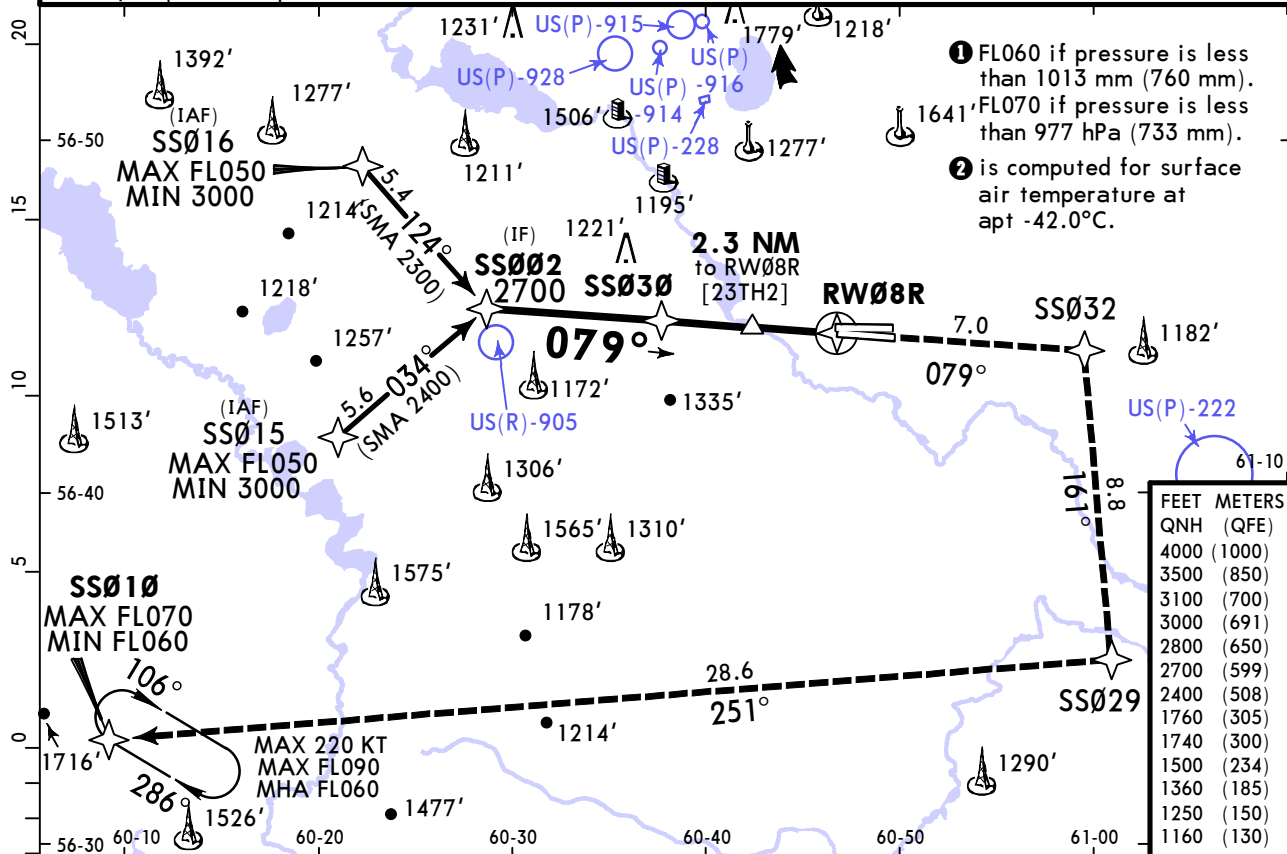
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
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# USSS/SVX KOLTSOVO

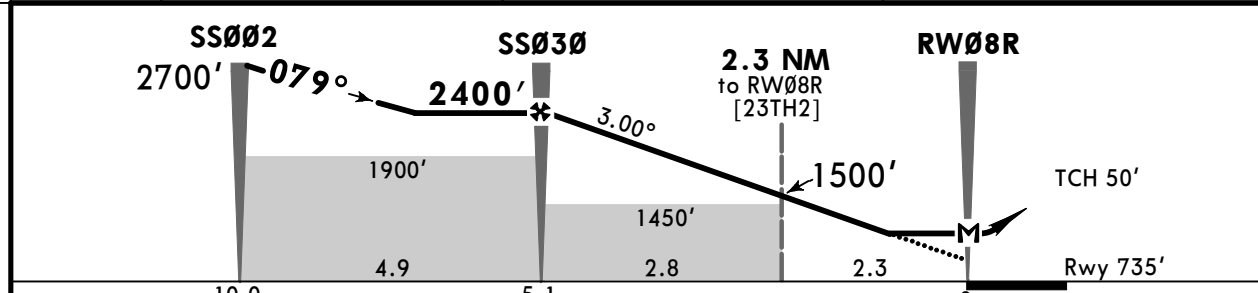
**JEPPesen**  
4 JUL 25 **(12-2)** Eff 10 Jul

# YEKATERINBURG, RUSSIA RNP Rwy 08R

|  |                                  |                                     |                                     |                           |
|--|----------------------------------|-------------------------------------|-------------------------------------|---------------------------|
| ATIS<br>127.8  | KOLTSOVO Approach<br>125.9 124.0 | KOLTSOVO Radar (TWR)<br>118.7 124.0 | KOLTSOVO Start (TWR)<br>124.3 124.0 | Ground<br>119.0           |
| RNAV   | Final Apch Crs<br><b>079°</b>    | <b>SS030</b><br>2400' (1665')       | DA/MDA(H)<br><b>1160'</b> (425')    | Apt Elev 766'<br>Rwy 735' |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to SS032 (MAX 230 KT), then turn RIGHT to SS029 (MAX 230 KT), then turn RIGHT to SS010 climbing to FL060 (MAX FL070), then according to chart or to holding area. |                                  |                                     |                                     | <p>MSA ARP ②</p>          |
| Alt Set: hPa (mm on req)   |                                  | Rwy Elev: 27 hPa                    | Trans level: FL050 ①                | Trans alt: 4000'          |
| RNP Apch   GNSS required.  |                                  |                                     |                                     |                           |



|               |       |       |       |
|---------------|-------|-------|-------|
| DIST to RW08R | 4.3   | 3.2   | 2.2   |
| ALTITUDE      | 2150' | 1810' | 1470' |



|                     |     |     |     |     |     |     |            |            |       |
|---------------------|-----|-----|-----|-----|-----|-----|------------|------------|-------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | PALS CAT I | 230 KT MAX | SS032 |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |            |            |       |
| MAP at RW08R        |     |     |     |     |     |     | PAPI       |            |       |

|          |                                 |         |                |                     |
|----------|---------------------------------|---------|----------------|---------------------|
| PANS OPS | <b>Std</b> STRAIGHT-IN LANDING  |         | CIRCLE-TO-LAND |                     |
|          | LNAV CDFA                       |         |                |                     |
|          | ① DA/MDA(H) <b>1160'</b> (425') |         |                |                     |
|          |                                 | ALS out | Max KT         | MDA(H)              |
| A        | R1300m                          | R1500m  | 100            | 1250' (484') V1500m |
| B        |                                 | R2000m  | 135            | 1360' (594') V1600m |
| C        |                                 |         | 180            | 1740' (974') V2400m |
| D        |                                 |         | 205            | 1760' (994') V3600m |

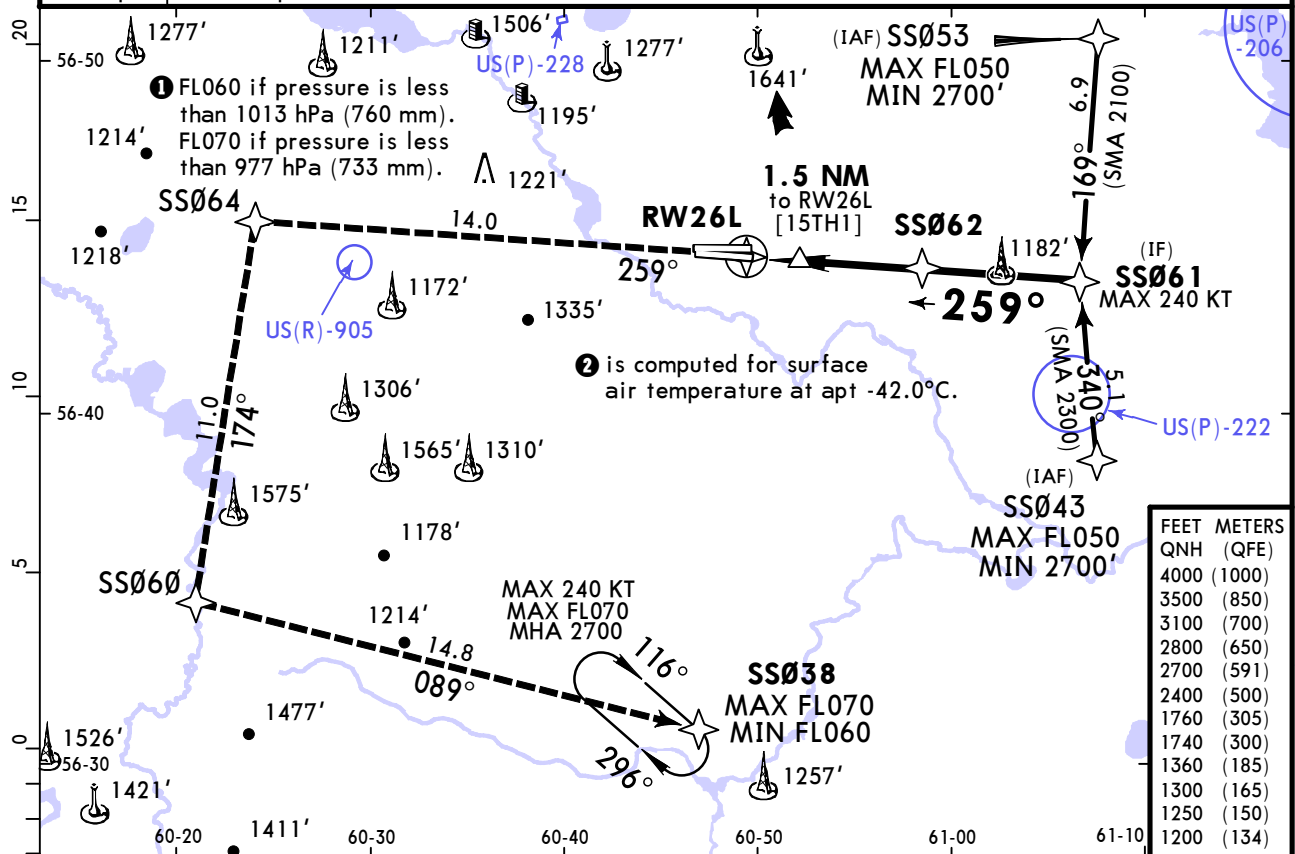
① R750m when a Flight Director or Autopilot or HUD to DA is not used.  
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**USSS/SVX  
KOLTSOVO**

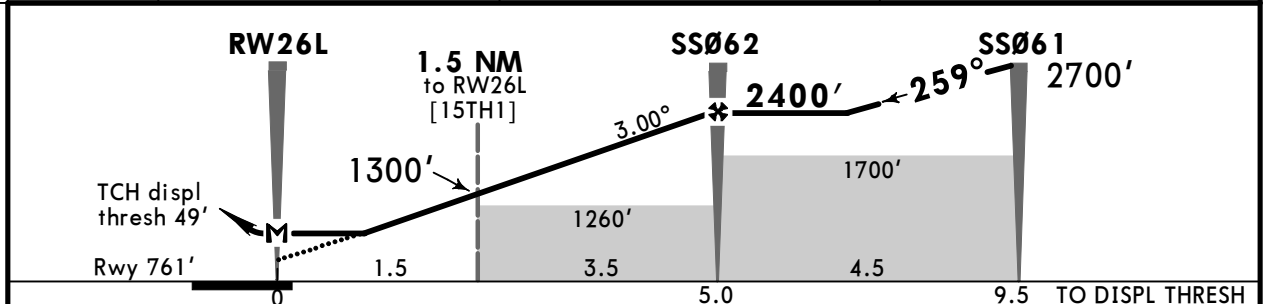
**JEPPESSEN**  
4 JUL 25 (12-3) Eff 10 Jul

**YEKATERINBURG, RUSSIA  
RNP Rwy 26L**

|   |       |                               |                               |                                  |               |                      |       |        |
|---|-------|-------------------------------|-------------------------------|----------------------------------|---------------|----------------------|-------|--------|
| BRIEFING STRIP™   | ATIS  | KOLTSOVO Approach             |                               | KOLTSOVO Radar (TWR)             |               | KOLTSOVO Start (TWR) |       | Ground |
|   | 127.8 | 125.9                         | 124.0                         | 118.7                            | 124.0         | 124.3                | 124.0 | 119.0  |
|   | RNAV  | Final Apch Crs<br><b>259°</b> | <b>SS062</b><br>2400' (1639') | DA/MDA(H)<br><b>1200'</b> (439') | Apt Elev 766' | Rwy 761'             |       |        |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to SS064, then turn LEFT to SS060, then turn LEFT to SS038 climbing to MAX FL070, MIN FL060, then according to chart or to the holding area. |       |                               |                               |                                  |               |                      |       |        |
| Alt Set: hPa (mm on req)  |       | Rwy Elev: 28 hPa              |                               | Trans level: FL050 ①             |               | Trans alt: 4000'     |       |        |
| RNP Apch  |       | GNSS required.                |                               |                                  |               |                      |       |        |



|               |       |       |       |
|---------------|-------|-------|-------|
| DIST to RW26L | 2.2   | 3.2   | 4.3   |
| ALTITUDE      | 1490' | 1830' | 2180' |



|                     |     |     |     |     |     |     |             |              |
|---------------------|-----|-----|-----|-----|-----|-----|-------------|--------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | PALS CAT II | <b>SS064</b> |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |             |              |
| MAP at RW26L        |     |     |     |     |     |     | PAPI        | ↑            |

|          |                                 |         |                |                     |
|----------|---------------------------------|---------|----------------|---------------------|
| PANS OPS | <b>Std</b> STRAIGHT-IN LANDING  |         | CIRCLE-TO-LAND |                     |
|          | LNAV CDFA                       |         |                |                     |
|          | ① DA/MDA(H) <b>1200'</b> (439') |         |                |                     |
|          |                                 | ALS out | Max KT         | MDA(H)              |
| A        | R1300m                          | R1500m  | 100            | 1250' (484') V1500m |
| B        |                                 |         | 135            | 1360' (594') V1600m |
| C        |                                 |         | 180            | 1740' (974') V2400m |
| D        |                                 |         | 205            | 1760' (994') V3600m |

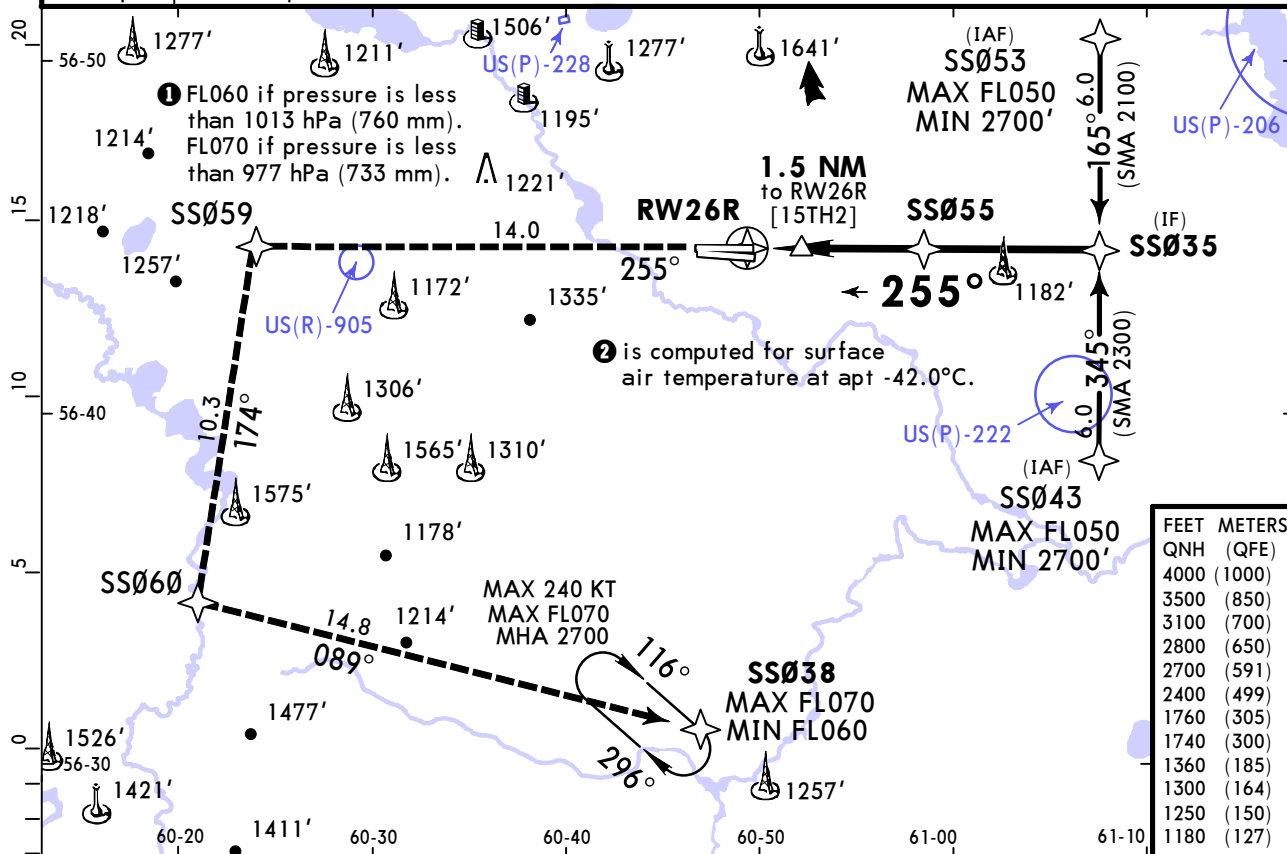
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
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# USSS/SVX KOLTSOVO

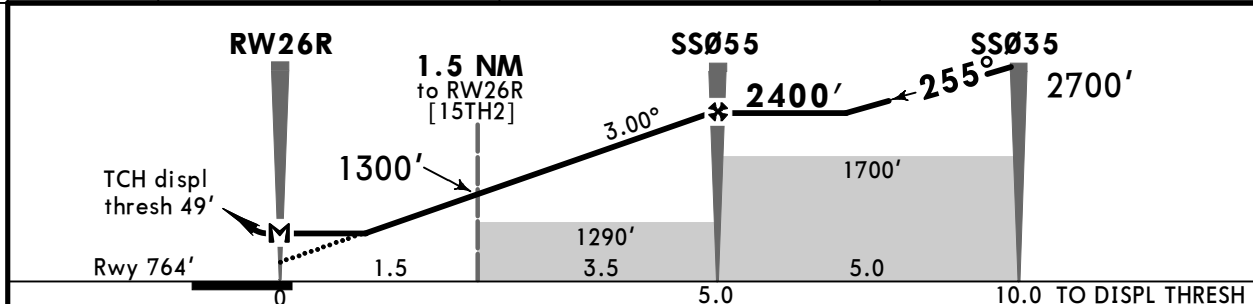
**JEPPESSEN**  
4 JUL 25 (12-4) Eff 10 Jul

# YEKATERINBURG, RUSSIA RNP Rwy 26R

|   |                               |                               |                                  |                      |                           |                  |        |
|---|-------------------------------|-------------------------------|----------------------------------|----------------------|---------------------------|------------------|--------|
| ATIS  | KOLTSOVO Approach             |                               | KOLTSOVO Radar (TWR)             |                      | KOLTSOVO Start (TWR)      |                  | Ground |
| 127.8   | 125.9                         | 124.0                         | 118.7                            | 124.0                | 124.3                     | 124.0            | 119.0  |
| RNAV  | Final Apch Crs<br><b>255°</b> | <b>SS055</b><br>2400' (1636') | DA/MDA(H)<br><b>1180'</b> (416') |                      | Apt Elev 766'<br>Rwy 764' |                  |        |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to SS059, then turn LEFT to SS060, then turn LEFT to SS038 climbing to MAX FL070, MIN FL060, then according to chart or to the holding area. |                               |                               |                                  |                      |                           |                  |        |
| Alt Set: hPa (mm on req)  |                               | Rwy Elev: 28 hPa              |                                  | Trans level: FL050 ① |                           | Trans alt: 4000' |        |
| RNP Apch  | GNSS required.                |                               |                                  |                      |                           |                  |        |



|               |       |       |       |
|---------------|-------|-------|-------|
| DIST to RW26R | 2.2   | 3.2   | 4.3   |
| ALTITUDE      | 1500' | 1840' | 2180' |



|                     |     |     |     |     |     |     |                |
|---------------------|-----|-----|-----|-----|-----|-----|----------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br> |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                |
| MAP at RW26R        |     |     |     |     |     |     | PAPI<br>       |

|          |                                 |        |                |                     |
|----------|---------------------------------|--------|----------------|---------------------|
| PANS OPS | <b>Std</b> STRAIGHT-IN LANDING  |        | CIRCLE-TO-LAND |                     |
|          | LNAV CDFA                       |        |                |                     |
|          | ① DA/MDA(H) <b>1180'</b> (416') |        |                |                     |
|          | ALS out                         |        | Max KT         | MDA(H)              |
| A        | R1200m                          | R1500m | 100            | 1250' (484') V1500m |
| B        |                                 |        | 135            | 1360' (594') V1600m |
| C        |                                 |        | 180            | 1740' (974') V2400m |
| D        |                                 |        | 205            | 1760' (994') V3600m |

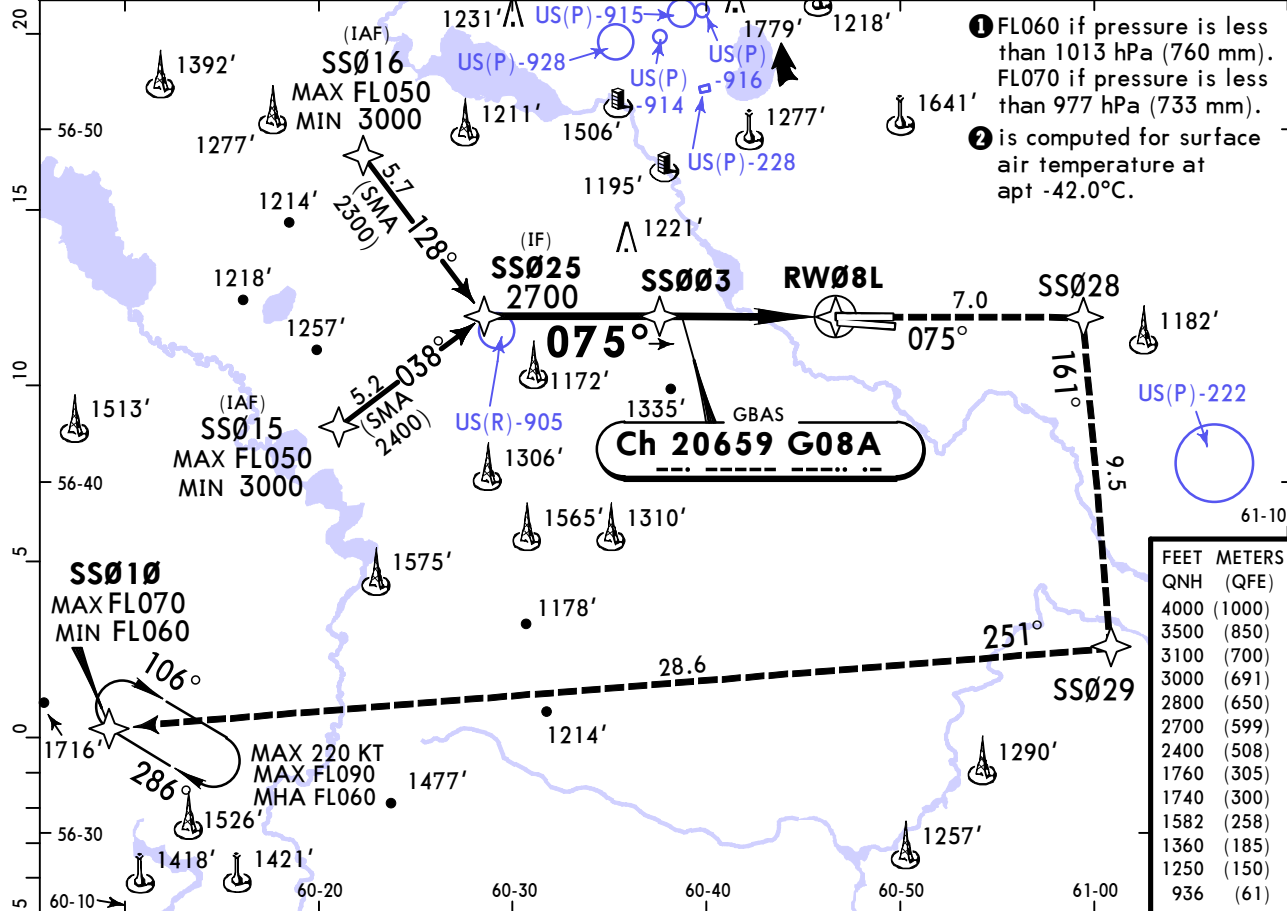
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
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# USSS/SVX KOLTSOVO

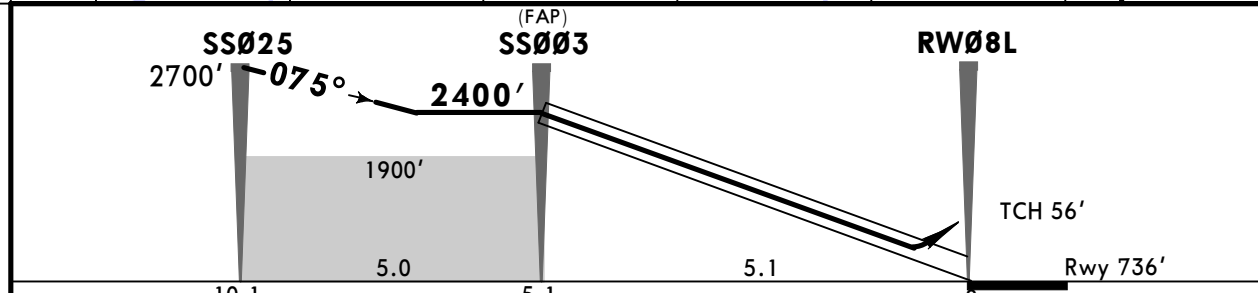
**JEPPESEN**  
4 JUL 25 **12-40** Eff 10 Jul

# YEKATERINBURG, RUSSIA GLS Rwy 08L

|   |   |  |  |                           |
|---|---|--|--|---------------------------|
| ATIS<br><b>127.8</b>  | KOLTSOVO Approach<br><b>125.9 124.0</b> | KOLTSOVO Radar (TWR)<br><b>118.7 124.0</b> | KOLTSOVO Start (TWR)<br><b>124.3 124.0</b> | Ground<br><b>119.0</b>    |
| GBAS<br><b>Ch 20659<br/>G08A</b>  | Final<br>Apch Crs<br><b>075°</b>        | SS003<br><b>2400'</b> (1664')              | DA(H)<br><b>936'</b> (200')                | Apt Elev 766'<br>Rwy 736' |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to SS028 (MAX 230 KT), then turn RIGHT to SS029 (MAX 230 KT), then turn RIGHT to SS010 climbing to FL060 (MAX FL070), then according to chart, or to the holding area.</b> |   |  |  |                           |
| Alt Set: hPa (mm on req)  |   | Rwy Elev: 27 hPa                           | Trans level: FL050 ①                       | Trans alt: 4000'          |
| RNAV 1 for initial and missed approach.   |   | GNSS required.                             |  |                           |



| FEET | METERS |
|------|--------|
| 4000 | (1000) |
| 3500 | (850)  |
| 3100 | (700)  |
| 3000 | (691)  |
| 2800 | (650)  |
| 2700 | (599)  |
| 2400 | (508)  |
| 1760 | (305)  |
| 1740 | (300)  |
| 1582 | (258)  |
| 1360 | (185)  |
| 1250 | (150)  |
| 936  | (61)   |



|                  |       |     |     |     |     |     |                    |                      |                   |
|------------------|-------|-----|-----|-----|-----|-----|--------------------|----------------------|-------------------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | <b>230 KT</b><br>MAX | <b>SS028</b><br>↑ |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |                    |                      |                   |

| PANS OPS | STRAIGHT-IN LANDING      |        | CIRCLE-TO-LAND |                     |
|----------|--------------------------|--------|----------------|---------------------|
|          | GLS                      |        | CIRCLE-TO-LAND |                     |
|          | DA(H) <b>936'</b> (200') |        |                |                     |
|          | ALS out                  |        | Max KT         | MDA(H)              |
| A        | <b>1</b> R550m           | R1200m | 100            | 1250' (484') V1500m |
| B        |                          |        | 135            | 1360' (594') V1600m |
| C        |                          |        | 180            | 1740' (974') V2400m |
| D        |                          |        | 205            | 1760' (994') V3600m |

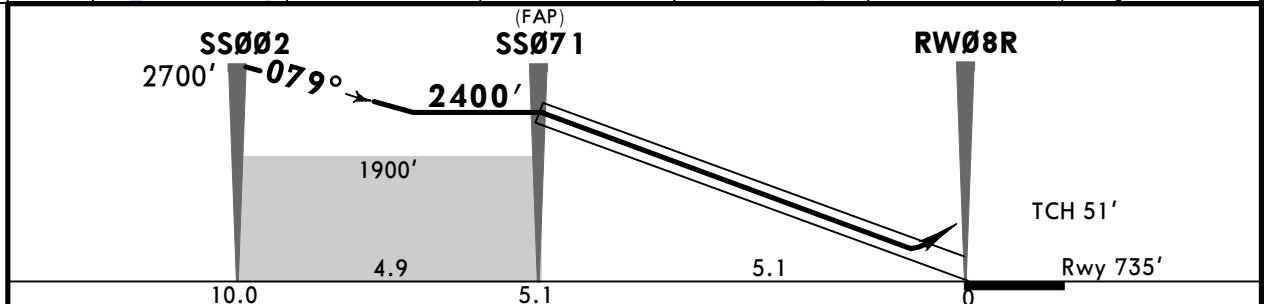
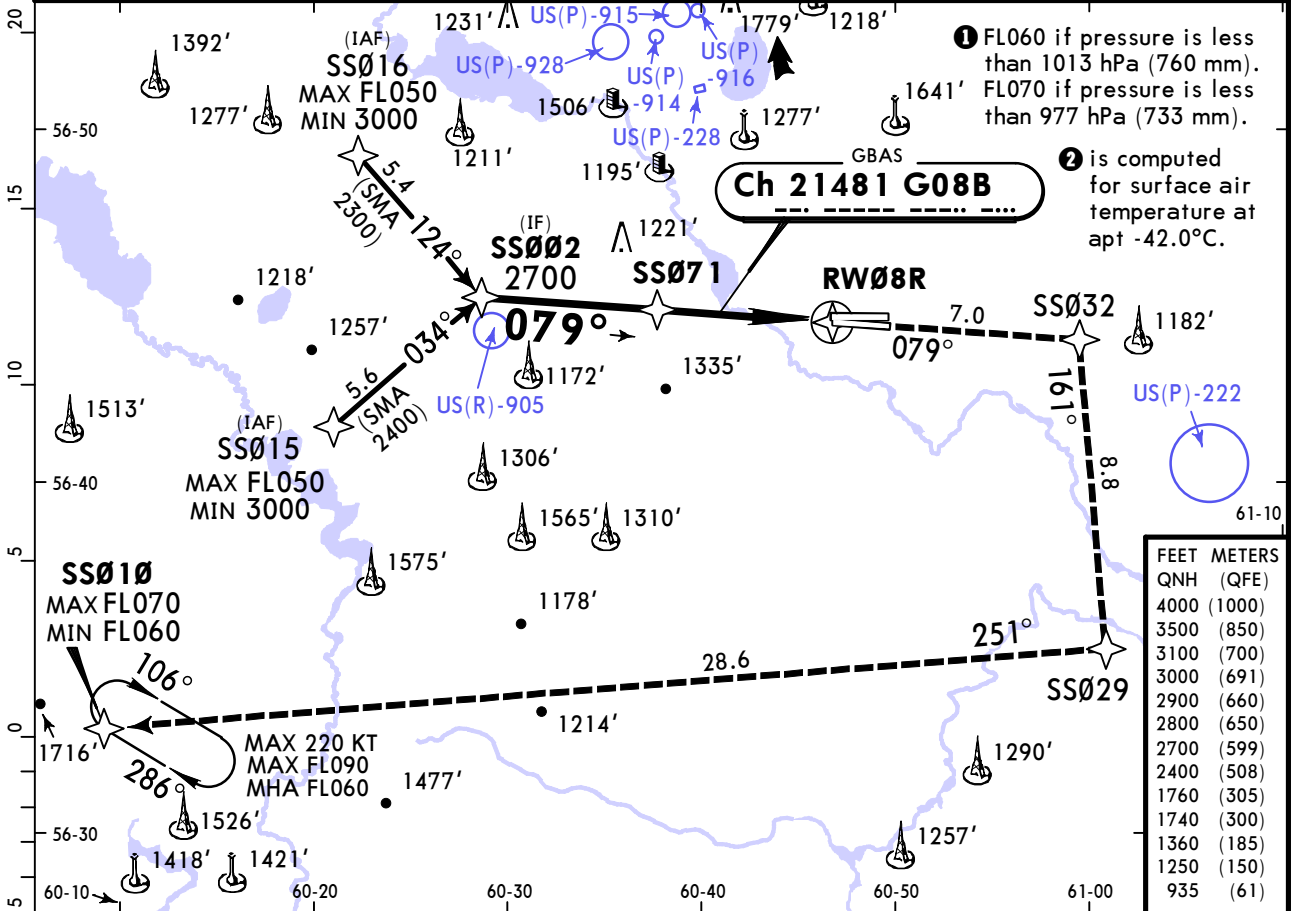
**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.

**USSS/SVX  
KOLTSOVO**

**JEPPESEN**  
4 JUL 25 **12-41** Eff 10 Jul

**YEKATERINBURG, RUSSIA  
GLS Rwy 08R**

|  |                                  |                                     |                                     |                           |
|--|----------------------------------|-------------------------------------|-------------------------------------|---------------------------|
| ATIS<br>127.8  | KOLTSOVO Approach<br>125.9 124.0 | KOLTSOVO Radar (TWR)<br>118.7 124.0 | KOLTSOVO Start (TWR)<br>124.3 124.0 | Ground<br>119.0           |
| GBAS<br><b>Ch 21481</b><br>G08B  | Final<br>Apch Crs<br><b>079°</b> | SS071<br><b>2400'</b> (1665')       | DA(H)<br><b>935'</b> (200')         | Apt Elev 766'<br>Rwy 735' |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to SS032 (MAX 230 KT), then turn RIGHT to SS029 (MAX 230 KT), then turn RIGHT to SS010 climbing to FL060 (MAX FL070), then according to chart or to holding area.</b> |                                  |                                     |                                     |                           |
| Alt Set: hPa (mm on req)   |                                  | Rwy Elev: 27 hPa                    | Trans level: FL050 1                | Trans alt: 4000'          |
| RNAV 1 for initial and missed approach.  |                                  | GNSS required.                      |                                     |                           |



|                  |       |     |     |     |     |     |                    |                      |                   |
|------------------|-------|-----|-----|-----|-----|-----|--------------------|----------------------|-------------------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | <b>230 KT</b><br>MAX | <b>SS032</b><br>↑ |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |                    |                      |                   |

|                 |                                |                |                |                     |
|-----------------|--------------------------------|----------------|----------------|---------------------|
| <b>PANS OPS</b> | <b>Std</b> STRAIGHT-IN LANDING |                | CIRCLE-TO-LAND |                     |
|                 | <b>GLS</b>                     |                |                |                     |
|                 | DA(H) <b>935'</b> (200')       |                |                |                     |
|                 | ALS out                        |                | Max<br>KT      | MDA(H)              |
|                 | A                              | <b>1</b> R550m | R1200m         | 100                 |
| B               | 135                            |                |                | 1360' (594') V1600m |
| C               | 180                            |                |                | 1740' (974') V2400m |
| D               | 205                            |                |                | 1760' (994') V3600m |

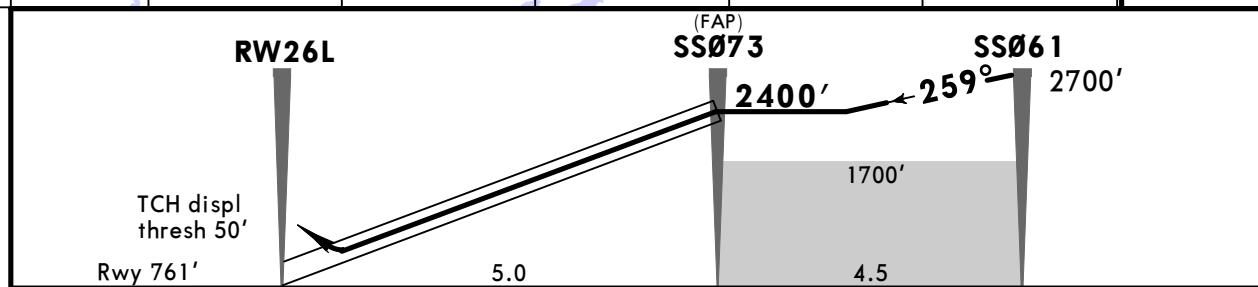
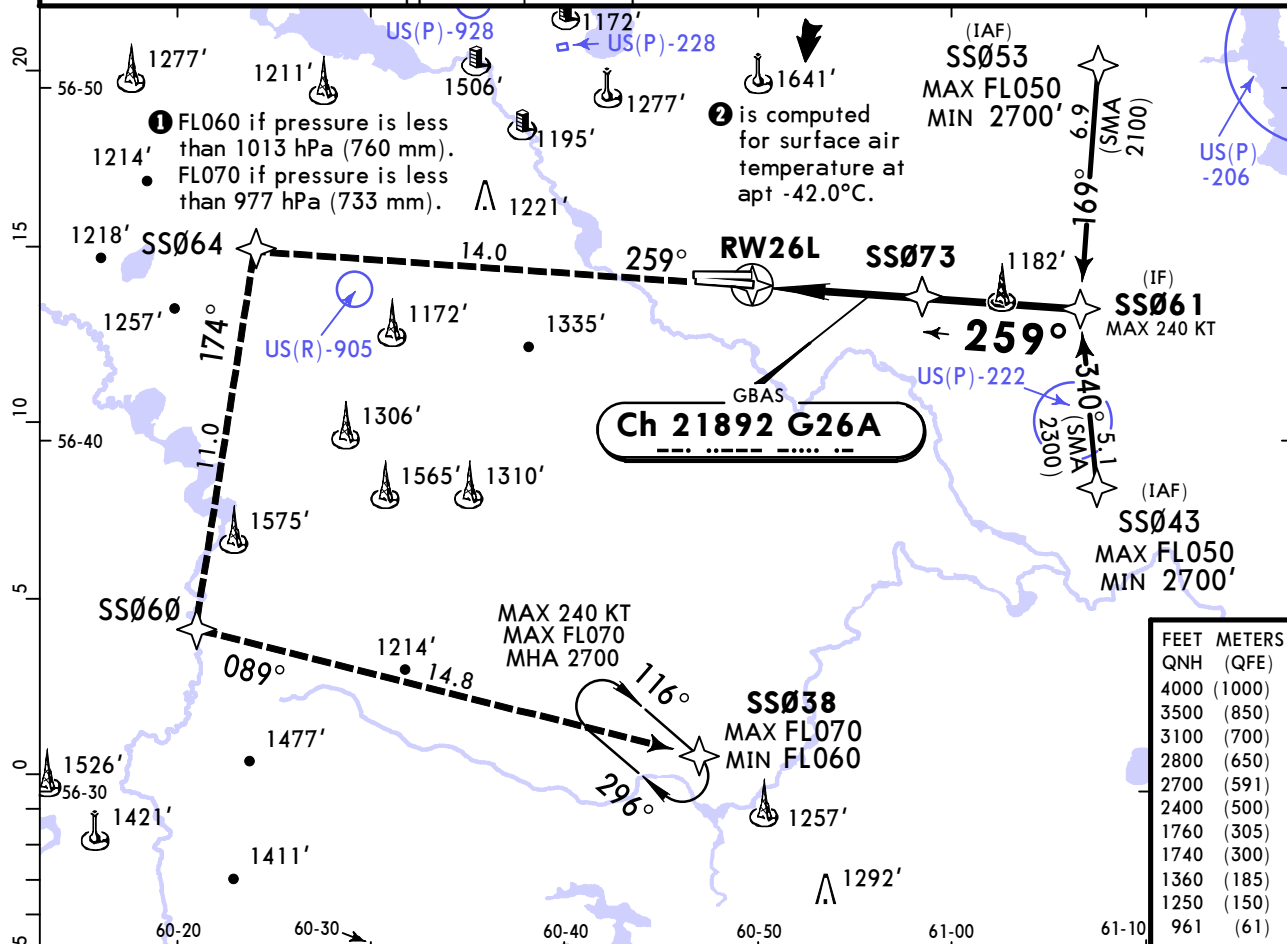
**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.

# USSS/SVX KOLTSOVO

**JEPPESEN**  
4 JUL 25 **12-42** Eff 10 Jul

# YEKATERINBURG, RUSSIA GLS Rwy 26L

|  |                                  |                               |                      |                             |                           |                  |                  |
|--|----------------------------------|-------------------------------|----------------------|-----------------------------|---------------------------|------------------|------------------|
| ATIS   | KOLTSOVO Approach                |                               | KOLTSOVO Radar (TWR) |                             | KOLTSOVO Start (TWR)      |                  | Ground           |
| 127.8  | 125.9                            | 124.0                         | 118.7                | 124.0                       | 124.3                     | 124.0            | 119.0            |
| GBAS<br><b>Ch 21892</b><br>G26A  | Final<br>Apch Crs<br><b>259°</b> | <b>SS073</b><br>2400' (1639') |                      | DA(H)<br><b>961'</b> (200') | Apt Elev 766'<br>Rwy 761' |                  | <p>MSA ARP ②</p> |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to SS064, then turn LEFT to SS060, then proceed to SS038 climbing to MAX FL070/MIN FL060, then according to chart or to the holding area. |                                  |                               |                      |                             |                           |                  |                  |
| Alt Set: hPa (mm on req)   |                                  | Rwy Elev: 28 hPa              |                      | Trans level: FL050 ①        |                           | Trans alt: 4000' |                  |
| RNAV 1 for initial and missed approach.  |                                  |                               | GNSS required.       |                             |                           |                  |                  |



|                  |       |     |     |     |     |     |             |              |
|------------------|-------|-----|-----|-----|-----|-----|-------------|--------------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT II | <b>SS064</b> |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 849 |             |              |
| MAP at DA        |       |     |     |     |     |     | PAPI        | ↑            |

|          |                                |               |         |                     |        |
|----------|--------------------------------|---------------|---------|---------------------|--------|
| PANS OPS | <b>Std</b> STRAIGHT-IN LANDING |               |         | CIRCLE-TO-LAND      |        |
|          | GLS                            |               |         |                     |        |
|          | DA(H) <b>961'</b> (200')       |               |         |                     |        |
|          |                                | TDZ or CL out | ALS out | Max KT              | MDA(H) |
| A        |                                |               | 100     | 1250' (484') V1500m |        |
| B        | R550m                          | ① R550m       | 135     | 1360' (594') V1600m |        |
| C        |                                |               | 180     | 1740' (974') V2400m |        |
| D        |                                |               | 205     | 1760' (994') V3600m |        |

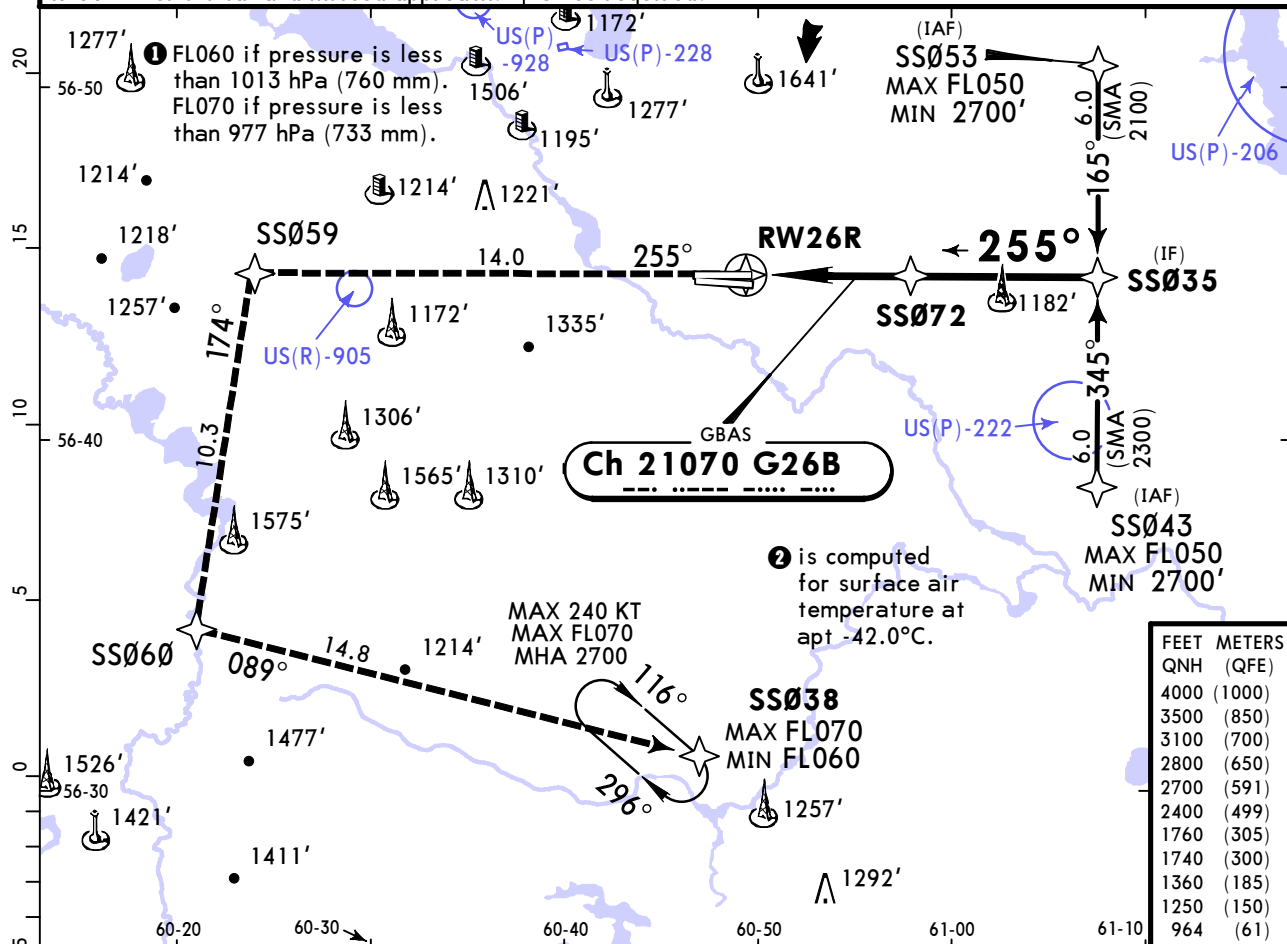
① R750m when a Flight Director or Autopilot or HUD to DA is not used.  
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# USSS/SVX KOLTSOVO

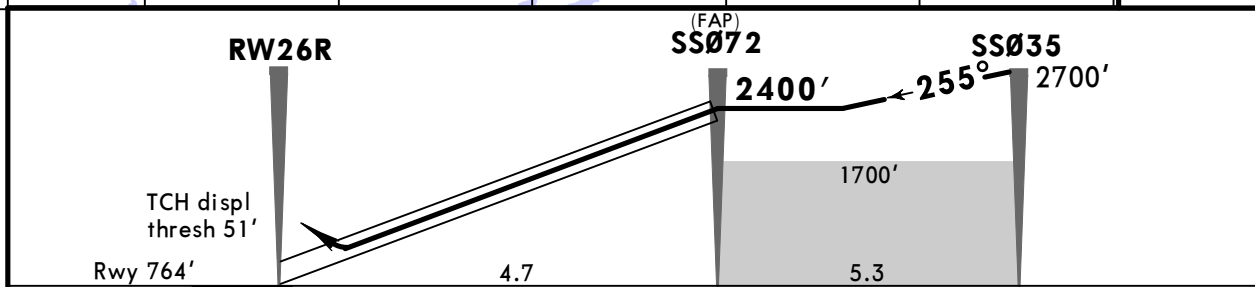
**JEPPESEN**  
4 JUL 25 **12-43** Eff 10 Jul

# YEKATERINBURG, RUSSIA GLS Rwy 26R

|  |                                  |                               |                      |                             |                           |                  |                  |
|--|----------------------------------|-------------------------------|----------------------|-----------------------------|---------------------------|------------------|------------------|
| ATIS   | KOLTSOVO Approach                |                               | KOLTSOVO Radar (TWR) |                             | KOLTSOVO Start (TWR)      |                  | Ground           |
| 127.8  | 125.9                            | 124.0                         | 118.7                | 124.0                       | 124.3                     | 124.0            | 119.0            |
| GBAS<br><b>Ch 21070</b><br>G26B  | Final<br>Apch Crs<br><b>255°</b> | <b>SS072</b><br>2400' (1636') |                      | DA(H)<br><b>964' (200')</b> | Apt Elev 766'<br>Rwy 764' |                  | <p>MSA ARP ②</p> |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to SS059, then turn LEFT to SS060, then proceed to SS038 climbing to MAX FL070/MIN FL060, then according to chart or to the holding area. |                                  |                               |                      |                             |                           |                  |                  |
| Alt Set: hPa (mm on req)   |                                  | Rwy Elev: 28 hPa              |                      | Trans level: FL050 ①        |                           | Trans alt: 4000' |                  |
| RNAV 1 for initial and missed approach.  |                                  |                               | GNSS required.       |                             |                           |                  |                  |



| FEET | METERS |
|------|--------|
| 4000 | (1000) |
| 3500 | (850)  |
| 3100 | (700)  |
| 2800 | (650)  |
| 2700 | (591)  |
| 2400 | (499)  |
| 1760 | (305)  |
| 1740 | (300)  |
| 1360 | (185)  |
| 1250 | (150)  |
| 964  | (61)   |



|                        |     |     |     |     |     |     |            |              |
|------------------------|-----|-----|-----|-----|-----|-----|------------|--------------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | PALS CAT I | <b>SS059</b> |
| Glide Path Angle 3.20° | 396 | 510 | 566 | 679 | 793 | 906 |            |              |
| MAP at DA              |     |     |     |     |     |     | PAPI       | ↑            |

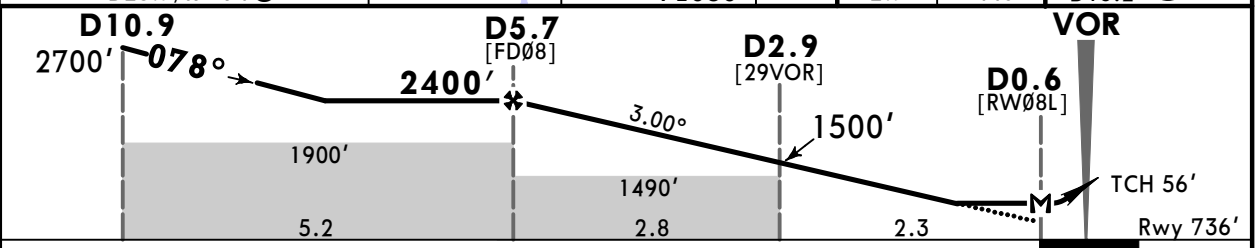
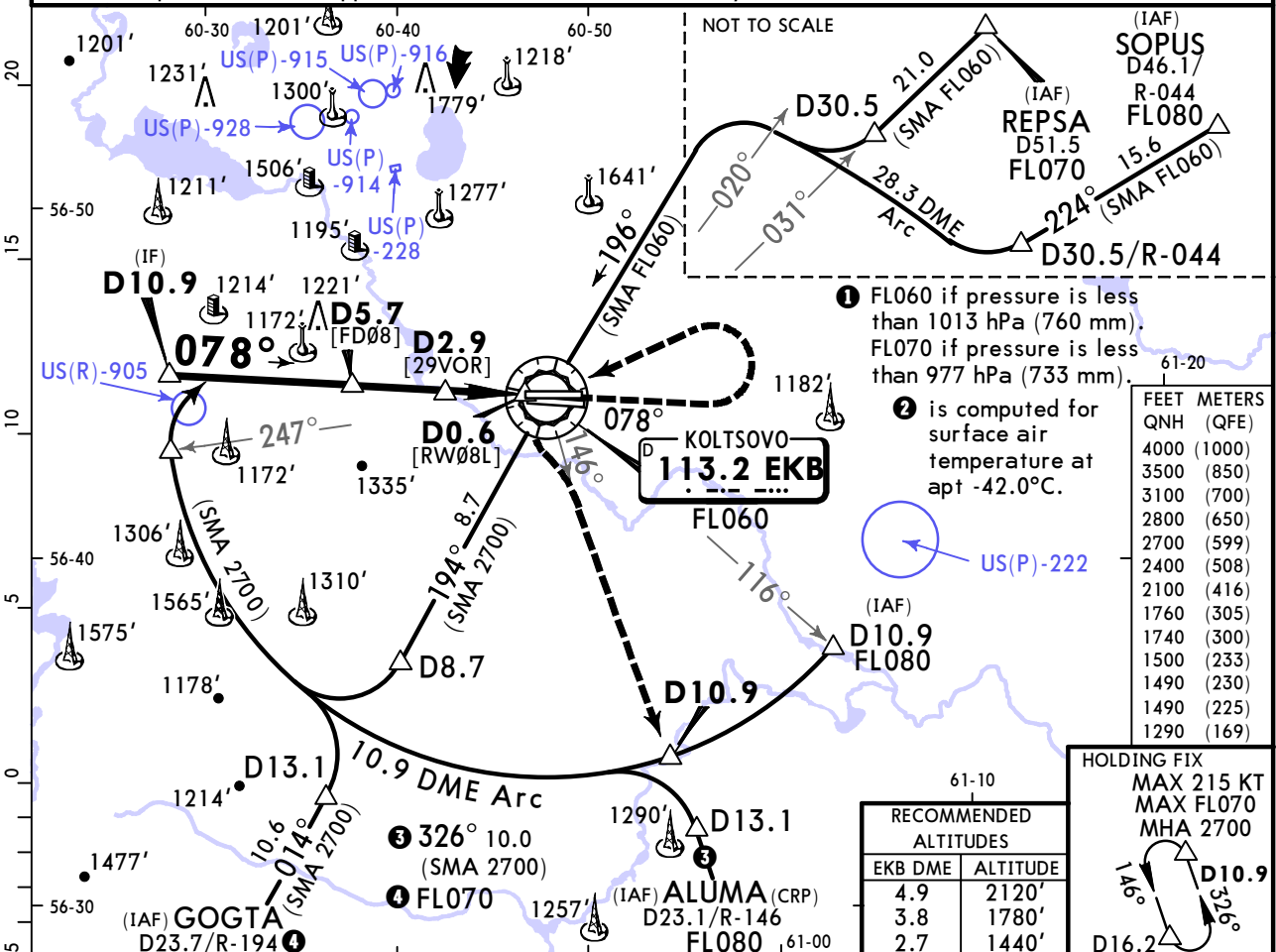
|          |                                |              |                |                     |
|----------|--------------------------------|--------------|----------------|---------------------|
| PANS OPS | <b>Std</b> STRAIGHT-IN LANDING |              | CIRCLE-TO-LAND |                     |
|          | <b>GLS</b>                     |              |                |                     |
|          | DA(H) <b>964' (200')</b>       |              |                |                     |
|          | ALS out                        |              | Max            | MDA(H)              |
|          | A                              | <b>R550m</b> | <b>R1200m</b>  | 100                 |
| B        | 135                            |              |                | 1360' (594') V1600m |
| C        | 180                            |              |                | 1740' (974') V2400m |
| D        | 205                            |              |                | 1760' (994') V3600m |

① R750m when a Flight Director or Autopilot or HUD to DA is not used.

**USSS/SVX**  
**KOLTSOVO**

**JEPPESEN YEKATERINBURG, RUSSIA**  
4 JUL 25 (13-1) Eff 10 Jul  
**VOR Z Rwy 08L**

|  |                     |                                  |                                     |  |                           |
|--|---------------------|----------------------------------|-------------------------------------|--|---------------------------|
| BRIEFING STRIP™  | ATIS<br>127.8       | KOLTSOVO Approach<br>125.9 124.0 | KOLTSOVO Radar (TWR)<br>118.7 124.0 | KOLTSOVO Start (TWR)<br>124.3 124.0        | Ground<br>119.0           |
|  | VOR<br>EKB<br>113.2 | Final<br>Apch Crs<br>078°        | D5.7<br>2400' (1664')               | DA/MDA(H)<br>(CONDITIONAL)<br>1290' (554') | Apt Elev 766'<br>Rwy 736' |
| <p><b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 2100' or above (MAX 215 KT), turn LEFT to VOR (MAX 215 KT), climbing to 2700' or above, then proceed on R-146 to D10.9, then according to chart or join holding.</p> <p>Do not turn before passing MAP.</p> |                     |                                  |                                     |  |                           |
| <p>Alt Set: hPa (MM on req)      Rwy Elev: 27 hPa      Trans level: FL050 ①      Trans alt: 4000'</p> <p>1. DME required. 2. Final approach track offset 3° from runway centerline.</p>  |                     |                                  |                                     |  |                           |



|                     |     |     |     |     |     |     |            |               |       |
|---------------------|-----|-----|-----|-----|-----|-----|------------|---------------|-------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | PALS CAT I | 215 KT<br>MAX | 2100' |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |            |               |       |
| MAP at D0.6         |     |     |     |     |     |     | PAPI       |               |       |

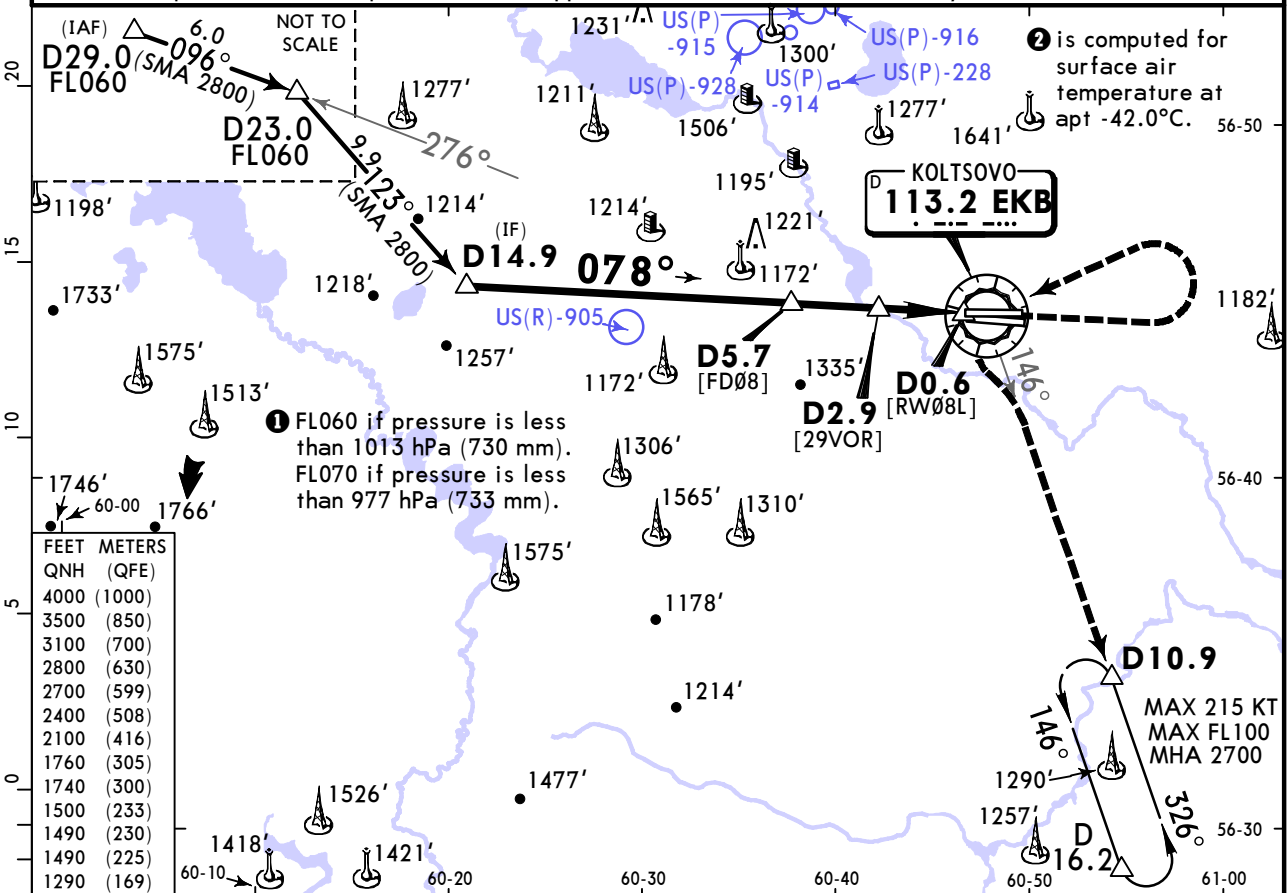
| PANS OPS | Std with D2.9 CDFA |         | w/o D2.9 CDFA |         | CIRCLE-TO-LAND |                     |
|----------|--------------------|---------|---------------|---------|----------------|---------------------|
|          | DA/MDA(H)          | ALS out | DA/MDA(H)     | ALS out | Max KT         | MDA(H)              |
| A        | 1290' (554')       |         | 1490' (754')  |         | 100            | 1490' (724') V1500m |
| B        |                    | R1500m  |               | R1500m  | 135            | 1490' (724') V1600m |
| C        |                    | R1800m  |               | R2400m  | 180            | 1740' (974') V2400m |
| D        |                    | R2400m  |               | R2400m  | 205            | 1760' (994') V3600m |

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
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**USSS/SVX  
KOLTSOVO**

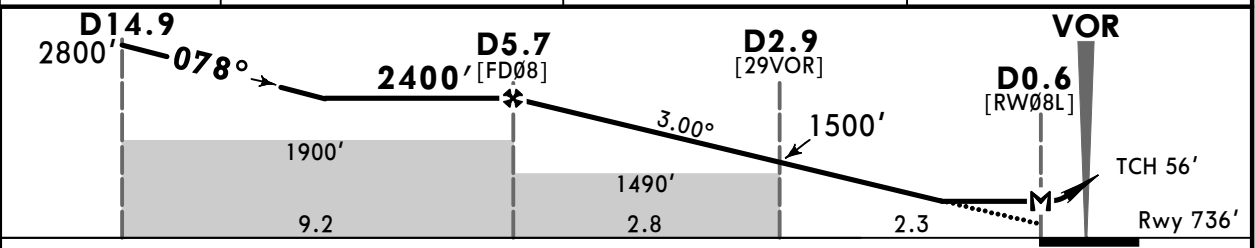
**JEPPESEN YEKATERINBURG, RUSSIA**  
4 JUL 25 (13-2) Eff TO Jul  
**VOR Y Rwy 08L**

|   |                                  |   |  |   |  |  |  |                        |  |
|---|----------------------------------|---|--|---|--|--|--|------------------------|--|
| ATIS<br><b>127.8</b>  |                                  | KOLTSOVO Approach<br><b>125.9 124.0</b> |  | KOLTSOVO Radar (TWR)<br><b>118.7 124.0</b>        |  | KOLTSOVO Start (TWR)<br><b>124.3 124.0</b> |  | Ground<br><b>119.0</b> |  |
| VOR<br>EKB<br><b>113.2</b>  | Final<br>Apch Crs<br><b>078°</b> | D5.7<br><b>2400'</b> (1664')            |  | DA/MDA(H)<br>(CONDITIONAL)<br><b>1290'</b> (554') |  | Apt Elev <b>766'</b><br>Rwy <b>736'</b>    |  | <p>MSA ARP ②</p>       |  |
| <p><b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 2100' or above (MAX 215 KT), then turn LEFT to VOR (MAX 215 KT), climbing to 2700' or above, then proceed on R-146 to D10.9, then according to chart or to the holding area. Do not turn before passing MAP.</p> |                                  |   |  |   |  |  |  |                        |  |
| Alt Set: hPa (MM on req)  |                                  | Rwy Elev: 27 hPa                        |  | Trans level: FL050 ①                              |  | Trans alt: 4000'                           |  |                        |  |
| 1. Radar required. 2. DME required. 3. Final approach track offset 3° from runway centerline.   |                                  |   |  |   |  |  |  |                        |  |



| FEET        | METERS |
|-------------|--------|
| QNH (QFE)   |        |
| 4000 (1000) |        |
| 3500 (850)  |        |
| 3100 (700)  |        |
| 2800 (630)  |        |
| 2700 (599)  |        |
| 2400 (508)  |        |
| 2100 (416)  |        |
| 1760 (305)  |        |
| 1740 (300)  |        |
| 1500 (233)  |        |
| 1490 (230)  |        |
| 1490 (225)  |        |
| 1290 (169)  |        |

|          |       |       |       |
|----------|-------|-------|-------|
| EKB DME  | 4.9   | 3.8   | 2.7   |
| ALTITUDE | 2120' | 1780' | 1440' |



|               |       |     |     |     |     |     |                    |               |       |
|---------------|-------|-----|-----|-----|-----|-----|--------------------|---------------|-------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | 215 KT<br>MAX | 2100' |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |                    |               |       |
| MAP at D0.6   |       |     |     |     |     |     |                    |               |       |

|          |                                 |        |                                 |        |                     |              |                |        |
|----------|---------------------------------|--------|---------------------------------|--------|---------------------|--------------|----------------|--------|
| PANS OPS | <b>Std</b>                      |        |                                 |        | STRAIGHT-IN LANDING |              | CIRCLE-TO-LAND |        |
|          | with D2.9 CDFA                  |        | w/o D2.9 CDFA                   |        |                     |              |                |        |
|          | ① DA/MDA(H) <b>1290'</b> (554') |        | ① DA/MDA(H) <b>1490'</b> (754') |        | Max KT              |              | MDA(H)         |        |
|          | ALS out                         |        | ALS out                         |        |                     |              |                |        |
|          | A                               | R1500m |                                 | R1500m |                     | 100          | 1490' (724')   | V1500m |
| B        | R1500m                          |        | R1500m                          |        | 135                 | 1490' (724') | V1600m         |        |
| C        | R1800m                          |        | R2400m                          |        | 180                 | 1740' (974') | V2400m         |        |
| D        | R1800m                          |        | R2400m                          |        | 205                 | 1760' (994') | V3600m         |        |

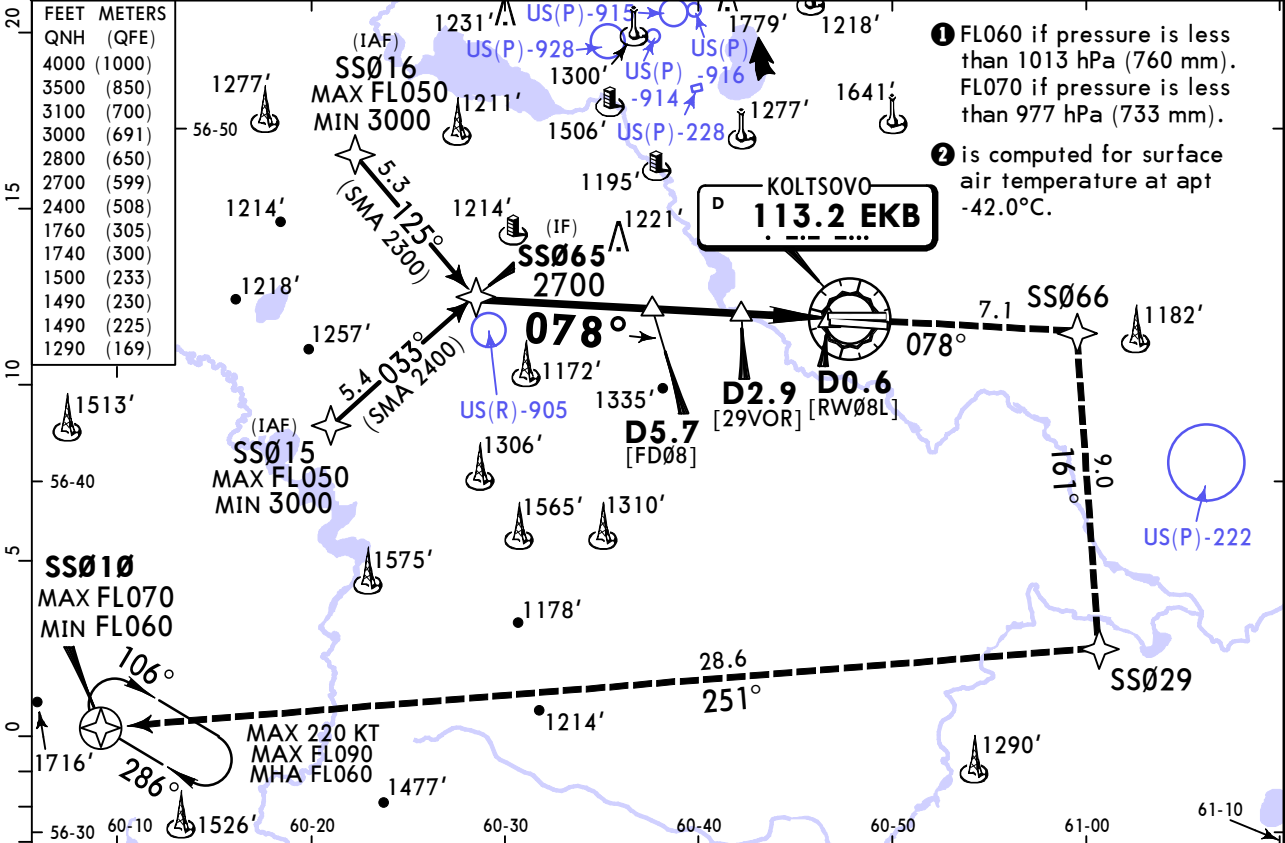
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
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# USSS/SVX KOLTSOVO

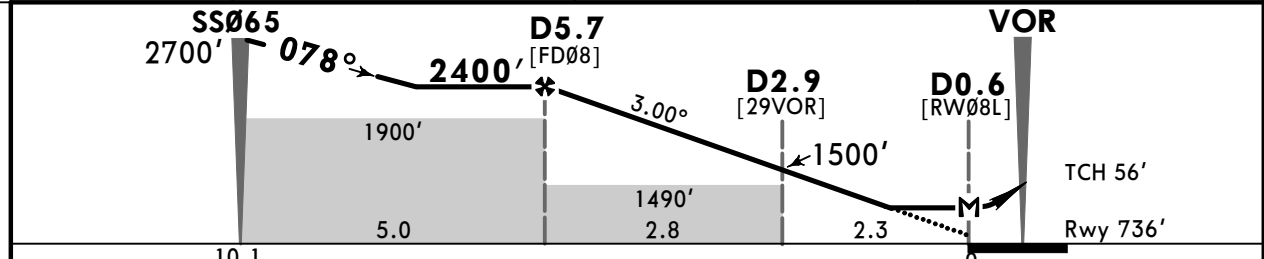
**JEPPESSEN**  
4 JUL 25 **(13-3)** Eff 10 Jul

# YEKATERINBURG, RUSSIA VOR X Rwy 08L

|   |   |  |   |                           |
|---|---|--|---|---------------------------|
| ATIS<br><b>127.8</b>  | KOLTSOVO Approach<br><b>125.9 124.0</b> | KOLTSOVO Radar (TWR)<br><b>118.7 124.0</b> | KOLTSOVO Start (TWR)<br><b>124.3 124.0</b>        | Ground<br><b>119.0</b>    |
| VOR<br>EKB<br><b>113.2</b>  | Final<br>Apch Crs<br><b>078°</b>        | <b>D5.7</b><br><b>2400'</b> (1664')        | DA/MDA(H)<br>(CONDITIONAL)<br><b>1290'</b> (554') | Apt Elev 766'<br>Rwy 736' |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to SS066 (MAX 230 KT), turn RIGHT to SS029 (MAX 230 KT), then turn RIGHT to SS010 climbing to FL060 (MAX FL070), then according to chart or to the holding area.</b> |   |  |   |                           |
| Alt Set: hPa (MM on req)  |   | Rwy Elev: 27 hPa                           | Trans level: FL050                                | Trans alt: 4000'          |
| RNAV 1 for initial approach and missed approach.  |   |  |   |                           |
| 1. GNSS, DME required. 2. Final approach track offset 3° from rwy centerline.   |   |  |   |                           |



|          |       |       |       |
|----------|-------|-------|-------|
| EKB DME  | 4.9   | 3.8   | 2.7   |
| ALTITUDE | 2080' | 1740' | 1390' |



|               |       |     |     |     |     |     |                    |                      |                   |
|---------------|-------|-----|-----|-----|-----|-----|--------------------|----------------------|-------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | <b>230 KT</b><br>MAX | <b>SS066</b><br>↑ |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |                    |                      |                   |
| MAP at D0.6   |       |     |     |     |     |     |                    |                      |                   |

|          |                               |        |                               |        |                |                     |
|----------|-------------------------------|--------|-------------------------------|--------|----------------|---------------------|
| PANS OPS | <b>Std</b>                    |        | STRAIGHT-IN LANDING           |        | CIRCLE-TO-LAND |                     |
|          | with D2.9 CDFA                |        | w/o D2.9 CDFA                 |        |                |                     |
|          | DA/MDA(H) <b>1290'</b> (554') |        | DA/MDA(H) <b>1490'</b> (754') |        |                |                     |
|          | ALS out                       |        | ALS out                       |        |                |                     |
|          | A                             | R1500m |                               | R1500m |                | Max KT              |
| B        | R1500m                        |        | R1500m                        |        | 100            | 1490' (724') V1500m |
| C        | R1800m                        |        | R2400m                        |        | 135            | 1490' (724') V1600m |
| D        | R1800m                        |        | R2400m                        |        | 180            | 1740' (974') V2400m |
|          | R1800m                        |        | R2400m                        |        | 205            | 1760' (994') V3600m |

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
CHANGES: Note, boundaries. © JEPPESSEN, 2017, 2025. ALL RIGHTS RESERVED.



**USSS/SVX  
KOLTSOVO**

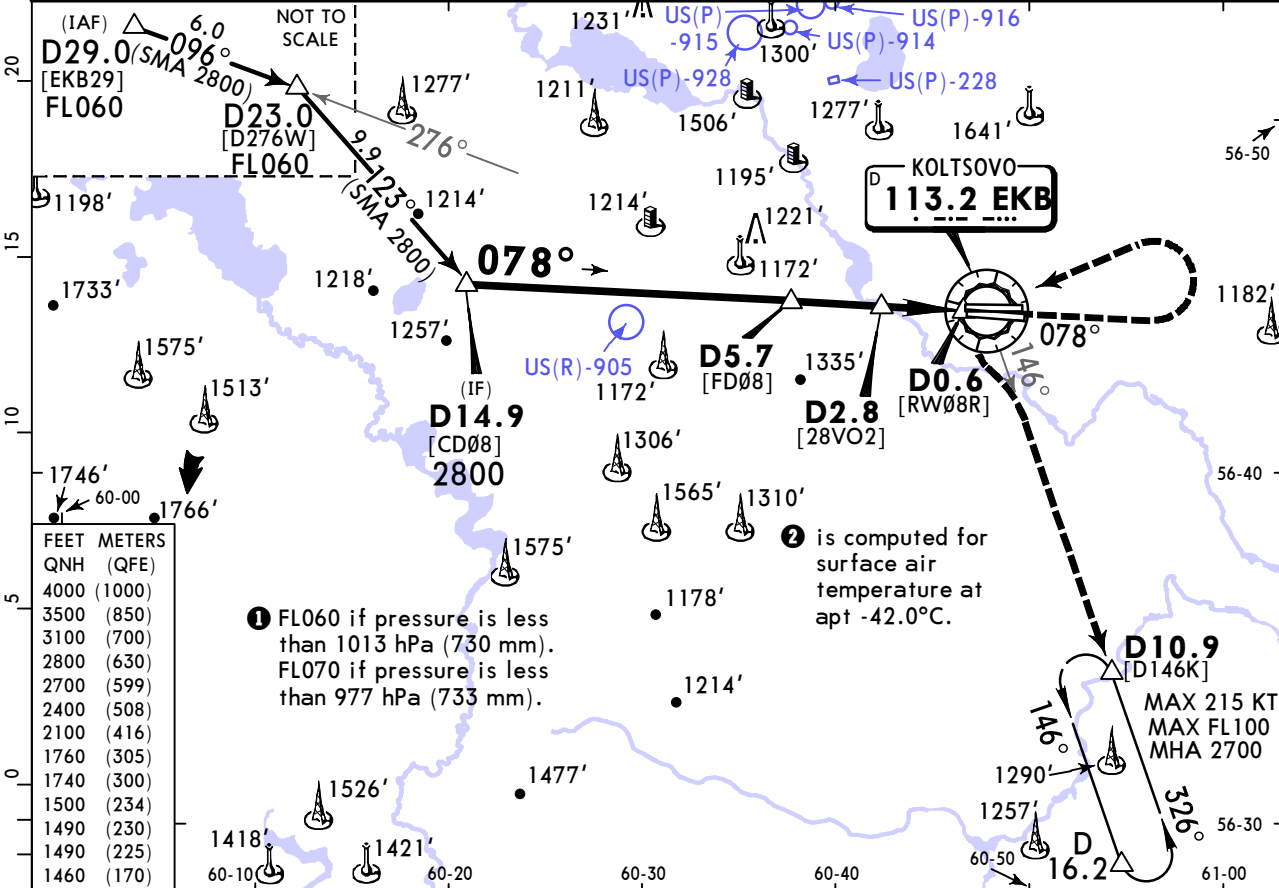
**JEPPESEN YEKATERINBURG, RUSSIA**  
4 JUL 25 (13-5) Eff TO Jul  
**VOR Y Rwy 08R**

|                            |                                  |   |  |   |  |  |  |                        |  |
|----------------------------|----------------------------------|---|--|---|--|--|--|------------------------|--|
| ATIS<br><b>127.8</b>       |                                  | KOLTSOVO Approach<br><b>125.9 124.0</b> |  | KOLTSOVO Radar (TWR)<br><b>118.7 124.0</b>        |  | KOLTSOVO Start (TWR)<br><b>124.3 124.0</b> |  | Ground<br><b>119.0</b> |  |
| VOR<br>EKB<br><b>113.2</b> | Final<br>Apch Crs<br><b>078°</b> | D5.7<br><b>2400'</b> (1665')            |  | DA/MDA(H)<br>(CONDITIONAL)<br><b>1290'</b> (555') |  | Apt Elev 766'<br>Rwy 735'                  |  |                        |  |

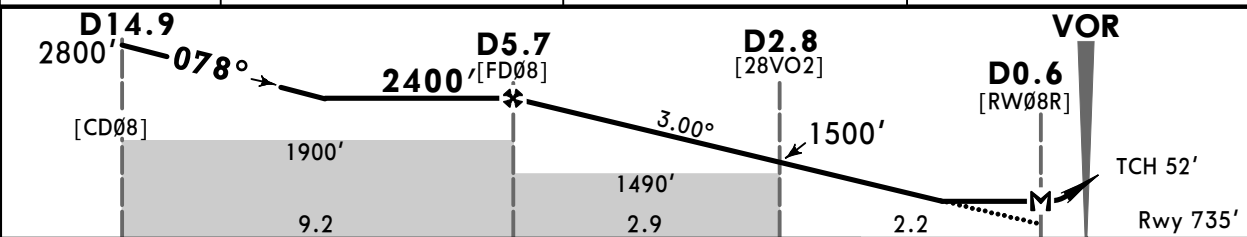
**MISSED APCH:** Climb STRAIGHT AHEAD to 2100' or above (MAX 215 KT), turn LEFT to VOR, climbing to 2700' or above, then proceed on R-146 to D10.9 then according to chart or to holding area. Do not turn before passing MAP.

Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: FL050 ① Trans alt: 4000'

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



|          |       |       |       |
|----------|-------|-------|-------|
| EKB DME  | 4.9   | 3.8   | 2.7   |
| ALTITUDE | 2140' | 1800' | 1460' |



|               |       |     |     |     |     |     |                    |               |       |
|---------------|-------|-----|-----|-----|-----|-----|--------------------|---------------|-------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | 215 KT<br>MAX | 2100' |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |                    |               |       |

|          |                                |        |                          |        |                |                     |
|----------|--------------------------------|--------|--------------------------|--------|----------------|---------------------|
| PANS OPS | <b>Std</b> STRAIGHT-IN LANDING |        |                          |        | CIRCLE-TO-LAND |                     |
|          | with D2.8 CDFA                 |        | w/o D2.8 CDFA            |        |                |                     |
|          | ① DA/MDA(H) 1290' (555')       |        | ① DA/MDA(H) 1490' (755') |        |                |                     |
|          | ALS out                        |        | ALS out                  |        |                |                     |
|          | A                              | R1500m |                          | R1500m |                | Max KT              |
| B        | R1500m                         |        | R1500m                   |        | 100            | 1490' (724') V1500m |
| C        | R1800m                         |        | R2400m                   |        | 135            | 1490' (724') V1600m |
| D        | R1800m                         |        | R2400m                   |        | 180            | 1740' (974') V2400m |
|          | R1800m                         |        | R2400m                   |        | 205            | 1760' (994') V3600m |

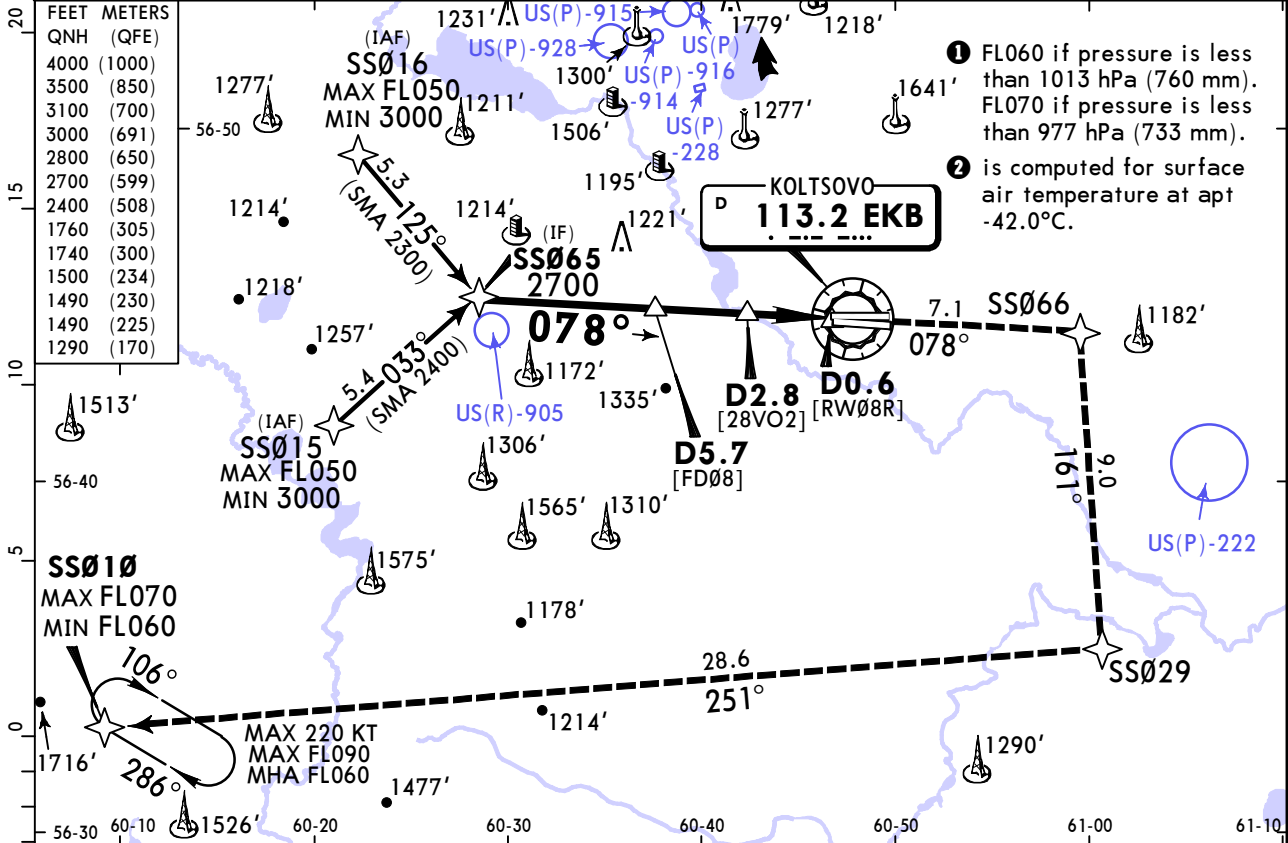
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

# USSS/SVX KOLTSOVO

**JEPPESSEN**  
4 JUL 25 **13-6** Eff 10 Jul

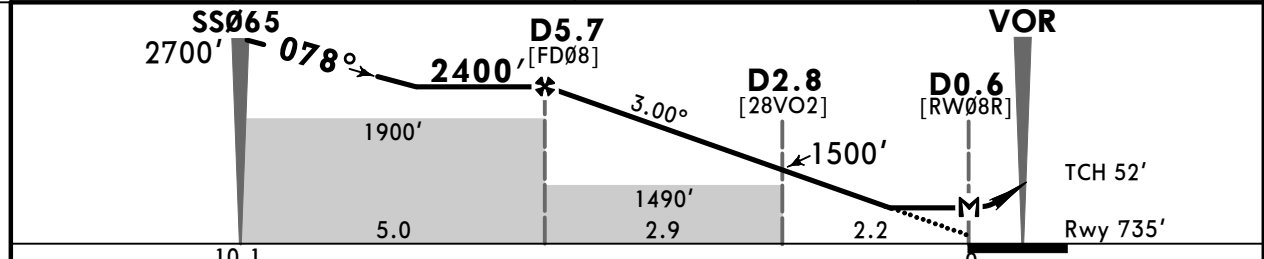
# YEKATERINBURG, RUSSIA VOR X Rwy 08R

|   |   |  |   |                           |
|---|---|--|---|---------------------------|
| ATIS<br><b>127.8</b>  | KOLTSOVO Approach<br><b>125.9 124.0</b> | KOLTSOVO Radar (TWR)<br><b>118.7 124.0</b> | KOLTSOVO Start (TWR)<br><b>124.3 124.0</b>        | Ground<br><b>119.0</b>    |
| VOR<br>EKB<br><b>113.2</b>  | Final<br>Apch Crs<br><b>078°</b>        | D5.7<br><b>2400'</b> (1665')               | DA/MDA(H)<br>(CONDITIONAL)<br><b>1290'</b> (555') | Apt Elev 766'<br>Rwy 735' |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to SS066 (MAX 230 KT), turn RIGHT to SS029 (MAX 230 KT), then turn RIGHT to SS010 climbing to FL060 (MAX FL070), then according to chart or to the holding area.</b> |   |  |   |                           |
| Alt Set: hPa (MM on req)  |   | Rwy Elev: 27 hPa                           | Trans level: FL050 1                              | Trans alt: 4000'          |
| RNAV 1 for initial approach and missed approach.  |   |  |   |                           |
| 1. GNSS, DME required. 2. Final approach track offset 1° from rwy centerline.   |   |  |   |                           |



1. FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).  
2. is computed for surface air temperature at apt -42.0°C.

|          |       |       |       |
|----------|-------|-------|-------|
| EKB DME  | 4.9   | 3.8   | 2.7   |
| ALTITUDE | 2140' | 1800' | 1460' |



|               |       |     |     |     |     |     |                    |                      |                   |
|---------------|-------|-----|-----|-----|-----|-----|--------------------|----------------------|-------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | <b>230 KT</b><br>MAX | <b>SS066</b><br>↑ |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |                    |                      |                   |
| MAP at D0.6   |       |     |     |     |     |     |                    |                      |                   |

| PANS OPS | STRAIGHT-IN LANDING             |        |                                 |  | CIRCLE-TO-LAND |                     |
|----------|---------------------------------|--------|---------------------------------|--|----------------|---------------------|
|          | with D2.8 CDFA                  |        | w/o D2.8 CDFA                   |  | MDA(H)         |                     |
|          | 1 DA/MDA(H) <b>1290'</b> (555') |        | 1 DA/MDA(H) <b>1490'</b> (755') |  |                |                     |
|          | ALS out                         |        | ALS out                         |  |                |                     |
| A        | R1500m                          |        | R1500m                          |  | 100            | 1490' (724') V1500m |
| B        | R1500m                          |        | R1500m                          |  | 135            | 1490' (724') V1600m |
| C        | R1800m                          | R2400m | R2400m                          |  | 180            | 1740' (974') V2400m |
| D        | R1800m                          | R2400m | R2400m                          |  | 205            | 1760' (994') V3600m |

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
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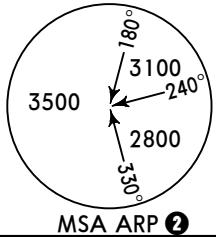
**USSS/SVX  
KOLTSOVO**

**JEPPESEN YEKATERINBURG, RUSSIA**  
4 JUL 25 (13-7) Eff 10 Jul  
**VOR Z Rwy 26L**

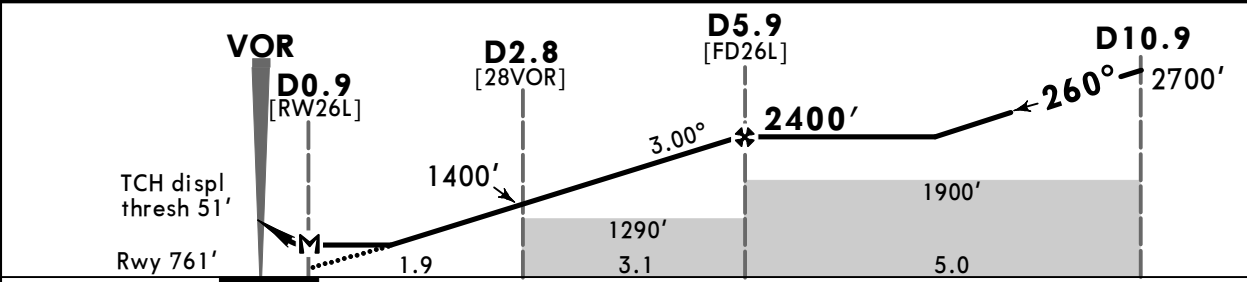
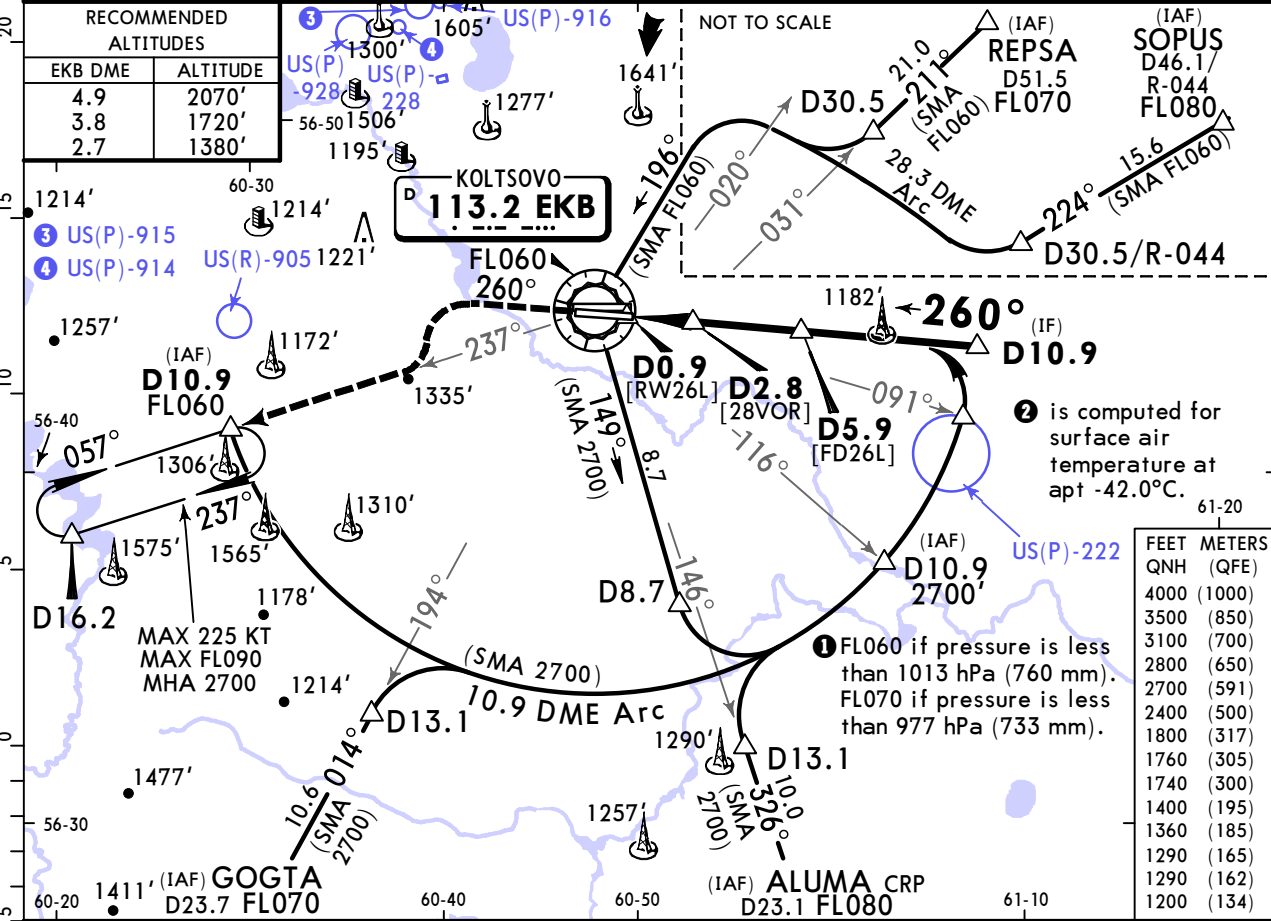
|                     |                                  |                                     |  |                           |
|---------------------|----------------------------------|-------------------------------------|--|---------------------------|
| ATIS<br>127.8       | KOLTSOVO Approach<br>125.9 124.0 | KOLTSOVO Radar (TWR)<br>118.7 124.0 | KOLTSOVO Start (TWR)<br>124.3 124.0        | Ground<br>119.0           |
| VOR<br>EKB<br>113.2 | Final<br>Apch Crs<br>260°        | D5.9<br>2400' (1639')               | DA/MDA(H)<br>(CONDITIONAL)<br>1200' (439') | Apt Elev 766'<br>Rwy 761' |

BRIEFING STRIP™

**MISSED APCH:** Climb STRAIGHT AHEAD to 1800' or above, turn LEFT to intercept R-237, then proceed to D10.9 climbing to 2700' or above. Then according to chart or to the holding area.  
Do not turn before passing MAP.



Alt Set: hPa (MM on req) Rwy Elev: 28 hPa Trans level: FL050 ① Trans alt: 4000'  
1. DME required. 2. Final approach track offset 1° from runway centerline.



|                     |     |     |     |     |     |     |                              |
|---------------------|-----|-----|-----|-----|-----|-----|------------------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | PALS CAT II<br>PAPI<br>1800' |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                              |

|           |                                |        |                          |        |                     |        |
|-----------|--------------------------------|--------|--------------------------|--------|---------------------|--------|
| PAINS OPS | <b>Std</b> STRAIGHT-IN LANDING |        |                          |        | CIRCLE-TO-LAND      |        |
|           | with D2.8 CDFA                 |        | w/o D2.8 CDFA            |        |                     |        |
|           | ① DA/MDA(H) 1200' (439')       |        | ① DA/MDA(H) 1290' (529') |        |                     |        |
|           | ALS out                        |        | ALS out                  |        |                     |        |
|           | A                              | R1300m | R1500m                   | R1500m | Max KT              | MDA(H) |
| B         | R1300m                         | R1500m | R1500m                   | 100    | 1290' (524') V1500m |        |
| C         | R1300m                         | R2000m | R1700m                   | 135    | 1360' (594') V1600m |        |
| D         | R1300m                         | R2000m | R1700m                   | 180    | 1740' (974') V2400m |        |
|           |                                |        |                          | 205    | 1760' (994') V3600m |        |

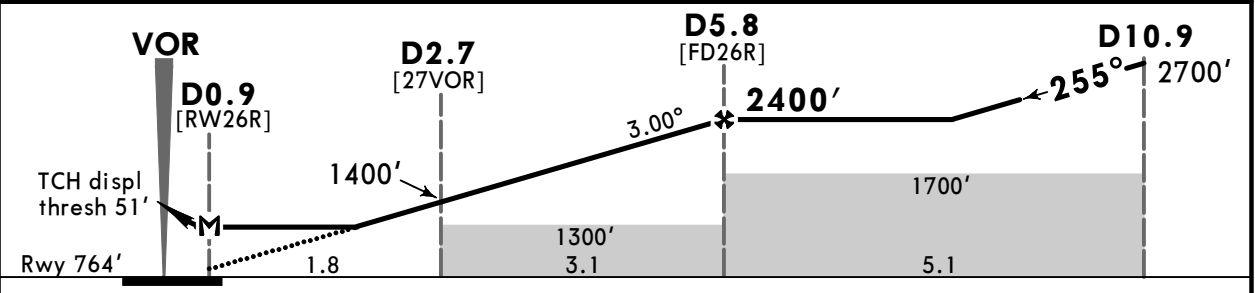
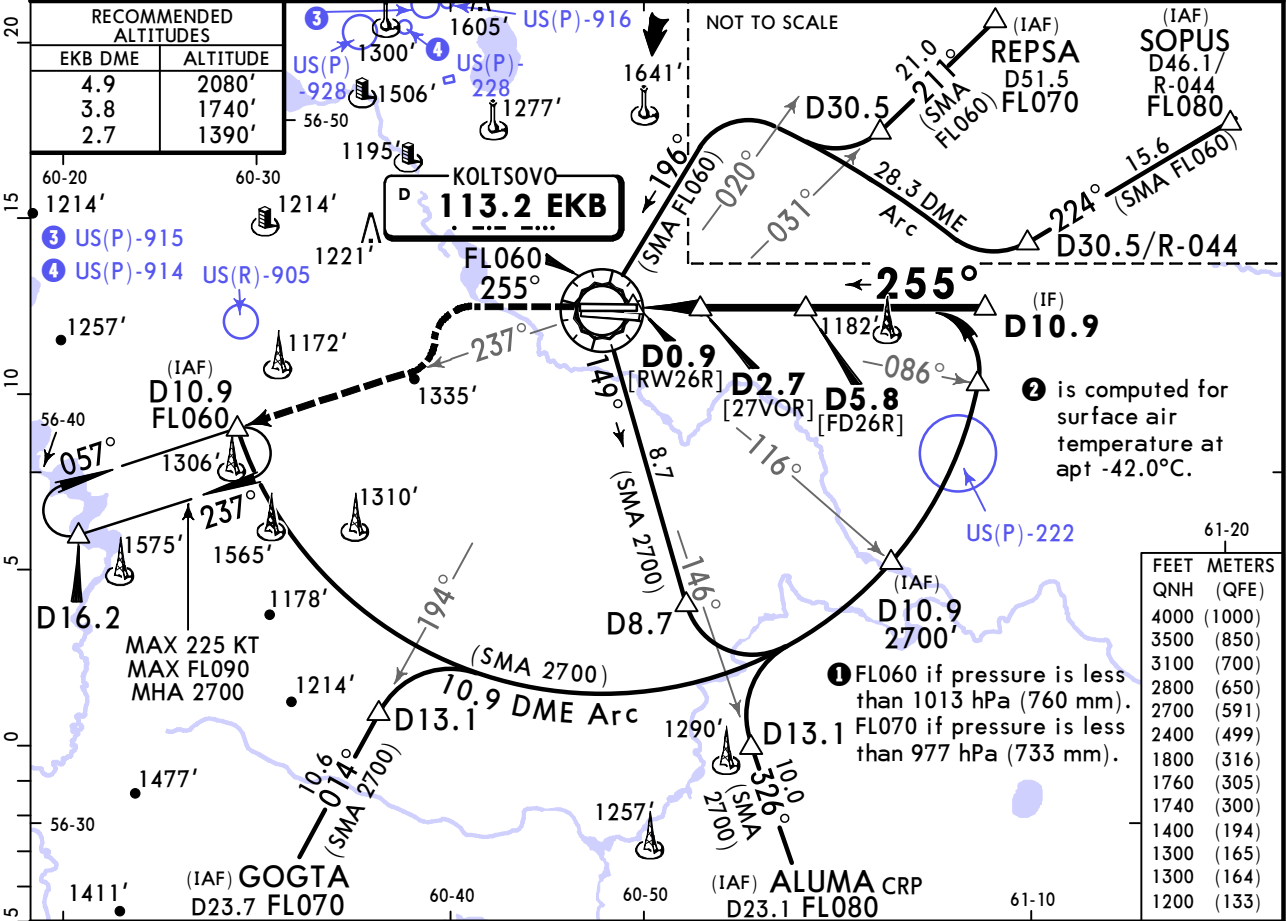
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
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# USSS/SVX KOLTSOVO

# JEPPESEN YEKATERINBURG, RUSSIA 4 JUL 25 (13-9) Eff 10 Jul VOR Z Rwy 26R

|   |                                  |                                     |  |                           |
|---|----------------------------------|-------------------------------------|--|---------------------------|
| ATIS<br>127.8   | KOLTSOVO Approach<br>125.9 124.0 | KOLTSOVO Radar (TWR)<br>118.7 124.0 | KOLTSOVO Start (TWR)<br>124.3 124.0        | Ground<br>119.0           |
| VOR<br>EKB<br>113.2   | Final<br>Apch Crs<br>255°        | D5.8<br>2400' (1636')               | DA/MDA(H)<br>(CONDITIONAL)<br>1200' (436') | Apt Elev 766'<br>Rwy 764' |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 1800' or above, then turn LEFT to intercept R-237 and proceed to D10.9 climbing to 2700' or above. Then according to chart or join holding. Do not turn before passing MAP. |                                  |                                     |  |                           |
| Alt Set: hPa (MM on req)  |                                  | Rwy Elev: 28 hPa                    | Trans level: FL050 ①                       | Trans alt: 4000'          |
| DME required.   |                                  |                                     |  |                           |



|               |       |     |     |     |     |     |                    |            |
|---------------|-------|-----|-----|-----|-----|-----|--------------------|------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | 1800'<br>↑ |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 849 |                    |            |
| MAP at D0.9   |       |     |     |     |     |     |                    |            |

|   | STRAIGHT-IN LANDING    |                        | CIRCLE-TO-LAND |                     |
|---|------------------------|------------------------|----------------|---------------------|
|   | with D2.7 CDFA         | w/o D2.7 CDFA          | Max            | MDA(H)              |
| A | DA/MDA(H) 1200' (436') | DA/MDA(H) 1300' (536') | 100            | 1300' (534') V1500m |
| B | ALS out R1500m         | ALS out R1500m         | 135            | 1300' (534') V1600m |
| C | R1300m                 | R1700m                 | 180            | 1740' (974') V2400m |
| D | R2000m                 | R2400m                 | 205            | 1760' (994') V3600m |

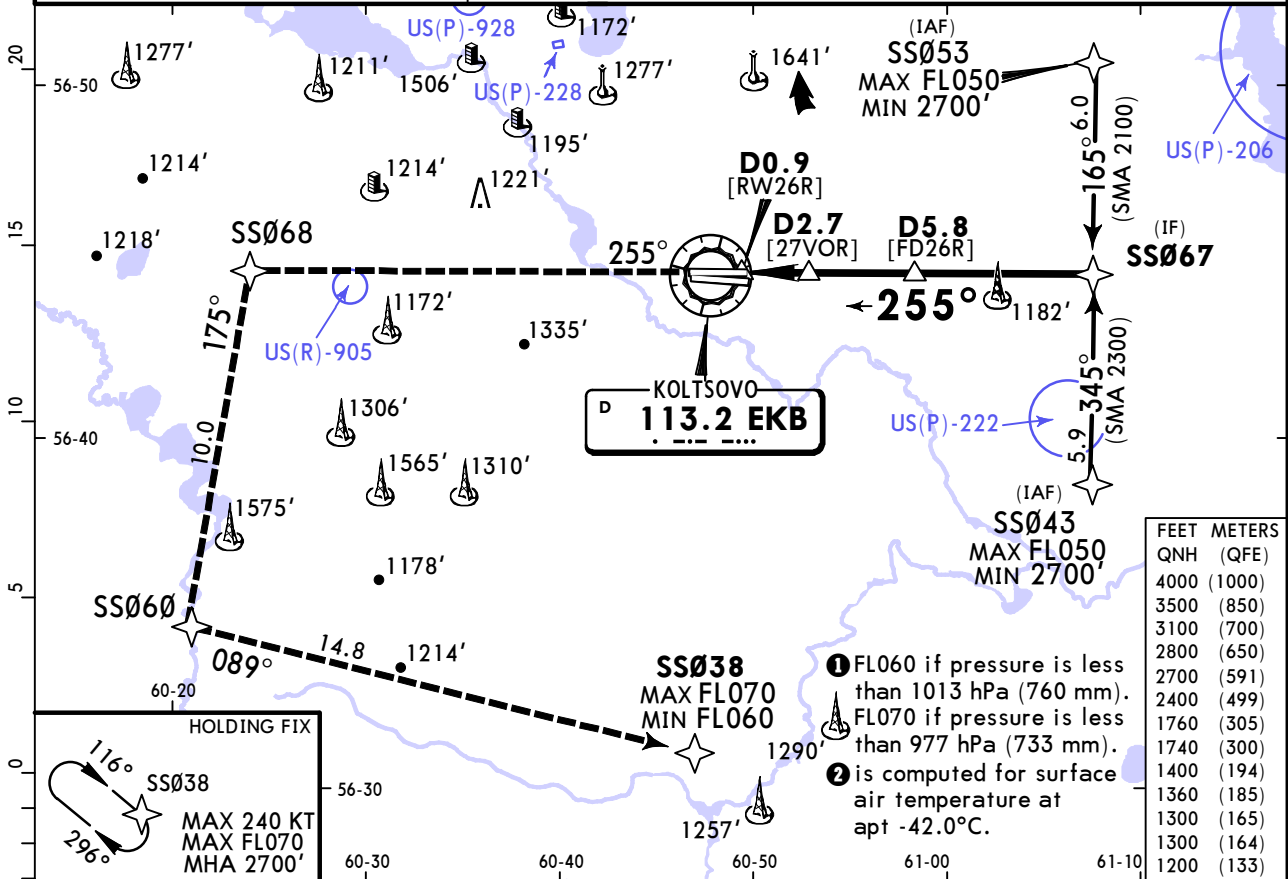
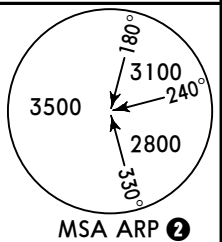
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
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USSS/SVX  
KOLTSOVO

JEPPESEN  
4 JUL 25 13-10 Eff 10 Jul

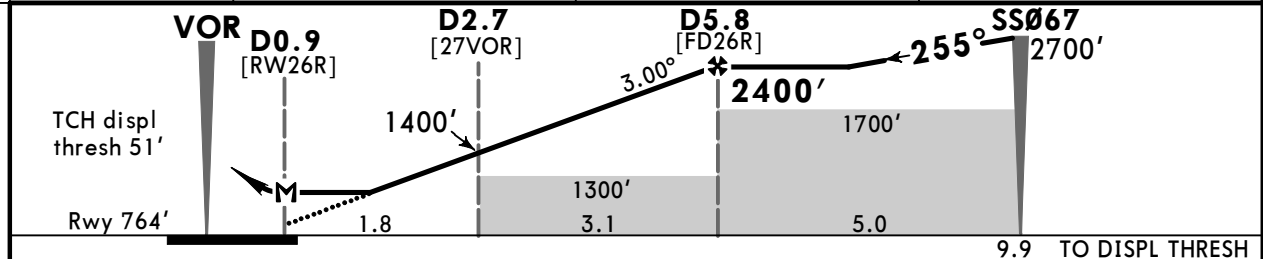
YEKATERINBURG, RUSSIA  
VOR X Rwy 26R

|   |  |                                  |                  |                                     |  |  |  |                           |                  |  |
|---|--|----------------------------------|------------------|-------------------------------------|--|--|--|---------------------------|------------------|--|
| ATIS<br>127.8   |  | KOLTSOVO Approach<br>125.9 124.0 |                  | KOLTSOVO Radar (TWR)<br>118.7 124.0 |  | KOLTSOVO Start (TWR)<br>124.3 124.0        |  | Ground<br>119.0           |                  |  |
| VOR<br>EKB<br>113.2   |  | Final<br>Apch Crs<br>255°        |                  | D5.8<br>2400' (1646')               |  | DA/MDA(H)<br>(CONDITIONAL)<br>1200' (436') |  | Apt Elev 766'<br>Rwy 764' |                  |  |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to SS068, turn LEFT to SS060, then turn LEFT to SS038 climbing to MAX FL070/MIN FL060, then according to chart or to the holding area. |  |                                  |                  |                                     |  |  |  |                           |                  |  |
| Alt Set: hPa (MM on req)  |  |                                  | Rwy Elev: 28 hPa |                                     |  | Trans level: FL050 ①                       |  |                           | Trans alt: 4000' |  |
| RNAV 1 for initial and missed apch.   |  |                                  |                  | GNSS and DME required.              |  |  |  |                           |                  |  |



| FEET | METERS |
|------|--------|
| 4000 | (1000) |
| 3500 | (850)  |
| 3100 | (700)  |
| 2800 | (650)  |
| 2700 | (591)  |
| 2400 | (499)  |
| 1760 | (305)  |
| 1740 | (300)  |
| 1400 | (194)  |
| 1360 | (185)  |
| 1300 | (165)  |
| 1300 | (164)  |
| 1200 | (133)  |

|          |       |       |       |
|----------|-------|-------|-------|
| EKB DME  | 2.7   | 3.8   | 4.9   |
| ALTITUDE | 1390' | 1740' | 2080' |



|                     |     |     |     |     |     |     |                             |
|---------------------|-----|-----|-----|-----|-----|-----|-----------------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI<br>SS068 |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                             |
| MAP at D0.9         |     |     |     |     |     |     |                             |

| PANS OPS | STRAIGHT-IN LANDING      |                          |         | CIRCLE-TO-LAND |                     |
|----------|--------------------------|--------------------------|---------|----------------|---------------------|
|          | with D2.7 CDFA           | w/o D2.7 CDFA            | ALS out | Max KT         | MDA(H)              |
| A        | ① DA/MDA(H) 1200' (436') | ① DA/MDA(H) 1300' (536') |         | 100            | 1300' (534') V1500m |
| B        | R1500m                   | R1500m                   |         | 135            | 1360' (594') V1600m |
| C        | R1300m                   |                          |         | 180            | 1740' (974') V2400m |
| D        | R2000m                   | R1700m                   | R2400m  | 205            | 1760' (994') V3600m |

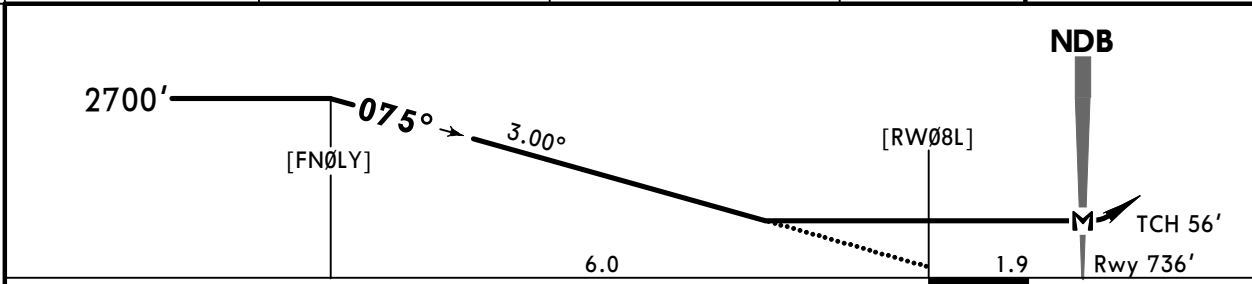
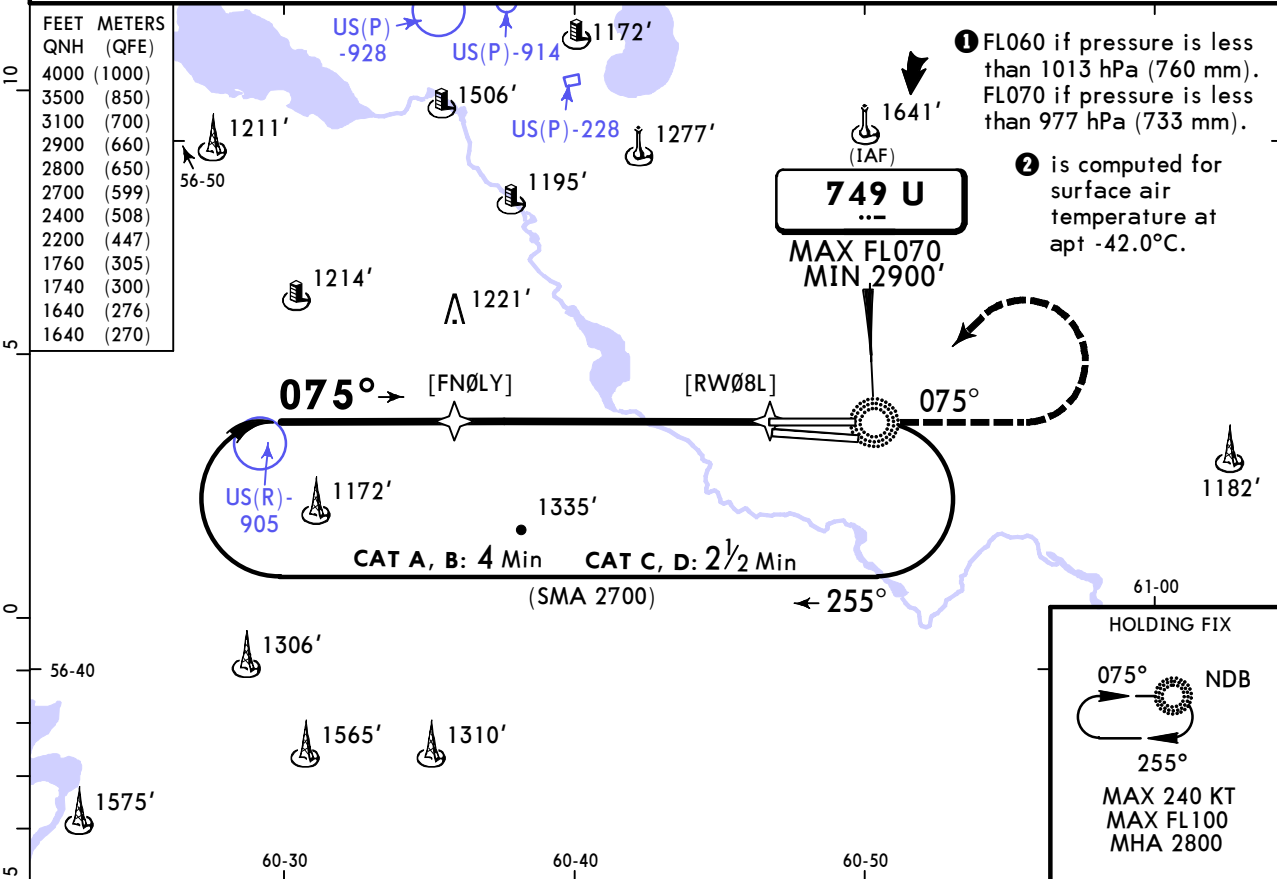
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
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**USSS/SVX  
KOLTSOVO**

**JEPPESEN YEKATERINBURG, RUSSIA**  
4 JUL 25 (16-2) Eff TO Jul  
**NDB Y Rwy 08L**

|  |                        |                                  |        |                                  |       |                           |       |        |
|--|------------------------|----------------------------------|--------|----------------------------------|-------|---------------------------|-------|--------|
| BRIEFING STRIP™  | ATIS                   | KOLTSOVO Approach                |        | KOLTSOVO Radar (TWR)             |       | KOLTSOVO Start (TWR)      |       | Ground |
|  | 127.8                  | 125.9                            | 124.0  | 118.7                            | 124.0 | 124.3                     | 124.0 | 119.0  |
|  | NDB<br>U<br><b>749</b> | Final<br>Apch Crs<br><b>075°</b> | No FAF | DA/MDA(H)<br><b>1640'</b> (904') |       | Apt Elev 766'<br>Rwy 736' |       |        |
| <b>MISSED APCH: Climb STRAIGHT AHEAD (MAX 200 KT) to 2200' or above, turn LEFT to NDB, climbing to 2900' or above, then according to chart or to the holding area. Do not turn before passing MAP.</b> |                        |                                  |        |                                  |       |                           |       |        |
| Alt Set: hPa (MM on req)   |                        | Rwy elev: 27 hPa                 |        | Trans level: FL050 ①             |       | Trans alt: 4000'          |       |        |
| 1. Radar required. 2. Racetrack restricted to MAX 240 KT.  |                        |                                  |        |                                  |       |                           |       |        |



|                     |     |     |     |     |     |     |                    |       |               |
|---------------------|-----|-----|-----|-----|-----|-----|--------------------|-------|---------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | 2200' | 200 KT<br>MAX |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                    |       |               |
| MAP at NDB          |     |     |     |     |     |     |                    |       |               |

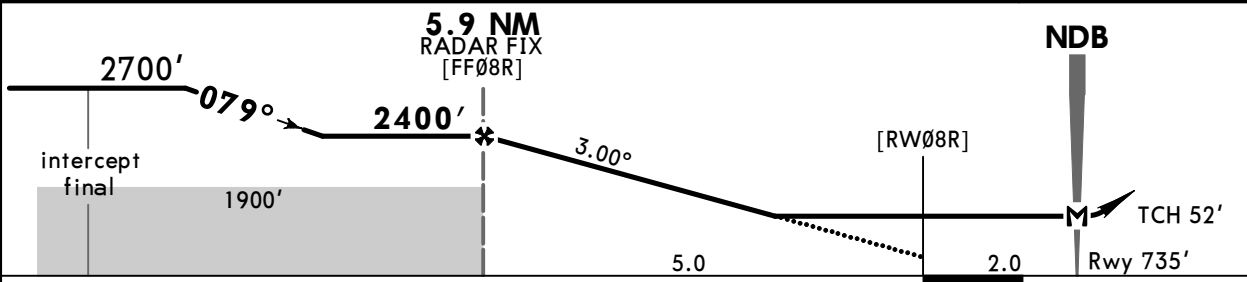
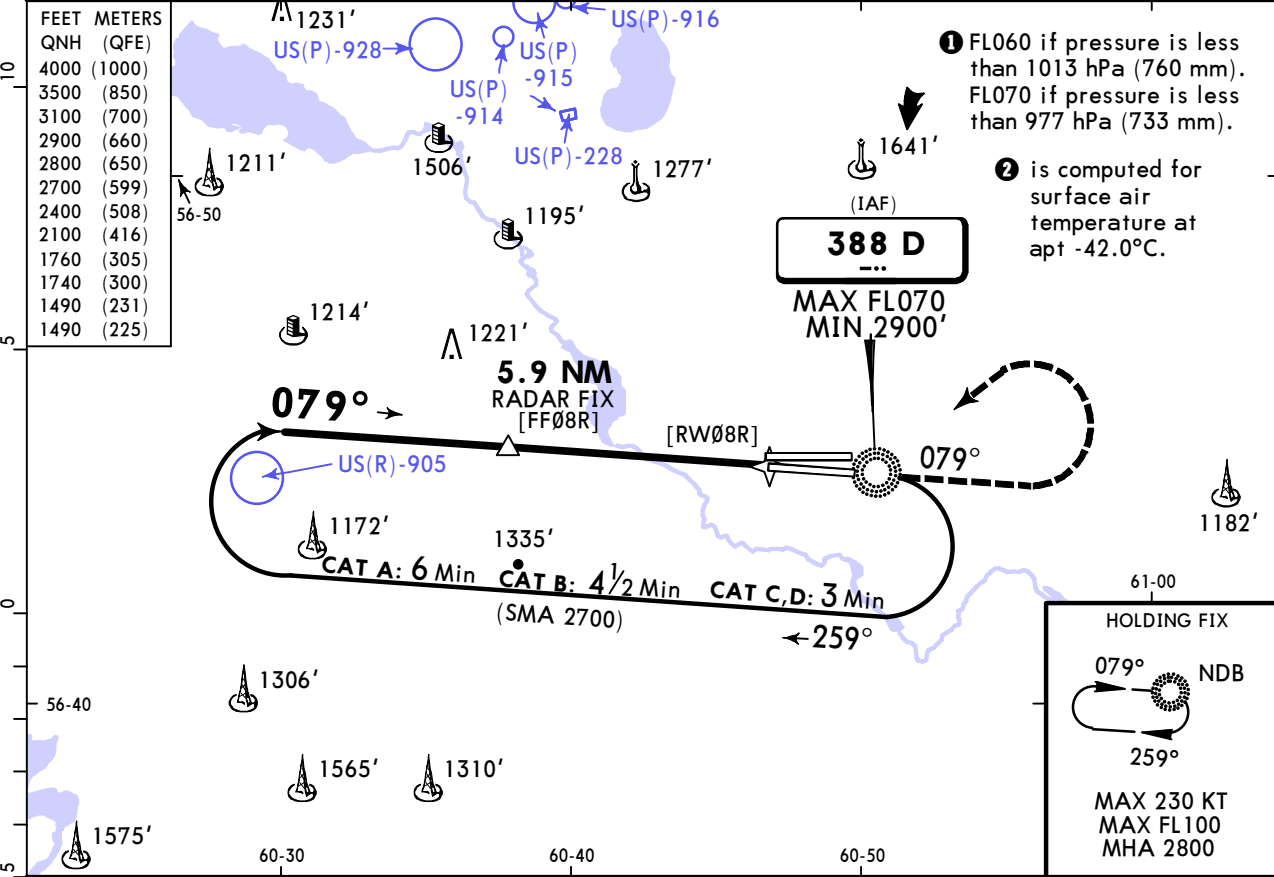
|          |                                 |        |                            |                                   |
|----------|---------------------------------|--------|----------------------------|-----------------------------------|
| PANS OPS | <b>Std</b> STRAIGHT-IN LANDING  |        | CIRCLE-TO-LAND             |                                   |
|          | CDFA                            |        |                            |                                   |
|          | ① DA/MDA(H) <b>1640'</b> (904') |        | ALS out                    |                                   |
|          | A                               | R1500m | Max<br>100                 | MDA(H) <b>1640'</b> (874') V1500m |
|          | B                               | R1500m | 135                        | <b>1640'</b> (874') V1600m        |
| C        | R2400m                          | 180    | <b>1740'</b> (974') V2400m |                                   |
| D        | R2400m                          | 205    | <b>1760'</b> (994') V3600m |                                   |

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**USSS/SVX  
KOLTSOVO**

**JEPPESEN YEKATERINBURG, RUSSIA**  
4 JUL 25 **(16-3) Eff 10 Jul**  
**NDB Z Rwy 08R**

|  |                                  |   |  |  |  |  |  |                        |  |
|--|----------------------------------|---|--|--|--|--|--|------------------------|--|
| ATIS<br><b>127.8</b>   |                                  | KOLTSOVO Approach<br><b>125.9 124.0</b>     |  | KOLTSOVO Radar (TWR)<br><b>118.7 124.0</b> |  | KOLTSOVO Start (TWR)<br><b>124.3 124.0</b> |  | Ground<br><b>119.0</b> |  |
| NDB<br>D<br><b>388</b>   | Final<br>Apch Crs<br><b>079°</b> | 5.9 NM<br>RADAR FIX<br><b>2400'</b> (1665') |  | DA/MDA(H)<br><b>1490'</b> (755')           |  | Apt Elev 766'<br>Rwy 735'                  |  |                        |  |
| <b>MISSED APCH: Climb STRAIGHT AHEAD (MAX 210 KT) to 2100' or above, turn LEFT to NDB, climbing to 2900' or above, then according to chart or to the holding area. Do not turn before passing MAP.</b> |                                  |   |  |  |  |  |  | MSA ARP <b>2</b>       |  |
| Alt Set: hPa (MM on req)   |                                  | Rwy elev: 27 hPa                            |  | Trans level: FL050 <b>1</b>                |  | Trans alt: 4000'                           |  |                        |  |
| 1. Radar required. 2. Racetrack restricted to CAT A: MAX 110 KT, CAT B: MAX 140 KT, CAT CD: MAX 215 KT.  |                                  |   |  |  |  |  |  |                        |  |



|                     |     |     |     |     |     |     |                    |       |               |
|---------------------|-----|-----|-----|-----|-----|-----|--------------------|-------|---------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | 2100' | 210 KT<br>MAX |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                    |       |               |
| MAP at NDB          |     |     |     |     |     |     |                    |       |               |

|          |                                     |        |  |  |                |        |        |        |        |
|----------|-------------------------------------|--------|--|--|----------------|--------|--------|--------|--------|
| PANS OPS | <b>Std</b> STRAIGHT-IN LANDING CDFA |        |  |  | CIRCLE-TO-LAND |        |        |        |        |
|          | DA/MDA(H) <b>1490'</b> (755')       |        |  |  | ALS out        |        |        |        |        |
|          | A                                   | R1500m |  |  |                | Max KT | MDA(H) |        |        |
|          | B                                   | R1500m |  |  |                | 100    | 1490'  | (724') | V1500m |
|          | C                                   | R2400m |  |  |                | 135    | 1490'  | (724') | V1600m |
| D        | R2400m                              |        |  |  | 180            | 1740'  | (974') | V2400m |        |
|          |                                     |        |  |  | 205            | 1760'  | (994') | V3600m |        |

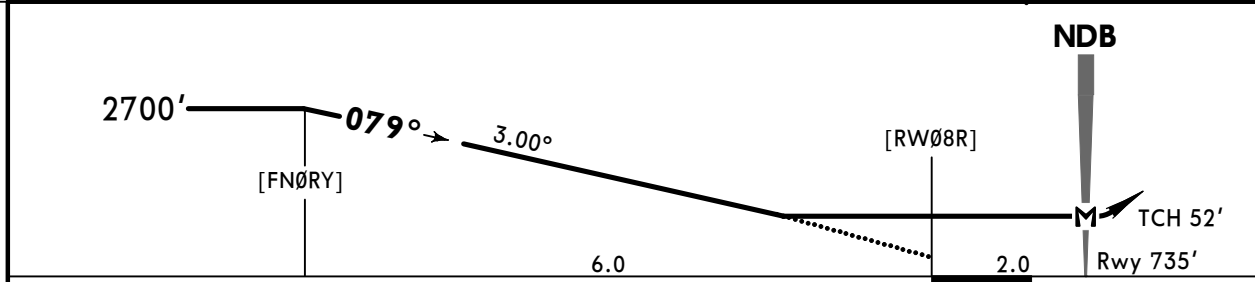
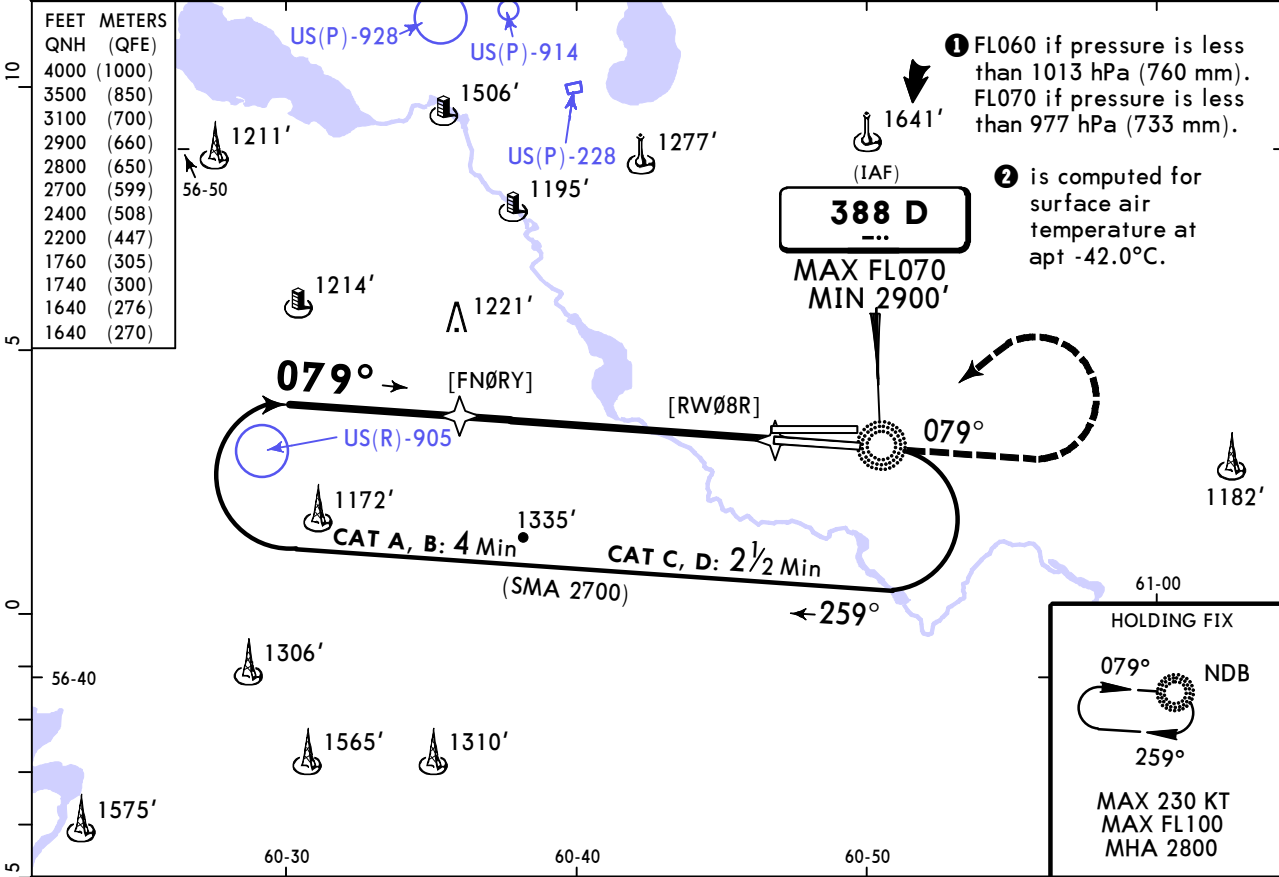
**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
CHANGES: Note, boundaries. © JEPPESEN, 2010, 2025. ALL RIGHTS RESERVED.

**USSS/SVX  
KOLTSOVO**

**JEPPESEN**  
4 JUL 25 **(16-4)** Eff 10 Jul

**YEKATERINBURG, RUSSIA  
NDB Y Rwy 08R**

|  |                                  |                   |       |                                  |               |                      |       |        |
|--|----------------------------------|-------------------|-------|----------------------------------|---------------|----------------------|-------|--------|
| BRIEFING STRIP™  | ATIS                             | KOLTSOVO Approach |       | KOLTSOVO Radar (TWR)             |               | KOLTSOVO Start (TWR) |       | Ground |
|  | 127.8                            | 125.9             | 124.0 | 118.7                            | 124.0         | 124.3                | 124.0 | 119.0  |
| NDB<br>D<br><b>388</b>   | Final<br>Apch Crs<br><b>079°</b> | No FAF            |       | DA/MDA(H)<br><b>1640'</b> (905') | Apt Elev 766' | Rwy 735'             |       |        |
| <b>MISSED APCH: Climb STRAIGHT AHEAD (MAX 210 KT) to 2200' or above, turn LEFT to NDB, climbing to 2900' or above, then according to chart or to the holding area. Do not turn before passing MAP.</b> |                                  |                   |       |                                  |               |                      |       |        |
| Alt Set: hPa (MM on req)   |                                  | Rwy elev: 27 hPa  |       | Trans level: FL050 ①             |               | Trans alt: 4000'     |       |        |
| 1. Radar required. 2. Racetrack restricted to MAX 240 KT.  |                                  |                   |       |                                  |               |                      |       |        |



|                     |     |     |     |     |     |     |                    |       |               |
|---------------------|-----|-----|-----|-----|-----|-----|--------------------|-------|---------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | 2200' | 210 KT<br>MAX |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                    |       |               |
| MAP at NDB          |     |     |     |     |     |     |                    |       |               |

|          |                                 |        |                |                            |                                   |
|----------|---------------------------------|--------|----------------|----------------------------|-----------------------------------|
| PANS OPS | <b>Std</b> STRAIGHT-IN LANDING  |        | CIRCLE-TO-LAND |                            |                                   |
|          | CDFA                            |        |                |                            |                                   |
|          | ① DA/MDA(H) <b>1640'</b> (905') |        | ALS out        |                            |                                   |
|          | A                               | R1500m |                | Max KT 100                 | MDA(H) <b>1640'</b> (874') V1500m |
|          | B                               | R1500m |                | 135                        | <b>1640'</b> (874') V1600m        |
| C        | R2400m                          |        | 180            | <b>1740'</b> (974') V2400m |                                   |
| D        | R2400m                          |        | 205            | <b>1760'</b> (994') V3600m |                                   |

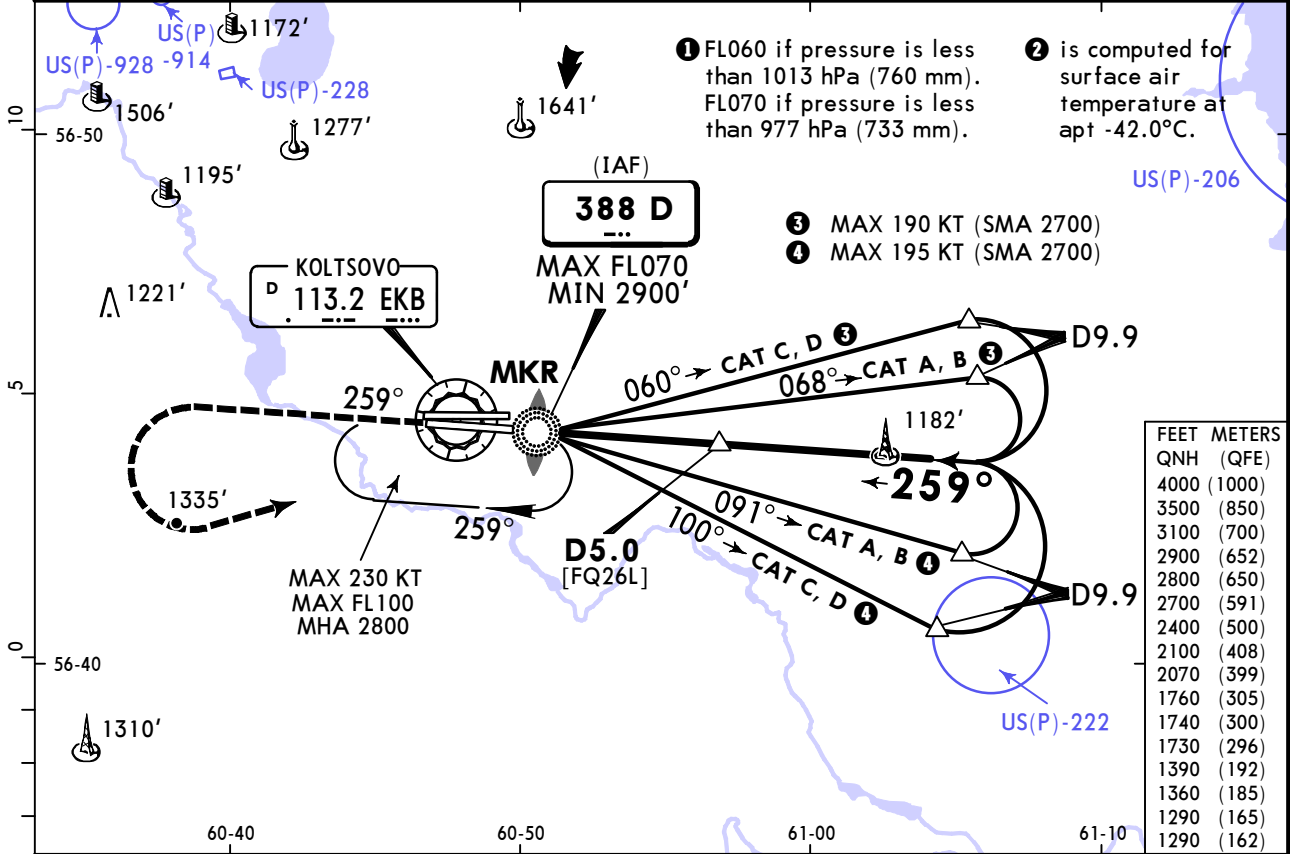
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

# USSS/SVX KOLTSOVO

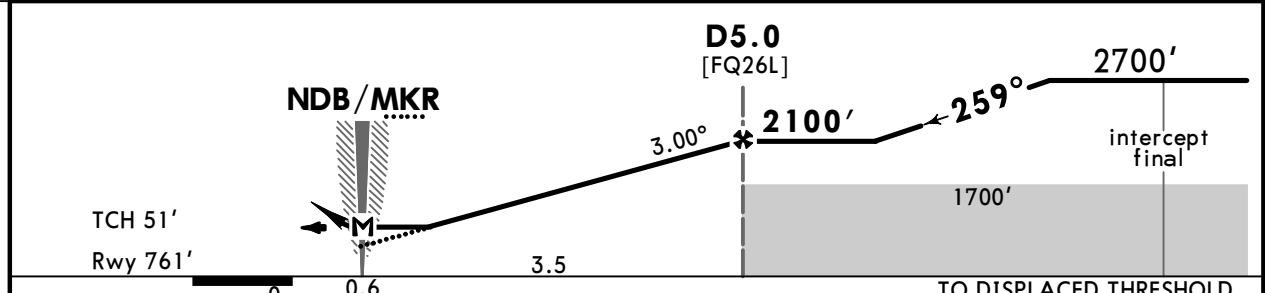
# JEPPESEN YEKATERINBURG, RUSSIA NDB Z Rwy 26L

4 JUL 25 (16-5) EFF TO JUL

|  |                                  |                                  |  |                                     |  |                                     |  |                 |  |
|--|----------------------------------|----------------------------------|--|-------------------------------------|--|-------------------------------------|--|-----------------|--|
| ATIS<br>127.8  |                                  | KOLTSOVO Approach<br>125.9 124.0 |  | KOLTSOVO Radar (TWR)<br>118.7 124.0 |  | KOLTSOVO Start (TWR)<br>124.3 124.0 |  | Ground<br>119.0 |  |
| NDB<br>D<br><b>388</b>   | Final<br>Apch Crs<br><b>259°</b> | D5.0<br><b>2100'</b> (1339')     |  | DA/MDA(H)<br><b>1290'</b> (529')    |  | Apt Elev 766'<br>Rwy 761'           |  | <br>MSA ARP ②   |  |
| <b>MISSED APCH: Climb STRAIGHT AHEAD (MAX 215 KT) to 2700' or above, turn LEFT to NDB, climbing to 2900' or above, then according to chart or to the holding area. Do not turn before passing MAP.</b> |                                  |                                  |  |                                     |  |                                     |  |                 |  |
| Alt Set: hPa (MM on req)   |                                  | Rwy elev: 28 hPa                 |  | Trans level: FL050 ①                |  | Trans alt: 4000'                    |  |                 |  |
| DME required.  |                                  |                                  |  |                                     |  |                                     |  |                 |  |



|          |       |       |       |
|----------|-------|-------|-------|
| EKB DME  | 2.7   | 3.8   | 4.9   |
| ALTITUDE | 1390' | 1730' | 2070' |



|                     |     |     |     |     |     |     |                     |       |               |
|---------------------|-----|-----|-----|-----|-----|-----|---------------------|-------|---------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | PALS CAT II<br>PAPI | 2700' | 215 KT<br>MAX |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                     |       |               |
| MAP at NDB/MKR      |     |     |     |     |     |     |                     |       |               |

|          |                                |        |  |  |                |                     |                     |  |  |
|----------|--------------------------------|--------|--|--|----------------|---------------------|---------------------|--|--|
| PANS OPS | <b>Std</b> STRAIGHT-IN LANDING |        |  |  | CIRCLE-TO-LAND |                     |                     |  |  |
|          | CDFA                           |        |  |  |                |                     |                     |  |  |
|          | DA/MDA(H) <b>1290'</b> (529')  |        |  |  | ALS out        |                     |                     |  |  |
|          | A                              | R1500m |  |  |                | Max KT              | MDA(H)              |  |  |
|          | B                              | R1500m |  |  |                | 100                 | 1290' (524') V1500m |  |  |
| C        | R1700m                         |        |  |  | 135            | 1360' (594') V1600m |                     |  |  |
| D        | R2400m                         |        |  |  | 180            | 1740' (974') V2400m |                     |  |  |
|          | R1700m                         |        |  |  | 205            | 1760' (994') V3600m |                     |  |  |

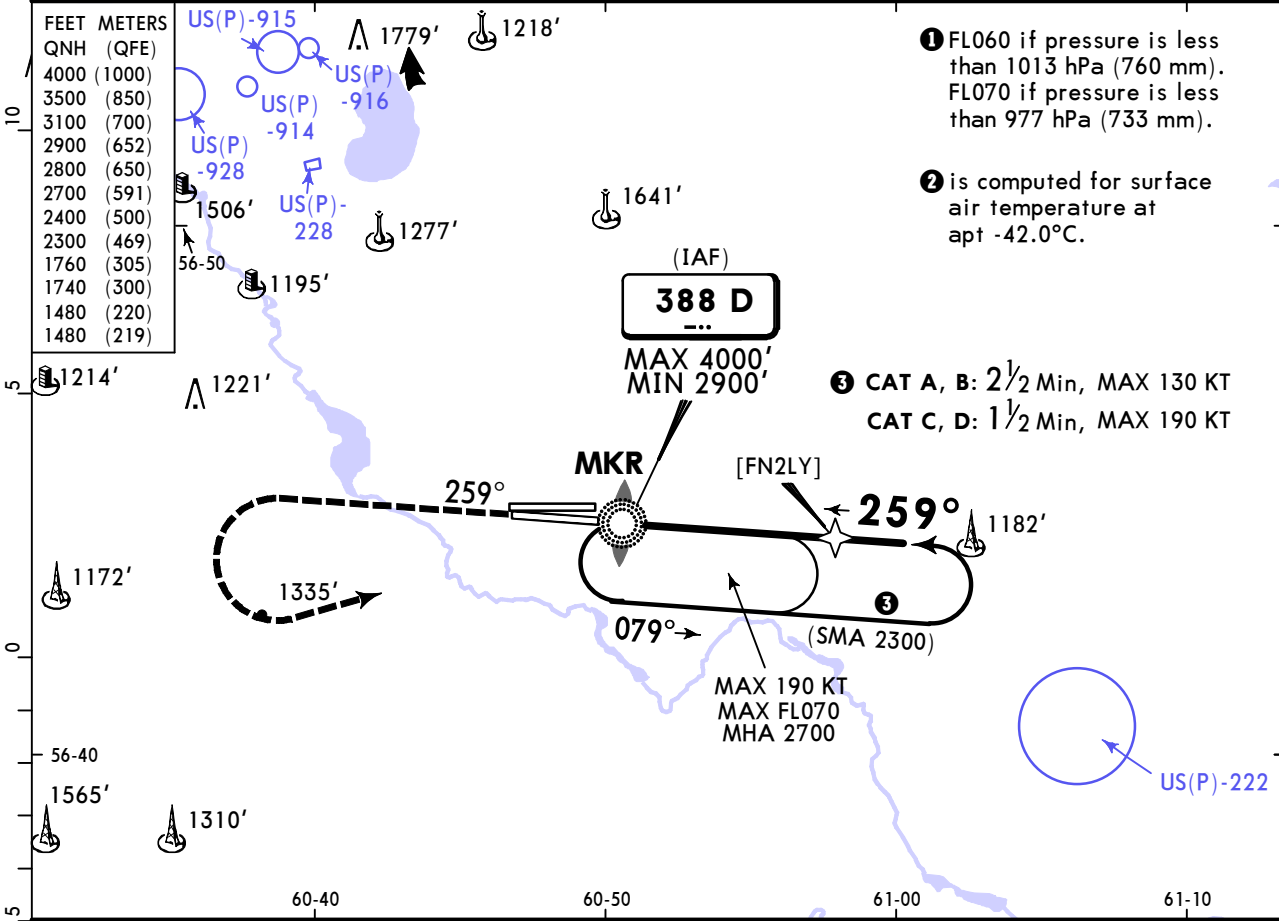
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
 CHANGES: Note, boundaries. © JEPPESEN, 2010, 2025. ALL RIGHTS RESERVED.

# USSS/SVX KOLTSOVO

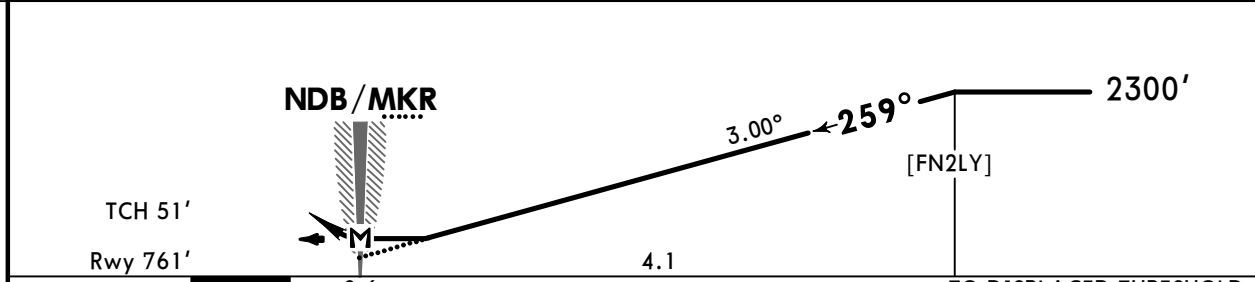
# JEPPESEN YEKATERINBURG, RUSSIA NDB Y Rwy 26L

4 JUL 25 **16-6** Eff TO JUL

|  |                                  |                                  |                  |                                     |  |                                     |  |                  |  |
|--|----------------------------------|----------------------------------|------------------|-------------------------------------|--|-------------------------------------|--|------------------|--|
| ATIS<br>127.8  |                                  | KOLTSOVO Approach<br>125.9 124.0 |                  | KOLTSOVO Radar (TWR)<br>118.7 124.0 |  | KOLTSOVO Start (TWR)<br>124.3 124.0 |  | Ground<br>119.0  |  |
| NDB<br>D<br><b>388</b>   | Final<br>Apch Crs<br><b>259°</b> | No FAF                           |                  | DA/MDA(H)<br><b>1480'</b> (719')    |  | Apt Elev 766'<br>Rwy 761'           |  | <br>MSA ARP ②    |  |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD (MAX 215 KT) to 2700' or above, turn LEFT to NDB, climbing to 2900' or above, then according to chart or to the holding area. Do not turn before passing MAP. |                                  |                                  |                  |                                     |  |                                     |  |                  |  |
| Alt Set: hPa (MM on req)   |                                  |                                  | Rwy elev: 28 hPa |                                     |  | Trans level: FL050 ①                |  | Trans alt: 4000' |  |
| Radar required.  |                                  |                                  |                  |                                     |  |                                     |  |                  |  |



- ① FL060 if pressure is less than 1013 hPa (760 mm).  
FL070 if pressure is less than 977 hPa (733 mm).
- ② is computed for surface air temperature at apt -42.0°C.
- ③ CAT A, B: 2½ Min, MAX 130 KT  
CAT C, D: 1½ Min, MAX 190 KT



|                     |     |     |     |     |     |     |             |       |               |
|---------------------|-----|-----|-----|-----|-----|-----|-------------|-------|---------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | PALS CAT II | 2700' | 215 KT<br>MAX |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |             |       |               |
| MAP at NDB/MKR      |     |     |     |     |     |     | PAPI        |       |               |

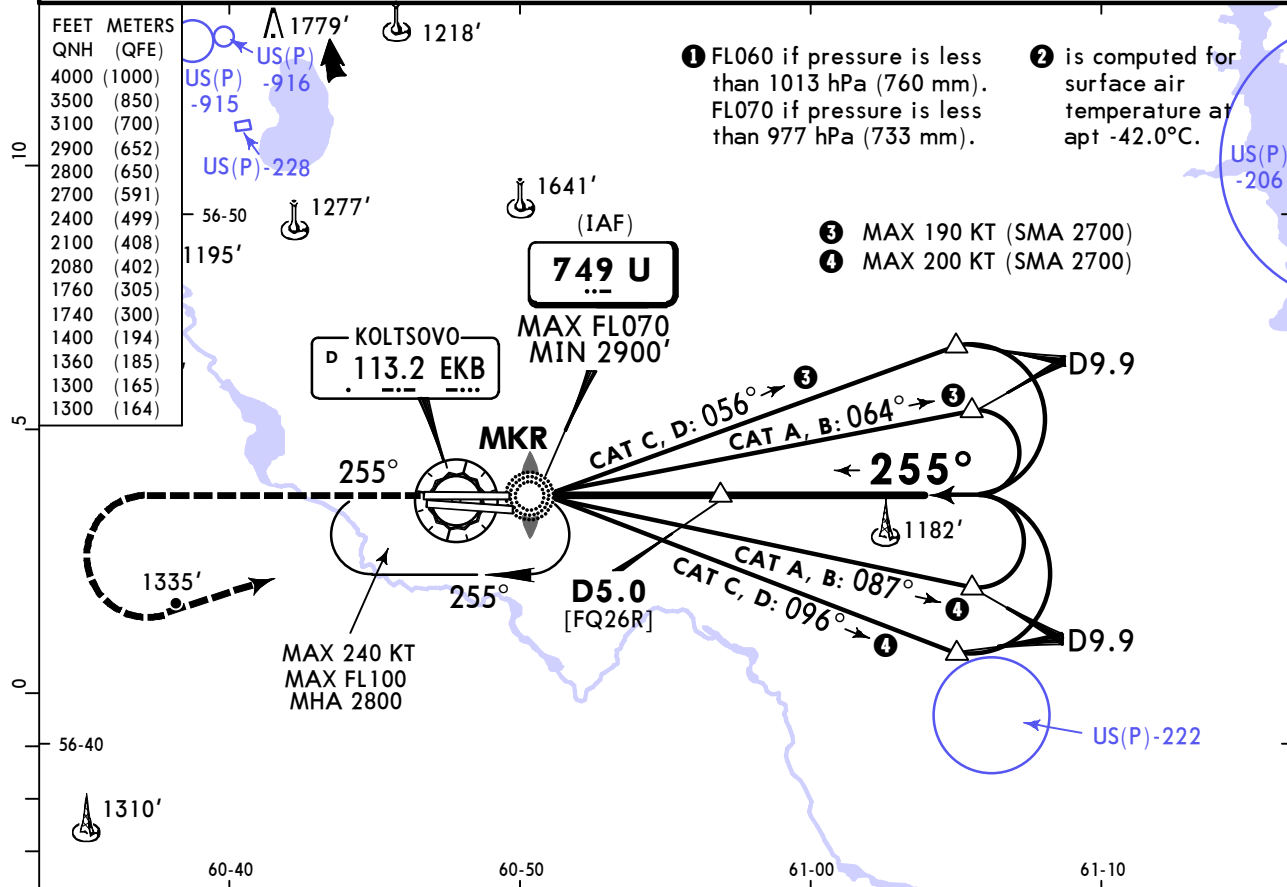
|          |                                |        |  |  |                |                            |                                   |  |  |
|----------|--------------------------------|--------|--|--|----------------|----------------------------|-----------------------------------|--|--|
| PANS OPS | <b>Std</b> STRAIGHT-IN LANDING |        |  |  | CIRCLE-TO-LAND |                            |                                   |  |  |
|          | CDFA                           |        |  |  |                |                            |                                   |  |  |
|          | DA/MDA(H) <b>1480'</b> (719')  |        |  |  | ALS out        |                            |                                   |  |  |
|          | A                              | R1500m |  |  |                | Max KT 100                 | MDA(H) <b>1480'</b> (714') V1500m |  |  |
|          | B                              | R1500m |  |  |                | 135                        | <b>1480'</b> (714') V1600m        |  |  |
| C        | R2400m                         |        |  |  | 180            | <b>1740'</b> (974') V2400m |                                   |  |  |
| D        | R2400m                         |        |  |  | 205            | <b>1760'</b> (994') V3600m |                                   |  |  |

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
 CHANGES: Note, boundaries. © JEPPESEN, 2020, 2025. ALL RIGHTS RESERVED.

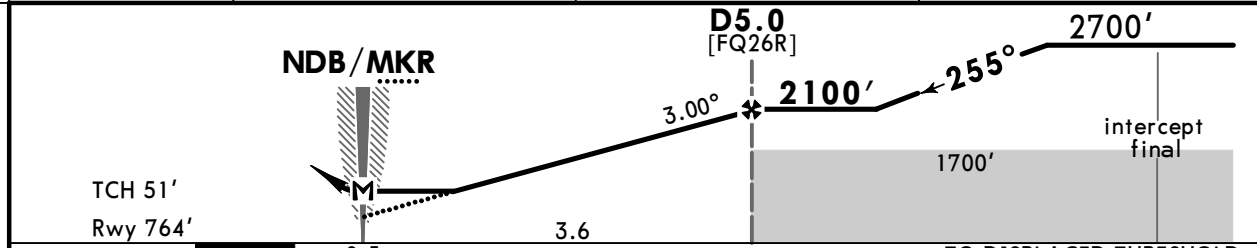
# USSS/SVX KOLTSOVO

# JEPPESEN YEKATERINBURG, RUSSIA 4 JUL 25 (16-7) Eff 10 Jul NDB Z Rwy 26R

|                          |  |                                  |                  |                                     |                      |                                     |  |                  |               |
|--------------------------|--|----------------------------------|------------------|-------------------------------------|----------------------|-------------------------------------|--|------------------|---------------|
| ATIS<br>127.8            |  | KOLTSOVO Approach<br>125.9 124.0 |                  | KOLTSOVO Radar (TWR)<br>118.7 124.0 |                      | KOLTSOVO Start (TWR)<br>124.3 124.0 |  | Ground<br>119.0  |               |
| BRIEFING STRIP™          | NDB<br>U<br><b>749</b>   | Final<br>Apch Crs<br><b>255°</b> | <b>D5.0</b>      | DA/MDA(H)<br><b>1300'</b> (536')    | Apt Elev<br>766'     | Rwy 764'                            |  |                  |               |
|                          | <b>MISSED APCH: Climb STRAIGHT AHEAD (MAX 215 KT) to 2700' or above, turn LEFT to NDB, climbing to 2900' or above, then according to chart or to the holding area. Do not turn before passing MAP.</b> |                                  |                  |                                     |                      |                                     |  |                  | <br>MSA ARP ② |
| Alt Set: hPa (MM on req) |  |                                  | Rwy elev: 28 hPa |                                     | Trans level: FL050 ① |                                     |  | Trans alt: 4000' |               |
| DME required.            |  |                                  |                  |                                     |                      |                                     |  |                  |               |



|          |       |       |       |
|----------|-------|-------|-------|
| EKB DME  | 2.7   | 3.8   | 4.9   |
| ALTITUDE | 1400' | 1740' | 2080' |



|               |       |     |     |     |     |     |                    |       |               |
|---------------|-------|-----|-----|-----|-----|-----|--------------------|-------|---------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | 2700' | 215 KT<br>MAX |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |                    |       |               |

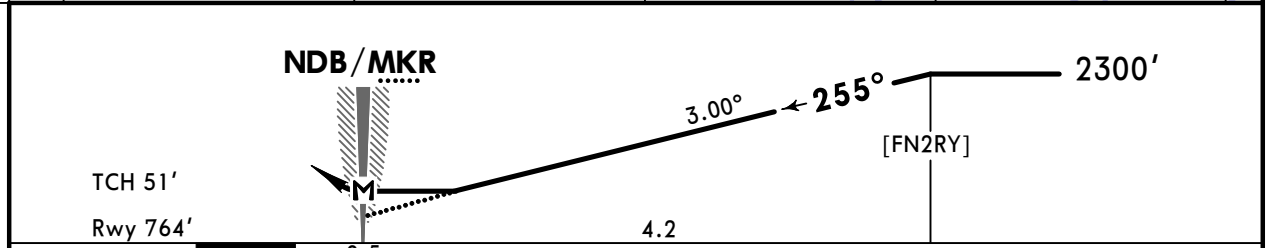
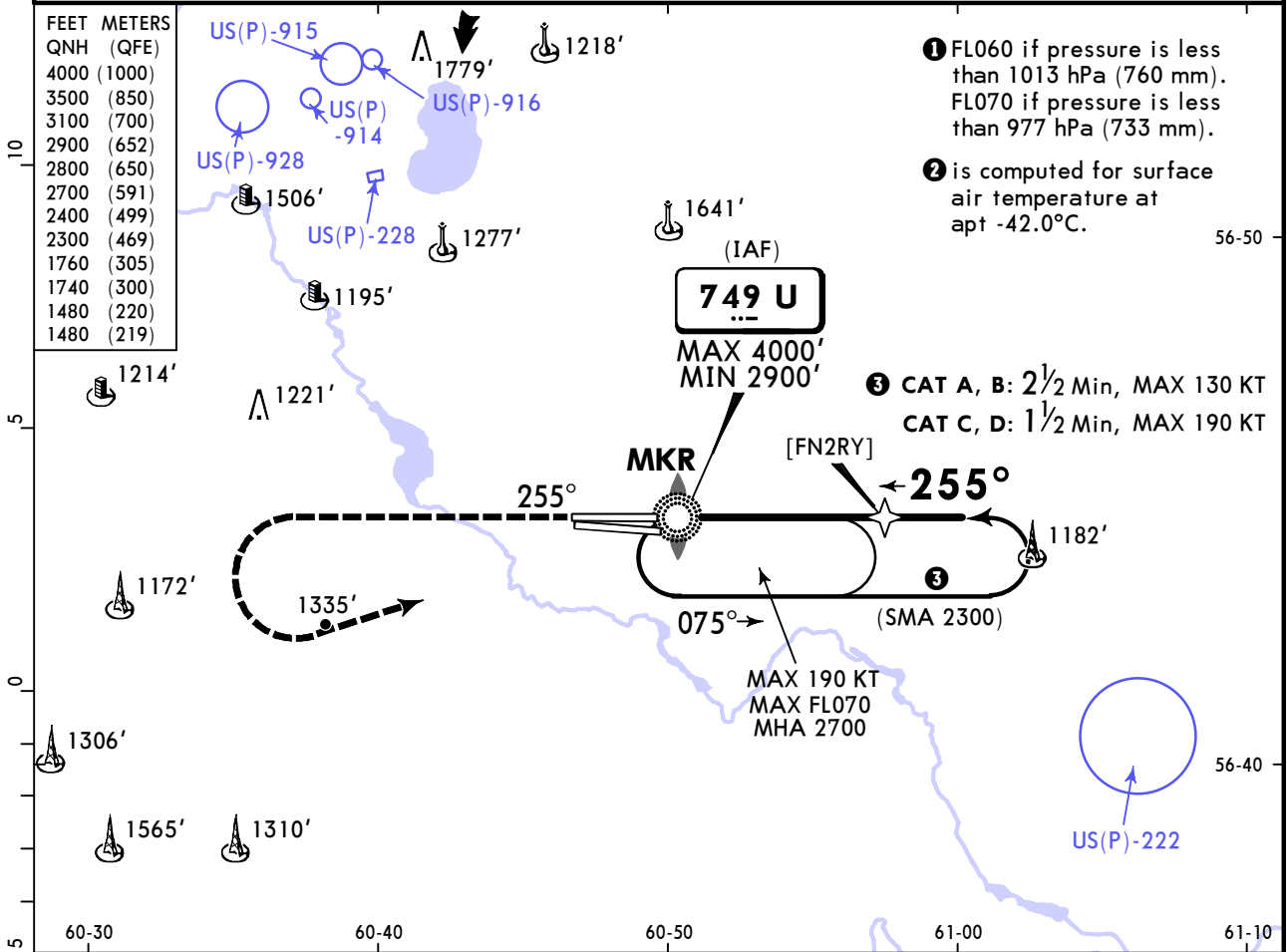
|           |                                 |        |                |                     |                     |
|-----------|---------------------------------|--------|----------------|---------------------|---------------------|
| PAINS OPS | <b>Std</b> STRAIGHT-IN LANDING  |        | CIRCLE-TO-LAND |                     |                     |
|           | CDFA                            |        |                |                     |                     |
|           | ① DA/MDA(H) <b>1300'</b> (536') |        | ALS out        |                     |                     |
|           | A                               | R1500m |                | Max<br>KT           | MDA(H)              |
|           | B                               | R1500m |                | 100                 | 1300' (534') V1500m |
| C         | R1700m                          |        | 135            | 1360' (594') V1600m |                     |
| D         | R2400m                          |        | 180            | 1740' (974') V2400m |                     |
|           |                                 |        | 205            | 1760' (994') V3600m |                     |

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
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**USSS/SVX  
KOLTSOVO**

**JEPPESEN YEKATERINBURG, RUSSIA  
4 JUL 25 (16-8) Eff 10 Jul  
NDB Y Rwy 26R**

|  |                                  |                                  |                  |                                     |                                  |                                     |                           |                 |                  |
|--|----------------------------------|----------------------------------|------------------|-------------------------------------|----------------------------------|-------------------------------------|---------------------------|-----------------|------------------|
| ATIS<br>127.8  |                                  | KOLTSOVO Approach<br>125.9 124.0 |                  | KOLTSOVO Radar (TWR)<br>118.7 124.0 |                                  | KOLTSOVO Start (TWR)<br>124.3 124.0 |                           | Ground<br>119.0 |                  |
| NDB<br>U<br><b>749</b>   | Final<br>Apch Crs<br><b>255°</b> |                                  | No FAF           |                                     | DA/MDA(H)<br><b>1480'</b> (716') |                                     | Apt Elev 766'<br>Rwy 764' |                 | <p>MSA ARP ②</p> |
| <b>MISSED APCH: Climb STRAIGHT AHEAD (MAX 215 KT) to 2700' or above, turn LEFT to NDB, climbing to 2900' or above, then according to chart or to the holding area. Do not turn before passing MAP.</b> |                                  |                                  |                  |                                     |                                  |                                     |                           |                 |                  |
| Alt Set: hPa (MM on req)   |                                  |                                  | Rwy elev: 28 hPa |                                     | Trans level: FL050 ①             |                                     | Trans alt: 4000'          |                 |                  |
| Radar required.  |                                  |                                  |                  |                                     |                                  |                                     |                           |                 |                  |



|                     |     |     |     |     |     |     |                    |                             |
|---------------------|-----|-----|-----|-----|-----|-----|--------------------|-----------------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | PALS CAT I<br>PAPI | 2700'<br>↑<br>215 KT<br>MAX |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                    |                             |
| MAP at NDB/MKR      |     |     |     |     |     |     |                    |                             |

|          |                               |        |                     |  |                |                     |                     |
|----------|-------------------------------|--------|---------------------|--|----------------|---------------------|---------------------|
| PANS OPS | <b>Std</b>                    |        | STRAIGHT-IN LANDING |  | CIRCLE-TO-LAND |                     |                     |
|          | CDFA                          |        |                     |  |                |                     |                     |
|          | DA/MDA(H) <b>1480'</b> (716') |        |                     |  | ALS out        |                     |                     |
|          | A                             | R1500m |                     |  |                | Max KT              | MDA(H)              |
|          | B                             | R1500m |                     |  |                | 100                 | 1480' (714') V1500m |
| C        | R2400m                        |        |                     |  | 135            | 1480' (714') V1600m |                     |
| D        | R2400m                        |        |                     |  | 180            | 1740' (974') V2400m |                     |
|          | R2400m                        |        |                     |  | 205            | 1760' (994') V3600m |                     |

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
 CHANGES: Note, boundaries. © JEPPESEN, 2020, 2025. ALL RIGHTS RESERVED.

## Chart changes since cycle 07-2026

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

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

**YEKATERINBURG, (KOLTSOVO - USSS)**

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USSS