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Revision Letter For Cycle 08-2026
Change Notices
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General Information

Location: SYKTYVKAR RUS
ICAO/IATA: UUYU / SCW
Lat/Long: N61° 38.82', E050° 50.70'
Elevation: 339 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 18.0° 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: 0015 Z
Sunset: 1652 Z

Runway Information

Runway: 18
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 317 ft
Lighting: Edge, ALS

Runway: 36
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 339 ft
Lighting: Edge, ALS

Communication Information

ATIS: 126.600 Non-English
Sivkar Start Tower: 129.000 Secondary
Sivkar Start Tower: 124.600
Sivkar Krug Radar: 124.600
Sivkar Transit Operations: 131.600

UUYV/SCW
SYKTYVKAR

JEPPESEN

6 FEB 26

10-1P

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

ATIS 126.6

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

Noise abatement procedures shall not be executed at the expense of flight safety.

1.2.2. RWY USAGE DURING DAY TIME

In suitable weather conditions landing shall be executed mainly on heading 003° and take-off on heading 183°.

Visual maneuvering in sector 192°-355° over Syktyvkar is PROHIBITED.

1.2.3. RWY USAGE DURING NIGHT TIME

Daily 2000-0400: Arrival and departure of An-24, An-26, An-30, Tu-134, Tu-154B ACFT are PROHIBITED due to noise restrictions.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP are applied when RVR less than 550m.

Flight crews are informed about LVP implementation via ATIS or by ATS unit using following phrase: "Low Visibility Procedures in progress. Check your minimum."

Towing is executed with navigation and flashing lights switched on.

Taxiing on the maneuvering area shall be executed at reduced speed strictly along the TWY guidance line.

When LVP are in force, it is prohibited:

- to take off not from RWY beginning;
- to take off without stop at the line-up position;
- for more than one ACFT to be present on TWY or RWY.

Technical systems for monitoring the maneuvering area, when LVP are in force, are not available.

ATS unit is responsible for the assignment of taxi routes on the maneuvering area.

Flight crew is responsible for RWY incursion and non-adherence to the assigned taxi routes on the maneuvering area.

1.4. TAXIING PROCEDURES

Clearances, instructions and restrictions related to taxi routes are issued by TWR controller.

It is prohibited to execute taxiing, towing and push-back to engines start-up positions without TWR controller clearance.

During towing two-way communication between flight crew and person in charge of towing must be maintained via intercom, radio or visually using special designated signals.

1.5. PARKING INFORMATION

Taxiing into stands in accordance with TWR controller instructions and marshaling signals.

Stands 4 thru 19 are available for helicopters.

Stands 7 and 19 is available as quarantine stand.

1.6. EMERGENCY PROCEDURES FOR IFR FLIGHTS

When a threat to flight safety arises pilot can change FL at own discretion immediately reporting it to radar controller.

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10-1P1

SYKTYVKAR, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.7. OTHER INFORMATION

APT not available for cargo ACFT carrying dangerous goods.
Segments of perimeter fencing are located within RWY strip.
Birds in vicinity of APT.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

In the event of radio communication failure after entering Syktyvkar TMA, proceed at last assigned FL towards LOM of active landing heading. Descent from LOM at the Estimated Time of Arrival (ETA) or as close to ETA as possible. Execute instrument approach in accordance with the procedure established for the specified navigational facility. Landing, if possible, shall be executed within 30 minutes after ETA.

LOM frequency 345 kHz shall be used to maintain listening watch for ATS unit instructions, regardless of active landing heading.

2.2. NOISE ABATEMENT PROCEDURES

Restrictions

Change of ACFT configuration and speed within noise abatement procedures shall be carried out in accordance with the Aeroplane Flight Manual.

During instrument and visual approach flying below ILS GP is PROHIBITED.

3. DEPARTURE

3.1. DE-ICING

De-icing of ACFT is performed on stands.
De-icing with running engines is prohibited.

3.2. NOISE ABATEMENT PROCEDURES

When executing take-off on take-off heading 003° MAG/183° MAG special noise abatement procedures to minimize level of noise in the overflown area shall be applied by all of CAT B, C, D ACFT in accordance with the Aeroplane Flight Manual.

Restrictions

After take-off on heading 003° initial (LEFT) turn shall be commenced after climbing to 2000' for SID NILIN 1A, REKRI 1A, SUGES 1A.

3.3. COMMUNICATION FAILURE PROCEDURE

In case of radio communication failure after take-off, execute approach in accordance with the established procedure and land at the aerodrome of departure.

If unable to land at the aerodrome of departure (due to meteorological conditions or in case when ACFT mass exceeds maximum landing mass and there is no possibility to dump fuel), pilot has the right to:

- proceed to the destination aerodrome via assigned SID climbing to the assigned height (FL) indicated in flight plan;
- proceed to the alternate aerodrome chosen when making a decision for departure at one of the flight levels designated for flights without radio communication FL140, FL150 or FL240, FL250 depending on direction of flight.

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SYKTYVKAR

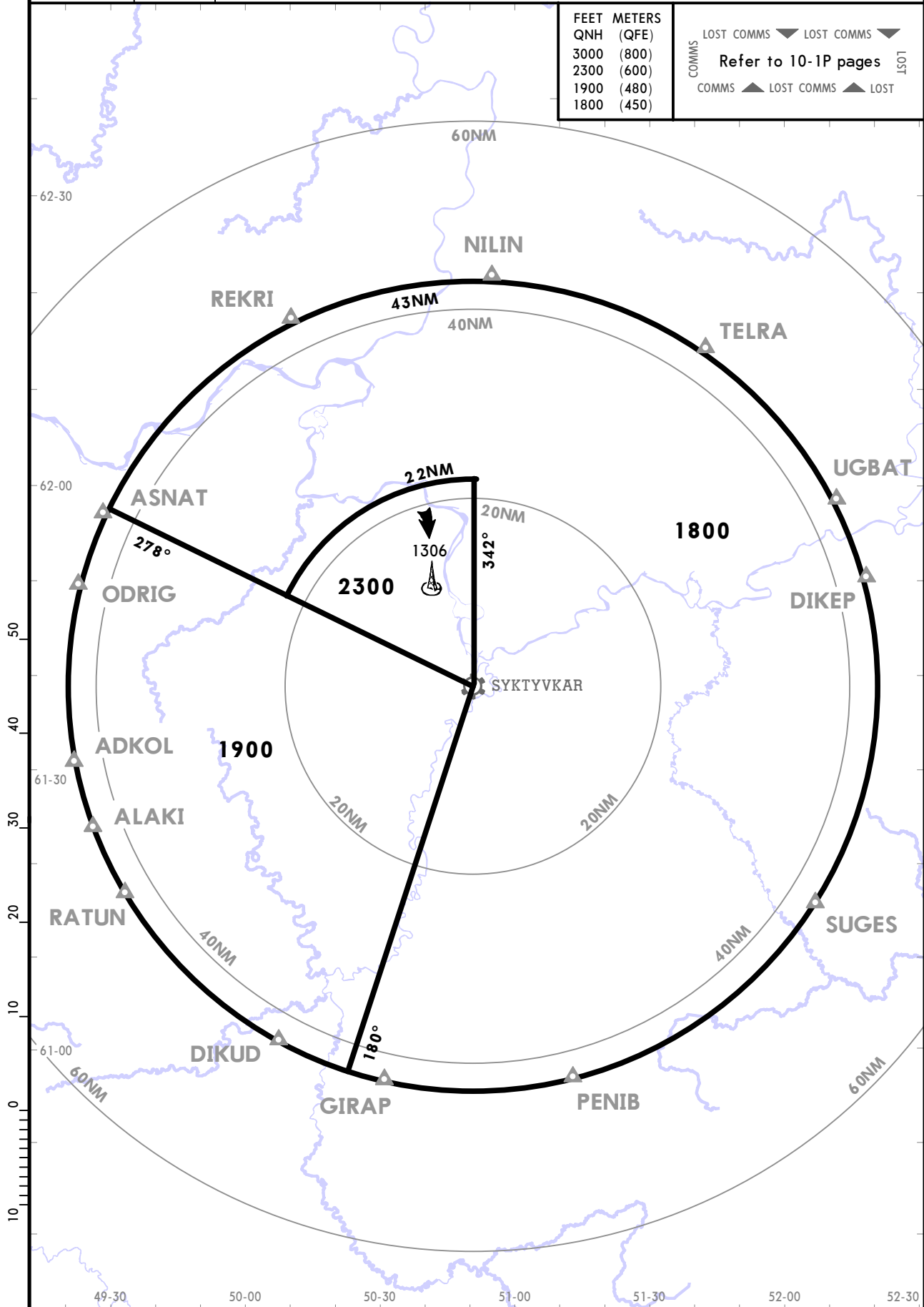
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25 OCT 24
Eff 31 Oct (10-1R)

SYKTYVKAR, RUSSIA
RADAR MINIMUM ALTITUDES

SIVKAR Radar (TWR) 124.6	Apt Elev 339	Alt Set: hPa (MM on request)
		Trans level: FL040
		FL050 if pressure is less than 1013 hPa (760 mm)
		FL060 if pressure is less than 977 hPa (733 mm)
		Trans alt: 3000 QNH (QFE on request)
1. Chart only to be used for cross checking of altitudes while under RADAR control. 2. When vectoring is carried out under low-temperature conditions, minimum vectoring altitudes must be corrected by altimeter temperature correction.		

FEET	METERS
QNH (QFE)	
3000 (800)	
2300 (600)	
1900 (480)	
1800 (450)	

COMMS LOST COMMS ▼ LOST COMMS ▼
 Refer to 10-1P pages LOST
 COMMS ▲ LOST COMMS ▲ LOST



UYYY/SCW
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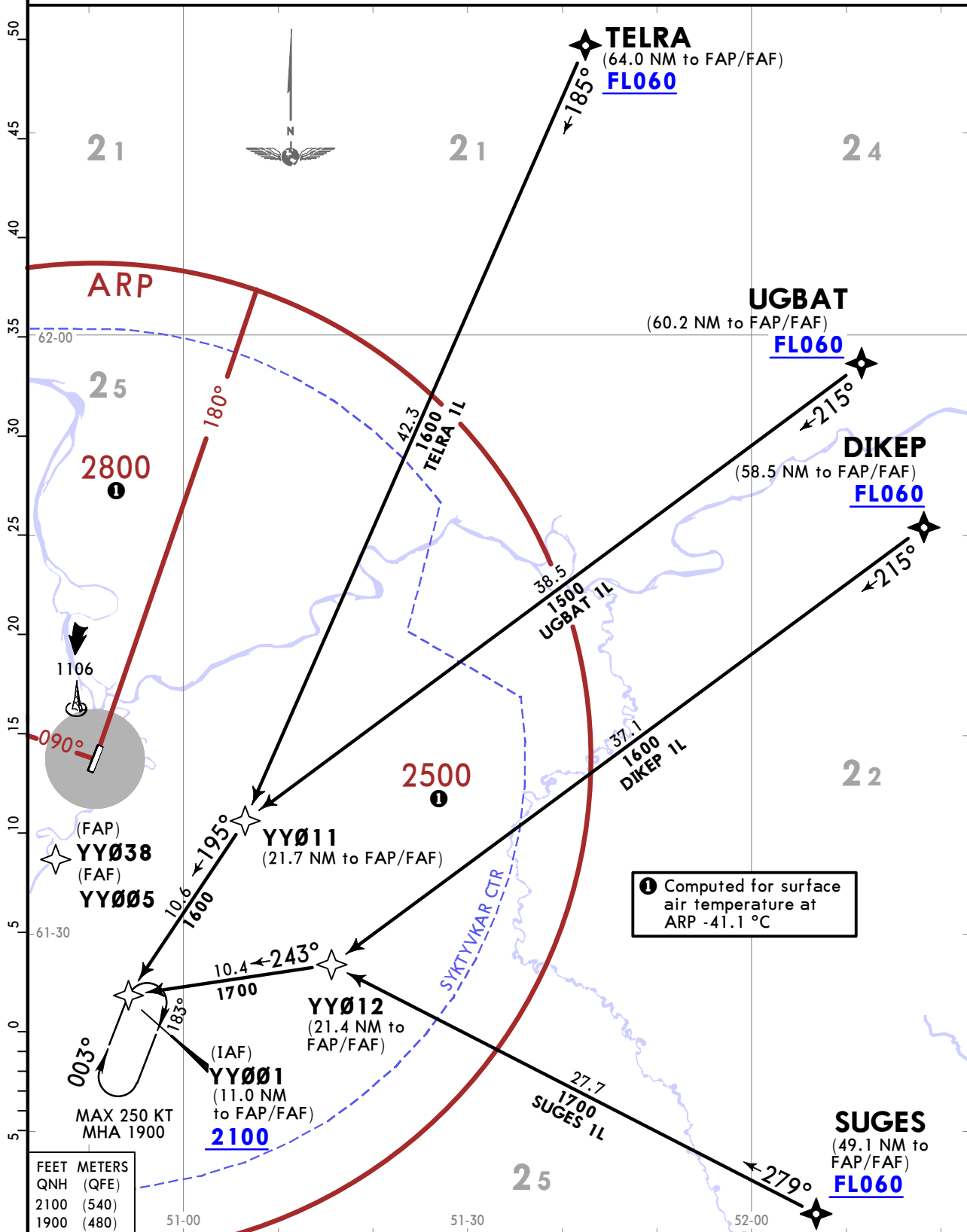
SYKTYVKAR, RUSSIA

25 OCT 24 **10-2** Eff 31 Oct

RNAV STAR

ATIS 126.6	Apt Elev 339	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760mm) FL060 if pressure is less than 977 hPa (733mm) 1. Cross SYKTYVKAR CTR at or above FL050. 2. Continuous descent operation (CDO) is applicable if there is no conflicting traffic, but may be cancelled by ATS in case of necessity to provide separation. 3. In case of high air traffic intensity, ATS will issue next clearance in advance, as far as practicable, to provide Continuous descent operation (CDO).
RNAV 1 GNSS required		

**DIKEP 1L [DIKE1L], SUGES 1L [SUGE1L]
TELRA 1L [TEL1L], UGBAT 1L [UGBA1L]
RNAV ARRIVALS (RWY 36)**



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SYKTYVKAR, RUSSIA

25 OCT 24 (10-2B) Eff 31 Oct

RNAV STAR

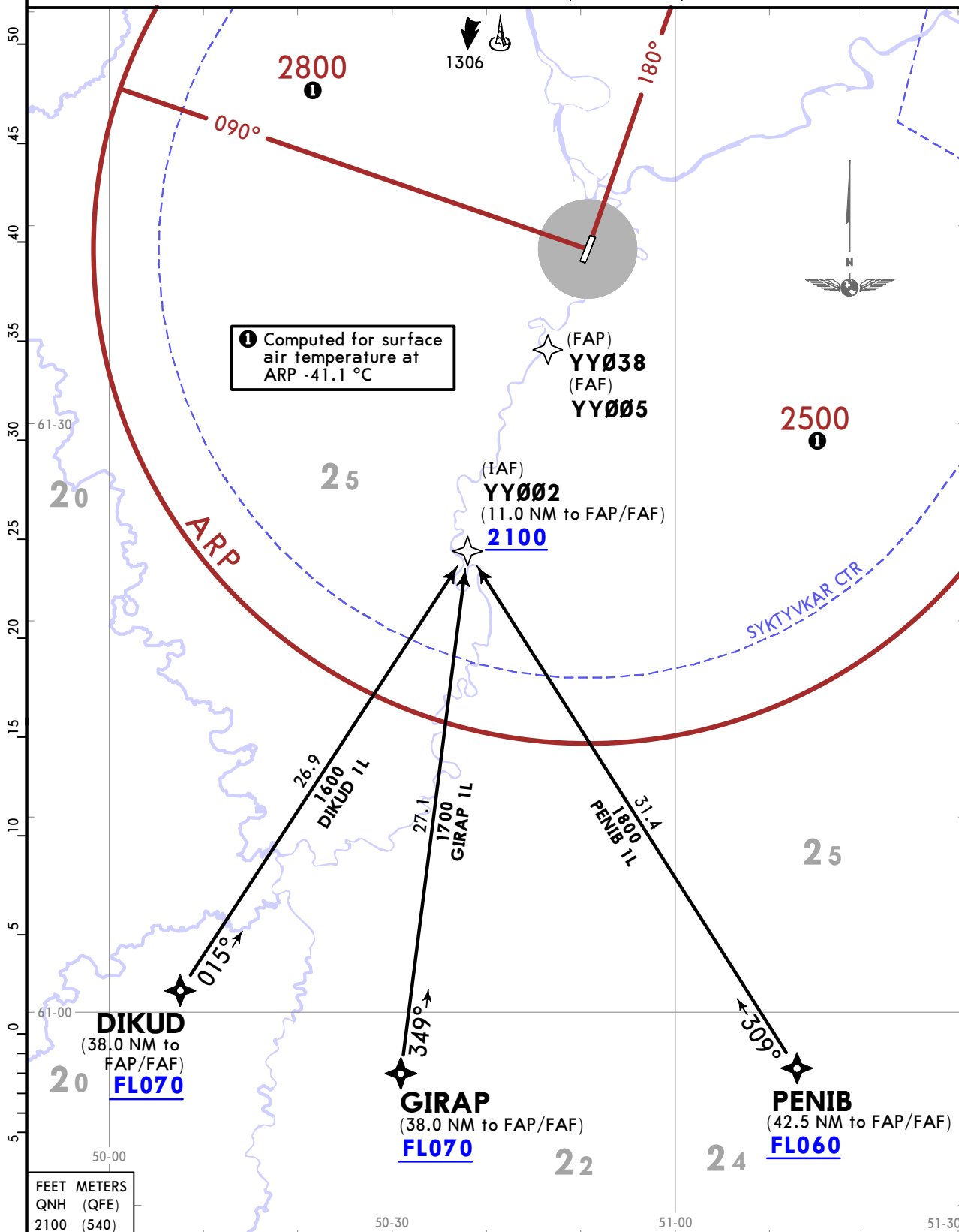
ATIS 126.6	Apt Elev 339
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Alt Set: hPa (MM on request)
Trans level: FL040
FL050 if pressure is less than 1013 hPa (760mm)
FL060 if pressure is less than 977 hPa (733mm)

1. Cross SYKTYVKAR CTR at or above FL050.
2. Continuous descent operation (CDO) is applicable if there is no conflicting traffic, but may be cancelled by ATS in case of necessity to provide separation.
3. In case of high air traffic intensity, ATS will issue next clearance in advance, as far as practicable, to provide Continuous descent operation (CDO).

RNAV 1	GNSS required
--------	---------------

DIKUD 1L [DIKU1L], GIRAP 1L [GIRA1L]
PENIB 1L [PENI1L]
RNAV ARRIVALS (RWY 36)



FEET	METERS
QNH	(QFE)
2100	(540)

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SYKTYVKAR

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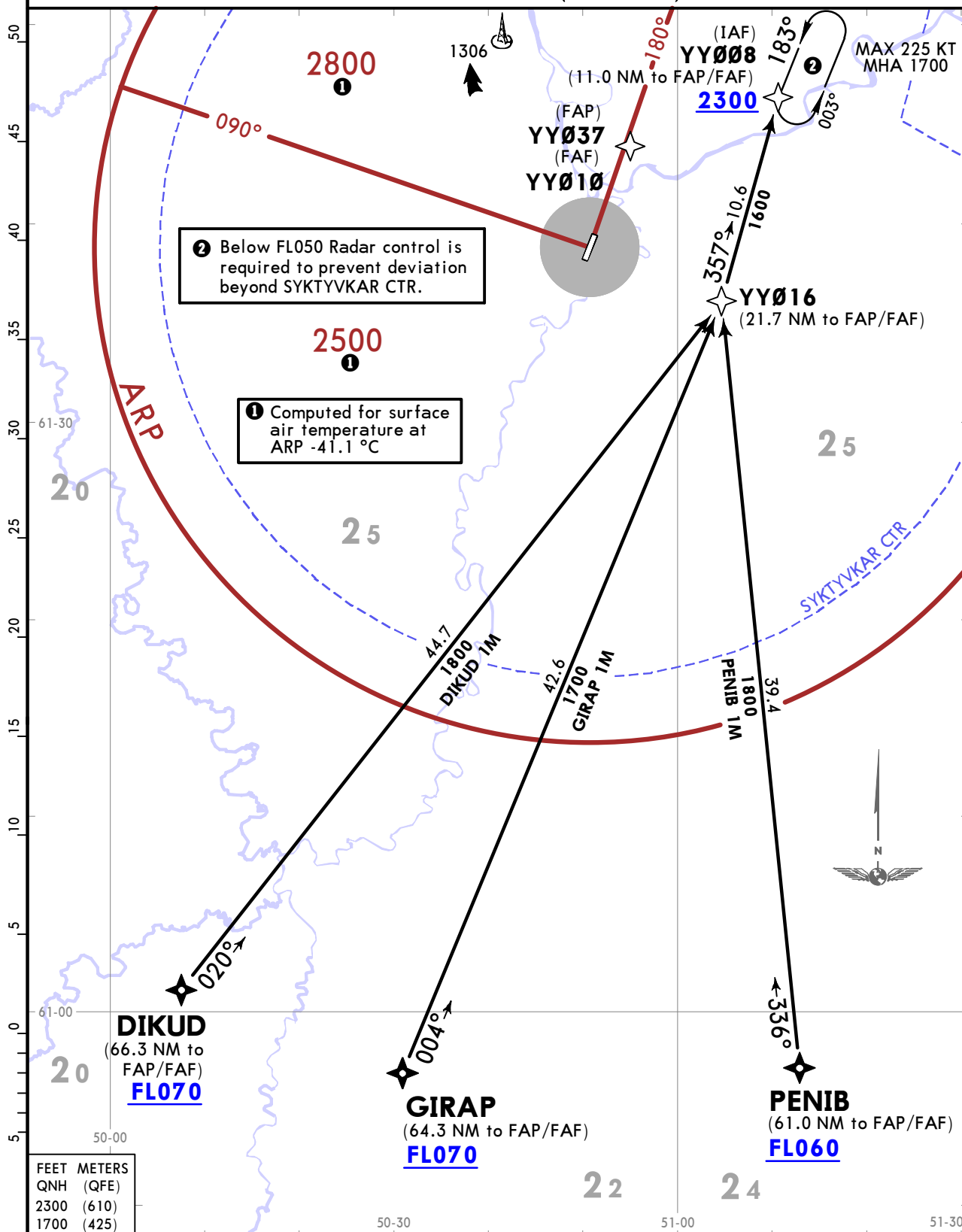
SYKTYVKAR, RUSSIA

25 OCT 24 (10-2C) Eff 31 Oct

RNAV STAR

ATIS 126.6	Apt Elev 339	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760mm) FL060 if pressure is less than 977 hPa (733mm)
RNAV 1 GNSS required		1. Cross SYKTYVKAR CTR at or above FL050. 2. Continuous descent operation (CDO) is applicable if there is no conflicting traffic, but may be cancelled by ATS in case of necessity to provide separation. 3. In case of high air traffic intensity, ATS will issue next clearance in advance, as far as practicable, to provide Continuous descent operation (CDO).

DIKUD 1M [DIKU1M], GIRAP 1M [GIRA1M]
PENIB 1M [PENI1M]
RNAV ARRIVALS (RWY 18)



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SYKTYVKAR, RUSSIA

25 OCT 24 (10-2D) Eff 31 Oct

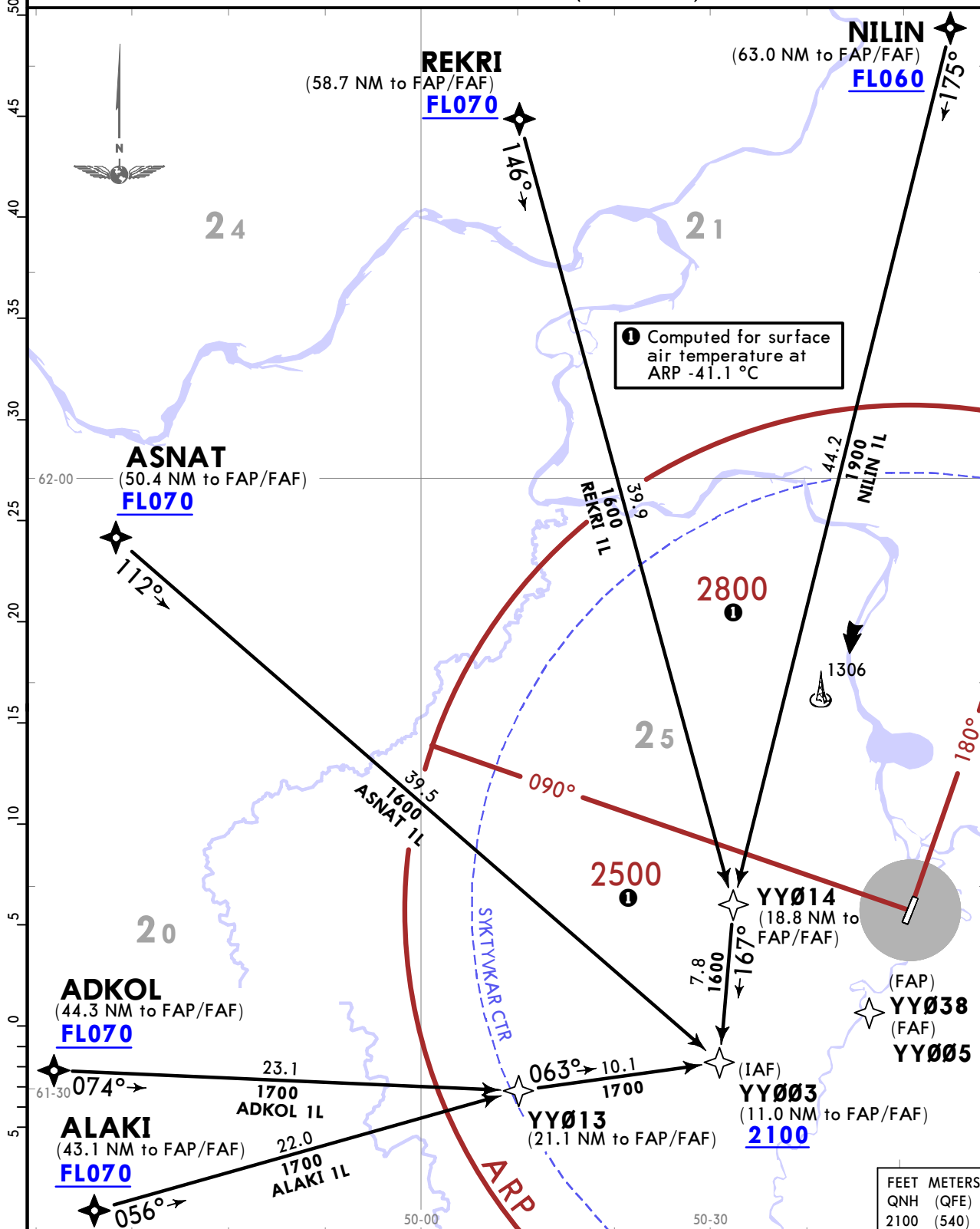
RNAV STAR

ATIS 126.6	Apt Elev 339
RNAV 1 GNSS required	

Alt Set: hPa (MM on request)
Trans level: FLO40
FL050 if pressure is less than 1013 hPa (760mm)
FL060 if pressure is less than 977 hPa (733mm)

1. Cross SYKTYVKAR CTR at or above FL050.
2. Continuous descent operation (CDO) is applicable if there is no conflicting traffic, but may be cancelled by ATS in case of necessity to provide separation.
3. In case of high air traffic intensity, ATS will issue next clearance in advance, as far as practicable, to provide Continuous descent operation (CDO).

**ADKOL 1L [ADK01L], ALAKI 1L [ALAK1L]
ASNAT 1L [ASNA1L], NILIN 1L [NILI1L]
REKRI 1L [REKR1L]
RNAV ARRIVALS (RWY 36)**



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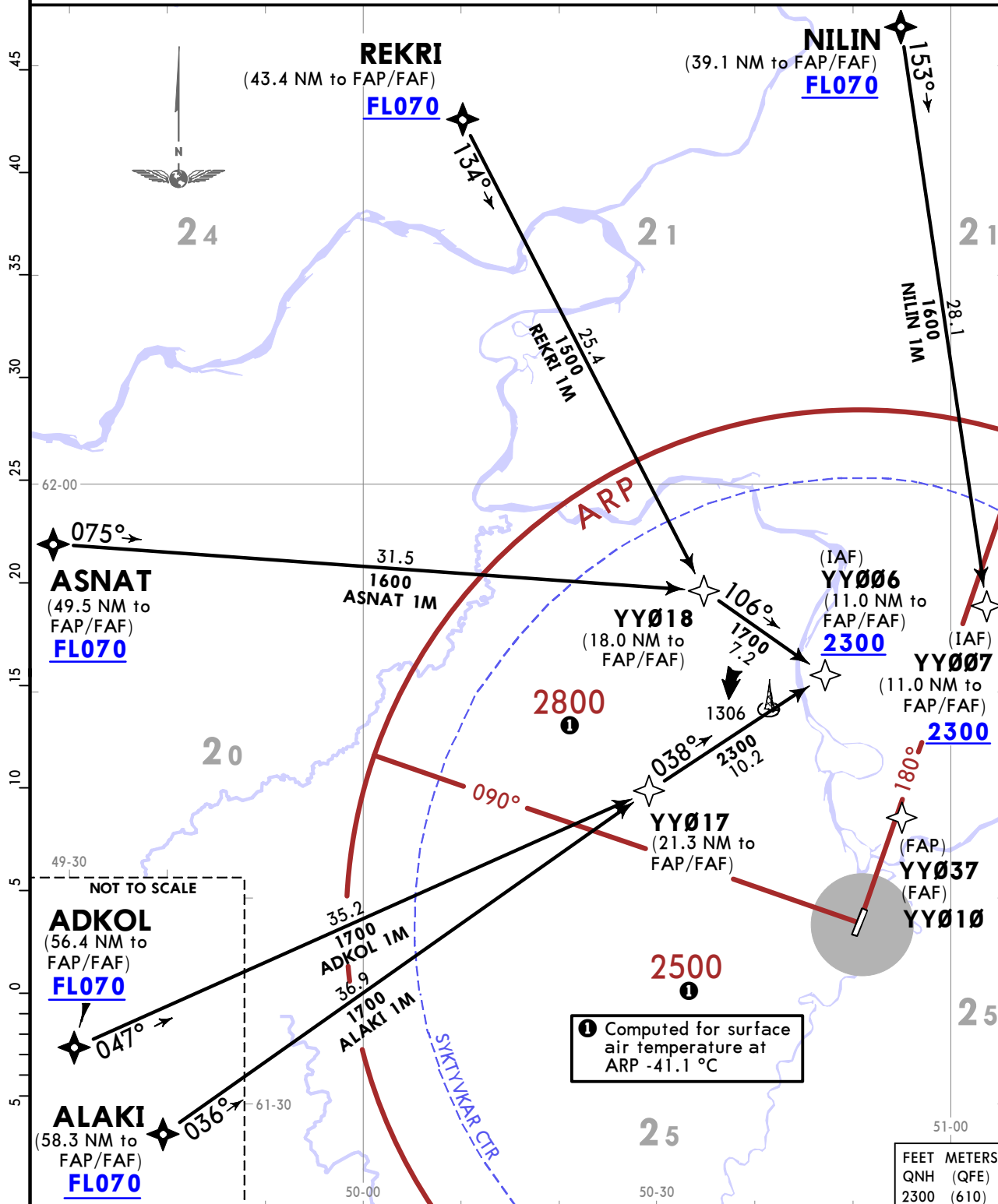
SYKTYVKAR, RUSSIA

25 OCT 24 **(10-2E)** Eff 31 Oct

RNAV STAR

ATIS 126.6	Apt Elev 339	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760mm) FL060 if pressure is less than 977 hPa (733mm) 1. Cross SYKTYVKAR CTR at or above FL050. 2. Continuous descent operation (CDO) is applicable if there is no conflicting traffic, but may be cancelled by ATS in case of necessity to provide separation. 3. In case of high air traffic intensity, ATS will issue next clearance in advance, as far as practicable, to provide Continuous descent operation (CDO).
RNAV 1 GNSS required		

ADKOL 1M [ADK01M], ALAKI 1M [ALAK1M]
ASNAT 1M [ASNA1M], NILIN 1M [NILI1M]
REKRI 1M [REKR1M]
RNAV ARRIVALS (RWY 18)



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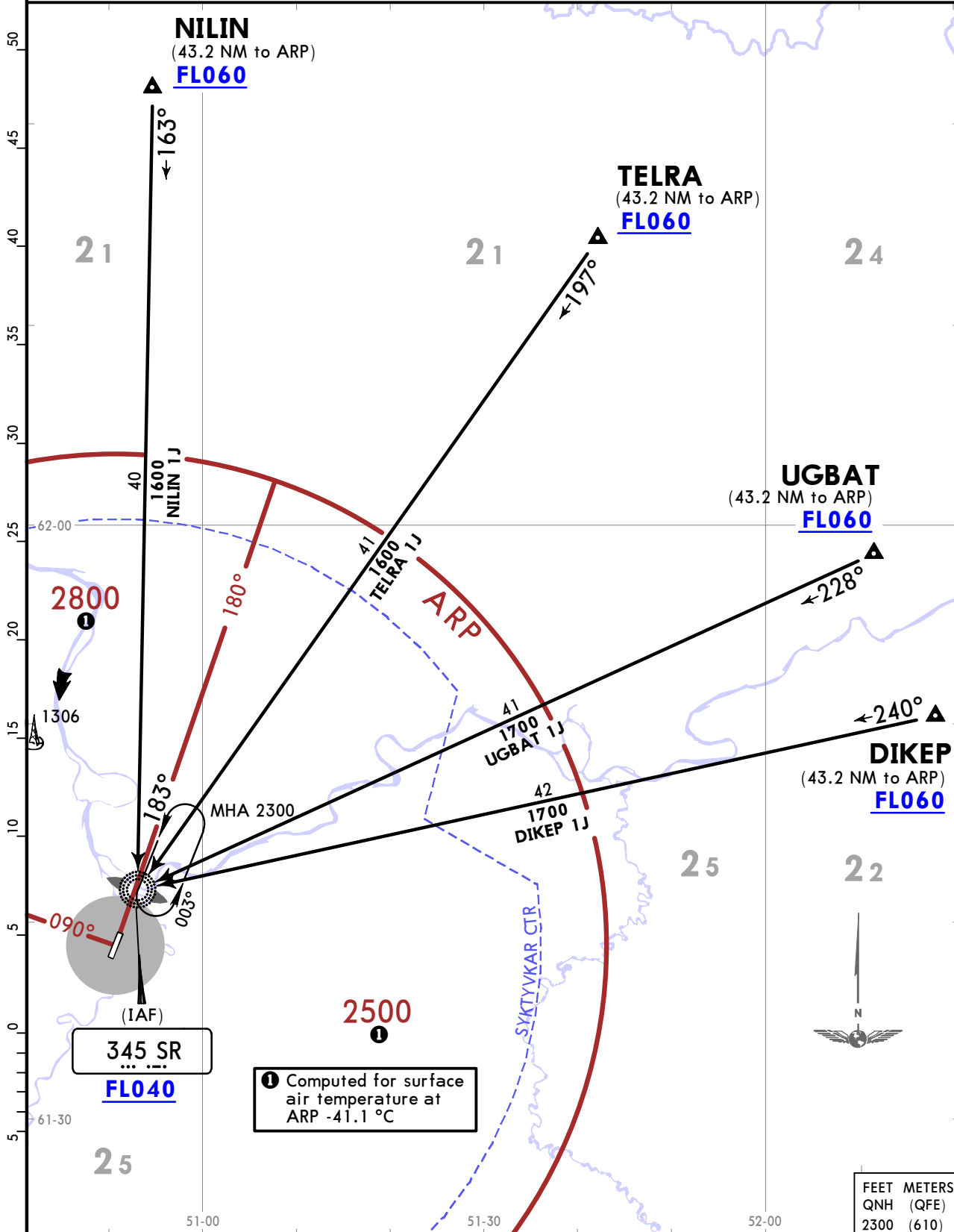
SYKTYVKAR, RUSSIA

25 OCT 24 (10-2G) Eff 31 Oct

STAR

ATIS 126.6	Apt Elev 339	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760mm) FL060 if pressure is less than 977 hPa (733mm) Cross SYKTYVKAR CTR at or above FL050.
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DIKEP 1J [DIKE1J], NILIN 1J [NILI1J]
 TELRA 1J [TELR1J], UGBAT 1J [UGBA1J]
ARRIVALS
 (RWY 18)
 RADAR CONTROL REQUIRED



UUYV/SCW SYKTYVKAR



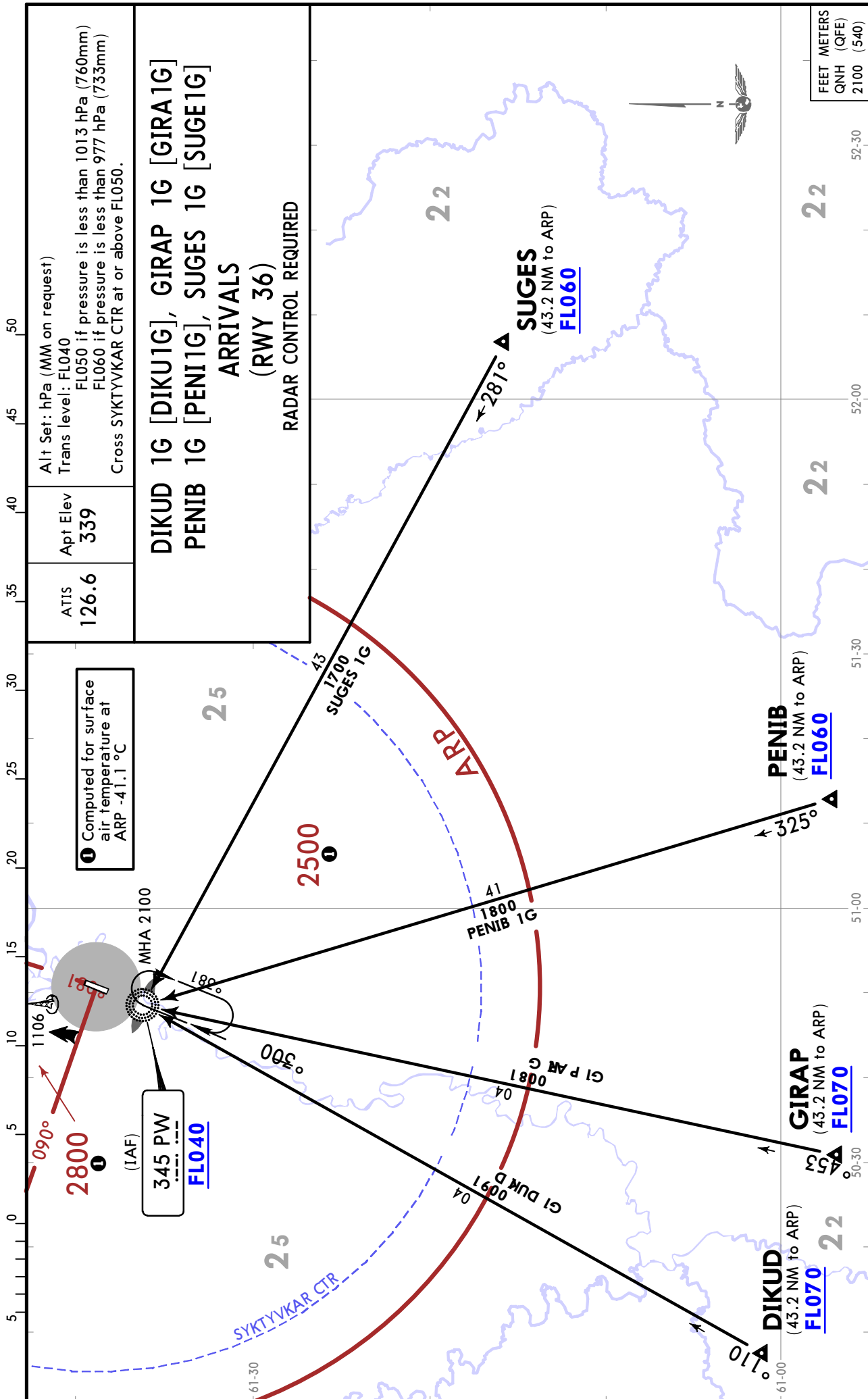
SYKTYVKAR, RUSSIA

25 OCT 24

10-2H

Eff 31 Oct

STAR



CHANGES: MSA, note added, MEAs revised, track update.

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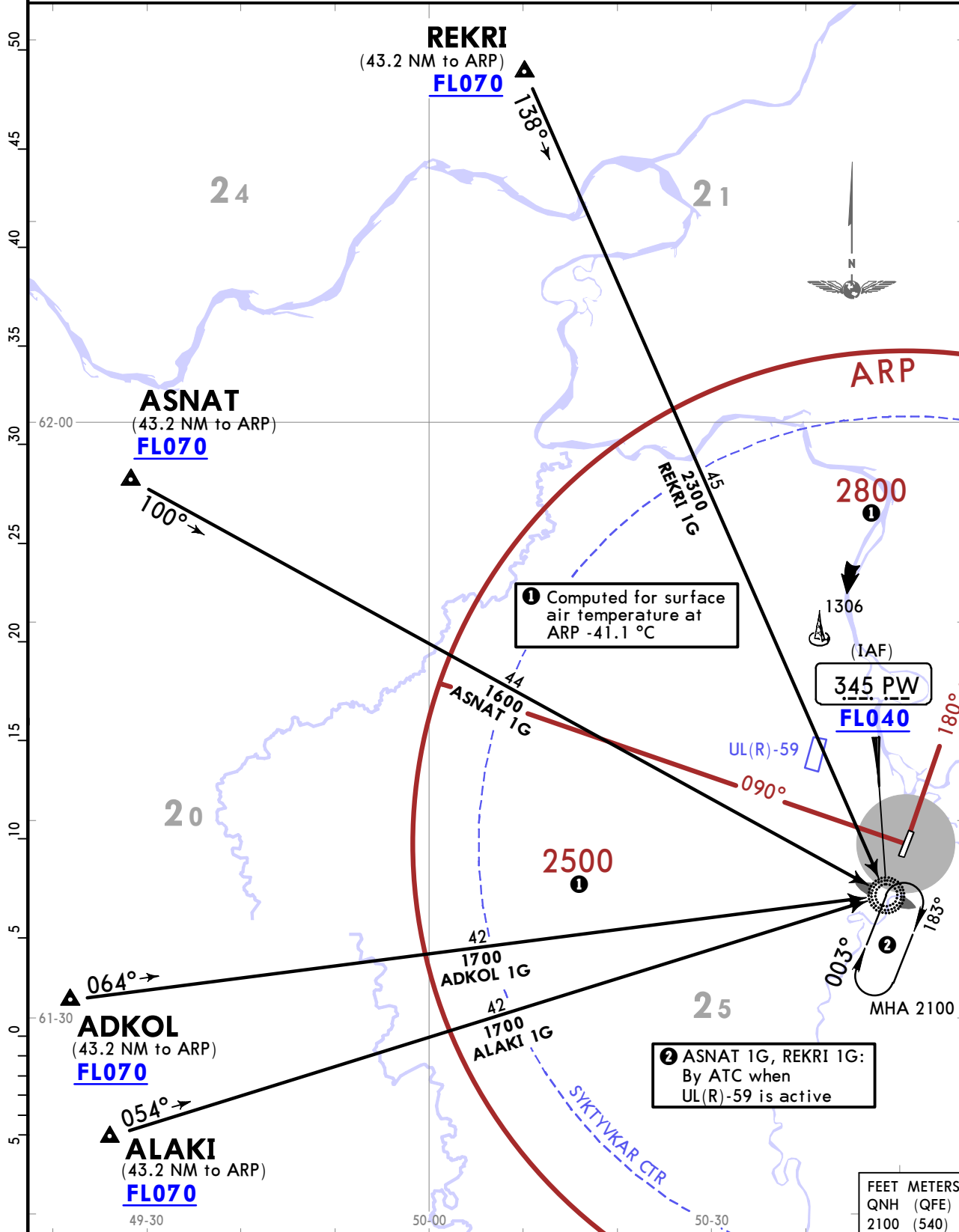
SYKTYVKAR, RUSSIA

25 OCT 24 10-2K Eff 31 Oct

STAR

ATIS 126.6	Apt Elev 339	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760mm) FL060 if pressure is less than 977 hPa (733mm) Cross SYKTYVKAR CTR at or above FL050.
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ADKOL 1G [ADKO1G], ALAKI 1G [ALAK1G]
 ASNAT 1G [ASNA1G], REKRI 1G [REKR1G]
ARRIVALS
 (RWY 36)
 RADAR CONTROL REQUIRED



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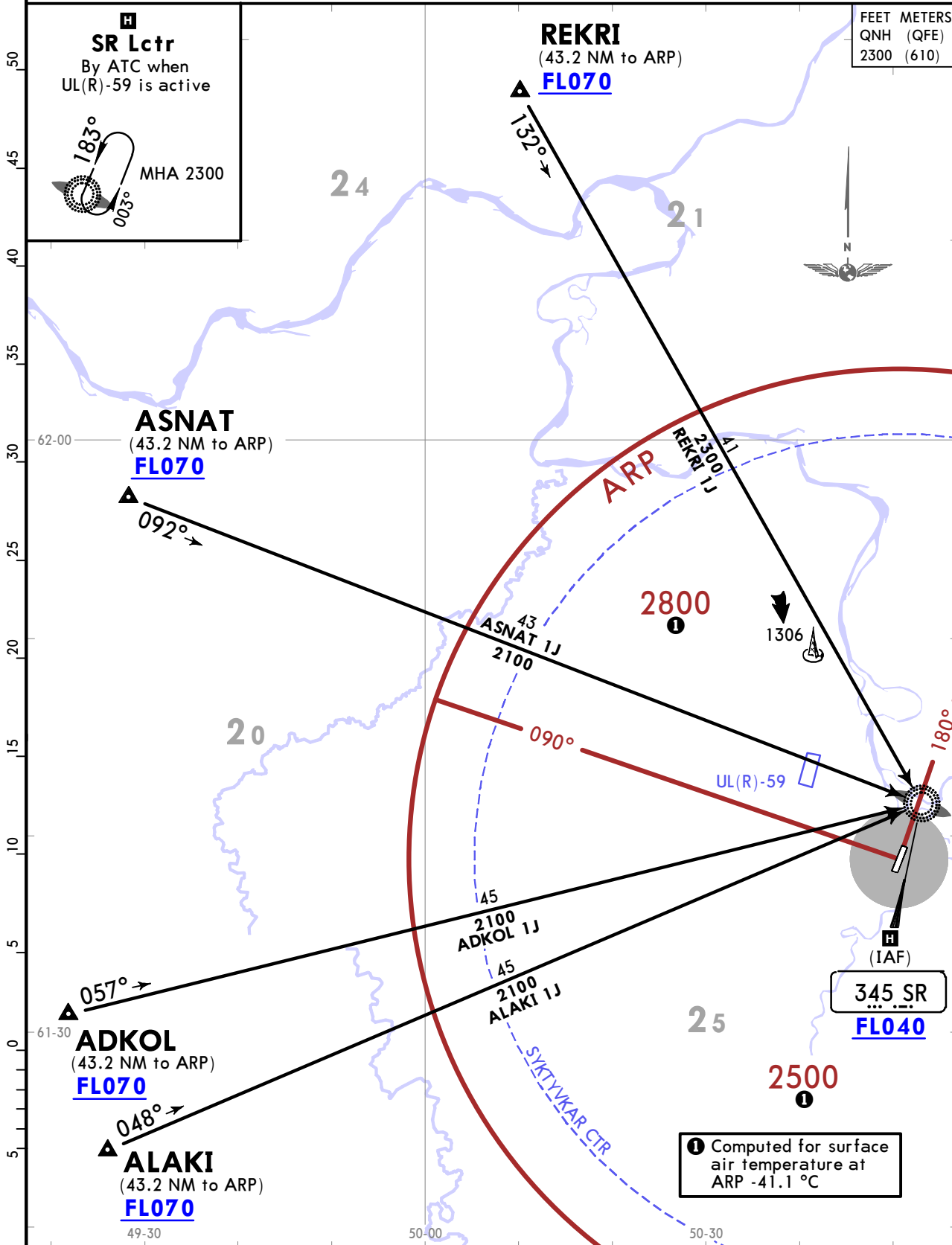
SYKTYVKAR, RUSSIA

25 OCT 24 10-2L Eff 31 Oct

STAR

ATIS 126.6	Apt Elev 339	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760mm) FL060 if pressure is less than 977 hPa (733mm) Cross SYKTYVKAR CTR at or above FL050.
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ADKOL 1J [ADK01J], ALAKI 1J [ALAK1J]
 ASNAT 1J [ASNA1J], REKRI 1J [REKR1J]
ARRIVALS (RWY 18)
 RADAR CONTROL REQUIRED



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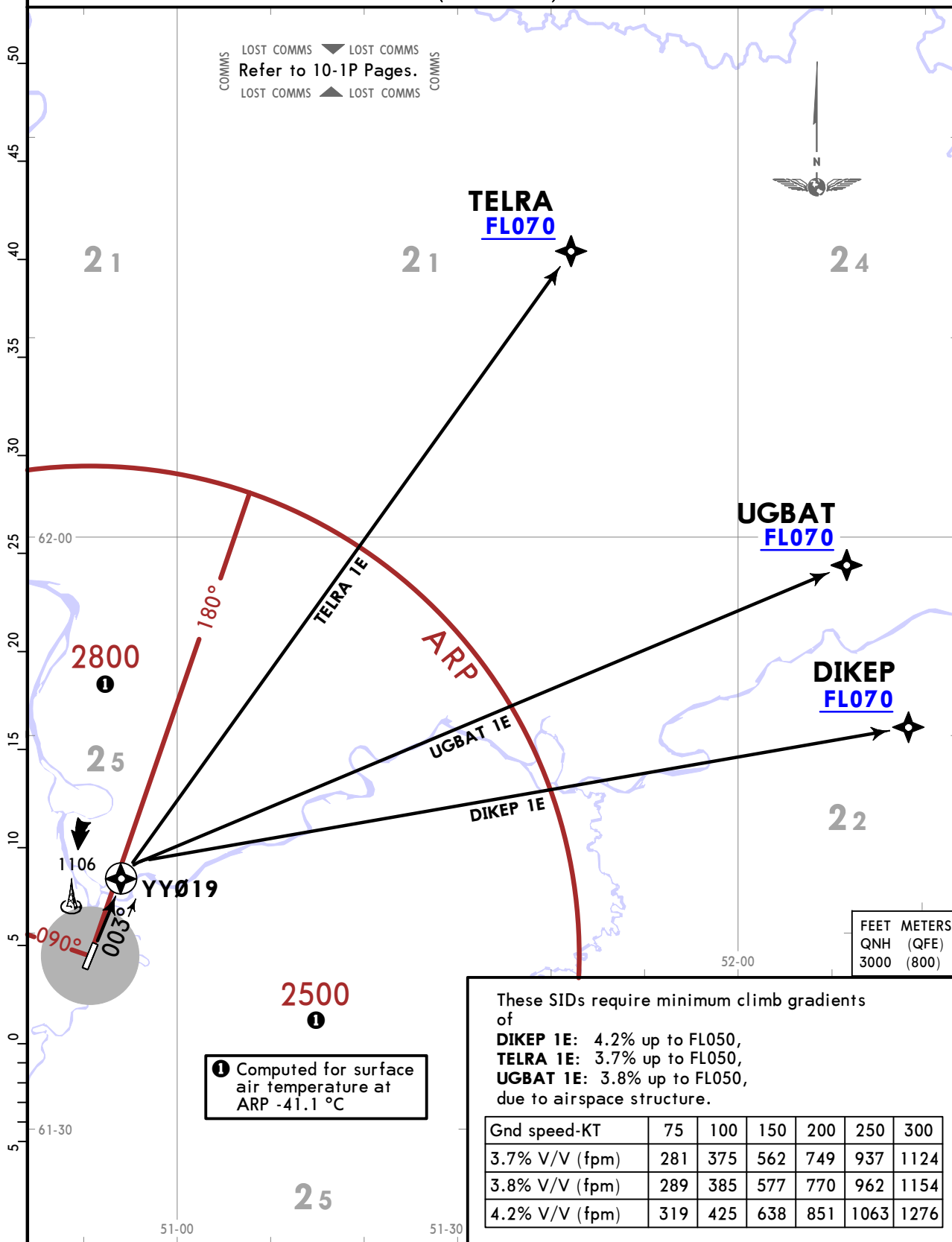
SYKTYVKAR, RUSSIA

25 OCT 24 **10-3** Eff 31 Oct

RNAV SID

Apt Elev 339	Trans alt: 3000 QNH (QFE on request)
	RNAV 1 GNSS required
	1. Continuous climb operation (CCO) is applicable in case of low air traffic intensity. 2. Rate of climb may be assigned to provide Continuous climb operation (CCO) in case of high air traffic intensity. 3. EXPECT close-in obstacles.

**DIKEP 1E [DIKE1E], TELRA 1E [TELR1E]
UGBAT 1E [UGBA1E]
RNAV DEPARTURES
(RWY 36)**



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SYKTYVKAR, RUSSIA

25 OCT 24

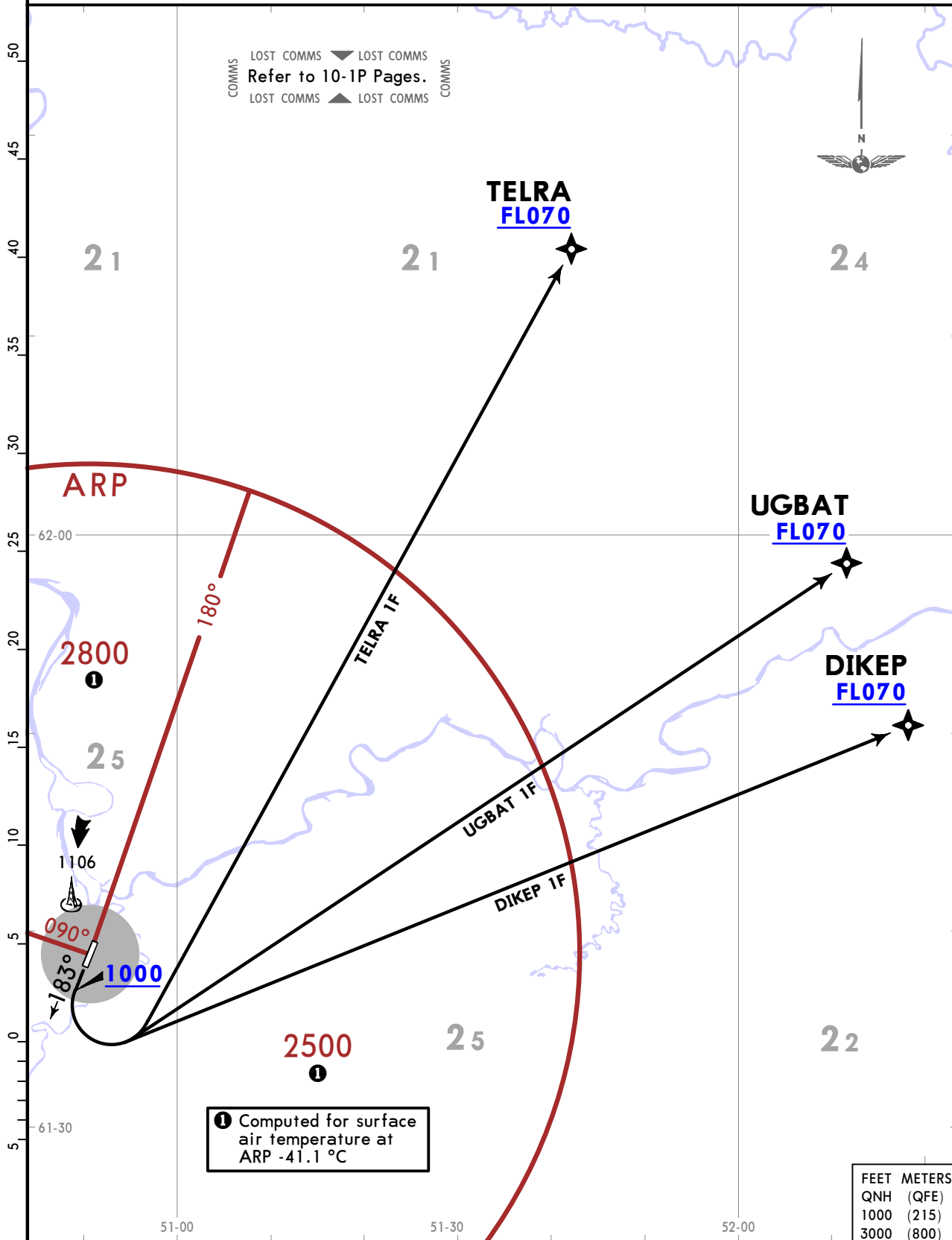
10-3A

Eff 31 Oct

RNAV SID

Apt Elev 339	Trans alt: 3000 QNH (QFE on request)
	RNAV 1 GNSS required
	1. Continuous climb operation (CCO) is applicable in case of low air traffic intensity. 2. Rate of climb may be assigned to provide Continuous climb operation (CCO) in case of high air traffic intensity. 3. EXPECT close-in obstacles.

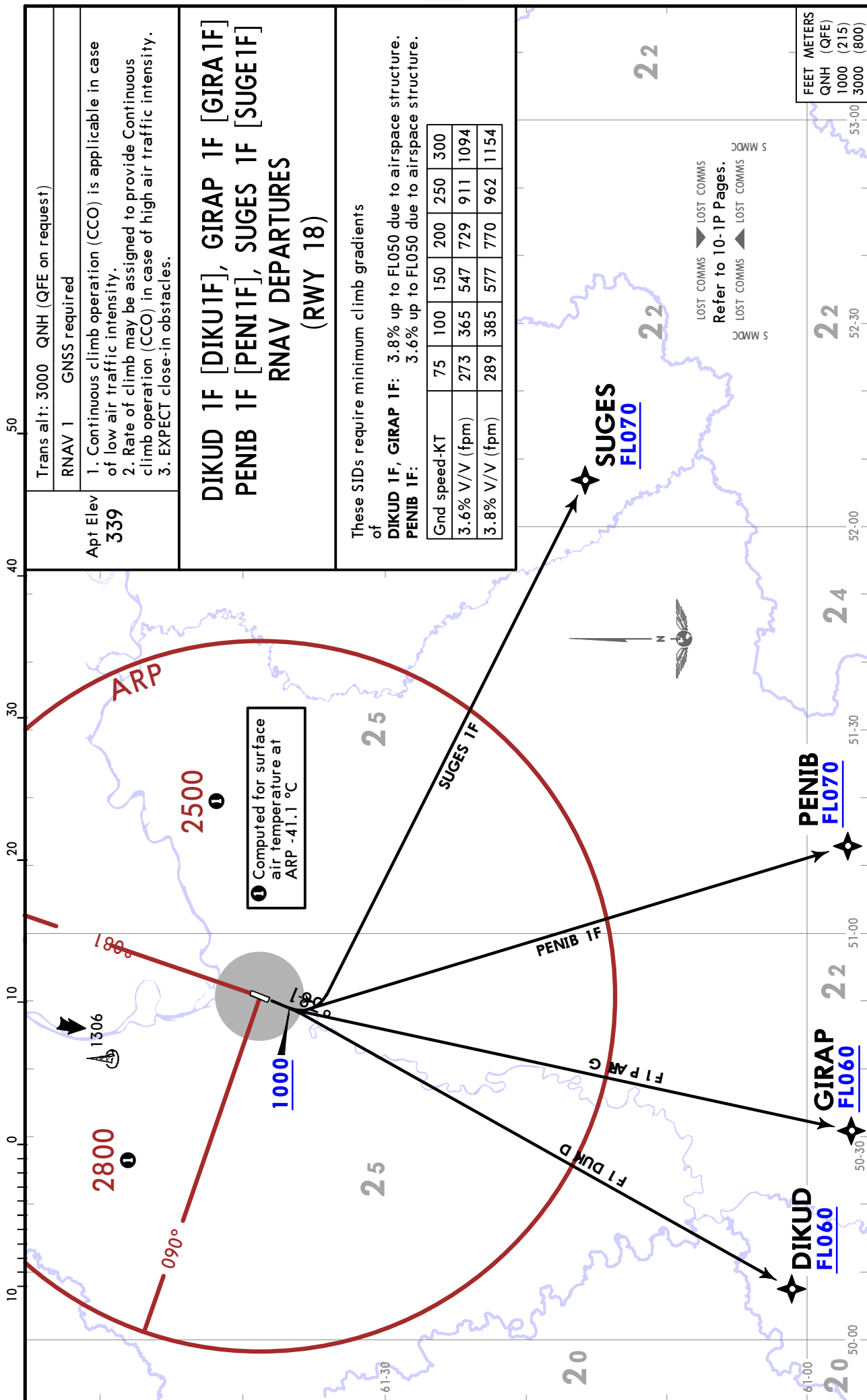
DIKEP 1F [DIKE1F], TELRA 1F [TEL1F]
 UGBAT 1F [UGBA1F]
 RNAV DEPARTURES
 (RWY 18)



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25 OCT 24 **10-3C** **Eff 31 Oct**

SYKTYVKAR, RUSSIA
RNAV SID



CHANGES: MSA, notes added.

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25 OCT 24

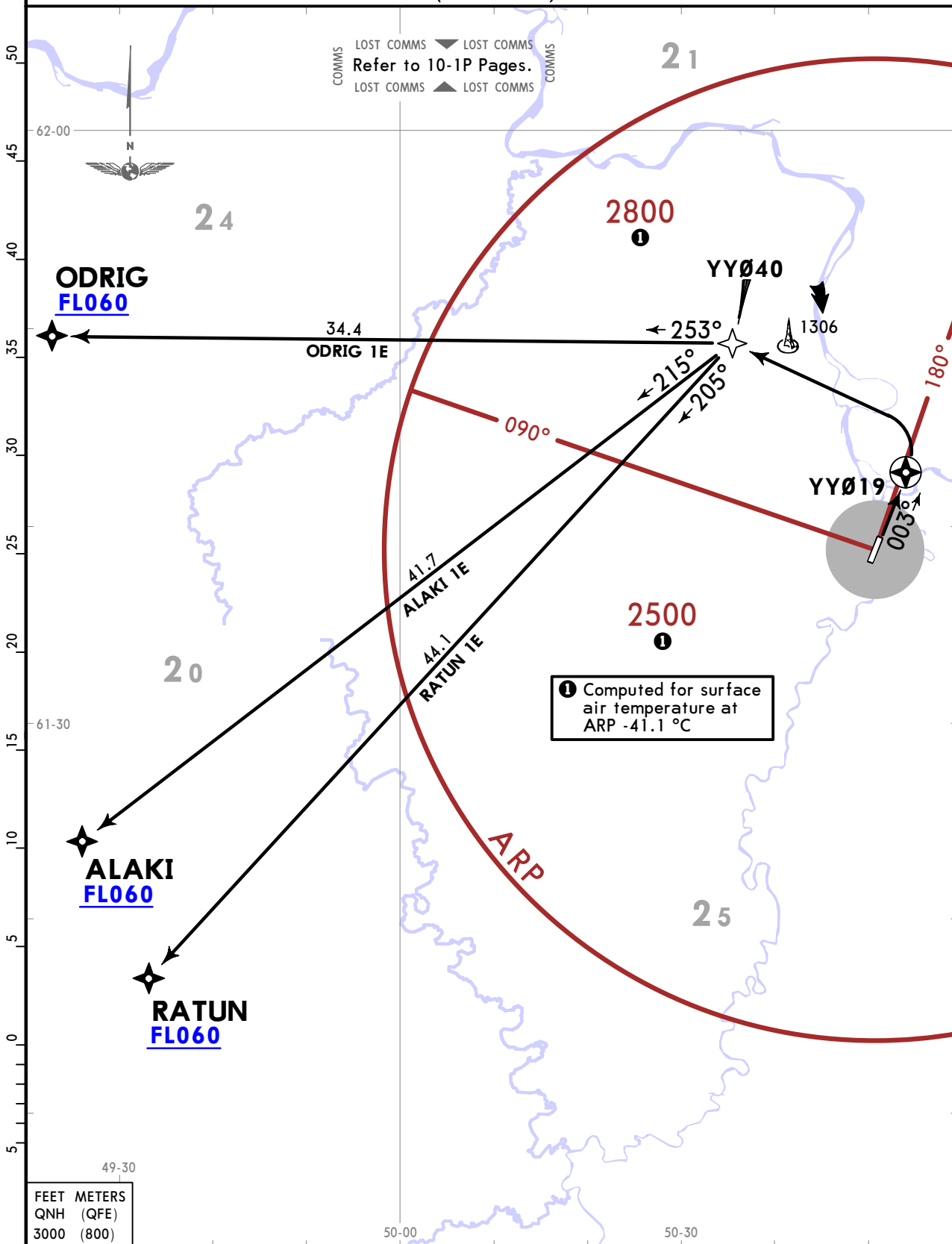
(10-3D)

Eff 31 Oct

RNAV SID

Apt Elev 339	Trans alt: 3000 QNH (QFE on request)
	RNAV 1 GNSS required
	1. Continuous climb operation (CCO) is applicable in case of low air traffic intensity. 2. Rate of climb may be assigned to provide Continuous climb operation (CCO) in case of high air traffic intensity. 3. EXPECT close-in obstacles.

ALAKI 1E [ALAK1E], ODRIG 1E [ODRI1E]
 RATUN 1E [RATU1E]
 RNAV DEPARTURES
 (RWY 36)



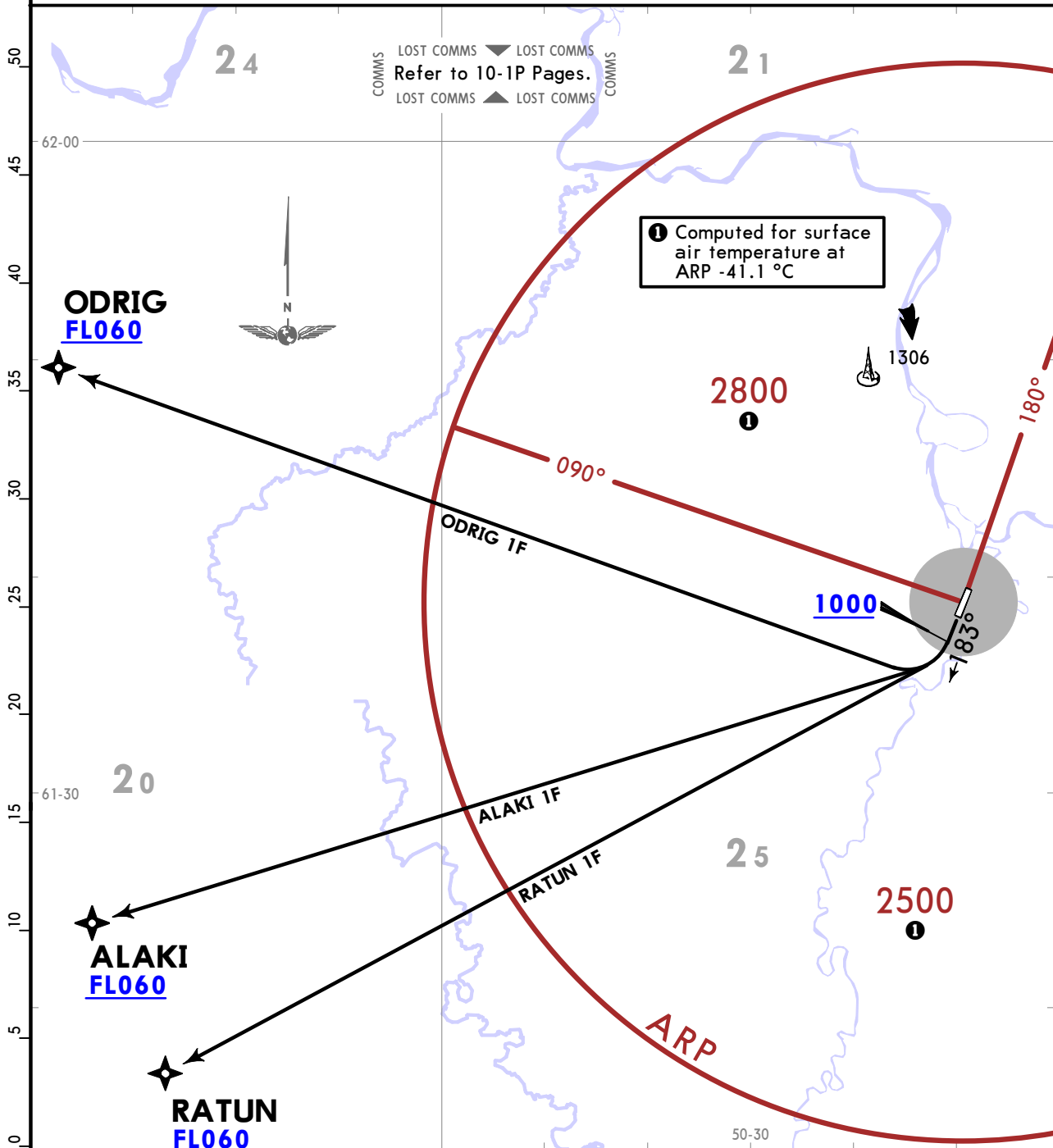
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SYKTYVKAR

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25 OCT 24 (10-3E) Eff 31 Oct

SYKTYVKAR, RUSSIA
RNAV SID

Apt Elev 339	Trans alt: 3000 QNH (QFE on request)
	RNAV 1 GNSS required
	1. Continuous climb operation (CCO) is applicable in case of low air traffic intensity. 2. Rate of climb may be assigned to provide Continuous climb operation (CCO) in case of high air traffic intensity. 3. EXPECT close-in obstacles.

ALAKI 1F [ALAK1F], ODRIG 1F [ODRI1F]
RATUN 1F [RATU1F]
RNAV DEPARTURES
(RWY 18)



These SIDs require minimum climb gradients of

ALAKI 1F: 3.5% up to FL050 due to airspace structure.
RATUN 1F: 3.6% up to FL050 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
3.6% V/V (fpm)	273	365	547	729	911	1094

FEET METERS	49-30
QNH (QFE)	
1000 (215)	
3000 (800)	

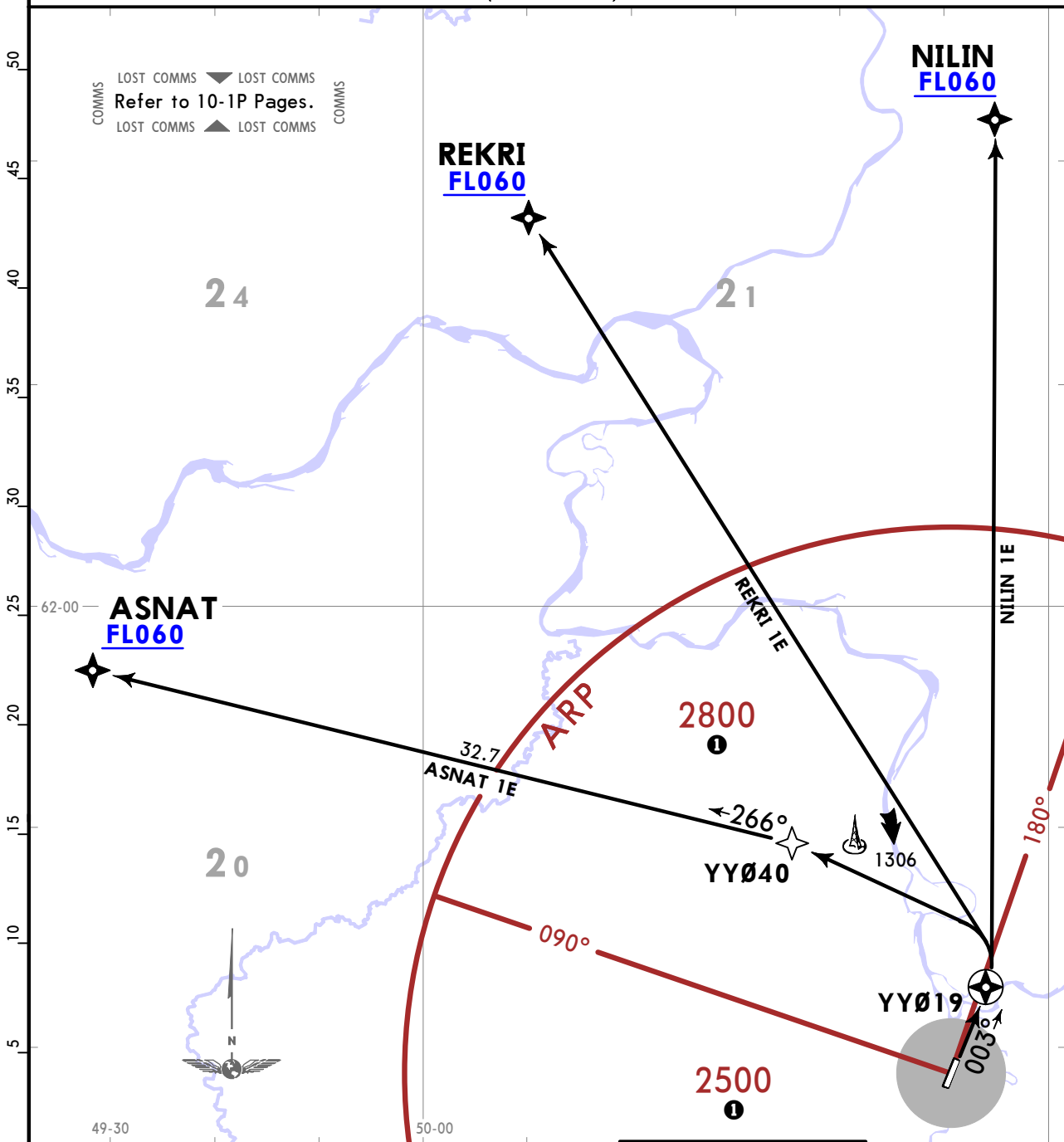
UUYU/SCW
SYKTYVKAR

JEPPESEN
25 OCT 24 (10-3F) Eff 31 Oct

SYKTYVKAR, RUSSIA
RNAV SID

Apt Elev 339	Trans alt: 3000 QNH (QFE on request)
	RNAV 1 GNSS required
	1. Continuous climb operation (CCO) is applicable in case of low air traffic intensity. 2. Rate of climb may be assigned to provide Continuous climb operation (CCO) in case of high air traffic intensity. 3. EXPECT close-in obstacles.

ASNAT 1E [ASNA1E], NILIN 1E [NILI1E]
REKRI 1E [REKR1E]
RNAV DEPARTURES
(RWY 36)



These SIDs require minimum climb gradients of

NILIN 1E: 3.7% up to FL050
REKRI 1E: 3.4% up to FL050
 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
3.7% V/V (fpm)	281	375	562	749	937	1124

① Computed for surface air temperature at ARP -41.1 °C

FEET METERS
QNH (QFE)
3000 (800)

UUYU/SCW
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SYKTYVKAR, RUSSIA

25 OCT 24

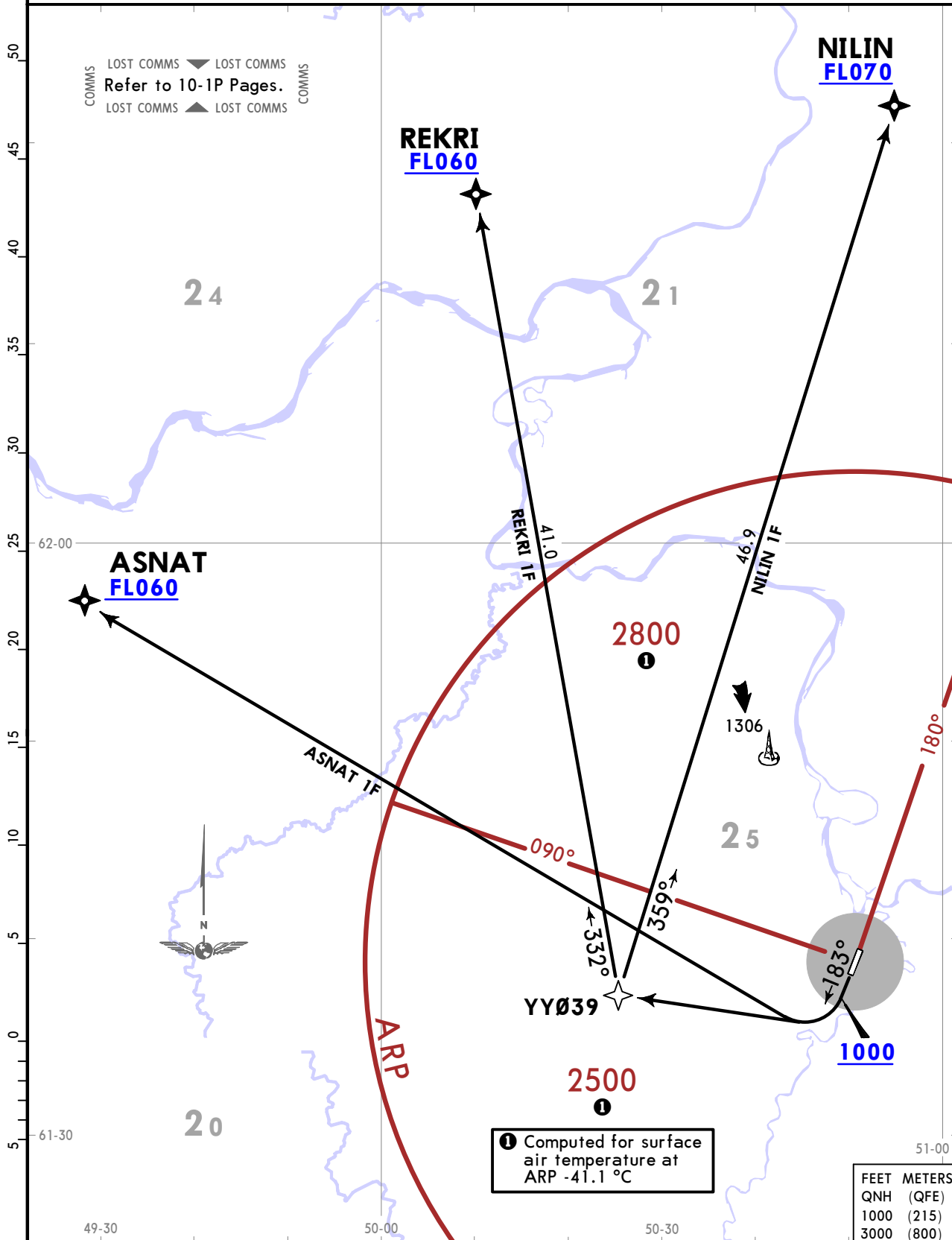
10-3G

Eff 31 Oct

RNAV SID

Apt Elev 339	Trans alt: 3000 QNH (QFE on request)
	RNAV 1 GNSS required
	1. Continuous climb operation (CCO) is applicable in case of low air traffic intensity. 2. Rate of climb may be assigned to provide Continuous climb operation (CCO) in case of high air traffic intensity. 3. EXPECT close-in obstacles.

ASNAT 1F [ASNA1F], NILIN 1F [NILI1F]
 REKRI 1F [REKR1F]
 RNAV DEPARTURES
 (RWY 18)



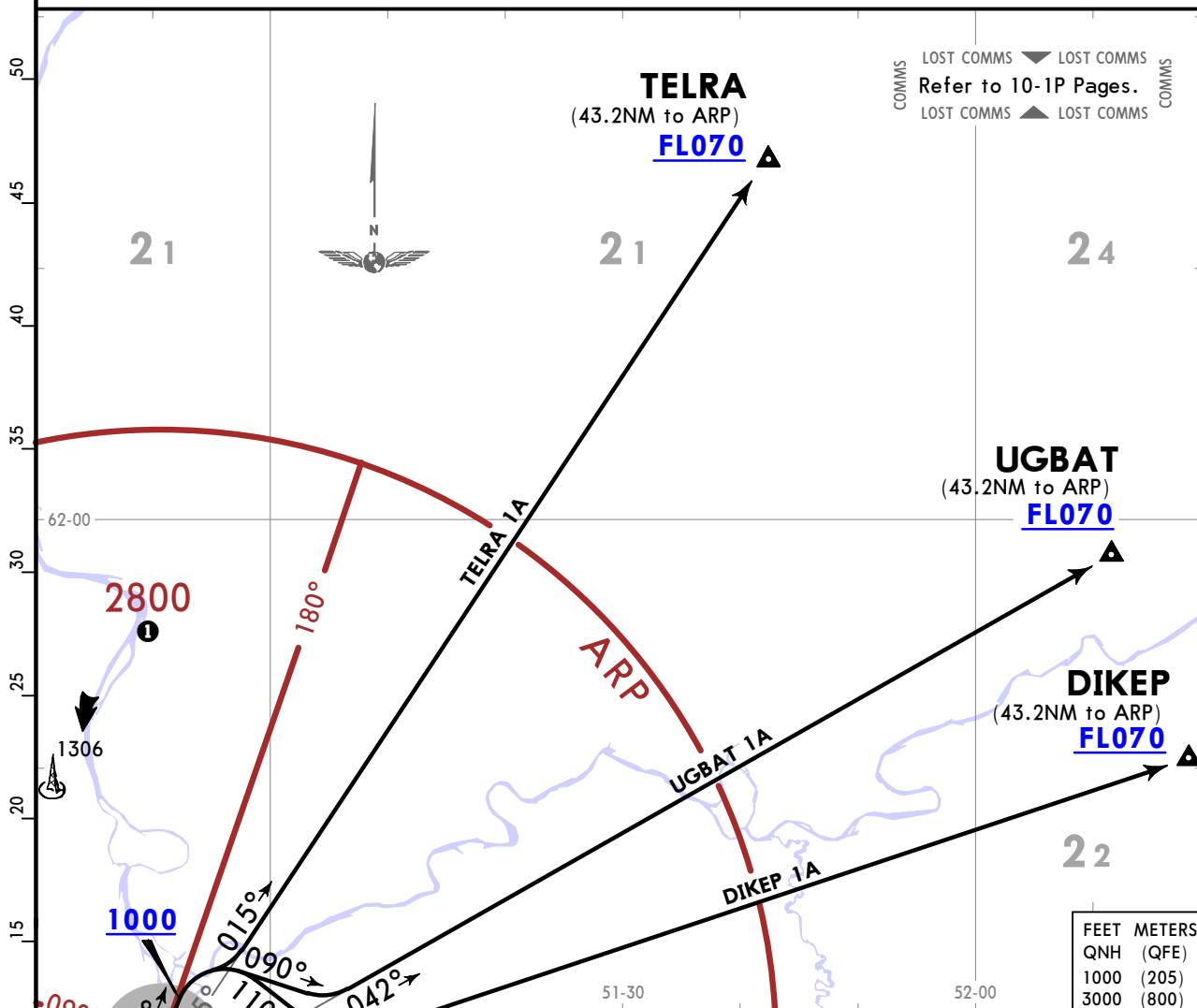
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SYKTYVKAR

JEPPESEN
25 OCT 24 (10-3H) Eff 31 Oct

SYKTYVKAR, RUSSIA
SID

Apt Elev 339 Trans alt: 3000 QNH (QFE on request)

DIKEP 1A [DIKE1A]
TELRA 1A [TELR1A]
UGBAT 1A [UGBA1A]
DEPARTURES
(RWY 36)
RADAR CONTROL REQUIRED



COMMS LOST COMMS Refer to 10-1P Pages. LOST COMMS

FEET	METERS
1000	(205)
3000	(800)

Close-In obstacles
EXPECT close-in obstacles LEFT of take-off hdg at 0.4 NM (787m) from DER with MAX alt 406.

These SIDs require minimum climb gradients of
TELRA 1A: 3.7% up to FL050,
UGBAT 1A: 4.3% up to FL050,
 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.3% V/V (fpm)	327	435	653	871	1089	1306

① Computed for surface air temperature at ARP -41.1 °C

SID	ROUTING
DIKEP 1A	Climb on 003° track to at or above 1000, turn RIGHT, 110° track, intercept 053° bearing from PW to DIKEP.
TELRA 1A	Climb on 003° track to at or above 1000, intercept 015° bearing from PW to TELRA.
UGBAT 1A	Climb on 003° track to at or above 1000, turn RIGHT, 090° track, intercept 042° bearing from PW to UGBAT.

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25 OCT 24 (10-3J) Eff 31 Oct

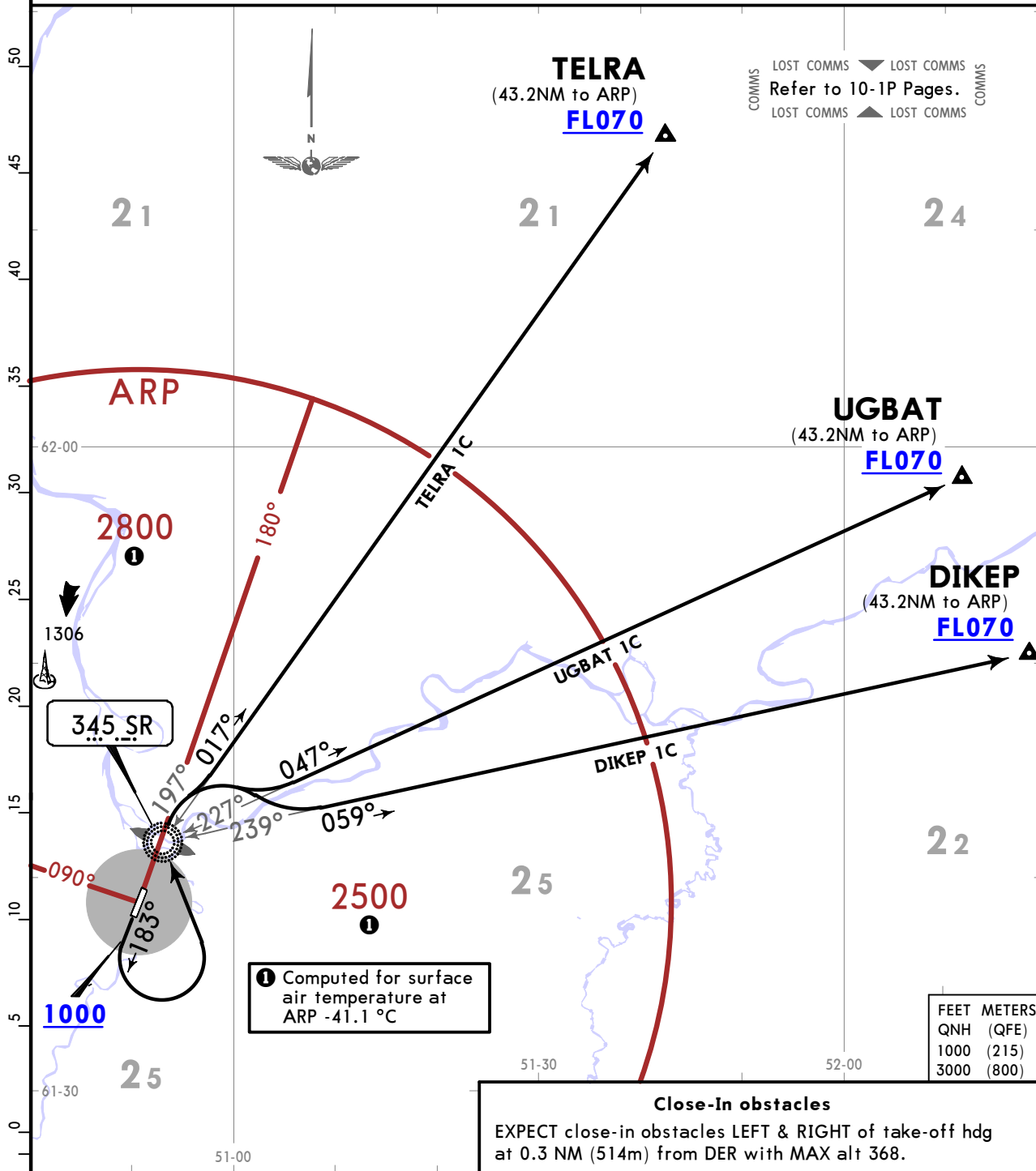
SYKTYVKAR, RUSSIA

SID

Apt Elev
339

Trans alt: 3000 QNH (QFE on request)

DIKEP 1C [DIKE1C]
TELRA 1C [TELR1C]
UGBAT 1C [UGBA1C]
DEPARTURES
(RWY 18)
RADAR CONTROL REQUIRED



① Computed for surface air temperature at ARP -41.1 °C

FEET METERS	
QNH (QFE)	
1000 (215)	
3000 (800)	

Close-In obstacles
EXPECT close-in obstacles LEFT & RIGHT of take-off hdg at 0.3 NM (514m) from DER with MAX alt 368.

SID	ROUTING
DIKEP 1C	Climb on 183° track to at or above 1000, turn LEFT to SR, turn RIGHT, intercept 059° bearing from SR to DIKEP.
TELRA 1C	Climb on 183° track to at or above 1000, turn LEFT to SR, turn RIGHT, intercept 017° bearing from SR to TELRA.
UGBAT 1C	Climb on 183° track to at or above 1000, turn LEFT to SR, turn RIGHT, intercept 047° bearing from SR to UGBAT.

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25 OCT 24

10-3K

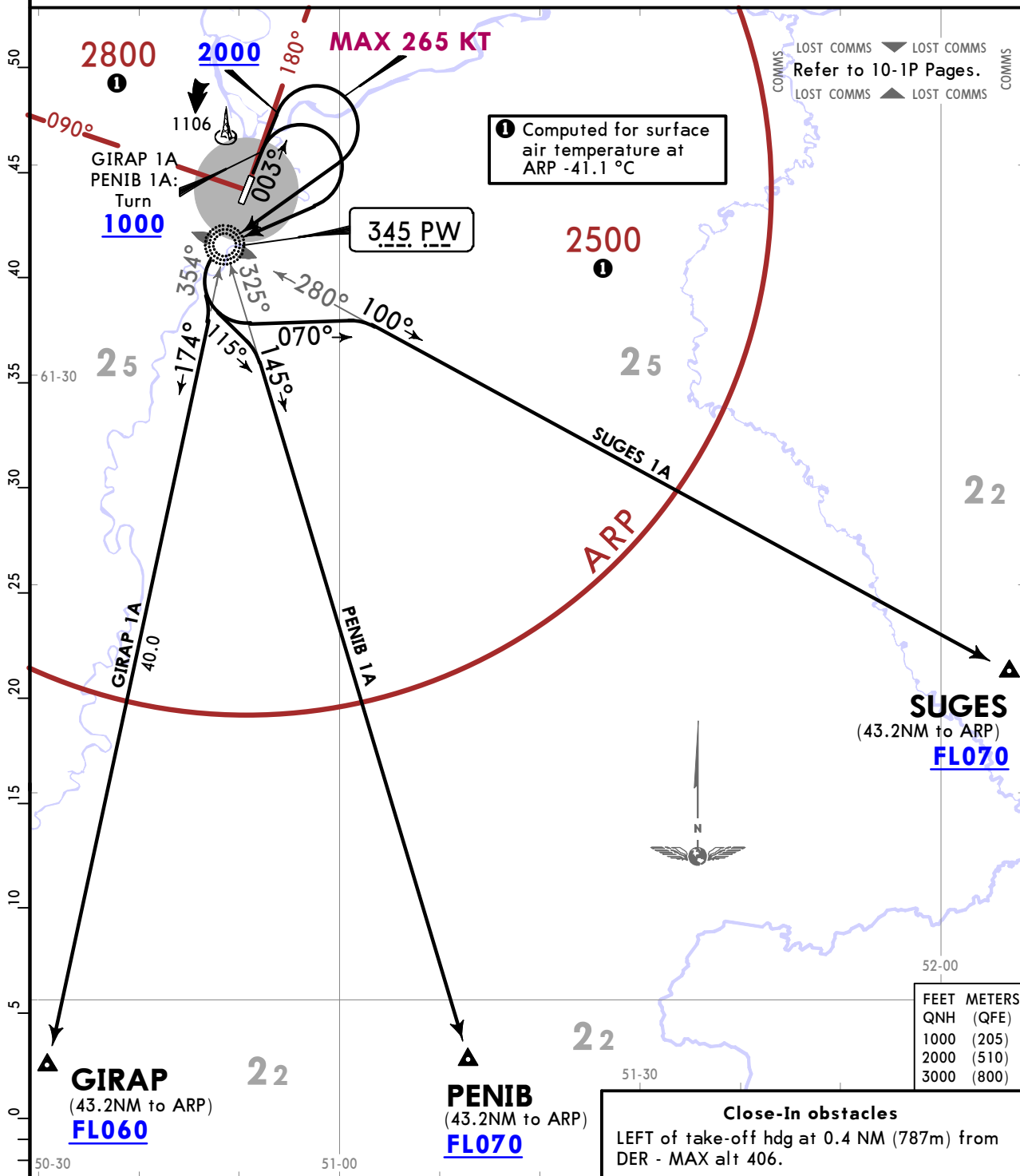
Eff 31 Oct

SID

Apt Elev
339

Trans alt: 3000 QNH (QFE on request)

GIRAP 1A [GIRA1A]
PENIB 1A [PENI1A]
SUGES 1A [SUGE1A]
DEPARTURES
(RWY 36)
RADAR CONTROL REQUIRED



SID	ROUTING
GIRAP 1A	Climb on 003° track to at or above 1000, turn RIGHT to PW, 174° bearing to GIRAP.
PENIB 1A	Climb on 003° track to at or above 1000, turn RIGHT to PW, turn LEFT, 115° track, intercept 145° bearing from PW to PENIB.
SUGES 1A	Climb on 003° track to at or above 2000, turn RIGHT to PW, turn LEFT, 070° track, intercept 100° bearing from PW to SUGES.

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SYKTYVKAR, RUSSIA

25 OCT 24

10-3L

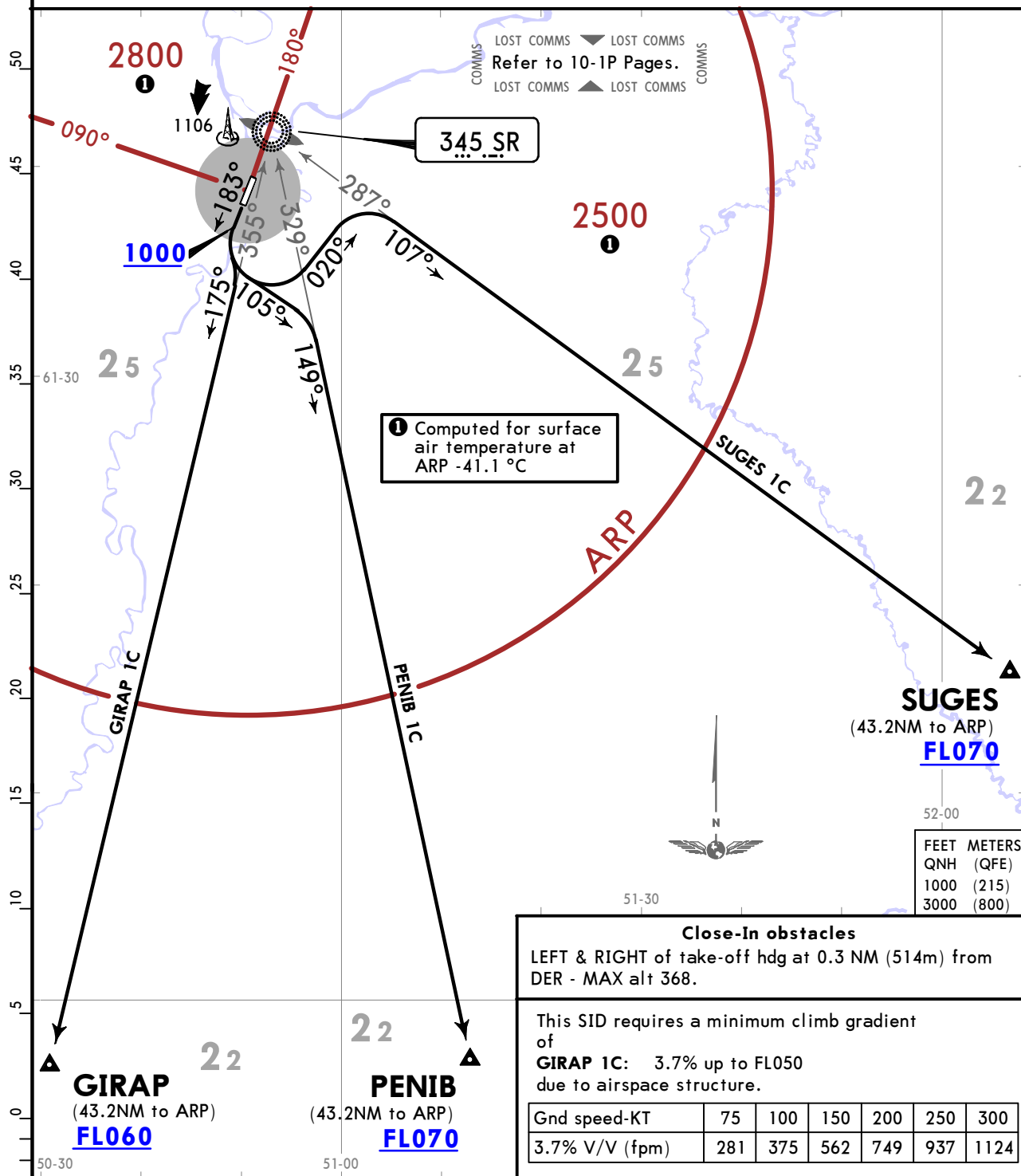
Eff 31 Oct

SID

Apt Elev
339

Trans alt: 3000 QNH (QFE on request)

GIRAP 1C [GIRA1C]
PENIB 1C [PENI1C]
SUGES 1C [SUGE1C]
DEPARTURES
(RWY 18)
RADAR CONTROL REQUIRED



SID	ROUTING
GIRAP 1C	Climb on 183° track to at or above 1000, intercept 175° bearing from SR to GIRAP.
PENIB 1C	Climb on 183° track to at or above 1000, turn LEFT, 105° track, intercept 149° bearing from SR to PENIB.
SUGES 1C	Climb on 183° track to at or above 1000, turn LEFT, 020° track, intercept 107° bearing from SR to SUGES.

CHANGES: MSA, PENIB 1C revised.

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25 OCT 24 10-3M Eff 31 Oct

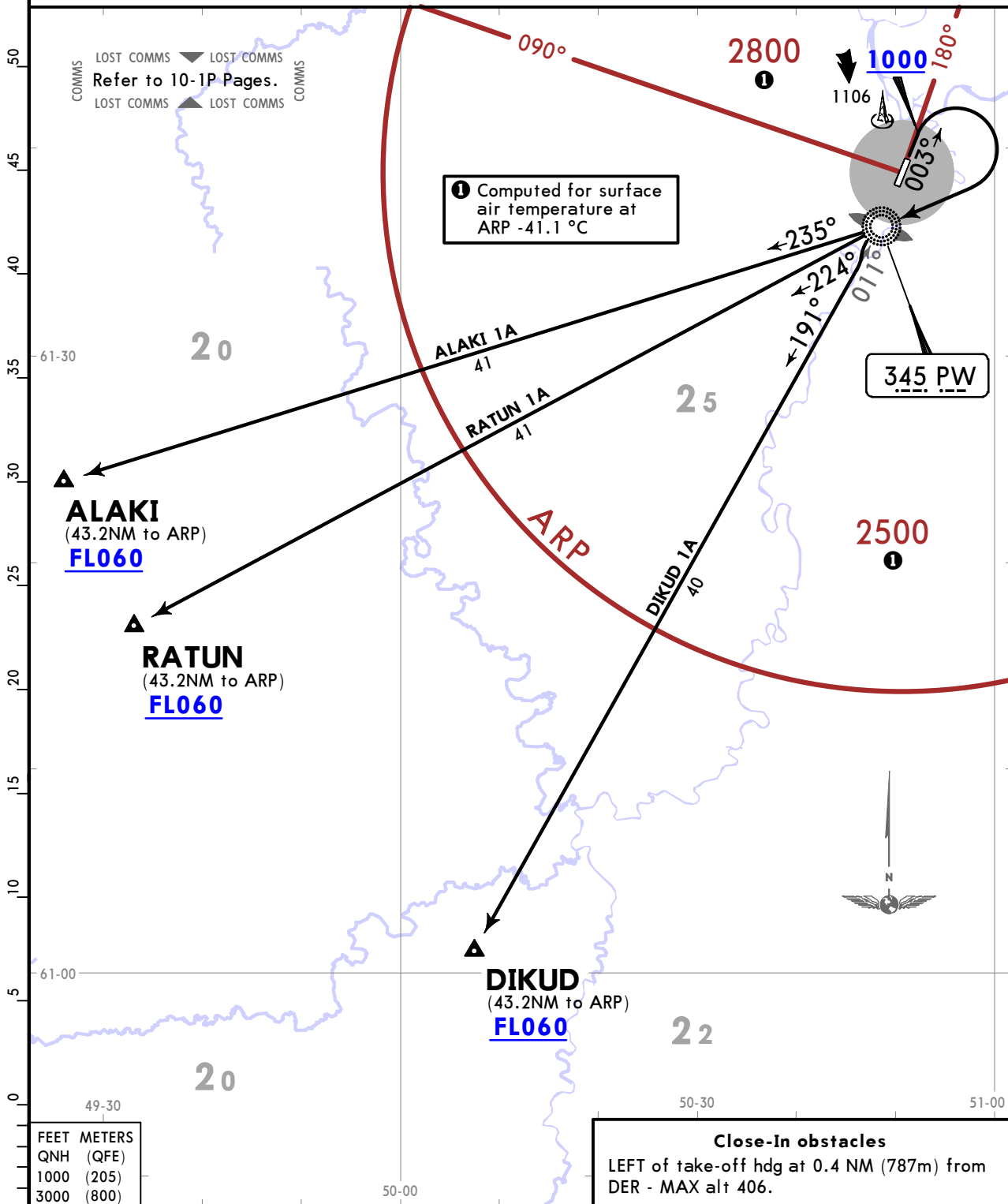
SYKTYVKAR, RUSSIA

SID

Apt Elev
339

Trans alt: 3000 QNH (QFE on request)

ALAKI 1A [ALAK1A]
DIKUD 1A [DIKU1A]
RATUN 1A [RATU1A]
DEPARTURES
(RWY 36)
RADAR CONTROL REQUIRED



FEET	METERS
QNH (QFE)	
1000 (205)	
3000 (800)	

Close-In obstacles
LEFT of take-off hdg at 0.4 NM (787m) from DER - MAX alt 406.

SID	ROUTING
ALAKI 1A	Climb on 003° track to at or above 1000, turn RIGHT to PW, 235° bearing to ALAKI.
DIKUD 1A	Climb on 003° track to at or above 1000, turn RIGHT to PW, 191° bearing to DIKUD.
RATUN 1A	Climb on 003° track to at or above 1000, turn RIGHT to PW, 224° bearing to RATUN.

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25 OCT 24 (10-3N) Eff 31 Oct

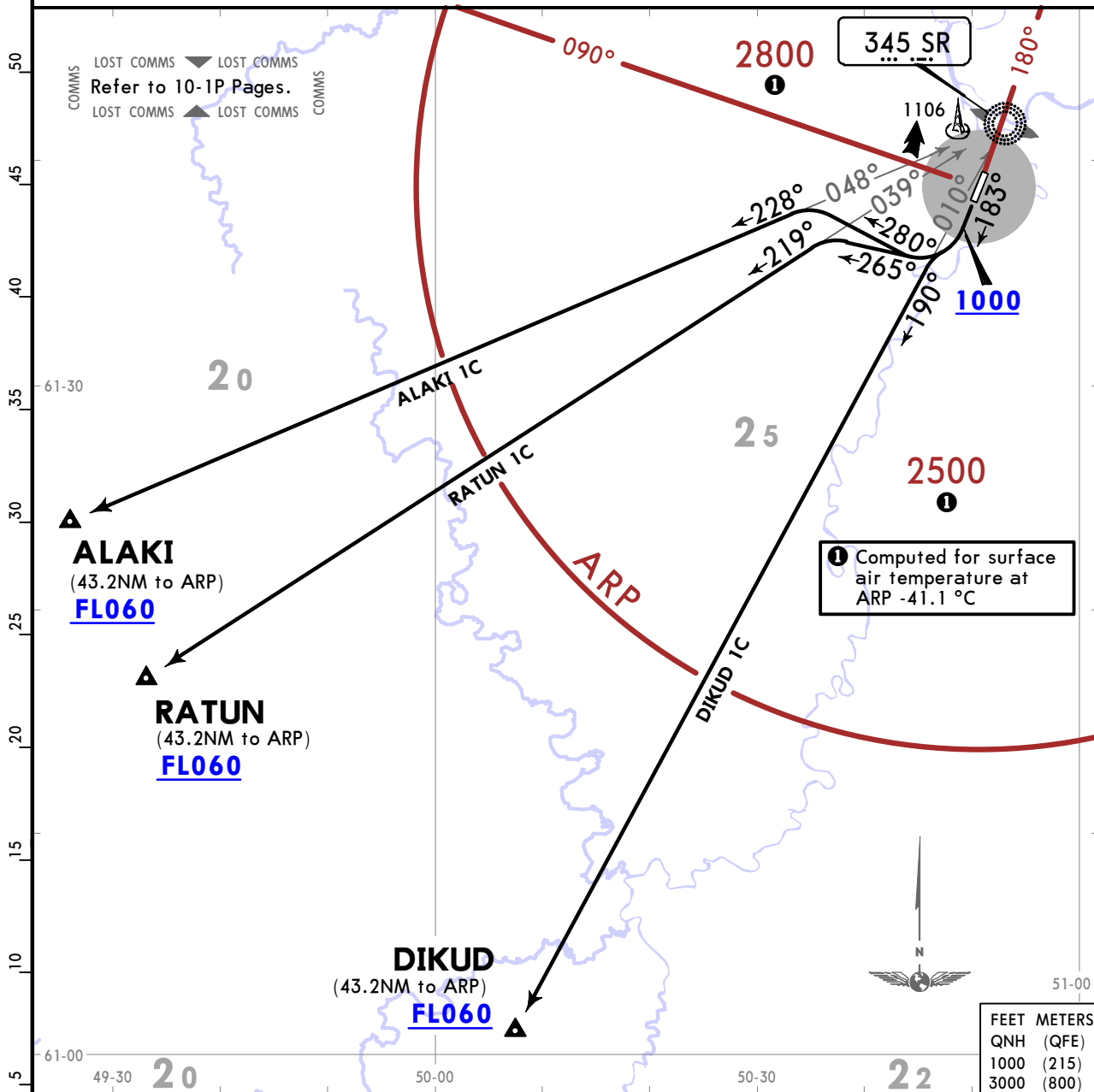
SYKTYVKAR, RUSSIA

SID

Apt Elev
339

Trans alt: 3000 QNH (QFE on request)

ALAKI 1C [ALAK1C]
DIKUD 1C [DIKU1C]
RATUN 1C [RATU1C]
DEPARTURES
(RWY 18)
RADAR CONTROL REQUIRED



Close-In obstacles
LEFT & RIGHT of take-off hdg at 0.3 NM
(514m) from DER - MAX alt 368.

This SID requires a minimum climb gradient of
of
DIKUD 1C: 3.7% up to FL050 due to airspace structure.

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

SID	ROUTING
ALAKI 1C	Climb on 183° track to at or above 1000, turn RIGHT, 280° track, intercept 228° bearing from SR to ALAKI.
DIKUD 1C	Climb on 183° track to at or above 1000, intercept 190° bearing from SR to DIKUD.
RATUN 1C	Climb on 183° track to at or above 1000, turn RIGHT, 265° track, intercept 219° bearing from SR to RATUN.

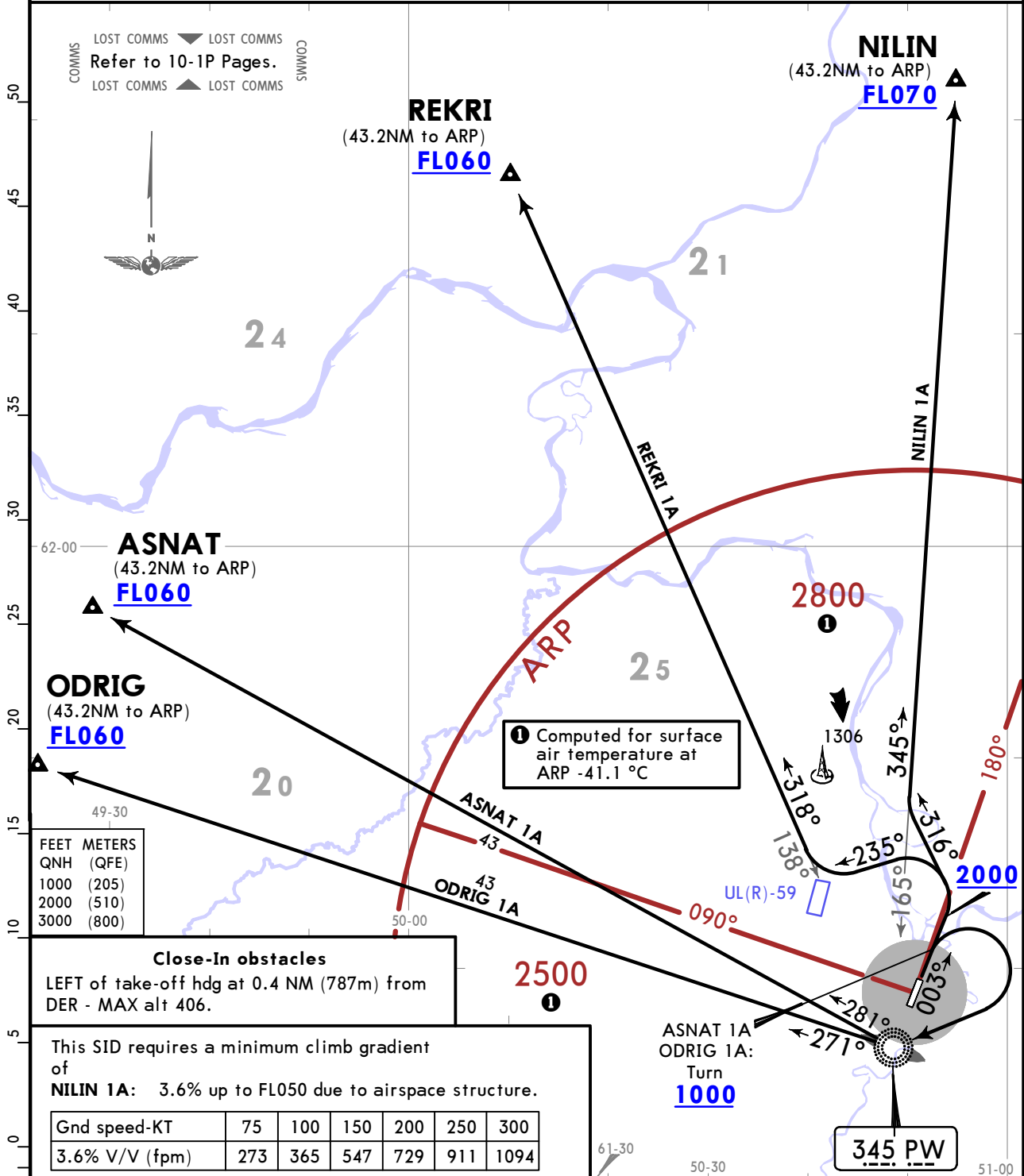
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JEPPESEN
25 OCT 24 10-3P Eff 31 Oct

SYKTYVKAR, RUSSIA
SID

Apt Elev 339 Trans alt: 3000 QNH (QFE on request)
REKRI 1A by ATC when UL(R)-59 is active.

ASNAT 1A [ASNA1A], NILIN 1A [NILI1A]
ODRIG 1A [ODRI1A], REKRI 1A [REKR1A]
DEPARTURES
(RWY 36)
RADAR CONTROL REQUIRED



SID	ROUTING
ASNAT 1A	Climb on 003° track to at or above 1000, turn RIGHT to PW, 281° bearing to ASNAT.
NILIN 1A	Climb on 003° track to at or above 2000, turn LEFT, 316° track, 345° bearing from PW to NILIN.
ODRIG 1A	Climb on 003° track to at or above 1000, turn RIGHT to PW, 271° bearing to ODRIG.
REKRI 1A	Climb on 003° track to at or above 2000, turn LEFT, 235° track, intercept 318° bearing from PW to REKRI.

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SYKTYVKAR

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SYKTYVKAR, RUSSIA

25 OCT 24 **10-3Q**

Eff 31 Oct

SID

Apt Elev
339

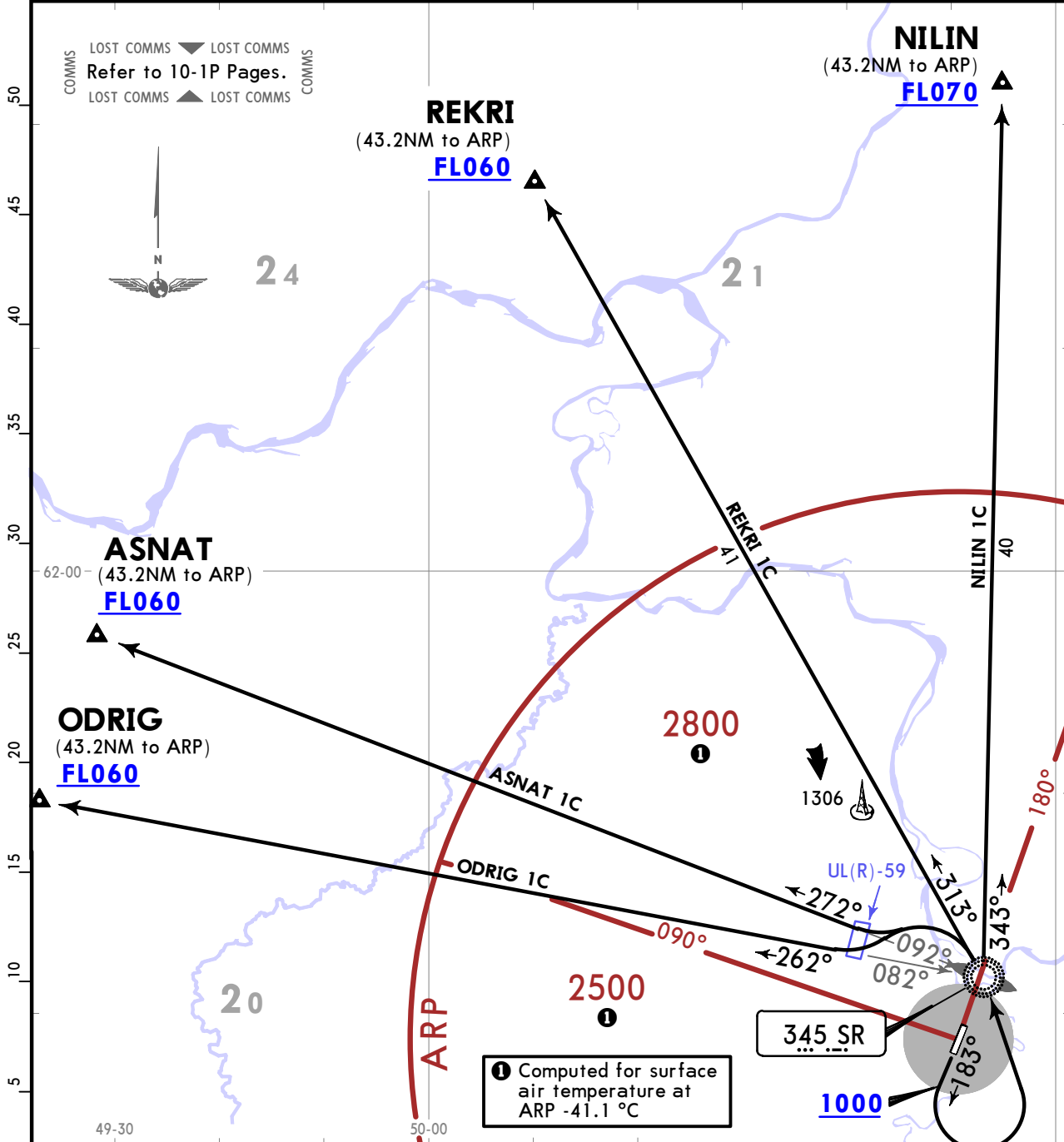
Trans alt: 3000 QNH (QFE on request)
ASNAT & ODRIG 1C by ATC when UL(R)-59 is active.

ASNAT 1C [ASNA1C], NILIN 1C [NILI1C]
ODRIG 1C [ODRI1C], REKRI 1C [REKR1C]

DEPARTURES

(RWY 18)

RADAR CONTROL REQUIRED



Close-In obstacles
LEFT & RIGHT of take-off hdg at 0.3 NM (514m) from DER - MAX alt 368.

FEET	METERS
QNH (QFE)	
1000 (215)	
3000 (800)	

SID	ROUTING
ASNAT 1C	Climb on 183° track to at or above 1000, turn LEFT to SR, turn LEFT, intercept 272° bearing from SR to ASNAT.
NILIN 1C	Climb on 183° track to at or above 1000, turn LEFT to SR, 343° bearing to NILIN.
ODRIG 1C	Climb on 183° track to at or above 1000, turn LEFT to SR, turn LEFT, intercept 262° bearing from SR to ODRIG.
REKRI 1C	Climb on 183° track to at or above 1000, turn LEFT to SR, 313° bearing to REKRI.

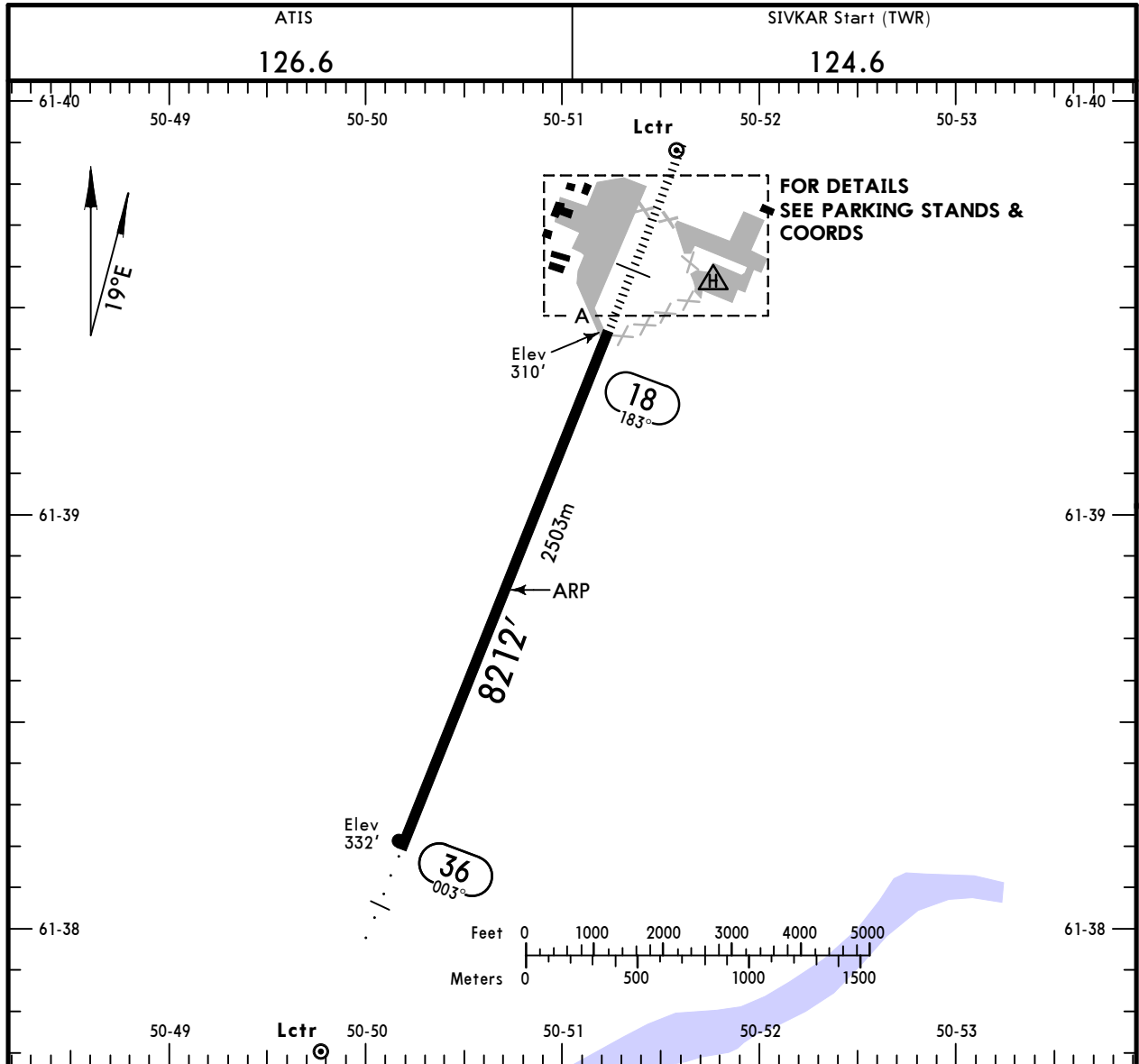
CHANGES: MSA, note added.

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UYYY/SCW
 Apt Elev **339'**
 N61 38.8 E050 50.7

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 25 OCT 24 **(10-9)** Eff 31 Oct

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 SYKTYVKAR



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
	HIRL (60m)		PAPI-L (3.00°)		Threshold	Glide Slope		
18	HIRL (60m)	HIALS	PAPI-L (3.00°)		RVR	7179' 2188m		148'
36	HIRL (60m)	ALS	PAPI-L (3.00°)		RVR	7300' 2225m		45m

Std				TAKE-OFF			
RL & RCLM		RL		RL or RCLM		Adequate Vis Ref	
DAY		NIGHT		DAY		NIGHT	
R300m		R400m		R/V500m		NA	

CHANGES: VAR. Rwy length.

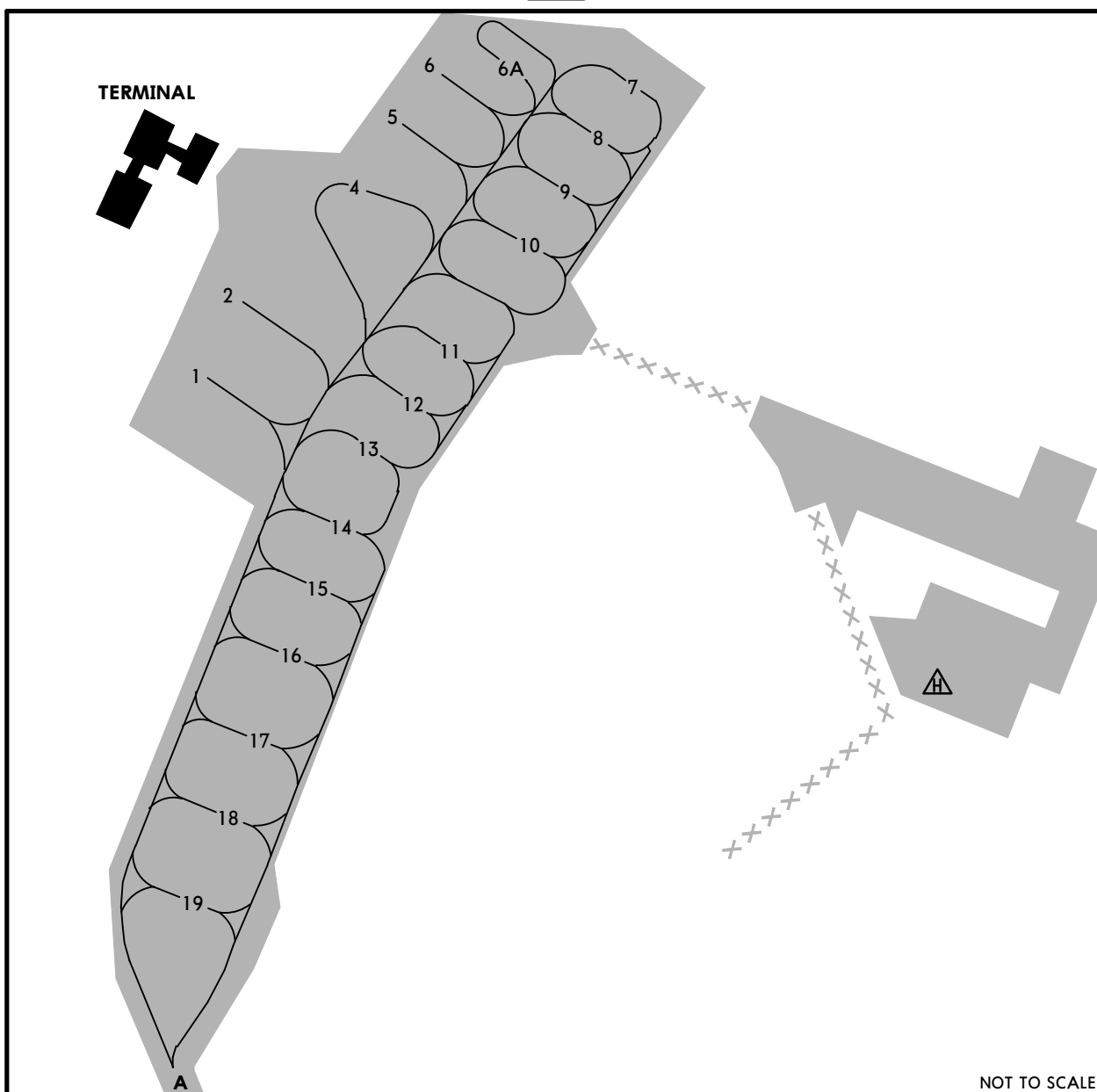
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SYKTYVKAR, RUSSIA

25 OCT 24 (10-9A) Eff 31 Oct

SYKTYVKAR



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N61 39.8 E050 51.1	12	N61 39.7 E050 51.3
2	N61 39.8 E050 51.2	13 thru 16	N61 39.7 E050 51.2
4 thru 6A	N61 39.8 E050 51.3	17	N61 39.6 E050 51.2
7, 8	N61 39.8 E050 51.4	18, 19	N61 39.6 E050 51.1
9 thru 11	N61 39.8 E050 51.3		

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EASA AIR OPS

25 OCT 24 (10-9S) Eff 31 Oct

SYKTYVKAR, RUSSIA
SYKTYVKAR

STRAIGHT-IN RWY		A	B	C	D
18	ILS Z or Y FULL	510'(200') ① R550m	510'(200') ① R550m	510'(200') ① R550m	510'(200') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	510'(200') ① R550m	510'(200') ① R550m	510'(200') ① R550m	510'(200') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP LNAV/VNAV	693'(383') R1100m	704'(394') R1100m	711'(401') R1200m	722'(412') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	② RNP LNAV	810'(500') R1500m	810'(500') R1500m	810'(500') R1500m	810'(500') R1500m
	ALS out	R1500m	R1500m	R2300m	R2300m
	② 2 NDB	700'(390') R1100m	710'(400') R1100m	710'(400') R1100m	720'(410') R1200m
	ALS out	R1500m	R1500m	R1800m	R1900m
② NDB	840'(530') R1500m	840'(530') R1500m	840'(530') R1700m	840'(530') R1700m	
ALS out	R1500m	R1500m	R2400m	R2400m	
36	ILS Z or Y FULL	532'(200') R1000m	532'(200') R1000m	532'(200') R1000m	532'(200') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	532'(200') R1000m	532'(200') R1000m	532'(200') R1000m	532'(200') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP LNAV/VNAV	661'(329') R1300m	668'(336') R1300m	673'(341') R1400m	680'(348') R1400m
	ALS out	R1500m	R1500m	R1600m	R1600m
	② RNP LNAV	740'(408') R1500m	740'(408') R1500m	740'(408') R1700m	740'(408') R1700m
	ALS out	R1500m	R1500m	R1900m	R1900m
	② 2 NDB with 4.5 NM	640'(308') R1200m	640'(308') R1200m	720'(388') R1600m	720'(388') R1600m
	ALS out	R1400m	R1400m	R1800m	R1800m
② 2 NDB w/o 4.5 NM	1370'(1038') R1500m	1370'(1038') R1500m	1370'(1038') R2400m	1370'(1038') R2400m	
② NDB	780'(448') R1500m	780'(448') R1500m	780'(448') R1900m	780'(448') R1900m	
ALS out	R1500m	R1500m	R2100m	R2100m	

① RVR 750m when a Flight Director or Autopilot or HUDLS to DA is not used.

② Continuous Descent Final Approach.

CIRCLE-TO-LAND ③	100 KT	135 KT	180 KT	205 KT
	790'(451') ④ V1500m	840'(501') ④ V1600m	940'(601') V2400m	1040'(701') V3600m

③ Prohibited West of airport.

④ or higher minimums of preceding straight-in approach.

TAKE-OFF					
Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required				DAY	NIGHT
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

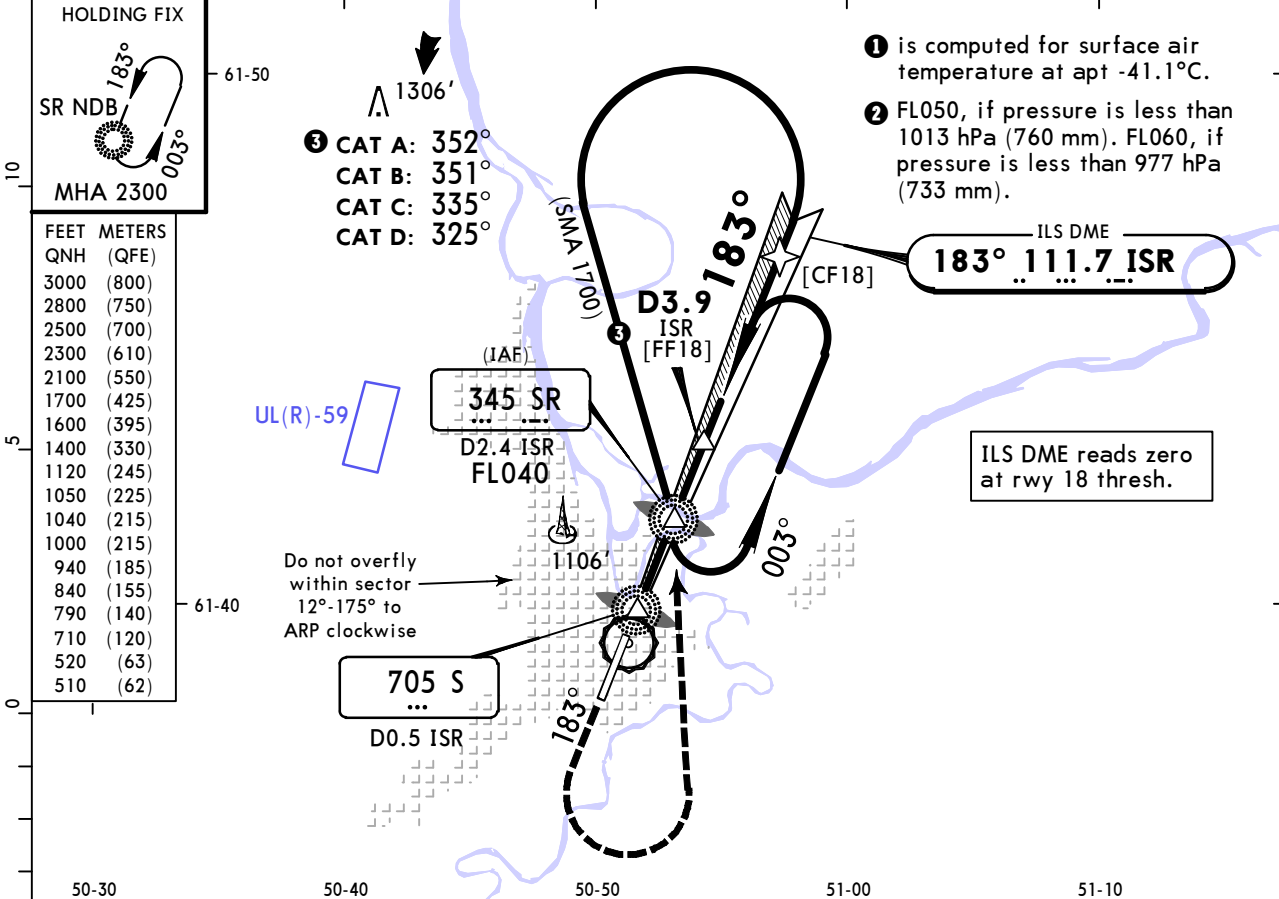
UUYV/SCW
SYKTYVKAR

JEPPESEN
6 DEC 24 (11-1)

SYKTYVKAR, RUSSIA
ILS Z Rwy 18

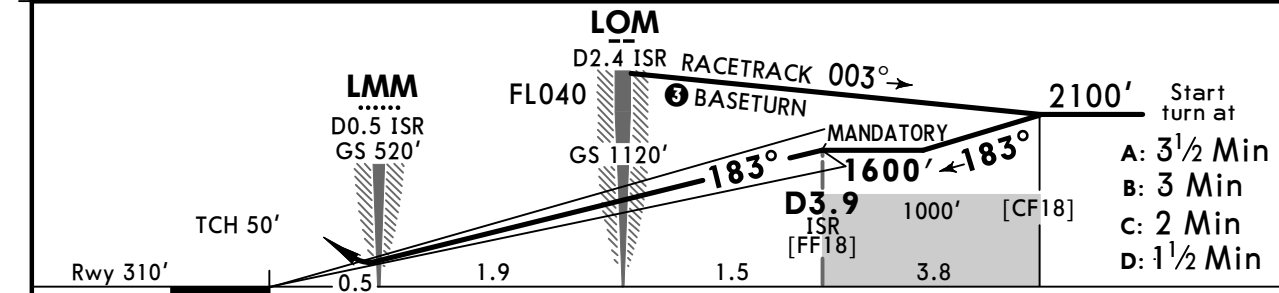
ATIS 126.6		SIVKAR Radar (TWR/APP) 124.6		SIVKAR Start (TWR) 124.6		<p>MSA ARP ①</p>
LOC ISR 111.7	Final Apch Crs 183°	D3.9 ISR MANDATORY 1600' (1290')	ILS DA(H) 510' (200')	Apt Elev 339' Rwy 310'		
MISSED APCH: Climb on 183° to 1600' or above, then turn LEFT to SR NDB climbing to 2100' or above.						

Alt Set: hPa (mm on req) Rwy Elev: 11 hPa Trans level: FL040 ② Trans alt: 3000'



FEET METERS	
QNH (QFE)	
3000 (800)	
2800 (750)	
2500 (700)	
2300 (610)	
2100 (550)	
1700 (425)	
1600 (395)	
1400 (330)	
1120 (245)	
1050 (225)	
1040 (215)	
1000 (215)	
940 (185)	
840 (155)	
790 (140)	
710 (120)	
520 (63)	
510 (62)	

ISR DME	1.1	2.2	3.2
ALTITUDE	710'	1050'	1400'



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

PAINS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS		Prohibited West of airport	
	DA(H) 510' (200')			
	ALS out		Max KT	MDA(H)
	A	① R550m	R1200m	100
B	135		840' (501') V1600m	
C	180		940' (601') V2400m	
D	205		1040' (701') V3600m	

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

CHANGES: SMA altitude.

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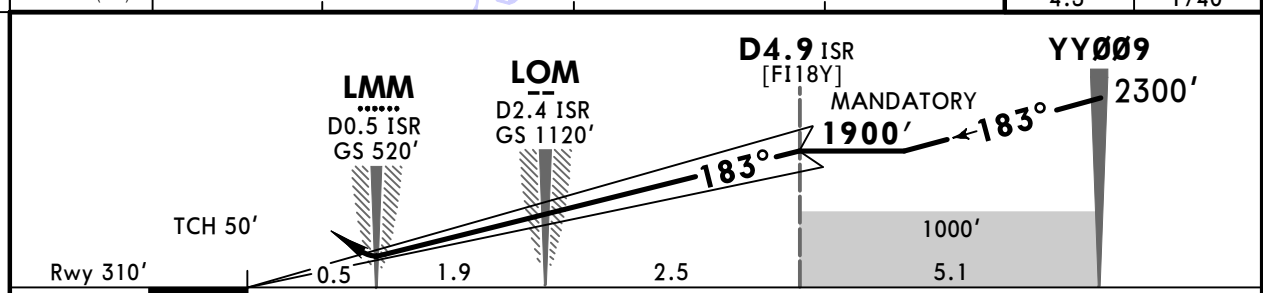
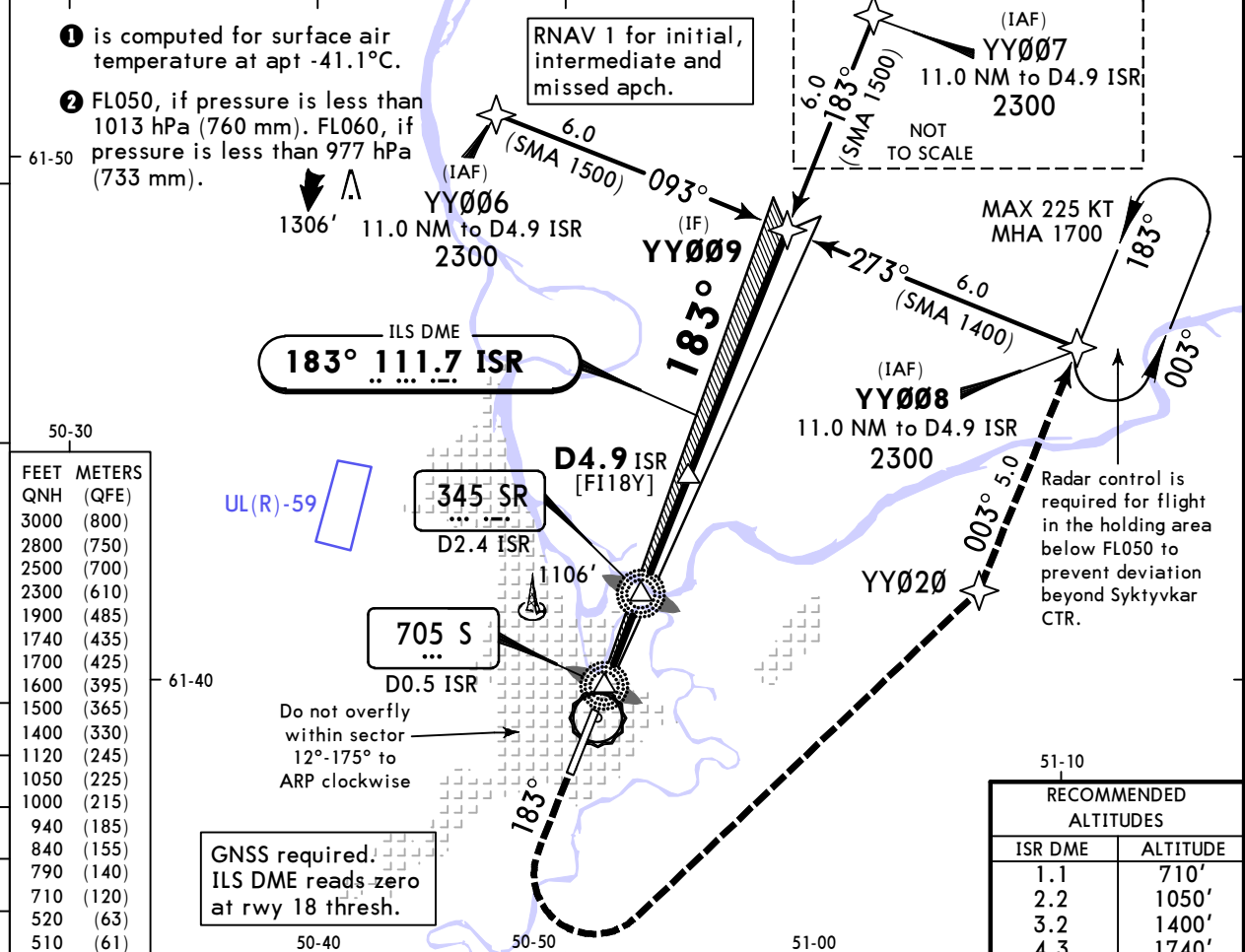
UUYV/SCW
SYKTYVKAR



SYKTYVKAR, RUSSIA
ILS Y Rwy 18

ATIS 126.6		SIVKAR Radar (TWR/APP) 124.6		SIVKAR Start (TWR) 124.6		<p>MSA ARP ①</p>
LOC ISR 111.7	Final Apch Crs 183°	D4.9 ISR MANDATORY 1900' (1590')	ILS DA(H) 510' (200')	Apt Elev 339' Rwy 310'		
<p>MISSED APCH: Climb on 183° to 1600' or above, then turn LEFT to YY020, then to YY008 climbing to 2300' or above.</p>						

Alt Set: hPa (mm on req) Rwy Elev: 11 hPa Trans level: FL040 ② Trans alt: 3000'



PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND Prohibited West of airport	
	ILS DA(H) 510' (200')		Max KT	
	ALS out		100	790' (451') V1500m
	A	R550m	135	840' (501') V1600m
	B		180	940' (601') V2400m
C	205		1040' (701') V3600m	
D				
<p>① R750m when a Flight Director or Autopilot or HUD to DA is not used.</p>				

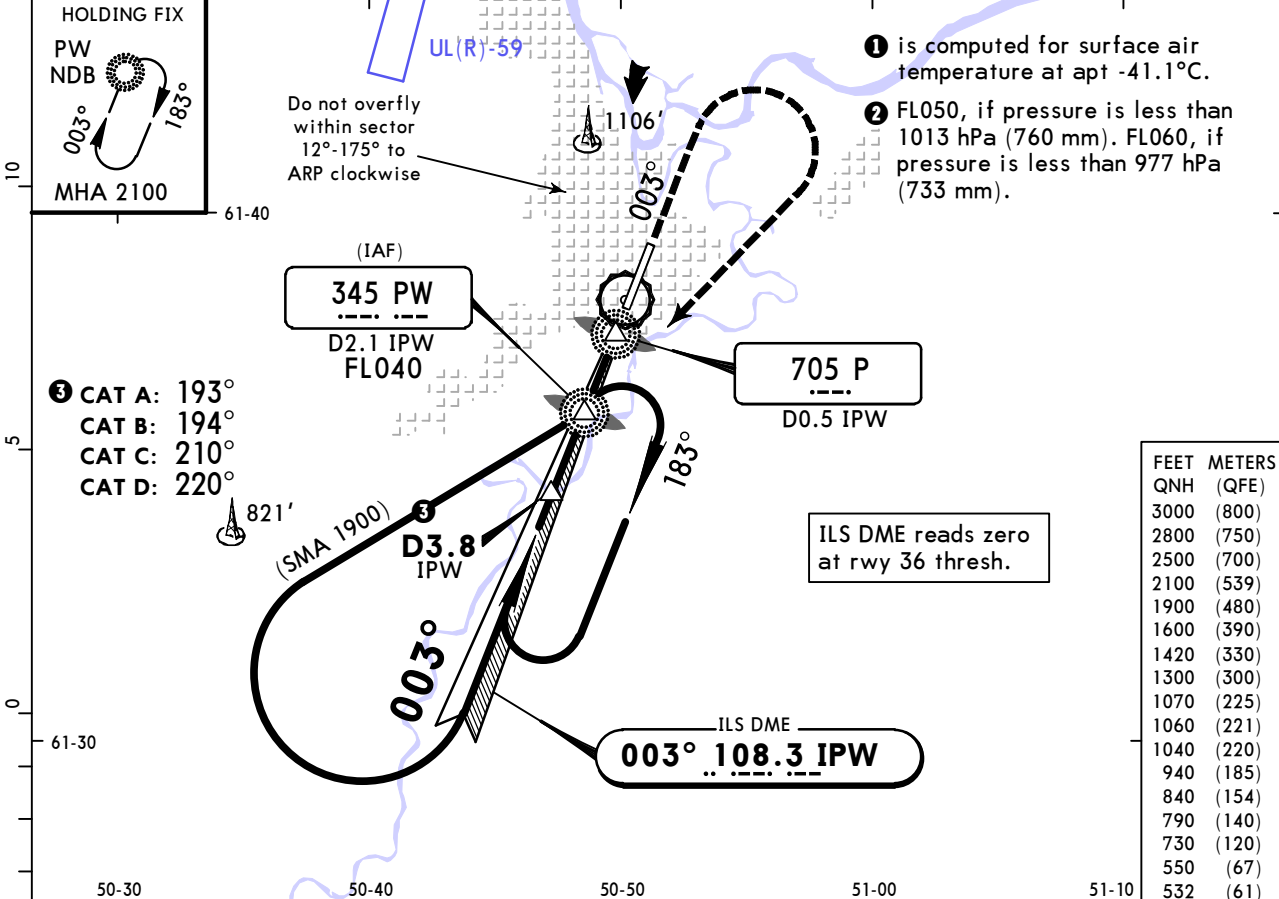
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JEPPESEN
25 OCT 24 **(11-3)** Eff 31 Oct

SYKTYVKAR, RUSSIA
ILS Z Rwy 36

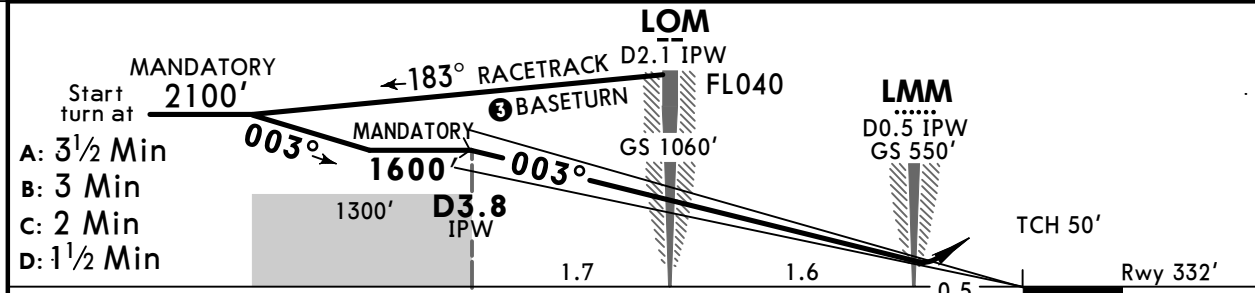
ATIS 126.6		SIVKAR Radar (TWR/APP) 124.6		SIVKAR Start (TWR) 124.6		<p>MSA ARP ①</p>
LOC IPW 108.3	Final Apch Crs 003°	D3.8 IPW MANDATORY 1600' (1268')	ILS DA(H) 532' (200')	Apt Elev 339' Rwy 332'		
MISSED APCH: Climb on 003° to 1600' or above, then turn RIGHT to PW NDB climbing to 2100' or above.						

Alt Set: hPa (mm on req) Rwy Elev: 12 hPa Trans level: FL040 ② Trans alt: 3000'



FEET	METERS
QNH (QFE)	
3000 (800)	
2800 (750)	
2500 (700)	
2100 (539)	
1900 (480)	
1600 (390)	
1420 (330)	
1300 (300)	
1070 (225)	
1060 (221)	
1040 (220)	
940 (185)	
840 (154)	
790 (140)	
730 (120)	
550 (67)	
532 (61)	

IPW DME	3.2	2.2	1.2
ALTITUDE	1420'	1070'	730'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI: 1600' on 003°
GS	3.00°	372	478	531	637	849	

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	FULL	ALS out	Prohibited West of airport	
	ILS DA(H) 532' (200')		Max Kts	MDA(H)
A			100	790' (451') V1500m
B			135	840' (501') V1600m
C	R1000m	R1200m	180	940' (601') V2400m
D			205	1040' (701') V3600m

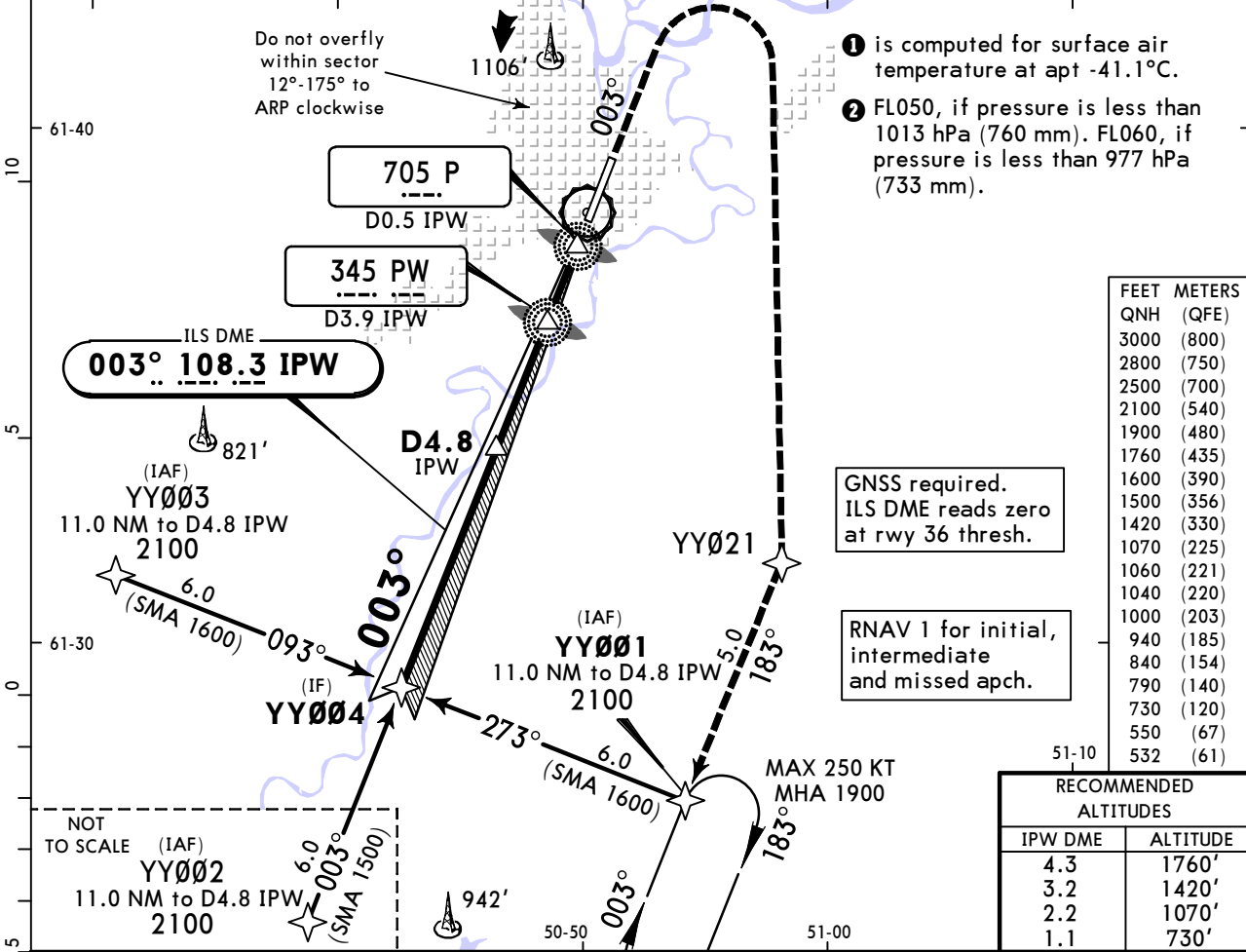
UUYV/SCW
SYKTYVKAR

JEPPESEN
25 OCT 24 **(11-4)** Eff 31 Oct

SYKTYVKAR, RUSSIA
ILS Y Rwy 36

ATIS 126.6		SIVKAR Radar (TWR/APP) 124.6		SIVKAR Start (TWR) 124.6		
LOC IPW 108.3	Final Apch Crs 003°	D4.8 IPW MANDATORY 1900' (1568')	ILS DA(H) 532' (200')	Apt Elev 339' Rwy 332'		
MISSED APCH: Climb on 003° to 1600' or above, then turn RIGHT to YY021, then to YY001 climbing to 2100' or above.						

Alt Set: hPa (mm on req) Rwy Elev: 12 hPa Trans level: FL040 ② Trans alt: 3000'



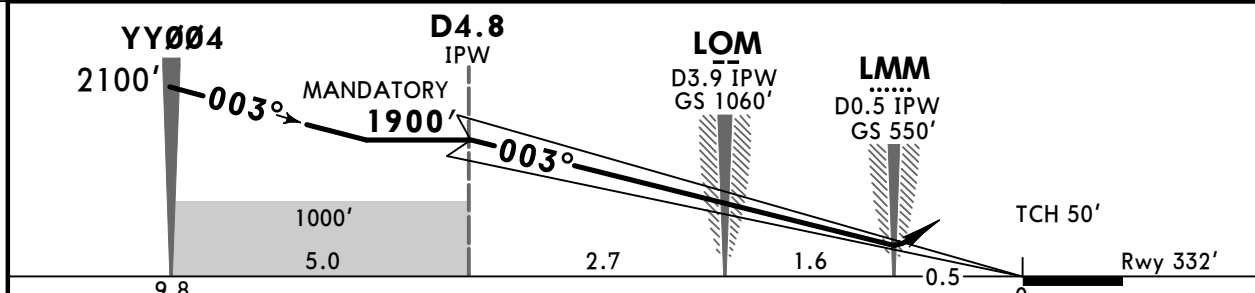
- ① is computed for surface air temperature at apt -41.1°C.
- ② FL050, if pressure is less than 1013 hPa (760 mm). FL060, if pressure is less than 977 hPa (733 mm).

GNSS required.
ILS DME reads zero at rwy 36 thresh.

RNAV 1 for initial, intermediate and missed apch.

FEET	METERS
3000	(900)
2800	(850)
2500	(760)
2100	(640)
1900	(580)
1760	(535)
1600	(485)
1500	(455)
1420	(430)
1070	(325)
1060	(320)
1040	(315)
1000	(305)
940	(285)
840	(255)
790	(240)
730	(220)
550	(165)
532	(160)

RECOMMENDED ALTITUDES	
IPW DME	ALTITUDE
4.3	1760'
3.2	1420'
2.2	1070'
1.1	730'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI: 1600 on 003° ↑
GS	3.00°	372	478	531	637	849	

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	FULL	ALS out	Prohibited West of airport	
	ILS DA(H) 532' (200')		Max Kts	MDA(H)
A			100	790' (451') V1500m
B			135	840' (501') V1600m
C	R1000m	R1200m	180	940' (601') V2400m
D			205	1040' (701') V3600m

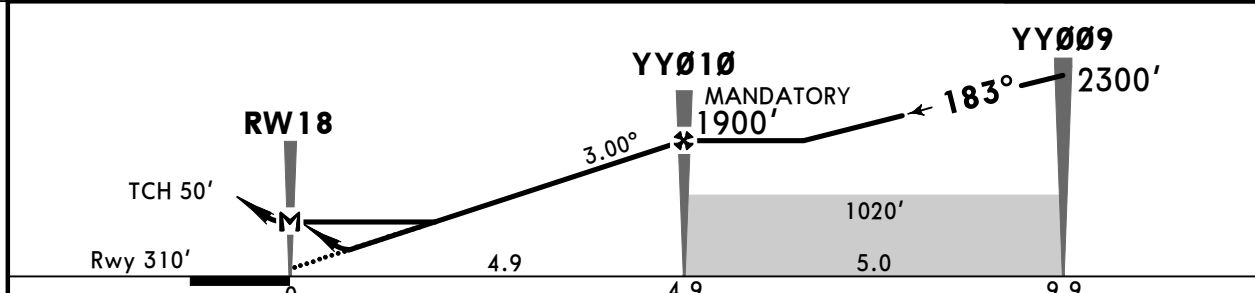
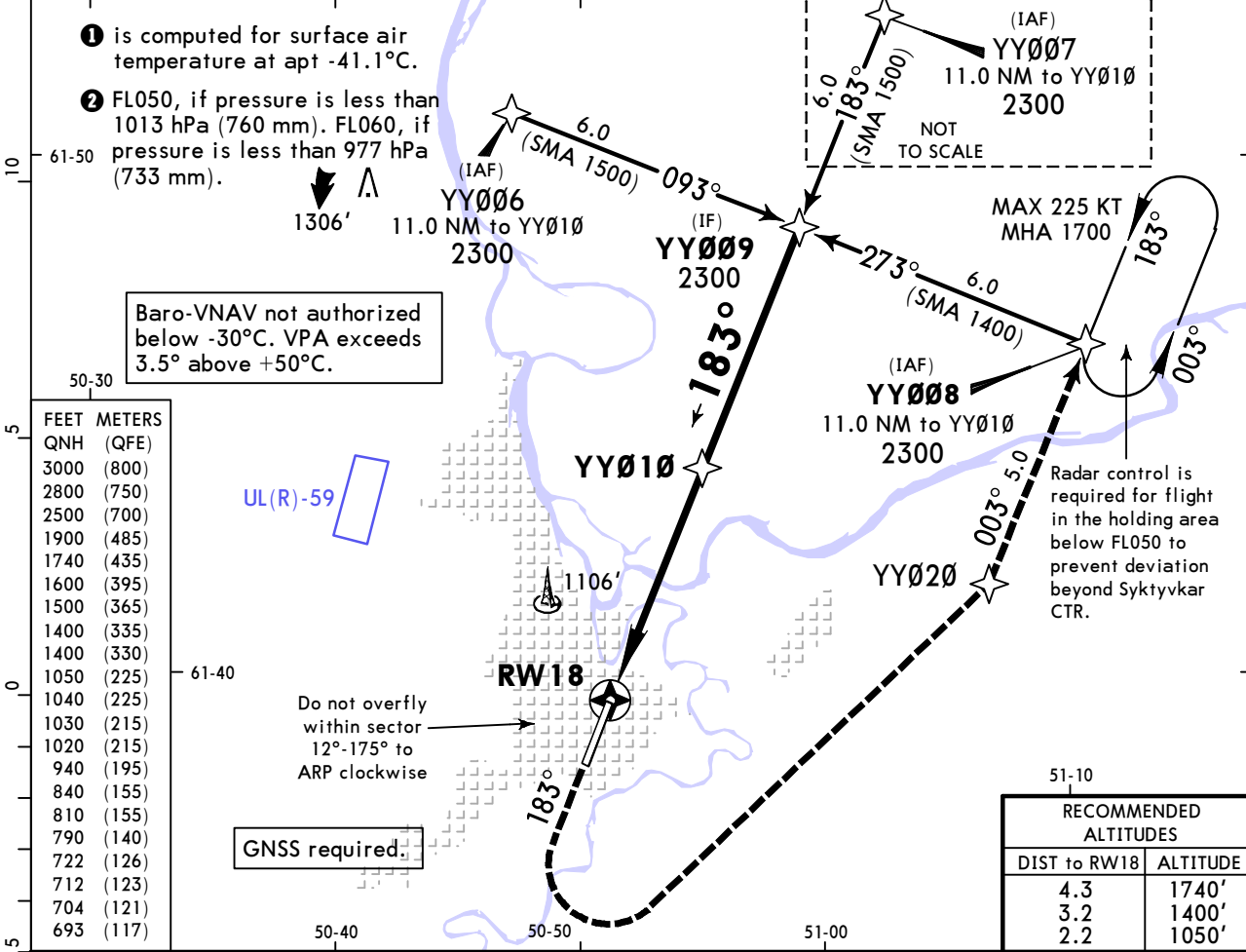
UUYV/SCW
SYKTYVKAR

JEPPESEN
25 OCT 24 (12-1) Eff 31 Oct

SYKTYVKAR, RUSSIA
RNP Rwy 18

ATIS 126.6		SIVKAR Radar (TWR/APP) 124.6		SIVKAR Start (TWR) 124.6		<p>MSA ARP ①</p>
RNAV	Final Apch Crs 183°	YY010 MANDATORY 1900' (1590')	RNAV/VNAV DA(H) Refer to Minimums	Apt Elev 339' Rwy 310'		
<p>MISSED APCH: Climb on 183° to 1600' or above, then turn LEFT to YY020, then to YY008 climbing to 2300' or above.</p>						

RNP Apch Alt Set: hPa (mm on req) Rwy Elev: 11 hPa Trans level: FL040 ② Trans alt: 3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MIN 1600' on 183°
Descent Angle	3.00°	372	478	531	637	743	

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND Prohibited West of airport	
	LNAV/VNAV		LNAV CDFA		Max Kts	MDA(H)
	A: 693' (383') C: 711' (401')		DA(MDA)(H) 810' (500')			
	DA(H) B: 704' (394') D: 722' (412')		ALS out		100	790' (451') ② V1500m
A	R1100m	R1500m	R1500m	R1500m	135	840' (501') V1600m
C	R1200m	R1900m		R2300m	180	940' (601') V2400m
D					205	1040' (701') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy. ② or higher straight-in minimums.
CHANGES: Communications. MSA. Missed apch. Procedure. Minimums. © JEPPESEN, 2020, 2024. ALL RIGHTS RESERVED.

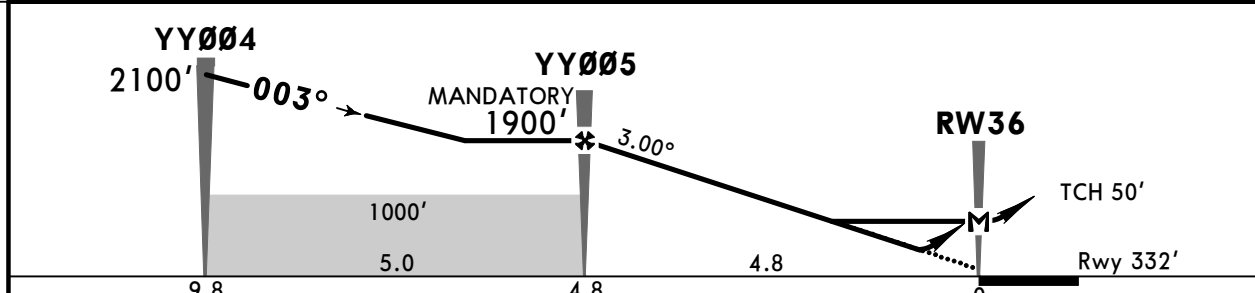
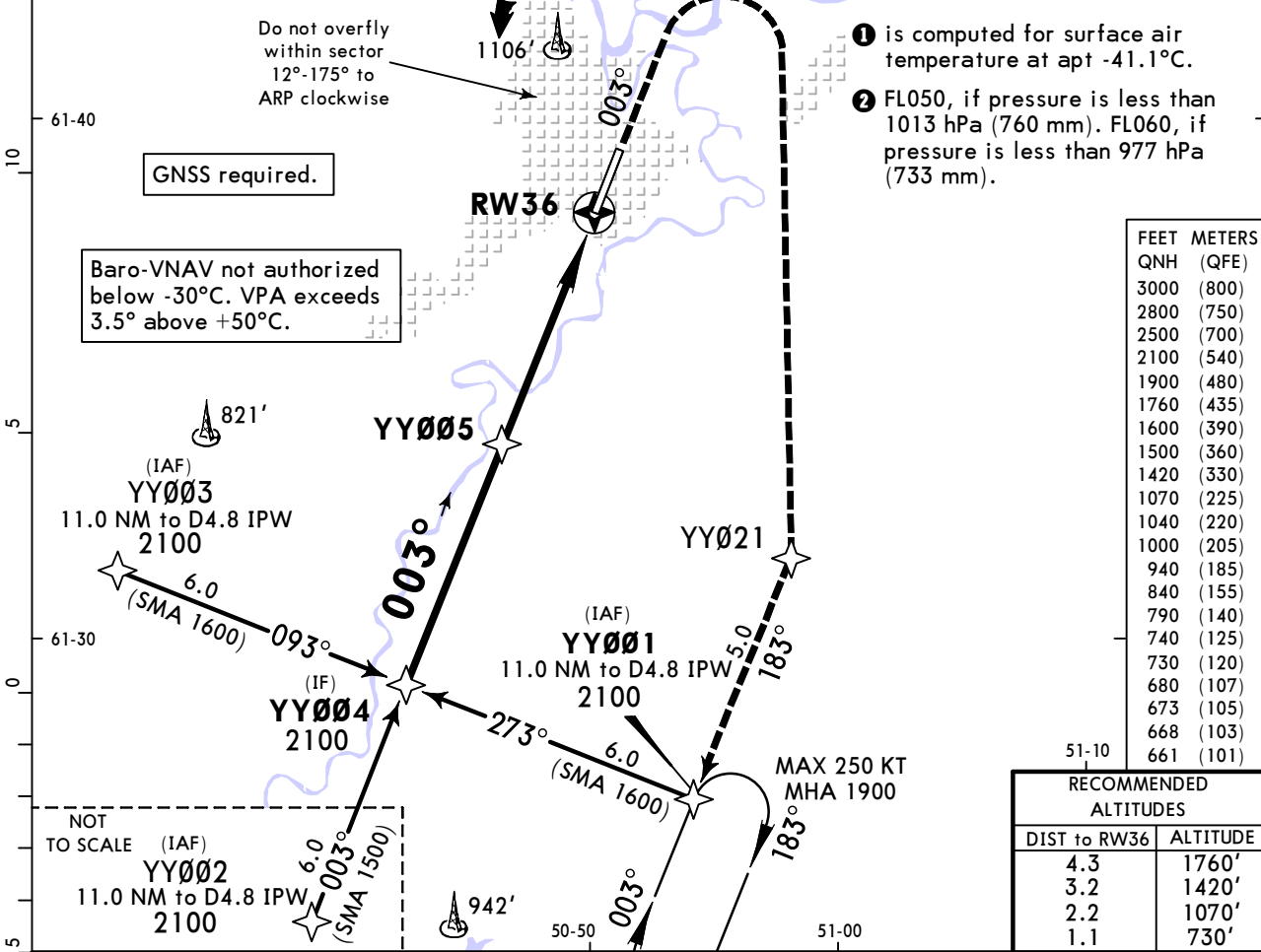
UUYV/SCW
SYKTYVKAR

JEPPESEN
25 OCT 24 **(12-2)** Eff 31 Oct

SYKTYVKAR, RUSSIA
RNP Rwy 36

ATIS 126.6		SIVKAR Radar (TWR/APP) 124.6		SIVKAR Start (TWR) 124.6		<p>MSA ARP ①</p>
RNAV	Final Apch Crs 003°	YY005 MANDATORY 1900' (1568')	RNAV/VNAV DA(H) Refer to Minimums	Apt Elev 339' Rwy 332'		
<p>MISSED APCH: Climb on 003° to 1600' or above, then turn RIGHT to YY021, then to YY001 climbing to 2100' or above.</p>						

RNP Apch Alt Set: hPa (mm on req) Rwy Elev: 12 hPa Trans level: FL040 ② Trans alt: 3000'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI : ↑ MIN 1600' on 003°
Descent Angle	3.00°	372	478	531	637	849	

PAINS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND Prohibited West of airport	
	LNAV/VNAV		LNAV CDFA		Max Kts	MDA(H)
	A: 661' (329') C: 673' (341') DA(H) B: 668' (336') D: 680' (348')		DA/MDA(H) 740' (408')			
	A	R1300m	R1500m	R1500m	100	790' (451') V1500m
B	R1300m	R1500m	R1500m	135	840' (501') V1600m	
C	R1400m	R1600m	R1700m	R1900m	180	940' (601') V2400m
D	R1400m	R1600m	R1700m	R1900m	205	1040' (701') V3600m

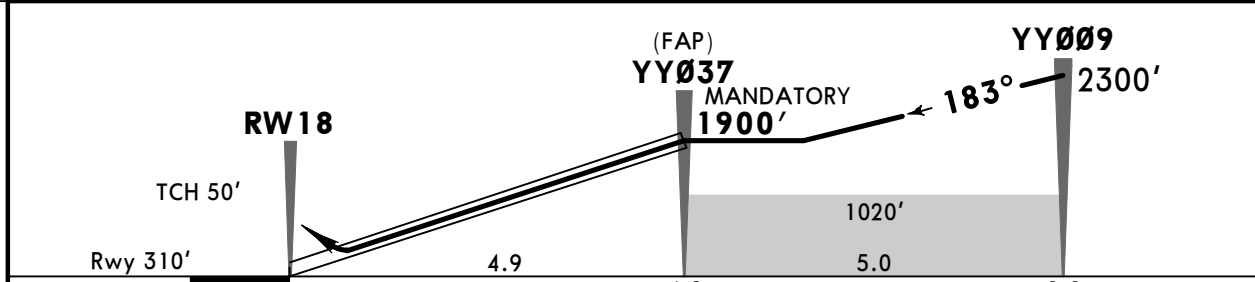
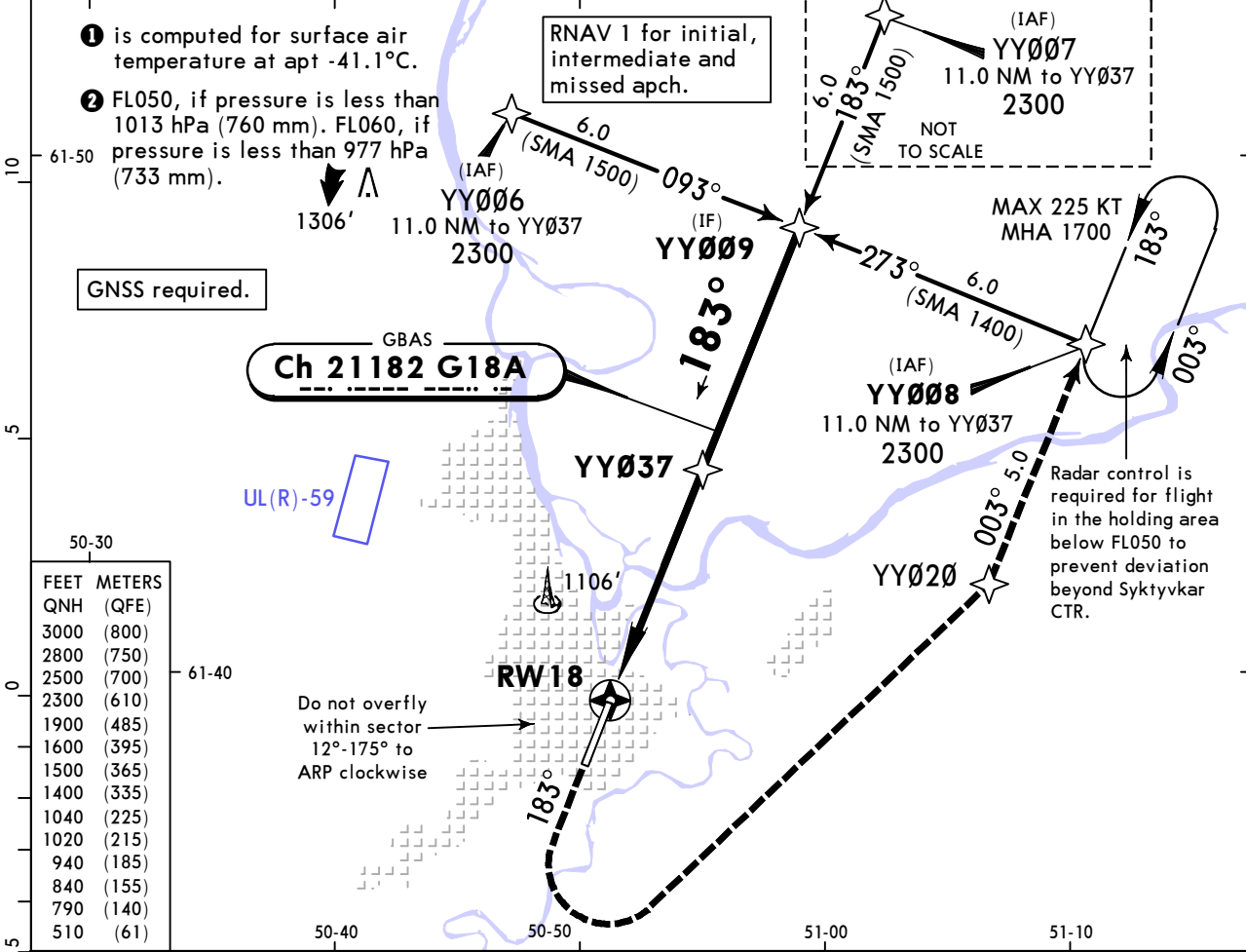
UUYV/SCW
SYKTYVKAR

JEPPESEN
25 OCT 24 **12-40** Eff 31 Oct

SYKTYVKAR, RUSSIA
GLS Rwy 18

ATIS 126.6		SIVKAR Radar (TWR/APP) 124.6		SIVKAR Start (TWR) 124.6		<p>MSA ARP ①</p>
GBAS Ch 21182 G18A	Final Apch Crs 183°	YY037 MANDATORY 1900' (1590')	GLS DA(H) 510' (200')	Apt Elev 339' Rwy 310'		
MISSED APCH: Climb on 183° to 1600' or above, then turn LEFT to YY020, then to YY008 climbing to 2300' or above.						

Alt Set: hPa (mm on req) Rwy Elev: 11 hPa Trans level: FL040 ② Trans alt: 3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI
Glide Path Angle	3.00°	372	478	531	637	743	

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	GLS		Prohibited West of airport	
	DA(H) 510' (200')		ALS out	
	A		Max Kts	MDA(H)
	B		100	790' (451') V1500m
C	R550m	135	840' (501') V1600m	
D		180	940' (601') V2400m	
		205	1040' (701') V3600m	
R750m when a Flight Director or Autopilot or HUD to DA is not used.				

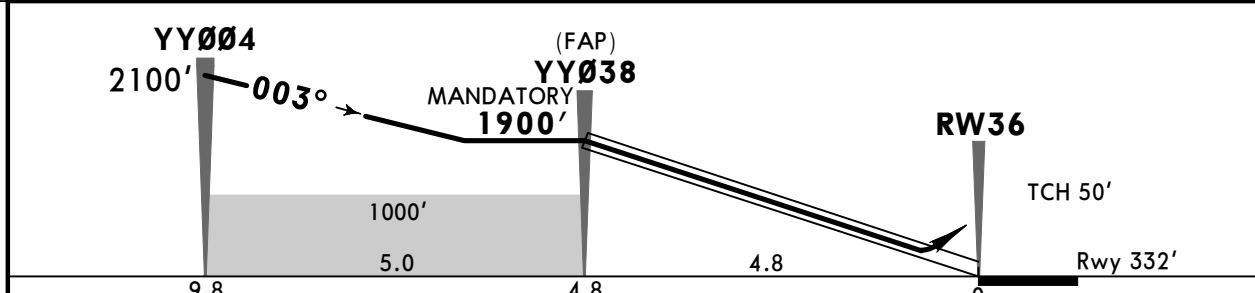
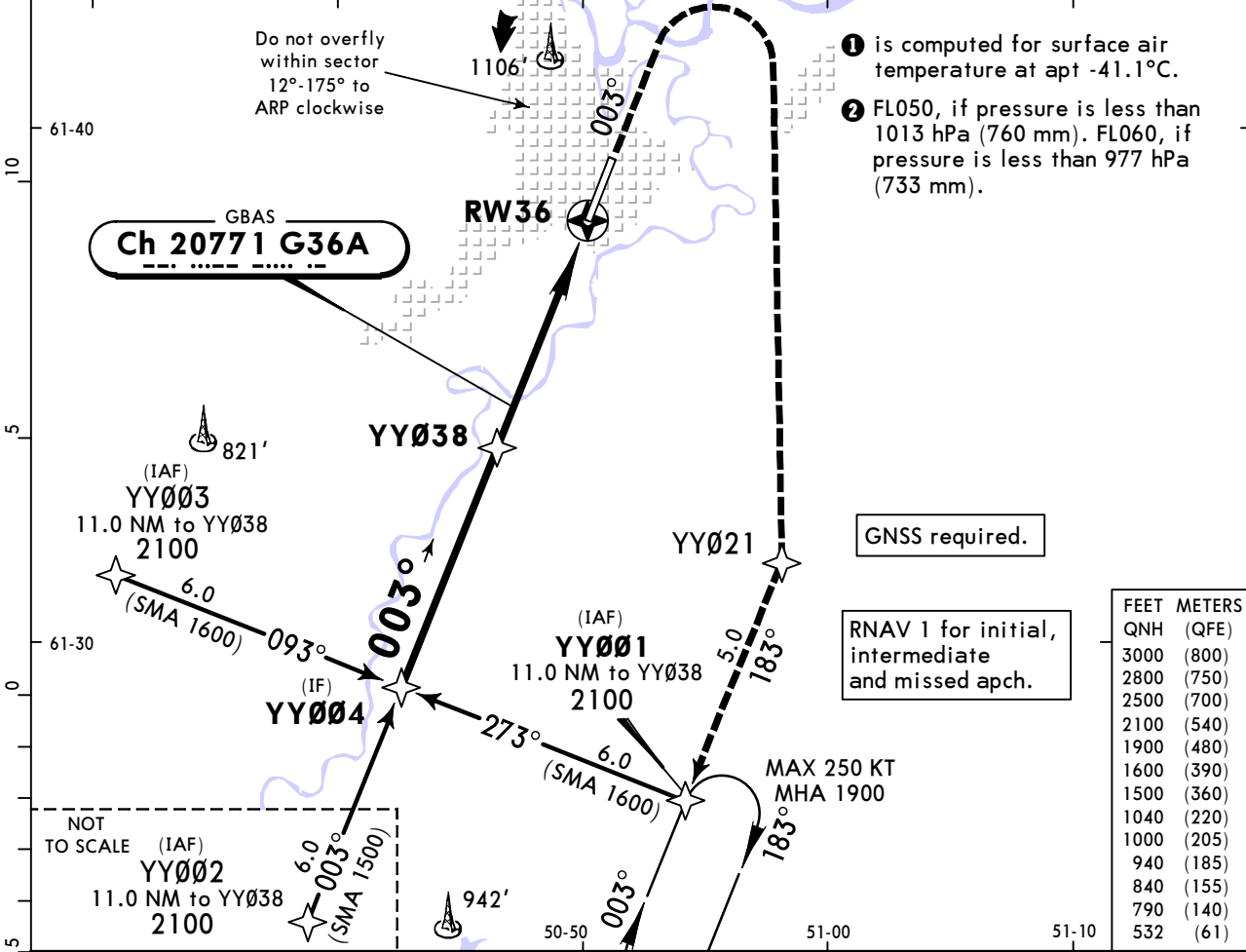
UUYV/SCW
SYKTYVKAR

JEPPESEN
25 OCT 24 **12-41** **Eff 31 Oct**

SYKTYVKAR, RUSSIA
GLS Rwy 36

ATIS 126.6		SIVKAR Radar (TWR/APP) 124.6		SIVKAR Start (TWR) 124.6		<p>MSA ARP ①</p>
GBAS Ch 20771 G36A	Final Apch Crs 003°	YY038 MANDATORY 1900' (1568')	GLS DA(H) 532' (200')	Apt Elev 339' Rwy 332'		
MISSED APCH: Climb on 003° to 1600' or above, then turn RIGHT to YY021, then to YY001 climbing to 2100' or above.						

Alt Set: hPa (mm on req) Rwy Elev: 12 hPa Trans level: FL040 ② Trans alt: 3000'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI : ↑ MIN 1600' on 003°
Glide Path Angle	3.00°	372	478	531	637	849	

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	GLS		Prohibited West of airport	
	DA(H) 532' (200')			
	ALS out		Max Kts	MDA(H)
	A		100	790' (451') V1500m
B		135	840' (501') V1600m	
C	R1000m	R1200m	180	940' (601') V2400m
D			205	1040' (701') V3600m

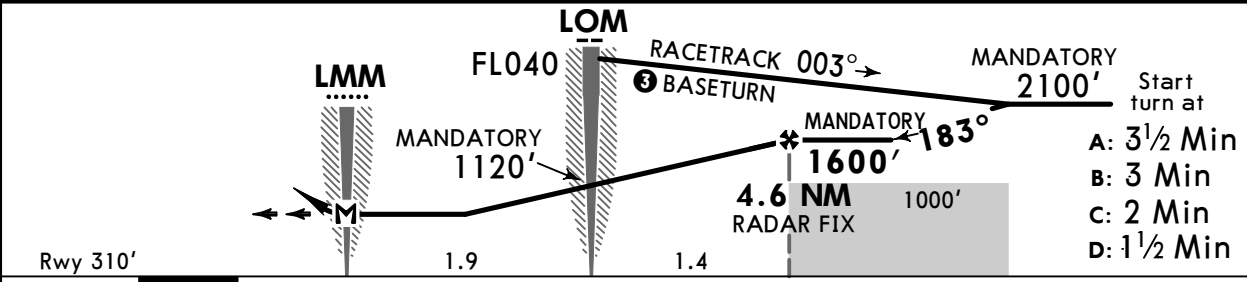
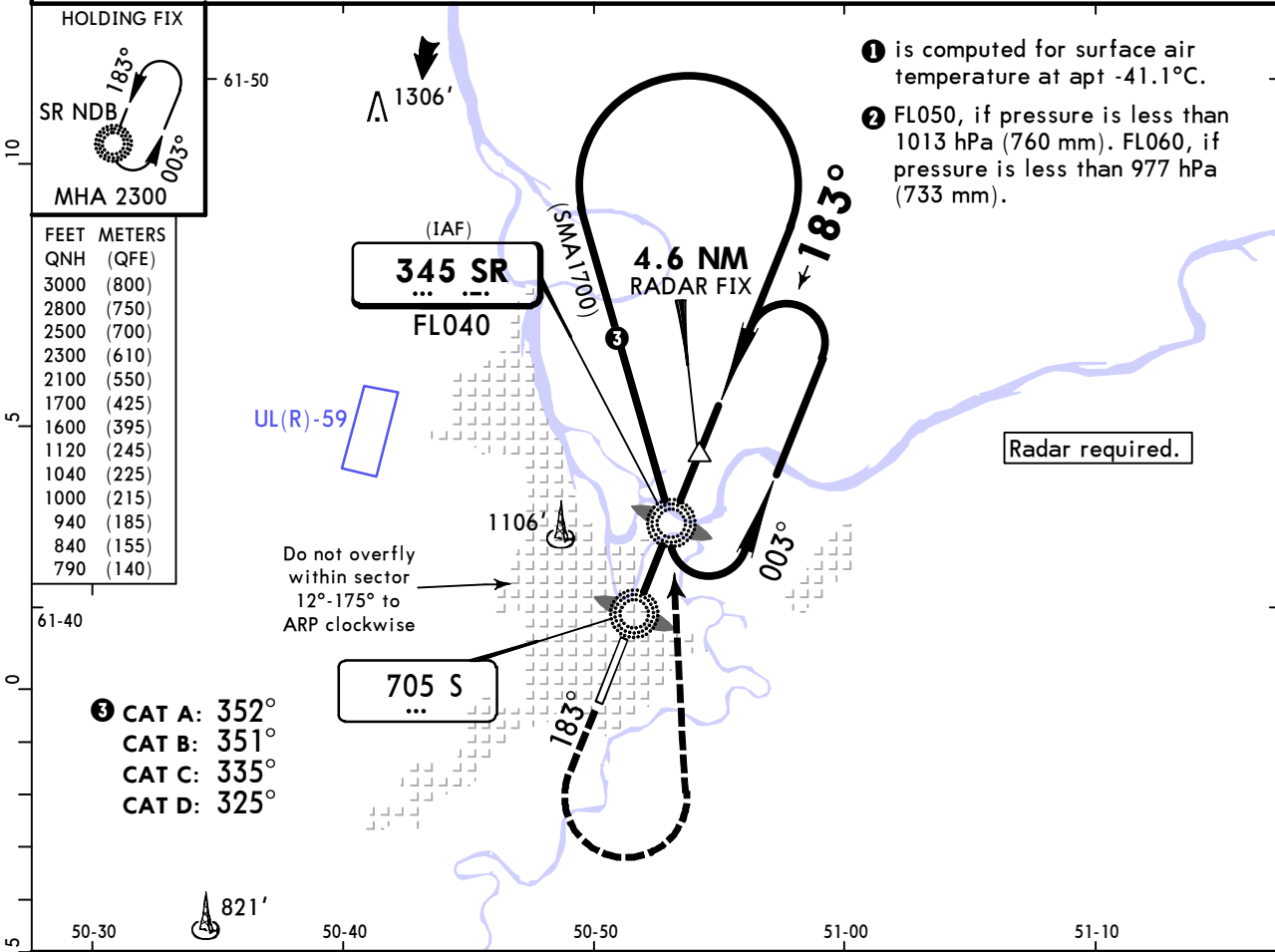
UUYV/SCW
SYKTYVKAR

JEPPESEN
6 DEC 24 (16-1)

SYKTYVKAR, RUSSIA
NDB Rwy 18

BRIEFING STRIP™	ATIS 126.6		SIVKAR Radar (TWR/APP) 124.6		SIVKAR Start (TWR) 124.6		<p>MSA ARP 1</p>
	NDB SR 345	Final Apch Crs 183°	4.6 NM RADAR FIX MANDATORY 1600' (1290')	DA/MDA(H) 840' (530')	Apt Elev 339' Rwy 310'		
	MISSED APCH: Climb on 183° to 1600' or above, then turn LEFT to SR NDB climbing to 2100' or above. Turn before MAP is PROHIBITED.						

Alt Set: hPa (mm on req) Rwy Elev: 11 hPa Trans level: FL040 **2** Trans alt: 3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MIN 1600' on 183°
Descent Angle	3.00°	372	478	531	637	743	
MAP at LMM							

Timing not authorized for defining MAP.

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Prohibited West of airport	
	1 DA/MDA(H) 840' (530')			
	ALS out		Max KT	MDA(H)
	A	R1500m	100	790' (451') V1500m
B	R1500m	135	840' (501') V1600m	
C	R1700m	180	940' (601') V2400m	
D	R2400m	205	1040' (701') V3600m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
CHANGES: SMA altitude. © JEPPESEN, 1999, 2024. ALL RIGHTS RESERVED.

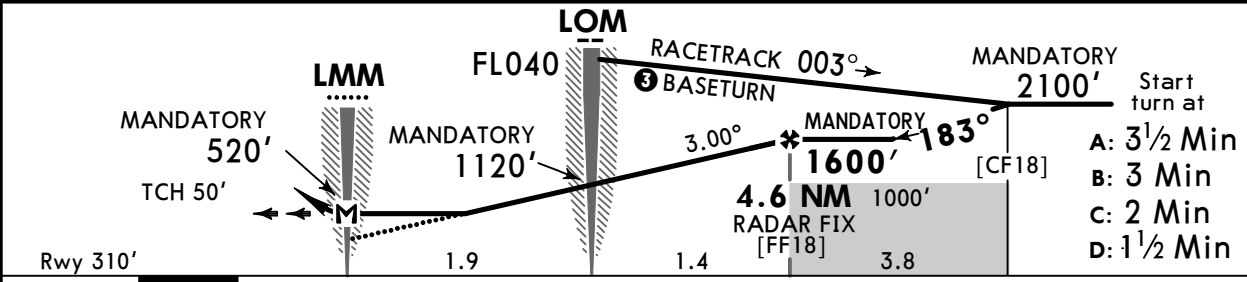
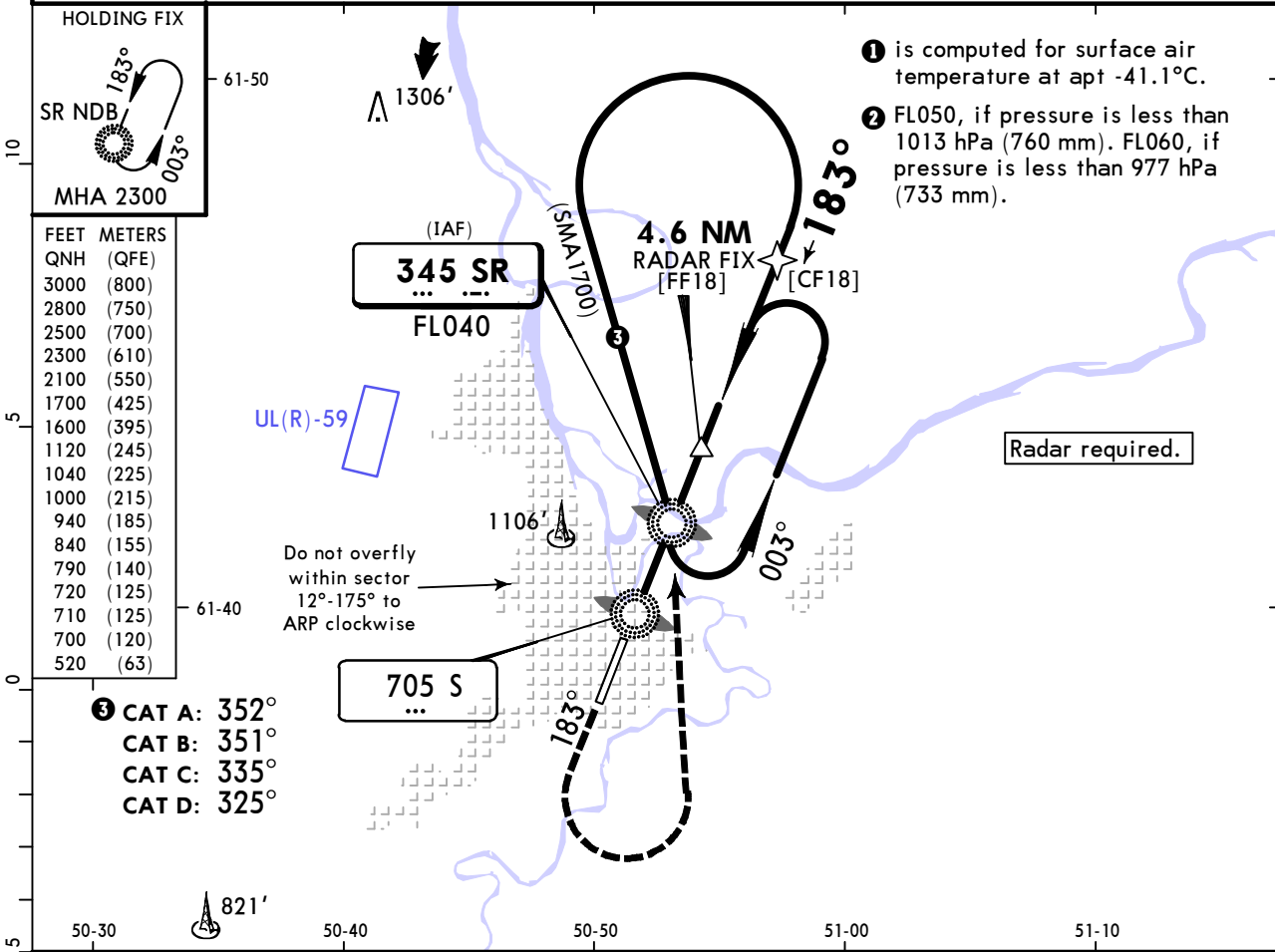
UUYV/SCW
SYKTYVKAR

JEPPESEN
6 DEC 24 (16-2)

SYKTYVKAR, RUSSIA
2 NDB Rwy 18

ATIS 126.6		SIVKAR Radar (TWR/APP) 124.6		SIVKAR Start (TWR) 124.6		<p>MSA ARP ①</p>
NDB SR 345	Final Apch Crs 183°	4.6 NM RADAR FIX MANDATORY 1600' (1290')	DA/MDA(H) Refer to Minimums	Apt Elev 339' Rwy 310'		
<p>MISSED APCH: Climb on 183° to 1600' or above, then turn LEFT to SR NDB climbing to 2100' or above. Turn before MAP is PROHIBITED.</p>						

Alt Set: hPa (mm on req) Rwy Elev: 11 hPa Trans level: FL040 ② Trans alt: 3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MIN 1600' on 183°
Descent Angle	3.00°	372	478	531	637	743	
MAP at LMM							

Timing not authorized for defining MAP.

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	① DA/MDA(H) A: 700' (390') BC: 710' (400') D: 720' (410')			
	ALS out		Max KT	MDA(H)
	A	R1100m	R1500m	100 790' (451') V1500m
B	R1100m	R1500m	135 840' (501') V1600m	
C	R1100m	R1500m	180 940' (601') V2400m	
D	R1200m	R1900m	205 1040' (701') V3600m	

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

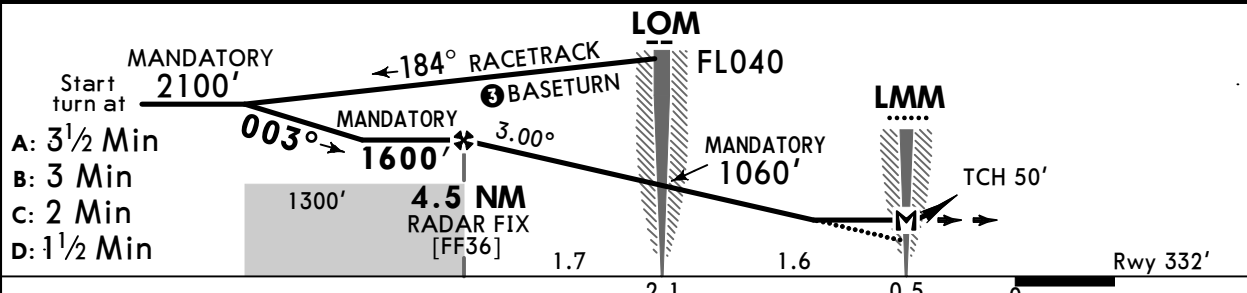
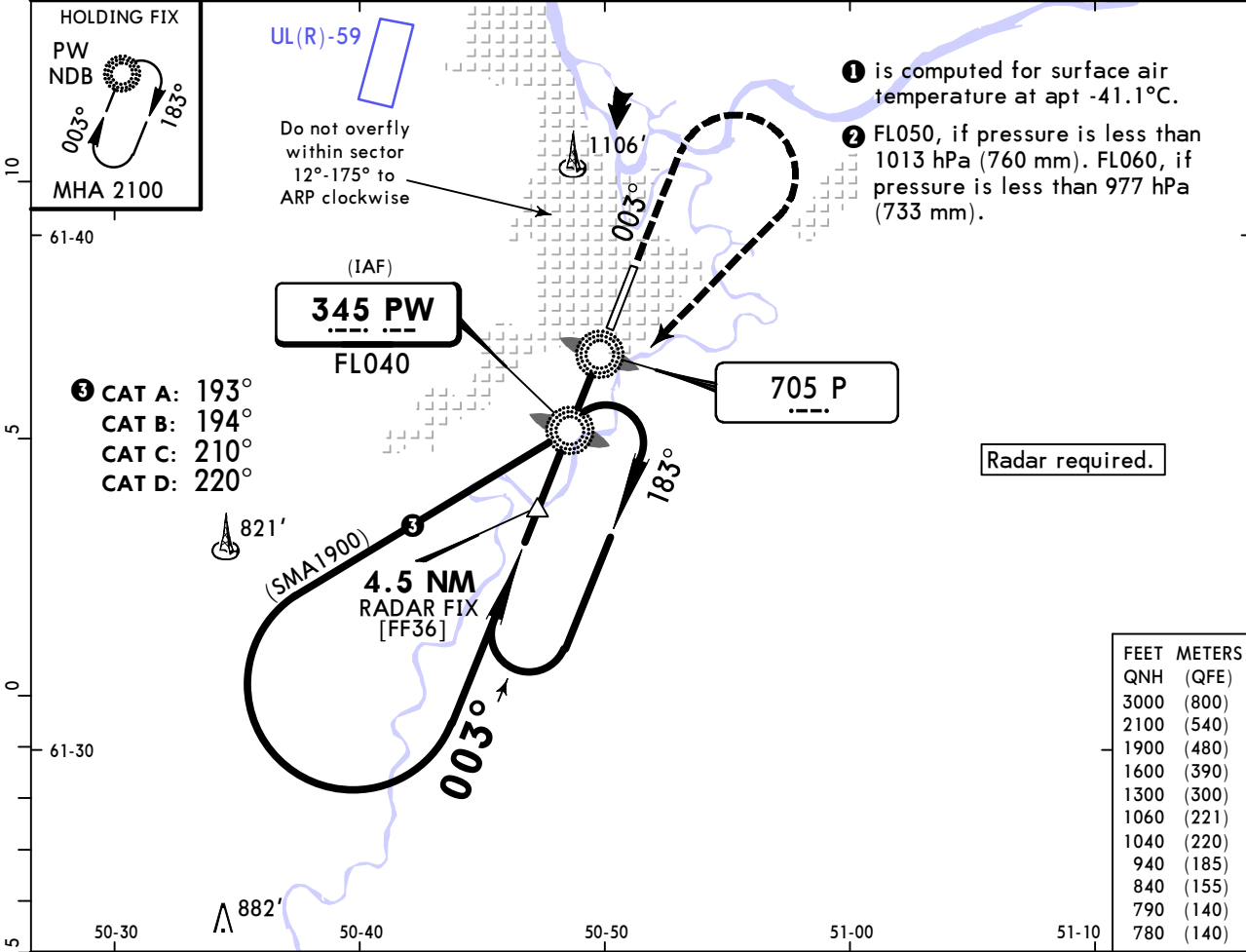
UUYV/SCW
SYKTYVKAR

JEPPESEN
25 OCT 24 (16-3) Eff 31 Oct

SYKTYVKAR, RUSSIA
NDB Rwy 36

ATIS 126.6		SIVKAR Radar (TWR/APP) 124.6		SIVKAR Start (TWR) 124.6		<p>MSA ARP ①</p>
NDB PW 345	Final Apch Crs 003°	4.5 NM RADAR FIX MANDATORY 1600' (1268')	DA/MDA(H) 780' (448')	Apt Elev 339' Rwy 332'		
<p>MISSED APCH: Climb on 003° to 1600' or above, then turn RIGHT to PW NDB climbing to 2100' or above.</p>						

Alt Set: hPa (mm on req) Rwy Elev: 12 hPa Trans level: FL040 ② Trans alt: 3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	MIN 1600' on 003°
Descent Angle	3.00°	372	478	531	637	849		
MAP at LMM								

Timing not authorized for defining MAP.

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Prohibited West of airport	
	① DA/MDA(H) 780' (448') ALS out		Max Kts	MDA(H)
A	R1500m		100	790' (451') V1500m
B	R1500m		135	840' (501') V1600m
C	R1900m	R2100m	180	940' (601') V2400m
D	R1900m	R2100m	205	1040' (701') V3600m

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

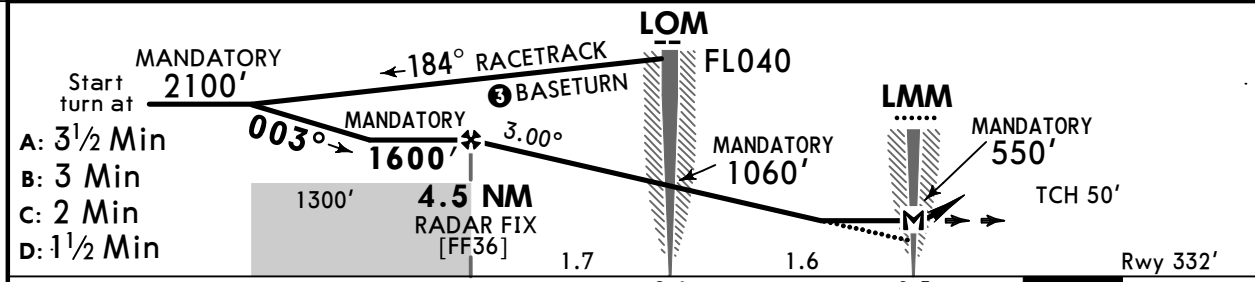
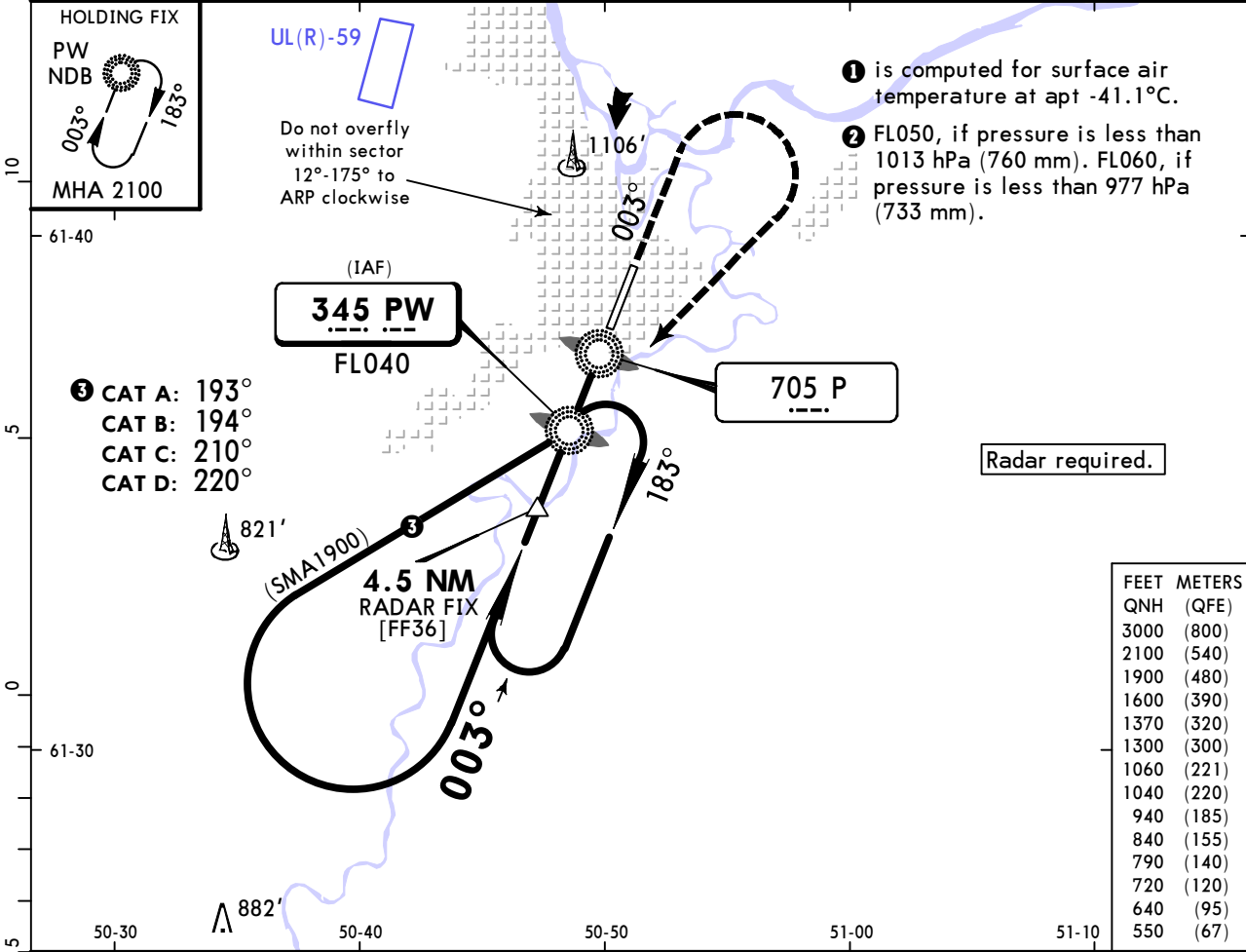
UUYV/SCW
SYKTYVKAR

JEPPESEN
25 OCT 24 (16-4) Eff 31 Oct

SYKTYVKAR, RUSSIA
2 NDB Rwy 36

ATIS 126.6		SIVKAR Radar (TWR/APP) 124.6		SIVKAR Start (TWR) 124.6		<p>MSA ARP ①</p>
NDB PW 345	Final Apch Crs 003°	4.5 NM RADAR FIX MANDATORY 1600' (1268')	DA/MDA(H) Refer to Minimums	Apt Elev 339' Rwy 332'		
<p>MISSED APCH: Climb on 003° to 1600' or above, then turn RIGHT to PW NDB climbing to 2100' or above.</p>						

Alt Set: hPa (mm on req) Rwy Elev: 12 hPa Trans level: FL040 ② Trans alt: 3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MIN 1600' on 003°
Descent Angle	3.00°	372	478	531	637	849	
MAP at LMM							

Timing not authorized for defining MAP.

	STRAIGHT-IN LANDING CDFA		CIRCLE-TO-LAND Prohibited West of airport
	with 4.5 NM	w/o 4.5 NM	
① DA/MDA(H)	AB: 640' (308') CD: 720' (388')	① DA/MDA(H) 1370' (1038')	
	ALS out	ALS out	Max Kts MDA(H)
A	R1200m	R1400m	100 790' (451') V1500m
B	R1200m	R1400m	135 840' (501') V1600m
C	R1600m	R1800m	180 940' (601') V2400m
D	R1600m	R1800m	205 1040' (701') V3600m

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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SYKTYVKAR, (SYKTYVKAR - UUY)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUYU