

# Koltsovo Airport

IATA/ICAO CODE: SVX/USSS  
 CITY: Ekaterinburg  
 COUNTRY: Russian Federation

## AIRPORT CONTACT

Information updated by the airport 2/2011

|                   |   |   |
|-------------------|---|---|
| Name:             | Evgeny Chudnovsky   | Mikhail Maximov   |
| Title:            | CEO   | Managing Director   |
| Airport:          | Koltsovo Airport  | Koltsovo Airport  |
| Address:          | Koltsovo Airport<br>Sputnikov, 6<br>Ekaterinburg, Russia 620025 | Koltsovo Airport<br>Sputnikov, 6<br>Ekaterinburg, Russia 620025 |
| Phone:            | +7 343 345-36-76, 345-36-12                                     | +7 343 345-36-11, 354-36-17                                     |
| Fax:              | +7 343 345-36-73  | +7 343 345-39-66  |
| Email:            | airport@koltsovo.ru   | ryadovoi@koltsovo.ru  |
| Airport Web Site: | <a href="http://www.koltsovo.ru">www.koltsovo.ru</a>            |   |

ELEVATION: 233.6 m

| RUNWAY INFORMATION                                |            |                         |                  |           |
|---|------------|-------------------------|------------------|-----------|
| Orientation                                       | Length (m) | Displaced Threshold (m) | Glide Slope(deg) | Width (m) |
| 08R/26L   | 3026       | see note                | -                | 53        |
| 08L/26R   | 3004       | see note                | -                | 45        |
| Displaced threshold 26R and 26L for landing only. |            |                         |                  |           |

## NOISE ABATEMENT PROCEDURES

Noise Abatement Procedures During Take-off and Climbing Phase:

1. General provisions.

1.1 Noise abatement procedures during take-off and climbing phase shall be executed by crews of all aircraft during take-off on RWY heading 260°/256°MAG.

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

1.3 Noise abatement procedures shall not be executed in case of one of the aircraft engines failure during take-off phase.

1.4 Noise abatement procedures include maintaining the established TMA departure pattern.

## 2. Restrictions.

2.1 Take-off of aircraft with a tail-wind component shall be allowed within the restrictions of the Aeroplane Flight Manual.

2.2 Changing of the aircraft flight direction (course) after take-off is permitted only after reaching flight height of (200)m AAL.

2.3 The minimum indicated air speed during established climb shall not be less than V2+20 km/h or less than that prescribed in the Aeroplane Flight Manual if it has greater value.

2.4 Maintaining of the minimum indicated air speed during climb is not required if it brings to exceeding of the minimum permissible angle of attack.

2.5 The reduction of engines power shall not be applied until:

- the aircraft reaches (200) m AAL;
- the established standard power mode enables with maximum certified take-off mass to maintain the established climb gradient of not less than 3,3 % at a speed specified above in para. 2.2 and 2.3;
- the established standard power mode enables with maximum certified take-off mass to maintain the established climb gradient of not less than 3,3 % at a speed specified above in para. 2.2 and 2.3;
- take-off flight path provides overlying of all obstacles located under flight path with sufficient clearance both when all engines operate normally and also taking into account possible engine failure and time period necessary for the rest engines to develop full power.

**3. Special take-off procedures.**

The crews of aircraft shall apply two special take-off and climb procedures: NADP 1 and NADP 2, and the pilotin- command may use any of them for reaching necessary effect (ICAO Doc 8168, Volume I, Part V, Chapter 3)

**Noise Abatement Procedures During Approach Phase:**

Noise abatement procedures during approach phase are not envisaged

**CONTINUOUS DESCENT ARRIVAL (CDA) - NONE**

**AIRPORT CURFEWS - NONE**

**PREFERENTIAL RUNWAYS - NONE**

**OPERATING QUOTA - NONE**

**ENGINE RUN-UP RESTRICTIONS**

Engines warm-up before take-off shall be carried out at RWY holding position by ATS clearance.

**APU OPERATING RESTRICTIONS - NONE**

**NOISE BUDGET RESTRICTIONS - NONE**

**NOISE SURCHARGE - NONE**

**NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION**

|  |      |  |
|--|------|--|
|  | Date |  |
|--|------|--|

| Type of Program   | Implemented |   | Status |
|---|-------------|---|--------|
| Sound Insulation (Residences and Public Buildings)                          | -           | - |        |
| Purchase Assurance for Homeowners Located Within the Airport Noise Contours | -           | - |        |
| Avigation Easements   | -           | - |        |
| Zoning Laws   | -           | - |        |
| Real Estate/Property Disclosure Laws  | -           | - |        |
| Acquire Land for Noise Compatibility to date                                | -           | - |        |
| Population within each noise contour level relative to aircraft operations  | -           | - |        |
| Airport Noise Contour Overlay Maps  | -           | - |        |
| Total Cost of Noise Mitigation Programs to Date                             | -           | - |        |
| Source of Noise Mitigation Program Funding for Aircraft Noise               | -           | - |        |

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS - [NONE](#)

CHAPTER 2 PHASEOUT

This airport is located in a country that is an ICAO Contracting State. It is not known if this country adopted the ICAO recommendation (Resolution A28-3) for the phase out of Chapter 2 airplanes.

CHAPTER 3 RESTRICTIONS - [NONE](#)