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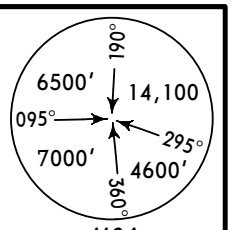
UHPP/PKC YELIZOVO — JEPPESEN — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

20 JUN 08 (10-2) Eff 3 Jul **STAR**

Apt Elev	
131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 756 mm (1007.9 hPa) FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***



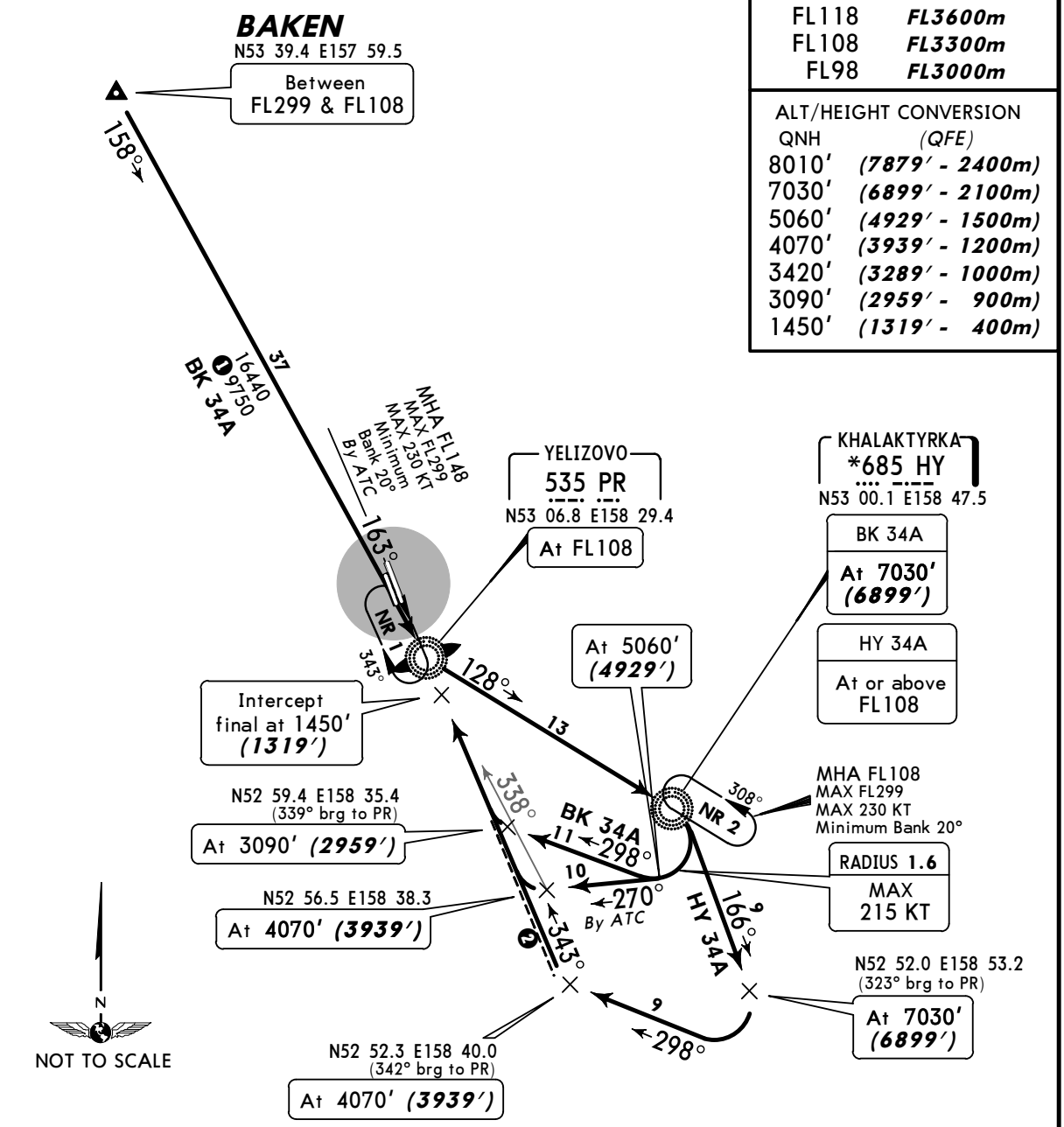
BAKEN 34 ALFA (BK 34A), HY 34 ALFA (HY 34A) RWY 34R ARRIVALS

FOR KULOD, MALKA, SAMIK & TUPAN "ALFA" STARS
REFER TO CHARTS 10-2A & 10-2B

❶ MEA, when under radar assistance.
❷ 344° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′ ***(3289′)***.

FL CONVERSION	
FL299	***FL9100m***
FL148	***FL4500m***
FL118	***FL3600m***
FL108	***FL3300m***
FL98	***FL3000m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
8010′	***(7879′ - 2400m)***
7030′	***(6899′ - 2100m)***
5060′	***(4929′ - 1500m)***
4070′	***(3939′ - 1200m)***
3420′	***(3289′ - 1000m)***
3090′	***(2959′ - 900m)***
1450′	***(1319′ - 400m)***



Minimum bank 20° for all turns.

STAR	ROUTING
BK 34A	158° track to PR, turn LEFT, 128° track to HY, turn RIGHT, 298° track to N52 59.4 E158 35.4, turn RIGHT, 343° track to intercept final approach.
HY 34A By ATC	166° track to N52 52.0 E158 53.2, turn RIGHT, 298° track to N52 52.3 E158 40.0, turn RIGHT, 343° track to intercept final approach.

CHANGES: MSA; TL; MEAs; crossings; STAR KD 34A transferred.

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UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

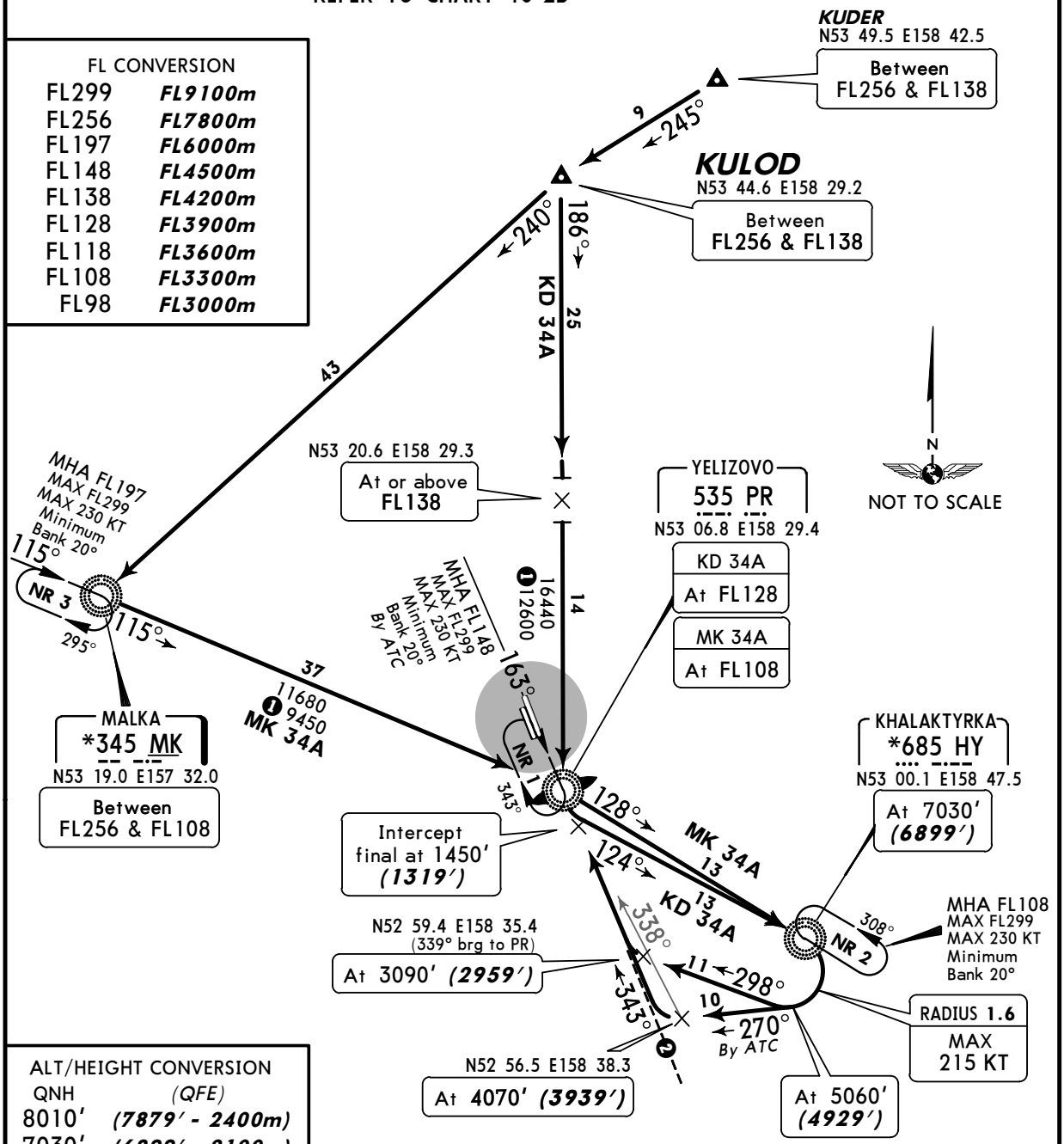
YELIZOVO 20 JUN 08 (10-2A) Eff 3 Jul **STAR**

Apt Elev	
131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 756 mm (1007.9 hPa) FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***

MSA ARP: 6500′ 095° 7000′ 190° 14,100 295° 4600′ 360°

KULOD 34 ALFA (KD 34A), MALKA 34 ALFA (MK 34A) RWY 34R ARRIVALS

FOR SAMIK & TUPAN "ALFA" STARS
REFER TO CHART 10-2B



FL CONVERSION	
FL299	***FL9100m***
FL256	***FL7800m***
FL197	***FL6000m***
FL148	***FL4500m***
FL138	***FL4200m***
FL128	***FL3900m***
FL118	***FL3600m***
FL108	***FL3300m***
FL98	***FL3000m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
8010′	***(7879′ - 2400m)***
7030′	***(6899′ - 2100m)***
5060′	***(4929′ - 1500m)***
4070′	***(3939′ - 1200m)***
3420′	***(3289′ - 1000m)***
3090′	***(2959′ - 900m)***
1450′	***(1319′ - 400m)***

❶ MEA, when under radar assistance.
❷ 344° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′ ***(3289′)***.

Minimum bank 20° for all turns.

STAR	ROUTING
KD 34A	186° track via N53 20.6 E158 29.3 to PR, turn LEFT, 124° track to HY, turn RIGHT, 298° track to N52 59.4 E158 35.4, turn RIGHT, 343° track to intercept final approach.
MK 34A	115° track to PR, turn RIGHT, 128° track to HY, turn RIGHT, 298° track to N52 59.4 E158 35.4, turn RIGHT, 343° track to intercept final approach.

CHANGES: MSA; TL; MEAs; crossings; STARs KD 34A, SA 34A & TP 34A transf.

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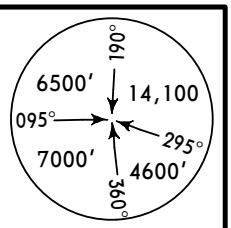
FliteStar 9.4.5.0

UHPP/PKC PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 24 OCT 08 (10-2B) STAR

JEPPESEN

Apt Elev	
131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 756 mm (1007.9 hPa) FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***

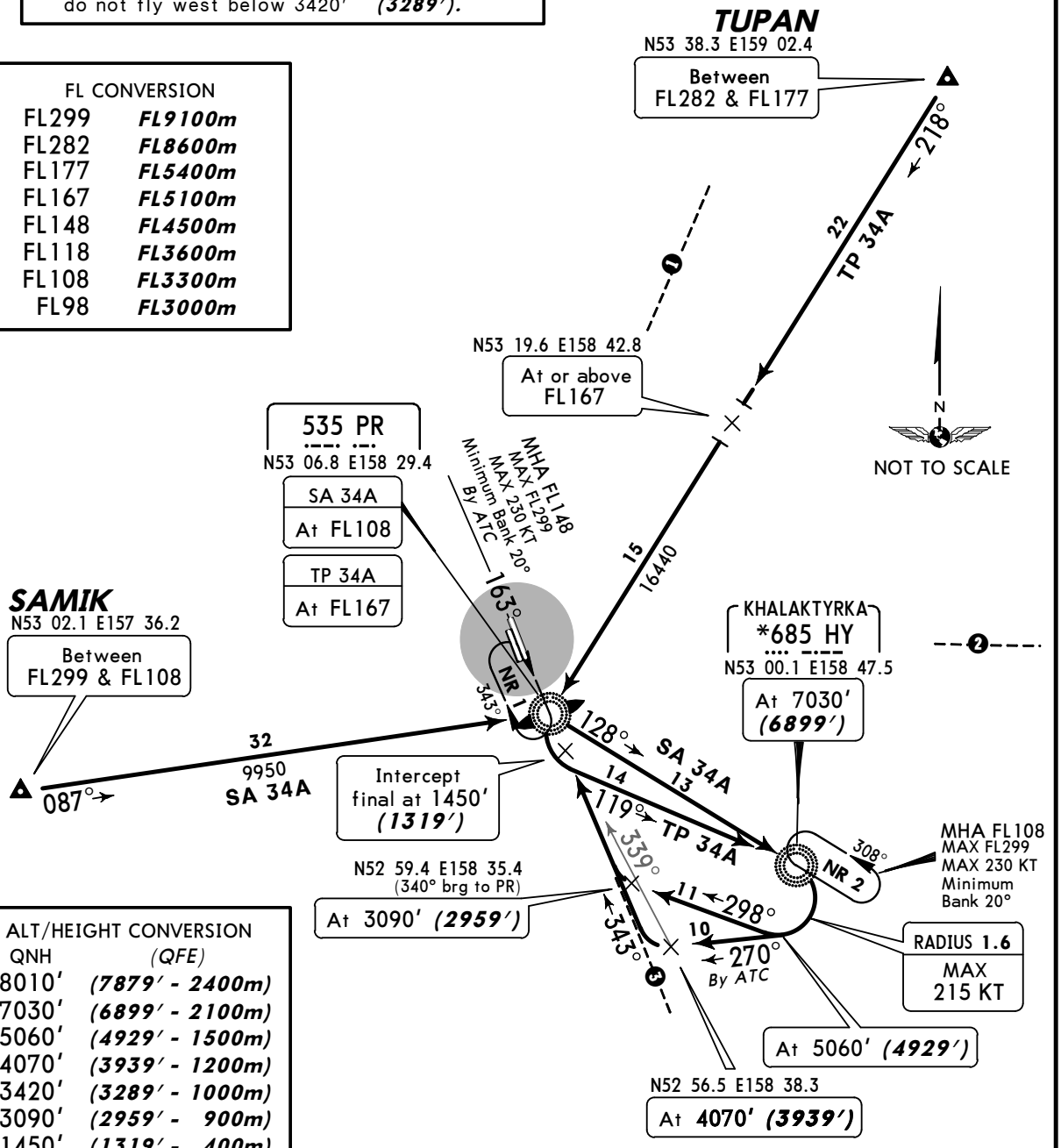


SAMIK 34 ALFA (SA 34A)
TUPAN 34 ALFA (TP 34A)
RWY 34R ARRIVALS

❶ 209° to ARP between 21.6 NM and 13.5 NM do not fly east below FL167.
❷ 277° to ARP between 21.6 NM and 13.5 NM do not fly north below FL167.
❸ 344° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′ ***(3289′).***

FL CONVERSION

FL299	***FL9100m***
FL282	***FL8600m***
FL177	***FL5400m***
FL167	***FL5100m***
FL148	***FL4500m***
FL118	***FL3600m***
FL108	***FL3300m***
FL98	***FL3000m***



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010′	***(7879′ - 2400m)***
7030′	***(6899′ - 2100m)***
5060′	***(4929′ - 1500m)***
4070′	***(3939′ - 1200m)***
3420′	***(3289′ - 1000m)***
3090′	***(2959′ - 900m)***
1450′	***(1319′ - 400m)***

Minimum bank 20° for all turns.

STAR	ROUTING
SA 34A	087° track to PR, turn RIGHT, 128° track to HY, turn RIGHT, 298° track to N52 59.4 E158 35.4, turn RIGHT, 343° track to intercept final approach.
TP 34A	218° track via N53 19.6 E158 42.8 to PR, turn LEFT, 119° track to HY, turn RIGHT, 298° track to N52 59.4 E158 35.4, turn RIGHT, 343° track to intercept final approach.

CHANGES: None.

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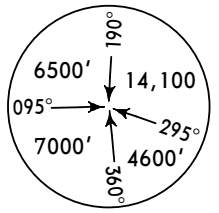
UHPP/PKC YELIZOVO — JEPPESEN — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

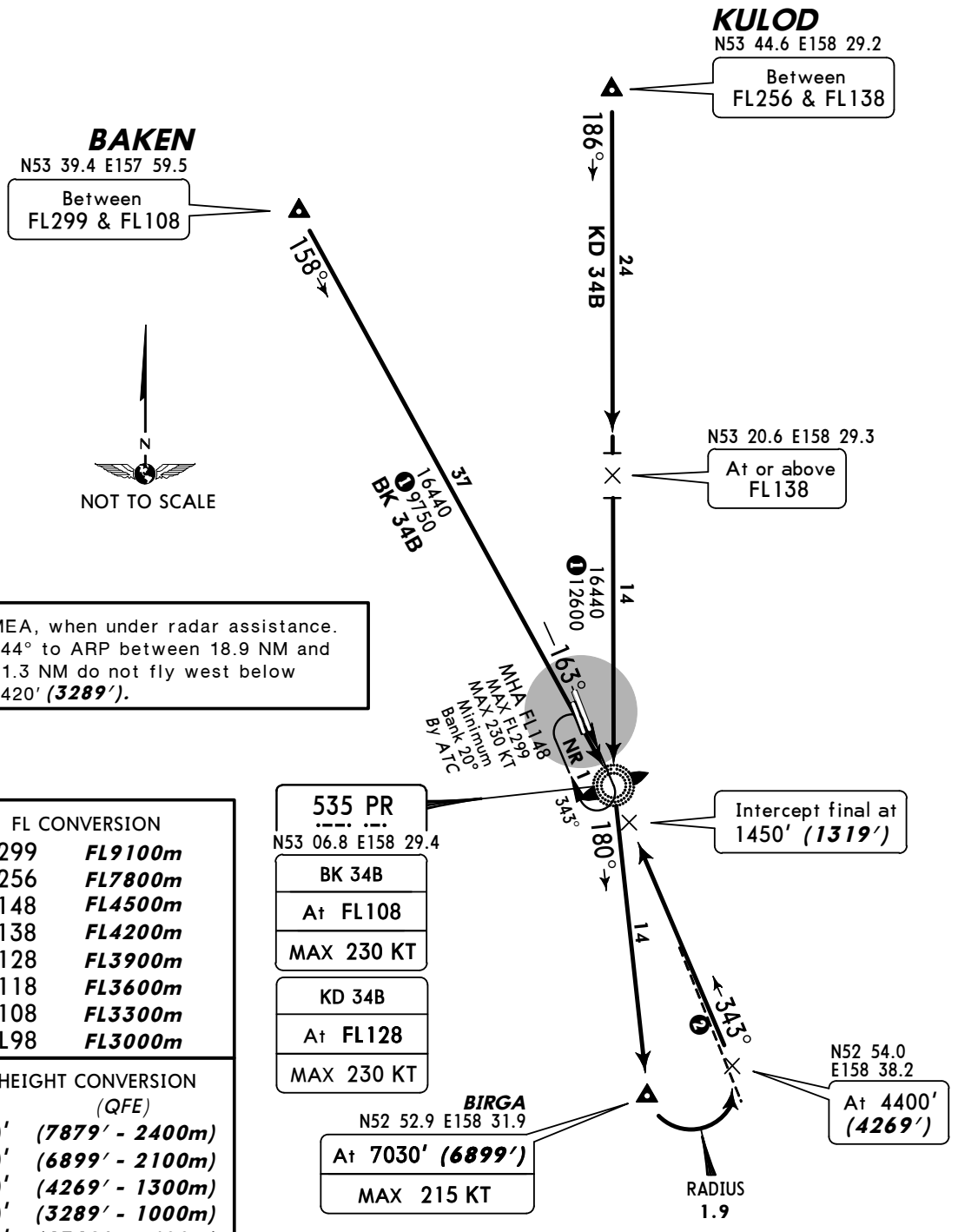
24 OCT 08 (10-2C) **STAR**

Apt Elev	
131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 756 mm (1007.9 hPa) FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***



BAKEN 34 BRAVO (BK 34B)
KULOD 34 BRAVO (KD 34B)
RWY 34R ARRIVALS

FOR MALKA, MN, SAMIK & TUPAN "BRAVO" STARS
REFER TO CHARTS 10-2D & 10-2E



❶ MEA, when under radar assistance.
❷ 344° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′ ***(3289′)***.

FL CONVERSION

FL299	***FL9100m***
FL256	***FL7800m***
FL148	***FL4500m***
FL138	***FL4200m***
FL128	***FL3900m***
FL118	***FL3600m***
FL108	***FL3300m***
FL98	***FL3000m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
8010′	***(7879′ - 2400m)***
7030′	***(6899′ - 2100m)***
4400′	***(4269′ - 1300m)***
3420′	***(3289′ - 1000m)***
1450′	***(1319′ - 400m)***

Minimum bank 20° for all turns.

STAR	ROUTING
BK 34B	158° track to PR, turn RIGHT, 180° track to BIRGA, then to N52 54.0 E158 38.2, turn LEFT, 343° track to intercept final approach.
KD 34B	186° track via N53 20.6 E158 29.3 to PR, turn LEFT, 180° track to BIRGA, then to N52 54.0 E158 38.2, turn LEFT, 343° track to intercept final approach.

CHANGES: BIRGA established.

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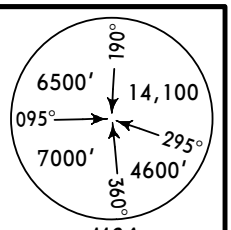
UHPP/PKC YELIZOVO — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

24 OCT 08 (10-2D) **STAR**

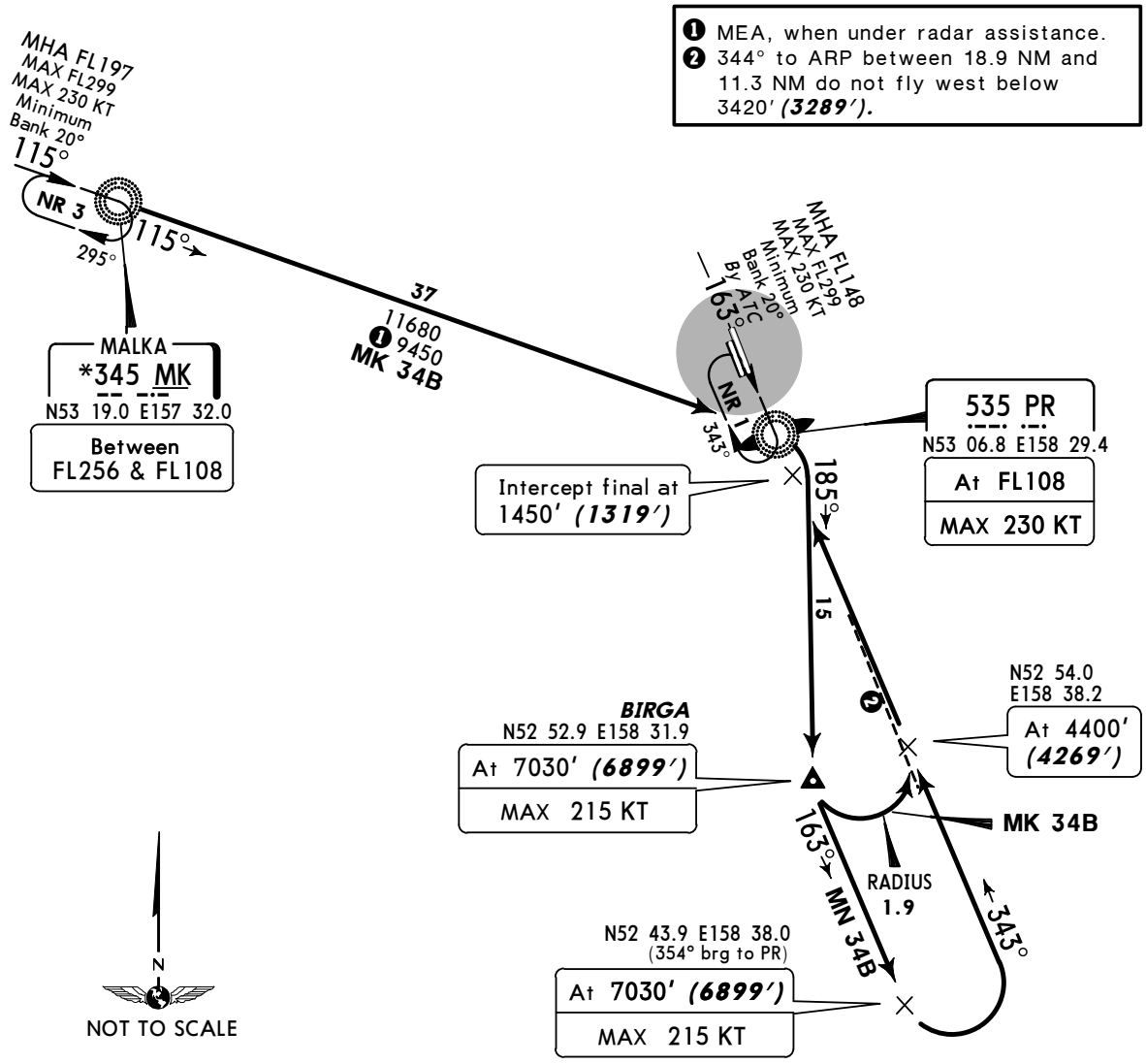
Apt Elev	
131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 756 mm (1007.9 hPa) FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***



MALKA 34 BRAVO (MK 34B)
MN 34 BRAVO (MN 34B)
RWY 34R ARRIVALS

FOR SAMIK & TUPAN "BRAVO" STARS
REFER TO CHART 10-2E

❶ MEA, when under radar assistance.
❷ 344° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′ ***(3289′)***.



FL CONVERSION	
FL299	***FL9100m***
FL256	***FL7800m***
FL197	***FL6000m***
FL148	***FL4500m***
FL118	***FL3600m***
FL108	***FL3300m***
FL98	***FL3000m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
8010′	***(7879′ - 2400m)***
7030′	***(6899′ - 2100m)***
4400′	***(4269′ - 1300m)***
3420′	***(3289′ - 1000m)***
1450′	***(1319′ - 400m)***

Minimum bank 20° for all turns.

STAR	ROUTING
MK 34B	115° track to PR, turn RIGHT, 185° track to BIRGA, then to N52 54.0 E158 38.2, turn LEFT, 343° track to intercept final approach.
MN 34B By ATC	At BIRGA turn LEFT, 163° track to N52 43.9 E158 38.0, turn LEFT, 343° track via N52 54.0 E158 38.2 to intercept final approach.

CHANGES: BIRGA established.

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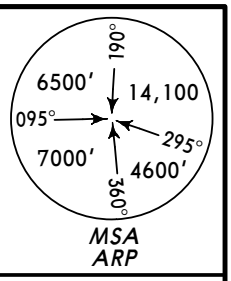
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 24 OCT 08 (10-2E) **STAR**

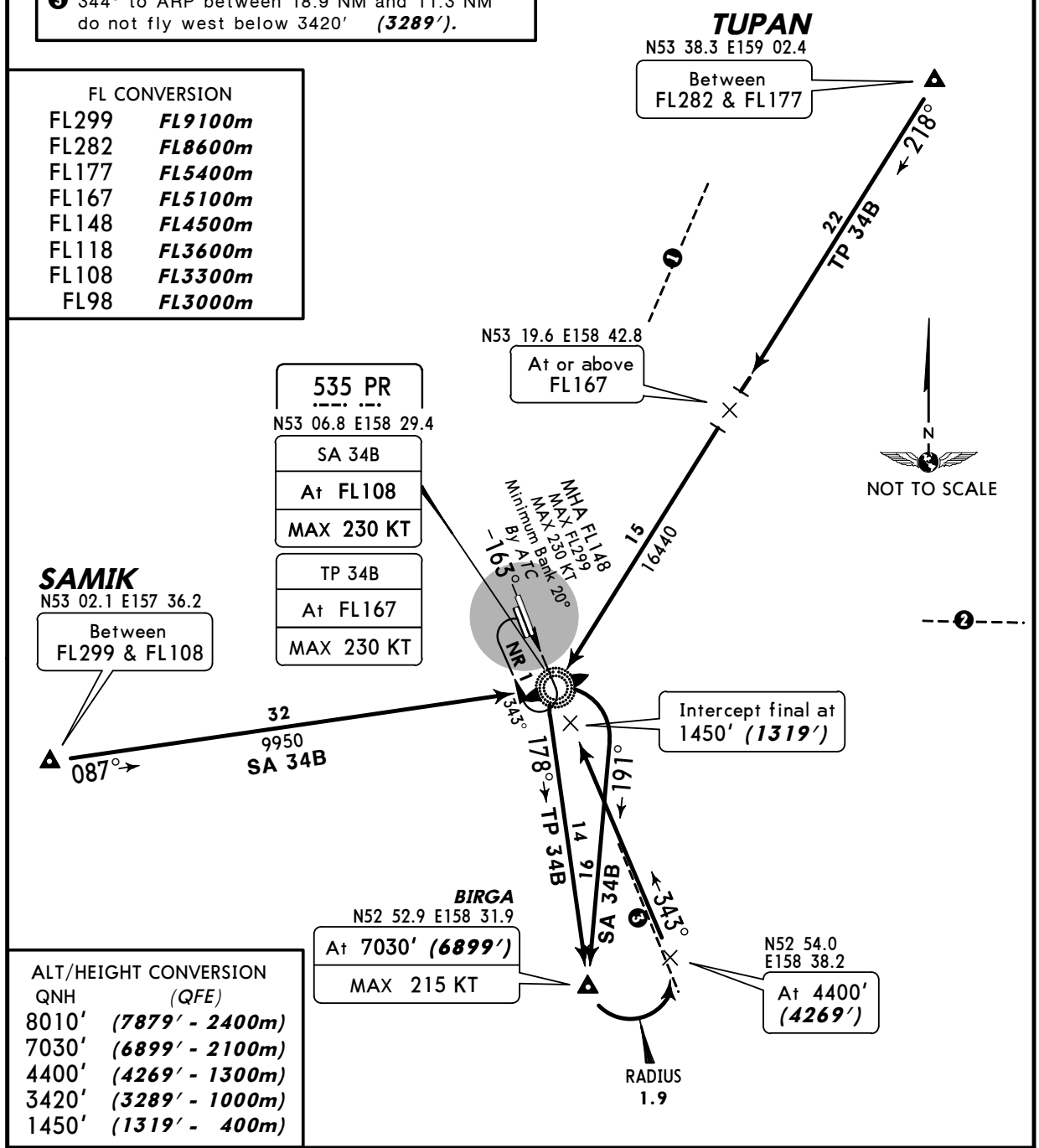
Apt Elev	
131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 756 mm (1007.9 hPa) FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***



SAMIK 34 BRAVO (SA 34B)
TUPAN 34 BRAVO (TP 34B)
RWY 34R ARRIVALS

❶ 209° to ARP between 21.6 NM and 13.5 NM do not fly east below FL167.
❷ 277° to ARP between 21.6 NM and 13.5 NM do not fly north below FL167.
❸ 344° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′ ***(3289′).***

FL CONVERSION	
FL299	***FL9100m***
FL282	***FL8600m***
FL177	***FL5400m***
FL167	***FL5100m***
FL148	***FL4500m***
FL118	***FL3600m***
FL108	***FL3300m***
FL98	***FL3000m***



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
8010′	***(7879′ - 2400m)***
7030′	***(6899′ - 2100m)***
4400′	***(4269′ - 1300m)***
3420′	***(3289′ - 1000m)***
1450′	***(1319′ - 400m)***

Minimum bank 20° for all turns.

STAR	ROUTING
SA 34B	087° track to PR, turn RIGHT, 191° track to BIRGA, then to N52 54.0 E158 38.2, turn LEFT, 343° track to intercept final approach.
TP 34B	218° track via N53 19.6 E158 42.8 to PR, turn LEFT, 178° track to BIRGA, then to N52 54.0 E158 38.2, turn LEFT, 343° track to intercept final approach.

CHANGES: BIRGA established.

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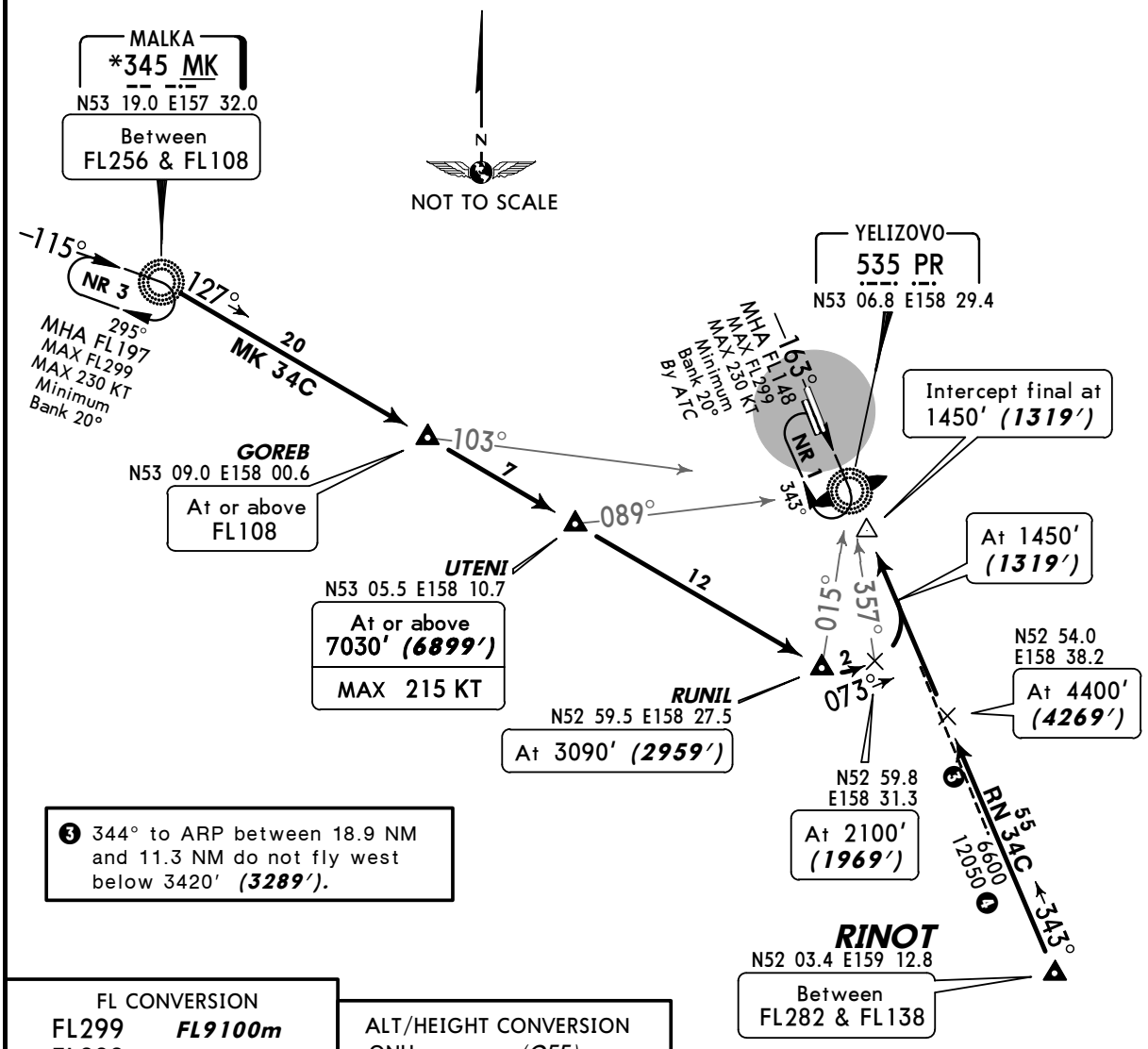
UHPP/PKC YELIZOVO — JEPPESEN — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

15 AUG 08 (10-2F) Eff 28 Aug **STAR**

Apt Elev 131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 756 mm (1007.9 hPa) FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ *(7879′)*

MSA ARP: 6500′ (190°), 14,100 (095°), 7000′ (295°), 4600′ (360°)

MALKA 34 CHARLIE (MK 34C)
RINOT 34 CHARLIE (RN 34C)
RWY 34R ARRIVALS
BY ATC



❸ 344° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′ *(3289′)*.

❹ Without radar control.

FL CONVERSION	
FL299	*FL9100m*
FL282	*FL8600m*
FL256	*FL7800m*
FL197	*FL6000m*
FL148	*FL4500m*
FL138	*FL4200m*
FL118	*FL3600m*
FL108	*FL3300m*
FL98	*FL3000m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
8010′	*(7879′ - 2400m)*
7030′	*(6899′ - 2100m)*
4400′	*(4269′ - 1300m)*
3420′	*(3289′ - 1000m)*
3090′	*(2959′ - 900m)*
2100′	*(1969′ - 600m)*
1450′	*(1319′ - 400m)*

STAR	ROUTING
MK 34C ❶❷	127° track via GOREB and UTENI to RUNIL, turn LEFT, 073° track to N52 59.8 E158 31.3, turn LEFT, 343° track to intercept final approach.
RN 34C	343° track via N52 54.0 E158 38.2 to intercept final approach.

❶ Radar control required.
❷ If radar control or MK not available, proceed to PR, join holding at or above the safe flight level, then as directed by ATC.

CHANGES: STAR RN 34C revised.

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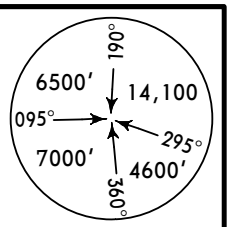
UHPP/PKC YELIZOVO — JEPPESEN — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

26 SEP 08 (10-3) **SID**

Apt Elev	
131′	QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 756 mm (1007.9 hPa) FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7898′)***



BAKEN 16F (BK 16F)
KULOD 16F (KD 16F), KULOD 16G (KD 16G)
RWY 16L DEPARTURES

ALT/HEIGHT CONVERSION

QNH	(QFE)
3070′	***(2958′ - 900m)***
8010′	***(7898′ - 2400m)***

FL CONVERSION

FL98	***FL3000m***
FL108	***FL3300m***
FL118	***FL3600m***
FL128	***FL3900m***
FL148	***FL4500m***

KULOD
N53 44.6 E158 29.2
KD 16F: At or above FL128
KD 16G: At or above FL148

BAKEN
N53 39.4 E157 59.5
At or above FL98

KUDER
N53 49.5 E158 42.5
KD 16F: At or above FL128

065° 9
16
069°
RADIUS 1.9
N53 35.7 E158 08.8
At FL98
239°
259°
N53 29.0 E158 26.6
At or above FL148
16
MALKA
*345 MK
N53 19.0 E157 32.0
BK 16F 32
KD 16F 26
KD 16G 18
346°
339°
012°
N
NOT TO SCALE
BS
*180
N53 11.0 E158 24.0
At FL98
163°
10
20
360°
N53 00.4 E158 33.7
At 3070′ *(2958′)*
RADIUS 1.9

These SIDs require minimum climb gradients of

BK 16F
304′ per NM (5%) up to 3070′ (2958′), then 425′ per NM (7%) to BS.

KD 16F
304′ per NM (5%) up to 3070′ (2958′).

KD 16G
304′ per NM (5%) up to 3070′ (2958′), then 425′ per NM (7%) up to N53 29.0 E158 26.6.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519
425′ per NM	532	709	1063	1418	1772	2127

SID	ROUTING
BK 16F	Climb straight ahead to N53 00.4 E158 33.7, turn RIGHT, 360° track to BS, turn LEFT, 339° track to BAKEN.
KD 16F	Climb straight ahead to N53 00.4 E158 33.7, turn RIGHT, 360° track to BS, turn LEFT, 346° track to N53 35.7 E158 08.8, turn RIGHT, 069° track to KULOD, then to KUDER.
KD 16G	Climb straight ahead to N53 00.4 E158 33.7, turn RIGHT, 360° track to BS, turn RIGHT, 012° track via N53 29.0 E158 26.6 to KULOD.

CHANGES: None.

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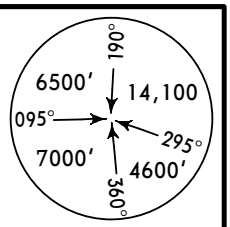
UHPP/PKC YELIZOVO — JEPPESEN — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

26 SEP 08 (10-3A) **SID**

Apt Elev	
131′	QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 756 mm (1007.9 hPa) FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***



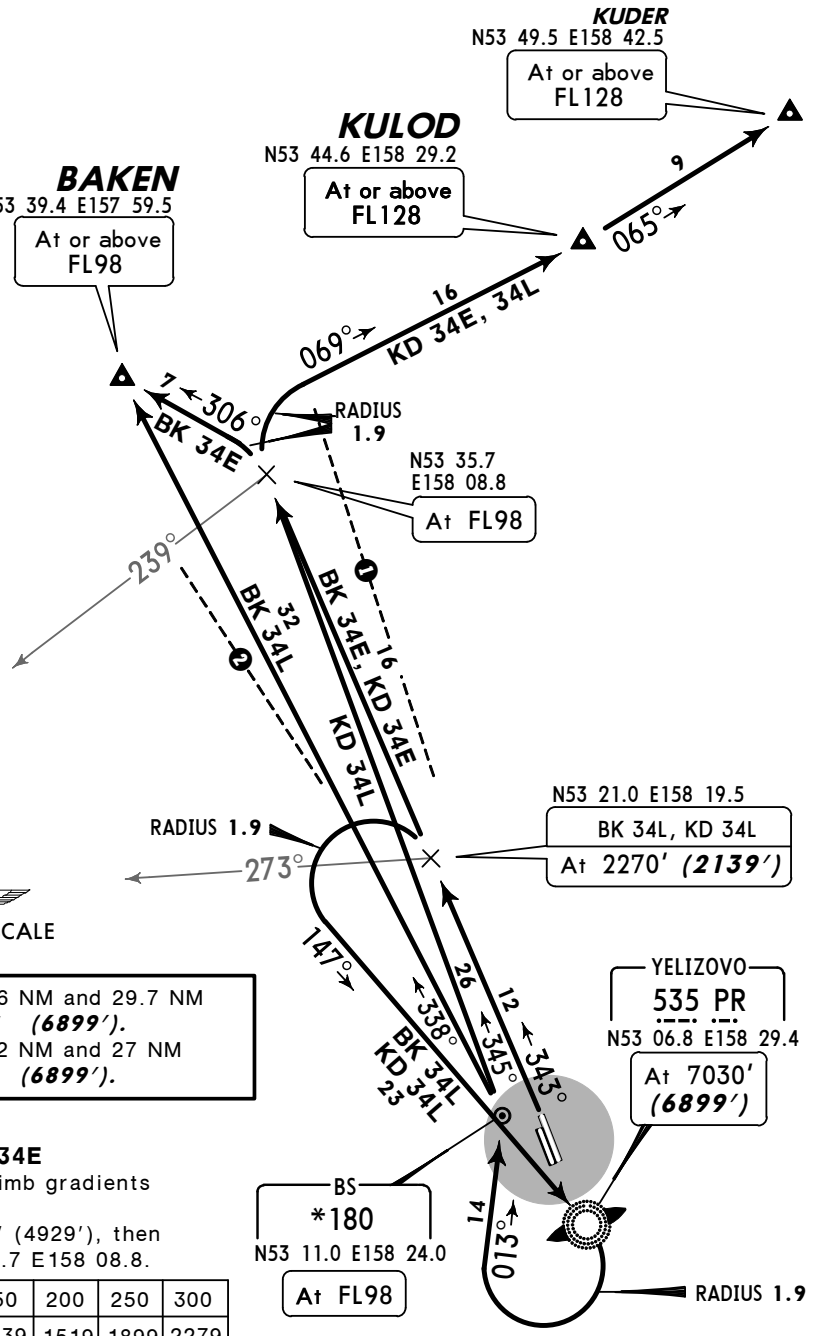
BAKEN 34E (BK 34E), BAKEN 34L (BK 34L)
KULOD 34E (KD 34E), KULOD 34L (KD 34L)
RWY 34R DEPARTURES

ALT/HEIGHT CONVERSION

QNH	(QFE)
2270′	***(2139′ - 650m)***
5060′	***(4929′ - 1500m)***
7030′	***(6899′ - 2100m)***
8010′	***(7879′ - 2400m)***

FL CONVERSION

FL98	***FL3000m***
FL108	***FL3300m***
FL118	***FL3600m***
FL128	***FL3900m***



❶ 348° from ARP between 14.6 NM and 29.7 NM do not fly west below 7030′ ***(6899′).***
❷ 333° from ARP between 16.2 NM and 27 NM do not fly east below 7030′ ***(6899′).***

BK 34E, KD 34E

These SIDs require minimum climb gradients of
456′ per NM (7.5%) up to 5060′ (4929′), then
365′ per NM (6%) up to N53 35.7 E158 08.8.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279
365′ per NM	456	608	911	1215	1519	1823

SID	ROUTING
BK 34E	Climb straight ahead to N53 35.7 E158 08.8, turn LEFT, 306° track to BAKEN.
BK 34L	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, 147° track to PR, turn RIGHT, 013° track to BS, turn LEFT, 338° track to BAKEN.
KD 34E	Climb straight ahead to N53 35.7 E158 08.8, turn RIGHT, 069° track to KULOD, then to KUDER.
KD 34L	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, 147° track to PR, turn RIGHT, 013° track to BS, turn LEFT, 345° track to N53 35.7 E158 08.8, turn RIGHT, 069° track to KULOD, then to KUDER.

CHANGES: SIDs BK & KD 34E crossing at N53 21.0 E158 19.5 withdrawn.

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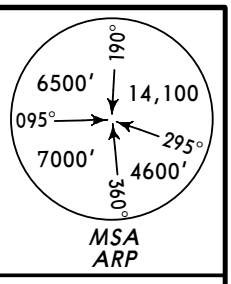
UHPP/PKC YELIZOVO — JEPPESEN — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

26 SEP 08 (10-3B) **SID**

Apt Elev	
131′	QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 756 mm (1007.9 hPa) FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7898′)***



MALKA 16F (MK 16F)
RINOT 16F (RN 16F)
RWY 16L DEPARTURES

MALKA
*345 MK
N53 19.0 E157 32.0
At or above FL98

N
NOT TO SCALE

33
MK 16F
287°

BS
*180
N53 11.0 E158 24.0
At FL98

YELIZOVO
535 PR
N53 06.8 E158 29.4
RN 16F
At 770′ ***(658′)***

163°
3
163°
7
20
360°
RADIUS 1.9

N53 00.4 E158 33.7
MK 16F
At 3070′
(2958′)

❶ 164° from ARP between 11.3 NM and 18.9 NM do not fly west below 3400′ ***(3288′)***.

62
RN 16F
By ATC

RINOT
N52 03.4 E159 12.8
At or above FL128

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
770′	***(658′ - 200m)***
3070′	***(2958′ - 900m)***
3400′	***(3288′ - 1000m)***
8010′	***(7898′ - 2400m)***

FL CONVERSION	
FL98	***FL3000m***
FL108	***FL3300m***
FL118	***FL3600m***
FL128	***FL3900m***

MK 16F

This SID requires minimum climb gradients of
304′ per NM (5%) up to 3070′ (2958′), then
425′ per NM (7%) to BS.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519
425′ per NM	532	709	1063	1418	1772	2127

SID	ROUTING
MK 16F	Climb straight ahead to N53 00.4 E158 33.7, turn RIGHT, 360° track to BS, turn LEFT, 287° track to MK.
RN 16F By ATC	Climb straight ahead to 770′ (658′), 163° track to RINOT.

CHANGES: None.

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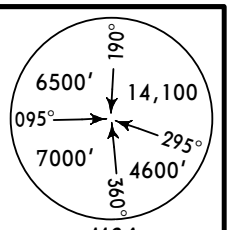
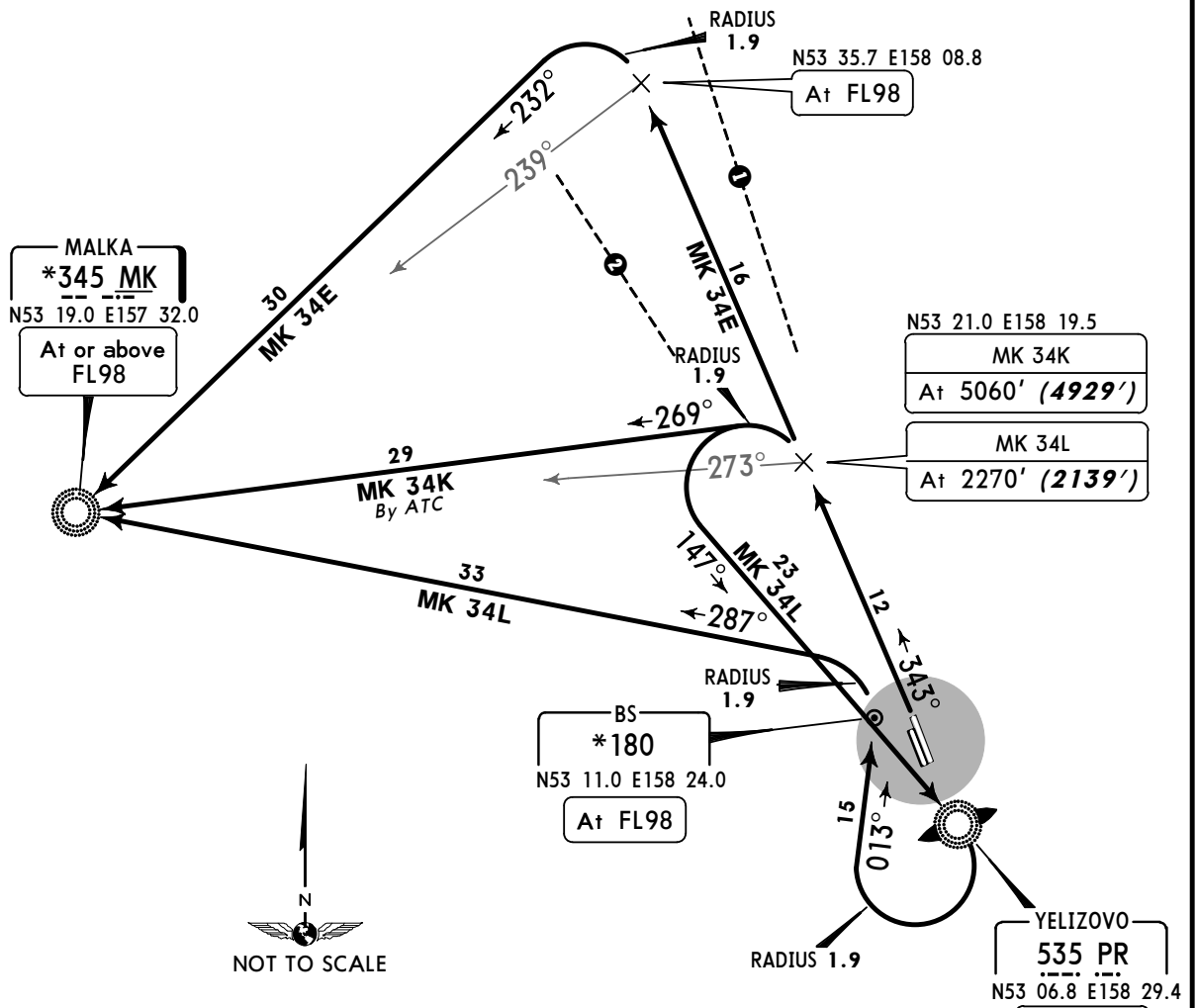
UHPP/PKC YELIZOVO — JEPPESEN — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

26 SEP 08 (10-3C) **SID**

Apt Elev	
131′	QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 756 mm (1007.9 hPa) FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***



MALKA 34E (MK 34E)
MALKA 34K (MK 34K), MALKA 34L (MK 34L)
RWY 34R DEPARTURES



❶ 348° from ARP between 14.6 NM and 29.7 NM do not fly west below 7030′ ***(6899′).***
❷ 333° from ARP between 16.2 NM and 27 NM do not fly east below 7030′ ***(6899′).***

These SIDs require minimum climb gradients of

MK 34E

456′ per NM (7.5%) up to N53 21.0 E158 19.5, then 365′ per NM (6%) up to N53 35.7 E158 08.8.

MK 34K

456′ per NM (7.5%) up to 5060′(4929′).

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279
365′ per NM	456	608	911	1215	1519	1823

ALT/HEIGHT CONVERSION

QNH	(QFE)
2270′	***(2139′ - 650m)***
5060′	***(4929′ - 1500m)***
7030′	***(6899′ - 2100m)***
8010′	***(7879′ - 2400m)***

FL CONVERSION

FL98	***FL3000m***
FL108	***FL3300m***
FL118	***FL3600m***

SID	ROUTING
MK 34E	Climb straight ahead to N53 35.7 E158 08.8, turn LEFT, 232° track to MK.
MK 34K By ATC	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, 269° track to MK.
MK 34L	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, 147° track to PR, turn RIGHT, 013° track to BS, turn LEFT, 287° track to MK.

CHANGES: SID MK 34E crossing at N53 21.0 E158 19.5 withdrawn.

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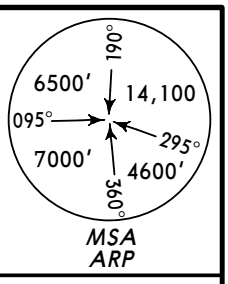
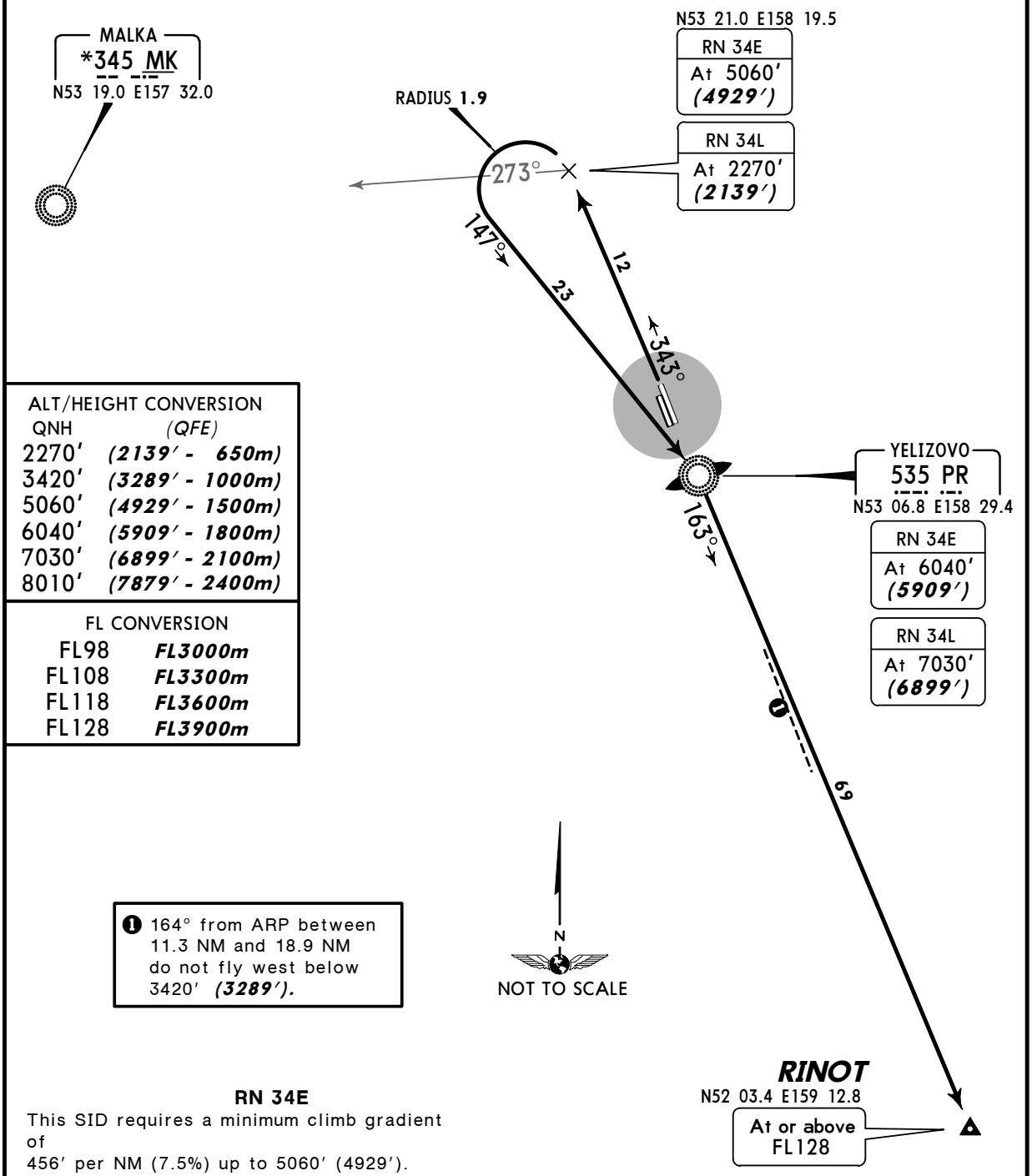
UHPP/PKC YELIZOVO — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

JEPPESEN 15 AUG 08 (10-3D) Eff 28 Aug — SID

Apt Elev	
131′	QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 756 mm (1007.9 hPa) FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***



RINOT 34E (RN 34E), RINOT 34L (RN 34L)
RWY 34R DEPARTURES
BY ATC



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2270′	***(2139′ - 650m)***
3420′	***(3289′ - 1000m)***
5060′	***(4929′ - 1500m)***
6040′	***(5909′ - 1800m)***
7030′	***(6899′ - 2100m)***
8010′	***(7879′ - 2400m)***

FL CONVERSION	
FL98	***FL3000m***
FL108	***FL3300m***
FL118	***FL3600m***
FL128	***FL3900m***

❶ 164° from ARP between 11.3 NM and 18.9 NM do not fly west below 3420′ ***(3289′).***

RN 34E

This SID requires a minimum climb gradient of
456′ per NM (7.5%) up to 5060′ (4929′).

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279

ROUTING

Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, intercept 147° bearing to PR, turn RIGHT, 163° bearing to RINOT.

CHANGES: SID RN 34I reindexed 34E; RN 34L speed restriction withdrawn.

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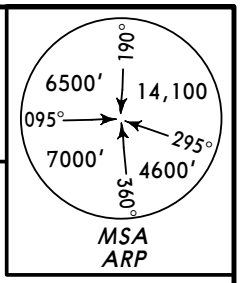
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 08 (10-3E) Eff 28 Aug **SID**

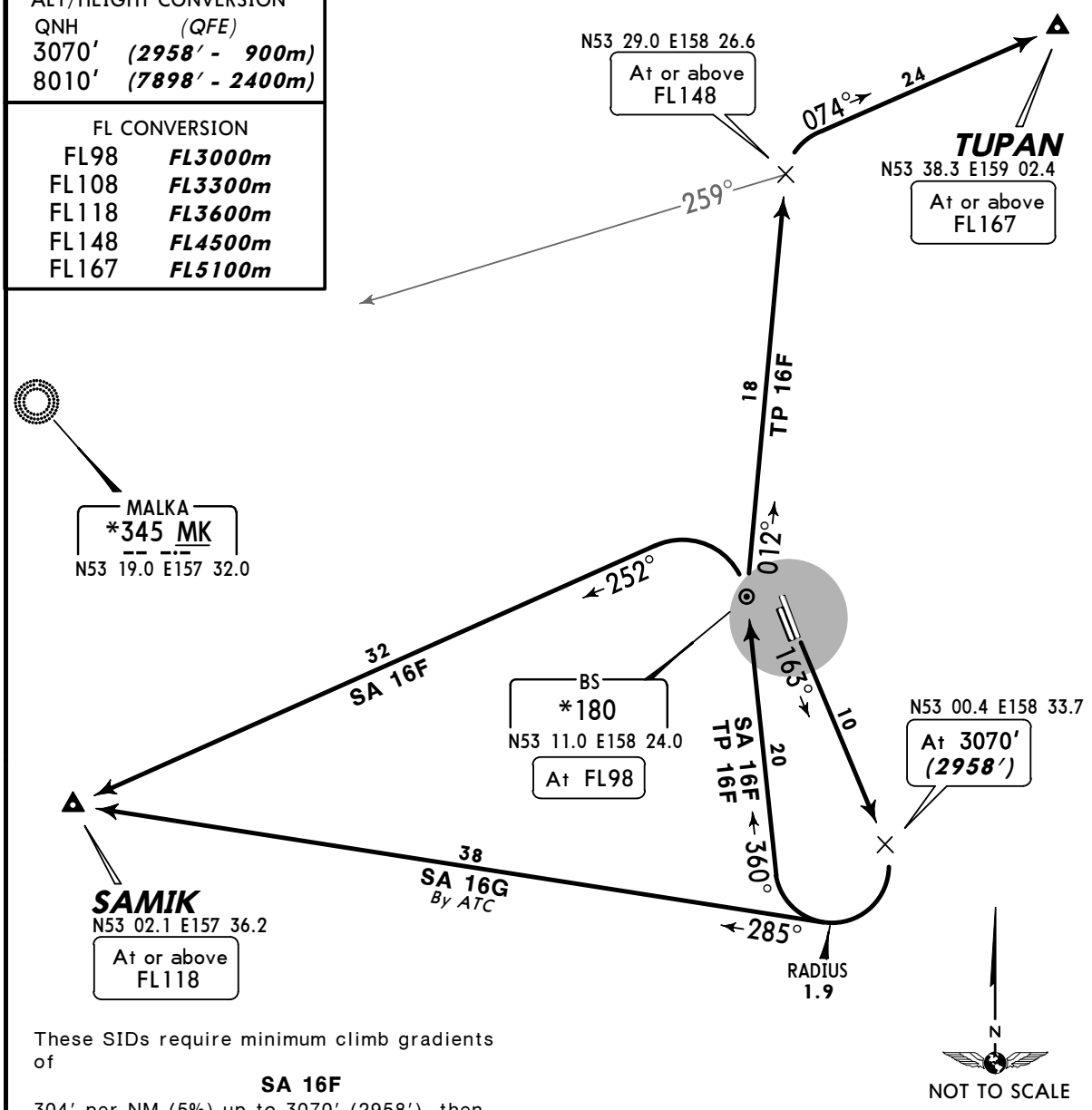
Apt Elev	
131′	QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 756 mm (1007.9 hPa) FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7898′)***



SAMIK 16F (SA 16F), SAMIK 16G (SA 16G)
TUPAN 16F (TP 16F)
RWY 16L DEPARTURES

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3070′	***(2958′ - 900m)***
8010′	***(7898′ - 2400m)***

FL CONVERSION	
FL98	***FL3000m***
FL108	***FL3300m***
FL118	***FL3600m***
FL148	***FL4500m***
FL167	***FL5100m***



These SIDs require minimum climb gradients of

SA 16F

304′ per NM (5%) up to 3070′ (2958′), then 425′ per NM (7%) to BS.

SA 16G

304′ per NM (5%) up to 3070′ (2958′).

TP 16F

304′ per NM (5%) up to 3070′ (2958′), then 425′ per NM (7%) up to N53 29.0 E158 26.6.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519
425′ per NM	532	709	1063	1418	1772	2127

SID	ROUTING
SA 16F	Climb straight ahead to N53 00.4 E158 33.7, turn RIGHT, 360° track to BS, turn LEFT, 252° track to SAMIK.
SA 16G By ATC	Climb straight ahead to N53 00.4 E158 33.7, turn RIGHT, 285° track to SAMIK.
TP 16F	Climb straight ahead to N53 00.4 E158 33.7, turn RIGHT, 360° track to BS, turn RIGHT, 012° track to N53 29.0 E158 26.6, 074° track to TUPAN.

CHANGES: None.

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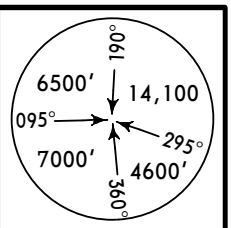
UHPP/PKC YELIZOVO — JEPPESEN — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

15 AUG 08 (10-3F) Eff 28 Aug — SID

Apt Elev	
131′	QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 756 mm (1007.9 hPa) FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***



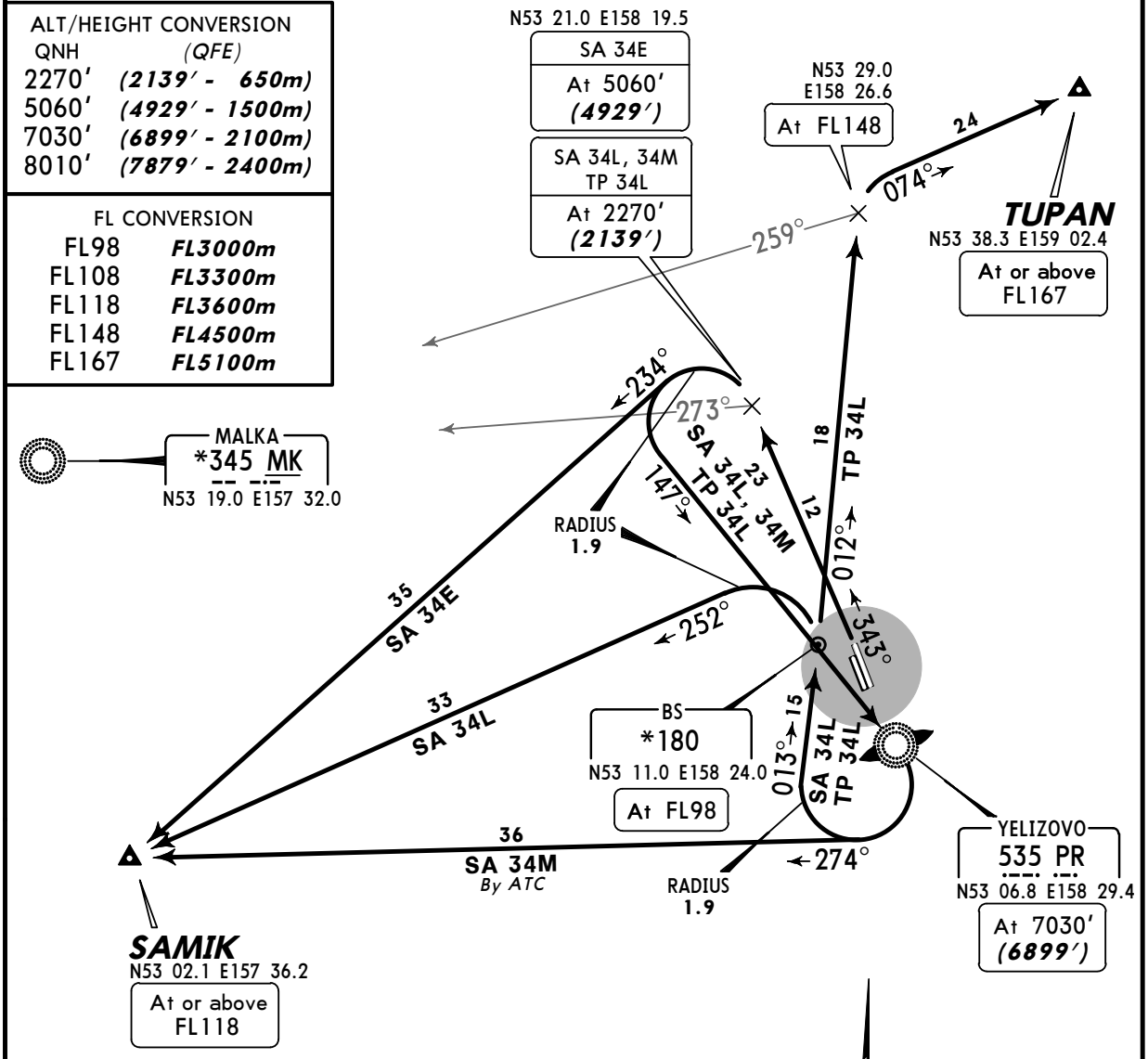
SAMIK 34E (SA 34E), SAMIK 34L (SA 34L) SAMIK 34M (SA 34M), TUPAN 34L (TP 34L❶) RWY 34R DEPARTURES

ALT/HEIGHT CONVERSION

QNH	(QFE)
2270′	***(2139′ - 650m)***
5060′	***(4929′ - 1500m)***
7030′	***(6899′ - 2100m)***
8010′	***(7879′ - 2400m)***

FL CONVERSION

FL98	***FL3000m***
FL108	***FL3300m***
FL118	***FL3600m***
FL148	***FL4500m***
FL167	***FL5100m***



SA 34E

This SID requires a minimum climb gradient of
456′ per NM (7.5%) up to 5060′ (4929′).

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279

❶ MAX 250 KT below FL148.

SID	ROUTING
SA 34E	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, 234° track to SAMIK.
SA 34L	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, intercept 147° bearing to PR, turn RIGHT, 013° track to BS, turn LEFT, 252° track to SAMIK.
SA 34M By ATC	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, intercept 147° bearing to PR, turn RIGHT, 274° track to SAMIK.
TP 34L	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, intercept 147° bearing to PR, turn RIGHT, 013° track to BS, 012° track to N53 29.0 E158 26.6, 074° track to TUPAN.

CHANGES: SID SA 34I reindexed 34E; SA 34L & 34M speed restriction withdrawn.

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UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

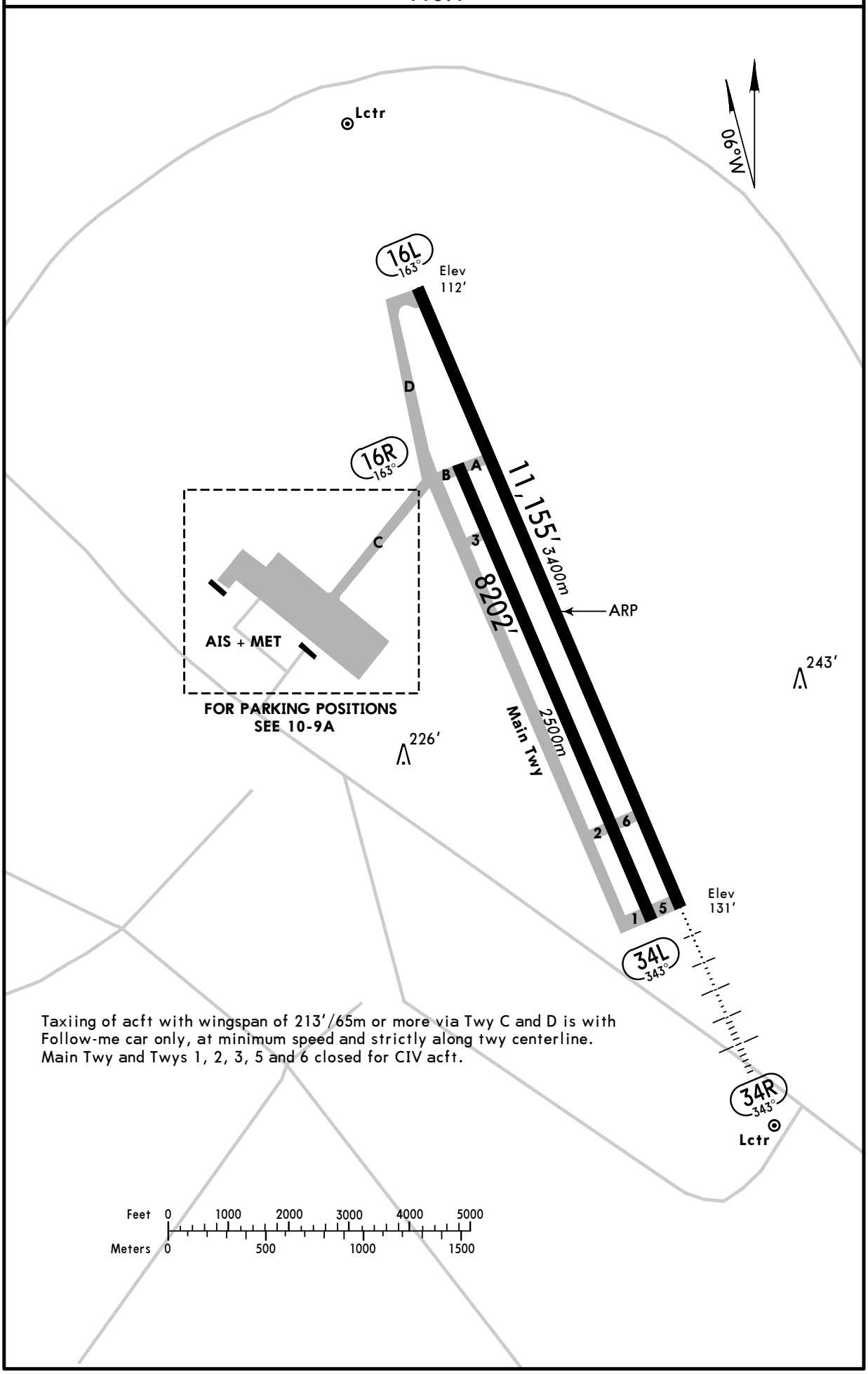
20 JUN 08
Eff 3 Jul
(10-9)

Apt Elev 131′
N53 10.2 E158 27.1

YELIZOVO

PETROPAVLOVSK Start (TWR)

118.1



CHANGES: None.

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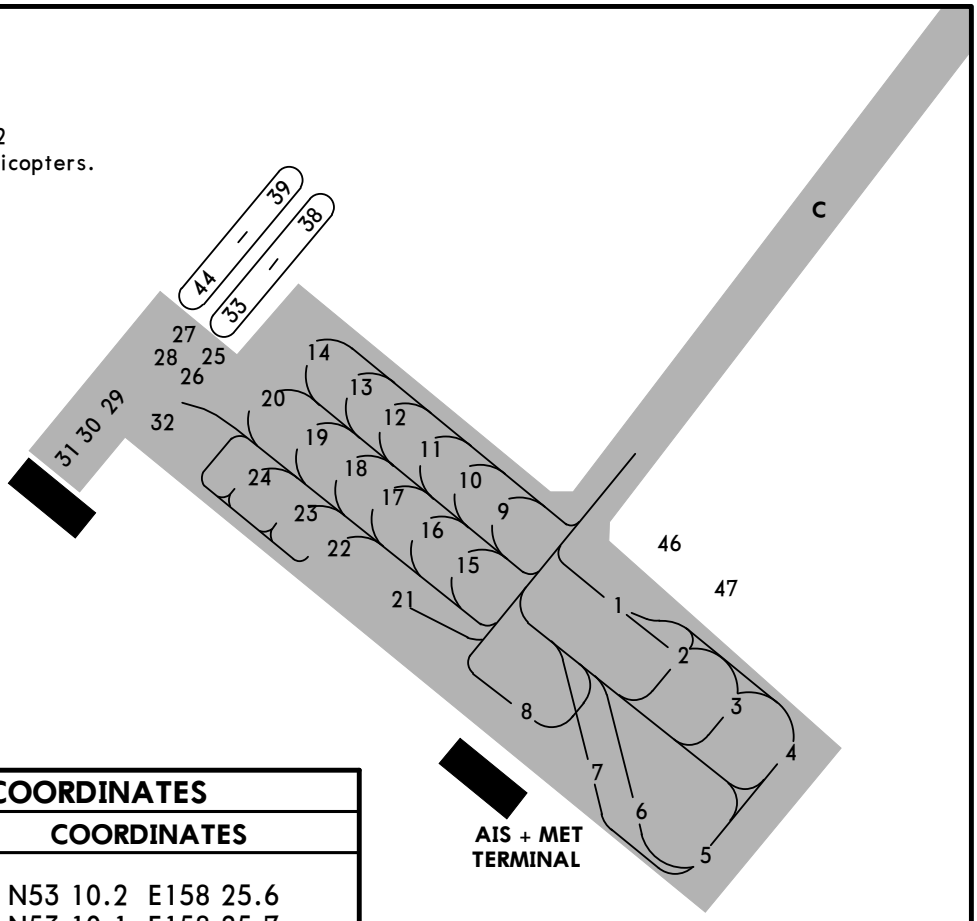
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

20 JUN 08
Eff 3 Jul
10-9A

YELIZOVO

Stands 27 thru 32
available for helicopters.



INS COORDINATES

STAND No.	COORDINATES
1	N53 10.2 E158 25.6
4	N53 10.1 E158 25.7
5	N53 10.0 E158 25.6
9	N53 10.2 E158 25.5
14	N53 10.3 E158 25.4

GENERAL

Birds.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16L	HIRL *(60m)*	RVR			❶	197′ *60m*
34R	HIRL *(60m)* HIALS PAPI-L (angle 2.67°)	RVR				

❶ TAKE-OFF RUN AVAILABLE

RWY 16L:
From rwy head 11,155′ (3400m)
twy A int 8169′ (2490m)

RWY 34R:
From rwy head 11,155′ (3400m)
twy 6 int 9843′ (3000m)

16R ❷ 34L					197′ *60m*

❷ Rwy is used for taxiing only and closed for CIV acft.

TAKE-OFF

AIR CARRIER (JAA)
Rwy 16L/34R

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

CHANGES: Lights.

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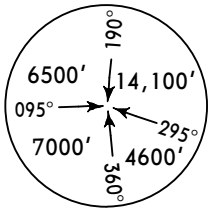
UHPP/PKC YELIZOVO — JEPPESEN — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

20 JUN 08 Eff 3 Jul (11-1)

❶ILS- or 2 NDB- Alfa Rwy 34R

BRIEFING STRIP ™

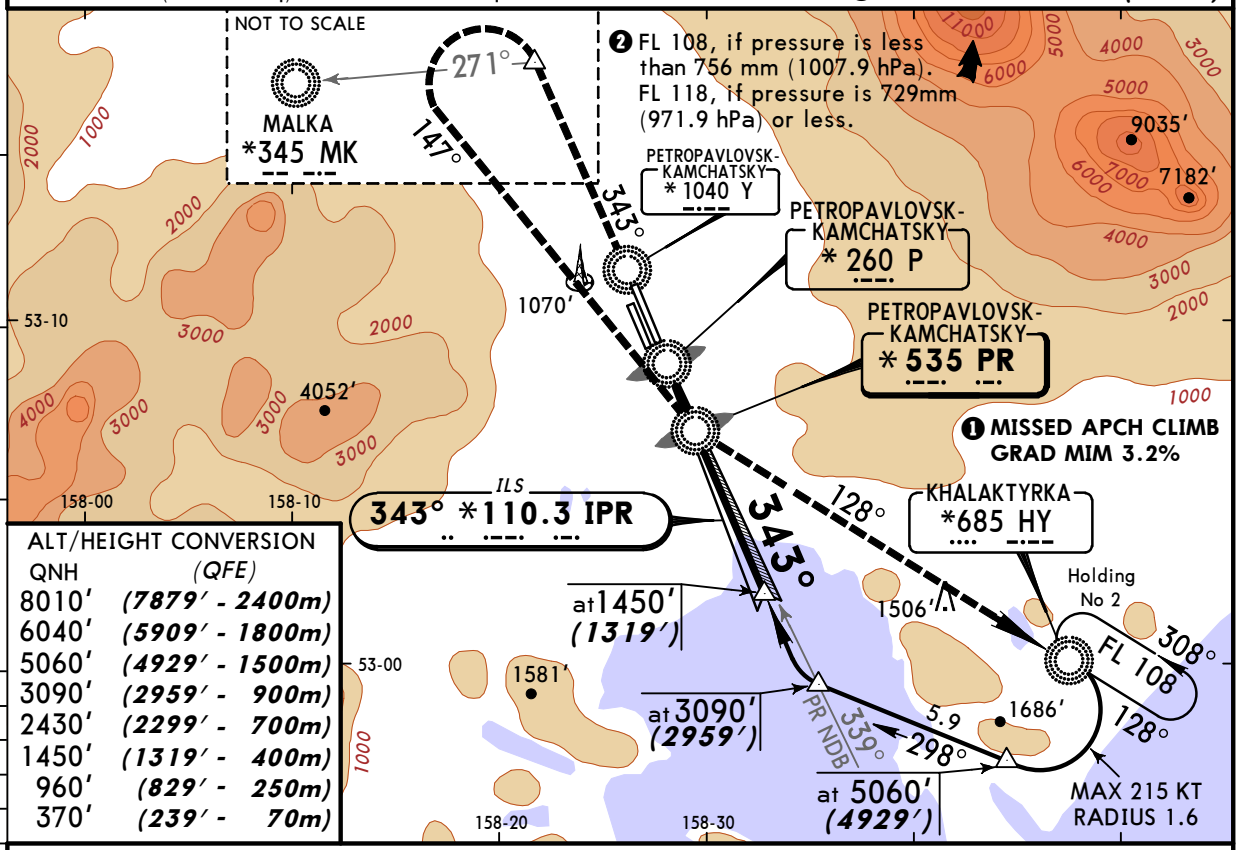
PETROPAVLOVSK Krug (SRE) 119.4			PETROPAVLOVSK Start (PAR/TWR) 118.1	
LOC IPR *110.3	Final Apch Crs 343°	GS LOM 951′ (820′)	ILS DA(H) 331′ (200′)	Apt Elev 131′
NDB PR *535		Minimum Alt LOM 960′ (829′)	NDB MDA(H) 490′ (359′)	RWY 131′



MSA Airport

MISSED APCH: Climb on 343° to 2430′ (2299′) or above to 271° MK NDB, then turn LEFT onto 147° climbing to 6040′ (5909′) to PR NDB, then proceed on 128° to HY NDB, then according to chart or to holding No2.
Climb grad MIM 3.2% until reaching PR NDB.

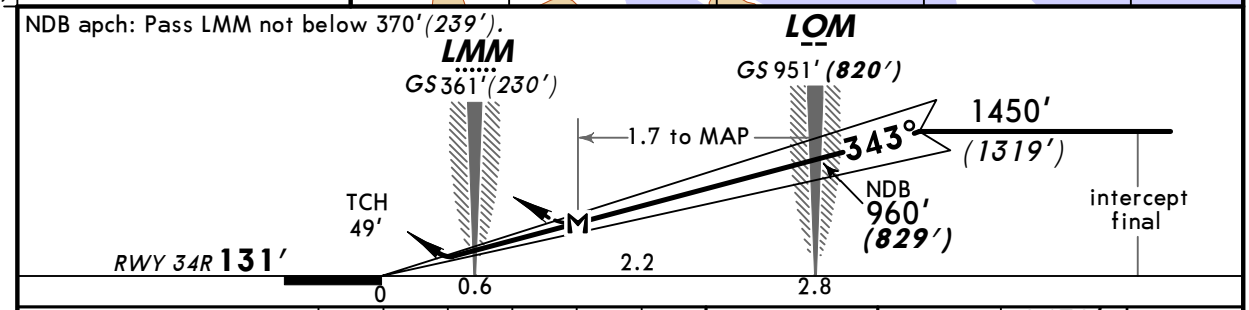
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 98 ❷ Trans alt: 8010′(7879′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010′	(7879′ - 2400m)
6040′	(5909′ - 1800m)
5060′	(4929′ - 1500m)
3090′	(2959′ - 900m)
2430′	(2299′ - 700m)
1450′	(1319′ - 400m)
960′	(829′ - 250m)
370′	(239′ - 70m)

NDB apch: Pass LMM not below 370′(239′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Descent Gradient 4.7%	336	432	480	576	671	767
LOM to MAP 1.7	1:27	1:08	1:01	0:51	0:44	0:38

HIALS PAPI 2430′ (2299′) or above on 343°

STRAIGHT-IN LANDING RWY 34R
Missed apch climb gradient mm 3.2%

PANS OPS

	ILS DA(H) 331′(200′) FULL	ILS DA(H) 331′(200′) ALS out	LOC (GS out)	NDB MDA(H) 490′(359′)	NDB MDA(H) 490′(359′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1800m VIS 2000m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: MSA. TL. Lctr ident. Holding altitude.

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UHPP/PKC YELIZOVO — JEPPESEN — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

20 JUN 08 Eff 3 Jul (11-2)

❶ILS- or 2 NDB- Bravo-1 Rwy 34R

BRIEFING STRIP ™

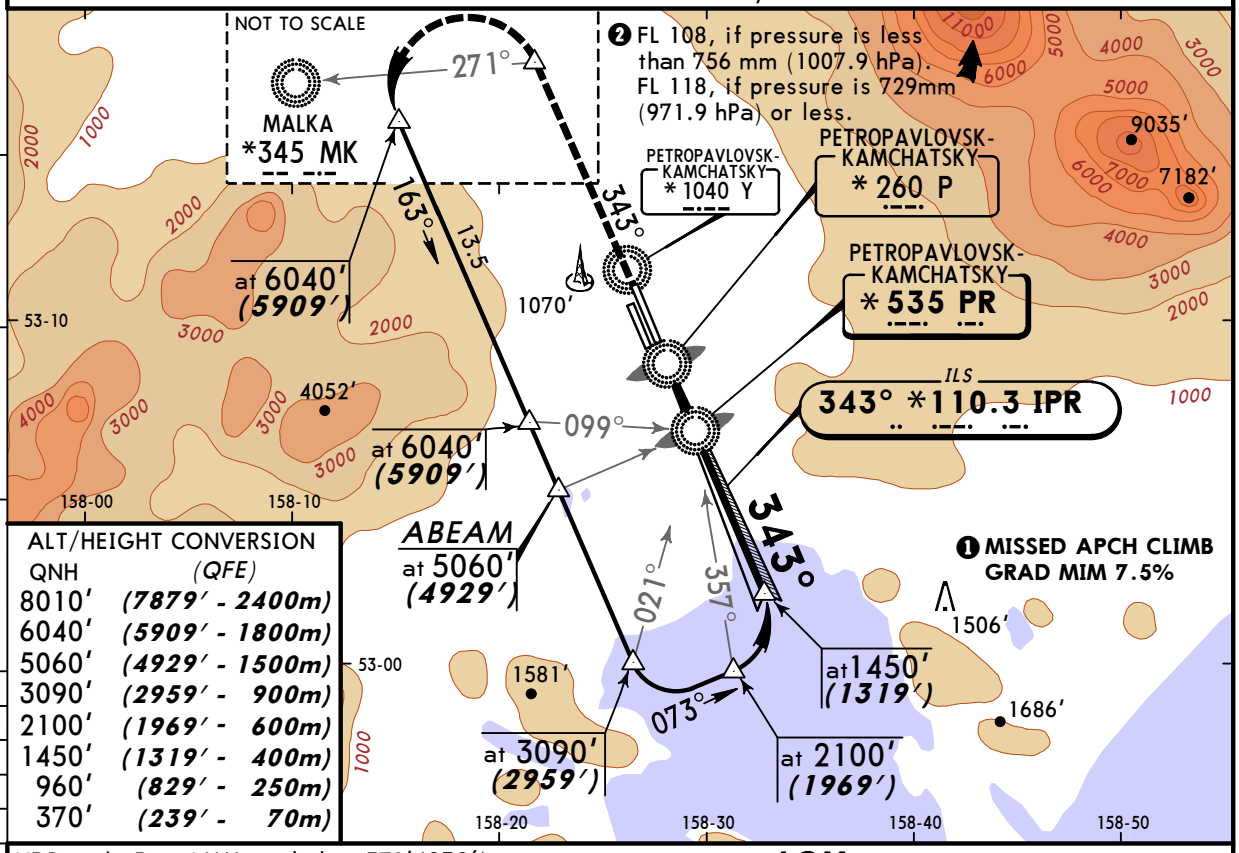
PETROPAVLOVSK Krug (SRE)	PETROPAVLOVSK Start (PAR/TWR)
119.4	118.1

LOC IPR *110.3	Final Apch Crs 343°	GS LOM 951′ (820′)	ILS DA(H) 331′ (200′)	Apt Elev 131′
NDB PR *535		Minimum Alt LOM 960′ (829′)	NDB MDA(H) 490′ (359′)	RWY 131′

MSA: 6500′ (095°), 7000′ (190°), 14,100′ (295°), 4600′ (360°)
Airport

MISSED APCH: Climb on 343° to 5060′ (4929′), then turn LEFT onto 163° climbing to 6040′(5909′), then according to chart.

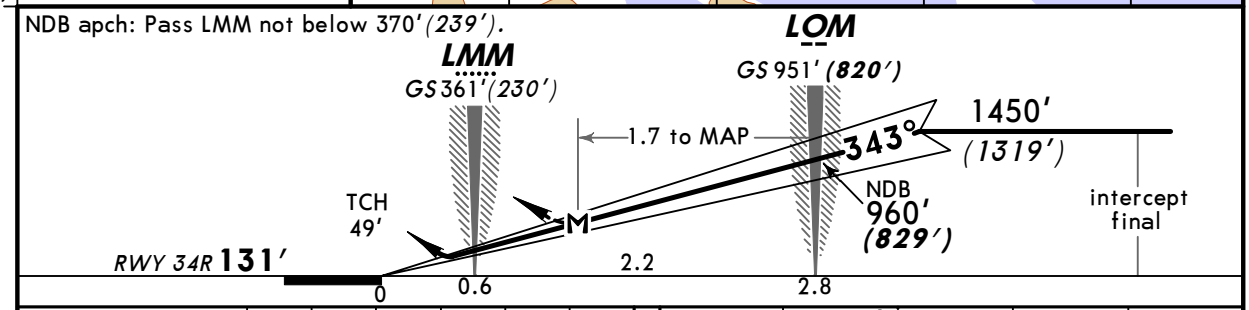
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 98 ❷ Trans alt: 8010′(7879′)
Procedure also carried out in case of radio com failure immediately after take-off.



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010′	(7879′ - 2400m)
6040′	(5909′ - 1800m)
5060′	(4929′ - 1500m)
3090′	(2959′ - 900m)
2100′	(1969′ - 600m)
1450′	(1319′ - 400m)
960′	(829′ - 250m)
370′	(239′ - 70m)

NDB apch: Pass LMM not below 370′(239′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767
LOM to MAP 1.7	1:27	1:08	1:01	0:51	0:44	0:38

HIALS PAPI | 5060′ (4929′) on 343° | 163° LT | 6040′ (5909′)

STRAIGHT-IN LANDING RWY 34R
Missed apch climb gradient mim 7.5% up to 5060′ (4929′)

PANS OPS

	ILS DA(H) 331′(200′) FULL	ILS DA(H) 331′(200′) ALS out	LOC (GS out)	NDB MDA(H) 490′(359′)	NDB MDA(H) 490′(359′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1800m VIS 2000m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: MSA. TL. Lctr ident.

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UHPP/PKC YELIZOVO — JEPPESEN — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

20 JUN 08 Eff 3 Jul (11-3)

❶ILS- or 2 NDB- Bravo-2 Rwy 34R

BRIEFING STRIP ™

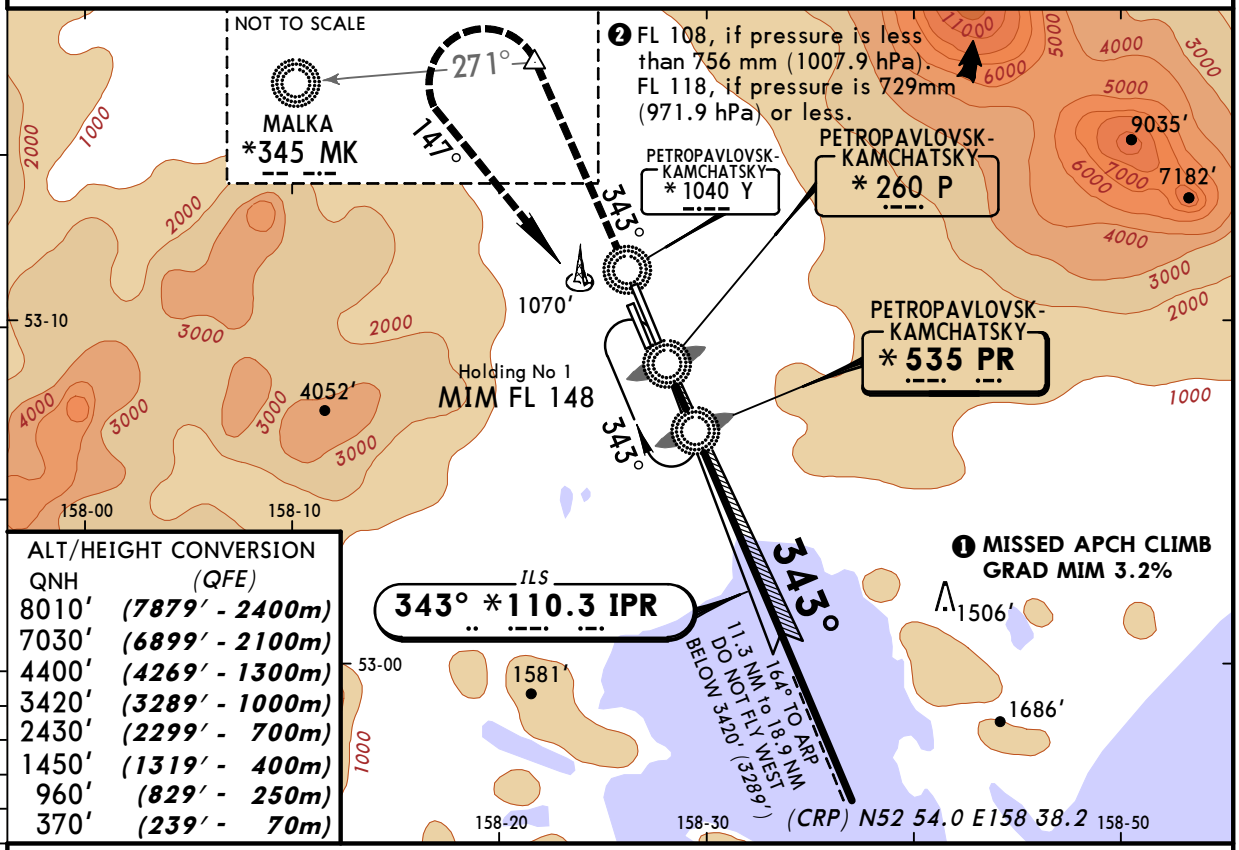
PETROPAVLOVSK Krug (SRE)	PETROPAVLOVSK Start (PAR/TWR)
119.4	118.1

LOC IPR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 131′
*110.3	343°	951′ (820′)	331′ (200′)	RWY 131′
NDB PR		Minimum Alt LOM	NDB MDA(H)	
*535		960′ (829′)	490′ (359′)	

MSA Airport: 190° 6500′ 14,100′; 095° 7000′; 295° 4600′; 360°

MISSED APCH: Climb on 343° to 2430′ (2299′) or above to 271° MK NDB, then turn LEFT onto 147° climbing to 7030′ (6899′) to PR NDB, then proceed to holding No1. Climb grad MIM 3.2% until reaching PR NDB.

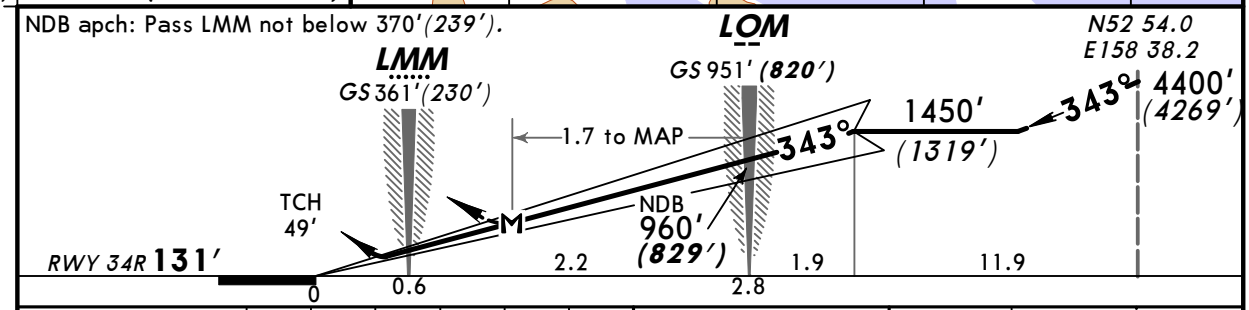
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 98 ❷ Trans alt: 8010′ (7879′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010′	(7879′ - 2400m)
7030′	(6899′ - 2100m)
4400′	(4269′ - 1300m)
3420′	(3289′ - 1000m)
2430′	(2299′ - 700m)
1450′	(1319′ - 400m)
960′	(829′ - 250m)
370′	(239′ - 70m)

NDB apch: Pass LMM not below 370′ (239′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767
LOM to MAP 1.7	1:27	1:08	1:01	0:51	0:44	0:38

HIALS PAPI 2430′ (2299′) or above on 343°

STRAIGHT-IN LANDING RWY 34R
Missed apch climb gradient mim 3.2%

PANS OPS	ILS DA(H) 331′ (200′) FULL	ILS ALS out	LOC (GS out)	NDB MDA(H) 490′ (359′)	NDB ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1800m VIS 2000m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: MSA. TL. Lctr ident.

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JEPPESEN
FliteStar 9.4.5.0

UHPP/PKC YELIZOVO — PETROPAVLOVSK-KAMCHATSKY, RUSSIA — CIRCLING Rwy 16L

JEPPESEN 20 JUN 08 Eff 3 Jul (19-1)

BRIEFING STRIP ™

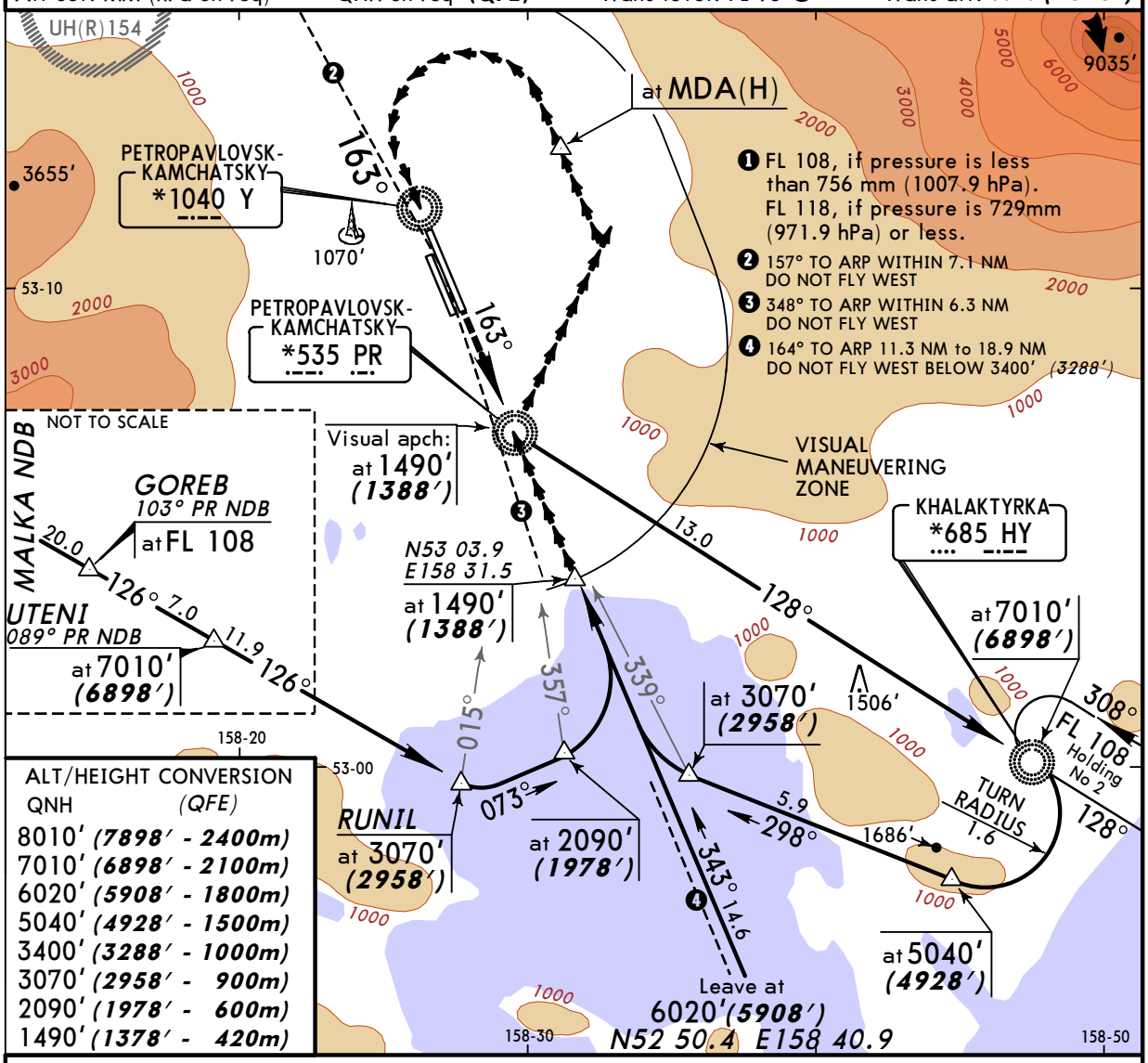
PETROPAVLOVSK Krug (SRE)	PETROPAVLOVSK Start (PAR/TWR)
119.4	118.1

VISUAL	Final Apch Crs 163°	No FAF	MDA(H) Refer to Minimums	Apt Elev 131′ RWY 112′

MISSED APCH: Climb on 163° to 2090′ *(1978′)*, then turn LEFT to holding No 2/HY NDB climbing to 7010′ *(6898′)*, then according to chart.

MSA Airport: 190° 6500′ 14,100′ 095° 295° 7000′ 4600′ 360°

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 98 ❶ Trans alt: 8010′*(7898′)*



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010′	(7898′ - 2400m)
7010′	(6898′ - 2100m)
6020′	(5908′ - 1800m)
5040′	(4928′ - 1500m)
3400′	(3288′ - 1000m)
3070′	(2958′ - 900m)
2090′	(1978′ - 600m)
1490′	(1378′ - 420m)

2090′ (1978′) on 163°

CEILING REQUIRED

LANDING RWY **16L**

	MDA(H)	CEIL-VIS
A	580′ (468′)	470m - 3000m
B	810′ (698′)	470m - 3000m
C	900′ (788′)	520m - 5000m
D	1400′ (1288′)	520m - 5000m

CHANGES: MSA. TL. Lctr ident. Holding altitude.

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