

ULLI/LED
PULKOVO

3 APR 09

JEPPESEN

10-1P

Eff 9 Apr

ST PETERSBURG, RUSSIA

AIRPORT BRIEFING

1. GENERAL**1.1. ATIS**

ATIS 127.3
127.4 (Russian)

1.2. LOW VISIBILITY PROCEDURES**1.2.1. GENERAL**

Low visibility procedures shall be applied when RVR is 1000m or less.

The procedures shall be announced as "Low Visibility Procedures in Progress" transmitted on ATIS or ATS unit frequencies.

CAT I, II and IIIA instrument approach procedures shall be implemented under the following meteorological conditions:

CAT I: DH is less than 80m, but not less than 60m. RVR is less than 1000m, but not less than 550m.

CAT II: DH is less than 60m, but not less than 30m. RVR is less than 550m, but not less than 350m.

CAT IIIA: DH is less than 30m, but not less than 15m. RVR is less than 350m, but not less than 200m.

After landing under low visibility conditions the flight crew must report the execution of landing, the vacation of RWY and ILS critical area to Tower after passing the last yellow light of the alternate green and yellow TWY centerline lights.

1.2.2. STANDARD TAXI ROUTES OF ACFT OPERATING CAT IIIA FLIGHTS**1.2.2.1. LANDING**

The flight crew shall vacate RWY 10L

- along TWY B2 or along TWY B1 and taxi to Apron 3;
- along TWY B and taxi to Apron 1.

ACFT shall be met after arrival by Follow-me car as follows:

- on TWY B2 or B1 when taxiing to Apron 3;
- on TWY B when taxiing to Apron 1.
- after passing the last yellow light of the alternate green and yellow TWY centerline lights.

The flight crew shall vacate RWY 28R

- along TWY B and taxi along TWY B5 to Apron 1;
- along TWY B and B1 and taxi to Apron 3.

ACFT shall be met after arrival by Follow-me car on TWY B after passing the last yellow light of the alternate green and yellow TWY centerline lights.

ACFT taxiing to Apron 3 must request a permission to cross RWY 10L/28R from Tower before the red stop bar with "28R CAT III" sign and the established DAY marking. It is prohibited to cross the RWY during taxiing without Tower permission. RWY vacation shall be reported to Tower.

1.2.2.2. DEPARTURE

Taxiing on the apron and along TWY shall be carried out only after Follow-me car.

After passing the red stop bar, the Follow-me car shall perform inspection of the RWY, by the permission of Tower, for the purpose of excluding the presence of unauthorized objects on it.

ULLI/LED
PULKOVO

3 APR 09

JEPPESEN

10-1P1

Eff 9 Apr

ST PETERSBURG, RUSSIA

AIRPORT BRIEFING

1. GENERALTaxiing of ACFT for take-off from RWY 10L

- From Apron 1 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car to TWY B5.
The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing and continue taxiing to red stop bar with "10L" sign;
- From Apron 3 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car onto TWY B1 for crossing RWY 10L/28R. The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing for crossing the RWY. The flight crew shall report the vacation of RWY to Tower and, by instruction, changeover to PULKOVO Taxiing to continue taxiing after Follow-me car along TWYB to TWY B5. By the instruction of PULKOVO Taxiing the flight crew shall changeover to Tower and continue taxiing to red stop bar with "10L" sign.

Taxiing of ACFT for take-off from RWY 28R

- From Apron 1 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car to TWY B5 and then to the RIGHT along TWY B to red stop bar with "28R CAT III" sign. The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing;
- From Apron 3 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car along TWY B1 to red stop bar with "28R" sign. The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing.

1.3. TAXI PROCEDURES

During ACFT landing on RWY 28R, when GS antenna is in operation, taxiing along Apron 5 and out of stands 113 and 114 is prohibited.

Through taxiing with MAX wingspan of 144' / 44m is allowed along TWY B5 and A3.

Use of TWY B5 is strictly along centerline under inner engines only.

TWY B6 MAX wingspan 213' / 65m.

Taxiing along TWY B6 shall be carried out at reduced speed, strictly along centerline, with increased crew's CAUTION.

1.4. PARKING INFORMATION

Exit stands 3, 5, 17, 38, 40, 41, 42, 65 thru 68 and 99 thru 101 by towing.

Enter stands 19, 22 thru 26 and 61 thru 64 by towing.

Use of stands 20, 21, 56 thru 60, 79 and 90 thru 95 by towing.

Stands 26 and 71 available for engine run-up.

1.5. OTHER INFORMATION

Birds.

ULLI/LED
PULKOVO

10 NOV 06

JEPPESEN

10-1P2

Eff 23 Nov

ST PETERSBURG, RUSSIA

AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES**2.1.1. GENERAL**

Noise abatement procedures shall be executed by all ACFT, deviations are permitted only for safety reasons.

2.1.2. APPROACH PHASE**Restrictions**

Between 2300-0700LT RWYs 28R/L are preferential for landing, depending on meteorological and air traffic conditions.

RWY 28R/L special approach procedures

During RWY 28R/L approach-to-land before reaching 11.3 NM from touchdown (CRP KOLPI) ACFT shall proceed at a height not below 3040'(2962') at circuit speed and with clean configuration of wing devices and landing gear.

From 11.3 NM from touchdown ACFT shall descend to 2050'(1972'). Before intercepting glide path ACFT shall extend landing gear and wing devices into intermediate position at 15-30° angle (IAS and angles of wing devices depending on ACFT type and mass).

After glide path interception and commencement of descending to 1400'(1322') pilots shall maintain IAS $V = 165KT \pm 20KT$ but not less than established by the aeroplane flight manual.

At 1400'(1322') and final approach speed pilots shall complete wing devices setting into landing position and ACFT stabilization in landing configuration before crossing LOM. ACFT shall be completely stabilized before crossing LOM and pilots shall maintain final approach IAS till touchdown taking into account ACFT mass.

2.2. CAT II/III OPERATIONS

RWY 10R approved for CAT II operations, RWY 10L/28R approved for CAT II/III operations, special aircrew and ACFT certification required.

ULLI/LED
PULKOVOJEPPESEN
10 NOV 06 (10-1P3)

Eff 23 Nov

ST PETERSBURG, RUSSIA
AIRPORT BRIEFING**3. DEPARTURE****3.1. START-UP PROCEDURES**

Use vacant area on apron 4 before ILS border for start-up.

3.2. SPEED RESTRICTIONS

MAX 270 KT below FL98.

3.3. NOISE ABATEMENT PROCEDURES**3.3.1. GENERAL**

Noise abatement procedures shall be executed by all ACFT, deviations are permitted only for safety reasons.

3.3.2. TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall not be executed in following cases:

- availability of wind shear;
- moderate turbulence;
- icing.

Restrictions

Between 2300-0700LT RWYs 10R/L are preferential for take-off, depending on meteorological and air traffic conditions.

ACFT with IAS more than 165KT departing RWY 28R/L shall carry out take-off from RWY beginning according to the noiseless take-off procedures defined by aeroplane flight manual.

The use of following SIDs is permitted only by ATC instruction:

LUD 1B, LUD 2B, LUD 1W, LUD 2W

LKO 3B, LKO 4B

Unless otherwise instructed by ATC, while carrying out take-off from RWY 10R/L, ACFT shall carry out initial turn at 3040'(2962'), climb to FL49, establish communication with PULKOVO Krug on frequency 120.3 before passing 1560'(1482').

Unless otherwise instructed by ATC, while carrying out take-off from RWY 28R/L, ACFT shall carry out initial turn at 740'(662'), climb to FL49, establish communication with PULKOVO Krug on frequency 120.3 before passing 1560'(1482').

During take-off from RWYs 28R/L ATC controller is permitted to instruct about height of initial turn commencement within the range from 740'(662') to 3040'(2962'), except ACFT departing via SID with 'A' index.

During take-off of CAT A and B ACFT from RWYs 10R/L ATC controller is permitted to instruct ACFT departing via SID with 'M' and 'L' indexes about the height of initial turn commencement within the range from 740'(662') to 3040'(2962').

All ACFT departing RWYs 10R/L and 28R/L via SID with 'A' index shall commence initial turn at a distance not closer than 5.4 NM.

SIDs with '1A' and '2A' indexes shall carry out initial turn with following restrictions:

- bank is limited to 25°;
- IAS is limited to 245KT.

Special take-off procedures

Pilots shall apply two special take-off and climb procedures: NADP1 and NADP2. The pilot in command may use any of them for reaching necessary effect (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

ULLI/LED
PULKOVO

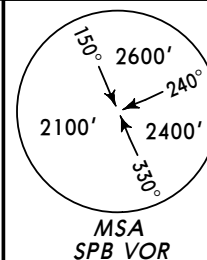
JEPPESEN ST PETERSBURG, RUSSIA
3 APR 09 10-2 Eff 9 Apr STAR

ATIS
*127.3
(Russian)
127.4

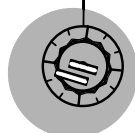
Apt Elev
79'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49
FL59 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above
FL69 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' (2961')

KIRISHI 1A (KR 1A)
KOBONA 1A (KN 1A)
RWYS 28L/R ARRIVALS
FROM EAST
SPEED: MAX 270 KT BELOW FL98

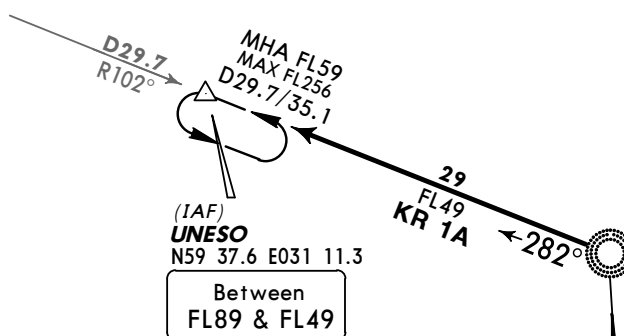


(IAF)
ST PETERSBURG
P 113.4 SPB
N59 48.4 E030 16.6



(IAF)
TIRTA
N59 54.6 E031 06.9
At FL69

KOBONA
*420 KN
N60 02.0 E031 33.0
Between
FL266 & FL118



(IAF)
UNESO
N59 37.6 E031 11.3
Between
FL89 & FL49

KIRISHI
*885 KR
N59 27.0 E032 03.0
Between
FL256 & FL157
or
FL118 & FL79

FL CONVERSION	
FL266	FL8100m
FL256	FL7800m
FL157	FL4800m
FL118	FL3600m
FL98	FL3000m
FL89	FL2700m
FL79	FL2400m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m



ALT/HEIGHT CONVERSION
QNH (QFE)
3040' (2961' - 900m)

ULLI/LED
PULKOVO

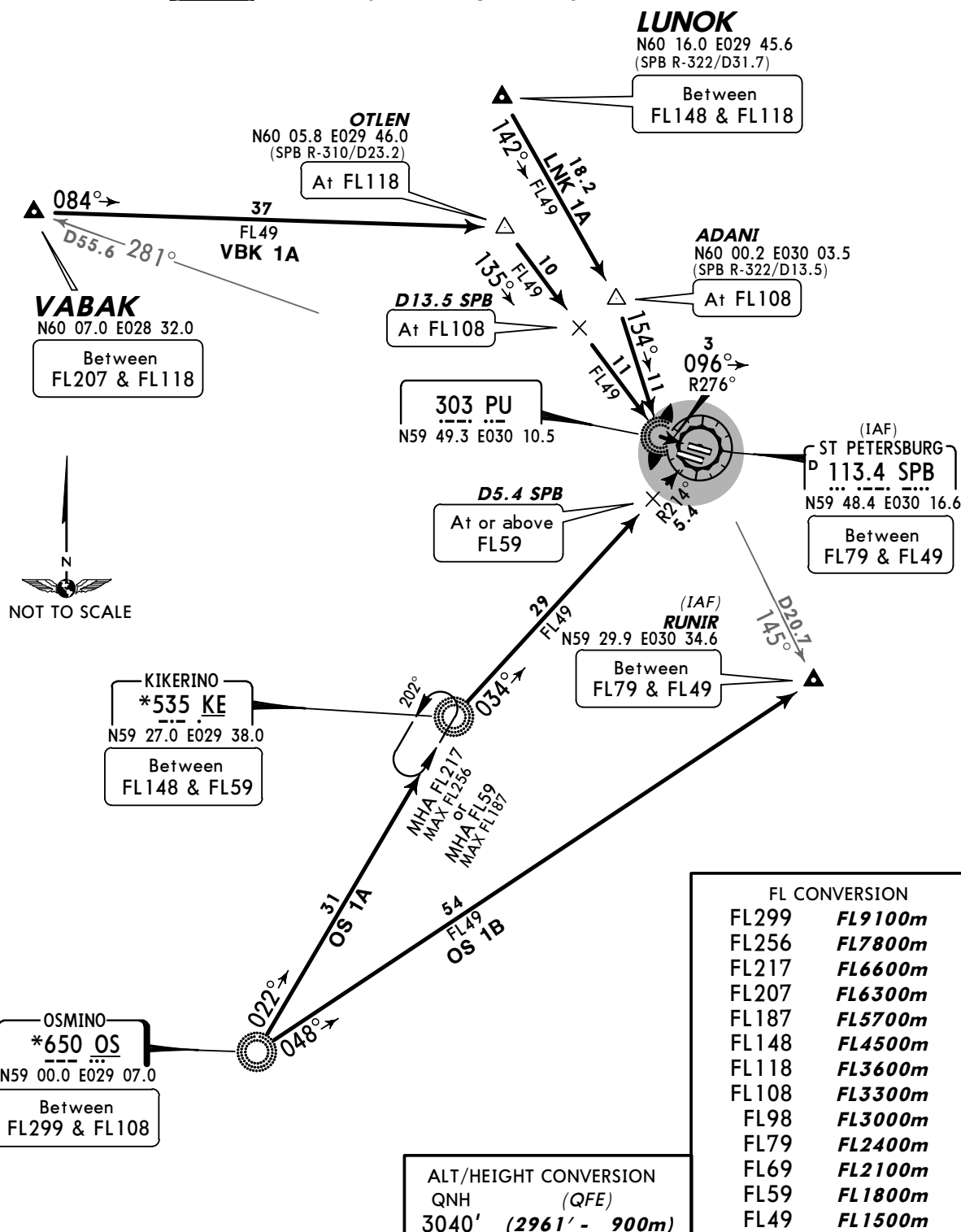
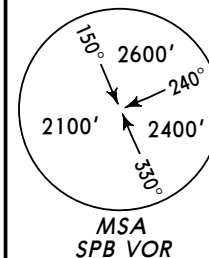
JEPPESEN ST PETERSBURG, RUSSIA
3 APR 09 **(10-2A)** Eff 9 Apr **STAR**

ATIS
***127.3**
(Russian)
127.4

Apt Elev
79'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above
FL69 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' **(2961')**

LUNOK 1A (LNK 1A)
OSMINO 1A (OS 1A)
OSMINO 1B (OS 1B)
VABAK 1A (VBK 1A)
RWYS 28L/R ARRIVALS
FROM SOUTHWEST & NORTHWEST
~~SPEED~~ MAX 270 KT BELOW FL98



ULLI/LED
PULKOVO

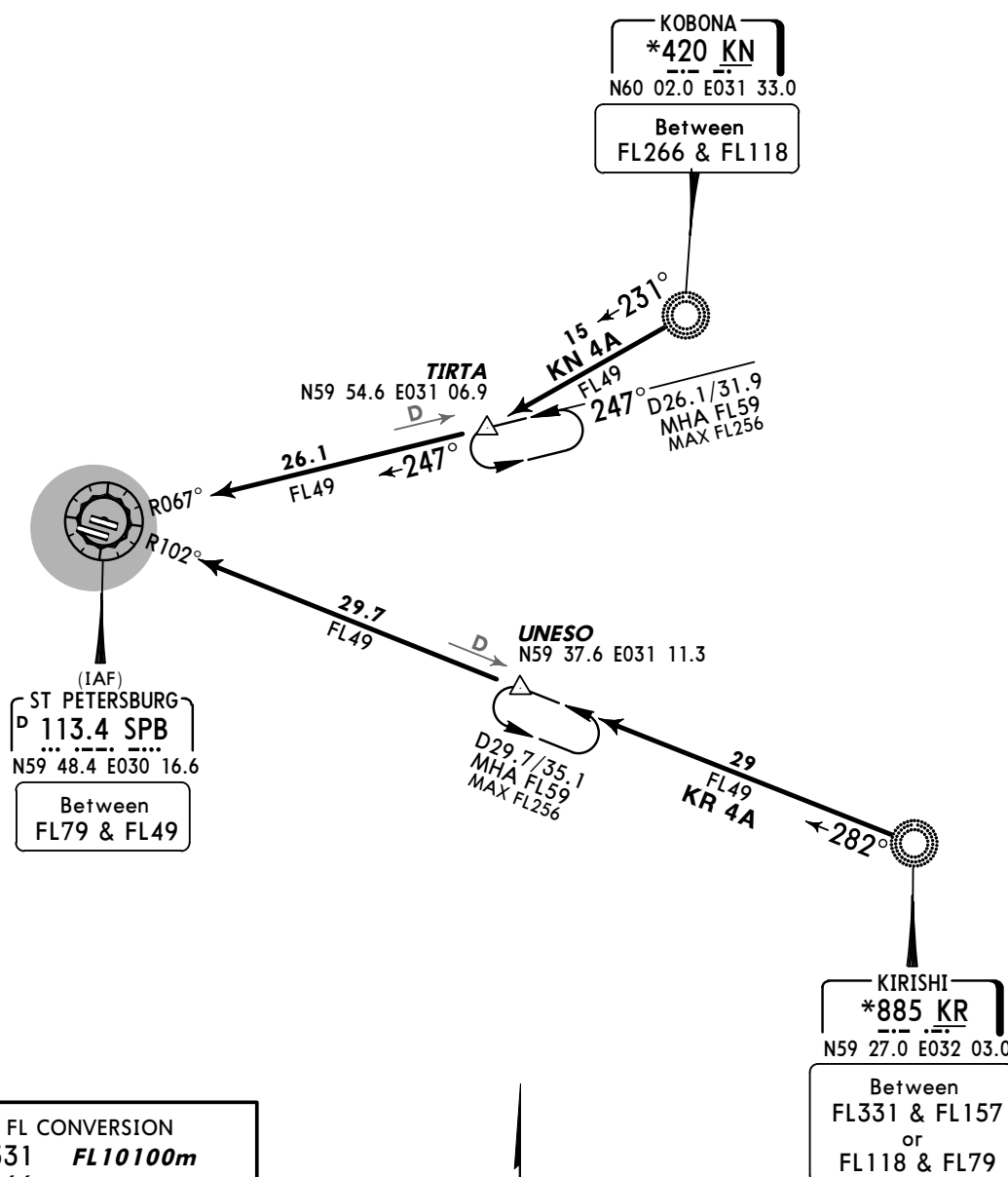
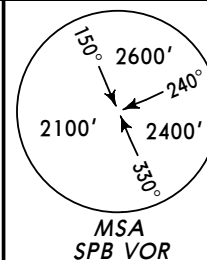
JEPPESEN ST PETERSBURG, RUSSIA
3 APR 09 **10-2B** Eff 9 Apr **STAR**

ATIS
***127.3**
(Russian)
127.4

Apt Elev
79'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above
FL69 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' **(2961')**

KIRISHI 4A (KR 4A)
KOBONA 4A (KN 4A)
RWYS 10L/R ARRIVALS
FROM EAST
~~SPEED~~ MAX 270 KT BELOW FL98



FL CONVERSION	
FL331	FL10100m
FL266	FL8100m
FL256	FL7800m
FL157	FL4800m
FL118	FL3600m
FL98	FL3000m
FL79	FL2400m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040'	(2961' - 900m)

ULLI/LED
PULKOVO

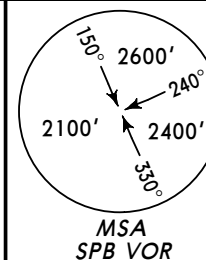
JEPPESEN ST PETERSBURG, RUSSIA
3 APR 09 10-2C Eff 9 Apr STAR

ATIS
*127.3
(Russian)
127.4

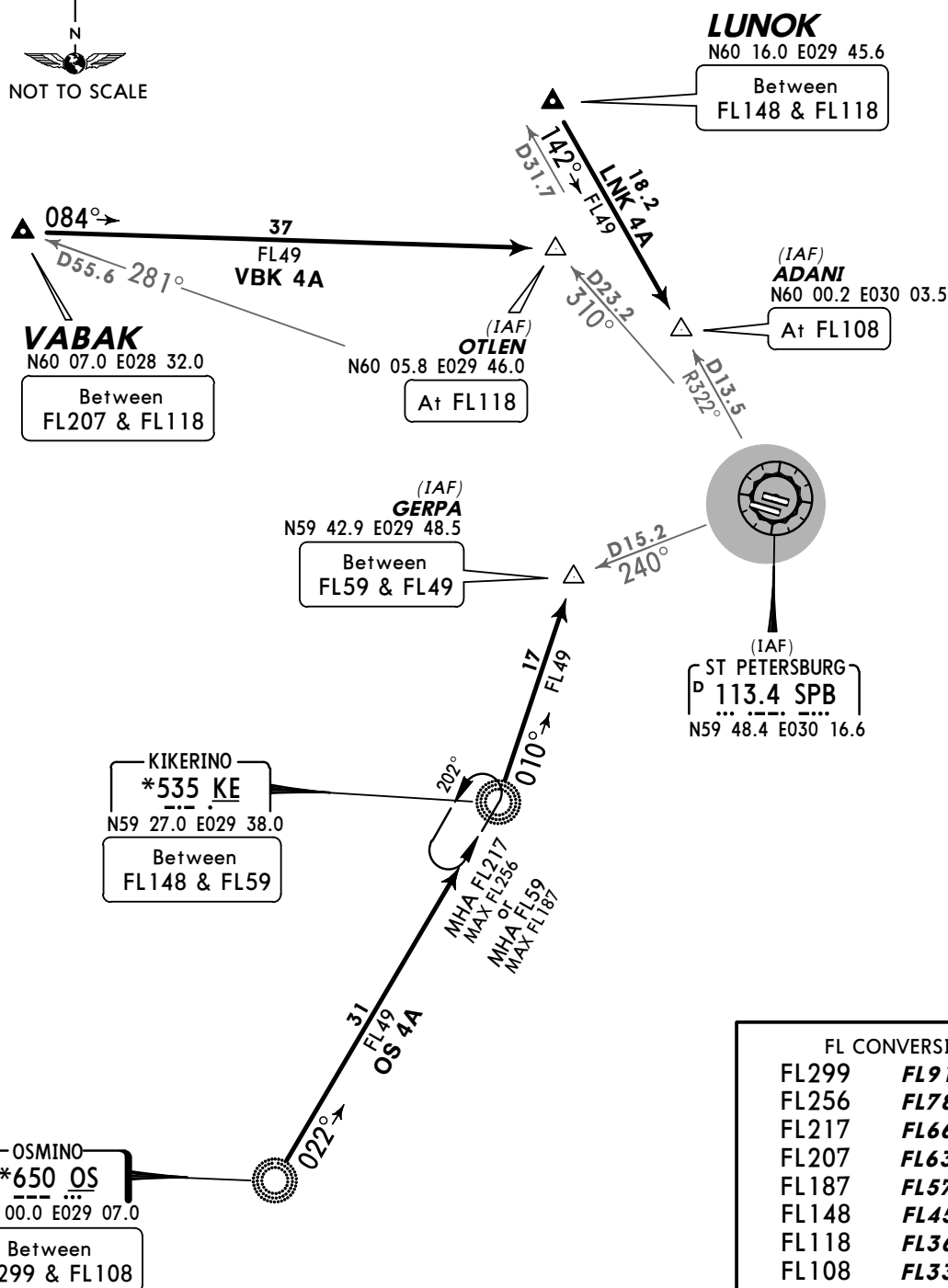
Apt Elev
79'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49
FL59 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above
FL69 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' (2961')

LUNOK 4A (LNK 4A)
OSMINO 4A (OS 4A)
VABAK 4A (VBK 4A)
RWYS 10L/R ARRIVALS
FROM SOUTHWEST & NORTHWEST
SPEED MAX 270 KT BELOW FL98



NOT TO SCALE



FL CONVERSION	
FL299	FL9100m
FL256	FL7800m
FL217	FL6600m
FL207	FL6300m
FL187	FL5700m
FL148	FL4500m
FL118	FL3600m
FL108	FL3300m
FL98	FL3000m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040'	(2961' - 900m)

ULLI/LED
PULKOVO

JEPPESSEN ST PETERSBURG, RUSSIA
3 APR 09 10-3 Eff 9 Apr

SID

PULKOVO Krug
120.3

Apt Elev
79'

QNH on request (QFE)

Trans level: FL49

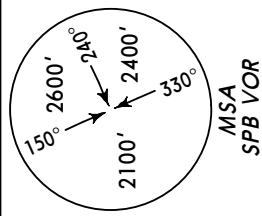
FL59 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above

FL69 if pressure is less than 706 MM (941.3 hPa)

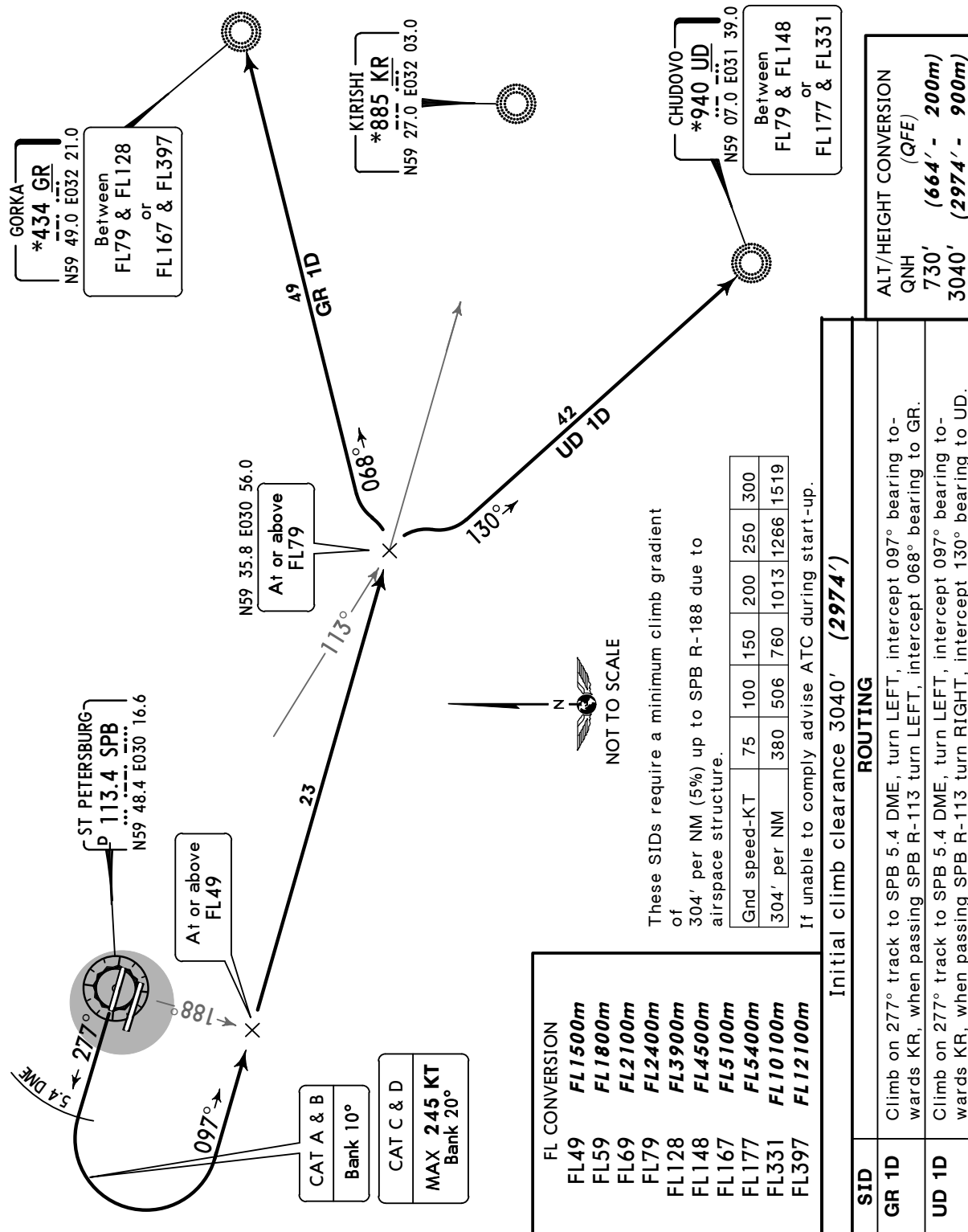
Trans alt: 3040' (2974')

1. When crossing 730' (664') contact PULKOVO Krug.

2. Execute noise abatement procedures between 2300-0700LT according to ICAO Annex 16, DOC 8168. Refer to Airport Briefing Pages.

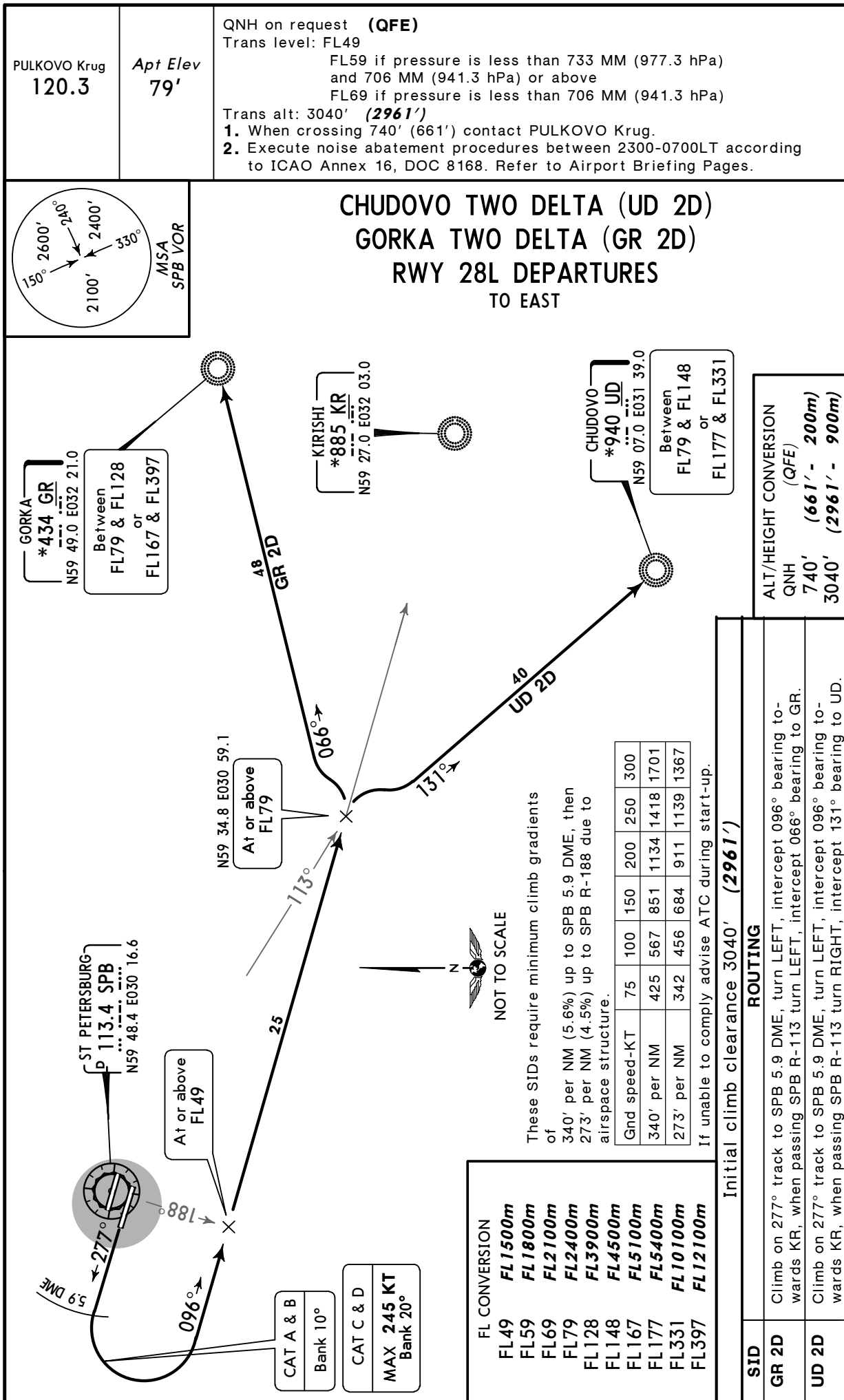


CHUDOVO ONE DELTA (UD 1D)
GORKA ONE DELTA (GR 1D)
RWY 28R DEPARTURES
TO EAST



ULLI/LED
PULKOVO

JEPPESSEN ST PETERSBURG, RUSSIA
3 APR 09 10-3A Eff 9 Apr SID



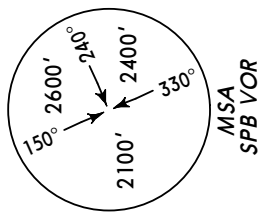
ULLI/LED
PULKOVO

JEPPesen ST PETERSBURG, RUSSIA
3 APR 09 10-3B Eff 9 Apr SID

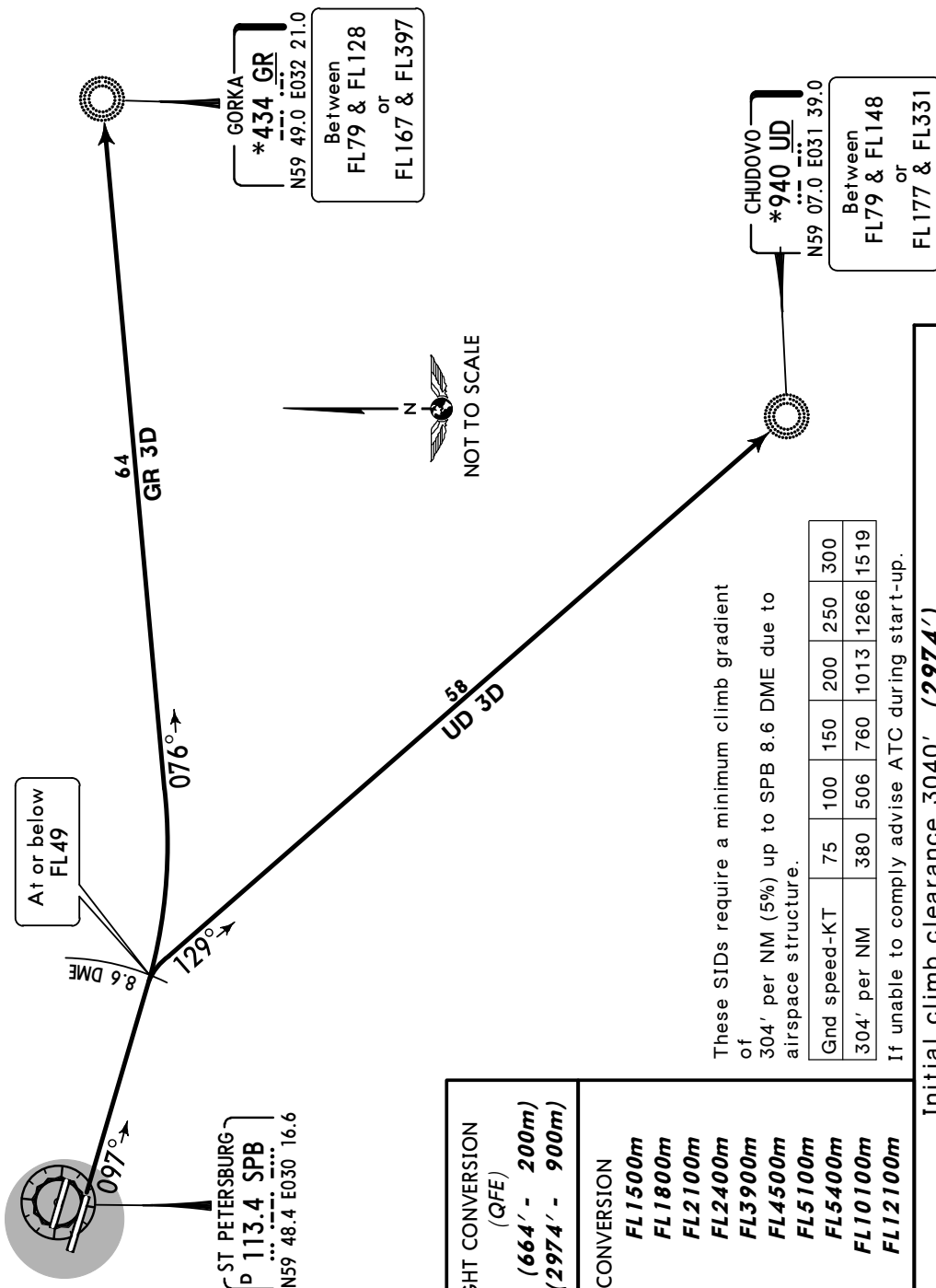
PULKOVO Krug
120.3

Apt Elev
79'

QNH on request (QFE)
Trans level: FL49
FL59 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above
FL69 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' (2974')
1. When crossing 730' (664') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according
to ICAO Annex 16, DOC 8168. Refer to Airport Briefing Pages.



CHUDOVO THREE DELTA (UD 3D)
GORKA THREE DELTA (GR 3D)
RWY 10R DEPARTURES
TO EAST



ALT/HEIGHT CONVERSION QNH (QFE)	FL CONVERSION
730' (664' - 200m)	FL49 FL1500m
3040' (2974' - 900m)	FL59 FL1800m
	FL69 FL2100m
	FL79 FL2400m
	FL128 FL3900m
	FL148 FL4500m
	FL167 FL5100m
	FL177 FL5400m
	FL331 FL10100m
	FL397 FL12100m

ULLI/LED
PULKOVO

JEPPESSEN
3 APR 09 10-3C

Eff 9 Apr

ST PETERSBURG, RUSSIA

SID

PULKOVO Krug
120.3

Apt Elev
79'

QNH on request (QFE)

Trans level: FL49

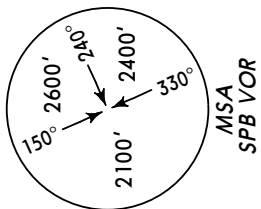
FL59 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above

FL69 if pressure is less than 706 MM (941.3 hPa)

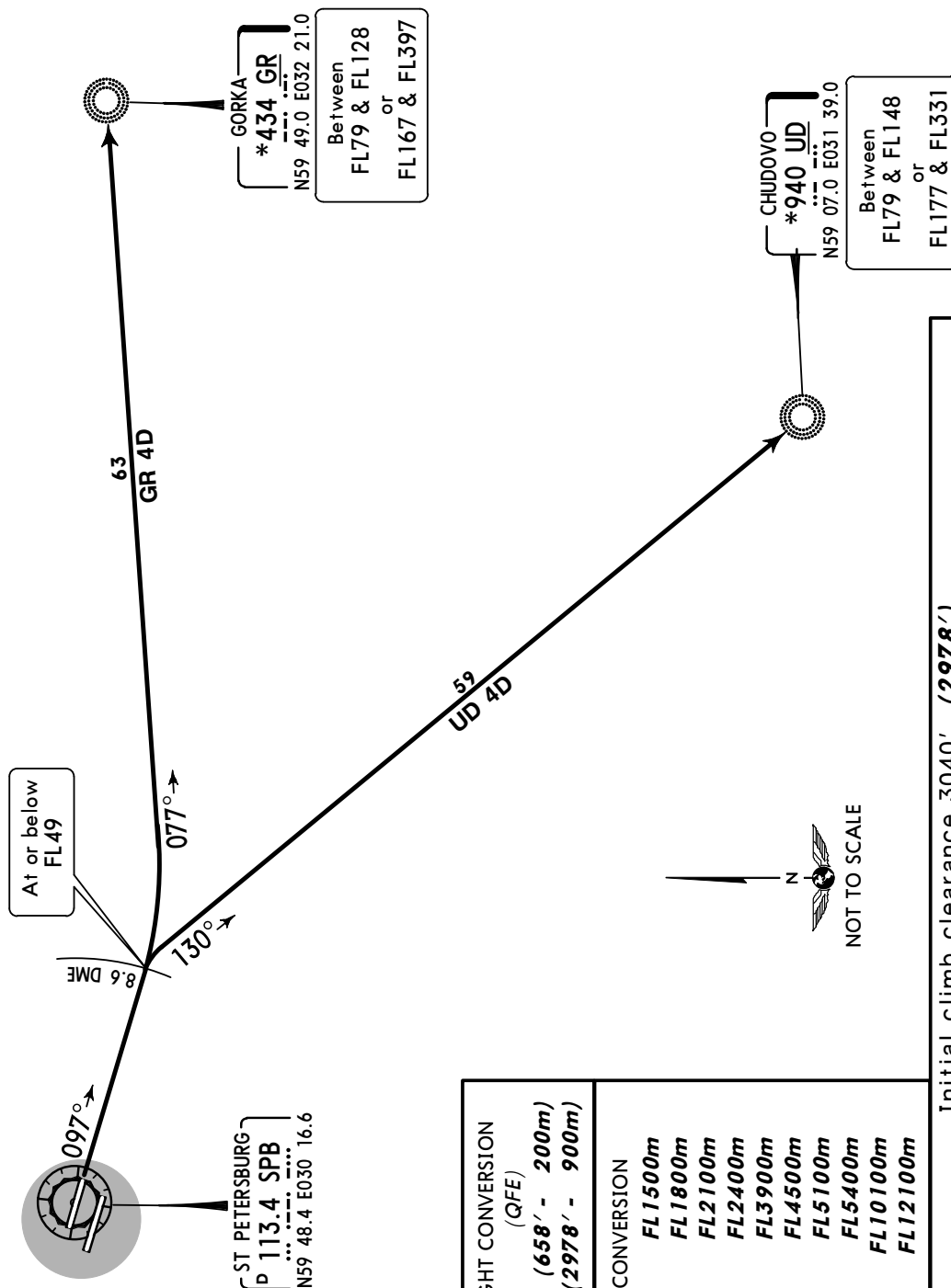
Trans alt: 3040' (2978')

1. When crossing 720' (658') contact PULKOVO Krug.

2. Execute noise abatement procedures between 2300-0700LT according
to ICAO Annex 16, DOC 8168. Refer to Airport Briefing Pages.



CHUDOVO FOUR DELTA (UD 4D)
GORKA FOUR DELTA (GR 4D)
RWY 10L DEPARTURES
TO EAST



ALT/HEIGHT CONVERSION

QNH (QFE)

720' (658' - 200m)

3040' (2978' - 900m)

FL CONVERSION

FL49 FL1500m

FL59 FL1800m

FL69 FL2100m

FL79 FL2400m

FL128 FL3900m

FL148 FL4500m

FL167 FL5100m

FL177 FL5400m

FL331 FL10100m

FL397 FL12100m

Initial climb clearance 3040' (2978')

ROUTING

GR 4D Climb on 097° track to SPB 8.6 DME, turn LEFT, intercept 077° bearing to GR.

UD 4D Climb on 097° track to SPB 8.6 DME, turn RIGHT, intercept 130° bearing to UD.

ULLI/LED
PULKOVO

3 APR 09

(10-3D)

Eff 9 Apr

SID

JEPPESEN ST PETERSBURG, RUSSIA

PULKOVO Krug
120.3Apt Elev
79'

QNH on request (QFE)

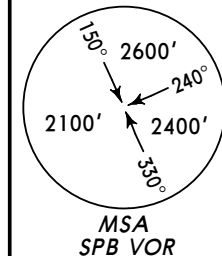
Trans level: FL49

FL59 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above

FL69 if pressure is less than 706 MM (941.3 hPa)

Trans alt: 3040' (2974')

1. When crossing 730' (664') contact PULKOVO Krug.

2. Execute noise abatement procedures between 2300-0700LT according
to ICAO Annex 16, DOC 8168. Refer to Airport Briefing Pages.KOTLY ONE DELTA (KO 1D)
LUNOK ONE DELTA (LNK 1D)
RWY 28R DEPARTURES
TO WEST & NORTHWEST

ALT/HEIGHT CONVERSION

QNH (QFE)
730' (664' - 200m)
3040' (2974' - 900m)

FL CONVERSION

FL49 FL1500m
FL59 FL1800m
FL69 FL2100m
FL118 FL3600m
FL138 FL4200m
FL148 FL4500m
FL217 FL6600m
FL397 FL12100m

LUNOK
N60 16.0 E029 45.6Between
FL118 & FL148

LNK 1D



CAT A & B

Bank 10°

CAT C & D

MAX 245 KT
Bank 20°KOTLY
*635 KO
N59 36.8 E028 46.4Between
FL138 & FL397KRONA
N59 38.8 E029 01.4Between
FL118 & FL21737
KO 1D303 PU
N59 49.3 E030 10.5ST PETERSBURG
P 113.4 SPB
N59 48.4 E030 16.6These SIDs require minimum climb gradients
of

KO 1D

304' per NM (5%) due to airspace structure.

LNK 1D

340' per NM (5.6%) up to SPB R-322 due
to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
340' per NM	425	567	851	1134	1418	1701

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' (2974')

SID	ROUTING
KO 1D	Climb on 277° track to PU, turn LEFT, 245° bearing to KRONA, intercept SPB R-247 to KO.
LNK 1D	Climb on 277° track to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-322 to LUNOK.

ULLI/LED
PULKOVO

JEPPESEN
3 APR 09 10-3E Eff 9 Apr

ST PETERSBURG, RUSSIA

SID

PULKOVO Krug
120.3

Apt Elev
79'

QNH on request (QFE)

Trans level: FL49

FL59 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above

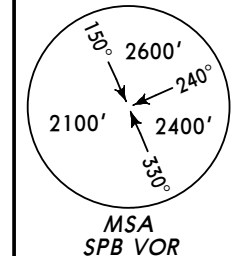
FL69 if pressure is less than 706 MM (941.3 hPa)

Trans alt: 3040' (2961')

1. When crossing 740' (661') contact PULKOVO Krug.

2. Execute noise abatement procedures between 2300-0700LT according
to ICAO Annex 16, DOC 8168. Refer to Airport Briefing Pages.

KOTLY TWO DELTA (KO 2D)
LUNOK TWO DELTA (LNK 2D)
RWY 28L DEPARTURES
TO WEST & NORTHWEST



ALT/HEIGHT CONVERSION
QNH (QFE)
740' (661' - 200m)
3040' (2961' - 900m)

FL CONVERSION
FL49 FL1500m
FL59 FL1800m
FL69 FL2100m
FL118 FL3600m
FL138 FL4200m
FL148 FL4500m
FL217 FL6600m
FL397 FL12100m

LUNOK
N60 16.0 E029 45.6
Between
FL118 & FL148



KOTLY
*635 KO
N59 36.8 E028 46.4
Between
FL138 & FL397

KRONA
N59 38.8 E029 01.4
Between
FL118 & FL217

CAT A & B
Bank 10°
CAT C & D
MAX 245 KT
Bank 20°

342 PK
N59 48.6 E030 09.0

ST PETERSBURG
P 113.4 SPB
N59 48.4 E030 16.6

These SIDs require minimum climb gradients
of

KO 2D

340' per NM (5.6%) up to PK, then
255' per NM (4.2%) due to airspace structure.

LNK 2D

340' per NM (5.6%) up to SPB R-322 due
to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
255' per NM	319	425	638	851	1063	1276

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' (2961')

SID	ROUTING
KO 2D	Climb on 277° track to PK, turn LEFT, 245° bearing to KRONA, intercept SPB R-247 to KO.
LNK 2D	Climb on 277° track to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-322 to LUNOK.

ULLI/LED
PULKOVO

JEPPESEN
3 APR 09 10-3F Ef

ST PETERSBURG, RUSSIA

SID

PULKOVO Krug
120.3

Apt Elev
79'

QNH on request **(QFE)**

Trans level: FL49

FL59 if pressure is less than 733 MM (977.3 hPa)

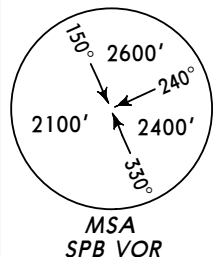
and 706 MM (941.3 hPa) or above

FL69 if pressure is less than 706 MM (941.3 hPa)

Trans alt: 3040' (**2974'**)

1. When crossing 730' (664') contact PULKOVO Krug.

2. Execute noise abatement procedures between 2300-0700LT according to ICAO Annex 16, DOC 8168. Refer to Airport Briefing Pages.



LUNOK
N60 16 0 E029 45 6

Between
FL118 & FL148

**KOTLY THREE DELTA (KO 3D)
LUNOK THREE DELTA (LNK 3D)
RWY 10R DEPARTURES
TO WEST & NORTHWEST**

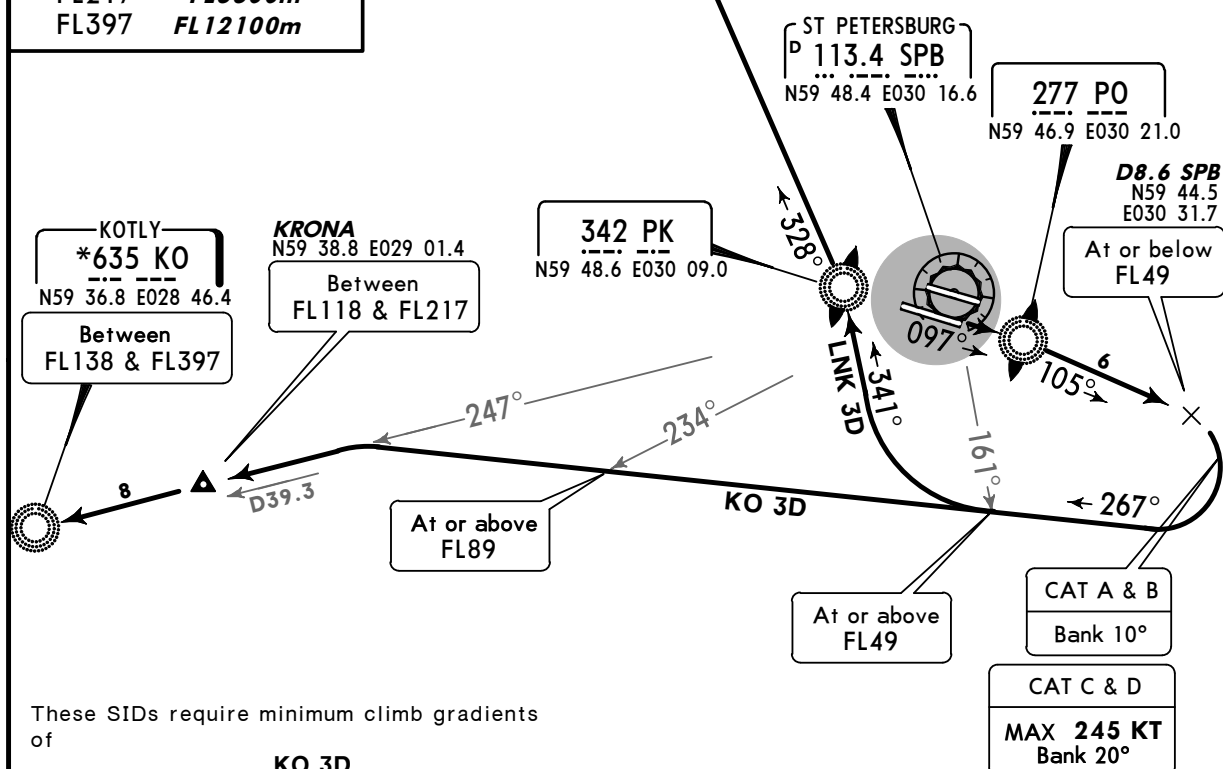
FL CONVERSION

FL49	<i>FL1500m</i>
FL59	<i>FL1800m</i>
FL69	<i>FL2100m</i>
FL89	<i>FL2700m</i>
FL118	<i>FL3600m</i>
FL138	<i>FL4200m</i>
FL148	<i>FL4500m</i>
FL217	<i>FL6600m</i>
FL397	<i>FL12100m</i>

ALT/HEIGHT CONVERSION
QNH (QFE)
730' (664' - 200m)
3040' (2974' - 900m)



NOT TO SCALE



These SIDs require minimum climb gradients of

KO 3D

383' per NM (6.3%) up to D8.6 SPB, then
243' per NM (4%) up to SPB R-234 due to
airspace structure.

LNK 3D

383' per NM (6.3%) up to SPB R-161 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
383' per NM	479	638	957	1276	1595	1914
243' per NM	304	405	608	810	1013	1215

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' **(2974')**

SID	ROUTING
KO 3D	Climb on 097° track to PO, 105° bearing to D8.6 SPB, turn RIGHT, 267° track, turn LEFT, intercept SPB R-247 via KRONA to KO.
LNK 3D	Climb on 097° track to PO, 105° bearing to D8.6 SPB, turn RIGHT, 267° track, when passing SPB R-161 turn RIGHT to PK, 328° bearing to LUNOK.

ULLI/LED
PULKOVO

3 APR 09

10-3G

Eff 9 Apr

SID

JEPPESEN

ST PETERSBURG, RUSSIA

PULKOVO Krug
120.3Apt Elev
79'

QNH on request (QFE)

Trans level: FL49

FL59 if pressure is less than 733 MM (977.3 hPa)

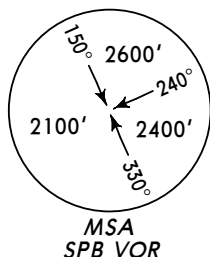
and 706 MM (941.3 hPa) or above

FL69 if pressure is less than 706 MM (941.3 hPa)

Trans alt: 3040' (2978')

1. When crossing 720' (658') contact PULKOVO Krug.

2. Execute noise abatement procedures between 2300-0700LT according to ICAO Annex 16, DOC 8168. Refer to Airport Briefing Pages.



LUNOK
N60 16.0 E029 45.6
Between
FL118 & FL148

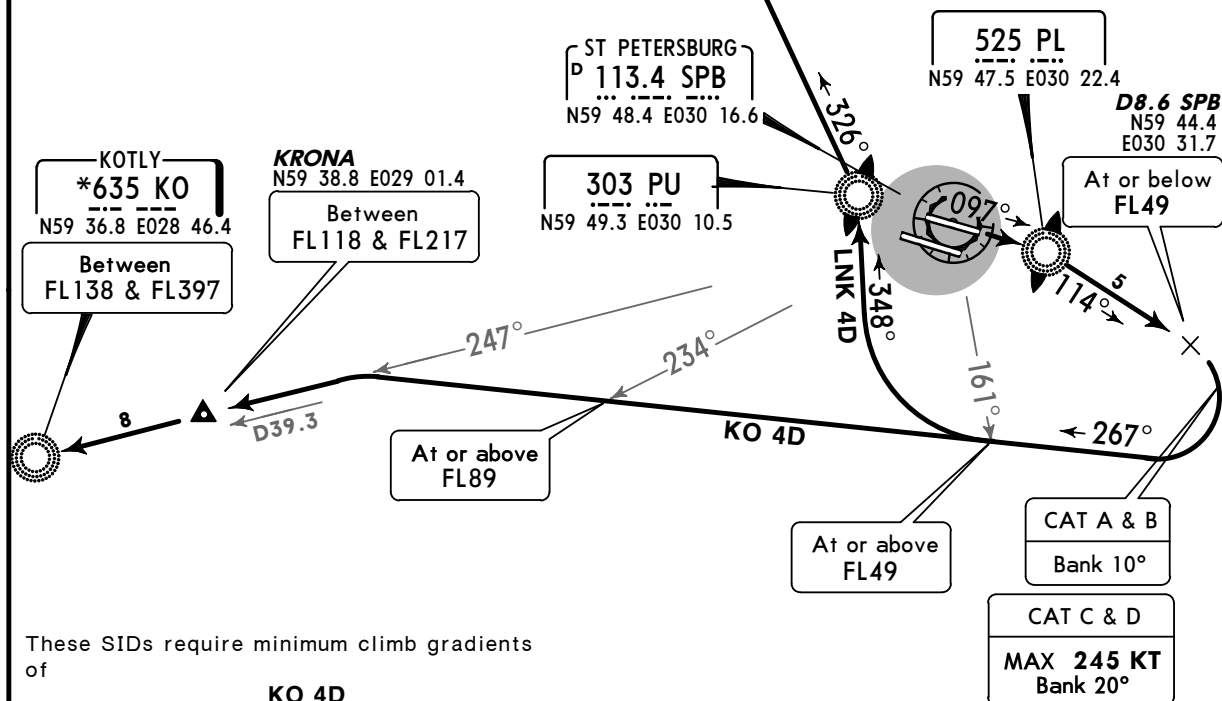
KOTLY FOUR DELTA (KO 4D)
LUNOK FOUR DELTA (LNK 4D)
RWY 10L DEPARTURES
TO WEST & NORTHWEST

FL CONVERSION

FL49	FL1500m
FL59	FL1800m
FL69	FL2100m
FL89	FL2700m
FL118	FL3600m
FL138	FL4200m
FL148	FL4500m
FL217	FL6600m
FL397	FL12100m

ALT/HEIGHT CONVERSION

QNH	(QFE)
720'	(658' - 200m)
3040'	(2978' - 900m)



These SIDs require minimum climb gradients of

KO 4D

383' per NM (6.3%) up to D8.6 SPB, then 243' per NM (4%) up to SPB R-234 due to airspace structure.

LNK 4D

383' per NM (6.3%) up to SPB R-161 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
383' per NM	479	638	957	1276	1595	1914
243' per NM	304	405	608	810	1013	1215

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' (2978')

SID	ROUTING
KO 4D	Climb on 097° track to PL, 114° bearing to D8.6 SPB, turn RIGHT, 267° track, turn LEFT, intercept SPB R-247 via KRONA to KO.
LNK 4D	Climb on 097° track to PL, 114° bearing to D8.6 SPB, turn RIGHT, 267° track, when passing SPB R-161 turn RIGHT to PU, 326° bearing to LUNOK.

ULLI/LED

Apt Elev **79'**
N59 48.0 E030 15.9

JEPPESEN

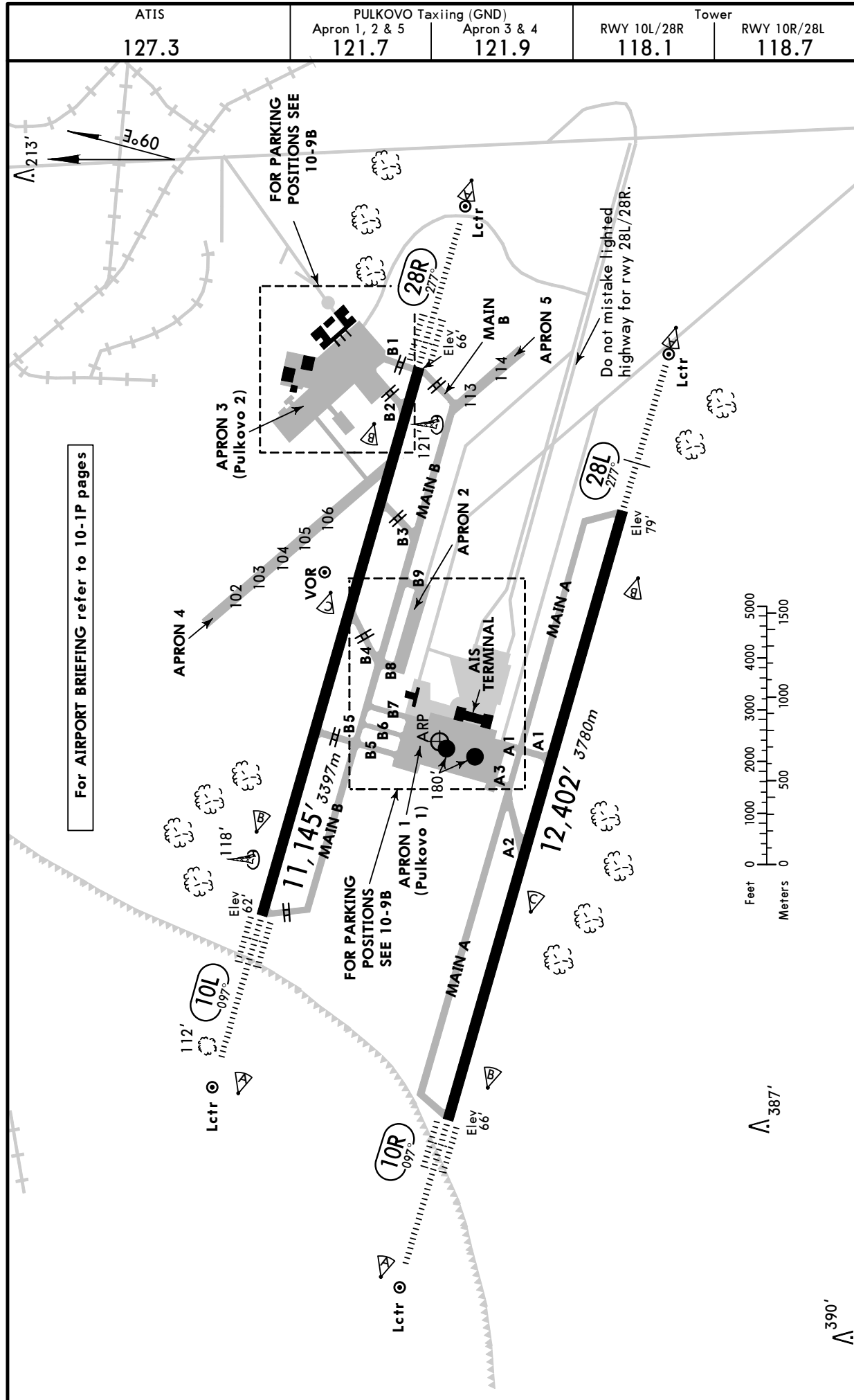
3 APR 09

10-9

Eff 9 Apr

ST PETERSBURG, RUSSIA

PULKOVO



ULLI/LED

ST PETERSBURG, RUSSIA

3 APR 09

10-9A

Eff 9 Apr

PULKOVO

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
10L	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR		10,007' 3050m	② ③ ④	197' 60m
28R	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) ① RVR		10,072' 3070m		

① HST-B4

② First 328'/100m unusable for take-off.

③ TAKE-OFF RUN AVAILABLE

RWY 10L: From posn, 328'/100m after rwy head 10,817'(3297m)
twy B5 int 6713'(2046m)

RWY 28R: From posn, 328'/100m after rwy head twy B3 int 10,817' (3297m) 8025' (2446m)

④ For acft with engines put on pylons: 10,161'/3097m. Line-up dist from thresh is 984'/300m.

10R	HIRL (60m) CL (15m) HIALS-II TDZ 5 HST-A2 RVR	11,647' 3550m	6 7 8	197' 60m
28L	HIRL (60m) CL (15m) HIALS PAPI-L (2.67°) RVR	11,417' 3480m		

⑤ PAPI-L (3.00°)

⑥ First 328' / 100m unusable for take-off.

7 TAKE-OFF RUN AVAILABLE

RWY 10R: From posn, 328'/100m after rwy head 12,073'(3680m)
twy A2 int 5243'(1598m)

<u>RWY 28L:</u>	From posn, 328'/100m after rwy head	12,073'(3680m)
	twy A1 int	8327'(2538m)
	twy A2 int	6490'(1978m)

⑧ For acft with engines put on pylons: 11,417'/3480m. Line-up dist from thresh is 984'/300m.

TAKE-OFF

	AIR CARRIER All Rwys LVP must be in force			AIR CARRIER (FAR 121) All Rwys		
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL		CL & RCLM any RVR out, other two req.	Adequate Vis Ref
A	200m (150m)	250m	400m	2 Eng	TDZ RVR 175m Mid RVR 175m Roll out RVR 175m	RVR 500m VIS 400m
B				3 & 4 Eng		
C						
D	250m (200m)	300m				

ULLI/LED

3 APR 09

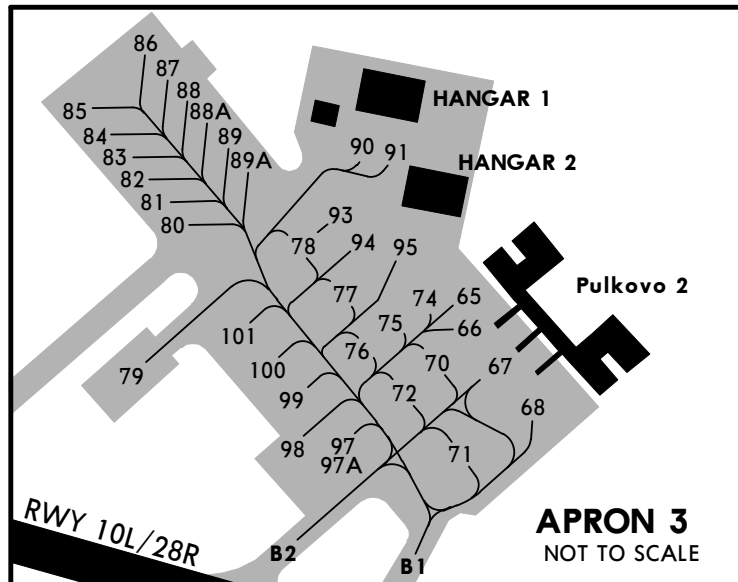
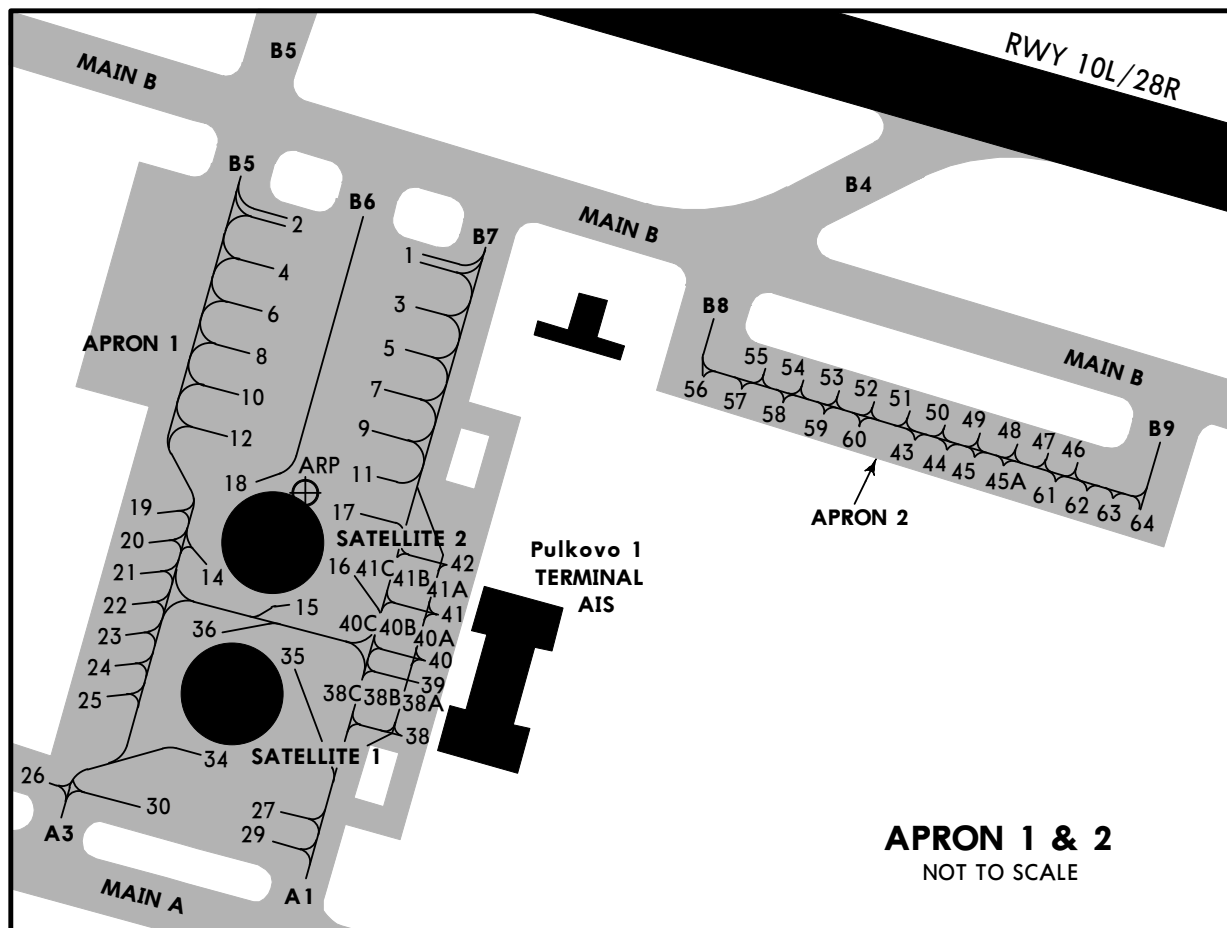
(10-9B)

Eff 9 Apr

JEPPESEN

ST PETERSBURG, RUSSIA

PULKOVO



ULLI/LED


Standard
ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
10L	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	162'(100')	162'(100')	162'(100')	162'(100')
		RA104' R350m	RA104' R350m	RA104' R350m	RA104' R350m
	ILS	262'(200')	262'(200')	262'(200')	262'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	590'(528')	590'(528')	590'(528')	590'(528')
		R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	C2400m	C2400m
	2 NDB ①	430'(368')	430'(368')	430'(368')	430'(368')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ①	640'(578')	640'(578')	640'(578')	640'(578')
		R1500m	R1500m	R1900m	R1900m
	ALS out	R1500m	R1500m	C2400m	C2400m
10R	CAT 2 ILS	166'(100')	166'(100')	166'(100')	166'(100')
		RA105' R350m	RA105' R350m	RA105' R350m	RA105' R350m
	ILS	266'(200')	266'(200')	266'(200')	266'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	420'(354')	420'(354')	420'(354')	420'(354')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ①	640'(574')	640'(574')	640'(574')	640'(574')
		R1500m	R1500m	R1900m	R1900m
	ALS out	R1500m	R1500m	C2400m	C2400m
28L	ILS	279'(200')	279'(200')	279'(200')	279'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	420'(341')	420'(341')	420'(341')	420'(341')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ①	580'(501')	580'(501')	580'(501')	580'(501')
		R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	C2400m	C2400m

① Continuous Descent Final Approach

ULLI/LED


Standard
ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
28R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	166'(100')	166'(100')	166'(100')	166'(100')
		RA104' R350m	RA104' R350m	RA104' R350m	RA104' R350m
	ILS	266'(200')	266'(200')	266'(200')	266'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	460'(394')	460'(394')	460'(394')	460'(394')
	ALS out	R1100m	R1100m	R1100m	R1100m
		R1500m	R1500m	R1800m	R1800m
	2 NDB ①	470'(404')	470'(404')	470'(404')	470'(404')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	NDB ①	580'(514')	580'(514')	580'(514')	580'(514')
		R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	C2400m	C2400m

① Continuous Descent Final Approach

TAKE-OFF RWY 10L/R, 28L/R

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A							
B	125m	150m	200m	250m	400m	500m	
C							
D	150m	200m	250m	300m			

ULLI/LED


JEPPESEN
 3 APR 09
 Eff 9 Apr 10-9X
JAA MINIMUMS**ST PETERSBURG, RUSSIA**
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
10L	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	162' (100')	162' (100')	162' (100')	162' (100')
		RA104' R350m	RA104' R350m	RA104' R350m	RA104' R350m
	ILS	262' (200')	262' (200')	262' (200')	262' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	590' (528')	590' (528')	590' (528')	590' (528')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB	430' (368')	430' (368')	430' (368')	430' (368')
		R900m	R1000m	R1000m	R1400m
ALS out	R1500m	R1500m	R1800m	R2000m	
NDB	640' (578')	640' (578')	640' (578')	640' (578')	
	R1000m	R1200m	R1200m	R1600m	
ALS out	R1500m	R1500m	R2000m	R2000m	
10R	CAT 2 ILS	166' (100')	166' (100')	166' (100')	166' (100')
		RA105' R350m	RA105' R350m	RA105' R350m	RA105' R350m
	ILS	266' (200')	266' (200')	266' (200')	266' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	420' (354')	420' (354')	420' (354')	420' (354')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	640' (574')	640' (574')	640' (574')	640' (574')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
28L	ILS	279' (200')	279' (200')	279' (200')	279' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	420' (341')	420' (341')	420' (341')	420' (341')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	580' (501')	580' (501')	580' (501')	580' (501')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m

ULLI/LED



JAA MINIMUMS

ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
28R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	166'(100')	166'(100')	166'(100')	166'(100')
		RA104' R350m	RA104' R350m	RA104' R350m	RA104' R350m
	ILS	266'(200')	266'(200')	266'(200')	266'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	460'(394')	460'(394')	460'(394')	460'(394')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	470'(404')	470'(404')	470'(404')	470'(404')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	580'(514')	580'(514')	580'(514')	580'(514')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 10L/R, 28L/R

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A							
B	125m	150m	200m	250m	400m		500m
C							
D	150m	200m	250m	300m			

ULLI/LED
PULKOVO

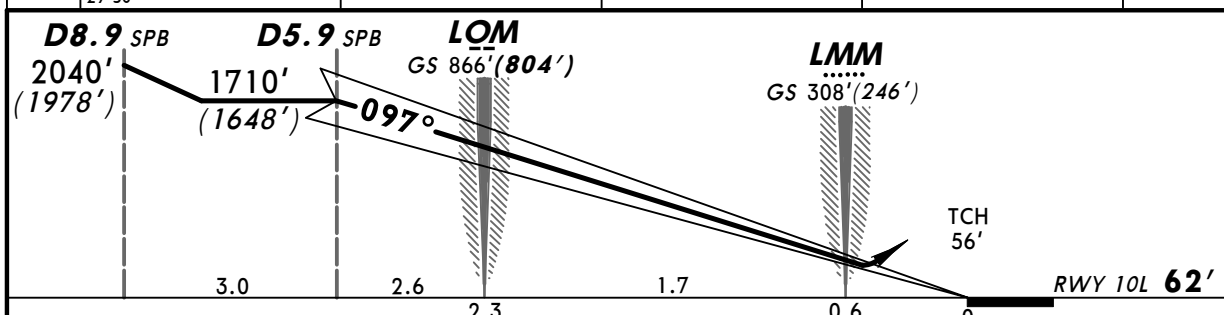
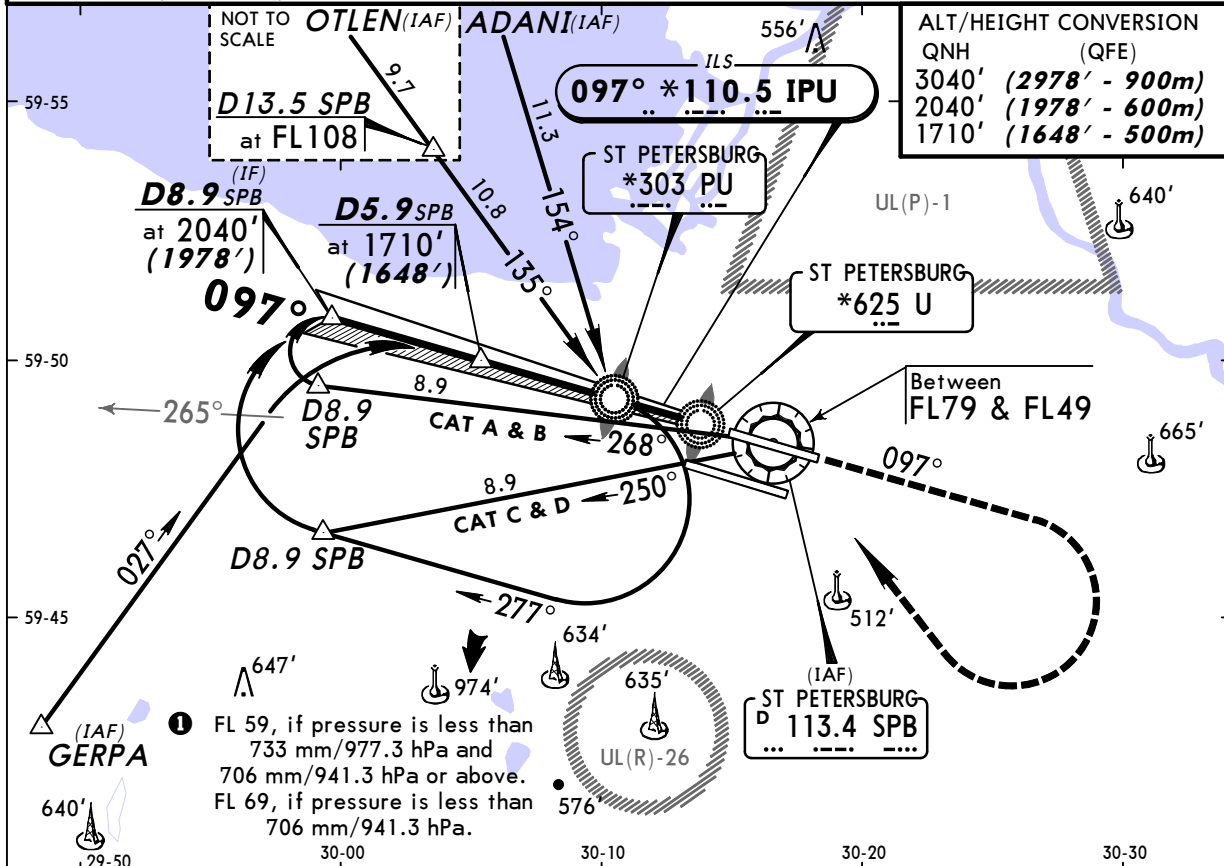
JEPPESEN
3 APR 09 (11-1) Eff 9 Apr

ST PETERSBURG, RUSSIA
ILS Rwy 10L

BRIEFING STRIP

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) 129.8	2000-0400 129.8	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9
LOC IPU *110.5	Final Apch Crs 097°	GS LOM 866' (804')	ILS DA(H) 262' (200')	Apt Elev RWY 79' 62'	MSA SPB VOR
MISSED APCH: Climb on 097° to 3040' (2978'), then turn RIGHT (mim bank angle 20°) to VOR, then according to chart.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3040' (2978')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	3040' (2978') on 097°	SPB 113.4
ILS GS	3.00°	377	484	538	646	753	PAPI		RT

STRAIGHT-IN LANDING RWY 10L			LOC (GS out)	
ILS				
DA(H) 262' (200')				
FULL	TDZ or CL out	ALS out		
A				
B				
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH
D				

PANS OPS

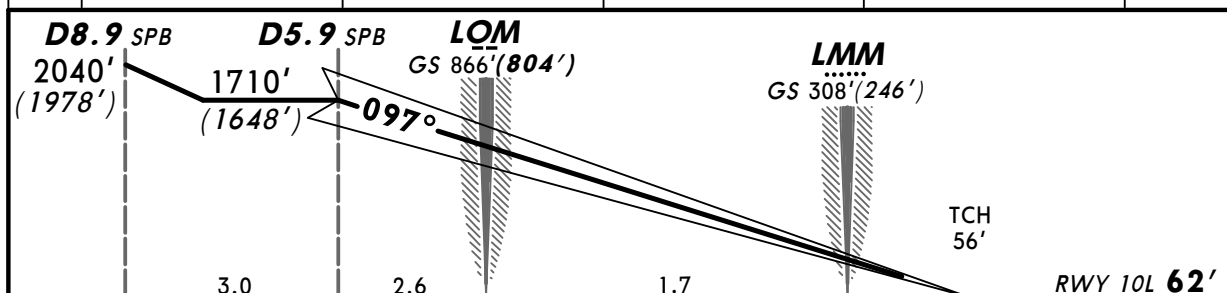
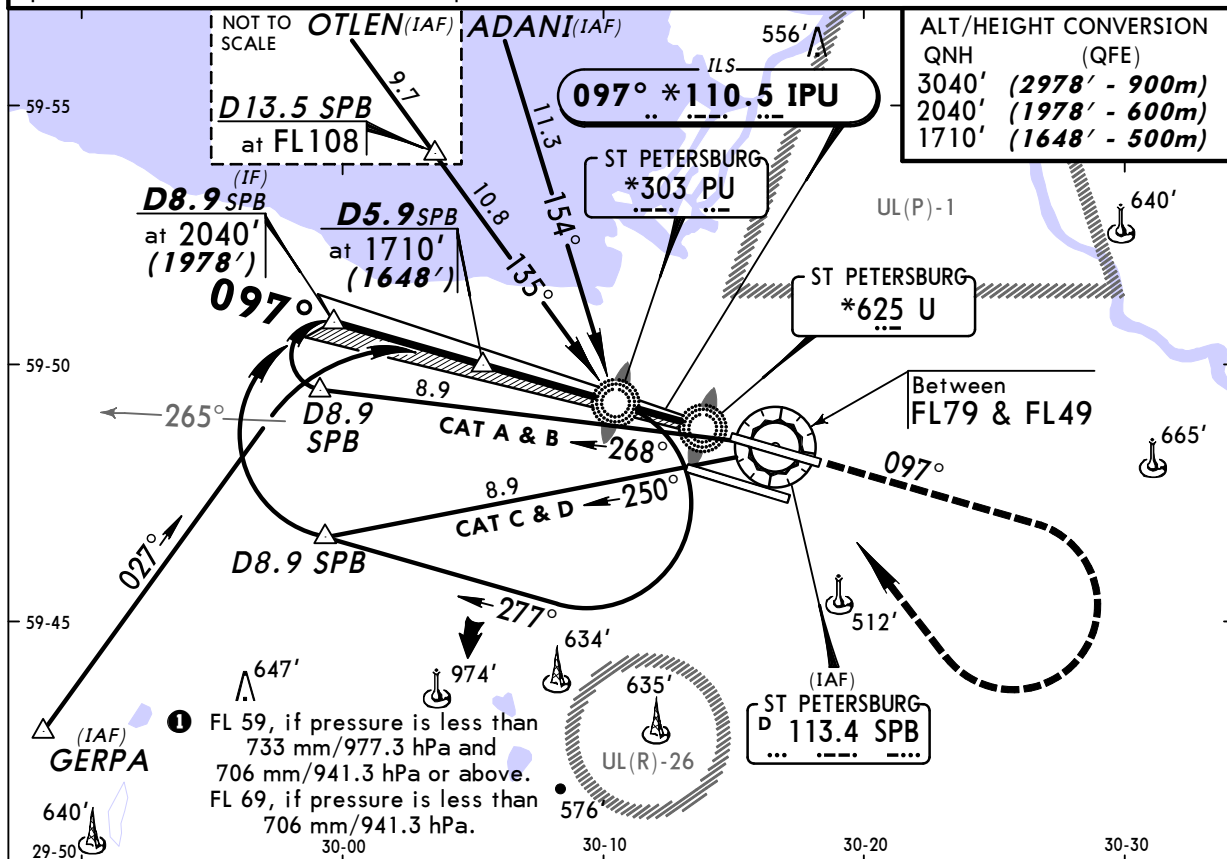
ULLI/LED
PULKOVO

JEPPESEN
3 APR 09
Eff 9 Apr 11-1A

ST PETERSBURG, RUSSIA
CAT II ILS Rwy 10L

BRIEFING STRIP

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) 129.8	2000-0400 129.8	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9
LOC IPU *110.5	Final Apch Crs 097°	GS LOM 866' (804')	CAT II ILS RA 104' DA(H) 162' (100')	Apt Elev 79' RWY 62'	MSA SPB VOR
MISSED APCH: Climb on 097° to 3040' (2978'), then turn RIGHT (mim bank angle 20°) to VOR, then according to chart.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 1 Trans alt: 3040' (2978')					
Special aircrew & acft certification required.					



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	3040' (2978')	SPB 113.4
GS	3.00°	377	484	538	646	753	861	PAPI	on 097°	RT

STRAIGHT-IN LANDING RWY 10L
CAT II ILS
ABCD
RA 104'
DA(H) 162' (100')

RVR 350m

PANS OPS

ULLI/LED
PULKOVO

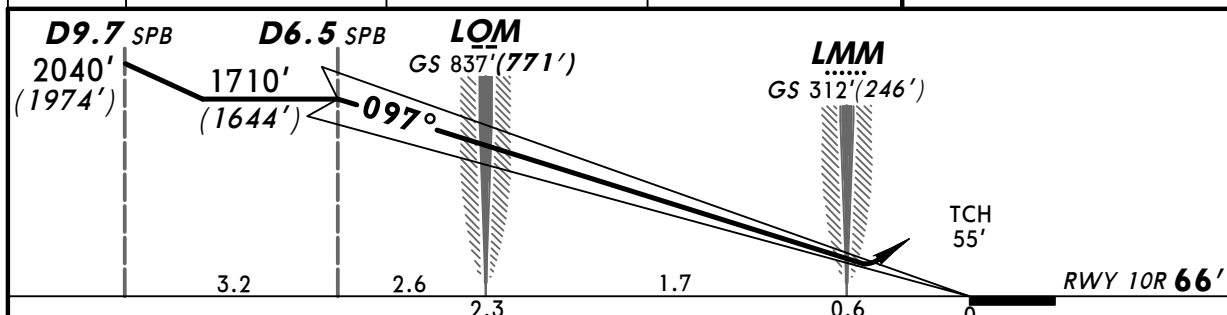
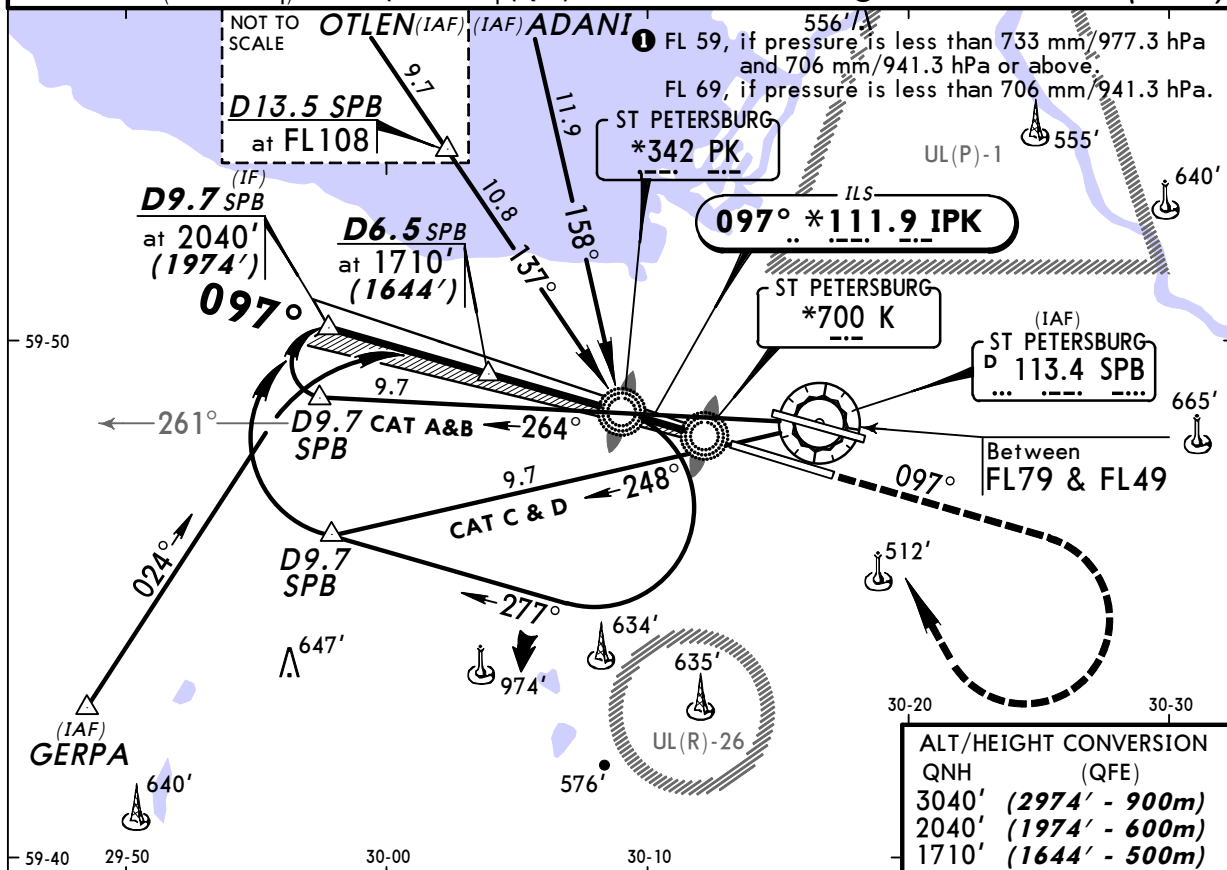
JEPPESEN
3 APR 09 (11-2) Eff 9 Apr

ST PETERSBURG, RUSSIA
ILS Rwy 10R

BRIEFING STRIP

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) 129.8	2000-0400 129.8	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.7	Ground 121.7 121.9
LOC IPK *111.9	Final Apch Crs 097°	GS LOM 837' (771')	ILS DA(H) 266' (200')	Apt Elev RWY 79' 66'	MSA SPB VOR
MISSED APCH: Climb on 097° to 3040' (2974'), then turn RIGHT (mim bank angle 20°) to VOR, then according to chart.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3040' (2974')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	3040' (2974') on 097°	SPB 113.4
ILS GS	3.00°	377	484	538	646	753	PAPI		RT

STRAIGHT-IN LANDING RWY 10R					
ILS			LOC (GS out)		
DA(H) 266'(200')					
FULL		TDZ or CL out	ALS out		
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	
B					
C					
D					

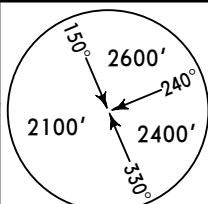
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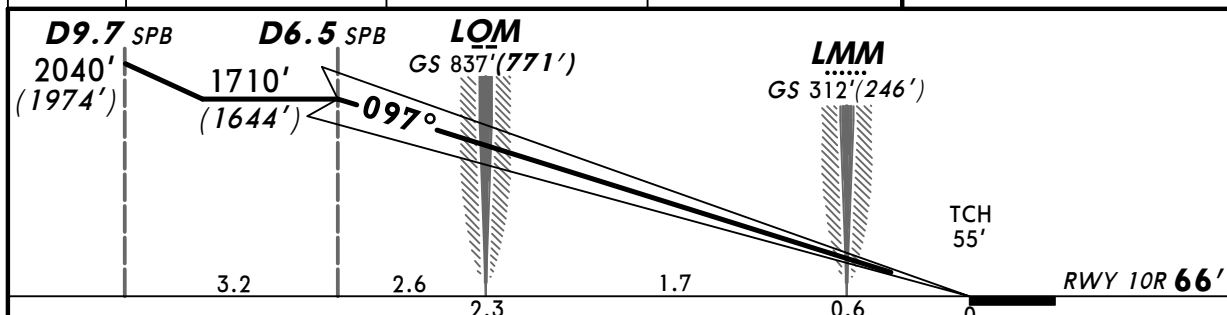
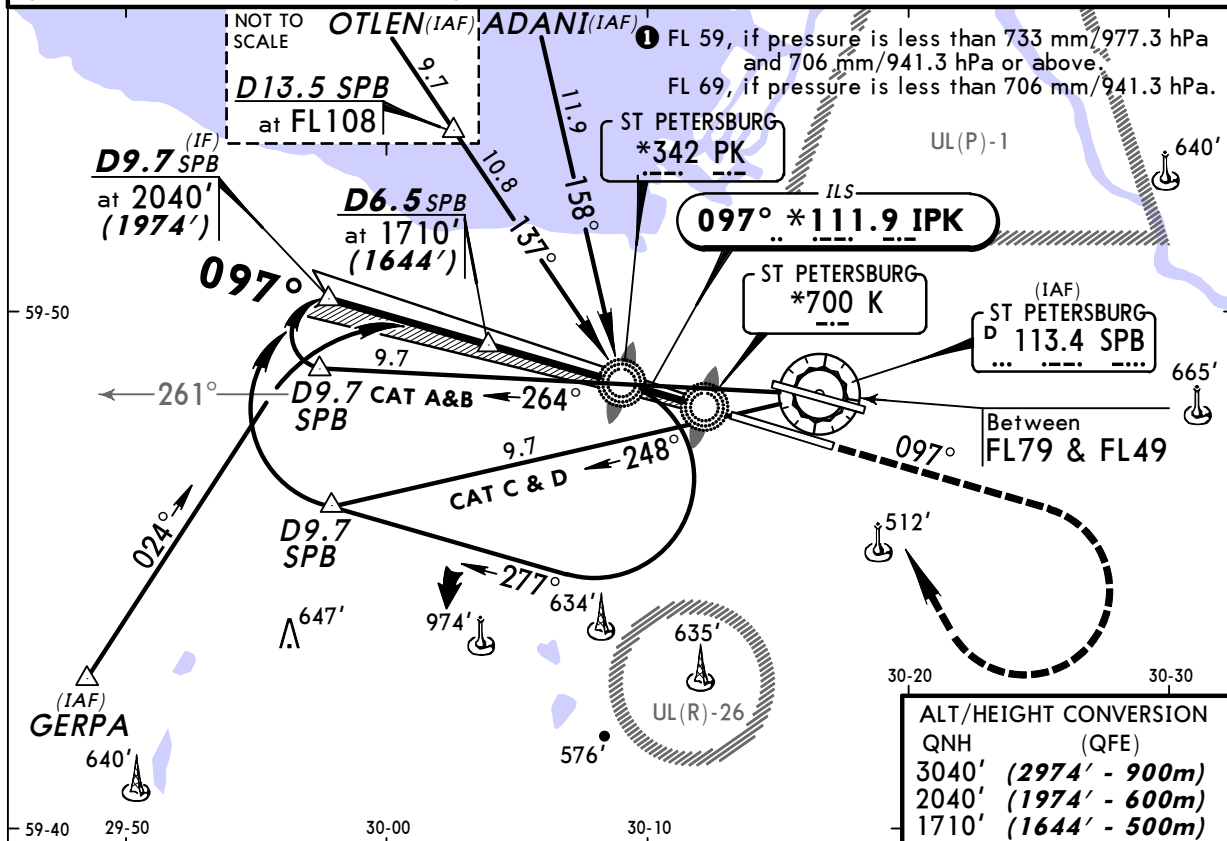
ULLI/LED
PULKOVO

JEPPESEN
3 APR 09
Eff 9 Apr 11-2A

ST PETERSBURG, RUSSIA
CAT II ILS Rwy 10R

BRIEFING STRIP

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) 129.8	2000-0400 129.8	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.7	Ground 121.7 121.9
LOC IPK *111.9	Final Apch Crs 097°	GS LOM 837' (771')	CAT II ILS RA 105' DA(H) 166' (100')	Apt Elev 79' RWY 66'	 MSA SPB VOR
MISSED APCH: Climb on 097° to 3040' (2974'), then turn RIGHT (mim bank angle 20°) to VOR, then according to chart.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ① Trans alt: 3040' (2974') Special aircrew & acft certification required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	3040' (2974')	on 097°	SPB 113.4
GS	3.00°	377	484	538	646	753	PAPI	↑		RT

STRAIGHT-IN LANDING RWY 10R

CAT II ILS

ABCD

RA 105'

DA(H) 166' (100')

RVR 350m

PANS OPS

ULLI/LED PULKOVO

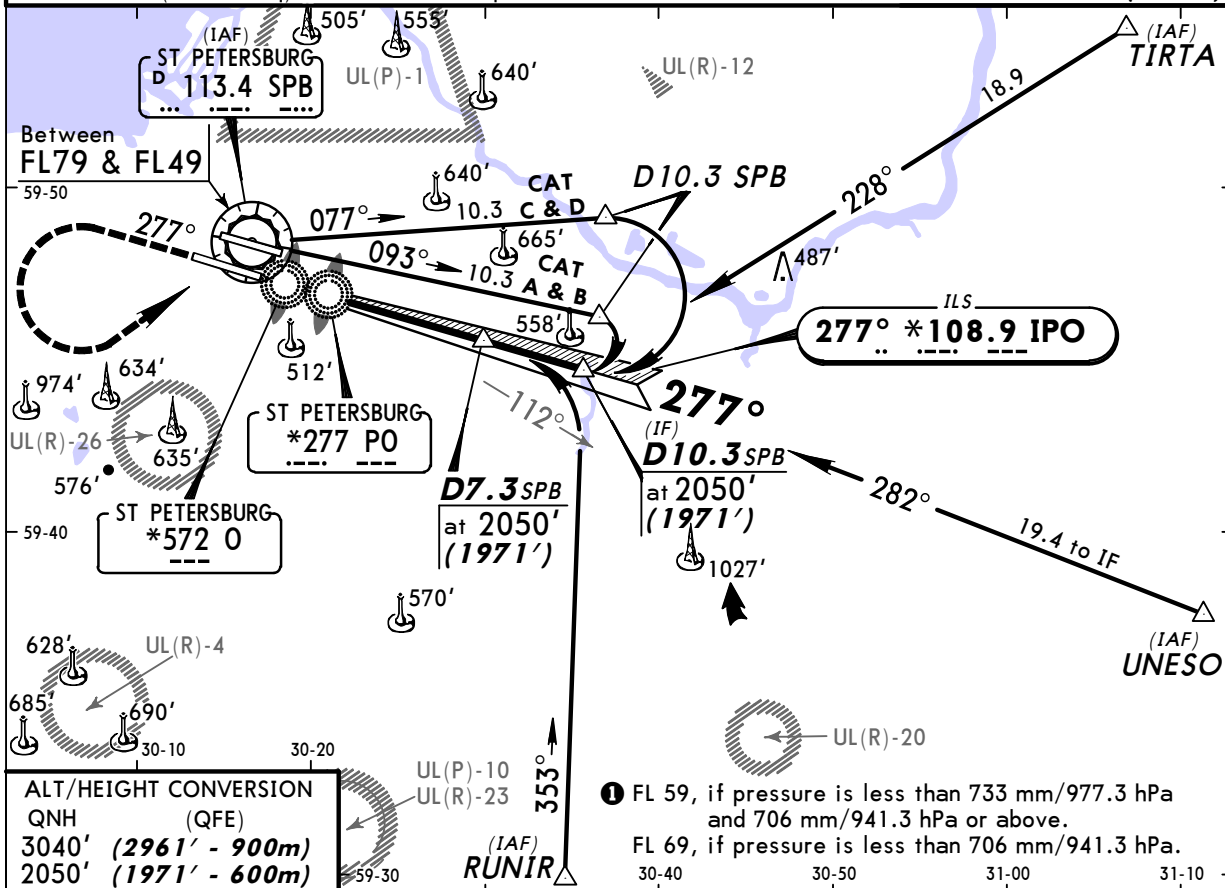
JEPPESEN
3 APR 09 (11-3) Eff 9 Apr

ST PETERSBURG, RUSSIA ILS Rwy 28L

BRIEFING STRIP

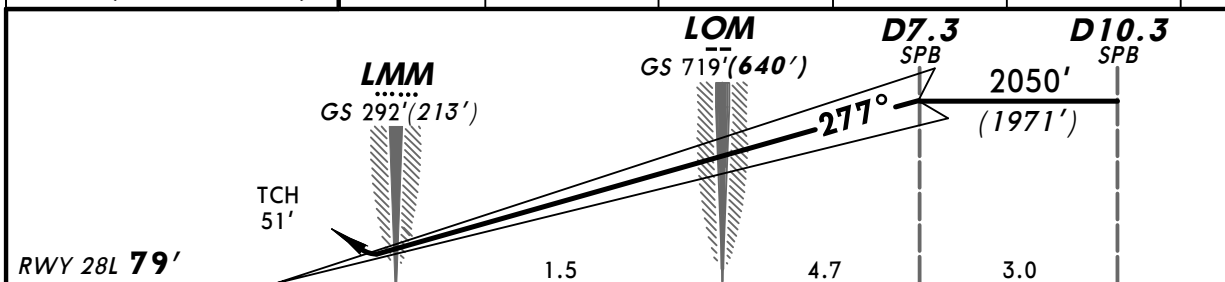
ATIS	PETERSBURG Approach (R)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	(360°T-180°T) 0400-2000 (180°T-360°T) 129.8	125.2	129.8	120.3	118.7
LOC IPO *108.9	Final Apch Crs 277°	GS LOM 719'(640')	ILS DA(H) 279'(200')	Apt Elev 79' RWY 79'	MSA SPB VOR
MISSED APCH: Climb on 277° to 2050' (1971'), then turn LEFT (mim bank angle 20°) to VOR climbing to 3040' (2961'), then according to chart.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 1 Trans alt: 3040' (2961')



ALT/HEIGHT CONVERSION	QNH (QFE)
3040' (2961' - 900m)	
2050' (1971' - 600m)	

1 FL 59, if pressure is less than 733 mm/977.3 hPa and 706 mm/941.3 hPa or above.
FL 69, if pressure is less than 706 mm/941.3 hPa.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2050' (1971')	3040' (2961')	SPB 113.4
ILS GS	2.67°	332	427	475	570	665	760	277°	LT	

STRAIGHT-IN LANDING RWY 28L			LOC (GS out)	
ILS				
DA(H) 279'(200')				
FULL		ALS out		
A				
B				
C	RVR 720m VIS 800m	1200m	NOT AUTH	
D				

PANS OPS

ULLI/LED PULKOVO

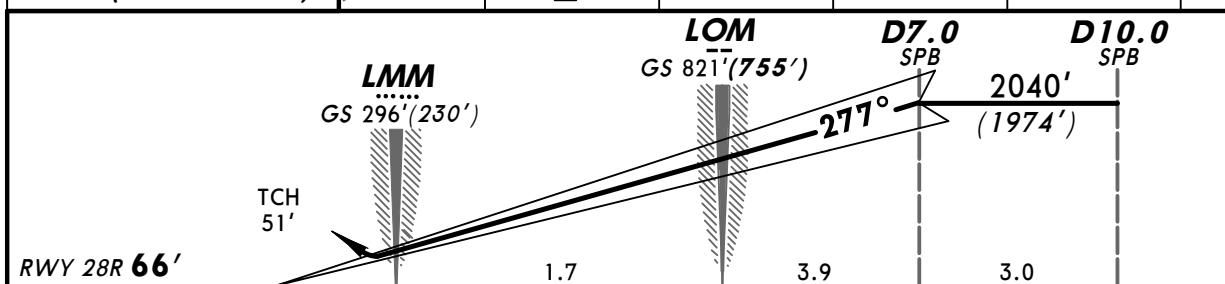
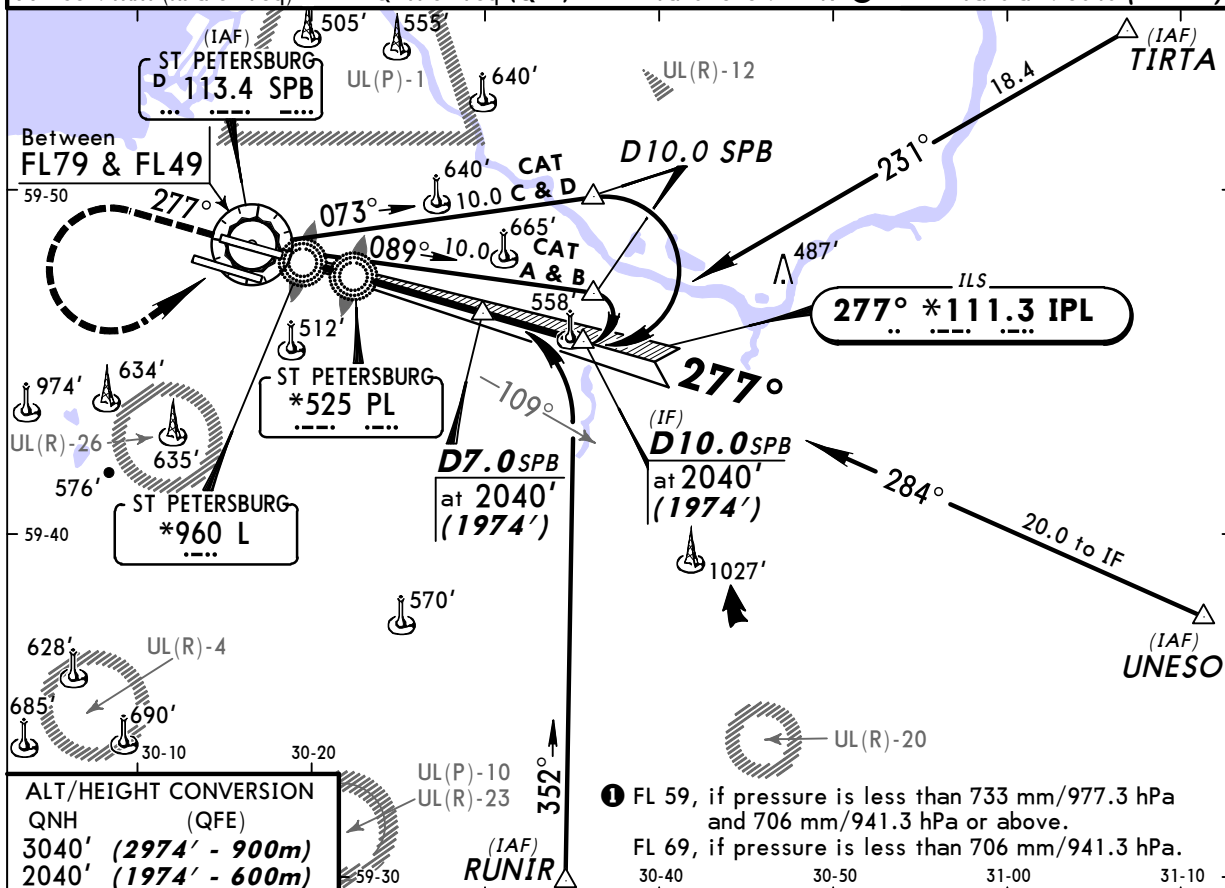
JEPPESEN
3 APR 09 **11-4** Eff 9 Apr

ST PETERSBURG, RUSSIA ILS Rwy 28R

BRIEFING STRIP

ATIS	PETERSBURG Approach (R)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	(360°T-180°T) 0400-2000 (180°T-360°T)	129.8	125.2	129.8	120.3
LOC IPL *111.3	Final Aptch Crs 277°	GS LOM 821'(755')	ILS DA(H) 266'(200')	Apt Elev 79' RWY 66'	118.1
MISSED APCH: Climb on 277° to 2040' (1974'), then turn LEFT (mim bank angle 20°) to VOR climbing to 3040' (2974'), then according to chart.					 MSA SPB VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 **1** Trans alt: 3040' (2974')



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00°	377	484	538	646	753	861

STRAIGHT-IN LANDING RWY 28R																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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PANS OPS

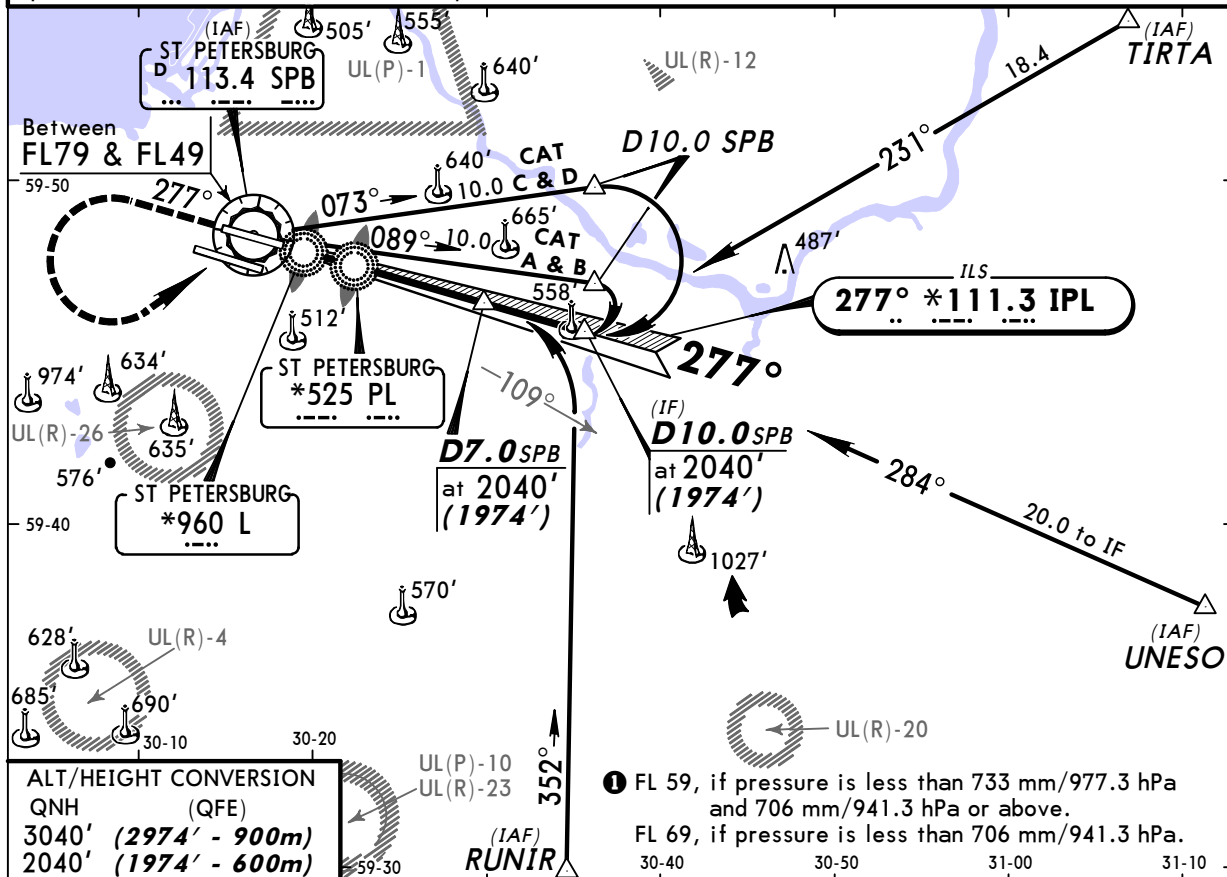
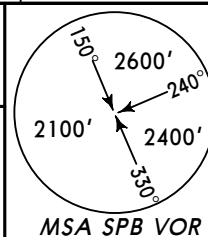
ULLI/LED
PULKOVO

JEPPESEN
3 APR 09
Eff 9 Apr 11-4A

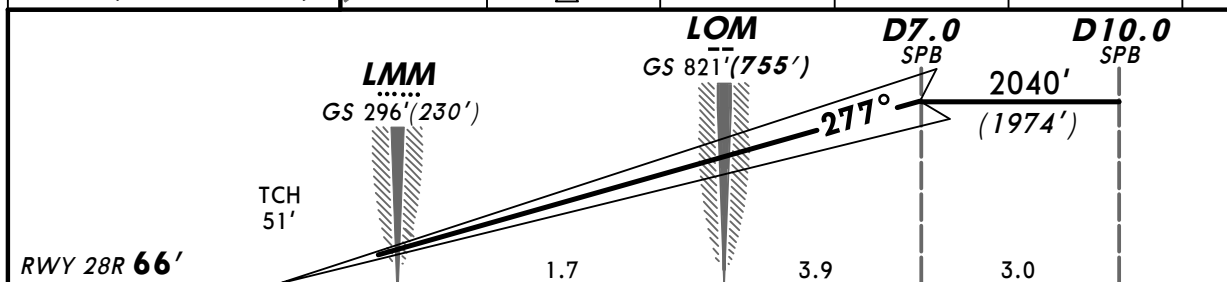
ST PETERSBURG, RUSSIA
CAT II ILS Rwy 28R

BRIEFING STRIP

ATIS	PETERSBURG Approach (R)	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	(360°T-180°T) 0400-2000 (180°T-360°T) 129.8	2000-0400 129.8	120.3	118.1
121.7	121.9			
LOC IPL	Final Apch Crs	GS LOM	CAT II ILS RA 104' DA(H) 166'(100')	Apt Elev 79' RWY 66'
*111.3	277°	821'(755')		
MISSED APCH: Climb on 277° to 2040' (1974'), then turn LEFT (min bank angle 20°) to VOR climbing to 3040' (2974'), then according to chart. Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 1 Trans alt: 3040' (2974') Special aircrew & acft certification required.				



ALT/HEIGHT CONVERSION	QNH (QFE)
3040' (2974' - 900m)	
2040' (1974' - 600m)	



0							0.5							2.2																				
Gnd speed-Kts	70	90	100	120	140	160								2040' (1974') on 277°							3040' (2974') LT							SPB 113.4						
GS	3.00°	377	484	538	646	753																												

STRAIGHT-IN LANDING RWY 28R
CAT II ILS
ABCD
RA 104'
DA(H) 166'(100')
RVR 350m

PANS OPS

ULLI/LED PULKOVO

JEPPESEN
3 APR 09
Eff 9 Apr
13-1

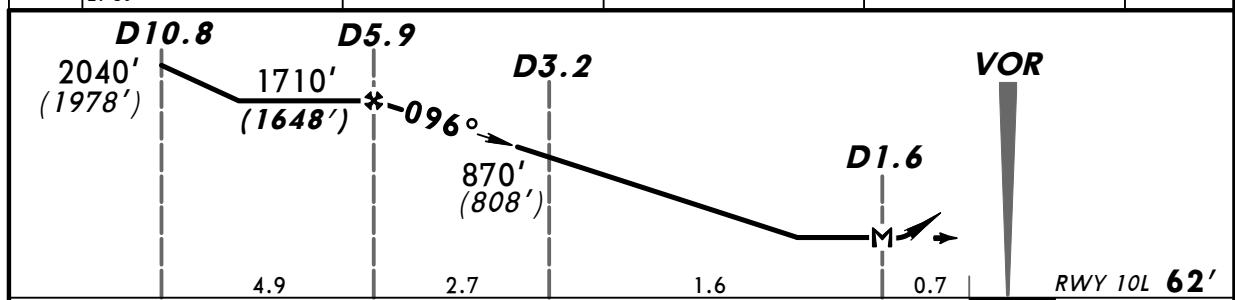
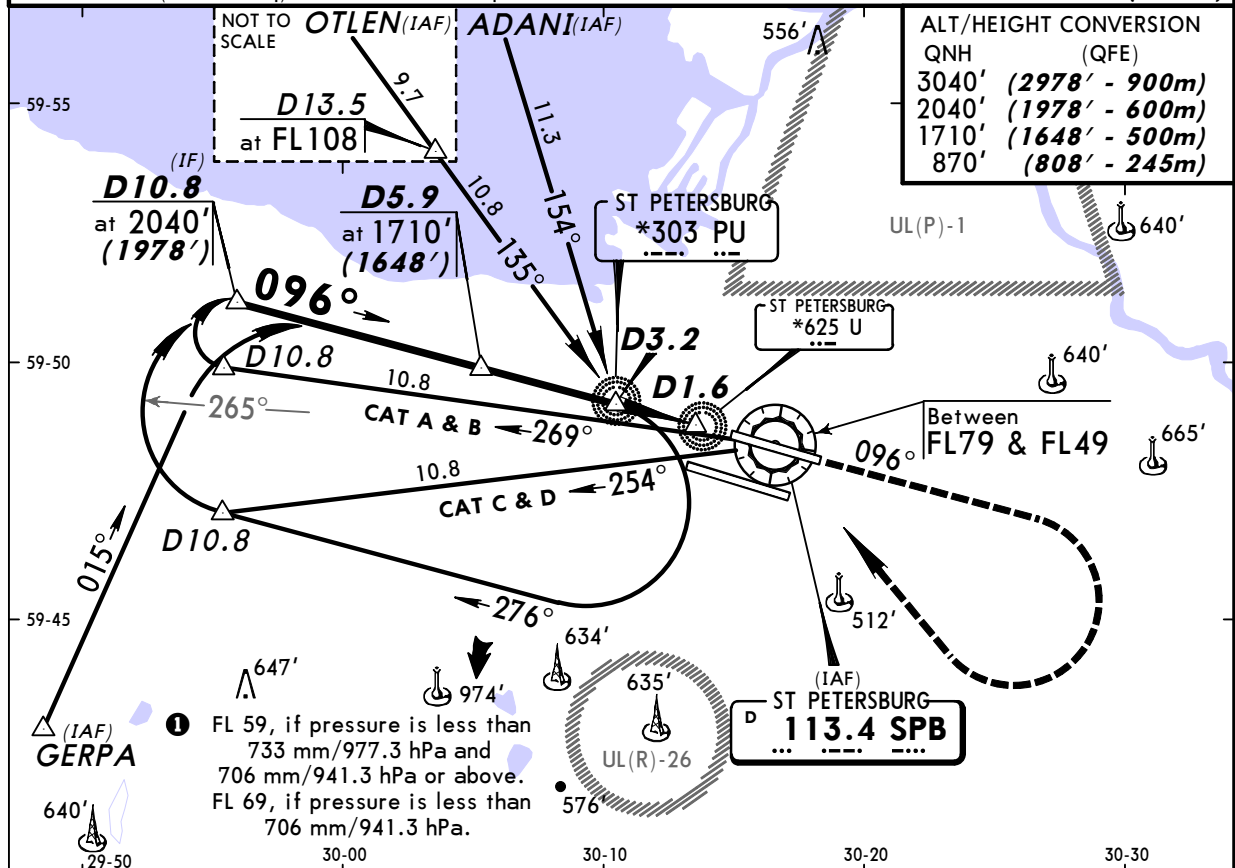
ST PETERSBURG, RUSSIA
VOR DME Rwy 10L

BRIEFING STRIP™

ATIS	PETERSBURG Approach (R)			PULKOVO Krug (SRE)	PULKOVO Tower	Ground
(360°T-180°T)	0400-2000	(180°T-360°T)	2000-0400			
127.3	129.8	125.2	129.8	120.3	118.1	121.7 121.9
VOR SPB 113.4	Final ApcH Crs 096°	Minimum Alt D5.9 1710' (1648')	MDA(H) 590' (528')	Apt Elev RWY 79' 62'		

MISSED APCH: Climb on 096° to 3040' (2978'), then turn RIGHT (mim bank angle 20°) to VOR, then according to chart.

MSA SPB VOR

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 49 **①** Trans alt: 3040' (**2978'**)

<i>Gnd speed-Kts</i>	70	90	100	120	140	160		SPB 113.4 RT
<i>Descent Gradient 5.2%</i>	369	474	527	632	737	843		
<i>MAP at D1.6</i>								

STRAIGHT-IN LANDING RWY 10L

MDA(H) 590' (528')

ALS out

A	RVR 720m VIS 800m	RVR 1500m VIS 1600m		
B				
C	RVR 1500m VIS 1600m	2400m		
D	RVR 1800m VIS 2000m	2800m		

PANS OPS

CHANGES: New procedure.

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ULLI/LED
PULKOVO

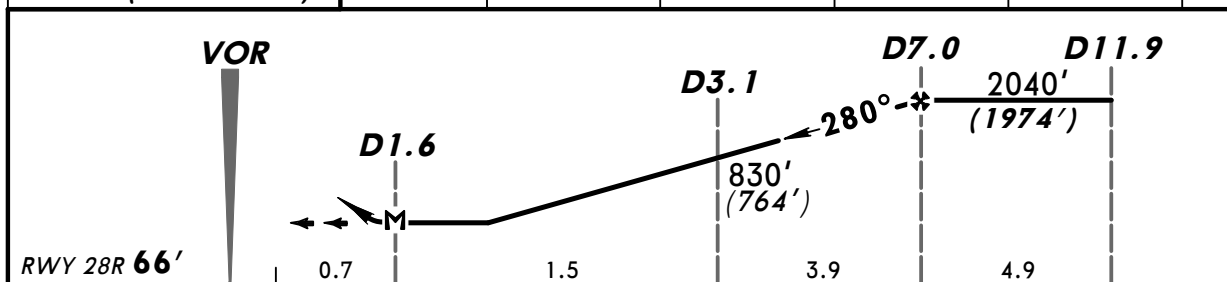
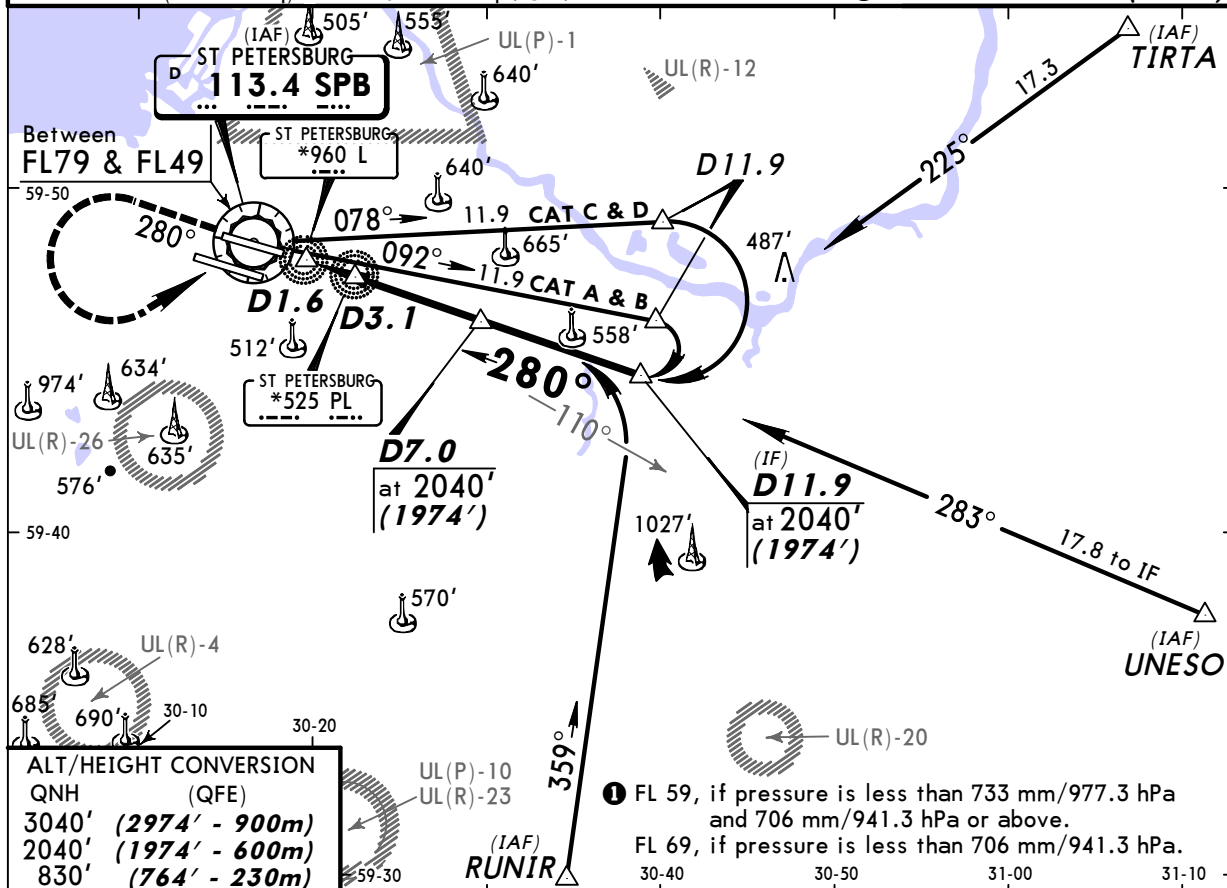
JEPPESEN
3 APR 09
Eff 9 Apr (13-2)

ST PETERSBURG, RUSSIA
VOR DME Rwy 28R

BRIEFING STRIP

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) 129.8	2000-0400 129.8	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9
VOR SPB 113.4	Final Apch Crs 280°	Minimum Alt D7.0 2040' (1974')	MDA(H) 460' (394')	Apt Elev RWY 79' 66'	MSA SPB VOR
MISSED APCH: Climb on 280° to 2040' (1974'), then turn LEFT (mim bank angle 20°) to VOR climbing to 3040' (2974'), then according to chart.					2100' 2600' 2400' 240° 330° 150°

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 1 Trans alt: 3040' (2974')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2040' (1974')	280°	3040' (2974')	SPB 113.4
Descent Gradient 5.2%	369	474	527	632	737	843	PAPI	↑	on	LT	
MAP at D1.6											

STRAIGHT-IN LANDING RWY 28R		MDA(H) 460' (394')		ALS out	
A					
B	RVR 720m VIS 800m			RVR 1500m VIS 1600m	
C					
D	RVR 1500m VIS 1600m			RVR 1800m VIS 2000m	

PANS OPS

ULLI/LED
PULKOVO

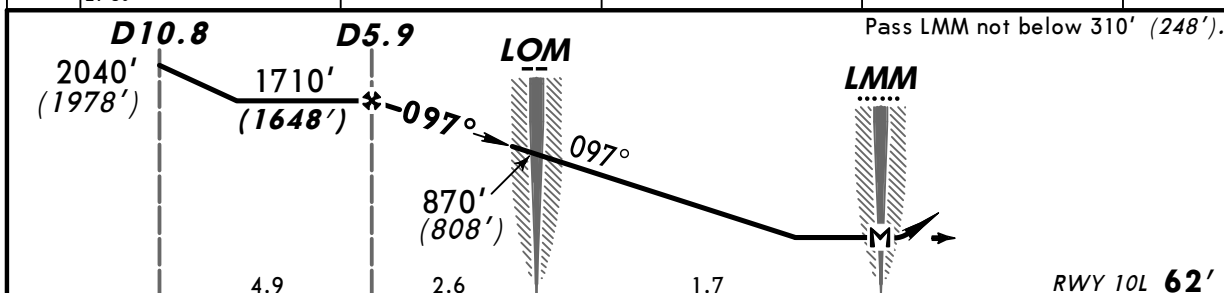
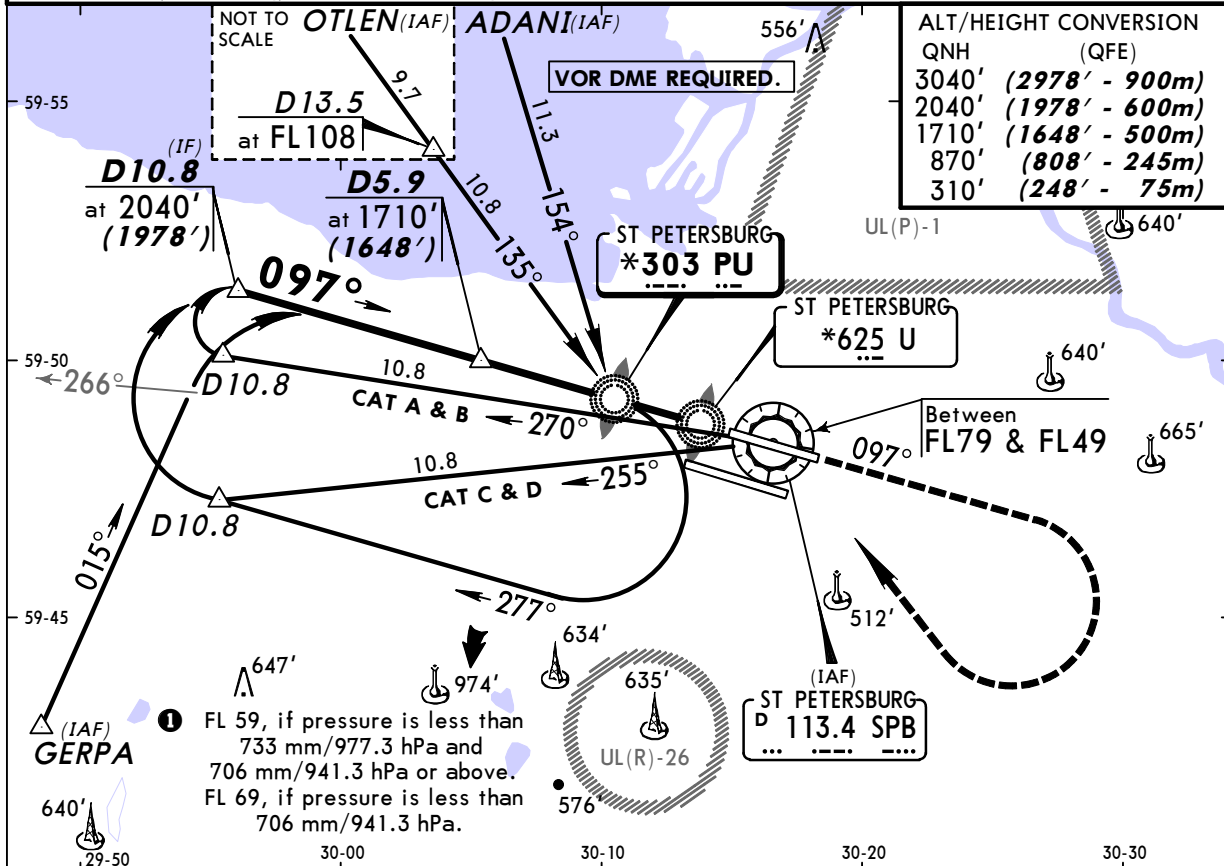
JEPPESEN
3 APR 09
Eff 9 Apr (16-1)

ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 10L

BRIEFING STRIP

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) 129.8	2000-0400 129.8	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9
NDB PU *303	Final Apch Crs 097°	Minimum Alt D5.9 1710' (1648')	2 NDB MDA(H) 430' (368')	NDB MDA(H) 640' (578')	Apt Elev 79' RWY 62'
MISSED APCH: Climb on 097° to 3040' (2978'), then turn RIGHT (mim bank angle 20°) to VOR, then according to chart.					MSA SPB VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3040' (2978')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	3040' (2978')	on 097°	SPB 113.4
Descent Gradient 5.2%	369	474	527	632	737	843	PAPI			RT
MAP at LMM										

STRAIGHT-IN LANDING RWY 10L			
2 NDB		NDB	
MDA(H) 430' (368')		MDA(H) 640' (578')	
ALS out		ALS out	
A			
B	1200m	RVR 1500m VIS 1600m	1200m RVR 1500m VIS 1600m
C			2400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m 2800m

PANS OPS

ULLI/LED
PULKOVO

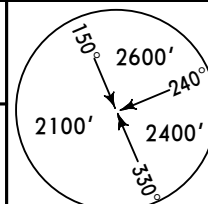
JEPPESEN
3 APR 09
Eff 9 Apr (16-2)

ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 10R

BRIEFING STRIP

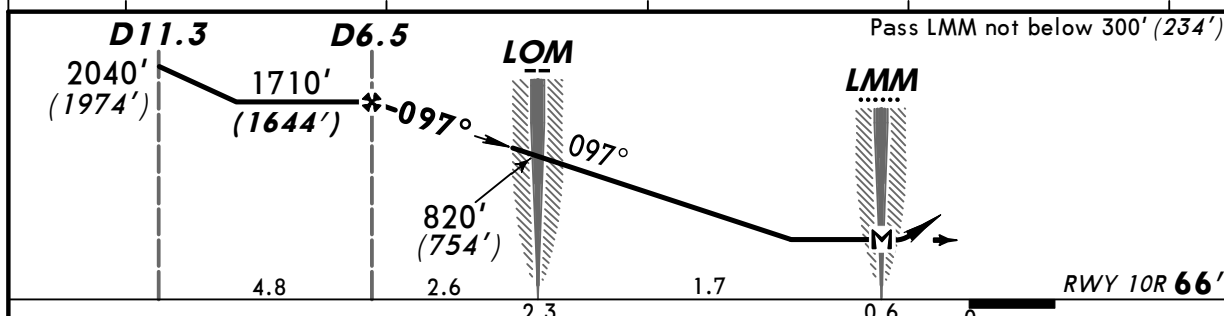
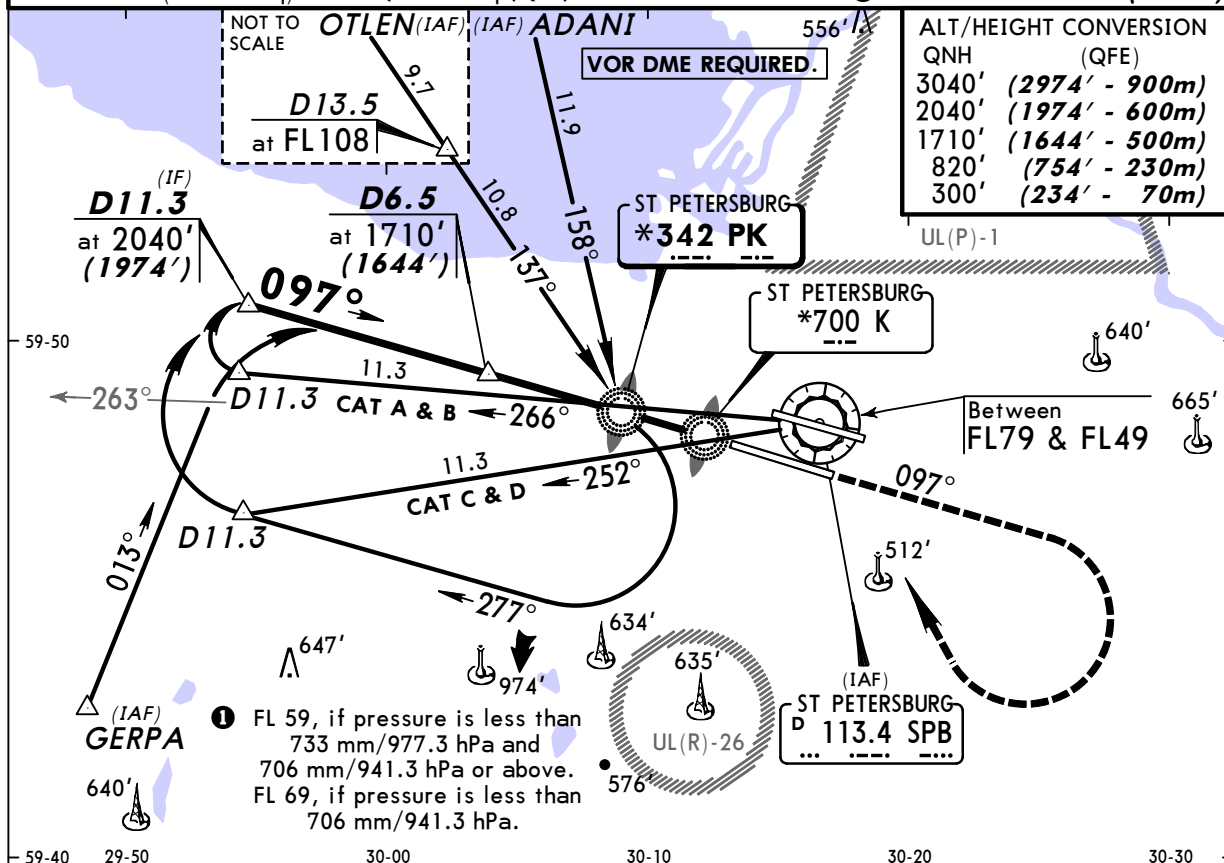
ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) 129.8	2000-0400 129.8	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.7	Ground 121.7 121.9
NDB PK *342	Final Apch Crs 097°	Minimum Alt D6.5 1710' (1644')	2 NDB MDA(H) 420' (354')	NDB MDA(H) 640' (574')	Apt Elev 79' RWY 66'

MISSED APCH: Climb on 097° to 3040' (2974'), then turn RIGHT
(mim bank angle 20°) to VOR, then according to chart.



MSA SPB VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3040' (2974')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	3040' (2974')	SPB 113.4
Descent Gradient 5.2%	369	474	527	632	737	843	PAPI	on 097°	RT
MAP at LMM									

STRAIGHT-IN LANDING RWY 10R			
2 NDB		NDB	
MDA(H) 420' (354')		MDA(H) 640' (574')	
ALS out		ALS out	
A			
B	1200m	RVR 1500m VIS 1600m	1200m RVR 1500m VIS 1600m
C			2400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m 2800m

PANS OPS

ULLI/LED PULKOVO

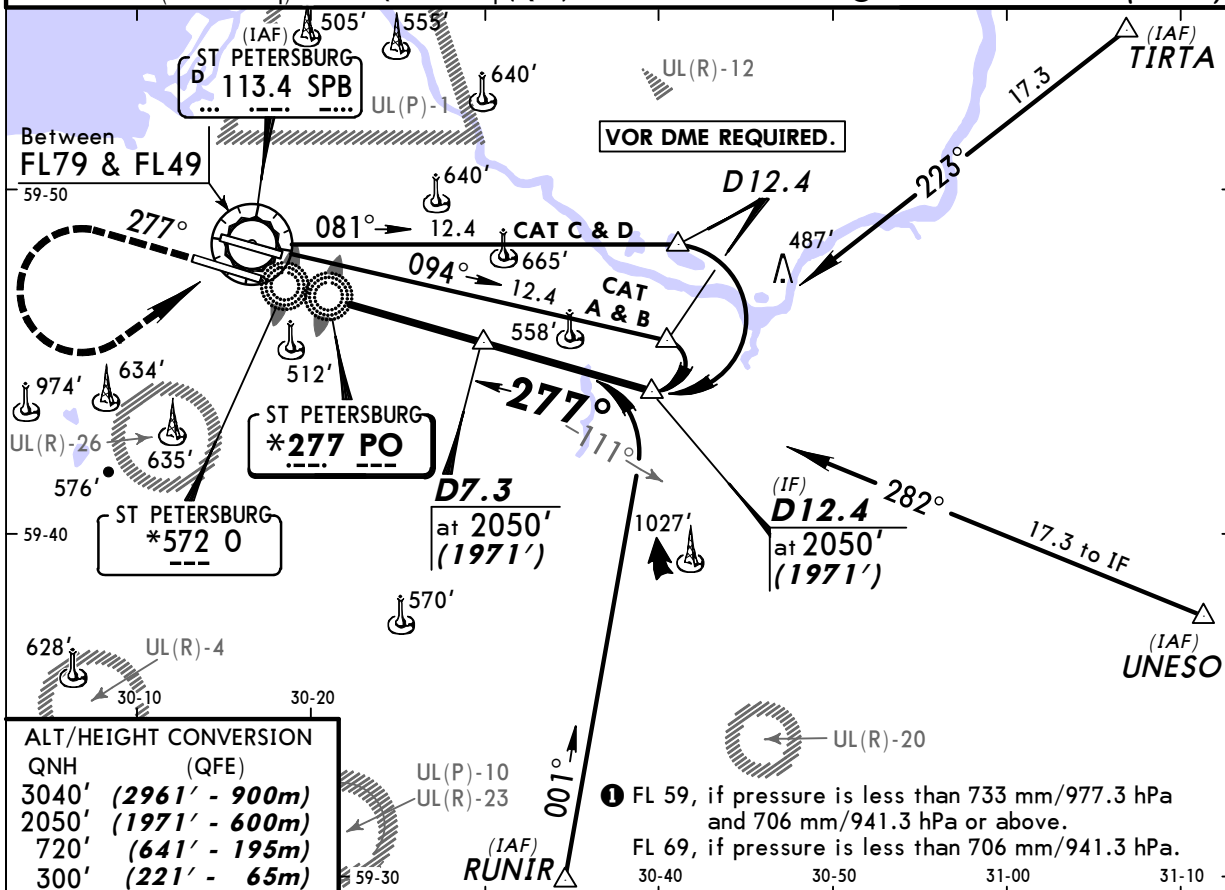
JEPPESSEN
3 APR 09
Eff 9 Apr (16-3)

ST PETERSBURG, RUSSIA 2 NDB or NDB Rwy 28L

BRIEFING STRIP

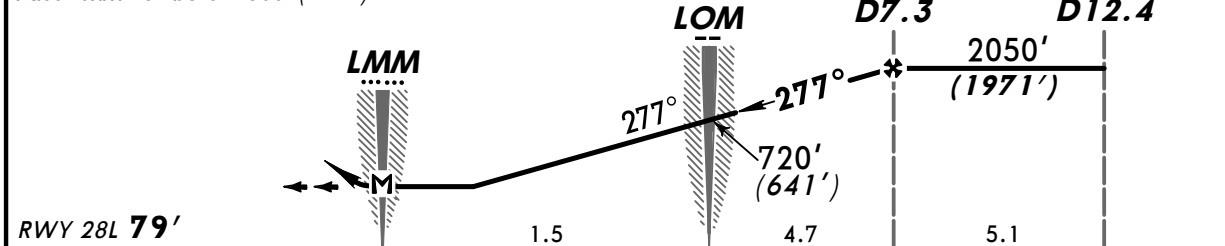
ATIS	PETERSBURG Approach (R)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	(360°T-180°T) 0400-2000 (180°T-360°T)	129.8	120.3	118.7	121.7 121.9
NDB PO *277	Final Apch Crs 277°	Minimum Alt D7.3 2050' (1971')	2 NDB MDA(H) 420' (341')	NDB MDA(H) 580' (501')	Apt Elev 79' RWY 79'
MISSED APCH: Climb on 277° to 2050' (1971'), then turn LEFT (mim bank angle 20°) to VOR climbing to 3040' (2961'), then according to chart.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 1 Trans alt: 3040' (2961')



ALT/HEIGHT CONVERSION	QNH	(QFE)
3040'	(2961' - 900m)	
2050'	(1971' - 600m)	
720'	(641' - 195m)	
300'	(221' - 65m)	

Pass LMM not below 300' (221').



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762
MAP at LMM						

STRAIGHT-IN LANDING RWY 28L			
2 NDB		NDB	
MDA(H) 420' (341')		MDA(H) 580' (501')	
ALS out		ALS out	
A			
B	1200m	RVR 1500m VIS 1600m	1200m RVR 1500m VIS 1600m
C			
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m

PANS OPS

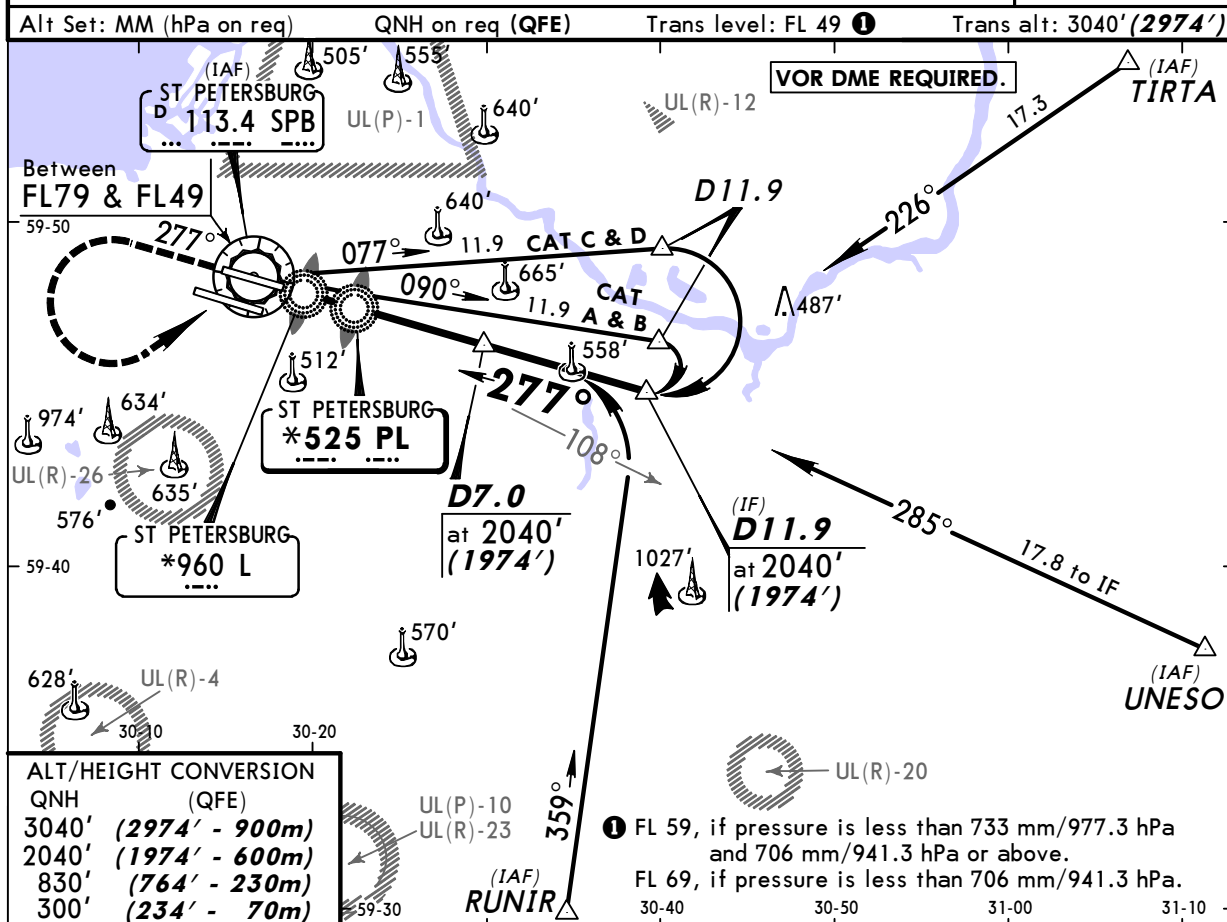
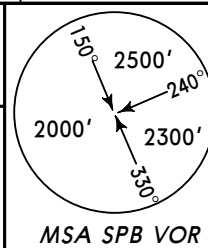
ULLI/LED PULKOVO

JEPPESEN
3 APR 09
Eff 9 Apr (16-4)

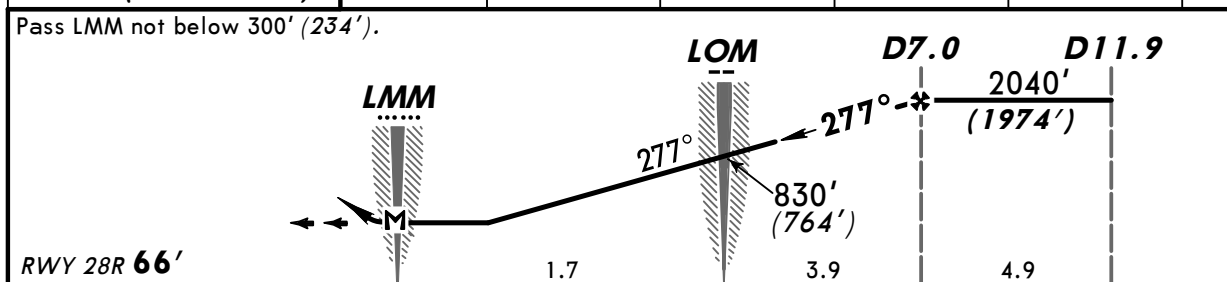
ST PETERSBURG, RUSSIA 2 NDB or NDB Rwy 28R

BRIEFING STRIP

ATIS	PETERSBURG Approach (R)	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	(360°T-180°T) 0400-2000 (180°T-360°T) 129.8	2000-0400 129.8	120.3	118.1
NDB PL *525	Final Apch Crs 277°	Minimum Alt D7.0 2040' (1974')	2 NDB MDA(H) 470' (404')	NDB MDA(H) 580' (514')
			Apt Elev 79'	RWY 66'
MISSED APCH: Climb on 277° to 2040' (1974'), then turn LEFT (mim bank angle 20°) to VOR climbing to 3040' (2974'), then according to chart.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ① Trans alt: 3040' (2974')				



ALT/HEIGHT CONVERSION	QNH (QFE)
3040' (2974' - 900m)	
2040' (1974' - 600m)	
830' (764' - 230m)	
300' (234' - 70m)	



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at LMM						

STRAIGHT-IN LANDING RWY 28R			
2 NDB		NDB	
MDA(H) 470' (404')		MDA(H) 580' (514')	
ALS out		ALS out	
A			
B	1200m	RVR 1500m VIS 1600m	1200m
C		RVR 1800m VIS 2000m	2400m
D	RVR 1500m VIS 1600m		2800m

CHANGES: New procedure.

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