

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

No revision activity since Disc 09-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UHPP

General Info

Petropavlovsk-Kamchatsky, RUS

N 53° 10.2' E158° 27.1' Mag Var: 6.6°W

Elevation: 131'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+12:00 uses DST

Runway Info

Runway 16L-34R 11155' x 197' concrete

Runway 16R-34L 8202' x 197' asphalt

Runway 16L (163.0°M) TDZE 112'

Lights: Edge

Runway 16R (163.0°M) TDZE 131'

Runway 34L (343.0°M) TDZE 131'

Runway 34R (343.0°M) TDZE 131'

Lights: Edge, ALS

Communications InfoATIS **126.8**Petropavlovsk Start Tower **118.1**Petropavlovsk Krug Radar **119.4****Notebook Info**

UHPP/PKC
YELIZOVO

3 DEC 10

10-2 Eff 16 Dec

JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

STAR

*ATIS 126.8	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')
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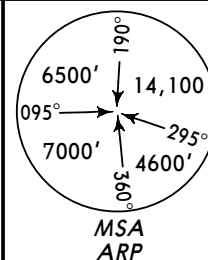
BAKEN 34 ALFA (BK 34A), HY 34 ALFA (HY 34A)

RWY 34R ARRIVALS

FOR KULOD, MALKA, SAMIK & TUPAN "ALFA" STARS

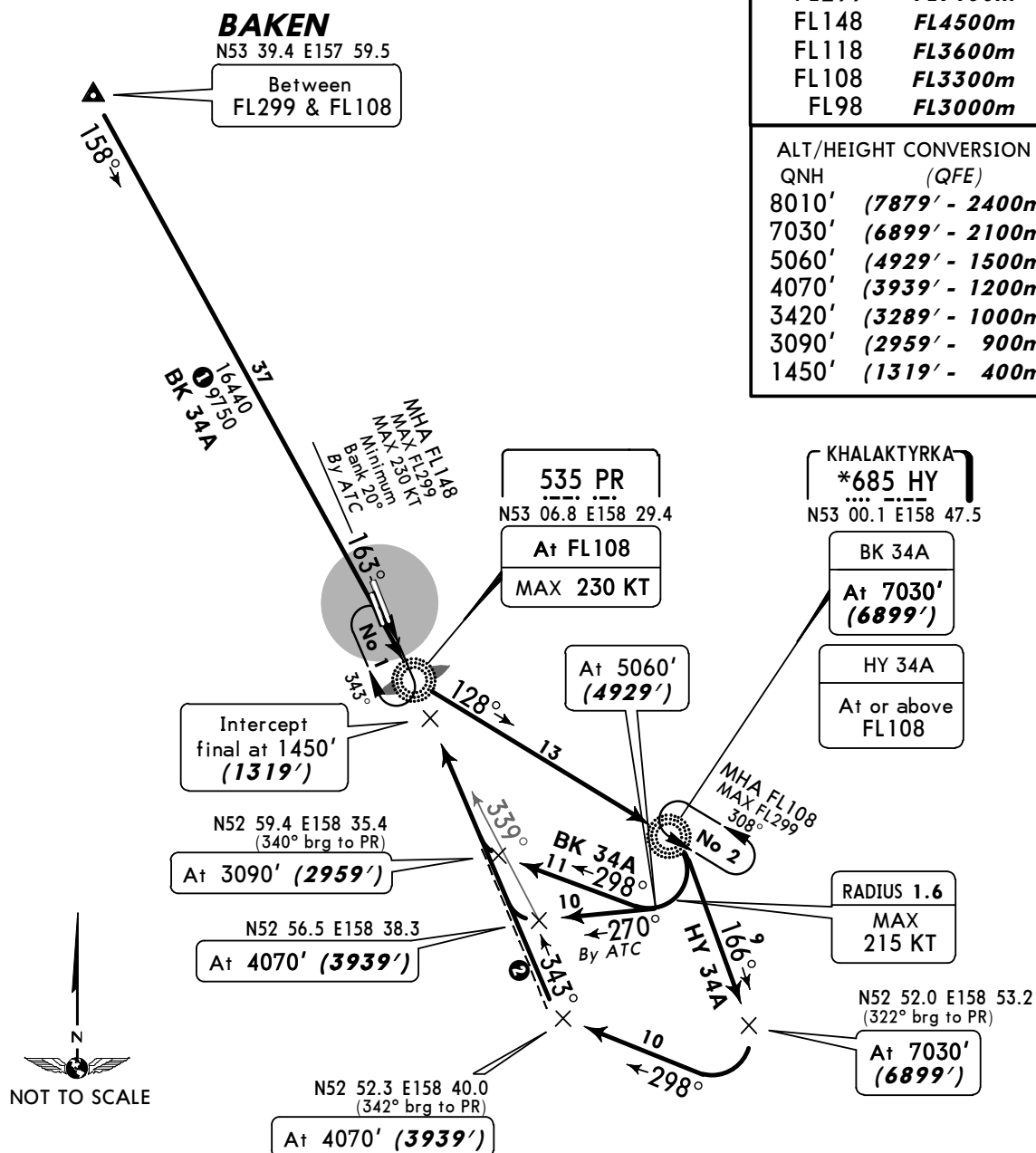
REFER TO CHARTS 10-2A & 10-2B

- ① MEA, when under radar assistance.
- ② 344° 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° bearing to PR, turn LEFT, 128° bearing from PR 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° bearing from HY 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: ATIS commissioned.

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UHPP/PKC
YELIZOVO

3 DEC 10

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA

10-2A

Eff 16 Dec

STAR*ATIS
126.8Apt Elev
131'

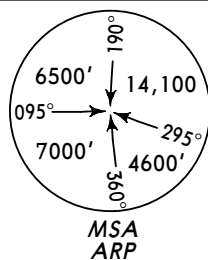
Alt Set: MM (hPa on request) QNH on request (QFE)

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')

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

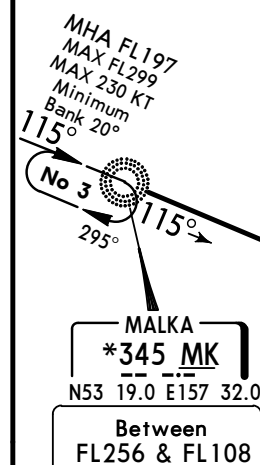
FOR SAMIK & TUPAN "ALFA" STARS

REFER TO CHART 10-2B

KUDER
N53 49.5 E158 42.5Between
FL256 & FL138

FL CONVERSION

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



N53 20.6 E158 29.3

At or above
FL138**535 PR**

N53 06.8 E158 29.4

KD 34A

At FL128

MK 34A

At FL108

MAX 230 KT

NOT TO SCALE

MHA FL148
MAX FL299
MAX 230 KT
Minimum
Bank 20°
By ATCIntercept
final at 1450'
(1319')

N52 59.4 E158 35.4

(340° brg to PR)

At 3090' (2959')

N52 56.5 E158 38.3

At 4070' (3939')

KHALAKTYRKA
*685 HY
N53 00.1 E158 47.5
At 7030'
(6899')MHA FL108
MAX FL299
308°RADIUS 1.6
MAX
215 KT

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)

- ① MEA, when under radar assistance.
② 344° 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° bearing via N53 20.6 E158 29.3 to PR, turn LEFT, intercept 124° bearing to HY, turn RIGHT, 298° track to N52 59.4 E158 35.4, turn RIGHT, 343° track to intercept final approach.

MK 34A

115° bearing from MK to PR, turn RIGHT, 128° bearing from PR to HY, turn RIGHT, 298° track to N52 59.4 E158 35.4, turn RIGHT, 343° track to intercept final approach.

UHPP/PKC
YELIZOVO

3 DEC 10

(10-2B)**Eff 16 Dec****JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA****STAR***ATIS
126.8Apt Elev
131'Alt Set: MM (hPa on request) QNH on request **(QFE)**

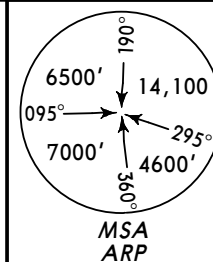
Trans level: FL98

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

- ① 209° to ARP between 21.6 NM and 13.5 NM do not fly east below FL167.
- ② 277° to ARP between 21.6 NM and 13.5 NM do not fly north below FL167.
- ③ 344° 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

SAMIK

N53 02.1 E157 36.2

Between
FL299 & FL108**535 PR**

N53 06.8 E158 29.4

SA 34A

At FL108

TP 34A

At FL167

MAX 230 KT

N53 19.6 E158 42.8

At or above
FL167**TUPAN**

N53 38.3 E159 02.4

Between
FL282 & FL1779950
SA 34AIntercept
final at 1450'
(1319')N52 59.4 E158 35.4
(340° brg to PR)At 3090' **(2959')****KHALAKTYRKA**

*685 HY

N53 00.1 E158 47.5

At 7030'
(6899')MHA FL108
MAX FL299
308°RADIUS 1.6
MAX
215 KTAt 5060' **(4929')**

N52 56.5 E158 38.3

At 4070' **(3939')**

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° bearing to PR, turn RIGHT, 128° bearing from PR to HY, turn RIGHT, 298° track to N52 59.4 E158 35.4, turn RIGHT, 343° track to intercept final approach.

TP 34A

218° bearing via N53 19.6 E158 42.8 to PR, turn LEFT, intercept 119° bearing to HY, turn RIGHT, 298° track to N52 59.4 E158 35.4, turn RIGHT, 343° track to intercept final approach.

UHPP/PKC
YELIZOVO

3 DEC 10

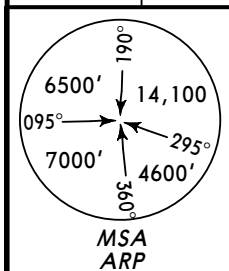
10-2C

Eff 16 Dec

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA

STAR

*ATIS 126.8	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')
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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

KUDER
N53 49.5 E158 42.5

Between
FL256 & FL138

KULOD

N53 44.6 E158 29.2

Between
FL256 & FL138

BAKEN

N53 39.4 E157 59.5

Between
FL299 & FL108



- ① MEA, when under radar assistance.
- ② 344° 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)

535 PR

N53 06.8 E158 29.4

BK 34B

At FL108

MAX 230 KT

KD 34B

At FL128

MAX 230 KT

BIRGA

N52 52.9 E158 31.9

At 7030' (**6899'**)

MAX 215 KT

Intercept final at
1450' (**1319'**)

N52 54.0
E158 38.2

At 4400'
(**4269'**)

RADIUS
1.9

Minimum bank 20° for all turns.

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

UHPP/PKC
YELIZOVO

3 DEC 10

10-2D**Eff 16 Dec****JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA****STAR***ATIS
126.8*Apt Elev*
131'Alt Set: MM (hPa on request) QNH on request **(QFE)**

Trans level: FL98

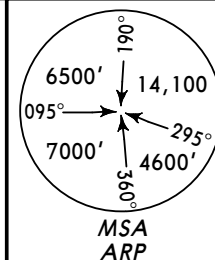
FL108 if pressure is less than 756 mm (1007.9 hPa)

FL118 if pressure is 729 mm (971.9 hPa) or less

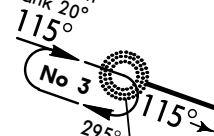
Trans alt: 8010' **(7879')****MALKA 34 BRAVO (MK 34B)****MN 34 BRAVO (MN 34B)****RWY 34R ARRIVALS**

FOR SAMIK & TUPAN "BRAVO" STARS

REFER TO CHART 10-2E



- ① MEA, when under radar assistance.
- ② 344° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420' **(3289')**.

MHA FL197
MAX FL299
MAX 230 KT
Minimum
Bank 20°

MALKA
***345 MK**
N53 19.0 E157 32.0
Between
FL256 & FL108

37
11680
9450
MK 34BIntercept final at
1450' **(1319')**MHA FL148
MAX FL299
MAX 230 KT
Minimum
Bank 20°

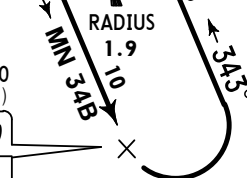
535 PR
N53 06.8 E158 29.4
At FL108
MAX 230 KT

BIRGA
N52 52.9 E158 31.9
At 7030' **(6899')**
MAX 215 KT

N52 54.0
E158 38.2
At 4400' **(4269')**

MK 34BN52 43.9 E158 38.0
(354° brg to PR)

At 7030' **(6899')**
MAX 215 KT

**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.

UHPP/PKC
YELIZOVO

3 DEC 10

10-2E **Eff 16 Dec****JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA****STAR***ATIS
126.8Apt Elev
131'Alt Set: MM (hPa on request) QNH on request **(QFE)**

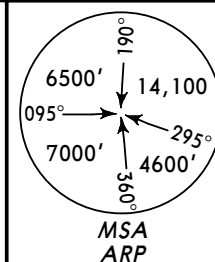
Trans level: FL98

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

- ① 209° to ARP between 21.6 NM and 13.5 NM do not fly east below FL167.
- ② 277° to ARP between 21.6 NM and 13.5 NM do not fly north below FL167.
- ③ 344° 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

SAMIK
N53 02.1 E157 36.2
Between
FL299 & FL108

535 PR N53 06.8 E158 29.4
SA 34B
At FL108
MAX 230 KT
TP 34B
At FL167
MAX 230 KT

N53 19.6 E158 42.8
At or above
FL167

TUPAN

N53 38.3 E159 02.4

Between
FL282 & FL177

087°
32
9950
SA 34B

Minimum
Bank 20°
By ATIS
MHA FL148
MAX FL299
MAX 230 KT

Intercept final at
1450' **(1319')**

BIRGA
N52 52.9 E158 31.9

At 7030' **(6899')**
MAX 215 KT

N52 54.0
E158 38.2
At 4400' **(4269')**

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

RADIUS
1.9

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.

UHPP/PKC
YELIZOVO

3 DEC 10

10-2F

Eff 16 Dec

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA

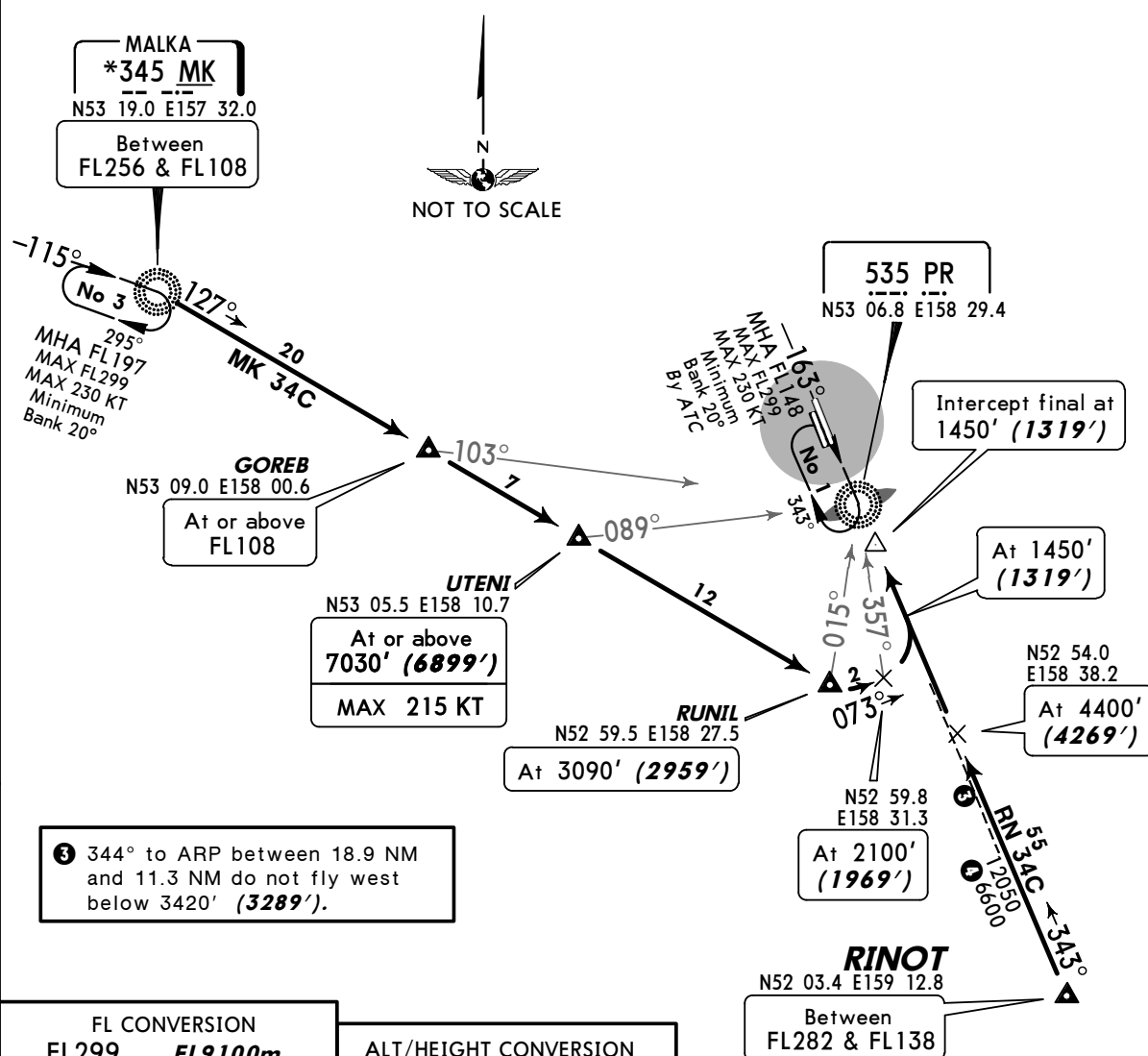
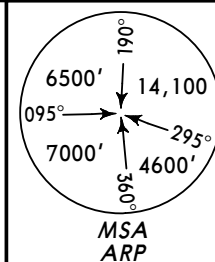
STAR

*ATIS
126.8

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



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)

4 MEA, when under radar assistance.

STAR

ROUTING

MK 34C 1 2	127° track via GOREB and UTENI to RUNIL, turn LEFT, 073° track to N52 59.5 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.

1 Radar control required.

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

UHPP/PKC
YELIZOVO

14 JAN 11

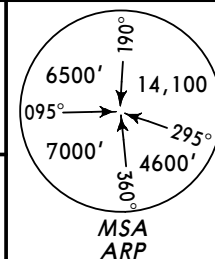
10-3

JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**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**

MALKA
***345 MK**
 N53 19.0 E157 32.0



These SIDs require minimum climb gradients of

BK 16F
 304' per NM (5%) up 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
425' per NM	532	709	1063	1418	1772	2127
304' per NM	380	506	760	1013	1266	1519

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.

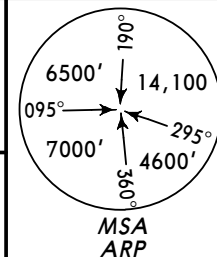
CHANGES: None.

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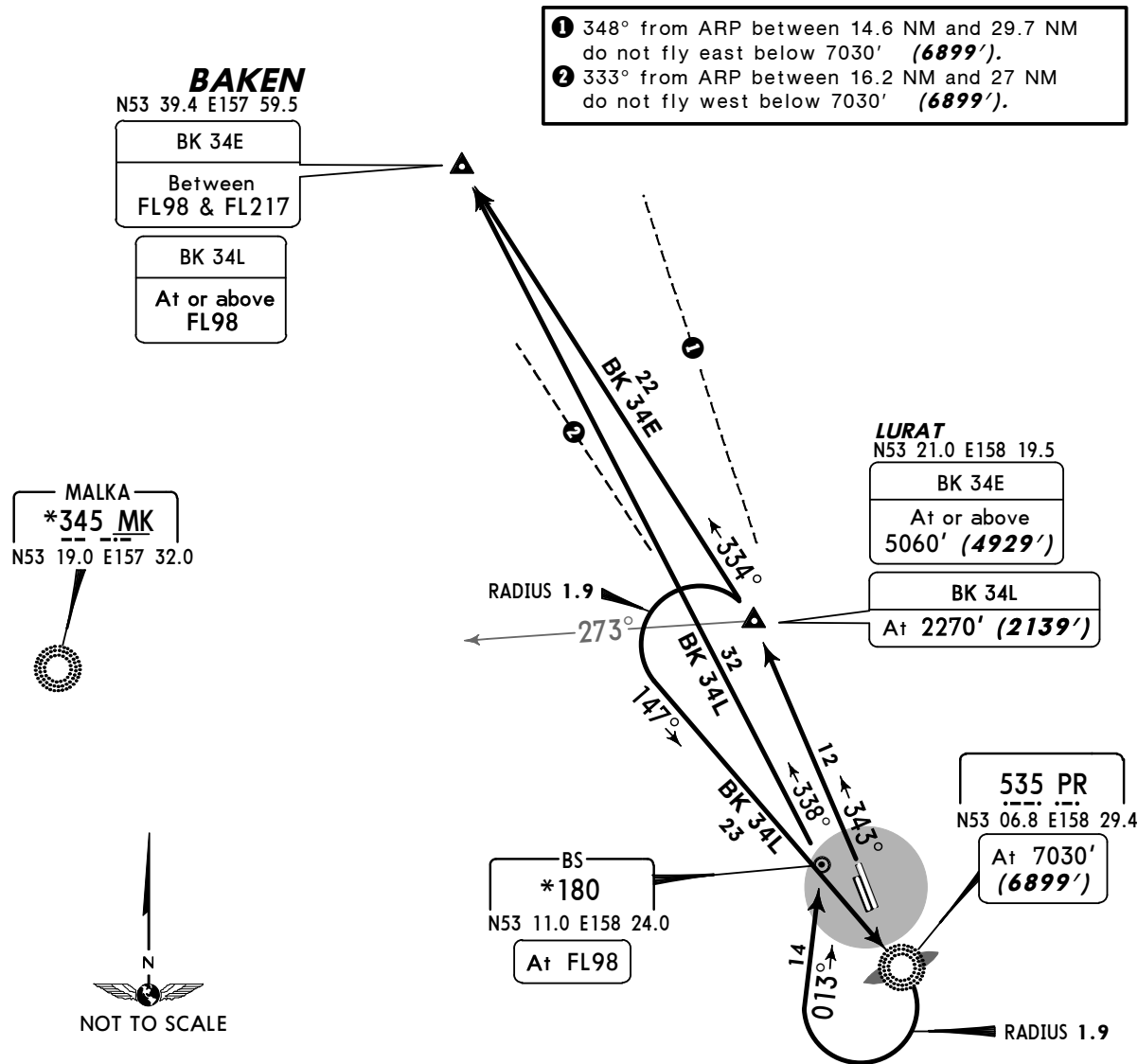
UHPP/PKC **JEPPesen** PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 14 JAN 11 (10-3A) **SID**

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) 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
FL217	FL6600m

BK 34E

This SID requires minimum climb gradients of
395' per NM (6.5%) up to LURAT, then
225' per NM (3.7%) up to BAKEN.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
225' per NM	281	375	562	749	937	1124

SID	ROUTING
BK 34E	Climb straight ahead to LURAT, turn LEFT, 334° track to BAKEN.
BK 34L	Climb straight ahead to LURAT, turn LEFT, intercept 147° bearing to PR, turn RIGHT, 013° track to BS, turn LEFT, 338° track to BAKEN.

UHPP/PKC
YELIZOVO

14 JAN 11

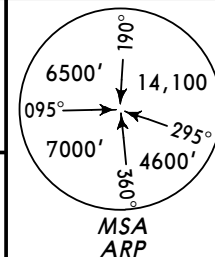
10-3B

JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

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')**



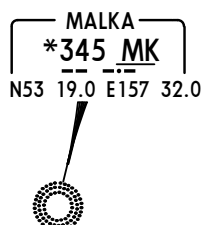
KULOD 34E (KD 34E), KULOD 34L (KD 34L) RWY 34R DEPARTURES

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

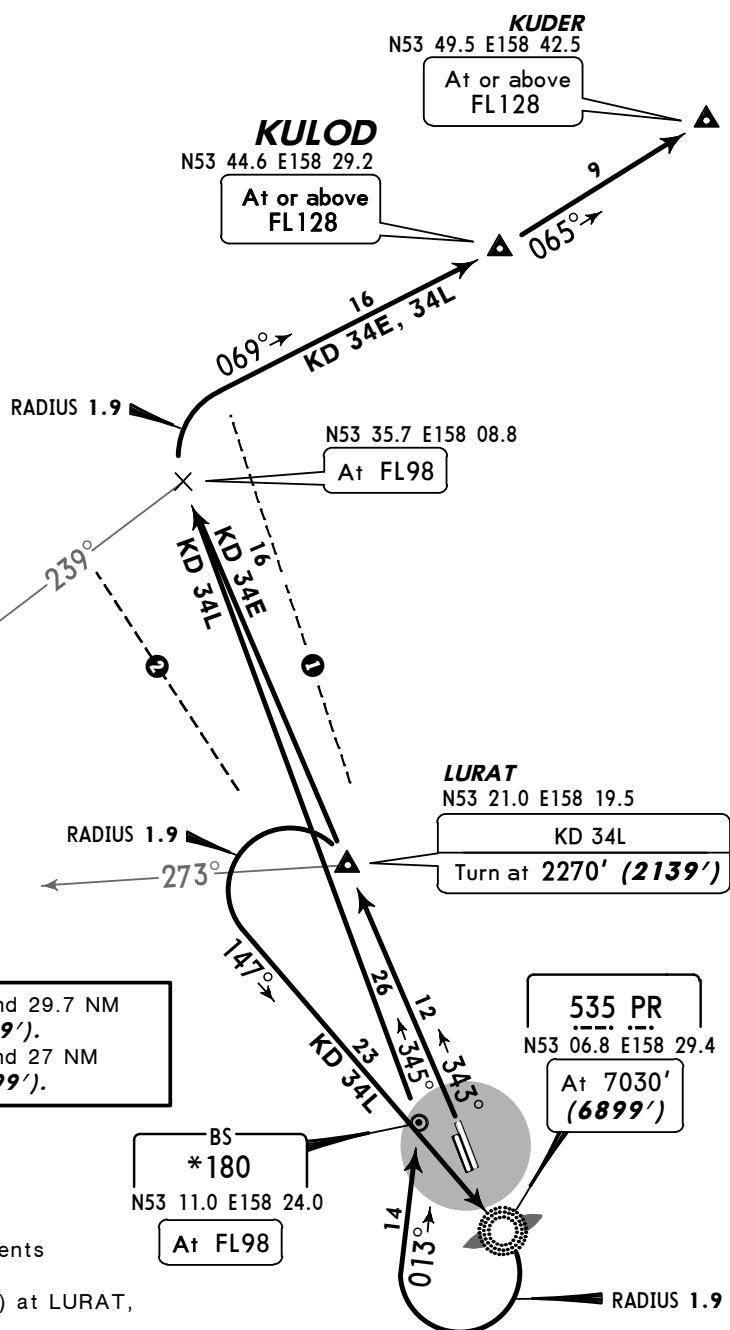


- 348° from ARP between 14.6 NM and 29.7 NM do not fly east below 7030' **(6899')**.
- 333° from ARP between 16.2 NM and 27 NM do not fly west below 7030' **(6899')**.

KD 34E

This SID requires minimum climb gradients of
456' per NM (7.5%) up to 5060' (4929') at LURAT, 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



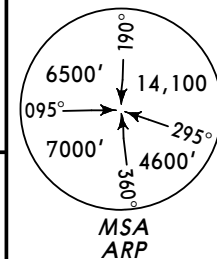
SID

ROUTING

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 LURAT, turn LEFT, intercept 147° bearing 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.

UHPP/PKC **JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 14 JAN 11 **(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' **(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



33
MK 16F

BS
***180**
 N53 11.0 E158 24.0
 At or above
 8010' **(7898')**

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

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

RADIUS
1.9

N53 00.4 E158 33.7
MK 16F
 Turn
 at or above
 3070' **(2958')**

1 164° from ARP between
 11.3 NM and 18.9 NM
 do not fly west below
 3400' **(3288')**.

MK 16F

This SID requires a minimum climb gradient
 of
 304' per NM (5%) up to BS.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

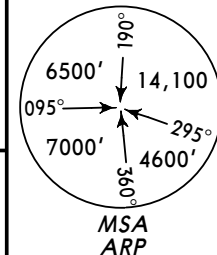
RINOT
 N52 03.4 E159 12.8
 At or above
 FL128

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

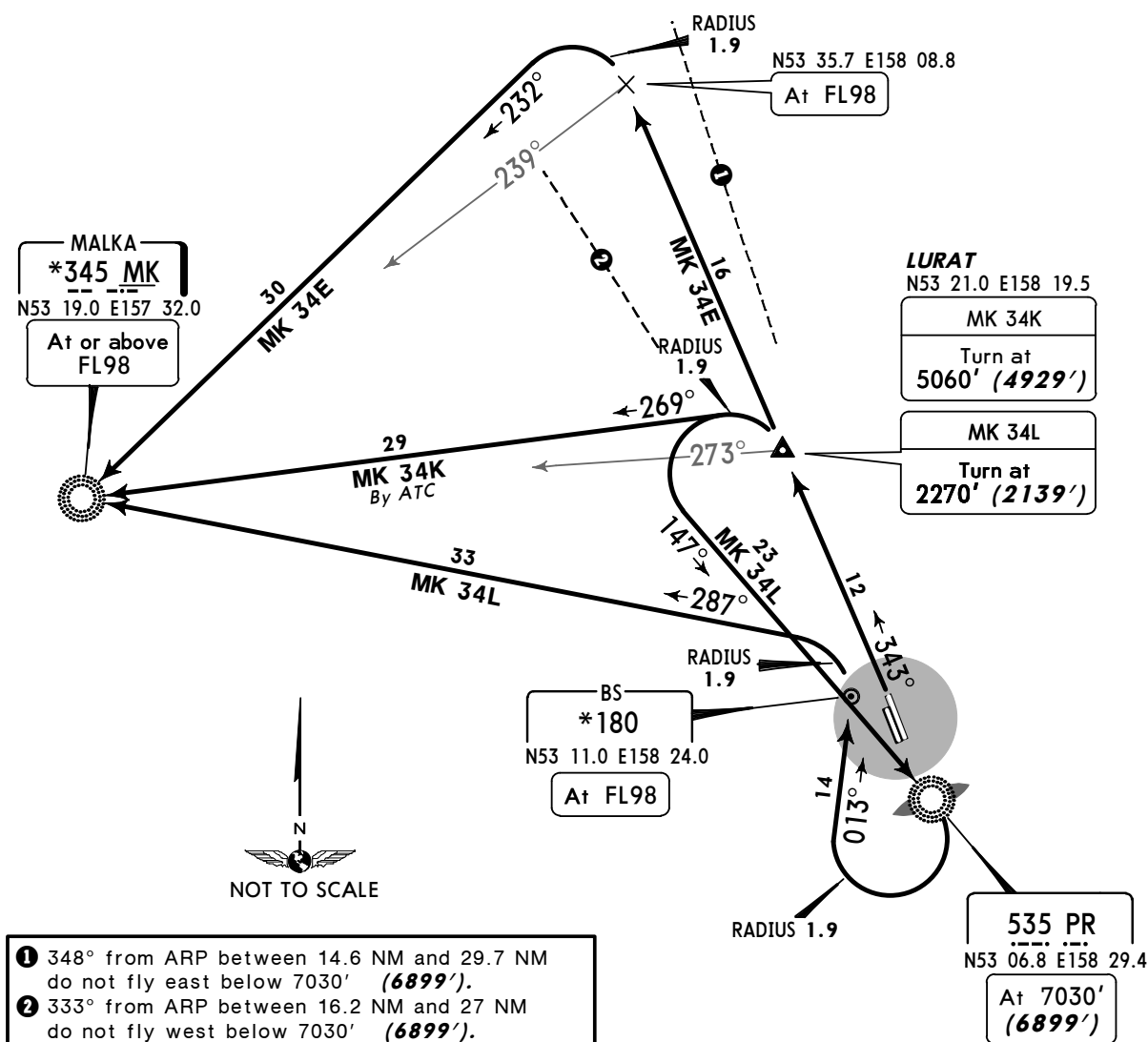
UHPP/PKC **JEPPESSEN** **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 14 JAN 11 **(10-3D)** **SID**

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



These SIDs require minimum climb gradients of

MK 34E

456' per NM (7.5%) up to 5060' (4929') at LURAT, 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

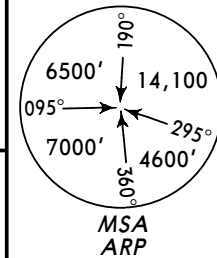
FL98	FL3000m
FL108	FL3300m
FL118	FL3600m

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

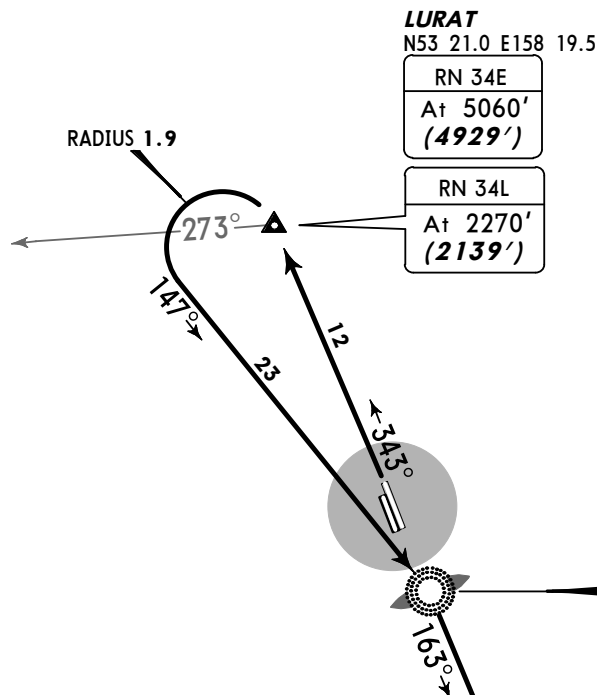
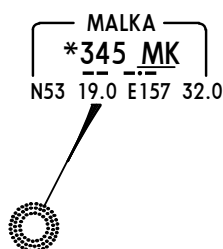
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
 YELIZOVO 14 JAN 11 **(10-3E)** **SID**

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

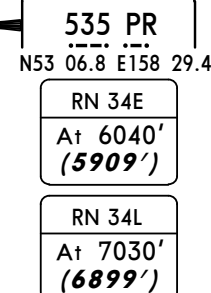


ALT/HEIGHT CONVERSION

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



① 164° 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 LURAT.

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

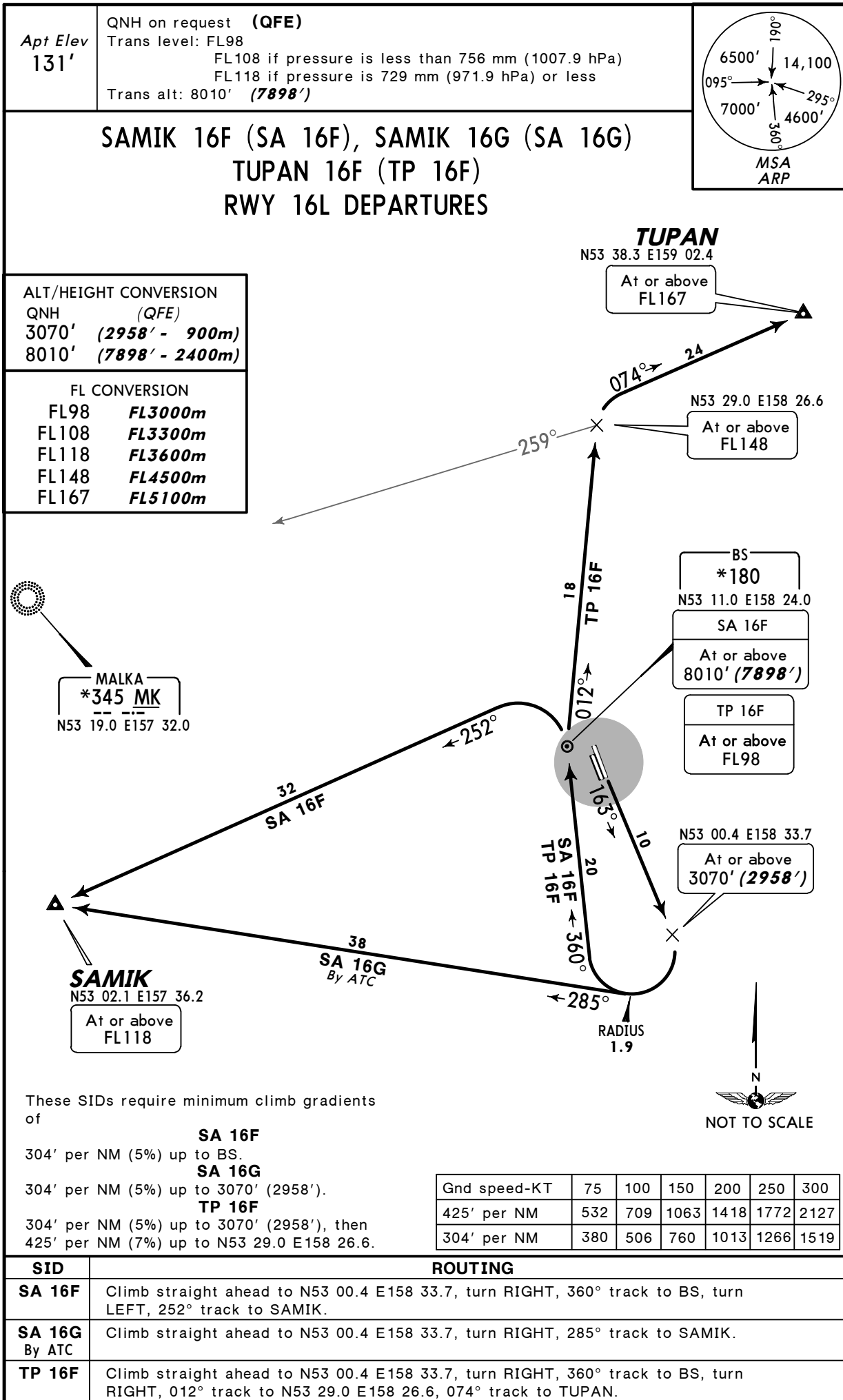
RINOT
 N52 03.4 E159 12.8

At or above
 FL128

ROUTING

Climb straight ahead to LURAT, turn LEFT, intercept 147° bearing to PR, turn RIGHT, 163° bearing to RINOT.

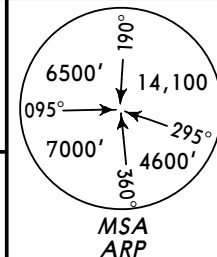
UHPP/PKC **JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
 YELIZOVO 14 JAN 11 **(10-3F)** **SID**



UHPP/PKC **JEPPESSEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 14 JAN 11 (10-3G) **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')**

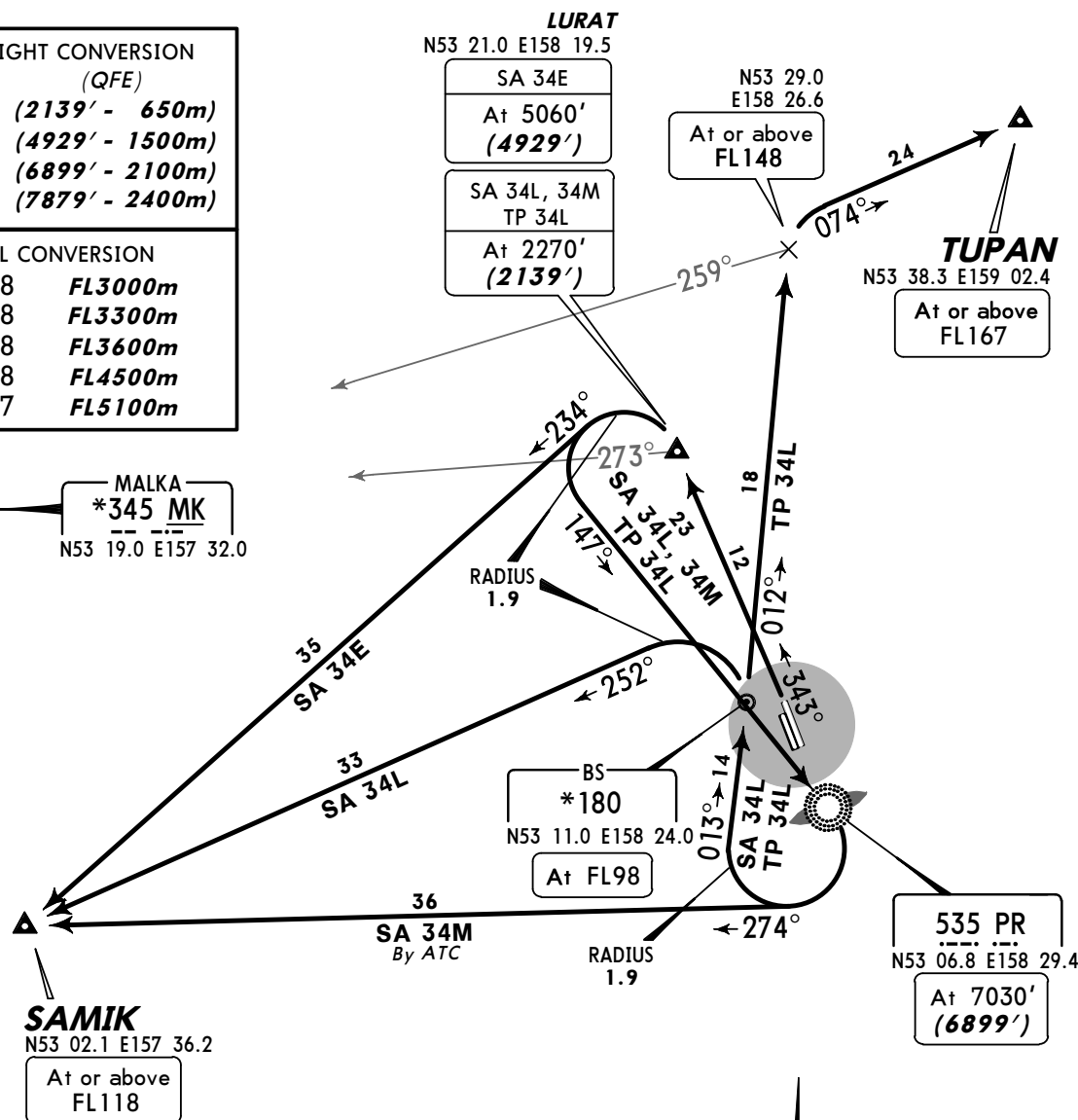


SAMIK 34E (SA 34E), SAMIK 34L (SA 34L) SAMIK 34M (SA 34M), TUPAN 34L (TP 34L) ① RWY 34R DEPARTURES

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

MALKA
*345 MK
N53 19.0 E157 32.0



SA 34E
This SID requires a minimum climb gradient of 456' per NM (7.5%) up to LURAT.

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

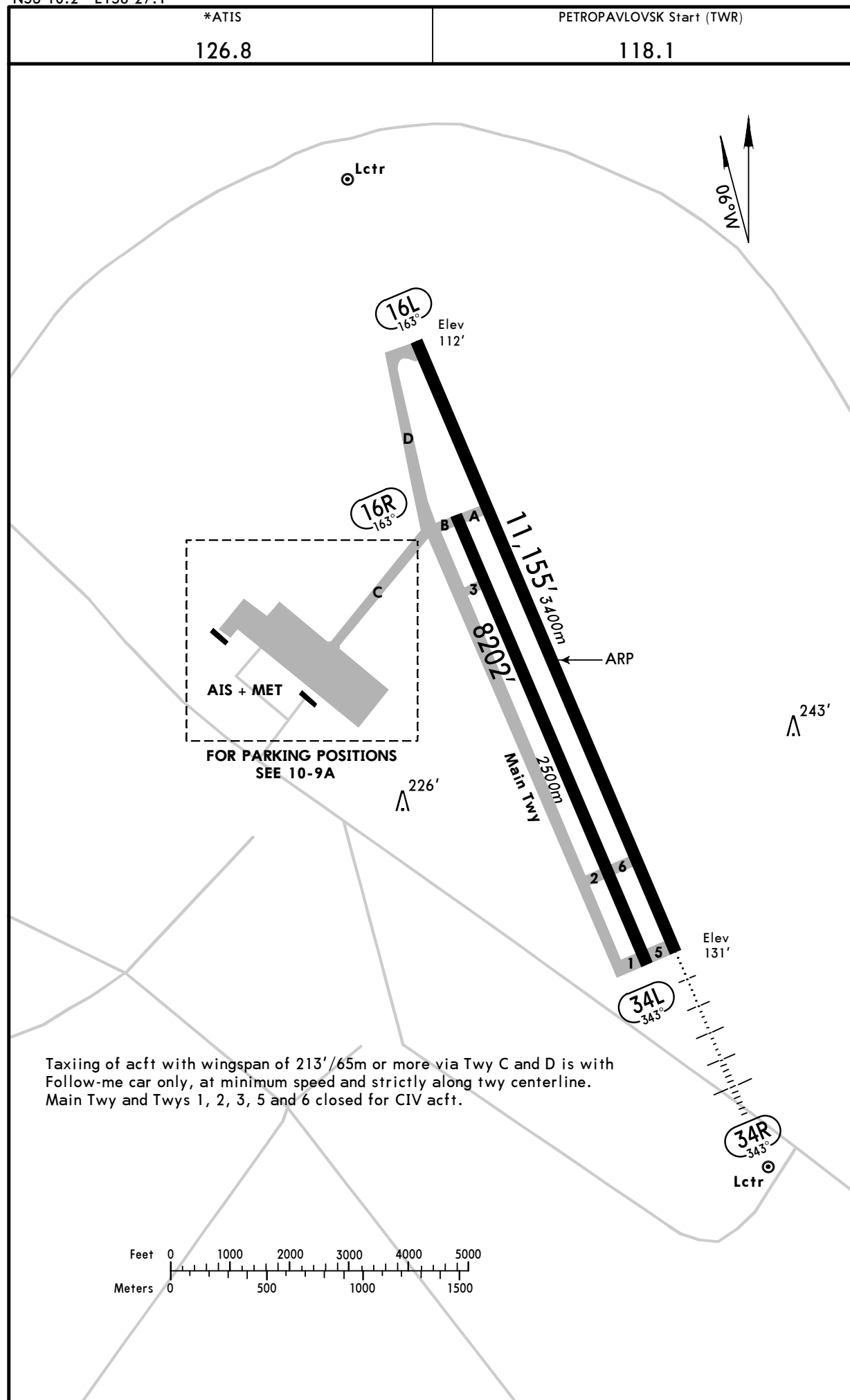
① MAX 250 KT below FL148.

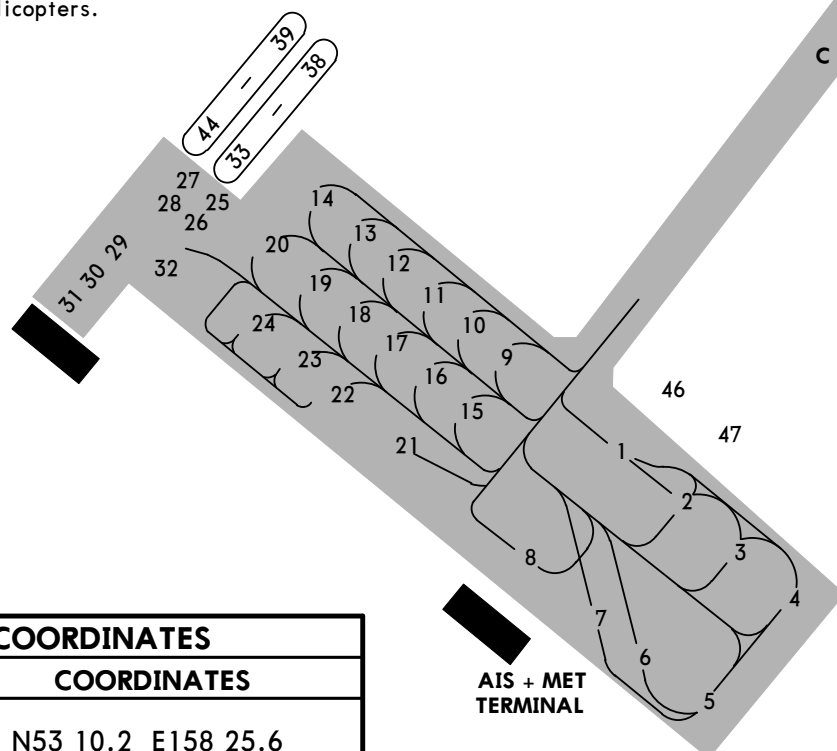
SID	ROUTING
SA 34E	Climb straight ahead to LURAT, turn LEFT, 234° track to SAMIK.
SA 34L	Climb straight ahead to LURAT, turn LEFT, intercept 147° bearing to PR, turn RIGHT, 013° track to BS, turn LEFT, 252° track to SAMIK.
SA 34M By ATC	Climb straight ahead to LURAT, turn LEFT, intercept 147° bearing to PR, turn RIGHT, 274° track to SAMIK.
TP 34L	Climb straight ahead to LURAT, 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.

UHPK/PKC **JEPPESEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA

Apt Elev **131'** 3 DEC 10 Eff **16 Dec** (10-9) YELIZOVO

N53 10.2 E158 27.1



UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
3 DEC 10 **10-9A**
Eff 16 Dec **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		TAKE-OFF	WIDTH
16L	HIRL (60m)	RVR	1	197' 60m
34R	HIRL (60m) HIALS PAPI-L (angle 2.67°)	RVR		

1 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				197' 60m
2 34L				

2 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 RLRCLM (DAY only)
or RL

A		
B	250m	
C		400m
D	300m	

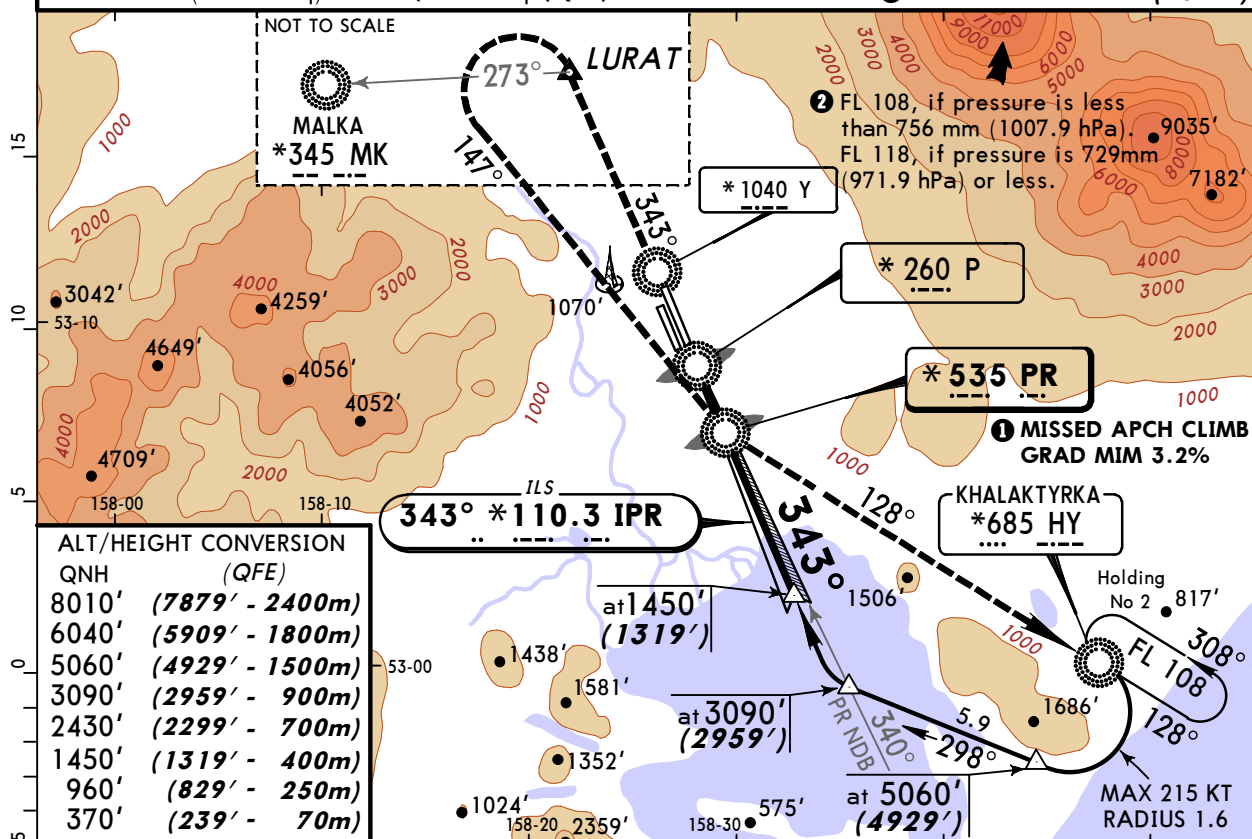
UHPP/PKC **JEPPesen** PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO **3 DEC 10** **11-1** **1 ALPHA ILS or 2 NDB Rwy 34R**

BRIEFING STRIP™

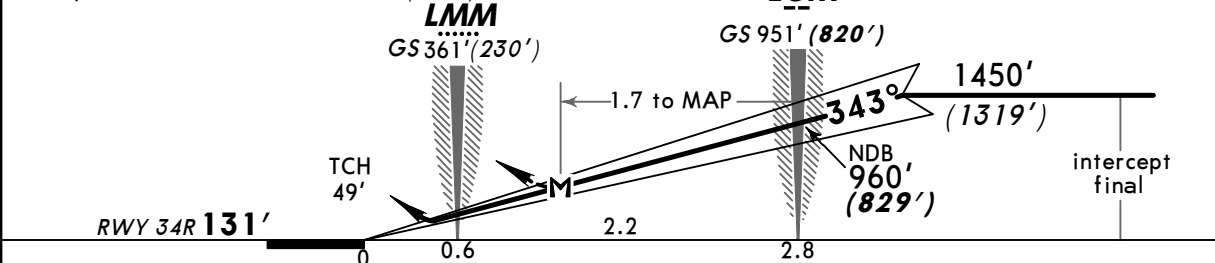
*ATIS 126.8		PETROPAVLOVSK Krug (RDR) 119.4		PETROPAVLOVSK Start (TWR) 118.1		 MSA Airport
LOC IPR *110.3	Final Apt Crs 343°	GS LOM 951' (820')	ILS DA(H) 331' (200')	Apt Elev 131'		
NDB PR *535		Minimum Alt LOM 960' (829')	NDB MDA(H) 490' (359')	RWY 131'		

MISSED APCH: Climb on **343°** to **2430' (2299')** or above to **LURAT**, 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 No 2.
Climb grad **MIM 3.2%** until reaching **PR NDB**.

Alt Set: **MM** (hPa on req) **QNH** on req (**QFE**) Trans level: **FL 98** **2** Trans alt: **8010'(7879')**



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



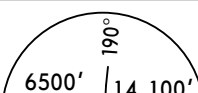
Gnd speed-Kts	70	90	100	120	140	160		2430' (2299') or above on 343°
ILS GS or NDB Descent Angle 2.67°	336	432	480	576	671	767		
LOM to MAP 1.7	1:27	1:08	1:01	0:51	0:44	0:38		

STRAIGHT-IN LANDING RWY 34R					
Missed apch climb gradient mim 3.2%					
ILS DA(H) 331'(200')		LOC (GS out)		NDB MDA(H) 490'(359')	
FULL	ALS out			ALS out	
A					
B	RVR 720m VIS 800m	NOT AUTH		1200m	RVR 1800m VIS 2000m
C					
D				RVR 1500m VIS 1600m	

UHP/PC 3 DEC 10 11-2 YELIZOVO Eff 16 Dec

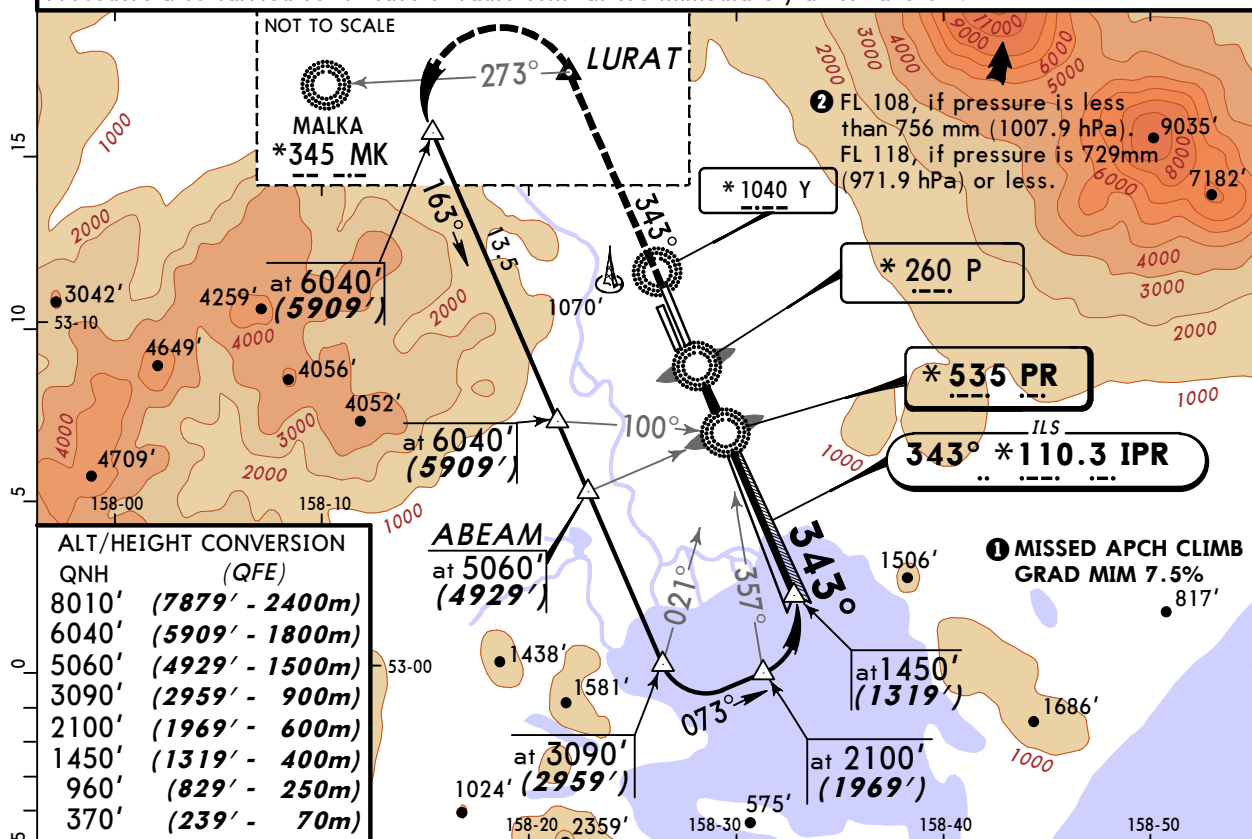
JEPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

1 BRAVO-1 ILS or 2 NDB Rwy 34R

BRIEFING STRIP™	*ATIS		PETROPAVLOVSK Krug (RDR)		PETROPAVLOVSK Start (TWR)		 MSA Airport
	126.8		119.4		118.1		
	LOC IPR	Final Apch Crs 343°	GS LOM	ILS DA(H)	Apt Elev 131' RWY 131'		
	*110.3		951' (820')	331' (200')			
	NDB PR		Minimum Alt LOM	NDB MDA(H)			
*535	960' (829')		490' (359')				

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

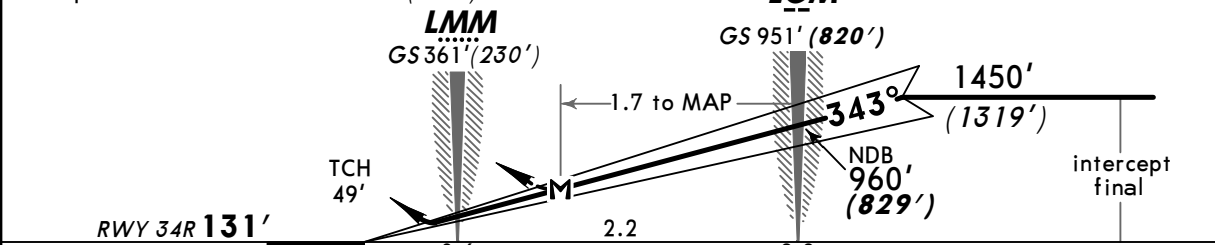
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 98 2 Trans alt: 8010' (7879')
Procedure also carried out in case of radio com failure immediately after take-off.



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)

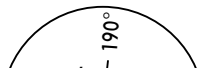
NDB apch: Pass LMM not below 370' (239').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	5060' (4929') on 343°	163°	6040' (5909')
ILS GS or NDB Desc Angle 2.67°	336	432	480	576	671	767	PAPI			
LOM to MAP	1.7	1:27	1:08	1:01	0:51	0:44	0:38			

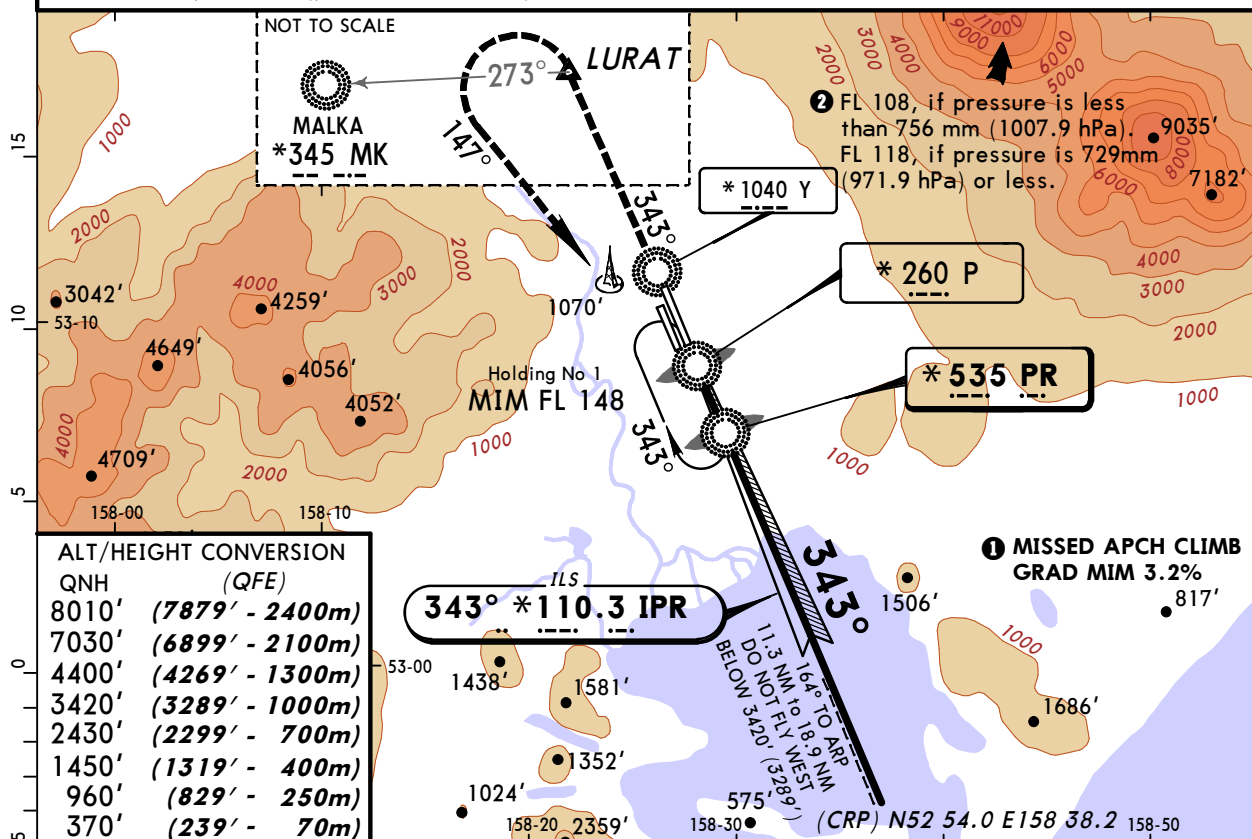
STRAIGHT-IN LANDING RWY 34R					
Missed apch climb gradient mim 7.5% up to 5060' (4929')					
ILS DA(H) 331' (200')		LOC (GS out)		NDB MDA(H) 490' (359')	
FULL	ALS out				ALS out
A					
B	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1800m VIS 2000m
C					
D				RVR 1500m VIS 1600m	

UHPP/PKC **JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA** **YELIZOVO** 3 DEC 10 **(11-3)** **1 BRAVO-2 ILS or 2 NDB Rwy 34R** **Eff 16 Dec**

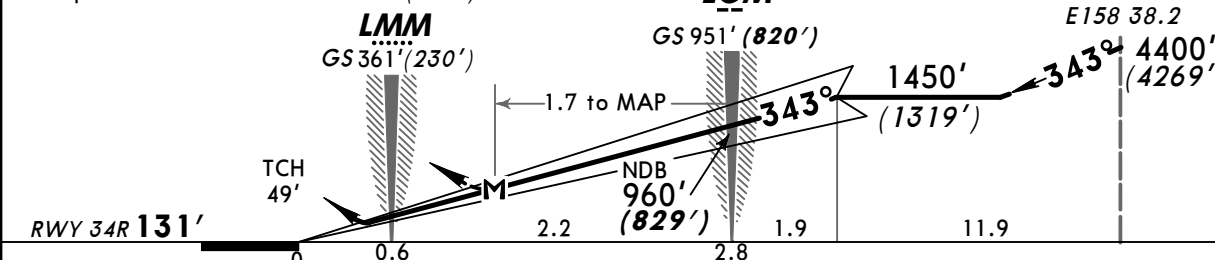
BRIEFING STRIP	*ATIS		PETROPAVLOVSK Krug (RDR)		PETROPAVLOVSK Start (TWR)		
	126.8		119.4		118.1		
	LOC IPR	Final Apch Crs 343°	GS LOM	ILS DA(H)	Apt Elev	131'	
	* 110.3		951' (820')	331' (200')			
	NDB PR		Minimum Alt LOM	NDB MDA(H)	RWY	131'	
* 535	960' (829')		490' (359')				

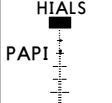
MISSED APCH: Climb on 343° to 2430' (2299') or above to LURAT, then turn LEFT onto 147° climbing to 7030' (6899') to PR NDB, then proceed to holding No 1. Climb grad MIM 3.2% until reaching PR NDB.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 98 ② Trans alt: 8010' (7879')



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



Gnd speed-Kts	70	90	100	120	140	160		2430' (2299') or above on 343°
ILS GS or NDB Desc Angle 2.67°	336	432	480	576	671	767		
LOM to MAP 1.7	1:27	1:08	1:01	0:51	0:44	0:38		

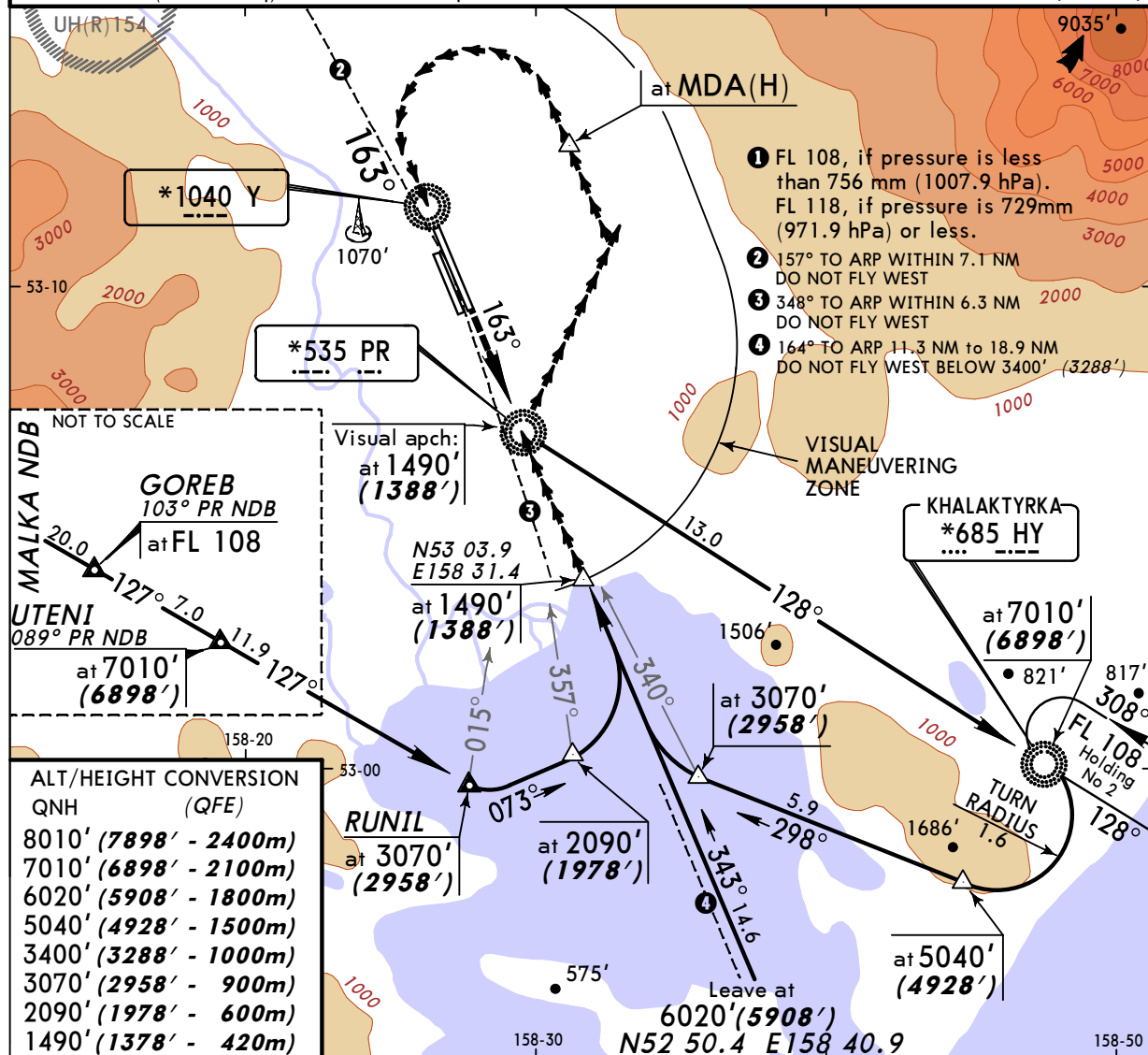
STRAIGHT-IN LANDING RWY 34R											
Missed apch climb gradient mim 3.2%											
ILS				LOC (GS out)		NDB					
DA(H) 331'(200')						MDA(H) 490'(359')					
FULL		ALS out						ALS out			
A											
B	RVR 720m VIS 800m		1200m		NOT AUTH		1200m		RVR 1800m VIS 2000m		
C											
D											
							RVR 1500m VIS 1600m				

**UHPP/PKC
YELIZOVO**

JEPPESEN
3 DEC 10 (19-1)
Eff 16 Dec

PETROPAVLOVSK-KAMCHATSKY, RUSSIA
CIRCLING Rwy 16L

*ATIS		PETROPALOVSK Krug (RDR)		PETROPALOVSK Start (TWR)		
126.8		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.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 98 1		Trans alt: 8010' (7898')



							2090' (1978') ↑ on 163°	
							LANDING RWY 16L CEILING REQUIRED	
	MDA(H)						CEIL-VIS	
A	580' (468')						470m - 3000m	
B	810' (698')						470m - 3000m	
C	900' (788')						520m - 5000m	
D	1400' (1288')						520m - 5000m	