

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

No revision activity since Disc 09-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport ULLI

General Info

St Petersburg, RUS

N 59° 48.0' E 30° 15.7' Mag Var: 8.0°E

Elevation: 79'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 10L-28R 11145' x 197' concrete

Runway 10R-28L 12402' x 197' concrete

Runway 10L (97.0°M) TDZE 61'

Lights: Edge, ALS, TDZ

Runway 10R (97.0°M) TDZE 67'

Lights: Edge, ALS, Centerline, TDZ

Runway 28L (277.0°M) TDZE 79'

Lights: Edge, ALS, Centerline

Runway 28R (277.0°M) TDZE 66'

Lights: Edge, ALS, TDZ

Communications InfoATIS **127.4** Non-EnglishATIS **127.3**Pulkovo Tower **129.0** SecondaryPulkovo Tower **128.0** SecondaryPulkovo Tower **118.7**Pulkovo Tower **118.1**Pulkovo Taxiing Ground Control **129.0** SecondaryPulkovo Taxiing Ground Control **128.0** SecondaryPulkovo Taxiing Ground Control **121.9**Pulkovo Taxiing Ground Control **121.7**Petersburg Approach Control **125.2** (174°-354°)Petersburg Approach Control **129.0** SecondaryPetersburg Approach Control **128.0** SecondaryPetersburg Approach Control **119.3**Pulkovo Krug Radar **129.0** SecondaryPulkovo Krug Radar **128.0** SecondaryPulkovo Krug Radar **120.3****Notebook Info**

ULLI/LED
PULKOVO**JEPPESEN**

3 DEC 10

10-1P

Eff 16 Dec

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 and/or ceiling is 260' 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.

The flight crew must report the execution of landing, the vacation of RWY including the vacation of RWY after crossing during taxiing. ACFT are not allowed, without additional instructions, to hold at a position closer to RWY than the limit of the RWY holding position, which is the limit of ILS critical area.

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

- 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 DEC 10

JEPPESEN

(10-1P1)

Eff 16 Dec

ST PETERSBURG, RUSSIA**AIRPORT BRIEFING****1. GENERAL**Taxiing 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

Through taxiing with MAX wingspan of 144' /44m is allowed along TWY B5 and A3, if stand 19 is vacant MAX wingspan of 158' /48.1m is allowed.

Through taxiing with MAX wingspan of 123' /37.6m is allowed between satellites, if stand 17 is either vacant or occupied by small ACFT MAX wingspan of 158' /48.1m is allowed.

Through taxiing with MAX wingspan of 213' /65m is allowed along TWY B7 and A1 TWY B6 MAX wingspan 213' /65m.

Use of TWY B10 with Follow-me car only.

Use of TWY B10 prohibited, when RWY 10R/28L RVR is less than 800m.

1.4. PARKING INFORMATION

Exit stands 38, 39, 40, 41, 42, 65 thru 68, 99 thru 101 by towing.

Exit stands 1, 3, 5, 7, 9, 12, 14, 27, 29 and 30 by push-back.

Enter stands 19 thru 24, 26, 46 thru 55 by towing.

Enter stands 400 thru 424 by towing, when the stand having smaller number is occupied.

Use of stands 21, 56 thru 60, 79 and 90 thru 95 and 500 thru 509 by towing.

Stand 26 available for engine run-up.

Stands 43 thru 45A available for Helicopter.

1.5. OTHER INFORMATION

Birds.

ULLI/LED
PULKOVO

12 NOV 10

JEPPESEN
(10-1P2)

Eff 18 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.

When flying below FL 98 the indicated airspeed shall not be more than 270 KT. The pilot can maintain speed at own discretion after receiving "Negative speed restriction" from ATC.

2.1.2. APPROACH PHASE

Restrictions

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

Special approach procedures

When established on final approach track, pilots shall lower the landing gear and set wing devices into intermediate position.

At 1400' (1321') pilots shall commence the flaps into landing position and set final approach speed taking into account the ACFT landing 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.

2.3. OTHER INFORMATION

Pilots shall additionally report the ACFT type at first contact with ST PETERSBURG ACC.

ULLI/LED
PULKOVO

12 NOV 10

JEPPESEN
10-1P3

Eff 18 Nov

ST PETERSBURG, RUSSIA
AIRPORT BRIEFING

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES**3.1.1. GENERAL**

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

3.1.2. 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.

When departing from RWY 28R/L, CAT C & D ACFT shall carry out take-off from RWY beginning as in accordance with the noiseless take-off procedures defined by the provisions of the aeroplane flight manual.

Unless otherwise instructed by ATC, while carrying out take-off from RWYs 10R/L & RWYs 28R/L, ACFT shall proceed according chart, establish communication with PULKOVO Krug on frequency 120.3 at 740'(661').

CAT C & D ACFT shall carry out initial turn with MAX 20° bank and MAX TAS 245KT.

CAT A & B ACFT shall carry out initial turn with 10° bank.

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

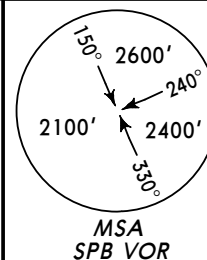
JEPPESSEN **ST PETERSBURG, RUSSIA**
21 MAY 10 **10-2** **Eff 3 Jun** **STAR**

ATIS
127.3
(Russian)
127.4

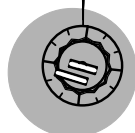
Apt Elev
79'

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

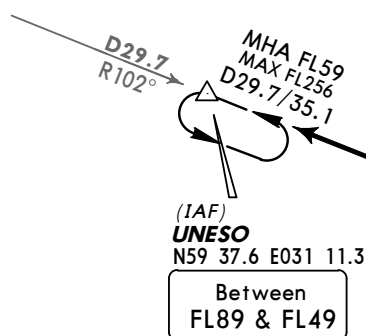


(IAF)
ST PETERSBURG
P 113.4 SPB
N59 48.4 E030 16.6



(IAF)
TIRTA
N59 54.6 E031 06.9
At FL69

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



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

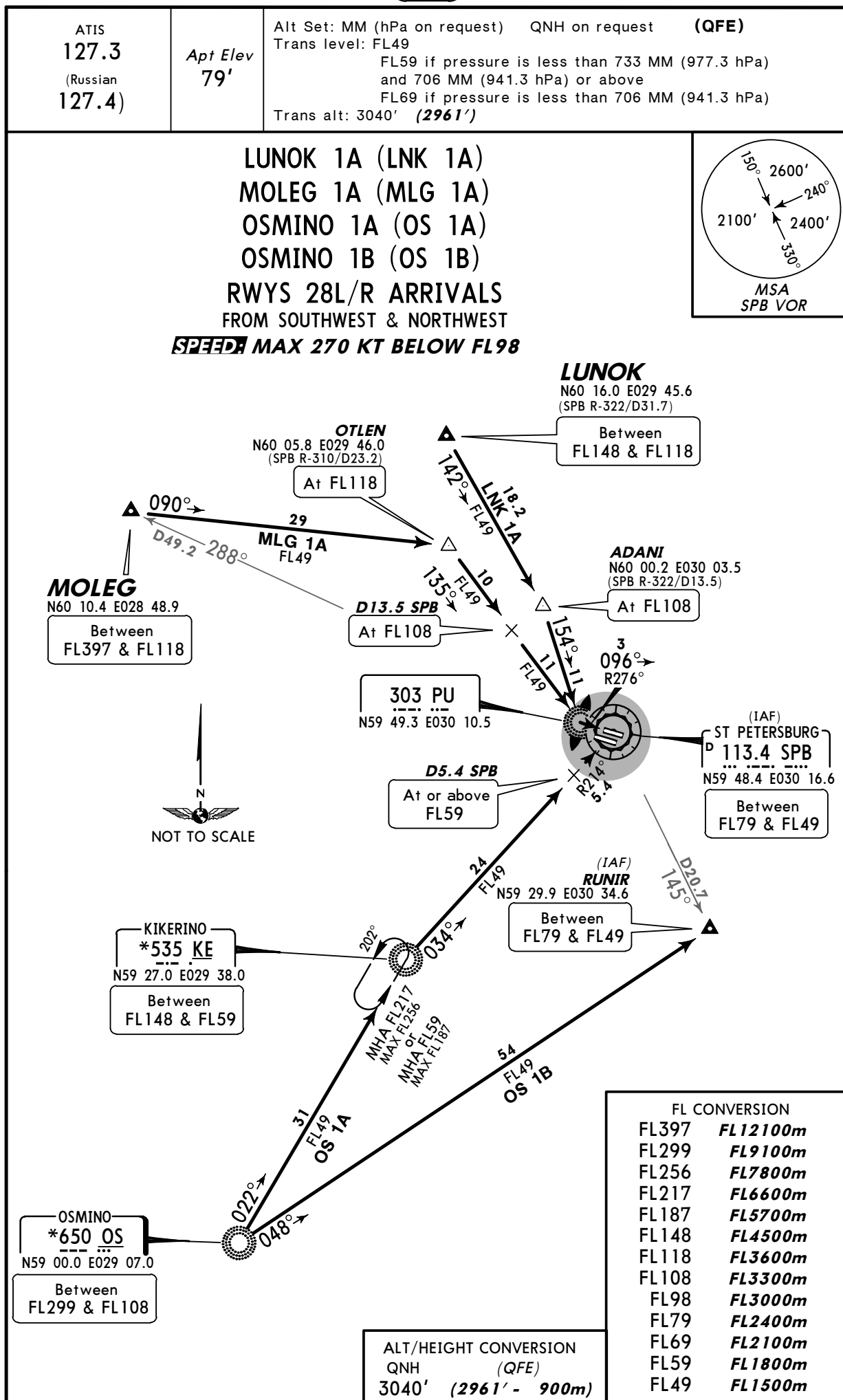
FL CONVERSION	
FL266	FL8100m
FL256	FL7800m
FL157	FL4800m
FL118	FL3600m
FL98	FL3000m
FL89	FL2700m
FL79	FL2400m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m



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

ULLI/LED
PULKOVO

JEPPesen **ST PETERSBURG, RUSSIA**
21 MAY 10 **(10-2A)** **Eff 3 Jun** **STAR**



ULLI/LED
PULKOVO

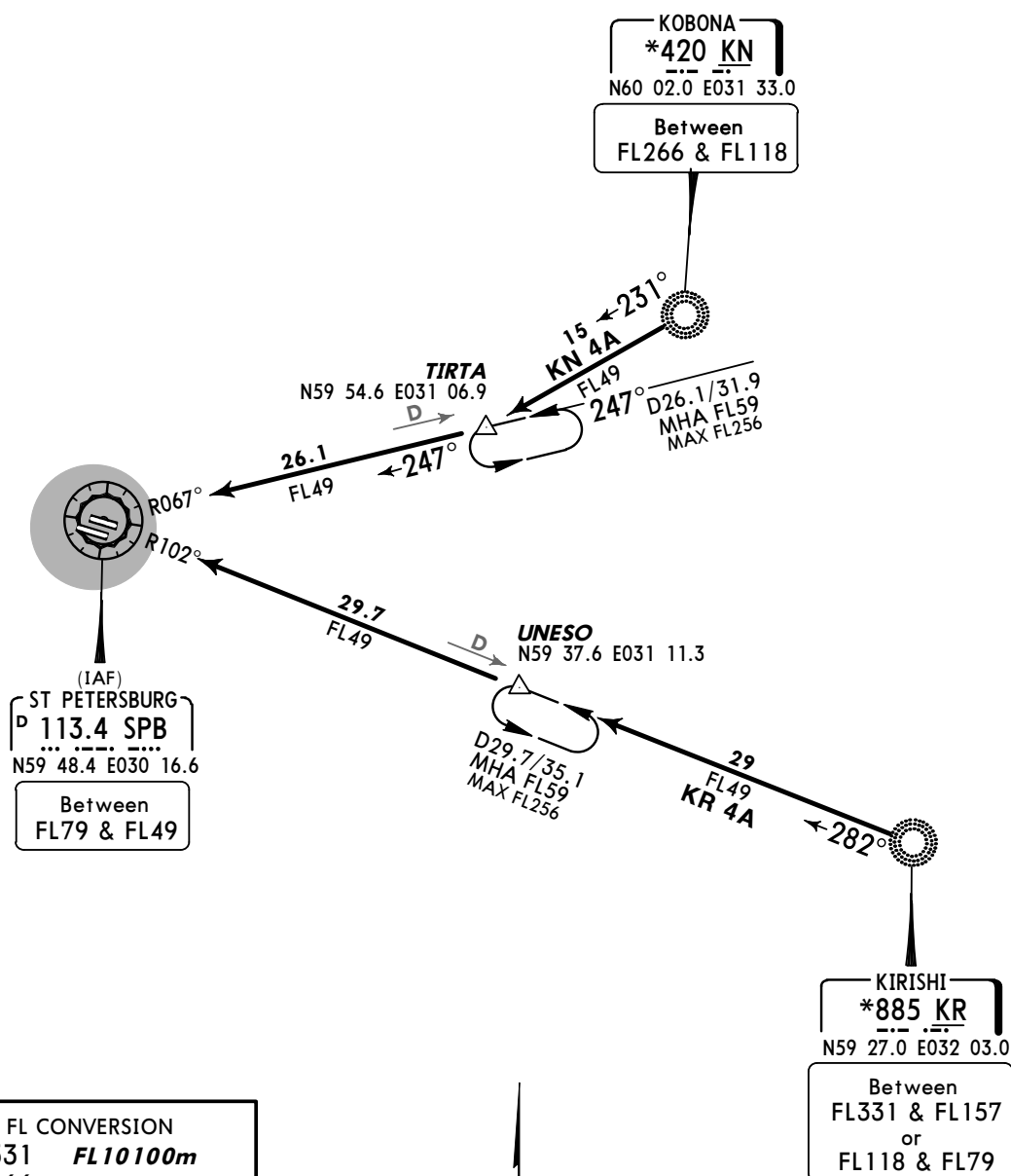
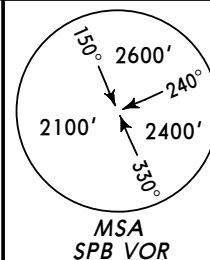
JEPPESEN ST PETERSBURG, RUSSIA
2 APR 10 **10-2B** **Eff 8 Apr** **STAR**

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

2 APR 10

10-2C

Eff 8 Apr

STAR

JEPPesen

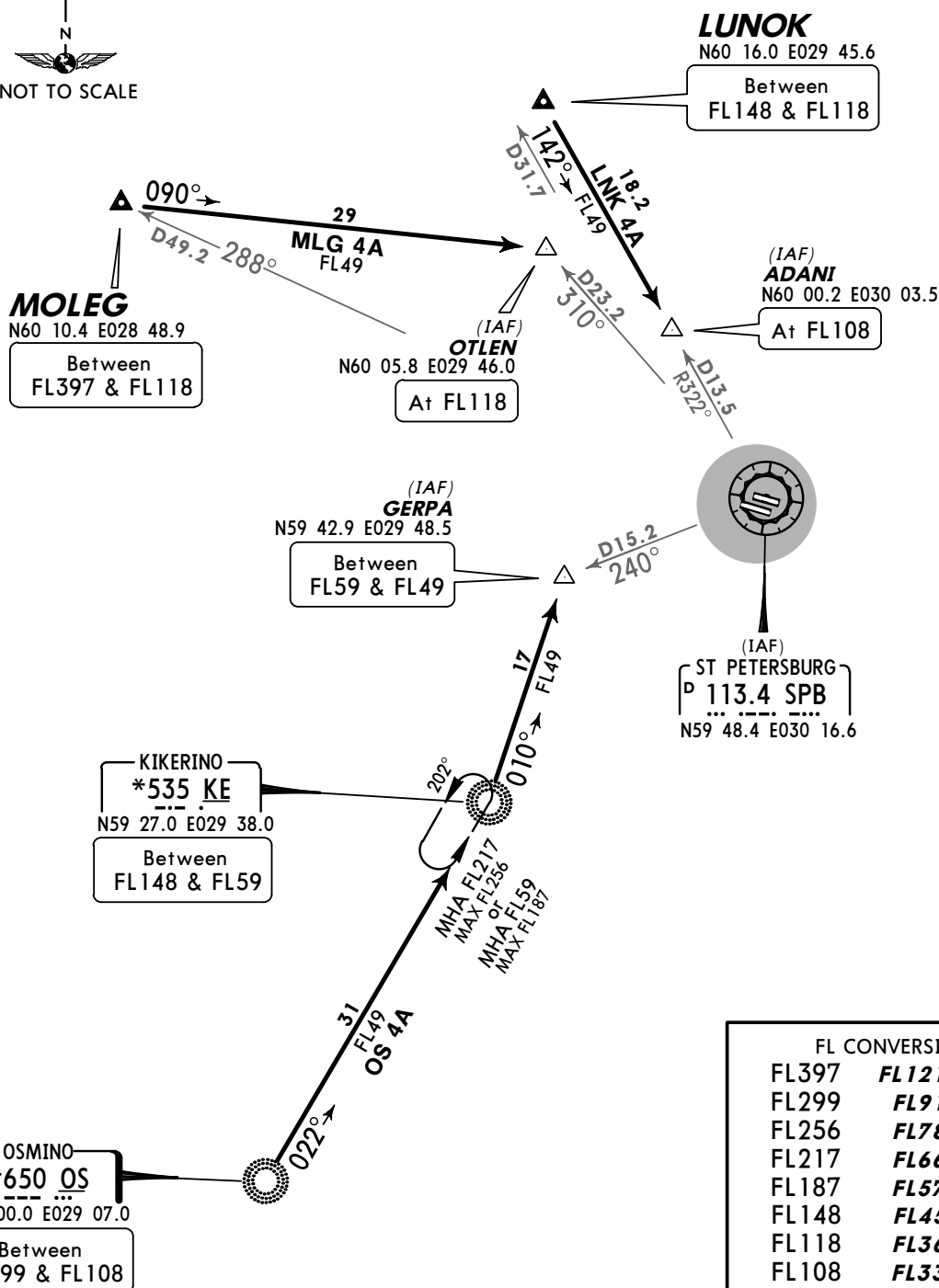
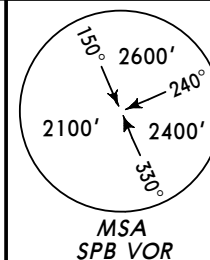
ST PETERSBURG, RUSSIA

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)
MOLEG 4A (MLG 4A)
OSMINO 4A (OS 4A)
RWYS 10L/R ARRIVALS
FROM SOUTHWEST & NORTHWEST
~~SPEED~~ MAX 270 KT BELOW FL98

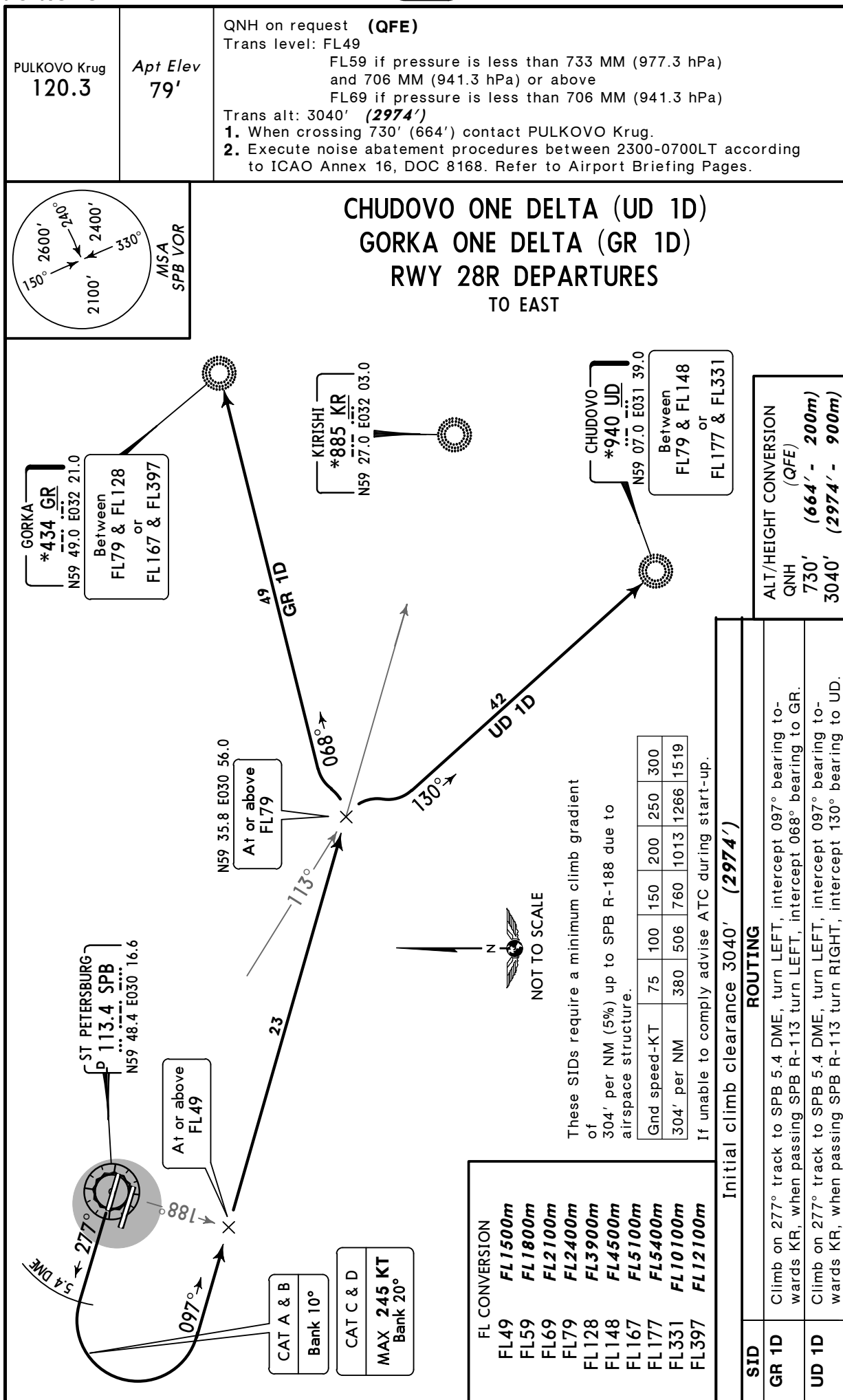


FL CONVERSION	
FL397	FL12100m
FL299	FL9100m
FL256	FL7800m
FL217	FL6600m
FL187	FL5700m
FL148	FL4500m
FL118	FL3600m
FL108	FL3300m
FL98	FL3000m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

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

ULLI/LED
PULKOVO

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



ULLI/LED
PULKOVO

JEPPesen
3 APR 09 **(10-3A)**

Eff 9 Apr

ST PETERSBURG, RUSSIA

SID

PULKOVO Krug
120.3

Apt Elev
79'

QNH on request **(QFE)**

Trans level: FL49

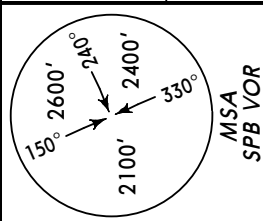
FL59 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above

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

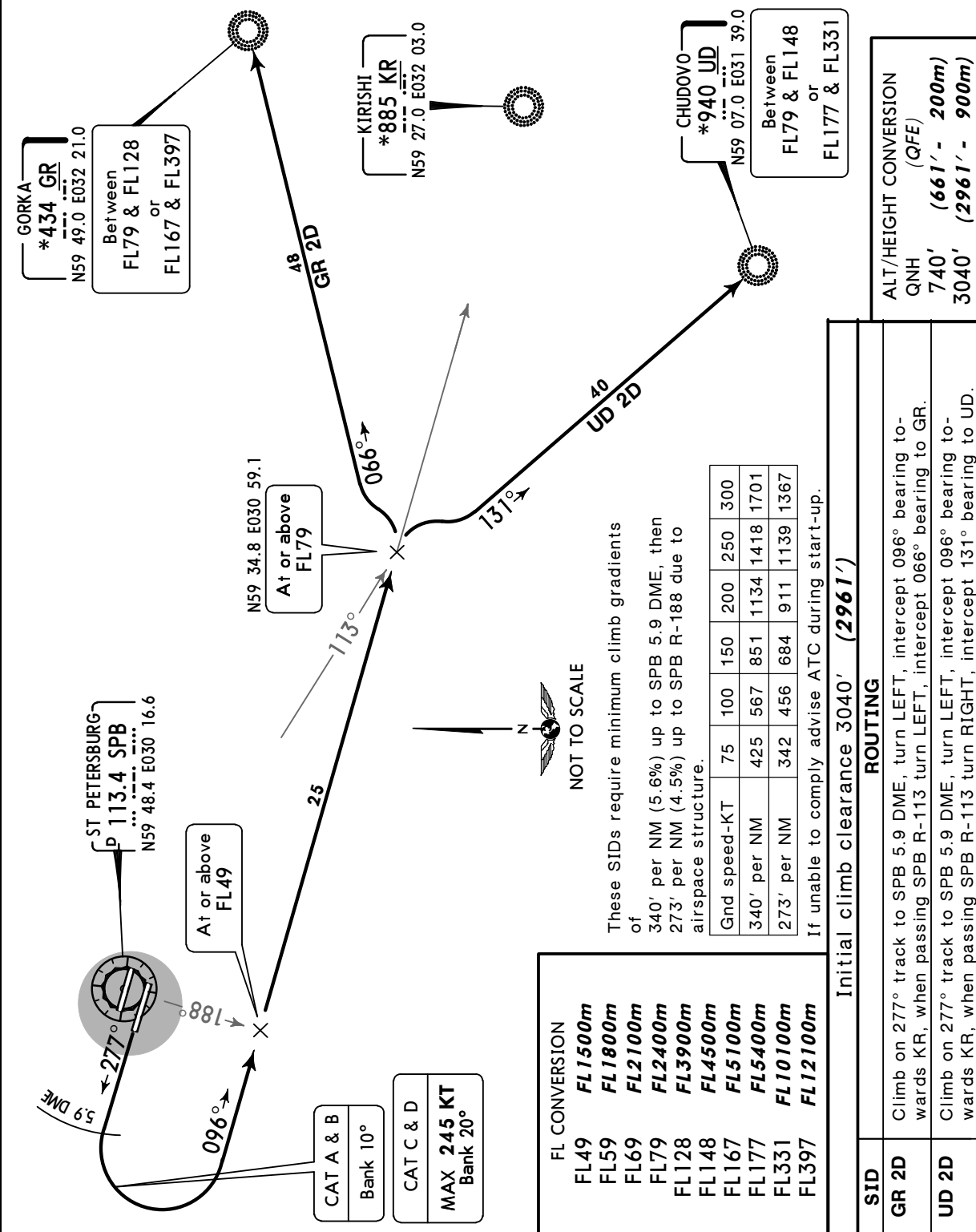
Trans alt: 3040' **(2961')**

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.



**CHUDOVO TWO DELTA (UD 2D)
GORKA TWO DELTA (GR 2D)
RWY 28L DEPARTURES
TO EAST**



ULLI/LED
PULKOVO

JEPPesen
3 APR 09 **10-3B**

Eff 9 Apr

ST PETERSBURG, RUSSIA

SID

PULKOVO Krug
120.3

Apt Elev
79'

QNH on request **(QFE)**

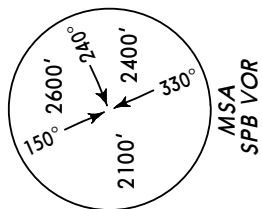
Trans level: FL49

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

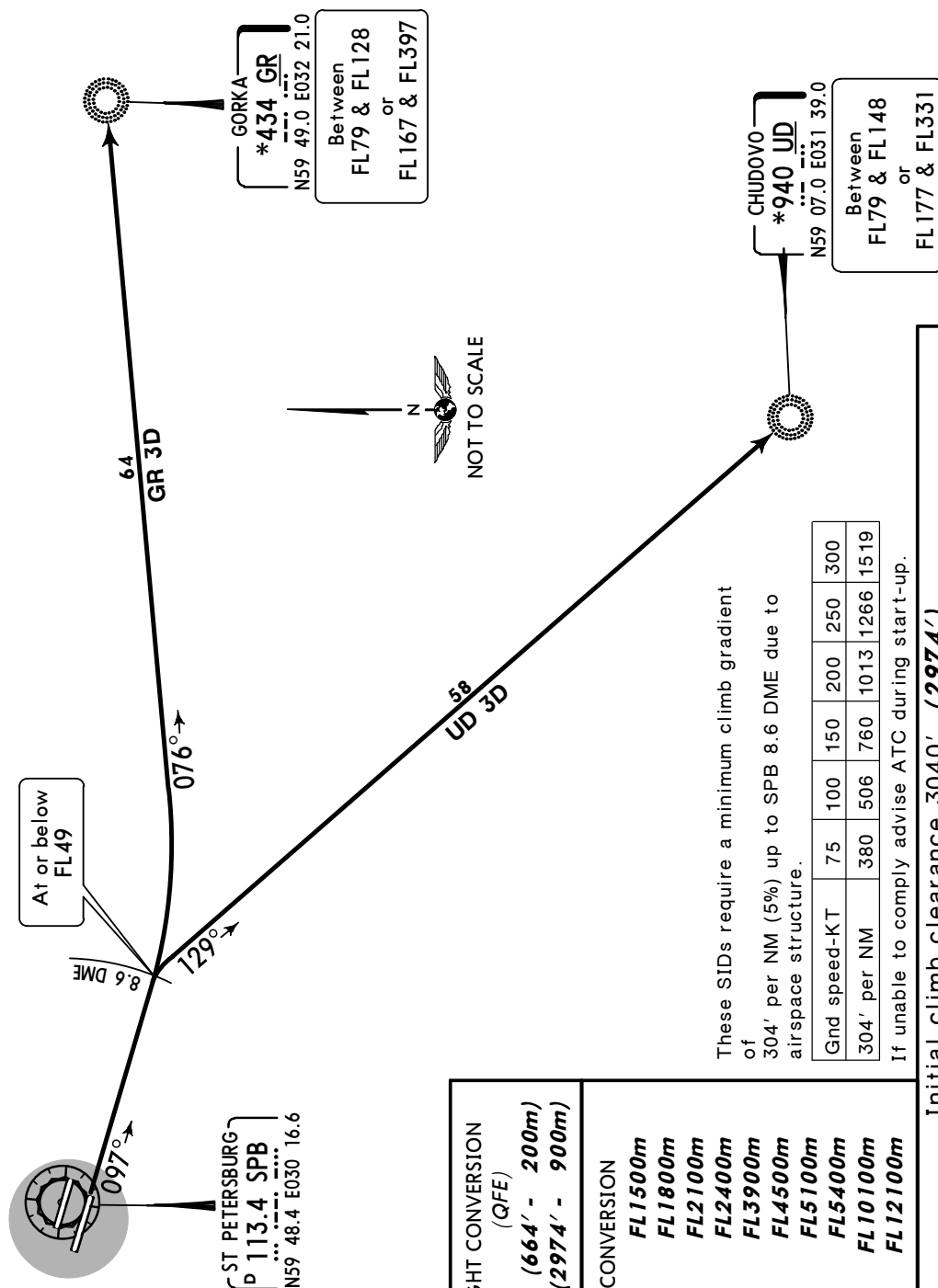
FL69 if pressure is less than 706 MM (941.3 hPa)

Trans alt: 3040' **(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



These SIDs require a minimum climb gradient of 304' per NM (5%) up to SPB 8.6 DME due to airspace structure.

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

If unable to comply advise ATC during start-up.

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

ROUTING

Climb on 097° track to SPB 8.6 DME, turn LEFT, intercept 076° bearing to GR.

Climb on 097° track to SPB 8.6 DME, turn RIGHT, intercept 129° bearing to UD.

ALT/HEIGHT CONVERSION
QNH (QFE)

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

FL CONVERSION

FL49 FL1500m
FL59 FL1800m
FL69 FL2100m
FL79 FL2400m
FL128 FL3900m
FL148 FL4500m
FL167 FL5100m
FL177 FL5400m
FL331 FL10100m
FL397 FL12100m

SID

GR 3D

UD 3D

ULLI/LED
 PULKOVO

JEPPESSEN
 3 APR 09 **10-3C**

ST PETERSBURG, RUSSIA

Eff 9 Apr

SID

PULKOVO Krug
 120.3

Apt Elev
 79'

QNH on request **(QFE)**

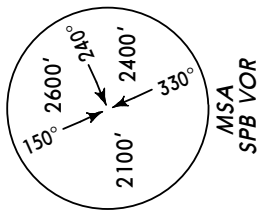
Trans level: FL49

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

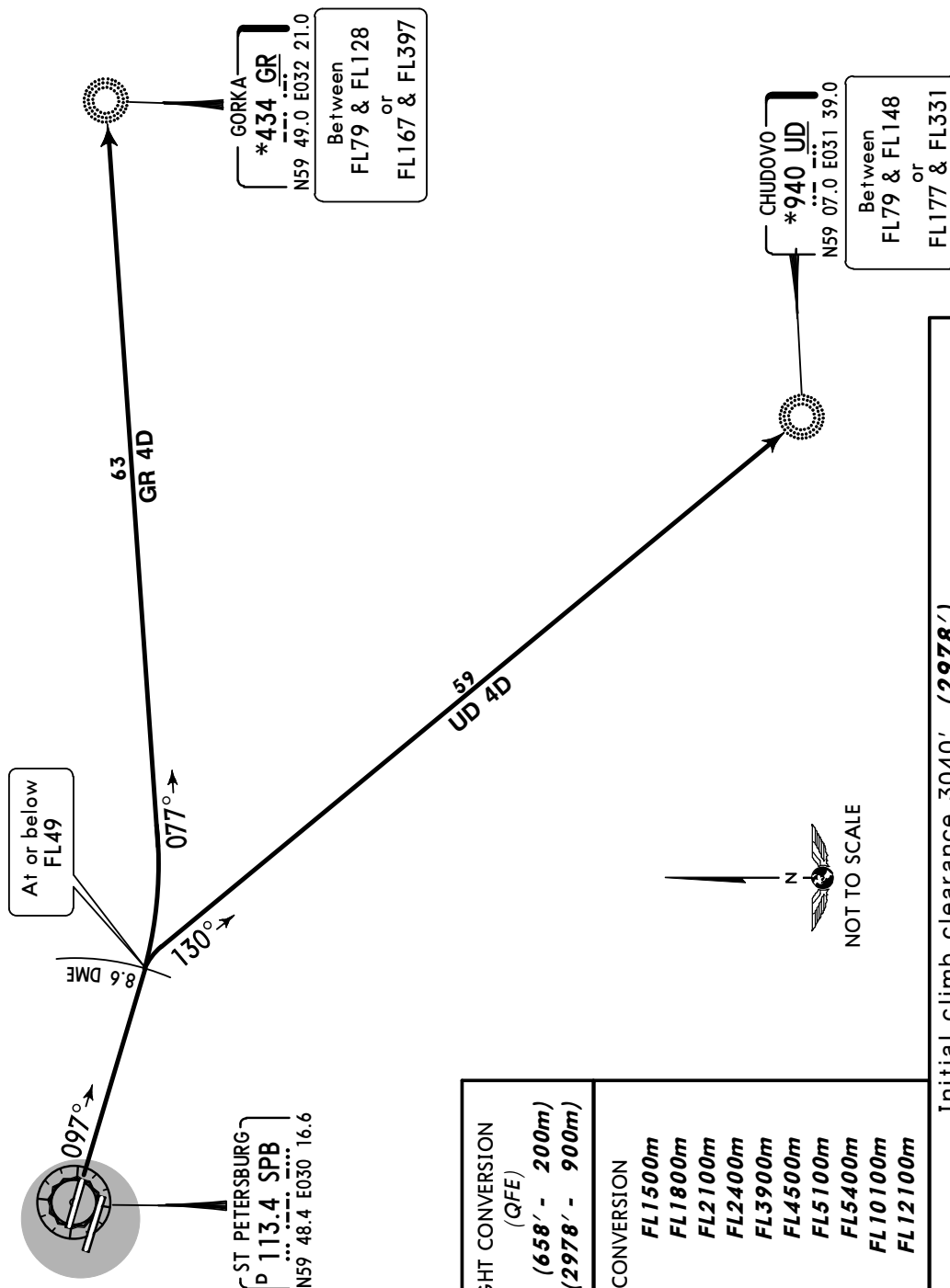
FL69 if pressure is less than 706 MM (941.3 hPa)

Trans alt: 3040' **(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

SID

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**JEPPESEN**
21 MAY 10**(10-3D)****Eff 3 Jun****ST PETERSBURG, RUSSIA****SID****PULKOVO Krug**
120.3**Apt Elev**
79'**QNH on request (QFE)**

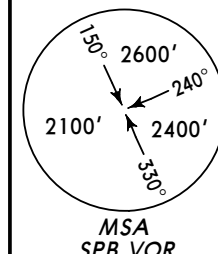
Trans level: FL49

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.**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**
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°**37**
KO 1D
ST PETERSBURG
D 113.4 SPB
 N59 48.4 E030 16.6
These SIDs require minimum climb gradients
of**KO 1D**

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

LNK 1D340' 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
304' per NM	380	506	760	1013	1266	1519

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' (2974')

SID	ROUTING
KO 1D	Climb on 277° track to SPB 2.7 DME, turn LEFT, 245° track 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 21 MAY 10 **(10-3E)** Eff 3 Jun

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

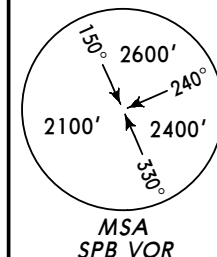
FL69 if pressure is less than 706 MM (941.3 hPa)

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
 (SPB R-247/D39.3)
 Between
 FL118 & FL217

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



SPB
 247°

ST PETERSBURG
D 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 SPB 2.7 DME, 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 SPB 2.7 DME, turn LEFT, 247° track 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 **ST PETERSBURG, RUSSIA**
 21 MAY 10 **10-3F** **Eff 3 Jun**

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)

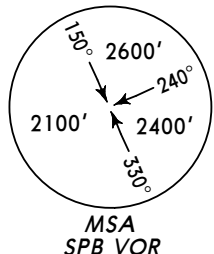
and 706 MM (941.3 hPa) or above

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

ALT/HEIGHT CONVERSION

QNH (QFE)

730' (664' - 200m)

3040' (2974' - 900m)

FL CONVERSION

FL49 **FL1500m**

FL59 **FL1800m**

FL69 **FL2100m**

FL89 **FL2700m**

FL118 **FL3600m**

FL138 **FL4200m**

FL148 **FL4500m**

FL217 **FL6600m**

FL397 **FL12100m**

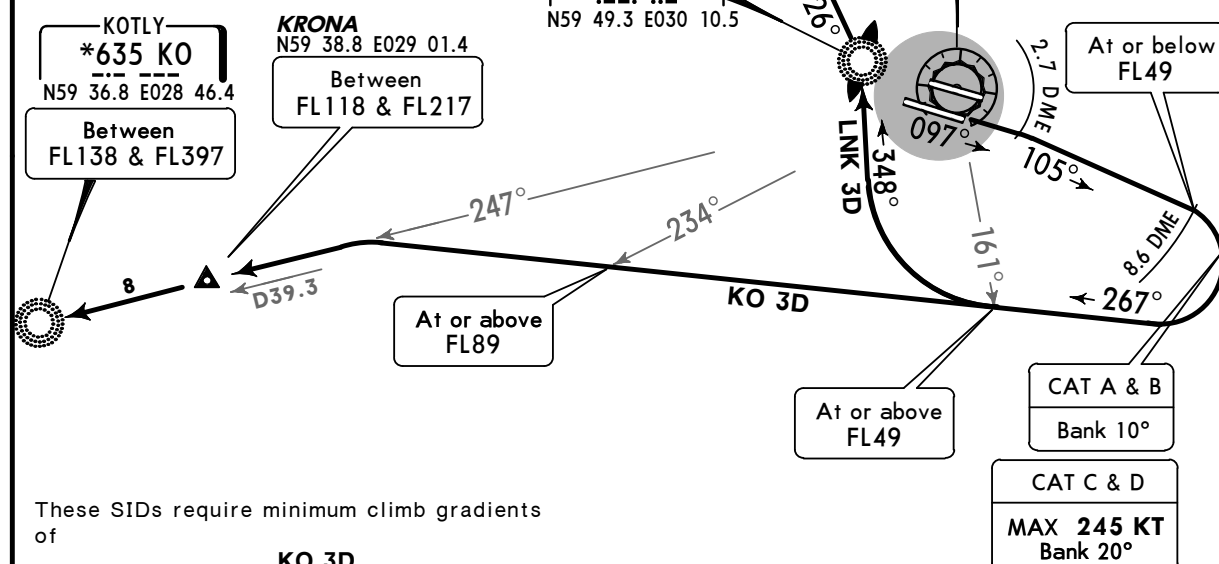


KOTLY
***635 KO**
 N59 36.8 E028 46.4
 Between
 FL138 & FL397

KRONA
 N59 38.8 E029 01.4
 Between
 FL118 & FL217

303 PU
 N59 49.3 E030 10.5

ST PETERSBURG
 D 113.4 SPB
 N59 48.4 E030 16.6



These SIDs require minimum climb gradients of

KO 3D

383' per NM (6.3%) up to SPB 8.6 DME, 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 SPB 2.7 DME, 105° track to SPB 8.6 DME, turn RIGHT, 267° track, turn LEFT, intercept SPB R-247 via KRONA to KO.
LNK 3D	Climb on 097° track to SPB 2.7 DME, 105° track to D8.6 SPB, turn RIGHT, 267° track, when passing SPB R-161 turn RIGHT to PU, 326° bearing to LUNOK.

ULLI/LED
PULKOVO

JEPPesen
21 MAY 10 **(10-3G)**

Eff 3 Jun

ST PETERSBURG, RUSSIA

SID

PULKOVO Krug
120.3

Apt Elev
79'

QNH on request **(QFE)**

Trans level: FL49

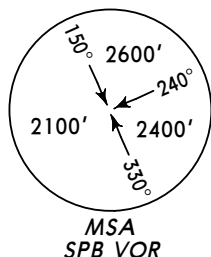
FL59 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above

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.



LUNOK
N60 16.0 E029 45.6
Between
FL118 & FL148

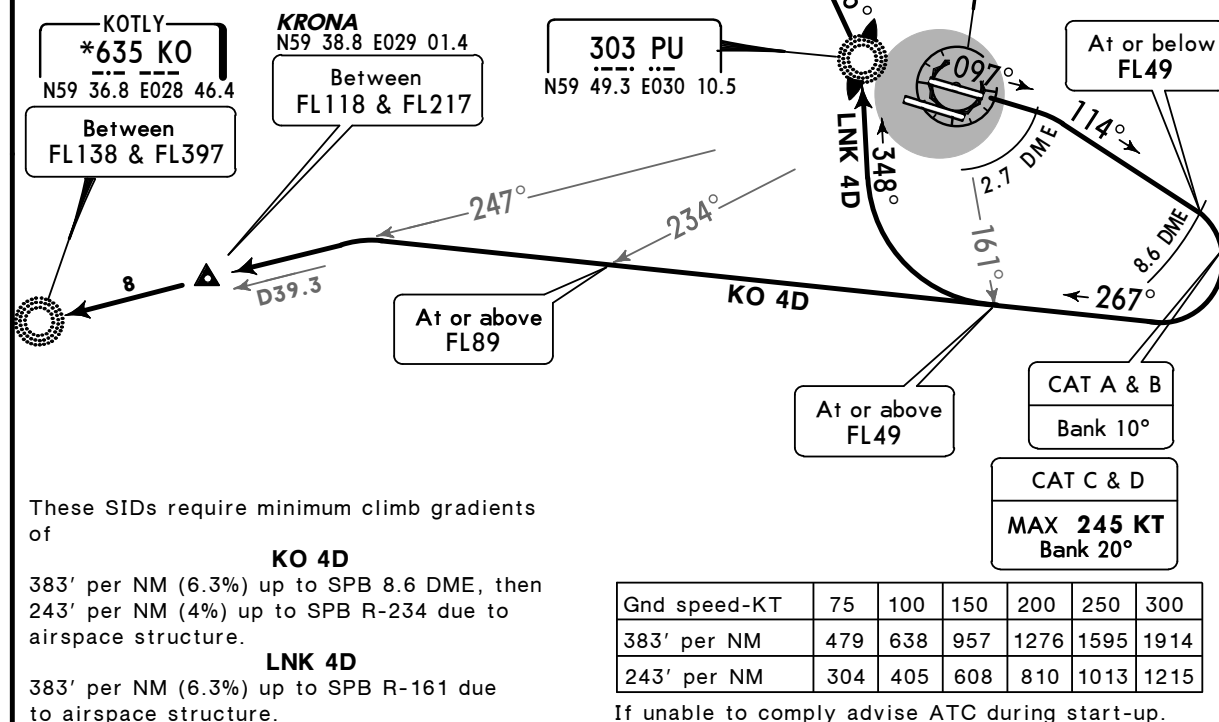
KOTLY FOUR DELTA (KO 4D)
LUNOK FOUR DELTA (LNK 4D)
RWY 10L DEPARTURES
TO WEST & NORTHWEST

ALT/HEIGHT CONVERSION

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

FL CONVERSION

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



Initial climb clearance 3040' (2978')	
SID	ROUTING
KO 4D	Climb on 097° track to SPB 2.7 DME, 114° track to SPB 8.6 DME, turn RIGHT, 267° track, turn LEFT, intercept SPB R-247 via KRONA to KO.
LNK 4D	Climb on 097° track to SPB 2.7 DME, 114° track to SPB 8.6 DME, turn RIGHT, 267° track, when passing SPB R-161 turn RIGHT to PU, 326° bearing to LUNOK.

ULLI/LED

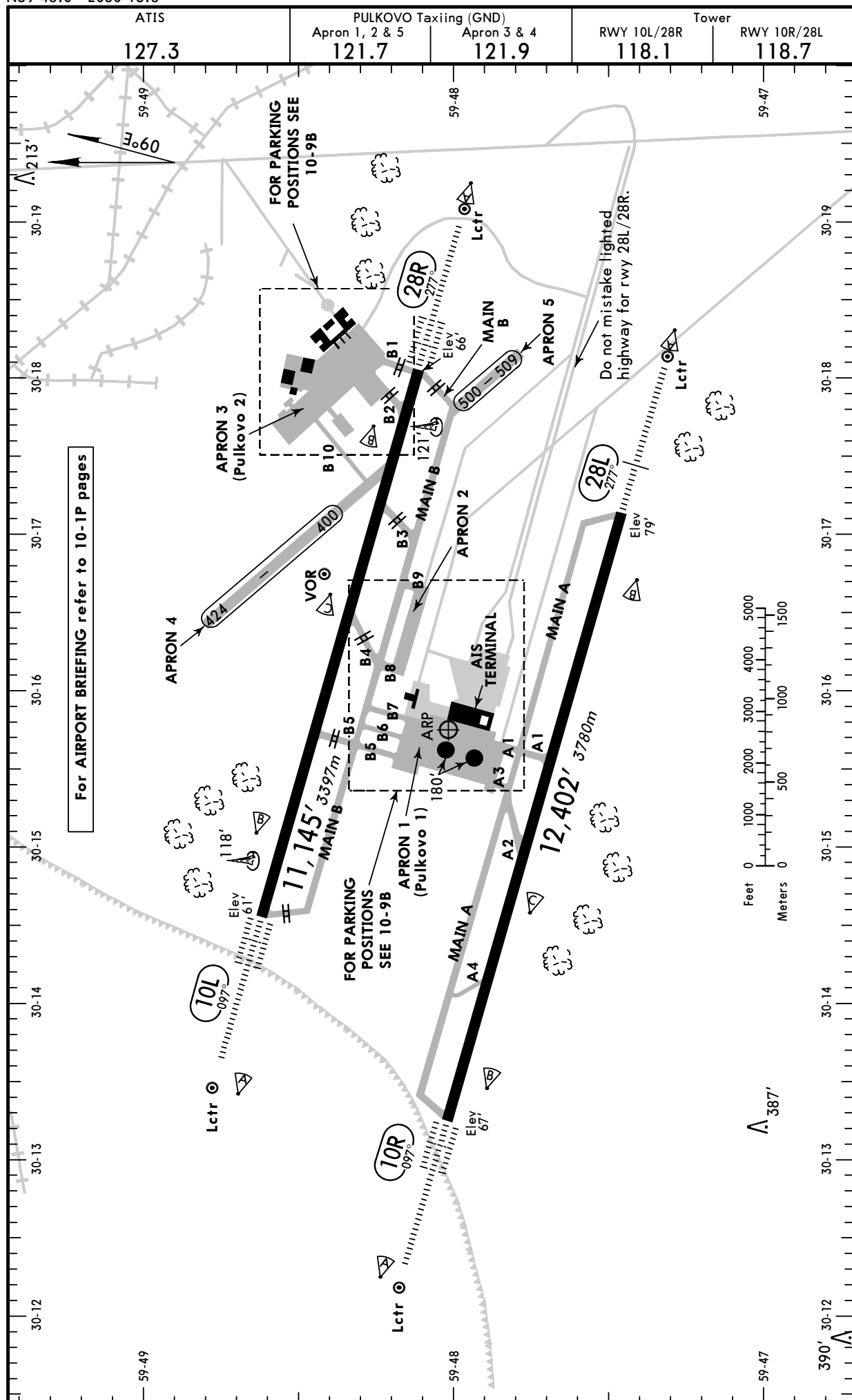
Apt Elev 79'
N59 48.0 E030 15.8

ST PETERSBURG, RUSSIA

PULKOVO

3 DEC 10

10-9

Eff 16 Dec

CHANGES: Stands.

© JEPPESEN, 2000, 2010. ALL RIGHTS RESERVED.

ULLI/LED

3 DEC 10

10-9A**Eff 16 Dec****JEPPesen****ST PETERSBURG, RUSSIA****PULKOVO**

ADDITIONAL RUNWAY INFORMATION

RWY		HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR	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	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 6726' (2050m) RWY 28R: From posn, 328'/100m after rwy head 10,817' (3297m) twy B2 int 9941' (3030m) twy B3 int 8038' (2450m)						
10R		HIRL (60m) CL (15m) HIALS-II TDZ 4 HST-A2 RVR		11,647' 3550m	5 6	197' 60m
28L		HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) RVR		11,417' 3480m		
4 PAPI-L (3.0°) 5 First 328'/100m unusable for take-off. 6 TAKE-OFF RUN AVAILABLE RWY 10R: From posn, 328'/100m after rwy head 12,073' (3680m) twy A4 int 8858' (2700m) RWY 28L: From posn, 328'/100m after rwy head 12,073' (3680m) twy A1 int 8333' (2540m) twy A2 int 6398' (1950m)						

TAKE-OFF

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

ULLI/LED

JEPPESEN

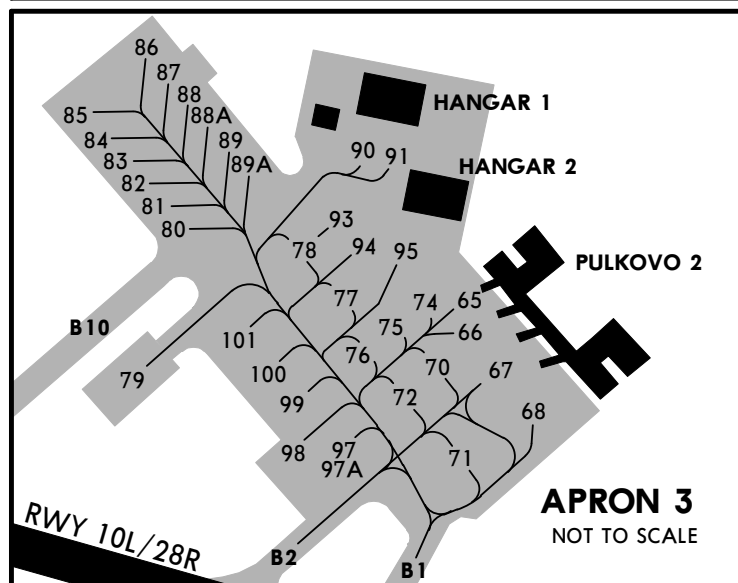
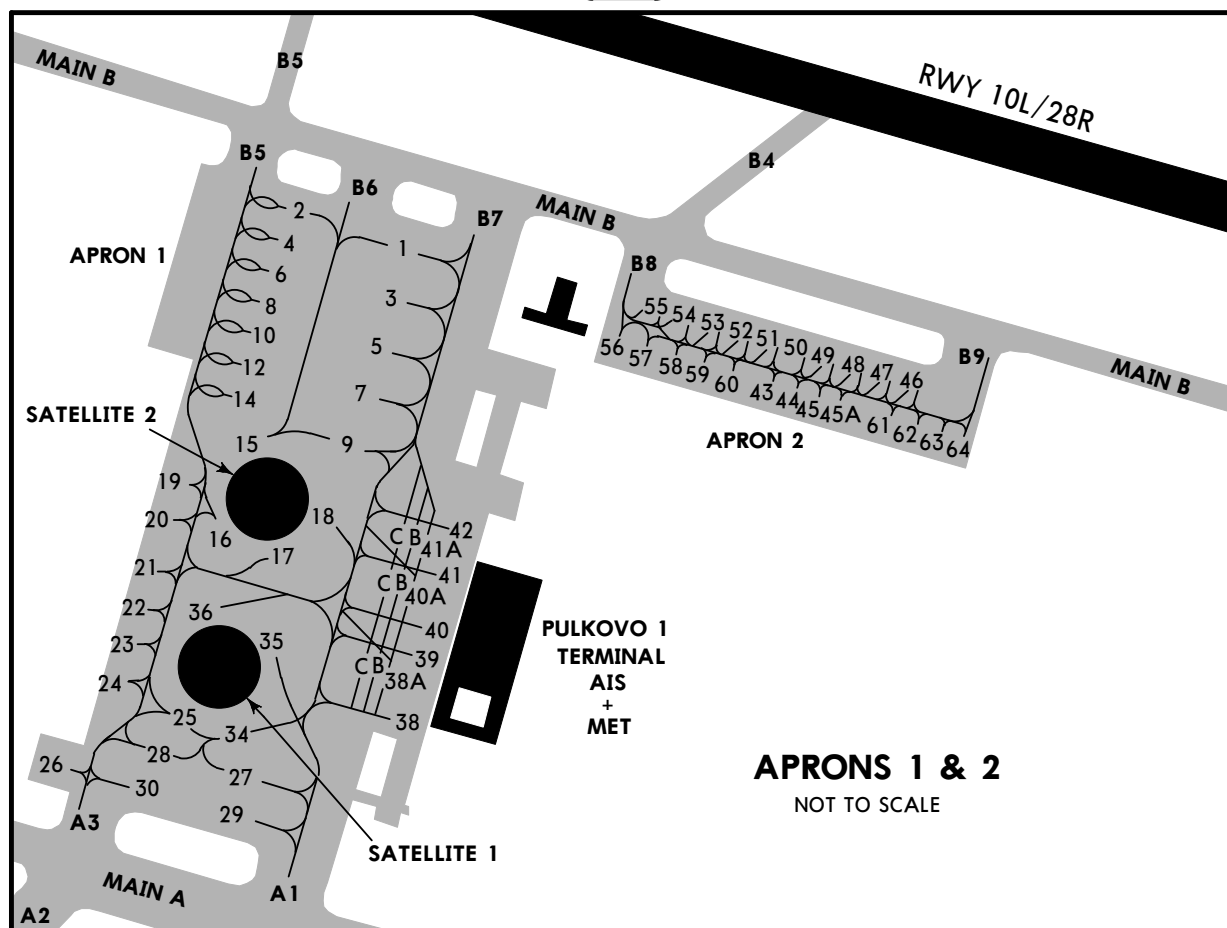
ST PETERSBURG, RUSSIA

3 DEC 10

10-9B

Eff 16 Dec

PULKOVO



INS COORDINATES		
STAND No.	COORDINATES	
65	N59 48.4	E030 18.4
66, 67	N59 48.3	E030 18.4
68	N59 48.3	E030 18.5
70	N59 48.3	E030 18.3
71	N59 48.2	E030 18.3
72	N59 48.3	E030 18.2
74, 75	N59 48.4	E030 18.2
76	N59 48.3	E030 18.2
77, 78	N59 48.4	E030 18.1
97, 98	N59 48.2	E030 18.0
99, 100	N59 48.3	E030 18.0
101	N59 48.3	E030 17.9

ULLI/LED

20 AUG 10  **JEPPESEN**
10-9S**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	161'(100')	161'(100')	161'(100')	161'(100')
		RA104' R350m	RA104' R350m	RA104' R350m	RA104' R350m
	ILS	261'(200')	261'(200')	261'(200')	261'(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'(529')	590'(529')	590'(529')	590'(529')
	ALS out	R1500m	R1500m	C2400m	C2400m
10R	2 NDB ①	430'(369')	430'(369')	430'(369')	430'(369')
	ALS out	R1000m	R1000m	R1000m	R1000m
		R1500m	R1500m	R1700m	R1700m
	NDB ①	640'(579')	640'(579')	640'(579')	640'(579')
	ALS out	R1500m	R1500m	R1900m	R1900m
		R1500m	R1500m	C2400m	C2400m
	CAT 2 ILS	167'(100')	167'(100')	167'(100')	167'(100')
		RA105' R350m	RA105' R350m	RA105' R350m	RA105' R350m
	ILS	267'(200')	267'(200')	267'(200')	267'(200')
	FULL	R550m	R550m	R550m	R550m
28L	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	460'(393')	460'(393')	460'(393')	460'(393')
	ALS out	R1100m	R1100m	R1100m	R1100m
		R1500m	R1500m	R1800m	R1800m
	NDB ①	640'(573')	640'(573')	640'(573')	640'(573')
	ALS out	R1500m	R1500m	R1900m	R1900m
		R1500m	R1500m	C2400m	C2400m
	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	410'(331')	410'(331')	410'(331')	410'(331')
	ALS out	R800m	R800m	R800m	R800m
		R1500m	R1500m	R1500m	R1500m
	NDB ①	640'(561')	640'(561')	640'(561')	640'(561')
	ALS out	R1500m	R1500m	R1900m	R1900m
		R1500m	R1500m	C2400m	C2400m

① Continuous Descent Final Approach

ULLI/LED **JEPPESEN**
20 AUG 10 **10-9S1****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')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	460' (394')	460' (394')	460' (394')	460' (394')
	<i>ALS out</i>	R1100m R1500m	R1100m R1500m	R1100m R1800m	R1100m R1800m
	2 NDB ❶	480' (414')	480' (414')	480' (414')	480' (414')
		R1200m	R1200m	R1200m	R1200m
	<i>ALS out</i>	R1500m	R1500m	R1900m	R1900m
	NDB ❶	590' (524')	590' (524')	590' (524')	590' (524')
	<i>ALS out</i>	R1500m	R1500m	R1700m C2400m	R1700m C2400m

❶ 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
 21 MAY 10
 Eff 3 Jun **(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	161' (100')	161' (100')	161' (100')	161' (100')
		RA104' R350m	RA104' R350m	RA104' R350m	RA104' R350m
	ILS	261' (200')	261' (200')	261' (200')	261' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	590' (529')	590' (529')	590' (529')	590' (529')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB	430' (369')	430' (369')	430' (369')	430' (369')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	640' (579')	640' (579')	640' (579')	640' (579')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
10R	CAT 2 ILS	167' (100')	167' (100')	167' (100')	167' (100')
		RA105' R350m	RA105' R350m	RA105' R350m	RA105' R350m
	ILS	267' (200')	267' (200')	267' (200')	267' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	460' (393')	460' (393')	460' (393')	460' (393')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	640' (573')	640' (573')	640' (573')	640' (573')
		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	410' (331')	410' (331')	410' (331')	410' (331')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	640' (561')	640' (561')	640' (561')	640' (561')
		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
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	460' (394')	460' (394')	460' (394')	460' (394')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	480' (414')	480' (414')	480' (414')	480' (414')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	580' (514')	580' (514')	580' (514')	580' (514')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	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 ST
21 MAY 10 (11-1) Eff 3 Jun

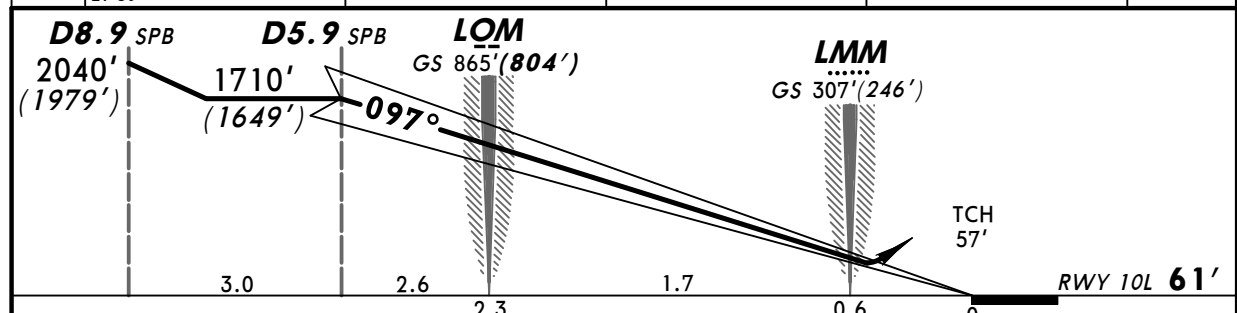
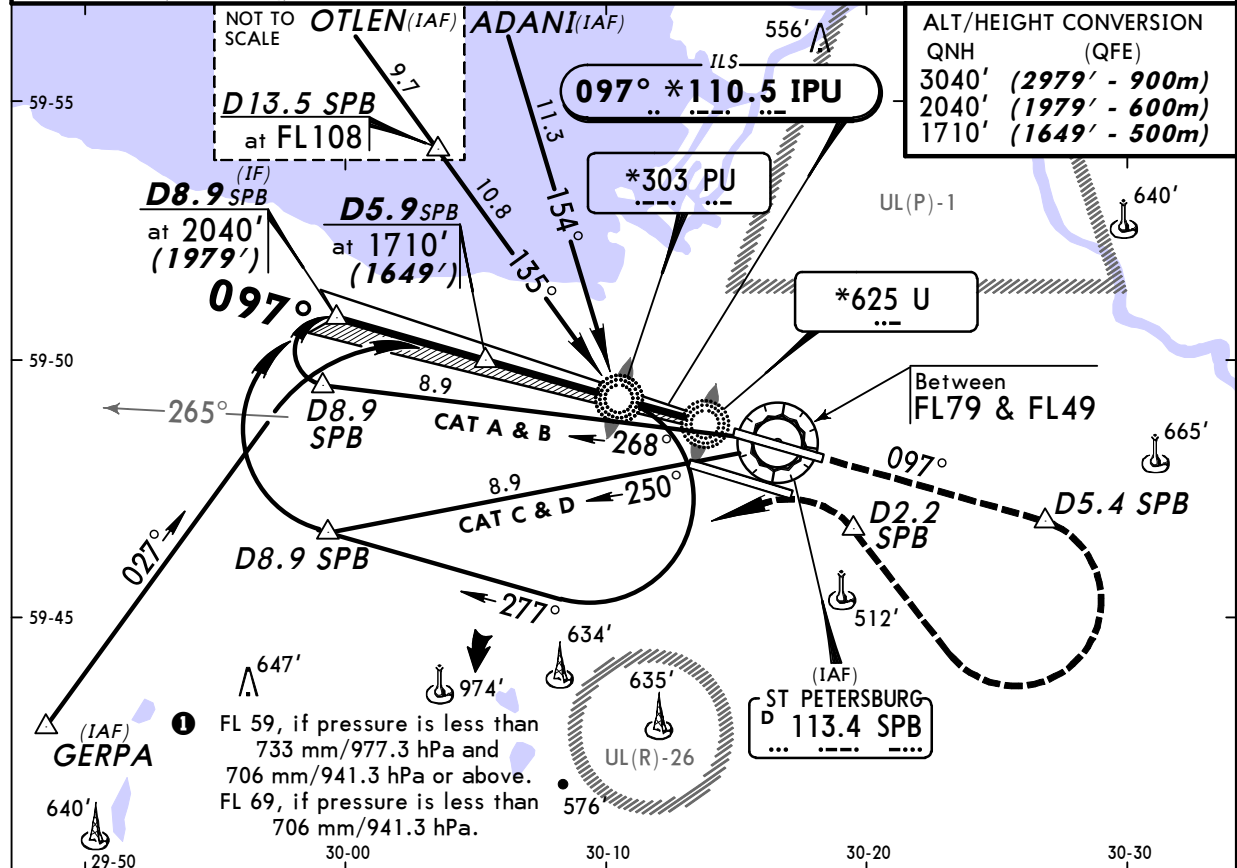
ST PETERSBURG, RUSSIA
Jun ILS Rwy 10L

ATIS	PETERSBURG Approach (R)			PULKOVO Krug (SRE)	PULKOVO Tower	Ground
(360°T-180°T)	0400-2000	(180°T-360°T)	2000-0400			
127.3	119.3	125.2	119.3	120.3	118.1	121.7 121.9
LOC IPU *110.5	Final ApcH Crs 097°	GS LOM 865' (804')	ILS DA(H) 261' (200')	Apt Elev 79' RWY 61'		

MISSED APCH: Climb on 097° to D5.4 SPB at 3040' (2979'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 SPB turn LEFT and 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' (2979')



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



3040'

(2979') on

097°

D5.4
SPB

STRAIGHT-IN LANDING RWY 10L						
ILS			LOC (GS out)			
DA(H) 261'(200')						
FULL		TDZ or CL out	ALS out			
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH		
B						
C						
D						

CHANGES: Rwy elev. Missed apch.

© JEPPESEN, 2009, 2010. ALL RIGHTS RESERVED.

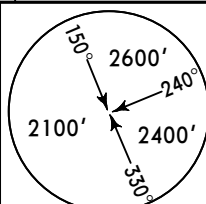
ULLI/LED
PULKOVO

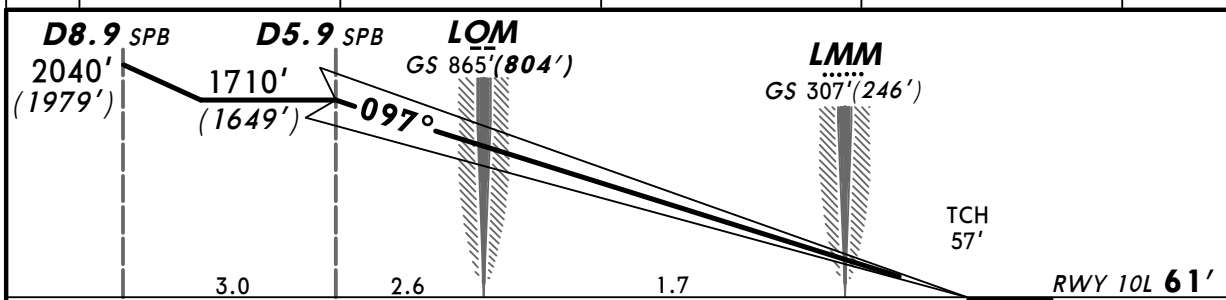
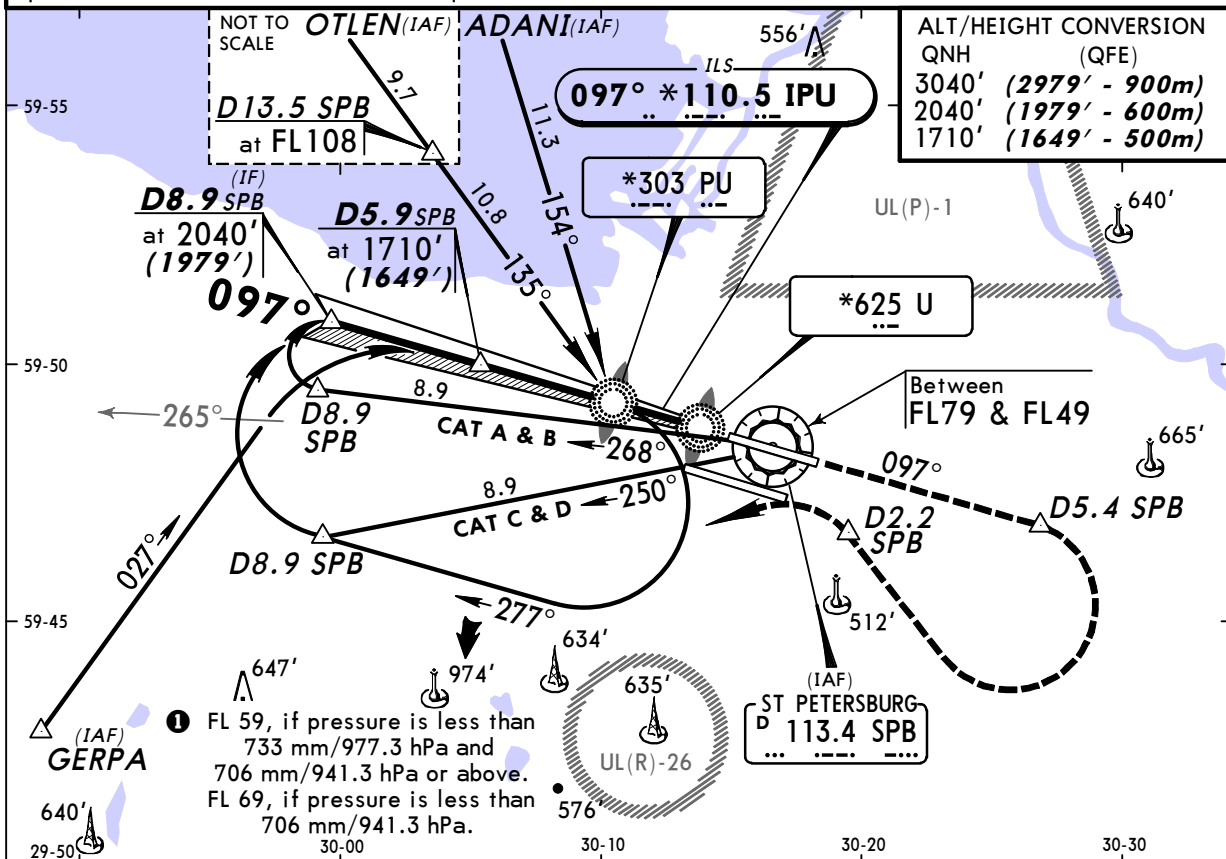
21 MAY 10
Eff 3 Jun

JEPPesen
11-1A

ST PETERSBURG, RUSSIA
CAT II ILS Rwy 10L

BRIEFING STRIP

ATIS (360°T-180°T) 127.3	PETERSBURG Approach (R) 0400-2000 (180°T-360°T) 119.3	2000-0400 125.2	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9
LOC IPU *110.5	Final Apch Crs 097°	GS LOM 865' (804')	CAT II ILS RA 104' DA(H) 161' (100')	Apt Elev 79' RWY 61'	
MISSED APCH: Climb on 097° to D5.4 SPB at 3040' (2979'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 SPB turn LEFT and then according to chart.					
Alt Set: MM (hPa on req) QNH on req (QFE) Special aircrew & acft certification required.					
Trans level: FL 49 ①			Trans alt: 3040' (2979')		



2.3							0.6		0	
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI <			

STRAIGHT-IN LANDING RWY 10L

CAT II ILS

ABCD

RA 104'

DA(H) 161' (100')

RVR 350m

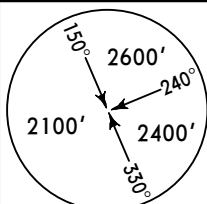
PANS OPS

ULLI/LED
PULKOVO

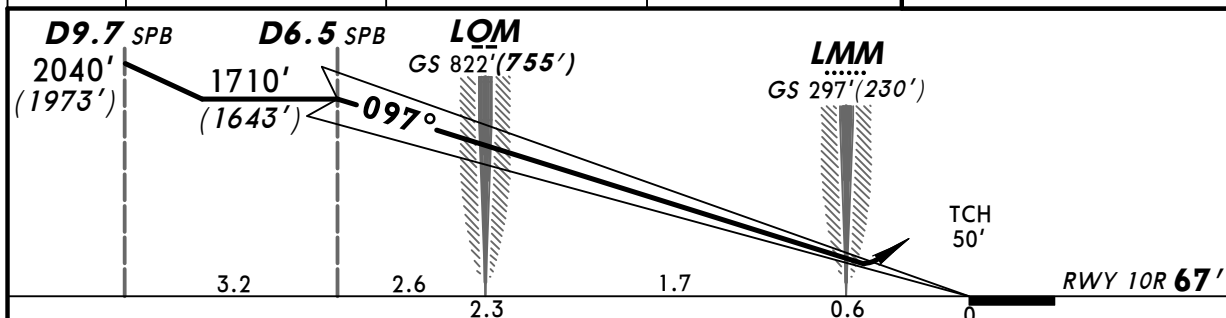
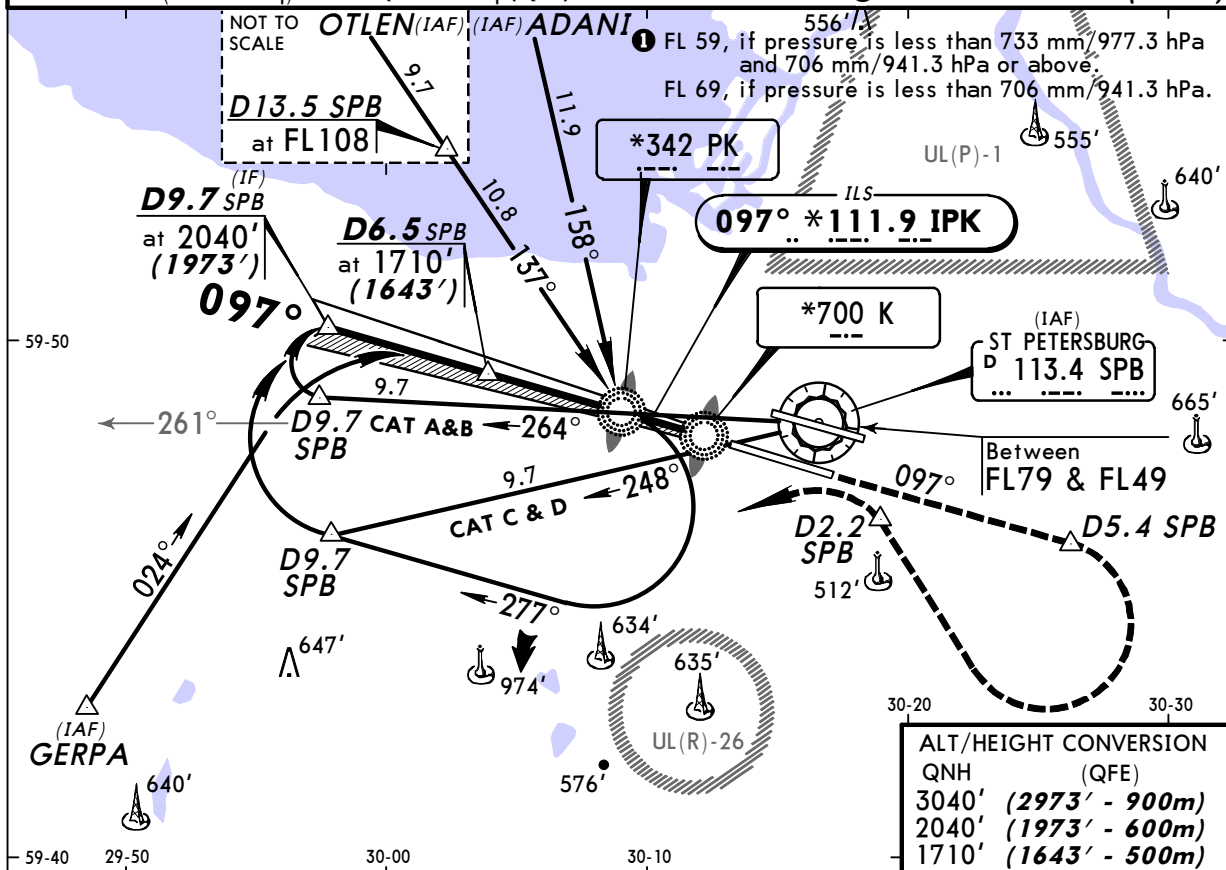
JEPPesen 21 MAY 10 **11-2** **Eff 3 Jun**

ST PETERSBURG, RUSSIA
ILS Rwy 10R

BRIEFING STRIP

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) 119.3	2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.7	Ground 121.7 121.9
LOC IPK *111.9	Final Apch Crs 097°	GS LOM 822' (755')	ILS DA(H) 267' (200')	Apt Elev 79'	RWY 67'
MISSED APCH: Climb on 097° to D5.4 SPB at 3040' (2973'), then turn RIGHT (min bank angle 20°) to VOR. At D2.2 SPB turn LEFT and 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' (2973')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		3040' (2973')	on 097°	D5.4 SPB
ILS GS	3.00°	377	484	538	646	753	PAPI				

STRAIGHT-IN LANDING RWY 10R					
ILS			LOC (GS out)		
DA(H) 267'(200')					
FULL		TDZ or CL out	ALS out		
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	
B <td></td>					
C <td></td>					
D <td></td>					

PANS OPS

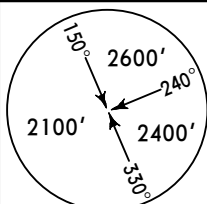
ULLI/LED
PULKOVO

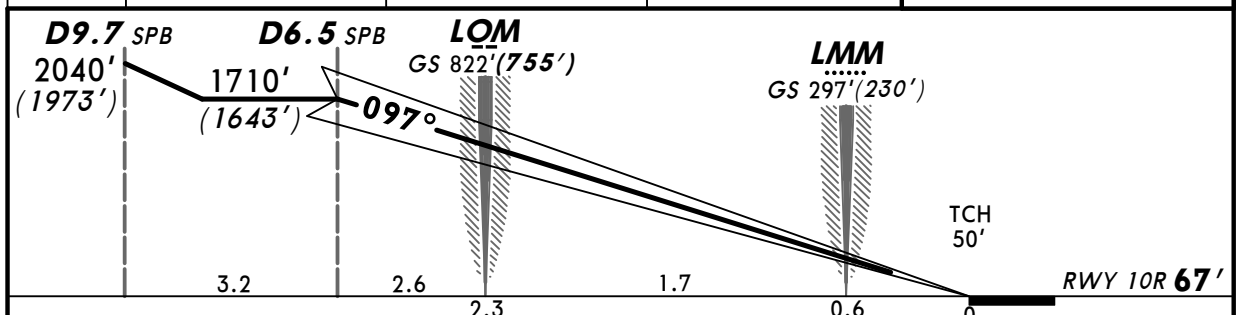
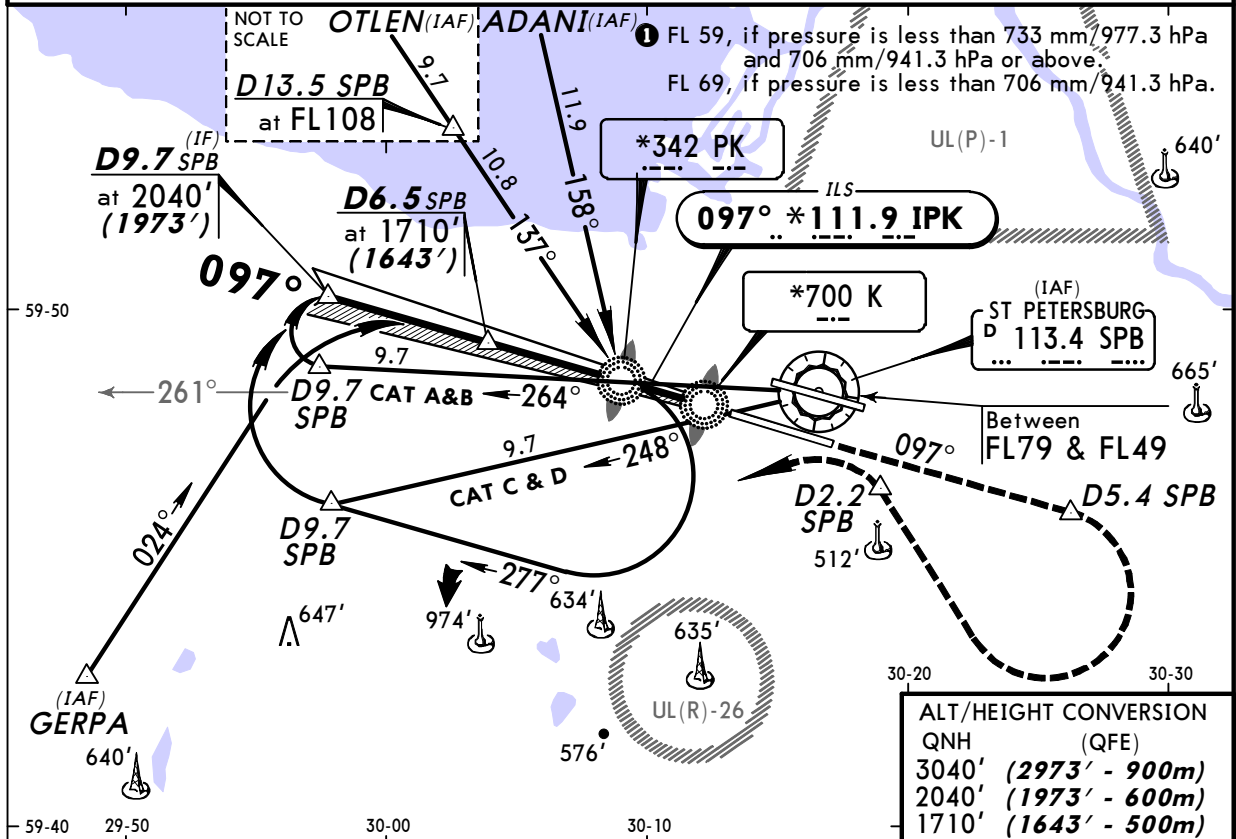
21 MAY 10
Eff 3 Jun

JEPPesen
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) 119.3	2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.7	Ground 121.7 121.9
LOC IPK *111.9	Final Apch Crs 097°	GS LOM 822' (755')	CAT II ILS RA 105' DA(H) 167' (100')	Apt Elev 79' RWY 67'	 MSA SPB VOR
MISSED APCH: Climb on 097° to D5.4 SPB at 3040' (2973'), then turn RIGHT (min bank angle 20°) to VOR. At D2.2 SPB turn LEFT and then according to chart.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ① Trans alt: 3040' (2973') Special aircrew & acft certification required.					



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	3040' (2973')	on 097°	D5.4 SPB
GS	3.00°	377	484	538	646	753	861	PAPI			

STRAIGHT-IN LANDING RWY 10R											
CAT II ILS											
ABCD											
RA 105'											
DA(H) 167' (100')											
RVR 350m											

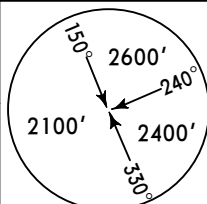
PANS OPS

ULLI/LED
PULKOVO

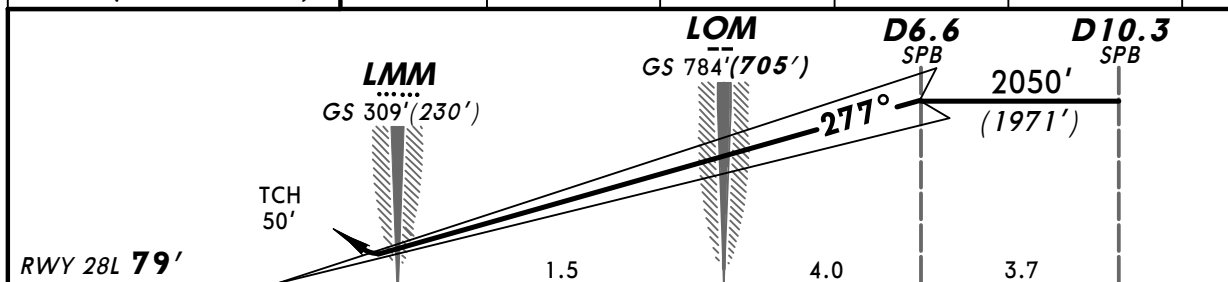
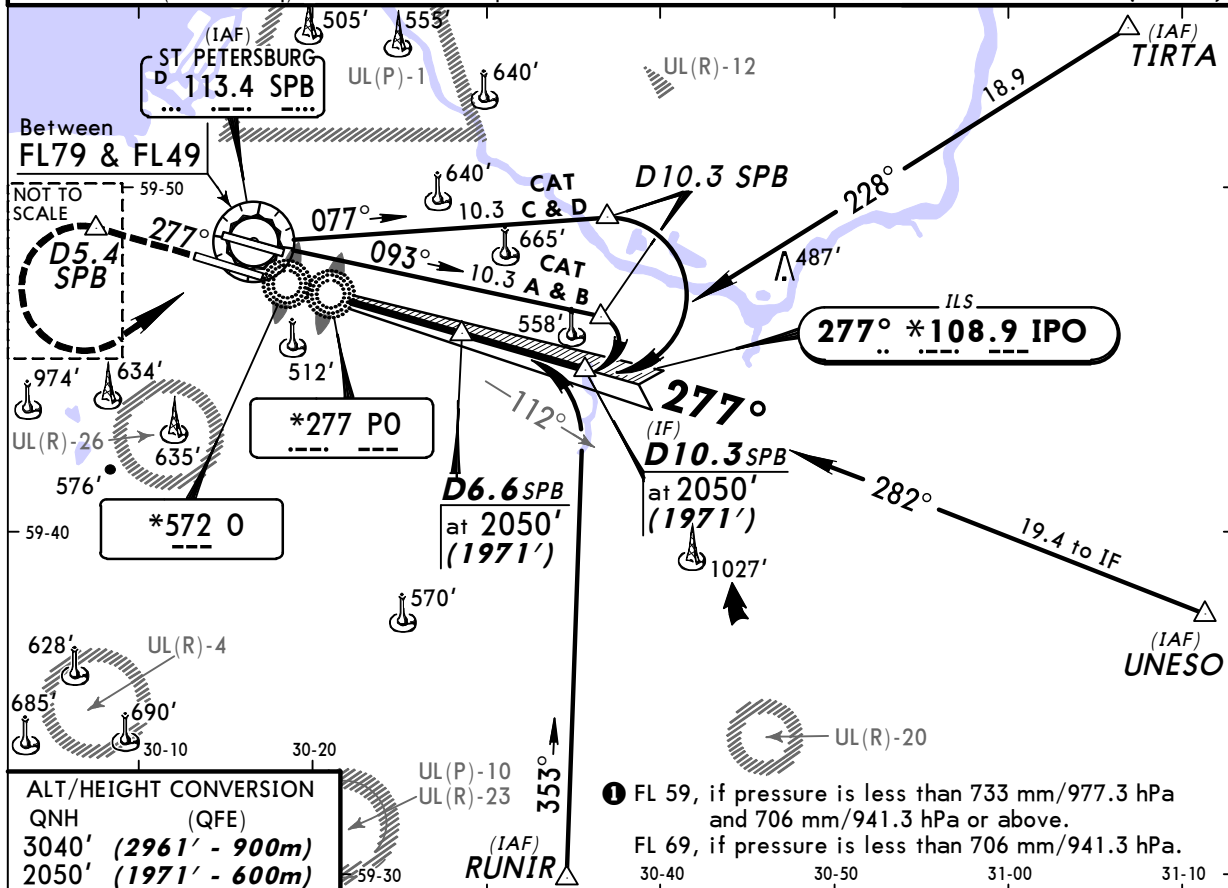
JEPPesen 21 MAY 10 **11-3** **Eff 3 Jun**

ST PETERSBURG, RUSSIA
ILS Rwy 28L

BRIEFING STRIP

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) 119.3	2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.7	Ground 121.7 121.9
LOC IPO *108.9	Final Apch Crs 277°	GS LOM 784'(705')	ILS DA(H) 279'(200')	Apt Elev 79' RWY 79'	 MSA SPB VOR
MISSED APCH: Climb on 277° to D5.4 SPB at 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'**)



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2050' (1971') on 277°	D5.4 SPB
ILS GS	3.00°	377	484	538	646	753	861		

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

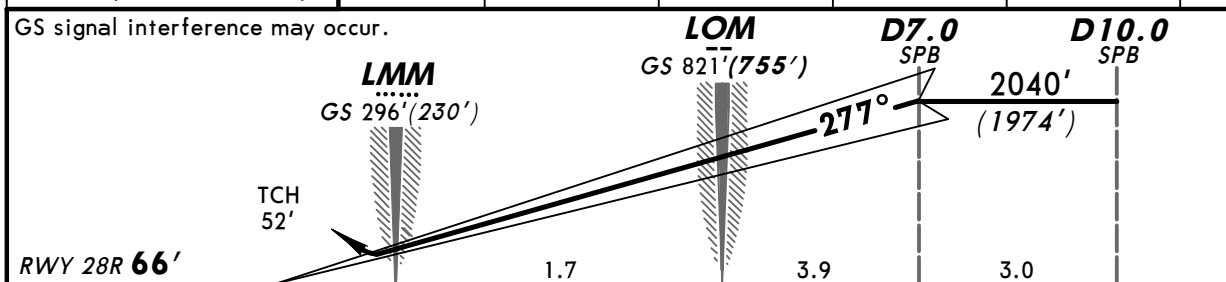
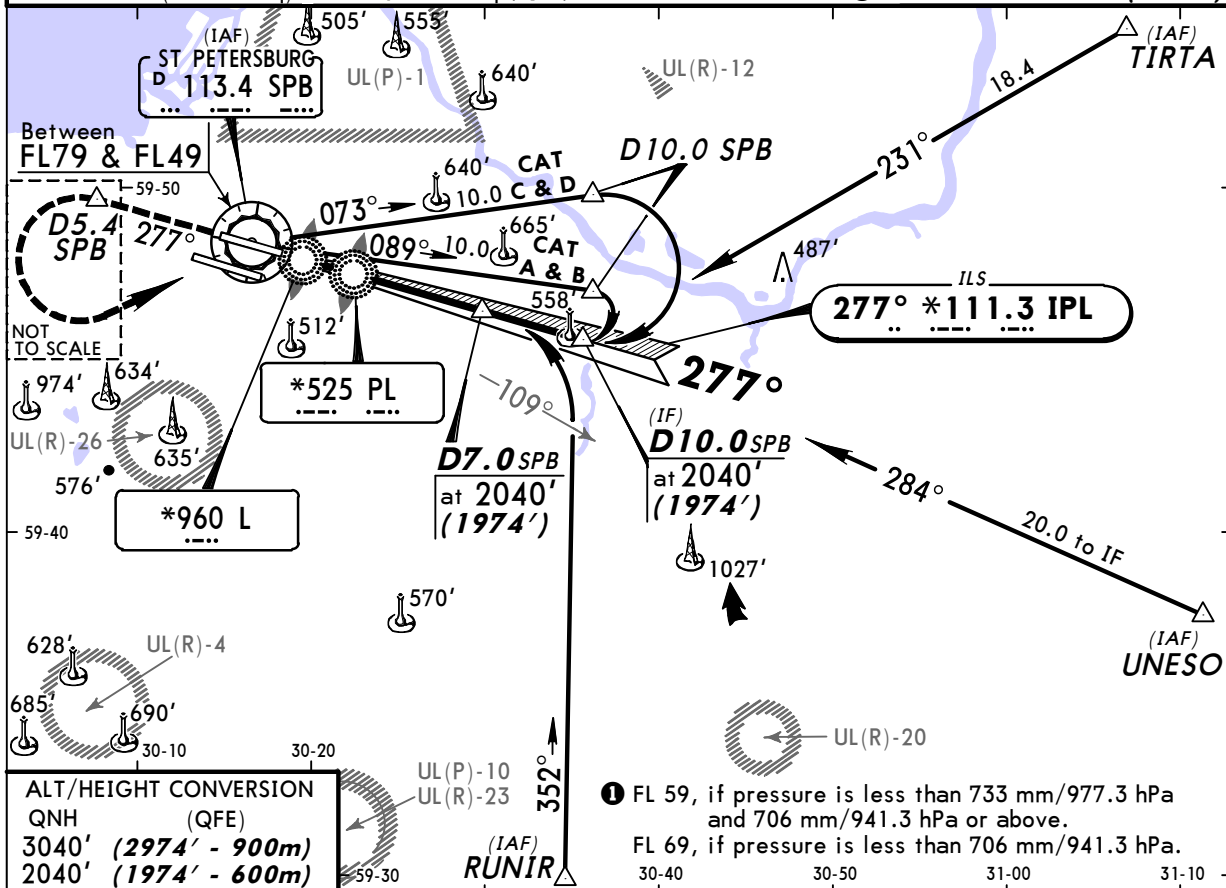
JEPPesen
9 JUL 10 **(11-4)**

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) 119.3	0400-2000 (180°T-360°T) 125.2	119.3	120.3	118.1 121.7 121.9
LOC IPL *111.3	Final Apch Crs 277°	GS LOM 821'(755')	ILS DA(H) 266'(200')	Apt Elev 79' RWY 66'	MSA SPB VOR
MISSED APCH: Climb on 277° to D5.4 SPB at 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')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2040' (1974') on 277°	D5.4 SPB
ILS GS 3.00°	377	484	538	646	753	861	PAPI		

STRAIGHT-IN LANDING RWY 28R				LOC (GS out)	
ILS					
DA(H) 266'(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

CHANGES: Missed apch.

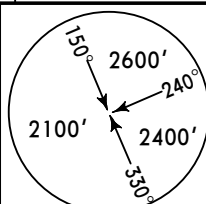
© JEPPESEN, 2009, 2010. ALL RIGHTS RESERVED.

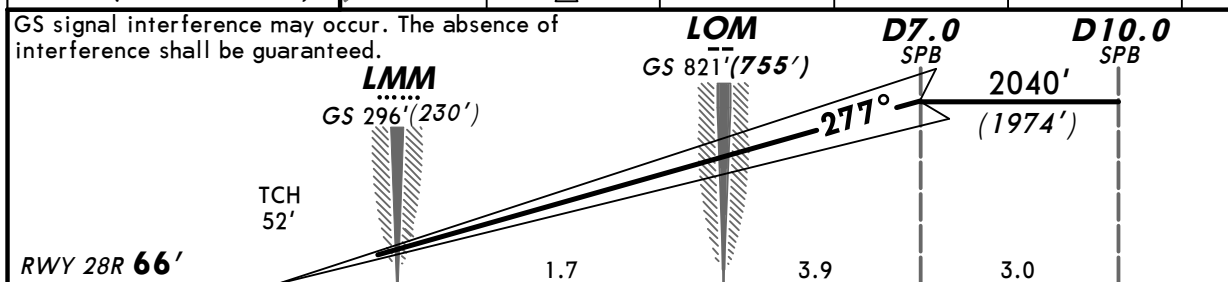
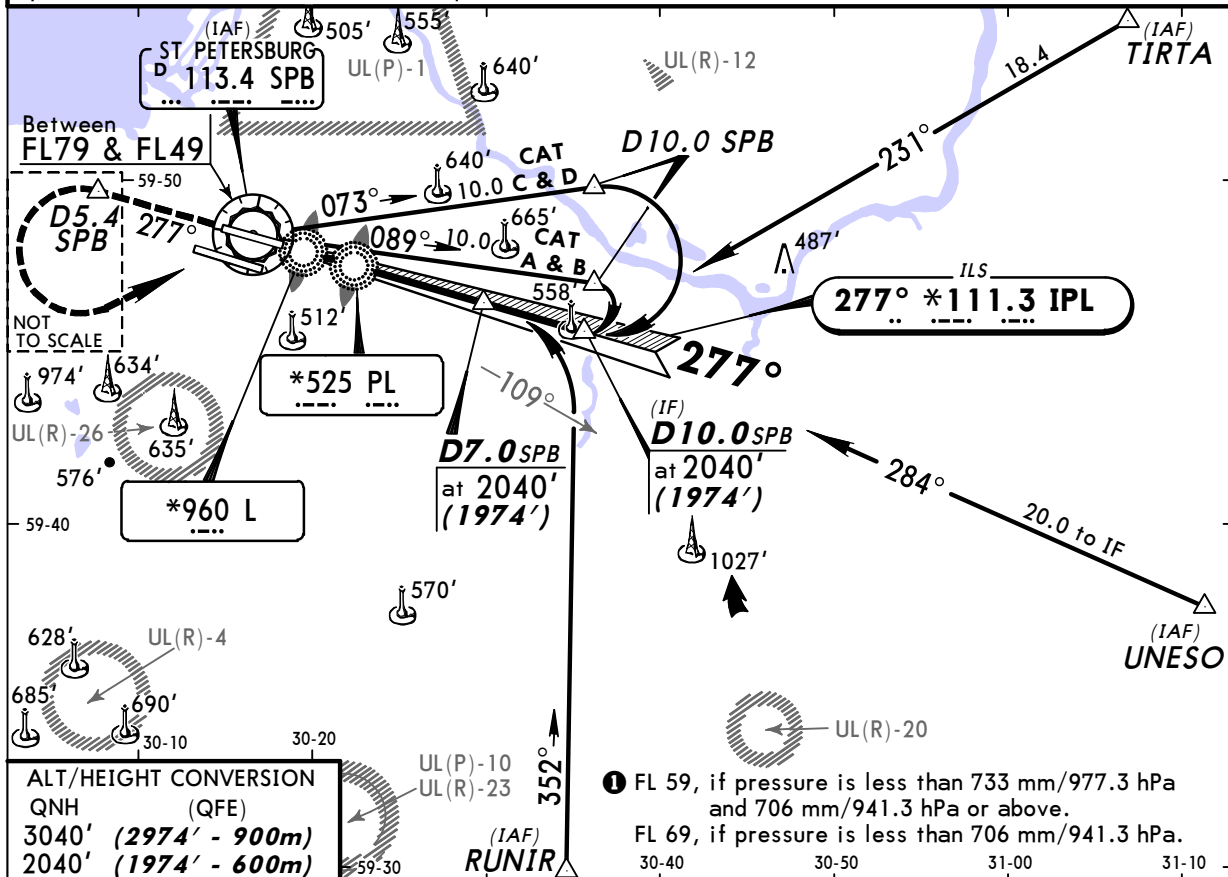
ULLI/LED
PULKOVO

JEPPesen
9 JUL 10 **(11-4A)**

ST PETERSBURG, RUSSIA
CAT II ILS Rwy 28R

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		119.3		125.2		119.3		120.3	
118.1								121.7 121.9	
LOC IPL *111.3		Final Apch Crs 277°		GS LOM 821' (755')		CAT II ILS RA 104' DA(H) 166' (100')		Apt Elev 79' RWY 66'	
MISSED APCH: Climb on 277° to D5.4 SPB at 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')			
Special aircrew & acft certification required.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		2040' (1974') on 277°	D5.4 SPB
GS	3.00°	377	484	538	646	753	861	PAPI		

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

PANS OPS

CHANGES: Missed apch.

ULLI/LED
PULKOVO

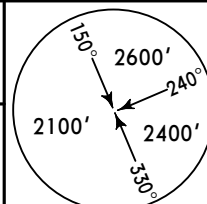
JEPPesen
21 MAY 10 **(13-1)** **Eff 3 Jun**

ST PETERSBURG, RUSSIA
VOR DME Rwy 10L

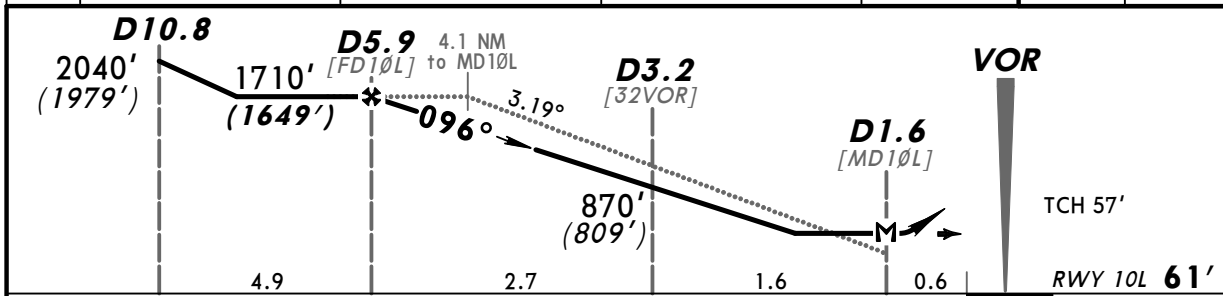
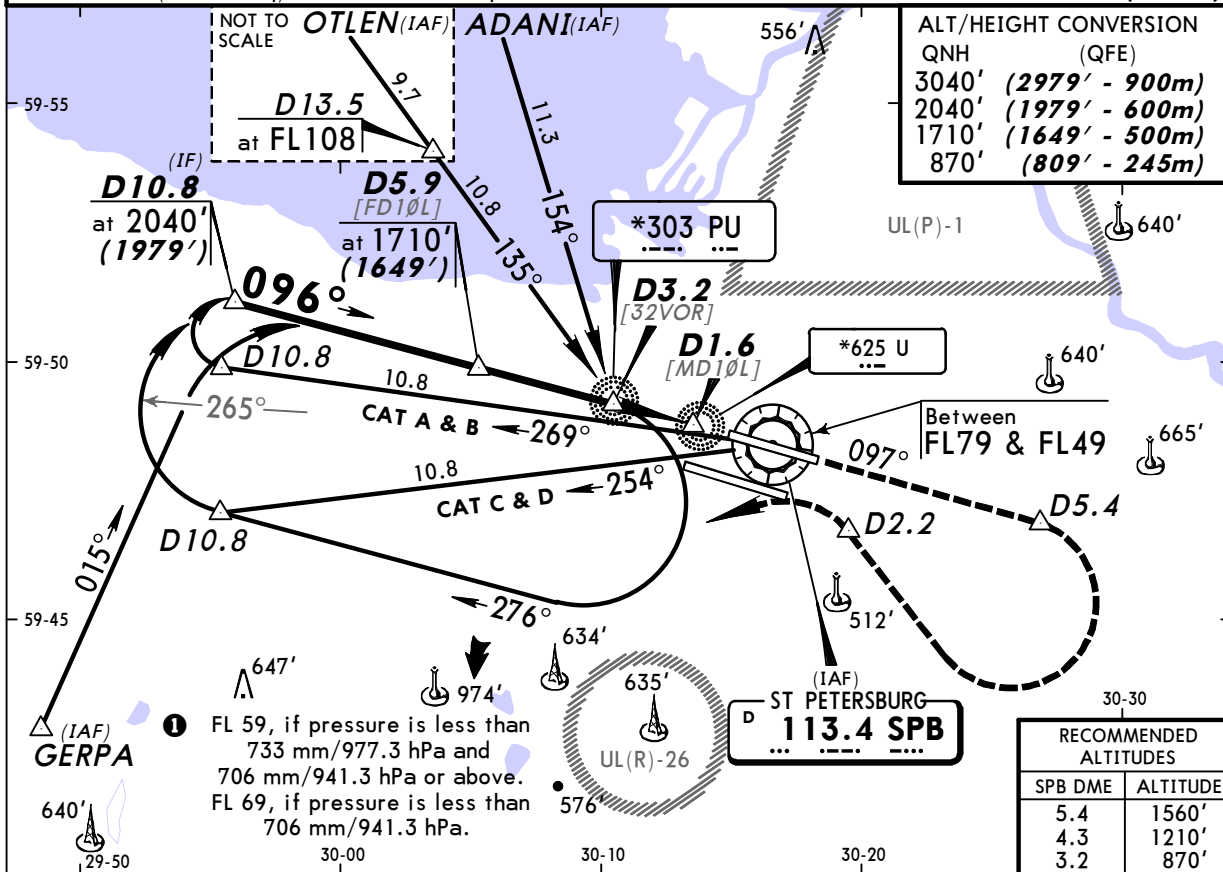
BRIEFING STRIP

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) 119.3	2000-0400 125.2	2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9
VOR SPB 113.4	Final Apch Crs 096°	Minimum Alt D5.9 1710' (1649')	MDA(H) 590' (529')	Apt Elev 79'	RWY 61'	

MISSED APCH: Climb on 097° to D5.4 at 3040' (2979'), then turn RIGHT (min bank angle 20°) to VOR. At D2.2 turn LEFT and then according to chart.



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3040' (2979')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	3040' (2979')	on 097°	D5.4 SPB
Descent Angle	3.19°	395	508	564	677	790	PAPI			
MAP at D1.6										

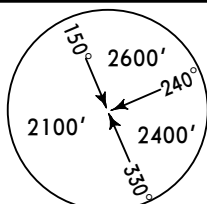
STRAIGHT-IN LANDING RWY 10L				ALS out	
MDA(H) 590' (529')					
A	RVR 720m			RVR 1500m	
B	VIS 800m			VIS 1600m	
C	RVR 1500m			2400m	
D	VIS 1600m				
	RVR 1800m			2800m	
	VIS 2000m				

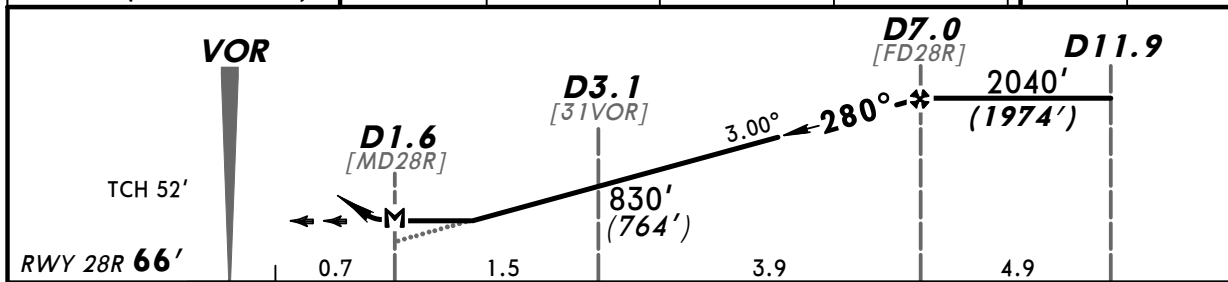
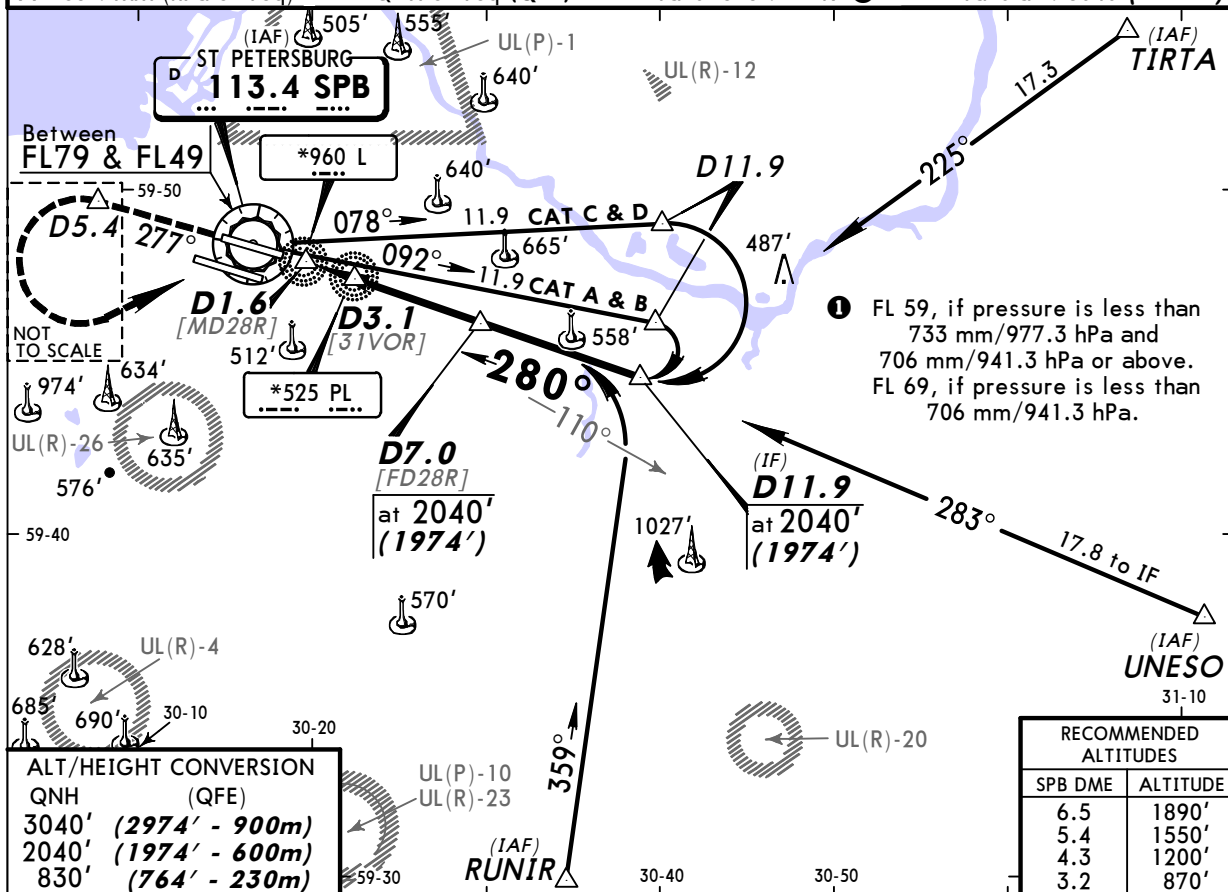
ULLI/LED
PULKOVO

JEPPesen
21 MAY 10 **(13-2)** **Eff 3 Jun**

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) 119.3	2000-0400 119.3	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 79' RWY 66'	 MSA SPB VOR
MISSED APCH: Climb on 277° to D5.4 at 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')					



Gnd speed-Kts	70	90	100	120	140	160		2040' (1974') on 277°	D5.4 SPB
Descent Angle	3.00°	372	478	531	637	743			
MAP at D1.6									

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

PANS OPS

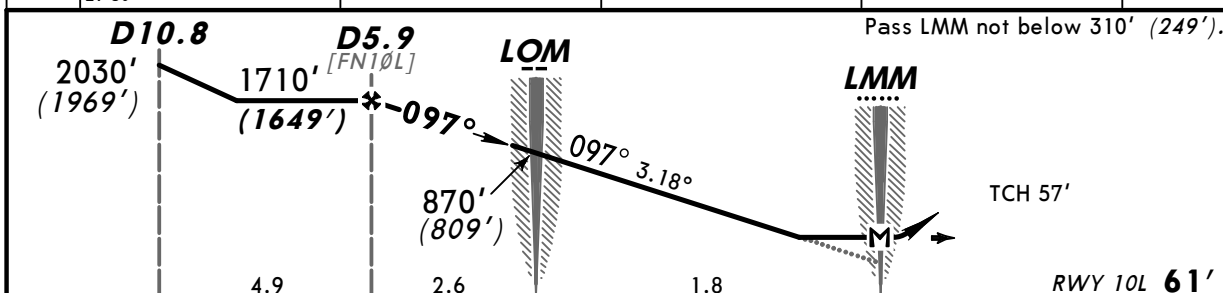
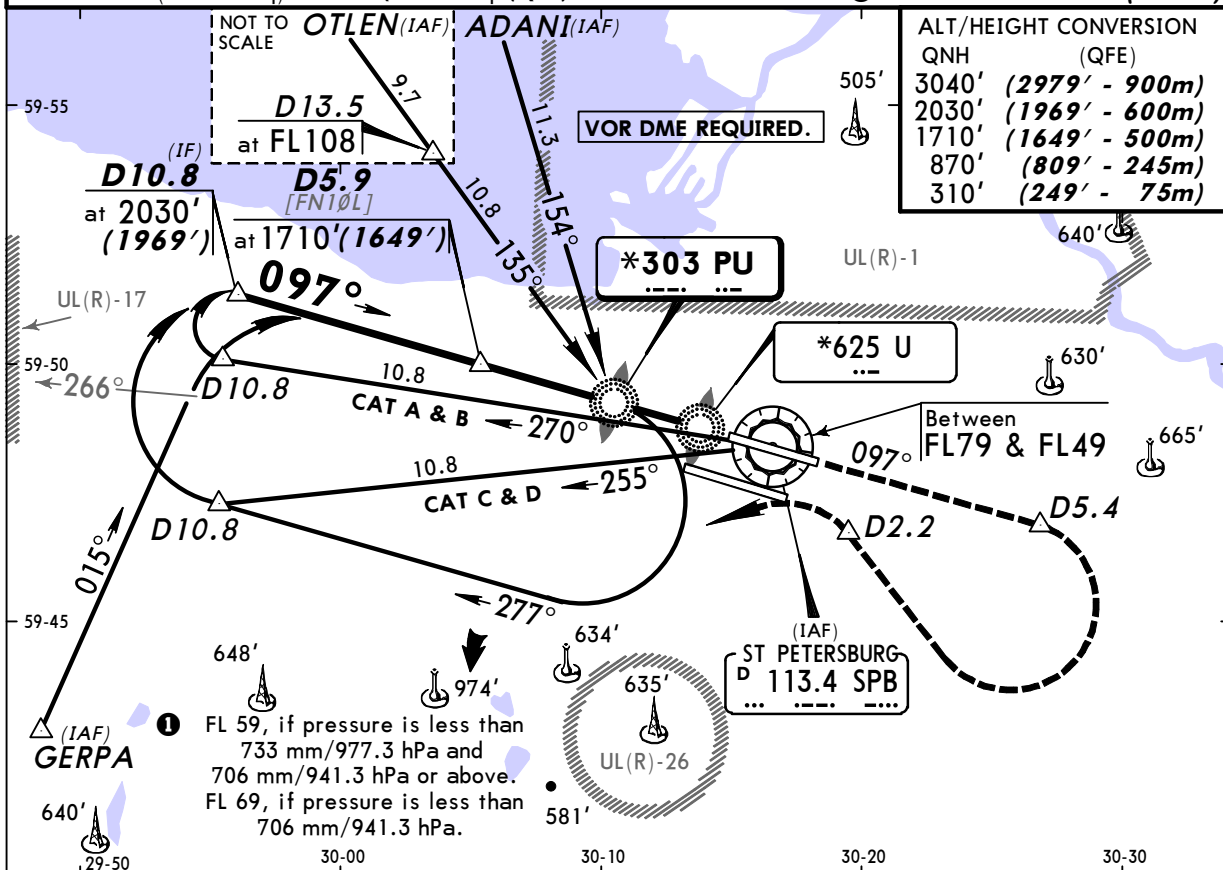
ULLI/LED
PULKOVO

JEPPesen
14 JAN 11 (16-1)

ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 10L

BRIEFING STRIP

ATIS	PETERSBURG Approach (R)		2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	(360°T-180°T) 119.3	0400-2000 (180°T-360°T) 125.2	2000-0400 119.3	120.3	118.1	121.7 121.9
NDB PU *303	Final Apch Crs 097°	Minimum Alt D5.9 1710' (1649')	2 NDB MDA(H) 430' (369')	NDB MDA(H) 640' (579')	Apt Elev 79' RWY 61'	
MISSED APCH: Climb on 097° to D5.4 at 3040' (2979'), then turn RIGHT (min bank angle 20°) to VOR. At D2.2 turn LEFT and then according to chart.						
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3040' (2979')						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	3040' (2979')	097°	D5.4 SPB
Descent Angle	3.18°	394	506	563	675	788	900			
MAP at LMM										

STRAIGHT-IN LANDING RWY 10L			
2 NDB		NDB	
MDA(H) 430' (369')		MDA(H) 640' (579')	
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

CHANGES: None.

© JEPPESEN, 2009, 2010. ALL RIGHTS RESERVED.

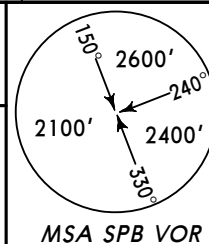
**ULLI/LED
PULKOVO**

JEPPESEN
14 JAN 11 (16-2)

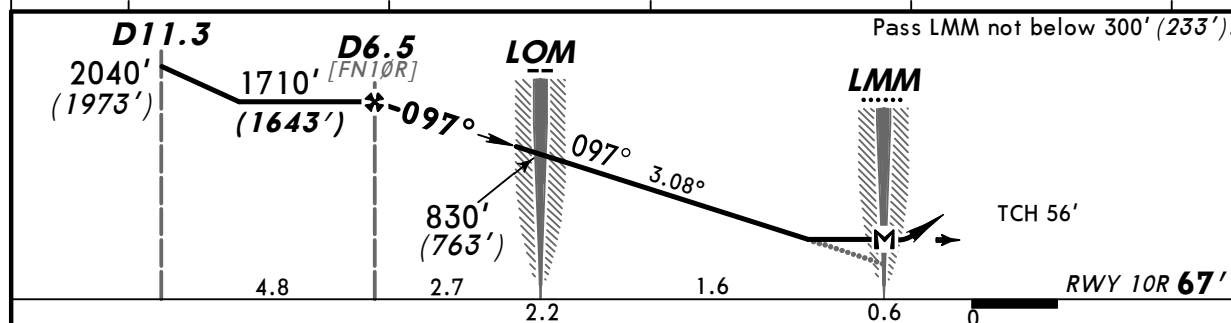
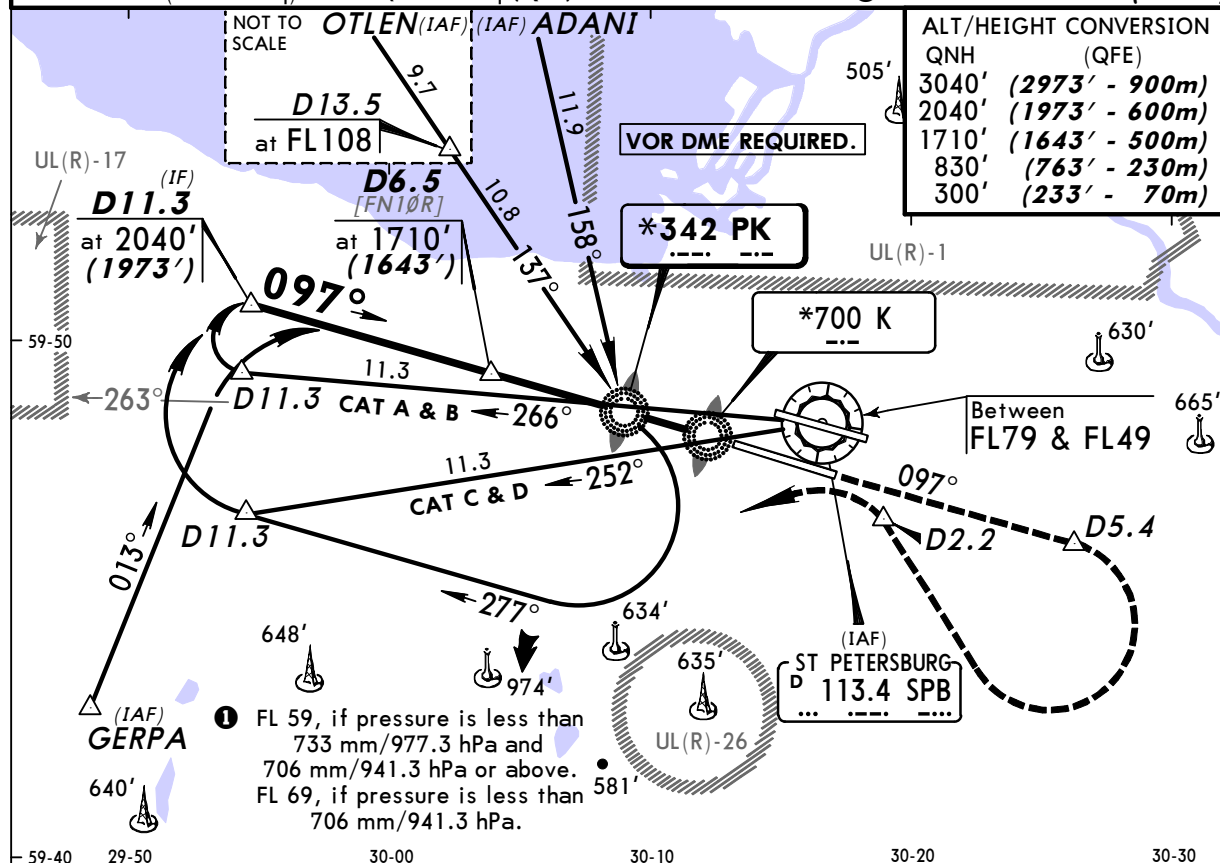
ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 10R

ATIS	PETERSBURG Approach (R)			PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	(360°T-180°T) 119.3	0400-2000 (180°T-360°T) 125.2	2000-0400 119.3	120.3	118.7	121.7 121.9
NDB PK *342	Final Apch Crs 097°	Minimum Alt D6.5 1710' (1643')	2 NDB MDA(H) 460' (393')	NDB MDA(H) 640' (573')	Apt Elev 79' RWY 67'	

MISSED APCH: Climb on 097° to D5.4 at 3040' (2973'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 turn LEFT and then according to chart.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 49 **1** Trans alt: 3040' (**2973'**)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040'	(2973' - 900m)
2040'	(1973' - 600m)
1710'	(1643' - 500m)
830'	(763' - 230m)
300'	(233' - 70m)



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		D5.4 SPB
<i>Descent Angle</i> 3.08°	381	490	545	654	763	782		
<i>MAP at LMM</i>								

STRAIGHT-IN LANDING RWY 10R

2 NDB			NDB		
MDA(H) 460'(393')			MDA(H) 640'(573')		
		ALS out			ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	
B					
C			RVR 1500m VIS 1600m	2400m	
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m	2800m	

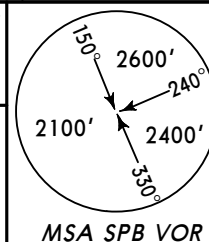
**ULLI/LED
PULKOVO**

JEPPESEN
21 MAY 10
Eff 3 Jun
(16-3)

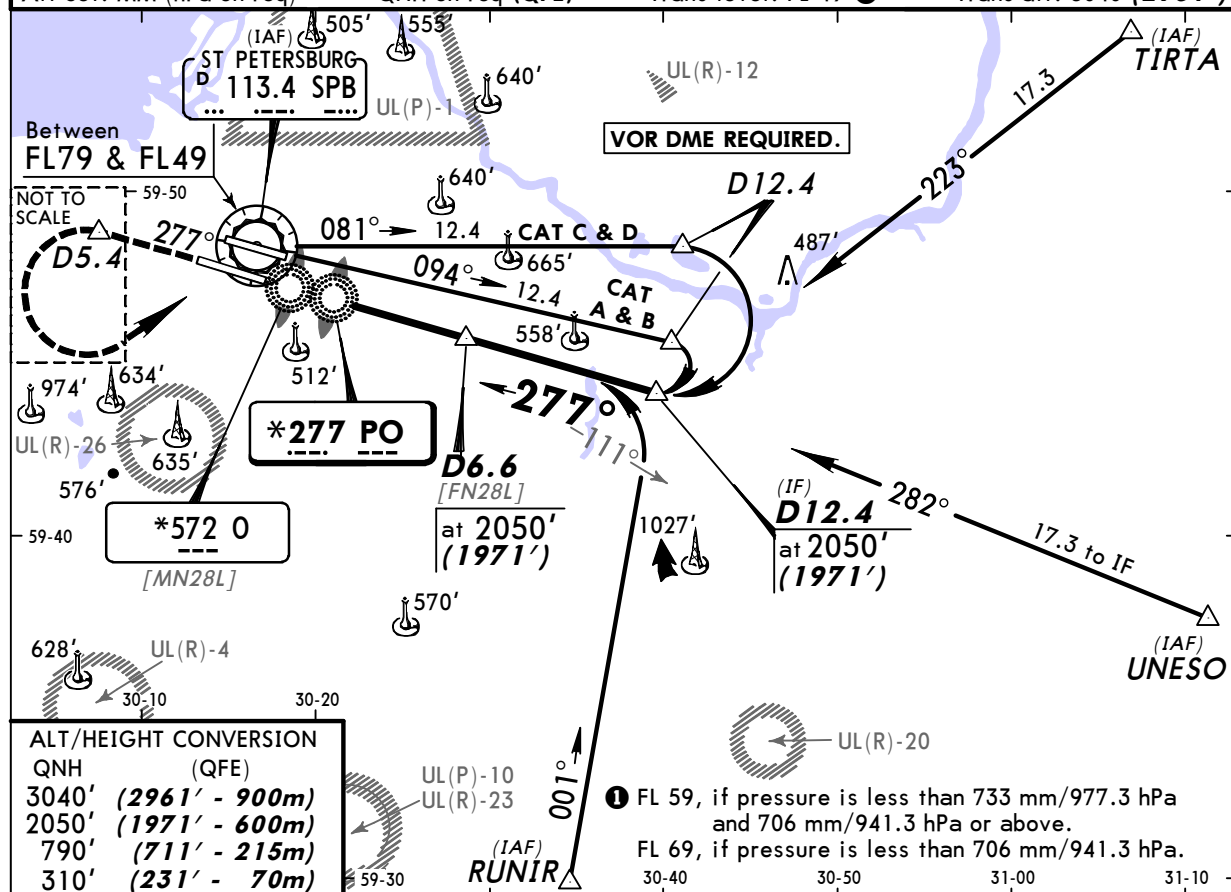
ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 28L

ATIS	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) 2000-0400			PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	119.3	125.2	119.3	120.3	118.7	121.7 121.9
NDB PO *277	Final Apch Crs 277°	Minimum Alt D6.6 2050' (1971')	2 NDB MDA(H) 410' (331')	NDB MDA(H) 640' (561')	Apt Elev 79' RWY 79'	

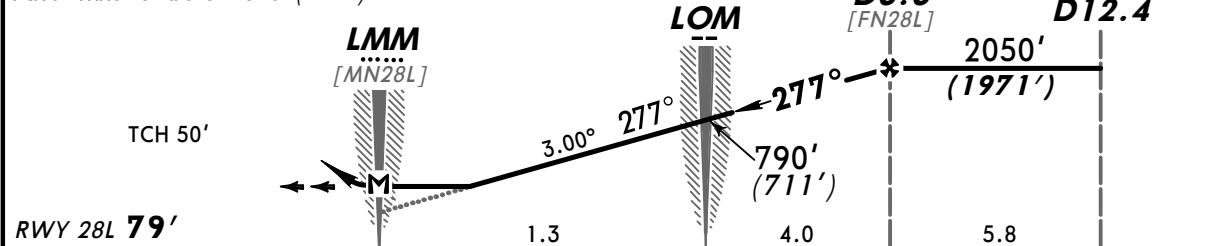
MISSED APCH: Climb on 277° to D5.4 at 2050' (1971'), then turn LEFT (MIM bank angle 20°) to VOR climbing to 3040' (2961'), then according to chart.



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



Pass LMM not below 310' (231').



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Descent Angle 3.00°</i>	372	478	531	637	743	849	
<i>MAP at LMM</i>							

STRAIGHT-IN LANDING RWY 28L

2 NDB		NDB			
MDA(H) 410' (331')		MDA(H) 640' (561')			
ALS out		ALS out			
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	
B					
C			RVR 1500m VIS 1600m	2400m	
D	RVR 1500m VIS 1600m		2400m	2800m	

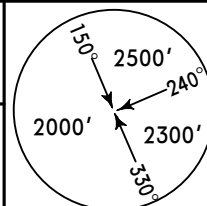
**ULLI/LED
PULKOVO**

JEPPESSEN
21 MAY 10
Eff 3 Jun
(16-4)

ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 28R

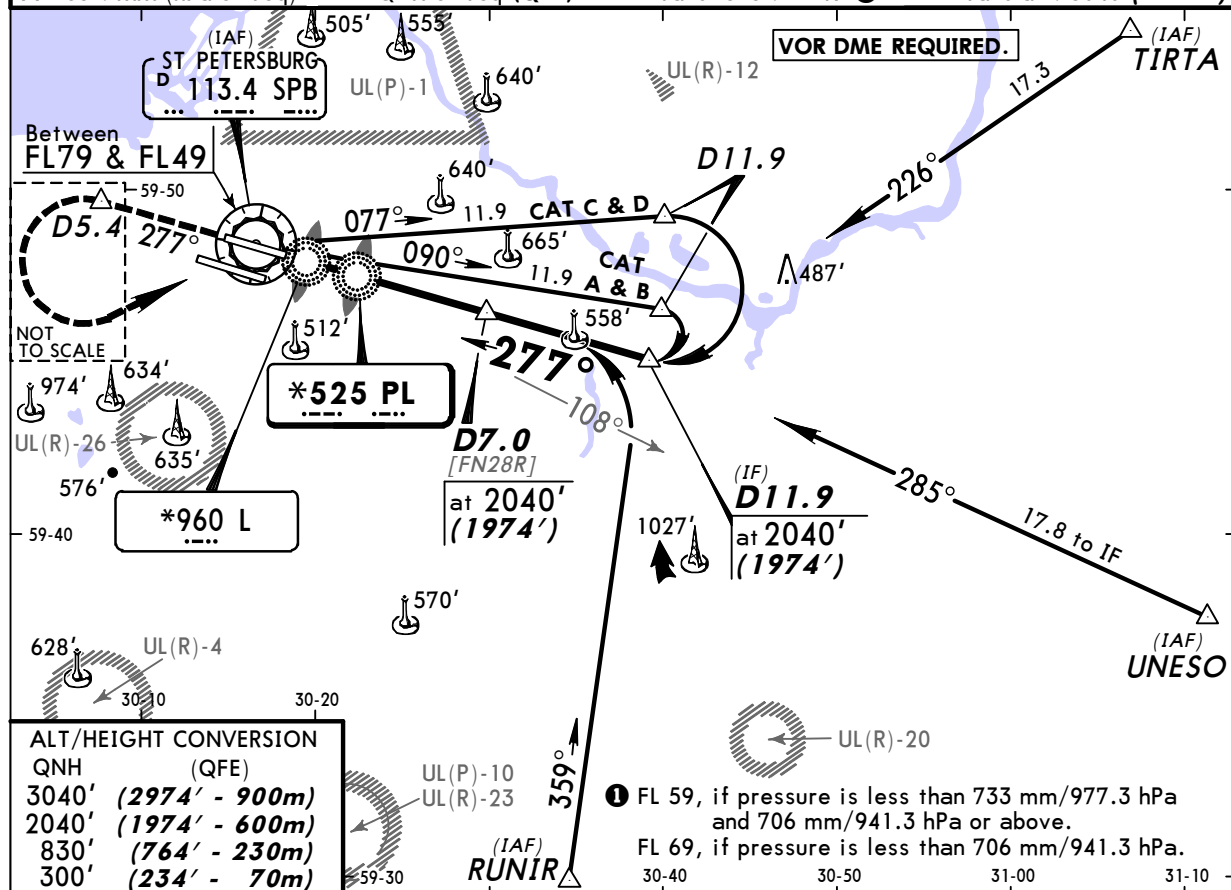
ATIS	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) 2000-0400			PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	119.3	125.2	119.3	120.3	118.1	121.7 121.9
NDB PL *525	Final Apch Crs 277°	Minimum Alt D7.0 2040' (1974')	2 NDB MDA(H) 480' (414')	NDB MDA(H) 580' (514')	Apt Elev 79' RWY 66'	

MISSED APCH: Climb on 277° to D5.4 at 2040' (1974'), then turn LEFT (min bank angle 20°) to VOR climbing to 3040' (2974'), then according to chart.

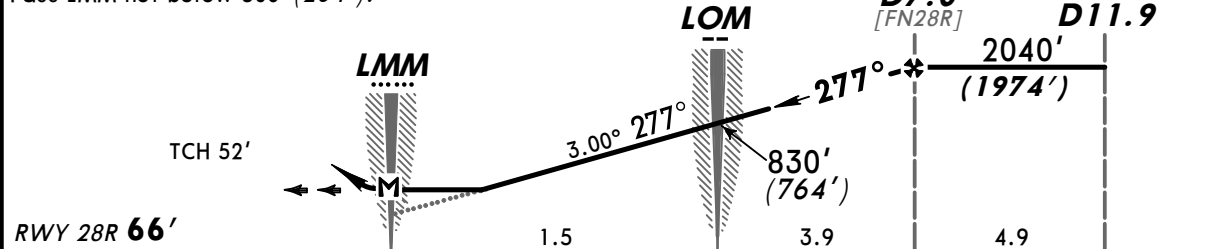


MSA SPB VOR

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



Pass LMM not below 300' (234').



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Descent Angle 3.00°</i>	372	478	531	637	743	849	
<i>MAP at LMM</i>							

STRAIGHT-IN LANDING RWY 28R

2 NDB		NDB			
MDA(H) 480' (414')		MDA(H) 580' (514')			
		ALS out		ALS out	
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	
B					
C		RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	2400m	
D	RVR 1500m VIS 1600m		2400m	2800m	

CHANGES: Missed apch. TCH.

© JEPPESEN, 2009, 2010. ALL RIGHTS RESERVED.