

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

No revision activity since Disc 09-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport USPP

General Info

Perm, RUS

N 57° 54.8' E 56° 01.4' Mag Var: 13.8°E

Elevation: 404'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+5:00 no DST

Runway Info

Runway 03-21 10499' x 161' concrete

Runway 03 (32.0°M) TDZE 383'

Lights: Edge, ALS

Runway 21 (212.0°M) TDZE 393'

Lights: Edge, ALS

Communications Info

ATIS **126.4**

Perm Start Tower **124.0** At or below 1970'

Perm Approach Control **127.1** Between 16700' and 1970'

Notebook Info

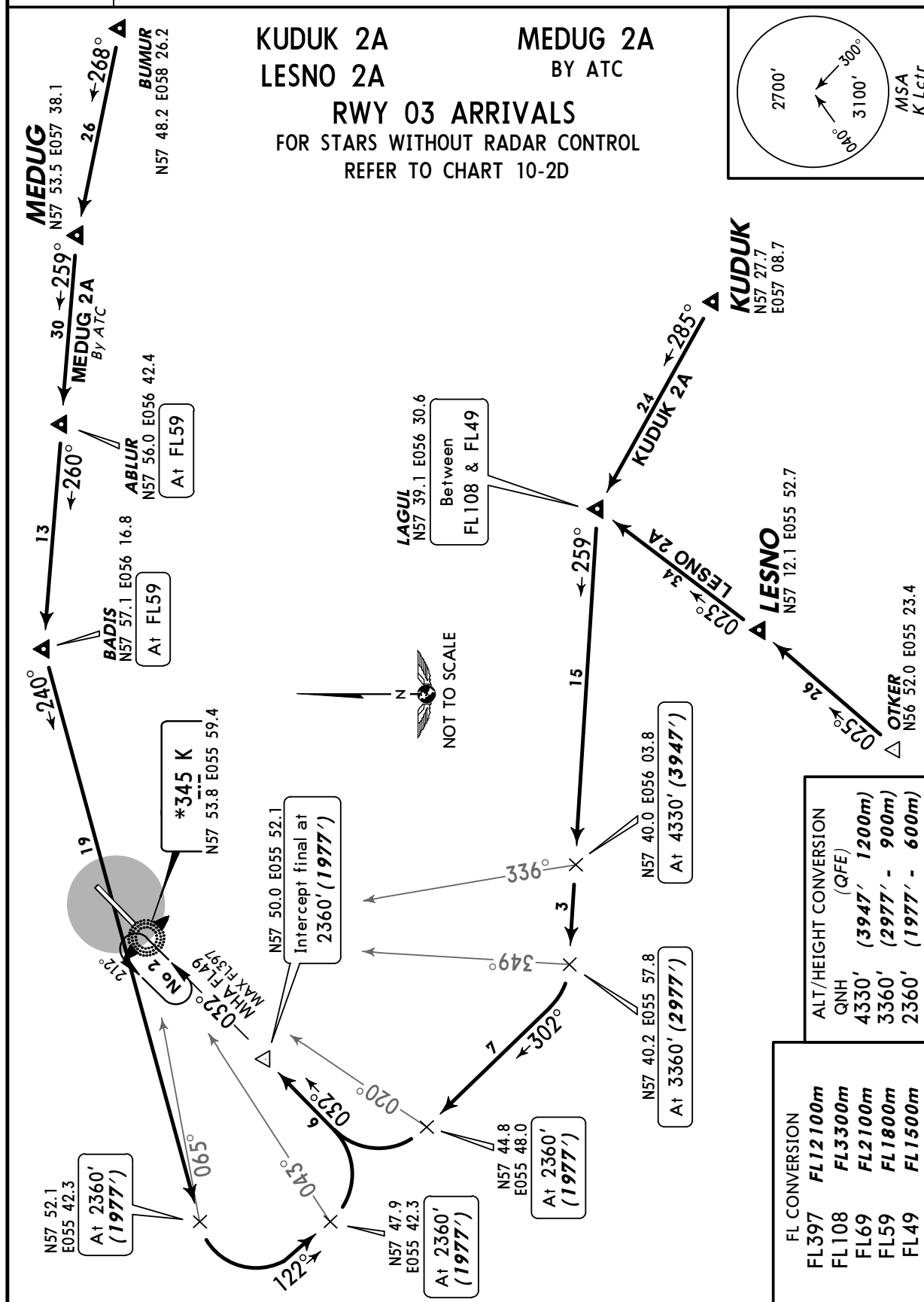
USPP/PEE
BOLSHOYE SAVINO

JEPPESEN
9 APR 10 10-2

PERM, RUSSIA

STAR

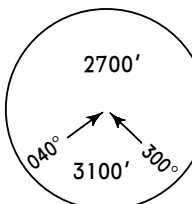
ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL69 if pressure is less than 722 mm (962.6 hPa)
<i>Apt Elev</i> 404'	Trans alt: 3360' (2977') 1. For simultaneous flights in area No 2 (over K) traffic circuit width (TCW) is 8.1 NM. 2. Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.

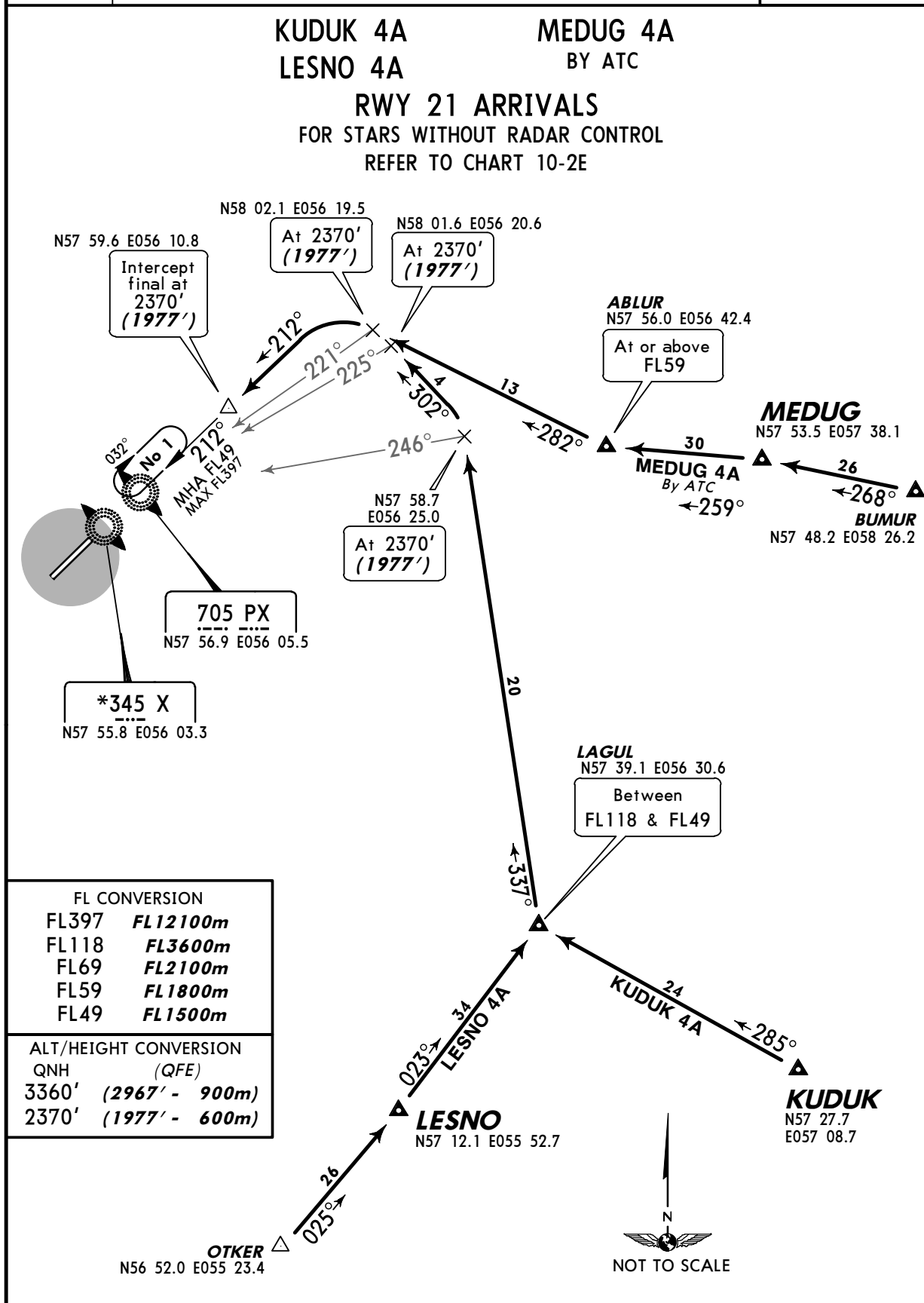


USPP/PEE
BOLSHOYE SAVINO

JEPPESEN
 9 APR 10 **(10-2A)**

PERM, RUSSIA
STAR

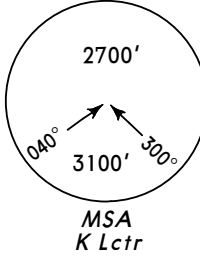
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Apt Elev 404'	Trans alt: 3360' (2967') 1. For simultaneous flights in area No 1 (over PX) traffic circuit width (TCW) is 8.1 NM. 2. Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.	

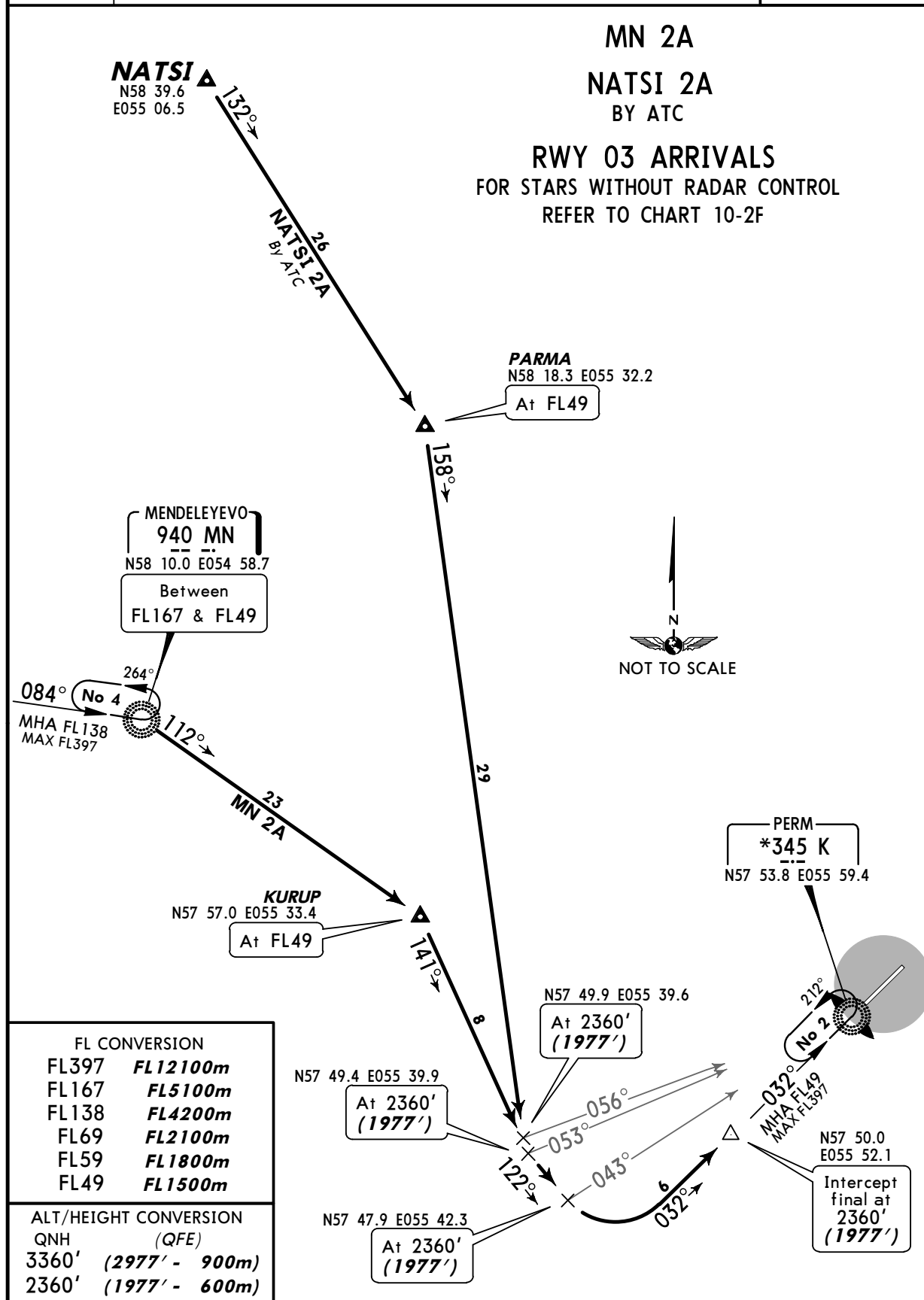


USPP/PEE
BOLSHOYE SAVINO

JEPPESSEN
 1 FEB 08 **(10-2B)** Eff 14 Feb

PERM, RUSSIA
STAR

ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL69 if pressure is less than 722 mm (962.6 hPa)	
Apt Elev 404'	Trans alt: 3360' (2977') 1. For simultaneous flights in area No 2 (over K) traffic circuit width (TCW) is 8.1 NM. 2. Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.	



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JEPPESEN

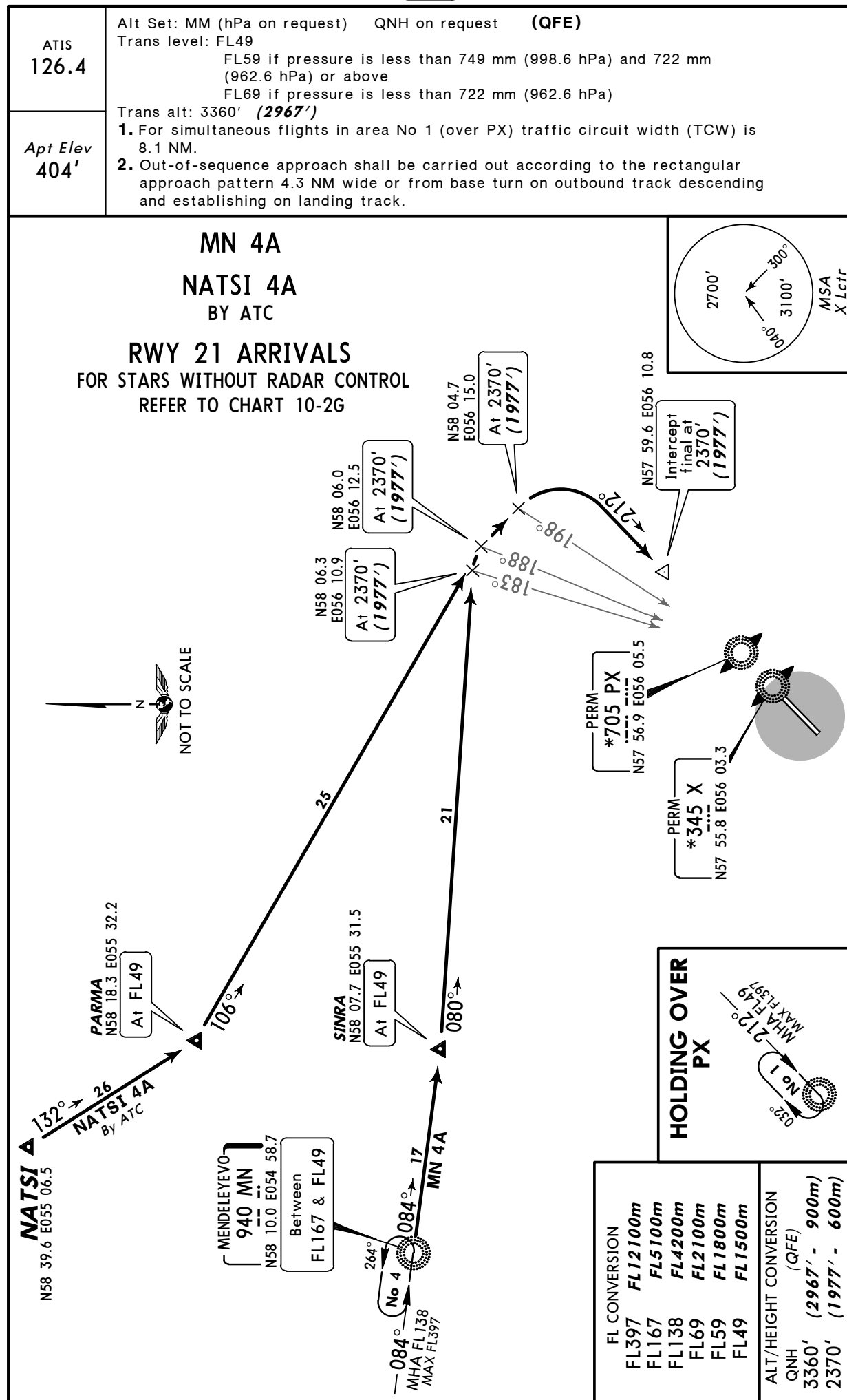
1 FEB 08

10-2C

Eff 14 Feb

PERM, RUSSIA

STAR

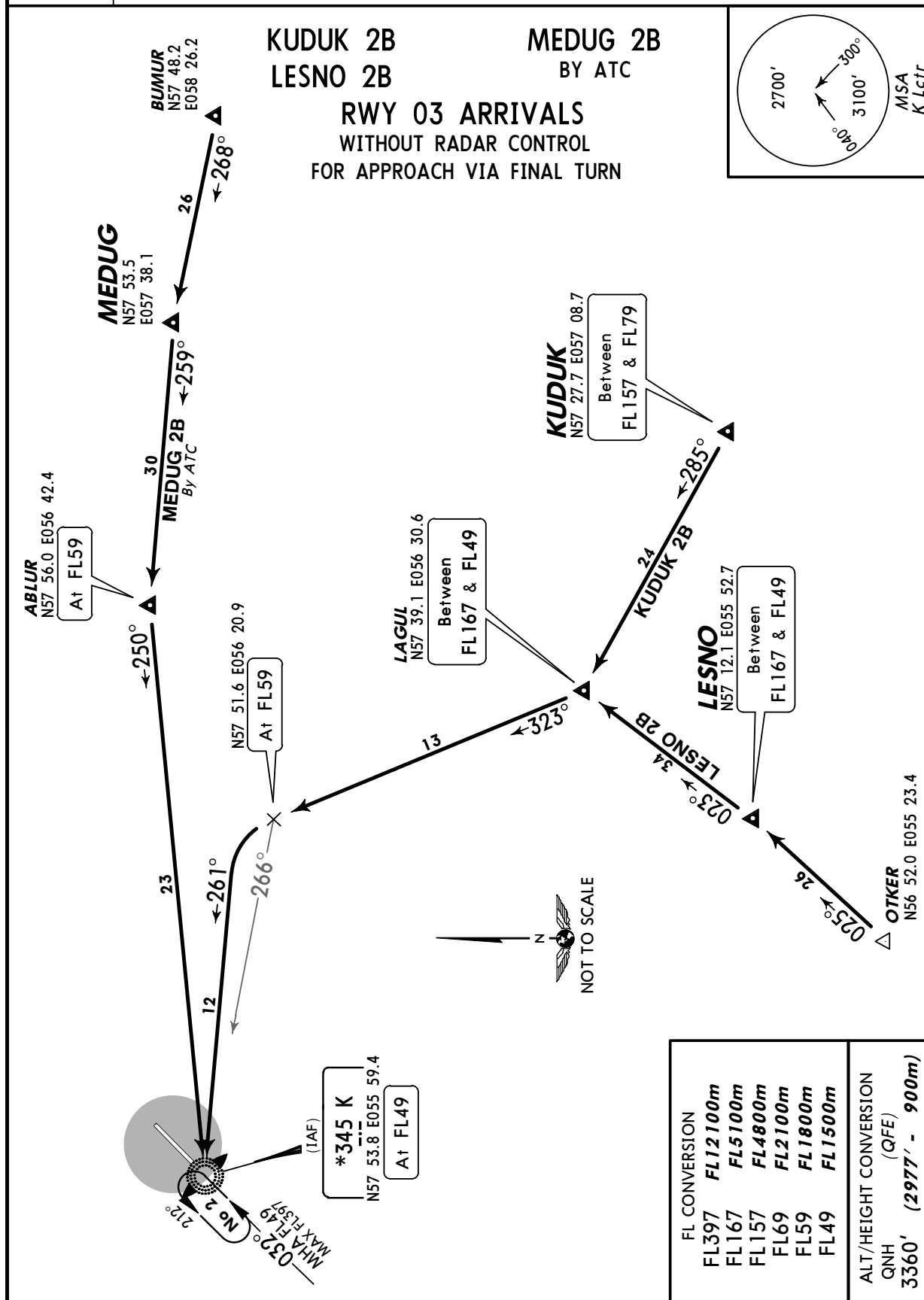


USPP/PEE
BOLSHOYE SAVINO

JEPPESEN
9 APR 10 (10-2D)

PERM, RUSSIA

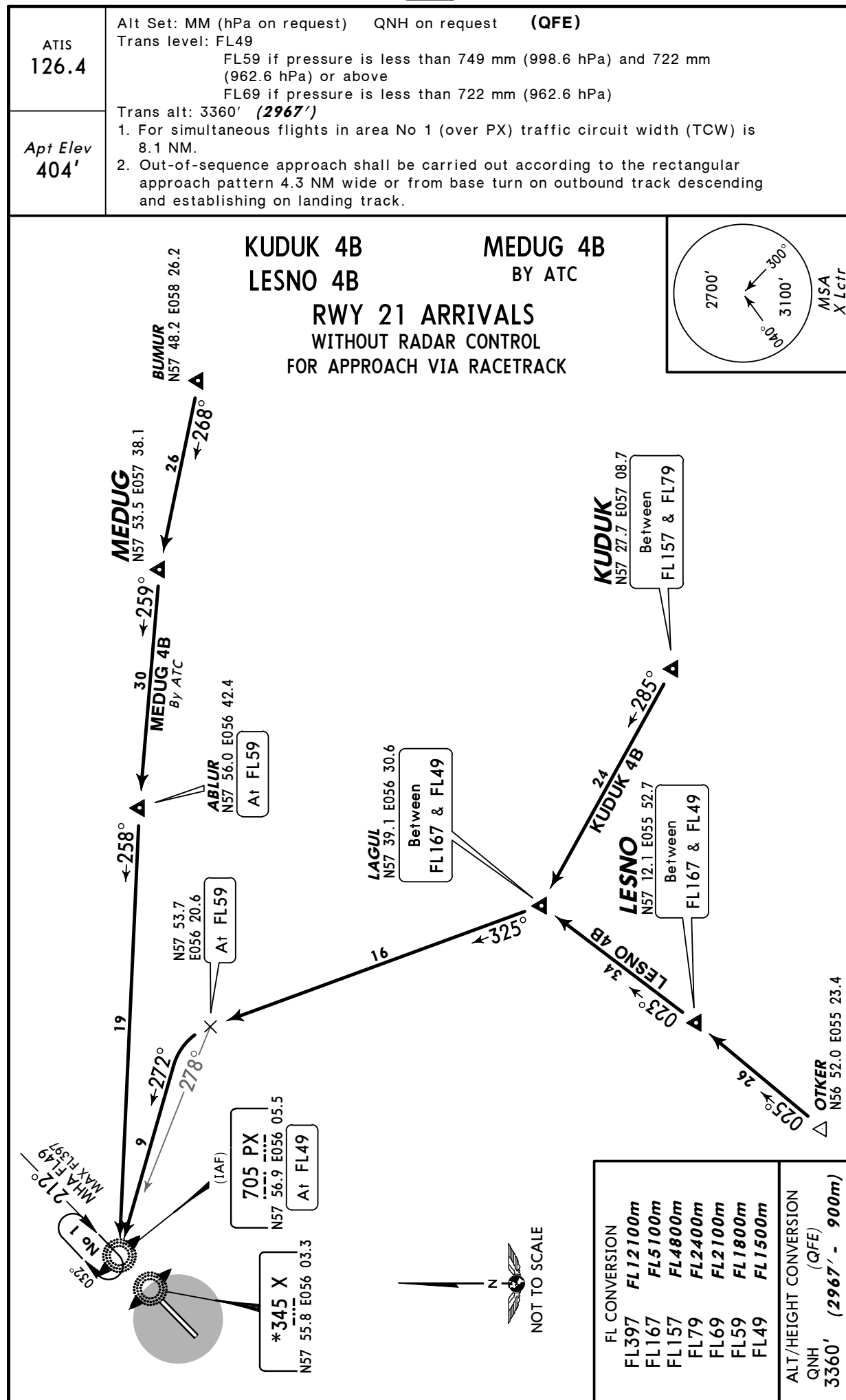
ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL69 if pressure is less than 722 mm (962.6 hPa)
<i>Apt Elev</i> 404'	Trans alt: 3360' (2977') 1. For simultaneous flights in area No 2 (over K) traffic circuit width (TCW) is 8.1 NM. 2. Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.



USPP/PEE
BOLSHOYE SAVINO

JEPPESSEN
 9 APR 10 **(10-2E)**

PERM, RUSSIA
STAR



USPP/PEE
BOLSHOYE SAVINO

1 FEB 08

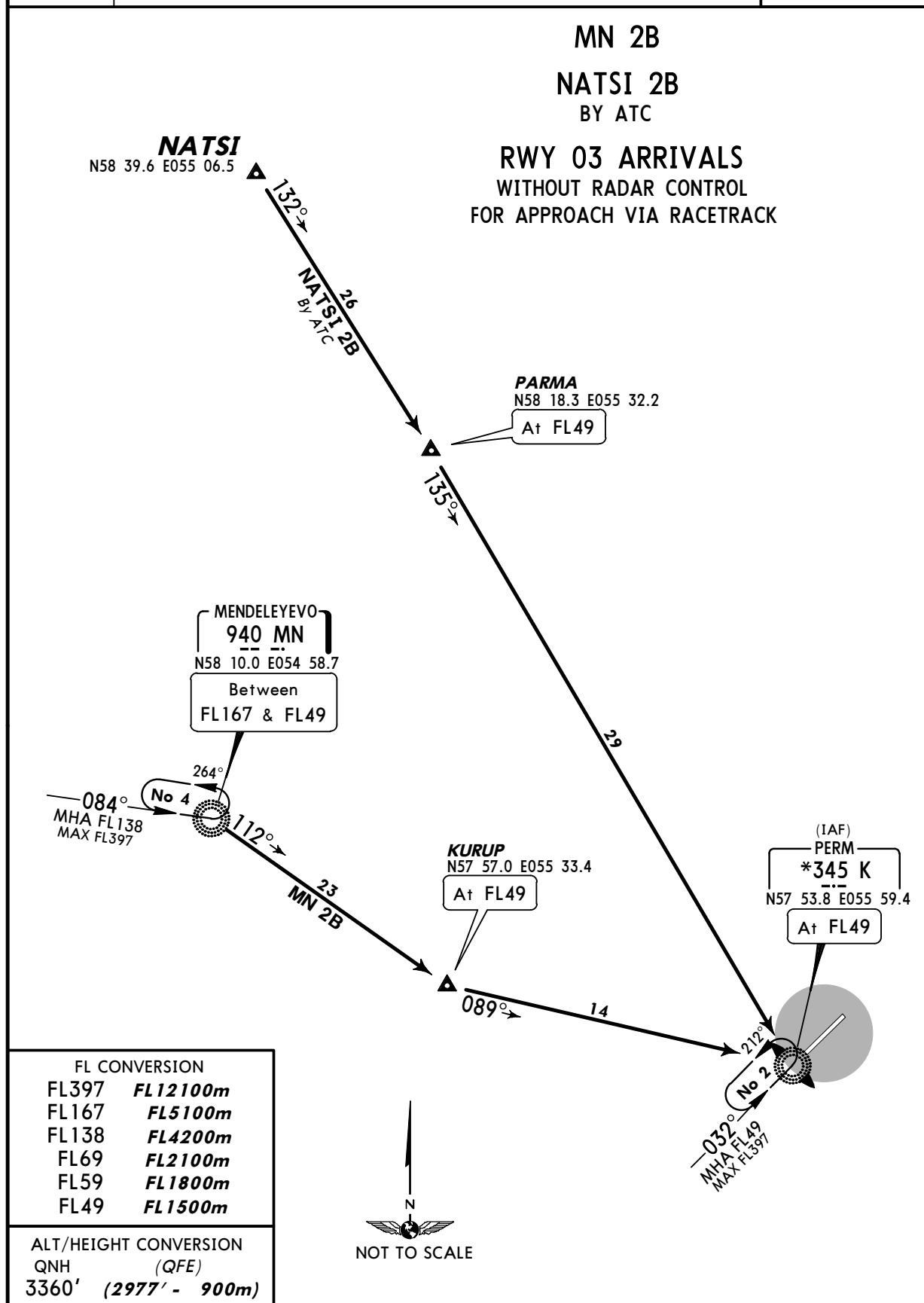
10-2F

Eff 14 Feb

PERM, RUSSIA

STAR

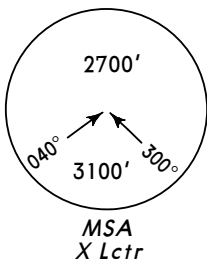
ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL69 if pressure is less than 722 mm (962.6 hPa)	2700' 040° 3100' 300° MSA K Lctr
<i>Apt Elev</i> 404'	Trans alt: 3360' (2977') 1. For simultaneous flights in area No 2 (over K) traffic circuit width (TCW) is 8.1 NM. 2. Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.	

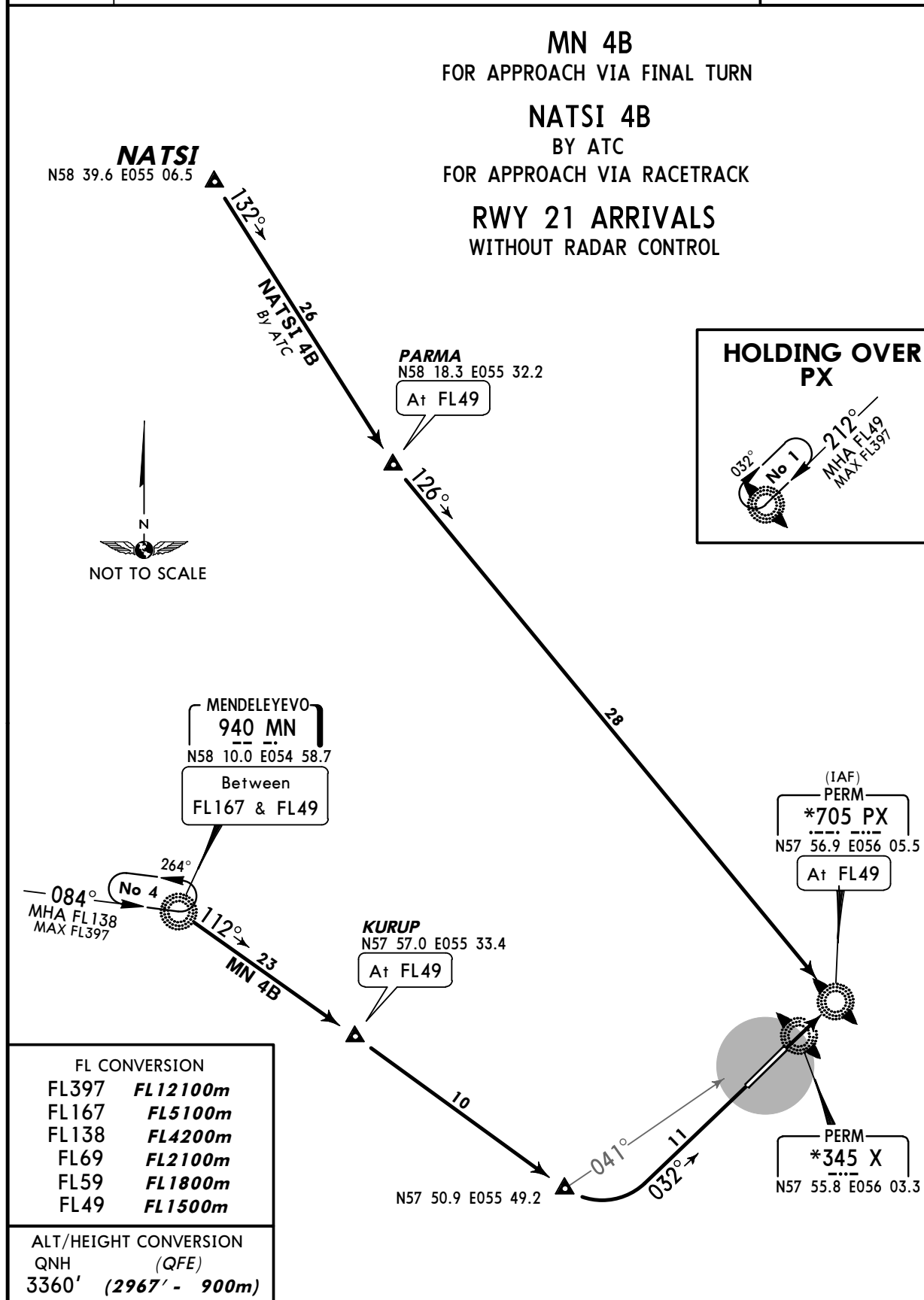


USPP/PEE
BOLSHOYE SAVINO

JEPPESEN
 1 FEB 08 **(10-2G)** **Eff 14 Feb**

PERM, RUSSIA
STAR

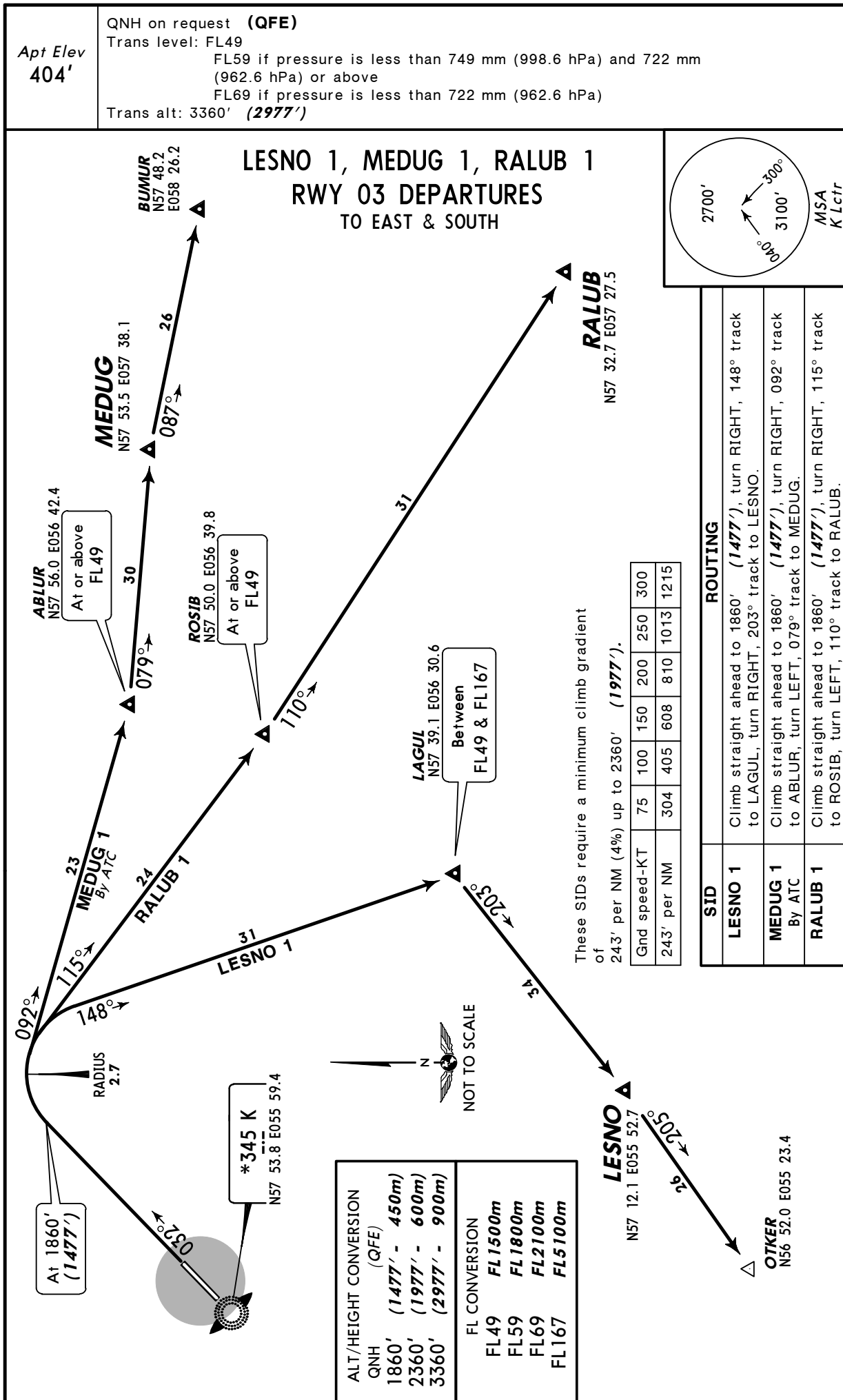
ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL69 if pressure is less than 722 mm (962.6 hPa)	
Apt Elev 404'	Trans alt: 3360' (2967') 1. For simultaneous flights in area No 1 (over PX) traffic circuit width (TCW) is 8.1 NM. 2. Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.	



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BOLSHOYE SAVINO

JEPPESSEN
 9 APR 10 **10-3**

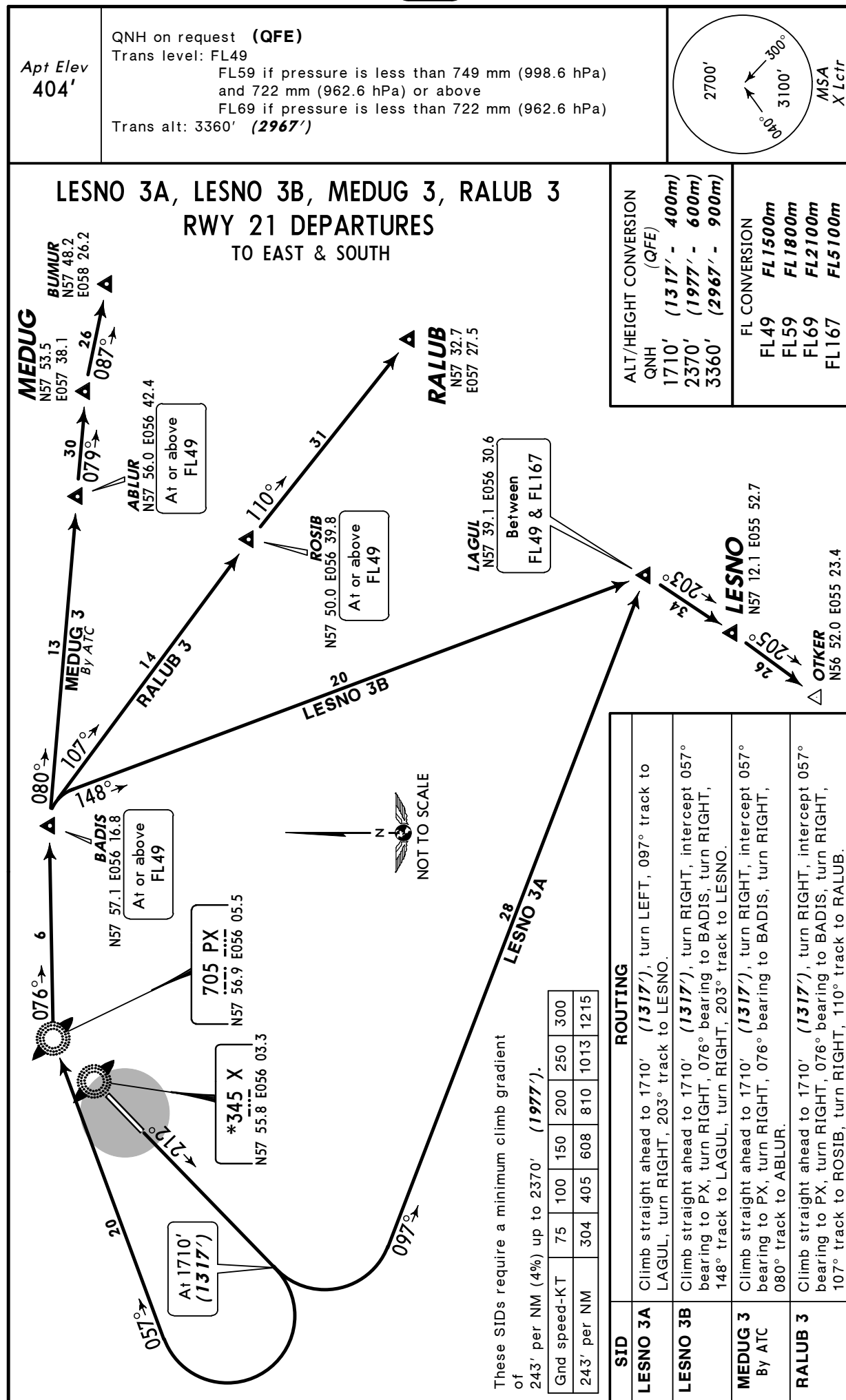
PERM, RUSSIA
SID



USPP/PEE
BOLSHOYE SAVINO

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

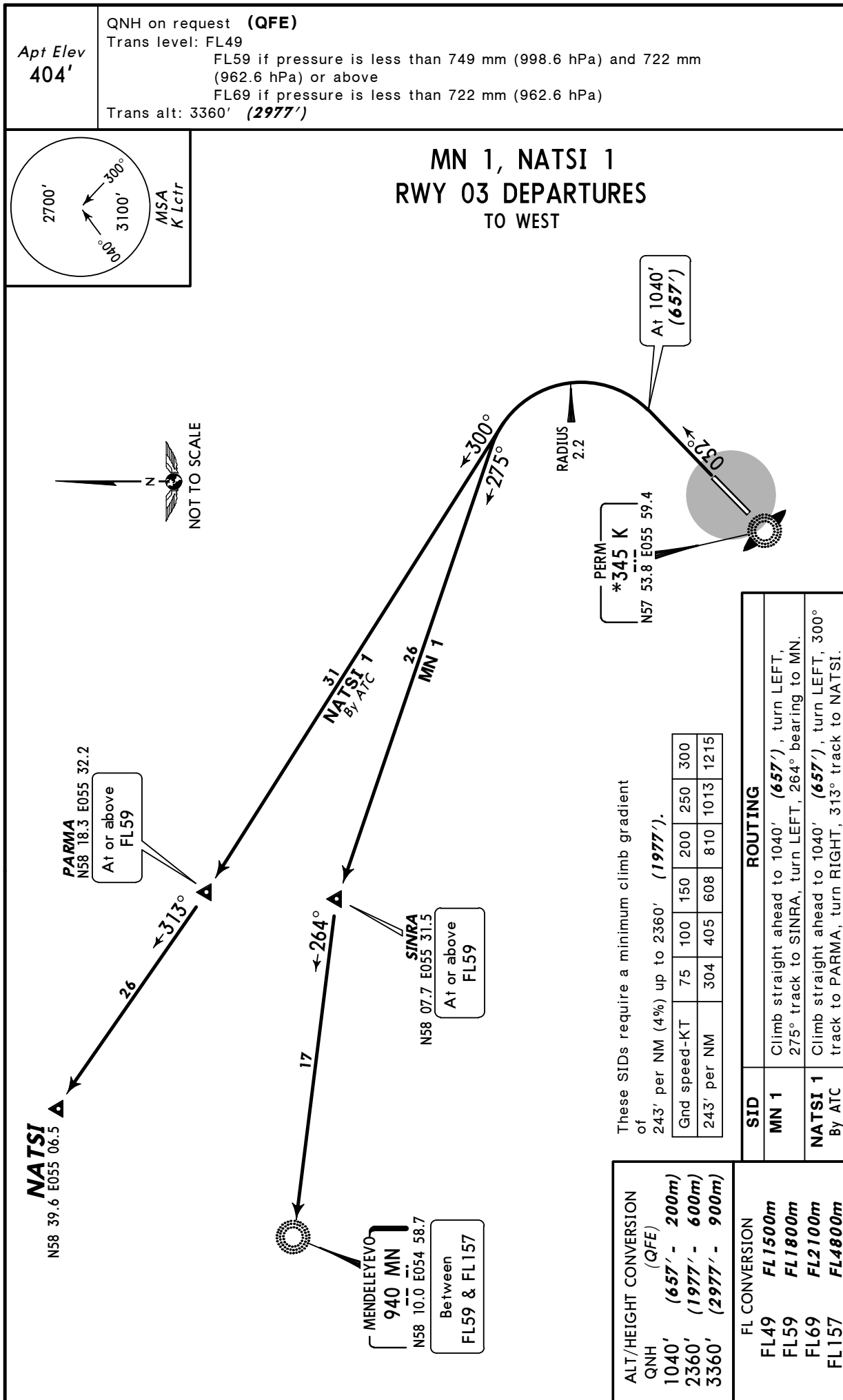
PERM, RUSSIA
SID



USPP/PEE
BOLSHOYE SAVINO

JEPPesen
 1 FEB 08 **(10-3B)** **Eff 14 Feb**

PERM, RUSSIA
SID



CHANGES: SIDs completely revised.

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USPP/PEE
BOLSHOYE SAVINO

JEPPESEN

1 FEB 08

10-3C

Eff 14 Feb

PERM, RUSSIA

SID

Apt Elev
404'

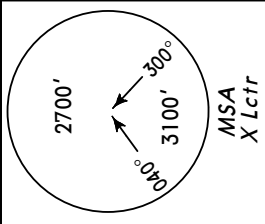
QNH on request **(QFE)**

Trans level: FL49

FL59 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above

FL69 if pressure is less than 722 mm (962.6 hPa)

Trans alt: 3360' **(2967')**



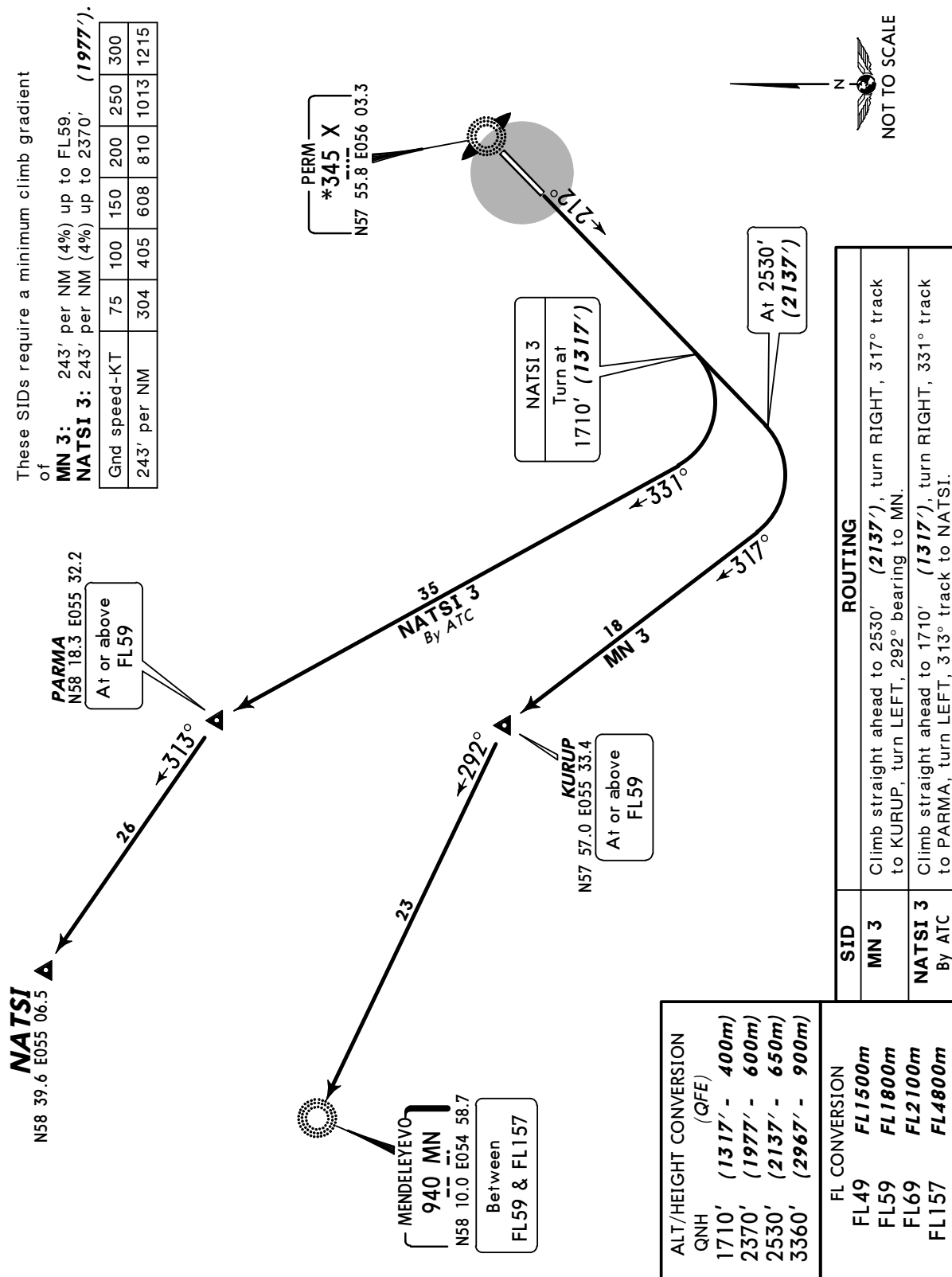
MN 3, NATSI 3
RWY 21 DEPARTURES
TO WEST

These SIDs require a minimum climb gradient of

MN 3: 243' per NM (4%) up to FL59.

NATSI 3: 243' per NM (4%) up to 2370' **(1977')**.

Gnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215



USPP/PEE**JEPPESEN****PERM, RUSSIA****BOLSHOYE SAVINO**

1 FEB 08

10-4

Eff 14 Feb

NOISE**NOISE ABATEMENT****GENERAL**

Noise abatement procedures shall be executed by all aircraft.

If special meteorological conditions are present in arrival and approach sectors, ATS may at its own discretion or by a PICs request deviate from the provisions given below, if it is necessary for safety reasons.

DEPARTURES**SPECIAL TAKE-OFF PROCEDURES**

Flight crews shall use the following special procedure during take-off from runway 03 and execution of SID LESNO 1, MEDUG 1 or RALUB 1.

Take-off and climbing to 1860' (1477')

Take-off power

Take-off flaps

Landing gear shall be set into en-route position

$V_2 + 11 - 22$ KT

At 1860' (1477')

Reduce engine power to minimum while maintaining positive rate of climb

Between 1860' (1477') - 3360' (2977')

Maintain engine power

Wing devices shall be set into take-off or intermediate position according to Airplane Flight Manual

Climb at $V_2 + 11 - 22$ KT taking into account restrictions connected with angle and pitch;

Execute first turn not before 5.4 NM from runway

At 3360' (2977')

Reduce rate of climb

Accelerate to speed of wing devices set into en-route position

Wing devices shall be set into phase-by-phase enroute position

Above 3360' (2977')

Further climb shall be executed at speed recommended by the Airplane Flight Manual

Restrictions

These procedures are not applied in cases when

- one of the engines failed during take-off phase,
- the runway is dirty and wet,
- visibility is less than 2000m,
- cross-wind component (including gusts) exceeds 8m/sec,
- a tailwind component (including gusts) exceeds 2m/sec,
- when wind shear is forecasted or reported or it is expected that thunderstorms may influence the conditions of take-off and climbing of aircraft.

USPP/PEE

Apt Elev **404'**
N57 54.8 E056 01.4

JEPPESEN

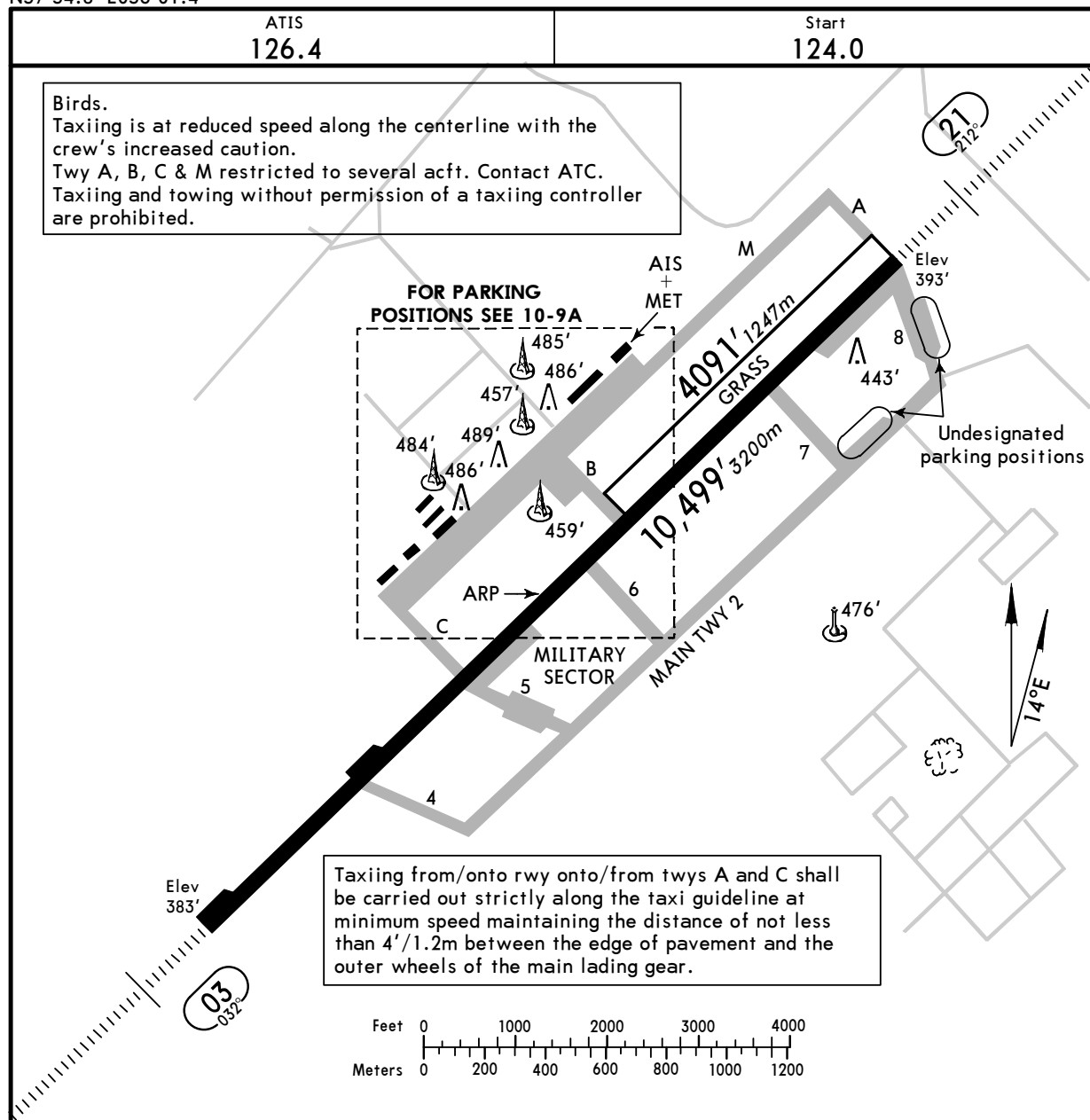
1 FEB 08

10-9

Eff 14 Feb

PERM, RUSSIA

BOLSHOYE SAVINO



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
				Threshold	Glide Slope		
03	HIRL (60m)	HIALS	PAPI-L (angle 3.00°)				161'
21	HIRL (60m)	HIALS	PAPI-L (angle 2.67°)		7300' 2225m		49m
03	Grass runway						328'
21							100m

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 03/21

LVP must be in force
RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

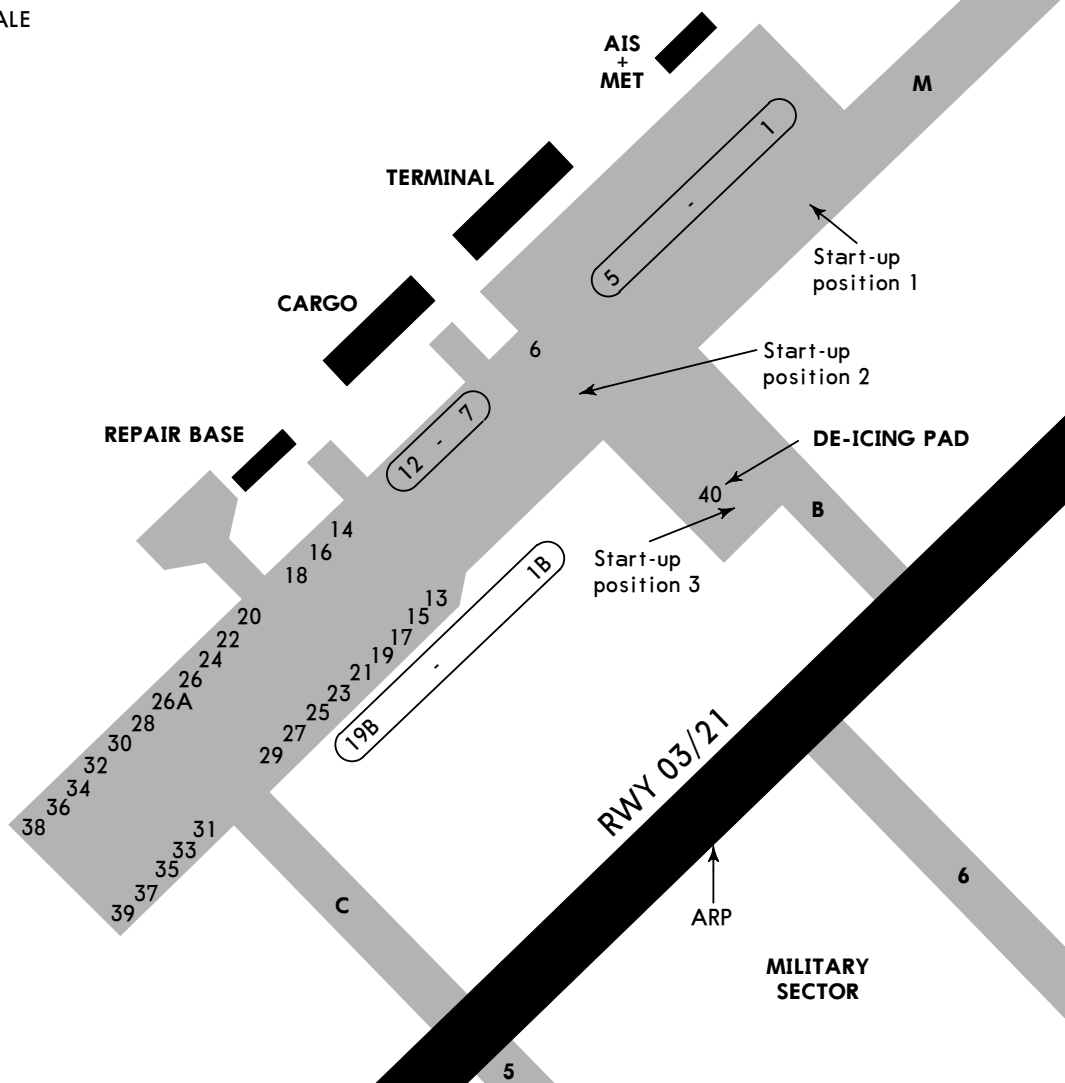
A		
B	250m	400m
C		
D	300m	

USPP/PEE

JEPPESEN
 1 FEB 08 **10-9A** **Eff 14 Feb**

PERM, RUSSIA
BOLSHOYE SAVINO

NOT TO SCALE



INS COORDINATES

STAND No.	COORDINATES
1, 2	N57 55.2 E056 01.4
3	N57 55.1 E056 01.4
4, 5	N57 55.1 E056 01.3

Stands 19, 26A, 32 and 40 available for engines run-up.
 Stands 13 thru 30 and grass stands 1B thru 19B available for helicopters.

USPP/PEE

 **JEPPESEN**
24 DEC 10 **10-9S**
Standard
PERM, RUSSIA
BOLSHOYE SAVINO

STRAIGHT-IN RWY		A	B	C	D
03	NDB ❶	1010' (627')	1010' (627')	1010' (627')	1010' (627')
		C2400m	C2400m	C2600m	C2600m
	<i>ALS out</i>	C3100m	C3100m	C3300m	C3300m
	NDB ❷	1600' (1217')	1600' (1217')	1600' (1217')	1600' (1217')
		C5000m	C5000m	C5000m	C5000m
21	ILS	593' (200')	593' (200')	593' (200')	593' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC ❸	720' (327')	720' (327')	720' (327')	720' (327')
		R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
	2 NDB ❶❸❹	750' (357')	750' (357')	750' (357')	750' (357')
		R900m	R900m	R900m	R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
	2 NDB ❶❸❺	750' (357')	750' (357')	750' (357')	750' (357')
		R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
	2 NDB ❷	1650' (1257')	1650' (1257')	1650' (1257')	1650' (1257')
		C5000m	C5000m	C5000m	C5000m
	PX NDB ❹	750' (357')	750' (357')	750' (357')	750' (357')
		R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
	X Lctr	960' (567')	960' (567')	960' (567')	960' (567')
		C2100m	C2100m	C2300m	C2300m
	<i>ALS out</i>	C2800m	C2800m	C3000m	C3000m

❶ with radar control.

❷ w/o radar control.

❸ Continuous Descent Final Approach.

❹ with FMS.

❺ w/o FMS.

TAKE-OFF RWY 03, 21

LVP must be in Force		RCLM (DAY only) or RL	NIL (DAY only)
	RCLM (DAY only) or RL		
A	250m	400m	500m
B			
C			
D	300m		

USPP/PEE**JEPPESEN**

1 FEB 08

10-9X**Eff 14 Feb****JAA MINIMUMS****PERM, RUSSIA**
BOLSHOYE SAVINO

STRAIGHT-IN RWY		A	B	C	D
03	NDB	1010' (627')	1010' (627')	1010' (627')	1010' (627')
	with 7.5 NM RDP	R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	NDB	1600' (1217')	1600' (1217')	1600' (1217')	1600' (1217')
	w/o 7.5 NM RDP	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
21	ILS	593' (200')	593' (200')	593' (200')	593' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	720' (327')	720' (327')	720' (327')	720' (327')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	730' (337')	730' (337')	730' (337')	730' (337')
	with 6.4 NM RDP	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	1650' (1257')	1650' (1257')	1650' (1257')	1650' (1257')
	w/o 6.4 NM RDP	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	PX LOM	730' (337')	730' (337')	730' (337')	730' (337')
	with 6.4 NM RDP	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	X LMM	960' (567')	960' (567')	960' (567')	960' (567')
	w/o 6.4 NM RDP	R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 03, 21

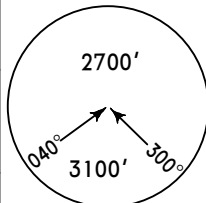
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

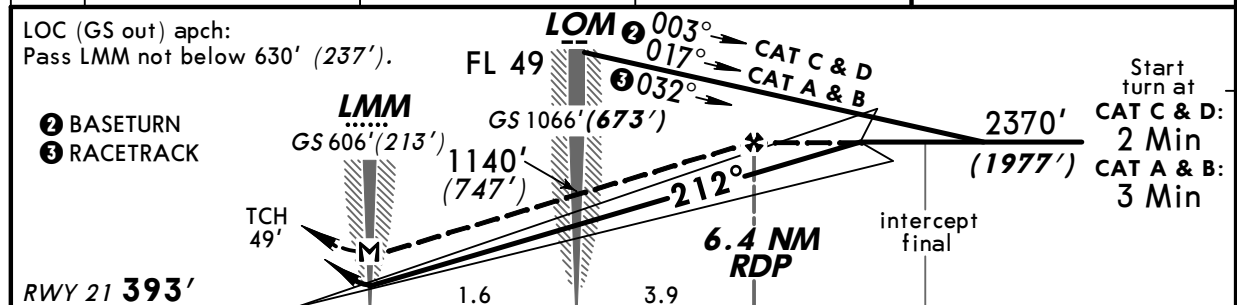
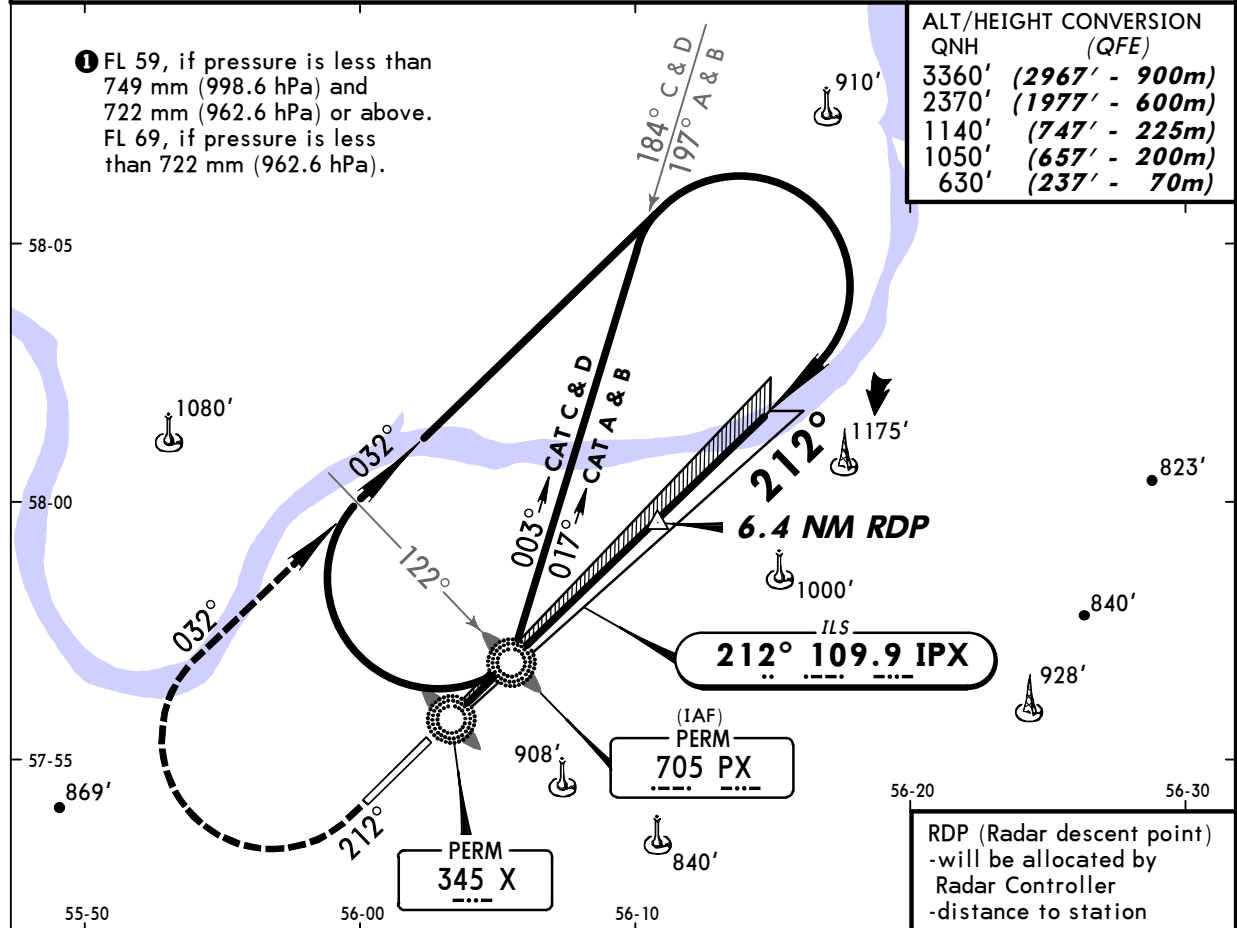
USPP/PEE
BOLSHOYE SAVINO

JEPPESEN
1 FEB 08 **11-1** **Eff 14 Feb**

PERM, RUSSIA
ILS or LOC Rwy 21

BRIEFING STRIP

ATIS 126.4		PERM Approach (R) 127.1		PERM Start (TWR) 124.0		
LOC IPX 109.9	Final Apch Crs 212°	GS LOM 1066' (673')	ILS DA(H) 593' (200')	Apt Elev 404' RWY 393'		
MISSED APCH: Climb on 212° to 1050' (657'), then turn RIGHT onto 032° climbing to 2370' (1977'), then according to chart.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49 1		
Trans alt: 3360' (2967')						



Gnd speed-Kts	70	90	100	120	140	160		1050' (657')	on 212°	032°	2370' (1977')
ILS GS 2.67°	336	432	480	576	671	767					
LOC Desc Gradient 5.2%	369	474	527	632	737	843					
MAP at LMM											

STRAIGHT-IN LANDING RWY 21						
ILS		LOC (GS out)				
DA(H) 593' (200')		MDA(H) 720' (327')				
FULL	ALS out	LMM out		ALS out		
A						
B		800m				
C	800m	1200m	NOT AUTH	1600m		
D		1200m				

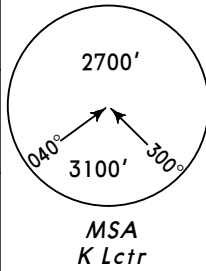
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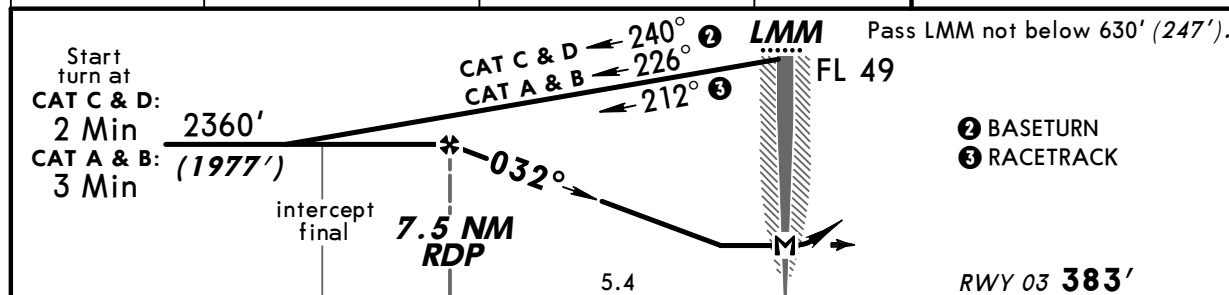
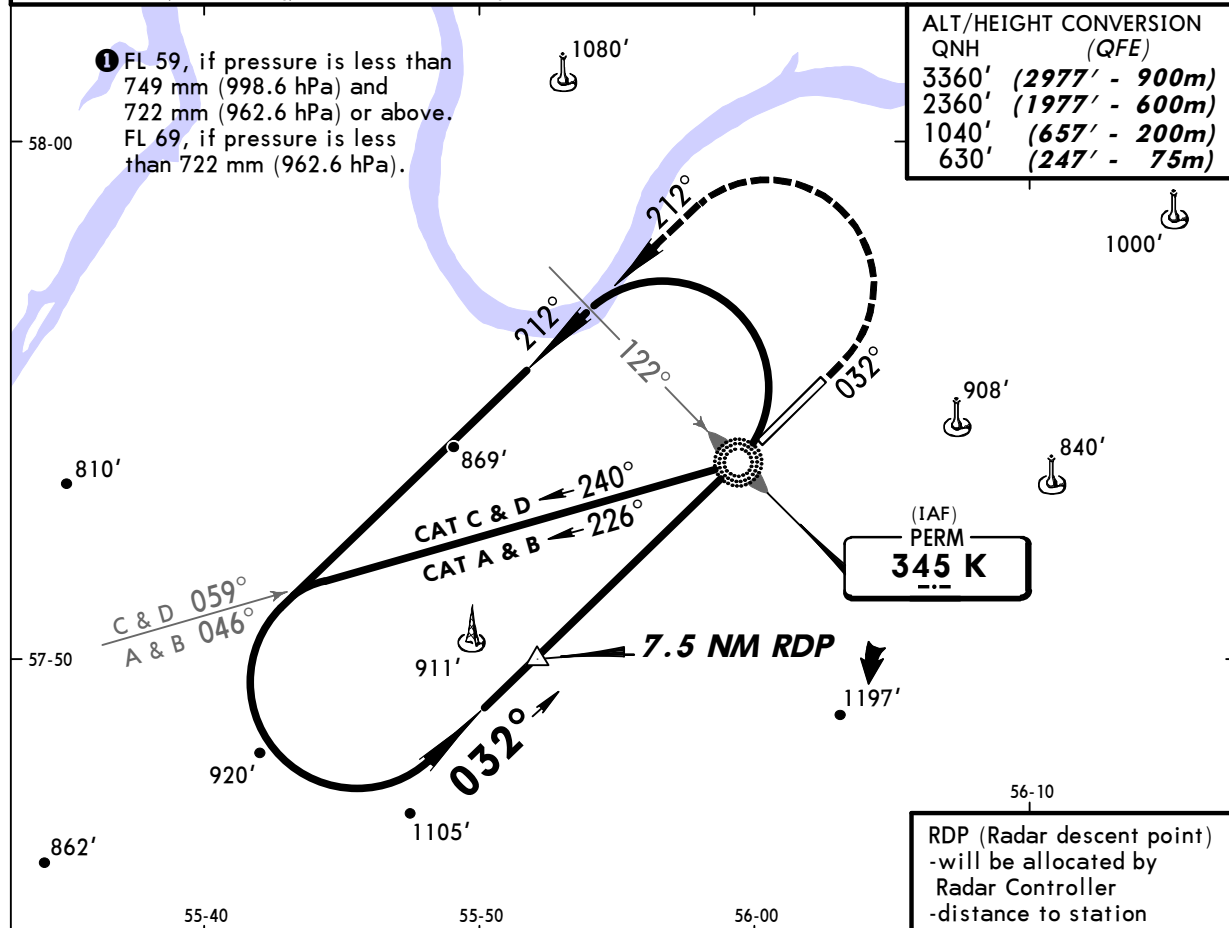
USPP/PEE
BOLSHOYE SAVINO

JEPPESEN
1 FEB 08 **(16-1)** **Eff 14 Feb**

PERM, RUSSIA
NDB Rwy 03

BRIEFING STRIP

ATIS 126.4		PERM Approach (R) 127.1		PERM Start (TWR) 124.0		
Lctr K 345	Final Apch Crs 032°	Minimum Alt 7.5 RDP 2360' (1977')	MDA(H) (CONDITIONAL) 1010' (627')	Apt Elev 404' RWY 383'		
MISSED APCH: Climb on 032° to 1040' (657'), then turn LEFT onto 212° climbing to 2360' (1977'), then according to chart.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49 1	Trans alt: 3360' (2977')	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1040' (657') on 032°	212° LT	2360' (1977')
Descent Gradient 5.2%	369	474	527	632	737	843	PAP			
MAP at LMM										

STRAIGHT-IN LANDING RWY 03					
With 7.5 NM RDP		W/o 7.5 NM RDP			
MDA(H) 1010' (627')		MDA(H) 1600' (1217')			
	ALS out		ALS out		
A	1200m	1600m	1200m	2000m	
B			1600m	2400m	
C	2000m	2800m	4000m	4800m	
D	2800m	3200m	4400m		

PANS OPS

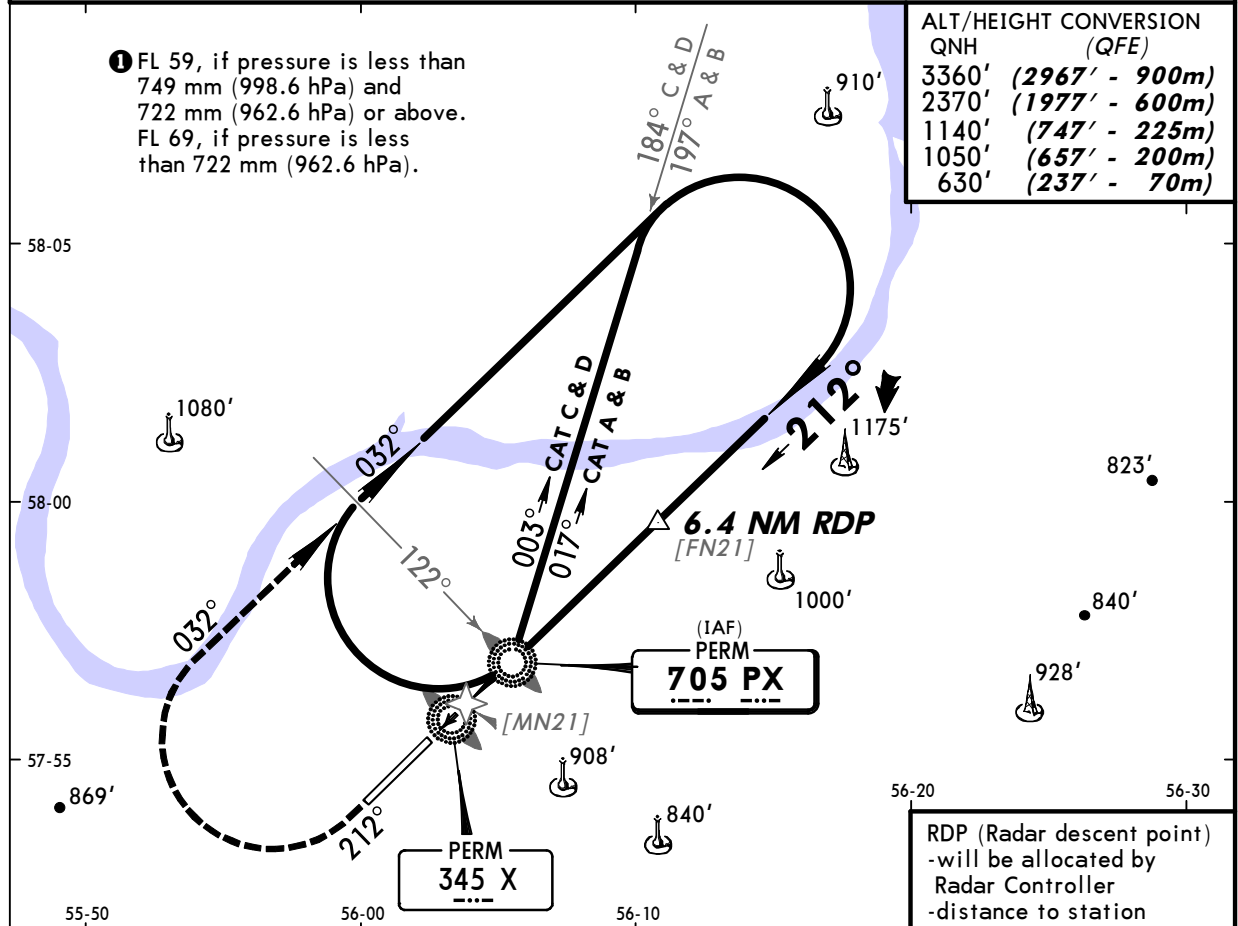
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JEPPesen
1 FEB 08
Eff 14 Feb **(16-2)**

PERM, RUSSIA
2 NDB or NDB Rwy 21

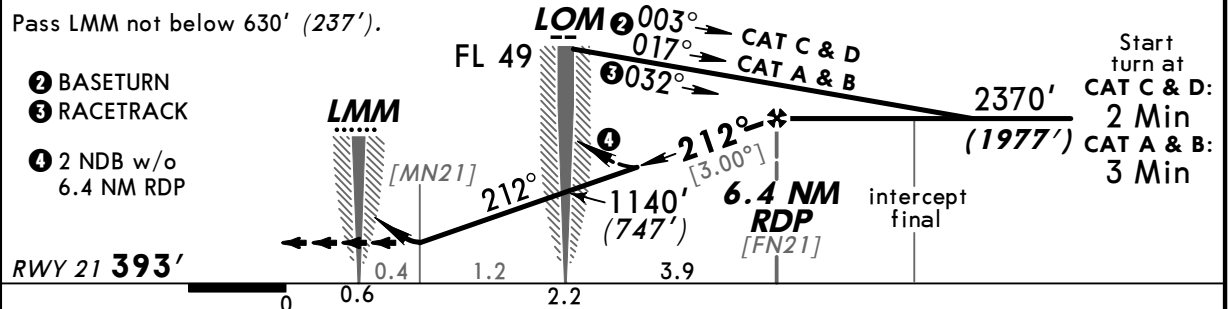
BRIEFING STRIP

ATIS 126.4		PERM Approach (R) 127.1		PERM Start (TWR) 124.0		2700' 040° 3100' 300° MSA X Lctr
NDB PX 705	Final Apch Crs 212°	Minimum Alt 6.4 NM RDP 2370' (1977')	MDA(H) Refer to Minimums	Apt Elev 404' RWY 393'		
MISSED APCH: Climb on 212° to 1050' (657'), then turn RIGHT onto 032° climbing to 2370' (1977'), then according to chart.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49 1		
				Trans alt: 3360' (2967')		



Pass LMM not below 630' (237').

- 2** BASETURN
- 3** RACETRACK
- 4** 2 NDB w/o 6.4 NM RDP



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1050' (657') on	212°	032°	2370' (1977')
Desc grad 5.24% or Descent angle [3.00°]	372	478	531	637	743	849	PAP			RT	

PANS OPS

STRAIGHT-IN LANDING RWY 21							
With 6.4 NM RDP MDA(H) 730' (337')		W/o 6.4 NM RDP MDA(H) 1650' (1257')		PX LOM With 6.4 NM RDP MDA(H) 730' (337')		X LMM With 6.4 NM RDP MDA(H) 960' (567')	
ALS out		ALS out		ALS out		ALS out	
A							
B	1200m	1600m	2400m	3200m	1200m	1600m	2200m
C			4000m	4800m			3000m
D	1600m	4400m			1600m	2600m	