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Trip Kit Index

Airport Information For UHPP

Terminal Charts For UHPP

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Petropavlovsk-Kamchatsky Rus

IATA Code: PKC

Lat/Long: N53° 10.2' E158° 27.1'

Elevation: 131 ft

Airport Use: Public

Magnetic Variation: 6.4 °W

Fuel Types: Jet A-1

Repair Types: Minor Airframe, Minor Engine

Customs: Yes

Airport Type: IFR

Landing Fee: Yes

Control Tower: Yes

Jet Start Unit: No

LLWS Alert: No

Beacon: No

Sunrise: 1818 Z

Sunset: 0833 Z,

Runway Information

Runway: 16L

Length x Width: 11155 ft x 197 ft

Surface Type: concrete

TDZ-Elev: 112 ft

Lighting: Edge

Runway: 34R

Length x Width: 11155 ft x 197 ft

Surface Type: concrete

TDZ-Elev: 131 ft

Lighting: Edge, ALS

Communication Information

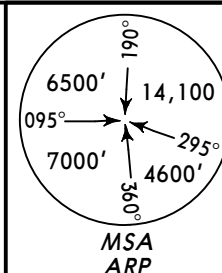
ATIS 126.8

Petropavlovsk Start Tower 118.1

Petropavlovsk Krug Radar 119.4

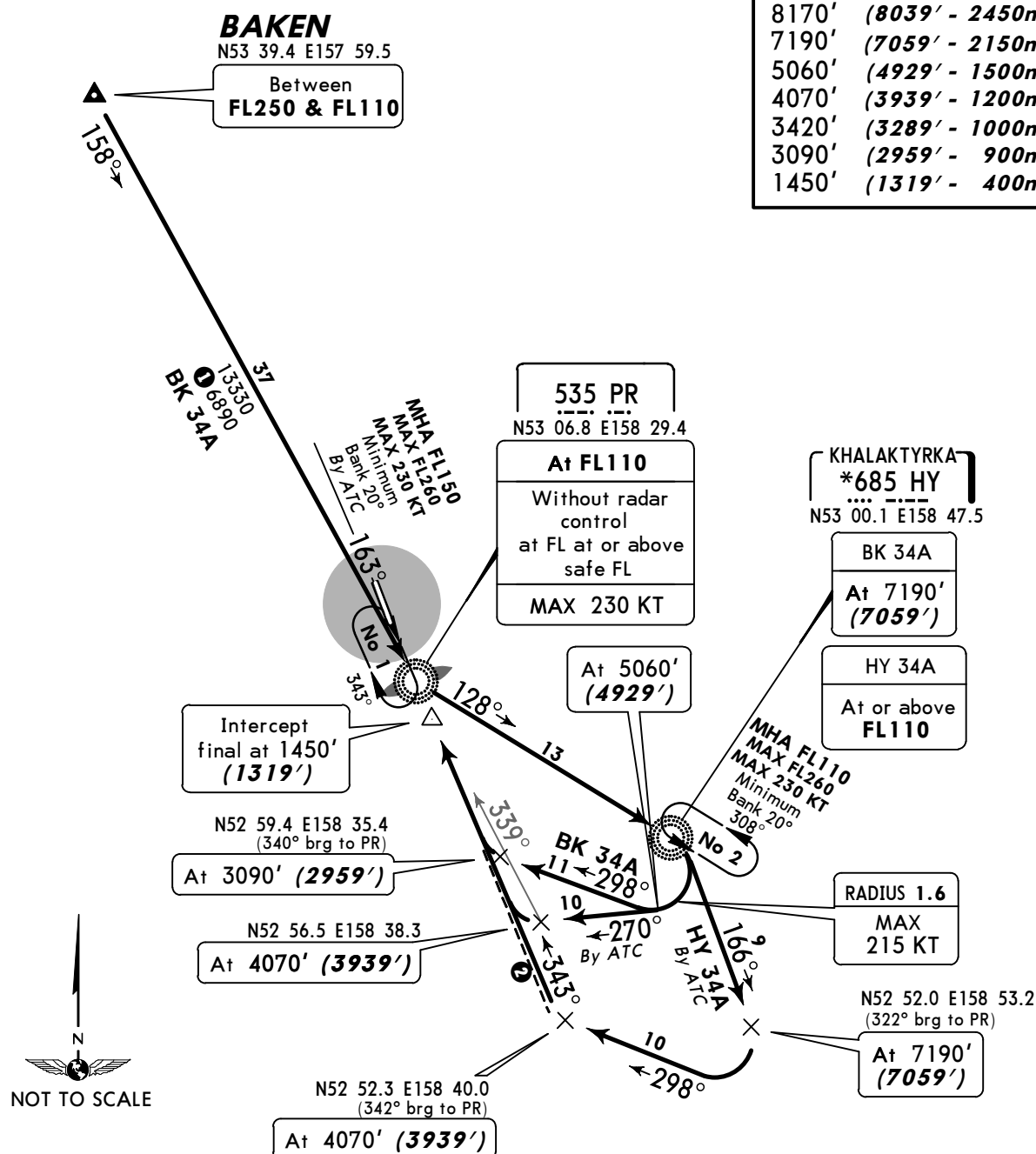
*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL100 FL110 if pressure is less than 756 mm (1007.9 hPa) FL120 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8170' (8039')
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BAKEN 34 ALFA (BK 34A), HY 34 ALFA (HY 34A) RWY 34R ARRIVALS



- 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').

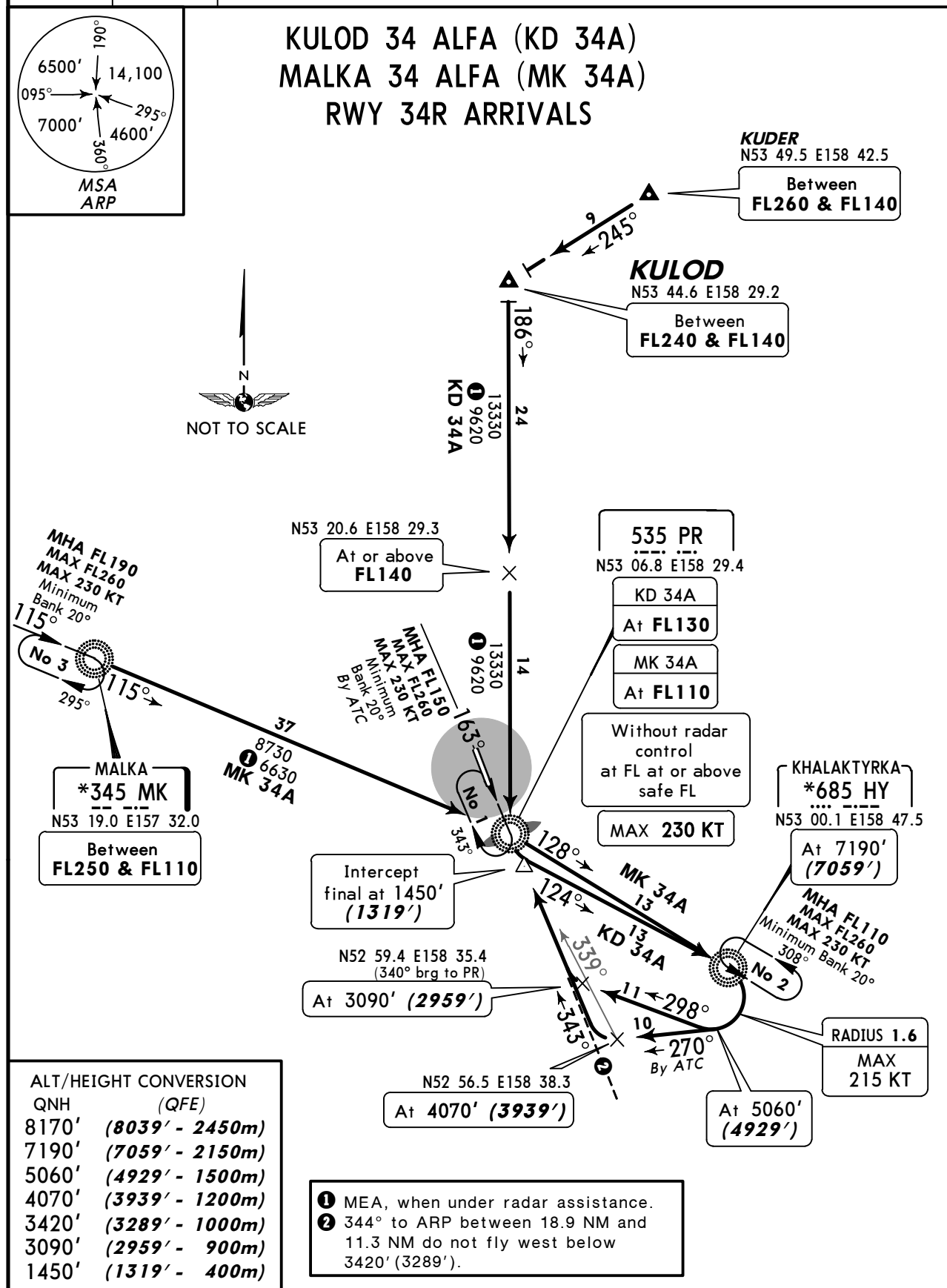
QNH	(QFE)
8170'	(8039' - 2450m)
7190'	(7059' - 2150m)
5060'	(4929' - 1500m)
4070'	(3939' - 1200m)
3420'	(3289' - 1000m)
3090'	(2959' - 900m)
1450'	(1319' - 400m)



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.

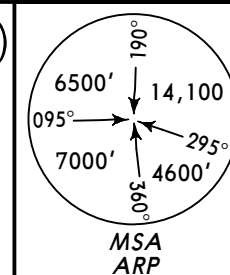
*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL100 FL110 if pressure is less than 756 mm (1007.9 hPa) FL120 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8170' (8039')
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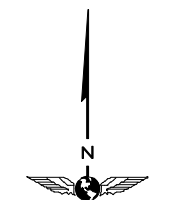
Minimum bank 20° for all turns.	
STAR	ROUTING
KD 34A	186° bearing via N53 20.6 E158 29.3 to PR, turn LEFT, intercept 124° bearing to HY, turn RIGHT, 298° track to N52 59.4 E158 35.4, turn RIGHT, 343° track to intercept final approach.
MK 34A	115° bearing from MK to PR, turn RIGHT, 128° bearing from PR to HY, turn RIGHT, 298° track to N52 59.4 E158 35.4, turn RIGHT, 343° track to intercept final approach.

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL100
 FL110 if pressure is less than 756 mm (1007.9 hPa)
 FL120 if pressure is 729 mm (971.9 hPa) or less
Trans alt: 8170' **(8039')**

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



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8170'	(8039' - 2450m)
7190'	(7059' - 2150m)
5060'	(4929' - 1500m)
4070'	(3939' - 1200m)
3420'	(3289' - 1000m)
3090'	(2959' - 900m)
1450'	(1319' - 400m)



NOT TO SCALE

TUPAN

N53 38.3 E159 02.4

Between
FL260 & FL160

535 PR

N53 06.8 E158 29.4

PT 34A

Between
FL130 & FL110

SA 34A

A+ EI 110

IP 34A

Without radar
control
at FL at or above

MAX 230 KT

N53 19.6 E158 42.8

At or above
FL150

N53 08.4 E158 45.3

At or above
FL140

PIRUT

N53 15.6 E159 59.8

Between
FL260 & FL150

PT 34A
45 ← 267°
13330

[KHALAKTYRKA
 *685 HY
 --
 N53 00.1 E158 47.5

At 7190'
(7059')

MHA FL 3
MAX FL 3
MAX FL 3

Minimum
Bank 200

RADIUS

MAX
215

SAMIK
N53 02.1 E157 36.2
Between
FL250 & FL110

N52 59.4 E158 35.4
(340° brg to PR)
At 3090' (**2959'**)

N52 56.5 E158 38.3

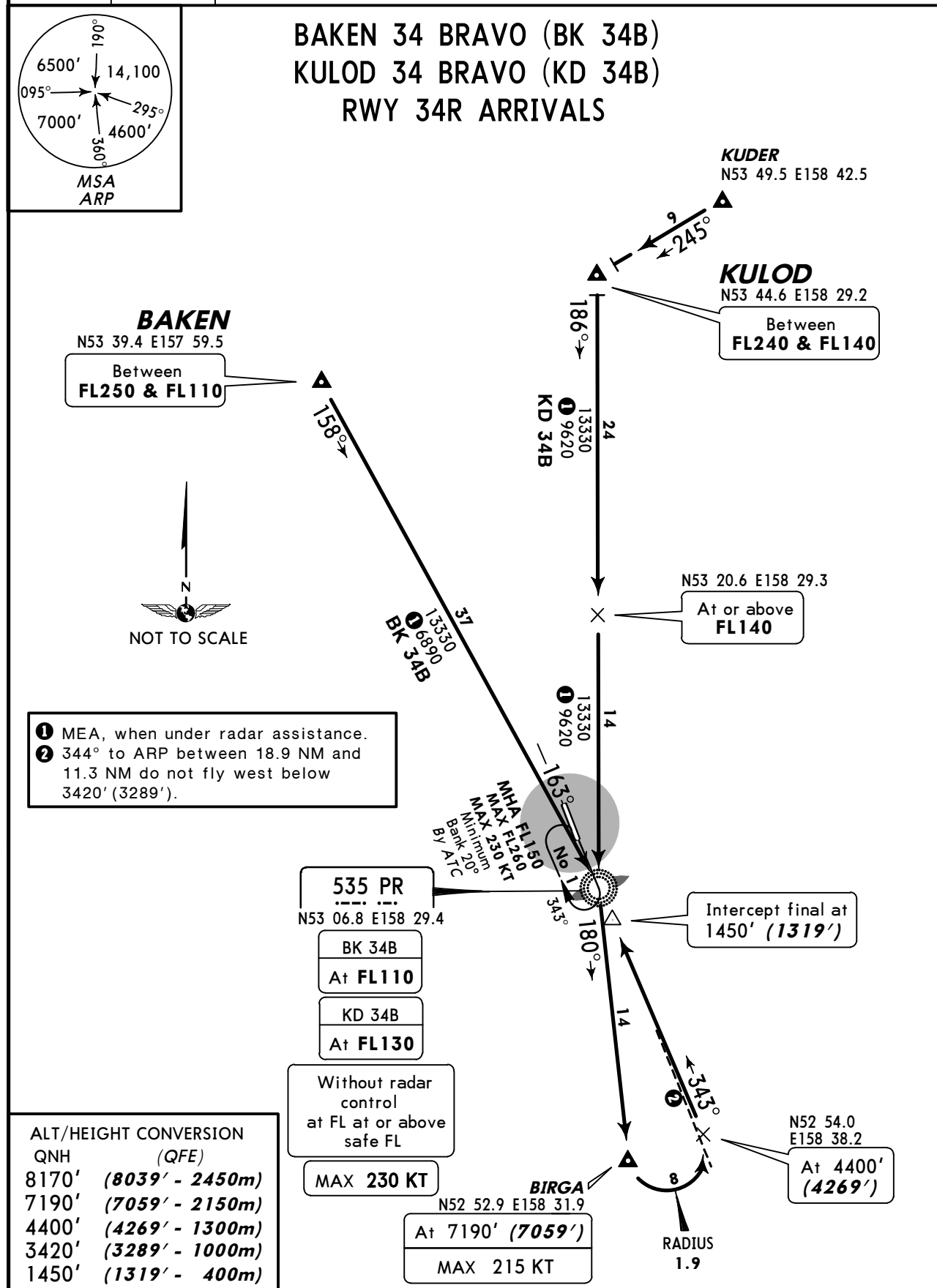
At 4070' (3939')

- 1** 209° to ARP between 21.6 NM and 13.5 NM do not fly east below FL150.
- 2** 277° to ARP between 21.6 NM and 13.5 NM do not fly north below FL150.
- 3** 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
PT 34A	267° bearing via N53 08.4 E158 45.3 to PR, turn LEFT, intercept 112° bearing to HY, turn RIGHT, 298° track to N52 59.4 E158 35.4, turn RIGHT, 343° track to intercept final approach.
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.

*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL100 FL110 if pressure is less than 756 mm (1007.9 hPa) FL120 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8170' (8039')
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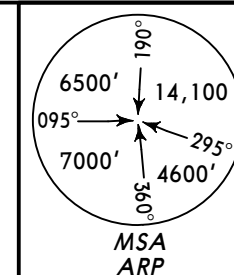


Minimum bank 20° for all turns.

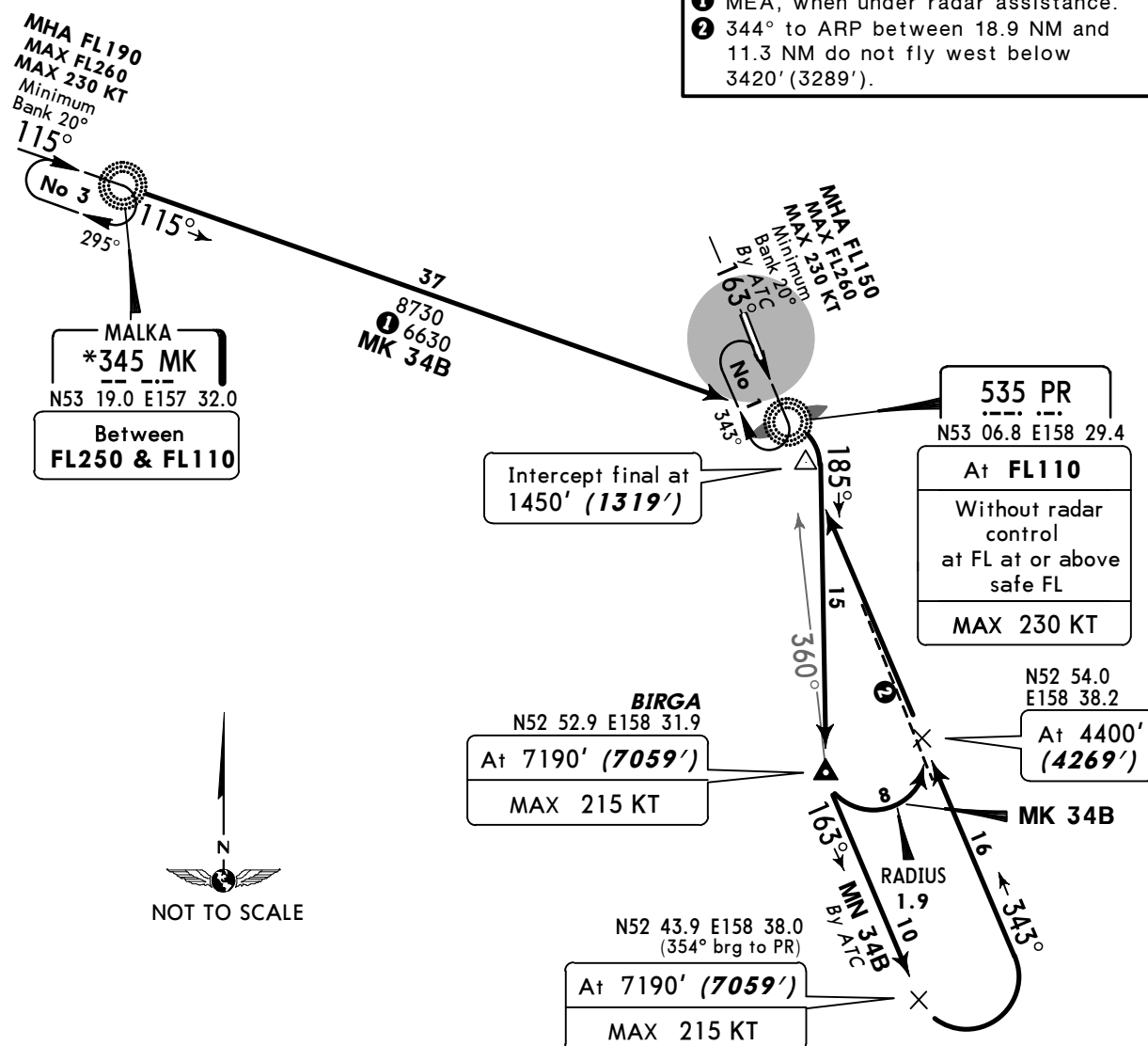
STAR	ROUTING
BK 34B	158° bearing to PR, turn RIGHT, 180° bearing to BIRGA, then to N52 54.0 E158 38.2, turn LEFT, 343° track to intercept final approach.
KD 34B	186° bearing via N53 20.6 E158 29.3 to PR, turn LEFT, 180° bearing to BIRGA, then to N52 54.0 E158 38.2, turn LEFT, 343° track to intercept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

*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL100 FL110 if pressure is less than 756 mm (1007.9 hPa) FL120 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8170' (8039')
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MALKA 34 BRAVO (MK 34B)
MN 34 BRAVO (MN 34B)
RWY 34R ARRIVALS



- 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').



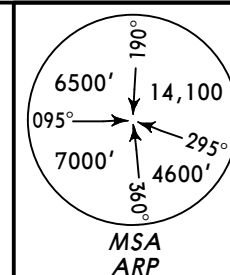
ALT/HEIGHT CONVERSION	
QNH	(QFE)
8170'	(8039' - 2450m)
7190'	(7059' - 2150m)
4400'	(4269' - 1300m)
3420'	(3289' - 1000m)
1450'	(1319' - 400m)

Minimum bank 20° for all turns.

STAR	ROUTING
MK 34B	115° bearing 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.

*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL100 FL110 if pressure is less than 756 mm (1007.9 hPa) FL120 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8170' (8039')
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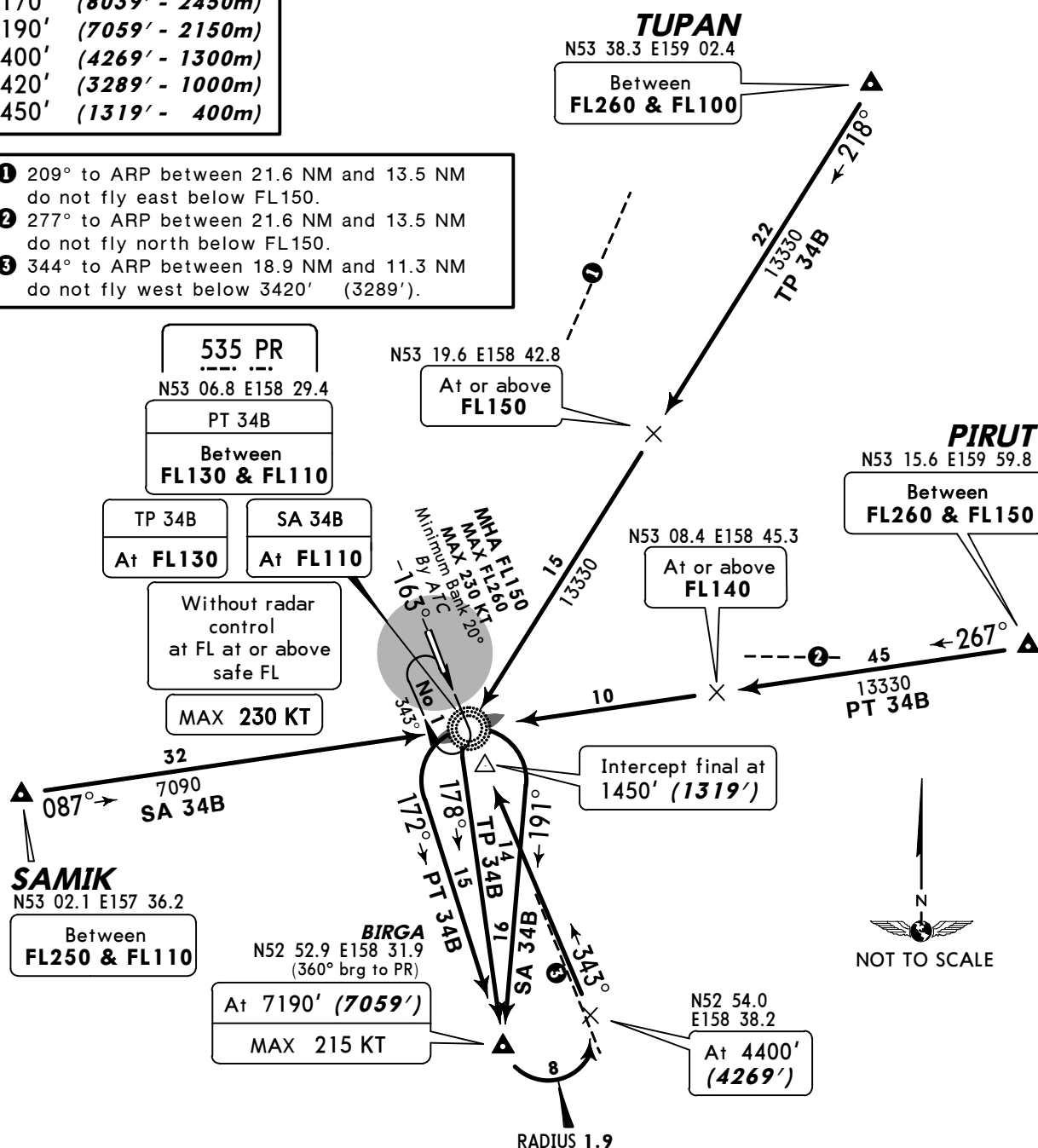
**PIRUT 34 BRAVO (PT 34B)
 SAMIK 34 BRAVO (SA 34B)
 TUPAN 34 BRAVO (TP 34B)
 RWY 34R ARRIVALS**



ALT/HEIGHT CONVERSION
 QNH (QFE)

8170'	(8039' - 2450m)
7190'	(7059' - 2150m)
4400'	(4269' - 1300m)
3420'	(3289' - 1000m)
1450'	(1319' - 400m)

- 209° to ARP between 21.6 NM and 13.5 NM do not fly east below FL150.
- 277° to ARP between 21.6 NM and 13.5 NM do not fly north below FL150.
- 344° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420' (3289').

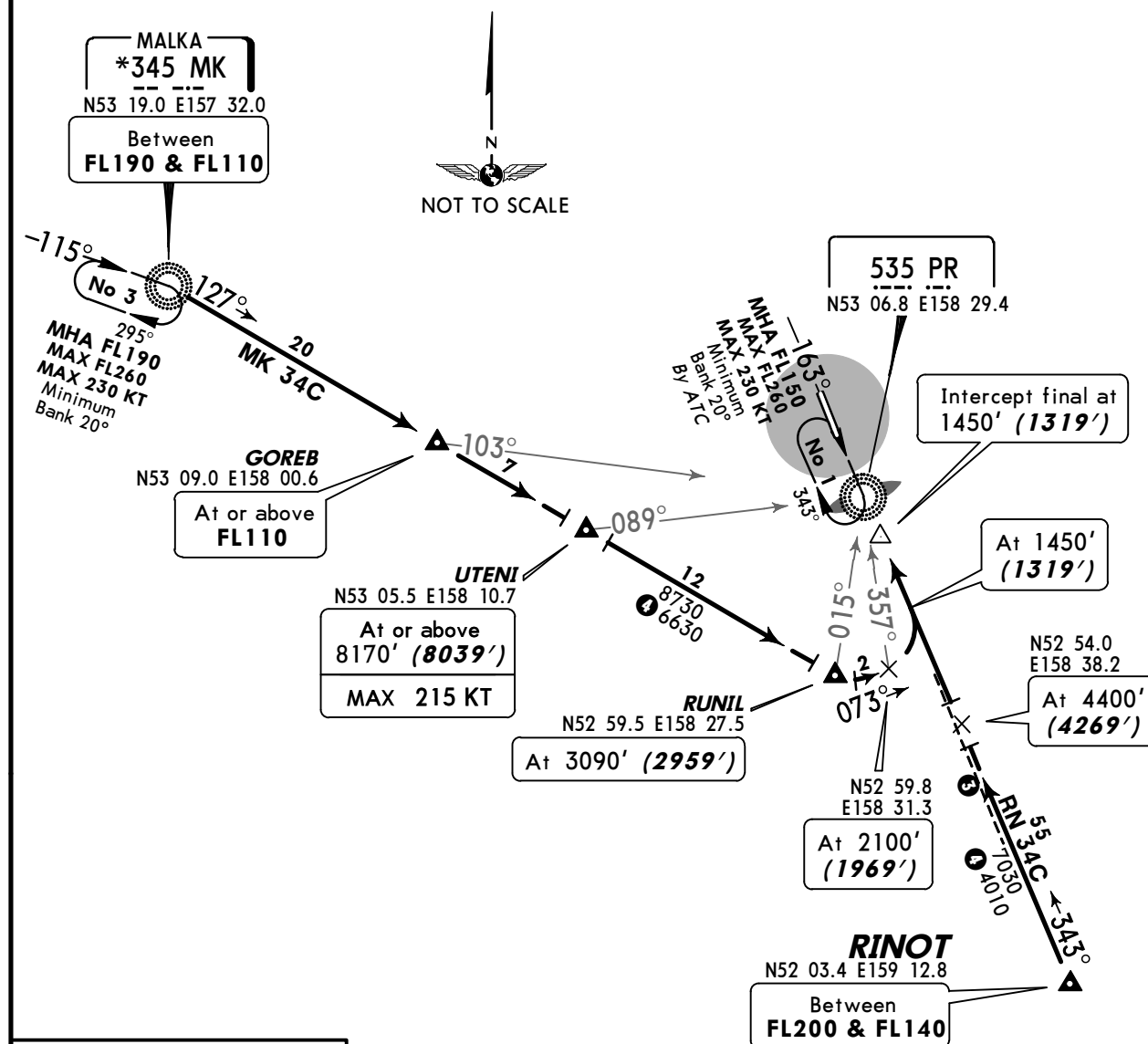
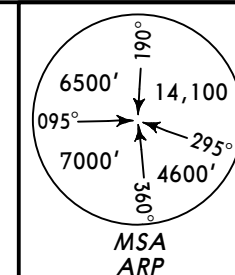


Minimum bank 20° for all turns.

STAR	ROUTING
PT 34B	267° bearing via N53 08.4 E158 45.3 to PR, turn LEFT, 172° track to BIRGA, then to N52 54.0 E158 38.2, turn LEFT, 343° track to intercept final approach.
SA 34B	087° bearing 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° bearing 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.

*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL100 FL110 if pressure is less than 756 mm (1007.9 hPa) FL120 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8170' (8039')
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**MALKA 34 CHARLIE (MK 34C)
 RINOT 34 CHARLIE (RN 34C)
 RWY 34R ARRIVALS
 BY ATC**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8170'	(8039' - 2450m)
4400'	(4269' - 1300m)
3420'	(3289' - 1000m)
3090'	(2959' - 900m)
2100'	(1969' - 600m)
1450'	(1319' - 400m)

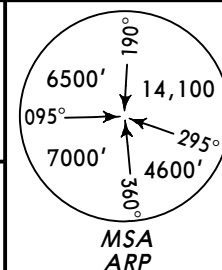
- ③ 344° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420' (3289').
- ④ MEA, when under radar assistance.

STAR	ROUTING
MK 34C ①②	127° bearing via GOREB and UTENI to RUNIL, turn LEFT, 073° track to N52 59.8 E158 31.3, turn LEFT, 343° track to intercept final approach.
RN 34C	343° track via N52 54.0 E158 38.2 to intercept final approach.

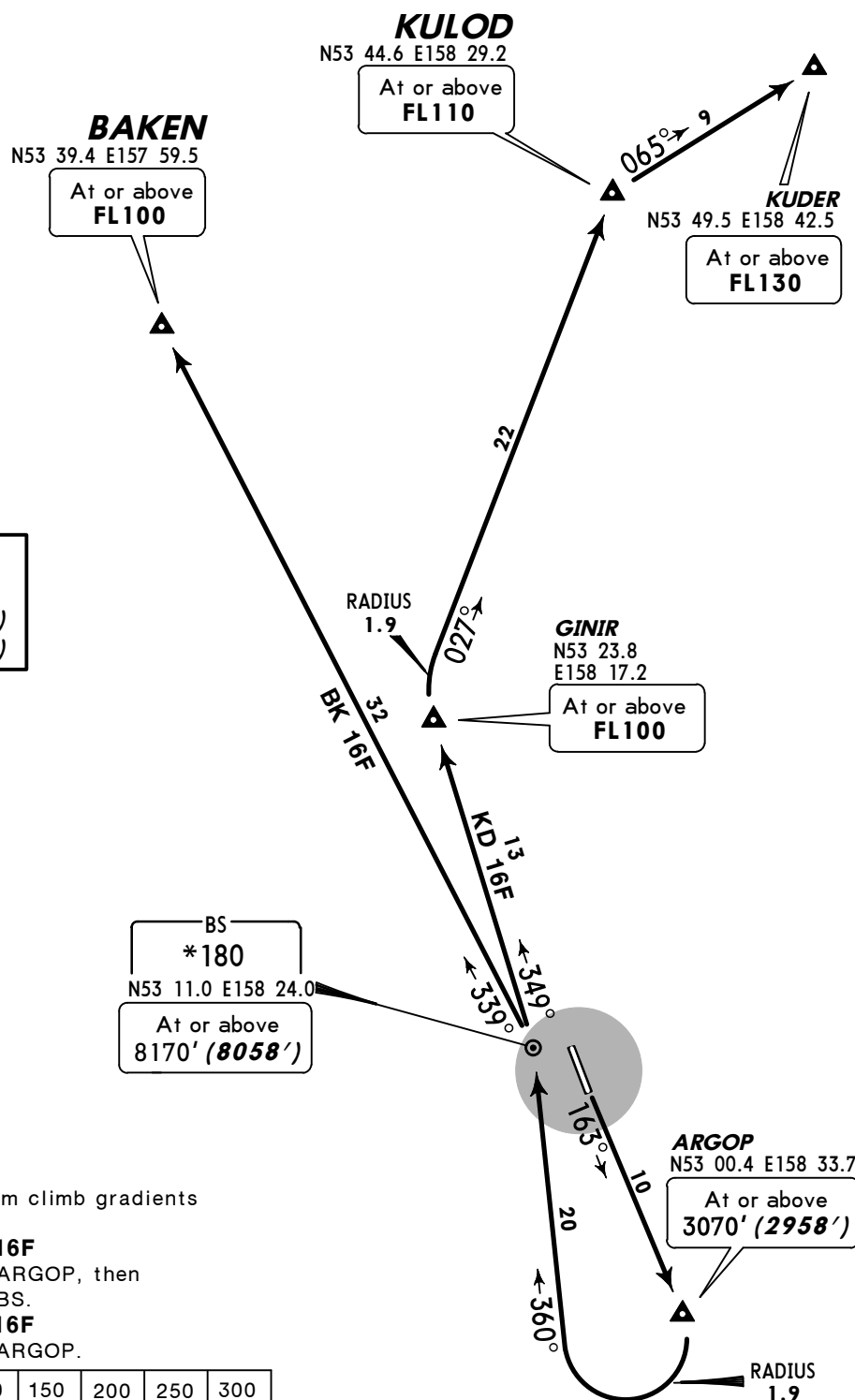
- ① Radar control required.
- ② If radar control or MK not available, proceed to PR, join holding at or above the safe flight level, then as directed by ATC.

Apt Elev
131'

QNH on request (**QFE**)
 Trans level: FL100
 FL110 if pressure is less than 756 mm (1007.9 hPa)
 FL120 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8170' (**8058'**)



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



ALT/HEIGHT CONVERSION
 QNH (**QFE**)
 3070' (**2958' - 900m**)
 8170' (**8058' - 2450m**)



These SIDs require minimum climb gradients of

BK 16F

304' per NM (5.0%) up to ARGOP, then
 255' per NM (4.2%) up to BS.

KD 16F

304' per NM (5.0%) up to ARGOP.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
255' per NM	319	425	638	851	1063	1276

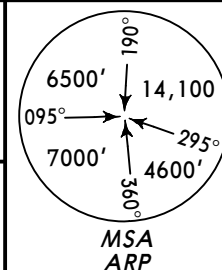
SID

ROUTING

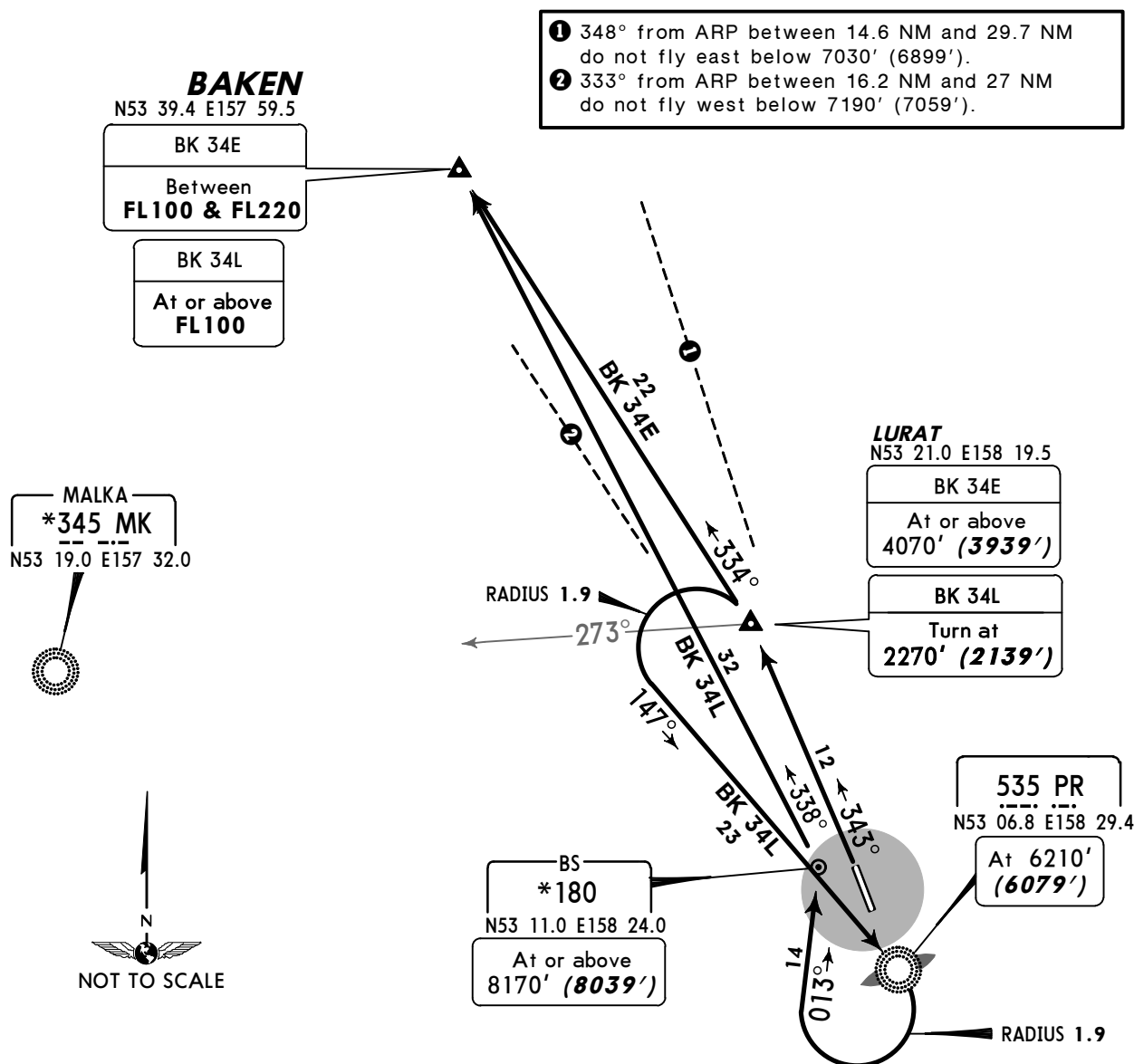
BK 16F	Climb straight ahead to ARGOP, turn RIGHT, 360° track to BS, turn LEFT, 339° track to BAKEN.
KD 16F	Climb straight ahead to ARGOP, turn RIGHT, 360° track to BS, turn LEFT, 349° track to GINIR, turn RIGHT, 027° track to KULOD, then to KUDER.

Apt Elev
131'

QNH on request (QFE)
 Trans level: FL100
 FL110 if pressure is less than 756 mm (1007.9 hPa)
 FL120 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8170' (8039')



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



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2270'	(2139' - 650m)
4070'	(3939' - 1200m)
6210'	(6079' - 1850m)
7030'	(6899' - 2100m)
7190'	(7059' - 2150m)
8170'	(8039' - 2450m)

BK 34E

This SID requires minimum climb gradients of
 365' per NM (6.0%) up to LURAT, then
 273' per NM (4.5%) up to BAKEN.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
273' per NM	342	456	684	911	1139	1367

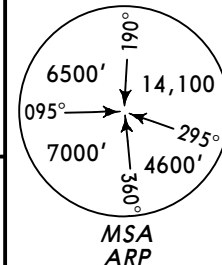
SID

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.

Apt Elev
131'

QNH on request **(QFE)**
 Trans level: FL100
 FL110 if pressure is less than 756 mm (1007.9 hPa)
 FL120 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8170' **(8039')**

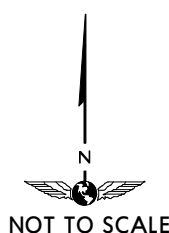


KULOD 34E (KD 34E), KULOD 34L (KD 34L) RWY 34R DEPARTURES

- ① 348° from ARP between 14.6 NM and 29.7 NM do not fly east below 7030' (6899').
- ② 333° from ARP between 16.2 NM and 27 NM do not fly west below 7190' (7059').

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2270'	(2139' - 650m)
4070'	(3939' - 1200m)
6210'	(6079' - 1850m)
7030'	(6899' - 2100m)
7350'	(7219' - 2200m)
7190'	(7059' - 2150m)
8170'	(8039' - 2450m)

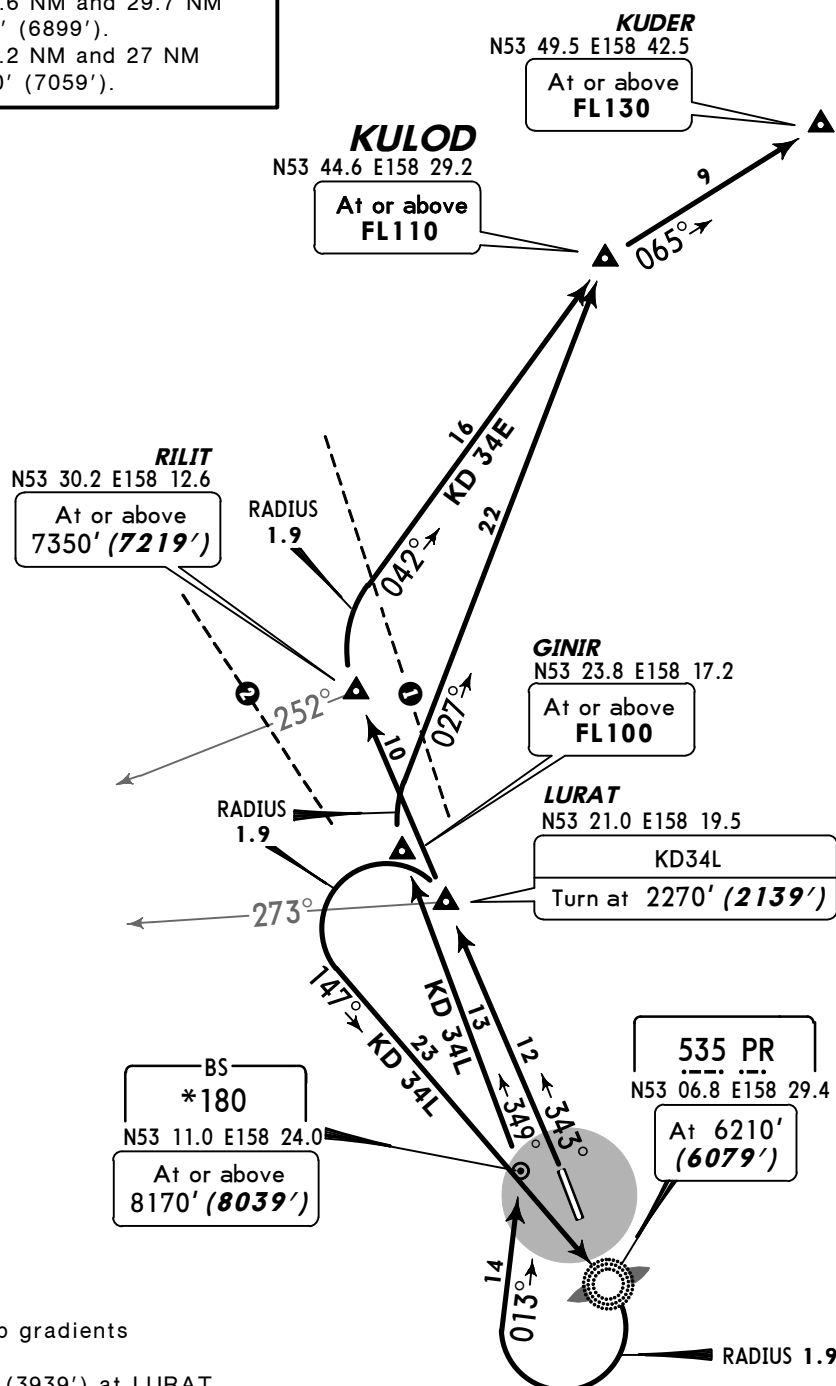
MALKA
***345 MK**
 N53 19.0 E157 32.0



KD 34E

This SID requires minimum climb gradients of
 365' per NM (6.0%) up to 4070' (3939') at LURAT,
 then
 304' per NM (5.0%) up to RILIT.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
304' per NM	380	506	760	1013	1266	1519



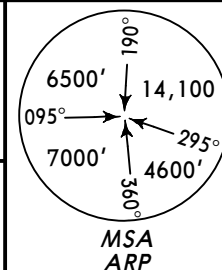
SID

ROUTING

KD 34E	Climb straight ahead to RILIT, turn RIGHT, 042° 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, 349° track to GINIR, turn RIGHT, 027° track to KULOD, then to KUDER.

Apt Elev
131'

QNH on request (**QFE**)
Trans level: FL100
FL110 if pressure is less than 756 mm (1007.9 hPa)
FL120 if pressure is 729 mm (971.9 hPa) or less
Trans alt: 8170' (**8058'**)



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

MALKA
***345 MK**
N53 19.0 E157 32.0
At or above
FL100



33
MK 16F

BS
***180**
N53 11.0 E158 24.0
At or above
8170' (**8058'**)

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)
8170'	(8058' - 2450m)

RADIUS
1.9

ARGOP
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 minimum climb gradients
of
304' per NM (5.0%) up to ARGOP, then
255' per NM (4.2%) up to BS.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
255' per NM	319	425	638	851	1063	1276

RINOT
N52 03.4 E159 12.8
At or above
FL130

SID

ROUTING

MK 16F	Climb straight ahead to ARGOP, 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.

Apt Elev 131'

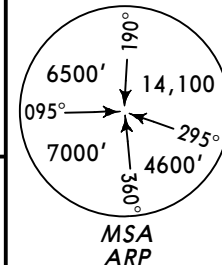
QNH on request (QFE)

Trans level: FL100

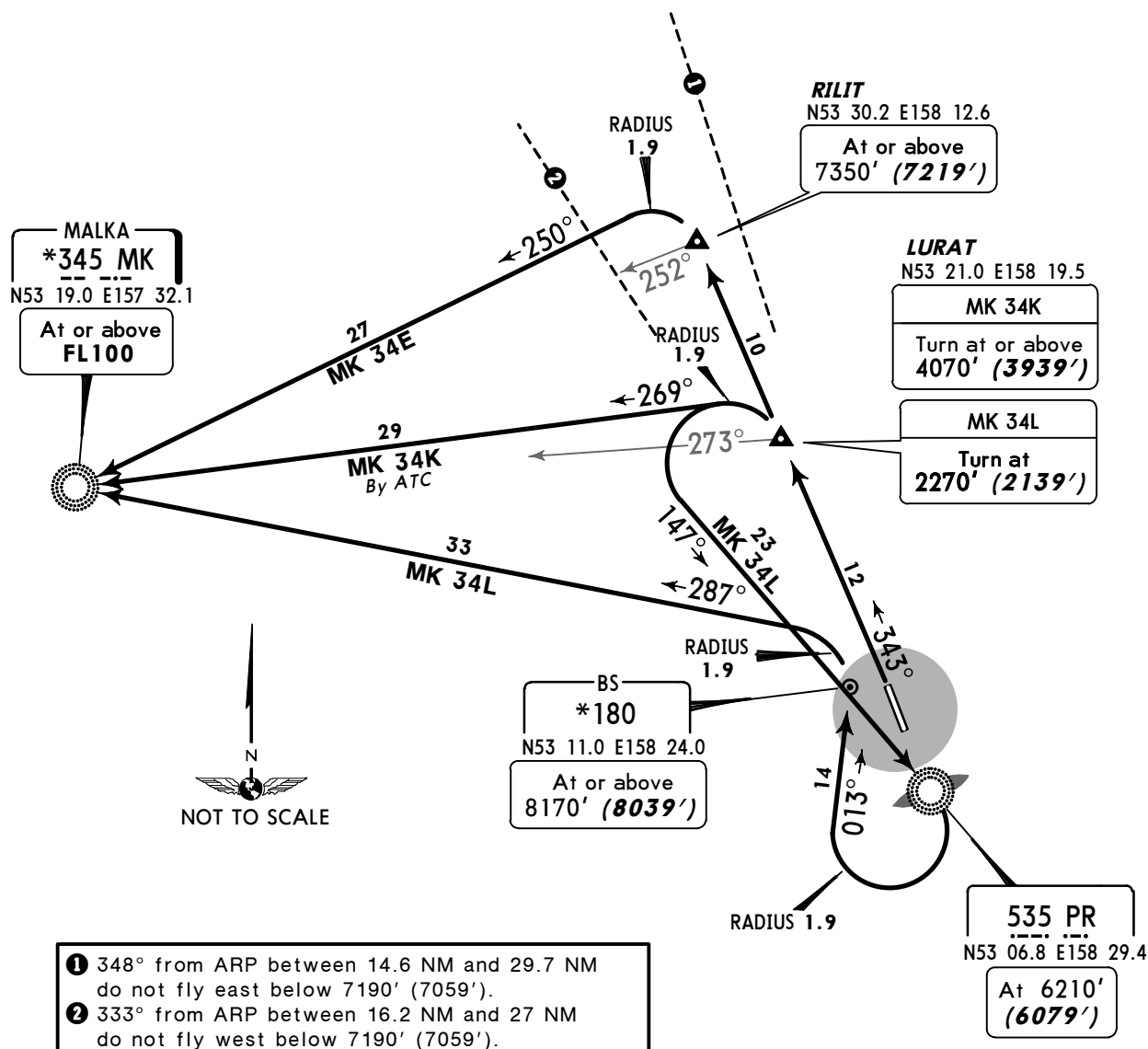
FL110 if pressure is less than 756 mm (1007.9 hPa)

FL120 if pressure is 729 mm (971.9 hPa) or less

Trans alt: 8170' (8039')



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



These SIDs require minimum climb gradients of

MK 34E

6.0% up to 4070' (3939') at LURAT, then
 5.0% up to RILIT.

MK 34K

6.0% up to 4070' (3939').

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
5.0% V/V (fpm)	380	506	760	1013	1266	1519

ALT/HEIGHT CONVERSION
 QNH (QFE)

2270'	(2139' - 650m)
4070'	(3939' - 1200m)
6210'	(6079' - 1850m)
7190'	(7059' - 2150m)
7350'	(7219' - 2200m)
8170'	(8039' - 2450m)

SID

ROUTING

MK 34E	Climb straight ahead to RILIT, turn LEFT, intercept 250° 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.

Apt Elev
131'

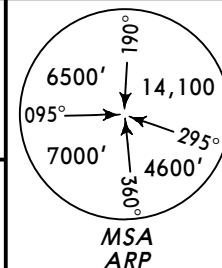
QNH on request (QFE)

Trans level: FL100

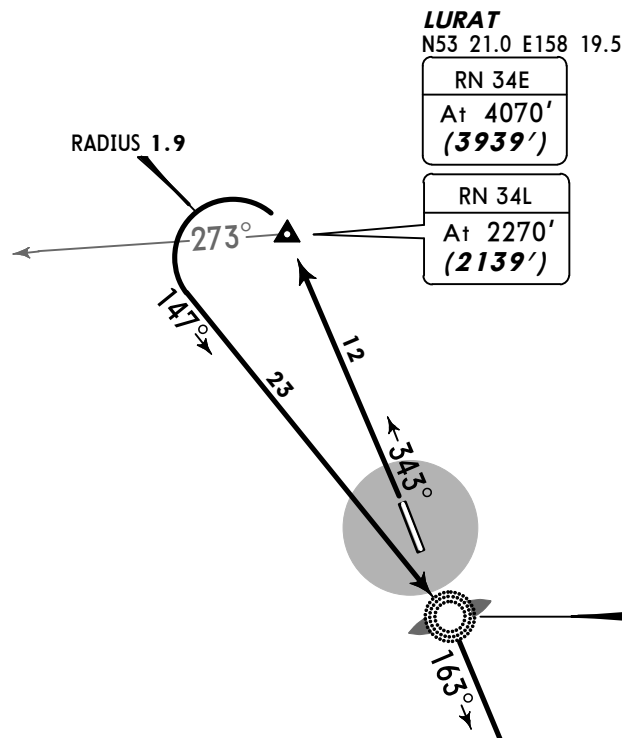
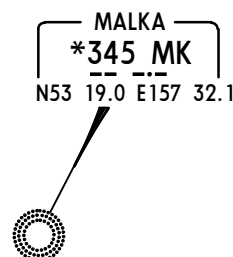
FL110 if pressure is less than 756 mm (1007.9 hPa)

FL120 if pressure is 729 mm (971.9 hPa) or less

Trans alt: 8170' (8039')



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



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2270'	(2139' - 650m)
3420'	(3289' - 1000m)
4070'	(3939' - 1200m)
6210'	(6079' - 1850m)
8170'	(8039' - 2450m)



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
6.0% up to LURAT.

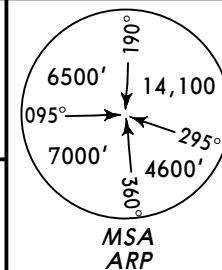
Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

ROUTING

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

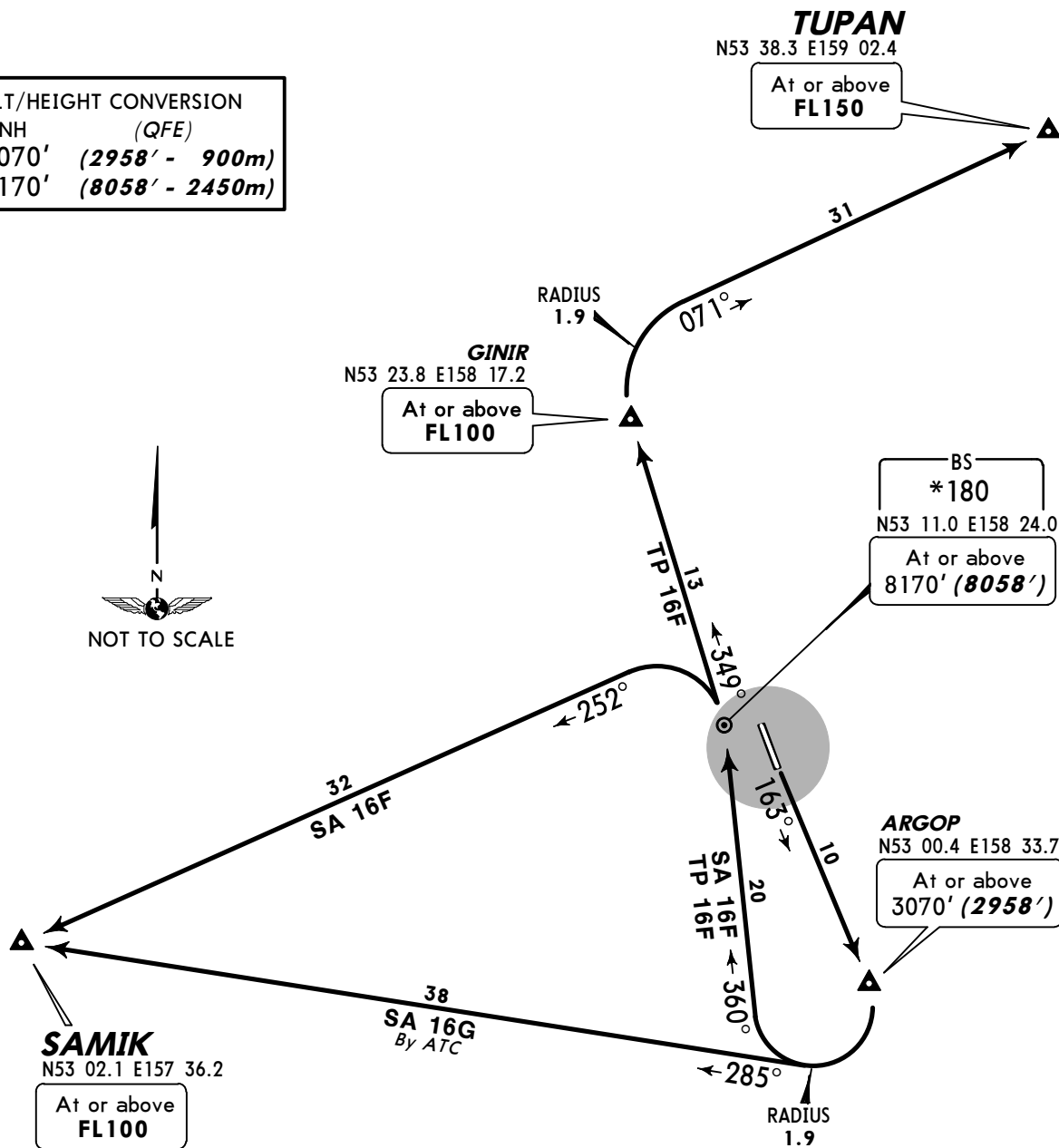
Apt Elev
131'

QNH on request (QFE)
 Trans level: FL100
 FL110 if pressure is less than 756 mm (1007.9 hPa)
 FL120 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8170' (8058')



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

ALT/HEIGHT CONVERSION
 QNH (QFE)
 3070' (2958' - 900m)
 8170' (8058' - 2450m)



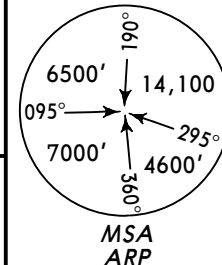
These SIDs require minimum climb gradients of

SA 16F, TP 16F
 304' per NM (5.0%) up to ARGOP,
 then
 255' per NM (4.2%) up to BS.
SA 16G
 304' per NM (5.0%) up to ARGOP.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
255' per NM	319	425	638	851	1063	1276

SID	ROUTING
SA 16F	Climb straight ahead to ARGOP, turn RIGHT, 360° track to BS, turn LEFT, 252° track to SAMIK.
SA 16G By ATC	Climb straight ahead to ARGOP, turn RIGHT, 285° track to SAMIK.
TP 16F	Climb straight ahead to ARGOP, turn RIGHT, 360° track to BS, turn LEFT, 349° track to GINIR, turn RIGHT, 071° track to TUPAN.

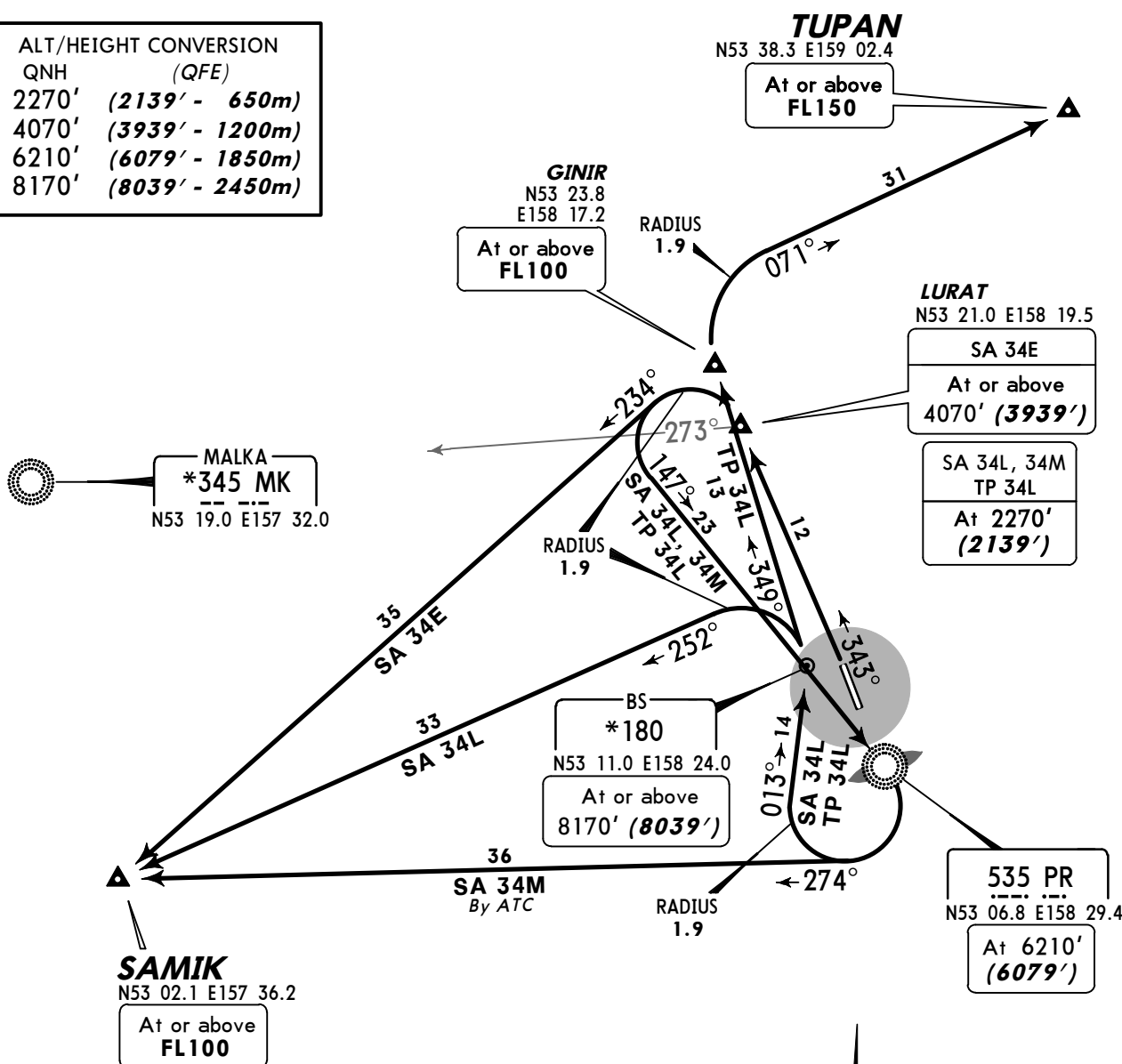
Apt Elev
131'
 QNH on request **(QFE)**
 Trans level: FL100
 FL110 if pressure is less than 756 mm (1007.9 hPa)
 FL120 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8170' **(8039')**



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)
4070'	(3939' - 1200m)
6210'	(6079' - 1850m)
8170'	(8039' - 2450m)



SA 34E

This SID requires a minimum climb gradient of 365' per NM (6.0%) up to LURAT.

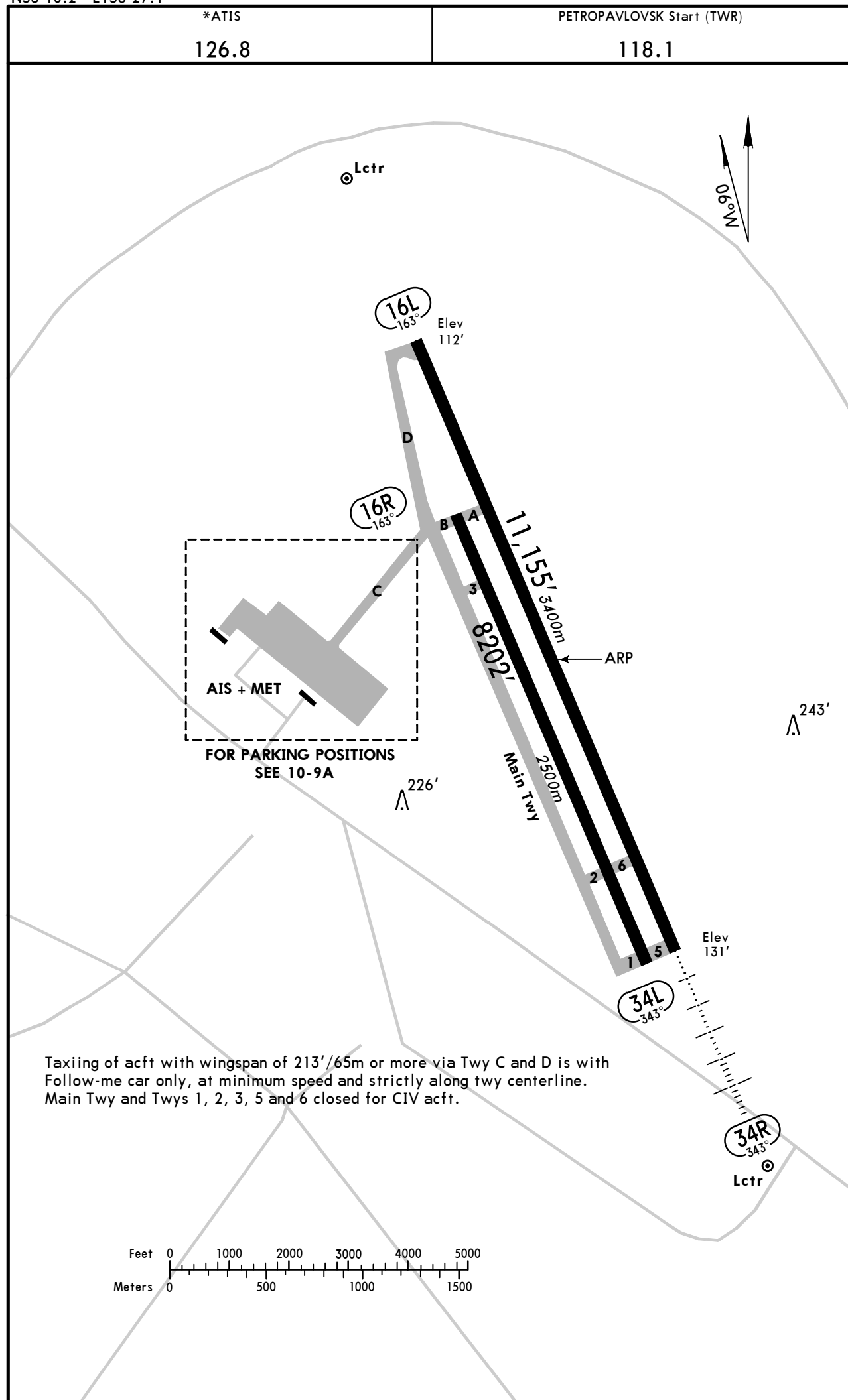
Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

① MAX 250 KT below FL150.

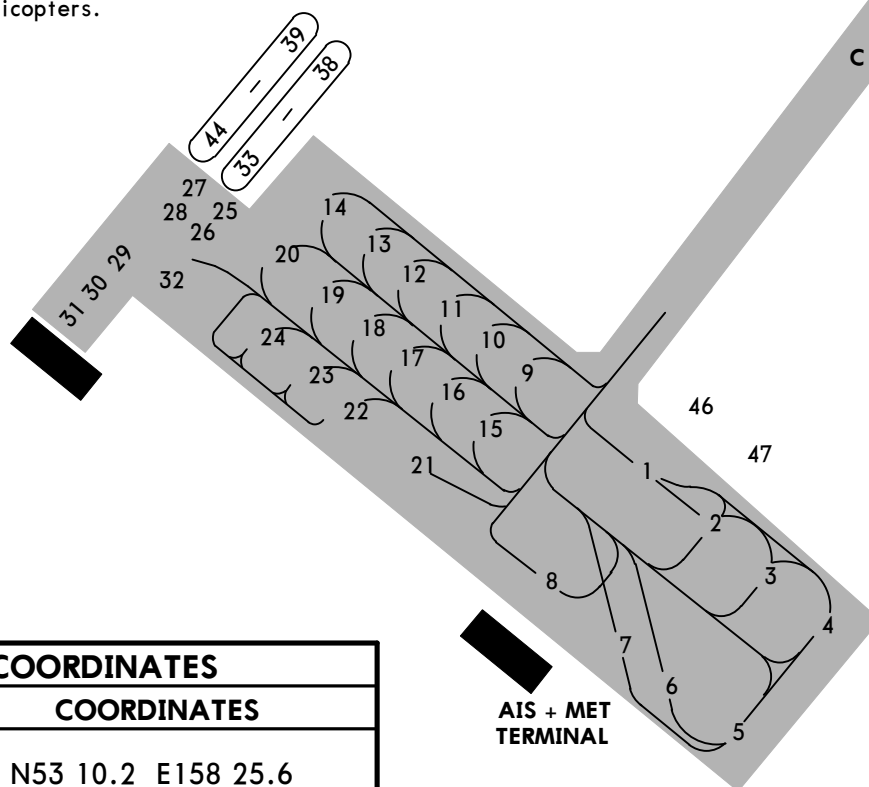
SID

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 ①	Climb straight ahead to LURAT, turn LEFT, intercept 147° bearing to PR, turn RIGHT, 013° track to BS, turn LEFT, 349° track to GINIR, turn RIGHT, , 071° track to TUPAN.



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
	LANDING BEYOND				Threshold	Glide Slope		
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 Rwy is used for taxiing only and closed for CIV acft.

TAKE-OFF

AIR CARRIER (JAA)

Rwy 16L/34R

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

RCLM (DAY only)
 or RL

A		
B	250m	
C		400m
D	300m	

STRAIGHT-IN RWY		A	B	C	D
34R	ILS	331' (200')	331' (200')	331' (200')	331' (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
NDB ❶		490' (359')	490' (359')	490' (359')	490' (359')
		R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❷	A	B	C	D
to rwy 16L	810' (698')	810' (698')	1400' (1288')	1400' (1288')
	ceil 470m- V3000m	ceil 470m- V3000m	ceil 520m- V5000m	ceil 520m- V5000m

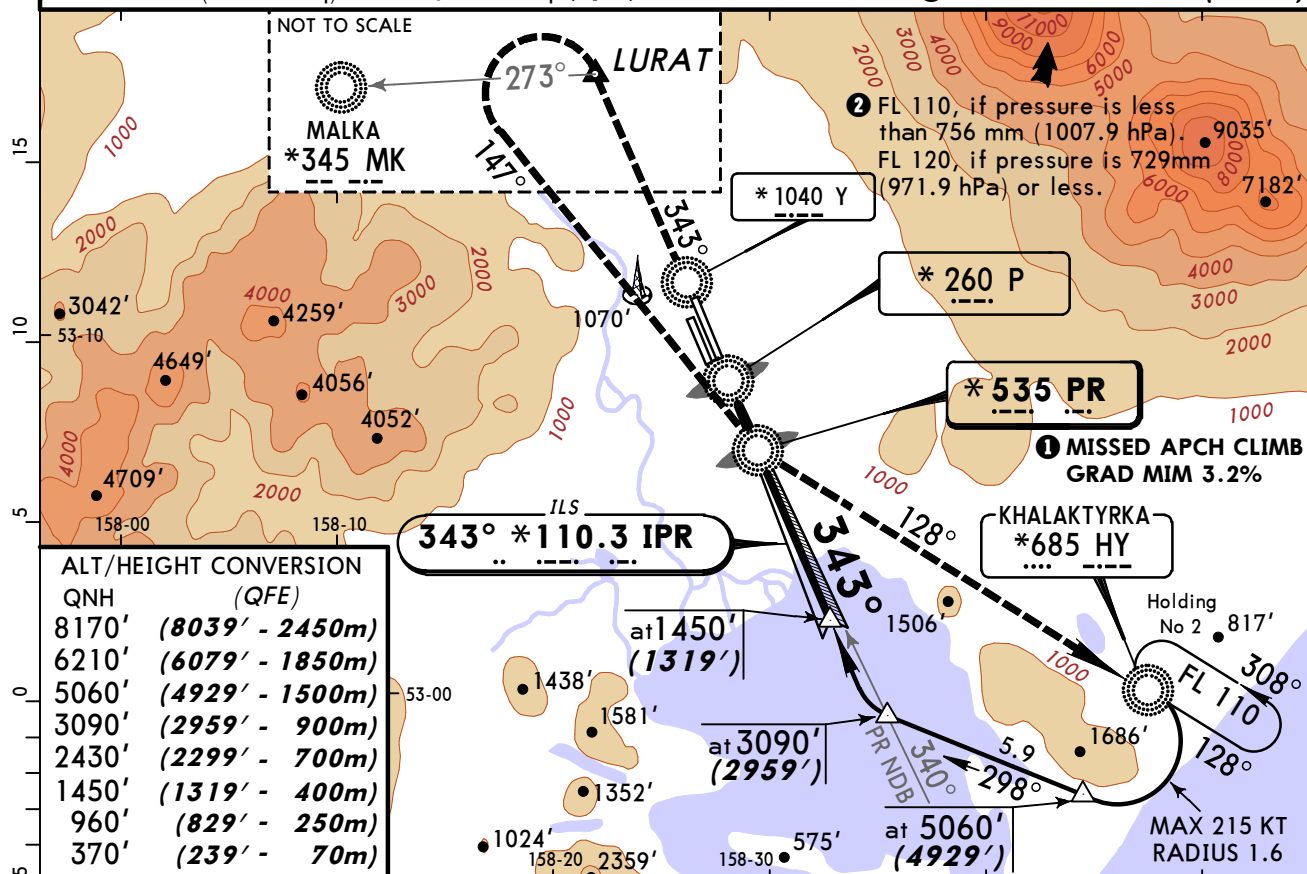
❷ Circling height based on rwy 16L thresh elev of 112'.

TAKE-OFF RWY 16L, 34R			
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		

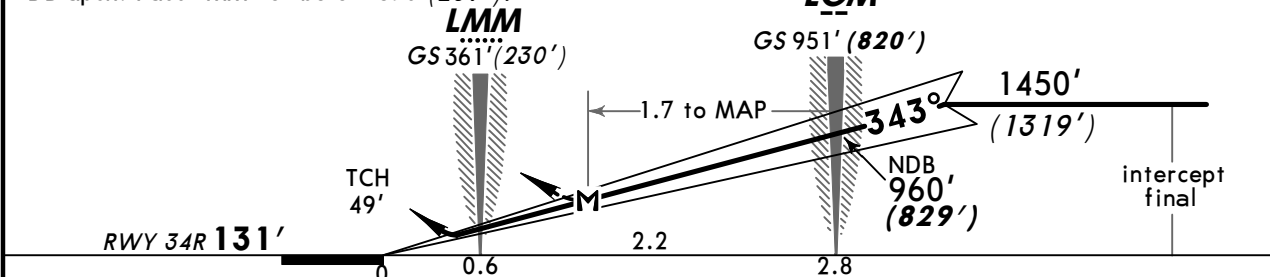
BRIEFING STRIP™	*ATIS 126.8		PETROPAVLOVSK Krug (RDR) 119.4		PETROPAVLOVSK Start (TWR) 118.1		 MSA ARP
	LOC IPR *110.3	Final Apch Crs 343°	GS LOM 951' (820')	ILS DA(H) 331' (200')	Apt Elev 131'		
	NDB PR *535		Minimum Alt LOM 960' (829')	NDB MDA(H) 490' (359')	RWY 131'		

MISSED APCH: Climb on 343° to 2430' (2299') or above to LURAT, then turn LEFT onto 147° climbing to 6210' (6079') 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 100 ② Trans alt: 8170' (8039')



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	336	432	480	576	671	767		
NDB Descent Angle 2.67°	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	RVR 720m VIS 800m		1200m		NOT AUTH		1200m		RVR 1800m VIS 2000m	
B										
C										
D										
				RVR 1500m VIS 1600m						

BRIEFING STRIP

*ATIS

126.8

LOC

IPR

*110.3

NDB

PR

*535

Final

Aptch Crs

343°

GS

LOM

951' (820')

Minimum Alt

LOM

960' (829')

ILS

DA(H)

331' (200')

NDB

MDA(H)

490' (359')

Apt Elev

131'

RWY

131'

PETROPAVLOVSK Krug (RDR)

119.4

PETROPAVLOVSK Start (TWR)

118.1

190°

6500'

14,100'

095°

7000'

295°

4600'

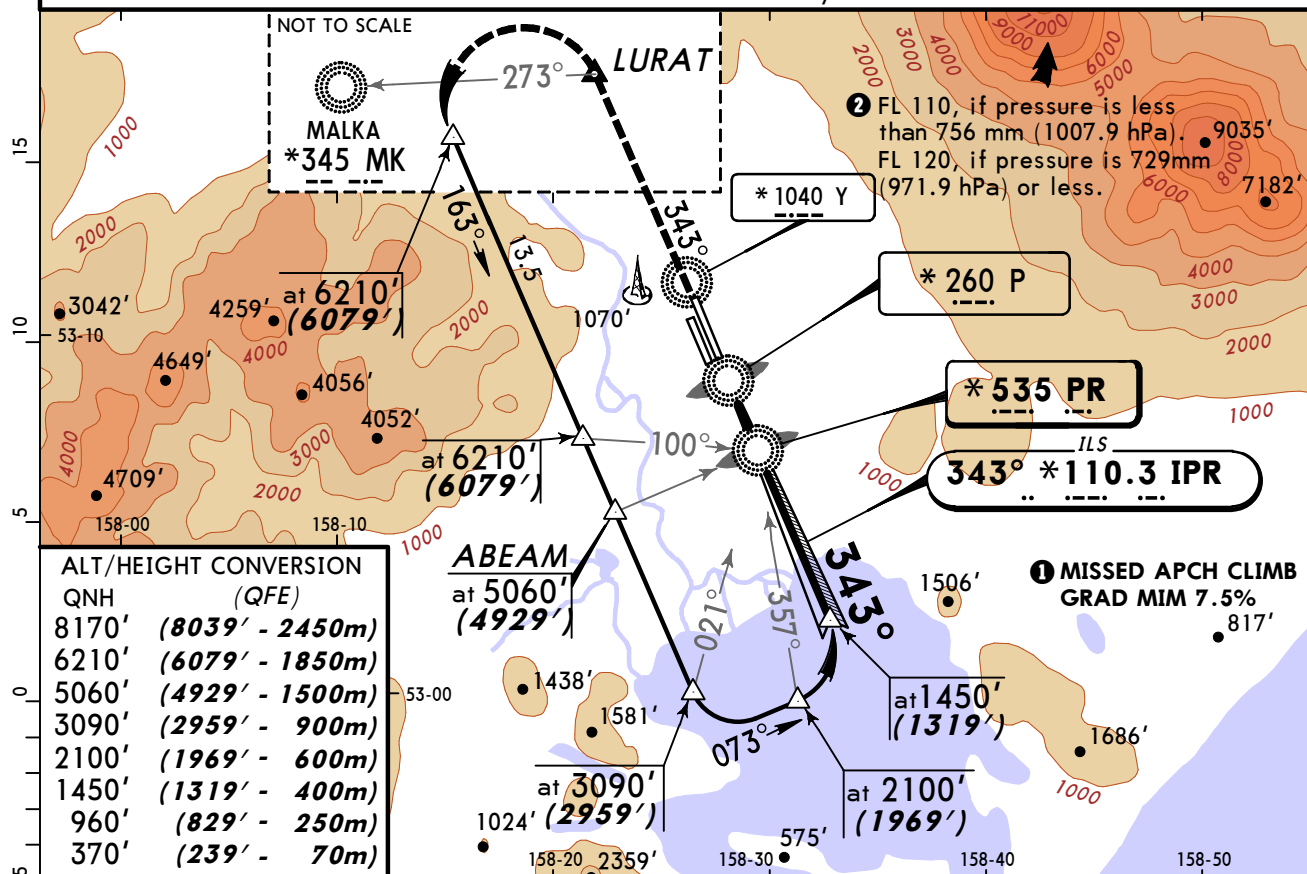
360°

MSA

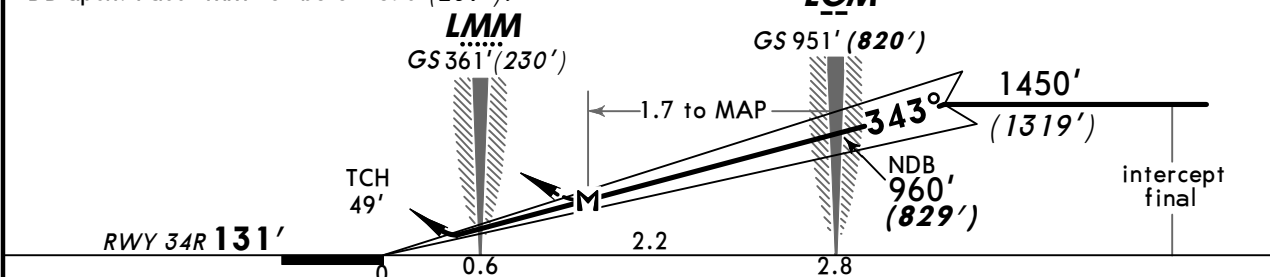
ARP

MISSED APCH: Climb on 343° to 5060' (4929'), then turn LEFT onto 163° climbing to 6210' (6079'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 100 2 Trans alt: 8170' (8039')
Procedure also carried out in case of radio com failure immediately after take-off.



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	5060' (4929')	163°	6210' (6079')
ILS GS or	336	432	480	576	671	767	PAPt	343°	LT	
NDB Desc Angle	2.67°									
LOM to MAP	1.7	1:27	1:08	1:01	0:51	0:44	0:38			

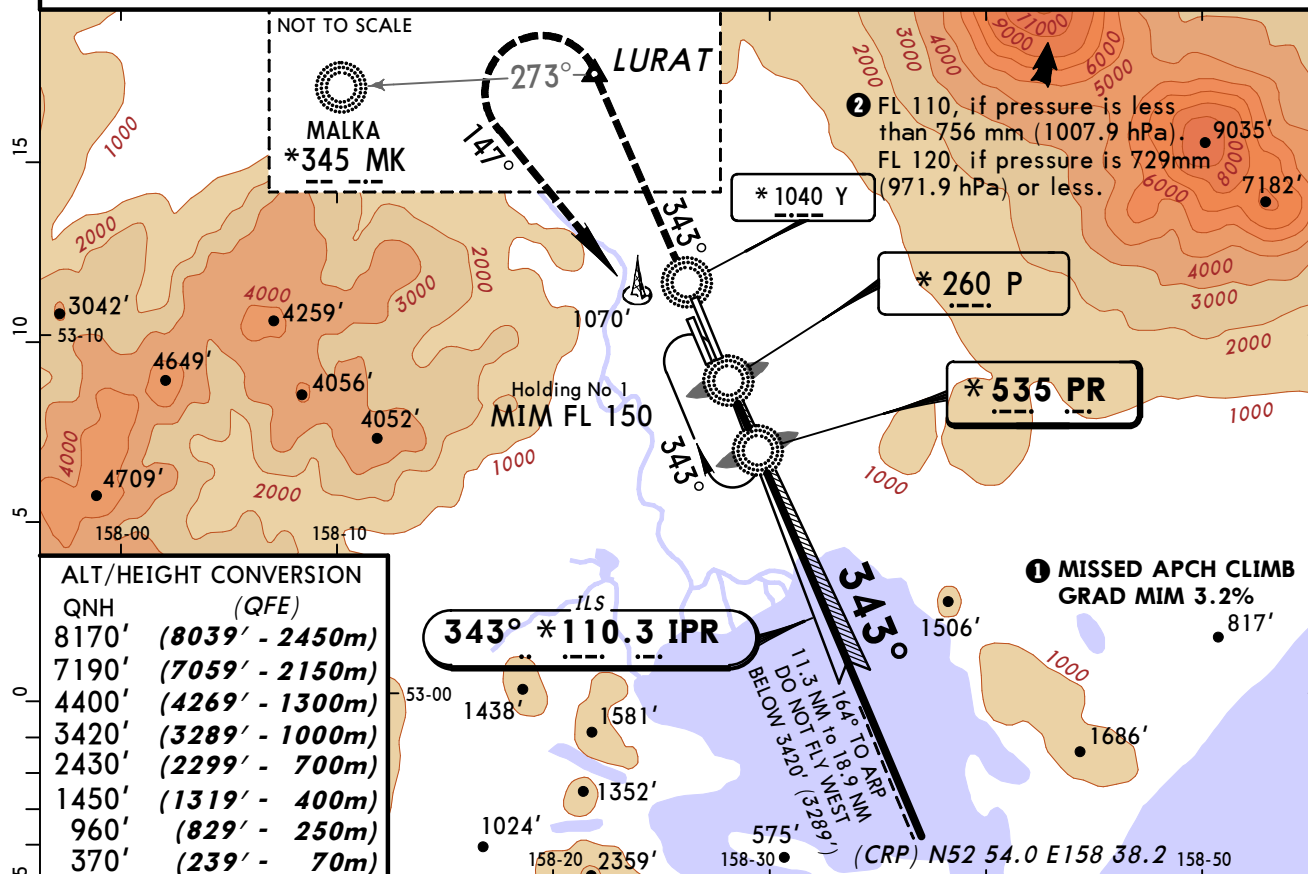
STRAIGHT-IN LANDING RWY 34R					
Missed apch climb gradient mim 7.5% up to 5060' (4929')					
ILS		LOC (GS out)		NDB	
DA(H) 331' (200')				MDA(H) 490' (359')	
FULL	ALS out			ALS out	
A					
B	RVR 720m VIS 800m	NOT AUTH		1200m	RVR 1800m VIS 2000m
C					
D				RVR 1500m VIS 1600m	

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

MISSED APCH: Climb on 343° to 2430' (2299') or above to LURAT, then turn LEFT onto 147° climbing to 7190' (7059') to PR NDB, then proceed to holding No 1.

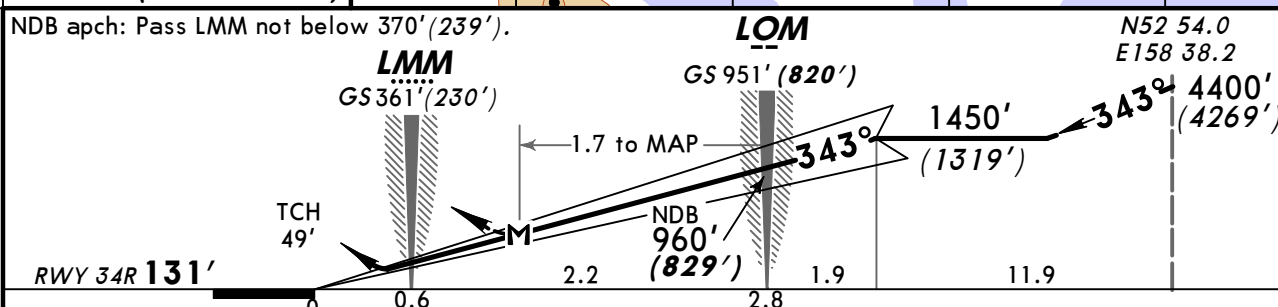
Climb grad MIM 3.2% until reaching PR NDB.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 100 ② Trans alt: 8170' (8039')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8170'	(8039' - 2450m)
7190'	(7059' - 2150m)
4400'	(4269' - 1300m)
3420'	(3289' - 1000m)
2430'	(2299' - 700m)
1450'	(1319' - 400m)
960'	(829' - 250m)
370'	(239' - 70m)

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



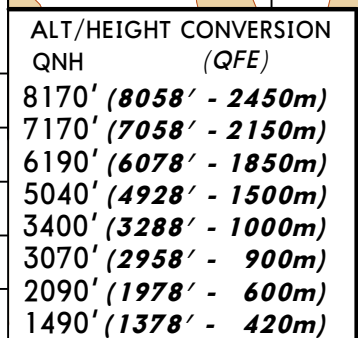
Gnd speed-Kts	70	90	100	120	140	160		2430' (2299') or above on 343°
ILS GS or	336	432	480	576	671	767		
NDB Desc Angle 2.67°	336	432	480	576	671	767		
LOM to MAP	1.7	1:27	1:08	1:01	0:51	0:44	0:38	

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	1200m	NOT AUTH	1200m	RVR 1800m
C	VIS 800m				VIS 2000m
D				RVR 1500m	VIS 1600m

A circular diagram representing a Minimum Safe Altitude (MSA) Area of Protection (ARP). The diagram shows a central point with five radial lines extending to the perimeter. The distances from the center to the perimeter along these lines are labeled: 6500' (top-left), 7000' (bottom-left), 14,100' (top), 4600' (bottom-right), and 2950' (right). The angles between these radial lines are labeled: 095° (between 6500' and 7000'), 190° (between 6500' and 14,100'), 295° (between 14,100' and 4600'), and 360° (between 4600' and 7000'). The text "MSA ARP" is written below the diagram.



2090'
(1978') on 163°

	MDA(H)	CELL-VIS
A	810' (698')	470m - 3000m
B	810' (698')	470m - 3000m
C	1400' (1288')	520m - 5000m
D	1400' (1288')	520m - 5000m

PETROPAVLOVSK-KAMCHATSKY, (YELIZOVO - UHPP)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHPP

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jeppesen.com/eurasiachange.