

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ULPB

Terminal Charts For ULPB

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Petrozavodsk Rus
IATA Code: PES
Lat/Long: N61° 53.1' E034° 09.3'
Elevation: 149 ft

Airport Use: Public
Magnetic Variation: 12.0°E

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: 0206 Z
Sunset: 1719 Z,

Runway Information

Runway: 01
Length x Width: 8209 ft x 157 ft
Surface Type: concrete
TDZ-Elev: 149 ft
Lighting: Edge, ALS

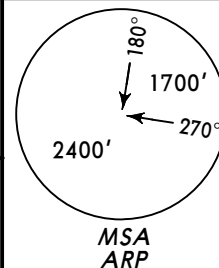
Runway: 19
Length x Width: 8209 ft x 157 ft
Surface Type: concrete
TDZ-Elev: 136 ft
Lighting: Edge, ALS

Communication Information

Petrozavodsk Tower 128.0

Apt Elev
143'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
and 706 mm (941.3 hPa) or above
Trans alt: 3100' (2951')



BELOD 2
BUKUS 2A [BUKU2A]
BUKUS 2B [BUKU2B]
RWY 01 ARRIVALS

BUKUS
N62 33.5 E034 10.1
At FL140

NEGAM
N63 34.1 E034 17.8

OLATA
N62 58.4 E035 56.3

BELOD
N62 26.1 E034 59.6
At FL140

*700 X
N61 52.0 E034 08.4
At FL60

*340 XO
N61 49.2 E034 05.9

N61 44.0 E033 51.3
At 2120' (1971')

N61 47.3 E034 04.2
At 1790' (1641')

(IF)
N61 42.7 E034 00.1
At 1790' (1641')

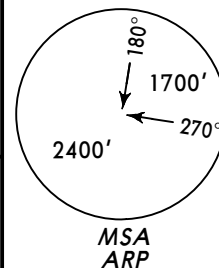
N61 41.8 E033 55.0
At 2120' (1971')



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3100'	(2951' -	900m)
2120'	(1971' -	600m)
1790'	(1641' -	500m)

Apt Elev
143'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
and 706 mm (941.3 hPa) or above
Trans alt: 3100' (2963')



BELOD 4A [BELO4A]
BELOD 4B [BELO4B]
BUKUS 4A [BUKU4A]
BUKUS 4B [BUKU4B]
RWY 19 ARRIVALS

NEGAM
N63 34.1 E034 17.8



172°

19

168°

154°

(Descent gradient 7.0%)

BUKUS 4B

By ATC

25

39

BUKUS 4A

165°

102°

181°

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BUKUS

N62 33.5 E034 10.1

At FL140

OLATA
N62 58.4 E035 56.3



208°

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BELOD

N62 26.1 E034 59.6

At FL140

N62 08.7 E034 23.8

At 3100' (2963')

N62 09.1 E034 23.3

At 3100' (2963')

N62 05.7 E034 10.9

At 2110' (1973')

N62 05.9 E034 16.8

At 2110' (1973')

(IF) N62 03.5 E034 18.9

At 1780' (1643')

N61 58.9 E034 14.7

At 1780' (1643')

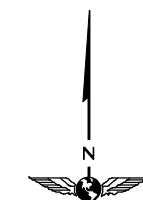
*340 QD

N61 56.4 E034 12.4

*700 Q

N61 54.3 E034 10.5

At FL60



NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
3100'	(2963' - 900m)
2110'	(1973' - 600m)
1780'	(1643' - 500m)

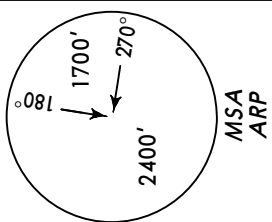
Apt Elev
143'

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

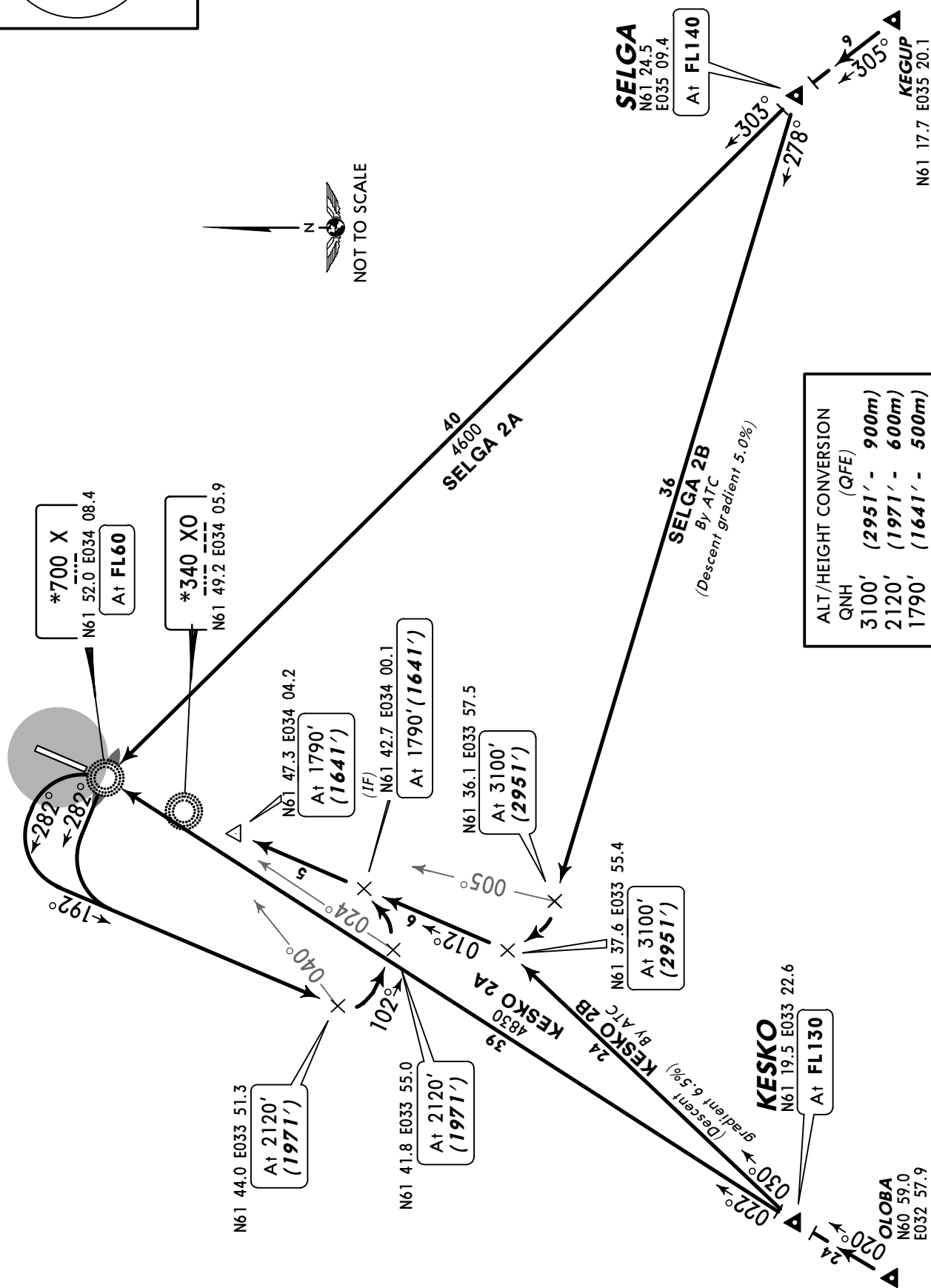
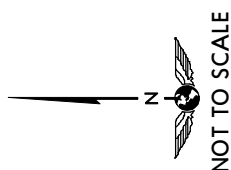
Trans level: FL50

FL60 if pressure is less than 733 mm (977.3 hPa) and 706 mm (941.3 hPa) or above

Trans alt: 3100' (2951')

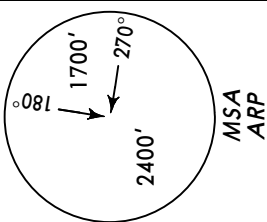


KESKO 2A [KESK2A], KESKO 2B [KESK2B]
SELGA 2A [SELG2A], SELGA 2B [SELG2B]
RWY 01 ARRIVALS

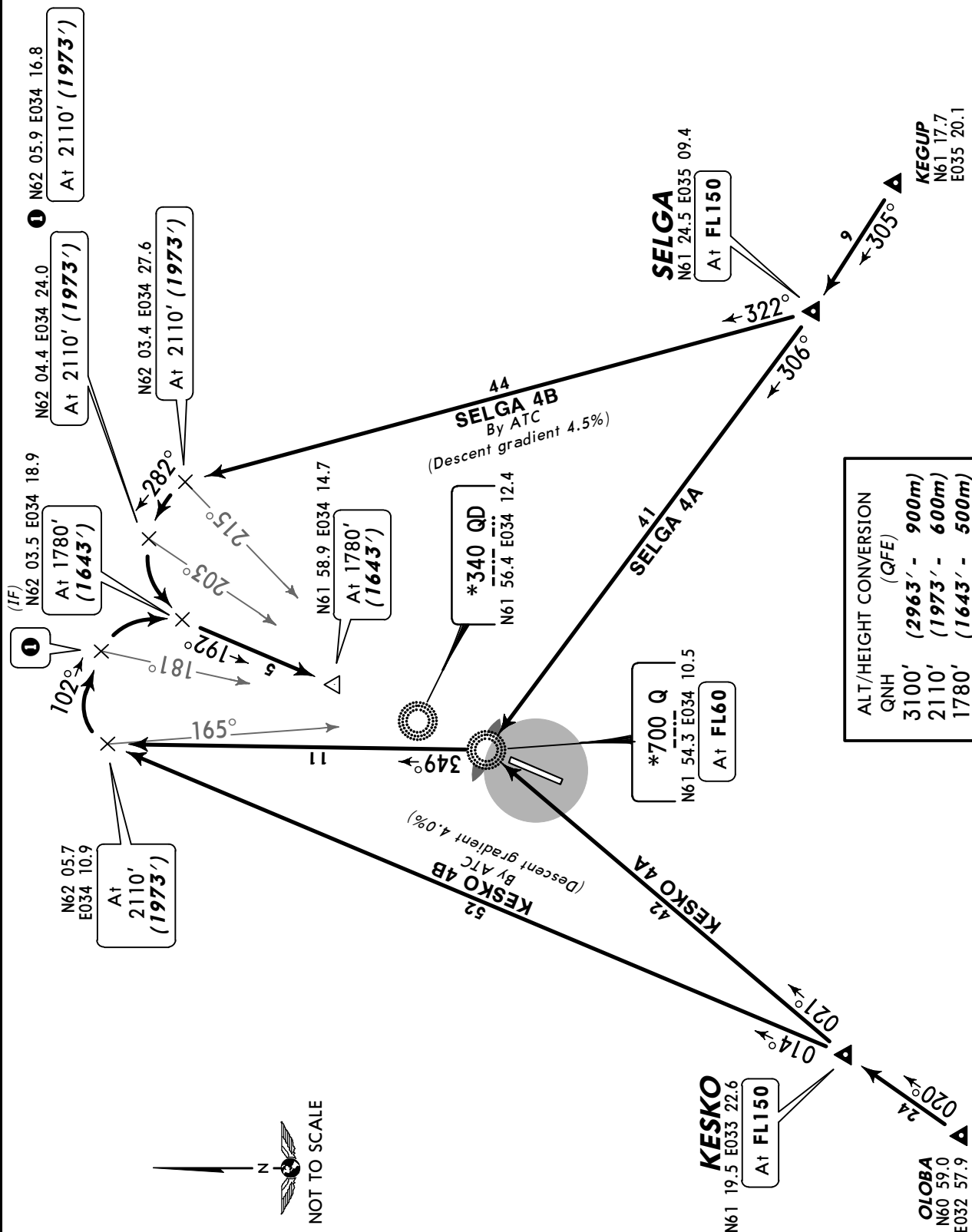


Apt Elev
143'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa) and 706 mm
(941.3 hPa) or above
Trans alt: 3100' (2963')



KESKO 4A [KESK4A], KESKO 4B [KESK4B]
SELGA 4A [SELG4A], SELGA 4B [SELG4B]
RWY 19 ARRIVALS

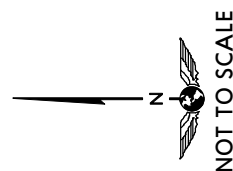


Trans alt: 3100' **(2951')**



ALT/HEIGHT CONVERSION	QNH	(QFE)
	3100'	(2951' - 900m)
	2120'	(1971' - 600m)
	1790'	(1641' - 500m)

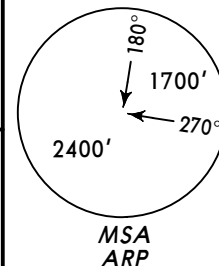
Trans alt: 3100' **(2963')**



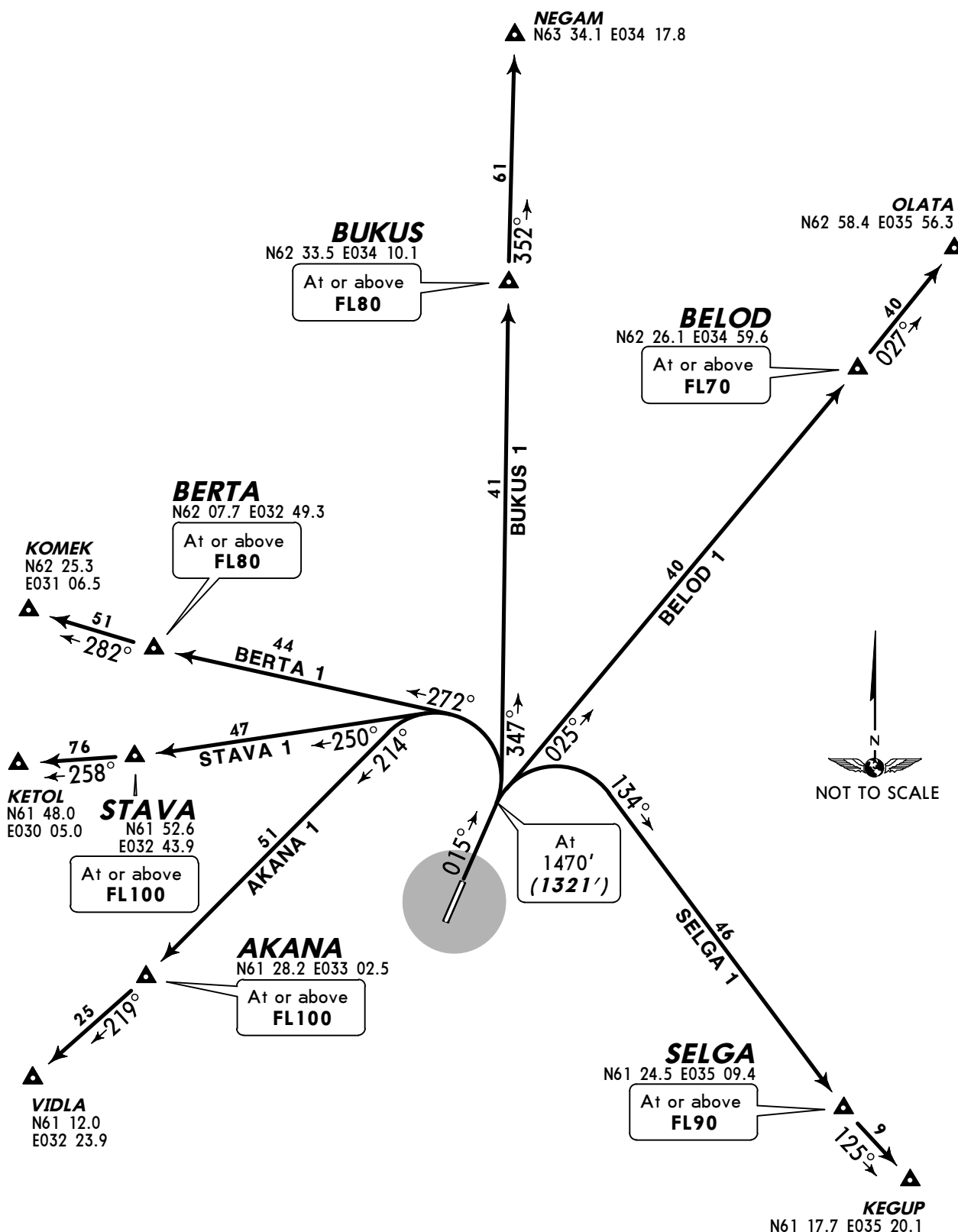
ALT/HEIGHT CONVERSION
QNH
3100' (2963' - 900m)
2110' (1973' - 600m)
1780' (1643' - 500m)

Apt Elev
143'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3100' (2951')



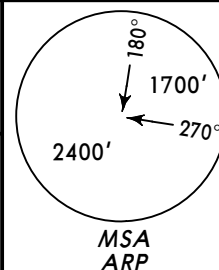
AKANA 1, BELOD 1, BERTA 1
BUKUS 1, SELGA 1, STAVA 1
RWY 01 DEPARTURES



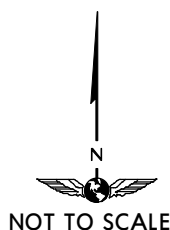
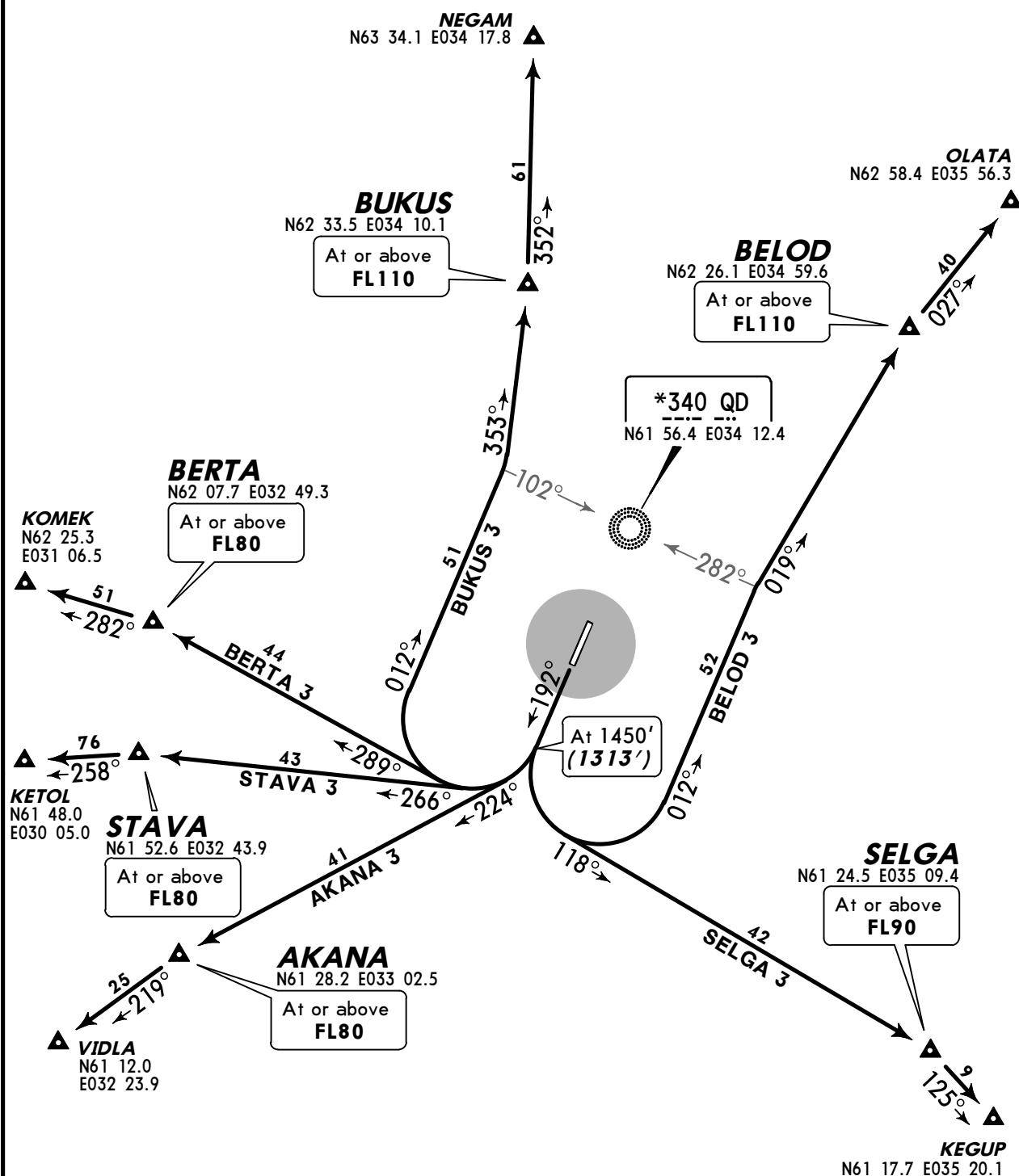
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1470'	(1321' - 400m)
3100'	(2951' - 900m)

Apt Elev
143'

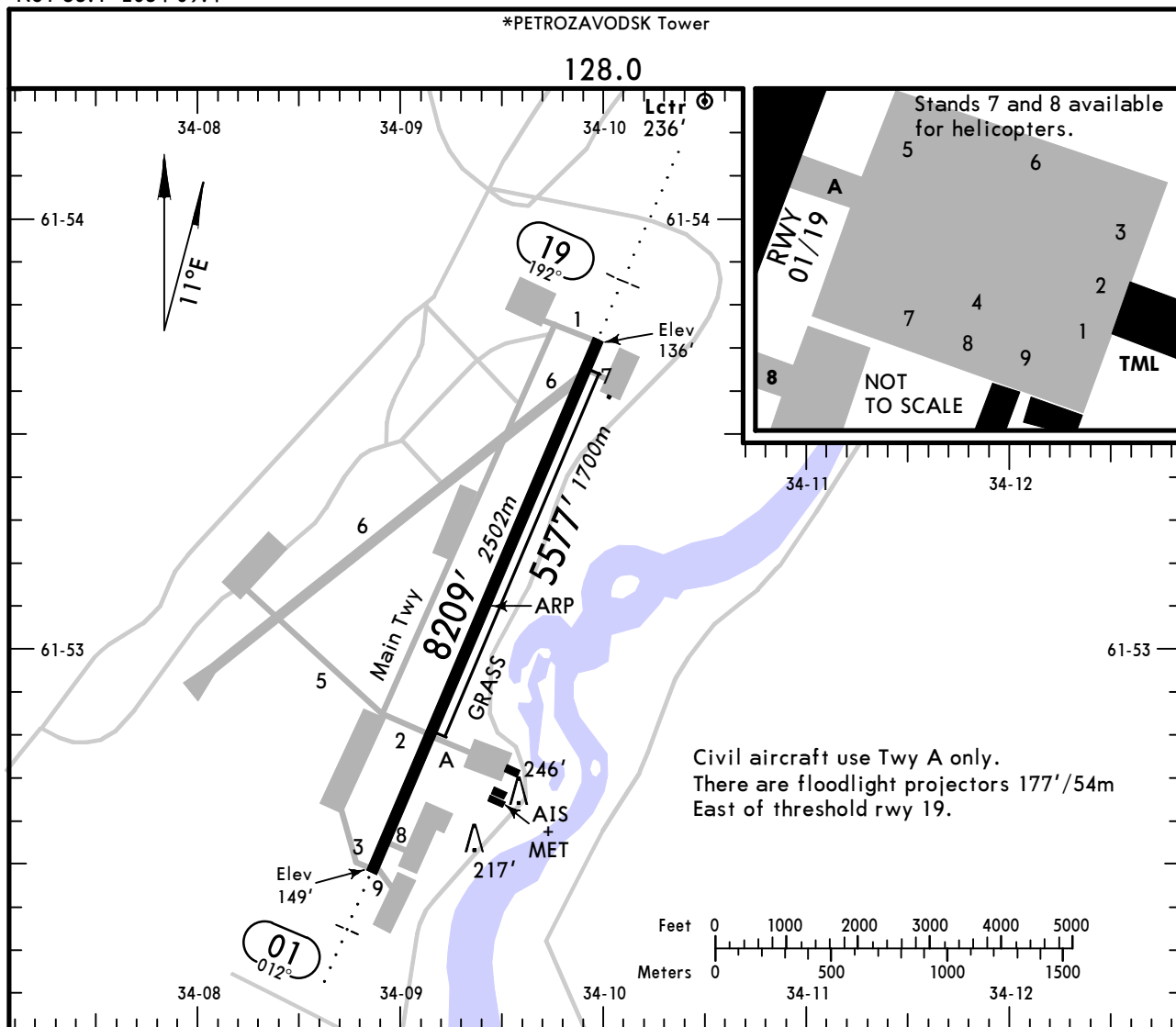
QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3100' (**2963'**)



**AKANA 3, BELOD 3, BERTA 3
BUKUS 3, SELGA 3, STAVA 3
RWY 19 DEPARTURES**



ALT/HEIGHT CONVERSION
QNH (QFE)
1450' (1313' - 400m)
3100' (2963' - 900m)



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		WIDTH
					LANDING BEYOND	TAKE-OFF	
					Threshold	Glide Slope	
01	19	RL (60m) HIALS PAPI-L (angle 2.67°)	RVR			7874' 2400m ①	148' 48m
01	19	RL (60m) ALS PAPI-L (angle 2.67°)	RVR			②	
01	19	Grass runway					131' 40m

① First 335' / 102m unusable for take-off.

② TAKE-OFF RUN AVAILABLE

RWY 01:

From rwy head 7874' (2400m)
twy int A 6070' (1850m)

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 01/19

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

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

STRAIGHT-IN RWY		A	B	C	D
01	2 NDB	510' (361')	510' (361')	510' (361')	510' (361')
		R1200m R1500m	R1300m R1500m	R1400m R1800m	R1600m R2000m
	<i>ALS out</i>				
	X NDB	750' (601')	750' (601')	750' (601')	750' (601')
	with FAF	R1400m R1500m	R1500m R1500m	R1600m R2000m	R1800m R2000m
	<i>ALS out</i>				
	X NDB	1130' (981')	1130' (981')	1130' (981')	1130' (981')
	w/o FAF	R1500m R1500m	R1500m R1500m	R1800m R2000m	R2000m R2000m
	<i>ALS out</i>				
	Q NDB	900' (751')	900' (751')	900' (751')	900' (751')
	with FAF	R1500m R1500m	R1500m R1500m	R1800m R2000m	R2000m R2000m
	<i>ALS out</i>				
	Q NDB	1150' (1001')	1150' (1001')	1150' (1001')	1150' (1001')
	w/o FAF	R1500m R1500m	R1500m R1500m	R1800m R2000m	R2000m R2000m
	<i>ALS out</i>				
19	2 NDB	500' (363')	500' (363')	500' (363')	500' (363')
	with FAF	R1300m R1500m	R1400m R1500m	R1600m R1800m	R1800m R2000m
	<i>ALS out</i>				
	2 NDB	570' (433')	570' (433')	570' (433')	570' (433')
	w/o FAF	R1300m R1500m	R1400m R1500m	R1600m R1800m	R1800m R2000m
	<i>ALS out</i>				
	X NDB	720' (583')	720' (583')	720' (583')	720' (583')
	with FAF	R1500m R1500m	R1500m R1500m	R1800m R2000m	R2000m R2000m
	<i>ALS out</i>				
	X NDB	970' (833')	970' (833')	970' (833')	970' (833')
	w/o FAF	R1500m	R1500m	R2000m	R2000m
	Q NDB	720' (583')	720' (583')	720' (583')	720' (583')
	with FAF	R1500m R1500m	R1500m R1500m	R1800m R2000m	R2000m R2000m
	<i>ALS out</i>				
	Q NDB	970' (833')	970' (833')	970' (833')	970' (833')
	w/o FAF	R1500m	R1500m	R2000m	R2000m

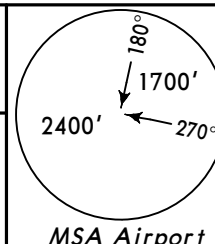
TAKE-OFF RWY 01, 19

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		

*PETROZAVODSK Tower (PAR/TWR)

128.0

NDB XO *340	Final Apch Crs 012°	Minimum Alt N61 47.3 E034 04.2 1790' (1641')	MDA(H) Refer to Minimums	Apt Elev 143' RWY 149'
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MISSED APCH: Climb on 012° to 810' (661'), then turn LEFT onto 192° climbing to 2120' (1971'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3100' (2951')

ALT/HEIGHT CONVERSION

QNH (QFE)

3100' (2951' - 900m)

2120' (1971' - 600m)

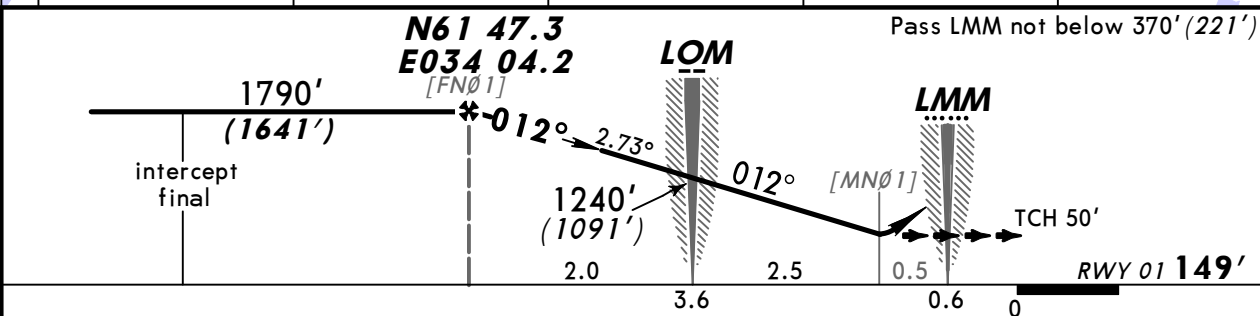
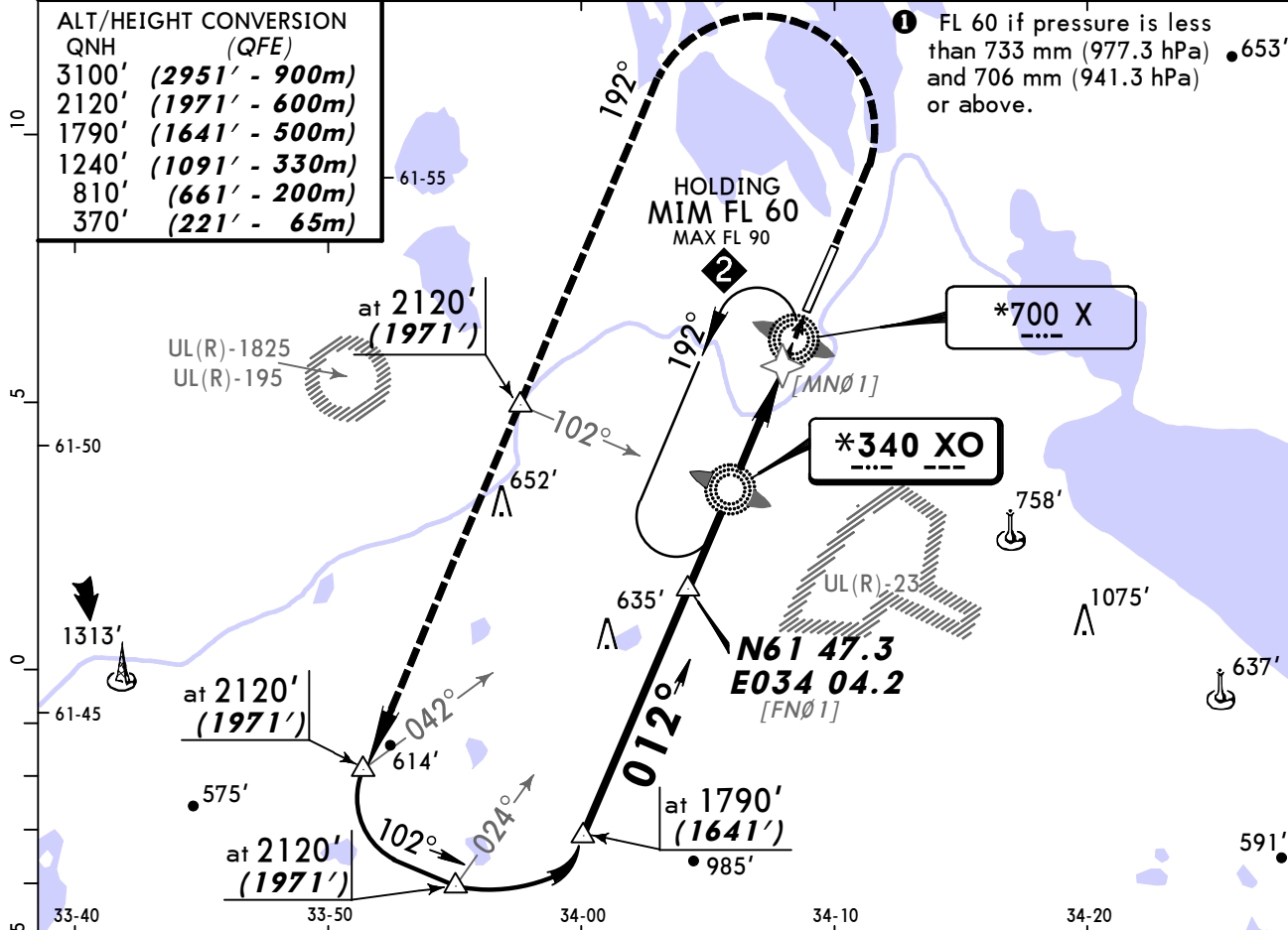
1790' (1641' - 500m)

1240' (1091' - 330m)

810' (661' - 200m)

370' (221' - 65m)

① FL 60 if pressure is less than 733 mm (977.3 hPa) •653' and 706 mm (941.3 hPa) or above.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	810' (661')	192°	2120' (1971')
Descent Angle	2.73°	338	435	483	579	676	PAPI	on 012°	LT	

STRAIGHT-IN LANDING RWY 01				X LMM	
2 NDB		with FAF		w/o FAF	
MDA(H) 510' (361')		MDA(H) 750' (601')		MDA(H) 1130' (981')	
ALS out		ALS out		ALS out	
A					
B					
C	1900m		3200m	3200m	
D	RVR 1800m VIS 2000m			4800m	

*PETROZAVODSK Tower (PAR/TWR)

128.0

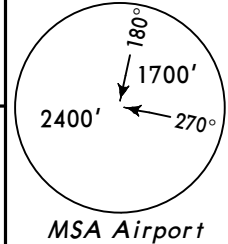
NDB
Q
*700

Final
Apch Crs
012°

Minimum Alt
N61 47.3 E034 04.2
1790' (1641')

MDA(H)
(CONDITIONAL)
900' (751')

Apt Elev 143'
RWY 149'



MISSED APCH: Climb on 012° to 810' (661'), then turn LEFT onto 192° climbing to 2120' (1971'), then according to chart.

Alt Set: MM (hPa on req)

QNH on req (QFE)

Trans level: FL 50 ①

Trans alt: 3100' (2951')

ALT/HEIGHT CONVERSION
QNH (QFE)
3100' (2951' - 900m)
2120' (1971' - 600m)
1790' (1641' - 500m)
810' (661' - 200m)

at 2120'
(1971')

HOLDING
MIM FL 60
MAX FL 90

① FL 60 if pressure is less than 733 mm (977.3 hPa) and 706 mm (941.3 hPa) or above.

•653'

*700 Q

UL(R)-1825
UL(R)-195

1313'

at 2120'
(1971')

at 2120'
(1971')

N61 47.3
E034 04.2

1790'
(1641')

intercept
final

012°

5.6

NDB

RWY 01 149'

<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Descent Angle</i> 2.67°	331	425	472	567	661	756

HIALS
PAPI

810'
(661')

on 012°

192°
LT

2120'
(1971')

STRAIGHT-IN LANDING RWY 01

with FAF
MDA(H) 900' (751')

w/o FAF
MDA(H) 1150' (1001')

ALS out

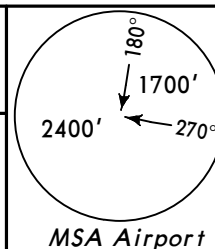
ALS out

A	3200m	3200m
B	3200m	3200m
C	3600m	4800m
D	4000m	4800m

*PETROZAVODSK Tower (PAR/TWR)

128.0

NDB QD *340	Final Apch Crs 192°	Minimum Alt N61 58.9 E034 14.7 1780' (1643')	MDA(H) Refer to Minimums	Apt Elev 143' RWY 137'
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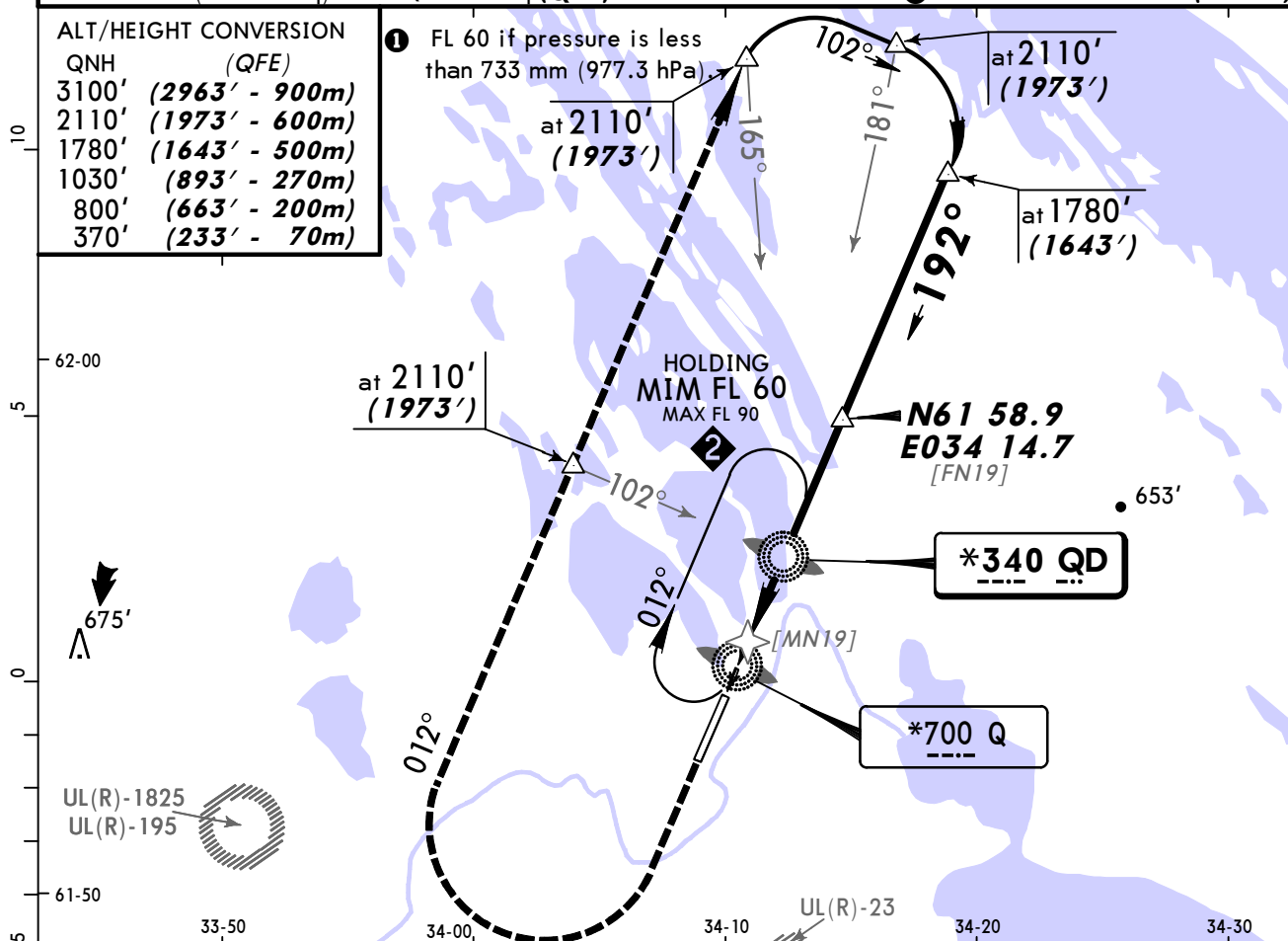
MISSED APCH: Climb on 192° to 800' (663'), then turn RIGHT onto 012° climbing to 2110' (1973'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3100' (2963')

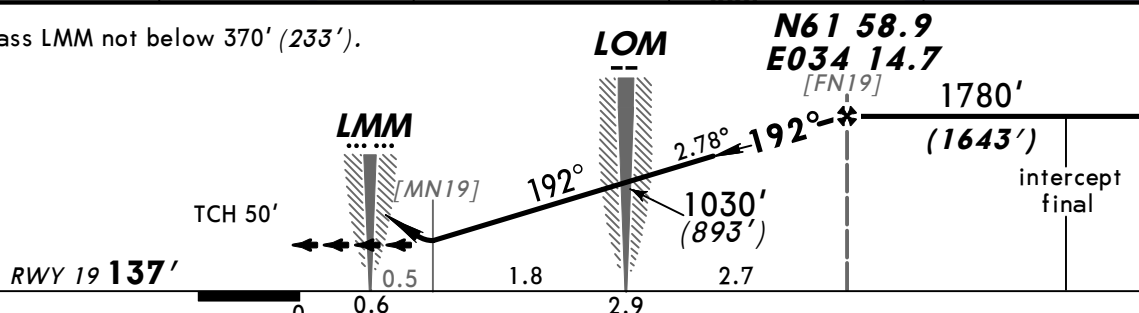
ALT/HEIGHT CONVERSION

QNH	(QFE)
3100' (2963' - 900m)	
2110' (1973' - 600m)	
1780' (1643' - 500m)	
1030' (893' - 270m)	
800' (663' - 200m)	
370' (233' - 70m)	

① FL 60 if pressure is less than 733 mm (977.3 hPa).



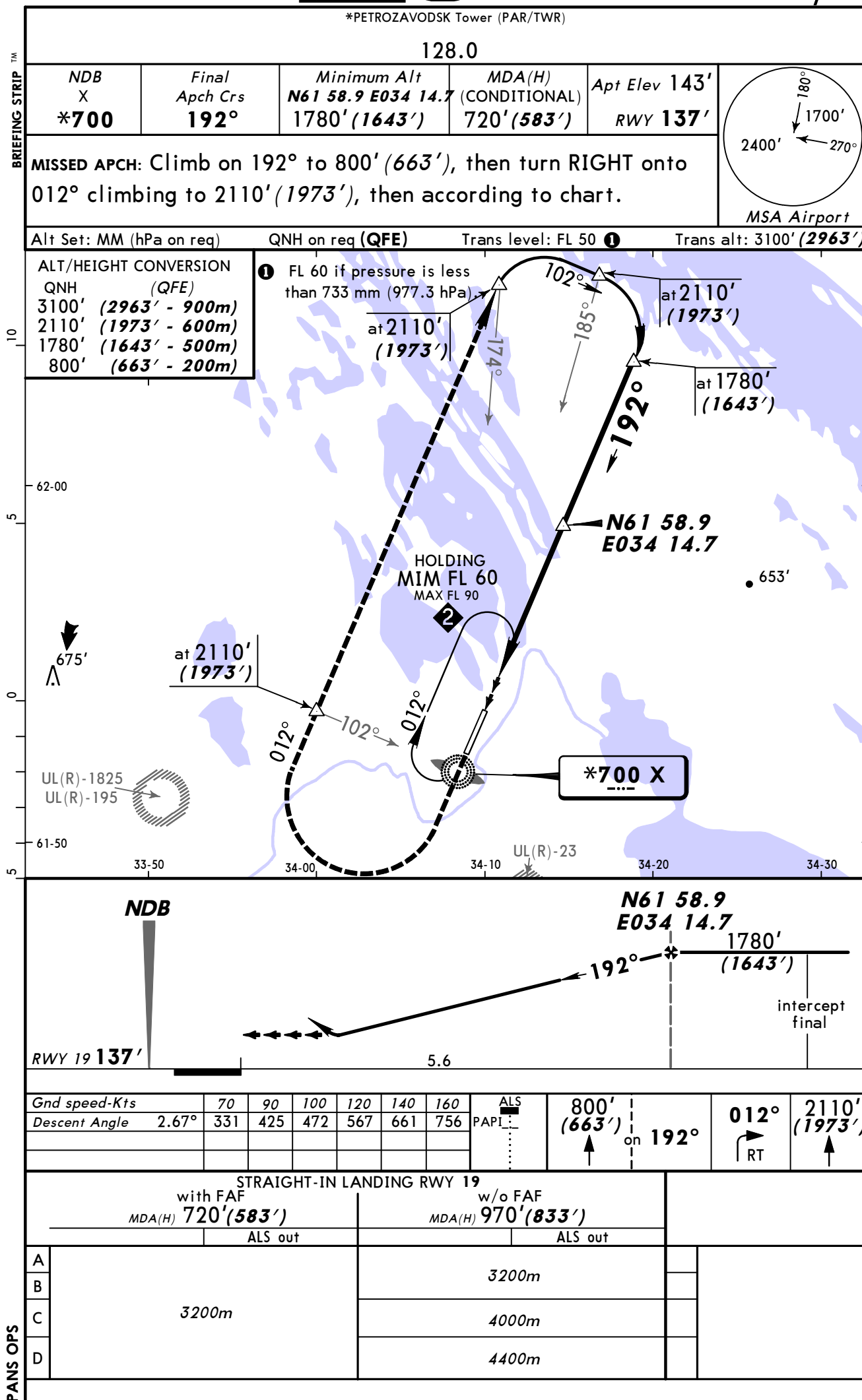
Pass LMM not below 370' (233').



Gnd speed-Kts	70	90	100	120	140	160	ALS	800' (663')	on 192°	012° RT	2110' (1973')
Descent Angle	2.78°	344	443	492	590	688	787	PAPL			

STRAIGHT-IN LANDING RWY 19

2 NDB				Q LMM			
with FAF		w/o FAF		with FAF		w/o FAF	
MDA(H) 500' (363')		MDA(H) 570' (433')		MDA(H) 720' (583')		MDA(H) 970' (833')	
ALS out		ALS out		ALS out		ALS out	
A							
B	RVR 1500m VIS 1600m		2300m			3200m	
C				3200m		4000m	
D	RVR 1800m VIS 2000m		2400m			4400m	



PETROZAVODSK, (BESOVETS - ULPB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULPB

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.jepesen.com/eurasiachange.