

List of pages in this Trip Kit

Trip Kit Index

Airport Information For USPP

Terminal Charts For USPP

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Perm Rus
IATA Code: PEE
Lat/Long: N57° 54.8' E056° 01.4'
Elevation: 404 ft

Airport Use: Public
Magnetic Variation: 14.9°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: 0053 Z
Sunset: 1537 Z,

Runway Information

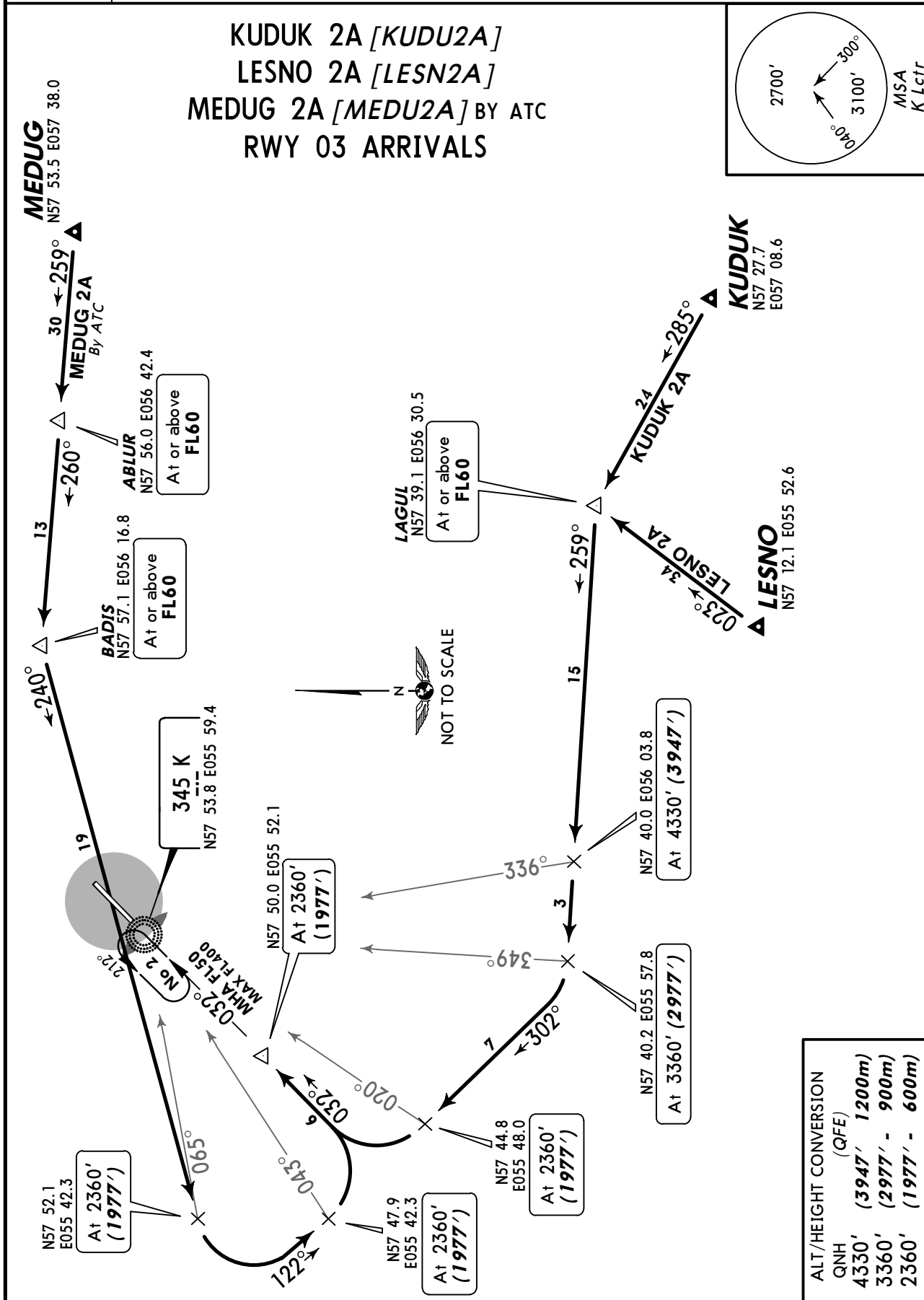
Runway: 03
Length x Width: 10499 ft x 161 ft
Surface Type: concrete
TDZ-Elev: 383 ft
Lighting: Edge, ALS

Runway: 21
Length x Width: 10499 ft x 161 ft
Surface Type: concrete
TDZ-Elev: 393 ft
Lighting: Edge, ALS

Communication Information

ATIS 126.4
Perm Start Tower 124.0 At or below 1970 ft
Perm Approach Control 127.1 Between 16700 ft and 1970 ft

ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 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.



ATIS
126.4

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

Trans level: FL50

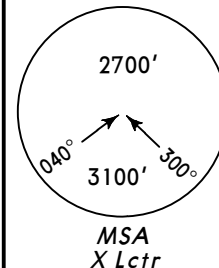
FL60 if pressure is less than 749 mm (998.6 hPa)
and 722 mm (962.6 hPa) or above

FL70 if pressure is less than 722 mm (962.6 hPa)

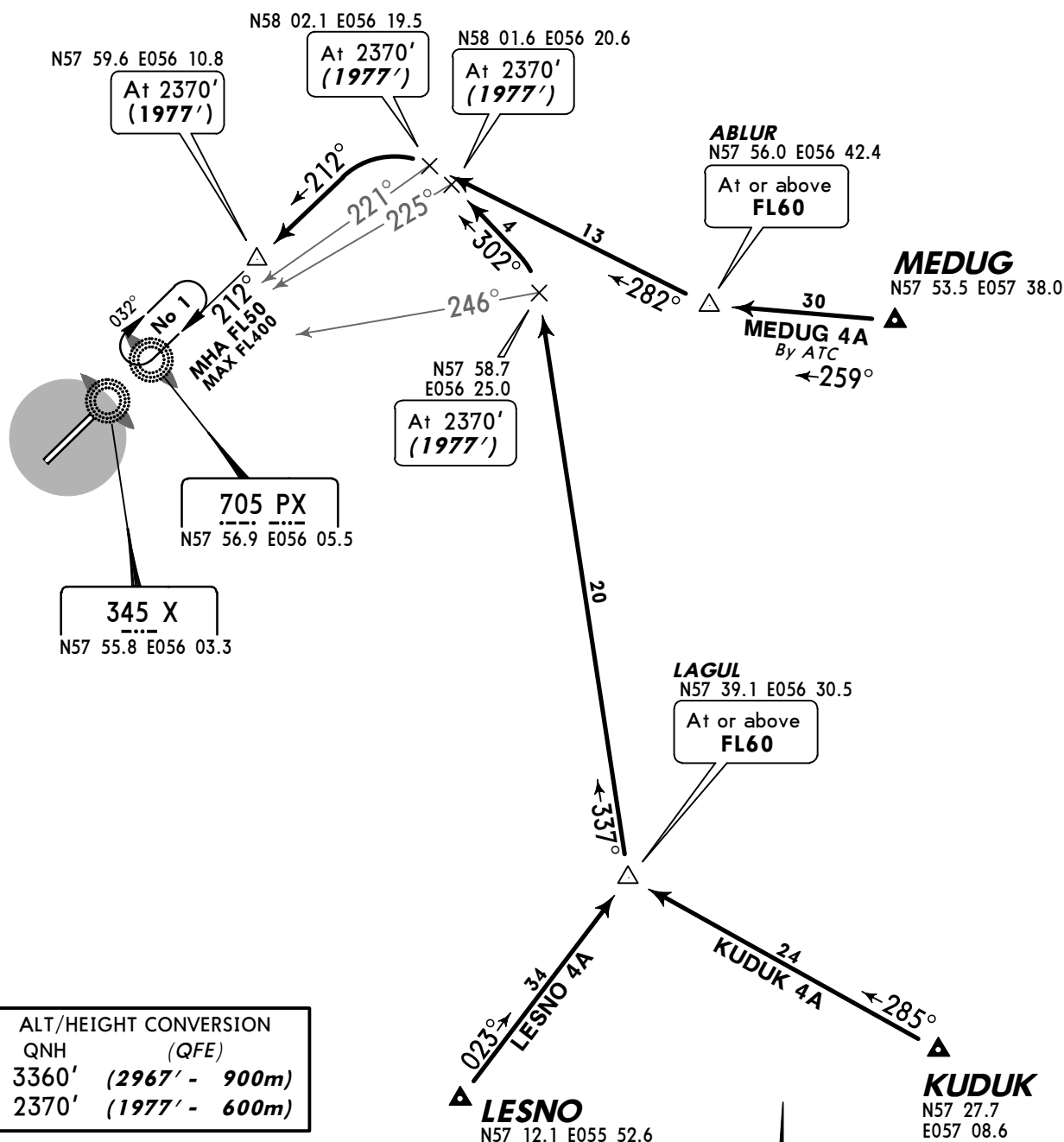
Trans alt: 3360' (2967')

Apt Elev
404'

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.

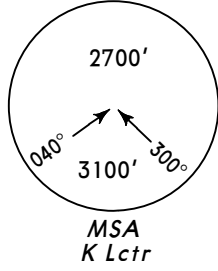


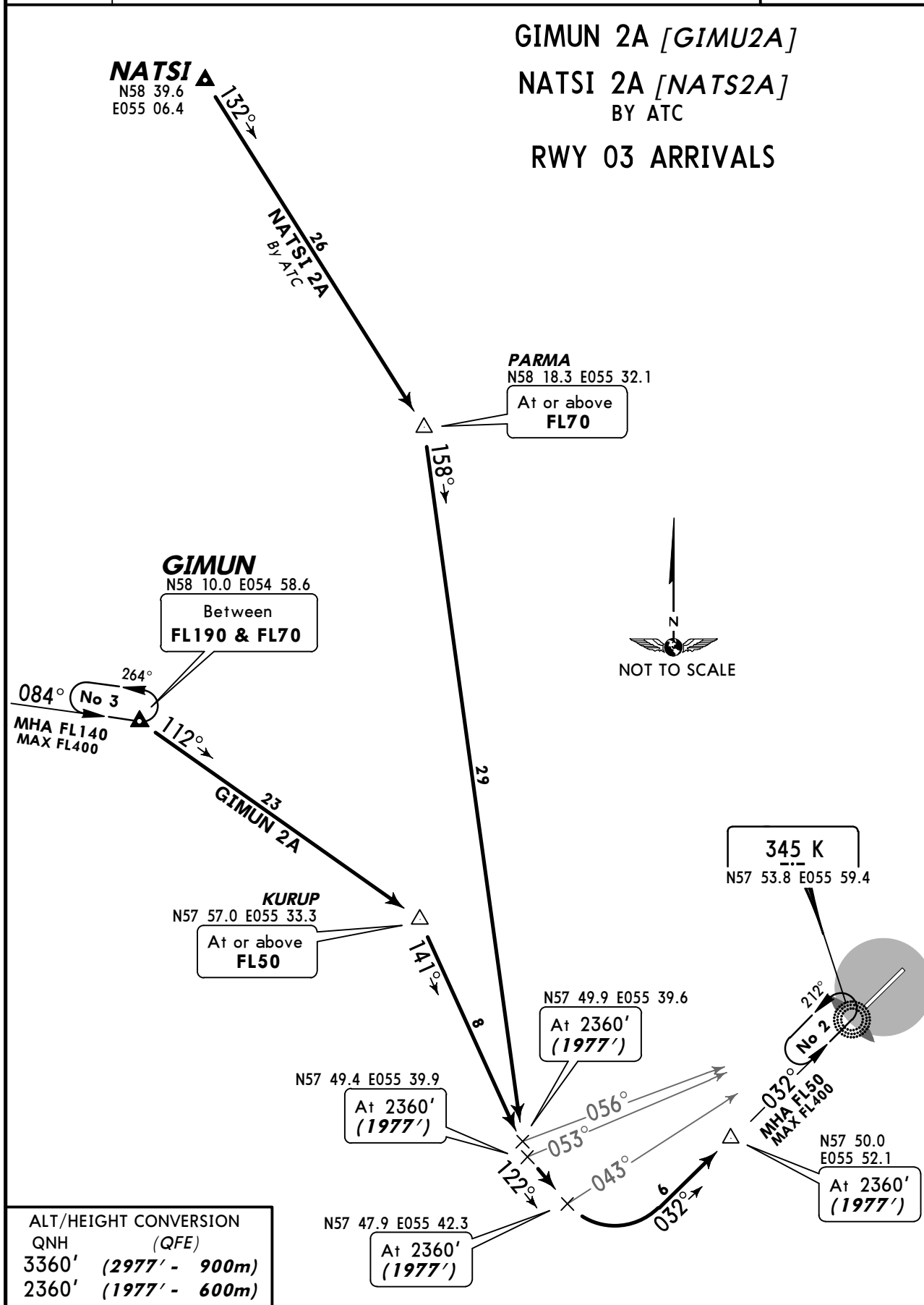
KUDUK 4A [KUDU4A]
LESNO 4A [LESN4A]
MEDUG 4A [MEDU4A] BY ATC
RWY 21 ARRIVALS

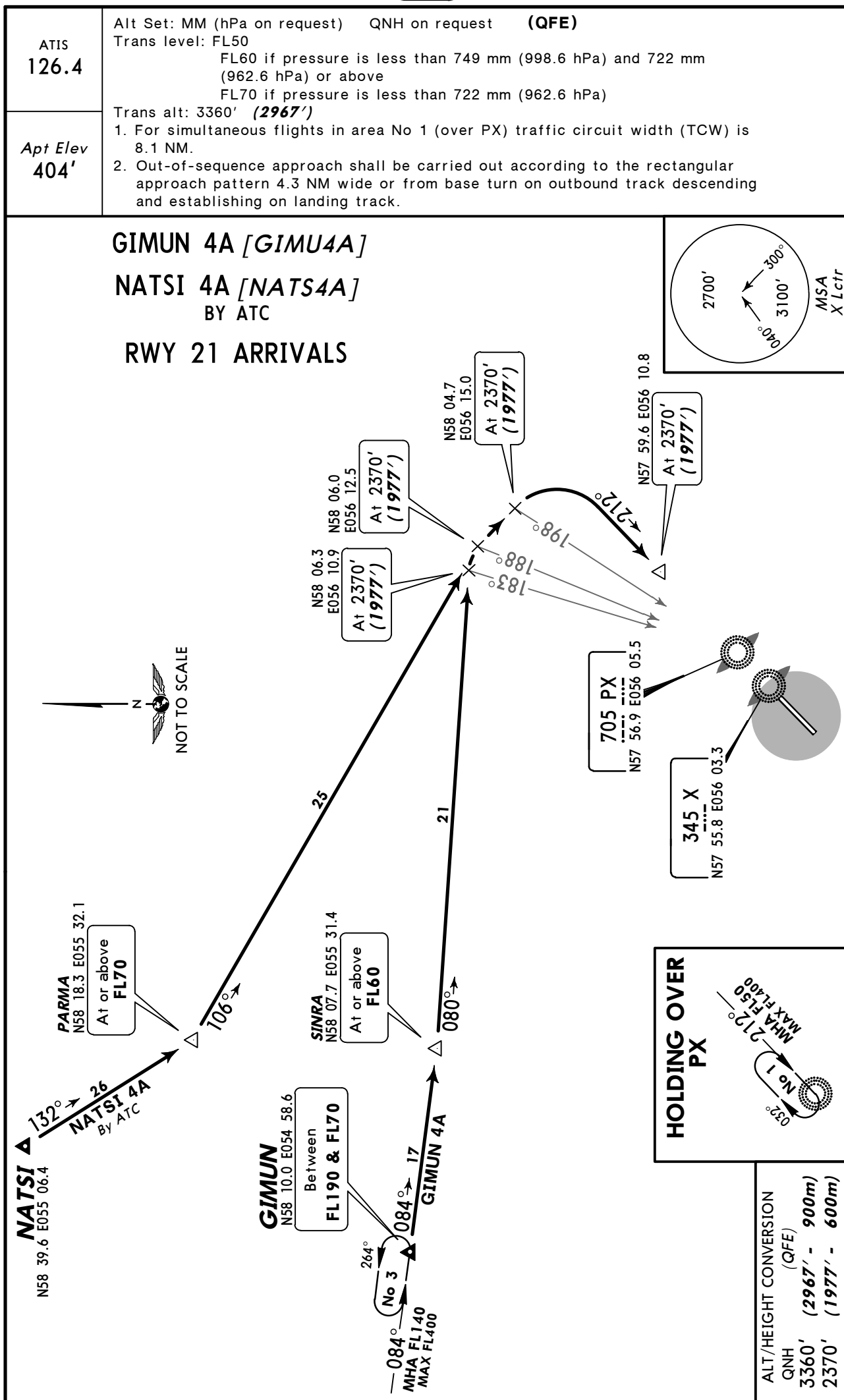


ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3360'	(2967' - 900m)	
2370'	(1977' - 600m)	



ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3360' (2977')	 MSA K Lctr
Apt Elev 404'	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.	





KLUK 2B [KUDU2B]
LESNO 2B [LESN2B]
MEDUG 2B [MEDU2B] BY ATC
RWY 03 ARRIVALS
 WITHOUT RADAR CONTROL
 FOR APPROACH VIA FINAL TURN

ABLUR
 N57 56.0 E056 42.4
 At or above **FL60**

MEDUG 2B
 N57 53.5 E057 38.0
 MEDUG 2B By ATC
 30
 250°

LAGUL
 N57 39.1 E056 30.5
 At or above **FL60**

KUDUK
 N57 27.7 E057 08.6
 Between **FL200 & FL80**

LESNO
 N57 12.1 E055 52.6
 Between **FL190 & FL70**

KUDUK 2B
 N57 27.7 E057 08.6
 24
 285°

LESNO 2B
 N57 12.1 E055 52.6
 34
 023°

MEDUG 2B
 N57 51.6 E056 20.9
 At or above **FL60**

KUDUK 2B
 N57 27.7 E057 08.6
 13
 323°

LESNO 2B
 N57 12.1 E055 52.6
 12
 261°

MEDUG 2B
 N57 51.6 E056 20.9
 23
 250°

KUDUK 2B
 N57 27.7 E057 08.6
 24
 285°

LESNO 2B
 N57 12.1 E055 52.6
 34
 023°

MEDUG 2B
 N57 51.6 E056 20.9
 At or above **FL60**

KUDUK 2B
 N57 27.7 E057 08.6
 Between **FL200 & FL80**

LESNO 2B
 N57 12.1 E055 52.6
 Between **FL190 & FL70**

MEDUG 2B
 N57 51.6 E056 20.9
 At or above **FL60**

KUDUK 2B
 N57 27.7 E057 08.6
 Between **FL200 & FL80**

LESNO 2B
 N57 12.1 E055 52.6
 Between **FL190 & FL70**

MEDUG 2B
 N57 51.6 E056 20.9
 At or above **FL60**

KUDUK 2B
 N57 27.7 E057 08.6
 Between **FL200 & FL80**

LESNO 2B
 N57 12.1 E055 52.6
 Between **FL190 & FL70**

MEDUG 2B
 N57 51.6 E056 20.9
 At or above **FL60**

KUDUK 2B
 N57 27.7 E057 08.6
 Between **FL200 & FL80**

LESNO 2B
 N57 12.1 E055 52.6
 Between **FL190 & FL70**

MEDUG 2B
 N57 51.6 E056 20.9
 At or above **FL60**

KUDUK 2B
 N57 27.7 E057 08.6
 Between **FL200 & FL80**

LESNO 2B
 N57 12.1 E055 52.6
 Between **FL190 & FL70**

MEDUG 2B
 N57 51.6 E056 20.9
 At or above **FL60**

KUDUK 2B
 N57 27.7 E057 08.6
 Between **FL200 & FL80**

LESNO 2B
 N57 12.1 E055 52.6
 Between **FL190 & FL70**

MEDUG 2B
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 N57 27.7 E057 08.6
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 Between **FL190 & FL70**

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 Between **FL190 & FL70**

MEDUG 2B
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 At or above **FL60**

KUDUK 2B
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 Between **FL200 & FL80**

LESNO 2B
 N57 12.1 E055 52.6
 Between **FL190 & FL70**

MEDUG 2B
 N57 51.6 E056 20.9
 At or above **FL60**

KUDUK 2B
 N57 27.7 E057 08.6
 Between **FL200 & FL80**

LESNO 2B
 N57 12.1 E055 52.6
 Between **FL190 & FL70**

MEDUG 2B
 N57 51.6 E056 20.9
 At or above **FL60**

KUDUK 2B
 N57 27.7 E057 08.6
 Between **FL200 & FL80**

LESNO 2B
 N57 12.1 E055 52.6
 Between **FL190 & FL70**

MEDUG 2B
 N57 51.6 E056 20.9
 At or above **FL60**

KUDUK 2B
 N57 27.7 E057 08.6
 Between **FL200 & FL80**

LESNO 2B
 N57 12.1 E055 52.6
 Between **FL190 & FL70**

MEDUG 2B
 N57 51.6 E056 20.9
 At or above **FL60**

KUDUK 2B
 N57 27.7 E057 08.6
 Between **FL200 & FL80**

LESNO 2B
 N57 12.1 E055 52.6
 Between **FL190 & FL70**

MEDUG 2B
 N57 51.6 E056 20.9
 At or above **FL60**

KUDUK 2B
 N57 27.7 E057 08.6
 Between **FL200 & FL80**

LESNO 2B
 N57 12.1 E055 52.6
 Between **FL190 & FL70**

MEDUG 2B
 N57 51.6 E056 20.9
 At or above **FL60**

KUDUK 2B
 N57 27.7 E057 08.6
 Between **FL200 & FL80**

LESNO 2B
 N57 12.1 E055 52.6
 Between **FL190 & FL70**

MEDUG 2B
 N57 51.6 E056 20.9
 At or above **FL60**

KUDUK 2B
 N57 27.7 E057 08.6
 Between **FL200 & FL80**

LESNO 2B
 N57 12.1 E055 52.6
 Between **FL190 & FL70**

MEDUG 2B
 N57 51.6 E056 20.9
 At or above **FL60**

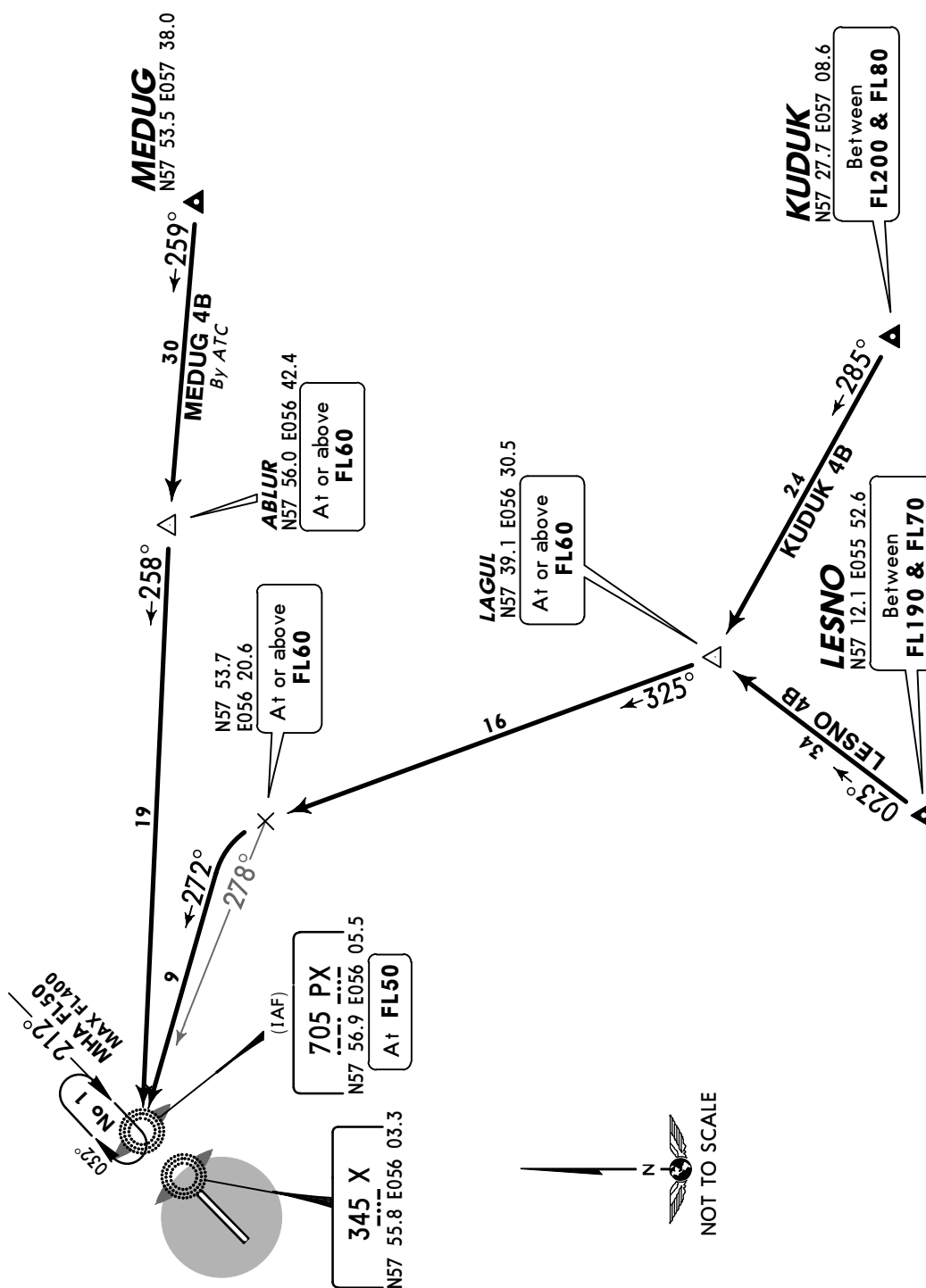
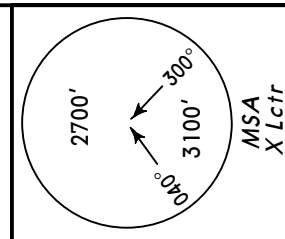
KUDUK 2B
 N57 27.7 E057 08.6
 Between **FL200 & FL80**

LESNO 2B
 N57 12.1 E055 52.6
 Between **FL190 & FL70**

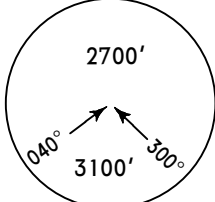
MEDUG 2B
 N57 51.6 E056 20.9
 At or above **FL60**</

ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 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.

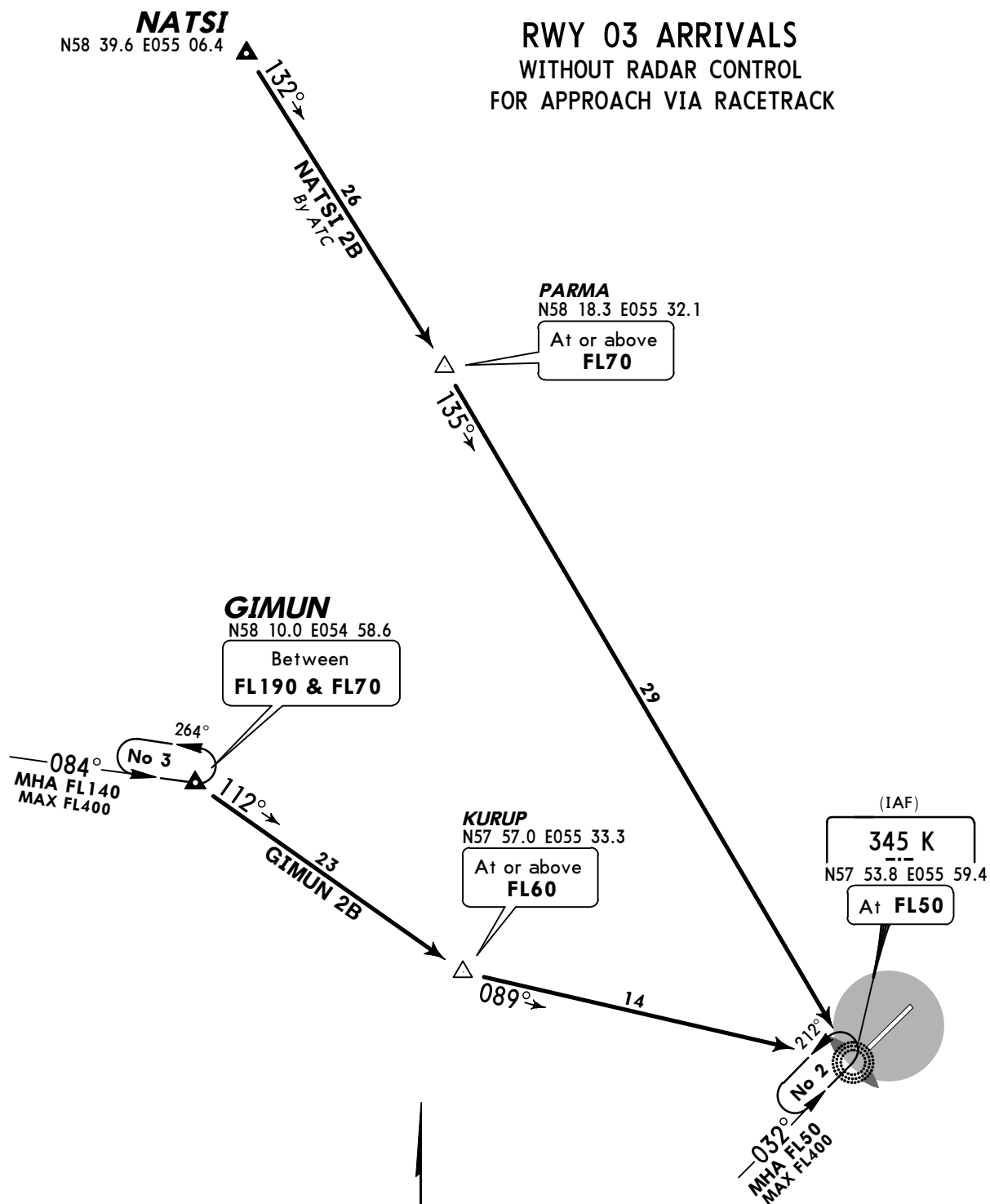
KUDUK 4B [KUDU4B]
LESNO 4B [LESN4B]
MEDUG 4B [MEDU4B] BY ATC
RWY 21 ARRIVALS
WITHOUT RADAR CONTROL
FOR APPROACH VIA RACETRACK



ALT/HEIGHT CONVERSION
QNH (QFE)
3360' (2967' - 900m)

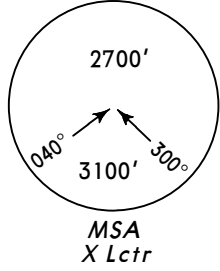
ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3360' (2977')	 MSA K Lctr
Apt Elev 404'	1. For simultaneous flights in area No 2 (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.	

GIMUN 2B [GIMU2B]

NATSI 2B [NATS2B]
BY ATCRWY 03 ARRIVALS
WITHOUT RADAR CONTROL
FOR APPROACH VIA RACETRACK

ALT/HEIGHT CONVERSION
QNH (QFE)
3360' (2977' - 900m)

NOT TO SCALE

ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3360' (2967')	
<i>Apt Elev</i> 404'	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.	

GIMUN 4B [GIMU4B]
FOR APPROACH VIA FINAL TURN

NATSI 4B [NATS4B]

BY ATC

FOR APPROACH VIA RACETRACK

RWY 21 ARRIVALS

WITHOUT RADAR CONTROL

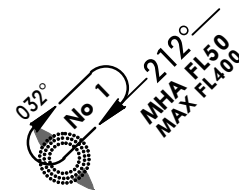
NATSI
N58 39.6 E055 06.4



NOT TO SCALE

PARMA
N58 18.3 E055 32.1
At or above
FL70

HOLDING OVER PX



GIMUN
N58 10.0 E054 58.6

Between
FL190 & FL70

084°
No 3
MHA FL140
MAX FL400

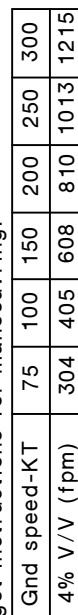
KURUP
N57 57.0 E055 33.3
At or above
FL60

(IAF)
705 PX
N57 56.9 E056 05.5
At **FL50**

345 X
N57 55.8 E056 03.3

ALT/HEIGHT CONVERSION
QNH (QFE)
3360' (2967' - 900m)

Trans alt: 3360' (**2977'**)



SID	ROUTING
LESNO 1	Climb straight ahead to 1860' (1477'), turn RIGHT, 148° track to LAGUL, turn RIGHT, 203° track to LESNO.
MEDUG 1 By ATC	Climb straight ahead to 1860' (1477'), turn RIGHT, 092° track to ABLUR, turn LEFT, 079° track to MEDUG.
RALUB 1	Climb straight ahead to 1860' (1477'), turn RIGHT, 115° track to ROSIB, turn LEFT, 110° track to RALUB.

Apt Elev
404'

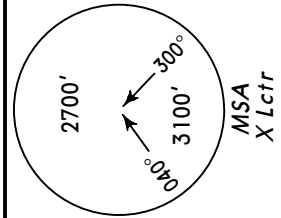
QNH on request (QFE)

Trans level: FL50

FL60 if pressure is less than 749 mm (998.6 hPa)
and 722 mm (962.6 hPa) or above

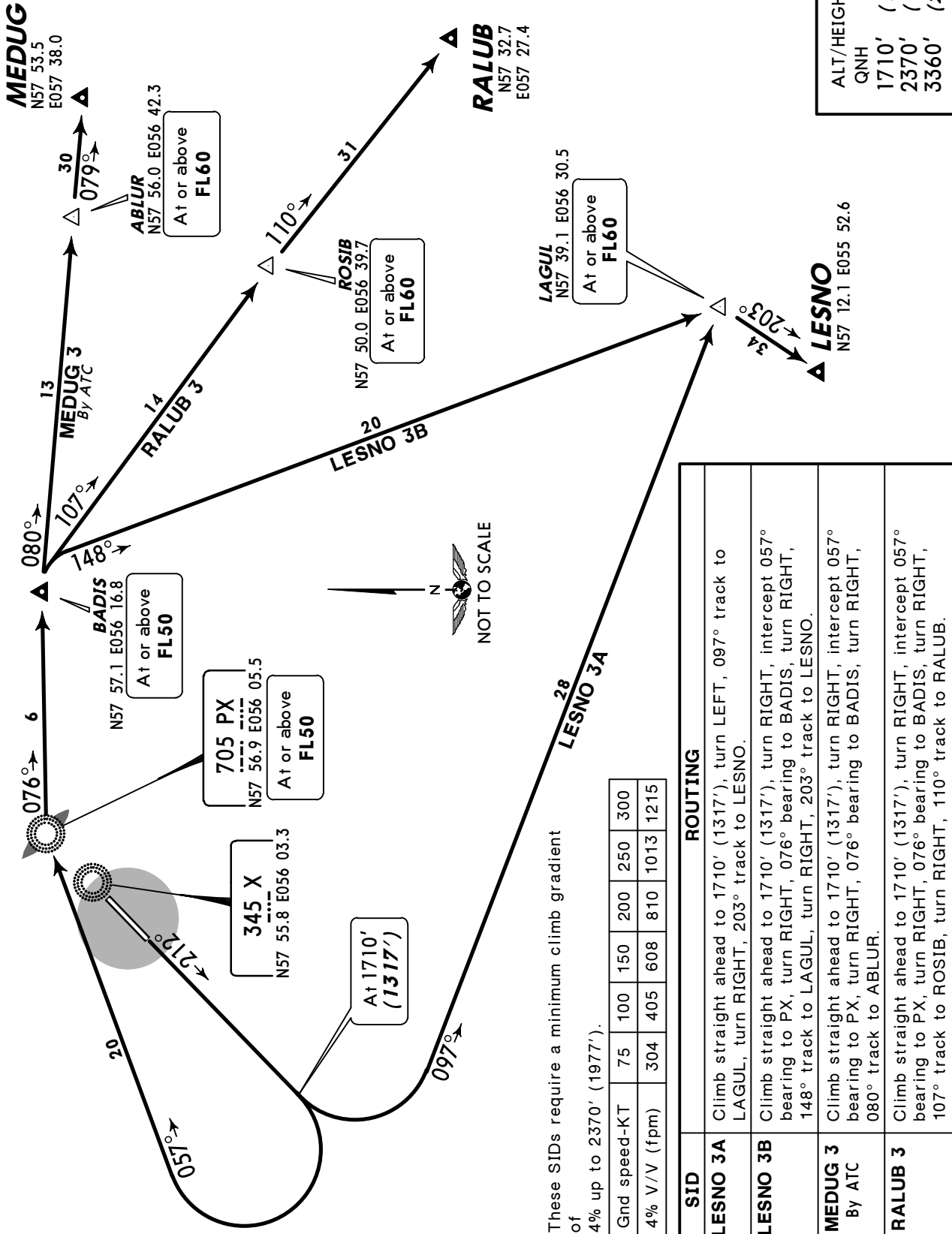
FL70 if pressure is less than 722 mm (962.6 hPa)

Trans alt: 3360' (2967')



LESNO 3A [LESN3A], LESNO 3B [LESN3B]
MEDUG 3, RALUB 3
RWY 21 DEPARTURES

ALT/HEIGHT CONVERSION QNH (QFE)
1710' (1317' - 400m)
2370' (1977' - 600m)
3360' (2967' - 900m)



Apt Elev
404'

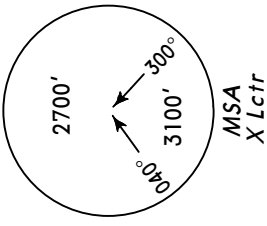
QNH on request (QFE)

Trans level: FL50

FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above

FL70 if pressure is less than 722 mm (962.6 hPa)

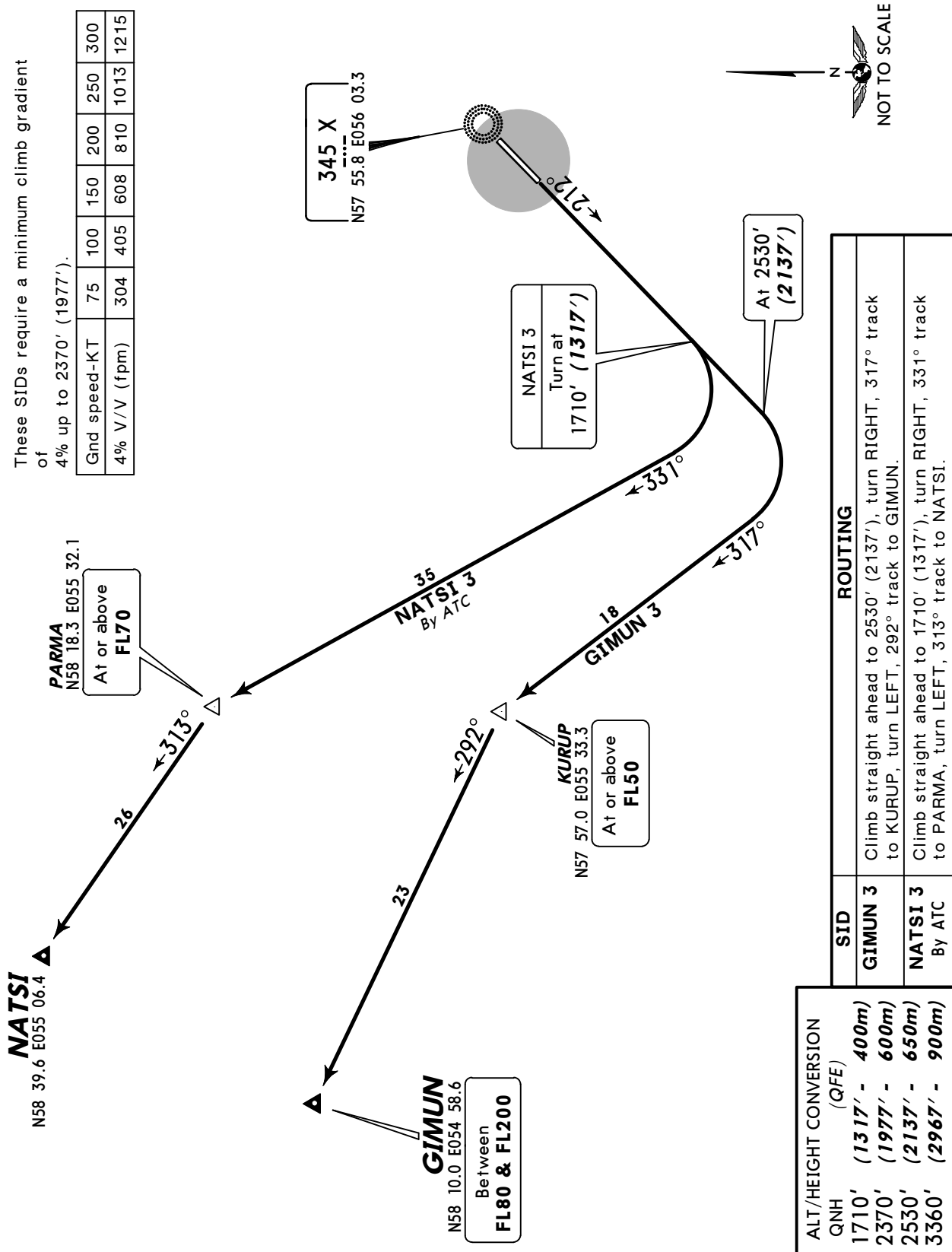
Trans alt: 3360' (2967')



GIMUN 3, NATSI 3 RWY 21 DEPARTURES

These SIDs require a minimum climb gradient of 4% up to 2370' (1977').

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215



ROUTING

SID	ROUTING
GIMUN 3	Climb straight ahead to 2530' (2137'), turn RIGHT, 317° track to KURUP, turn LEFT, 292° track to GIMUN.
NATSI 3 By ATC	Climb straight ahead to 1710' (1317'), turn RIGHT, 331° track to PARMA, turn LEFT, 313° track to NATSI.

ALT/HEIGHT CONVERSION	QNH (QFE)
1710'	(1317' - 400m)
2370'	(1977' - 600m)
2530'	(2137' - 650m)
3360'	(2967' - 900m)

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

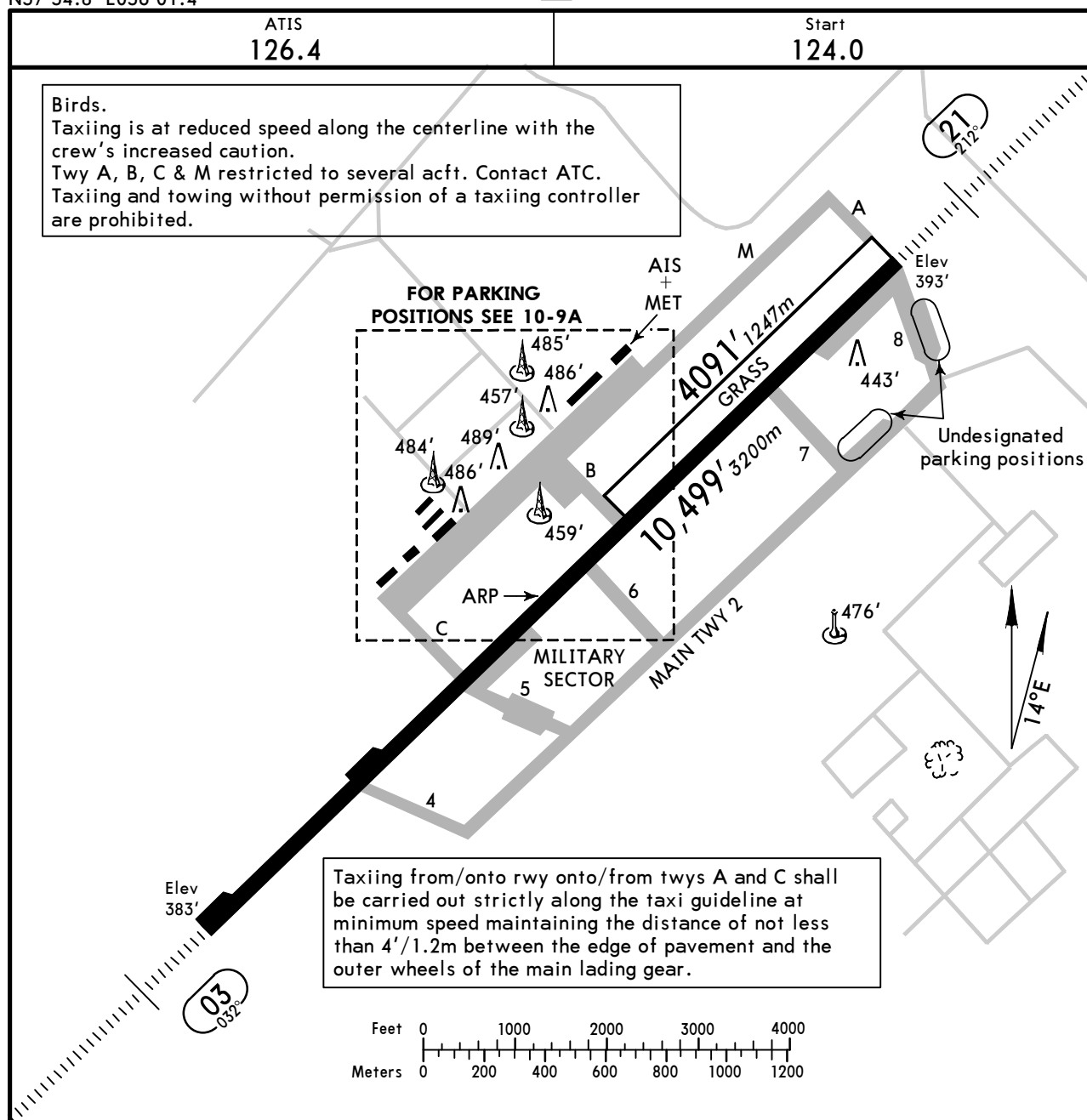
Above 3360' (2977')

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.



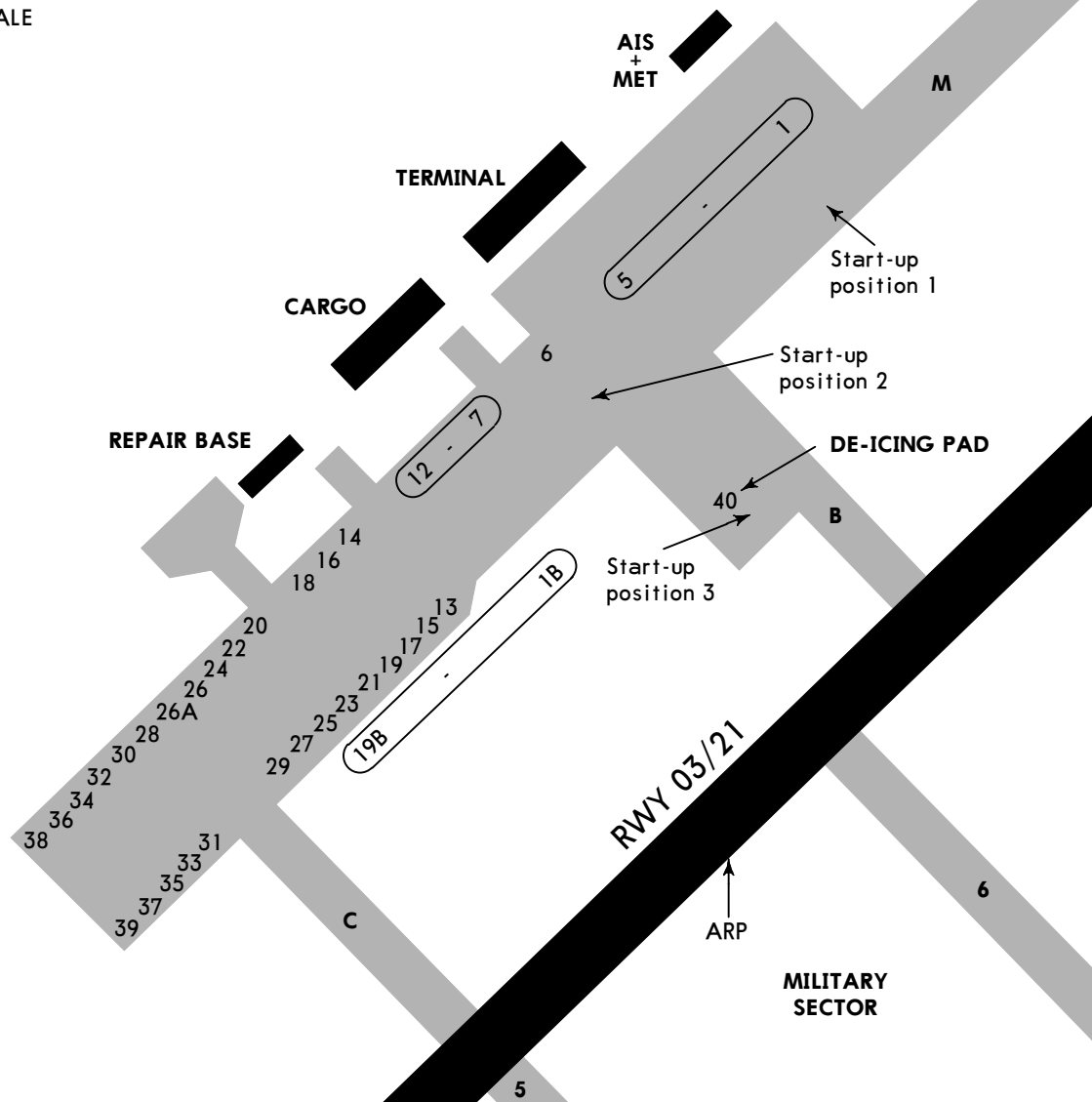
ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			TAKE-OFF	WIDTH
	LANDING BEYOND		Threshold		
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	
A			
B	250m		400m
C			
D	300m		

NOT TO SCALE

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

STRAIGHT-IN RWY		A	B	C	D
03	NDB ①③④	1010'(627') R1500m	1010'(627') R1500m	1010'(627') C2200m	1010'(627') C2200m
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB ①⑤	1010'(627') C2400m	1010'(627') C2400m	1010'(627') C2600m	1010'(627') C2600m
	ALS out	C3100m	C3100m	C3300m	C3300m
21	NDB ②	1600'(1217') C5000m	1600'(1217') C5000m	1600'(1217') C5000m	1600'(1217') C5000m
	ILS	593'(200') R550m	593'(200') R550m	593'(200') R550m	593'(200') R550m
	FULL	R750m	R750m	R750m	R750m
	Limited	R1200m	R1200m	R1200m	R1200m
	ALS out				
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①③④	750'(357') R900m	750'(357') R900m	750'(357') R900m	750'(357') R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ①③⑤	750'(357') R1000m	750'(357') R1000m	750'(357') R1200m	750'(357') R1200m
	ALS out	R1600m	R1600m	R1600m	R1600m
	2 NDB ②	1650'(1257') C5000m	1650'(1257') C5000m	1650'(1257') C5000m	1650'(1257') C5000m
	PX NDB ③	750'(357') R1000m	750'(357') R1000m	750'(357') R1200m	750'(357') R1200m
	ALS out	R1600m	R1600m	R1600m	R1600m
	X Lctr	960'(567') C2100m	960'(567') C2100m	960'(567') C2300m	960'(567') C2300m
	ALS out	C2800m	C2800m	C3000m	C3000m

① with Radar control.

② w/o Radar control.

③ Continuous Descent Final Approach.

④ with FMS.

⑤ w/o FMS.

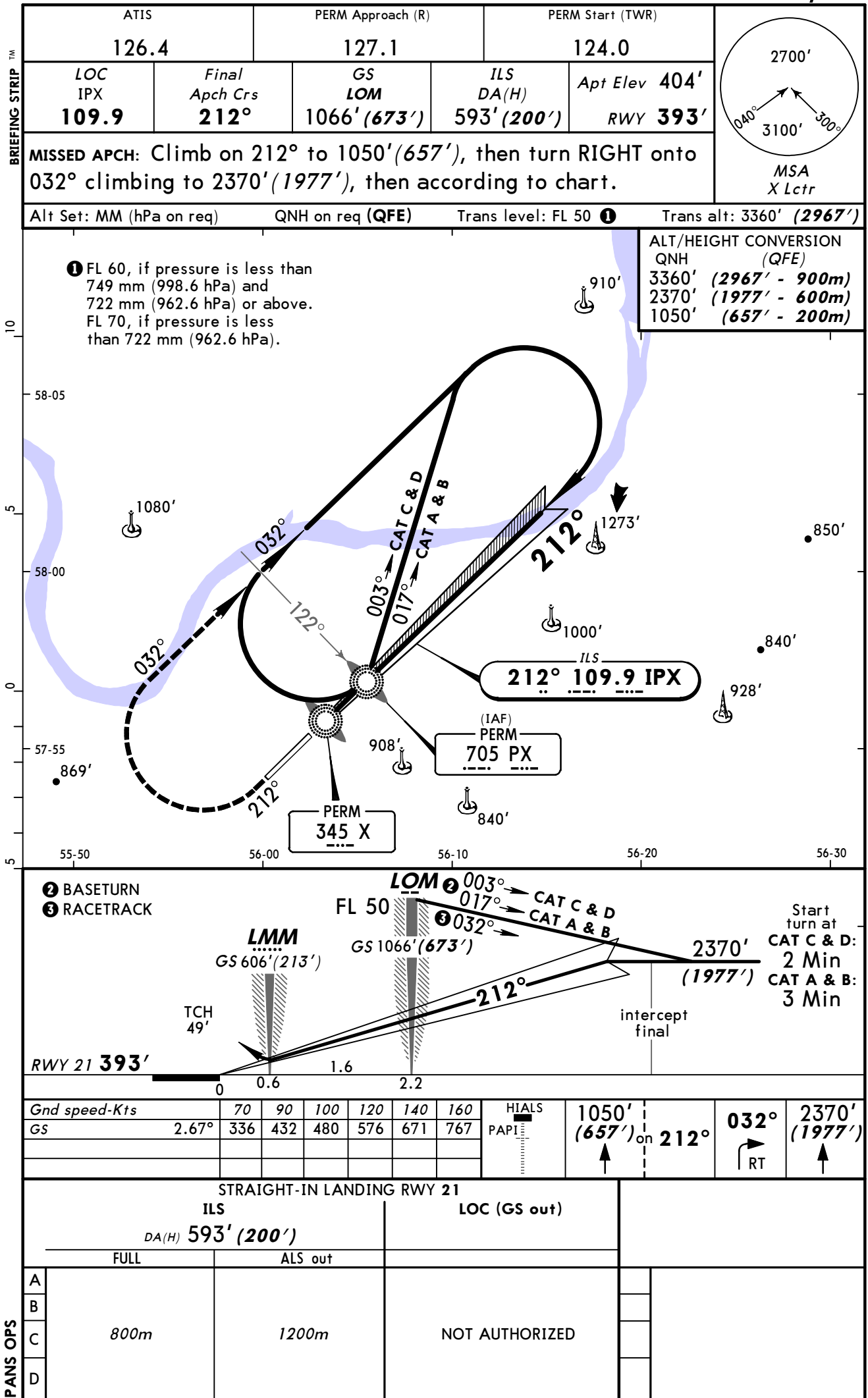
TAKE-OFF RWY 03, 21

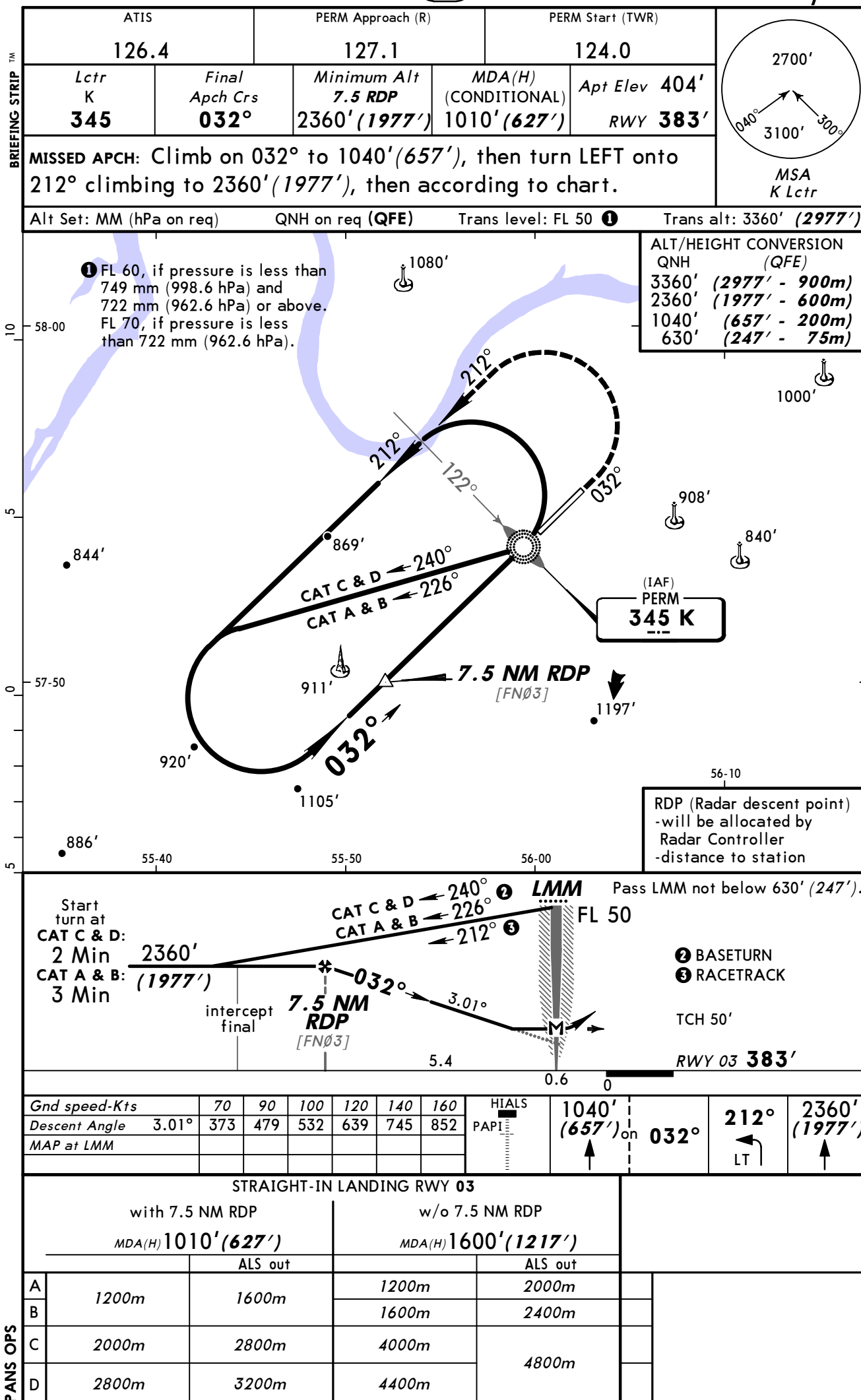
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

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
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	1600' (1217')	1600' (1217')	1600' (1217')	1600' (1217')
	w/o 7.5 NM RDP	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
21	ILS	593' (200')	593' (200')	593' (200')	593' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB	730' (337')	730' (337')	730' (337')	730' (337')
	with 6.4 NM RDP	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	1650' (1257')	1650' (1257')	1650' (1257')	1650' (1257')
	w/o 6.4 NM RDP	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	PX LOM	730' (337')	730' (337')	730' (337')	730' (337')
	with 6.4 NM RDP	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	X LMM	960' (567')	960' (567')	960' (567')	960' (567')
	with 6.4 NM RDP	R1000m	R1200m	R1200m	R1600m
	ALS out	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			
B	250m	400m	500m
C			
D	300m		

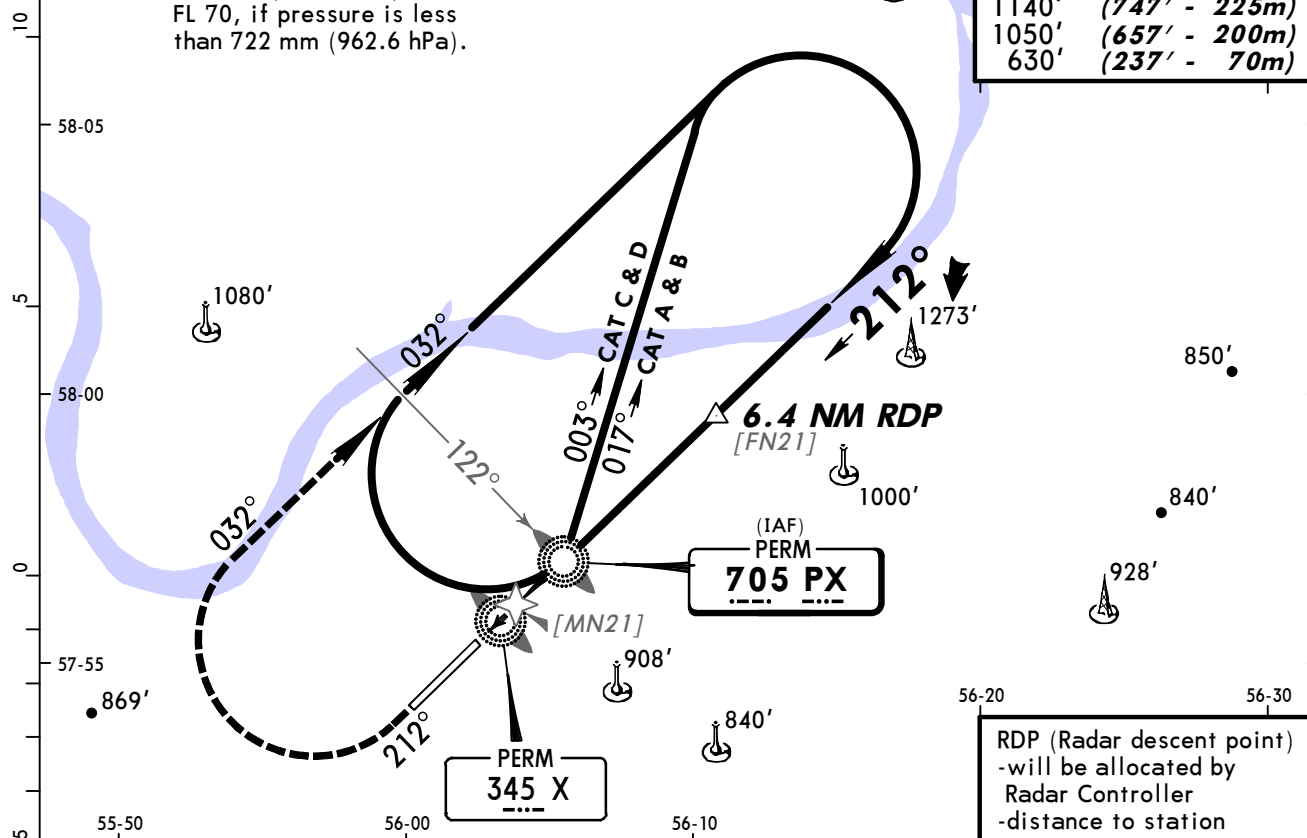




BRIEFING STRIP™

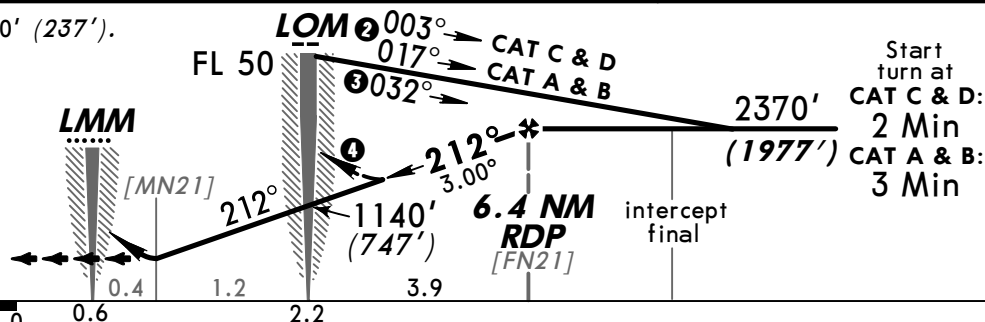
MISSED APCH: Climb on 212° to 1050' (657'), then turn RIGHT onto 032° climbing to 2370' (1977'), then according to chart.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3360'	(2967' - 900m)
2370'	(1977' - 600m)
1140'	(747' - 225m)
1050'	(657' - 200m)
630'	(237' - 70m)



Pass LMM not below 630' (237').

- ② BASETURN
③ RACETRACK
④ 2 NDB w/o
6.4 NM RDP
TCH 49'

RWY 21 **393'**

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

STRAIGHT-IN LANDING RWY 21

		2 NDB		PX LOM		X LMM	
		With 6.4 NM RDP <i>MDA(H)</i> 730'(337')	W/o 6.4 NM RDP <i>MDA(H)</i> 1650'(1257')	With 6.4 NM RDP <i>MDA(H)</i> 730'(337')	With 6.4 NM RDP <i>MDA(H)</i> 960'(567')		
		ALS out	ALS out	ALS out	ALS out		
A	1200m	1600m	2400m	3200m	1200m	1600m	2200m
B			4800m	3000m			
C							
D	1600m		4400m		1600m		2600m

PANS OPS

PERM, (BOLSHOYE SAVINO - USPP)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USPP

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.