(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

List of pages in this Trip Kit

Trip Kit Index
Airport Information For UHPP
Terminal Charts For UHPP
Revision Letter For Cycle 25-2012
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

General Information

Location: Petropavlovsk-Kamchatsky Rus
IATA Code: PKC
Lat/Long: N53° 10.2' E158° 27.2'
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: 2141 Z
Sunset: 0517 Z,

Runway Information

Runway: 16L
Length x Width: 11148 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 114 ft
Lighting: Edge

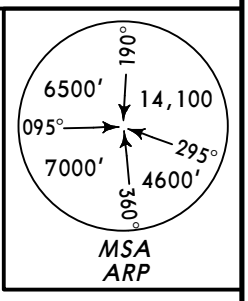
Runway: 34R
Length x Width: 11148 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 131 ft
Lighting: Edge, ALS

Communication Information

ATIS 126.8
Petropavlovsk Start Tower 118.1
Petropavlovsk Krug Radar 119.4

*ATIS	Apt Elev	
126.8	131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***

BAKEN 2 ALFA (BAKEN 2A) *[BAKE2A]*
GANKA 2 ALFA (GANKA 2A) *[GANK2A]*
HALAK 2 ALFA (HALAK 2A) *[HALA2A]*
RWY 34R ARRIVALS



❶ MEA, when under RADAR assistance.
❷ 345° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′(3289′).

BAKEN
N53 39.6 E157 59.6
Between **FL250 & FL110**

GANKA
N53 29.6 E157 45.8
Between **FL250 & FL110**

158°
37
13330
❶6890
BAKEN 2A

138°
35
8730
GANKA 2A

*535 PR
N53 06.8 E158 29.5
At **FL110**
Without RADAR control at FL at or above safe FL
MAX **230 KT**

KHALAKTYRKA
*685 HY
N53 00.0 E158 47.6
BAKEN 2A
GANKA 2A
At 7190′ ***(7059′)***
HALAK 2A
At or above **FL110**

At 5060′ ***(4929′)***

Intercept final at 1450′ ***(1319′)***

129°
13
339°
BAKEN 2A
GANKA 2A
11
298°
9
270°
By ATC
344°
❷
19
187°
HALAK 2A
By ATC

N52 59.5 E158 35.5
(341° brg to PR)
At 3090′ ***(2959′)***

N52 56.5 E158 38.6
At 4070′ ***(3939′)***

N52 52.7 E158 40.8
(341° brg to PR)
At 4070′ ***(3939′)***

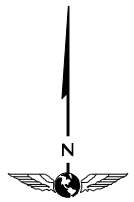
9
298°

N52 52.0 E158 53.3
(323° brg to PR)
At 7190′ ***(7059′)***

RADIUS **1.6**
MAX **215 KT**

ALT/HEIGHT CONVERSION

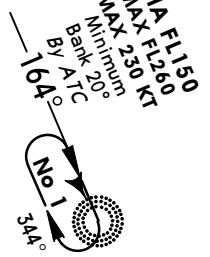
QNH	*(QFE)*
8010′	***(7879′ - 2400m)***
7190′	***(7059′ - 2150m)***
5060′	***(4929′ - 1500m)***
4070′	***(3939′ - 1200m)***
3420′	***(3289′ - 1000m)***
3090′	***(2959′ - 900m)***
1450′	***(1319′ - 400m)***



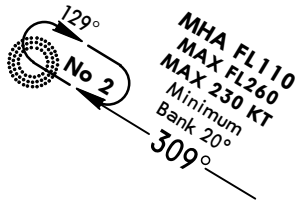
NOT TO SCALE

HOLDINGS OVER

PR



HY



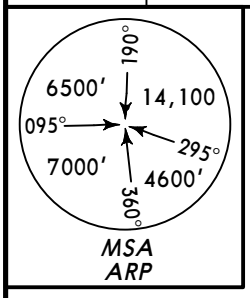
Minimum bank 20° for all turns.

STAR	ROUTING
BAKEN 2A	158° bearing to PR, turn LEFT, 129° bearing from PR to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.
GANKA 2A	138° bearing to PR, turn LEFT, 129° bearing from PR to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.
HALAK 2A By ATC	Turn RIGHT, 187° track to N52 52.0 E158 53.3, turn RIGHT, 298° track to N52 52.7 E158 40.8, turn RIGHT, 344° track to intercept final approach.

CHANGES: STARs revised.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

*ATIS	Apt Elev	
126.8	131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***



KUDER 2 ALFA (KUDER 2A) *[KUDE2A]*
MALKA 2 ALFA (MALKA 2A) *[MK2A]*
RWY 34R ARRIVALS

❶ MEA, when under RADAR assistance.
❷ 345° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′ (3289′).

KUDER
N53 49.0 E158 45.7
Between **FL260 & FL140**

12 243° KUDER 2A

KULOD
N53 42.5 E158 29.2
Between **FL240 & FL140**

186° 22 ❶ 13330 9620

N53 20.9 E158 29.4
At or above **FL140**

*535 PR
N53 06.8 E158 29.5

N
NOT TO SCALE

KUDER 2A
At **FL130**

MALKA 2A
At **FL110**

Without RADAR control at FL at or above safe FL

MAX **230 KT**

MHA FL190
MAX FL260
MAX 230 KT
Minimum Bank 20°
117° No 3 297°

117° 37 ❶ 8730 6630 **MALKA 2A**

MHA FL150
MAX FL260
MAX 230 KT
Minimum Bank 20°
By ATC

❶ 13330 9620 14 164° No 1 344°

MALKA
*345 MK
N53 19.6 E157 32.2
Between **FL250 & FL110**

Intercept final at 1450′ ***(1319′)***

129° **MALKA 2A** 13

125° 13 **KUDER 2A**

339°

KHALAKTYRKA
*685 HY
N53 00.0 E158 47.6
At 7190′ ***(7059′)***

N52 59.5 E158 35.5
(341° brg to PR)
At 3090′ ***(2959′)***

11 298°
9 270° By ATC
344°

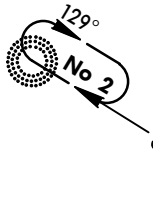
RADIUS **1.6**
MAX **215 KT**

At 5060′ ***(4929′)***

N52 56.5 E158 38.6
At 4070′ ***(3939′)***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
8010′	***(7879′ - 2400m)***
7190′	***(7059′ - 2150m)***
5060′	***(4929′ - 1500m)***
4070′	***(3939′ - 1200m)***
3420′	***(3289′ - 1000m)***
3090′	***(2959′ - 900m)***
1450′	***(1319′ - 400m)***

HOLDING OVER HY



Minimum bank 20° for all turns.

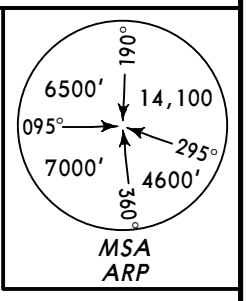
STAR	ROUTING
KUDER 2A	To KULOD, intercept 186° bearing via N53 20.9 E158 29.4 to PR, turn LEFT, intercept 125° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.
MALKA 2A	117° bearing from MK to PR, turn RIGHT, 129° bearing from PR to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.

CHANGES: STARs revised.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

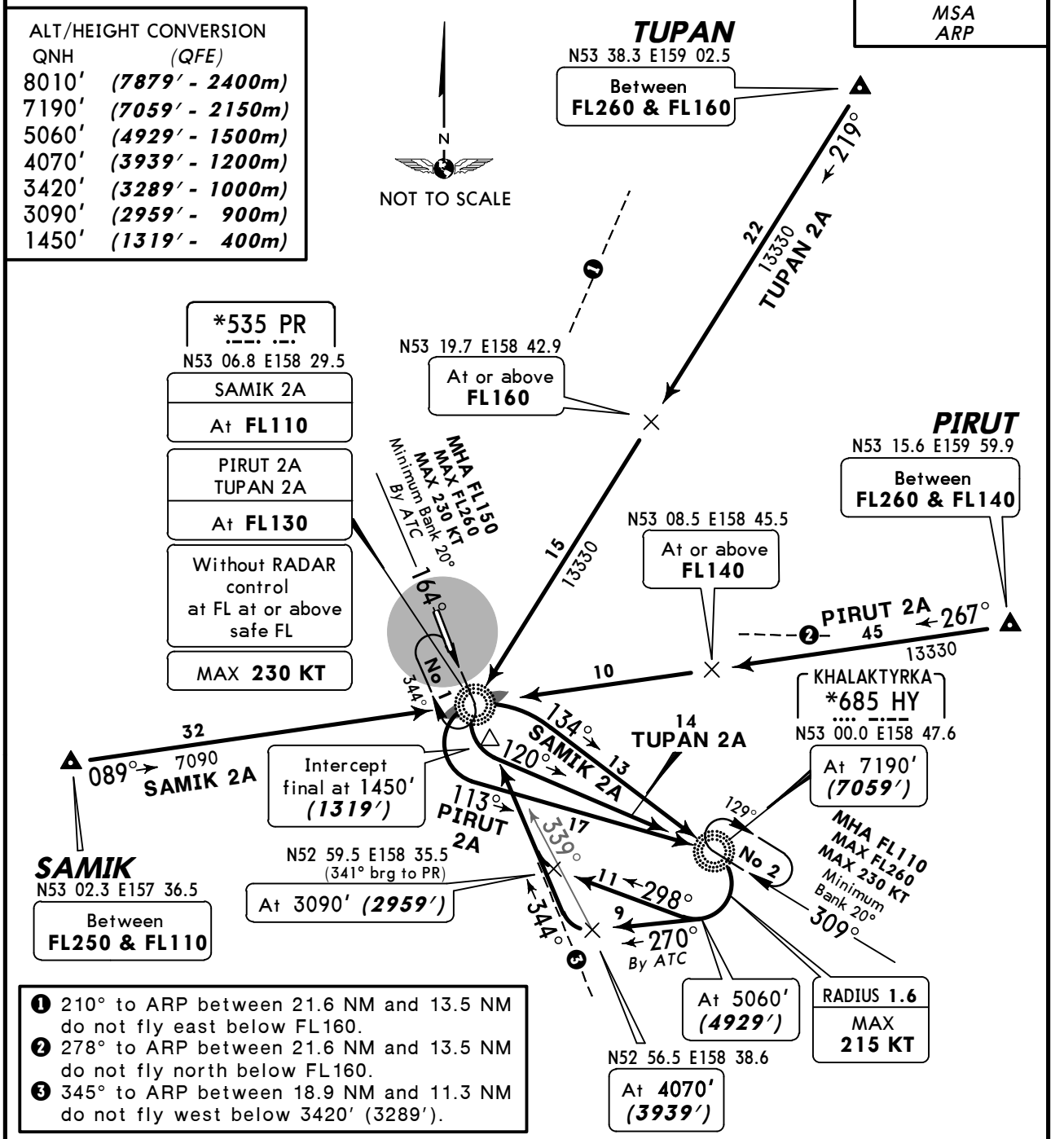
*ATIS	Apt Elev	
126.8	131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***

PIRUT 2 ALFA (PIRUT 2A) *[PIRU2A]*
SAMIK 2 ALFA (SAMIK 2A) *[SAMI2A]*
TUPAN 2 ALFA (TUPAN 2A) *[TUPA2A]*
RWY 34R ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010′	***(7879′ - 2400m)***
7190′	***(7059′ - 2150m)***
5060′	***(4929′ - 1500m)***
4070′	***(3939′ - 1200m)***
3420′	***(3289′ - 1000m)***
3090′	***(2959′ - 900m)***
1450′	***(1319′ - 400m)***



❶ 210° to ARP between 21.6 NM and 13.5 NM do not fly east below FL160.
❷ 278° to ARP between 21.6 NM and 13.5 NM do not fly north below FL160.
❸ 345° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′ (3289′).

Minimum bank 20° for all turns.

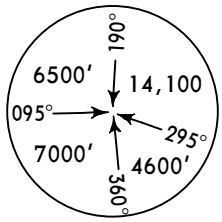
STAR	ROUTING
PIRUT 2A	267° bearing via N53 08.5 E158 45.5 to PR, turn LEFT, intercept 113° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.
SAMIK 2A	089° bearing to PR, turn RIGHT, intercept 134° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.
TUPAN 2A	219° bearing via N53 19.7 E158 42.9 to PR, turn LEFT, intercept 120° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.

CHANGES: STARs revised.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

*ATIS	Apt Elev	
126.8	131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***

BAKEN 2 BRAVO (BAKEN 2B) *[BAKE2B]*
BIRGA 2 BRAVO (BIRGA 2B) *[BIRG2B]*
GANKA 2 BRAVO (GANKA 2B) *[GANK2B]*
RWY 34R ARRIVALS



❶ MEA, when under RADAR assistance.
❷ 345° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′ (3289′).

BAKEN
N53 39.6 E157 59.6
Between **FL250 & FL110**

GANKA
N53 29.6 E157 45.8
Between **FL250 & FL110**

158° 37 13330 ❶6890 BAKEN 2B

138° 35 8730 GANKA 2B

N
NOT TO SCALE

*535 PR
N53 06.8 E158 29.5
At **FL110**
Without RADAR control at FL at or above safe FL
MAX **230 KT**

180° 14

Intercept final at 1450′ ***(1319′)***

N52 54.3
E158 38.2
(344° brg to PR)
At 4400′ ***(4269′)***

BIRGA
N52 52.8 E158 32.4
At 7190′ ***(7059′)***
MAX **215 KT**

8 BAKEN 2B GANKA 2B

164° BIRGA 2B By ATC 10

RADIUS 1.9

16 344°

N52 43.9 E158 38.5
(353° brg to PR)
At 7190′ ***(7059′)***
MAX **215 KT**

HOLDING OVER PR

164° No 1 344°
MHA FL150
MAX FL260
MAX 230 KT
Minimum Bank 20°
By ATC

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
8010′	***(7879′ - 2400m)***
7190′	***(7059′ - 2150m)***
4400′	***(4269′ - 1300m)***
3420′	***(3289′ - 1000m)***
1450′	***(1319′ - 400m)***

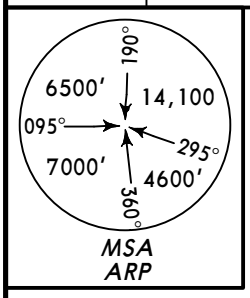
Minimum bank 20° for all turns.

STAR	ROUTING
BAKEN 2B	158° bearing to PR, turn RIGHT, 180° bearing to BIRGA, turn LEFT to N52 54.3 E158 38.2, turn LEFT, 344° track to intercept final approach.
BIRGA 2B By ATC	On 164° track to N52 43.9 E158 38.5, turn LEFT, 344° track via N52 54.3 E158 38.2 to intercept final approach.
GANKA 2A	138° bearing to PR, turn RIGHT, 180° bearing to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.

CHANGES: STARs revised.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

*ATIS	Apt Elev	
126.8	131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***



KUDER 2 BRAVO (KUDER 2B) *[KUDE2B]*
MALKA 2 BRAVO (MALKA 2B) *[MK2B]*
RWY 34R ARRIVALS

❶ MEA, when under RADAR assistance.
❷ 345° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′ (3289′).

KUDER
N53 49.0 E158 45.7

243° 12 KUDER 2B

KULOD
N53 42.5 E158 29.2
Between
FL240 & FL140

186° 22 ❶ 13330 9620

N

NOT TO SCALE

N53 20.9 E158 29.4
At or above
FL140

14 ❶ 13330 9620

MHA FL190
MAX FL260
MAX 230 KT
Minimum Bank 20°
117°
No 3
297°
117°
37
8730
❶ 6630
MALKA 2B

MHA FL150
MAX FL260
MAX 230 KT
Minimum Bank 20° By ATC
164°
No 1
344°

MALKA
*345 MK
N53 19.6 E157 32.2
Between
FL250 & FL110

*535 PR
N53 06.8 E158 29.5

KUDER 2B
At **FL130**
MALKA 2B
At **FL110**
Without RADAR control at FL at or above safe FL
MAX **230 KT**

Intercept final at
1450′ ***(1319′)***

186° 14 KUDER 2B
180° 15 MALKA 2B
344° ❷

N52 54.3
E158 38.2
(344° brg to PR)
At 4400′
(4269′)

BIRGA
N52 52.8 E158 32.4
At 7190′ ***(7059′)***
MAX **215 KT**

8
RADIUS
1.9

ALT/HEIGHT CONVERSION

QNH	(QFE)
8010′	***(7879′ - 2400m)***
7190′	***(7059′ - 2150m)***
4400′	***(4269′ - 1300m)***
3420′	***(3289′ - 1000m)***
1450′	***(1319′ - 400m)***

Minimum bank 20° for all turns.

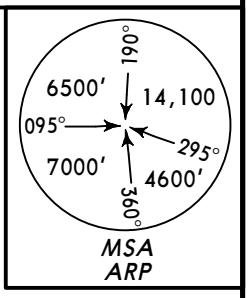
STAR	ROUTING
KUDER 2B	To KULOD intercept 186° bearing via N53 20.9 E158 29.4 to PR, turn LEFT, 180° bearing to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.
MALKA 2B	117° bearing to PR, turn RIGHT, 186° track to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.

CHANGES: STARs revised.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

*ATIS	Apt Elev	
126.8	131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***

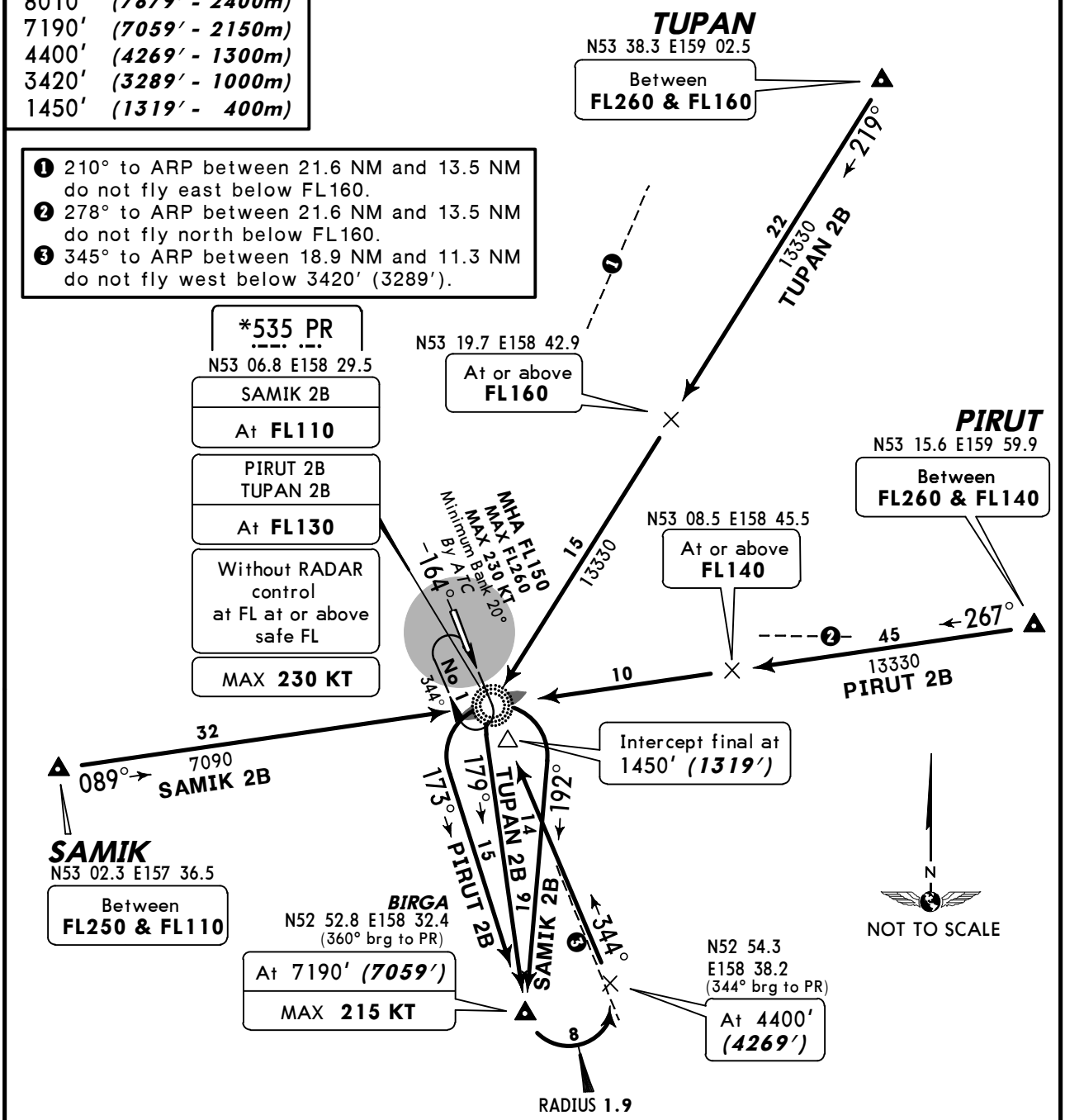
PIRUT 2 BRAVO (PIRUT 2B) *[PIRU2B]*
SAMIK 2 BRAVO (SAMIK 2B) *[SAMI2B]*
TUPAN 2 BRAVO (TUPAN 2B) *[TUPA2B]*
RWY 34R ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010′	***(7879′ - 2400m)***
7190′	***(7059′ - 2150m)***
4400′	***(4269′ - 1300m)***
3420′	***(3289′ - 1000m)***
1450′	***(1319′ - 400m)***

❶ 210° to ARP between 21.6 NM and 13.5 NM do not fly east below FL160.
❷ 278° to ARP between 21.6 NM and 13.5 NM do not fly north below FL160.
❸ 345° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′ (3289′).



Minimum bank 20° for all turns.

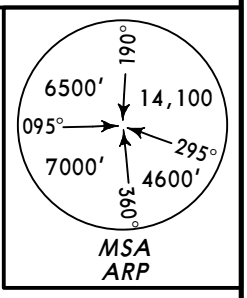
STAR	ROUTING
PURIT 2B	267° bearing via N53 08.5 E158 45.5 to PR, turn LEFT, 173° track to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.
SAMIK 2B	089° bearing to PR, turn RIGHT, 192° track to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.
TUPAN 2B	219° bearing via N53 19.7 E158 42.9 to PR, turn LEFT, 179° track to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.

CHANGES: STARs revised.

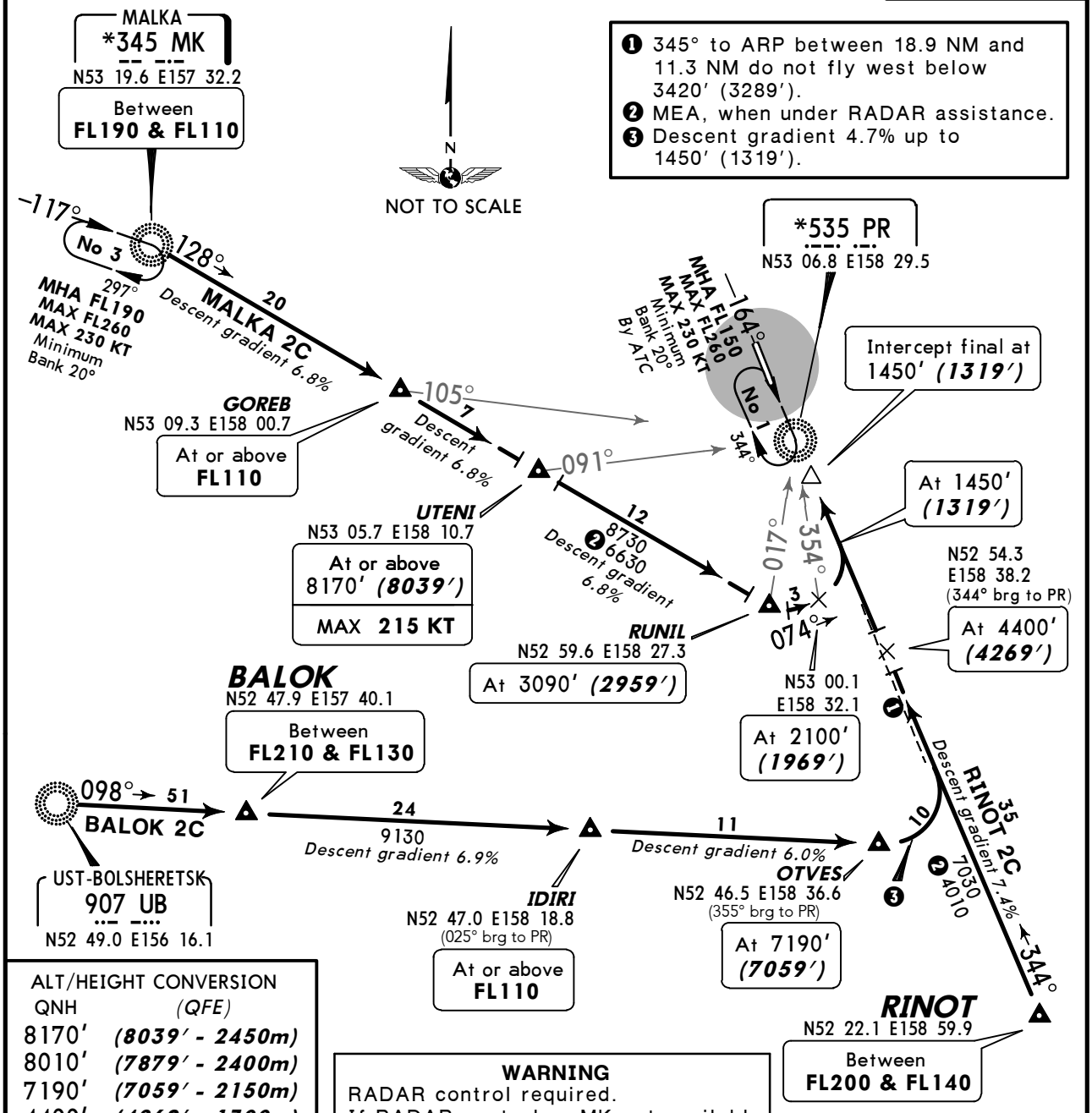
© JEPPESEN, 2008, 2012. ALL RIGHTS RESERVED.

*ATIS	Apt Elev	
126.8	131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***

BALOK 2 CHARLIE (BALOK 2C) *[BALO2C]*
MALKA 2 CHARLIE (MALKA 2C) *[MK2C]*
RINOT 2 CHARLIE (RINOT 2C) *[RINO2C]*
RWY 34R ARRIVALS
BY ATC



❶ 345° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′ (3289′).
❷ MEA, when under RADAR assistance.
❸ Descent gradient 4.7% up to 1450′ (1319′).



ALT/HEIGHT CONVERSION

QNH	(QFE)
8170′	***(8039′ - 2450m)***
8010′	***(7879′ - 2400m)***
7190′	***(7059′ - 2150m)***
4400′	***(4269′ - 1300m)***
3420′	***(3289′ - 1000m)***
3090′	***(2959′ - 900m)***
2100′	***(1969′ - 600m)***
1450′	***(1319′ - 400m)***

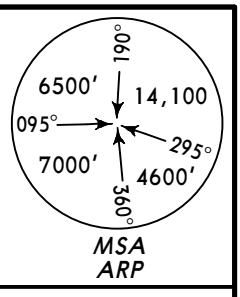
WARNING
RADAR control required.
If RADAR control or MK not available, proceed to PR, join holding at or above the safe flight level, then as directed by ATC.

STAR	ROUTING
BALOK 2C	098° bearing via BALOK and IDIRI to OTVES, turn LEFT, 344° track to intercept final approach.
MALKA 2C	128° bearing via GOREB and UTENI to RUNIL, turn LEFT, 074° track to N53 00.1 E158 32.1, turn LEFT, 344° track to intercept final approach.
RINOT 2C	344° track to intercept final approach.

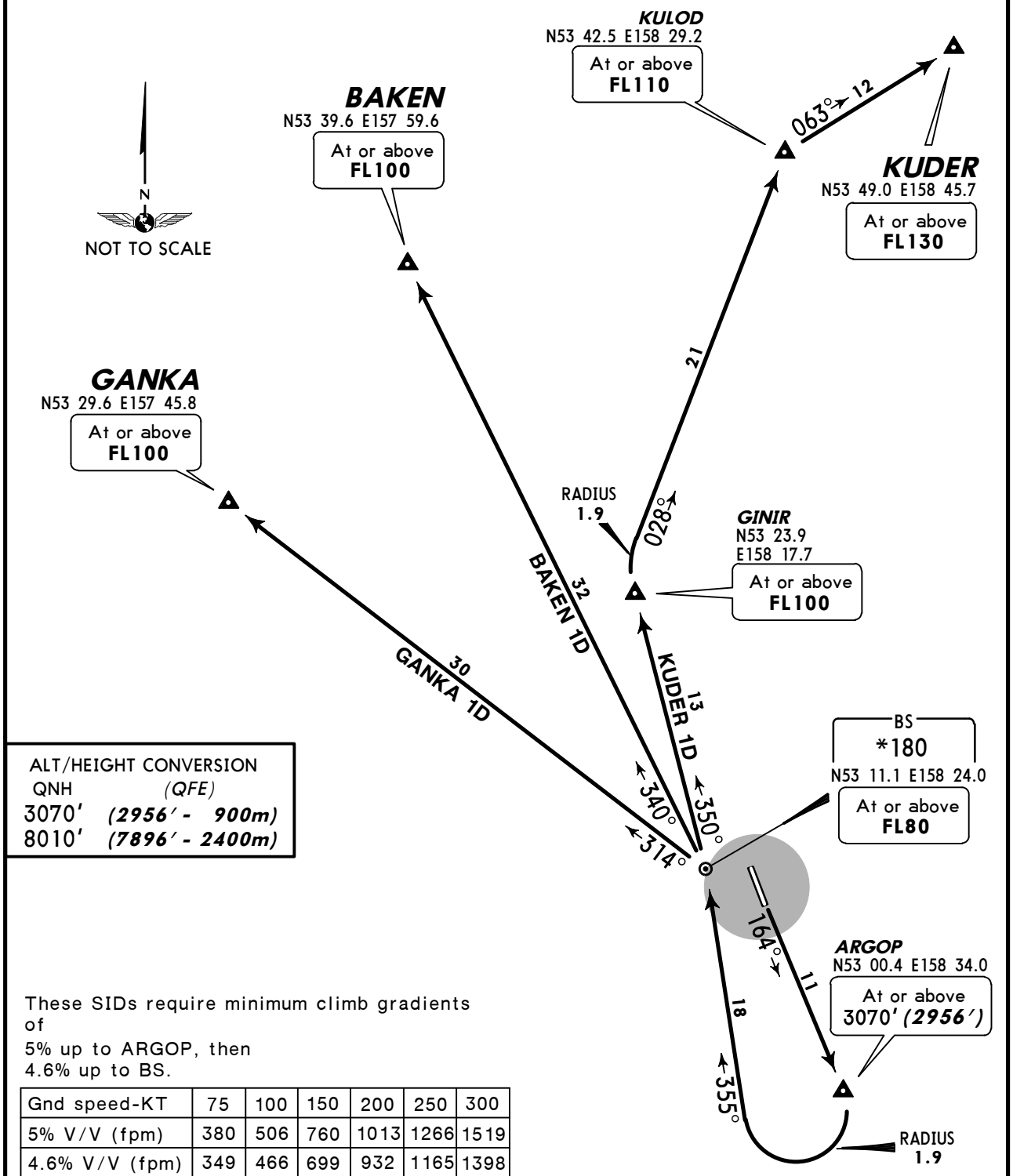
CHANGES: STARs revised.

© JEPPESEN, 2008, 2012. ALL RIGHTS RESERVED.

Apt Elev 131′	QNH on request **(QFE)** Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7896′)***



BAKEN 1D *[BAKE1D]*
GANKA 1D *[GANK1D]*
KUDER 1D *[KUDE1D]*
RWY 16L DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
3070′	***(2956′ - 900m)***
8010′	***(7896′ - 2400m)***

These SIDs require minimum climb gradients of
5% up to ARGOP, then
4.6% up to BS.

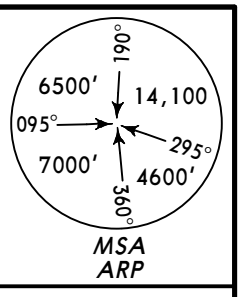
Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519
4.6% V/V (fpm)	349	466	699	932	1165	1398

SID	ROUTING
BAKEN 1D	Climb straight ahead to ARGOP, turn RIGHT, 355° track to BS, turn LEFT, 340° track to BAKEN.
GANKA 1D	Climb straight ahead to ARGOP, turn RIGHT, 355° track to BS, turn LEFT, 314° track to GANKA.
KUDER 1D	Climb straight ahead to ARGOP, turn RIGHT, 355° track to BS, turn LEFT, 350° track to GINIR, turn RIGHT, 028° track to KULOD, then to KUDER.

CHANGES: SIDs revised.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

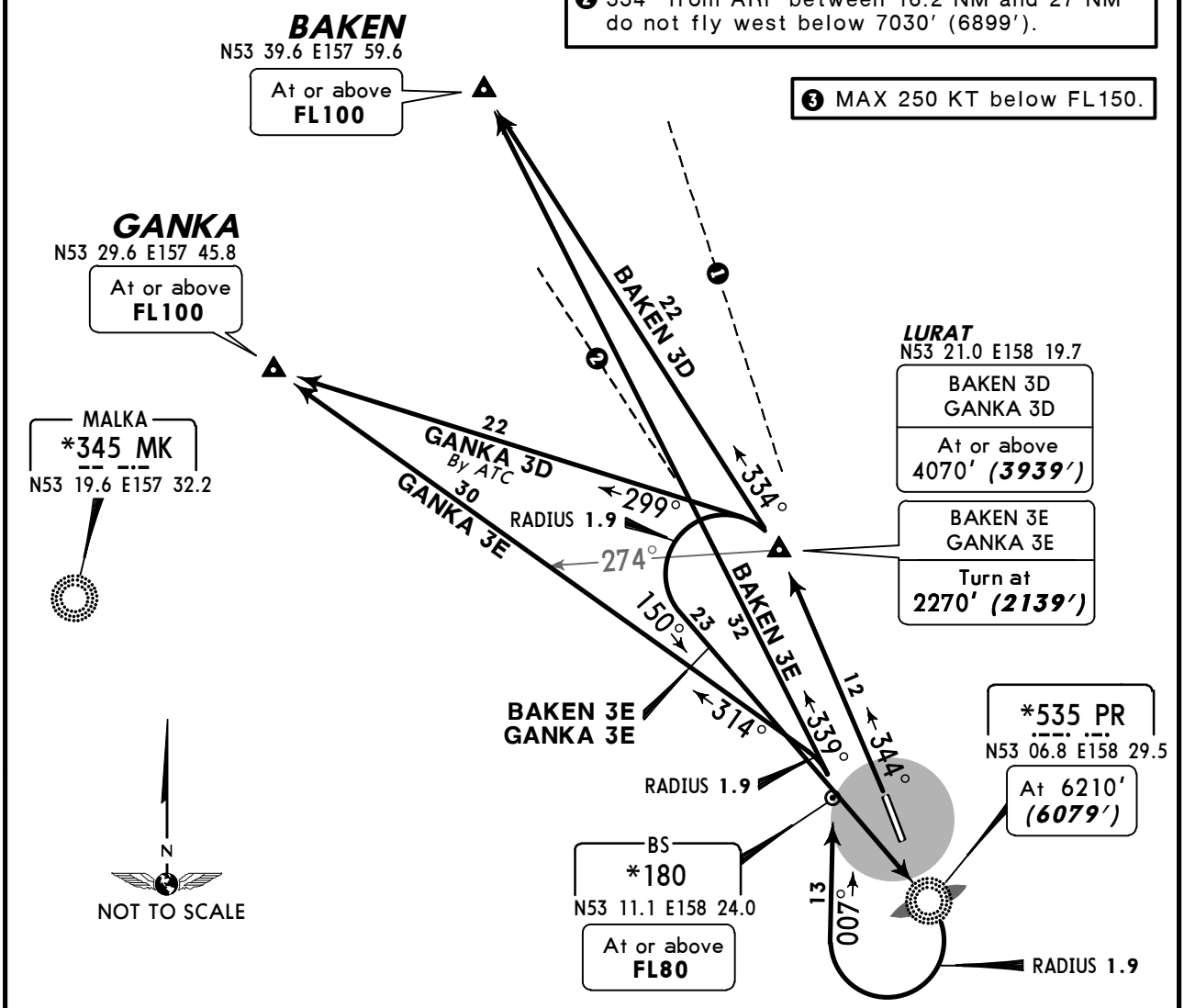
Apt Elev 131′	QNH on request **(QFE)** Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***



BAKEN 3D *[BAKE3D]*, BAKEN 3E *[BAKE3E]* ❸
GANKA 3D *[GANK3D]*, GANKA 3E *[GANK3E]* ❸
RWY 34R DEPARTURES

❶ 349° from ARP between 14.6 NM and 29.7 NM do not fly east below 7190′ (7059′).
❷ 334° from ARP between 16.2 NM and 27 NM do not fly west below 7030′ (6899′).

❸ MAX 250 KT below FL150.



BAKEN 3D

This SID requires minimum climb gradients of
6% up to LURAT, then
4.5% up to BAKEN.

Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823
4.5% V/V (fpm)	342	456	684	911	1139	1367

ALT/HEIGHT CONVERSION

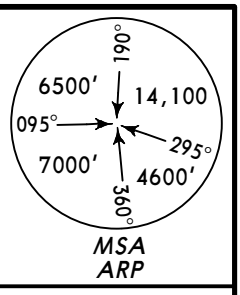
QNH	*(QFE)*
2270′	***(2139′ - 650m)***
4070′	***(3939′ - 1200m)***
6210′	***(6079′ - 1850m)***
7030′	***(6899′ - 2100m)***
7190′	***(7059′ - 2150m)***
8010′	***(7879′ - 2400m)***

SID	ROUTING
BAKEN 3D	Climb straight ahead to LURAT, turn LEFT, 334° track to BAKEN.
BAKEN 3E ❸	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, 339° track to BAKEN.
GANKA 3D *By ATC*	Climb straight ahead to LURAT, turn LEFT, 299° track to GANKA.
GANKA 3E ❸	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, 314° track to GANKA.

CHANGES: SIDs revised.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

Apt Elev 131′	QNH on request **(QFE)** Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***

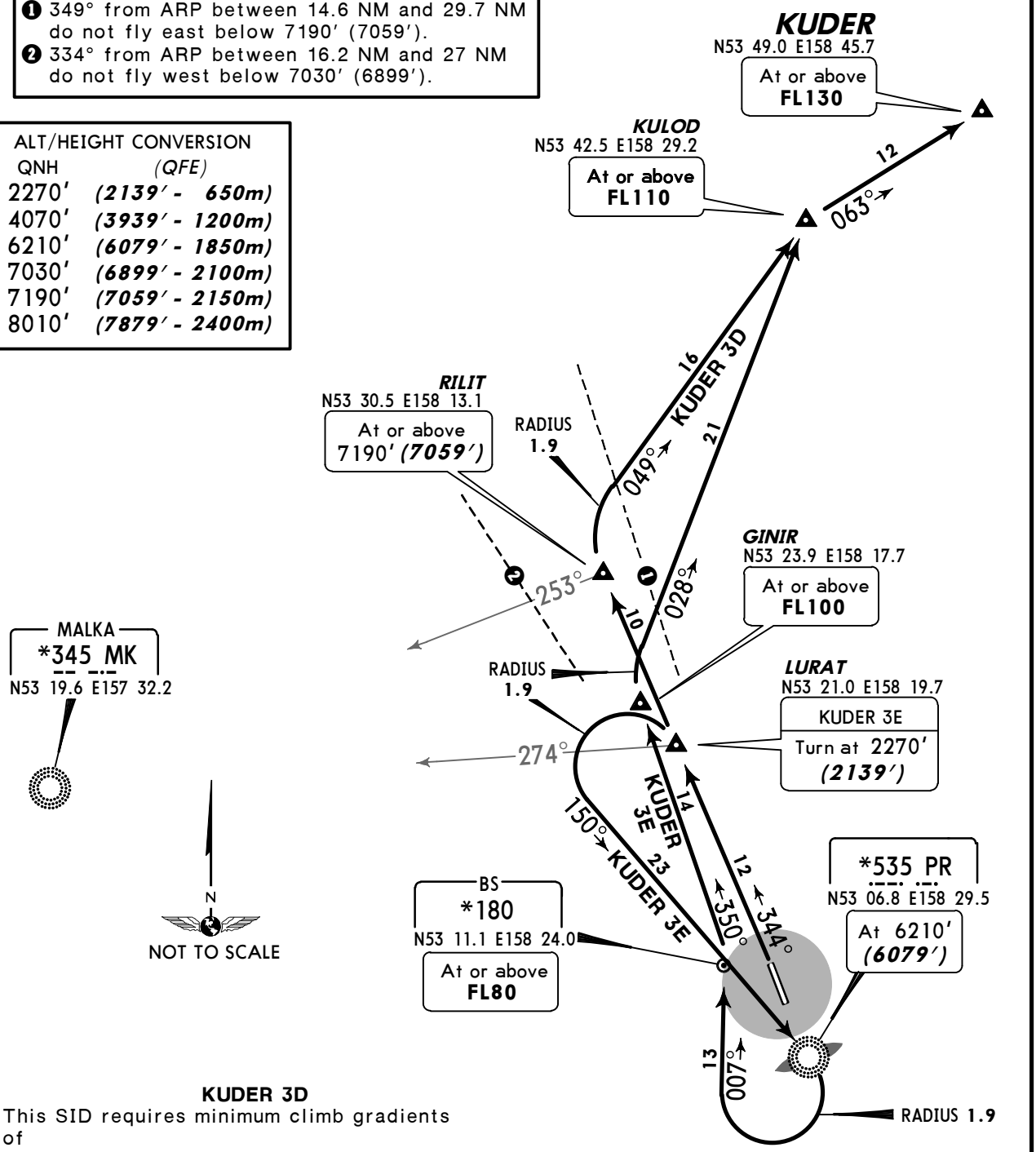


KUDER 3D *[KUDE3D]*, KUDER 3E *[KUDE3E]* ❸
RWY 34R DEPARTURES

❶ 349° from ARP between 14.6 NM and 29.7 NM do not fly east below 7190′ (7059′).
❷ 334° from ARP between 16.2 NM and 27 NM do not fly west below 7030′ (6899′).

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2270′	***(2139′ - 650m)***
4070′	***(3939′ - 1200m)***
6210′	***(6079′ - 1850m)***
7030′	***(6899′ - 2100m)***
7190′	***(7059′ - 2150m)***
8010′	***(7879′ - 2400m)***



KUDER 3D
This SID requires minimum climb gradients of
6% up to 4070′ (3939′) at LURAT, then
5% up to RILIT.

Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823
5% V/V (fpm)	380	506	760	1013	1266	1519

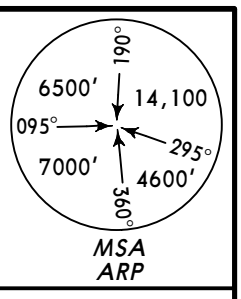
❸ MAX 250 KT below FL150.

SID	ROUTING
KUDER 3D	Climb straight ahead to RILIT, turn RIGHT, 049° track to KULOD, then to KUDER.
KUDER 3E ❸	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, 350′ track to GINIR, turn RIGHT, 028° track to KULOD, then to KUDER.

CHANGES: SIDs revised.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

Apt Elev 131′	QNH on request **(QFE)** Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7896′)***



MALKA 1D *[MK1D]*
RINOT 1D *[RINO1D]*
RWY 16L DEPARTURES

MALKA
*345 MK
N53 19.6 E157 32.2
At or above
FL100

N
NOT TO SCALE

33
MALKA 1D
289°

BS
*180
N53 11.1 E158 24.0
At or above
FL80

*535 PR
N53 06.8 E158 29.5
RINOT 1D
At 780′ ***(666′)***

164°
4
164°
7
18
355°

ARGOP
N53 00.4 E158 34.0
MALKA 1D
Turn
at or above
3070′ ***(2956′)***

RADIUS
1.9

42
RINOT 1D
By ATC

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
780′	***(666′ - 200m)***
3070′	***(2956′ - 900m)***
3400′	***(3286′ - 1000m)***
8010′	***(7896′ - 2400m)***

❶ 165° from ARP between 11.3 NM and 18.9 NM do not fly west below 3400′ (3286′).

RINOT
N52 22.1 E158 59.9
At or above
FL130

MALKA 1D
This SID requires minimum climb gradients of
5% up to ARGOP, then
4.6% up to BS.

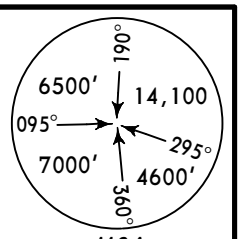
Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519
4.6% V/V (fpm)	349	466	699	932	1165	1398

SID	ROUTING
MALKA 1D	Climb straight ahead to ARGOP, turn RIGHT, 355° track to BS, turn LEFT, intercept 289° bearing to MK.
RINOT 1D By ATC	Climb straight ahead to 780′ (666′), intercept 164° bearing from PR to RINOT.

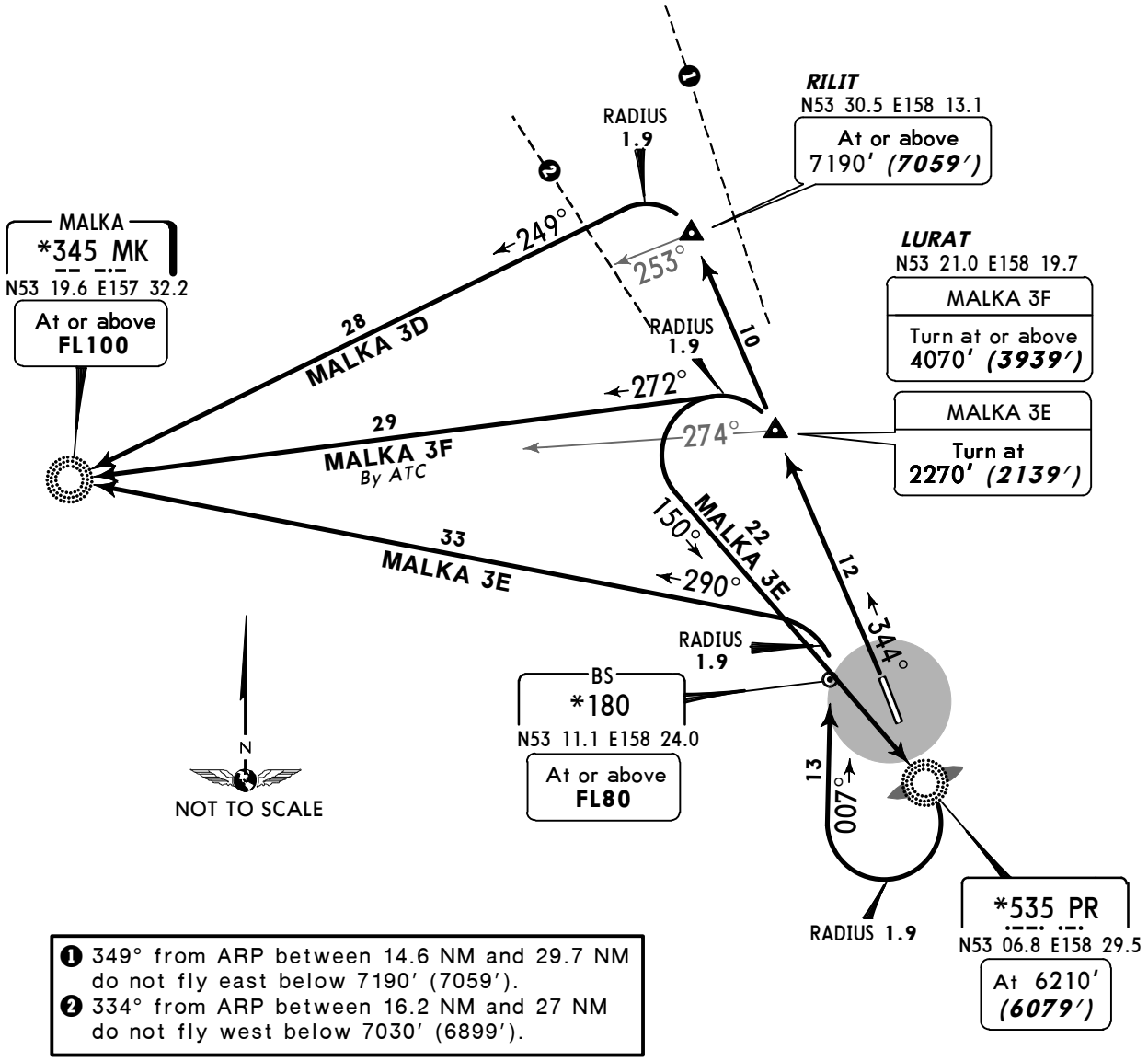
CHANGES: SIDs revised.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

Apt Elev 131′	QNH on request **(QFE)** Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***



MALKA 3D *[MK3D]*, MALKA 3E *[MK3E]*❸
MALKA 3F *[MK3F]*
RWY 34R DEPARTURES



❶ 349° from ARP between 14.6 NM and 29.7 NM do not fly east below 7190′ (7059′).
❷ 334° from ARP between 16.2 NM and 27 NM do not fly west below 7030′ (6899′).

❸ MAX 250 KT below FL150.

These SIDs require minimum climb gradients of
MALKA 3D: 6% up to 4070′ (3939′) at LURAT, then 5% up to RILIT.
MALKA 3F: 6% up to 4070′ (3939′).

Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823
5% V/V (fpm)	380	506	760	1013	1266	1519

ALT/HEIGHT CONVERSION

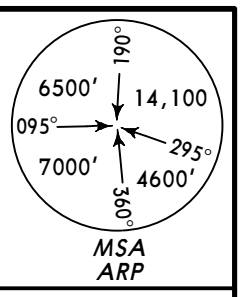
QNH	(QFE)
2270′	***(2139′ - 650m)***
4070′	***(3939′ - 1200m)***
6210′	***(6079′ - 1850m)***
7030′	***(6899′ - 2100m)***
7190′	***(7059′ - 2150m)***
8010′	***(7879′ - 2400m)***

SID	ROUTING
MALKA 3D	Climb straight ahead to RILIT, turn LEFT, intercept 249° bearing to MK.
MALKA 3E ❸	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, intercept 290° bearing to MK.
MALKA 3F By ATC	Climb straight ahead to LURAT, turn LEFT, intercept 272° bearing to MK.

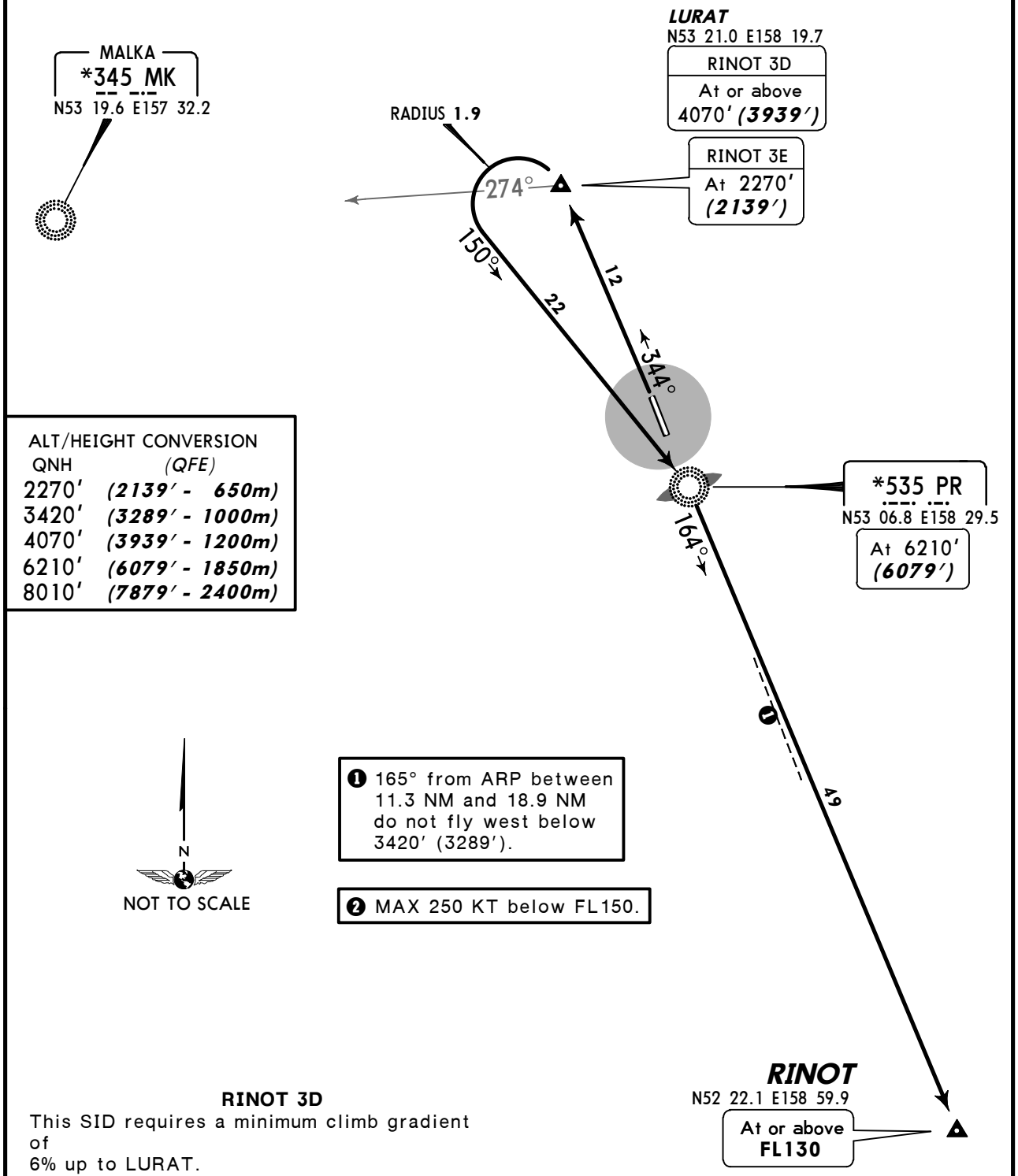
CHANGES: SIDs revised.

© JEPPESEN, 2005, 2012. ALL RIGHTS RESERVED.

Apt Elev 131′	QNH on request **(QFE)** Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***



RINOT 3D *[RINO3D]*, RINOT 3E *[RINO3E]* ❷
RWY 34R DEPARTURES
BY ATC



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2270′	***(2139′ - 650m)***
3420′	***(3289′ - 1000m)***
4070′	***(3939′ - 1200m)***
6210′	***(6079′ - 1850m)***
8010′	***(7879′ - 2400m)***

❶ 165° from ARP between 11.3 NM and 18.9 NM do not fly west below 3420′ (3289′).

❷ MAX 250 KT below FL150.

RINOT 3D

This SID requires a minimum climb gradient of
6% up to LURAT.

Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823

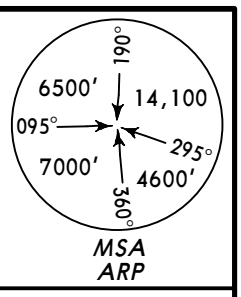
ROUTING

Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 164° bearing to RINOT.

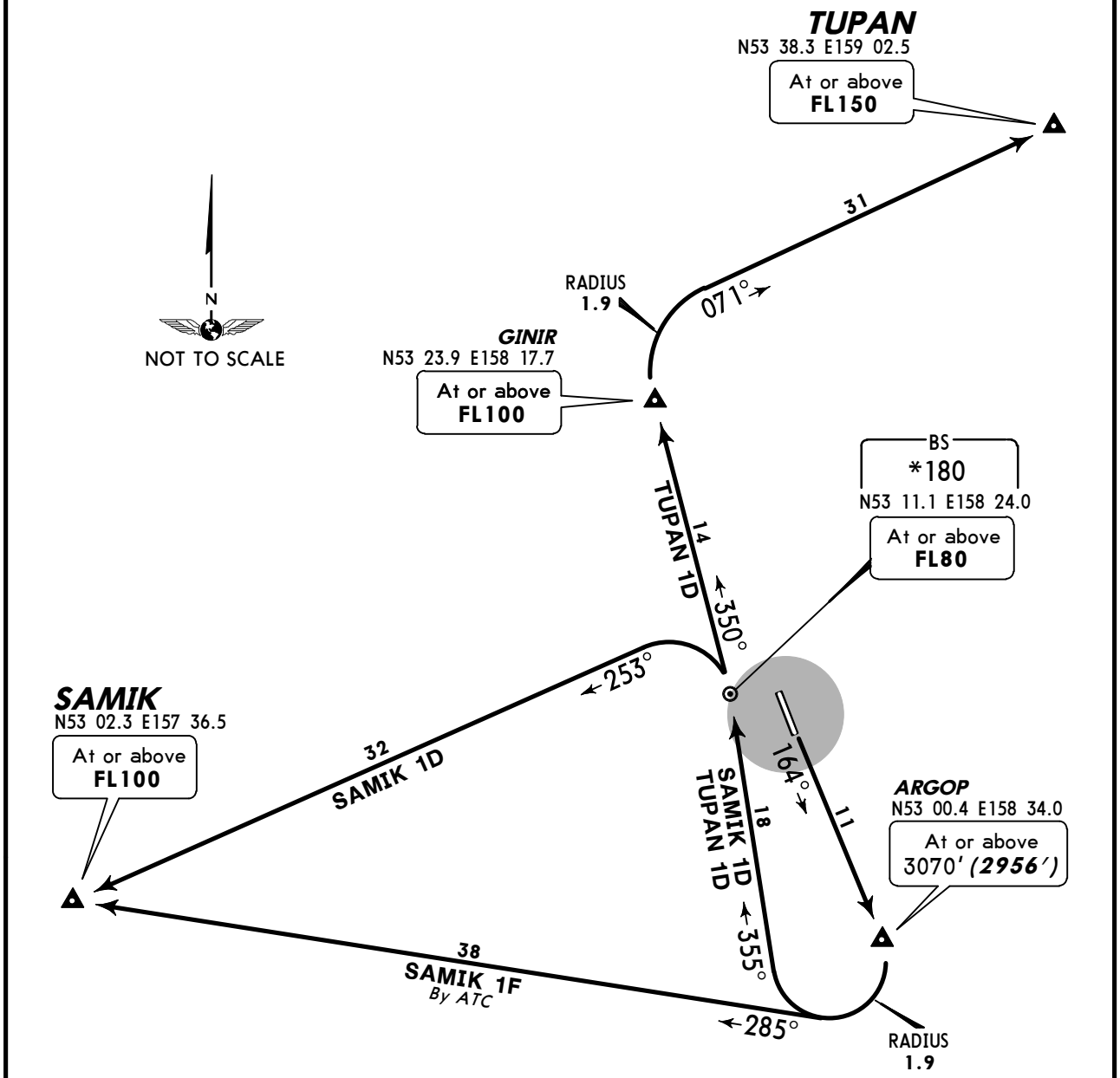
CHANGES: SIDs revised.

© JEPPESEN, 2008, 2012. ALL RIGHTS RESERVED.

Apt Elev 131′	QNH on request **(QFE)** Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7896′)***



SAMIK 1D *[SAMI1D]*, SAMIK 1F *[SAMI1F]*
TUPAN 1D *[TUPA1D]*
RWY 16L DEPARTURES



These SIDs require minimum climb gradients of

SAMIK 1D, TUPAN 1D: 5% up to ARGOP, then 4.6% up to BS.

SAMIK 1F: 5% up to ARGOP.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519
4.6% V/V (fpm)	349	466	699	932	1165	1398

ALT/HEIGHT CONVERSION

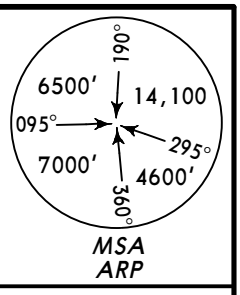
QNH	*(QFE)*
3070′	***(2956′ - 900m)***
8010′	***(7896′ - 2400m)***

SID	ROUTING
SAMIK 1D	Climb straight ahead to ARGOP, turn RIGHT, 355° track to BS, turn LEFT, 253° track to SAMIK.
SAMIK 1F By ATC	Climb straight ahead to ARGOP, turn RIGHT, 285° track to SAMIK.
TUPAN 1D	Climb straight ahead to ARGOP, turn RIGHT, 355° track to BS, turn LEFT, 350° track to GINIR, turn RIGHT, 071° track to TUPAN.

CHANGES: SIDs revised.

© JEPPESEN, 2008, 2012. ALL RIGHTS RESERVED.

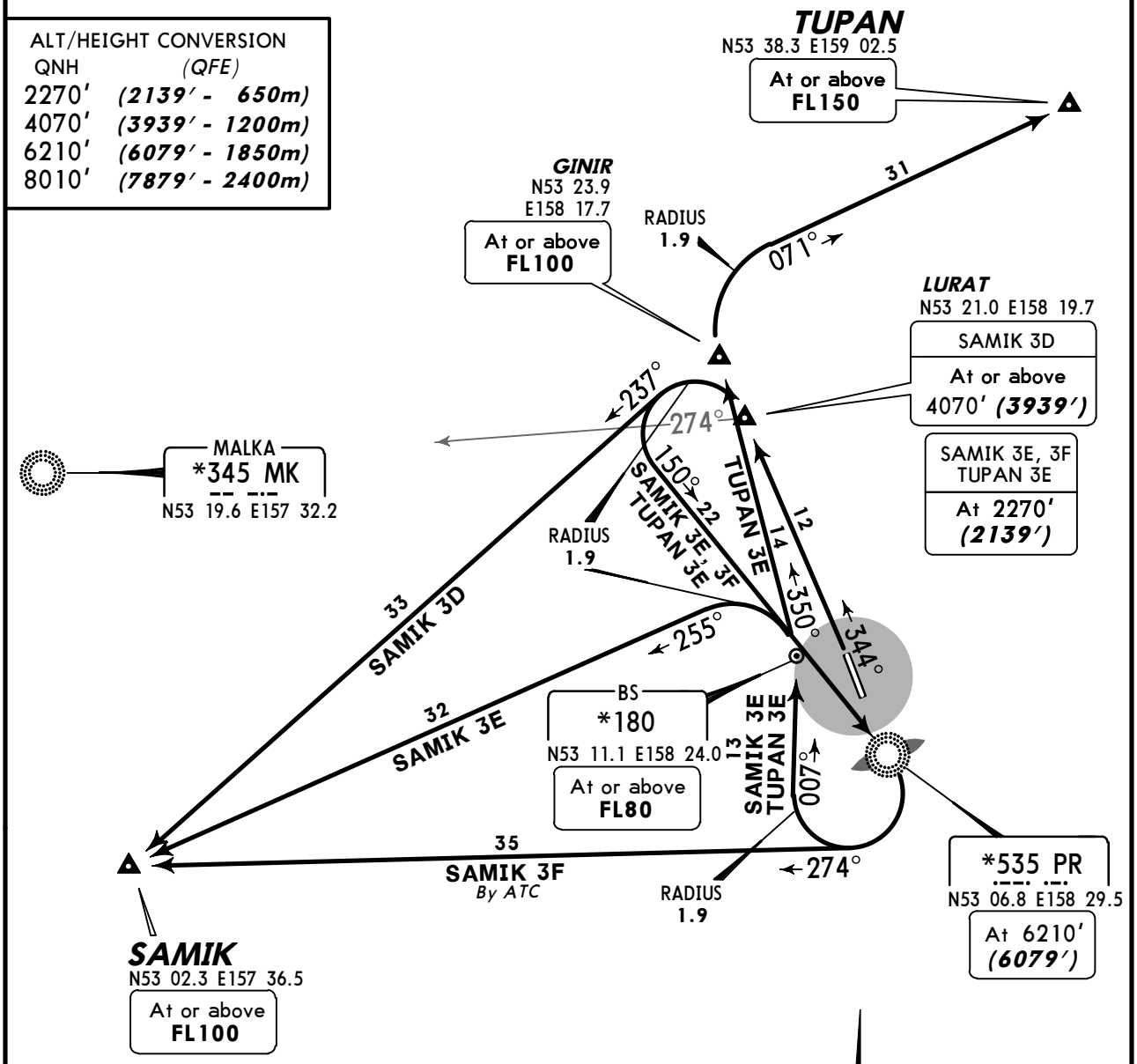
Apt Elev 131′	QNH on request **(QFE)** Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***



SAMIK 3D *[SAMI3D]*, SAMIK 3E *[SAMI3E]* ❶ SAMIK 3F *[SAMI3F]* ❶, TUPAN 3E *[TUPA3E]* ❶ RWY 34R DEPARTURES

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2270′	***(2139′ - 650m)***
4070′	***(3939′ - 1200m)***
6210′	***(6079′ - 1850m)***
8010′	***(7879′ - 2400m)***



SAMIK 3D
This SID requires a minimum climb gradient of
6% up to LURAT.

Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823

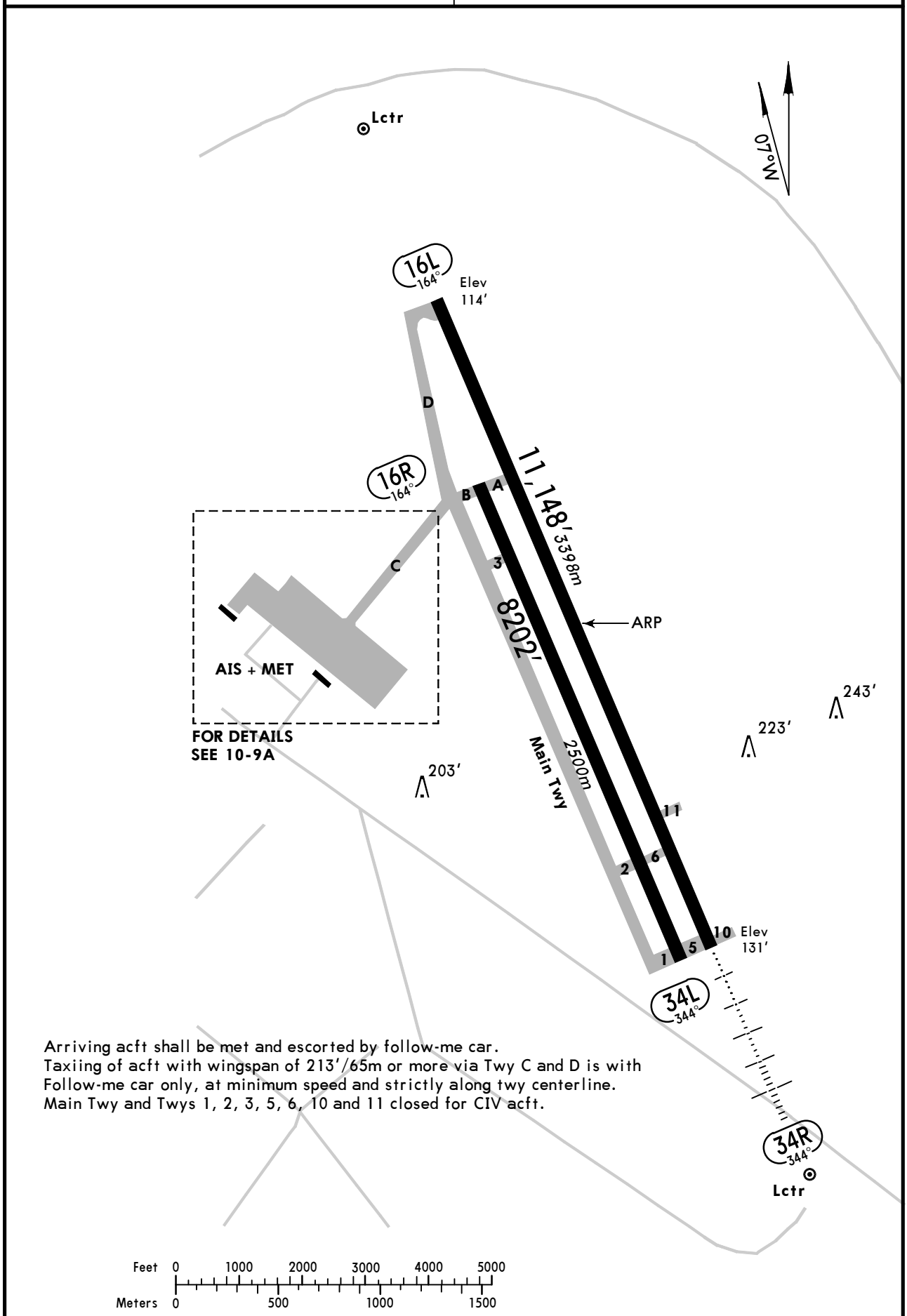
❶ MAX 250 KT below FL150.

SID	ROUTING
SAMIK 3D	Climb straight ahead to LURAT, turn LEFT, 237° track to SAMIK.
SAMIK 3E ❶	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, 255° track to SAMIK.
SAMIK 3F ❶ By ATC	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 274° track to SAMIK.
TUPAN 3E ❶	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, 350° track to GINIR, turn RIGHT, 071° track to TUPAN.

CHANGES: SIDs revised.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

*ATIS	PETROPAVLOVSK Start (TWR)
126.8	118.1

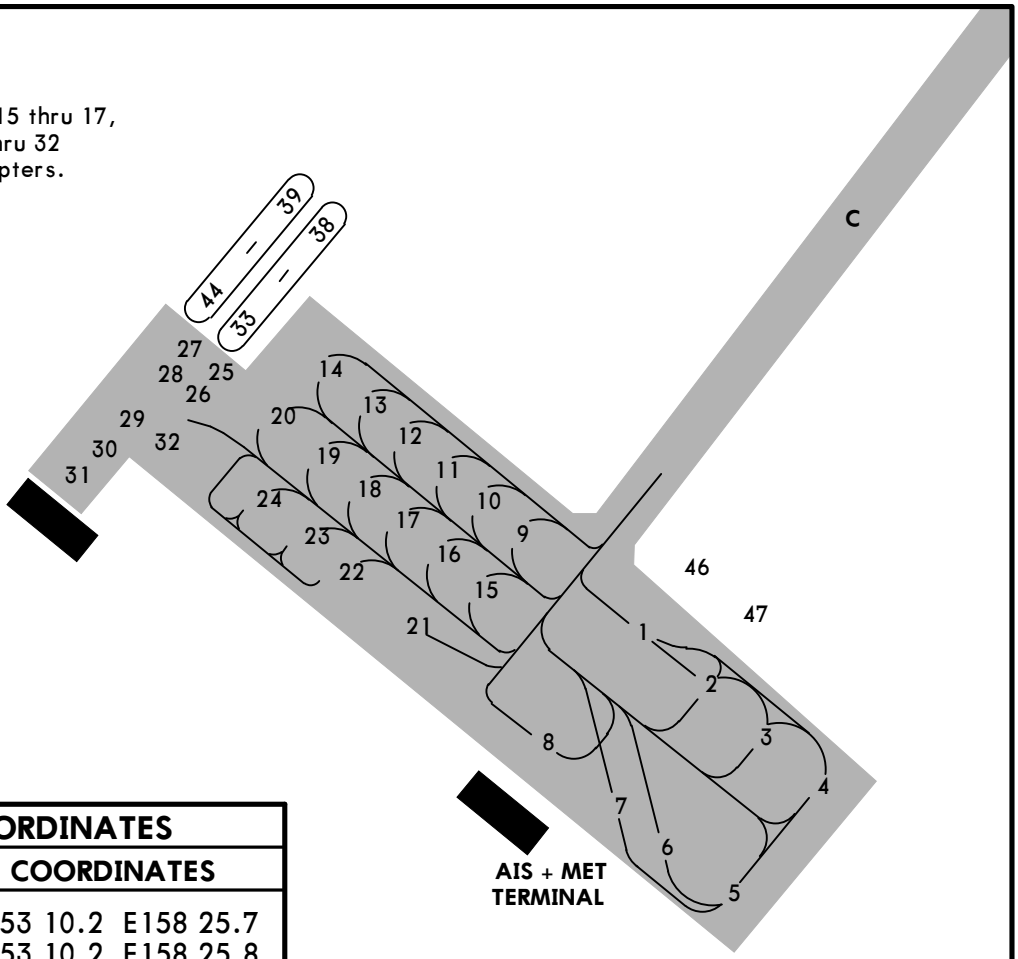


CHANGES: Var. Rwy bearings. Notes.

© JEPPESEN, 2002, 2012. ALL RIGHTS RESERVED.

NOT TO SCALE

Stands 1, 6 thru 8, 15 thru 17, 22 thru 24 and 27 thru 32 available for helicopters.



INS COORDINATES	
STAND No.	COORDINATES
1	N53 10.2 E158 25.7
2	N53 10.2 E158 25.8
3,4	N53 10.1 E158 25.8
5, 6	N53 10.1 E158 25.7
7	N53 10.1 E158 25.6
8	N53 10.2 E158 25.6

GENERAL

Birds.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16L	HIRL *(60m)*	RVR			❶	184′ *56m*
34R	HIRL *(60m)* HIALS PAPI-L (angle 2.67°)	RVR		10,115′ *3083m*		

❶ TAKE-OFF RUN AVAILABLE

RWY 16L:
From rwy head 11,148′ (3398m)
twy A int 8163′ (2488m)

RWY 34R:
From rwy head 11,148′ (3398m)
twy 6 int 9836′ (2998m)

16R ❷ 34L						197′ *60m*

❷ 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	*250m*	*400m*
B		
C		
D	*300m*	

CHANGES: Note. Stands. Coordinates. Usable lengths.

© JEPPESEN, 2002, 2012. ALL RIGHTS RESERVED.

STRAIGHT-IN RWY		A	B	C	D
34R	ILS	**331**′(200′)	**331**′(200′)	**331**′(200′)	**331**′(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
	NDB ❶	**490**′(359′)	**490**′(359′)	**490**′(359′)	**490**′(359′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❷	A	B	C	D
to rwy 16L	**810**′(698′) ceil 470m- V3000m	**810**′(698′) ceil 470m- V3000m	**1400**′(1288′) ceil 520m- V5000m	**1400**′(1288′) 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, B, C	250m	400m	500m
D	300m		

© JEPPESEN, 2011. ALL RIGHTS RESERVED.

UHPP/PKC
YELIZOVO

JEPPESEN

7 DEC 12
Eff 13 Dec

(11-1)

PETROPAVLOVSK-KAMCHATSKY, RUSSIA

❶ ALPHA ILS or 2 NDB Rwy 34R

BRIEFING STRIP ™

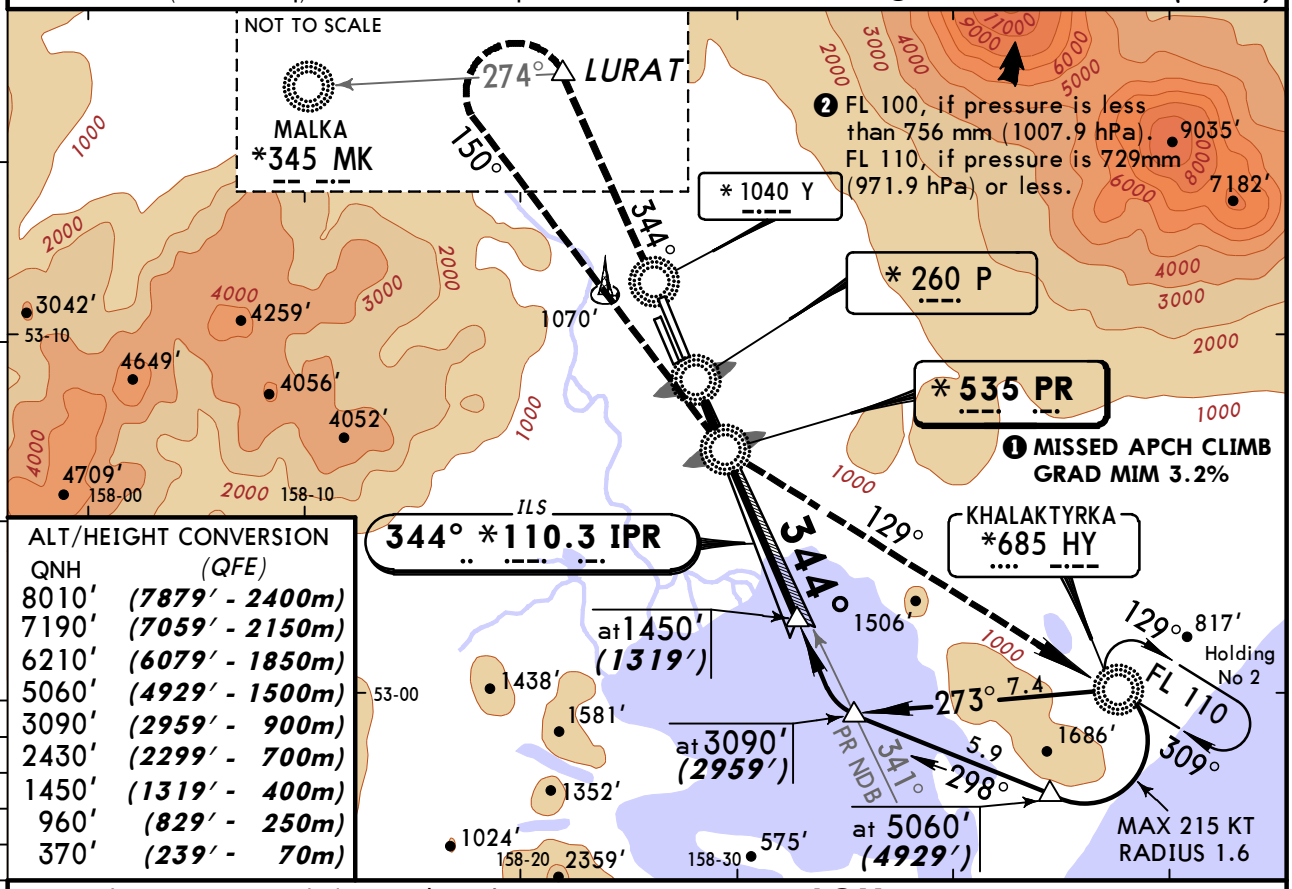
*ATIS	PETROPAVLOVSK Krug (RDR)	PETROPAVLOVSK Start (TWR)
126.8	119.4	118.1

LOC IPR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 131′
*110.3	344°	951′ (820′)	331′ (200′)	RWY 131′
NDB PR		**Minimum Alt LOM**	**NDB MDA(H)**	
*535		960′ (829′)	490′ (359′)	

6500′ 190° 14,100′ 095° 295° 7000′ 4600′ 360°
MSA ARP

MISSED APCH: Climb on 344° to 2430′ (2299′) or above to LURAT, then turn LEFT onto 150° climbing to 6210′ (6079′) to PR NDB, then turn LEFT onto 129° climbing to 7190′ (7059′) to HY NDB, then according to chart or to holding No 2.
Climb grad MIM 3.2% until reaching PR NDB.

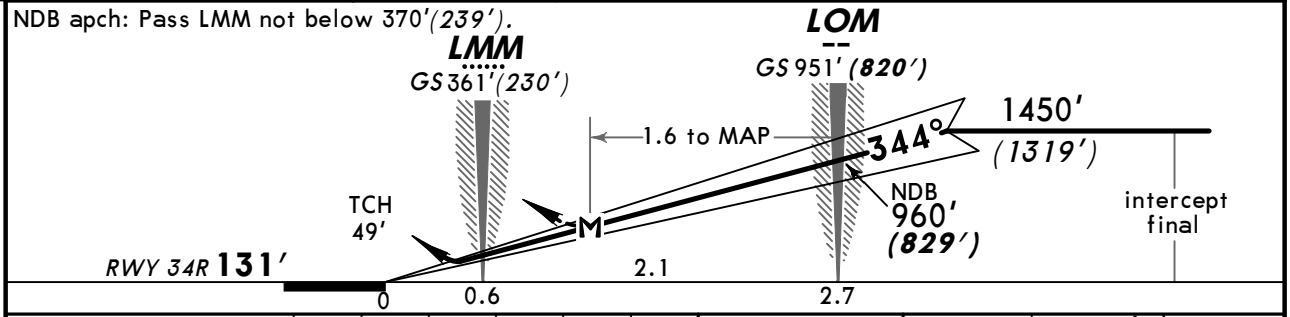
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 90 ❷ Trans alt: 8010′ (7879′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010′	(7879′ - 2400m)
7190′	(7059′ - 2150m)
6210′	(6079′ - 1850m)
5060′	(4929′ - 1500m)
3090′	(2959′ - 900m)
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
ILS GS or NDB Descent Angle 2.67°	331	425	472	567	661	756
LOM to MAP 1.6	1:22	1:04	0:58	0:48	0:41	0:36

HIALS
PAPI

2430′ (2299′) or above on 344°

STRAIGHT-IN LANDING RWY **34R**
Missed apch climb gradient mim 3.2%

PANS OPS

	ILS DA(H) 331′ (200′) FULL	ILS DA(H) 331′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 490′ (359′)	NDB MDA(H) 490′ (359′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1800m VIS 2000m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: Var.

© JEPPESEN, 2000, 2012. ALL RIGHTS RESERVED.

UHPP/PKC
YELIZOVO

JEPPESEN 7 DEC 12 Eff 13 Dec (11-2)

PETROPAVLOVSK-KAMCHATSKY, RUSSIA

❶ BRAVO-1 ILS or 2 NDB Rwy 34R

BRIEFING STRIP ™

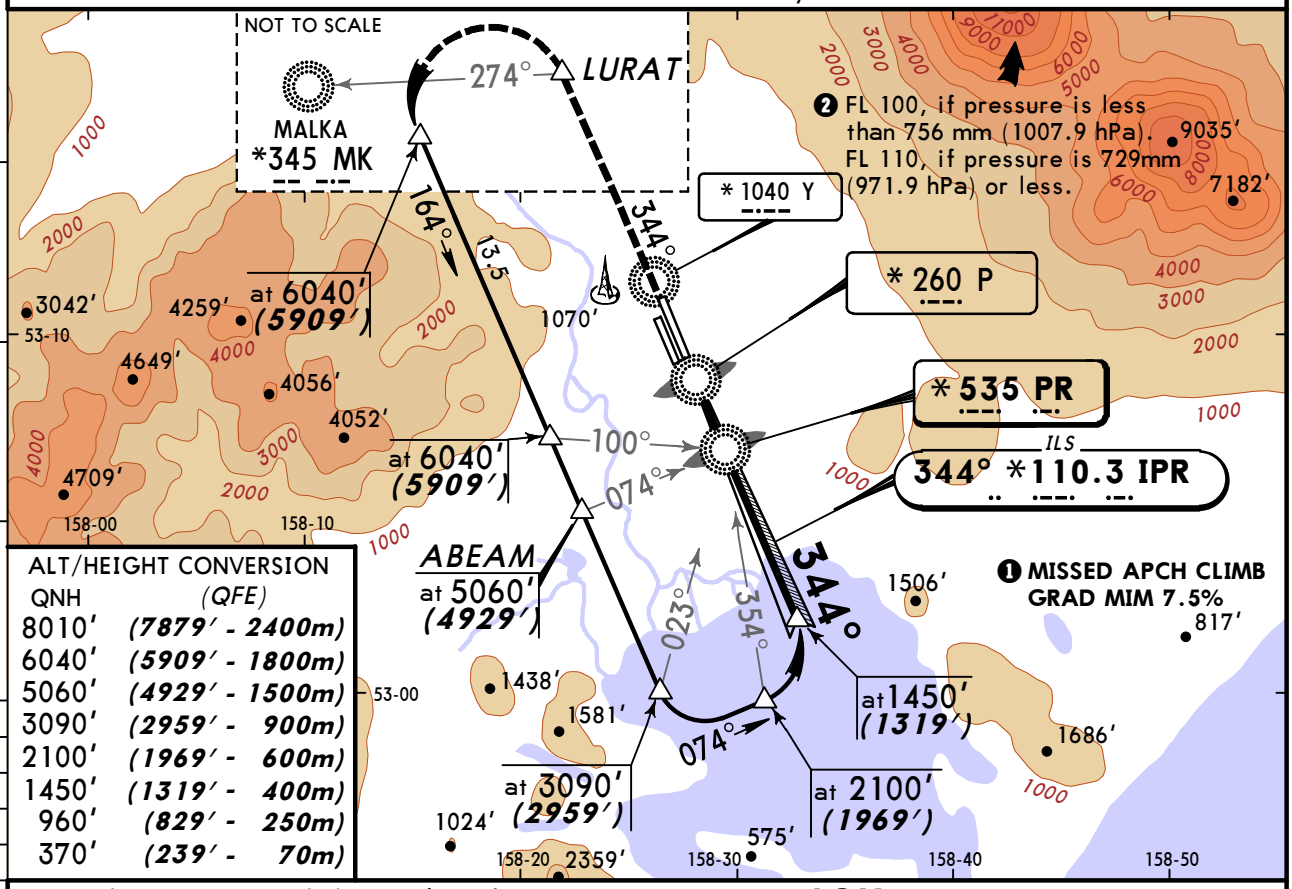
*ATIS	PETROPAVLOVSK Krug (RDR)	PETROPAVLOVSK Start (TWR)
126.8	119.4	118.1

LOC IPR	Final Apch Crs	GS LOM	ILS DA(H)	
*110.3	344°	951′ (820′)	331′ (200′)	Apt Elev 131′
NDB PR		Minimum Alt LOM	NDB MDA(H)	RWY 131′
*535		960′ (829′)	490′ (359′)	

MSA ARP: 6500′ 095° 7000′ 190° 14,100′ 295° 4600′ 360°

MISSED APCH: Climb on 344° to 5060′ (4929′), then turn LEFT onto 164° climbing to 6040′(5909′), then according to chart.

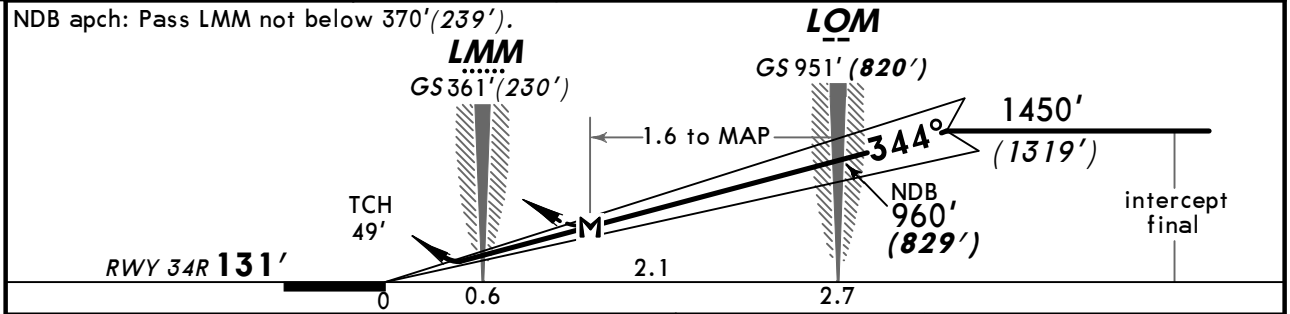
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 90 ❷ Trans alt: 8010′(7879′)
Procedure also carried out in case of radio com failure immediately after take-off.



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010′	(7879′ - 2400m)
6040′	(5909′ - 1800m)
5060′	(4929′ - 1500m)
3090′	(2959′ - 900m)
2100′	(1969′ - 600m)
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
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756
LOM to MAP 1.6	1:22	1:04	0:58	0:48	0:41	0:36

HIALS PAPI | 5060′ (4929′) on 344° | 164° LT | 6040′ (5909′)

STRAIGHT-IN LANDING RWY **34R**
Missed apch climb gradient mim 7.5% up to 5060′ (4929′)

PANS OPS	ILS DA(H) 331′(200′) FULL	ILS DA(H) 331′(200′) ALS out	LOC (GS out)	NDB MDA(H) 490′(359′)	NDB MDA(H) 490′(359′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1800m VIS 2000m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: Var.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

UHPP/PKC
YELIZOVO

JEPPESEN

7 DEC 12
Eff 13 Dec

(11-3)

PETROPAVLOVSK-KAMCHATSKY, RUSSIA

❶ BRAVO-2 ILS or 2 NDB Rwy 34R

BRIEFING STRIP ™

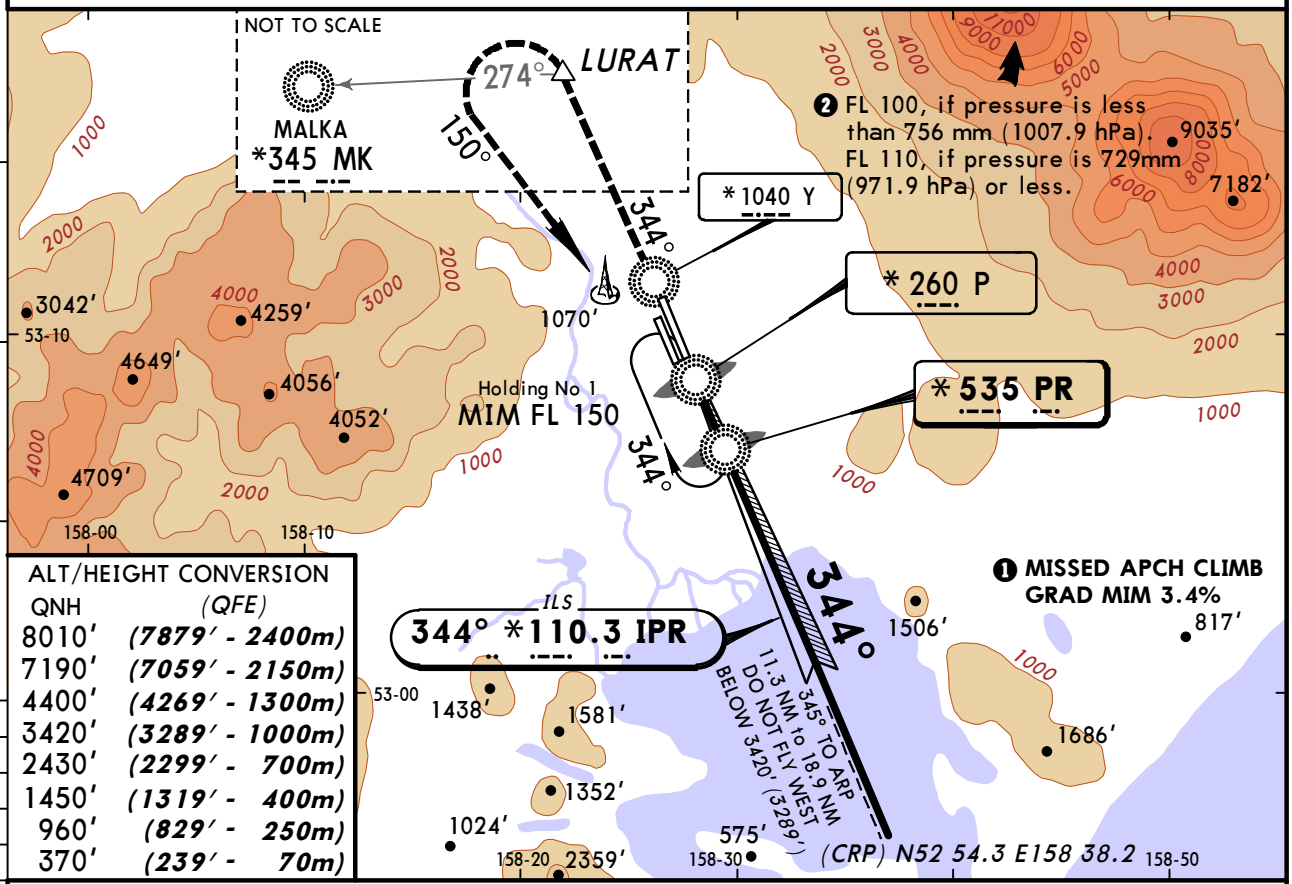
*ATIS	PETROPAVLOVSK Krug (RDR)	PETROPAVLOVSK Start (TWR)
126.8	119.4	118.1

LOC IPR	Final Apch Crs	GS LOM	ILS DA(H)	
*110.3	344°	951′ (820′)	331′ (200′)	Apt Elev 131′
NDB PR		Minimum Alt LOM	NDB MDA(H)	RWY 131′
*535		960′ (829′)	490′ (359′)	

MSA ARP: 6500′ 095°; 14,100′ 190°; 7000′ 295°; 4600′ 360°

MISSED APCH: Climb on 344° to 2430′ (2299′) or above to LURAT, then turn LEFT onto 150° climbing to 7190′ (7059′) to PR NDB, then proceed to holding No 1.
Climb grad MIM 3.4% until reaching PR NDB.

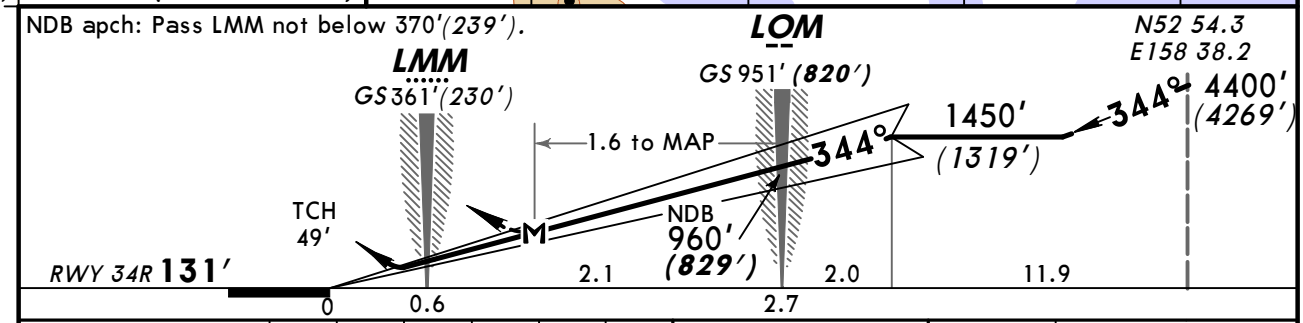
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 90 ❷ Trans alt: 8010′ (7879′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010′	(7879′ - 2400m)
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
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756
LOM to MAP 1.6	1:22	1:04	0:58	0:48	0:41	0:36

HIALS
PAPI
2430′ (2299′) or above on 344°

STRAIGHT-IN LANDING RWY **34R**
Missed apch climb gradient mim 3.4%

PANS OPS	ILS DA(H) 331′ (200′) FULL	ILS DA(H) 331′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 490′ (359′)	NDB MDA(H) 490′ (359′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1800m VIS 2000m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: Var.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
CIRCLING Rwy 16L

BRIEFING STRIP™

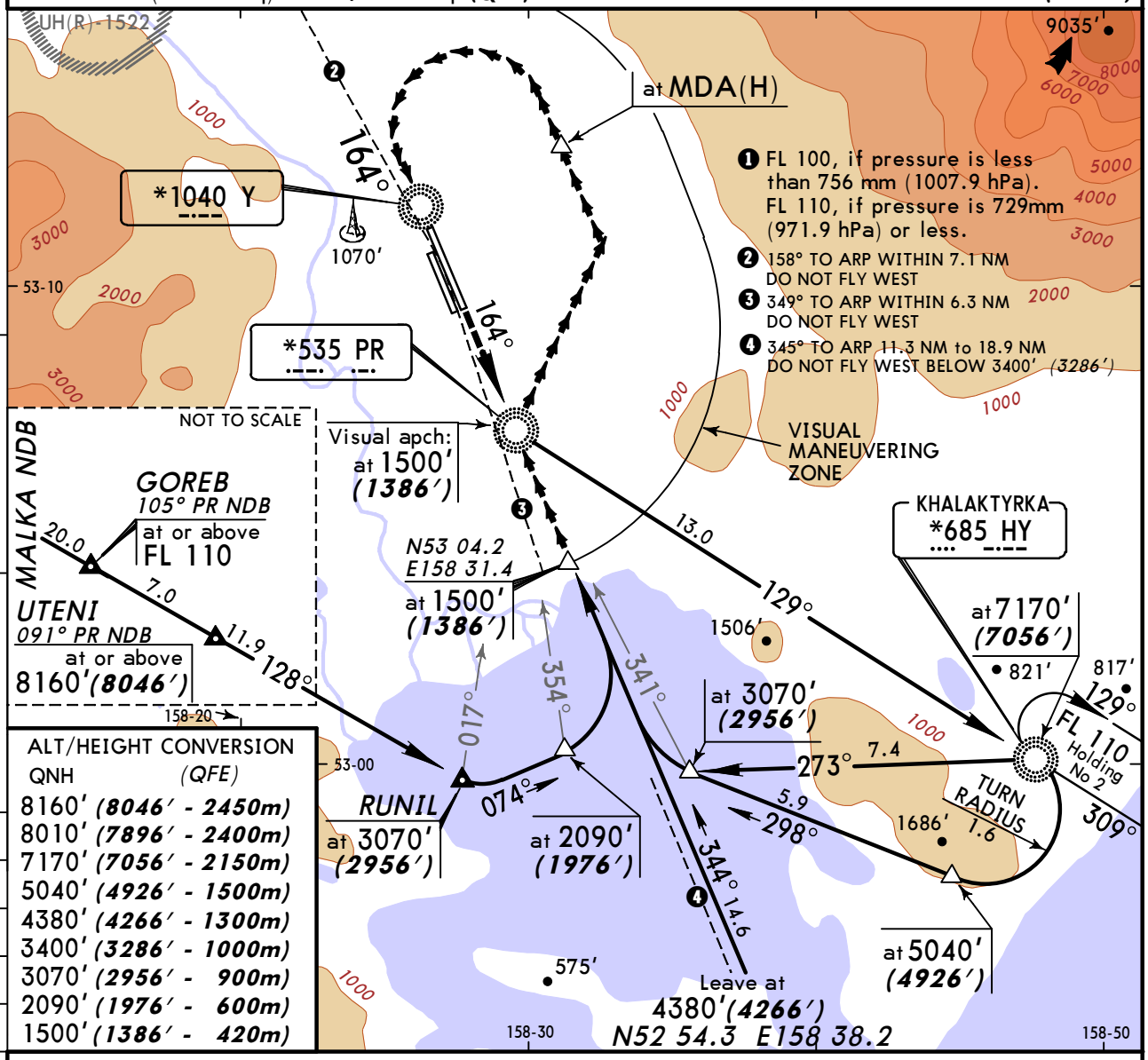
*ATIS	PETROPAVLOVSK Krug (RDR)	PETROPAVLOVSK Start (TWR)
126.8	119.4	118.1

VISUAL	Final Apch Crs 164°	No FAF	MDA(H) Refer to Minimums	Apt Elev 131′ RWY 114′

MISSED APCH: Climb on 164° to 2090′ *(1976′)*, then turn LEFT to holding No 2/HY NDB climbing to 7170′ *(7056′)*, then according to chart.

MSA ARP: 6500′ (095°), 7000′ (190°), 14,100′ (295°), 4600′ (360°)

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 90 ❶ | Trans alt: 8010′*(7896′)*



ALT/HEIGHT CONVERSION

QNH	(QFE)
8160′	*(8046′ - 2450m)*
8010′	*(7896′ - 2400m)*
7170′	*(7056′ - 2150m)*
5040′	*(4926′ - 1500m)*
4380′	*(4266′ - 1300m)*
3400′	*(3286′ - 1000m)*
3070′	*(2956′ - 900m)*
2090′	*(1976′ - 600m)*
1500′	*(1386′ - 420m)*

2090′ *(1976′)* on 164°

LANDING RWY 16L ❶ — **CEILING REQUIRED**

	MDA(H)	CEIL-VIS
A B	810′ *(696′)*	470m - *3000m*
C D	1400′ *(1286′)*	520m - *5000m*

❶ Circling height based on rwy 16L thresh elev of 114′.

CHANGES: Var.

© JEPPESEN, 1999, 2012. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

Chart changes since cycle 24-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PETROPAVLOVSK-KAMCHATSKY, (YELIZOVO - UHPP)				
DEL	BAKEN & HY 34A ARRS	10-2	07 Dec 2012	13 Dec 2012
ADD	BAKEN, GANKA & HALAK 2A A...	10-2	07 Dec 2012	13 Dec 2012
ADD	KUDER & MALKA 2A ARRS	10-2A	07 Dec 2012	13 Dec 2012
DEL	KULOD & MALKA 34A ARRS	10-2A	07 Dec 2012	13 Dec 2012
ADD	PIRUT, SAMIK & TUPAN 2A A...	10-2B	07 Dec 2012	13 Dec 2012
DEL	PIRUT, SAMIK & TUPAN 34A ...	10-2B	07 Dec 2012	13 Dec 2012
DEL	BAKEN & KULOD 34B ARRS	10-2C	07 Dec 2012	13 Dec 2012
ADD	BAKEN, BIRGA & GANKA 2B A...	10-2C	07 Dec 2012	13 Dec 2012
ADD	KUDER & MALKA 2B ARRS	10-2D	07 Dec 2012	13 Dec 2012
DEL	MALKA & MN 34B ARRS	10-2D	07 Dec 2012	13 Dec 2012
ADD	PIRUT, SAMIK & TUPAN 2B A...	10-2E	07 Dec 2012	13 Dec 2012
DEL	PIRUT, SAMIK & TUPAN 34B ...	10-2E	07 Dec 2012	13 Dec 2012
ADD	BALOK, MALKA & RINOT 2C A...	10-2F	07 Dec 2012	13 Dec 2012
DEL	MALKA & RINOT 34C ARRS	10-2F	07 Dec 2012	13 Dec 2012
DEL	BAKEN & KULOD 16F DEPS	10-3	07 Dec 2012	13 Dec 2012
ADD	BAKEN, GANKA & KUDER 1D D...	10-3	07 Dec 2012	13 Dec 2012
ADD	BAKEN & GANKA 3D & 3E DEP...	10-3A	07 Dec 2012	13 Dec 2012
DEL	BAKEN 34E & 34L DEPS	10-3A	07 Dec 2012	13 Dec 2012
ADD	KUDER 3D & 3E DEPS	10-3B	07 Dec 2012	13 Dec 2012
DEL	KULOD 34E & 34L DEPS	10-3B	07 Dec 2012	13 Dec 2012
DEL	MALKA & RINOT 16F DEPS	10-3C	07 Dec 2012	13 Dec 2012
ADD	MALKA & RINOT 1D DEPS	10-3C	07 Dec 2012	13 Dec 2012
DEL	MALKA 34E, 34K & 34L DEPS	10-3D	07 Dec 2012	13 Dec 2012
ADD	MALKA 3D, 3E & 3F DEPS	10-3D	07 Dec 2012	13 Dec 2012
DEL	RINOT 34E & 34L DEPS	10-3E	07 Dec 2012	13 Dec 2012
ADD	RINOT 3D & 3E DEPS	10-3E	07 Dec 2012	13 Dec 2012
DEL	SAMIK 16F & 16G, TUPAN 16...	10-3F	07 Dec 2012	13 Dec 2012
ADD	SAMIK 1D & 1F, TUPAN 1D D...	10-3F	07 Dec 2012	13 Dec 2012
DEL	SAMIK 34E, 34L & 34M, TUP...	10-3G	07 Dec 2012	13 Dec 2012
ADD	SAMIK 3D, 3E & 3F, TUPAN ...	10-3G	07 Dec 2012	13 Dec 2012
REV	AIRPORT	10-9	07 Dec 2012	13 Dec 2012
REV	PARKING, AIRPORT INFO, TA...	10-9A	07 Dec 2012	13 Dec 2012
REV	ILS OR 2 NDB RWY 34R ALPH...	11-1	07 Dec 2012	13 Dec 2012
REV	ILS OR 2 NDB RWY 34R BRAV...	11-2	07 Dec 2012	13 Dec 2012
REV	ILS OR 2 NDB RWY 34R BRAV...	11-3	07 Dec 2012	13 Dec 2012
REV	CIRCLING RWY 16L	19-10	07 Dec 2012	13 Dec 2012

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UHPP

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(10-2A, 10-2D, 10-2F, 10-3A, 10-3B/3C, 10-3D/3E, 10-3G) Eff 18 Oct 12 coords of MK NDB changed to N53 19.6 E157 32.2.