

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ULLI

Terminal Charts For ULLI

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

Location: St Petersburg Rus
IATA Code: LED
Lat/Long: N59° 48.0' E030° 15.7'
Elevation: 79 ft

Airport Use: Public
Magnetic Variation: 9.8°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0700 Z
Sunset: 1303 Z,

Runway Information

Runway: 10L
Length x Width: 11145 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 61 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 10R
Length x Width: 12402 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 67 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 28L
Length x Width: 12402 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 79 ft
Lighting: Edge, ALS, Centerline

Runway: 28R
Length x Width: 11145 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 66 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

- ATIS 127.4 Non-English
- ATIS 127.3
- Pulkovo Tower 129.0 Secondary
- Pulkovo Tower 128.0 Secondary
- Pulkovo Tower 118.7
- Pulkovo Tower 118.1
- Pulkovo Taxiing Ground Control 129.0 Secondary
- Pulkovo Taxiing Ground Control 128.0 Secondary
- Pulkovo Taxiing Ground Control 121.9
- Pulkovo Taxiing Ground Control 121.7
- Petersburg Approach Control 125.2 (174°-354°)
- Petersburg Approach Control 129.0 Secondary
- Petersburg Approach Control 128.0 Secondary
- Petersburg Approach Control 119.3
- Pulkovo Krug Radar 129.0 Secondary
- Pulkovo Krug Radar 128.0 Secondary
- Pulkovo Krug Radar 120.3
- Pulkovo Transit Operations 131.8

1. GENERAL

1.1. ATIS

ATIS 127.3
127.4 (Russian)

1.2. LOW VISIBILITY PROCEDURES**1.2.1. GENERAL**

Low visibility procedures shall be applied when RVR is 1000m or less and/or ceiling is 260' or less.

The procedures shall be announced as "Low Visibility Procedures in Progress" transmitted on ATIS or ATS unit frequencies.

CAT I, II and IIIA instrument approach procedures shall be implemented under the following meteorological conditions:

CAT I: DH is less than 80m, but not less than 60m. RVR is less than 1000m, but not less than 550m.

CAT II: DH is less than 60m, but not less than 30m. RVR is less than 550m, but not less than 300m.

CAT IIIA: DH is less than 30m, but not less than 15m. RVR is less than 300m, but not less than 175m.

The flight crew must report the execution of landing, the vacation of RWY including the vacation of RWY after crossing during taxiing. ACFT are not allowed, without additional instructions, to hold at a position closer to RWY than the limit of the RWY holding position, which is the limit of ILS critical area.

1.2.2. STANDARD TAXI ROUTES OF ACFT OPERATING CAT IIIA FLIGHTS**1.2.2.1. LANDING**

The flight crew shall vacate RWY 10L

- along TWY B2 or along TWY B1 and taxi to Apron 3;
- along TWY B and taxi to Apron 1.

ACFT shall be met after arrival by Follow-me car

- on TWY B2 or B1 when taxiing to Apron 3,
- on TWY B when taxiing to Apron 1,
- after passing the last yellow light of the alternate green and yellow TWY centerline lights.

The flight crew shall vacate RWY 28R

- along TWY B and taxi along TWY B5 to Apron 1,
- along TWY B and B1 and taxi to Apron 3.

ACFT shall be met after arrival by Follow-me car on TWY B after passing the last yellow light of the alternate green and yellow TWY centerline lights.

ACFT taxiing to Apron 3 must request a permission to cross RWY 10L/28R from Tower before the red stop bar with "28R CAT III" sign and the established DAY marking. It is prohibited to cross the RWY during taxiing without Tower permission. RWY vacation shall be reported to Tower.

1.2.2.2. DEPARTURE

Taxiing on the apron and along TWY shall be carried out only after Follow-me car.

After passing the red stop bar, the Follow-me car shall perform inspection of the RWY, by the permission of Tower, for the purpose of excluding the presence of unauthorized objects on it.

1. GENERAL

Taxiing of ACFT for take-off from RWY 10L:

From Apron 1 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car to TWY B5.

The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing and continue taxiing to red stop bar with "10L" sign;

From Apron 3 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car onto TWY B1 for crossing RWY 10L/28R. The flight crew shall

changeover to Tower by the instruction of PULKOVO Taxiing for crossing the RWY.

The flight crew shall report the vacation of RWY to Tower and, by instruction, changeover to PULKOVO Taxiing to continue taxiing after Follow-me car along TWYB to TWY B5. By the instruction of PULKOVO Taxiing the flight crew shall changeover to Tower and continue taxiing to red stop bar with "10L" sign.

Taxiing of ACFT for take-off from RWY 28R:

From Apron 1 shall be carried out by the permission of PULKOVO Taxiing after

Follow-me car to TWY B5 and then to the RIGHT along TWY B to red stop bar with

"28R CAT III" sign. The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing;

From Apron 3 shall be carried out by the permission of PULKOVO Taxiing after

Follow-me car along TWY B1 to red stop bar with "28R" sign. The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing.

If there is an ACFT on the final approach, the departing ACFT shall wait for the line-up clearance at red stop bar with "28R CAT III" sign. If there is no ACFT on the final approach, the departing ACFT shall wait for the line-up clearance at red stop bar with "28R" sign.

1.3. RWY PROCEDURES

1.3.1. SIMULTANEOUS USE OF PARALLEL RWYS

During simultaneous use of the parallel RWYs a mixed mode of the RWY operation is available, as a rule. In the periods of the increased air traffic intensity the RWYs can be used in the mode of separate operations (one RWY for take-off, the other RWY for landing) in the following combinations, as a rule:

RWY 28R for take-off, RWY 28L for landing.

RWY 10L for take-off, RWY 10R for landing.

The use of RWY 10L/28R for take-off allows to minimize the time of expectation of clearance to cross this RWY during the ACFT taxiing out of/into apron 3.

1.4. TAXI PROCEDURES

Through taxiing with MAX wingspan of 144' /44m is allowed along TWY B5 and A3, if stand 19 is vacant MAX wingspan of 158' /48.1m is allowed.

Through taxiing with MAX wingspan of 123' /37.6m is allowed between satellites, if stand 17 is either vacant or occupied by small ACFT MAX wingspan of 158' /48.1m is allowed.

Through taxiing with MAX wingspan of 213' /65m is allowed along TWY B7 and A1 TWY B6 MAX wingspan 213' /65m.

Use of TWY B10 with Follow-me car only.

Use of TWY B10 prohibited, when RWY 10R/28L RVR is less than 800m.

1.5. PARKING INFORMATION

Exit stands 38, 39, 40, 41, 65 thru 68, 99 thru 101 by towing.

Exit stands 1, 3, 5, 7, 9, 12, 14, 27, 29 and 30 by push-back.

Enter stands 19 thru 24, 46 thru 55 by towing.

Enter stands 400 thru 424 by towing, when the stand having smaller number is occupied.

Use of stands 21, 56 thru 60, 79 and 90 thru 95 and 500 thru 509 by towing.

Stands 43 thru 45A available for Helicopter.

1.6. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

When flying below FL100 the indicated airspeed shall not be more than 270 KT. The pilot can maintain speed at own discretion after receiving "Negative speed restriction" from ATC.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

Noise abatement procedures shall be executed by all ACFT, deviations are permitted only for safety reasons.

2.2.2. APPROACH PHASE

Restrictions

Between 2300-0700LT RWYs 10R/28L are preferential for landing, depending on meteorological and air traffic conditions. Reverse thrust (except idle thrust) is allowed only for ensuring flight safety.

Special approach procedures

When established on final approach track, pilots shall lower the landing gear and set wing devices into intermediate position.

At 1400'(1321') pilots shall commence the flaps into landing position and set final approach speed taking into account the ACFT landing mass.

2.3. CAT II/III OPERATIONS

RWY 10R approved for CAT II operations, RWY 10L/28R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. OTHER INFORMATION

2.4.1. GENERAL

Pilots shall additionally report the ACFT type at first contact with ST PETERSBURG ACC.

2.4.2. INTERCEPTING APPROACH PROCEDURE

After obtaining the approach clearance the flight crew shall maintain the course and height assigned by ATC till the entry into the coverage of guidance facility on the final approach, then, without additional instructions of ATC, the flight crew shall carry out a turn and stabilization of ACFT on the line assigned by the guidance facility on the final approach track, after that carry out prelanding descent. The flight crew must report to ATC about the used radio technical facility, which provides guidance on the final approach (LOC, VOR DME, NDB respectively).

3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

Engines start-up for ACFT with actual take-off mass exceeding 150t is permitted only after completion of push-back.

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. GENERAL

Noise abatement procedures shall be executed by all ACFT, deviations are permitted only for safety reasons.

3.2.2. TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall not be executed in following cases:

- availability of wind shear;
- moderate turbulence;
- icing.

Restrictions

Between 2300-0700LT RWYs 10R/28L are preferential for take-off, depending on meteorological and air traffic conditions.

Take-off shall be carried out in accordance with the noiseless take-off procedure defined by the provisions of the Aeroplane Flight Manual for the specified ACFT type. After take-off, the ACFT shall proceed according to SID, unless otherwise instructed by ATC.

Special take-off procedures

Pilots shall apply two special take-off and climb procedures: NADP1 and NADP2. The pilot in command may use any of them for reaching necessary effect (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

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
 FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' **(2961')**
If following RNAV STAR and/or approach procedure is not possible, the crew shall request RADAR vectoring for approach.

The diagram illustrates a flight path from AGBON to LUKIR. Key waypoints and data points include:

- AGBON**: N60 02.0 E031 32.9. Between **FL130 & FL110**.
- TIRTA**: N59 54.6 E031 06.9. Between **FL80 & FL50**.
- ST PETERSBURG**: N59 48.4 E030 16.5. Between **FL80 & FL50**.
- LUKIR**: N59 27.0 E032 02.9. Between **FL220 & FL110**.

Flight path details:

- From **AGBON** to **TIRTA**: Distance 15, heading 237°, altitude 067°.
- From **TIRTA** to **ST PETERSBURG**: Distance 29, heading 102°, altitude 067°.
- From **ST PETERSBURG** to **LUKIR**: Distance 29, heading 282°, altitude 102°.

Altitude and speed data:

- AGBON 1A**: MHA FL60, MAX FL260.
- LUKIR 1A**: MHA FL60, MAX FL260.

Other labels include **UNESO** and **IAF** near the ST PETERSBURG waypoint.

NOT TO SCALE

N

21

095°

3 R275°

303 PU
N59 49.2 E030 10.3

Between
FL80 & FL50

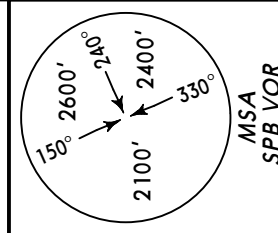
STAR	ROUTING
AGBON 1A	AGBON (FL130-; FL110+) - TIRTA (FL80-; FL50+).
LUKIR 1A	LUKIR (FL220-; FL110+) - UNESO (FL80-; FL50+).
MOLEG 2A	MOLEG (FL250-; FL120+) - OTLEN (FL140-; FL120+) - PU (FL80-; FL50+) - SPB (FL80-; FL50+).

ATIS
127.3
(Russian)
127.4

Apt Elev
79'

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
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' (2961')
If following RNAV STAR and/or approach procedure is not
possible, the crew shall request RADAR vectoring for approach.

AGBON 1C [AGBON1C], MOLEG 1C [MOLEG1C]
MOLEG 1D [MOLEG1D]
RWYS 10L/R RNAV ARRIVALS
RNAV (GNSS)
~~SPEEDS~~ MAX 270 KT BELOW FL100

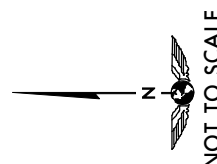
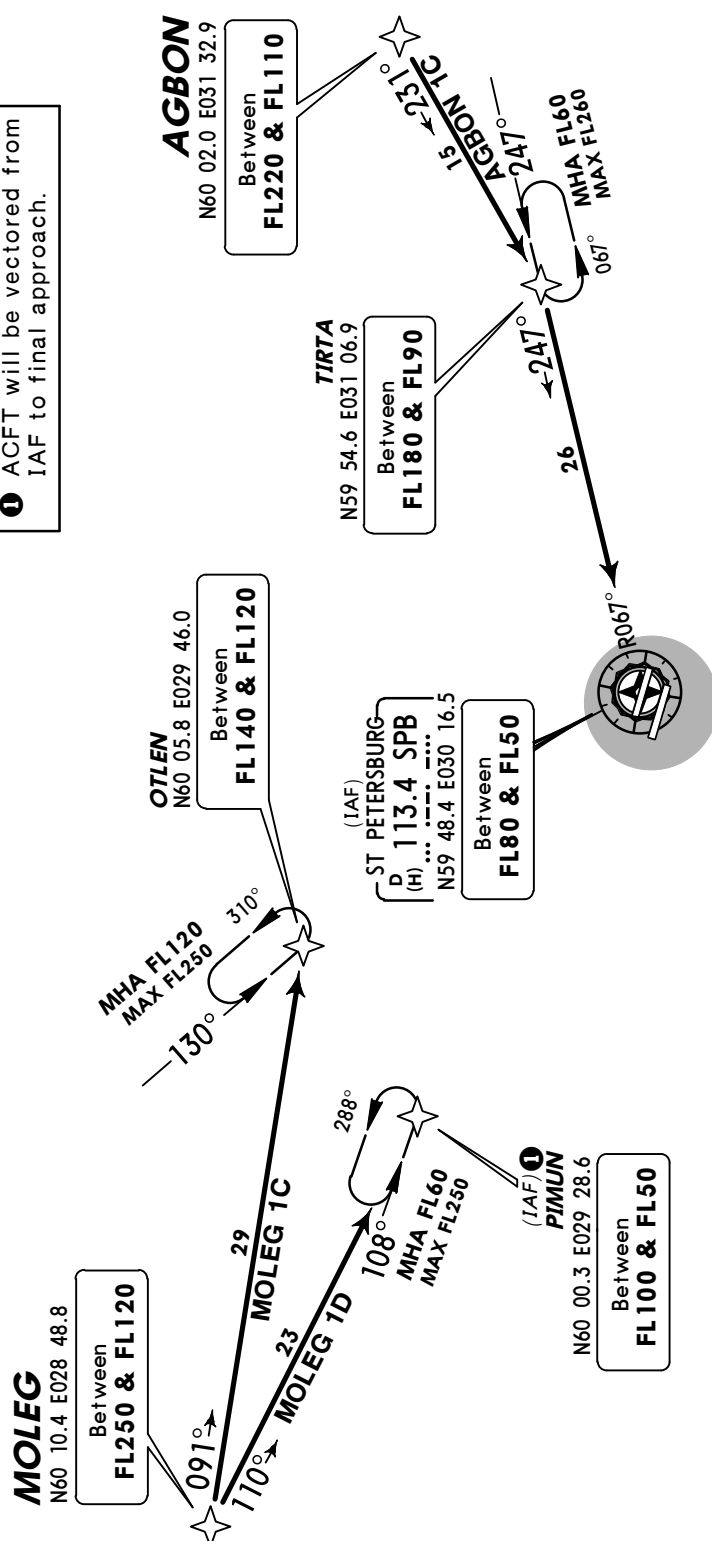


ALT/HEIGHT CONVERSION
QNH (QFE)
3040' (2961' - 900m)

① ACFT will be vectored from
IAF to final approach.

Direct distance to Pulkovo Apt from:

OTLEN 23 NM
PIMUN 27 NM



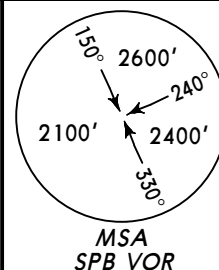
STAR	ROUTING
AGBON 1C	AGBON (FL220-; FL110+) - TIRTA (FL180-; FL90+) - SPB (FL80-; FL50+).
MOLEG 1C	MOLEG (FL250-; FL120+) - OTLEN (FL140-; FL120+).
MOLEG 1D	MOLEG (FL250-; FL120+) - PIMUN (FL100-; FL50+).

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
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' **(2961')**
If following RNAV STAR and/or approach procedure is not
possible, the crew shall request RADAR vectoring for approach.

ATIS
127.3
(Russian)
127.4

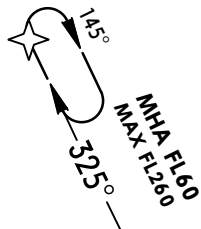
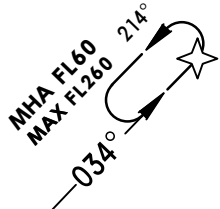
Apt Elev
79'

**OGINO 1A[OGIN1A], OGINO 1B[OGIN1B]
PESOT 1A[PESO1A], PESOT 1B[PESO1B]
RWYS 28L/R RNAV ARRIVALS
RNAV (GNSS)
~~SPEED~~ MAX 270 KT BELOW FL100**

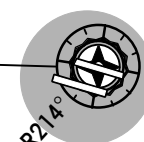


Direct distance from RUNIR to:
Pulkovo Apt **21 NM**

HOLDINGS OVER BAMAD RUNIR

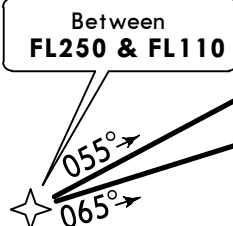


(IAF)
ST PETERSBURG
D 113.4 SPB
(H) ...
N59 48.4 E030 16.5
Between
FL80 & FL50

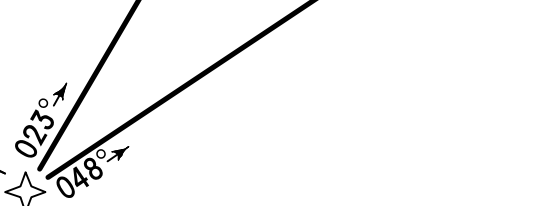


(IAF)
RUNIR
N59 29.9 E030 34.6
Between
FL80 & FL50

PESOT
N59 12.3 E028 44.0
Between
FL250 & FL110



OGINO
N59 00.0 E029 06.9
Between
FL250 & FL110



ALT/HEIGHT CONVERSION
QNH (QFE)
3040' **(2961' - 900m)**

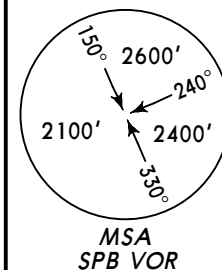
STAR	ROUTING
OGINO 1A	OGINO (FL250-; FL110+) - BAMAD (FL150-; FL60+) - SPB (FL80-; FL50+).
OGINO 1B	OGINO (FL250-; FL110+) - RUNIR (FL80-; FL50+).
PESOT 1A	PESOT (FL250-; FL110+) - BAMAD (FL150-; FL60+) - SPB (FL80-; FL50+).
PESOT 1B	PESOT (FL250-; FL110+) - RUNIR (FL80-; FL50+).

ATIS
127.3
(Russian)
127.4

Apt Elev
79'

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
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' (**2961'**)
If following RNAV STAR and/or approach procedure is not
possible, the crew shall request RADAR vectoring for approach.

OGINO 1C [OGIN1C]
PESOT 1C [PESO1C]
RWYS 10L/R RNAV ARRIVALS
RNAV (GNSS)
~~SPEED~~ MAX 270 KT BELOW FL100



Direct distance from GERPA to:
Pulkovo Apt **15 NM**

(IAF)
GERPA
N59 42.9 E029 48.5
At or below
FL60

ST PETERSBURG
D (H) **113.4 SPB**
N59 48.4 E030 16.5

PESOT
N59 12.3 E028 44.0
Between
FL210 & FL110

BAMAD
N59 27.0 E029 37.9
Between
FL90 & FL60

OGINO
N59 00.0 E029 06.9
Between
FL210 & FL110



ALT/HEIGHT CONVERSION
QNH (**QFE**)
3040' (**2961' - 900m**)

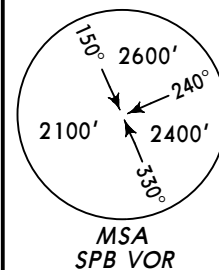
STAR	ROUTING
OGINO 1C	OGINO (FL210-; FL110+) - BAMAD (FL90-; FL60+) - GERPA (FL60-).
PESOT 1C	PESOT (FL210-; FL110+) - BAMAD (FL90-; FL60+) - GERPA (FL60-).

ATIS
127.3
(Russian
127.4)

Apt Elev
79'

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
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' (**2961'**)
If following STAR and/or approach procedure is not possible,
the crew shall request RADAR vectoring for approach.

LUNOK 1A [LUNO1A]
RWYS 28L/R ARRIVALS
~~SPEED~~ MAX 270 KT BELOW FL100



LUNOK

N60 16.0 E029 45.5

Between
FL150 & FL120

D31.7
142°

18.2
FL50

ADANI

N60 00.2 E030 03.5

At **FL110**

D13.5
154°
R322°
11

ALT/HEIGHT CONVERSION

QNH (QFE)

3040' (**2961' - 900m**)



(IAF)

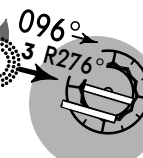
ST PETERSBURG
D 113.4 SPB
(H)

N59 48.4 E030 16.5

Between
FL80 & FL50

303 PU

N59 49.2 E030 10.3

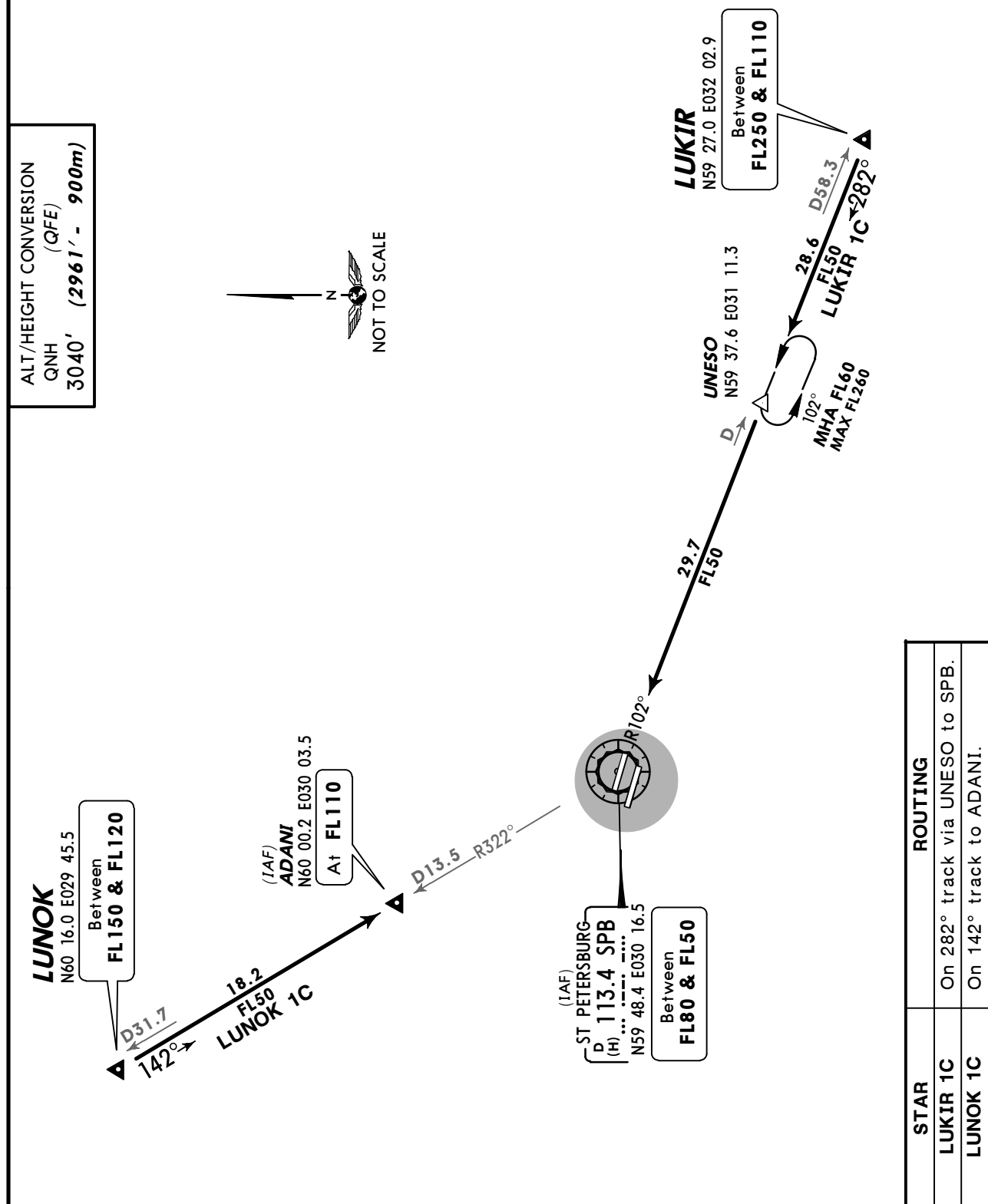
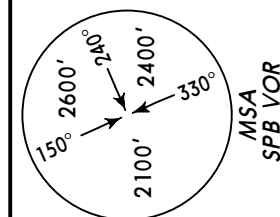


ROUTING

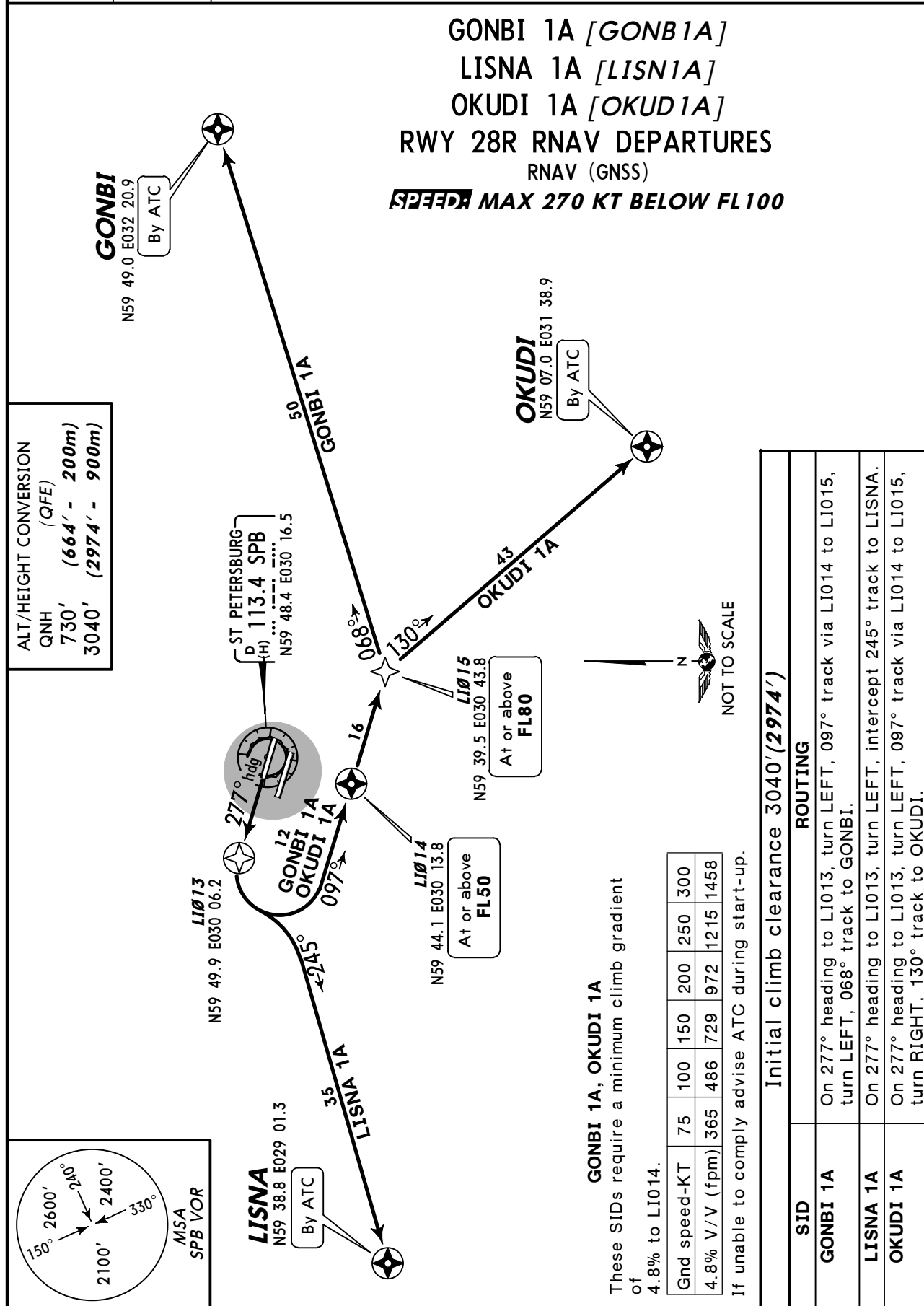
On 142° track to ADANI, turn RIGHT, intercept 154° bearing to PU, turn LEFT, 096° bearing to SPB.

ATIS 127.3 (Russian 127.4)	<i>Apt Elev</i> 79'	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 FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040' (2961') If following STAR and/or approach procedure is not possible, the crew shall request RADAR vectoring for approach.
---	---------------------------------------	---

**LUKIR 1C [LUK11C]
LUNOK 1C [LUNO1C]
RWYS 10L/R ARRIVALS**
~~SPEED~~ MAX 270 KT BELOW FL100



PULKOVO Krug 120.3	Apt Elev 79'	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 FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040' (2974') 1. When crossing 730' (664') contact PULKOVO Krug. 2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages. 3. If following RNAV SIDs are not possible, report to ground controller and request RADAR vectoring for departure.
-----------------------------------	-------------------------	--



PULKOVO
Krug
120.3

Apt Elev
79'

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
FL70 if pressure is less than 706 MM (941.3 hPa)

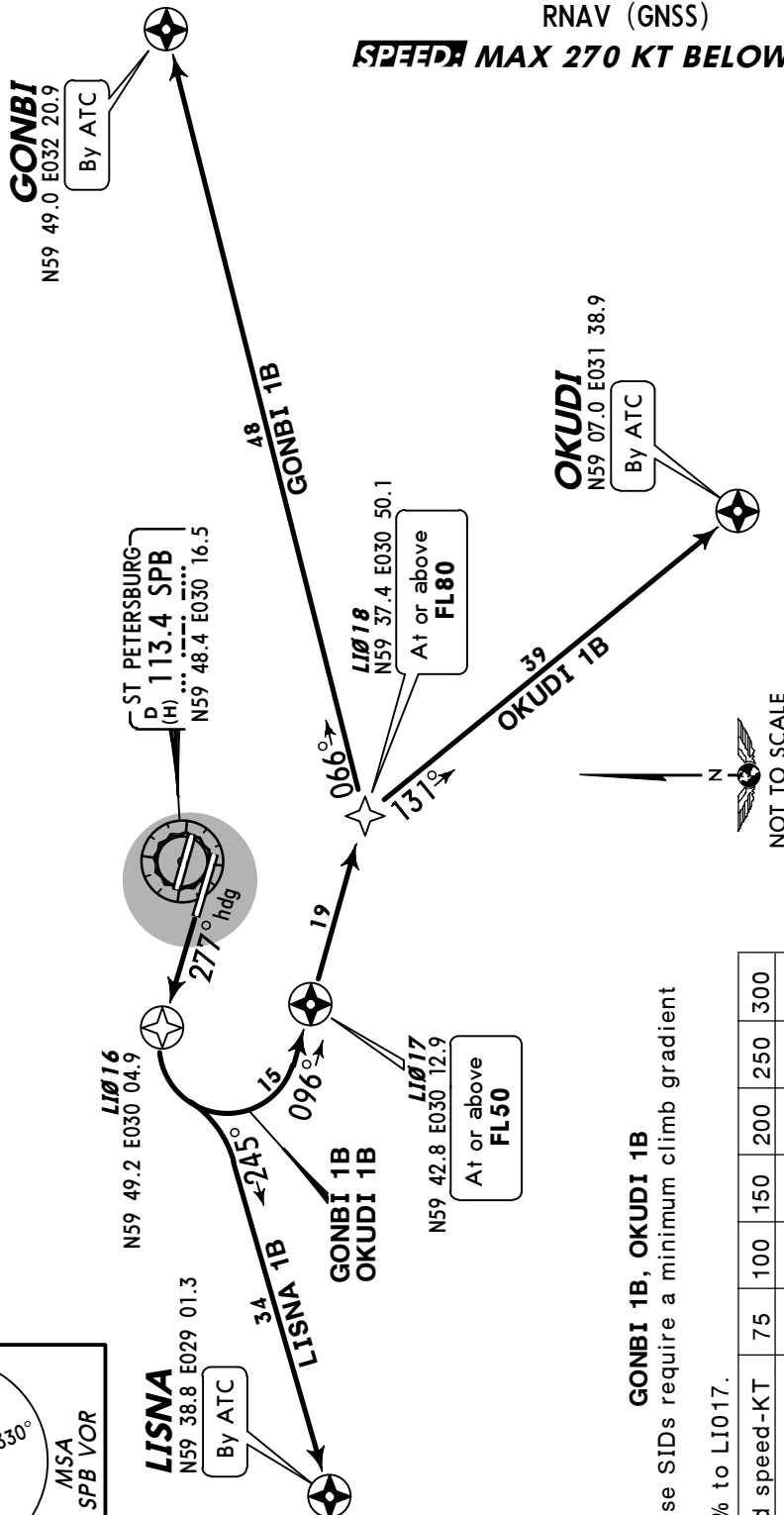
Trans alt: 3040' (2961')

1. When crossing 740' (661') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following RNAV SIDs are not possible, report to ground controller and request RADAR vectoring for departure.

GONBI 1B [GONB1B]
LISNA 1B [LISN1B]
OKUDI 1B [OKUD1B]
RWY 28L RNAV DEPARTURES
RNAV (GNSS)

SPEEDS MAX 270 KT BELOW FL100

ALT/HEIGHT CONVERSION
(QFE)
QNH 740' (661' - 200m)
3040' (2961' - 900m)



These SIDs require a minimum climb gradient of 4.4% to L1017.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' (2961')

ROUTING

SID	ROUTING
GONBI 1B	On 277° heading to L1016, turn LEFT, 096° track via L1017 to L1018, turn LEFT, 066° track to GONBI.
LISNA 1B	On 277° heading to L1016, turn LEFT, intercept 245° track to LISNA.
OKUDI 1B	On 277° heading to L1016, turn LEFT, 096° track via L1017 to L1018, turn RIGHT, 131° track to OKUDI.

PULKOVO
Krug
120.3

Apt Elev
79'

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
FL70 if pressure is less than 706 MM (941.3 hPa)

Trans alt: 3040' (2973')

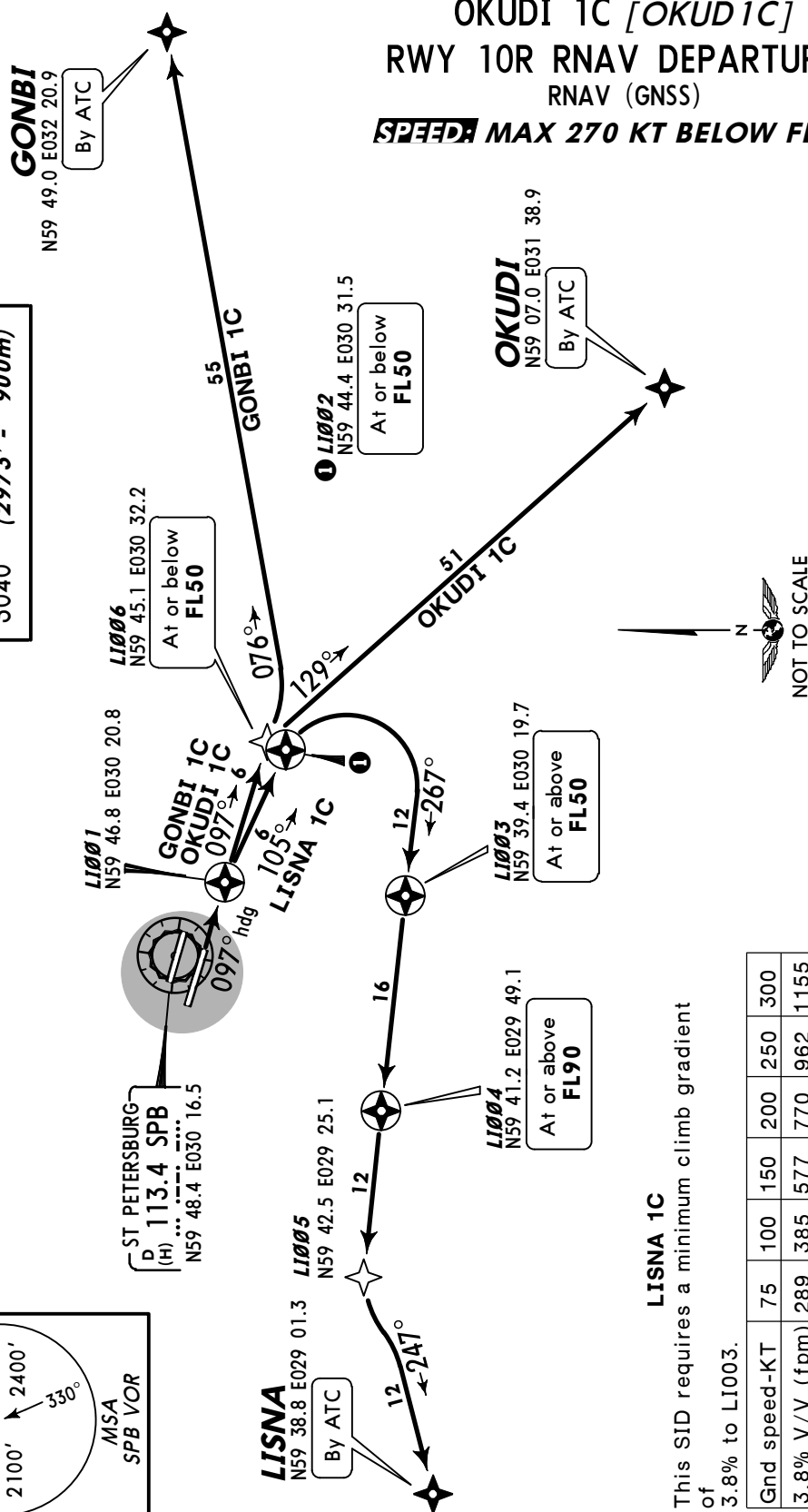
1. When crossing 730' (663') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following RNAV SIDs are not possible, report to ground controller and request RADAR vectoring for departure.

GONBI 1C [GONB1C]
LISNA 1C [LISN1C]
OKUDI 1C [OKUD1C]
RWY 10R RNAV DEPARTURES
RNAV (GNSS)

SPEEDS MAX 270 KT BELOW FL100

ALT/HEIGHT CONVERSION
(QFE)

QNH
730' (663' - 200m)
3040' (2973' - 900m)



PULKOVO
Krug
120.3

Apt Elev
79'

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
FL70 if pressure is less than 706 MM (941.3 hPa)

Trans alt: 3040' (2979')

1. When crossing 720' (659') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following RNAV SIDs are not possible, report to ground controller and request RADAR vectoring for departure.

GONBI 1D [GONB1D]

LISNA 1D [LISN1D]

OKUDI 1D [OKUD1D]

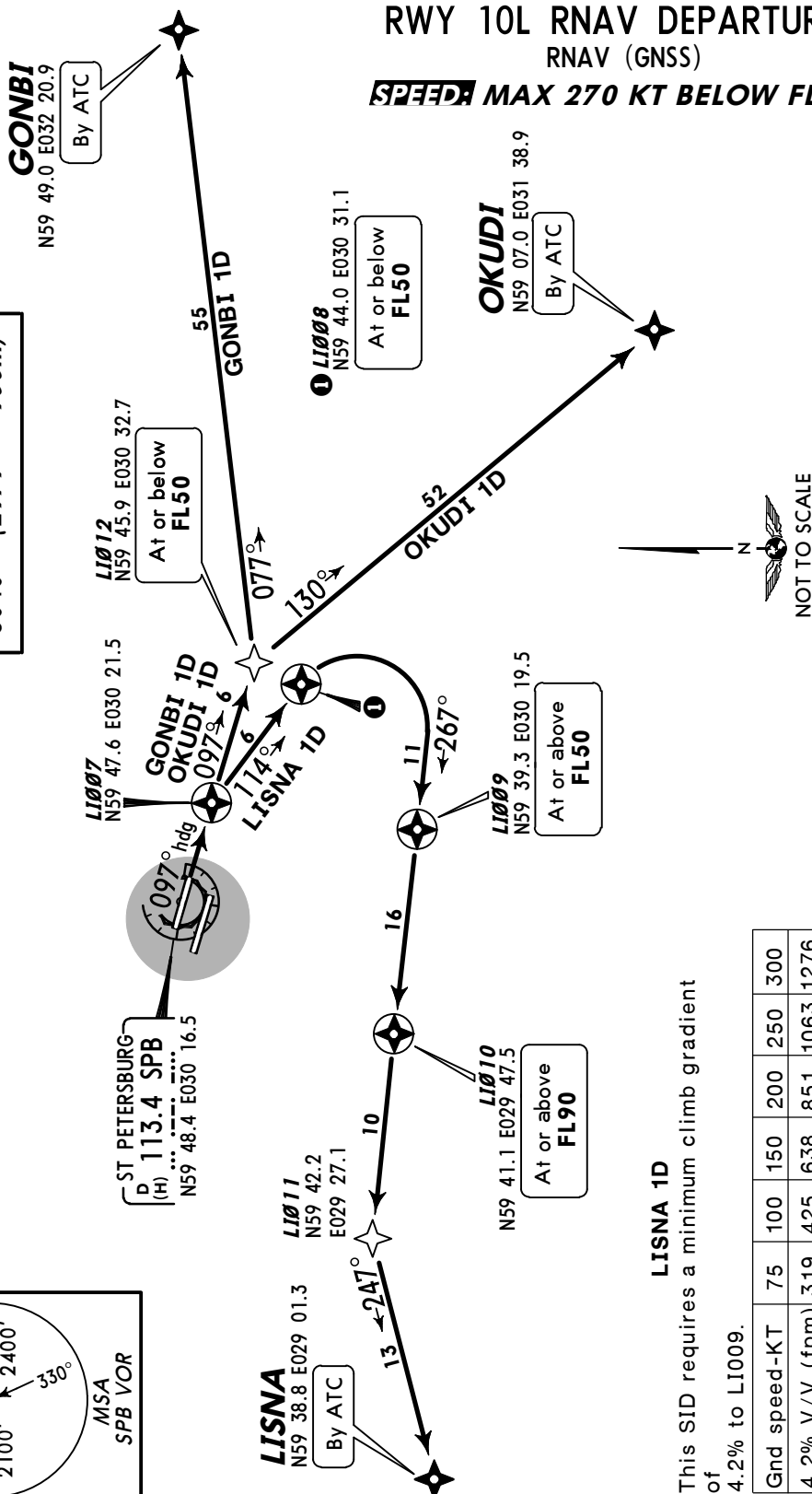
RWY 10L RNAV DEPARTURES

RNAV (GNSS)

SPEEDS MAX 270 KT BELOW FL100

ALT/HEIGHT CONVERSION
(QFE)

QNH 720' (659' - 200m)
3040' (2979' - 900m)



LISNA 1D

This SID requires a minimum climb gradient of 4.2% to LI009.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

If unable to comply advise ATC during start-up.

Initial climb clearance 3040'(2979')

ROUTING

SID

GONBI 1D On 097° heading to LI012, 077° track to GONBI.

LISNA 1D On 097° heading to LI007, turn RIGHT, 114° track to LI008, turn RIGHT, 267° track via LI009 and LI010 to LI011, turn LEFT, 247° track to LISNA.

OKUDI 1D On 097° heading to LI012, 130° track to OKUDI.

PULKOVO
Krug
120.3Apt Elev
79'

QNH on request (QFE)

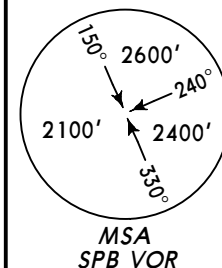
Trans level: FL50

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

FL70 if pressure is less than 706 MM (941.3 hPa)

Trans alt: 3040' (2974')

1. When crossing 730' (664') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following SIDs are not possible, report to ground controller and get alternative instructions for maneuvering after departure.

LUNOK 1K [LUNO1K]
RWY 28R DEPARTURES**~~SPEED~~ MAX 270 KT BELOW FL100**

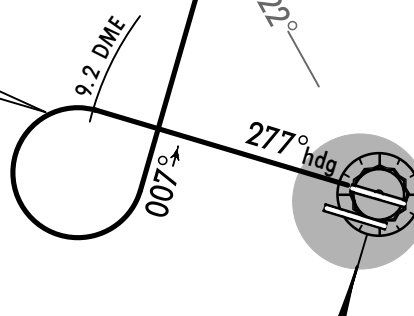
LUNOK
N60 16.0 E029 45.5
By ATC

ALT/HEIGHT CONVERSION	
QNH	(QFE)
730'	(664' - 200m)
3040'	(2974' - 900m)



NOT TO SCALE

CAT A & B
Bank 10°
CAT C & D
MAX 245 KT
Bank 20°



ST PETERSBURG
D 113.4 SPB
(H)
N59 48.4 E030 16.5

This SID requires a minimum climb gradient of 5.6% up to SPB R-322 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' (2974')**ROUTING**

On 277° heading to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-322 to LUNOK.

PULKOVO
Krug
120.3Apt Elev
79'

QNH on request (QFE)

Trans level: FL50

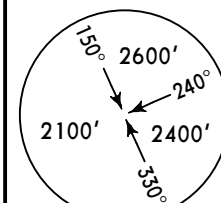
FL60 if pressure is less than 733 MM (977.3 hPa)

and 706 MM (941.3 hPa) or above

FL70 if pressure is less than 706 MM (941.3 hPa)

Trans alt: 3040' (2961')

1. When crossing 740' (661') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following SIDs are not possible, report to ground controller and get alternative instructions for maneuvering after departure.

LUNOK 1L [LUNO1L]
RWY 28L DEPARTURES**~~SPEED~~ MAX 270 KT BELOW FL100**MSA
SPB VOR**LUNOK**

N60 16.0 E029 45.5

By ATC

D31.7

ALT/HEIGHT CONVERSION

QNH (QFE)

740' (661' - 200m)

3040' (2961' - 900m)



NOT TO SCALE

CAT A & B

Bank 10°

CAT C & D

MAX 245 KT
Bank 20°

9.2 DME

007°

277° hdg

ST PETERSBURG
D (H) 113.4 SPB
N59 48.4 E030 16.5

This SID requires a minimum climb gradient of

5.6% up to SPB R-322 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

If unable to comply advise ATC during start-up.

Initial climb clearance 3040'(2961')

ROUTING

On 277° heading to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-322 to LUNOK.

PULKOVO
Krug
120.3

Apt Elev
79'

QNH on request (QFE)

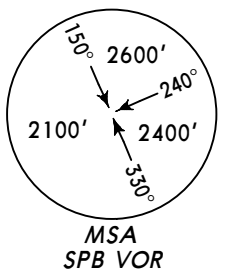
Trans level: FL50

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

FL70 if pressure is less than 706 MM (941.3 hPa)

Trans alt: 3040' (2973')

1. When crossing 730' (663') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following SIDs are not possible, report to ground controller and get alternative instructions for maneuvering after departure.

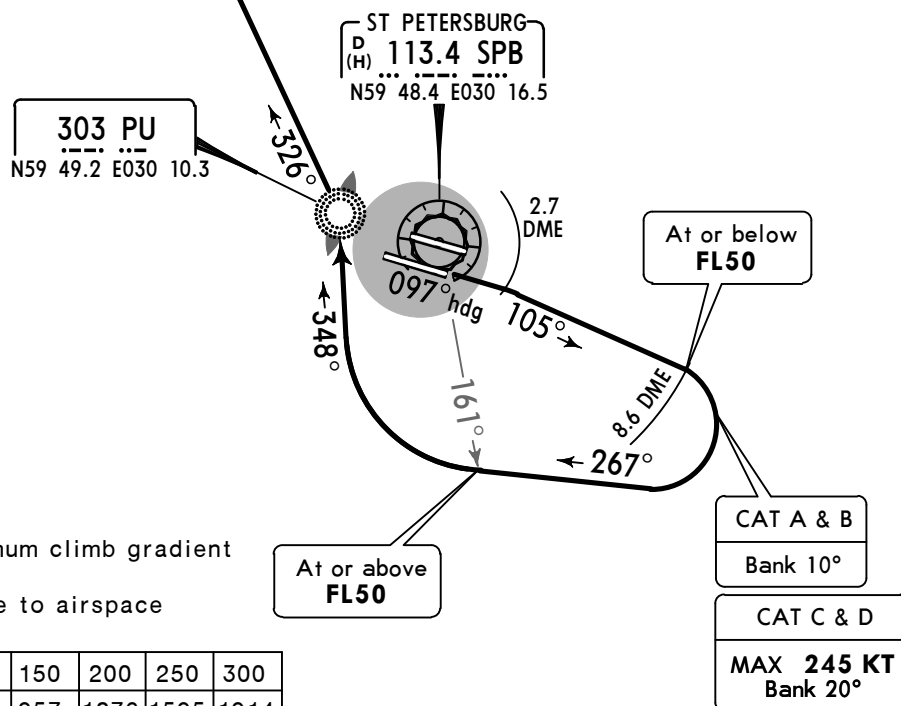


LUNOK
N60 16.0 E029 45.5
By ATC

**LUNOK 1M[LUNO1M]
RWY 10R DEPARTURES**
~~SPEED~~ MAX 270 KT BELOW FL100



ALT/HEIGHT CONVERSION	
QNH	(QFE)
730'	(663' - 200m)
3040'	(2973' - 900m)



This SID requires a minimum climb gradient of 6.3% up to SPB R-161 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	479	638	957	1276	1595	1914

If unable to comply advise ATC during start-up.

Initial climb clearance 3040'(2973')

ROUTING

On 097° heading to SPB 2.7 DME, 105° track to SPB 8.6 DME, turn RIGHT, 267° track, after crossing SPB R-161 turn RIGHT to PU, 326° bearing to LUNOK.

PULKOVO
Krug
120.3

Apt Elev
79'

QNH on request (QFE)

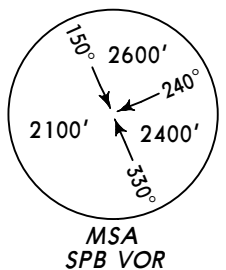
Trans level: FL50

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

FL70 if pressure is less than 706 MM (941.3 hPa)

Trans alt: 3040' (2979')

1. When crossing 720' (659') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following SIDs are not possible, report to ground controller and get alternative instructions for maneuvering after departure.



LUNOK
N60 16.0 E029 45.5
By ATC

LUNOK 1N[LUNO1N]
RWY 10L DEPARTURES
~~SPEED~~ MAX 270 KT BELOW FL100



ALT/HEIGHT CONVERSION	
QNH	(QFE)
720'	(659' - 200m)
3040'	(2979' - 900m)

303 PU
N59 49.2 E030 10.3

ST PETERSBURG
D 113.4 SPB
(H)
N59 48.4 E030 16.5

At or below
FL50

At or above
FL50

CAT A & B
Bank 10°

CAT C & D
MAX 245 KT
Bank 20°

This SID requires a minimum climb gradient of 6.3% up to SPB R-161 due to airspace structure.

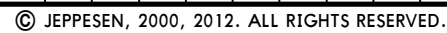
Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	479	638	957	1276	1595	1914

If unable to comply advise ATC during start-up.

Initial climb clearance 3040'(2979')

ROUTING

On 097° heading to SPB 2.7 DME, 114° track to SPB 8.6 DME, turn RIGHT, 267° track, after crossing SPB R-161 turn RIGHT to PU, 326° bearing to LUNOK.



ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS			
RWY		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
10L	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR				197'
28R	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) ① RVR		10,112' 3082m	② ③	60m

10L HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR
 28R HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) ① RVR

10,112' 3082m

② ③

197'
60m

① HST-B4

② First 328'/100m unusable for take-off.

③ TAKE-OFF RUN AVAILABLE

RWY 10L: From posn, 328'/100m after rwy head 10,817' (3297m)
 twy B5 int 6726' (2050m)
 twy B4 int 3773' (1150m)

RWY 28R: From posn, 328'/100m after rwy head 10,817' (3297m)
 twy B2 int 9941' (3030m)
 twy B3 int 8038' (2450m)
 twy B4 int 6070' (1850m)
 twy B5 int 3609' (1100m)

10R HIRL (60m) CL (15m) HIALS-II TDZ ④ ⑤ RVR
 28L HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) ⑥ RVR

11,430' 3484m

⑦ ⑧

197'
60m

④ PAPI-L (3.0°)

⑤ HST-A2 (with HSTIL)

⑥ HST-A4 (with HSTIL)

⑦ First 328'/100m unusable for take-off.

⑧ TAKE-OFF RUN AVAILABLE

RWY 10R: From posn, 328'/100m after rwy head 12,074' (3680m)
 twy A4 int 8858' (2700m)
 twy A1 int 3281' (1000m)

RWY 28L: From posn, 328'/100m after rwy head 12,074' (3680m)
 twy A1 int 8333' (2540m)
 twy A2 int 6398' (1950m)

TAKE-OFF

	AIR CARRIER All Rwys			AIR CARRIER (FAR 121) All Rwys	
	LVP must be in force				
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	CL & RCLM any RVR out, other two req.	Adequate Vis Ref

A

B

C

D

200m (150m)

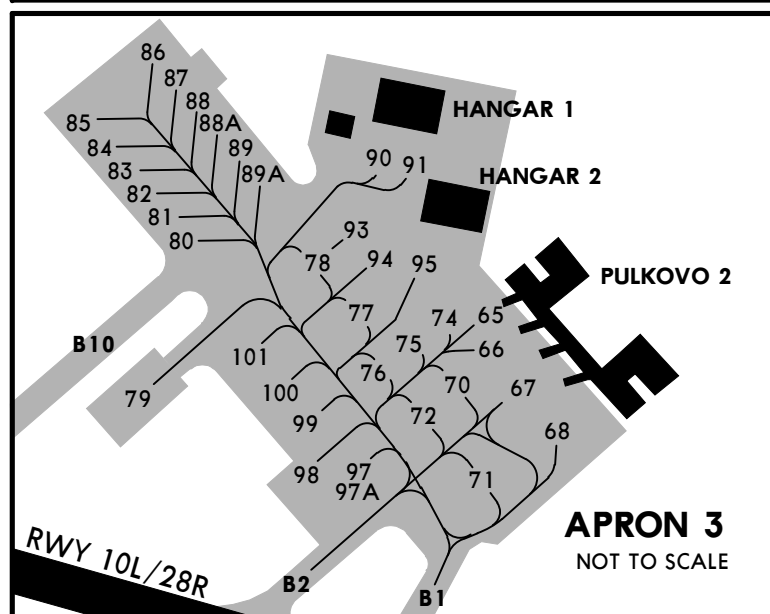
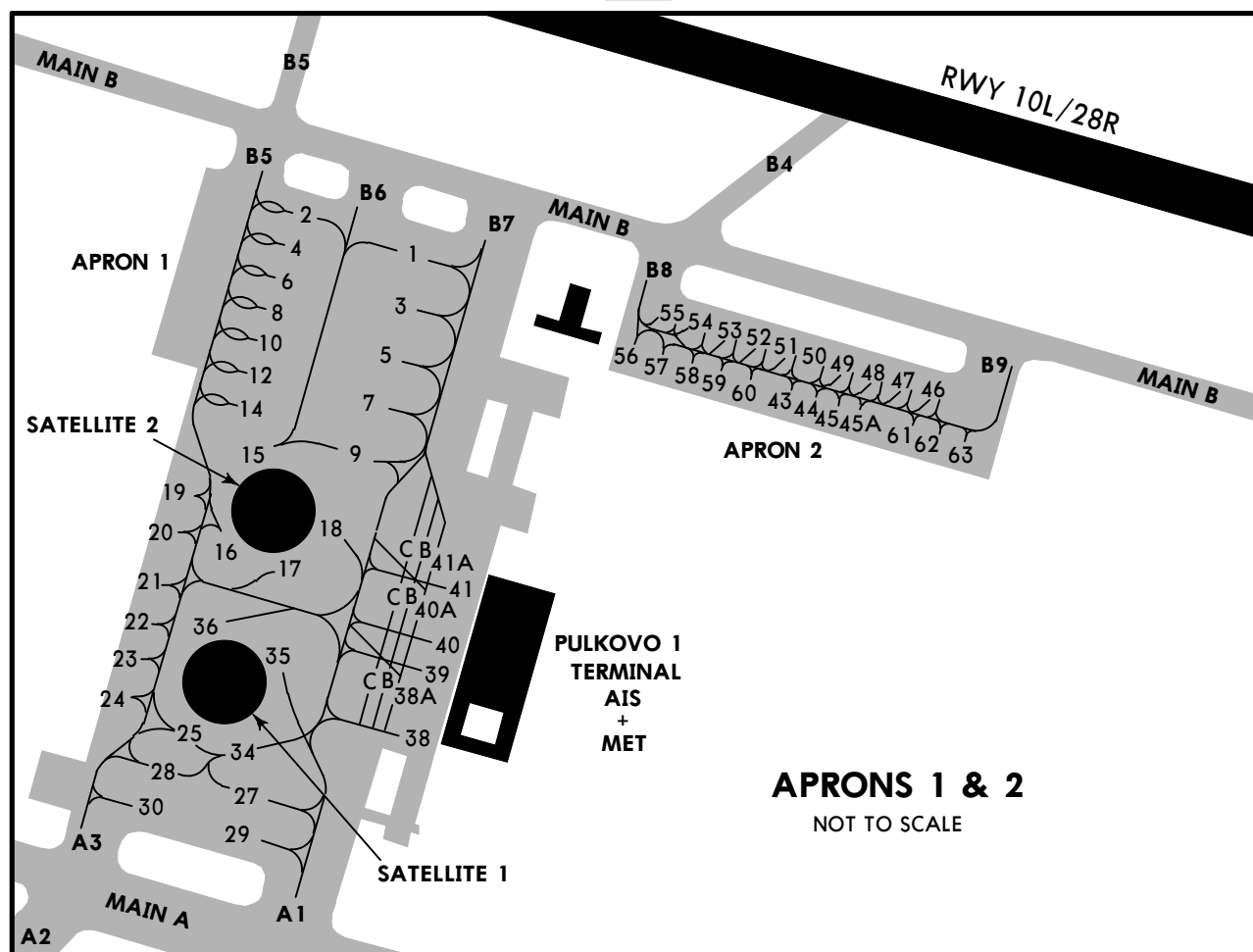
250m

400m

2
Eng3 & 4
Eng

TDZ RVR 175m
 Mid RVR 175m
 Roll out RVR 175m

RVR 500m
 VIS 400m



INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N59 48.2 E030 16.0	90	N59 48.5 E030 18.1
3	N59 48.1 E030 16.0	91	N59 48.5 E030 18.2
4	N59 48.2 E030 16.0	93	N59 48.4 E030 18.1
5	N59 48.1 E030 16.0	94, 95	N59 48.4 E030 18.2
6	N59 48.1 E030 15.9	97 thru 98	N59 48.2 E030 18.1
7	N59 48.1 E030 16.0	99, 100	N59 48.3 E030 18.0
8	N59 48.1 E030 15.9	101	N59 48.3 E030 17.9
9	N59 48.0 E030 15.9	400 thru 403	N59 48.4 E030 17.2
10, 12	N59 48.1 E030 15.9	404	N59 48.4 E030 17.1
14, 15	N59 48.0 E030 15.9	405 thru 407	N59 48.5 E030 17.1
16	N59 47.9 E030 15.9	408 thru 411	N59 48.5 E030 17.0
17	N59 48.0 E030 15.9	412 thru 414	N59 48.6 E030 16.9
18	N59 48.0 E030 16.0	415 thru 417	N59 48.6 E030 16.8
19, 20	N59 48.0 E030 15.8	418	N59 48.7 E030 16.8
21 thru 24	N59 47.9 E030 15.7	419 thru 422	N59 48.7 E030 16.7
25 thru 28	N59 47.8 E030 15.8	423, 424	N59 48.7 E030 16.6
29	N59 47.8 E030 15.9	500	N59 47.9 E030 18.0
30	N59 47.8 E030 15.7	501, 502	N59 47.9 E030 18.1
34	N59 47.8 E030 15.9	503	N59 47.8 E030 18.1
35	N59 47.9 E030 15.9	504 thru 507	N59 47.8 E030 18.2
36	N59 47.9 E030 15.8	508	N59 47.8 E030 18.3
38	N59 47.8 E030 16.0	509	N59 47.7 E030 18.3
39	N59 47.9 E030 16.0		
40, 41	N59 47.9 E030 16.1		
42	N59 48.0 E030 16.1		
43 thru 45	N59 48.1 E030 16.6		
45A	N59 48.1 E030 16.7		
46, 47	N59 48.1 E030 16.8		
48, 49	N59 48.1 E030 16.7		
50 thru 52	N59 48.1 E030 16.6		
53, 54	N59 48.1 E030 16.5		
55	N59 48.2 E030 16.4		
56	N59 48.1 E030 16.3		
57, 58	N59 48.1 E030 16.4		
59, 60	N59 48.1 E030 16.5		
61	N59 48.1 E030 16.7		
62, 63	N59 48.1 E030 16.8		
65	N59 48.4 E030 18.4		
66 thru 68	N59 48.3 E030 18.4		
70	N59 48.3 E030 18.3		
71	N59 48.2 E030 18.3		
72	N59 48.3 E030 18.2		
74	N59 48.4 E030 18.2		
75, 76	N59 48.3 E030 18.2		
77	N59 48.4 E030 18.1		
78	N59 48.4 E030 18.0		
79	N59 48.4 E030 17.9		
80, 81	N59 48.5 E030 17.9		
82 thru 87	N59 48.5 E030 17.8		
88 thru 89A	N59 48.5 E030 17.9		

STRAIGHT-IN RWY		A	B	C	D
10L	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	161'(100') RA104' R300m	161'(100') RA104' R300m	161'(100') RA104' R300m	161'(100') RA104' R300m
	ILS	261'(200')	261'(200')	261'(200')	261'(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
	VOR ①	590'(529') R1500m	590'(529') R1500m	590'(529') R1700m	590'(529') R1700m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	2 NDB ①	430'(369') R1000m	430'(369') R1000m	430'(369') R1000m	430'(369') R1000m
10R	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
	NDB ①	640'(579') R1500m	640'(579') R1500m	640'(579') R1900m	640'(579') R1900m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	CAT 2 ILS	167'(100') RA105' R300m	167'(100') RA105' R300m	167'(100') RA105' R300m	167'(100') RA105' R300m
	ILS	267'(200')	267'(200')	267'(200')	267'(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
	2 NDB ①	460'(393') R1100m	460'(393') R1100m	460'(393') R1100m	460'(393') R1100m
28L	<i>ALS out</i>	R1500m	R1500m	R1800m	R1800m
	NDB ①	640'(573') R1500m	640'(573') R1500m	640'(573') R1900m	640'(573') R1900m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	ILS	279'(200')	279'(200')	279'(200')	279'(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
	2 NDB ①	410'(331') R800m	410'(331') R800m	410'(331') R800m	410'(331') R800m
	<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
28R	NDB ①	640'(561') R1500m	640'(561') R1500m	640'(561') R1900m	640'(561') R1900m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m

① Continuous Descent Final Approach

STRAIGHT-IN RWY		A	B	C	D
28R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	166'(100') RA104' R300m	166'(100') RA104' R300m	166'(100') RA104' R300m	166'(100') RA104' R300m
	ILS FULL Limited ALS out	266'(200') R550m R750m R1200m	266'(200') R550m R750m R1200m	266'(200') R550m R750m R1200m	266'(200') R550m R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	460'(394') R1100m	460'(394') R1100m	460'(394') R1100m	460'(394') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	2 NDB ①	480'(414') R1200m	480'(414') R1200m	480'(414') R1200m	480'(414') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	NDB ①	590'(524') R1500m	590'(524') R1500m	590'(524') R1700m	590'(524') R1700m
	ALS out	R1500m	R1500m	C2400m	C2400m

① Continuous Descent Final Approach

TAKE-OFF RWY 10L/R, 28L/R

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A							
B	125m	150m	200m	250m	400m	500m	
C							
D	150m	200m	250m	300m			

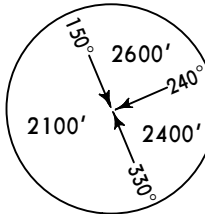
STRAIGHT-IN RWY		A	B	C	D
10L	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	161' (100')	161' (100')	161' (100')	161' (100')
		RA104' R300m	RA104' R300m	RA104' R300m	RA104' R300m
	ILS	261' (200')	261' (200')	261' (200')	261' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	590' (529')	590' (529')	590' (529')	590' (529')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB	430' (369')	430' (369')	430' (369')	430' (369')
		R900m	R1000m	R1000m	R1400m
10R	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	640' (579')	640' (579')	640' (579')	640' (579')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	CAT 2 ILS	167' (100')	167' (100')	167' (100')	167' (100')
	ILS	RA105' R300m	RA105' R300m	RA105' R300m	RA105' R300m
		267' (200')	267' (200')	267' (200')	267' (200')
	ALS out	R550m	R550m	R550m	R550m
		R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	460' (393')	460' (393')	460' (393')	460' (393')
		R900m	R1000m	R1000m	R1400m
28L	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	640' (573')	640' (573')	640' (573')	640' (573')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	ILS	279' (200')	279' (200')	279' (200')	279' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	410' (331')	410' (331')	410' (331')	410' (331')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	640' (561')	640' (561')	640' (561')	640' (561')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m

STRAIGHT-IN RWY		A	B	C	D
28R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	166' (100')	166' (100')	166' (100')	166' (100')
		RA104' R300m	RA104' R300m	RA104' R300m	RA104' R300m
	ILS	266' (200')	266' (200')	266' (200')	266' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	460' (394')	460' (394')	460' (394')	460' (394')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	480' (414')	480' (414')	480' (414')	480' (414')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	590' (524')	590' (524')	590' (524')	590' (524')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m

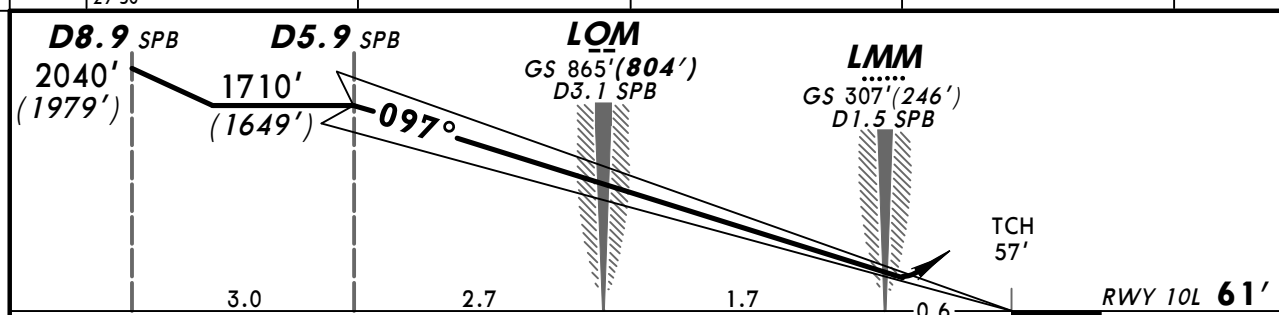
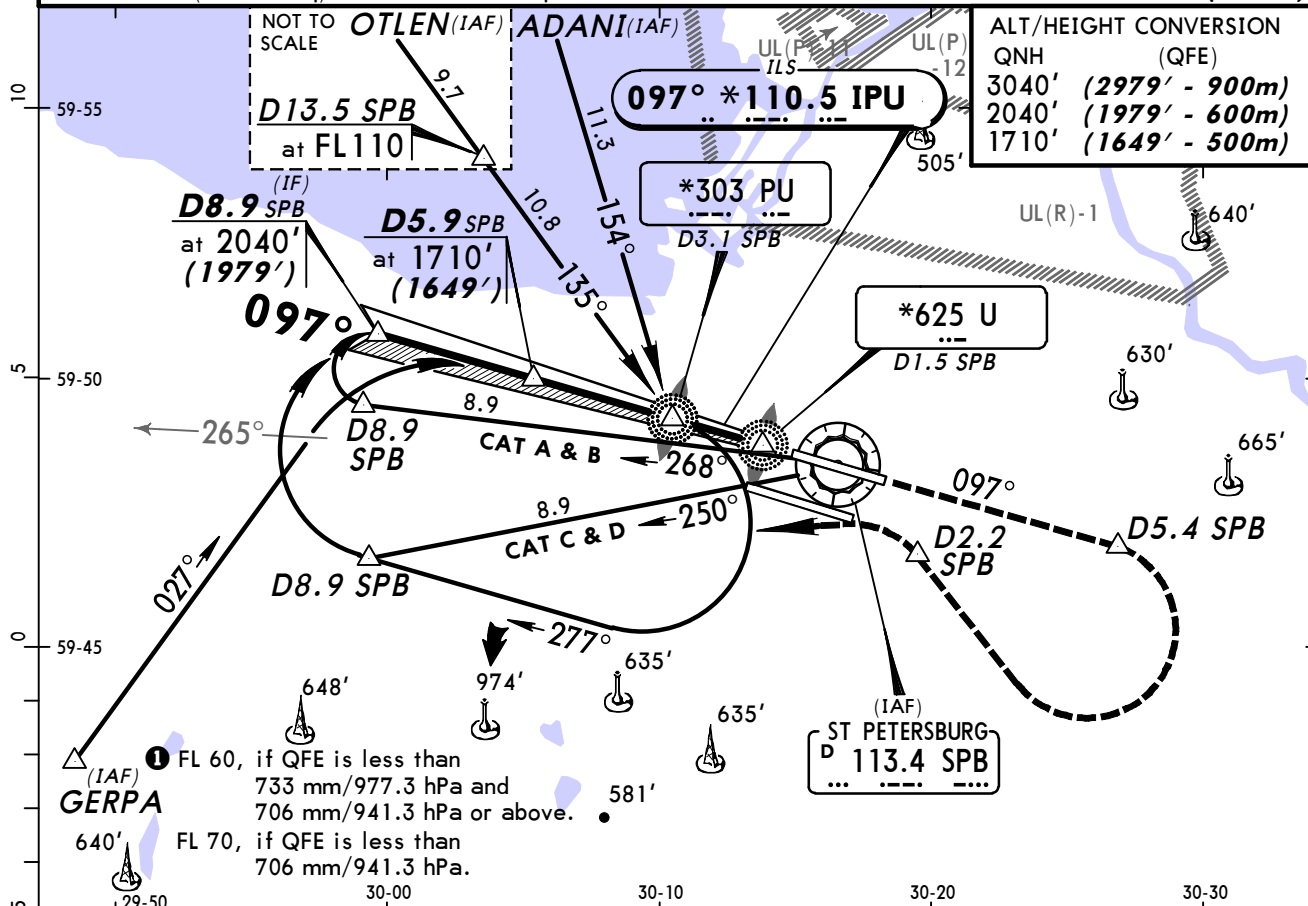
TAKE-OFF RWY 10L/R, 28L/R

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A							
B	125m	150m	200m	250m	400m		500m
C							
D	150m	200m	250m	300m			

BRIEFING STRIP

ATIS (360°T-180°T) 127.3		PETERSBURG Approach (R) 0400-2000 (180°T-360°T) 119.3		2000-0400 125.2	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9
LOC IPU *110.5		Final Aptch Crs 097°		GS LOM 865' (804')	ILS DA(H) 261' (200')	Apt Elev 79' RWY 61'	 MSA SPB VOR
MISSED APCH: Climb on 097° to D5.4 SPB at 3040' (2979'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 SPB turn LEFT and then according to chart.							

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3040' (2979')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		3040' (2979') on 097°	D5.4 SPB
ILS GS	3.00°	377	484	538	646	753	PAPI			

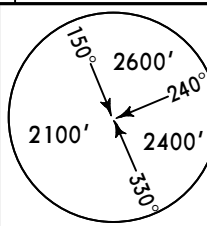
STRAIGHT-IN LANDING RWY 10L					
ILS			LOC (GS out)		
DA(H) 261'(200')					
FULL		TDZ or CL out	ALS out		
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	
B					
C					
D					

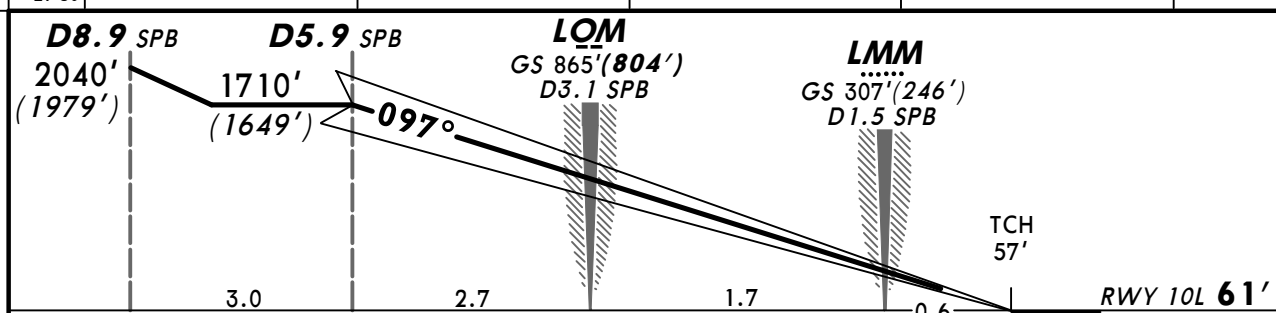
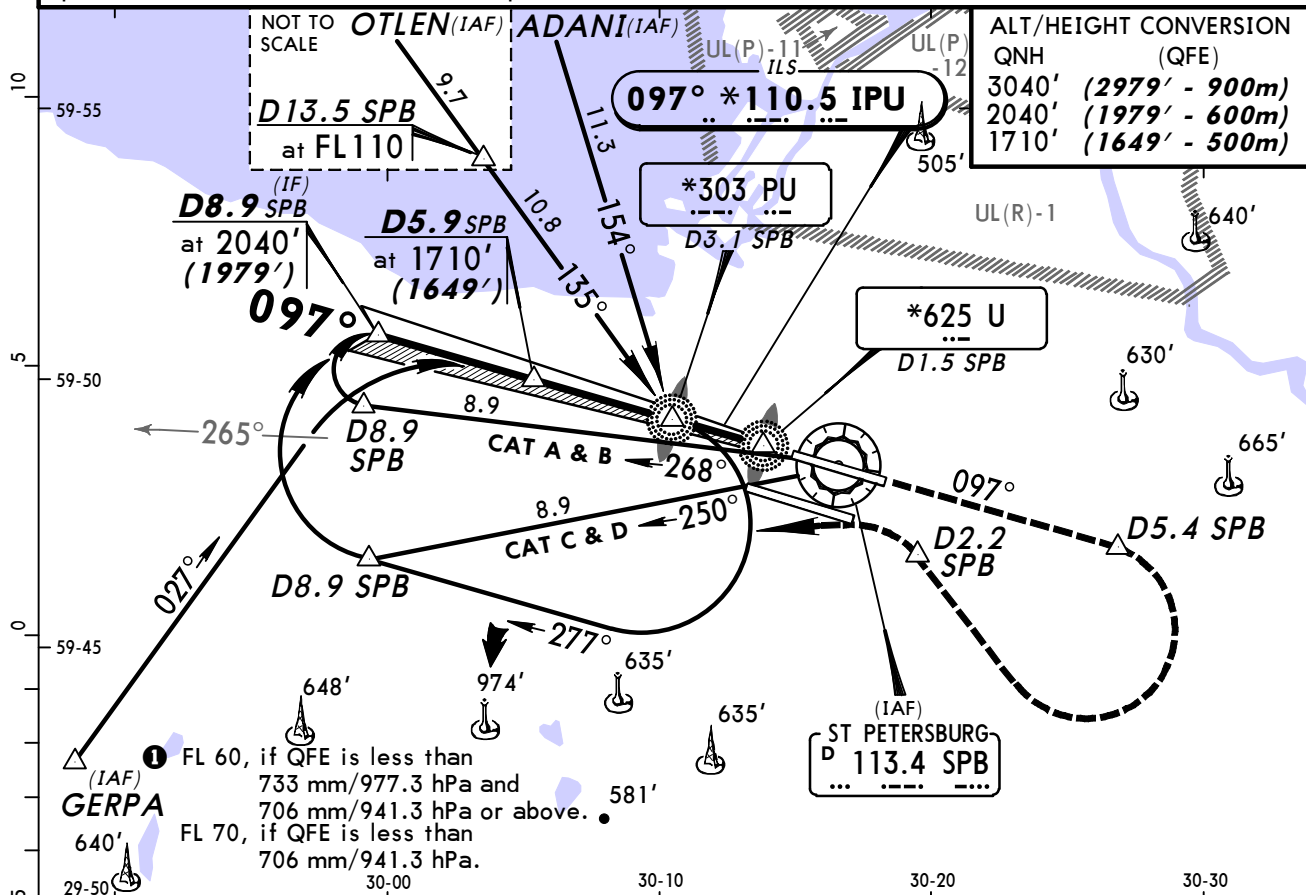
PANS OPS

ULLI/LED
PULKOVO

15 JUN 12
Eff 28 Jun 11-1A

ST PETERSBURG, RUSSIA
CAT II ILS Rwy 10L

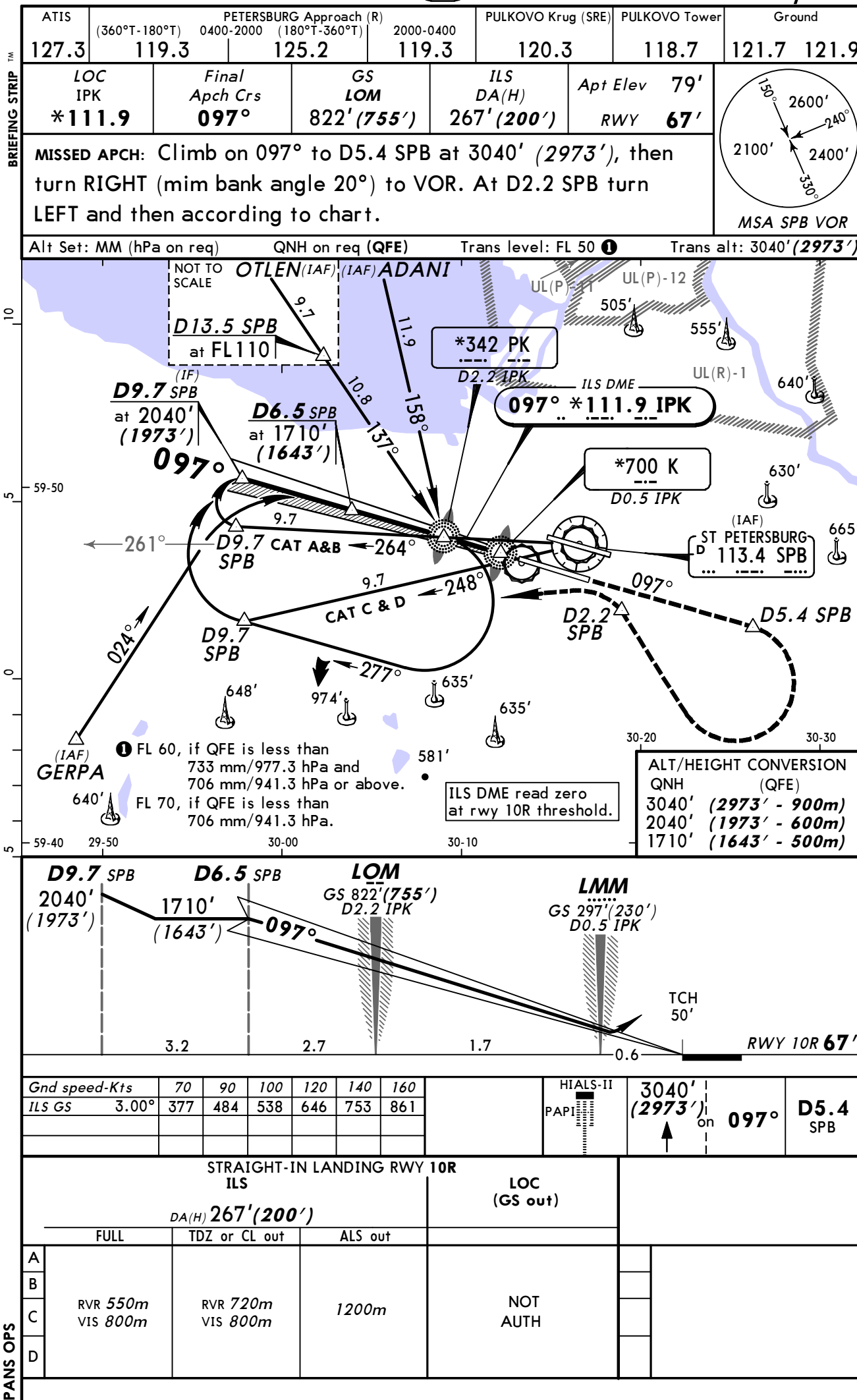
ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 119.3	(180°T-360°T) 2000-0400 125.2	2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9
LOC IPU *110.5	Final Apch Crs 097°	GS LOM 865' (804')	CAT II ILS RA 104' DA(H) 161' (100')	Apt Elev 79'	RWY 61'	
MISSED APCH: Climb on 097° to D5.4 SPB at 3040' (2979'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 SPB turn LEFT and then according to chart.						
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3040' (2979') Special aircrew & acft certification required.						MSA SPB VOR



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	3040' (2979')	on 097°	D5.4 SPB
GS	3.00°	377	484	538	646	753	861	PAPI			

STRAIGHT-IN LANDING RWY 10L
CAT II ILS
ABCD
RA 104'
DA(H) 161' (100')

RVR 350m



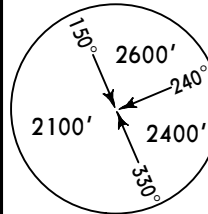
ULLI/LED
PULKOVO

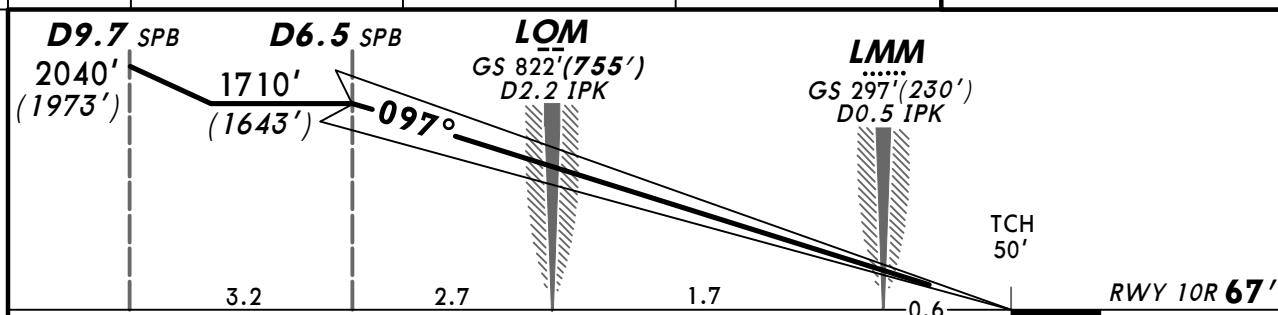
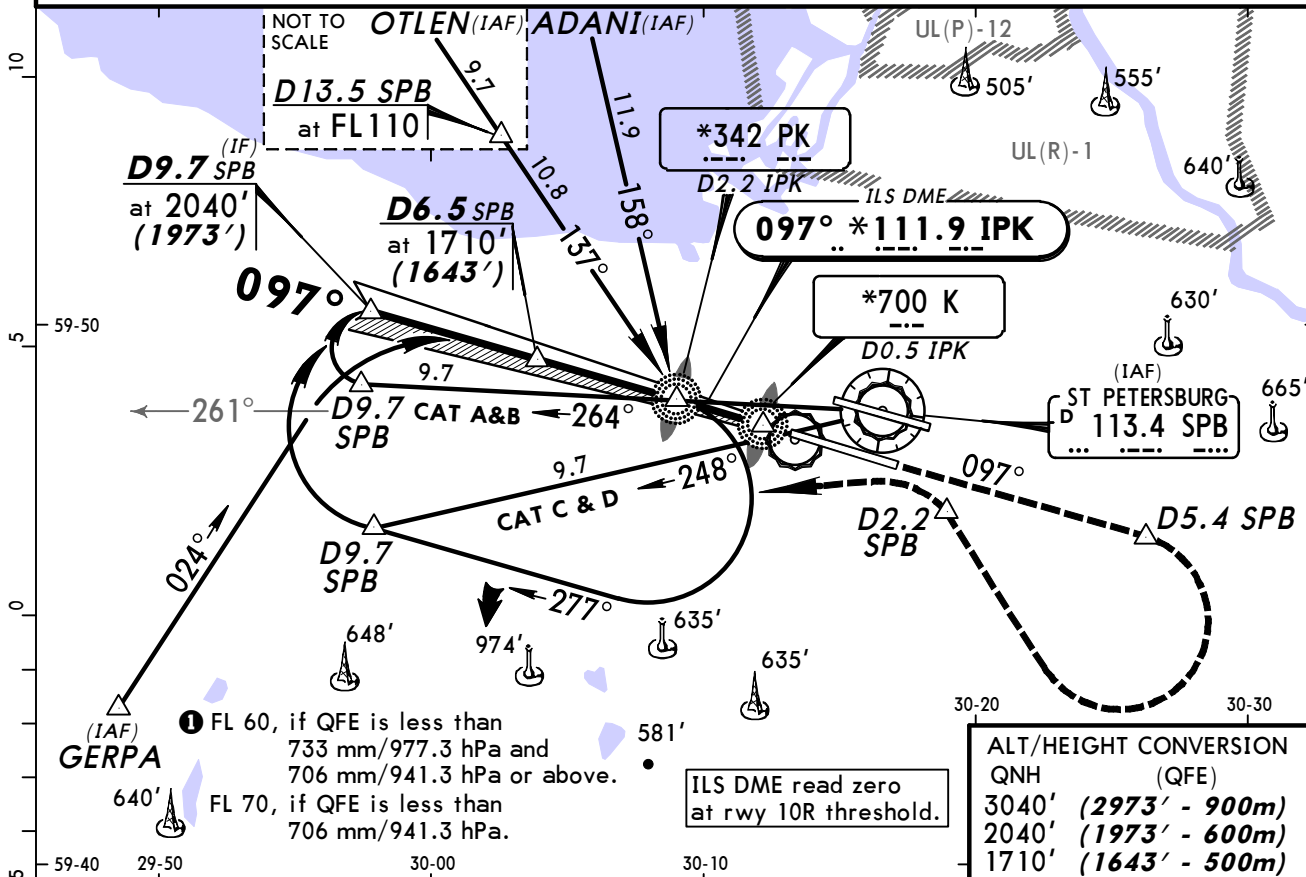
15 JUN 12
Eff 28 Jun

11-2A

ST PETERSBURG, RUSSIA
CAT II ILS DME Rwy 10R

BRIEFING STRIP

ATIS (360°T-180°T) 127.3		PETERSBURG Approach (R) 0400-2000 (180°T-360°T) 119.3		2000-0400 125.2		PULKOVO Krug (SRE) 120.3		PULKOVO Tower 118.7		Ground 121.7 121.9	
LOC IPK *111.9		Final Apch Crs 097°		GS LOM 822' (755')		CAT II ILS RA 105' DA(H) 167' (100')		Apt Elev 79' RWY 67'		 MSA SPB VOR	
MISSED APCH: Climb on 097° to D5.4 SPB at 3040' (2973'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 SPB turn LEFT and then according to chart.											
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 ①		Trans alt: 3040' (2973')					
Special aircrew & acft certification required.											



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	3040' (2973') on 097°	D5.4 SPB
GS	3.00°	377	484	538	646	753			

STRAIGHT-IN LANDING RWY 10R

CAT II ILS

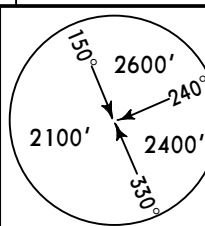
ABCD

RA 105'

DA(H) 167' (100')

RVR 350m

PANS OPS

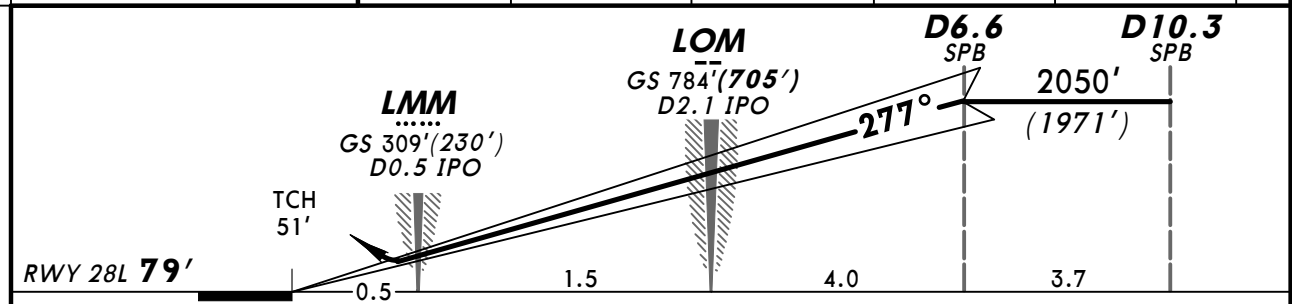
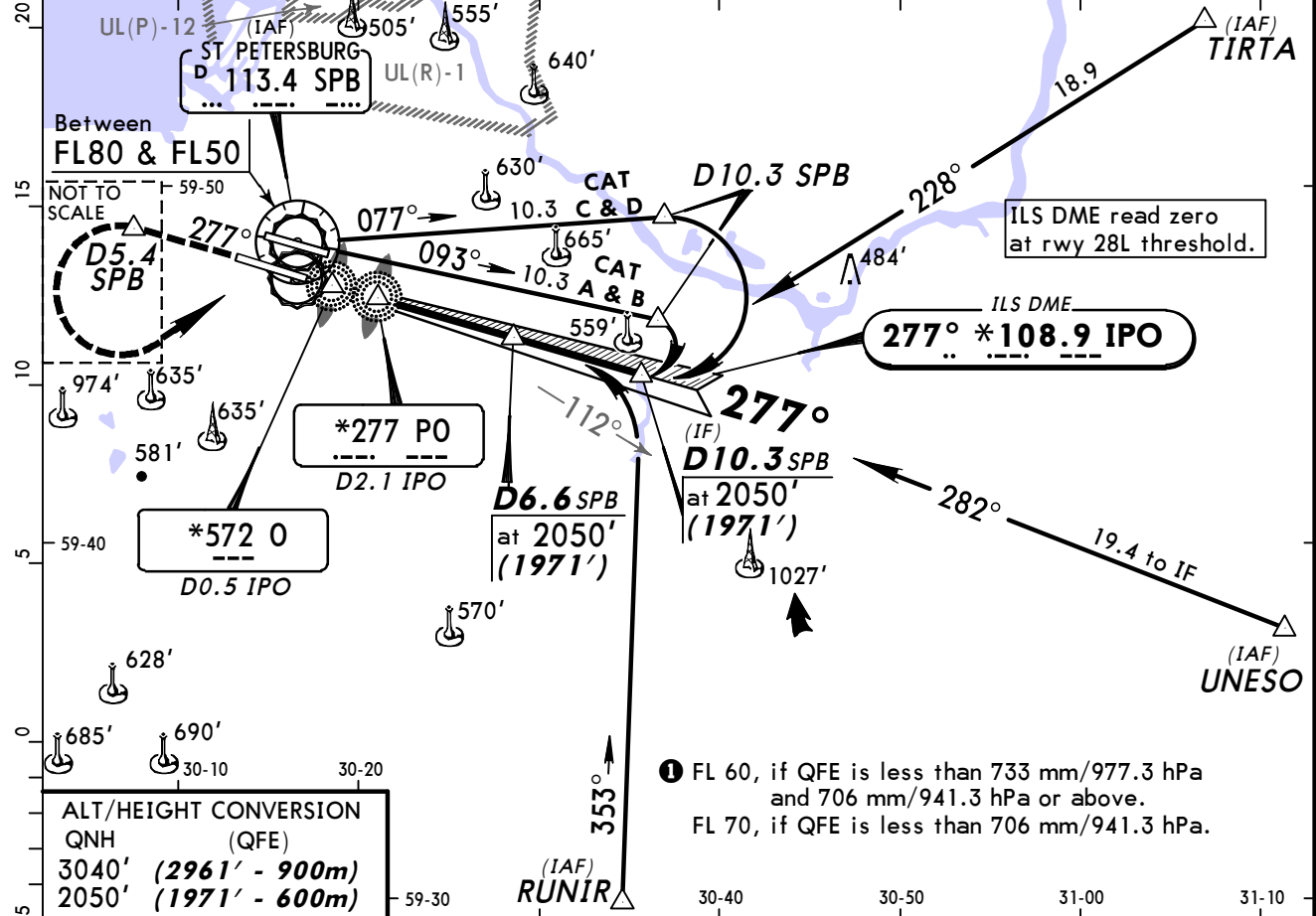
ATIS		PETERSBURG Approach (R)		PULKOVO Krug (SRE)	PULKOVO Tower	Ground	
(360°T-180°T)		0400-2000 (180°T-360°T)		2000-0400			
127.3	119.3	125.2	119.3	120.3	118.7	121.7	121.9
LOC IPO *108.9	Final Apch Crs 277°	GS LOM 784' (705')	ILS DA(H) 279' (200')	Apt Elev 79' RWY 79'			
MISSED APCH: Climb on 277° to D5.4 SPB at 2050' (1971'), then turn LEFT (MIM bank angle 20°) to VOR climbing to 3040' (2961'), then according to chart.							
MSA SPB VOR							

Alt Set: MM (hPa on req)

QNH on req (QFE)

Trans level: FL 50

Trans alt: 3040'(2961')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2050' (1971') on 277°	D5.4 SPB
ILS GS	3.00°	377	484	538	646	753			

STRAIGHT-IN LANDING RWY 28L											
ILS					LOC (GS out)						
DA(H) 279'(200')											
FULL					ALS out						
A	RVR 720m VIS 800m				1200m			NOT AUTH			
B											
C											
D											

MSA SPB VOR

ST PETERSBURG
P 113.4 SPB

BETWEEN FL80 & FL50

D5.4 SPB

***960 L**
D1.5 SPB

***525 PL**
D3.1 SPB

D7.0 SPB
at 2040' (1974')

(IF) D10.0 SPB
at 2040' (1974')

ILS 277° *111.3 IPL

TIRTA (IAF)

UNESCO (IAF)

RUNIR (IAF)

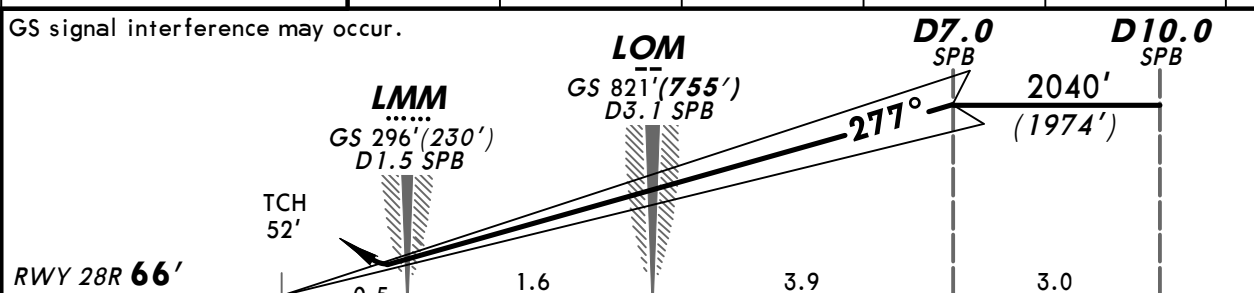
ALT/HEIGHT CONVERSION

QNH	(QFE)
3040'	(2974' - 900m)
2040'	(1974' - 600m)

FL 60, if QFE is less than 733 mm/977.3 hPa and 706 mm/941.3 hPa or above.

FL 70, if QFE is less than 706 mm/941.3 hPa.

① FL 60, if QFE is less than 733 mm/977.3 hPa and 706 mm/941.3 hPa or above.
FL 70, if QFE is less than 706 mm/941.3 hPa.



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>ILS GS</i> 3.00°	377	484	538	646	753	861	

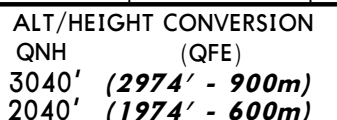
STRAIGHT-IN LANDING RWY 28R						
ILS				LOC (GS out)		
DA(H) 266'(200')						
FULL		TDZ or CL out	ALS out			
A	RVR <i>550m</i> VIS <i>800m</i>	RVR <i>720m</i> VIS <i>800m</i>	<i>1200m</i>	NOT AUTH		
B						
C						
D						

15 JUN 12
Eff 28 Jun

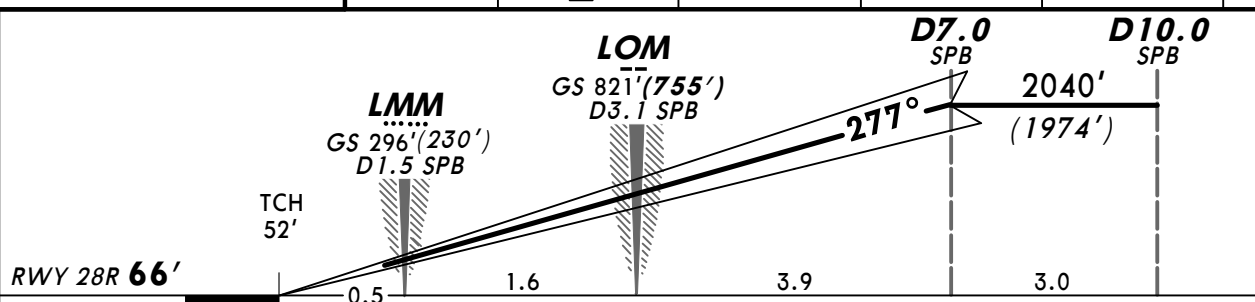
11-4A

CAT II ILS 'Rwy 28R

MSA SPB VOR

Trans alt: 3040' (**2974'**)

1 FL 60, if QFE is less than 733 mm/977.3 hPa and 706 mm/941.3 hPa or above.
FL 70, if QFE is less than 706 mm/941.3 hPa.



HIALS-II
PAPI

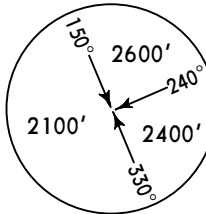
2040' (1974') ↑	on 277°	D5.4 SPB
-----------------------	---------	--------------------

$DA(H)$ **166' (100')**

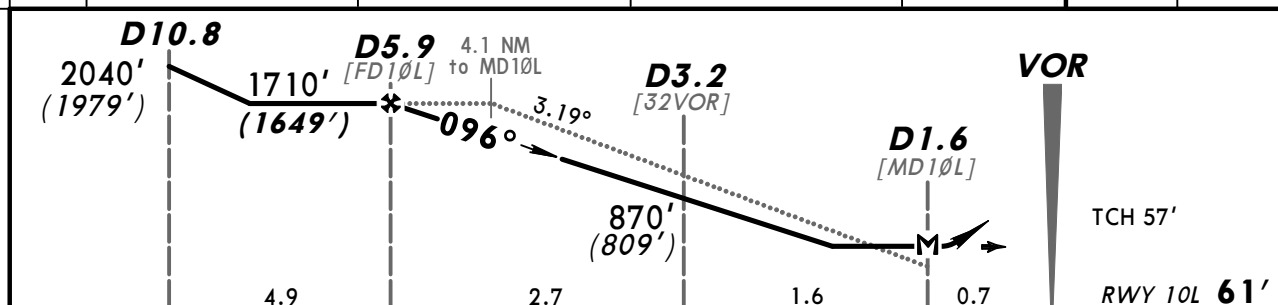
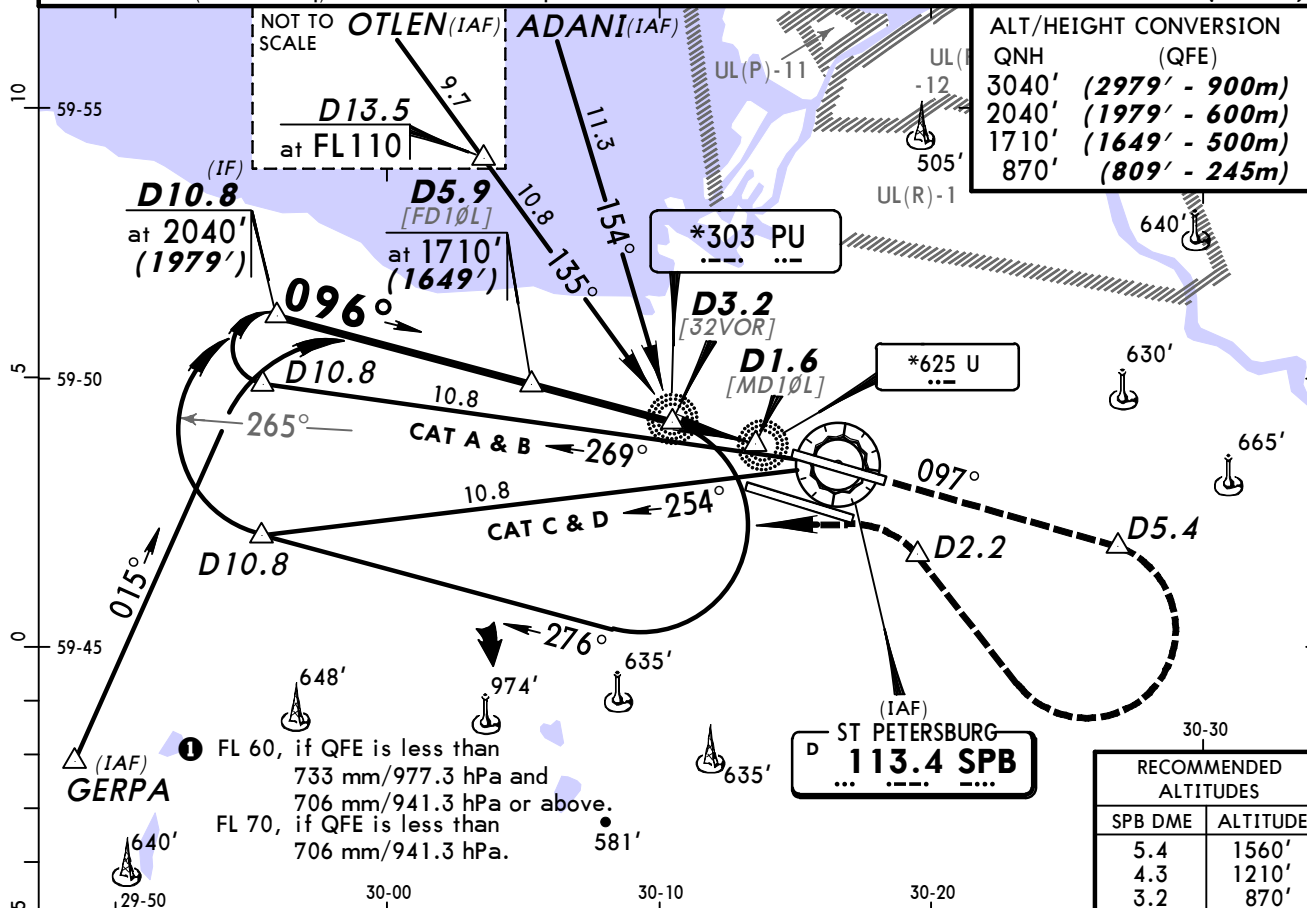
RVR **350m**

© JEPPESEN, 2009, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP

ATIS (360°T-180°T) 127.3		PETERSBURG Approach (R) 0400-2000 (180°T-360°T) 119.3		2000-0400 125.2	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9
VOR SPB 113.4		Final Apch Crs 096°		Minimum Alt D5.9 1710'(1649')	MDA(H) 590'(529')	Apt Elev 79' RWY 61'	
MISSED APCH: Climb on 097° to D5.4 at 3040' (2979'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 turn LEFT and then according to chart.							

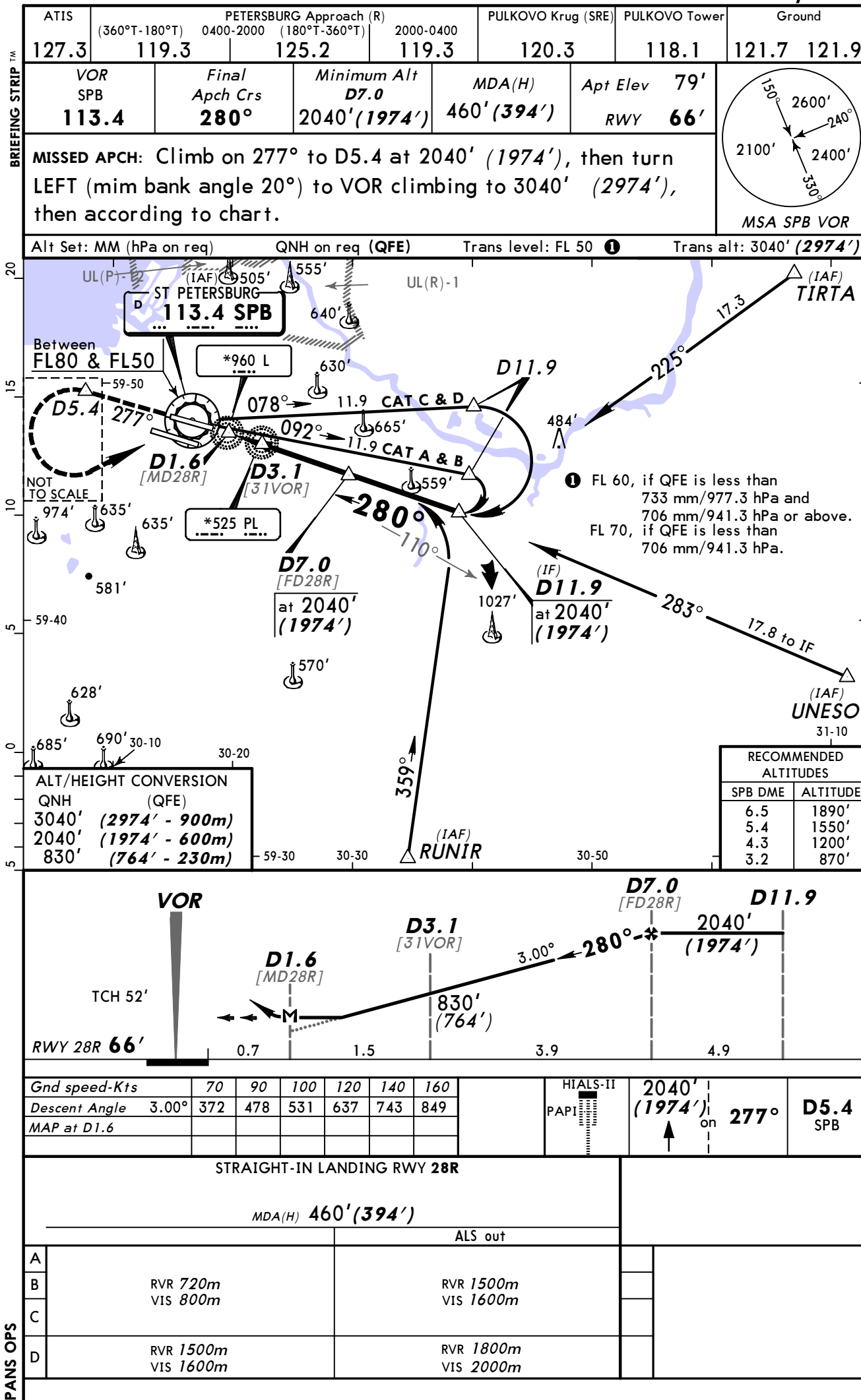
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3040' (2979')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.19°	395	508	564	677	790
MAP at D1.6						

STRAIGHT-IN LANDING RWY 10L					
MDA(H) 590'(529')					
			ALS out		
A	RVR 720m VIS 800m		RVR 1500m VIS 1600m		
B					
C	RVR 1500m VIS 1600m		2400m		
D	RVR 1800m VIS 2000m		2800m		

PANS OPS



ULLI/LED
PULKOVO

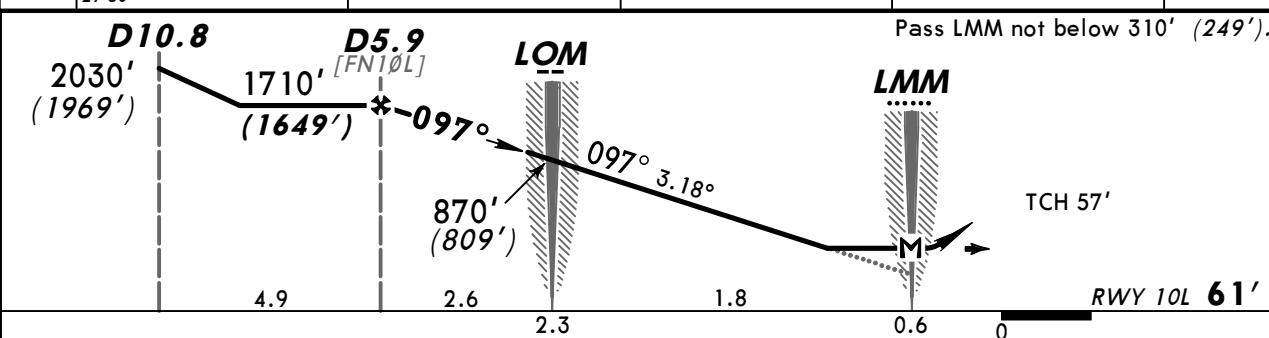
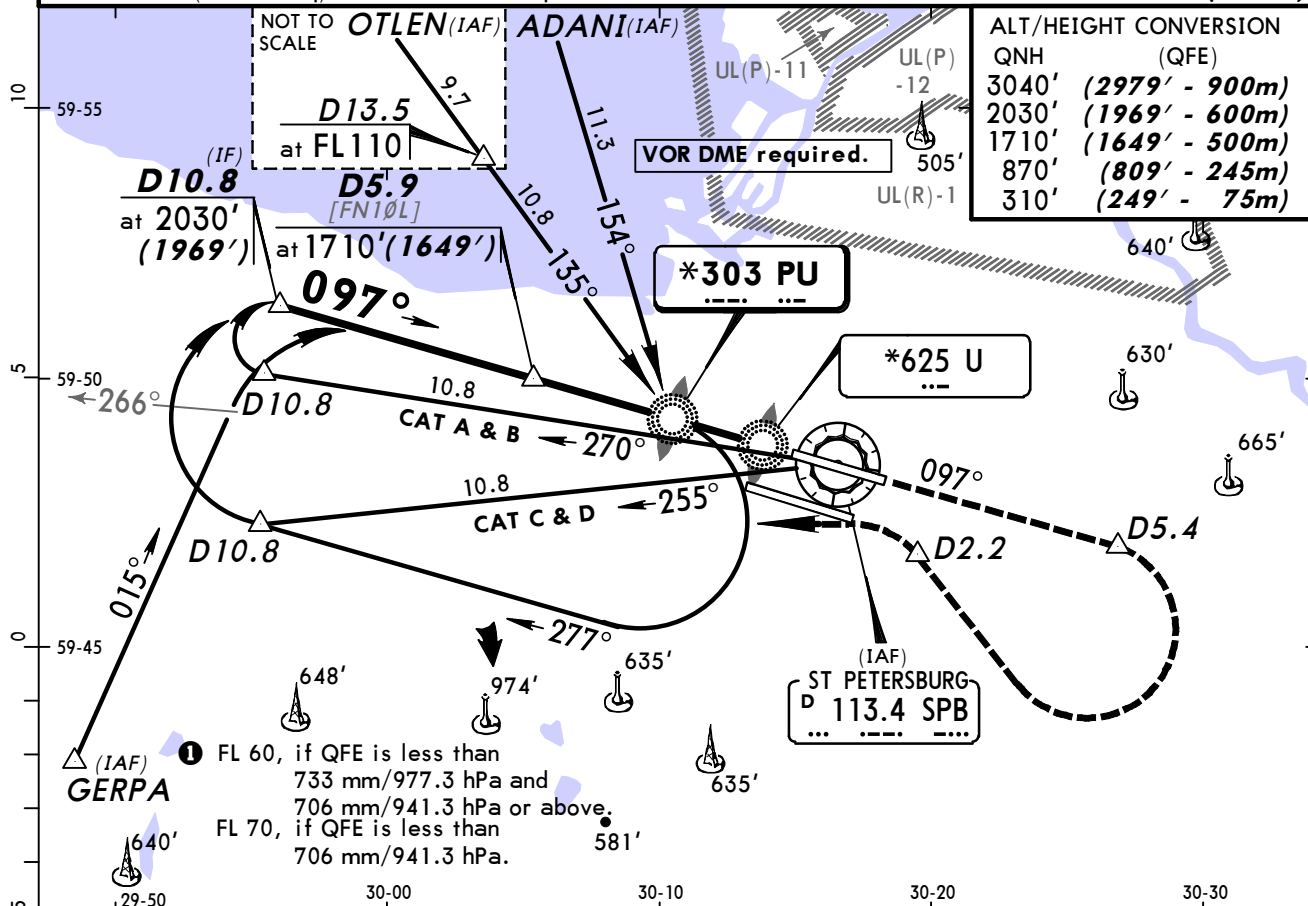
15 JUN 12
Eff 28 Jun (16-1)

ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 10L

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 119.3	(180°T-360°T) 2000-0400 125.2	2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9
NDB PU *303	Final Aptch Crs 097°	Minimum Alt D5.9 1710' (1649')	2 NDB MDA(H) 430' (369')	NDB MDA(H) 640' (579')	Apt Elev 79' RWY 61'	MSA SPB VOR

MISSED APCH: Climb on 097° to D5.4 at 3040' (2979'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 turn LEFT and then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3040' (2979')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 3040' (2979') on 097° D5.4 SPB
Descent Angle 3.18°	394	506	563	675	788	900	
MAP at LMM							

STRAIGHT-IN LANDING RWY 10L			
2 NDB		NDB	
MDA(H) 430' (369')		MDA(H) 640' (579')	
	ALS out		ALS out
A			
B	1200m	RVR 1500m VIS 1600m	1200m RVR 1500m VIS 1600m
C			2400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m 2800m

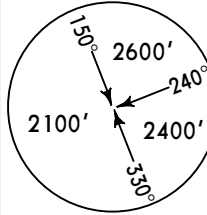
CHANGES: Note.

© JEPPESEN, 2009, 2012. ALL RIGHTS RESERVED.

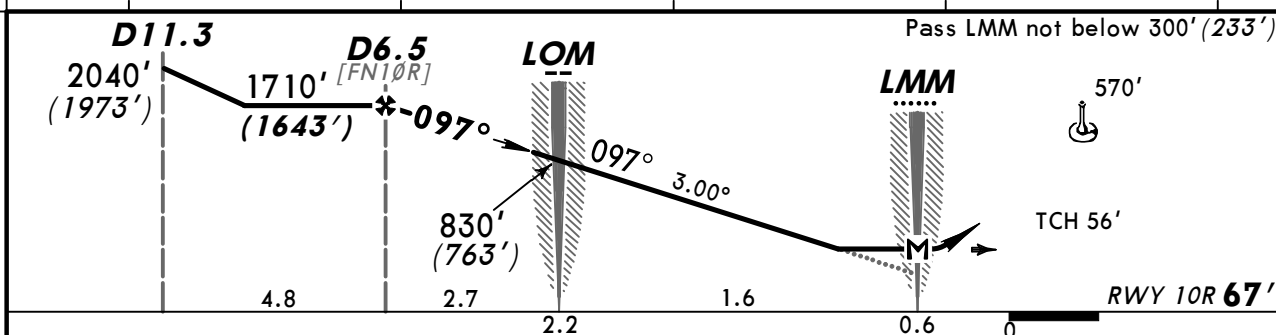
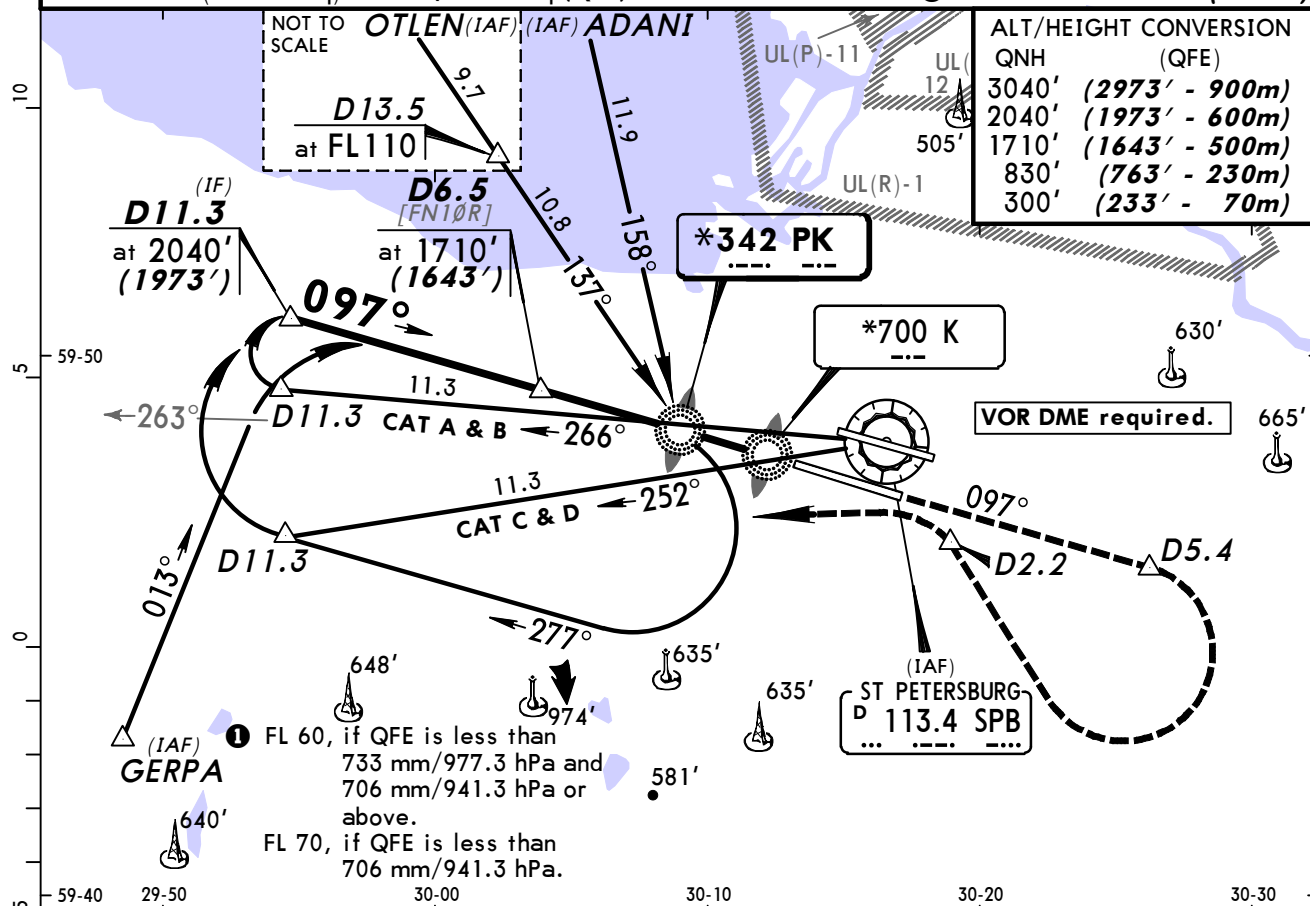
ULLI/LED
PULKOVO

15 JUN 12
Eff 28 Jun 16-2

JEPPESEN ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 10R

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 119.3	(180°T-360°T) 2000-0400 125.2	2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.7	Ground 121.7 121.9
NDB PK *342	Final Aptch Crs 097°	Minimum Alt D6.5 1710' (1643')	2 NDB MDA(H) 460' (393')	NDB MDA(H) 640' (573')	Apt Elev 79' RWY 67'	
MISSED APCH: Climb on 097° to D5.4 at 3040' (2973'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 turn LEFT and then according to chart.						MSA SPB VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3040' (2973')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	3040' (2973') on 097° 	D5.4 SPB
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at LMM									

STRAIGHT-IN LANDING RWY 10R			
2 NDB		NDB	
MDA(H) 460' (393')		MDA(H) 640' (573')	
ALS out		ALS out	
A			
B	1200m	RVR 1500m VIS 1600m	1200m RVR 1500m VIS 1600m
C			2400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m 2800m

CHANGES: Note. Descent angle.

© JEPPESEN, 2009, 2012. ALL RIGHTS RESERVED.

ULLI/LED PULKOVO

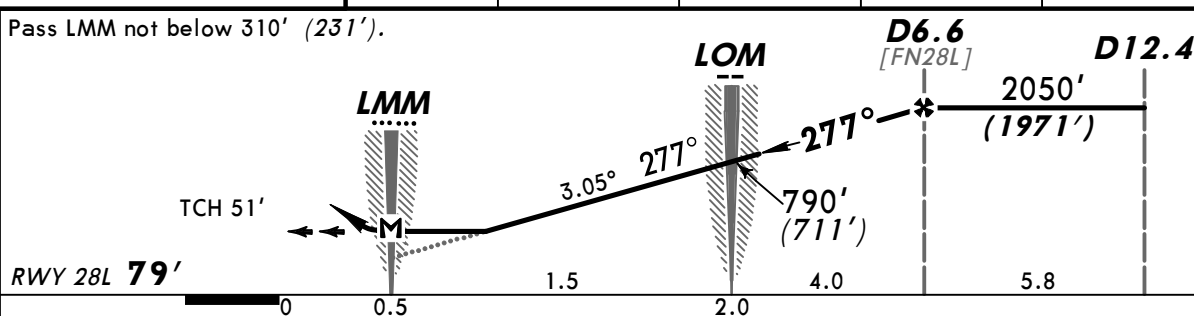
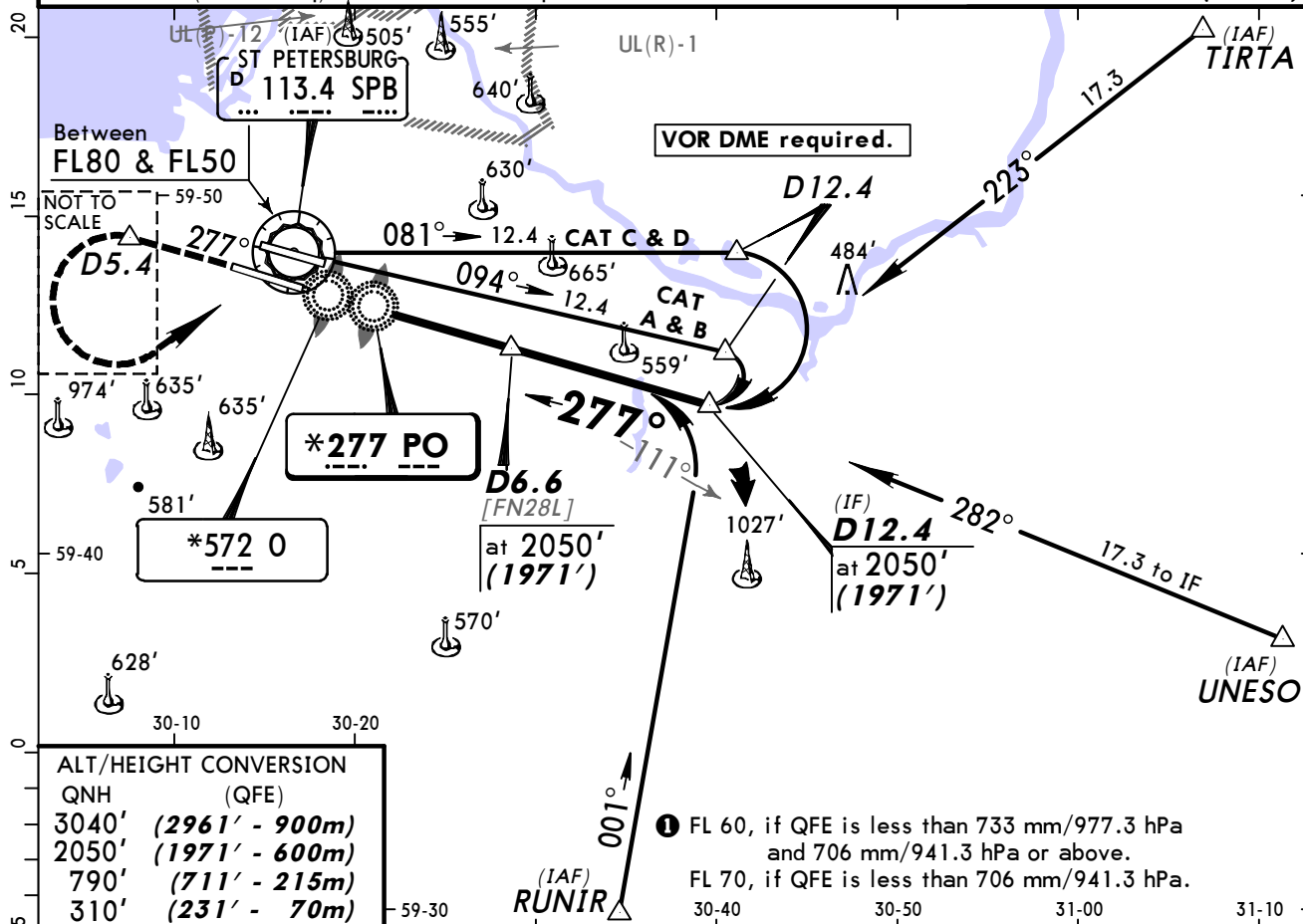
15 JUN 12
Eff 28 Jun 16-3

JEPPESEN ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 28L

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 119.3	(180°T-360°T) 2000-0400 125.2	2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.7	Ground 121.7 121.9
NDB PO *277	Final Apch Crs 277°	Minimum Alt D6.6 2050' (1971')	2 NDB MDA(H) 410' (331')	NDB MDA(H) 640' (561')	Apt Elev 79' RWY 79'	

MISSED APCH: Climb on 277° to D5.4 at 2050' (1971'), then turn LEFT (MIM bank angle 20°) to VOR climbing to 3040' (2961'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3040' (2961')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2050' (1971') on 277° D5.4 SPB
Descent Angle 3.05°	378	486	540	648	755	863	
MAP at LMM							

STRAIGHT-IN LANDING RWY 28L			
2 NDB		NDB	
MDA(H) 410' (331')		MDA(H) 640' (561')	
ALS out		ALS out	
A			
B	1200m	RVR 1500m VIS 1600m	1200m RVR 1500m VIS 1600m
C			2400m
D	RVR 1500m VIS 1600m	2400m	2800m

CHANGES: Note. Descent angle.

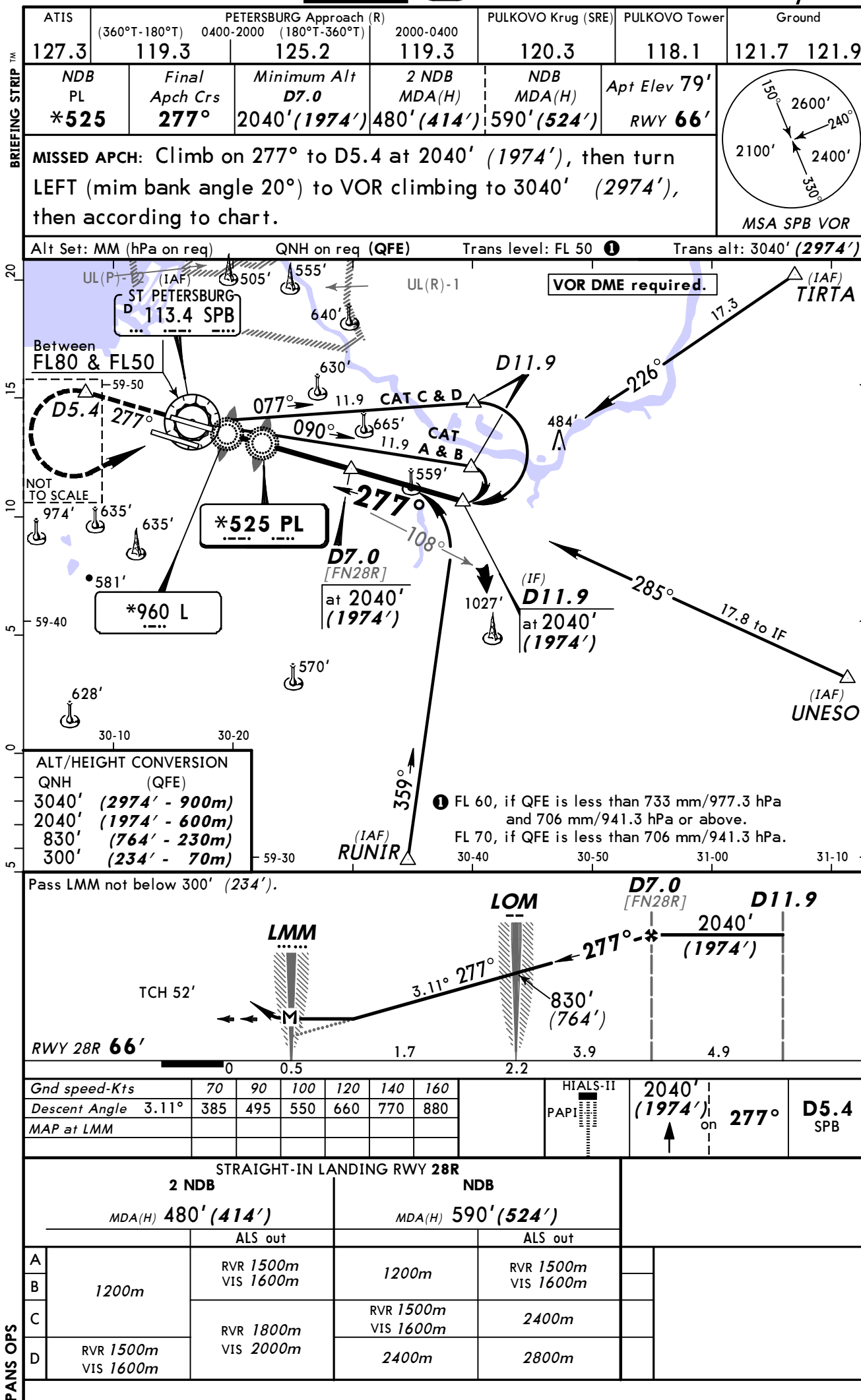
© JEPPESEN, 2009, 2012. ALL RIGHTS RESERVED.

ULLI/LED PULKOVO

15 JUN 12
Eff 28 Jun

16-4

ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 28R



ST PETERSBURG, (PULKOVO - ULLI)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULLI