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Revision Letter For Cycle 26-2012
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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: 0655 Z
Sunset: 1316 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

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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.

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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 stob 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.

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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).

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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).

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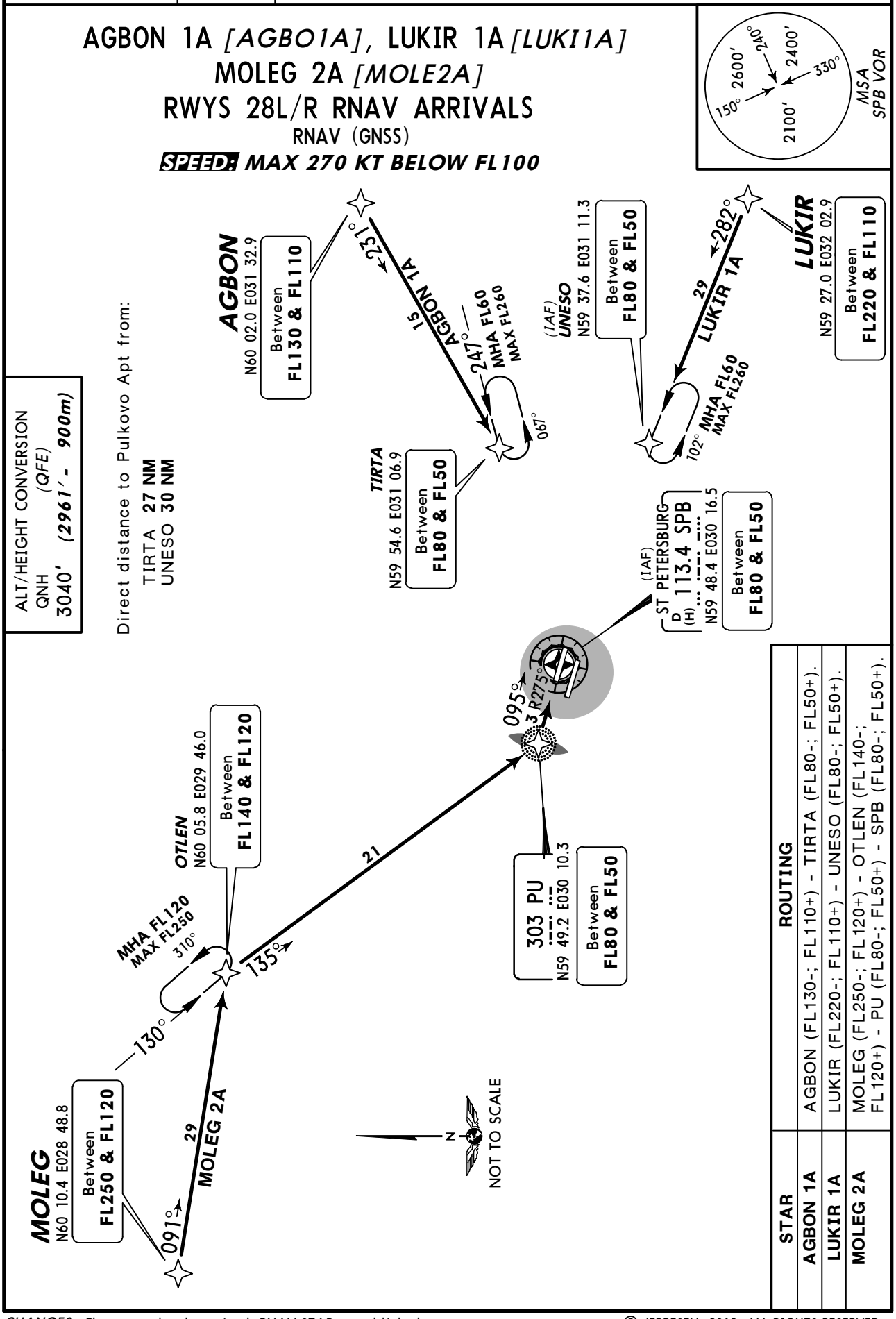
ATIS	Apt Elev	
127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2961′)*** If following RNAV STAR and/or approach procedure is not possible, the crew shall request RADAR vectoring for approach.

AGBON 1A *[AGBO1A]*, LUKIR 1A *[LUKI1A]*
MOLEG 2A *[MOLE2A]*
RWYS 28L/R RNAV ARRIVALS
RNAV (GNSS)

SPEED: *MAX 270 KT BELOW FL100*



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+).

CHANGES: Chart completely revised; RNAV STARs established.

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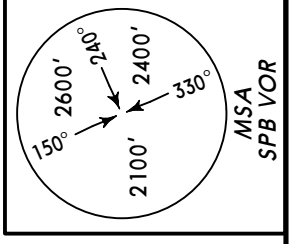
ATIS	Apt Elev	
127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2961′)*** If following RNAV STAR and/or approach procedure is not possible, the crew shall request RADAR vectoring for approach.

AGBON 1C *[AGBO1C]*, MOLEG 1C *[MOLE1C]* MOLEG 1D *[MOLE1D]* RWYS 10L/R RNAV ARRIVALS

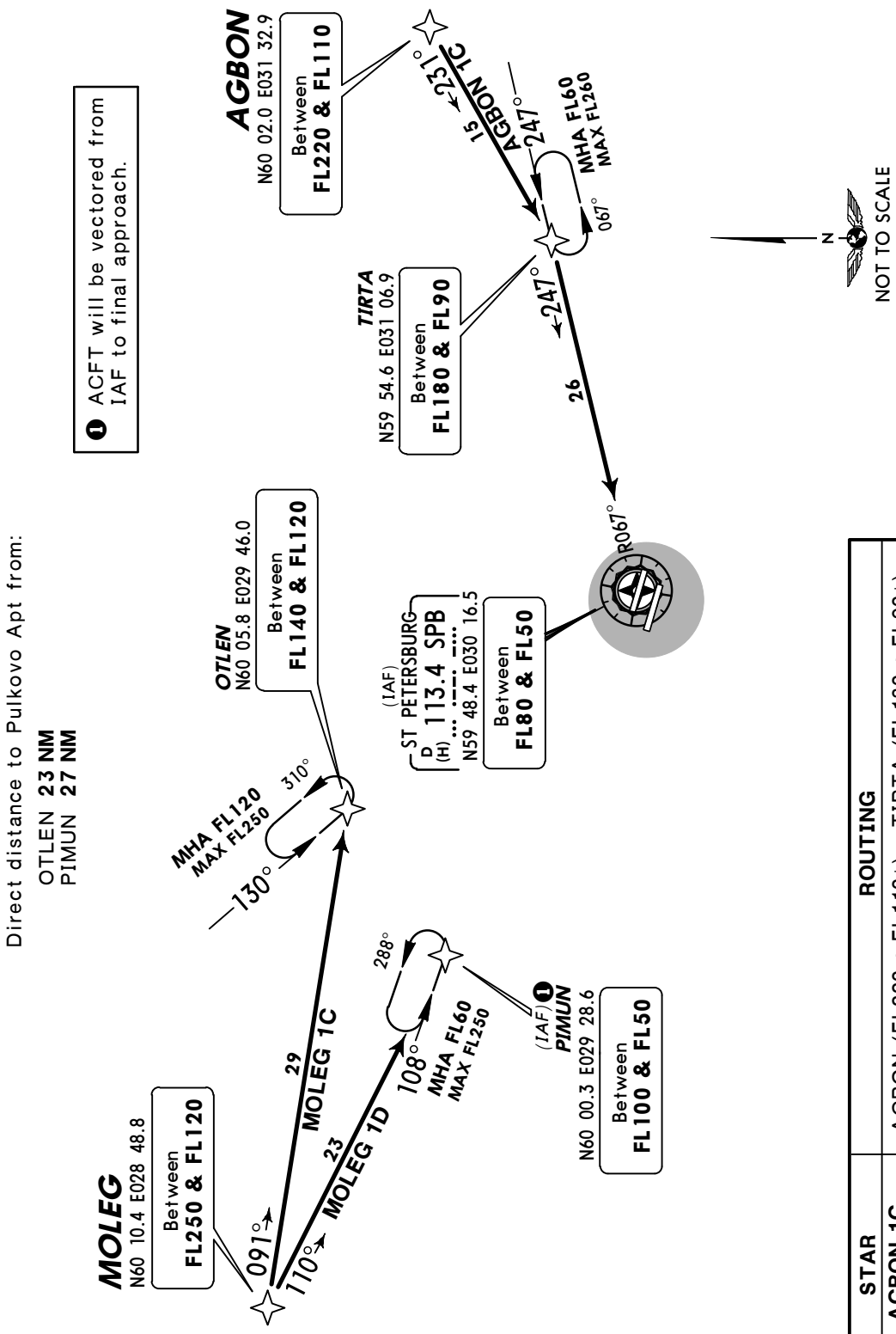
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



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

❶ 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+).

CHANGES: Chart completely revised; RNAV STARs established.

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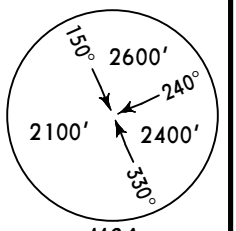
ATIS	Apt Elev	
127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2961′)*** If following RNAV STAR and/or approach procedure is not possible, the crew shall request RADAR vectoring for approach.

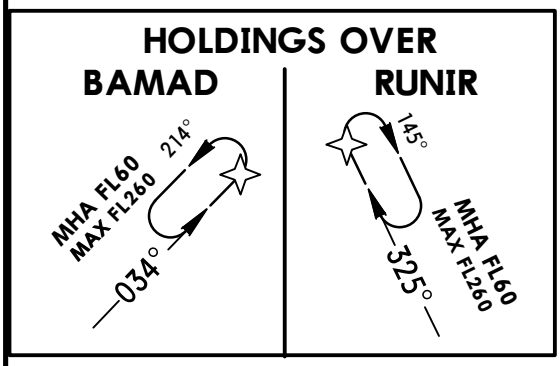
OGINO 1A*[OGIN1A]*, OGINO 1B*[OGIN1B]*
PESOT 1A*[PESO1A]*, PESOT 1B*[PESO1B]*
RWYS 28L/R RNAV ARRIVALS
RNAV (GNSS)

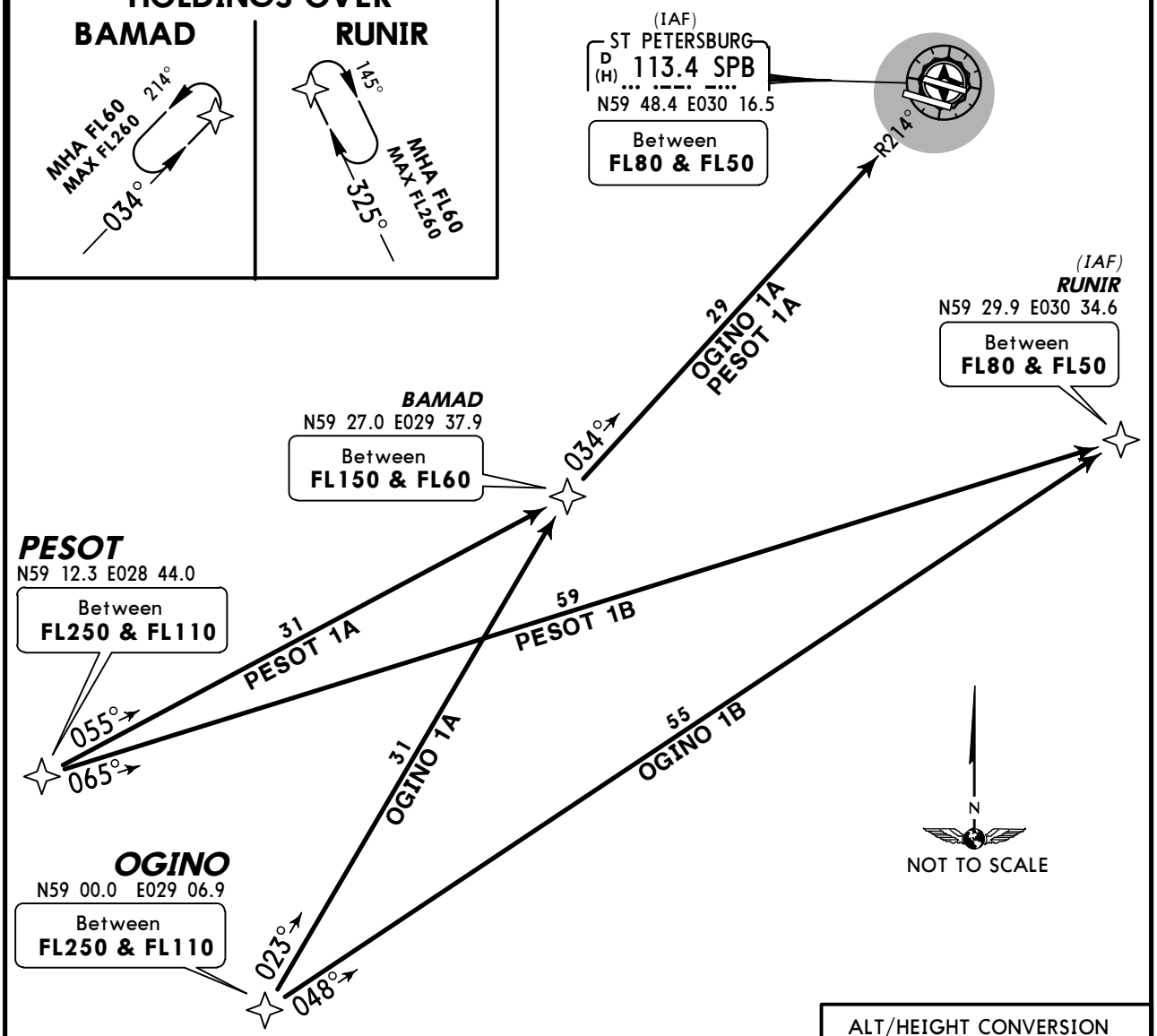
SPEED: MAX 270 KT BELOW FL100



MSA SPB VOR

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





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+).

CHANGES: Chart completely revised; RNAV STARs established.

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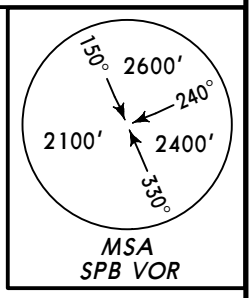
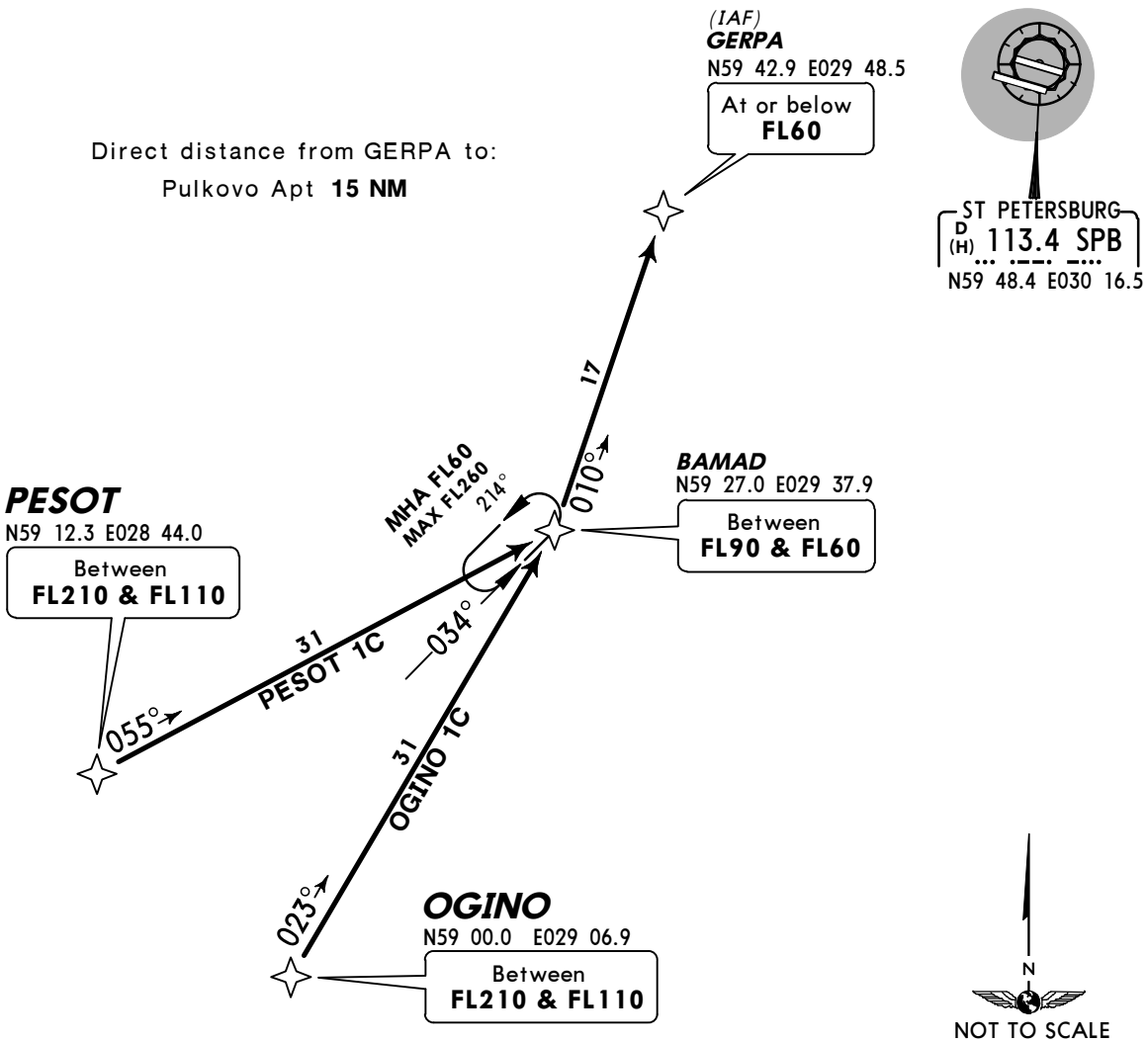
ATIS	Apt Elev	
127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2961′)*** If following RNAV STAR and/or 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**



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-).

CHANGES: Chart completely revised; RNAV STARs established.

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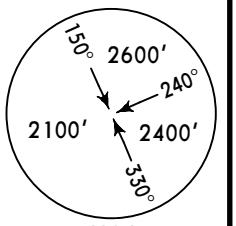
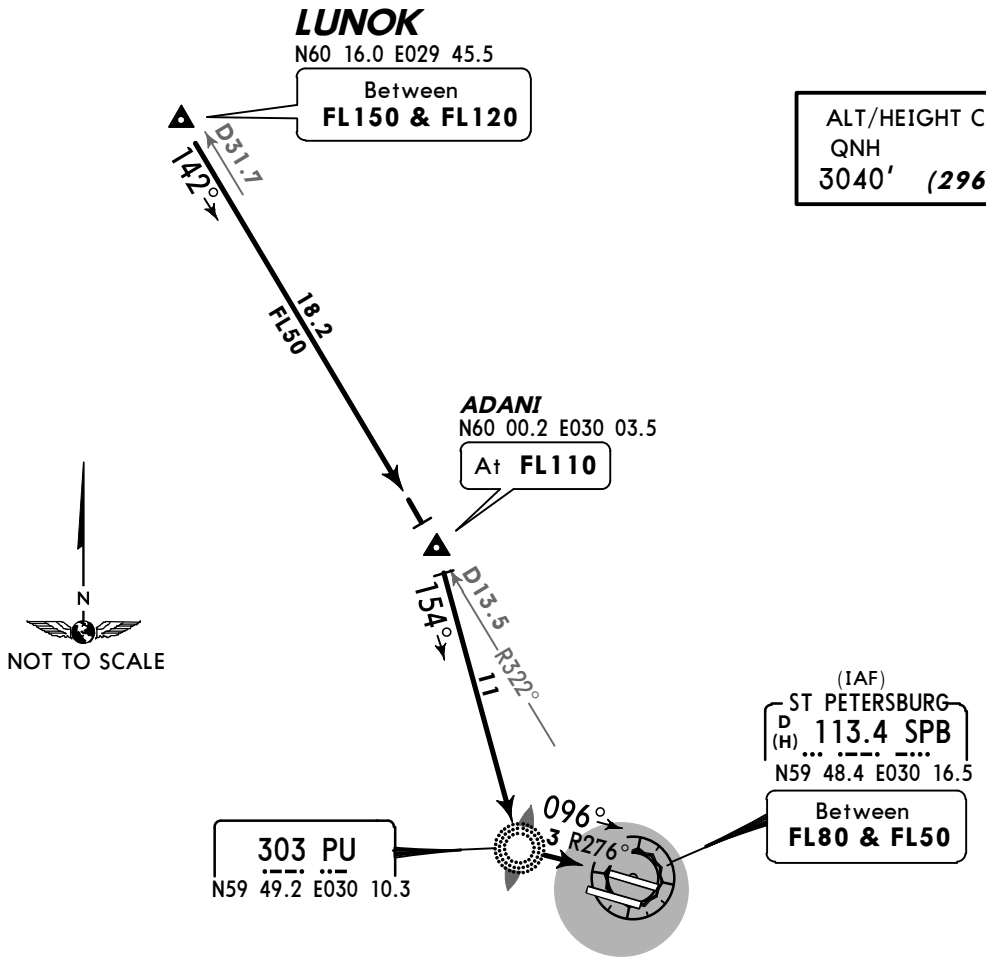
ATIS	Apt Elev	
127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2961′)*** If following STAR and/or approach 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*



MSA
SPB VOR



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	***(2961′ - 900m)***

ROUTING

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

CHANGES: None.

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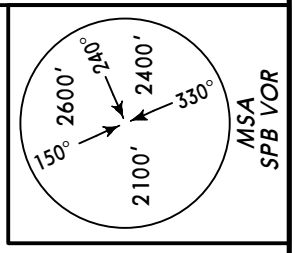
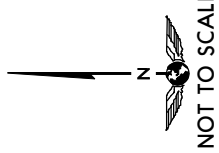
ATIS 127.3 (Russian 127.4)	Apt Elev 79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2961′)*** If following STAR and/or approach procedure is not possible, the crew shall request RADAR vectoring for approach.

LUKIR 1C *[LUKI1C]*
LUNOK 1C *[LUNO1C]*
RWYS 10L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL100



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



LUKIR
N59 27.0 E032 02.9
Between
FL250 & FL110

D58.3
282°
28.6
FL50
LUKIR 1C

UNESO
N59 37.6 E031 11.3

D
102°
MHA FL60
MAX FL260

29.7
FL50

R102°

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

D13.5
R322°

(IAF)
ADANI
N60 00.2 E030 03.5
At **FL110**

LUNOK
N60 16.0 E029 45.5
Between
FL150 & FL120

D31.7
142°
18.2
FL50
LUNOK 1C

STAR	ROUTING
LUKIR 1C	On 282° track via UNESO to SPB.
LUNOK 1C	On 142° track to ADANI.

CHANGES: ADANI upgraded to CRP.

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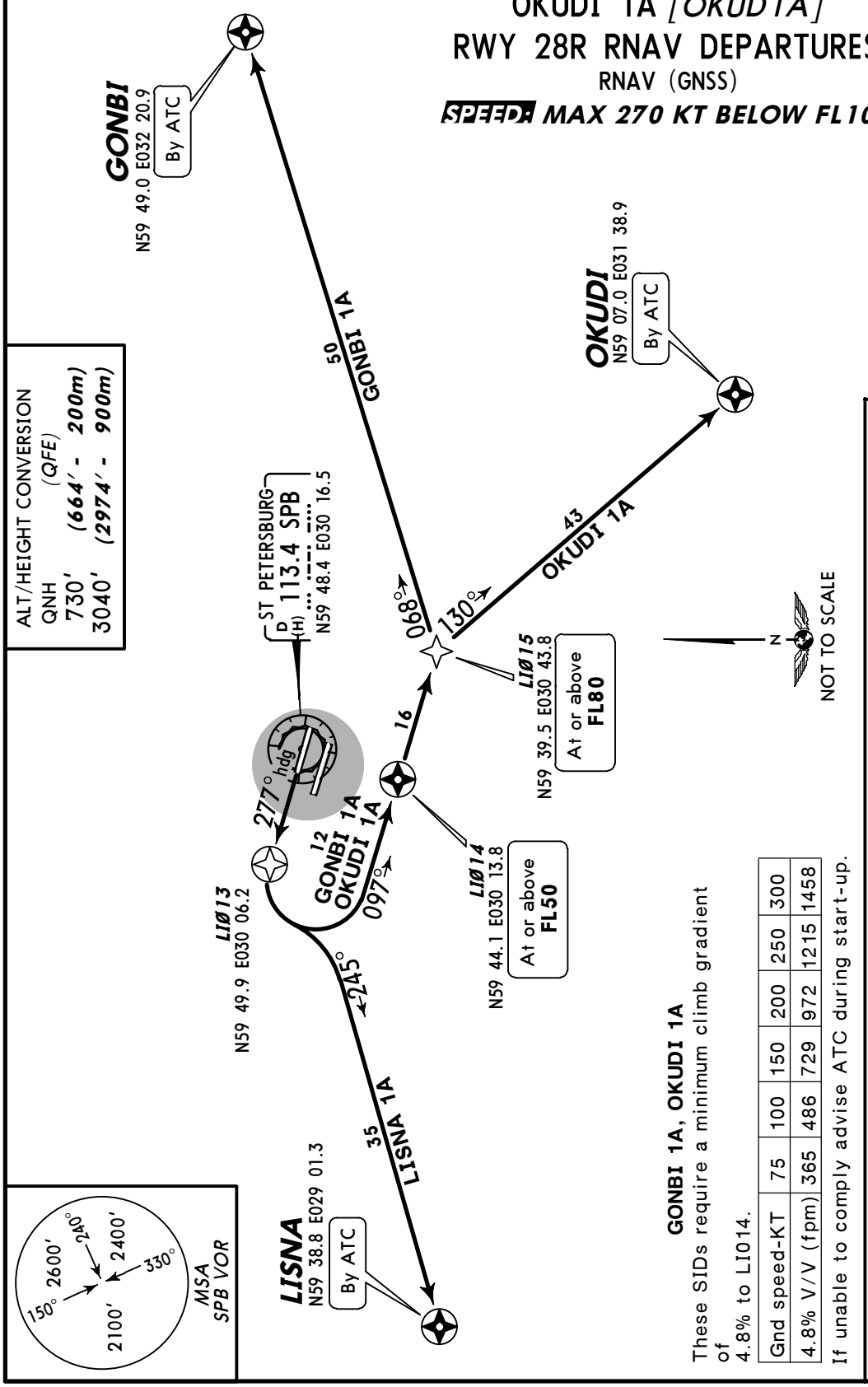
PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2974′)*** 1. When crossing 730′***(664′)***contact PULKOVO Krug. 2. Execute 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.

GONBI 1A *[GONB1A]*
LISNA 1A *[LISN1A]*
OKUDI 1A *[OKUD1A]*
RWY 28R RNAV DEPARTURES
RNAV (GNSS)

SPEED MAX 270 KT BELOW FL100



ALT/HEIGHT CONVERSION

	(QFE)
QNH	
730′	***(664′ - 200m)***
3040′	***(2974′ - 900m)***

GONBI 1A, OKUDI 1A

These SIDs require a minimum climb gradient of 4.8% to LI014.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

If unable to comply advise ATC during start-up.

SID	Initial climb clearance 3040′***(2974′)*** ROUTING
GONBI 1A	On 277° heading to LI013, turn LEFT, 097° track via LI014 to LI015, turn LEFT, 068° track to GONBI.
LISNA 1A	On 277° heading to LI013, turn LEFT, intercept 245° track to LISNA.
OKUDI 1A	On 277° heading to LI013, turn LEFT, 097° track via LI014 to LI015, turn RIGHT, 130° track to OKUDI.

CHANGES: Chart completely revised; RNAV SIDs established.

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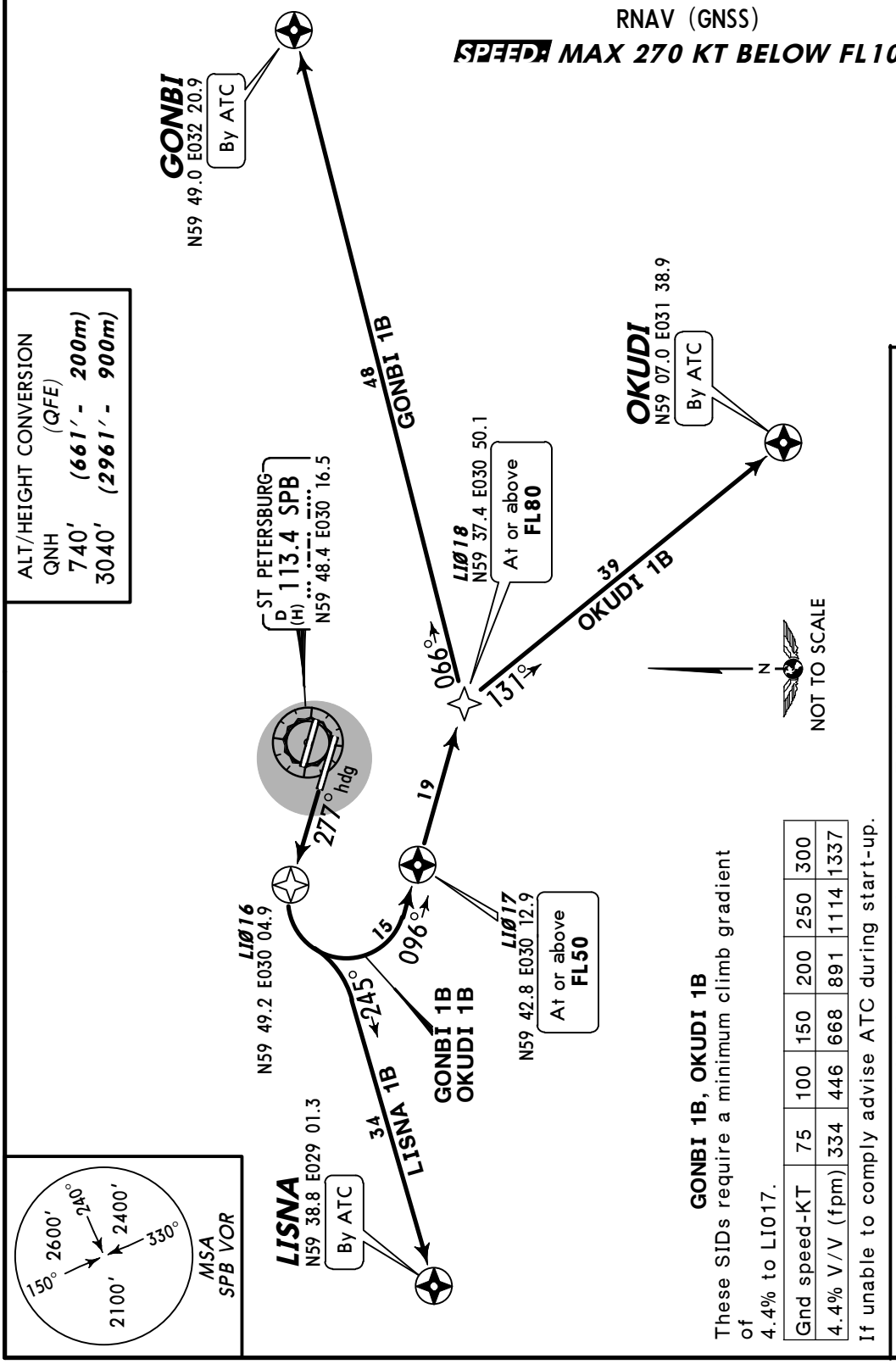
PULKOVO Krug 120.3	*Apt Elev* 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2961′)*** 1. When crossing 740′***(661′)***contact PULKOVO Krug. 2. Execute 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)

SPEED: MAX 270 KT BELOW FL100



GONBI 1B, OKUDI 1B
These SIDs require a minimum climb gradient of 4.4% to LI017.

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.

SID	Initial climb clearance 3040′***(2961′)*** ROUTING
GONBI 1B	On 277° heading to LI016, turn LEFT, 096° track via LI017 to LI018, turn LEFT, 066° track to GONBI.
LISNA 1B	On 277° heading to LI016, turn LEFT, intercept 245° track to LISNA.
OKUDI 1B	On 277° heading to LI016, turn LEFT, 096° track via LI017 to LI018, turn RIGHT, 131° track to OKUDI.

CHANGES: Chart completely revised; RNAV SIDs established.

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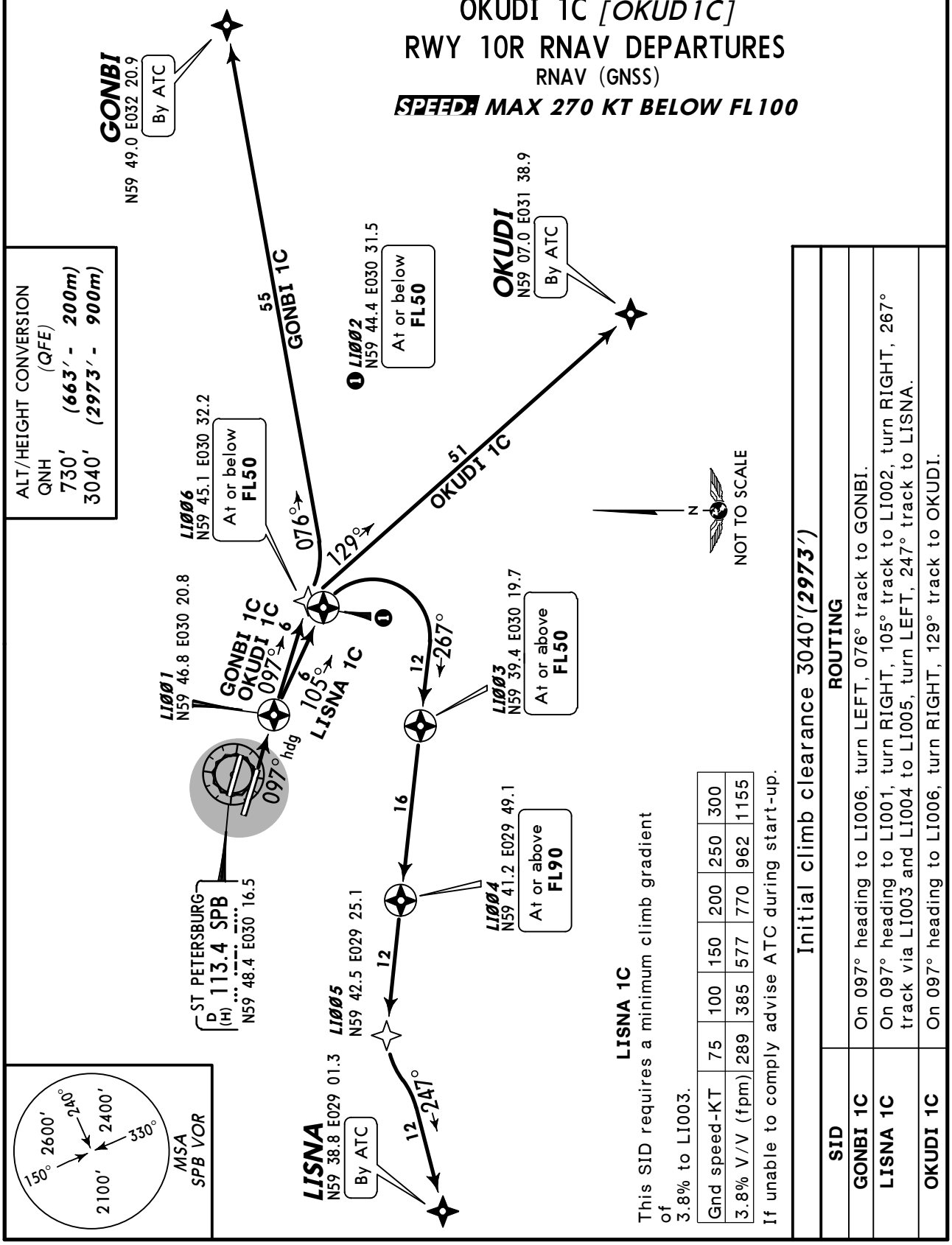
PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2973′)*** 1. When crossing 730′(663′) contact PULKOVO Krug. 2. Execute noise 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)

SPEED: MAX 270 KT BELOW FL100



LISNA 1C

This SID requires a minimum climb gradient of 3.8% to LI003.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1155

If unable to comply advise ATC during start-up.

Initial climb clearance 3040′***(2973′)***

SID	ROUTING
GONBI 1C	On 097° heading to LI006, turn LEFT, 076° track to GONBI.
LISNA 1C	On 097° heading to LI001, turn RIGHT, 105° track to LI002, turn RIGHT, 267° track via LI003 and LI004 to LI005, turn LEFT, 247° track to LISNA.
OKUDI 1C	On 097° heading to LI006, turn RIGHT, 129° track to OKUDI.

CHANGES: GONBI, LISNA & OKUDI changed to fly-by.

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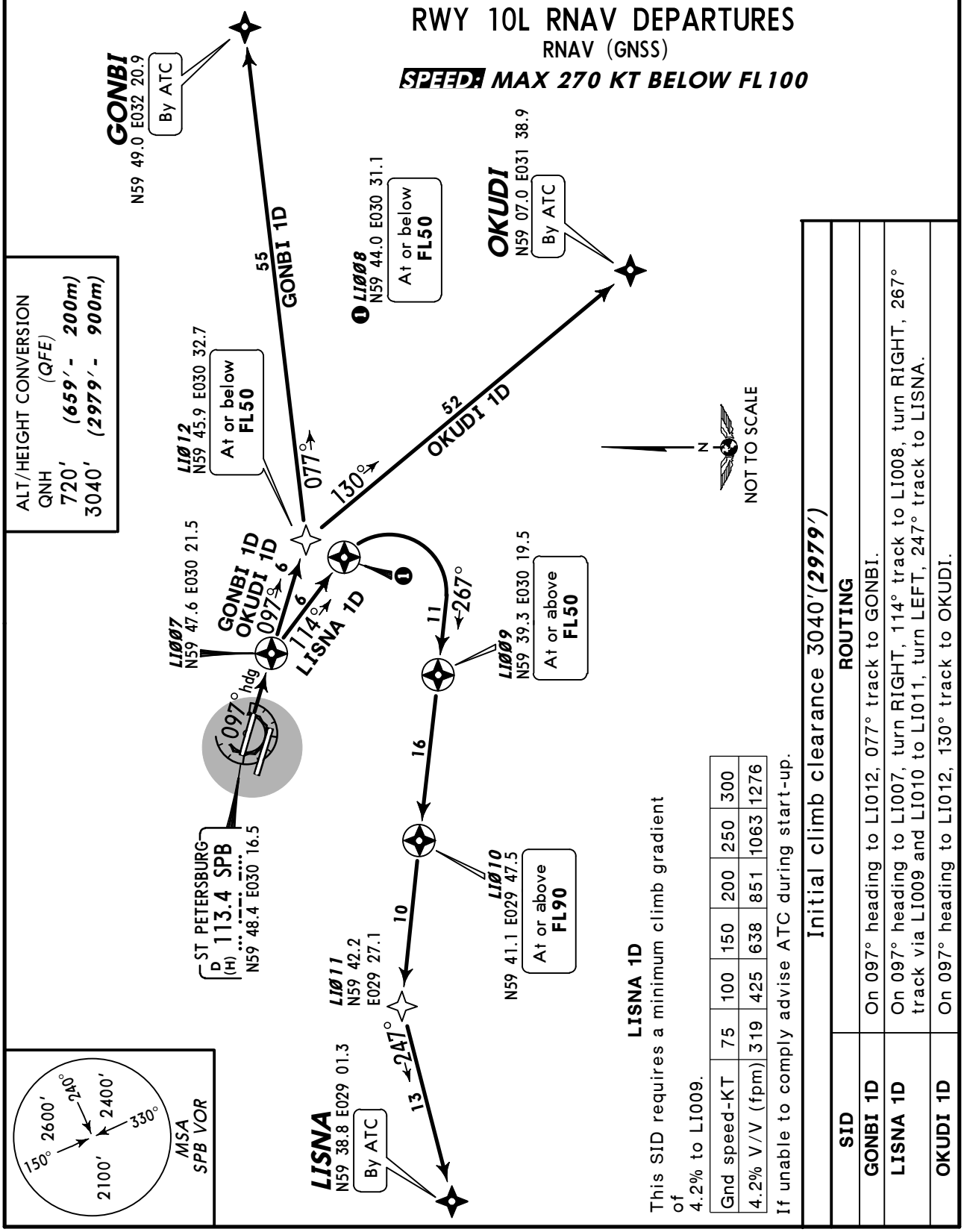
PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2979′)*** 1. When crossing 720′(659′) contact PULKOVO Krug. 2. Execute noise 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)

SPEED: MAX 270 KT BELOW FL100



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′)***

SID	ROUTING
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.

CHANGES: RNAV SIDs GONBI & OKUDI 1D rvsd; GONBI, LISNA & OKUDI chngd to fly-by.

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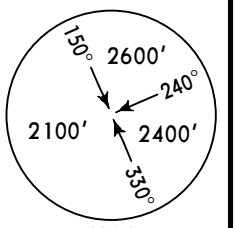
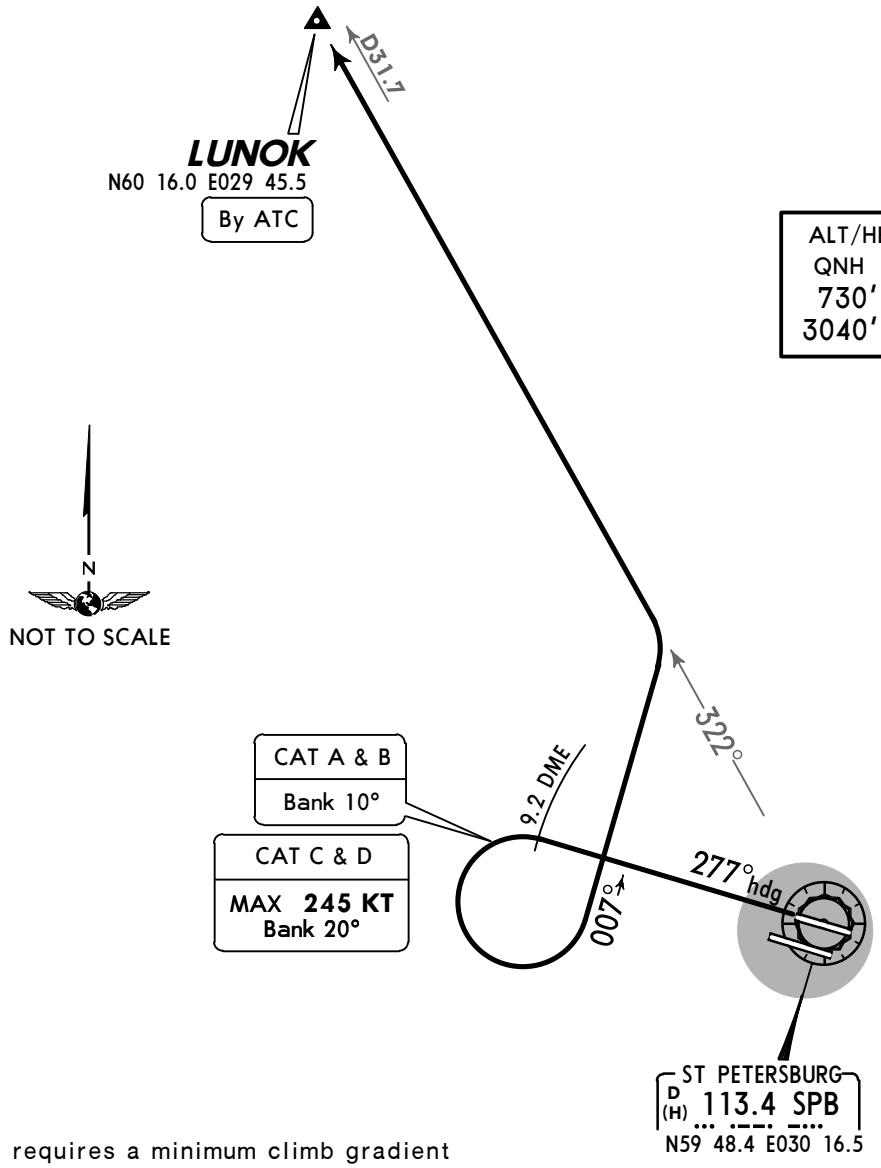
PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2974′)*** 1. When crossing 730′ ***(664′)*** contact PULKOVO Krug. 2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages. 3. If following 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



MSA
SPB VOR



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

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.

CHANGES: STAR KO 1D withdrawn; LNK 1D renamed LUNOK 1K.

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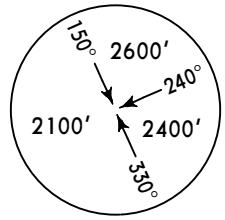
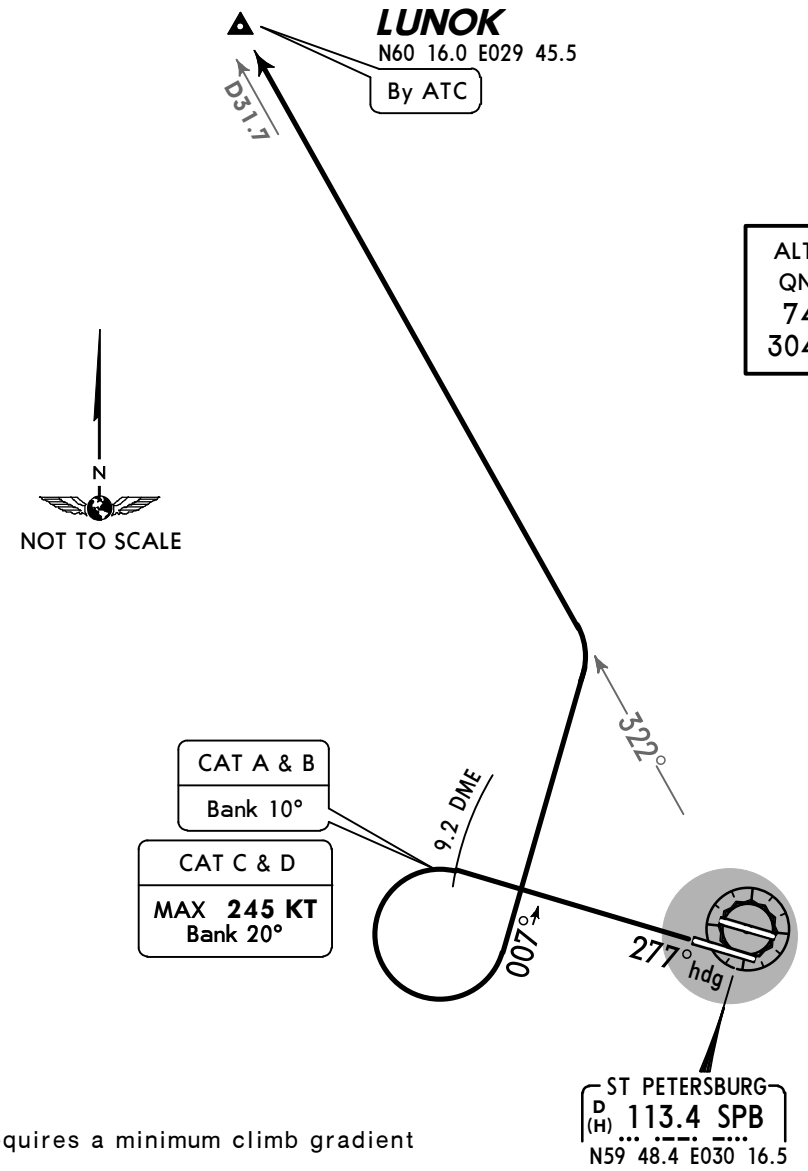
PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2961′)*** 1. When crossing 740′ ***(661′)*** contact PULKOVO Krug. 2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages. 3. If following 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



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

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.

CHANGES: STAR KO 2D withdrawn; LNK 2D renamed LUNOK 1L.

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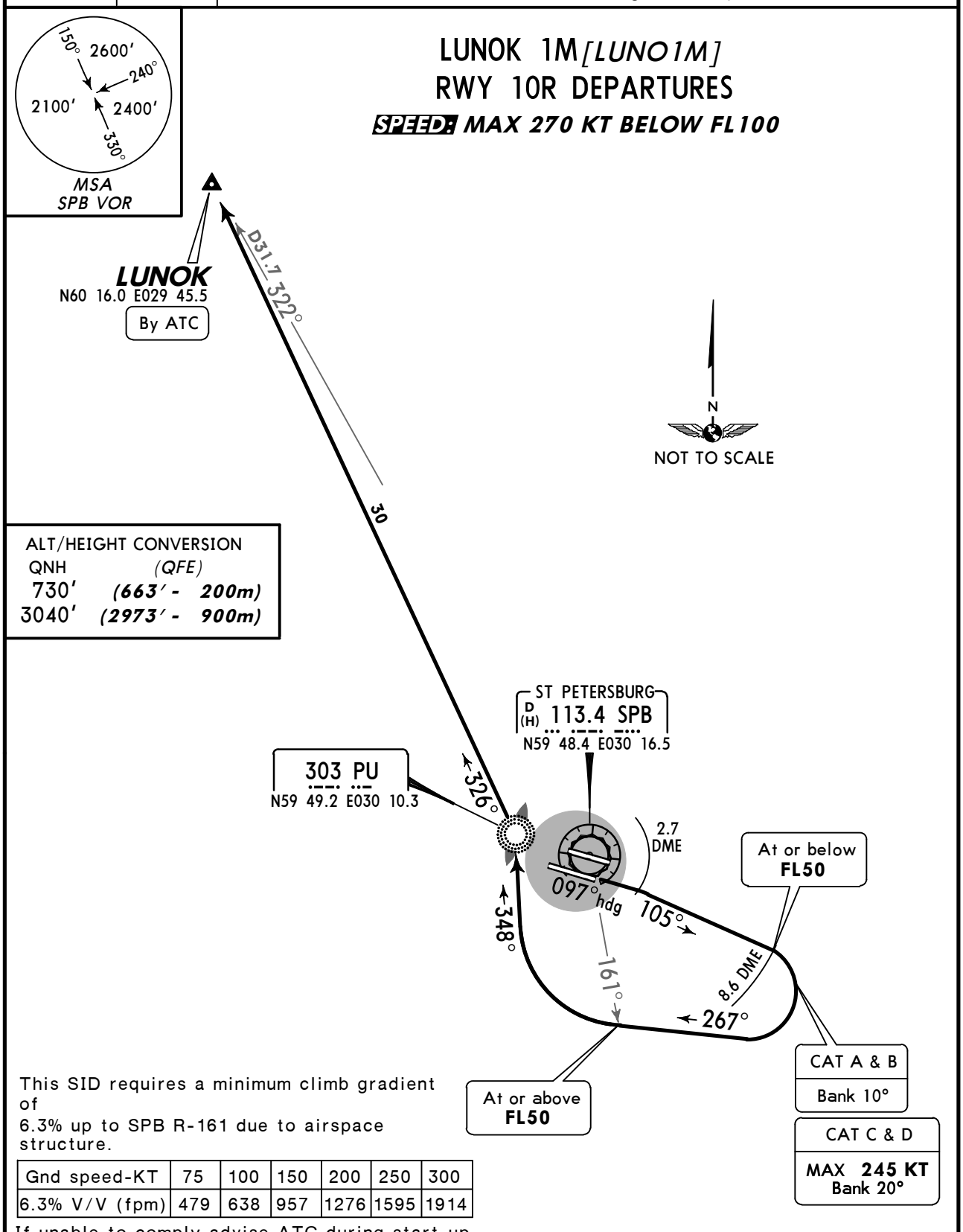
PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2973′)*** 1. When crossing 730′ ***(663′)*** contact PULKOVO Krug. 2. Execute 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 1M *[LUNO1M]*
RWY 10R DEPARTURES
SPEED: *MAX 270 KT BELOW FL100*



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.

CHANGES: STAR KO 3D withdrawn; LNK 3D renamed LUNOK 1M.

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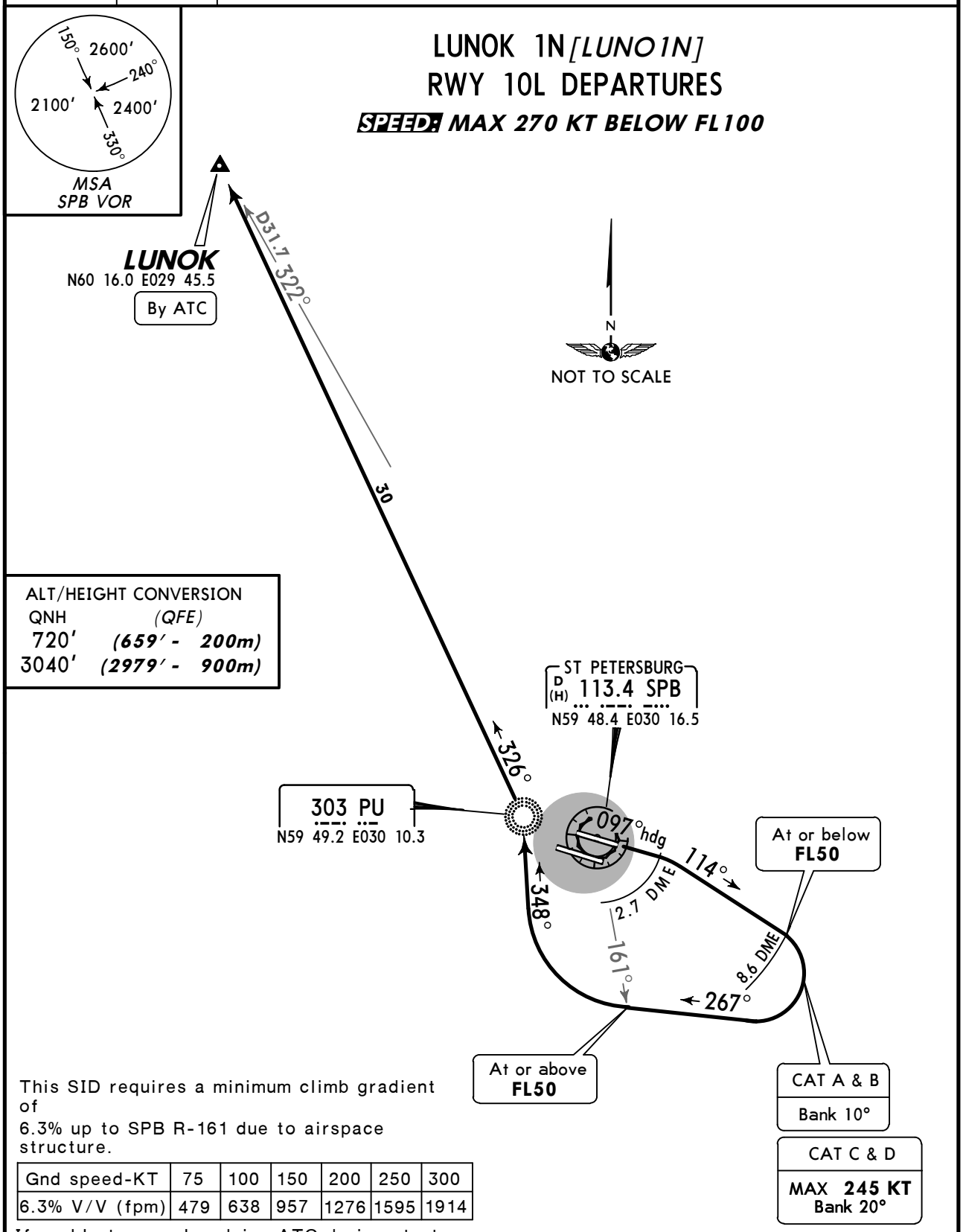
PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2979′)*** 1. When crossing 720′ ***(659′)*** contact PULKOVO Krug. 2. Execute 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 1N *[LUNO1N]*
RWY 10L DEPARTURES
SPEED: MAX 270 KT BELOW FL100



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.

CHANGES: STAR KO 4D withdrawn; LNK 4D renamed LUNOK 1N.

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ULLI/LED

Apt Elev **79′**

N59 48.0 E030 15.8

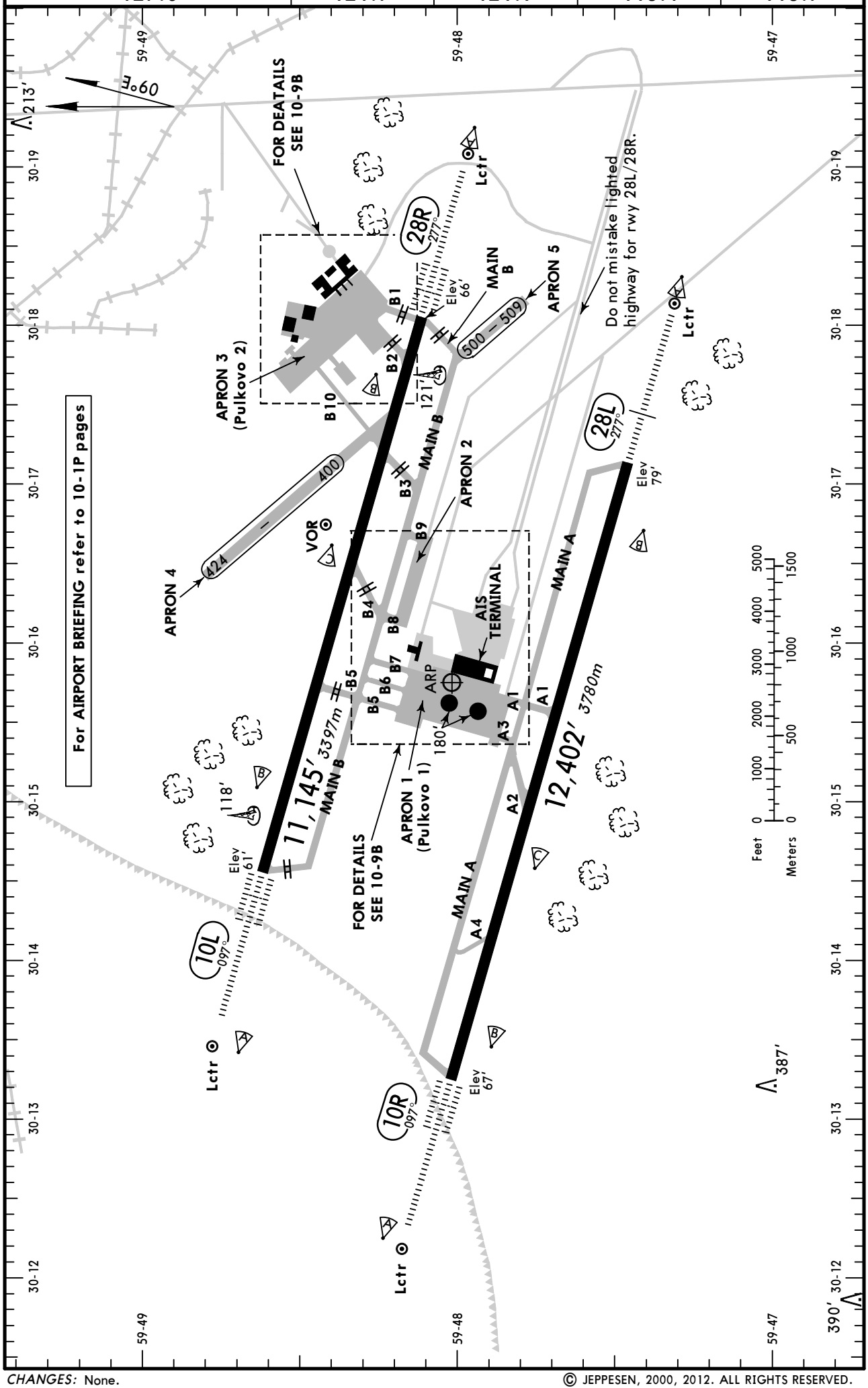
JEPPESEN

15 JUN 12 (10-9) **Eff 28 Jun**

ST PETERSBURG, RUSSIA

PULKOVO

ATIS	PULKOVO Taxiing (GND)		Tower	
	Apron 1, 2 & 5	Apron 3 & 4	RWY 10L/28R	RWY 10R/28L
127.3	121.7	121.9	118.1	118.7



CHANGES: None.

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ADDITIONAL RUNWAY INFORMATION

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

❶ HST-B4
❷ First 328'/100m unusable for take-off.
❸ 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 ❹ ❺ RVR		11,430' *3484m*	❼ ❽	197' *60m*
28L	HIRL *(60m)* CL *(15m)* HIALS PAPI-L (3.0°) ❻ RVR		11,248' *3428m*		

❹ PAPI-L (3.0°)
❺ HST-A2 (with HSTIL)
❻ HST-A4 (with HSTIL)
❼ First 328'/100m unusable for take-off.
❽ 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 LVP must be in force: RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	AIR CARRIER (FAR 121) All Rwys:	CL & RCLM any RVR out, other two req.	Adequate Vis Ref
A	*200m (150m)*	*250m*	*400m*	2 Eng	TDZ RVR *175m* Mid RVR *175m* Roll out RVR *175m*	RVR *500m* VIS *400m*
B						
C				3 & 4 Eng		
D	*250m (200m)*	*300m*				

CHANGES: Lights. Usable lengths.

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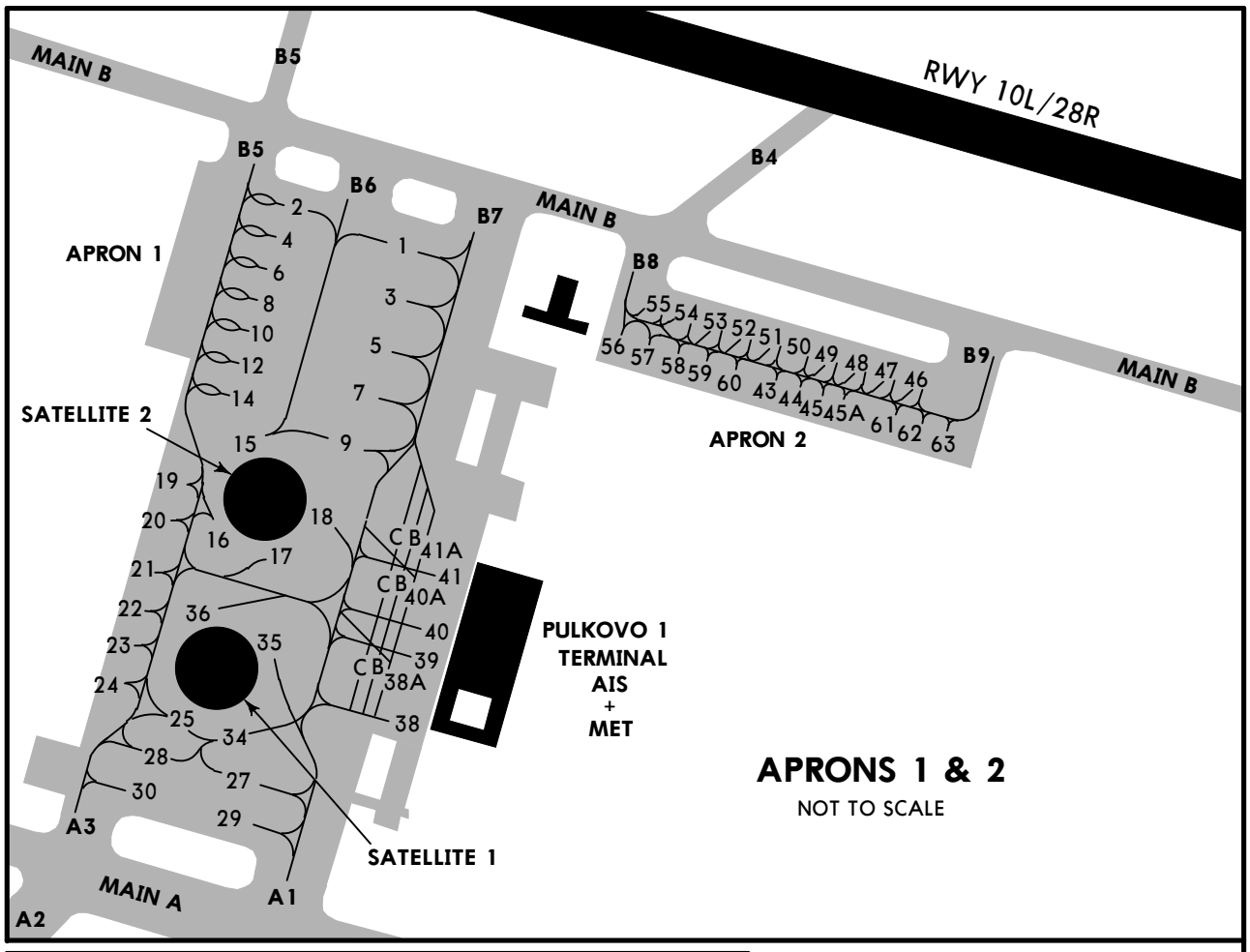

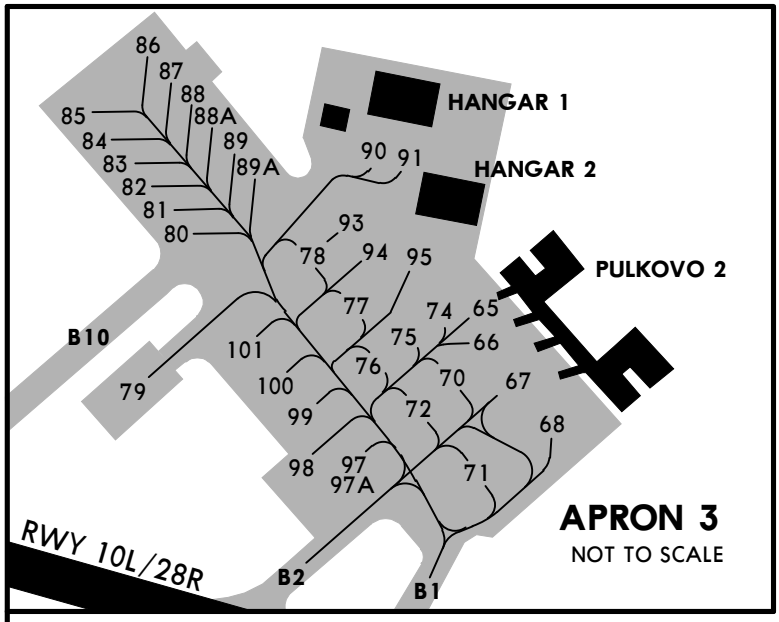

CHANGES: Stands. Coordinates moved to 10-9C.

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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		

CHANGES: New page.

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ST PETERSBURG, RUSSIA
PULKOVO

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′)
	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
	VOR ❶	**590′**(529′)	**590′**(529′)	**590′**(529′)	**590′**(529′)
		R1500m	**R1500m**	**R1700m**	**R1700m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	2 NDB ❶	**430′**(369′)	**430′**(369′)	**430′**(369′)	**430′**(369′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ❶	**640′**(579′)	**640′**(579′)	**640′**(579′)	**640′**(579′)
		R1500m	**R1500m**	**R1900m**	**R1900m**
	ALS out	R1500m	R1500m	C2400m	C2400m
10R	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′)
	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
	2 NDB ❶	**460′**(393′)	**460′**(393′)	**460′**(393′)	**460′**(393′)
		R1100m	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB ❶	**640′**(573′)	**640′**(573′)	**640′**(573′)	**640′**(573′)
		R1500m	**R1500m**	**R1900m**	**R1900m**
	ALS out	R1500m	R1500m	C2400m	C2400m
28L	ILS	**279′**(200′)	**279′**(200′)	**279′**(200′)	**279′**(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
	2 NDB ❶	**410′**(331′)	**410′**(331′)	**410′**(331′)	**410′**(331′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	NDB ❶	**640′**(561′)	**640′**(561′)	**640′**(561′)	**640′**(561′)
		R1500m	**R1500m**	**R1900m**	**R1900m**
	ALS out	R1500m	R1500m	C2400m	C2400m

❶ Continuous Descent Final Approach

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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 ❶ *ALS out*	**460′**(394′) **R1100m** R1500m	**460′**(394′) **R1100m** R1500m	**460′**(394′) **R1100m** R1800m	**460′**(394′) **R1100m** R1800m
	2 NDB ❶ *ALS out*	**480′**(414′) **R1200m** R1500m	**480′**(414′) **R1200m** R1500m	**480′**(414′) **R1200m** R1900m	**480′**(414′) **R1200m** R1900m
	NDB ❶ *ALS out*	**590′**(524′) **R1500m** R1500m	**590′**(524′) **R1500m** R1500m	**590′**(524′) **R1700m** C2400m	**590′**(524′) **R1700m** C2400m

❶ Continuous Descent Final Approach

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

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

CHANGES: Minimums.

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ST PETERSBURG, RUSSIA
PULKOVO

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**
	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
10R	CAT 2 ILS	**167′**(100′)	**167′**(100′)	**167′**(100′)	**167′**(100′)
		RA105′ R300m	**RA105′ R300m**	**RA105′ R300m**	**RA105′ R300m**
	ILS	**267′**(200′)	**267′**(200′)	**267′**(200′)	**267′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	**460′**(393′)	**460′**(393′)	**460′**(393′)	**460′**(393′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	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
28L	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

CHANGES: Minimums.

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ST PETERSBURG, RUSSIA
PULKOVO

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

CHANGES: Minimums.

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ULLI/LED
PULKOVO

JEPPESEN 15 JUN 12 (11-1) Eff 28 Jun

ST PETERSBURG, RUSSIA
ILS Rwy 10L

BRIEFING STRIP

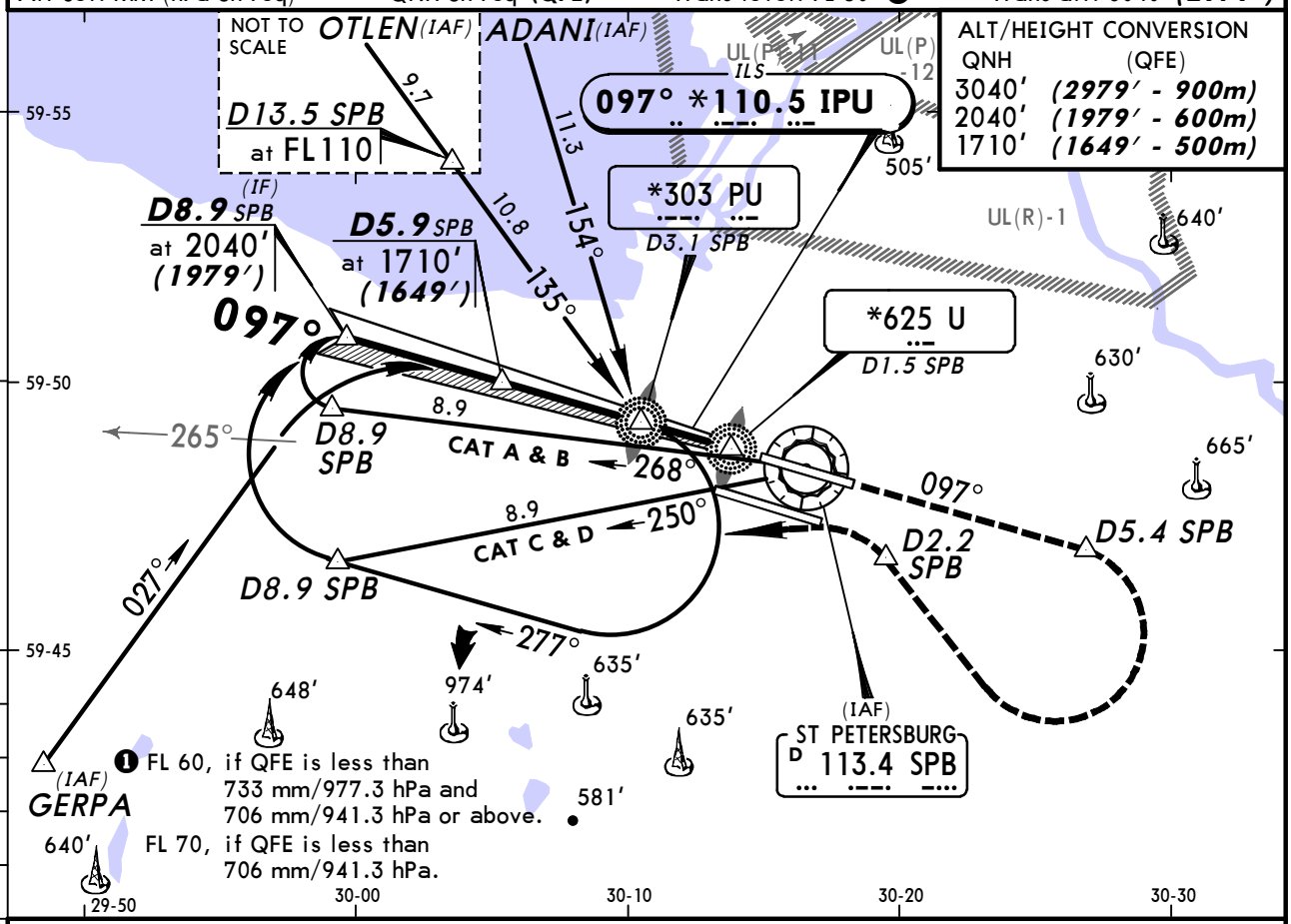
ATIS	PETERSBURG Approach (R) (360°T-180°T) 0400-2000	(180°T-360°T)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	119.3	125.2	119.3	120.3	118.1	121.7 121.9

LOC IPU	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
*110.5	097°	865′(804′)	261′(200′)	79′ / 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.

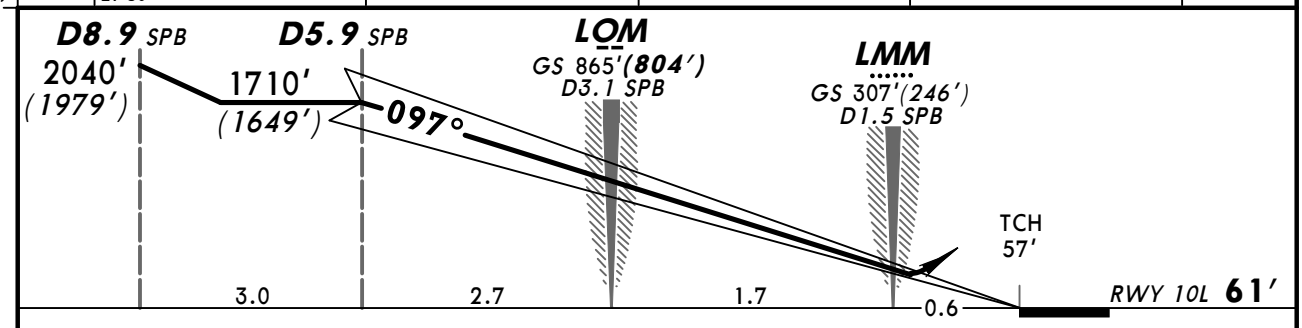
MSA SPB VOR: 150° 2600′, 240° 2400′, 330° 2100′

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2979′ - 900m)
2040′	(1979′ - 600m)
1710′	(1649′ - 500m)



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

HIALS-II PAPI 3040′ (2979′) on 097° D5.4 SPB

STRAIGHT-IN LANDING RWY 10L

	ILS DA(H) 261′(200′) FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH
B				
C				
D				

PANS OPS

CHANGES: Procedure.

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BRIEFING STRIP

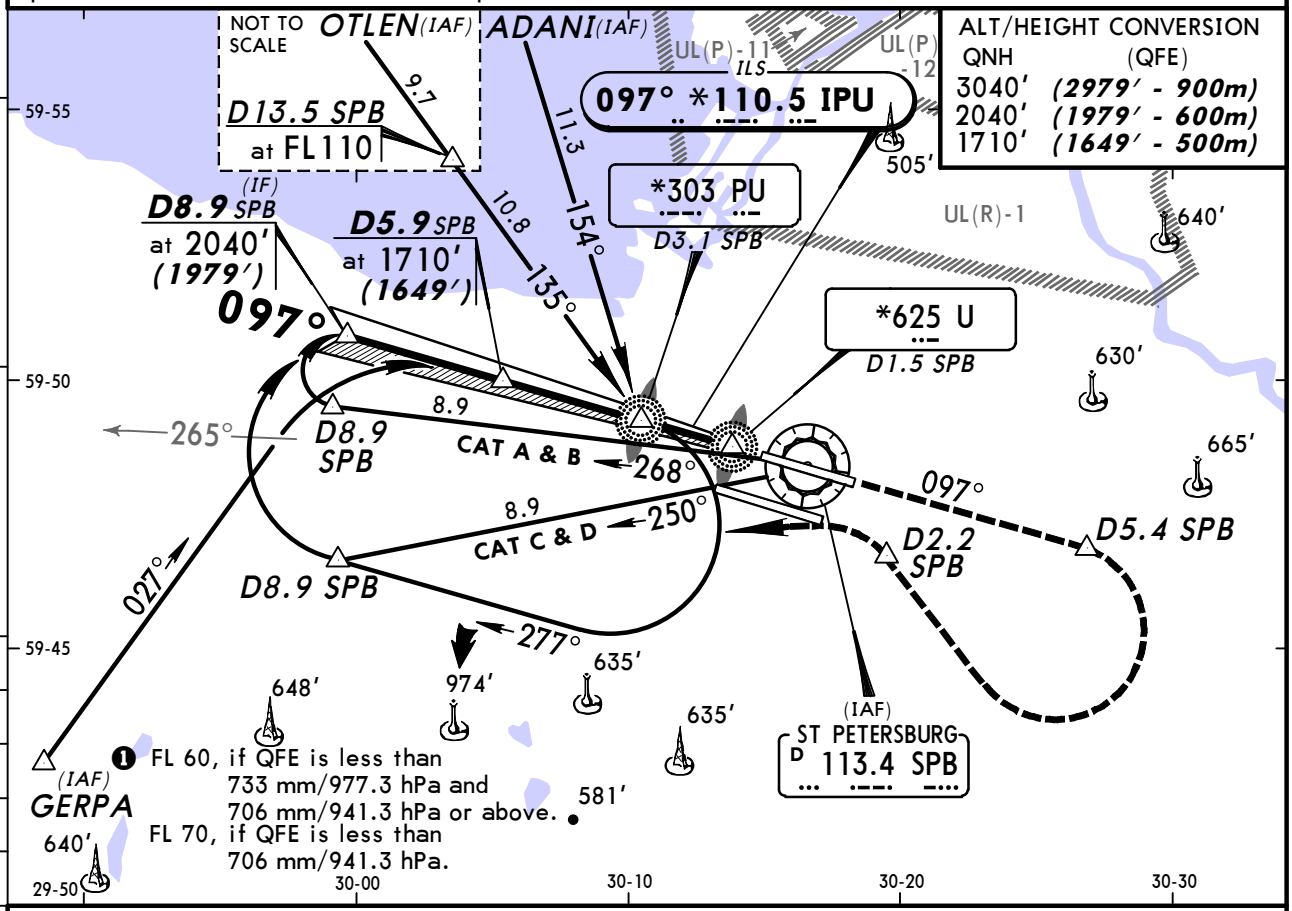
ATIS	PETERSBURG Approach (R) (360°T-180°T) 0400-2000	(180°T-360°T)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground	
127.3	119.3	125.2	119.3	120.3	118.1	121.7	121.9

LOC IPU	Final Apch Crs	GS LOM	CAT II ILS RA 104′ DA(H)	Apt Elev	79′
*110.5	097°	865′ (804′)	161′ (100′)	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.

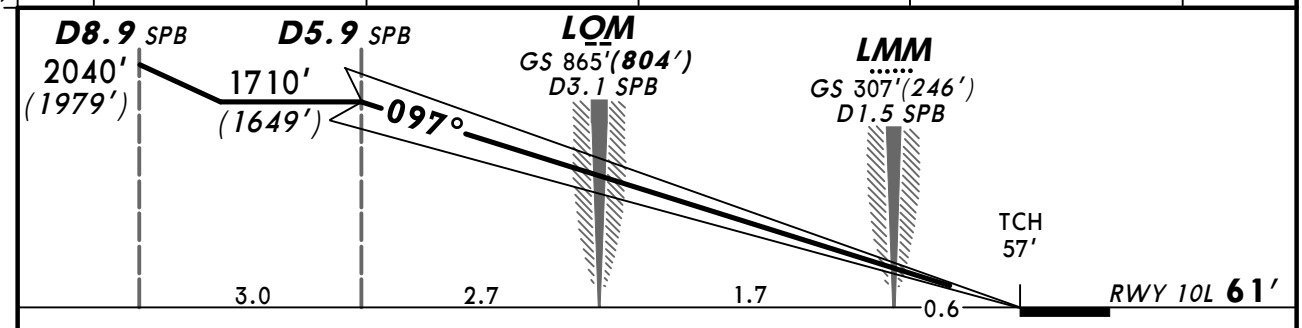
MSA SPB VOR: 150° 2600′, 240° 2400′, 330° 2100′

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3040′(2979′)
Special aircrew & acft certification required.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2979′ - 900m)
2040′	(1979′ - 600m)
1710′	(1649′ - 500m)



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS-II PAPI 3040′ (2979′) on 097° D5.4 SPB

STRAIGHT-IN LANDING RWY 10L

CAT II ILS

ABCD

RA 104′

DA(H) 161′ (100′)

PANS OPS

RVR 350m

CHANGES: Procedure.

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ULLI/LED
PULKOVO

JEPPESEN 15 JUN 12 (11-2) Eff 28 Jun

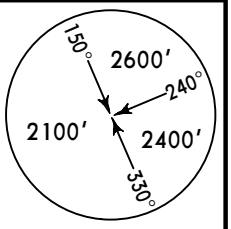
ST PETERSBURG, RUSSIA
ILS DME Rwy 10R

ATIS	PETERSBURG Approach (R) (360°T-180°T) 0400-2000	(180°T-360°T)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground	
127.3	119.3	125.2	119.3	120.3	118.7	121.7	121.9

BRIEFING STRIP ™

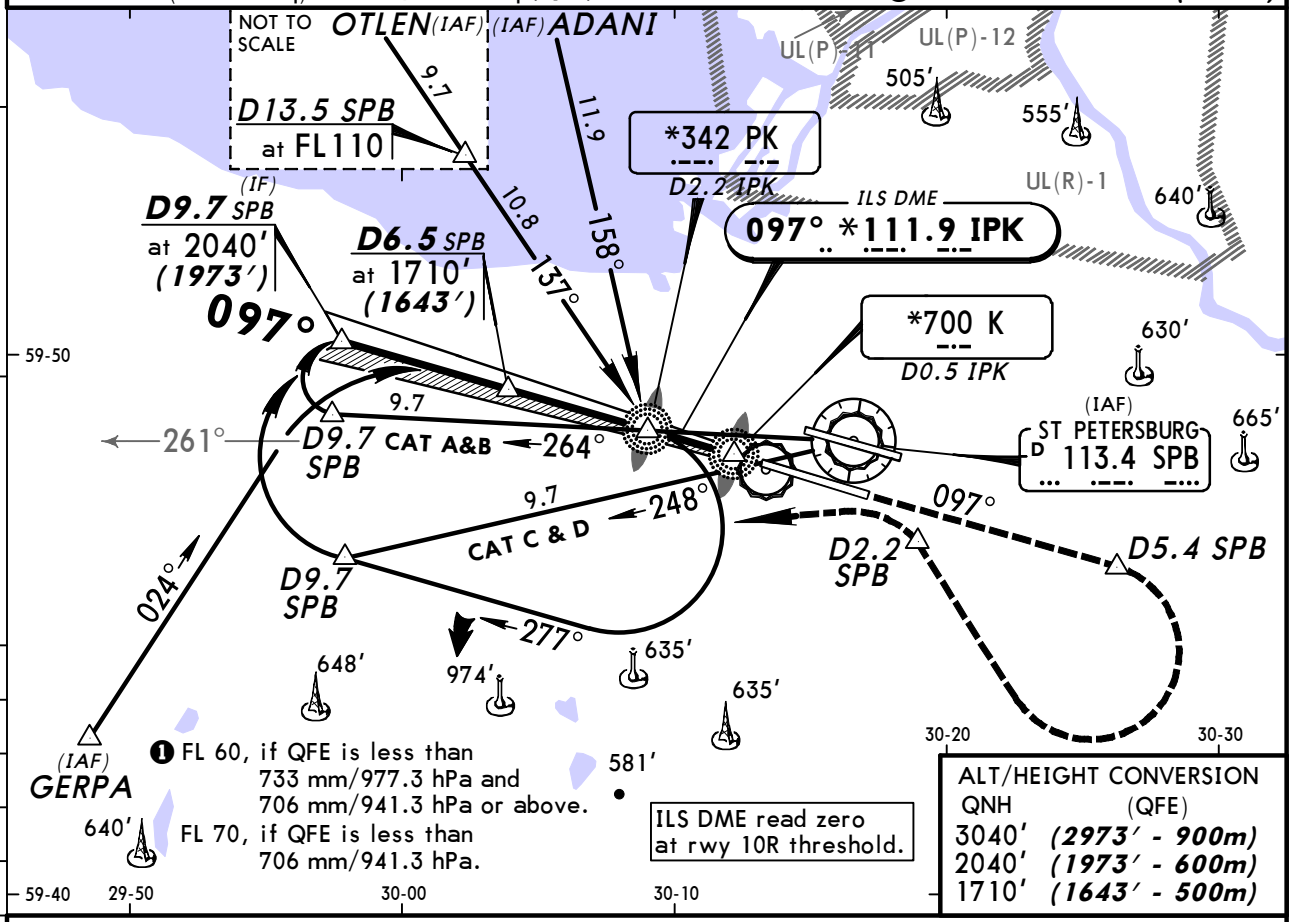
LOC IPK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 79'
*111.9	097°	822'(755')	267'(200')	RWY 67'

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.



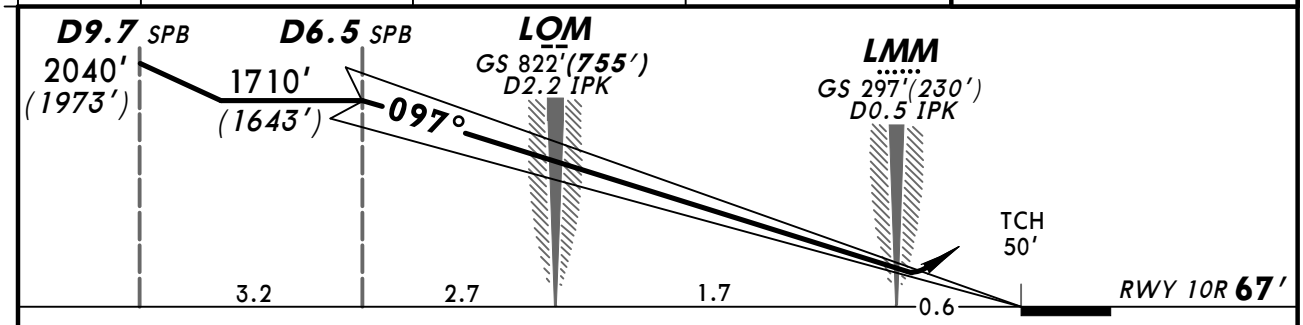
MSA SPB VOR

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040'	(2973' - 900m)
2040'	(1973' - 600m)
1710'	(1643' - 500m)



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

HIALS-II PAPI 3040' (2973') on 097° D5.4 SPB

PANS OPS

STRAIGHT-IN LANDING RWY 10R

	ILS DA(H) 267'(200') FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH
B				
C				
D				

CHANGES: Procedure. TCH.

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ULLI/LED
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JEPPESEN

15 JUN 12
Eff 28 Jun

(11-2A)

ST PETERSBURG, RUSSIA
CAT II ILS DME Rwy 10R

ATIS	PETERSBURG Approach (R) (360°T-180°T) 0400-2000	(180°T-360°T)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground	
127.3	119.3	125.2	119.3	120.3	118.7	121.7	121.9

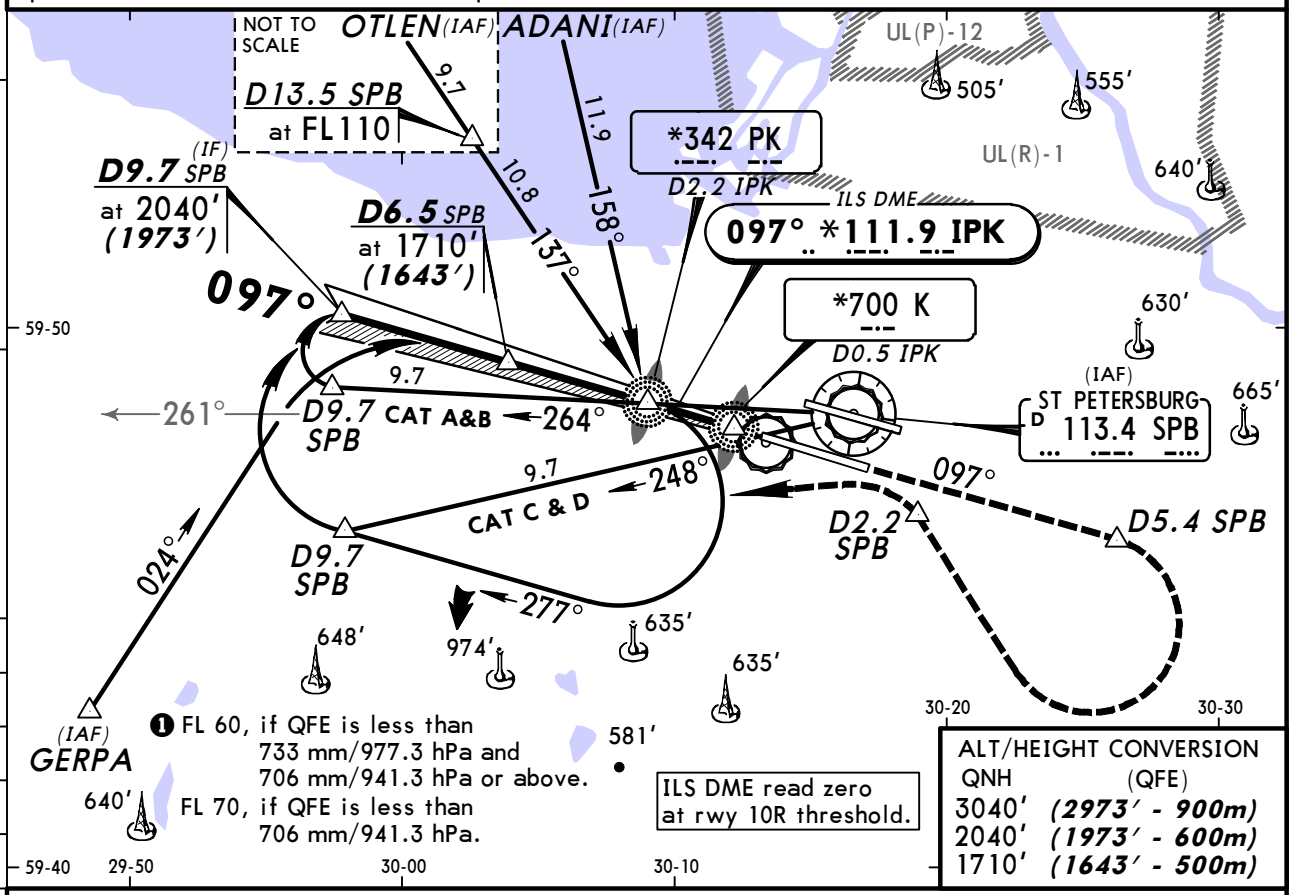
BRIEFING STRIP ™

LOC IPK	Final Apch Crs	GS LOM	CAT II ILS RA 105′ DA(H)	Apt Elev	79′
*111.9	097°	822′ (755′)	167′ (100′)	RWY	67′

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.

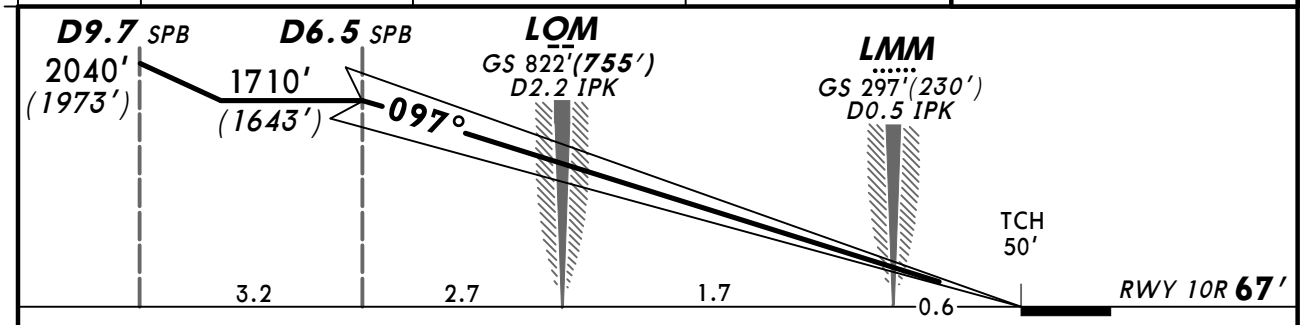
MSA SPB VOR: 150° 2600′, 240° 2400′, 330° 2100′

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3040′ (2973′)
Special aircrew & acft certification required.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2973′ - 900m)
2040′	(1973′ - 600m)
1710′	(1643′ - 500m)



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS-II PAPI 3040′ (2973′) on 097° D5.4 SPB

STRAIGHT-IN LANDING RWY **10R**

CAT II ILS

ABCD

RA 105′

DA(H) 167′ (100′)

PANS OPS

RVR 350m

CHANGES: Procedure. TCH.

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ULLI/LED
PULKOVO

JEPPESEN 15 JUN 12 (11-3) Eff 28 Jun

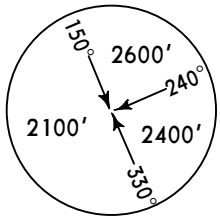
ST PETERSBURG, RUSSIA
ILS DME Rwy 28L

ATIS	PETERSBURG Approach (R) (360°T-180°T)	0400-2000 (180°T-360°T)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	119.3	125.2	119.3	120.3	118.7	121.7 121.9

BRIEFING STRIP ™

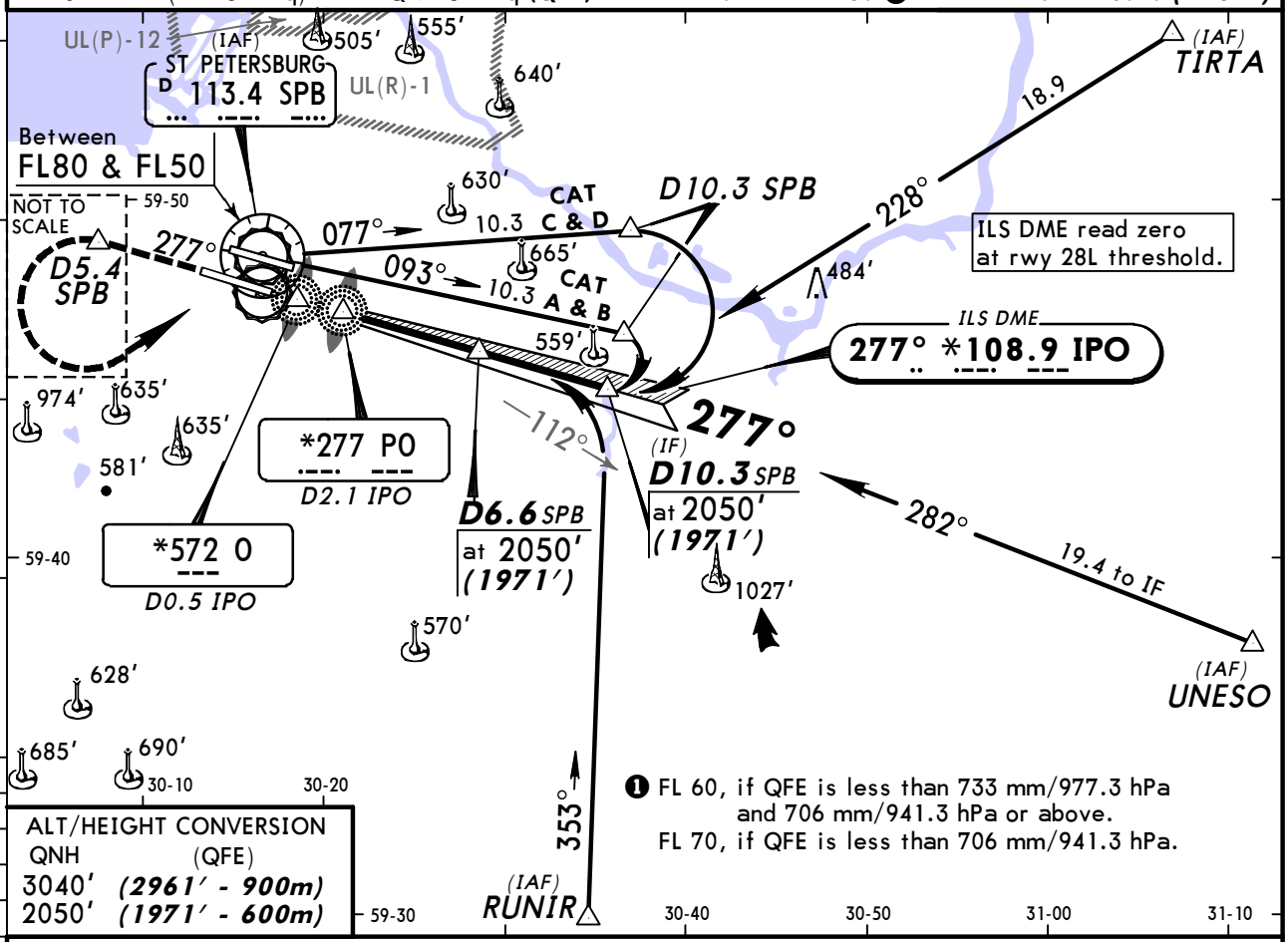
LOC IPO	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 79′
*108.9	277°	784′(705′)	279′(200′)	RWY 79′

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

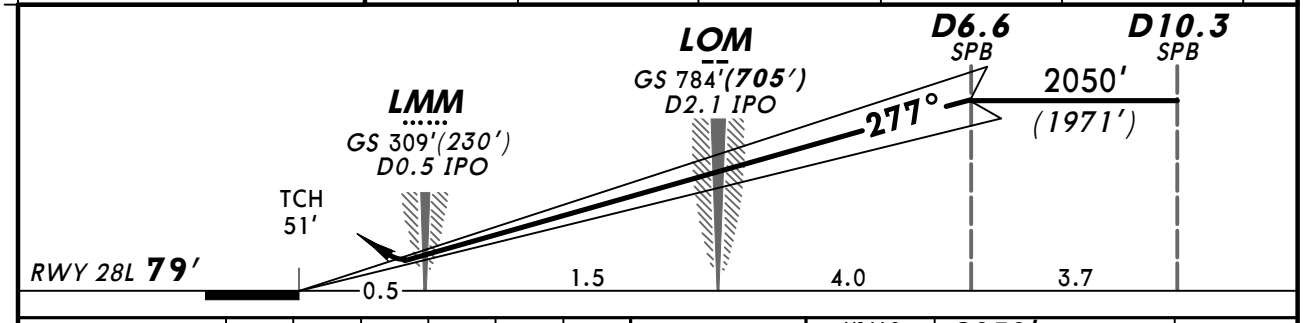
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3040′(2961′)



❶ 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.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2961′ - 900m)
2050′	(1971′ - 600m)



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

HIALS PAPI 2050′ (1971′) on 277° D5.4 SPB

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			

PANS OPS

CHANGES: Procedure.

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ATIS	PETERSBURG Approach (R) (360°T-180°T) 0400-2000	(180°T-360°T)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground	
127.3	119.3	125.2	119.3	120.3	118.1	121.7	121.9

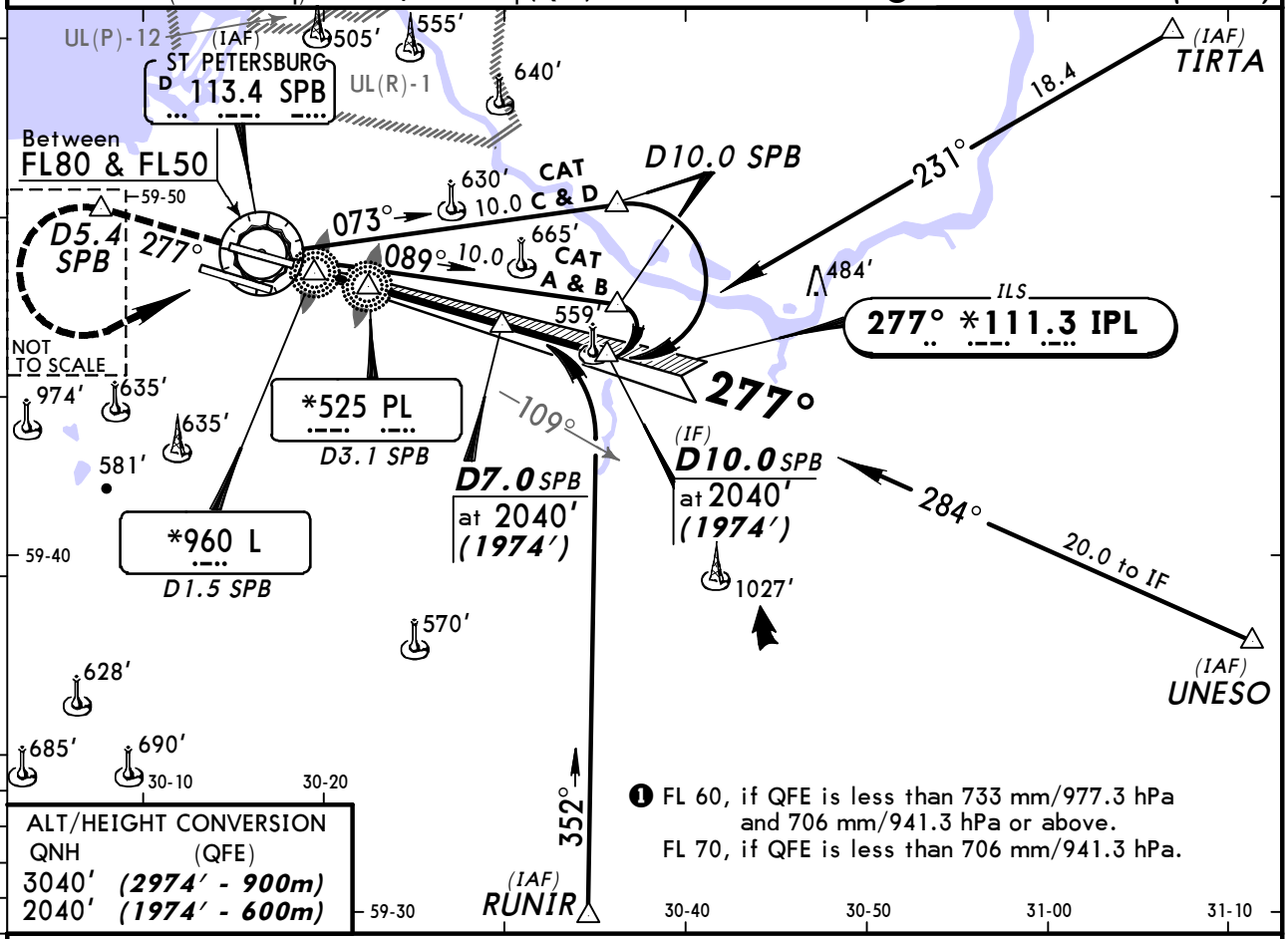
BRIEFING STRIP

LOC IPL	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 79'
*111.3	277°	821'(755')	266'(200')	RWY 66'

MISSED APCH: Climb on 277° to D5.4 SPB at 2040' (1974'), then turn LEFT (mim bank angle 20°) to VOR climbing to 3040' (2974'), then according to chart.

MSA SPB VOR: 150° 2600', 240° 2400', 330° 2100'

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3040'(2974')

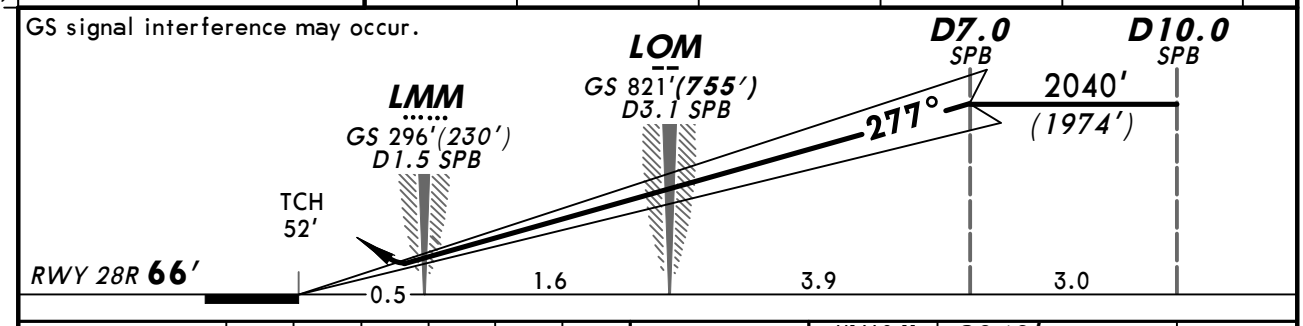


ALT/HEIGHT CONVERSION

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

❶ 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.

GS signal interference may occur.



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

HIALS-II PAPI 2040' (1974') on 277° D5.4 SPB

PANS OPS

STRAIGHT-IN LANDING RWY 28R

	ILS DA(H) 266'(200') FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH
B				
C				
D				

CHANGES: Procedure.

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ATIS	PETERSBURG Approach (R) (360°T-180°T) 0400-2000	(180°T-360°T)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground	
127.3	119.3	125.2	119.3	120.3	118.1	121.7	121.9

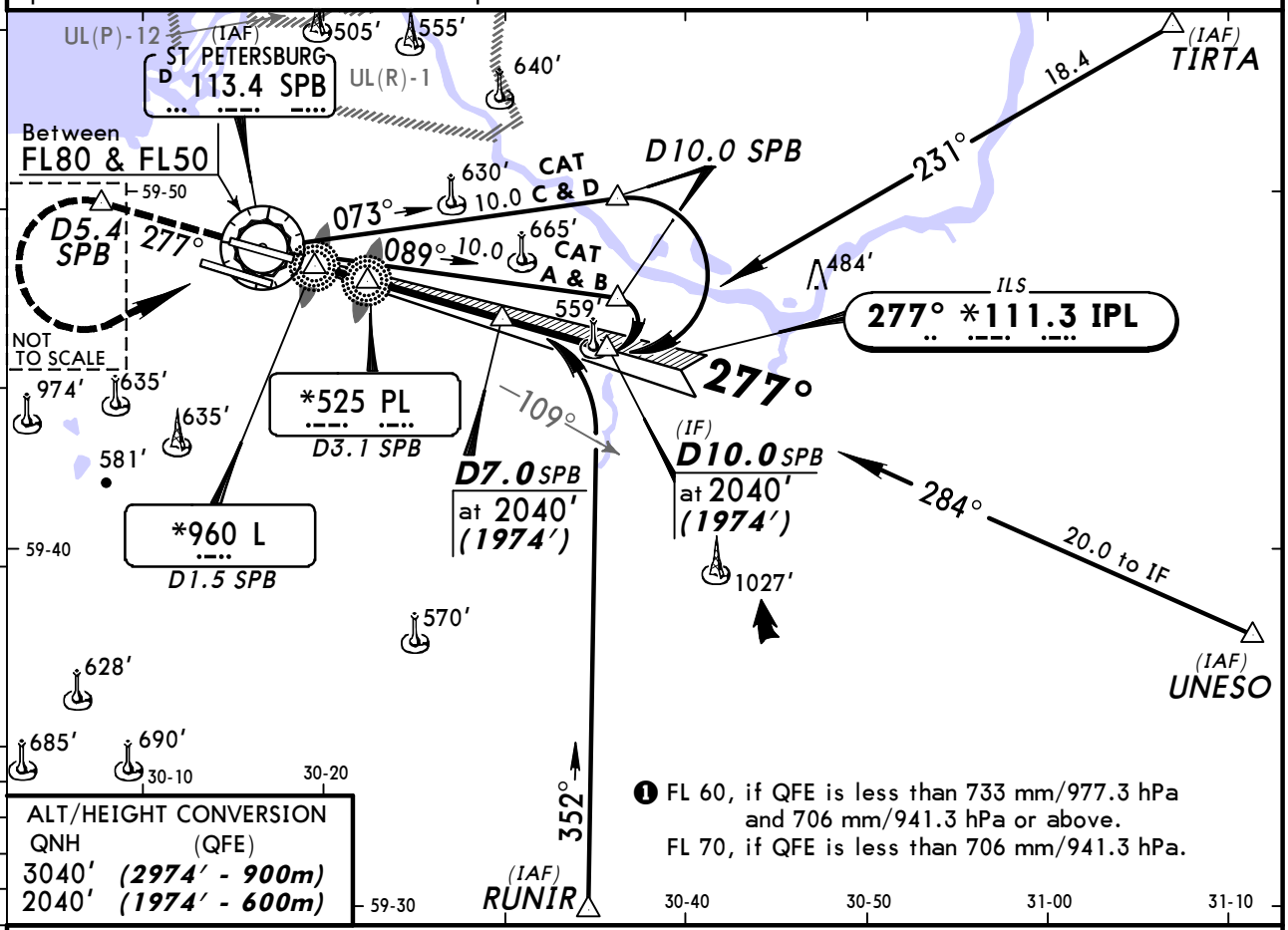
BRIEFING STRIP

LOC IPL	Final Apch Crs	GS LOM	CAT II ILS RA 104′ DA(H)	Apt Elev 79′ RWY 66′
*111.3	277°	821′(755′)	166′(100′)	

MISSED APCH: Climb on 277° to D5.4 SPB at 2040′ (1974′), then turn LEFT (mim bank angle 20°) to VOR climbing to 3040′ (2974′), then according to chart.

MSA SPB VOR: 150° 2600′; 240° 2400′; 330° 2100′

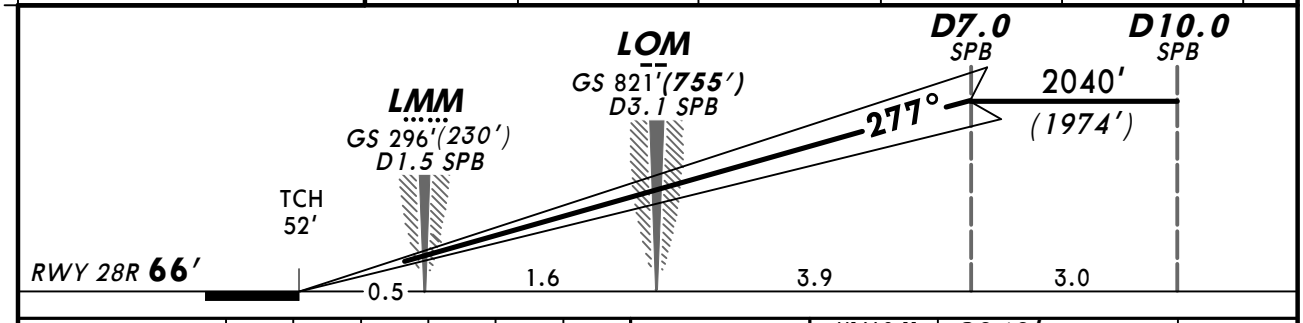
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3040′(2974′)
Special aircrew & acft certification required.



❶ 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.

ALT/HEIGHT CONVERSION

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



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS-II PAPI 2040′ (1974′) on 277° D5.4 SPB

STRAIGHT-IN LANDING RWY **28R**

CAT II ILS

ABCD

RA 104′

DA(H) 166′ (100′)

PANS OPS

RVR 350m

CHANGES: Procedure.

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ULLI/LED
PULKOVO

JEPPESEN 15 JUN 12 (13-1) Eff 28 Jun

ST PETERSBURG, RUSSIA
VOR DME Rwy 10L

ATIS	PETERSBURG Approach (R) (360°T-180°T) 0400-2000	(180°T-360°T)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground	
127.3	119.3	125.2	119.3	120.3	118.1	121.7	121.9

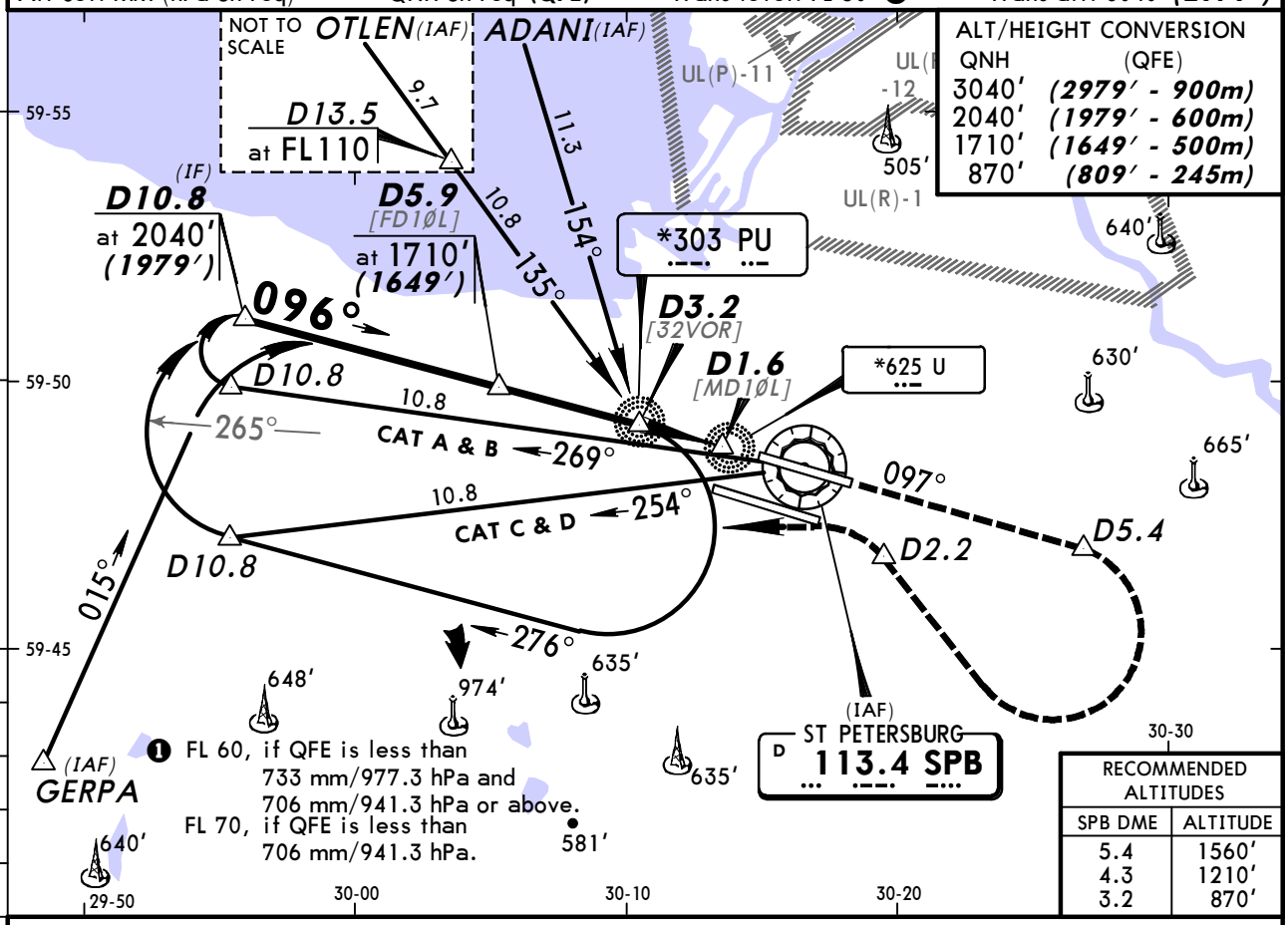
BRIEFING STRIP

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
SPB 113.4	096°	D5.9 1710′(1649′)	590′(529′)	79′ / 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.

MSA SPB VOR: 150° 2600′, 240° 2400′, 330° 2100′

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

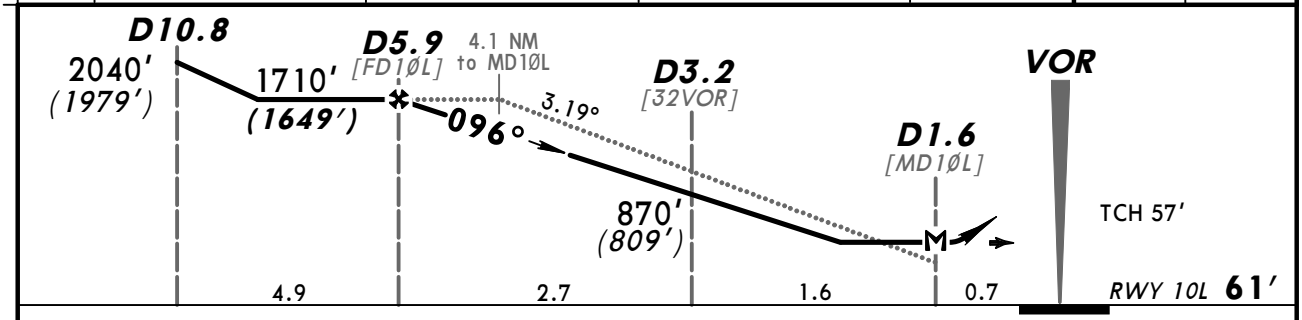


ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2979′ - 900m)
2040′	(1979′ - 600m)
1710′	(1649′ - 500m)
870′	(809′ - 245m)

RECOMMENDED ALTITUDES

SPB DME	ALTITUDE
5.4	1560′
4.3	1210′
3.2	870′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.19°	395	508	564	677	790	903
MAP at D1.6							

HIALS-II PAPI

3040′ (2979′) on 097° D5.4 SPB

STRAIGHT-IN LANDING RWY 10L

MDA(H) 590′(529′)

PANS OPS

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	RVR 1500m VIS 1600m	2400m
D	RVR 1800m VIS 2000m	2800m

CHANGES: Note.

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ULLI/LED
PULKOVO

JEPPESEN 15 JUN 12 (13-2) Eff 28 Jun

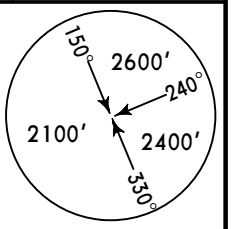
ST PETERSBURG, RUSSIA
VOR DME Rwy 28R

ATIS	PETERSBURG Approach (R) (360°T-180°T) 0400-2000	(180°T-360°T)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground	
127.3	119.3	125.2	119.3	120.3	118.1	121.7	121.9

BRIEFING STRIP ™

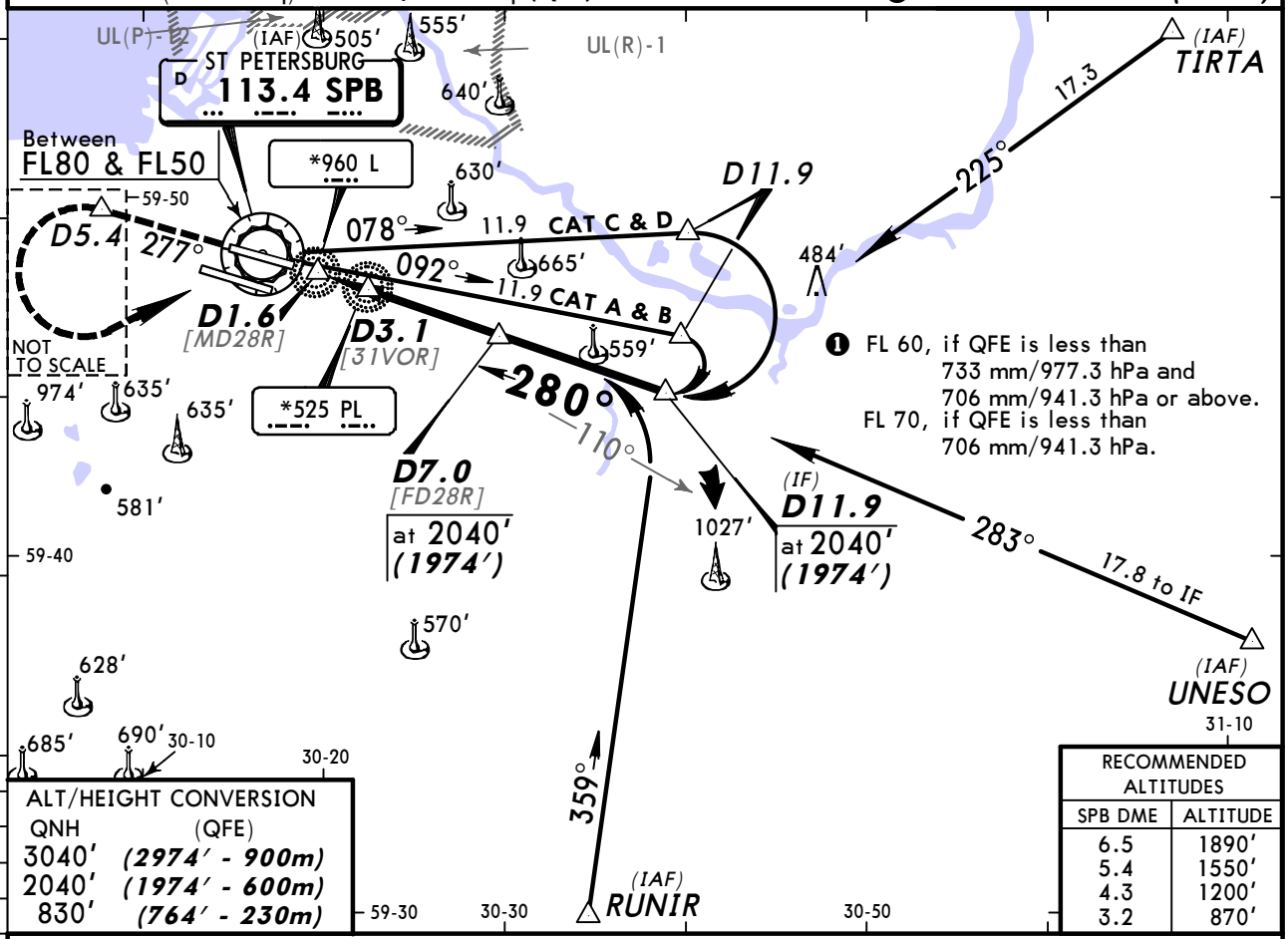
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	
SPB 113.4	280°	D7.0 2040′(1974′)	460′(394′)	79′	RWY 66′

MISSED APCH: Climb on 277° to D5.4 at 2040′ (1974′), then turn LEFT (mim bank angle 20°) to VOR climbing to 3040′ (2974′), then according to chart.



MSA SPB VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3040′ (2974′)

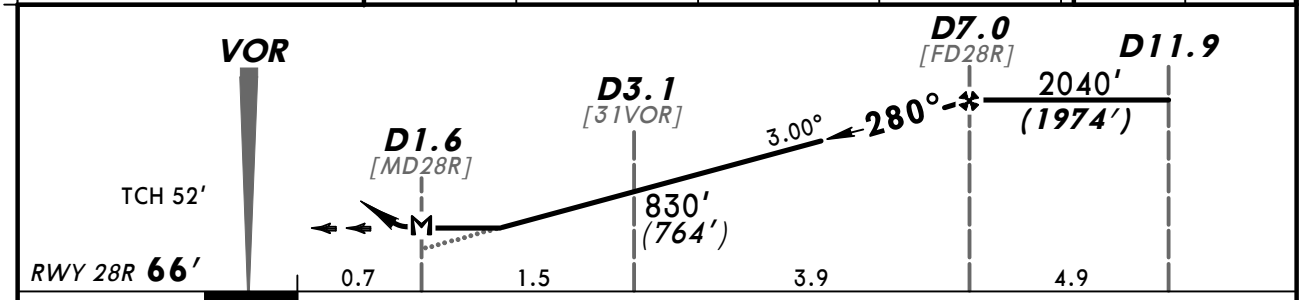


ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2974′ - 900m)
2040′	(1974′ - 600m)
830′	(764′ - 230m)

RECOMMENDED ALTITUDES

SPB DME	ALTITUDE
6.5	1890′
5.4	1550′
4.3	1200′
3.2	870′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.6							

HIALS-II PAPI 2040′ (1974′) on 277° D5.4 SPB

STRAIGHT-IN LANDING RWY **28R**

MDA(H) 460′(394′)

PANS OPS

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Note.

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ULLI/LED
PULKOVO

JEPPESEN

15 JUN 12
Eff 28 Jun

(16-1)

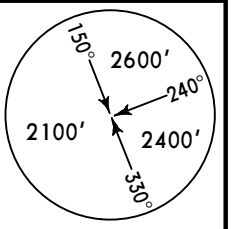
ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 10L

BRIEFING STRIP ™

ATIS	PETERSBURG Approach (R) (360°T-180°T) 0400-2000	(180°T-360°T) 2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	119.3	125.2 / 119.3	120.3	118.1	121.7 121.9

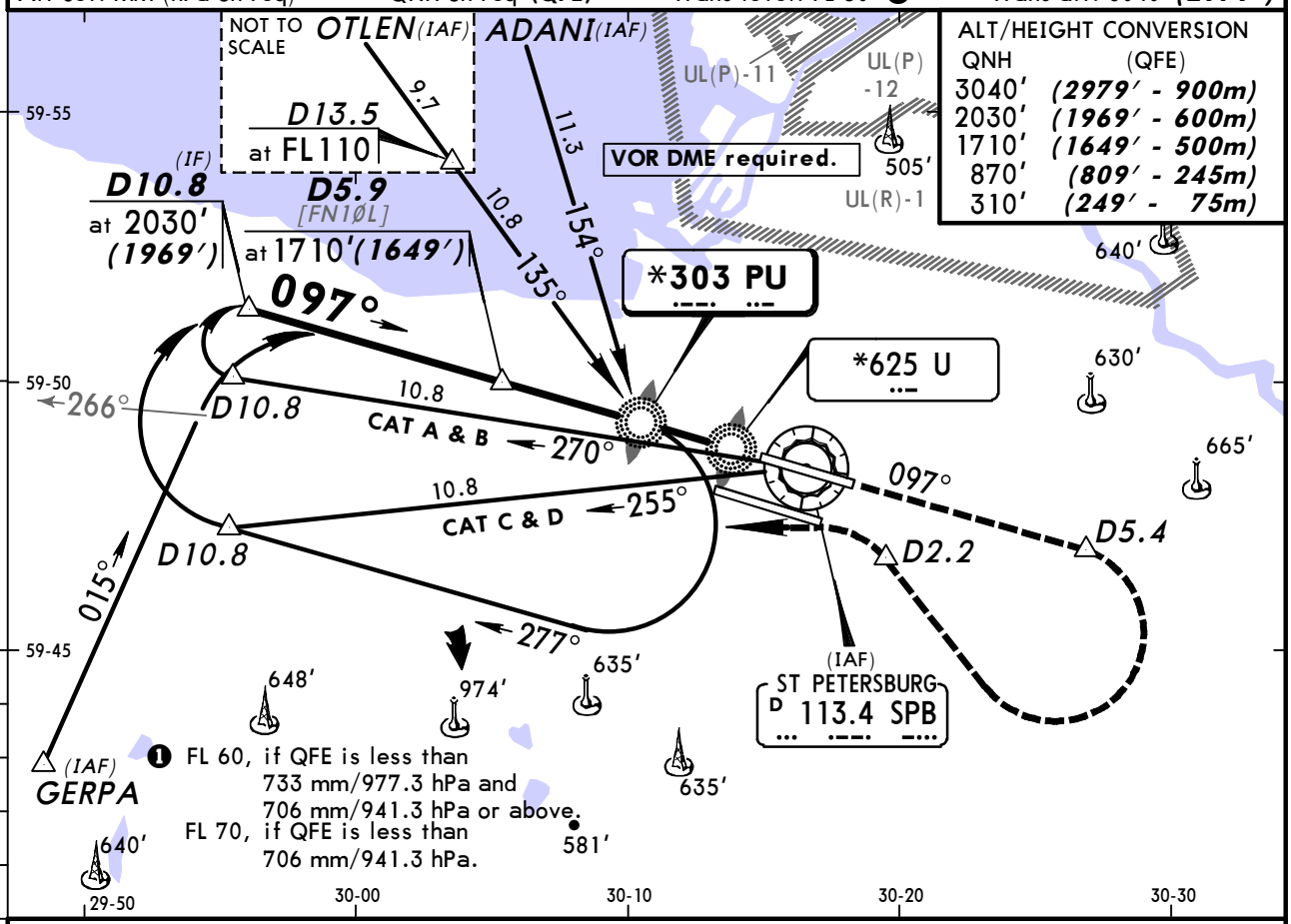
NDB PU	Final Apch Crs	Minimum Alt D5.9	2 NDB MDA(H)	NDB MDA(H)	Apt Elev 79' RWY 61'
*303	097°	1710'(1649')	430'(369')	640'(579')	

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.



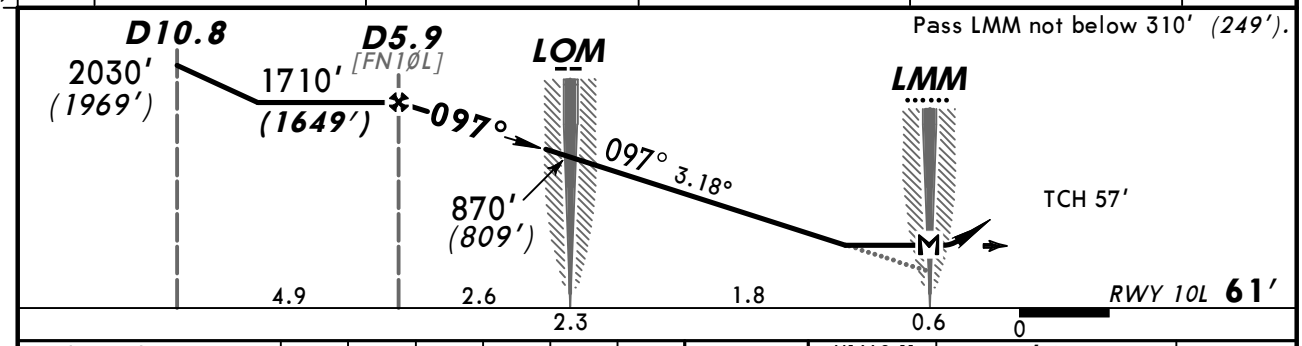
MSA SPB VOR

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040'	(2979' - 900m)
2030'	(1969' - 600m)
1710'	(1649' - 500m)
870'	(809' - 245m)
310'	(249' - 75m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.18°	394	506	563	675	788	900
MAP at LMM							

HIALS-II
PAPI

3040' (2979') on 097°

D5.4 SPB

PANS OPS

STRAIGHT-IN LANDING RWY 10L

	2 NDB MDA(H) 430'(369')		NDB MDA(H) 640'(579')	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C			RVR 1500m VIS 1600m	2400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m	2800m

CHANGES: Note.

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ULLI/LED
PULKOVO

JEPPESEN

15 JUN 12
Eff 28 Jun

(16-2)

ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 10R

ATIS	PETERSBURG Approach (R) (360°T-180°T) 0400-2000	(180°T-360°T)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	119.3	125.2	119.3	120.3	118.7	121.7 121.9

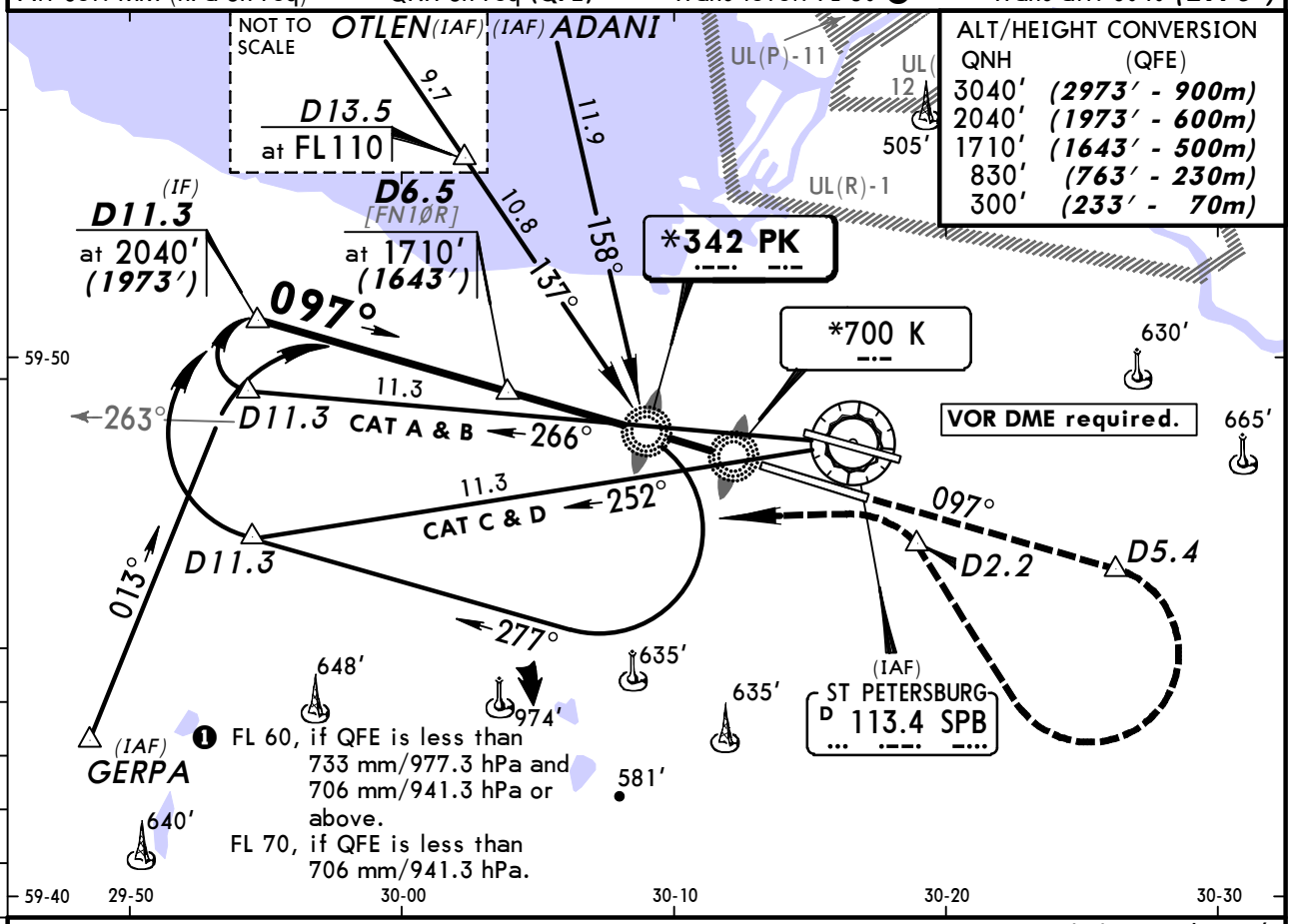
BRIEFING STRIP

NDB PK	Final Apch Crs	Minimum Alt D6.5	2 NDB MDA(H)	NDB MDA(H)	Apt Elev 79'
*342	097°	1710'(1643')	460'(393')	640'(573')	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.

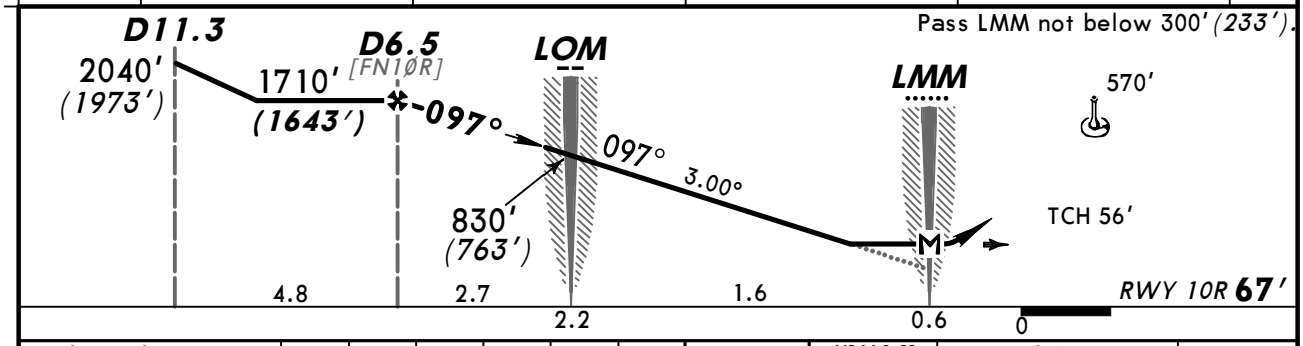
MSA SPB VOR: 150° 2600', 240° 2400', 330° 2100'

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040'	(2973' - 900m)
2040'	(1973' - 600m)
1710'	(1643' - 500m)
830'	(763' - 230m)
300'	(233' - 70m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM							

HIALS-II PAPI

3040' (2973') on 097° D5.4 SPB

STRAIGHT-IN LANDING RWY 10R

	2 NDB MDA(H) 460'(393')		NDB MDA(H) 640'(573')	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C			RVR 1500m VIS 1600m	2400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m	2800m

PANS OPS

CHANGES: Note. Descent angle.

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ULLI/LED
PULKOVO

JEPPESEN

15 JUN 12
Eff 28 Jun

(16-3)

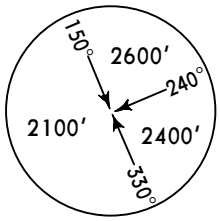
ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 28L

BRIEFING STRIP™

ATIS	PETERSBURG Approach (R) (360°T-180°T) 0400-2000	(180°T-360°T)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	119.3	125.2	119.3	120.3	118.7	121.7 121.9

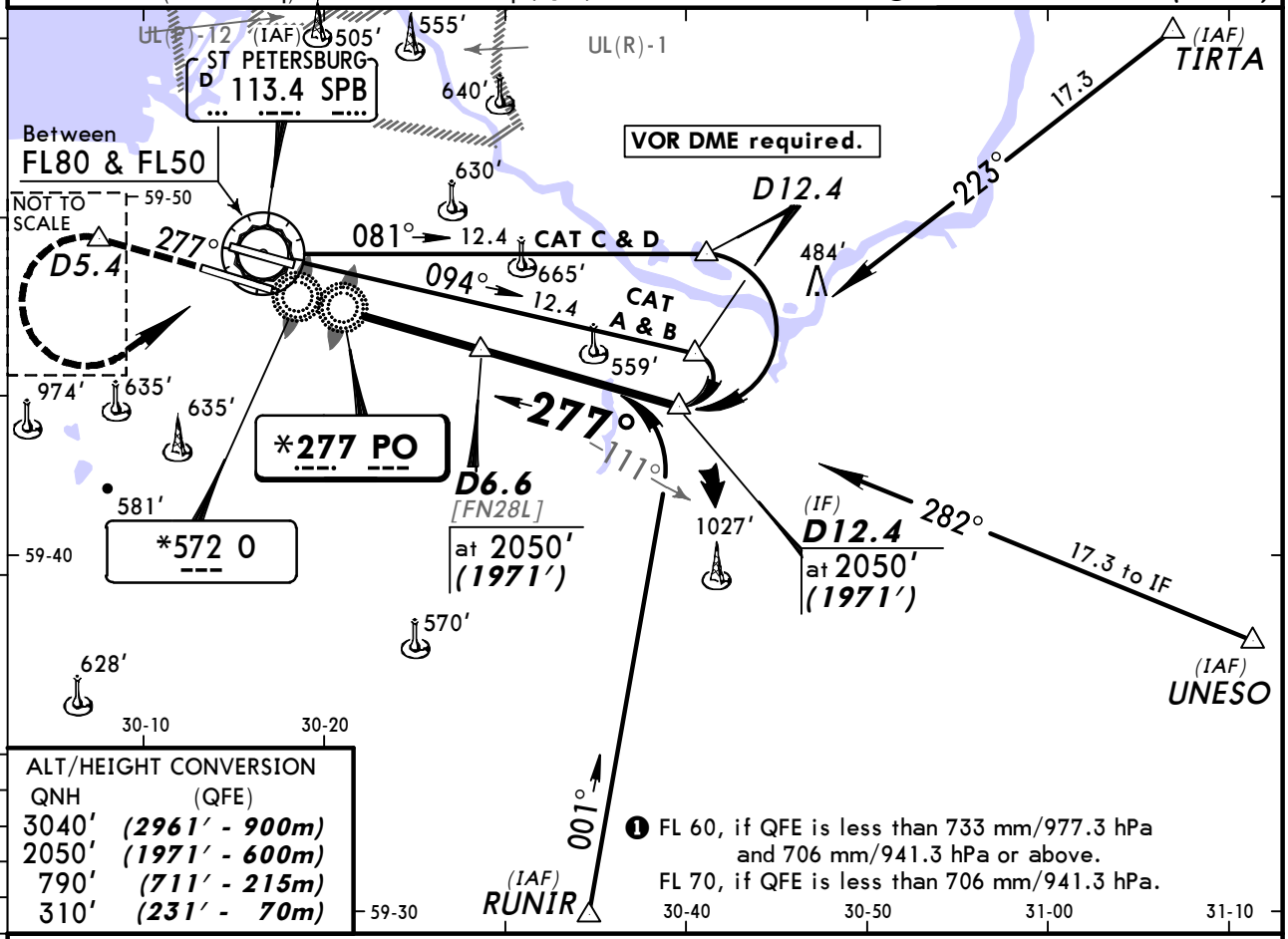
NDB PO	Final Apch Crs	Minimum Alt D6.6	2 NDB MDA(H)	NDB MDA(H)	Apt Elev 79' RWY 79'
*277	277°	2050' (1971')	410' (331')	640' (561')	

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.



MSA SPB VOR

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

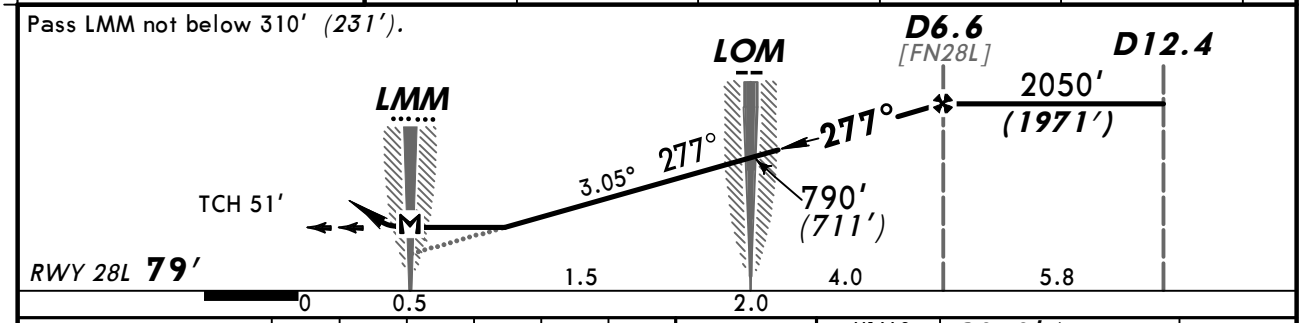


ALT/HEIGHT CONVERSION

QNH	(QFE)
3040'	(2961' - 900m)
2050'	(1971' - 600m)
790'	(711' - 215m)
310'	(231' - 70m)

❶ 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.

Pass LMM not below 310' (231').



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at LMM						

HIALS
PAPI

2050' (1971') on 277°

D5.4 SPB

PANS OPS

STRAIGHT-IN LANDING RWY 28L

	2 NDB MDA(H) 410' (331')	ALS out	NDB MDA(H) 640' (561')	ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C			RVR 1500m VIS 1600m	2400m
D	RVR 1500m VIS 1600m		2400m	2800m

CHANGES: Note. Descent angle.

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ULLI/LED
PULKOVO

JEPPESEN

15 JUN 12
Eff 28 Jun

(16-4)

ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 28R

ATIS	PETERSBURG Approach (R) (360°T-180°T) 0400-2000	(180°T-360°T)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	119.3	125.2	119.3	120.3	118.1	121.7 121.9

BRIEFING STRIP ™

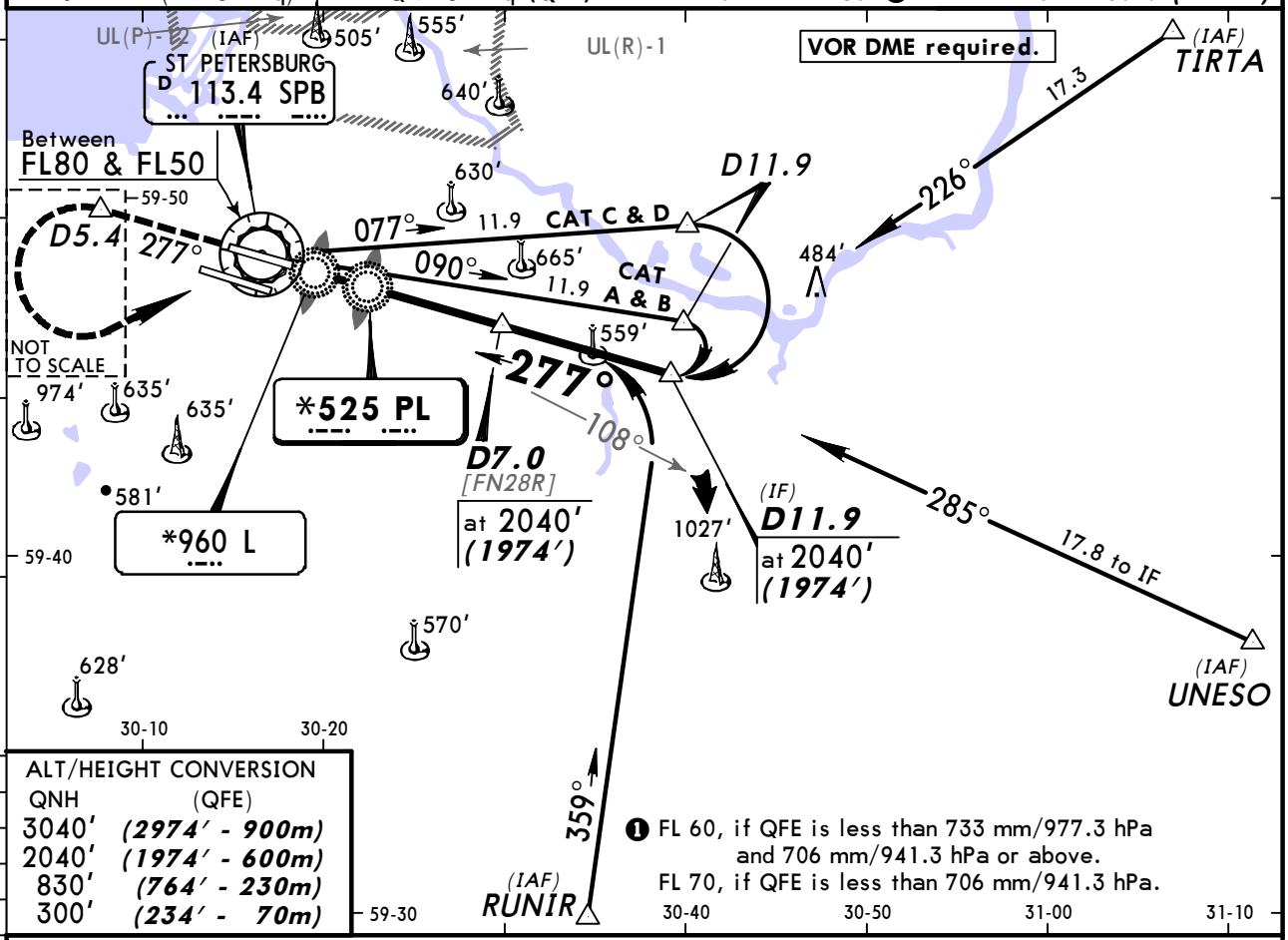
NDB PL	Final Apch Crs	Minimum Alt D7.0	2 NDB MDA(H)	NDB MDA(H)	Apt Elev 79'
*525	277°	2040' (1974')	480' (414')	590' (524')	RWY 66'

MISSED APCH: Climb on 277° to D5.4 at 2040' (1974'), then turn LEFT (mim bank angle 20°) to VOR climbing to 3040' (2974'), then according to chart.

150° 2600' 240° 2100' 2400' 330°

MSA SPB VOR

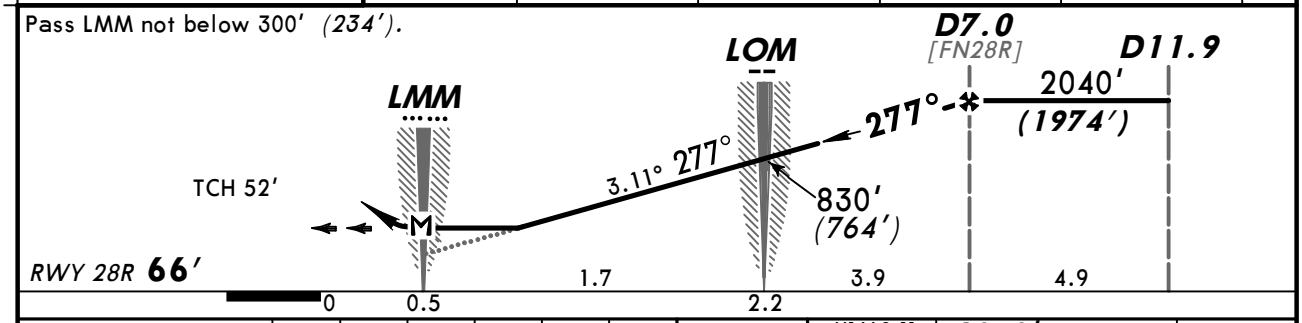
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3040' (2974')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040'	(2974' - 900m)
2040'	(1974' - 600m)
830'	(764' - 230m)
300'	(234' - 70m)

❶ 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.

Pass LMM not below 300' (234').



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.11°	385	495	550	660	770	880
MAP at LMM						

HIALS-II PAPI 2040' (1974') on 277° D5.4 SPB

STRAIGHT-IN LANDING RWY 28R

	2 NDB MDA(H) 480' (414')		NDB MDA(H) 590' (524')	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C		RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	2400m
D	RVR 1500m VIS 1600m		2400m	2800m

PANS OPS

CHANGES: Note. Descent angle.

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JeppView for Windows

Chart changes since cycle 25-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ST PETERSBURG, (PULKOVO - ULLI)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULLI