Page 1
Changed chart(s) since Disc 26-2012
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 26-2012

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UHPP

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

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

General Info

Petropavlovsk-Kamchatsky, RUS
N 53° 10.2' E158° 27.2' Mag Var: 6.6°W
Elevation: 131'

Public, IFR, Control Tower, Customs, Landing Fee
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+12:00 no DST

Runway Info

Runway 16L-34R 11148' x 197' concrete

Runway 16L (164.0°M) TDZE 114'
  Lights: Edge
Runway 34R (344.0°M) TDZE 131'
  Lights: Edge, ALS

Communications Info

ATIS **126.8**
Petropavlovsk Start Tower **118.1**
Petropavlovsk Krug Radar **119.4**

Notebook Info

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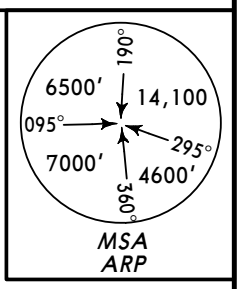
UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

7 DEC 12 (10-2) Eff 13 Dec — STAR

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

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



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

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

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

158° — 37 — 13330 ❶6890 — BAKEN 2A

138° — 35 — 8730 — GANKA 2A

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

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

HALAK 2A
At or above **FL110**

At 5060′ ***(4929′)***

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

129° — 13 — BAKEN 2A GANKA 2A

339° — 11 — 298° — 9 — 270° By ATC — 344°

19 — 187° — HALAK 2A By ATC

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

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

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

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

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

9 — 298°

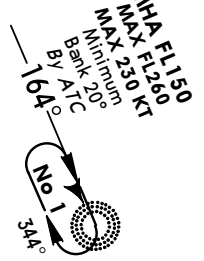
ALT/HEIGHT CONVERSION

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

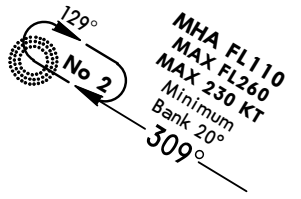
N
NOT TO SCALE

HOLDINGS OVER

PR



HY



Minimum bank 20° for all turns.

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

CHANGES: STARs revised.

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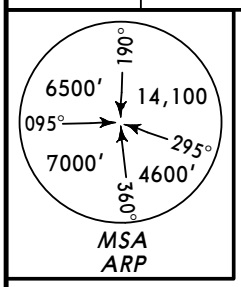
UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

7 DEC 12 (10-2A) Eff 13 Dec

STAR

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



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

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

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

12 ← 243° KUDER 2A

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

186° 22 ❶ 13330 9620

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

*535 PR
N53 06.8 E158 29.5

NOT TO SCALE

KUDER 2A
At **FL130**

MALKA 2A
At **FL110**

Without RADAR control at FL at or above safe FL

MAX **230 KT**

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

MHA FL150
MAX FL260
MAX 230 KT
Minimum Bank 20°
By ATC
❶ 13330 9620
14
164°
No 1
344°

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

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

129° MALKA 2A 13
125° 13 KUDER 2A
339°
11 ← 298°
9 ← 270° By ATC
344°
❷

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

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

At 5060′ ***(4929′)***

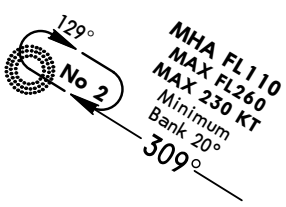
N52 59.5 E158 35.5
(341° brg to PR)
At 3090′ ***(2959′)***

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

ALT/HEIGHT CONVERSION

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

HOLDING OVER HY



Minimum bank 20° for all turns.

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

CHANGES: STARs revised.

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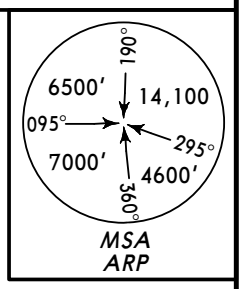
UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

7 DEC 12 (10-2B) Eff 13 Dec

STAR

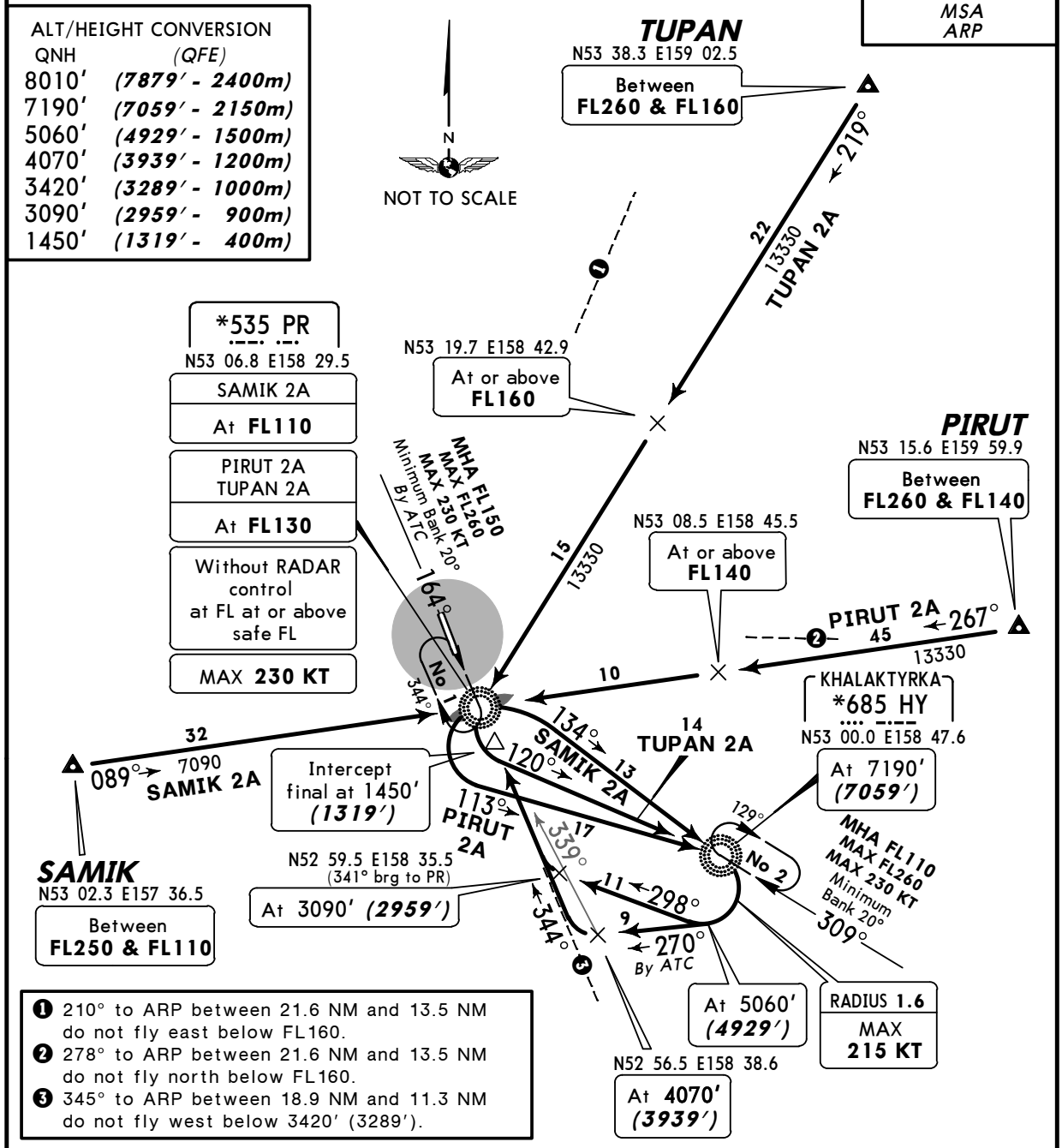
*ATIS	Apt Elev	
126.8	131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***

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



ALT/HEIGHT CONVERSION

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



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

Minimum bank 20° for all turns.

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

CHANGES: STARs revised.

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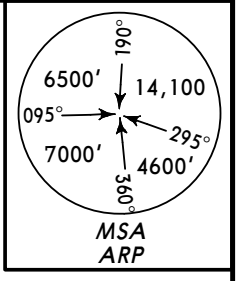
UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

7 DEC 12 (10-2C) Eff 13 Dec

STAR

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

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



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

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

158°
37
13330
6890
BAKEN 2B

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

138°
35
8730
GANKA 2B

N
NOT TO SCALE

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

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

180°
14

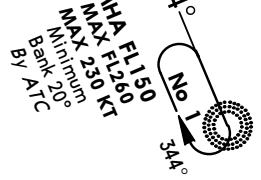
N52 54.3
E158 38.2
(344° brg to PR)
At 4400′ ***(4269′)***

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

8
164°
BIRGA 2B
By ATC
10
RADIUS 1.9
16
344°
BAKEN 2B
GANKA 2B

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

HOLDING OVER PR



ALT/HEIGHT CONVERSION

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

Minimum bank 20° for all turns.

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

CHANGES: STARs revised.

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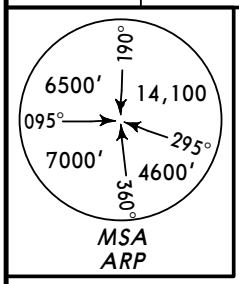
UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

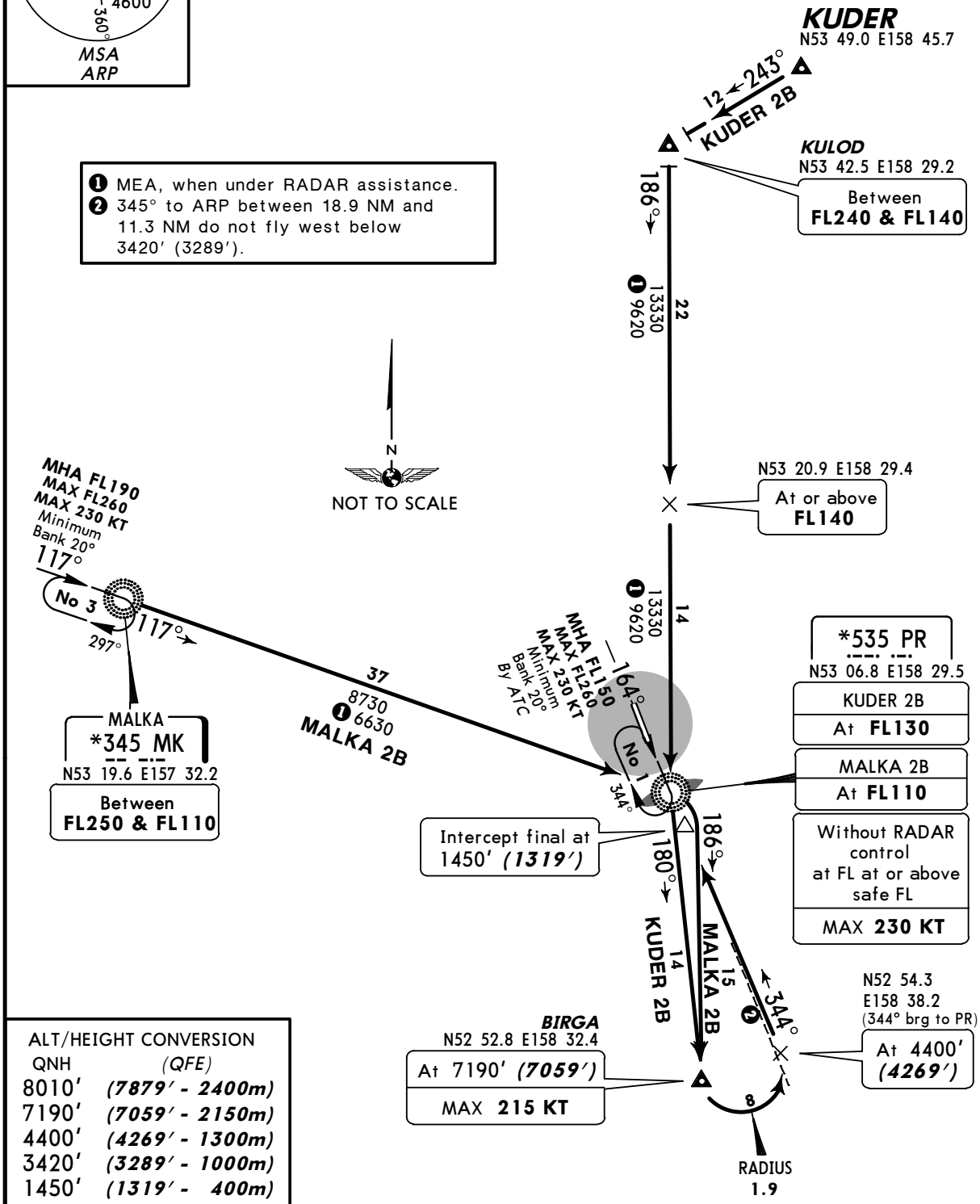
7 DEC 12 (10-2D) Eff 13 Dec — STAR

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



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

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



ALT/HEIGHT CONVERSION

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

Minimum bank 20° for all turns.

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

CHANGES: STARs revised.

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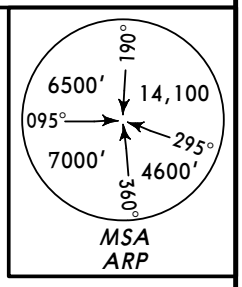
UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

7 DEC 12 (10-2E) Eff 13 Dec

STAR

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

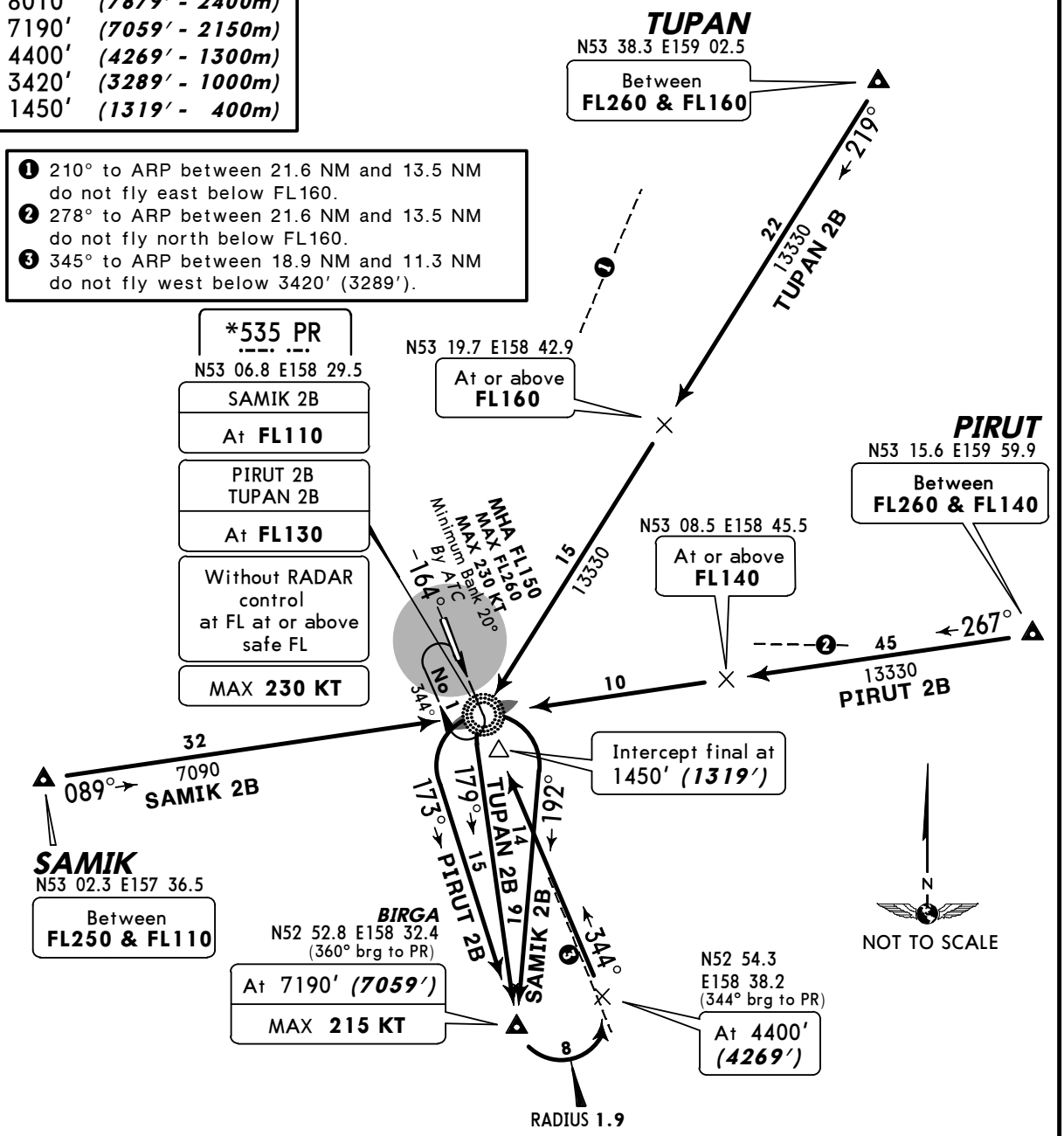
PIRUT 2 BRAVO (PIRUT 2B) *[PIRU2B]*
SAMIK 2 BRAVO (SAMIK 2B) *[SAMI2B]*
TUPAN 2 BRAVO (TUPAN 2B) *[TUPA2B]*
RWY 34R ARRIVALS



ALT/HEIGHT CONVERSION

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

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



Minimum bank 20° for all turns.

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

CHANGES: STARs revised.

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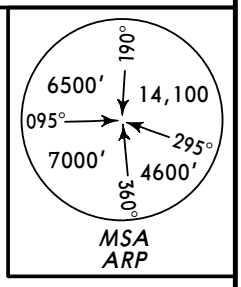
UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

7 DEC 12 (10-2F) Eff 13 Dec

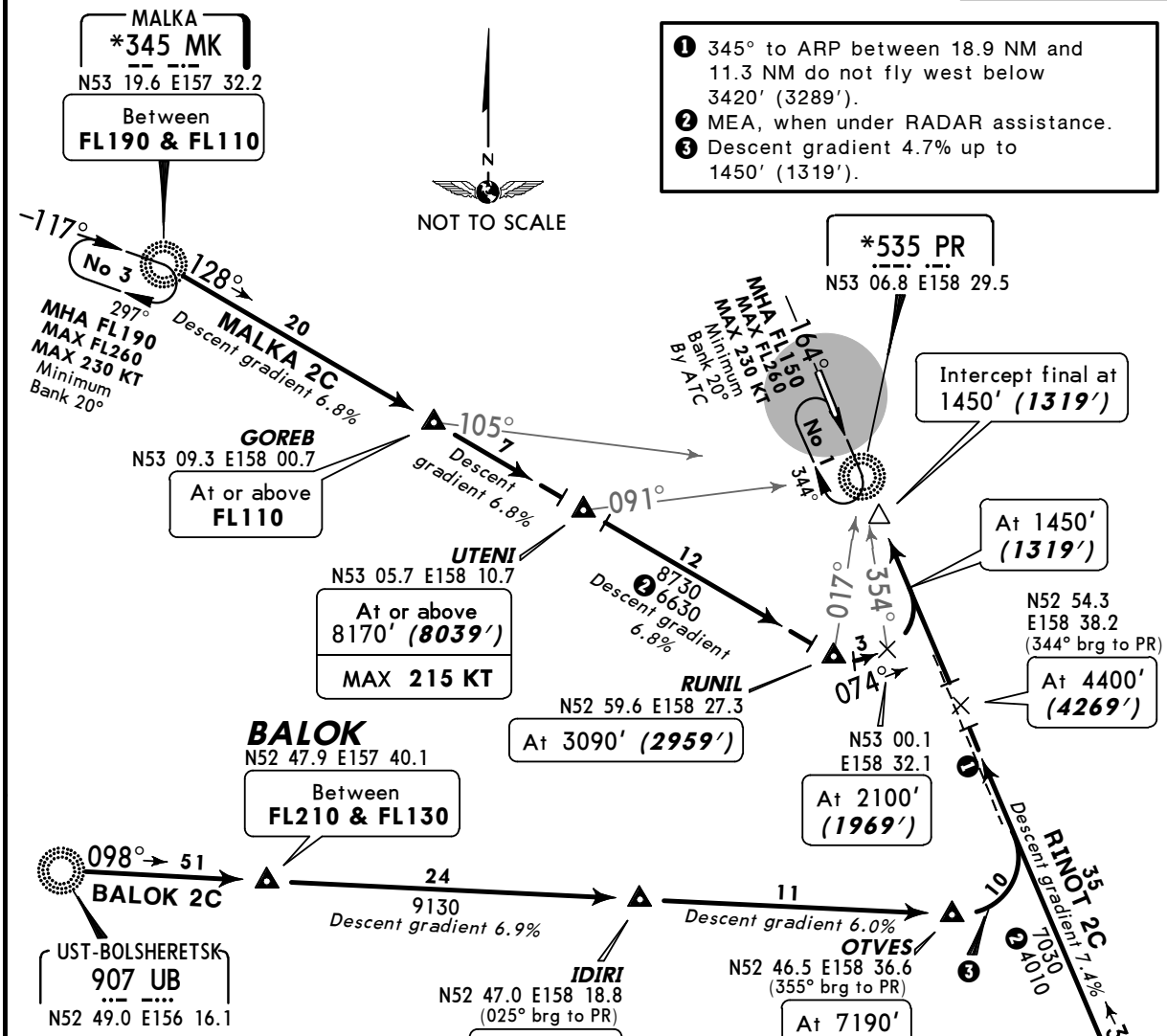
STAR

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

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



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



ALT/HEIGHT CONVERSION

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

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

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

CHANGES: STARs revised.

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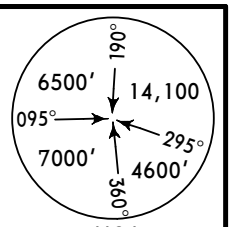
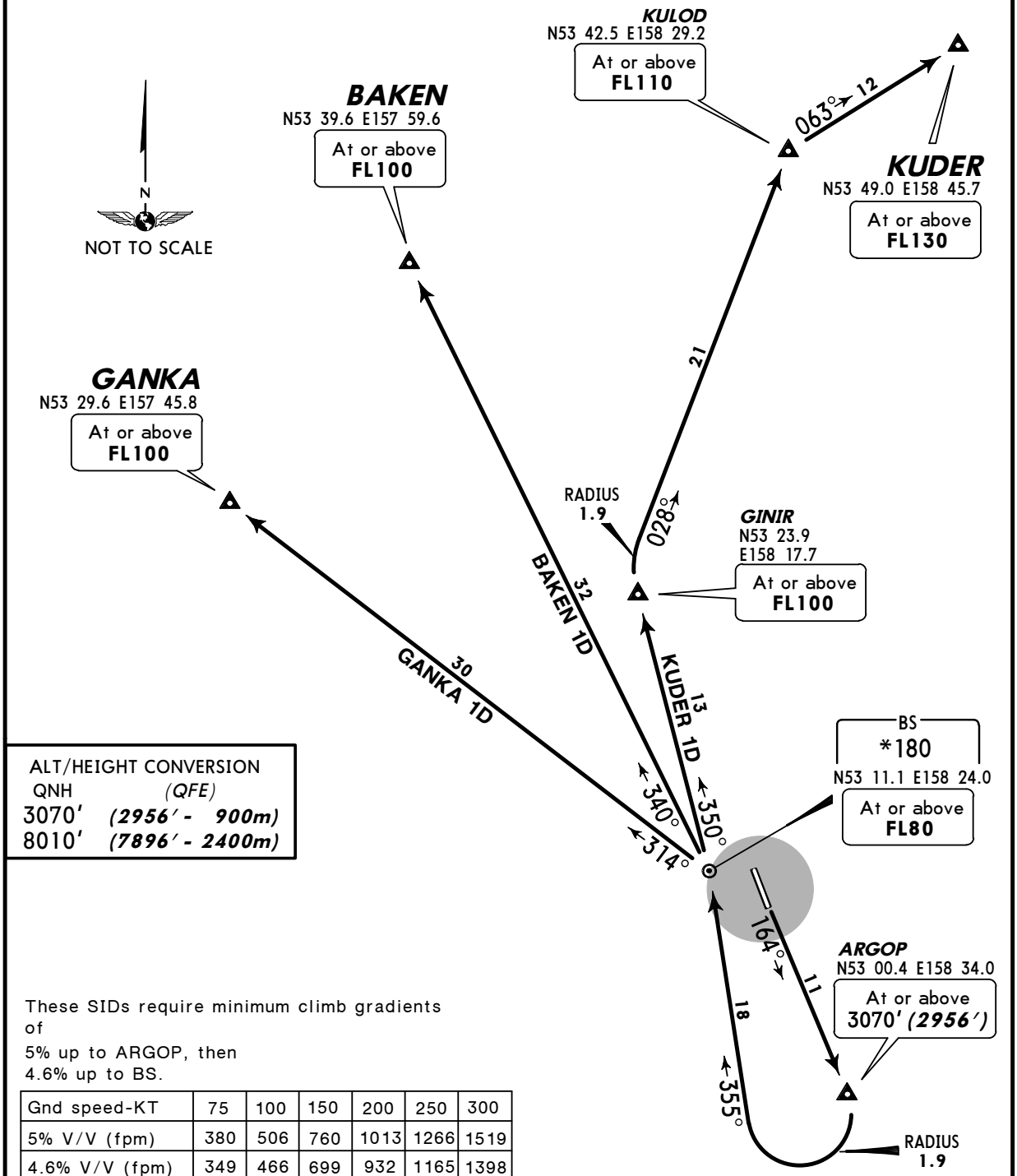
UHPP/PKC PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 7 DEC 12 (10-3) Eff 13 Dec **SID**

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



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



ALT/HEIGHT CONVERSION

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

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

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

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

CHANGES: SIDs revised.

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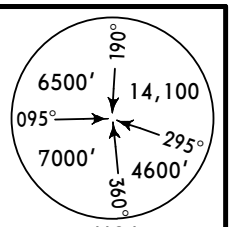
UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

7 DEC 12 (10-3A) Eff 13 Dec — SID

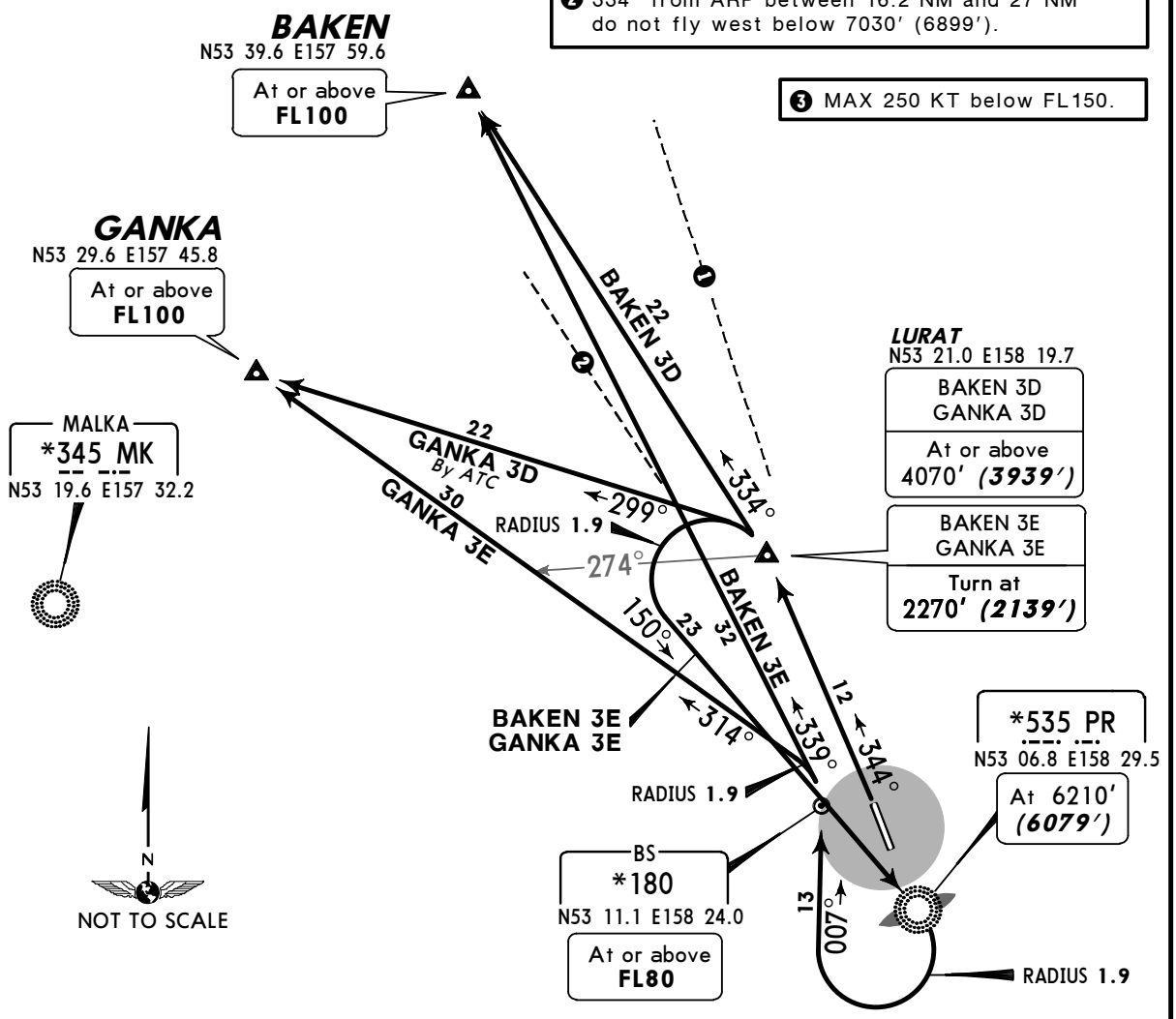
Apt Elev	
131′	QNH on request **(QFE)** Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***



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

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

❸ MAX 250 KT below FL150.



ALT/HEIGHT CONVERSION

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

BAKEN 3D

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

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

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

CHANGES: SIDs revised.

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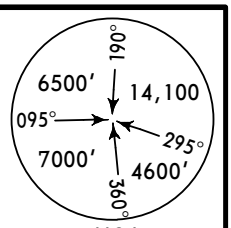
UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

7 DEC 12 (10-3B) Eff 13 Dec

SID

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

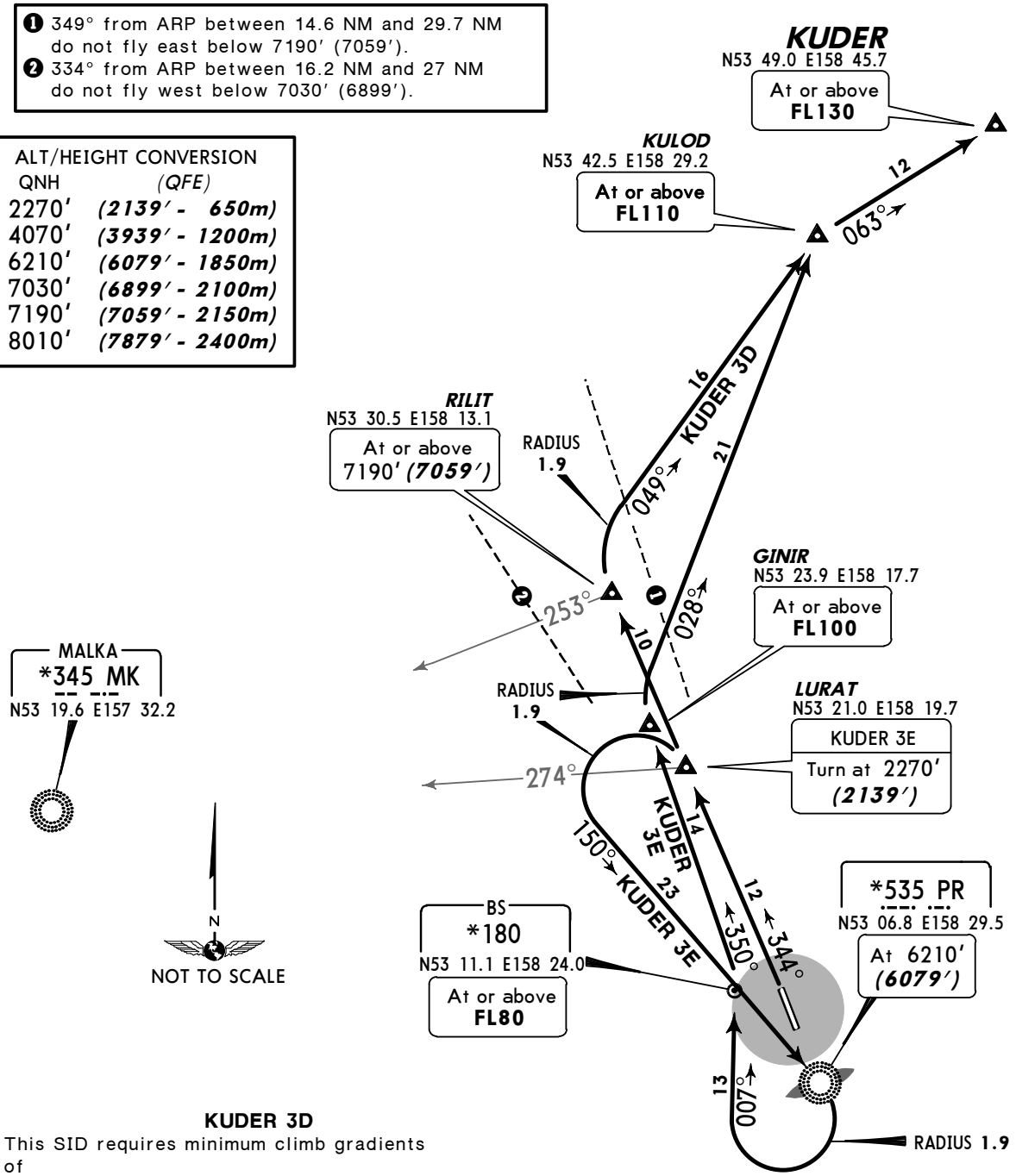


KUDER 3D *[KUDE3D]*, KUDER 3E *[KUDE3E]* ❸
RWY 34R DEPARTURES

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

ALT/HEIGHT CONVERSION

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



KUDER 3D

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

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

❸ MAX 250 KT below FL150.

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

CHANGES: SIDs revised.

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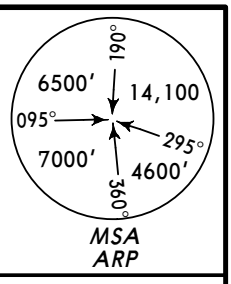
UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

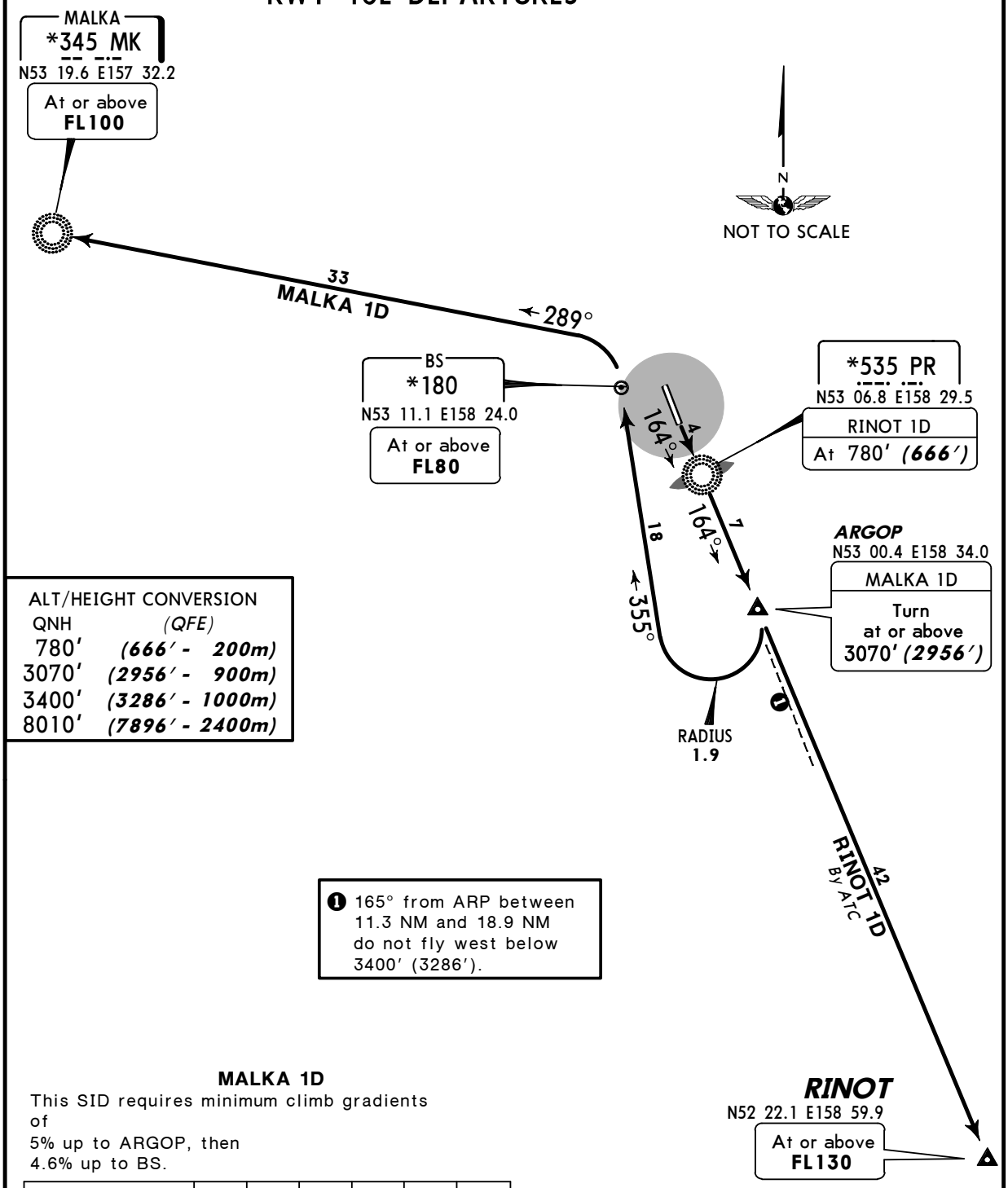
7 DEC 12 (10-3C) Eff 13 Dec

SID

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



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



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

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

MALKA 1D

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

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

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

CHANGES: SIDs revised.

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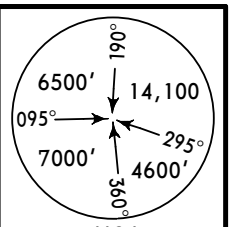
UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

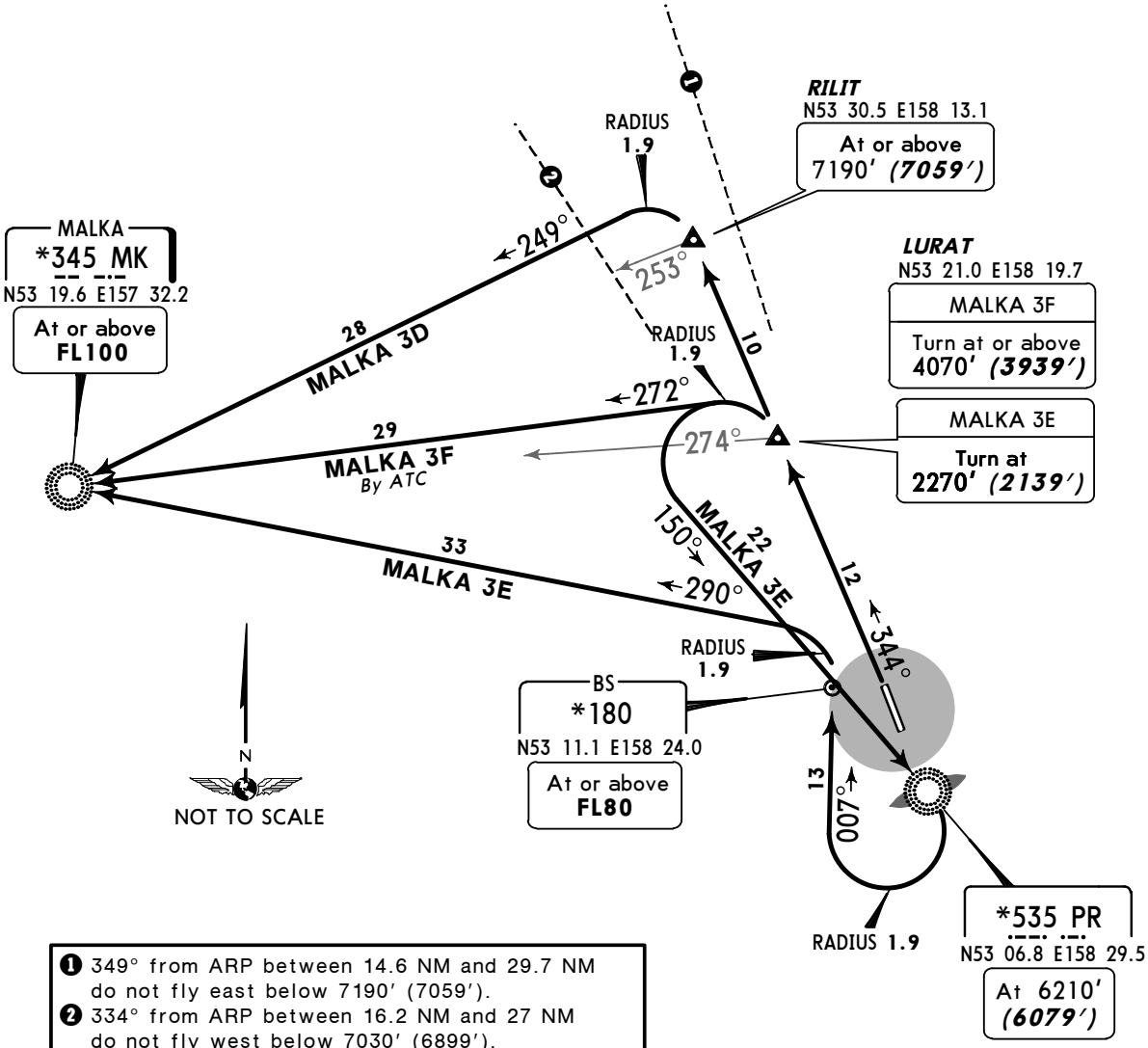
7 DEC 12 (10-3D) Eff 13 Dec

SID

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



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



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

❸ MAX 250 KT below FL150.

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

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

ALT/HEIGHT CONVERSION

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

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

CHANGES: SIDs revised.

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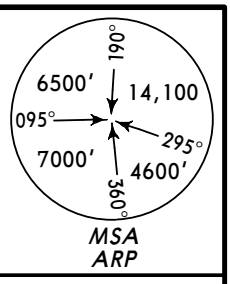
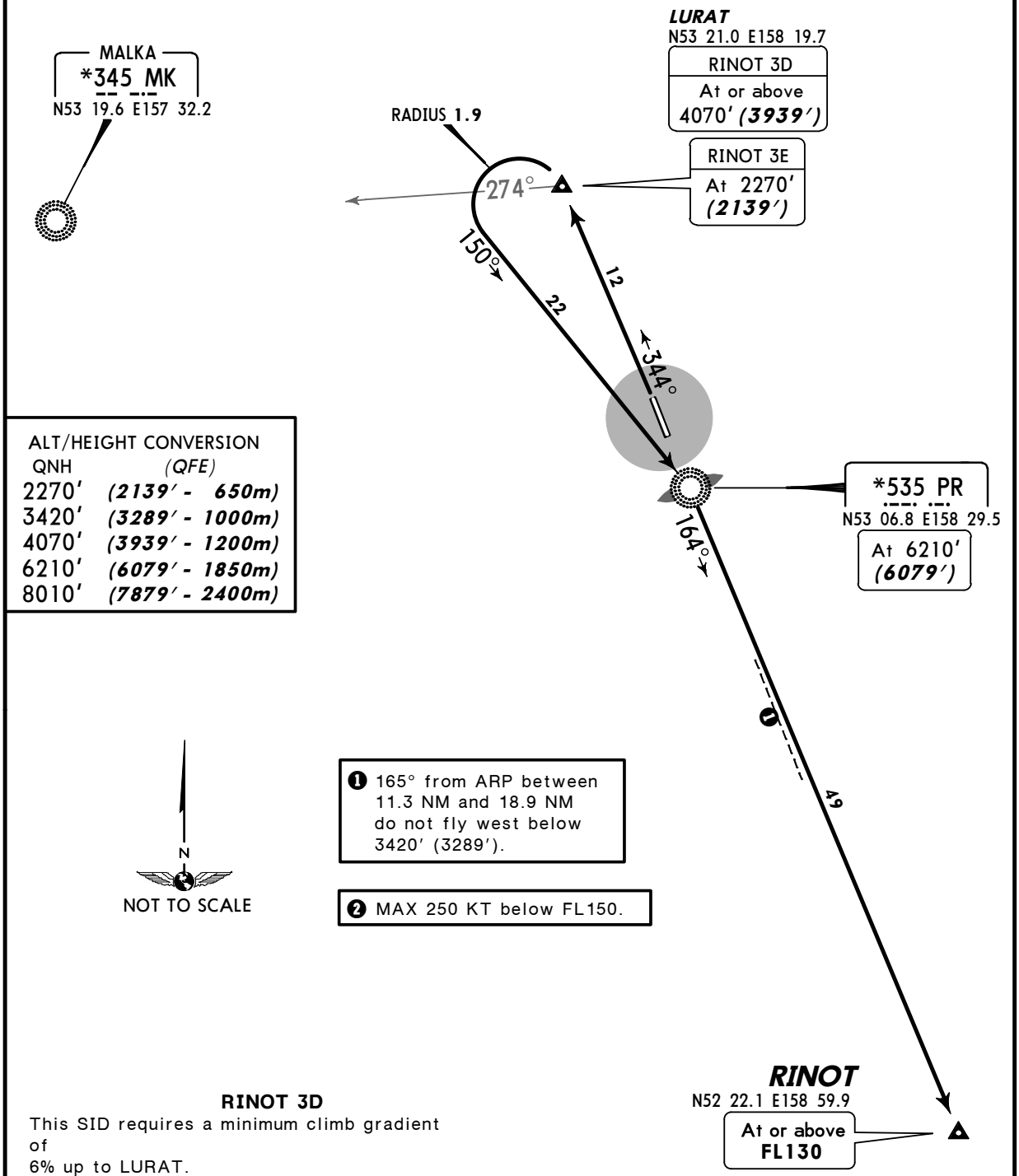
UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

7 DEC 12 (10-3E) Eff 13 Dec — SID

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



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



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

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

❷ MAX 250 KT below FL150.

RINOT 3D

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

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

ROUTING

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

CHANGES: SIDs revised.

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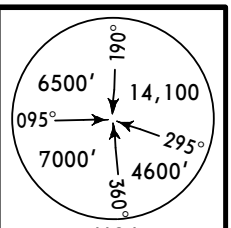
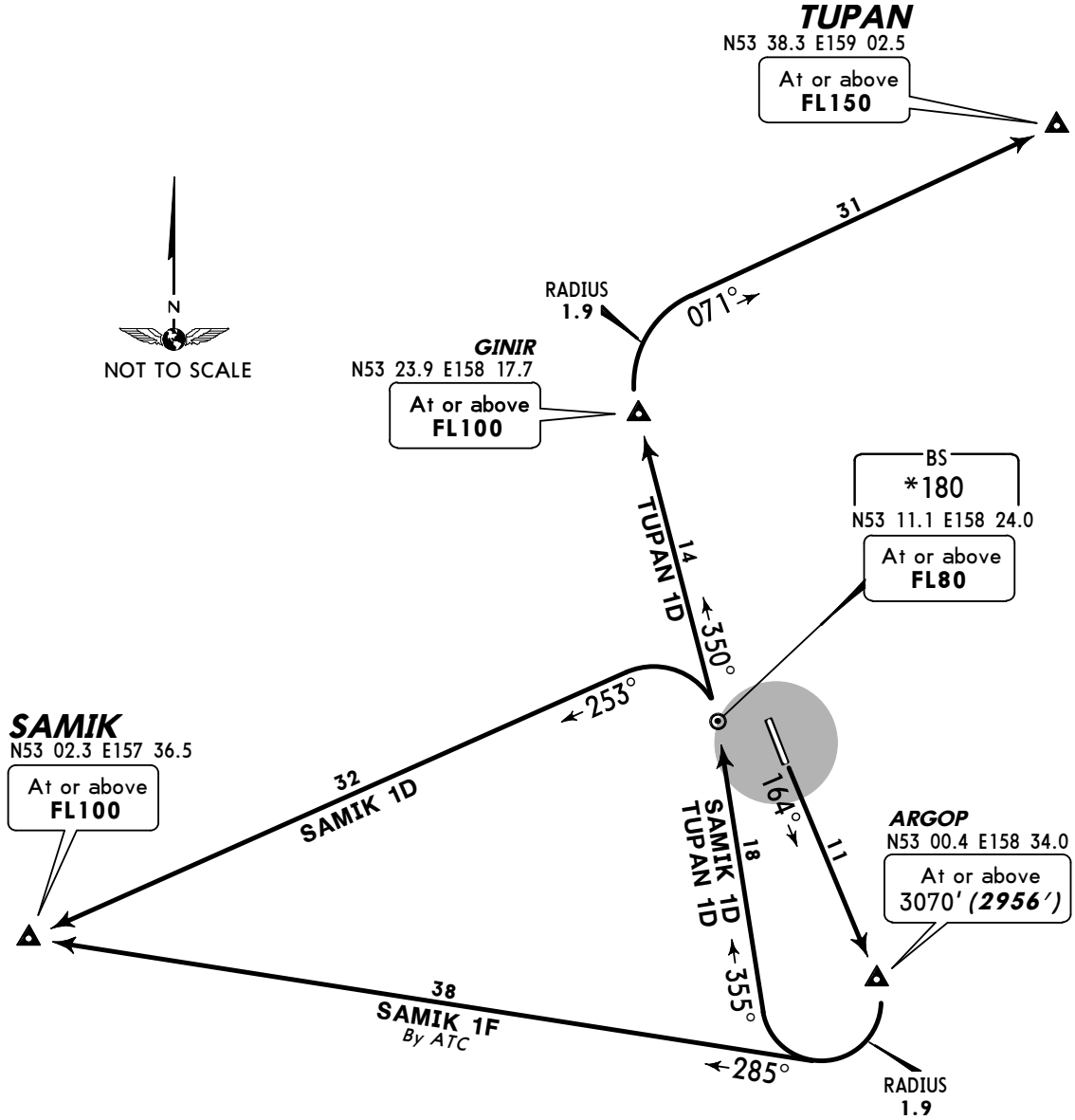
UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

7 DEC 12 (10-3F) **Eff 13 Dec** **SID**

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



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



These SIDs require minimum climb gradients of

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

SAMIK 1F: 5% up to ARGOP.

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

ALT/HEIGHT CONVERSION

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

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

CHANGES: SIDs revised.

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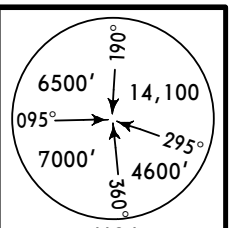
UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

7 DEC 12 (10-3G) Eff 13 Dec

SID

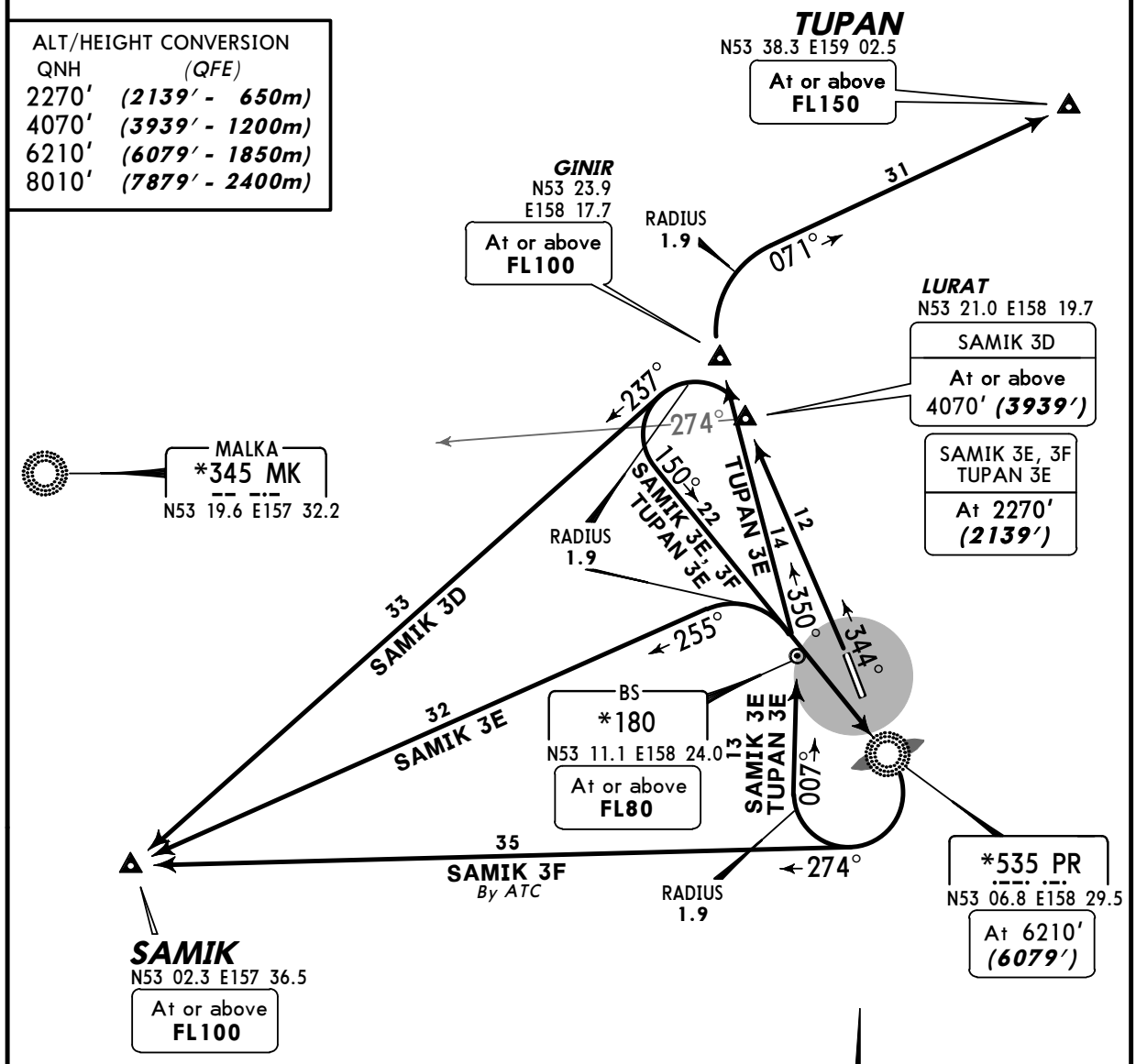
Apt Elev	
131′	QNH on request **(QFE)** Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010′ ***(7879′)***



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

ALT/HEIGHT CONVERSION

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



SAMIK 3D

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

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

❶ MAX 250 KT below FL150.

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

CHANGES: SIDs revised.

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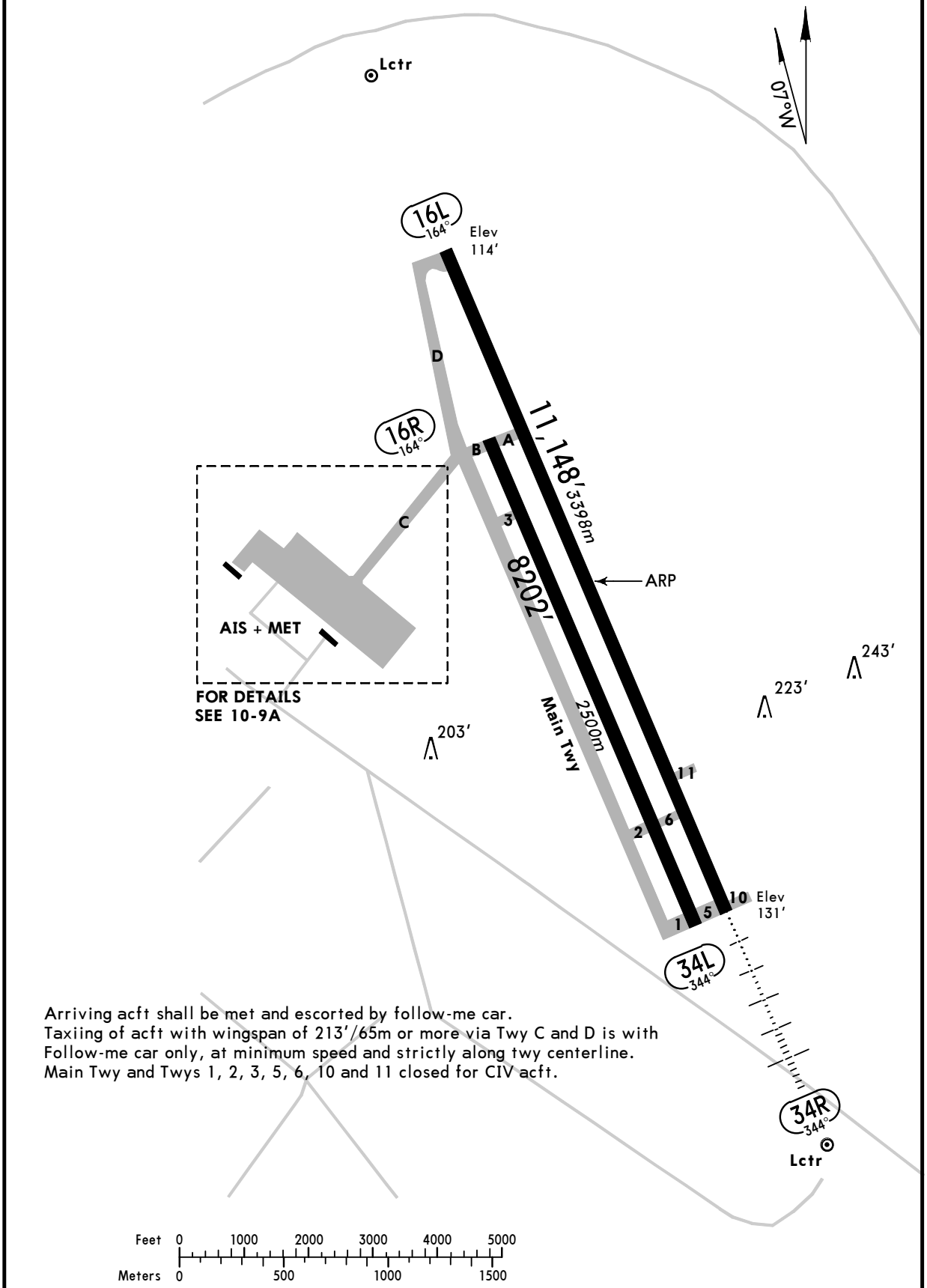
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

Apt Elev 131′ 7 DEC 12 (10-9) Eff 13 Dec YELIZOVO

N53 10.2 E158 27.2

*ATIS	PETROPAVLOVSK Start (TWR)
126.8	118.1



Arriving acft shall be met and escorted by follow-me car.
Taxiing of acft with wingspan of 213′/65m or more via Twy C and D is with Follow-me car only, at minimum speed and strictly along twy centerline.
Main Twy and Twys 1, 2, 3, 5, 6, 10 and 11 closed for CIV acft.

CHANGES: Var. Rwy bearings. Notes.

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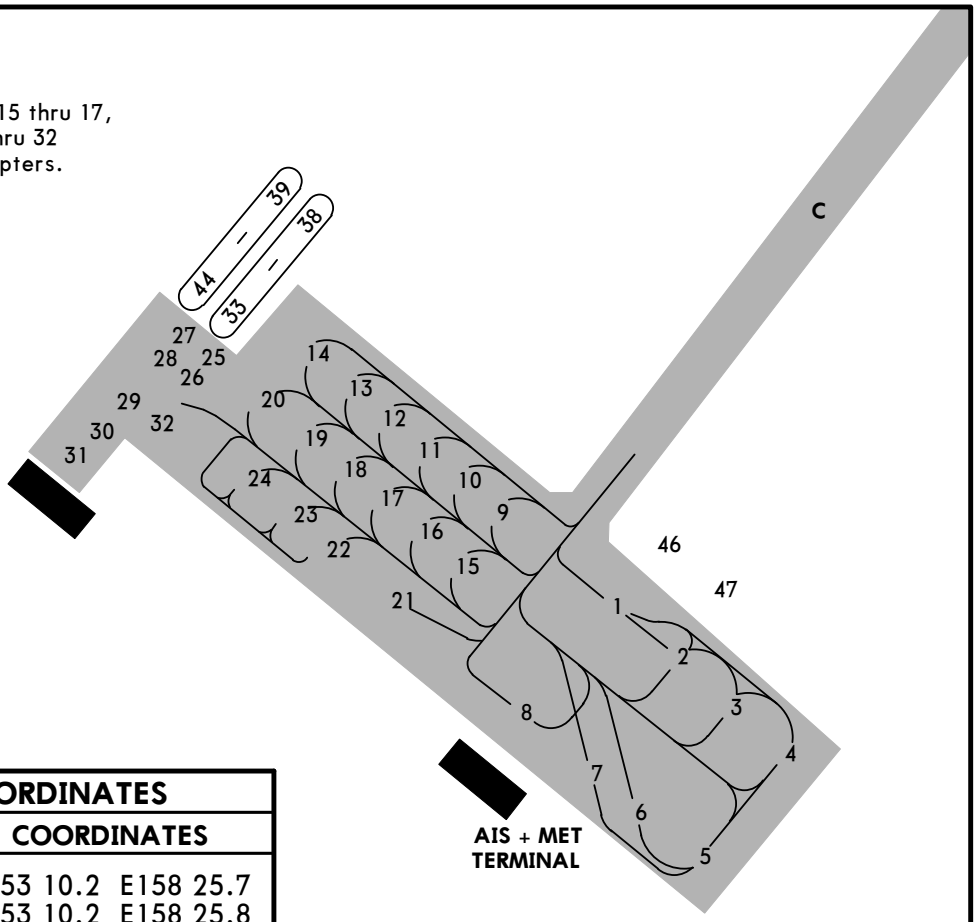
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

7 DEC 12 (10-9A) **Eff 13 Dec**

YELIZOVO

NOT TO SCALE

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



INS COORDINATES

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

GENERAL

Birds.

ADDITIONAL RUNWAY INFORMATION

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

❶ TAKE-OFF RUN AVAILABLE

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

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

16R ❷ 34L						197′ *60m*

❷ Rwy is used for taxiing only and closed for CIV acft.

TAKE-OFF

AIR CARRIER (JAA)

Rwy 16L/34R

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A, B, C	*250m*	*400m*
D	*300m*	

CHANGES: Note. Stands. Coordinates. Usable lengths.

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UHPP/PKC JEPPESEN Standard
28 OCT 11 (10-9S) PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO

STRAIGHT-IN RWY		A	B	C	D
34R	ILS	**331′**(200′)	**331′**(200′)	**331′**(200′)	**331′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	**490′**(359′)	**490′**(359′)	**490′**(359′)	**490′**(359′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m

❶ Continuous Descent Final Approach.

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

❷ Circling height based on rwy 16L thresh elev of 112′.

TAKE-OFF RWY 16L, 34R

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

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UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

7 DEC 12 **Eff 13 Dec** (11-1)

❶ ALPHA ILS or 2 NDB Rwy 34R

BRIEFING STRIP ™

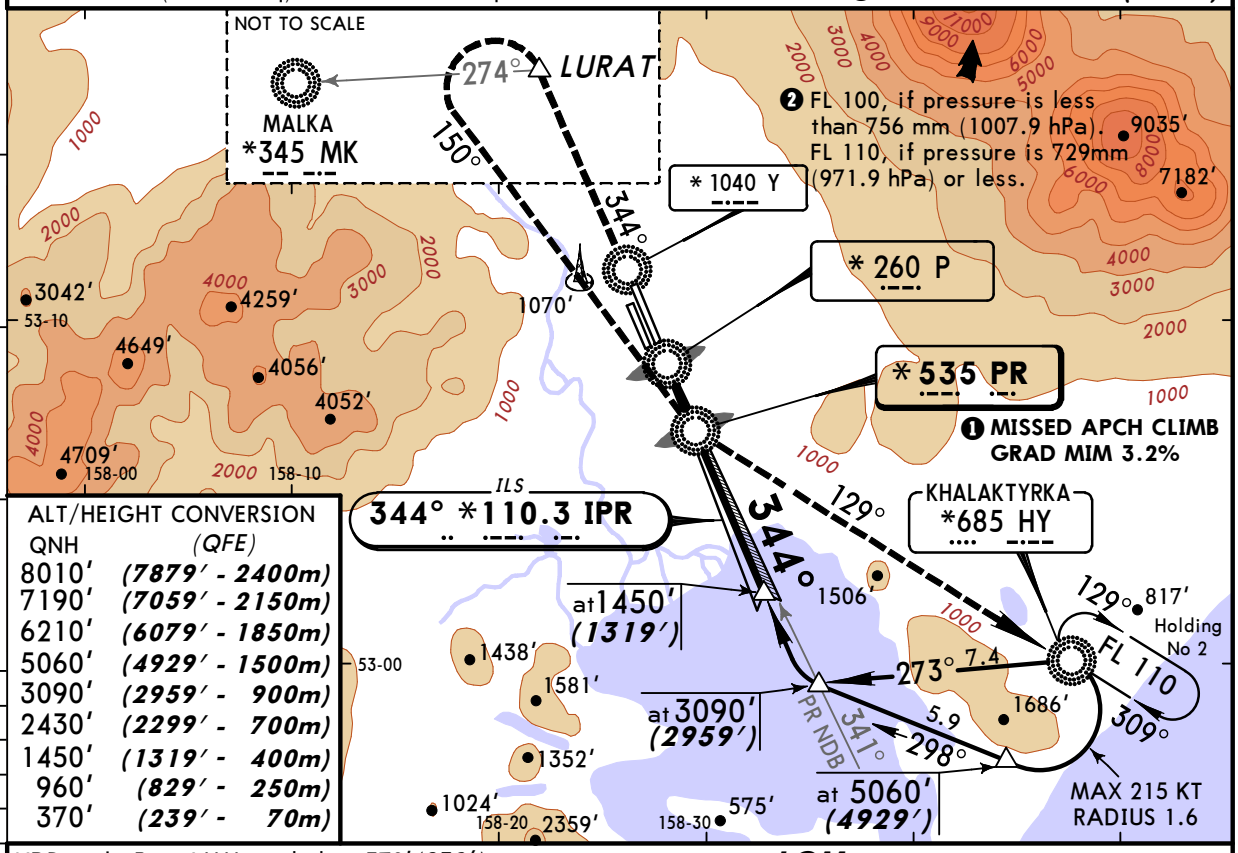
*ATIS	PETROPAVLOVSK Krug (RDR)	PETROPAVLOVSK Start (TWR)
126.8	119.4	118.1

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

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

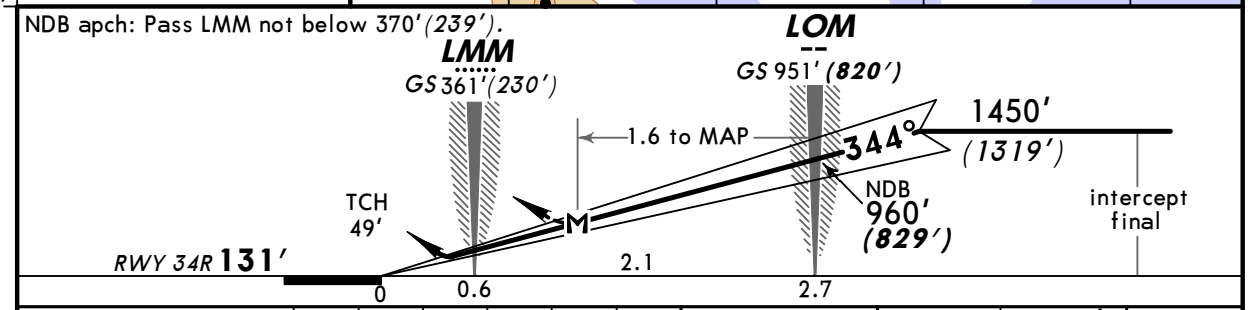
MISSED APCH: Climb on 344° to 2430′(2299′) or above to LURAT, then turn LEFT onto 150° climbing to 6210′(6079′) to PR NDB, then turn LEFT onto 129° climbing to 7190′(7059′) to HY NDB, then according to chart or to holding No 2.
Climb grad MIM 3.2% until reaching PR NDB.

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



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010′	(7879′ - 2400m)
7190′	(7059′ - 2150m)
6210′	(6079′ - 1850m)
5060′	(4929′ - 1500m)
3090′	(2959′ - 900m)
2430′	(2299′ - 700m)
1450′	(1319′ - 400m)
960′	(829′ - 250m)
370′	(239′ - 70m)

NDB apch: Pass LMM not below 370′(239′).



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or NDB Descent Angle	2.67°	331	425	472	567	661	756
LOM to MAP	1.6	1:22	1:04	0:58	0:48	0:41	0:36

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

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

PANS OPS

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

CHANGES: Var.

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UHPP/PKC YELIZOVO — JEPPESEN — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

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

❶ BRAVO-1 ILS or 2 NDB Rwy 34R

BRIEFING STRIP ™

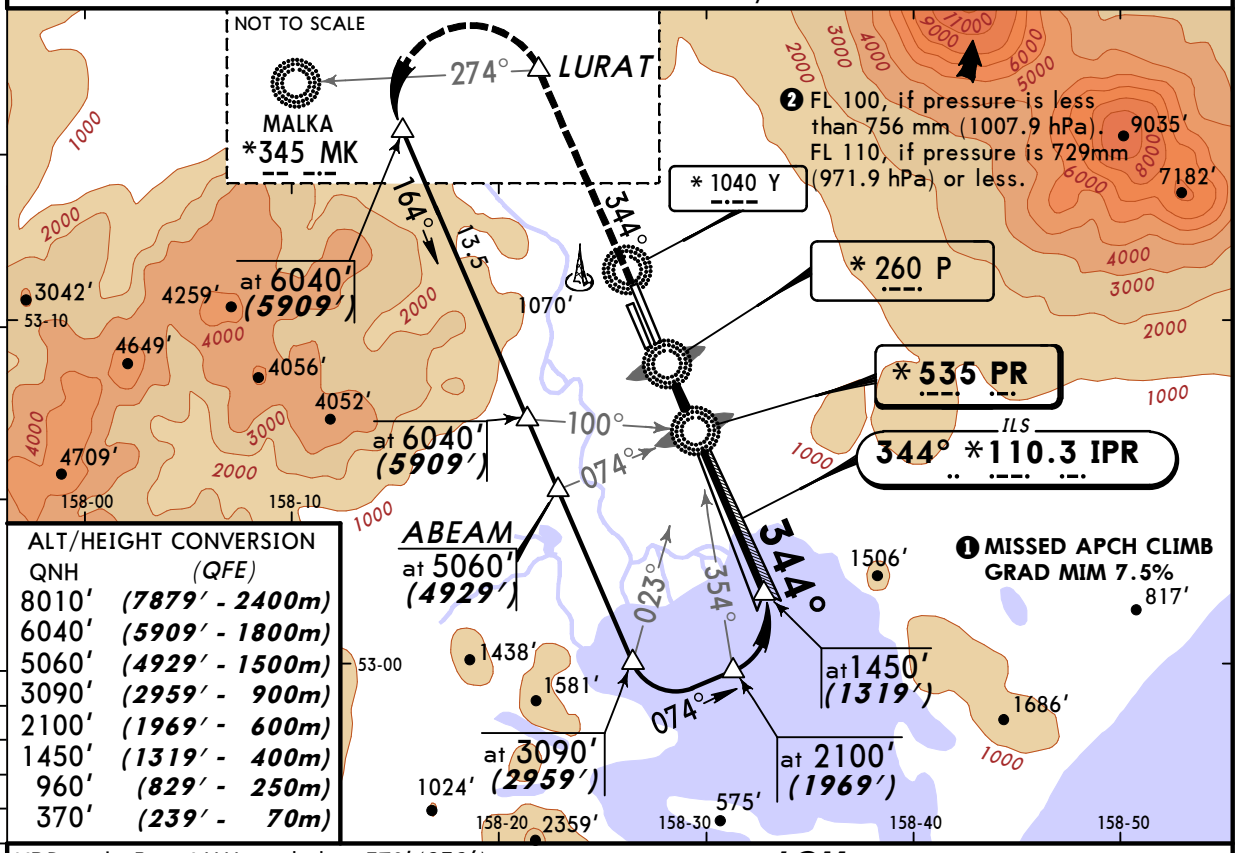
*ATIS	PETROPAVLOVSK Krug (RDR)	PETROPAVLOVSK Start (TWR)
126.8	119.4	118.1

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

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

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

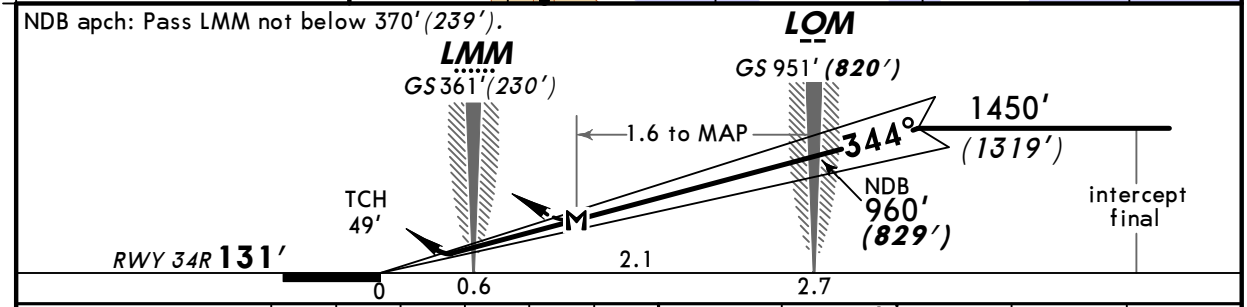
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 ❷ Trans alt: 8010′(7879′)
Procedure also carried out in case of radio com failure immediately after take-off.



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010′	(7879′ - 2400m)
6040′	(5909′ - 1800m)
5060′	(4929′ - 1500m)
3090′	(2959′ - 900m)
2100′	(1969′ - 600m)
1450′	(1319′ - 400m)
960′	(829′ - 250m)
370′	(239′ - 70m)

NDB apch: Pass LMM not below 370′(239′).



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or NDB Desc Angle	2.67°	331	425	472	567	661	756
LOM to MAP	1.6	1:22	1:04	0:58	0:48	0:41	0:36

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

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

PANS OPS

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

CHANGES: Var.

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UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

7 DEC 12 **Eff 13 Dec** (11-3)

❶ BRAVO-2 ILS or 2 NDB Rwy 34R

BRIEFING STRIP ™

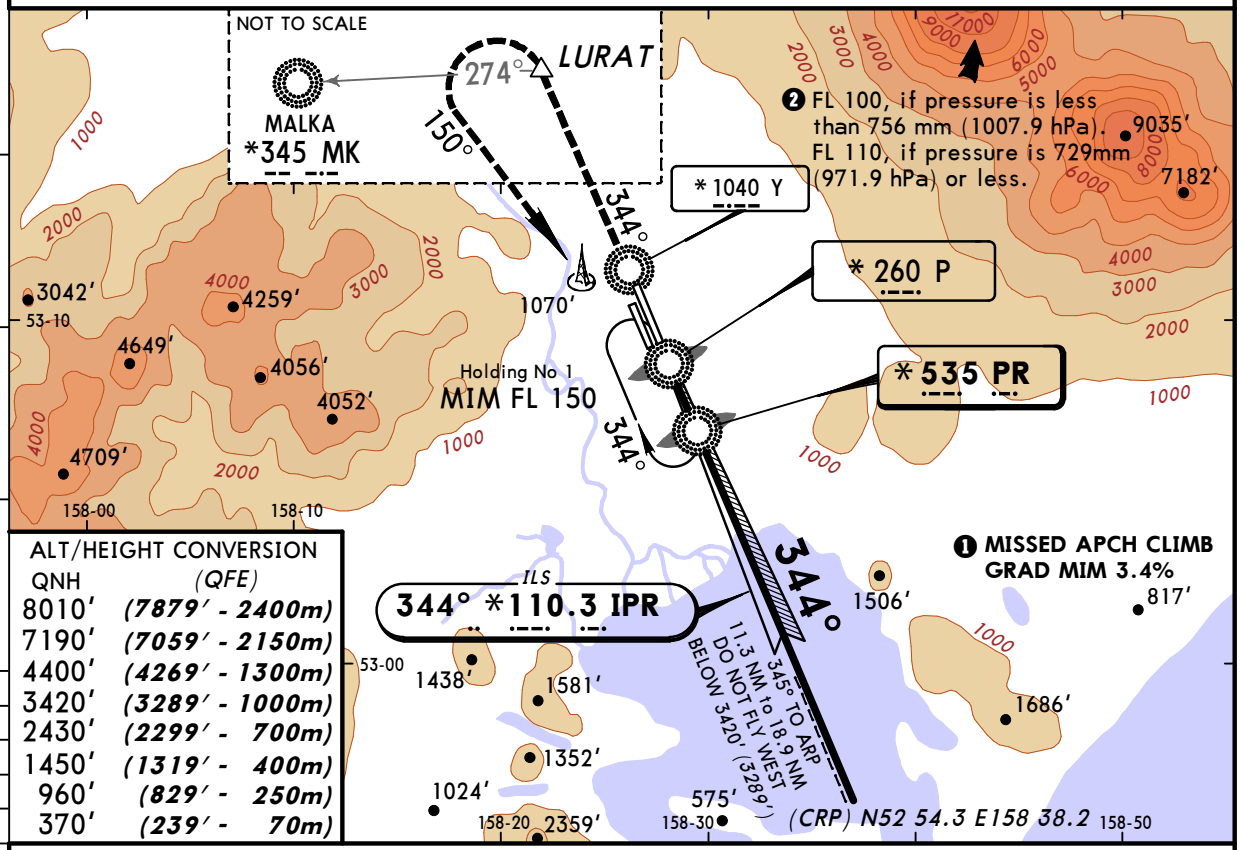
*ATIS	PETROPAVLOVSK Krug (RDR)	PETROPAVLOVSK Start (TWR)
126.8	119.4	118.1

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

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

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

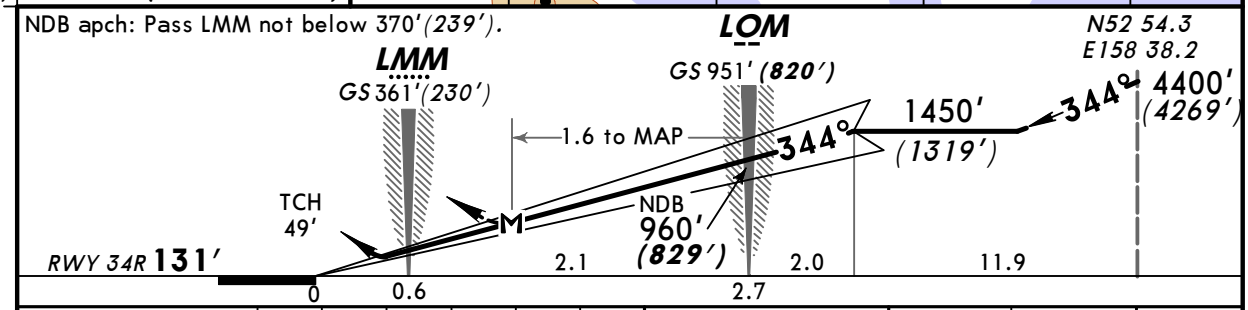
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 ❷ Trans alt: 8010′ (7879′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010′	(7879′ - 2400m)
7190′	(7059′ - 2150m)
4400′	(4269′ - 1300m)
3420′	(3289′ - 1000m)
2430′	(2299′ - 700m)
1450′	(1319′ - 400m)
960′	(829′ - 250m)
370′	(239′ - 70m)

NDB apch: Pass LMM not below 370′ (239′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756
LOM to MAP 1.6	1:22	1:04	0:58	0:48	0:41	0:36

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

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

PANS OPS

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

CHANGES: Var.

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UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA — CIRCLING Rwy 16L

7 DEC 12
Eff 13 Dec
(19-10)

BRIEFING STRIP™

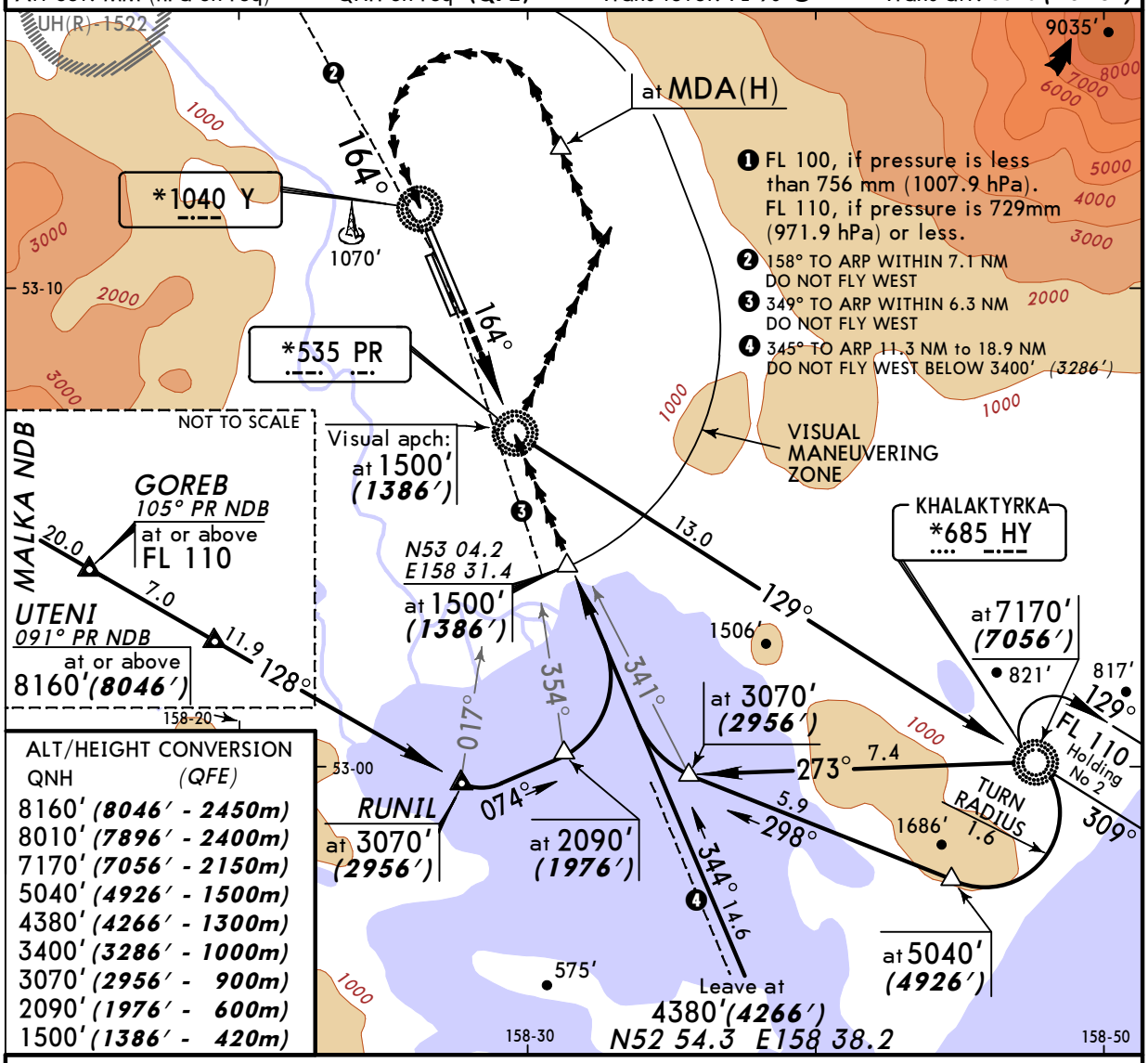
*ATIS	PETROPAVLOVSK Krug (RDR)	PETROPAVLOVSK Start (TWR)
126.8	119.4	118.1

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

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

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

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



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

2090' (1976') on 164°

LANDING RWY 16L ❶ — CEILING REQUIRED

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

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

CHANGES: Var.

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