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Changed chart(s) since Disc 26-2012

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 26-2012

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport USPP

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Rwy 21 landing beyond GS should read 9948'/3032m.

USPP (Bolshoye Savino)**General Info**

Perm, RUS

N 57° 54.8' E 56° 01.4' Mag Var: 13.8°E

Elevation: 404'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+6:00 no DST

Runway Info

Runway 03-21 10499' x 161' concrete

Runway 03 (31.0°M) TDZE 383'

Lights: Edge, ALS

Runway 21 (211.0°M) TDZE 393'

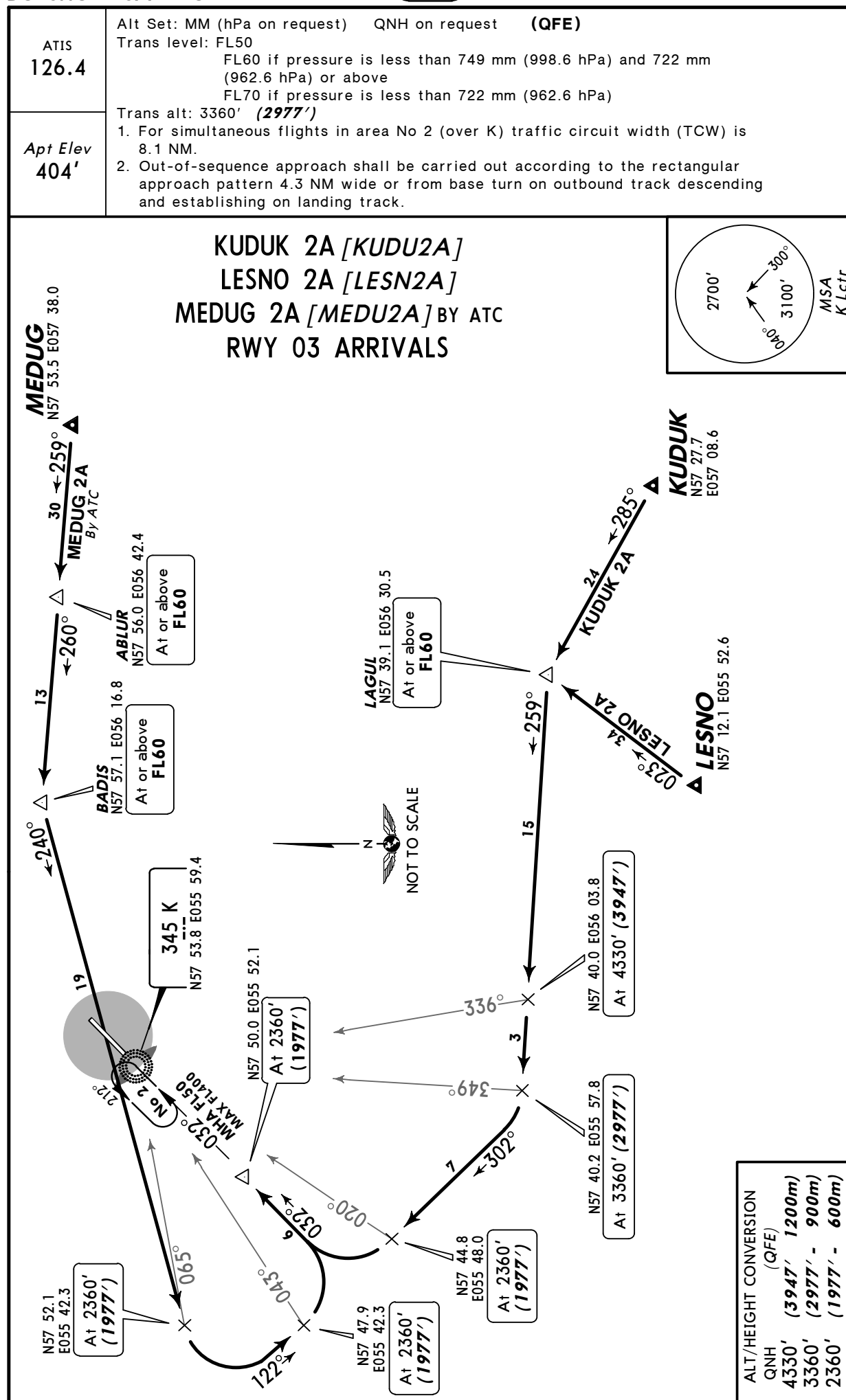
Lights: Edge, ALS

Communications InfoATIS **126.4**Perm Start Tower **124.0** At or below 1970'Perm Approach Control **127.1** Between 16700' and 1970'**Notebook Info**

USPP/PEE
BOLSHOYE SAVINO

9 DEC 11 **10-2** Eff 15 Dec

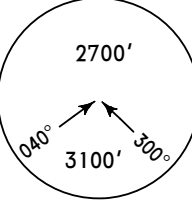
PERM, RUSSIA
STAR



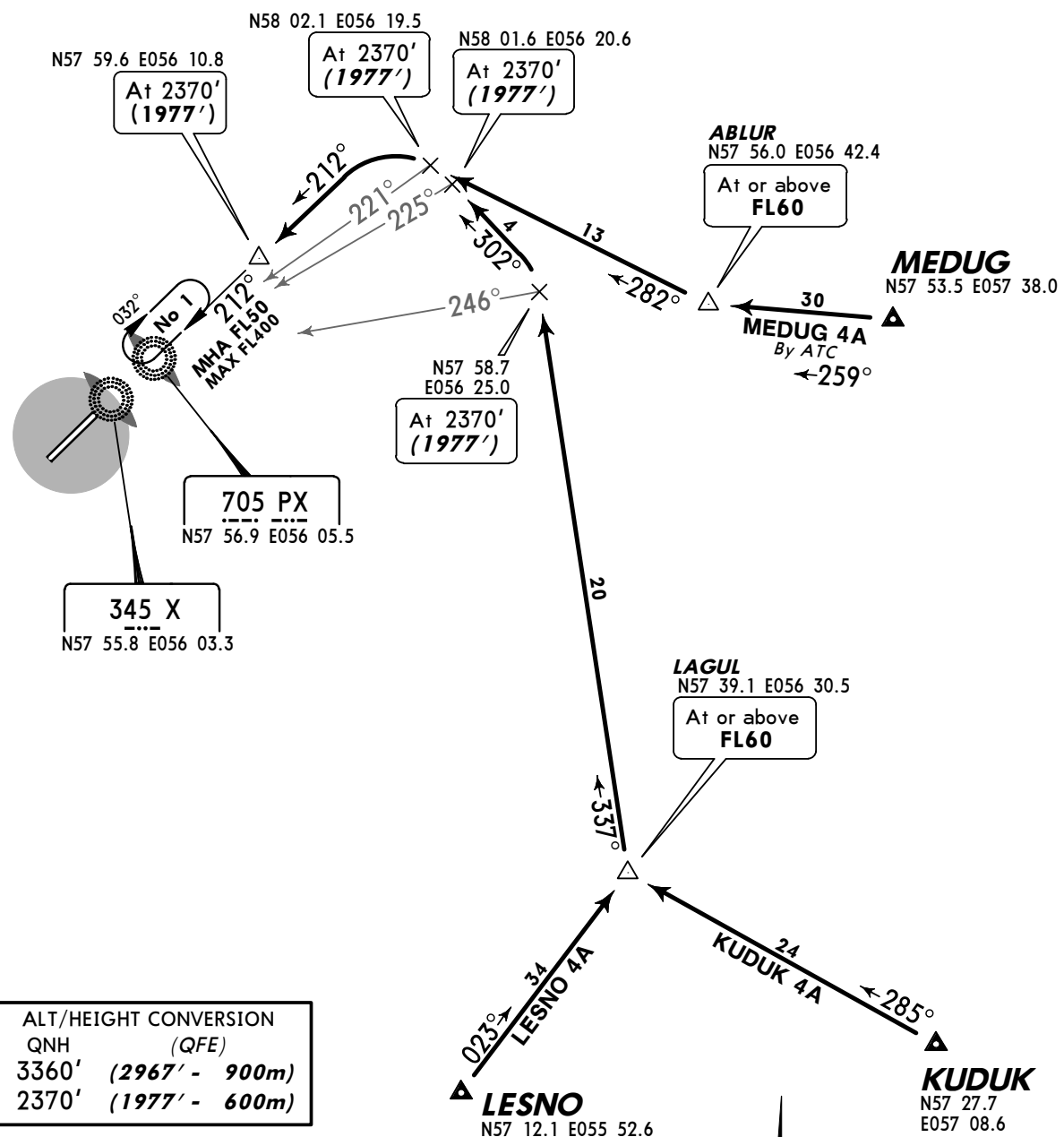
USPP/PEE
BOLSHOYE SAVINO

JEPPESEN
9 DEC 11 **10-2A** Eff 15 Dec

PERM, RUSSIA
STAR

ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 722 mm (962.6 hPa)	 2700' 3100' 040° 300° MSA X Lctr
Apt Elev 404'	Trans alt: 3360' (2967') 1. For simultaneous flights in area No 1 (over PX) traffic circuit width (TCW) is 8.1 NM. 2. Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.	

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



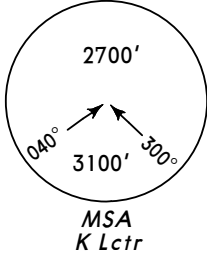
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3360'	(2967' - 900m)
2370'	(1977' - 600m)

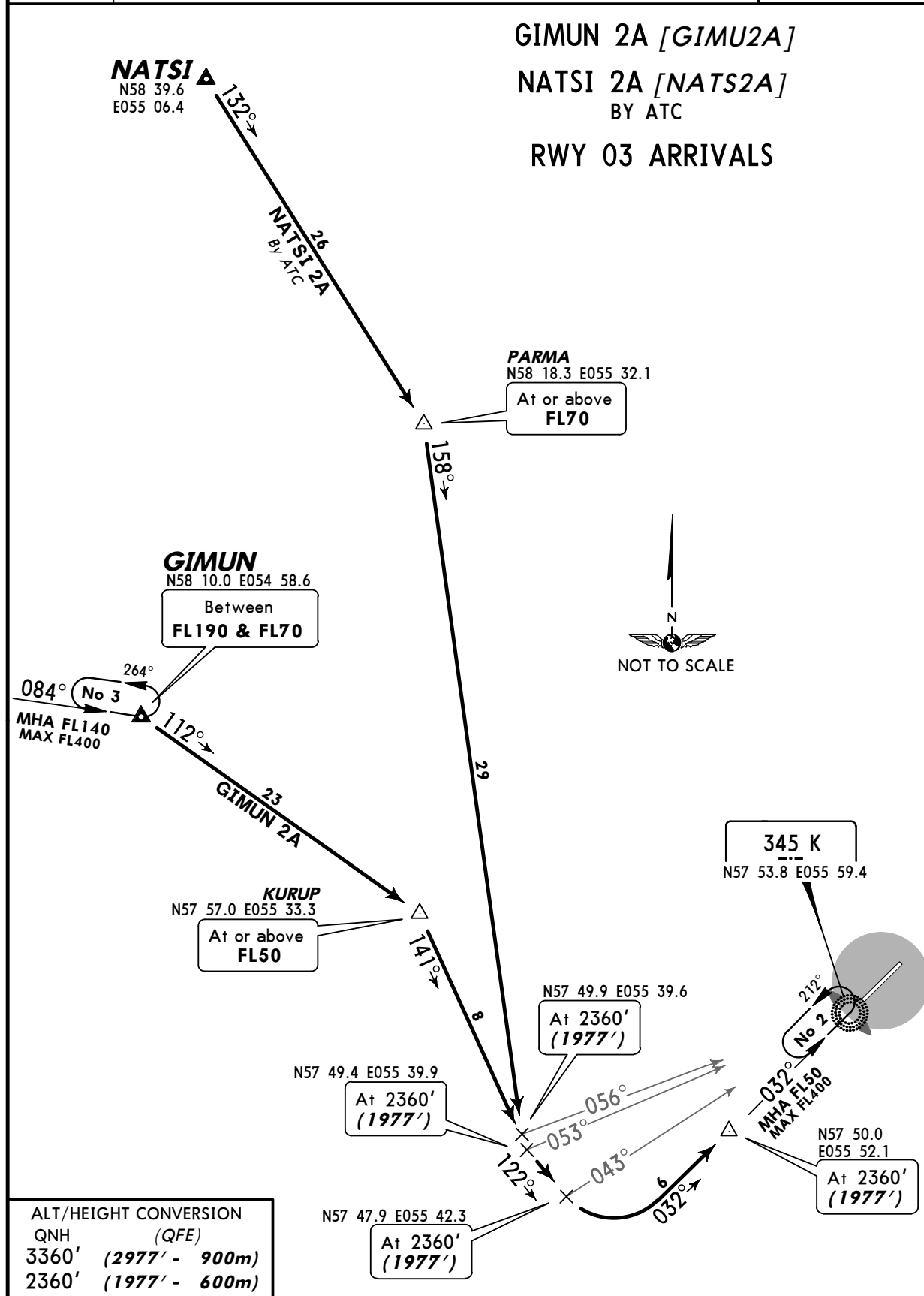


USPP/PEE
BOLSHOYE SAVINO

JEPPesen
27 JAN 12 (10-2B) Eff 9 Feb

PERM, RUSSIA
STAR

ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 722 mm (962.6 hPa)	
Apt Elev 404'	Trans alt: 3360' (2977') 1. For simultaneous flights in area No 2 (over K) traffic circuit width (TCW) is 8.1 NM. 2. Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.	



USPP/PEE
BOLSHOYE SAVINO

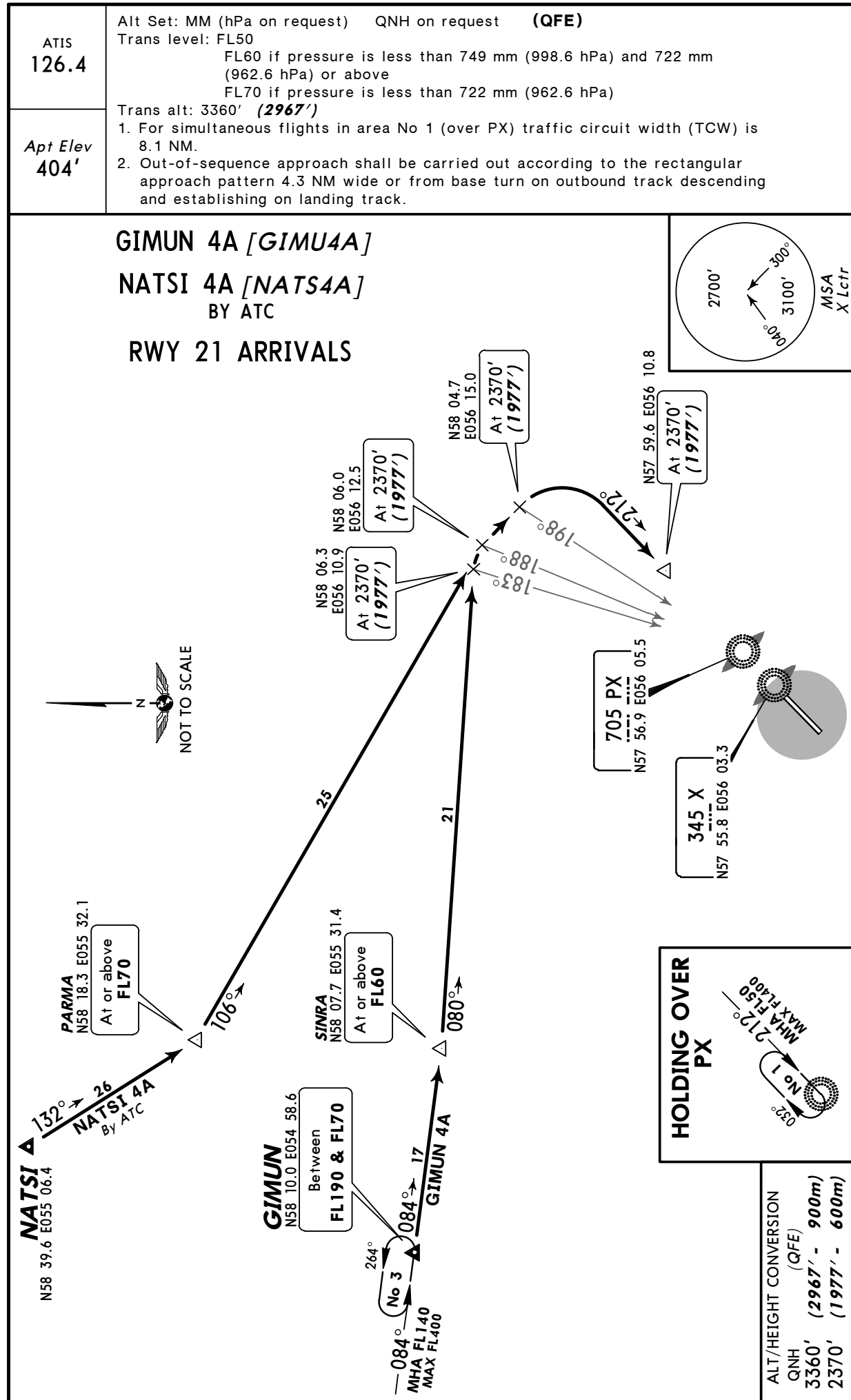
27 JAN 12

(10-2C)

Eff 9 Feb

PERM, RUSSIA

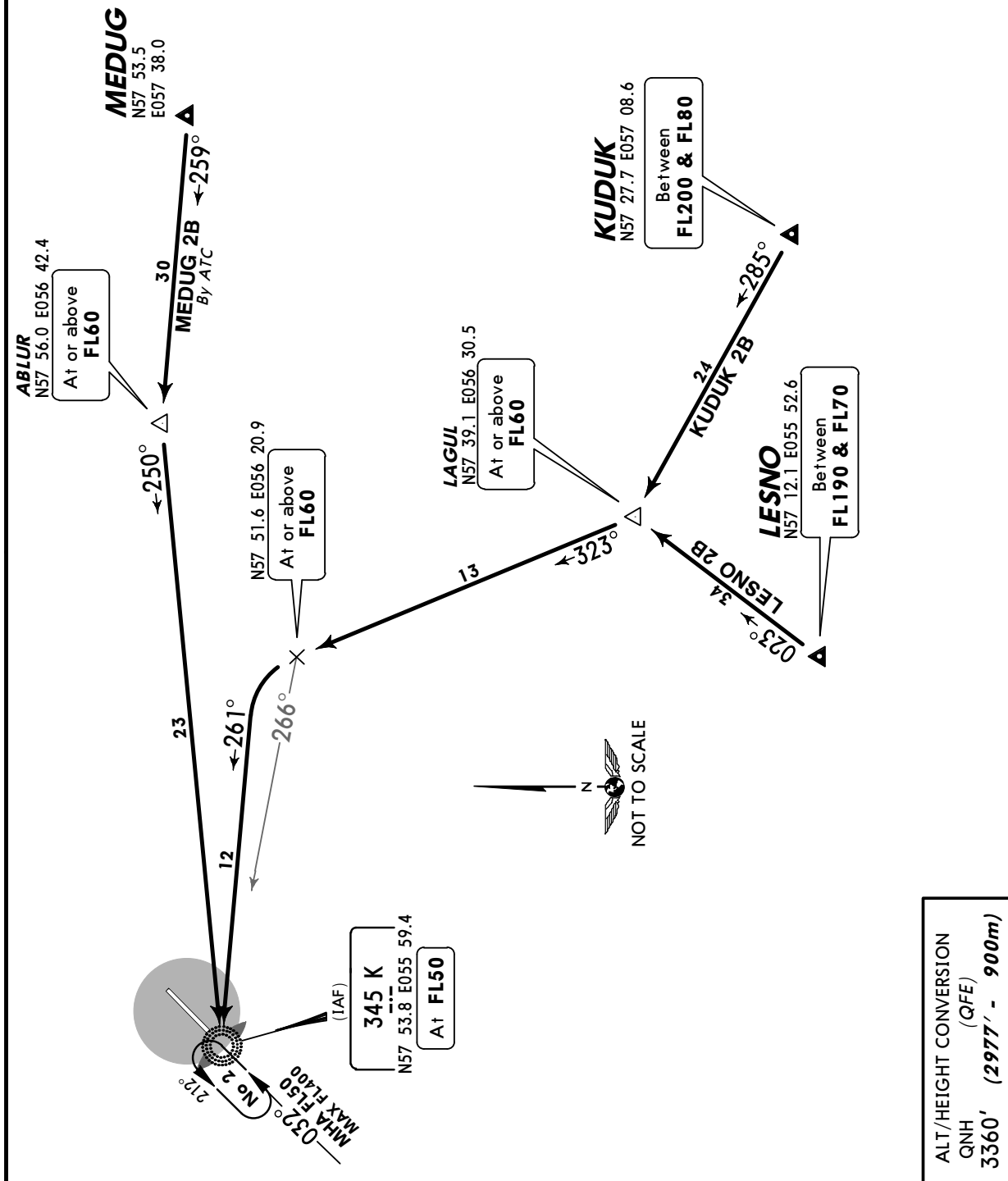
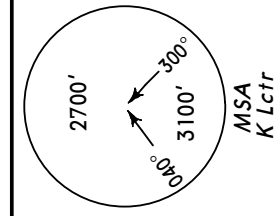
STAR

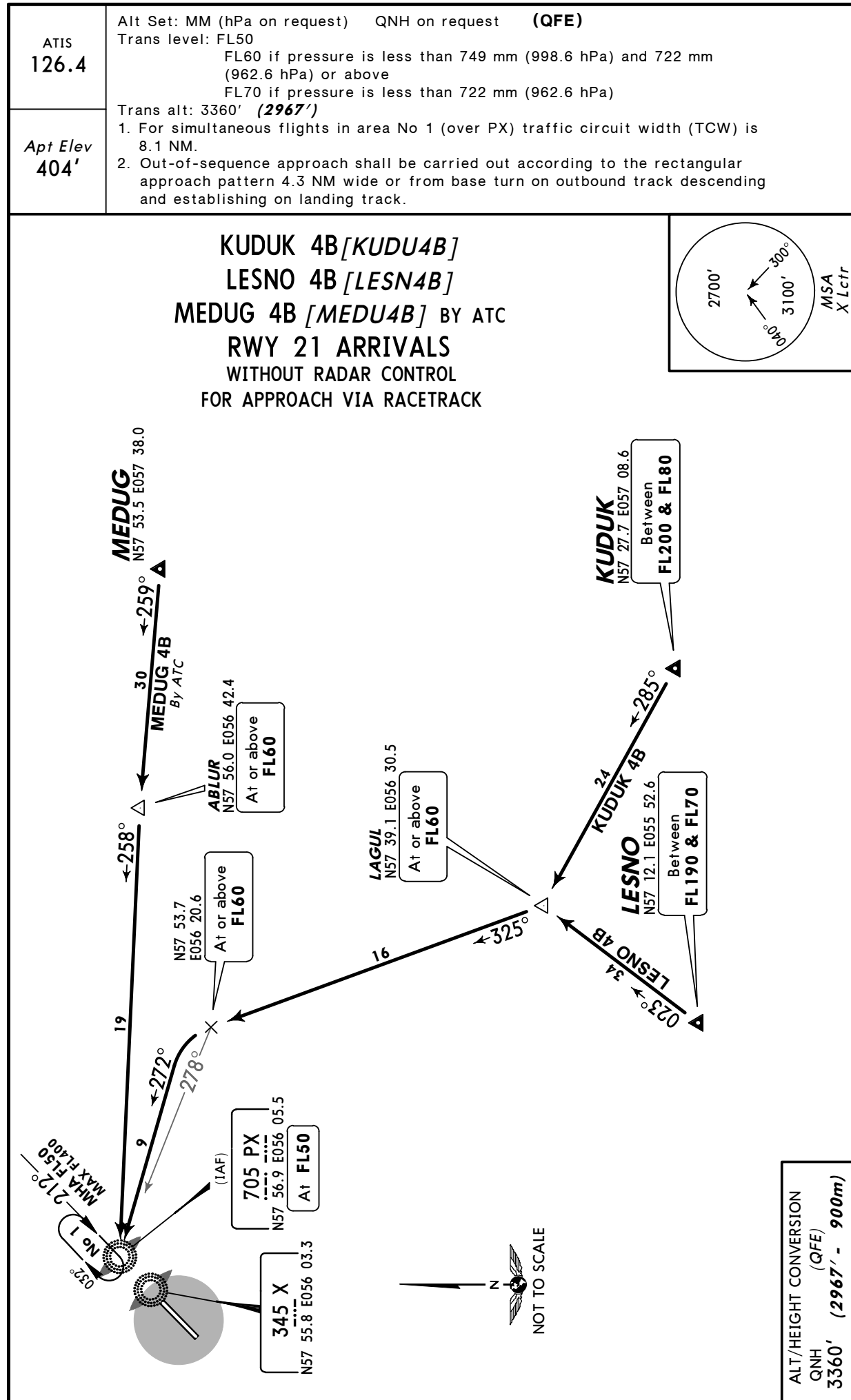


USPP/PEE
BOLSHOYE SAVINOJEPPESEN
9 DEC 11 **10-2D** Eff 15 DecPERM, RUSSIA
STAR

ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 722 mm (962.6 hPa)
Apt Elev 404'	Trans alt: 3360' (2977') 1. For simultaneous flights in area No 2 (over K) traffic circuit width (TCW) is 8.1 NM. 2. Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.

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



USPP/PEE
BOLSHOYE SAVINOJEPPESEN
9 DEC 11 **10-2E** Eff 15 DecPERM, RUSSIA
STAR

USPP/PEE
BOLSHOYE SAVINO

27 JAN 12

JEPPESEN

10-2F

Eff 9 Feb

PERM, RUSSIA

STAR

ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 722 mm (962.6 hPa)	
<i>Apt Elev</i> 404'	Trans alt: 3360' (2977') 1. For simultaneous flights in area No 2 (over K) traffic circuit width (TCW) is 8.1 NM. 2. Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.	

GIMUN 2B [*GIMU2B*]

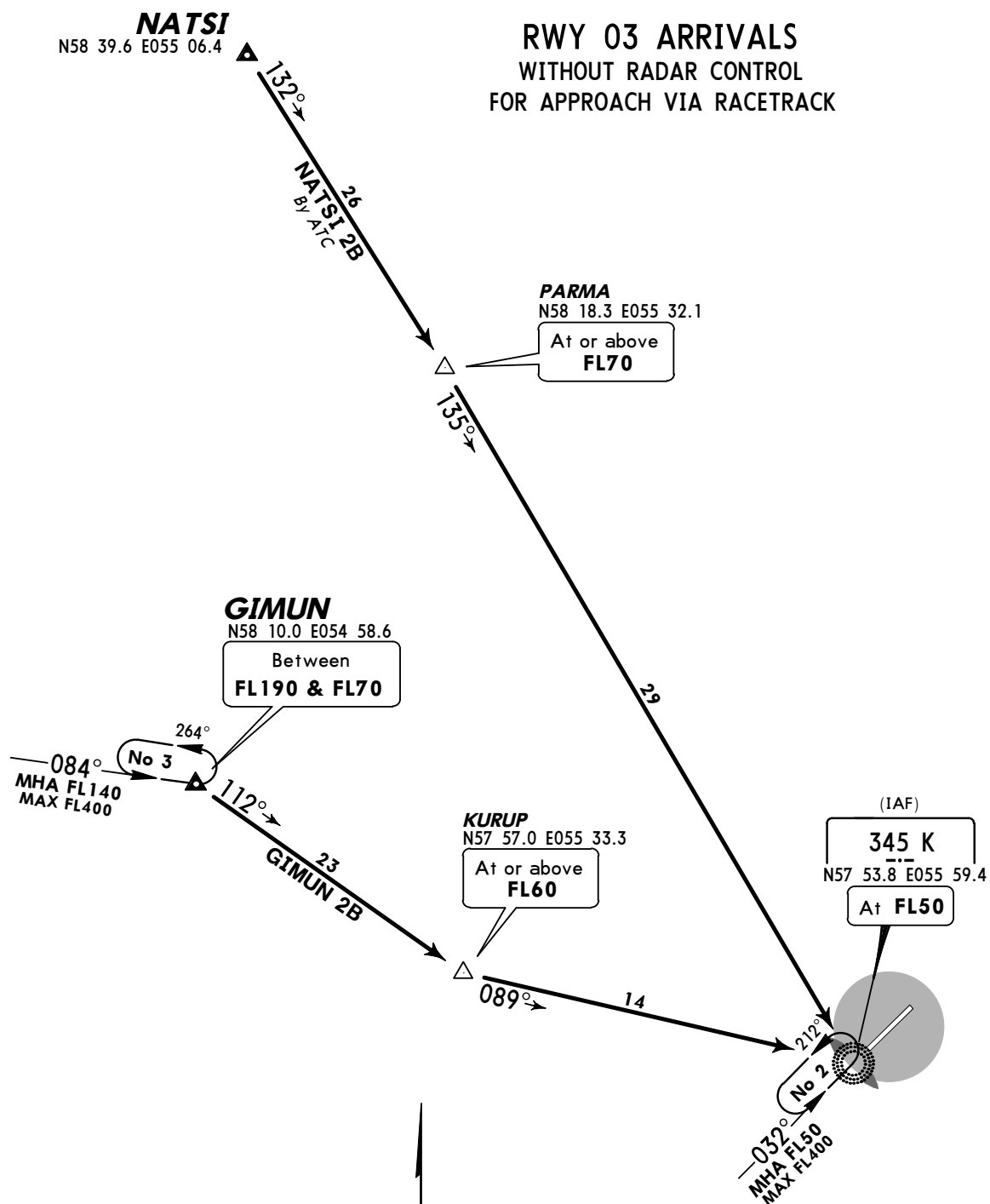
NATSI 2B [*NATS2B*]

BY ATC

RWY 03 ARRIVALS

WITHOUT RADAR CONTROL

FOR APPROACH VIA RACETRACK



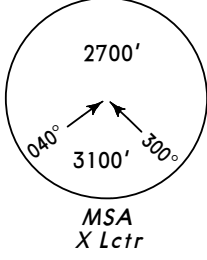
NOT TO SCALE

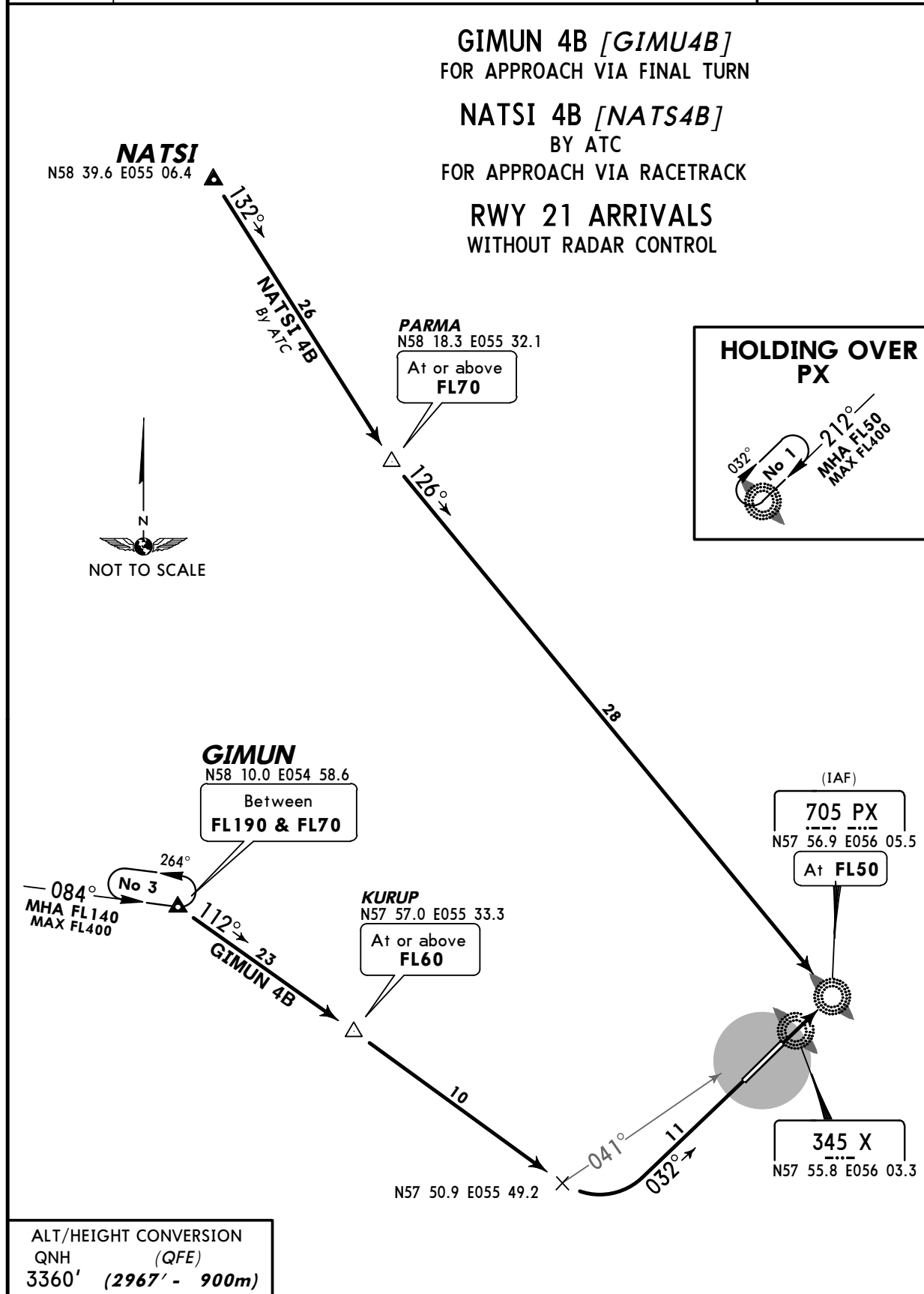
ALT/HEIGHT CONVERSION
QNH (QFE)
3360' (2977' - 900m)

USPP/PEE
BOLSHOYE SAVINO

JEPPESEN
27 JAN 12 **10-2G** Eff 9 Feb

PERM, RUSSIA
STAR

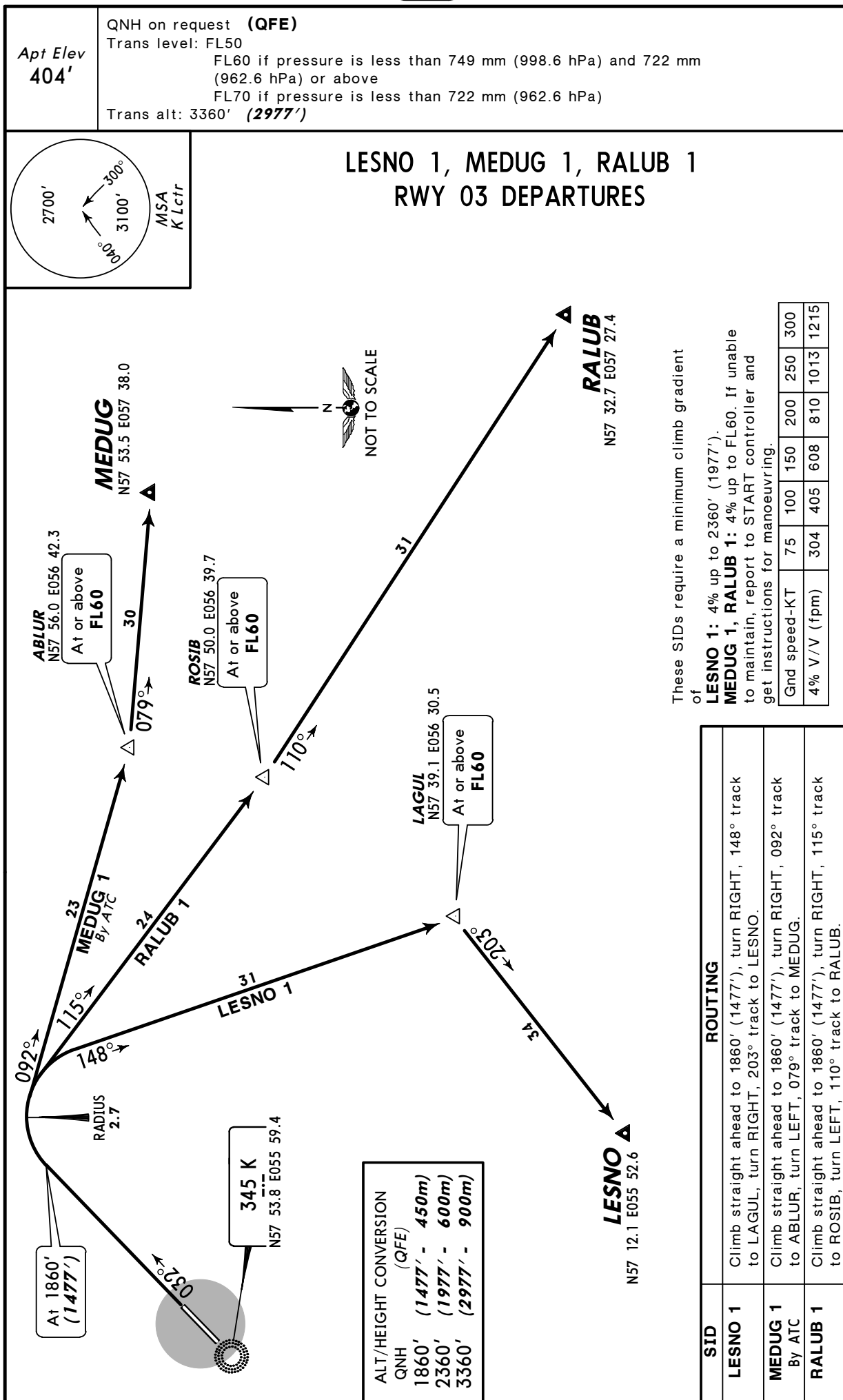
ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 722 mm (962.6 hPa)	
<i>Apt Elev</i> 404'	Trans alt: 3360' (2967') 1. For simultaneous flights in area No 1 (over PX) traffic circuit width (TCW) is 8.1 NM. 2. Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.	



USPP/PEE
BOLSHOYE SAVINO

JEPPESSEN
27 JAN 12 10-3 Eff 9 Feb

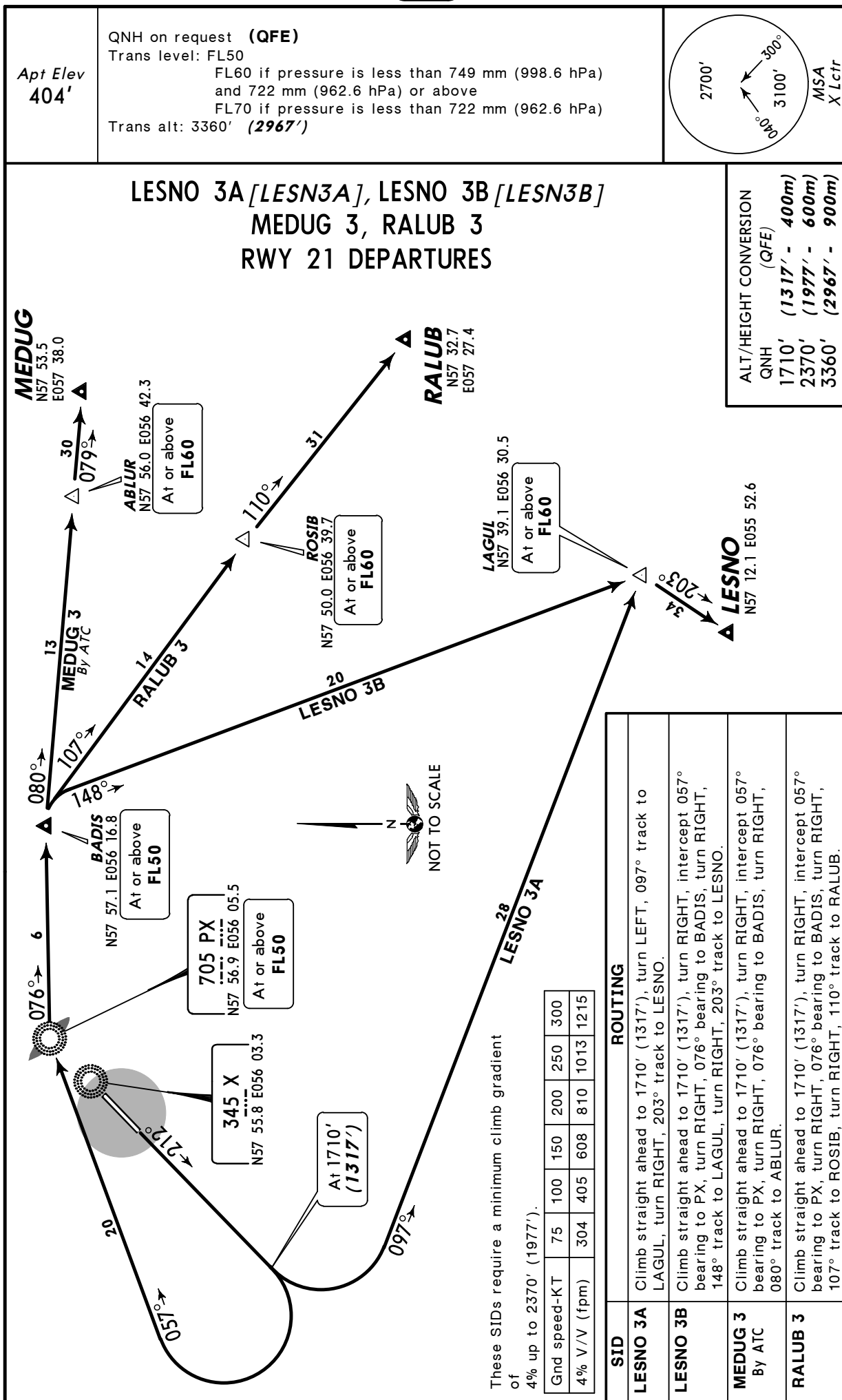
PERM, RUSSIA
SID



USPP/PEE
BOLSHOYE SAVINO

JEPPESSEN
27 JAN 12 10-3A Eff 9 Feb

PERM, RUSSIA
SID



USPP/PEE
BOLSHOYE SAVINO

JEPPESEN
27 JAN 12 (10-3B) Eff 9 Feb

PERM, RUSSIA
SID

Apt Elev
404'

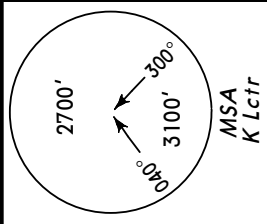
QNH on request (QFE)

Trans level: FL50

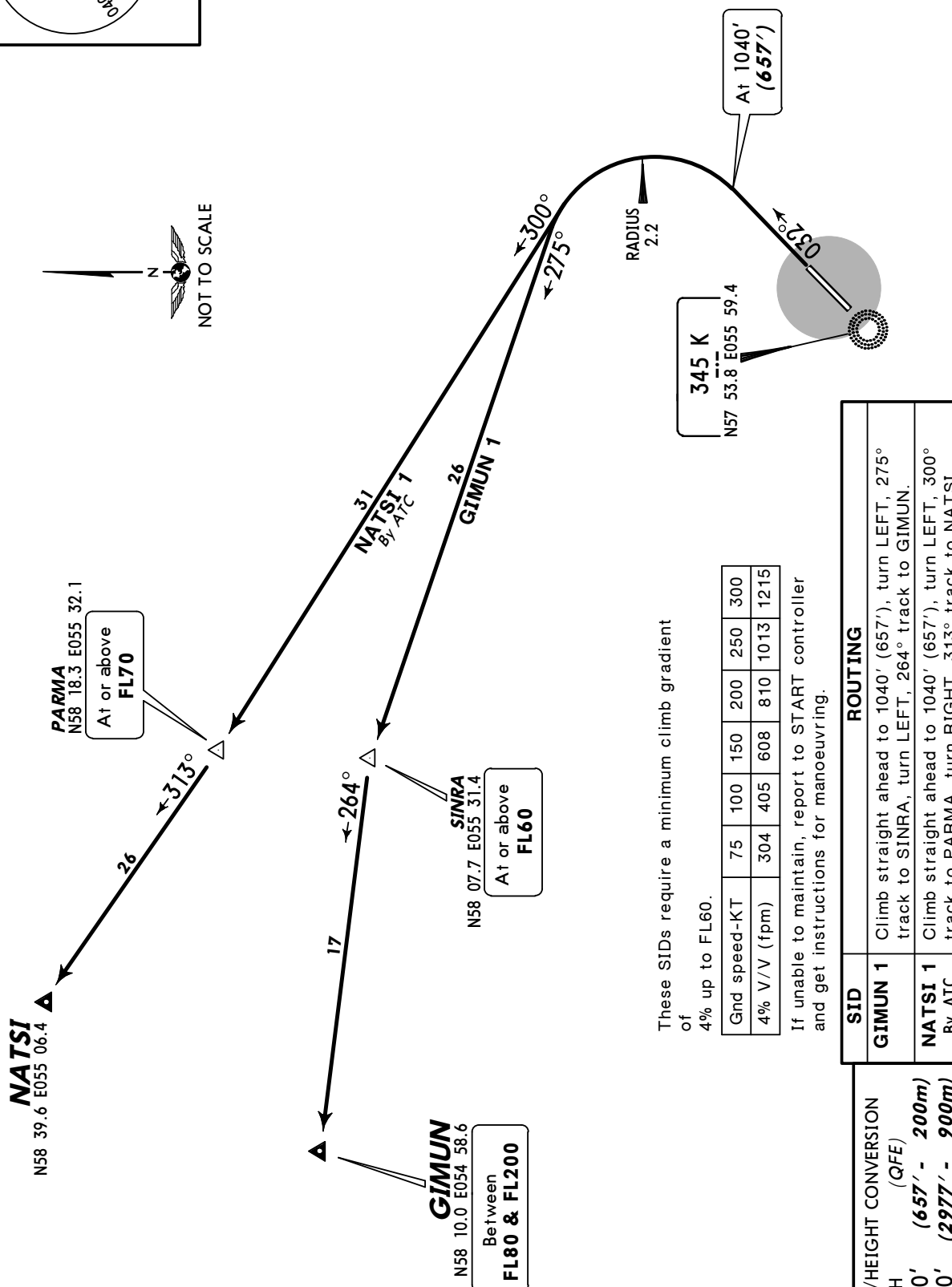
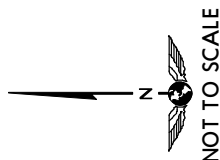
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above

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

Trans alt: 3360' (2977')



GIMUN 1, NATSI 1 RWY 03 DEPARTURES



These SIDs require a minimum climb gradient of 4% up to FL60.

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

If unable to maintain, report to START controller and get instructions for manoeuvring.

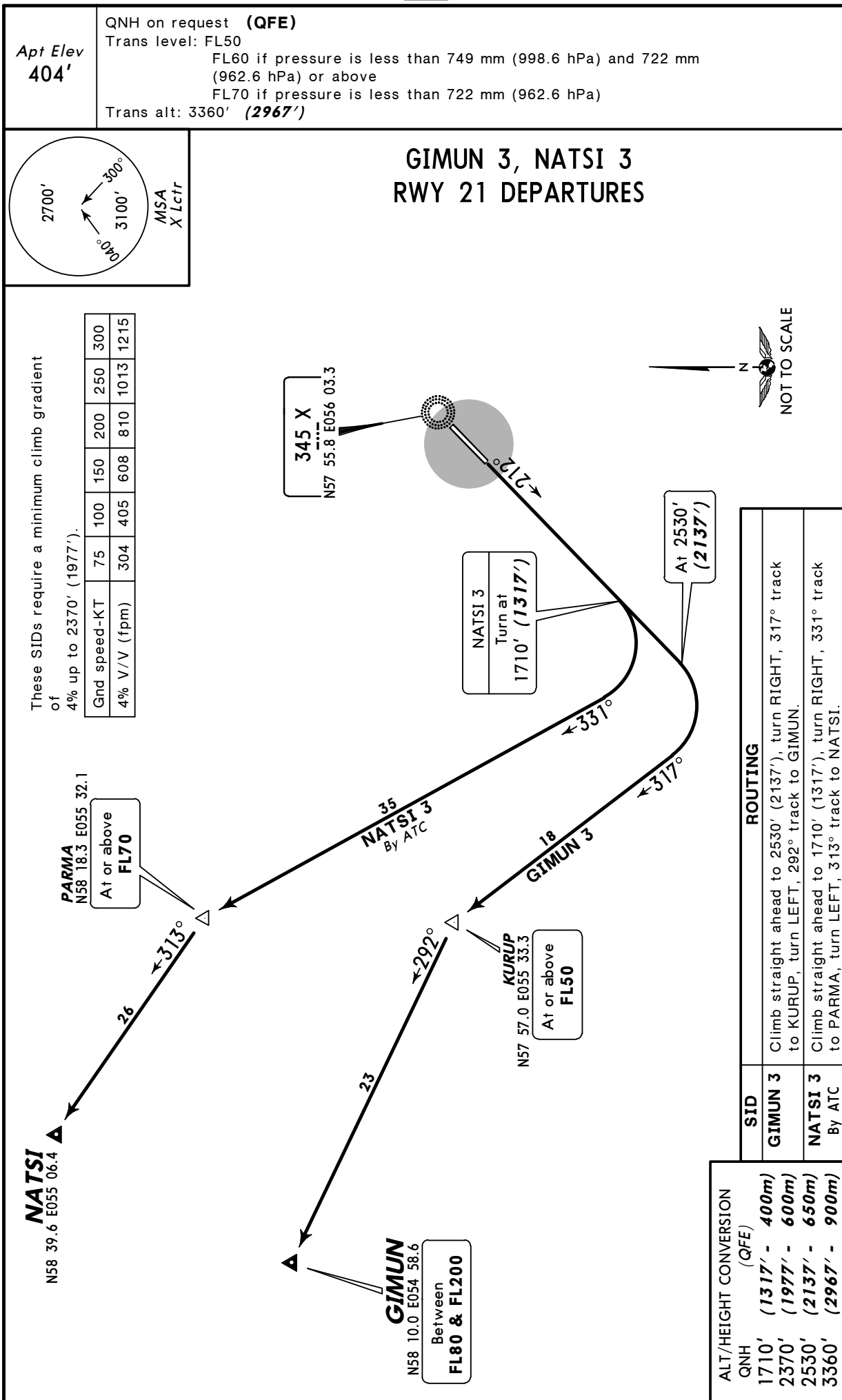
ROUTING	
SID	
GIMUN 1	Climb straight ahead to 1040' (657'), turn LEFT, 275° track to SINRA, turn LEFT, 264° track to GIMUN.
NATSI 1	Climb straight ahead to 1040' (657'), turn LEFT, 300° track to PARMA, turn RIGHT, 313° track to NATSI.

ALT/HEIGHT CONVERSION (QFE)	
QNH	
1040'	(657' - 200m)
3360'	(2977' - 900m)

USPP/PEE
BOLSHOYE SAVINO

JEPPESEN
27 JAN 12 10-3C Eff 9 Feb

PERM, RUSSIA
SID



USPP/PEE

JEPPESEN

PERM, RUSSIA

BOLSHOYE SAVINO

1 FEB 08

10-4

Eff 14 Feb

NOISE

NOISE ABATEMENT**GENERAL**

Noise abatement procedures shall be executed by all aircraft.

If special meteorological conditions are present in arrival and approach sectors, ATS may at its own discretion or by a PICs request deviate from the provisions given below, if it is necessary for safety reasons.

DEPARTURES**SPECIAL TAKE-OFF PROCEDURES**

Flight crews shall use the following special procedure during take-off from runway 03 and execution of SID LESNO 1, MEDUG 1 or RALUB 1.

Take-off and climbing to 1860' (1477')

Take-off power

Take-off flaps

Landing gear shall be set into en-route position

$V_2 + 11 - 22$ KT

At 1860' (1477')

Reduce engine power to minimum while maintaining positive rate of climb

Between 1860' (1477') - 3360' (2977')

Maintain engine power

Wing devices shall be set into take-off or intermediate position according to Airplane Flight Manual

Climb at $V_2 + 11 - 22$ KT taking into account restrictions connected with angle and pitch;

Execute first turn not before 5.4 NM from runway

At 3360' (2977')

Reduce rate of climb

Accelerate to speed of wing devices set into en-route position

Wing devices shall be set into phase-by-phase enroute position

Above 3360' (2977')

Further climb shall be executed at speed recommended by the Airplane Flight Manual

Restrictions

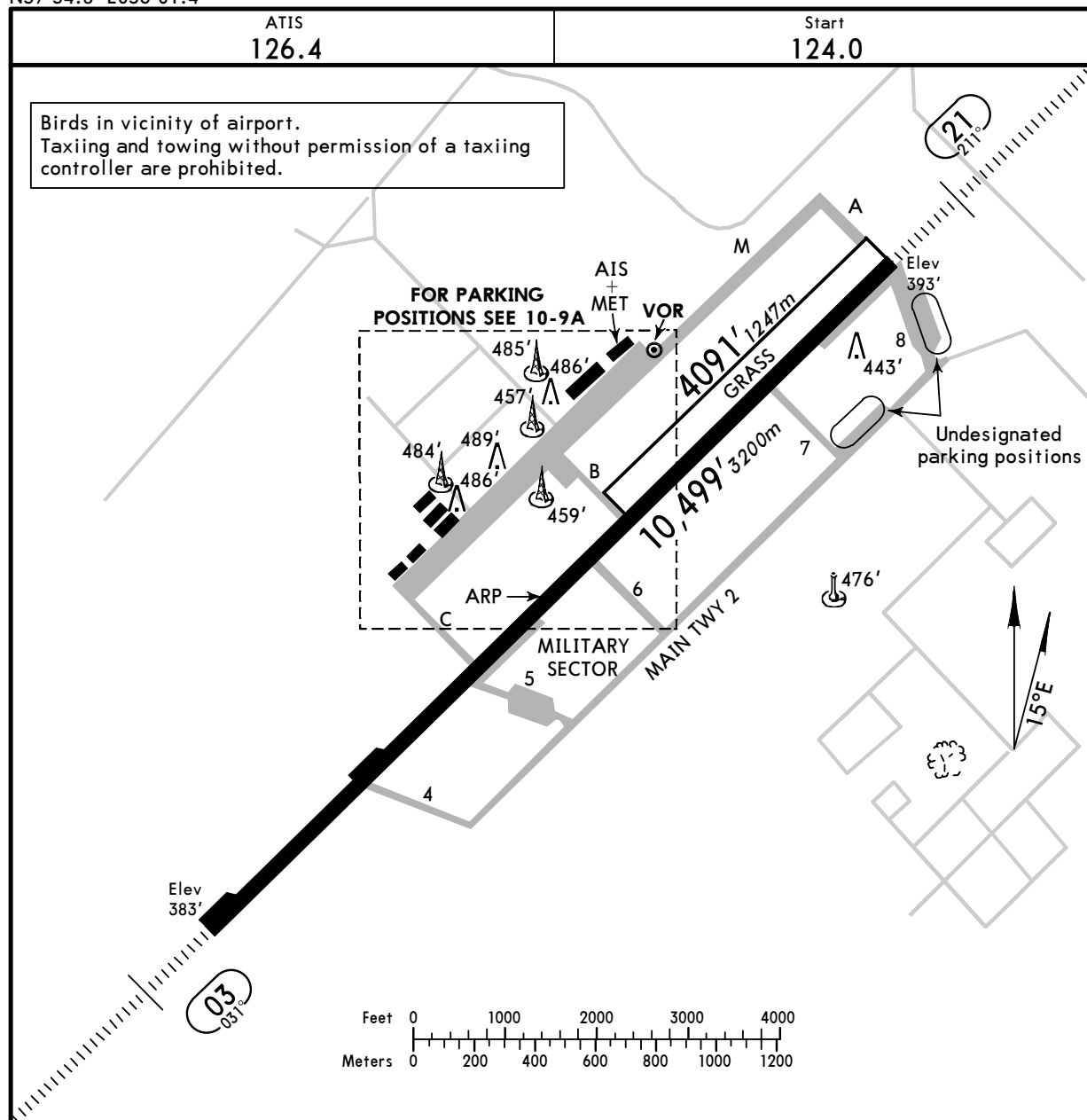
These procedures are not applied in cases when

- one of the engines failed during take-off phase,
- the runway is dirty and wet,
- visibility is less than 2000m,
- cross-wind component (including gusts) exceeds 8m/sec,
- a tailwind component (including gusts) exceeds 2m/sec,
- when wind shear is forecasted or reported or it is expected that thunderstorms may influence the conditions of take-off and climbing of aircraft.

USPP/PEE
Apt Elev **404'**
N57 54.8 E056 01.4

JEPPESEN
18 MAY 12 **(10-9)**

PERM, RUSSIA
BOLSHOYE SAVINO



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Landing Beyond Glide Slope		
03	HIRL (60m)	HIALS	PAPI-L (angle 3.00°)				161' 49m
21	HIRL (60m)	HIALS	PAPI-L (angle 2.67°)		7300' 2225m		
03							328' 100m
21	Grass runway						

TAKE-OFF

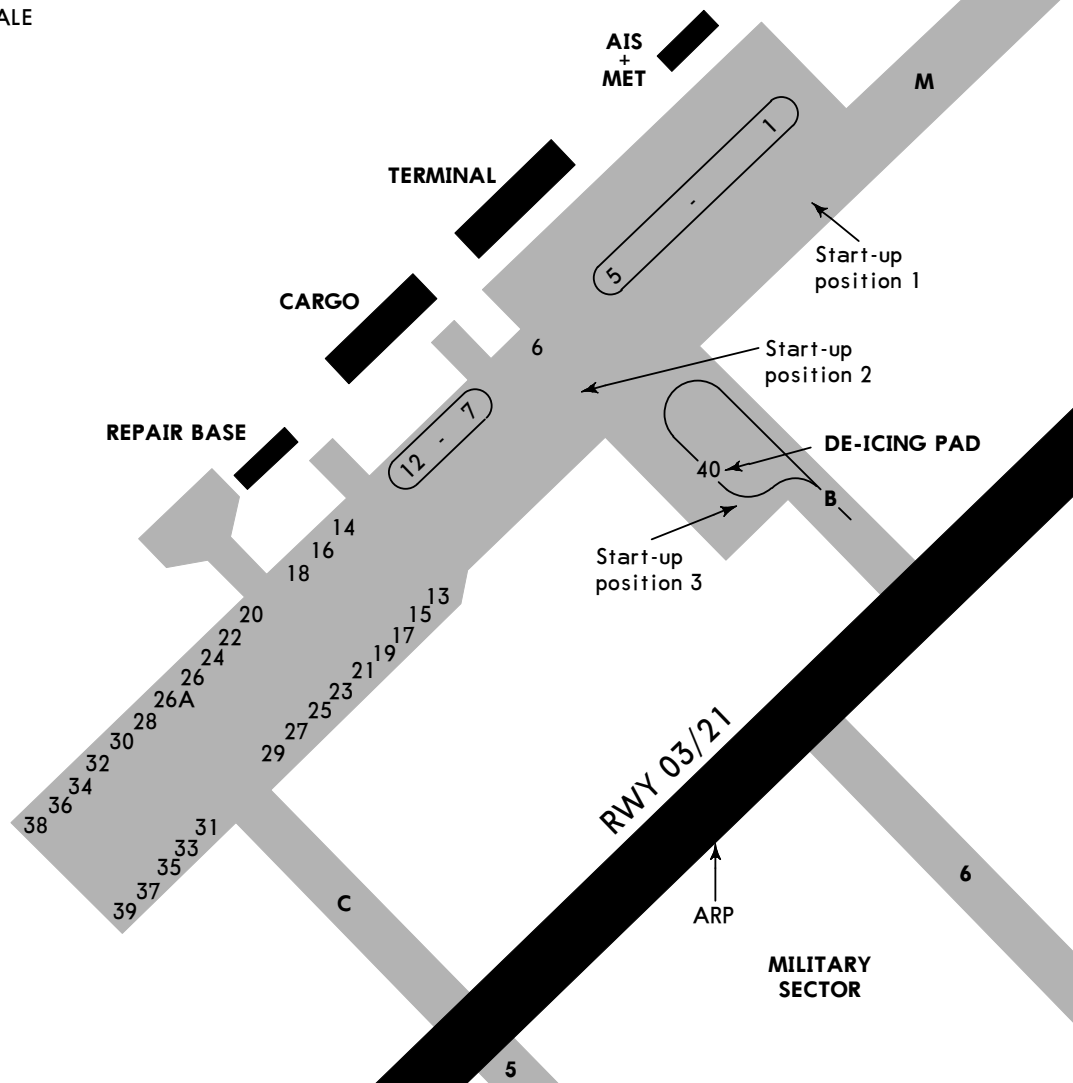
		AIR CARRIER (JAA) Main rwy 03/21	
LVP must be in force RCLM (DAY only) or RL		RCLM (DAY only) or RL	
A			
B	250m		
C		400m	
D	300m		

USPP/PEE

JEPPESSEN
18 MAY 12 (10-9A)

PERM, RUSSIA
BOLSHOYE SAVINO

NOT TO SCALE



INS COORDINATES	
STAND No.	COORDINATES
1, 2	N57 55.2 E056 01.4
3	N57 55.1 E056 01.4
4, 5	N57 55.1 E056 01.3

Stands 19, 26A, 32 and 40 available for engines run-up.
Stands 17 thru 39 available for helicopters.
Taxiing and towing without permission of a taxiing controller are prohibited.

USPP/PEE

JEPPESEN

11 NOV 11

10-9S

Eff 17 Nov

Standard

PERM, RUSSIA
BOLSHOYE SAVINO

STRAIGHT-IN RWY		A	B	C	D
03	NDB ①③④	1010' (627')	1010' (627')	1010' (627')	1010' (627')
		R1500m	R1500m	C2200m	C2200m
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB ①⑤	1010' (627')	1010' (627')	1010' (627')	1010' (627')
		C2400m	C2400m	C2600m	C2600m
	ALS out	C3100m	C3100m	C3300m	C3300m
21	NDB ②	1600' (1217')	1600' (1217')	1600' (1217')	1600' (1217')
		C5000m	C5000m	C5000m	C5000m
	ILS	593' (200')	593' (200')	593' (200')	593' (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 ①③④	750' (357')	750' (357')	750' (357')	750' (357')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ①③⑤	750' (357')	750' (357')	750' (357')	750' (357')
		R1000m	R1000m	R1200m	R1200m
	ALS out	R1600m	R1600m	R1600m	R1600m
	2 NDB ②	1650' (1257')	1650' (1257')	1650' (1257')	1650' (1257')
		C5000m	C5000m	C5000m	C5000m
	PX NDB ⑤	750' (357')	750' (357')	750' (357')	750' (357')
		R1000m	R1000m	R1200m	R1200m
	ALS out	R1600m	R1600m	R1600m	R1600m
	X Lctr	960' (567')	960' (567')	960' (567')	960' (567')
		C2100m	C2100m	C2300m	C2300m
	ALS out	C2800m	C2800m	C3000m	C3000m

- ① with Radar control.
 ② w/o Radar control.
 ③ Continuous Descent Final Approach.
 ④ with FMS.
 ⑤ w/o FMS.

TAKE-OFF RWY 03, 21

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

USPP/PEE


JEPPESEN
 11 NOV 11 **10-9X** **Eff 17 Nov**
JAA MINIMUMS
PERM, RUSSIA
BOLSHOYE SAVINO

STRAIGHT-IN RWY		A	B	C	D
03	NDB	1010' (627')	1010' (627')	1010' (627')	1010' (627')
	with 7.5 NM RDP	R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	1600' (1217')	1600' (1217')	1600' (1217')	1600' (1217')
	w/o 7.5 NM RDP	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
21	ILS	593' (200')	593' (200')	593' (200')	593' (200')
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB	730' (337')	730' (337')	730' (337')	730' (337')
	with 6.4 NM RDP	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	1650' (1257')	1650' (1257')	1650' (1257')	1650' (1257')
	w/o 6.4 NM RDP	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	PX LOM	730' (337')	730' (337')	730' (337')	730' (337')
	with 6.4 NM RDP	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	X LMM	960' (567')	960' (567')	960' (567')	960' (567')
	with 6.4 NM RDP	R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 03, 21

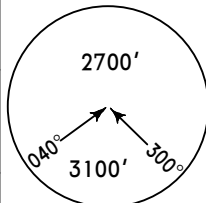
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

USPP/PEE
BOLSHOYE SAVINO

JEPPESEN
18 MAY 12 (11-1)

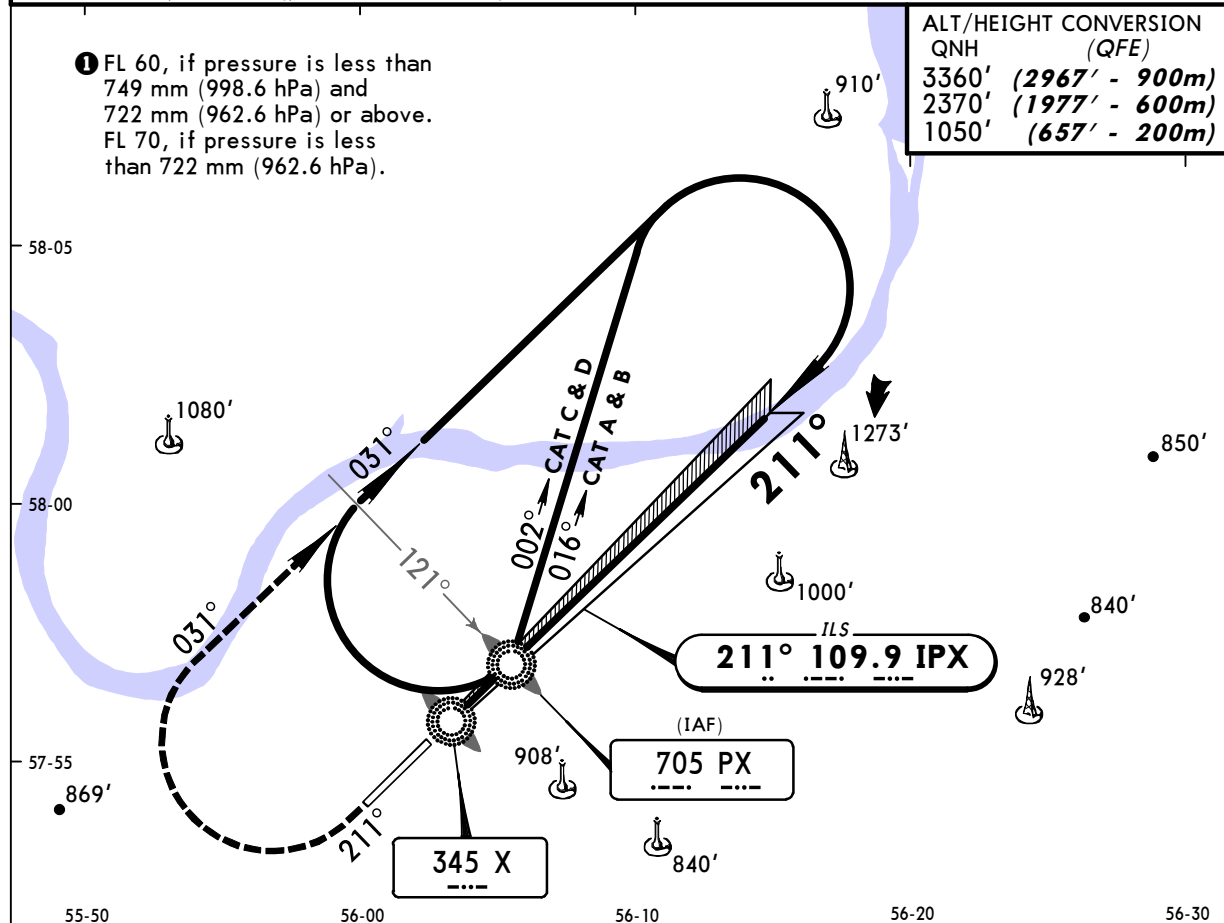
PERM, RUSSIA
ILS Rwy 21

BRIEFING STRIP

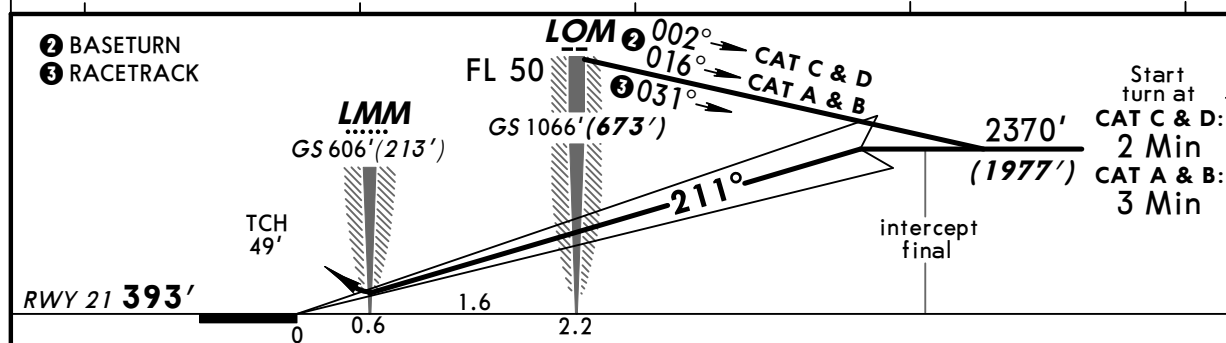
ATIS 126.4		PERM Approach (R) 127.1		PERM Start (TWR) 124.0		
LOC IPX 109.9	Final Apch Crs 211°	GS LOM 1066'(673')	ILS DA(H) 593'(200')	Apt Elev 404' RWY 393'		
MISSED APCH: Climb on 211° to 1050'(657'), then turn RIGHT onto 031° climbing to 2370'(1977'), then according to chart.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 ①		
Trans alt: 3360' (2967')						

① FL 60, if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above. FL 70, if pressure is less than 722 mm (962.6 hPa).

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3360'	(2967' - 900m)
2370'	(1977' - 600m)
1050'	(657' - 200m)



- ② BASETURN
- ③ RACETRACK



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1050' (657') on 211°	031° RT	2370' (1977')
GS	2.67°	331	425	472	567	661	756	PAPI		

STRAIGHT-IN LANDING RWY 21			ILS		LOC (GS out)	
			DA(H) 593' (200')			
			FULL	ALS out		
A						
B						
C	800m	1200m			NOT AUTHORIZED	
D						

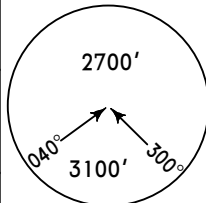
PANS OPS

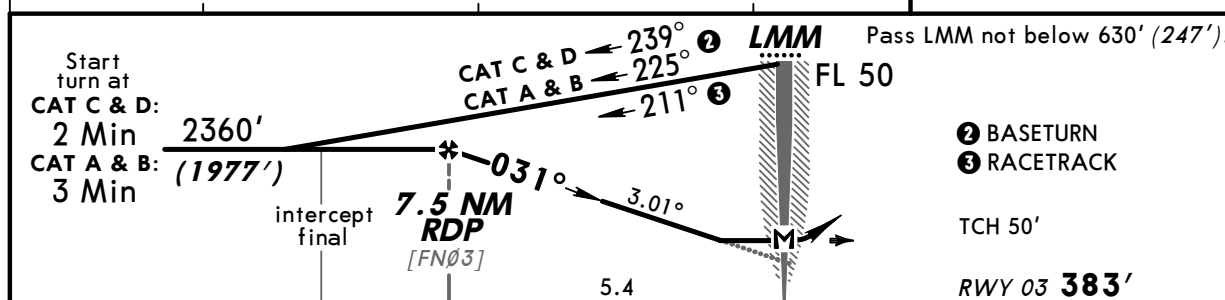
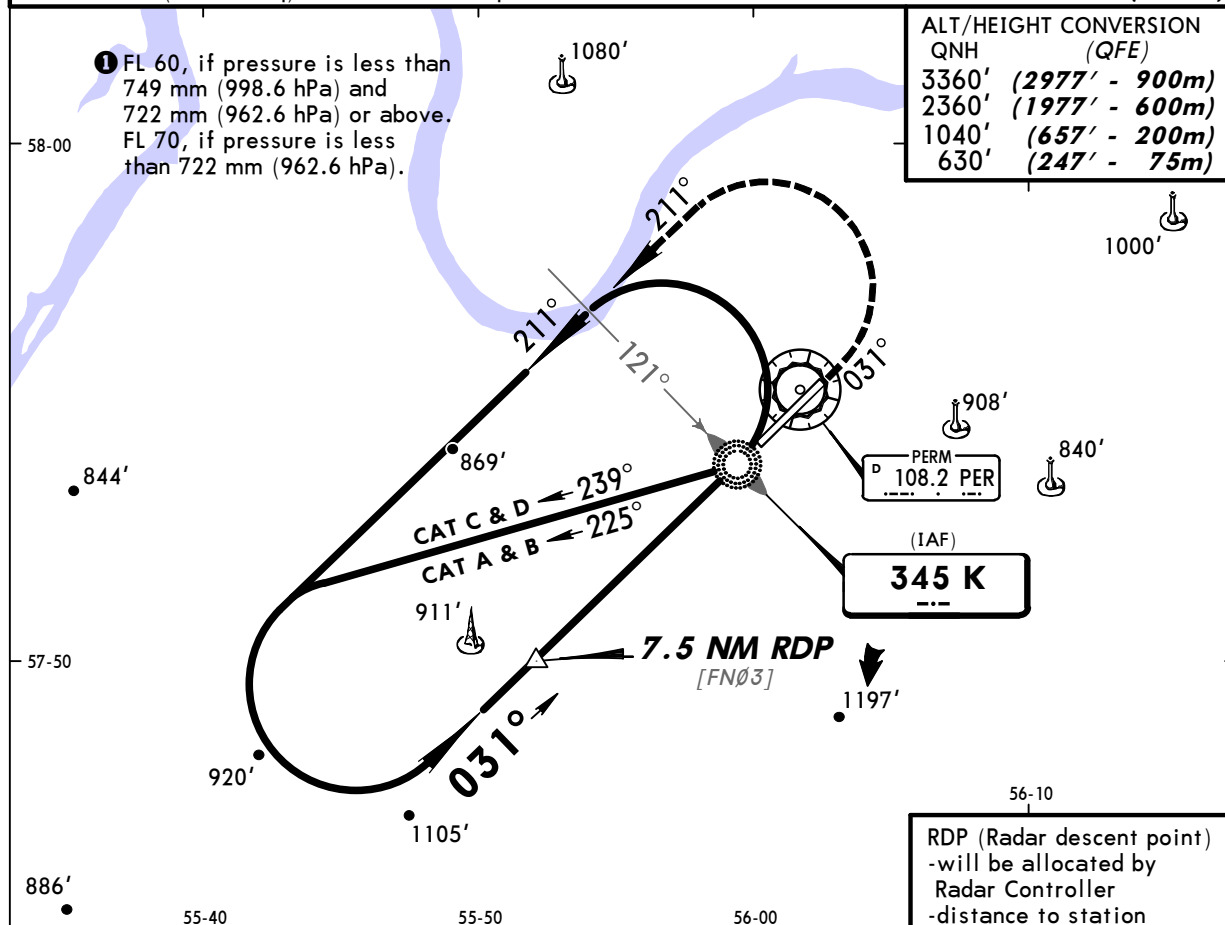
USPP/PEE
BOLSHOYE SAVINO

JEPPESEN
18 MAY 12 (16-1)

PERM, RUSSIA
NDB Rwy 03

BRIEFING STRIP

ATIS 126.4		PERM Approach (R) 127.1		PERM Start (TWR) 124.0		
Lctr K 345	Final Apch Crs 031°	Minimum Alt 7.5 NM RDP 2360' (1977')	MDA(H) (CONDITIONAL) 1010' (627')	Apt Elev 404' RWY 383'		
MISSED APCH: Climb on 031° to 1040' (657'), then turn LEFT onto 211° climbing to 2360' (1977'), then according to chart.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 ①		
Trans alt: 3360' (2977')						



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1040' (657') on 031°	211° LT	2360' (1977')
Descent Angle	3.01°	373	479	532	639	745	852	PAPI		
MAP at LMM										

STRAIGHT-IN LANDING RWY 03					
with 7.5 NM RDP		w/o 7.5 NM RDP			
MDA(H) 1010' (627')		MDA(H) 1600' (1217')			
	ALS out		ALS out		
A	1200m	1600m	1200m	2000m	
B			1600m	2400m	
C	2000m	2800m	4000m	4800m	
D	2800m	3200m	4400m		

PANS OPS

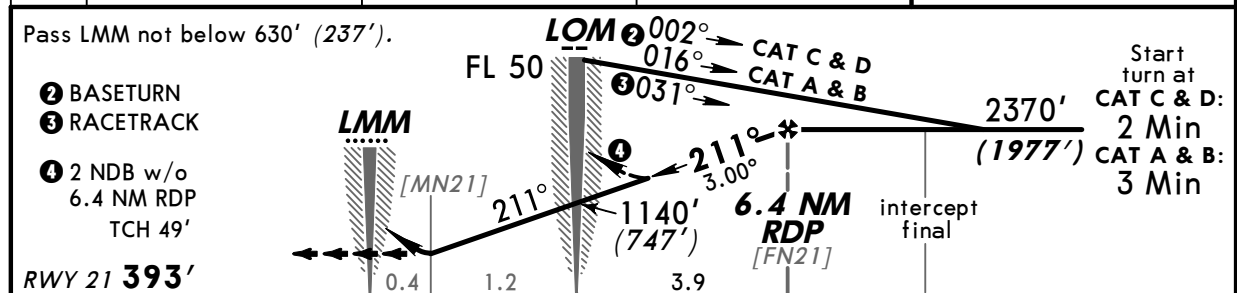
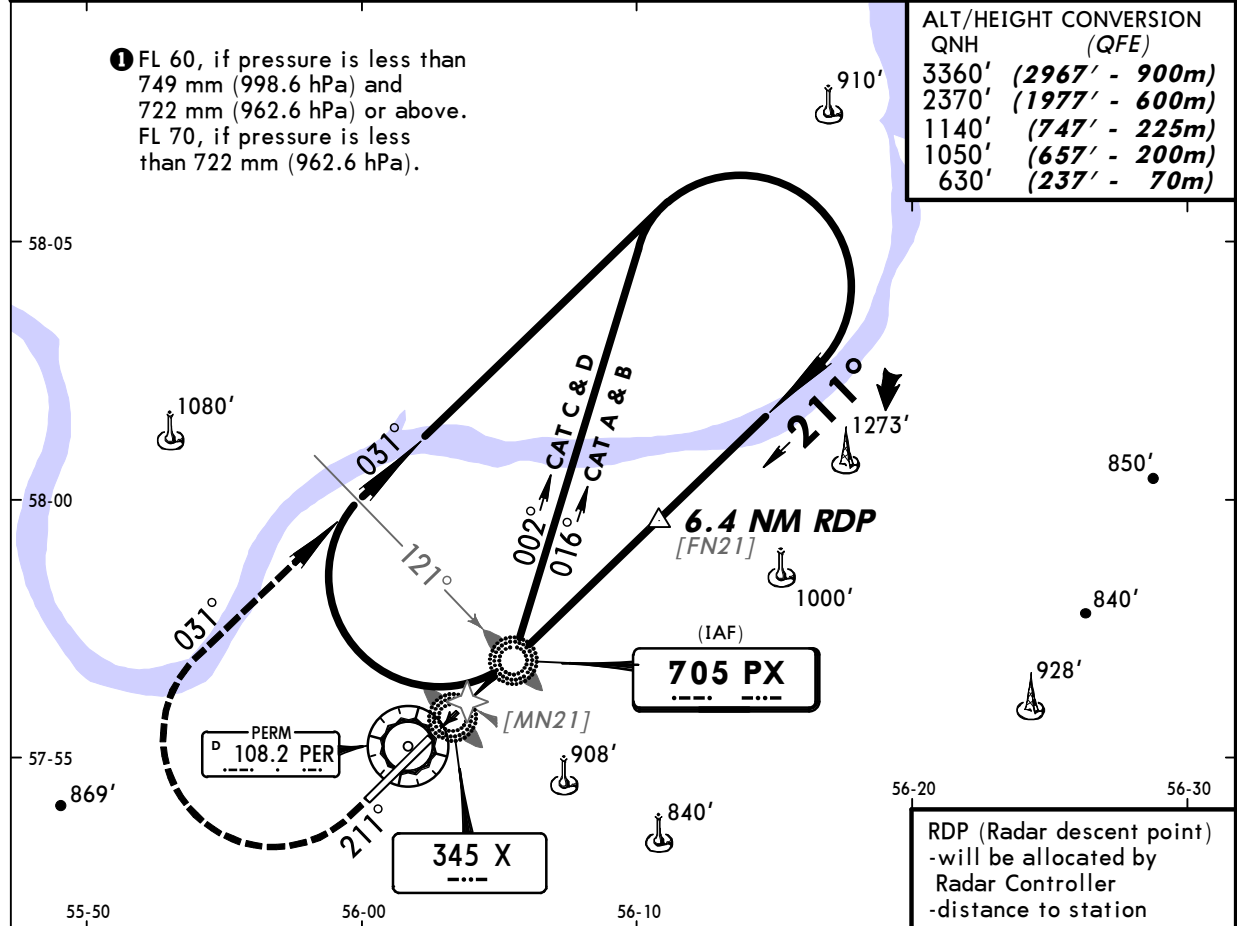
USPP/PEE
BOLSHOYE SAVINO

18 MAY 12 (16-2)

PERM, RUSSIA
2 NDB or NDB Rwy 21

BRIEFING STRIP

ATIS 126.4		PERM Approach (R) 127.1		PERM Start (TWR) 124.0		 2700' 040° 3100' 300° MSA X Lctr
NDB PX 705	Final Apch Crs 211°	Minimum Alt 6.4 NM RDP 2370' (1977')	MDA(H) Refer to Minimums	Apt Elev 404' RWY 393'		
MISSED APCH: Climb on 211° to 1050' (657'), then turn RIGHT onto 031° climbing to 2370' (1977'), then according to chart.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 ①	Trans alt: 3360' (2967')	



FL 50	0.002°	CAT C & D	0.016°	CAT A & B	0.031°	211°	3.00°	intercept final	2370' (1977')
LMM	[MN21]	211°	1140' (747')	6.4 NM RDP [FN21]					
RWY 21 393'	0.4	1.2	2.2	3.9					

STRAIGHT-IN LANDING RWY 21							
2 NDB		PX LOM		X LMM			
With 6.4 NM RDP MDA(H) 730' (337')		W/o 6.4 NM RDP MDA(H) 1650' (1257')		With 6.4 NM RDP MDA(H) 730' (337')		With 6.4 NM RDP MDA(H) 960' (567')	
ALS out		ALS out		ALS out		ALS out	
A	1200m	1600m	2400m	3200m	1200m	1600m	2200m
B							
C			4000m	4800m			3000m
D	1600m	4400m			1600m	2600m	

PANS OPS