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## General Information

Location: Petropavlovsk-Kamchatsky Rus
IATA Code: PKC
Lat/Long: N53° 10.2' E158° 27.2'
Elevation: 131 ft

Airport Use: Public
Magnetic Variation: 6.4°W

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

Sunrise: 1829 Z
Sunset: 0824 Z,

## Runway Information

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

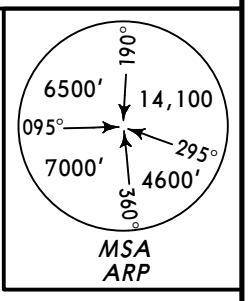
Runway: 34R
Length x Width: 11148 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 131 ft
Lighting: Edge, ALS

## Communication Information

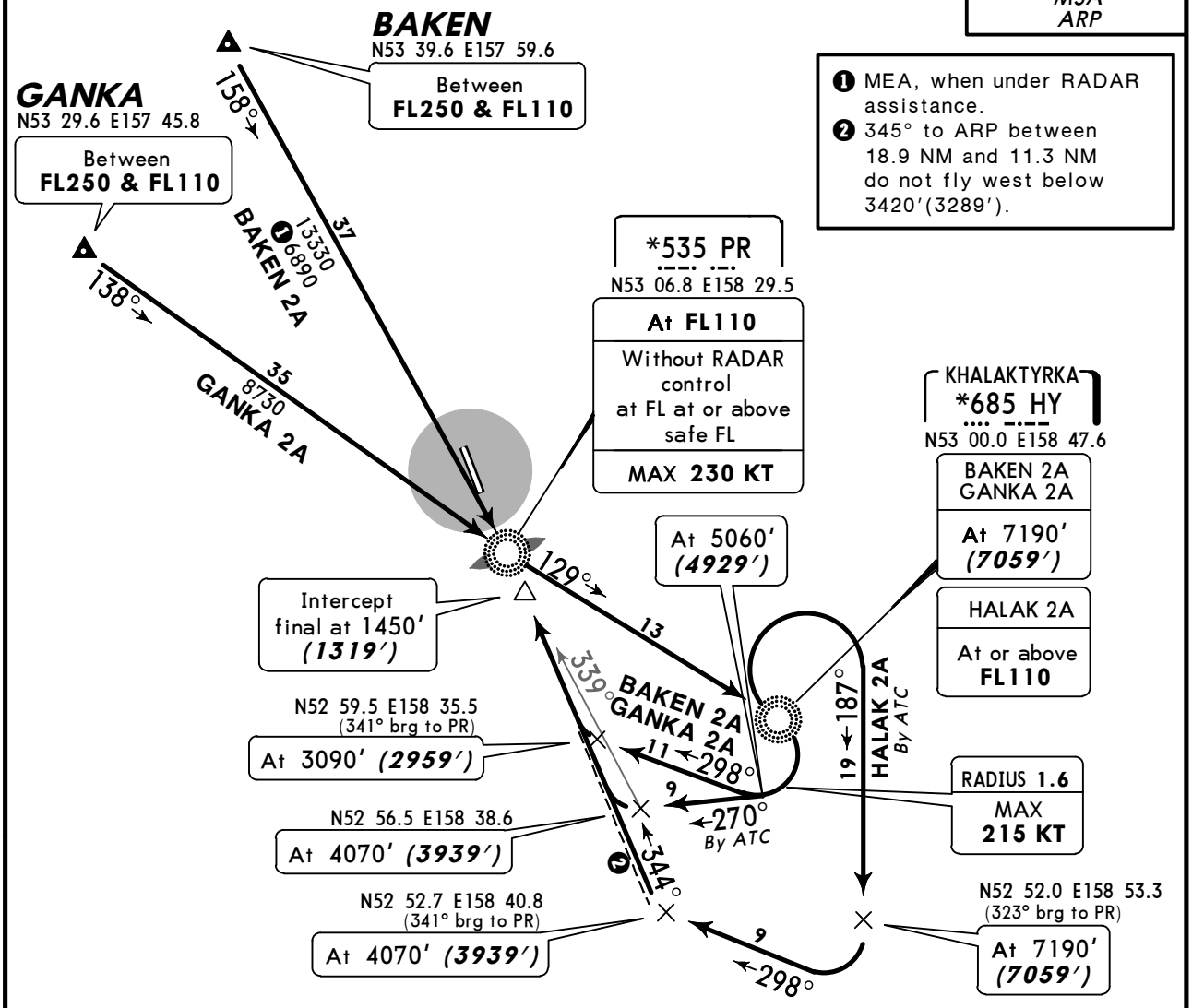
ATIS 126.8
Petropavlovsk Start Tower 118.1
Petropavlovsk Krug Radar 119.4

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

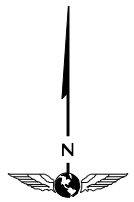



❶ MEA, when under RADAR assistance.
❷ 345° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′(3289′).



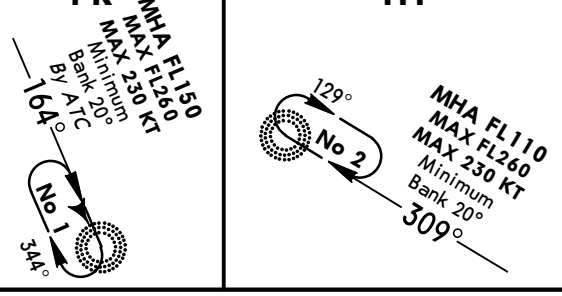

ALT/HEIGHT CONVERSION

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




NOT TO SCALE

## HOLDINGS OVER




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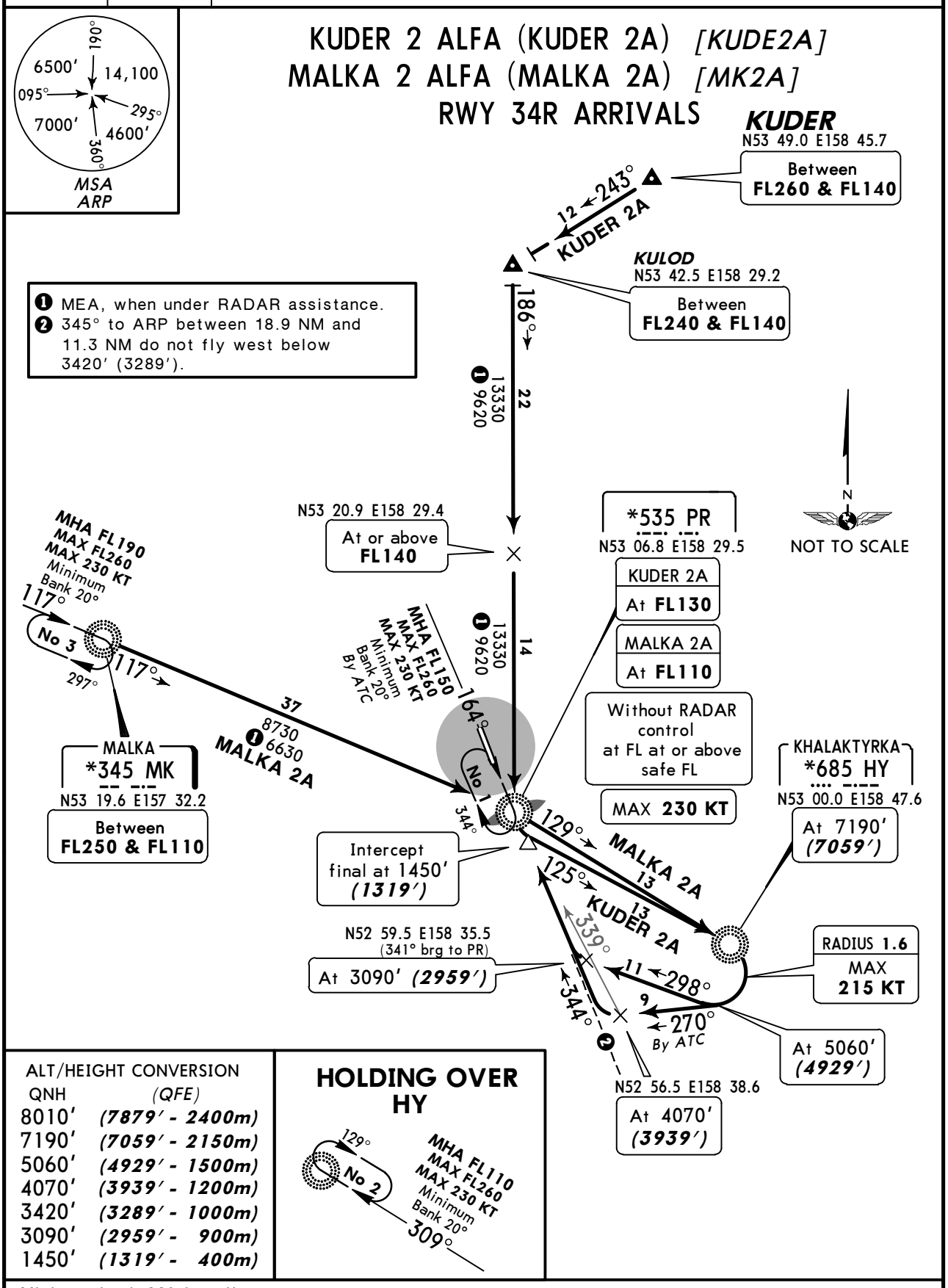
| *ATIS | Apt Elev | |
|---|---|---|
| 126.8 | 131′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL90<br>FL100 if pressure is less than 756 mm (1007.9 hPa)<br>FL110 if pressure is 729 mm (971.9 hPa) or less<br>Trans alt: 8010′ ***(7879′)*** |




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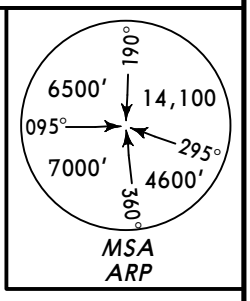
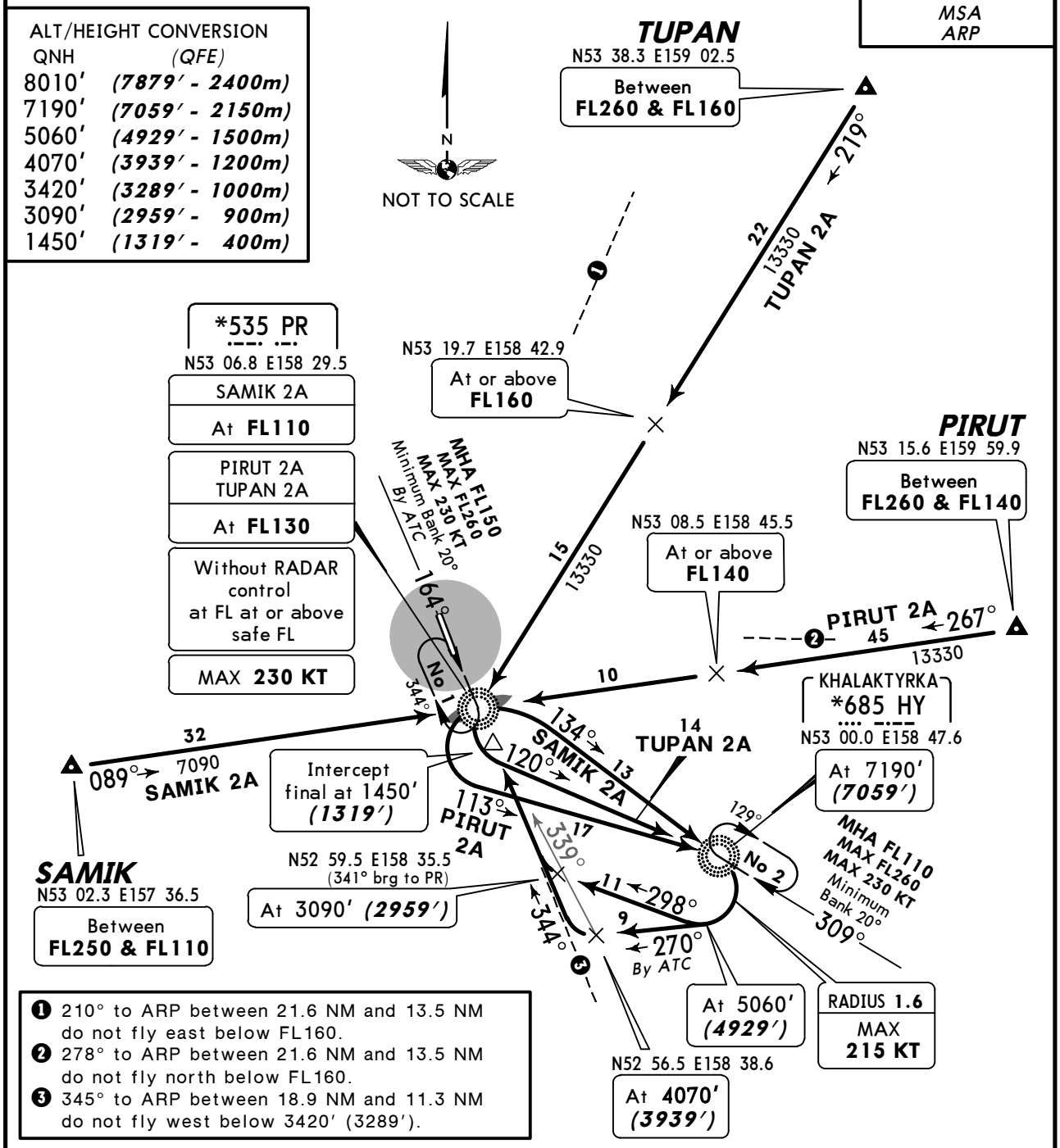
| *ATIS | Apt Elev | |
|---|---|---|
| 126.8 | 131′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL90<br>FL100 if pressure is less than 756 mm (1007.9 hPa)<br>FL110 if pressure is 729 mm (971.9 hPa) or less<br>Trans alt: 8010′ ***(7879′)*** |

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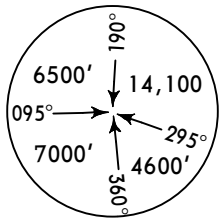
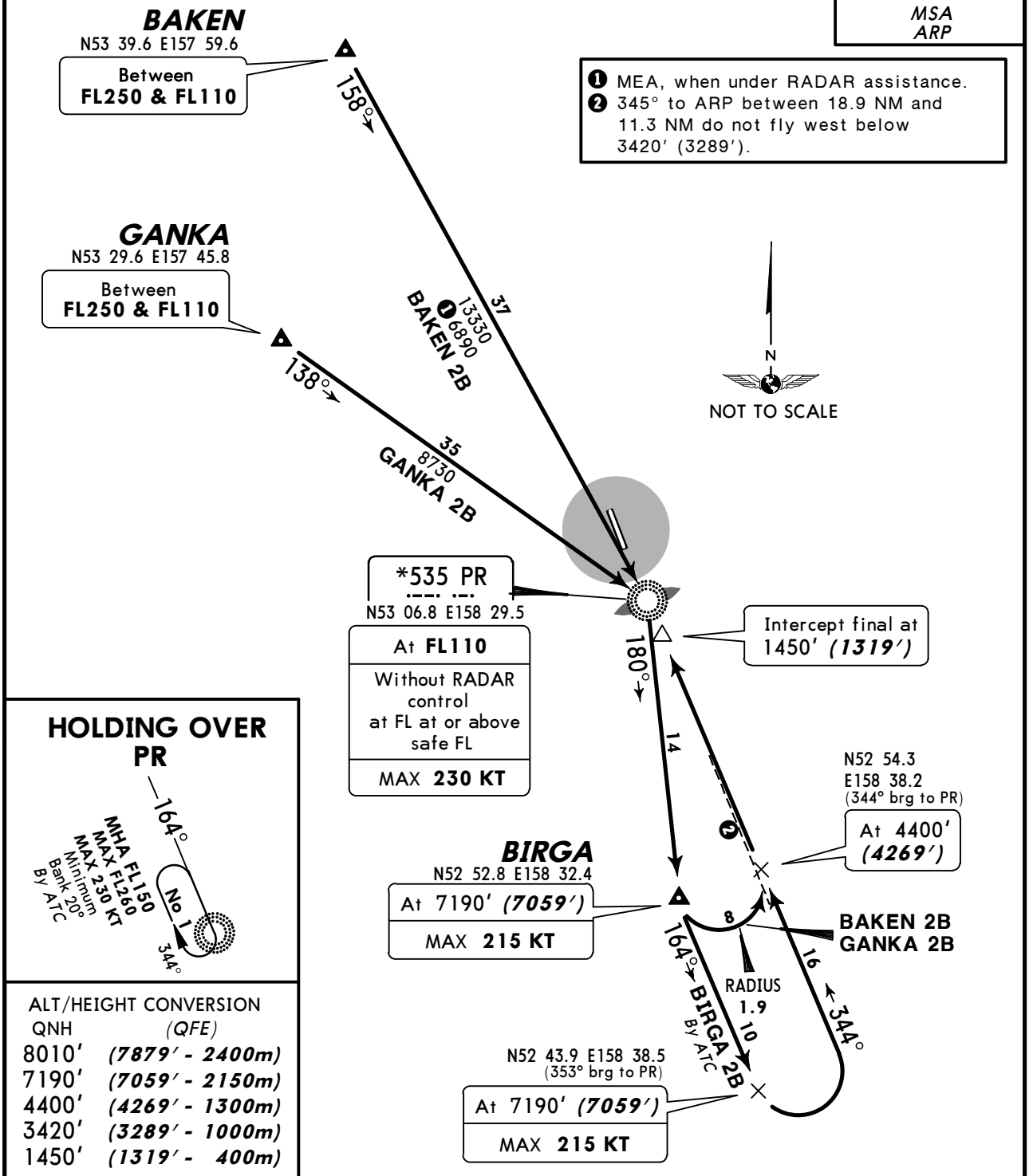
| *ATIS | Apt Elev | |
|---|---|---|
| 126.8 | 131′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL90<br>FL100 if pressure is less than 756 mm (1007.9 hPa)<br>FL110 if pressure is 729 mm (971.9 hPa) or less<br>Trans alt: 8010′ ***(7879′)*** |

# 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′).




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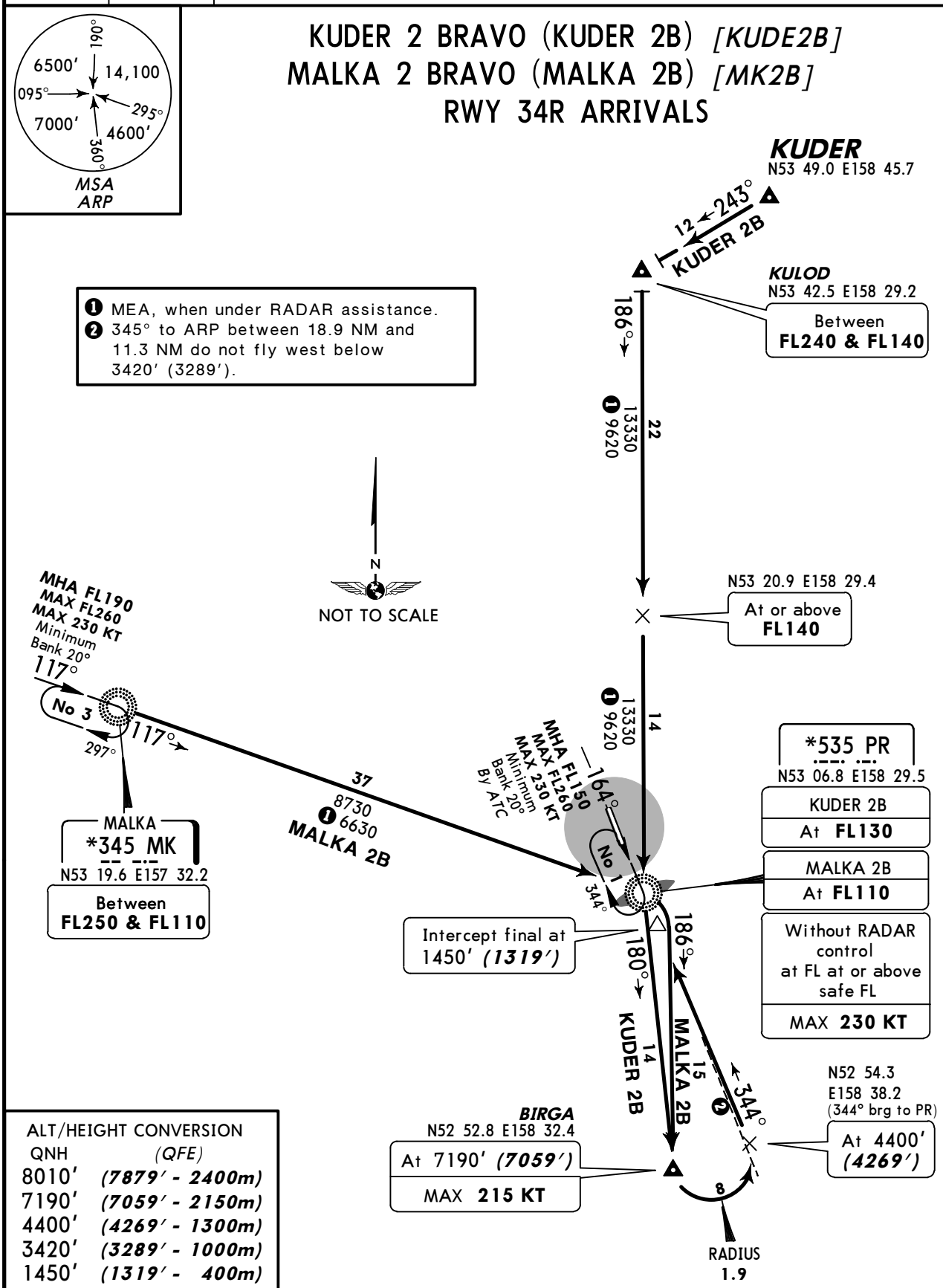
| *ATIS | Apt Elev | |
|---|---|---|
| 126.8 | 131′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL90<br>FL100 if pressure is less than 756 mm (1007.9 hPa)<br>FL110 if pressure is 729 mm (971.9 hPa) or less<br>Trans alt: 8010′ ***(7879′)*** |

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




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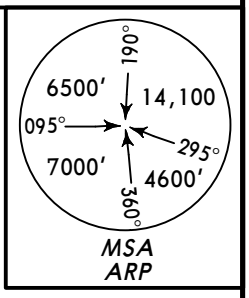
| *ATIS | Apt Elev | |
|---|---|---|
| 126.8 | 131′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL90<br>FL100 if pressure is less than 756 mm (1007.9 hPa)<br>FL110 if pressure is 729 mm (971.9 hPa) or less<br>Trans alt: 8010′ ***(7879′)*** |

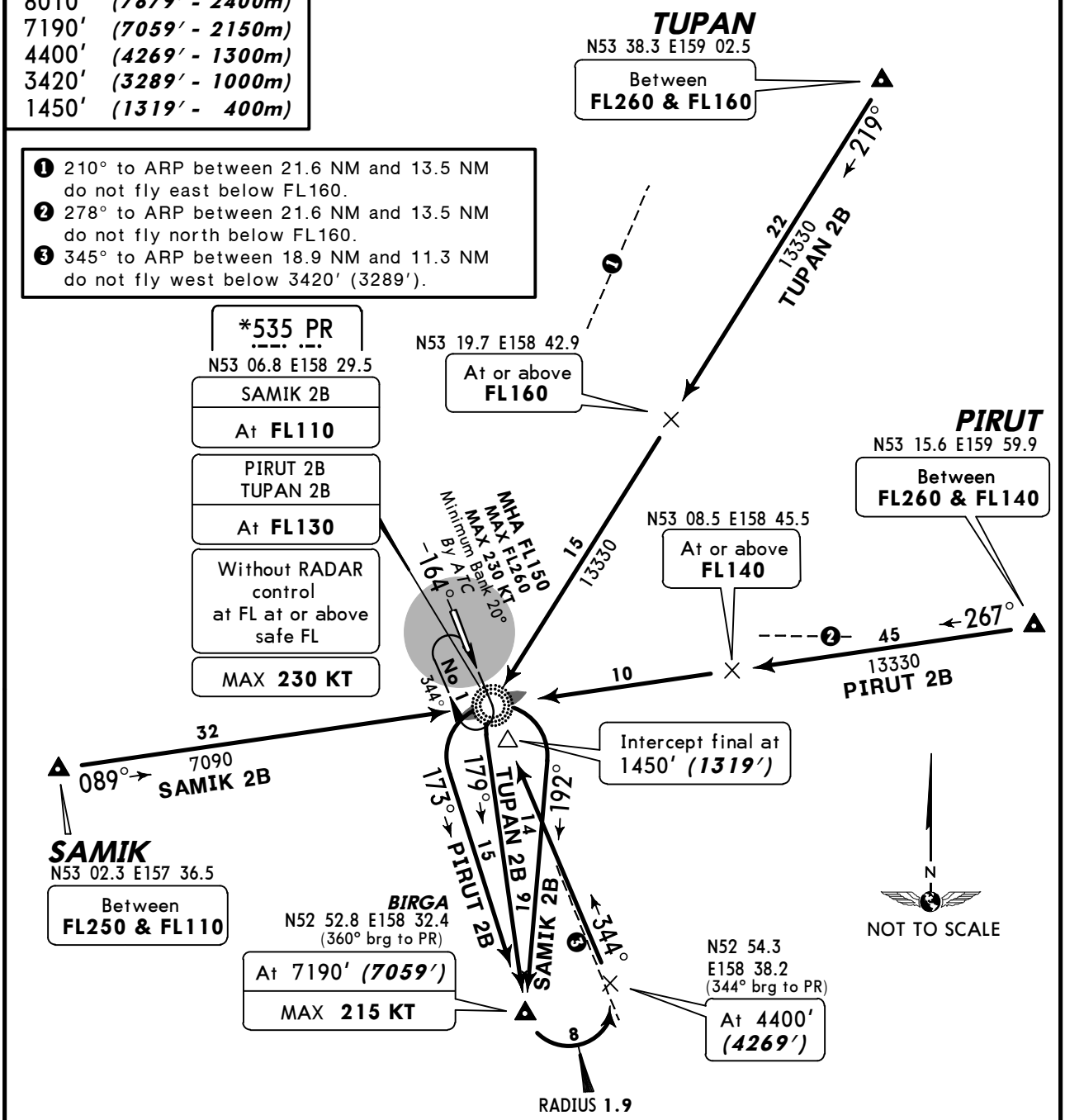
# PIRUT 2 BRAVO (PIRUT 2B) *[PIRU2B]*
# SAMIK 2 BRAVO (SAMIK 2B) *[SAMI2B]*
# TUPAN 2 BRAVO (TUPAN 2B) *[TUPA2B]*
# RWY 34R ARRIVALS




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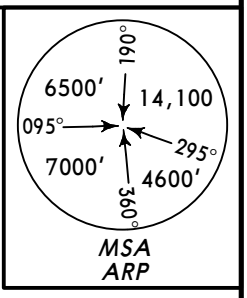
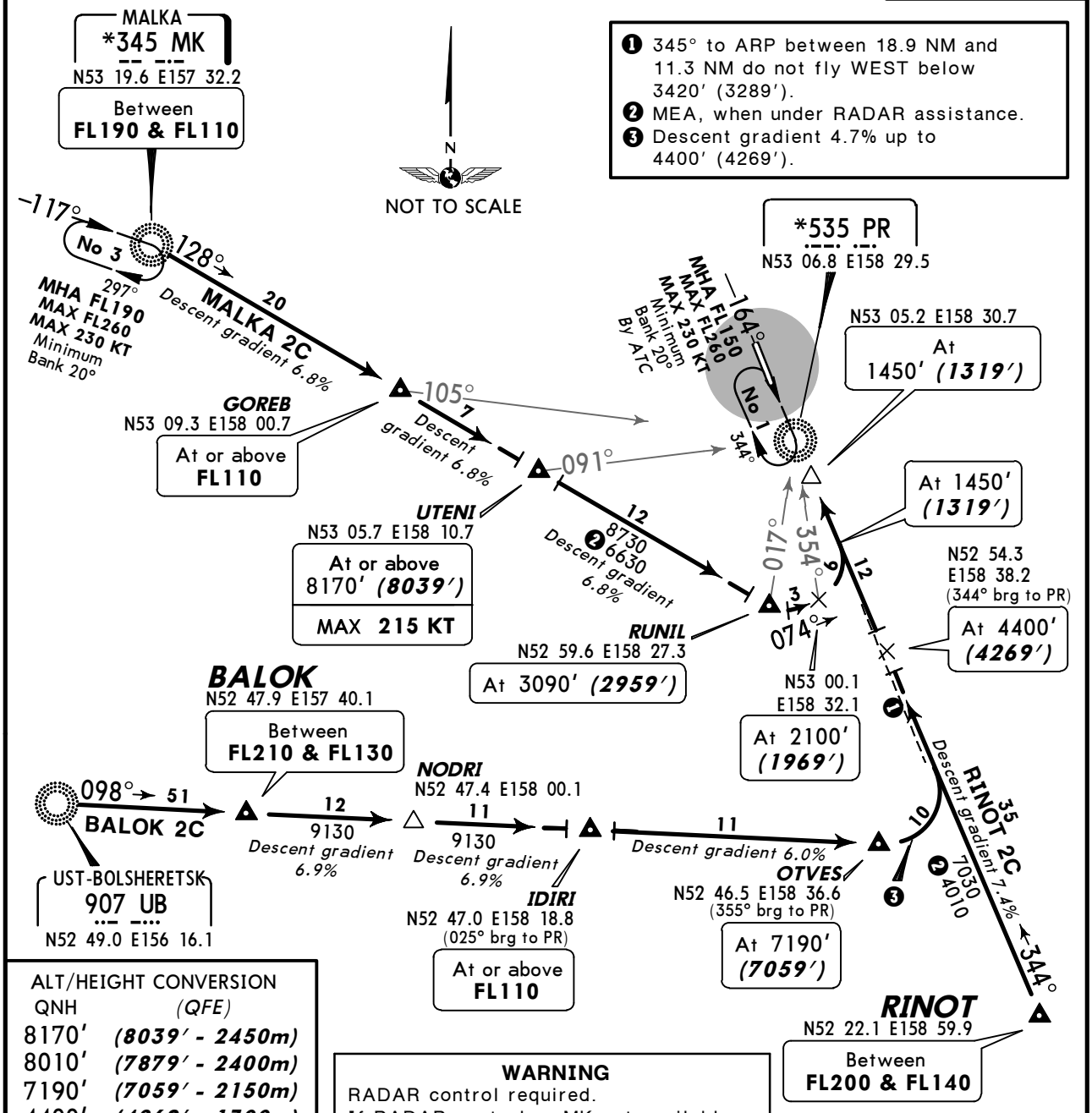
| *ATIS | Apt Elev | |
|---|---|---|
| 126.8 | 131′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL90<br>FL100 if pressure is less than 756 mm (1007.9 hPa)<br>FL110 if pressure is 729 mm (971.9 hPa) or less<br>Trans alt: 8010′ ***(7879′)*** |

# 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 4400′ (4269′).




**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.

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)*** |

| STAR | ROUTING |
|---|---|
| **BALOK 2C** | 098° bearing via BALOK, NODRI 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:* NODRI established.

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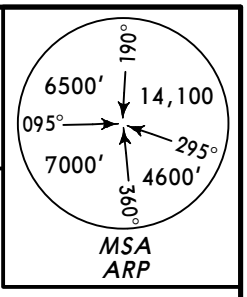
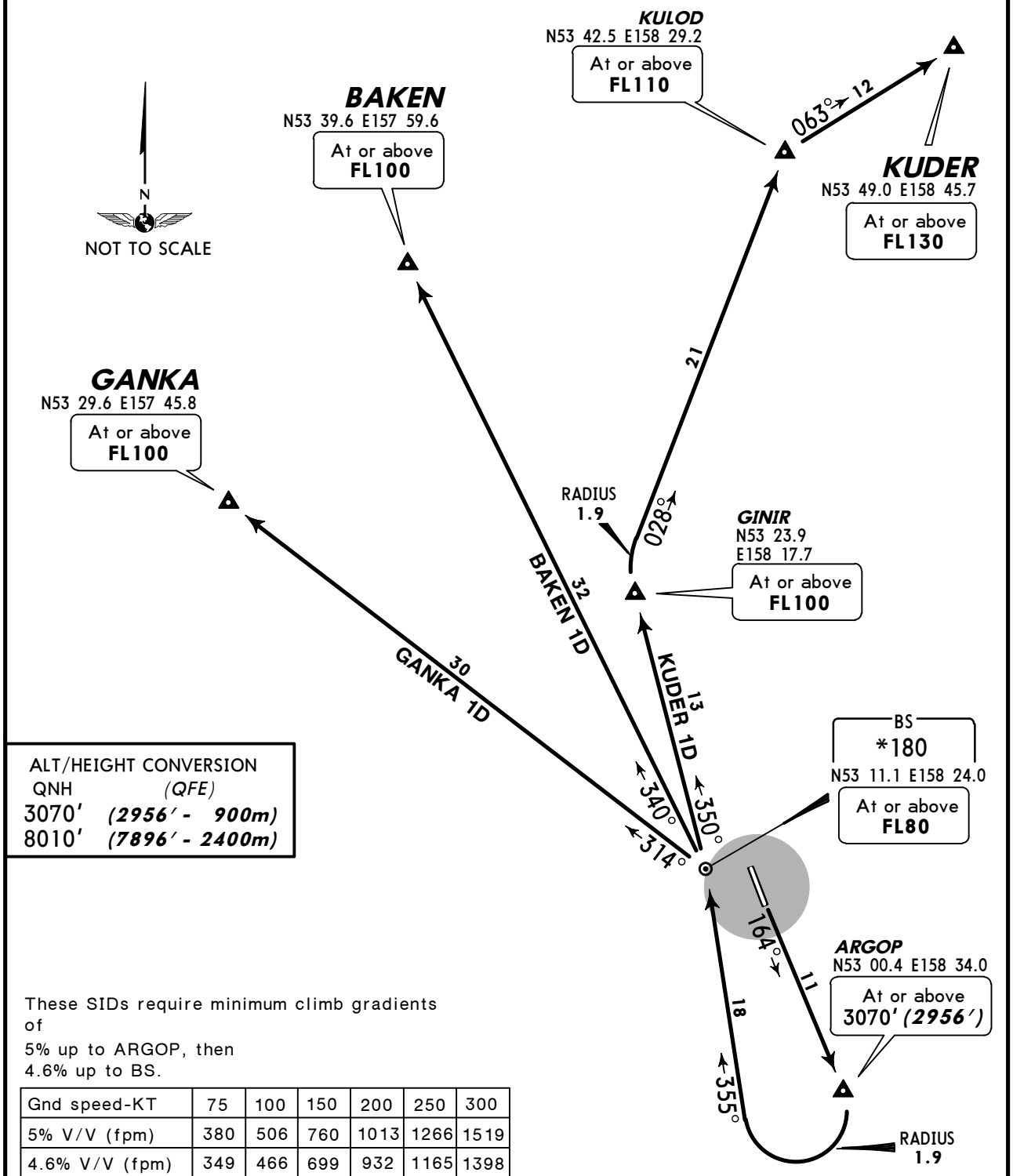
| Apt Elev 131′ | QNH on request **(QFE)**<br>Trans level: FL90<br>FL100 if pressure is less than 756 mm (1007.9 hPa)<br>FL110 if pressure is 729 mm (971.9 hPa) or less<br>Trans alt: 8010′ ***(7896′)*** |
|---|---|




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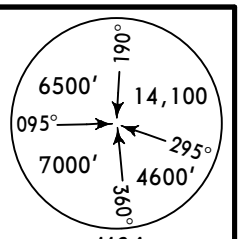
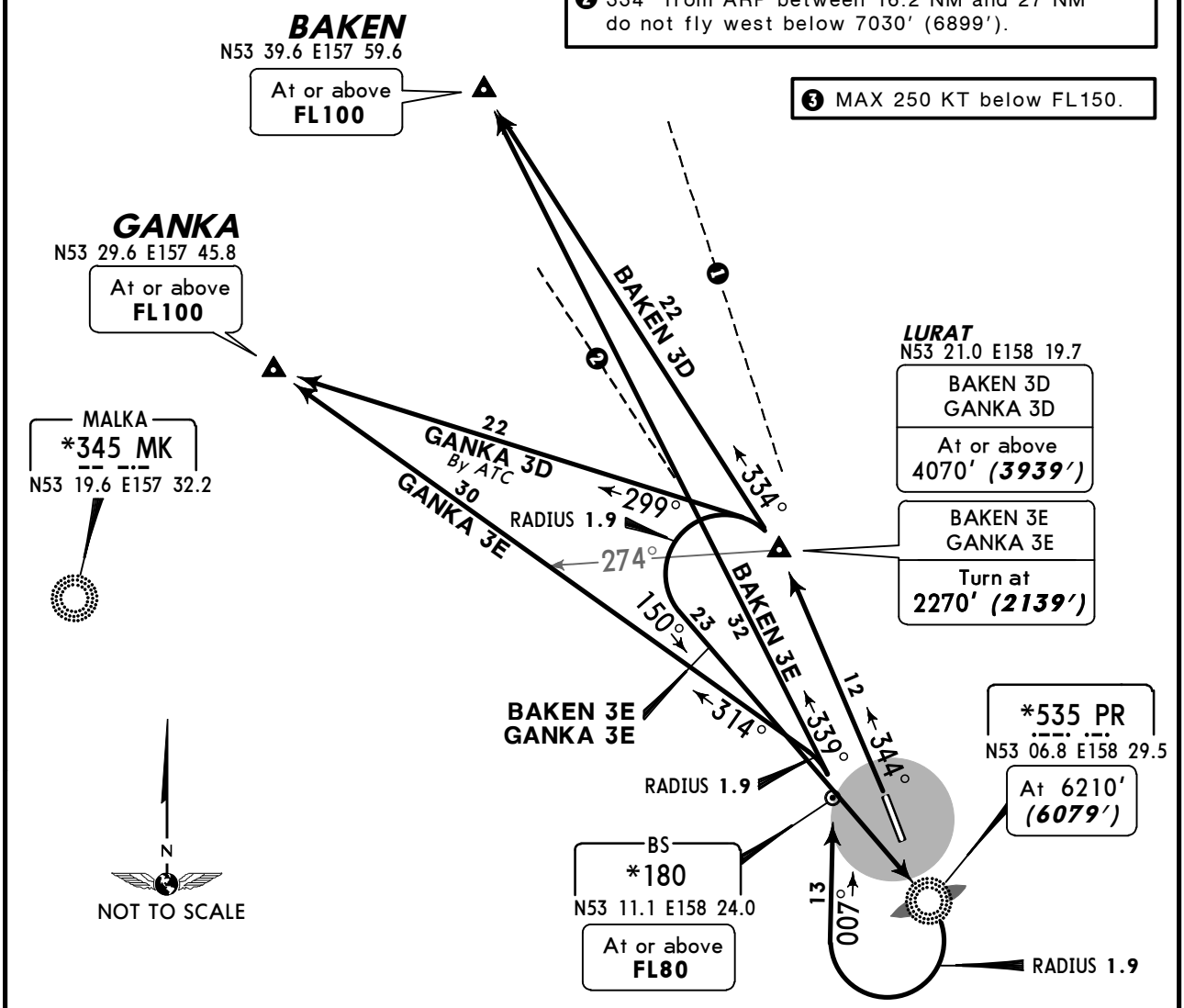
| Apt Elev 131′ | QNH on request **(QFE)**<br>Trans level: FL90<br>FL100 if pressure is less than 756 mm (1007.9 hPa)<br>FL110 if pressure is 729 mm (971.9 hPa) or less<br>Trans alt: 8010′ ***(7879′)*** |
|---|---|




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

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

❸ MAX 250 KT below FL150.




**BAKEN 3D**

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

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

ALT/HEIGHT CONVERSION

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

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

*CHANGES:* SIDs revised.

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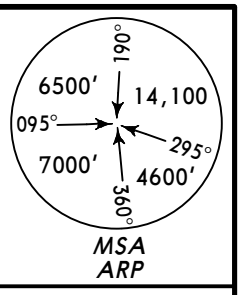
| Apt Elev 131′ | QNH on request **(QFE)**<br>Trans level: FL90<br>FL100 if pressure is less than 756 mm (1007.9 hPa)<br>FL110 if pressure is 729 mm (971.9 hPa) or less<br>Trans alt: 8010′ ***(7879′)*** |
|---|---|

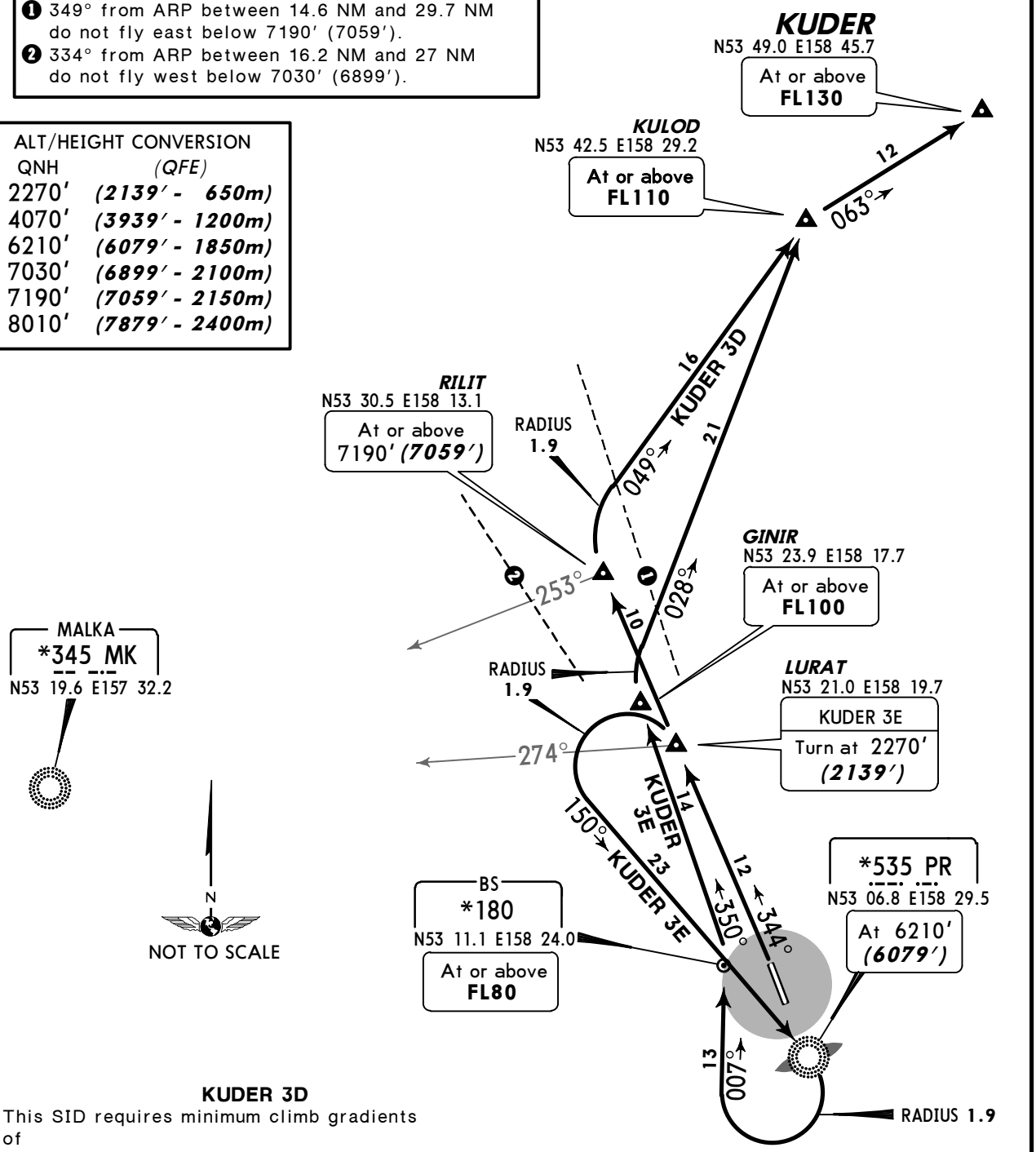



# KUDER 3D *[KUDE3D]*, KUDER 3E *[KUDE3E]* ❸
# RWY 34R DEPARTURES

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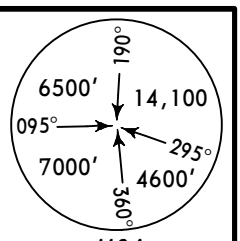
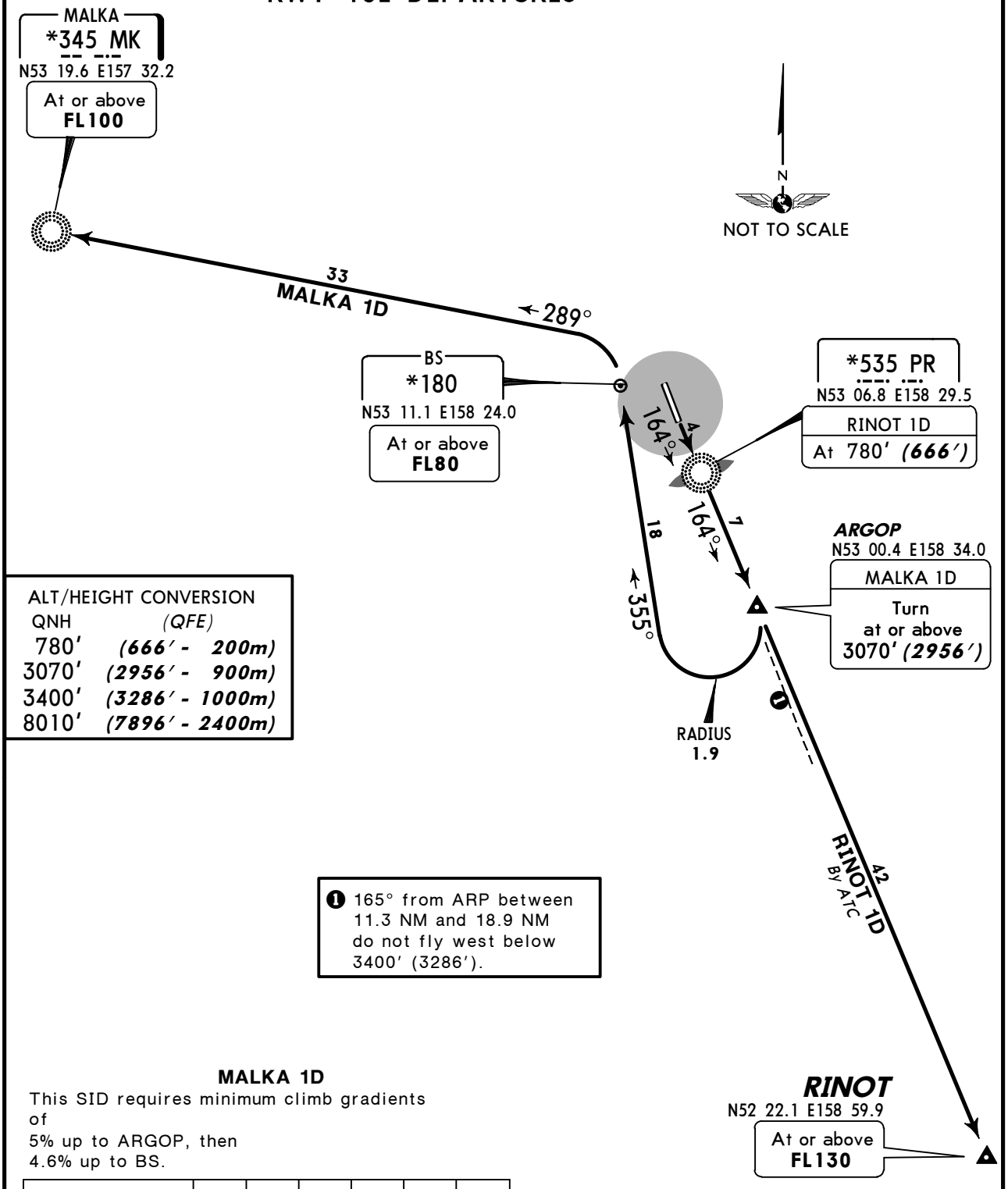
| Apt Elev 131′ | QNH on request **(QFE)**<br>Trans level: FL90<br>FL100 if pressure is less than 756 mm (1007.9 hPa)<br>FL110 if pressure is 729 mm (971.9 hPa) or less<br>Trans alt: 8010′ ***(7896′)*** |
|---|---|




# 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**<br>By ATC | Climb straight ahead to 780′ (666′), intercept 164° bearing from PR to RINOT. |

*CHANGES:* SIDs revised.

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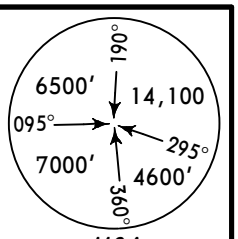
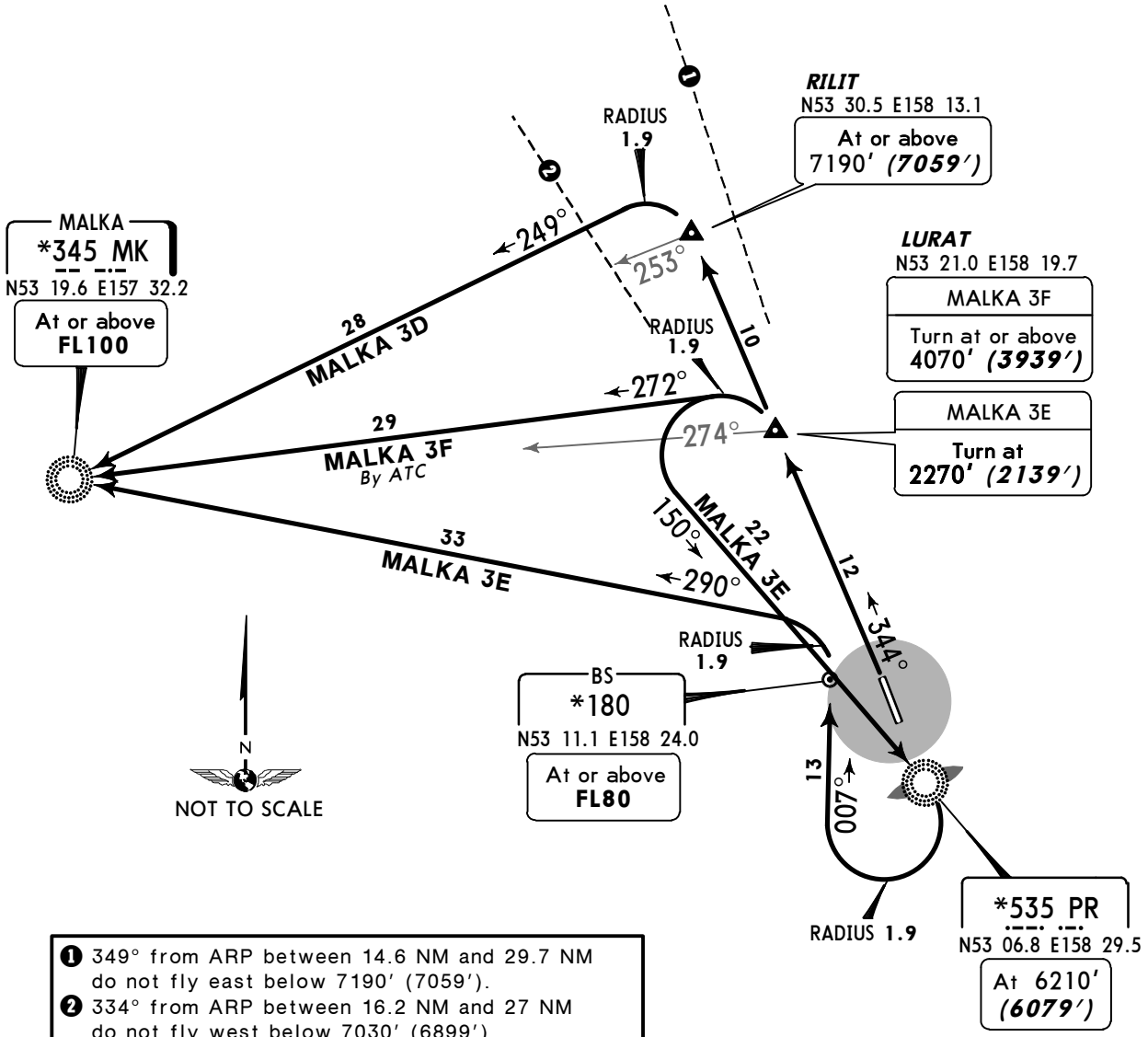
| Apt Elev 131′ | QNH on request **(QFE)**<br>Trans level: FL90<br>FL100 if pressure is less than 756 mm (1007.9 hPa)<br>FL110 if pressure is 729 mm (971.9 hPa) or less<br>Trans alt: 8010′ ***(7879′)*** |
|---|---|




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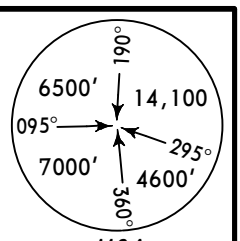
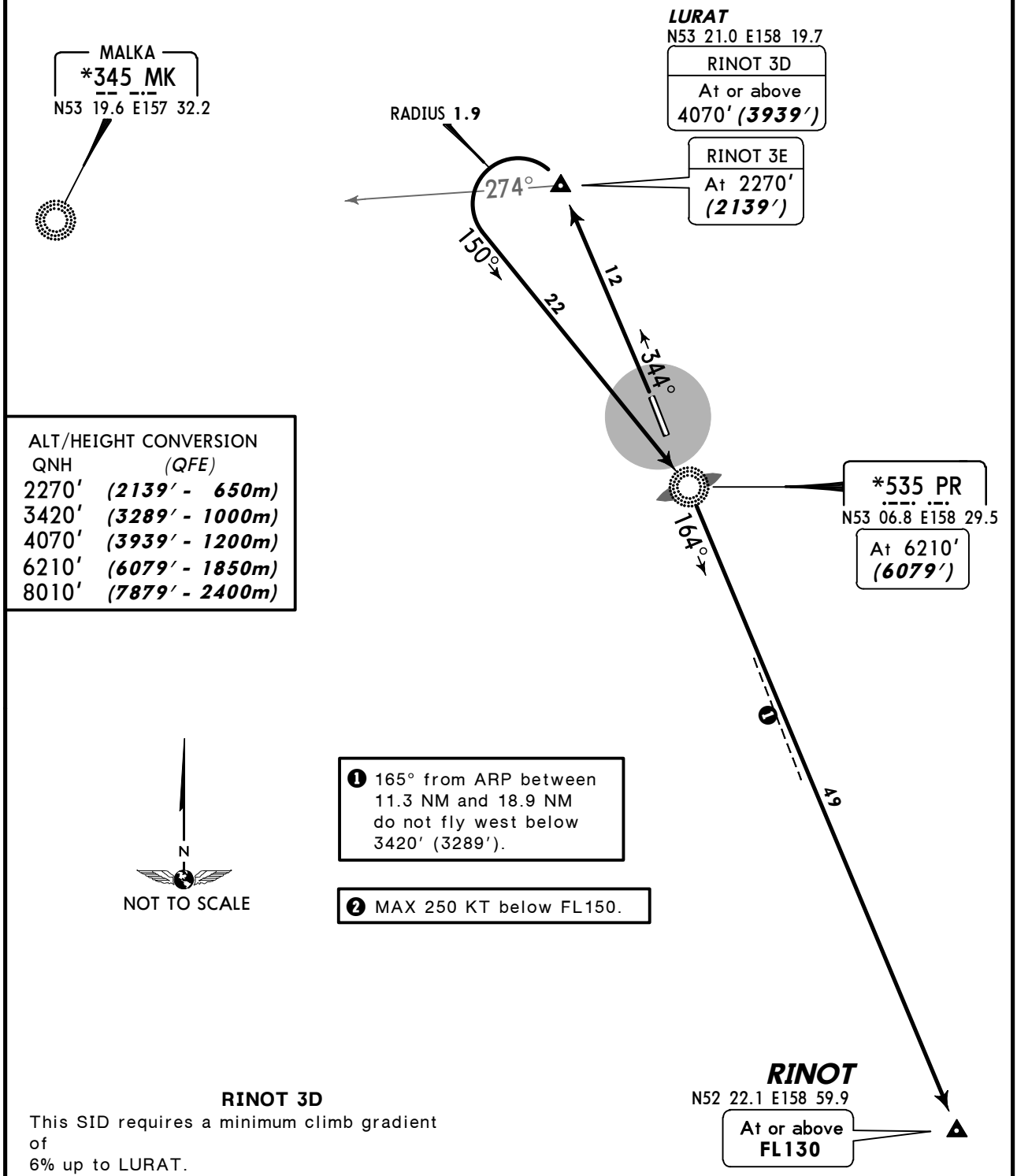
| Apt Elev 131′ | QNH on request **(QFE)**<br>Trans level: FL90<br>FL100 if pressure is less than 756 mm (1007.9 hPa)<br>FL110 if pressure is 729 mm (971.9 hPa) or less<br>Trans alt: 8010′ ***(7879′)*** |
|---|---|




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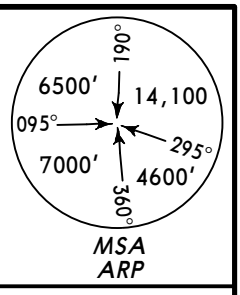
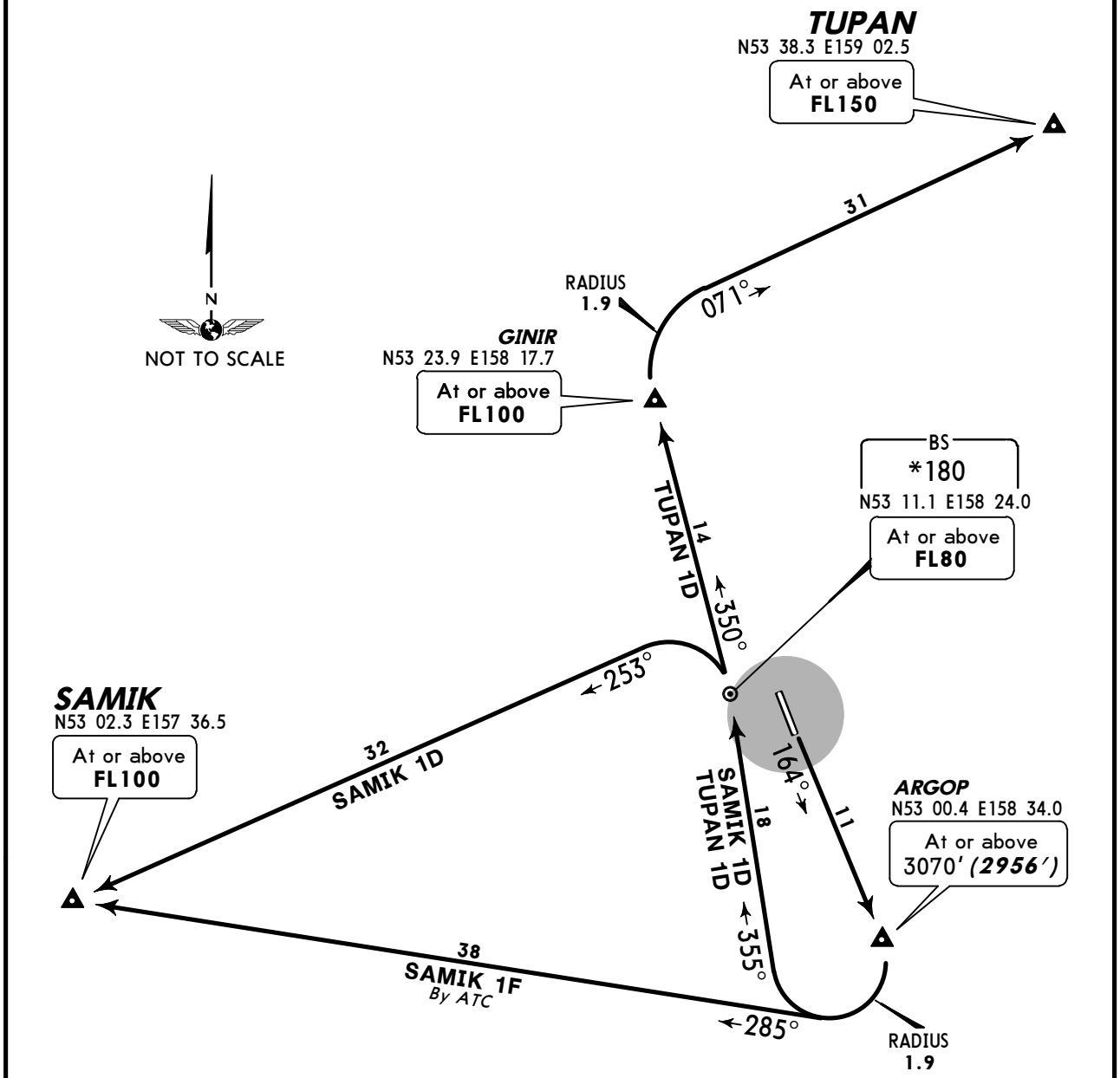
| Apt Elev 131′ | QNH on request **(QFE)**<br>Trans level: FL90<br>FL100 if pressure is less than 756 mm (1007.9 hPa)<br>FL110 if pressure is 729 mm (971.9 hPa) or less<br>Trans alt: 8010′ ***(7896′)*** |
|---|---|




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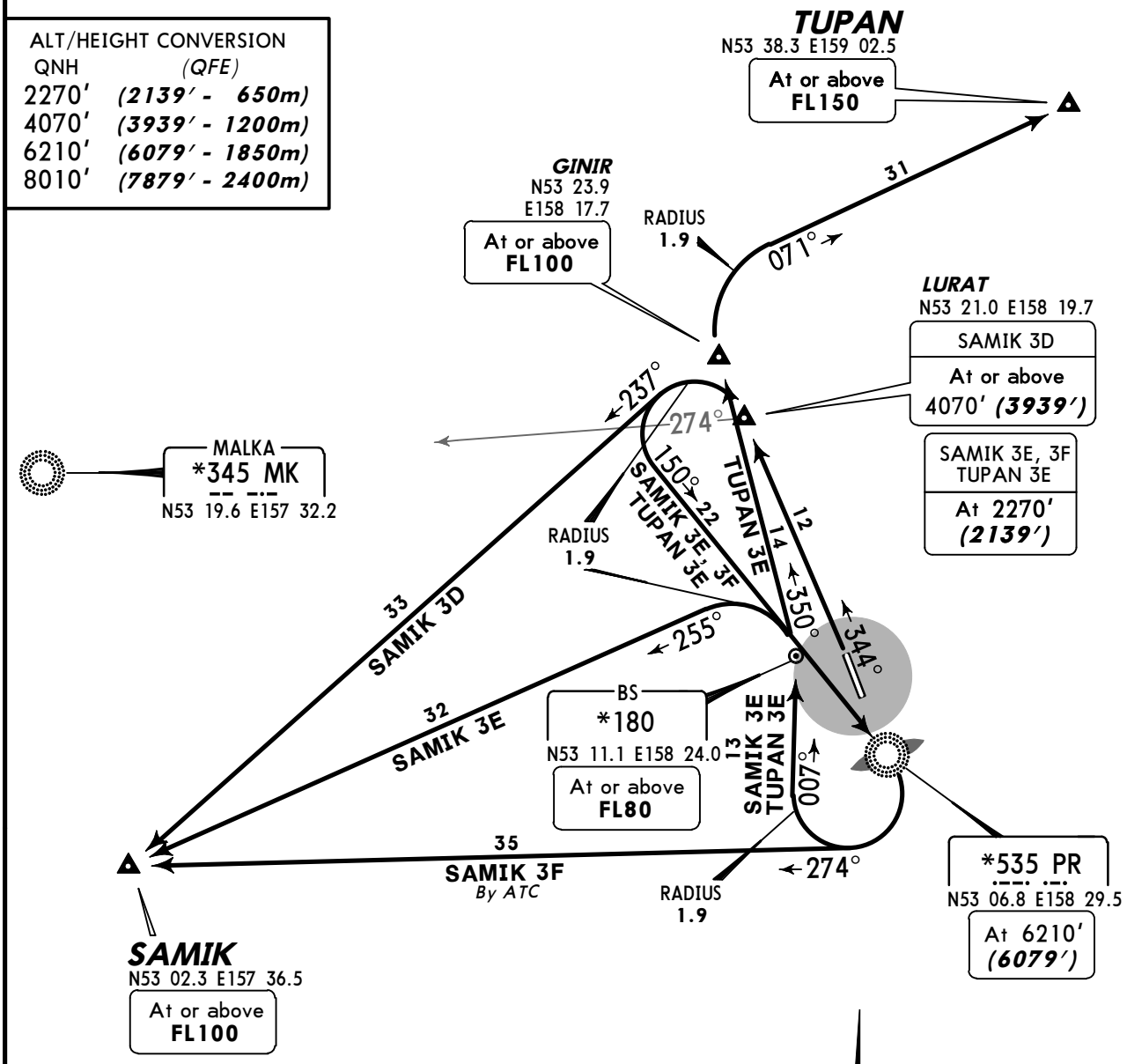
| Apt Elev 131′ | QNH on request **(QFE)**<br>Trans level: FL90<br>FL100 if pressure is less than 756 mm (1007.9 hPa)<br>FL110 if pressure is 729 mm (971.9 hPa) or less<br>Trans alt: 8010′ ***(7879′)*** |
|---|---|

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

# 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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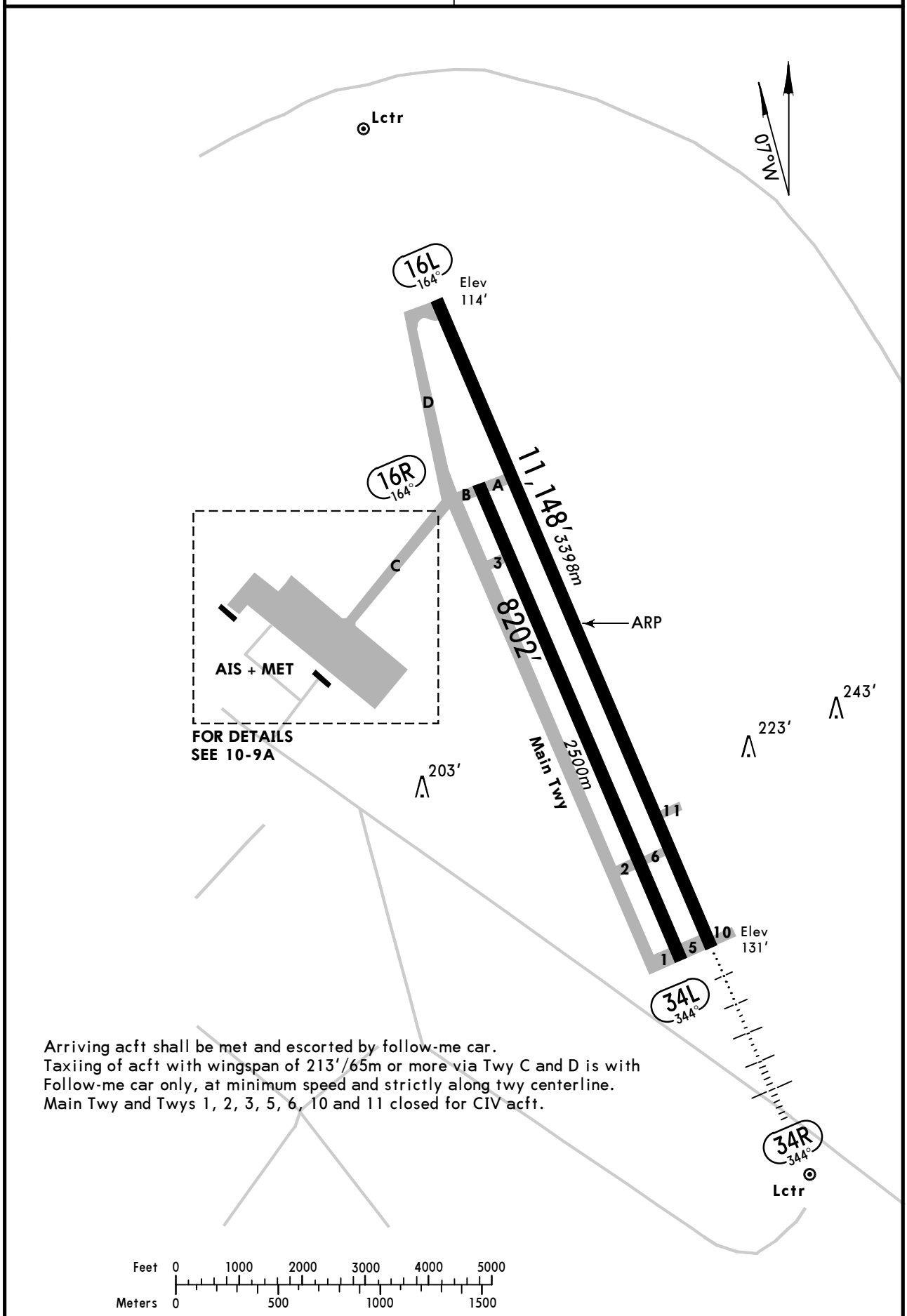
| *ATIS | PETROPAVLOVSK Start (TWR) |
|---|---|
| 126.8 | 118.1 |




*CHANGES:* Var. Rwy bearings. Notes.

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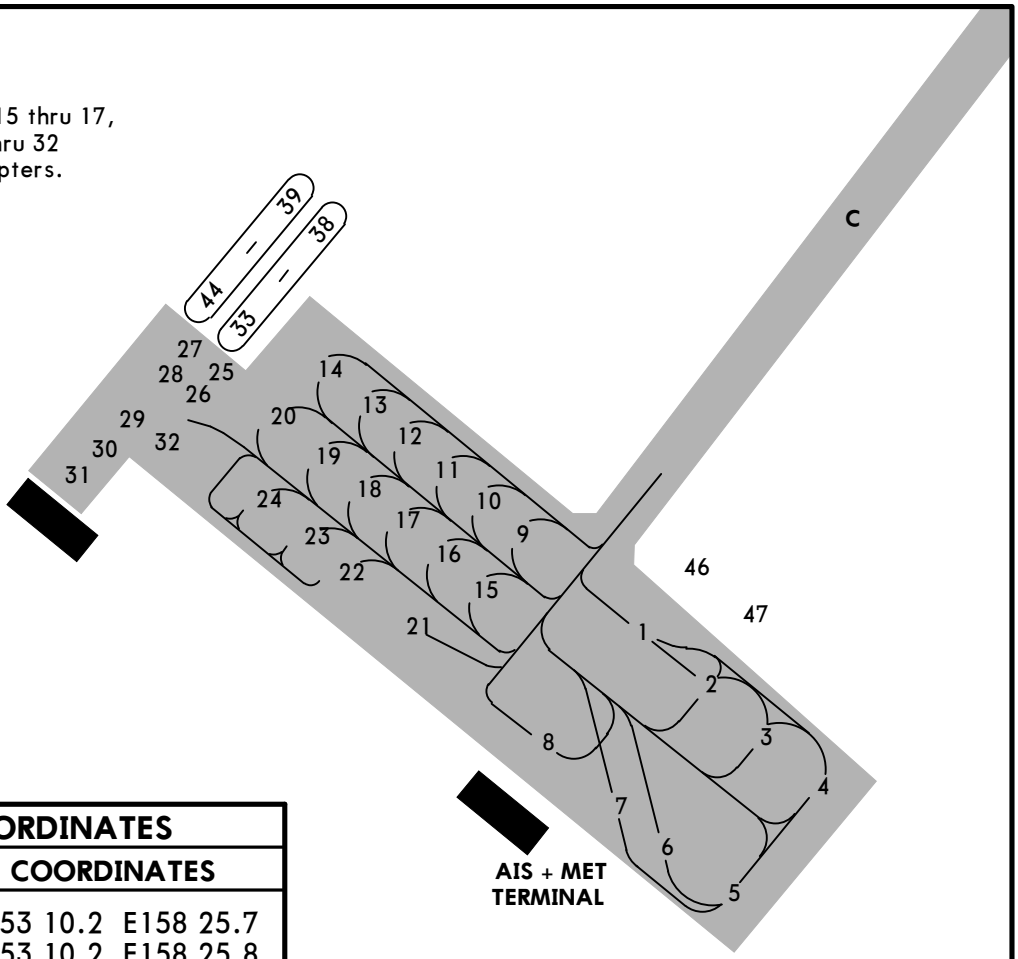
NOT TO SCALE

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




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

GENERAL

Birds.

ADDITIONAL RUNWAY INFORMATION

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

❶ TAKE-OFF RUN AVAILABLE

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

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

| | | | | | | |
|---|---|---|---|---|---|---|
| 16R ❷ 34L | | | | | | 197′ *60m* |

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

TAKE-OFF

AIR CARRIER (JAA)

**Rwy 16L/34R**

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

*CHANGES:* Note. Stands. Coordinates. Usable lengths.

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| 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<br>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 1 FEB 13 Eff 7 Feb (11-1)

# PETROPAVLOVSK-KAMCHATSKY, RUSSIA

## ❶ ALPHA ILS or 2 NDB Rwy 34R

BRIEFING STRIP ™

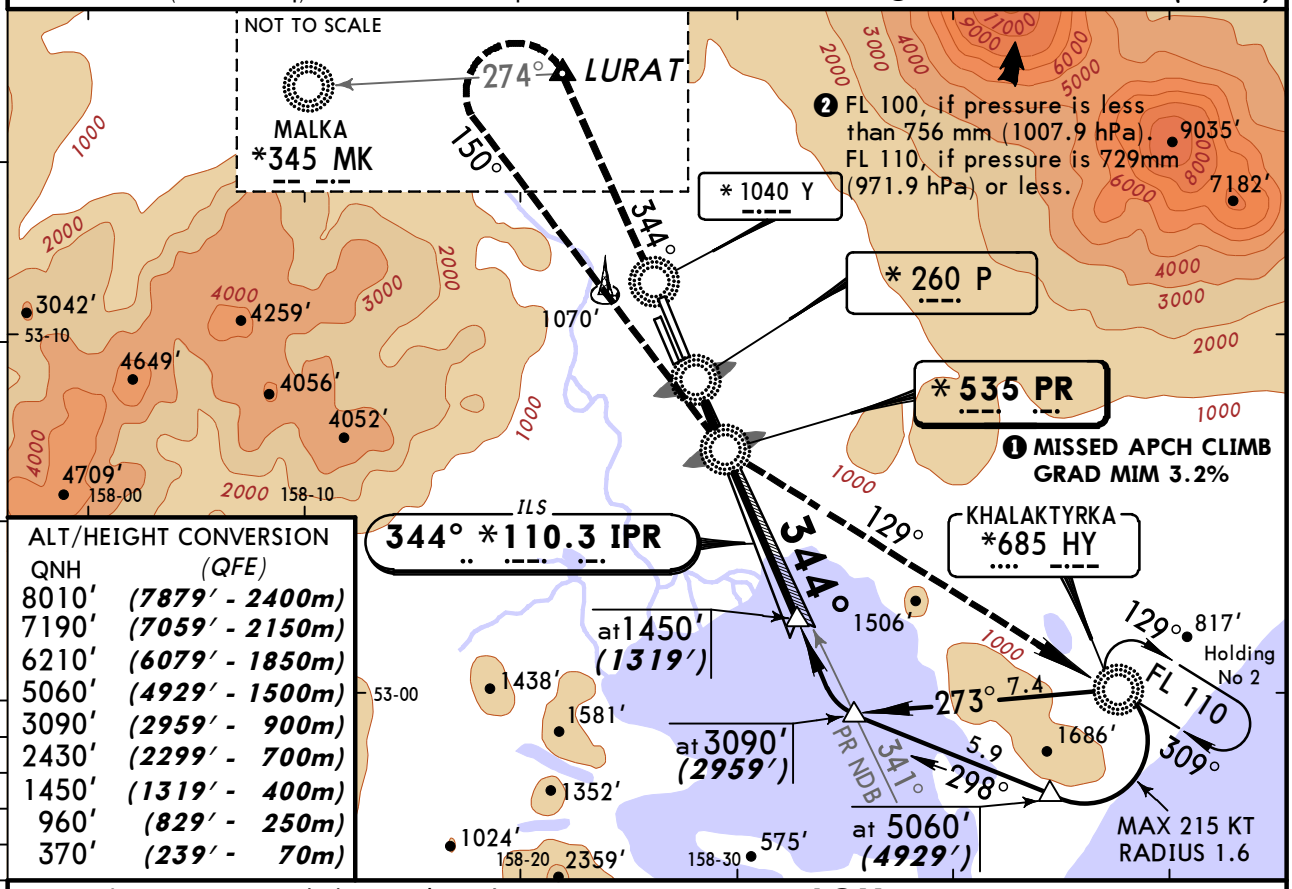
| *ATIS | PETROPAVLOVSK Krug (RDR) | PETROPAVLOVSK Start (TWR) |
|---|---|---|
| 126.8 | 119.4 | 118.1 |

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

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

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

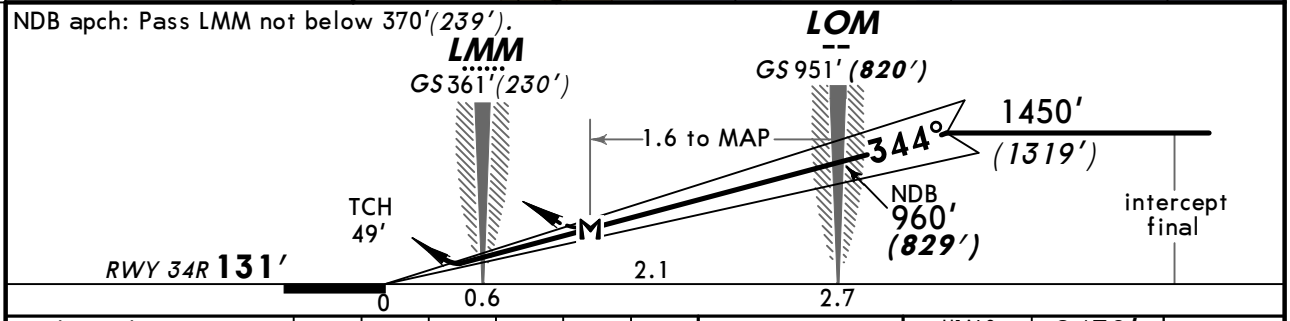
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 ❷ Trans alt: 8010′ (7879′)




ALT/HEIGHT CONVERSION

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

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




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

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

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

PANS OPS

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

CHANGES: Waypoint LURAT.

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# PETROPAVLOVSK-KAMCHATSKY, RUSSIA

## ❶ BRAVO-1 ILS or 2 NDB Rwy 34R

BRIEFING STRIP ™

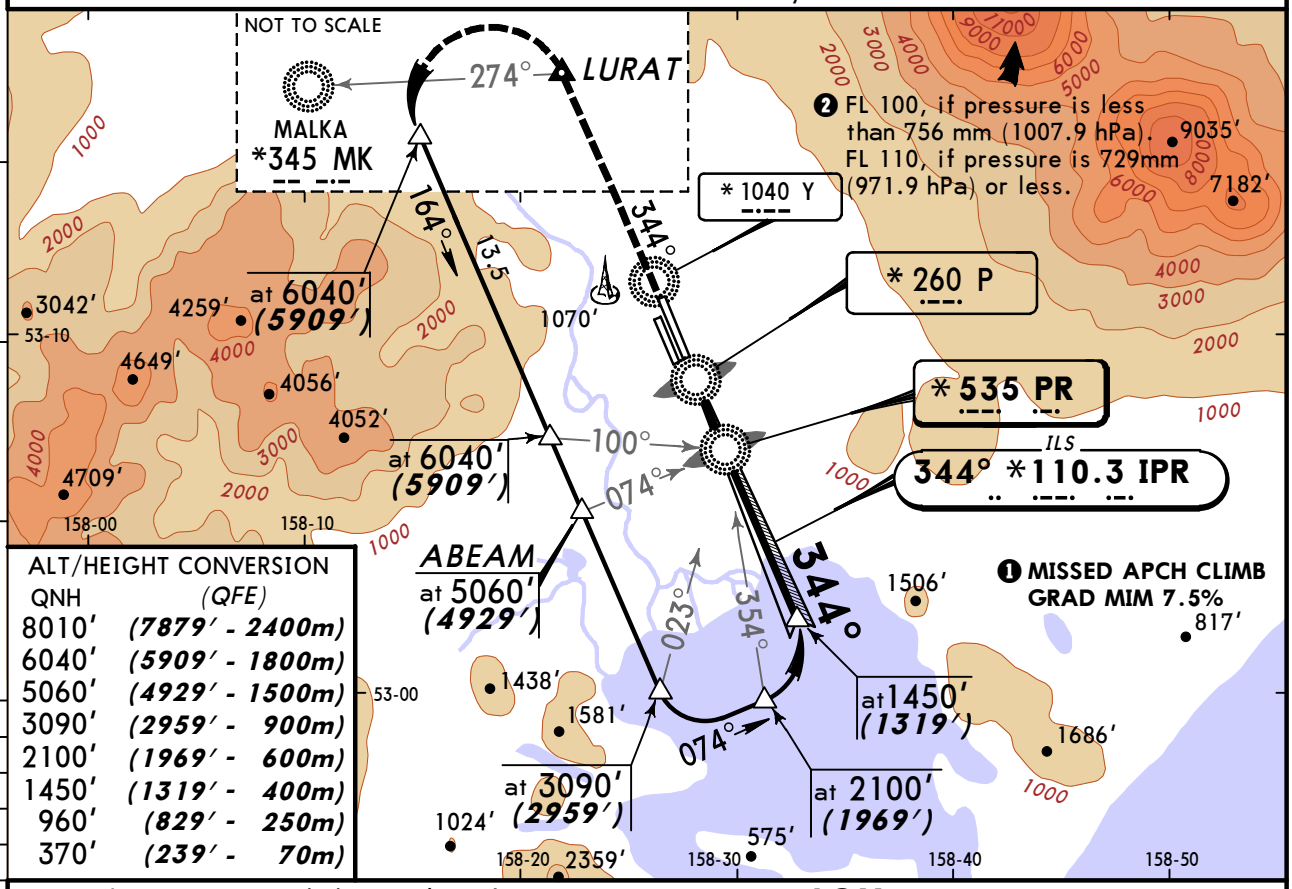
| *ATIS | PETROPAVLOVSK Krug (RDR) | PETROPAVLOVSK Start (TWR) |
|---|---|---|
| 126.8 | 119.4 | 118.1 |

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

MSA ARP: 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.

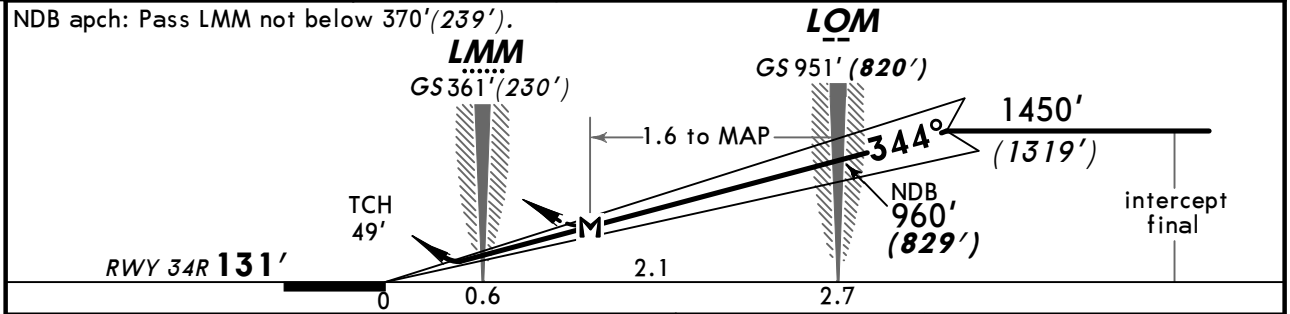
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 90 ❷ Trans alt: 8010′(7879′)
Procedure also carried out in case of radio com failure immediately after take-off.




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:* Waypoint LURAT.

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UHPP/PKC
YELIZOVO

JEPPESEN 1 FEB 13 Eff 7 Feb (11-3)

# PETROPAVLOVSK-KAMCHATSKY, RUSSIA

## ❶ BRAVO-2 ILS or 2 NDB Rwy 34R

BRIEFING STRIP ™

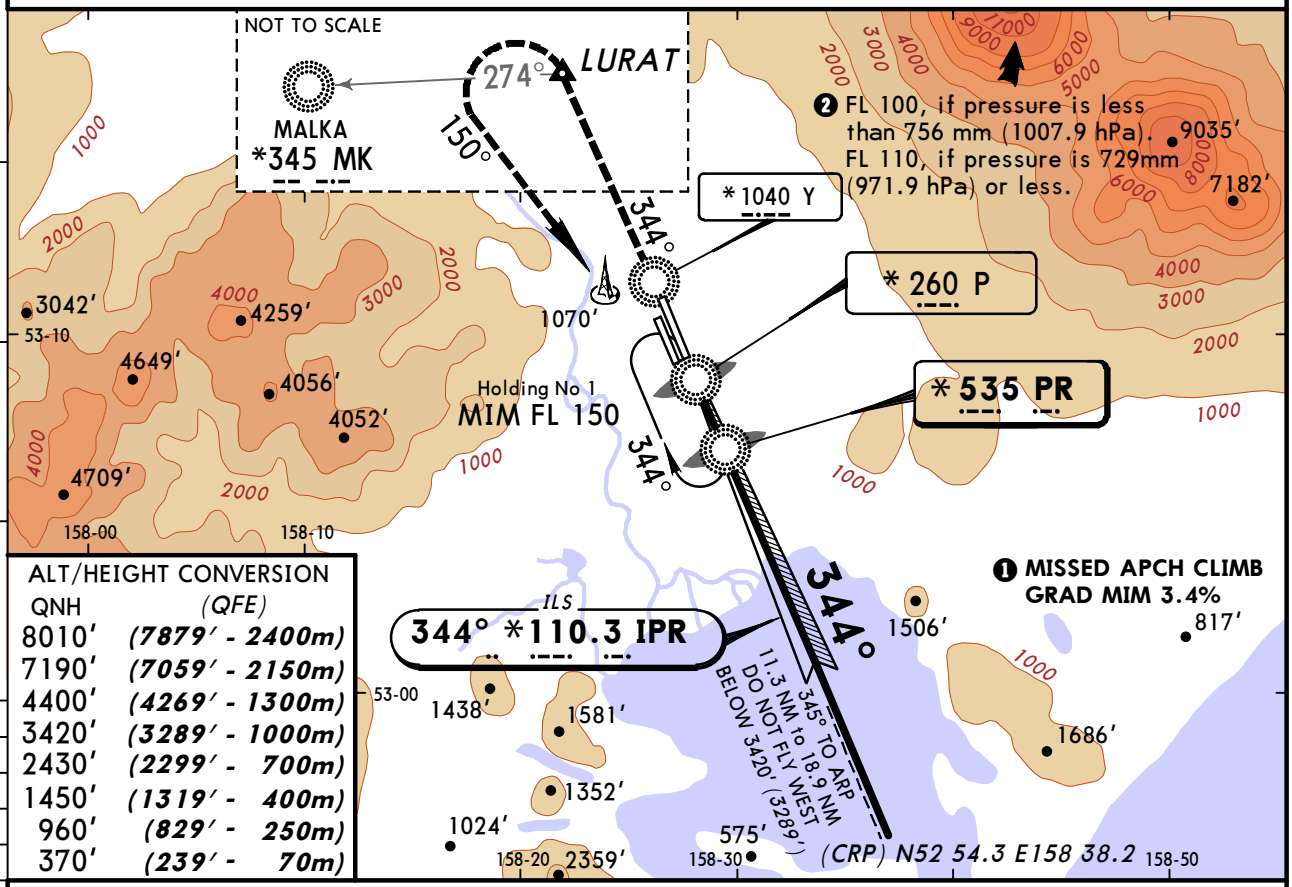
| *ATIS | PETROPAVLOVSK Krug (RDR) | PETROPAVLOVSK Start (TWR) |
|---|---|---|
| 126.8 | 119.4 | 118.1 |

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

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

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

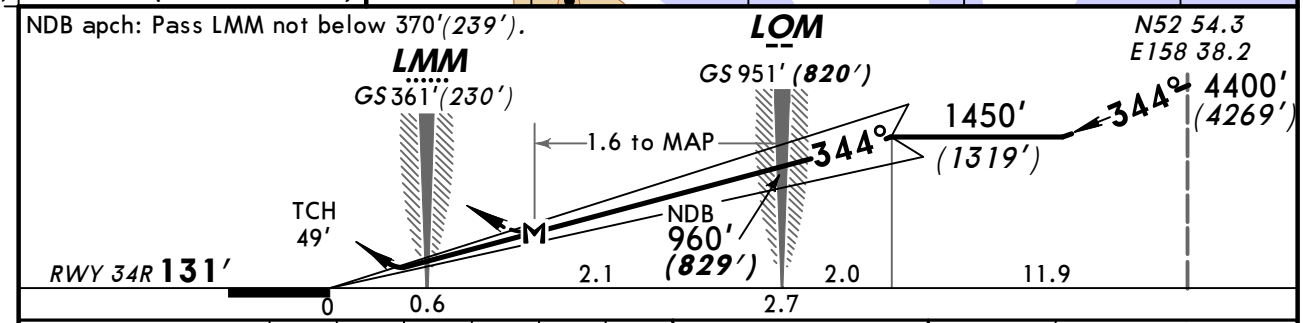
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 ❷ Trans alt: 8010′(7879′)




ALT/HEIGHT CONVERSION

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

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




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

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

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

PANS OPS

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

CHANGES: Waypoint LURAT.

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# PETROPAVLOVSK-KAMCHATSKY, RUSSIA
## CIRCLING Rwy 16L

BRIEFING STRIP ™

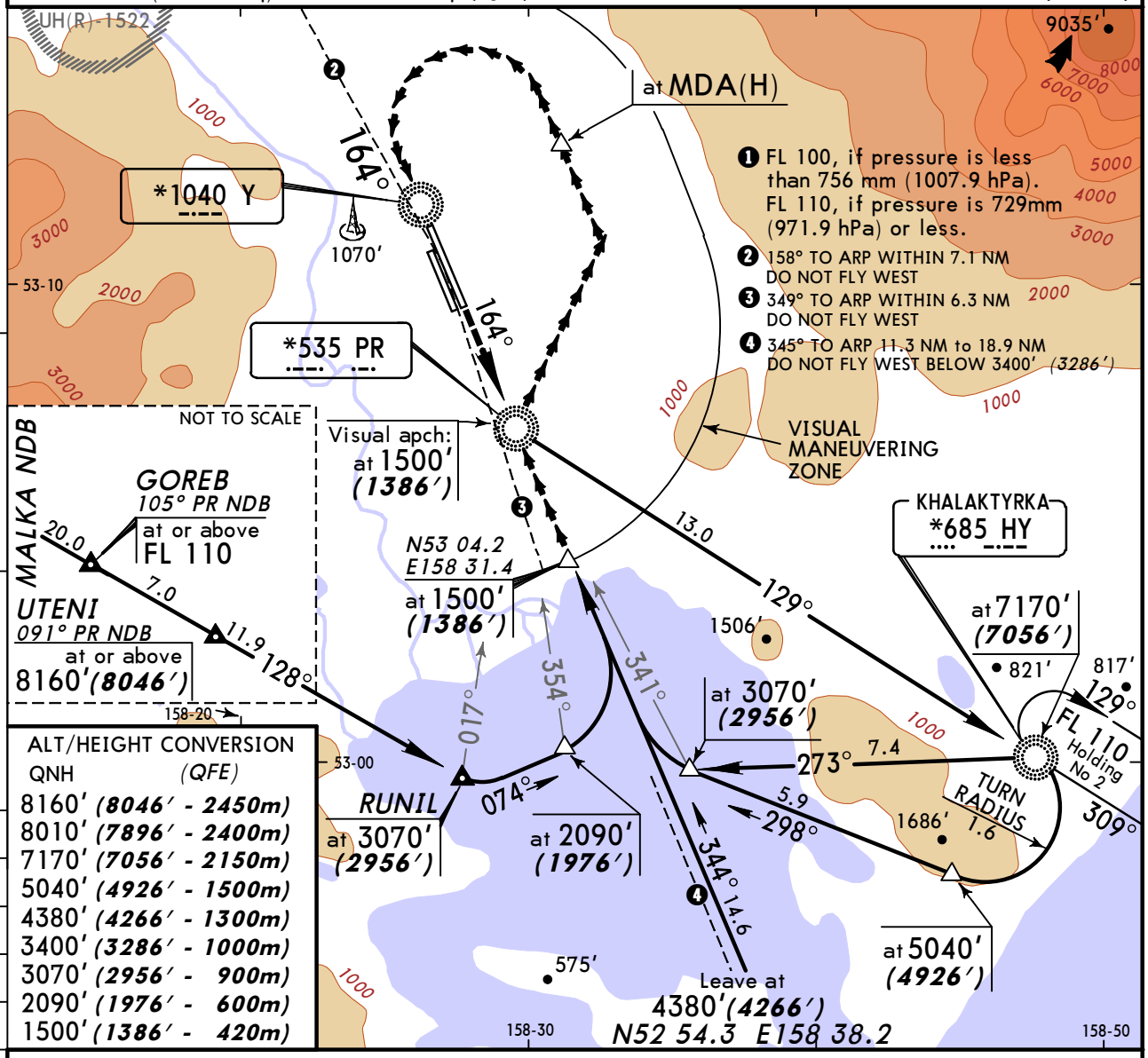
| *ATIS | PETROPAVLOVSK Krug (RDR) | PETROPAVLOVSK Start (TWR) |
|---|---|---|
| 126.8 | 119.4 | 118.1 |

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

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

MSA ARP: 6500' 095°; 14,100' 190°; 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:* None.

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## Chart changes since cycle 07-2013

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**PETROPAVLOVSK-KAMCHATSKY, (YELIZOVO - UHPP)**

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# TERMINAL CHART CHANGE NOTICES

## No Chart Change Notices for Airport UHPP