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Terminal Charts For ULPB

Revision Letter For Cycle 08-2013

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General Information

Location: Petrozavodsk Rus
IATA Code: PES
Lat/Long: N61° 53.1' E034° 09.3'
Elevation: 149 ft

Airport Use: Public
Magnetic Variation: 12.1°E

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: 0222 Z
Sunset: 1705 Z,

Runway Information

Runway: 01
Length x Width: 8209 ft x 157 ft
Surface Type: concrete
TDZ-Elev: 149 ft
Lighting: Edge, ALS

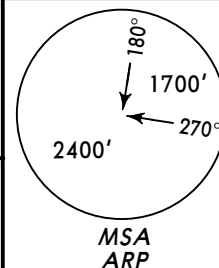
Runway: 19
Length x Width: 8209 ft x 157 ft
Surface Type: concrete
TDZ-Elev: 136 ft
Lighting: Edge, ALS

Communication Information

Petrozavodsk Tower 128.0

Apt Elev
149'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
and 706 mm (941.3 hPa) or above
Trans alt: 3110' (2961')



BELOD 2A [BELO2A]
BUKUS 2A [BUKU2A]
BUKUS 2B [BUKU2B]
RWY 01 ARRIVALS

BUKUS
N62 33.5 E034 10.0
At FL140

NEGAM
N63 34.1 E034 17.8

OLATA
N62 58.4 E035 56.3

BELOD
N62 26.1 E034 59.5
At FL140

***645 X**
N61 52.0 E034 08.3
At FL60

***340 XO**
N61 49.2 E034 05.8
At 1790' (1641')

N61 43.7 E033 51.0
At 2120' (1971')

(IF)
N61 42.7 E034 00.0
At 1790' (1641')

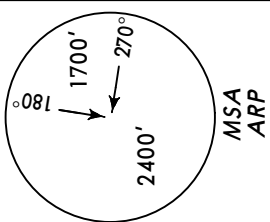
N61 41.7 E033 55.3
At 2120' (1971')



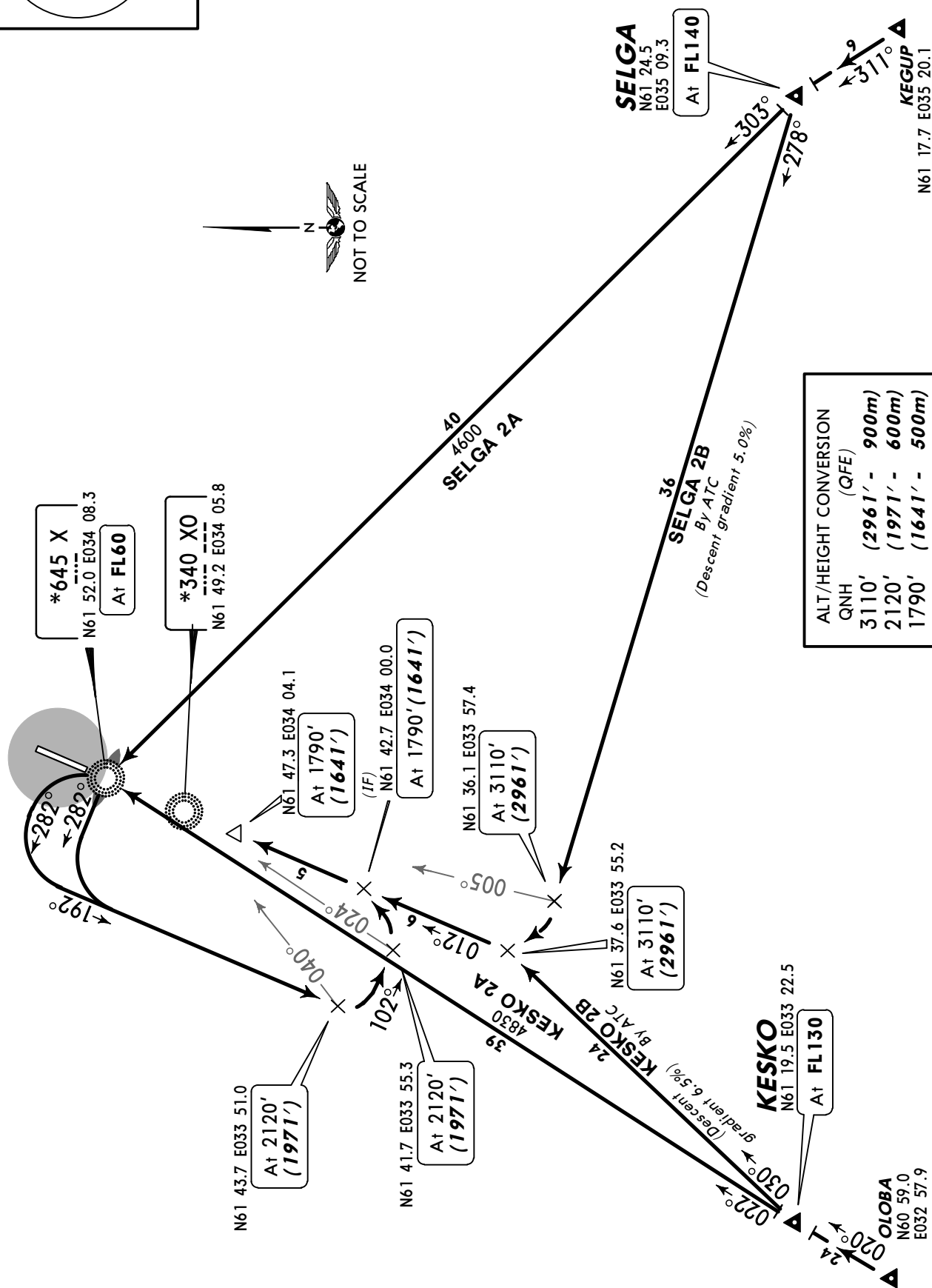
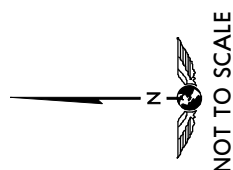
ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3110'	(2961' -	900m)
2120'	(1971' -	600m)
1790'	(1641' -	500m)

Apt Elev
149'

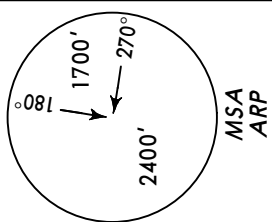
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
and 706 mm (941.3 hPa) or above
Trans alt: 3110' (2961')



KESKO 2A [KESK2A], KESKO 2B [KESK2B]
SELGA 2A [SELG2A], SELGA 2B [SELG2B]
RWY 01 ARRIVALS



Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
 FL60 if pressure is less than 733 mm (977.3 hPa) and 706 mm
 (941.3 hPa) or above
Trans alt: 3110' **(2974')**



SELGA
N61 24.5 E035 09.3
At FL150

SELGA 4B
By ATC
(Descent gradient 4.5%)

KESKO 4B
By ATC
(Descent gradient 4.0%)

KESKO 4A
N61 54.3 E034 10.4
At FL60

SELGA 4A
N61 56.9 E034 14.5

OLOBA
N60 59.0
E032 57.9

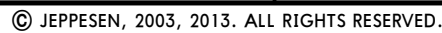
KESKO
N61 19.5 E033 22.5
At FL150

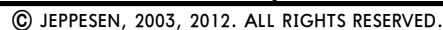
ALT/HEIGHT CONVERSION (QFE)

QNH	(2974' - 900m)
3110'	(2974' - 900m)
2110'	(1974' - 600m)
1780'	(1644' - 500m)

NOT TO SCALE

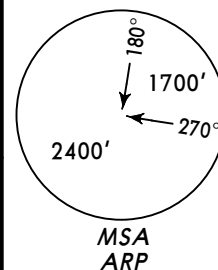
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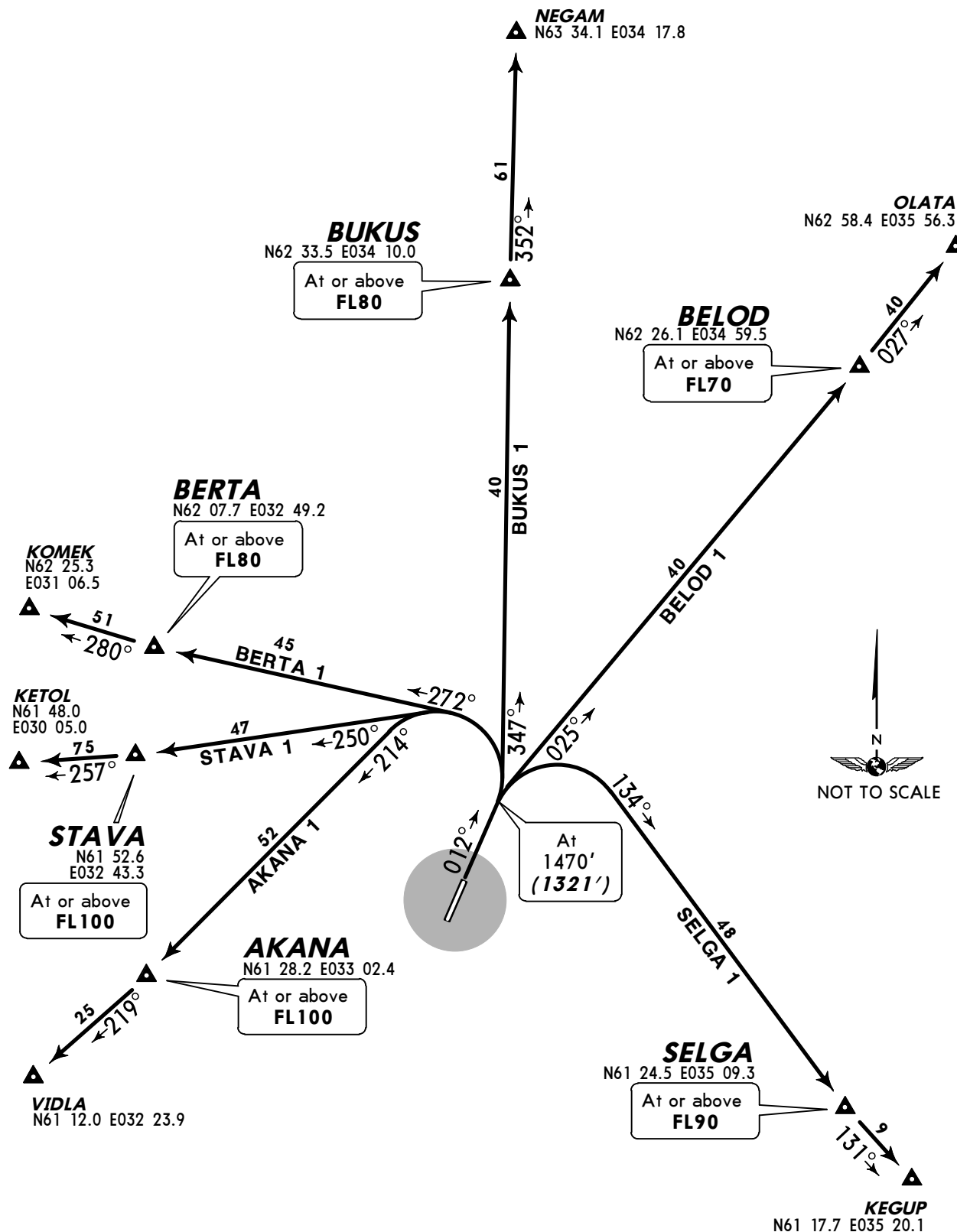


Apt Elev
149'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
and 706 mm (941.3 hPa) or above
Trans alt: 3110' (2961')



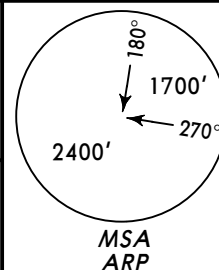
AKANA 1, BELOD 1, BERTA 1
BUKUS 1, SELGA 1, STAVA 1
RWY 01 DEPARTURES



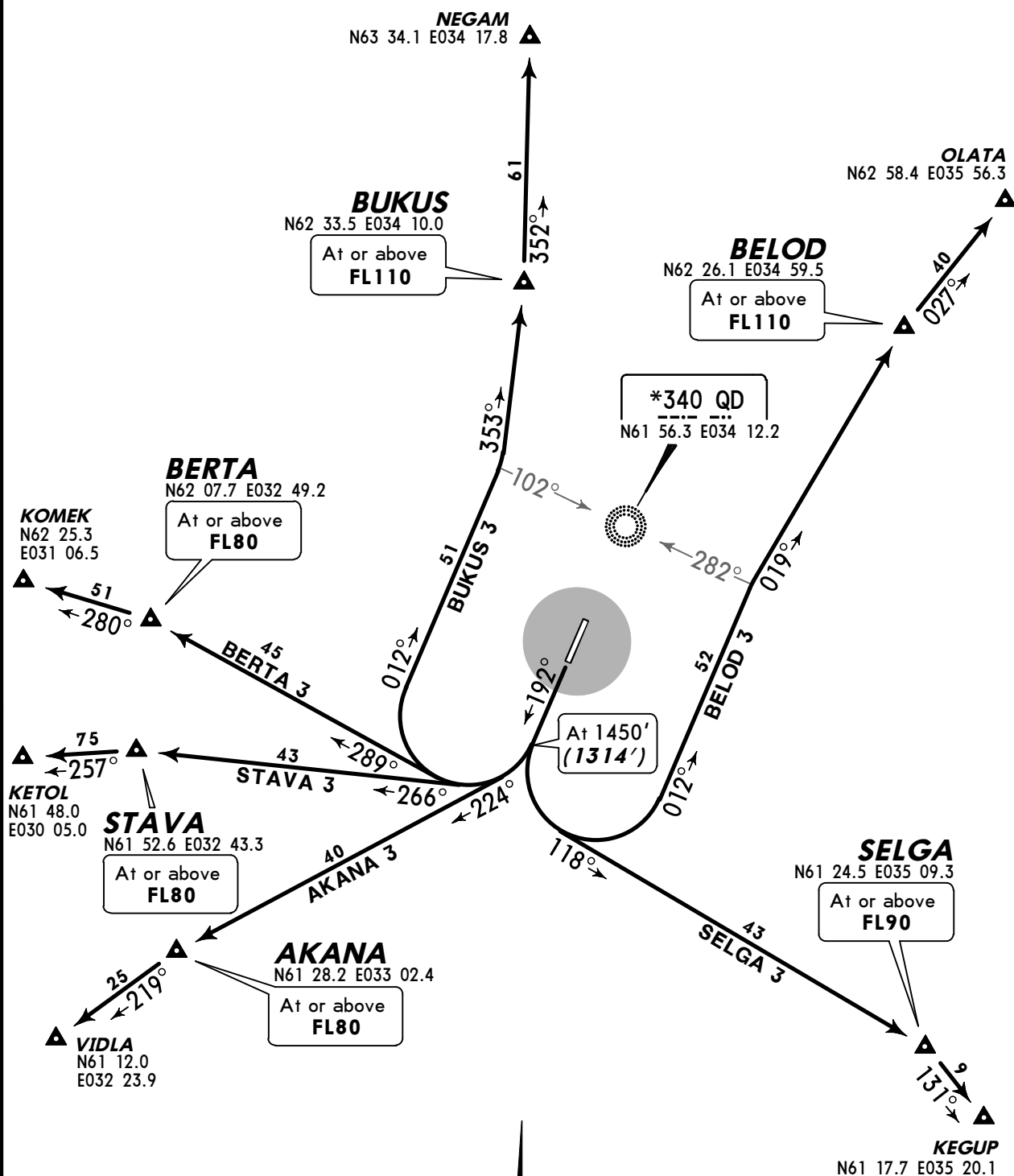
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1470'	(1321' - 400m)
3110'	(2961' - 900m)

Apt Elev
149'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
and 706 mm (941.3 hPa) or above
Trans alt: 3110' (2974')

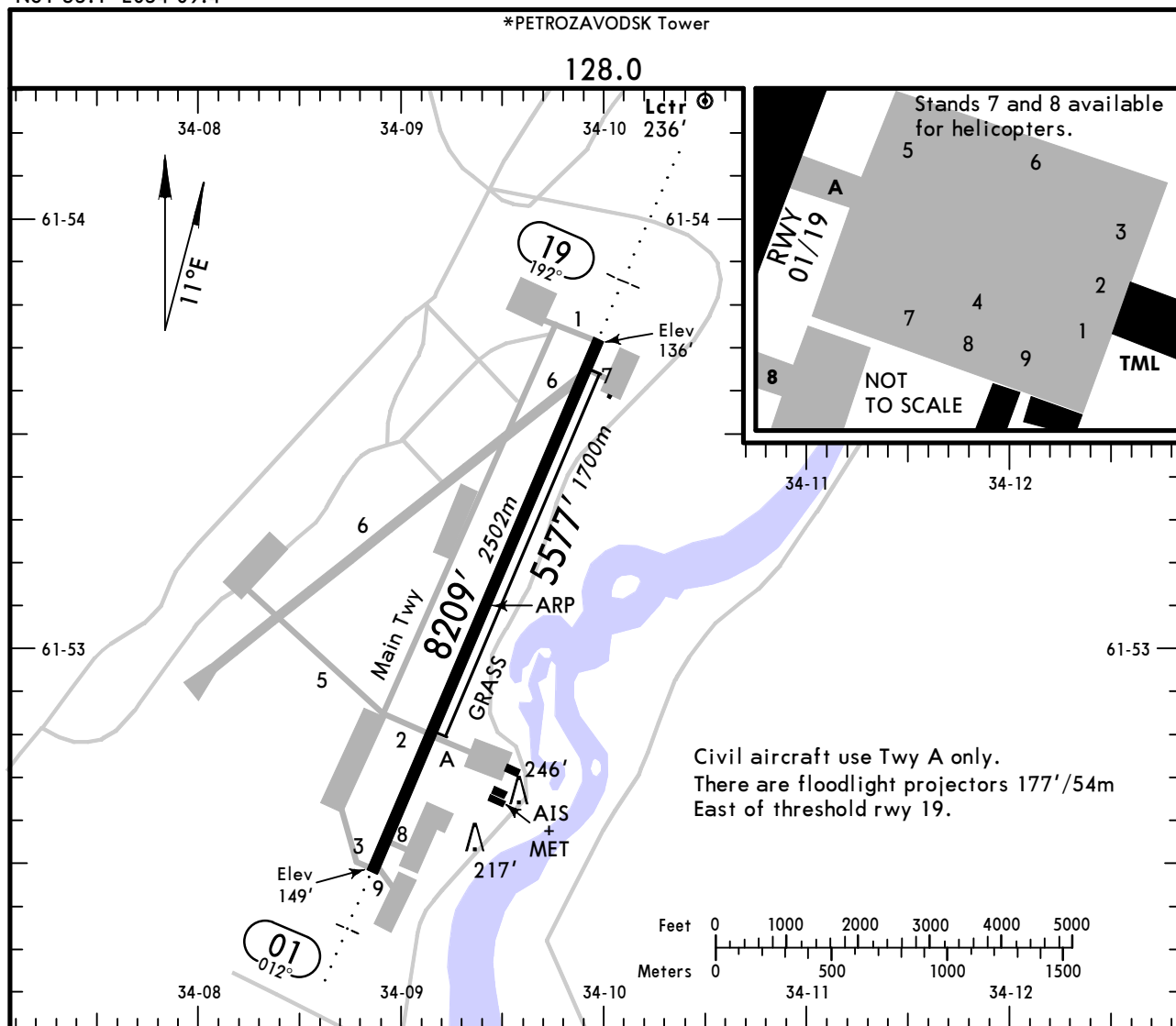


AKANA 3, BELOD 3, BERTA 3
BUKUS 3, SELGA 3, STAVA 3
RWY 19 DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
1450' (1314' - 400m)
3110' (2974' - 900m)

NOT TO SCALE



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	Take-off	
01	RL (60m) HIALS PAPI-L (angle 2.67°) RVR			7874' 2400m ①	148' 48m
19	RL (60m) ALS PAPI-L (angle 2.67°) RVR			②	
01	Grass runway				131' 40m
19					

① First 335' / 102m unusable for take-off.

② TAKE-OFF RUN AVAILABLE

RWY 01:

From rwy head 7874' (2400m)

twy int A 6070' (1850m)

TAKE-OFF

AIR CARRIER (JAA)

Main rwy 01/19

LVP must be in force

RCLM (DAY only)
or RL

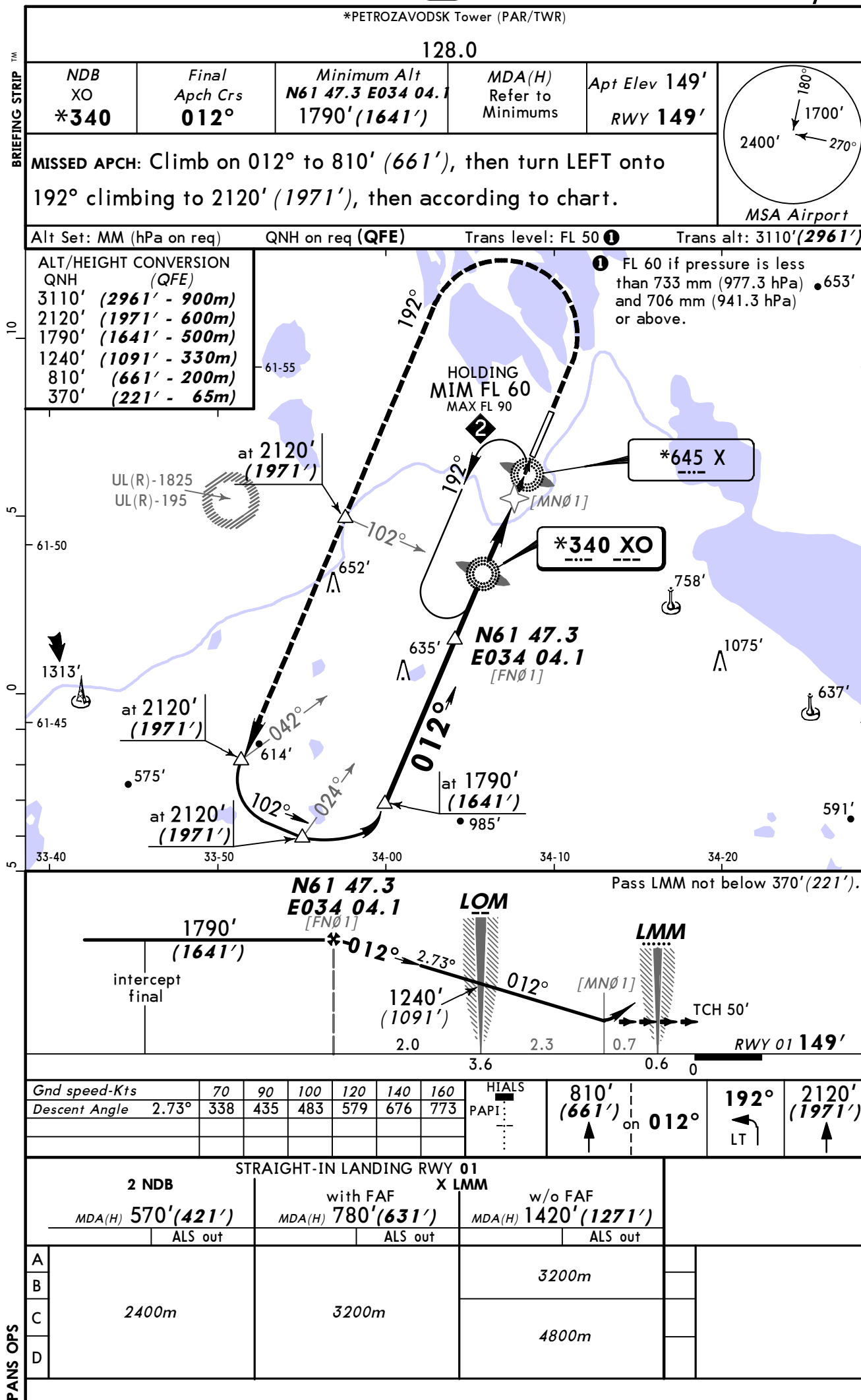
RCLM (DAY only)
or RL

A
B
C
D

250m

300m

400m



*PETROZAVODSK Tower (PAR/TWR)

128.0

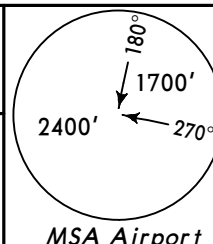
NDB
Q
*700

Final
Apch Crs
012°

Minimum Alt
N61 47.3 E034 04.1
1790' (1641')

MDA(H)
(CONDITIONAL)
900' (751')

Apt Elev 149'
RWY 149'



MISSED APCH: Climb on 012° to 810' (661'), then turn LEFT onto 192° climbing to 2120' (1971'), then according to chart.

Alt Set: MM (hPa on req)

QNH on req (QFE)

Trans level: FL 50 ①

Trans alt: 3110' (2961')

ALT/HEIGHT CONVERSION

QNH (QFE)

3110' (2961' - 900m)

2120' (1971' - 600m)

1790' (1641' - 500m)

810' (661' - 200m)

at 2120'
(1971')

HOLDING
MIM FL 60
MAX FL 90

① FL 60 if pressure is less than 733 mm (977.3 hPa) and 706 mm (941.3 hPa) or above.

*700 Q

UL(R)-1825
UL(R)-195

1313'

at 2120'
(1971')

at 2120'
(1971')

N61 47.3
E034 04.1

1790'
(1641')

intercept
final

5.6

NDB

RWY 01 149'

Gnd speed-Kts	70	90	100	120	140	160	HIALS	810' (661')	192°	2120' (1971')
Descent Angle	2.67°	331	425	472	567	661	756	on 012°	LT	

STRAIGHT-IN LANDING RWY 01

	with FAF MDA(H) 900' (751')	w/o FAF MDA(H) 1150' (1001')
	ALS out	ALS out
A	3200m	3200m
B	3200m	3200m
C	3600m	4800m
D	4000m	4800m

*PETROZAVODSK Tower (PAR/TWR)

128.0

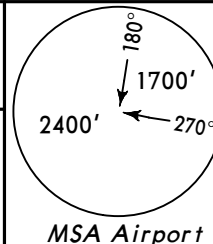
NDB
QD
*340

Final
Apch Crs
192°

Minimum Alt
N61 58.9 E034 14.5
1780' (1644')

MDA(H)
Refer to
Minimums

Apt Elev 149'
RWY 136'



MISSED APCH: Climb on 192° to 800' (664'), then turn RIGHT onto 012° climbing to 2110' (1974'), then according to chart.

Alt Set: MM (hPa on req)

QNH on req (QFE)

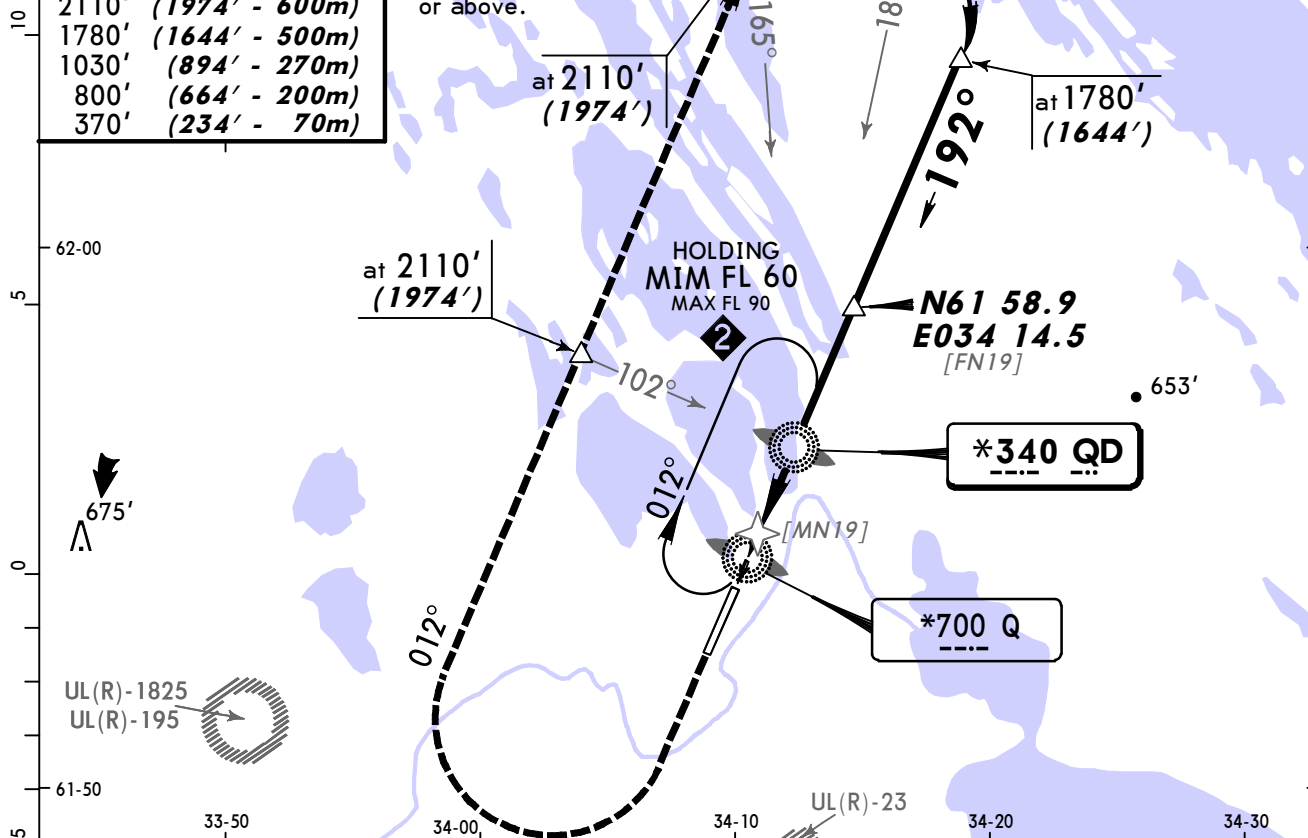
Trans level: FL 50 ①

Trans alt: 3110' (2974')

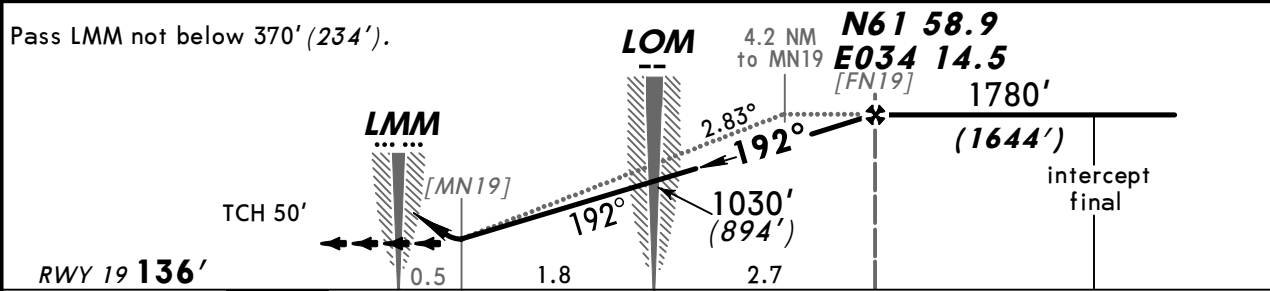
ALT/HEIGHT CONVERSION

QNH	(QFE)
3110' (2974' - 900m)	
2110' (1974' - 600m)	
1780' (1644' - 500m)	
1030' (894' - 270m)	
800' (664' - 200m)	
370' (234' - 70m)	

① FL 60 if pressure is less than 733 mm (977.3 hPa) and 706 mm (941.3 hPa) or above.



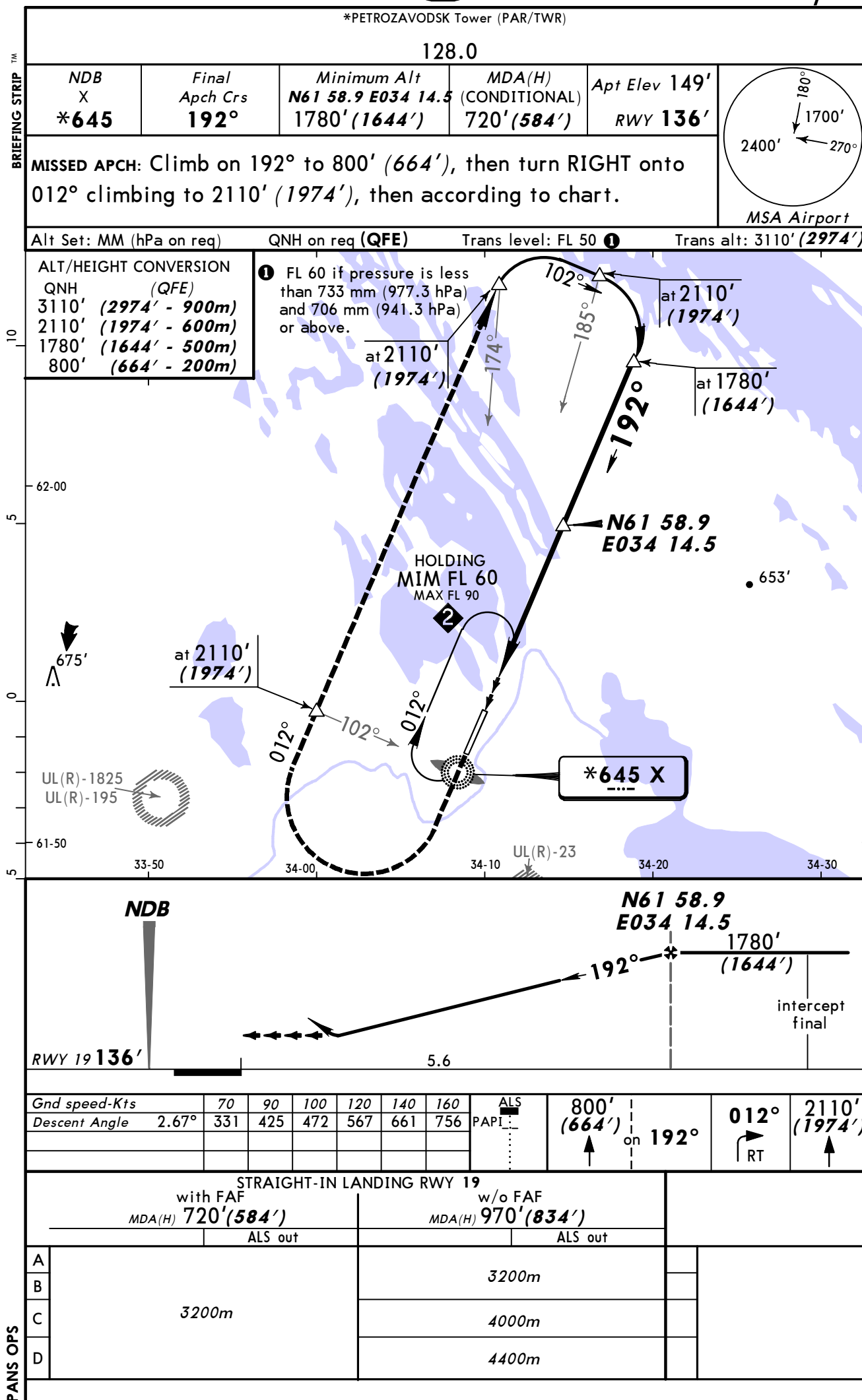
Pass LMM not below 370' (234').



Gnd speed-Kts	70	90	100	120	140	160	ALS	800' (664')	on 192°	012° RT	2110' (1974')
Descent Angle	2.83°	350	451	501	601	701	801				

STRAIGHT-IN LANDING RWY 19

2 NDB				Q LMM			
with FAF		w/o FAF		with FAF		w/o FAF	
MDA(H) 500' (364')		MDA(H) 570' (434')		MDA(H) 720' (584')		MDA(H) 970' (834')	
ALS out		ALS out		ALS out		ALS out	
A							
B	RVR 1500m VIS 1600m		2300m			3200m	
C						4000m	
D	RVR 1800m VIS 2000m		2400m			4400m	



PETROZAVODSK, (BESOVETS - ULPB)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ULPB

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

PAPI-L rwy 01 angle changed to 3.0°.