

List of pages in this Trip Kit

Trip Kit Index

Airport Information For USPP

Terminal Charts For USPP

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Perm Rus
IATA Code: PEE
Lat/Long: N57° 54.8' E056° 01.4'
Elevation: 404 ft

Airport Use: Public
Magnetic Variation: 15.0°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: 0107 Z
Sunset: 1525 Z,

Runway Information

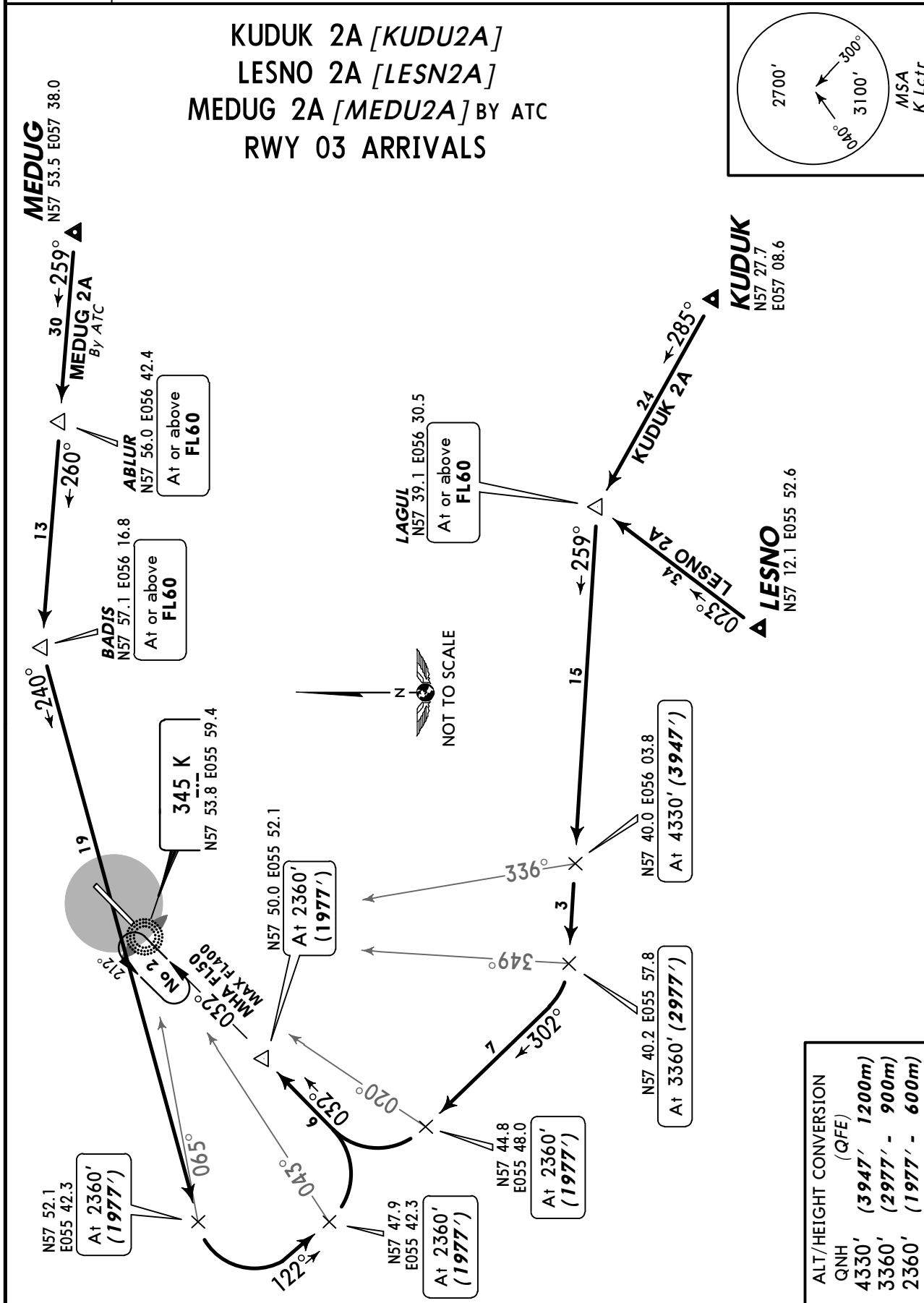
Runway: 03
Length x Width: 10499 ft x 161 ft
Surface Type: concrete
TDZ-Elev: 383 ft
Lighting: Edge, ALS

Runway: 21
Length x Width: 10499 ft x 161 ft
Surface Type: concrete
TDZ-Elev: 393 ft
Lighting: Edge, ALS

Communication Information

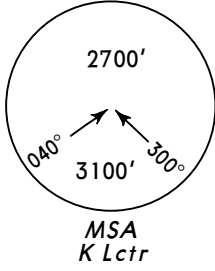
ATIS 126.4
Perm Start Tower 124.0 At or below 1970 ft
Perm Approach Control 127.1 Between 16700 ft and 1970 ft

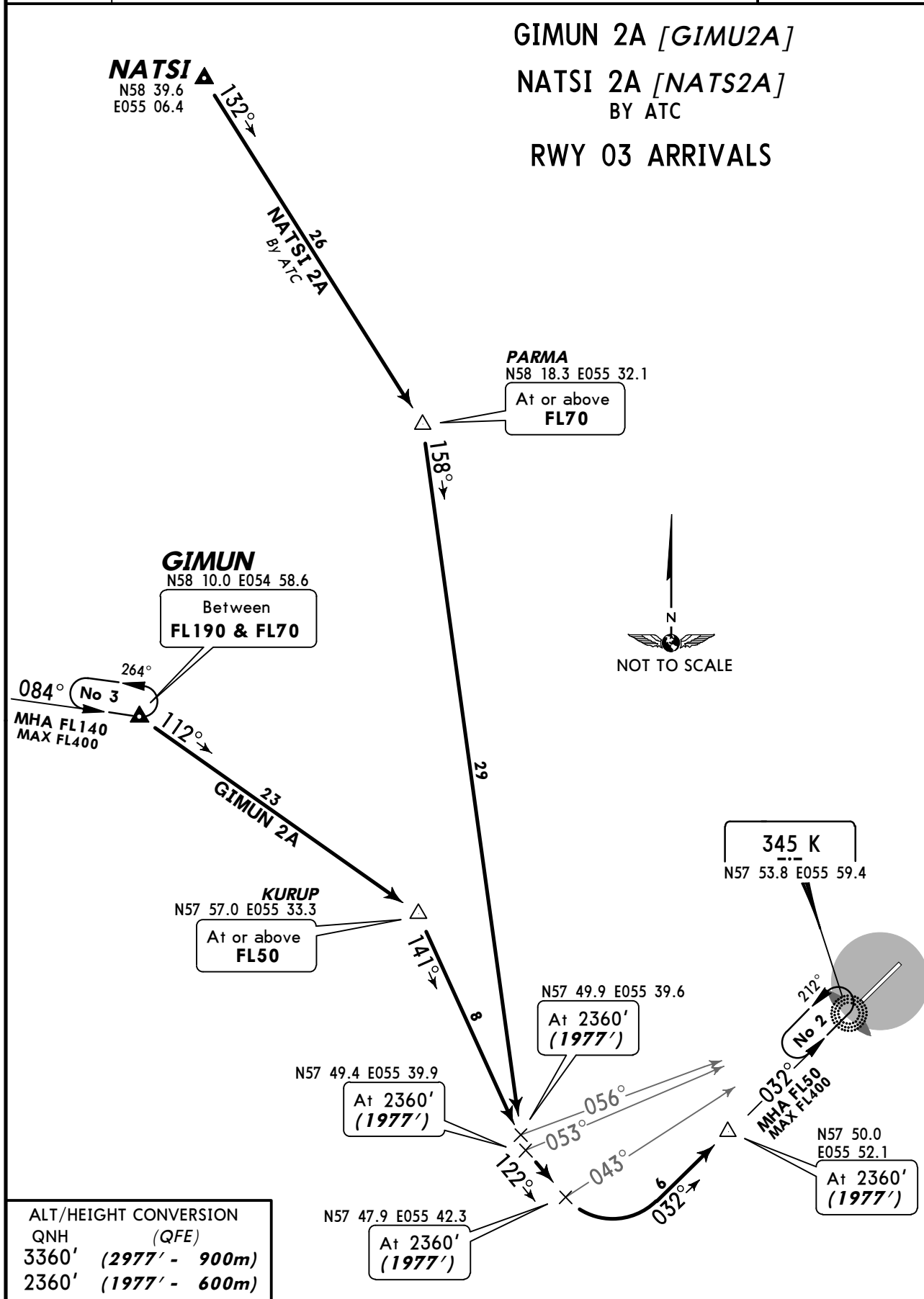
ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 722 mm (962.6 hPa)
Apt Elev 404'	Trans alt: 3360' (2977') 1. For simultaneous flights in area No 2 (over K) traffic 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 4A [KUDU4A]
LESNO 4A [LESN4A]
MEDUG 4A [MEDU4A] BY ATC
RWY 21 ARRIVALS



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) Trans alt: 3360' (2977')	
Apt Elev 404'	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.	



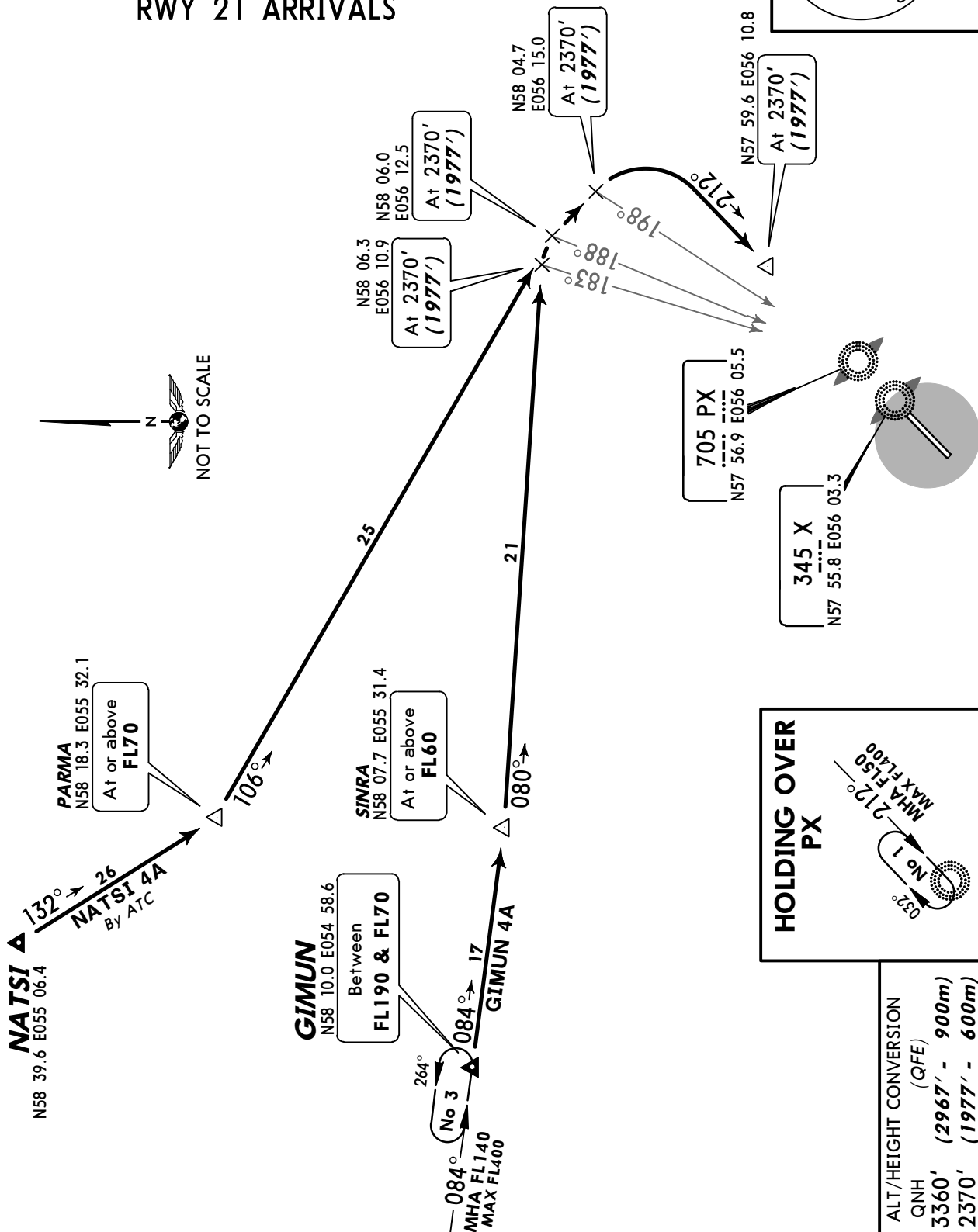
ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 722 mm (962.6 hPa)
Apt Elev 404'	Trans alt: 3360' (2967') 1. For simultaneous flights in area No 1 (over PX) traffic 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.

GIMUN 4A [GIMU4A]

NATSI 4A [NATS4A]

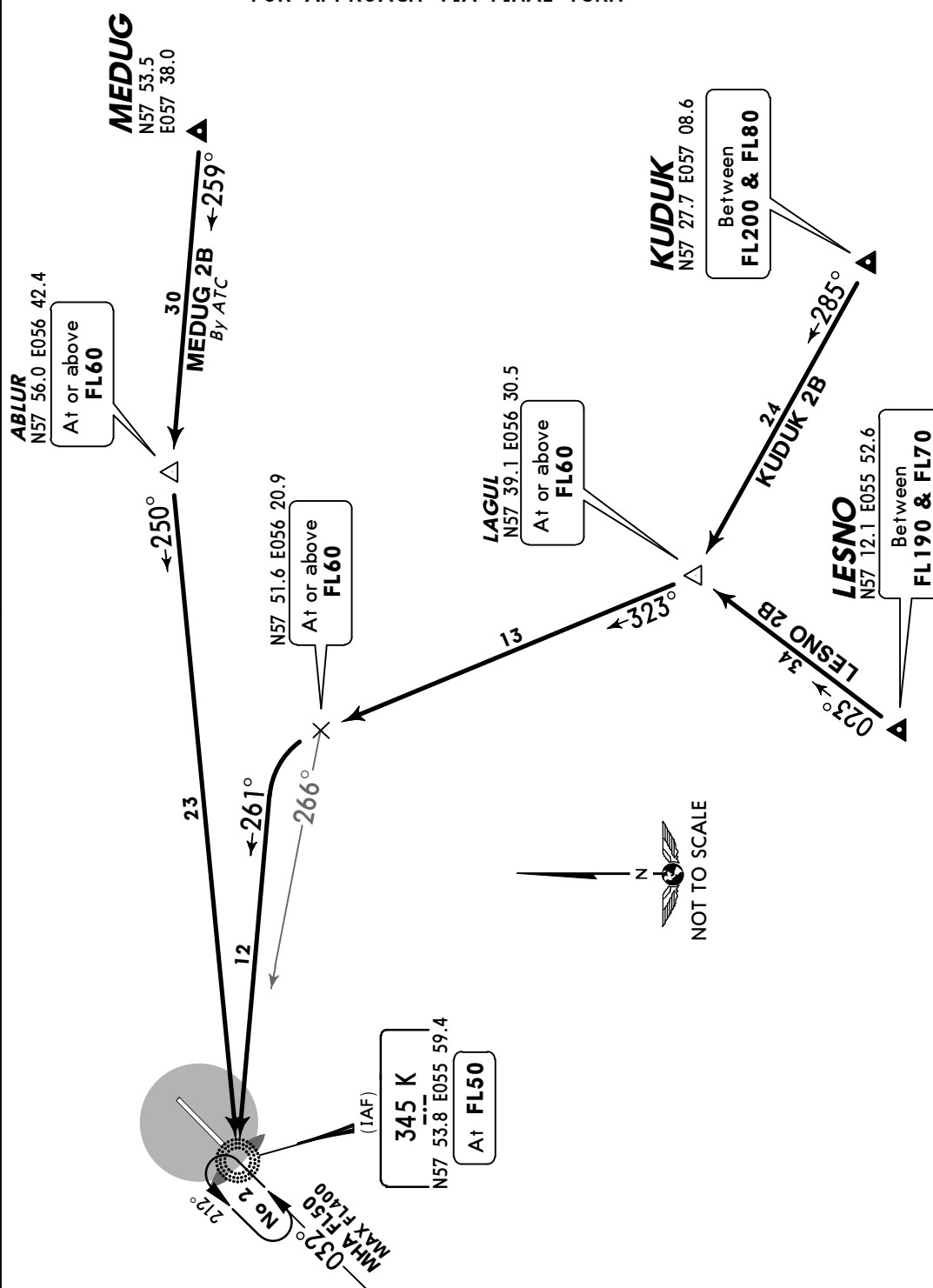
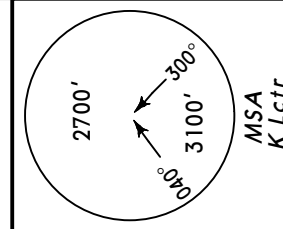
BY ATC

RWY 21 ARRIVALS



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



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

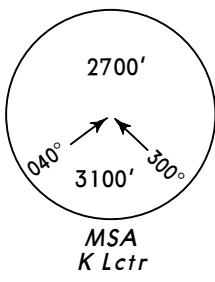
KUDUK 4B [KUDU4B]
LESNO 4B [LESN4B]
MEDUG 4B [MEDU4B] BY ATC
RWY 21 ARRIVALS
WITHOUT RADAR CONTROL
FOR APPROACH VIA RACETRACK

2700'
3000'
040°
MSA
X I c t r

MEDUG
N57 53.5 E057 38.0
←259°
30
MEDUG 4B
By ATC
←258°
19
N57 53.7 E056 20.6
At or above
FL60
←272°
9
N57 56.9 E056 05.5
At FL50
705 PX
(IAF)
345 X
N57 55.8 E056 03.3
←278°
16
N57 39.1 E056 30.5
At or above
FL60
←325°
24
N57 27.7 E057 08.6
Between
FL200 & FL80
KUDUK 4B
←285°
34
N57 12.1 E055 52.6
Between
FL190 & FL70
LESNO 4B
←023°
MHA FL450
212°
No 1
032°
MAX FL400

NOT TO SCALE

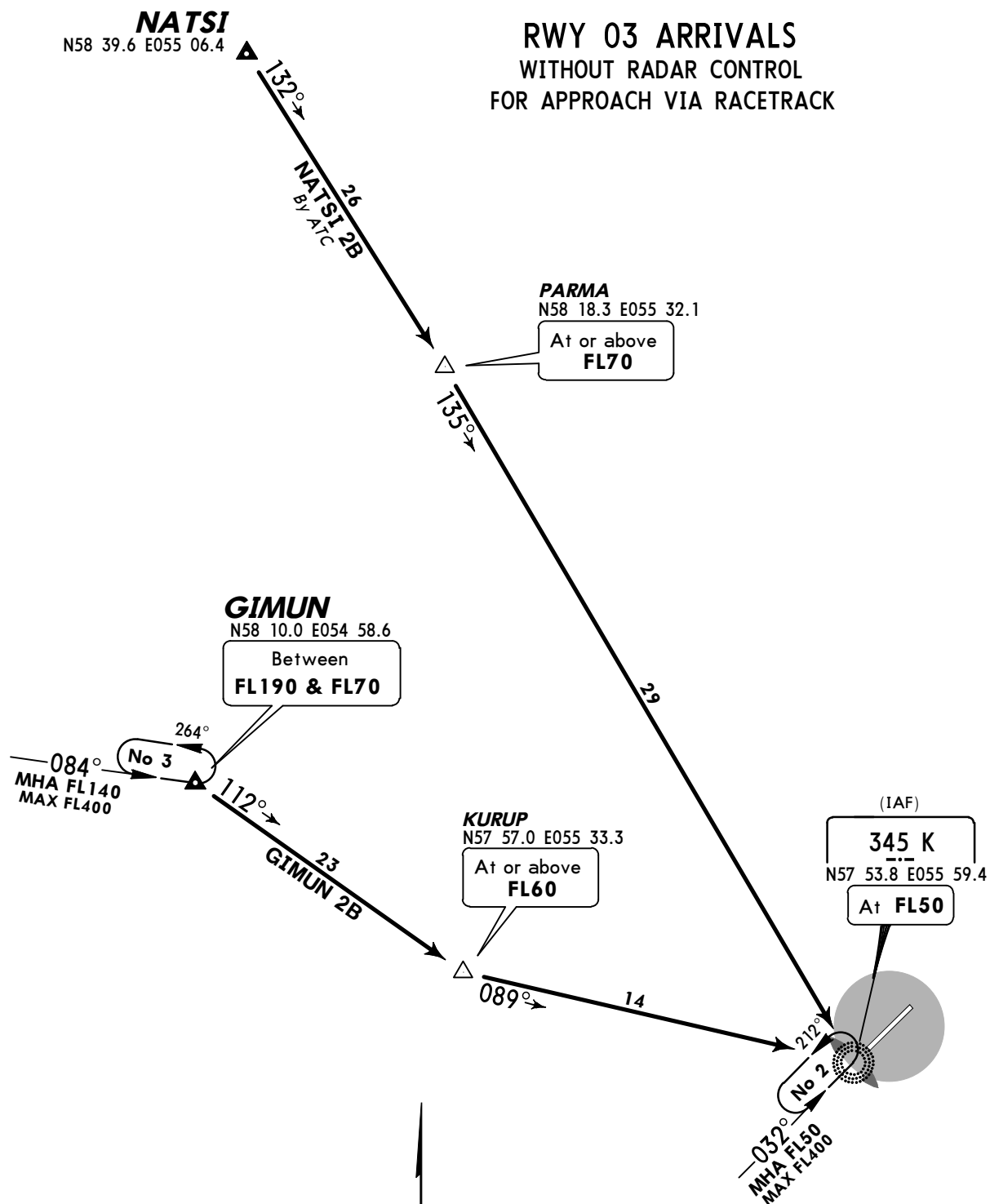
ALT/HEIGHT CONVERSION
QNH
3360' (2967' - 900m)

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) Trans alt: 3360' (2977')	
<i>Apt Elev</i> 404'	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]

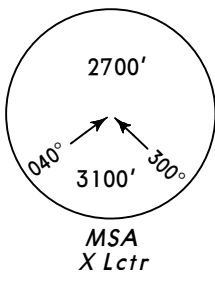
NATSI 2B [NATS2B] BY ATC

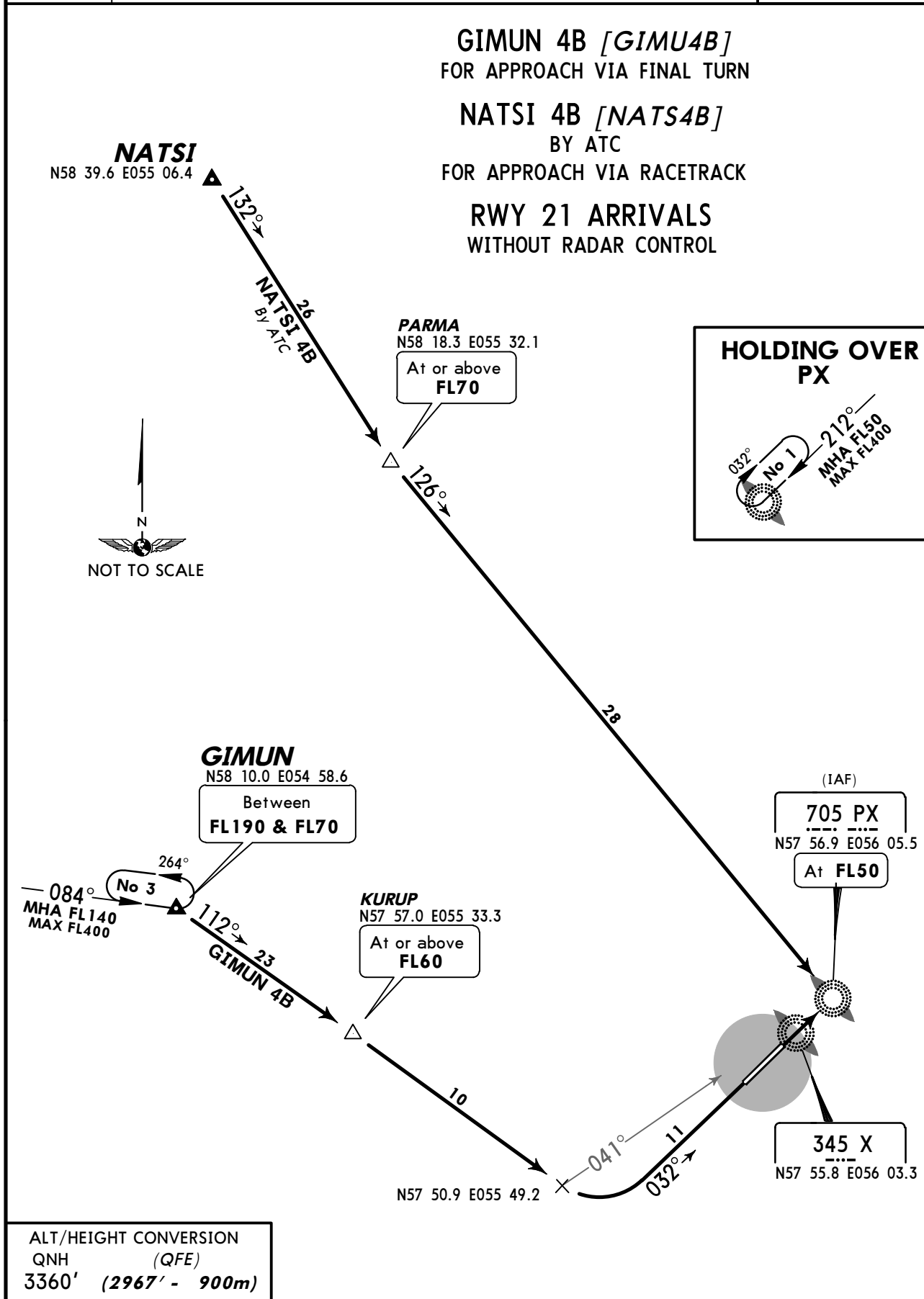
RWY 03 ARRIVALS WITHOUT RADAR CONTROL FOR APPROACH VIA RACETRACK

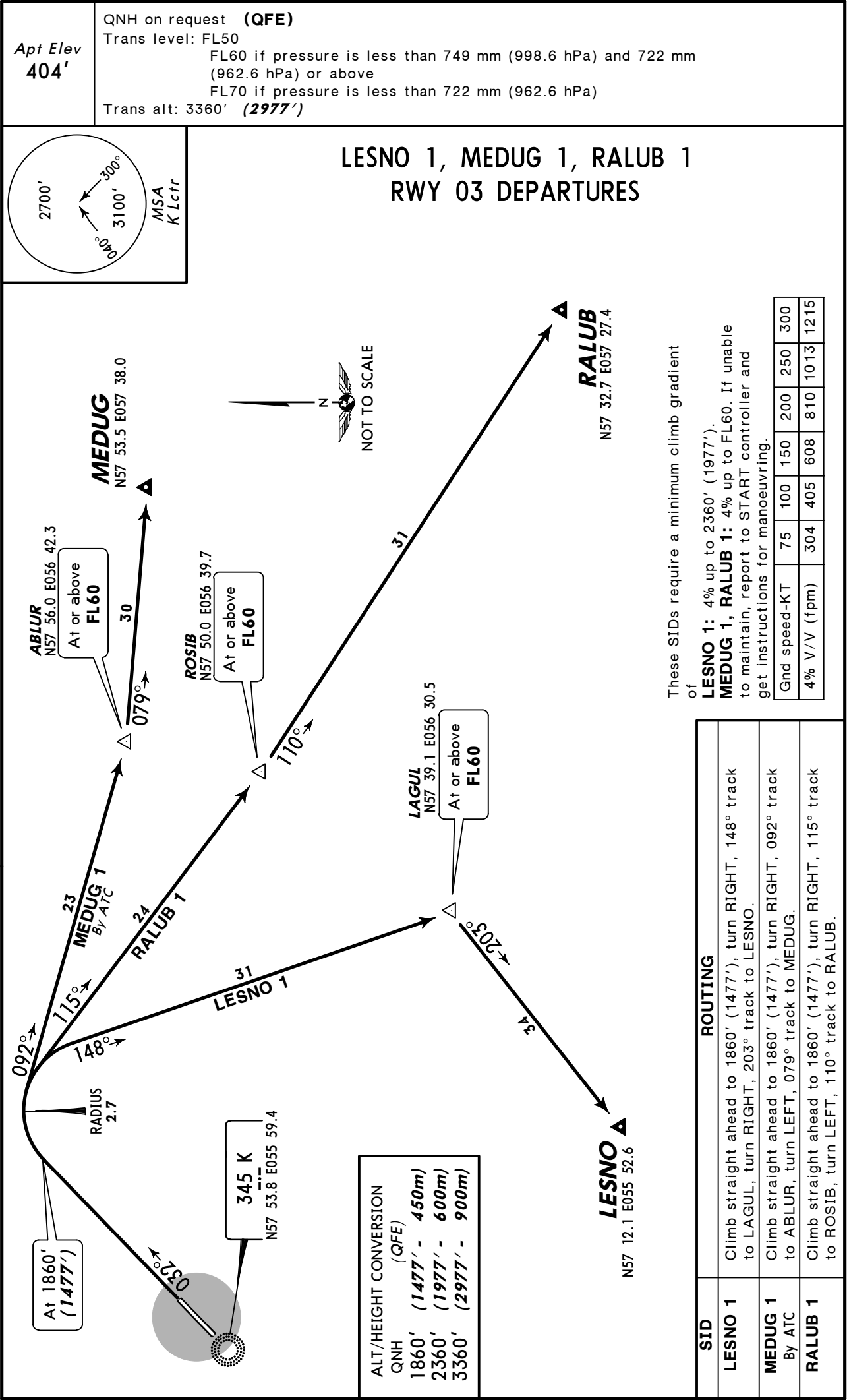


ALT/HEIGHT CONVERSION
QNH (QFE)
3360' (2977' - 900m)

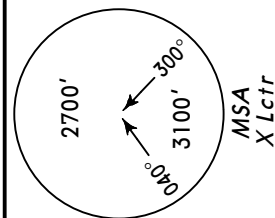
NOT TO SCALE

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) Trans alt: 3360' (2967')	
Apt Elev 404'	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.	



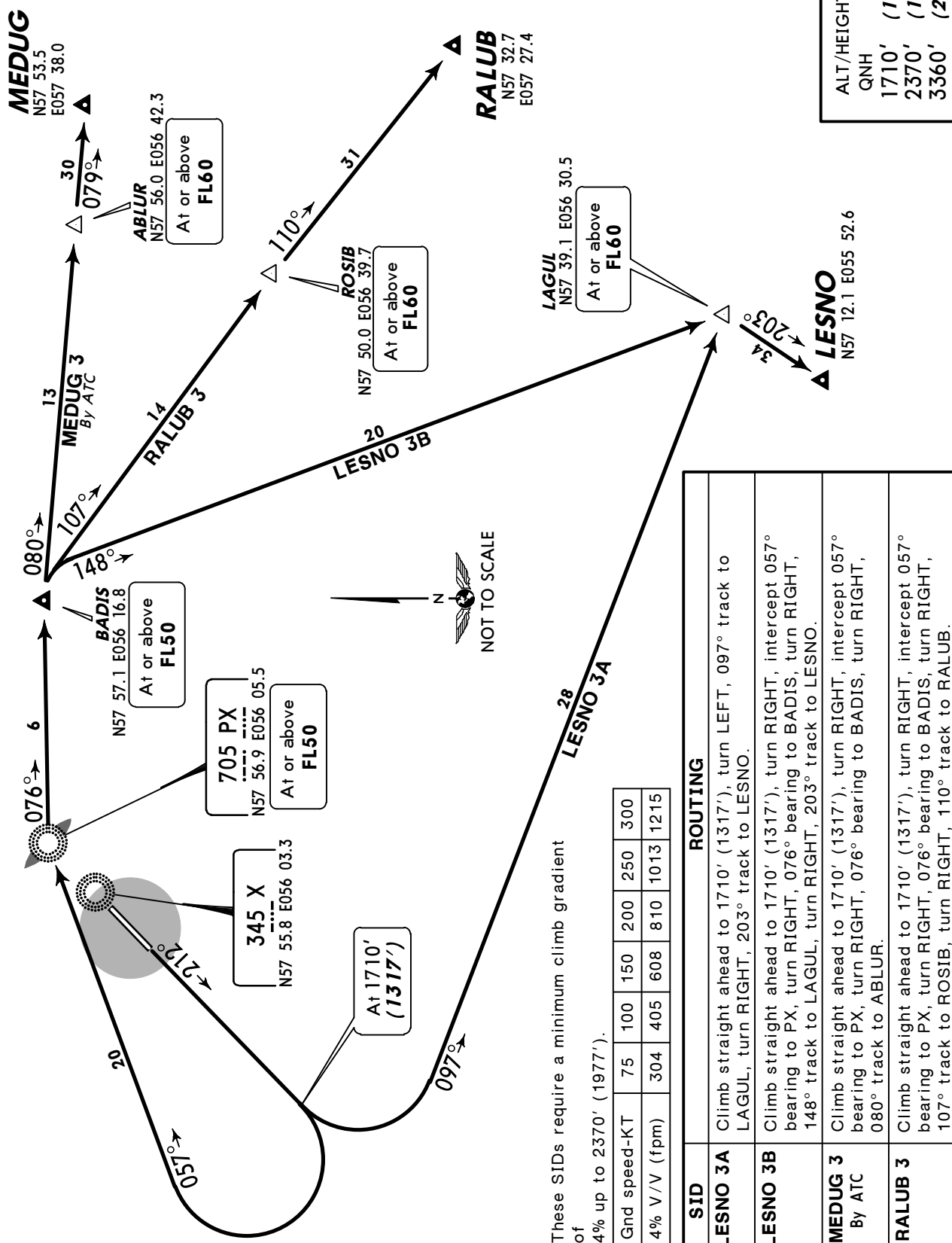


Trans alt: 3360' (**2967'**)



ALT/HEIGHT CONVERSION
(*QFE*)

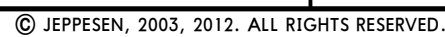
QNH	
1710'	(1317' - 400m)
2370'	(1977' - 600m)
3360'	(2967' - 900m)



These SIDs require a minimum climb gradient of 4% up to 2370' (1977').

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

SID	ROUTING
LESNO 3A	Climb straight ahead to 1710' (1317'), turn LEFT, 097° track to LAGUL, turn RIGHT, 203° track to LESNO.
LESNO 3B	Climb straight ahead to 1710' (1317'), turn RIGHT, intercept 057° bearing to PX, turn RIGHT, 076° bearing to BADIS, turn RIGHT, 148° track to LAGUL, turn RIGHT, 203° track to LESNO.
MEDUG 3 By ATC	Climb straight ahead to 1710' (1317'), turn RIGHT, intercept 057° bearing to PX, turn RIGHT, 076° bearing to BADIS, turn RIGHT, 080° track to ABLUR.
RALUB 3	Climb straight ahead to 1710' (1317'), turn RIGHT, intercept 057° bearing to PX, turn RIGHT, 076° bearing to BADIS, turn RIGHT, 107° track to ROSIB, turn RIGHT, 110° track to RALUB.



Apt Elev
404'

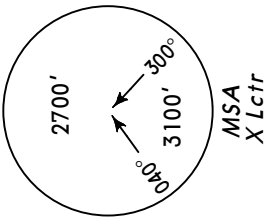
QNH on request (QFE)

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)

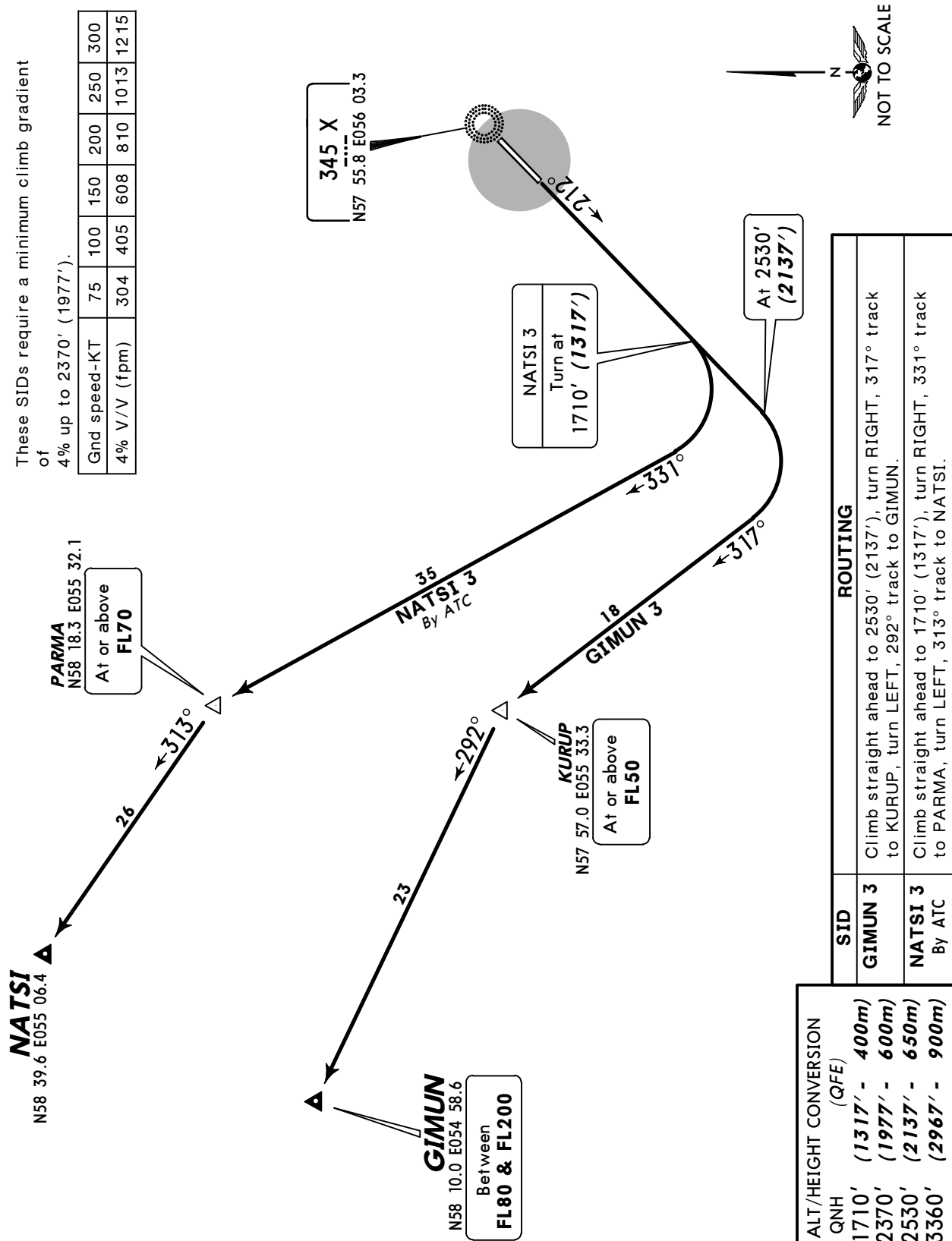
Trans alt: 3360' (2967')



GIMUN 3, NATSI 3 RWY 21 DEPARTURES

These SIDs require a minimum climb gradient of 4% up to 2370' (1977').

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



SID	ROUTING
GIMUN 3	Climb straight ahead to 2530' (2137'), turn RIGHT, 317° track to KURUP, turn LEFT, 292° track to GIMUN.
NATSI 3 By ATC	Climb straight ahead to 1710' (1317'), turn RIGHT, 331° track to PARMA, turn LEFT, 313° track to NATSI.

ALT/HEIGHT CONVERSION	QNH (QFE)
1710'	(1317' - 400m)
2370'	(1977' - 600m)
2530'	(2137' - 650m)
3360'	(2967' - 900m)

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

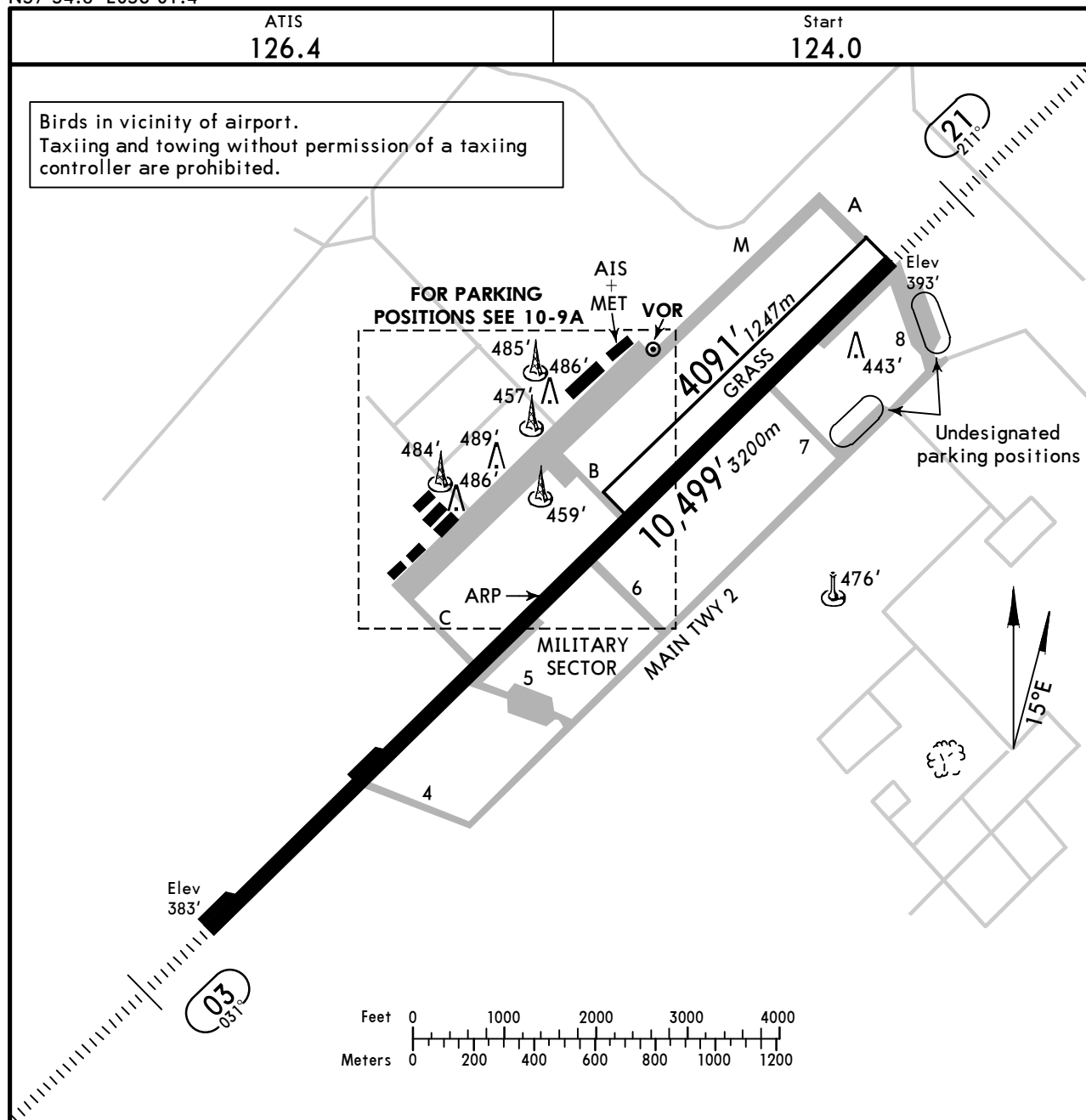
Above 3360' (2977')

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.



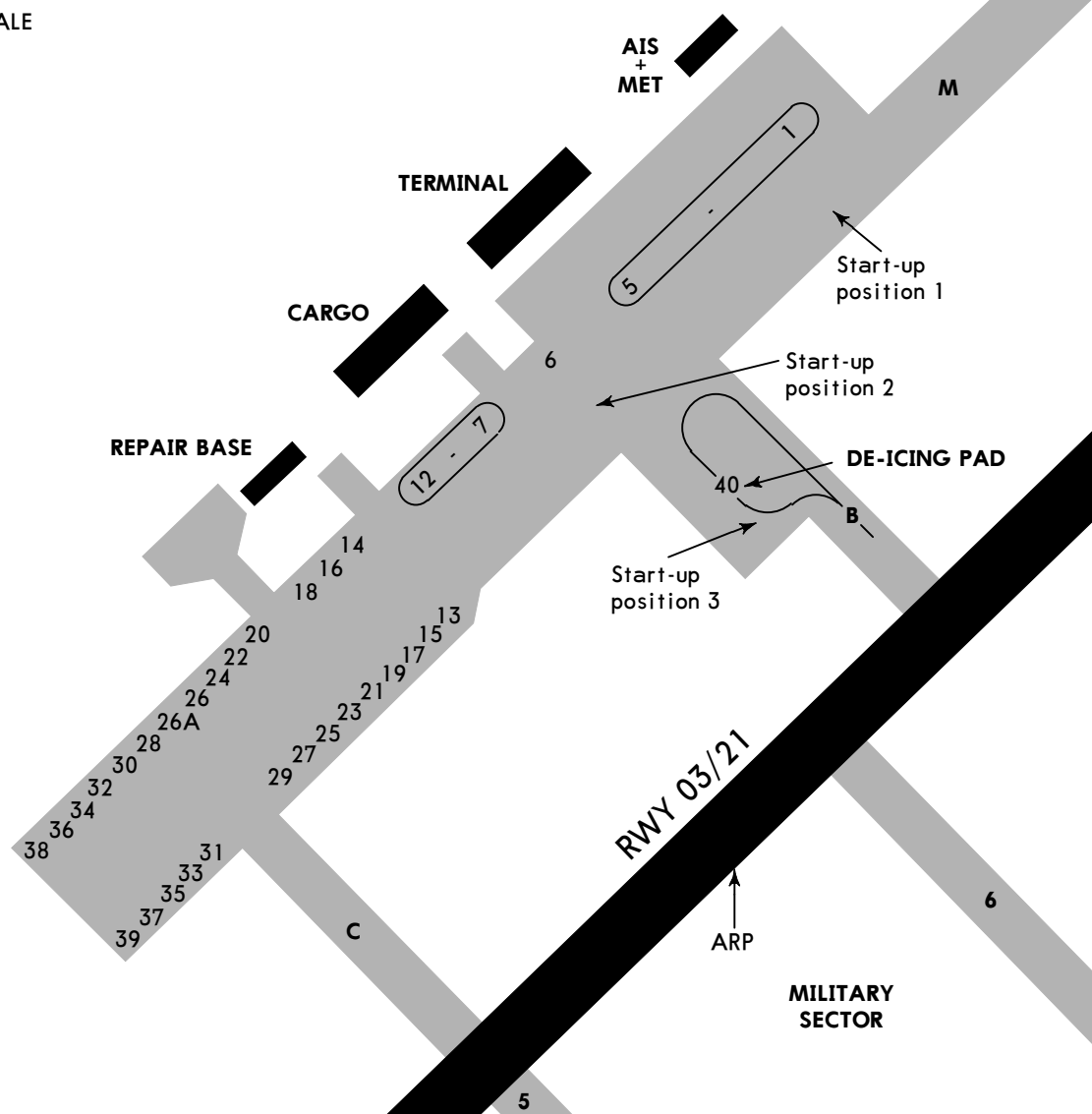
ADDITIONAL RUNWAY INFORMATION

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

TAKE-OFF

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

NOT TO SCALE

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

Stands 19, 26A, 32 and 40 available for engines run-up.

Stands 17 thru 39 available for helicopters.

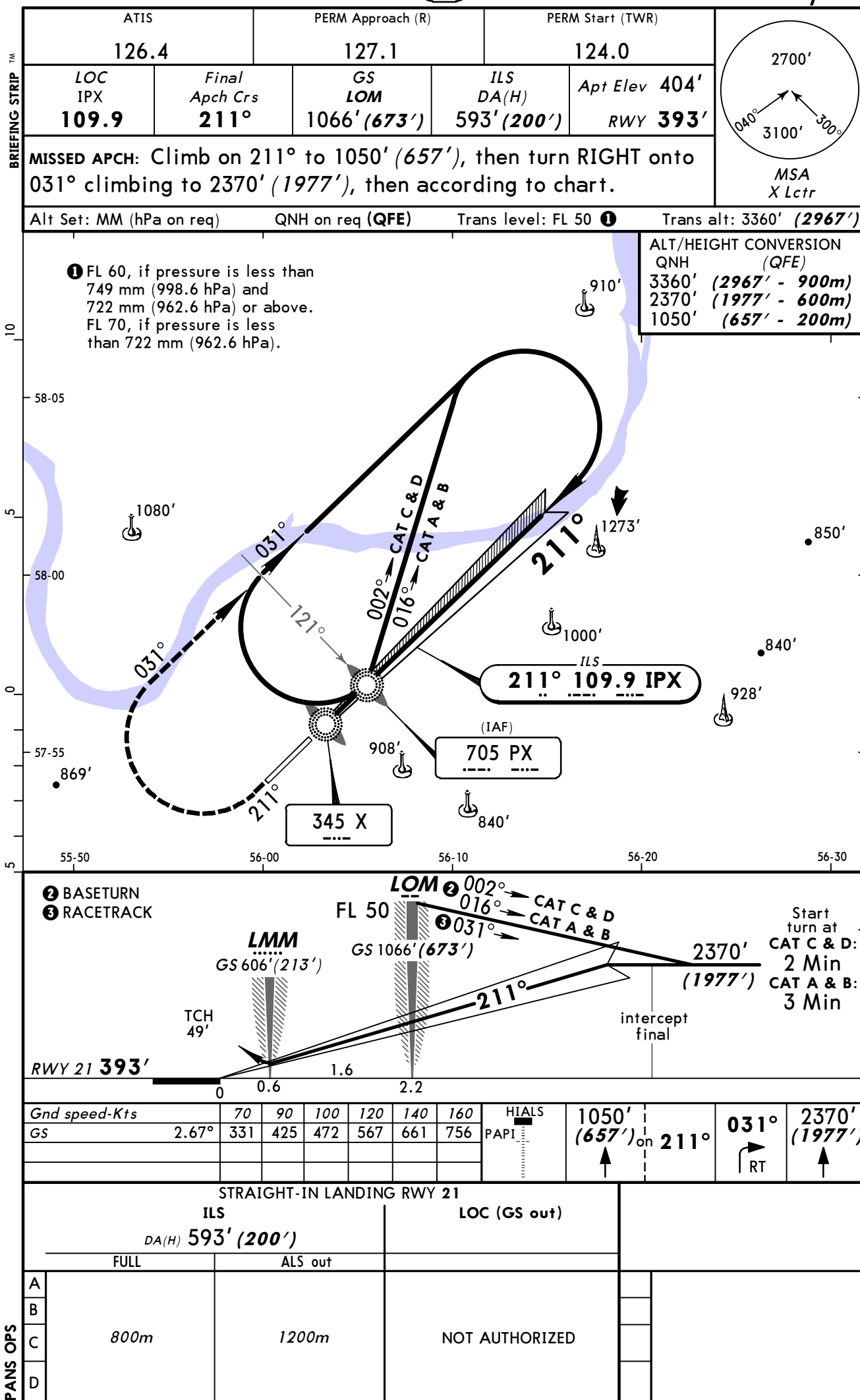
Taxiing and towing without permission of a taxiing controller are prohibited.

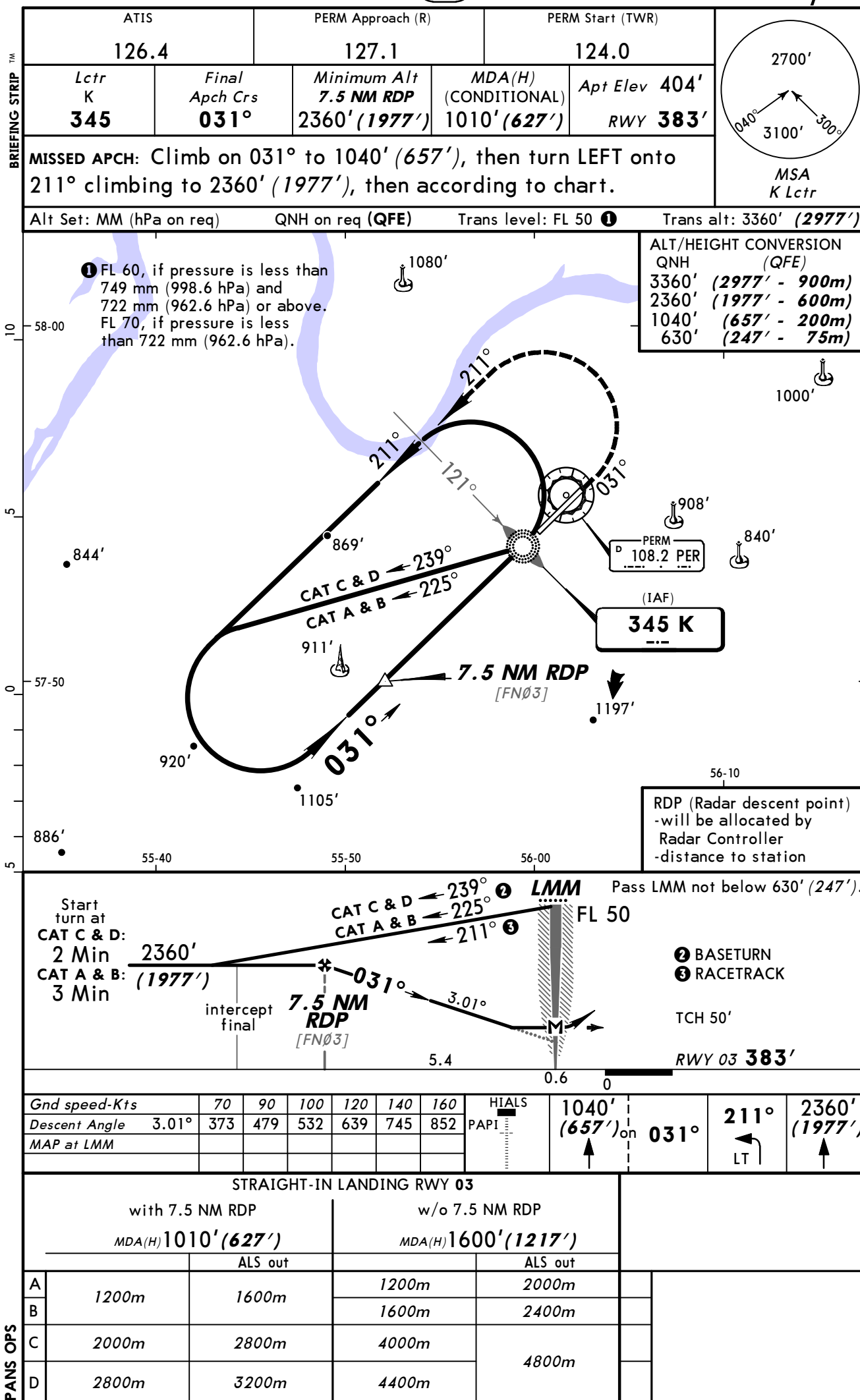
STRAIGHT-IN RWY		A	B	C	D
03	NDB ①③④	1010'(627') R1500m R1500m	1010'(627') R1500m R1500m	1010'(627') C2200m C2400m	1010'(627') C2200m C2400m
	ALS out				
	NDB ①⑤	1010'(627') C2400m C3100m	1010'(627') C2400m C3100m	1010'(627') C2600m C3300m	1010'(627') C2600m C3300m
	ALS out				
21	NDB ②	1600'(1217') C5000m	1600'(1217') C5000m	1600'(1217') C5000m	1600'(1217') C5000m
	ILS	593'(200') R550m	593'(200') R550m	593'(200') R550m	593'(200') R550m
	FULL	R750m	R750m	R750m	R750m
	Limited	R1200m	R1200m	R1200m	R1200m
	ALS out				
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①③④	750'(357') R900m R1500m	750'(357') R900m R1500m	750'(357') R900m R1600m	750'(357') R900m R1600m
	ALS out				
	2 NDB ①③⑤	750'(357') R1000m R1600m	750'(357') R1000m R1600m	750'(357') R1200m R1600m	750'(357') R1200m R1600m
	ALS out				
	2 NDB ②	1650'(1257') C5000m	1650'(1257') C5000m	1650'(1257') C5000m	1650'(1257') C5000m
	PX NDB ③	750'(357') R1000m R1600m	750'(357') R1000m R1600m	750'(357') R1200m R1600m	750'(357') R1200m R1600m
	ALS out				
	X Lctr	960'(567') C2100m	960'(567') C2100m	960'(567') C2300m	960'(567') C2300m
	ALS out	C2800m	C2800m	C3000m	C3000m

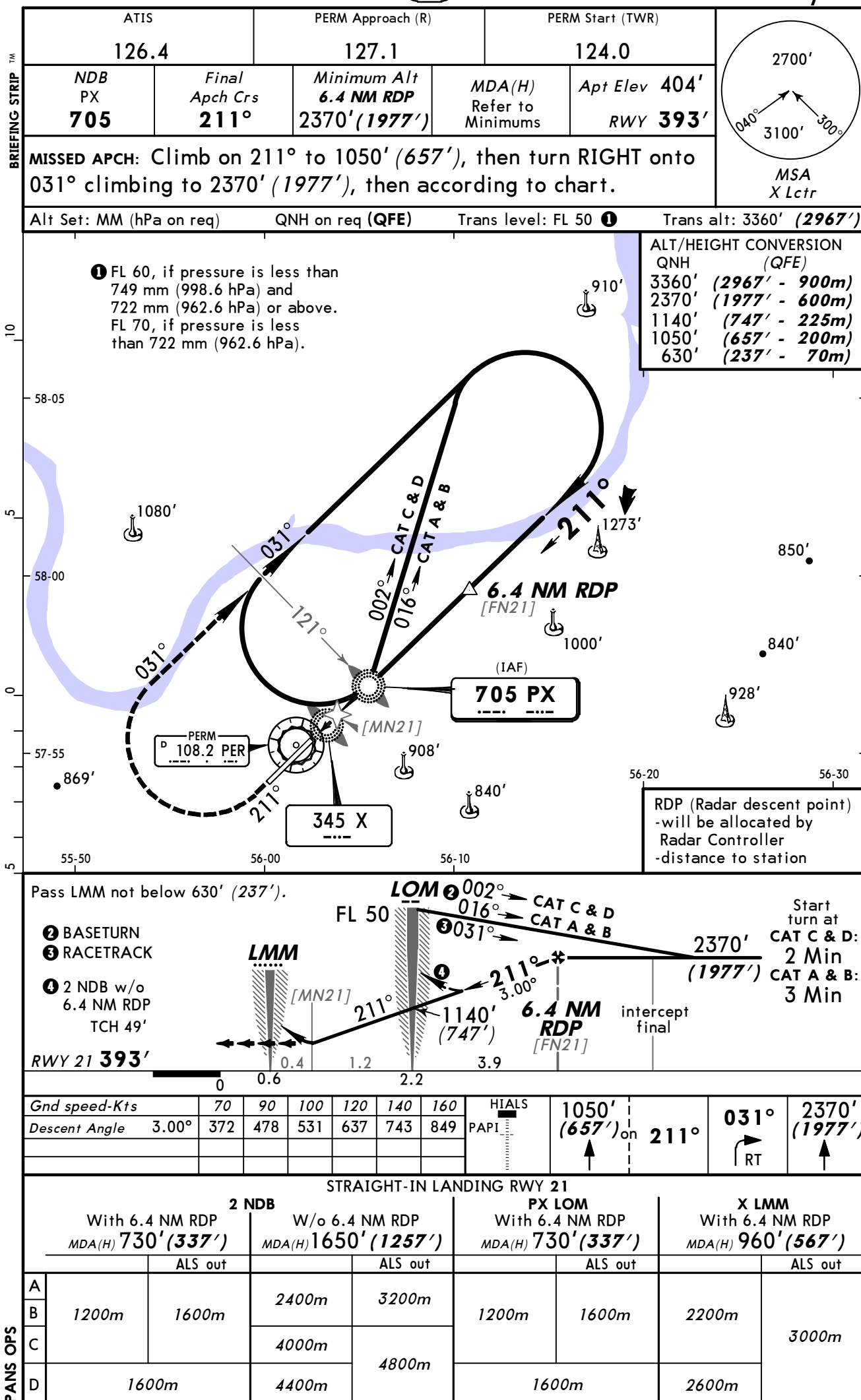
- ① with Radar control.
 ② w/o Radar control.
 ③ Continuous Descent Final Approach.
 ④ with FMS.
 ⑤ w/o FMS.

TAKE-OFF RWY 03, 21

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







PERM, (BOLSHOYE SAVINO - USPP)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport USPP

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

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