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Airport Information For UHPP

Terminal Charts For UHPP

Revision Letter For Cycle 17-2013

Change Notices

Notebook

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: 1824 Z
Sunset: 0832 Z,

Runway Information

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

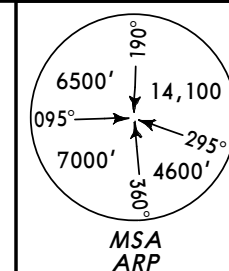
Runway: 34R
Length x Width: 11148 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 131 ft
Lighting: Edge, ALS

Communication Information

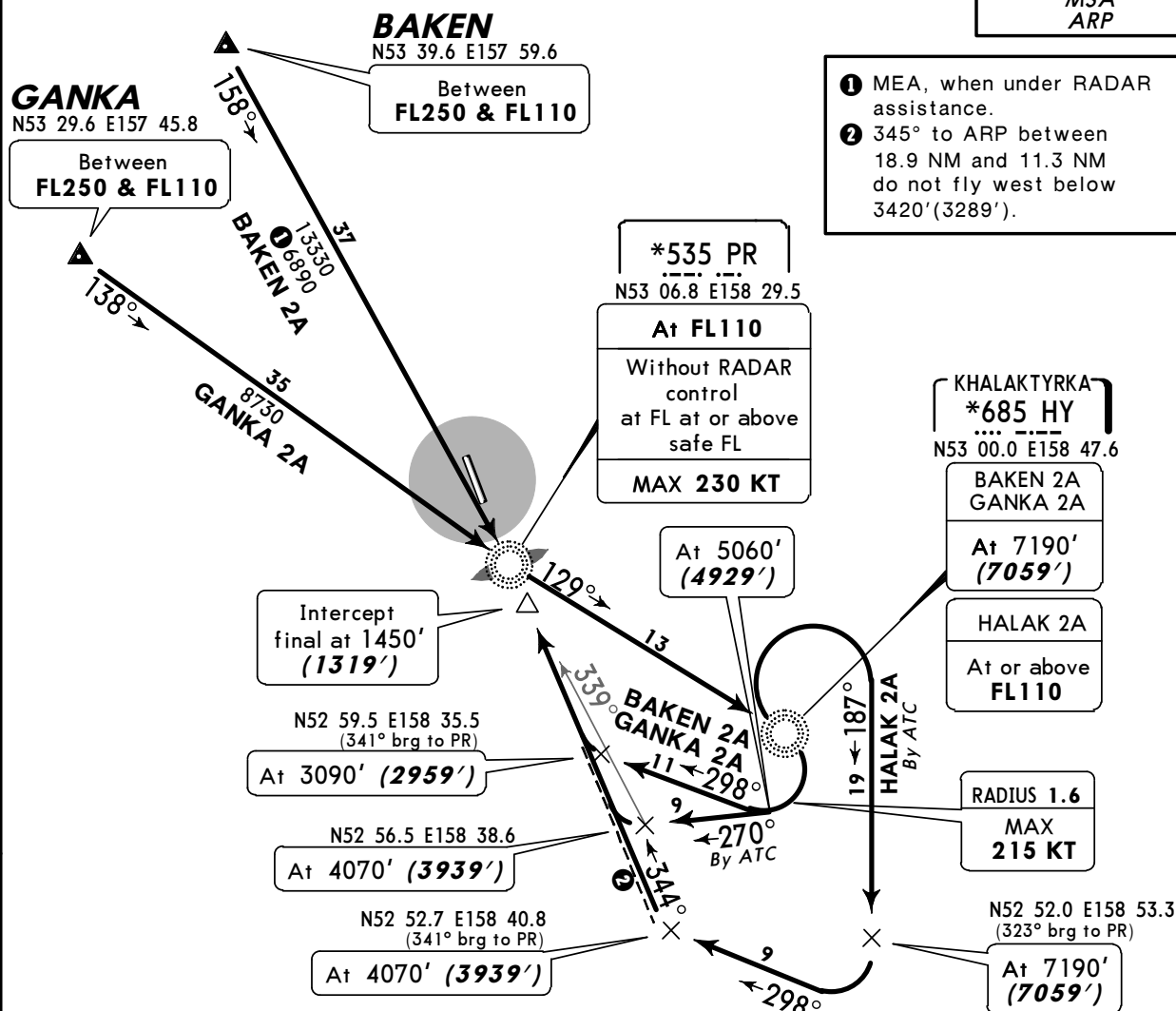
ATIS 126.8
Petropavlovsk Start Tower 118.1
Petropavlovsk Ground Ground Control 118.9 Non-English
Petropavlovsk Krug Radar 119.4

*ATIS 126.8	Apt Elev 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')
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**BAKEN 2 ALFA (BAKEN 2A) [BAKE2A]
 GANKA 2 ALFA (GANKA 2A) [GANK2A]
 HALAK 2 ALFA (HALAK 2A) [HALA2A]
 RWY 34R ARRIVALS**



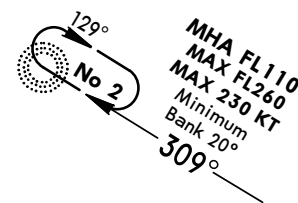
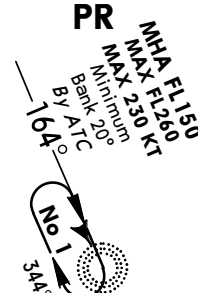
- 1 MEA, when under RADAR assistance.
- 2 345° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420' (3289').



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)	



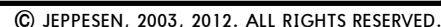
HOLDINGS OVER HY



Minimum bank 20° for all turns.

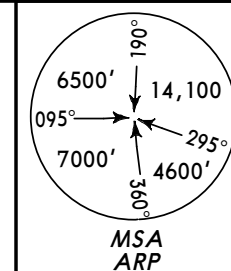
STAR	ROUTING
BAKEN 2A	158° bearing to PR, turn LEFT, 129° bearing from PR to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.
GANKA 2A	138° bearing to PR, turn LEFT, 129° bearing from PR to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 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.

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')**

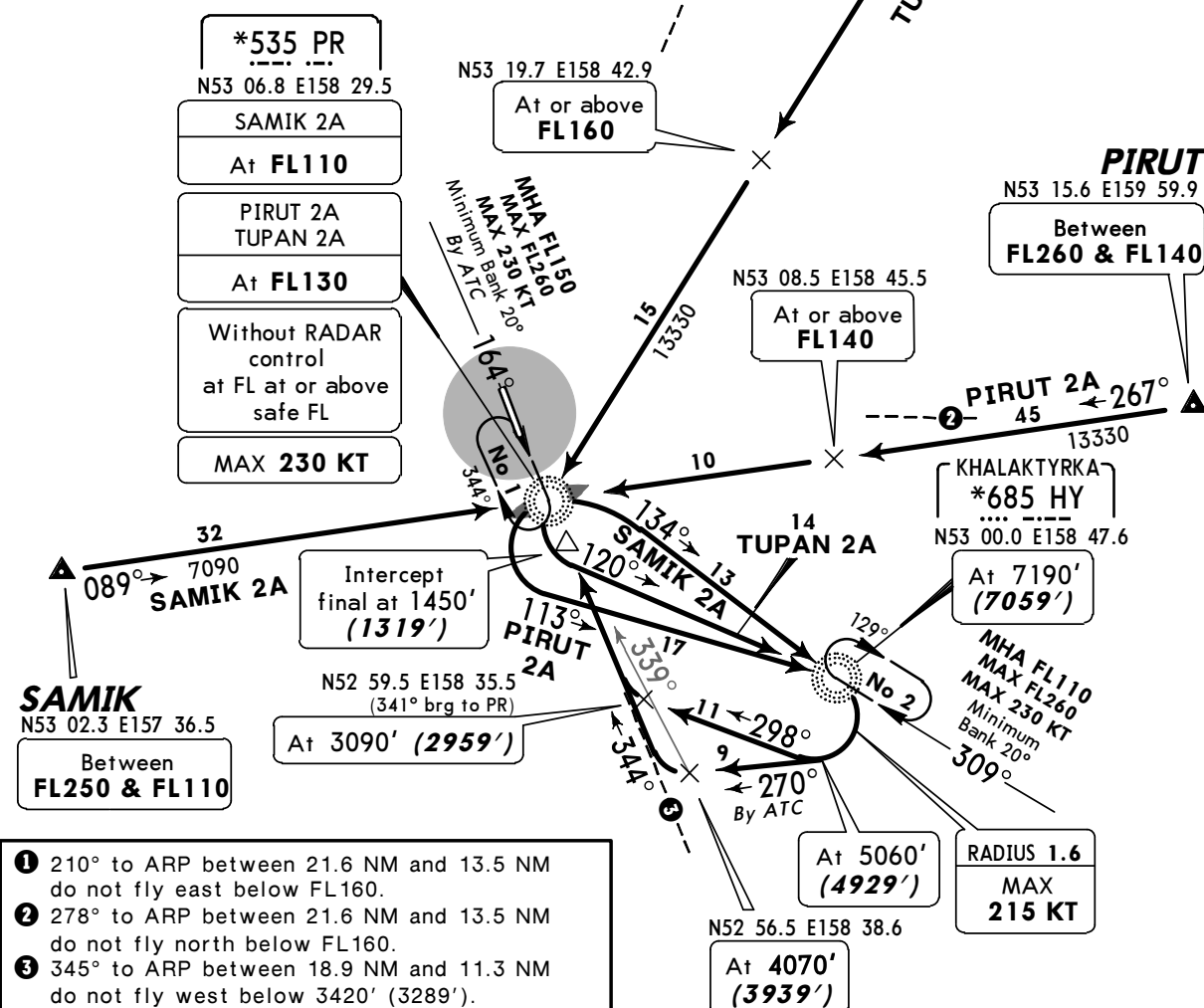


*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')
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PIRUT 2 ALFA (PIRUT 2A) [PIRU2A]
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)	

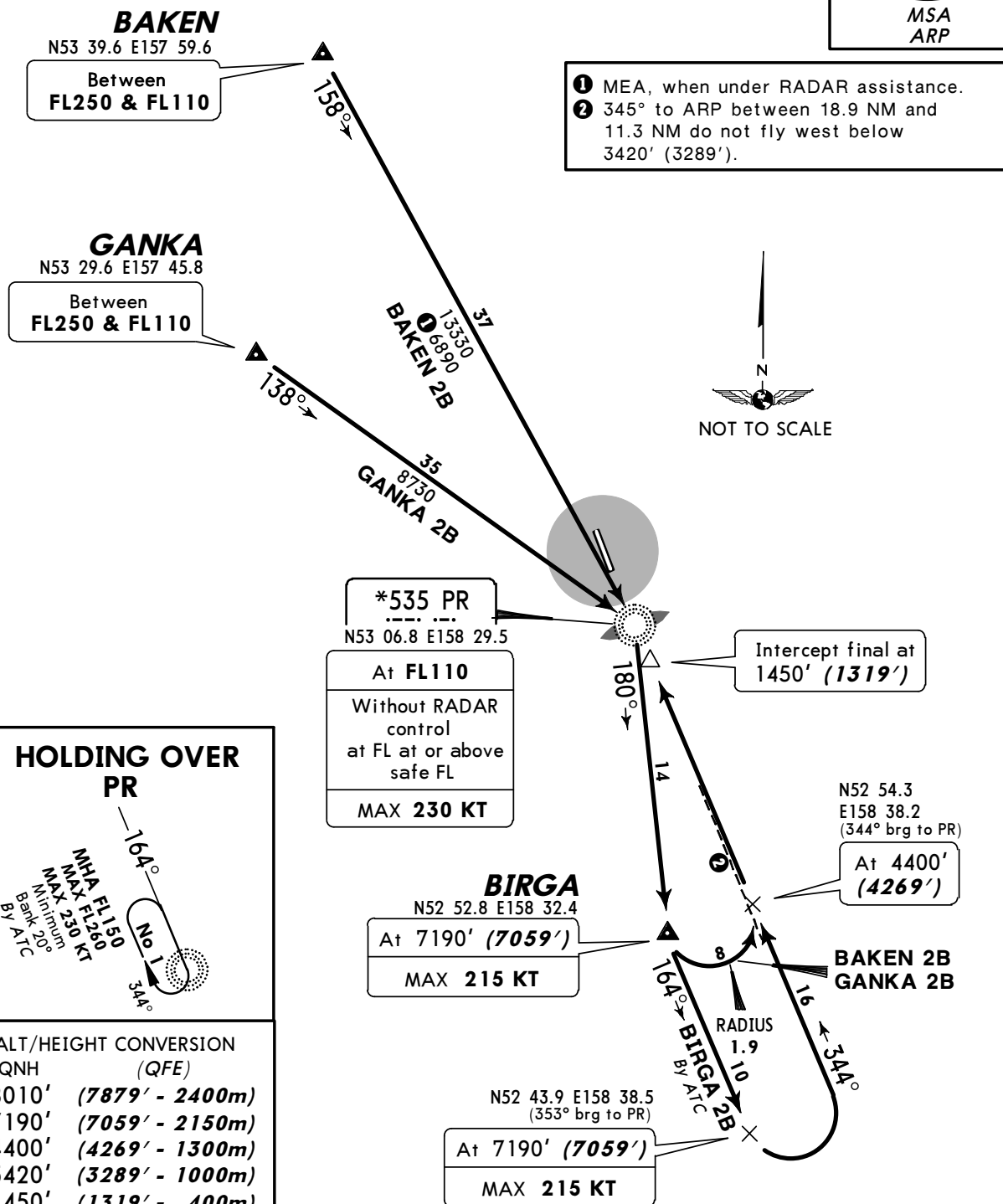
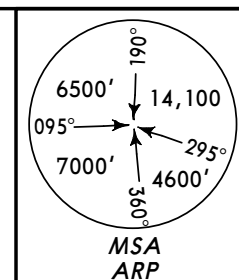


Minimum bank 20° for all turns.

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.

*ATIS 126.8	Apt Elev 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')
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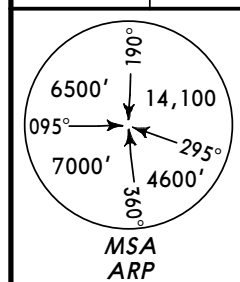
**BAKEN 2 BRAVO (BAKEN 2B) [BAKE2B]
 BIRGA 2 BRAVO (BIRGA 2B) [BIRG2B]
 GANKA 2 BRAVO (GANKA 2B) [GANK2B]
 RWY 34R ARRIVALS**



Minimum bank 20° for all turns.

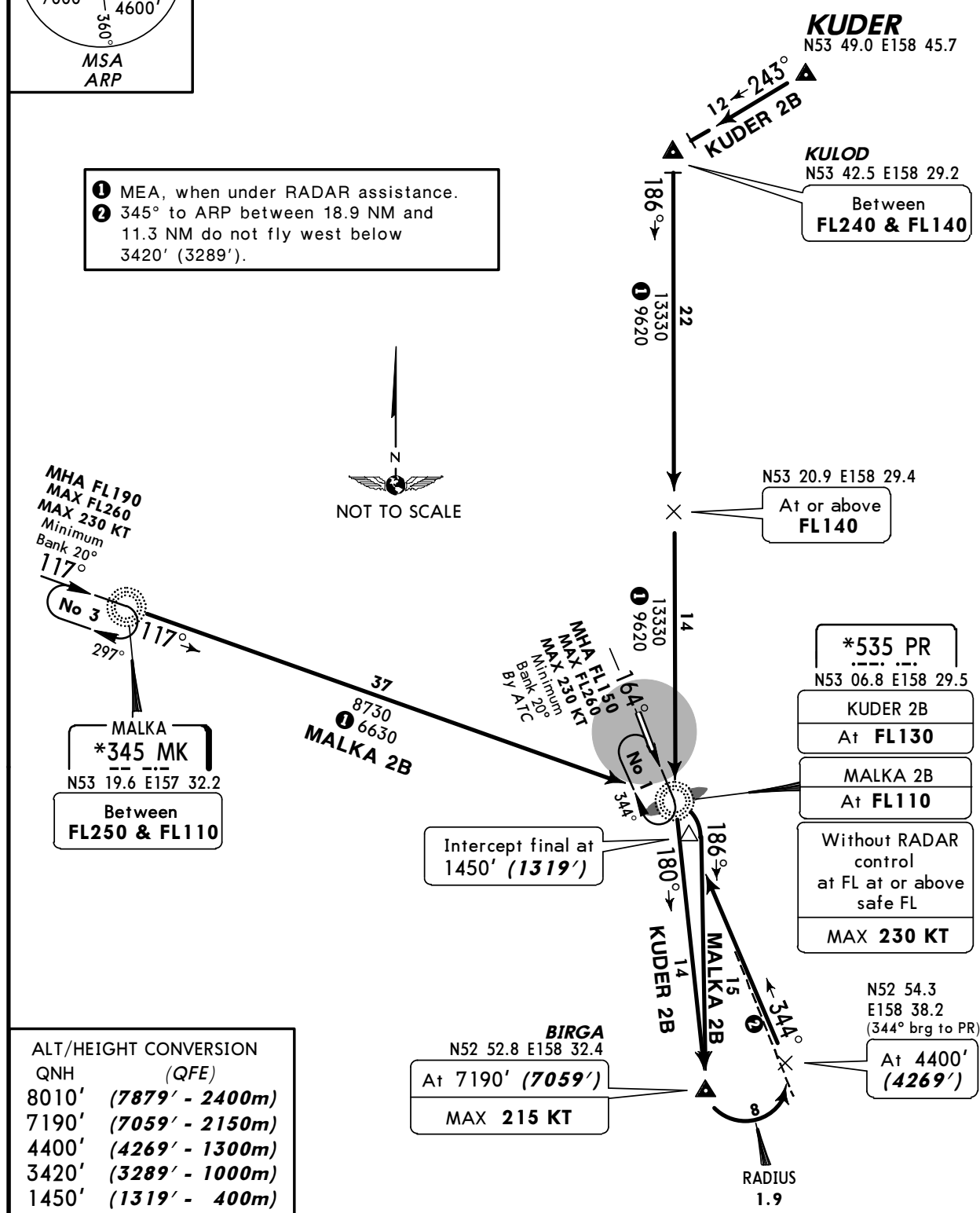
STAR	ROUTING
BAKEN 2B	158° bearing to PR, turn RIGHT, 180° bearing to BIRGA, turn LEFT to N52 54.3 E158 38.2, turn LEFT, 344° track to intercept final approach.
BIRGA 2B By ATC	On 164° track to N52 43.9 E158 38.5, turn LEFT, 344° track via N52 54.3 E158 38.2 to intercept final approach.
GANKA 2A	138°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

*ATIS 126.8	Apt Elev 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')
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KUDER 2 BRAVO (KUDER 2B) [KUDE2B] MALKA 2 BRAVO (MALKA 2B) [MK2B] RWY 34R ARRIVALS

- 1 MEA, when under RADAR assistance.
- 2 345° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420' (3289').



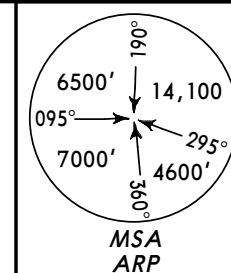
ALT/HEIGHT CONVERSION	QNH	(QFE)
8010'	(7879' - 2400m)	
7190'	(7059' - 2150m)	
4400'	(4269' - 1300m)	
3420'	(3289' - 1000m)	
1450'	(1319' - 400m)	

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.

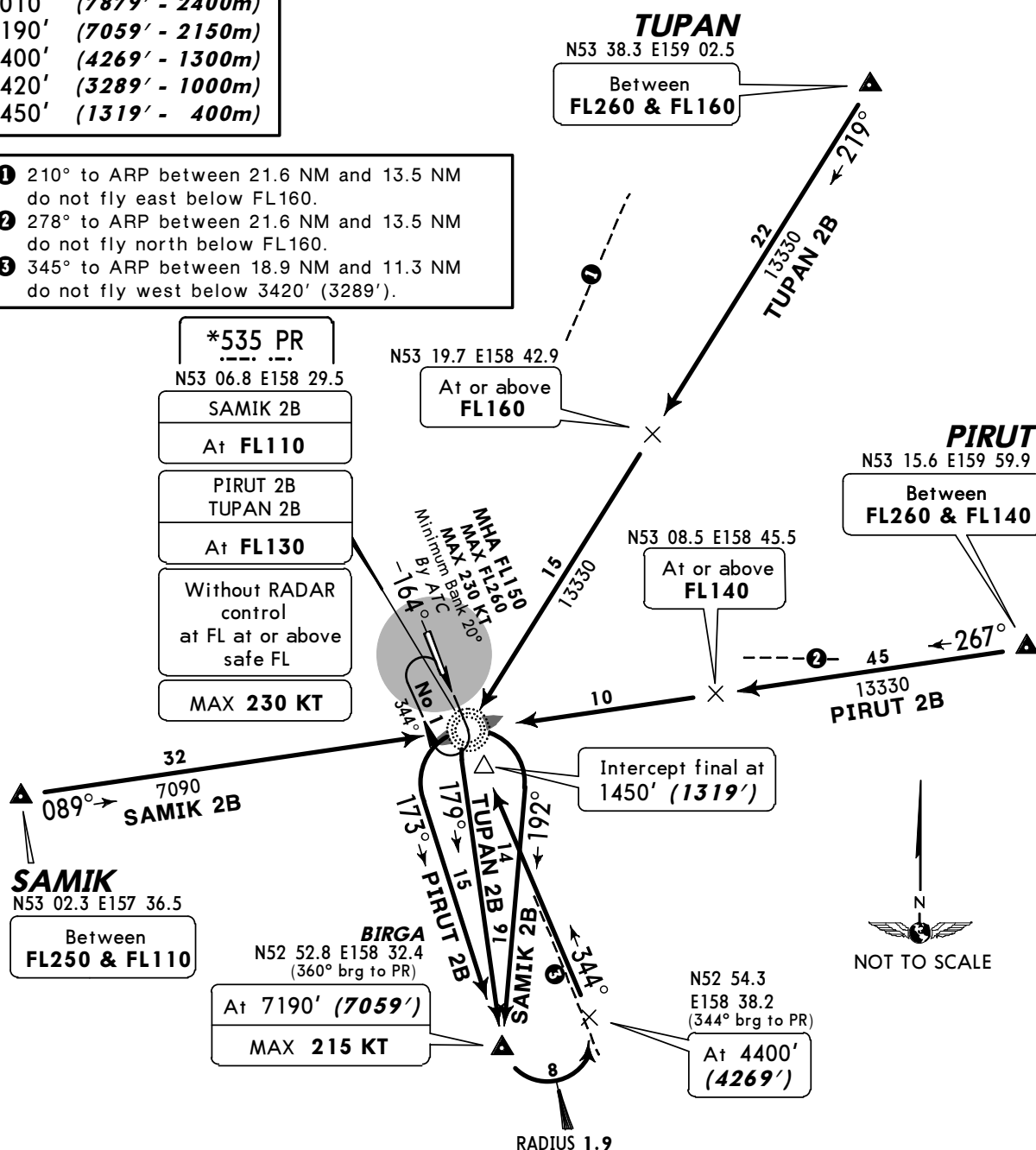
*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')
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**PIRUT 2 BRAVO (PIRUT 2B) [PIRU2B]
 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)

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

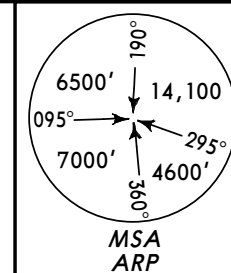


Minimum bank 20° for all turns.

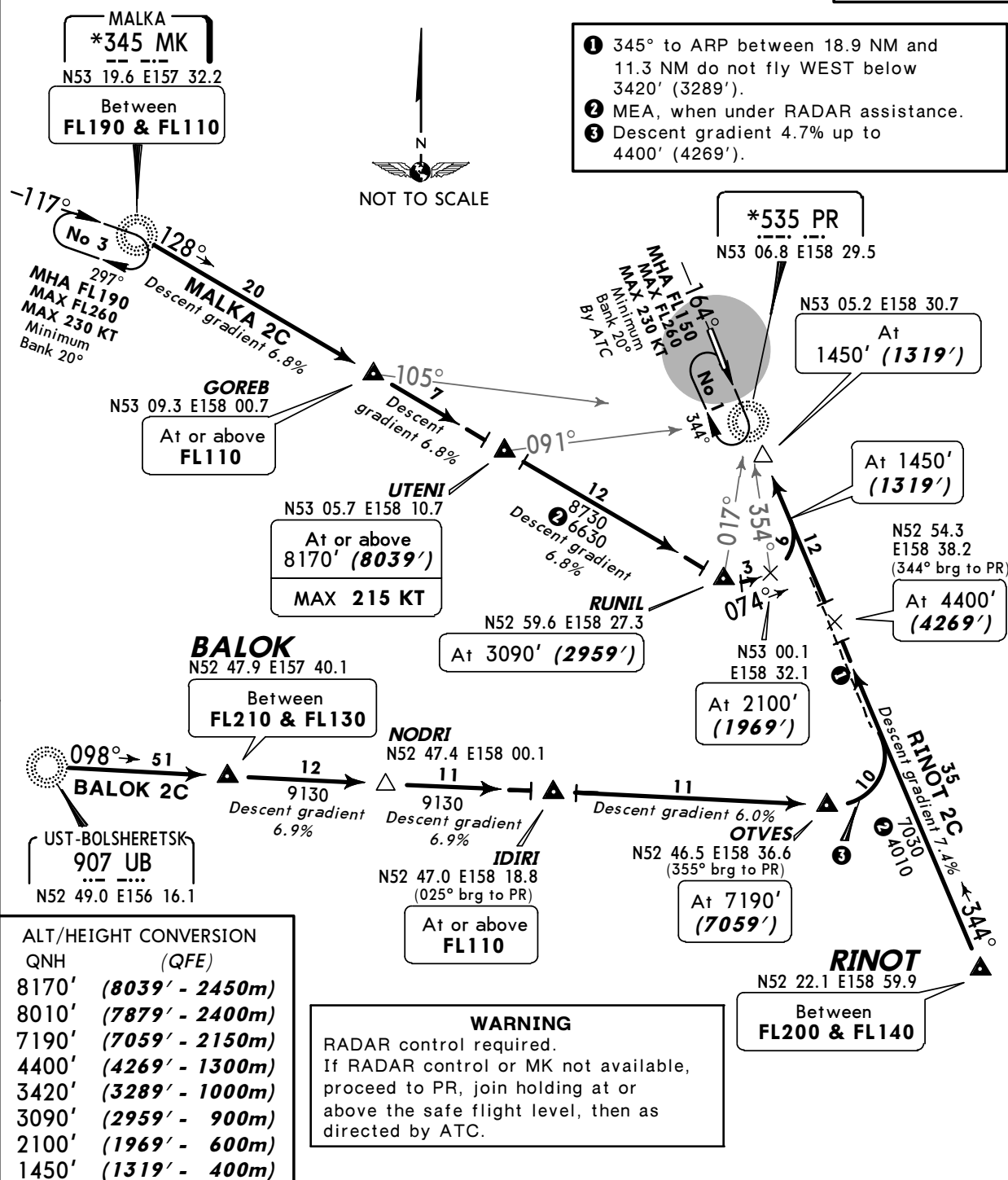
STAR	ROUTING
PIRUT 2B	267° bearing via N53 08.5 E158 45.5 to PR, turn LEFT, 173° track to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.
SAMIK 2B	089° bearing to PR, turn RIGHT, 192° track to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.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

*ATIS 126.8	Apt Elev 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')
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**BALOK 2 CHARLIE (BALOK 2C) [BALO2C]
 MALKA 2 CHARLIE (MALKA 2C) [MK2C]
 RINOT 2 CHARLIE (RINOT 2C) [RINO2C]
 RWY 34R ARRIVALS
 BY ATC**



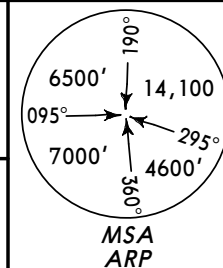
- 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').
- MEA, when under RADAR assistance.
- Descent gradient 4.7% up to 4400' (4269').



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.

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**



GANKA
 N53 29.6 E157 45.8
 At or above
FL100

BAKEN
 N53 39.6 E157 59.6
 At or above
FL100

KULOD
 N53 42.5 E158 29.2
 At or above
FL110

KUDER
 N53 49.0 E158 45.7
 At or above
FL130

GINIR
 N53 23.9 E158 17.7
 At or above
FL100

BS
 *180
 N53 11.1 E158 24.0
 At or above
FL80

ARGOP
 N53 00.4 E158 34.0
 At or above
3070' (2956')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3070'	(2956' - 900m)
8010'	(7896' - 2400m)

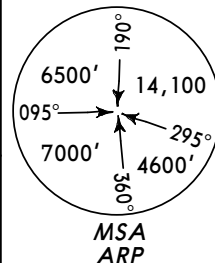
These SIDs require minimum climb gradients of
 5% up to ARGOP, then
 4.6% up to BS.

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

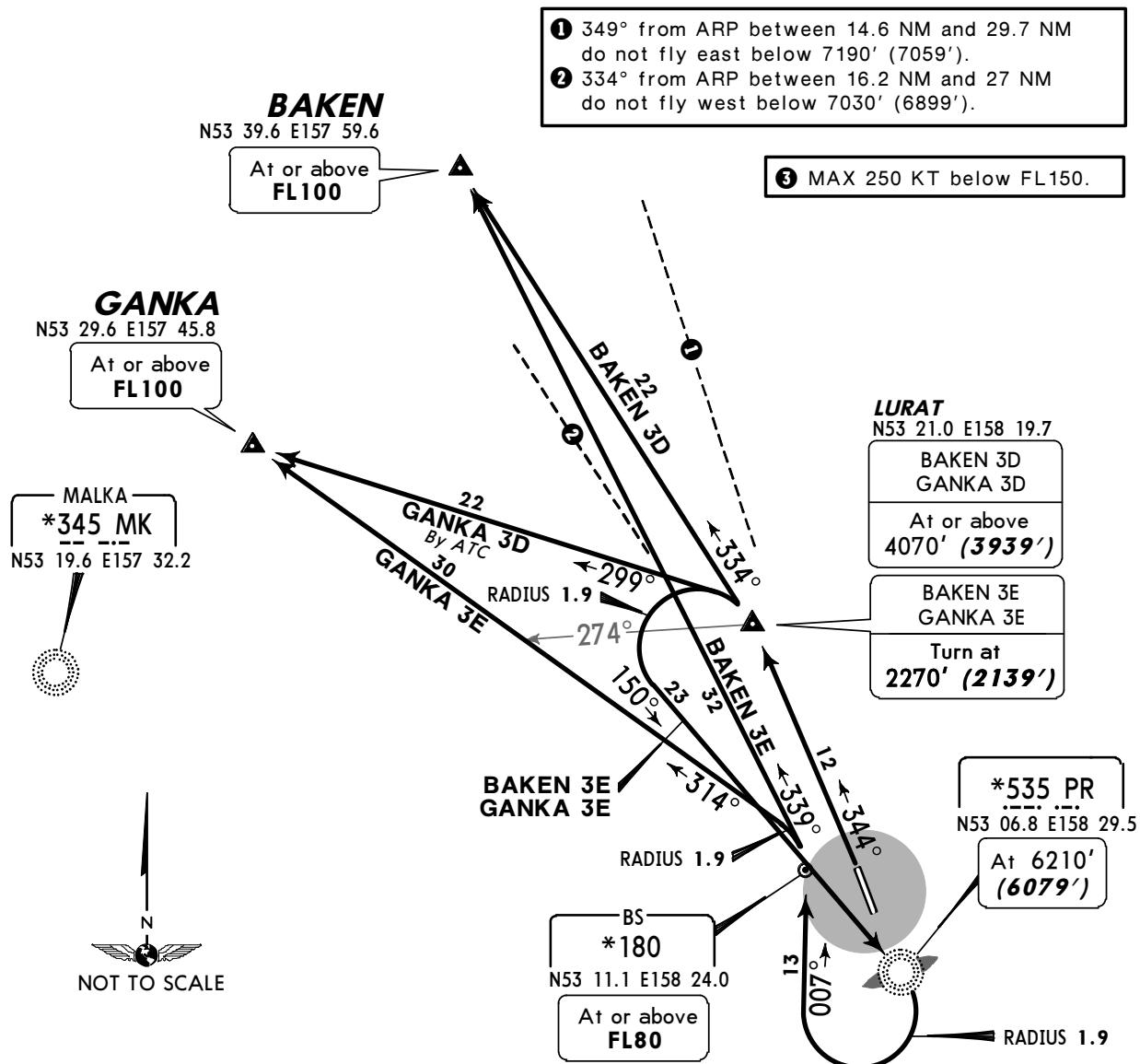
SID	ROUTING
BAKEN 1D	Climb straight ahead to ARGOP, turn RIGHT, 355° track to BS, turn LEFT, 340° track to BAKEN.
GANKA 1D	Climb straight ahead to ARGOP, turn RIGHT, 355° track to BS, turn LEFT, 314° track to GANKA.
KUDER 1D	Climb straight ahead to ARGOP, turn RIGHT, 355° track to BS, turn LEFT, 350°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

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] ③
GANKA 3D [GANK3D], GANKA 3E [GANK3E] ③
RWY 34R DEPARTURES



- ① 349° from ARP between 14.6 NM and 29.7 NM do not fly east below 7190' (7059').
- ② 334° from ARP between 16.2 NM and 27 NM do not fly west below 7030' (6899').

③ 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)

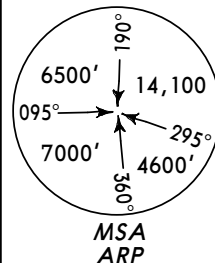
This SID requires minimum climb gradients of
 6% up to LURAT, then
 4.5% up to BAKEN.

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 ③	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 ③	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, 314° track to GANKA.

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] ③ RWY 34R DEPARTURES

- ① 349° from ARP between 14.6 NM and 29.7 NM do not fly east below 7190' (7059').
- ② 334° 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)

MALKA
*345 MK
N53 19.6 E157 32.2



RILIT
N53 30.5 E158 13.1
At or above
7190' (7059')

KULOD
N53 42.5 E158 29.2
At or above
FL110

KUDER
N53 49.0 E158 45.7
At or above
FL130

GINIR
N53 23.9 E158 17.7
At or above
FL100

LURAT
N53 21.0 E158 19.7
KUDER 3E
Turn at 2270'
(2139')

BS
*180
N53 11.1 E158 24.0
At or above
FL80

*535 PR
N53 06.8 E158 29.5
At 6210'
(6079')

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

③ MAX 250 KT below FL150.

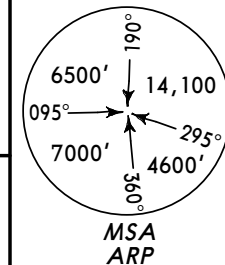
SID

ROUTING

KUDER 3D	Climb straight ahead to RILIT, turn RIGHT, 049° track to KULOD, then to KUDER.
KUDER 3E ③	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.

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**

MALKA
***345 MK**
 N53 19.6 E157 32.2
 At or above
FL100

BS
***180**
 N53 11.1 E158 24.0
 At or above
FL80

***535 PR**
 N53 06.8 E158 29.5
RINOT 1D
 At 780' **(666')**

ARGOP
 N53 00.4 E158 34.0
MALKA 1D
 Turn
 at or above
 3070' **(2956')**

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

1 165° 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.

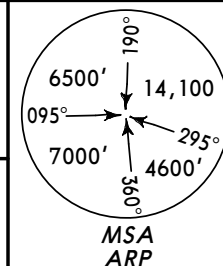
Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519
4.6% V/V (fpm)	349	466	699	932	1165	1398

RINOT
 N52 22.1 E158 59.9
 At or above
FL130

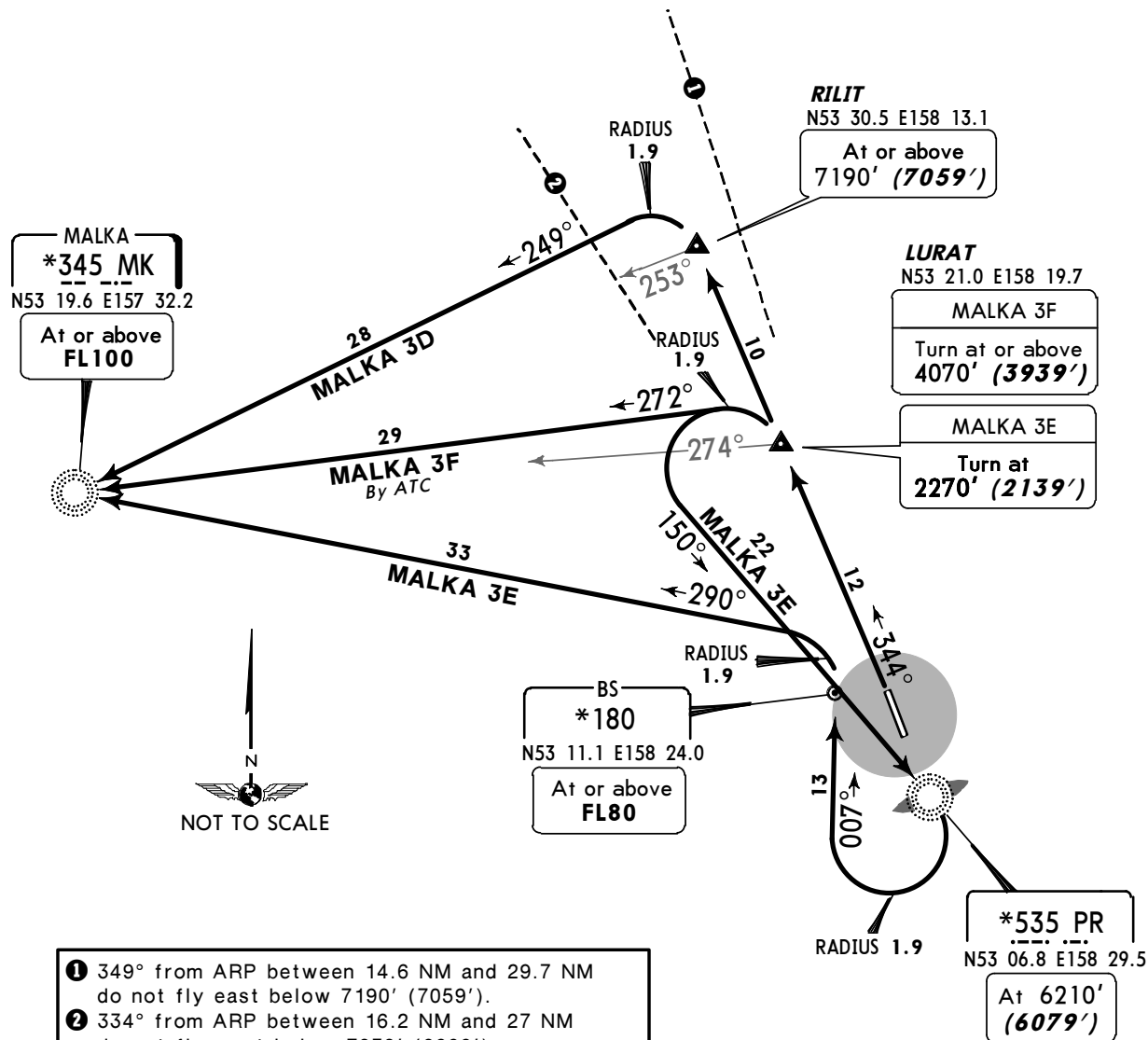
SID	ROUTING
MALKA 1D	Climb straight ahead to ARGOP, turn RIGHT, 355° track to BS, turn LEFT, intercept 289° bearing to MK.
RINOT 1D By ATC	Climb straight ahead to 780' (666'), intercept 164° bearing from PR to RINOT.

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] ③
MALKA 3F [MK3F]
RWY 34R DEPARTURES



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').

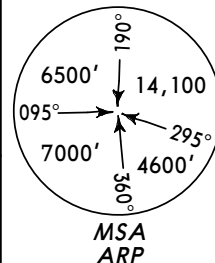
Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823
5% V/V (fpm)	380	506	760	1013	1266	1519

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2270'	(2139' - 650m)
4070'	(3939' - 1200m)
6210'	(6079' - 1850m)
7030'	(6899' - 2100m)
7190'	(7059' - 2150m)
8010'	(7879' - 2400m)

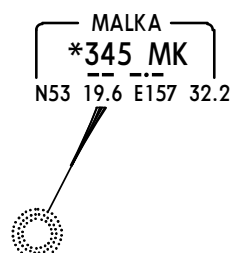
SID	ROUTING
MALKA 3D	Climb straight ahead to RILIT, turn LEFT, intercept 249° bearing to MK.
MALKA 3E ③	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, intercept 290° bearing to MK.
MALKA 3F By ATC	Climb straight ahead to LURAT, turn LEFT,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

Apt Elev
131'

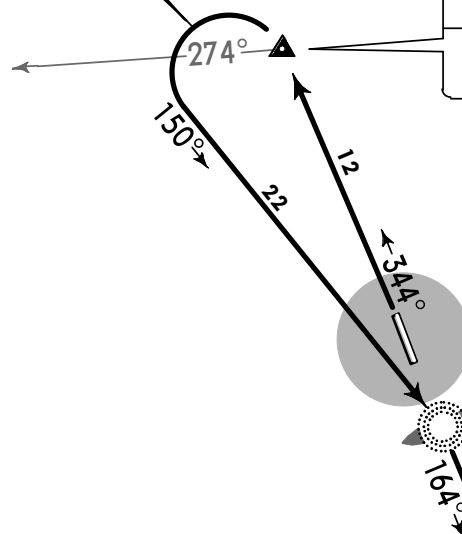
QNH on request **(QFE)**
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8010' **(7879')**



RINOT 3D [RINO3D], RINOT 3E [RINO3E] ② RWY 34R DEPARTURES BY ATC



RADIUS 1.9

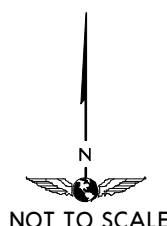


LURAT
N53 21.0 E158 19.7
RINOT 3D
At or above
4070' (3939')

RINOT 3E
At 2270'
(2139')

QNH	(QFE)
2270'	(2139' - 650m)
3420'	(3289' - 1000m)
4070'	(3939' - 1200m)
6210'	(6079' - 1850m)
8010'	(7879' - 2400m)

***535 PR**
N53 06.8 E158 29.5
At 6210'
(6079')



① 165° from ARP between 11.3 NM and 18.9 NM do not fly west below 3420' (3289').

② 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

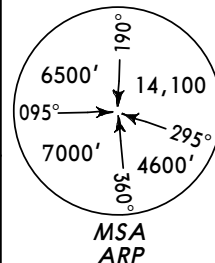
RINOT
N52 22.1 E158 59.9
At or above
FL130

ROUTING

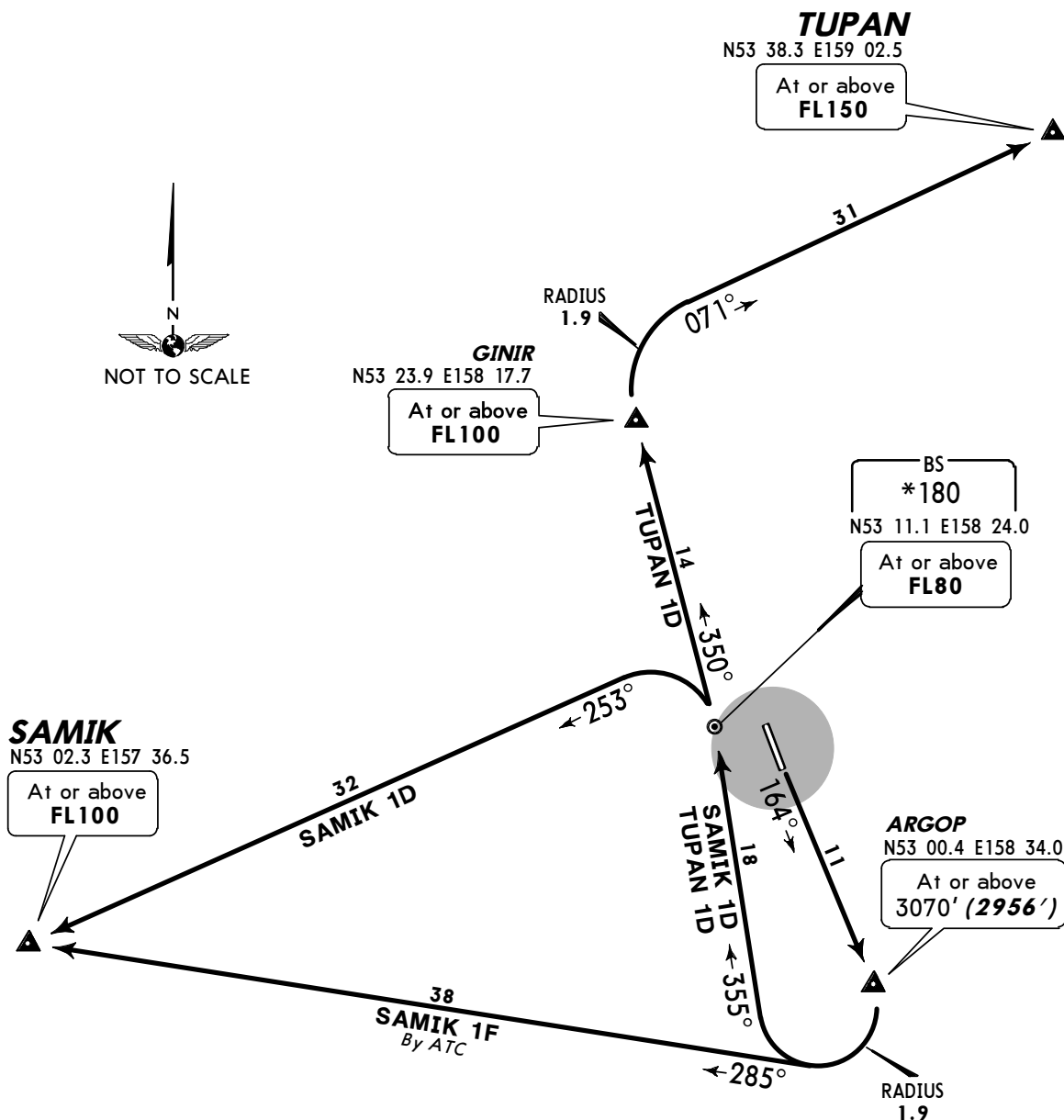
Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 164° bearing to RINOT.

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.

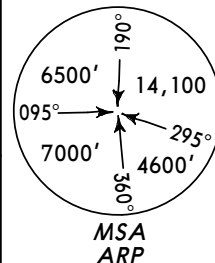
Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519
4.6% V/V (fpm)	349	466	699	932	1165	1398

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.

Apt Elev
131'

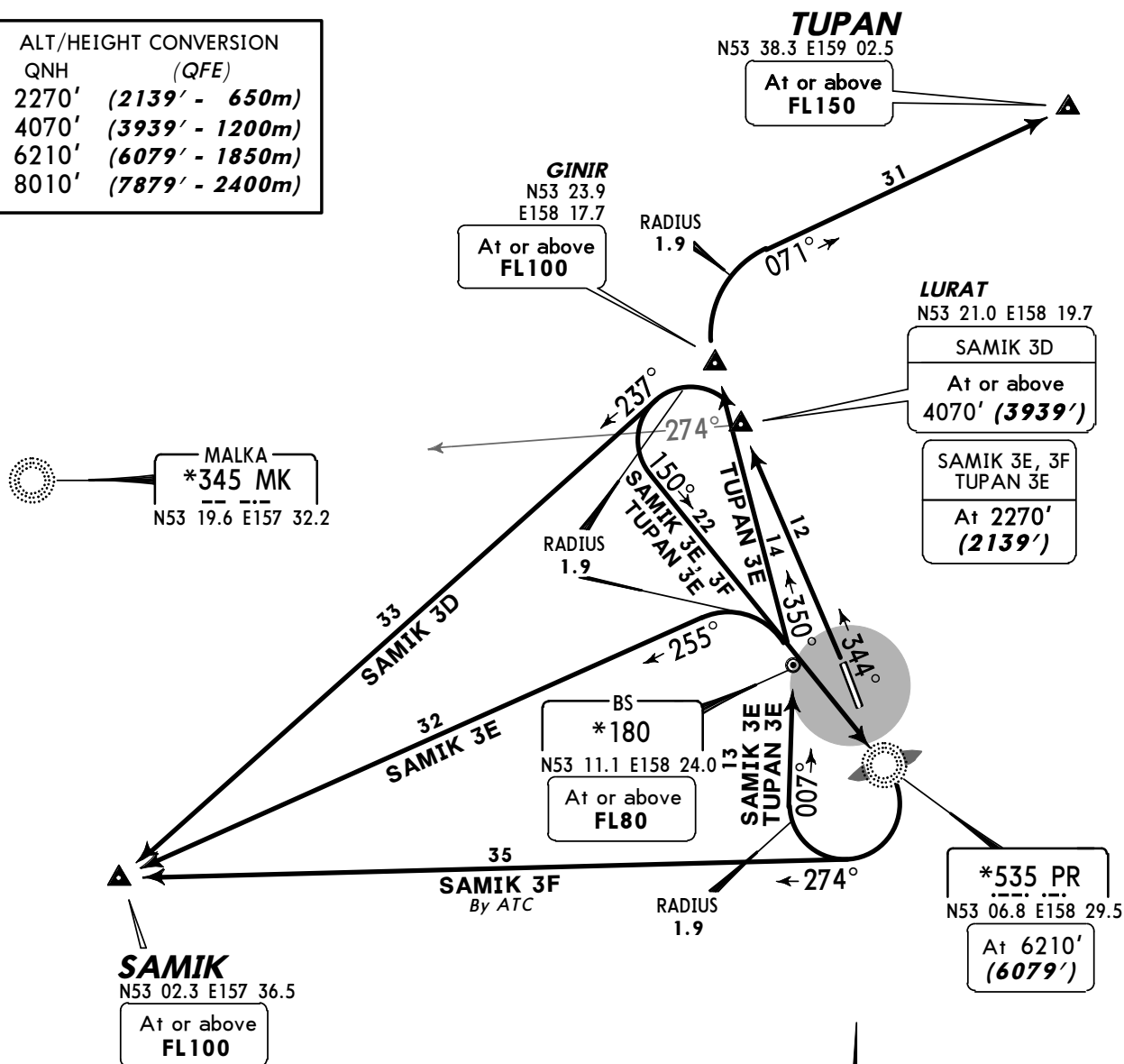
QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is 729 mm (971.9 hPa) or less
Trans alt: 8010' (7879')



**SAMIK 3D [SAMI3D], SAMIK 3E [SAMI3E] ①
SAMIK 3F [SAMI3F] ①, TUPAN 3E [TUPA3E] ①
RWY 34R DEPARTURES**

ALT/HEIGHT CONVERSION
QNH (QFE)

2270'	(2139' - 650m)
4070'	(3939' - 1200m)
6210'	(6079' - 1850m)
8010'	(7879' - 2400m)



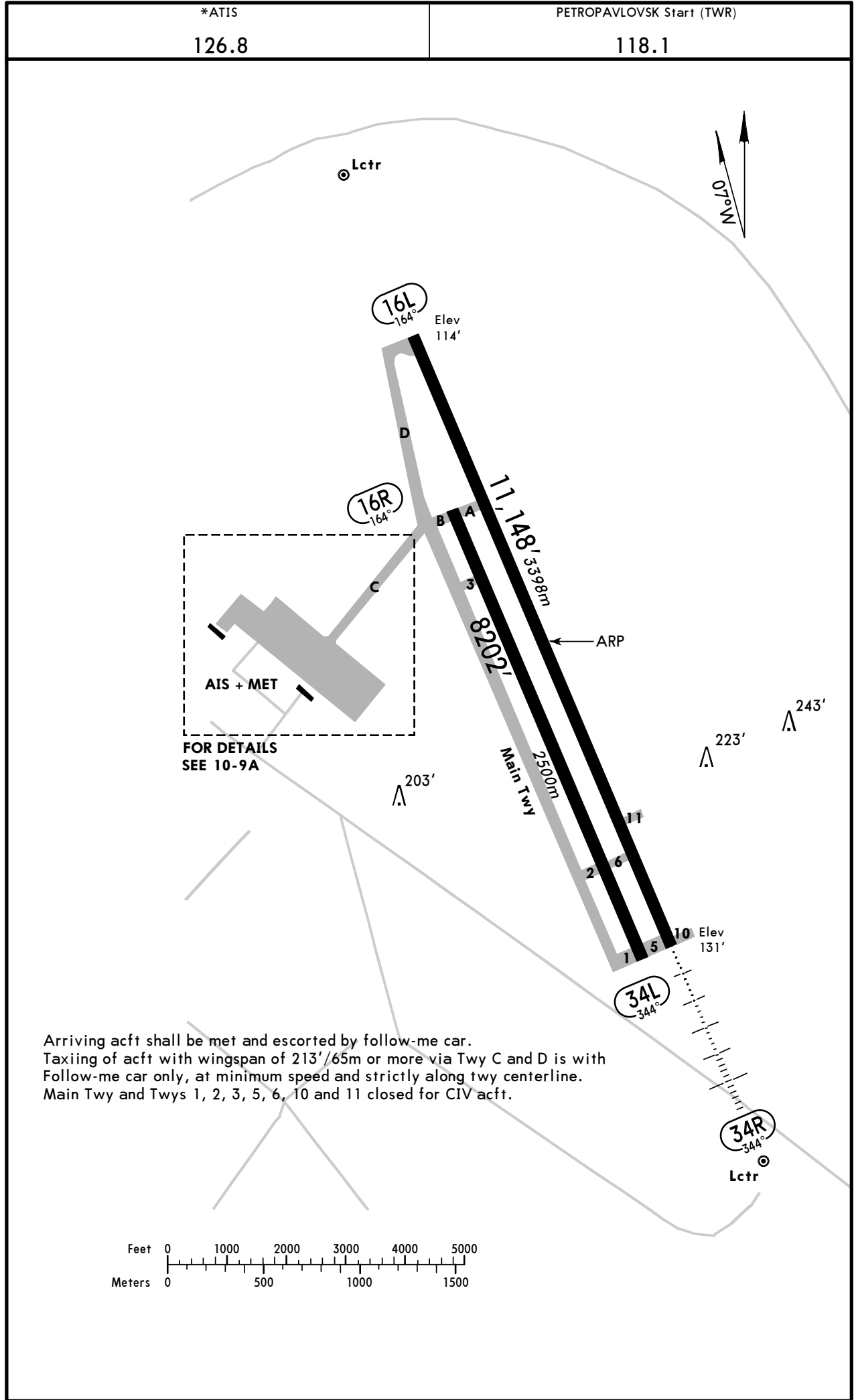
SAMIK 3D

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

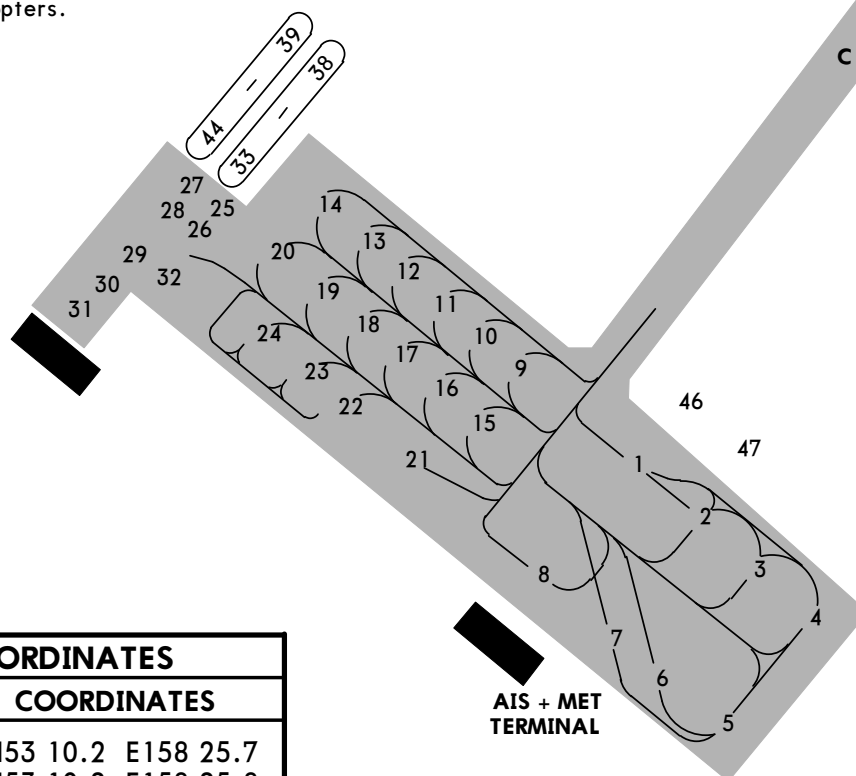
① MAX 250 KT below FL150.

SID	ROUTING
SAMIK 3D	Climb straight ahead to LURAT, turn LEFT, 237° track to SAMIK.
SAMIK 3E ①	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 ① By ATC	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 274° track to SAMIK.
TUPAN 3E ①	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.



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		TAKE-OFF	WIDTH
				LANDING BEYOND			
				Threshold	Glide Slope		
16L	HIRL (60m)	RVR				①	184' 56m
34R	HIRL (60m) HIALS PAPI-L (angle 2.67°)	RVR			10,115' 3083m		

① 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	② 34L						197' 60m
-----	-------	--	--	--	--	--	-------------

② 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	250m	400m
C		
D	300m	

STRAIGHT-IN RWY		A	B	C	D
34R	ILS ❶	331' (200')	331' (200')	331' (200')	331' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶❷❸	490' (359')	490' (359')	490' (359')	490' (359')
	<i>ALS out</i>	R1000m R1600m	R1000m R1600m	R1200m R1600m	R1200m R1600m
	2 NDB ❶❹	1120' (989')	1120' (989')	1120' (989')	1120' (989')
	<i>ALS out</i>	C4000m C4700m	C4000m C4700m	C4200m C4900m	C4200m C4900m
	NDB ❶❷❸	600' (469')	600' (469')	600' (469')	600' (469')
	<i>ALS out</i>	R1500m C2200m	R1500m C2200m	R1500m C2200m	R1500m C2200m
	NDB ❶❹	1190' (1059')	1190' (1059')	1190' (1059')	1190' (1059')
	<i>ALS out</i>	C4300m C5000m	C4300m C5000m	C4500m C5000m	C4500m C5000m

❶ Missed apch climb gradient MIM 3.2%

❷ Continuous Descent Final Approach

❸ with radar control

❹ w/o radar control

CIRCLE-TO-LAND ❺	A	B	C	D
to rwy 16L	810' (696')	810' (696')	1400' (1286')	1400' (1286')
	ceil 470m- V3000m	ceil 470m- V3000m	ceil 520m- V5000m	ceil 520m- V5000m

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

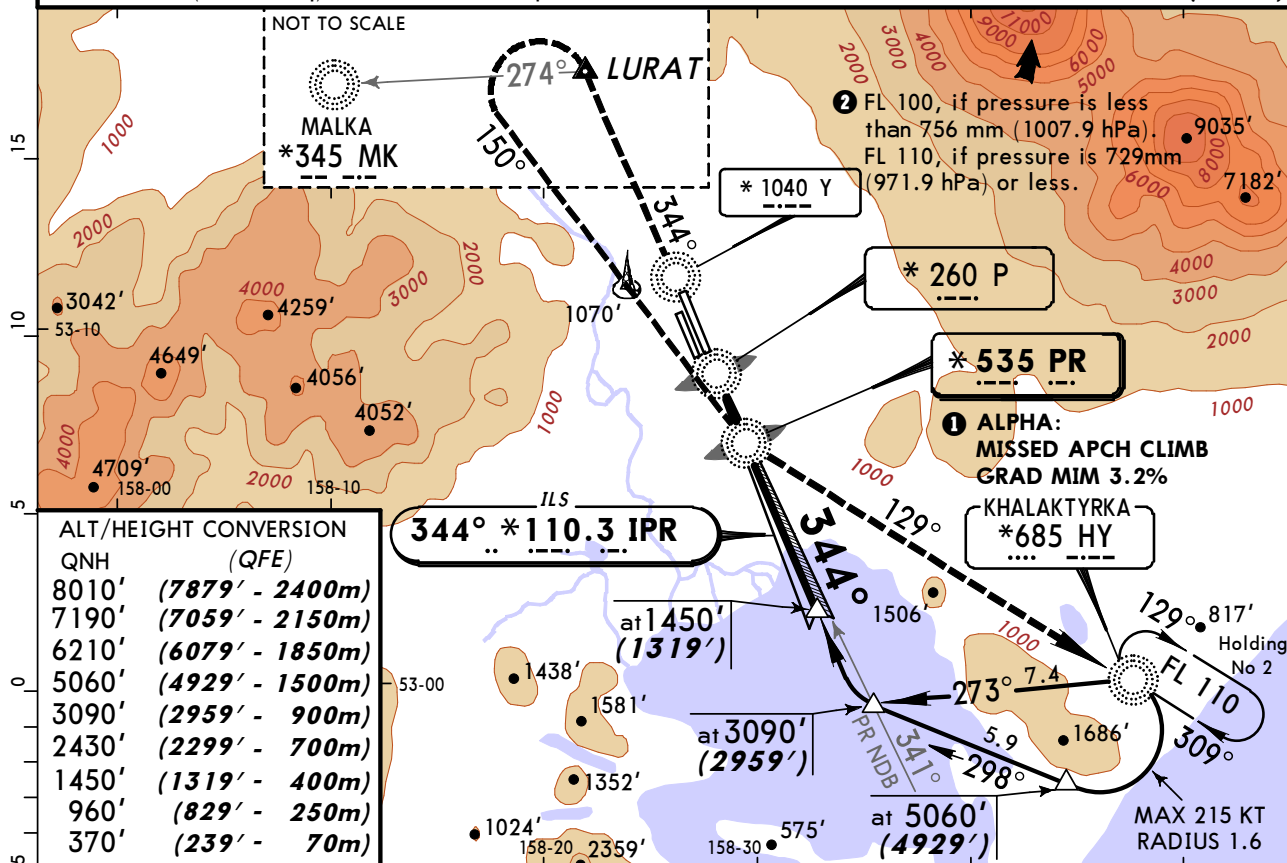
TAKE-OFF RWY 16L, 34R			
LVP must be in force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

BRIEFING STRIP™

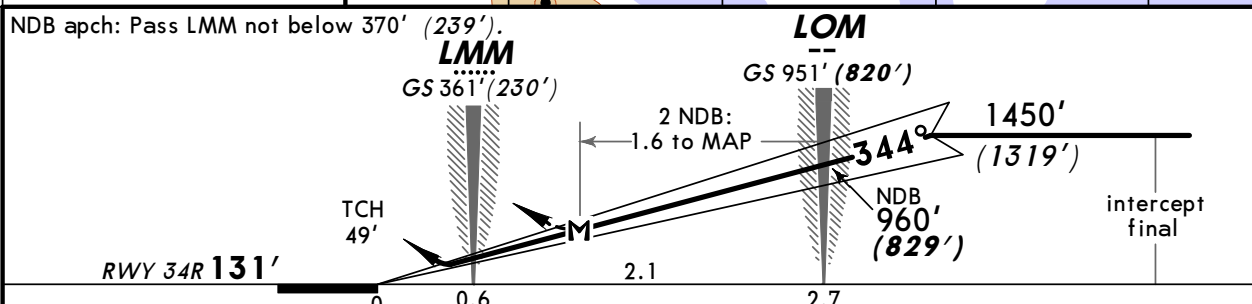
*ATIS 126.8		PETROPAVLOVSK Krug (RDR) 119.4		PETROPAVLOVSK Start (TWR) 118.1		MSA ARP
LOC IPR *110.3	Final ApcH Crs 344°	GS LOM 951' (820')	ILS DA(H) 331' (200')	Apt Elev 131'		
NDB PR *535		Minimum Alt LOM 960' (829')	NDB MDA(H) Refer to Minimums	RWY 131'		

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 2 Trans alt: 8010' (7879')



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



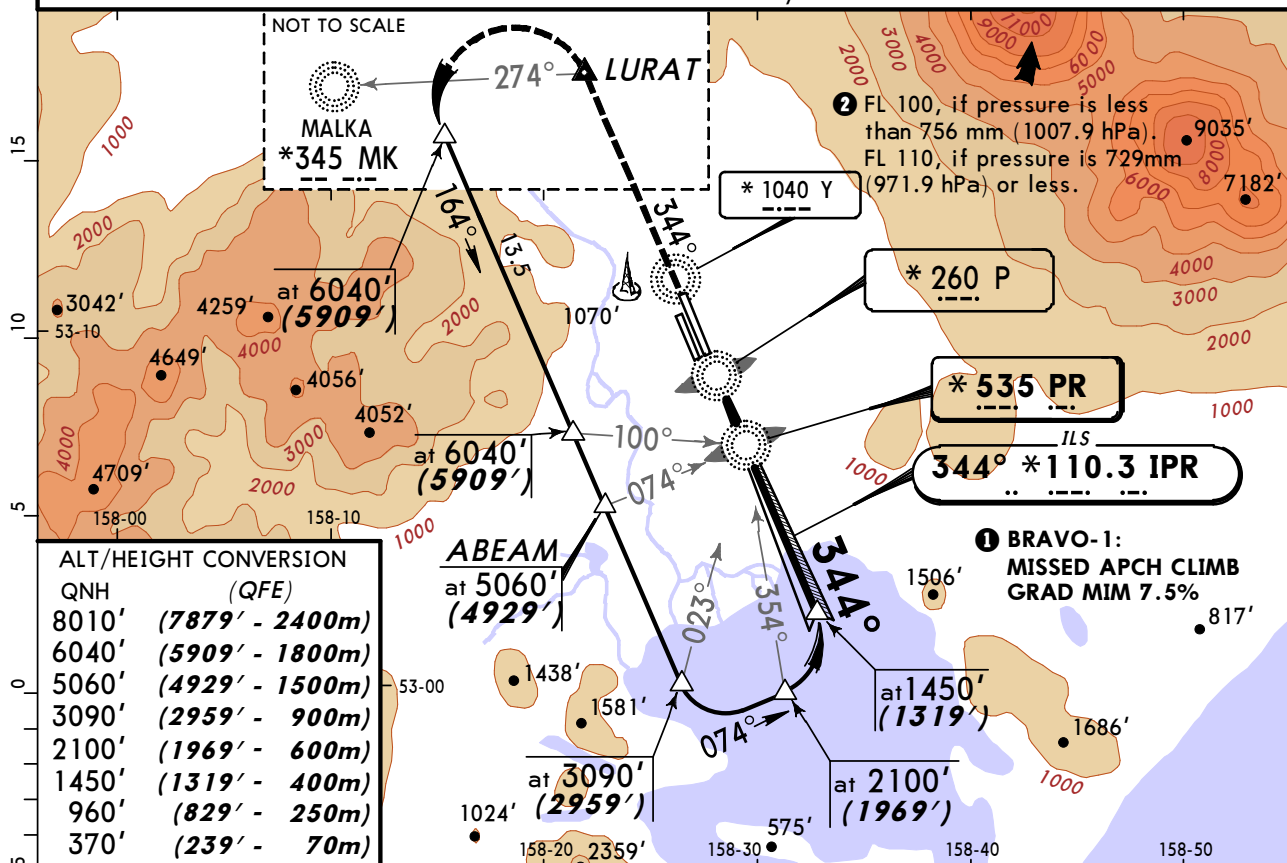
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI
ILS GS or	331	425	472	567	661	756	
NDB Descent Angle 2.67°	1:22	1:04	0:58	0:48	0:41	0:36	
2 NDB: LOM to MAP 1.6	1:22	1:04	0:58	0:48	0:41	0:36	

STRAIGHT-IN LANDING RWY 34R 112									
ILS		2 NDB with radar control		2 NDB w/o radar control		PR NDB with radar control		PR NDB w/o radar control	
DA(H) 331' (200')		MDA(H) 490' (359')		MDA(H) 1120' (989')		MDA(H) 600' (469')		MDA(H) 1190' (1059')	
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out
A									
B	RVR 720m	1200m	1400m	2200m	1400m	2200m	1900m	2700m	3200m
C	VIS 800m				1600m	2400m			
D			1800m		4000m	4800m			
					4400m		2300m		
								4000m	4800m
								4400m	

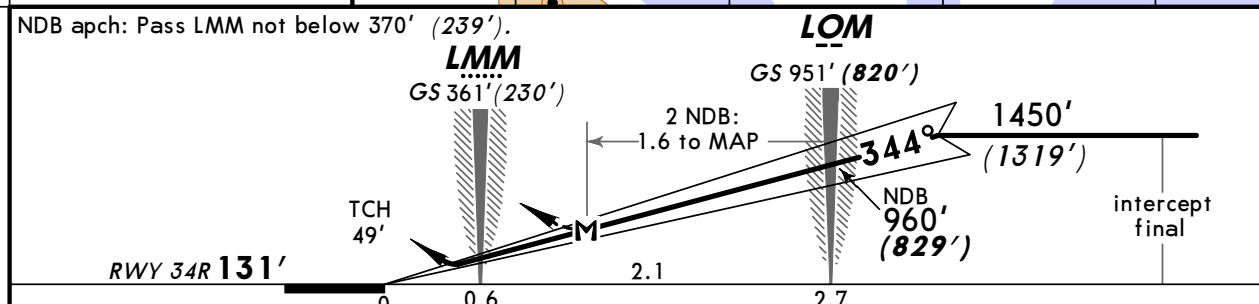
1 Missed apch climb gradient mim 3.2%. 2 LOC (GS out): NOT AUTH.

*ATIS		PETROPAVLOVSK Krug (RDR)		PETROPAVLOVSK Start (TWR)		MSA ARP
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) Refer to Minimums	RWY 131'		

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 90 **2** Trans alt: 8010' (**7879'**)
 Procedure also carried out in case of radio com failure immediately after take-off.



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



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	 HIALS PAPI	5060' (4929') on 344° 164° LT 6040' (5909')
<i>ILS GS or</i>	331	425	472	567	661	756		
<i>NDB Desc Angle 2.67°</i>								
<i>2 NDB: LOM to MAP 1.6</i>	1:22	1:04	0:58	0:48	0:41	0:36		

STRAIGHT-IN LANDING RWY 34R 1 2										
ILS		2 NDB				PR NDB				
with radar control		w/o radar control		with radar control		w/o radar control				
DA(H)	331'(200')	MDA(H)	490'(359')	MDA(H)	1120'(989')	MDA(H)	600'(469')	MDA(H)	1190'(1059')	
FULL	ALS out		ALS out		ALS out		ALS out		ALS out	
A	RVR 720m VIS 800m	1200m	1400m	2200m	1400m	2200m	1900m	2700m	3200m	
B					1600m	2400m			4000m	4800m
C					4000m	4800m				
D					1800m	4400m			2300m	4400m

1 Missed apch climb gradient min 7.5% up to 5060' (4929'). **2** LOC (GS out): NOT AUTH.

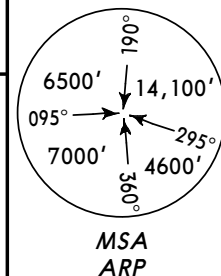
UHPP/PKC
YELIZOVO

12 JUL 13
Eff 25 Jul

(11-3)

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA
ILS or 2 NDB or NDB Rwy 34R

*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) Refer to Minimums	RWY 131'	



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.

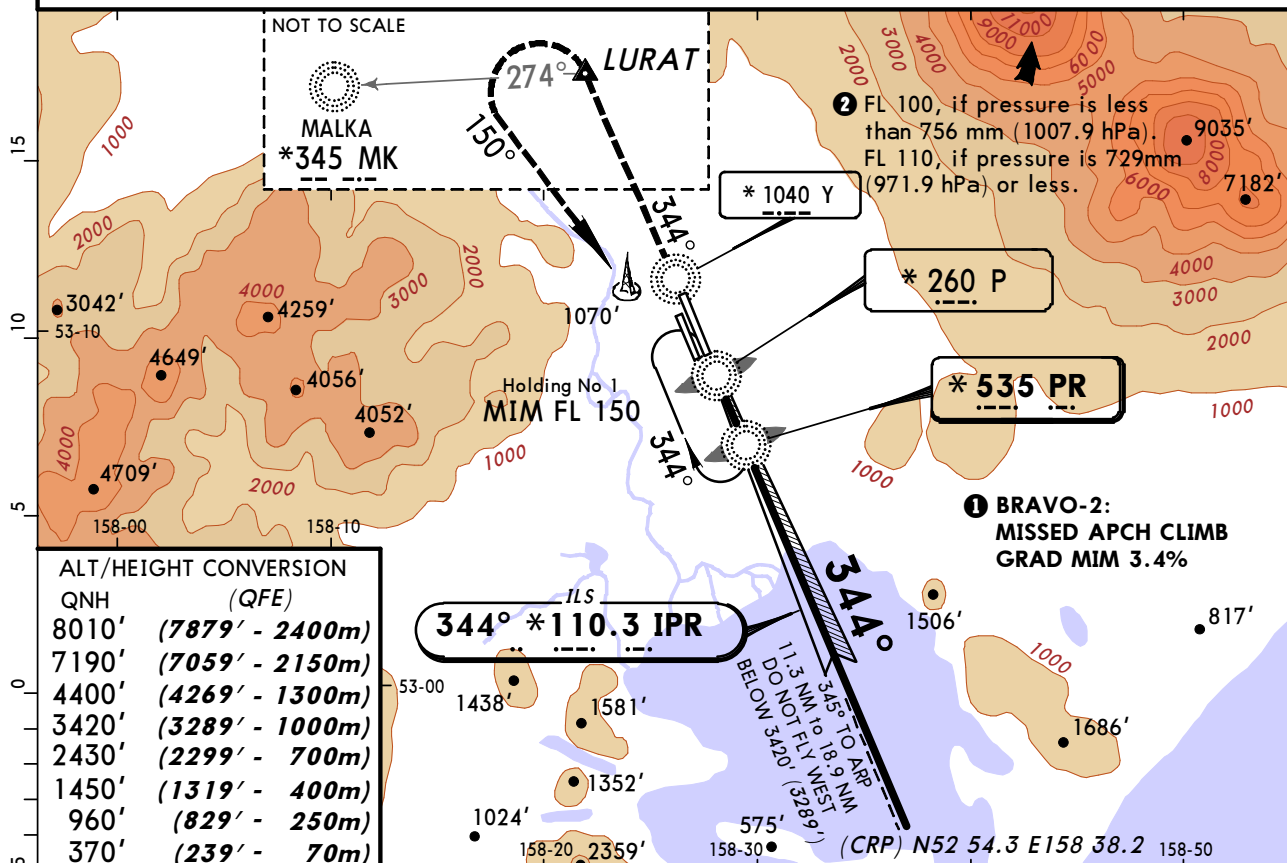
Climb grad MIM 3.4% until reaching PR NDB.

Alt Set: MM (hPa on req)

QNH on req (QFE)

Trans level: FL 90 2

Trans alt: 8010' (7879')

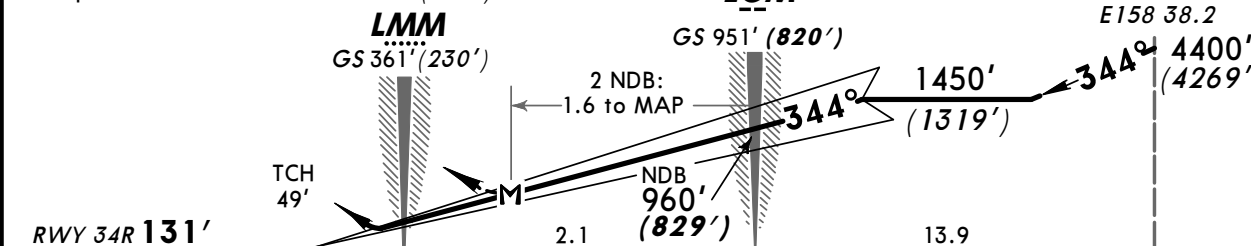


ALT/HEIGHT CONVERSION

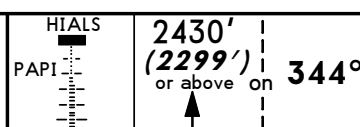
QNH (QFE)

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
2 NDB: LOM to MAP 1.6	1:22	1:04	0:58	0:48	0:41	0:36



STRAIGHT-IN LANDING RWY 34R 112									
ILS		2 NDB		PR NDB		with radar control		w/o radar control	
DA(H) 331' (200')		MDA(H) 490' (359')		MDA(H) 1120' (989')		MDA(H) 600' (469')		MDA(H) 1190' (1059')	
FULL	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out
A									
B	RVR 720m	1200m	1400m	2200m	1400m	2200m	1900m	2700m	3200m
C	VIS 800m				1600m	2400m			
D			1800m		4000m	4800m			
					4400m		2300m		

1 Missed apch climb gradient mim 3.4%. 2 LOC (GS out): NOT AUTH.

CHANGES: Procedure title. Minimums.

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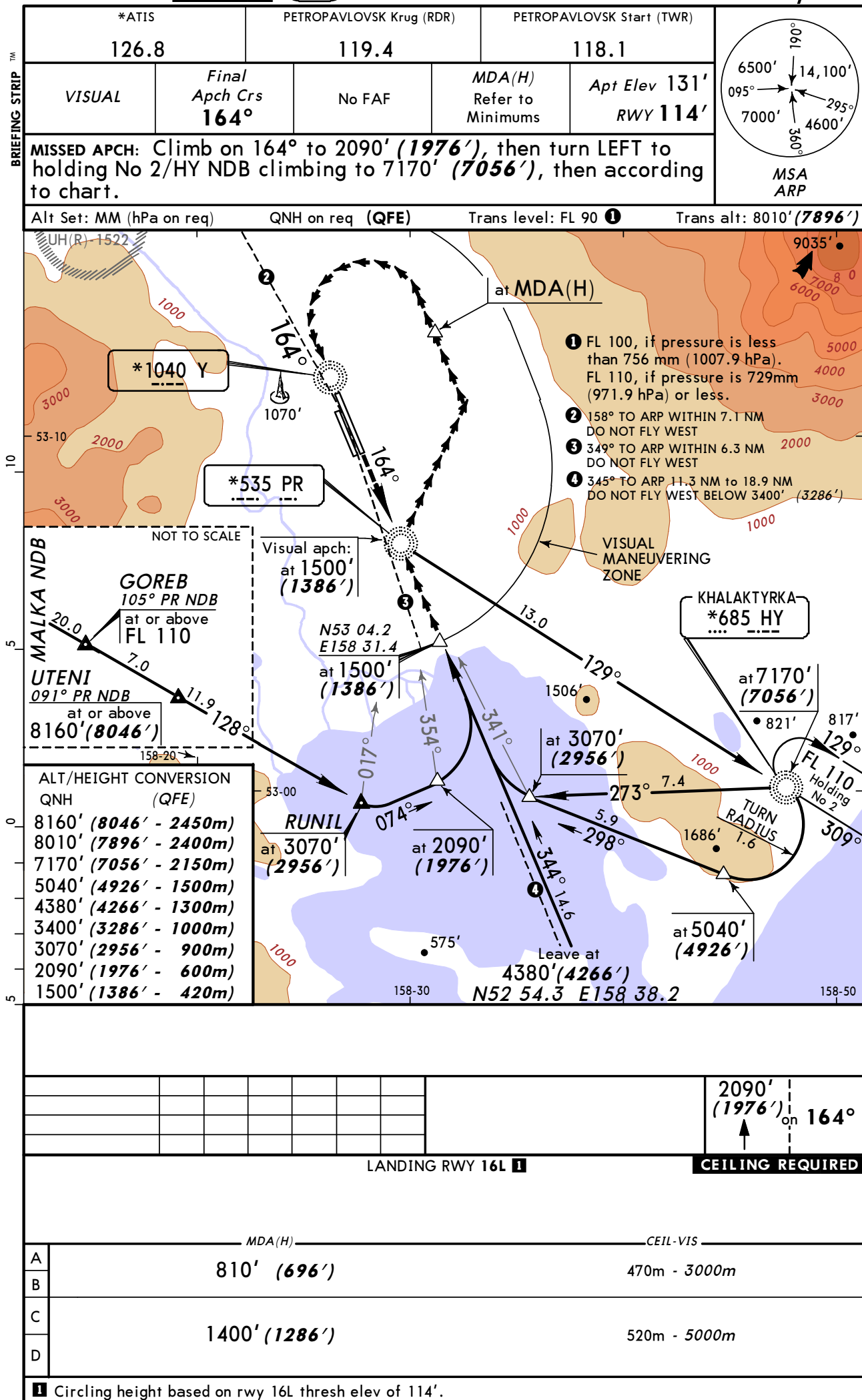


Chart changes since cycle 16-2013

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

PETROPAVLOVSK-KAMCHATSKY, (YELIZOVO - UHPP)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHPP