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Revision Letter For Cycle 17-2013

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General Information

Location: Petrozavodsk Rus
IATA Code: PES
Lat/Long: N61° 53.1' E034° 09.3'
Elevation: 150 ft

Airport Use: Public
Magnetic Variation: 12.2°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: 0216 Z
Sunset: 1715 Z,

Runway Information

Runway: 01
Length x Width: 8212 ft x 157 ft
Surface Type: concrete
TDZ-Elev: 149 ft
Lighting: Edge, ALS

Runway: 19
Length x Width: 8212 ft x 157 ft
Surface Type: concrete
TDZ-Elev: 137 ft
Lighting: Edge, ALS

Communication Information

Petrozavodsk Tower 128.0

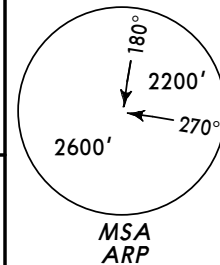
Apt Elev
150'

Alt Set: MM (hPa on request) QNH on request (QFE)

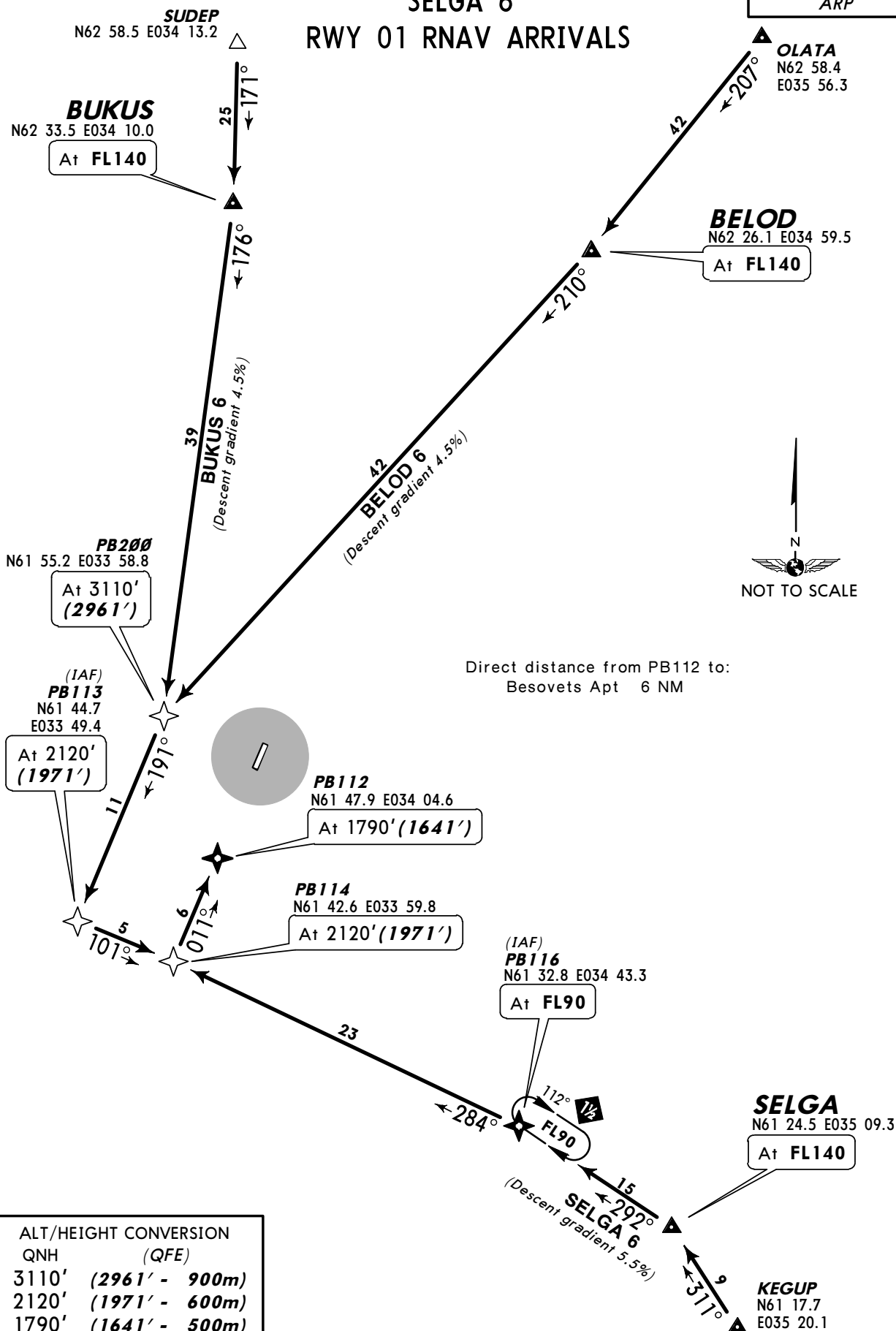
Trans level: FL50

FL60 if pressure is less than 733 mm (977.3 hPa)
and 706 mm (941.3 hPa) or above

Trans alt: 3110' (2961')



BELOD 6, BUKUS 6
SELGA 6
RWY 01 RNAV ARRIVALS



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

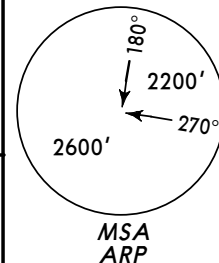
Apt Elev
150'

Alt Set: MM (hPa on request) QNH on request (QFE)

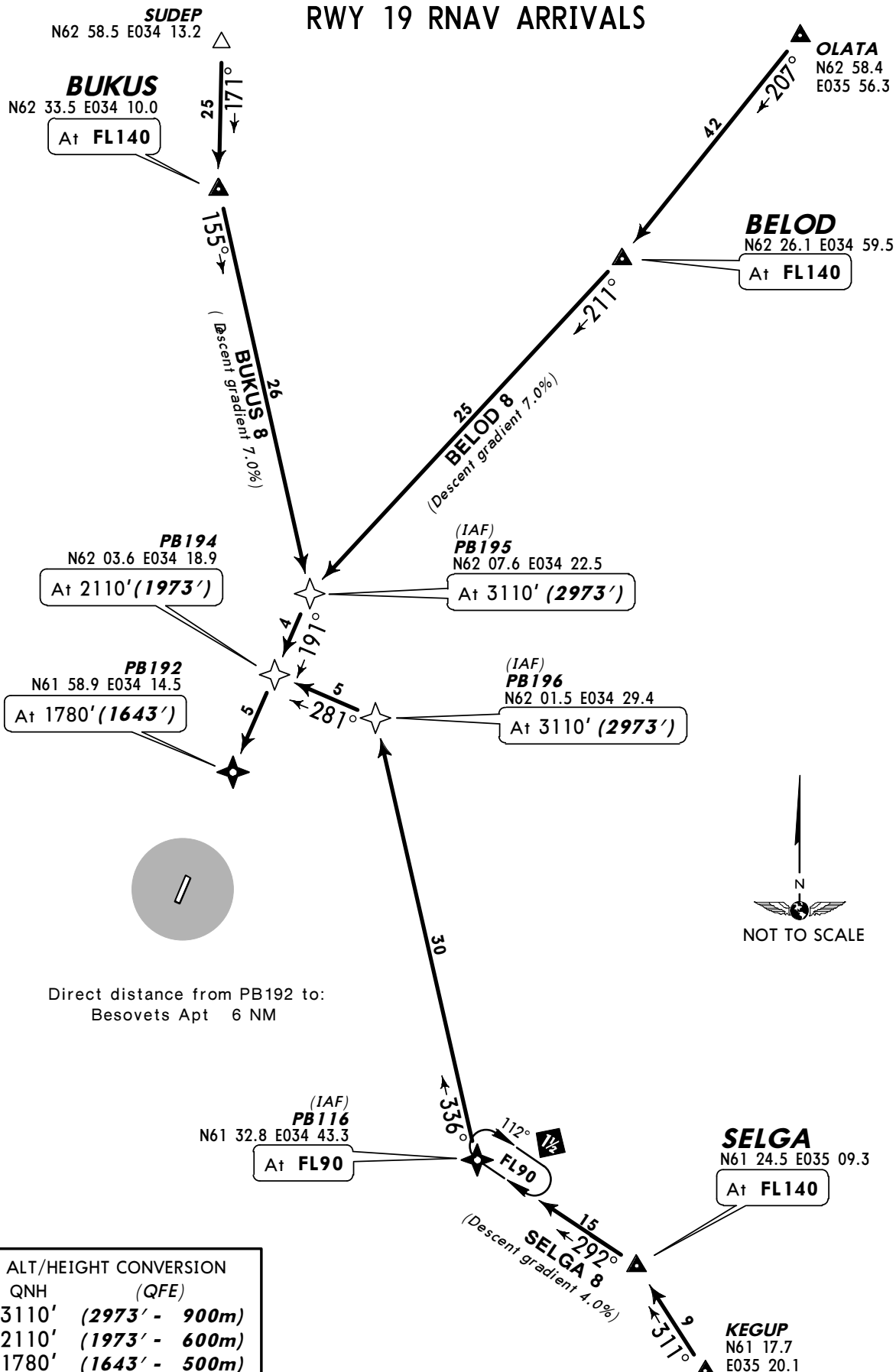
Trans level: FL50

FL60 if pressure is less than 733 mm (977.3 hPa)
and 706 mm (941.3 hPa) or above

Trans alt: 3110' (2973')



BELOD 8, BUKUS 8
SELGA 8
RWY 19 RNAV ARRIVALS



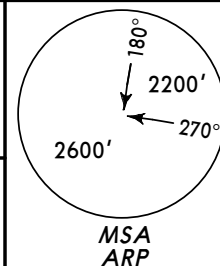
Apt Elev
150'

Alt Set: MM (hPa on request) QNH on request (QFE)

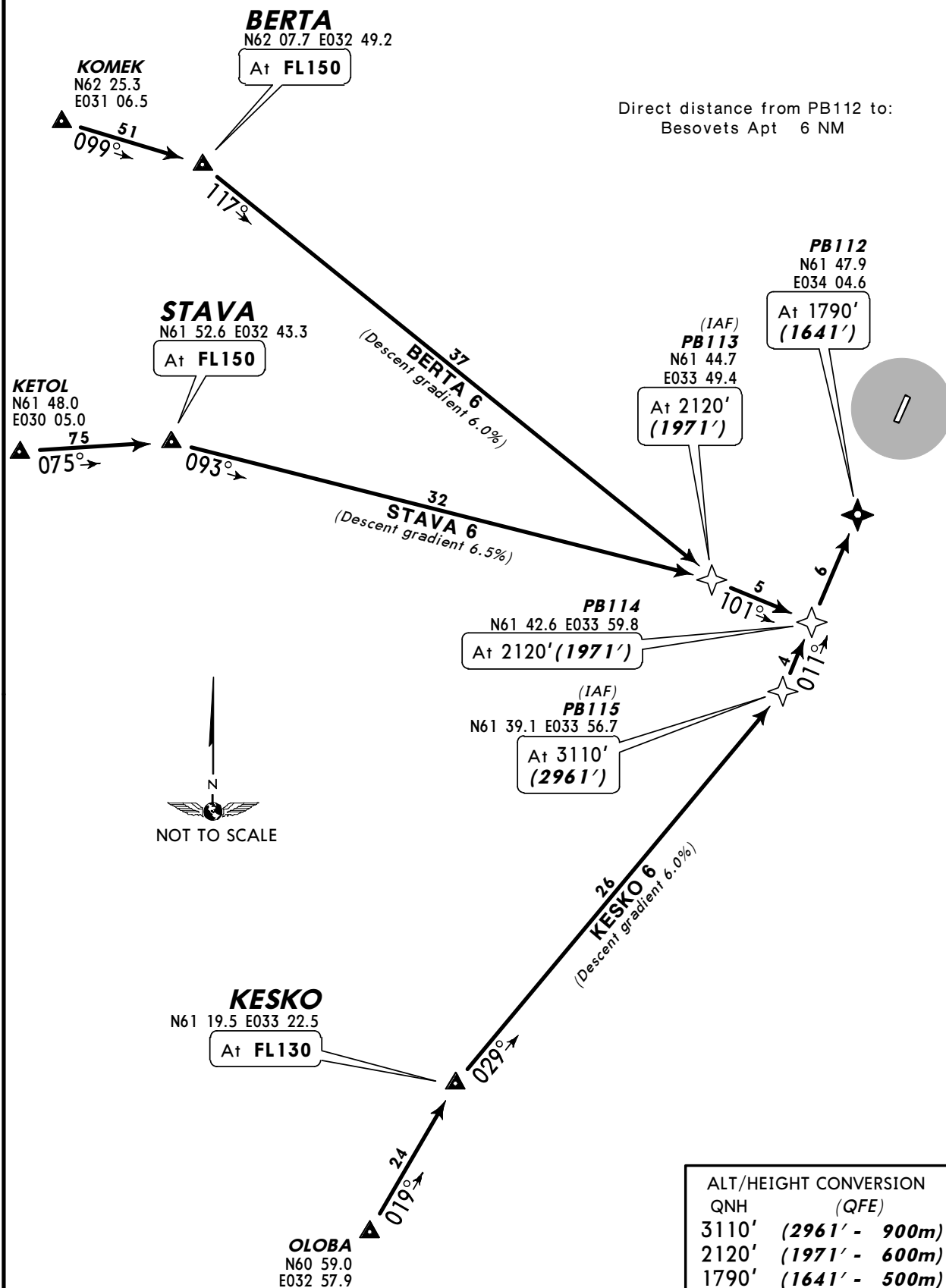
Trans level: FL50

FL60 if pressure is less than 733 mm (977.3 hPa)
and 706 mm (941.3 hPa) or above

Trans alt: 3110' (2961')



BERTA 6, KESKO 6 STAVA 6 RWY 01 RNAV ARRIVALS



ALT/HEIGHT CONVERSION

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

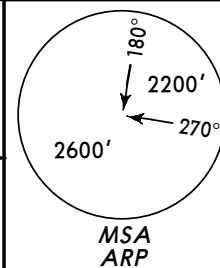
Apt Elev
150'

Alt Set: MM (hPa on request) QNH on request (QFE)

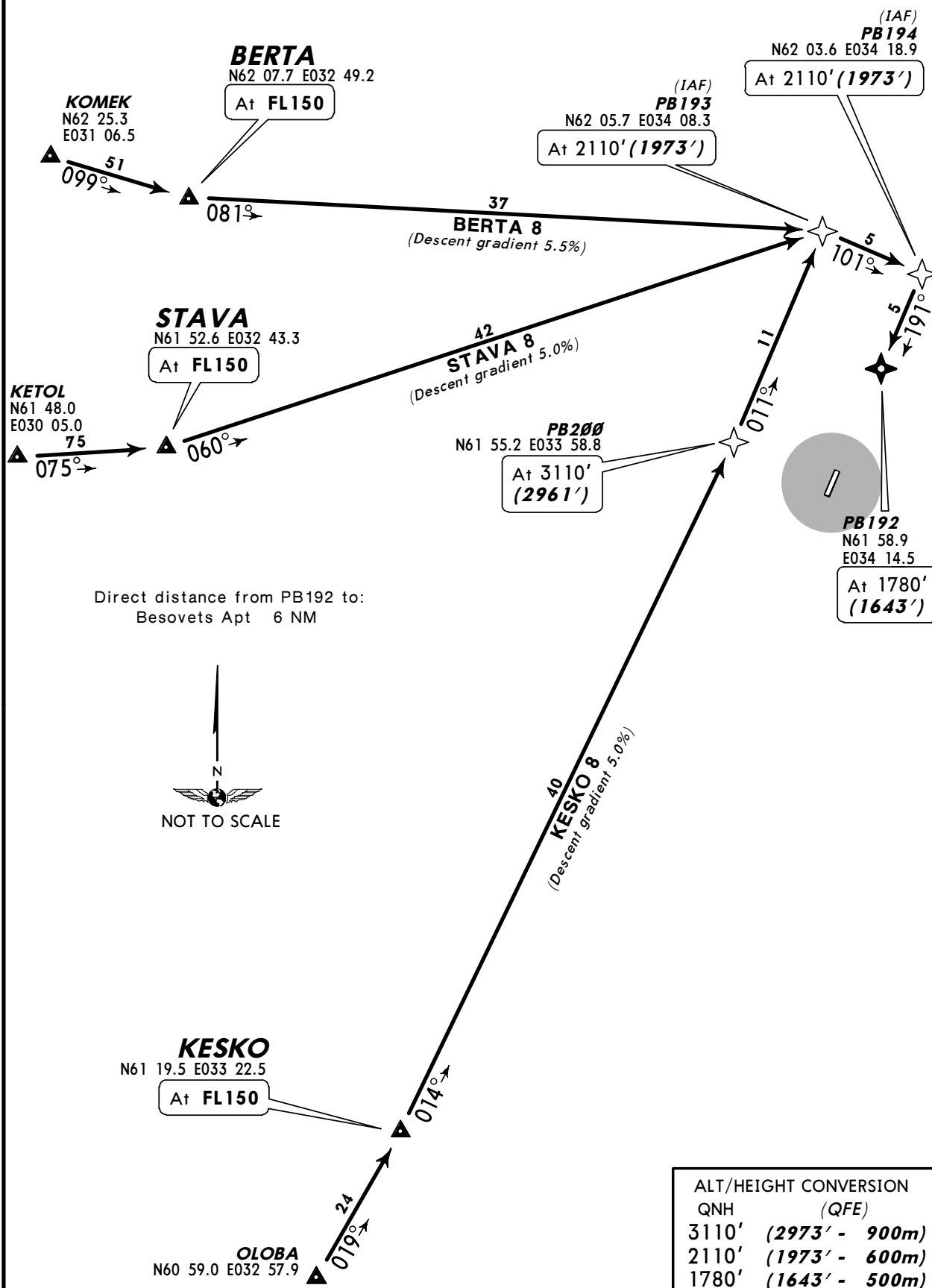
Trans level: FL50

FL60 if pressure is less than 733 mm (977.3 hPa)
and 706 mm (941.3 hPa) or above

Trans alt: 3110' (2973')



BERTA 8, KESKO 8
STAVA 8
RWY 19 RNAV ARRIVALS



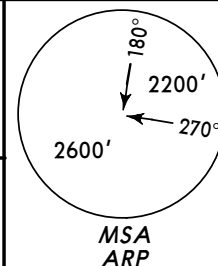
Apt Elev
150'

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 2
BUKUS 2
RWY 01 ARRIVALS

SUDEP
N62 58.5 E034 13.2

BUKUS
N62 33.5 E034 10.0

At FL140

OLATA
N62 58.4 E035 56.3

BELOD
N62 26.1 E034 59.5

At FL140

HOLDING
OVER X



Direct distance
from N61 47.9 E034 04.6 to:
Besovets Apt 6 NM

*645 X

N61 52.0 E034 08.3

At TL

N61 47.1 E033 54.7

At 2120' (1971')

N61 47.9 E034 04.6

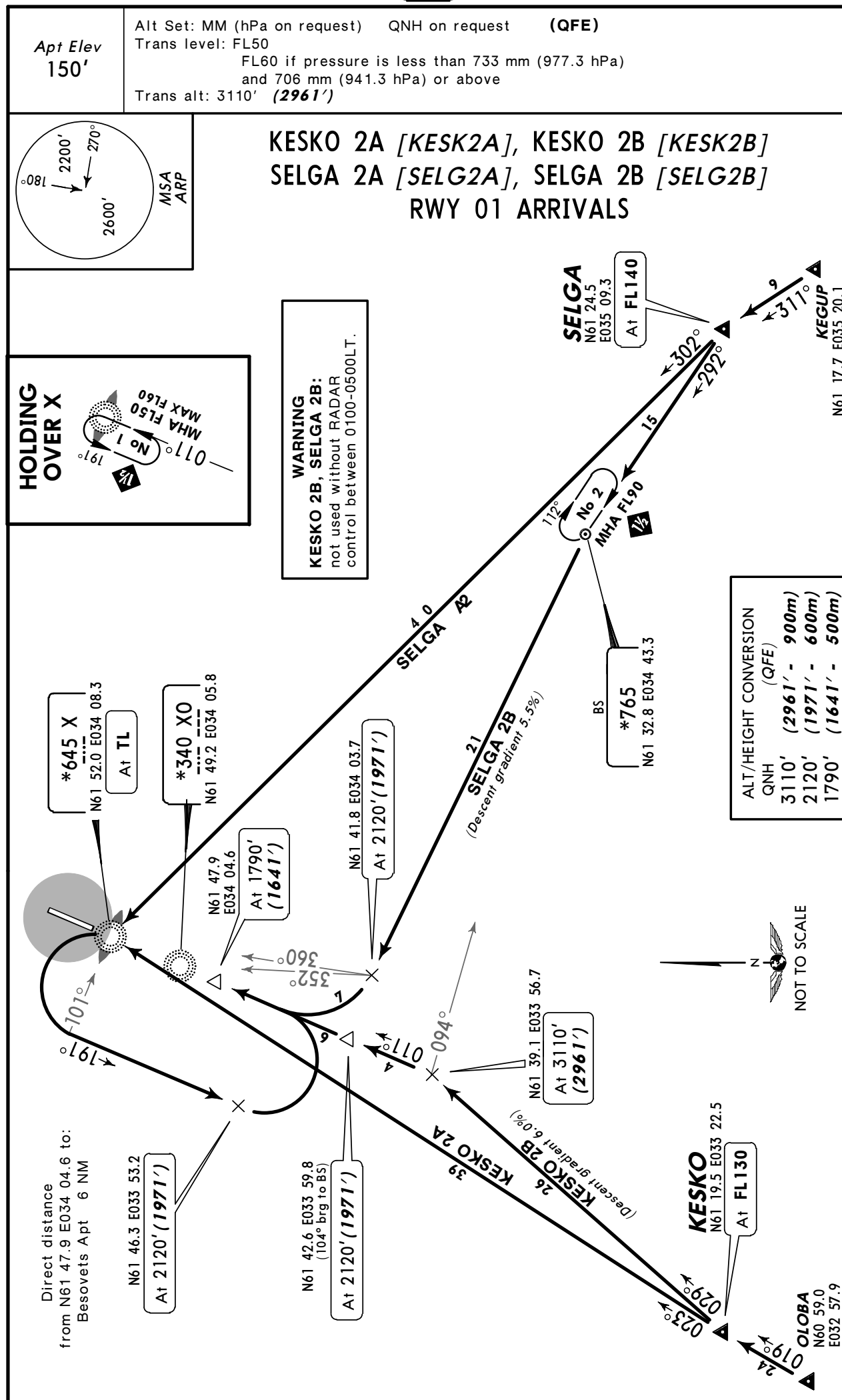
At 1790' (1641')



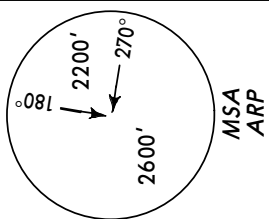
ALT/HEIGHT CONVERSION

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

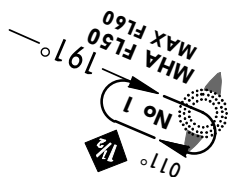




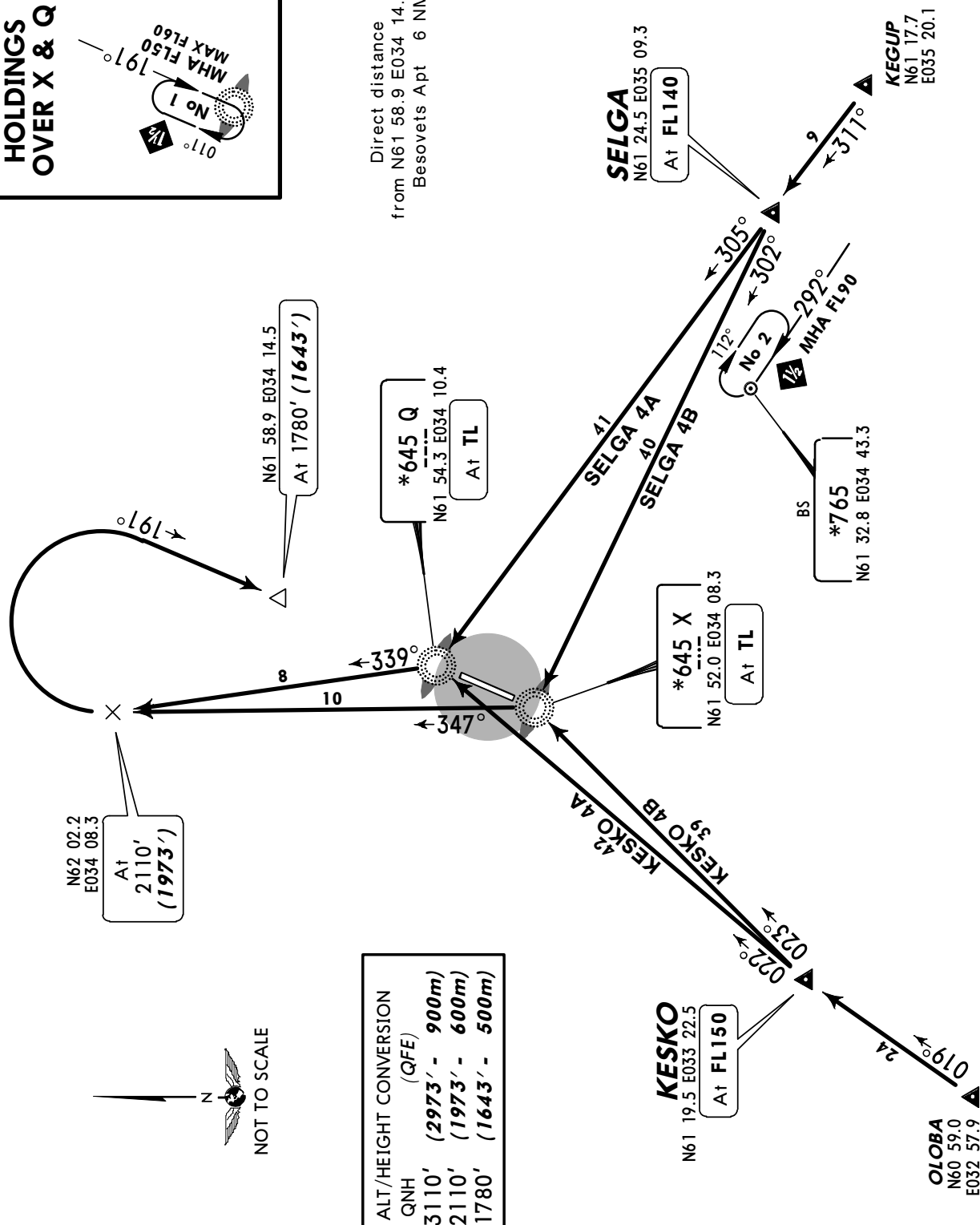
Trans alt: 3110' (**2973'**)



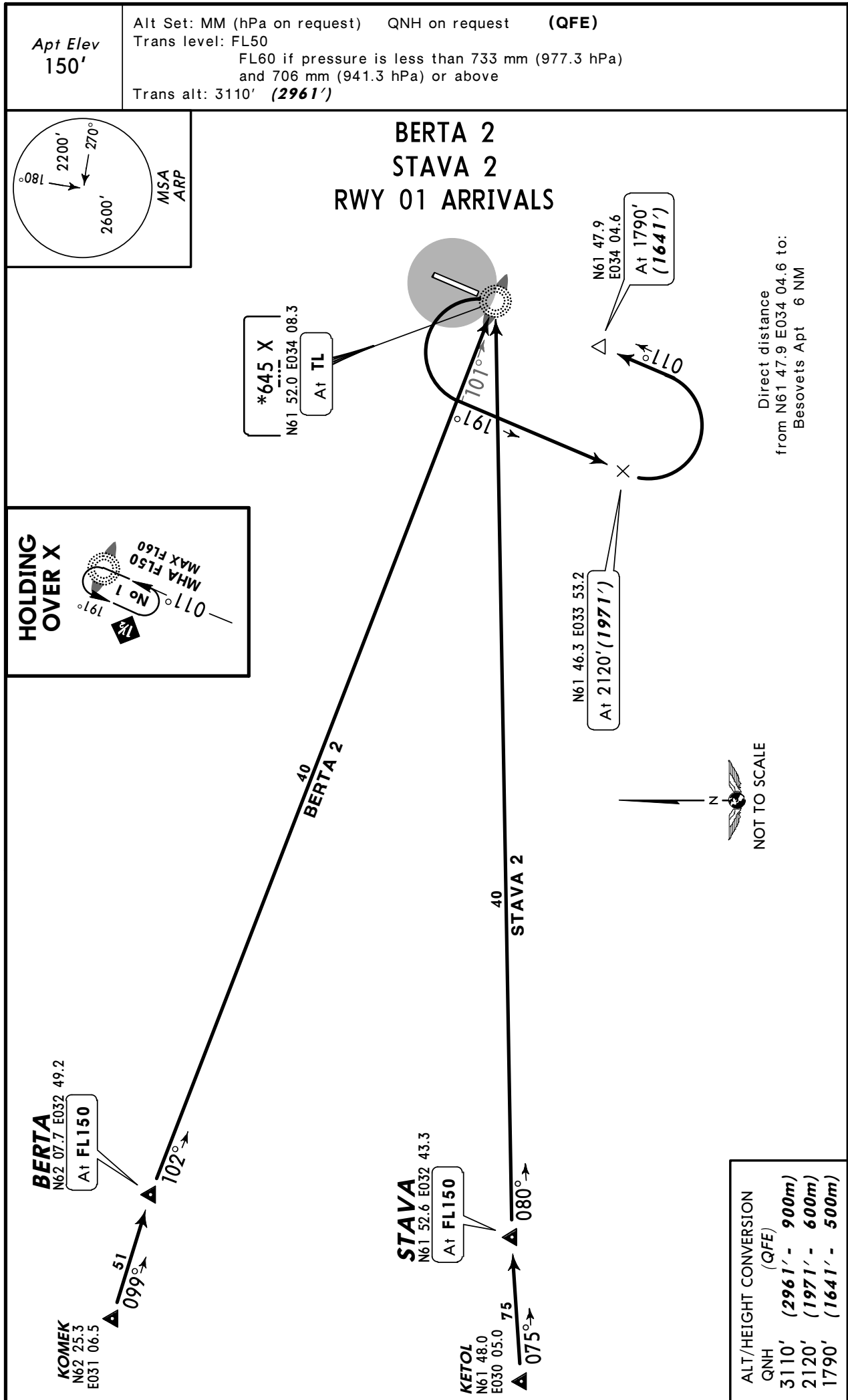
HOLDINGS OVER X & Q



Direct distance
from N61 58.9 E034 14.5 to:
Besovets Apt 6 NM



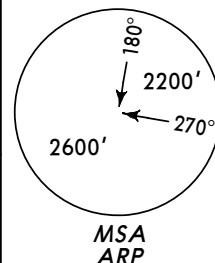
ALT/HEIGHT CONVERSION	QNH	(QFE)
	QNH	
	3110'	(2973' - 900m)
	2110'	(1973' - 600m)
	1780'	(1643' - 500m)



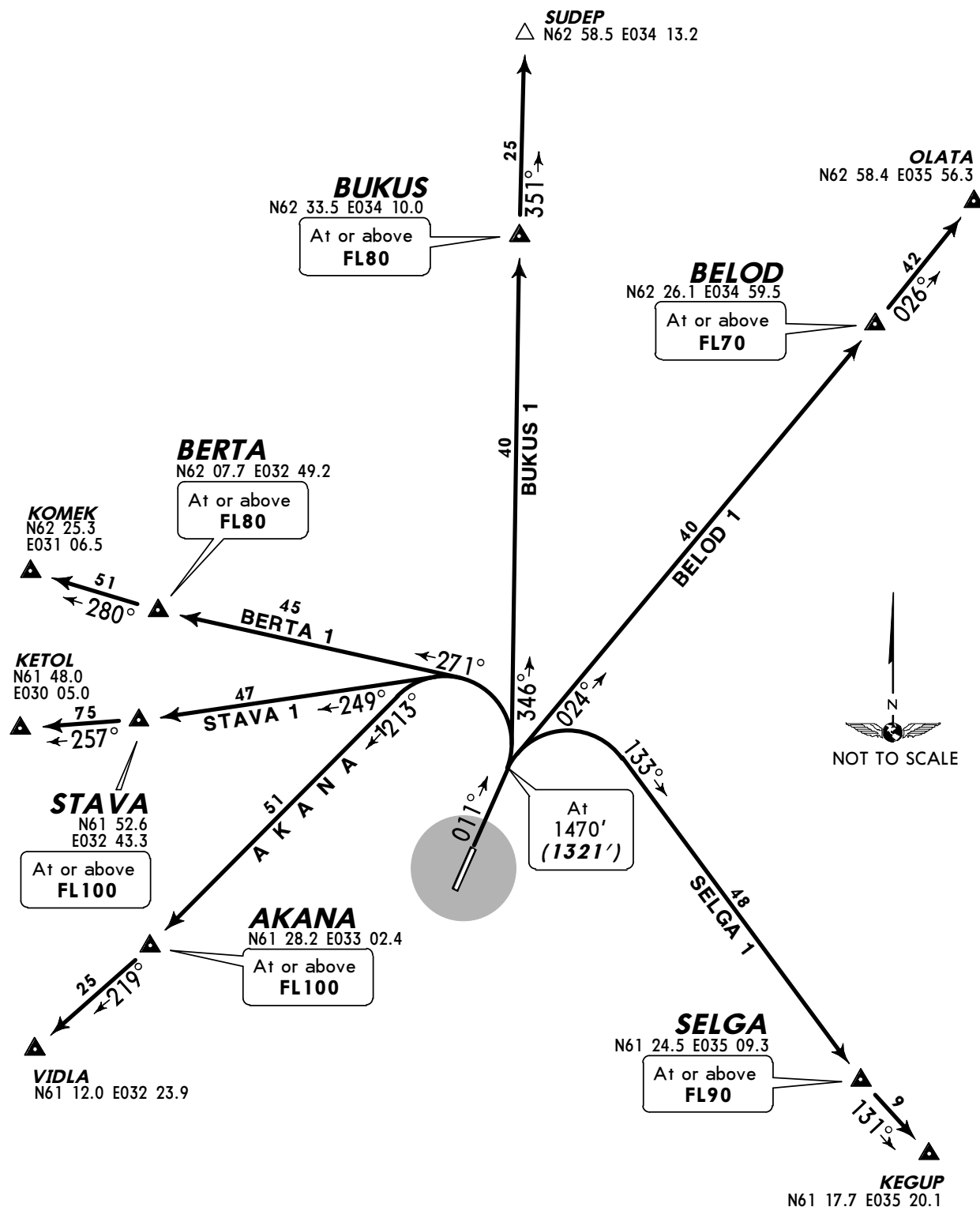


Apt Elev
150'

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')



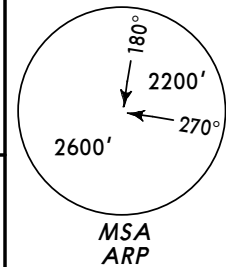
AKANA 1, BELOD 1, BERTA 1
BUKUS 1, SELGA 1, STAVA 1
RWY 01 DEPARTURES



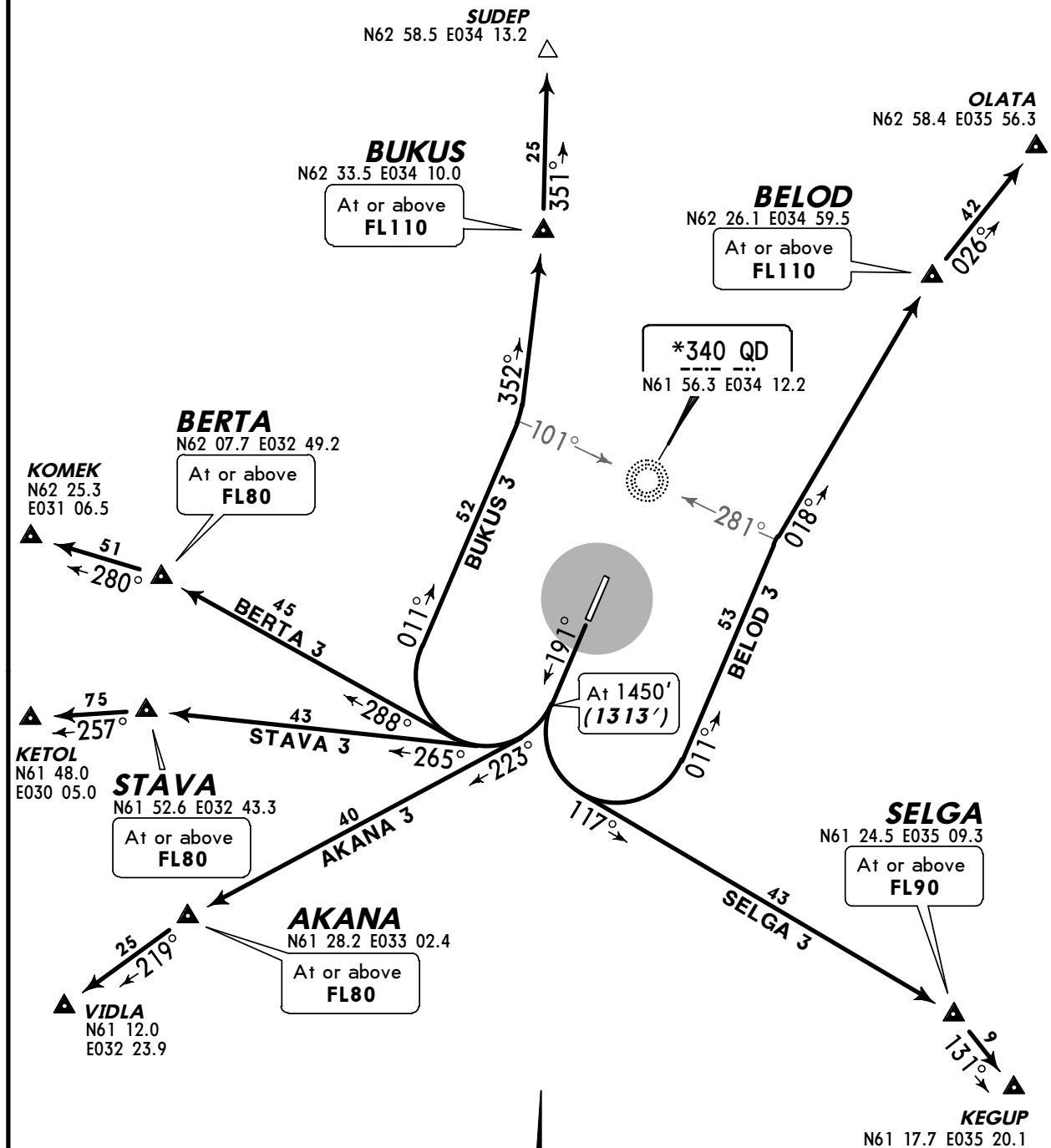
ALT/HEIGHT CONVERSION
QNH (QFE)
1470' (1321' - 400m)
3110' (2961' - 900m)

Apt Elev
150'

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' (2973')

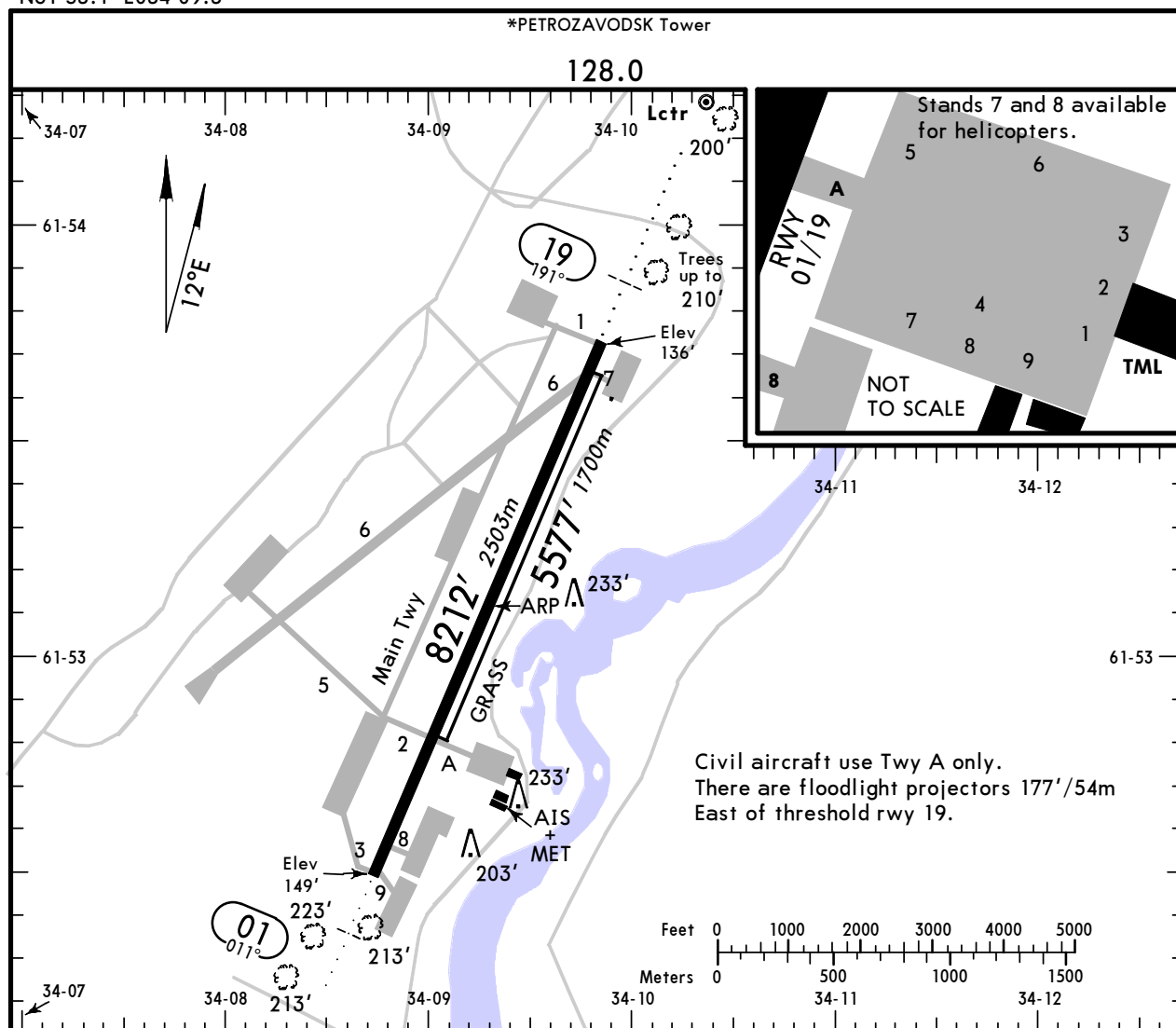


AKANA 3, BELOD 3, BERTA 3
BUKUS 3, SELGA 3, STAVA 3
RWY 19 DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
1450' (1313' - 400m)
3110' (2973' - 900m)





ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS		TAKE-OFF	WIDTH
RWY					LANDING BEYOND			
					Threshold	Glide Slope		
01	RL (60m)	HIALS	PAPI-L (3.00°)	RVR			①	148'
19	RL (60m)	ALS	PAPI-L (2.67°)	RVR				48m
01	19	Grass runway						131'
								40m

① First 328'/100m unusable for take-off.

TAKE-OFF RUN AVAILABLE

RWY 01:

From rwy head 7884' (2403m)

twy A int 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

400m

300m

STRAIGHT-IN RWY		A	B	C	D
01	2 NDB ❶	570' (421')	570' (421')	570' (421')	570' (421')
		R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB ❶❷	780' (631')	780' (631')	780' (631')	780' (631')
		R1500m	R1500m	C2400m	C2400m
	NDB ❸	1130' (981')	1130' (981')	1130' (981')	1130' (981')
19		C4300m	C4300m	C4500m	C4500m
	ALS out	C4700m	C4700m	C4900m	C4900m
	2 NDB ❶	500' (363')	500' (363')	500' (363')	500' (363')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ❶❷	730' (593')	730' (593')	730' (593')	730' (593')
		R1500m	R1500m	C2400m	C2400m
	NDB ❸	980' (843')	980' (843')	980' (843')	980' (843')
		C3800m	C3800m	C4000m	C4000m
	ALS out	C4000m	C4000m	C4200m	C4200m

❶ Continuous Descent Final Approach.

❷ with FAF

❸ w/o FAF

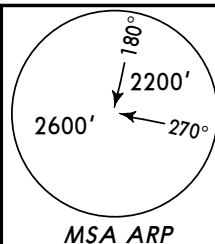
TAKE-OFF RWY 01, 19

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

*PETROZAVODSK Tower (PAR/TWR)

128.0

NDB XO *340	Final Apch Crs 011°	Minimum Alt RADAR FIX 1790' (1642')	MDA(H) 570' (422')	Apt Elev 150' RWY 148'
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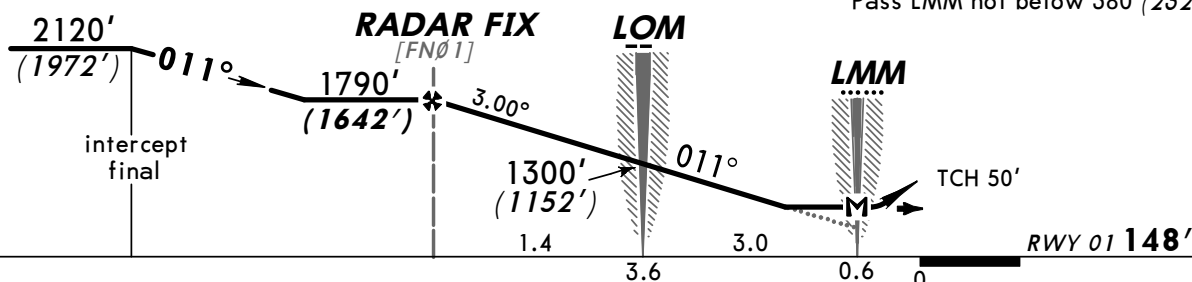
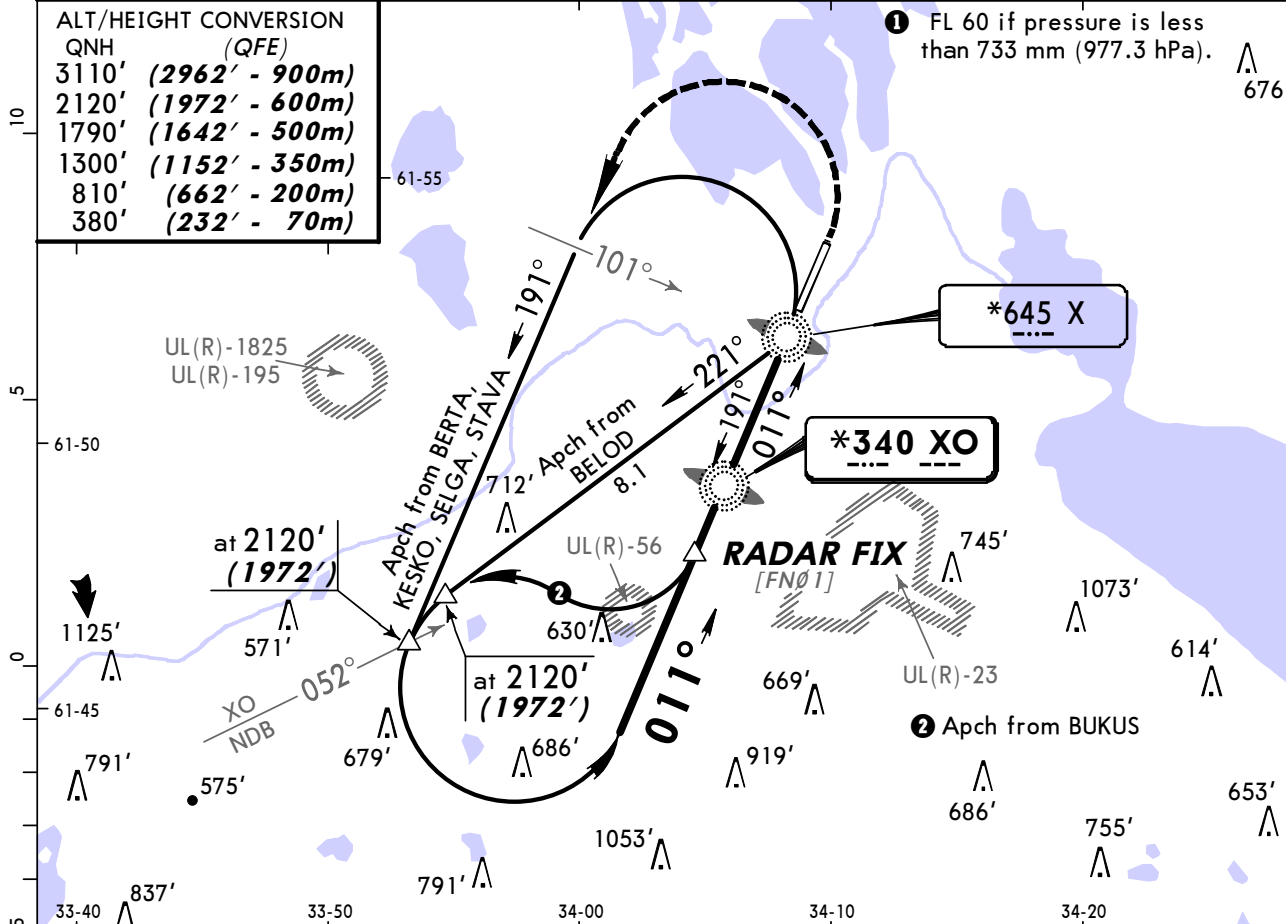


MISSED APCH: Climb to 810' (662'), then turn LEFT onto 191° climbing to 2120' (1972'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3110' (2962')

ALT/HEIGHT CONVERSION
QNH (QFE)
3110' (2962' - 900m)
2120' (1972' - 600m)
1790' (1642' - 500m)
1300' (1152' - 350m)
810' (662' - 200m)
380' (232' - 70m)

1 FL 60 if pressure is less than 733 mm (977.3 hPa).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM						

HIALS	810' (662')	191°	2120' (1972')
PAPI	↑	LT	↑

STRAIGHT-IN LANDING RWY 01

MDA(H) 570' (422')

ALS out

A	1200m	RVR 1500m
B		VIS 1600m
C		
D	RVR 1800m	VIS 2000m

*PETROZAVODSK Tower (PAR/TWR)

128.0

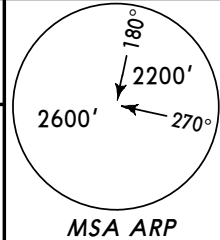
NDB
X
*645

Final
Apch Crs
011°

Minimum Alt
RADAR FIX
1790' (1642')

MDA(H)
(CONDITIONAL)
780' (632')

Apt Elev 150'
RWY 148'



MISSED APCH: After passing LMM at 810' (662') or above turn LEFT onto 191° climbing to 2120' (1972'), then according to chart.

Alt Set: MM (hPa on req)

QNH on req (QFE)

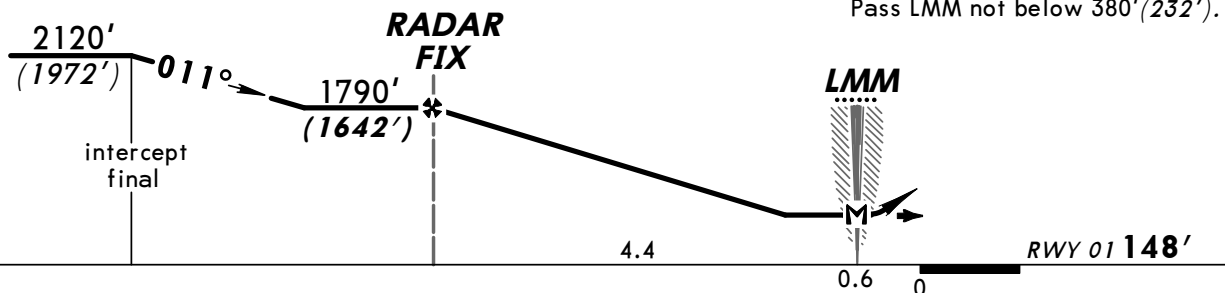
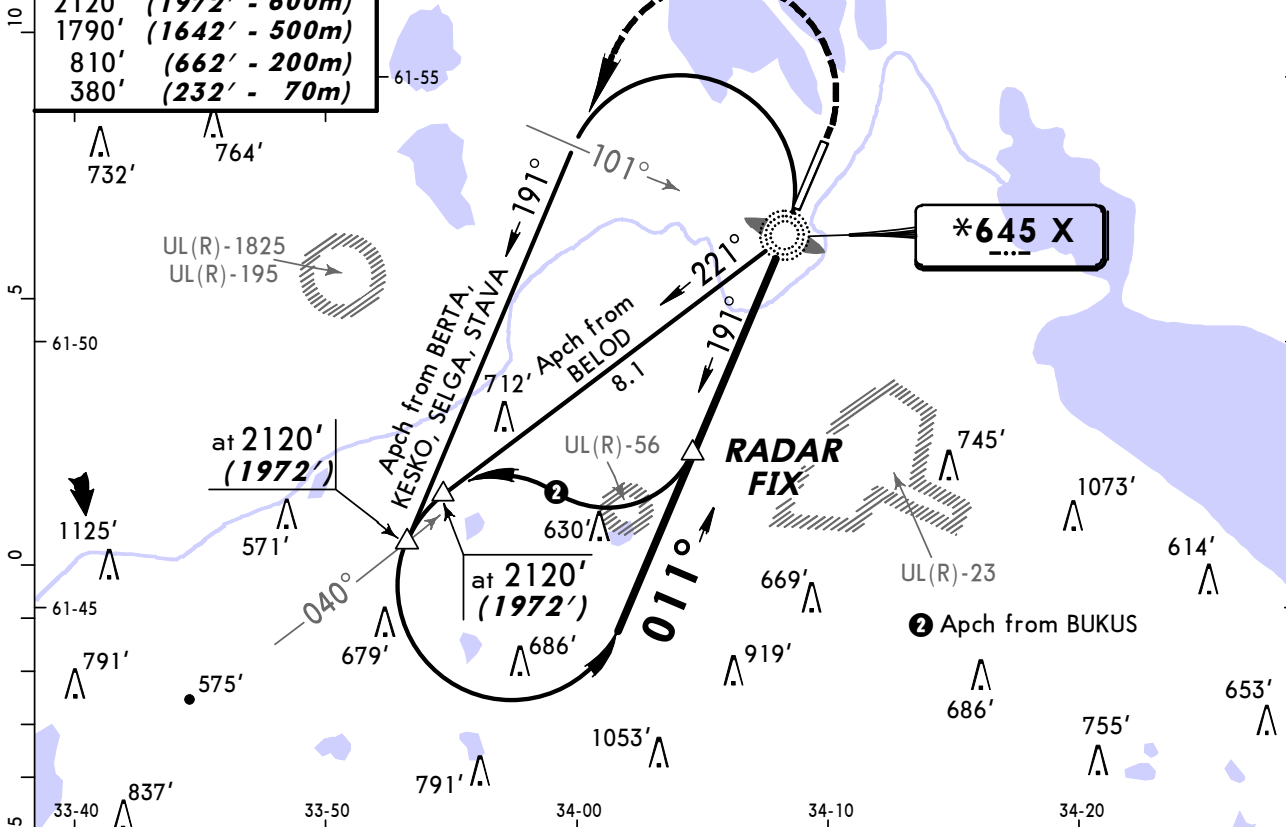
Trans level: FL 50 1

Trans alt: 3110' (2962')

ALT/HEIGHT CONVERSION	
QNH (QFE)	
3110' (2962' - 900m)	
2120' (1972' - 600m)	
1790' (1642' - 500m)	
810' (662' - 200m)	
380' (232' - 70m)	

1 FL 60 if pressure is less than 733 mm (977.3 hPa).

676'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM						

HIALS
PAPI

MIN
810'
(662')

191°
LT

2120'
(1972')

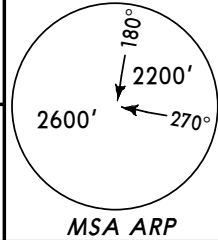
STRAIGHT-IN LANDING RWY 01

with FAF MDA(H) 780' (632')		w/o FAF MDA(H) 1130' (982')	
ALS out		ALS out	
A	1200m	RVR 1500m	RVR 1800m VIS 2000m
B		VIS 1600m	2400m
C	2800m		4800m
D	3200m		

*PETROZAVODSK Tower (PAR/TWR)

128.0

NDB QD *340	Final Apch Crs 191°	Minimum Alt RADAR FIX 1780' (1642')	MDA(H) 500' (362')	Apt Elev 150' RWY 138'
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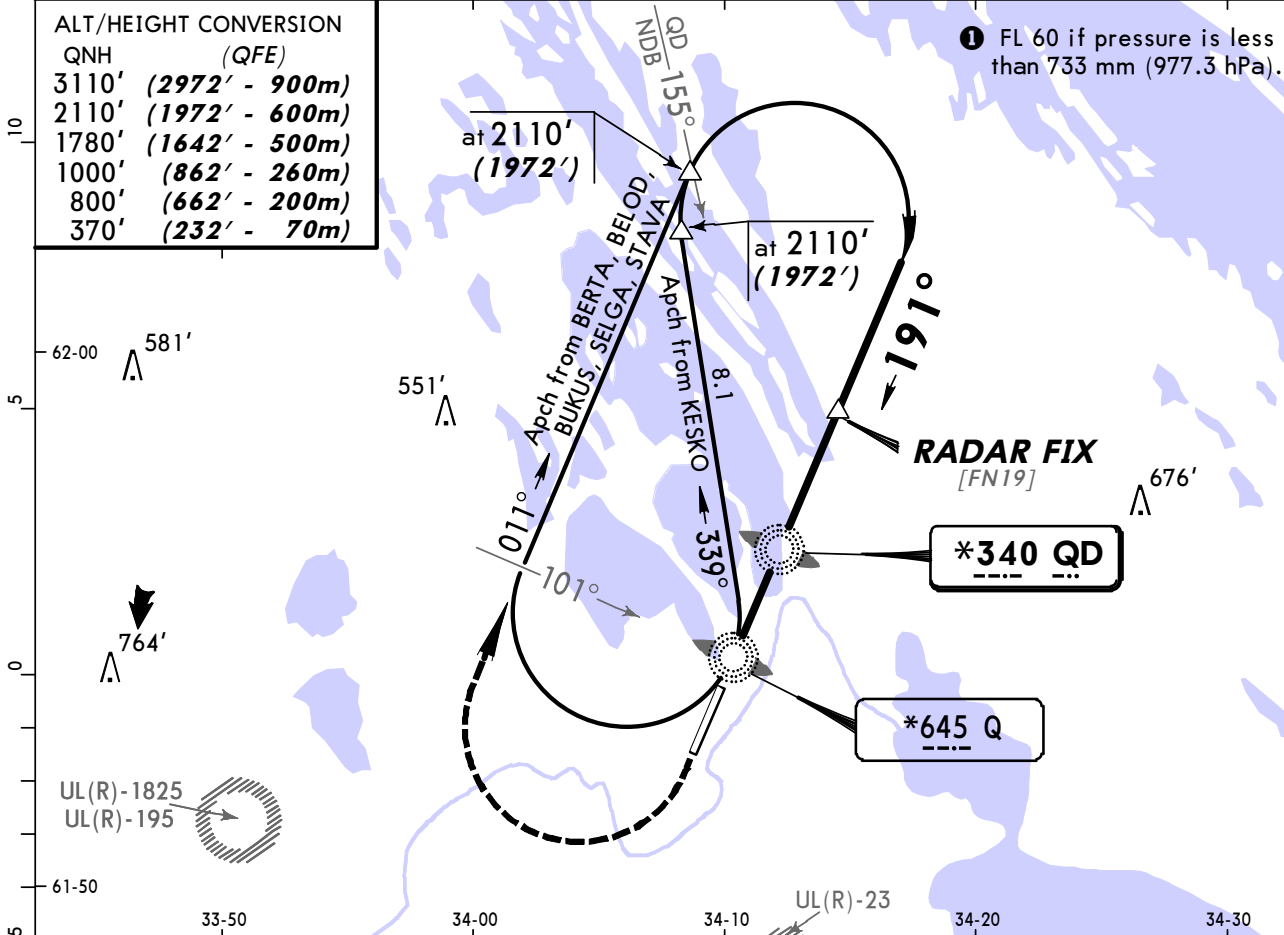
MISSED APCH: Climb to 800' (662'), then turn RIGHT onto 011° climbing to 2110' (1972'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3110' (2972')

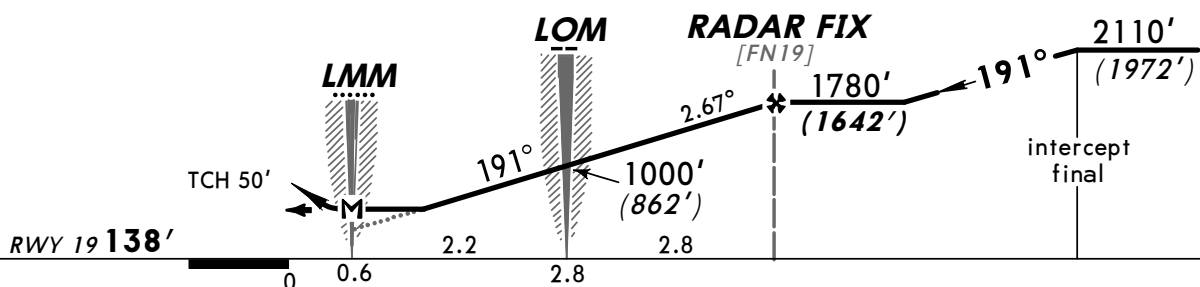
ALT/HEIGHT CONVERSION

QNH	(QFE)
3110' (2972' - 900m)	
2110' (1972' - 600m)	
1780' (1642' - 500m)	
1000' (862' - 260m)	
800' (662' - 200m)	
370' (232' - 70m)	

1 FL 60 if pressure is less than 733 mm (977.3 hPa).



Pass LMM not below 370' (232').



Gnd speed-Kts	70	90	100	120	140	160	ALS	800' (662')	011°	2110' (1972')
Descent Angle	2.67°	331	425	472	567	661	PAPL	↑	RT	↑
MAP at LMM										

STRAIGHT-IN LANDING RWY 19

MDA(H) 500' (362')

ALS out

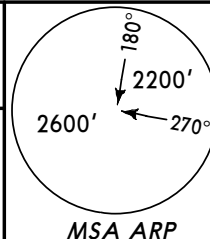
PANS OPS

A		
B	RVR 1500m	
C	VIS 1600m	
D	RVR 1800m	
	VIS 2000m	

*PETROZAVODSK Tower (PAR/TWR)

128.0

NDB Q *645	Final Apch Crs 191°	Minimum Alt RADAR FIX 1780' (1642')	MDA(H) (CONDITIONAL) 730' (592')	Apt Elev 150' RWY 138'
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MISSED APCH: After passing LMM at 800' (662') or above turn RIGHT onto 011° climbing to 2110' (1972'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3110' (2972')

ALT/HEIGHT CONVERSION

QNH (QFE)

3110' (2972' - 900m)

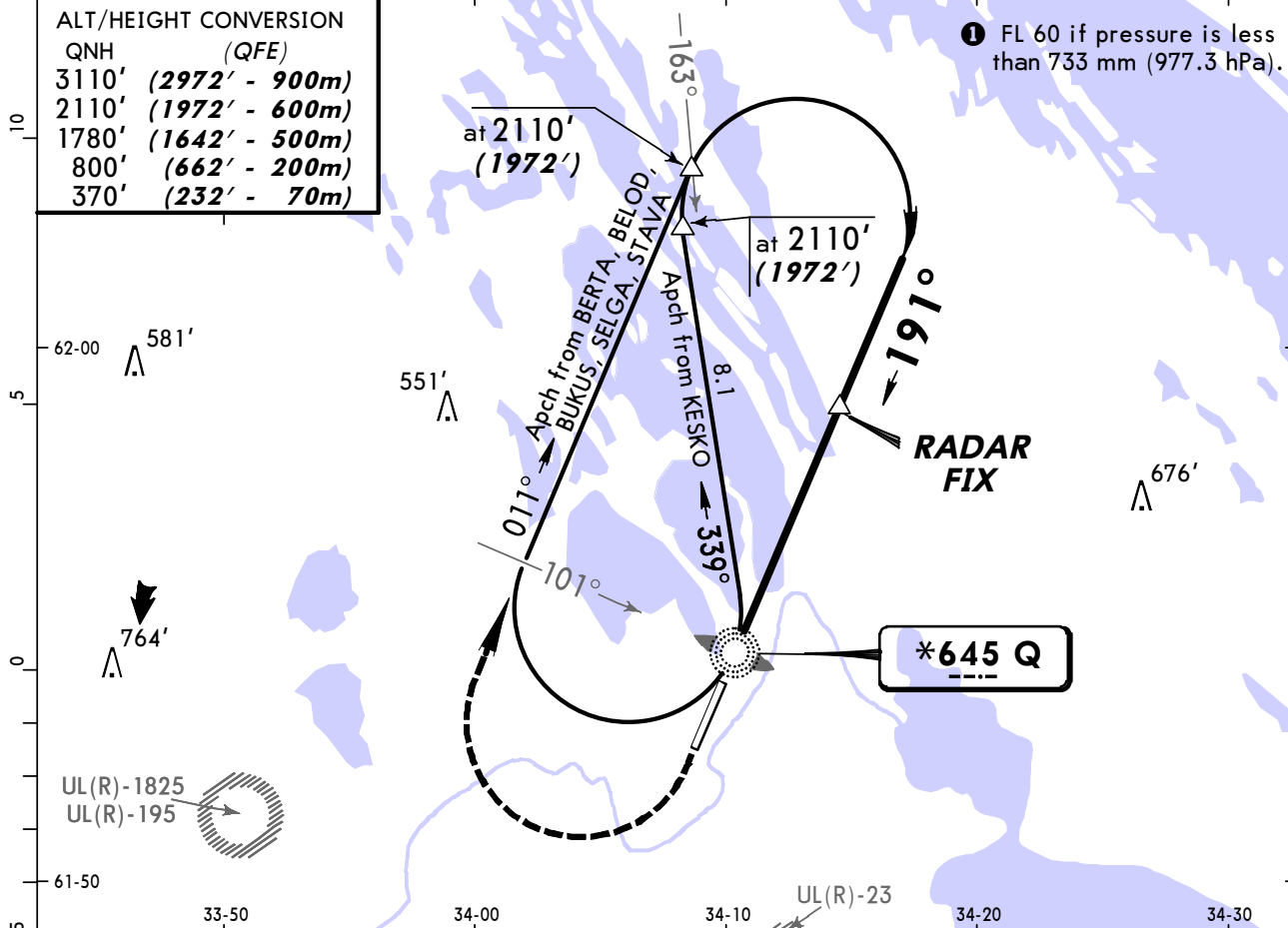
2110' (1972' - 600m)

1780' (1642' - 500m)

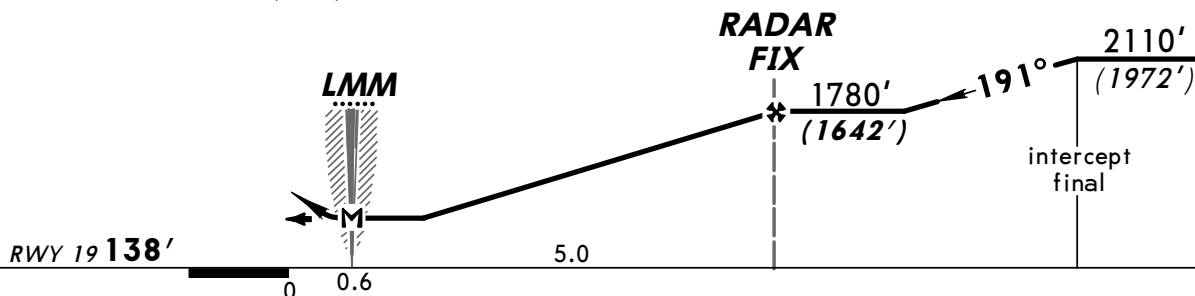
800' (662' - 200m)

370' (232' - 70m)

① FL 60 if pressure is less than 733 mm (977.3 hPa).



Pass LMM not below 370' (232').



Gnd speed-Kts	70	90	100	120	140	160	ALS	MIM 800' (662')	011°	2110' (1972')
Descent Angle	2.67°	331	425	472	567	661	PAPI		RT	
MAP at LMM										

STRAIGHT-IN LANDING RWY 19

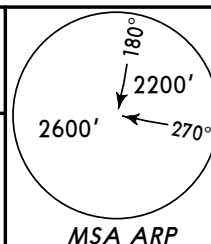
	with FAF	w/o FAF
	MDA(H) 730' (592')	MDA(H) 980' (842')
A	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m
B		RVR 1800m VIS 2000m
C	2400m	4000m
D	2800m	4400m

*PETROZAVODSK Tower (PAR/TWR)

128.0

BRIEFING STRIP

NDB X *645	Final Apch Crs 191°	Minimum Alt RADAR FIX 1780' (1642')	MDA(H) (CONDITIONAL) 730' (592')	Apt Elev 150' RWY 138'
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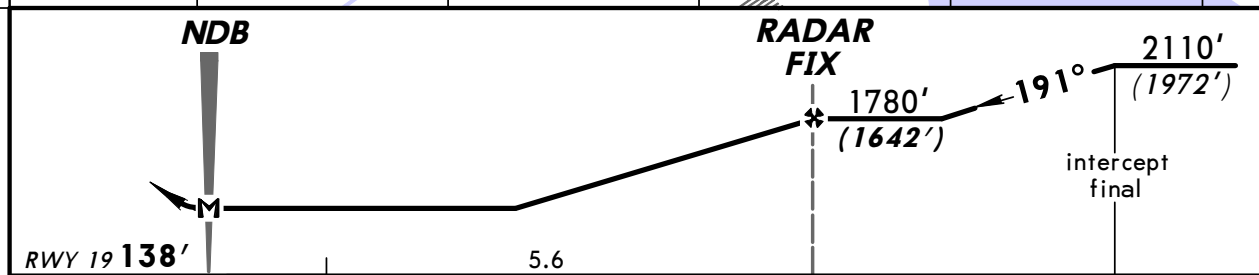
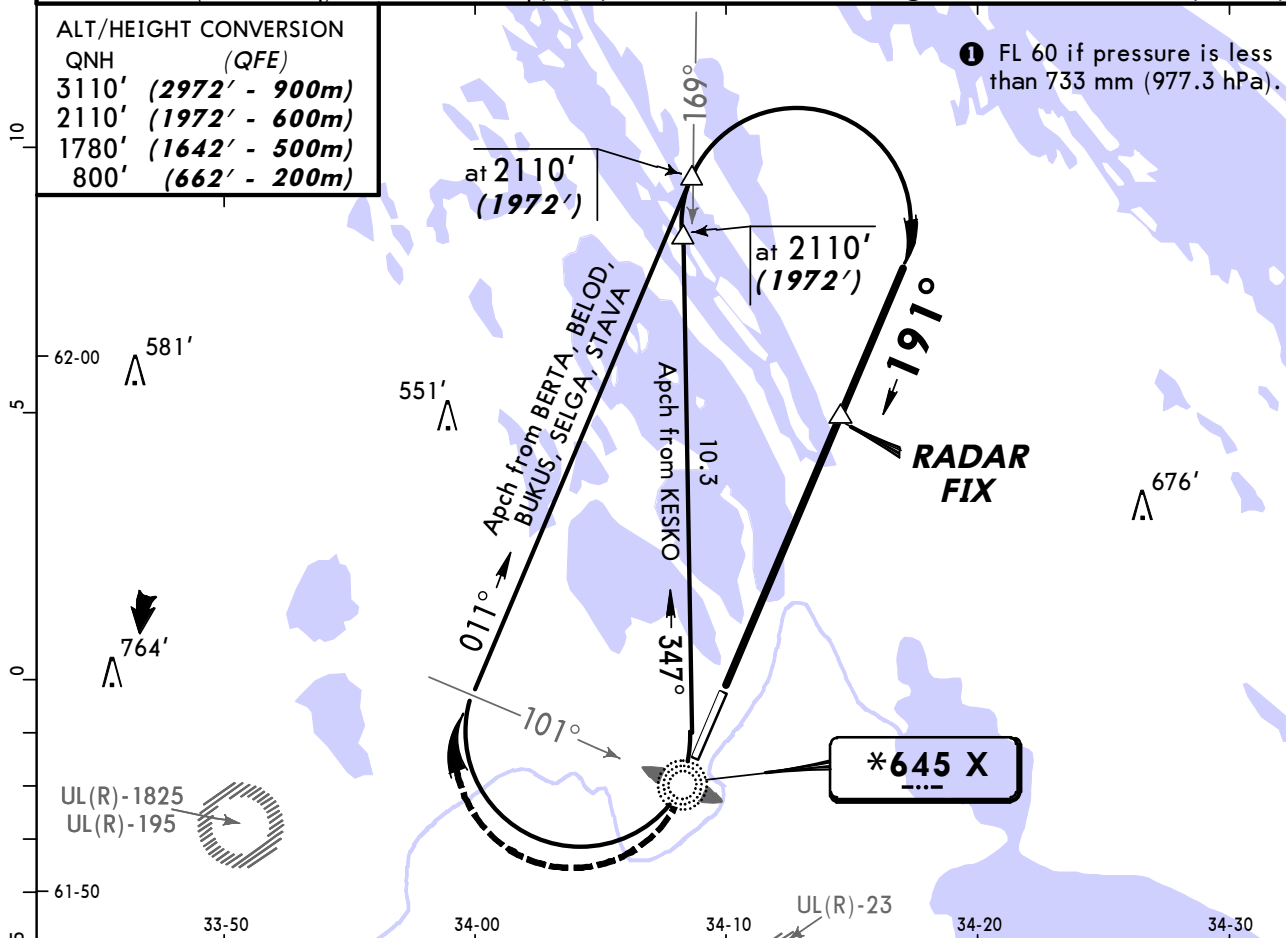
MISSED APCH: After passing NDB at 800' (662') or above turn RIGHT onto 011° climbing to 2110' (1972'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3110' (2972')

ALT/HEIGHT CONVERSION

QNH	(QFE)
3110' (2972' - 900m)	
2110' (1972' - 600m)	
1780' (1642' - 500m)	
800' (662' - 200m)	

① FL 60 if pressure is less than 733 mm (977.3 hPa).



Gnd speed-Kts	70	90	100	120	140	160	ALS	MIM	011°	2110'
Descent Angle	2.67°	331	425	472	567	756	PAPI	800' (662')	RT	(1972')
MAP at NDB										

STRAIGHT-IN LANDING RWY 19

	with FAF	w/o FAF
	MDA(H) 730' (592')	MDA(H) 980' (842')
A	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m
B		RVR 1800m VIS 2000m
C	2400m	4000m
D	2800m	4400m

PANS OPS



Chart changes since cycle 16-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PETROZAVODSK, (BESOVETS - ULPB)				
REV	BERTA & STAVA 2A & 2B ARR...	10-2H	16 Aug 2013	
REV	BERTA & STAVA 4A & 4B ARR...	10-2J	16 Aug 2013	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULPB