

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For ULPB

Terminal Charts For ULPB

Revision Letter For Cycle 23-2013

Change Notices

Notebook

## General Information

Location: Petrozavodsk Rus  
IATA Code: PES  
Lat/Long: N61° 53.1' E034° 09.3'  
Elevation: 151 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: 0547 Z  
Sunset: 1308 Z,

## Runway Information

Runway: 01  
Length x Width: 8212 ft x 157 ft  
Surface Type: concrete  
TDZ-Elev: 148 ft  
Lighting: Edge, ALS

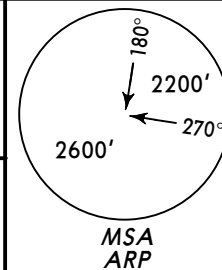
Runway: 19  
Length x Width: 8212 ft x 157 ft  
Surface Type: concrete  
TDZ-Elev: 138 ft  
Lighting: Edge, ALS

## Communication Information

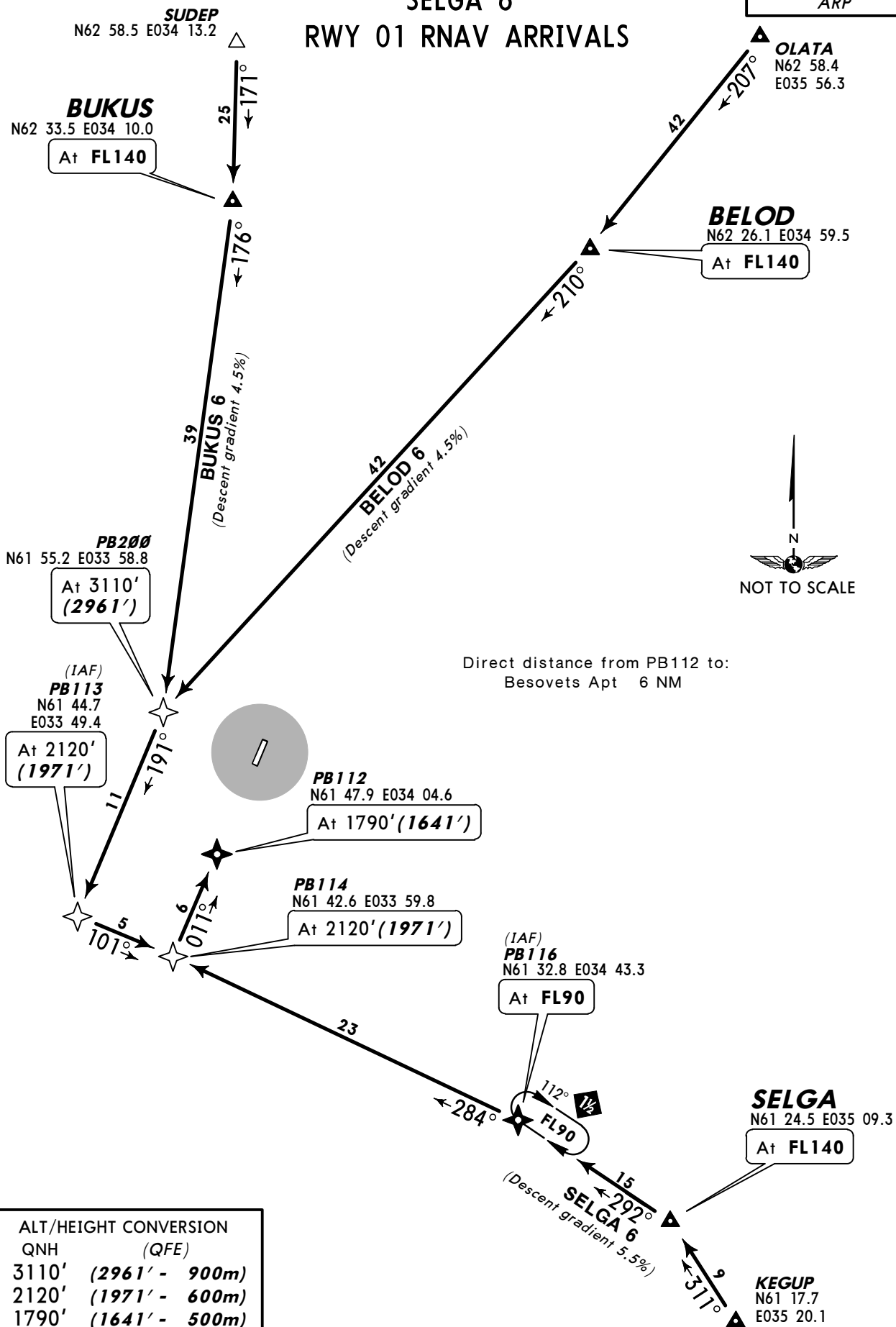
Petrozavodsk Tower 128.0

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')



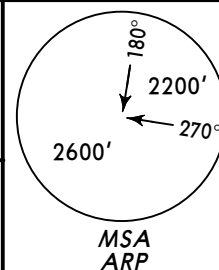
BELOD 6, BUKUS 6  
SELGA 6  
RWY 01 RNAV ARRIVALS



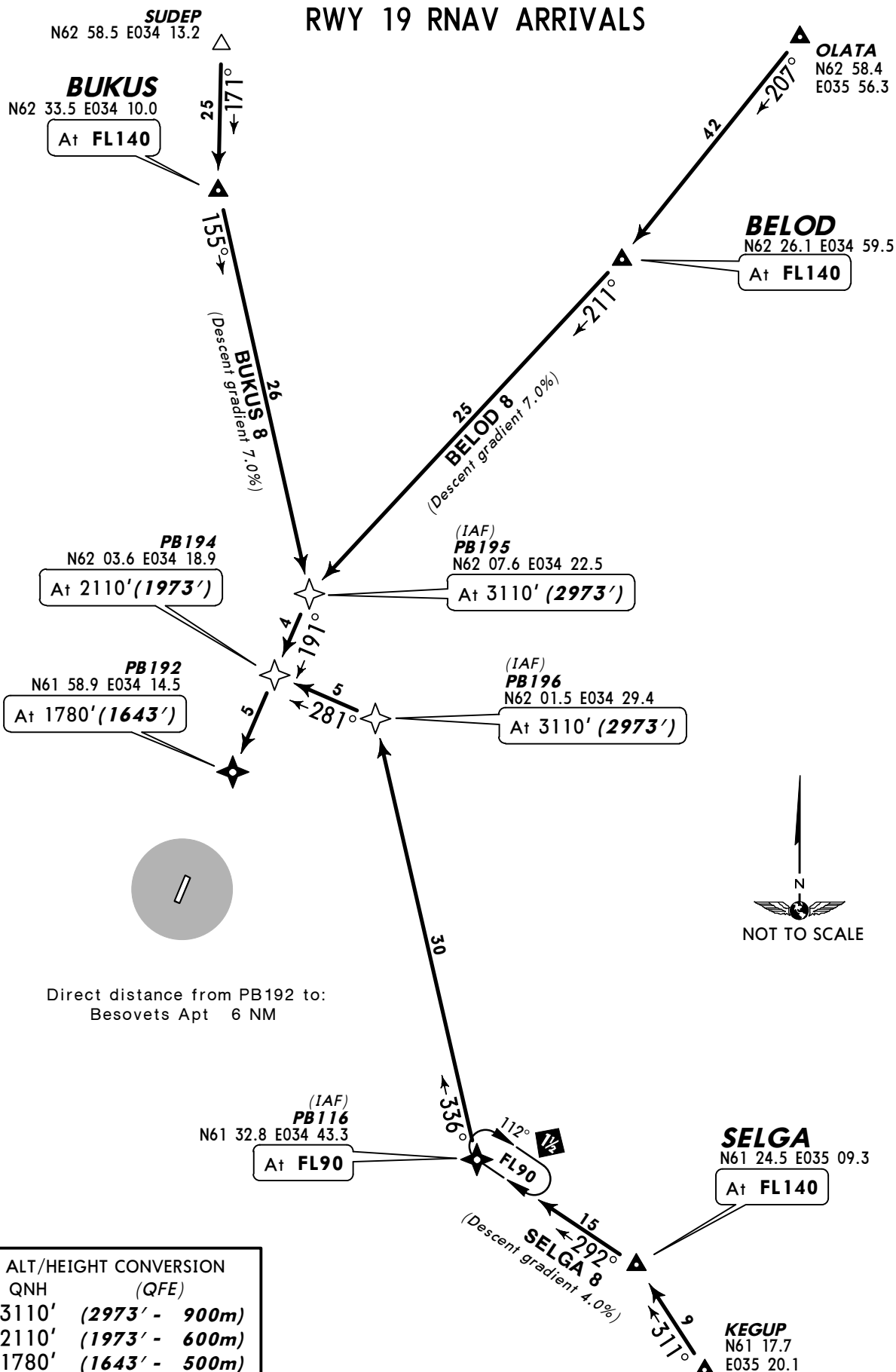
| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 3110'                 | (2961' - 900m) |
| 2120'                 | (1971' - 600m) |
| 1790'                 | (1641' - 500m) |

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')

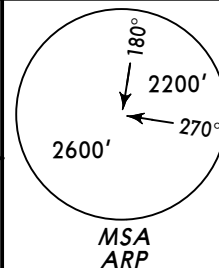


BELOD 8, BUKUS 8  
SELGA 8  
RWY 19 RNAV ARRIVALS

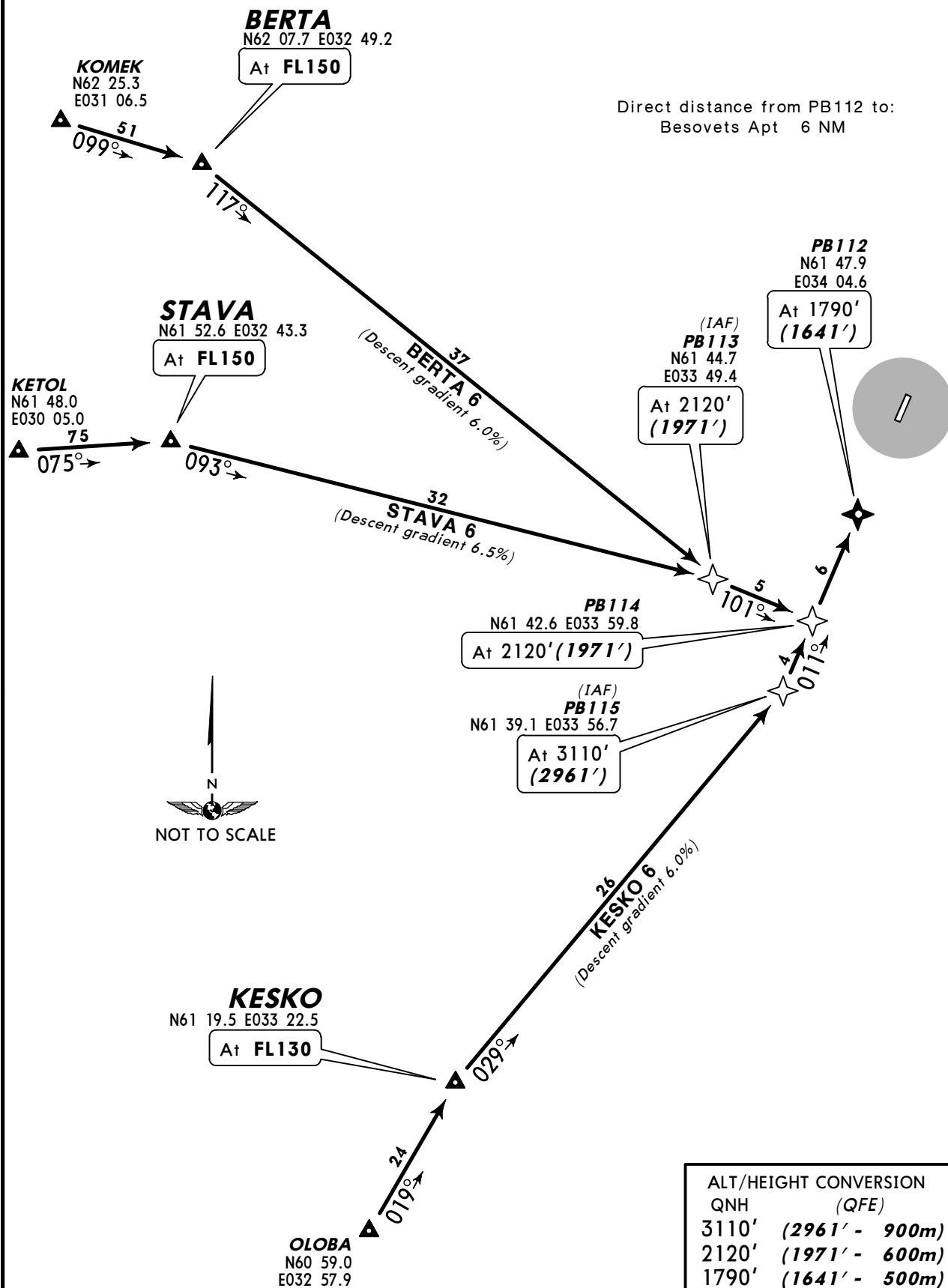


Apt Elev  
150'

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')

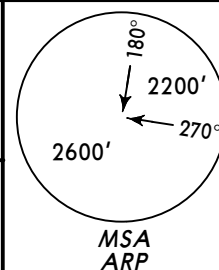


# BERTA 6, KESKO 6 STAVA 6 RWY 01 RNAV ARRIVALS

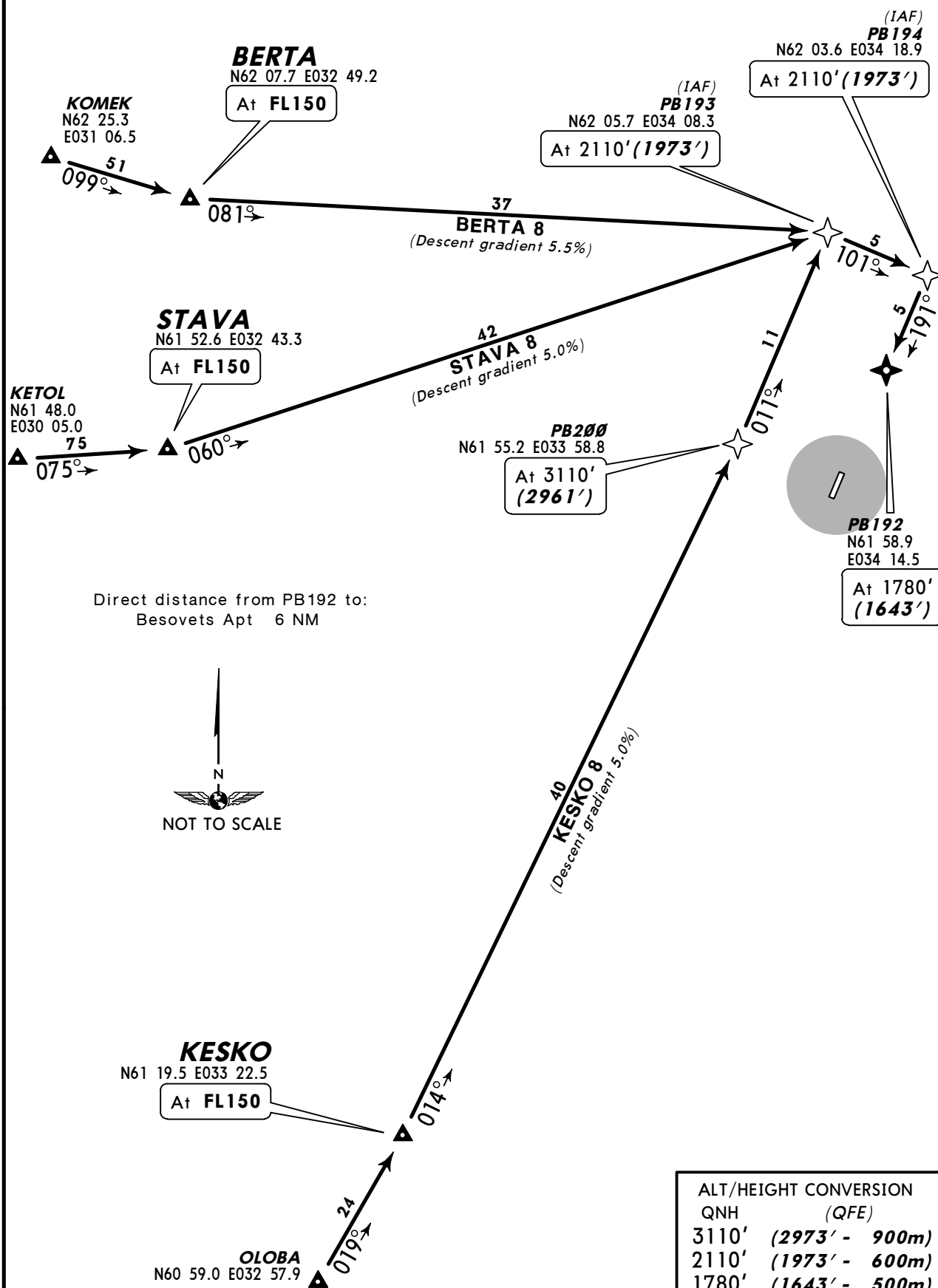


Apt Elev  
150'

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')

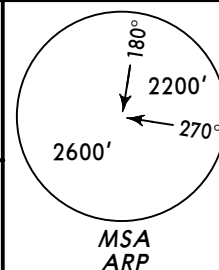


# BERTA 8, KESKO 8 STAVA 8 RWY 19 RNAV ARRIVALS



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

**BUKUS**  
N62 33.5 E034 10.0  
At FL140

**SUDEP**  
N62 58.5 E034 13.2

**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')

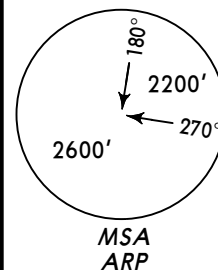
N61 47.9 E034 04.6  
**BELOD 2**  
At  
1790' (1641')  
**BUKUS 2**  
On return at  
1790' (1641')



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 4A [BELO4A]  
BELOD 4B [BELO4B]  
BUKUS 4A [BUKU4A]  
BUKUS 4B [BUKU4B]  
RWY 19 ARRIVALS

SUDEP  
N62 58.5  
E034 13.2

25  
171°

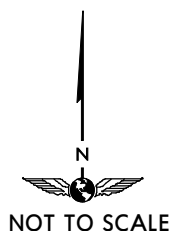
BUKUS  
N62 33.5 E034 10.0  
At FL140

169°  
168°

OLATA  
N62 58.4 E035 56.3

BELOD  
N62 26.1 E034 59.5  
At FL140

42  
207°  
204°  
203°



BUKUS 4B  
42  
BUKUS 4A  
39

BELOD 4A  
39  
BELOD 4B  
42

N62 03.3  
E034 08.6  
At 2110' (1973')

HOLDINGS  
OVER X & Q



N61 58.9 E034 14.5  
At 1780' (1643')

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

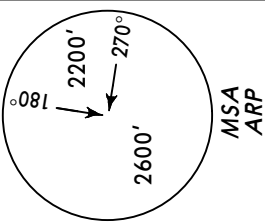
\*645 Q  
N61 54.3 E034 10.4  
At TL

\*645 X  
N61 52.0 E034 08.3  
At TL

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

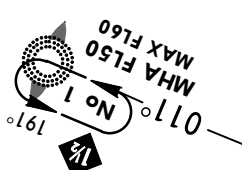
Apt Elev  
150'

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')

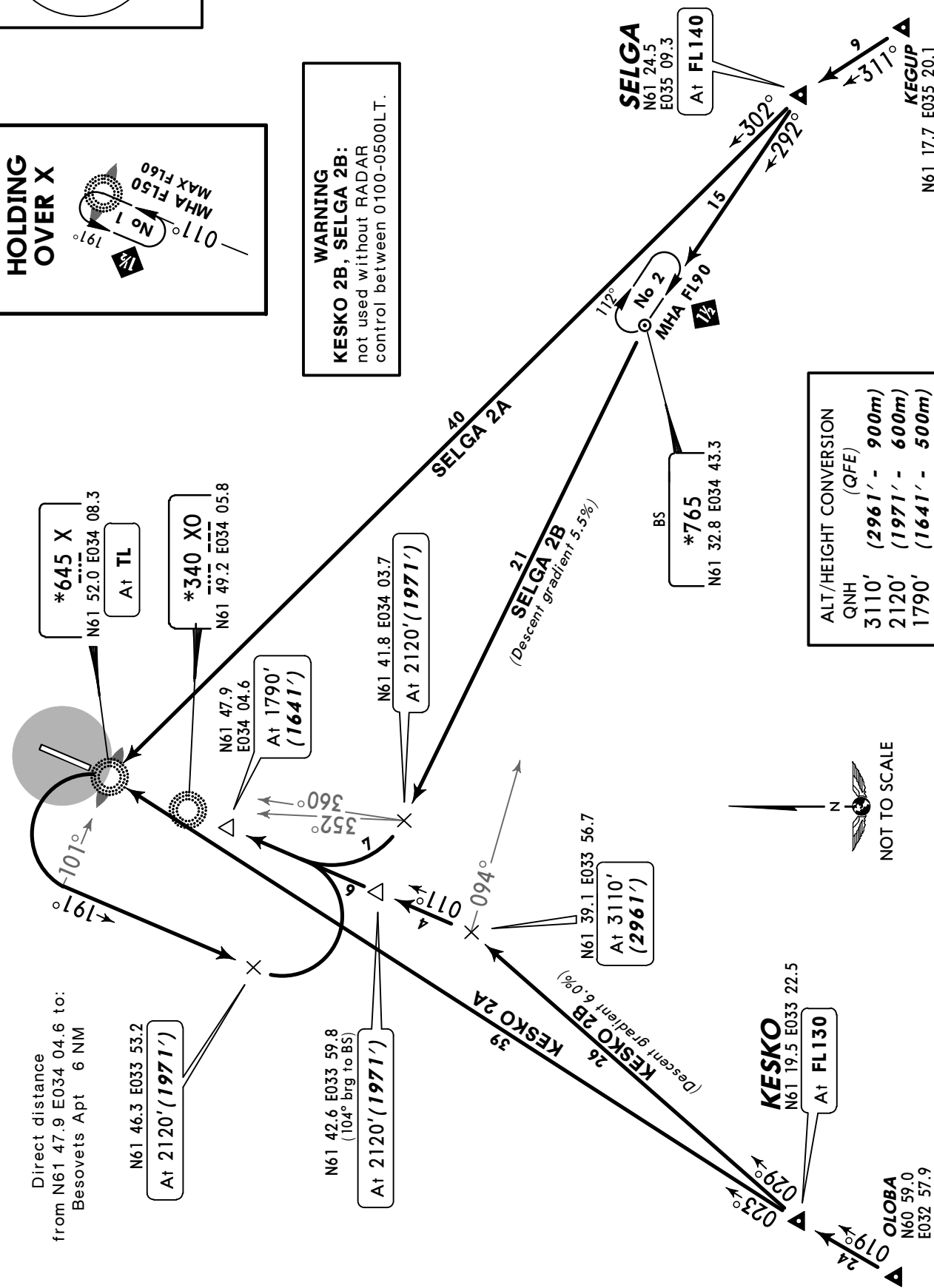


KESKO 2A [KESK2A], KESKO 2B [KESK2B]  
SELGA 2A [SELG2A], SELGA 2B [SELG2B]  
RWY 01 ARRIVALS

HOLDING  
OVER X

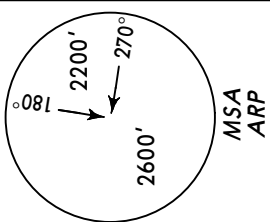


**WARNING**  
KESKO 2B, SELGA 2B:  
not used without RADAR  
control between 0100-0500LT.



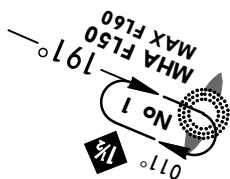
Apt Elev  
150'

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')

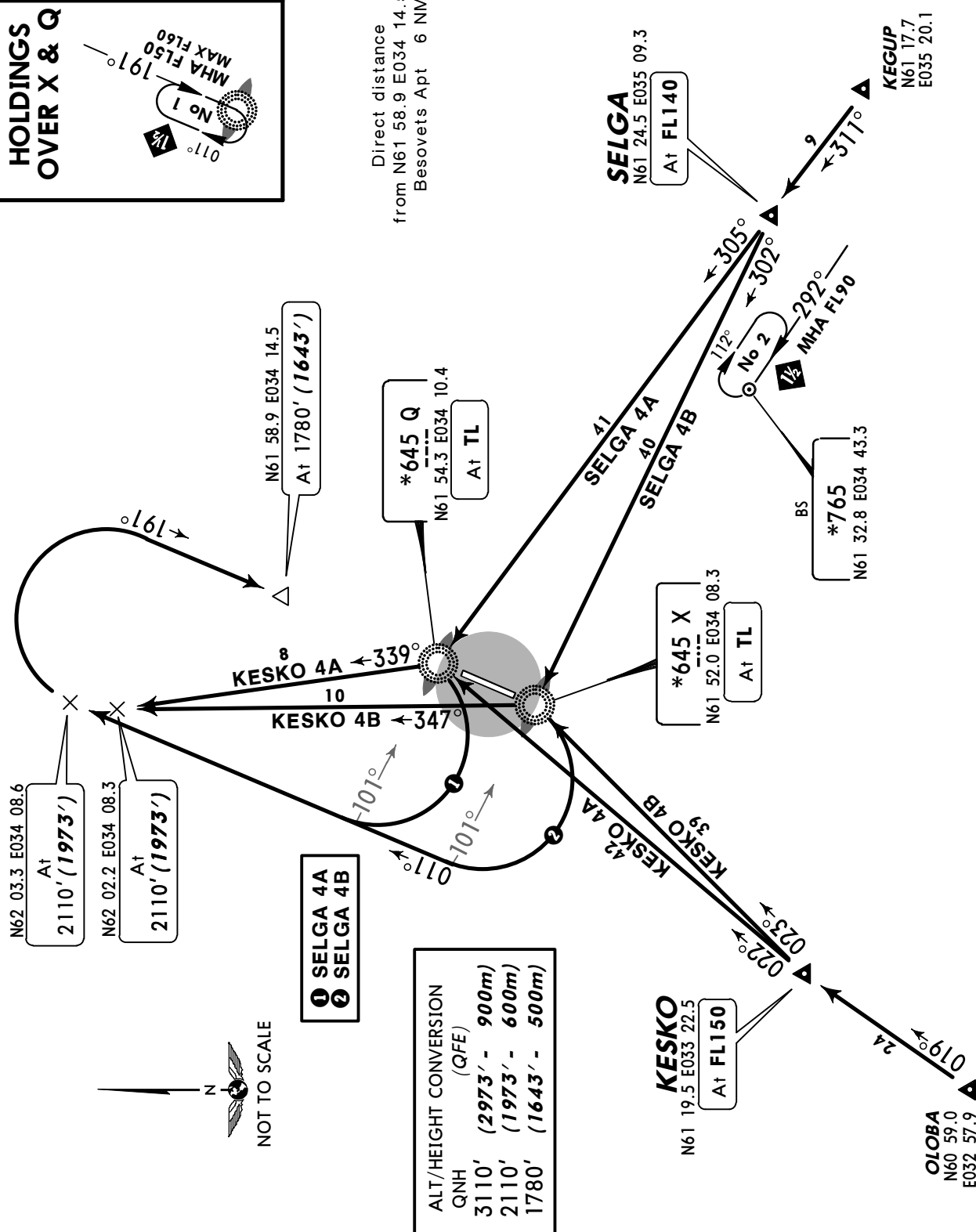


KESKO 4A [KESK4A], KESKO 4B [KESK4B]  
SELGA 4A [SELG4A], SELGA 4B [SELG4B]  
RWY 19 ARRIVALS

HOLDINGS  
OVER X & Q

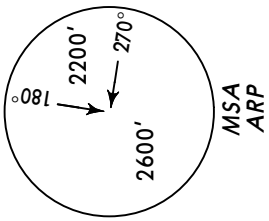


Direct distance  
from N61 58.9 E034 14.5 to:  
Besovets Apt 6 NM



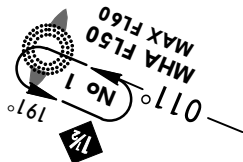
Apt Elev  
150'

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 2 STAVA 2 RWY 01 ARRIVALS

HOLDING  
OVER X



\*645 X  
N61 52.0 E034 08.3  
A+ TL

N61 47.9  
E034 04.6  
A+ 1790'  
(1641')

N61 46.3 E033 53.2  
A+ 2120' (1971')

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

BERTA  
N62 07.7 E032 49.2  
A+ FL150

KOMEK  
N62 25.3  
E031 06.5

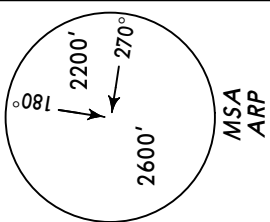
STAVA  
N61 52.6 E032 43.3  
A+ FL150

KETOL  
N61 48.0  
E030 05.0

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

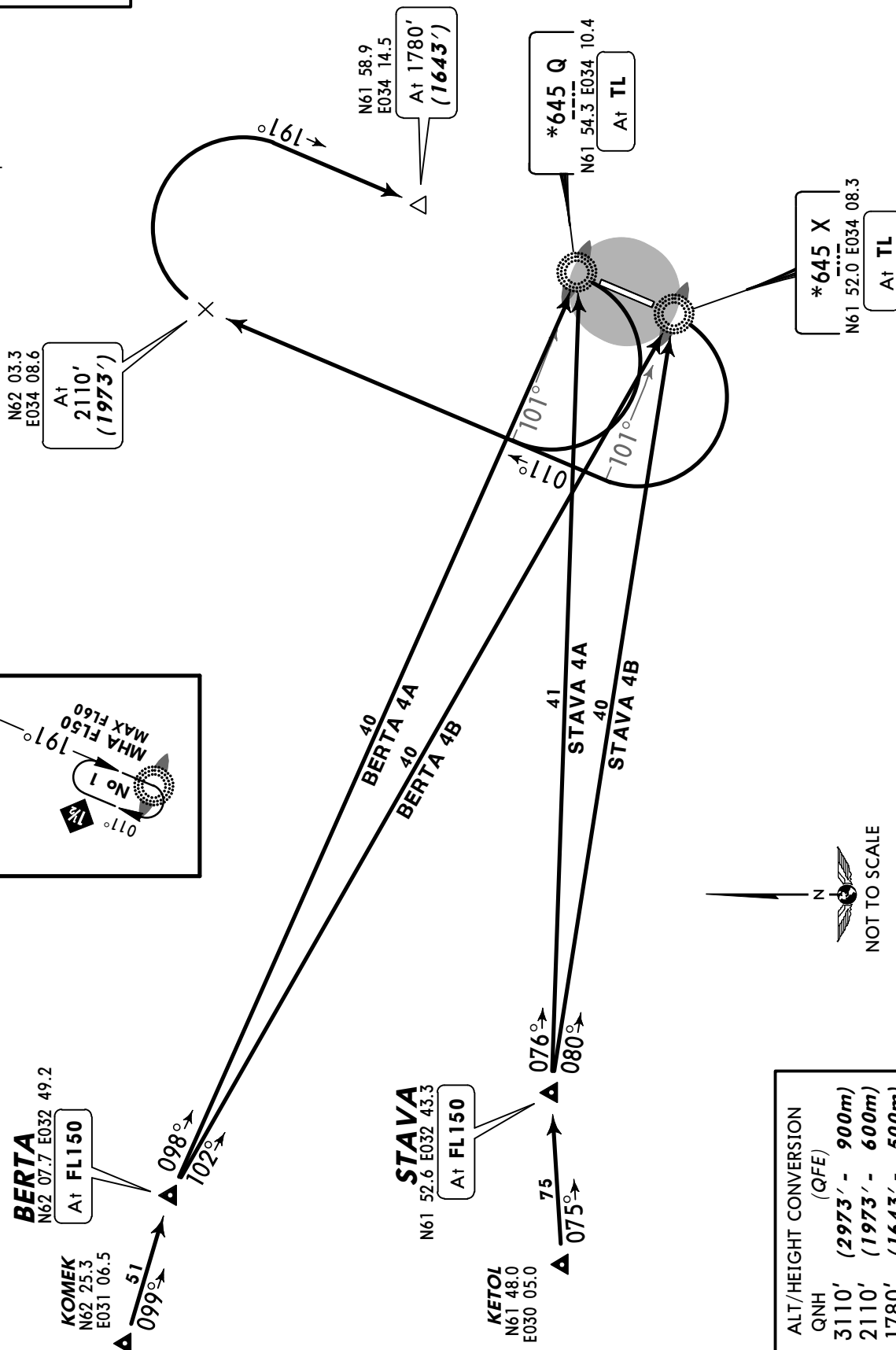
Apt Elev  
150'

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')



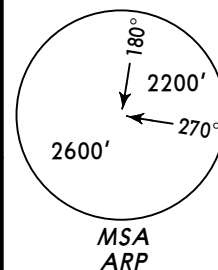
BERTA 4A [BERT4A], BERTA 4B [BERT4B]  
STAVA 4A [STAV4A], STAVA 4B [STAV4B]  
RWY 19 ARRIVALS

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

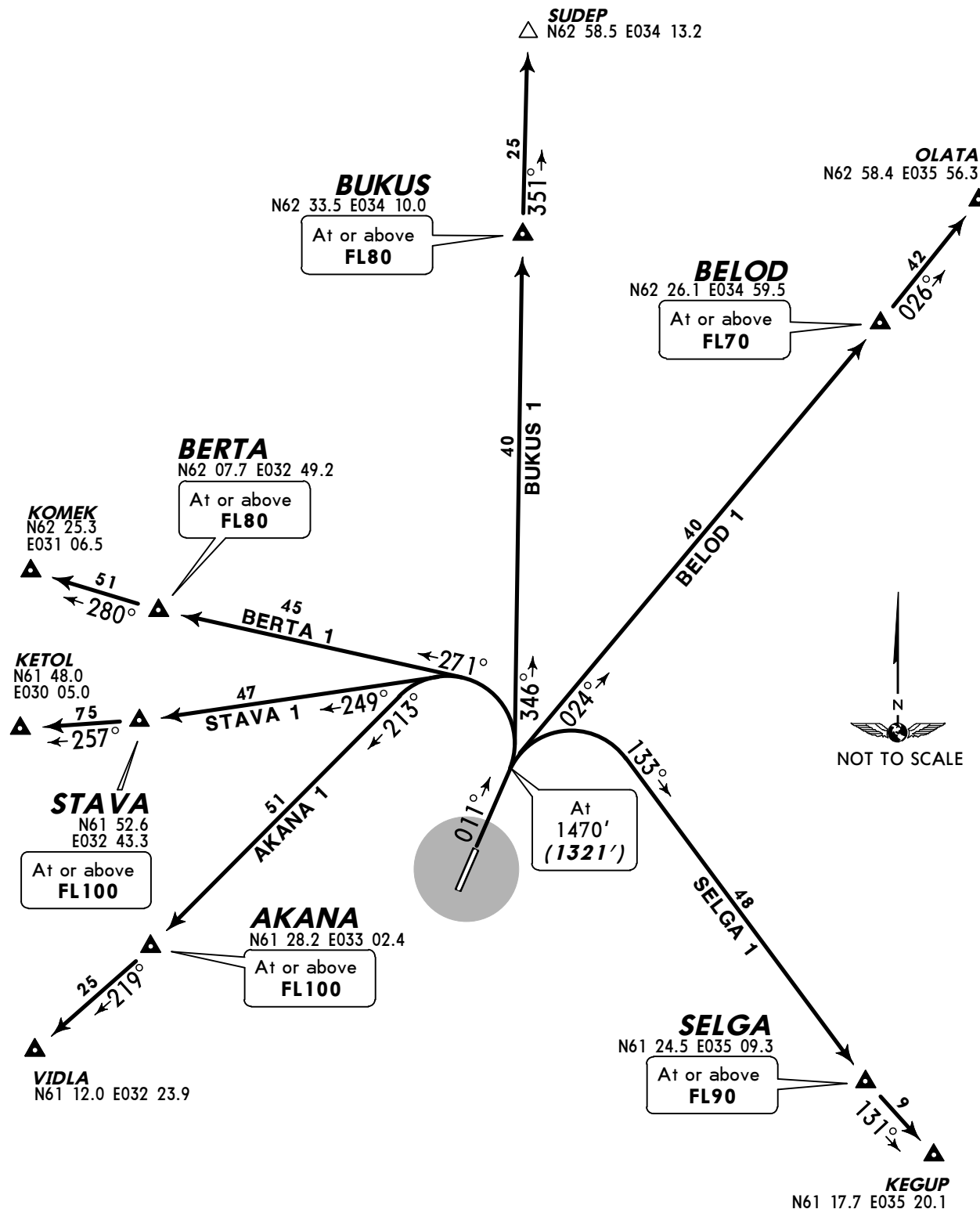


Apt Elev  
150'

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')



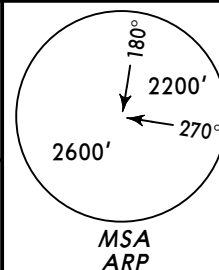
AKANA 1, BELOD 1, BERTA 1  
BUKUS 1, SELGA 1, STAVA 1  
RWY 01 DEPARTURES



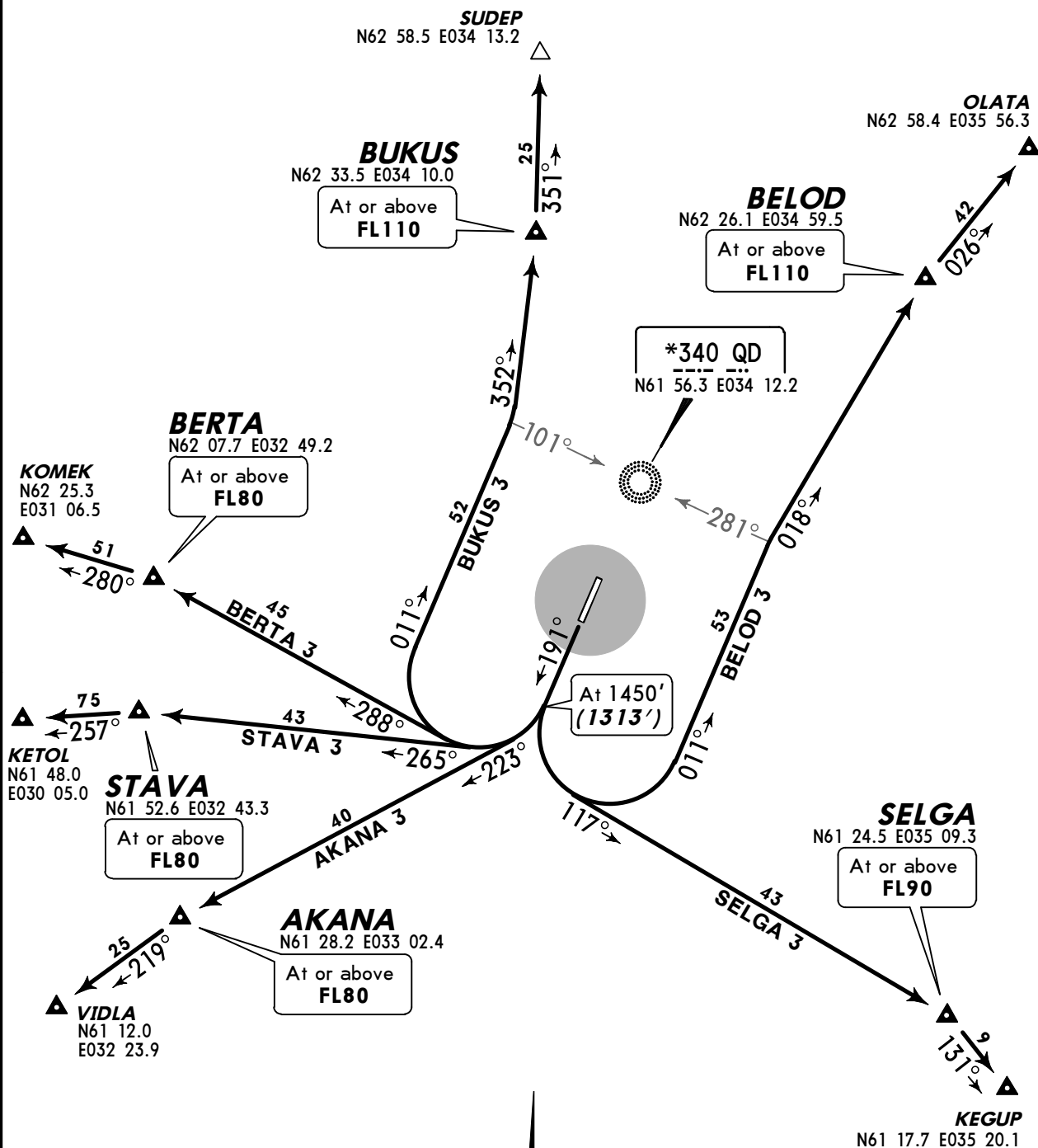
ALT/HEIGHT CONVERSION  
QNH (QFE)  
1470' (1321' - 400m)  
3110' (2961' - 900m)

Apt Elev  
150'

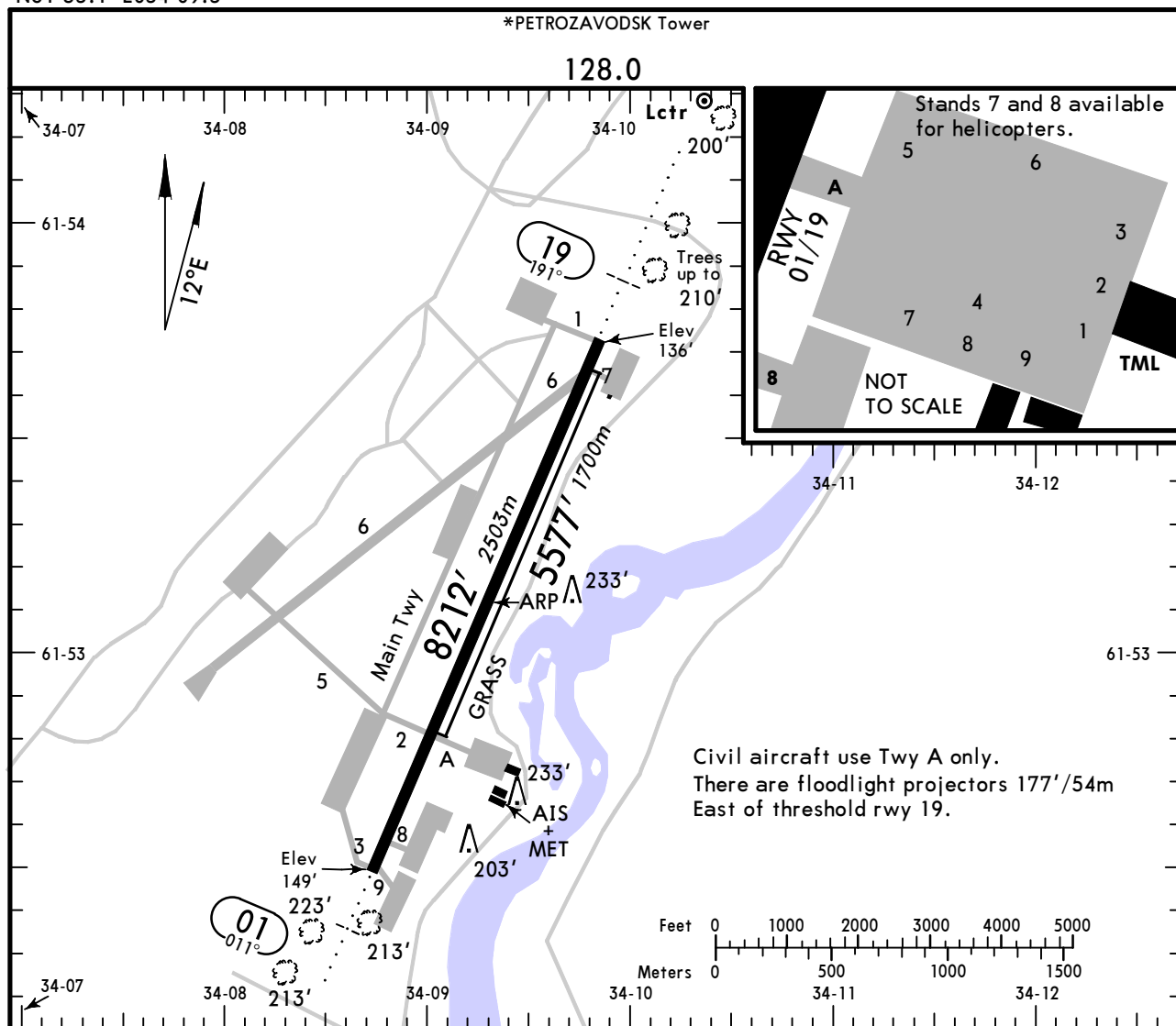
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50  
FL60 if pressure is less than 733 mm (977.3 hPa)  
and 706 mm (941.3 hPa) or above  
Trans alt: 3110' (2973')



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

| RWY |    |              |       |                | USABLE LENGTHS |             | TAKE-OFF | WIDTH       |
|-----|----|--------------|-------|----------------|----------------|-------------|----------|-------------|
|     |    |              |       |                | Threshold      | Glide Slope |          |             |
| 01  | 19 | RL (60m)     | HIALS | PAPI-L (3.00°) | RVR            |             | ①        | 148'<br>48m |
| 01  | 19 | RL (60m)     | ALS   | PAPI-L (2.67°) | RVR            |             |          |             |
| 01  | 19 | Grass runway |       |                |                |             |          | 131'<br>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

300m

400m

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

❶ Continuous Descent Final Approach.

❷ with FAF

❸ w/o FAF

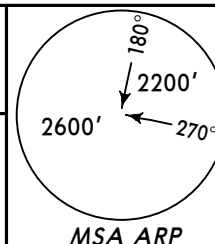
**TAKE-OFF RWY 01, 19**

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

\*PETROZAVODSK Tower (PAR/TWR)

128.0

| NDB<br>XO<br>*340 | Final<br>Apch Crs<br>011° | Minimum Alt<br>RADAR FIX<br>1790' (1642') | MDA(H)<br>570' (422') | Apt Elev 151'<br>RWY 148' |
|-------------------|---------------------------|-------------------------------------------|-----------------------|---------------------------|
|-------------------|---------------------------|-------------------------------------------|-----------------------|---------------------------|



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

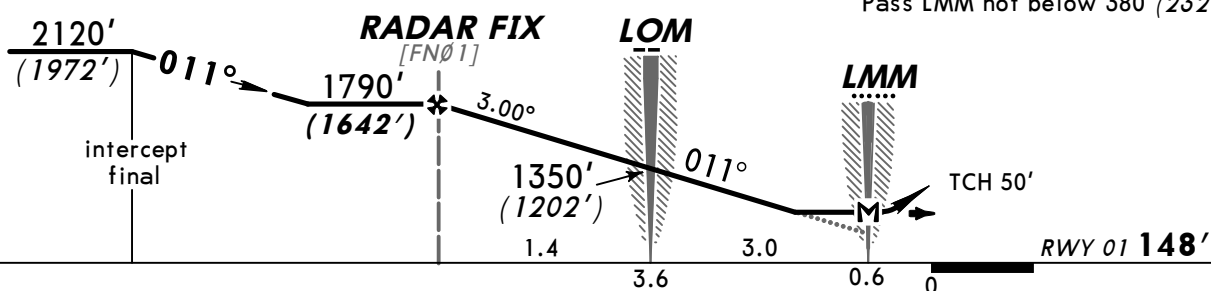
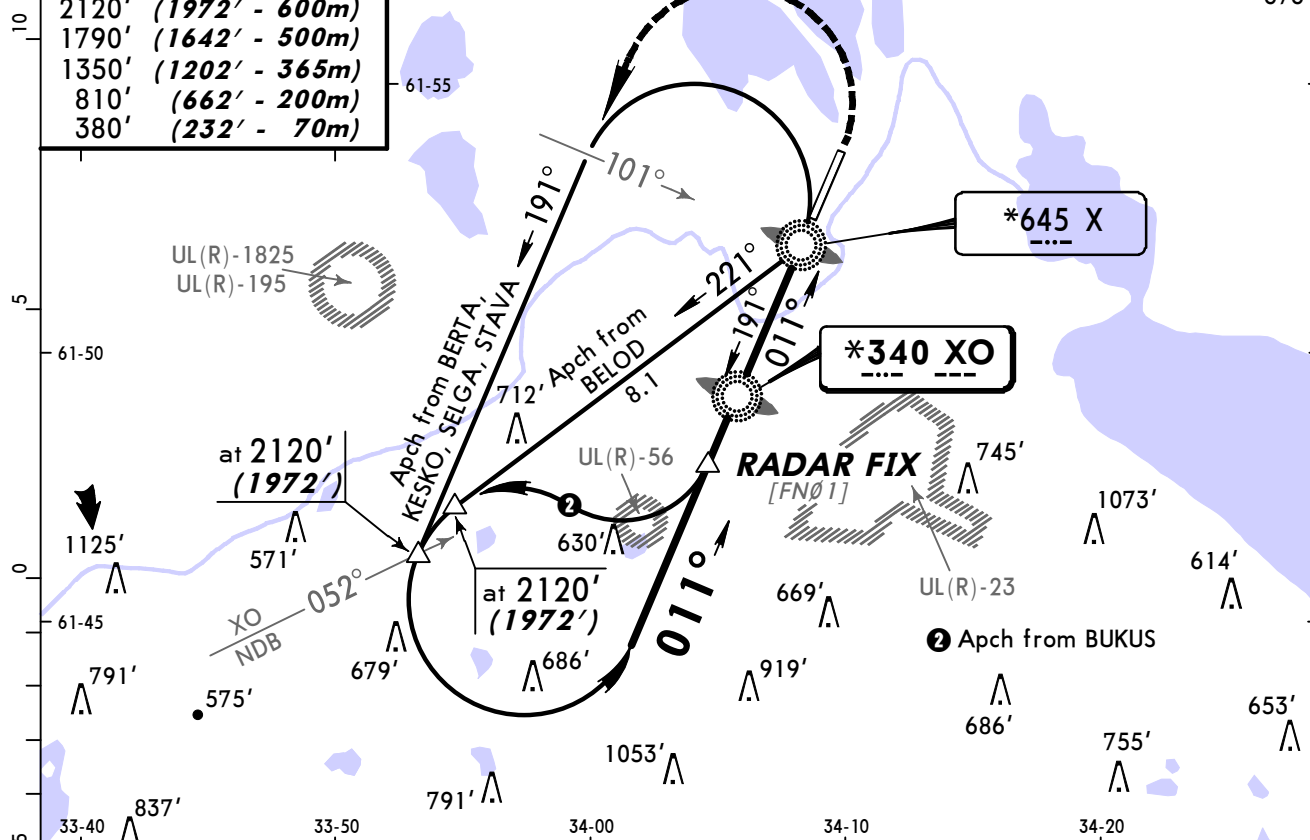
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3110' (2962')

ALT/HEIGHT CONVERSION

| QNH                  | (QFE) |
|----------------------|-------|
| 3110' (2962' - 900m) |       |
| 2120' (1972' - 600m) |       |
| 1790' (1642' - 500m) |       |
| 1350' (1202' - 365m) |       |
| 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 | 810' (662') | 191° | 2120' (1972') |
|-------|-------------|------|---------------|
| PAPI  | ↑           | LT   | ↑             |

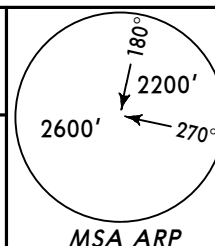
STRAIGHT-IN LANDING RWY 01

MDA(H) 570' (422')

ALS out

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

*Apt Elev* 151'  
*RWY* 148'

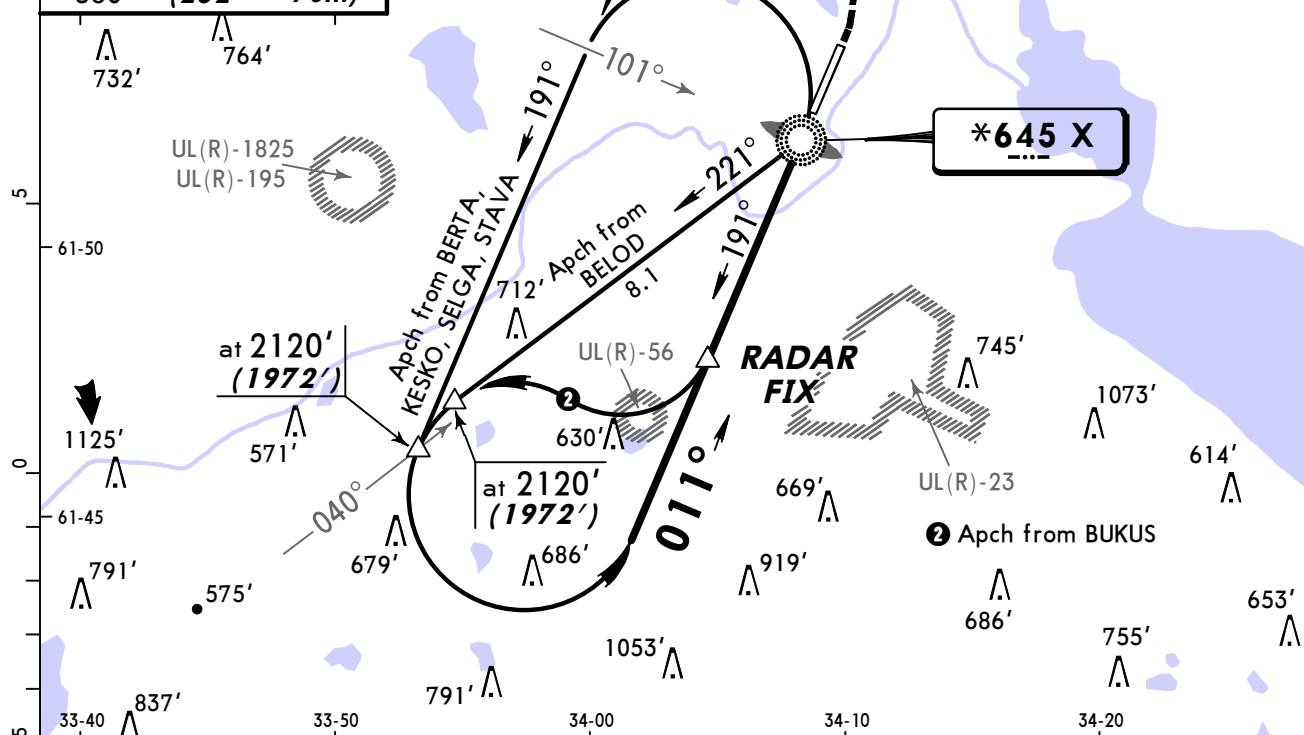


MSA ARP

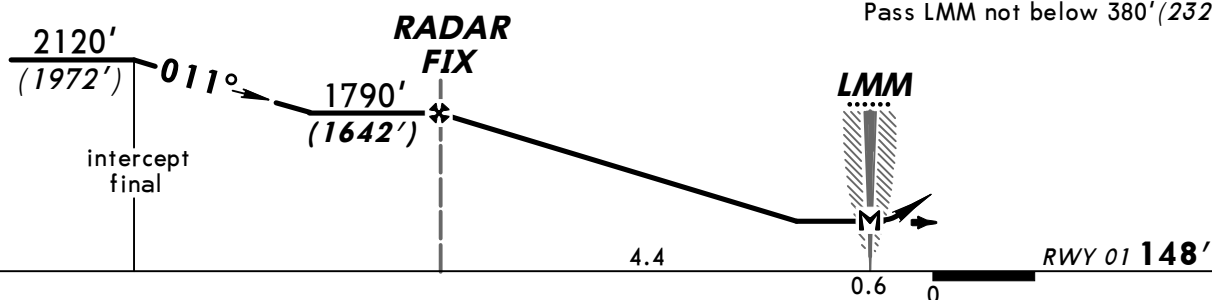
Trans alt: 3110' (**2962'**)

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

380' (232' - 70m)

 $\Lambda_{676'}$ 

Pass LMM not below 380' (232').



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

## with FAF

*MDA(H)* 780' (632')

w/o FAF

*MDA(H)* 1130' (982')

ALS out

ALS out

|   |       |                        |                     |  |
|---|-------|------------------------|---------------------|--|
| A | 1200m | RVR 1500m<br>VIS 1600m | RVR 1800m VIS 2000m |  |
| B |       |                        | 2400m               |  |
| C | 2800m |                        | 4800m               |  |
| D | 3200m |                        |                     |  |

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

\*PETROZAVODSK Tower (PAR/TWR)

128.0

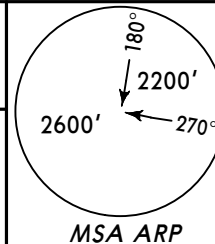
NDB  
QD  
\*340

Final  
Apch Crs  
191°

Minimum Alt  
RADAR FIX  
1780' (1642')

MDA(H)  
500' (362')

Apt Elev 150'  
RWY 138'



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).

10

5

0

5

62-00 581'

764'

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

61-50

33-50

34-00

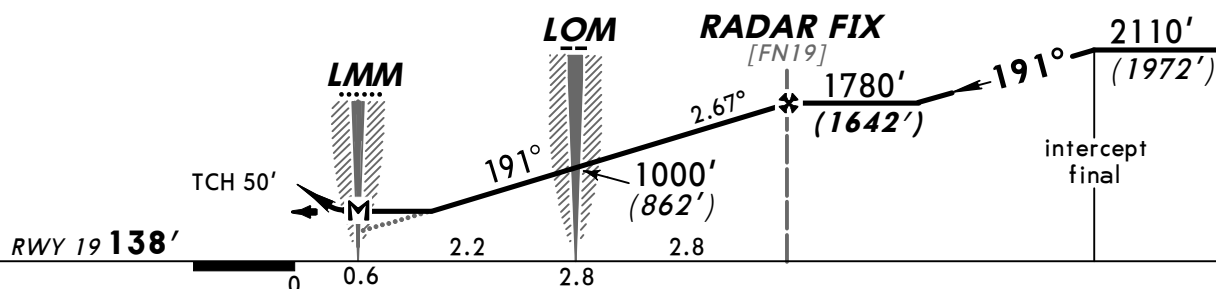
UL(R)-23

34-10

34-20

34-30

Pass LMM not below 370' (232').



|                     |     |     |     |     |     |     |
|---------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |
| Descent Angle 2.67° | 331 | 425 | 472 | 567 | 661 | 756 |
| MAP at LMM          |     |     |     |     |     |     |
|                     |     |     |     |     |     |     |

ALS  
PAPI

800' (662')

011°

2110' (1972')

STRAIGHT-IN LANDING RWY 19

MDA(H) 500' (362')

ALS out

PANS OPS

| A |                        |
|---|------------------------|
| B | RVR 1500m<br>VIS 1600m |
| C |                        |
| D | RVR 1800m<br>VIS 2000m |

\*PETROZAVODSK Tower (PAR/TWR)

128.0

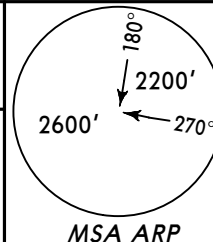
NDB  
Q  
\*645

Final  
Apch Crs  
191°

Minimum Alt  
RADAR FIX  
1780' (1642')

MDA(H)  
(CONDITIONAL)  
730' (592')

Apt Elev 150'  
RWY 138'



**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)    |       |

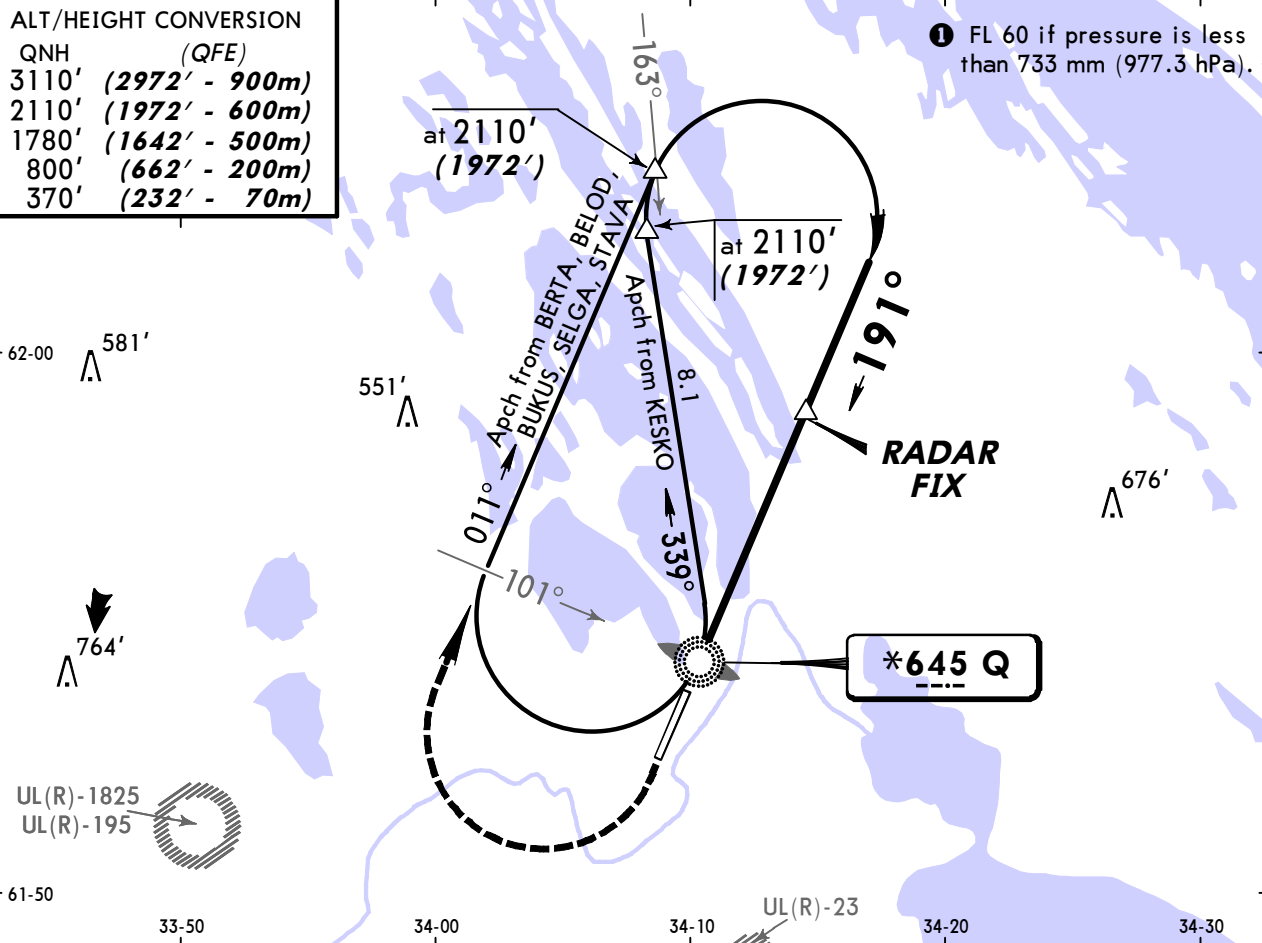
① FL 60 if pressure is less than 733 mm (977.3 hPa).

10

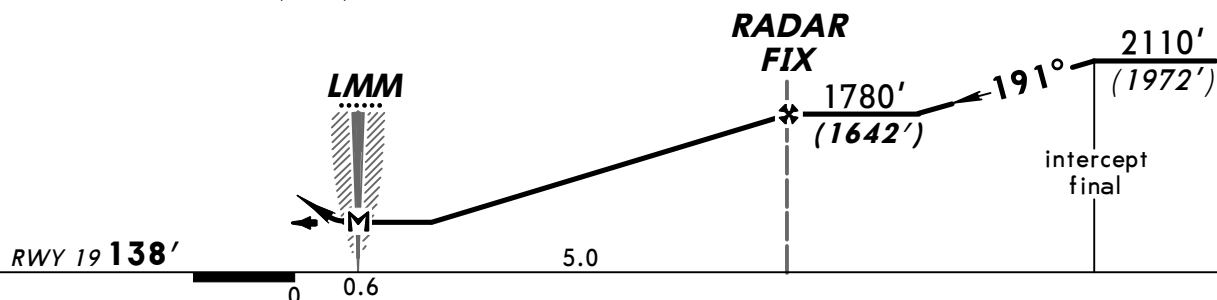
5

0

5



Pass LMM not below 370' (232').



|                     |     |     |     |     |     |     |
|---------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |
| Descent Angle 2.67° | 331 | 425 | 472 | 567 | 661 | 756 |
| MAP at LMM          |     |     |     |     |     |     |
|                     |     |     |     |     |     |     |

ALS  
PAPI

MIM  
800' (662')

011°  
RT

2110' (1972')

STRAIGHT-IN LANDING RWY 19

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

PANS OPS

\*PETROZAVODSK Tower (PAR/TWR)

128.0

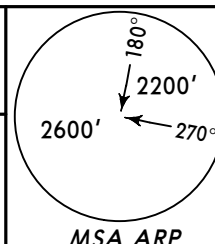
NDB  
X  
\*645

Final  
Apch Crs  
191°

Minimum Alt  
RADAR FIX  
1780' (1642')

MDA(H)  
(CONDITIONAL)  
730' (592')

Apt Elev 150'  
RWY 138'



**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)

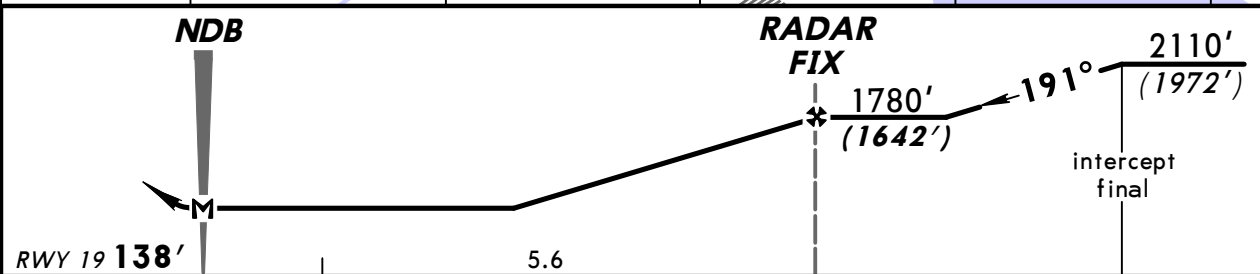
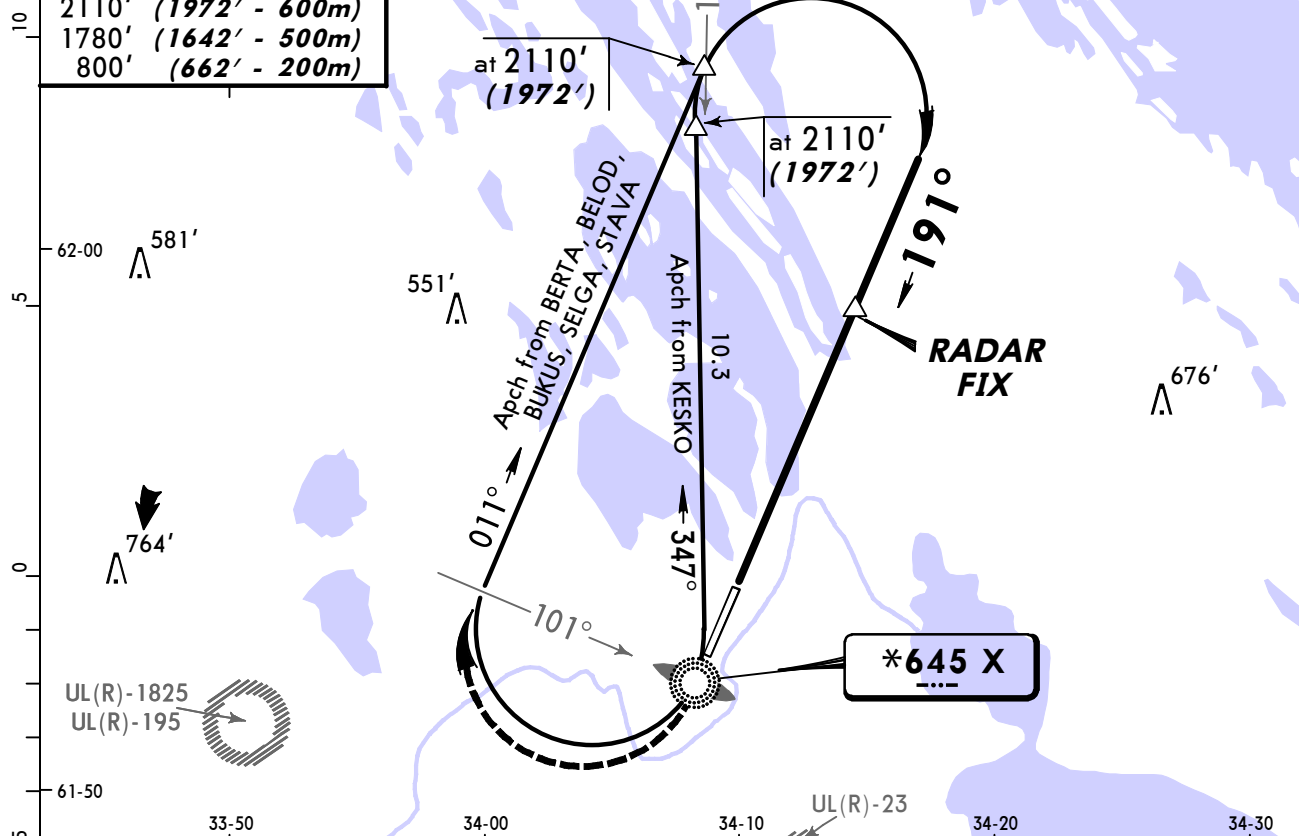
Trans level: FL 50 ①

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 | 661 | 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          | RVR 1500m VIS 1600m |
| B | VIS 1600m          | RVR 1800m VIS 2000m |
| C | 2400m              | 4000m               |
| D | 2800m              | 4400m               |

**PETROZAVODSK, (BESOVETS - ULPB)**

## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport ULPB**