

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UHPP

Terminal Charts For UHPP

Revision Letter For Cycle 01-2014

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: 2139 Z

Sunset: 0524 Z,

Runway Information

Runway: 16L

Length x Width: 11148 ft x 197 ft

Surface Type: concrete

TDZ-Elev: 115 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

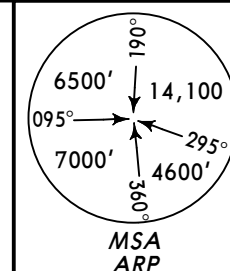
Petropavlovsk Start Tower 118.1

Petropavlovsk Ground Ground Control 118.9 Non-English

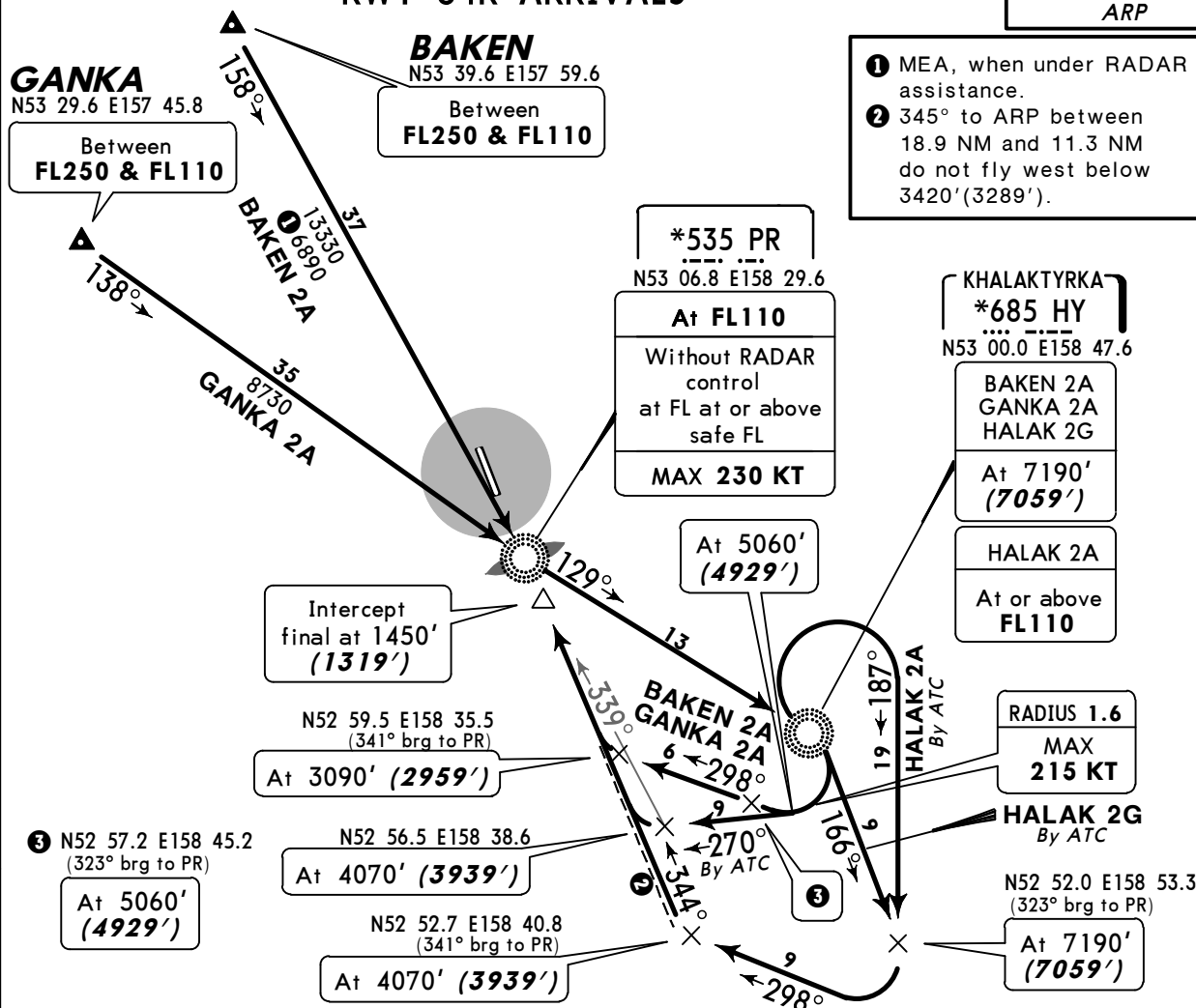
Petropavlovsk Krug Radar 119.4

*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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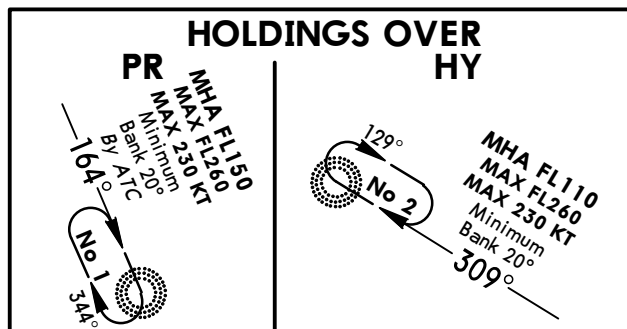
**BAKEN 2 ALFA (BAKEN 2A) [BAKE2A]
 GANKA 2 ALFA (GANKA 2A) [GANK2A]
 HALAK 2 ALFA (HALAK 2A) [HALA2A]
 HALAK 2 GOLF (HALAK 2G) [HALA2G]
 RWY 34R ARRIVALS**



- 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').



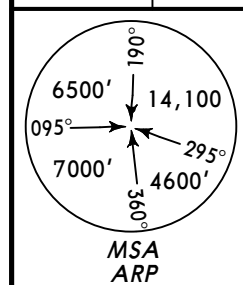
ALT/HEIGHT CONVERSION	QNH	(QFE)
8010'	(7879' - 2400m)	
7190'	(7059' - 2150m)	
5060'	(4929' - 1500m)	
4070'	(3939' - 1200m)	
3420'	(3289' - 1000m)	
3090'	(2959' - 900m)	
1450'	(1319' - 400m)	



Minimum bank 20° for all turns.

STAR	ROUTING
BAKEN 2A	158° bearing to PR, turn LEFT, 129° bearing 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 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	Exit from holding No2, 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.
HALAK 2G By ATC	Turn RIGHT, 166° 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.

*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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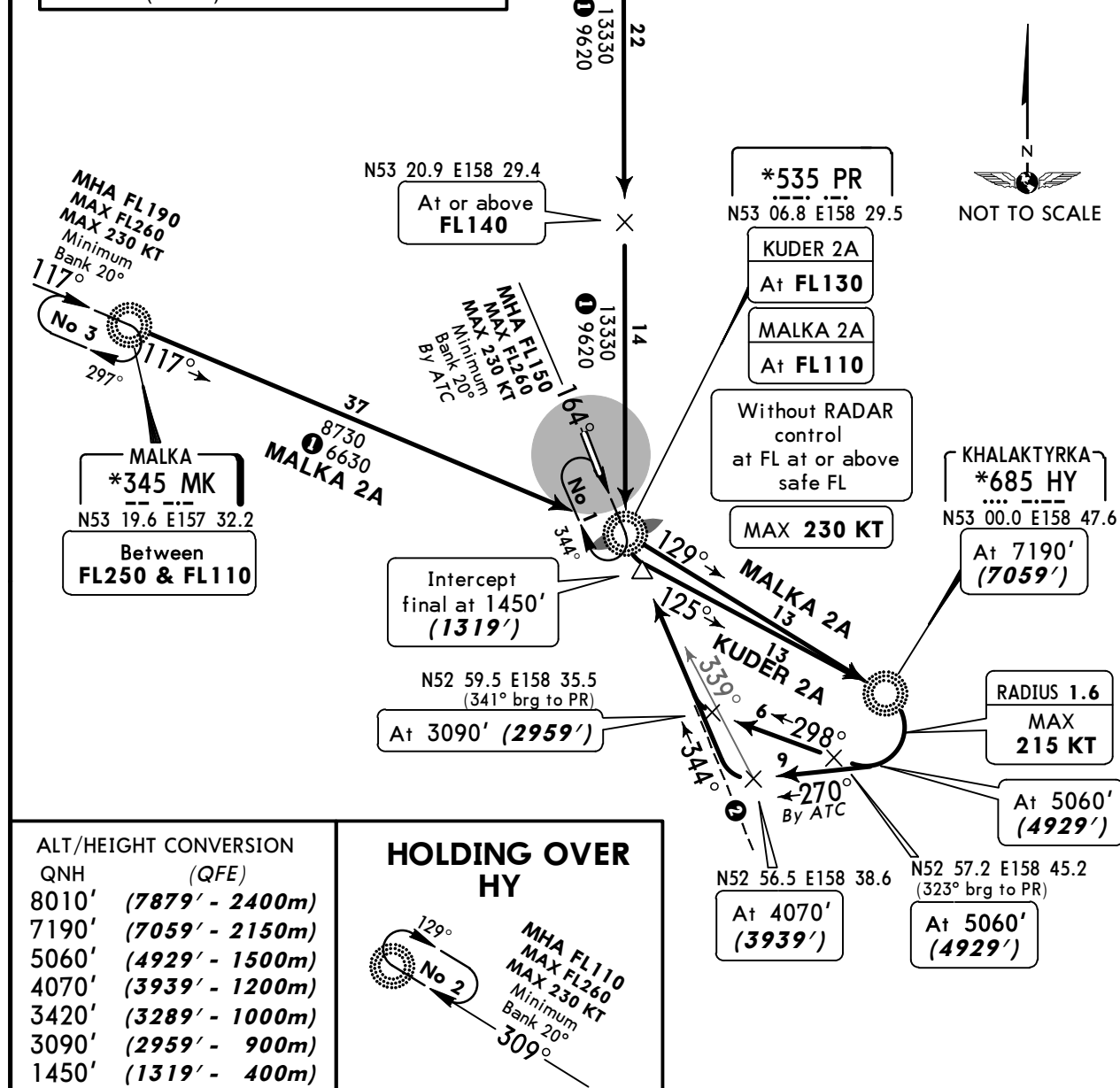


KUDER 2 ALFA (KUDER 2A) [KUDE2A] MALKA 2 ALFA (MALKA 2A) [MK2A] RWY 34R ARRIVALS

KUDER
 N53 49.0 E158 45.7
 Between
 FL260 & FL140

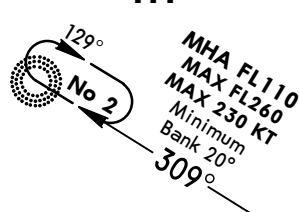
KULOD
 N53 42.5 E158 29.2
 Between
 FL240 & FL140

- 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)	

HOLDING OVER HY



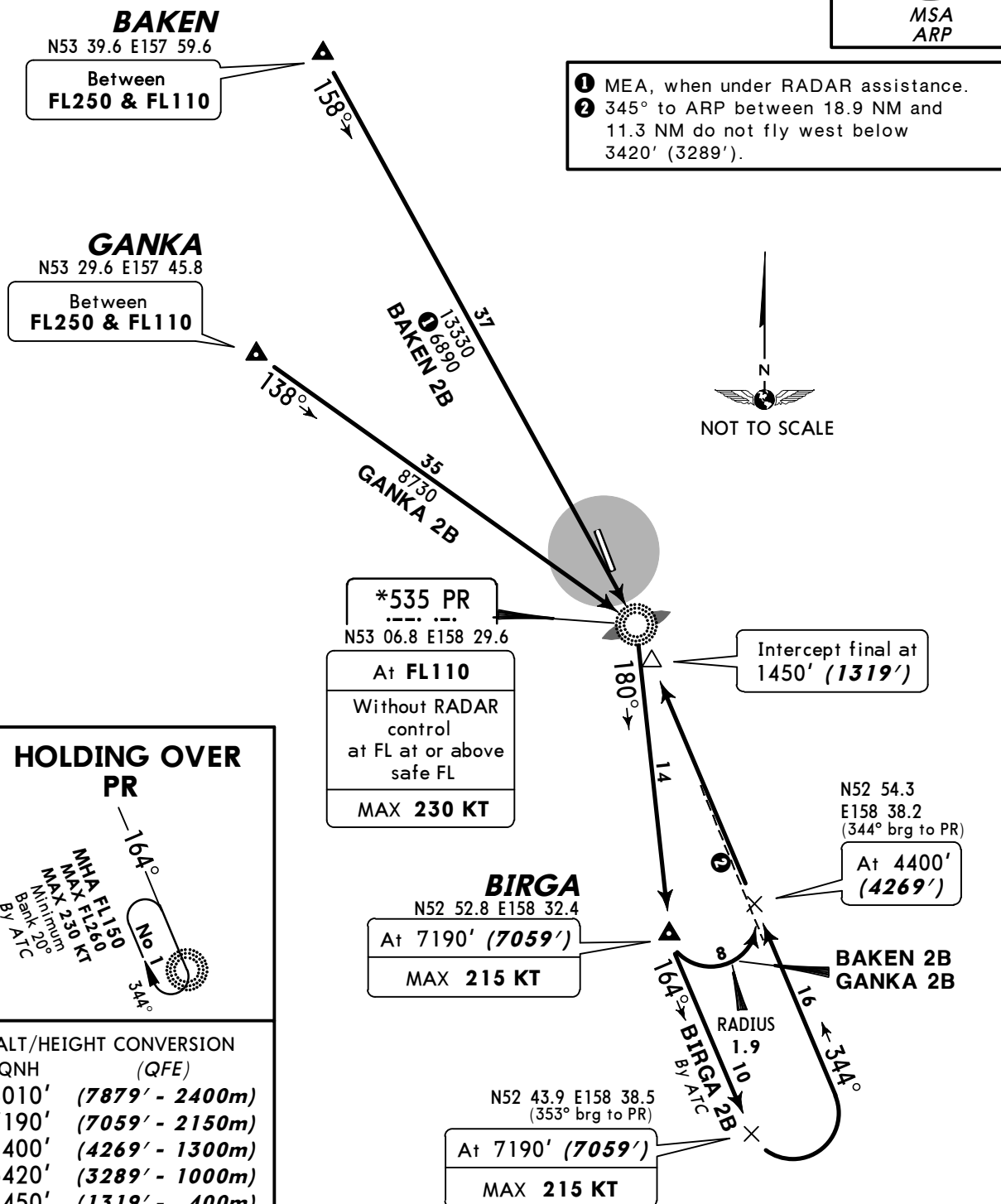
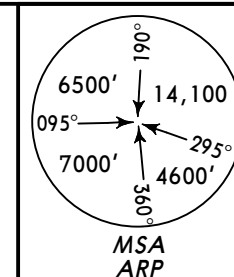
Minimum bank 20° for all turns.

STAR	ROUTING
KUDER 2A	To KULOD, intercept 186° bearing via N53 20.9 E158 29.4 to PR, turn LEFT, intercept 125° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.
MALKA 2A	117° bearing to PR, turn RIGHT, 129° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.

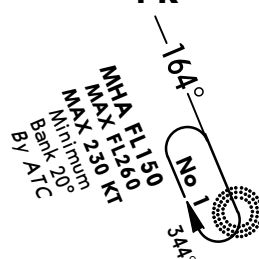
© JEPPESEN, 2003, 2013. ALL RIGHTS RESERVED.

*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**



**HOLDING OVER
PR**



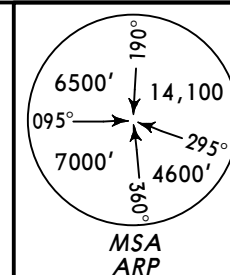
ALT/HEIGHT	CONVERSION
QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
4400'	(4269' - 1300m)
3420'	(3289' - 1000m)
1450'	(1319' - 400m)

Minimum bank 20° for all turns.

STAR	ROUTING
BAKEN 2B	158° bearing to PR, turn RIGHT, 180° bearing to BIRGA, turn LEFT to N52 54.3 E158 38.2, 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 2B	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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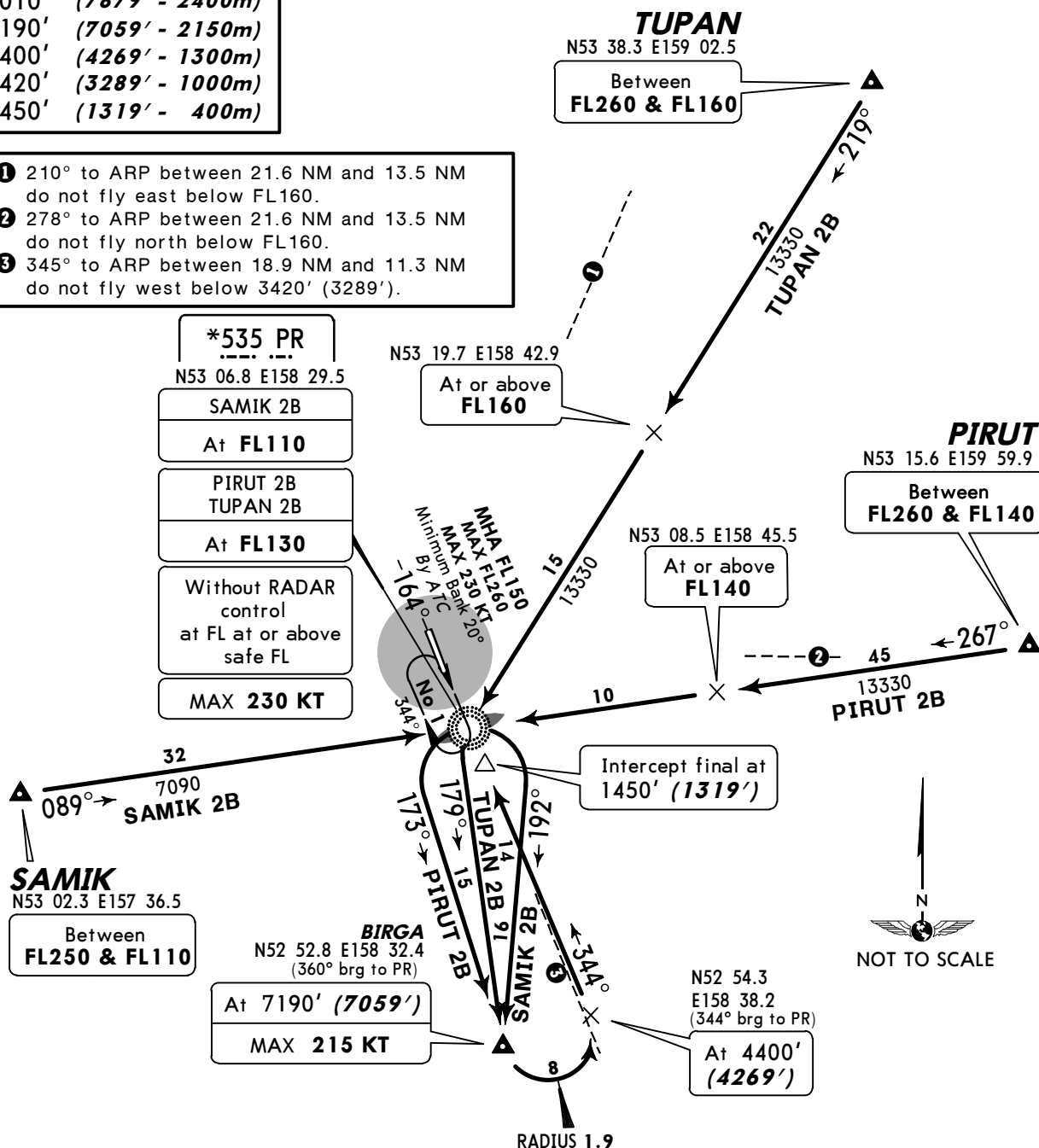
**PIRUT 2 BRAVO (PIRUT 2B) [PIRU2B]
 SAMIK 2 BRAVO (SAMIK 2B) [SAMI2B]
 TUPAN 2 BRAVO (TUPAN 2B) [TUPA2B]
 RWY 34R ARRIVALS**



**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').

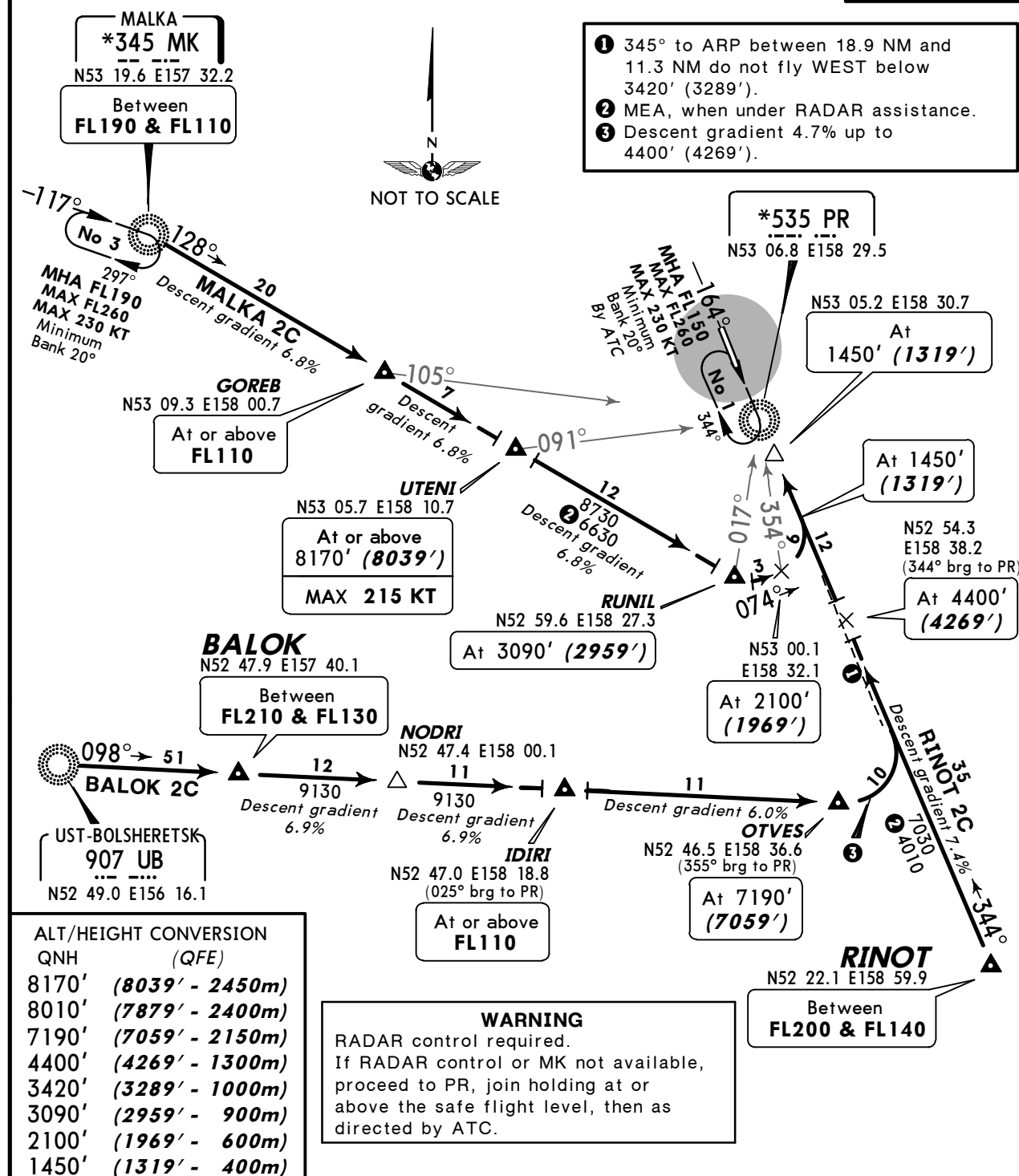
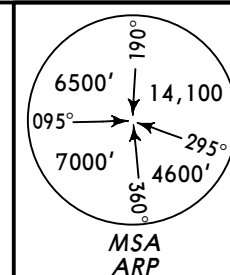


Minimum bank 20° for all turns.

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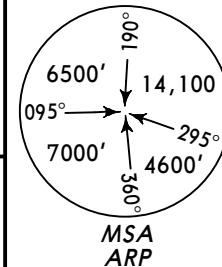
**BALOK 2 CHARLIE (BALOK 2C) [BALO2C]
MALKA 2 CHARLIE (MALKA 2C) [MK2C]
RINOT 2 CHARLIE (RINOT 2C) [RINO2C]
RWY 34R ARRIVALS
BY ATC**



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)

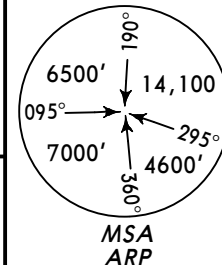
These SIDs require minimum climb gradients of
 5% up to ARGOP, then
 4.6% up to BS.

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'

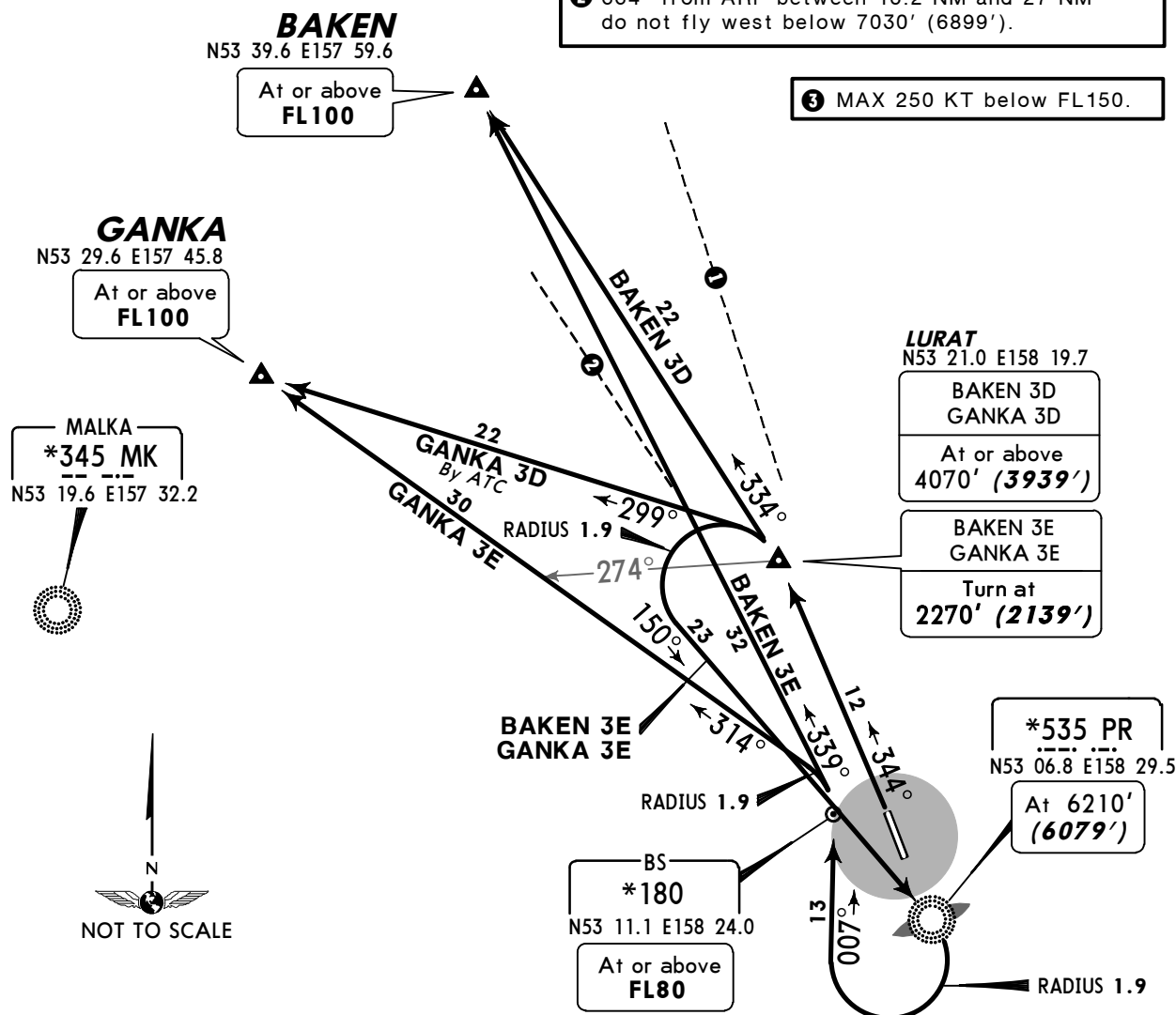
QNH on request **(QFE)**
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8010' **(7879')**



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)

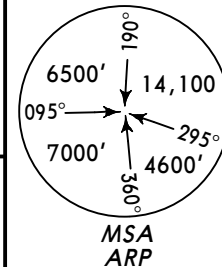
This SID requires minimum climb gradients of
 6% up to LURAT, then
 4.5% up to BAKEN.

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')**



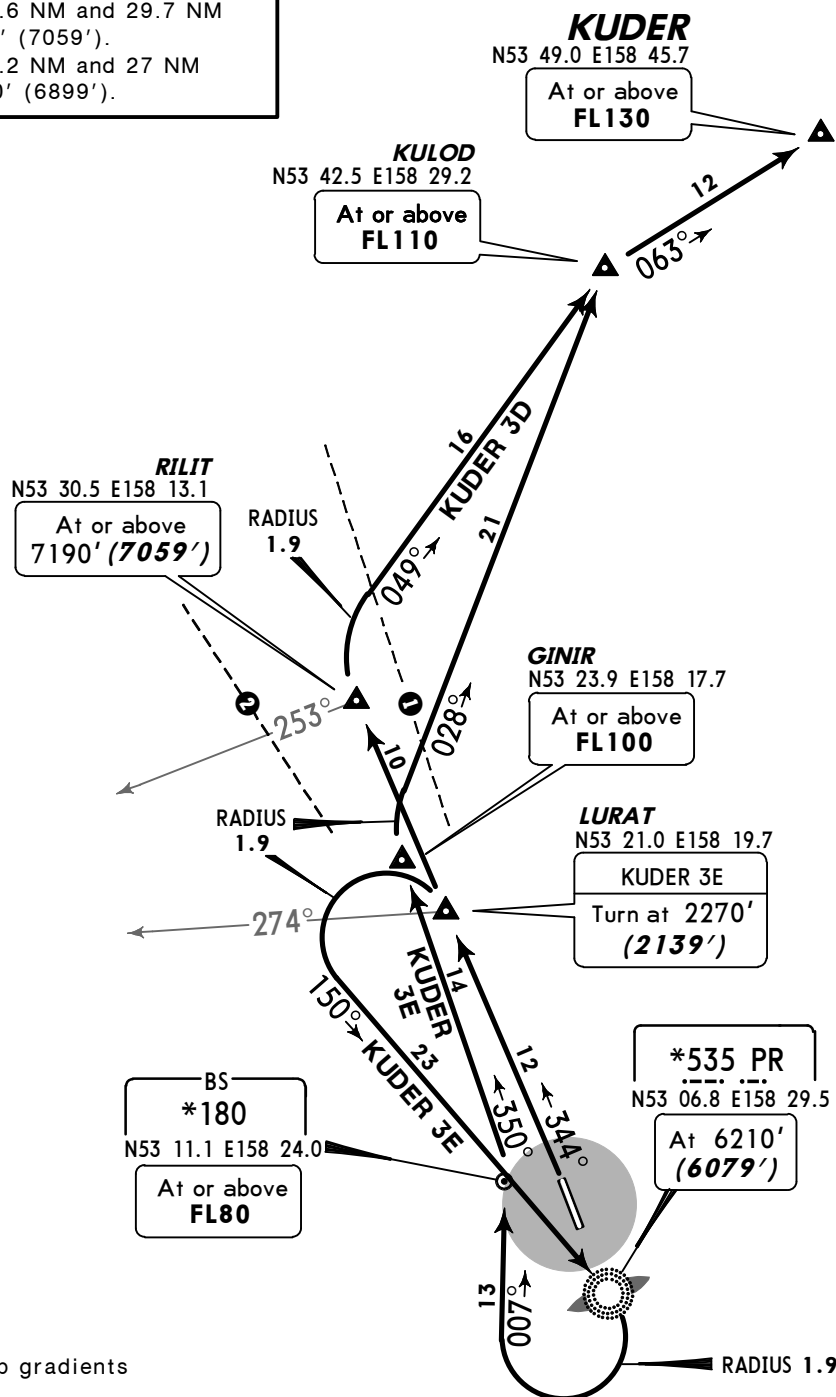
KUDER 3D [KUDE3D], KUDER 3E [KUDE3E] ③ RWY 34R DEPARTURES

- 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



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.

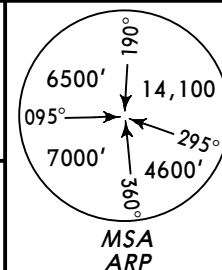
SID

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



33
MALKA 1D
 ← 289°

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')**

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

RADIUS
1.9

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

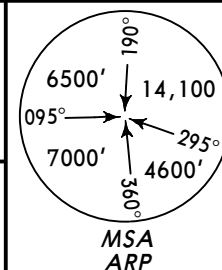
SID

ROUTING

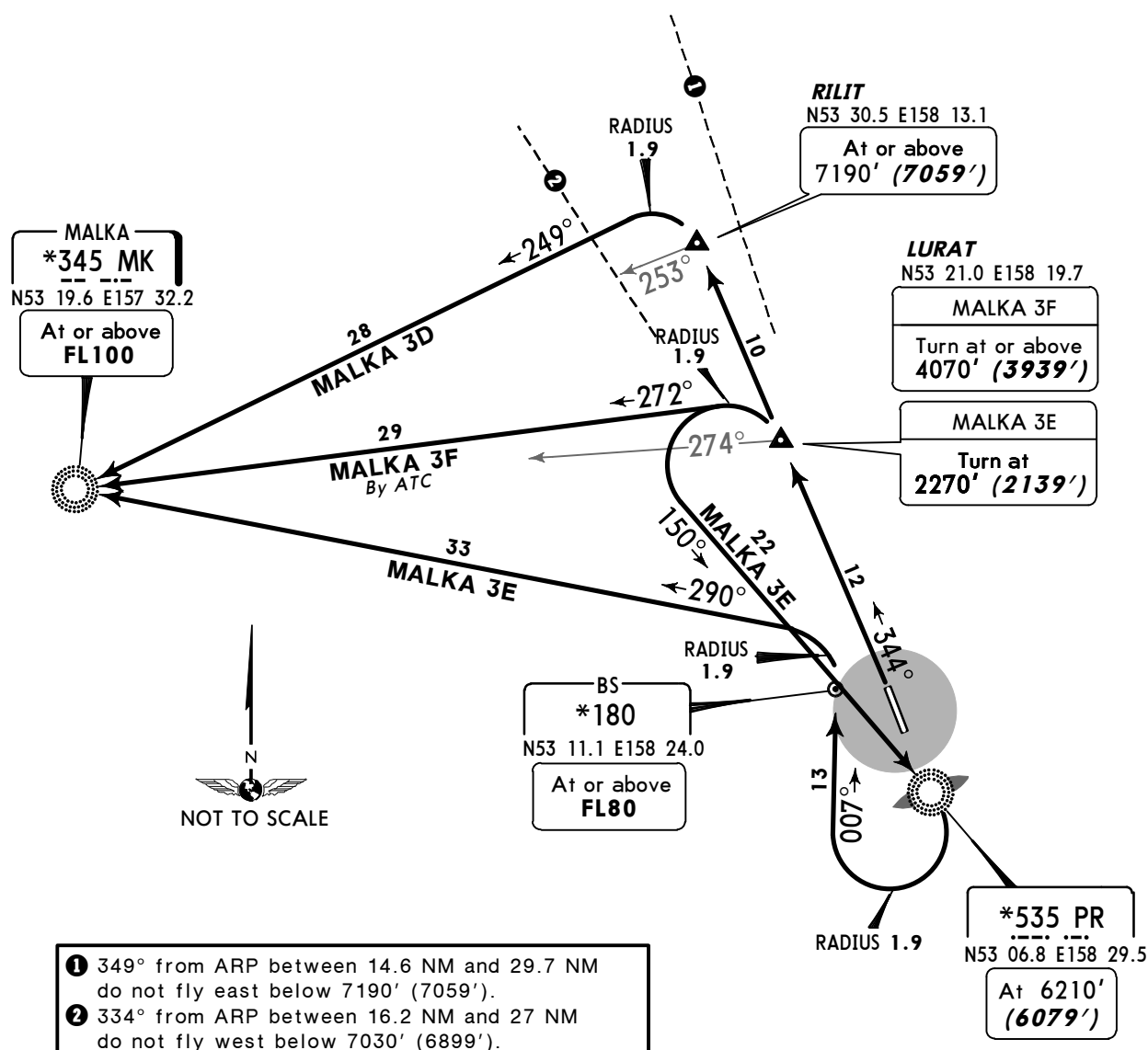
MALKA 1D	Climb straight ahead to ARGOP, turn RIGHT, 355° track to BS, turn LEFT, intercept 289° bearing to MK.
RINOT 1D By ATC	Climb straight ahead to 780' (666'), intercept 164° bearing from PR to RINOT.

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



- 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.

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').

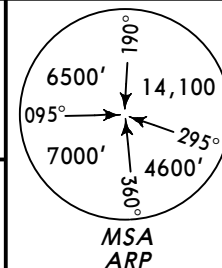
Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823
5% V/V (fpm)	380	506	760	1013	1266	1519

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

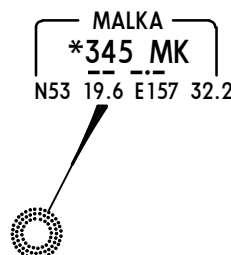
SID	ROUTING
MALKA 3D	Climb straight ahead to RILIT, turn LEFT, intercept 249° bearing to MK.
MALKA 3E ③	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, intercept 290° bearing to MK.
MALKA 3F By ATC	Climb straight ahead to LURAT, turn LEFT,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

Apt Elev
131'

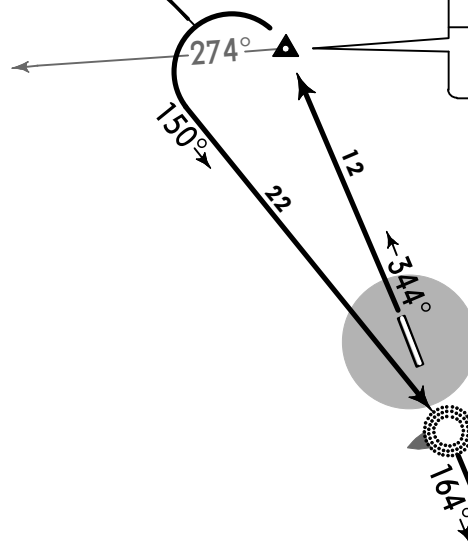
QNH on request **(QFE)**
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8010' **(7879')**



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

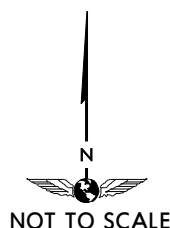


RADIUS 1.9



ALT/HEIGHT CONVERSION

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



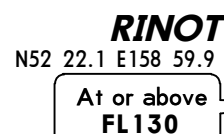
① 165° from ARP between 11.3 NM and 18.9 NM do not fly west below 3420' (3289').

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

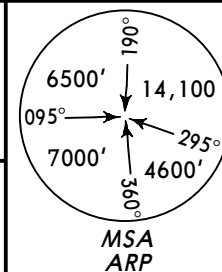


ROUTING

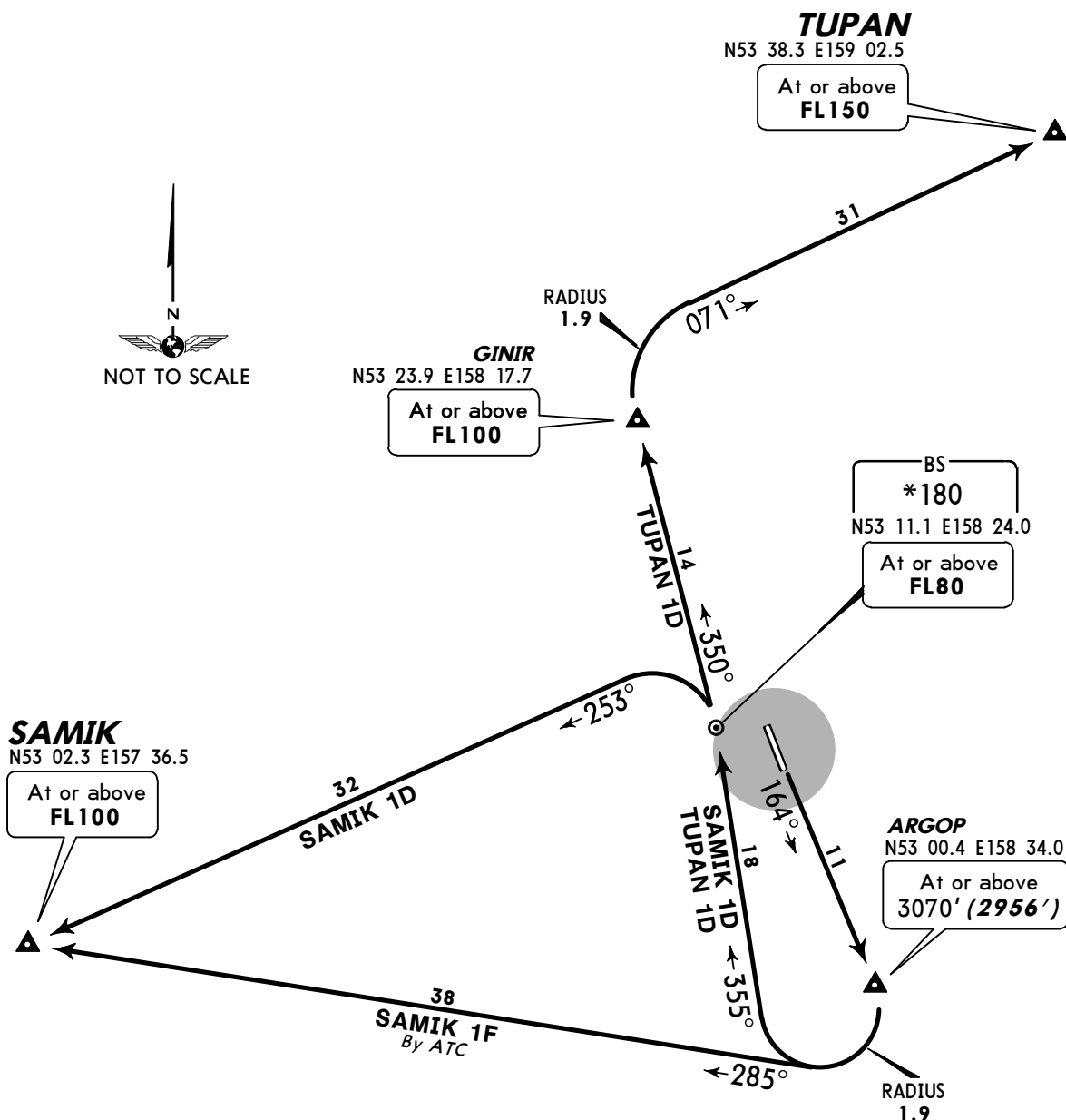
Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 164° bearing to RINOT.

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



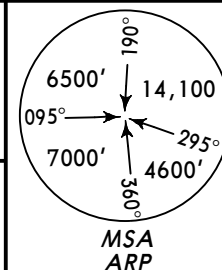
These SIDs require minimum climb gradients
 of
SAMIK 1D, TUPAN 1D: 5% up to ARGOP, then
 4.6% up to BS.
SAMIK 1F: 5% up to ARGOP.

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.

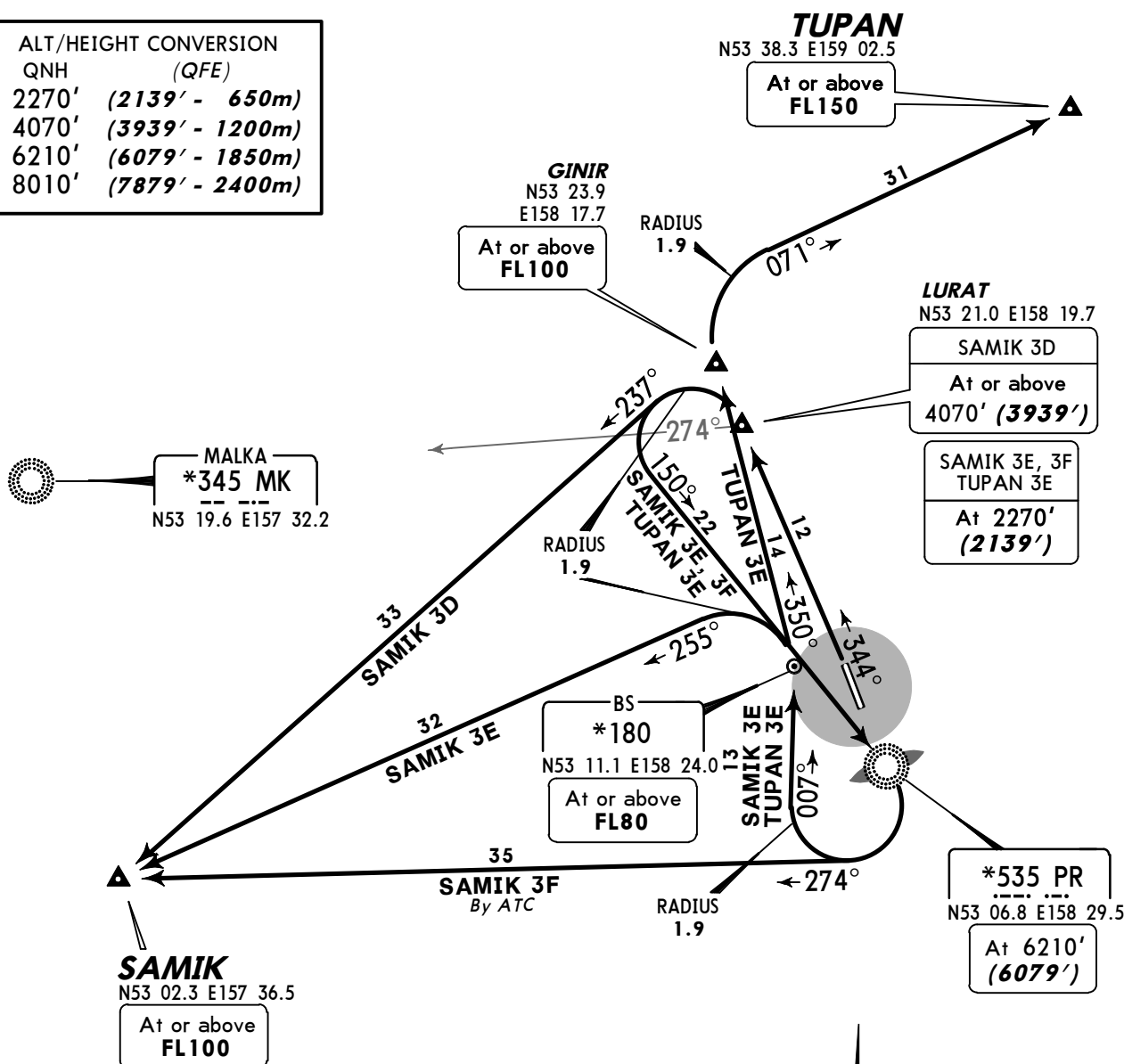
Apt Elev
131'
 QNH on request **(QFE)**
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8010' **(7879')**



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.

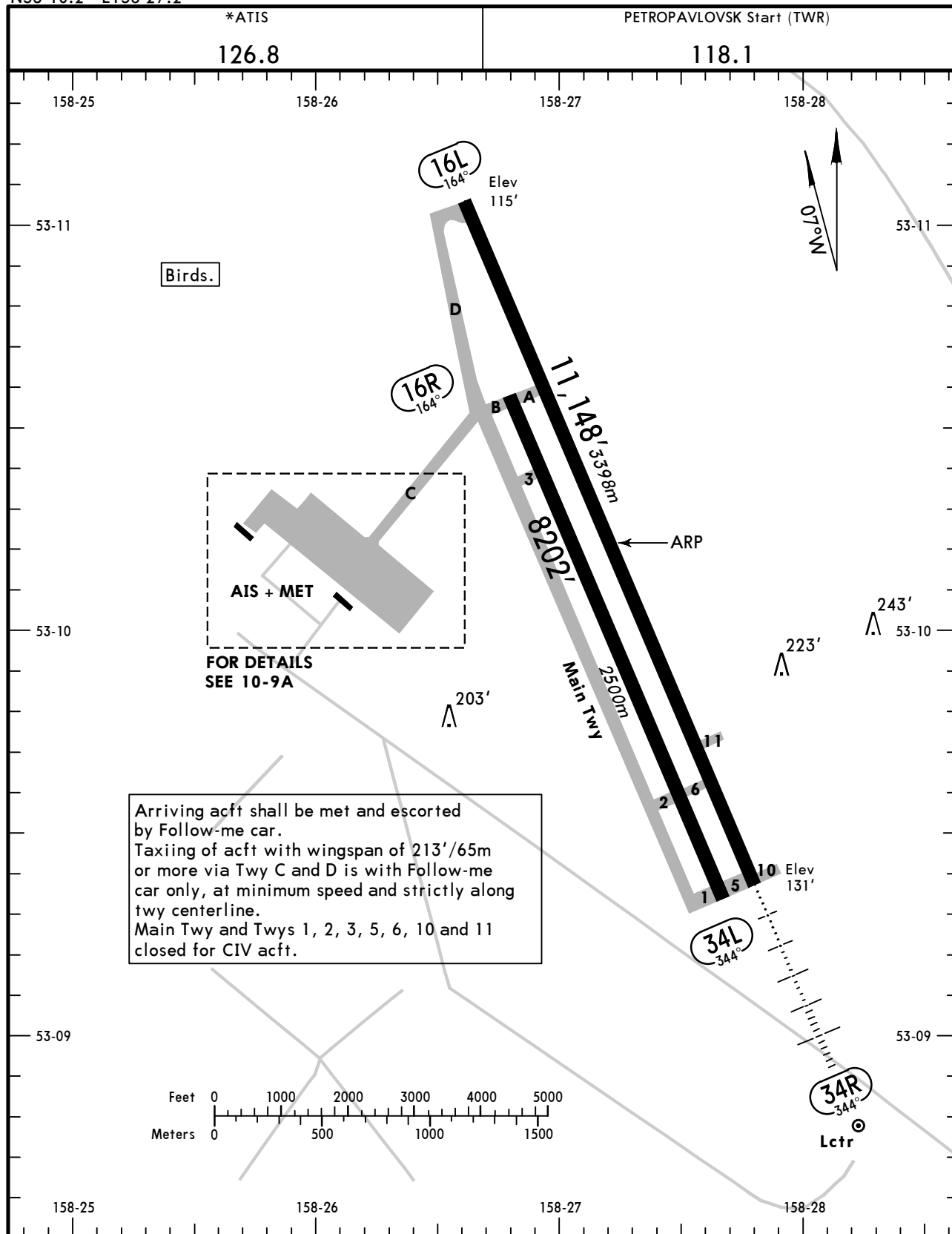
Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823

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.



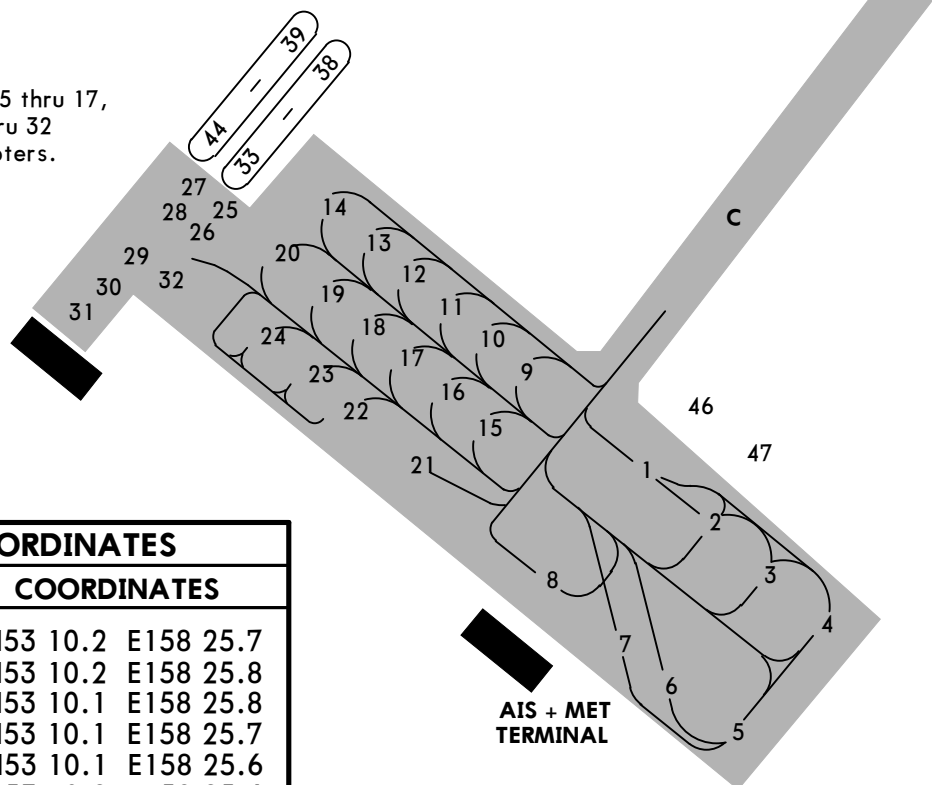
Arriving acft shall be met and escorted by Follow-me car.
 Taxiing of acft with wingspan of 213'/65m or more via Twy C and D is with Follow-me car only, at minimum speed and strictly along twy centerline.
 Main Twy and Twys 1, 2, 3, 5, 6, 10 and 11 closed for CIV acft.

ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS		TAKE-OFF	WIDTH
RWY		LANDING BEYOND			Threshold	Glide Slope		
16L	HIRL (60m)			RVR			①	197' 60m
34R	HIRL (60m) HIALS PAPI-L (angle 2.67°)			RVR		10,115' 3083m		
① TAKE-OFF RUN AVAILABLE								
<u>RWY 16L:</u>				<u>RWY 34R:</u>				
From rwy head		11,148' (3398m)		From rwy head		11,148' (3398m)		
twy A int		8163' (2488m)		twy 6 int		9836' (2998m)		
16R								197' 60m
② 34L								
② Rwy is used for taxiing only and closed for CIV acft.								

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

LOW VISIBILITY PROCEDURES (LVP)

Procedures shall be applied when RVR is 600m or less. The flight crew shall be informed when LVP are in progress by ATIS or ATS unit by phrase: "Low visibility procedures in progress, check your minimum." During LVP only one acft can be present on Rwy or Twy.

ARRIVAL

When conditions do not correspond with AOM, landing shall be carried out by decision of pilot-in-command.

Taxiing of acft after landing on Rwy 16L/34R shall be carried out along one of the taxiways assigned by TWR controller.

Rwy 16R/34L is considered to be vacant when the acft occupies one of the Twys A, B, C, D by flight crew's report. The flight crew shall report about the vacation of Rwy 16L/34R, that indicates to the vacation of ILS critical area. Follow-me car shall be used compulsorily.

Flight crew shall report about parking on stand using the following phraseology "Acft callsign+on stand...".

DEPARTURE

Taxiing along taxiways to holding position of Rwy 16L/34R shall be assigned by PETROPAVLOVSK Start Follow-me car shall be used compulsorily. The flight crew should read back all instructions on holding on the holding position of Rwy 16L/34R.

The responsibility for the unsanctioned entry into Rwy 16L/34R and non-adherence to the assigned taxi routes on the manoeuvring area shall be placed on the flight crew.

The following is prohibited during Low Visibility Procedures:

- take-off not from the runway beginning.
- take-off without stop at the line-up position.

When MET conditions get better (VIS is more than 600m), the flight crew shall be informed by ATIS or ATS unit by a phrase: "Cancellation of Low Visibility Procedures."

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
C
D

250m

300m

400m

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

- ❶ Missed apch climb grad MIM 3.2%.
 ❷ Continuous Descent Final Approach.
 ❸ with FAF.
 ❹ w/o FAF.

CIRCLE-TO-LAND ❺	A	B	C	D
to rwy 16L	810' (695')	810' (695')	1400' (1285')	1400' (1285')
	ceil 470m- V3000m	ceil 470m- V3000m	ceil 520m- V5000m	ceil 520m- V5000m

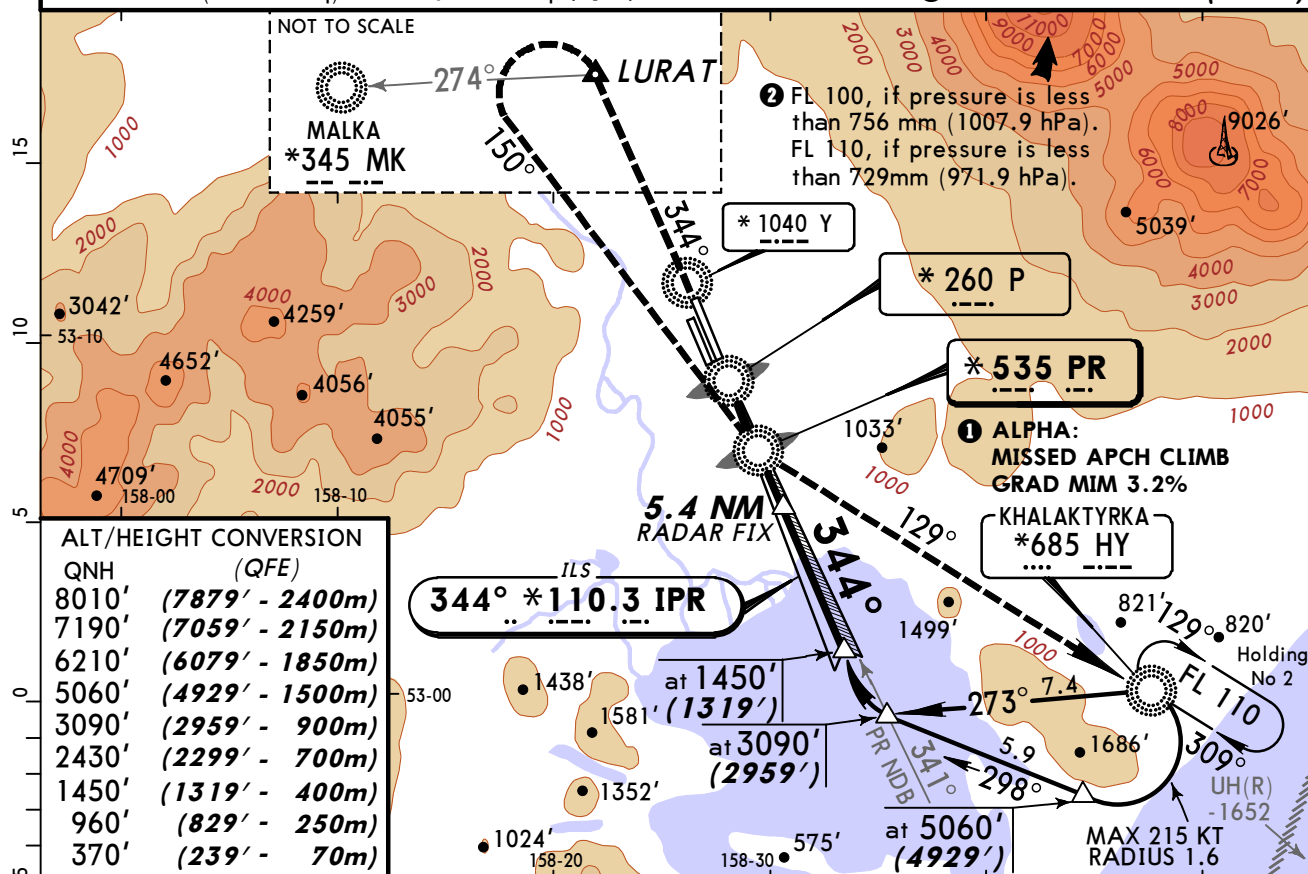
- ❺ Circling height based on rwy 16L thresh elev of 115'.

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		

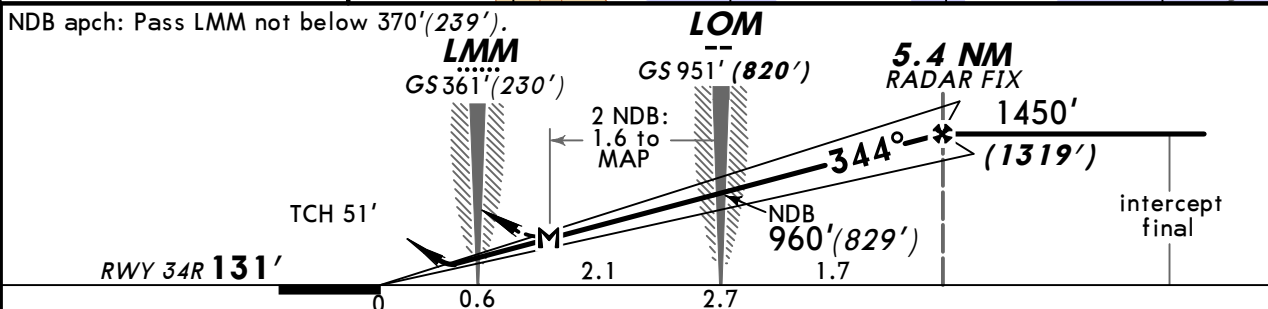
*ATIS 126.8		PETROPAVLOVSK Krug (RDR) 119.4		PETROPAVLOVSK Start (TWR) 118.1		 MSA ARP
LOC IPR *110.3	Final Apch Crs 344°	GS LOM 951' (820')	ILS DA(H) 331' (200')	Apt Elev 131'		
NDB PR *535		Minimum Alt 5.4 NM RADAR FIX 1450' (1319')	NDB MDA(H) Refer to Minimums	RWY 131'		

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		2430' (2299') or above on 344°
ILS GS or	331	425	472	567	661	756		
NDB Descent Angle 2.67°								
2 NDB: LOM to MAP 1.6	1:22	1:04	0:58	0:48	0:41	0:36		

STRAIGHT-IN LANDING RWY 34R 12							
ILS		with FAF 2 NDB		w/o FAF		PR NDB	
DA(H) 331' (200')		MDA(H) 490' (359')		MDA(H) 1120' (989')		MDA(H) 600' (469')	
FULL	ALS out		ALS out		ALS out		ALS out
A				1400m	2200m		
B	RVR 720m	1200m	1400m	1600m	2400m	1900m	2700m
C	VIS 800m		2200m	4000m	4800m		3200m
D		1800m		4400m		2300m	4400m

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

BRIEFING STRIP™

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.

[illegible]

STRAIGHT-IN LANDING RWY 34R 12										
ILS		2 NDB				PR NDB				
with FAF		w/o FAF		with FAF		w/o FAF				
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		
A	RVR 720m VIS 800m	1200m	1400m	2200m	1400m	2200m	1900m	2700m	3200m	
B					1600m	2400m				
C					4000m	4800m			4000m	4800m
D					1800m				4400m	

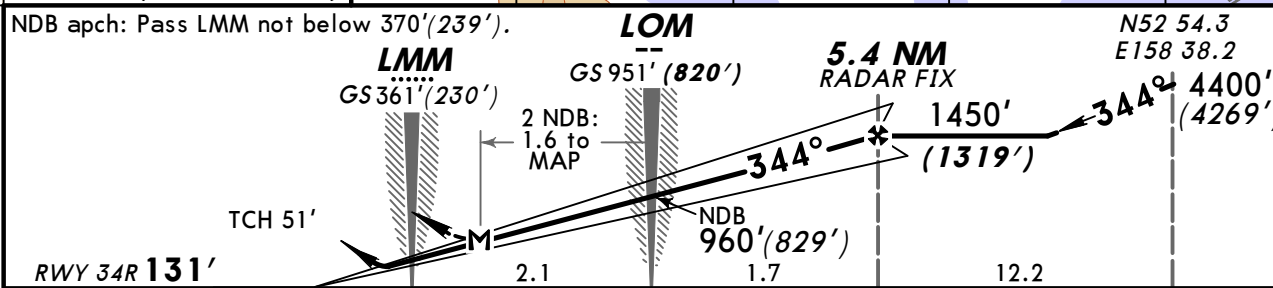
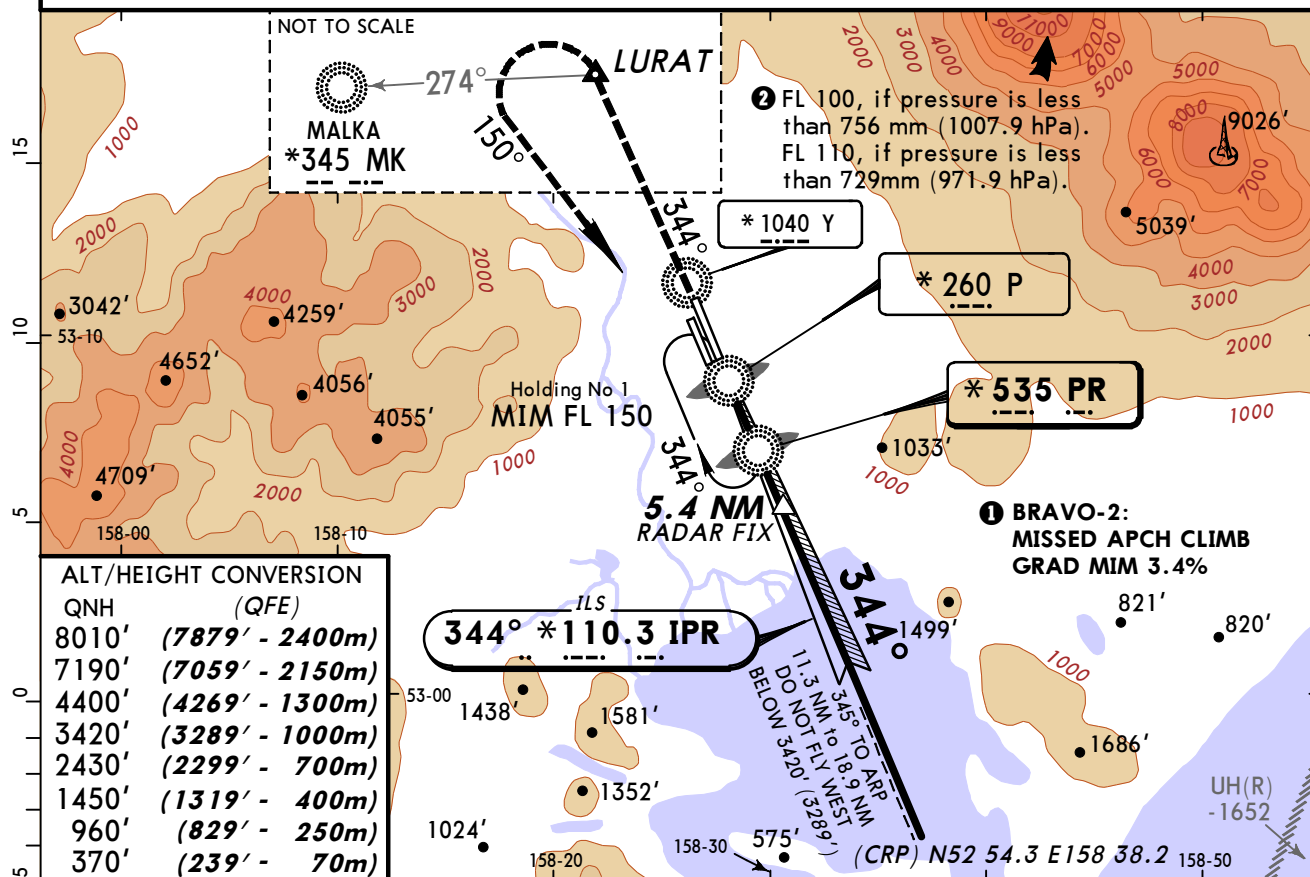
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BRIEFING STRIP TM	*ATIS 126.8		PETROPAVLOVSK Krug (RDR) 119.4		PETROPAVLOVSK Start (TWR) 118.1		 MSA ARP
	LOC IPR *110.3	Final Apch Crs 344°	GS LOM 951' (820')	ILS DA(H) 331' (200')	Apt Elev 131'		
	NDB PR *535		Minimum Alt 5.4 NM RADAR FIX 1450' (1319')	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.

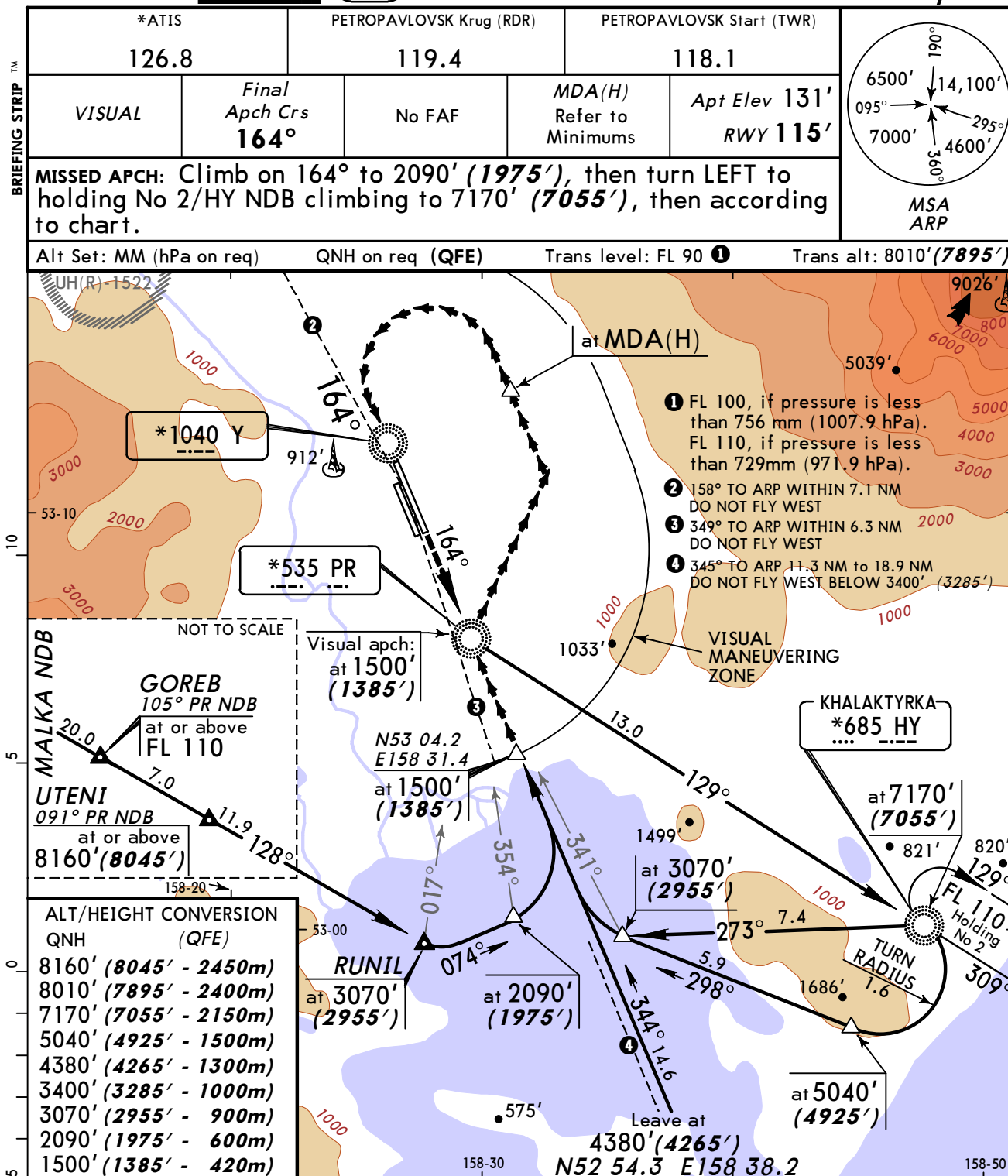
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 2 Trans alt: 8010' (7879')



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or	331	425	472	567	661	756	
NDB Desc 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 12							
ILS		2 NDB		PR NDB			
DA(H) 331' (200')		with FAF 490' (359')		with FAF 600' (469')		w/o FAF 1190' (1059')	
FULL	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out
A			1400m	2200m		3200m	
B	RVR 720m	1200m	1400m	2200m	1900m	2700m	
C	VIS 800m		4000m	4800m		4000m	4800m
D		1800m	4400m	2300m		4400m	

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



2090' (1975') on 164°

LANDING RWY 16L ①

CEILING REQUIRED

	MDA(H)	CEIL-VIS
A	810' (695')	470m - 3000m
B		
C	1400' (1285')	520m - 5000m
D		

① Circling height based on rwy 16L thresh elev of 115'.

PETROPAVLOVSK-KAMCHATSKY, (YELIZOVO - UHPP)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHPP