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Airport Information For ULLI

Terminal Charts For ULLI

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

Location: St Petersburg Rus
IATA Code: LED
Lat/Long: N59° 48.0' E030° 15.7'
Elevation: 79 ft

Airport Use: Public
Magnetic Variation: 10.0°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0657 Z
Sunset: 1313 Z,

Runway Information

Runway: 10L
Length x Width: 11145 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 61 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 10R
Length x Width: 12402 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 67 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 28L
Length x Width: 12402 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 79 ft
Lighting: Edge, ALS, Centerline

Runway: 28R
Length x Width: 11145 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 66 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

- ATIS 127.4 Non-English
- ATIS 127.3
- Pulkovo Tower 2 Tower 118.1
- Pulkovo Tower 1 Tower 118.7
- Pulkovo Tower 129.0 Secondary
- Pulkovo Tower 128.0 Secondary
- Pulkovo Ground 2 Ground Control 121.9
- Pulkovo Ground 1 Ground Control 121.7
- Pulkovo Ground Control 129.0 Secondary
- Pulkovo Ground Control 128.0 Secondary
- Petersburg Approach Control 125.2
- Petersburg Approach Control 129.0 Secondary
- Petersburg Approach Control 128.0 Secondary
- Petersburg Approach Control 119.3
- Pulkovo Krug Radar 129.0 Secondary
- Pulkovo Krug Radar 128.0 Secondary
- Pulkovo Krug Radar 120.3
- Pulkovo Transit Operations 131.8

1. GENERAL

1.1. ATIS

ATIS 127.3
127.4 (Russian)

1.2. LOW VISIBILITY PROCEDURES

1.2.1. GENERAL

Low visibility procedures shall be applied when RVR is 1000m or less and/or ceiling is 260'/80m or less.

The procedures shall be announced as "Low Visibility Procedures in Progress" transmitted on ATIS or ATS unit frequencies.

The flight crew must report the execution of landing, the vacation of RWY including the vacation of RWY after crossing during taxiing. ACFT are not allowed to hold at a position closer to RWY than the limit of the RWY holding position, which is the limit of ILS critical area.

1.2.2. STANDARD TAXI ROUTES OF ACFT OPERATING CAT III FLIGHTS

1.2.2.1. LANDING

The flight crew shall vacate RWY 10L

- along TWY B2 or along TWY B1 to Apron 3;
- along TWY B to Apron 1.

ACFT shall be met by Follow-me car after passing the last yellow light of the alternate green and yellow TWY centerline lights.

The flight crew shall vacate RWY 28R

- along TWY B and taxi along TWY B5 to Apron 1;
- along TWY B and B1 to Apron 3.

ACFT shall be met by Follow-me car on TWY B after passing the last yellow light of the alternate green and yellow TWY centerline lights.

ACFT taxiing to Apron 3 must request a permission to cross RWY 10L/28R from Tower before the red stop bar with "28R CAT III" sign and the established DAY marking of TWY B. It is prohibited to cross the RWY during taxiing without Tower permission. RWY vacation shall be reported to Tower.

1.2.2.2. DEPARTURE

Taxiing on the apron and along TWY shall be carried out only after Follow-me car. After passing the red stop bar, the Follow-me car shall perform inspection of the RWY, by the permission of Tower, for the purpose of excluding the presence of unauthorized objects on it.

Taxiing of ACFT for take-off from RWY 10L:

- From Apron 1 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car to TWY B5.

The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing and continue taxiing to red stop bar with "10L" sign.

- From Apron 3 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car onto TWY B1 for crossing RWY 10L/28R.

The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing for crossing the RWY.

The flight crew shall report the vacation of RWY to Tower and, by instruction, changeover to PULKOVO Taxiing to continue taxiing after Follow-me car along TWYB to TWY B5. By the instruction of PULKOVO Taxiing the flight crew shall changeover to Tower and continue taxiing to red stop bar with "10L" sign.

1. GENERAL

Taxiing of ACFT for take-off from RWY 28R:

- From Apron 1 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car to TWY B5 and then to the RIGHT along TWY B to red stop bar with "28R CAT III" sign.

The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing.

- From Apron 3 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car to TWY B1 to red stop bar with "28R" sign.

The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing.

If there is an ACFT on the final approach, the departing ACFT shall wait for the line-up clearance at red stop bar with "28R CAT III" sign. If there is no ACFT on the final approach, the departing ACFT shall wait for the line-up clearance at red stop bar with "28R" sign.

1.3. RWY PROCEDURES

1.3.1. SIMULTANEOUS USE OF PARALLEL RWYS

As a rule, mixed mode of RWY operation is applied with simultaneous use of the parallel RWY.

In the periods of the increased air traffic intensity the RWYs can be used in the mode of separate operations (one RWY for take-off, the other RWY for landing) in the following combinations, as a rule:

RWY 28R for take-off, RWY 28L for landing.

RWY 10L for take-off, RWY 10R for landing.

1.4. TAXI PROCEDURES

Through taxiing with MAX wingspan 118'/36m allowed on Apron 6.

Use of TWYs B10 and B11 with Follow-me car only.

Use of TWYs B10 and B11 prohibited, when RWY 10L/28R RVR is less than 800m.

Through taxiing via stands 25, 27 thru 30 and 34 with Follow-me car only.

1.5. PARKING INFORMATION

Exit stands 38 thru 40, 65 thru 68, 100 and 101 by towing.

Use of stands 51 thru 60, 79, 90 thru 95, 99 (facing Northeast) and 101A by towing.

Stands 57 thru 60 available for helicopters.

Enter stands 74 and 75 (facing Southeast) by push-back. Exit stands 74 and 75 (facing Northwest) by push-back.

Enter stand 79 along temporary guideline (dotted line).

Enter stands 600 thru 604 (facing South) by towing. Exit stands 600 thru 604 (facing North) by towing.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

When flying below FL 100 the indicated airspeed shall not be more than 270 KT.
On final stage of approach maintain 160 KT minimum up to 3.8NM from threshold.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

Noise abatement procedures shall be executed by all ACFT, deviations are permitted only for safety reasons.

2.2.2. APPROACH PHASE

Restrictions

Between 2300-0700LT RWYs 10R/28L are preferential for landing, depending on meteorological, operational and air traffic conditions. Reverse thrust (except idle thrust) is allowed only for ensuring flight safety.

Special approach procedures

When established on final approach track, pilots shall lower the landing gear and set wing devices into intermediate position.

At 1400'(1321') pilots shall commence the flaps into landing position and set final approach speed taking into account the ACFT landing mass.

2.3. CAT II/III OPERATIONS

RWY 10R approved for CAT II operations, RWY 10L/28R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. VISUAL APPROACH

Maintaining a safe flight track and descent profile is the crew's responsibility.

During descent from 2050'(1971') manoeuvring has to take place in southern part of CTR, limited by SPB R-069/R-290.

When proceeding from LUNOK or MOLEG, ACFT has to be established on FAT RWY 10L/R at 2050'(1971') no later than SPB 5.4 DME.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

3.1.1. GENERAL

Noise abatement procedures shall be executed by all ACFT, deviations are permitted only for safety reasons.

3.1.2. TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall not be executed in following cases:

- Availability of wind shear;
- Moderate turbulence;
- Icing.

Restrictions

Between 2300-0700LT RWYs 10R/28L are preferential for take-off, depending on meteorological and air traffic conditions.

Take-off shall be carried out in accordance with the noiseless take-off procedure defined by the Aeroplane Flight Manual. After take-off, the ACFT shall proceed according to SID, unless otherwise instructed by ATC.

Special Take-off Procedures

Pilots shall apply two special take-off and climb procedures: NADP1 and NADP2. The pilot in command may use any of them for reaching necessary effect (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

ATIS
127.3
(Russian)
127.4

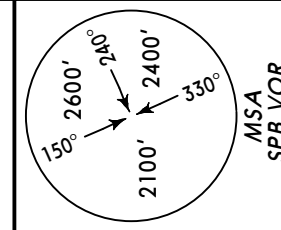
Apt Elev
79'

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
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' (2961')
If following RNAV STAR and/or approach procedure is not
possible, the crew shall request RADAR vectoring for approach.

AGBON 1 ALPHA (AGBON 1A) [AGBO1A]
LUKIR 1 ALPHA (LUKIR 1A) [LUK11A]
MOLEG 2 ALPHA (MOLEG 2A) [MOLE2A]
RWYS 28L/R RNAV ARRIVALS

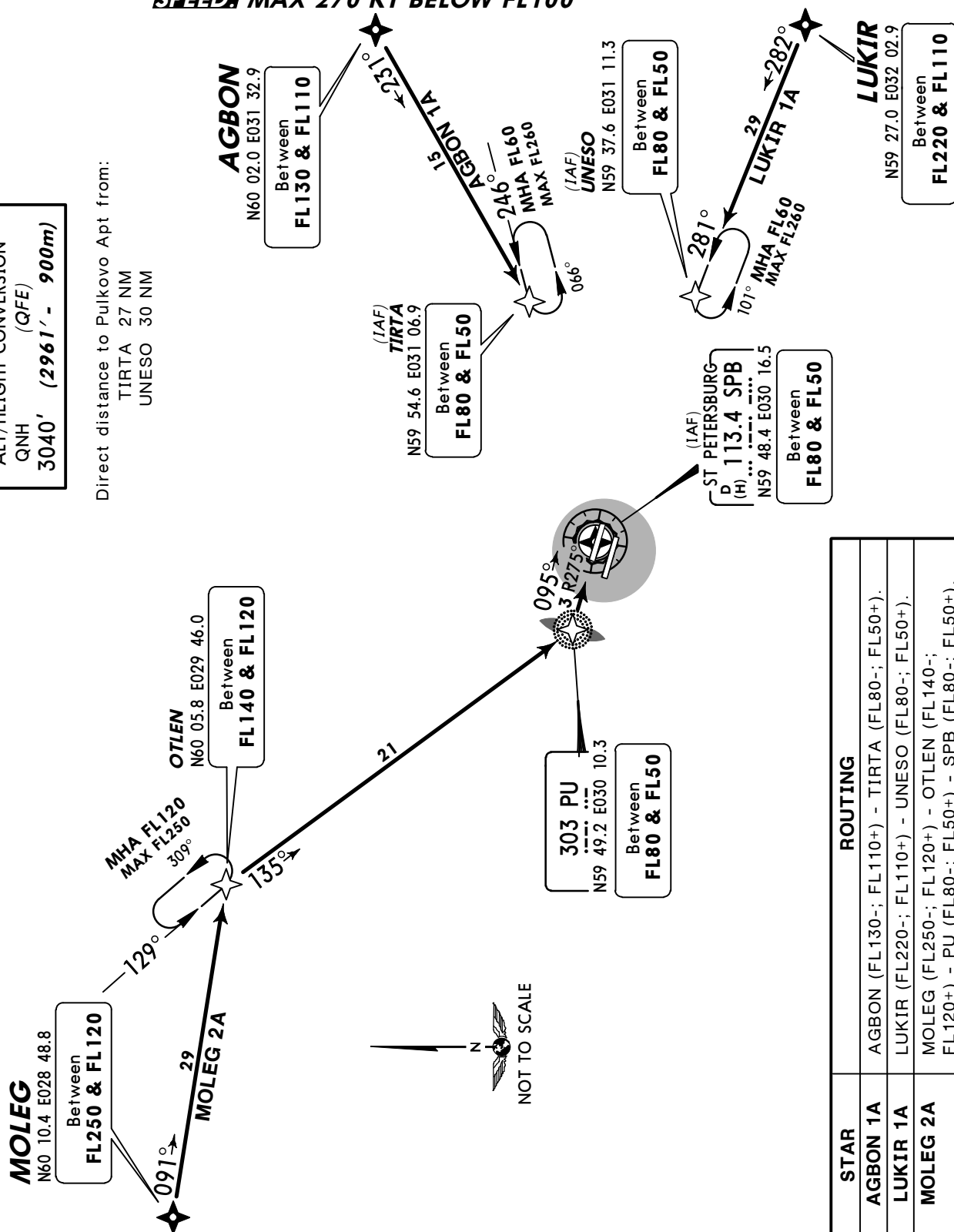
RNAV (GNSS)

SPEED MAX 270 KT BELOW FL100



ALT/HEIGHT CONVERSION
QNH
3040' (2961' - 900m)

Direct distance to Pulkovo Apt from:
TIRTA 27 NM
UNESO 30 NM



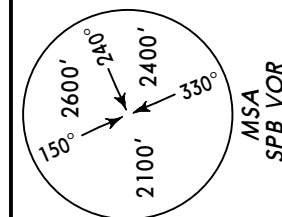
STAR	ROUTING
AGBON 1A	AGBON (FL130-; FL110+) - TIRTA (FL80-; FL50+).
LUKIR 1A	LUKIR (FL220-; FL110+) - UNESO (FL80-; FL50+).
MOLEG 2A	MOLEG (FL250-; FL120+) - OTLEN (FL140-; FL120+) - PU (FL80-; FL50+) - SPB (FL80-; FL50+).

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
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' (2961')
If following RNAV STAR and/or approach procedure is not
possible, the crew shall request RADAR vectoring for approach.

ATIS
127.3
(Russian
127.4)

Apt Elev
79'

AGBON 1 CHARLIE (AGBON 1C) [AGBO1C]
MOLEG 1 CHARLIE (MOLEG 1C) [MOLE1C]
MOLEG 1 DELTA (MOLEG 1D) [MOLE1D]
RWYS 10L/R RNAV ARRIVALS
RNAV (GNSS)
MAX 270 KT BELOW FL100

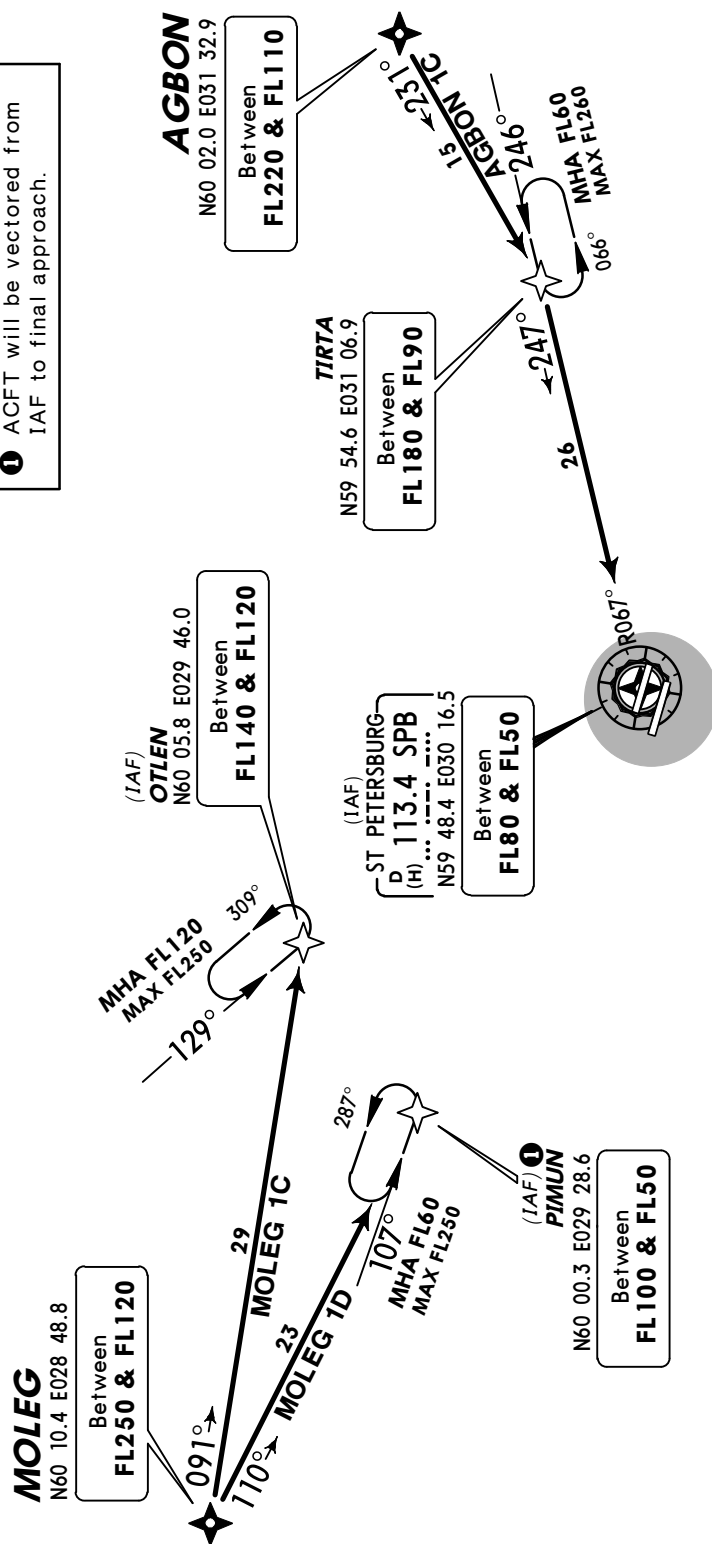


ALT/HEIGHT CONVERSION
QNH (QFE)
3040' (2961' - 900m)

① ACFT will be vectored from
IAF to final approach.

Direct distance to Pulkovo Apt from:

OTLEN 23 NM
PIMUN 27 NM

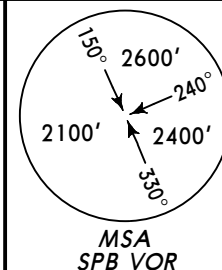


STAR	ROUTING
AGBON 1C	AGBON (FL220-; FL110+) - TIRTA (FL180-; FL90+) - SPB (FL80-; FL50+).
MOLEG 1C	MOLEG (FL250-; FL120+) - OTLEN (FL140-; FL120+).
MOLEG 1D	MOLEG (FL250-; FL120+) - PIMUN (FL100-; FL50+).

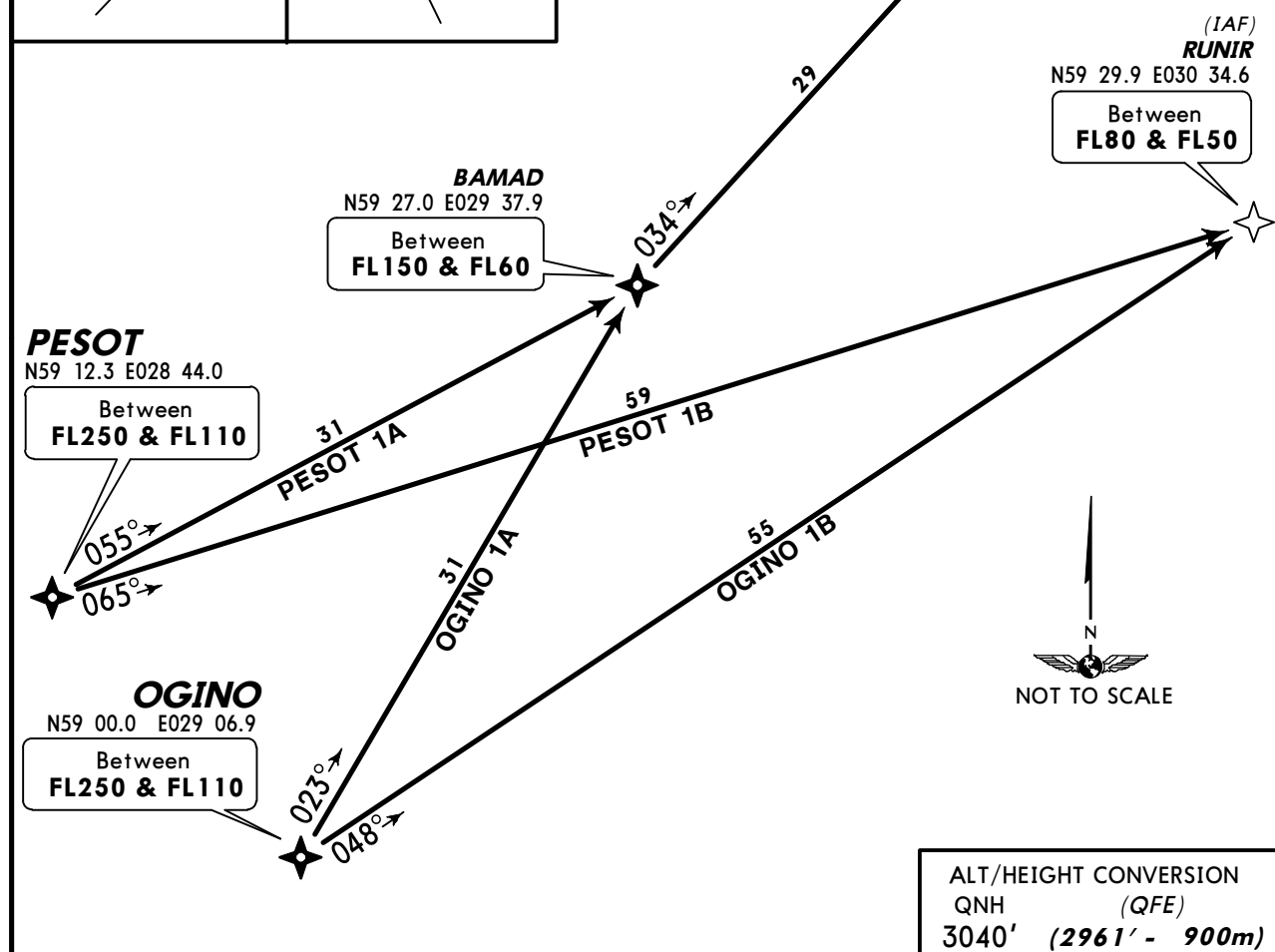
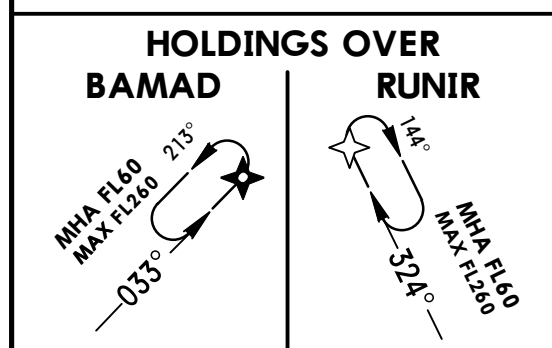
ATIS 127.3 (Russian) 127.4	<i>Apt Elev</i> 79'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040' (2961') If following RNAV STAR and/or approach procedure is not possible, the crew shall request RADAR vectoring for approach.
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OGINO 1 ALPHA (OGINO 1A) [OGIN1A]
OGINO 1 BRAVO (OGINO 1B) [OGIN1B]
PESOT 1 ALPHA (PESOT 1A) [PESO1A]
PESOT 1 BRAVO (PESOT 1B) [PESO1B]
RWYS 28L/R RNAV ARRIVALS

RNAV (GNSS)

~~SPEED~~ MAX 270 KT BELOW FL100

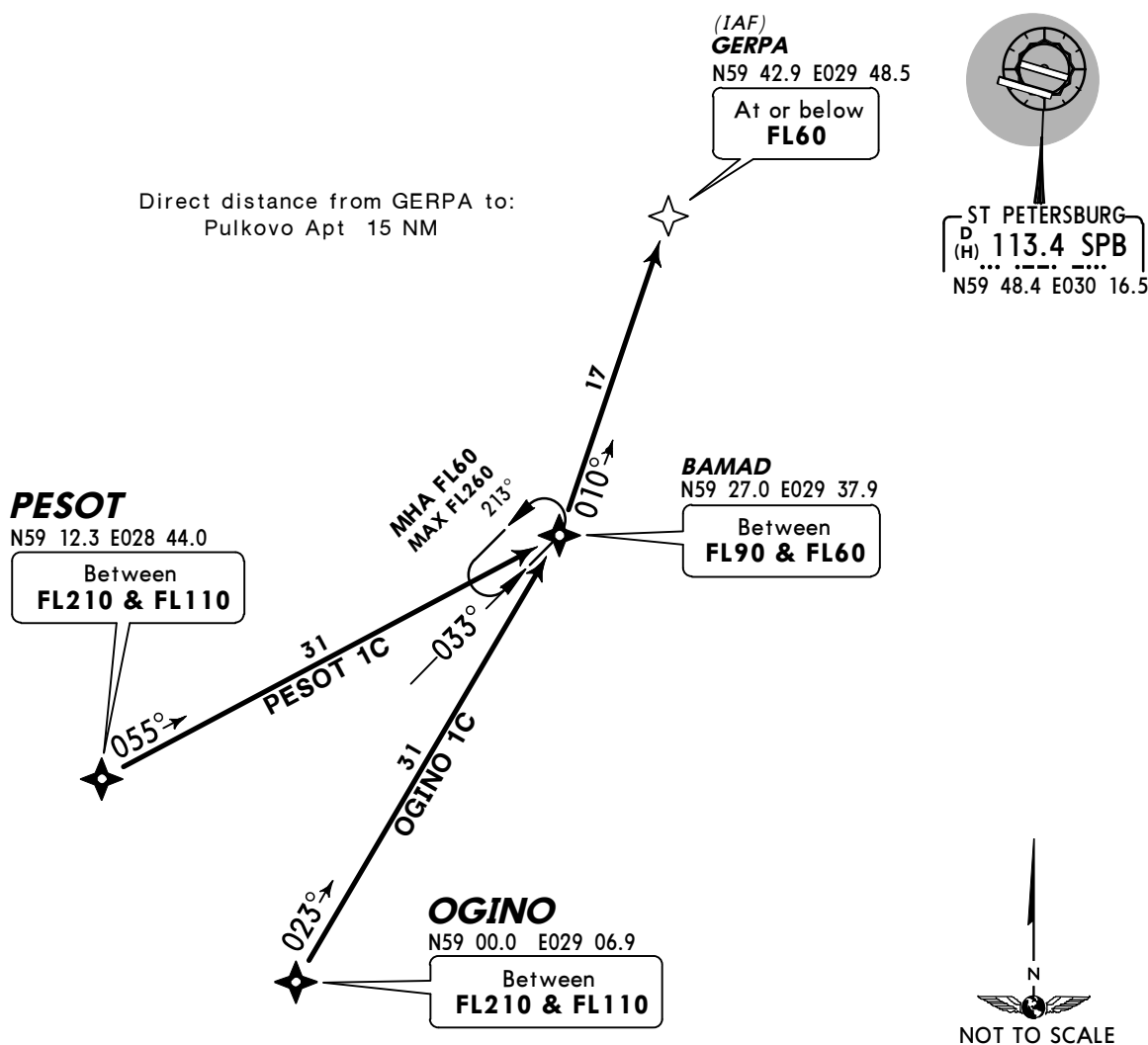
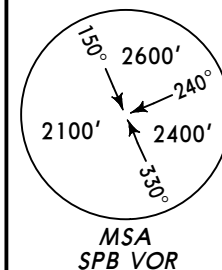
Direct distance from RUNIR to:
Pulkovo Apt 21 NM



STAR	ROUTING
OGINO 1A	OGINO (FL250-; FL110+) - BAMAD (FL150-; FL60+) - SPB (FL80-; FL50+).
OGINO 1B	OGINO (FL250-; FL110+) - RUNIR (FL80-; FL50+).
PESOT 1A	PESOT (FL250-; FL110+) - BAMAD (FL150-; FL60+) - SPB (FL80-; FL50+).
PESOT 1B	PESOT (FL250-; FL110+) - RUNIR (FL80-; FL50+).

ATIS 127.3 (Russian 127.4)	<i>Apt Elev</i> 79'	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 FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040' (2961') If following RNAV STAR and/or approach procedure is not possible, the crew shall request RADAR vectoring for approach.
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**OGINO 1 CHARLIE (OGINO 1C) [OGIN1C]
PESOT 1 CHARLIE (PESOT 1C) [PESO1C]
RWYS 10L/R RNAV ARRIVALS
RNAV (GNSS)
~~SPEED~~ MAX 270 KT BELOW FL100**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040'	(2961' - 900m)

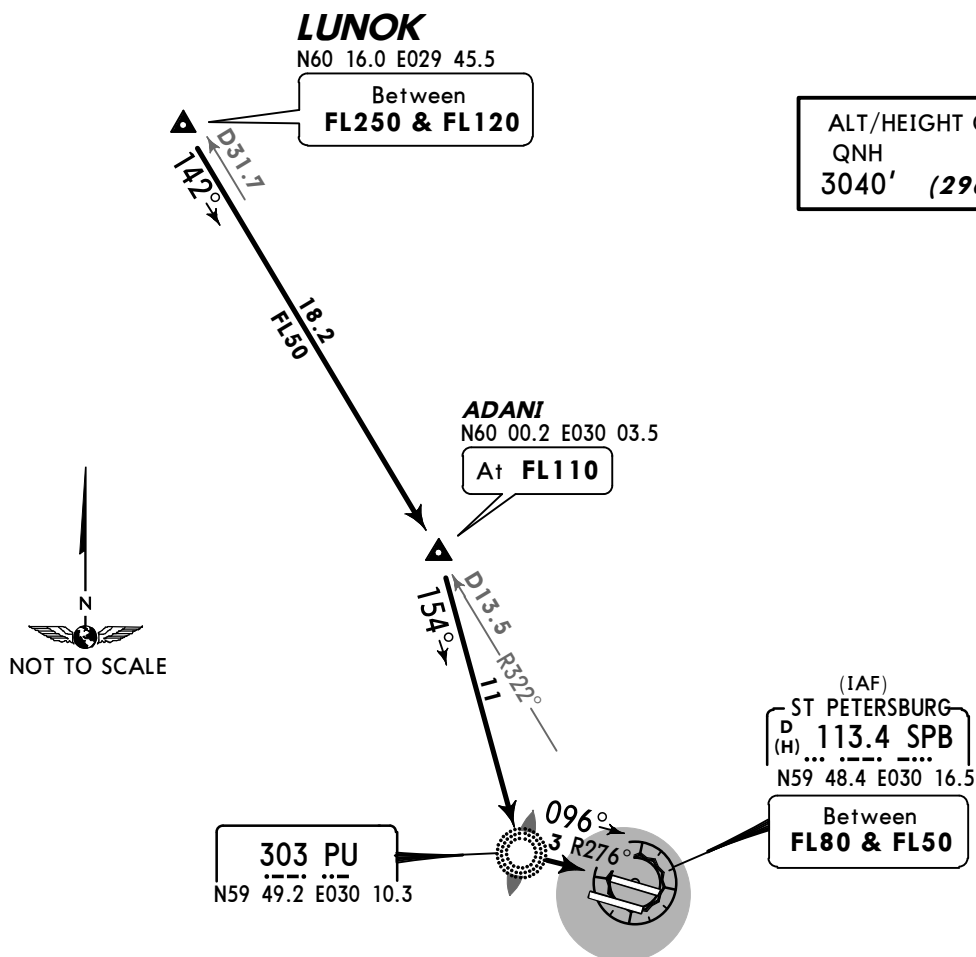
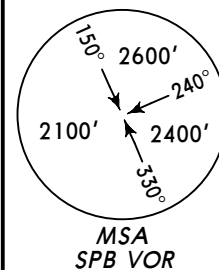
STAR	ROUTING
OGINO 1C	OGINO (FL210-; FL110+) - BAMAD (FL90-; FL60+) - GERPA (FL60-).
PESOT 1C	PESOT (FL210-; FL110+) - BAMAD (FL90-; FL60+) - GERPA (FL60-).

ATIS
127.3
(Russian
127.4)

Apt Elev
79'

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
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' **(2961')**
If following STAR and/or approach procedure is not possible,
the crew shall request RADAR vectoring for approach.

LUNOK 1A [LUNO1A]
RWYS 28L/R ARRIVALS
~~SPEED~~ MAX 270 KT BELOW FL100

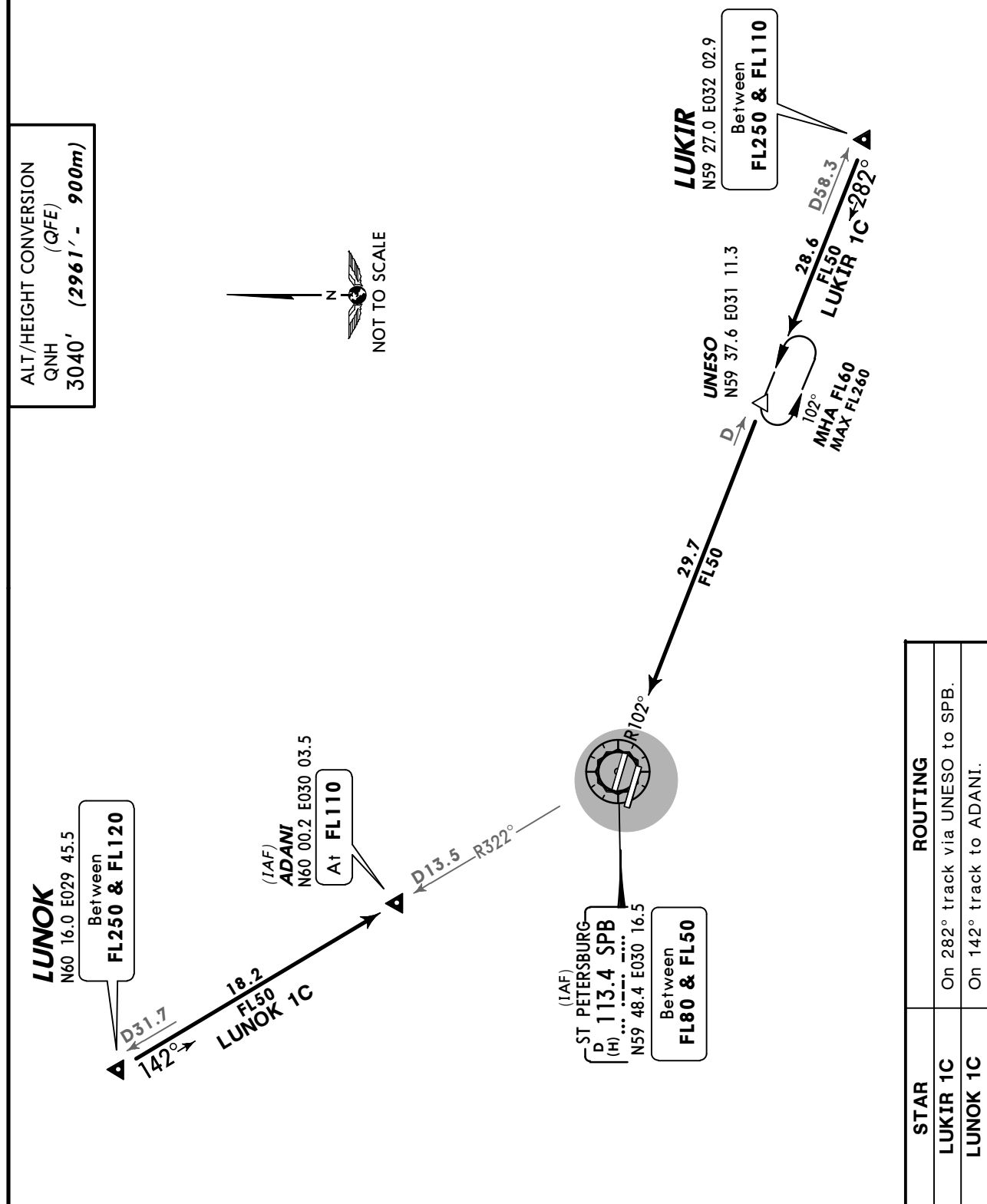
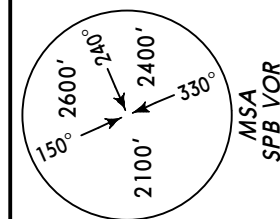


ROUTING

On 142° track to ADANI, turn RIGHT, intercept 154° bearing to PU, turn LEFT, 096° bearing to SPB.

ATIS 127.3 (Russian 127.4)	<i>Apt Elev</i> 79'	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 FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040' (2961') If following STAR and/or approach procedure is not possible, the crew shall request RADAR vectoring for approach.
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**LUKIR 1C [LUKI1C]
LUNOK 1C [LUNO1C]
RWYS 10L/R ARRIVALS**
~~SPEED~~ MAX 270 KT BELOW FL100



PULKOVO
Krug
120.3

Apt Elev
79'

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

FL70 if pressure is less than 706 MM (941.3 hPa)

Trans alt: 3040' (2974')

1. When crossing 730' (664') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following RNAV SIDs are not possible, report to ground controller and request RADAR vectoring for departure.

GONBI 1 ALPHA (GONBI 1A) [GONB1A]

LISNA 1 ALPHA (LISNA 1A) [LISN1A]

OKUDI 1 ALPHA (OKUDI 1A) [OKUD1A]

RWY 28R RNAV DEPARTURES

RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100

ALT/HEIGHT CONVERSION
(QFE)

QNH

730' (664' - 200m)

3040' (2974' - 900m)

GONBI

N59 49.0 E032 20.9

By ATC

OKUDI

N59 07.0 E031 38.9

By ATC

ST PETERSBURG

D 113.4 SPB

N59 48.4 E030 16.5

LI013

N59 49.9 E030 06.2

277°

12

GONBI 1A

OKUDI 1A

097°

245°

35

LISNA 1A

OKUDI 1A

097°

16

LI015

N59 39.5 E030 43.8

At or above

FL80

130°

43

OKUDI 1A

068°

50

GONBI 1A

130°

16

LI014

N59 44.1 E030 13.8

At or above

FL50

097°

12

GONBI 1A

OKUDI 1A

097°

16

LI015

N59 39.5 E030 43.8

At or above

FL80

130°

43

OKUDI 1A

068°

50

GONBI 1A

130°

16

GONBI 1A, OKUDI 1A

These SIDs require a minimum climb gradient

of 4.8% to LI014.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' (2974')

ROUTING

SID

GONBI 1A

On 277° heading to LI013, turn LEFT, 097° track via LI014 to LI015, 068° track to GONBI.

LISNA 1A

On 277° heading to LI013, 245° track to LISNA.

OKUDI 1A

On 277° heading to LI013, turn LEFT, 097° track via LI014 to LI015, 130° track to OKUDI.

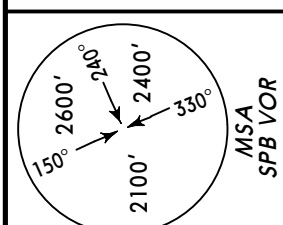
On 277° heading to LI013, turn LEFT, 097° track via LI014 to LI015, 130° track to OKUDI.

On 277° heading to LI013, turn LEFT, 097° track via LI014 to LI015, 130° track to OKUDI.

On 277° heading to LI013, turn LEFT, 097° track via LI014 to LI015, 130° track to OKUDI.

On 277° heading to LI013, turn LEFT, 097° track via LI014 to LI015, 130° track to OKUDI.

On 277° heading to LI013, turn LEFT, 097° track via LI014 to LI015, 130° track to OKUDI.



PULKOVO
Krug
120.3

Apt Elev
79'

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
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' (2961')
1. When crossing 740' (661') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according
to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following RNAV SIDs are not possible, report to ground controller
and request RADAR vectoring for departure.

GONBI 1 BRAVO (GONBI 1B) [GONB1B]

LISNA 1 BRAVO (LISNA 1B) [LISN1B]

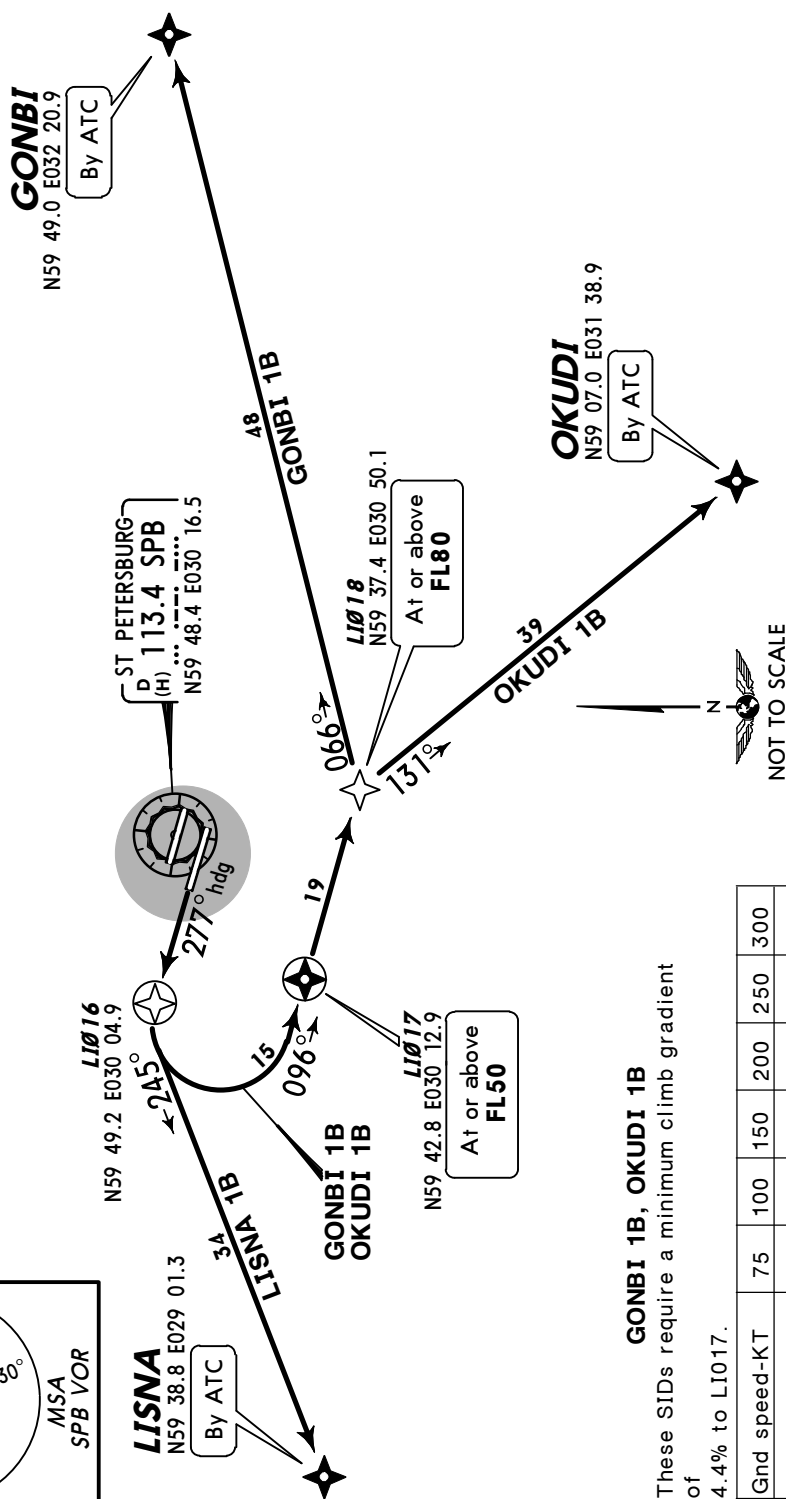
OKUDI 1 BRAVO (OKUDI 1B) [OKUD1B]

RWY 28L RNAV DEPARTURES

RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100

ALT/HEIGHT CONVERSION
(QFE)
QNH
740' (661' - 200m)
3040' (2961' - 900m)

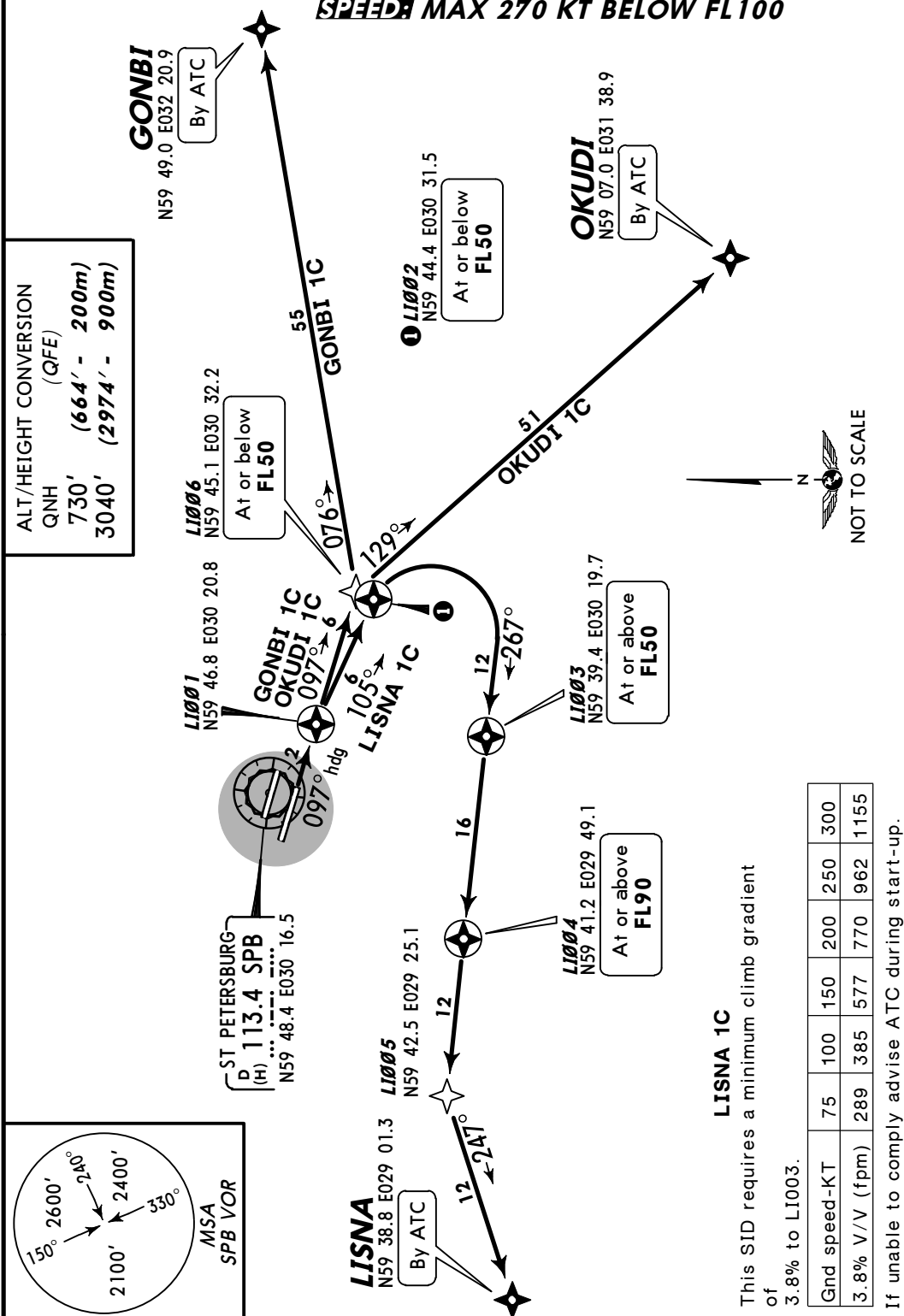


Apt Elev
79'

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
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' **(2974')**

1. When crossing 730' (664') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following RNAV SIDs are not possible, report to ground controller and request RADAR vectoring for departure.

SPEED: MAX 270 KT BELOW FL100

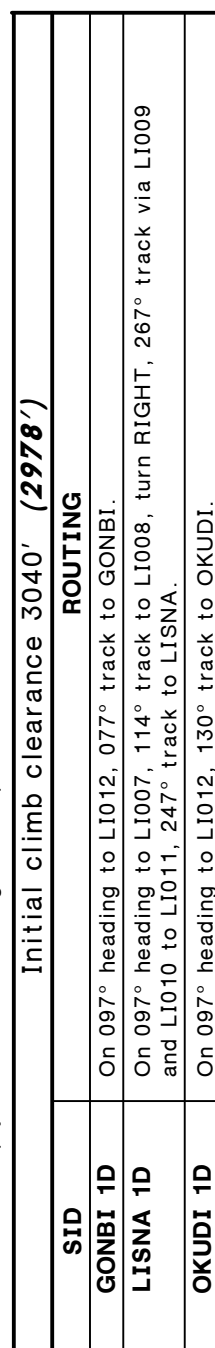


Initial climb clearance 3040' (2974')	
SID	ROUTING
GONBI 1C	On 097° heading to LI006, 076° track to GONBI.
LISNA 1C	On 097° heading to LI001, 105° track to LI002, turn RIGHT, 267° track via LI003 and LI004 to LI005, 247° track to LISNA.
OKUDI 1C	On 097° heading to LI006, 129° track to OKUDI.

Apt Elev
79'

1. When crossing 720' (658') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following RNAV SIDs are not possible, report to ground controller and request RADAR vectoring for departure.

SPEED: MAX 270 KT BELOW FL100



This SID requires a minimum climb gradient of 4.2% to L1009.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

If unable to comply advise ATC during start-up.

PULKOVO
Krug
120.3Apt Elev
79'

QNH on request (QFE)

Trans level: FL50

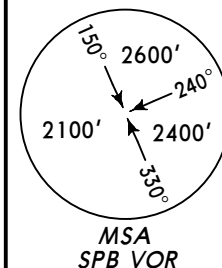
FL60 if pressure is less than 733 MM (977.3 hPa)

and 706 MM (941.3 hPa) or above

FL70 if pressure is less than 706 MM (941.3 hPa)

Trans alt: 3040' (2974')

1. When crossing 730' (664') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following SIDs are not possible, report to ground controller and get alternative instructions for maneuvering after departure.

LUNOK 1K [LUNO1K]
RWY 28R DEPARTURES**~~SPEED~~ MAX 270 KT BELOW FL100**

LUNOK
N60 16.0 E029 45.5
By ATC

ALT/HEIGHT CONVERSION

QNH

(QFE)

730'

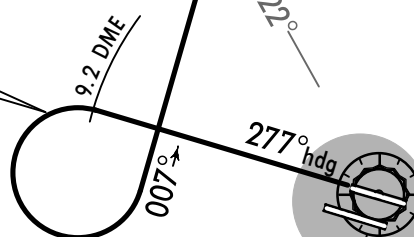
(664' - 200m)

3040'

(2974' - 900m)



CAT A & B
Bank 10°
CAT C & D
MAX 245 KT
Bank 20°



ST PETERSBURG
P (H) 113.4 SPB
N59 48.4 E030 16.5

This SID requires a minimum climb gradient of

5.6% up to SPB R-322 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' (2974')

ROUTING

On 277° heading to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-322 to LUNOK.

PULKOVO
Krug
120.3Apt Elev
79'

QNH on request (QFE)

Trans level: FL50

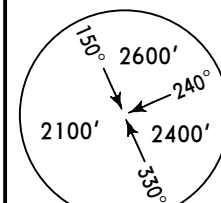
FL60 if pressure is less than 733 MM (977.3 hPa)

and 706 MM (941.3 hPa) or above

FL70 if pressure is less than 706 MM (941.3 hPa)

Trans alt: 3040' (2961')

1. When crossing 740' (661') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following SIDs are not possible, report to ground controller and get alternative instructions for maneuvering after departure.

LUNOK 1L [LUNO1L]
RWY 28L DEPARTURES**~~SPEED~~ MAX 270 KT BELOW FL100**MSA
SPB VOR**LUNOK**

N60 16.0 E029 45.5

By ATC

D31.7

ALT/HEIGHT CONVERSION

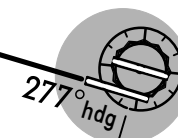
QNH (QFE)

740' (661' - 200m)

3040' (2961' - 900m)

CAT A & B
Bank 10°

CAT C & D
MAX 245 KT
Bank 20°



ST PETERSBURG
D (H) 113.4 SPB
N59 48.4 E030 16.5

This SID requires a minimum climb gradient of

5.6% up to SPB R-322 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' (2961')

ROUTING

On 277° heading to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-322 to LUNOK.

PULKOVO
Krug
120.3

Apt Elev
79'

QNH on request (QFE)

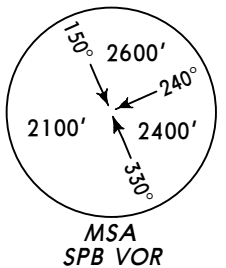
Trans level: FL50

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

FL70 if pressure is less than 706 MM (941.3 hPa)

Trans alt: 3040' (2974')

1. When crossing 730' (664') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following SIDs are not possible, report to ground controller and get alternative instructions for maneuvering after departure.



LUNOK 1 MIKE (LUNOK 1M) [LUNO1M]

RWY 10R DEPARTURES

SPEED: MAX 270 KT BELOW FL100

LUNOK
N60 16.0 E029 45.5
By ATC



ALT/HEIGHT CONVERSION	
QNH	(QFE)
730'	(664' - 200m)
3040'	(2974' - 900m)

303 PU
N59 49.2 E030 10.3

ST PETERSBURG
D (H) 113.4 SPB
N59 48.4 E030 16.5

At or below
FL50

At or above
FL50

CAT A & B
Bank 10°

CAT C & D
MAX 245 KT
Bank 20°

This SID requires a minimum climb gradient of 6.3% up to SPB R-161 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	479	638	957	1276	1595	1914

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' (2974')

ROUTING

On 097° heading to SPB 2.7 DME, 105° track to SPB 8.6 DME, turn RIGHT, 267° track, after crossing SPB R-161 turn RIGHT to PU, 326° bearing to LUNOK.

PULKOVO
Krug
120.3

Apt Elev
79'

QNH on request (QFE)

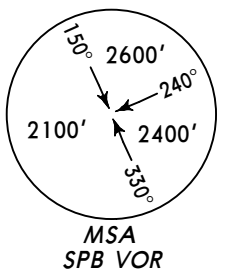
Trans level: FL50

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

FL70 if pressure is less than 706 MM (941.3 hPa)

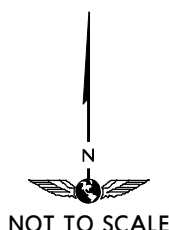
Trans alt: 3040' (2978')

1. When crossing 720' (658') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following SIDs are not possible, report to ground controller and get alternative instructions for maneuvering after departure.

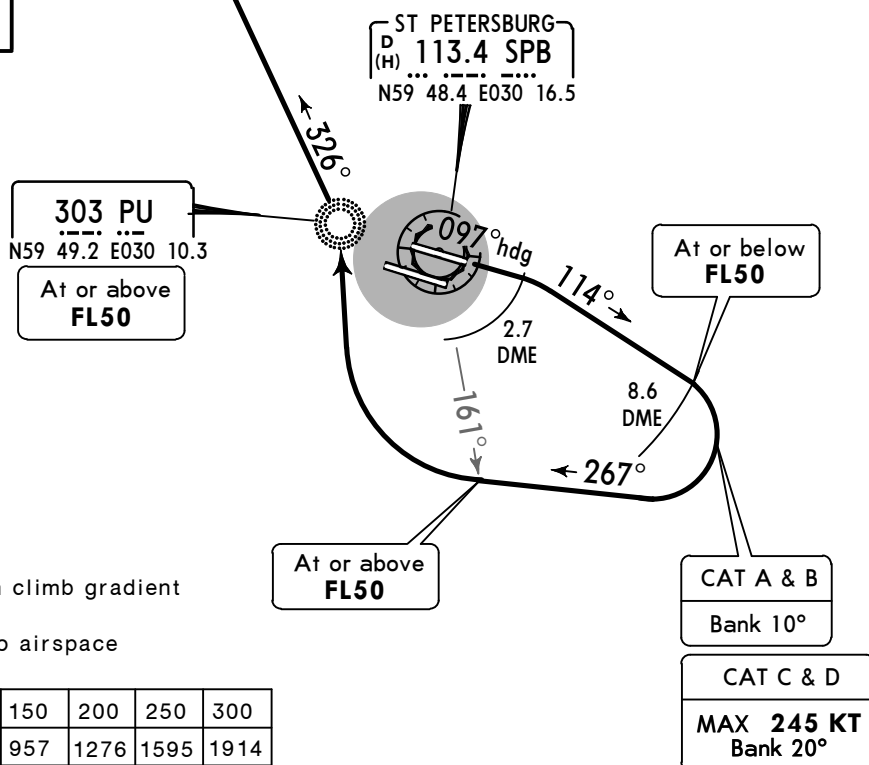


LUNOK 1 NOVEMBER (LUNOK 1N) [LUNO1N] RWY 10L DEPARTURES **SPEED: MAX 270 KT BELOW FL100**

LUNOK
N60 16.0 E029 45.5
By ATC



ALT/HEIGHT CONVERSION	
QNH	(QFE)
720'	(658' - 200m)
3040'	(2978' - 900m)



This SID requires a minimum climb gradient of 6.3% up to SPB R-161 due to airspace structure.

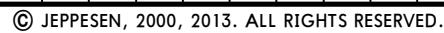
Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	479	638	957	1276	1595	1914

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' (2978')

ROUTING

On 097° heading to SPB 2.7 DME, 114° track to SPB 8.6 DME, turn RIGHT, 267° track, after crossing SPB R-161 turn RIGHT to PU, 326° bearing to LUNOK.



ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS		
RWY		LANDING BEYOND		TAKE-OFF
		Threshold	Glide Slope	
10L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR			
28R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) ① RVR		10,112' 3082m	②
				197' 60m

1 HST-B4**2** TAKE-OFF RUN AVAILABLE

RWY 10L: From rwy head 11,145' (3397m)
 twy B5 int 7054' (2150m)
 twy B4 int 4101' (1250m)

RWY 28R: From rwy head 11,145' (3397m)
 twy B2 int 10,269' (3130m)
 twy B3 int 8366' (2550m)
 twy B4 int 6398' (1950m)
 twy B5 int 3937' (1200m)

10R	HIRL (60m) CL (15m) HIALS-II TDZ 3 4 RVR	11,430' 3484m	6	197'
28L	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) 5 RVR	11,248' 3428m		60m

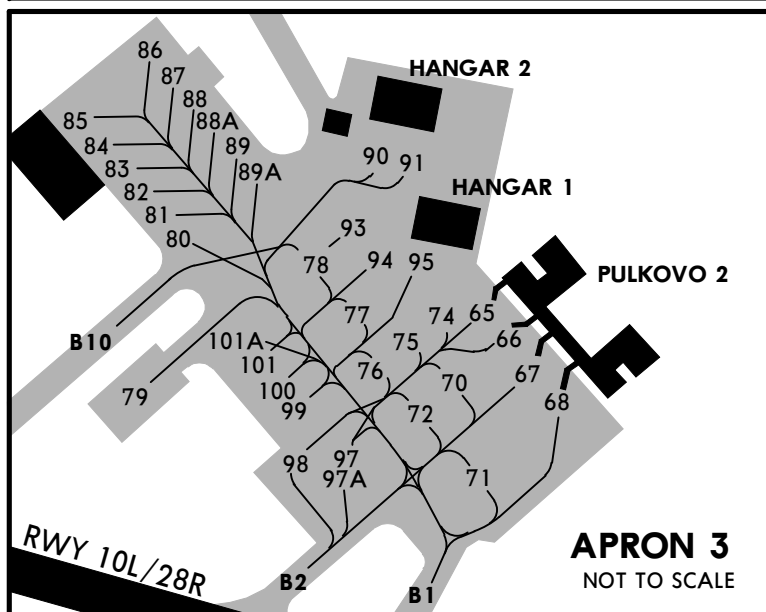
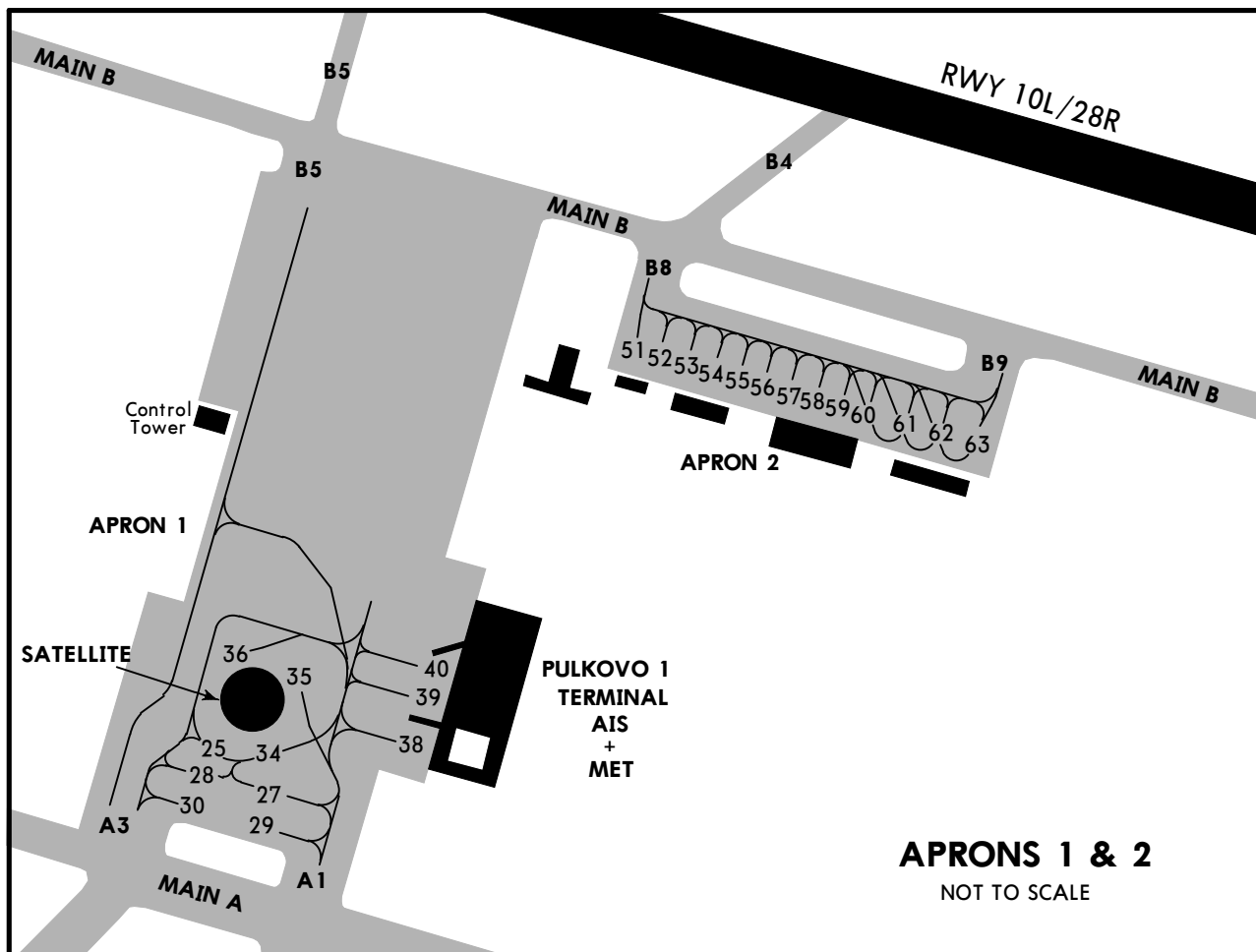
3 PAPI-L (3.0°)**4** HST-A2 (with HSTIL)**5** HST-A4 (with HSTIL)**6** TAKE-OFF RUN AVAILABLE

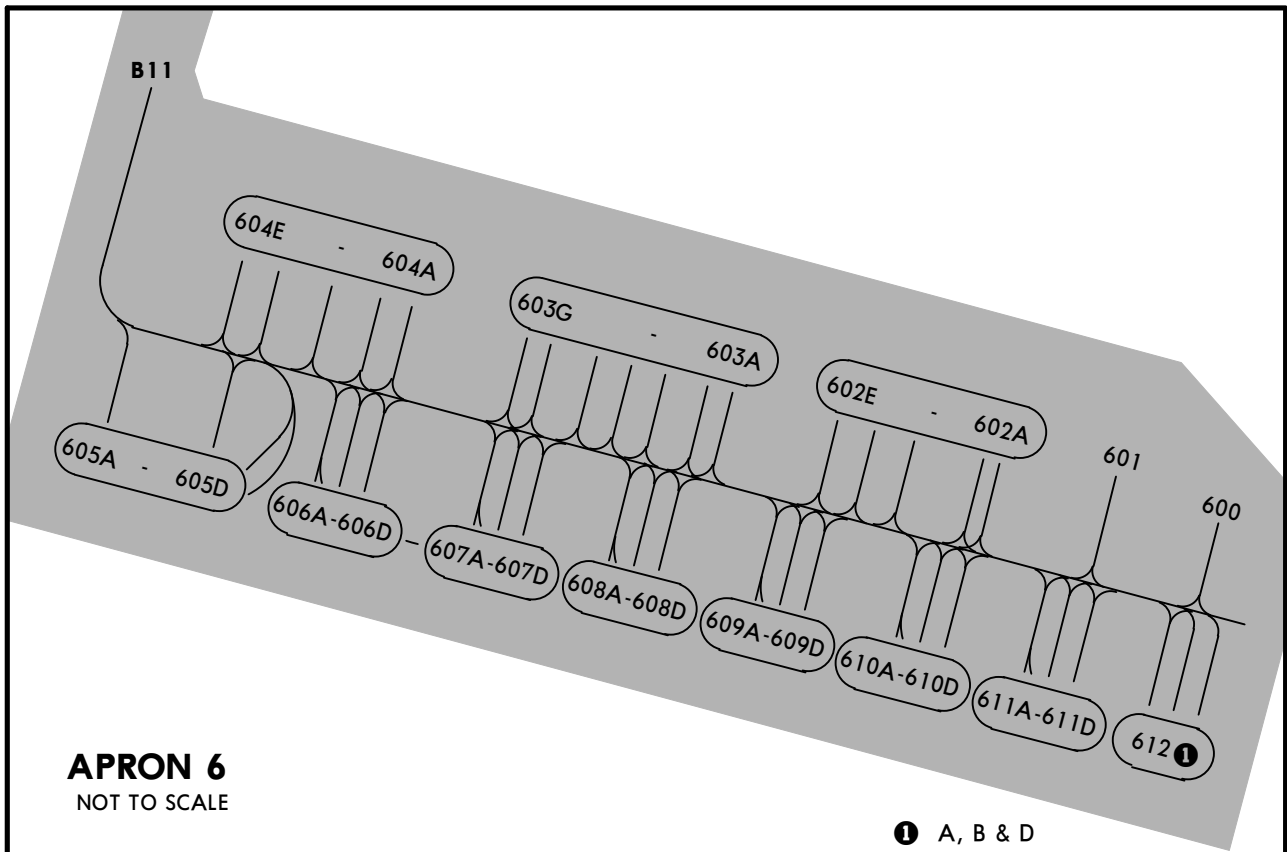
RWY 10R: From rwy head 12,402' (3780m)
 twy A4 int 9186' (2800m)
 twy A1 int 3609' (1100m)

RWY 28L: From rwy head 12,402' (3780m)
 twy A1 int 8661' (2640m)
 twy A2 int 6726' (2050m)

TAKE-OFF

	AIR CARRIER All Rwys			AIR CARRIER (FAR 121) All Rwys	
	LVP must be in force		RCLM (DAY only) or RL	CL & RCLM any RVR out, other two req.	
	RL & CL	RCLM (DAY only) or RL		Adequate Vis Ref	
A				2 Eng	TDZ RVR 175m Mid RVR 175m Roll out RVR 175m RVR 500m VIS 400m
B	200m (150m)	250m	400m		
C				3 & 4 Eng	
D	250m (200m)	300m			





STRAIGHT-IN RWY		A	B	C	D
10L	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	161'(100') RA104' R300m	161'(100') RA104' R300m	161'(100') RA104' R300m	161'(100') RA104' R300m
	ILS	261'(200')	261'(200')	261'(200')	261'(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
	VOR ①	590'(529') R1500m	590'(529') R1500m	590'(529') R1700m	590'(529') R1700m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	2 NDB ①	430'(369') R1000m	430'(369') R1000m	430'(369') R1000m	430'(369') R1000m
10R	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
	NDB ①	490'(429') R1300m	490'(429') R1300m	490'(429') R1300m	490'(429') R1300m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	CAT 2 ILS	167'(100') RA105' R300m	167'(100') RA105' R300m	167'(100') RA105' R300m	167'(100') RA105' R300m
	ILS	267'(200')	267'(200')	267'(200')	267'(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 ①	460'(393') R1100m	460'(393') R1100m	460'(393') R1100m	460'(393') R1100m
28L	<i>ALS out</i>	R1500m	R1500m	R1800m	R1800m
	NDB ①	640'(573') R1500m	640'(573') R1500m	640'(573') R1900m	640'(573') R1900m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	ILS	279'(200')	279'(200')	279'(200')	279'(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 ①	510'(431') R1300m	510'(431') R1300m	510'(431') R1300m	510'(431') R1300m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
28R	NDB ①	590'(511') R1500m	590'(511') R1500m	590'(511') R1600m	590'(511') R1600m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m

① Continuous Descent Final Approach.

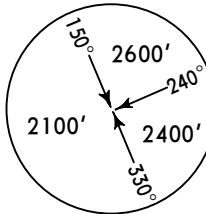
STRAIGHT-IN RWY		A	B	C	D
28R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	166'(100') RA104' R300m	166'(100') RA104' R300m	166'(100') RA104' R300m	166'(100') RA104' R300m
	ILS FULL Limited ALS out	266'(200') R550m R750m R1200m	266'(200') R550m R750m R1200m	266'(200') R550m R750m R1200m	266'(200') R550m R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	500'(434') R1300m R1500m	500'(434') R1300m R1500m	500'(434') R1300m R2000m	500'(434') R1300m R2000m
	2 NDB ①	480'(414') R1200m R1500m	480'(414') R1200m R1500m	480'(414') R1200m R1900m	480'(414') R1200m R1900m
	NDB ①	610'(544') R1500m R1500m	610'(544') R1500m R1500m	610'(544') R1800m C2400m	610'(544') R1800m C2400m
	ALS out				

① Continuous Descent Final Approach.

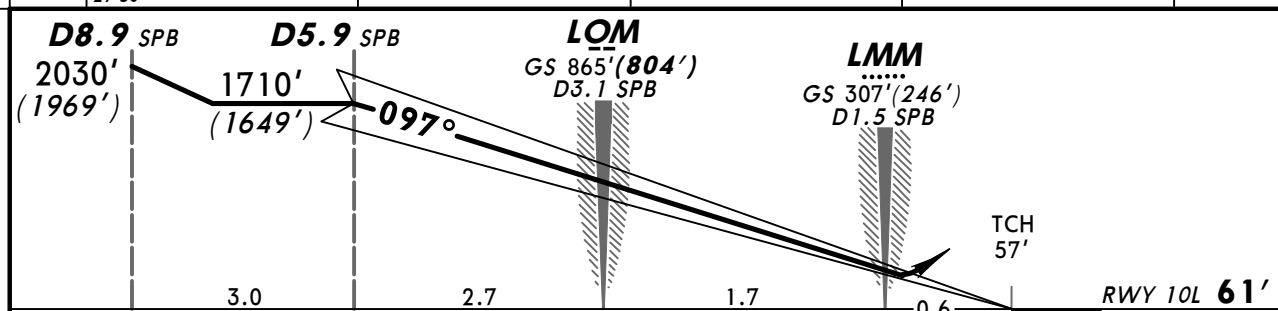
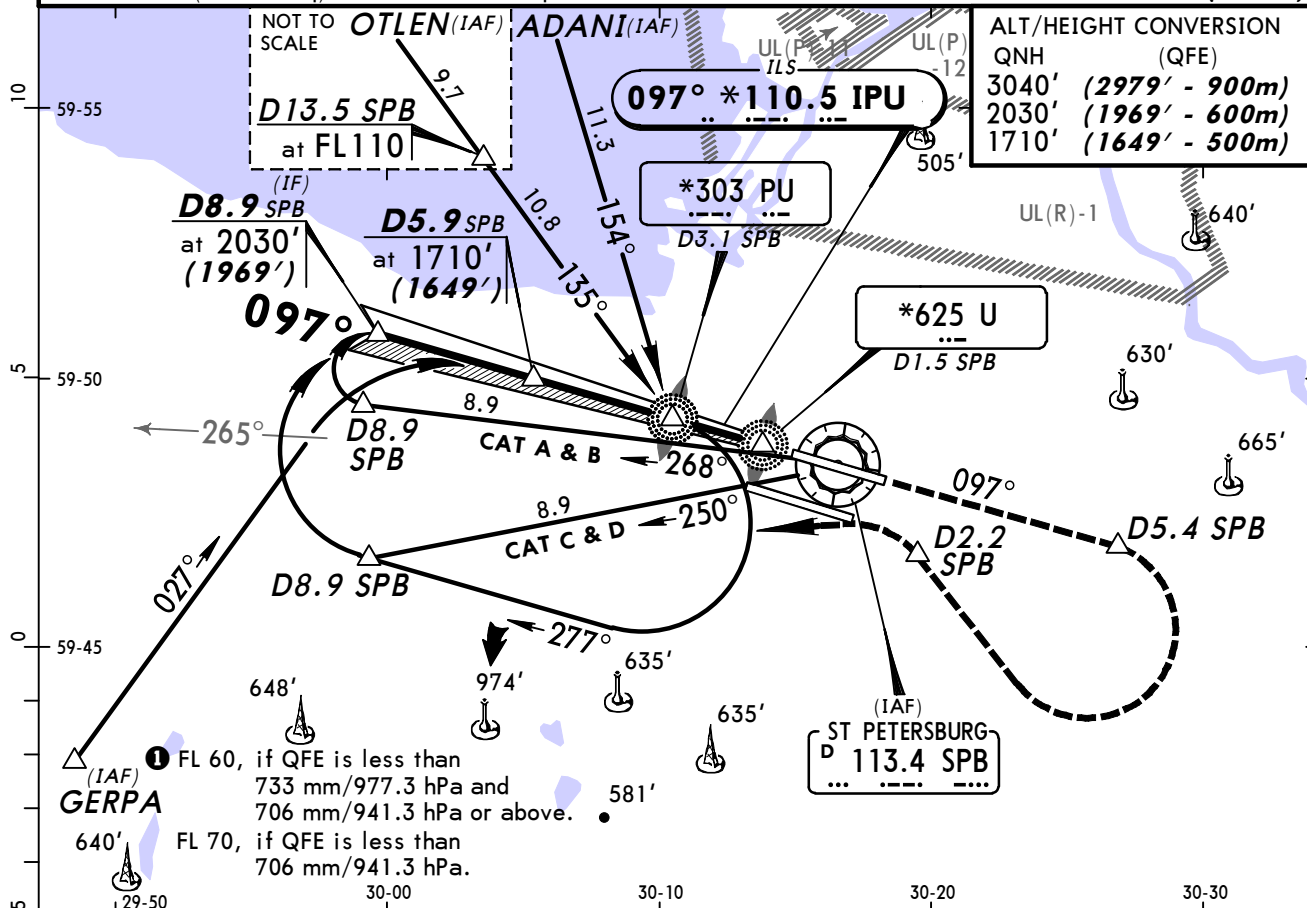
TAKE-OFF RWY 10L/R, 28L/R

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A							
B	125m	150m	200m	250m	400m	500m	
C							
D	150m	200m	250m	300m			

BRIEFING STRIP

ATIS 127.3	(360°T-180°T) 0400-2000 119.3	PETERSBURG Approach (R) (180°T-360°T) 2000-0400 125.2	2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9
LOC IPU *110.5	Final Aptch Crs 097°	GS LOM 865' (804')	ILS DA(H) 261' (200')	Apt Elev 79' RWY 61'	 MSA SPB VOR	
MISSED APCH: Climb on 097° to D5.4 SPB at 3040' (2979'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 SPB turn LEFT and then according to chart.						

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3040' (2979')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	3040' (2979') on 097°	D5.4 SPB
ILS GS	3.00°	372	478	531	637	743			

STRAIGHT-IN LANDING RWY 10L				LOC (GS out)	
ILS					
DA(H) 261' (200')					
FULL		TDZ or CL out	ALS out		
A					
B					
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	
D					

PANS OPS

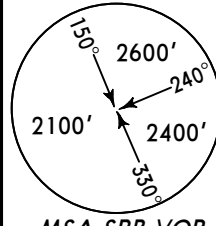
ULLI/LED
PULKOVO

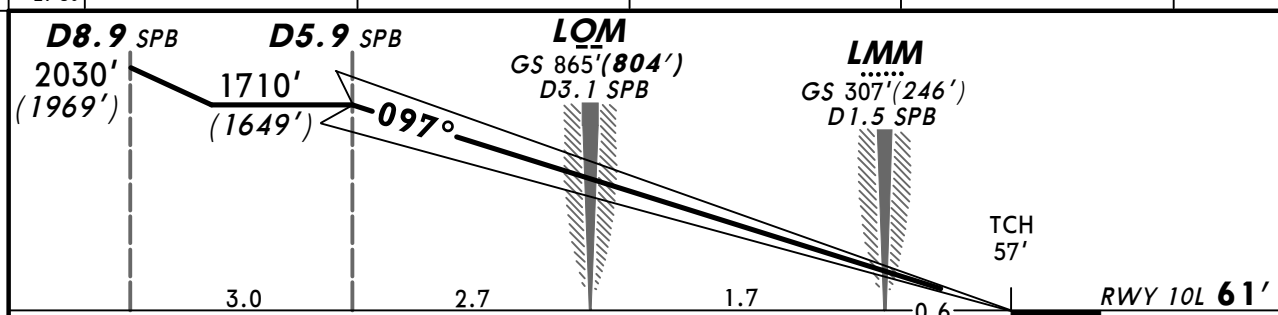
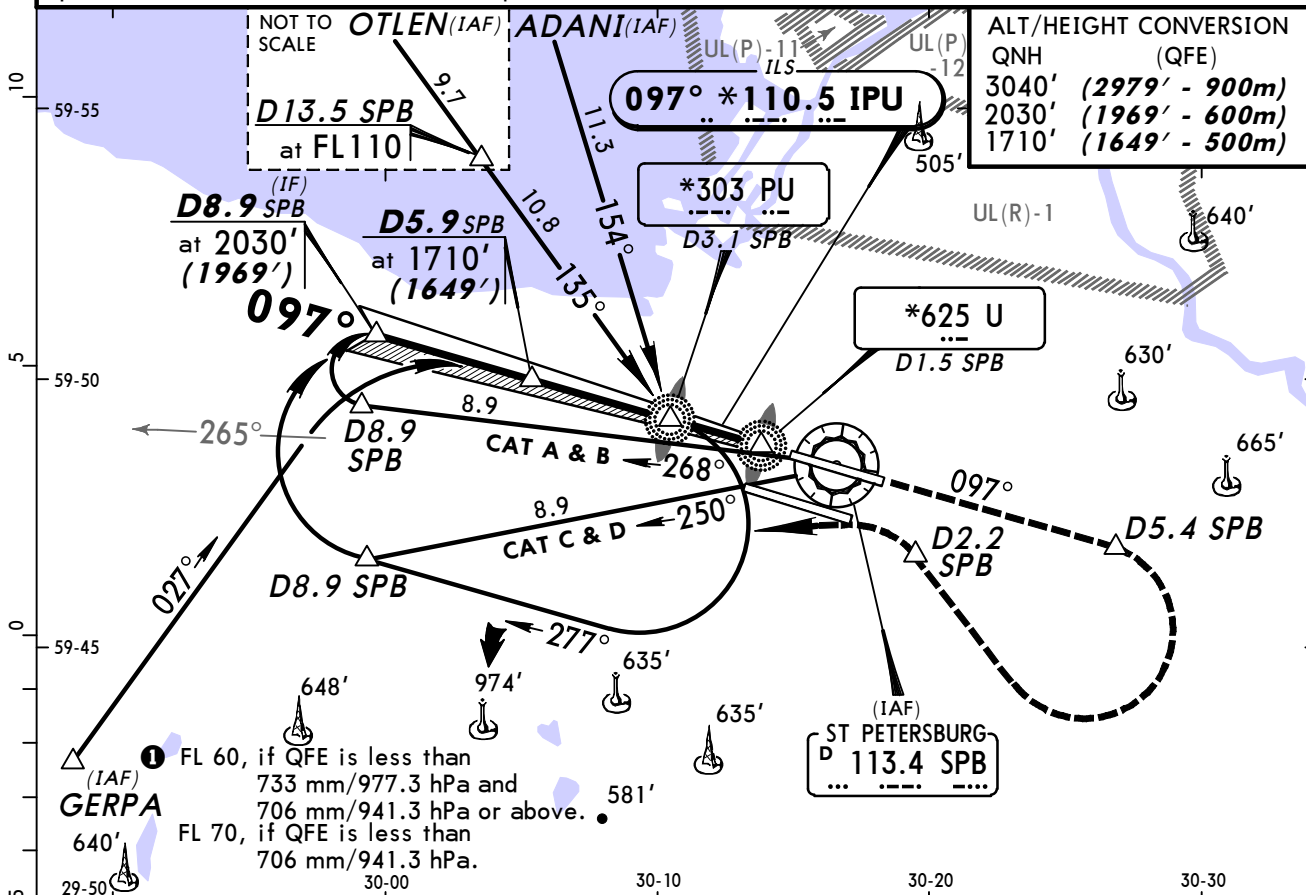
27 SEP 13

11-1A

ST PETERSBURG, RUSSIA
CAT II ILS Rwy 10L

BRIEFING STRIP

ATIS (360°T-180°T)		PETERSBURG Approach (R) 0400-2000 (180°T-360°T)		2000-0400		PULKOVO Krug (SRE)		PULKOVO Tower		Ground			
127.3		119.3		125.2		119.3		120.3		118.1		121.7 121.9	
LOC IPU *110.5		Final Apch Crs 097°		GS LOM 865' (804')		CAT II ILS RA 104' DA(H) 161' (100')		Apt Elev 79' RWY 61'					
MISSED APCH: Climb on 097° to D5.4 SPB at 3040' (2979'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 SPB turn LEFT and then according to chart.													
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3040' (2979')													
Special aircrew & acft certification required.													



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		3040' (2979')	on 097°	D5.4 SPB
GS	3.00°	372	478	531	637	743	849	PAPI			

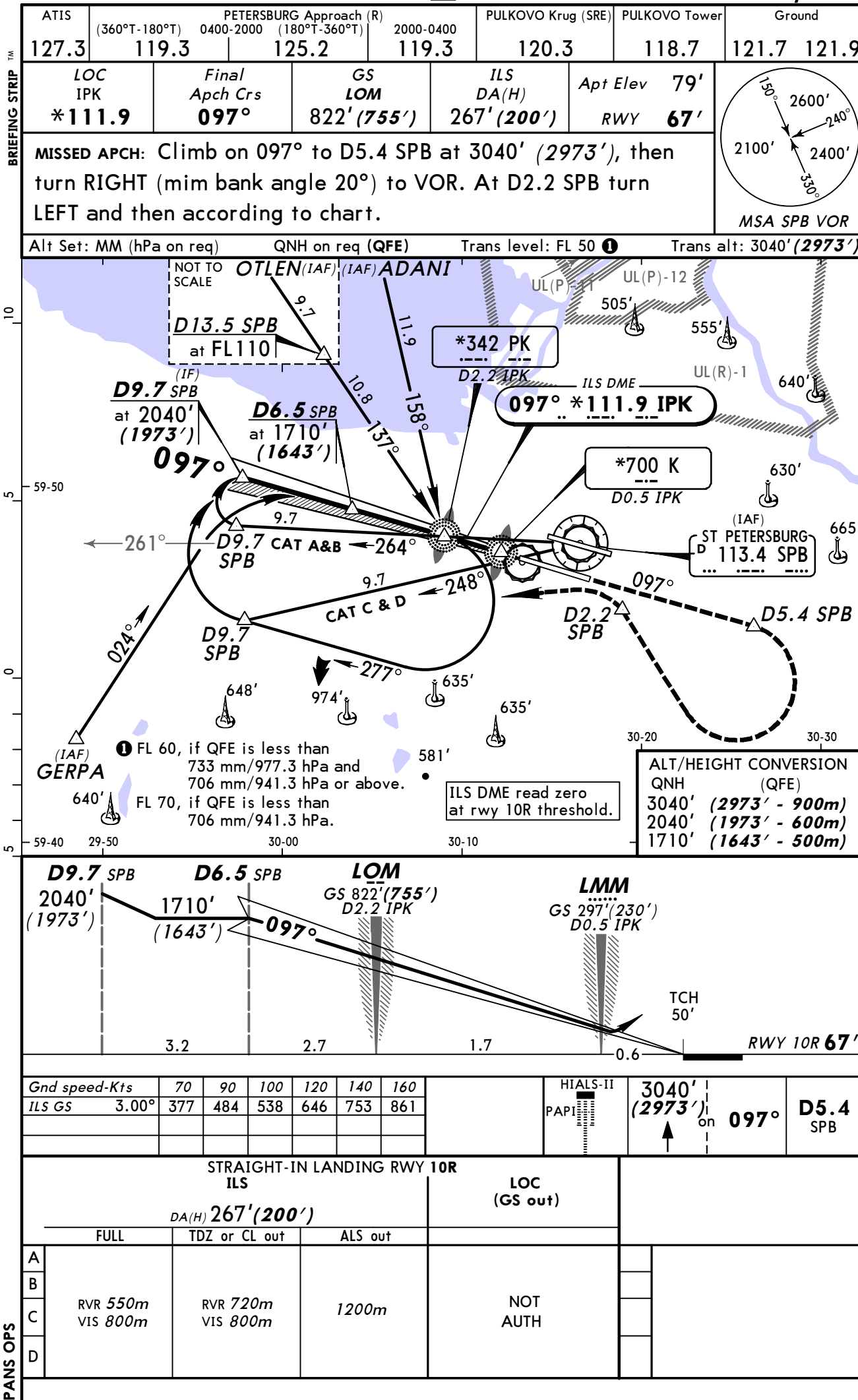
STRAIGHT-IN LANDING RWY 10L
CAT II ILS
ABCD
RA 104'
DA(H) 161' (100')

RVR 350m

PANS OPS

CHANGES: IF altitude.

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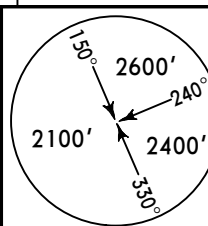
ULLI/LED
PULKOVO

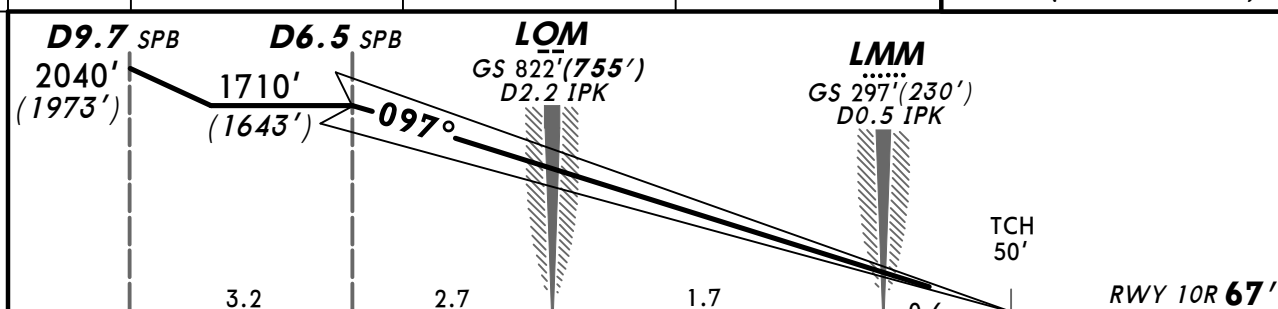
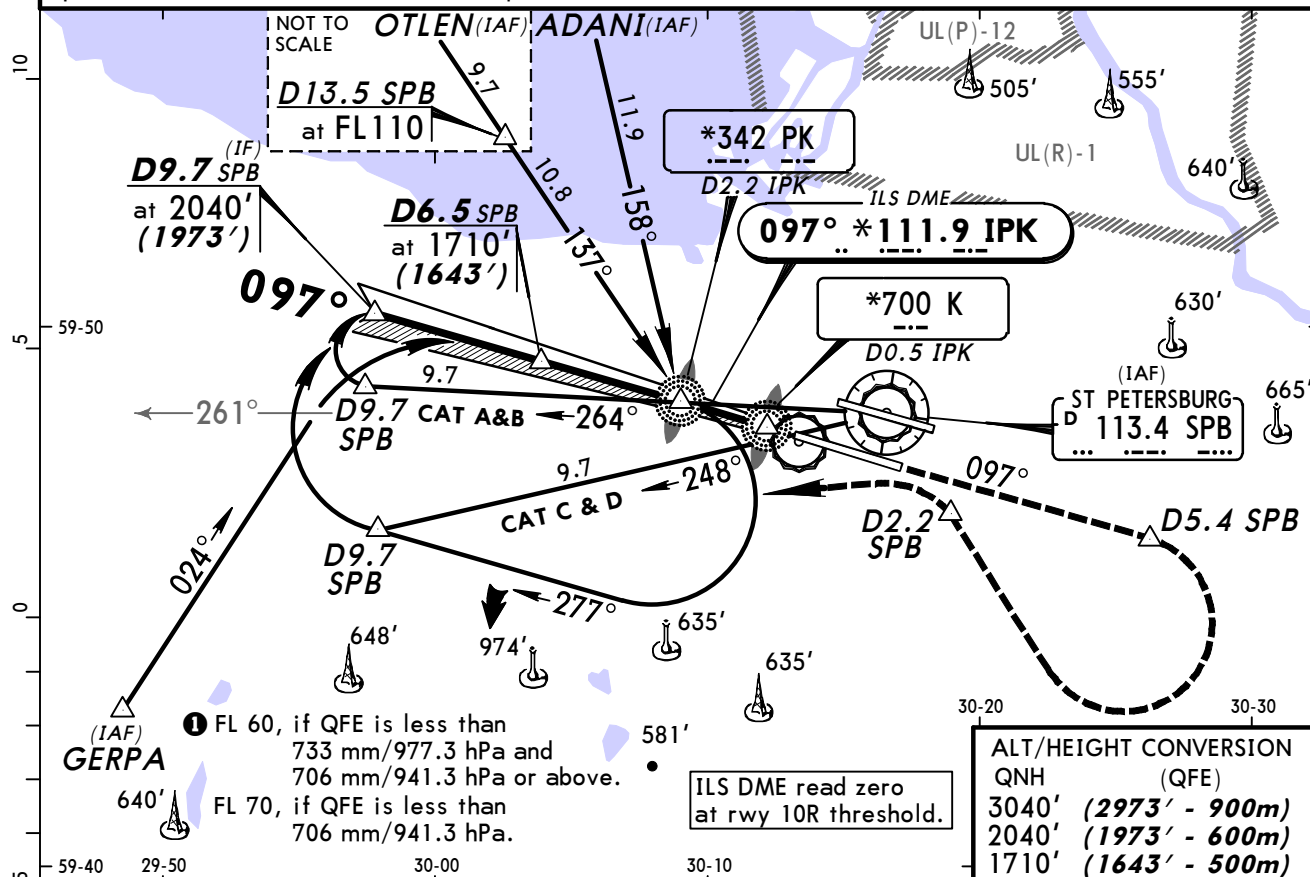
15 JUN 12
Eff 28 Jun

11-2A

ST PETERSBURG, RUSSIA
CAT II ILS DME Rwy 10R

BRIEFING STRIP

ATIS (360°T-180°T) 127.3		PETERSBURG Approach (R) 0400-2000 (180°T-360°T) 119.3		2000-0400 125.2		PULKOVO Krug (SRE) 119.3		PULKOVO Tower 120.3		118.7		Ground 121.7 121.9	
LOC IPK *111.9		Final Apch Crs 097°		GS LOM 822' (755')		CAT II ILS RA 105' DA(H) 167' (100')		Apt Elev 79' RWY 67'		 MSA SPB VOR			
MISSED APCH: Climb on 097° to D5.4 SPB at 3040' (2973'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 SPB turn LEFT and then according to chart.													
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3040' (2973')													
Special aircrew & acft certification required.													



							HIALS-II		3040' (2973')		on 097°	D5.4 SPB
Gnd speed-Kts	70	90	100	120	140	160	PAPI					
GS	3.00°	377	484	538	646	753	861					

STRAIGHT-IN LANDING RWY 10R

CAT II ILS

ABCD

RA 105'

DA(H) 167' (100')

RVR 350m

PANS OPS

CHANGES: Procedure. TCH.

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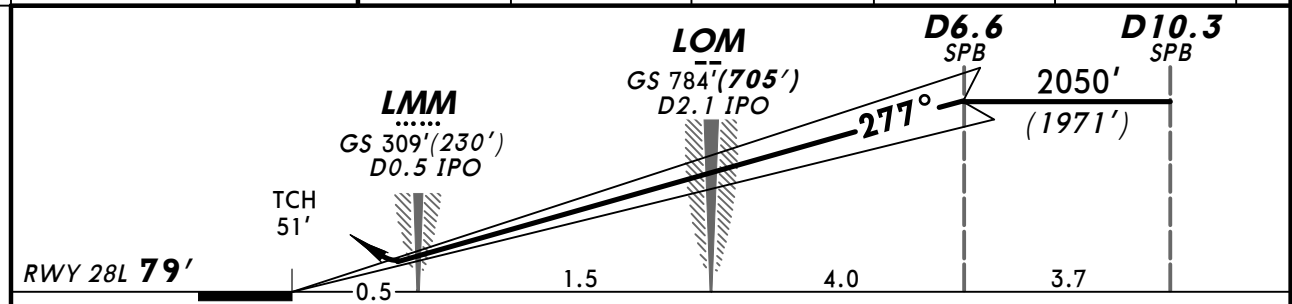
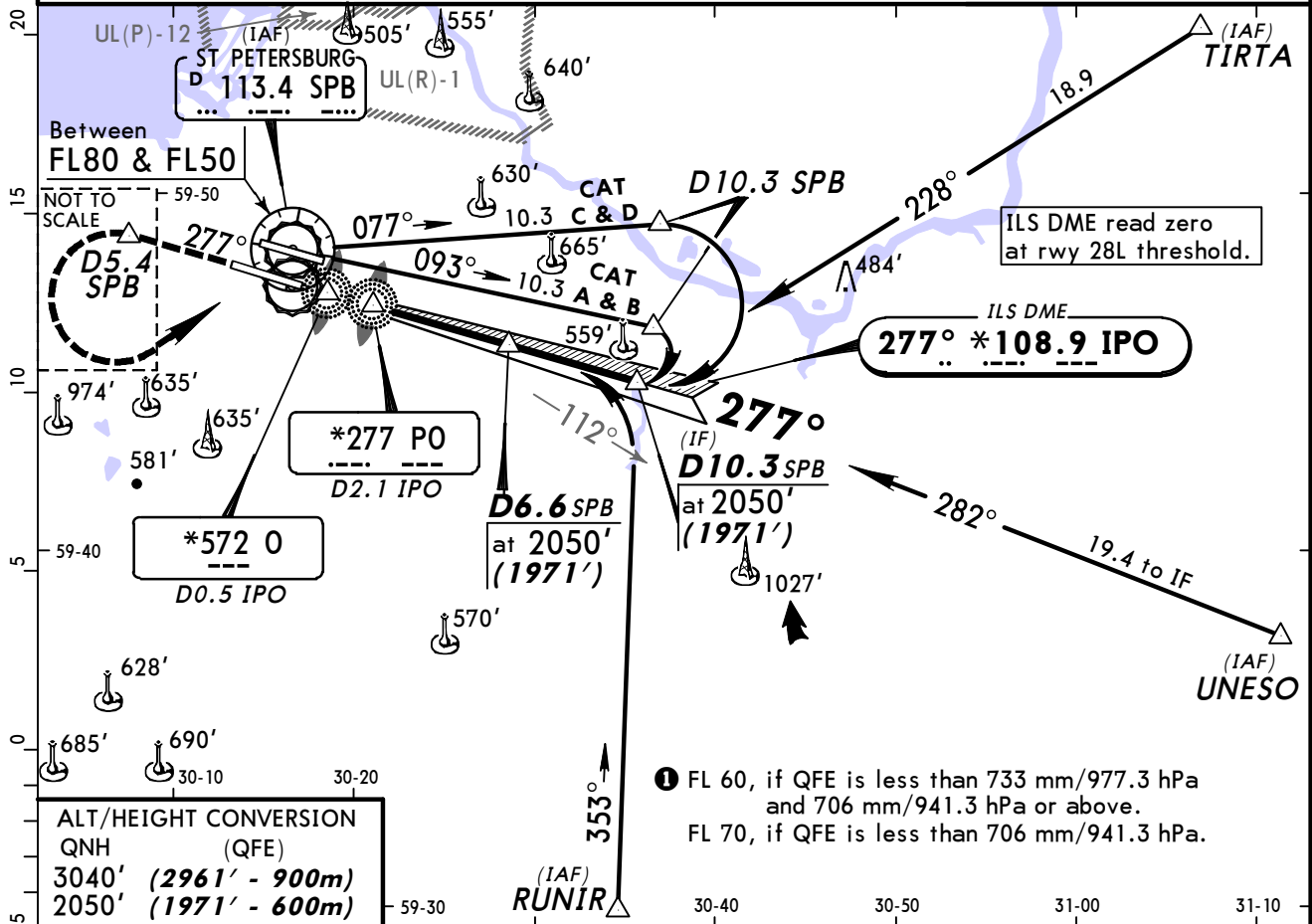
ATIS	PETERSBURG Approach (R)			PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	(360°T-180°T) 119.3	0400-2000 (180°T-360°T) 125.2	2000-0400 119.3	120.3	118.7	121.7 121.9
LOC IPO *108.9	Final Apch Crs 277°	GS LOM 784'(705')	ILS DA(H) 279'(200')	Apt Elev 79'	RWY 79'	
MISSED APCH: Climb on 277° to D5.4 SPB at 2050' (1971'), then turn LEFT (MIM bank angle 20°) to VOR climbing to 3040' (2961'), then according to chart.						

Alt Set: MM (hPa on req)

QNH on req (QFE)

Trans level: FL 50 1

Trans alt: 3040' (2961')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2050' (1971')	277°	D5.4 SPB
ILS GS	3.00°	377	484	538	646	753		↑	on	

STRAIGHT-IN LANDING RWY 28L				LOC (GS out)			
ILS							
DA(H) 279'(200')							
FULL		ALS out					
A							
B							
C	RVR 720m VIS 800m		1200m	NOT AUTH			
D							

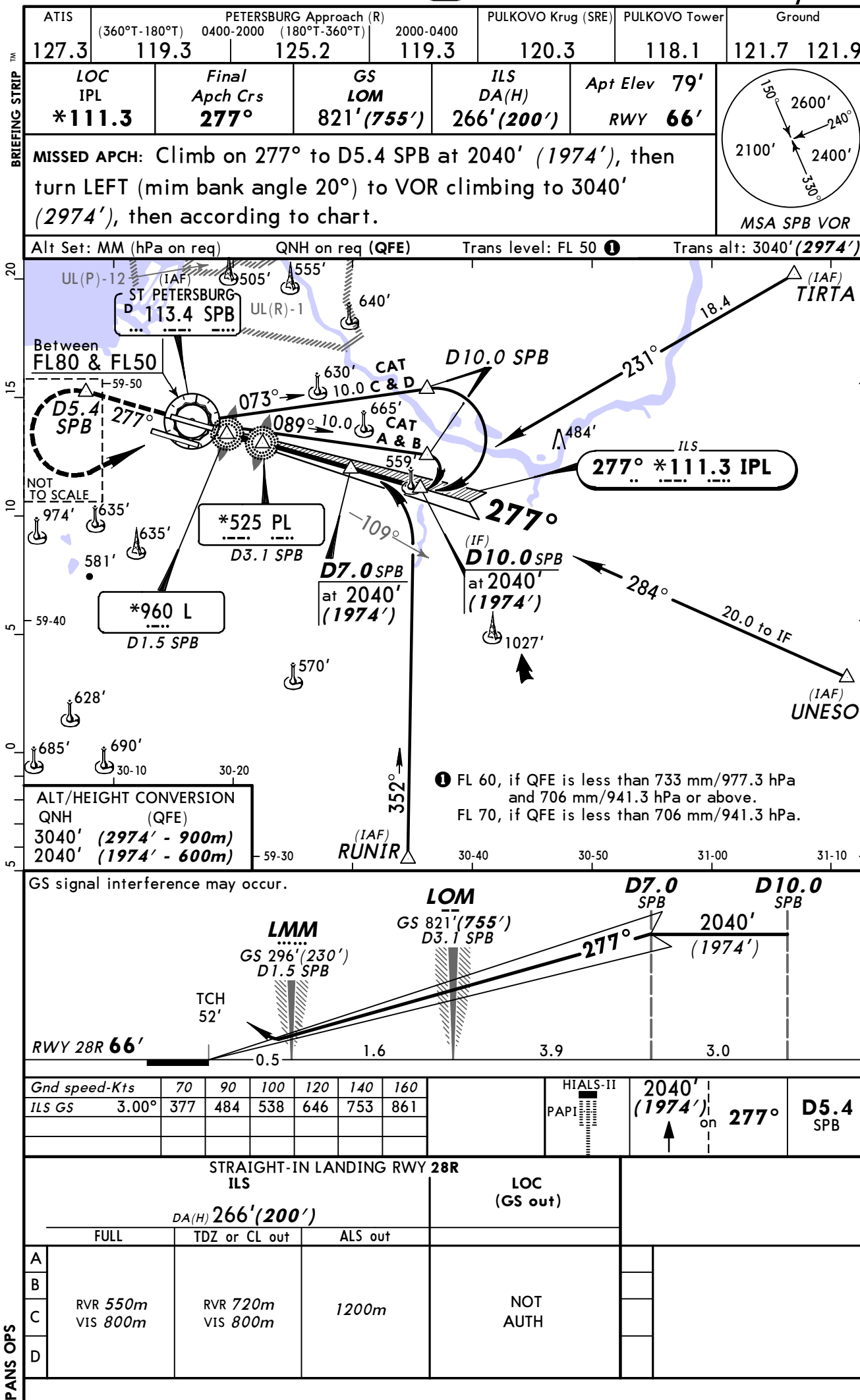
ULLI/LED PULKOVO

15 JUN 12

11-4

Eff 28 Jun

ST PETERSBURG, RUSSIA
ILS Rwy 28R



CHANGES: Procedure.

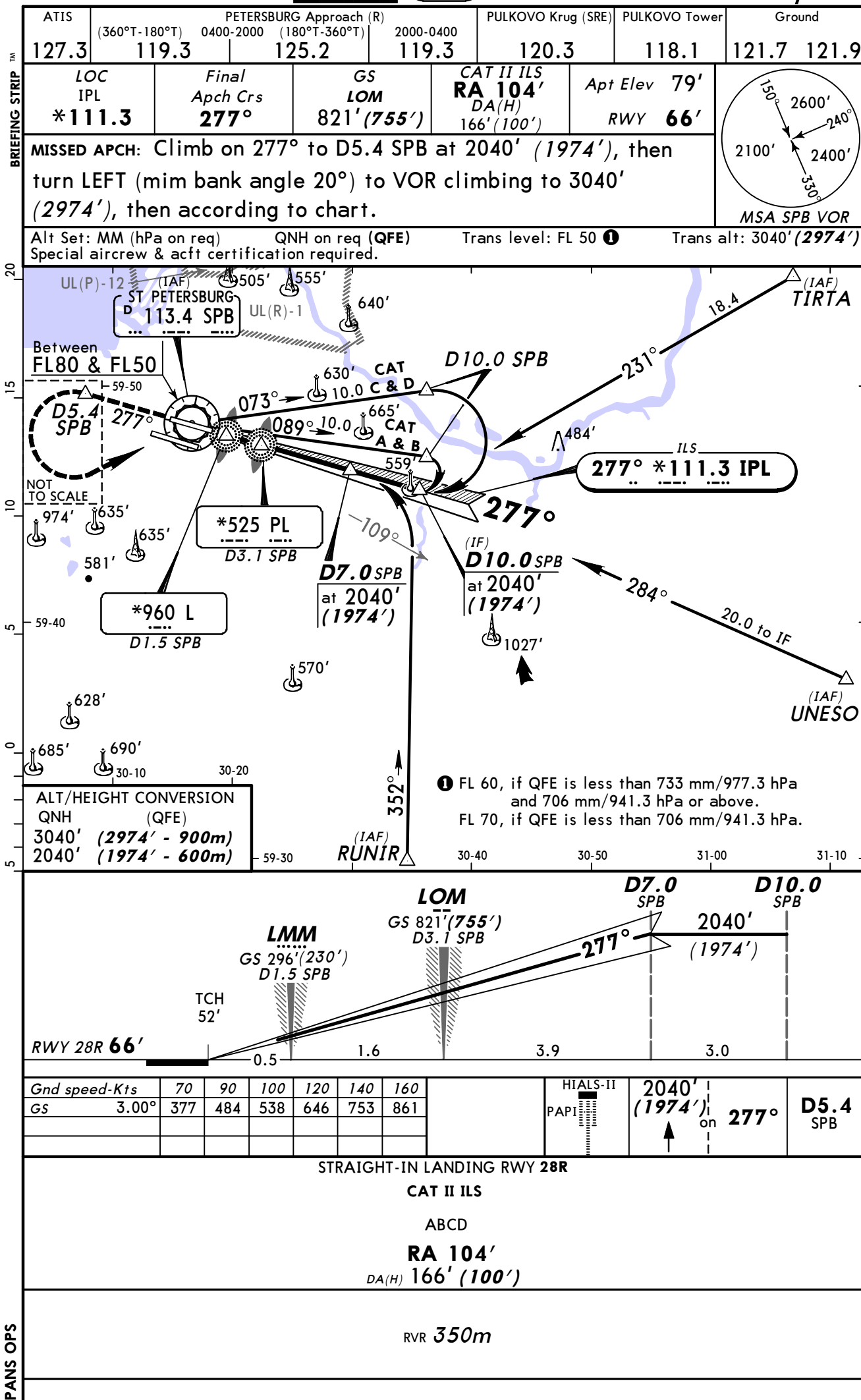
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ULLI/LED
PULKOVO

15 JUN 12
Eff 28 Jun

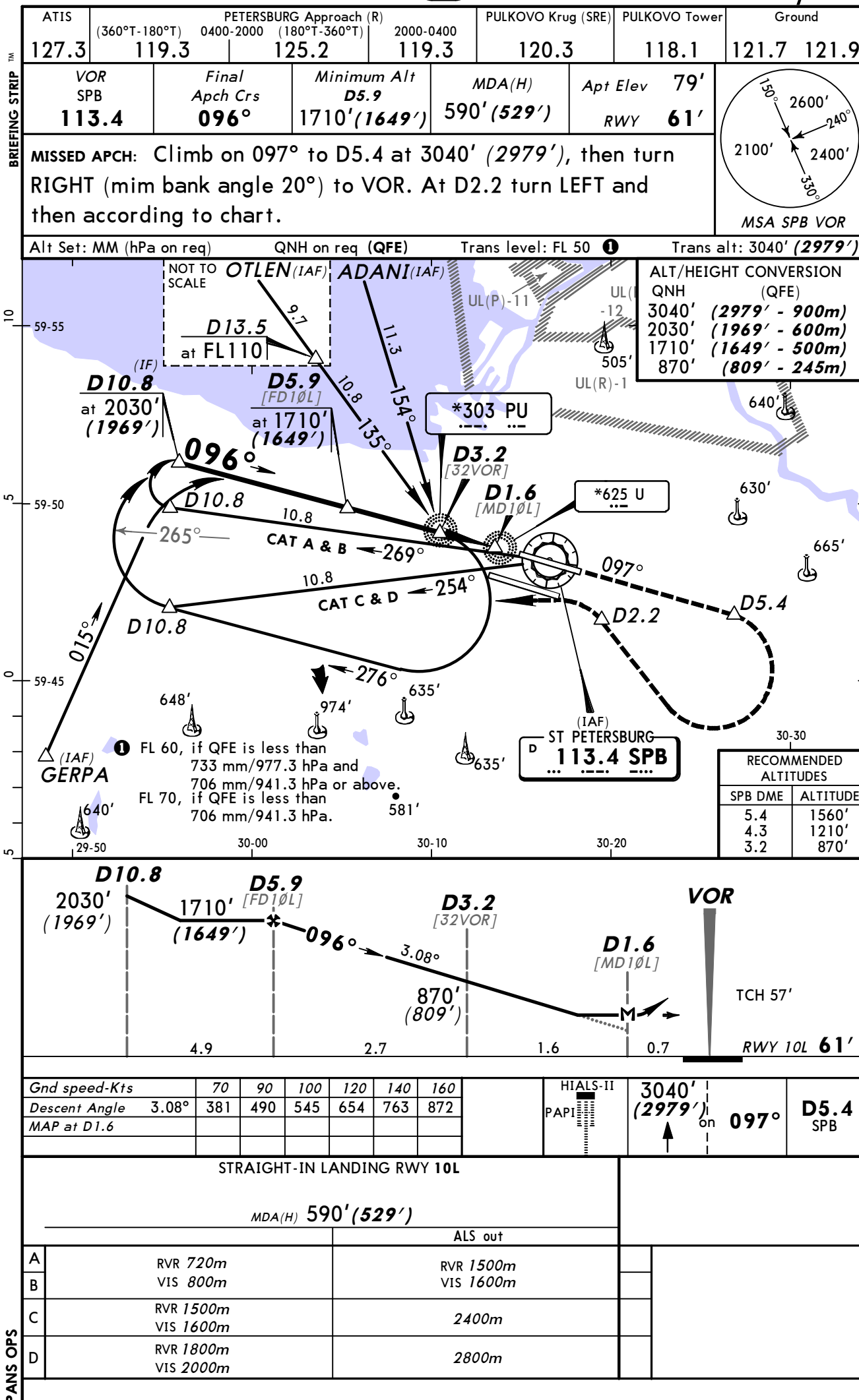
11-4A

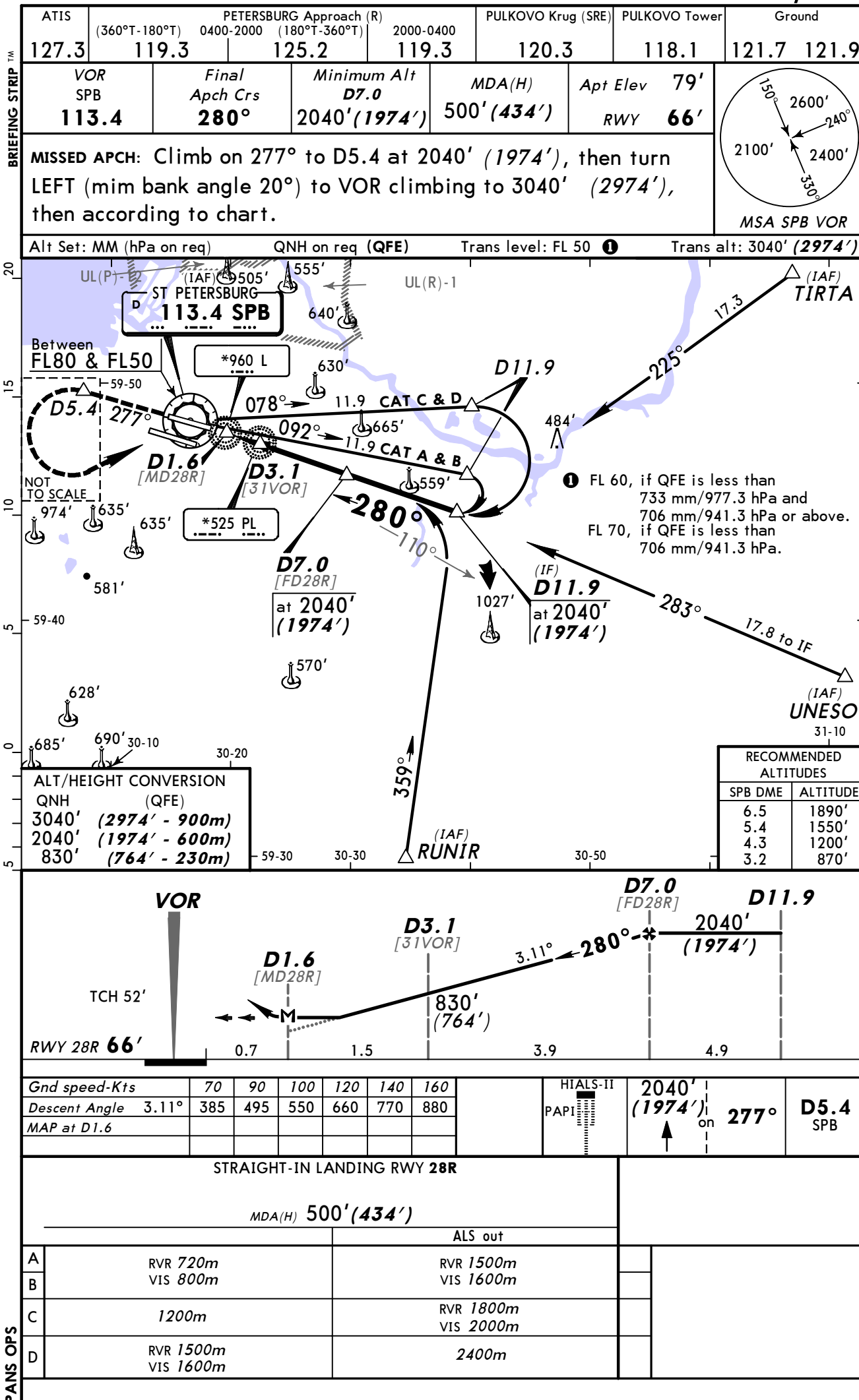
ST PETERSBURG, RUSSIA
CAT II ILS Rwy 28R



CHANGES: Procedure.

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ULLI/LED
PULKOVO

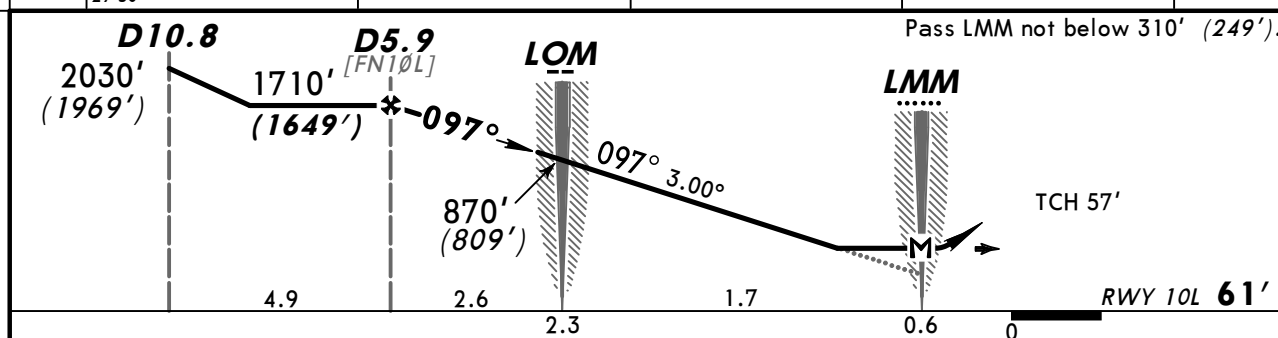
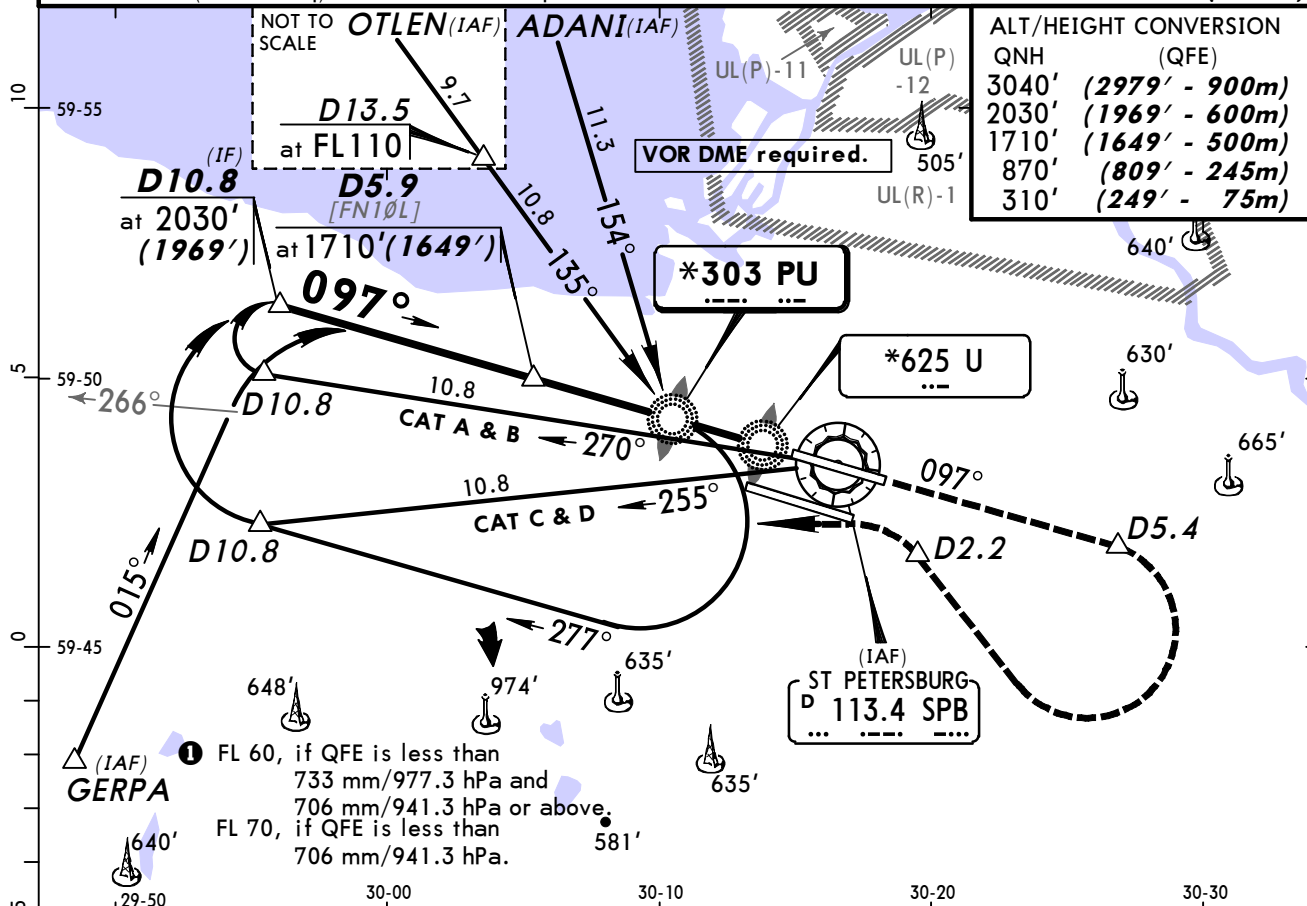
12 APR 13
Eff 18 Apr (16-1)

JEPPesen ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 10L

BRIEFING STRIP

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 119.3	(180°T-360°T) 2000-0400 125.2	2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9
NDB PU *303	Final Apch Crs 097°	Minimum Alt D5.9 1710' (1649')	2 NDB MDA(H) 430' (369')	NDB MDA(H) 490' (429')	Apt Elev 79' RWY 61'	
MISSED APCH: Climb on 097° to D5.4 at 3040' (2979'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 turn LEFT and then according to chart.						MSA SPB VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3040' (2979')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	3040' (2979')	097°	D5.4 SPB
Descent Angle	3.00°	372	478	531	637	743	849			
MAP at LMM										

STRAIGHT-IN LANDING RWY 10L			
2 NDB		NDB	
MDA(H) 430' (369')		MDA(H) 490' (429')	
ALS out		ALS out	
A			
B	1200m	RVR 1500m VIS 1600m	1200m
C		RVR 1800m VIS 2000m	
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1800m VIS 2000m

PANS OPS

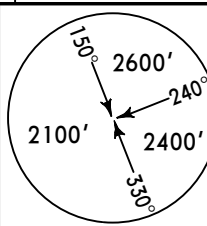
CHANGES: Minimums.

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ULLI/LED
PULKOVO

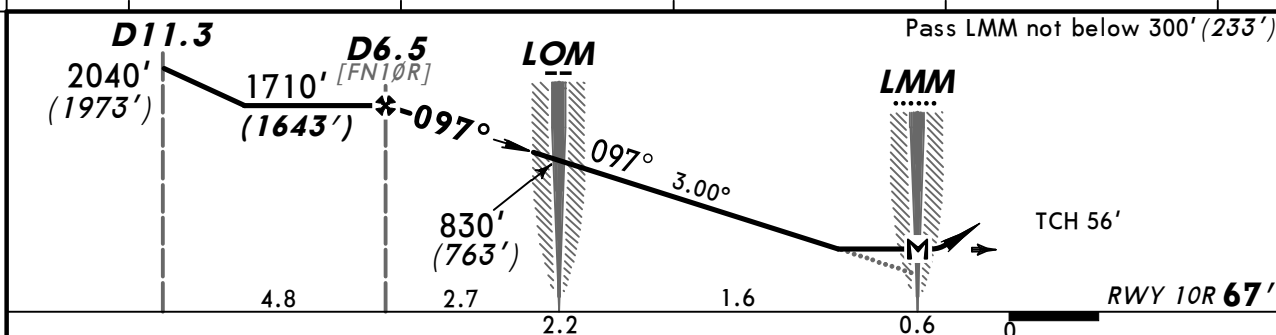
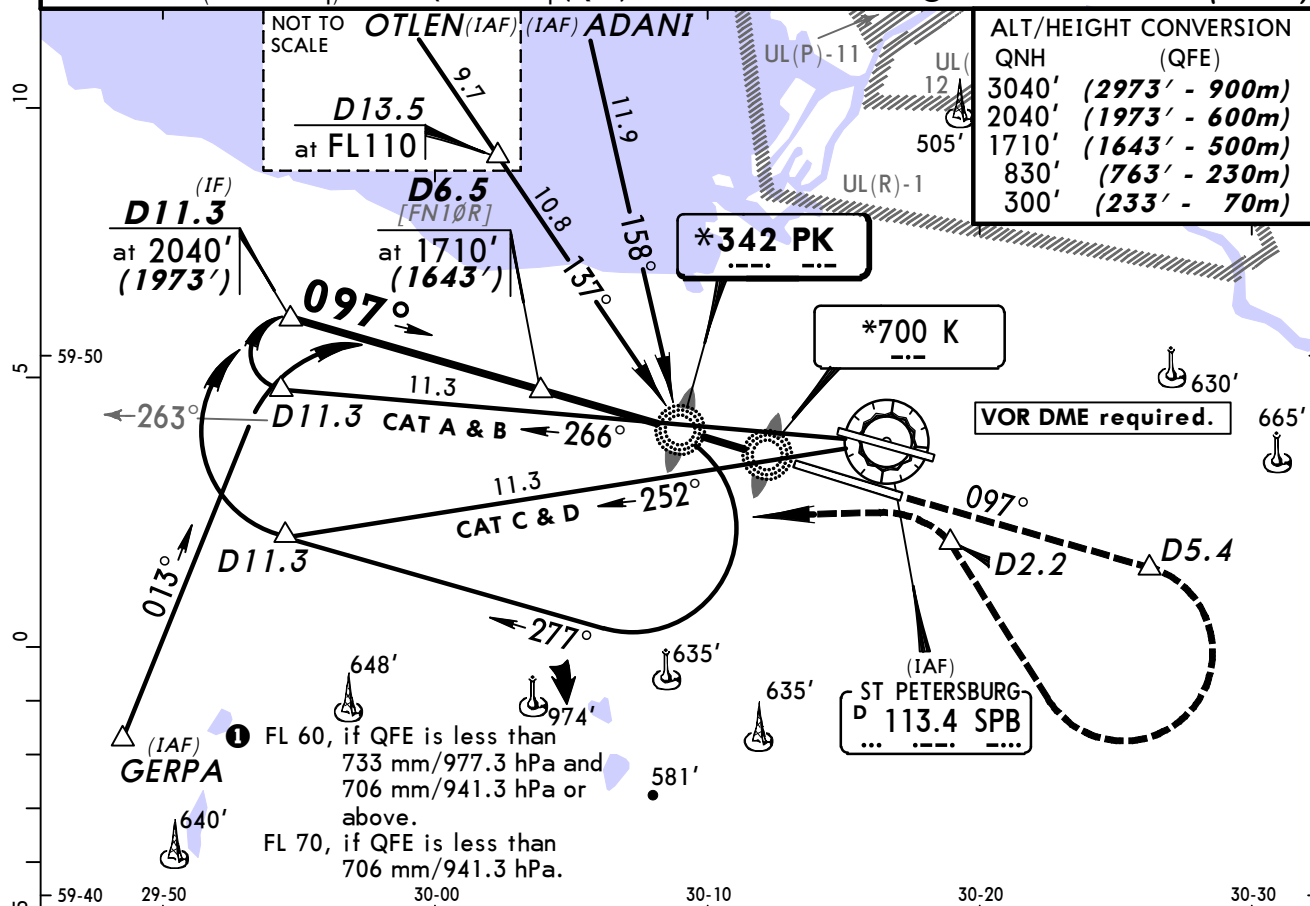
12 APR 13
Eff 18 Apr 16-2

JEPPESEN ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 10R

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 119.3	(180°T-360°T) 2000-0400 125.2	2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.7	Ground 121.7 121.9
NDB PK *342	Final Aptch Crs 097°	Minimum Alt D6.5 1710' (1643')	2 NDB MDA(H) 460' (393')	NDB MDA(H) 640' (573')	Apt Elev 79' RWY 67'	 MSA SPB VOR

MISSED APCH: Climb on 097° to D5.4 at 3040' (2973'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 turn LEFT and then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3040' (2973')



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

STRAIGHT-IN LANDING RWY 10R			
2 NDB		NDB	
MDA(H) 460' (393')		MDA(H) 640' (573')	
ALS out		ALS out	
A			
B	1200m	RVR 1500m VIS 1600m	1200m RVR 1500m VIS 1600m
C			2400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m 2800m

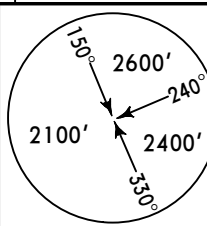
CHANGES: None.

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ULLI/LED
PULKOVO

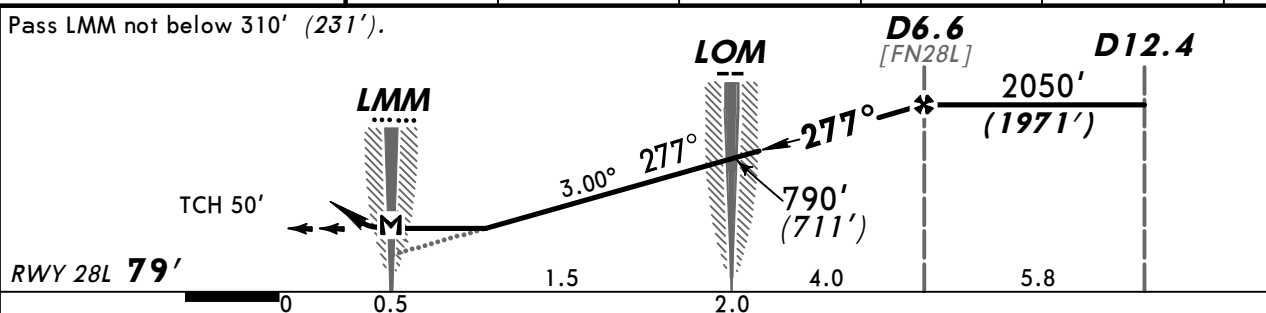
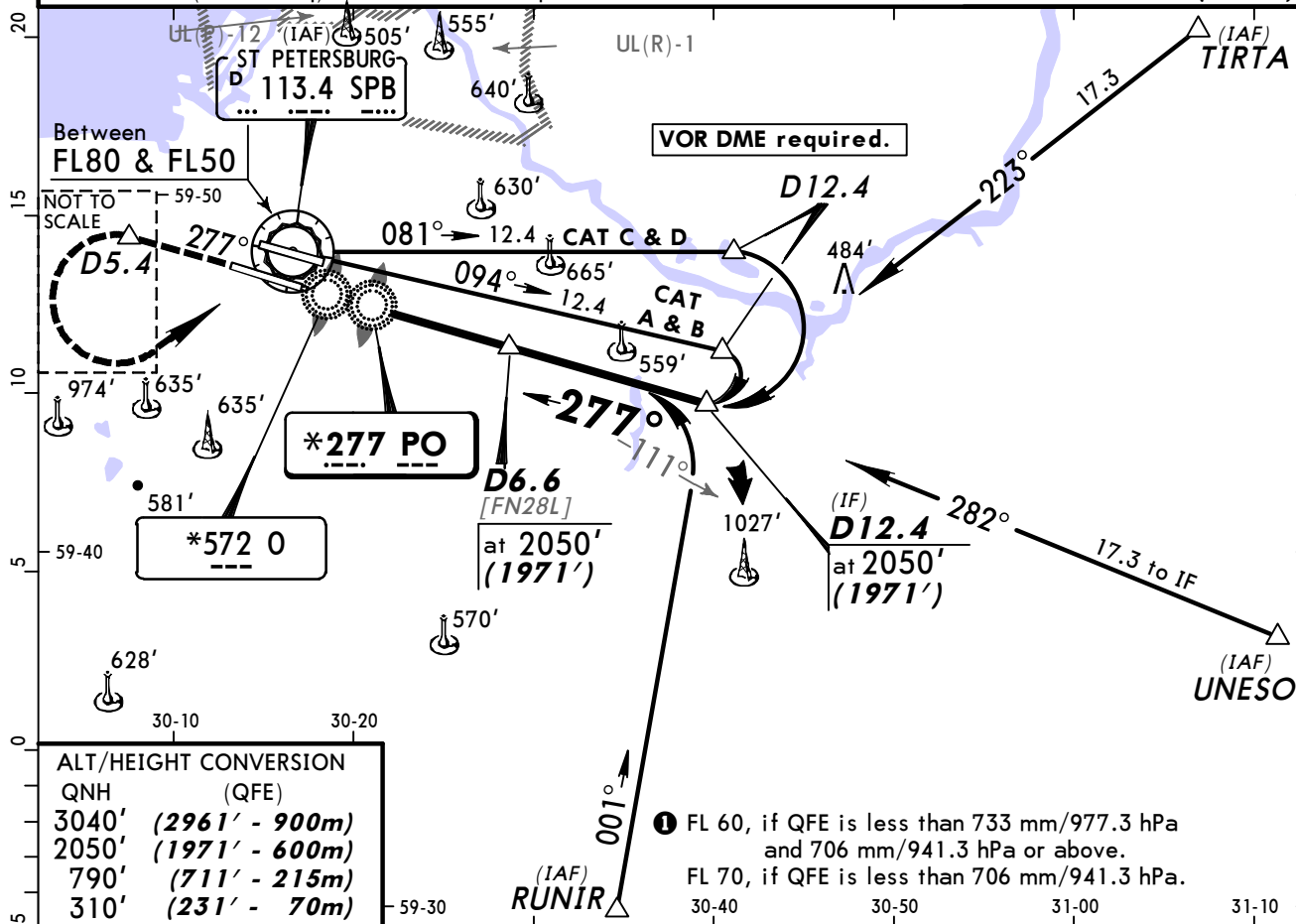
12 APR 13
Eff 18 Apr 16-3

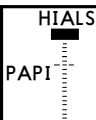
JEPPESSEN ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 28L

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 119.3	(180°T-360°T) 2000-0400 125.2	2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.7	Ground 121.7 121.9
NDB PO *277	Final Apch Crs 277°	Minimum Alt D6.6 2050' (1971')	2 NDB MDA(H) 510' (431')	NDB MDA(H) 590' (511')	Apt Elev 79' RWY 79'	 MSA SPB VOR

MISSED APCH: Climb on 277° to D5.4 at 2050' (1971'), then turn LEFT (MIM bank angle 20°) to VOR climbing to 3040' (2961'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3040' (2961')



Gnd speed-Kts	70	90	100	120	140	160		2050' (1971') on 277° D5.4 SPB
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

STRAIGHT-IN LANDING RWY 28L			
2 NDB		NDB	
MDA(H) 510' (431')		MDA(H) 590' (511')	
ALS out		ALS out	
A		RVR 1500m VIS 1600m	1200m
B	1200m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m
C			2400m
D	RVR 1800m VIS 2000m	2400m	RVR 1800m VIS 2000m

CHANGES: Minimums.

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ULLI/LED PULKOVO

12 APR 13
Eff 18 Apr

16-4

ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 28R

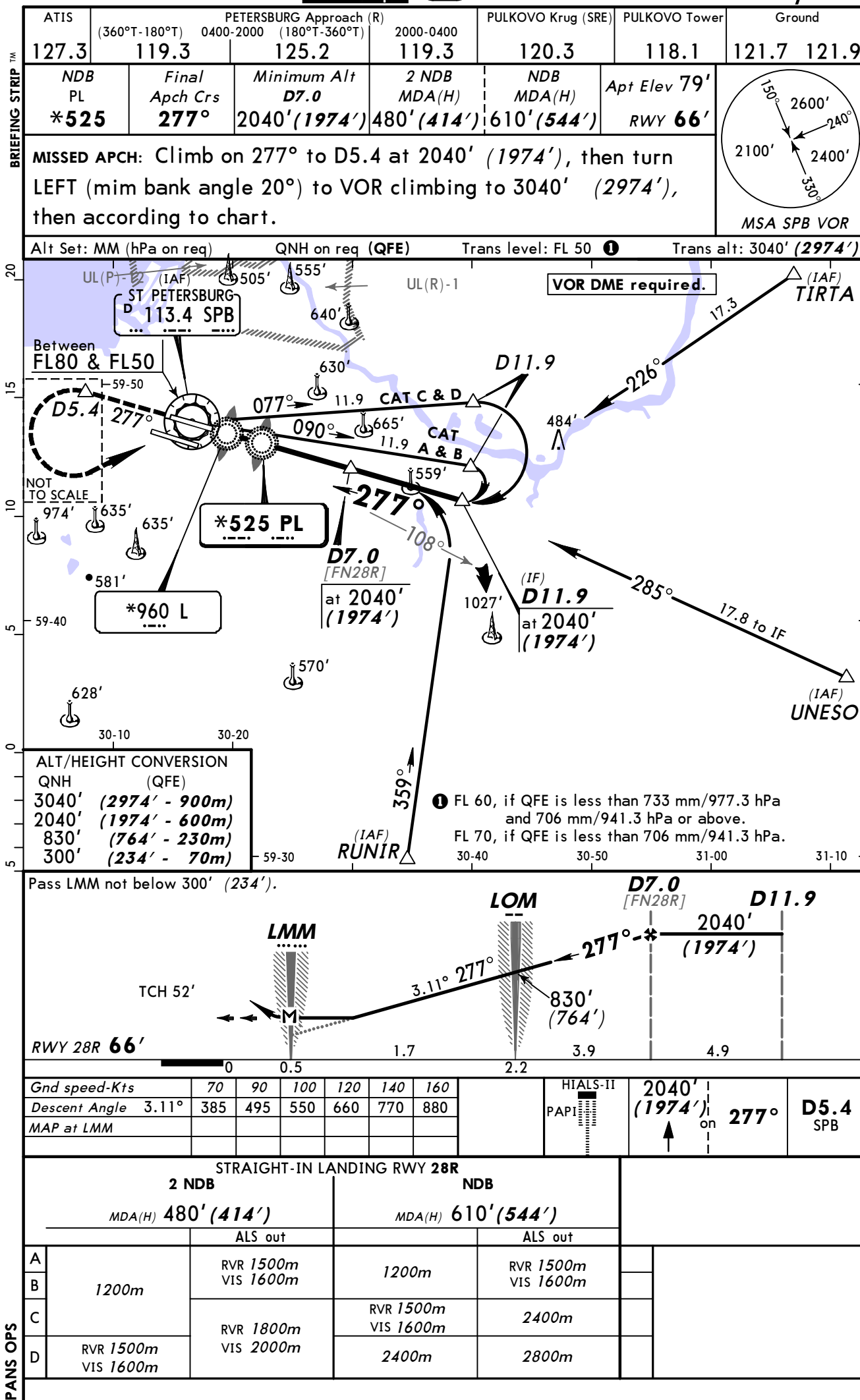


Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ST PETERSBURG, (PULKOVO - ULLI)				
REV	AIRPORT BRIEFING (GEN)	10-1P	29 Nov 2013	12 Dec 2013
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	29 Nov 2013	12 Dec 2013
REV	AIRPORT BRIEFING (ARR)	10-1P2	29 Nov 2013	12 Dec 2013
REV	AIRPORT BRIEFING (DEP)	10-1P3	29 Nov 2013	12 Dec 2013
REV	AGBON & LUKIR 1A, MOLEG 2...	10-2	06 Dec 2013	12 Dec 2013
REV	AGBON 1C, MOLEG 1C & 1D R...	10-2A	06 Dec 2013	12 Dec 2013
REV	PESOT & OGINO 1A & 1B RNA...	10-2B	06 Dec 2013	12 Dec 2013
REV	PESOT & OGINO 1C RNAV ARR...	10-2C	06 Dec 2013	12 Dec 2013
REV	GONBI, LISNA & OKUDI 1A R...	10-3	06 Dec 2013	
REV	GONBI, LISNA & OKUDI 1B R...	10-3A	06 Dec 2013	
REV	GONBI, LISNA & OKUDI 1C R...	10-3B	06 Dec 2013	12 Dec 2013
REV	GONBI, LISNA & OKUDI 1D R...	10-3C	06 Dec 2013	12 Dec 2013
REV	LUNOK 1M DEP	10-3F	06 Dec 2013	12 Dec 2013
REV	LUNOK 1N DEP	10-3G	06 Dec 2013	12 Dec 2013
REV	AIRPORT	10-9	29 Nov 2013	12 Dec 2013
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	29 Nov 2013	12 Dec 2013
REV	PARKING STANDS	10-9B	29 Nov 2013	12 Dec 2013
DEL	INS COORDINATES	10-9C	29 Nov 2013	12 Dec 2013
ADD	PARKING STANDS (CONTD)	10-9C	29 Nov 2013	12 Dec 2013

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULLI