

List of pages in this Trip Kit

Trip Kit Index

Airport Information For USPP

Terminal Charts For USPP

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

Location: Perm Rus
IATA Code: PEE
Lat/Long: N57° 54.8' E056° 01.4'
Elevation: 404 ft

Airport Use: Public
Magnetic Variation: 15.1°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: 0459 Z
Sunset: 1145 Z,

Runway Information

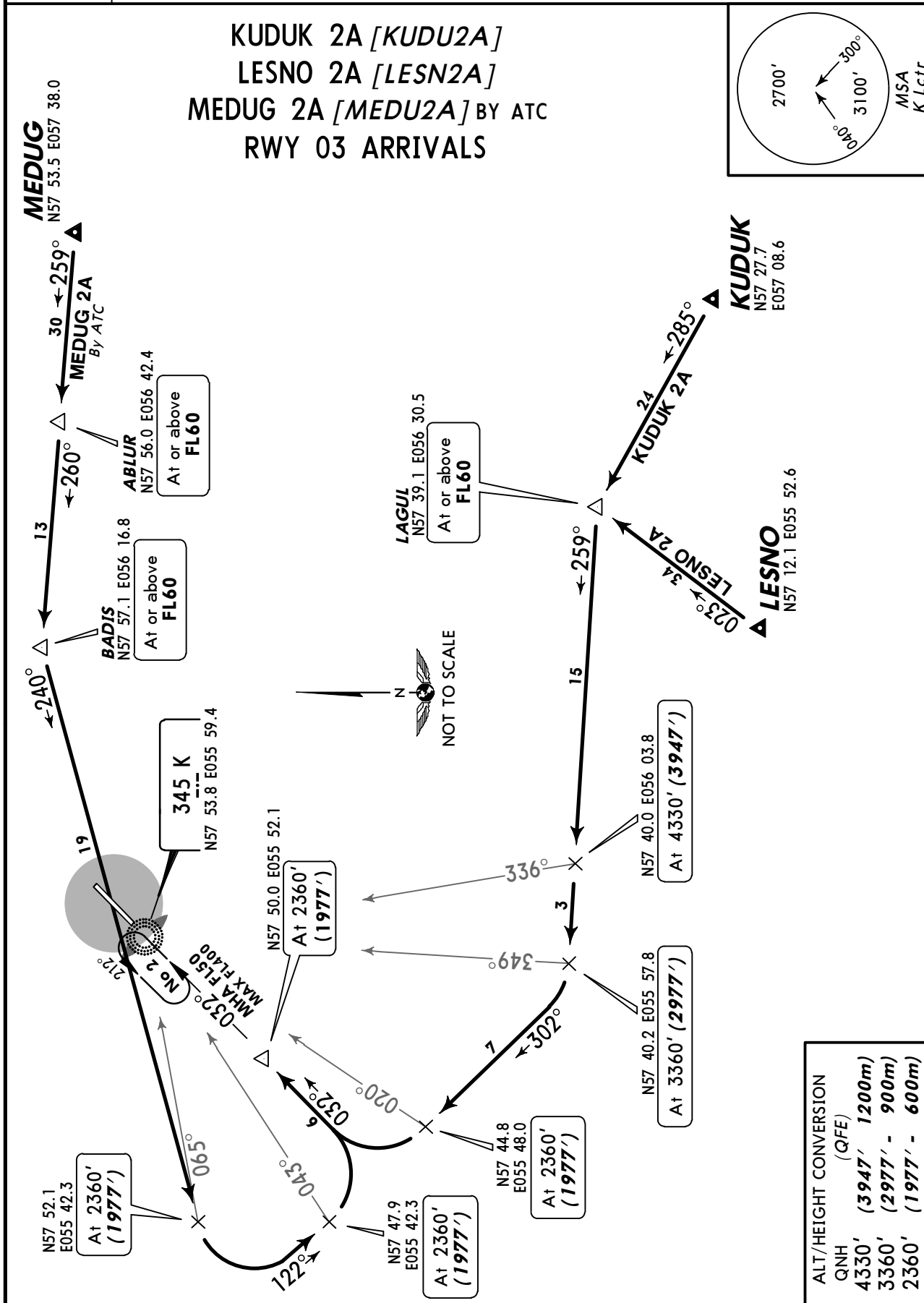
Runway: 03
Length x Width: 10499 ft x 161 ft
Surface Type: concrete
TDZ-Elev: 383 ft
Lighting: Edge, ALS

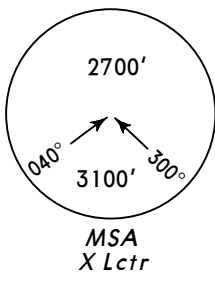
Runway: 21
Length x Width: 10499 ft x 161 ft
Surface Type: concrete
TDZ-Elev: 393 ft
Lighting: Edge, ALS

Communication Information

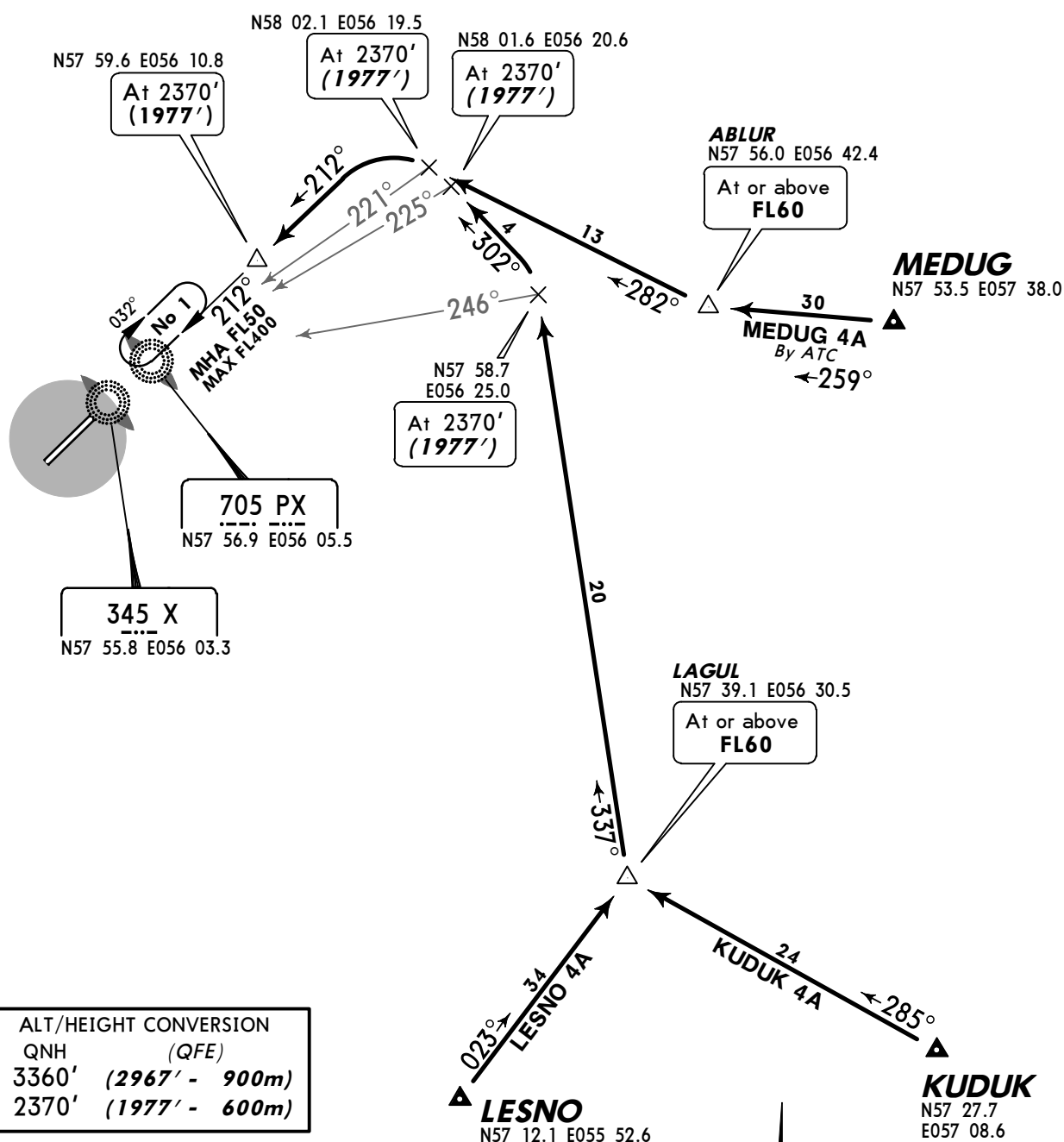
ATIS 126.4
Perm Start Tower 124.0
Perm Apron Ramp/Taxi Control 118.8
Perm Approach Control 127.1

ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 722 mm (962.6 hPa)
Apt Elev 404'	Trans alt: 3360' (2977') 1. For simultaneous flights in area No 2 (over K) traffic circuit width (TCW) is 8.1 NM. 2. Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.

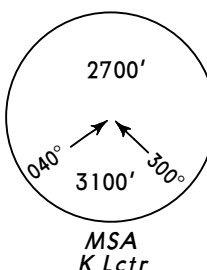


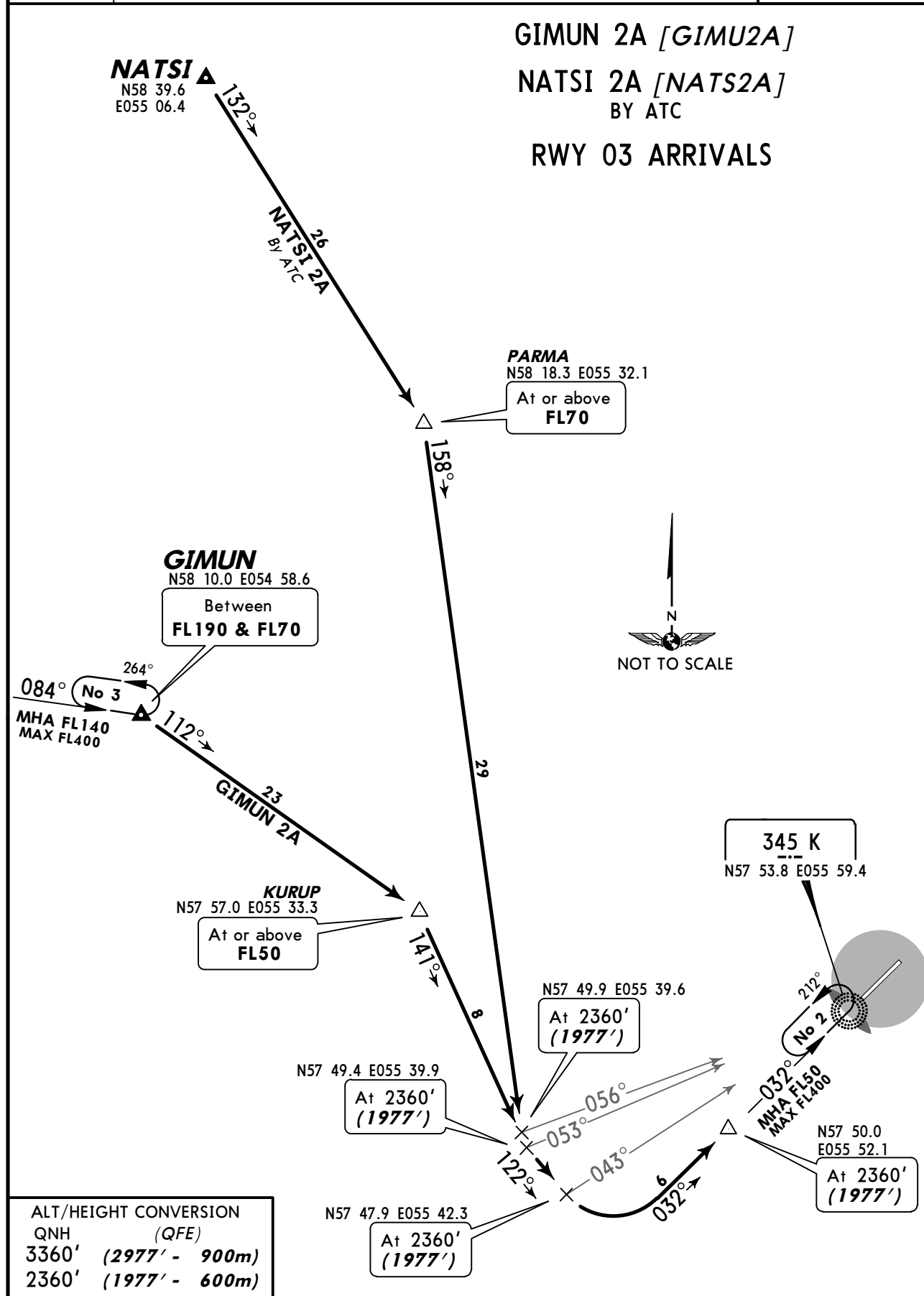
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Apt Elev 404'	- For simultaneous flights in area No 1 (over PX) traffic circuit width (TCW) is 8.1 NM. - Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.	

KUDUK 4A [KUDU4A]
LESNO 4A [LESN4A]
MEDUG 4A [MEDU4A] BY ATC
RWY 21 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3360'	(2967' - 900m)
2370'	(1977' - 600m)

ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3360' (2977')	
Apt Elev 404'	1. For simultaneous flights in area No 2 (over K) traffic circuit width (TCW) is 8.1 NM. 2. Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.	



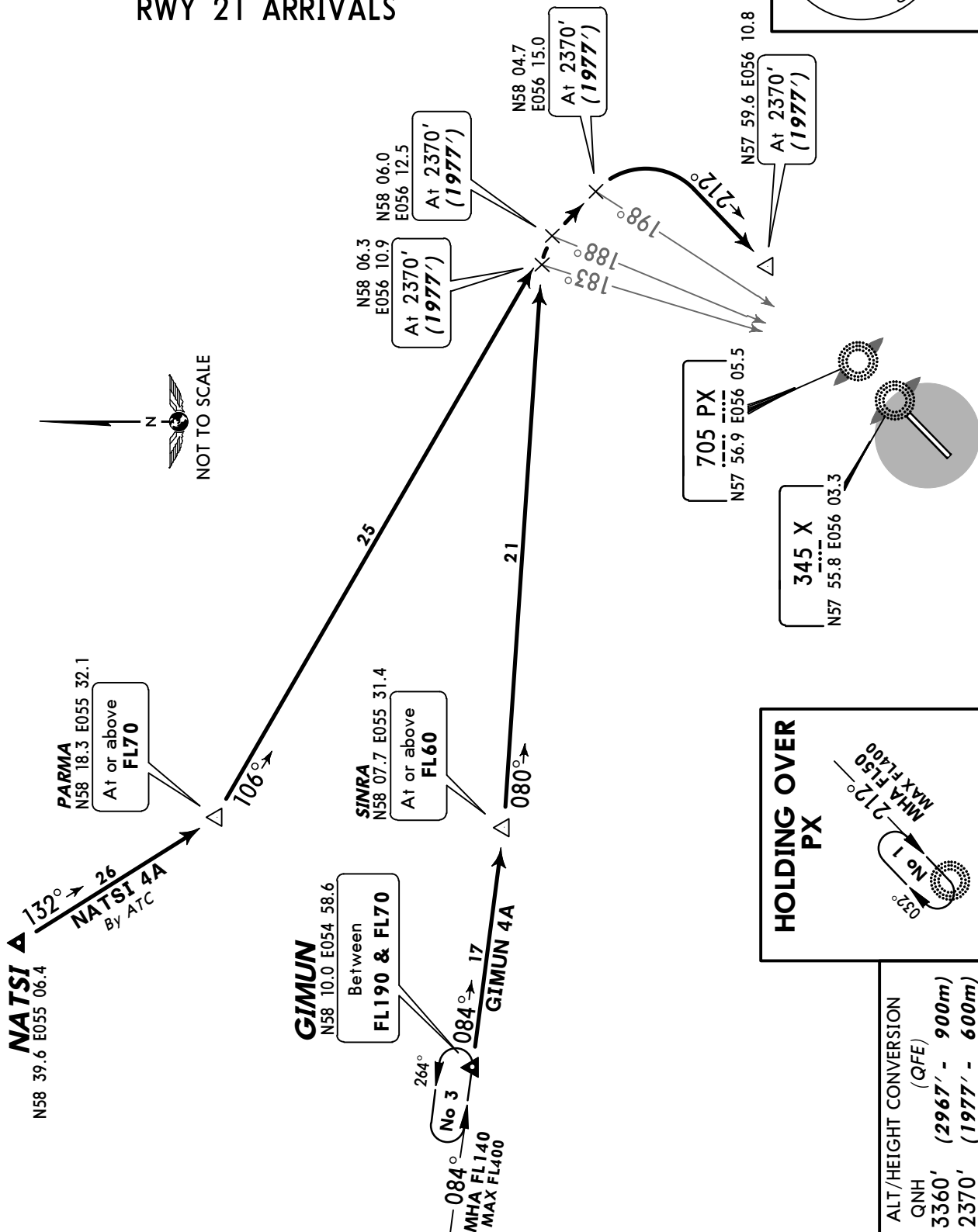
ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 722 mm (962.6 hPa)
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GIMUN 4A [GIMU4A]

NATSI 4A [NATS4A]

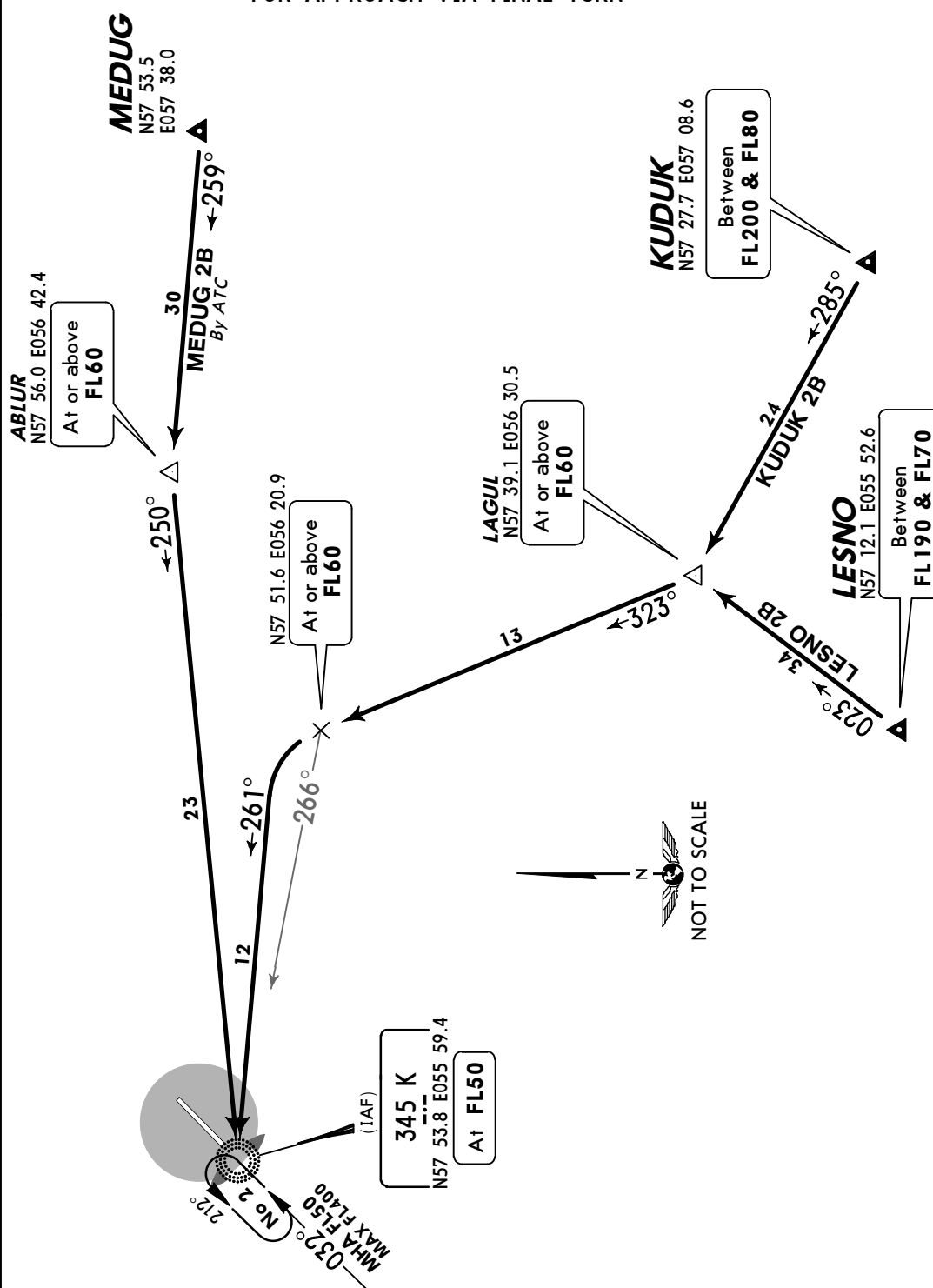
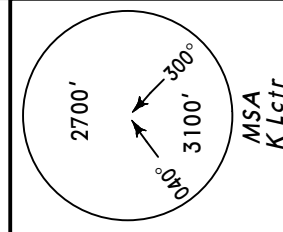
BY ATC

RWY 21 ARRIVALS



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KUDUK 2B [KUDU2B]
LESNO 2B [LESN2B]
MEDUG 2B [MEDU2B] BY ATC
RWY 03 ARRIVALS
WITHOUT RADAR CONTROL
FOR APPROACH VIA FINAL TURN



ALT/HEIGHT CONVERSION
QNH (QFE)
3360' (2977' - 900m)

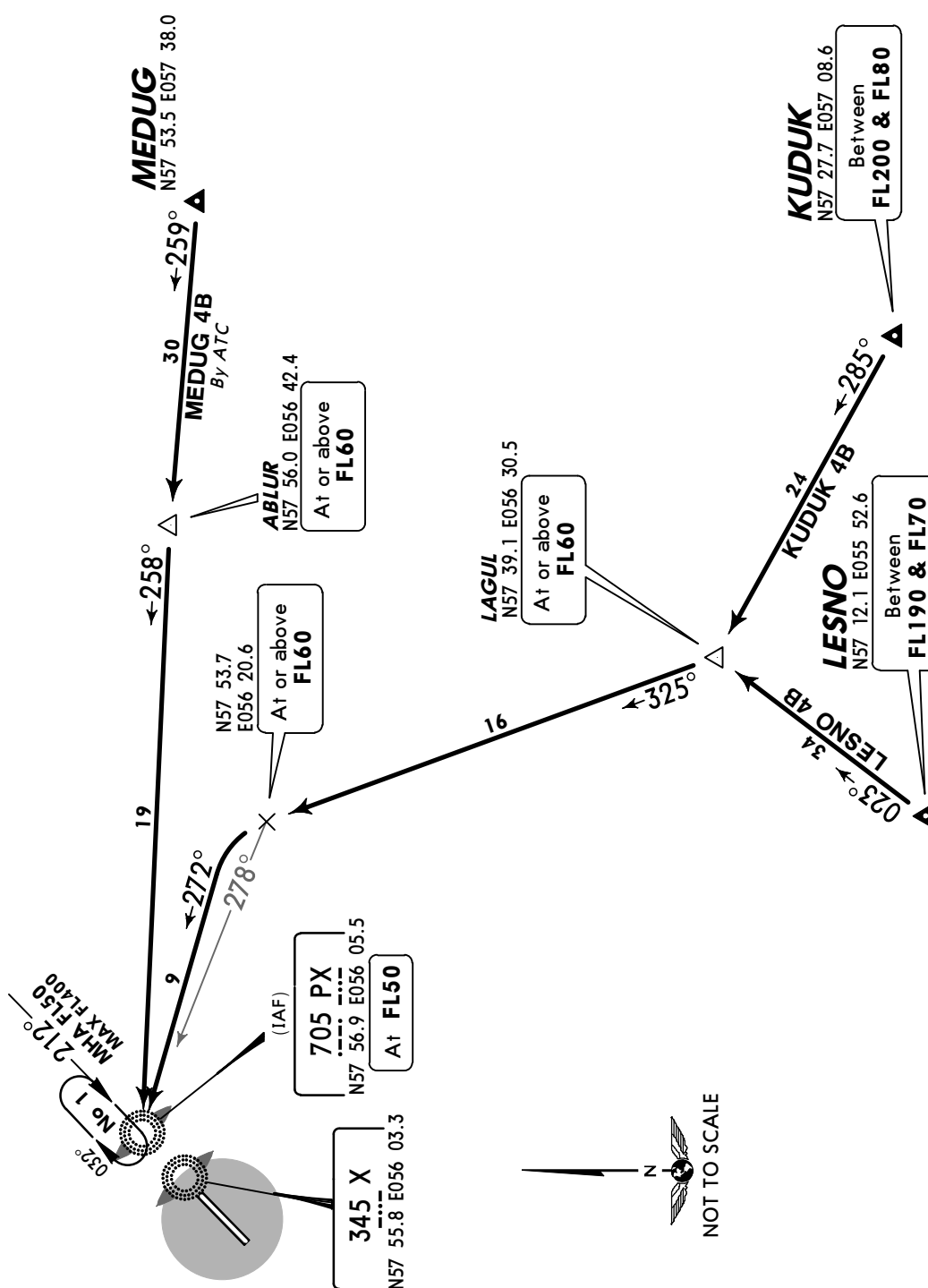
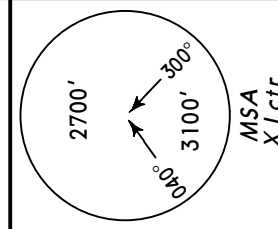
ATIS
126.4

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm
(962.6 hPa) or above
FL70 if pressure is less than 722 mm (962.6 hPa)

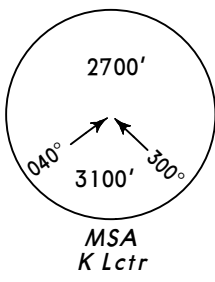
Apt Elev
404'

- Trans alt: 3360' (2967')
1. For simultaneous flights in area No 1 (over PX) traffic circuit width (TCW) is 8.1 NM.
 2. Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.

KUDUK 4B [KUDU4B]
LESNO 4B [LESN4B]
MEDUG 4B [MEDU4B] BY ATC
RWY 21 ARRIVALS
WITHOUT RADAR CONTROL
FOR APPROACH VIA RACETRACK



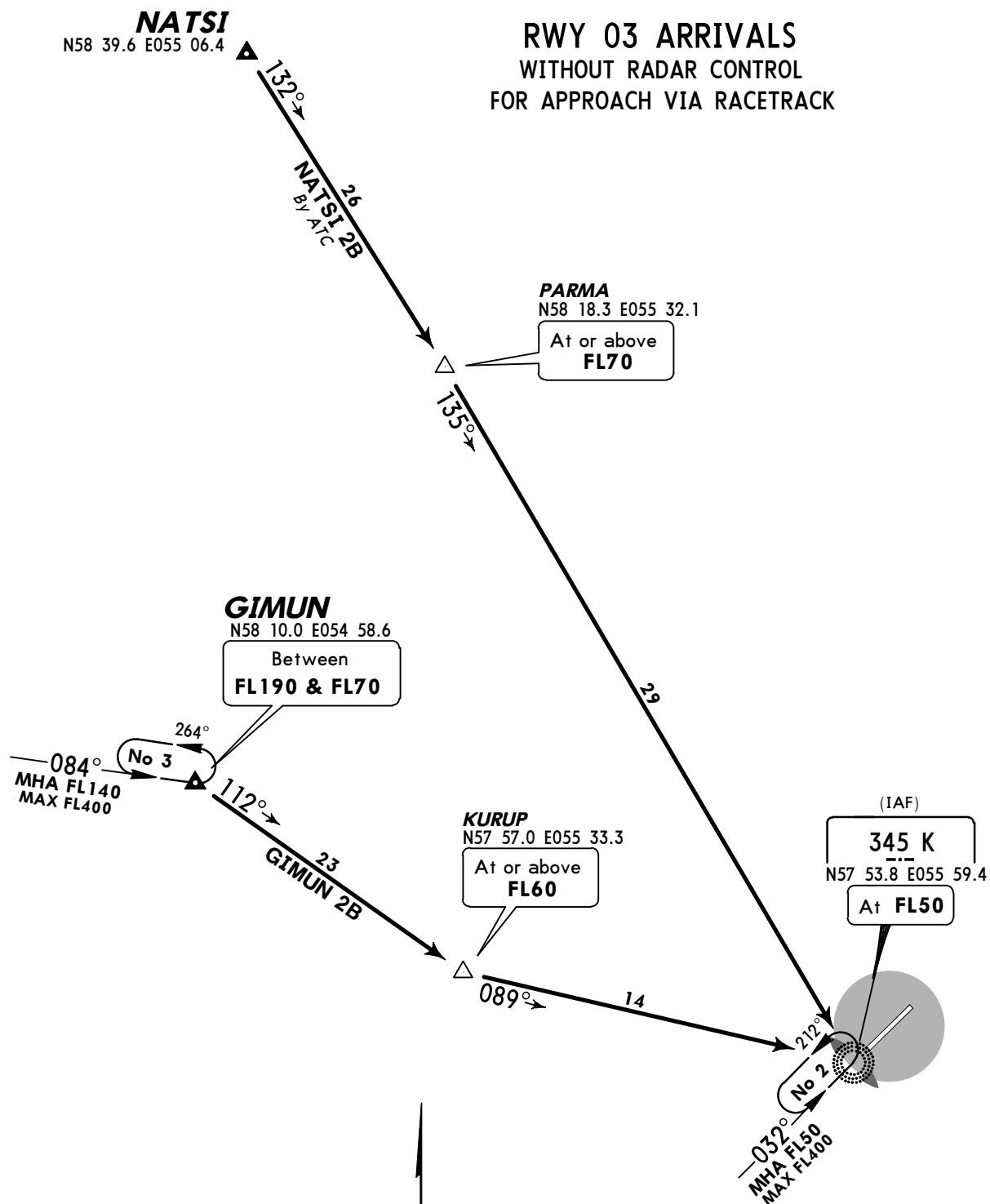
ALT/HEIGHT CONVERSION
QNH (QFE)
3360' (2967' - 900m)

ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3360' (2977')	
<i>Apt Elev</i> 404'	1. For simultaneous flights in area No 2 (over K) traffic circuit width (TCW) is 8.1 NM. 2. Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.	

GIMUN 2B [GIMU2B]

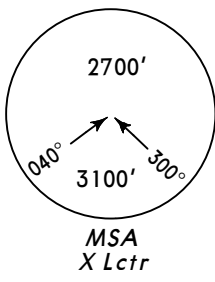
NATSI 2B [NATS2B] BY ATC

RWY 03 ARRIVALS WITHOUT RADAR CONTROL FOR APPROACH VIA RACETRACK



ALT/HEIGHT CONVERSION
QNH (QFE)
3360' (2977' - 900m)

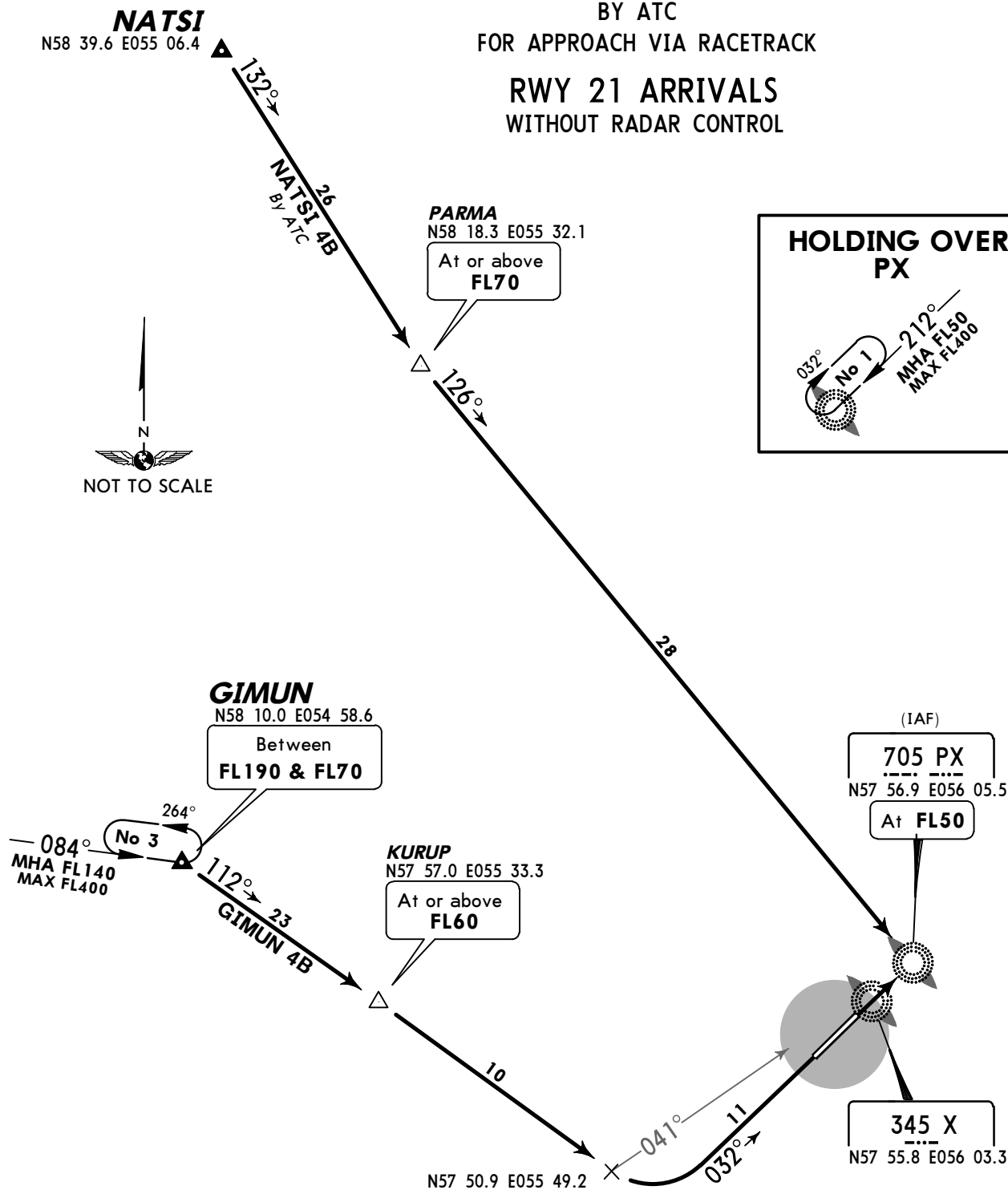
NOT TO SCALE

ATIS 126.4	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is less than 722 mm (962.6 hPa) Trans alt: 3360' (2967')	
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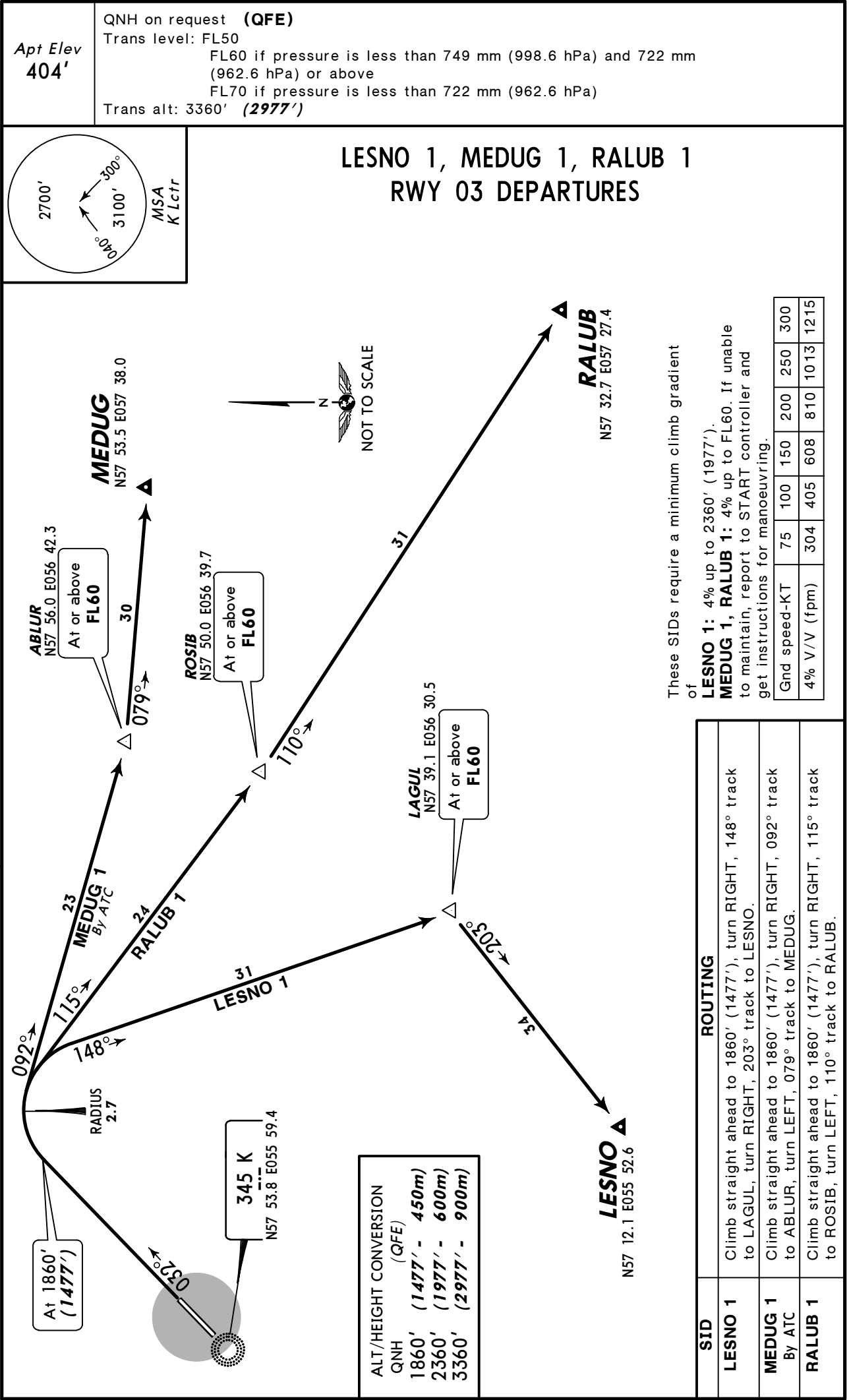
GIMUN 4B [GIMU4B]
FOR APPROACH VIA FINAL TURN

NATSI 4B [NATS4B]
BY ATC
FOR APPROACH VIA RACETRACK

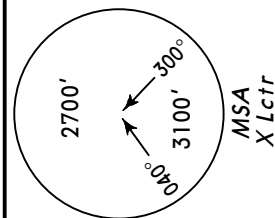
RWY 21 ARRIVALS
WITHOUT RADAR CONTROL



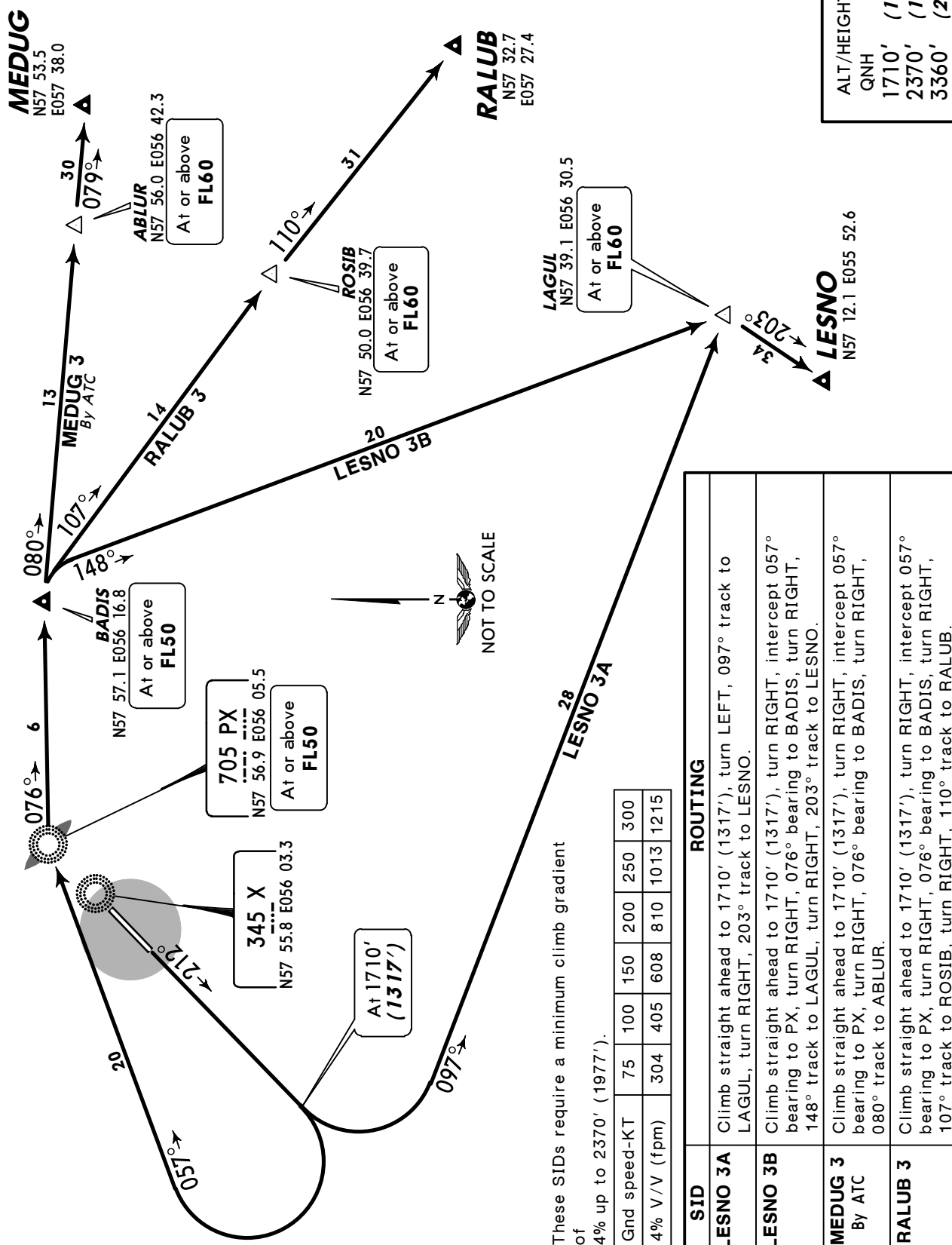
ALT/HEIGHT CONVERSION
QNH (QFE)
3360' (2967' - 900m)



Trans alt: 3360' (**2967'**)



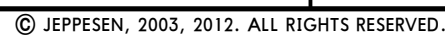
ALT/HEIGHT CONVERSION	QNH	(<i>QFE</i>)
	1710'	(1317' - 400m)
	2370'	(1977' - 600m)
	3360'	(2967' - 900m)



These SIDs require a minimum climb gradient of 4% up to 2370' (1977').

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

SID	ROUTING
LESNO 3A	Climb straight ahead to 1710' (1317'), turn LEFT, 097° track to LAGUL, turn RIGHT, 203° track to LESNO.
LESNO 3B	Climb straight ahead to 1710' (1317'), turn RIGHT, intercept 057° bearing to PX, turn RIGHT, 076° bearing to BADIS, turn RIGHT, 148° track to LAGUL, turn RIGHT, 203° track to LESNO.
MEDUG 3 By ATC	Climb straight ahead to 1710' (1317'), turn RIGHT, intercept 057° bearing to PX, turn RIGHT, 076° bearing to BADIS, turn RIGHT, 080° track to ABLUR.
RALUB 3	Climb straight ahead to 1710' (1317'), turn RIGHT, intercept 057° bearing to PX, turn RIGHT, 076° bearing to BADIS, turn RIGHT, 107° track to ROSIB, turn RIGHT, 110° track to RALUB.



Apt Elev
404'

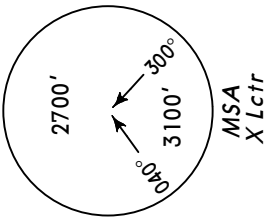
QNH on request (QFE)

Trans level: FL50

FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above

FL70 if pressure is less than 722 mm (962.6 hPa)

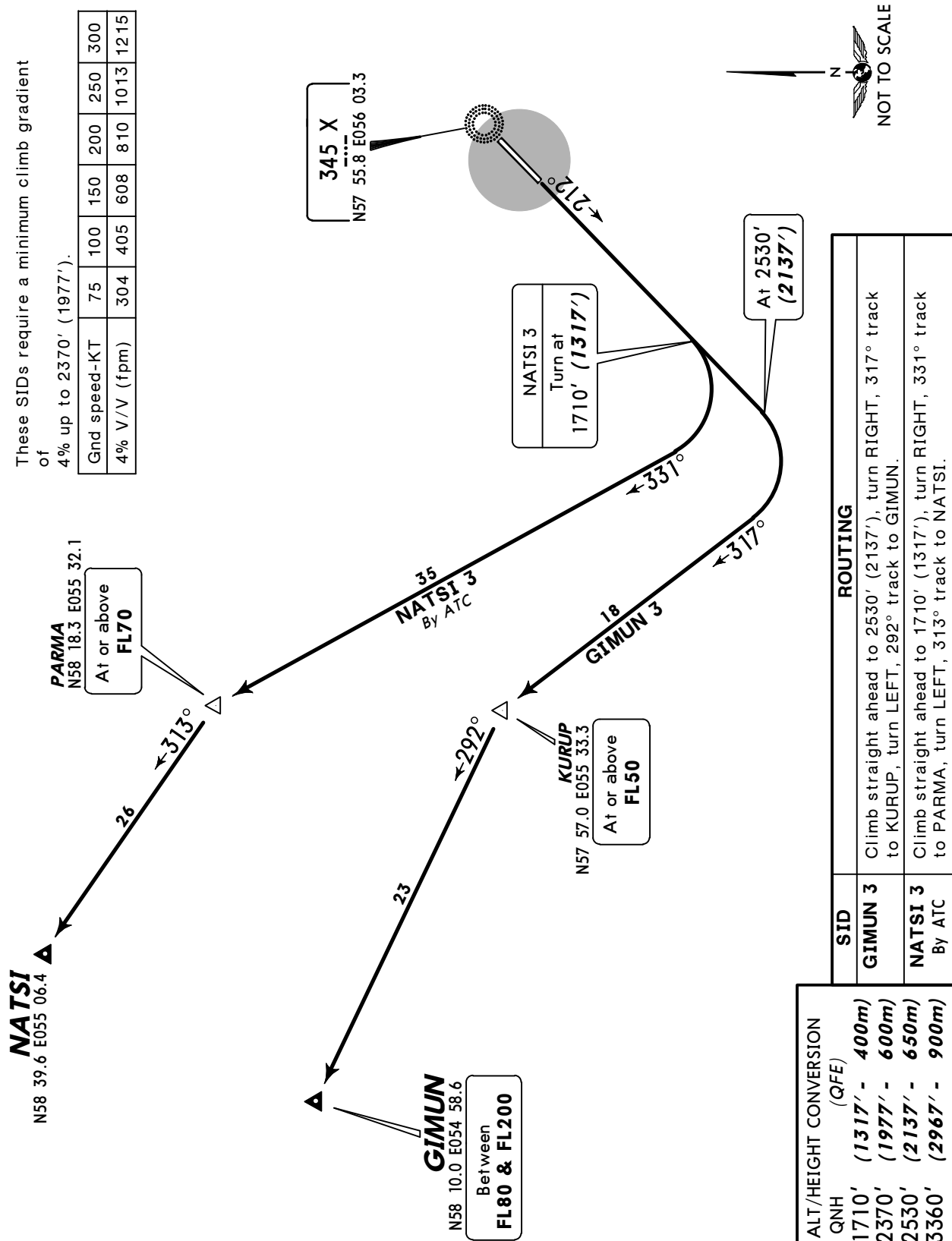
Trans alt: 3360' (2967')



GIMUN 3, NATSI 3 RWY 21 DEPARTURES

These SIDs require a minimum climb gradient of 4% up to 2370' (1977').

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215



SID	ROUTING
GIMUN 3	Climb straight ahead to 2530' (2137'), turn RIGHT, 317° track to KURUP, turn LEFT, 292° track to GIMUN.
NATSI 3 By ATC	Climb straight ahead to 1710' (1317'), turn RIGHT, 331° track to PARMA, turn LEFT, 313° track to NATSI.

ALT/HEIGHT CONVERSION	QNH (QFE)
1710'	(1317' - 400m)
2370'	(1977' - 600m)
2530'	(2137' - 650m)
3360'	(2967' - 900m)

NOISE ABATEMENT

GENERAL

Noise abatement procedures shall be executed by all aircraft.

If special meteorological conditions are present in arrival and approach sectors, ATS may at its own discretion or by a PICs request deviate from the provisions given below, if it is necessary for safety reasons.

DEPARTURES

SPECIAL TAKE-OFF PROCEDURES

Flight crews shall use the following special procedure during take-off from runway 03 and execution of SID LESNO 1, MEDUG 1 or RALUB 1.

Take-off and climbing to 1860' (1477')

Take-off power

Take-off flaps

Landing gear shall be set into en-route position

$V_2 + 11 - 22$ KT

At 1860' (1477')

Reduce engine power to minimum while maintaining positive rate of climb

Between 1860' (1477') - 3360' (2977')

Maintain engine power

Wing devices shall be set into take-off or intermediate position according to Airplane Flight Manual

Climb at $V_2 + 11 - 22$ KT taking into account restrictions connected with angle and pitch;

Execute first turn not before 5.4 NM from runway

At 3360' (2977')

Reduce rate of climb

Accelerate to speed of wing devices set into en-route position

Wing devices shall be set into phase-by-phase enroute position

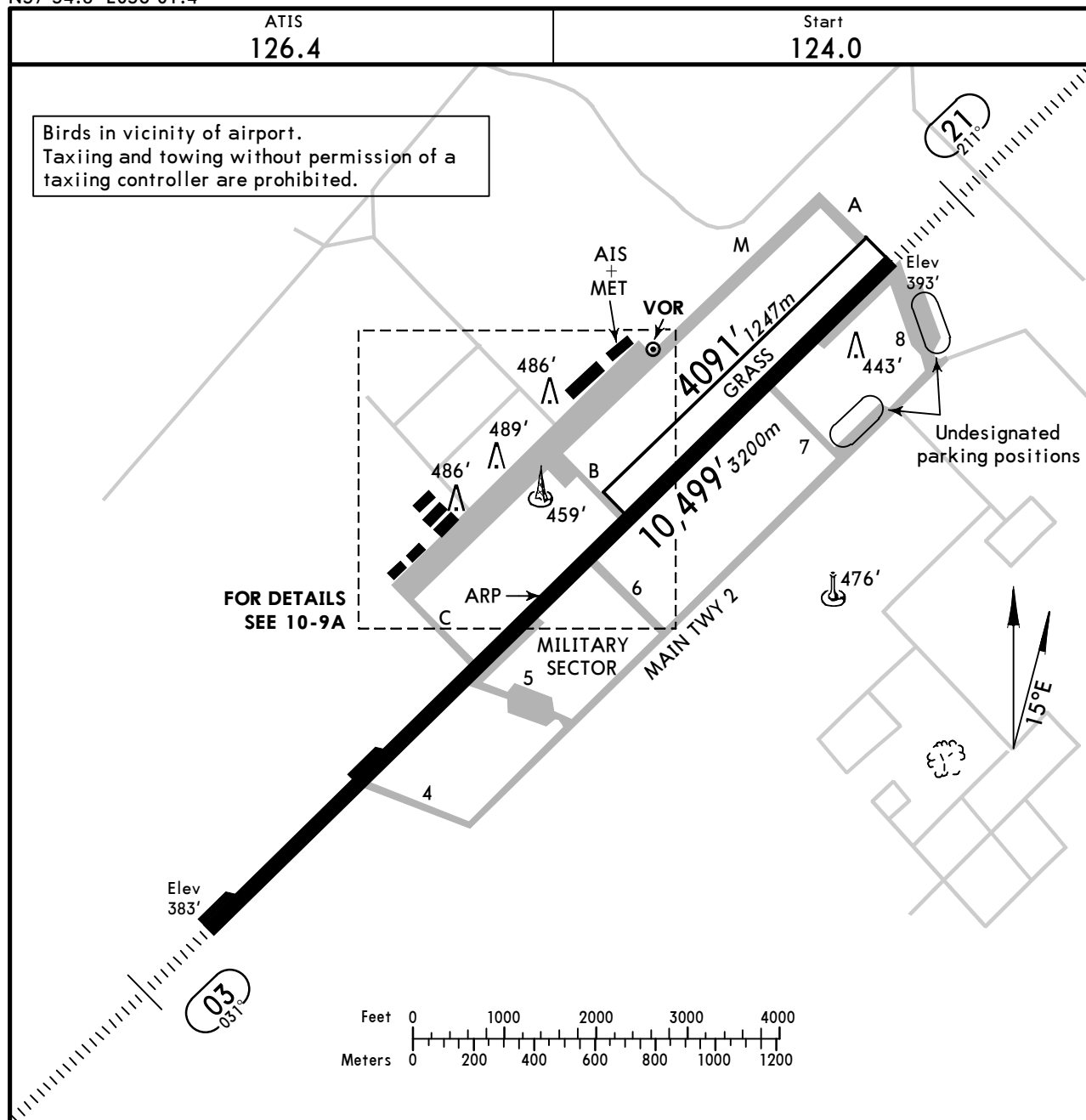
Above 3360' (2977')

Further climb shall be executed at speed recommended by the Airplane Flight Manual

Restrictions

These procedures are not applied in cases when

- one of the engines failed during take-off phase,
- the runway is dirty and wet,
- visibility is less than 2000m,
- cross-wind component (including gusts) exceeds 8m/sec,
- a tailwind component (including gusts) exceeds 2m/sec,
- when wind shear is forecasted or reported or it is expected that thunderstorms may influence the conditions of take-off and climbing of aircraft.



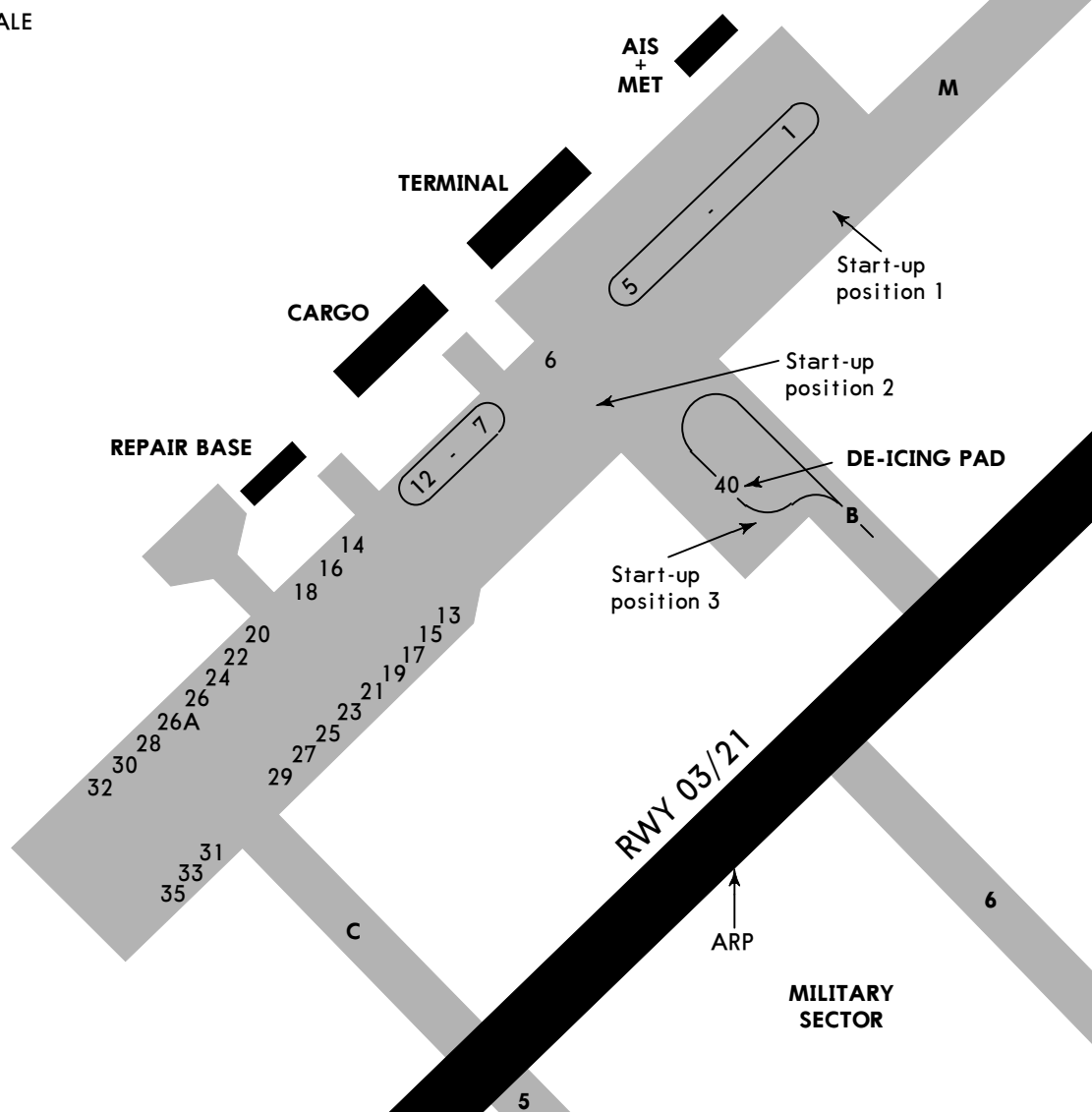
ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Landing Beyond Glide Slope		
03	21	HIRL (60m)	HIALS PAPI-L (angle 3.0°)		9948' 3032m		161' 49m
03	21	Grass runway					328' 100m

TAKE-OFF

AIR CARRIER (JAA)		Main rwy 03/21	
LVP must be in force		RCLM (DAY only) or RL	
A			
B	250m		
C			
D	300m		

NOT TO SCALE

**INS COORDINATES****STAND No.****COORDINATES**1, 2
3
4, 5N57 55.2 E056 01.4
N57 55.1 E056 01.4
N57 55.1 E056 01.3

Stands 19, 26A, 32 and 40 available for engines run-up.
Stands 17 thru 33 and 35 available for helicopters.

STRAIGHT-IN RWY		A	B	C	D
03	NDB ❶❷	1010' (627')	1010' (627')	1010' (627')	1010' (627')
		R1500m	R1500m	C2200m	C2200m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	NDB ❸	1600' (1217')	1600' (1217')	1600' (1217')	1600' (1217')
		C5000m	C5000m	C5000m	C5000m
21	ILS	593' (200')	593' (200')	593' (200')	593' (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 ❶❷	750' (357')	750' (357')	750' (357')	750' (357')
		R900m	R900m	R900m	R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
	2 NDB ❸	1650' (1257')	1650' (1257')	1650' (1257')	1650' (1257')
		C5000m	C5000m	C5000m	C5000m
	PX NDB ❶❷	750' (357')	750' (357')	750' (357')	750' (357')
		R900m	R900m	R900m	R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
	X Lctr ❶❷	960' (567')	960' (567')	960' (567')	960' (567')
		R1500m	R1500m	R1900m	R1900m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m

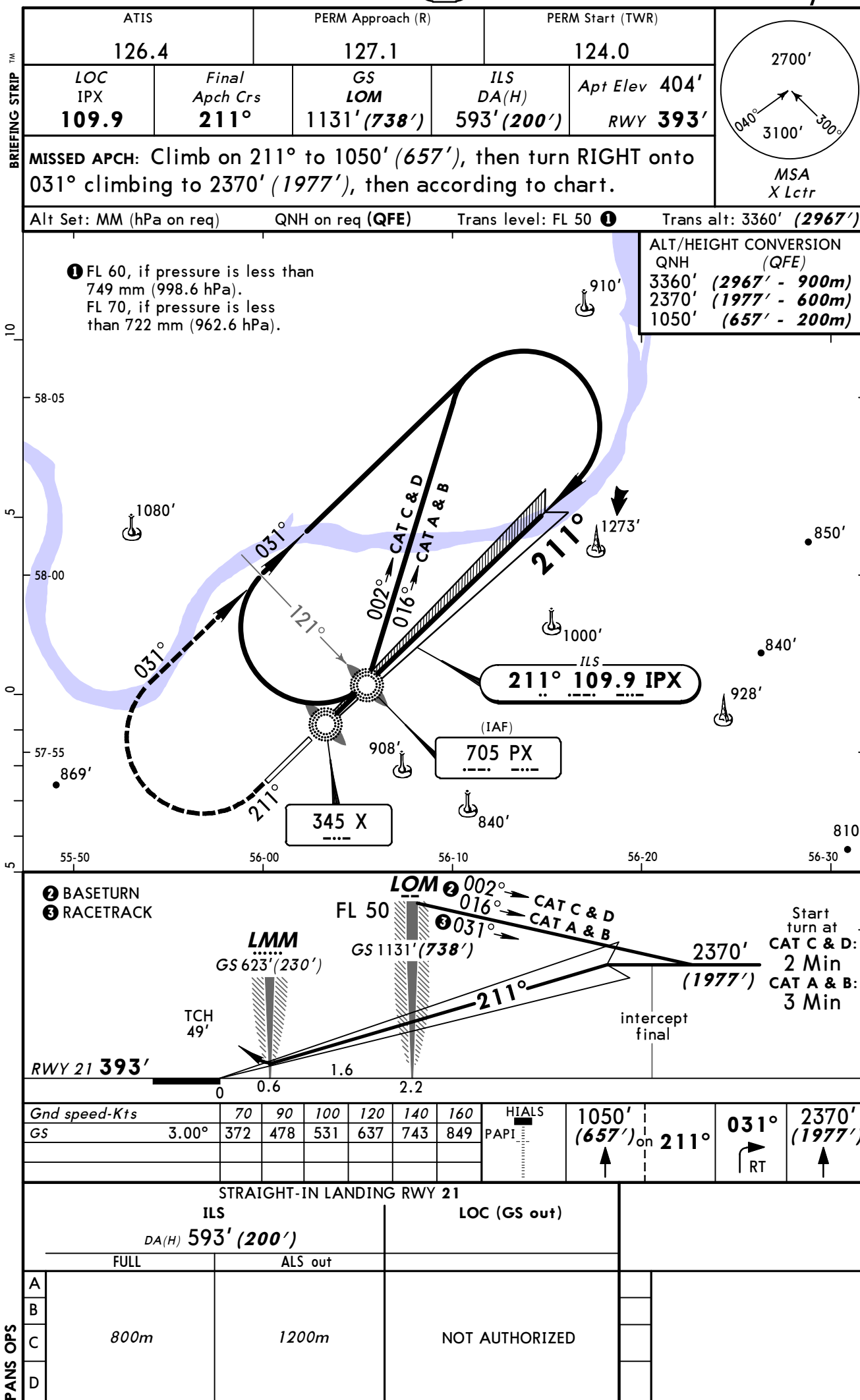
❶ Continuous Descent Final Approach.

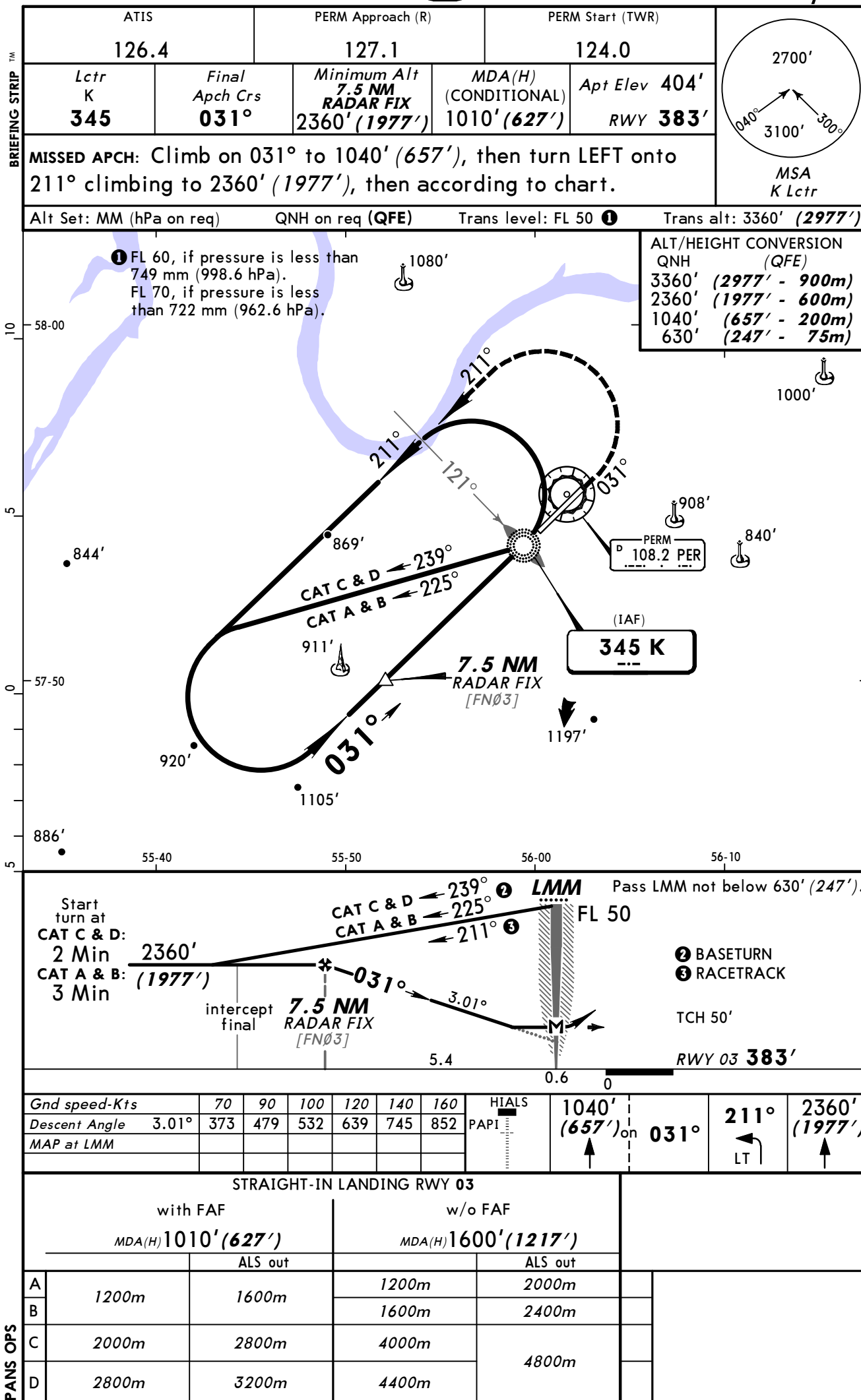
❷ with radar control.

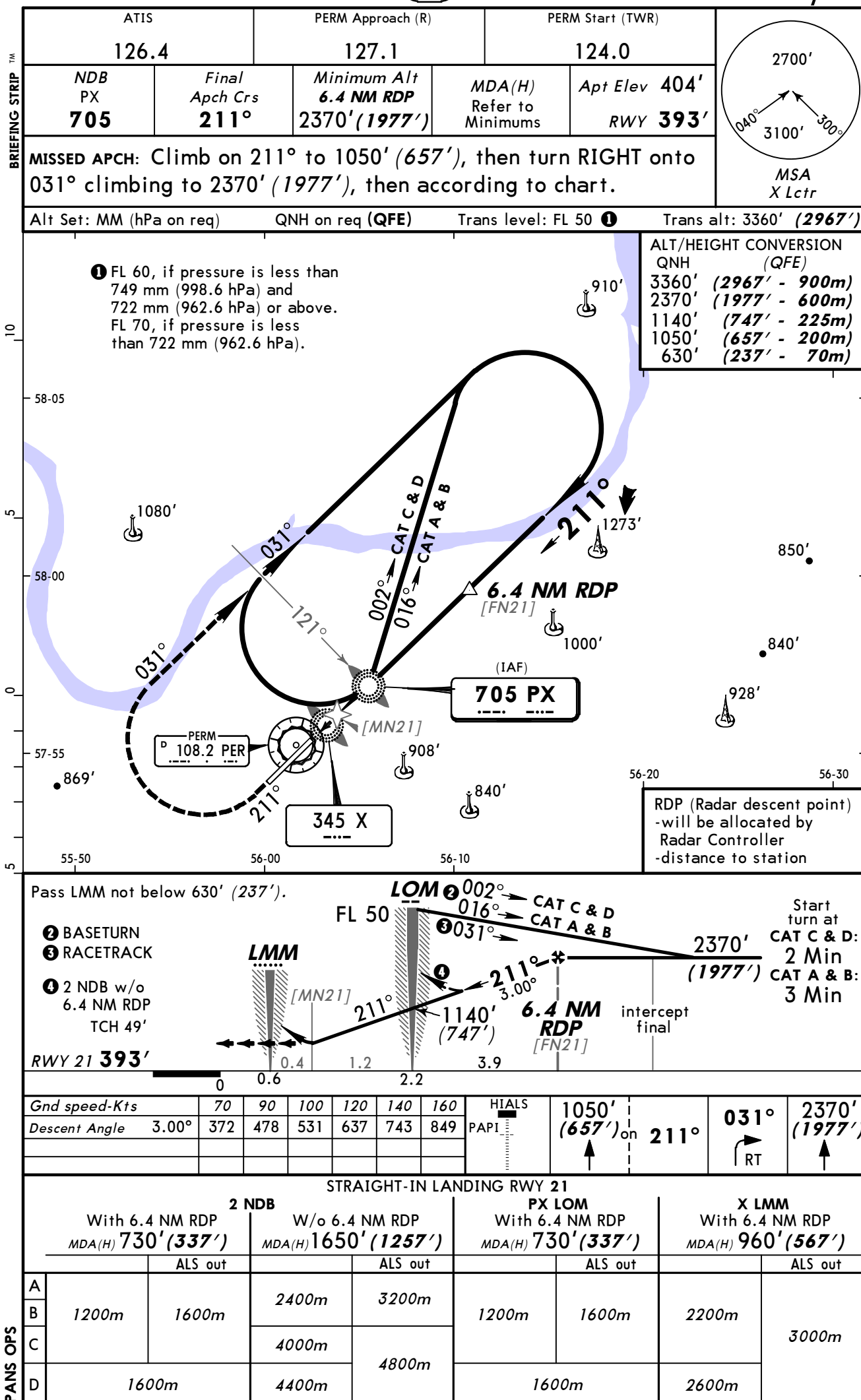
❸ w/o radar control.

TAKE-OFF RWY 03, 21

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		







PERM, (BOLSHOYE SAVINO - USPP)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport USPP

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Rwy 21 landing beyond GS should read 9948'/3032m.