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Trip Kit Index

Airport Information For ULLI

Terminal Charts For ULLI

Revision Letter For Cycle 13-2014

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: 0037 Z
Sunset: 1925 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
- Pulkovo Apron Ramp/Taxi Control 120.9
- Pulkovo Ramp/Taxi Control 119.0
- Petersburg Approach Control 129.0 Secondary
- Petersburg Approach Control 128.0 Secondary
- Peterburg Approach 2 Approach Control 125.2
- Peterburg Approach 1 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

Taxiing on Apron 1 only with Follow-me car.

Through taxiing with MAX wingspan 115'/35m allowed on Apron 1 Taxiroute C.

Through taxiing with MAX wingspan 213'/65m allowed on Apron 1 Taxiroutes D and F.

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

TWYs B8 and B9 MAX wingspan 138'/42m.

1.5. PARKING INFORMATION

Enter stands 111, 115, 116, 117 and 118 by towing.

Exit stands 101 thru 105, 112, 115A, 115B, 116A, 116B, 119, 125 thru 126, 300, 301, 365 thru 368, 605A, 605C and 605D by towing.

Use of stands 252 thru 260, 379 and 390 thru 395 by towing.

Stands 257 thru 260 available for helicopters.

Enter stands 374 and 375 (facing Southeast) by push-back. Exit stands 374 and 375 (facing Northwest) by push-back.

Enter stand 379 along temporary guideline (dotted line).

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

Enter stands 700 thru 704 after Follow-me car, exit by towing.

Use of stands 399 (facing Northeast), 606D (facing North) and 607D (facing North) by towing.

Enter stand 397A via TWY B1, exit via TWY B2.

Enter stands 608D, 609D, 610D, 611D and 612D (all facing North) by towing.

Exit stands 606D, 607D, 608D, 609D, 610D, 611D and 612D (all facing South) by push-back.

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

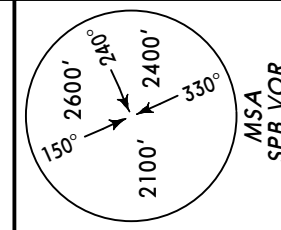
Apt Elev
79'

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 is not possible, the crew shall advise
APP controller and 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

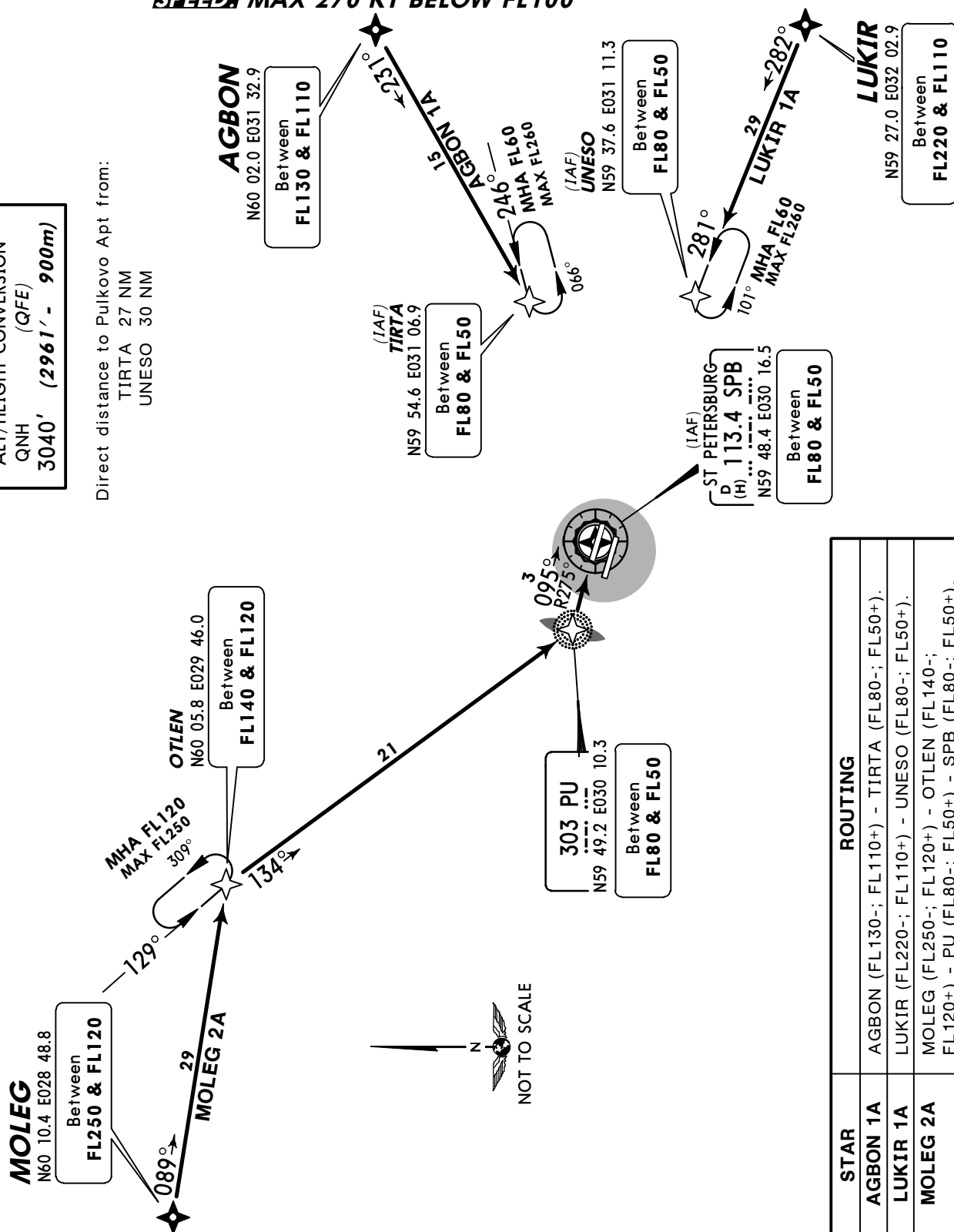
RNAV (GNSS)

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

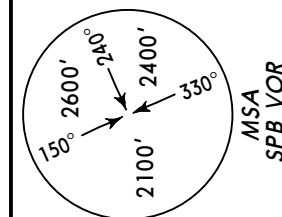


STAR	ROUTING
AGBON 1A	AGBON (FL130-; FL110+) - TIRTA (FL80-; FL50+).
LUKIR 1A	LUKIR (FL220-; FL110+) - UNESO (FL80-; FL50+).
MOLEG 2A	MOLEG (FL250-; FL120+) - OTLEN (FL140-; FL120+) - PU (FL80-; FL50+) - SPB (FL80-; FL50+).

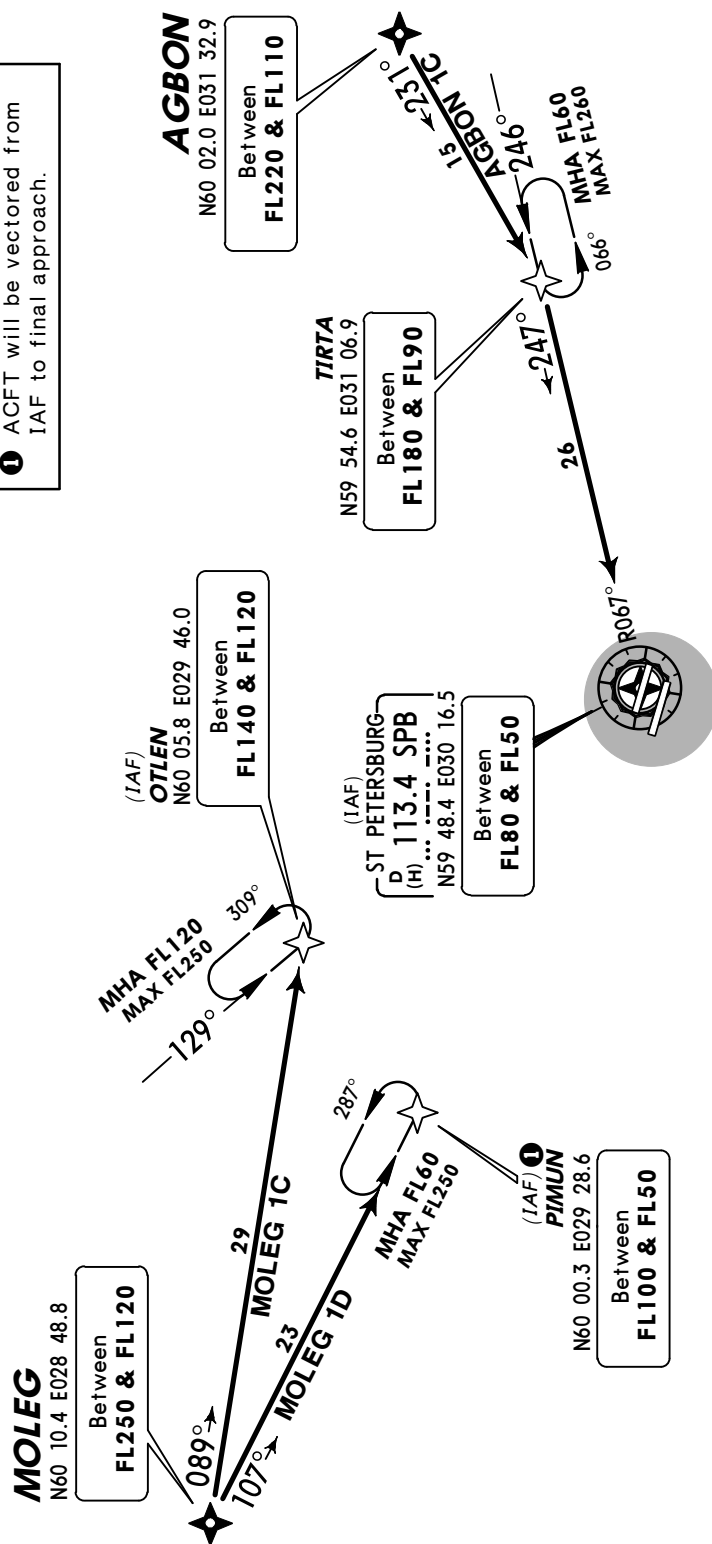
ATIS
127.3
(Russian
127.4)Apt Elev
79'

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 is not possible, the crew shall advise
APP controller and request RADAR vectoring for approach.

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+).

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 is not possible, the crew shall advise
APP controller and request RADAR vectoring for approach.

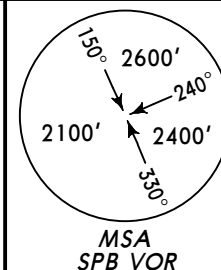
ATIS
127.3
(Russian
127.4)

Apt Elev
79'

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

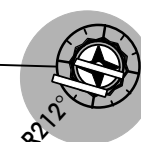


Direct distance to Pulkovo Apt from:
RUNIR 21 NM

HOLDINGS OVER BAMAD RUNIR



(IAF)
ST PETERSBURG
D 113.4 SPB
(H) ...
N59 48.4 E030 16.5
Between
FL80 & FL50



(IAF)
RUNIR
N59 29.9 E030 34.6
Between
FL80 & FL50

PESOT

N59 12.3 E028 44.0

Between
FL250 & FL110



OGINO

N59 00.0 E029 06.9

Between
FL250 & FL110



BAMAD
N59 27.0 E029 37.9

Between
FL150 & FL60

31
PESOT 1A

31
OGINO 1A

59
PESOT 1B

55
OGINO 1B

032°

29

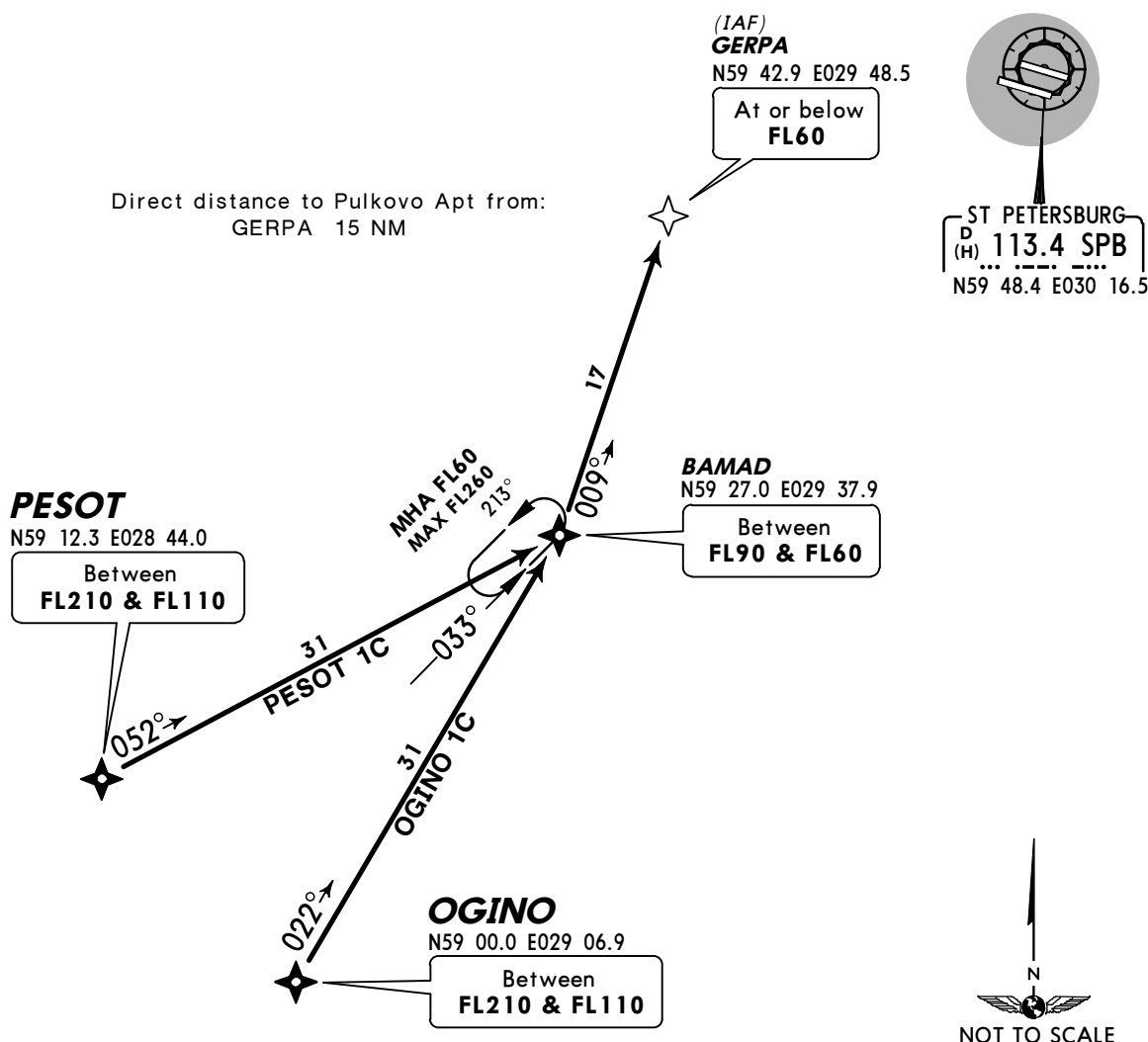
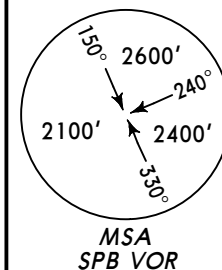


ALT/HEIGHT CONVERSION
QNH (QFE)
3040' (2961' - 900m)

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 is not possible, the crew shall advise APP controller and 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)

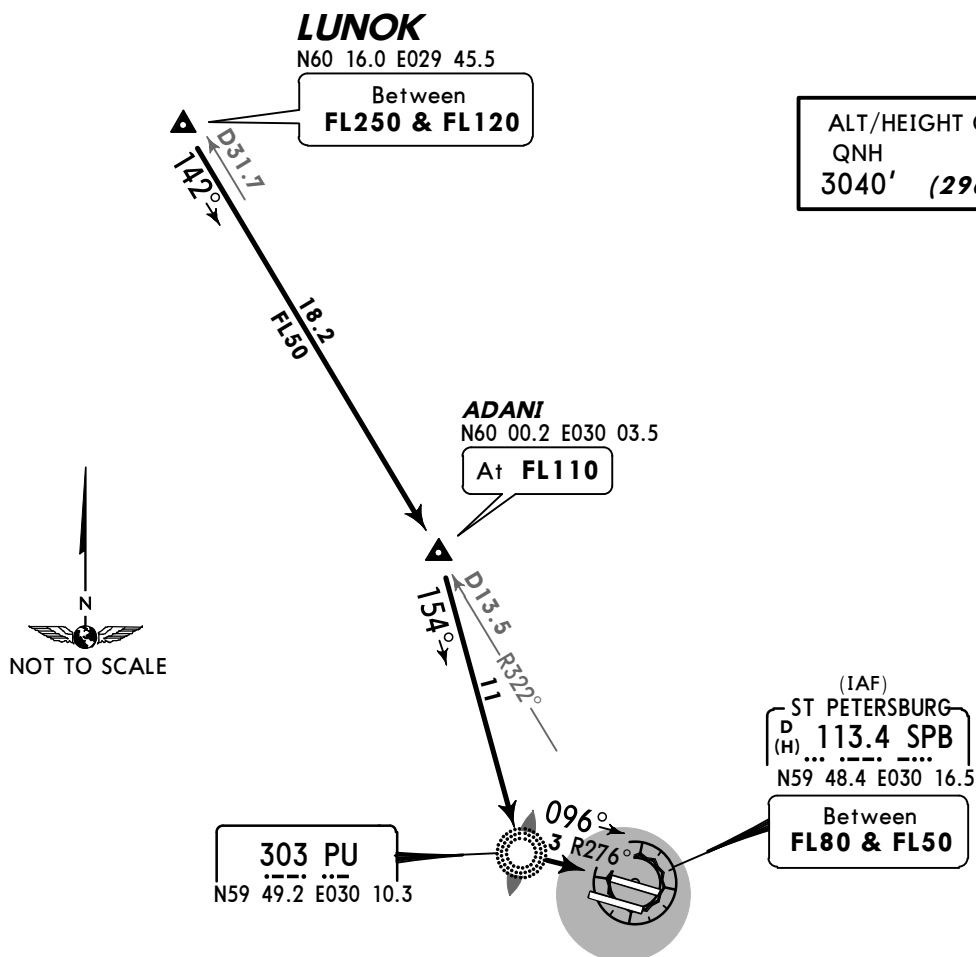
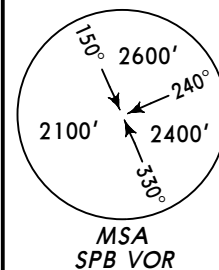
STAR	ROUTING
OGINO 1C	OGINO (FL210-; FL110+) - BAMAD (FL90-; FL60+) - GERPA (FL60-).
PESOT 1C	PESOT (FL210-; FL110+) - BAMAD (FL90-; FL60+) - GERPA (FL60-).

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

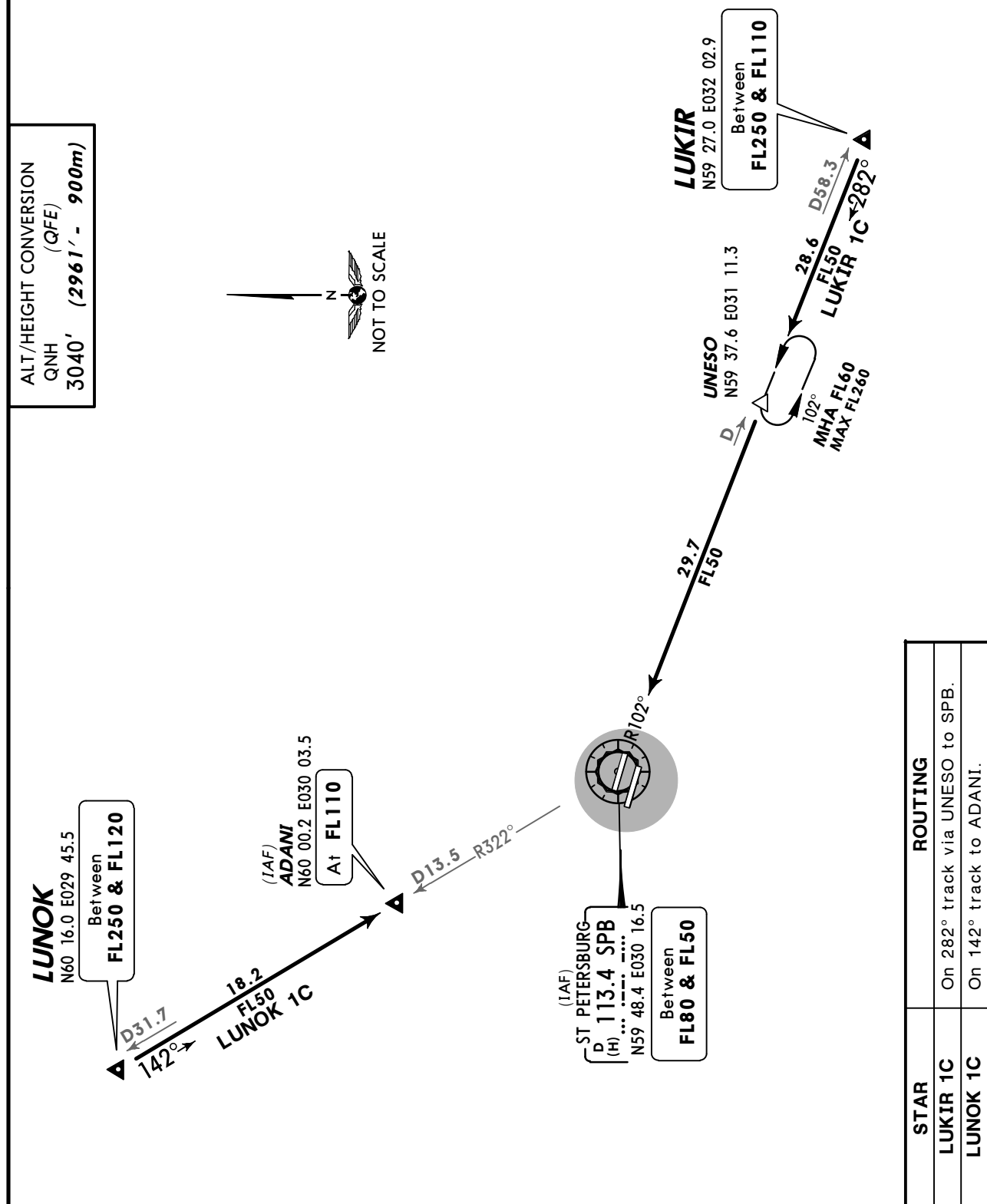
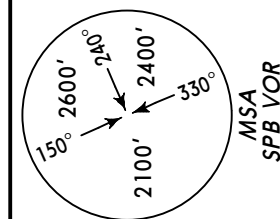


ROUTING

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'

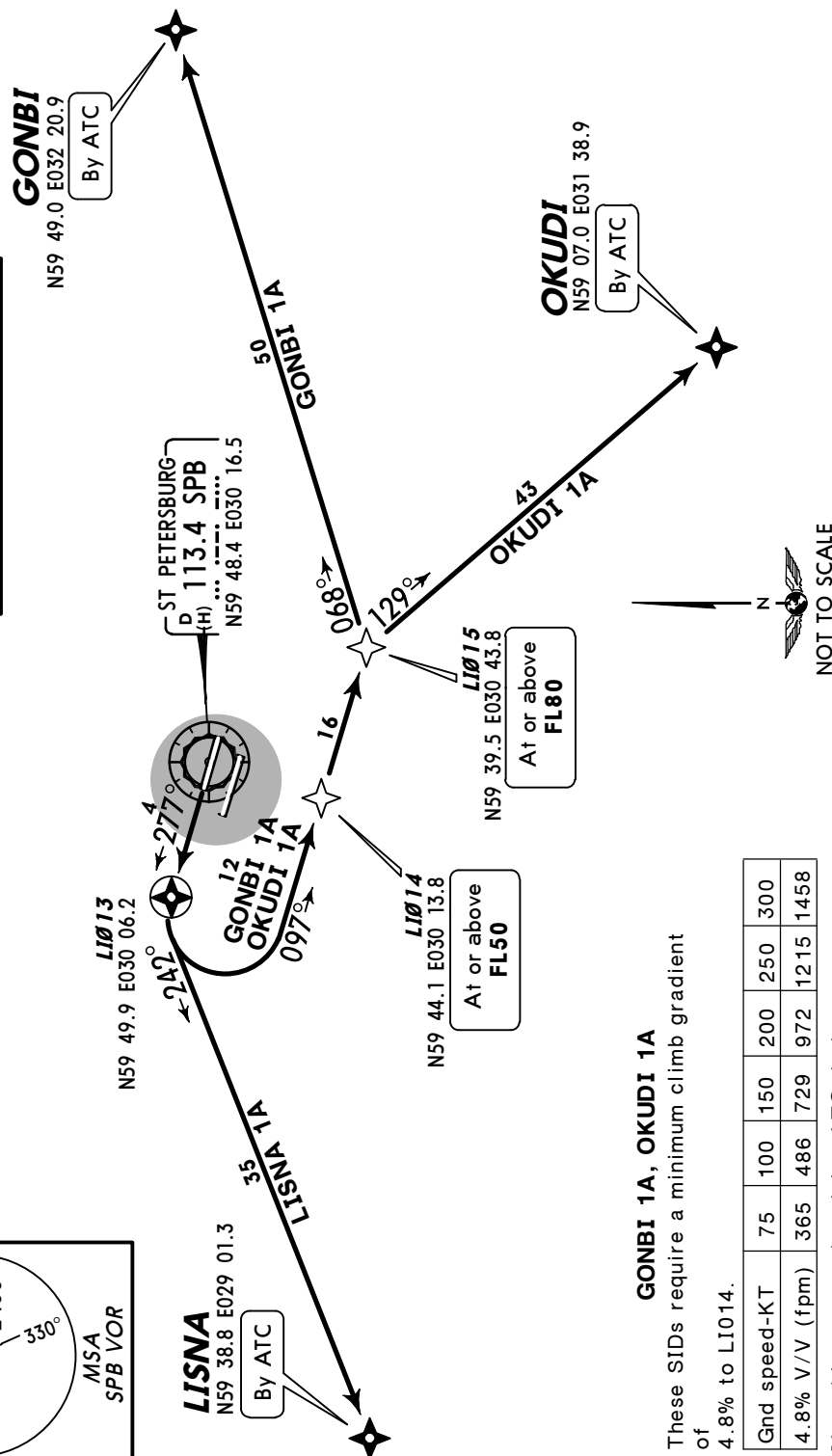
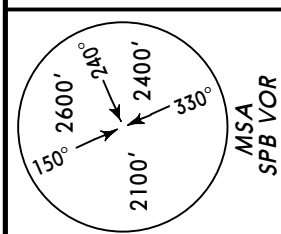
QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' (2974')
1. When crossing 730' (664') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT 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 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')	
SID	ROUTING
GONBI 1A	On 277° track to LI013, turn LEFT, 097° track via LI014 to LI015, 068° track to GONBI.
LISNA 1A	On 277° track to LI013, turn LEFT, 242° track to LISNA.
OKUDI 1A	On 277° track to LI013, turn LEFT, 097° track via LI014 to LI015, 129° track to OKUDI.

PULKOVO
Krug
120.3

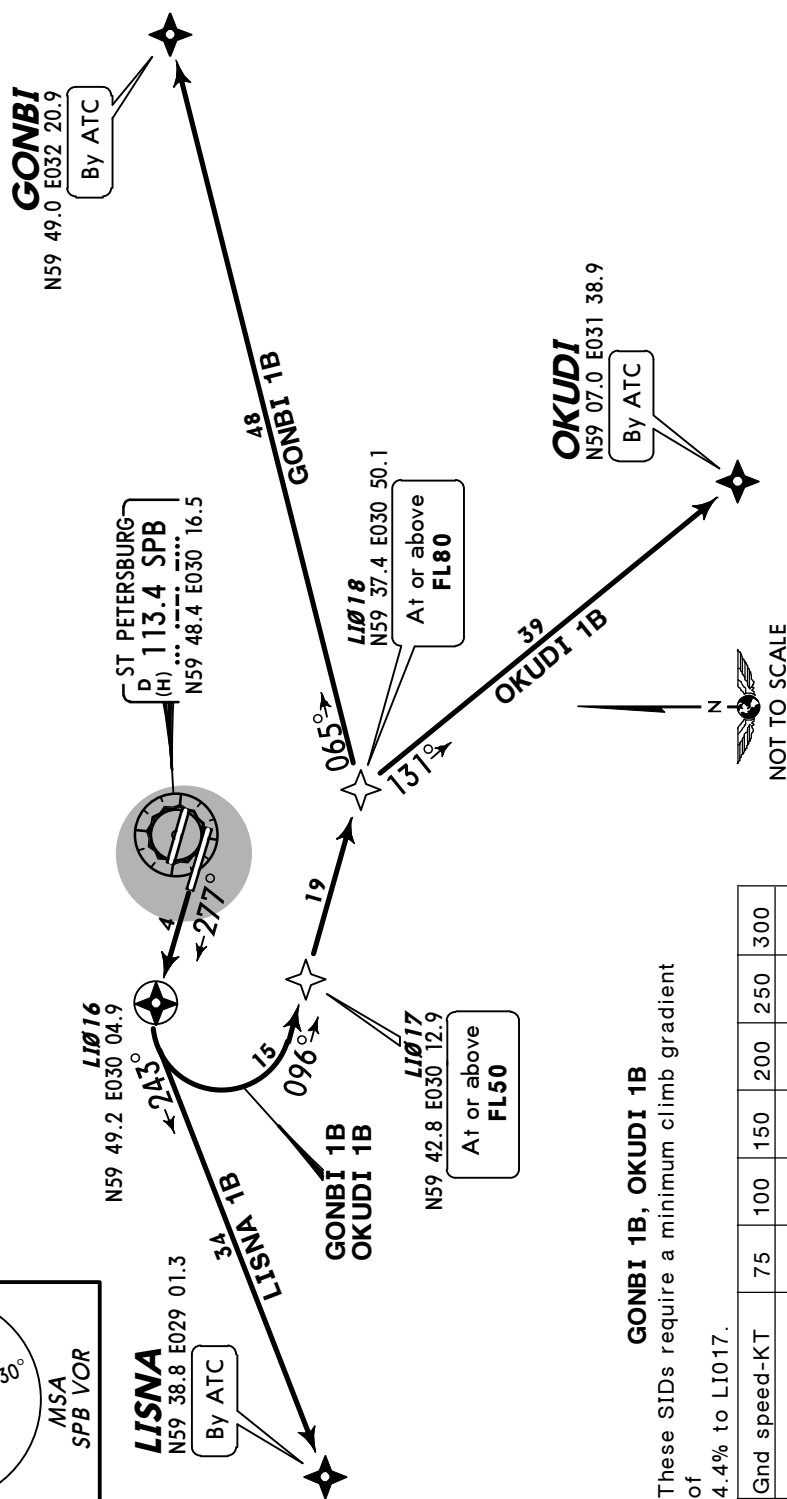
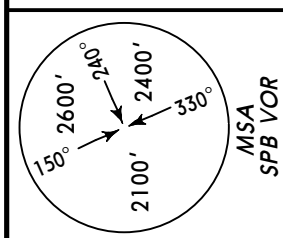
Apt Elev
79'

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)



Initial climb clearance 3040' (2961')

ROUTING

SID

GONBI 1B On 277° track to LI016, turn LEFT, 096° track via LI017 to LI018, 065° track to GONBI.
LISNA 1B On 277° track to LI016,, turn LEFT, 243° track to LISNA.
OKUDI 1B On 277° track to LI016, turn LEFT, 096° track via LI017 to LI018, 131° track to OKUDI.

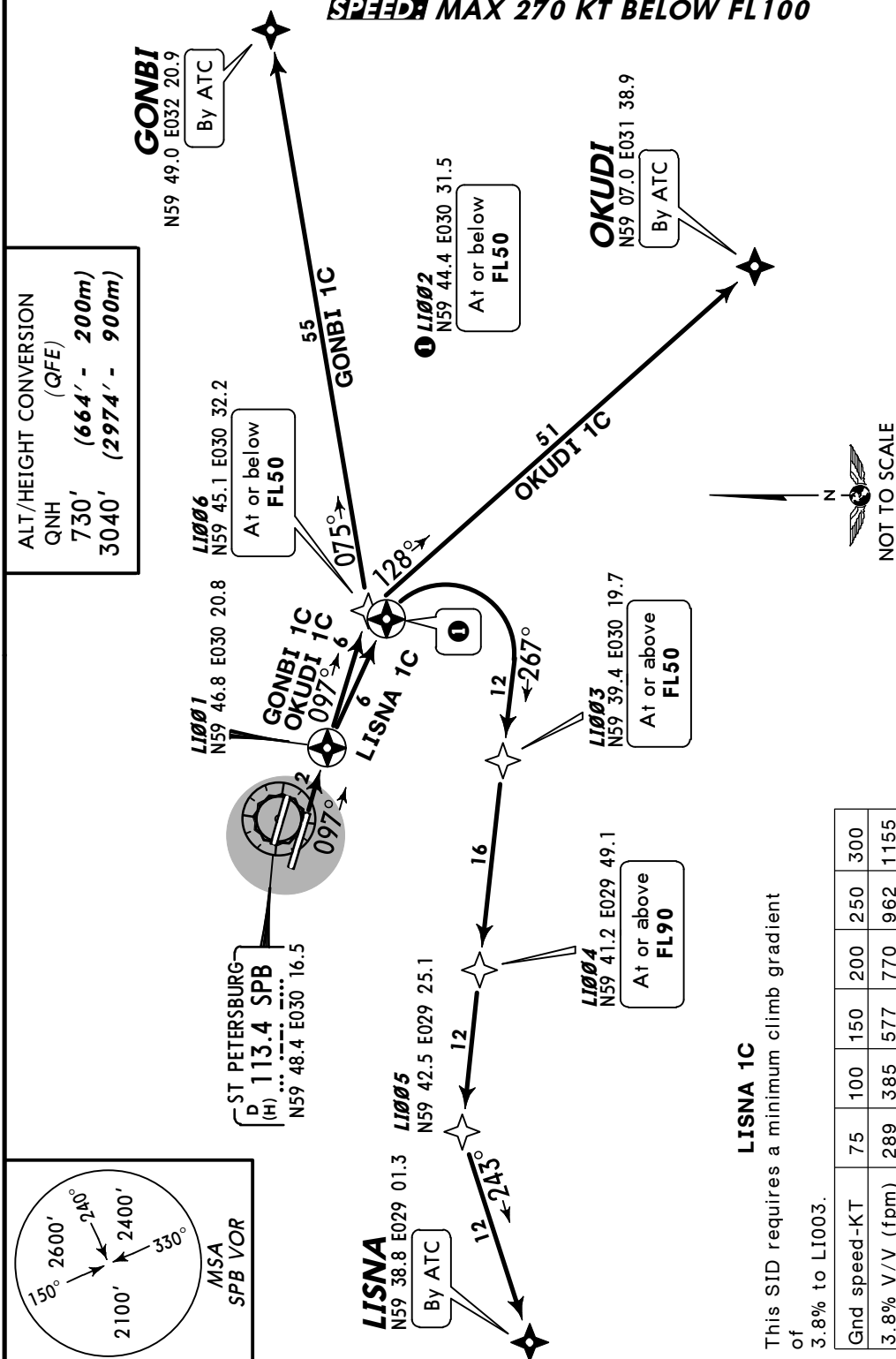
Apt Elev
79'

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.

RWY 10R RNAV DEPARTURES
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



Initial climb clearance 3040' (2974')	
SID	ROUTING
GONBI 1C	On 097° track to LI006, 075° track to GONBI.
LISNA 1C	On 097° track to LI001, to LI002, turn RIGHT, 267° track via LI003 and LI004 to LI005, 243° track to LISNA.
OKUDI 1C	On 097° track to LI006, 128° track to OKUDI.

This SID requires a minimum climb gradient of 3.8% to 1003

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1155

If unable to comply advise ATC during start-up.

Apt Elev
79'

Trans level: FL50

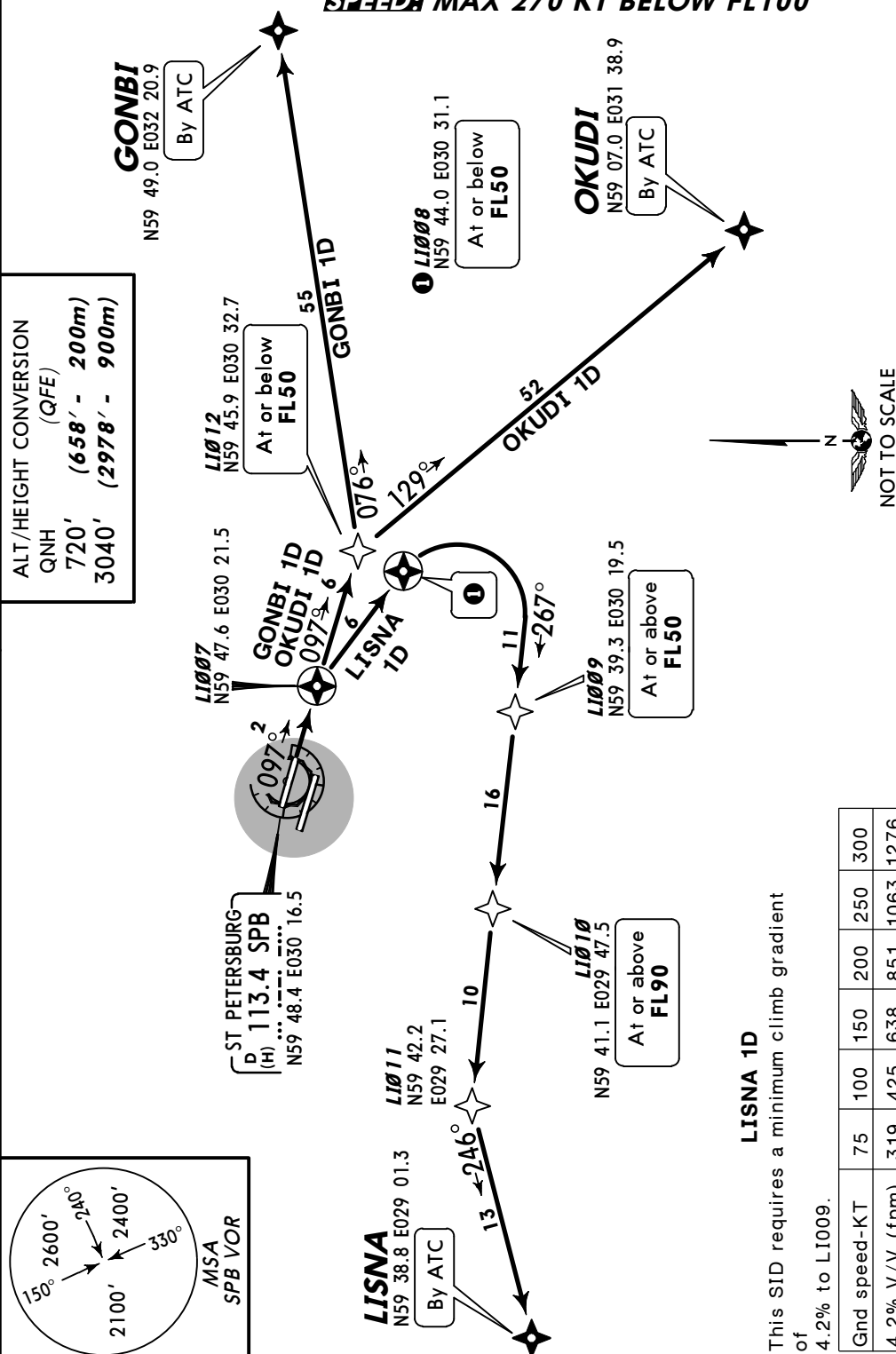
FL60 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above
FL70 if pressure is less than 706 MM (941.3 hPa)

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 RNAV SIDs are not possible, report to ground controller and request RADAR vectoring for departure.

RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



LISNA 1D

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

	75	100	150	200	250	300
Gnd speed-KT	319	425	638	851	1063	1276
4 2% V/V (fom)						

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' (2978')	
SID	ROUTING
GONBI 1D	On 097° track to LI012, 076° track to GONBI.
LISNA 1D	On 097° track to LI007, to LI008, turn RIGHT, 267° track via LI009 and LI010 to LI011, 246° track to LISNA.
OKUDI 1D	On 097° track to LI012, 129° 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)

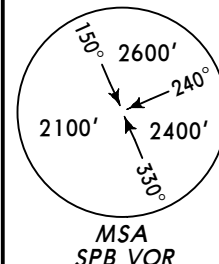
Trans alt: 3040' (2974')

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 KILO (LUNOK 1K) [LUNO1K]

RWY 28R DEPARTURE

SPEED: MAX 270 KT BELOW FL100

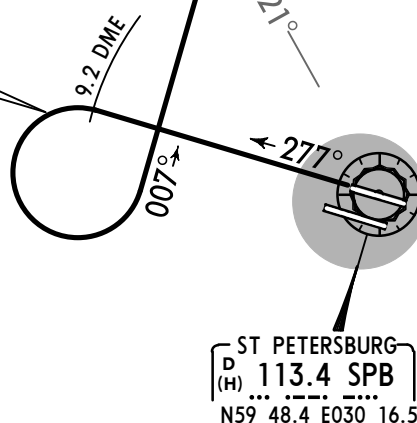


LUNOK
N60 16.0 E029 45.5
By ATC

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



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



This SID requires a minimum climb gradient of

5.6% up to SPB R-321 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° track to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-321 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

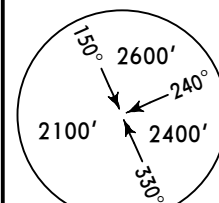
FL70 if pressure is less than 706 MM (941.3 hPa)

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 SID is not possible, report to ground controller and get alternative instructions for maneuvering after departure.

LUNOK 1 LIMA (LUNOK 1L[LUNO1L])

RWY 28L DEPARTURE

~~SPEED~~ MAX 270 KT BELOW FL100MSA
SPB VOR

LUNOK
N60 16.0 E029 45.5
By ATC



ALT/HEIGHT CONVERSION

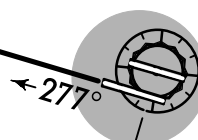
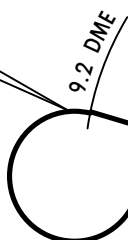
QNH (QFE)

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-321 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° track to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-321 to LUNOK.

PULKOVO
Krug
120.3

Apt Elev
79'

QNH on request (QFE)

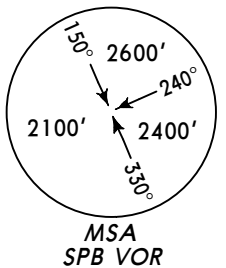
Trans level: FL50

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 SID is not possible, report to ground controller and get alternative instructions for maneuvering after departure.



LUNOK 1 MIKE (LUNOK 1M) [LUNO1M] RWY 10R DEPARTURE

SPEED: MAX 270 KT BELOW FL100

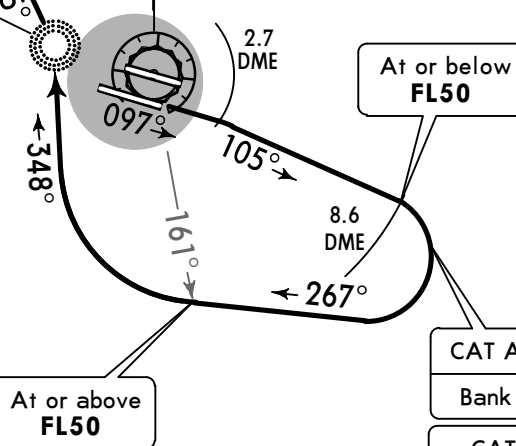
LUNOK
N60 16.0 E029 45.5
By ATC



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



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° track 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, 325° bearing to LUNOK.

PULKOVO
Krug
120.3

Apt Elev
79'

QNH on request (QFE)

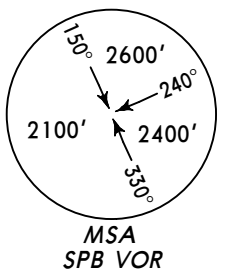
Trans level: FL50

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)

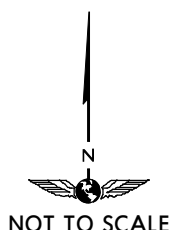
Trans alt: 3040' (2978')

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 SID is not possible, report to ground controller and get alternative instructions for maneuvering after departure.



LUNOK 1 NOVEMBER (LUNOK 1N) [LUNO1N] RWY 10L DEPARTURE **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)

303 PU
N59 49.2 E030 10.3

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

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° track 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, 325° bearing to LUNOK.

ULLI/LED

Apt Elev 79'

N59 48.0 E030 15.8

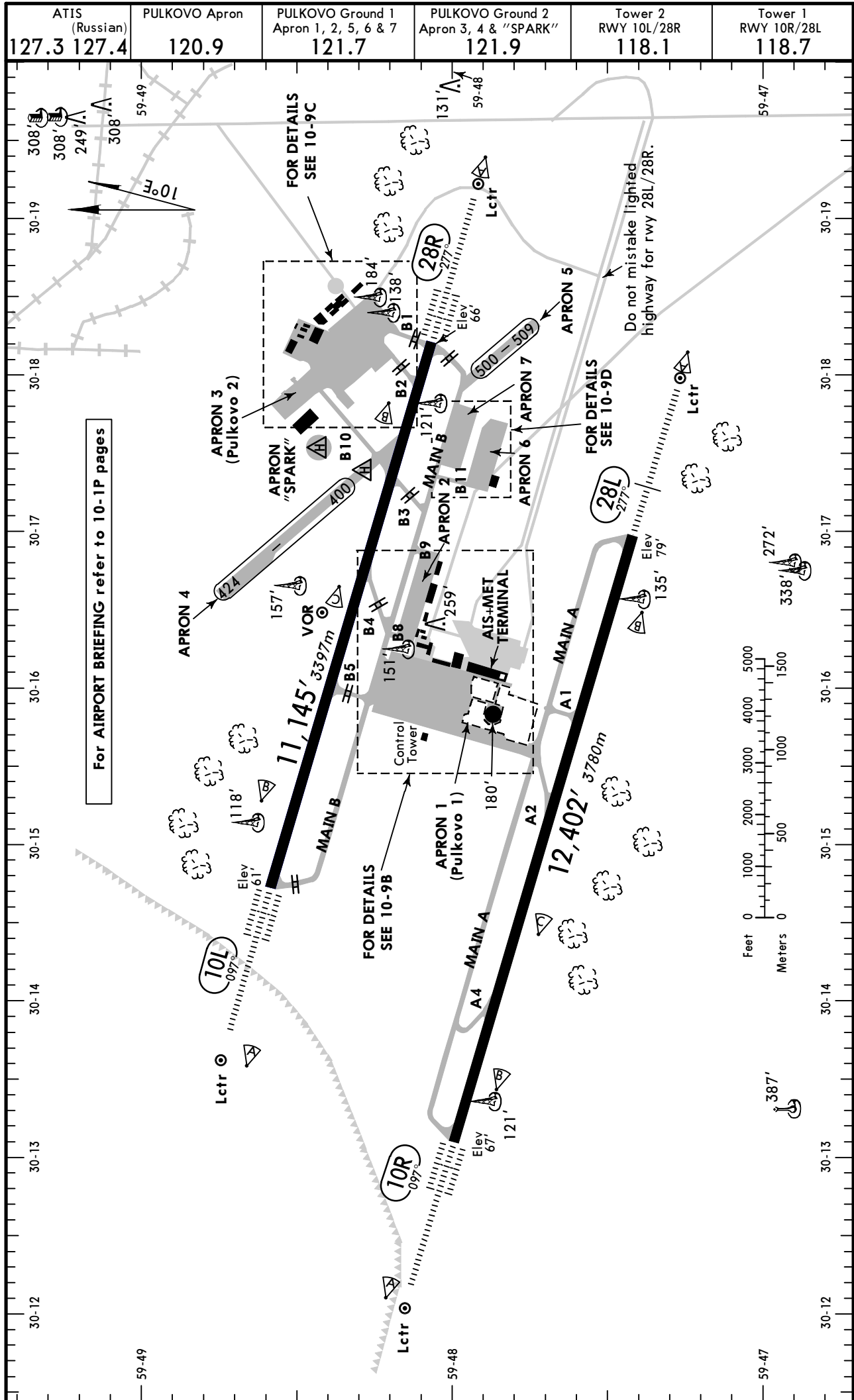
28 MAR 14

10-9

Eff 3 Apr

ST PETERSBURG, RUSSIA

PULKOVO



CHANGES: ATIS. Variation. Helipad added. Apron 1.

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ADDITIONAL RUNWAY INFORMATION

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

① HST-B4

② TAKE-OFF RUN AVAILABLE

RWY 10L: From rwy head 11,145' (3397m)
 twy B5 int 7113' (2168m)
 twy B4 int 4843' (1476m)

RWY 28R: From rwy head 11,145' (3397m)
 twy B2 int 10,413' (3174m)
 twy B3 int 8379' (2554m)
 twy B4 int 6496' (1980m)
 twy B5 int 4134' (1260m)

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)

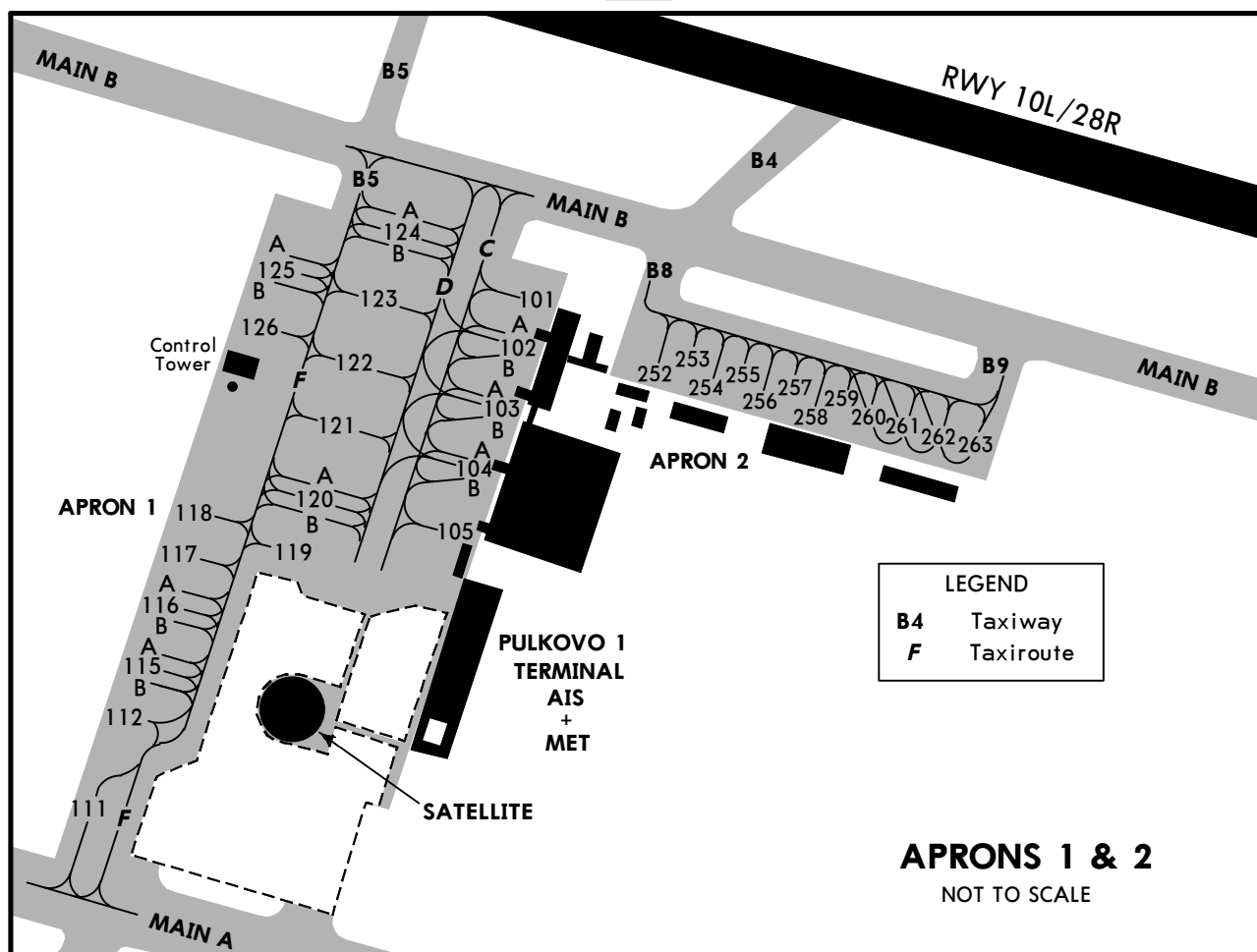
⑥ TAKE-OFF RUN AVAILABLE

RWY 10R: From rwy head 12,402' (3780m)
 twy A4 int 9892' (3015m)
 twy A1 int 3776' (1151m)

RWY 28L: From rwy head 12,402' (3780m)
 twy A1 int 8698' (2651m)
 twy A2 int 7096' (2163m)

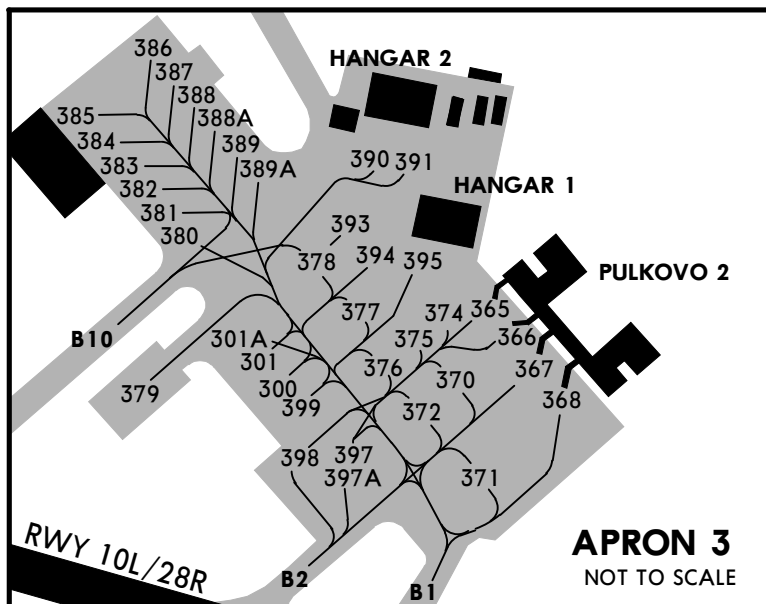
TAKE-OFF

	AIR CARRIER All Rwys			AIR CARRIER (FAR 121) All Rwys		
	LVP must be in force					
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	CL & RCLM any RVR out, other two req.	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				



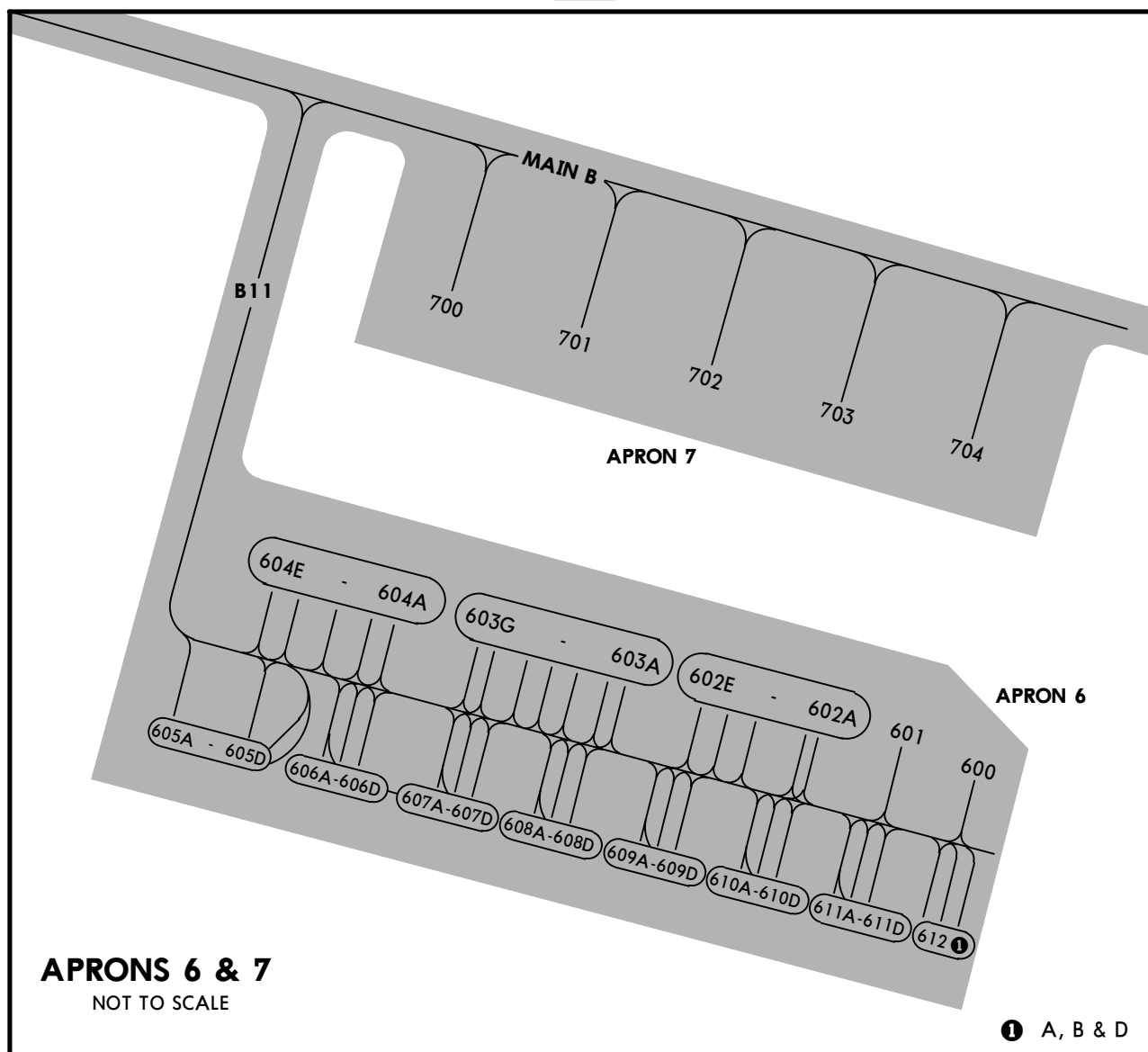
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101, 102	N59 48.1 E030 16.2	116A	N59 48.0 E030 15.6
102A	N59 48.1 E030 16.1	116B	N59 47.9 E030 15.6
102B	N59 48.1 E030 16.2	117, 118	N59 48.0 E030 15.7
103 thru 103B	N59 48.1 E030 16.1	119 thru 120B	N59 48.0 E030 15.8
104 thru 104B	N59 48.0 E030 16.1	121, 122	N59 48.1 E030 15.9
111	N59 47.8 E030 15.5	123 thru 124B	N59 48.2 E030 15.9
112	N59 47.9 E030 15.5	125 thru 125B	N59 48.2 E030 15.7
115, 115A	N59 47.9 E030 15.6	126	N59 48.1 E030 15.7
115B	N59 47.9 E030 15.5		
116	N59 47.9 E030 15.6		



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
300	N59 48.3 E030 18.0	390	N59 48.5 E030 18.1
301, 301A	N59 48.3 E030 17.9	391	N59 48.5 E030 18.2
365	N59 48.4 E030 18.4	393	N59 48.4 E030 18.1
366 thru 368	N59 48.3 E030 18.4	394, 395	N59 48.4 E030 18.2
370	N59 48.3 E030 18.3	397 thru 398	N59 48.2 E030 18.1
371	N59 48.2 E030 18.3	399	N59 48.3 E030 18.0
372	N59 48.3 E030 18.2		
374	N59 48.3 E030 18.3		
375, 376	N59 48.3 E030 18.2		
377	N59 48.4 E030 18.1		
378	N59 48.4 E030 18.0		
379	N59 48.4 E030 17.9		
380, 381	N59 48.5 E030 17.9		
382 thru 387	N59 48.5 E030 17.8		
388 thru 389A	N59 48.5 E030 17.9		



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
600	N59 47.9 E030 17.7	606A thru 607D	N59 47.9 E030 17.4
601 thru 602D	N59 47.9 E030 17.6	608A thru 609D	N59 47.9 E030 17.5
602E thru 603E	N59 47.9 E030 17.5	610A thru 611D	N59 47.9 E030 17.6
603F thru 604D	N59 47.9 E030 17.4	612A thru 612D	N59 47.8 E030 17.7
604E thru 605D	N59 47.9 E030 17.3		

STRAIGHT-IN RWY		A	B	C	D
10L ①	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	162'(100') RA104' R300m	162'(100') RA104' R300m	162'(100') RA104' R300m	162'(100') RA104' R300m
	ILS	262'(200')	262'(200')	262'(200')	262'(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
	VOR ②	480'(418') R1200m	480'(418') R1200m	480'(418') R1200m	480'(418') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	2 NDB ②	430'(368') R1000m	430'(368') R1000m	430'(368') R1000m	430'(368') R1000m
10R ①	ALS out	R1500m	R1500m	R1700m	R1700m
	PU NDB ②	490'(428') R1300m	490'(428') R1300m	490'(428') R1300m	490'(428') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	CAT 2 ILS	166'(100') RA105' R300m	166'(100') RA105' R300m	166'(100') RA105' R300m	166'(100') RA105' R300m
	ILS	266'(200')	266'(200')	266'(200')	266'(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 ②	460'(394') R1100m	460'(394') R1100m	460'(394') R1100m	460'(394') R1100m
28L ①	ALS out	R1500m	R1500m	R1800m	R1800m
	PK NDB ②	580'(514') R1500m	580'(514') R1500m	580'(514') R1600m	580'(514') R1600m
	ALS out	R1500m	R1500m	C2400m	C2400m
	ILS	279'(200')	279'(200')	279'(200')	279'(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 ②	420'(341') R900m	420'(341') R900m	420'(341') R900m	420'(341') R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	PO NDB ②	590'(511') R1500m	590'(511') R1500m	590'(511') R1600m	590'(511') R1600m
	ALS out	R1500m	R1500m	C2400m	C2400m

① Missed apch climb gradient MIM 5.0%.

② Continuous Descent Final Approach.

STRAIGHT-IN RWY		A	B	C	D
28R ①	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 ②	500'(434') R1300m	500'(434') R1300m	500'(434') R1300m	500'(434') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB ②	480'(414') R1200m	480'(414') R1200m	480'(414') R1200m	480'(414') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	PL NDB ②	540'(474') R1500m	540'(474') R1500m	540'(474') R1500m	540'(474') R1500m
	ALS out	R1500m	R1500m	C2200m	C2200m

① Missed apch climb gradient MIM 5.0%.

② 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			

ULLI/LED
PULKOVO

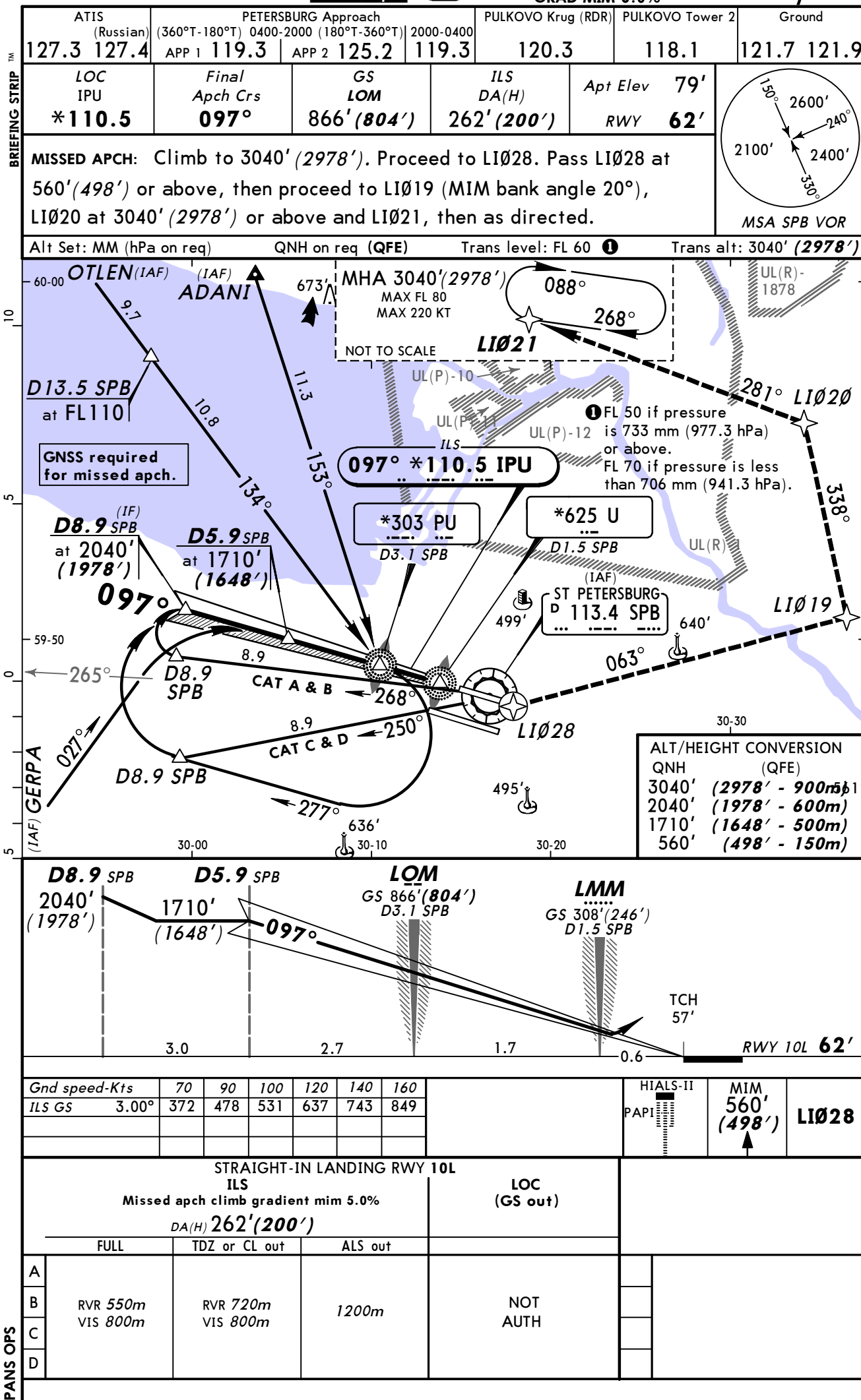
28 MAR 14

Eff 3 Apr

11-1

MISSED APCH CLIMB
GRAD MIM 5.0%

ST PETERSBURG, RUSSIA
ILS Rwy 10L

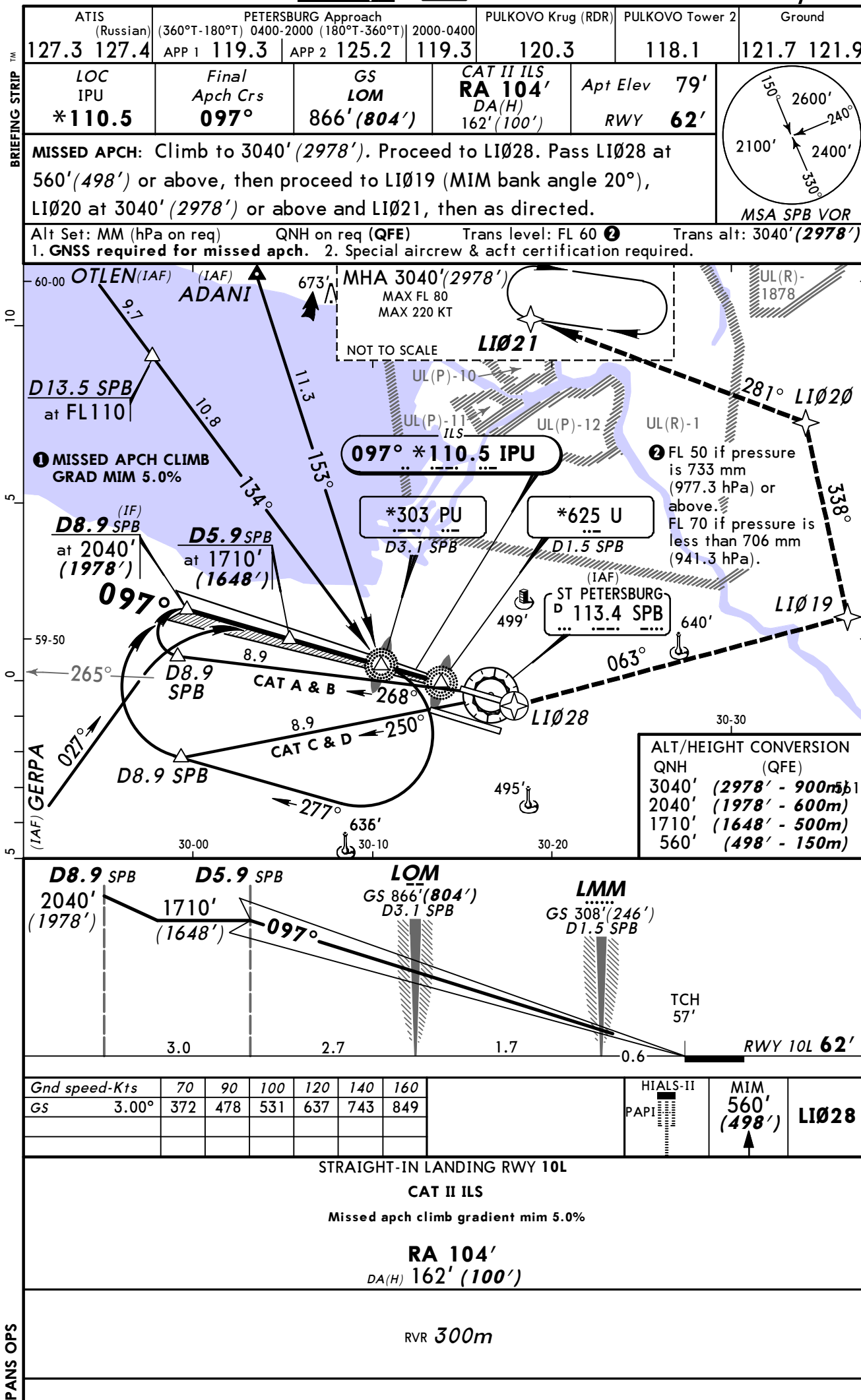


ULLI/LED
PULKOVO

28 MAR 14
Eff 3 Apr

11-1A

ST PETERSBURG, RUSSIA
CAT II ILS Rwy 10L



CHANGES: Comm. Rwy elev. Bearings. Missed apch. Minimums.

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ULLI/LED
PULKOVO

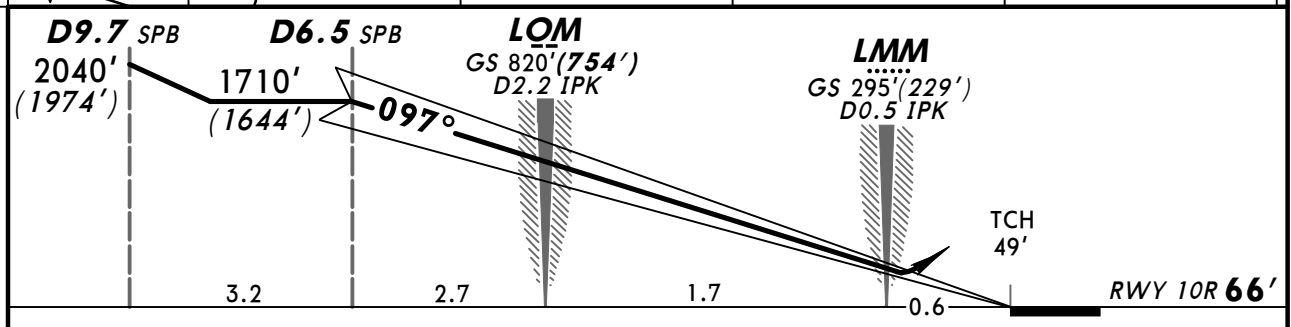
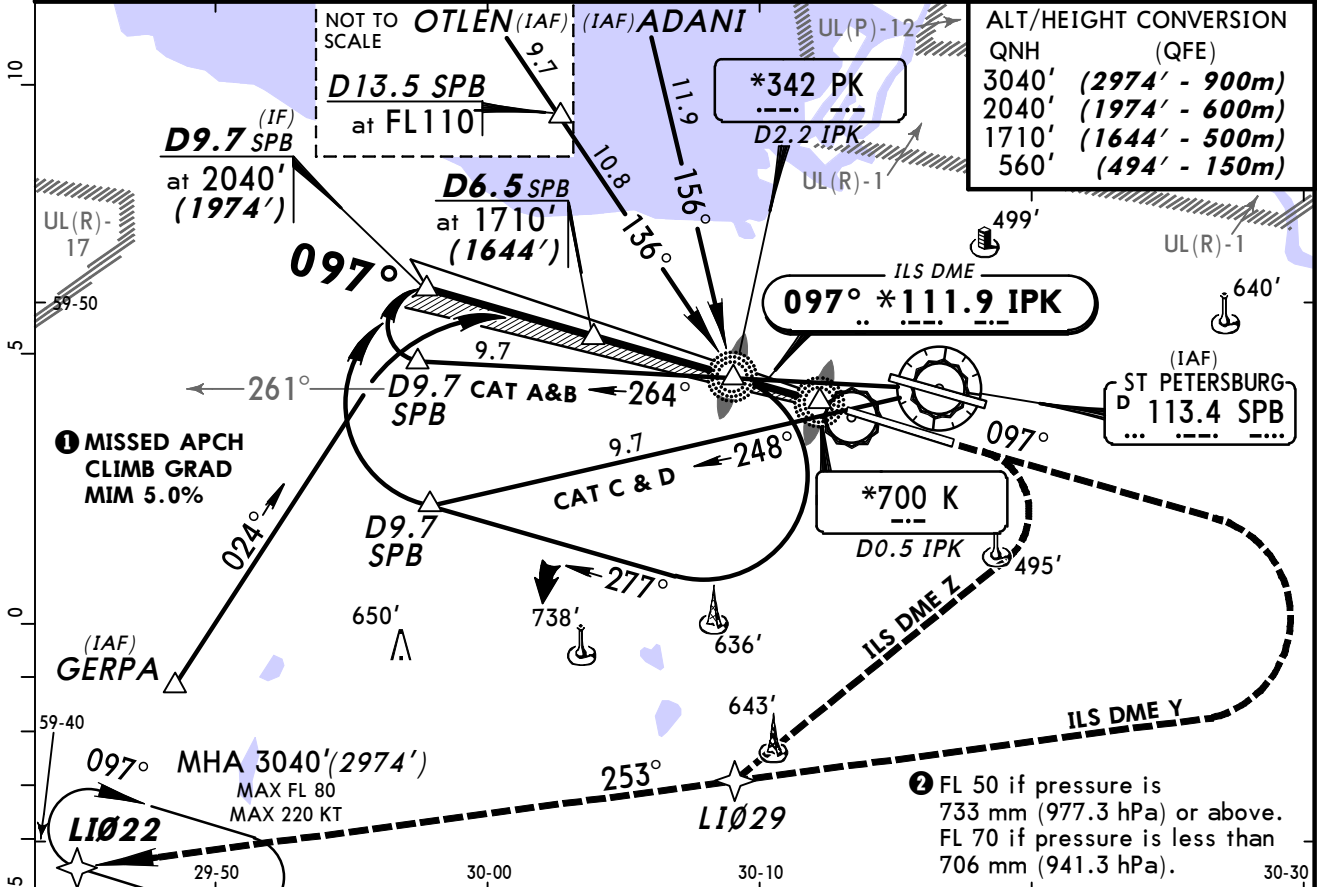
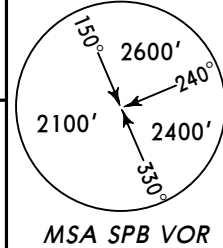
28 MAR 14
Eff 3 Apr

11-2

ST PETERSBURG, RUSSIA
● ILS DME Z/Y Rwy 10R

BRIEFING STRIP

ATIS (Russian) 127.3 127.4	PETERSBURG Approach (360°T-180°T) 0400-2000 (180°T-360°T) 2000-0400 APP 1 119.3 APP 2 125.2 119.3	PULKOVO Krug (RDR) 120.3	PULKOVO Tower 1 118.7	Ground 121.7 121.9
LOC IPK *111.9	Final Apch Crs 097°	GS LOM 820' (754')	ILS DA(H) 266' (200')	Apt Elev 79' RWY 66'
MISSED APCH: Climb on 097° to 3040' (2974'). ILS DME Z: At 560' (494') (ILS DME Y: At 3040' (2974')) turn RIGHT (ILS DME Z: MIM bank angle 20°) to LI029, then proceed to LI022, then as directed. Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ② Trans alt: 3040' (2974') 1. GNSS required for missed apch. 2. ILS DME read zero at rwy 10R threshold.				



Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 10R				LOC (GS out)	
ILS					
Missed apch climb gradient mim 5.0%					
DA(H) 266' (200')					
FULL	TDZ or CL out	ALS out			
A					
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	
C					
D					

PANS OPS

ULLI/LED
PULKOVO

28 MAR 14
Eff 3 Apr

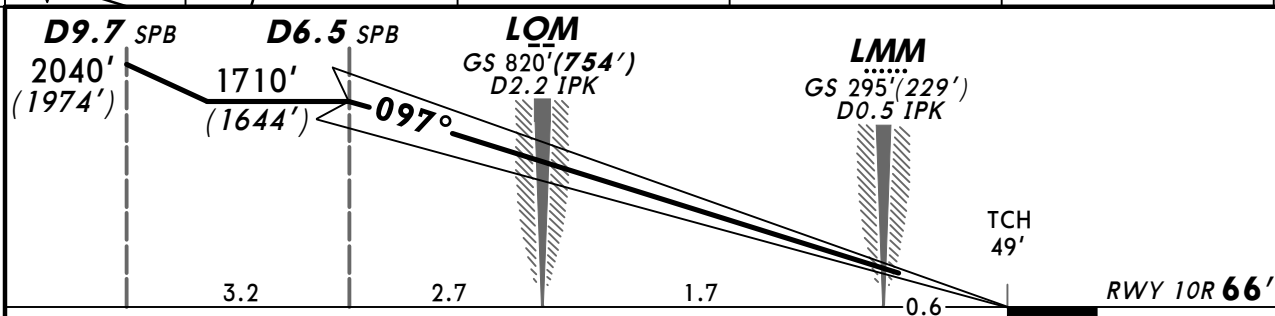
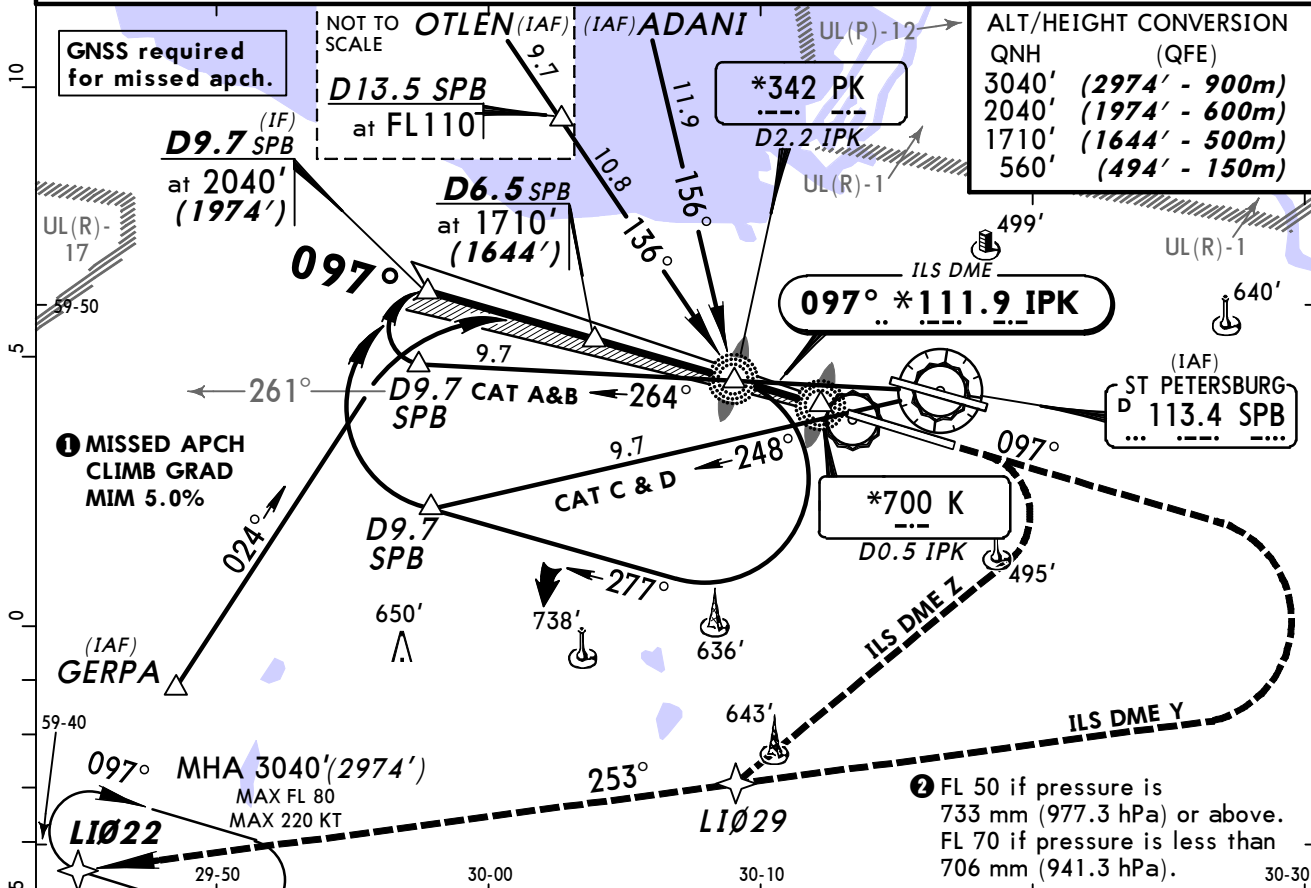
(11-2A)

CAT II ILS DME Z/Y Rwy 10R

ST PETERSBURG, RUSSIA

ATIS (Russian) 127.3 127.4	PETERSBURG Approach (360°T-180°T) 0400-2000 (180°T-360°T) 2000-0400 APP 1 119.3 APP 2 125.2 119.3	PULKOVO Krug (RDR) 120.3	PULKOVO Tower 1 118.7	Ground 121.7 121.9
LOC IPK *111.9	Final Apch Crs 097°	GS LOM 820' (754')	CAT II ILS RA 105' DA(H) 166' (100')	Apt Elev 79' RWY 66'
MISSED APCH: Climb on 097° to 3040' (2974'). ILS DME Z: At 560' (494') (ILS DME Y: At 3040' (2974')) turn RIGHT (ILS DME Z: MIM bank angle 20°) to LI029, then proceed to LI022, then as directed.				MSA SPB VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ② Trans alt: 3040' (2974')
1. Special aircrew & acft certification required. 2. ILS DME read zero at rwy 10R threshold.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II	Refer to Missed Apch above
PAPI	

STRAIGHT-IN LANDING RWY 10R

CAT II ILS

Missed apch climb gradient mim 5.0%

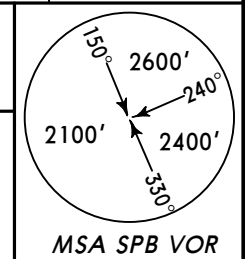
RA 105'

DA(H) 166' (100')

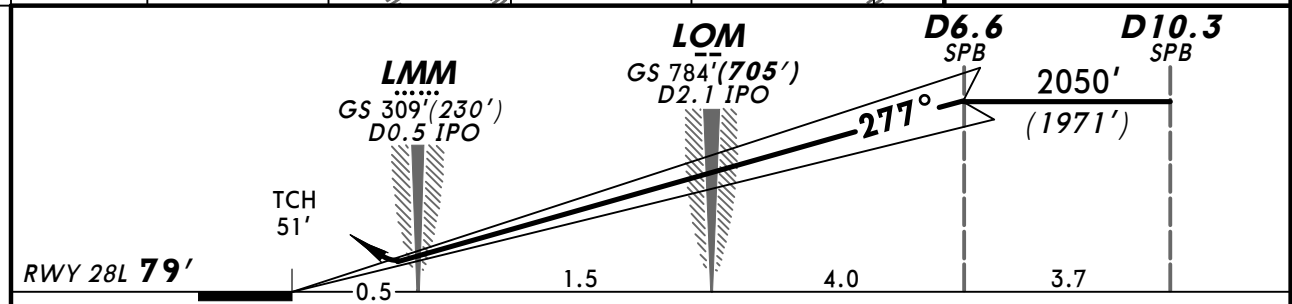
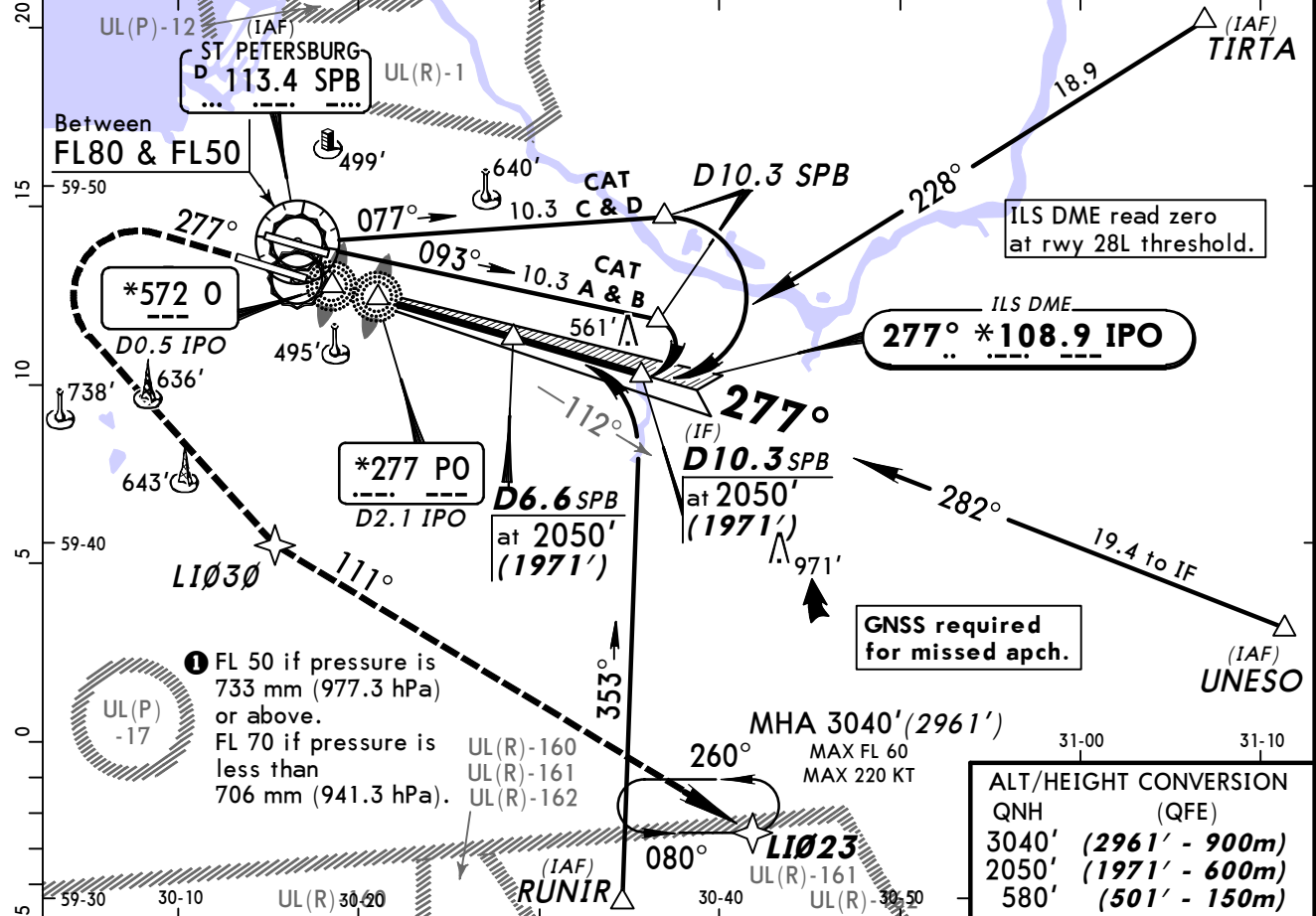
RVR 300m

ATIS (Russian) 127.3 127.4	PETERSBURG Approach (360°T-180°T) 0400-2000 (180°T-360°T) 2000-0400 APP 1 119.3 APP 2 125.2 119.3	PULKOVO Krug (RDR) 120.3	PULKOVO Tower 1 118.7	Ground 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 3040' (2961'). At 580' (501') turn LEFT (MIM bank angle 20°) to LI030, then proceed to LI023, then as directed.



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 1 Trans alt: 3040' (2961')



Gnd speed-Kts	70	90	100	120	140	160		HIALS	580' (501')	on 277°	LI030
ILS GS	3.00°	372	478	531	637	743	849	PAPI			LT

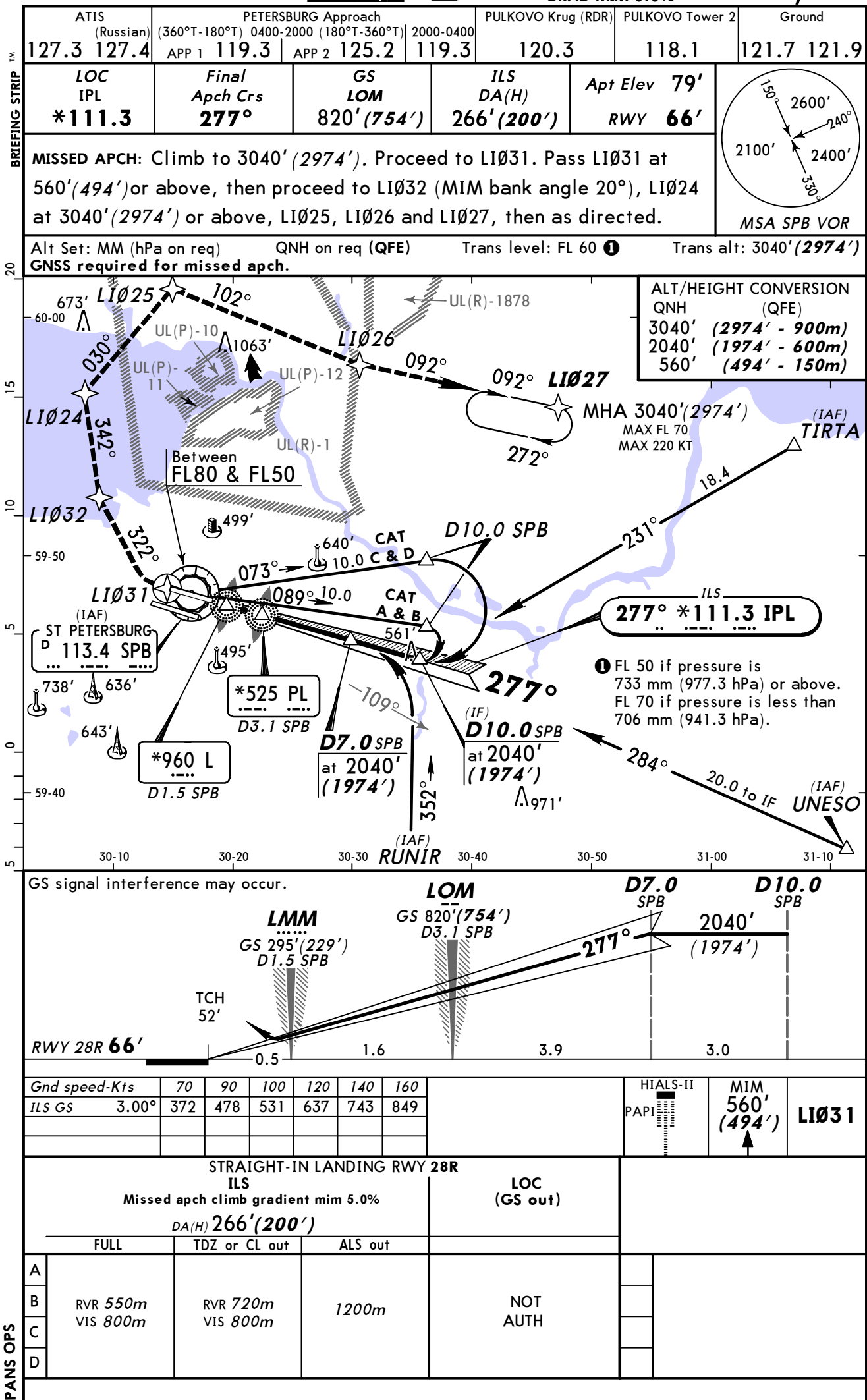
STRAIGHT-IN LANDING RWY 28L				LOC (GS out)	
ILS					
Missed apch climb gradient mim 5.0%					
DA(H) 279'(200')					
FULL		ALS out			
A					
B	RVR 720m			NOT	
C	VIS 800m			AUTH	
D					

ULLI/LED
PULKOVO

28 MAR 14
Eff 3 Apr

11-4

ST PETERSBURG, RUSSIA
MISSED APCH CLIMB
GRAD MIM 5.0% ILS Rwy 28R

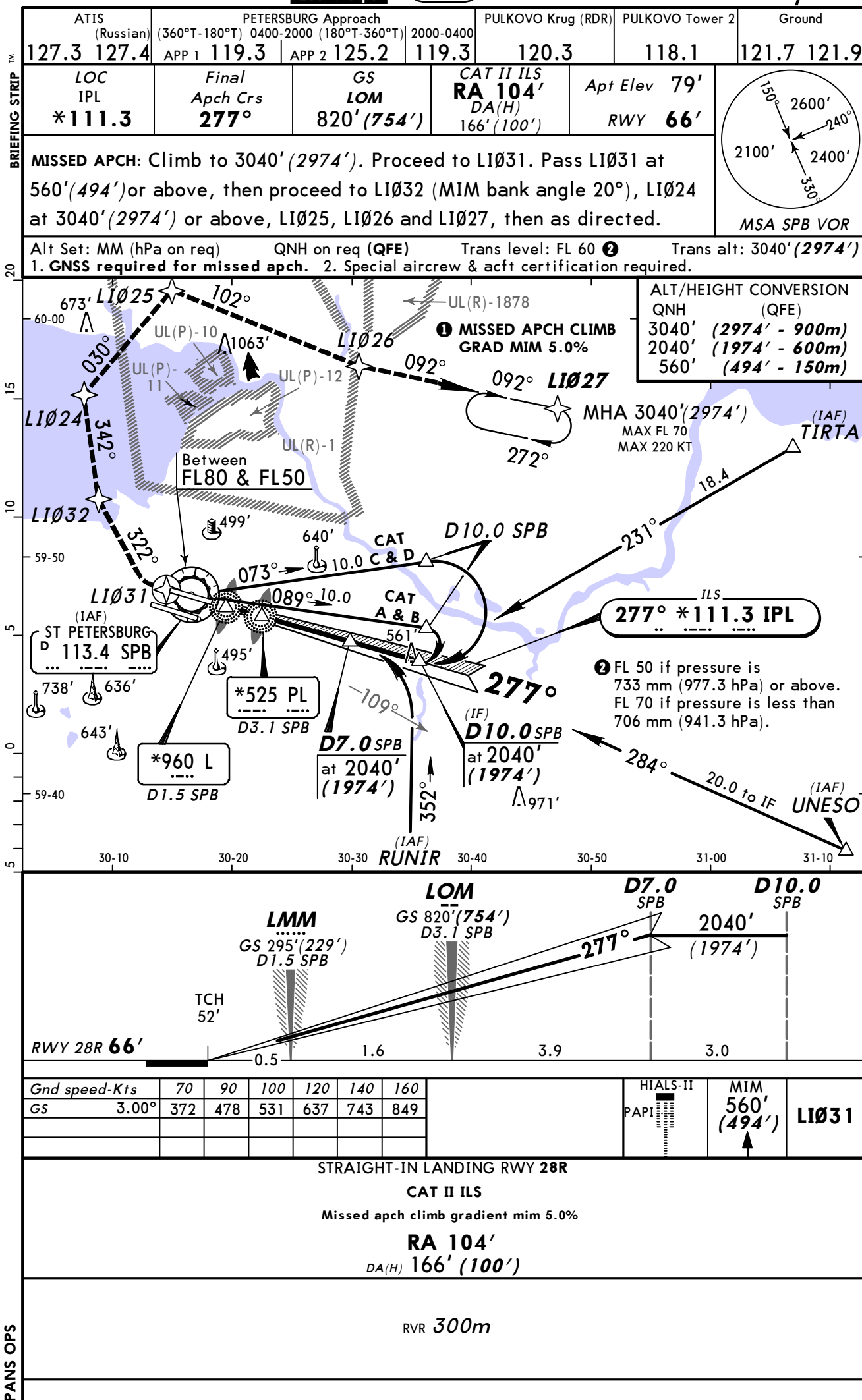


ULLI/LED
PULKOVO

28 MAR 14
Eff 3 Apr

11-4A

ST PETERSBURG, RUSSIA
CAT II ILS Rwy 28R

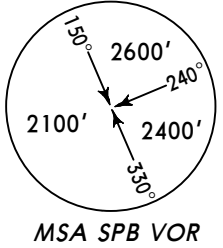


CHANGES: Comm. Missed apch. Minimums.

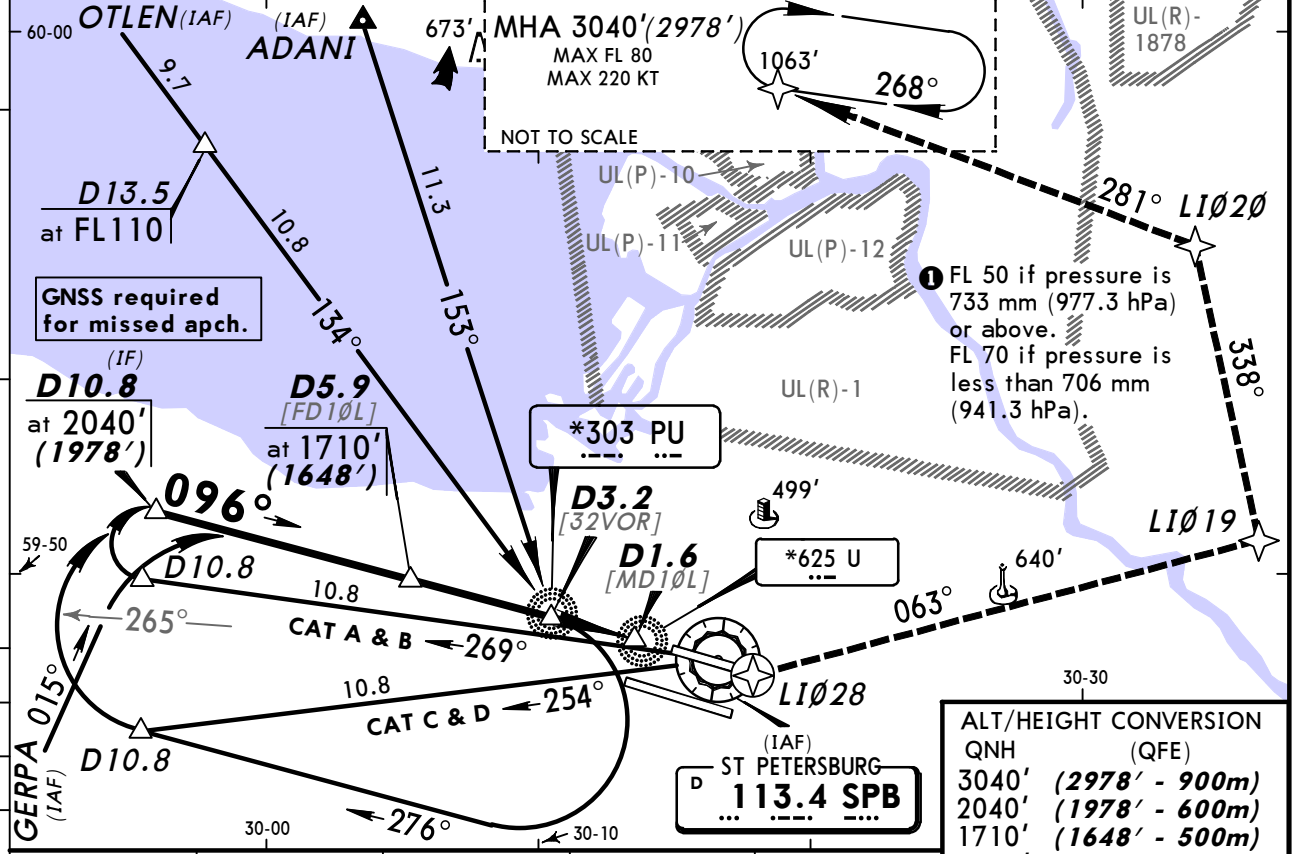
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ATIS (Russian) 127.3 127.4	PETERSBURG Approach (360°T-180°T) 0400-2000 (180°T-360°T) 2000-0400 APP 1 119.3 APP 2 125.2 119.3	PULKOVO Krug (RDR) 120.3	PULKOVO Tower 2 118.1	Ground 121.7 121.9
VOR SPB 113.4	Final Apch Crs 096°	Minimum Alt D5.9 1710'(1648')	MDA(H) 480'(418')	Apt Elev 79' RWY 62'

MISSED APCH: Climb to 3040' (2978'). Proceed to LI028. Pass LI028 at 560' (498') or above, then proceed to LI019 (MIM bank angle 20°), LI020 at 3040' (2978') or above and LI021, then as directed.

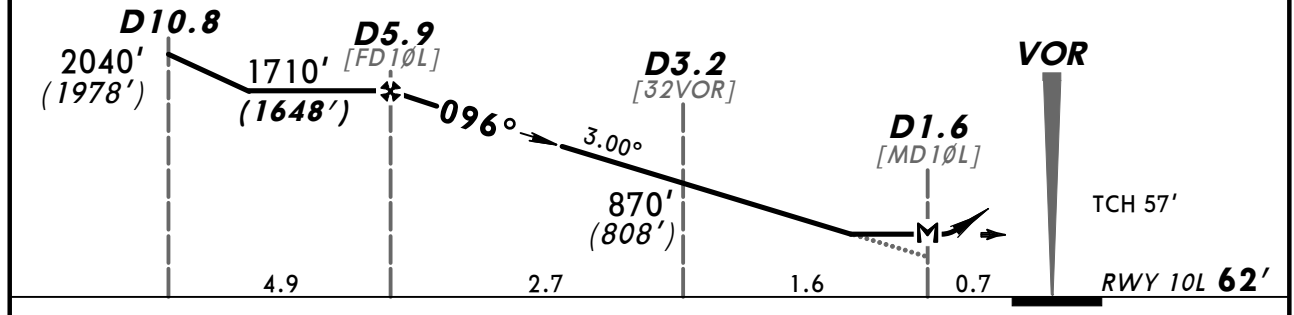


Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 1 Trans alt: 3040' (2978')



ALT/HEIGHT CONVERSION	QNH	(QFE)
3040'	(2978' - 900m)	
2040'	(1978' - 600m)	
1710'	(1648' - 500m)	
870'	(808' - 245m)	
560'	(498' - 150m)	

SPB DME	5.4	4.3	3.2	2.2
ALTITUDE (HAT)	1560'(1498')	1220'(1158')	870'(808')	540'(478')



Gnd speed-Kts	70	90	100	120	140	160		MIM 560' (498')	LI028
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.6									

STRAIGHT-IN LANDING RWY 10L				ALS out			
Missed apch climb gradient mim 5.0%							
MDA(H) 480'(418')							
A	RVR 720m VIS 800m			RVR 1500m VIS 1600m			
B							
C	1200m			RVR 1800m VIS 2000m			
D	RVR 1500m VIS 1600m						

ULLI/LED PULKOVO

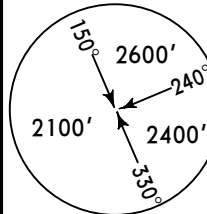
28 MAR 14
Eff 3 Apr

(13-2)

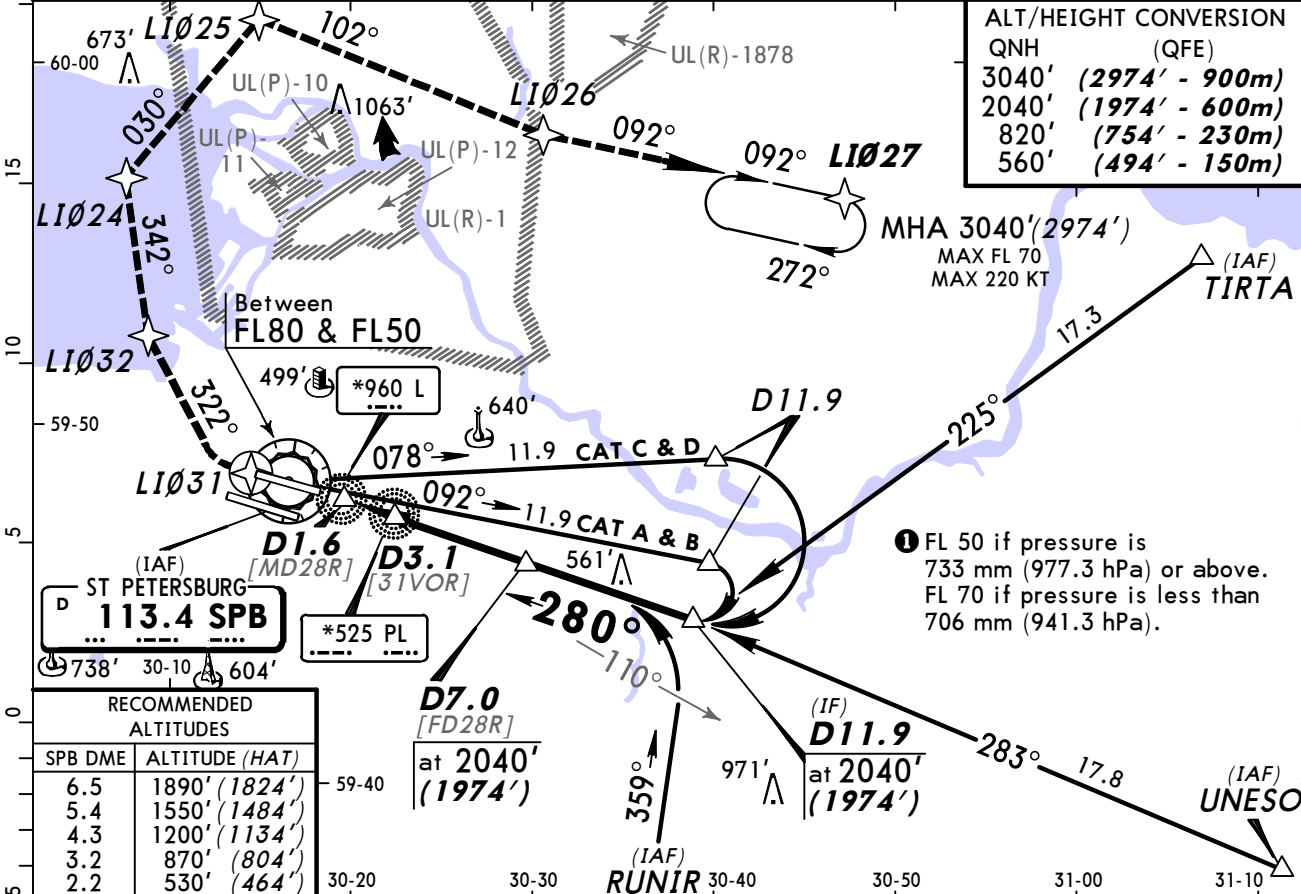
MISSED APCH CLIMB
GRAD MIM 5.0%

ST PETERSBURG, RUSSIA VOR DME Rwy 28R

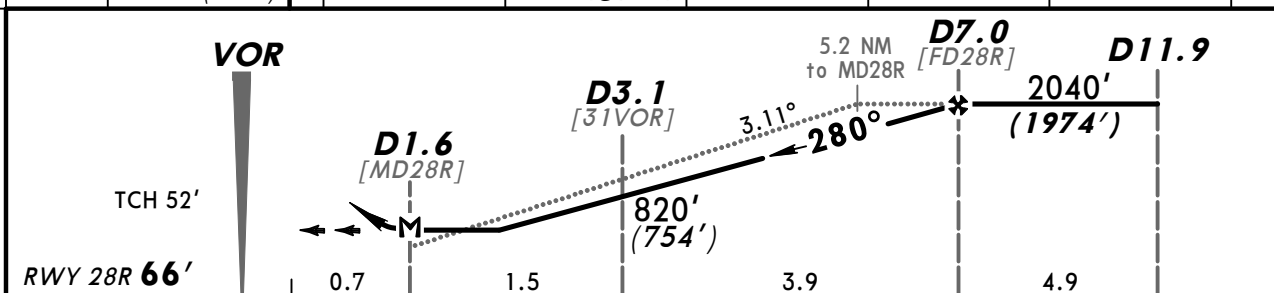
BRIEFING STRIP™

ATIS (Russian)		PETERSBURG Approach (360°T-180°T) 0400-2000 (180°T-360°T) 2000-0400			PULKOVO Krug (RDR)		PULKOVO Tower 2		Ground	
127.3	127.4	APP 1 119.3	APP 2 125.2	119.3	120.3		118.1		121.7 121.9	
VOR SPB 113.4		Final Apch Crs 280°		Minimum Alt D7.0 2040' (1974')		MDA(H) 500' (434')		Apt Elev 79' RWY 66'		
MISSED APCH: Climb to 3040' (2974'). Proceed to LI031. Pass LI031 at 560' (494') or above, then proceed to LI032 (MIM bank angle 20°), LI024 at 3040' (2974') or above, LI025, LI026 and LI027, then as directed.										
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ① Trans alt: 3040' (2974')										
GNSS required for missed apch.										

20



5



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	MIM 560' (494') ↑ LI031
Descent Angle	3.11°	385	495	550	660	770		
MAP at D1.6								

STRAIGHT-IN LANDING RWY 28R Missed apch climb gradient mim 5.0% MDA(H) 500' (434')				ALS out	
A	RVR 720m VIS 800m		RVR 1500m VIS 1600m		
B					
C	1200m		RVR 1800m VIS 2000m		
D	RVR 1500m VIS 1600m		2400m		

PANS OPS

CHANGES: Missed apch. Minimums.

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ULLI/LED PULKOVO

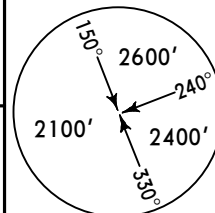
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Eff 3 Apr

16-1

2 NDB or PU NDB Rwy 10L

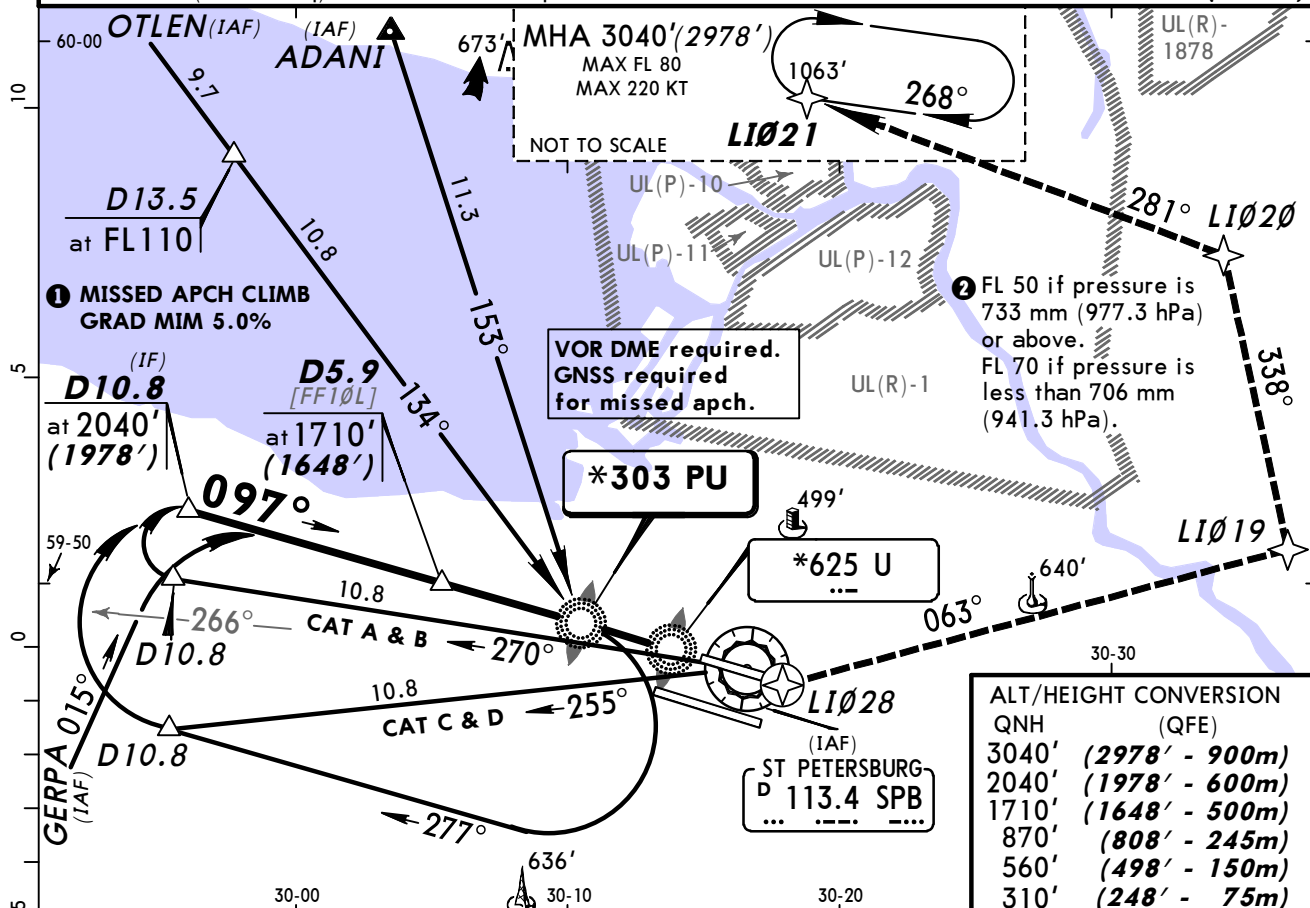
ATIS (Russian) 127.3 127.4	PETERSBURG Approach (360°T-180°T) 0400-2000 (180°T-360°T) 2000-0400 APP 1 119.3 APP 2 125.2 119.3	PULKOVO Krug (RDR) 120.3	PULKOVO Tower 2 118.1	Ground 121.7 121.9
NDB PU *303	Final Aptch Crs 097°	Minimum Alt D5.9 1710' (1648')	2 NDB MDA(H) 430' (368')	PU NDB MDA(H) 490' (428')
Apt Elev 79' RWY 62'				

MISSED APCH: Climb to 3040' (2978'). Proceed to LI028. Pass LI028 at 560' (498') or above, then proceed to LI019 (MIM bank angle 20°), LI020 at 3040' (2978') or above and LI021, then as directed.

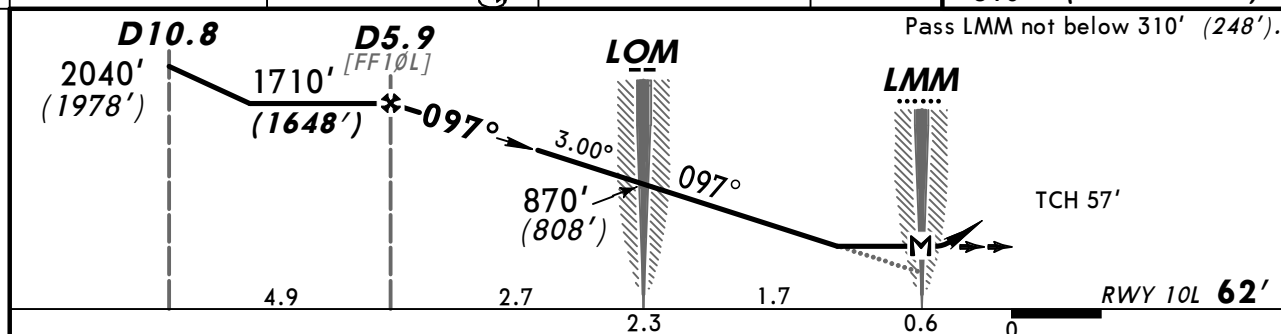


MSA SPB VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 2 Trans alt: 3040' (2978')



ALT/HEIGHT CONVERSION	QNH	(QFE)
3040'	(2978' - 900m)	
2040'	(1978' - 600m)	
1710'	(1648' - 500m)	
870'	(808' - 245m)	
560'	(498' - 150m)	
310'	(248' - 75m)	

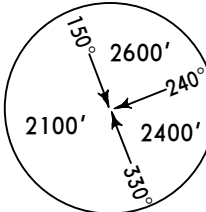


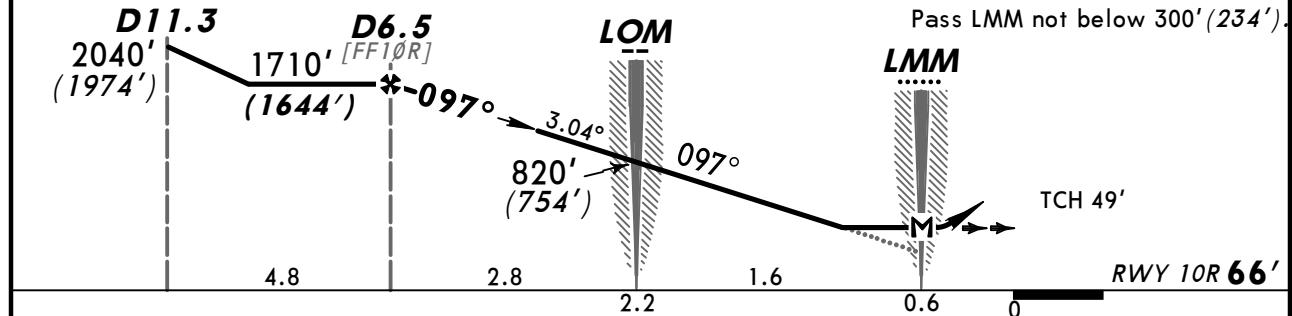
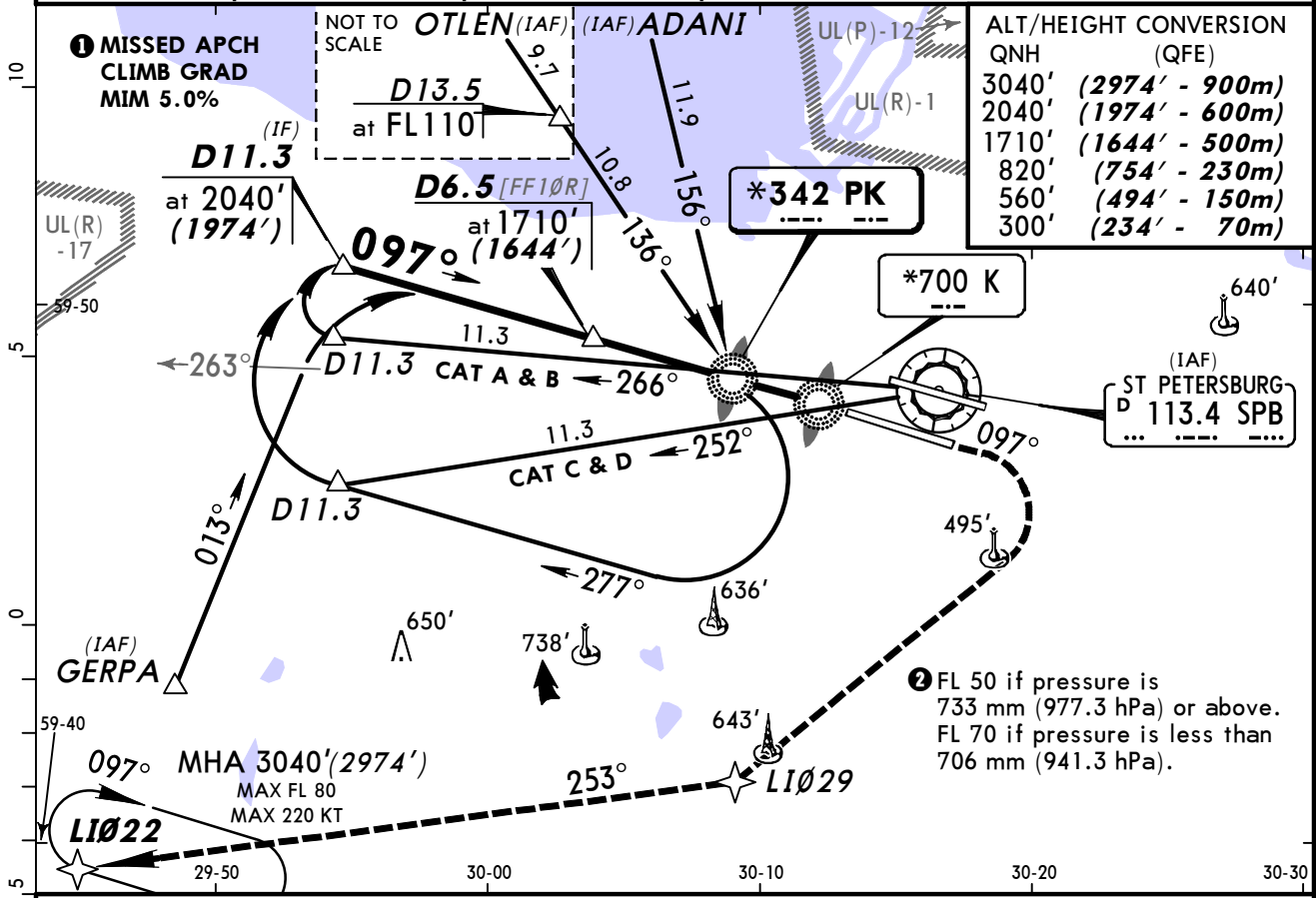
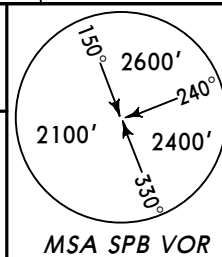
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		
Descent Angle	3.00°	372	478	531	637	743	849	MIM	LI028
MAP at LMM								560' (498')	

STRAIGHT-IN LANDING RWY 10L				MIM		LI028	
Missed apch climb gradient mim 5.0%							
2 NDB		PU NDB					
MDA(H) 430' (368')		MDA(H) 490' (428')					
ALS out		ALS out					
A							
B	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m			
C				RVR 1800m VIS 2000m			
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1800m VIS 2000m	2400m			

CHANGES: Bearings. Missed apch. Minimums.

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ATIS (Russian)		PETERSBURG Approach (360°T-180°T) 0400-2000 (180°T-360°T) 2000-0400			PULKOVO Krug (RDR)	PULKOVO Tower 1	Ground
127.3	127.4	APP 1 119.3	APP 2 125.2	119.3	120.3	118.7	121.7 121.9
NDB PK *342	Final Aptch Crs 097°	Minimum Alt D6.5 1710' (1644')	2 NDB MDA(H) 460' (394')	PK NDB MDA(H) 580' (514')	Apt Elev 79' RWY 66'		 MSA SPB VOR
MISSED APCH: Climb on 097° to 3040' (2974'). At 560' (494') turn RIGHT (MIM bank angle 20°) to LIØ29, then proceed to LIØ22, then as directed.							
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 2 Trans alt: 3040' (2974') 1. VOR DME required. 2. GNSS required for missed apch.							



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at LMM						

HIALS-II

PAPI

560'

(494')

on

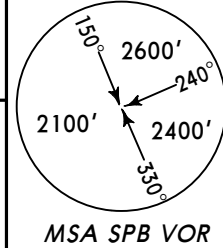
097°

LI029

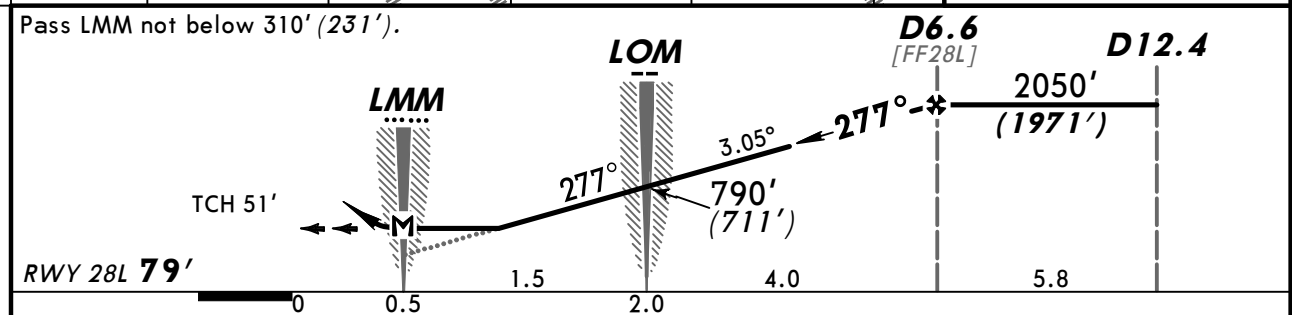
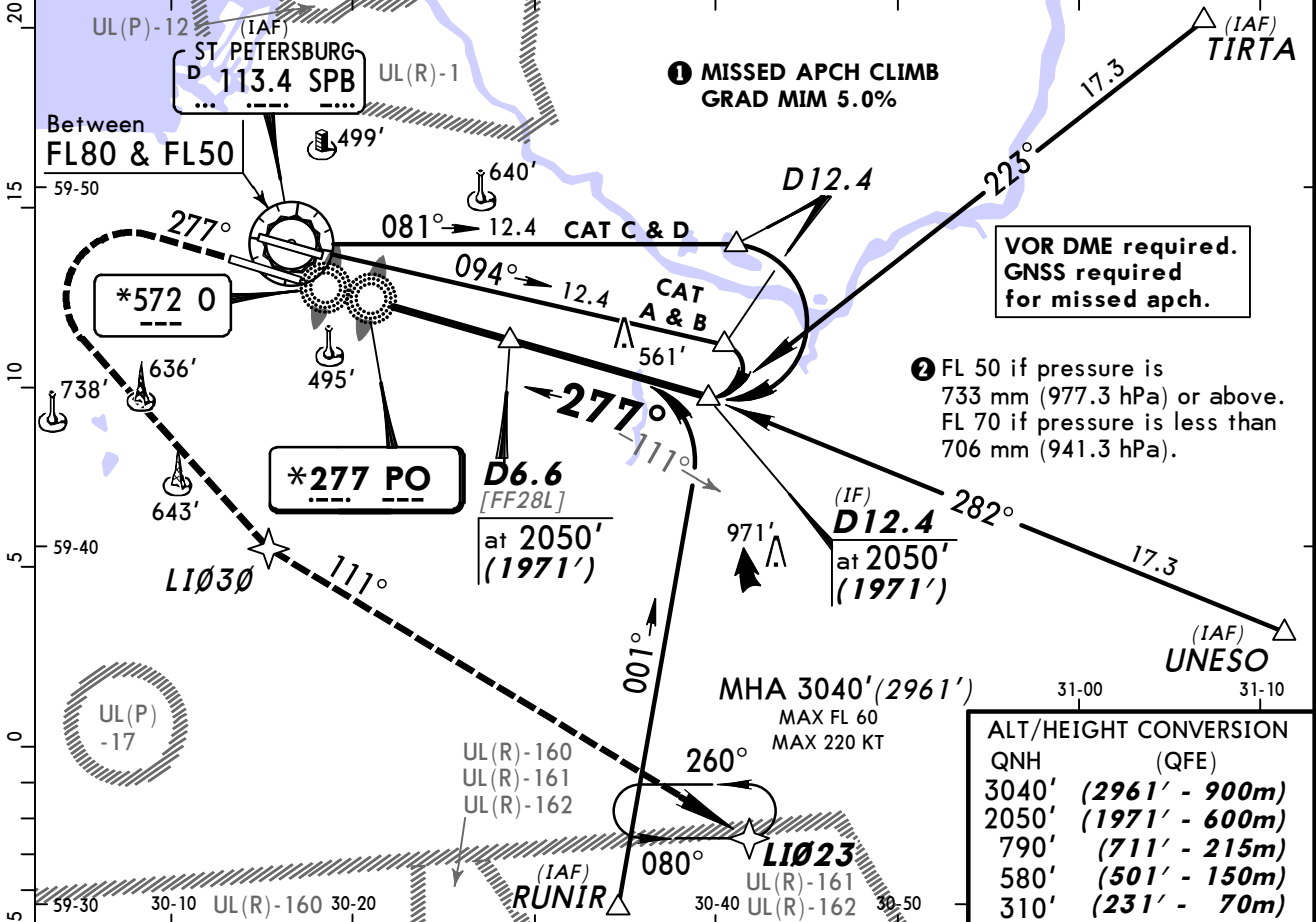
RT

STRAIGHT-IN LANDING RWY 10R						
Missed apch climb gradient mim 5.0%						
2 NDB			PK NDB			
MDA(H) 460' (394')			MDA(H) 580' (514')			
		ALS out			ALS out	
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m		
B						
C			RVR 1500m VIS 1600m	2400m		
D			RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m	

ATIS (Russian) 127.3 127.4	PETERSBURG Approach (360°T-180°T) 0400-2000 (180°T-360°T) 2000-0400 APP 1 119.3 APP 2 125.2 119.3	PULKOVO Krug (RDR) 120.3	PULKOVO Tower 1 118.7	Ground 121.7 121.9
NDB PO *277	Final Apch Crs 277°	Minimum Alt D6.6 2050' (1971')	2 NDB MDA(H) 420' (341')	PO NDB MDA(H) 590' (511')
Apt Elev 79' RWY 79'				
MISSED APCH: Climb on 277° to 3040' (2961'). At 580' (501') turn LEFT (MIM bank angle 20°) to LI030, then proceed to LI023, then as directed.				



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 2 Trans alt: 3040' (2961')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	580' (501')	277°	LI030
Descent Angle	3.05°	378	486	540	648	755	863	PAPI	↑	LT
MAP at LMM										

STRAIGHT-IN LANDING RWY 28L				Missed apch climb gradient mim 5.0%	
2 NDB		PO NDB			
MDA(H) 420' (341')		MDA(H) 590' (511')			
ALS out		ALS out			
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	
B					
C					
D	RVR 1500m VIS 1600m		RVR 1500m VIS 1600m	2400m	

ULLI/LED PULKOVO

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JEPPESSEN ST PETERSBURG, RUSSIA
2 NDB or PL NDB Rwy 28R

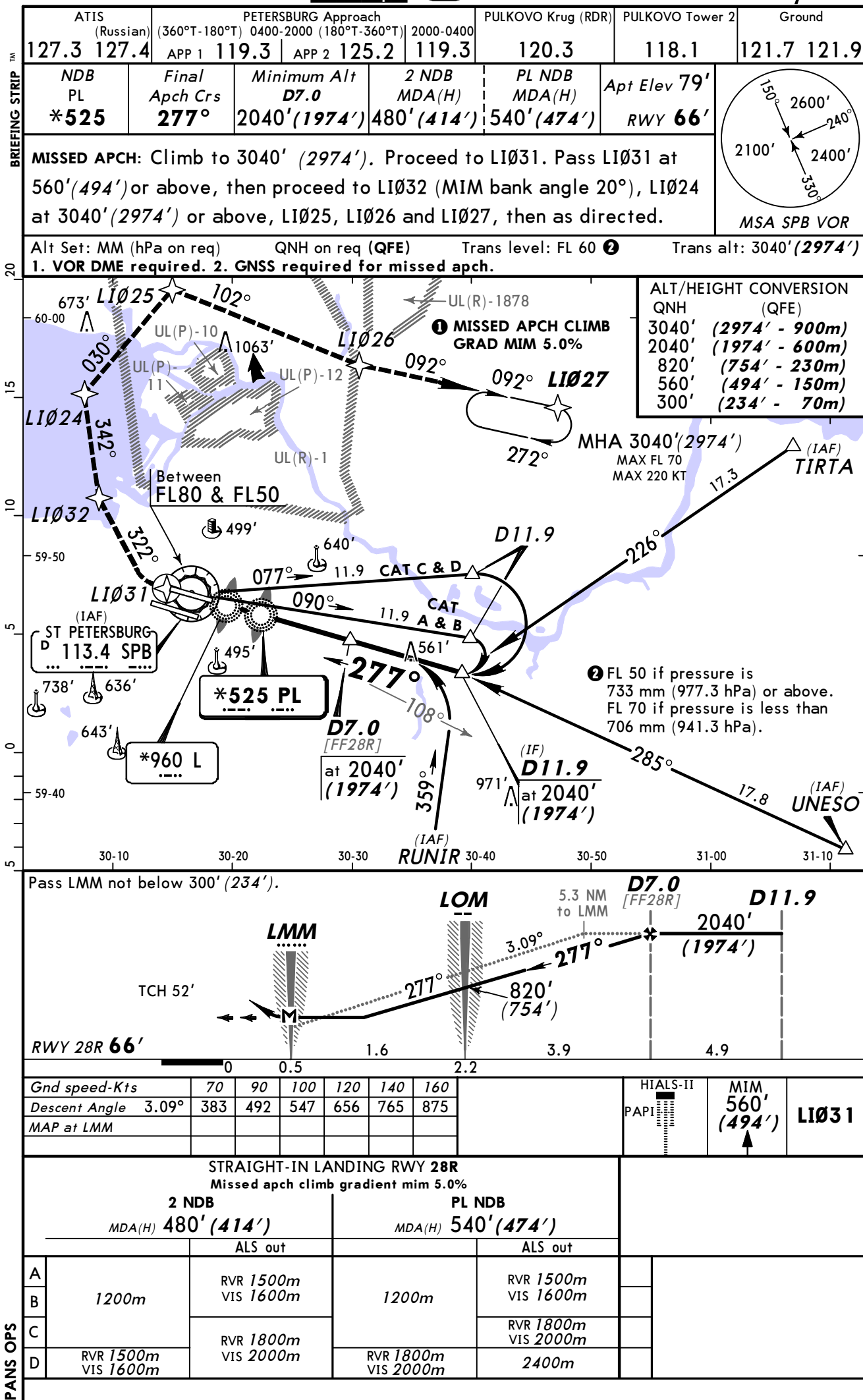


Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ST PETERSBURG, (PULKOVO - ULLI)				
REV	GONBI, LISNA & OKUDI 1A R...	10-3	13 Jun 2014	26 Jun 2014
REV	GONBI, LISNA & OKUDI 1B R...	10-3A	13 Jun 2014	26 Jun 2014
REV	GONBI, LISNA & OKUDI 1C R...	10-3B	13 Jun 2014	26 Jun 2014
REV	GONBI, LISNA & OKUDI 1D R...	10-3C	13 Jun 2014	26 Jun 2014
REV	LUNOK 1K DEP	10-3D	13 Jun 2014	26 Jun 2014
REV	LUNOK 1L DEP	10-3E	13 Jun 2014	26 Jun 2014
REV	LUNOK 1M DEP	10-3F	13 Jun 2014	26 Jun 2014
REV	LUNOK 1N DEP	10-3G	13 Jun 2014	26 Jun 2014
REV	AIRPORT	10-9	13 Jun 2014	26 Jun 2014
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	13 Jun 2014	26 Jun 2014
REV	PARKING STANDS & COORDS (...)	10-9B	13 Jun 2014	26 Jun 2014
REV	PARKING STANDS & COORDS (...)	10-9C	13 Jun 2014	26 Jun 2014
REV	PARKING STANDS & COORDS (...)	10-9D	13 Jun 2014	26 Jun 2014
REV	ILS RWY 10L	11-1	13 Jun 2014	26 Jun 2014
REV	CAT II ILS RWY 10L	11-1A	13 Jun 2014	26 Jun 2014
REV	ILS DME Z/Y RWY 10R	11-2	13 Jun 2014	26 Jun 2014
REV	CAT II ILS DME Z/Y RWY 10...	11-2A	13 Jun 2014	26 Jun 2014
REV	ILS DME RWY 28L	11-3	13 Jun 2014	26 Jun 2014
REV	ILS RWY 28R	11-4	13 Jun 2014	26 Jun 2014
REV	CAT II ILS RWY 28R	11-4A	13 Jun 2014	26 Jun 2014
REV	VOR DME RWY 10L	13-1	13 Jun 2014	26 Jun 2014
REV	VOR DME RWY 28R	13-2	13 Jun 2014	26 Jun 2014
REV	2 NDB OR PU NDB RWY 10L	16-1	13 Jun 2014	26 Jun 2014
REV	2 NDB OR PK NDB RWY 10R	16-2	13 Jun 2014	26 Jun 2014
REV	2 NDB OR PO NDB RWY 28L	16-3	13 Jun 2014	26 Jun 2014
REV	2 NDB OR PL NDB RWY 28R	16-4	13 Jun 2014	26 Jun 2014

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULLI