

List of pages in this Trip Kit

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Airport Information For ULLI

Terminal Charts For ULLI

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: ST PETERSBURG RUS
ICAO/IATA: ULLI / LED
Lat/Long: N59° 48.02', E030° 15.75'
Elevation: 79 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 10.0° 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: 0653 Z
Sunset: 1320 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: 127.300
- ATIS: 127.400 Non-English
- Pulkovo Tower: 118.100
- Pulkovo Tower: 118.700
- Pulkovo Tower: 128.000 Secondary
- Pulkovo Tower: 129.000 Secondary
- Pulkovo Tower: 133.500
- Pulkovo Ground: 128.000 Secondary
- Pulkovo Ground: 121.700
- Pulkovo Ground: 129.000 Secondary
- Pulkovo Apron Ramp/Taxi: 120.900
- Pulkovo Ramp/Taxi: 119.000
- Pulkovo Clearance Delivery: 121.900
- Petersburg Approach: 119.300
- Petersburg Approach: 125.200
- Petersburg Approach: 128.000 Secondary
- Petersburg Approach: 129.000 Secondary
- Pulkovo Krug Radar: 129.000 Secondary
- Pulkovo Transit Operations: 131.800
- Pulkovo Krug Radar: 120.300
- Pulkovo Krug Radar: 128.000 Secondary

ULLI/LED
PULKOVO

JEPPESEN

ST PETERSBURG, RUSSIA

27 NOV 15

10-1P

Eff 10 Dec

AIRPORT BRIEFING

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

ACFT shall be met by Follow-me car on Main 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 Main 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 Main 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.

ULLI/LED
PULKOVO

27 NOV 15

JEPPESEN

10-1P1

Eff 10 Dec

ST PETERSBURG, RUSSIA

AIRPORT BRIEFING

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 Main 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 1 Taxiroute C and E (simultaneous taxiing), from Taxiroute F to E, D and C and backwards through stands 137 and 141 and on Apron 6.

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

Through taxiing with MAX wingspan 262'/80m allowed on Apron 1 Taxiroute D.

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

1.5. PARKING INFORMATION

Enter stands 150, 152 thru 152B, 153 (facing Southeast), 153A, 153B, 154 (facing Southeast), 154A thru 155B and 156 (facing Southeast) by towing.

Exit stands 101 thru 109B, 150 thru 152B, 153A, 153B, 154A thru 155B, 156, 156A, 156B (facing Northwest), 300, 301, 365 thru 368, 605A, 605C and 605D by towing.

Exit stands 606A, 607A, 608A, 609A, 610A, 611A and 612A (all facing South) by towing.

Use of stands 252 thru 260, 379, 390 thru 395 and 500 thru 509 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 604E (facing South) by towing. Exit stands 600 thru 604E (facing North) by towing.

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

Use of stand 399 (facing Northeast) by towing.

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

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

Stands 606C, 607C, 608C, 609C, 610C, 611C and 612B (all facing North) by push-back.

ULLI/LED
PULKOVO

JEPPESEN

ST PETERSBURG, RUSSIA

4 SEP 15

10-1P2

Eff 17 Sep

AIRPORT BRIEFING

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 4.3NM 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.

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.

ULLI/LED
PULKOVO

4 SEP 15

JEPPESEN

10-1P3

Eff 17 Sep

ST PETERSBURG, RUSSIA

AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

- Apron 1: On Taxiroutes C, D, E and F on apron abeam of stands 130 and 146. For flight delay avoidance de-icing procedure is available on stands 130 thru 146 and 150 thru 156 by crew request. On aerobridge-equipped stands and stand 101 prohibited.
- Apron 2: On Taxiroute on apron. For flight delay avoidance de-icing procedure is available on stands 251 thru 263 by crew request.
- Apron 3: On main Taxiroute on apron from stand 379 to TWY B1. For flight delay avoidance de-icing procedure is available on stands 300, 301, 377 thru 379 and 397 by crew request.
- Apron 4: On main Taxiroute on apron. For flight delay avoidance de-icing procedure is available on stands 400 thru 424 by crew request.
- Apron 5: On main Taxiroute on apron. For flight delay avoidance de-icing procedure is available on stands 500 thru 509 by crew request.
- Apron 6: De-icing prohibited.
- Apron 7: On stands 700 thru 704.

3.2. START-UP PROCEDURE

- Apron 1: On all Taxiroutes on apron and stands 130 thru 146B, 150, 152A, 152B, 153 thru 156.
- Apron 2: On all Taxiroutes on apron and stands 261 thru 263.
- Apron 3: On all Taxiroutes on apron and stands 370 thru 372, 374 thru 378, 380 thru 388A, 389, 397, 397A and 398.
- Apron 4: On all Taxiroutes on apron and stands 400 thru 411A and 412 thru 424.
- Apron 5: On all Taxiroutes on apron and stands 500 thru 509.
- Apron 6: On all Taxiroutes on apron and stands 600 thru 604E, 605B, 606A thru 606C, 607A thru 607C, 608A thru 610C, 611A thru 611C, 612A and 612B.

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. GENERAL

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

3.3.2. 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

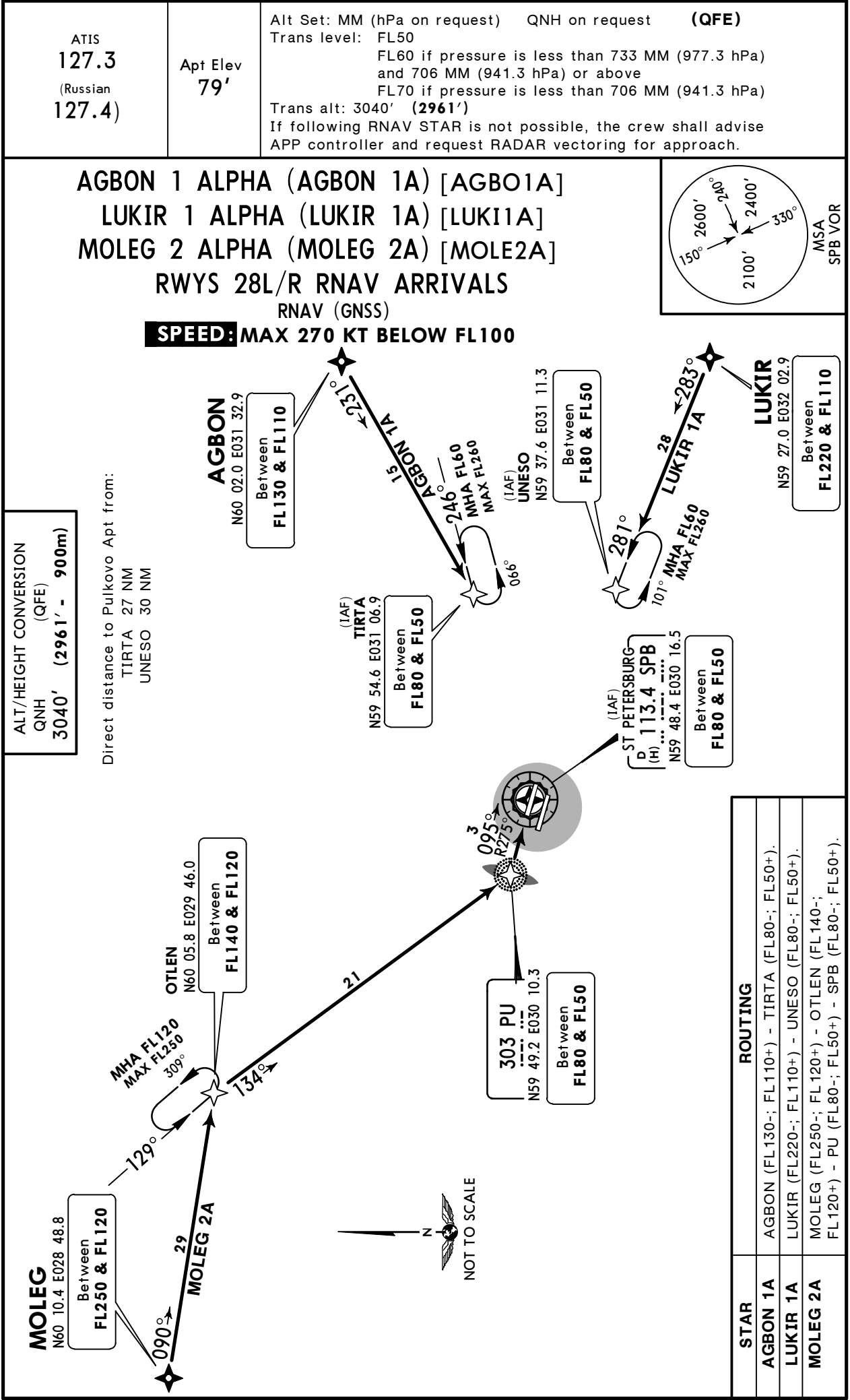
Pilots shall apply two special take-off and climb procedures: NADP1 and NADP2. The pilot in command may use any of them for reaching necessary effect (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

ULLI/LED
PULKOVO

JEPPESSEN
15 MAY 15 10-2

Eff 28 May

ST PETERSBURG, RUSSIA
RNAV STAR



**ULLI/LED
PULKOVO**

JEPPESSEN ST PETERSBURG, RUSSIA
15 MAY 15 (10-2A) Eff 28 May RNAV STAR

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.
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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)
SPEED: MAX 270 KT BELOW FL100

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

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+).

ULLI/LED
PULKOVO

JEPPESSEN
15 MAY 15

10-2B

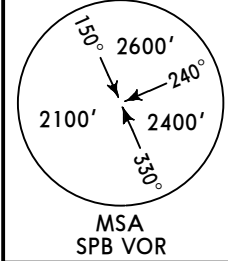
Eff 28 May

ST PETERSBURG, RUSSIA

RNAV STAR

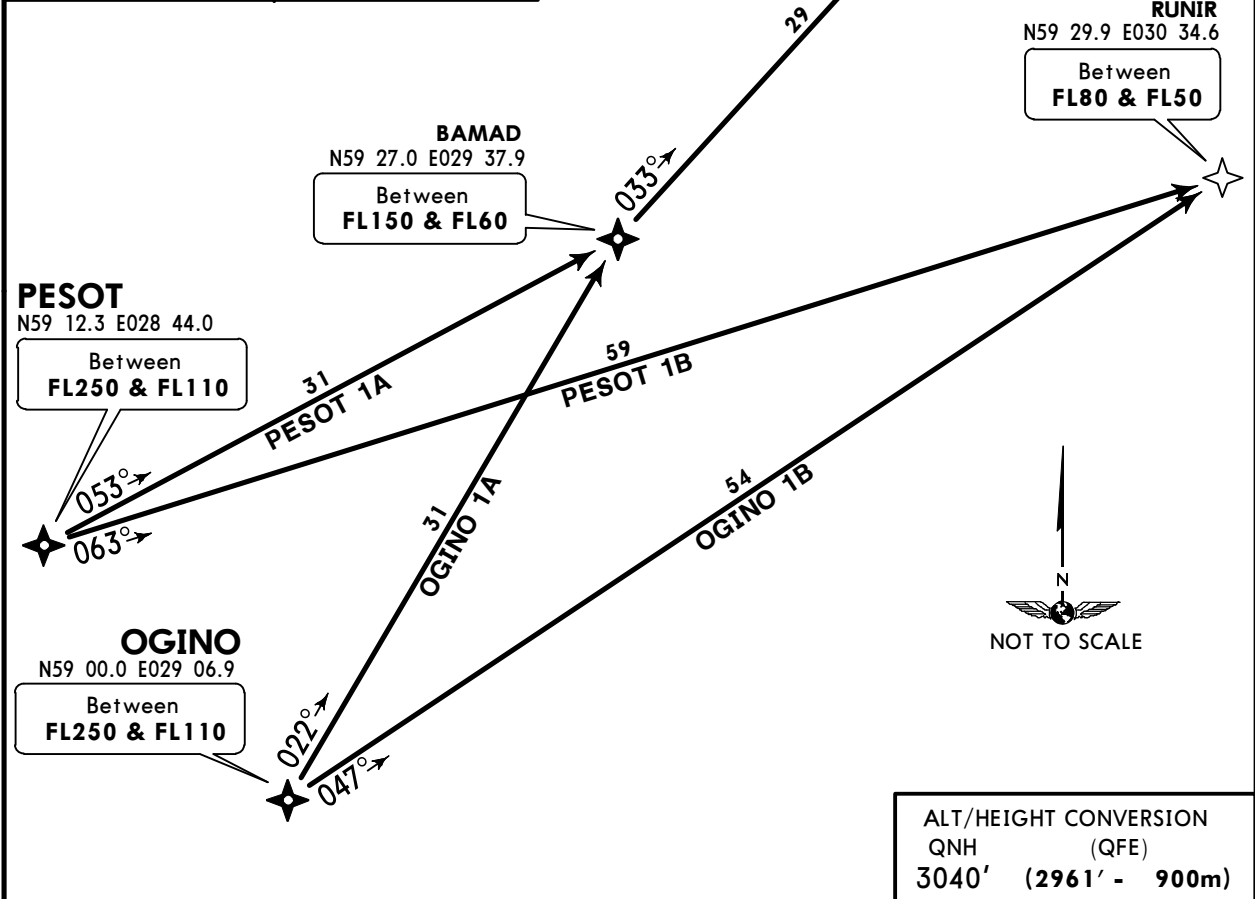
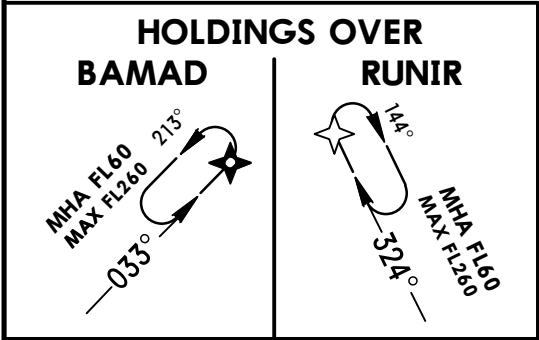
ATIS 127.3 (Russian 127.4)	Apt Elev 79'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040' (2961') If following RNAV STAR is not possible, the crew shall advise APP controller and request RADAR vectoring for approach.
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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 to Pulkovo Apt from:
RUNIR 21 NM



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+).

ULLI/LED
PULKOVO

JEPPESSEN
15 MAY 15

10-2C

Eff 28 May

ST PETERSBURG, RUSSIA

RNAV STAR

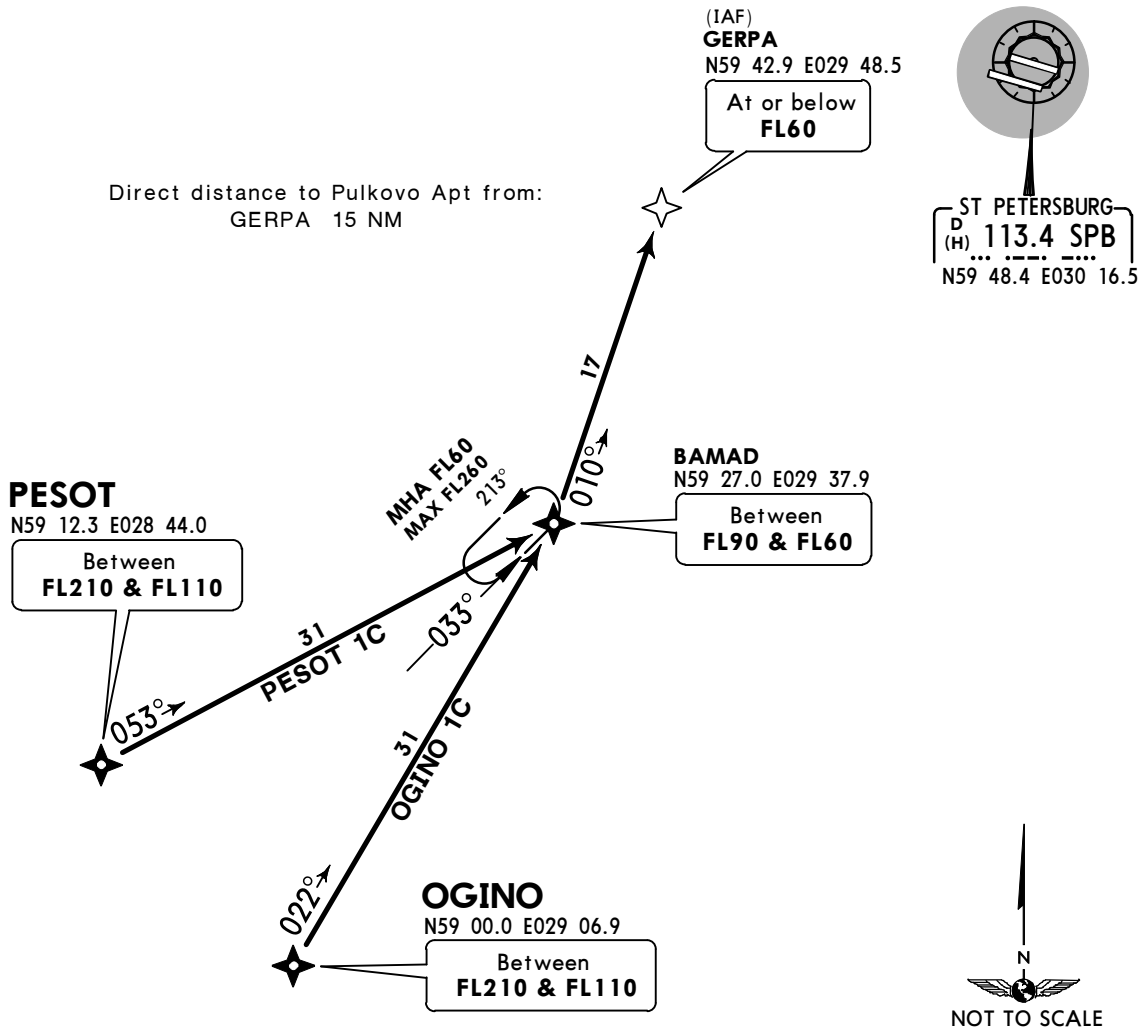
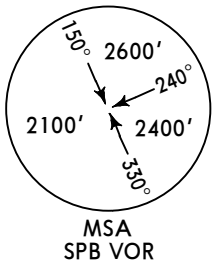
ATIS
127.3
(Russian
127.4)

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.

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-).

ULLI/LED
PULKOVO

JEPPESSEN
15 MAY 15

10-2D

Eff 28 May

ST PETERSBURG, RUSSIA

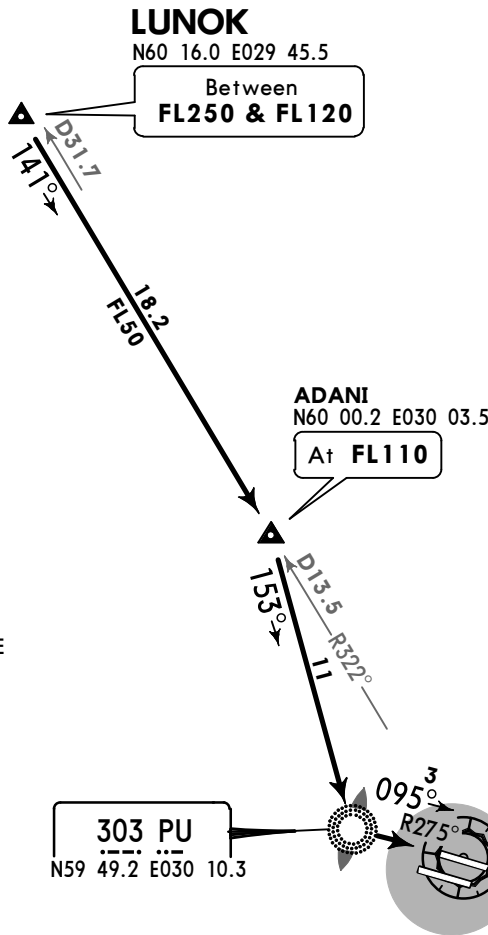
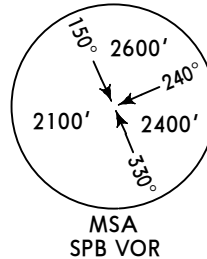
STAR

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 crew does not have available the STAR parameter data or
maintaining STAR is not possible, report to APP controller and
request vectoring.

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



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

ROUTING

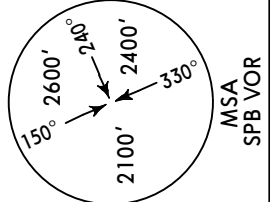
On 141° track to ADANI, turn RIGHT, intercept 153° bearing to PU, turn LEFT, 095° bearing to SPB.

ULLI/LED
PULKOVO

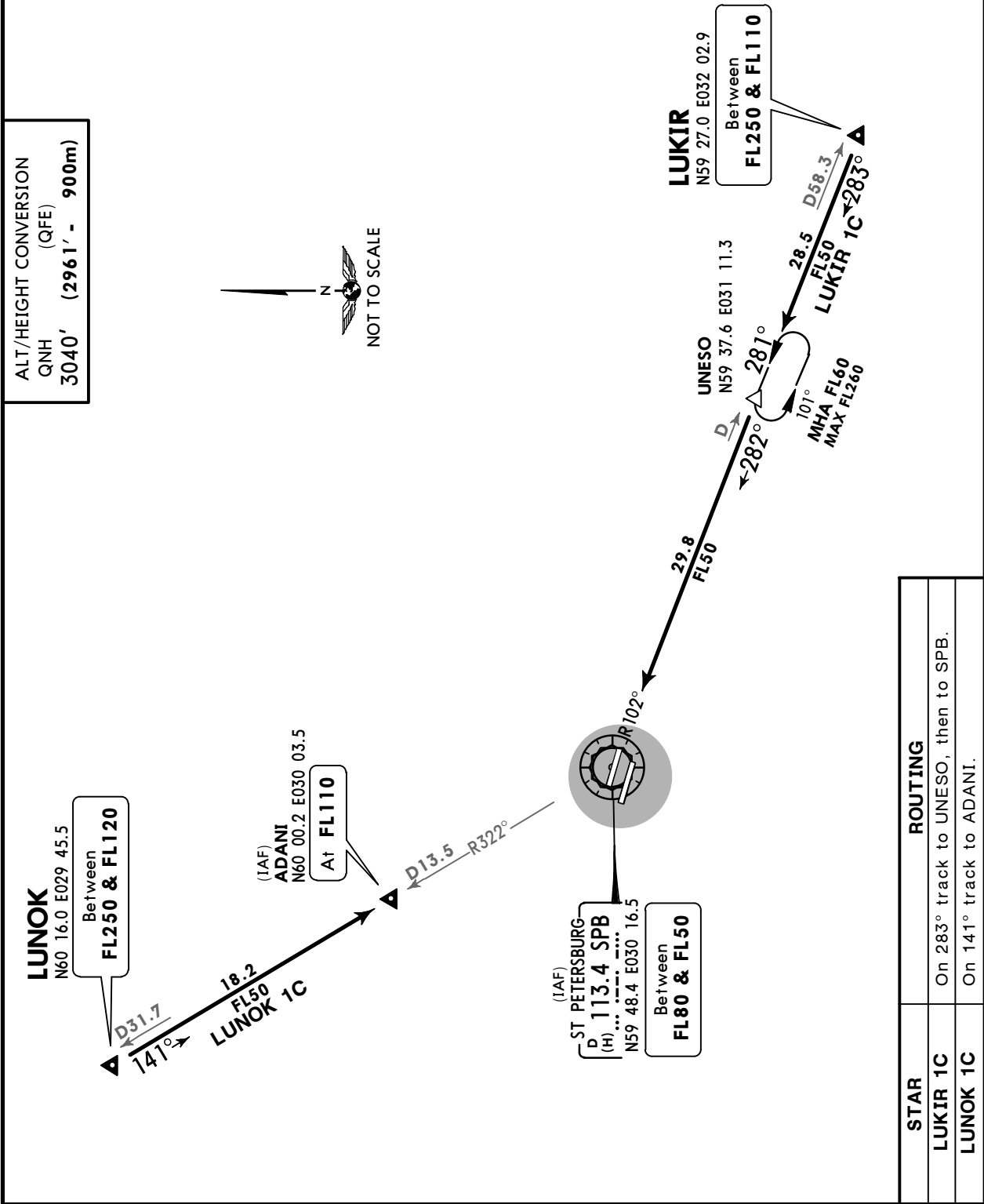
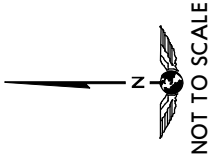
JEPPESSEN ST PETERSBURG, RUSSIA
15 MAY 15 **10-2E** Eff 28 May **STAR**

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 crew does not have available the STAR parameter data or maintaining STAR is not possible, report to APP controller and request vectoring.
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LUKIR 1C [LUKI1C]
LUNOK 1C [LUNO1C]
RWYS 10L/R ARRIVALS
SPEED: MAX 270 KT BELOW FL100



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



STAR	ROUTING
LUKIR 1C	On 283° track to UNESO, then to SPB.
LUNOK 1C	On 141° track to ADANI.

**ULLI/LED
PULKOVO**

ST PETERSBURG, RUSSIA

15 MAY 15

(10-3A)

Eff 28 May**RNAV SID**

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)

740' (661' - 200m)
6040' (2961' - 900m)

GONBI

N59 49.0 E032 20.9

Bv ATC

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

48
GONBI 1B

OKUDI

N59 07.0 E031 38.9

GONBI 1B. OKUDI 1B

These SIDs require a minimum climb gradient of 4.4% to LI017.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' (2961')

ROUTING

NBI

On 276° track to LI016, turn LEFT, 096° track via LI017 to LI018, 066° track to GONBI.

On 276° track to LI016, turn LEFT, 243° track to LISNA.

On 276° track to LI016, turn LEFT, 096° track via LI017 to LI018, 131° track to OKUDI.

ULLI/LED
PULKOVO

JEPPESSEN
17 JUL 15 10-3B

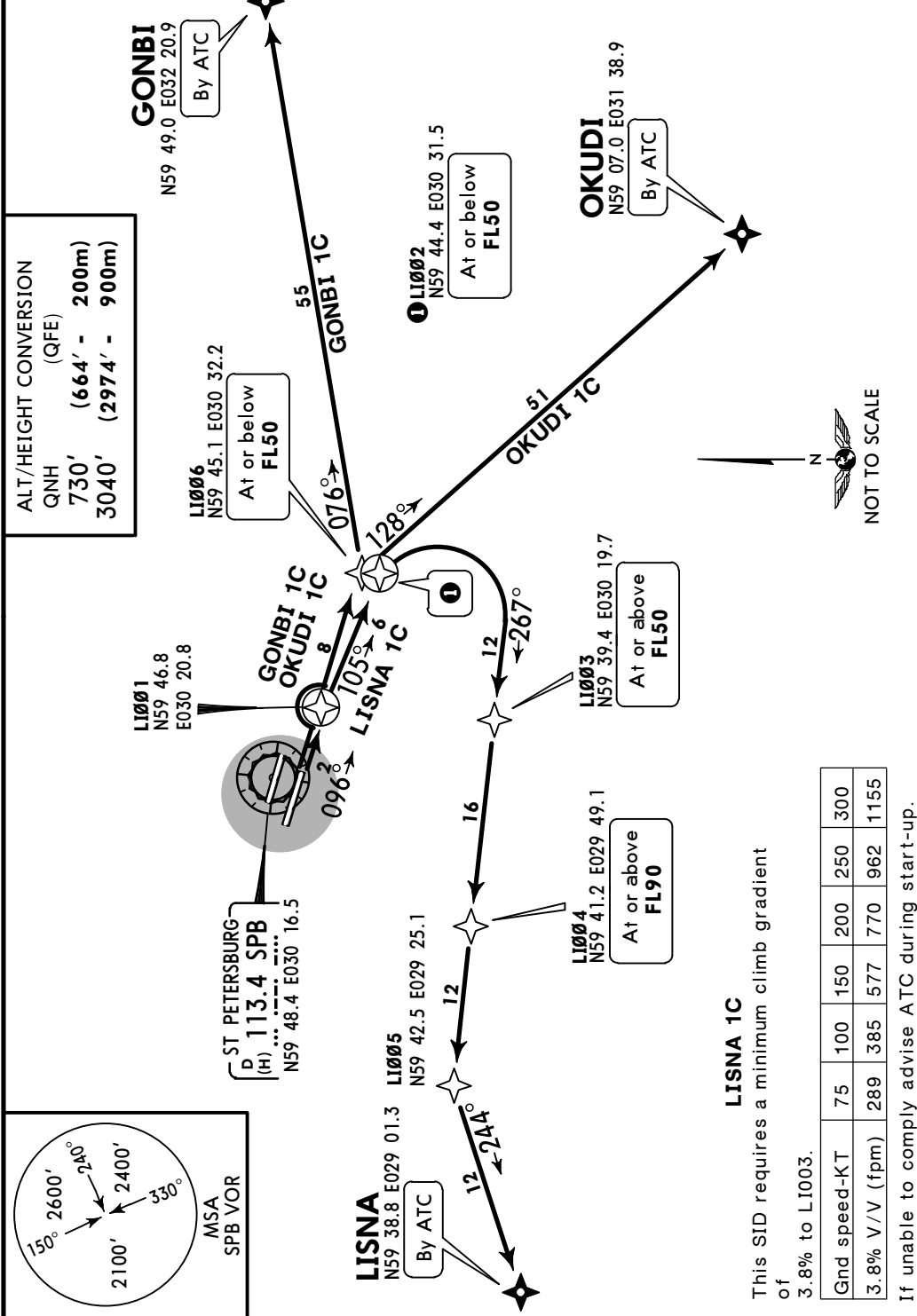
ST PETERSBURG, RUSSIA

RNAV SID

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.
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GONBI 1 CHARLIE (GONBI 1C) [GONB1C]
LISNA 1 CHARLIE (LISNA 1C) [LISN1C]
OKUDI 1 CHARLIE (OKUDI 1C) [OKUD1C]
RWY 10R RNAV DEPARTURES
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



Initial climb clearance 3040' (2974')	
SID	ROUTING
GONBI 1C	On 096° track to LI006, 076° track to GONBI.
LISNA 1C	On 096° track to LI001, 105° track to LI002, turn RIGHT, 267° track via LI003 and LI004 to LI005, 244° track to LISNA.
OKUDI 1C	On 096° track to LI006, 128° track to OKUDI.

ULLI/LED
PULKOVO

17 JUL 15 10-3C

Eff 23 Jul

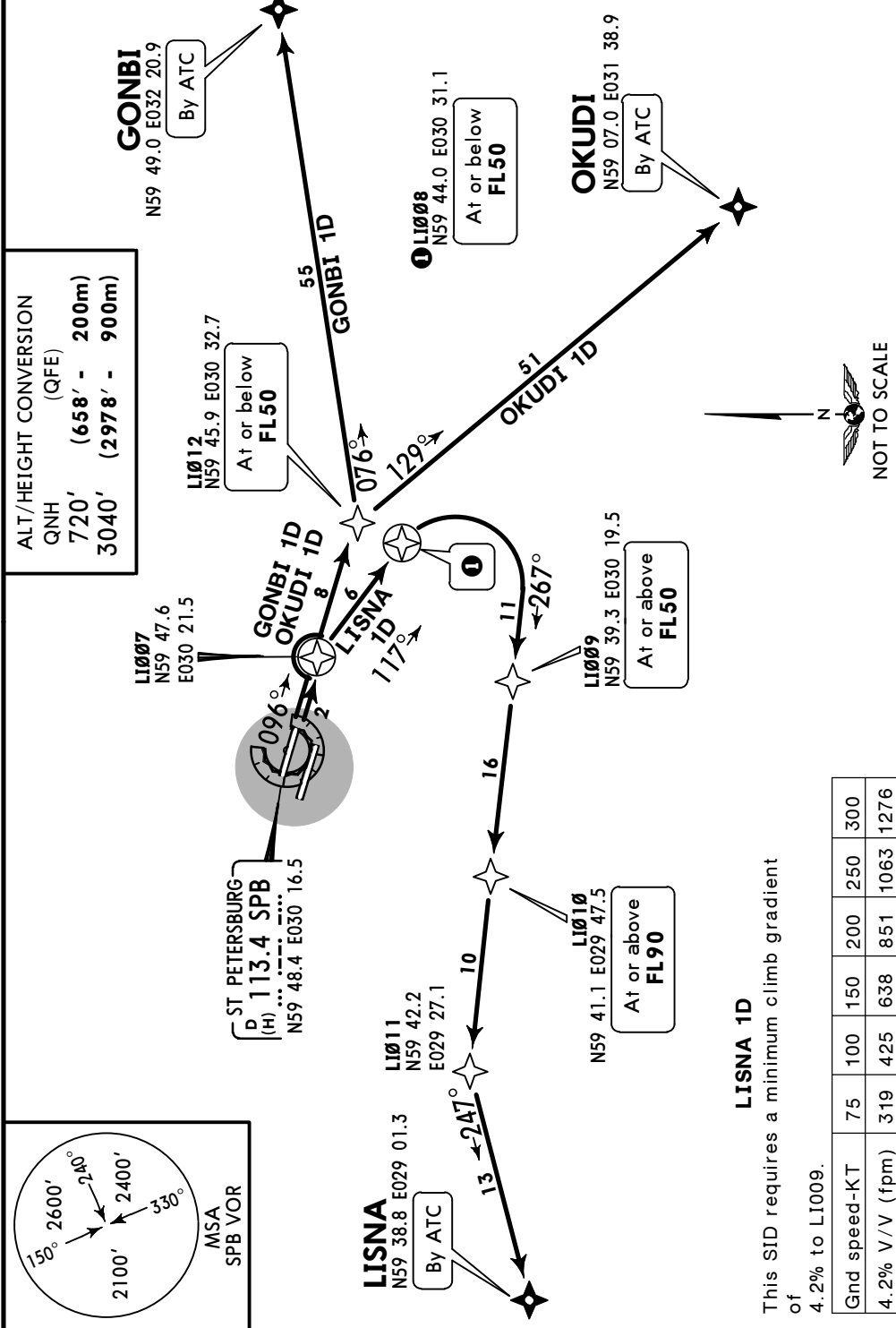
ST PETERSBURG, RUSSIA

RNAV SID

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 RNAV SIDs are not possible, report to ground controller and request RADAR vectoring for departure.
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GONBI 1 DELTA (GONBI 1D) [GONB1D]
LISNA 1 DELTA (LISNA 1D) [LISN1D]
OKUDI 1 DELTA (OKUDI 1D) [OKUD1D]
RWY 10L RNAV DEPARTURES
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



Initial climb clearance 3040' (2978')		ROUTING
SID		
GONBI 1D		On 096° track to LI012, 076° track to GONBI.
LISNA 1D		On 096° track to LI007, 117° track to LI008, turn RIGHT, 267° track via LI009 and LI010 to LI011, 247° track to LISNA.
OKUDI 1D		On 096° track to LI012, 129° track to OKUDI.

ULLI/LED
PULKOVO

JEPPESSEN
13 JUN 14

10-3D

Eff 26 Jun

ST PETERSBURG, RUSSIA

SID

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

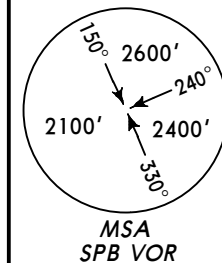
FL70 if pressure is less than 706 MM (941.3 hPa)

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



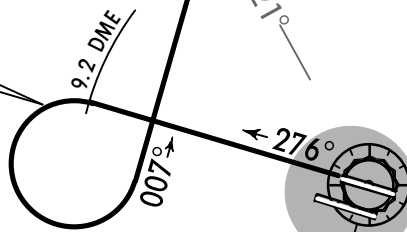
LUNOK
N60 16.0 E029 45.5
By ATC

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 276° track to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-321 to LUNOK.

ULLI/LED
PULKOVO

JEPPESSEN
13 JUN 14

10-3E

Eff 26 Jun

ST PETERSBURG, RUSSIA

SID

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

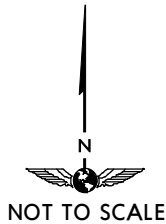
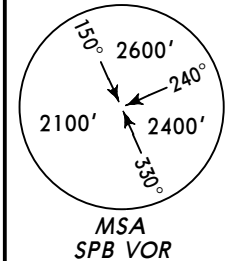
FL70 if pressure is less than 706 MM (941.3 hPa)

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 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

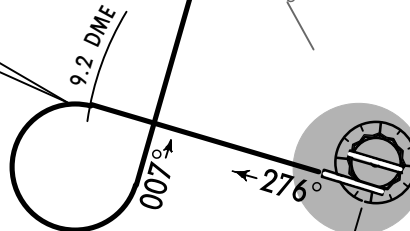
~~SPEED~~ MAX 270 KT BELOW FL100



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 276° track to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-321 to LUNOK.

ULLI/LED
PULKOVO

JEPPesen
13 JUN 14

10-3F

Eff 26 Jun

ST PETERSBURG, RUSSIA

SID

PULKOVO
Krug
120.3

Apt Elev
79'

QNH on request (QFE)

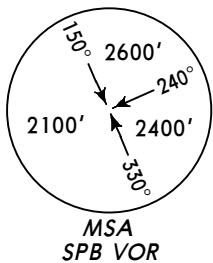
Trans level: FL50

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

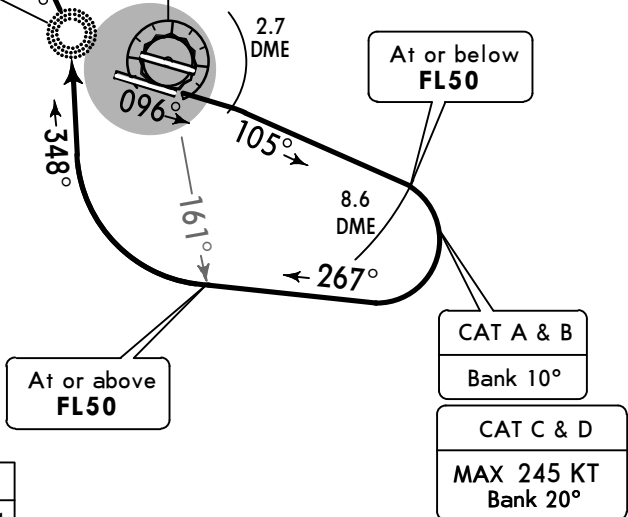
LUNOK
N60 16.0 E029 45.5
By ATC



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 096° 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.

ULLI/LED

Apt Elev 79'
N59 48.0 E030 15.8

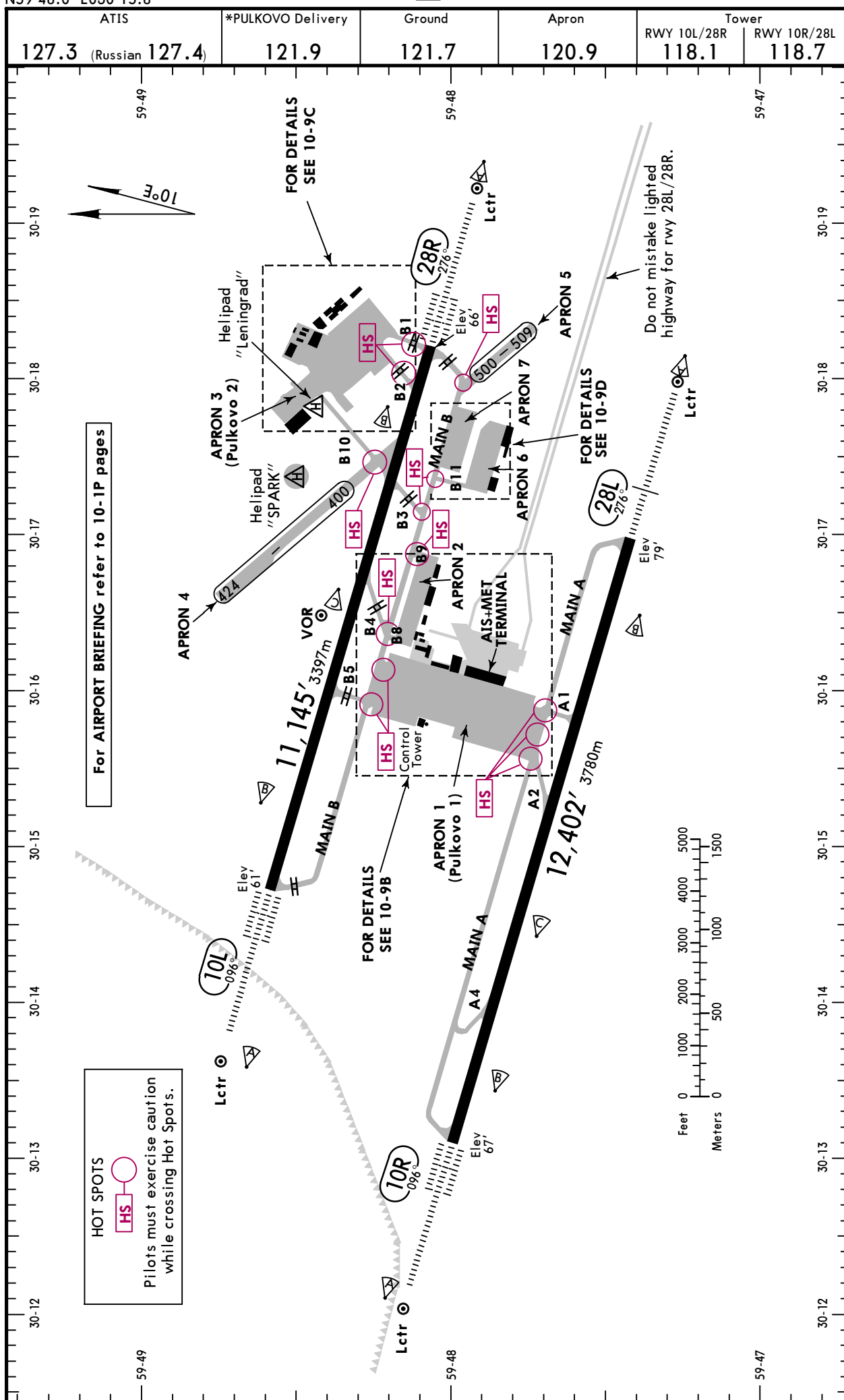
27 NOV 15

10-9

Eff 10 Dec

JEPPESSEN ST PETERSBURG, RUSSIA

PULKOVO



ULLI/LED



JEPPESEN ST PETERSBURG, RUSSIA

27 NOV 15

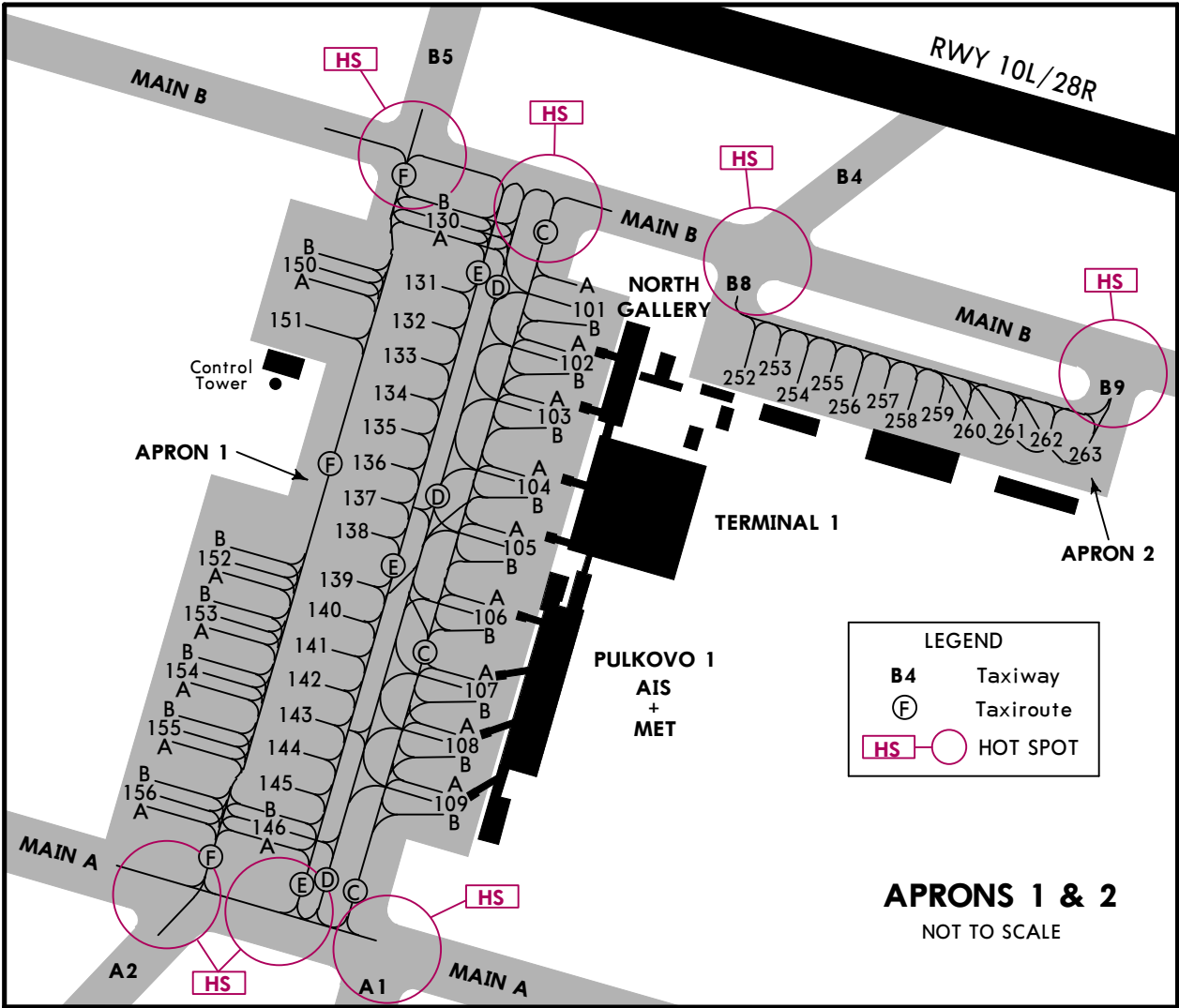
10-9A

Eff 10 Dec

PULKOVO

ADDITIONAL RUNWAY INFORMATION						
RWY					USABLE LENGTHS	
					LANDING BEYOND	
					Threshold	TAKE-OFF
					Glide Slope	WIDTH
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	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	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		
B	200m (150m)	250m	400m		TDZ RVR 175m	RVR 500m
C				3 & 4 Eng	Mid RVR 175m	VIS 400m
D	250m (200m)	300m			Roll out RVR 175m	

ULLI/LED



INS COORDINATES	
STAND No.	COORDINATES
252 thru 254	N59 48.1 E030 16.4
255, 256	N59 48.1 E030 16.5
257, 258	N59 48.1 E030 16.6
259 thru 261	N59 48.1 E030 16.7
262, 263	N59 48.1 E030 16.8

ULLI/LED



JEPPESSEN

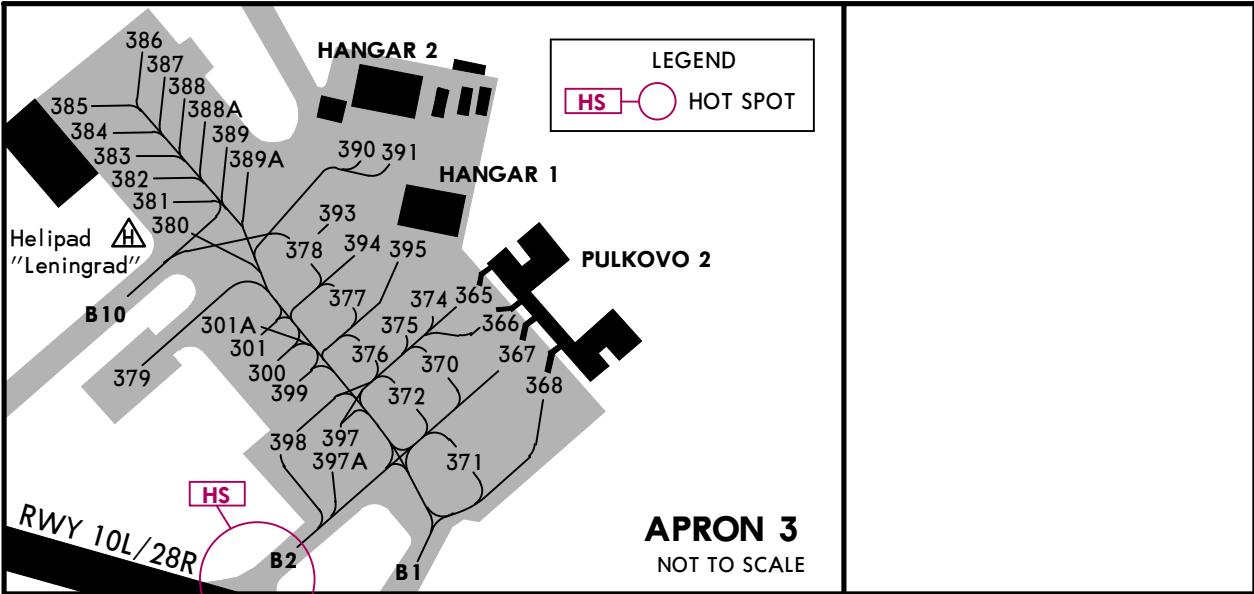
ST PETERSBURG, RUSSIA

27 NOV 15

10-9C

Eff 10 Dec

PULKOVO



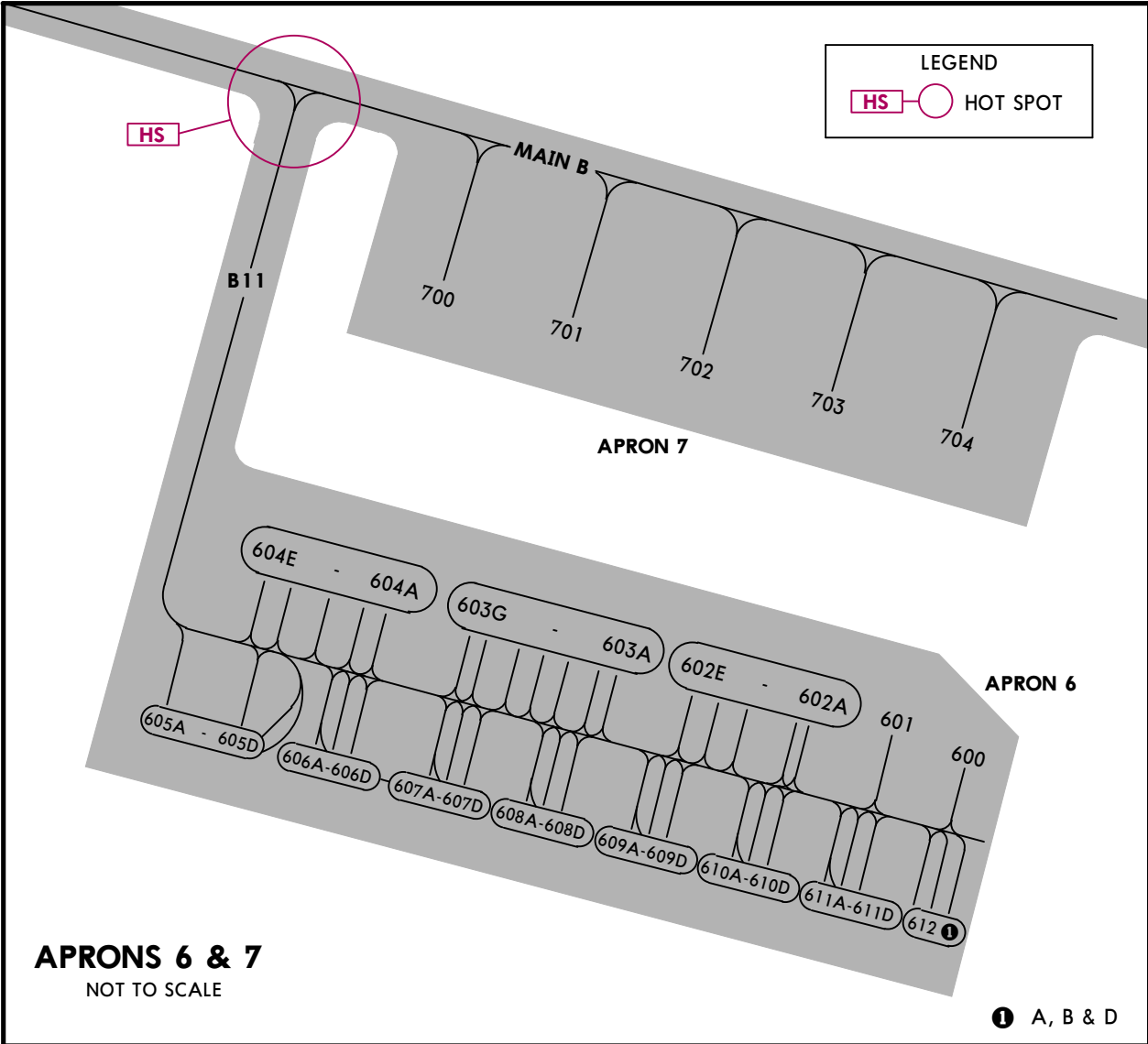
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
300	N59 48.3 E030 18.0	399	N59 48.3 E030 18.0
301, 301A	N59 48.3 E030 17.9	400 thru 403	N59 48.4 E030 17.2
365	N59 48.4 E030 18.4	404	N59 48.4 E030 17.1
366 thru 368	N59 48.3 E030 18.4	405 thru 407	N59 48.5 E030 17.1
370	N59 48.3 E030 18.3	408 thru 411	N59 48.5 E030 17.0
371	N59 48.2 E030 18.3	411A thru 414	N59 48.6 E030 16.9
372	N59 48.3 E030 18.2	415 thru 417	N59 48.6 E030 16.8
374	N59 48.3 E030 18.3	418	N59 48.7 E030 16.8
375, 376	N59 48.3 E030 18.2	419 thru 422	N59 48.7 E030 16.7
377	N59 48.4 E030 18.1	423, 424	N59 48.7 E030 16.6
378	N59 48.4 E030 18.0	500	N59 47.9 E030 18.0
379	N59 48.4 E030 17.9	501, 502	N59 47.9 E030 18.1
380, 381	N59 48.5 E030 17.9	503	N59 47.8 E030 18.1
382 thru 387	N59 48.5 E030 17.8	504 thru 507	N59 47.8 E030 18.2
388 thru 389A	N59 48.5 E030 17.9	508	N59 47.8 E030 18.3
390	N59 48.5 E030 18.1	509	N59 47.7 E030 18.3
391	N59 48.5 E030 18.2		
393	N59 48.4 E030 18.1		
394, 395	N59 48.4 E030 18.2		
397 thru 398	N59 48.2 E030 18.1		

ULLI/LED

JEPPesen 10-9D Eff 17 Sep

ST PETERSBURG, RUSSIA
PULKOVO



INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
600	N59 47.9 E030 17.7	701	N59 48.0 E030 17.5
601 thru 602D	N59 47.9 E030 17.6	702	N59 47.9 E030 17.6
602E thru 603E	N59 47.9 E030 17.5	703, 704	N59 47.9 E030 17.7
603F thru 604D	N59 47.9 E030 17.4		
604E thru 605D	N59 47.9 E030 17.3		
606A thru 607D	N59 47.9 E030 17.4		
608A thru 609D	N59 47.9 E030 17.5		
610A thru 611D	N59 47.9 E030 17.6		
612A thru 612D	N59 47.8 E030 17.7		
700	N59 48.0 E030 17.4		

ULLI/LED


Standard
ST PETERSBURG, RUSSIA
PULKOVO

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
28R ①	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.

ULLI/LED

**JEPPESEN**

28 MAR 14
Eff 3 Apr

10-9S1

Standard

ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
28R ❶	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	166'(100')	166'(100')	166'(100')	166'(100')
		RA104' R300m	RA104' R300m	RA104' R300m	RA104' R300m
	ILS FULL Limited ALS out	266'(200')	266'(200')	266'(200')	266'(200')
		R550m	R550m	R550m	R550m
		R750m	R750m	R750m	R750m
		R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❷	500'(434')	500'(434')	500'(434')	500'(434')
		R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB ❷	480'(414')	480'(414')	480'(414')	480'(414')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	PL NDB ❷	540'(474')	540'(474')	540'(474')	540'(474')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	C2200m	C2200m

- ❶ Missed apch climb gradient MIM 5.0%.
- ❷ Continuous Descent Final Approach.

TAKE-OFF RWY 10L/R, 28L/R						
A B C D	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
	125m	150m	200m	250m	400m	500m
	150m	200m	250m	300m		

ULLI/LED PULKOVO

15 MAY 15

Eff 28 May

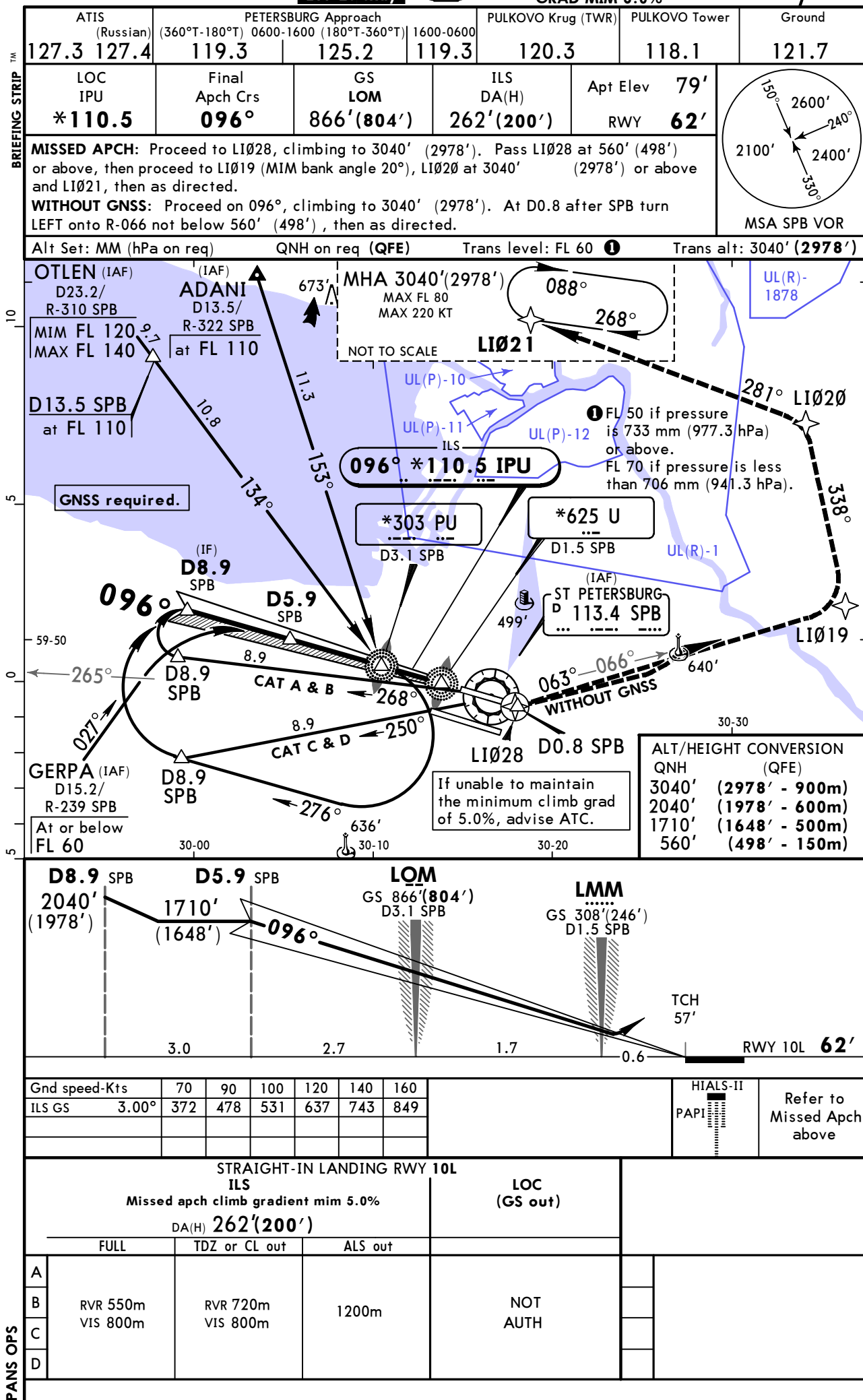
(11-1)

ST PETERSBURG, RUSSIA

MISSED APCH CLIMB

GRAD MIM 5.0%

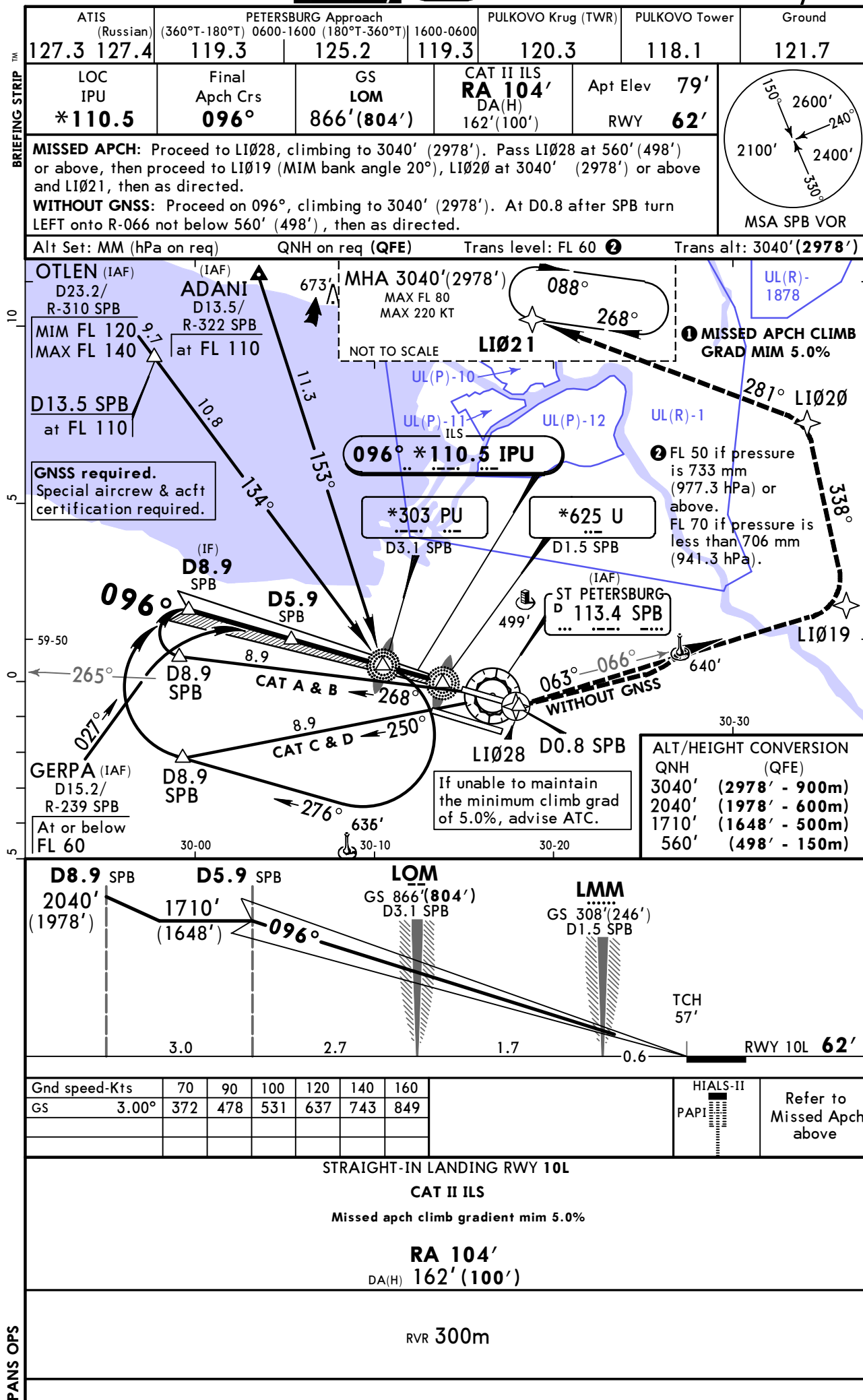
ILS Rwy 10L



CHANGES: Arrivals.

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ULLI/LED
PULKOVO
JEPPESSEN
 15 MAY 15
 Eff 28 May

ST PETERSBURG, RUSSIA
CAT II ILS Rwy 10L


ULLI/LED
PULKOVO

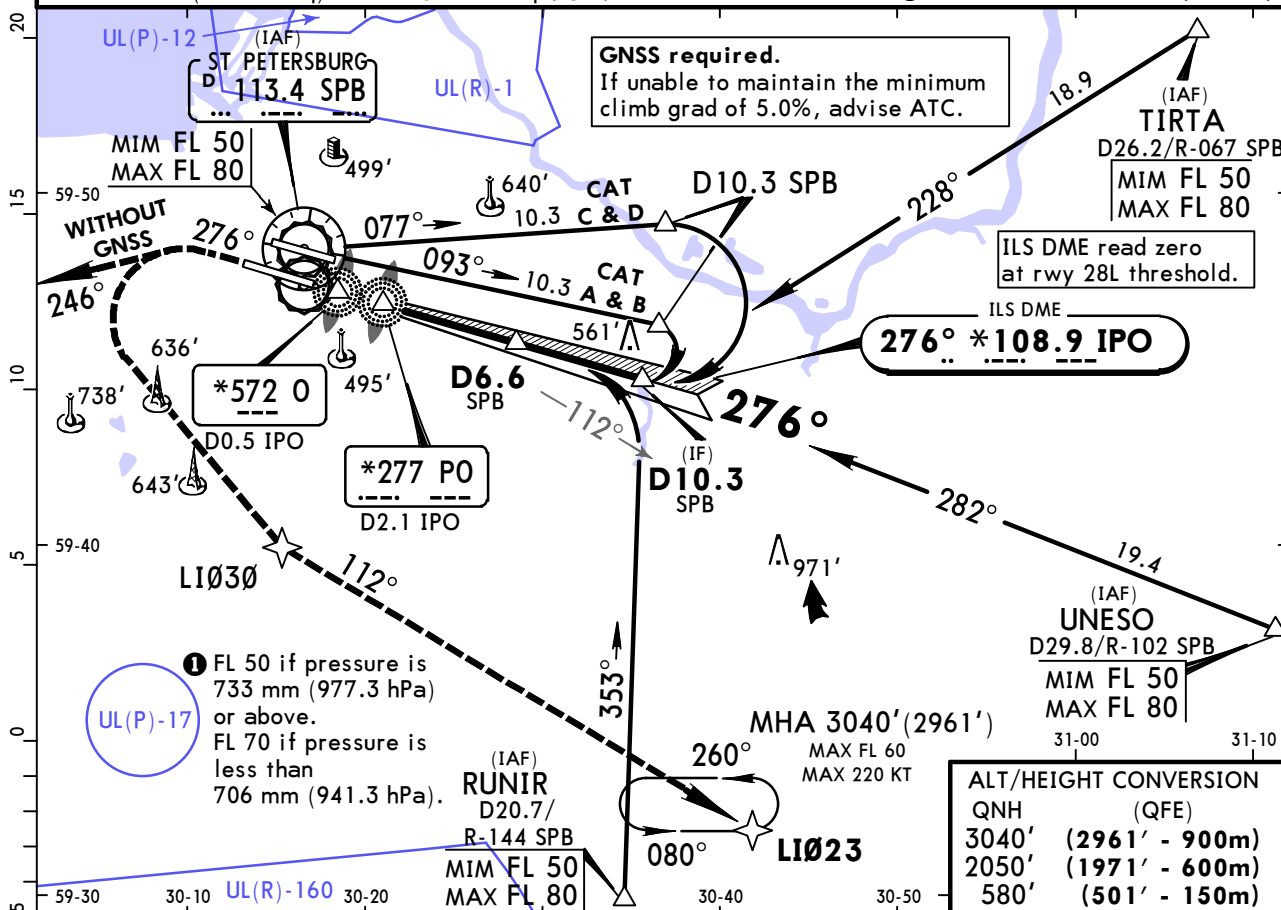
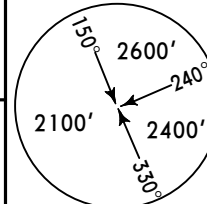
15 MAY 15
Eff 28 May

(11-3)

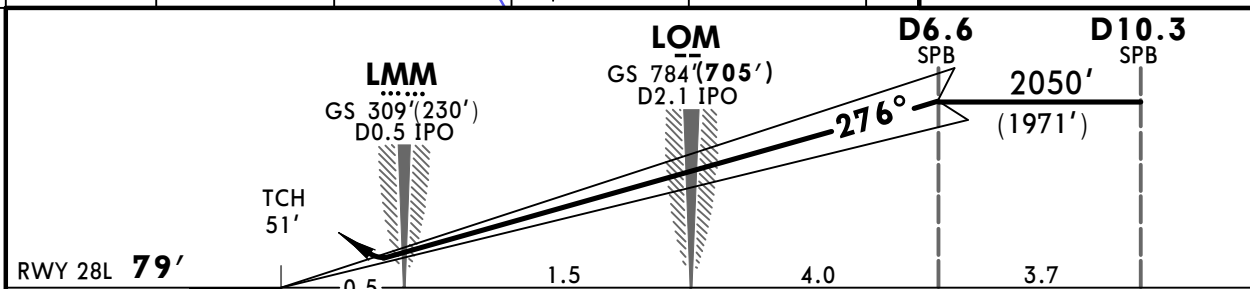
MISSD APCH CLIMB
GRAD MIM 5.0%

ST PETERSBURG, RUSSIA
ILS DME Rwy 28L

ATIS (Russian) 127.3 127.4	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600 119.3 125.2 119.3	PULKOVO Krug (TWR) 120.3	PULKOVO Tower 118.7	Ground 121.7
LOC IPO *108.9	Final Apch Crs 276°	GS LOM 784'(705')	ILS DA(H) 279'(200')	Apch Elev 79' RWY 79'
MISSD APCH: Proceed on 276°, climbing to 3040' (2961'). At 580' (501') turn LEFT (MIM bank angle 20°) to LI030, then proceed to LI023, then as directed. WITHOUT GNSS: Proceed on 276°, climbing to 3040' (2961'). At 580' (501') turn LEFT onto 246° not earlier than D0.5 IPO, then as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 1 Trans alt: 3040' (2961')				



ALT/HEIGHT CONVERSION	QNH	(QFE)
3040'	(2961' - 900m)	
2050'	(1971' - 600m)	
580'	(501' - 150m)	



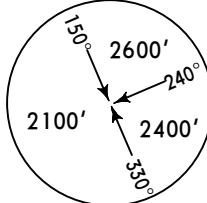
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Refer to Missed Apch above
ILS GS	3.00°	372	478	531	637	743		

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 VIS 800m	1200m		NOT AUTH	
C					
D					

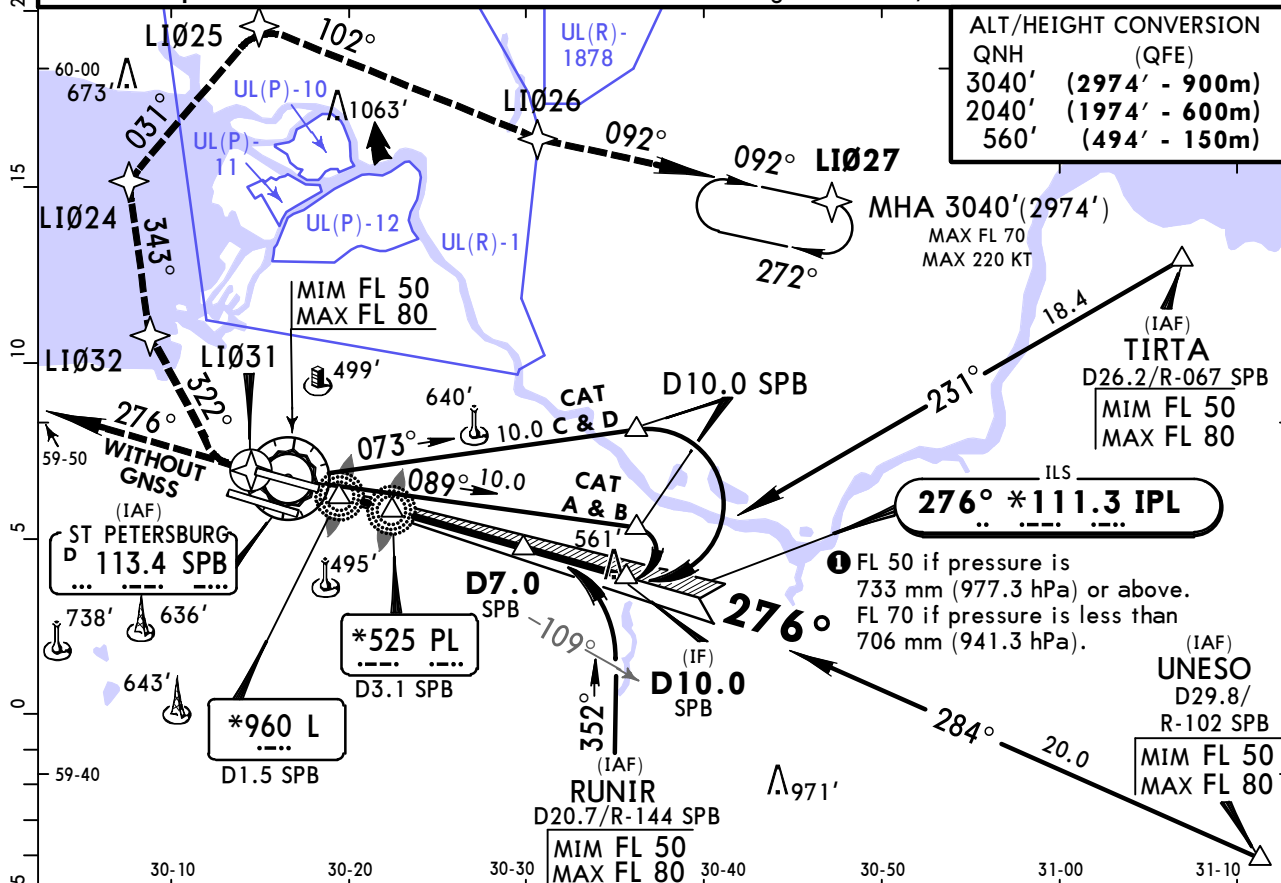
ULLI/LED PULKOVO

15 MAY 15
Eff 28 May

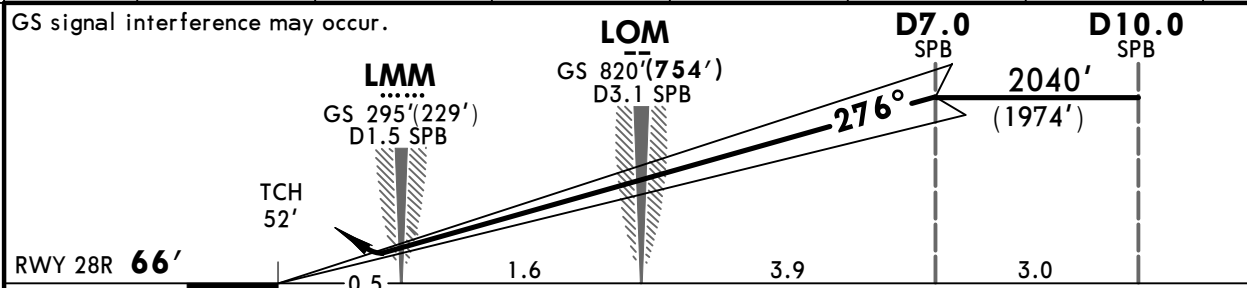
JEPPESSEN ST PETERSBURG, RUSSIA
MISSED APCH CLIMB
GRAD MIM 5.0% ILS Rwy 28R

ATIS (Russian) 127.3 127.4	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600 119.3	125.2	119.3	PULKOVO Krug (TWR) 120.3	PULKOVO Tower 118.1	Ground 121.7
LOC IPL *111.3	Final Apch Crs 276°	GS LOM 820'(754')	ILS DA(H) 266'(200')	Apch Elev 79'	RWY 66'	
MISSED APCH: Proceed to LI031, climbing to 3040' (2974'). 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. WITHOUT GNSS: Proceed on 276°, climbing to 3040' (2974'), then as directed.						MSA SPB VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 1 Trans alt: 3040' (2974')
 1. GNSS required. 2. If unable to maintain the minimum climb grad of 5.0%, advise ATC.



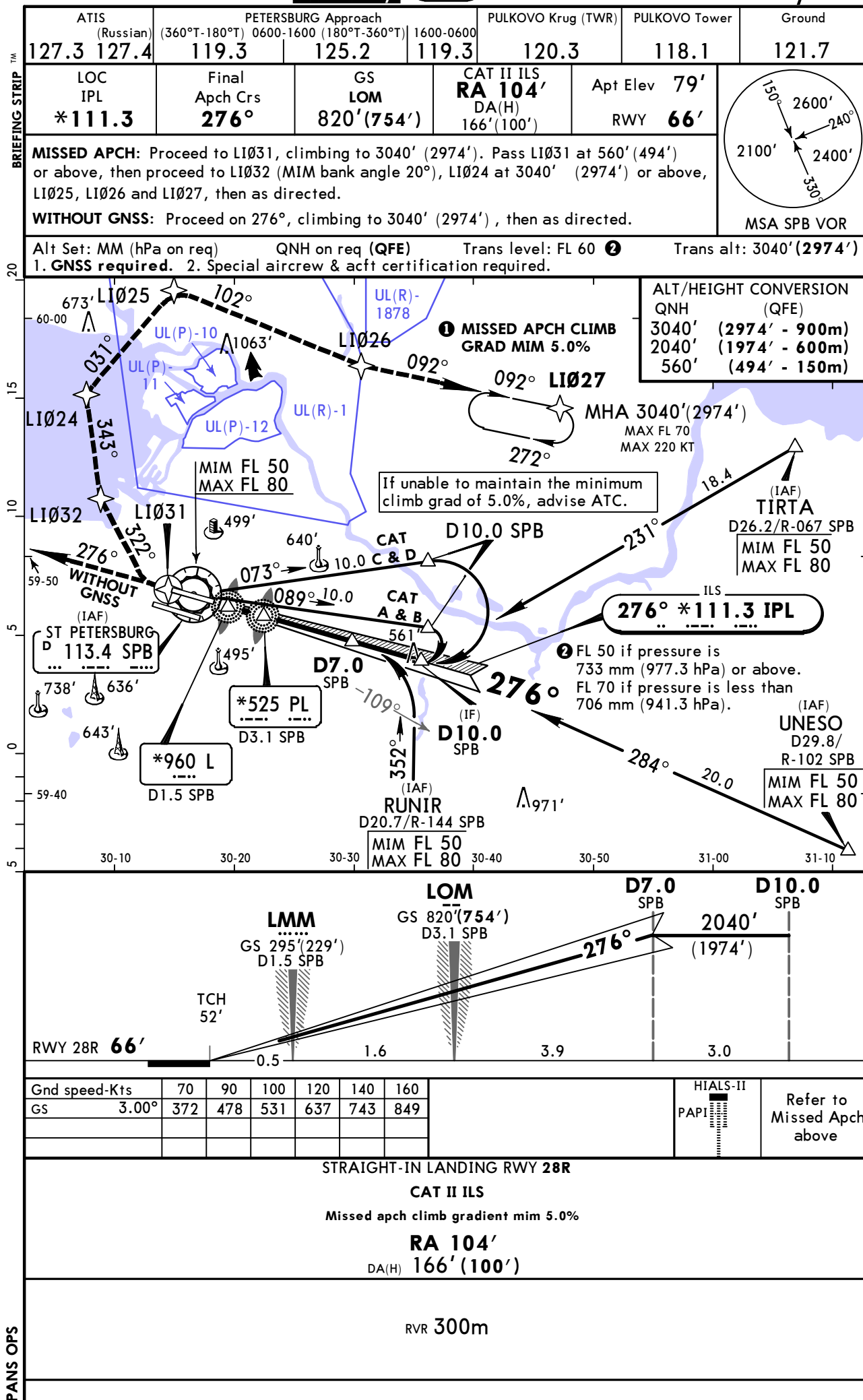
GS signal interference may occur.

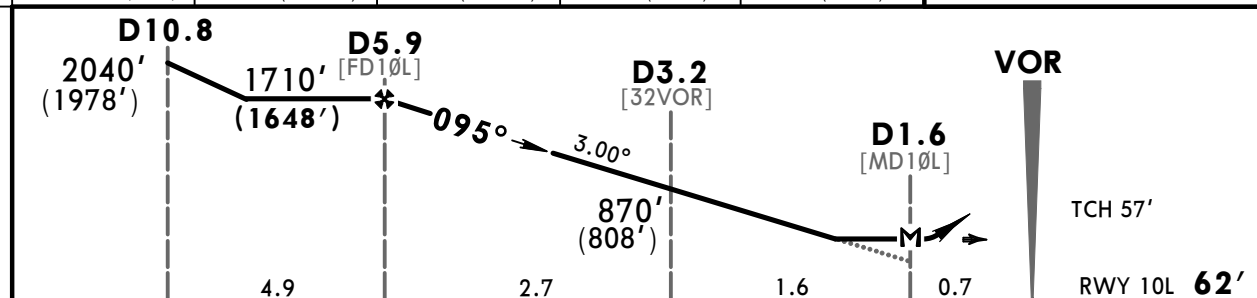
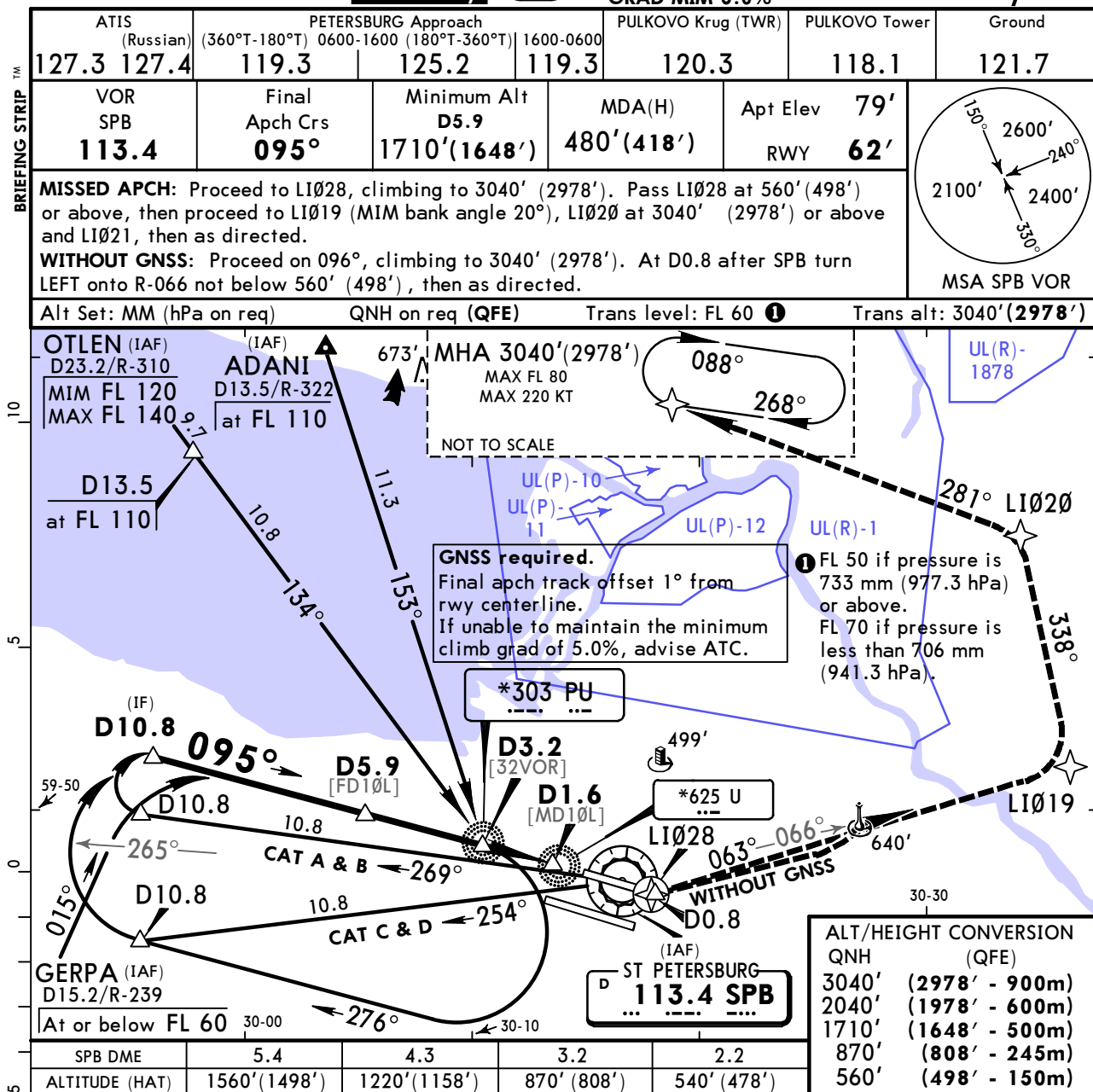


Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00°	372	478	531	637	743	849

HIALS-II PAP	Refer to Missed Apch above
-----------------	----------------------------------

STRAIGHT-IN LANDING RWY 28R						
ILS Missed apch climb gradient mim 5.0% DA(H) 266'(200')			LOC (GS out)			
FULL		TDZ or CL out	ALS out			
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH		
B						
C						
D						

ULLI/LED
PULKOVO
JEPPESSEN
 15 MAY 15
 Eff 28 May **(11-4A)**
ST PETERSBURG, RUSSIA
CAT II ILS Rwy 28R


ULLI/LED
PULKOVO
JEPPESSEN
 15 MAY 15
Eff 28 May
(13-1)
MISSED APCH CLIMB
GRAD MIM 5.0%
ST PETERSBURG, RUSSIA
VOR DME Rwy 10L


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI Refer to Missed Apch above
Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.6							

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

PANS OPS

CHANGES: Arrivals.

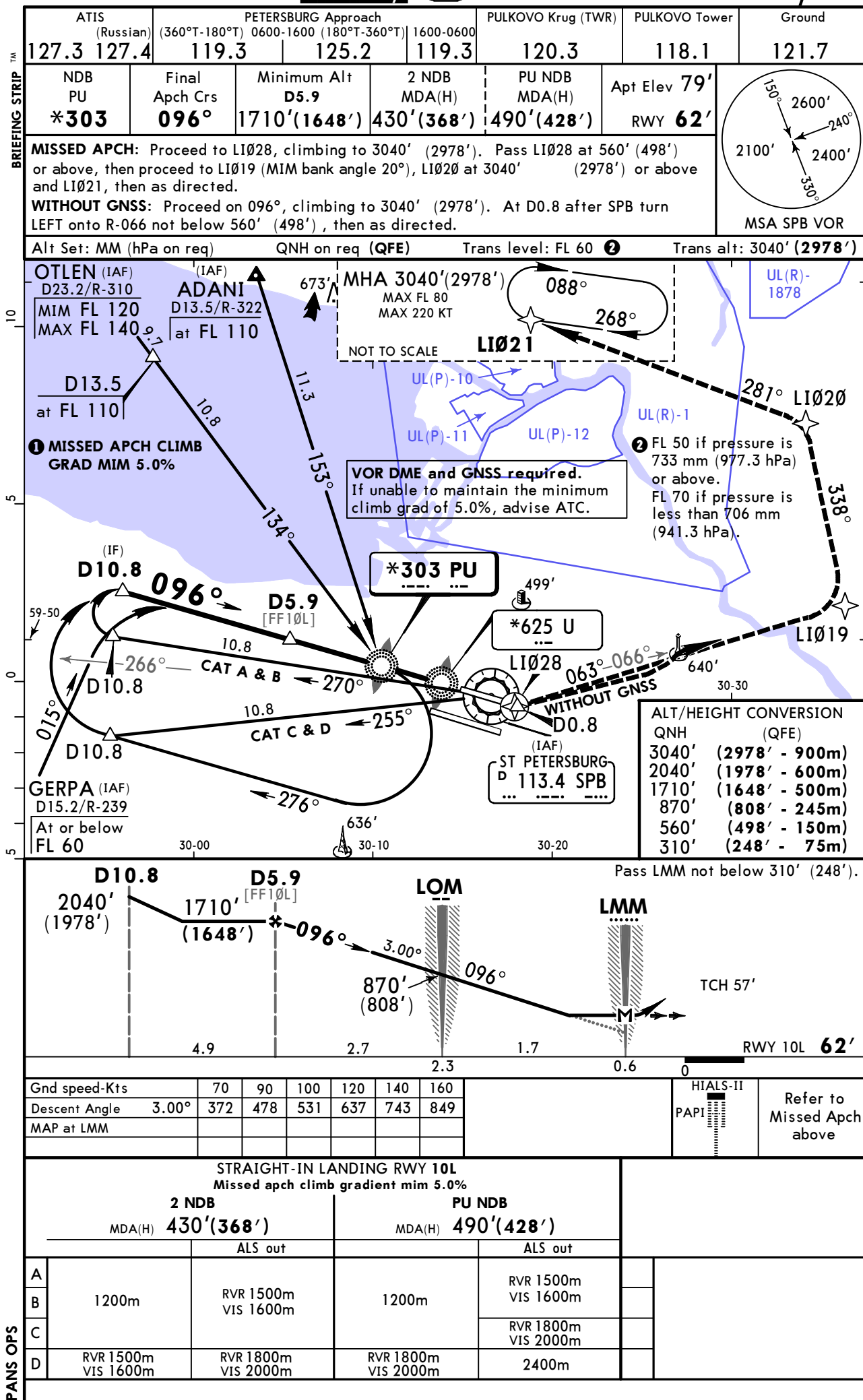
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ULLI/LED
PULKOVO

15 MAY 15
Eff 28 May

(16-1)

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



CHANGES: Arrivals.

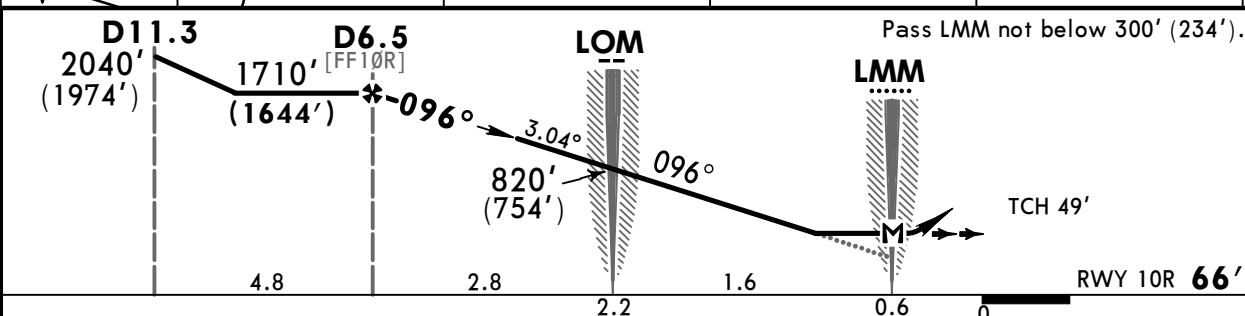
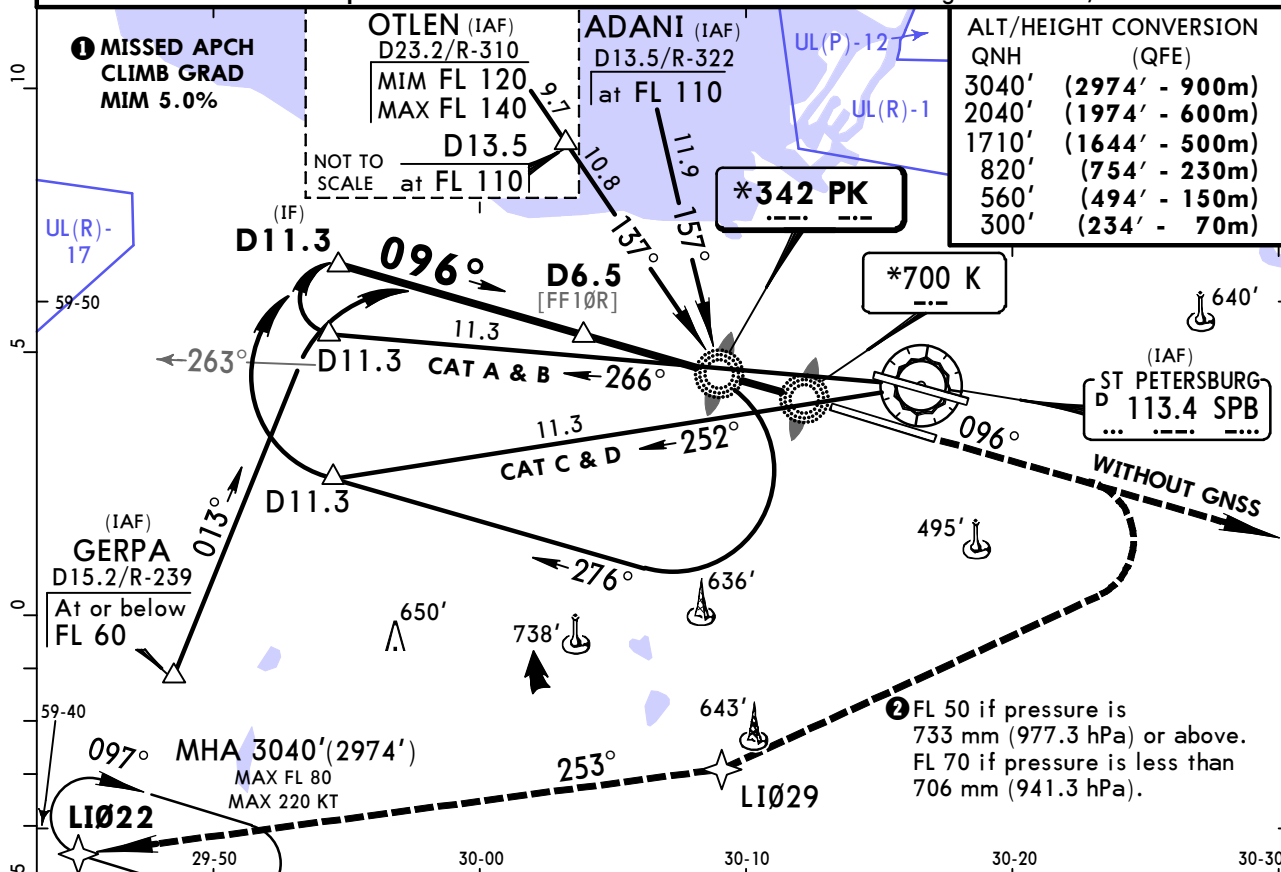
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ULLI/LED PULKOVO

15 MAY 15
Eff 28 May 16-2 2 NDB or PK NDB Rwy 10R

ATIS (Russian) 127.3 127.4	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600 119.3 125.2 119.3	PULKOVO Krug (TWR) 120.3	PULKOVO Tower 118.7	Ground 121.7
NDB PK *342	Final Apch Crs 096°	Minimum Alt D6.5 1710'(1644')	2 NDB MDA(H) 460'(394')	PK NDB MDA(H) 580'(514')
Apt Elev 79' RWY 66'				
MISSED APCH: Proceed on 096°, climbing to 3040' (2974'). At 3040'(2974') turn RIGHT (MIM bank angle 20°) to LI029, then proceed to LI022, then as directed. WITHOUT GNSS: Proceed on 096°, climbing to 3040' (2974') , 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 and GNSS required. 2. If unable to maintain the minimum climb grad of 5.0%, advise ATC.



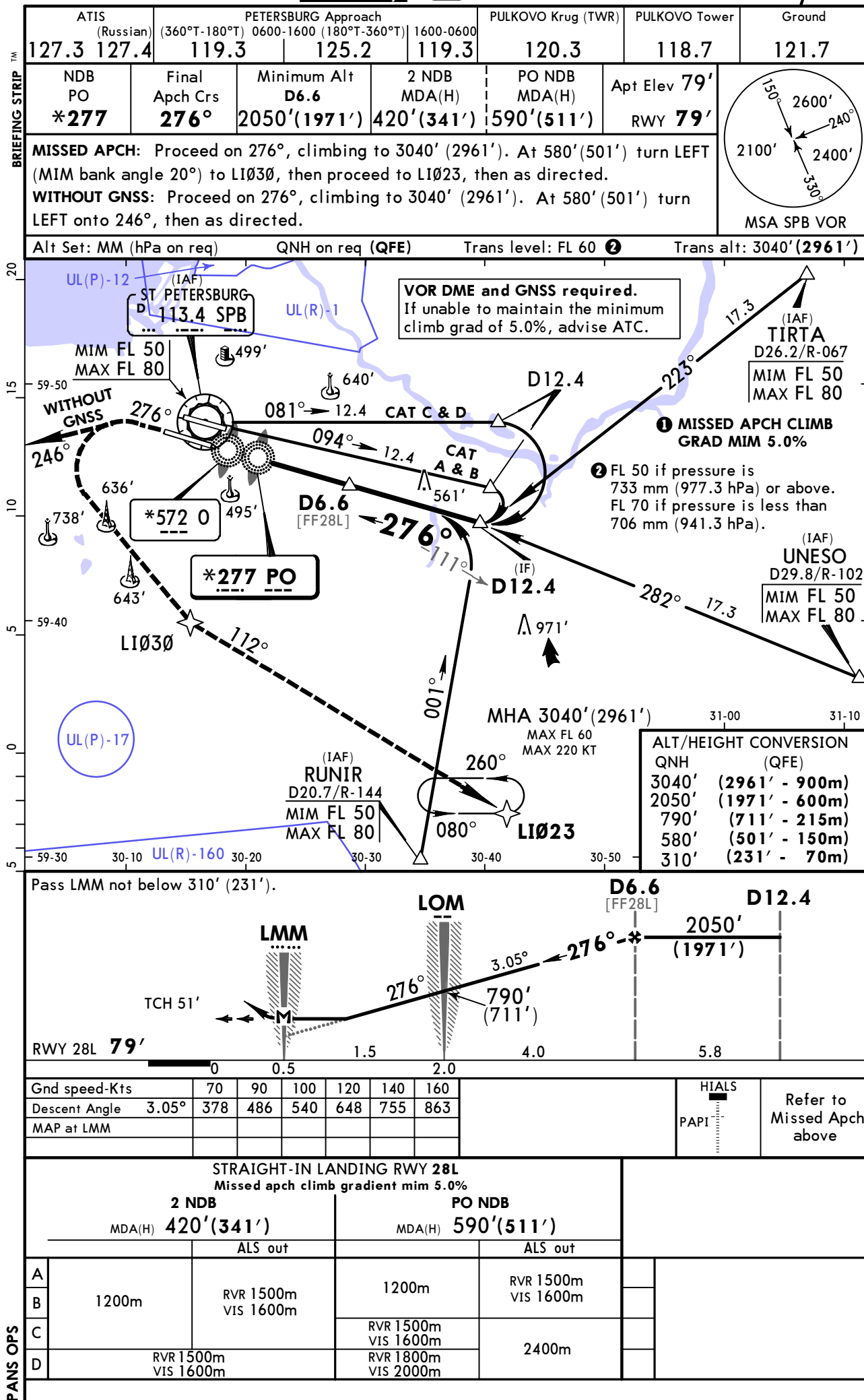
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
Descent Angle	3.04°	376	484	538	645	753	PAPI	Refer to Missed Apch above
MAP at LMM								

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					
B	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	
C			RVR 1500m VIS 1600m	2400m	
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m	2800m	

PANS OPS

ULLI/LED PULKOVO

15 MAY 15
Eff 28 May (16-3) 2 NDB or PO NDB Rwy 28L



ST PETERSBURG, (PULKOVO - ULLI)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULLI