

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UHPP

Terminal Charts For UHPP

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: PETROPAVLOVSK-KAMCHATSKY RUS
ICAO/IATA: UHPP / PKC
Lat/Long: N53° 10.17', E158° 27.03'
Elevation: 131 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -12:00 = UTC
Magnetic Variation: 7.0° W

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

Sunrise: 1659 Z
Sunset: 0956 Z

Runway Information

Runway: 16L
Length x Width: 11148 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 115 ft
Lighting: Edge

Runway: 16R
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 112 ft
Lighting: Edge, ALS, Centerline

Runway: 34R
Length x Width: 11148 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 131 ft
Lighting: Edge, ALS

Runway: 34L
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 127 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 126.800

Petropavlovsk Start Tower: 118.100

Petropavlovsk Ground Ground: 118.900 Non-English

Petropavlovsk Krug Radar: 119.400

UHPP/PKC
YELIZOVO

20 MAY 16

JEPPesen

10-1P

Eff 26 May

PETROPAVLOVSK-KAMCHATSKY, RUSSIA

AIRPORT BRIEFING

1. GENERAL**1.1. ATIS**

*ATIS 126.8

1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures during take-off, climbing and approach phases are not applicable at the aerodrome.

1.3. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. GENERAL**

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

1.3.2. ARRIVAL

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

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

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

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

1.3.3. DEPARTURE

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

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

The following is prohibited during Low Visibility Procedures:

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

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

1.4. TAXI PROCEDURES

Arriving ACFT shall be met and escorted by the Follow-me car.

Taxiing of ACFT with a wingspan of 213'/65m or more via TWY C and D is with Follow-me car only, at minimum speed and strictly along TWY centerline.

TWYs 10 and 11 not available for CIV ACFT.

1.5. PARKING INFORMATION

Stand 1 available as sanitary stand and as position for de-icing.

Stand 3 available for ACFT with explosive goods.

Exit stands 4 thru 8 by towing.

Stands 9 thru 14 available for helicopters.

Stand 23 closed.

Enter stands 27 thru 29 by towing.

1.6. OTHER INFORMATION

Birds.

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PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO

20 MAY 16

10-1P1

Eff 26 May

AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

During approach to RWY 34R via HY NDB and PR LOM cross HY NDB with MAX 215 KT at 7190', lower the landing gear and wing devices into intermediate position.

On final set the flaps into landing position at not below 1450' and adjust the final approach speed.

Setting the flaps into landing position and ACFT trim shall be completed before crossing LOM.

2.2. OTHER INFORMATION

2.2.1. LANDING

The decision to carry out missed approach or proceed to the holding area according to procedure "ALPHA", "BRAVO-1" or "BRAVO-2" shall be made by the crew before commencement of turn on crosswind leg with reporting to ATS unit and, depending on air navigation conditions, shall be carried out according to the procedure assigned indicated by ATS unit.

3. DEPARTURE

3.1. OTHER INFORMATION

3.1.1. LOST COMMUNICATIONS

Procedure "BRAVO-1" shall be carried out in case of radio communication failure after take-off.

RNAV STAR DESIGNATION	REFER TO CHART
PIRUT 5N, SIPVA 5N, TUPAN 5N	10-2B
ORVAS 5N, RINOT 5N, SAMIK 5N	10-2C
GANKA 5N, MK 5N	10-2D
BAKEN 5N, KULOD 5N	10-2E

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UHPP/PKC  **JEPPESSEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA
 YELIZOVO 20 MAY 16 **(10-2A)** **Eff 26 May** **STAR**

STAR DESIGNATION	REFER TO CHART
BAKEN 2A, GANKA 2A, HALAK 2A, 2G	10-2F
KUDER 2A, MALKA 2A	10-2G
PIRUT 2A, SAMIK 2A, TUPAN 2A	10-2H
BAKEN 2B, BIRGA 2B, GANKA 2B	10-2J
KUDER 2B, MALKA 2B	10-2K
PIRUT 2B, SAMIK 2B, TUPAN 2B	10-2L
BALOK 2C, MALKA 2C, RINOT 2C	10-2M
PIRUT 5A, SIPVA 5A, TUPAN 5A	10-2P
ORVAS 5A, RINOT 5A, SAMIK 5A	10-2Q
GANKA 5A, MK 5A	10-2S
BAKEN 5A, KULOD 5A	10-2T
PIRUT 5B, SIPVA 5B, TUPAN 5B	10-2U
ORVAS 5B, RINOT 5B, SAMIK 5B	10-2V
GANKA 5B, MK 5B	10-2W
BAKEN 5B, KULOD 5B	10-2X

UHPH/PKC
YELIZOVO

20 MAY 16

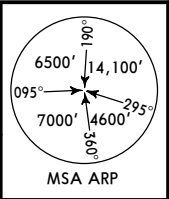
10-2B

Eff 26 May

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

RNAV STAR

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)
Apt Elev 131'	Trans alt: 8010' (7882') Simultaneous holding over PP005 at the same flight level is prohibited.



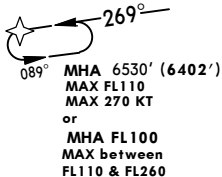
PIRUT 5N [PIRU5N]
SIPVA 5N [SIPV5N]
TUPAN 5N [TUPA5N] ①
RNAV (GNSS)

TUPAN

N53 38.3 E159 02.5

Between
FL260 & FL160

HOLDING OVER
PP005



① Holding over
PP005 is compulsory



NOT TO SCALE

Direct distance from PP005 to
Yelizovo Apt: 18 NM



(IAF)
PP005
N52 58.0 E158 49.0

At
7190' (7062')

PP006

N53 11.2 E158 53.4

At or above
FL110

PIRUT

N53 15.6 E159 59.9

Between
FL260 & FL180

SIPVA

N53 06.4 E160 02.0

Between
FL260 & FL100

ALT/HEIGHT CONVERSION

QNH	(QFE)
8010' (7882' - 2400m)	
7190' (7062' - 2150m)	
6530' (6402' - 1950m)	

STAR	RWY	ROUTING
PIRUT 5N	34L	PIRUT (FL260-; FL180+) - PP005 (7190')
SIPVA 5N		SIPVA (FL260-; FL100+) - PP005 (7190')
TUPAN 5N		TUPAN (FL260-; FL160+) - PP006 (FL110+) - PP005 (7190')

UHPH/PKC
YELIZOVO

20 MAY 16

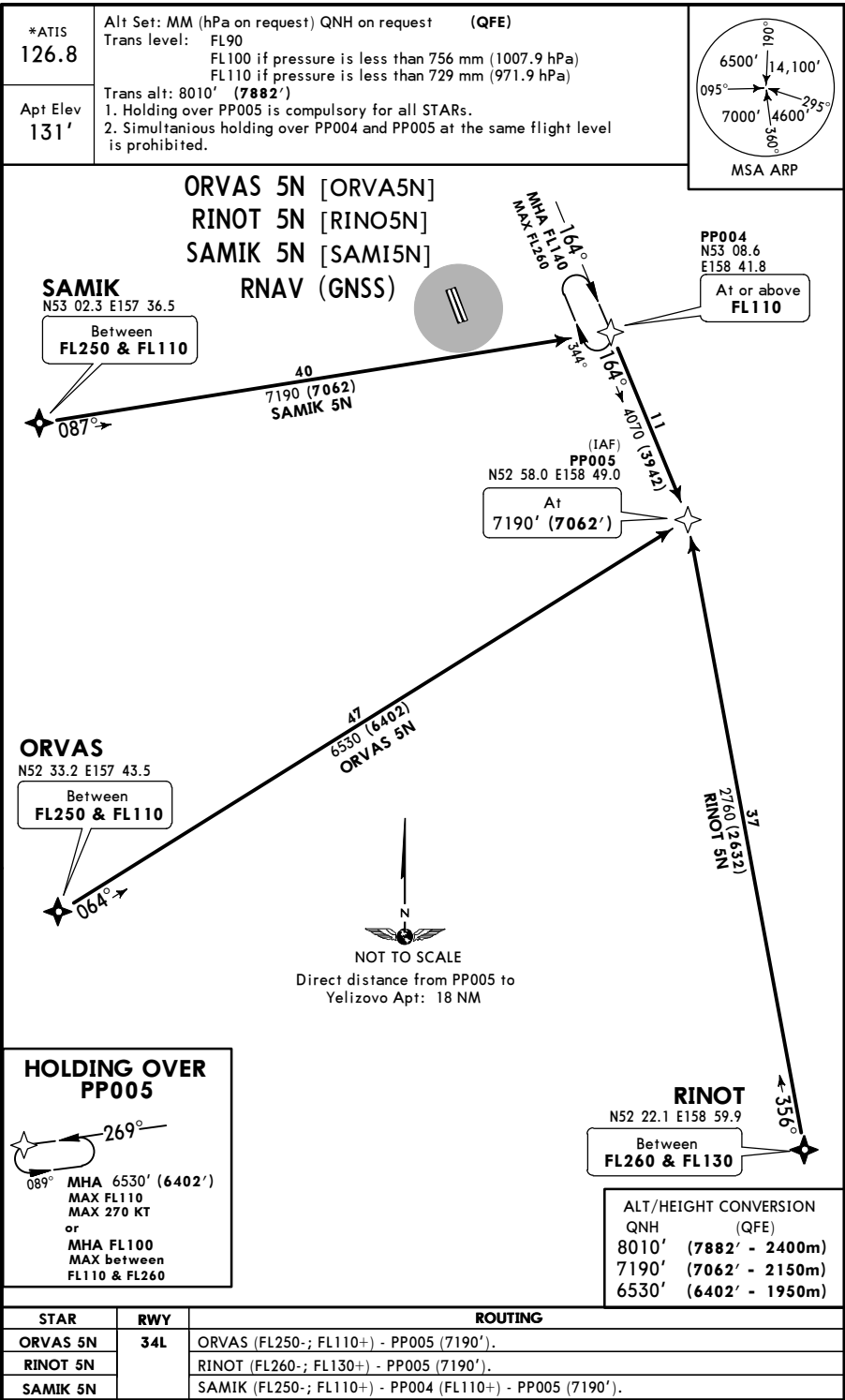
JEPPesen

PETROPAVLOVSK-KAMCHATSKY, RUSSIA

10-2C

Eff 26 May

RNAV STAR



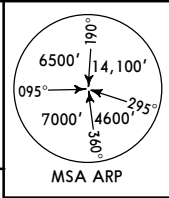
UHPP/PKC
YELIZOVO

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

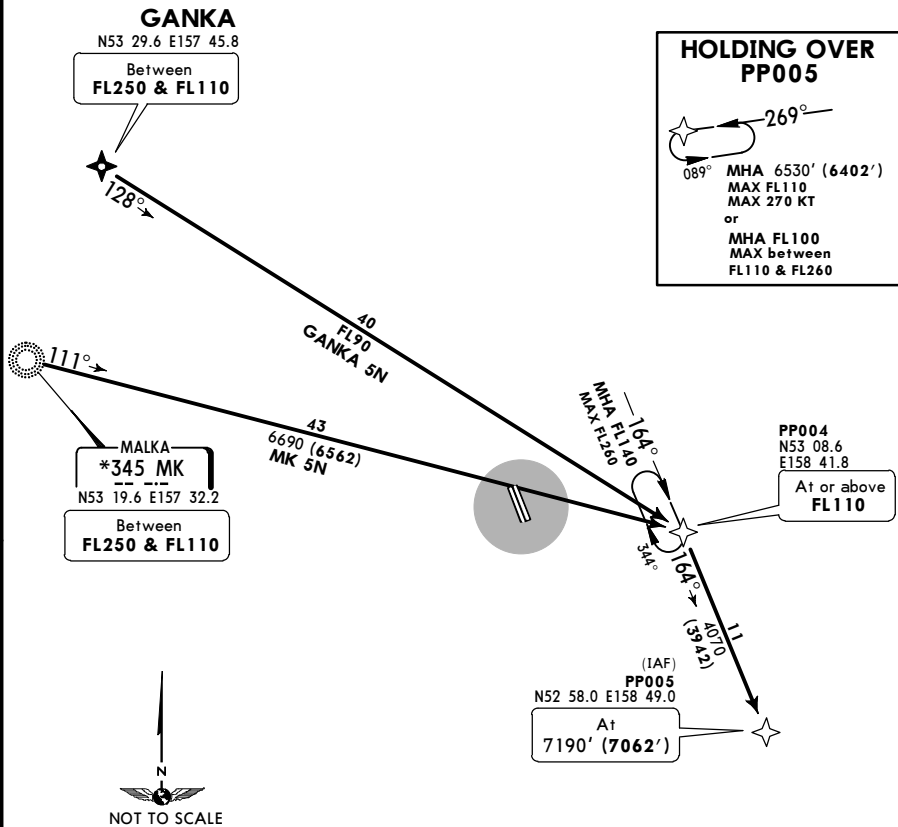
20 MAY 16 (10-2D) Eff 26 May

RNAV STAR

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)
Apt Elev 131'	Trans alt: 8010' (7882') 1. Holding over PP005 is compulsory for all STARs. 2. Simultaneous holding over PP004 and PP005 at the same flight level is prohibited.



GANKA 5N [GANK5N]
MK 5N
RNAV (GNSS)



Direct distance from PP005 to:
Yelizovo Apt: 18 NM

ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7882' - 2400m)
7190'	(7062' - 2150m)
6530'	(6402' - 1950m)

STAR	RWY	ROUTING
GANKA 5N	34L	GANKA (FL250-; FL110+) - PP004 (FL110+) - PP005 (7190').
MK 5N		MK (FL250-; FL110+) - PP004 (FL110+) - PP005 (7190').

UHPP/PKC
YELIZOVO

 JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

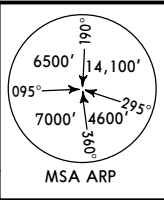
20 MAY 16

(10-2E)

Eff 26 May

RNAV STAR

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)
Apt Elev 131'	Trans alt: 8010' (7882') 1. Holding over PP005 is compulsory for all STARs. 2. Simultaneous holding over PP005 and PP004 at the same flight level is prohibited.



**BAKEN 5N [BAKE5N]
KULOD 5N [KULO5N]
RNAV (GNSS)**

BAKEN
N53 39.6 E157 59.6

Between
FL250 & FL110

KULOD
N53 42.5 E158 29.2

Between
FL260 & FL140

ALT/HEIGHT CONVERSION
QNH (QFE)

8010' (7882' - 2400m)

7190' (7062' - 2150m)

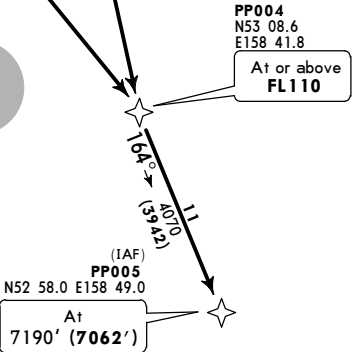
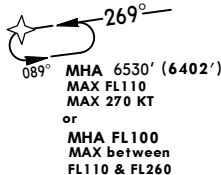
6530' (6402' - 1950m)



NOT TO SCALE

Direct distance from PP005 to
Yelizovo Apt: 18 NM

**HOLDINGS OVER
PP005 PP004**



STAR	RWY	ROUTING
BAKEN 5N	34L	BAKEN (FL250-; FL110+) - PP004 (FL110+) - PP005 (7190').
KULOD 5N		KULOD (FL260-; FL140+) - PP004 (FL110+) - PP005 (7190').

UHPP/PKC
YELIZOVO

JEPPESEN PETROPVLOVSK-KAMCHATSKY, RUSSIA

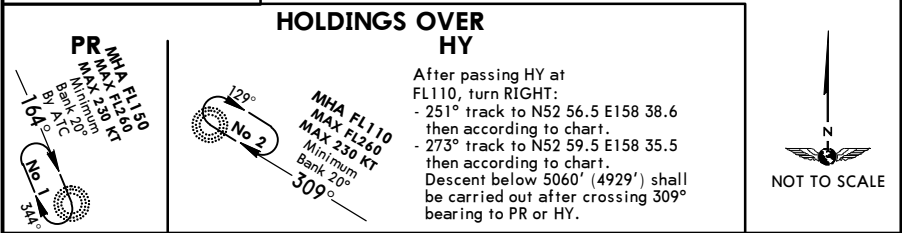
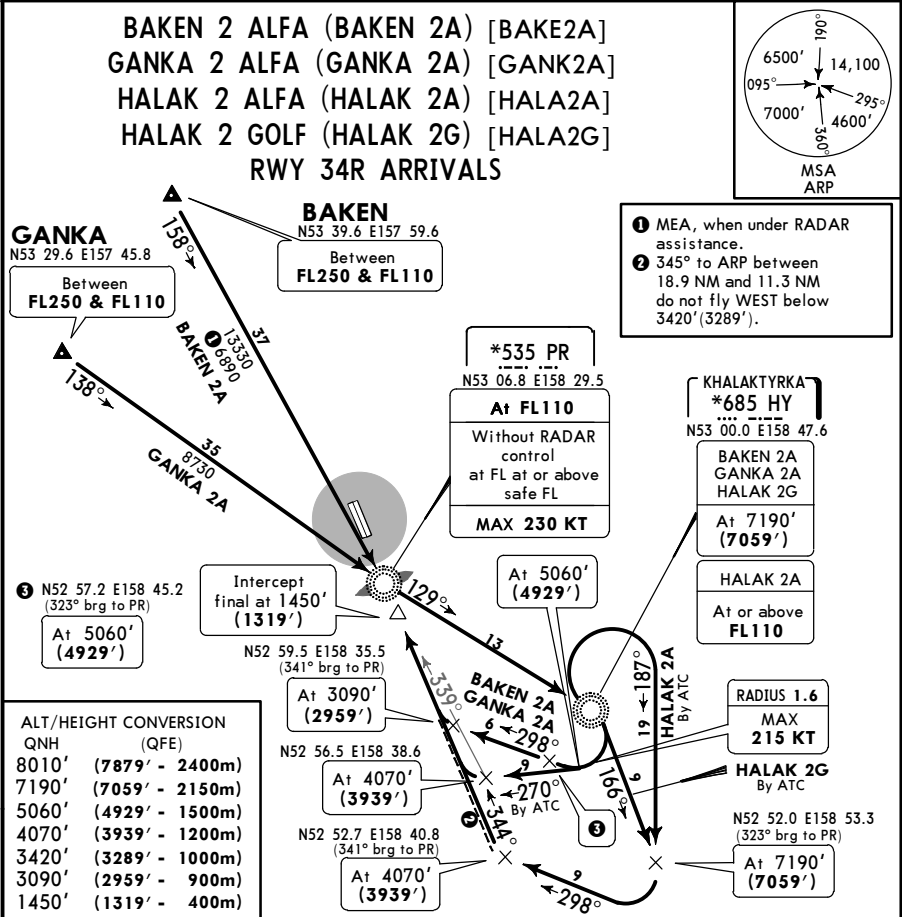
20 MAY 16

10-2F

Eff 26 May

STAR

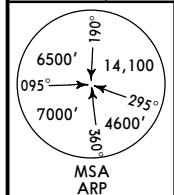
*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa) Trans alt: 8010' (7879')
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Minimum bank 20° for all turns.	
STAR	ROUTING
BAKEN 2A	158° bearing to PR, turn LEFT, 129° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.
GANKA 2A	138° bearing to PR, turn LEFT, 129° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.
HALAK 2A By ATC	Exit from holding No2, turn RIGHT, 187° track to N52 52.0 E158 53.3, turn RIGHT, 298° track to N52 52.7 E158 40.8, turn RIGHT, 344° track to intercept final approach.
HALAK 2G By ATC	Turn RIGHT, 166° track to N52 52.0 E158 53.3, turn RIGHT, 298° track to N52 52.7 E158 40.8, turn RIGHT, 344° track to intercept final approach.

UHPP/PKC **JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA** YELIZOVO 20 MAY 16 (10-2G) Eff 26 May **STAR**

*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa) Trans alt: 8010' (7879')
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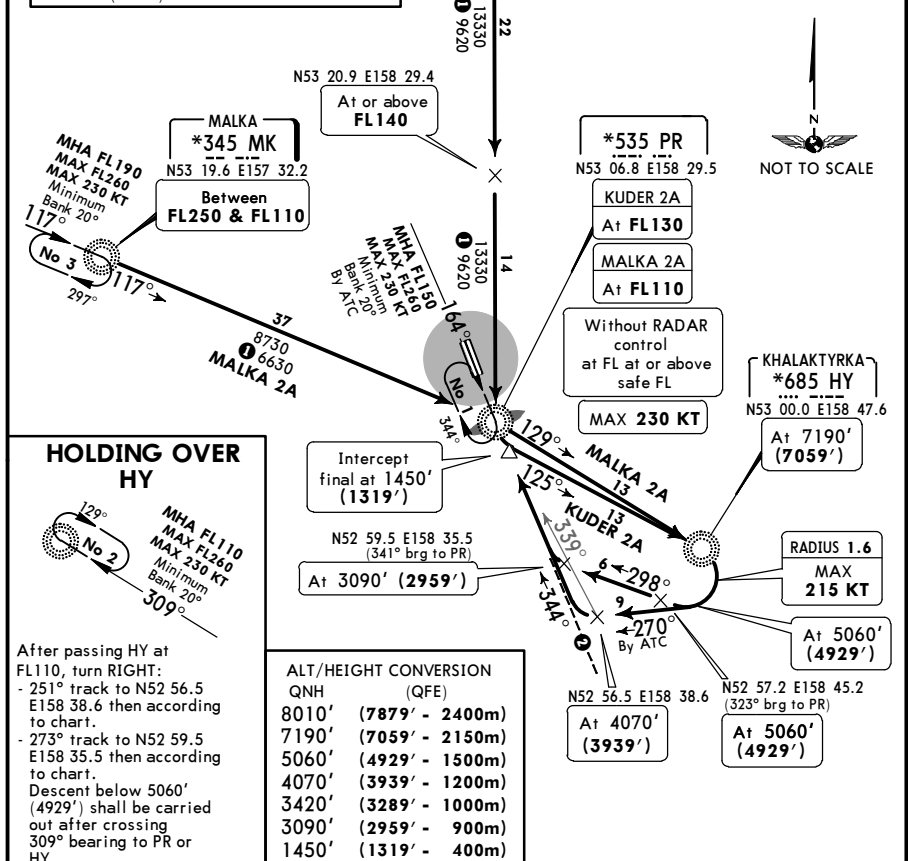


KUDER 2 ALFA (KUDER 2A) [KUDE2A] MALKA 2 ALFA (MALKA 2A) [MALK2A] RWY 34R ARRIVALS

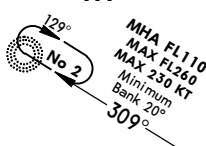
KUDER
N53 49.0 E158 45.7
Between
FL260 & FL140

KULOD
N53 42.5 E158 29.2
Between
FL240 & FL140

- 1 MEA, when under RADAR assistance.
- 2 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').



HOLDING OVER HY



After passing HY at FL110, turn RIGHT:
- 251° track to N52 56.5 E158 38.6 then according to chart.
- 273° track to N52 59.5 E158 35.5 then according to chart.
Descent below 5060' (4929') shall be carried out after crossing 309° bearing to PR or HY.

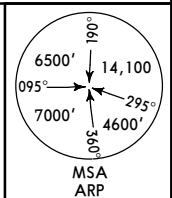
ALT/HEIGHT CONVERSION	QNH	(QFE)
8010'	(7879' - 2400m)	
7190'	(7059' - 2150m)	
5060'	(4929' - 1500m)	
4070'	(3939' - 1200m)	
3420'	(3289' - 1000m)	
3090'	(2959' - 900m)	
1450'	(1319' - 400m)	

Minimum bank 20° for all turns.	
STAR	ROUTING
KUDER 2A	To KULOD, intercept 186° bearing via N53 20.9 E158 29.4 to PR, turn LEFT, intercept 125° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.
MALKA 2A	117° bearing to PR, turn RIGHT, 129° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.

UHPP/PKC **JEPPESSEN PETROPVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 20 MAY 16 (10-2H) Eff 26 May **STAR**

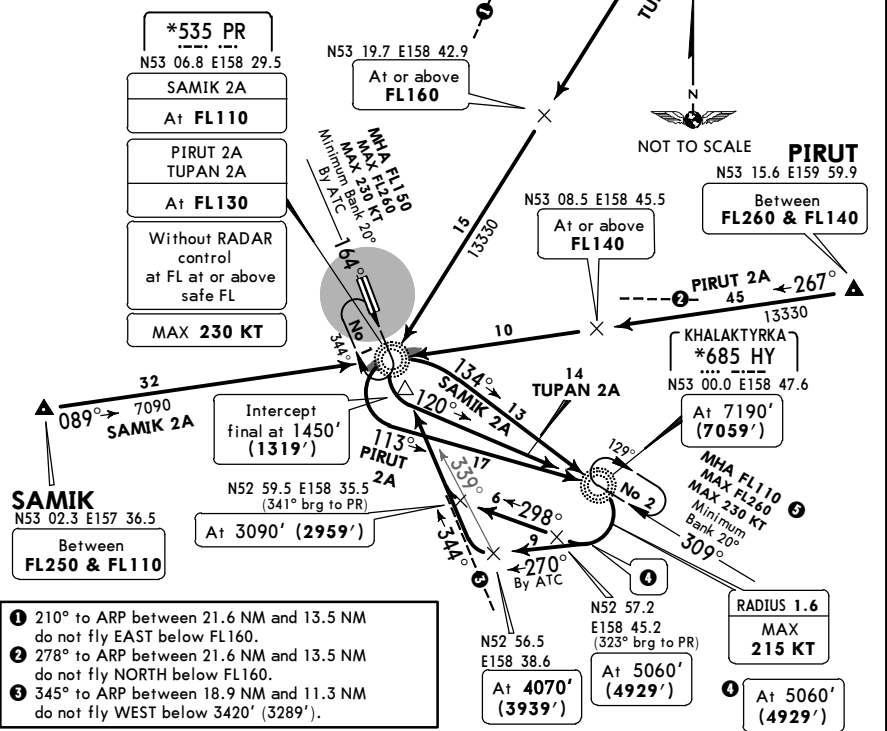
*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa) Trans alt: 8010' (7879')
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PIRUT 2 ALFA (PIRUT 2A) [PIRU2A]
SAMIK 2 ALFA (SAMIK 2A) [SAMI2A]
TUPAN 2 ALFA (TUPAN 2A) [TUPA2A]
RWY 34R ARRIVALS



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

- 5 After passing HY at FL110, turn RIGHT:
- 251° track to N52 56.5 E158 38.6 then according to chart.
- 273° track to N52 59.5 E158 35.5 then according to chart.
Descent below 5060' (4929') shall be carried out after crossing 309° bearing to PR or HY.



- 1 210° to ARP between 21.6 NM and 13.5 NM do not fly EAST below FL160.
2 278° to ARP between 21.6 NM and 13.5 NM do not fly NORTH below FL160.
3 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').

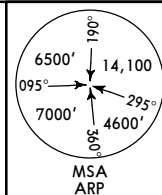
Minimum bank 20° for all turns.

STAR	ROUTING
PIRUT 2A	267° bearing via N53 08.5 E158 45.5 to PR, turn LEFT, intercept 113° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.
SAMIK 2A	089° bearing to PR, turn RIGHT, intercept 134° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.
TUPAN 2A	219° bearing via N53 19.7 E158 42.9 to PR, turn LEFT, intercept 120° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.

UHPP/PKC **JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 20 MAY 16 (10-2J) Eff 26 May **STAR**

*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa) Trans alt: 8010' (7879')
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BAKEN 2 BRAVO (BAKEN 2B) [BAKE2B]
BIRGA 2 BRAVO (BIRGA 2B) [BIRG2B]
GANKA 2 BRAVO (GANKA 2B) [GANK2B]
RWY 34R ARRIVALS



BAKEN

N53 39.6 E157 59.6

Between
FL250 & FL110

GANKA

N53 29.6 E157 45.8

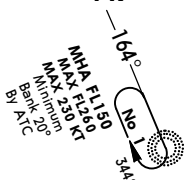
Between
FL250 & FL110

- 1 MEA, when under RADAR assistance.
- 2 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').



***535 PR**
N53 06.8 E158 29.5
At **FL110**
Without RADAR
control
at FL at or above
safe FL
MAX 230 KT

**HOLDING OVER
PR**



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

BIRGA
N52 52.8 E158 32.4
At 7190' (7059')
MAX 215 KT

N52 43.9 E158 38.5
(353° brg to PR)
At 7190' (7059')
MAX 215 KT

N52 54.3
E158 38.2
(344° brg to PR)
At 4400' (4269')

**BAKEN 2B
GANKA 2B**

Minimum bank 20° for all turns.

STAR	ROUTING
BAKEN 2B	158° bearing to PR, turn RIGHT, 180° bearing to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.
BIRGA 2B By ATC	On 164° track to N52 43.9 E158 38.5, turn LEFT, 344° track via N52 54.3 E158 38.2 to intercept final approach.
GANKA 2B	138° bearing to PR, turn RIGHT, 180° bearing to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.

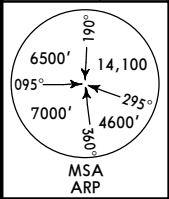
UHPP/PKC
YELIZOVO

 JEPPESSEN PETROPVLOVSK-KAMCHATSKY, RUSSIA

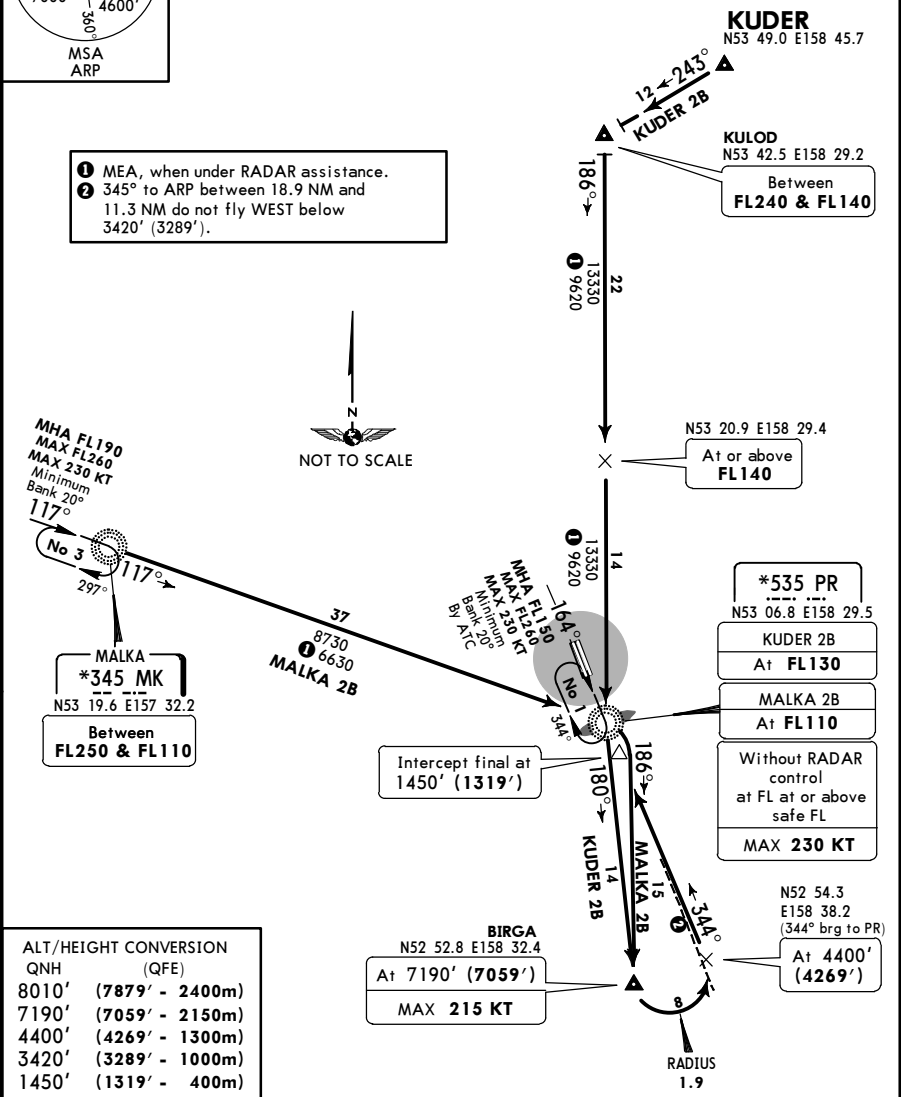
20 MAY 16 (10-2K) Eff 26 May

STAR

*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa) Trans alt: 8010' (7879')
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**KUDER 2 BRAVO (KUDER 2B) [KUDE2B]
MALKA 2 BRAVO (MALKA 2B) [MALK2B]
RWY 34R ARRIVALS**



Minimum bank 20° for all turns.	
STAR	ROUTING
KUDER 2B	To KULOD, intercept 186° bearing via N53 20.9 E158 29.4 to PR, turn LEFT, 180° bearing to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.
MALKA 2B	117° bearing to PR, turn RIGHT, 186° track to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.

UHPP/PKC
YELIZOVO

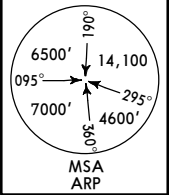
 JEPPESSEN PETROPVLOVSK-KAMCHATSKY, RUSSIA

20 MAY 16 (10-2L) Eff 26 May

STAR

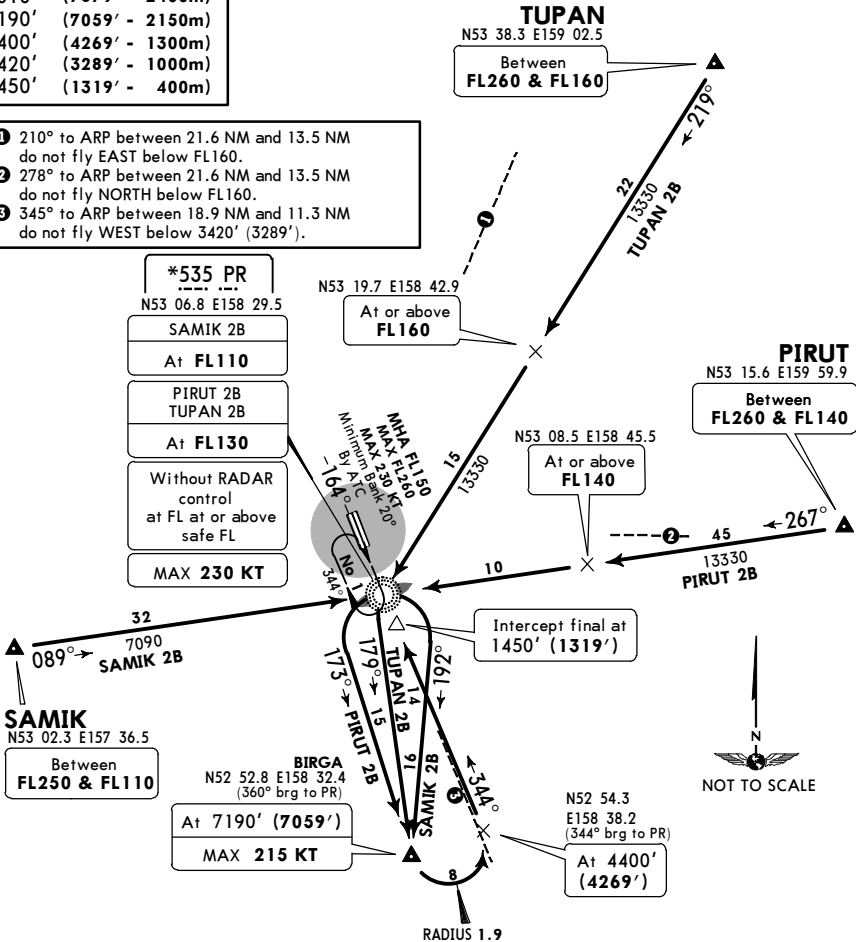
*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa) Trans alt: 8010' (7879')
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PIRUT 2 BRAVO (PIRUT 2B) [PIRU2B]
SAMIK 2 BRAVO (SAMIK 2B) [SAMI2B]
TUPAN 2 BRAVO (TUPAN 2B) [TUPA2B]
RWY 34R ARRIVALS



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

- 1 210° to ARP between 21.6 NM and 13.5 NM do not fly EAST below FL160.
- 2 278° to ARP between 21.6 NM and 13.5 NM do not fly NORTH below FL160.
- 3 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').



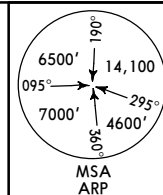
Minimum bank 20° for all turns.

STAR	ROUTING
PIRUT 2B	267° bearing via N53 08.5 E158 45.5 to PR, turn LEFT, 173° track to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.
SAMIK 2B	089° bearing to PR, turn RIGHT, 192° track to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.
TUPAN 2B	219° bearing via N53 19.7 E158 42.9 to PR, turn LEFT, 179° track to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.

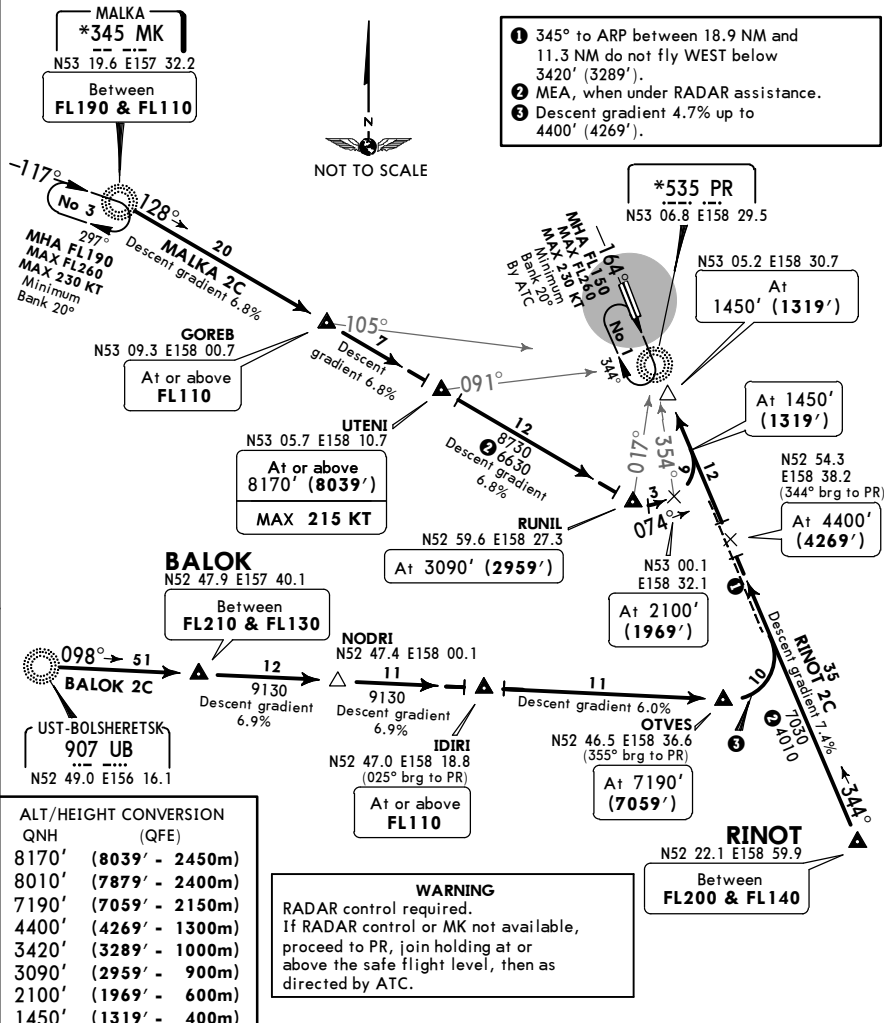
UHPP/PKC **JEPPSEN PETROPVLOVSK-KAMCHATSKY, RUSSIA** YELIZOVO 20 MAY 16 (10-2M) Eff 26 May **STAR**

*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm less than (971.9 hPa) Trans alt: 8010' (7879')
-----------------------	-------------------------	---

BALOK 2 CHARLIE (BALOK 2C) [BALO2C]
MALKA 2 CHARLIE (MALKA 2C) [MALK2C]
RINOT 2 CHARLIE (RINOT 2C) [RINO2C]
RWY 34R ARRIVALS
BY ATC



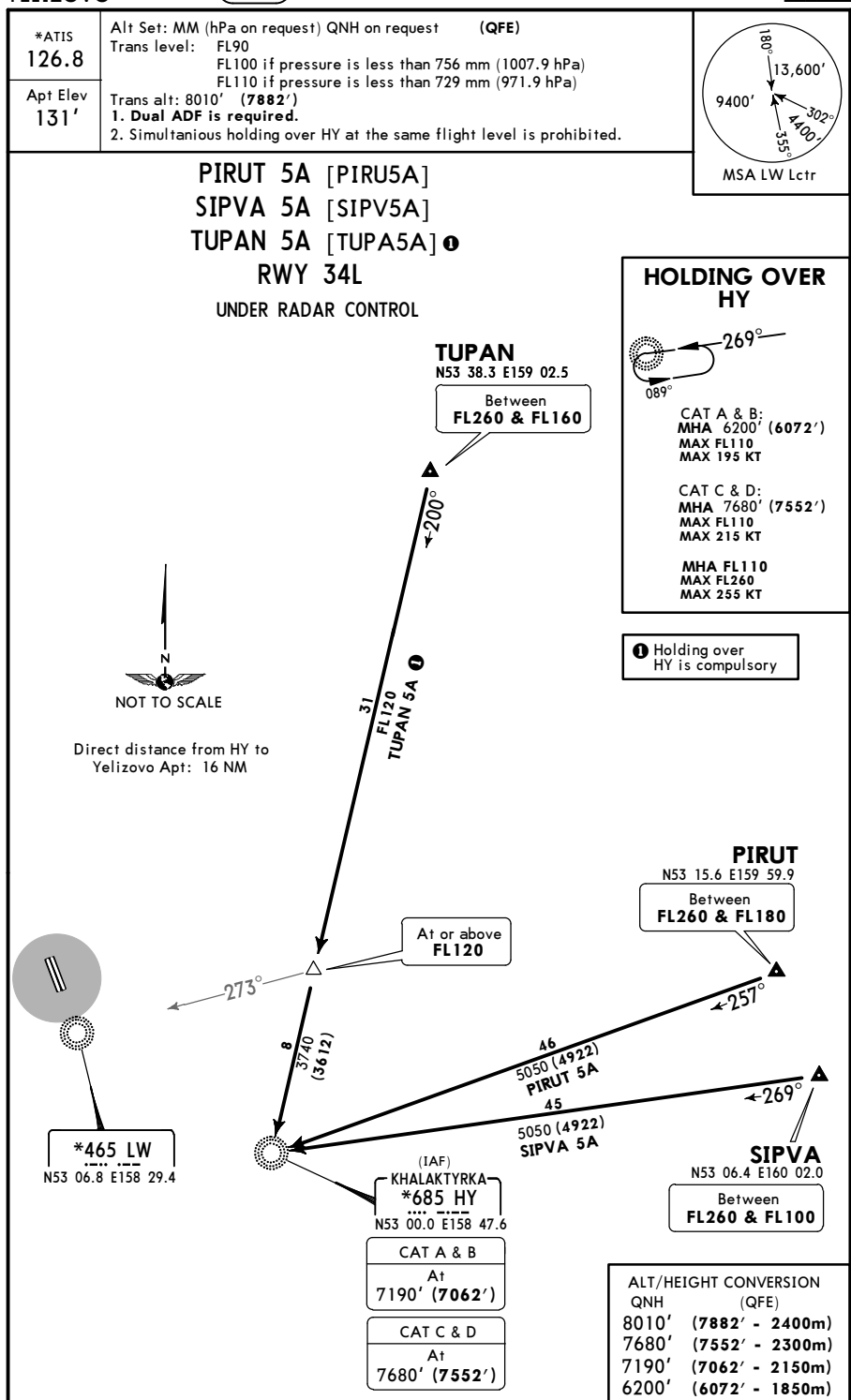
- 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').
- MEA, when under RADAR assistance.
- Descent gradient 4.7% up to 4400' (4269').



ALT/HEIGHT CONVERSION
QNH (QFE)
8170' (8039' - 2450m)
8010' (7879' - 2400m)
7190' (7059' - 2150m)
4400' (4269' - 1300m)
3420' (3289' - 1000m)
3090' (2959' - 900m)
2100' (1969' - 600m)
1450' (1319' - 400m)

STAR	ROUTING
BALOK 2C	098° bearing via BALOK, NODRI and IDIRI to OTVES, turn LEFT, 344° track to intercept final approach.
MALKA 2C	128° bearing via GOREB and UTENI to RUNIL, turn LEFT, 074° track to N53 00.1 E158 32.1, turn LEFT, 344° track to intercept final approach.
RINOT 2C	344° track to intercept final approach.

UHP/PCK **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 20 MAY 16 (10-2P) Eff 26 May **STAR**

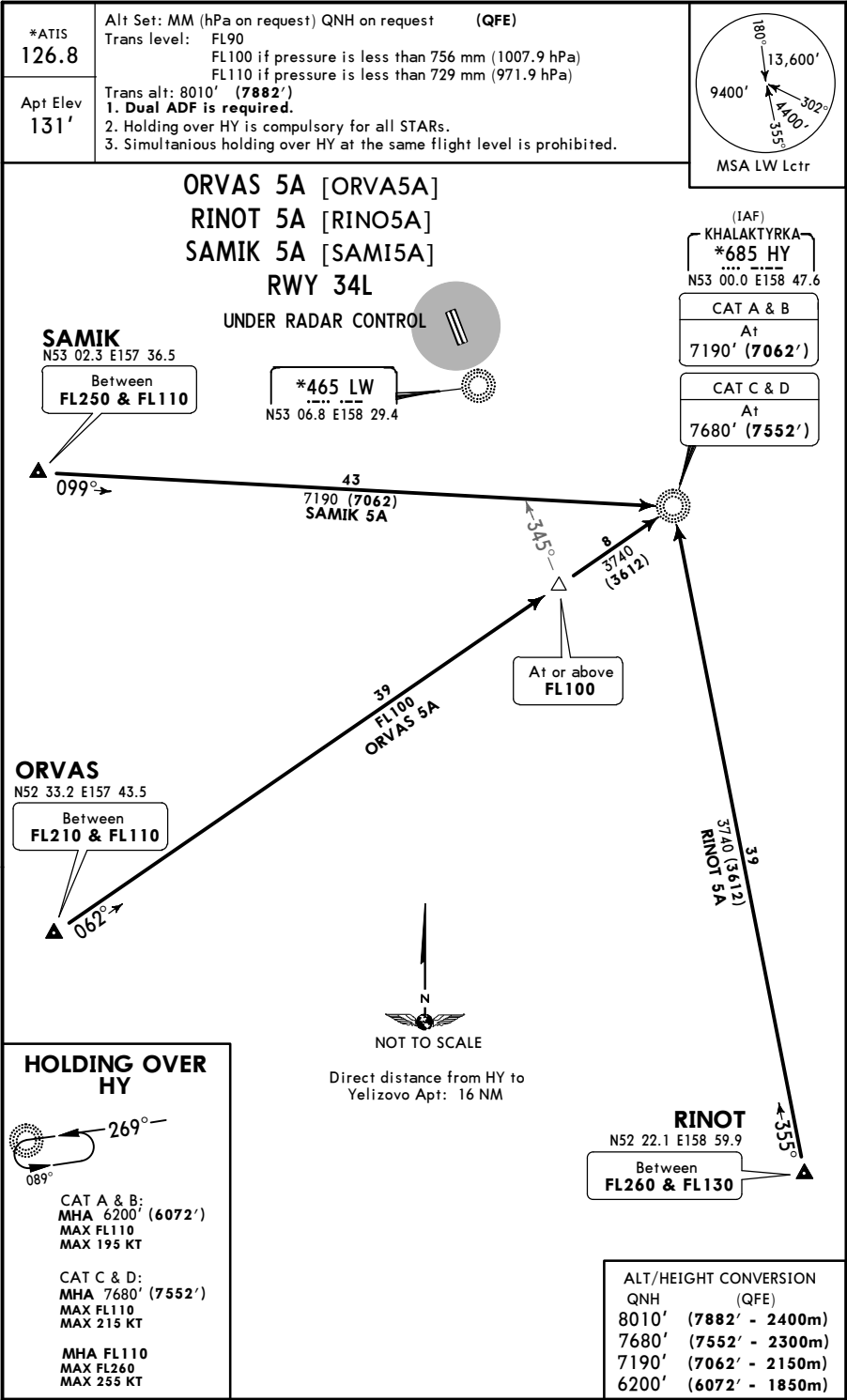


UHPP/PKC

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 20 MAY 16 (10-2Q) Eff 26 May

STAR

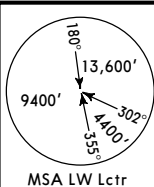


*ATIS
126.8

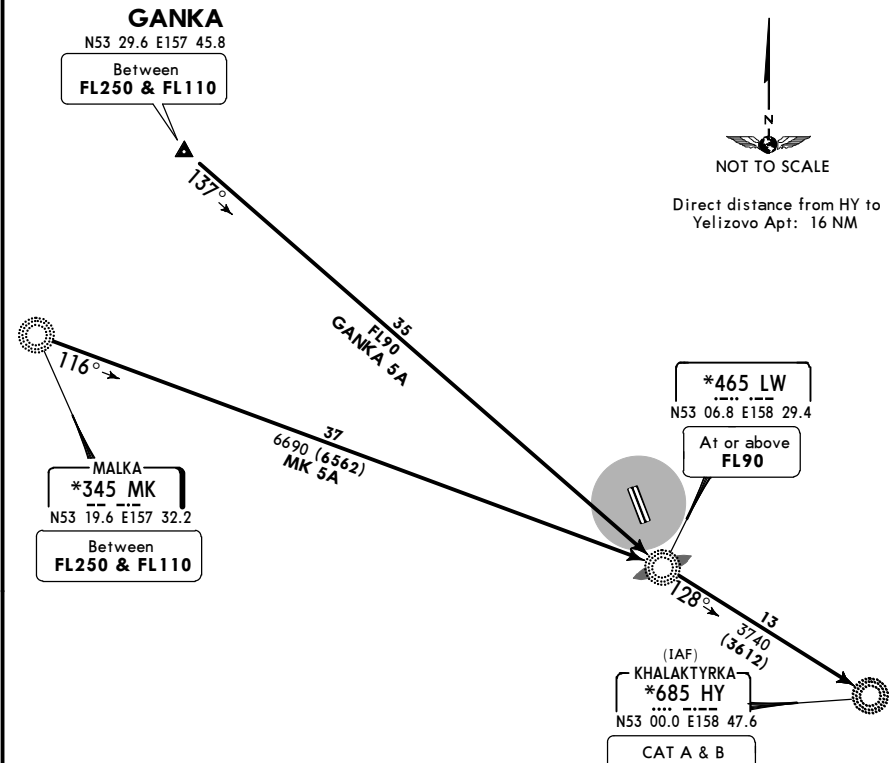
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' (7882')

Apt Elev
131'

1. Dual ADF is required.
2. Holding over HY is compulsory for all STARs.
3. Simultaneous holding over HY & LW at the same flight level is prohibited.

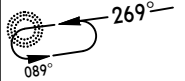


GANKA 5A [GANK5A]
MK 5A
RWY 34L
UNDER RADAR CONTROL



HOLDINGS OVER

HY

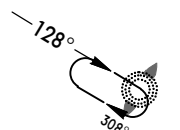


CAT A & B:
MHA 6200' (6072')
MAX FL110
MAX 195 KT

CAT C & D:
MHA 7680' (7552')
MAX FL110
MAX 215 KT

MHA FL110
MAX FL260
MAX 255 KT

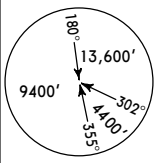
LW

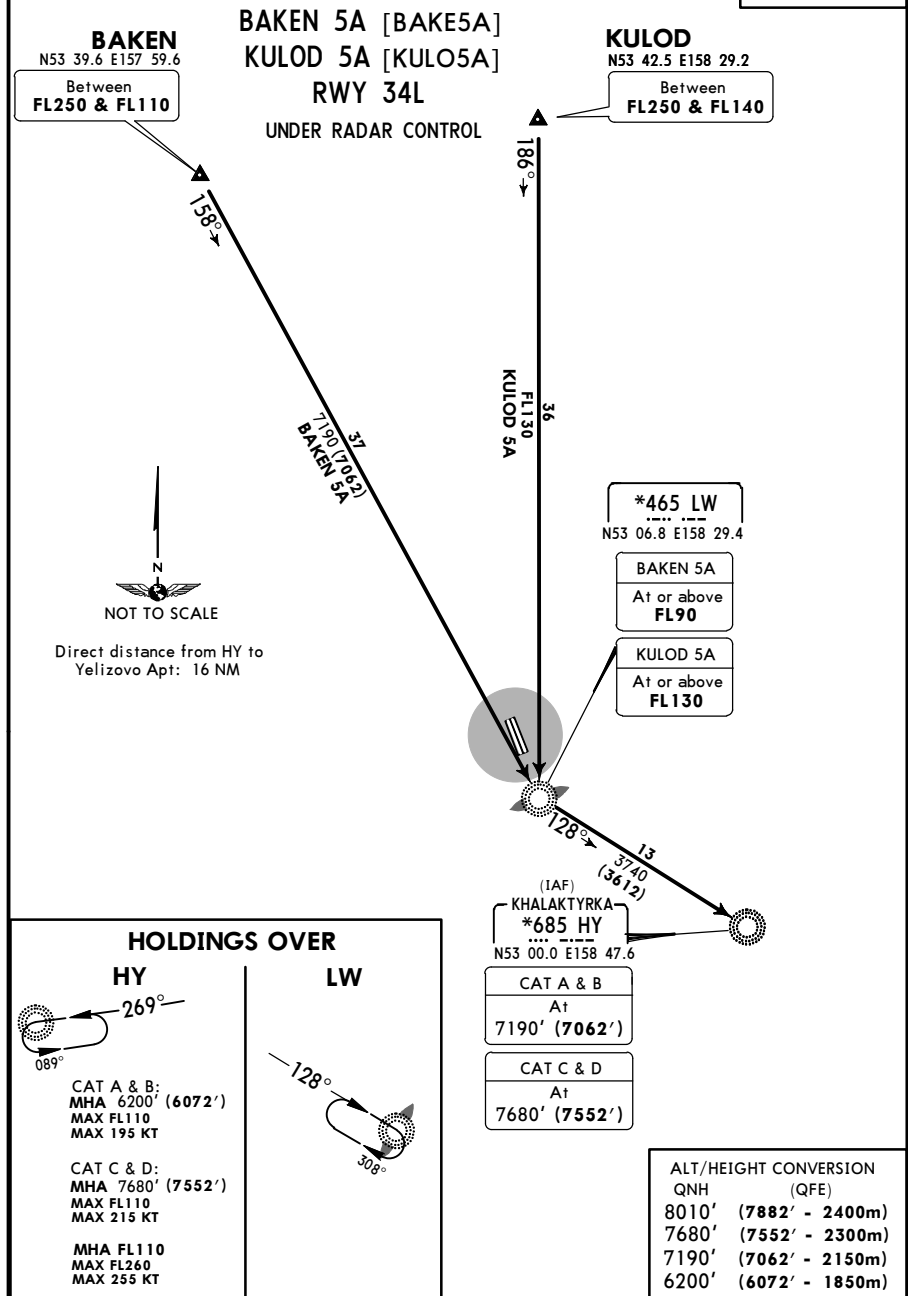


CAT A & B
At
7190' (7062')
CAT C & D
At
7680' (7552')

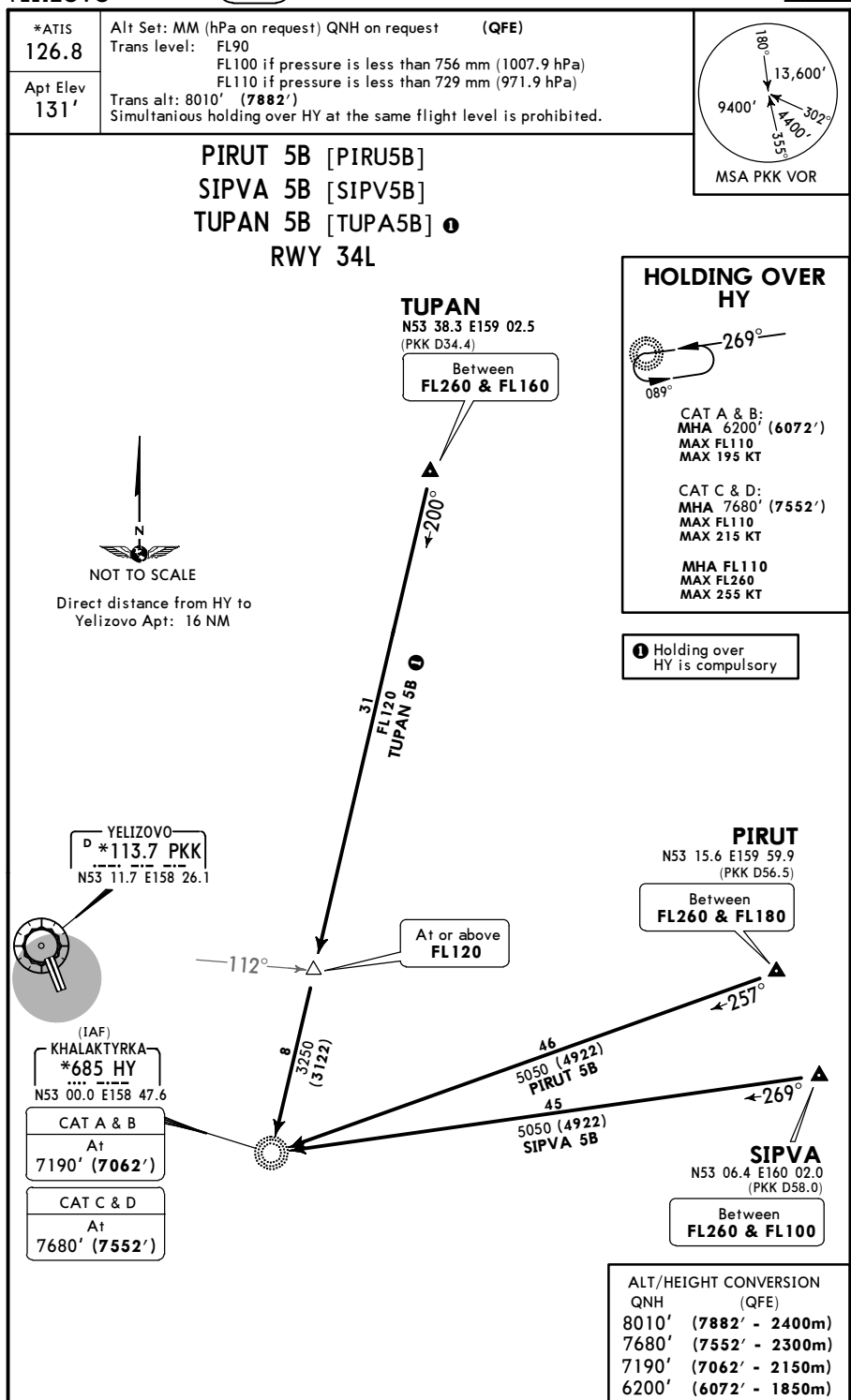
ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7882' - 2400m)
7680'	(7552' - 2300m)
7190'	(7062' - 2150m)
6200'	(6072' - 1850m)

UHPP/PKC **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 20 MAY 16 **(10-2T)** **Eff 26 May** **STAR**

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)	 MSA LW Lctr
Apt Elev 131'	Trans alt: 8010' (7882') 1. Dual ADF is required. 2. Holding over HY is compulsory for all STARs. 3. Simultaneous holding over HY & LW at the same flight level is prohibited.	



UHPP/PKC **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 20 MAY 16 **(10-2U)** **Eff 26 May** **STAR**



UHPP/PKC

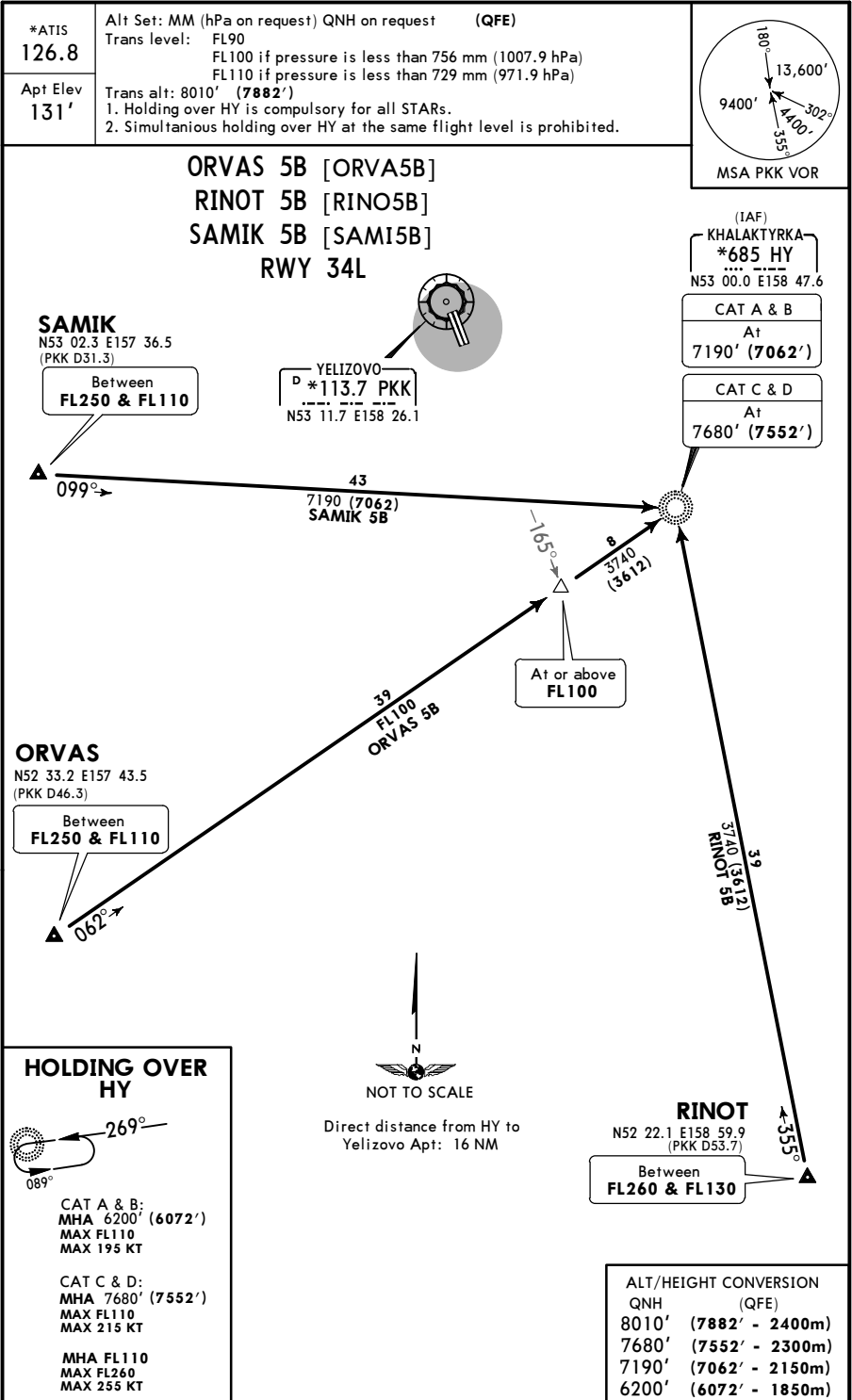
JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 20 MAY 16

10-2V

Eff 26 May

STAR



UHPP/PKC

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

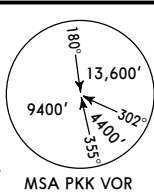
YELIZOVO 20 MAY 16

10-2W

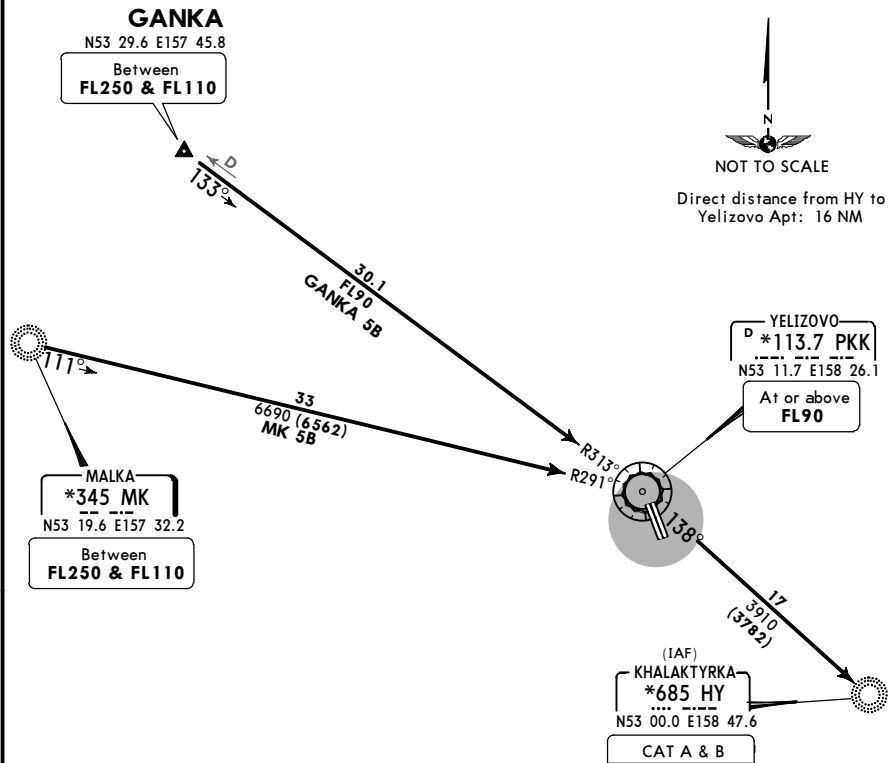
Eff 26 May

STAR

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)
Apt Elev 131'	Trans alt: 8010' (7882') 1. Holding over HY is compulsory for all STARs. 2. Simultaneous holding over HY & PKK at the same flight level is prohibited.



GANKA 5B [GANK5B]
MK 5B
RWY 34L



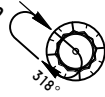
HOLDINGS OVER

HY

CAT A & B:
MHA 6200' (6072')
MAX FL110
MAX 195 KT

CAT C & D:
MHA 7680' (7552')
MAX FL110
MAX 215 KT

MHA FL110
MAX FL260
MAX 255 KT

PKK

MHA FL140
MAX FL260

CAT A & B
At
7190' (7062')
CAT C & D
At
7680' (7552')

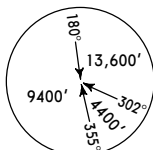
ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7882' - 2400m)
7680'	(7552' - 2300m)
7190'	(7062' - 2150m)
6200'	(6072' - 1850m)

STAR

*ATIS
126.8

Apt Elev
131'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' (7882')
1. Holding over HY is compulsory for all STARS.
2. Simultaneous holding over HY & PKK at the same flight level is prohibited.



MSA PKK VOR

BAKEN 5B [BAKE5B]
KULOD 5B [KULO5B]
RWY 34L

BAKEN

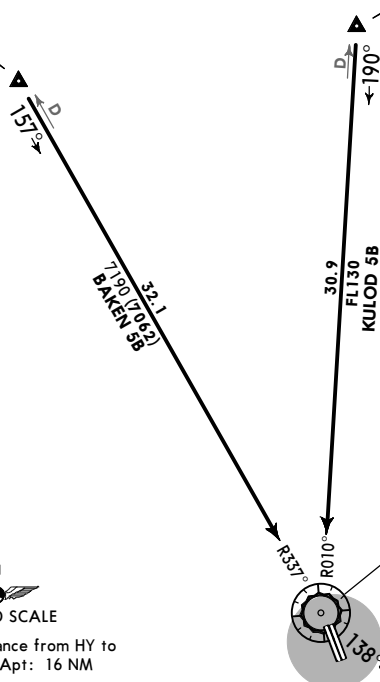
N53 39.6 E157 59.6

Between
FL250 & FL110

KULOD

N53 42.5 E158 29.2

Between
FL250 & FL140



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7882' - 2400m)
7680'	(7552' - 2300m)
7190'	(7062' - 2150m)
6200'	(6072' - 1850m)



NOT TO SCALE

Direct distance from HY to
Yelizovo Apt: 16 NM

YELIZOVO
D *113.7 PKK
N53 11.7 E158 26.1

BAKEN 5B
At or above
FL90

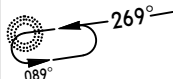
KULOD 5B

At or above
FL130

HOLDINGS OVER

HY

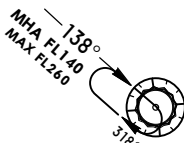
PKK



CAT A & B:
MHA 6200' (6072')
MAX FL 110
MAX 195 KT

CAT C & D:
MHA 7680' (7552')
MAX FL110
MAX 215 KT

MHA FL110
MAX FL260
MAX 255 KT



(IAF)

✓ KHALAKTYRKA

*685 HY
.... -.-
N53 00.0 E158 47.6

CAT A & B

A

7190' (7062')

CAT C & D

Δ

7680' (7552')

RNAV SID DESIGNATION	REFER TO CHART
KULOD 4L, TUPAN 4L	10-3B
KULOD 4M, TUPAN 4M	10-3C
PIRUT 4L, RINOT 4L, SIPVA 4L	10-3D
PIRUT 4M, RINOT 4M, SIPVA 4M	10-3E
ORVAS 4L, SAMIK 4L	10-3F
ORVAS 4M, SAMIK 4M	10-3G
BAKEN 4L, GANKA 4L, MK 4L	10-3H
BAKEN 4M, GANKA 4M, MK 4M	10-3J

FOR SID DESIGNATION REFER TO PAGE 10-3A

SID DESIGNATION	REFER TO CHART
BAKEN 1D, GANKA 1D, KUDER 1D	10-3K
BAKEN 3D, 3E, GANKA 3D, 3E	10-3L
KUDER 3D, 3E	10-3M
MALKA 1D, RINOT 1D	10-3N
MALKA 3D, 3E, 3G	10-3P
RINOT 3D, 3E	10-3Q
SAMIK 1D, 1F, TUPAN 1D	10-3S
SAMIK 3D, 3E, 3F, TUPAN 3E	10-3T
KULOD 4E, TUPAN 4E	10-3U
KULOD 4J, TUPAN 4J, 4K	10-3V
PIRUT 4E, RINOT 4E, SIPVA 4E	10-3V1
PIRUT 4J, RINOT 4J, SIPVA 4J	10-3V2
ORVAS 4E, SAMIK 4E	10-3V3
ORVAS 4J, SAMIK 4J	10-3V4
BAKEN 4E, GANKA 4E, MK 4E	10-3V5
BAKEN 4J, GANKA 4J, MK 4J	10-3V6
KULOD 4D, TUPAN 4D	10-3W
KULOD 4G, TUPAN 4G, 4H	10-3X
PIRUT 4D, RINOT 4D, SIPVA 4D	10-3X1
PIRUT 4G, RINOT 4G, SIPVA 4G	10-3X2
ORVAS 4D, SAMIK 4D	10-3X3
ORVAS 4G, SAMIK 4G	10-3X4
BAKEN 4D, GANKA 4D, MK 4D	10-3X5
BAKEN 4G, GANKA 4G, MK 4G	10-3X6

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UHPP/PKC

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 20 MAY 16 (10-3B) Eff 26 May

RNAV SID

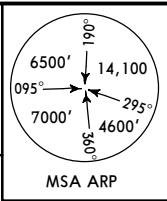
Apt Elev
131'

QNH on request (QFE)

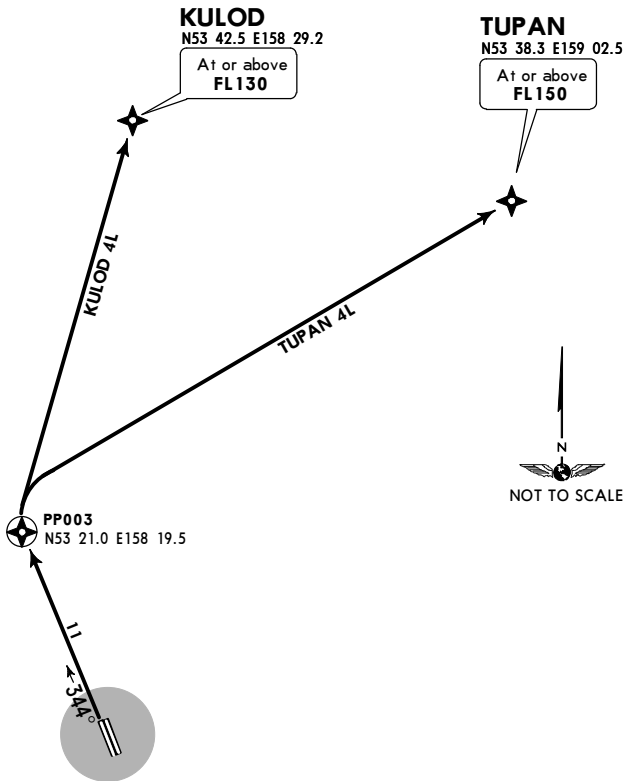
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)

Trans alt: 8010' (7882')

1. RNAV (GNSS).
2. RNAV 1 required.



KULOD 4L [KULO4L]
TUPAN 4L [TUPA4L]
RNAV



These SIDs require minimum climb gradients of

KULOD 4L: 6.5% up to 6370' (6242'), then
6.5% up to FL130 due to airspace limitation.

TUPAN 4L: 6.2% up to FL100, then
5.1% up to FL150 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549
6.2% V/V (fpm)	471	628	942	1256	1570	1884
6.5% V/V (fpm)	494	658	987	1316	1646	1975

ALT/HEIGHT CONVERSION	
QNH	(QFE)
6370'	(6242' - 1900m)
8010'	(7882' - 2400m)

SID	RWY	ROUTING
KULOD 4L	34L	PP003 - KULOD (FL130+).
TUPAN 4L		PP003 - TUPAN (FL150+).

UHPP/PKC

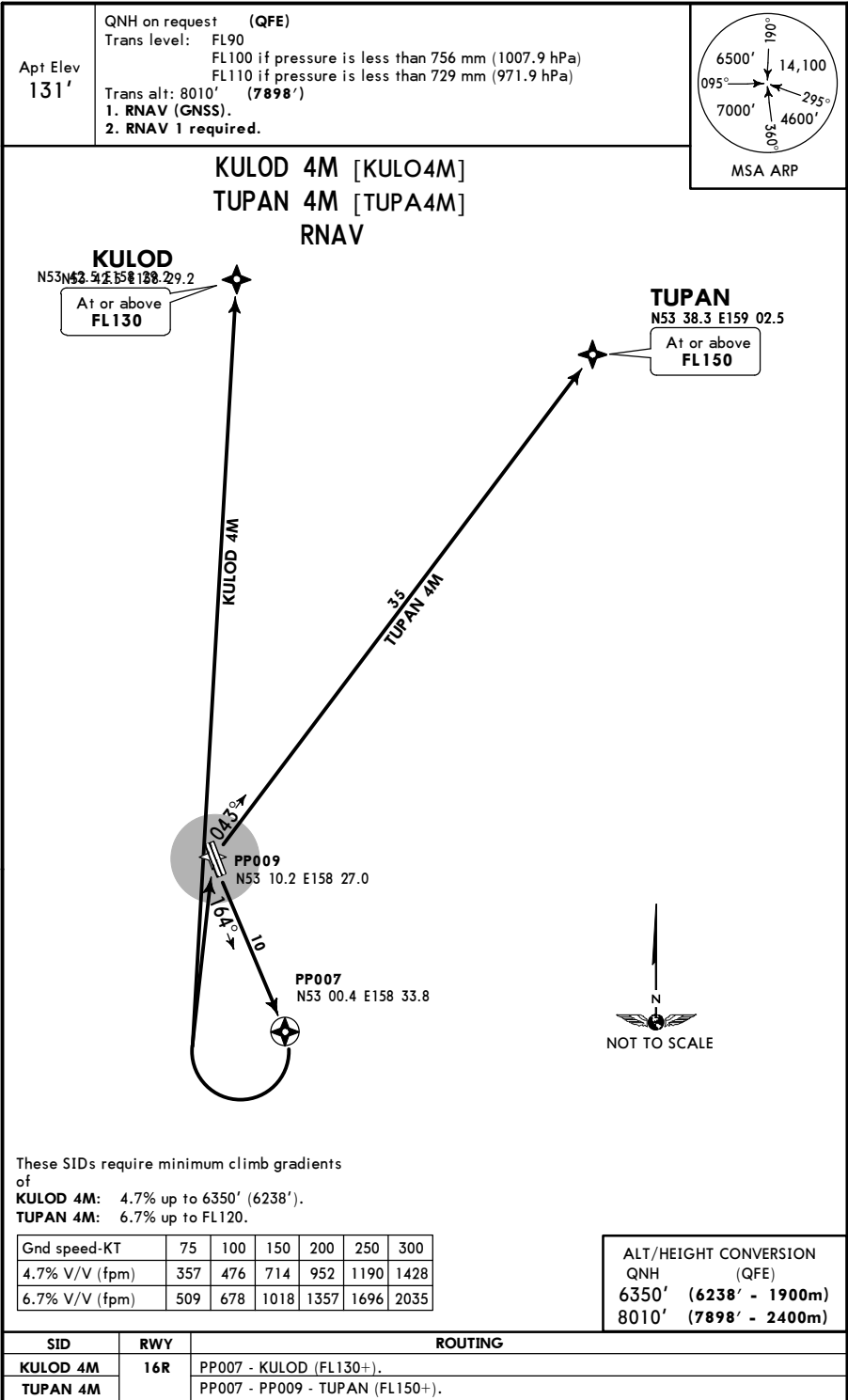
JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 20 MAY 16

10-3C

Eff 26 May

RNAV SID

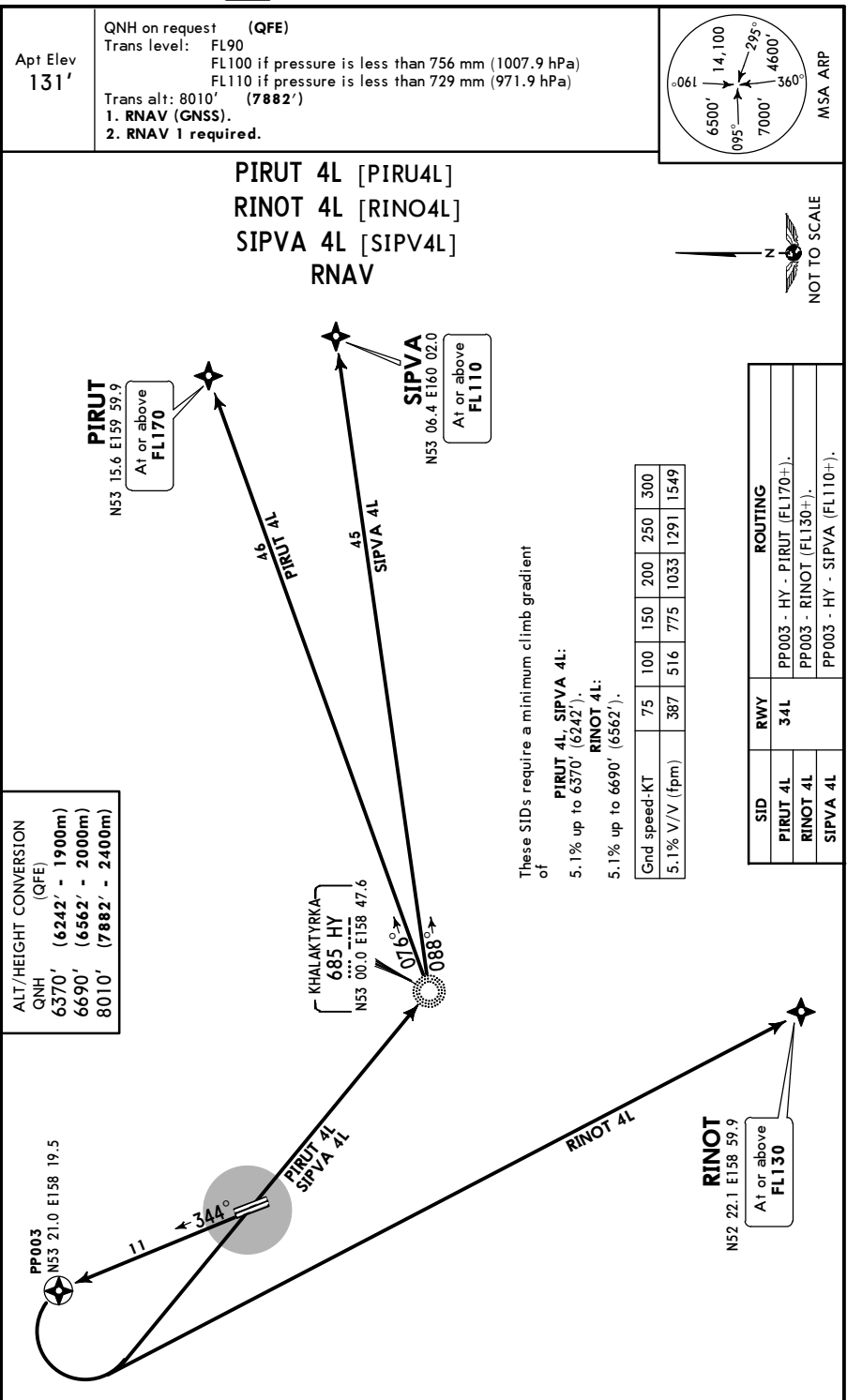


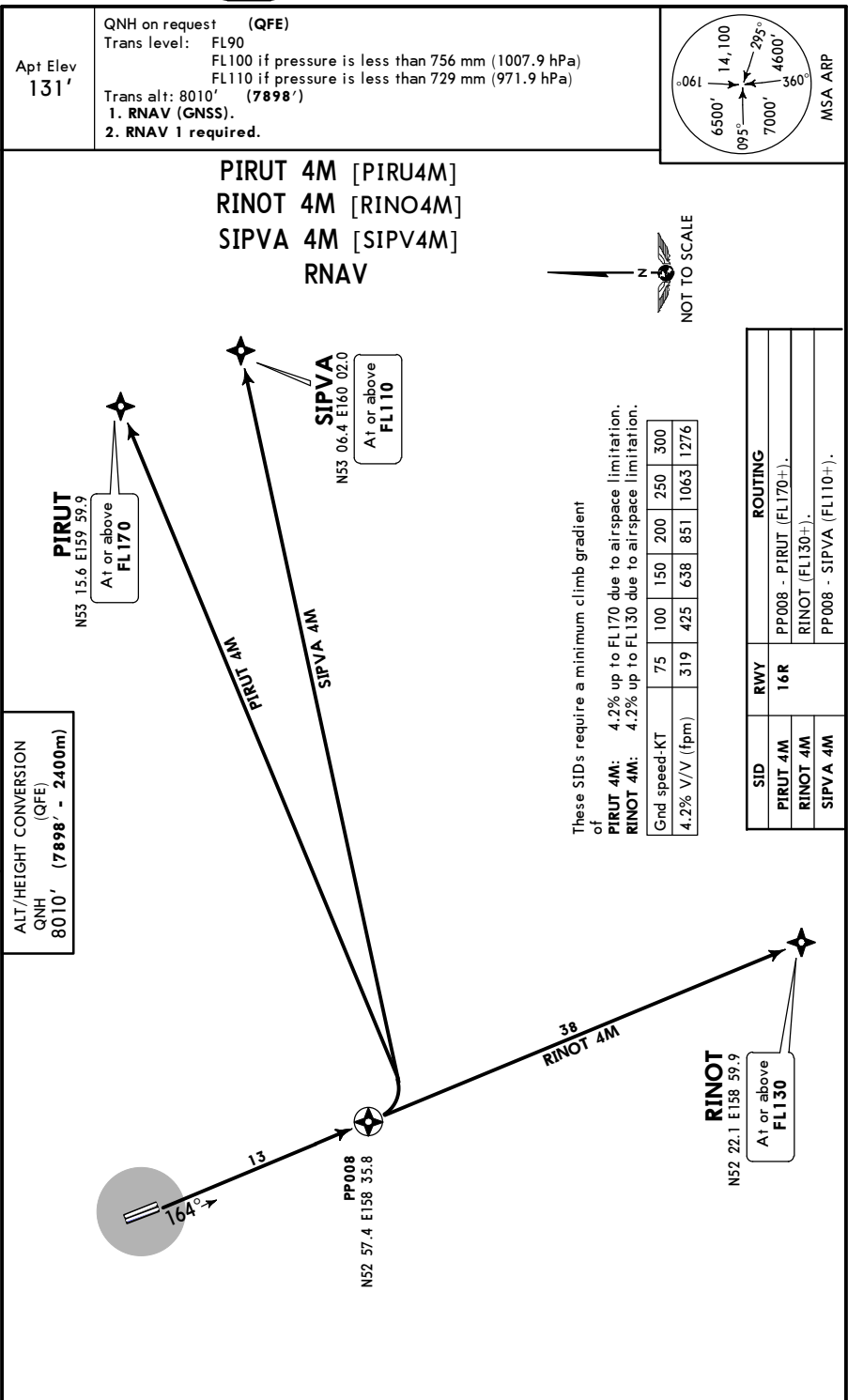
UHPP/PKC

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA

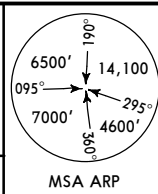
YELIZOVO 20 MAY 16 10-3D Eff 26 May

RNAV SID





QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' (7882')
1. RNAV (GNSS).
2. RNAV 1 required.



ORVAS 4L [ORVA4L]
SAMIK 4L [SAMI4L]
RNAV

PP003
N53 21.0 E158 19.5

SAMIK
N53 02.3 E157 36.5
At or above
FL100

SAMIK 4L

ORVAS 4L

ORVAS
N52 33.2 E157 43.5
At or above
FL120

These SIDs require minimum climb gradients of

ORVAS 4L: 5.1% up to 7190' (7062').

SAMIK 4L: 4.3% up to 6690' (6562').

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
5.1% V/V (fpm)	387	516	775	1033	1291	1549

ALT/HEIGHT CONVERSION	
QNH	(QFE)
6690'	(6562' - 2000m)
7190'	(7062' - 2150m)
8010'	(7882' - 2400m)

SID	RWY	ROUTING
ORVAS 4L	34L	PP003 - ORVAS (FL120+).
SAMIK 4L		PP003 - SAMIK (FL100+).

UHPP/PKC

 JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 20 MAY 16 **(10-3G)** **Eff 26 May**

RNAV SID

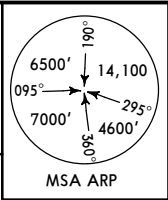
Apt Elev
131'

QNH on request (QFE)

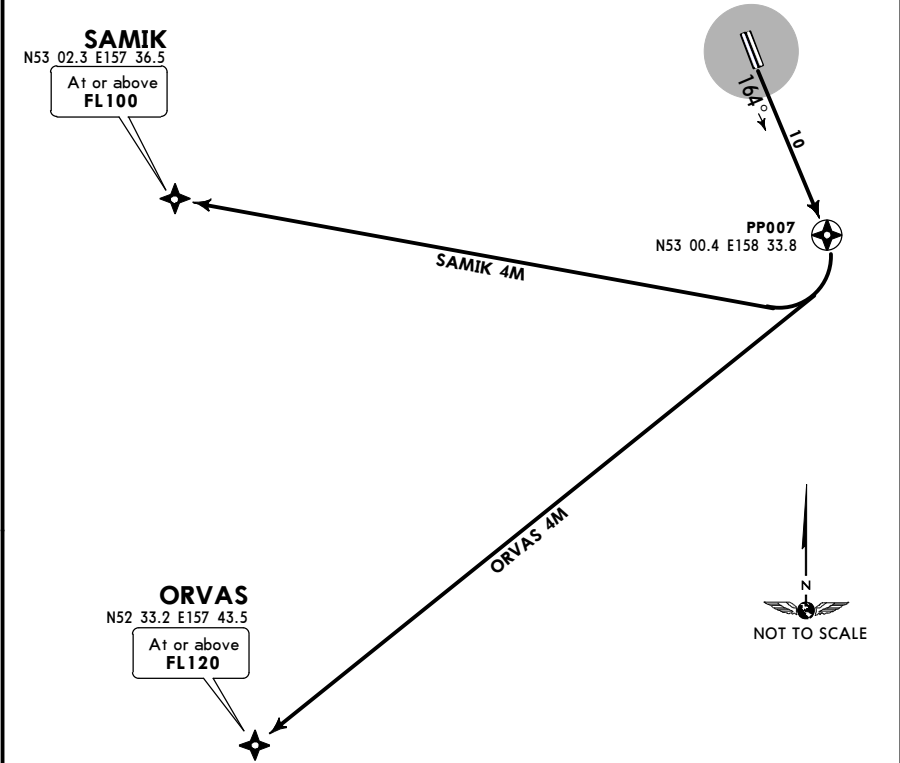
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)

Trans alt: 8010' (7898')

1. RNAV (GNSS).
2. RNAV 1 required.



ORVAS 4M [ORVA4M]
SAMIK 4M [SAMI4M]
RNAV



These SIDs require minimum climb gradients of 3.9%

ORVAS 4M: up to 5370' (5258'), then up to FL120 due to airspace restriction.

SAMIK 4M: up to 7010' (6898').

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5370'	(5258' - 1600m)
7010'	(6898' - 2100m)
8010'	(7898' - 2400m)

SID	RWY	ROUTING
ORVAS 4M	16R	PP007 - ORVAS (FL120+).
SAMIK 4M		PP007 - SAMIK (FL100+).

UHPP/PKC

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 20 MAY 16

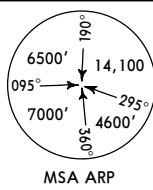
10-3H

Eff 26 May

RNAV SID

Apt Elev
131'

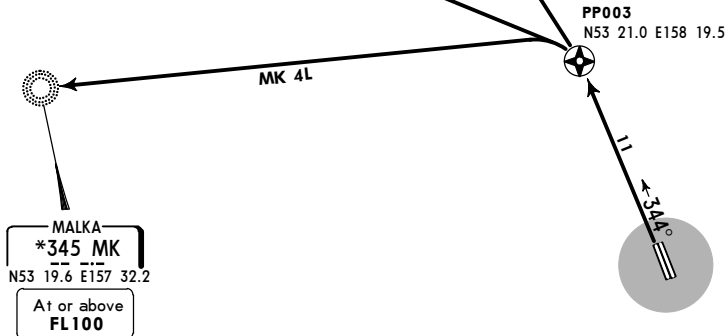
QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' (7882')
1. RNAV (GNSS).
2. RNAV 1 required.



BAKEN 4L [BAKE4L]
GANKA 4L [GANK4L]
MK 4L
RNAV

BAKEN
N53 39.6 E157 59.6
At or above
FL100

GANKA
N53 29.6 E157 45.8
At or above
FL100



These SIDs require minimum climb gradients of

BAKEN 4L: 5.1% up to 2100' (1972'), then 5.1% up to FL100 due to airspace limitation.

GANKA 4L: 5.1% up to FL90, then 5.1% up to FL100 due to airspace limitation.

MK 4L: 4.2% up to 6690' (6562'), then 4.2% up to FL100 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
5.1% V/V (fpm)	387	516	775	1033	1291	1549

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2100'	(1972' - 600m)
6690'	(6562' - 2000m)
8010'	(7882' - 2400m)



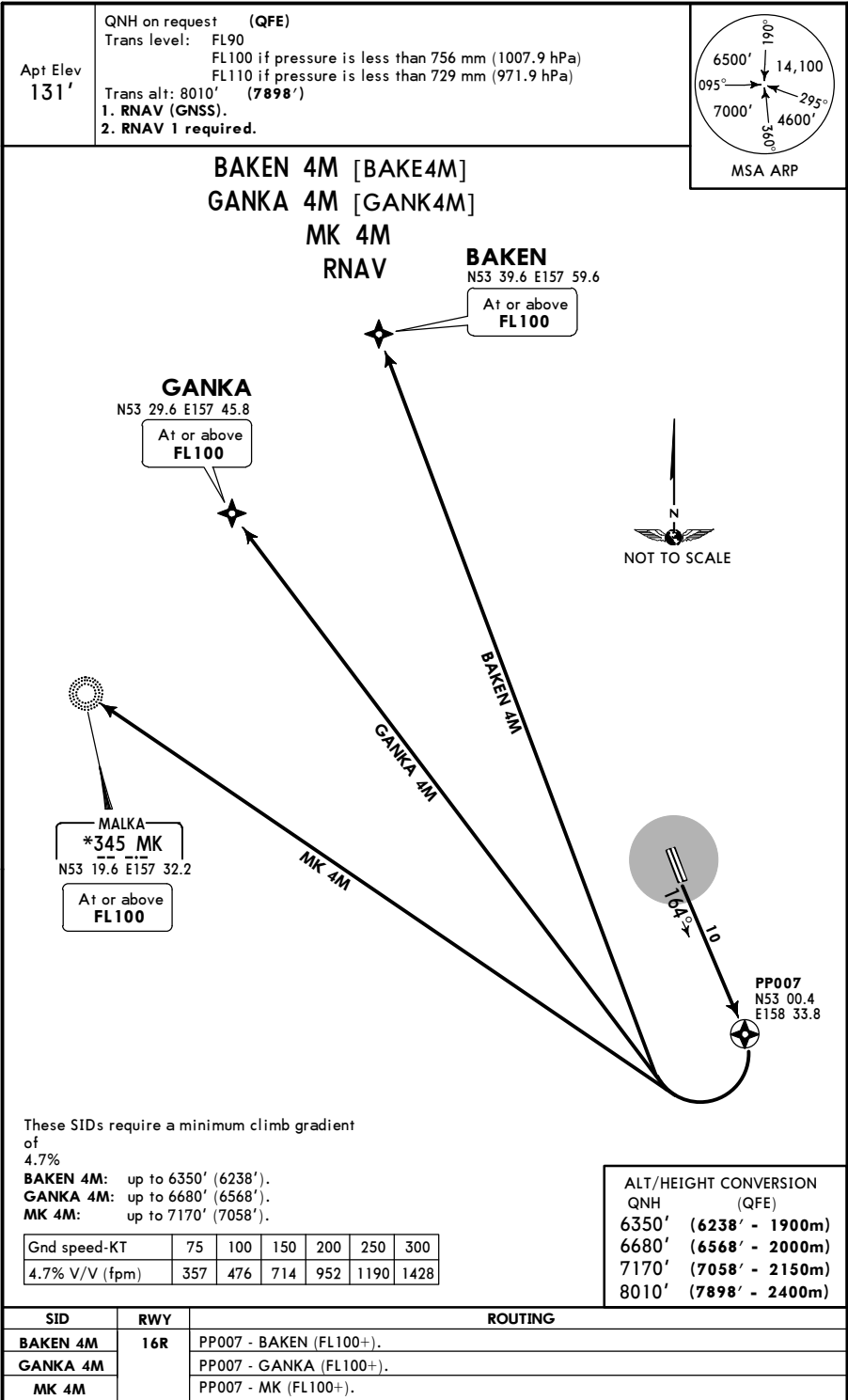
SID	RWY	ROUTING
BAKEN 4L	34L	PP003 - BAKEN (FL100+).
GANKA 4L		PP003 - GANKA (FL100+).
MK 4L		PP003 - MK (FL100+).

UHPP/PKC

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 20 MAY 16 (10-3J) Eff 26 May

RNAV SID

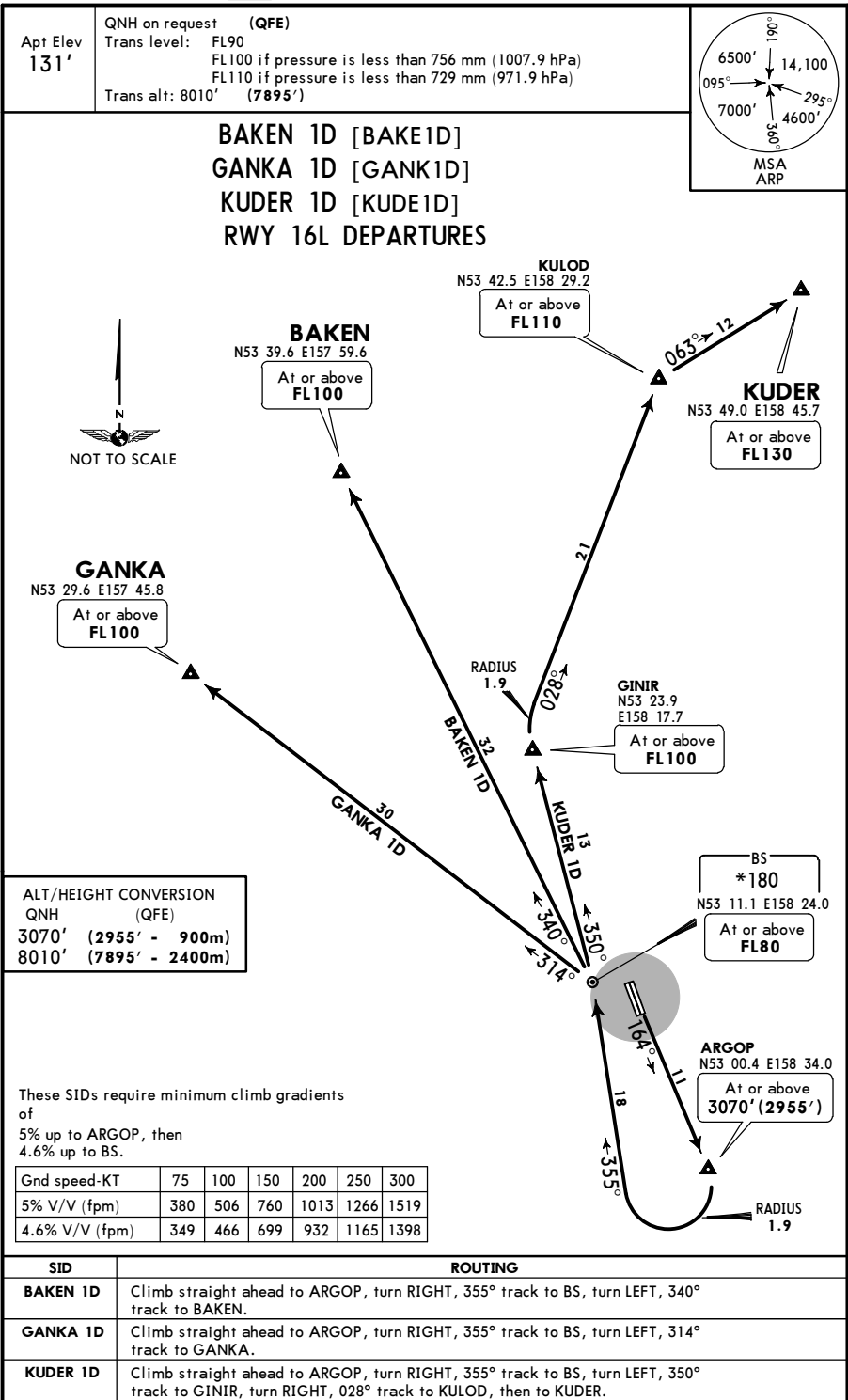


UHPH/PKC
YELIZOVO

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

20 MAY 16 (10-3K) Eff 26 May

SID



UHPP/PKC

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 20 MAY 16

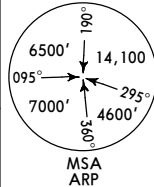
10-3L

Eff 26 May

SID

Apt Elev
131'

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



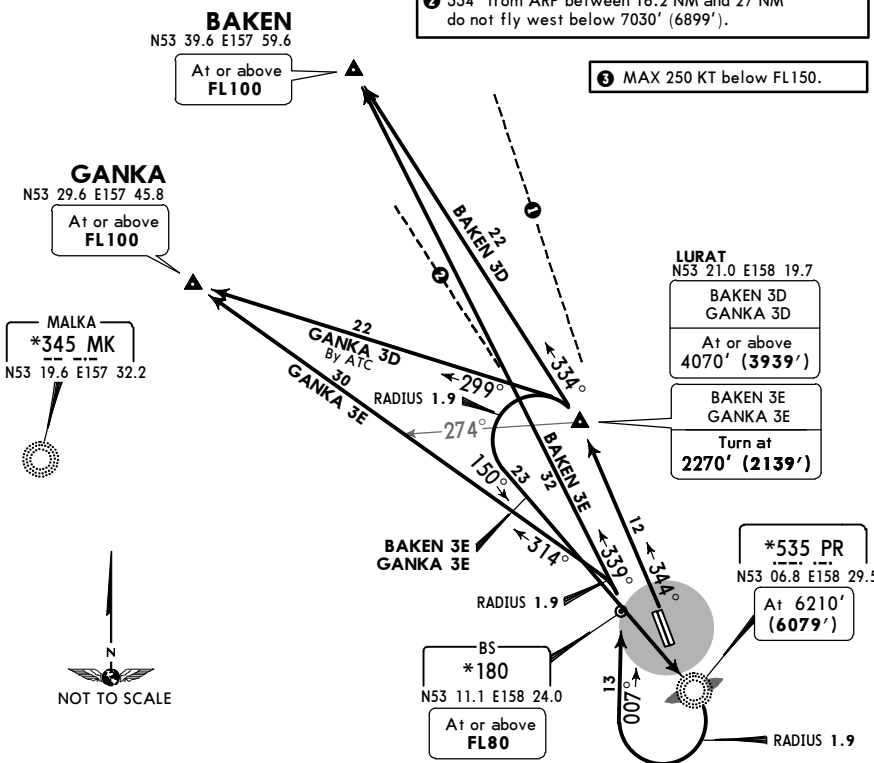
BAKEN 3D [BAKE3D] , BAKEN 3E [BAKE3E] ③

GANKA 3D [GANK3D] , GANKA 3E [GANK3E] ③

RWY 34R DEPARTURES

- ① 349° from ARP between 14.6 NM and 29.7 NM
do not fly east below 7190' (7059').
- ② 334° from ARP between 16.2 NM and 27 NM
do not fly west below 7030' (6899').

③ MAX 250 KT below FL150.



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

BAKEN 3D

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

Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823
4.5% V/V (fpm)	342	456	684	911	1139	1367

SID	ROUTING
BAKEN 3D	Climb straight ahead to LURAT, turn LEFT, 334° track to BAKEN.
BAKEN 3E ③	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, 339° track to BAKEN.
GANKA 3D By ATC	Climb straight ahead to LURAT, turn LEFT, 299° track to GANKA.
GANKA 3E ③	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, 314° track to GANKA.

UHPP/PKC

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO

20 MAY 16

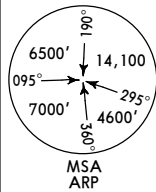
10-3M

Eff 26 May

SID

Apt Elev
131'

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



KUDER 3D [KUDE3D] , KUDER 3E [KUDE3E]

RWY 34R DEPARTURES

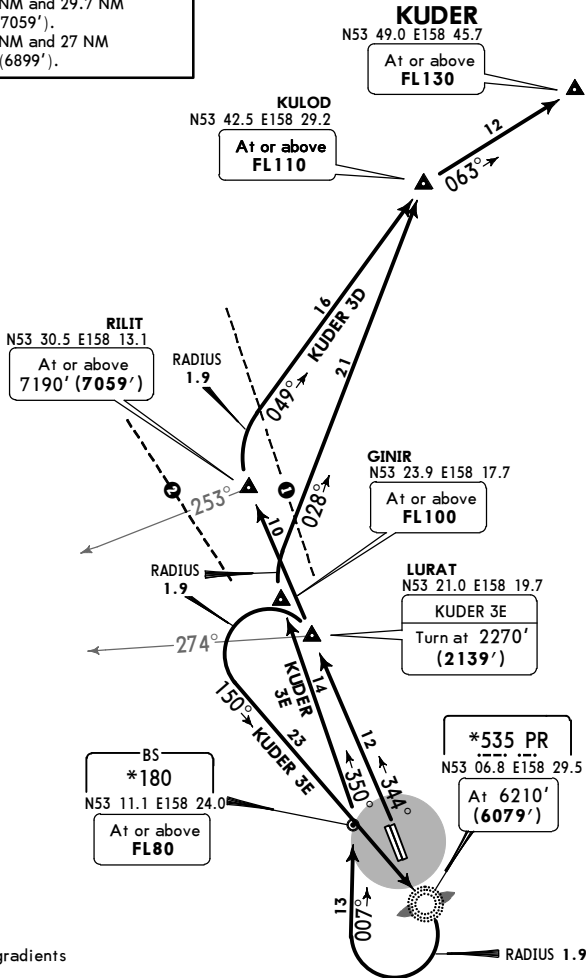
- 1 349° from ARP between 14.6 NM and 29.7 NM
do not fly EAST below 7190' (7059').
- 2 334° from ARP between 16.2 NM and 27 NM
do not fly WEST below 7030' (6899').

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

MALKA

*345 MK

N53 19.6 E157 32.2



KUDER 3D
This SID requires minimum climb gradients
of
6% up to 4070' (3939') at LURAT, then
5% up to RILIT.

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

MAX 250 KT below FL150.

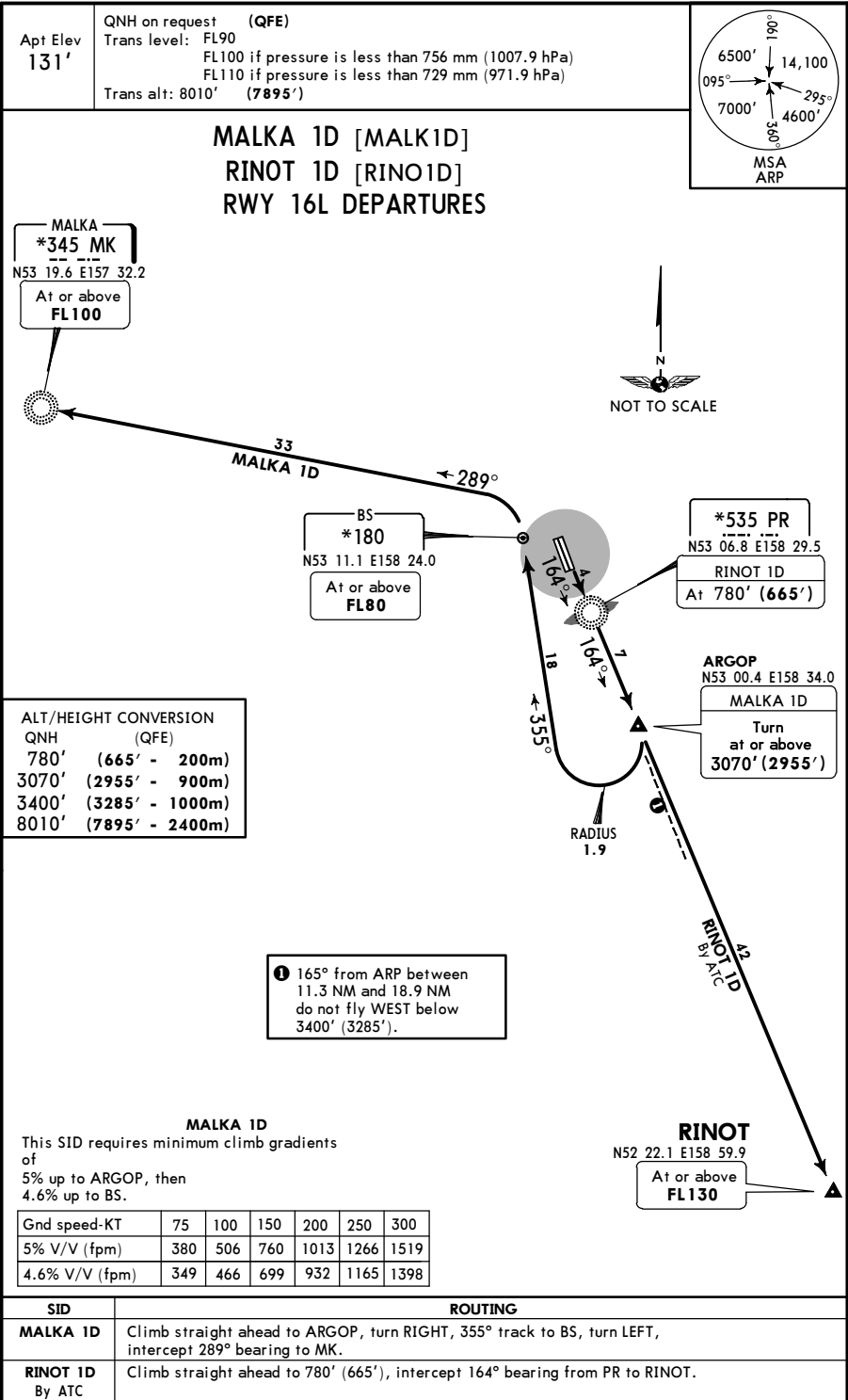
SID	ROUTING
KUDER 3D	Climb straight ahead to RILIT, turn RIGHT, 049° track to KULOD, then to KUDER.
KUDER 3E	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, 350° track to GINIR, turn RIGHT, 028° track to KULOD, then to KUDER.

UHPP/PKC
YELIZOVO

 JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

20 MAY 16 (10-3N) Eff 26 May

SID

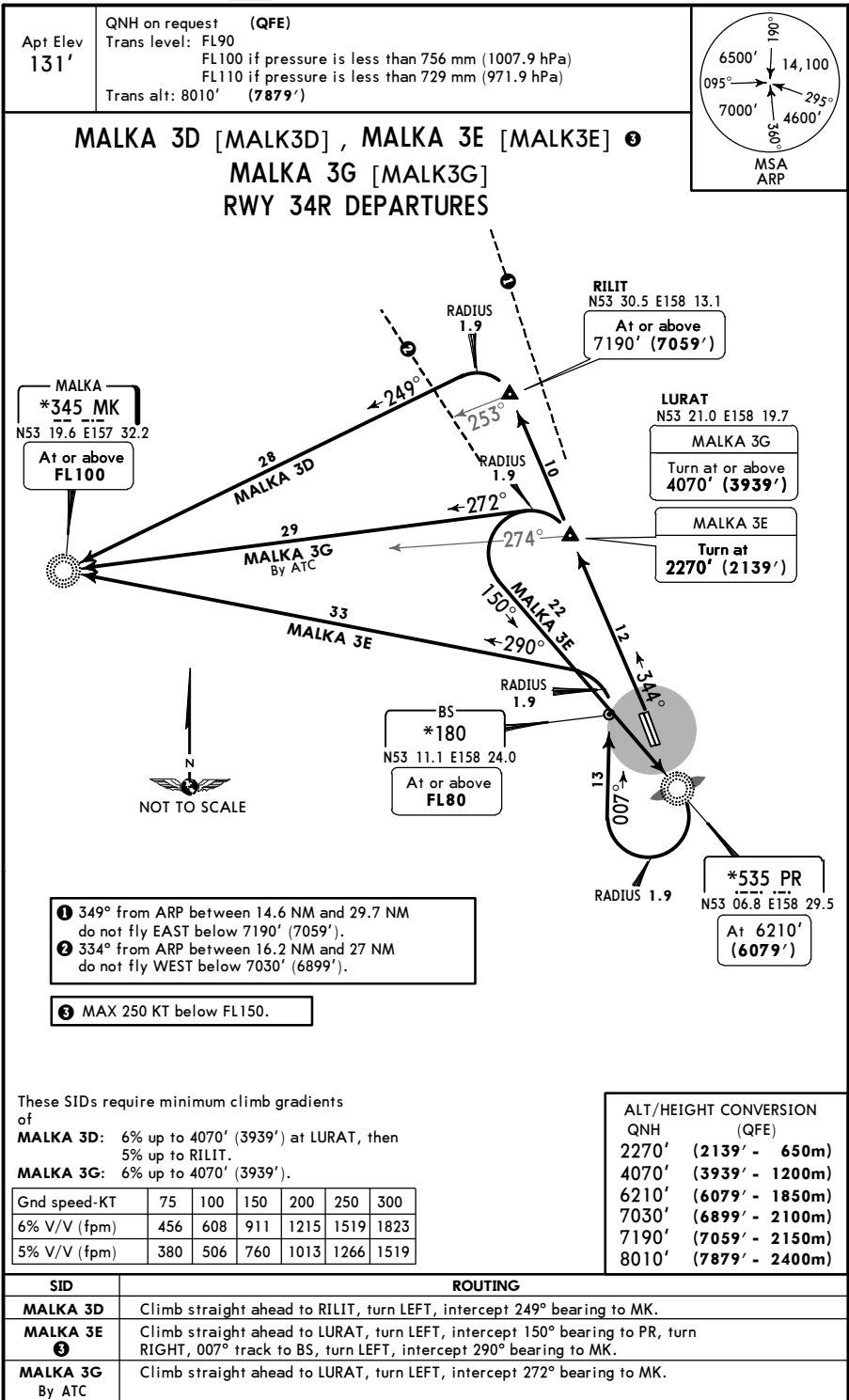


UHPP/PKC
YELIZOVO

JEPPESEN
20 MAY 16

PETROPAVLOVSK-KAMCHATSKY, RUSSIA
(10-3P) Eff 26 May

SID



UHPP/PKC
YELIZOVO

20 MAY 16

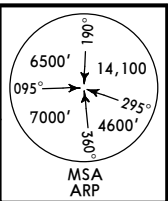
JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA

10-3Q Eff 26 May

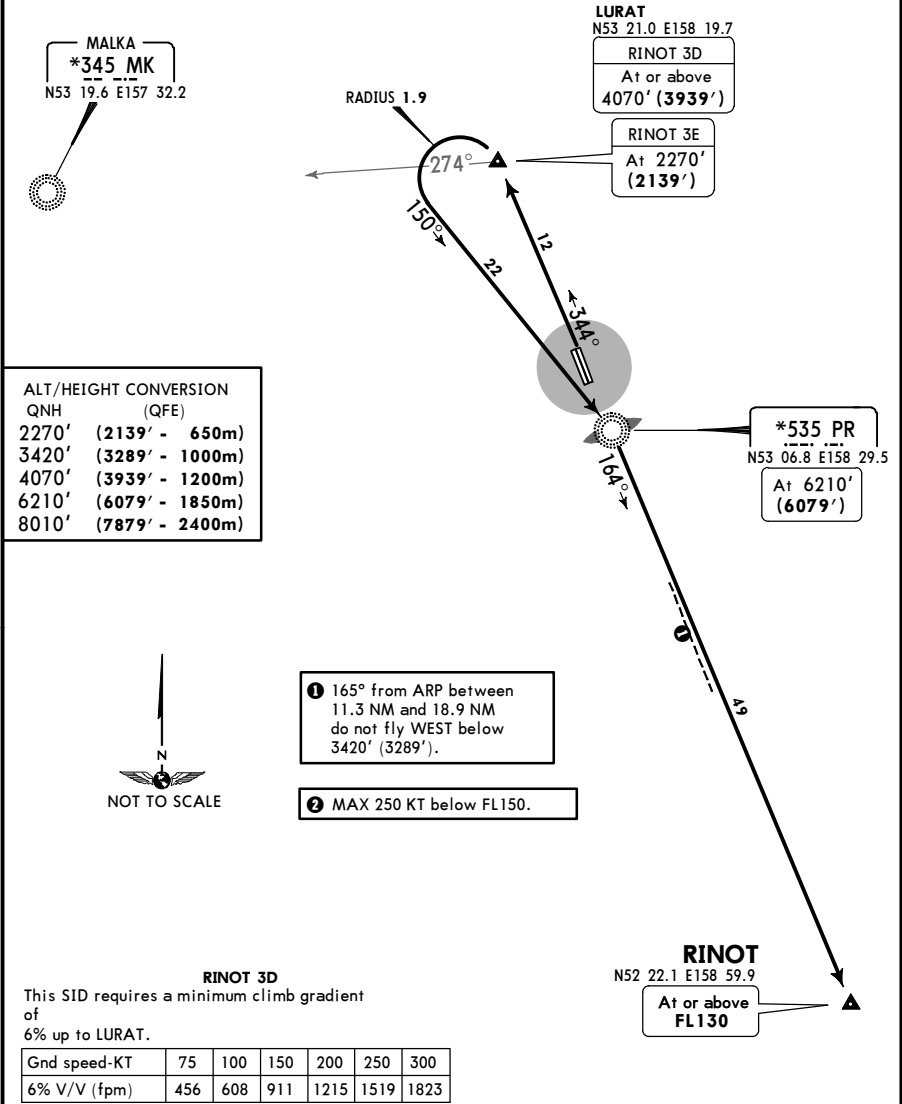
SID

Apt Elev
131'

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



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



UHP/PCK
YELIZOVO

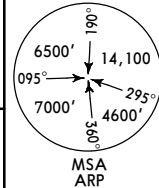
 JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

20 MAY 16 (10-3S) Eff 26 May

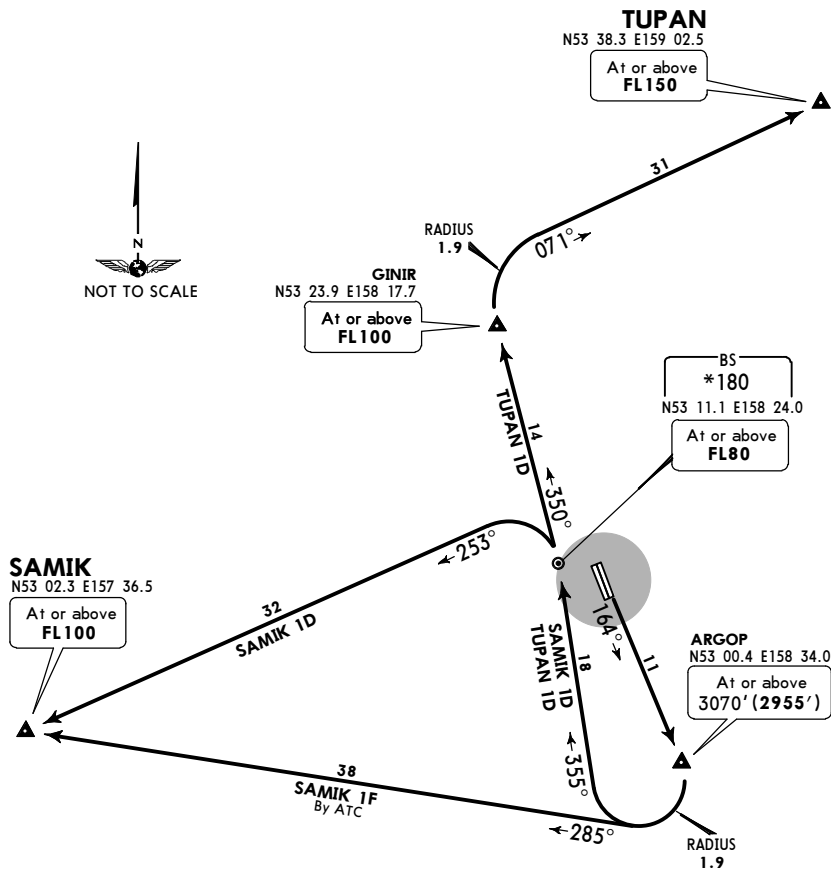
SID

Apt Elev
131'

QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' (7895')



**SAMIK 1D [SAMI1D] , SAMIK 1F [SAMI1F]
TUPAN 1D [TUPA1D]
RWY 16L DEPARTURES**



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

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519
4.6% V/V (fpm)	349	466	699	932	1165	1398

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3070'	(2955' - 900m)
8010'	(7895' - 2400m)

SID	ROUTING
SAMIK 1D	Climb straight ahead to ARGOP, turn RIGHT, 355° track to BS, turn LEFT, 253° track to SAMIK.
SAMIK 1F By ATC	Climb straight ahead to ARGOP, turn RIGHT, 285° track to SAMIK.
TUPAN 1D	Climb straight ahead to ARGOP, turn RIGHT, 355° track to BS, turn LEFT, 350° track to GINIR, turn RIGHT, 071° track to TUPAN.

UHPP/PKC

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 20 MAY 16

10-3T

Eff 26 May

SID

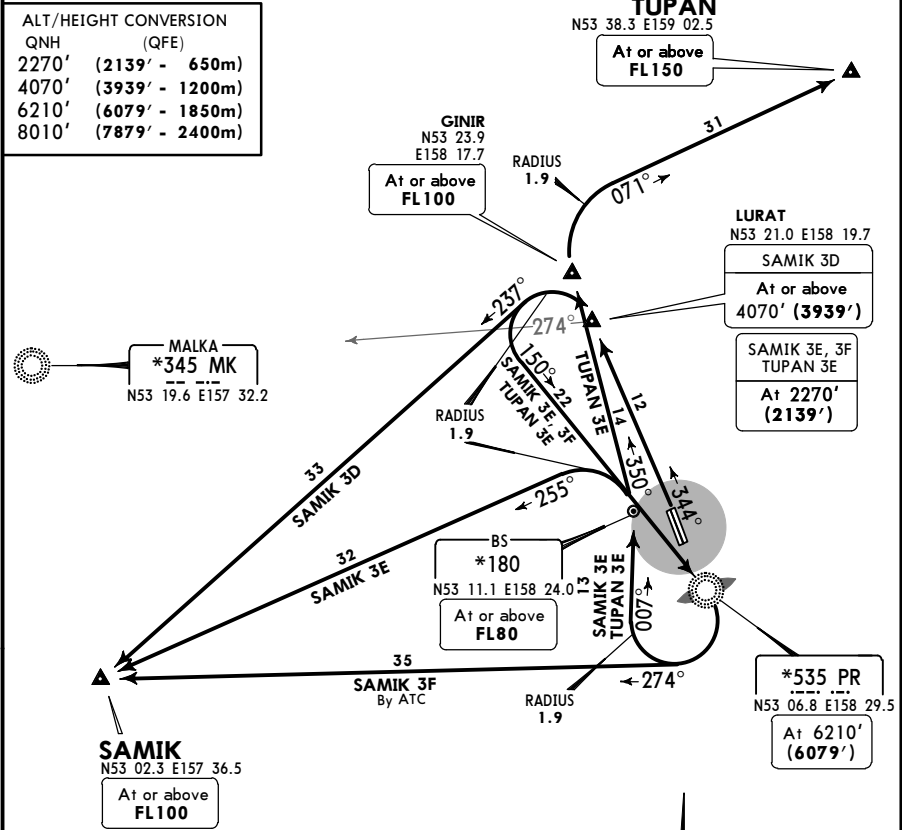
Apt Elev
131'

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

SAMIK 3D [SAMI3D] , SAMIK 3E [SAMI3E] ①

SAMIK 3F [SAMI3F] ①, TUPAN 3E [TUPA3E] ①

RWY 34R DEPARTURES



SAMIK 3D
This SID requires a minimum climb gradient
of
6% up to LURAT.

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

① MAX 250 KT below FL150.

SID	ROUTING
SAMIK 3D	Climb straight ahead to LURAT, turn LEFT, 237° track to SAMIK.
SAMIK 3E ①	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, 255° track to SAMIK.
SAMIK 3F ① By ATC	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 274° track to SAMIK.
TUPAN 3E ①	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, 350° track to GINIR, turn RIGHT, 071° track to TUPAN.

UHPP/PKC

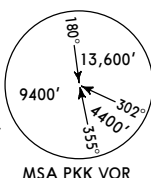
JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 20 MAY 16 (10-3U) Eff 26 May

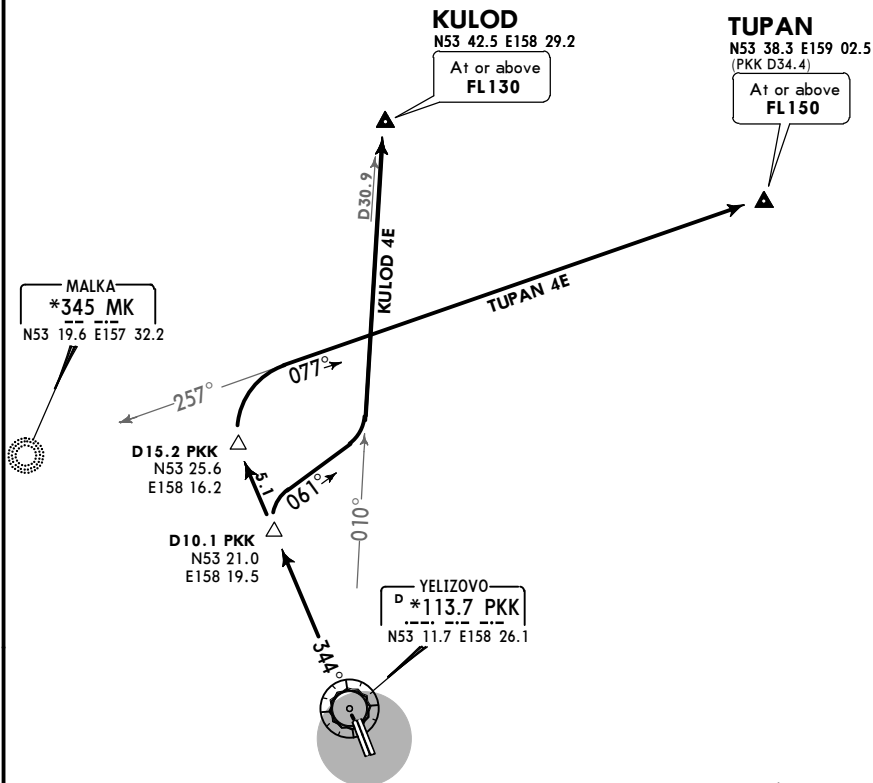
SID

Apt Elev
131'

QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' (7882')
DME is required.



KULOD 4E [KULO4E]
TUPAN 4E [TUPA4E]



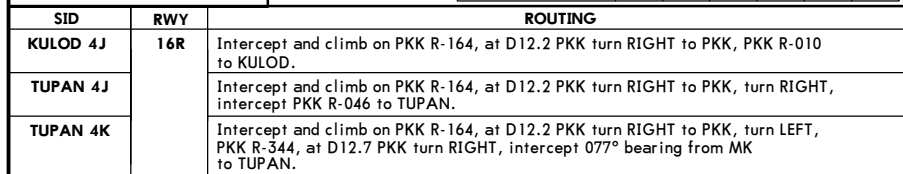
These SIDs require minimum climb on gradients of

- KULOD 4E:** 6.2% up to 6690' (6562'), then
6.2% up to FL130 due to airspace limitation.
- TUPAN 4E:** 5.4% up to FL90, then
4.8% up to FL150 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.4% V/V (fpm)	410	547	820	1094	1367	1641
6.2% V/V (fpm)	471	628	942	1256	1570	1884

ALT/HEIGHT CONVERSION	
QNH	(QFE)
6690'	(6562' - 2000m)
8010'	(7882' - 2400m)

SID	RWY	ROUTING
KULOD 4E	34L	Intercept and climb on PKK R-344, at D10.1 PKK turn RIGHT, 061° track, intercept PKK R-010 to KULOD.
TUPAN 4E		Intercept and climb on PKK R-344, at D15.2 PKK turn RIGHT, intercept 077° bearing from MK to TUPAN.



UHP/PCK

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 20 MAY 16 (10-3V3) Eff 26 May

SID

QNH on request (QFE)

Trans level: FL90

FL100 if pressure is less than 756 mm (1007.9 hPa)

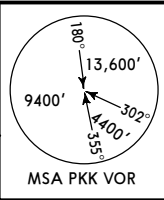
FL110 if pressure is less than 729 mm (971.9 hPa)

Trans alt: 8010' (7882')

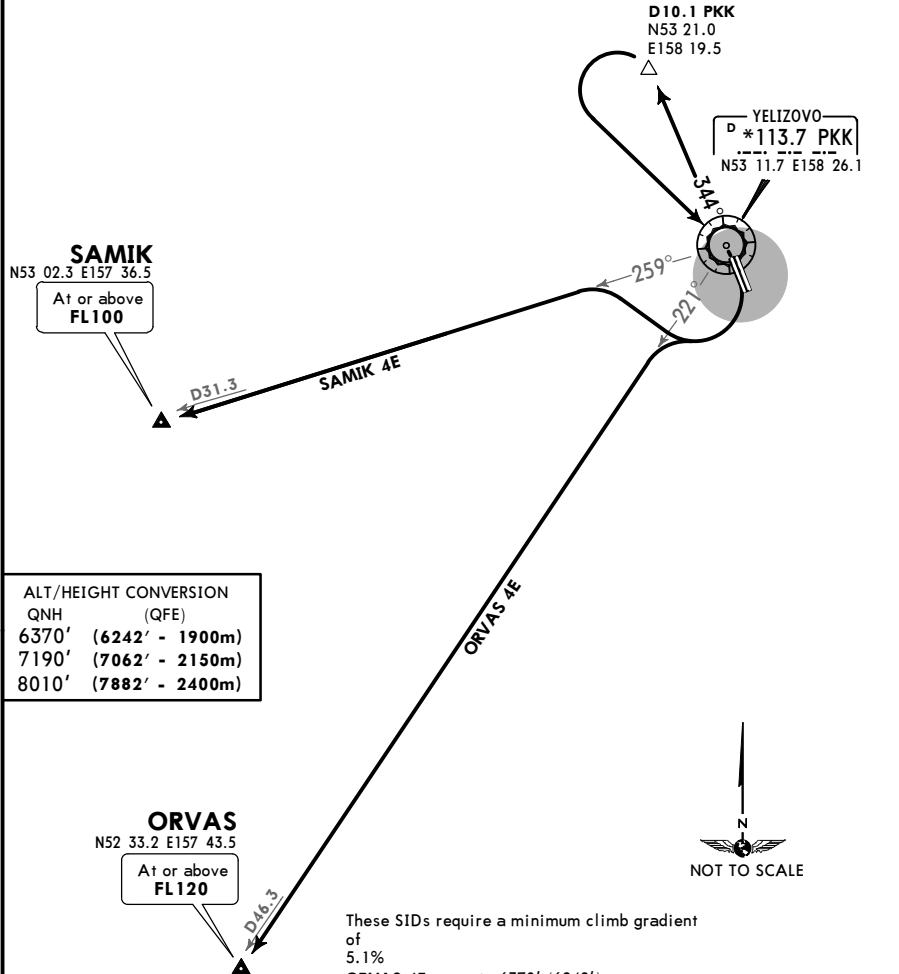
DME is required.

Apt Elev

131'



ORVAS 4E [ORVA4E]
SAMIK 4E [SAMI4E]



ALT/HEIGHT CONVERSION	
QNH	(QFE)
6370'	(6242' - 1900m)
7190'	(7062' - 2150m)
8010'	(7882' - 2400m)

These SIDs require a minimum climb gradient of 5.1%

ORVAS 4E: up to 6370' (6242').

SAMIK 4E: up to 7190' (7062').

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

SID	RWY	ROUTING
ORVAS 4E	34L	Intercept and climb on PKK R-344, at D10.1 PKK turn LEFT to PKK, turn RIGHT, intercept PKK R-221 to ORVAS.
SAMIK 4E		Intercept and climb on PKK R-344, at D10.1 PKK turn LEFT to PKK, turn RIGHT, intercept PKK R-259 to SAMIK.

UHPP/PKC
YELIZOVO

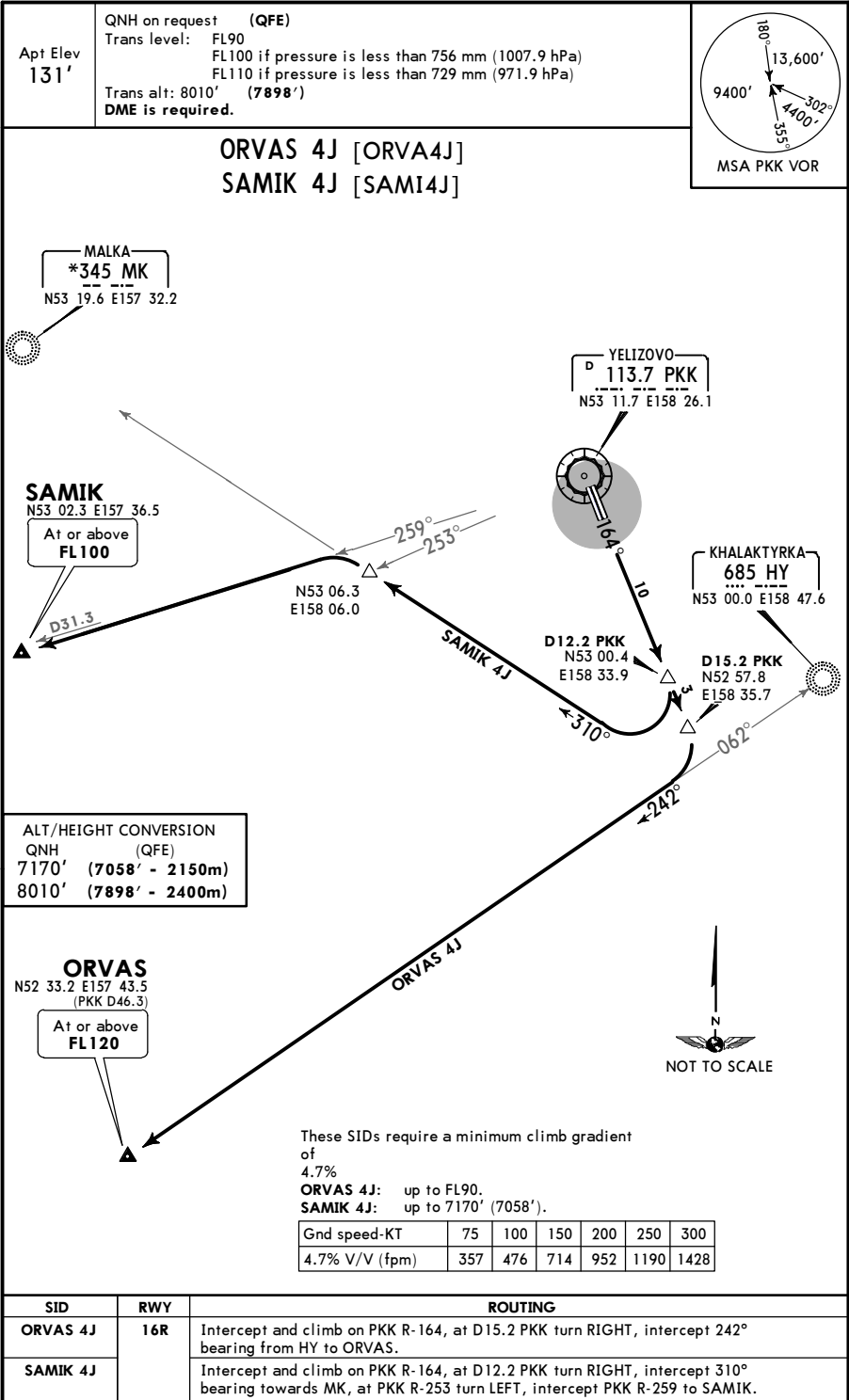
20 MAY 16

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA

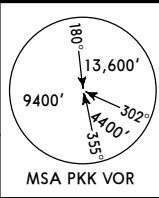
10-3V4

Eff 26 May

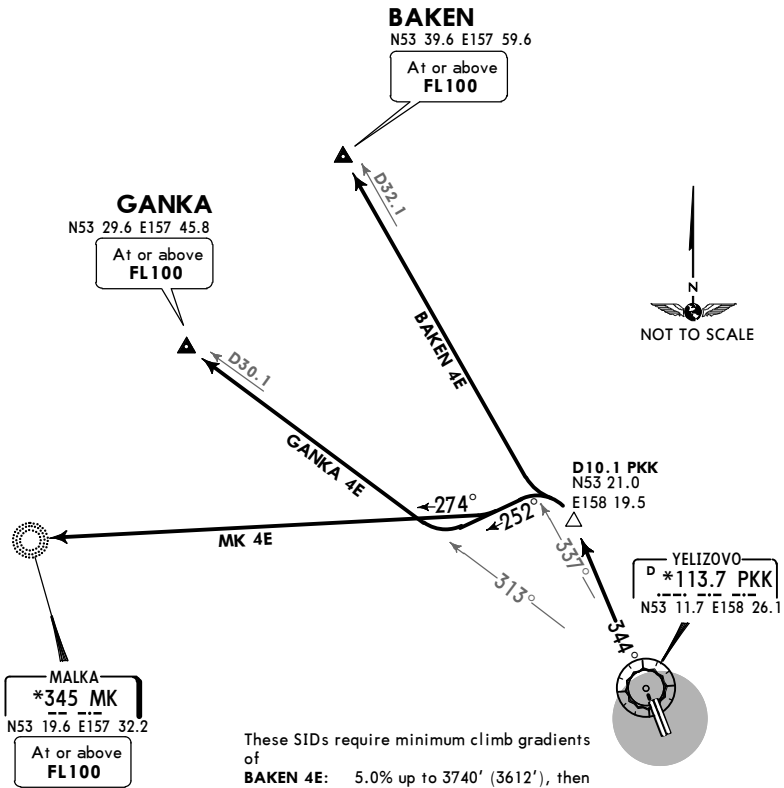
SID



Apt Elev 131'	QNH on request (QFE)
	Trans level: FL90
	FL100 if pressure is less than 756 mm (1007.9 hPa)
	FL110 if pressure is less than 729 mm (971.9 hPa)
	Trans alt: 8010' (7882')
DME is required.	



BAKEN 4E [BAKE4E]
GANKA 4E [GANK4E]
MK 4E



These SIDs require minimum climb gradients of

BAKEN 4E: 5.0% up to 3740' (3612'), then 5.0% up to FL100 due to airspace limitation.

GANKA 4E: 4.8% up to FL090, then 4.8% up to FL100 due to airspace limitation.

MK 4E: 4.1% up to 6370' (6242'), then 4.1% up to FL100 due to airspace limitation.

ALT/HEIGHT CONVERSION
QNH (QFE)
3740' (3612' - 1100m)
6370' (6242' - 1900m)
8010' (7882' - 2400m)

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	RWY	ROUTING
BAKEN 4E	34L	Intercept and climb on on PKK R-344, at D10.1 PKK turn LEFT, intercept PKK R-337 to BAKEN.
GANKA 4E		Intercept and climb on PKK R-344, at D10.1 PKK turn LEFT, 252° track, intercept PKK R-313 to GANKA.
MK 4E		Intercept and climb on PKK R-344, at D10.1 PKK turn LEFT, intercept 274° bearing to MK.

UHPP/PKC
YELIZOVO

20 MAY 16

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA

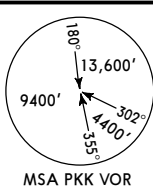
10-3V6

Eff 26 May

SID

Apt Elev
131'

QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' (7898')
DME is required.



BAKEN 4J [BAKE4J]
GANKA 4J [GANK4J]
MK 4J

BAKEN
N53 39.6 E157 59.6
At or above
FL100

GANKA
N53 29.6 E157 45.8
At or above
FL100

MALKA
*345 MK
N53 19.6 E157 32.2
At or above
FL100



YELIZOVO
D *113.7 PKK
N53 11.7 E158 26.1

BAKEN 4J
GANKA 4J

D12.2 PKK
N53 00.4
E158 33.9

These SIDs require minimum climb gradients of

BAKEN 4J, GANKA 4J
3.9% up to 5200' (5088').
MK 4J
4.7% up to 6680' (6568').

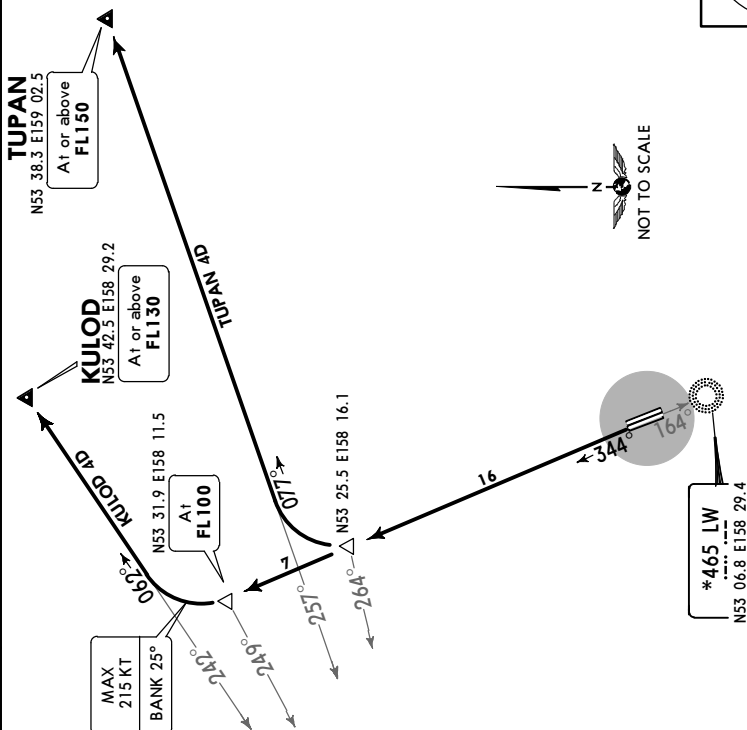
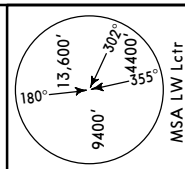
Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.7% V/V (fpm)	357	476	714	952	1190	1428

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5200'	(5088' - 1550m)
6680'	(6568' - 2000m)
8010'	(7898' - 2400m)

SID	RWY	ROUTING
BAKEN 4J	16R	Intercept and climb on PKK R-164, at D12.2 PKK turn RIGHT to PKK, turn LEFT, PKK R-337 to BAKEN.
GANKA 4J		Intercept and climb on PKK R-164, at D12.2 PKK turn RIGHT to PKK, turn LEFT, intercept PKK R-313 to GANKA.
MK 4J		Intercept and climb on PKK R-164, at D12.2 PKK turn RIGHT, intercept 310° bearing to MK.

QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' (7882')
Dual ADF is required.

KULOD 4D [KULO4D]
TUPAN 4D [TUPA4D]
UNDER RADAR CONTROL



These SIDs require minimum climb gradients of

KULOD 4D:	5.6% up to 7020' (6892'), then 5.6% up to FL130 due to airspace
TUPAN 4D:	6% up to FL90, then 4.4% up to FL150 due to airspace

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
5.6% V/V (fpm)	425	567	851	1134	1418	1701
6.0% V/V (fpm)	456	608	911	1215	1519	1823

SID	RWY	ROUTING
KULOD 4D	34L	Intercept and climb on 344° bearing from LW to FL100, at 249° bearing to MK turn RIGHT, Intercept 062° bearing from MK to KULOD.
TUPAN 4D		Intercept and climb on 344° bearing from LW, at 264° bearing to MK turn RIGHT, intercept 077° bearing from MK to TUPAN.

SID

Apt Elev
131'

QNH on request (QFE)

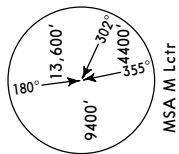
Trans level: FL90

FL100 if pressure is less than 756 mm (1007.9 hPa)

FL110 if pressure is less than 729 mm (971.9 hPa)

Trans alt: 8010' (7898')

Dual ADF is required.

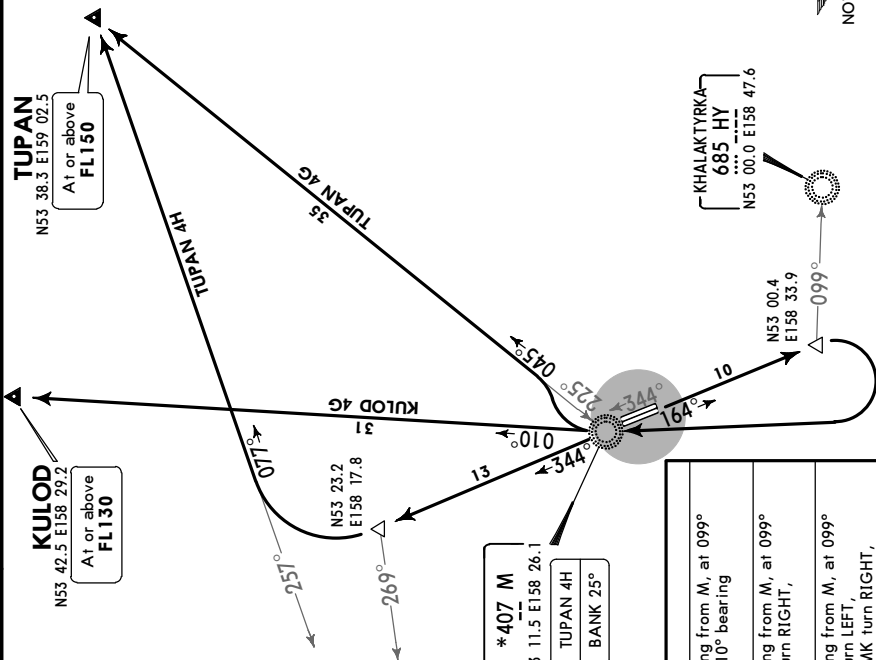
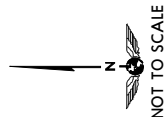


KULOD 4G [KULO4G]

TUPAN 4G [TUPA4G]

TUPAN 4H [TUPA4H]

UNDER RADAR CONTROL



of
These SIDs require minimum climb gradients

KULOD 4G: 4.0% up to 7170' (7058').

TUPAN 4G: 7.0% up to FL130.

TUPAN 4H: 4.0% up to 5200' (5088').

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

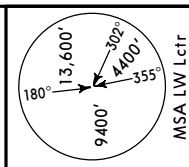
—MALKA—
*345 MK
-- --
N53 19.6 E157 32.2

ALT/HEIGHT CONVERSION	QNH	(QFE)
	5200'	(5088' - 1550m)
	7170'	(7058' - 2150m)
	8010'	(7898' - 2400m)

SID	RWY	ROUTING
KULOD 4G	16R	Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT to M, 010° bearing to KULOD.
TUPAN 4G		Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT to M, turn RIGHT, intercept 045° bearing to TUPAN.
TUPAN 4H		Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT to M, turn LEFT, 344° bearing, at 269° bearing to MK turn RIGHT, intercept 077° bearing from MK to TUPAN.

QNH on request **(QFE)**
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' **(7882')**
Dual ADF is required.

PIRUT 4D [PIRU4D]
RINOT 4D [RINO4D]
SIPVA 4D [SIPV4D]
UNDER RADAR CONTROL



PIRUT
NS3 15.6 E159 59.9
At or above FL170

SIPVA
NS3 06.4 E160 02.0
At or above FL110

RINOT
NS3 22.1 E158 59.9
At or above FL130

***465 LW**
NS3 06.8 E158 29.4
PIRUT 4D
SIPVA 4D
MAX 265 KT
BANK 25°

KHALAK TYRKA
68.5 HY
00.0 E158 47.6

These SIDs require a minimum climb gradient of 6.2% up to 6690' (6562').

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884

NOT TO SCALE

These SIDs require a minimum climb gradient of 6.2% up to 6690' (6562').

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884

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SIPVA 4G

FL130

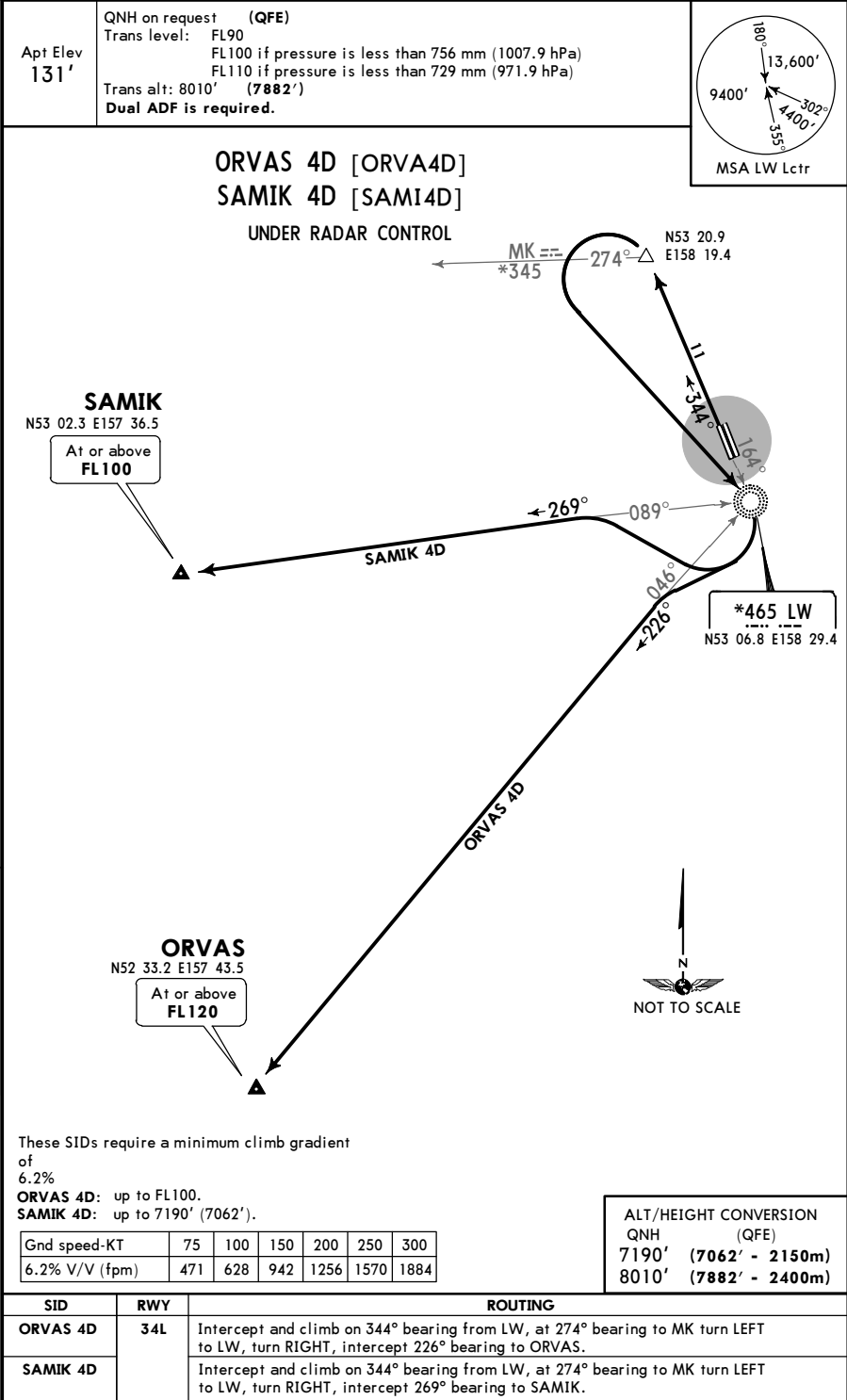
UHPP/PKC
YELIZOVO

20 MAY 16

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA

10-3X3 Eff 26 May

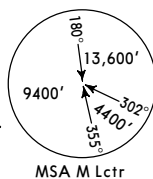
SID



SID

Apt Elev
131'

Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' (7898')
Dual ADF is required.



ORVAS 4G [ORVA4G]
SAMIK 4G [SAMI4G]
UNDER RADAR CONTROL

—MALKA—
*345 MK

N53 19.6 E157 32.2

SAMIK

N53 02.3 E157 36.5

At or above
FL100

*407 M

N53 11.5 E158 26.1

685 HY

N53 00.0 E158 47.6

ORVAS

N52 33.2 E157 43.5

At or above
FL 120

SAMIK 4G

ORVAS 4G



NOT TO SCALE

These SIDs require minimum climb gradients of

ORVAS 4G: 4.7% up to FL90.

SAMIK 4G: 5.2% up to 7170' (7058').

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.2% V/V (fpm)	395	527	790	1053	1316	1580

ALT/HEIGHT CONVERSION	
QNH	(QFE)
7170'	(7058' - 2150m)
8010'	(7898' - 2400m)

SID	RWY	ROUTING
ORVAS 4G	16R	Intercept and climb on 164° bearing from M, at 079° bearing to HY turn RIGHT, intercept 242° bearing from HY to ORVAS.
SAMIK 4G		Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT, intercept 310° bearing towards MK, at 073° bearing to M turn LEFT, intercept 260° bearing to SAMIK.

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20 MAY 16

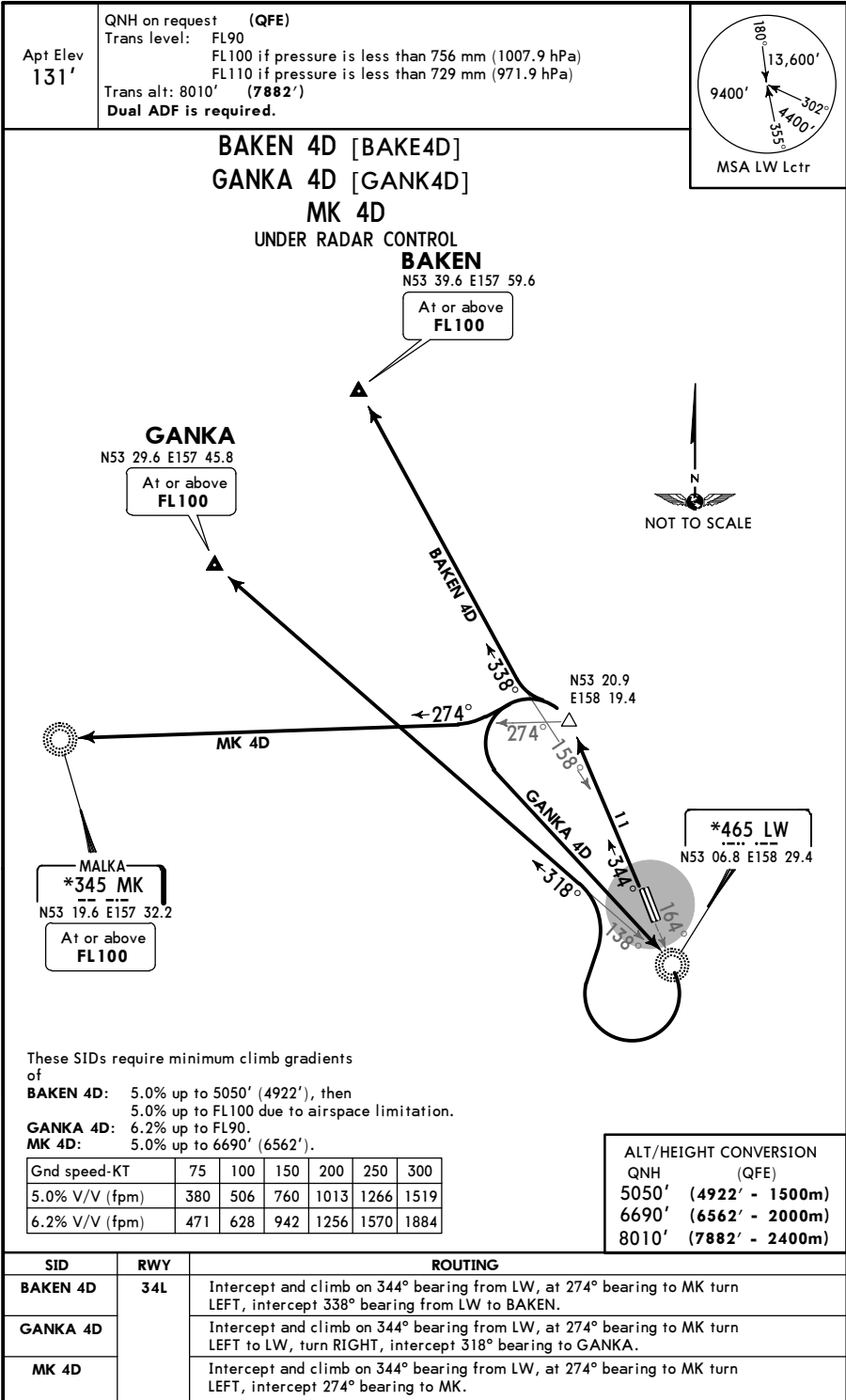
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PETROPAVLOVSK-KAMCHATSKY, RUSSIA

10-3X5

Eff 26 May

SID



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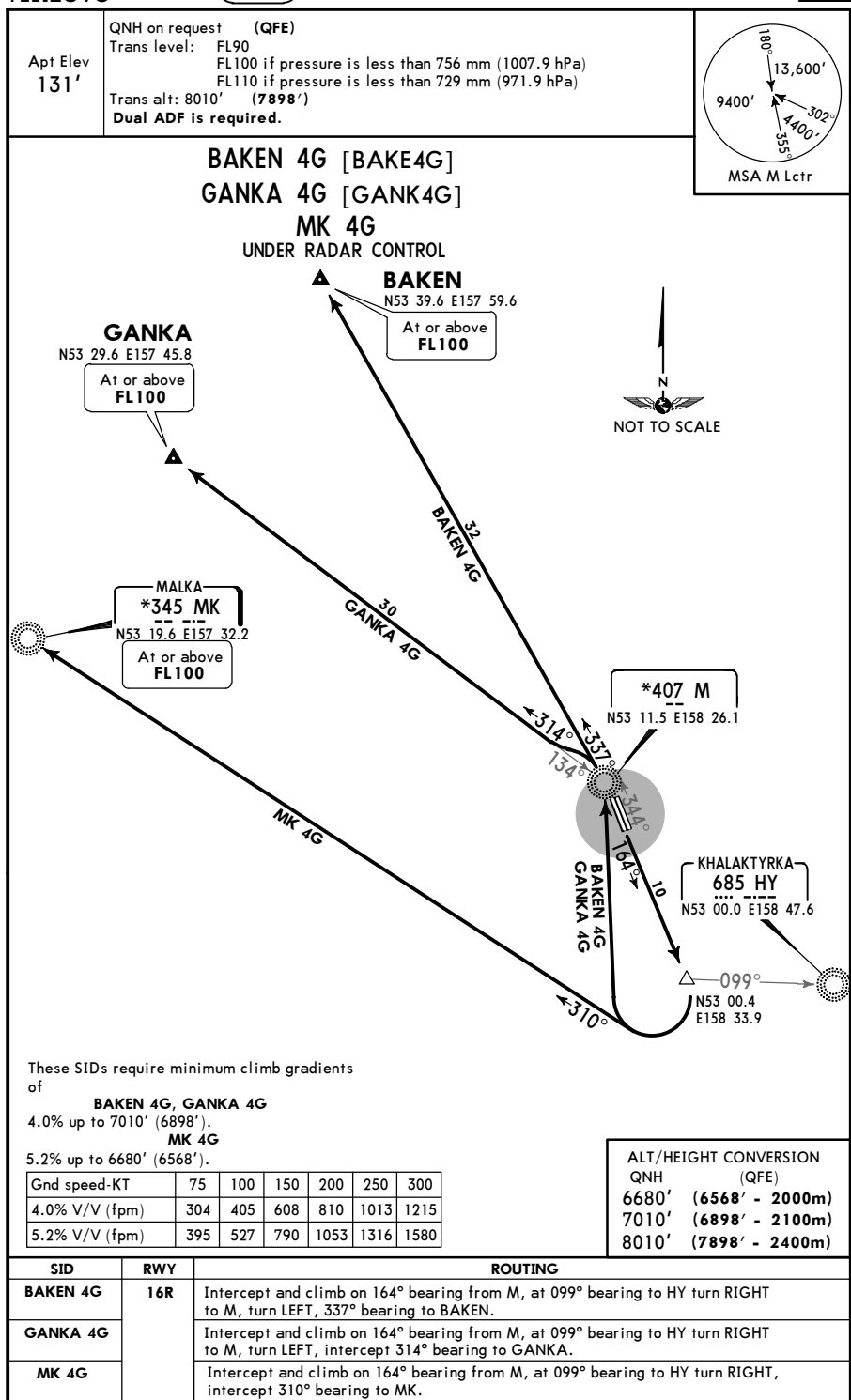
PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 20 MAY 16

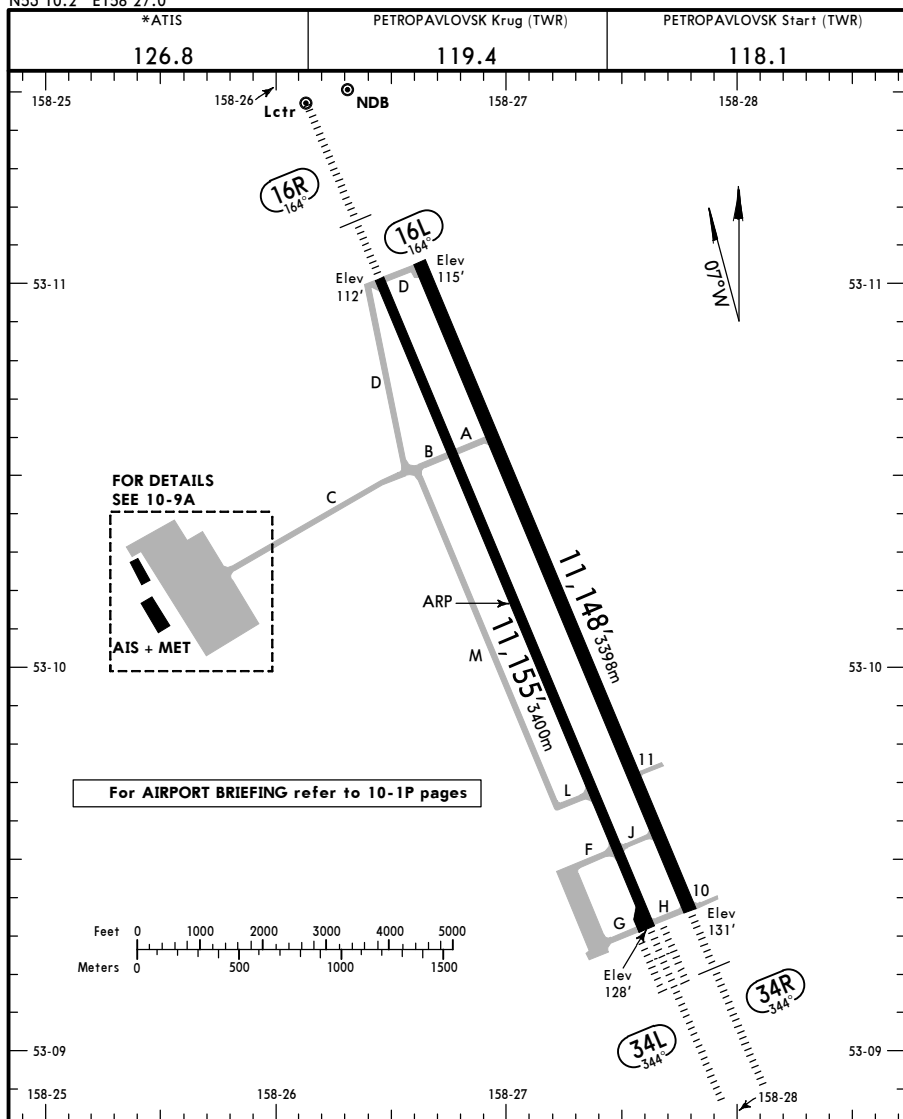
10-3X6

Eff 26 May

SID



UHPP/PKC **JEPP** **SESEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA
Apt Elev **131'** 3 JUN 16 **(10-9)** YELIZOVO
N53 10.2 E158 27.0



ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS			
RWY					LANDING BEYOND		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
16L	HIRL (60m)			RVR			①	197' 60m
34R	HIRL (60m)	HIALS	PAPI-L (2.67°)	RVR		10,115' 3083m		
① TAKE-OFF RUN AVAILABLE								
RWY 16L:					RWY 34R:			
From rwy head		11,148' (3398m)		From rwy head		11,148' (3398m)		
twy A int		8202' (2500m)		twy J int		9836' (2998m)		
16R	HIRL (60m)	CL (15m)	HIALS	PAPI-L (2.67°)	RVR		②	148' 45m
34L	HIRL (60m)	CL (15m)	HIALS	TDZ PAPI-R (2.67°)	RVR			
② TAKE-OFF RUN AVAILABLE								
RWY 16R:					RWY 34L:			
From rwy head		11,155' (3400m)		From rwy head		11,155' (3400m)		
twy B int		8202' (2500m)		twy L int		8858' (2700m)		

NOT TO SCALE

LEGEND

①

Start-up position
marked by yellow
crosses

AIS + MET
TERMINAL

INS COORDINATES					
STAND No.	COORDINATES		STAND No.	COORDINATES	
1	N53 10.2	E158 25.8	21, 22	N53 10.3	E158 25.5
2, 3	N53 10.1	E158 25.8	23	N53 10.2	E158 25.6
4	N53 10.1	E158 25.7	24	N53 10.2	E158 25.5
5, 6	N53 10.1	E158 25.6	25 thru 29	N53 10.3	E158 25.5
7, 8	N53 10.2	E158 25.6			
9	N53 10.3	E158 25.7			
10 thru 13	N53 10.3	E158 25.6			
14	N53 10.4	E158 25.6			
15, 16	N53 10.2	E158 25.6			
17 thru 20	N53 10.3	E158 25.6			

TAKE-OFF			
Rwy 16R/34L		AIR CARRIER (JAA)	
LVP must be in force		All Rwys	
RL & CL		RCLM (DAY only) or RL	
A	200m (150m)	250m	400m
B			
C			
D	250m (200m)	300m	

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20 MAY 16

Eff 26 May

(10-9S)

PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO

Standard

STRAIGHT-IN RWY		A	B	C	D
34L	GLS ①	328'(200')	328'(200')	331'(203')	341'(213')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS ②	1053'(925')	1063'(935')	1073'(945')	1083'(955')
		R1500m	R1500m	C2400m	C2400m
	RNAV ③ ④	730'(602')	730'(602')	730'(602')	730'(602')
		R1500m	R1500m	C2100m	C2100m
	ALS out	R1500m	R1500m	C2400m	C2400m
	RNAV ⑤ ⑥	1460'(1332')	1460'(1332')	1460'(1332')	1460'(1332')
		C5000m	C5000m	C5000m	C5000m
34R	VOR ⑦ ⑧	NOT AUTH	NOT AUTH	820'(692')	820'(692')
				C2400m	C2400m
	VOR ⑨ ⑩	820'(692')	820'(692')	1220'(1092')	1220'(1092')
		R1500m	R1500m	C2400m	C2400m
	NDB ⑪	760'(632') ⑪	760'(632') ⑪	760'(632') ⑪	760'(632') ⑪
		R1500m	R1500m	C2200m	C2200m
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB ⑫ ⑬	1050'(992')	1050'(992')	2090'(1962')	2090'(1962')
		R1500m	R1500m	C5000m	C5000m
	ILS ⑭	331'(200')	331'(200')	331'(200')	331'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ⑮ ⑯	490'(359')	490'(359')	490'(359')	490'(359')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ⑰	1120'(989')	1120'(989')	1120'(989')	1120'(989')
		C4000m	C4000m	C4200m	C4200m
	ALS out	C4700m	C4700m	C4900m	C4900m
	NDB ⑱ ⑲	600'(469')	600'(469')	600'(469')	600'(469')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	C2200m	C2200m
	NDB ⑳	1190'(1059')	1190'(1059')	1190'(1059')	1190'(1059')
		C4300m	C4300m	C4500m	C4500m
	ALS out	C5000m	C5000m	C5000m	C5000m

① Missed apch climb grad MIM 3.5% up to 4560'(4432').

② Missed apch climb grad MIM 2.5%.

③ Missed apch climb grad MIM 3.8% up to 4560'(4432').

④ Continuous Descent Final Approach.

⑤ Missed apch climb grad MIM 2.9% up to 4560'(4432').

⑥ Missed apch climb grad MIM 2.9% up to 3090'(2962').

⑦ Missed apch climb grad MIM 4.0% up to 4730'(4602').

⑧ Missed apch climb grad MIM 3.2% for ALPHA, 7.5% up to 5060'(4929') for BRAVO-1 and 3.4% for BRAVO-2.

⑨ with FAF.

⑩ w/o FAF.

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

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

CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
to rwy 34L	1510'(1379') V1500m	1510'(1379') V1600m	1710'(1579') V2400m	1840'(1709') V3600m

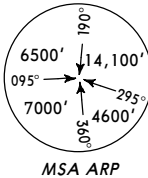
❷ Prohibited West of airport.

TAKE-OFF RWY 16L/R, 34L/R					
	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	
A	125m	150m	200m	250m	400m
B					
C	150m	200m	250m	300m	500m
D					

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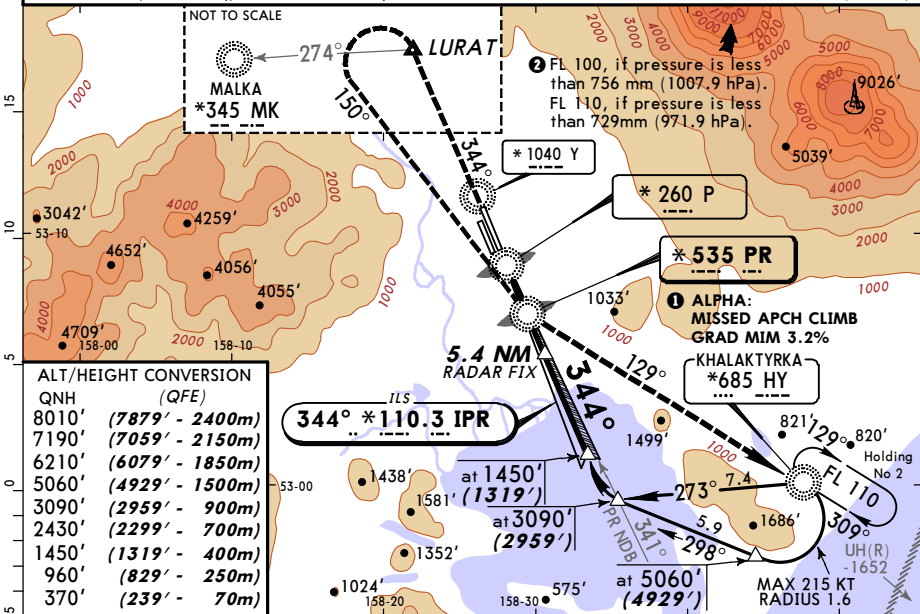
11 OCT 13
Eff 17 Oct

JEPPesen PETROPAPLOVSK-KAMCHATSKY, RUSSIA
11-1
ILS or 2 NDB or NDB Rwy 34R

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

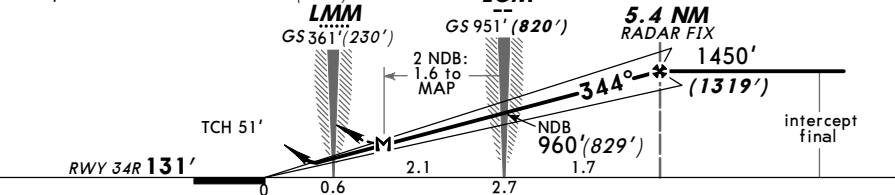
MISSED APCH: Climb on 344° to 2430' (2299') or above to LURAT, then turn LEFT onto 150° climbing to 6210' (6079') to PR NDB, then turn LEFT onto 129° climbing to 7190' (7059') to HY NDB, then according to chart or to holding No 2. Climb grad MIM 3.2% until reaching PR NDB.

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



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
6210'	(6079' - 1850m)
5060'	(4929' - 1500m)
3090'	(2959' - 900m)
2430'	(2299' - 700m)
1450'	(1319' - 400m)
960'	(829' - 250m)
370'	(239' - 70m)

NDB apch: Pass LMM not below 370' (239').



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or NDB Descent Angle 2.67°	331	425	472	567	661	756	
2 NDB: LOM to MAP 1.6	1:22	1:04	0:58	0:48	0:41	0:36	

STRAIGHT-IN LANDING RWY 34R 12									
ILS		2 NDB		PR NDB		w/o FAF		w/o FAF	
DA(H)	331' (200')	MDA(H)	490' (359')	MDA(H)	1120' (989')	MDA(H)	600' (469')	MDA(H)	1190' (1059')
FULL	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out
A				1400m	2200m			3200m	
B				1600m	2400m				
C	RVR 720m VIS 800m	1200m	1400m	4000m	4800m	1900m	2700m	4000m	4800m
D			1800m	4400m		2300m		4400m	

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

CHANGES: TCH. FAF established.

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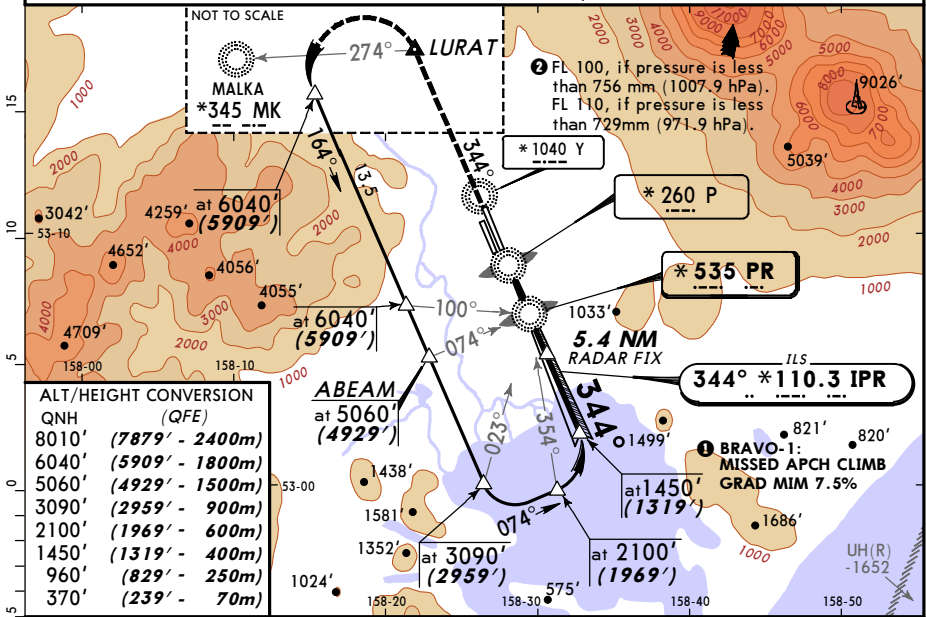
UHP/PC
YELIZOVO

JEPPesen PETROPAPLOVSK-KAMCHATSKY, RUSSIA
11 OCT 13
Eff 17 Oct (11-2) ILS or 2 NDB or NDB Rwy 34R

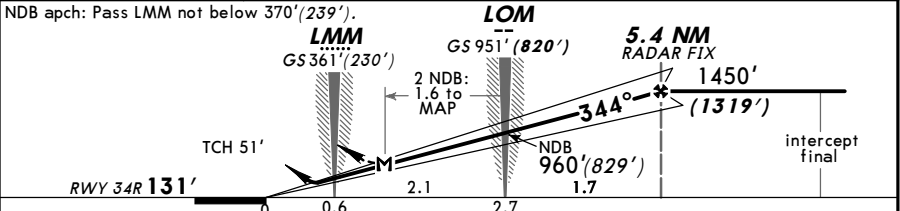
BRIEFING STRIP™	*ATIS		PETROPAPLOVSK Krug (RDR)		PETROPAPLOVSK Start (TWR)		
	126.8		119.4		118.1		
	LOC IPR	Final Apch Crs 344°	GS LOM	ILS DA(H)	Apt Elev 131' RWY 131'		
	*110.3		951' (820')	331' (200')			
	NDB PR		Minimum Alt 5.4 NM RADAR FIX	NDB MDA(H) Refer to Minimums			
*535	1450' (1319')						

MISSED APCH: Climb on 344° to 5060' (4929'), then turn LEFT onto 164° climbing to 6040' (5909'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 2 Trans alt: 8010' (7879')
Procedure also carried out in case of radio com failure immediately after take-off.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010' (7879' - 2400m)	
6040' (5909' - 1800m)	
5060' (4929' - 1500m)	
3090' (2959' - 900m)	
2100' (1969' - 600m)	
1450' (1319' - 400m)	
960' (829' - 250m)	
370' (239' - 70m)	



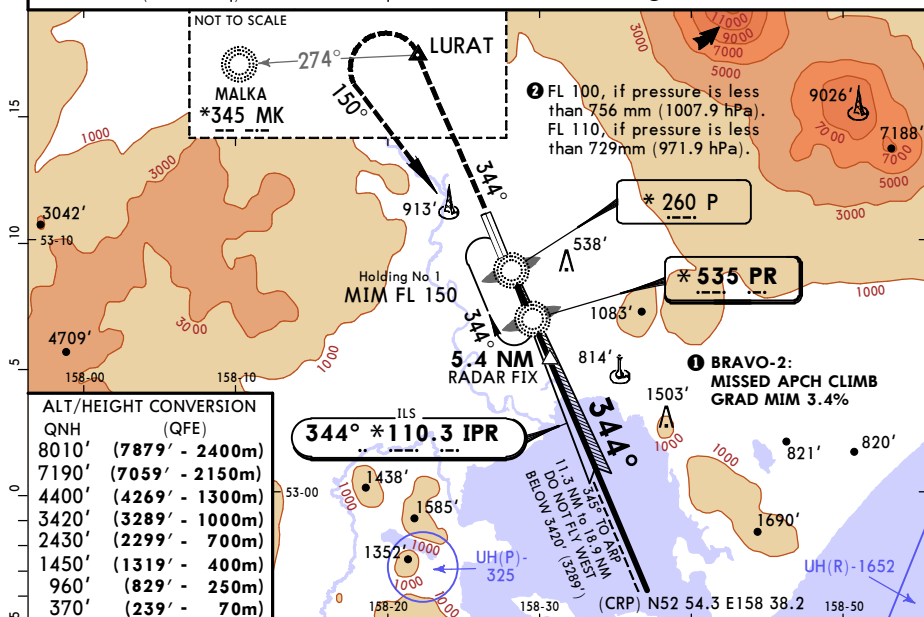
Gnd speed-Kts	70	90	100	120	140	160	HIALS	5060' (4929') on 344°	164°	6040' (5909')
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756	PAPI		LT	
2 NDB: LOM to MAP 1.6	1:22	1:04	0:58	0:48	0:41	0:36				

STRAIGHT-IN LANDING RWY 34R 1 2									
ILS		2 NDB		PR NDB		w/o FAF			
DA(H)	331' (200')	with FAF 490' (359')	with FAF 1120' (989')	with FAF 600' (469')	with FAF 1190' (1059')	DA(H)	DA(H)	DA(H)	DA(H)
FULL	ALS out	ALS out	ALS out	ALS out	ALS out	FULL	ALS out	ALS out	ALS out
A			1400m	2200m					3200m
B	RVR 720m	1200m	1400m	1600m	1900m			4000m	
C	VIS 800m		2200m	4000m	2700m			4000m	4800m
D		1800m	4400m	4800m	2300m			4400m	

1 Missed apch climb gradient mim 7.5% up to 5060' (4929'). 2 LOC (GS out): NOT AUTH.
CHANGES: TCH. FAF established. © JEPPesen, 2003, 2013. ALL RIGHTS RESERVED.

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

MISSED APCH: Climb on 344° to 2430' (2299') or above to LURAT, then turn LEFT onto 150° climbing to 7190' (7059') to PR NDB, then proceed to holding No 1. Climb grad MIM 3.4% until reaching PR NDB.

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

NDB apch: Pass LMM not below 370' (239').

LMM
GS 361' (230')

LOM
GS 951' (820')

2 NDB: 1.6 to MAP

5.4 NM RADAR FIX
1450' (1319')

344°

NDB 960' (829')

TCH 51'

Rwy 131'

2.1 1.7 12.2

N52 54.3
E158 38.2
4400' (4269')

Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2430' (2299') or above on 344°
ILS GS or	331	425	472	567	661	756	
NDB Desc Angle	2.67°						
2 NDB: LOM to MAP	1.6	1:22	1:04	0:58	0:48	0:41	

STRAIGHT-IN LANDING RWY 34R 112										
ILS		2 NDB				PR NDB				
DA(H) 331(200')		with FAF MDA(H) 490(359')		w/o FAF MDA(H) 1120(989')		with FAF MDA(H) 600(469')		w/o FAF MDA(H) 1190(1059')		
FULL		ALS out		ALS out		ALS out		ALS out		
A	RVR 720m VIS 800m	1200m	1400m	2200m	1400m	2200m	1900m	2700m	3200m	
B					1600m	2400m			4000m	4800m
C					4000m	4800m				
D					1800m	4400m				

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

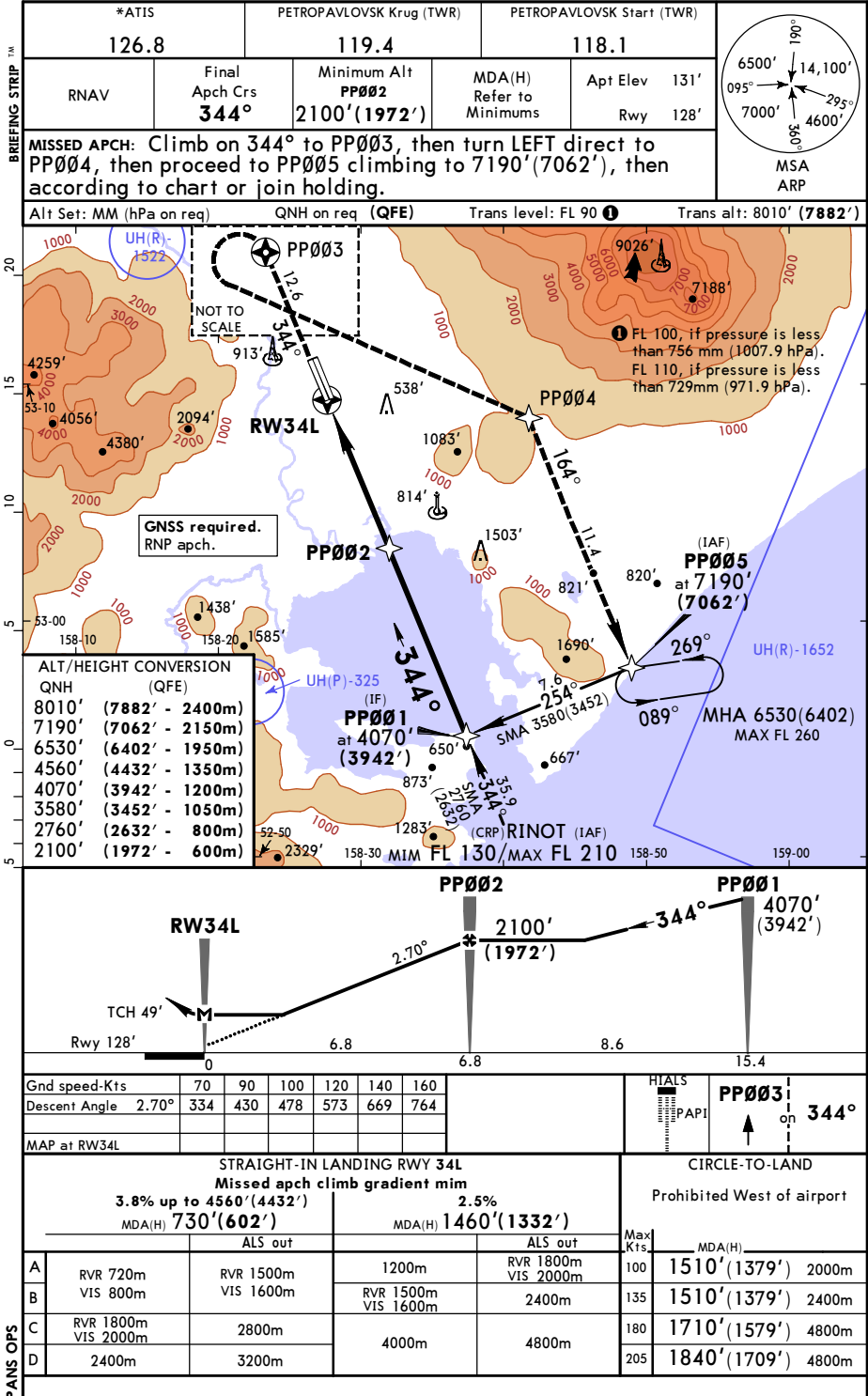
CHANGES: Lights.

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JEPPESNPETROPAVLOVSK-KAMCHATSKY, RUSSIA
20 MAY 16
Eff 26 May (12-1)

RNAV (GNSS) Rwy 34L

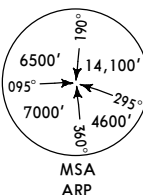


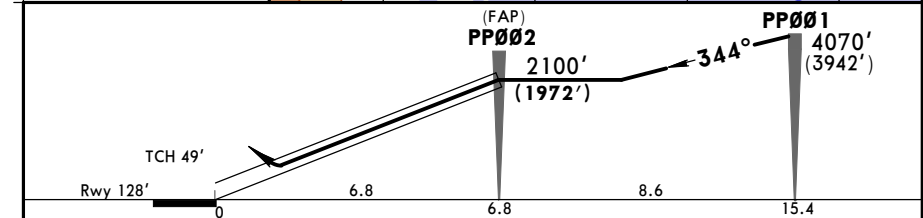
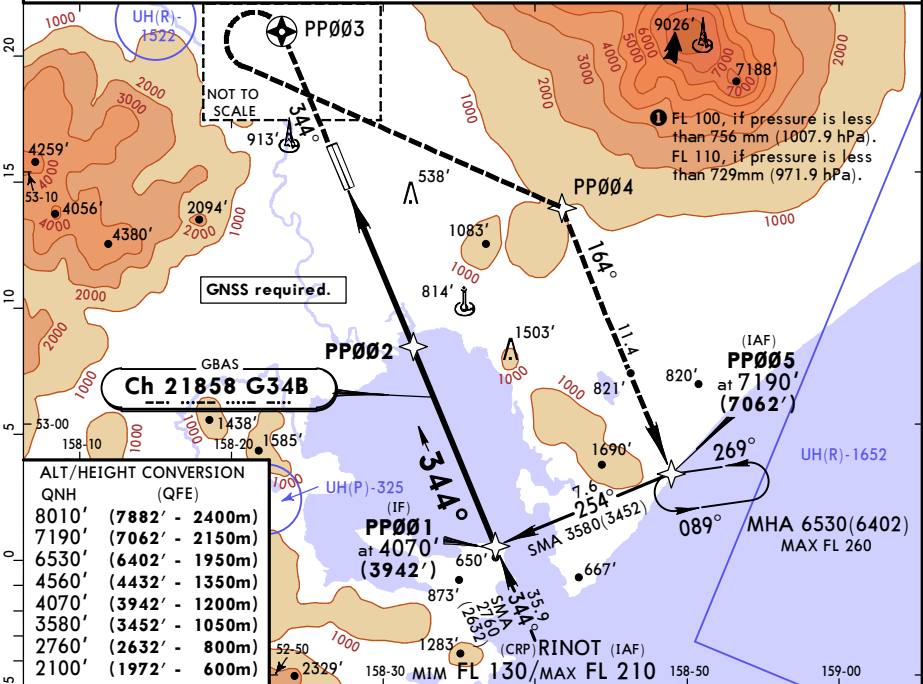
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JEPPESNPETROPAVLOVSK-KAMCHATSKY, RUSSIA
3 JUN 16 12-40

GLS Rwy 34L

BRIEFING STRIP™

*ATIS		PETROPAVLOVSK Krug (TWR)		PETROPAVLOVSK Start (TWR)		
126.8		119.4		118.1		
GBAS Ch 21858 G34B	Final ApcH Crs 344°	Minimum Alt PP002 2100'(1972')	GLS DA(H) Refer to Minimums	Apt Elev 131'	Rwy 128'	
MISSED APCH: Climb on 344° to PP003, then turn LEFT direct to PP004, then proceed to PP005 climbing to 7190'(7062'), then according to chart or join holding.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 90 ①		



Gnd speed-Kts		70	90	100	120	140	160	HIALS PAPI PP003 on 344°
Descent Angle 2.70°		334	430	478	573	669	764	
MAP at DA								
STRAIGHT-IN LANDING RWY 34L Missed apch climb gradient mim 3.5% up to 4560'(4432') 2.5%								CIRCLE-TO-LAND Prohibited West of airport
DA(H) A: 1053'(925') C: 1073'(945')			DA(H) A: 1053'(925') C: 1073'(945')			DA(H) A: 1053'(925') C: 1073'(945')		
AB: 328'(200') D: 341'(213')			AB: 328'(200') D: 341'(213')			AB: 328'(200') D: 341'(213')		
FULL		TDZ or CL out	ALS out	FULL		TDZ or CL out	ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	3200m			Max Kts 100	MDA(H) 1510'(1379') 2000m 1
B							135	1510'(1379') 2400m 1
C				4000m			180	1710'(1579') 4800m
D				4800m			205	1840'(1709') 4800m

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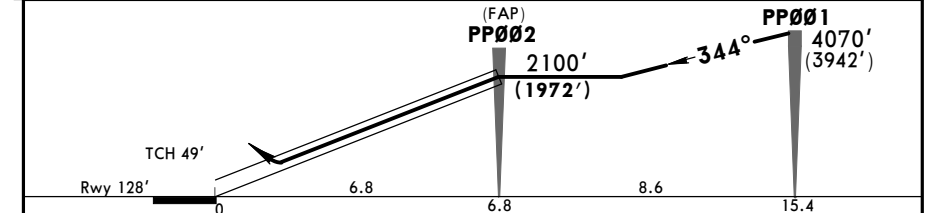
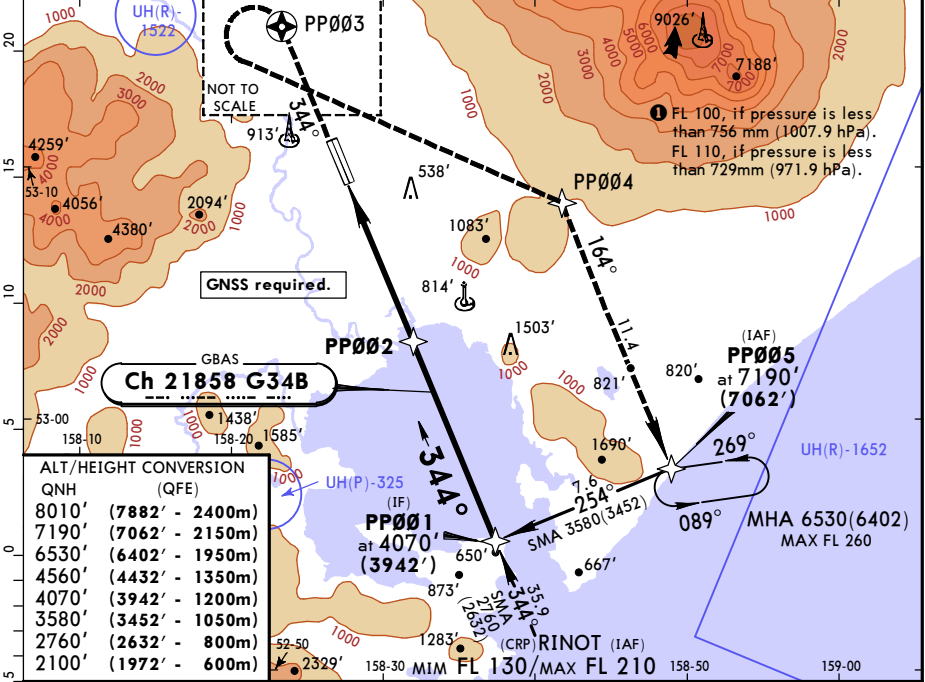
JEPPESNPETROPAVLOVSK-KAMCHATSKY, RUSSIA
3 JUN 16 12-40

GLS Rwy 34L

BRIEFING STRIP™

*ATIS		PETROPAVLOVSK Krug (TWR)		PETROPAVLOVSK Start (TWR)		190° 6500' 095° 7000' 360° 4600' 295° 14,100' MSA ARP
126.8		119.4		118.1		
GBAS Ch 21858 G34B	Final ApcH Crs 344°	Minimum Alt PP002 2100'(1972')	GLS DA(H) Refer to Minimums	Apt Elev 131'	Rwy 128'	
MISSED APCH: Climb on 344° to PP003, then turn LEFT direct to PP004, then proceed to PP005 climbing to 7190'(7062'), then according to chart or join holding.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 90 ①		

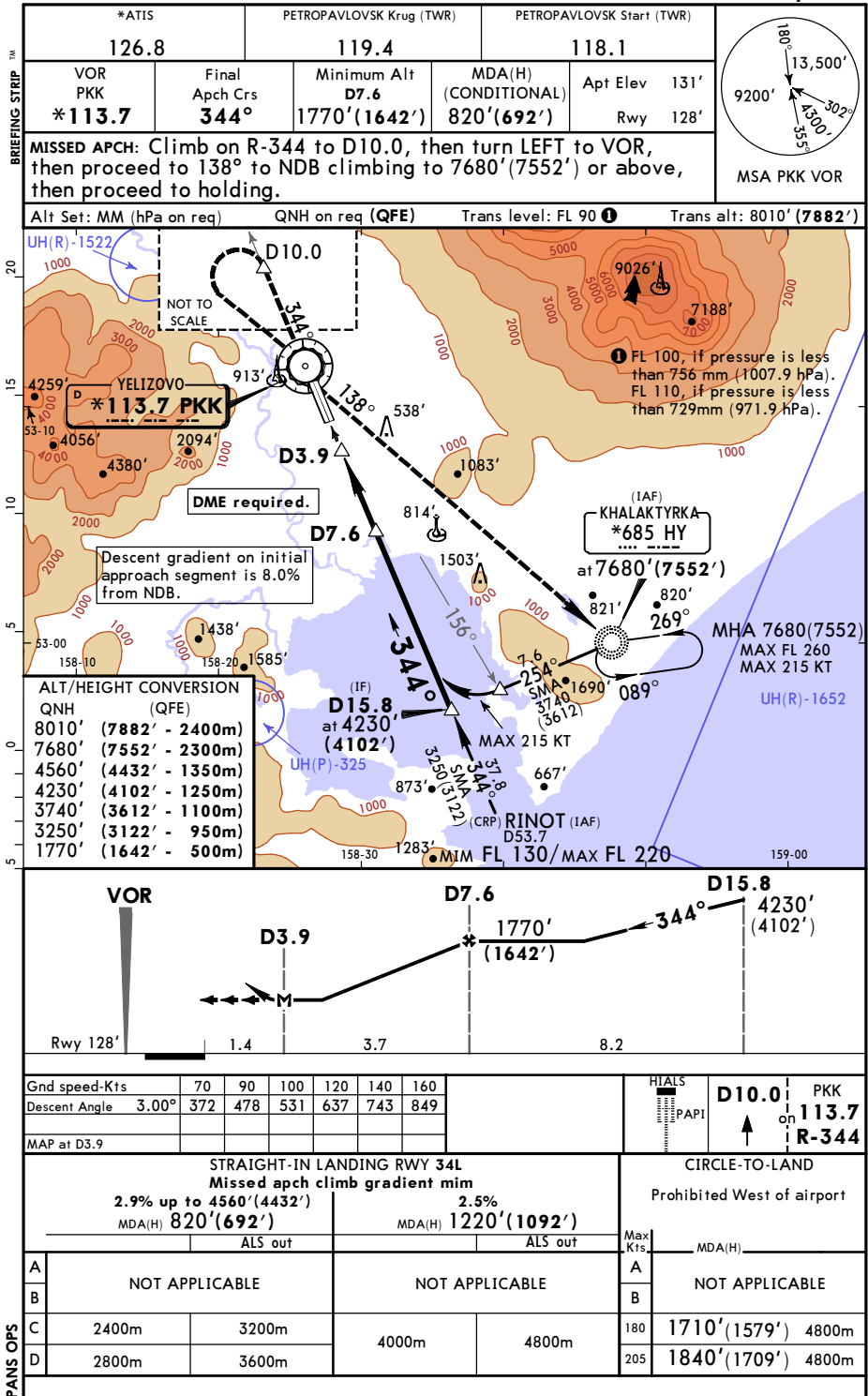
Trans alt: 8010' (7882')



Gnd speed-Kts		70	90	100	120	140	160	HIALS <
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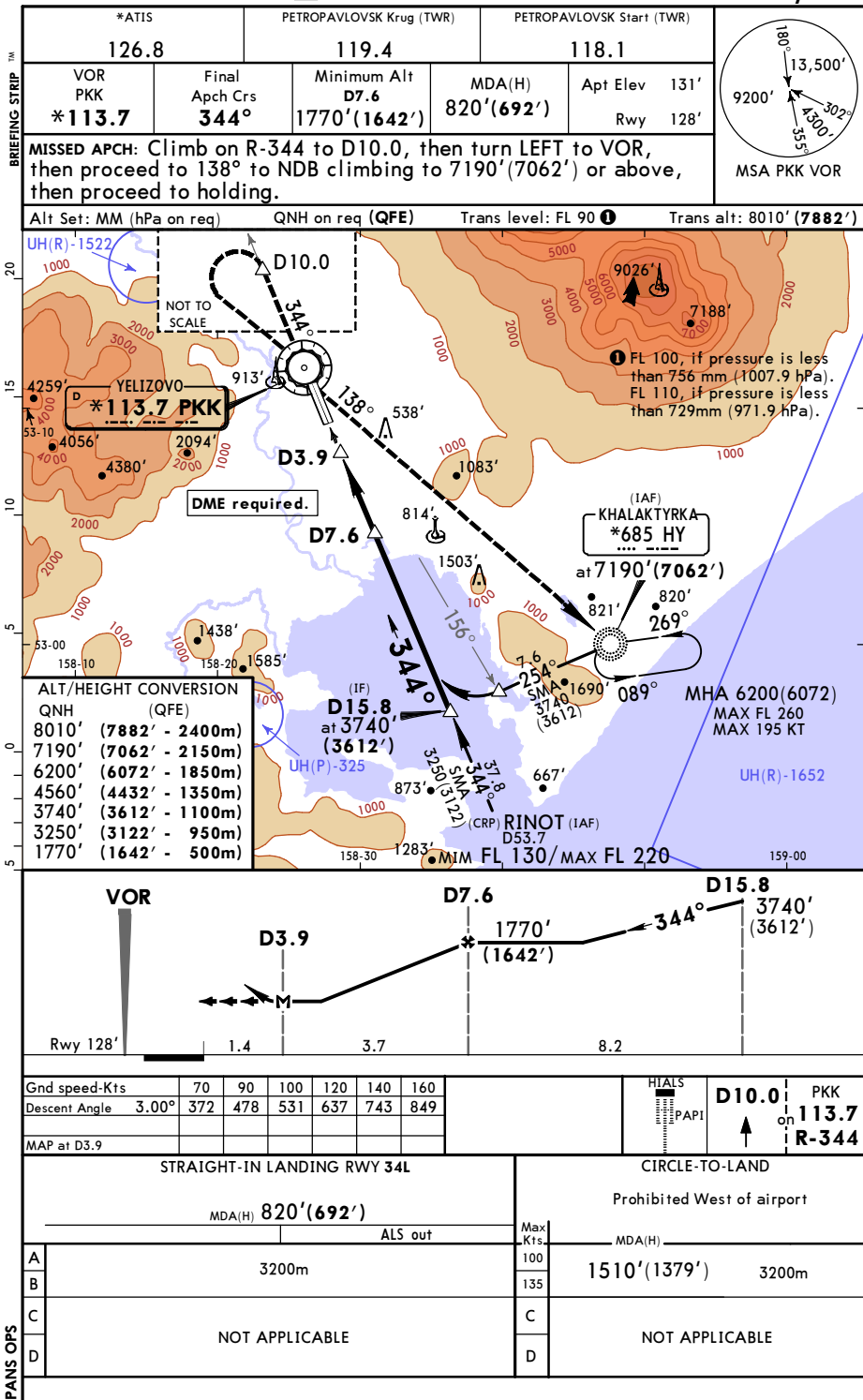
UHPP/PKC
YELIZOVO

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA
2 JUN 16 (13-1) CAT C & D VOR DME Z Rwy 34L



UHPP/PKC
YELIZOVO

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA
3 JUN 16 (13-2) CAT A & B
VOR DME Y Rwy 34L



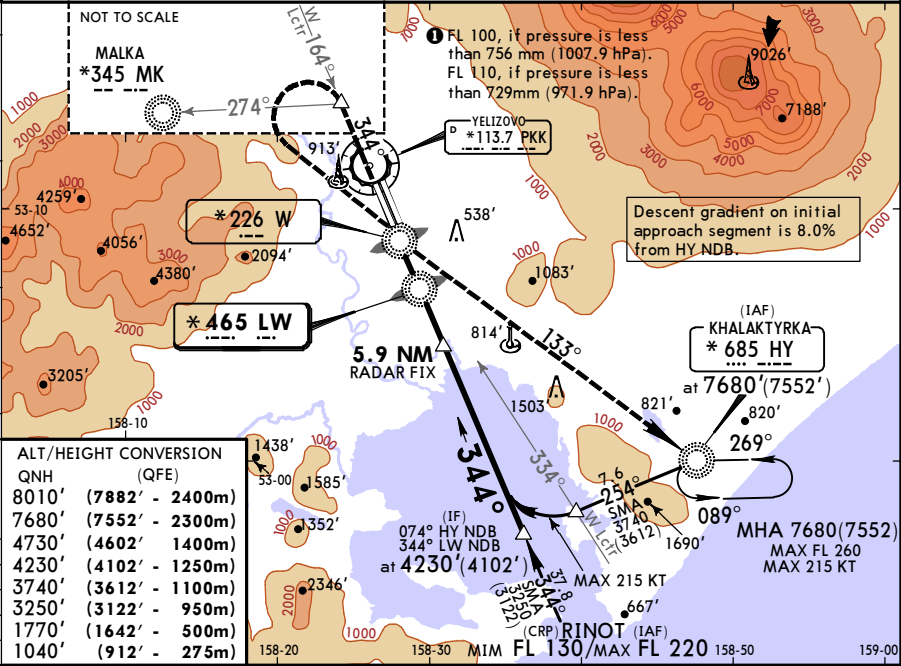
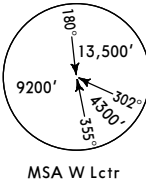
UHPP/PKC
YELIZOVO

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

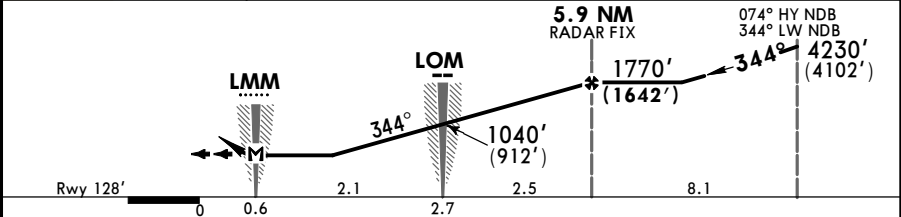
2 JUN 16 (16-1) CAT C & D

NDB Z Rwy 34L

*ATIS		PETROPAVLOVSK Krug (TWR)		PETROPAVLOVSK Start (TWR)	
126.8		119.4		118.1	
NDB LW	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	131'
*465	344°	5.9 NM RADAR FIX 1770'(1642')	(CONDITIONAL) 760'(632')	Rwy	128'
MISSED APCH: Climb on 164° W Lctr to 274° MK NDB, then turn LEFT (MAX 240 KT) to W Lctr. Proceed on 133° HY NDB to HY NDB climbing to 7680'(7552') or above and hold. MAX 240 KT.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 90 ①	
Dual ADF required.				Trans alt: 8010'(7882')	



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010' (7882' - 2400m)	
7680' (7552' - 2300m)	
4730' (4602' - 1400m)	
4230' (4102' - 1250m)	
3740' (3612' - 1100m)	
3250' (3122' - 950m)	
1770' (1642' - 500m)	
1040' (912' - 275m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	240 KT MAX	W 226 164°	MK 345 274°
Descent Angle	3.00°	372	478	531	637	743	849			
MAP at LMM										

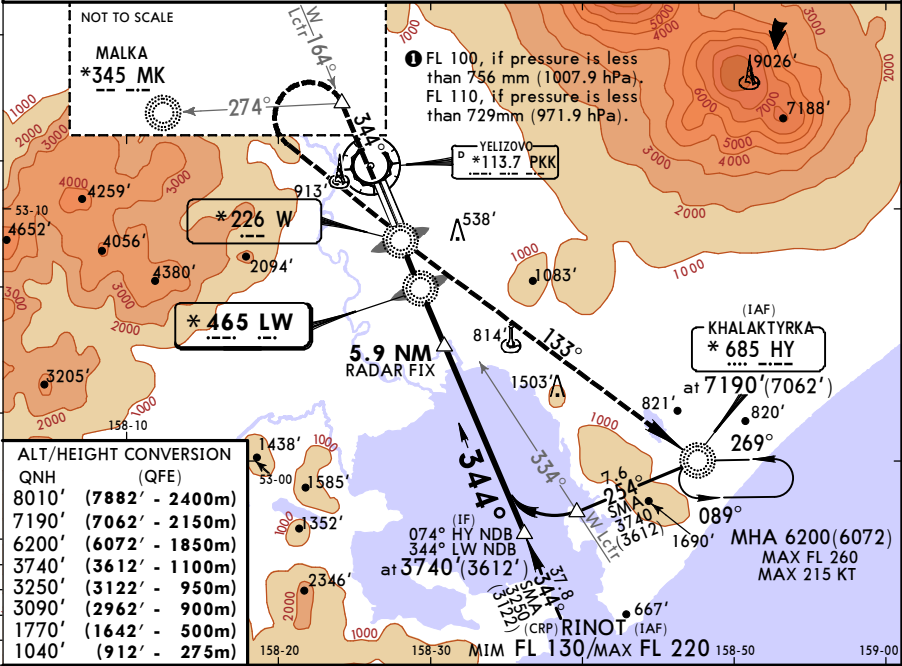
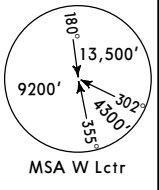
STRAIGHT-IN LANDING RWY 34L					CIRCLE-TO-LAND	
Missed apch climb gradient mim					Prohibited West of airport	
4.0% up to 4730'(4602')			2.5%			
MDA(H) 760'(632')			MDA(H) 2090'(1962')			
ALS out			ALS out			
A	NOT AUTHORIZED				Max Kts	MDA(H) _____
B					A	NOT AUTHORIZED
C	RVR 1800m VIS 2000m	2800m	4000m	4800m	180	1710'(1579') 4800m
D	2800m	3200m	4400m		205	1840'(1709') 4800m

UHPH/PKC
YELIZOVO

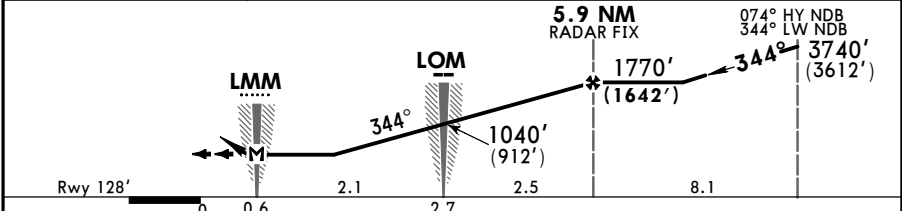
JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
3 JUN 16 16-2 CAT A & B

NDB Y Rwy 34L

*ATIS 126.8		PETROPAVLOVSK Krug (TWR) 119.4		PETROPAVLOVSK Start (TWR) 118.1	
NDB LW *465	Final ApcH Crs 344°	Minimum Alt 5.9 NM RADAR FIX 1770'(1642')	MDA(H) (CONDITIONAL) *113.7 PKK 760'(632')	Apt Elev 131'	Rwy 128'
MISSED APCH: Climb on 164° W Lctr to 274° MK NDB, then turn LEFT to W Lctr. Proceed on 133° HY NDB to HY NDB climbing to 7190'(7062') or above and hold.					
Alt Set: MM (hPa on req) Dual ADF required.		QNH on req (QFE)		Trans level: FL 90 ①	
				Trans alt: 8010'(7882')	



ALT/HEIGHT CONVERSION	
QNH (QFE)	
8010' (7882' - 2400m)	
7190' (7062' - 2150m)	
6200' (6072' - 1850m)	
3740' (3612' - 1100m)	
3250' (3122' - 950m)	
3090' (2962' - 900m)	
1770' (1642' - 500m)	
1040' (912' - 275m)	



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

HIALS
PAP

W 226 164°
MK 345 274°

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND	
Missed apch climb gradient min				Prohibited West of airport	
2.9% up to 3090'(2962')		2.5%			
MDA(H) 760'(632')		MDA(H) 1050'(922')			
ALS out		ALS out			
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1800m VIS 2000m	Max Kts
B					100
C					135
D					
NOT AUTHORIZED				NOT AUTHORIZED	



Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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PETROPAVLOVSK-KAMCHATSKY, (YELIZOVO - UHPP)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHPP