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Airport Information For ULLI

Terminal Charts For ULLI

Revision Letter For Cycle 13-2016

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
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0037 Z
Sunset: 1924 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: 133.500
Pulkovo Tower: 129.000 Secondary
Pulkovo Tower: 128.000 Secondary
Pulkovo Tower: 118.700
Pulkovo Tower: 118.100
Pulkovo Ground: 129.000 Secondary
Pulkovo Ground: 128.000 Secondary
Pulkovo Ground: 121.700
Pulkovo Apron Ramp/Taxi: 120.900
Pulkovo Ramp/Taxi: 119.000
Pulkovo Clearance Delivery: 121.900
Petersburg Approach: 119.300
Petersburg Approach: 128.000 Secondary
Petersburg Approach: 129.000 Secondary
Petersburg Approach: 125.200
Pulkovo Transit Operations: 131.800
Pulkovo Krug Radar: 120.300
Pulkovo Krug Radar: 128.000 Secondary
Pulkovo Krug Radar: 129.000 Secondary

ULLI/LED
PULKOVO

20 MAY 16

JEPPESSEN

10-1P

Eff 26 May

ST PETERSBURG, RUSSIA

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

20 MAY 16

JEPPESEN

10-1P1

Eff 26 May

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

Stands 102, 102B, 103, 103B, 104, 104B, 105, 105B, 106, 106B, 107, 107B, 108, 108B, 109 and 109B are equipped with docking guidance system SAFEDOCK.

Enter stands 150, 152 thru 152B, 153A, 153B, 154, 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.

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

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

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.

ULLI/LED
PULKOVO

20 MAY 16

JEPPESSEN

10-1P2

Eff 26 May

ST PETERSBURG, RUSSIA

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

20 MAY 16

JEPPESEN
10-1P3

ST PETERSBURG, RUSSIA
Eff 26 May

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 607D, 608A thru 610C, 611A thru 611C, 612A and 612D.

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).

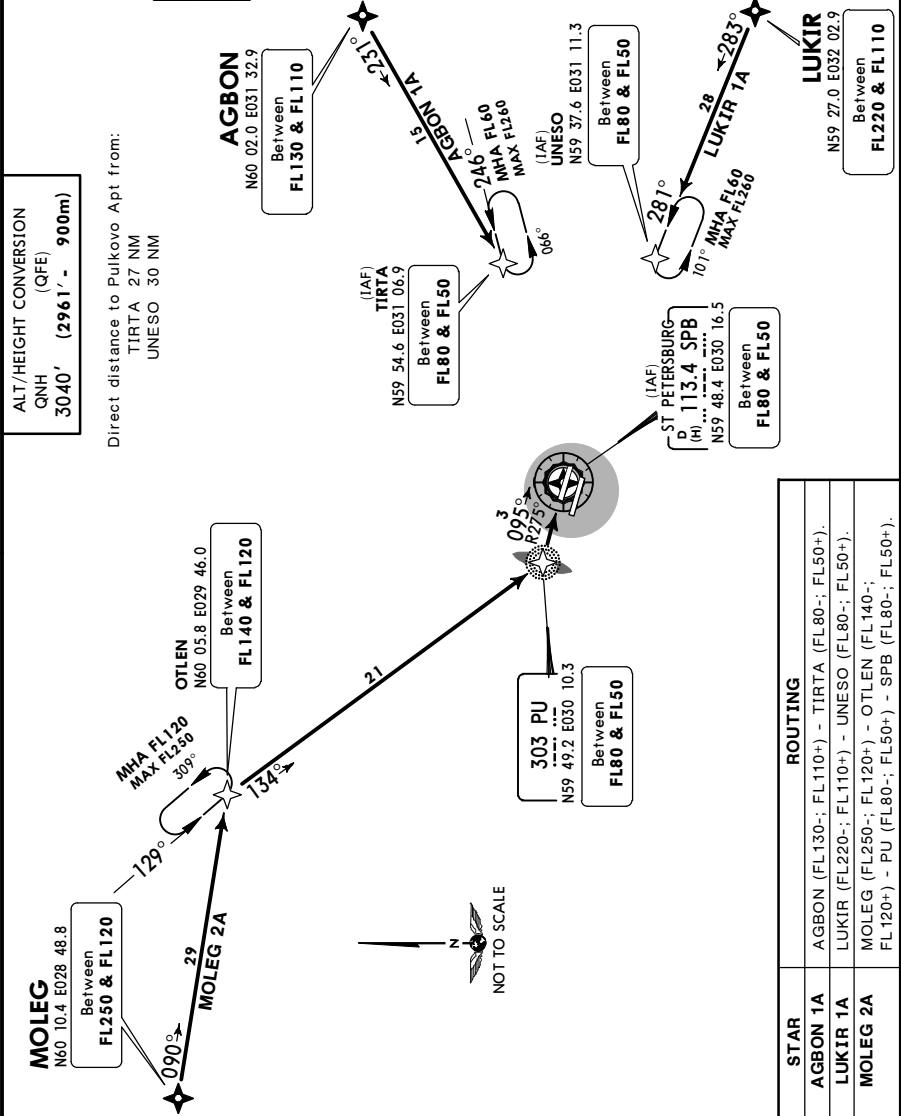
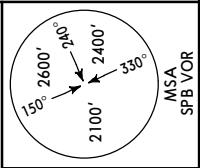
ULLI/L
PULKOVO

JEPPESSEN ST PETERSBURG, RUSSIA
15 MAY 15 10-2 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 ALPHA (AGBON 1A) [AGBO1A]
LUKIR 1 ALPHA (LUKIR 1A) [LUKI1A]
MOLEG 2 ALPHA (MOLEG 2A) [MOLE2A]
RWYS 28L/R RNAV ARRIVALS
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



ULLI/LED
PULKOVO

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

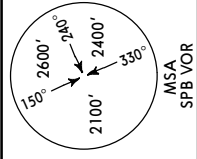
ATIS
127.3
(Russian)
127.4

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.

**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
3040' (2961' - 900m)

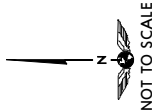
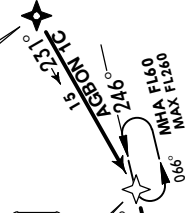
① ACFT will be vectored from
IAF to final approach.

AGBON
Between
FL220 & FL110

N60 02.0 E031 32.9

TIRTA
Between
FL180 & FL90

N59 54.6 E031 06.9



(IAF)
OTLEN
N60 05.8 E029 46.0

Between
FL140 & FL120

(IAF)
ST PETERSBURG
(H) **113.4 SPB**
N59 48.4 E030 16.5

Between
FL80 & FL50



MOLEG
N60 10.4 E028 48.8

Between
FL250 & FL120

Between
FL140 & FL120

Between
FL140 & FL120

Between
FL140 & FL120

Between
FL140 & FL120

Between
FL140 & FL120

Between
FL140 & FL120

Between
FL140 & FL120

Between
FL140 & FL120

Between
FL140 & FL120

Between
FL140 & FL120

Between
FL140 & FL120

Between
FL140 & FL120

Between
FL140 & FL120

Direct distance to Pulkovo Apt from:

OTLEN 23 NM
PIMUN 27 NM

ROUTING

STAR

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

ATIS
127.3
(Russian)
127.4)

Apt Elev
79'

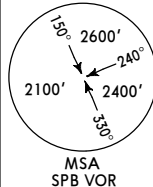
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' **(2961')**
If following RNAV STAR is not possible, the crew shall advise
APP controller and request RADAR vectoring for approach.

OGINO 1 ALPHA (OGINO 1A) [OGIN1A]
OGINO 1 BRAVO (OGINO 1B) [OGIN1B]
PESOT 1 ALPHA (PESOT 1A) [PESO1A]
PESOT 1 BRAVO (PESOT 1B) [PESO1B]

RWYS 28L/R RNAV ARRIVALS

RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100



Direct distance to Pulkovo Apt from:
RUNIR 21 NM

**HOLDINGS OVER
BAMAD RUNIR**



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



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

PESOT
N59 12.3 E028 44.0
Between
FL250 & FL110

BAMAD
N59 27.0 E029 37.9
Between
FL150 & FL60

OGINO
N59 00.0 E029 06.9
Between
FL250 & FL110



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

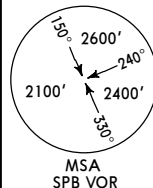
ATIS
127.3
(Russian)
127.4)

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.

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



Direct distance to Pulkovo Apt from:
GERPA 15 NM

(IAF)
GERPA
N59 42.9 E029 48.5
At or below
FL60

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

PESOT
N59 12.3 E028 44.0
Between
FL210 & FL110

BAMAD
N59 27.0 E029 37.9
Between
FL90 & FL60

OGINO
N59 00.0 E029 06.9
Between
FL210 & FL110



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

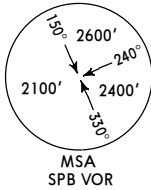
JEPPESSEN ST PETERSBURG, RUSSIA
15 MAY 15 (10-2D) Eff 28 May STAR

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.

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



LUNOK

N60 16.0 E029 45.5

Between
FL250 & FL120

141°
D11.7
18.2
FL150

ADANI

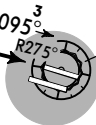
N60 00.2 E030 03.5

At FL110

D13.5
R322°
11
153°

303 PU

N59 49.2 E030 10.3



ALT/HEIGHT CONVERSION

QNH (QFE)
3040' (2961' - 900m)



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

ROUTING

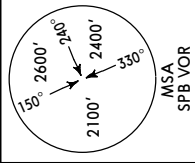
On 141° track to ADANI, turn RIGHT, intercept 153° bearing to PU, turn LEFT, 095° bearing to SPB.

ULLI/LED
PULKOVO

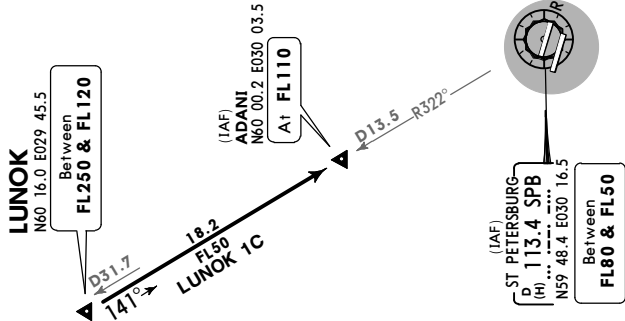
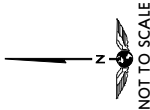
JEPPESSEN ST PETERSBURG, RUSSIA
15 MAY 15 10-2E Eff 28 May STAR

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

PULKOVO
Krug
120.3

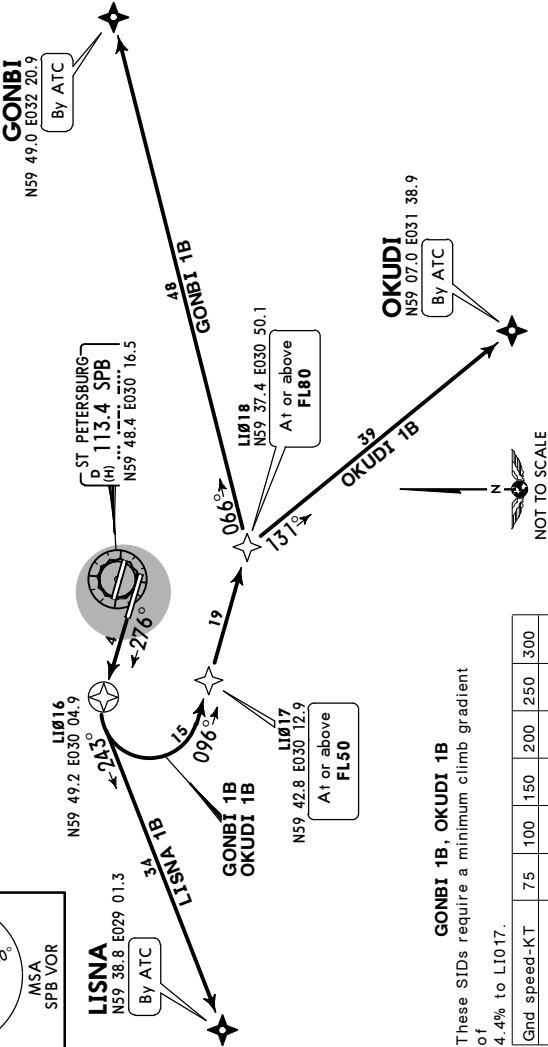
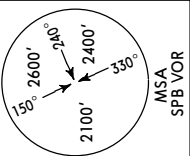
Apt Elev
79'

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) [GONBI1B]
LISNA 1 BRAVO (LISNA 1B) [LISNI1B]
OKUDI 1 BRAVO (OKUDI 1B) [OKUDI1B]
RWY 28L RNAV DEPARTURES
RNAV (GNSS)

SPEED: MAX 270 KT BELOW FL100

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



These SIDs require a minimum climb gradient of 4.4% to LI017.
If unable to comply advise ATC during start-up.

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

Initial climb clearance 3040' (2961')	
SID	ROUTING
GONBI 1B	On 276° track to LI016, turn LEFT, 096° track via LI017 to LI018, 066° track to GONBI.
LISNA 1B	On 276° track to LI016, turn LEFT, 243° track to LISNA.
OKUDI 1B	On 276° track to LI016, turn LEFT, 096° track via LI017 to LI018, 131° track to OKUDI.

ULLI/LID
PULKOVO

PULKOVO
Krug
120.3

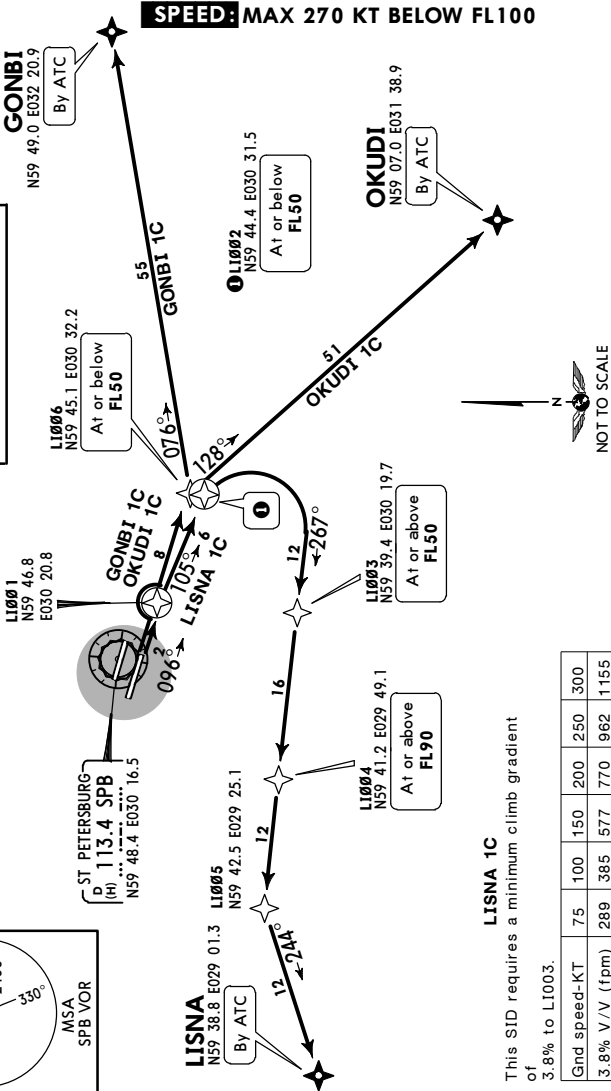
Apt Elev
79'

- QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above
FL70 if pressure is less than 706 MM (941.3 hPa)
- Trans alt: 3040' (2974')
1. When crossing 730' (664') contact PULKOVO Krug.
 2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
 3. If following RNAV SIDs are not possible, report to ground controller and request RADAR vectoring for departure.

GONBI 1 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

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



LISNA 1C
This SID requires a minimum climb gradient of 3.8% to LI003.

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

If unable to comply advise ATC during start-up.

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/LID
PULKOVO

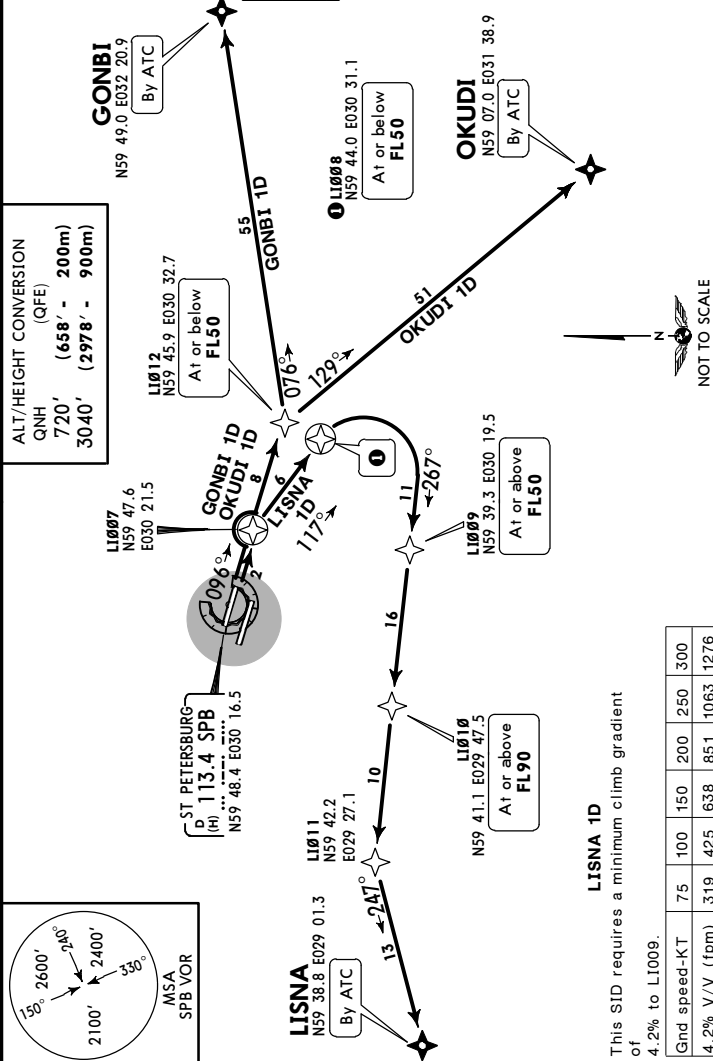
PULKOVO
Krug
120.3

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.

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



This SID requires a minimum climb gradient of 4.2% to LI1009.

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

If unable to comply advise ATC during start-up.

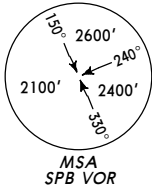
Initial climb clearance 3040' (2978')	
SID	ROUTING
GONBI 1D	On 096° track to LI012, 076° track to GONBI.
LISNA 1D	On 096° track to LI007, 117° track to LI008, turn RIGHT, 267° track via LI009 and LI010 to LI011, 247° track to LISNA.
OKUDI 1D	On 096° track to LI012, 129° track to OKUDI.

ULLI/LED
PULKOVO

JEPPESSEN ST PETERSBURG, RUSSIA
13 JUN 14 10-3D Eff 26 Jun 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) LUNOK 1K
RWY 28R DEPARTURE
SPEED MAX 270 KT BELOW FL100

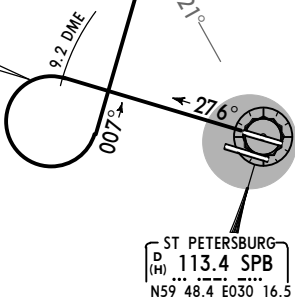


LUNOK
N60 16.0 E029 45.5
By ATC

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

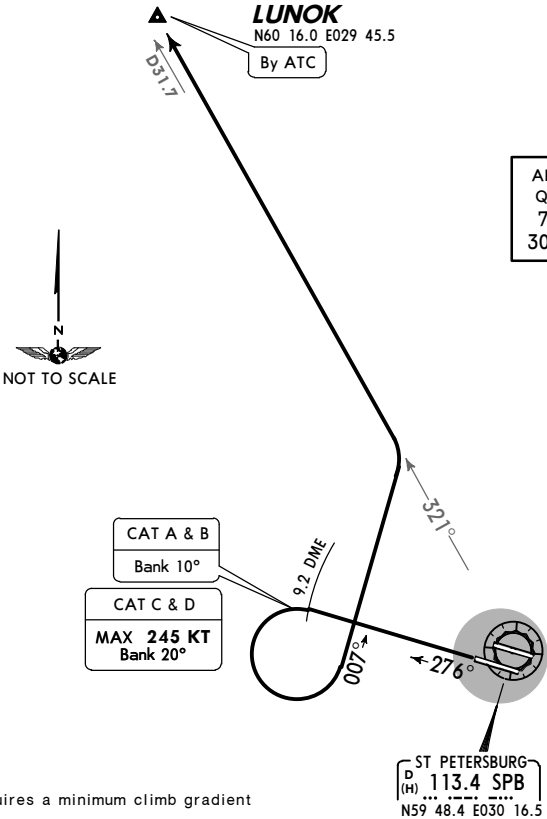
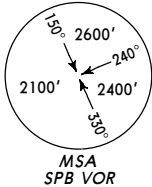
On 276° track to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-321 to LUNOK.

ULLI/LED
PULKOVO

JEPPesen ST PETERSBURG, RUSSIA
13 JUN 14 10-3E Eff 26 Jun 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



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

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



JEPPESSEN

ST PETERSBURG, RUSSIA

13 JUN 14

10-3G

Eff 26 Jun

SID

PULKOVO
Krug
120.3

Apt Elev
79'

QNH on request (QFE)

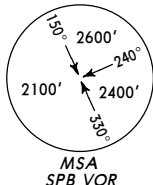
Trans level: FL50

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

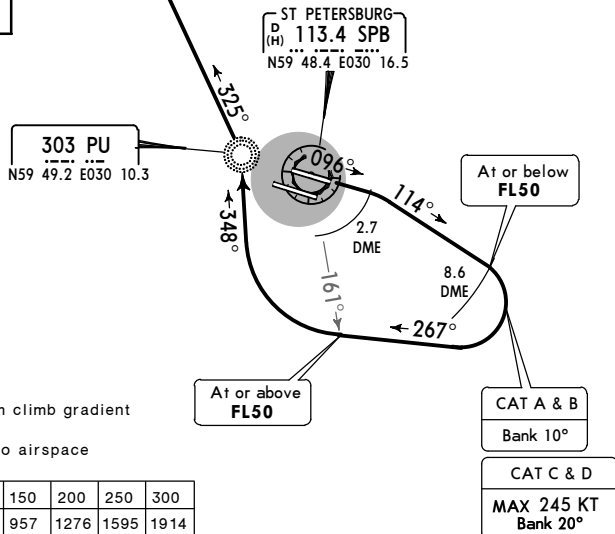


LUNOK
N60 16.0 E029 45.5
By ATC

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



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



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

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

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' (2978')

ROUTING

On 096° track to SPB 2.7 DME, 114° track to SPB 8.6 DME, turn RIGHT, 267° track, after crossing SPB R-161 turn RIGHT to PU, 325° bearing to LUNOK.

ULLI/LED

Apt Elev 79'
N59 48.0 E030 15.8

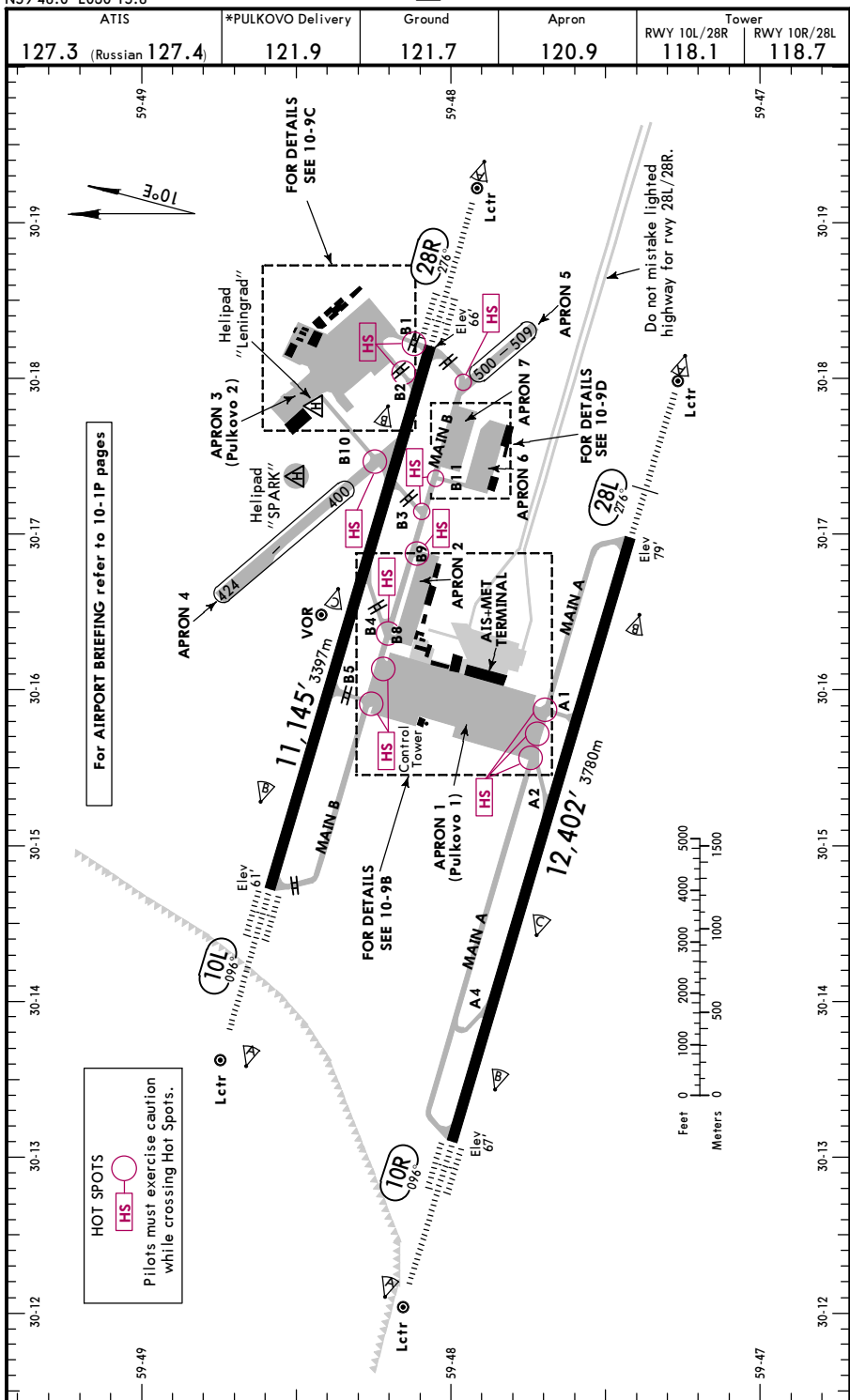
27 NOV 15

10-9

Eff 10 Dec

JEPPSEN ST PETERSBURG, RUSSIA

PULKOVO



ULLI/LED

JEPPesen

ST PETERSBURG, RUSSIA

27 NOV 15

10-9A

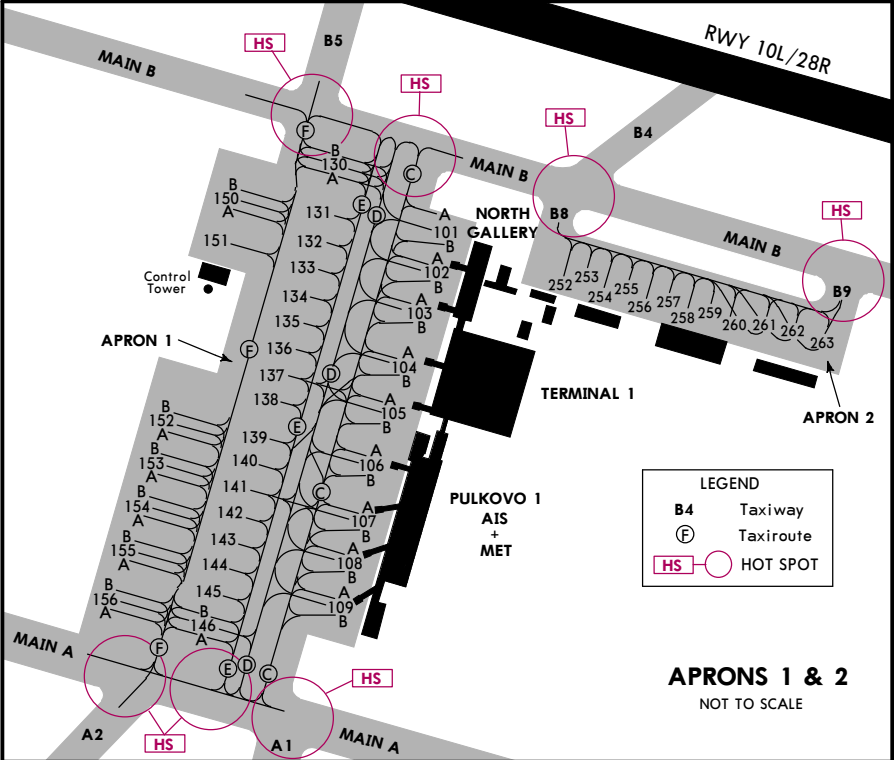
Eff 10 Dec

PULKOVO

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

ULLI/LED

JEYPESEN ST PETERSBURG, RUSSIA
20 MAY 16 10-9B Eff 26 May
PULKOVO

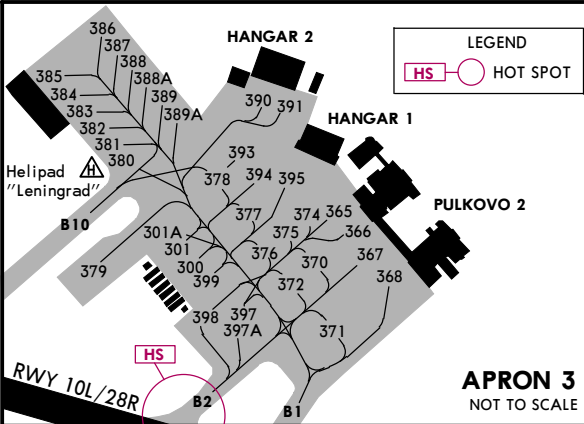


INS COORDINATES		INS COORDINATES	
STAND No.	COORDINATES	STAND No.	COORDINATES
101 thru 101B	N59 48.2 E030 16.2	156	N59 47.8 E030 15.6
102	N59 48.1 E030 16.2	156A, 156B	N59 47.8 E030 15.5
102A	N59 48.1 E030 16.1		
102B	N59 48.1 E030 16.2	252 thru 254	N59 48.1 E030 16.4
103 thru 103B	N59 48.1 E030 16.1	255, 256	N59 48.1 E030 16.5
		257, 258	N59 48.1 E030 16.6
104 thru 105B	N59 48.0 E030 16.1	259 thru 261	N59 48.1 E030 16.7
106	N59 47.9 E030 16.1	262, 263	N59 48.1 E030 16.8
106A	N59 47.9 E030 16.0		
106B	N59 47.9 E030 16.1		
107 thru 107B	N59 47.9 E030 16.0		
108 thru 109B	N59 47.8 E030 16.0		
130 thru 130B	N59 48.2 E030 16.0		
131	N59 48.2 E030 15.9		
132 thru 136	N59 48.1 E030 15.9		
137 thru 139	N59 48.0 E030 15.8		
140 thru 142	N59 47.9 E030 15.8		
143	N59 47.9 E030 15.7		
144 thru 146B	N59 47.8 E030 15.7		
150	N59 48.2 E030 15.8		
150A, 150B	N59 48.2 E030 15.7		
151	N59 48.1 E030 15.7		
152 thru 152B	N59 48.0 E030 15.7		
153 thru 154B	N59 47.9 E030 15.6		
155, 155A	N59 47.8 E030 15.6		
155B	N59 47.9 E030 15.6		

ULLI/LED

 **JEPPESSEN**
20 MAY 16 **(10-9C)** **Eff 26 May**

ST PETERSBURG, RUSSIA
PULKOVO



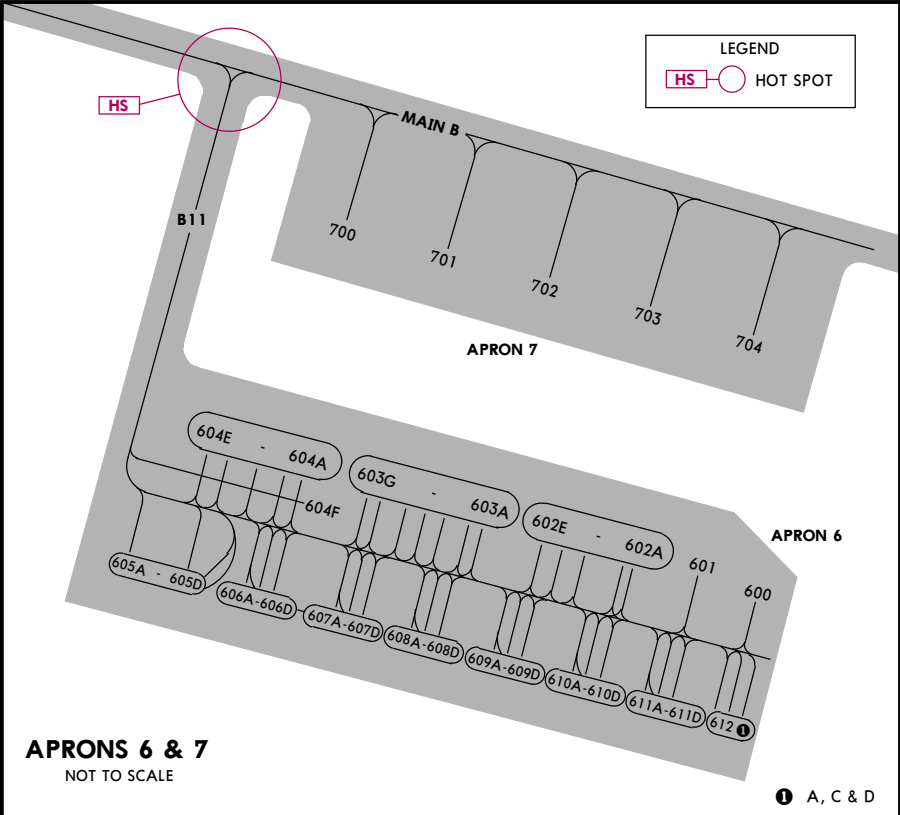
INS COORDINATES

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

JEPPESSEN
20 MAY 16 10-9D Eff 26 May

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 604F	N59 47.9 E030 17.4		
604E, 605A 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, 612C thru 612D	N59 47.8 E030 17.7		
700	N59 48.0 E030 17.4		

ULLI/LED
JEPPSEN
Standard

20 MAY 16
Eff 26 May (10-9S)

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	161'(100') RA104' R300m	161'(100') RA104' R300m	161'(100') RA104' R300m	161'(100') RA104' R300m
	ILS	261'(200')	261'(200')	261'(200')	261'(200')
	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'(419') R1200m	480'(419') R1200m	480'(419') R1200m	480'(419') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	2 NDB ②	430'(369') R1000m	430'(369') R1000m	430'(369') R1000m	430'(369') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	PU NDB ②	490'(429') R1300m	490'(429') R1300m	490'(429') R1300m	490'(429') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
10R ①	CAT 2 ILS	167'(100') RA105' R300m	167'(100') RA105' R300m	167'(100') RA105' R300m	167'(100') RA105' R300m
	ILS	267'(200')	267'(200')	267'(200')	267'(200')
	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'(393') R1100m	460'(393') R1100m	460'(393') R1100m	460'(393') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	PK NDB ②	520'(453') R1400m	520'(453') R1400m	520'(453') R1400m	520'(453') R1400m
	ALS out	R1500m	R1500m	C2100m	C2100m
	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
28L ①	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ②	420'(341') R900m	420'(341') R900m	420'(341') R900m	420'(341') R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	PO NDB ②	590'(511') R1500m	590'(511') R1500m	590'(511') R1600m	590'(511') R1600m
	ALS out	R1500m	R1500m	C2400m	C2400m

① Missed apch climb gradient MIM 5.0%.

② Continuous Descent Final Approach.

ULLI/LED

**JEPPESSEN**

20 MAY 16

10-9S1

Eff 26 May

Standard

ST PETERSBURG, RUSSIA

PULKOVO

STRAIGHT-IN RWY		A	B	C	D
28R ①	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	166'(100') RA104' R300m	166'(100') RA104' R300m	166'(100') RA104' R300m	166'(100') RA104' R300m
	ILS	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
	VOR ②	490'(424') R1300m	490'(424') R1300m	490'(424') R1300m	490'(424') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB ②	480'(414') R1200m	480'(414') R1200m	480'(414') R1200m	480'(414') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	PL NDB ②	490'(424') R1300m	490'(424') R1300m	490'(424') R1300m	490'(424') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m

- ① Missed apch climb gradient MIM 5.0%.
- ② Continuous Descent Final Approach.

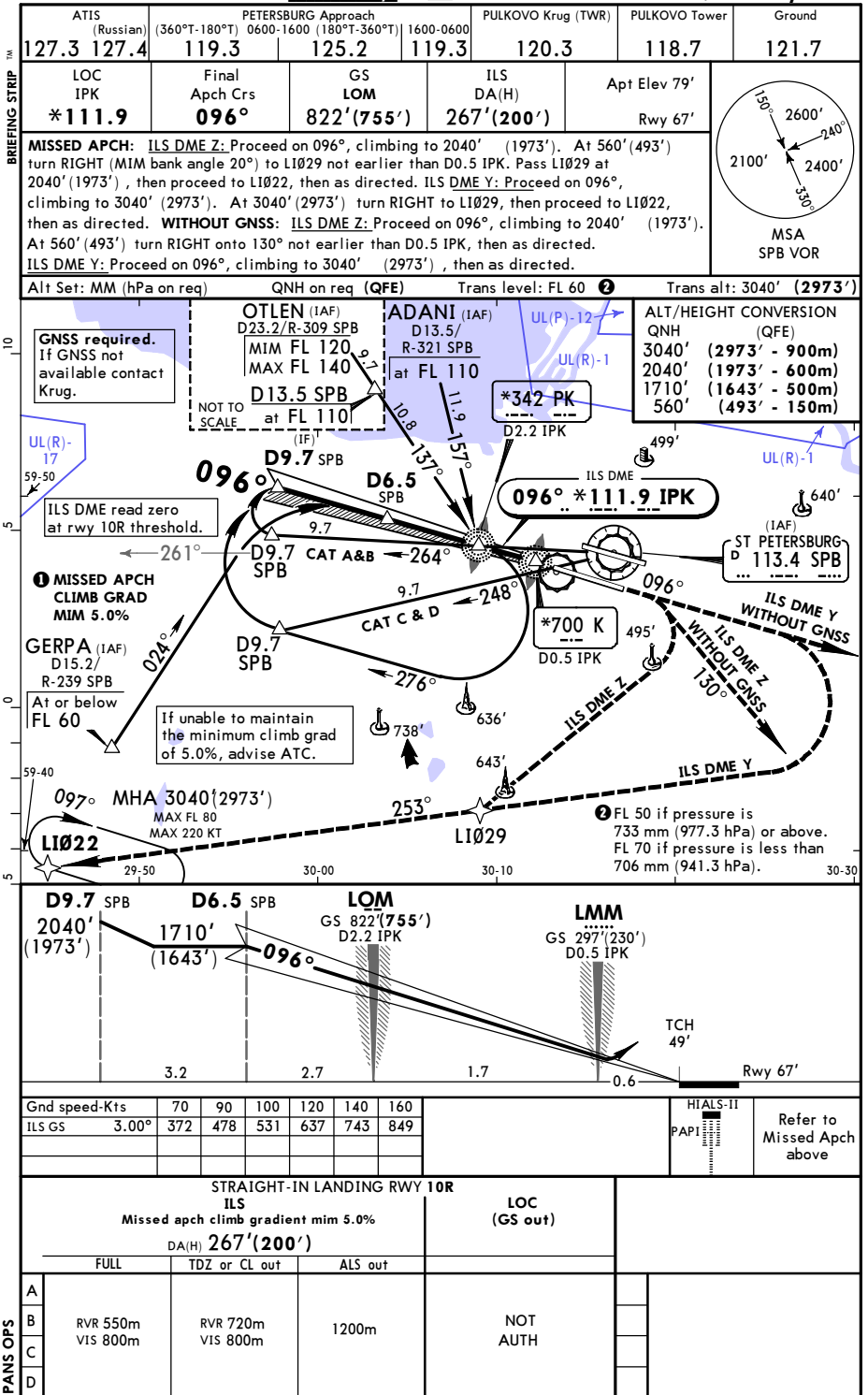
TAKE-OFF RWY 10L/R, 28L/R					
A B C D	LVP must be in Force				NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

ULLI/LED
PULKOVO

20 MAY 16
Eff 26 May

11-2

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

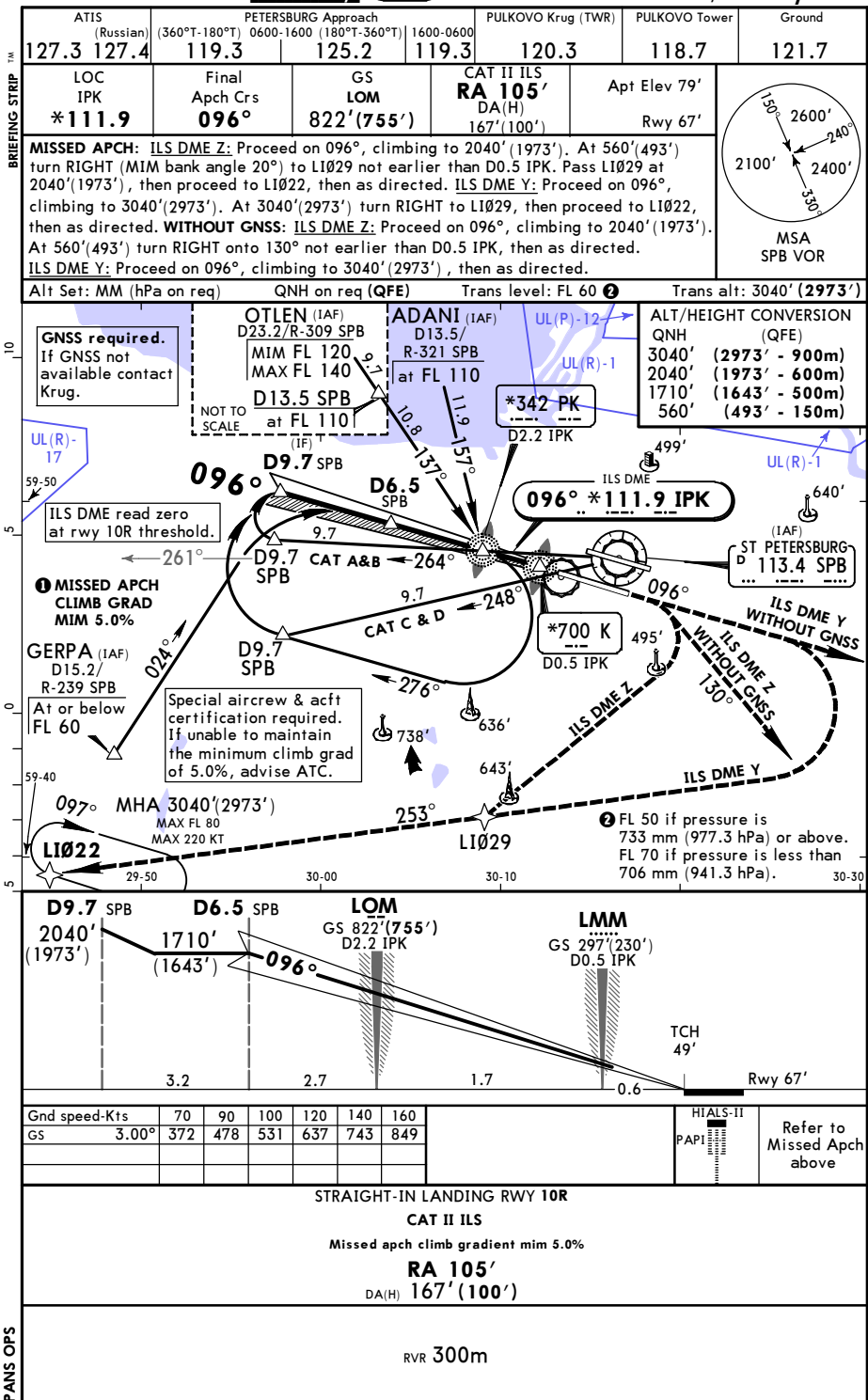


ULLI/LED
PULKOVO

JEPPESSEN
20 MAY 16
Eff 26 May

11-2A

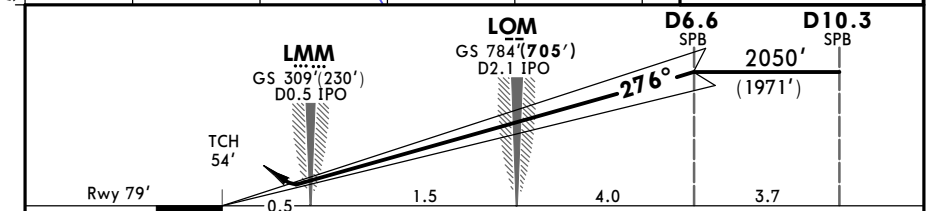
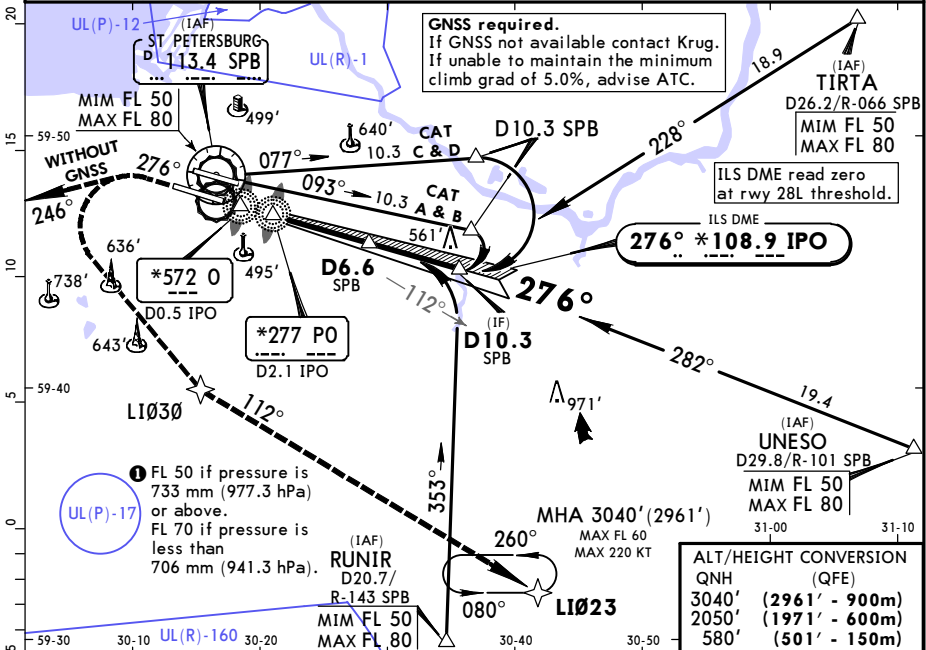
ST PETERSBURG, RUSSIA
CAT II ILS DME Z/Y Rwy 10R



ULLI/LED
PULKOVO

JEPPESSEN ST PETERSBURG, RUSSIA
20 MAY 16 11-3 MISSED APCH CLIMB ILS DME Rwy 28L
Eff 26 May GRAD MIM 5.0%

ATIS (Russian) 127.3 127.4	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 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')	Apt Elev 79'	Rwy 79'	
MISSED 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.						 MSA SPB VOR
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 3040'(2961')						



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		1200m		
C	VIS 800m				
D					

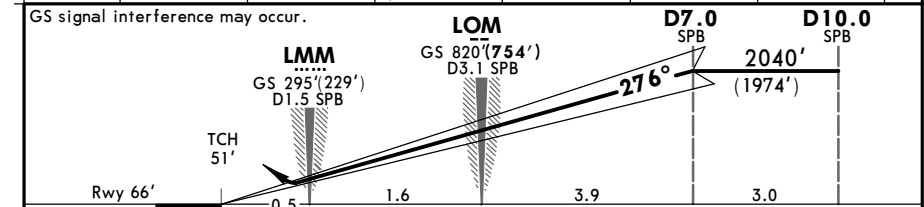
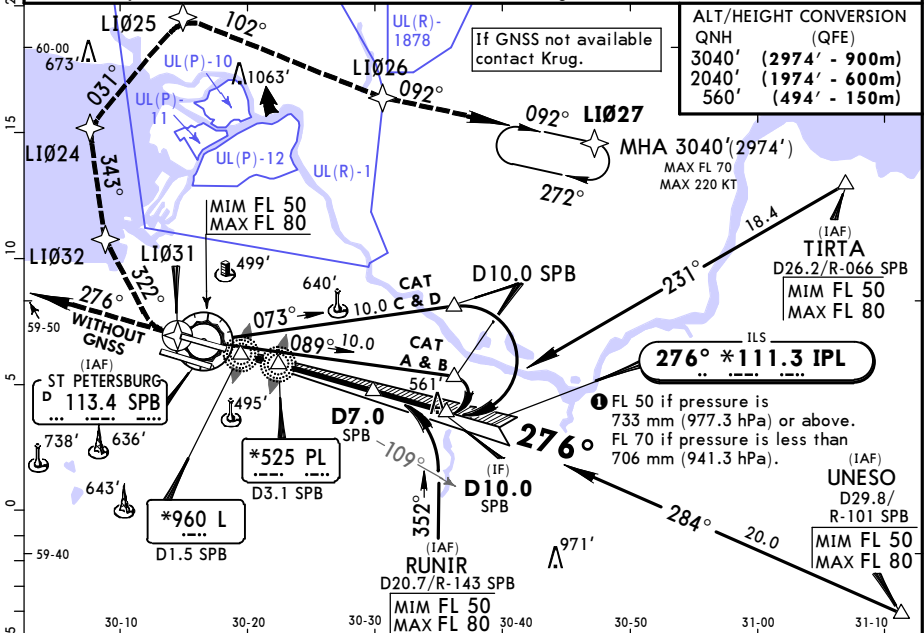
ULLI/LED
PULKOVO

20 MAY 16
Eff 26 May (11-4)

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')	Apt 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.

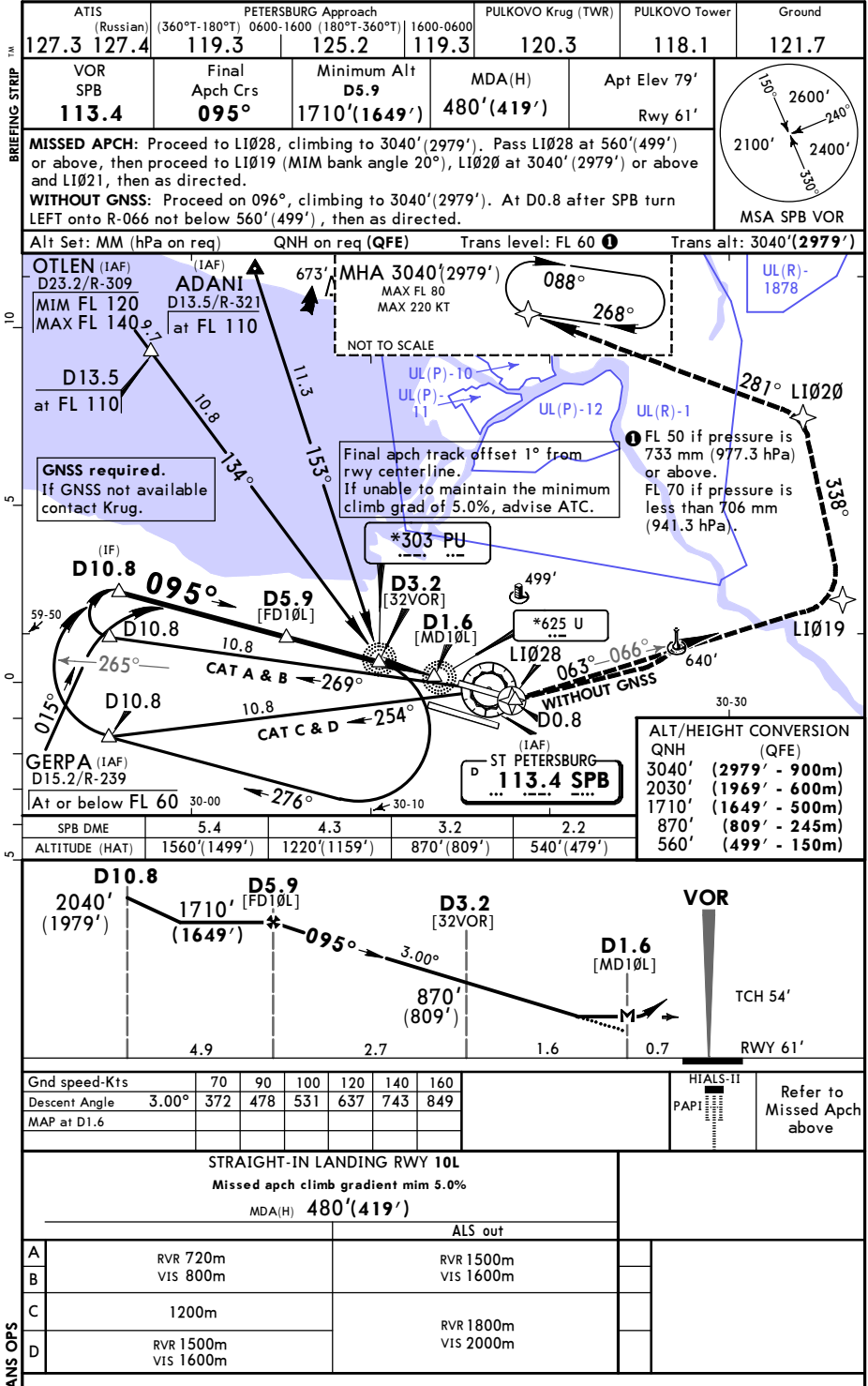


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
ILS GS	3.00°	372	478	531	637	743	849	Refer to Missed Apch above

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

ULLI/LED
PULKOVO

JEPPESSEN ST PETERSBURG, RUSSIA
20 MAY 16 (13-1) MISSED APCH CLIMB GRAD MIM 5.0% VOR DME Rwy 10L



ULLI/LED
PULKOVO

20 MAY 16
Eff 26 May

13-2

MISSED APCH CLIMB
GRAD MIM 5.0%

ST PETERSBURG, RUSSIA
VOR DME 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

VOR
SPB
113.4

Final
Apch Crs
279°

Minimum Alt
D7.0
2040'(1974')

MDA(H)
490'(424')

Apt Elev 79'
Rwy 66'

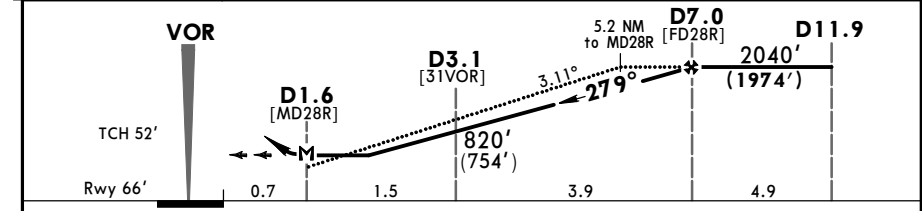
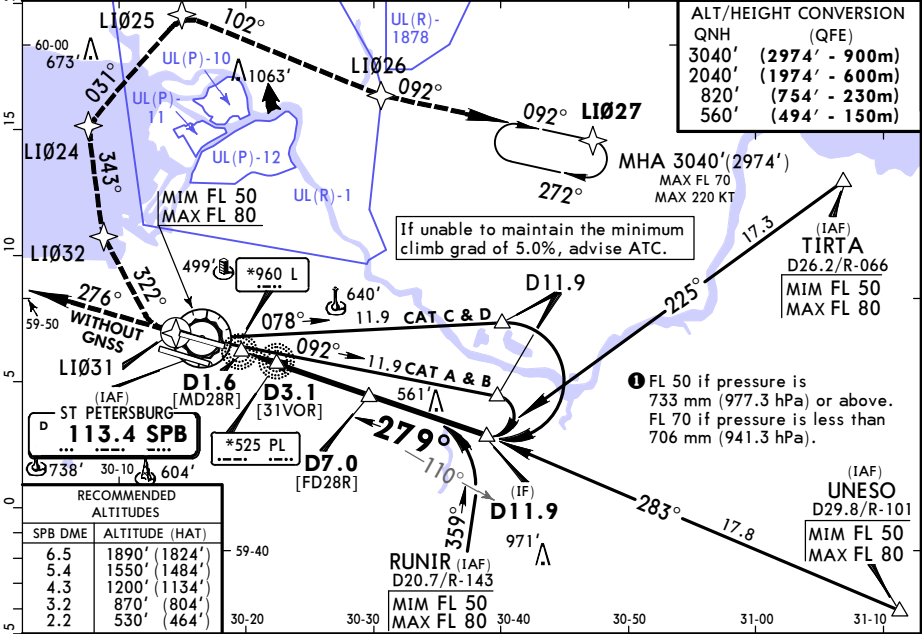
MISSED APCH: Proceed to LI031, climbing to 3040'(2974'). Pass LI031 at 560'(494') or above, then proceed to LI032 (MIM bank angle 20°), LI024 at 3040'(2974') or above, LI025, LI026 and LI027, then as directed.

WITHOUT GNSS: Proceed on 276°, climbing to 3040'(2974'), then as directed.

ALT/HEIGHT CONVERSION
QNH (QFE)
3040' (2974' - 900m)
2040' (1974' - 600m)
820' (754' - 230m)
560' (494' - 150m)

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 GNSS not available contact Krug. 3. Final apch track offset 3° from rwy centerline.

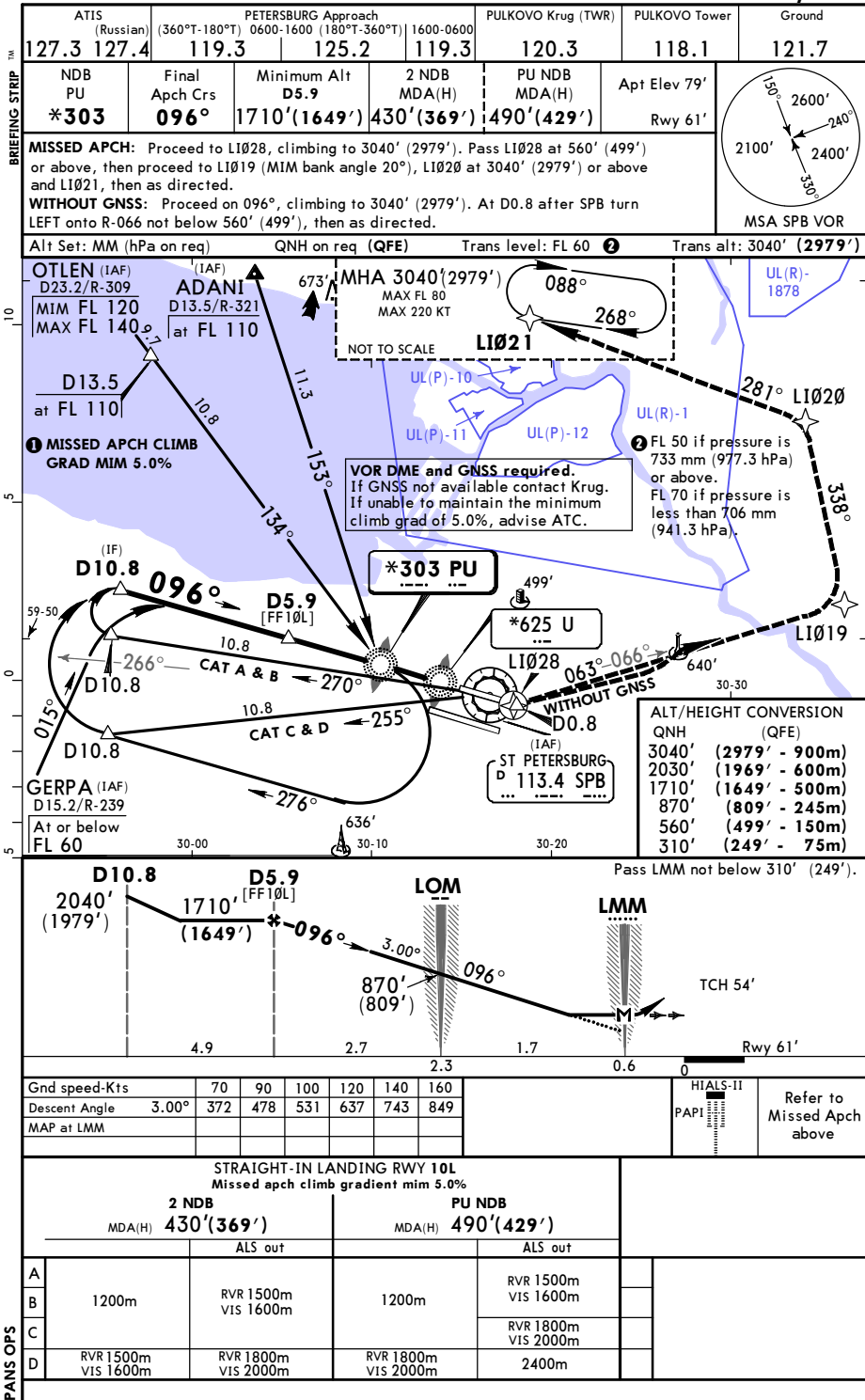


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Refer to Missed Apch above	
Descent Angle	3.11°	385	495	550	660	770			880
MAP at D1.6									

STRAIGHT-IN LANDING RWY 28R				ALS out			
Missed apch climb gradient mim 5.0%							
MDA(H) 490'(424')							
A	RVR 720m VIS 800m			RVR 1500m VIS 1600m			
B							
C	1200m			RVR 1800m VIS 2000m			
D	RVR 1500m VIS 1600m						

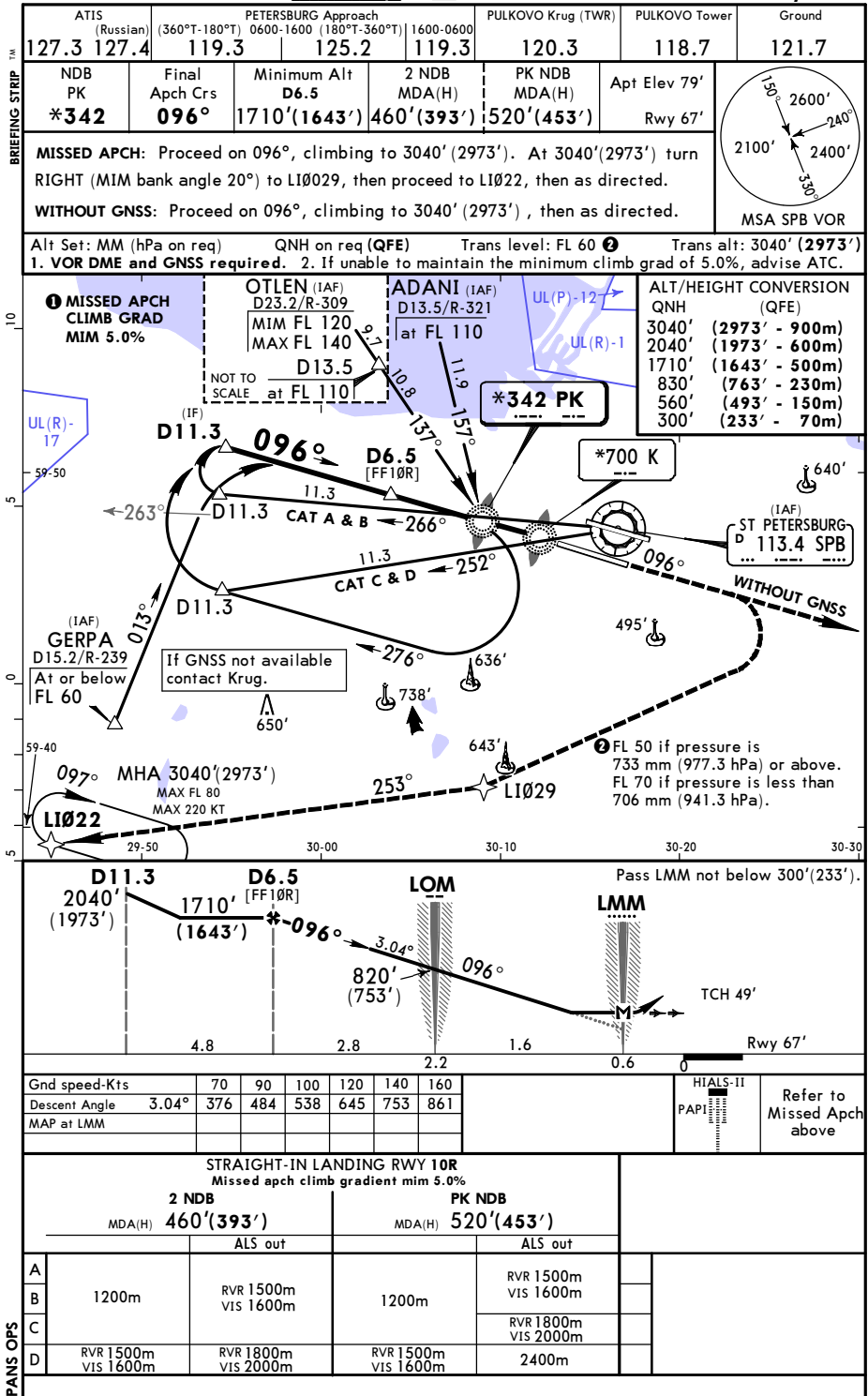
ULLI/LED
PULKOVO

JEPPESSEN ST PETERSBURG, RUSSIA
20 MAY 16
Eff 26 May (16-1) 02 NDB or PU NDB Rwy 10L



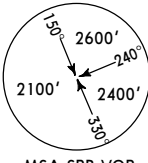
ULLI/LED
PULKOVO

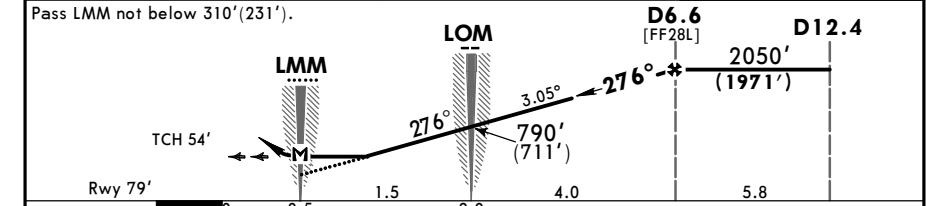
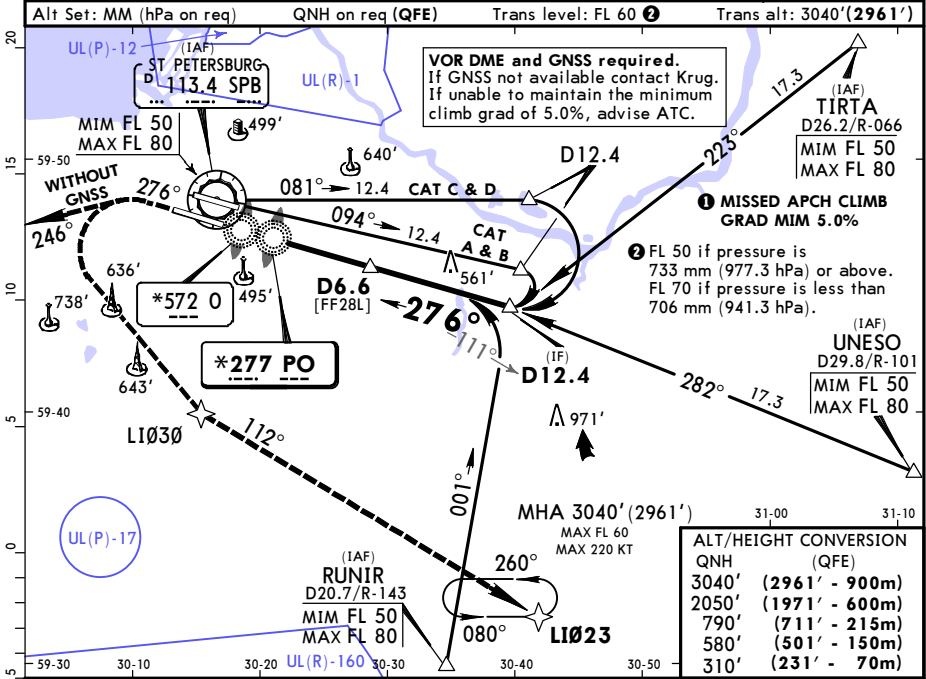
JEPPESSEN ST PETERSBURG, RUSSIA
20 MAY 16
Eff 26 May 16-2 2 NDB or PK NDB Rwy 10R



ULLI/LED
PULKOVO

JEPPESSEN ST PETERSBURG, RUSSIA
20 MAY 16
Eff 26 May (16-3) 2 NDB or PO NDB 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
NDB PO *277	Final Aptch Crs 276°	Minimum Alt D6.6 2050'(1971')	2 NDB MDA(H) 420'(341')	PO NDB MDA(H) 590'(511')
Apt Elev 79' Rwy 79'				 MSA SPB VOR
MISSED 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°, then as directed.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	Refer to Missed Apch above
Descent Angle	3.05°	378	486	540	648	755	863	
MAP at LMM								

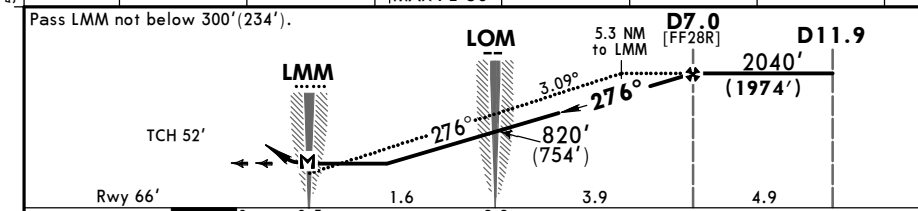
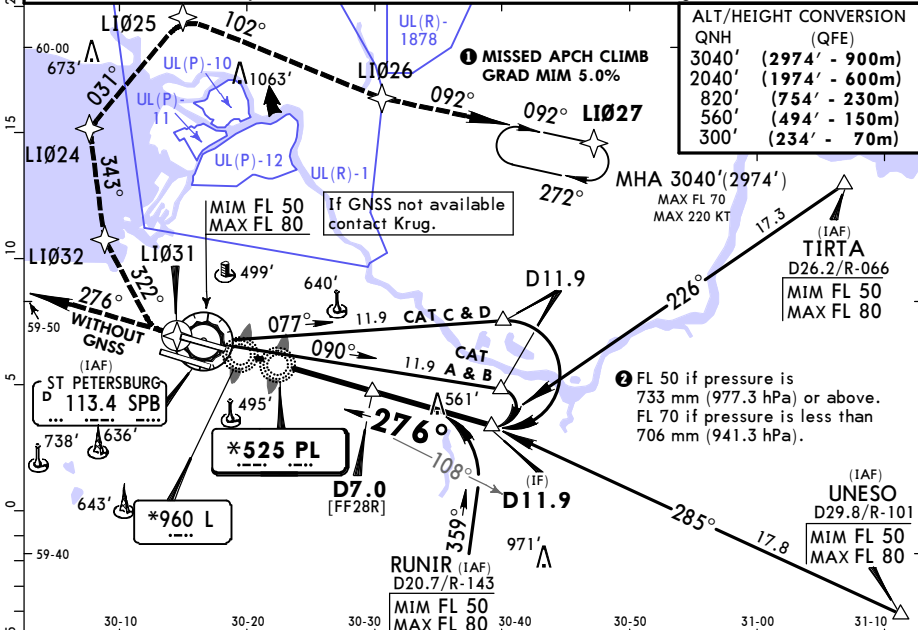
STRAIGHT-IN LANDING RWY 28L				PANS OPS	
Missed apch climb gradient mim 5.0%					
2 NDB		PO NDB			
MDA(H) 420'(341')		MDA(H) 590'(511')			
ALS out		ALS out			
A					
B	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	
C			RVR 1500m VIS 1600m		
D	RVR 1500m VIS 1600m		RVR 1800m VIS 2000m	2400m	

ULLI/LED
PULKOVO

JEPPESSEN ST PETERSBURG, RUSSIA
20 MAY 16
Eff 26 May (16-4) 2 NDB or PL NDB Rwy 28R

BREEZING STRIP™	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
	NDB PL *525	Final ApcH Crs 276°	Minimum Alt D7.0 2040'(1974')	2 NDB MDA(H) 480'(414')	PL NDB MDA(H) 490'(424')
Apt 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.					

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 PAPI	Refer to Missed Apch above
Descent Angle	3.09°	383	492	547	656	765		
MAP at LMM								

STRAIGHT-IN LANDING RWY 28R Missed apch climb gradient mim 5.0%							
2 NDB MDA(H) 480'(414')		PL NDB MDA(H) 490'(424')		ALS out			
				ALS out			
A		RVR 1500m VIS 1600m		RVR 1500m VIS 1600m			
B		RVR 1800m VIS 2000m		RVR 1800m VIS 2000m			
C		RVR 1500m VIS 1600m		RVR 1500m VIS 1600m			
D		RVR 1500m VIS 1600m		RVR 1500m VIS 1600m			

PANS OPS

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULLI