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JEPPESEN
JeppView for Windows

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JEPPESEN
JeppView for Windows

General Information

Location: PENZA RUS
ICAO/IATA: UWPP / PEZ
Lat/Long: N53° 06.55', E045° 01.57'
Elevation: 604 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 10.0° E

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

Sunrise: 0033 Z
Sunset: 1730 Z

Runway Information

Runway: 11
Length x Width: 9186 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 568 ft
Lighting: Edge, ALS

Runway: 29
Length x Width: 9186 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 604 ft
Lighting: Edge, ALS

Communication Information

Penza Vyshka Tower: 128.000 Secondary Non-English
Penza Vyshka Tower: 120.700 Non-English
Penza Zemlia Ramp/Taxi: 118.800 Non-English

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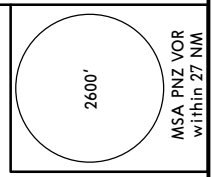
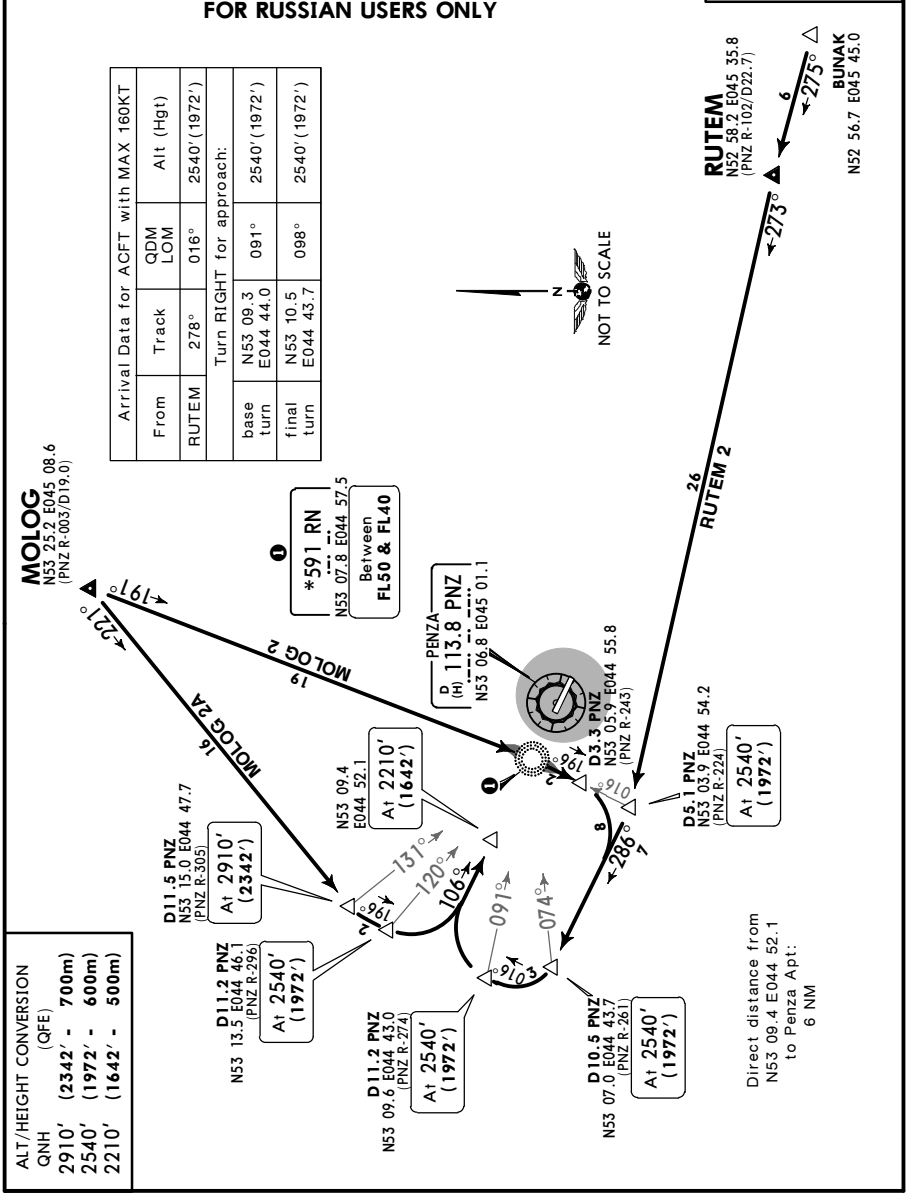
Apt Elev
604′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40
FL50 if pressure is less than 744 mm (991.9 hPa)
FL60 if pressure is less than 717 mm (955.9 hPa)
Trans alt: 2910′ (**2342′**)
Airway exit points by ATC instructions.

MOLOG 2
MOLOG 2A [MOLO2A]
RUTEM 2
RWY 11 ARRIVALS
FOR RUSSIAN USERS ONLY



Arrival Data for ACFT with MAX 160KT			
From	Track	QDM LOM	Alt (Hgt)
RUTEM	278°	016°	2540′(1972′)
Turn RIGHT for approach:			
base turn	N53 09.3 E044 44.0	091°	2540′(1972′)
final turn	N53 10.5 E044 43.7	098°	2540′(1972′)



ALT/HEIGHT CONVERSION
QNH (QFE)
2910′ (**2342′ - 700m**)
2540′ (**1972′ - 600m**)
2210′ (**1642′ - 500m**)

CHANGES: New airport.

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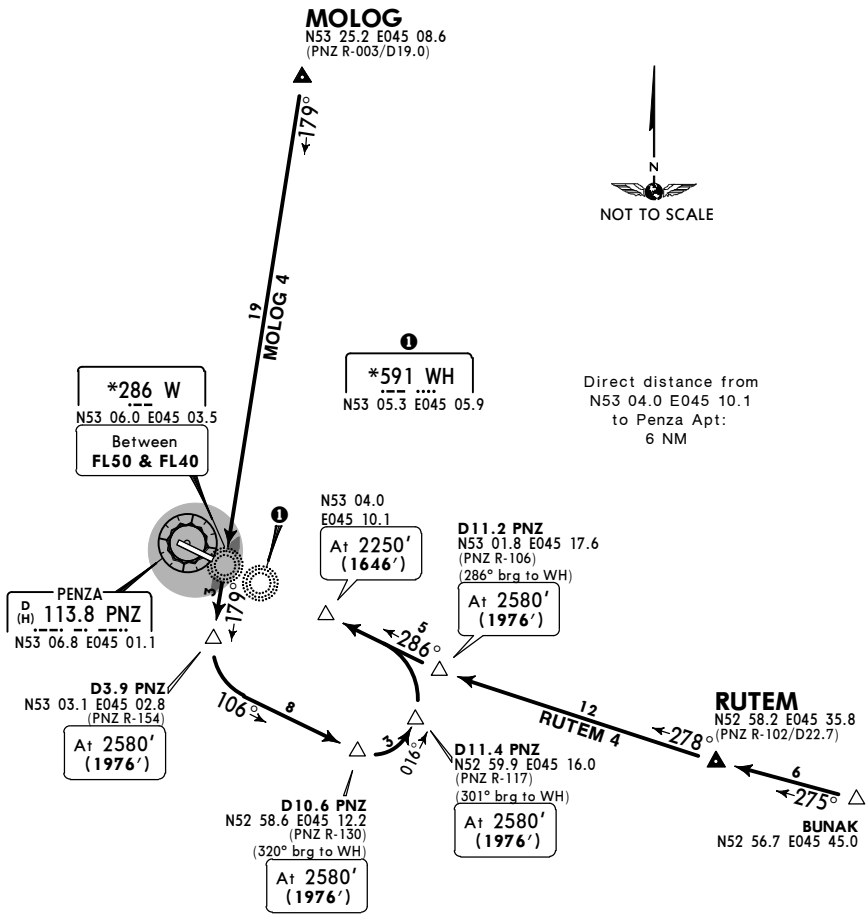
Apt Elev
604′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40
FL50 if pressure is less than 744 mm (991.9 hPa)
FL60 if pressure is less than 717 mm (955.9 hPa)
Trans alt: 2910′ **(2306′)**
Airway exit points by ATC instructions.

2600′
MSA PNZ VOR
within 27 NM

MOLOG 4
RUTEM 4
RWY 29 ARRIVALS
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)
2910′	**(2306′ - 700m)**
2580′	**(1976′ - 600m)**
2250′	**(1646′ - 500m)**

CHANGES: New airport.

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Apt Elev 604′

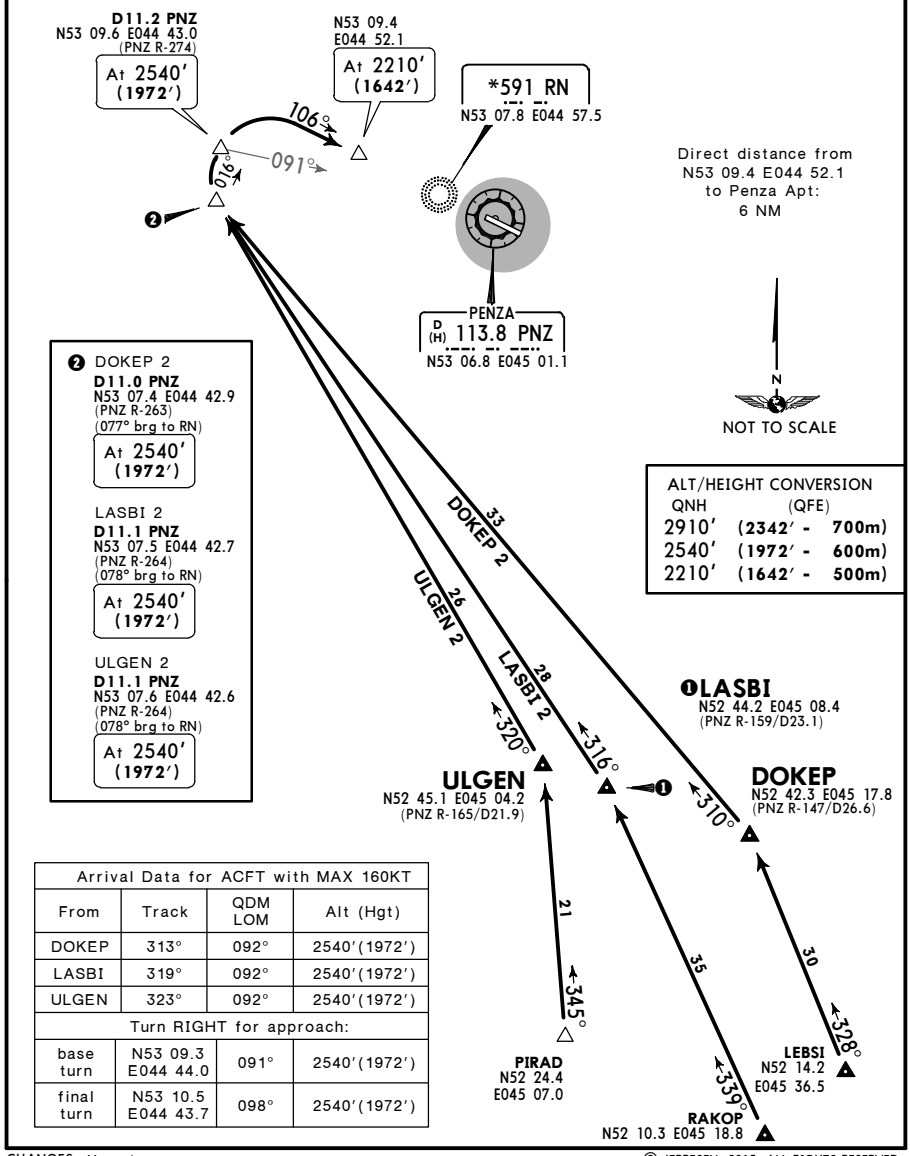
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40
FL50 if pressure is less than 744 mm (991.9 hPa)
FL60 if pressure is less than 717 mm (955.9 hPa)
Trans alt: 2910′ **(2342′)**
Airway exit points by ATC instructions.

2600′
MSA PNZ VOR within 27 NM

DOKEP 2

LASBI 2, ULGEN 2
BY ATC

RWY 11 ARRIVALS
FOR RUSSIAN USERS ONLY



Arrival Data for ACFT with MAX 160KT			
From	Track	QDM LOM	Alt (Hgt)
DOKEP	313°	092°	2540′(1972′)
LASBI	319°	092°	2540′(1972′)
ULGEN	323°	092°	2540′(1972′)
Turn RIGHT for approach:			
base turn	N53 09.3 E044 44.0	091°	2540′(1972′)
final turn	N53 10.5 E044 43.7	098°	2540′(1972′)

CHANGES: New airport.

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Apt Elev
604′

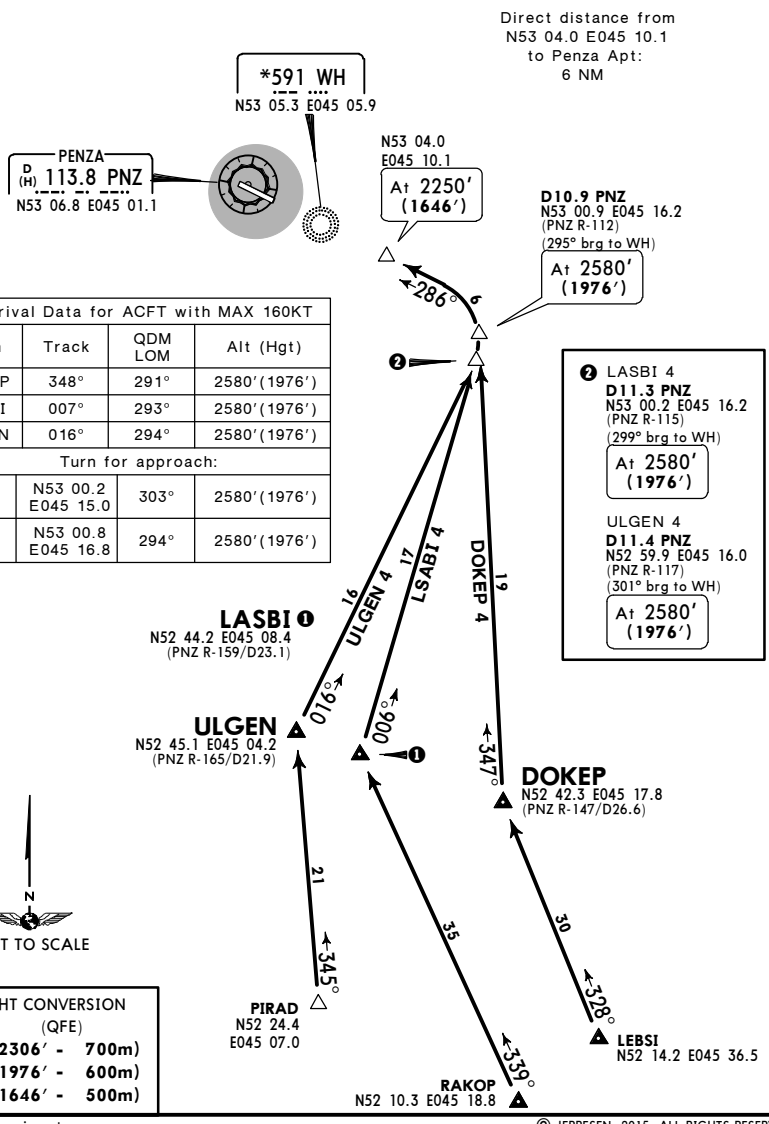
Alt Set: MM (hpa on request) QNH on request **(QFE)**
Trans level: FL40
FL50 if pressure is less than 744 mm (991.9 hPa)
FL60 if pressure is less than 717 mm (955.9 hPa)
Trans alt: 2910′ **(2306′)**
Airway exit points by ATC instructions.

2600′
MSA PNZ VOR within 27 NM

DOKEP 4

LASBI 4, ULGEN 4
BY ATC

RWY 29 ARRIVALS
FOR RUSSIAN USERS ONLY



Arrival Data for ACFT with MAX 160KT			
From	Track	QDM LOM	Alt (Hgt)
DOKEP	348°	291°	2580′(1976′)
LASBI	007°	293°	2580′(1976′)
ULGEN	016°	294°	2580′(1976′)
Turn for approach:			
base turn	N53 00.2 E045 15.0	303°	2580′(1976′)
final turn	N53 00.8 E045 16.8	294°	2580′(1976′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2910′	(2306′ - 700m)
2580′	(1976′ - 600m)
2250′	(1646′ - 500m)

CHANGES: New airport.

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Apt Elev
604′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40
FL50 if pressure is less than 744 mm (991.9 hPa)
FL60 if pressure is less than 717 mm (955.9 hPa)
Trans alt: 2910′ **(2342′)**
Airway exit points by ATC instructions.

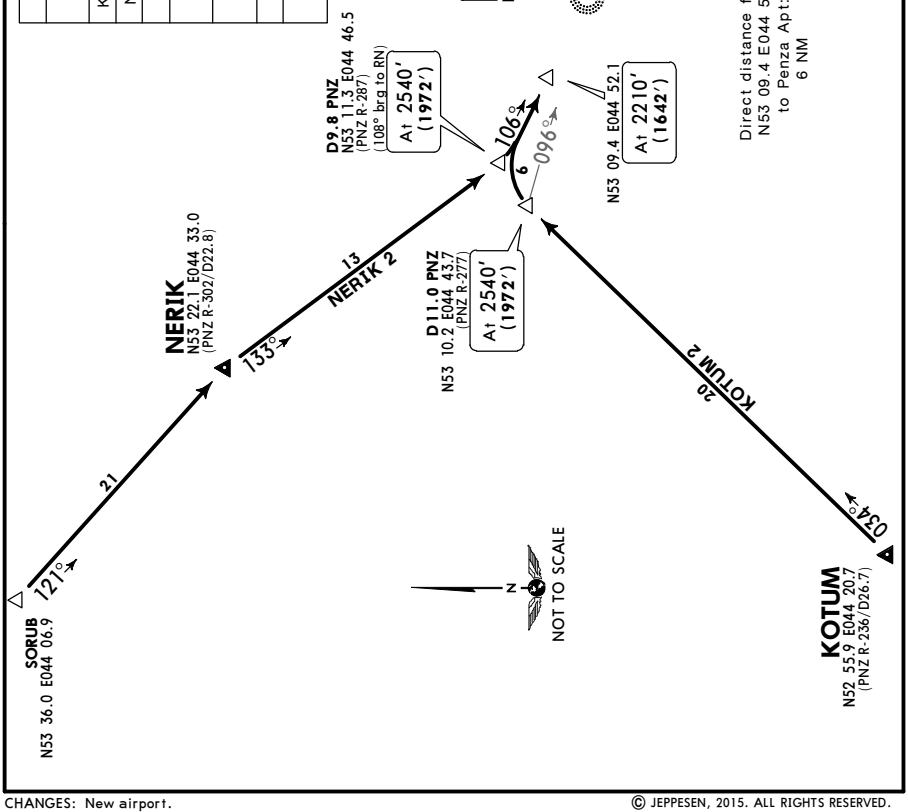
KOTUM 2
NERIK 2
RWY 11 ARRIVALS
FOR RUSSIAN USERS ONLY

MSA PNZ VOR within 27 NM
2600′

ALT/HEIGHT CONVERSION (QFE)

QNH		
2910′	**(2342′ - 700m)**	
2540′	**(1972′ - 600m)**	
2210′	**(1642′ - 500m)**	

Arrival Data for ACFT with MAX 160KT				
From	Track		QDM LOM	Alt (Hgt)
KOTUM	033°		101°	2540′(1972′)
NERIK	135°		107°	2540′(1972′)
Turn RIGHT for approach:				
base turn	N53 09.3 E044 44.0		091°	2540′(1972′)
final turn	N53 10.5 E044 43.7		098°	2540′(1972′)
Turn LEFT for approach:				
final turn	N53 11.4 E044 45.5		107°	2540′(1972′)



CHANGES: New airport.

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Apt Elev
604′

Alt Set: MM (hPa on request) QNH on request (**QFE**)
Trans level: FL40
FL50 if pressure is less than 744 mm (991.9 hPa)
FL60 if pressure is less than 717 mm (955.9 hPa)
Trans alt: 2910′ (**2306′**)
Airway exit points by ATC instructions.

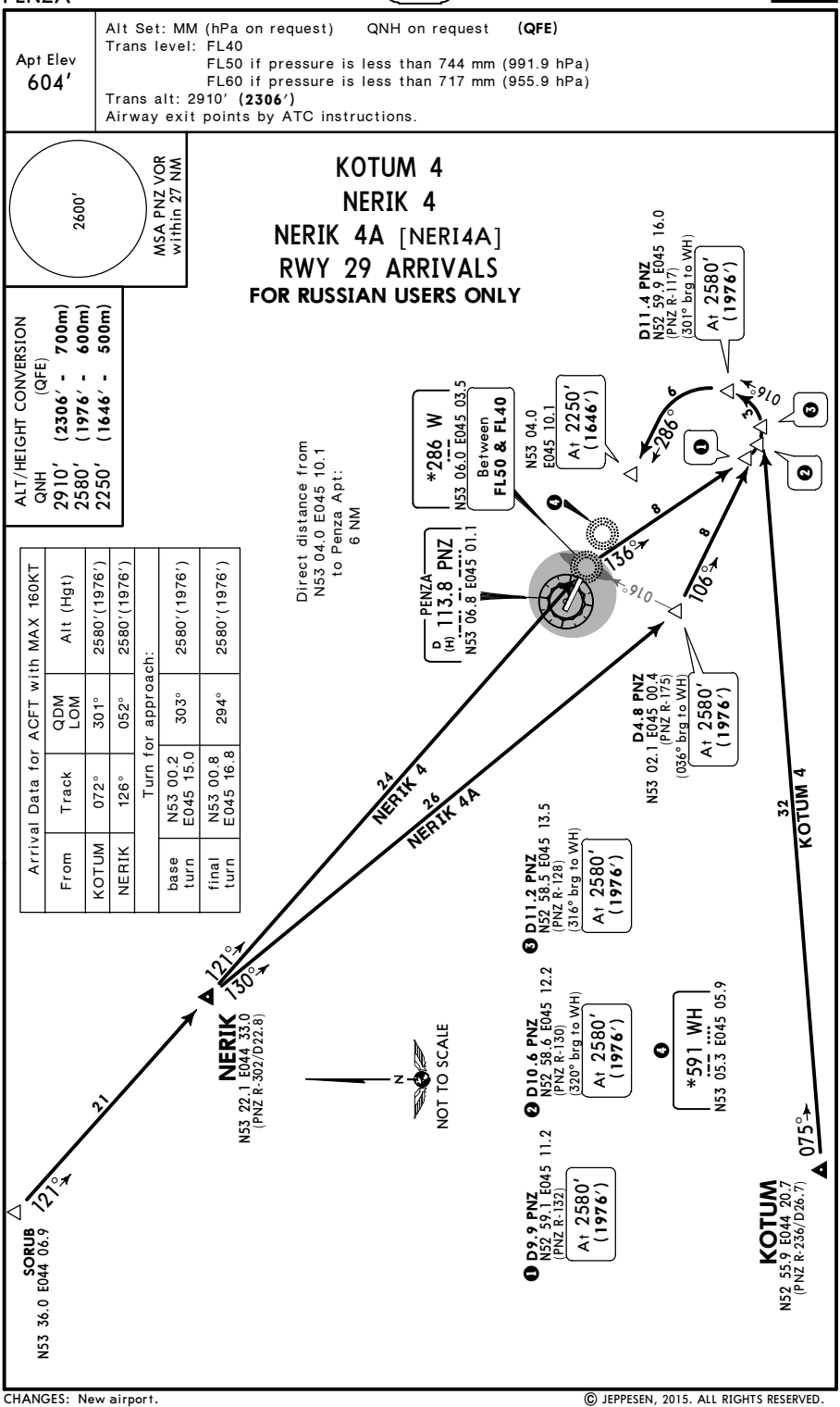
2600′
MSA PNZ VOR within 27 NM

KOTUM 4
NERIK 4
NERIK 4A [NERI4A]
RWY 29 ARRIVALS
FOR RUSSIAN USERS ONLY

ALT/HEIGHT CONVERSION

QNH	(QFE)	
2910′	(**2306′**)	**- 700m)**
2580′	(**1976′**)	**- 600m)**
2250′	(**1646′**)	**- 500m)**

Arrival Data for ACFT with MAX 160KT			
From	Track	QDM LOM	Alt (Hgt)
KOTUM	072°	301°	2580′(1976′)
NERIK	126°	052°	2580′(1976′)
Turn for approach:			
base turn	N53 00.2 E045 15.0	303°	2580′(1976′)
final turn	N53 00.8 E045 16.8	294°	2580′(1976′)



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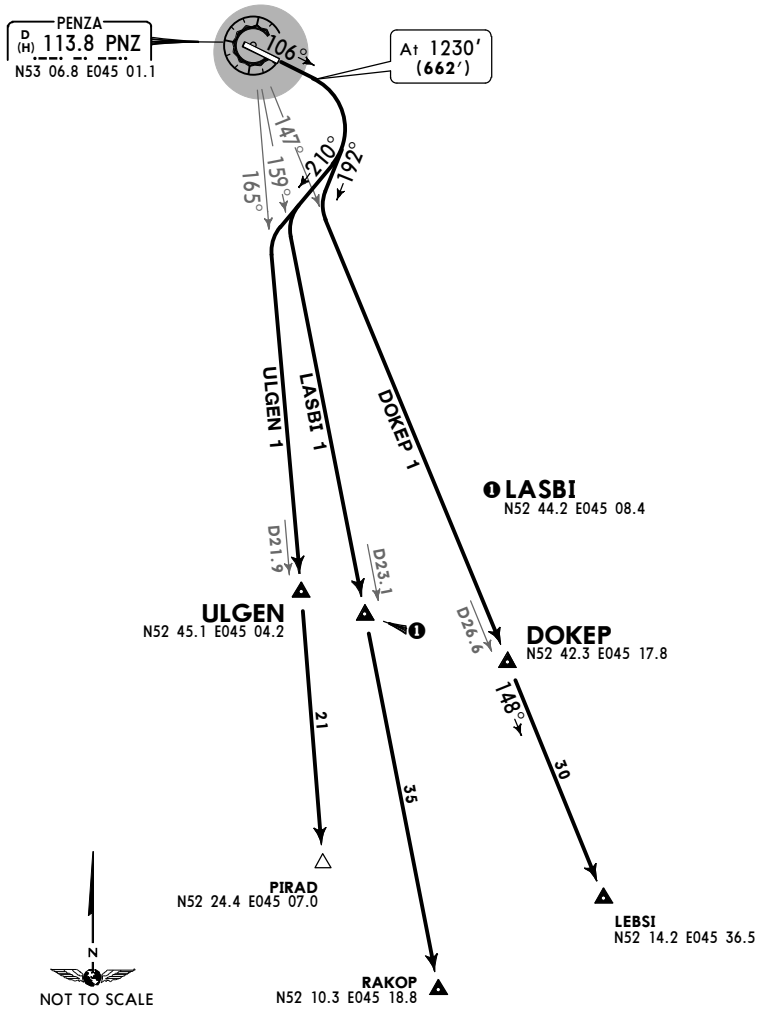
Apt Elev	
604′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 744 mm (991.9 hPa) FL60 if pressure is less than 717 mm (955.9 hPa) Trans alt: 2910′ **(2342′)** Airway entry points by ATC instructions.

2600′
MSA PNZ VOR within 27 NM

DOKEP 1

LASBI 1, ULGEN 1
BY ATC

RWY 11 DEPARTURES
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)
870′	(302′ - 90m)
1230′	(662′ - 200m)
2910′	(2342′ - 700m)

These SIDs require a minimum climb gradient of
4.1% until 870′ (302′).

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

CHANGES: New airport.

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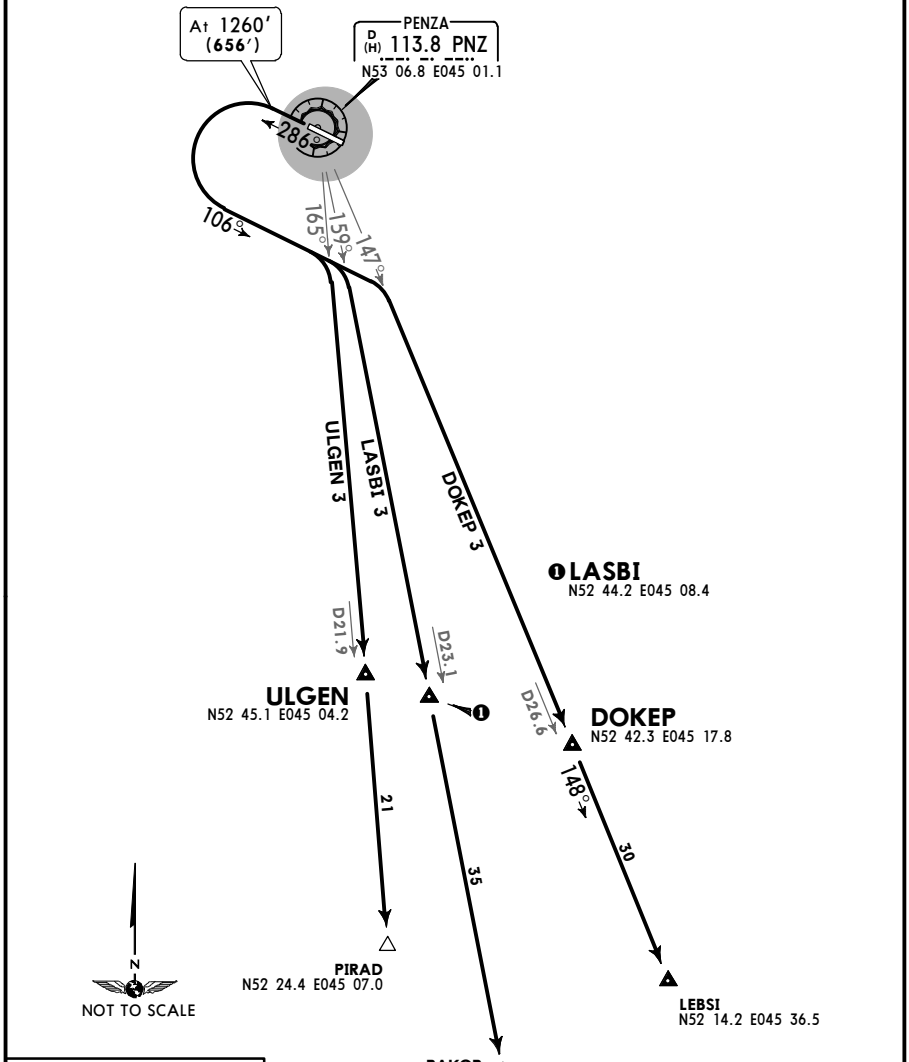
Apt Elev 604′	QNH on request (**QFE**) Trans level: FL40 FL50 if pressure is less than 744 mm (991.9 hPa) FL60 if pressure is less than 717 mm (955.9 hPa) Trans alt: 2910′ (**2306′**) Airway entry points by ATC instructions.

2600′
MSA PNZ VOR within 27 NM

DOKEP 3

LASBI 3, ULGEN 3
BY ATC

RWY 29 DEPARTURES
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1260′	(656′ - 200m)
2910′	(2306′ - 700m)

CHANGES: New airport.

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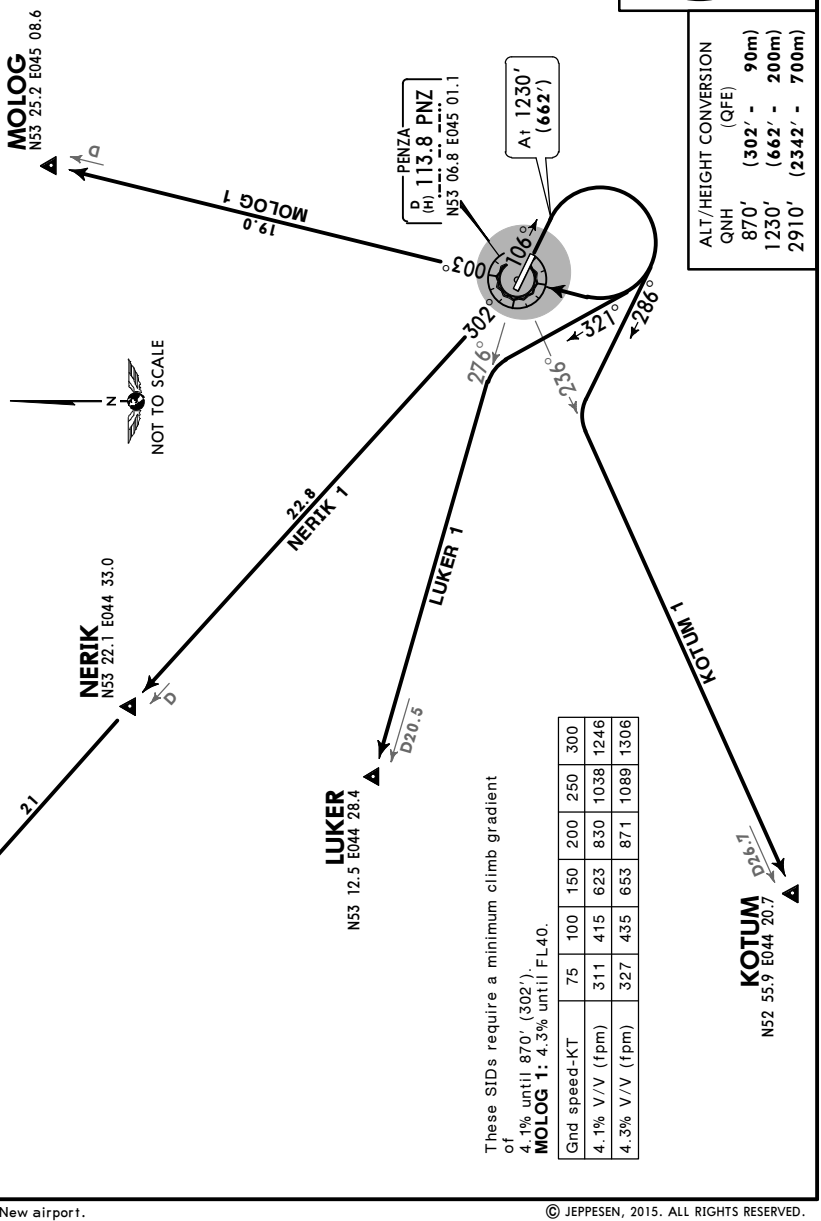
Apt Elev 604′	QNH on request (**QFE**) Trans level: FL40 FL50 if pressure is less than 744 mm (991.9 hPa) FL60 if pressure is less than 717 mm (955.9 hPa) Trans alt: 2910′ (**2342′**) Airway entry points by ATC instructions.

KOTUM 1, LUKER 1
MOLOG 1, NERIK 1
RWY 11 DEPARTURES
FOR RUSSIAN USERS ONLY



These SIDs require a minimum climb gradient of
4.1% until 870′ (302′).
MOLOG 1: 4.3% until FL40.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.3% V/V (fpm)	327	435	653	871	1089	1306

CHANGES: New airport.

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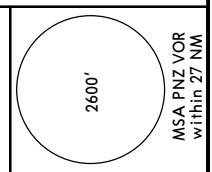
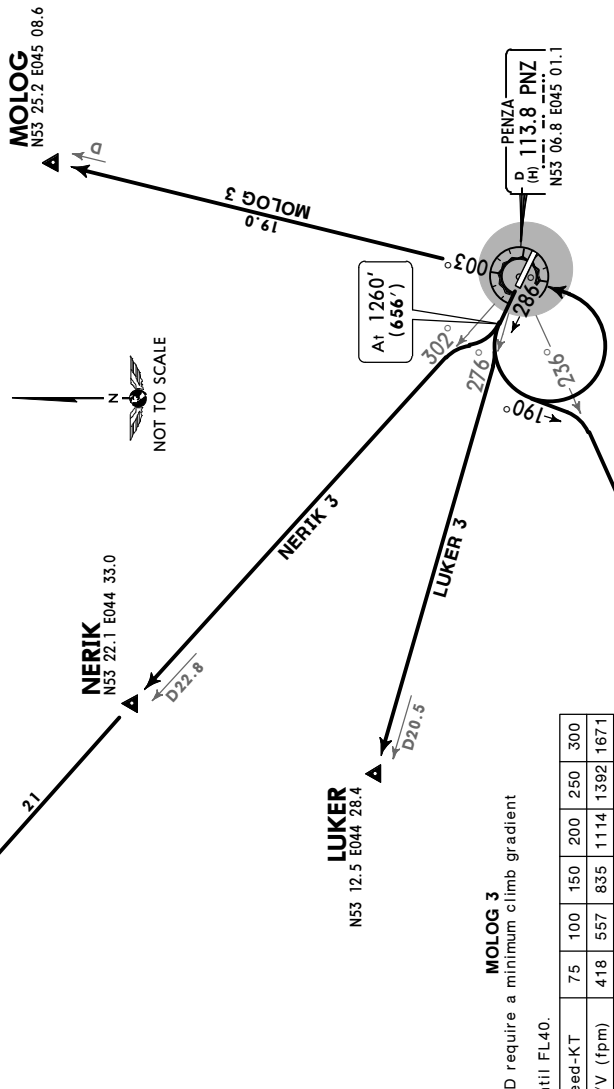
Apt Elev 604′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 744 mm (991.9 hPa) FL60 if pressure is less than 717 mm (955.9 hPa) Trans alt: 2910′ **(2306′)** Airway entry points by ATC instructions.

KOTUM 3, LUKER 3
MOLOG 3, NERIK 3
RWY 29 DEPARTURES
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
(QFE)

QNH	
1260′	(656′ - 200m)
2910′	(2306′ - 700m)



MOLOG 3

This SID require a minimum climb gradient of 5.5% until FL40.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

CHANGES: New airport.

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Apt Elev 604′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 744 mm (991.9 hPa) FL60 if pressure is less than 717 mm (955.9 hPa) Trans alt: 2910′ **(2342′)** Airway entry points by ATC instructions.

2600′
MSA RN NDB within 27 NM

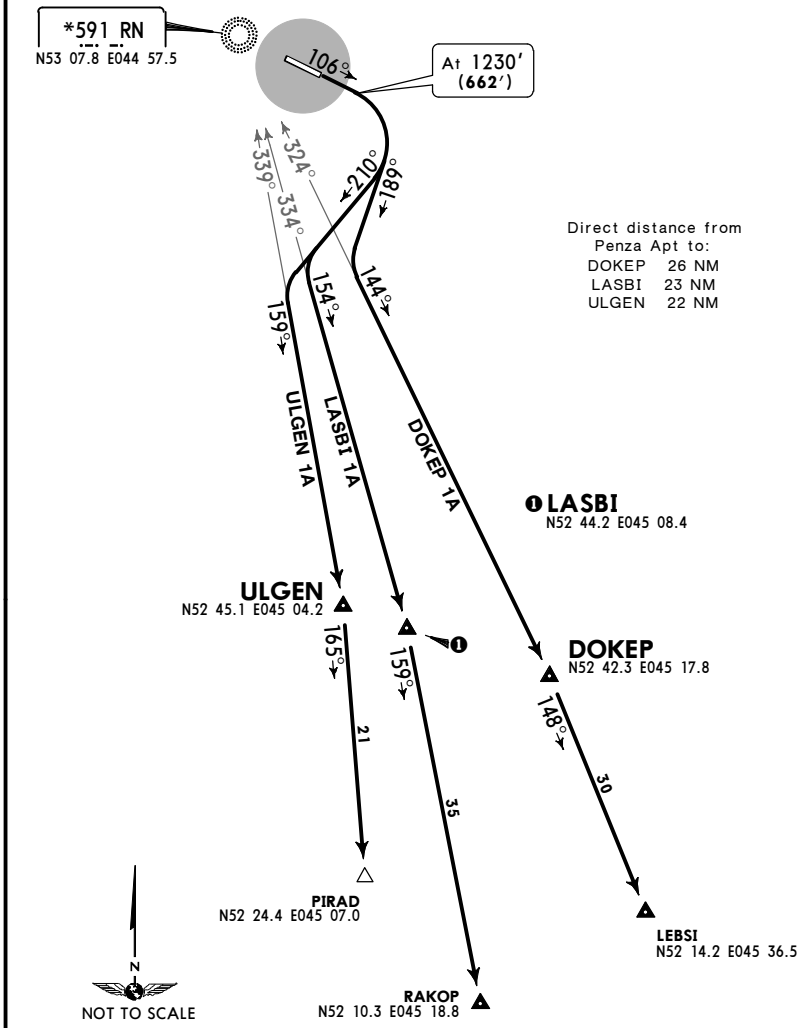
DOKEP 1A [DOKE1A]

LASBI 1A [LASB1A], ULGEN 1A [ULGE1A]

BY ATC

RWY 11 DEPARTURES

FOR RUSSIAN USERS ONLY



Direct distance from Penza Apt to:
DOKEP 26 NM
LASBI 23 NM
ULGEN 22 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
870′	**(302′ - 90m)**
1230′	**(662′ - 200m)**
2910′	**(2342′ - 700m)**

These SIDs require a minimum climb gradient of
4.1% until 870′ (302′).

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

CHANGES: New airport.

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Apt Elev 604′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 744 mm (991.9 hPa) FL60 if pressure is less than 717 mm (955.9 hPa) Trans alt: 2910′ **(2306′)** Airway entry points by ATC instructions.

2600′
MSA WH NDB within 27 NM

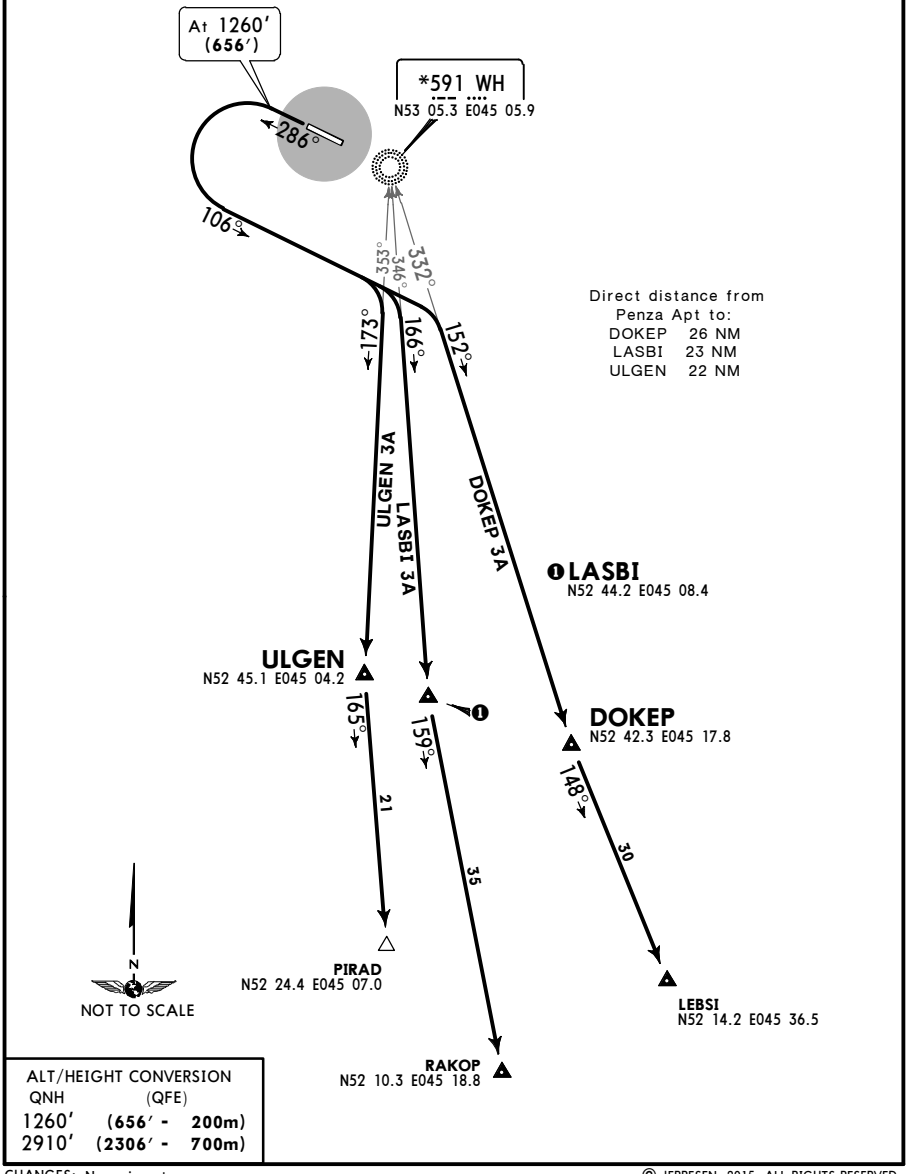
DOKEP 3A [DOKE3A]

LASBI 3A [LASB3A], ULGEN 3A [ULGE3A]

BY ATC

RWY 29 DEPARTURES

FOR RUSSIAN USERS ONLY



Direct distance from Penza Apt to:

DOKEP	26 NM
LASBI	23 NM
ULGEN	22 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
1260′	**(656′ - 200m)**
2910′	**(2306′ - 700m)**

CHANGES: New airport.

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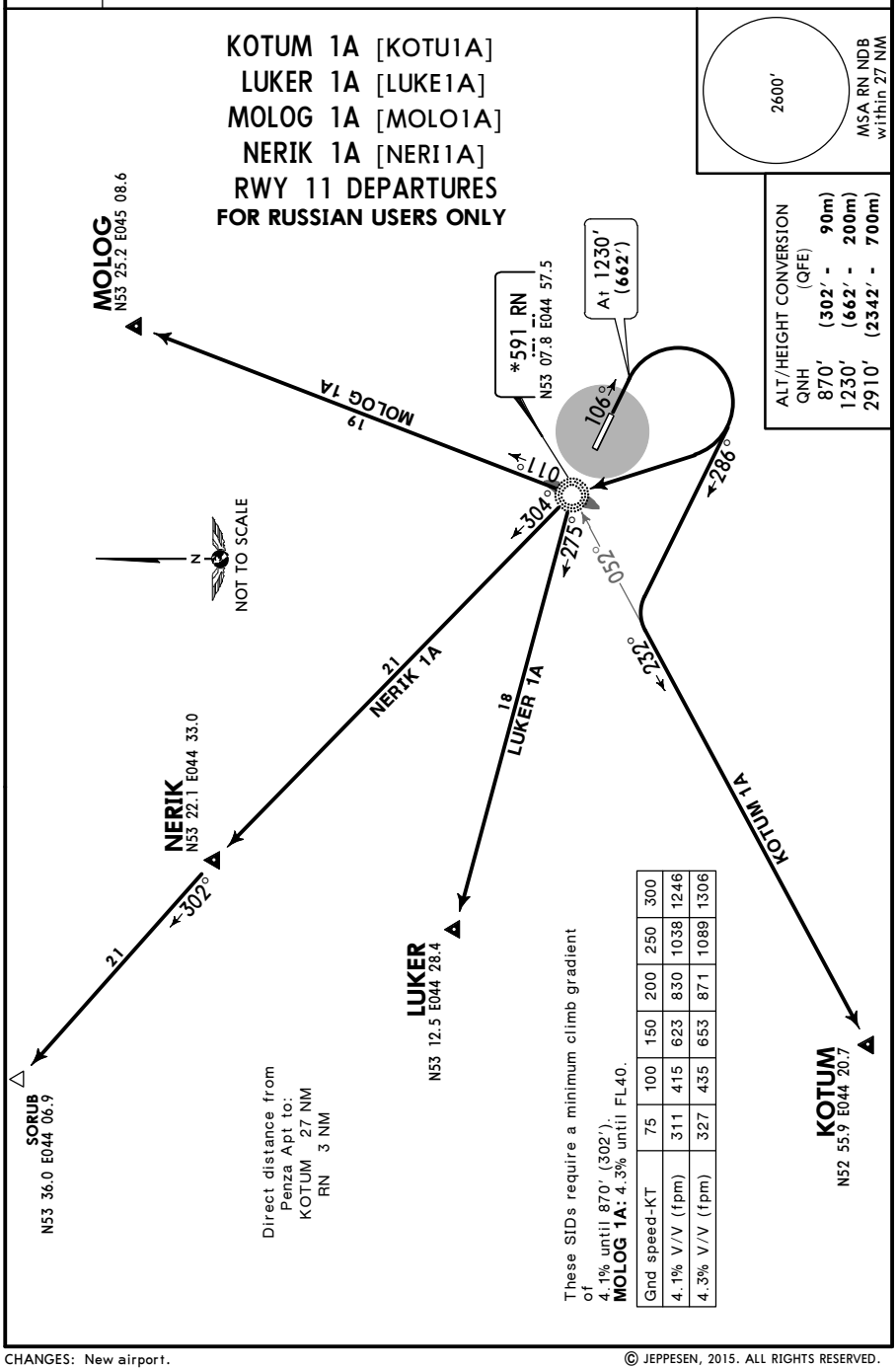
Apt Elev
604′

QNH on request (**QFE**)
Trans level: FL40
FL50 if pressure is less than 744 mm (991.9 hPa)
FL60 if pressure is less than 717 mm (955.9 hPa)
Trans alt: 2910′ (**2342′**)
Airway entry points by ATC instructions.

KOTUM 1A [KOTU1A]
LUKER 1A [LUKE1A]
MOLOG 1A [MOLO1A]
NERIK 1A [NERI1A]
RWY 11 DEPARTURES
FOR RUSSIAN USERS ONLY



Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.3% V/V (fpm)	327	435	653	871	1089	1306

CHANGES: New airport.

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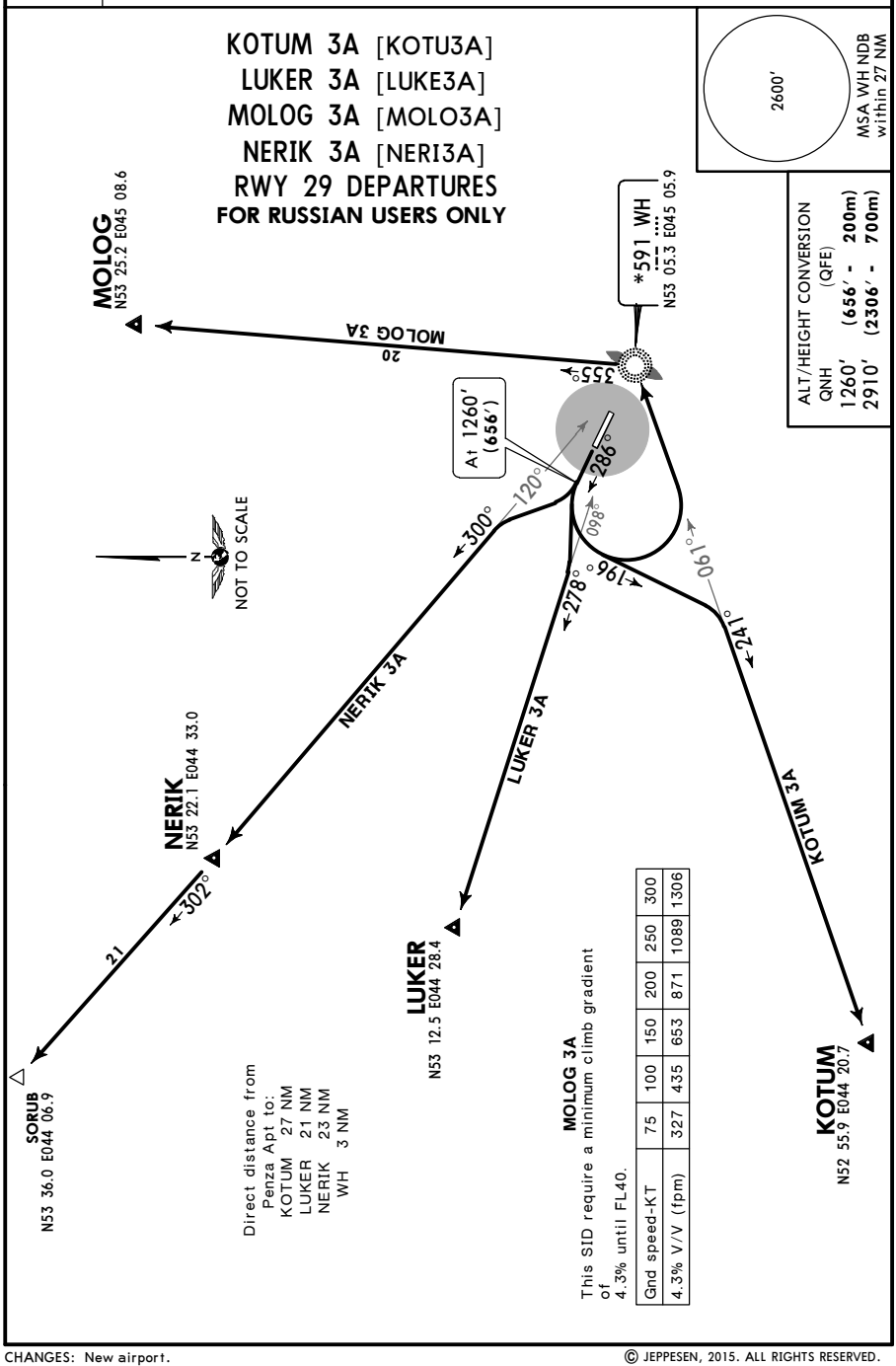
Apt Elev 604′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 744 mm (991.9 hPa) FL60 if pressure is less than 717 mm (955.9 hPa) Trans alt: 2910′ **(2306′)** Airway entry points by ATC instructions.

KOTUM 3A [KOTU3A]
LUKER 3A [LUKE3A]
MOLOG 3A [MOLO3A]
NERIK 3A [NERI3A]
RWY 29 DEPARTURES
FOR RUSSIAN USERS ONLY



MOLOG 3A

This SID require a minimum climb gradient of 4.3% until FL40.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

CHANGES: New airport.

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UWPP/PEZ

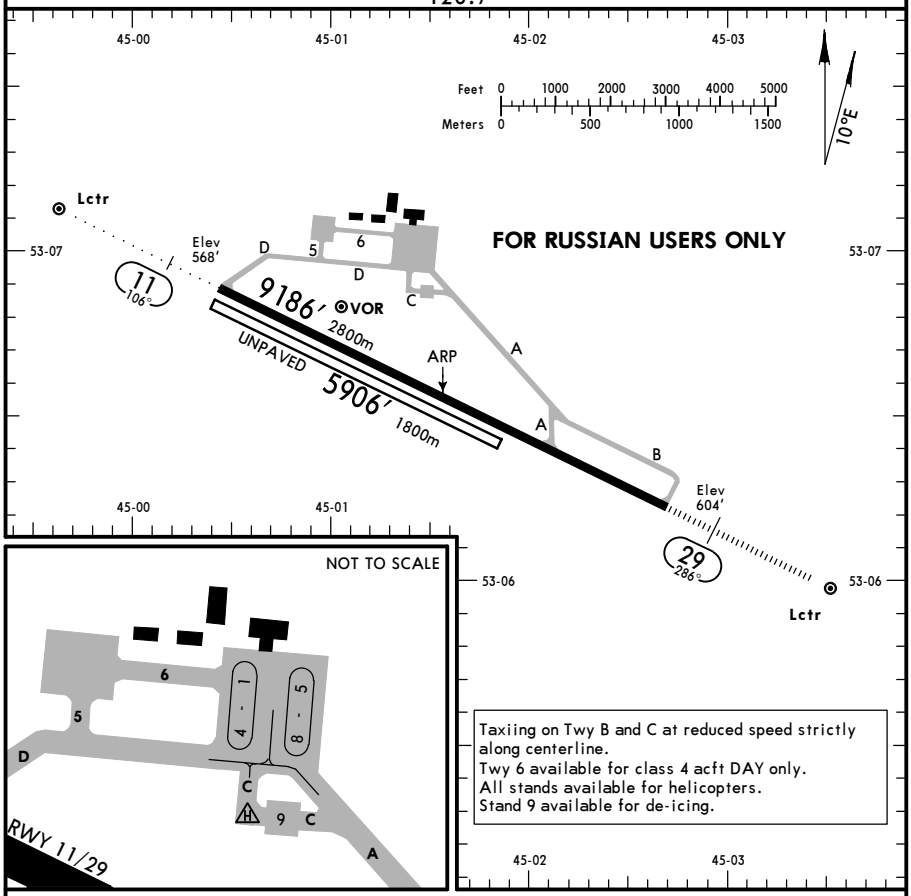
Apt Elev **604′**
N53 06.6 E045 01.6

JEPPESEN
28 AUG 15 (10-9)

PENZA, RUSSIA

PENZA

PENZA Vyshka (GND/ TWR)
120.7



FOR RUSSIAN USERS ONLY

Taxiing on Twy B and C at reduced speed strictly along centerline.
Twy 6 available for class 4 acft DAY only.
All stands available for helicopters.
Stand 9 available for de-icing.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
11	HIRL (60m) ALS PAPI-L (angle 2.67°)		8275′ 2522m		148′ 45m
29	HIRL (60m) HIALS PAPI-L (angle 3.00°)		8032′ 2448m	❶	
11 29	Unpaved rwy				197′ 60m

❶ TAKE-OFF RUN AVAILABLE
RWY 29: From rwy head 9186′ (2800m)
twy A int 6864′ (2092m)

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	

CHANGES: New airport.

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STRAIGHT-IN RWY		A	B	C	D
11	ILS	**768**′(200′) **R1000m**	**768**′(200′) **R1000m**	**768**′(200′) **R1000m**	**768**′(200′) **R1000m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	2 NDB ❶❷	**890**′(322′) **R1300m**	**890**′(322′) **R1300m**	**920**′(352′) **R1400m**	**920**′(352′) **R1400m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ❸	**1450**′(882′) **C4000m**	**1450**′(882′) **C4000m**	**1450**′(882′) **C4200m**	**1450**′(882′) **C4200m**
	ALS out	C4200m	C4200m	C4400m	C4400m
	NDB ❶	**1170**′(602′) **R1500m**	**1170**′(602′) **R1500m**	**1170**′(602′) **C2400m**	**1170**′(602′) **C2400m**
29	ILS	**804**′(200′) **R550m**	**804**′(200′) **R550m**	**804**′(200′) **R550m**	**804**′(200′) **R550m**
	FULL Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	2 NDB ❶❷	**1120**′(516′) **R1500m**	**1120**′(516′) **R1500m**	**1120**′(516′) **R1600m**	**1120**′(516′) **R1600m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	2 NDB ❸	**1380**′(776′) **C3100m**	**1380**′(776′) **C3100m**	**1380**′(776′) **C3300m**	**1380**′(776′) **C3300m**
	ALS out	C3800m	C3800m	C4000m	C4000m
	NDB ❶	**1120**′(516′) **R1500m**	**1120**′(516′) **R1500m**	**1120**′(516′) **R1600m**	**1120**′(516′) **R1600m**
	ALS out	R1600m	R1600m	C2400m	C2400m

❶ Continuous Descent Final Approach.
❷ with FAF.
❸ w/o FAF.

CIRCLE-TO-LAND ❹	A	B	C	D
to rwy 11 ❺	**1250**′(682′) V1500m❻	**1250**′(682′) V1600m❻	**1400**′(832′) V2400m❻	**1400**′(832′) V3600m❻
to rwy 19	**1280**′(676′) V1500m❻	**1280**′(676′) V1600m❻	**1430**′(826′) V2400m❻	**1430**′(826′) V3600m❻

❹ Prohibitet Northeast of airport.
❺ Circling height based on rwy 11 threshold elev of 568′.
❻ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 11, 29

	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A, B, C	250m	400m	500m
D	300m		

CHANGES: New chart.

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UWPP/PEZ
PENZA

JEPPESEN
28 AUG 15 (11-1)

PENZA, RUSSIA
ILS Rwy 11

BRIEFING STRIP TM

Penza Vyshka (RDR/TWR)	Ground
120.7	120.7

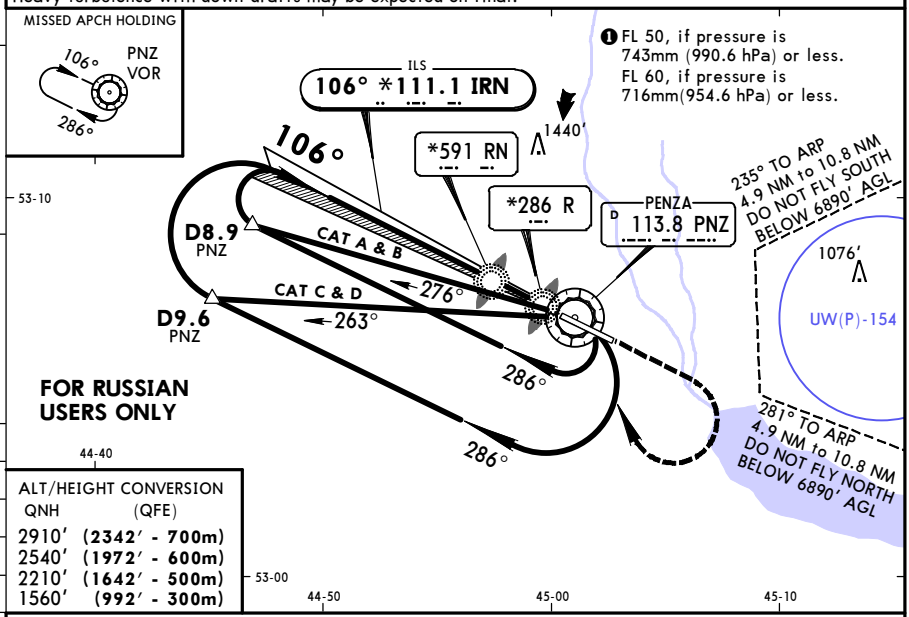
LOC IRN	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 604'
*111.1	106°	1207'(639')	768'(200')	Rwy 568'

MISSED APCH: Climb to 1560'(992'), then turn RIGHT to VOR climbing to 2540'(1972') to join holding, or as directed.

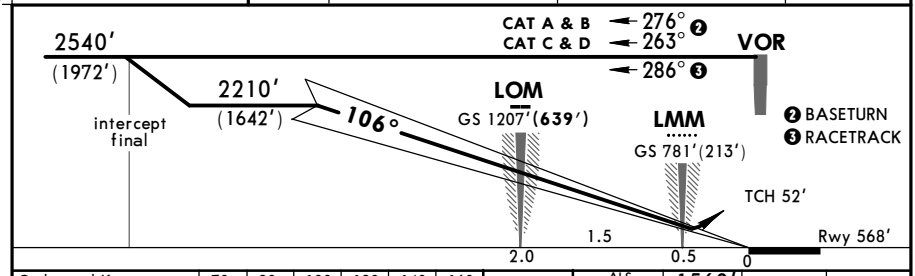
2600'

MSA PNZ VOR within 27 NM

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2910' (2342')
Heavy turbulence with down-drafts may be expected on final.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2910'	(2342' - 700m)
2540'	(1972' - 600m)
2210'	(1642' - 500m)
1560'	(992' - 300m)



Gnd speed-Kts		70	90	100	120	140	160
GS	2.67°	331	425	472	567	661	756

ALS
PAPI

1560' (992')

RT

113.8 PNZ

PANS OPS

STRAIGHT-IN LANDING RWY 11		CIRCLE-TO-LAND ❶		
ILS DA(H) 768'(200') FULL / ALS out	LOC (GS out)	Prohibited Northeast of airport	MDA(H)	
A	1200m	NOT AUTHORIZED	A	1250'(682') 1600m
B			B	
C			C	1400'(832') 4000m
D			D	1400'(832') 4400m

❶ Circling height based on rwy 11 thresh elev of 568'.

CHANGES: New procedure.

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UWPP/PEZ
PENZA

JEPPESEN
28 AUG 15 (11-2)

PENZA, RUSSIA
ILS Rwy 29

BRIEFING STRIP TM

Penza Vyshka (RDR/TWR)	Ground
120.7	120.7

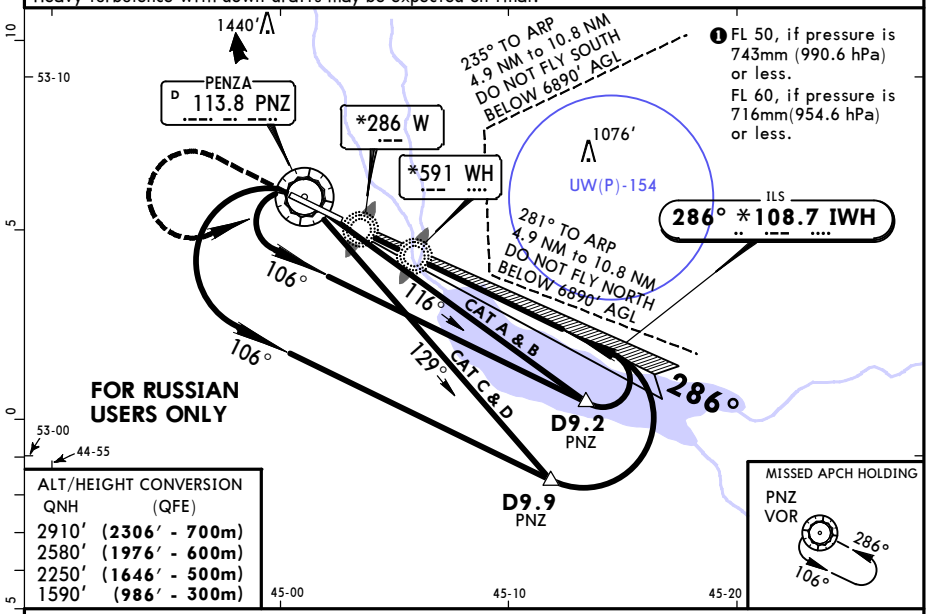
LOC IWH	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 604'
*108.7	286°	1342'(738')	804'(200')	Rwy 604'

MISSED APCH: Climb to 1590'(986'), then turn LEFT to VOR climbing to 2580'(1976') to join holding, or as directed.

2600'

MSA PNZ VOR within 27 NM

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2910' (2306')
Heavy turbulence with down-drafts may be expected on final.



❶ FL 50, if pressure is 743mm (990.6 hPa) or less.
FL 60, if pressure is 716mm(954.6 hPa) or less.

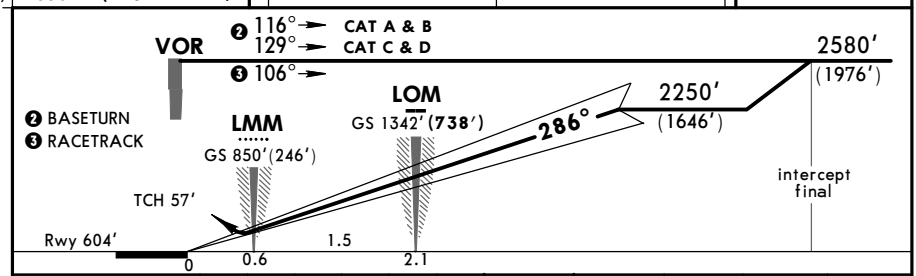
ALT/HEIGHT CONVERSION

QNH	(QFE)
2910'	(2306' - 700m)
2580'	(1976' - 600m)
2250'	(1646' - 500m)
1590'	(986' - 300m)

MISSED APCH HOLDING

PNZ VOR

286°
106°



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

HIALS
PAPI
1590' (986')
LT
113.8 PNZ

PANS OPS

STRAIGHT-IN LANDING RWY 29			
ILS DA(H) 804'(200')			LOC (GS out)
	FULL	ALS out	
A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND	MDA(H)	
Prohibited Northeast of airport		
A	1280'(676')	1600m
B		
C	1430'(826')	4000m
D	1430'(826')	4400m

CHANGES: New procedure.

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UWPP/PEZ
PENZA

JEPPESEN
28 AUG 15 (16-1)

PENZA, RUSSIA
2 NDB Rwy 11

BRIEFING STRIP

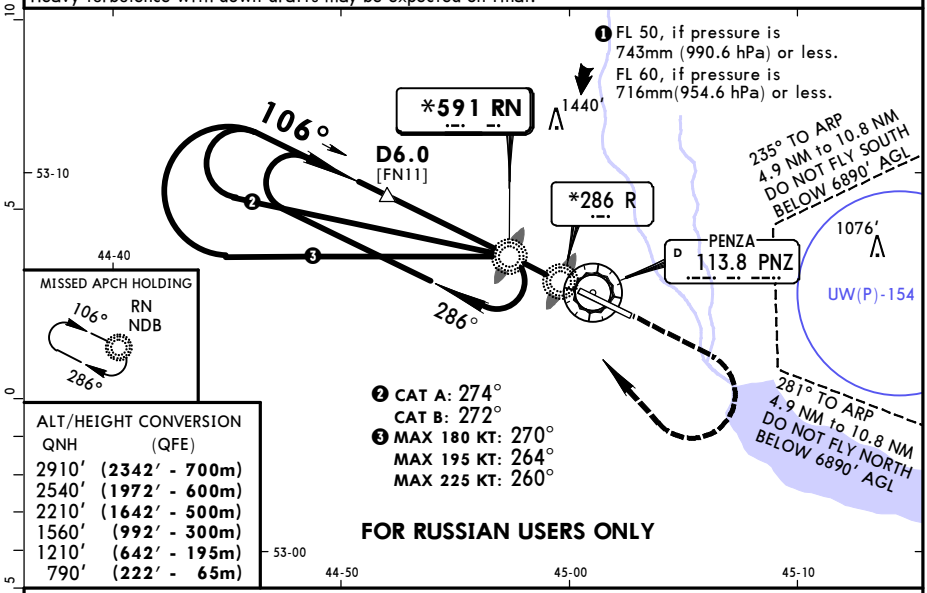
Penza Vyshka (RDR/TWR)	Ground
120.7	120.7

NDB RN	Final Apch Crs	Minimum Alt D6.0	MDA(H) Refer to Minimums	Apt Elev 604' Rwy 568'
*591	106°	2210'(1642')		

MISSED APCH: Climb to 1560'(992'), then turn RIGHT to RN NDB climbing to 2540'(1972') to join holding, or as directed.

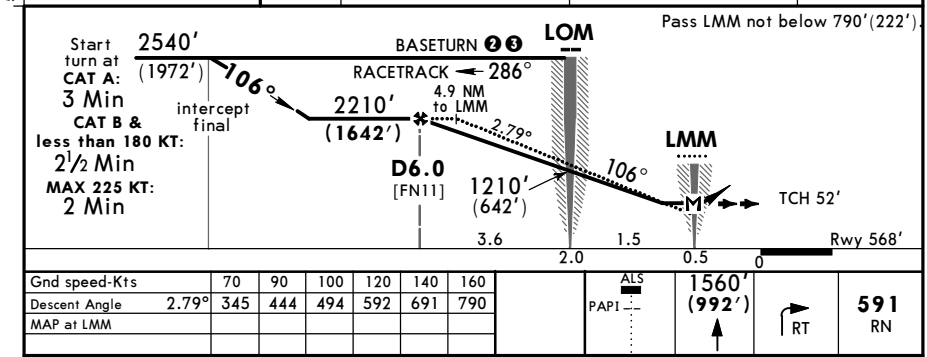
2600'
MSA RN NDB within 27 NM

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2910' (2342')
Heavy turbulence with down-drafts may be expected on final.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2910'	(2342' - 700m)
2540'	(1972' - 600m)
2210'	(1642' - 500m)
1560'	(992' - 300m)
1210'	(642' - 195m)
790'	(222' - 65m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.79°	345	444	494	592	691	790
MAP at LMM							

ALS
PAPI
1560' (992')
RT
591 RN

PANS OPS

STRAIGHT-IN LANDING RWY 11

	with FAF	w/o FAF
AB:	890'(322')	
MDA(H) CD:	920'(352')	MDA(H) 1450'(882')
	ALS out	ALS out
A	1600m	2000m
B		
C		4400m
D	2000m	4800m

CIRCLE-TO-LAND ❶

Prohibited Northeast of airport

	MDA(H)	
A	1250'(682')	1600m ❷
B		
C	1400'(832')	4000m ❷
D	1400'(832')	4400m ❷

❶ Circling height based on rwy 11 thresh elev of 568'. ❷ After apch w/o FAF: MDA(H) 1450'(882'), VIS CAT AB: 2000m, CAT C: 4400m, CAT D: 4800m.

CHANGES: New procedure.

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UWPP/PEZ
PENZA

JEPPESEN
28 AUG 15 (16-2)

PENZA, RUSSIA
NDB Rwy 11

BRIEFING STRIP TM

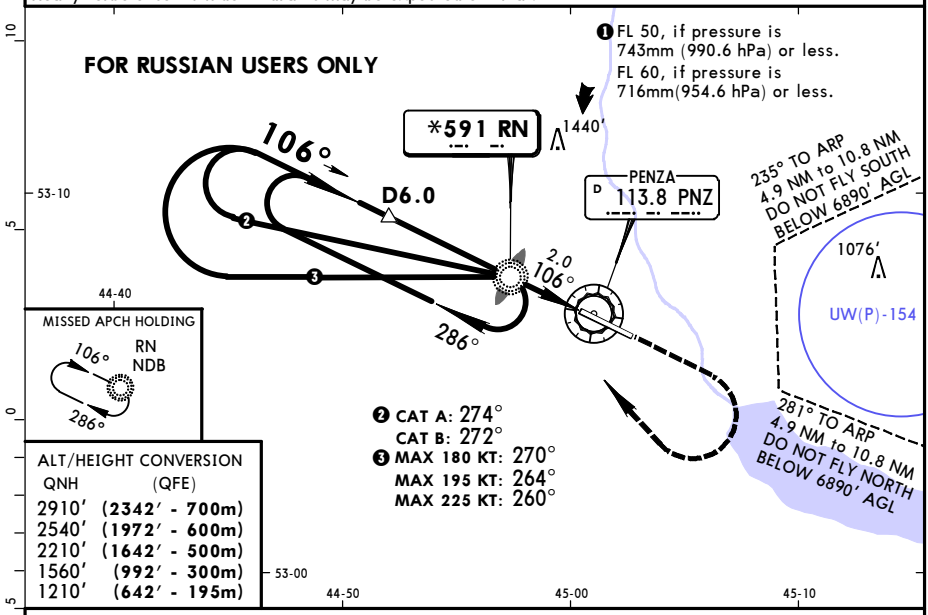
Penza Vyshka (RDR/TWR)	Ground
120.7	120.7

NDB RN	Final Apch Crs	Minimum Alt D6.0	MDA(H)	Apt Elev 604'
*591	106°	2210'(1642')	1170'(602')	Rwy 568'

MISSED APCH: Climb to 1560'(992'), then turn RIGHT to NDB climbing to 2540'(1972') to join holding, or as directed.

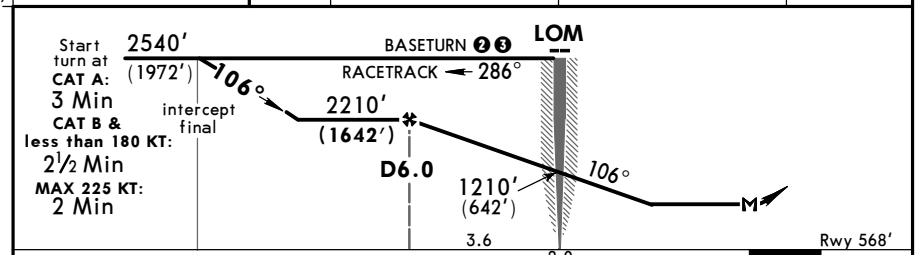
2600'
MSA RN NDB within 27 NM

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2910' (2342')
Heavy turbulence with down-drafts may be expected on final.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2910'	(2342' - 700m)
2540'	(1972' - 600m)
2210'	(1642' - 500m)
1560'	(992' - 300m)
1210'	(642' - 195m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
LOM to MAP	2.0	1:43	1:20	1:12	1:00	0:51	0:45

ALS
PAPI
1560' (992')
RT
591 RN

PANS OPS

STRAIGHT-IN LANDING RWY 11		CIRCLE-TO-LAND ❶		
MDA(H) 1170'(602')		Prohibited Northeast of airport		
ALS out		MDA(H)		
A		A		
B	1600m	B	1250'(682')	1600m
C	2800m	C	1400'(832')	4000m
D	3200m	D	1400'(832')	4400m

❶ Circling height based on rwy 11 thresh elev of 568'.

CHANGES: New procedure.

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UWPP/PEZ
PENZA

JEPPESEN
28 AUG 15 (16-3)

PENZA, RUSSIA
2 NDB Rwy 29

BRIEFING STRIP TM

Penza Vyshka (RDR/TWR)	Ground
120.7	120.7

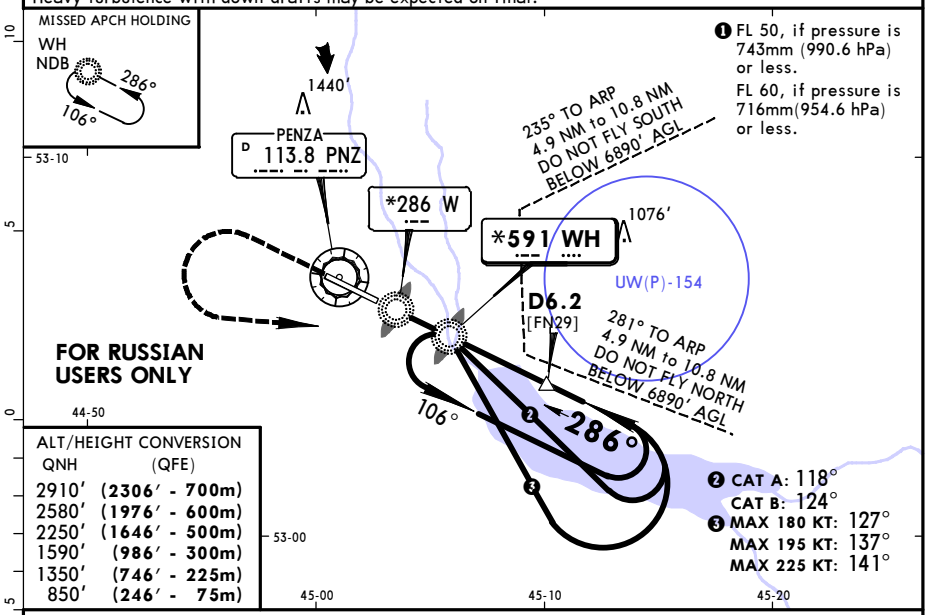
NDB WH	Final Apch Crs	Minimum Alt D6.2	MDA(H) Refer to Minimums	Apt Elev 604' Rwy 604'
*591	286°	2250'(1646')		

2600'

MSA WH NDB within 27 NM

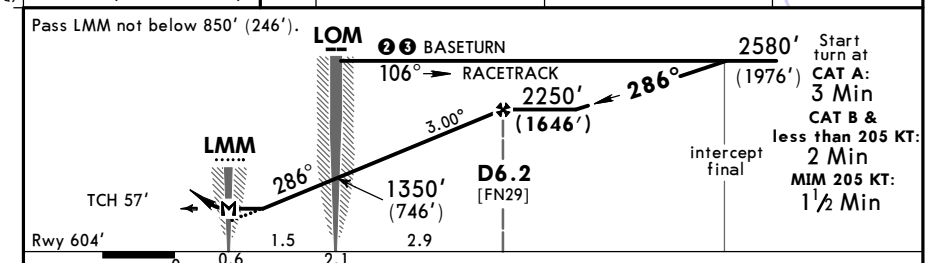
MISSED APCH: Climb to 1590'(986'), then turn LEFT to WH NDB climbing to 2580'(1976') to join holding, or as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2910' (2306')
Heavy turbulence with down-drafts may be expected on final.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2910'	(2306' - 700m)
2580'	(1976' - 600m)
2250'	(1646' - 500m)
1590'	(986' - 300m)
1350'	(746' - 225m)
850'	(246' - 75m)



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

HIALS
PAPI
1590' (986')
LT
591 WH

PANS OPS

STRAIGHT-IN LANDING RWY 29 with FAF MDA(H) 1120'(516')			w/o FAF MDA(H) 1380'(776')			CIRCLE-TO-LAND Prohibited Northeast of airport MDA(H)	
		ALS out		ALS out			
A	1200m	1600m	1200m	1600m	A	1280'(676') ❶	1600m
B				2000m	B		
C	1600m	2400m	2800m	3600m	C	1430'(826')	4000m
D	2400m	2800m	3600m	4000m	D	1430'(826')	4400m

❶ After apch w/o FAF: MDA(H) 1380'(776'), VIS CAT B: 2000m.

CHANGES: New procedure.

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UWPP/PEZ
PENZA

JEPPESEN
28 AUG 15 (16-4)

PENZA, RUSSIA
NDB Rwy 29

BRIEFING STRIP TM

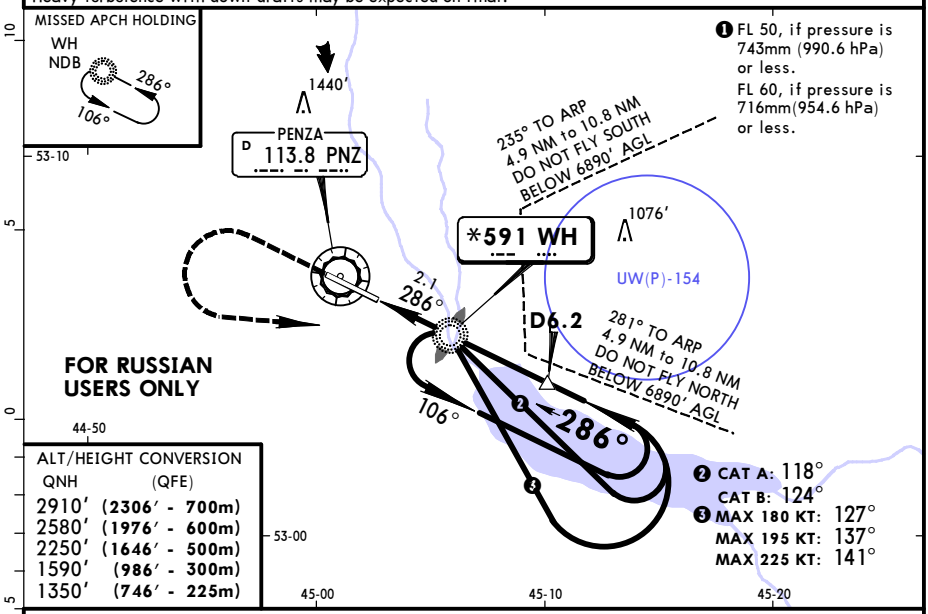
Penza Vyshka (RDR/TWR)	Ground
120.7	120.7

NDB WH	Final Apch Crs	Minimum Alt D6.2	MDA(H)	Apt Elev 604′ Rwy 604′
*591	286°	2250′(1646′)	1120′(516′)	

MISSED APCH: Climb to 1590′(986′), then turn LEFT to NDB climbing to 2580′(1976′) to join holding, or as directed.

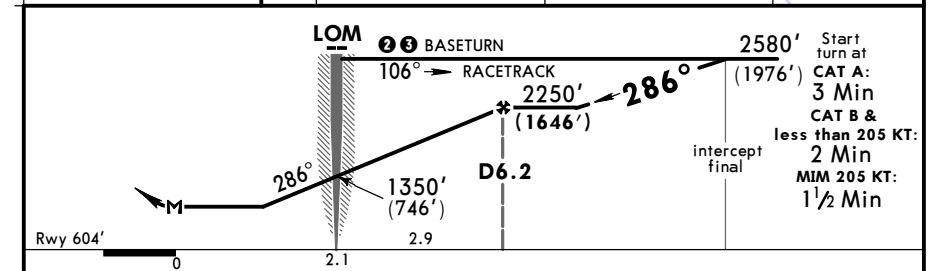
2600′
MSA WH NDB within 27 NM

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2910′ (2306′)
Heavy turbulence with down-drafts may be expected on final.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2910′	(2306′ - 700m)
2580′	(1976′ - 600m)
2250′	(1646′ - 500m)
1590′	(986′ - 300m)
1350′	(746′ - 225m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LOM to MAP	2.1	1:48	1:24	1:16	1:03	0:54	0:47

HIALS
PAPI
1590′ (986′)
LT
591 WH

PANS OPS

STRAIGHT-IN LANDING RWY 29

MDA(H) 1120′(516′)

		ALS out
A	1200m	1600m
B		
C	1600m	2400m
D	2400m	2800m

CIRCLE-TO-LAND

Prohibited Northeast of airport

	MDA(H)	
A	1280′(682′)	1600m
B		
C	1430′(826′)	4000m
D	1430′(826′)	4400m

CHANGES: New procedure.

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JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

PENZA, (PENZA - UWPP)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWPP