

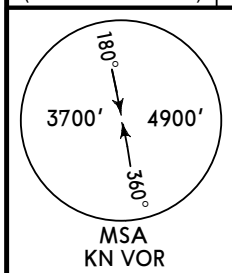
**UHHW/VVO**  
**KNEVICH**

**JEPPESEN**  
15 APR 16 **10-2** Eff 28 Apr

**VLADIVOSTOK, RUSSIA**

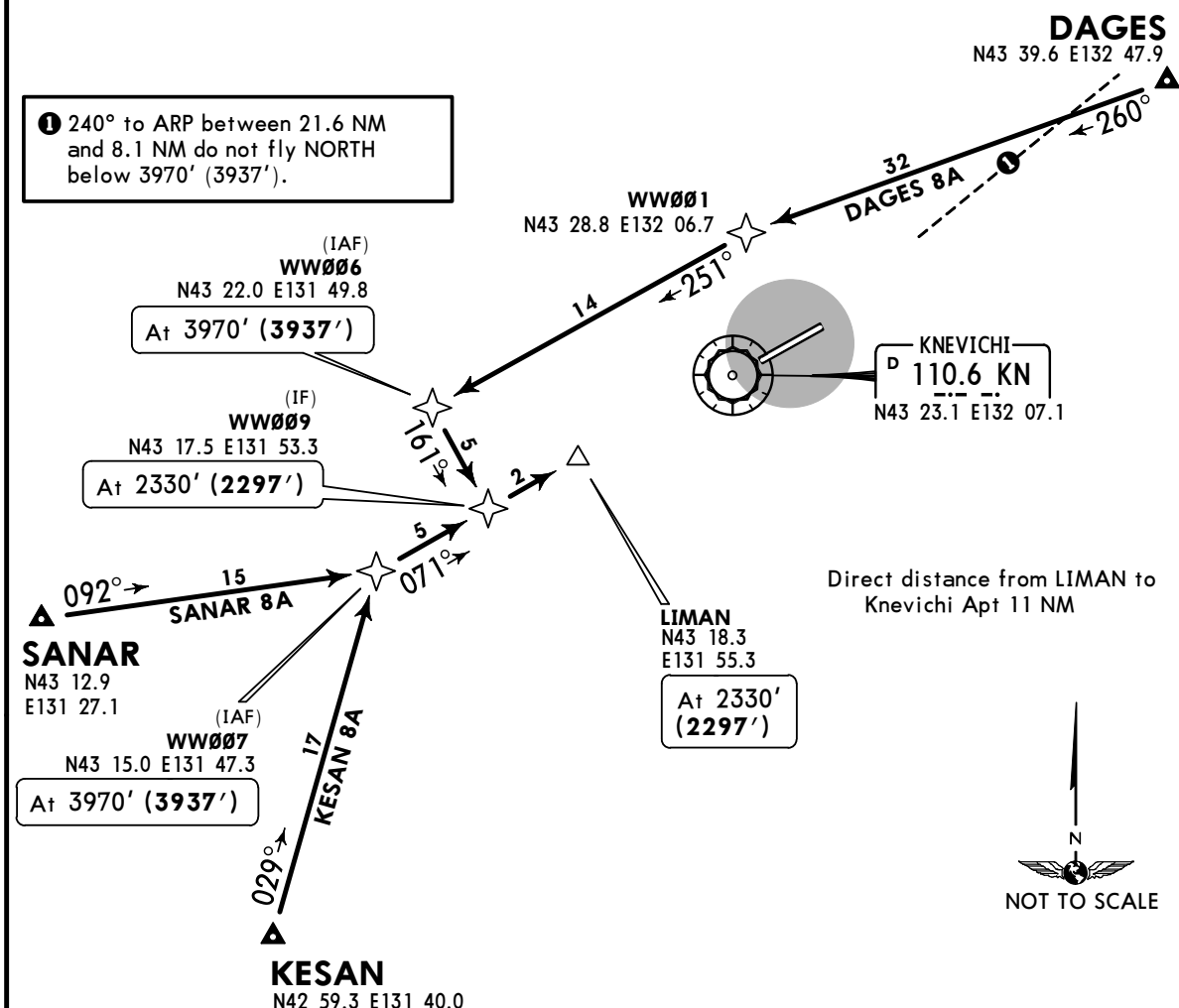
**RNAV STAR**

ATIS <b>127.8</b> (Russian 125.1)	Apt Elev <b>59'</b>	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL80 Trans alt: 5970' (5937') Crossing altitudes at airway exit points are as directed by ATC.
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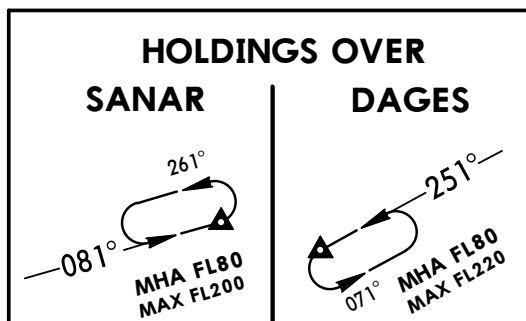


**DAGES 8A [DAGE8A]**  
**KESAN 8A [KESA8A]**  
**SANAR 8A [SANA8A]**  
**RWY 07R RNAV ARRIVALS**  
RNAV (GNSS)

① 240° to ARP between 21.6 NM and 8.1 NM do not fly NORTH below 3970' (3937').



ALT/HEIGHT CONVERSION
QNH (QFE)
5970' (5937' - 1800m)
3970' (3937' - 1200m)
2330' (2297' - 700m)



STAR	ROUTING
<b>DAGES 8A</b>	DAGES - WW001 - WW006 (3970') - WW009 (2330') - LIMAN (2330').
<b>KESAN 8A</b>	KESAN - WW007 (3970') - WW009 (2330') - LIMAN (2330').
<b>SANAR 8A</b>	SANAR - WW007 (3970') - WW009 (2330') - LIMAN (2330').

**UHWV/VVO**  
**KNEVICH**

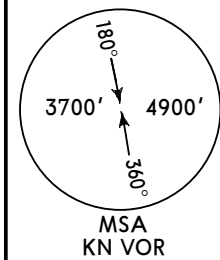
**JEPPesen**  
15 APR 16 **(10-2A)** Eff 28 Apr

**VLADIVOSTOK, RUSSIA**

**RNAV STAR**

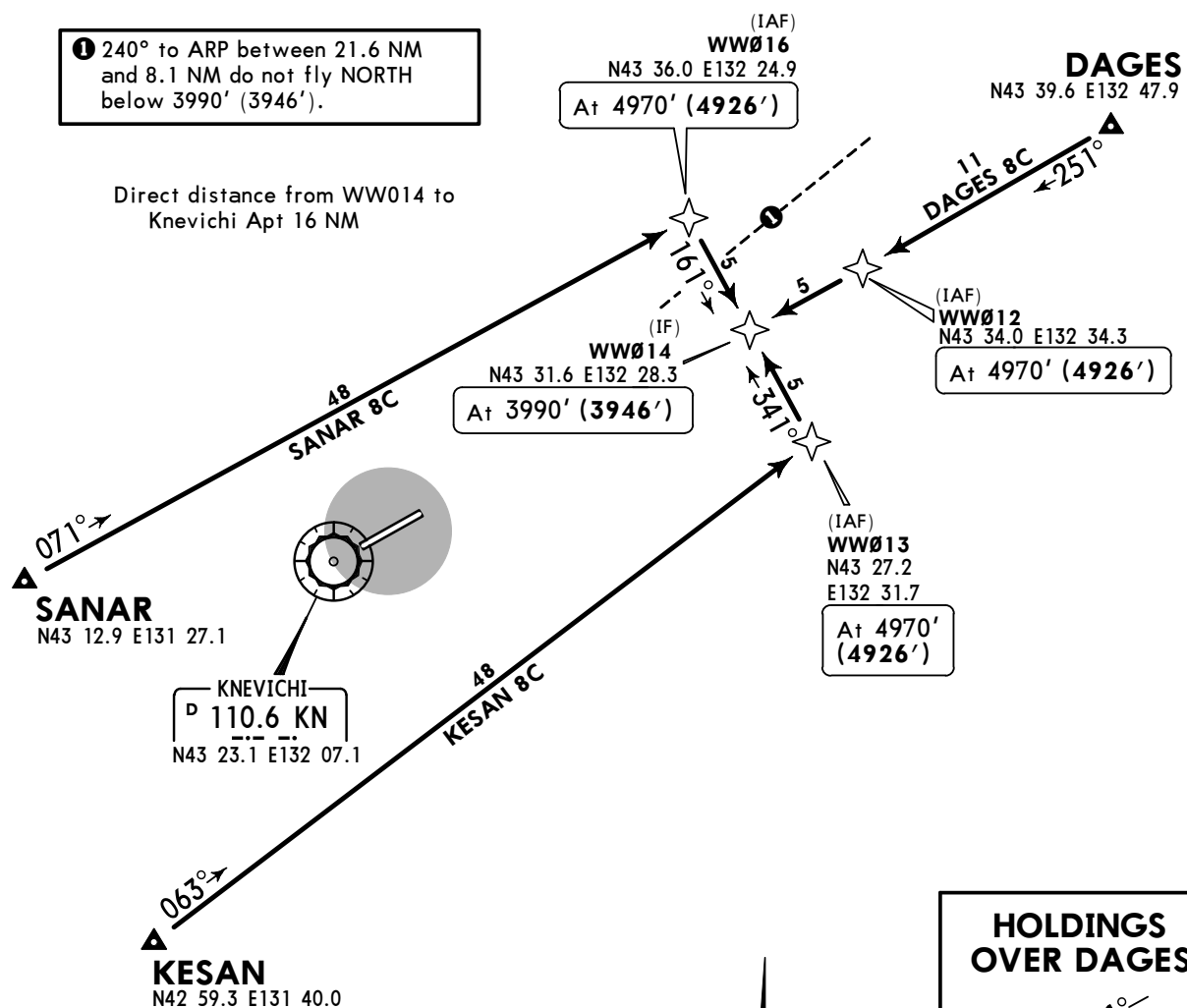
ATIS <b>127.8</b> (Russian 125.1)	Apt Elev <b>59'</b>	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL80 Trans alt: 5970' ( <b>5926'</b> ) Crossing altitudes at airway exit points are as directed by ATC.
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**DAGES 8C [DAGE8C]  
KESAN 8C [KESA8C]  
SANAR 8C [SANA8C]  
RWY 25L RNAV ARRIVALS  
RNAV (GNSS)**

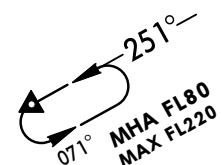


① 240° to ARP between 21.6 NM and 8.1 NM do not fly NORTH below 3990' (3946').

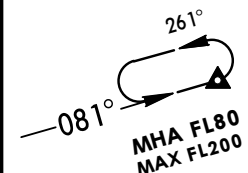
Direct distance from WW014 to Knevichi Apt 16 NM



**HOLDINGS OVER DAGES**



**SANAR**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5970'	(5926' - 1800m)
4970'	(4926' - 1500m)
3990'	(3946' - 1200m)

STAR	ROUTING
<b>DAGES 8C</b>	DAGES - WW012 (4970') - WW014 (3990').
<b>KESAN 8C</b>	KESAN - WW013 (4970') - WW014 (3990').
<b>SANAR 8C</b>	SANAR - WW016 (4970') - WW014 (3990').

**UHWV/VVO**  
**KNEVICH**

15 APR 16

**JEPPESEN**

VLADIVOSTOK, RUSSIA

**Eff 28 Apr**

**STAR**

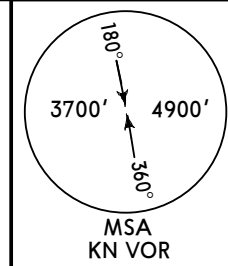
ATIS  
127.8  
(Russian 125.1)

Apt Elev  
59'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL80 Trans alt: 5970' (5926')

**(QFE)**

DAGES 2A [DAGE2A]  
KESAN 2A [KESA2A]  
SANAR 2A [SANA2A]  
RWY 25L ARRIVALS



**1** 240° to ARP between 21.6 NM and 8.1 NM do not fly NORTH below 3990' (3946').

**D18.8 KN**  
N43 35.9  
E132 26.0  
(KN R-057)

**D18.6 KN**  
N43 37.5 E132 23.1  
(KN R-049)

At 5970'  
(5926')

**D20.0 KN**  
N43 35.0  
E132 29.1  
(KN R-063)

## DAGES

N43 39.6 E132 47.9  
(KN R-071/D34.0)

Between  
**FL200 & FL80**

At 4970' (4926')

KNEVICH  
D 110.6 KN  
N43 23.1 E132 07.1

**SANAR**  
N43 12.9 E131 27.1  
(KN R-261/D30.9)

Between  
**FL190 & FL90**

34  
080° → SANAR 2A

**KESAN**  
N42 59.3 E131 40.0

**Between  
FL210 & FL90**

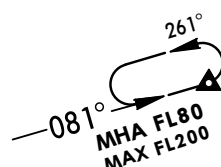
368 LN  
N43 24.5 E132 10.7

**A† FL80**

Intercept final at  
3990' (**3946'**)

**D17.7 KN**  
N43 31.6 E132 28.3  
(KN R-071)

At 3990' (3946')



NOT TO SCALE

## ALT/HEIGHT CONVERSION

QNH (QFE)

5970' (5926' - 1800m)

4970' (4926' - 1500m)

3990' (3946' - 1200m)

**UHWV/VVO**  
**KNEVICH**

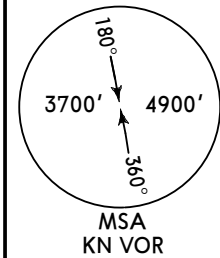
**JEPPesen**  
15 APR 16 **(10-2C)** **Eff 28 Apr**

**VLADIVOSTOK, RUSSIA**

**STAR**

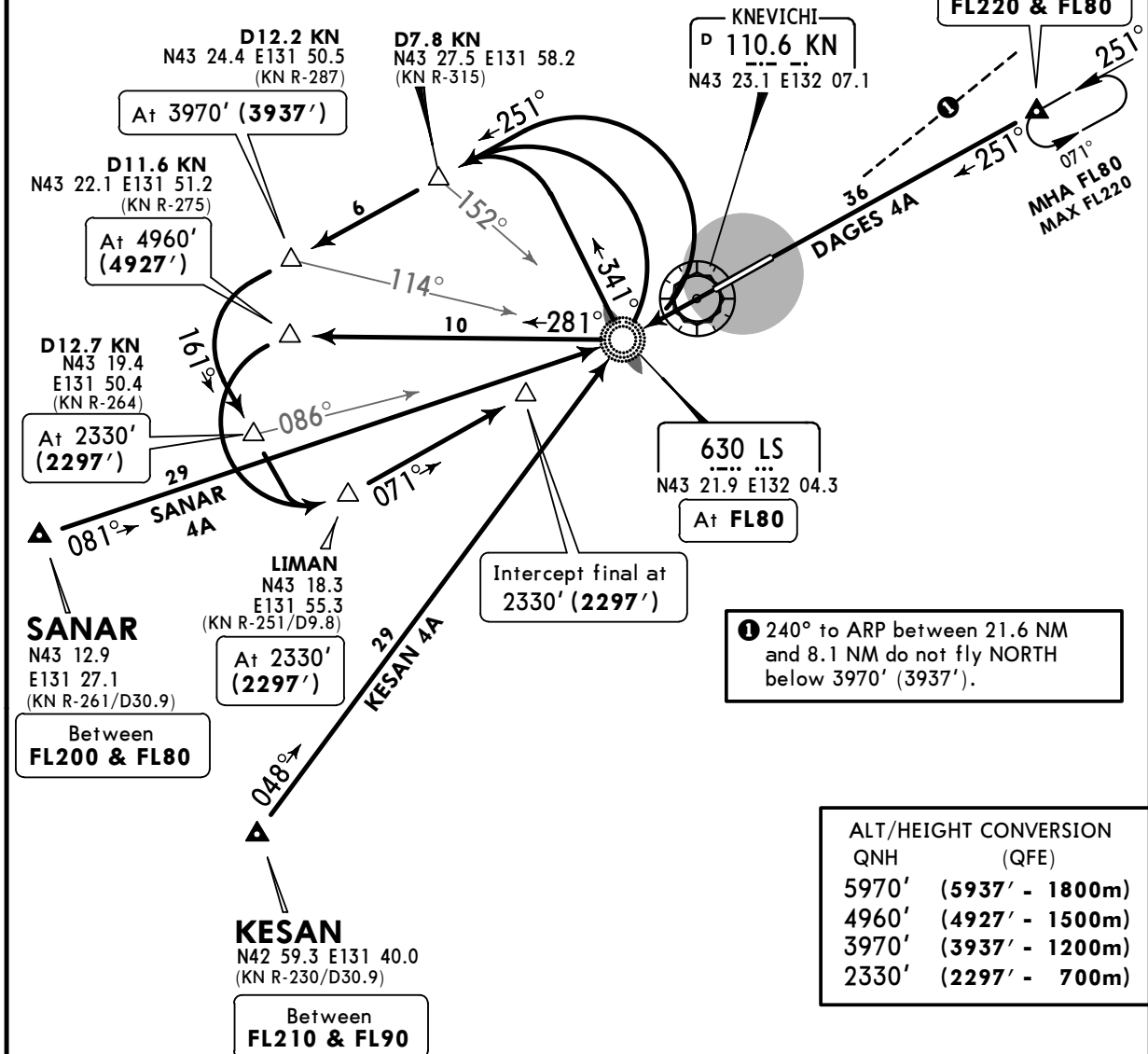
<p>ATIS <b>127.8</b> (Russian 125.1)</p>	<p>Apt Elev <b>59'</b></p>	<p>Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL80 Trans alt: 5970' (<b>5937'</b>)</p>
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**DAGES 4A [DAGE4A]**  
**KESAN 4A [KESA4A]**  
**SANAR 4A [SANA4A]**  
**RWY 07R ARRIVALS**



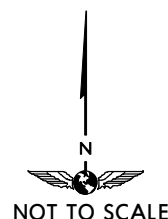
**DAGES**  
N43 39.6 E132 47.9  
(KN R-071/D34.0)

Between  
**FL220 & FL80**



ALT/HEIGHT CONVERSION	QNH	(QFE)
5970'	(5937' - 1800m)	
4960'	(4927' - 1500m)	
3970'	(3937' - 1200m)	
2330'	(2297' - 700m)	

**HOLDING OVER SANAR**



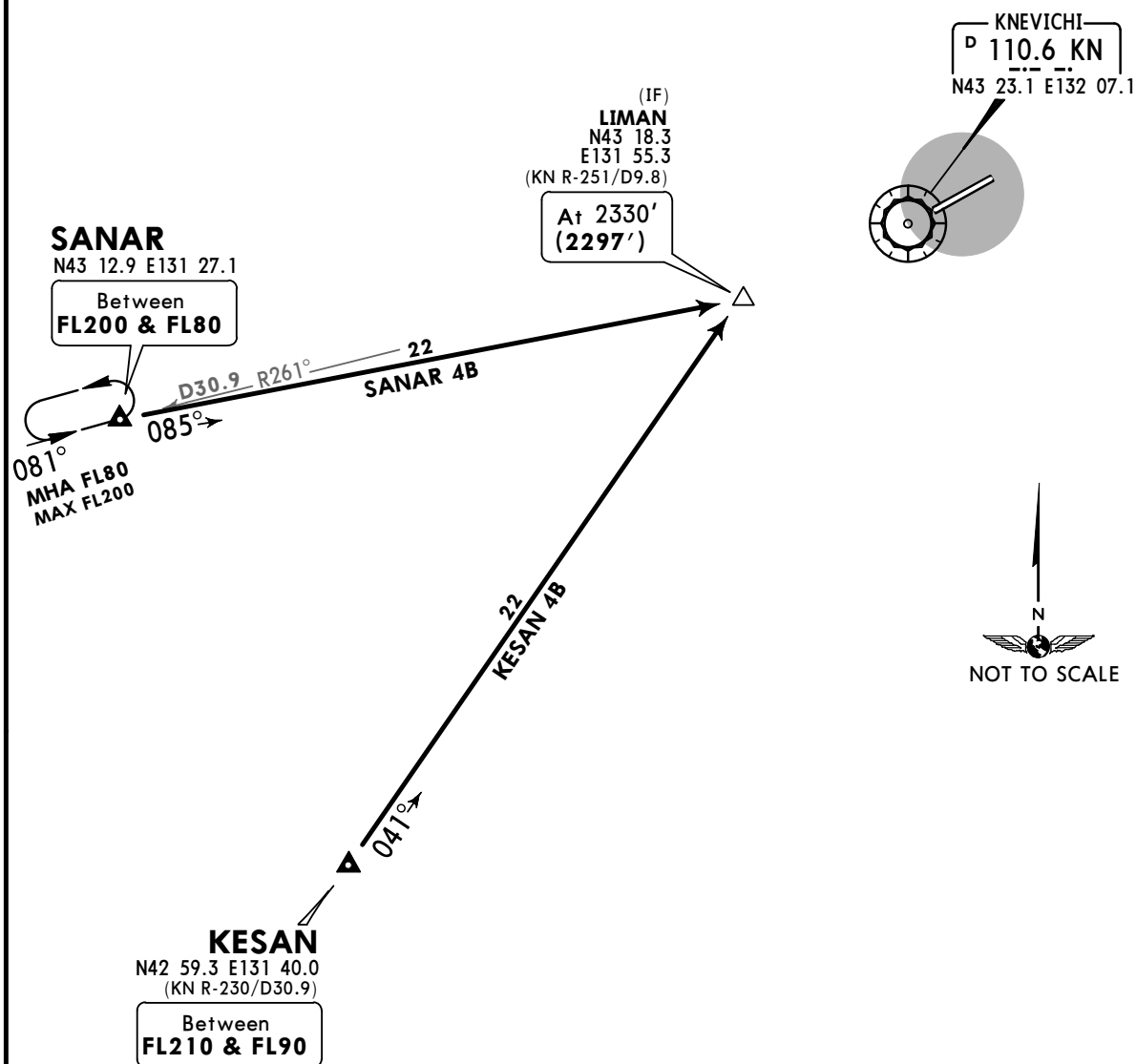
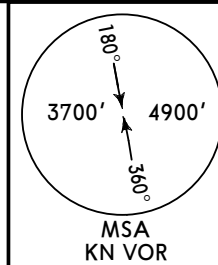
**UHWV/VVO**  
**KNEVICH**

**JEPPESEN**  
15 APR 16 **(10-2D)** Eff 28 Apr

**VLADIVOSTOK, RUSSIA**  
**RADAR STAR**

ATIS <b>127.8</b> (Russian 125.1)	Apt Elev <b>59'</b>	Alt Set: MM (hPa on request) QNH on request Trans level: FL80 Trans alt: 5970' ( <b>5937'</b> )	(QFE)
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**KESAN 4B [KESA4B]**  
**SANAR 4B [SANA4B]**  
**RWY 07R RADAR ARRIVALS**



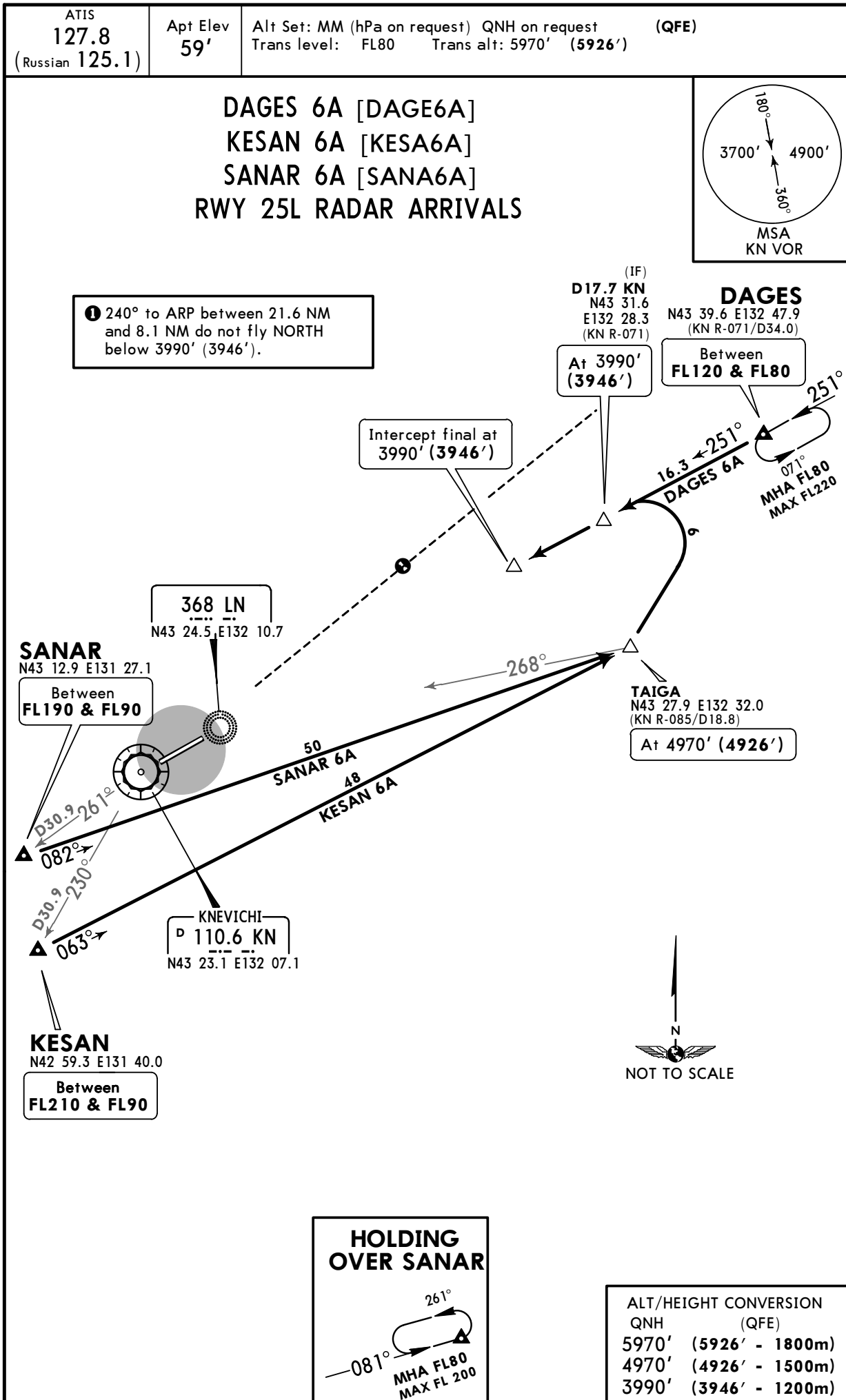
ALT/HEIGHT CONVERSION	
QNH	(QFE)
5970'	(5937' - 1800m)
2330'	(2297' - 700m)

**UHWV/VVO**  
**KNEVICH**

**JEPPesen**  
15 APR 16 **10-2E** Eff 28 Apr

**VLADIVOSTOK, RUSSIA**

**RADAR STAR**



**UHWV/VVO**  
**KNEVICH**

15 APR 16

**JEPPESEN****Eff 28 Apr**

VLADIVOSTOK, RUSSIA

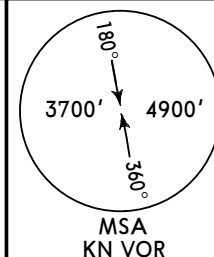
**STAR**

ATIS  
127.8  
(Russian 125.1)

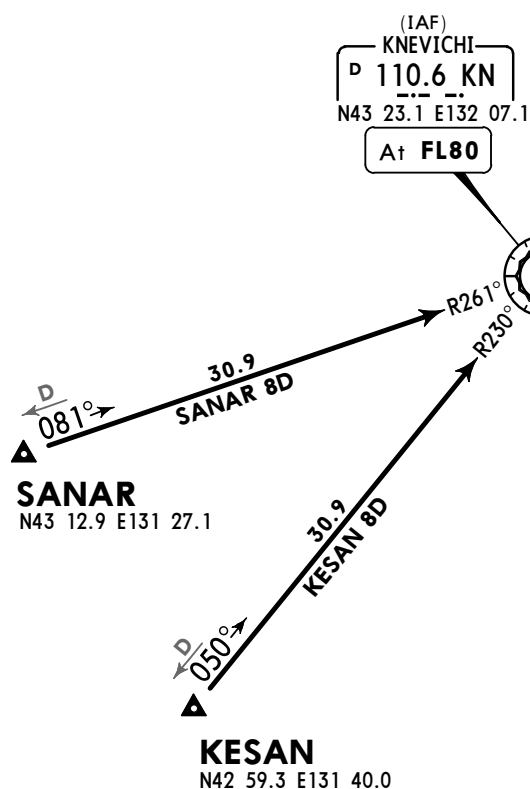
Apt Elev  
59'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL80 Trans alt: 5970' (5911')  
Crossing altitudes at airway exit points are as directed by ATC.

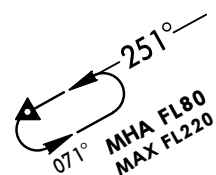
DAGES 8D [DAGE8D]  
KESAN 8D [KESA8D]  
SANAR 8D [SANA8D]  
RWYS 07R, 25L ARRIVALS  
(VORDME)



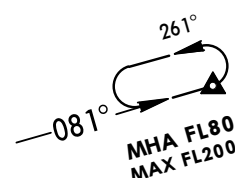
**1** 240° to ARP between 21.6 NM and 8.1 NM do not fly NORTH below 4000' (3941').



## HOLDINGS OVER DAGES



## SANAR



ALT/HEIGHT CONVERSION  
QNH (QFE)  
5970' (5911' - 1800m)  
4000' (3941' - 1200m)

**UHHW/VVO**  
**KNEVICH**

15 APR 16

10-3

Eff 28 Apr

**VLADIVOSTOK, RUSSIA**

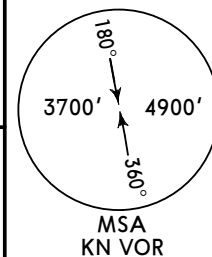
**SID**

Apt Elev  
**59'**

QNH on request (QFE)

Trans level: FL80 Trans alt: 5970' (5926')

Crossing altitudes at airway entry points are as directed by ATC.



**DOLMA 1**  
**DOLMA 1A [DOLM1A]**  
**PERAS 1, SANAR 1**  
**VATIS 1**  
**RWY 25L DEPARTURES**

**DOLMA**  
N43 48.4 E132 38.0  
(KN R-051/D33.9)

① 060° from ARP between 8.1 NM and 21.6 NM do not fly NORTH below 3990' (3946').

At or above  
2020' (1976')  
but not before 6.5 NM  
from THR RWY 07R

**KNEVICH**  
D 110.6 KN  
N43 23.1 E132 07.1

**PERAS**  
N43 23.5  
E132 53.3

**SANAR**  
N43 12.9 E131 27.1  
(KN R-261/D30.9)

**VATIS**  
N42 51.7 E132 08.9

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2020'	(1976' - 600m)
3990'	(3946' - 1200m)
5970'	(5926' - 1800m)



**UHWV/VVO**  
**KNEVICH**

**JEPPESEN**  
15 APR 16 **(10-3A)** **Eff 28 Apr**

**VLADIVOSTOK, RUSSIA**

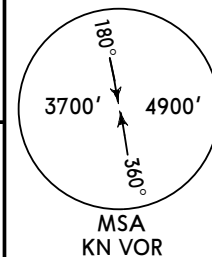
**SID**

Apt Elev  
**59'**

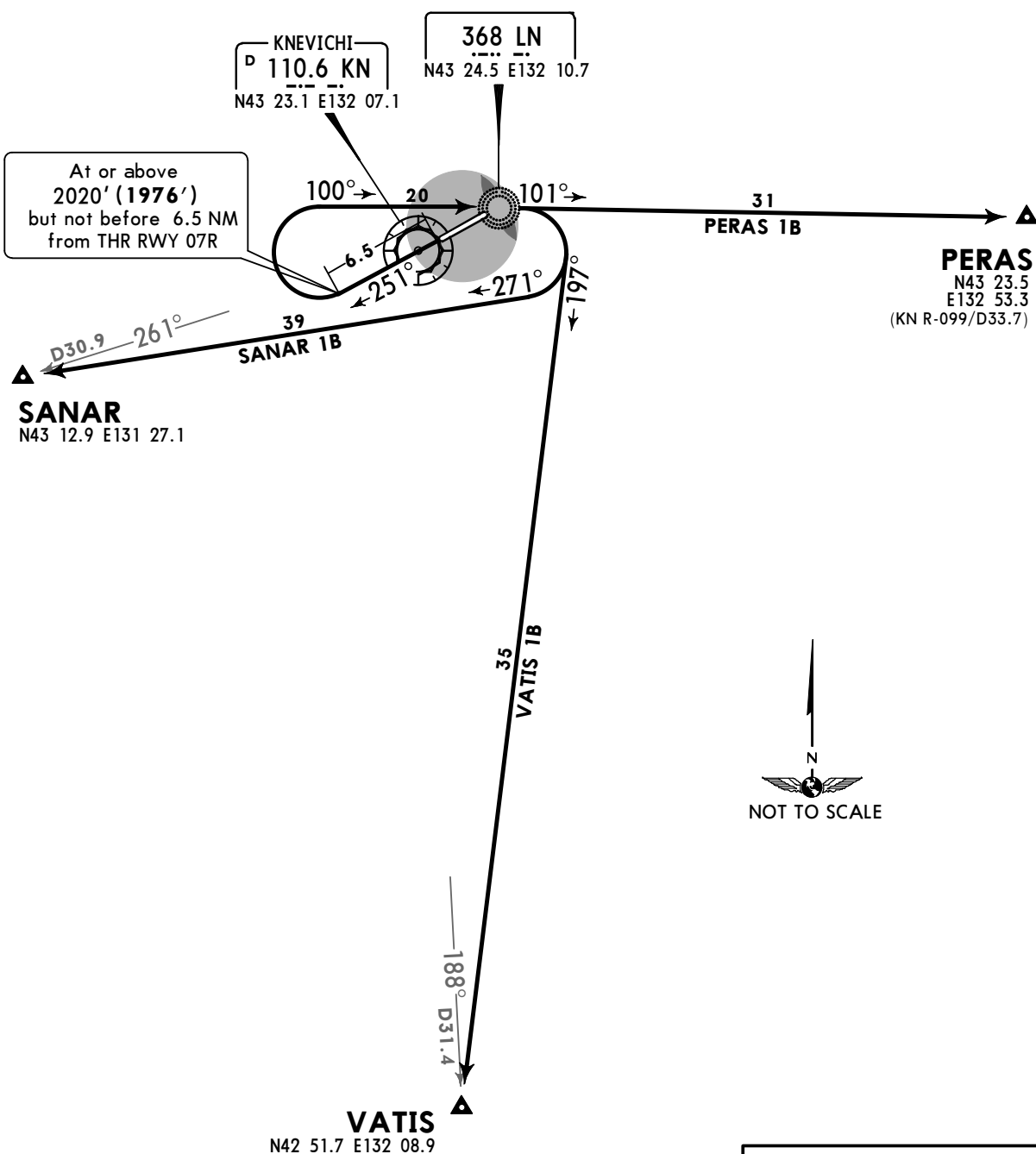
QNH on request (QFE)

Trans level: FL80 Trans alt: 5970' (5926')

Crossing altitudes at airway entry points are as directed by ATC.



**PERAS 1B** [PERA1B]  
**SANAR 1B** [SANA1B]  
**VATIS 1B** [VATI1B]  
**RWY 25L DEPARTURES**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2020'	(1976' - 600m)
5970'	(5926' - 1800m)

**UHHW/VVO**  
**KNEVICH**

15 APR 16

**10-3B**

**Eff 28 Apr**

**VLADIVOSTOK, RUSSIA**

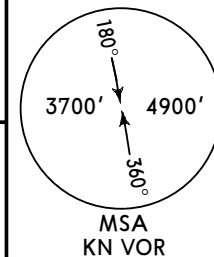
**SID**

Apt Elev  
**59'**

QNH on request (QFE)

Trans level: FL80 Trans alt: 5970' (5937')

Crossing altitudes at airway entry points are as directed by ATC.



**DOLMA 3**

**PERAS 3, PERAS 3A [PERA3A]**

**SANAR 3, SANAR 3A [SANA3A]**

**VATIS 3, VATIS 3A [VATI3A]**

**RWY 07R DEPARTURES**

**DOLMA**  
N43 48.4 E132 38.0  
(KN R-051/D33.9)



PERAS 3,  
SANAR 3, VATIS 3  
  
Turn at or above  
2010' (1977')  
but not before 6.5 NM  
from THR RWY 25L

At or above  
3320' (3287')  
but not before 10.8 NM  
from THR RWY 25L

KNEVICH  
D 110.6 KN  
N43 23.1 E132 07.1

630 LS  
N43 21.9 E132 04.3

**SANAR**  
N43 12.9 E131 27.1  
(KN R-261/D30.9)

**PERAS**  
N43 23.5  
E132 53.3  
(KN R-099/D33.7)

**VATIS**  
N42 51.7 E132 08.9  
(KN R-188/D31.4)

① 060° from ARP between 8.1 NM  
and 21.6 NM do not fly NORTH  
below 3970 (3937').

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2010'	(1977' - 600m)
3320'	(3287' - 1000m)
3970'	(3937' - 1200m)
5970'	(5937' - 1800m)

**UHHW/VVO**  
**KNEVICH**

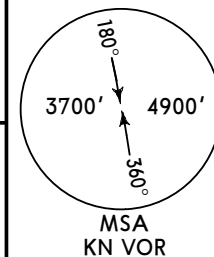
**JEPPESEN**  
15 APR 16 **(10-3C)** **Eff 28 Apr**

**VLADIVOSTOK, RUSSIA**

**SID**

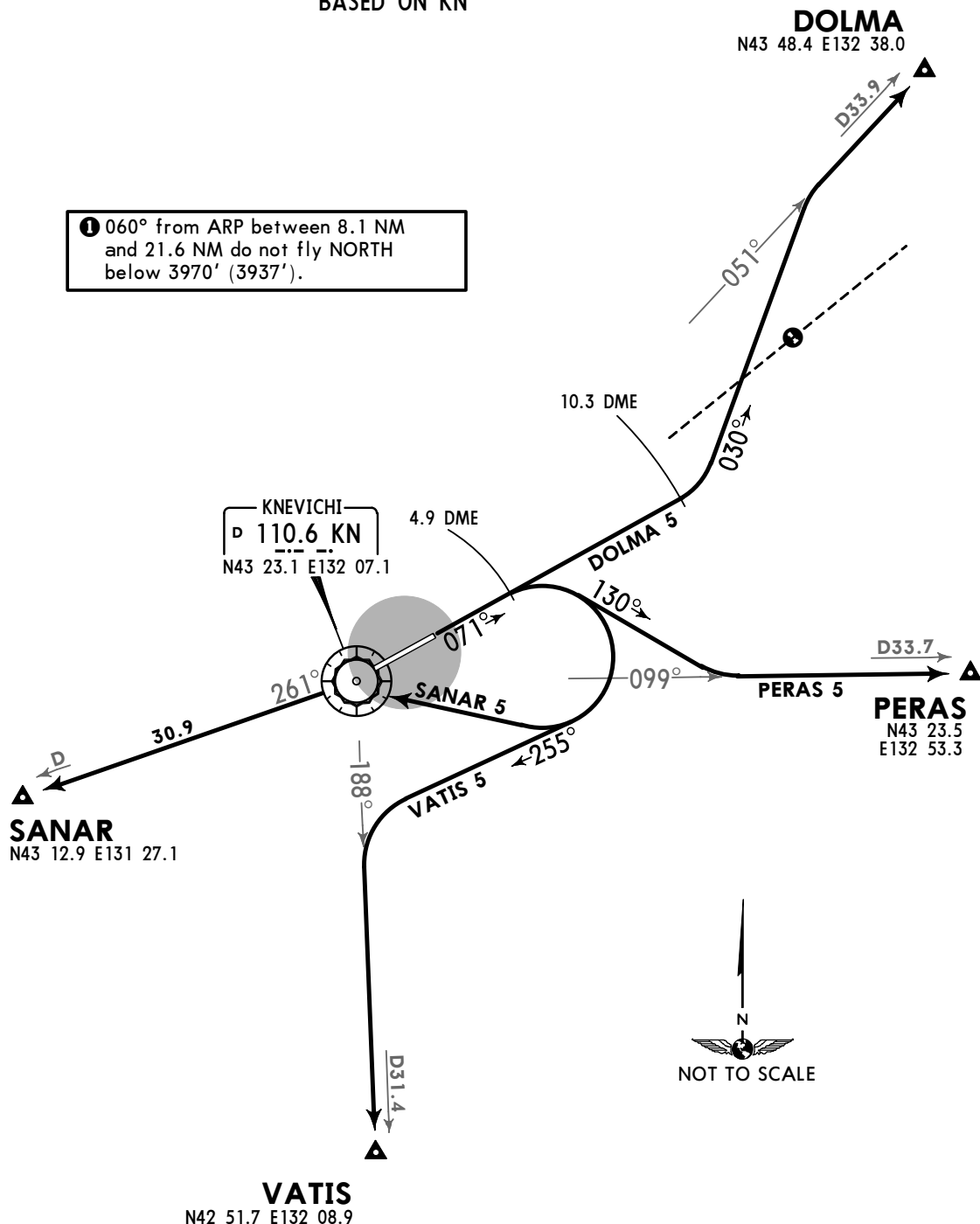
Apt Elev  
**59'**

QNH on request (QFE)  
Trans level: FL80 Trans alt: 5970' (5937')  
Crossing altitudes at airway entry points are as directed by ATC.



**DOLMA 5**  
**PERAS 5**  
**SANAR 5**  
**VATIS 5**  
**RWY 07R DEPARTURES**  
**BASED ON KN**

① 060° from ARP between 8.1 NM and 21.6 NM do not fly NORTH below 3970' (3937').



**ALT/HEIGHT CONVERSION**  
QNH (QFE)  
3970' (3937' - 1200m)  
5970' (5937' - 1800m)

**UHHW/VVO**  
**KNEVICH**

15 APR 16



**JEPPESSEN**

(10-3D)

Eff 28 Apr

**VLADIVOSTOK, RUSSIA**

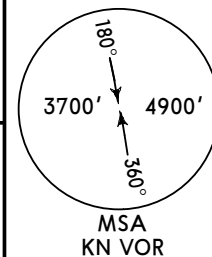
**SID**

Apt Elev  
**59'**

QNH on request (QFE)

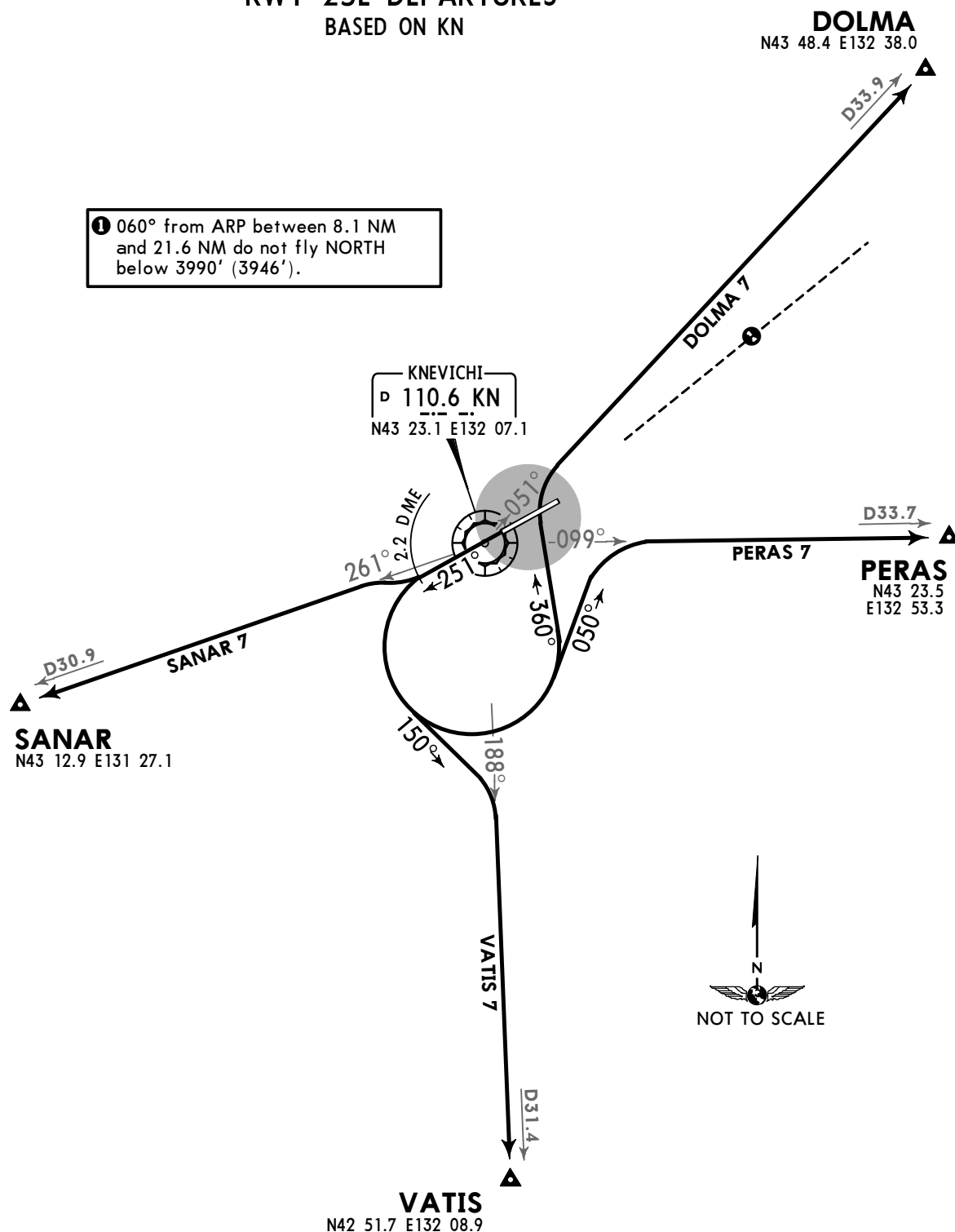
Trans level: FL80 Trans alt: 5970' (5926')

Crossing altitudes at airway entry points are as directed by ATC.



**DOLMA 7**  
**PERAS 7**  
**SANAR 7**  
**VATIS 7**  
**RWY 25L DEPARTURES**  
**BASED ON KN**

① 060° from ARP between 8.1 NM and 21.6 NM do not fly NORTH below 3990' (3946').



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3990'	(3946' - 1200m)
5970'	(5926' - 1800m)

**UHWW/VVO**  
**KNEVICH** **JEPPESEN**  
17 JUN 16 **10-4****VLADIVOSTOK, RUSSIA**  
**NOISE****NOISE ABATEMENT****ARRIVALS**

Noise abatement procedures during approach phase shall be carried out by crews of all ACFT.

In case of extreme weather conditions such as considerable wind speed, cumulo-nimbus clouds etc. in the arrival and approach sectors, the pilot-in-command may deviate from noise abatement procedures if deemed necessary for safety reasons.

Noise abatement procedures shall also not be carried out when

- there is ice, slush, water, mud, rubber, oil etc. on the RWY and the friction coefficient is 0.4 or less,
- ceiling is less than 120m or VIS is less than 1800m,
- crosswind component on RWY (including gusts) exceeds 7m/sec,
- tailwind component on RWY exceeds 2.5m/sec,
- wind shear is forecasted or reported or if unfavourable weather conditions are expected (e.g. thunderstorms) that may influence approach and landing.

During instrument as well as visual approach flying below ILS GP is not allowed.

No noise abatement procedure shall prescribe to exceed the indicated air speed of descent.

Displacement of THR shall not be used as a noise abatement measure.

Air-Ground communication shall be reduced to a minimum in order not to distract the crew's attention while carrying out noise abatement procedures.

Landing with tailwind component is allowed according to the Aeroplane Flight Manual.

**DEPARTURES**

Noise abatement procedures during take-off and climbing phase shall be carried out by crews of all ACFT.

They shall not be carried out

- at the expense of flight safety,
- in case of one of the engines fails during the take-off phase.

Take-off with tailwind component shall be allowed according to the Aeroplane Flight Manual.

Change of course after take-off permitted only after reaching 720' (661' - 200m), turn shall be carried out with 25° bank or with angular turn rate 3°/sec.

Minimum speed during established climb shall not be less than  $V_2 + 10$  KT or not be less than that prescribed by the Aeroplane Flight Manual if it has greater value.

Maintaining minimum indicated air speed of climb is not required if it leads to exceeding the minimum admissible angle of attack.

The reduction of power shall not be carried out until

- reaching 1050' (991' - 300m),
- established standard power mode enables ACFT with MAX MTOM to maintain a minimum climb gradient of 4% at a rate as stated in above speed regulations,
- take-off path provides overflying of all obstacles located under flight path with sufficient clearance both when all engines are operating normally and with taking into account possible engine failure and time period necessary for development of full power by remaining engines.

**Special take-off procedures**

The crews shall apply either NADP 1 or 2 of ICAO Doc 8168, Vol I, Part V, Chapter 3, and the pilot-in-command may use any of them for reaching necessary effect.

**UHHW/VVO**

Apt Elev **59'**  
N43 23.9 E132 08.9

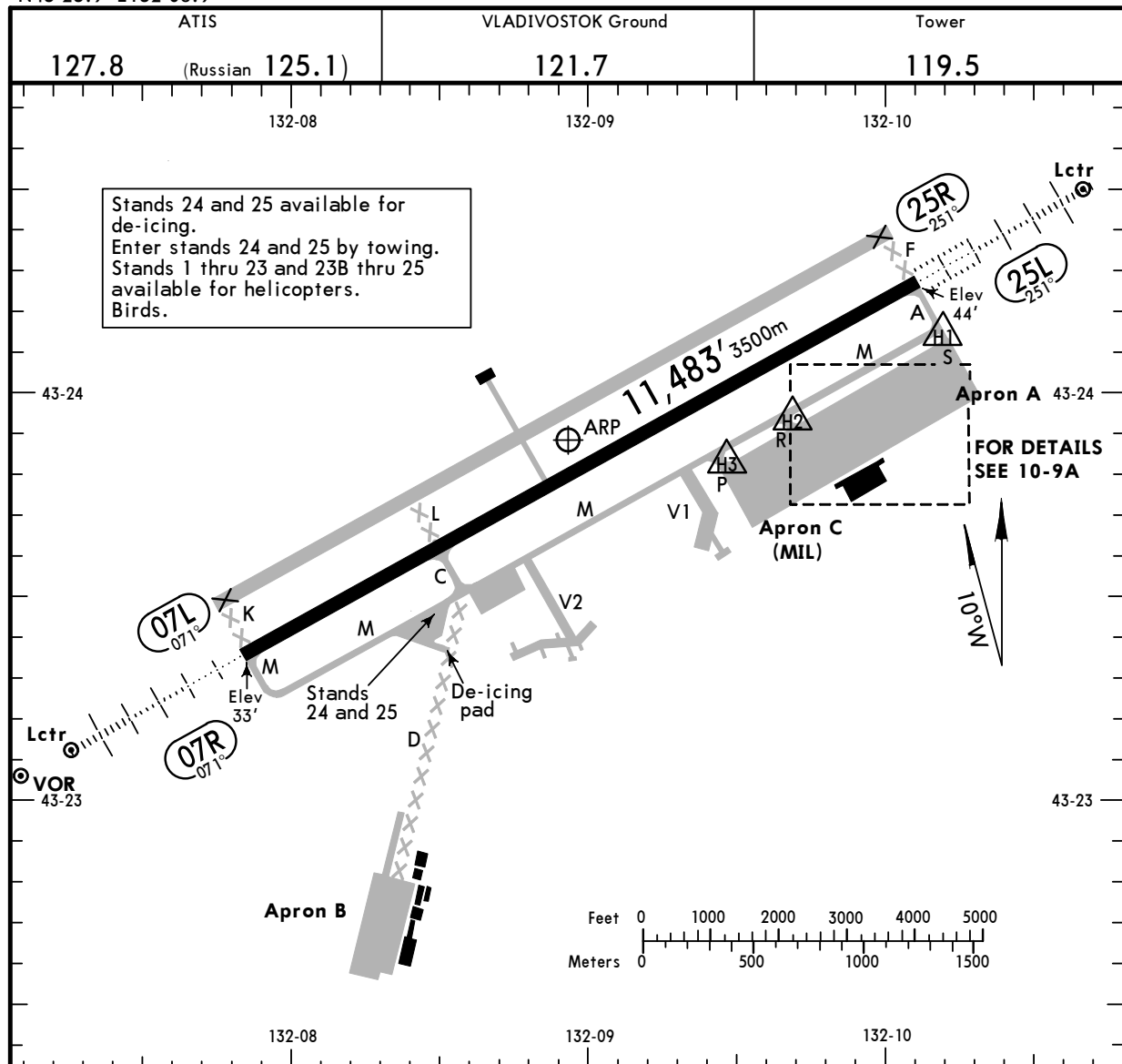
17 MAR 17

**(10-9)**

**Eff 30 Mar**

**VLADIVOSTOK, RUSSIA**

**KNEVICH I**



**ADDITIONAL RUNWAY INFORMATION**

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
07R	HIRL (60m)	CL (15m)	HIALS	PAPI-L (3.0°)		10,450' 3185m	<b>1</b>	197'
25L	HIRL (60m)	CL (15m)	HIALS-II	TDZ PAPI-L (3.0°)		10,511' 3204m		60m

**1 TAKE-OFF RUN AVAILABLE**

**RWY 07R:**

From rwy head 11,483' (3500m)  
twy C int 8202' (2500m)

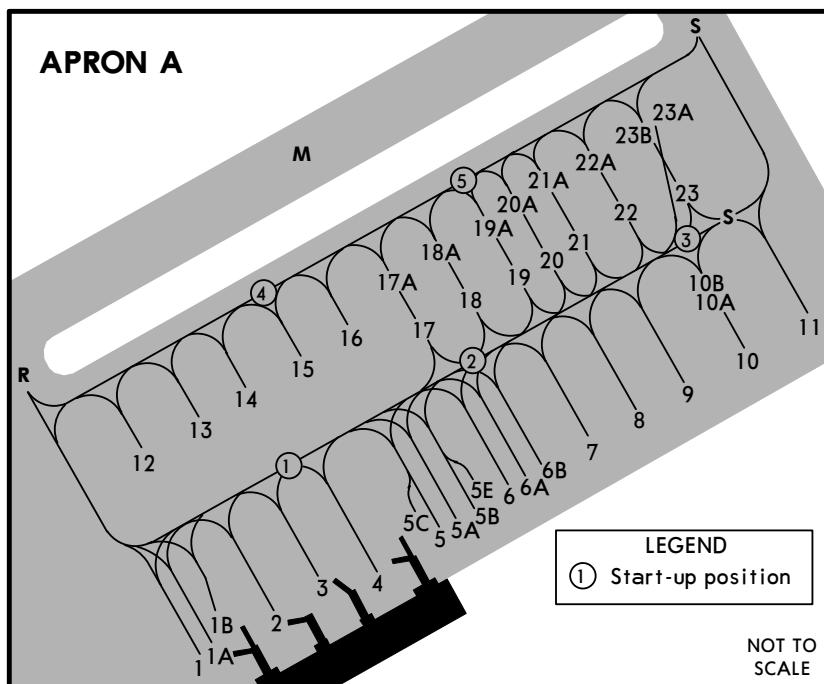
**TAKE-OFF**

**AIR CARRIER (JAA)**

**All Rws**

**LVP must be in force**

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m	250m	400m
C			
D	250m	300m	

**UHHW/VVO****JEPPESEN**  
17 MAR 17 **10-9A** **Eff 30 Mar****VLADIVOSTOK, RUSSIA****KNEVICH I**

Exit stands 1 thru 4, 5 thru 5B and 6 thru 11 by towing.  
 Stands 22 thru 23B are available for de-icing.  
 Air taxiing shall be carried out after Follow-me car only.

### LOW VISIBILITY PROCEDURE (LVP)

Taxiing of ACFT under low visibility conditions shall be carried out after the Follow-me car.  
 Escorting by Follow-me car shall be in the following cases:

- when RVR is less than 550m;
- when it is difficult to determinate taxi guideline on Twy and the apron due to presence of precipitation such as snow, slush, etc.

Escorting of aircraft by a Follow-me car shall be provided:

- for departure from the moment of taxiing out of the stand/start-up area to the runway-holding position on the taxiway;
- after landing: from the moment of vacating ILS critical area on the taxiway to the stand on the apron.

It is PROHIBITED to cross the runway holding position line (ILS critical area) without TWR controller's permission, when the (red) stop bar lights are switched on.

During LVP take-off without stopping at line-up position after taxiing onto runway is prohibited.

### INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 1B	N43 23.8 E132 09.8	17 thru 18A	N43 24.0 E132 10.0
2 thru 4	N43 23.8 E132 09.9	19	N43 24.0 E132 10.1
5 thru 6	N43 23.9 E132 10.0	19A	N43 24.0 E132 10.0
6A thru 8	N43 23.9 E132 10.1	20 thru 22	N43 24.0 E132 10.1
9	N43 23.9 E132 10.2	22A	N43 24.1 E132 10.1
10 thru 10B	N43 24.0 E132 10.2	23 thru 23B	N43 24.1 E132 10.2
11	N43 24.0 E132 10.3	24	N43 23.4 E132 08.4
12, 13	N43 23.9 E132 09.8	25	N43 23.4 E132 08.5
14, 15	N43 23.9 E132 09.9		
16	N43 24.0 E132 09.9		

UHWW/VVO


**JEPPESEN**  
 15 AUG 14  
 Eff 21 Aug

10-9S

**Standard**  
**VLADIVOSTOK, RUSSIA**  
**KNEVICH**

STRAIGHT-IN RWY		A	B	C	D
07R	ILS	233'(200')	233'(200')	233'(200')	233'(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 ❶	470'(437')	470'(437')	470'(437')	470'(437')
		R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB ❷	420'(387')	420'(387')	420'(387')	420'(387')
		R1100m	R1100m	R1100m	R1100m
25L	ALS out	R1500m	R1500m	R1800m	R1800m
	LS NDB ❶❷	460'(427')	460'(427')	460'(427')	460'(427')
		R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	LS NDB ❸	1350'(1317')	1350'(1317')	1350'(1317')	1350'(1317')
		C5000m	C5000m	C5000m	C5000m
	CAT 2 ILS	143'(100')	143'(100')	143'(100')	143'(100')
		RA115'R300m	RA115'R300m	RA115'R300m	RA115'R300m
	ILS	243'(200')	243'(200')	243'(200')	243'(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 ❶	450'(407')	450'(407')	450'(407')	450'(407')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	NDB ❶❷	1810'(1767')	1810'(1767')	1810'(1767')	1810'(1767')
		C5000m	C5000m	C5000m	C5000m
	NDB ❸	2280'(2237')	2280'(2237')	2280'(2237')	2280'(2237')
		C5000m	C5000m	C5000m	C5000m

❶ Continuous Descent Final Approach.

❷ with FAF.

❸ w/o FAF.



UHWW/VVO

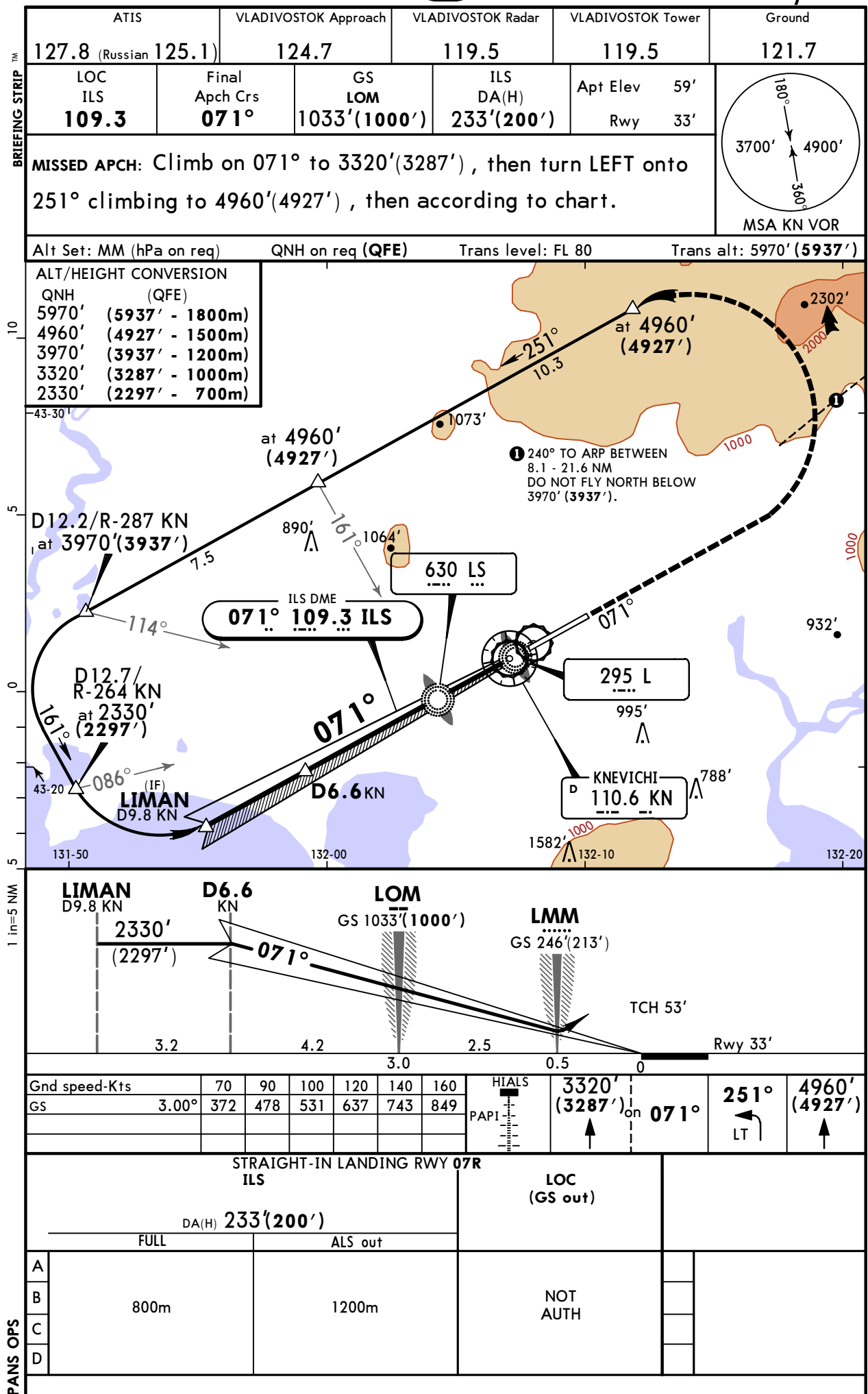

**Standard**  
**VLADIVOSTOK, RUSSIA**  
**KNEVICH**
**TAKE-OFF RWY 07R, 25L**

	LVP must be in force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		

**UHHW/VVO**  
**KNEVICH**

**JEPPesen**  
15 APR 16 **11-1** Eff 28 Apr

**VLADIVOSTOK, RUSSIA**  
**ILS Rwy 07R**



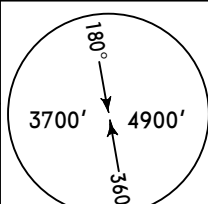
**UHHW/VVO**  
**KNEVICH**

15 APR 16

11-2

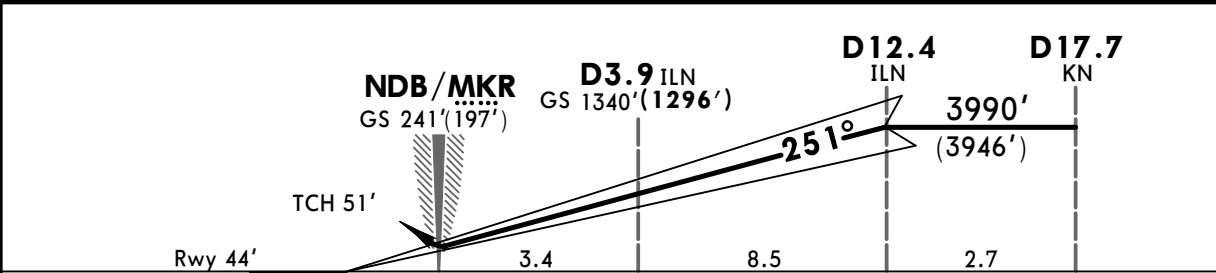
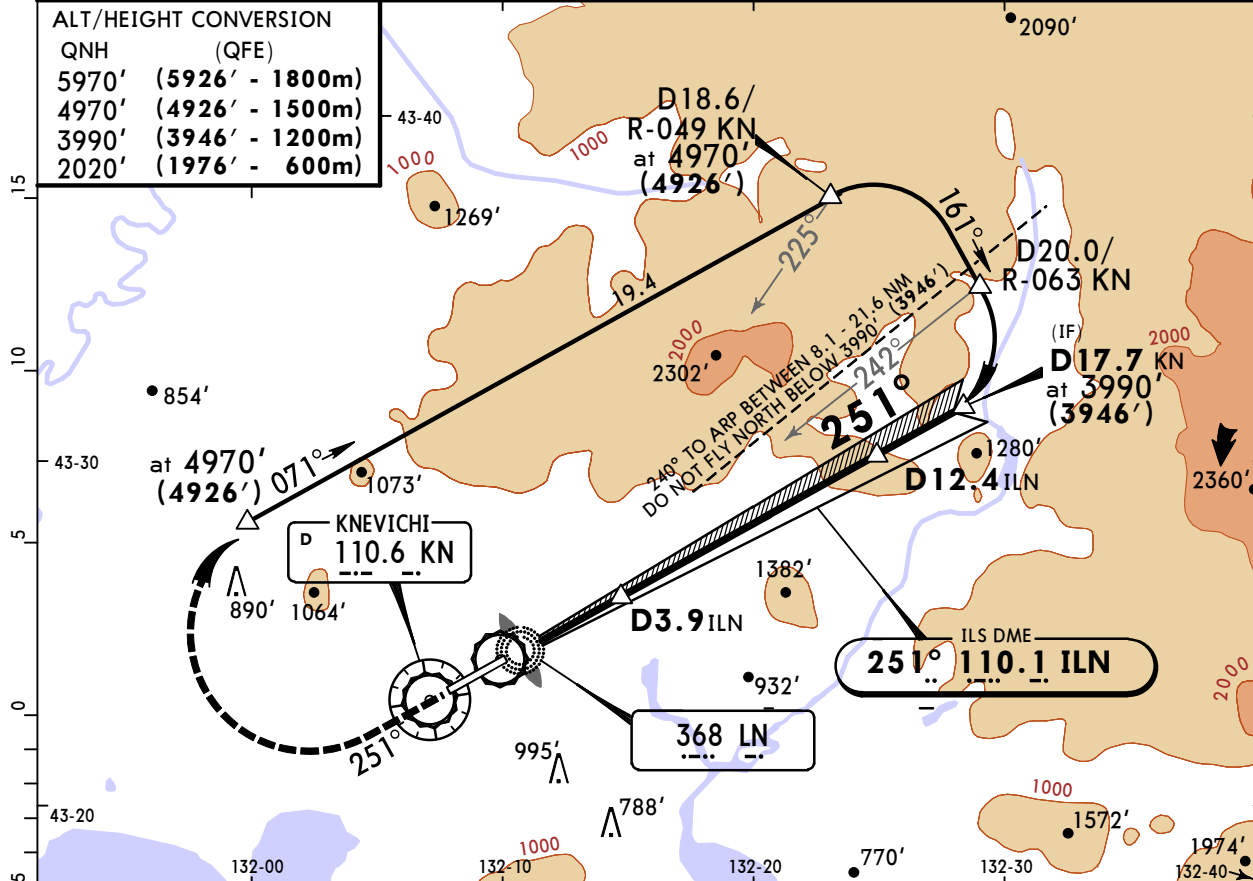
Eff 28 Apr

**VLADIVOSTOK, RUSSIA**  
**ILS DME Rwy 25L**

ATIS		VLADIVOSTOK Approach		VLADIVOSTOK Radar	VLADIVOSTOK Tower	Ground
127.8 (Russian 125.1)		124.7		119.5	119.5	121.7
LOC ILN	Final Apch Crs	GS	ILS	Apt Elev		
110.1	251°	D3.9 ILN 1340'(1296')	DA(H) 244'(200')	59' Rwy 44'		
<b>MISSED APCH:</b> Climb on 251° to 2020'(1976'), then turn RIGHT onto 071° climbing to 4970'(4926'), then according to chart.						MSA KN VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 80 Trans alt: 5970' (5926')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5970'	(5926' - 1800m)
4970'	(4926' - 1500m)
3990'	(3946' - 1200m)
2020'	(1976' - 600m)



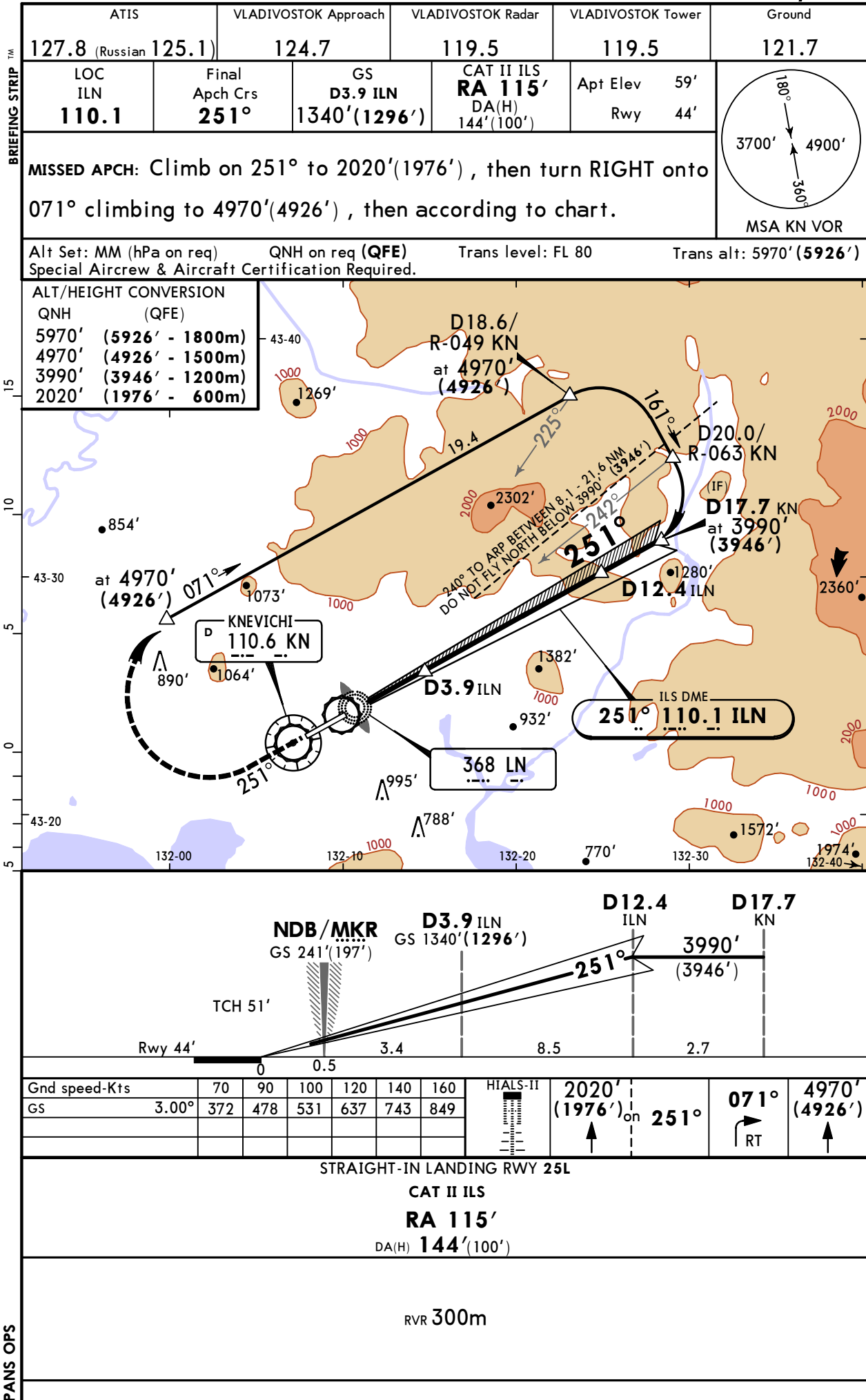
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		2020' (1976') on 251°	071° RT	4970' (4926')
GS	3.00°	372	478	531	637	743	849	PAPI	↑	↑	↑

STRAIGHT-IN LANDING RWY 25L			
ILS		LOC (GS out)	
DA(H) 244' (200')			
FULL	ALS out		
A			
B			
C	800m	1200m	NOT AUTHORIZED
D			

**UHHW/VVO**  
**KNEVICH**

**JEPPesen**  
15 APR 16  
Eff 28 Apr (11-2A)

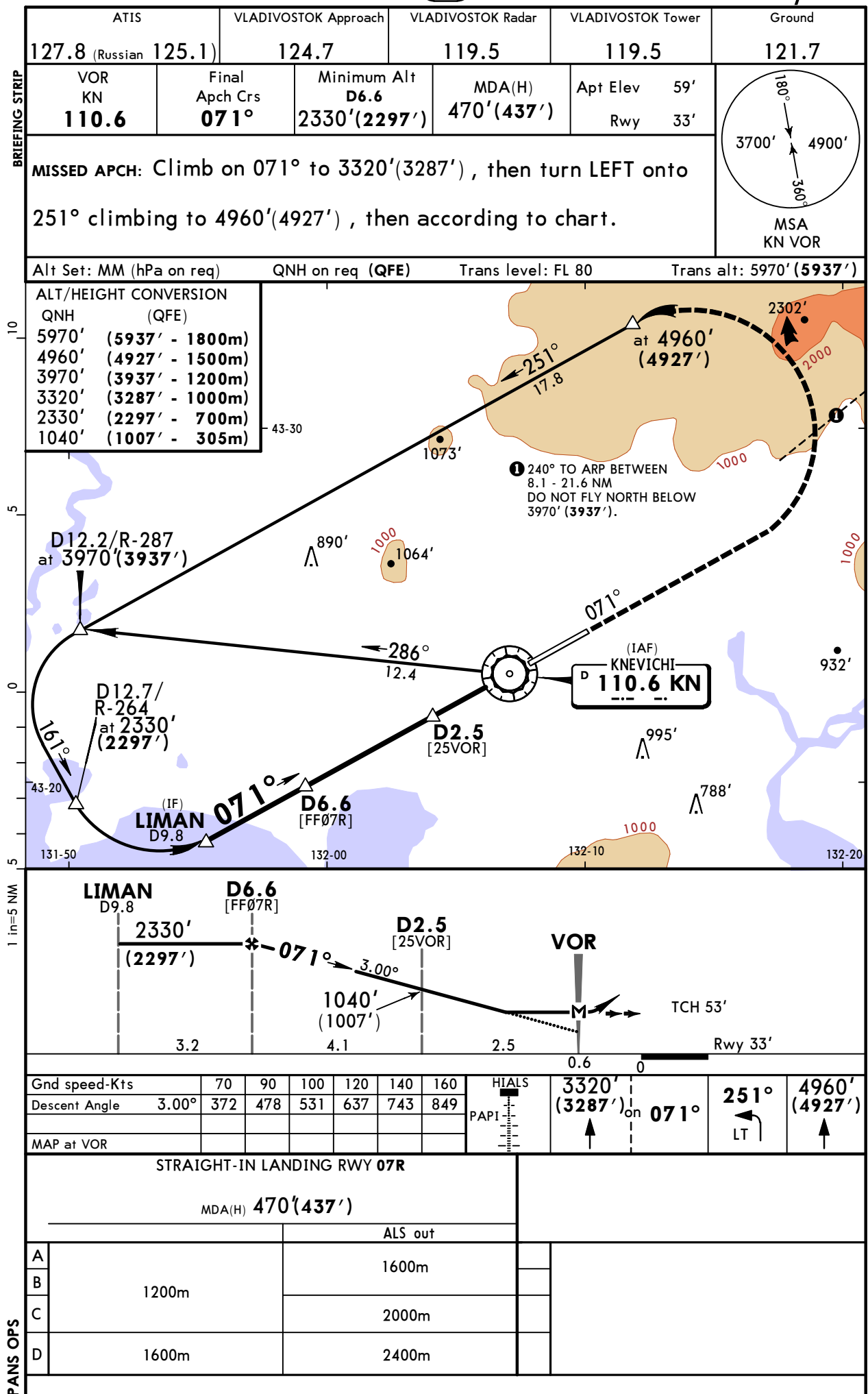
**VLADIVOSTOK, RUSSIA**  
**CAT II ILS DME Rwy 25L**



**UHHW/VVO**  
**KNEVICH**

**JEPPesen**  
15 APR 16 **(13-1)** Eff 28 Apr

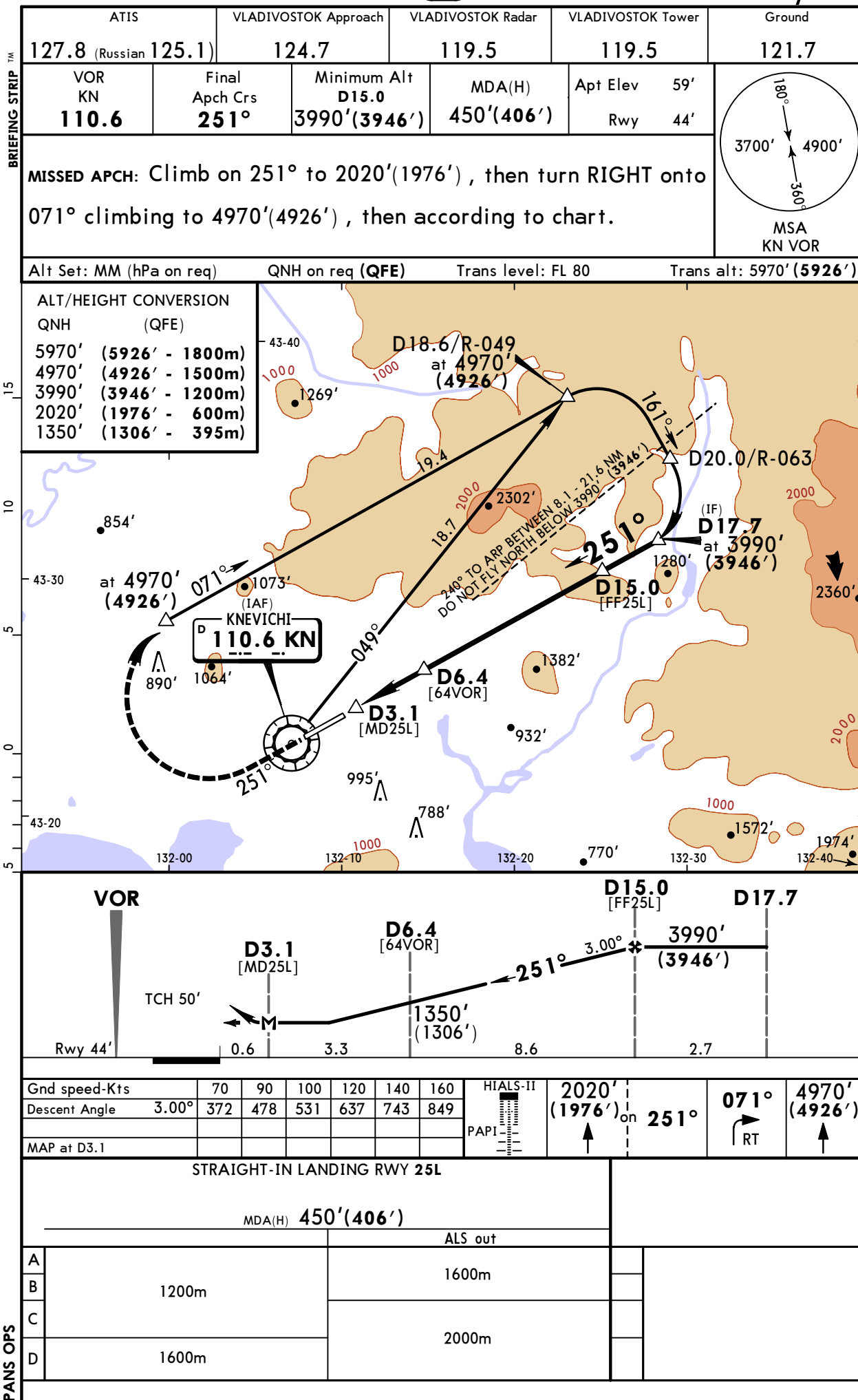
**VLADIVOSTOK, RUSSIA**  
**VOR DME Rwy 07R**



**UHHW/VVO**  
**KNEVICH**

**JEPPesen**  
15 APR 16 **(13-2)** Eff 28 Apr

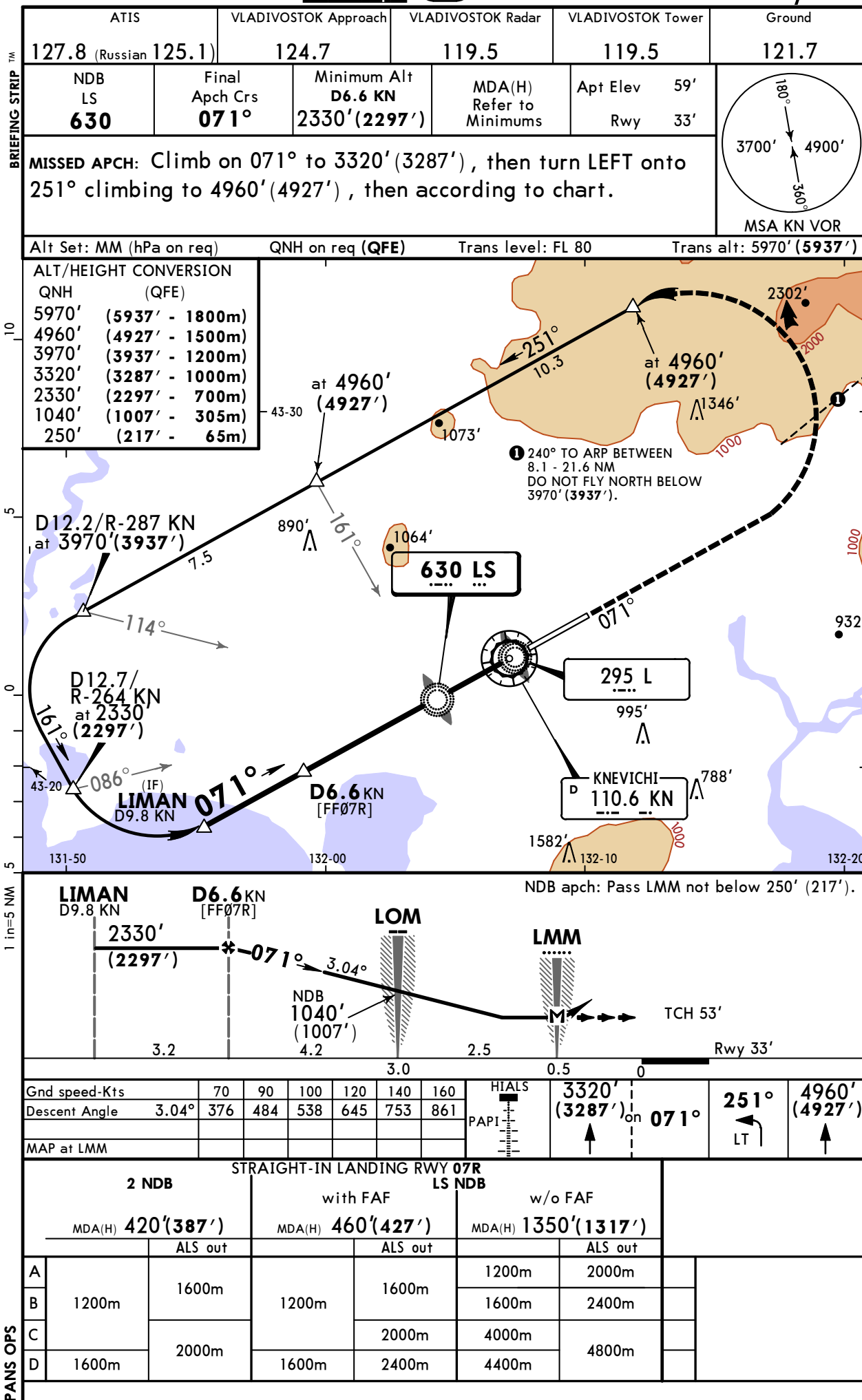
**VLADIVOSTOK, RUSSIA**  
**VOR DME Rwy 25L**



**UHHW/VVO**  
**KNEVICH**

**JEPPesen**  
15 APR 16  
Eff 28 Apr **(16-1)**

**VLADIVOSTOK, RUSSIA**  
**2 NDB or NDB Rwy 07R**

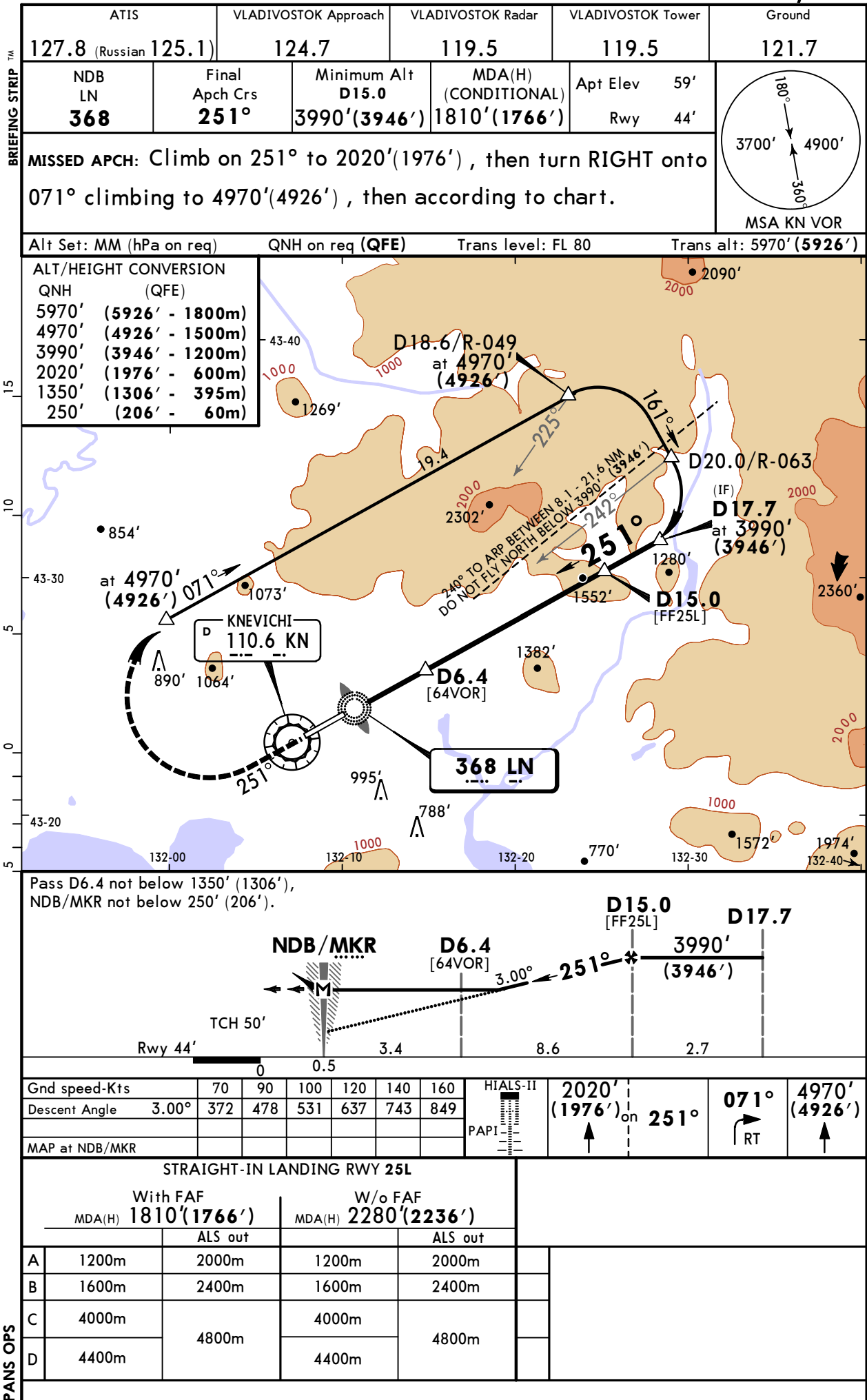




**UHHW/VVO**  
**KNEVICH**

**JEPPesen**  
15 APR 16 **16-2** Eff 28 Apr

**VLADIVOSTOK, RUSSIA**  
**NDB Rwy 25L**





**UHPP/PKC**  
**YELIZOVO**

17 MAR 17

**JEPPESEN**

10-1P

Eff 30 Mar

**PETROPAVLOVSK-KAMCHATSKY, RUSSIA****AIRPORT BRIEFING**

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## 1. GENERAL

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### 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.

During LVP in force, it is prohibited not to take-off from the RWY beginning, and take-off without stop at the line-up position.

The responsibility for the assignment of taxi routes on the manoeuvring area shall be rested on Tower controller.

#### 1.3.2. ARRIVAL

After landing, the flight crew must report to "Petropavlovsk-Start" controller about RWY vacation. The ILS-critical area is considered vacant after the report of the flight crew about vacation of TWY B, TWY L.

After landing, arriving ACFT shall be met by the "Follow-me" vehicle on TWY B, TWY L. The flight crew shall report about the presence of the "Follow-me" vehicle in front of the ACFT: "Petropavlovsk-Start, Aurora 5684, on "Bravo", the "Follow-me" vehicle is in front of us".

The flight crew shall report to Tower controller about ACFT arrival to the stand: "Aurora 5684, on stand 3".

#### 1.3.3. DEPARTURE

Flight crews must request start-up clearance indicating stand number.

ACFT taxiing from the stand to the line of RWY holding position shall be executed exceptionally after the "Follow-me" vehicle.

### 1.4. TAXI PROCEDURES

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

TWY A, J, H, G and F are not available for CIV ACFT.

For Index 1 thru 3 ACFT, TWY D is available only for taxiing out onto RWY 16R. TWY M and L are available only for Index 1 thru 3 ACFT with wingspan up to 105'/32m.

180° turn is permitted for all ACFT types on RWY 16R/34L turn pads.

### 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 stand 1 (for ACFT facing south-west), and 4 thru 8 by towing.

Stand 9 and 11 thru 14 available by helicopters.

Enter stands 24 thru 26 and 27 thru 29 by towing.

Enter and exit stands 30 and 31 by towing only.

Stand 23 is closed.

### 1.6. OTHER INFORMATION

Segments for ACFT treatment with water on taxi routes are located between stands 14 and 22, and between stands 22 and 29.

Birds.

UHPP/PKC

**JEPPESEN**

YELIZOVO

17 MAR 17

10-1P1

Eff 30 Mar

PETROPAVLOVSK-KAMCHATSKY, RUSSIA

**AIRPORT BRIEFING**

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## 2. ARRIVAL

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### 2.1. CAT II OPERATIONS

RWY 34L approved for CAT II operations. Special aircrew and ACFT certification required.

**UHPP/PKC**

**YELIZOVO** 24 FEB 17

**JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

**(10-1R)**

**RADAR MINIMUM ALTITUDES**

Apt Elev  
**128'**

Alt Set: MM (HPa on request)

QNH on request (QFE)

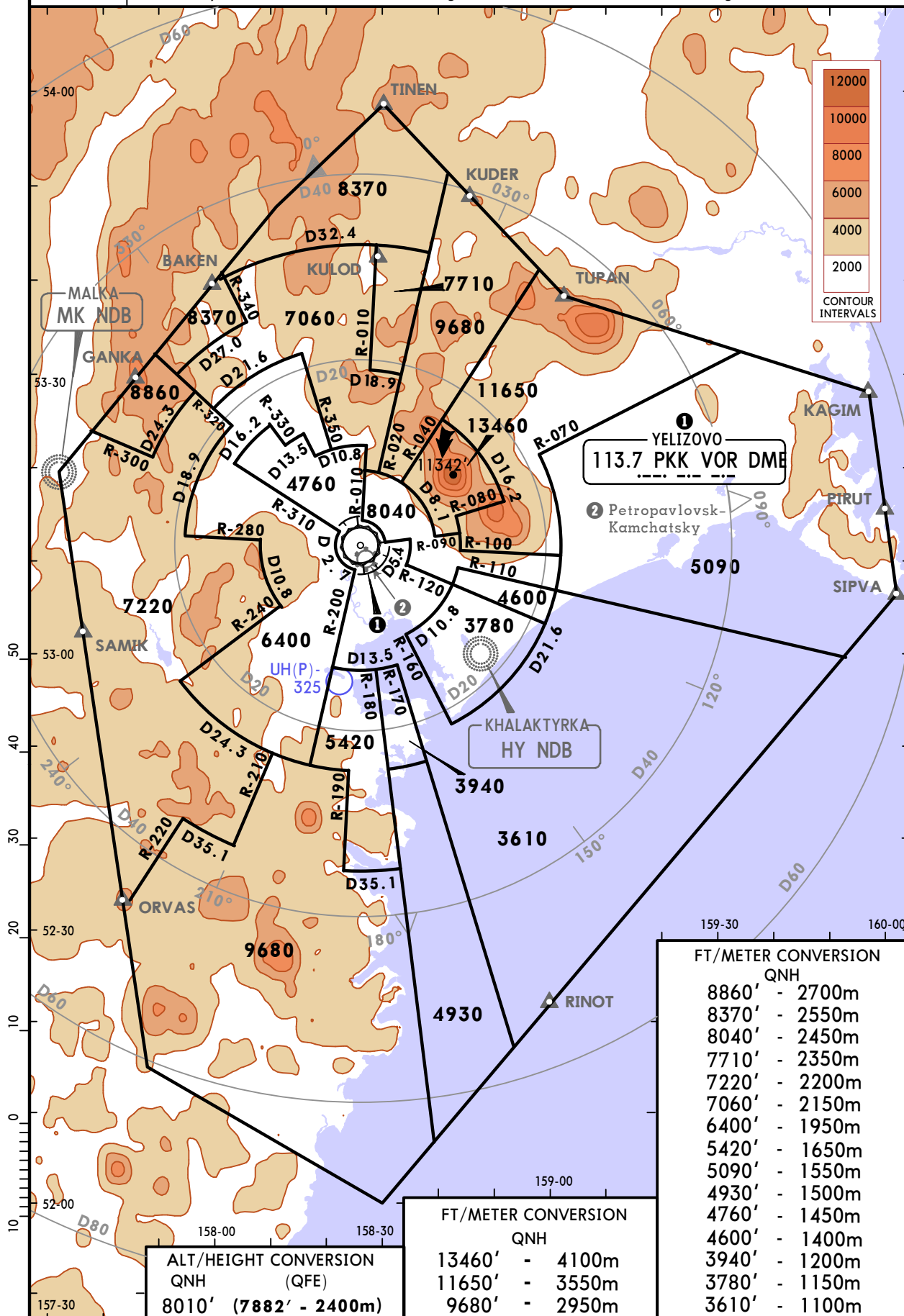
Trans level: FL90

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'**)

Chart only to be used for cross-checking of altitudes while under vectoring.



**UHPP/PKC**  
**YELIZOVO**

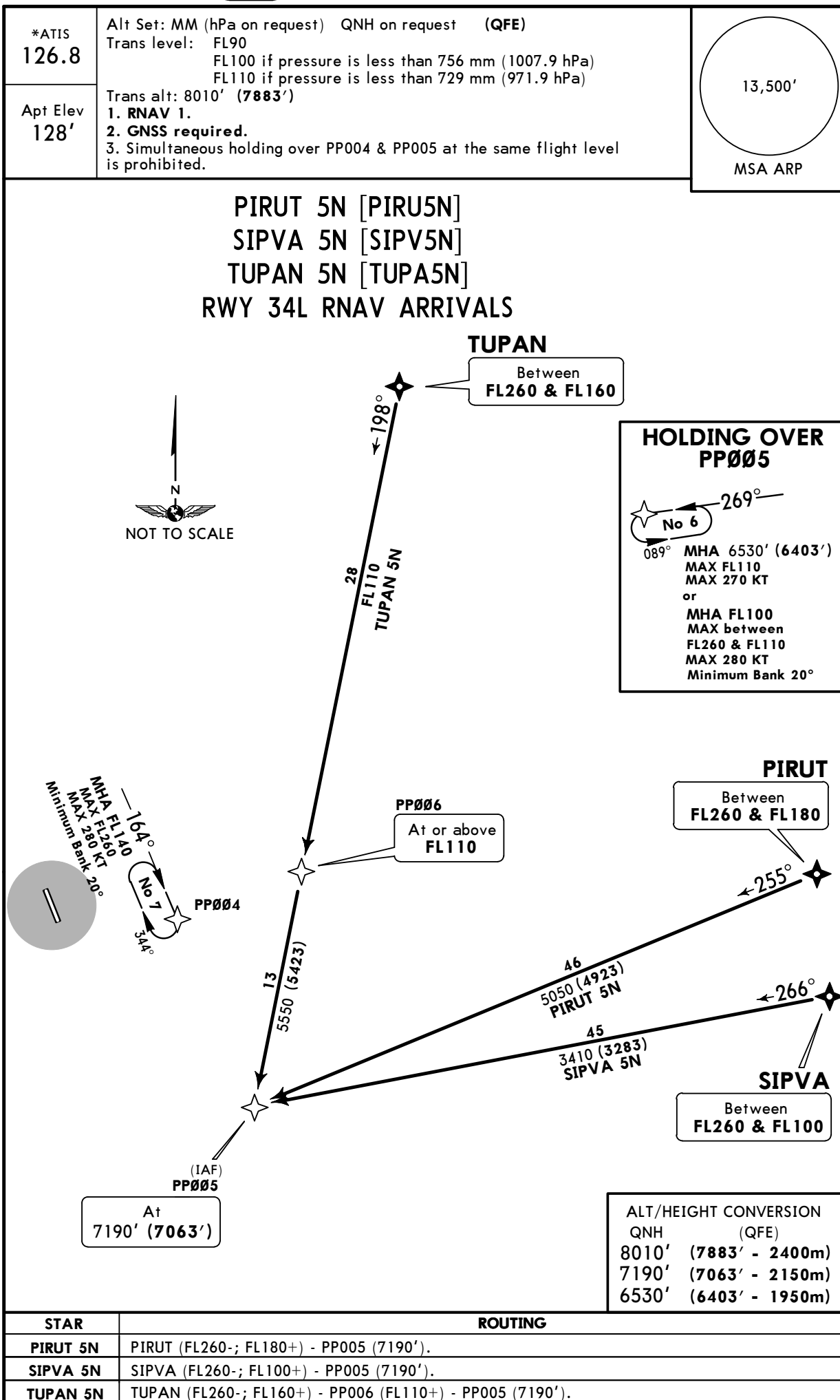
27 JAN 17

10-2

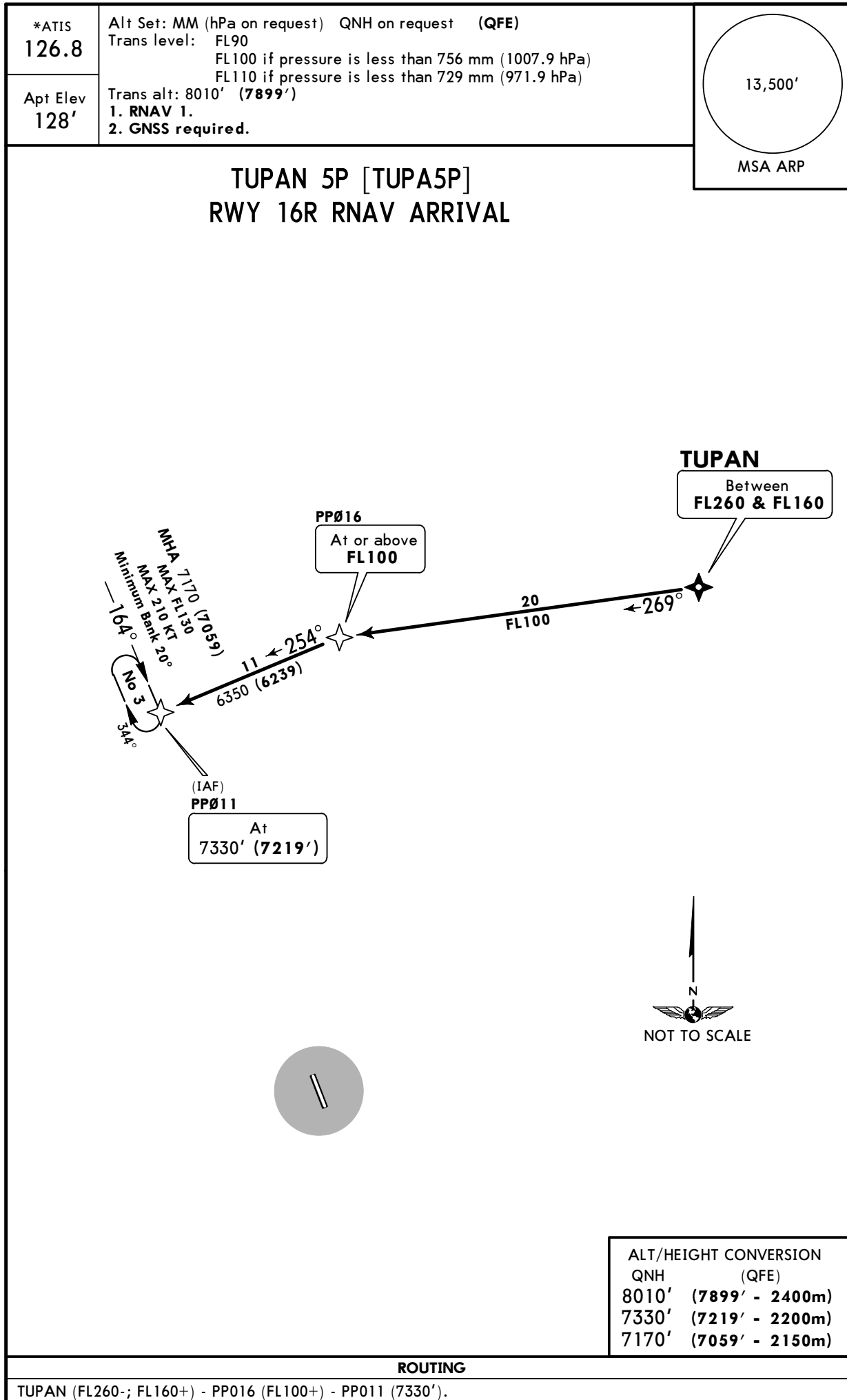
Eff 2 Feb

**JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

**RNAV STAR**



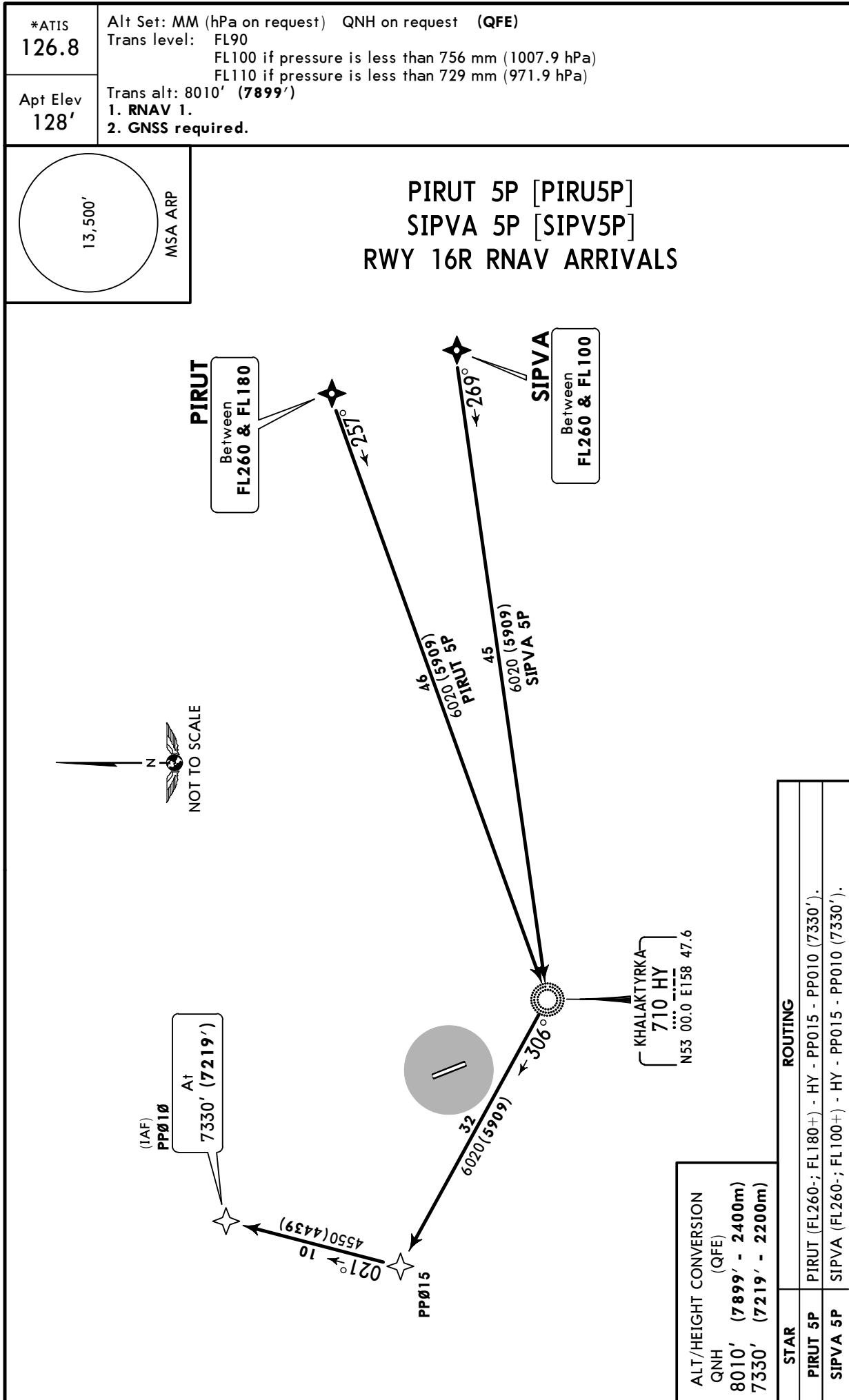
**UHPP/PKC** **JEPPESSEN** **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**YELIZOVO** 27 JAN 17 **(10-2A)** **Eff 2 Feb** **RNAV STAR**



**UHPP/PKC**  
**YELIZOVO**

**JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
27 JAN 17 **(10-2B)** Eff 2 Feb

**RNAV STAR**



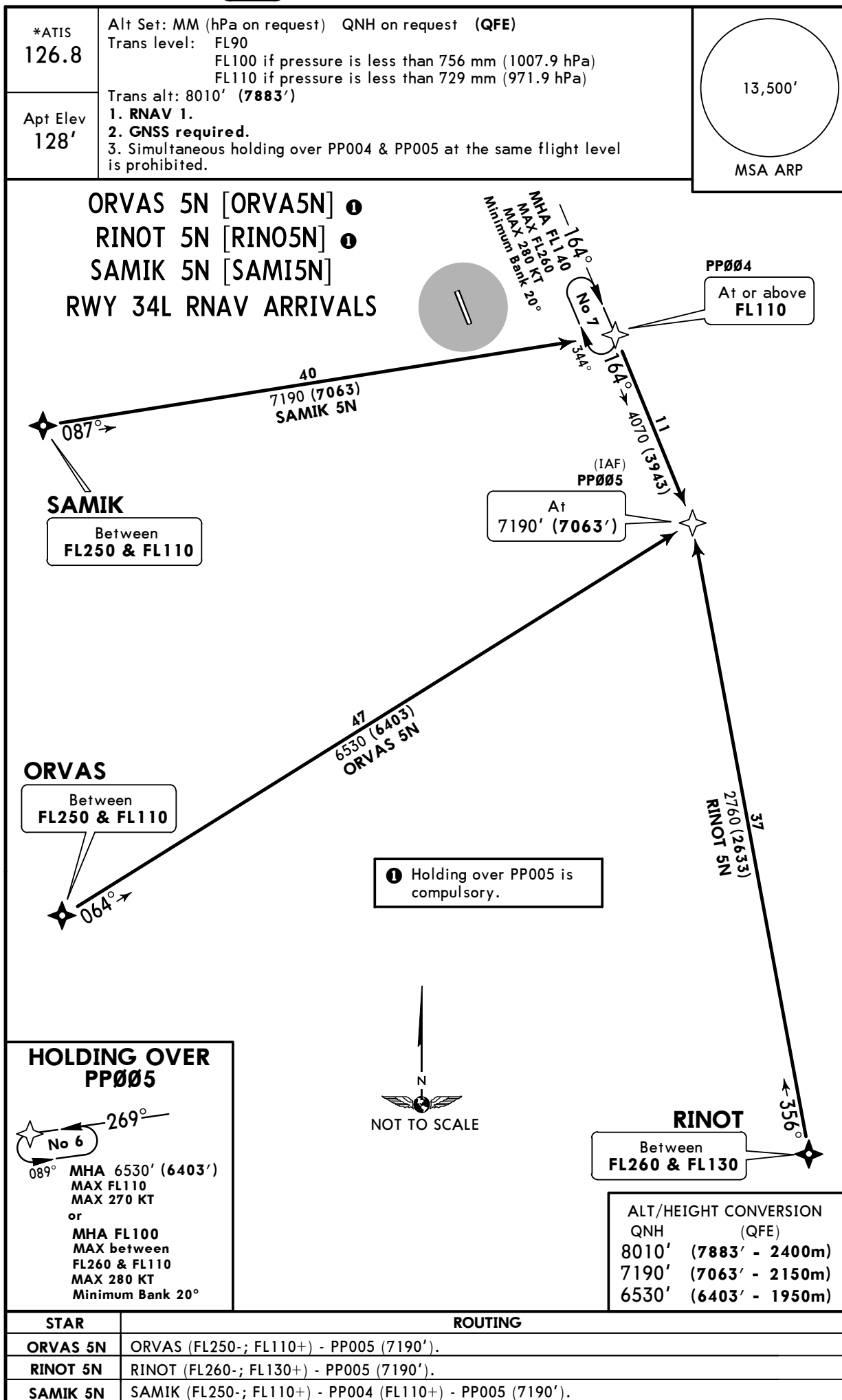
**UHPP/PKC**  
**YELIZOVO**

27 JAN 17

**(10-2C)** Eff 2 Feb

**JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

**RNAV STAR**



**UHPP/PKC**  
**YELIZOVO**

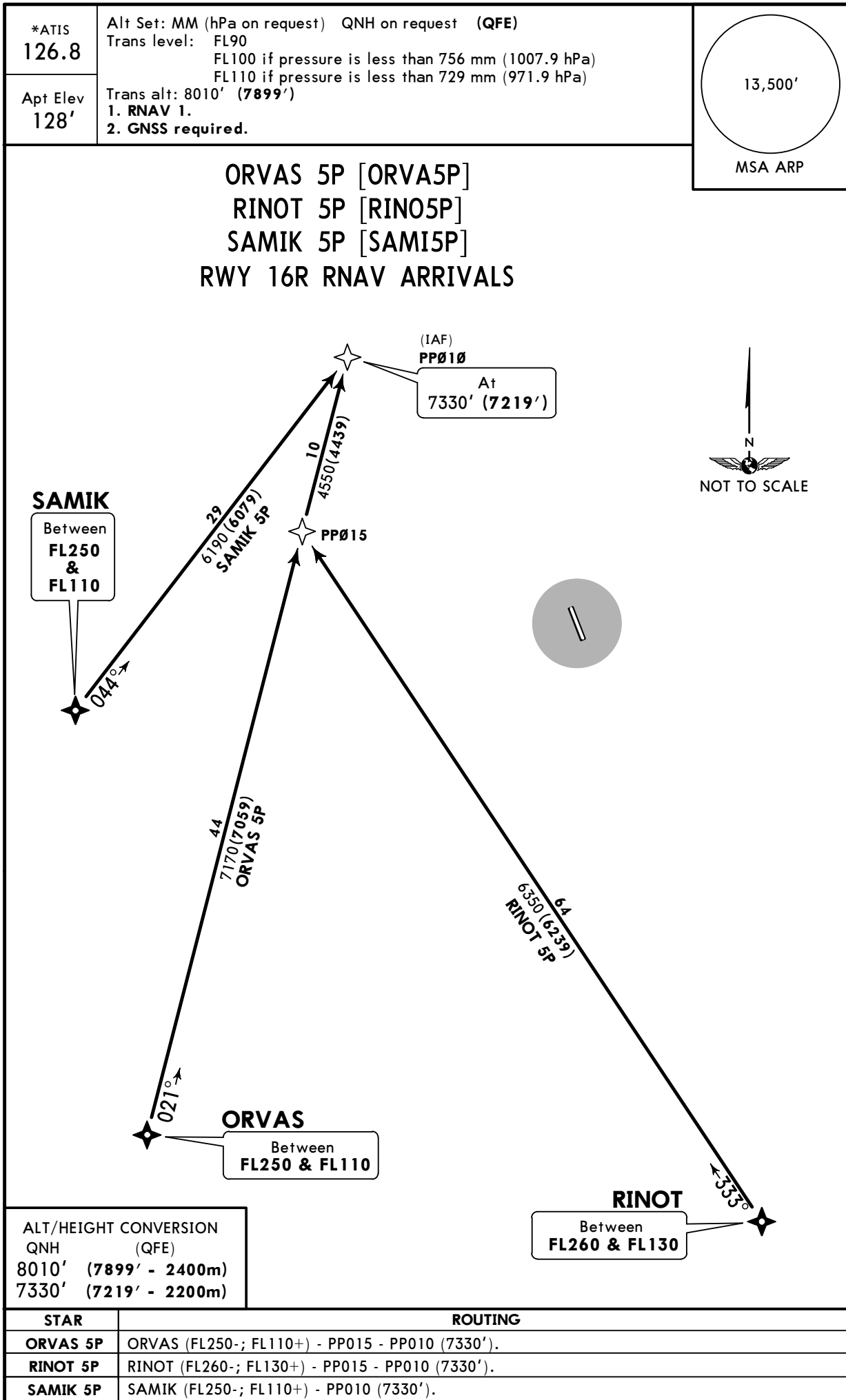
27 JAN 17

**(10-2D)**

**Eff 2 Feb**

**JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

**RNAV STAR**

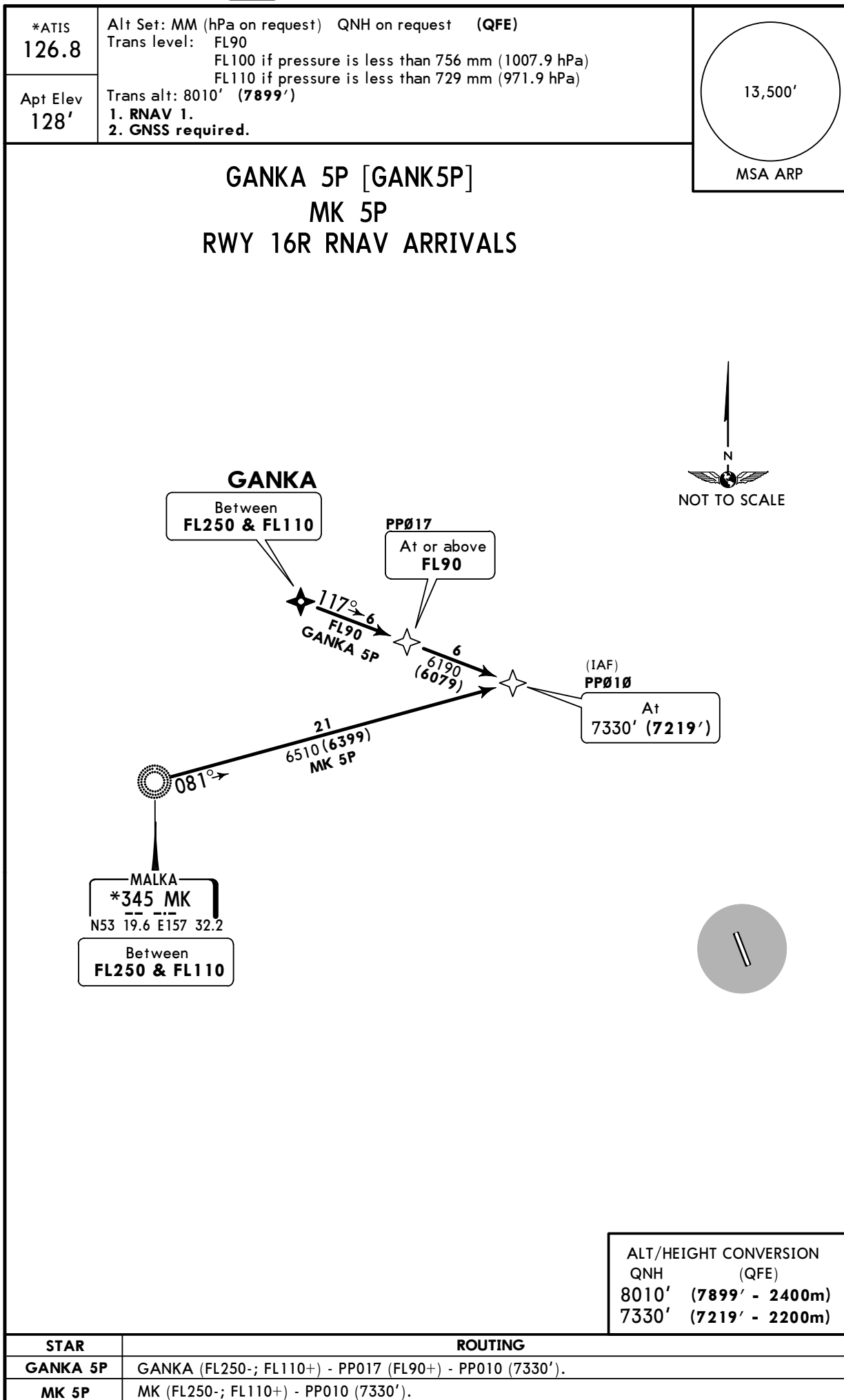






# UHPP/PKC **JEPPesen** PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 27 JAN 17 **10-2F** Eff 2 Feb **RNAV STAR**

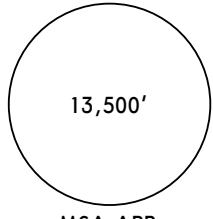


**UHPP/PKC**  
**YELIZOVO**

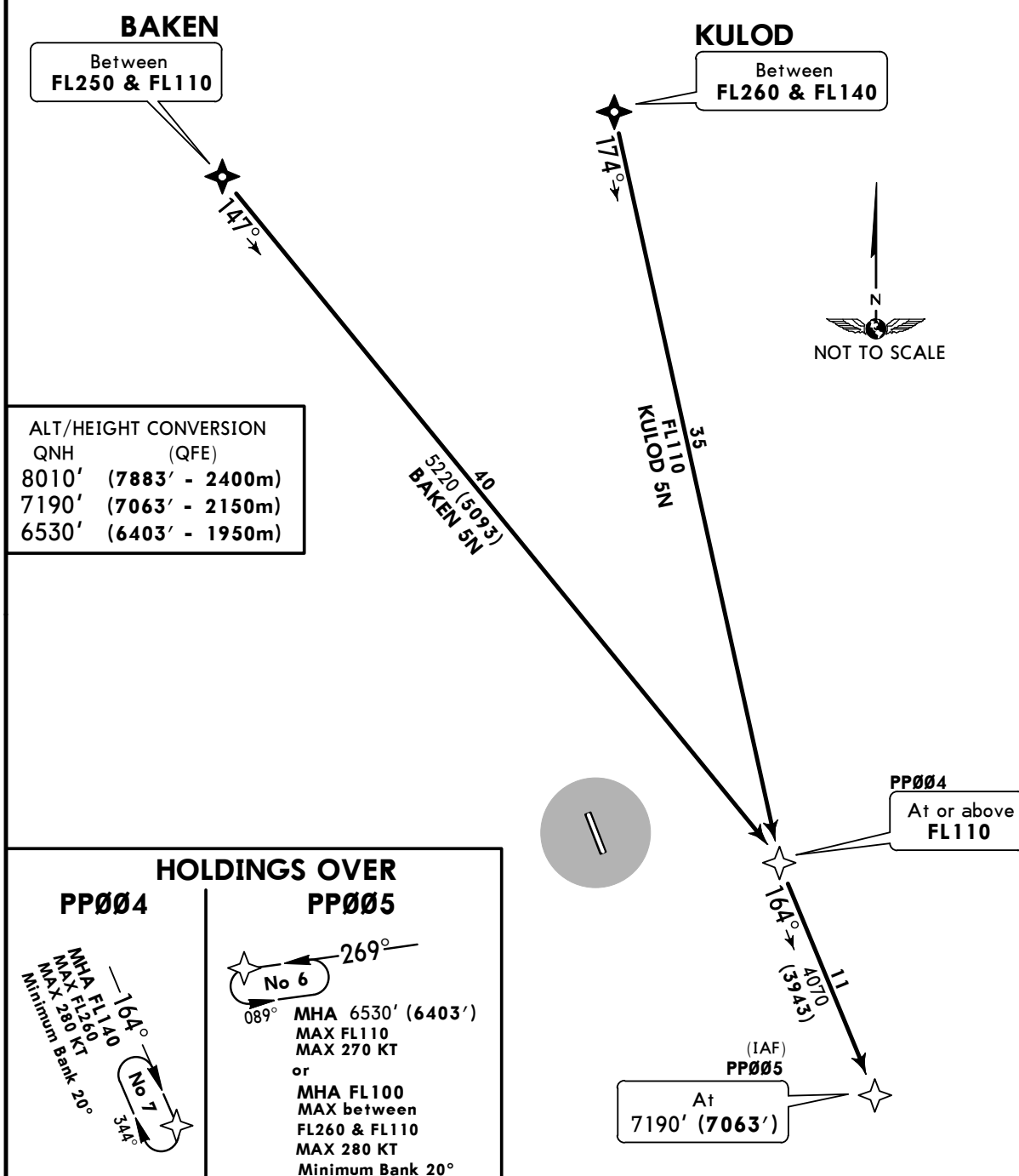
**JEPPESSEN**  
27 JAN 17 **(10-2G)** **Eff 2 Feb**

**PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

**RNAV STAR**

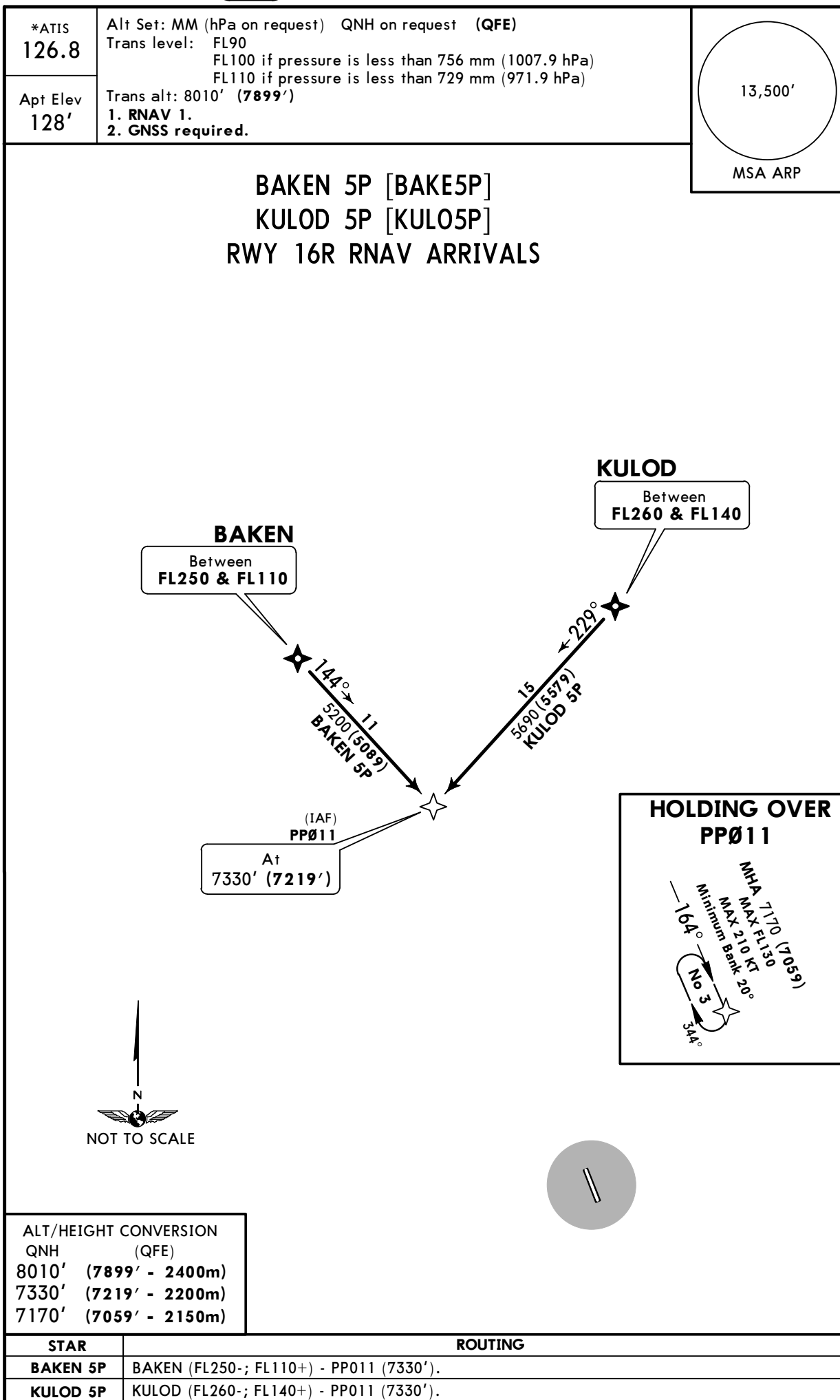
*ATIS <b>126.8</b>	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa) Trans alt: 8010' (7883')	 13,500' MSA ARP
Apt Elev <b>128'</b>	1. RNAV 1. 2. GNSS required. 3. Simultaneous holding over PP004 & PP005 at the same flight level is prohibited.	

**BAKEN 5N [BAKE5N]  
KULOD 5N [KULO5N]  
RWY 34L RNAV ARRIVALS**

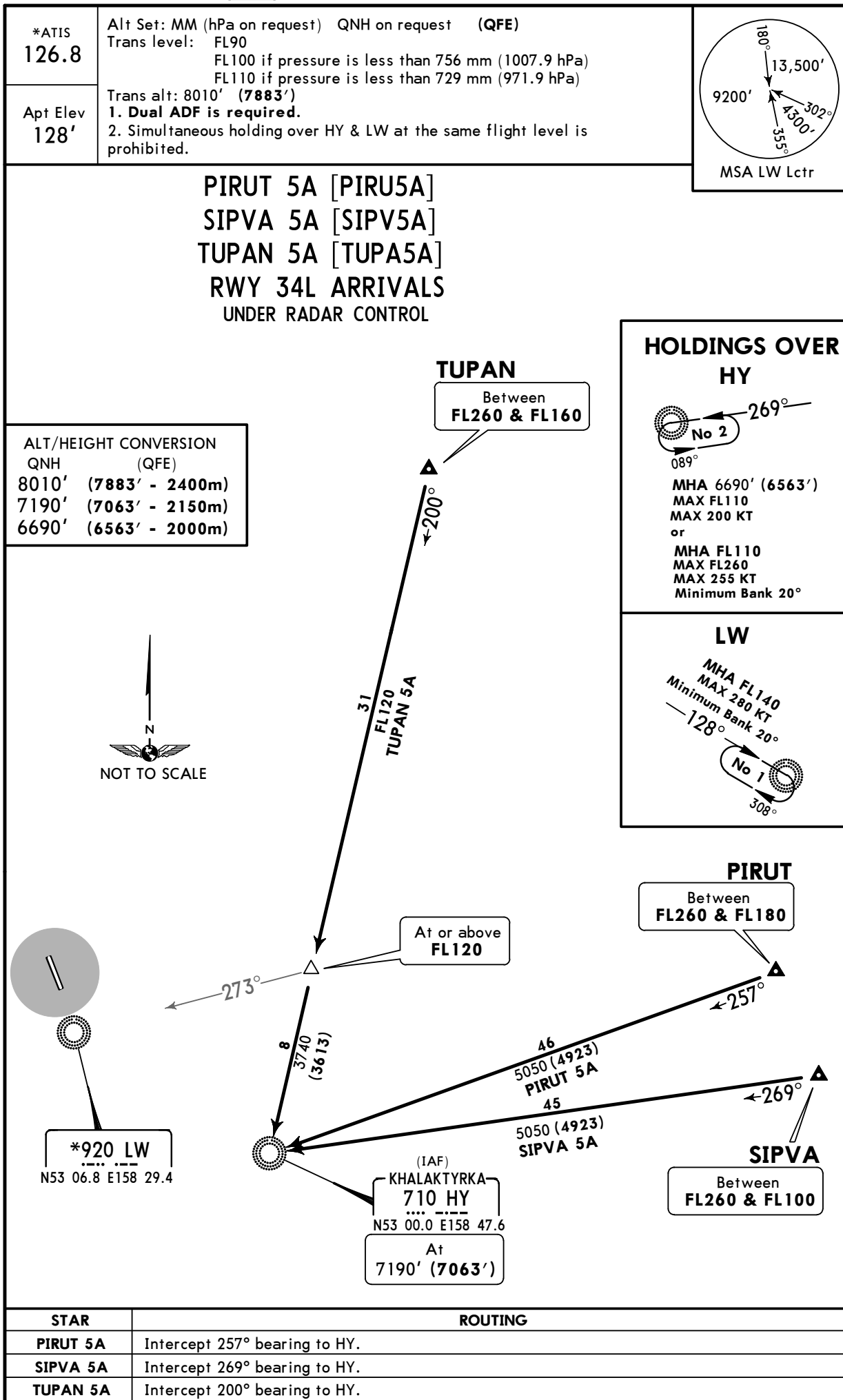


STAR	ROUTING
<b>BAKEN 5N</b>	BAKEN (FL250-; FL110+) - PP004 (FL110+) - PP005 (7190').
<b>KULOD 5N</b>	KULOD (FL260-; FL140+) - PP004 (FL110+) - PP005 (7190').

**UHPP/PKC** **JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**YELIZOVO** 27 JAN 17 (10-2H) Eff 2 Feb **RNAV STAR**



# UHPP/PKC **JEPPESSEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 27 JAN 17 (10-2J) Eff 2 Feb **STAR**



**UHPP/PKC**  
**YELIZOVO**

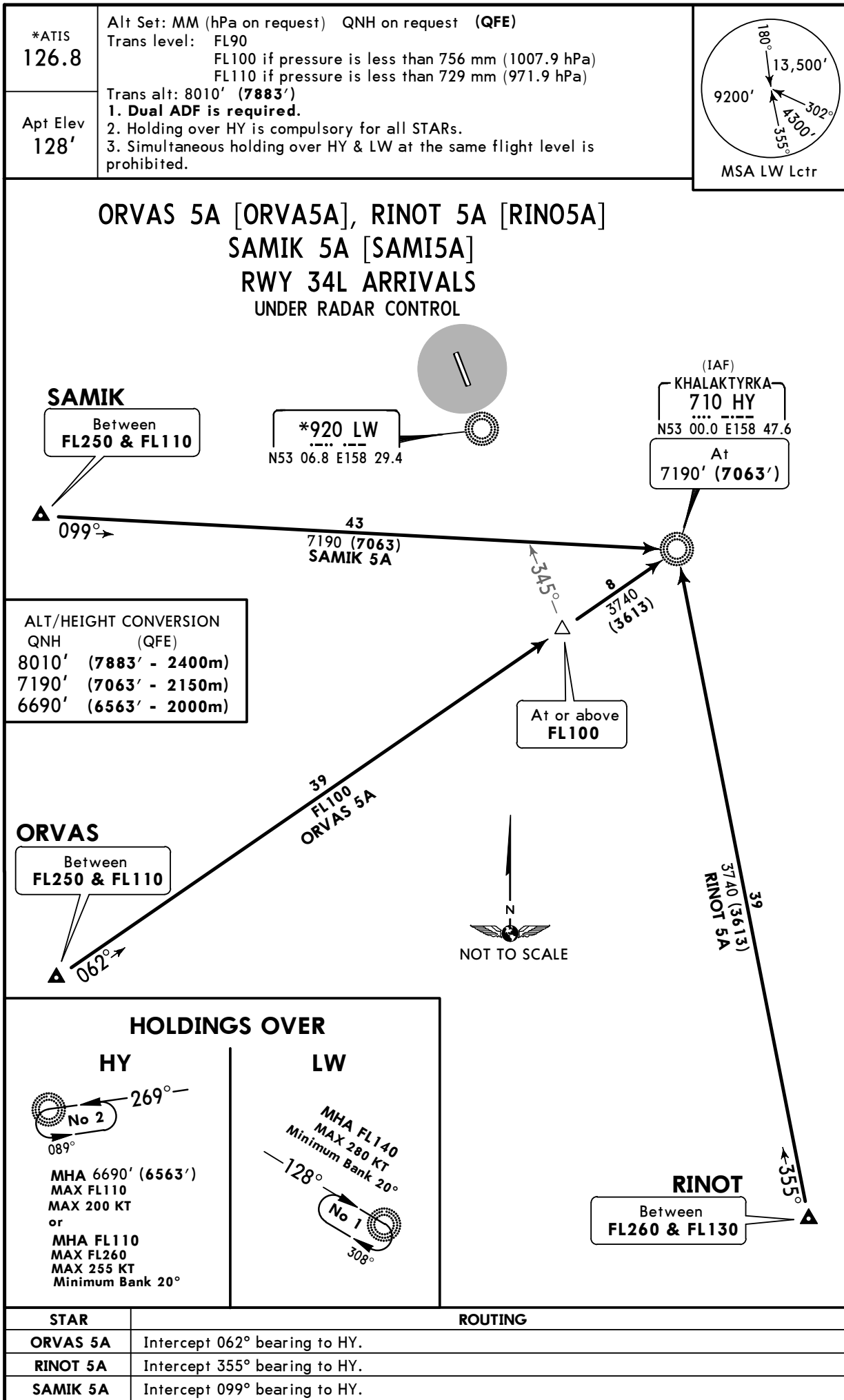
17 MAR 17

(10-2K)

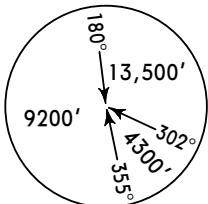
Eff 30 Mar

**JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

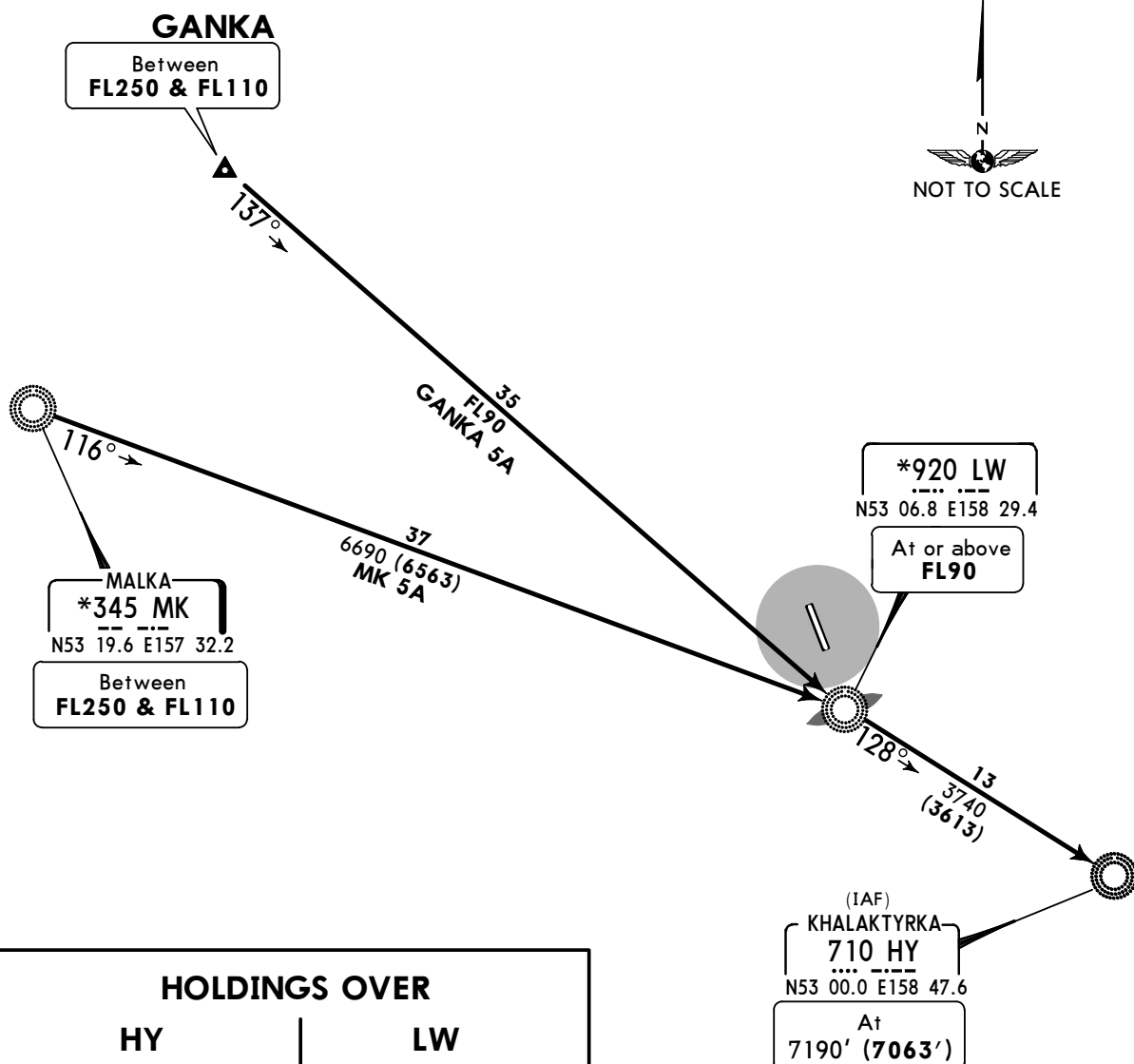
**STAR**

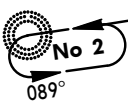
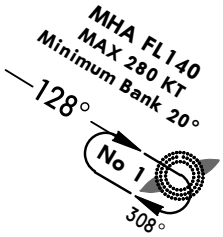


**UHPP/PKC** **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**YELIZOVO** 17 MAR 17 **(10-2L)** **Eff 30 Mar** **STAR**

*ATIS <b>126.8</b>	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' ( <b>7883'</b> )	 MSA LW Lctr
Apt Elev <b>128'</b>	<b>1. Dual ADF is required.</b> <b>2. Holding over HY is compulsory for all STARs.</b> <b>3. Simultaneous holding over HY &amp; LW at the same flight level is prohibited.</b>	

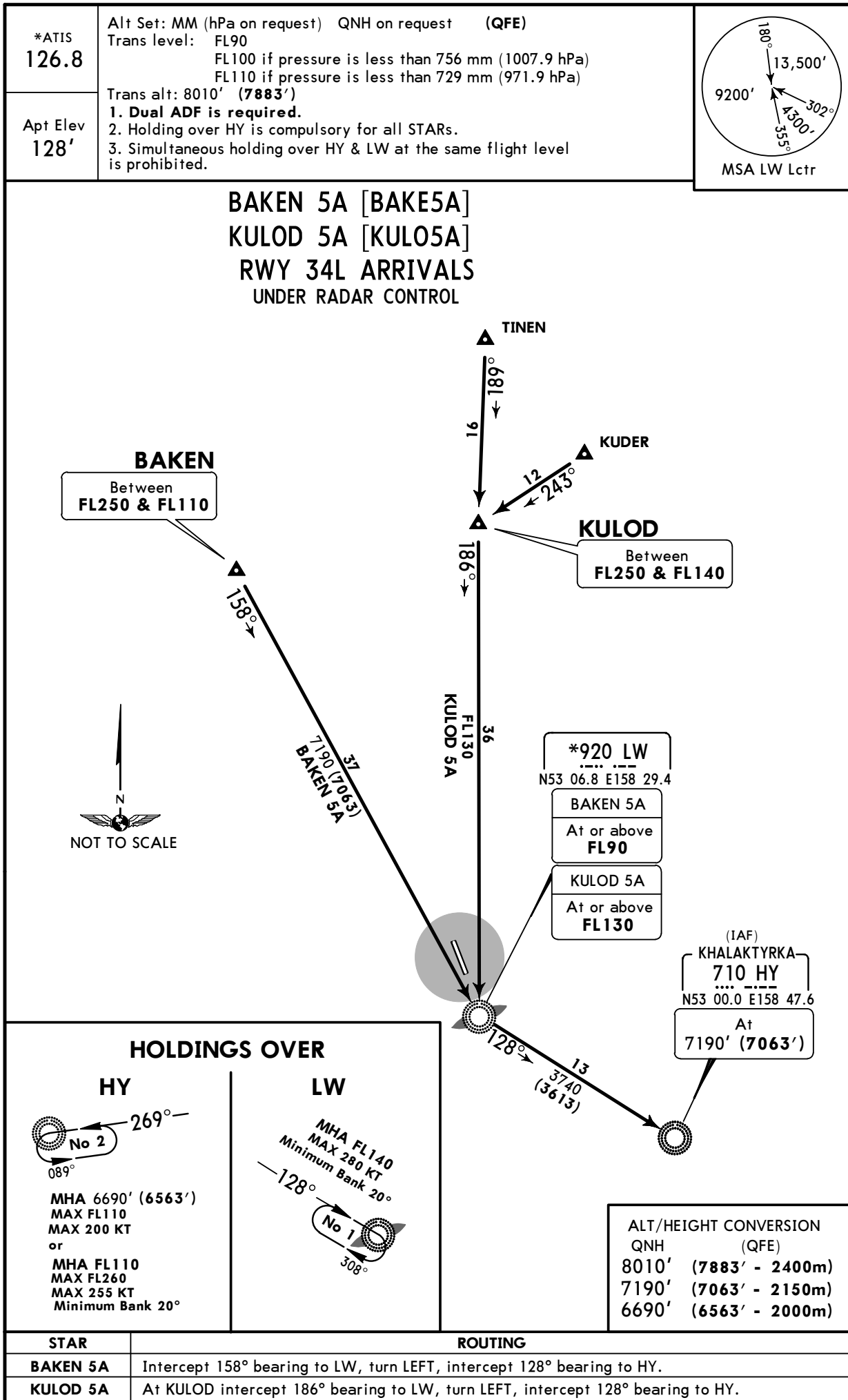
**GANKA 5A [GANK5A]**  
**MK 5A**  
**RWY 34L ARRIVALS**  
**UNDER RADAR CONTROL**



HOLDINGS OVER	
HY	LW
 MHA 6690' (6563') MAX FL110 MAX 200 KT or MHA FL110 MAX FL260 MAX 255 KT Minimum Bank 20°	 MHA FL140 MAX 280 KT Minimum Bank 20°
ROUTING	
<b>GANKA 5A</b>	Intercept 137° bearing to LW, turn LEFT, intercept 128° bearing to HY.
<b>MK 5A</b>	Intercept 116° bearing to LW, turn RIGHT, intercept 128° bearing to HY.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7883' - 2400m)
7190'	(7063' - 2150m)
6690'	(6563' - 2000m)

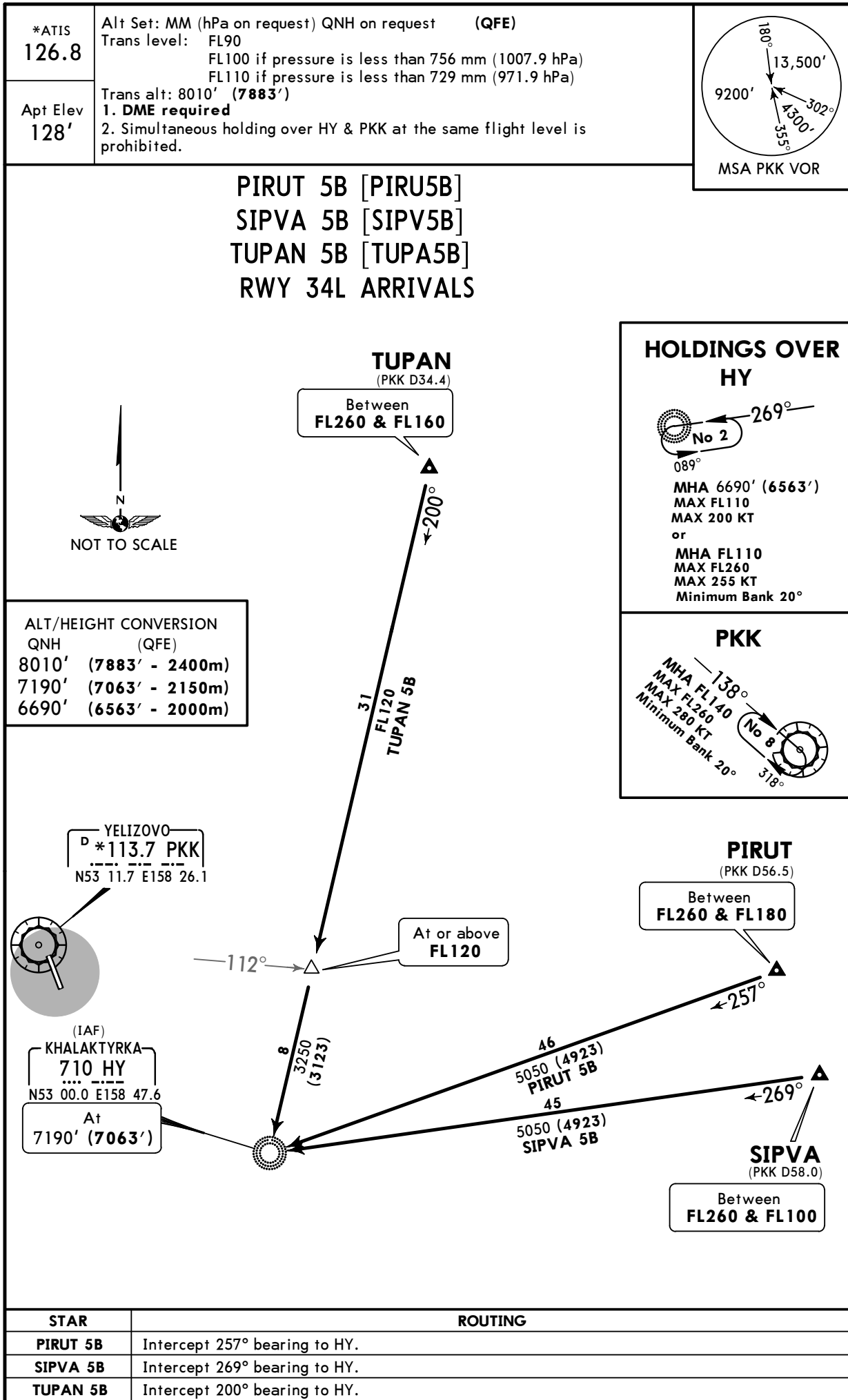
**UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**YELIZOVO 27 JAN 17 (10-2M) Eff 2 Feb** **STAR**



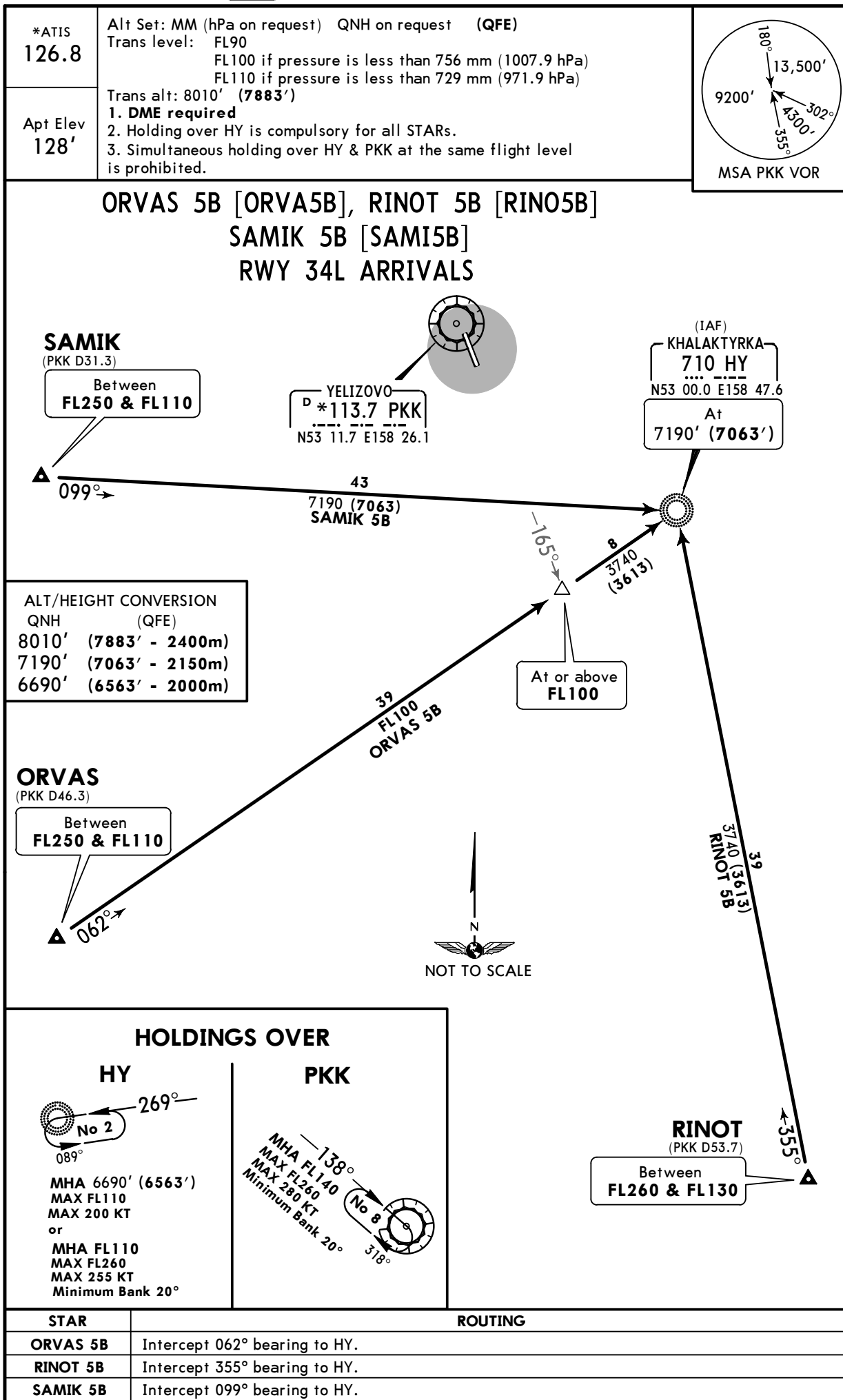


# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 27 JAN 17 (10-2N) Eff 2 Feb **STAR**

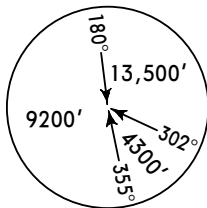


# UHPP/PKC **JEPPESSEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 27 JAN 17 (10-2P) Eff 2 Feb **STAR**

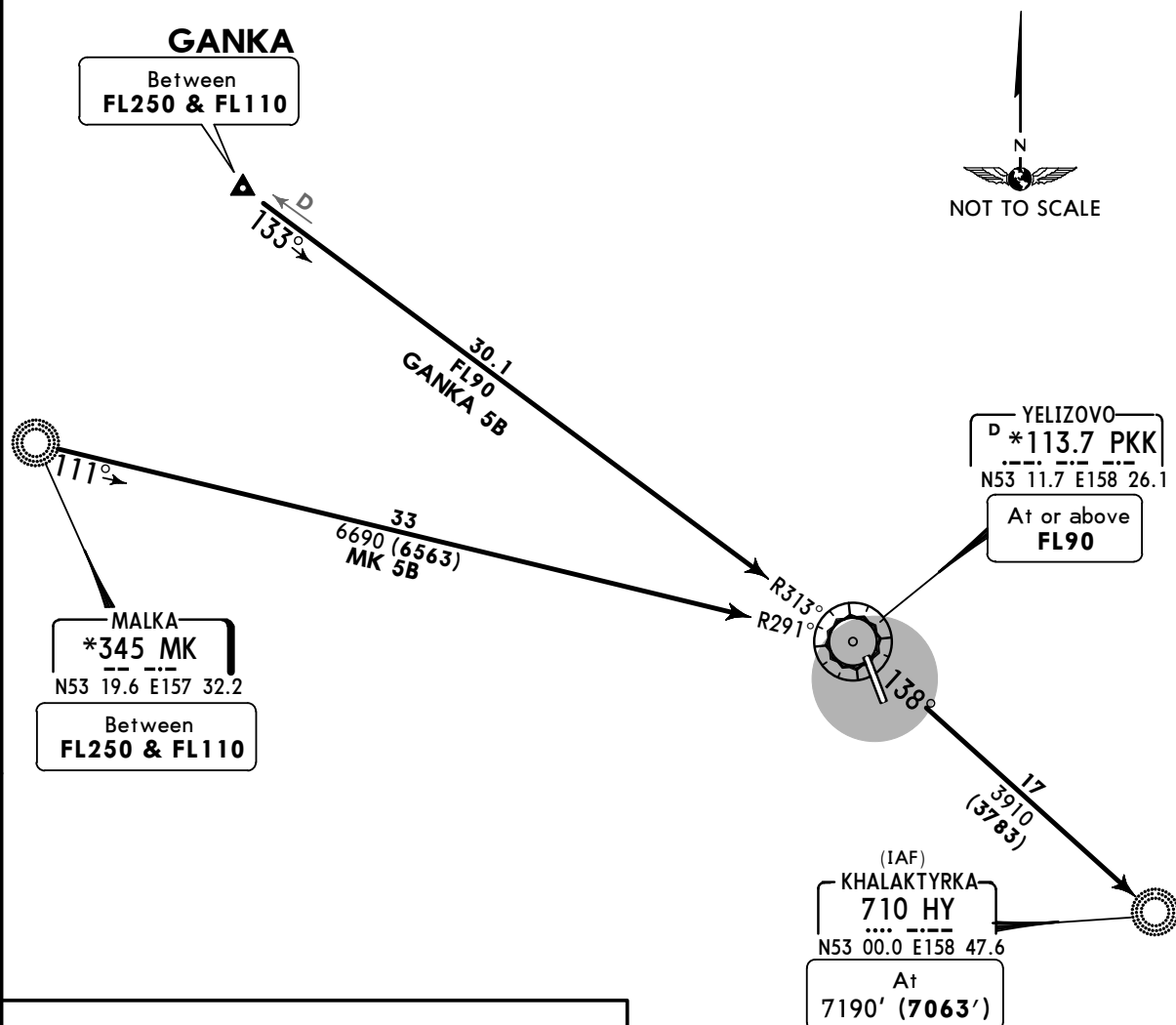


# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

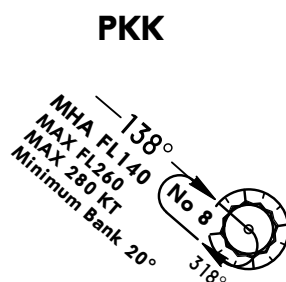
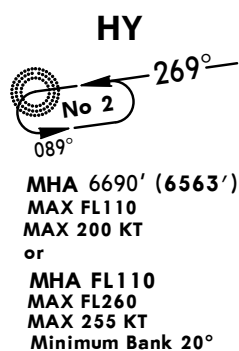
YELIZOVO 27 JAN 17 (10-2Q) Eff 2 Feb **STAR**

*ATIS <b>126.8</b>	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' (7883')	 <p>MSA PKK VOR</p>
Apt Elev <b>128'</b>	<b>1. DME required</b> 2. Holding over HY is compulsory for all STARs. 3. Simultaneous holding over HY & PKK at the same flight level is prohibited.	

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



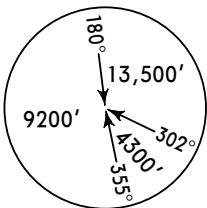
### HOLDINGS OVER



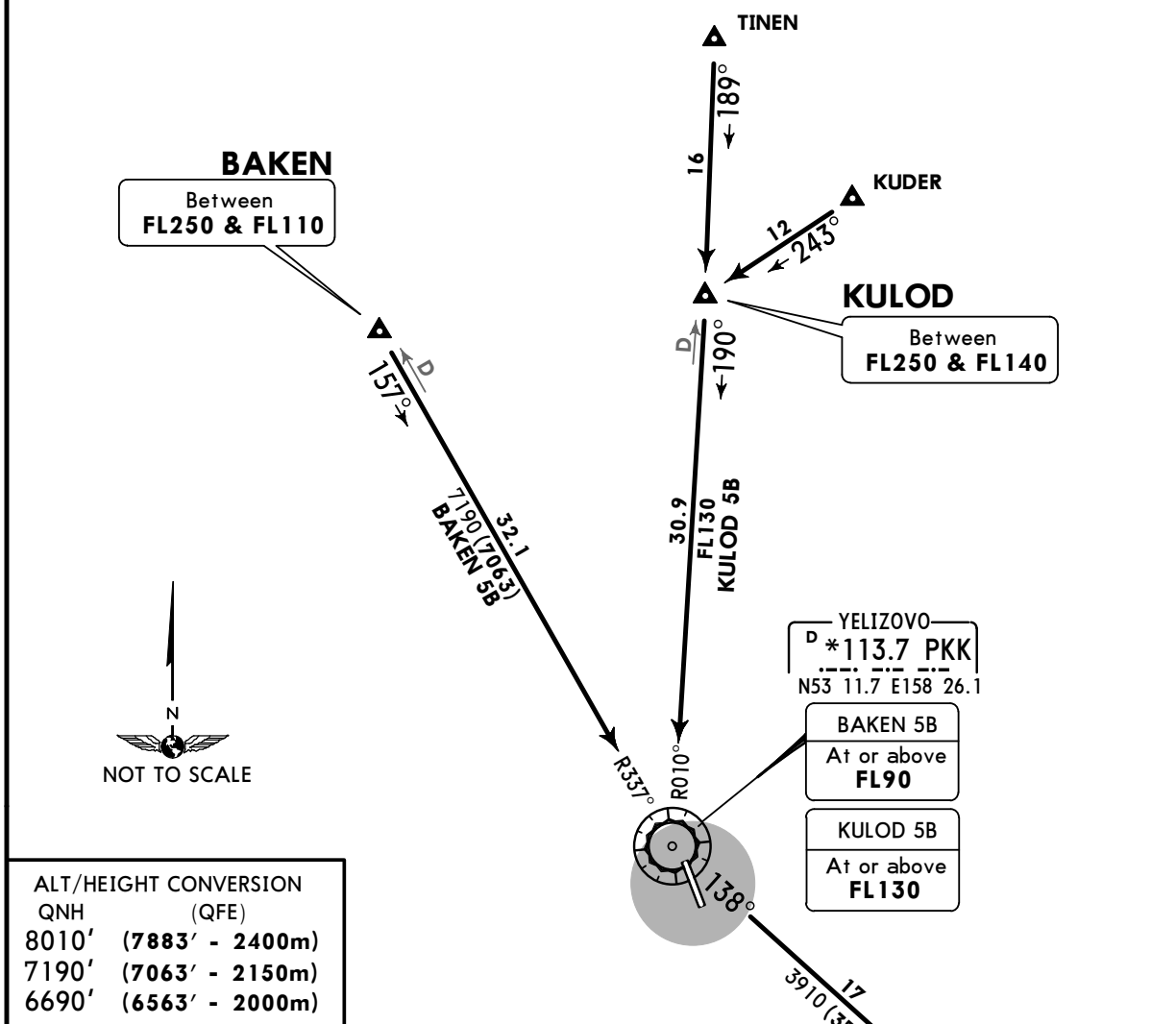
ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7883' - 2400m)
7190'	(7063' - 2150m)
6690'	(6563' - 2000m)

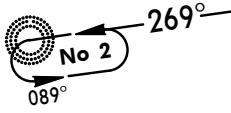
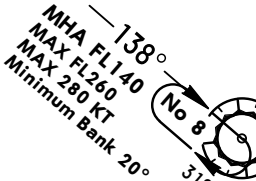
STAR	ROUTING
<b>GANKA 5B</b>	Intercept PKK R-313 inbound to PKK, turn RIGHT, PKK R-138 to HY.
<b>MK 5B</b>	Intercept PKK R-291 inbound to PKK, turn RIGHT, PKK R-138 to HY.

# UHPP/PKC **JEPPESSEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 27 JAN 17 (10-2S) Eff 2 Feb **STAR**

*ATIS <b>126.8</b>	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' (7883')	 <p>MSA PKK VOR</p>
Apt Elev <b>128'</b>	<b>1. DME required</b> 2. Holding over HY is compulsory for all STARs. 3. Simultaneous holding over HY & PKK at the same flight level is prohibited.	

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



HOLDINGS OVER	
HY	PKK
 <p>MHA 6690' (6563') MAX FL110 MAX 200 KT or MHA FL110 MAX FL260 MAX 255 KT Minimum Bank 20°</p>	 <p>MHA FL140 MAX FL260 MAX 280 KT Minimum Bank 20°</p>

STAR	ROUTING
<b>BAKEN 5B</b>	Intercept PKK R-337 inbound to PKK, turn LEFT, PKK R-138 to HY.
<b>KULOD 5B</b>	At KULOD intercept PKK R-010 inbound to PKK, turn LEFT, PKK R-138 to HY.

UHPP/PKC  **JEPPESEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA  
YELIZOVO 26 AUG 16 (10-3) **RNAV SID**

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

UHPP/PKC  
YELIZOVO

26 AUG 16

 **JEPPESEN**  
(10-3A)**PETROPAVLOVSK-KAMCHATSKY, RUSSIA****SID**

SID DESIGNATION	REFER TO CHART
KULOD 4E, TUPAN 4E	10-3K
KULOD 4J, TUPAN 4J, 4K	10-3L
PIRUT 4E, RINOT 4E, SIPVA 4E	10-3M
PIRUT 4J, RINOT 4J, SIPVA 4J	10-3N
ORVAS 4E, SAMIK 4E	10-3P
ORVAS 4J, SAMIK 4J	10-3Q
BAKEN 4E, GANKA 4E, MK 4E	10-3S
BAKEN 4J, GANKA 4J, MK 4J	10-3T
KULOD 4D, TUPAN 4D	10-3U
KULOD 4G, TUPAN 4G, 4H	10-3V
PIRUT 4D, RINOT 4D, SIPVA 4D	10-3W
PIRUT 4G, RINOT 4G, SIPVA 4G	10-3X
ORVAS 4D, SAMIK 4D	10-3X1
ORVAS 4G, SAMIK 4G	10-3X2
BAKEN 4D, GANKA 4D, MK 4D	10-3X3
BAKEN 4G, GANKA 4G, MK 4G	10-3X4

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**UHPP/PKC**  
**YELIZOVO**

**JEPPESEN**  
20 JAN 17 **(10-3B)** **Eff 2 Feb**

**PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

**RNAV SID**

Apt Elev  
**128'**

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' (7883')

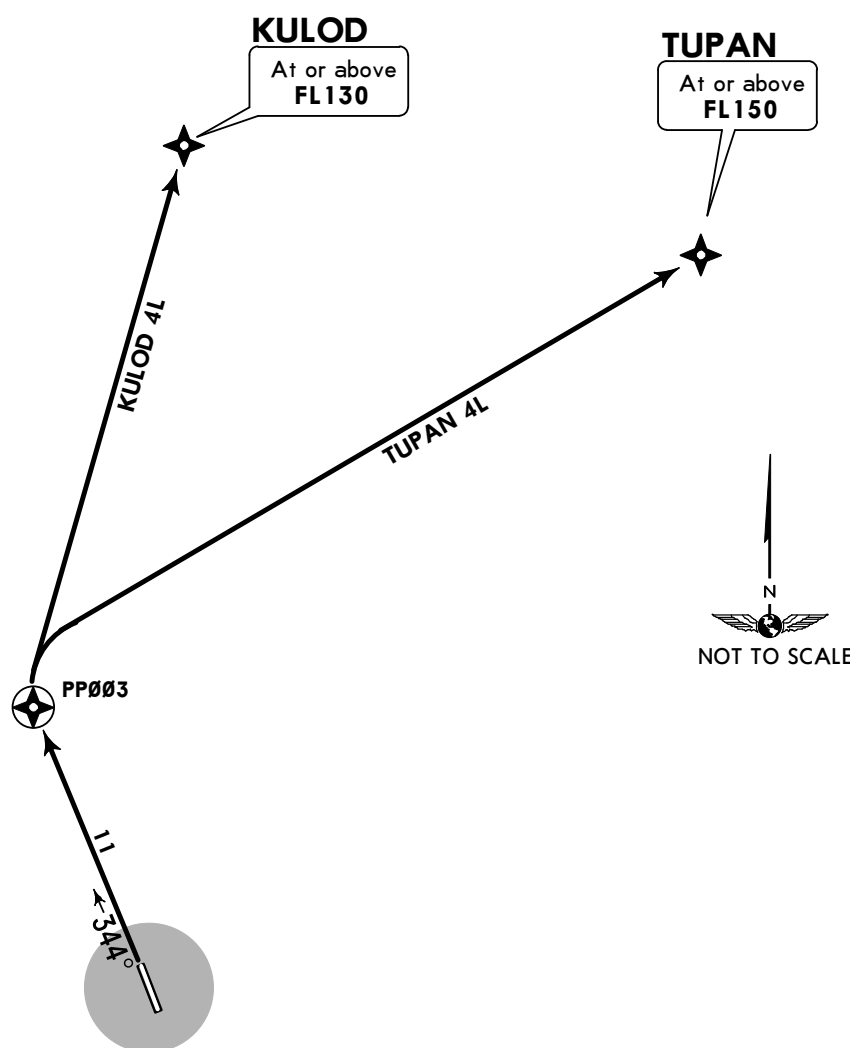
1. RNAV (GNSS).

2. RNAV 1 required.

13,500'

MSA ARP

**KULOD 4L [KULO4L]**  
**TUPAN 4L [TUPA4L]**  
**RWY 34L RNAV DEPARTURES**



These SIDs require minimum climb gradients of

**KULOD 4L:** 6.5% up to 6370' (6243'), 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**

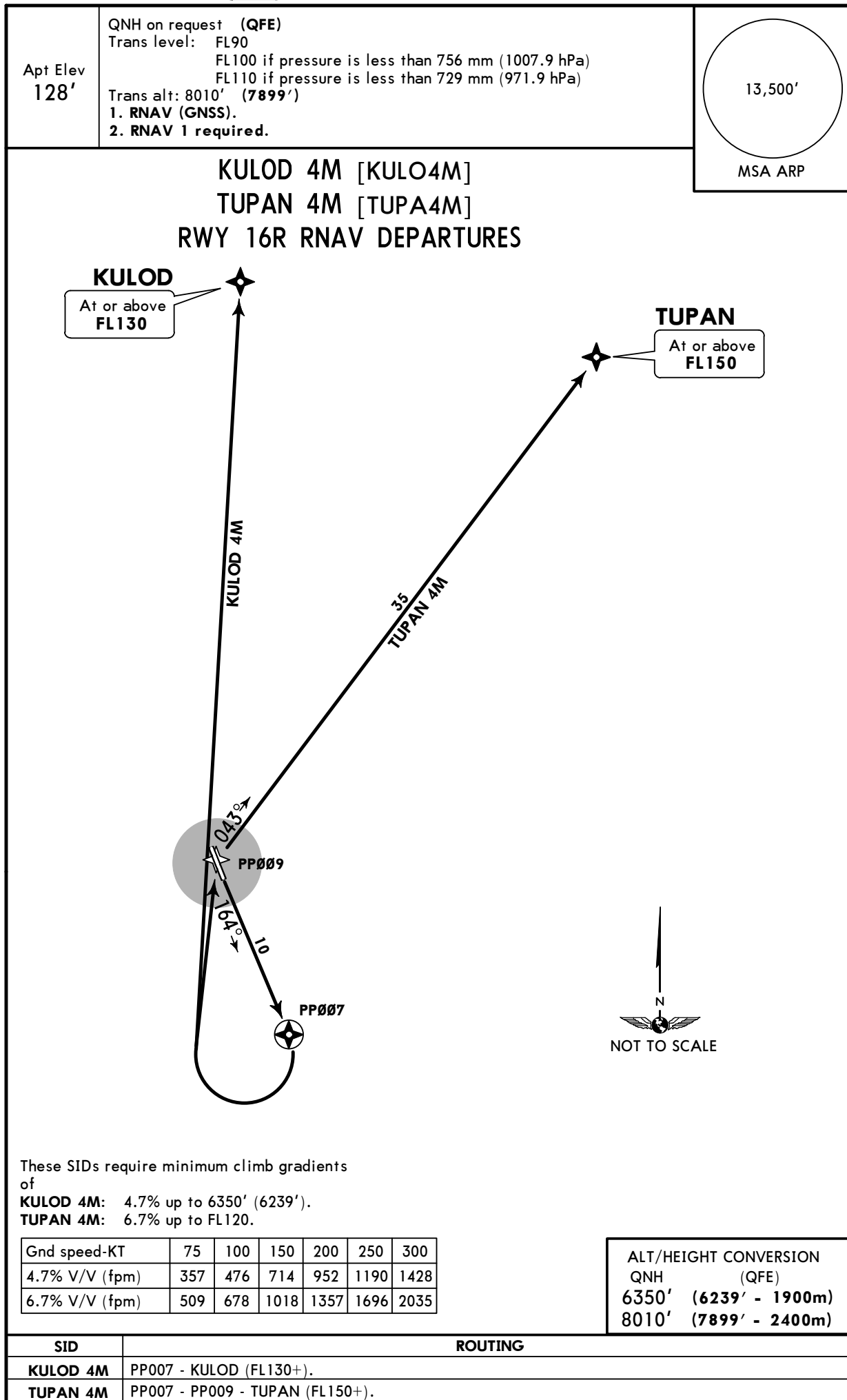
QNH (QFE)

6370' (6243' - 1900m)

8010' (7883' - 2400m)

SID	ROUTING
<b>KULOD 4L</b>	PP003 - KULOD (FL130+).
<b>TUPAN 4L</b>	PP003 - TUPAN (FL150+).

**UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**YELIZOVO 20 JAN 17 (10-3C) Eff 2 Feb RNAV SID**





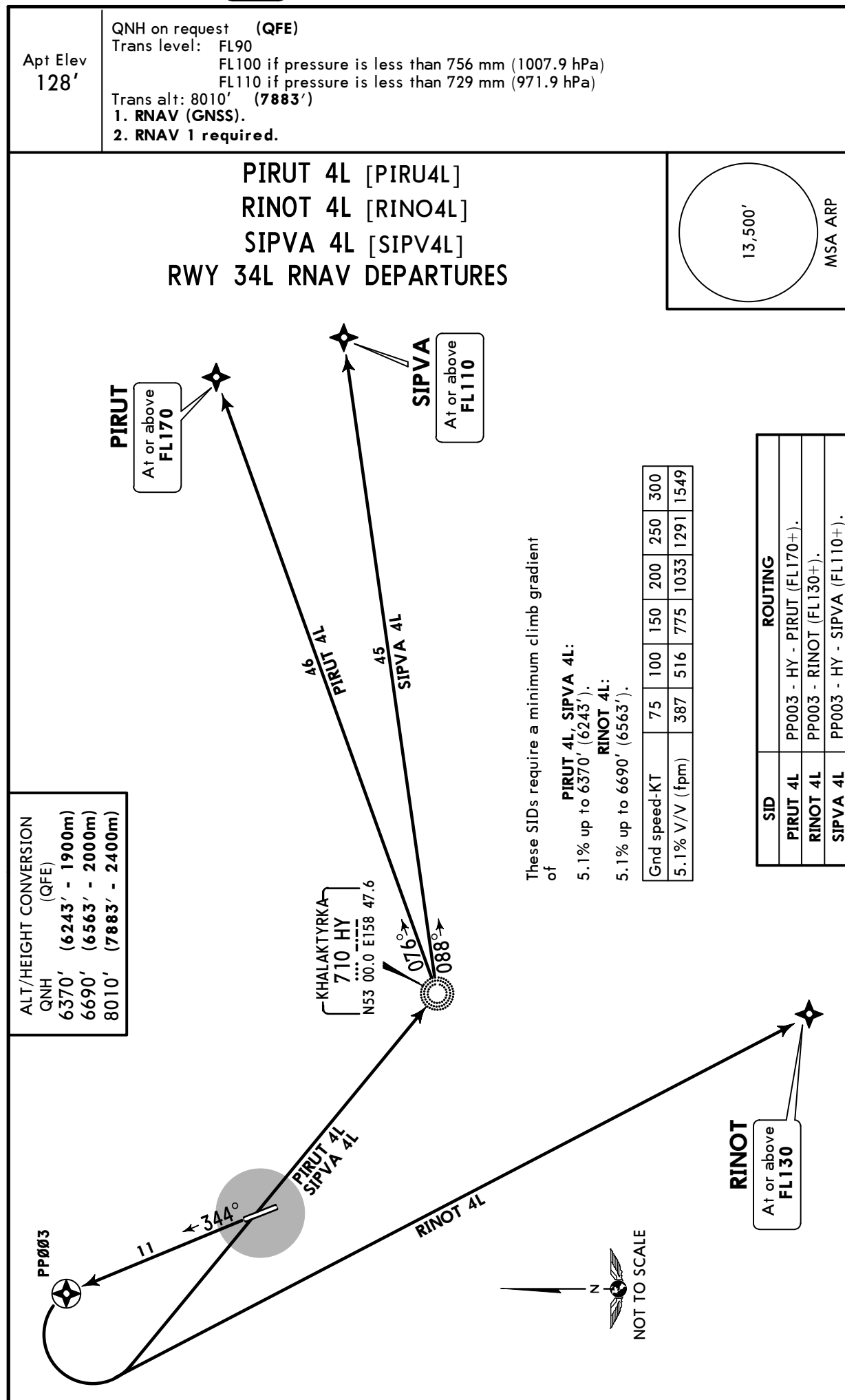
**UHPP/PKC**  
**YELIZOVO**

20 JAN 17

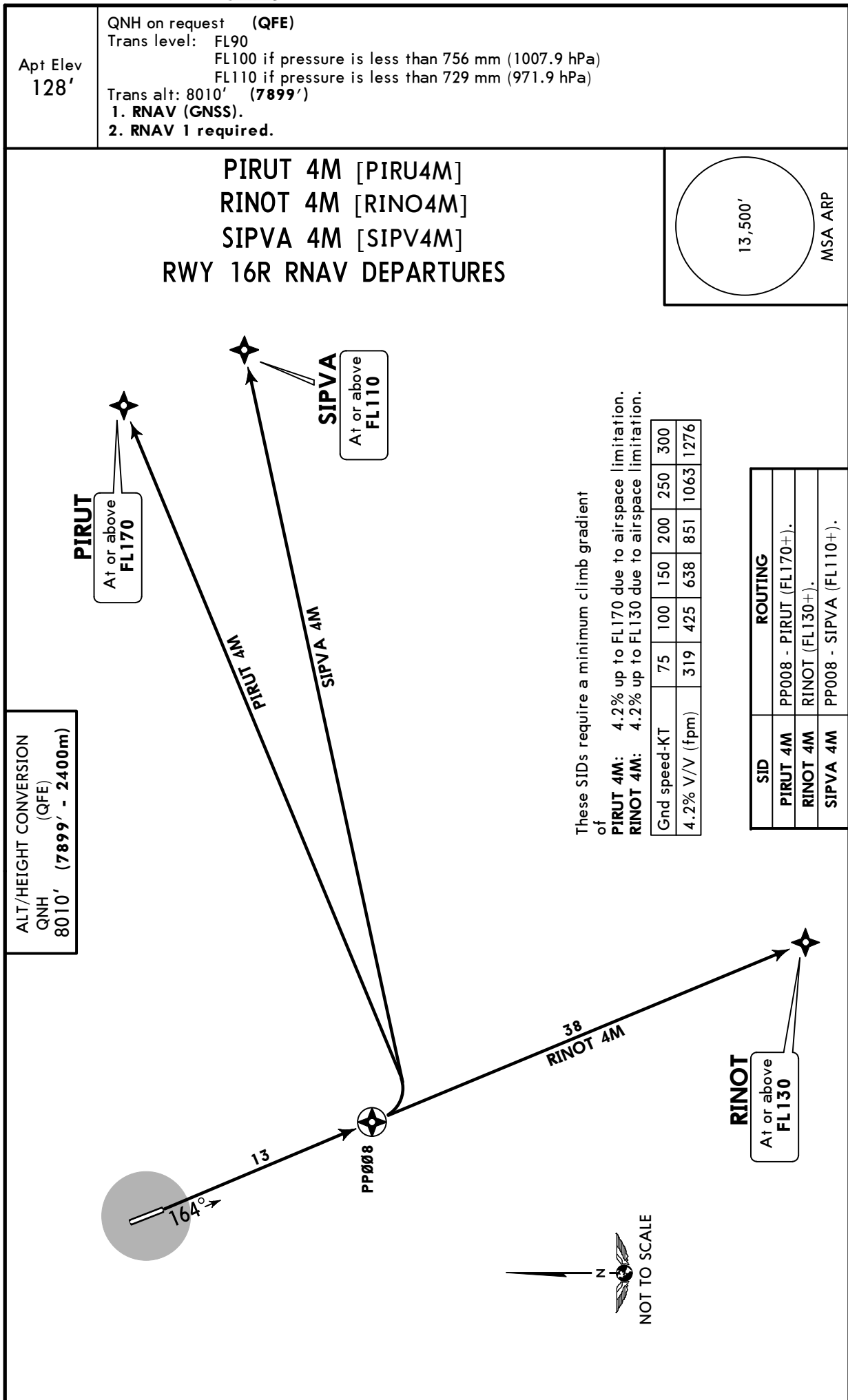
**(10-3D)** Eff 2 Feb

**JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

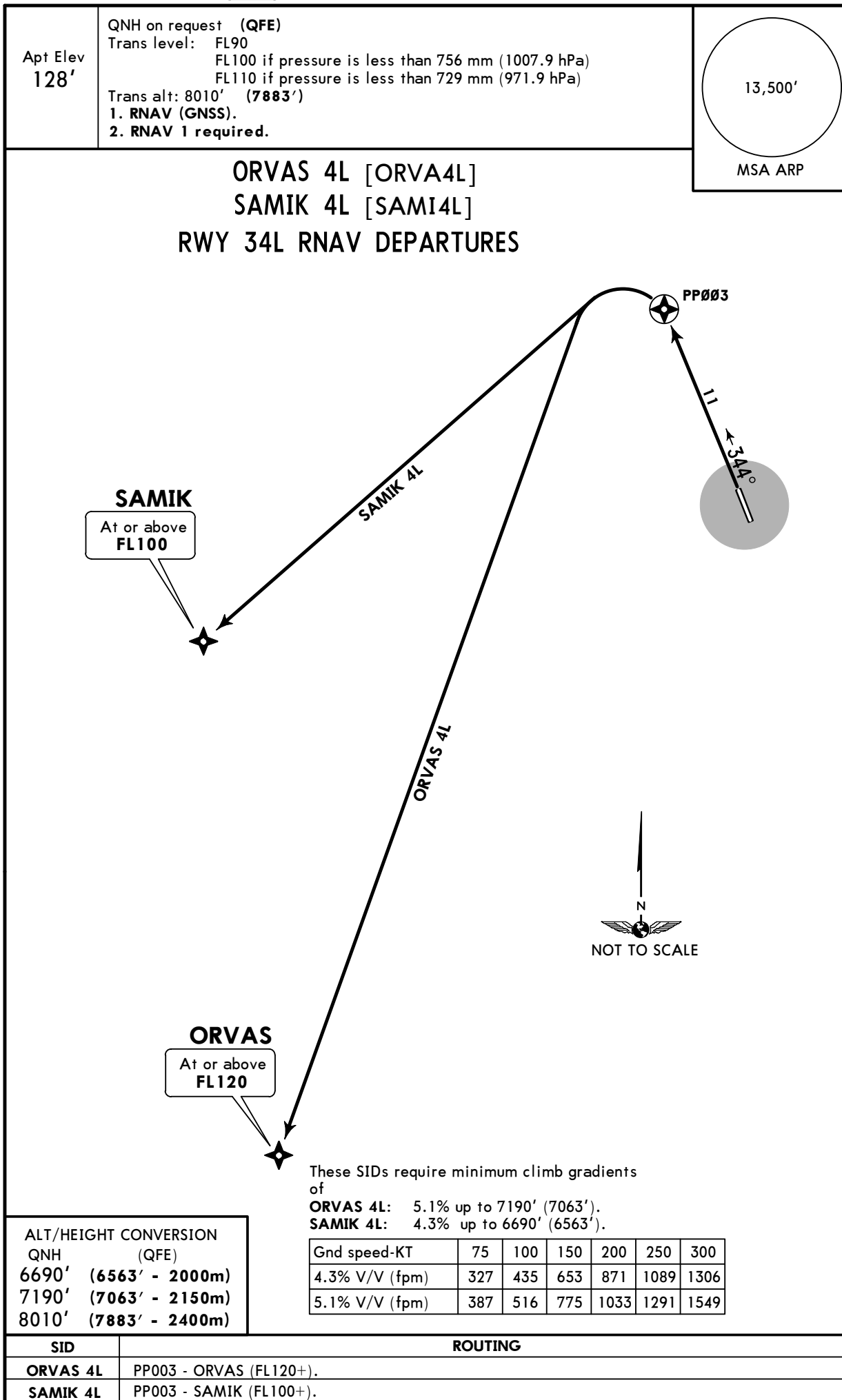
**RNAV SID**



**UHPP/PKC** **JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**YELIZOVO** 20 JAN 17 **(10-3E)** **Eff 2 Feb** **RNAV SID**



# UHPP/PKC **JEPPesen** PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 20 JAN 17 (10-3F) Eff 2 Feb **RNAV SID**



**UHPP/PKC** **JEPPESEN** **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**YELIZOVO** 20 JAN 17 **(10-3G)** **Eff 2 Feb** **RNAV SID**

Apt Elev  
**128'**

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' (7899')

1. RNAV (GNSS).

2. RNAV 1 required.

13,500'

MSA ARP

**ORVAS 4M [ORVA4M]**  
**SAMIK 4M [SAMI4M]**  
**RWY 16R RNAV DEPARTURES**

**SAMIK**

At or above  
**FL100**

**SAMIK 4M**

PP007

**ORVAS 4M**

**ORVAS**

At or above  
**FL120**

NOT TO SCALE

These SIDs require minimum climb gradients  
of  
3.9%

**ORVAS 4M:** up to 5370' (5259'), then  
up to FL120 due to airspace restriction.

**SAMIK 4M:** up to 7010' (6899').

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)

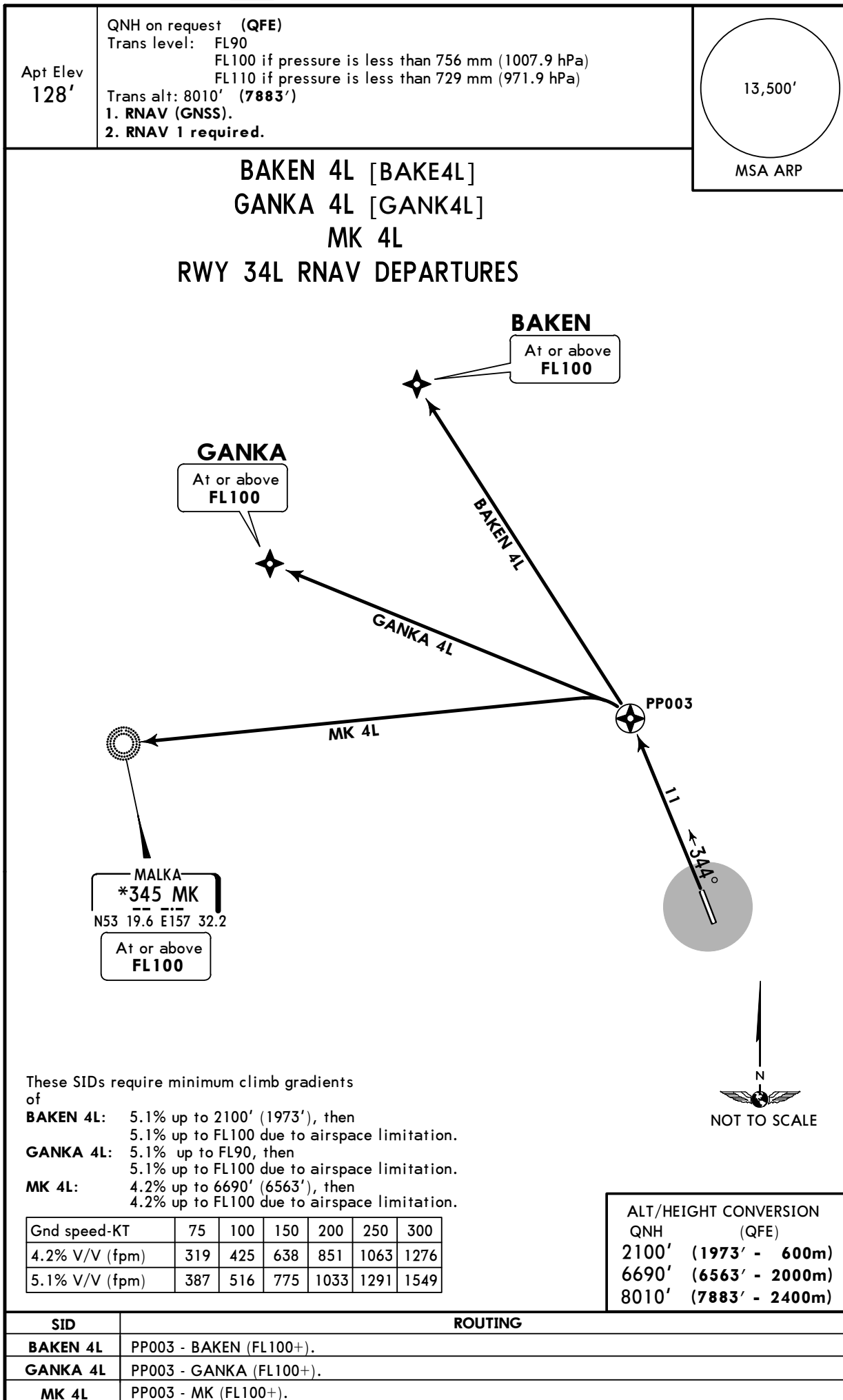
5370' (5259' - 1600m)

7010' (6899' - 2100m)

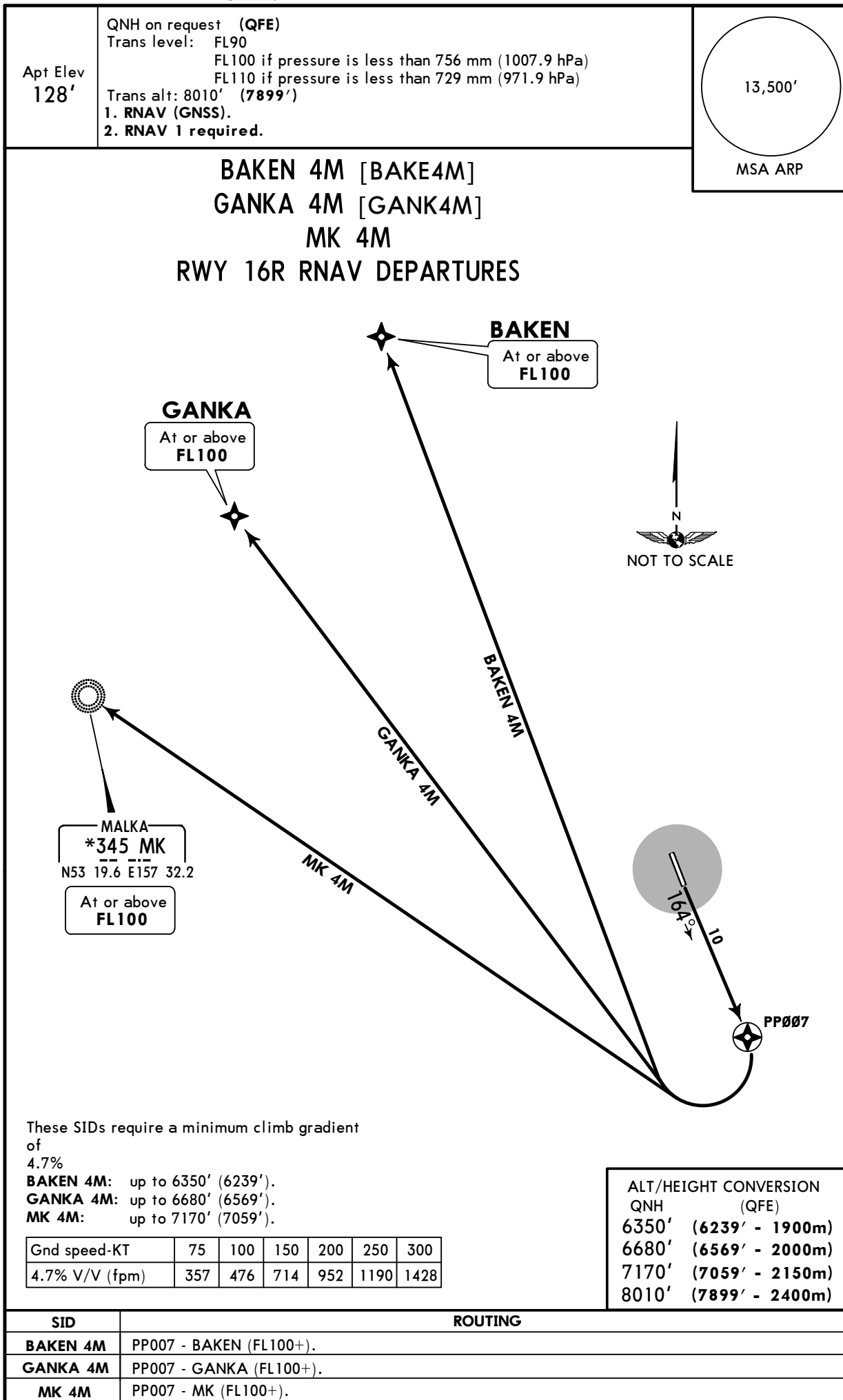
8010' (7899' - 2400m)

SID	ROUTING
<b>ORVAS 4M</b>	PP007 - ORVAS (FL120+).
<b>SAMIK 4M</b>	PP007 - SAMIK (FL100+).

**UHPP/PKC** **JEPPesen** **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**YELIZOVO** 20 JAN 17 **(10-3H)** **Eff 2 Feb** **RNAV SID**



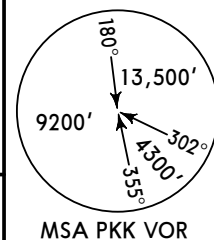
# UHPP/PKC **JEPPesen** PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 20 JAN 17 **(10-3J)** Eff 2 Feb **RNAV SID**



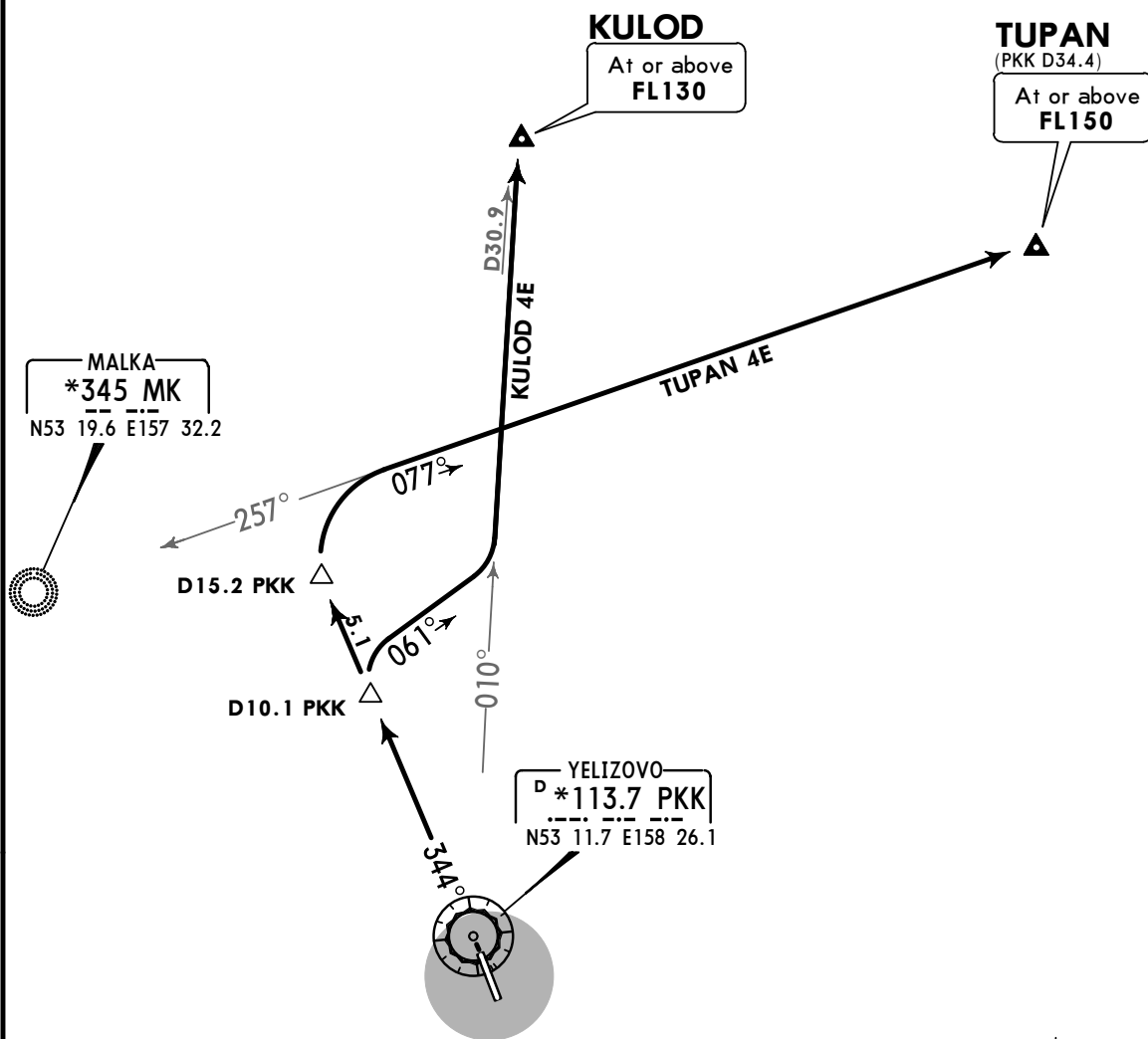
# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 20 JAN 17 (10-3K) Eff 2 Feb SID

Apt Elev  
**128'**

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' (**7883'**)  
**DME is required.**



## KULOD 4E [KULO4E] TUPAN 4E [TUPA4E] RWY 34L DEPARTURES



These SIDs require minimum climb on gradients of

**KULOD 4E:** 6.2% up to 6690' (6563'), 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'	(6563' - 2000m)
8010'	(7883' - 2400m)



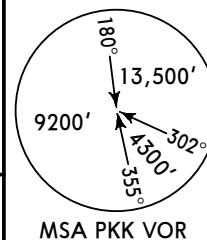
SID	ROUTING
<b>KULOD 4E</b>	Intercept and climb on PKK R-344, at D10.1 PKK turn RIGHT, 061° track, intercept PKK R-010 to KULOD.
<b>TUPAN 4E</b>	Intercept and climb on PKK R-344, at D15.2 PKK turn RIGHT, intercept 077° bearing from MK to TUPAN.

# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

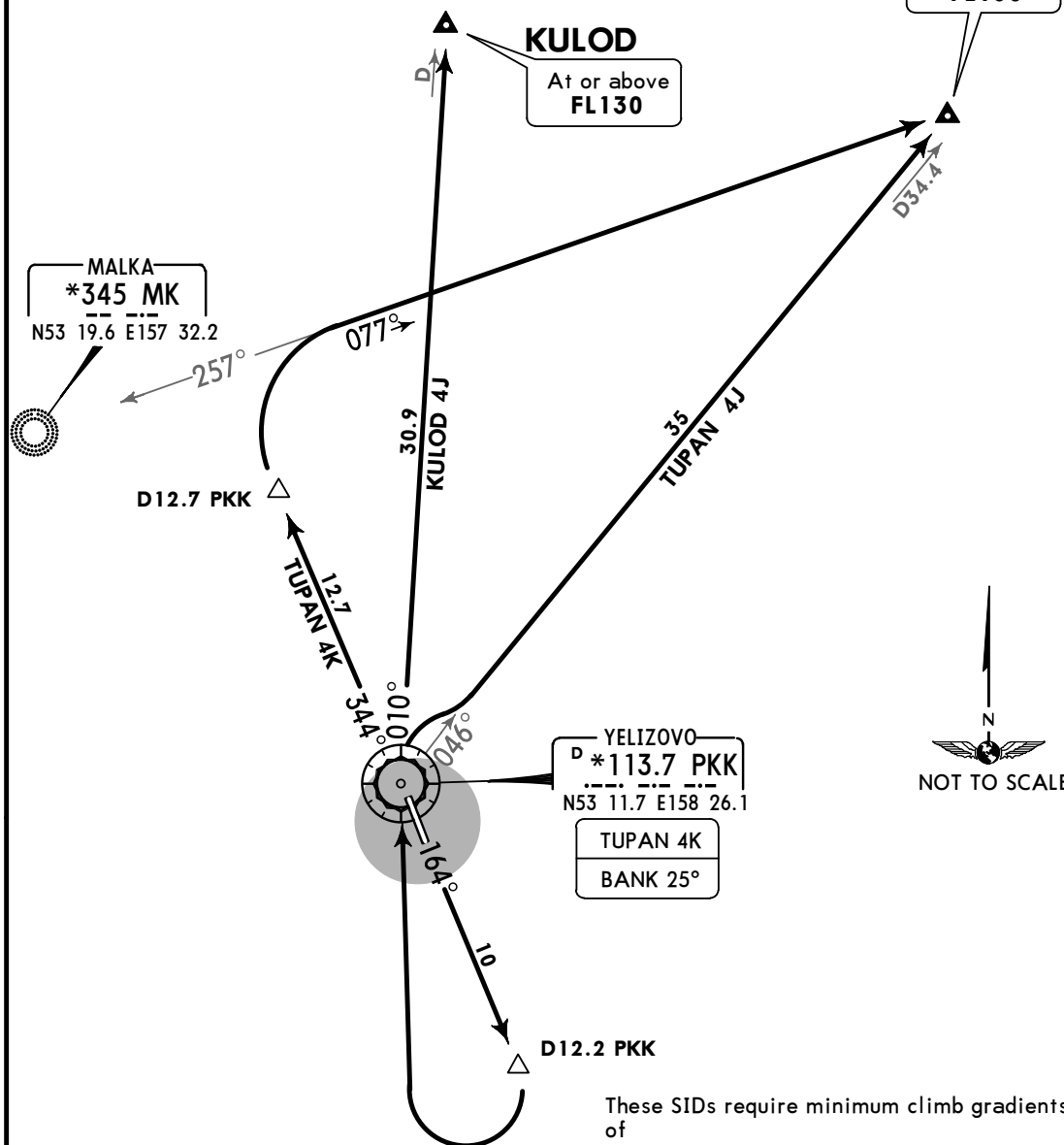
YELIZOVO 20 JAN 17 (10-3L) Eff 2 Feb **SID**

Apt Elev  
**128'**

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' (7899')  
**DME is required.**



**KULOD 4J [KULO4J]  
TUPAN 4J [TUPA4J]  
TUPAN 4K [TUPA4K]  
RWY 16R DEPARTURES**



These SIDs require minimum climb gradients of

**KULOD 4J:** 3.9% up to 5200' (5089').

**TUPAN 4J:** 5.7% up to FL110.

**TUPAN 4K:** 4.2% up to 8010' (7899').

**ALT/HEIGHT CONVERSION**  
QNH (QFE)  
5200' (5089' - 1550m)  
8010' (7899' - 2400m)

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.2% V/V (fpm)	319	425	638	851	1063	1276
5.7% V/V (fpm)	433	577	866	1154	1443	1732

SID	ROUTING
<b>KULOD 4J</b>	Intercept and climb on PKK R-164, at D12.2 PKK turn RIGHT to PKK, PKK R-010 to KULOD.
<b>TUPAN 4J</b>	Intercept and climb on PKK R-164, at D12.2 PKK turn RIGHT to PKK, turn RIGHT, intercept PKK R-046 to TUPAN.
<b>TUPAN 4K</b>	Intercept and climb on PKK R-164, at D12.2 PKK turn RIGHT to PKK, turn LEFT, PKK R-344, at D12.7 PKK turn RIGHT, intercept 077° bearing from MK to TUPAN.



**UHPP/PKC**  
**YELIZOVO**

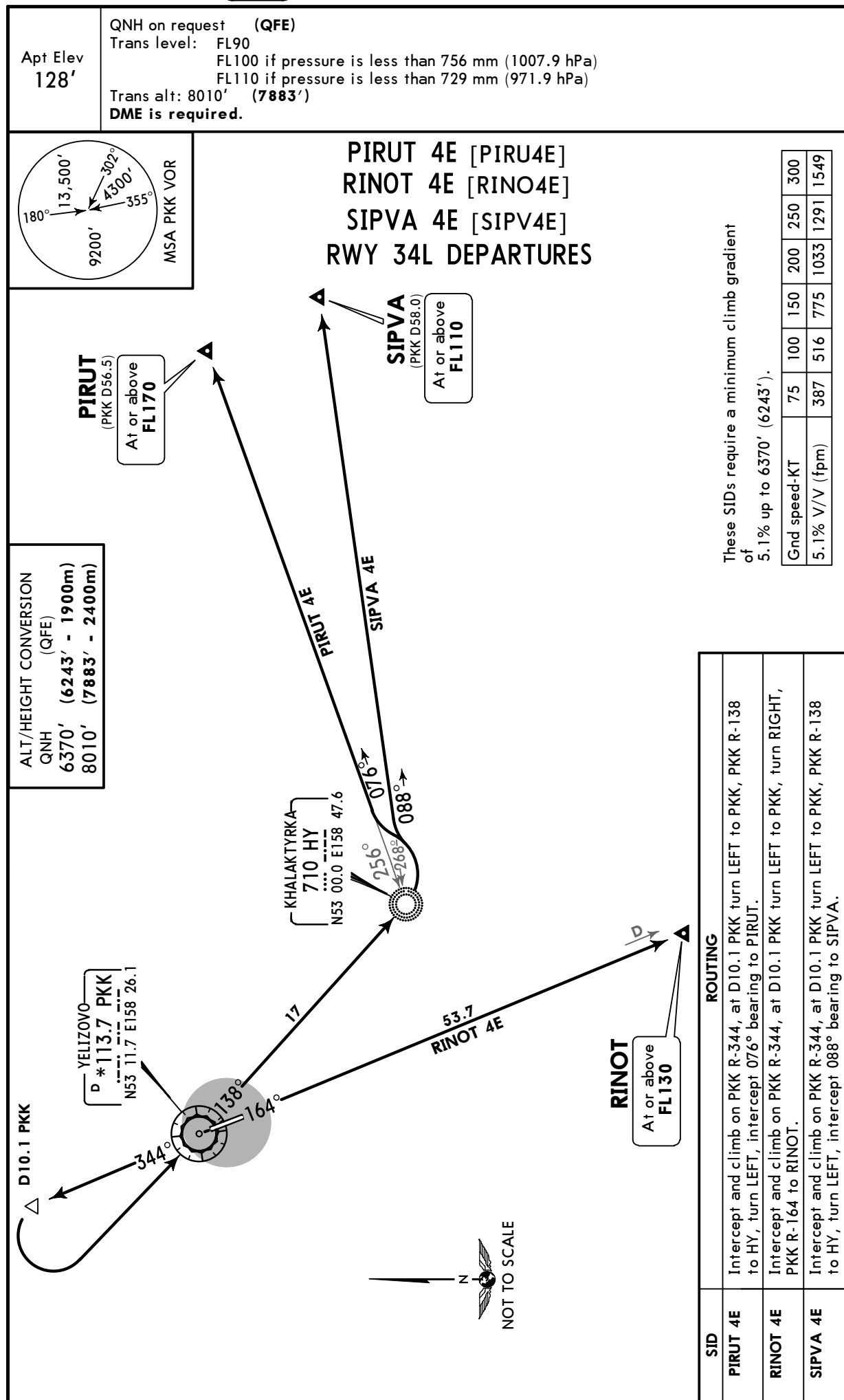
20 JAN 17

10-3M

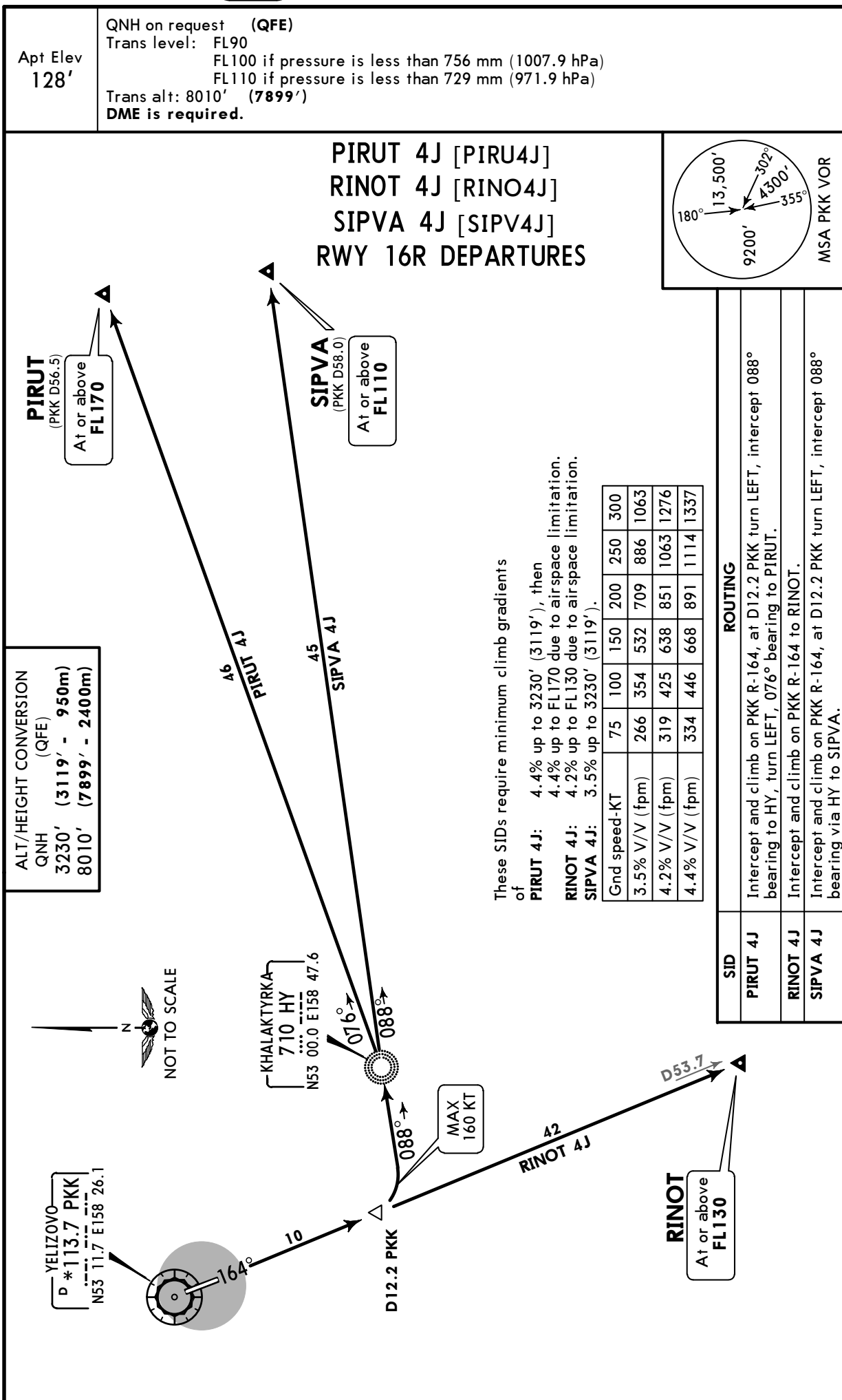
Eff 2 Feb

**JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

**SID**



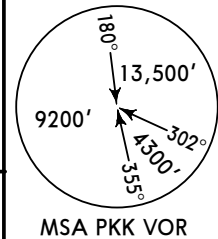
**UHPP/PKC** **JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**YELIZOVO** 20 JAN 17 **(10-3N)** **Eff 2 Feb** **SID**



# UHPP/PKC **JEPPesen** PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 20 JAN 17 **10-3P** Eff 2 Feb **SID**

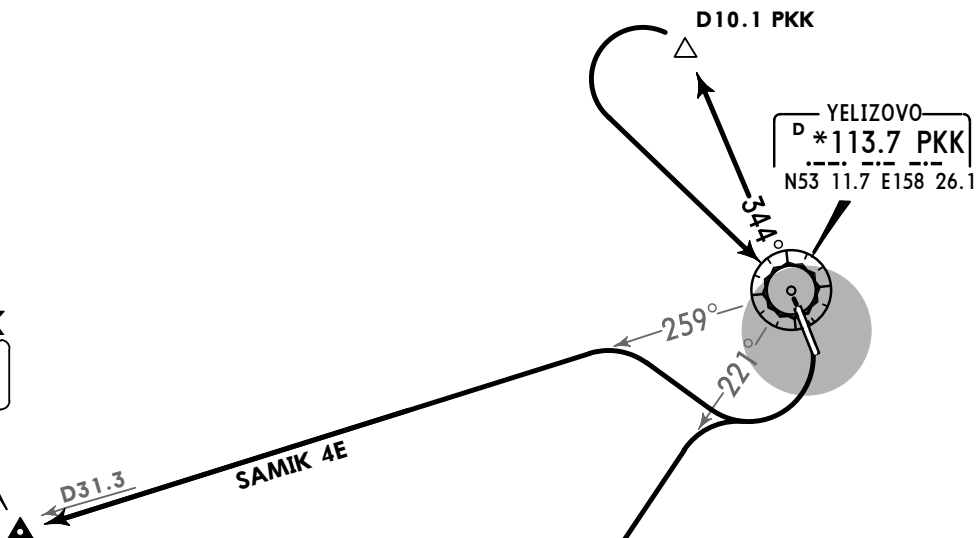
Apt Elev  
**128'**

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' (7883')  
**DME is required.**



## ORVAS 4E [ORVA4E] SAMIK 4E [SAMI4E] RWY 34L DEPARTURES

**SAMIK**  
At or above  
**FL100**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
6370'	(6243' - 1900m)
7190'	(7063' - 2150m)
8010'	(7883' - 2400m)

**ORVAS**  
At or above  
**FL120**



These SIDs require a minimum climb gradient of 5.1%

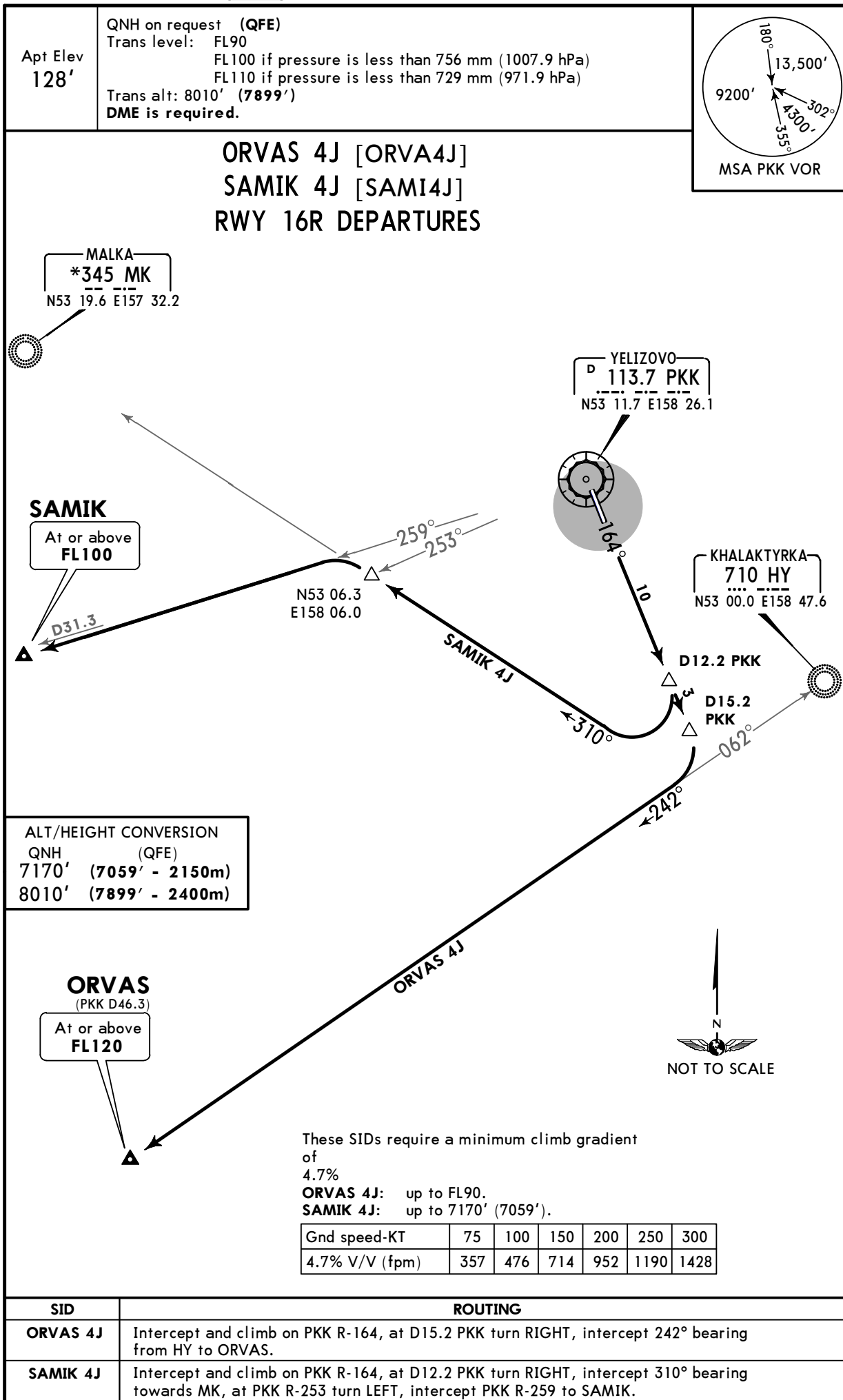
**ORVAS 4E:** up to 6370' (6243').  
**SAMIK 4E:** up to 7190' (7063').

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



SID	ROUTING
<b>ORVAS 4E</b>	Intercept and climb on PKK R-344, at D10.1 PKK turn LEFT to PKK, turn RIGHT, intercept PKK R-221 to ORVAS.
<b>SAMIK 4E</b>	Intercept and climb on PKK R-344, at D10.1 PKK turn LEFT to PKK, turn RIGHT, intercept PKK R-259 to SAMIK.

# UHPK/PKC **JEPPesen** PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 20 JAN 17 **10-3Q** Eff 2 Feb **SID**



**UHPP/PKC**  
**YELIZOVO**

20 JAN 17

**10-3S****Eff 2 Feb****JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA****SID**Apt Elev  
**128'**

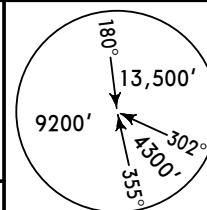
QNH on request (QFE)

Trans level: FL90

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

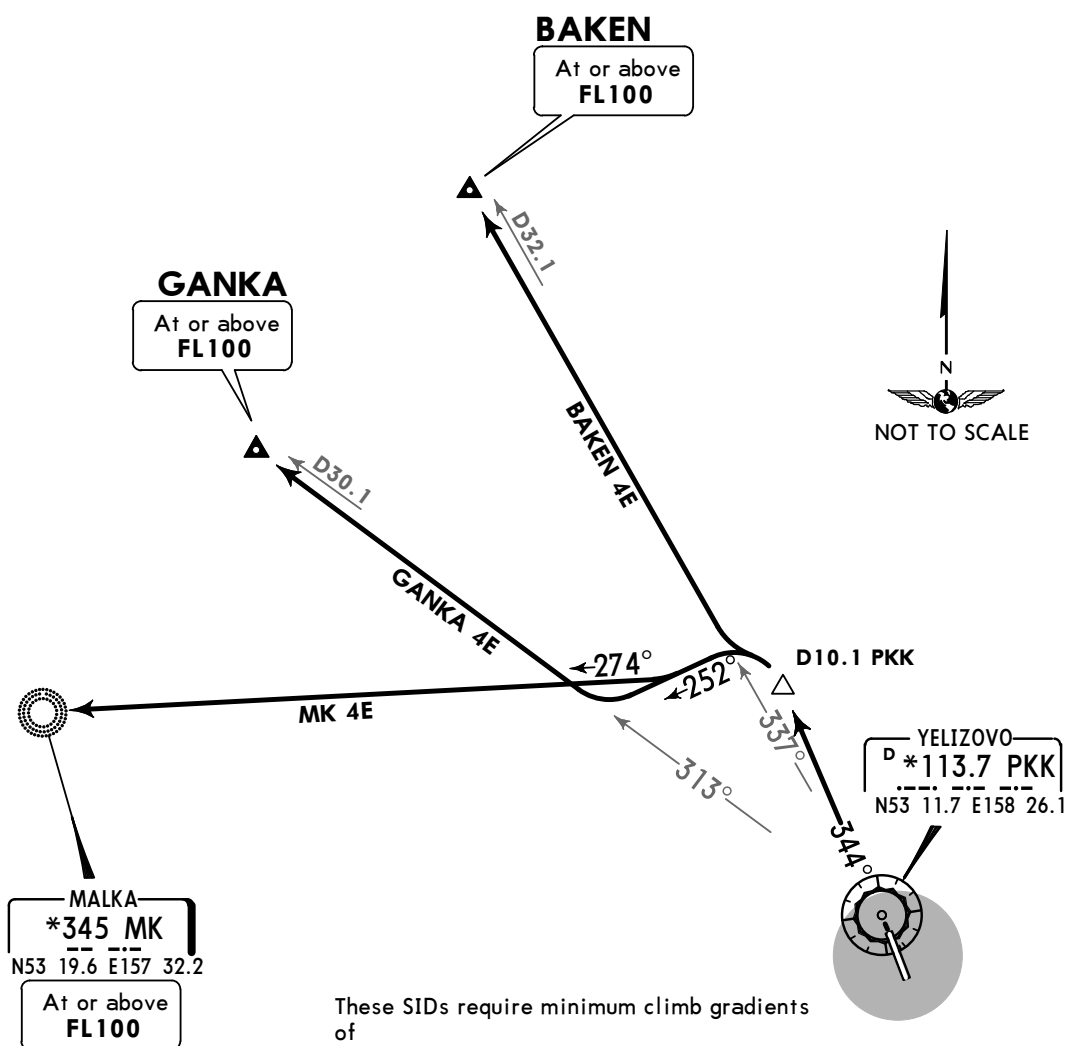
FL110 if pressure is less than 729 mm (971.9 hPa)

Trans alt: 8010' (7883')

**DME is required.**

MSA PKK VOR

**BAKEN 4E [BAKE4E]**  
**GANKA 4E [GANK4E]**  
**MK 4E**  
**RWY 34L DEPARTURES**



These SIDs require minimum climb gradients of

**BAKEN 4E:** 5.0% up to 3740' (3613'), 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' (6243'), then  
4.1% up to FL100 due to airspace limitation.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3740'	(3613' - 1100m)
6370'	(6243' - 1900m)
8010'	(7883' - 2400m)

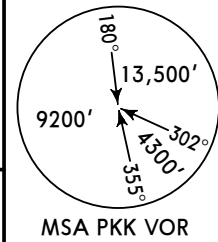
Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.0% V/V (fpm)	380	506	760	1013	1266	1519

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

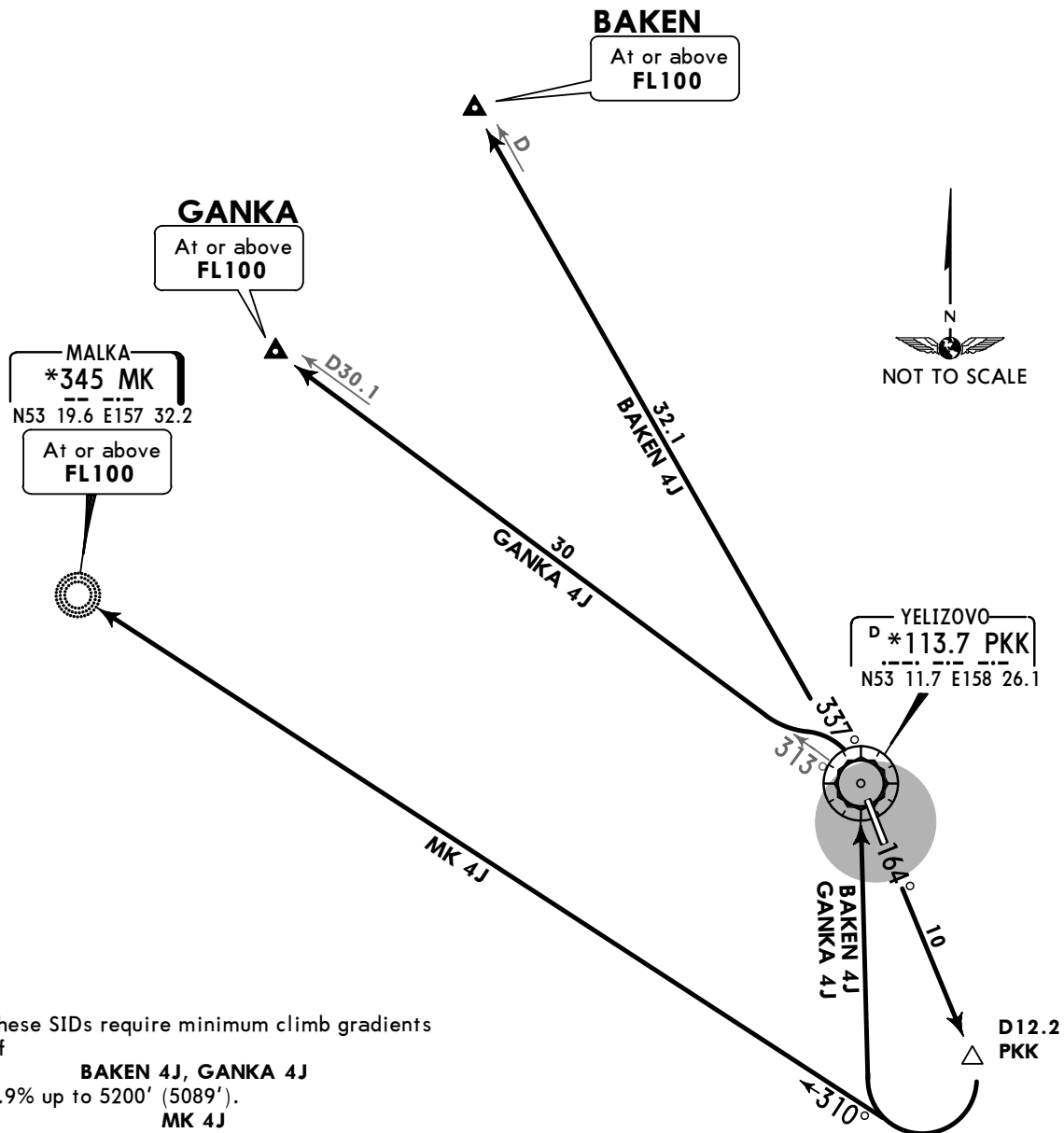
**UHPP/PKC** **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**YELIZOVO** 20 JAN 17 **(10-3T)** **Eff 2 Feb** **SID**

Apt Elev  
**128'**

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' (7899')  
**DME is required.**



**BAKEN 4J [BAKE4J]**  
**GANKA 4J [GANK4J]**  
**MK 4J**  
**RWY 16R DEPARTURES**



These SIDs require minimum climb gradients of

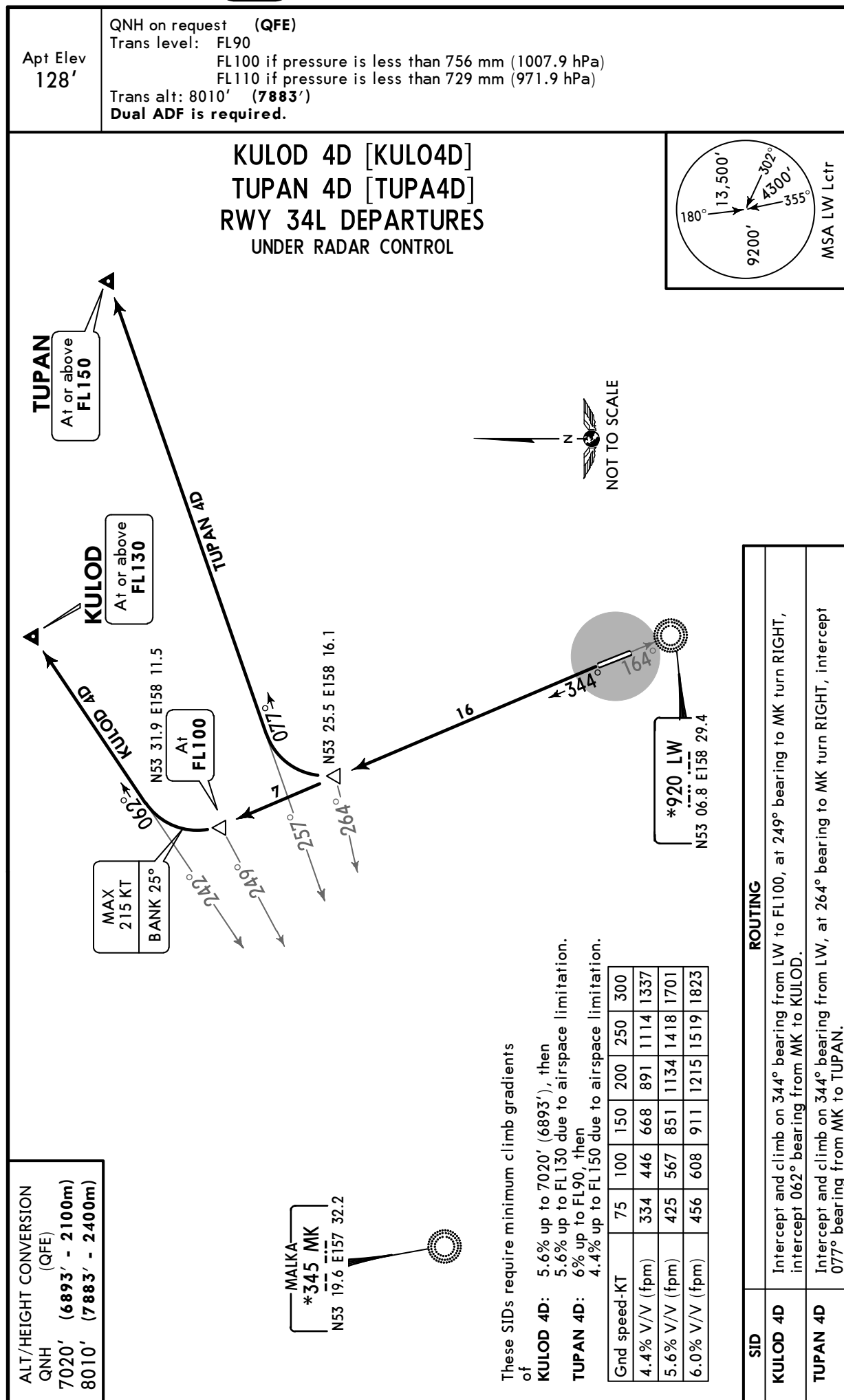
**BAKEN 4J, GANKA 4J**  
3.9% up to 5200' (5089').  
**MK 4J**  
4.7% up to 6680' (6569').

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'	(5089' - 1550m)
6680'	(6569' - 2000m)
8010'	(7899' - 2400m)

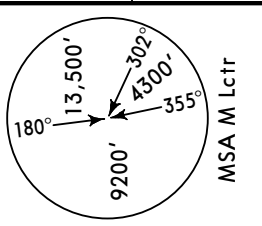
SID	ROUTING
<b>BAKEN 4J</b>	Intercept and climb on PKK R-164, at D12.2 PKK turn RIGHT to PKK, turn LEFT, PKK R-337 to BAKEN.
<b>GANKA 4J</b>	Intercept and climb on PKK R-164, at D12.2 PKK turn RIGHT to PKK, turn LEFT, intercept PKK R-313 to GANKA.
<b>MK 4J</b>	Intercept and climb on PKK R-164, at D12.2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

**UHPP/PKC** **JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
YELIZOVO 20 JAN 17 **(10-3U)** **Eff 2 Feb** **SID**

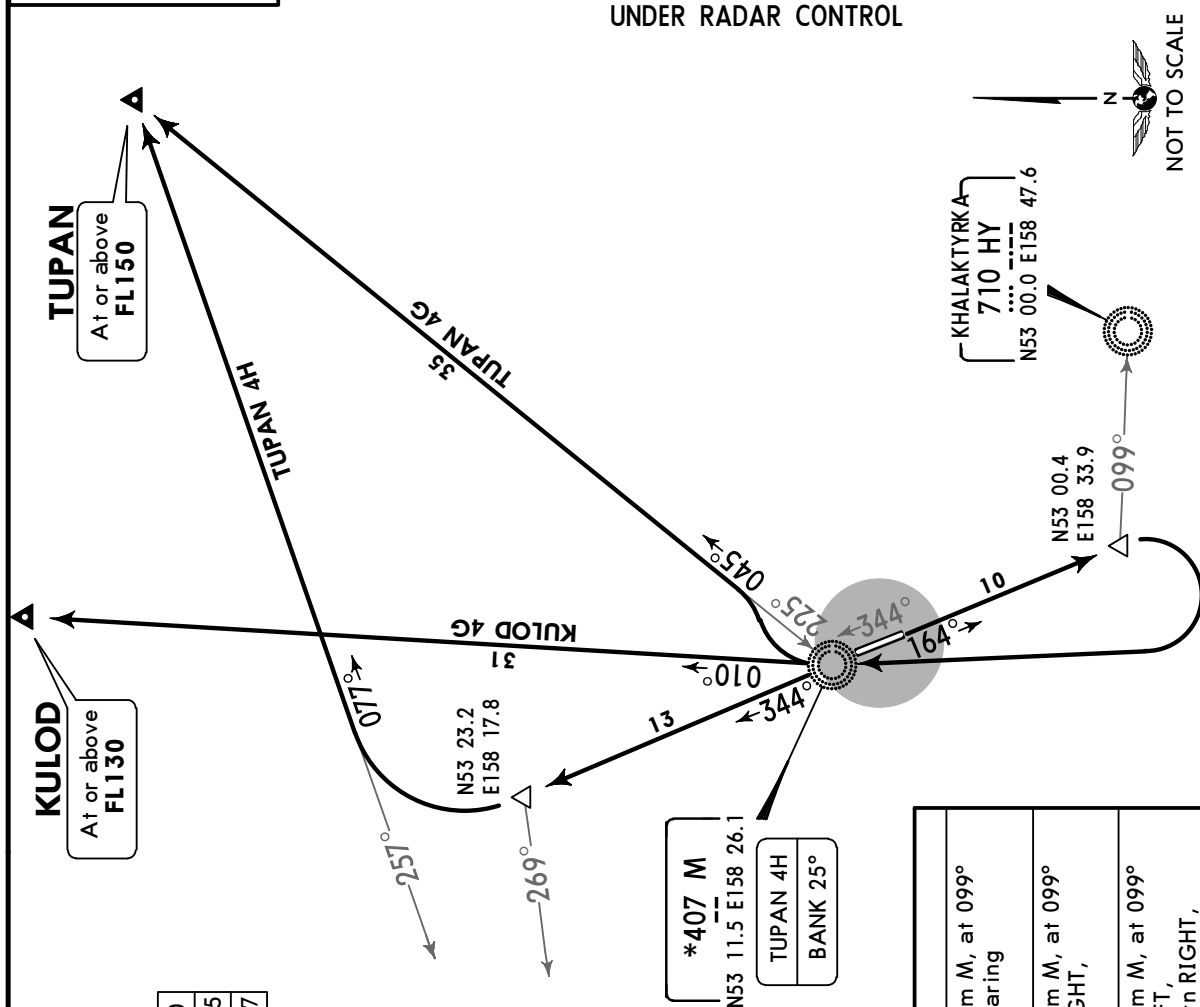


**UHPP/PKC** **JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**YELIZOVO** 20 JAN 17 **(10-3V)** **Eff 2 Feb** **SID**

Apt Elev **128'**  
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' (7899')  
**Dual ADF is required.**



**KULOD 4G [KULO4G]**  
**TUPAN 4G [TUPA4G]**  
**TUPAN 4H [TUPA4H]**  
**RWY 16R DEPARTURES**  
**UNDER RADAR CONTROL**



These SIDs require minimum climb gradients of

**KULOD 4G:** 4.0% up to 7170' (7059').  
**TUPAN 4G:** 7.0% up to FL130.  
**TUPAN 4H:** 4.0% up to 5200' (5089').

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

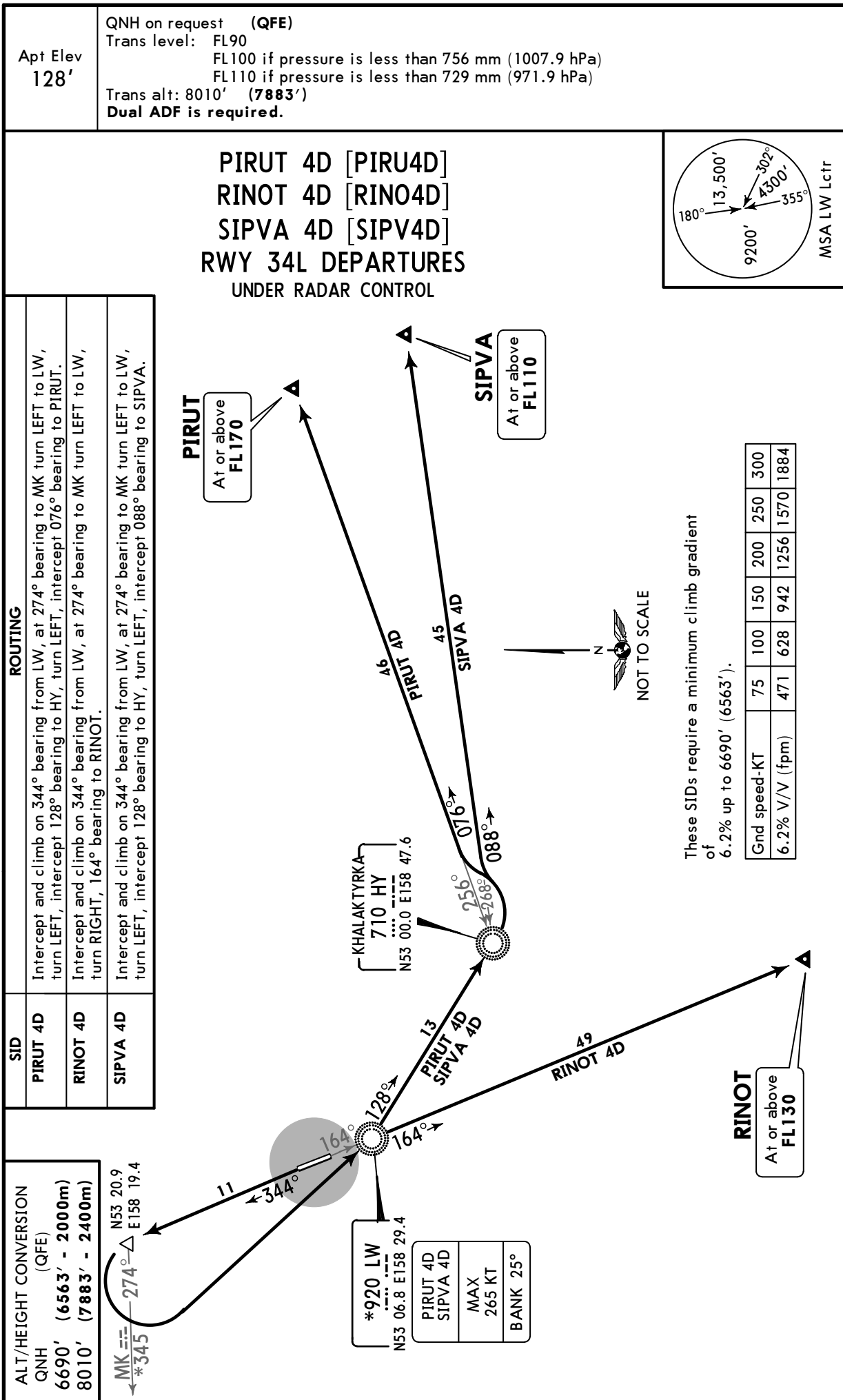
**MALKA**  
**\*345 MK**  
N53 19.6 E157 32.2

**ALT/HEIGHT CONVERSION**  
QNH (QFE)  
5200' (5089' - 1550m)  
7170' (7059' - 2150m)  
8010' (7899' - 2400m)

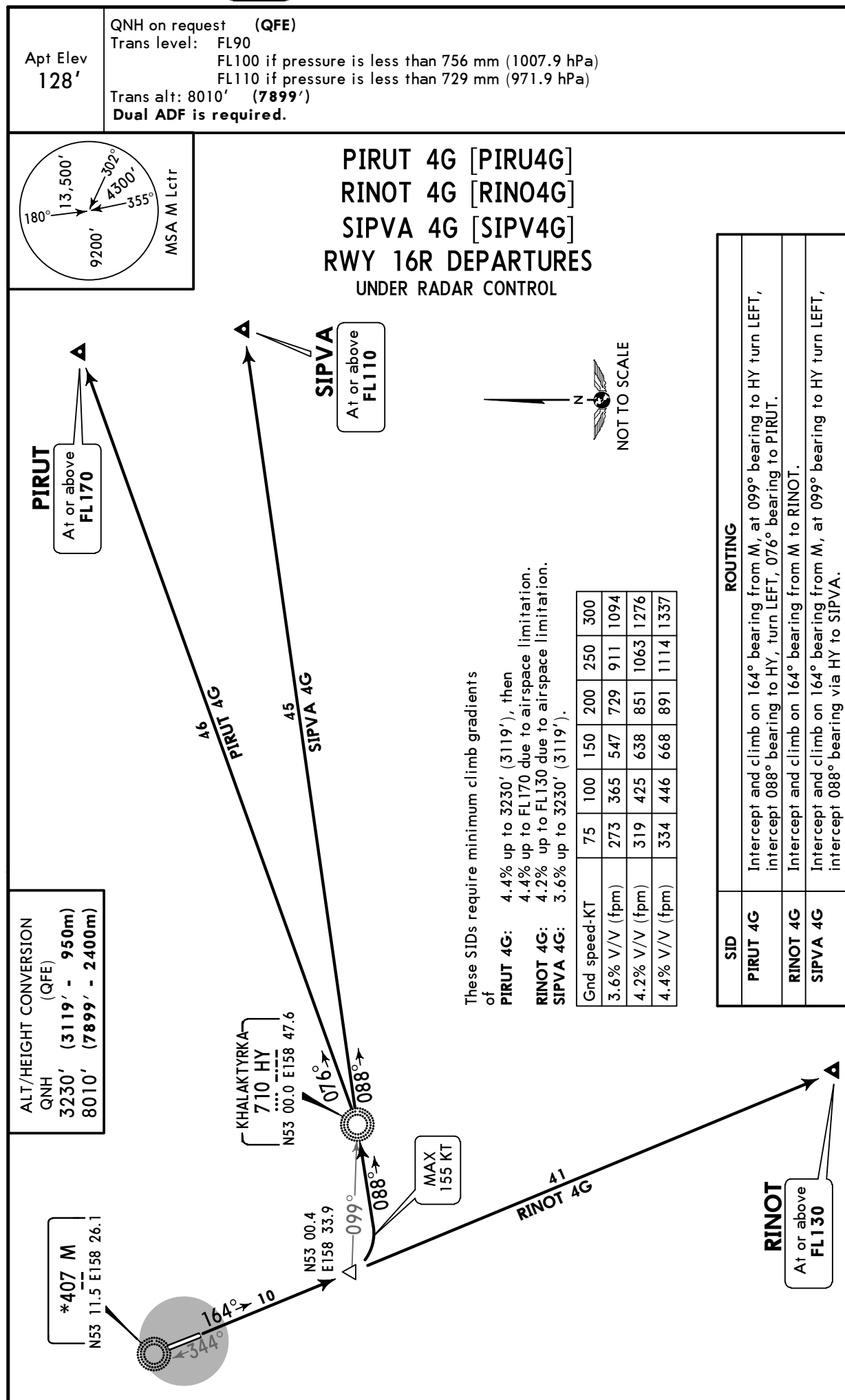
SID	ROUTING
<b>KULOD 4G</b>	Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT to M, 010° bearing to KULOD.
<b>TUPAN 4G</b>	Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT to M, turn RIGHT, intercept 045° bearing to TUPAN.
<b>TUPAN 4H</b>	Intercept 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.



# UHPP/PKC **JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA** YELIZOVO 20 JAN 17 **10-3W** **Eff 2 Feb** **SID**



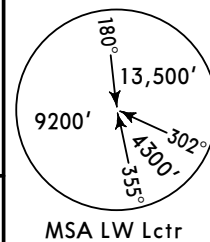
**UHPP/PKC** **JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
YELIZOVO 20 JAN 17 **10-3X** **Eff 2 Feb** **SID**



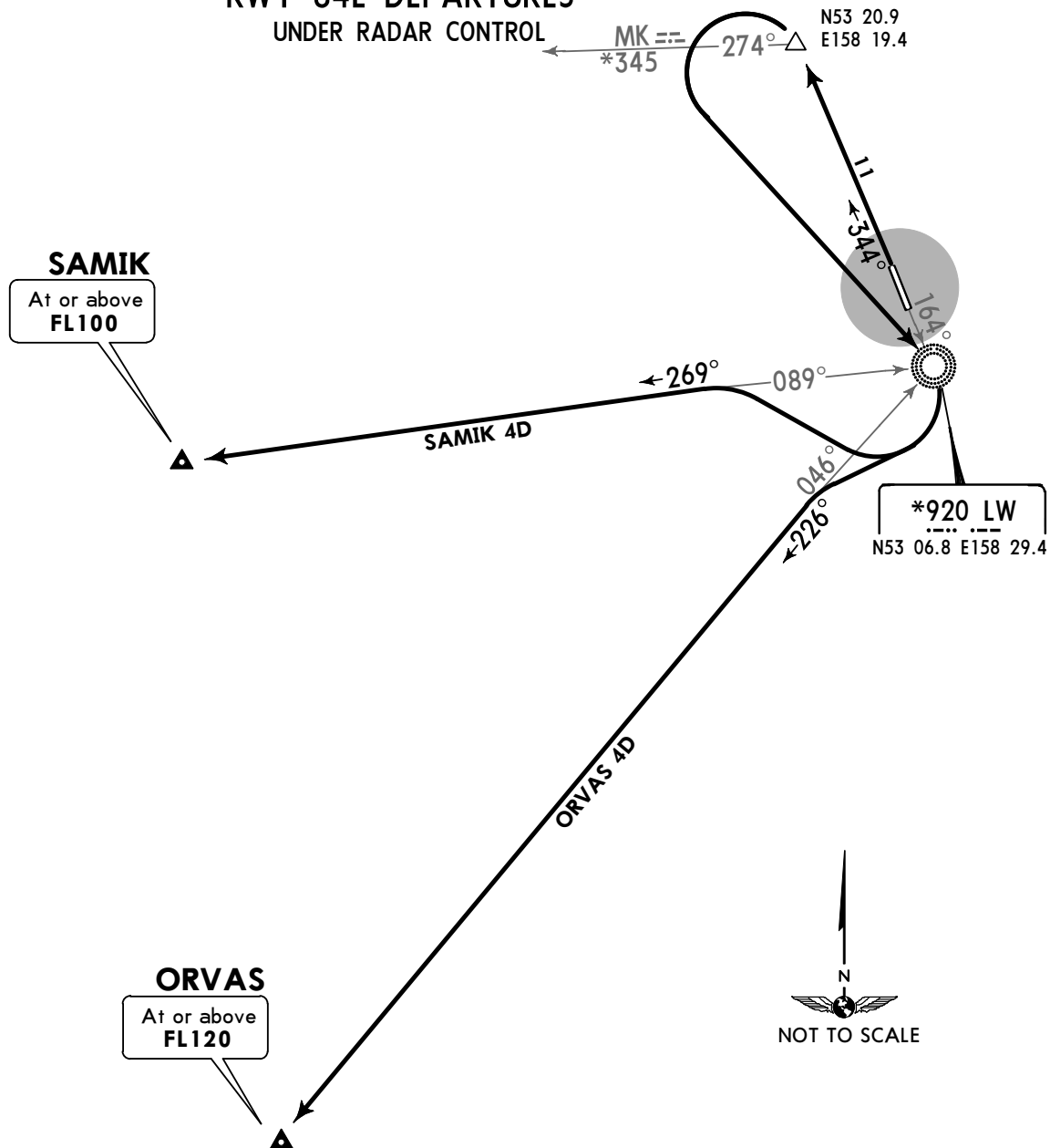
# UHPK/PKC **JEPPesen** PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 20 JAN 17 (10-3X1) Eff 2 Feb **SID**

Apt Elev  
**128'**

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' (7883')  
**Dual ADF is required.**



**ORVAS 4D [ORVA4D]**  
**SAMIK 4D [SAMI4D]**  
**RWY 34L DEPARTURES**  
**UNDER RADAR CONTROL**



These SIDs require a minimum climb gradient  
of  
6.2%

**ORVAS 4D:** up to FL100.

**SAMIK 4D:** up to 7190' (7063').

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

ALT/HEIGHT CONVERSION	
QNH	(QFE)
7190'	(7063' - 2150m)
8010'	(7883' - 2400m)

SID	ROUTING
<b>ORVAS 4D</b>	Intercept and climb on 344° bearing from LW, at 274° bearing to MK turn LEFT to LW, turn RIGHT, intercept 226° bearing to ORVAS.
<b>SAMIK 4D</b>	Intercept and climb on 344° bearing from LW, at 274° bearing to MK turn LEFT to LW, turn RIGHT, intercept 269° bearing to SAMIK.

**UHPP/PKC** **JEPPesen** **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
YELIZOVO 20 JAN 17 (10-3X2) Eff 2 Feb **SID**Apt Elev  
**128'**

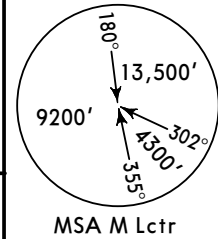
QNH on request (QFE)

Trans level: FL90

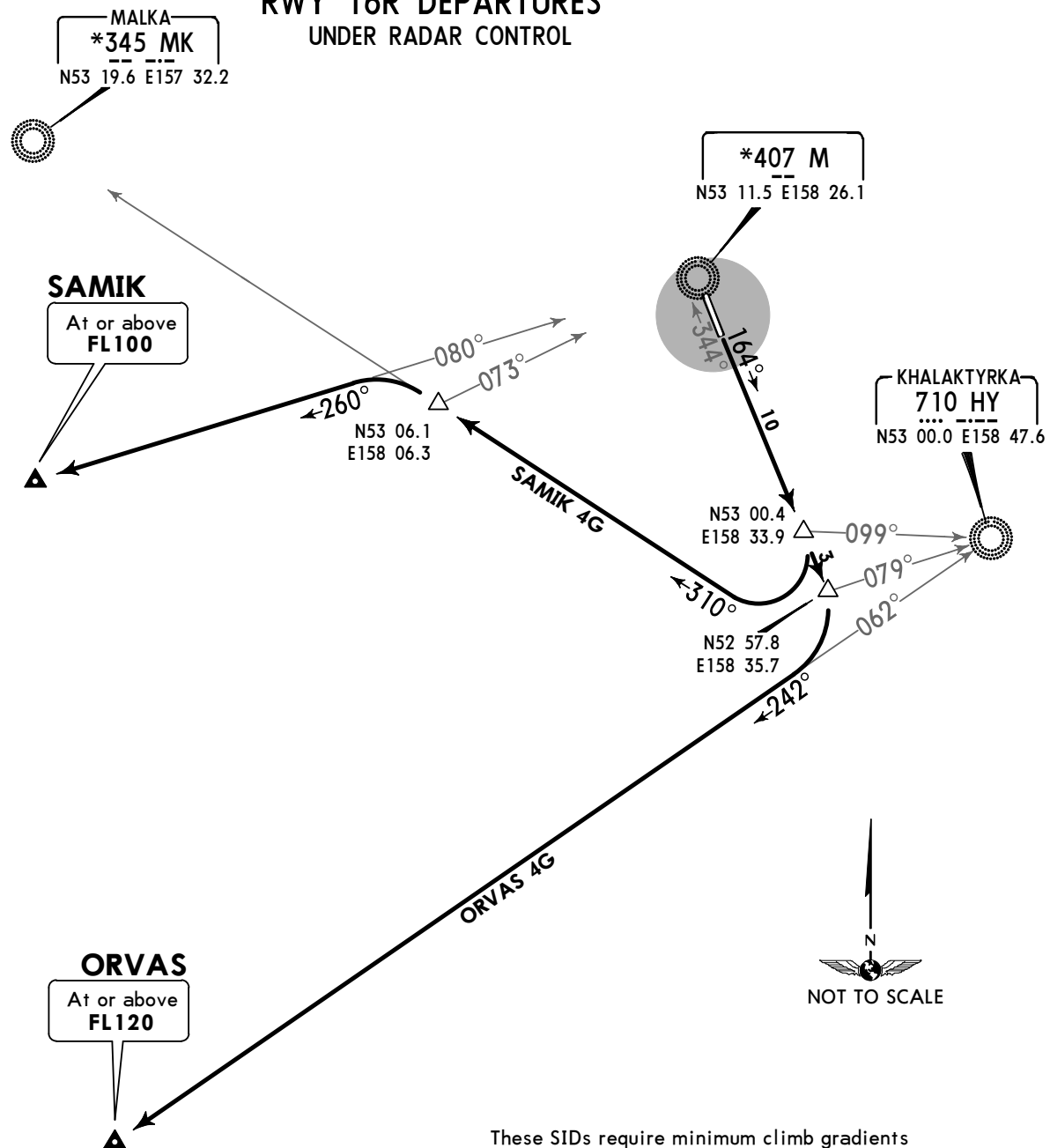
FL100 if pressure is less than 756 mm (1007.9 hPa)

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

Trans alt: 8010' (7899')

**Dual ADF is required.**

**ORVAS 4G [ORVA4G]**  
**SAMIK 4G [SAMI4G]**  
**RWY 16R DEPARTURES**  
**UNDER RADAR CONTROL**



These SIDs require minimum climb gradients of

**ORVAS 4G:** 4.7% up to FL90.**SAMIK 4G:** 5.2% up to 7170' (7059').

**ALT/HEIGHT CONVERSION**  
 QNH (QFE)  
 7170' (7059' - 2150m)  
 8010' (7899' - 2400m)

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

SID	ROUTING
<b>ORVAS 4G</b>	Intercept and climb on 164° bearing from M, at 079° bearing to HY turn RIGHT, intercept 242° bearing from HY to ORVAS.
<b>SAMIK 4G</b>	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.

**UHPP/PKC**  
**YELIZOVO**

20 JAN 17

(10-3X3)

Eff 2 Feb

**JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

**SID**

Apt Elev  
**128'**

QNH on request (QFE)

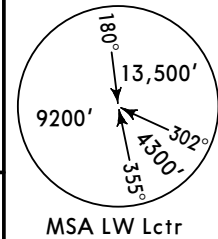
Trans level: FL90

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

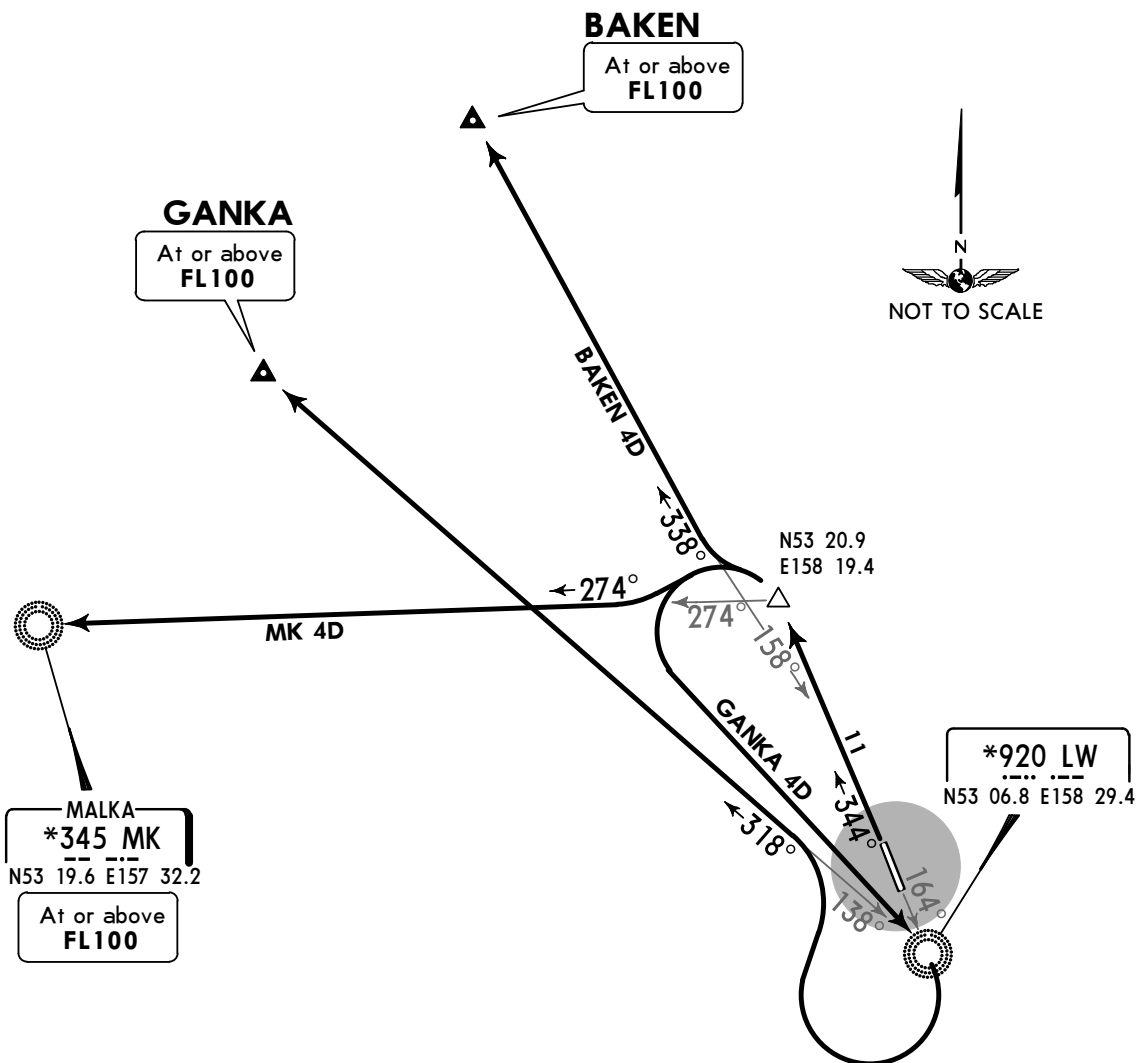
FL110 if pressure is less than 729 mm (971.9 hPa)

Trans alt: 8010' (7883')

**Dual ADF is required.**



**BAKEN 4D [BAKE4D], GANKA 4D [GANK4D]  
MK 4D  
RWY 34L DEPARTURES  
UNDER RADAR CONTROL**



These SIDs require minimum climb gradients  
of

**BAKEN 4D:** 5.0% up to 5050' (4923'), then  
5.0% up to FL100 due to airspace limitation.

**GANKA 4D:** 6.2% up to FL90.

**MK 4D:** 5.0% up to 6690' (6563').

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.2% V/V (fpm)	471	628	942	1256	1570	1884

**ALT/HEIGHT CONVERSION**

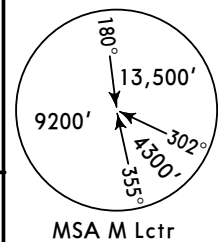
QNH	(QFE)
5050'	(4923' - 1500m)
6690'	(6563' - 2000m)
8010'	(7883' - 2400m)

SID	ROUTING
<b>BAKEN 4D</b>	Intercept and climb on 344° bearing from LW, at 274° bearing to MK turn LEFT, intercept 338° bearing from LW to BAKEN.
<b>GANKA 4D</b>	Intercept and climb on 344° bearing from LW, at 274° bearing to MK turn LEFT to LW, turn RIGHT, intercept 318° bearing to GANKA.
<b>MK 4D</b>	Intercept and climb on 344° bearing from LW, at 274° bearing to MK turn LEFT, intercept 274° bearing to MK.

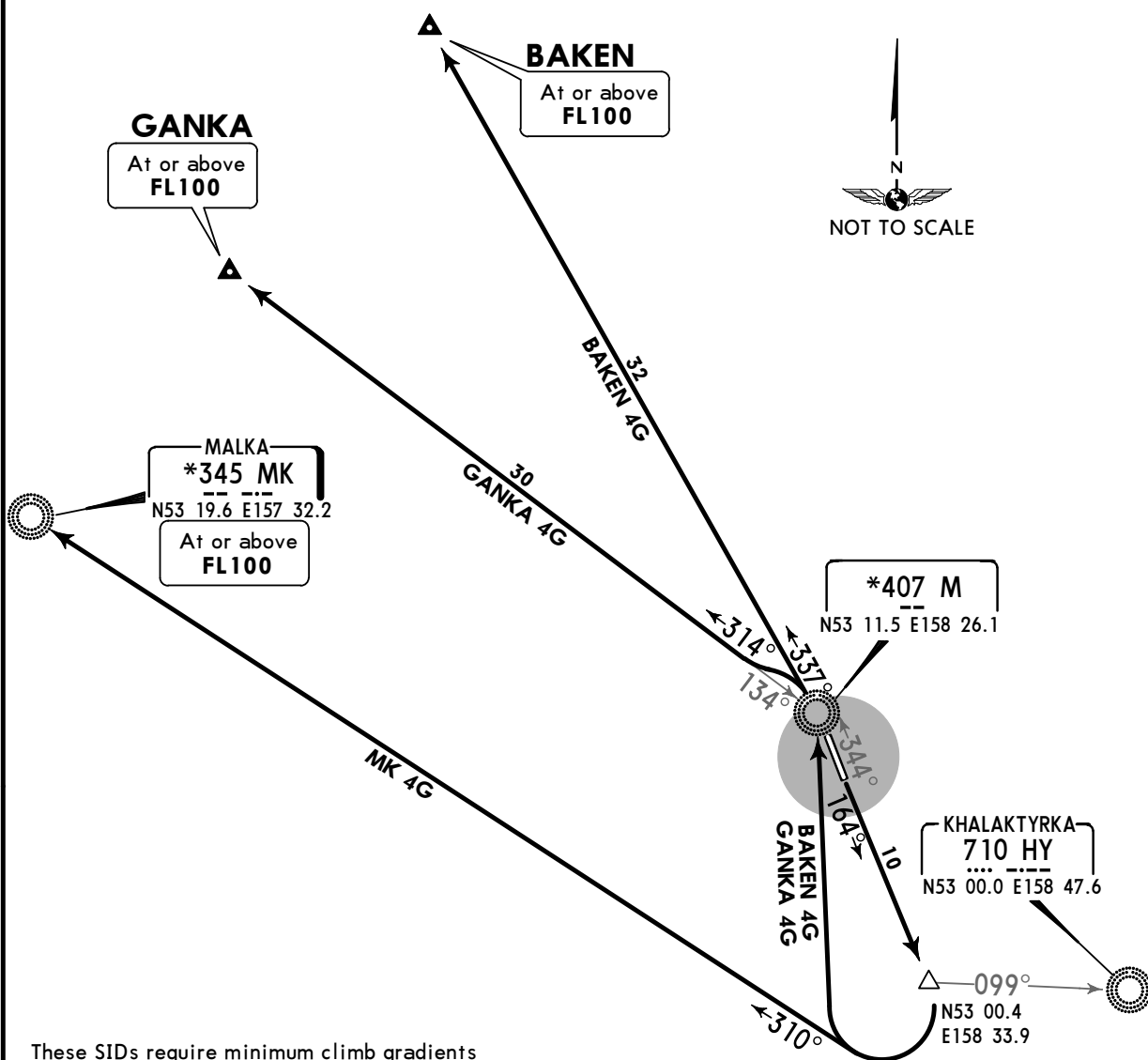
**UHPP/PKC** **JEPPESSEN** **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
YELIZOVO 20 JAN 17 (10-3X4) Eff 2 Feb **SID**

Apt Elev  
**128'**

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' (7899')  
**Dual ADF is required.**



**BAKEN 4G [BAKE4G], GANKA 4G [GANK4G]  
MK 4G  
RWY 16R DEPARTURES  
UNDER RADAR CONTROL**



These SIDs require minimum climb gradients of

**BAKEN 4G, GANKA 4G**  
4.0% up to 7010' (6899').  
**MK 4G**  
5.2% up to 6680' (6569').

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
5.2% V/V (fpm)	395	527	790	1053	1316	1580

ALT/HEIGHT CONVERSION	
QNH	(QFE)
6680'	(6569' - 2000m)
7010'	(6899' - 2100m)
8010'	(7899' - 2400m)

SID	ROUTING
<b>BAKEN 4G</b>	Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT to M, turn LEFT, 337° bearing to BAKEN.
<b>GANKA 4G</b>	Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT to M, turn LEFT, intercept 314° bearing to GANKA.
<b>MK 4G</b>	Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT, intercept 310° bearing to MK.

**UHPP/PKC**

Apt Elev **128'**  
N53 10.2 E158 27.0



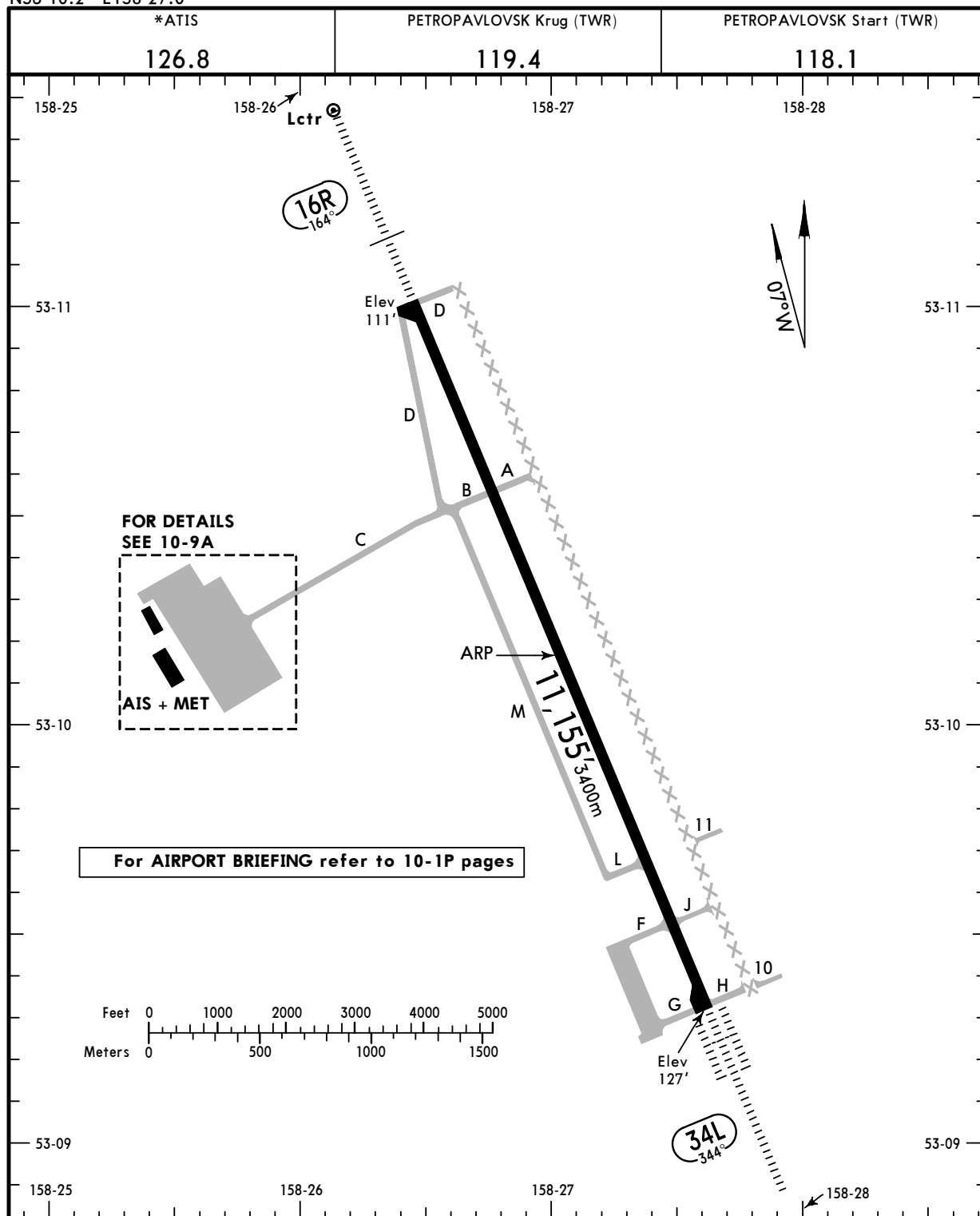
**PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

20 JAN 17

**(10-9)**

**Eff 2 Feb**

**YELIZOVO**



**ADDITIONAL RUNWAY INFORMATION**

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						Threshold	Glide Slope		
16R	HIRL (60m)	CL (15m)	HIALS	PAPI-L (2.67°)	RVR		10,062' 3067m	<b>1</b>	148'
34L	HIRL (60m)	CL (15m)	HIALS-II	TDZ PAPI-R (2.67°)	RVR		10,000' 3048m		

**1 TAKE-OFF RUN AVAILABLE**

**RWY 16R:**

From rwy head 11,155' (3400m)  
twy B int 8202' (2500m)

**RWY 34L:**

From rwy head 11,155' (3400m)  
twy L int 8858' (2700m)

**UHPP/PKC****JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

20 JAN 17

**(10-9A)****Eff 2 Feb****YELIZOVO**

NOT TO SCALE

**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****AIR CARRIER (JAA)****All Rws****LVP must be in force**

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
<b>A</b>			
<b>B</b>	200m (150m)	250m	400m
<b>C</b>			
<b>D</b>	250m (200m)	300m	



UHPP/PKC

17 MAR 17  
Eff 30 Mar**JEPPESEN**

10-9S

**PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
YELIZOVO**Standard**

STRAIGHT-IN RWY		A	B	C	D
16R	ILS	311'(200')	314'(203')	324'(213')	334'(223')
	FULL	R550m ❶	R550m ❶	R550m ❶	R550m ❶
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
34L	CAT 2 ILS ❷	227'(100')	227'(100')	232'(105')	245'(118')
		RA105' R300m	RA105' R300m	RA111' R300m	RA126' R300m
	CAT 2 ILS ❸	1370'(1243')	1387'(1260')	1400'(1273')	1413'(1286')
		R450m	R450m	R450m	R450m
	CAT 2 RNAV ILS ❹	227'(100')	227'(100')	232'(105')	245'(118')
		RA105' R300m	RA105' R300m	RA111' R300m	RA128' R300m
	CAT 2 RNAV ILS ❺	967'(840')	983'(856')	996'(869')	1010'(883')
		R450m	R450m	R450m	R450m
	ILS ❷	327'(200')	327'(200')	327'(200')	327'(200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out ❶	R550m	R550m	R550m	R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS ❸	1456'(1329')	1466'(1339')	1475'(1348')	1485'(1358')
		R1500m	R1500m	R2400m	R2400m
	RNAV ILS ❹	327'(200')	327'(200')	327'(200')	327'(200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out ❶	R550m	R550m	R550m	R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNAV ILS ❹	1055'(928')	1065'(938')	1075'(948')	1085'(958')
		R1500m	R1500m	R2400m	R2400m
	GLS ❻	327'(200')	327'(200')	330'(203')	340'(213')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out ❶	R550m	R550m	R550m	R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS ❸	1052'(925')	1062'(935')	1072'(945')	1082'(955')
		R1500m	R1500m	R2400m	R2400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❷ ❸	730'(603')	730'(603')	730'(603')	730'(603')
		R1500m	R1500m	R2100m	R2100m
	ALS out	R1500m	R1500m	R2400m	R2400m
	RNAV ❸ ❹	1460'(1333')	1460'(1333')	1460'(1333')	1460'(1333')
		R5000m	R5000m	R5000m	R5000m
	VOR Z ❸ ❹	NOT APPLICABLE	NOT APPLICABLE	820'(693')	820'(693')
				R2400m	R2400m

❶ W/o HUD/AP/FD: RVR 750m.

❷ Missed apch climb grad MIM 5.0% up to 4730'(4603').

❸ Missed apch climb grad MIM 2.5%.

❹ Missed apch climb grad MIM 5.0% up to 4560'(4433').

❺ Missed apch climb grad MIM 4.0% up to 4560'(4433').

❻ Missed apch climb grad MIM 3.5% up to 4560'(4433').

❼ Missed apch climb grad MIM 3.8% up to 4560'(4433').

❽ Continuous Descent Final Approach.

❾ Missed apch climb grad MIM 2.9% up to 4560'(4433').

**UHPP/PKC**17 MAR 17  
Eff 30 Mar**JEPPESEN****(10-9S1)****PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
YELIZOVO**Standard**

STRAIGHT-IN RWY	A	B	C	D
<b>34L</b> VOR Z or Y ① ② (contd)	<b>820'</b> (693') <b>R1500m</b>	<b>820'</b> (693') <b>R1500m</b>	<b>1220'</b> (1093') <b>R2400m</b>	<b>1220'</b> (1093') <b>R2400m</b>
NDB Z or Y ②	<b>760'</b> (633')③ <b>R1500m</b>	<b>760'</b> (633')③ <b>R1500m</b>	<b>760'</b> (633')④ <b>R2200m</b>	<b>760'</b> (633')④ <b>R2200m</b>
ALS out	R1500m	R1500m	R2400m	R2400m
NDB Z or Y ① ②	<b>1050'</b> (923') <b>R1500m</b>	<b>1050'</b> (923') <b>R1500m</b>	<b>2090'</b> (1963') <b>R5000m</b>	<b>2090'</b> (1963') <b>R5000m</b>

① Missed apch climb grad MIM 2.5%.

② Continuous Descent Final Approach.

③ Missed apch climb grad MIM 2.9% up to 3090'(2963').

④ Missed apch climb grad MIM 4.0% up to 4730'(4603').

CIRCLE-TO-LAND ⑤	100 KT	135 KT	180 KT	205 KT
	<b>1510'</b> (1382') <b>970'</b> (842')⑥ V1500m⑧	<b>1510'</b> (1382') <b>1140'</b> (1012')⑥ V1600m⑧	<b>1710'</b> (1582') <b>1580'</b> (1452')⑦ V2400m⑧	<b>1830'</b> (1702') <b>1830'</b> (1702') V3600m⑧

⑤ Prohibited West of airport.

⑥ After RNAV ILS 34L: 1510'(1382').

⑦ After RNAV ILS 34L: 1710'(1582').

⑧ or higher minimums of preceding straight-in approach.

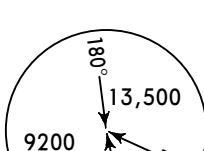
**TAKE-OFF RWY 16R, 34L**

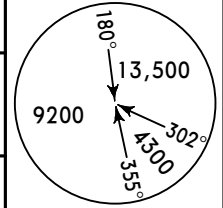
Low Visibility Take-off						
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL & RCLM Night: RL or CL	Adequate vis ref (Day only)
A	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m
B						
C						
D						

**UHPP/PKC**  
**YELIZOVO**

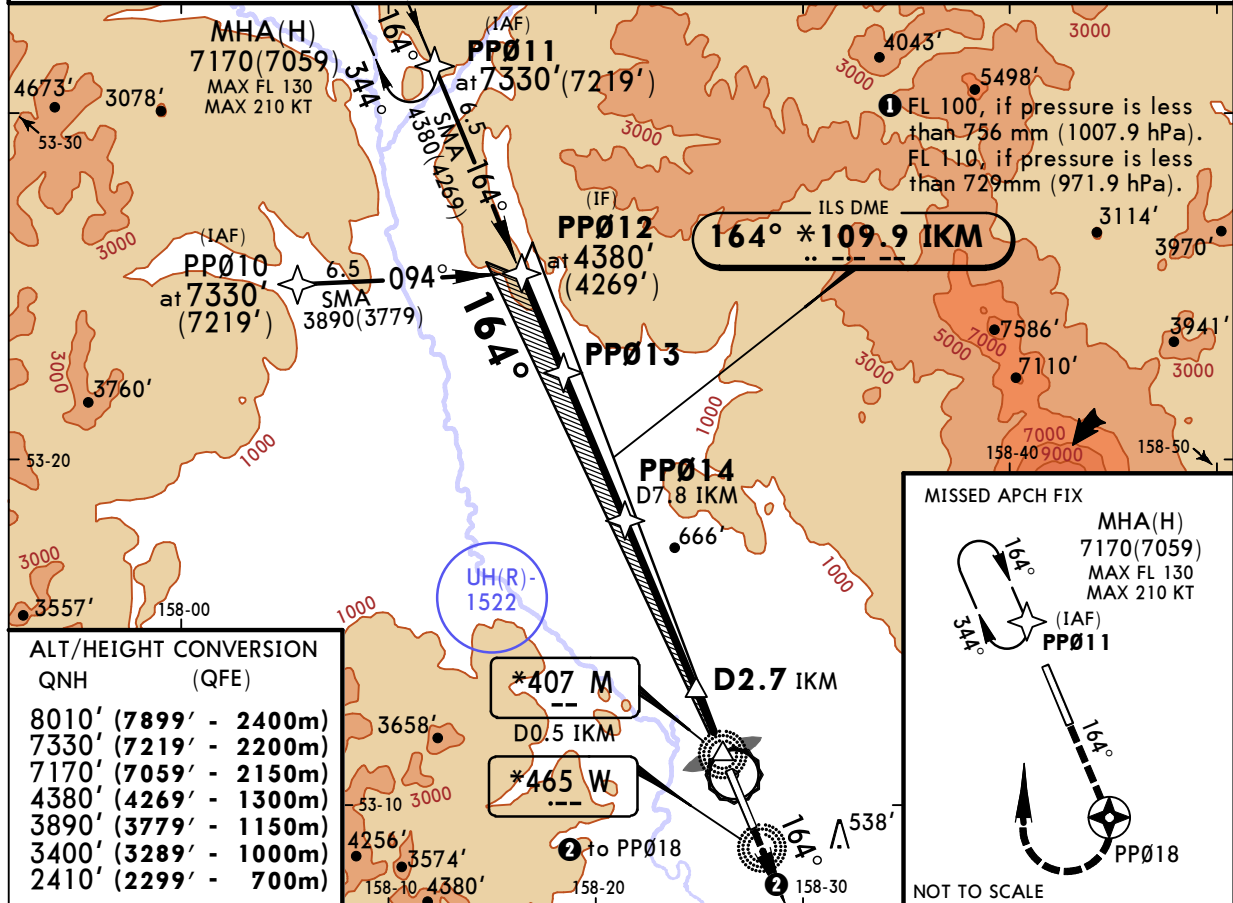
**JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
14 APR 17 (11-1) **ILS Z Rwy 16R**

BRIEFING STRIP

*ATIS <b>126.8</b>		PETROPAVLOVSK Krug (TWR) <b>119.4</b>		PETROPAVLOVSK Start (TWR) <b>118.1</b>	
LOC IKM <b>*109.9</b>	Final Apch Crs <b>164°</b>	GS <b>D2.7 IKM</b> <b>931'(820')</b>	ILS DA(H) Refer to Minimums	Apt Elev 128' Rwy 111'	
MISSED APCH: Climb on 164° to PP018, then turn RIGHT to PP011 climbing to 7170'(7059') or above and hold.					
Alt Set: MM (hPa on req) <b>GNSS required.</b>		QNH on req (QFE)		Trans level: FL 90 <b>1</b>	
					Trans alt: 8010' ( <b>7899'</b> )



MSA W Lctr

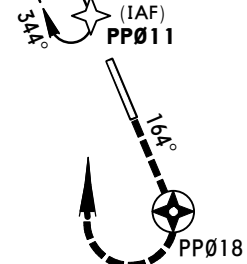


ALT/HEIGHT CONVERSION  
QNH (QFE)

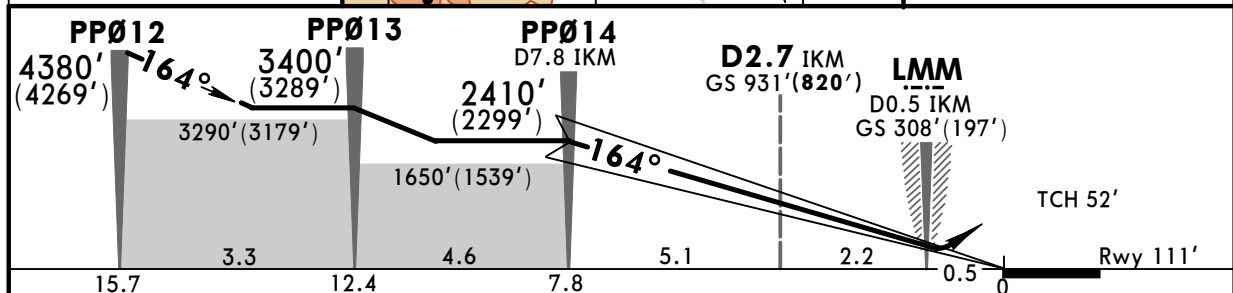
8010' (7899' - 2400m)
7330' (7219' - 2200m)
7170' (7059' - 2150m)
4380' (4269' - 1300m)
3890' (3779' - 1150m)
3400' (3289' - 1000m)
2410' (2299' - 700m)

MISSED APCH FIX

MHA(H)  
7170(7059)  
MAX FL 130  
MAX 210 KT



NOT TO SCALE



Gnd speed-Kts	70	90	100	120	140	160
GS	2.70°	334	430	478	573	669

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND		
ILS		LOC (GS out)		Prohibited West of airport		
A: 311'(200')		C: 324'(213')				
DA(H) B: 314'(203')		D: 334'(223')				
FULL		ALS out		Max Kts	MDA(H)	
A	1200m		NOT AUTHORIZED		100	970' (842') 1600m
B					135	1140' (1012') 2400m
C					180	1580' (1452') 4800m
D					205	1830' (1702') 4800m

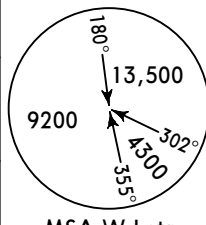
PANS OPS

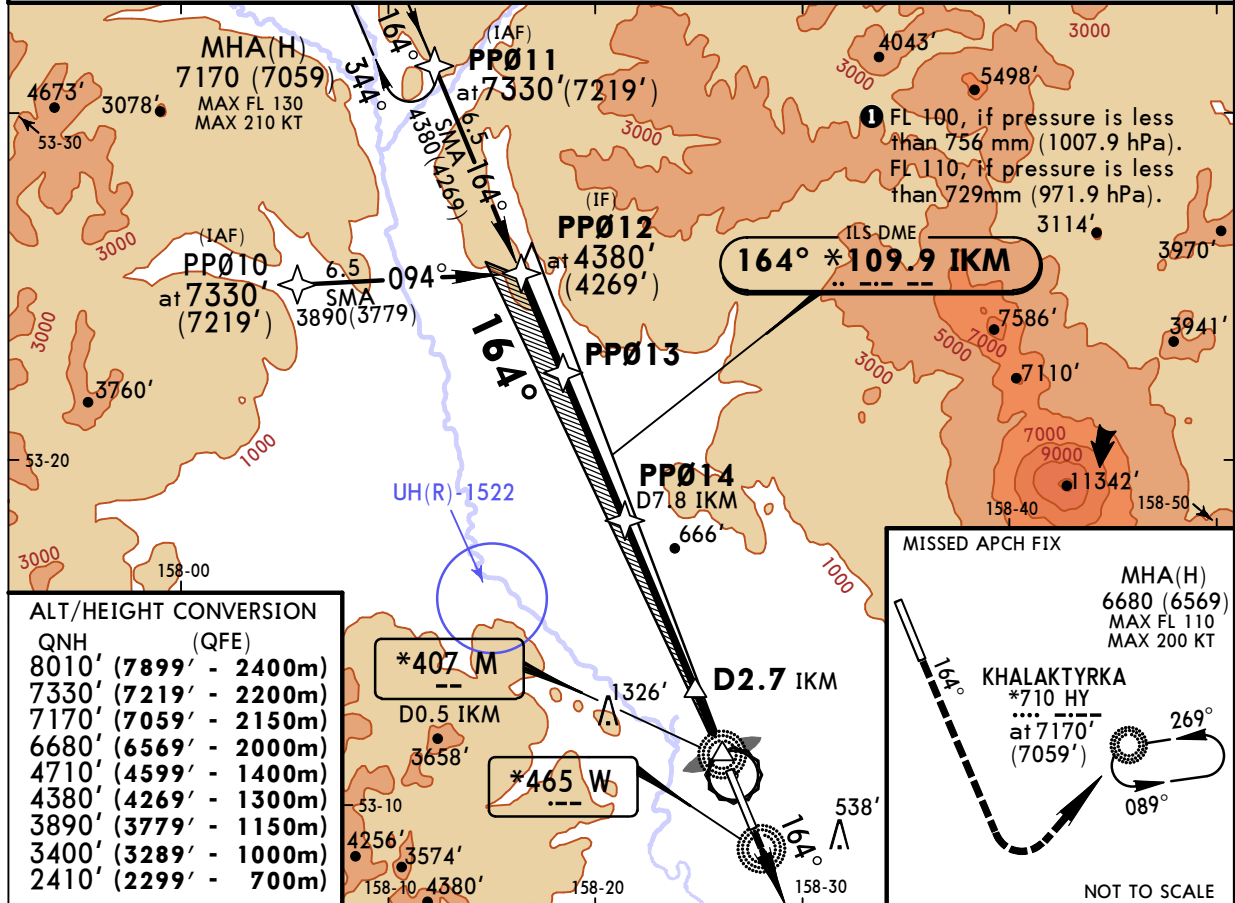
**UHPP/PKC**  
**YELIZOVO**

**JEPPesen**  
14 APR 17 **(11-2)**

**PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**ILS Y Rwy 16R**

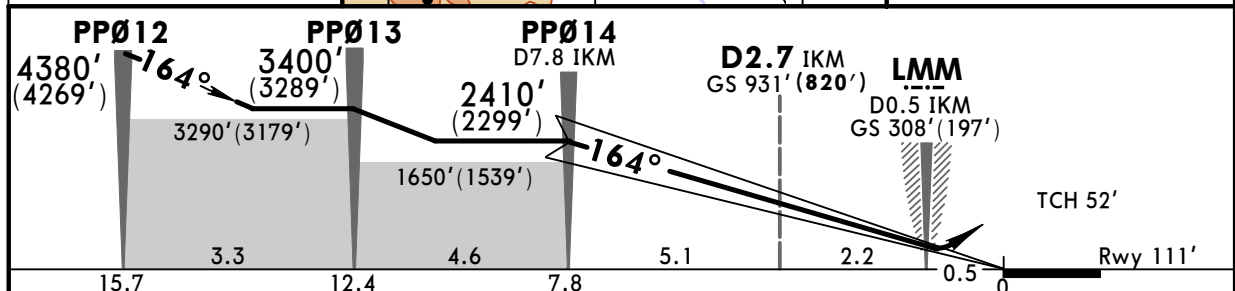
BRIEFING STRIP


*ATIS <b>126.8</b>		PETROPAVLOVSK Krug (TWR) <b>119.4</b>		PETROPAVLOVSK Start (TWR) <b>118.1</b>		
LOC IKM <b>*109.9</b>	Final Apch Crs <b>164°</b>	GS <b>D2.7 IKM</b> <b>931'(820')</b>	ILS DA(H) Refer to Minimums	Apt Elev 128' Rwy 111'		
<b>MISSED APCH:</b> Climb on 164° to 4710'(4599') then turn LEFT to HY NDM climbing to 7170'(7059') or above and hold.						
Alt Set: MM (hPa on req)		QNH on req ( <b>QFE</b> )		Trans level: FL 90 <b>1</b>		Trans alt: 8010' ( <b>7899'</b> )
<b>1. Dual ADF required. 2. GNSS required.</b>						



**ALT/HEIGHT CONVERSION**

QNH	(QFE)
8010' ( <b>7899'</b> )	- 2400m
7330' ( <b>7219'</b> )	- 2200m
7170' ( <b>7059'</b> )	- 2150m
6680' ( <b>6569'</b> )	- 2000m
4710' ( <b>4599'</b> )	- 1400m
4380' ( <b>4269'</b> )	- 1300m
3890' ( <b>3779'</b> )	- 1150m
3400' ( <b>3289'</b> )	- 1000m
2410' ( <b>2299'</b> )	- 700m



Gnd speed-Kts	70	90	100	120	140	160	<b>HIALS</b> PAPI 	<b>4710'</b> <b>(4599')</b> on <b>164°</b>
GS	2.70°	334	430	478	573	669		

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND		
ILS		LOC (GS out)		Prohibited West of airport		
DA(H) A: 311'(200') C: 324'(213')						
B: 314'(203') D: 334'(223')						
FULL		ALS out		Max Kts	MDA(H)	
A	1200m		NOT AUTHORIZED		100	970' (842') 1600m
B					135	1140' (1012') 2400m
C					180	1580' (1452') 4800m
D					205	1830' (1702') 4800m

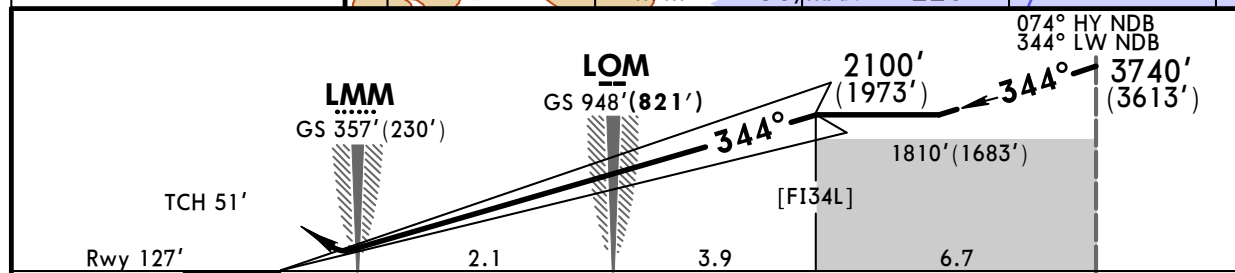
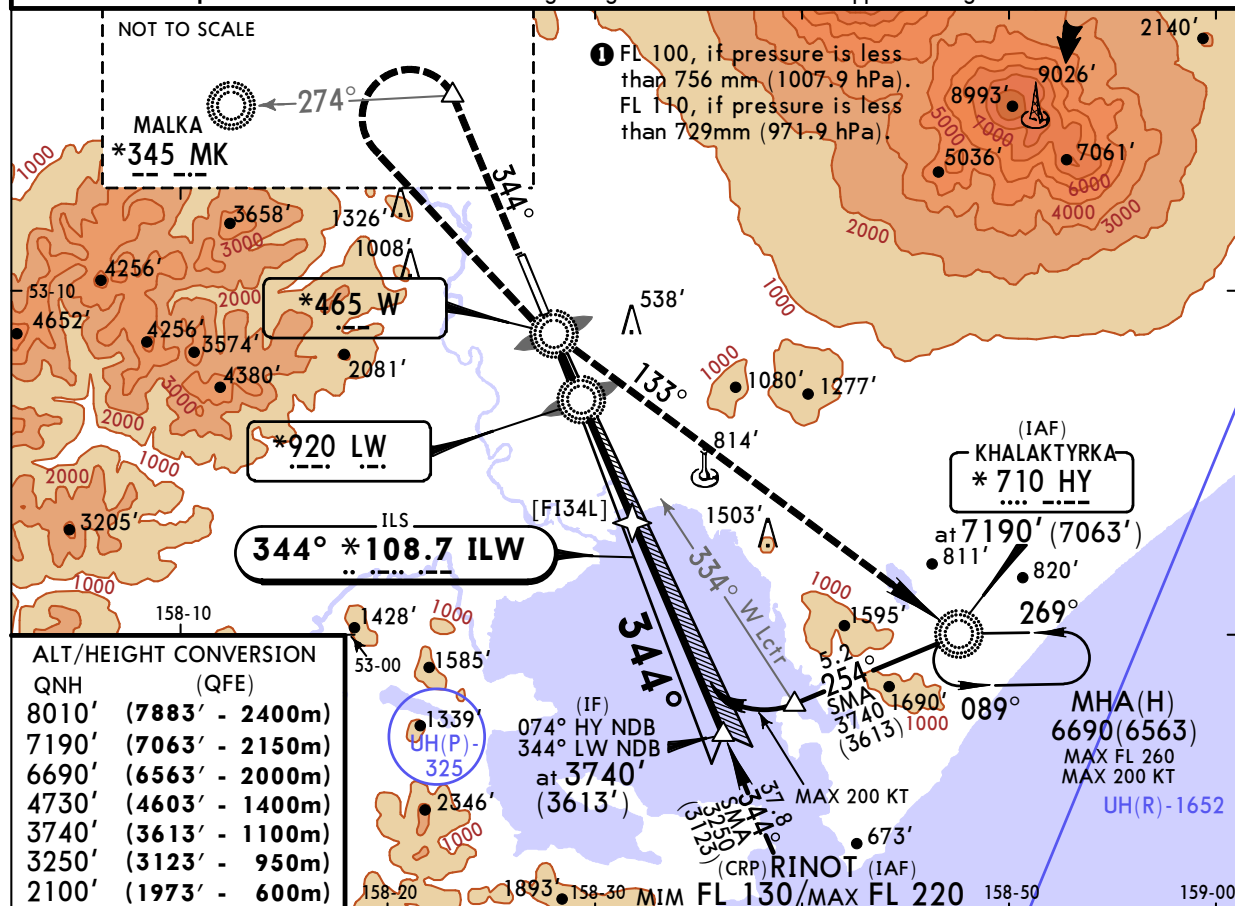
PANS OPS


**UHPP/PKC  
YELIZOVO**

**JEYPESEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA  
17 MAR 17 (11-3) Eff 30 Mar ILS Rwy 34L

ILS Rwy 34L

*ATIS		PETROPAVLOVSK Krug (TWR)		PETROPAVLOVSK Start (TWR)		
126.8		119.4		118.1		
LOC ILW *108.7	Final ApcH Crs 344°	GS LOM 948'(821')	ILS DA(H) Refer to Minimums	Apt Elev 128'  Rwy 127'		
<b>MISSED APCH:</b> Climb on 344° to 274° MK NDB, then turn LEFT (MAX 240 KT) to W Lctr. Proceed on 133° HY NDB to HY NDB climbing to 7190'(7063') or above and hold. MAX 240 KT.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 90 ①		Trans alt: 8010' (7883')
<b>1. Dual ADF required.</b> 2. There is no level-flight leg on the intermediate approach segment.						



		0	0.6		2.7				HIALS-II							
Gnd speed-Kts		70	90	100	120	140	160			PAPI	240 KT MAX	344° ↑	MK 345 274°			
ILS GS	2.70°	334	430	478	573	669	764									

STRAIGHT-IN LANDING RWY 34L 1							CIRCLE-TO-LAND			
Missed apch climb gradient min 5.0% up to 4730'(4603') DA(H) 327'(200')				Missed apch climb gradient min 2.5% A:1456'(1329') C:1475'(1348') B:1466'(1339') D:1485'(1358')			Prohibited West of airport			
FULL		TDZ or CL out	ALS out	FULL		TDZ or CL out	ALS out	Max Kts	MDA(H)	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	3200m			100	970' (842')	1600m 2	
B							135	1140' (1012')	2400m 2	
C				4000m			4800m	180	1580' (1452')	4800m
D								205	1830' (1702')	4800m

**1** LOC (GS out): NOT AUTHORIZED. **2** or higher minimums of preceding straight-in approach.

CHANGES: Note. Segment minimum altitude.

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**JEPPI**  
17 MAR 17

17 MAR 17

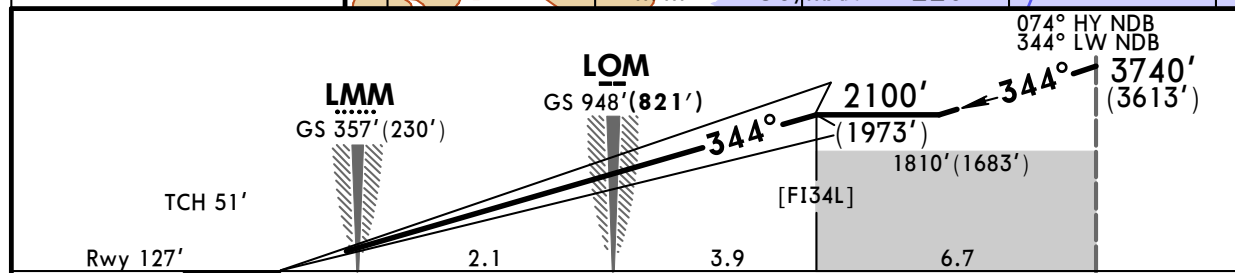
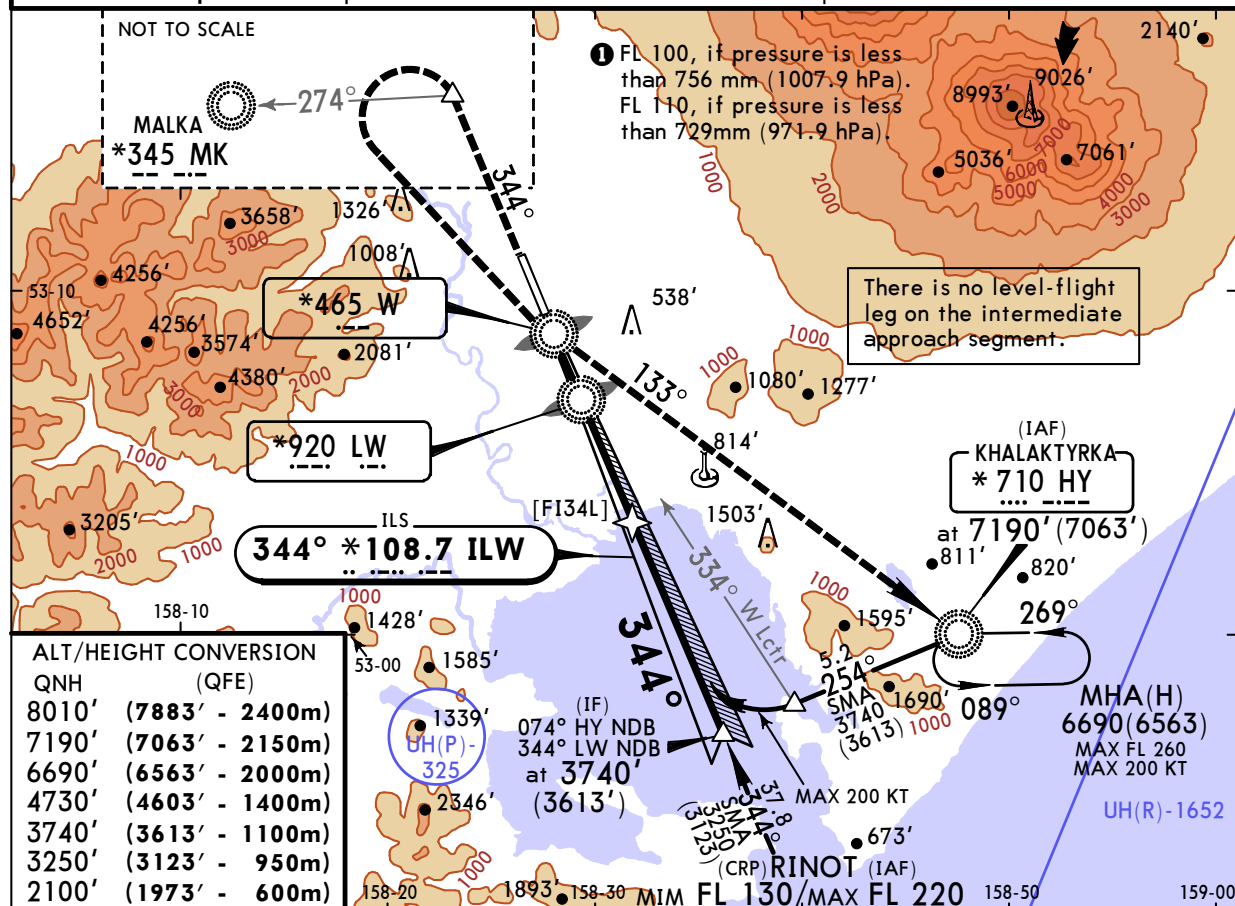
11-3A

**Eff 30 Mar**

**JEPPES** PETROPAVLOVSK-KAMCHATSKY, RUSSIA  
17 MAR 17 **(11-3A)** Eff 30 Mar  
CAT II ILS Rwy 34L

**CAT II ILS Rwy 34L**

*ATIS		PETROPAVLOVSK Krug (TWR)		PETROPAVLOVSK Start (TWR)		
126.8		119.4		118.1		
LOC ILW *108.7	Final Apch Crs 344°	GS LOM 948'(821')	CAT II ILS Refer to Minimums	Apt Elev 128'  Rwy 127'		
<b>MISSED APCH:</b> Climb on 344° to 274° MK NDB, then turn LEFT (MAX 240 KT) to W Lctr. Proceed on 133° HY NDB to HY NDB climbing to 7190'(7063') or above and hold. MAX 240 KT.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 90 ①		Trans alt: 8010' (7883')
<b>1. Dual ADF required.</b> 2. Special Aircrew & Aircraft Certification Required.						



		0		0.6		2.7				HIALS-II							
Gnd speed-Kts		70	90	100	120	140	160				PAPI	240 KT	344°	MK			
GS	2.70°	334	430	478	573	669	764					MAX	↑	345			
														274°			

STRAIGHT-IN LANDING RWY 34L

Missed approach climb gradient minimum 5.0% up to 4730' (4603')

**Missed apch climb  
gradient mim 2.5%**

AB			C			D			gradient mim 2.5%		
<b>RA 105'</b>			<b>RA 111'</b>			<b>RA 126'</b>					
DA(H)			DA(H)			DA(H)			DA(H)		
227''(100')			232''(105')			245''(118')			1370'		
									(1243')		
									1387'		
									(1260')		
									1400'		
									(1273')		
									1413'		
									(1286')		

RVR 300m

RVR 450m

**PANS OPS**

CHANGES: Note. Segment minimum altitude.

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**JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

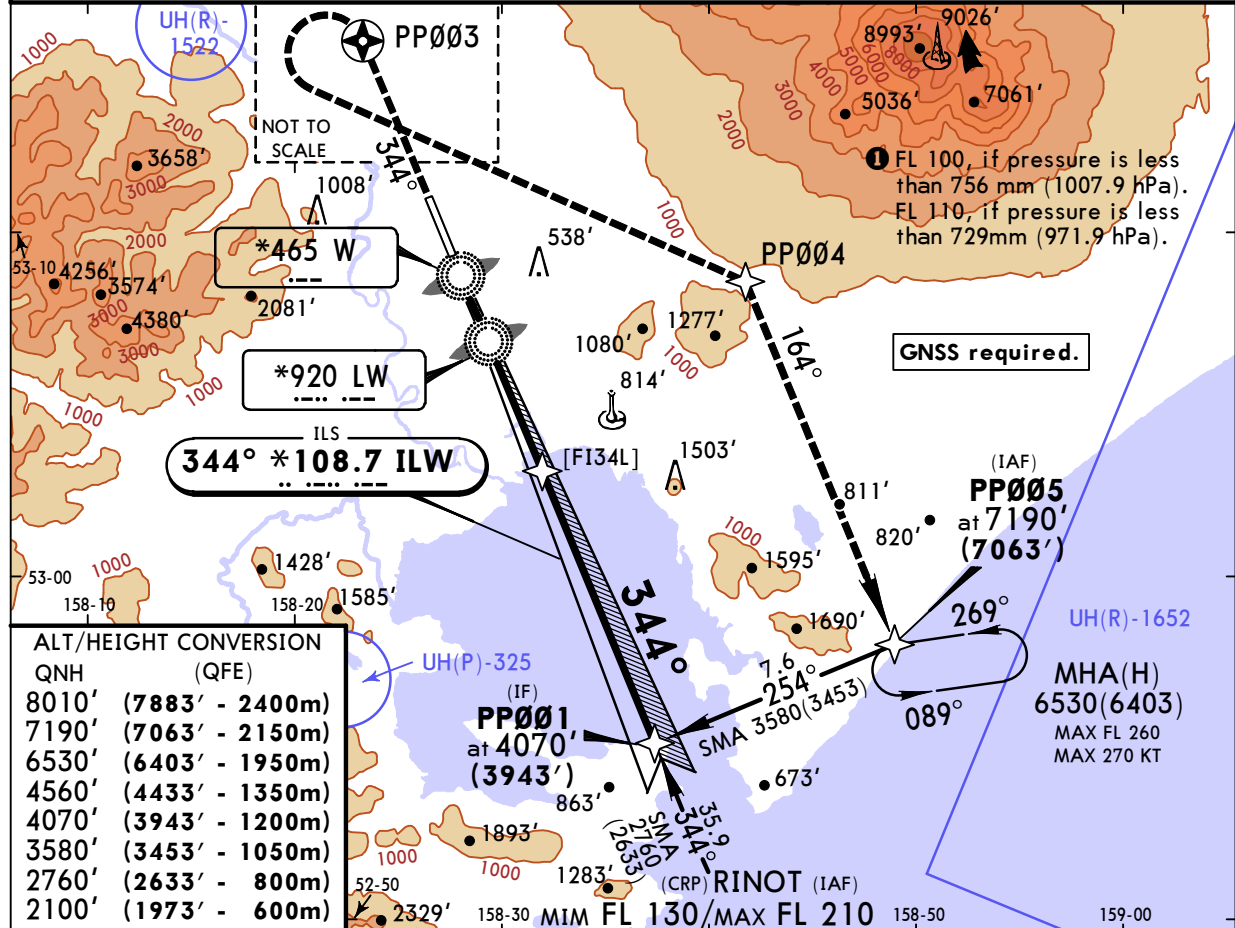
17 MAR 17 **(11-4)** Eff 30 Mar

**RNAV ILS Rwy 34L**

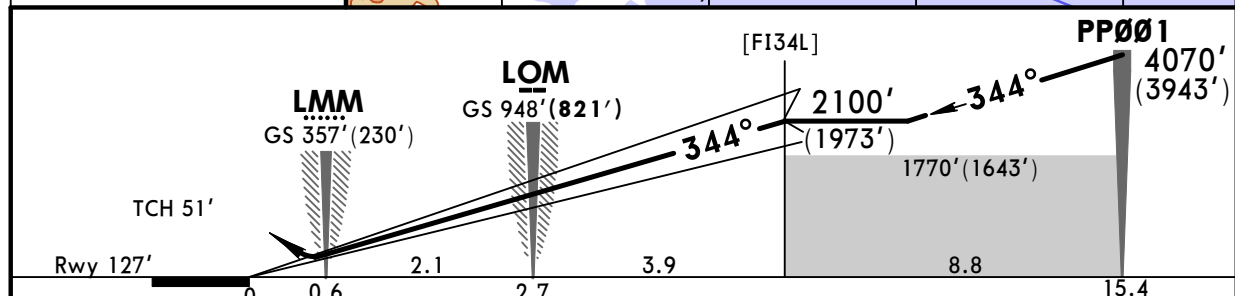
BRIEFING STRIP

*ATIS  126.8		PETROPAVLOVSK Krug (TWR)  119.4		PETROPAVLOVSK Start (TWR)  118.1		<div></div> <div>13,500</div> <div></div> <div>MSA ARP</div>
LOC ILW *108.7	Final Apch Crs 344°	GS LOM 948'(821')	ILS DA(H) Refer to Minimums	Apt Elev 128'	Rwy 127'	
MISSED APCH: Climb on 344° to PP003, then turn LEFT direct to PP004, then proceed to PP005 climbing to 7190'(7063'), 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' (**7883'**)



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010' (7883' - 2400m)	
7190' (7063' - 2150m)	
6530' (6403' - 1950m)	
4560' (4433' - 1350m)	
4070' (3943' - 1200m)	
3580' (3453' - 1050m)	
2760' (2633' - 800m)	
2100' (1973' - 600m)	



Gnd speed-Kts	70	90	100	120	140	160	<div>HIALS-II</div> <div>PAPI</div> <div>PP003 on 344°</div>
ILS GS	2.70°	334	430	478	573	669	

STRAIGHT-IN LANDING RWY 34L <b>1</b>						CIRCLE-TO-LAND	
Missed apch climb gradient mim 4.0% up to 4560' (4433')			Missed apch climb gradient mim 2.5%			Prohibited West of airport	
DA(H) 327'(200')			A:1055'(928') C:1075'(948') B:1065'(938') D:1085'(958')				
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out	Max Kts	MDA(H)
A			3200m			100	1510'(1382') 2000m <b>2</b>
B	RVR 550m	RVR 720m				135	1510'(1382') 2400m <b>2</b>
C	VIS 800m	VIS 800m				180	1710'(1582') 4800m
D						205	1830'(1702') 4800m

**1** LOC (GS out): NOT AUTHORIZED. **2** or higher minimums of preceding straight-in approach.

CHANGES: New procedure.

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**YELIZOVO**

17 MAR 17

**11-4A**

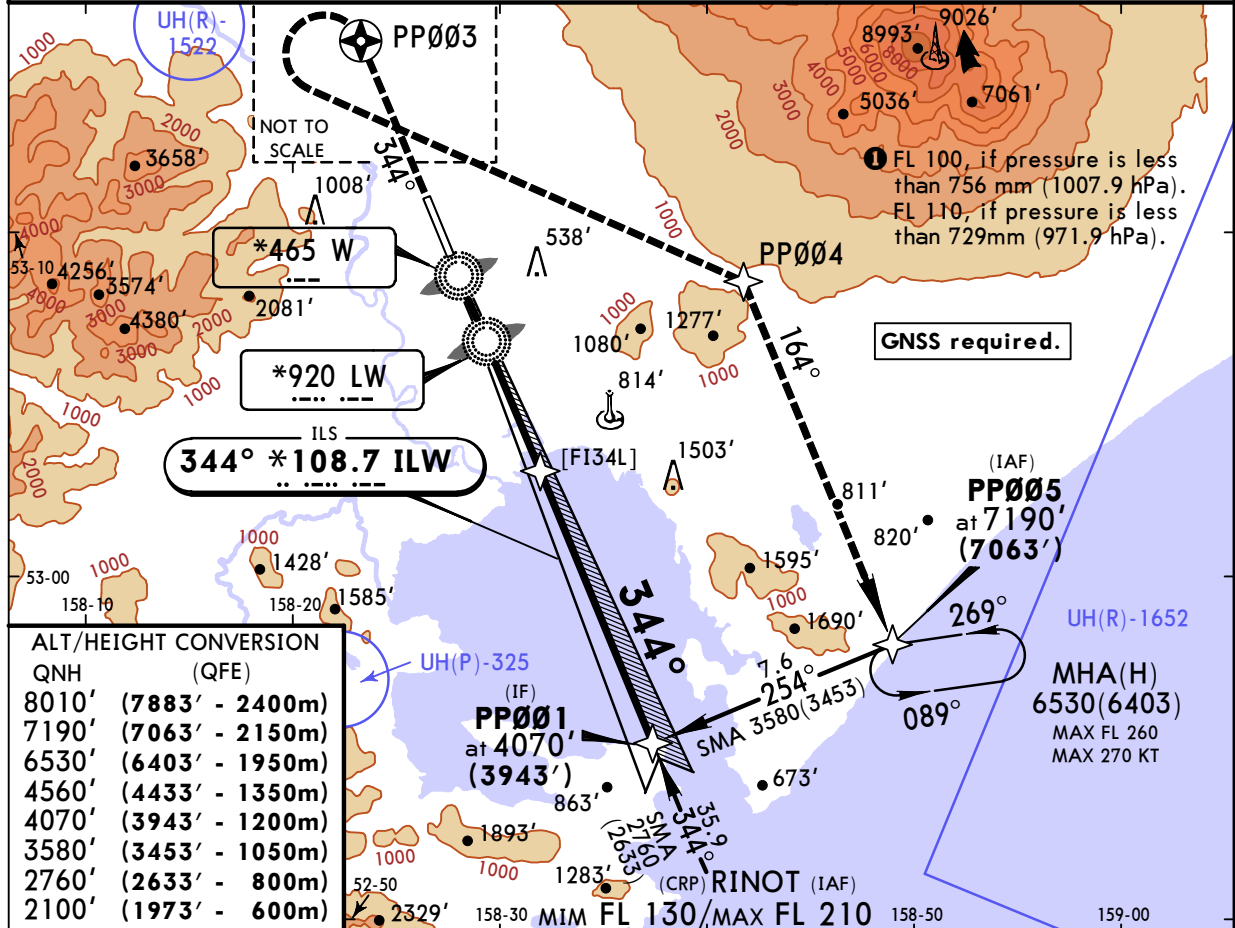
**Eff 30 Mar**

**RNAV CAT II ILS Rwy 34L**

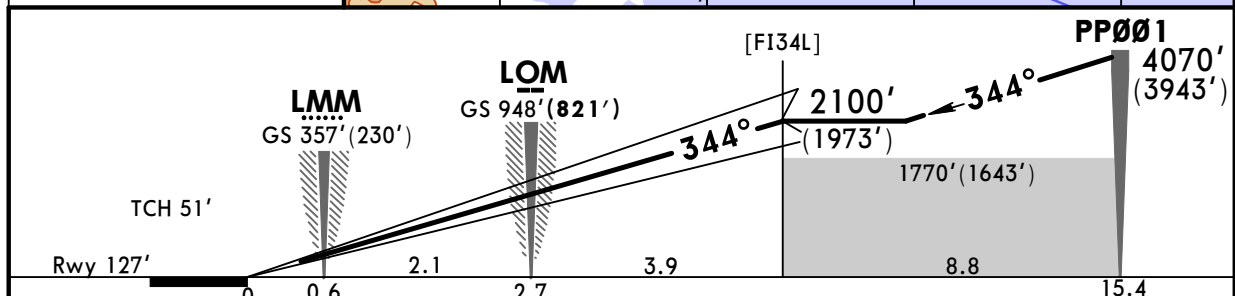
BRIEFING STRIP

*ATIS  126.8		PETROPAVLOVSK Krug (TWR)  119.4		PETROPAVLOVSK Start (TWR)  118.1		<div>13,500</div> <div>MSA ARP</div>
LOC ILW *108.7	Final Apch Crs 344°	GS LOM 948'(821')	CAT II ILS Refer to Minimums	Apt Elev 128'	Rwy 127'	
MISSED APCH: Climb on 344° to PP003, then turn LEFT direct to PP004, then proceed to PP005 climbing to 7190'(7063'), then according to chart or join holding.						

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 Trans alt: 8010' (7883')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7883' - 2400m)
7190'	(7063' - 2150m)
6530'	(6403' - 1950m)
4560'	(4433' - 1350m)
4070'	(3943' - 1200m)
3580'	(3453' - 1050m)
2760'	(2633' - 800m)
2100'	(1973' - 600m)



Gnd speed-Kts	70	90	100	120	140	160	<div>HIALS-II</div> <div>PAPI</div> <div>PP003 on 344°</div>
GS	2.70°	334	430	478	573	764	

STRAIGHT-IN LANDING RWY 34L				CAT II ILS			
Missed apch climb gradient mim 4.0% up to 4560'(4433')				Missed apch climb gradient mim 2.5%			
AB	RA 105'	RA 111'	RA 126'	A	B	C	D
DA(H)	227'(100')	232'(105')	245'(118')	967'(840')	983'(856')	996'(869')	1010'(883')
RVR 300m				RVR 450m			

PANS OPS

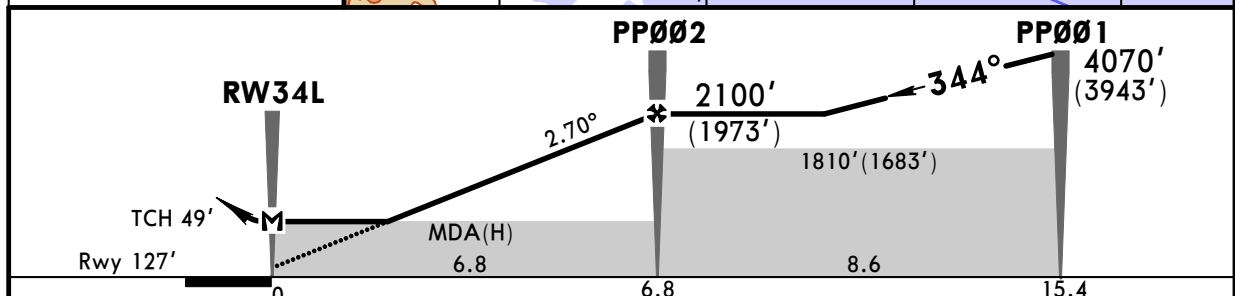
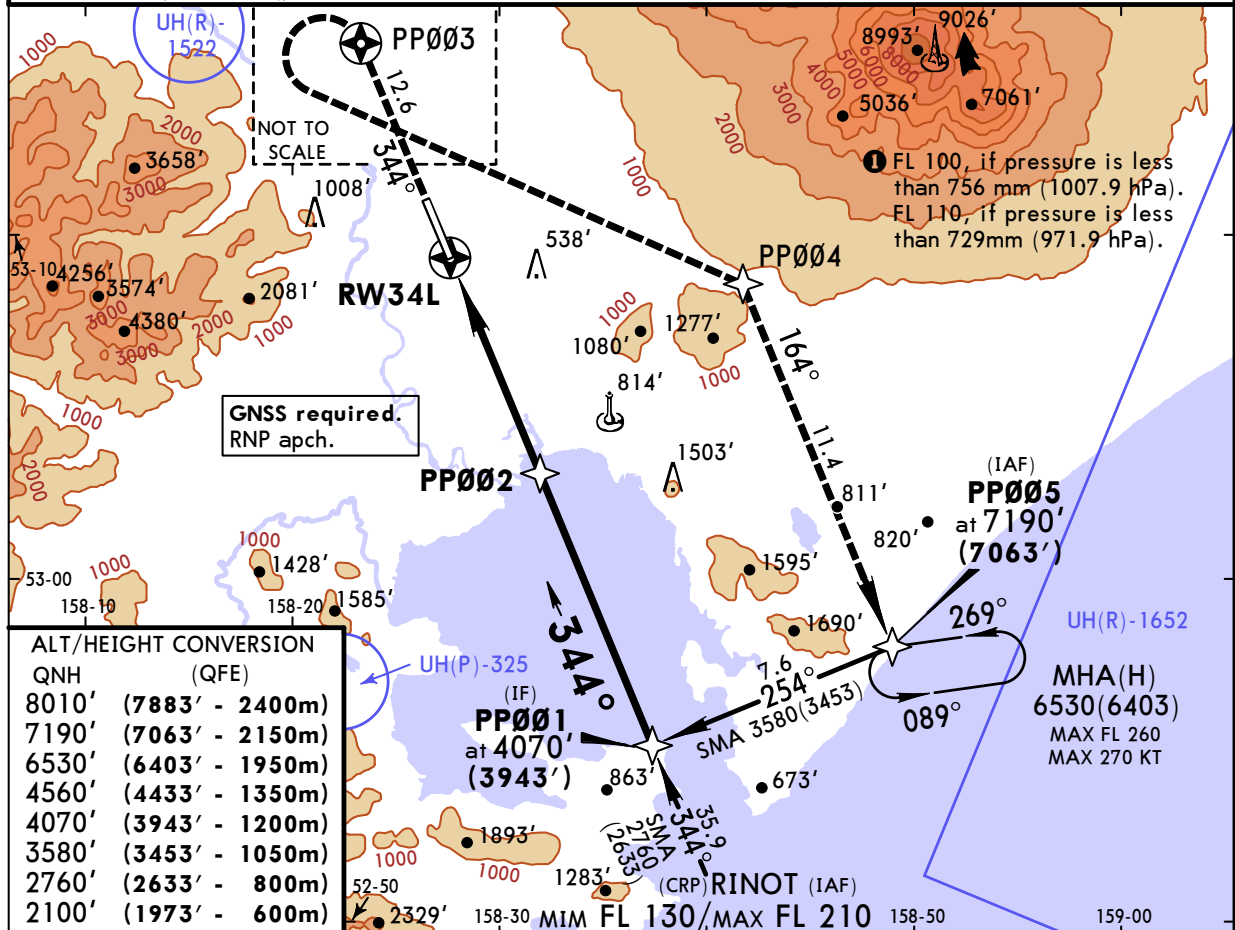


**UHPP/PKC**  
**YELIZOVO**

**JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
17 MAR 17 (12-1) Eff 30 Mar  
**RNAV (GNSS) Rwy 34L**

BRIEFING STRIP

*ATIS		PETROPAVLOVSK Krug (TWR)		PETROPAVLOVSK Start (TWR)		<div>13,500</div> <div>MSA ARP</div>
126.8		119.4		118.1		
RNAV	Final Apch Crs 344°	Procedure Alt PP002 2100' (1973')	MDA(H) Refer to Minimums	Apt Elev 128'	Rwy 127'	
MISSED APCH: Climb on 344° to PP003, then turn LEFT direct to PP004, then proceed to PP005 climbing to 7190' (7063'), 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
Descent Angle 2.70°	334	430	478	573	669	764
MAP at RW34L						

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND	
Missed apch climb gradient min				Prohibited West of airport	
3.8% up to 4560' (4433')		2.5%			
MDA(H) 730' (603')		MDA(H) 1460' (1333')			
A	RVR 720m VIS 800m	ALS out	1200m	Max Kts 100	MDA(H) 1510' (1382') 2000m
B	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m	135	1510' (1382') 2400m
C	2400m	2800m	4000m	180	1710' (1582') 4800m
D		3200m	4800m	205	1830' (1702') 4800m

PANS OPS

**UHPP/PKC**  
**YELIZOVO**

17 MAR 17

12-40

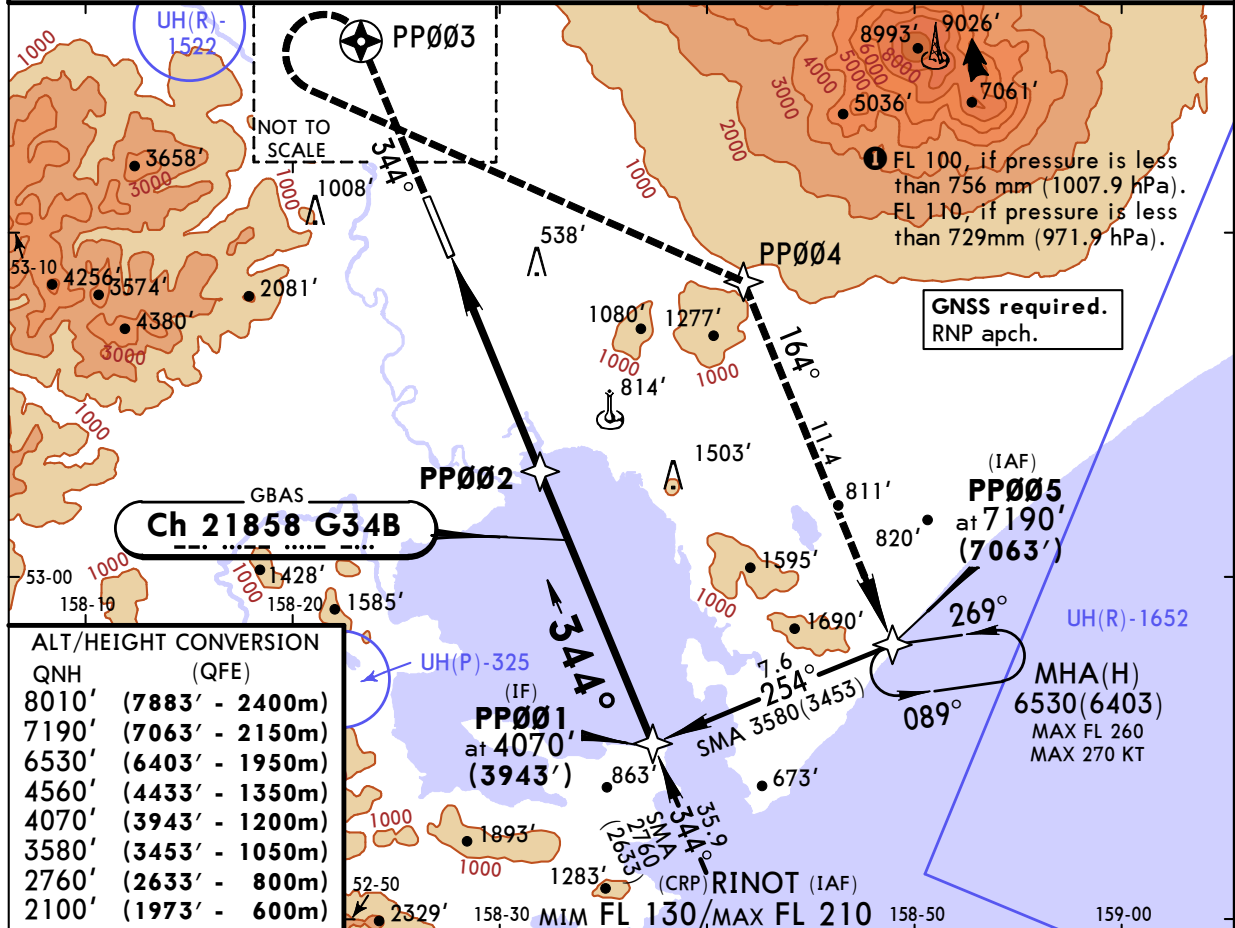
Eff 30 Mar

**JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**GLS Rwy 34L**

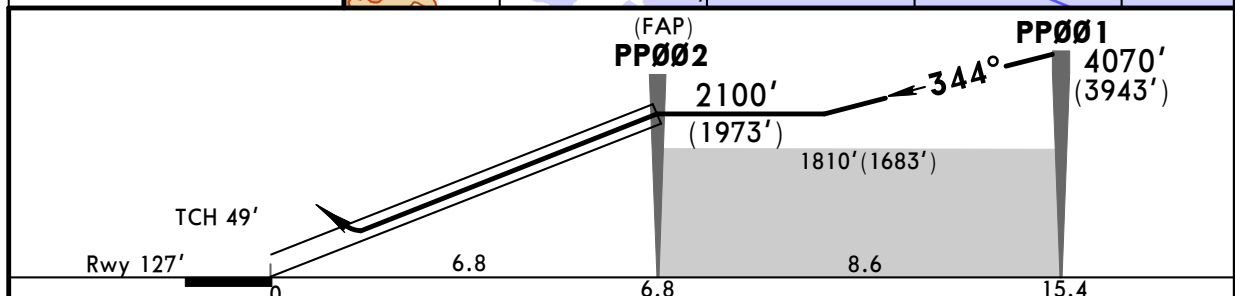
BRIEFING STRIP™

*ATIS		PETROPAVLOVSK Krug (TWR)		PETROPAVLOVSK Start (TWR)		<div>13,500</div> <div>MSA ARP</div>
126.8		119.4		118.1		
GBAS <b>Ch 21858</b> G34B	Final Apch Crs <b>344°</b>	Procedure Alt <b>PP002</b> 2100'(1973')	GLS DA(H) Refer to Minimums	Apt Elev 128'	Rwy 127'	
MISSED APCH: Climb on 344° to PP003, then turn LEFT direct to PP004, then proceed to PP005 climbing to 7190'(7063'), 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' (7883')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010' (7883' - 2400m)	
7190' (7063' - 2150m)	
6530' (6403' - 1950m)	
4560' (4433' - 1350m)	
4070' (3943' - 1200m)	
3580' (3453' - 1050m)	
2760' (2633' - 800m)	
2100' (1973' - 600m)	



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle	2.70°	334	430	478	573	669
MAP at DA						

STRAIGHT-IN LANDING RWY 34L						CIRCLE-TO-LAND	
Missed apch climb gradient mim 3.5% up to 4560'(4433')						Prohibited West of airport	
DA(H) C: 330'(203') AB: 327'(200') D: 340'(213')			DA(H) A: 1052'(925') C: 1072'(945') B: 1062'(935') D: 1082'(955')				
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out	Max Kts	MDA(H)
A						100	1510'(1382') 2000m ①
B	RVR 550m	RVR 720m	1200m			135	1510'(1382') 2400m ①
C	VIS 800m	VIS 800m				180	1710'(1582') 4800m
D				4000m	4800m	205	1830'(1702') 4800m

① After apch with missed apch climb grad mim 2.5% : VIS 3200m.

CHANGES: Holding. Segment minimum altitude.

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**YELIZOVO**

17 MAR 17  
Eff 30 Mar

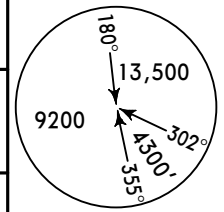
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CAT C & D

**JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**VOR Z Rwy 34L**

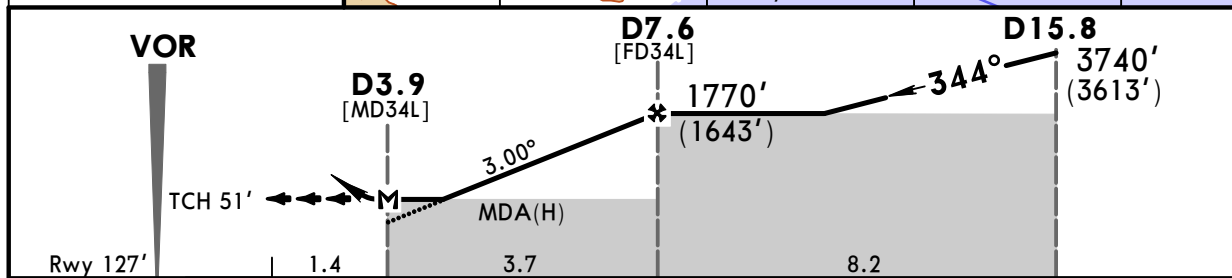
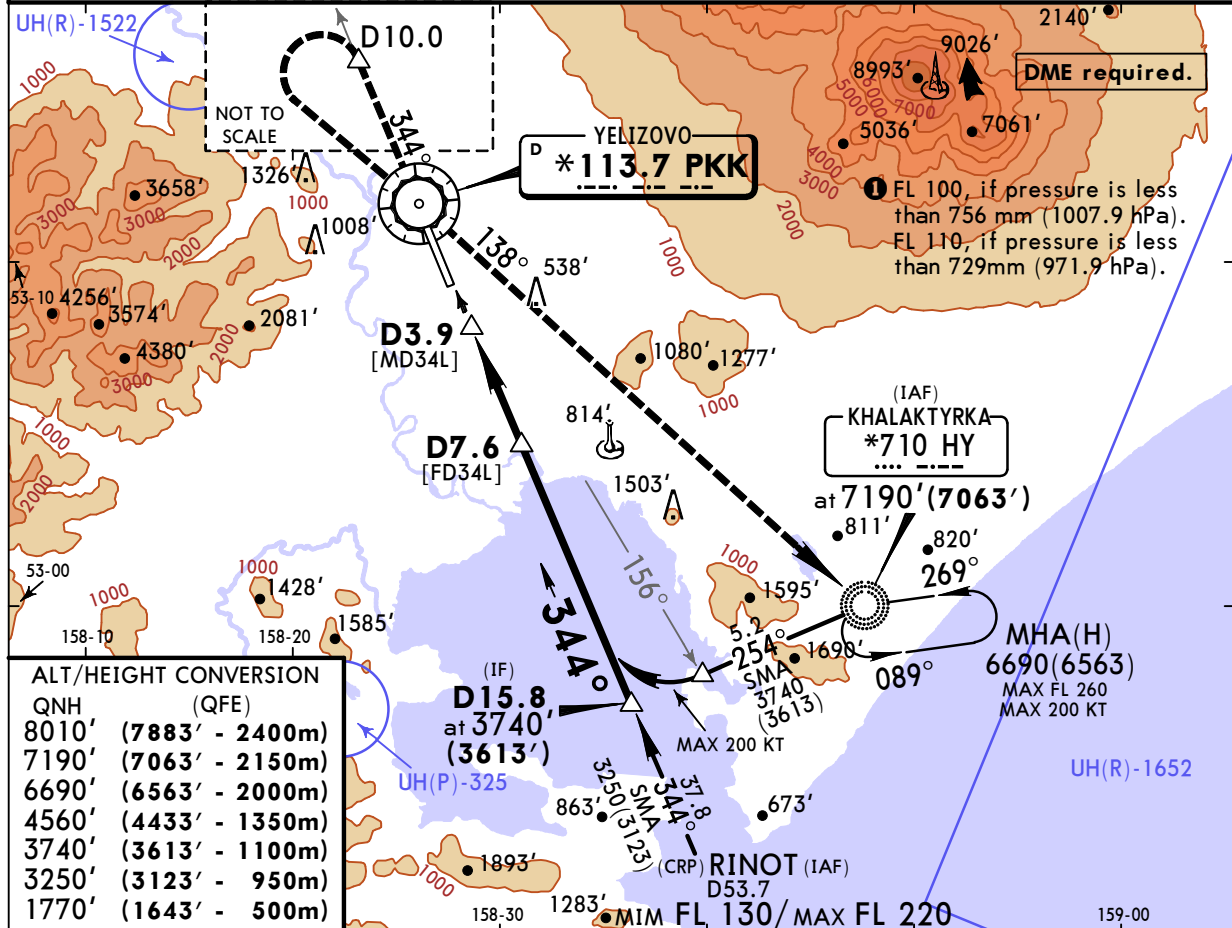
BRIEFING STRIP

*ATIS	PETROPAVLOVSK Krug (TWR)	PETROPAVLOVSK Start (TWR)	
126.8	119.4	118.1	
VOR PKK *113.7	Final Apch Crs 344°	Procedure Alt D7.6 1770'(1643')	MDA(H) (CONDITIONAL) 820'(693')
		Apt Elev 128'	Rwy 127'
<b>MISSED APCH:</b> Climb on R-344 to D10.0, then turn LEFT to VOR, then proceed to 138° to NDB climbing to 7190'(7063') or above, then proceed to holding.			



MSA  
PKK VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 Trans alt: 8010' (7883')



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D3.9								

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND	
Missed apch climb gradient min 2.9% up to 4560'(4433')		Missed apch climb gradient min 2.5%		Prohibited West of airport	
MDA(H) 820'(693')		MDA(H) 1220'(1093')			
ALS out		ALS out		Max Kts	MDA(H)
A	NOT APPLICABLE		NOT APPLICABLE	A	NOT APPLICABLE
B	NOT APPLICABLE		NOT APPLICABLE	B	NOT APPLICABLE
C	2400m	3200m	4000m	180	1710'(1582') 4800m
D	2800m	3600m		205	1830'(1702') 4800m

PANS OPS

**UHPP/PKC**  
**YELIZOVO**

17 MAR 17  
Eff 30 Mar

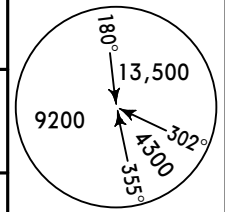
(13-2)

CAT A & B

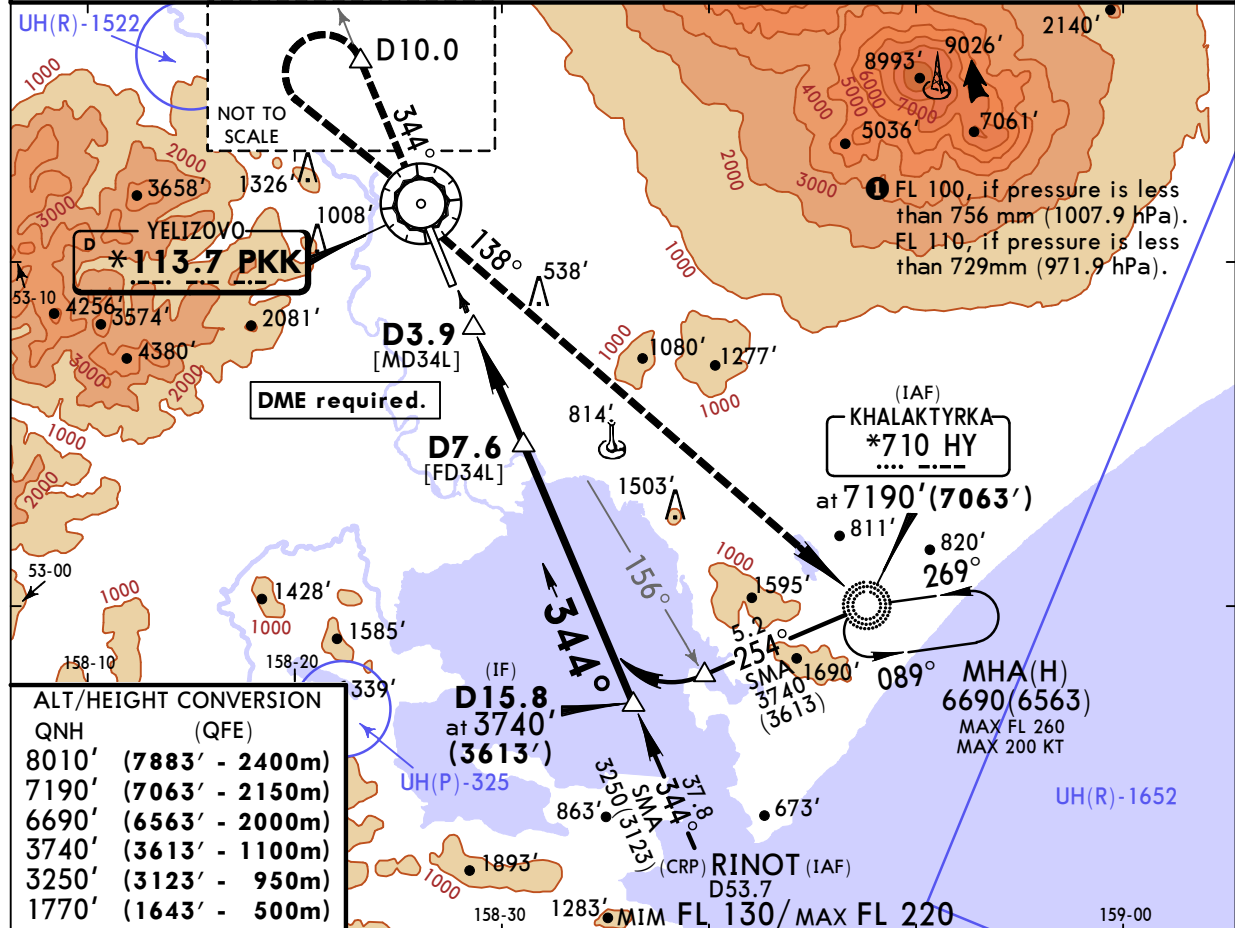
**JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**VOR Y Rwy 34L**

BRIEFING STRIP

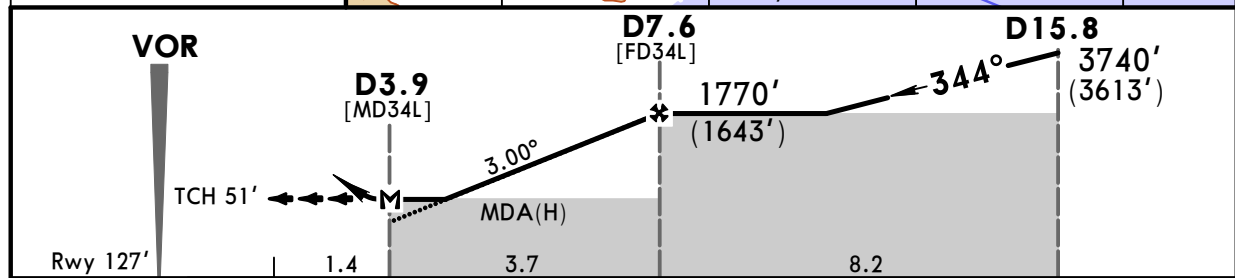
*ATIS	PETROPAVLOVSK Krug (TWR)	PETROPAVLOVSK Start (TWR)		
126.8	119.4	118.1		
VOR PKK *113.7	Final Apch Crs 344°	Procedure Alt D7.6 1770'(1643')	MDA(H) 820'(693')	Apt Elev 128' Rwy 127'
<b>MISSED APCH:</b> Climb on R-344 to D10.0, then turn LEFT to VOR, then proceed to 138° to NDB climbing to 7190'(7063') or above, then proceed to holding.				
Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: FL 90	Trans alt: 8010' (7883')	



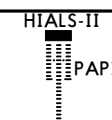
MSA  
PKK VOR



ALT/HEIGHT CONVERSION	QNH	(QFE)
8010'	(7883' - 2400m)	
7190'	(7063' - 2150m)	
6690'	(6563' - 2000m)	
3740'	(3613' - 1100m)	
3250'	(3123' - 950m)	
1770'	(1643' - 500m)	



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.9						



D10.0 on 113.7  
PKK R-344

STRAIGHT-IN LANDING RWY 34L			CIRCLE-TO-LAND		
MDA(H) 820'(693')			Prohibited West of airport		
ALS out			MDA(H)		
A	3200m		Max Kts	1510'(1382')	
B			100	3200m	
C			135		
C	NOT APPLICABLE		C	NOT APPLICABLE	
D			D		

PANS OPS



**UHPP/PKC  
YELIZOVO**

**JEPF**  
17 MAR 17  
Eff 30 Mar

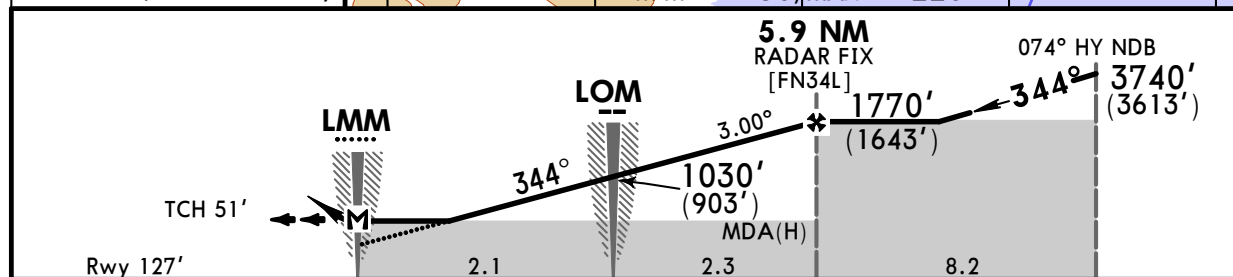
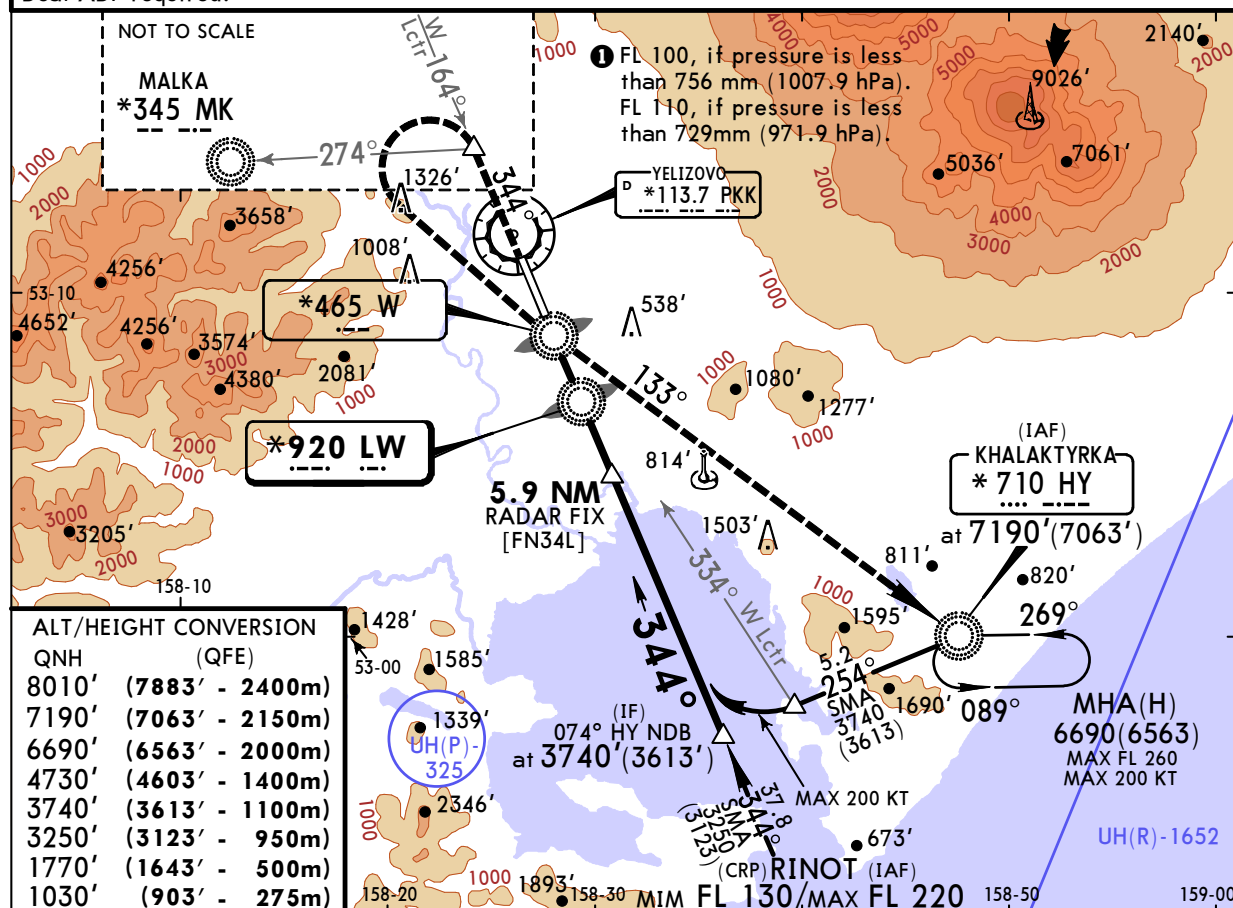
16-1



**CAT C & D**

**JEPPSEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA  
MAR 17 (16-1) CAT C & D NDB Z Rwy 34L  
30 Mar

**NDB Z Rwy 34L**

*ATIS		PETROPAVLOVSK Krug (TWR)		PETROPAVLOVSK Start (TWR)		
126.8		119.4		118.1		
NDB LW * <b>920</b>	Final Apch Crs <b>344°</b>	Procedure Alt <b>5.9 NM</b> <b>RADAR FIX</b> 1770'(1643')	MDA(H) (CONDITIONAL) <b>760'(633')</b>	Apt Elev 128'	Rwy 127'	
<b>MISSED APCH:</b> 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 7190'(7063') or above and hold. MAX 240 KT.						
Alt Set: MM (hPa on req)		QNH on req ( <b>QFE</b> )		Trans level: FL 90 <b>1</b>		Trans alt: 8010'( <b>7883'</b> )



		0	0.6		2.7		HIALS-II									
Gnd speed-Kts		70	90	100	120	140	160	 PAPI		240 KT MAX		 on $\overset{W}{465}$ $164^\circ$		MK $345$ $274^\circ$		
Descent Angle 3.00°		372	478	531	637	743	849									
MAP at LMM																
STRAIGHT-IN LANDING RWY 34L Missed apch climb gradient min										CIRCLE-TO-LAND Prohibited West of airport						
4.0% up to 4730'(4603')					2.5%											
MDA(H) 760'(633')					MDA(H) 2090'(1963')											
ALS out					ALS out					Max Kts		MDA(H)				
A	NOT AUTHORIZED									A		NOT AUTHORIZED				
B										B						
C	RVR 1800m VIS 2000m	2800m			4000m			4800m		180	1710'(1582')			4800m		
D	2800m	3200m			4400m					205	1830'(1702')			4800m		

CHANGES: Note. Speed restriction. Segment minimum altitudes.

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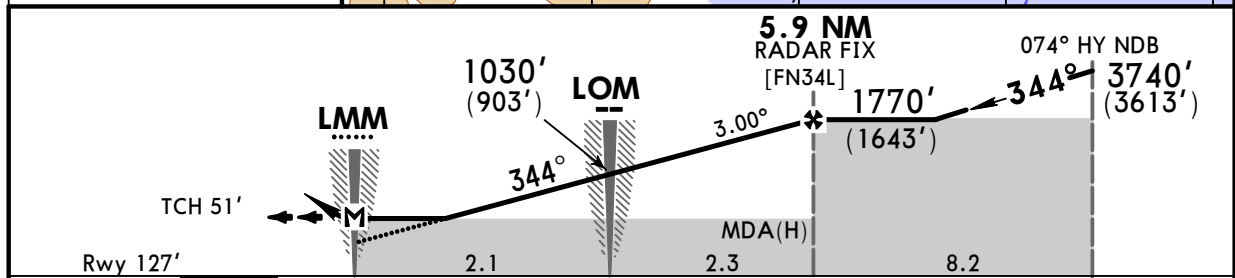
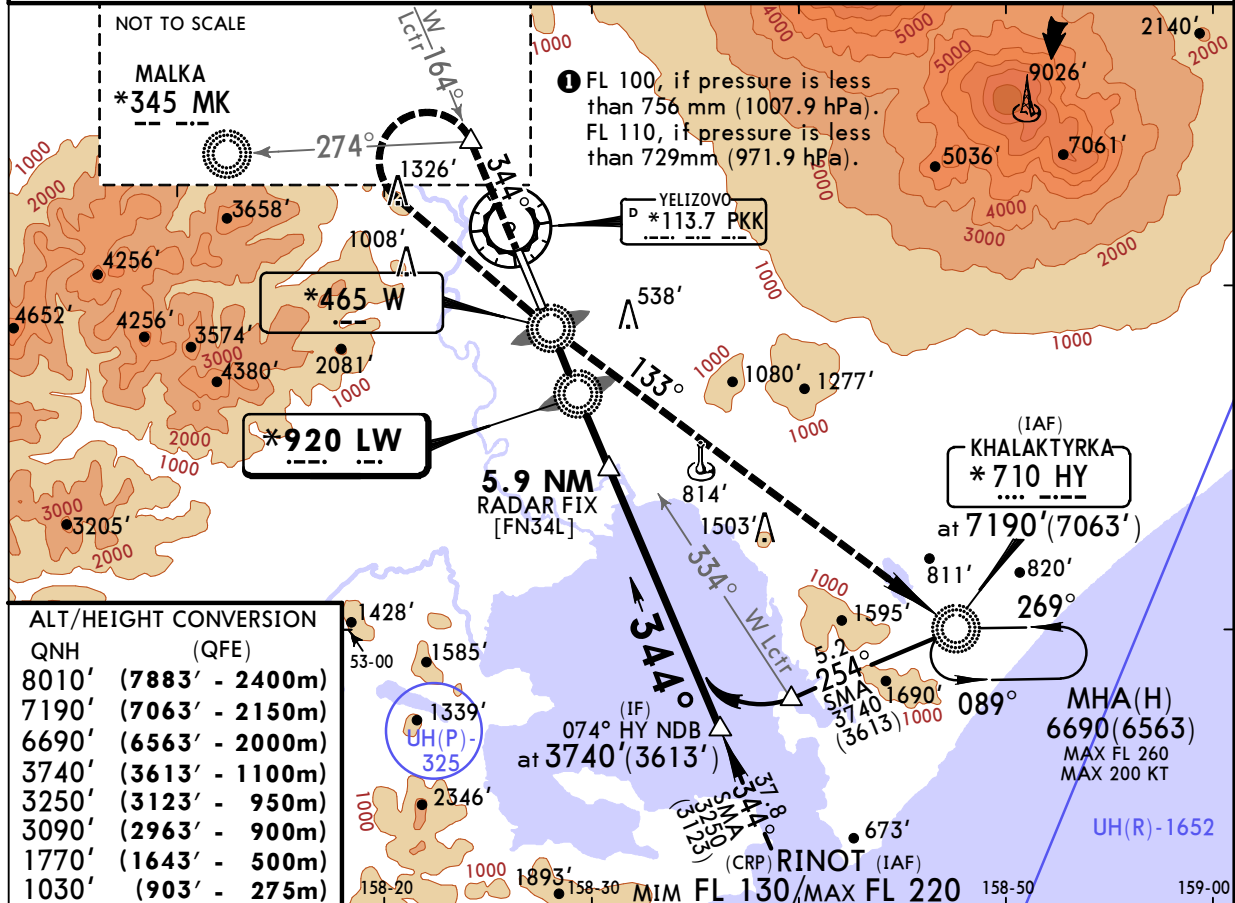
**UHPP/PKC**  
**YELIZOVO**

**JEPPesen** PETROPAVLOVSK-KAMCHATSKY, RUSSIA  
17 MAR 17  
Eff 30 Mar (16-2) CAT A & B

**NDB Y Rwy 34L**

BRIEFING STRIP

*ATIS <b>126.8</b>		PETROPAVLOVSK Krug (TWR) <b>119.4</b>		PETROPAVLOVSK Start (TWR) <b>118.1</b>		 MSA W Lctr
NDB LW <b>*920</b>	Final Apch Crs <b>344°</b>	Procedure Alt <b>5.9 NM</b> RADAR FIX <b>1770'(1643')</b>	MDA(H) (CONDITIONAL) <b>760'(633')</b>	Apt Elev 128'  Rwy 127'		
<b>MISSED APCH:</b> 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'(7063') 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'(7883')	



Gnd speed-Kts	70	90	100	120	140	160	 PAPI	
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 min				Prohibited West of airport	
2.9% up to 3090'(2963')		2.5%			
MDA(H) 760'(633')		MDA(H) 1050'(923')			
ALS out		ALS out		Max Kts	MDA(H)
A	1200m	RVR 1500m VIS 1600m	1200m	100	1510'(1382') 2000m
B				135	1510'(1382') 2400m
C	NOT AUTHORIZED				C
D					D