

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ULLI

Terminal Charts For ULLI

Revision Letter For Cycle 06-2012

Change Notices

Notebook

General Information

Location: St Petersburg Rus
IATA Code: LED
Lat/Long: N59° 48.0' E030° 15.7'
Elevation: 79 ft

Airport Use: Public
Magnetic Variation: 9.7°E

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

Sunrise: 0338 Z
Sunset: 1631 Z,

Runway Information

Runway: 10L
Length x Width: 11145 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 61 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 10R
Length x Width: 12402 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 67 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 28L
Length x Width: 12402 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 79 ft
Lighting: Edge, ALS, Centerline

Runway: 28R
Length x Width: 11145 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 66 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS 127.4 Non-English
ATIS 127.3
Pulkovo Tower 129.0 Secondary
Pulkovo Tower 128.0 Secondary
Pulkovo Tower 118.7
Pulkovo Tower 118.1
Pulkovo Taxiing Ground Control 129.0 Secondary
Pulkovo Taxiing Ground Control 128.0 Secondary
Pulkovo Taxiing Ground Control 121.9
Pulkovo Taxiing Ground Control 121.7
Petersburg Approach Control 125.2 (174°-354°)
Petersburg Approach Control 129.0 Secondary
Petersburg Approach Control 128.0 Secondary
Petersburg Approach Control 119.3
Pulkovo Krug Radar 129.0 Secondary
Pulkovo Krug Radar 128.0 Secondary
Pulkovo Krug Radar 120.3

1. GENERAL

1.1. ATIS

ATIS 127.3
127.4 (Russian)

1.2. LOW VISIBILITY PROCEDURES**1.2.1. GENERAL**

Low visibility procedures shall be applied when RVR is 1000m or less and/or ceiling is 260' or less.

The procedures shall be announced as "Low Visibility Procedures in Progress" transmitted on ATIS or ATS unit frequencies.

CAT I, II and IIIA instrument approach procedures shall be implemented under the following meteorological conditions:

CAT I: DH is less than 80m, but not less than 60m. RVR is less than 1000m, but not less than 550m.

CAT II: DH is less than 60m, but not less than 30m. RVR is less than 550m, but not less than 350m.

CAT IIIA: DH is less than 30m, but not less than 15m. RVR is less than 350m, but not less than 200m.

The flight crew must report the execution of landing, the vacation of RWY including the vacation of RWY after crossing during taxiing. ACFT are not allowed, without additional instructions, to hold at a position closer to RWY than the limit of the RWY holding position, which is the limit of ILS critical area.

1.2.2. STANDARD TAXI ROUTES OF ACFT OPERATING CAT IIIA FLIGHTS**1.2.2.1. LANDING**

The flight crew shall vacate RWY 10L

- along TWY B2 or along TWY B1 and taxi to Apron 3;
- along TWY B and taxi to Apron 1.

ACFT shall be met after arrival by Follow-me car

- on TWY B2 or B1 when taxiing to Apron 3,
- on TWY B when taxiing to Apron 1,
- after passing the last yellow light of the alternate green and yellow TWY centerline lights.

The flight crew shall vacate RWY 28R

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

ACFT shall be met after arrival by Follow-me car on TWY B after passing the last yellow light of the alternate green and yellow TWY centerline lights.

ACFT taxiing to Apron 3 must request a permission to cross RWY 10L/28R from Tower before the red stop bar with "28R CAT III" sign and the established DAY marking. It is prohibited to cross the RWY during taxiing without Tower permission. RWY vacation shall be reported to Tower.

1.2.2.2. DEPARTURE

Taxiing on the apron and along TWY shall be carried out only after Follow-me car.

After passing the red stop bar, the Follow-me car shall perform inspection of the RWY, by the permission of Tower, for the purpose of excluding the presence of unauthorized objects on it.

1. GENERAL

Taxiing of ACFT for take-off from RWY 10L:

From Apron 1 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car to TWY B5.

The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing and continue taxiing to red stop bar with "10L" sign;

From Apron 3 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car onto TWY B1 for crossing RWY 10L/28R. The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing for crossing the RWY. The flight crew shall report the vacation of RWY to Tower and, by instruction, changeover to PULKOVO Taxiing to continue taxiing after Follow-me car along TWYB to TWY B5. By the instruction of PULKOVO Taxiing the flight crew shall changeover to Tower and continue taxiing to red stop bar with "10L" sign.

Taxiing of ACFT for take-off from RWY 28R:

From Apron 1 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car to TWY B5 and then to the RIGHT along TWY B to red stop bar with "28R CAT III" sign. The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing;

From Apron 3 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car along TWY B1 to red stop bar with "28R" sign. The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing.

1.3. TAXI PROCEDURES

Through taxiing with MAX wingspan of 144' /44m is allowed along TWY B5 and A3, if stand 19 is vacant MAX wingspan of 158' /48.1m is allowed.

Through taxiing with MAX wingspan of 123' /37.6m is allowed between satellites, if stand 17 is either vacant or occupied by small ACFT MAX wingspan of 158' /48.1m is allowed.

Through taxiing with MAX wingspan of 213' /65m is allowed along TWY B7 and A1 TWY B6 MAX wingspan 213' /65m.

Use of TWY B10 with Follow-me car only.

Use of TWY B10 prohibited, when RWY 10R/28L RVR is less than 800m.

1.4. PARKING INFORMATION

Exit stands 38, 39, 40, 41, 42, 65 thru 68, 99 thru 101 by towing.

Exit stands 1, 3, 5, 7, 9, 12, 14, 27, 29 and 30 by push-back.

Enter stands 19 thru 24, 26, 46 thru 55 by towing.

Enter stands 400 thru 424 by towing, when the stand having smaller number is occupied.

Use of stands 21, 56 thru 60, 79 and 90 thru 95 and 500 thru 509 by towing.

Stand 26 available for engine run-up.

Stands 43 thru 45A available for Helicopter.

1.5. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. GENERAL

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

When flying below FL 98 the indicated airspeed shall not be more than 270 KT. The pilot can maintain speed at own discretion after receiving "Negative speed restriction" from ATC.

2.1.2. APPROACH PHASE

Restrictions

Between 2300-0700LT RWYs 28R/L are preferential for landing, depending on meteorological and air traffic conditions.

Special approach procedures

When established on final approach track, pilots shall lower the landing gear and set wing devices into intermediate position.

At 1400' (1321') pilots shall commence the flaps into landing position and set final approach speed taking into account the ACFT landing mass.

2.2. CAT II/III OPERATIONS

RWY 10R approved for CAT II operations, RWY 10L/28R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. OTHER INFORMATION

Pilots shall additionally report the ACFT type at first contact with ST PETERSBURG ACC.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

3.1.1. GENERAL

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

3.1.2. TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall not be executed in following cases:

- availability of wind shear;
- moderate turbulence;
- icing.

Restrictions

Between 2300-0700LT RWYs 10R/L are preferential for take-off, depending on meteorological and air traffic conditions.

When departing from RWY 28R/L, CAT C & D ACFT shall carry out take-off from RWY beginning as in accordance with the noiseless take-off procedures defined by the provisions of the aeroplane flight manual.

Unless otherwise instructed by ATC, while carrying out take-off from RWYs 10R/L & RWYs 28R/L, ACFT shall proceed according chart, establish communication with PULKOVO Krug on frequency 120.3 at 740'(661').

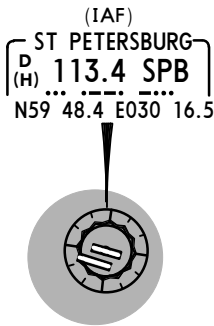
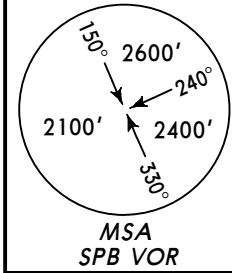
CAT C & D ACFT shall carry out initial turn with MAX 20° bank and MAX TAS 245KT. CAT A & B ACFT shall carry out initial turn with 10° bank.

Special take-off procedures

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

ATIS 127.3 (Russian) 127.4	Apt Elev 79'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040' (2961') If following STAR and/or approach procedure is not possible, the crew shall request vectoring for approach.
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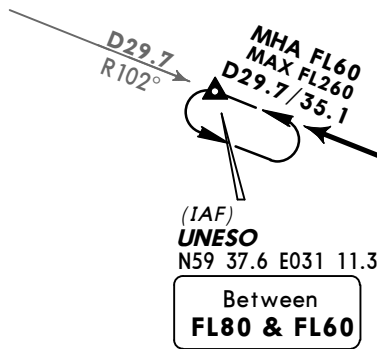
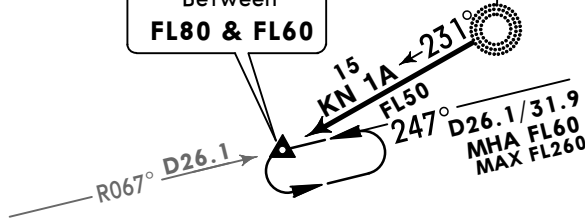
**KIRISHI ONE ALFA (KR 1A)
KOBONA ONE ALFA (KN 1A)
RWYS 28L/R ARRIVALS**
~~SPEED~~ MAX 270 KT BELOW FL100



(IAF)
TIRTA
N59 54.6 E031 06.9

Between
FL80 & FL60

KOBONA
***420 KN**
N60 02.0 E031 32.9
Between
FL130 & FL110



KIRISHI
***885 KR**
N59 27.0 E032 02.9
Between
FL220 & FL110

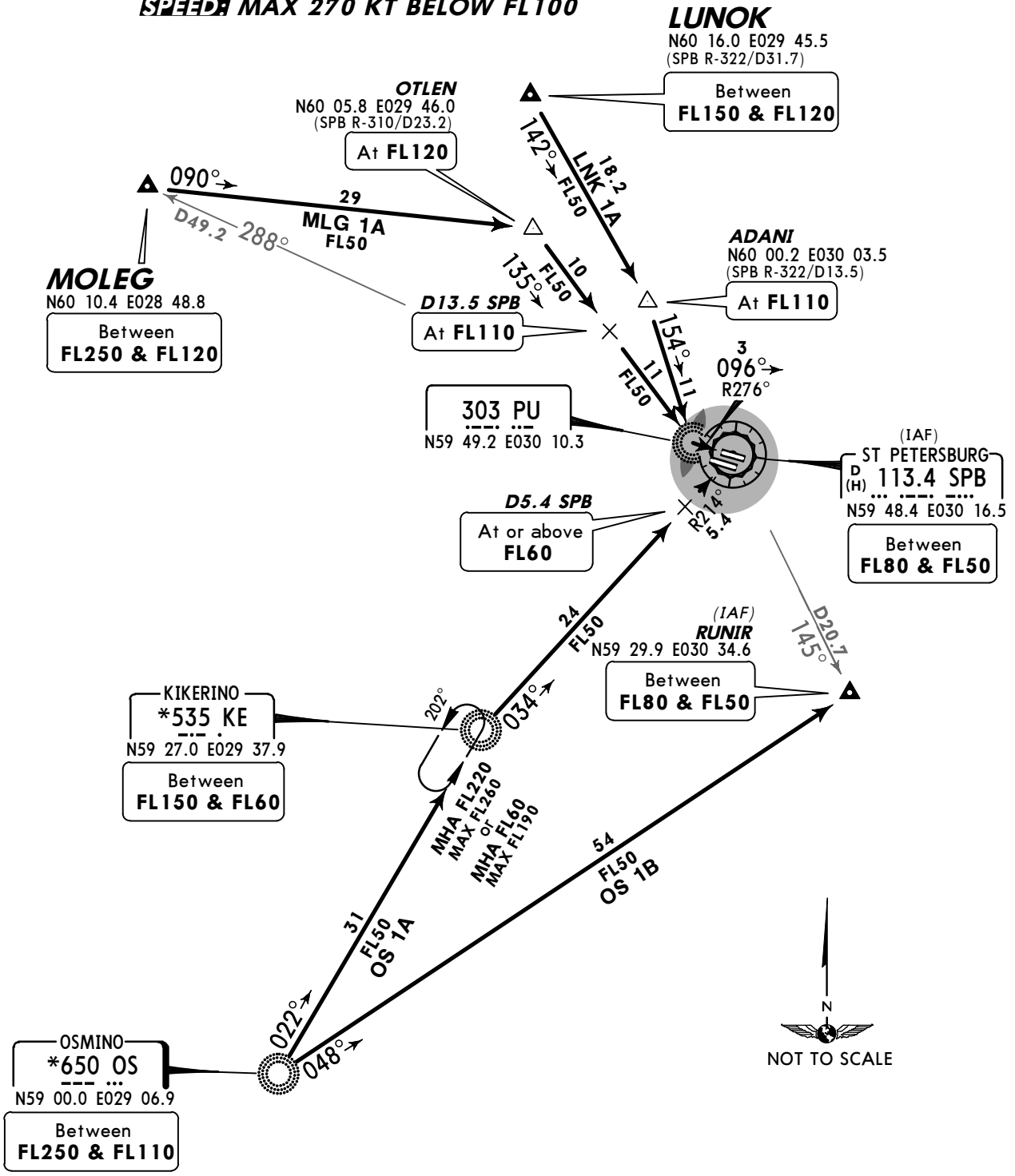
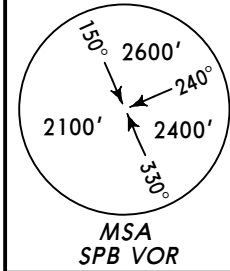


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040'	(2961' - 900m)

ATIS 127.3 (Russian 127.4)	Apt Elev 79'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040' (2961') If following STAR and/or approach procedure is not possible, the crew shall request vectoring for approach.
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LUNOK ONE ALFA (LNK 1A)
 MOLEG ONE ALFA (MLG 1A)
 OSMINO ONE ALFA (OS 1A)
 OSMINO ONE BRAVO (OS 1B)
 RWYS 28L/R ARRIVALS

SPEED MAX 270 KT BELOW FL100

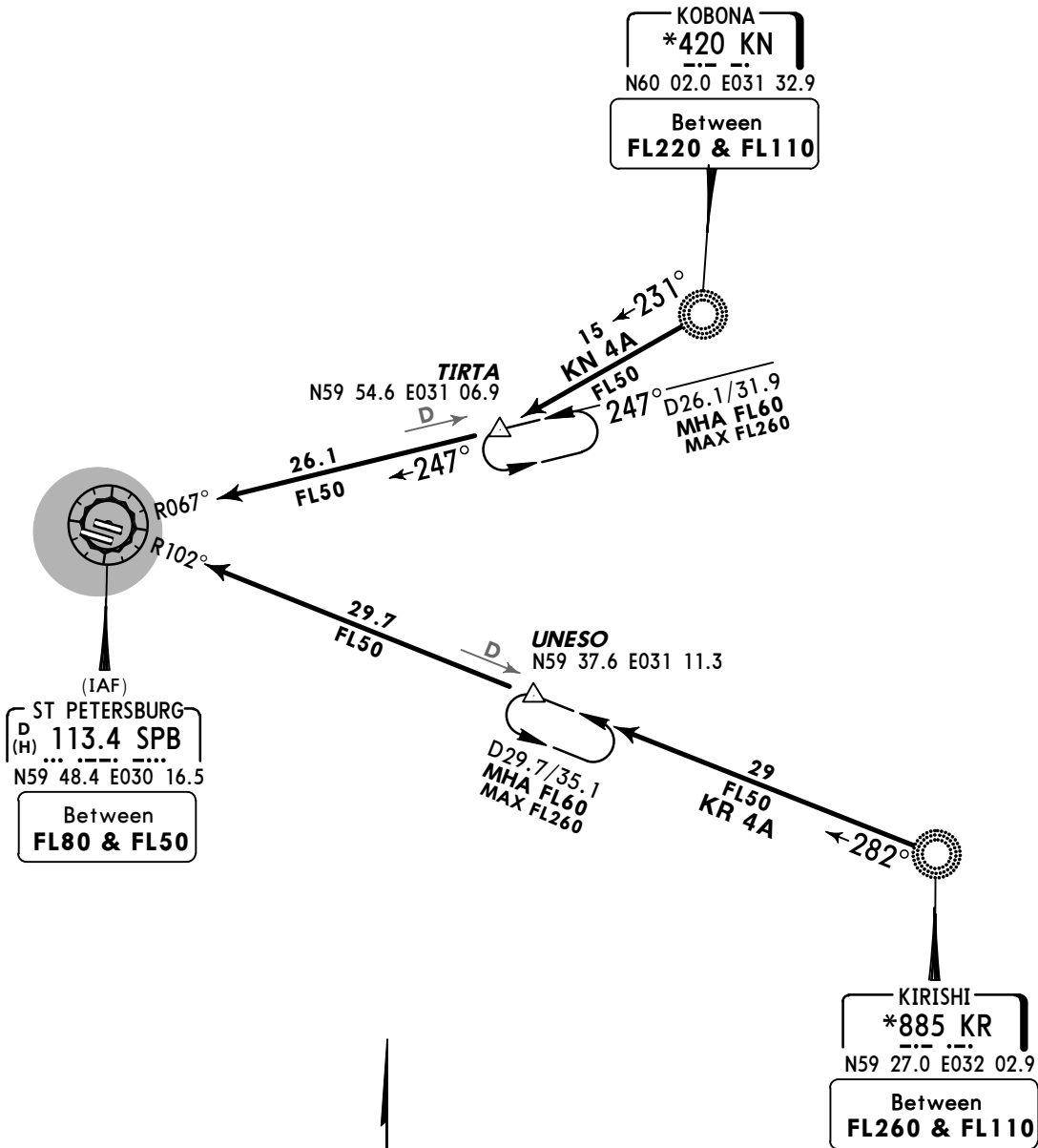
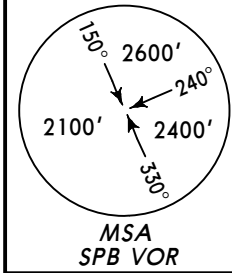


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040'	(2961' - 900m)

ATIS 127.3 (Russian 127.4)	Apt Elev 79'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040' (2961') If following STAR and/or approach procedure is not possible, the crew shall request vectoring for approach.
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**KIRISHI FOUR ALFA (KR 4A)
KOBONA FOUR ALFA (KN 4A)
RWYS 10L/R ARRIVALS**

~~SPEEDS~~ MAX 270 KT BELOW FL100

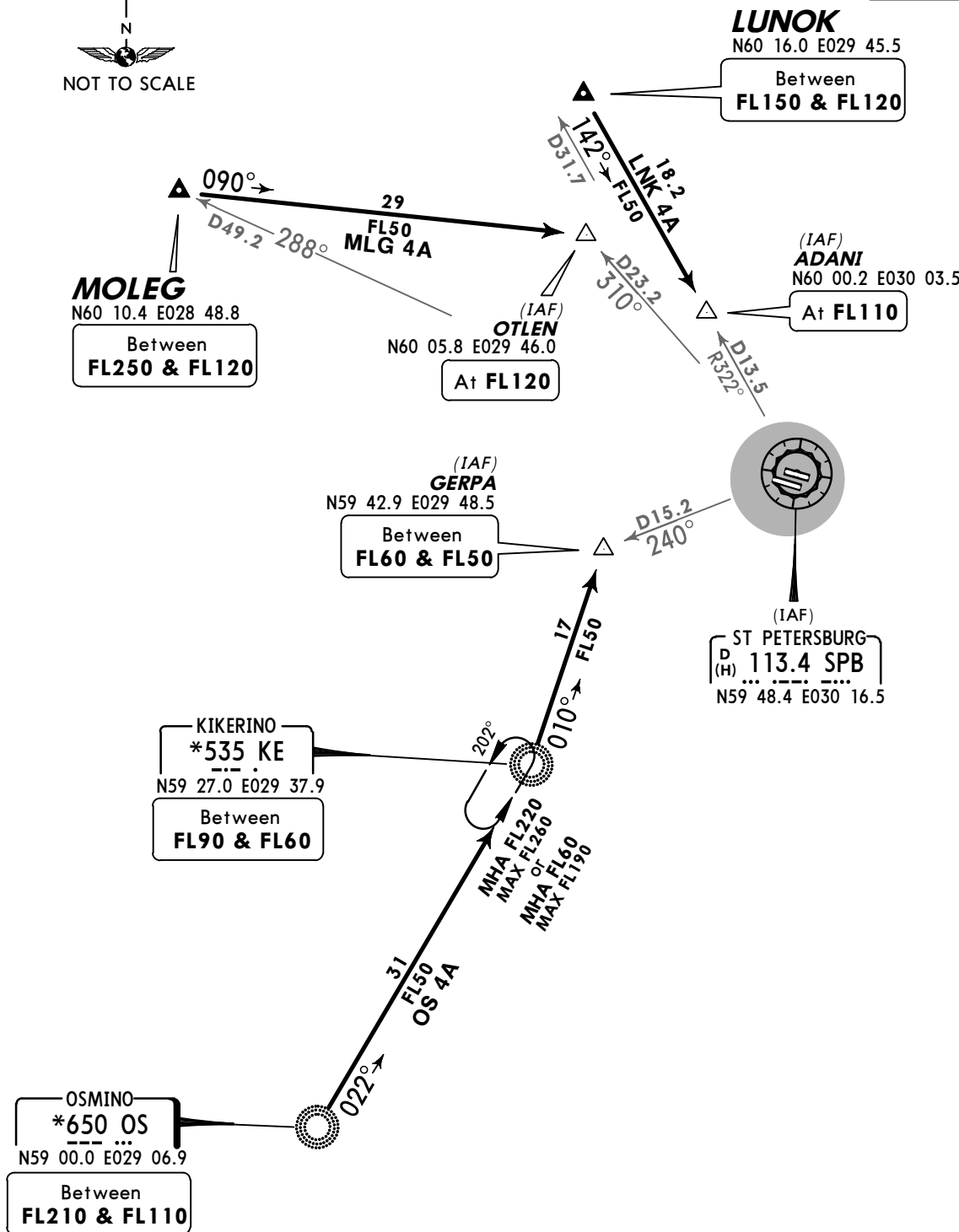
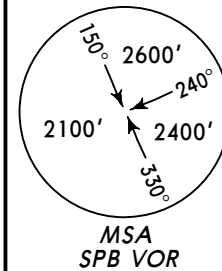


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040'	(2961' - 900m)

<p>ATIS 127.3 (Russian 127.4)</p>	<p><i>Apt Elev</i> 79'</p>	<p>Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL70 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040' (2961') If following STAR and/or approach procedure is not possible, the crew shall request vectoring for approach.</p>
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**LUNOK FOUR ALFA (LNK 4A)
MOLEG FOUR ALFA (MLG 4A)
OSMINO FOUR ALFA (OS 4A)
RWYS 10L/R ARRIVALS**

SPEED MAX 270 KT BELOW FL100



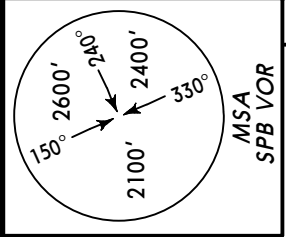
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040'	(2961' - 900m)

PULKOVO
Krug
120.3

Apt Elev
79'

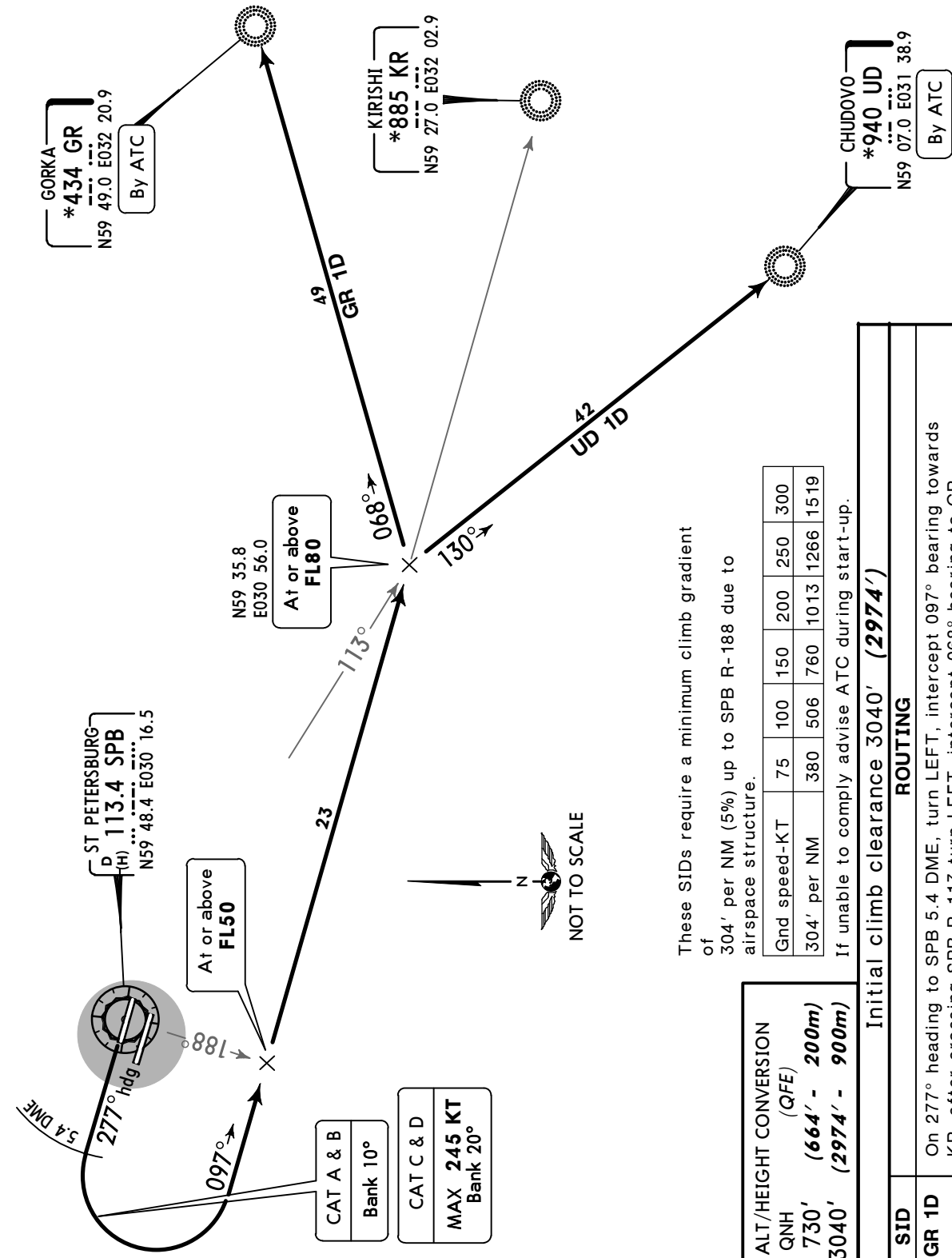
QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' (2974')

1. When crossing 730' (664m) contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following SIDs are not possible, report to ground controller and get alternative instructions for maneuvering after departure.



**CHUDOVO ONE DELTA (UD 1D)
GORKA ONE DELTA (GR 1D)
RWY 28R DEPARTURES**

SPEED: MAX 270 KT BELOW FL100



PULKOVO
Krug
120.3

Apt Elev
79'

QNH on request (QFE)

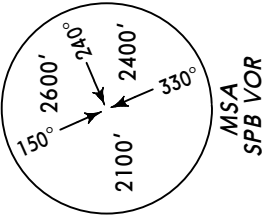
Trans level: FL50

FL60 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above

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

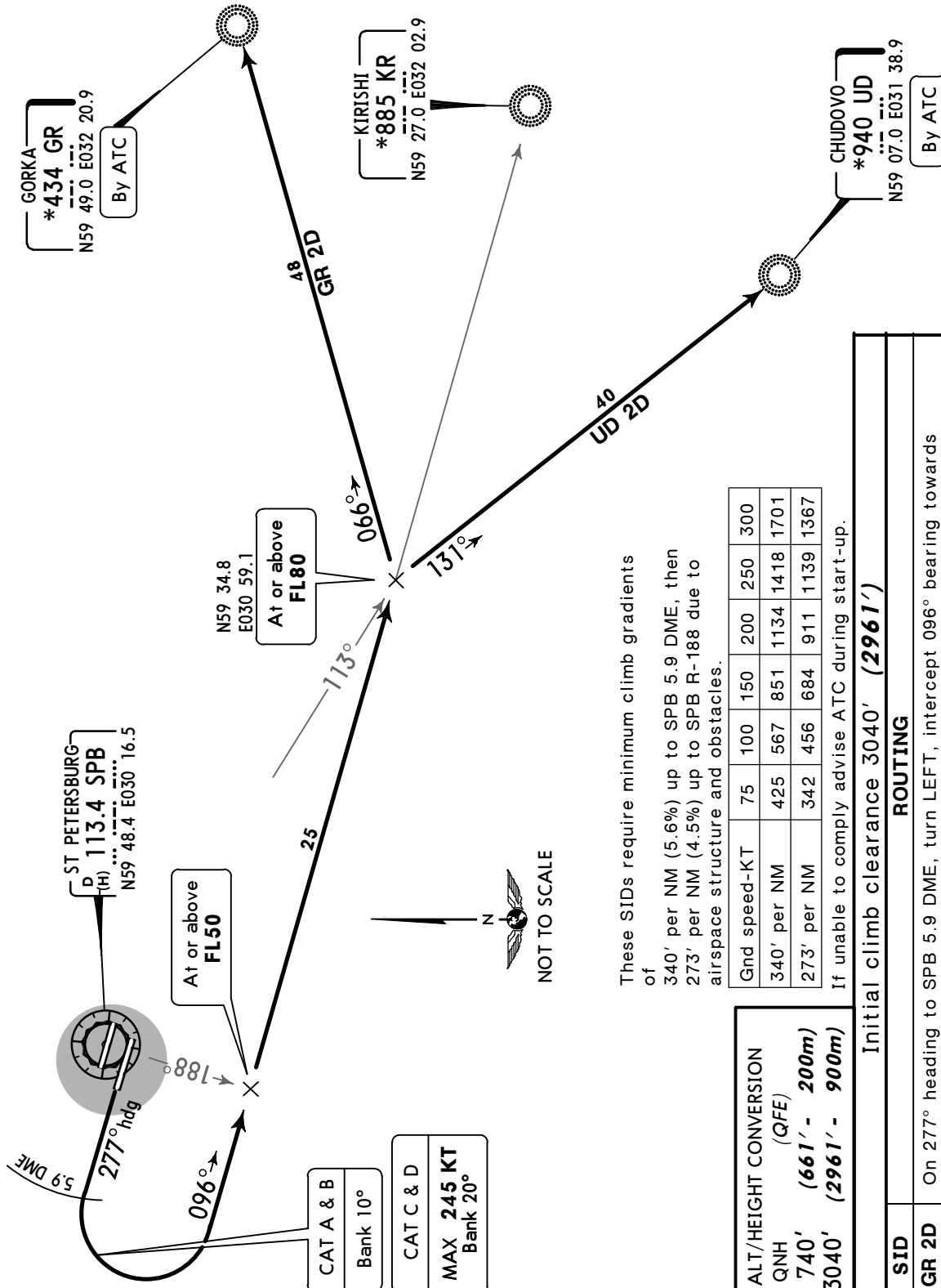
Trans alt: 3040' (2961')

1. When crossing 740' (661') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following SIDs are not possible, report to ground controller and get alternative instructions for maneuvering after departure.



**CHUDOVO TWO DELTA (UD 2D)
GORKA TWO DELTA (GR 2D)
RWY 28L DEPARTURES**

SPEED MAX 270 KT BELOW FL100



These SIDs require minimum climb gradients of 340' per NM (5.6%) up to SPB 5.9 DME, then 273' per NM (4.5%) up to SPB R-188 due to airspace structure and obstacles.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
273' per NM	342	456	684	911	1139	1367

If unable to comply advise ATC during start-up.

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

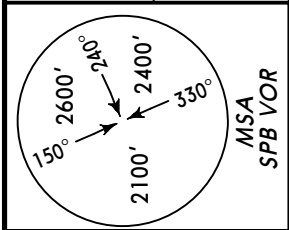
Initial climb clearance 3040' (2961')	
SID	ROUTING
GR 2D	On 277° heading to SPB 5.9 DME, turn LEFT, intercept 096° bearing towards KR, after crossing SPB R-113 turn LEFT, intercept 066° bearing to GR.
UD 2D	On 277° heading to SPB 5.9 DME, turn LEFT, intercept 096° bearing towards KR, after crossing SPB R-113 turn RIGHT, intercept 131° bearing to UD.

PULKOVO
Krug
120.3

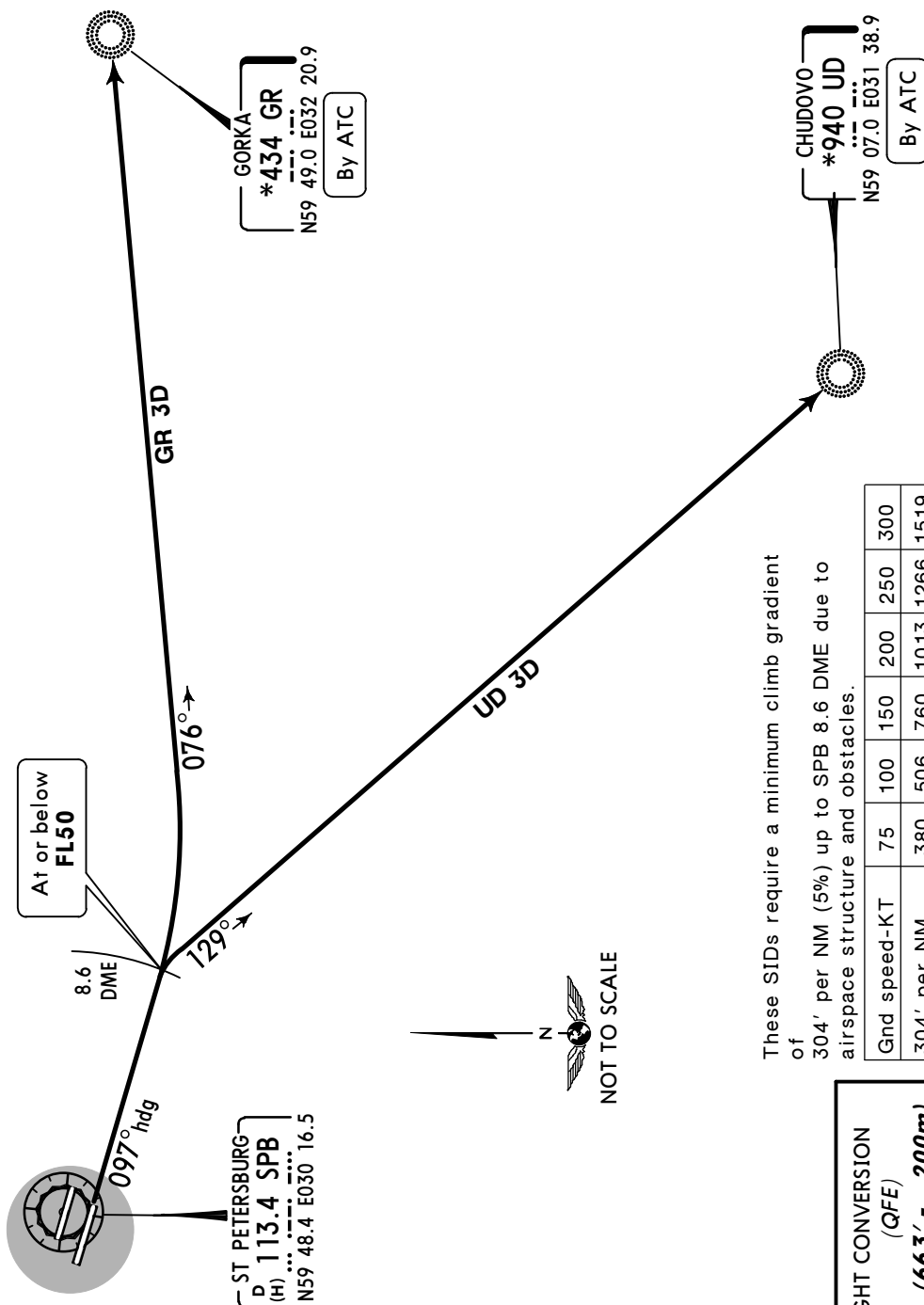
Apt Elev
79'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' (2973')

1. When crossing 730' (663') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following SIDs are not possible, report to ground controller and get alternative instructions for maneuvering after departure.



**CHUDOVO THREE DELTA (UD 3D)
GORKA THREE DELTA (GR 3D)
RWY 10R DEPARTURES**
KEEBS MAX 270 KT BELOW FL100



These SIDs require a minimum climb gradient of 304' per NM (5%) up to SPB 8.6 DME due to airspace structure and obstacles.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

If unable to comply advise ATC during start-up.

ALT/HEIGHT CONVERSION (QFE)

730'	(663' - 200m)
3040'	(2973' - 900m)

Initial climb clearance 3040' (2973')

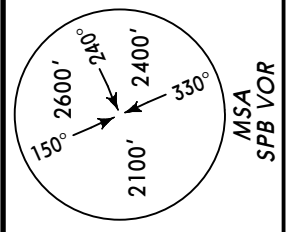
ROUTING	
SID	
GR 3D	On 097° heading to SPB 8.6 DME, turn LEFT, intercept 076° bearing to GR.
UD 3D	On 097° heading to SPB 8.6 DME, turn RIGHT, intercept 129° bearing to UD.

PULKOVO
Krug
120.3

Apt Elev
79'

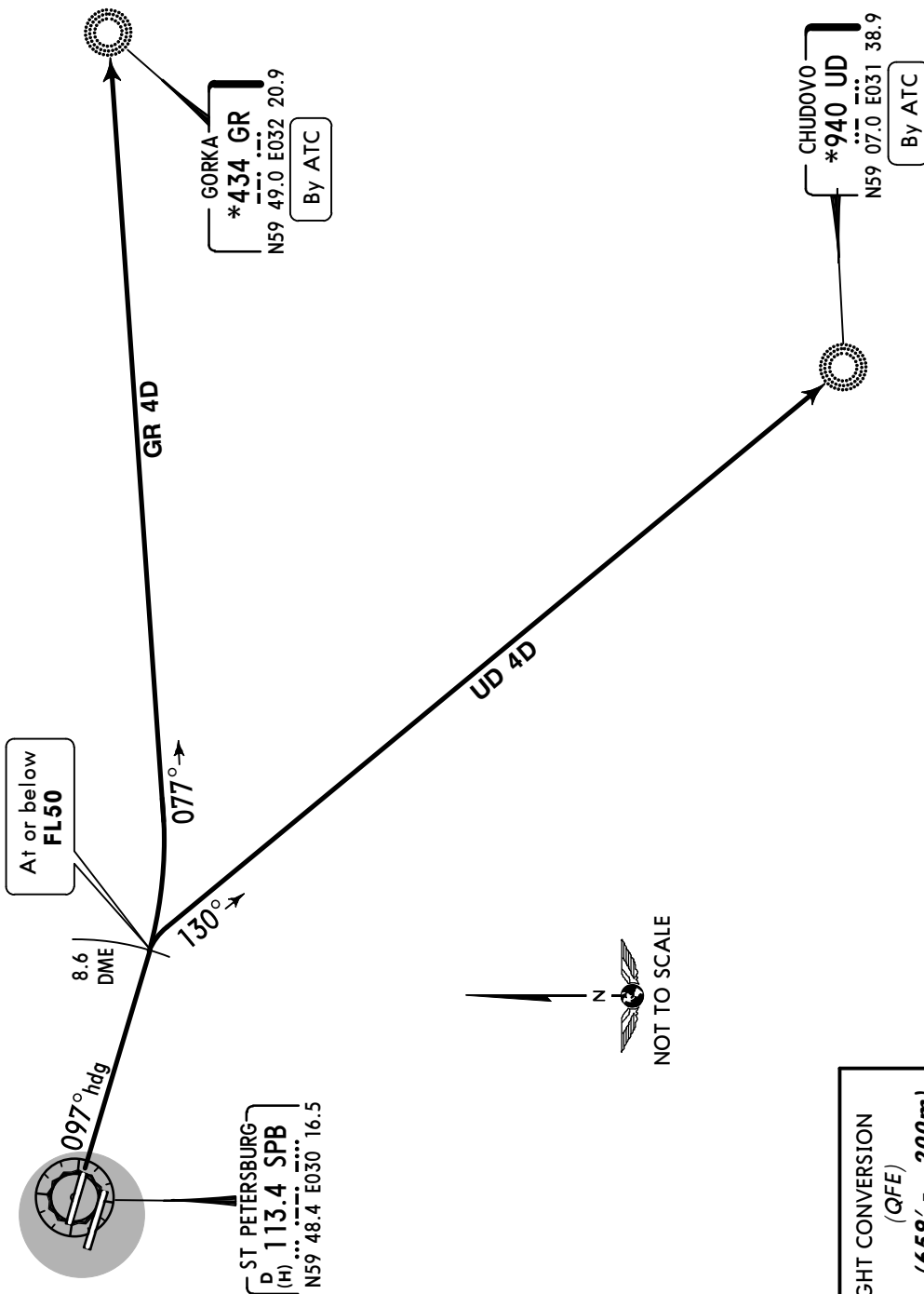
QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' (2979')

1. When crossing 720' (659') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
3. If following SIDs are not possible, report to ground controller and get alternative instructions for maneuvering after departure.



**CHUDOVO FOUR DELTA (UD 4D)
GORKA FOUR DELTA (GR 4D)
RWY 10L DEPARTURES**

~~REDS~~ MAX 270 KT BELOW FL100



ALT/HEIGHT CONVERSION (QFE)	
QNH	720' (659' - 200m)
	3040' (2979' - 900m)

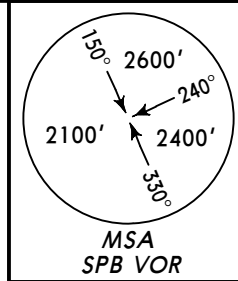
Initial climb clearance 3040' (2979')	
ROUTING	
SID	
GR 4D	On 097° heading to SPB 8.6 DME, turn LEFT, intercept 077° bearing to GR.
UD 4D	On 097° heading to SPB 8.6 DME, turn RIGHT, intercept 130° bearing to UD.

PULKOVO Krug
120.3
Apt Elev 79'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' (2974')

- When crossing 730' (664') contact PULKOVO Krug.
- Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
- If following SIDs are not possible, report to ground controller and get alternative instructions for maneuvering after departure.

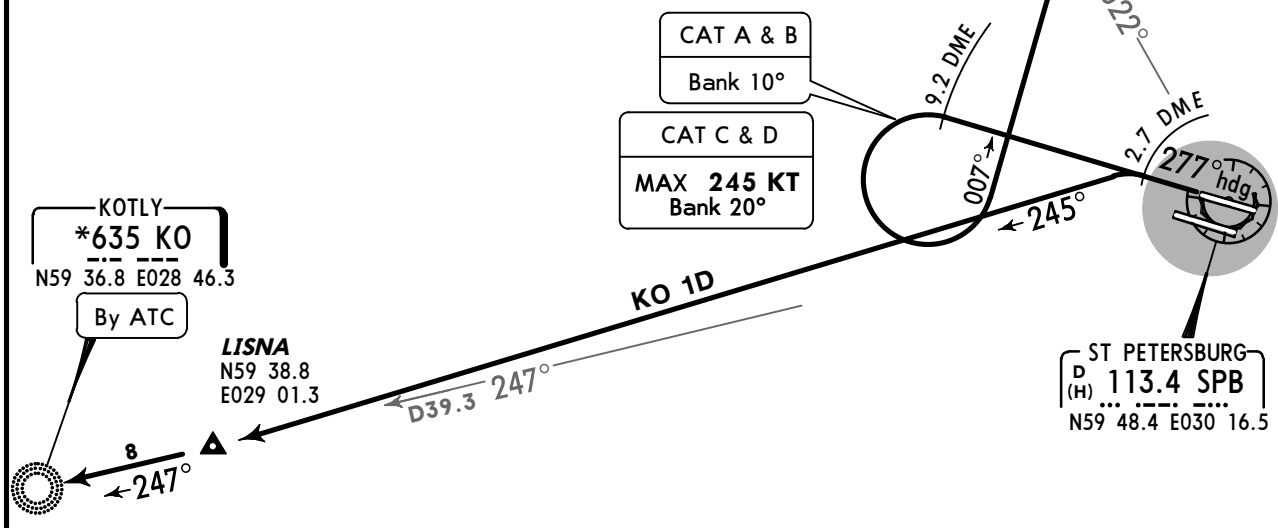
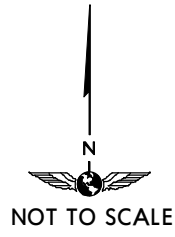
**KOTLY ONE DELTA (KO 1D)
LUNOK ONE DELTA (LNK 1D)
RWY 28R DEPARTURES**
~~SPED~~ MAX 270 KT BELOW FL100



LUNOK
N60 16.0 E029 45.6
By ATC

ALT/HEIGHT CONVERSION
QNH (QFE)

730'	(664' - 200m)
3040'	(2974' - 900m)



These SIDs require minimum climb gradients of

KO 1D
304' per NM (5%) due to airspace structure.

LNK 1D
340' per NM (5.6%) up to SPB R-322 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
304' per NM	380	506	760	1013	1266	1519

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' (2974')

SID	ROUTING
KO 1D	On 277° heading to SPB 2.7 DME, turn LEFT, 245° track to LISNA, intercept SPB R-247 to KO.
LNK 1D	On 277° heading to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-322 to LUNOK.

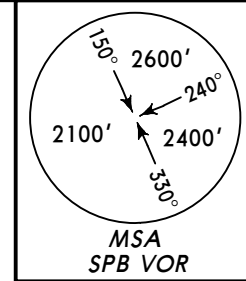
PULKOVO Krug
120.3
Apt Elev 79'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' (2961')

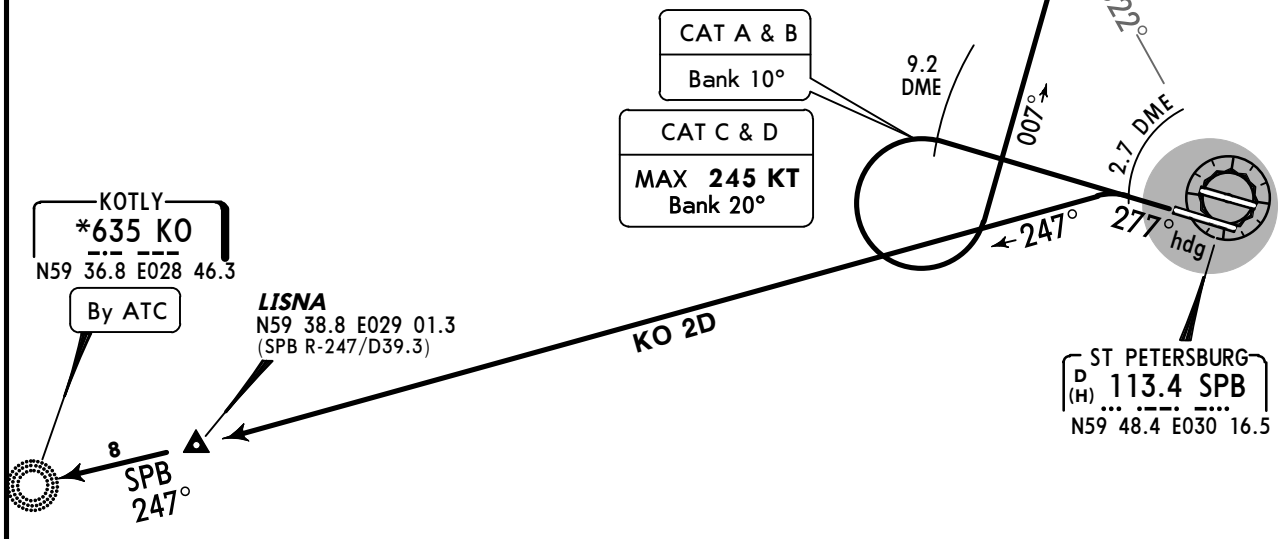
- When crossing 740' (661') contact PULKOVO Krug.
- Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
- If following SIDs are not possible, report to ground controller and get alternative instructions for maneuvering after departure.

**KOTLY TWO DELTA (KO 2D)
LUNOK TWO DELTA (LNK 2D)
RWY 28L DEPARTURES**

SPEEDS MAX 270 KT BELOW FL100



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



These SIDs require minimum climb gradients of

KO 2D

340' per NM (5.6%) up to SPB 2.7 DME, then 255' per NM (4.2%) due to airspace structure and obstacles.

LNK 2D

340' per NM (5.6%) up to SPB R-322 due to airspace structure and obstacles.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
255' per NM	319	425	638	851	1063	1276

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' (2961')

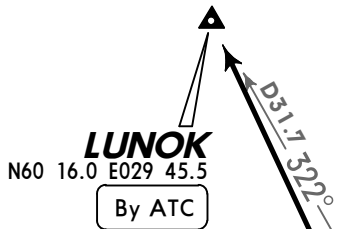
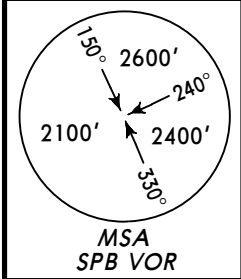
SID	ROUTING
KO 2D	On 277° heading to SPB 2.7 DME, turn LEFT, 247° track to LISNA, intercept SPB R-247 to KO.
LNK 2D	On 277° heading to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-322 to LUNOK.

PULKOVO
Krug
120.3

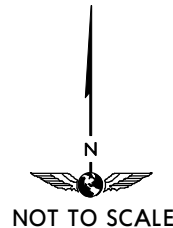
Apt Elev
79'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 MM (977.3 hPa)
and 706 MM (941.3 hPa) or above
FL70 if pressure is less than 706 MM (941.3 hPa)
Trans alt: 3040' (2973')

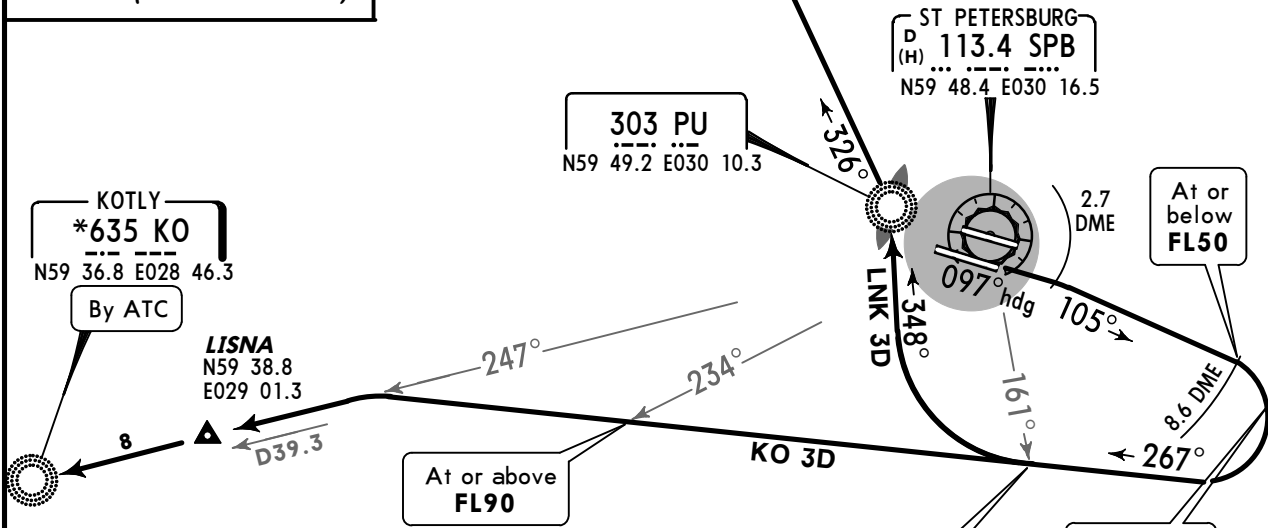
- When crossing 730' (663') contact PULKOVO Krug.
- Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
- If following SIDs are not possible, report to ground controller and get alternative instructions for maneuvering after departure.



KOTLY THREE DELTA (KO 3D)
LUNOK THREE DELTA (LNK 3D)
RWY 10R DEPARTURES
SPEEDS MAX 270 KT BELOW FL100



ALT/HEIGHT CONVERSION	
QNH	(QFE)
730'	(663' - 200m)
3040'	(2973' - 900m)



These SIDs require minimum climb gradients of

KO 3D
6.3% up to SPB 8.6 DME, then
4.0% up to SPB R-234 due to airspace structure and obstacles.

LNK 3D
6.3% up to SPB R-161 due to airspace structure and obstacles.

LNK 3D
At or above FL50

CAT A & B
Bank 10°

CAT C & D
MAX 245 KT
Bank 20°

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	479	638	957	1276	1595	1914
4.0% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' (2973')

SID	ROUTING
KO 3D	On 097° heading to SPB 2.7 DME, 105° track to SPB 8.6 DME, turn RIGHT, 267° track, turn LEFT, intercept SPB R-247 via LISNA to KO.
LNK 3D	On 097° heading to SPB 2.7 DME, 105° track to SPB 8.6 DME, 267° track, after crossing SPB R-161 turn RIGHT to PU, 326° bearing to LUNOK.

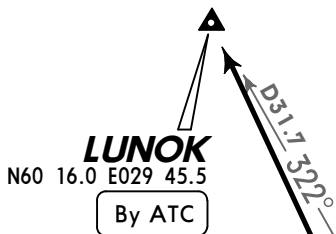
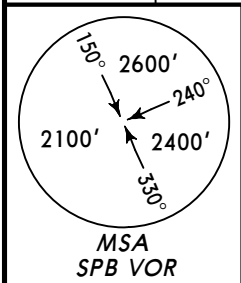
PULKOVO Krug
120.3

Apt Elev
79'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above
FL70 if pressure is less than 706 MM (941.3 hPa)

Trans alt: 3040' (2979')

- When crossing 720' (659') contact PULKOVO Krug.
- Execute noise abatement procedures between 2300-0700LT according to ICAO, DOC 8168. Refer to Airport Briefing Pages.
- If following SIDs are not possible, report to ground controller and get alternative instructions for maneuvering after departure.



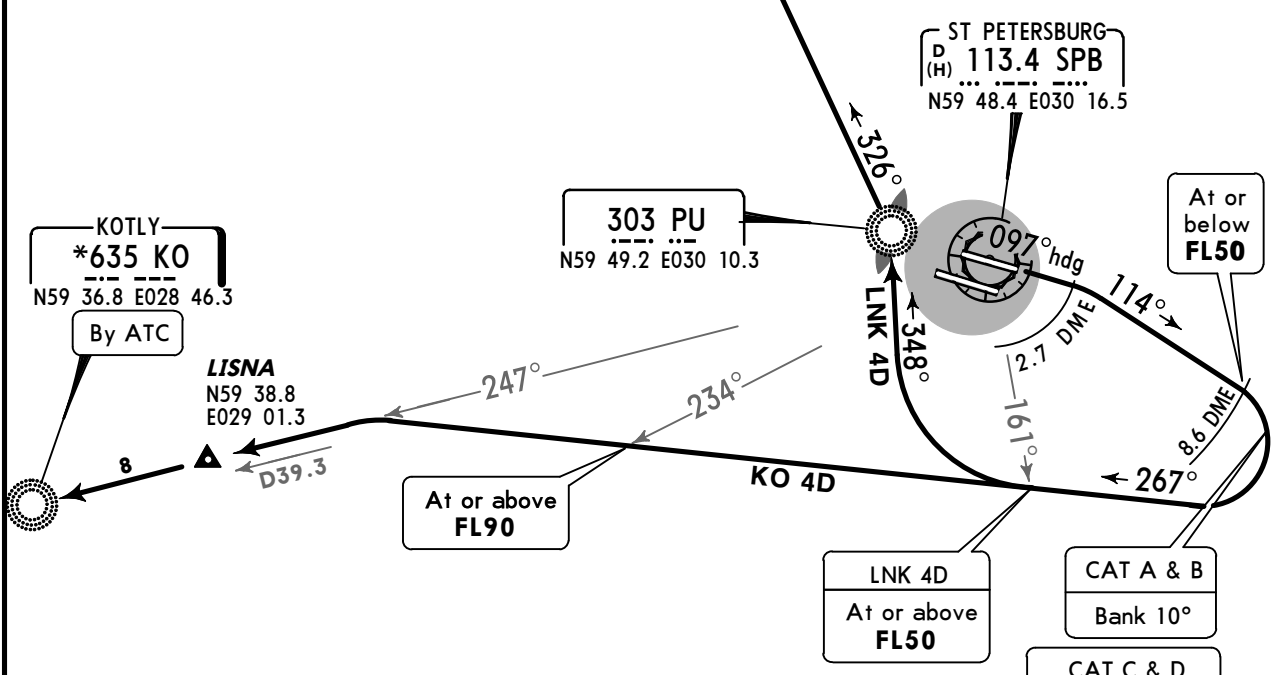
**KOTLY FOUR DELTA (KO 4D)
LUNOK FOUR DELTA (LNK 4D)
RWY 10L DEPARTURES**

SPEED MAX 270 KT BELOW FL100



ALT/HEIGHT CONVERSION

QNH	(QFE)
720'	(659' - 200m)
3040'	(2979' - 900m)



These SIDs require minimum climb gradients of

KO 4D

6.3% up to SPB 8.6 DME, then
4.0% up to SPB R-234 due to airspace structure.

LNK 4D

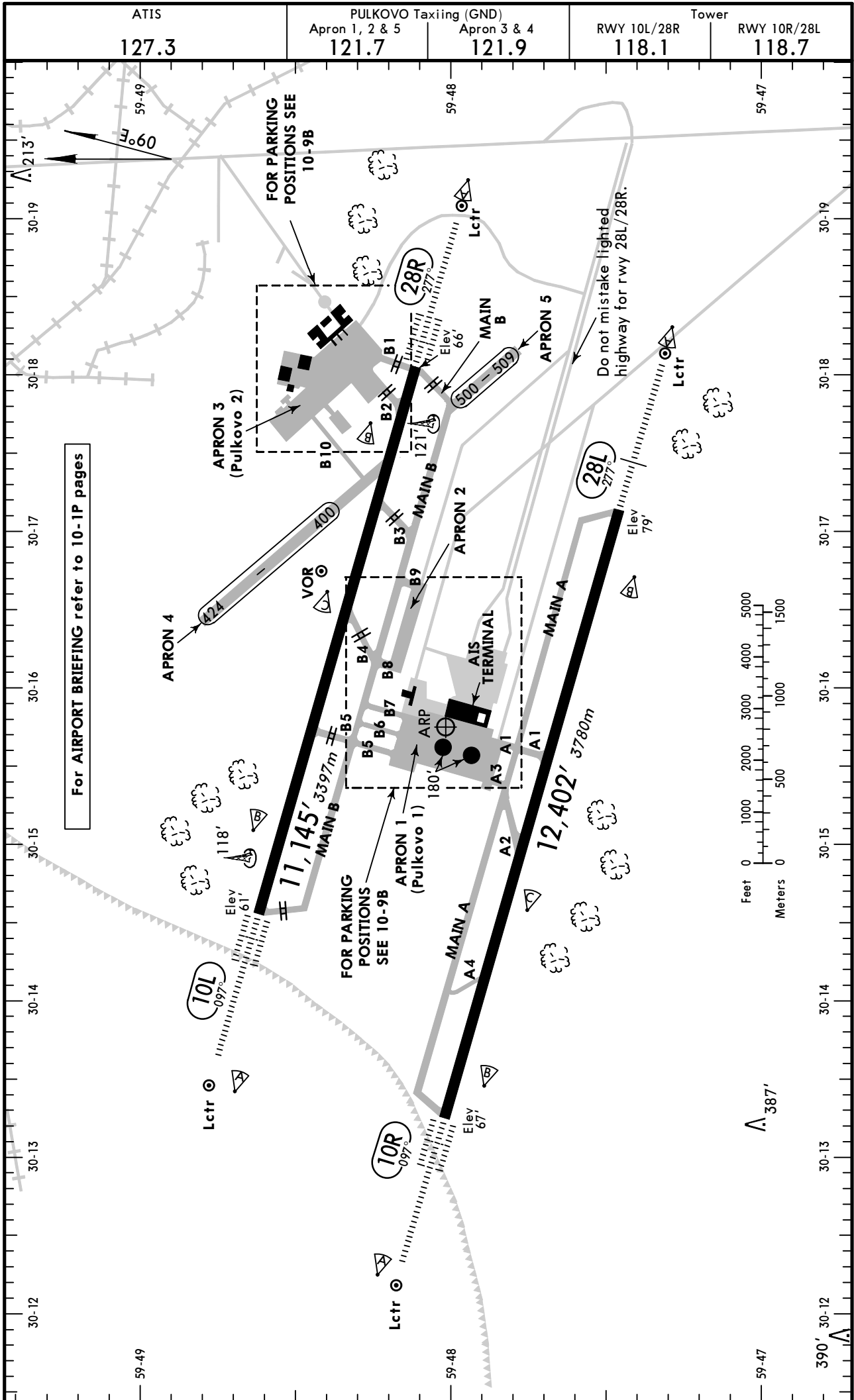
6.3% up to SPB R-161 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	479	638	957	1276	1595	1914
4.0% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply advise ATC during start-up.

Initial climb clearance 3040' (2979')

SID	ROUTING
KO 4D	On 097° heading to SPB 2.7 DME, 114° track to SPB 8.6 DME, turn RIGHT, 267° track, turn LEFT, intercept SPB R-247 via LISNA to KO.
LNK 4D	On 097° heading to SPB 2.7 DME, 114° track to SPB 8.6 DME, 267° track, after crossing SPB R-161 turn RIGHT to PU, 326° bearing to LUNOK.



For AIRPORT BRIEFING refer to 10-IP pages

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
10L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR		10,007' 3050m	② ③	197' 60m
28R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) ① RVR		10,072' 3070m		

① HST-B4
 ② First 328'/100m unusable for take-off.
 ③ TAKE-OFF RUN AVAILABLE
RWY 10L: From posn, 328'/100m after rwy head 10,817' (3297m)
 twy B5 int 6726' (2050m)

RWY 28R: From posn, 328'/100m after rwy head 10,817' (3297m)
 twy B2 int 9941' (3030m)
 twy B3 int 8038' (2450m)

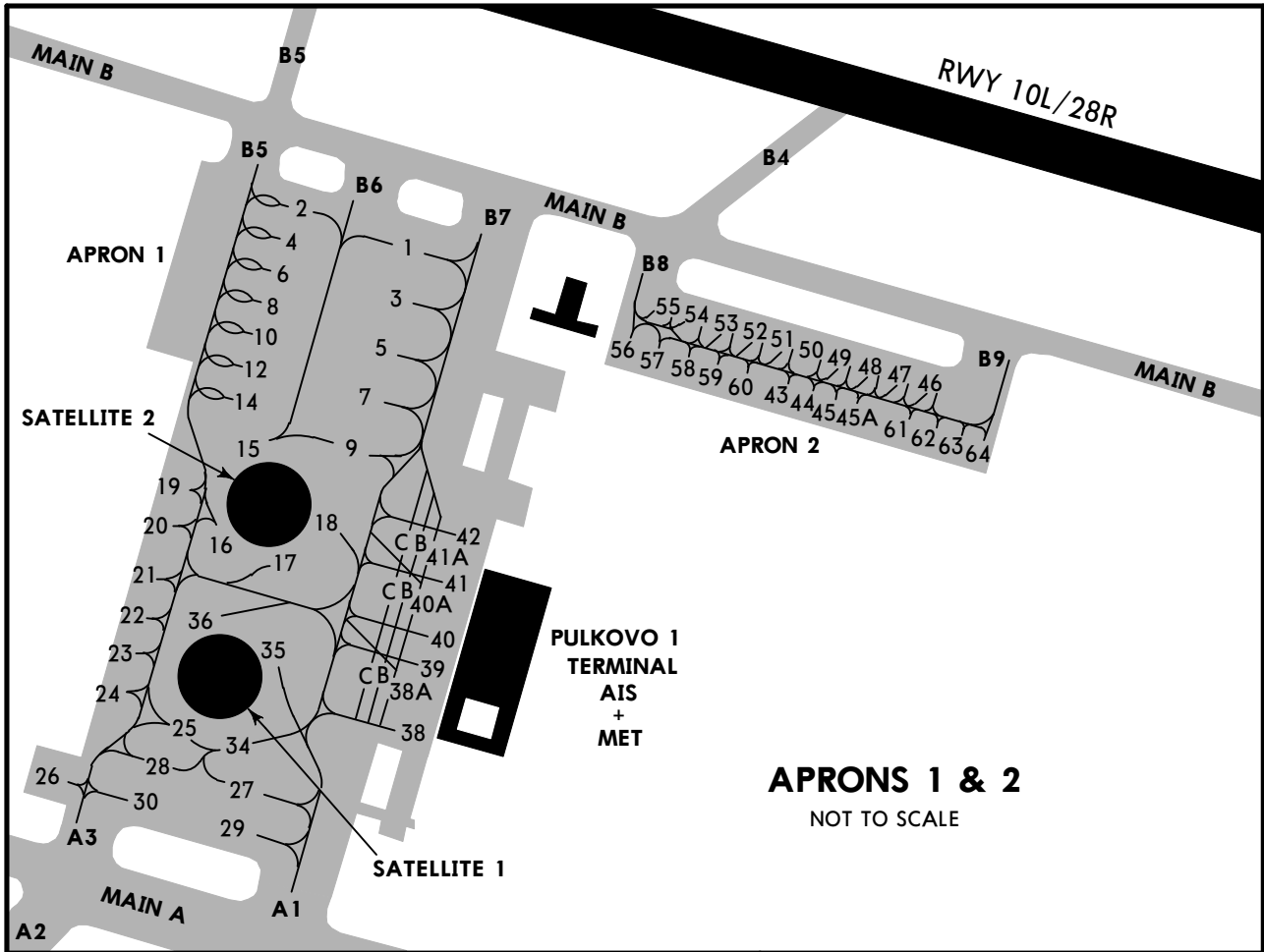
10R	HIRL (60m) CL (15m) HIALS-II TDZ ④ HST-A2 RVR		11,647' 3550m	⑤ ⑥	197' 60m
28L	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) RVR		11,417' 3480m		

④ PAPI-L (3.0°)
 ⑤ First 328'/100m unusable for take-off.
 ⑥ TAKE-OFF RUN AVAILABLE
RWY 10R: From posn, 328'/100m after rwy head 12,073' (3680m)
 twy A4 int 8858' (2700m)

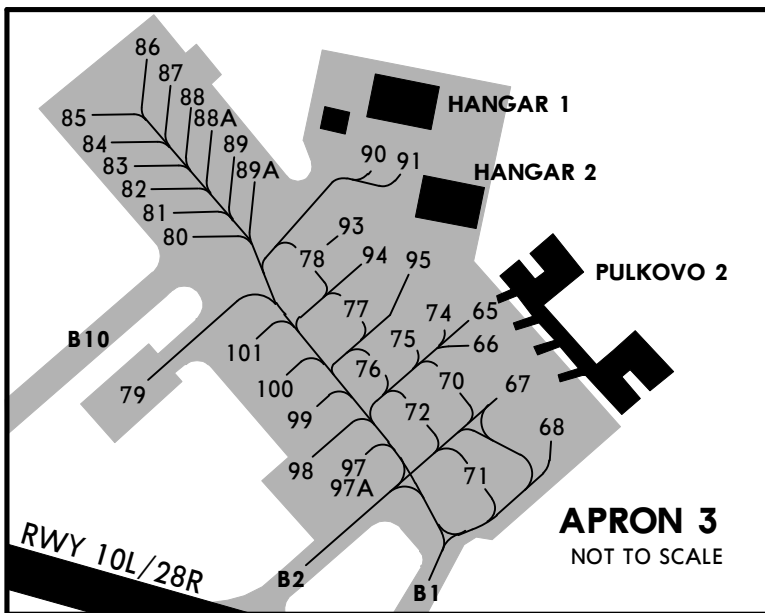
RWY 28L: From posn, 328'/100m after rwy head 12,073' (3680m)
 twy A1 int 8333' (2540m)
 twy A2 int 6398' (1950m)

TAKE-OFF

	AIR CARRIER All Rwys			AIR CARRIER (FAR 121) All Rwys		
	LVP must be in force	RCLM (DAY only) or RL	RCLM (DAY only) or RL	CL & RCLM any RVR out, other two req.	Adequate Vis Ref	
	RL & CL					
A				2 Eng	TDZ RVR 175m Mid RVR 175m Roll out RVR 175m	RVR 500m VIS 400m
B	200m (150m)	250m	400m	3 & 4 Eng		
C						
D	250m (200m)	300m				



APRONS 1 & 2
 NOT TO SCALE



APRON 3
 NOT TO SCALE

INS COORDINATES

STAND No.	COORDINATES
65	N59 48.4 E030 18.4
66, 67	N59 48.3 E030 18.4
68	N59 48.3 E030 18.5
70	N59 48.3 E030 18.3
71	N59 48.2 E030 18.3
72	N59 48.3 E030 18.2
74, 75	N59 48.4 E030 18.2
76	N59 48.3 E030 18.2
77, 78	N59 48.4 E030 18.1
97, 98	N59 48.2 E030 18.0
99, 100	N59 48.3 E030 18.0
101	N59 48.3 E030 17.9

STRAIGHT-IN RWY		A	B	C	D
10L	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	161'(100') RA104' R350m	161'(100') RA104' R350m	161'(100') RA104' R350m	161'(100') RA104' R350m
	ILS	261'(200')	261'(200')	261'(200')	261'(200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	590'(529') R1500m	590'(529') R1500m	590'(529') R1700m	590'(529') R1700m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	2 NDB ①	430'(369') R1000m	430'(369') R1000m	430'(369') R1000m	430'(369') R1000m
<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m	
NDB ①	640'(579') R1500m	640'(579') R1500m	640'(579') R1900m	640'(579') R1900m	
<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m	
10R	CAT 2 ILS	167'(100') RA105' R350m	167'(100') RA105' R350m	167'(100') RA105' R350m	167'(100') RA105' R350m
	ILS	267'(200')	267'(200')	267'(200')	267'(200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	460'(393') R1100m	460'(393') R1100m	460'(393') R1100m	460'(393') R1100m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R1800m
	NDB ①	640'(573') R1500m	640'(573') R1500m	640'(573') R1900m	640'(573') R1900m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
28L	ILS	279'(200')	279'(200')	279'(200')	279'(200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	410'(331') R800m	410'(331') R800m	410'(331') R800m	410'(331') R800m
	<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
	NDB ①	640'(561') R1500m	640'(561') R1500m	640'(561') R1900m	640'(561') R1900m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m

① Continuous Descent Final Approach

STRAIGHT-IN RWY		A	B	C	D
28R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	166'(100') RA104' R350m	166'(100') RA104' R350m	166'(100') RA104' R350m	166'(100') RA104' R350m
	ILS FULL Limited ALS out	266'(200') R550m R750m R1200m	266'(200') R550m R750m R1200m	266'(200') R550m R750m R1200m	266'(200') R550m R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ① ALS out	460'(394') R1100m R1500m	460'(394') R1100m R1500m	460'(394') R1100m R1800m	460'(394') R1100m R1800m
	2 NDB ① ALS out	480'(414') R1200m R1500m	480'(414') R1200m R1500m	480'(414') R1200m R1900m	480'(414') R1200m R1900m
	NDB ① ALS out	590'(524') R1500m	590'(524') R1500m	590'(524') R1700m C2400m	590'(524') R1700m C2400m

① Continuous Descent Final Approach

TAKE-OFF RWY 10L/R, 28L/R

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

STRAIGHT-IN RWY		A	B	C	D
10L	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	161'(100')	161'(100')	161'(100')	161'(100')
		RA104' R350m	RA104' R350m	RA104' R350m	RA104' R350m
	ILS	261'(200')	261'(200')	261'(200')	261'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	590'(529')	590'(529')	590'(529')	590'(529')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB	430'(369')	430'(369')	430'(369')	430'(369')
		R900m	R1000m	R1000m	R1400m
ALS out	R1500m	R1500m	R1800m	R2000m	
NDB	640'(579')	640'(579')	640'(579')	640'(579')	
	R1000m	R1200m	R1200m	R1600m	
ALS out	R1500m	R1500m	R2000m	R2000m	
10R	CAT 2 ILS	167'(100')	167'(100')	167'(100')	167'(100')
		RA105' R350m	RA105' R350m	RA105' R350m	RA105' R350m
	ILS	267'(200')	267'(200')	267'(200')	267'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	460'(393')	460'(393')	460'(393')	460'(393')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	640'(573')	640'(573')	640'(573')	640'(573')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
28L	ILS	279'(200')	279'(200')	279'(200')	279'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	410'(331')	410'(331')	410'(331')	410'(331')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	640'(561')	640'(561')	640'(561')	640'(561')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m

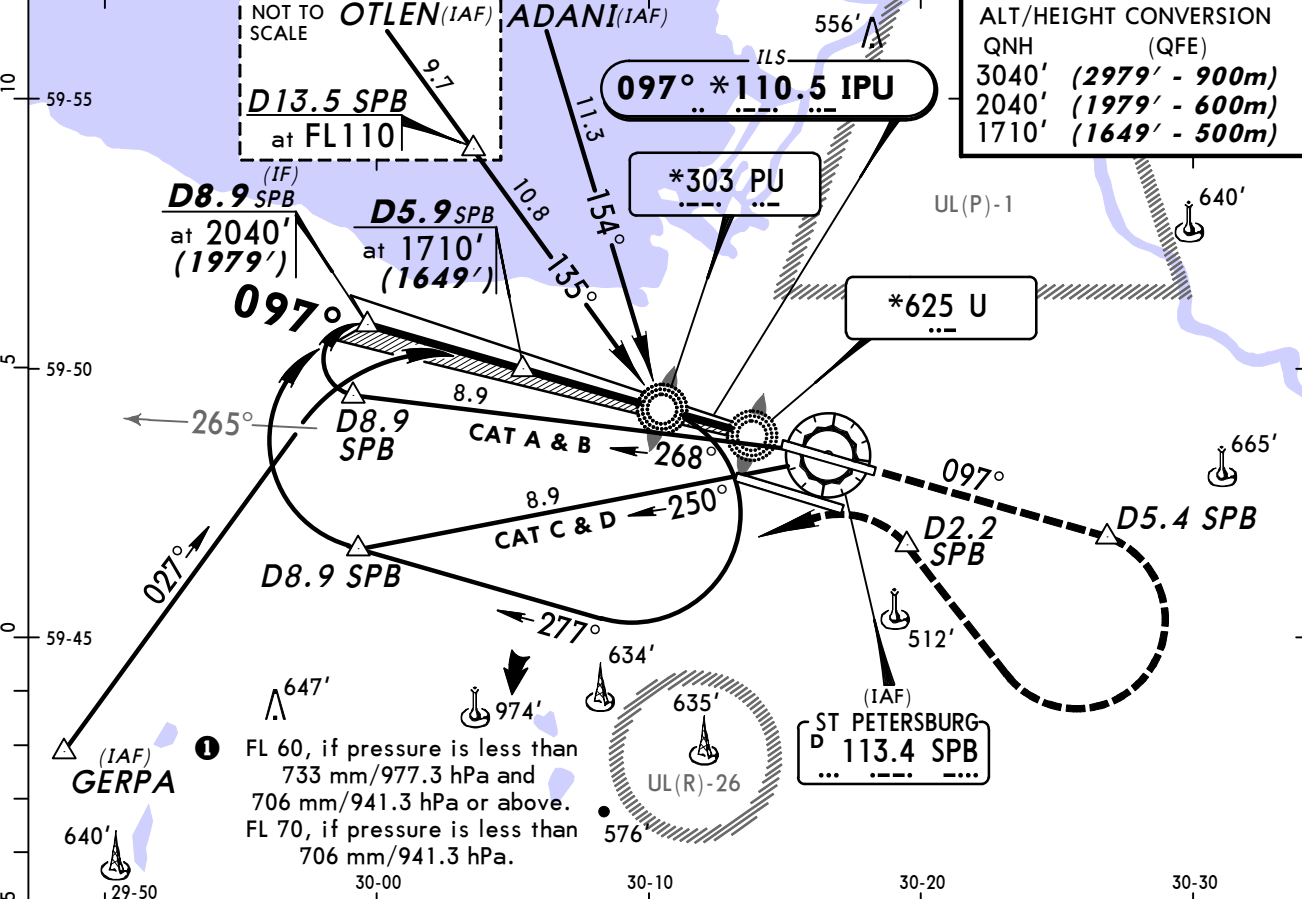
STRAIGHT-IN RWY		A	B	C	D
28R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	166' (100')	166' (100')	166' (100')	166' (100')
		RA104' R350m	RA104' R350m	RA104' R350m	RA104' R350m
	ILS	266' (200')	266' (200')	266' (200')	266' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	460' (394')	460' (394')	460' (394')	460' (394')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	480' (414')	480' (414')	480' (414')	480' (414')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	590' (524')	590' (524')	590' (524')	590' (524')
R1000m		R1200m	R1200m	R1600m	
<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m	

TAKE-OFF RWY 10L/R, 28L/R

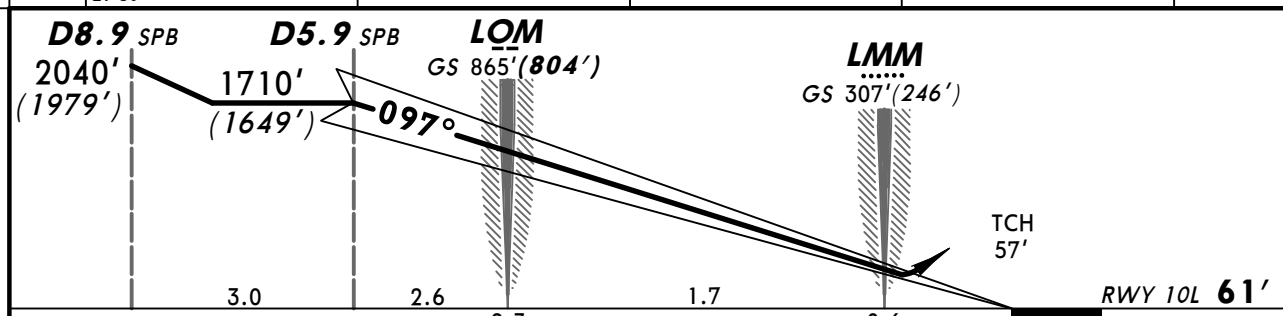
	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A							
B	125m	150m	200m	250m	400m	500m	
C							
D	150m	200m	250m	300m			

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) 2000-0400			PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9
LOC IPU *110.5	Final Apch Crs 097°	GS LOM 865' (804')	ILS DA(H) 261' (200')	Apt Elev 79'	RWY 61'	<p>MSA SPB VOR</p>
<p>MISSED APCH: Climb on 097° to D5.4 SPB at 3040' (2979'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 SPB turn LEFT and then according to chart.</p>						

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3040' (2979')



ALT/HEIGHT CONVERSION	QNH (QFE)
3040'	(2979' - 900m)
2040'	(1979' - 600m)
1710'	(1649' - 500m)

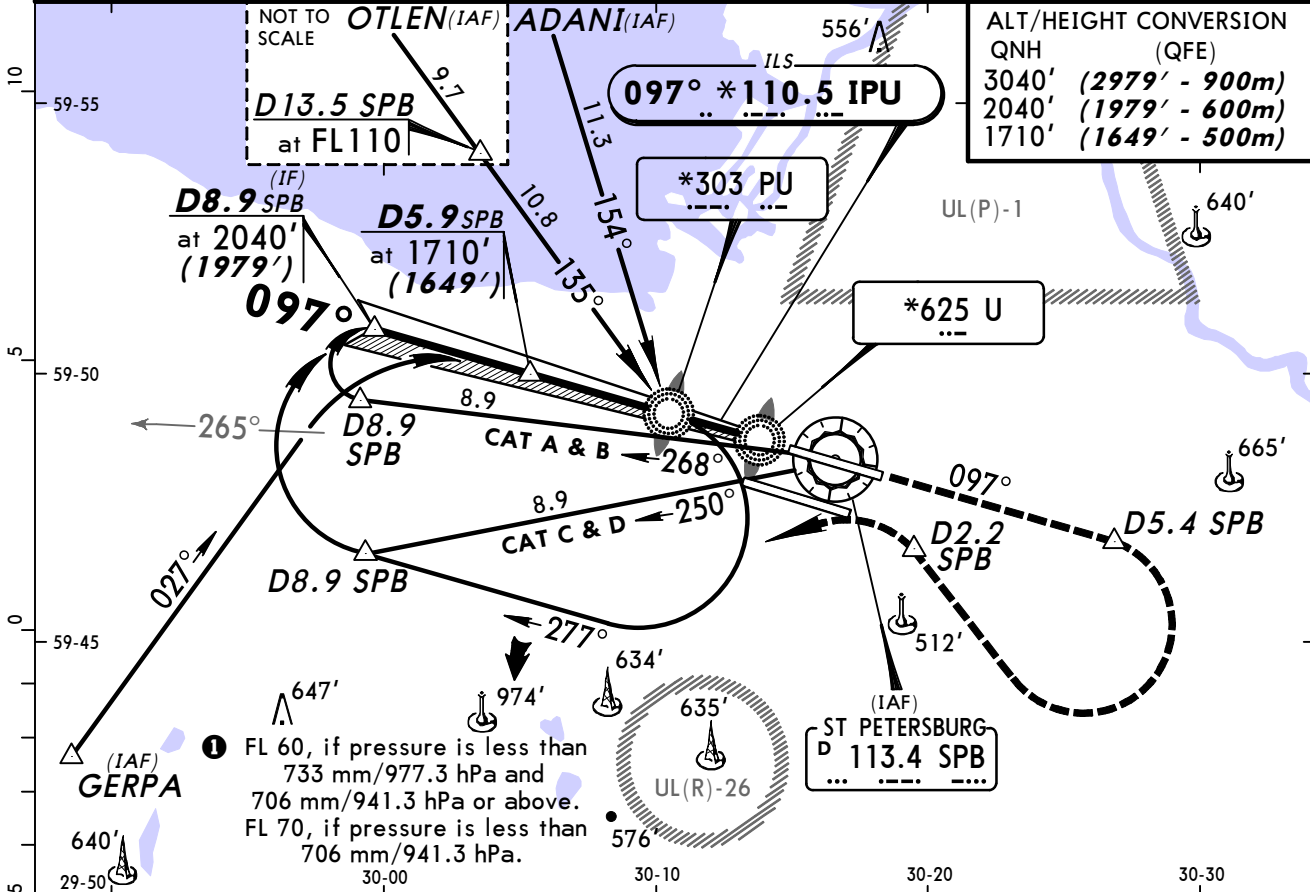


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 3040' (2979') on 097° D5.4 SPB
ILS GS	3.00°	377	484	538	646	753	

STRAIGHT-IN LANDING RWY 10L			LOC (GS out)
ILS DA(H) 261' (200')			
FULL	TDZ or CL out	ALS out	
A			
B			
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
D			NOT AUTH

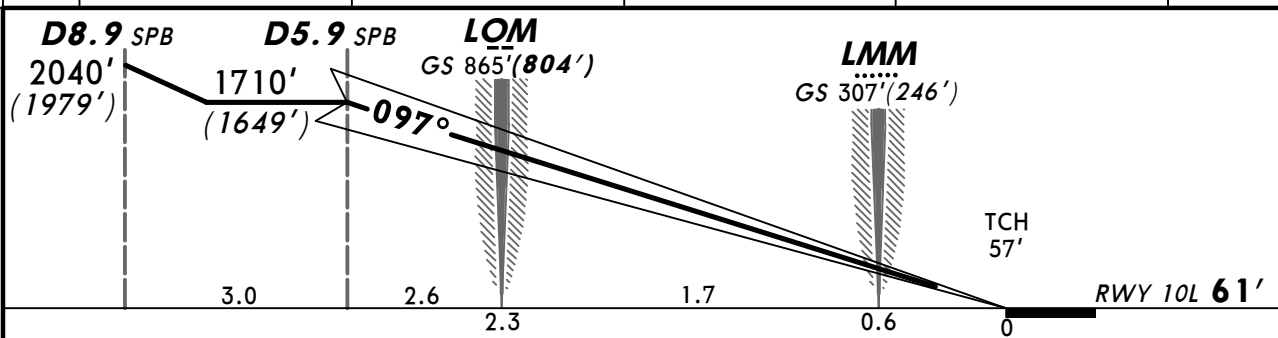
PANS OPS

ATIS 127.3	(360°T-180°T) 119.3	PETERSBURG Approach (R) 0400-2000 (180°T-360°T) 125.2	2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9
LOC IPU *110.5	Final Apch Crs 097°	GS LOM 865' (804')	CAT II ILS RA 104' DA(H) 161' (100')	Apt Elev 79'	RWY 61'	<p>MSA SPB VOR</p>
<p>MISSED APCH: Climb on 097° to D5.4 SPB at 3040' (2979'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 SPB turn LEFT and then according to chart.</p>						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50		Trans alt: 3040' (2979')

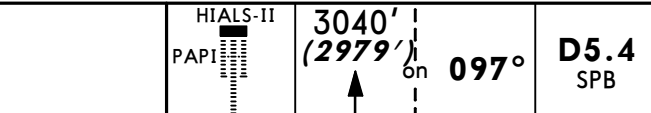


ALT/HEIGHT CONVERSION

QNH	(QFE)
3040'	(2979' - 900m)
2040'	(1979' - 600m)
1710'	(1649' - 500m)



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	484	538	646	753	861



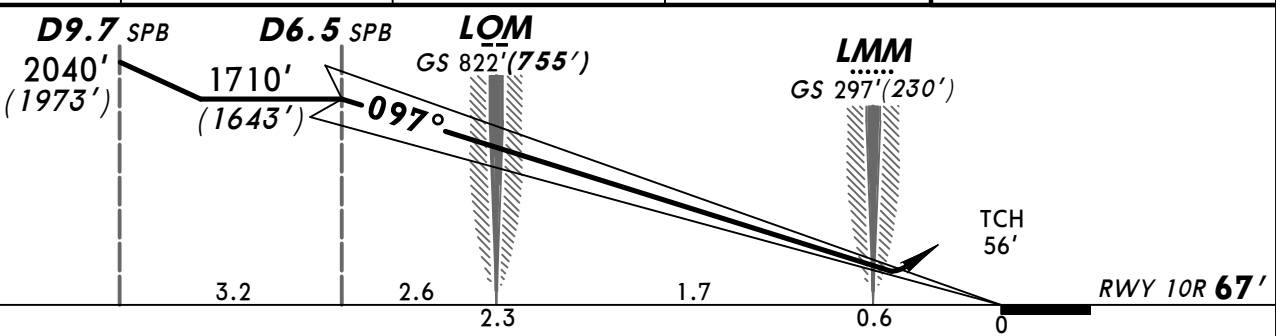
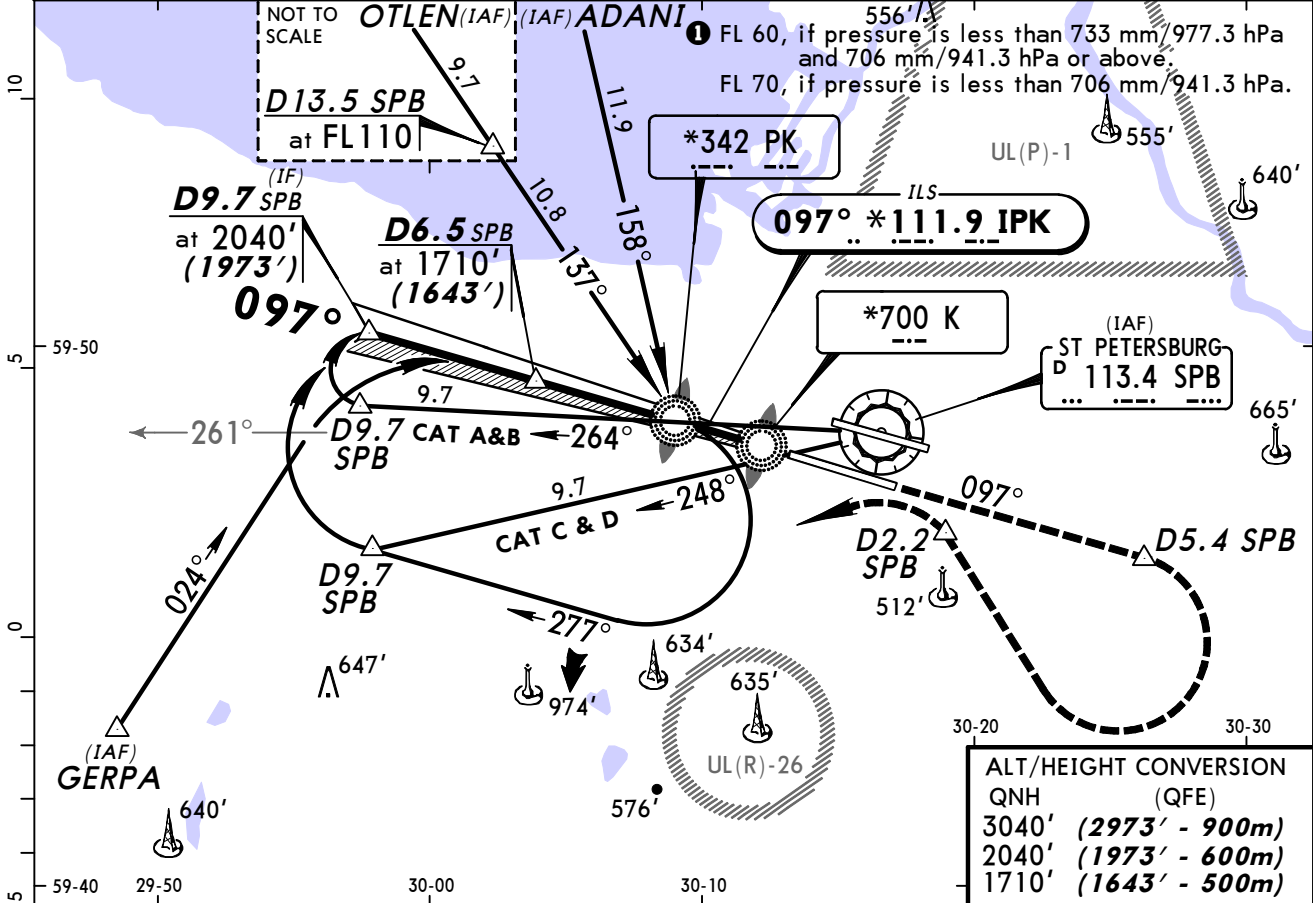
STRAIGHT-IN LANDING RWY 10L
CAT II ILS
ABCD
RA 104'
DA(H) 161' (100')

RVR 350m

PANS OPS

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 119.3	(180°T-360°T) 2000-0400 125.2	2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.7	Ground 121.7 121.9
LOC IPK *111.9	Final Aptch Crs 097°	GS LOM 822' (755')	ILS DA(H) 267' (200')	Apt Elev 79'	RWY 67'	<p>MSA SPB VOR</p>
<p>MISSED APCH: Climb on 097° to D5.4 SPB at 3040' (2973'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 SPB turn LEFT and then according to chart.</p>						

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3040' (2973')

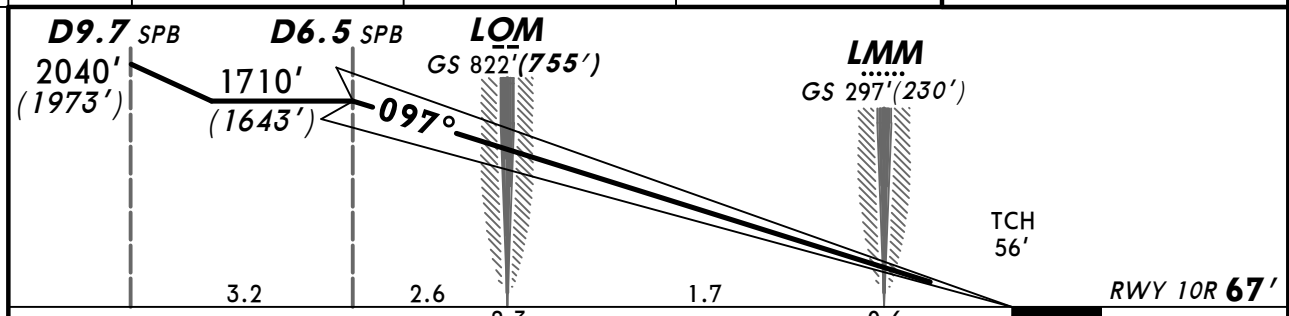
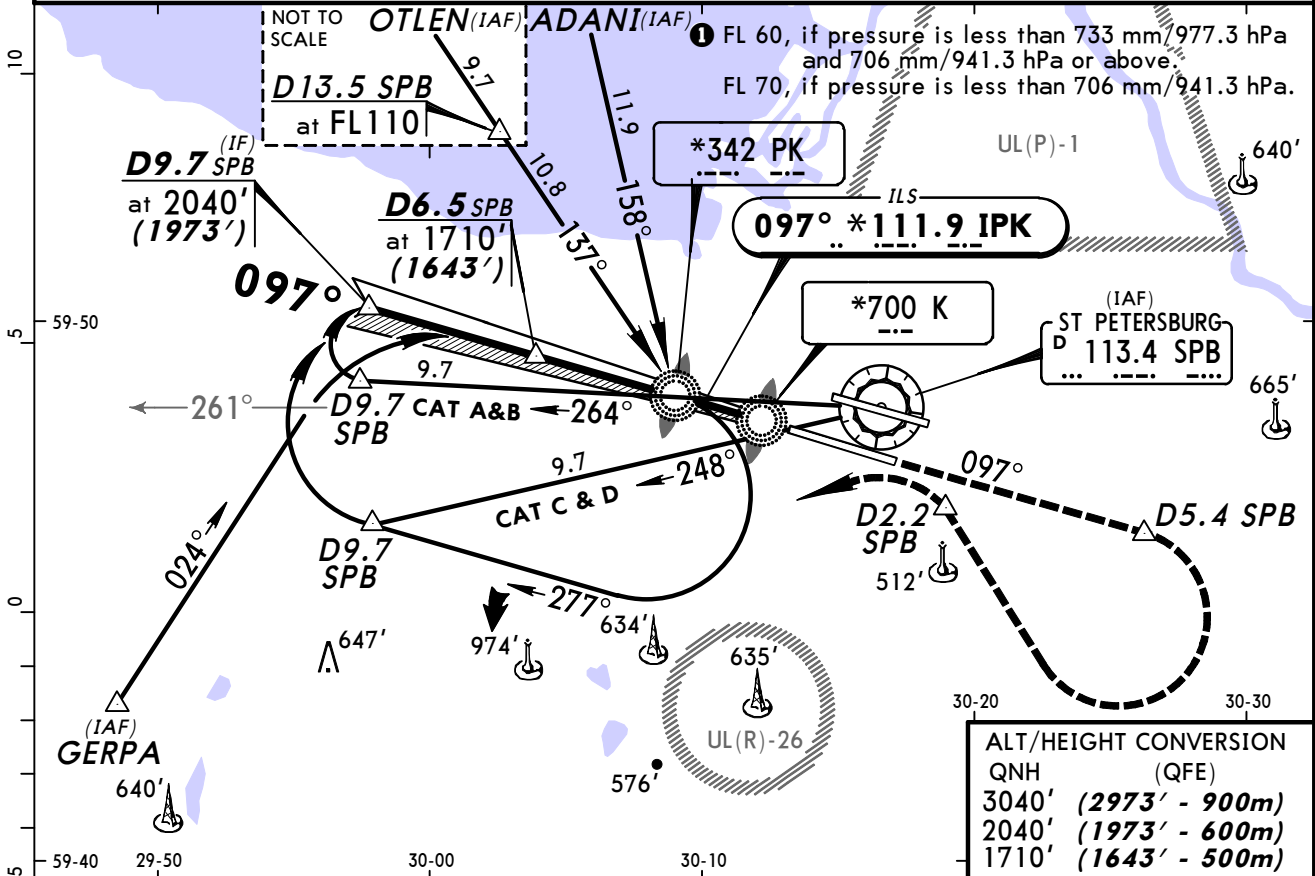
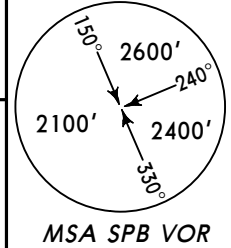


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	3040' (2973') on 097°	D5.4 SPB
ILS GS	3.00°	377	484	538	646	753			

STRAIGHT-IN LANDING RWY 10R			LOC (GS out)
ILS DA(H) 267' (200')			
FULL	TDZ or CL out	ALS out	
A			
B			
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
D			NOT AUTH

PANS OPS

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) 2000-0400			PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.7	Ground 121.7 121.9	
LOC IPK *111.9	Final Apch Crs 097°	GS LOM 822' (755')	CAT II ILS RA 105' DA(H) 167' (100')		Apt Elev 79'	RWY 67'	
<p>MISSED APCH: Climb on 097° to D5.4 SPB at 3040' (2973'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 SPB turn LEFT and then according to chart.</p>							
<p>Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3040' (2973')</p> <p>Special aircrew & acft certification required.</p>							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	3040' (2973') on 097°	D5.4 SPB
GS	3.00°	377	484	538	646	753			

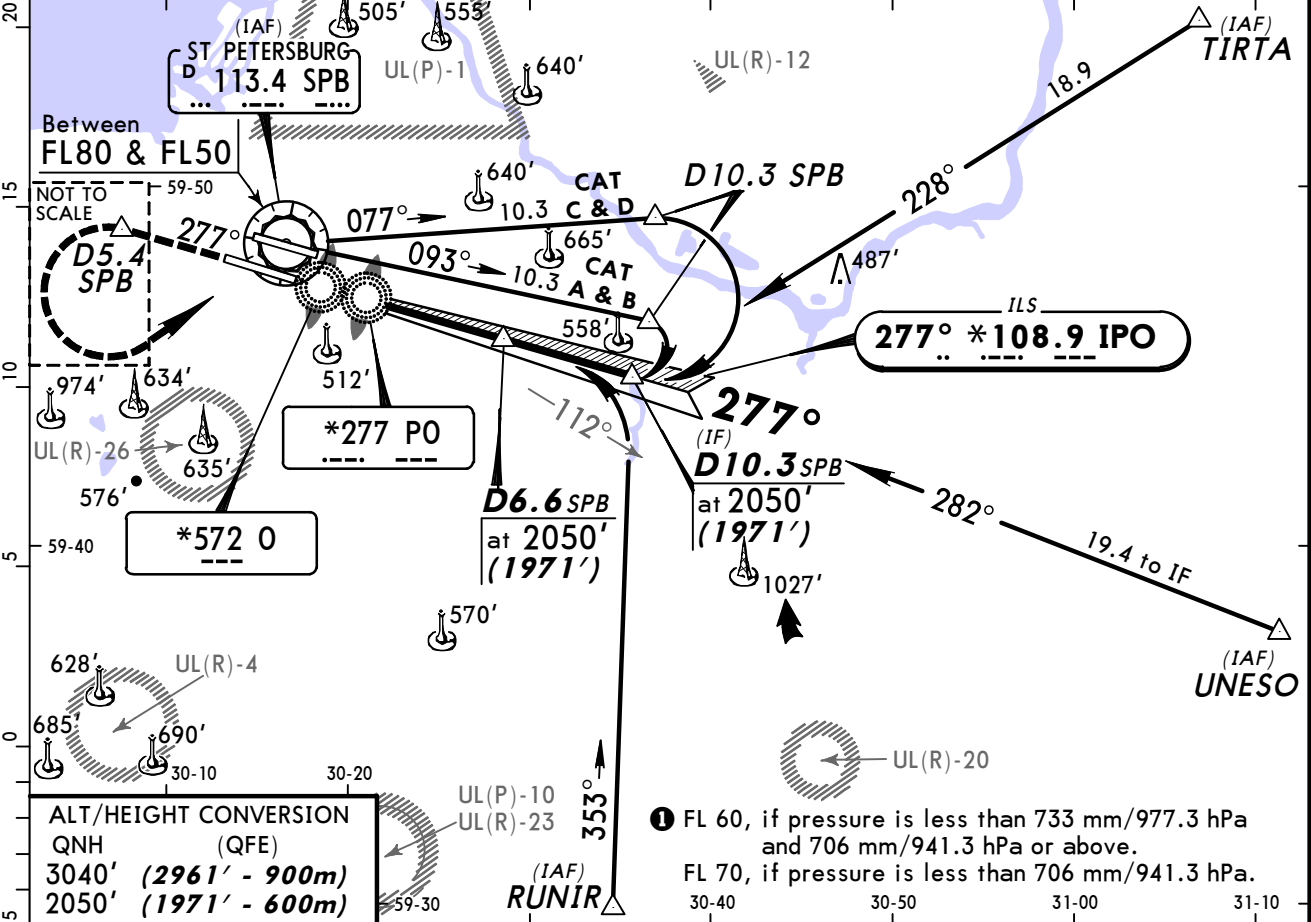
STRAIGHT-IN LANDING RWY 10R
CAT II ILS
ABCD
RA 105'
DA(H) 167' (100')

RVR 350m

PANS OPS

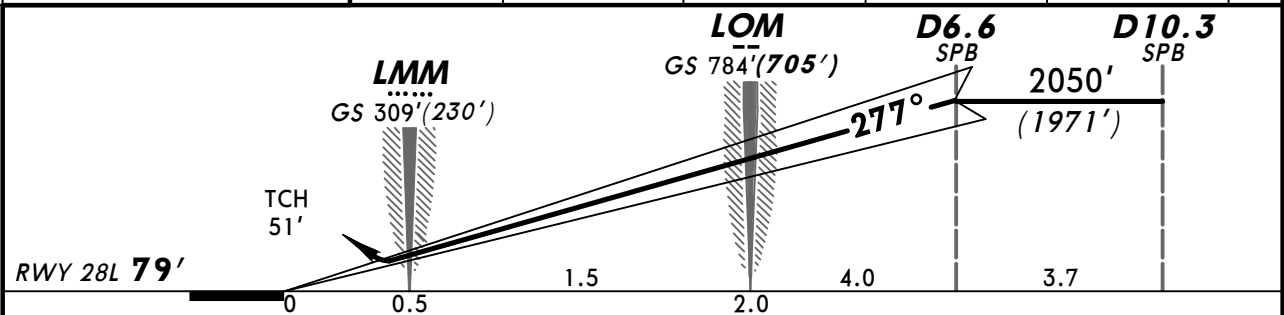
ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 119.3	(180°T-360°T) 2000-0400 125.2	2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.7	Ground 121.7 121.9
LOC IPO *108.9	Final Apch Crs 277°	GS LOM 784'(705')	ILS DA(H) 279'(200')	Apt Elev 79'	RWY 79'	<p>MSA SPB VOR</p>
<p>MISSED APCH: Climb on 277° to D5.4 SPB at 2050' (1971'), then turn LEFT (MIM bank angle 20°) to VOR climbing to 3040' (2961'), then according to chart.</p>						

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3040' (2961')

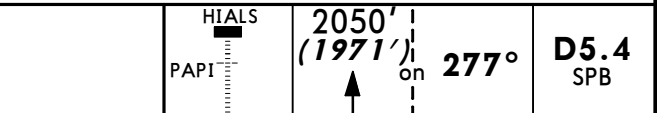


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040' (2961' - 900m)	
2050' (1971' - 600m)	

① FL 60, if pressure is less than 733 mm/977.3 hPa and 706 mm/941.3 hPa or above.
FL 70, if pressure is less than 706 mm/941.3 hPa.



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS	3.00°	377	484	538	646	753	861



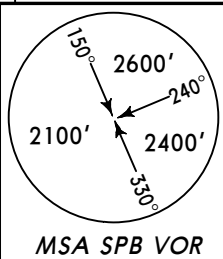
STRAIGHT-IN LANDING RWY 28L		LOC (GS out)	PANS OPS
ILS			
DA(H) 279'(200')		FULL	ALS out
FULL			
A			
B			
C	RVR 720m VIS 800m		1200m
D		NOT AUTH	

ULLI/LED PULKOVO

JEPPSEN ST PETERSBURG, RUSSIA
4 NOV 11 11-4 Eff 17 Nov

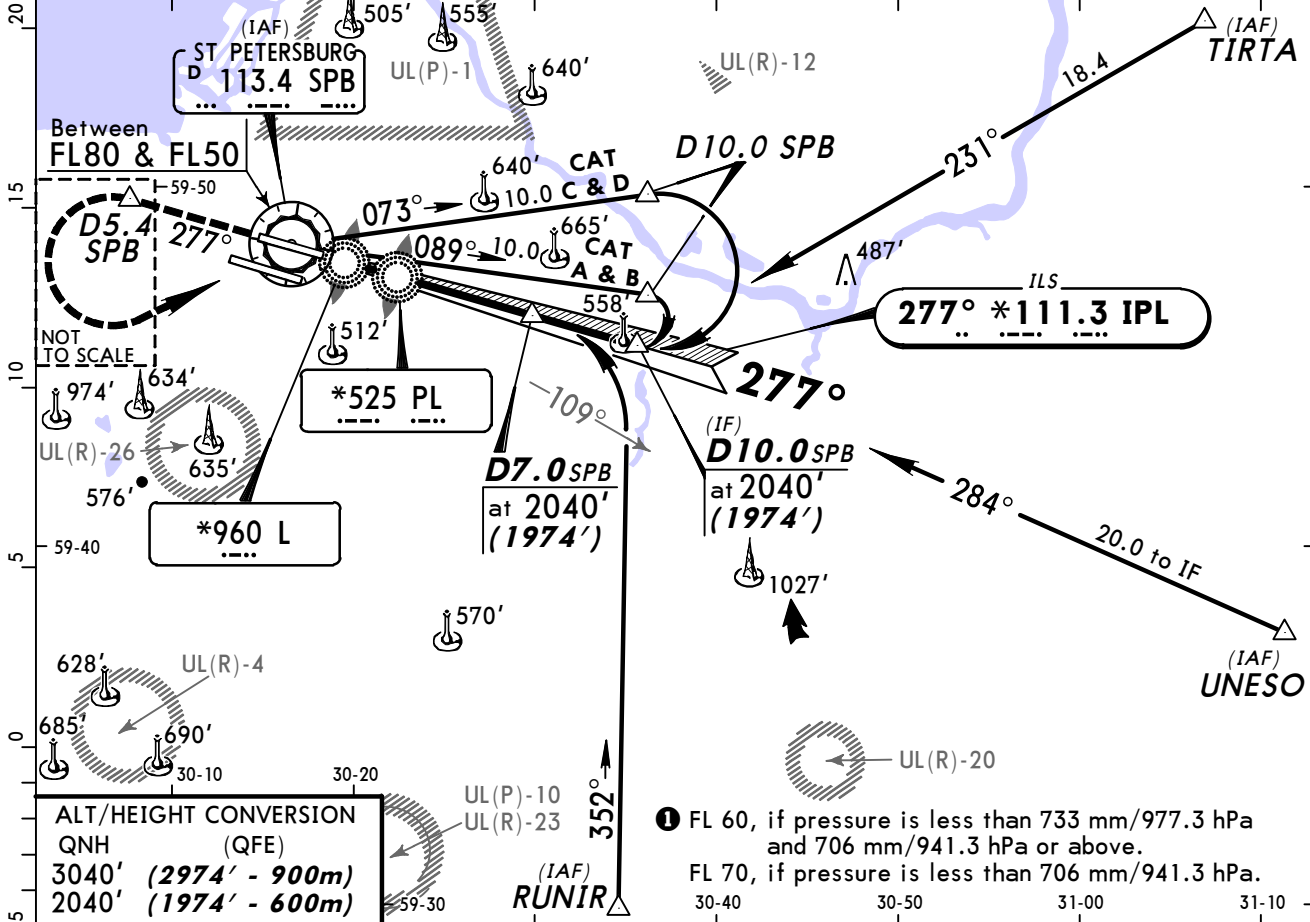
ILS Rwy 28R

ATIS 127.3	(360°T-180°T) 119.3	PETERSBURG Approach (R) 0400-2000 (180°T-360°T) 125.2	2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9
LOC IPL *111.3	Final Apch Crs 277°	GS LOM 821'(755')	ILS DA(H) 266'(200')	Apt Elev 79'	RWY 66'	



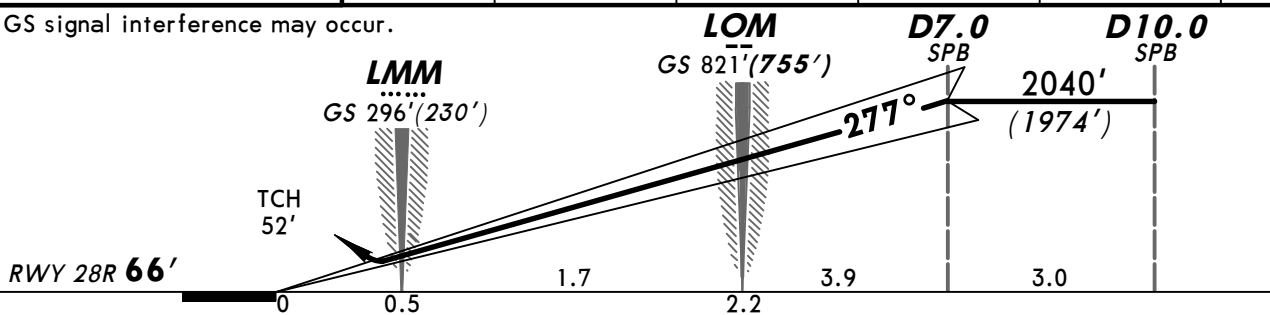
MISSED APCH: Climb on 277° to D5.4 SPB at 2040' (1974'), then turn LEFT (mim bank angle 20°) to VOR climbing to 3040' (2974'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3040' (2974')

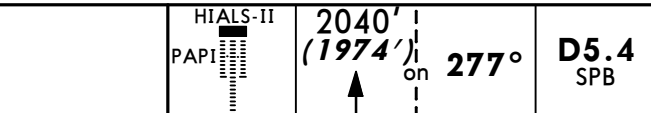


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040' (2974' - 900m)	
2040' (1974' - 600m)	

① FL 60, if pressure is less than 733 mm/977.3 hPa and 706 mm/941.3 hPa or above.
FL 70, if pressure is less than 706 mm/941.3 hPa.



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS	3.00°	377	484	538	646	753	861



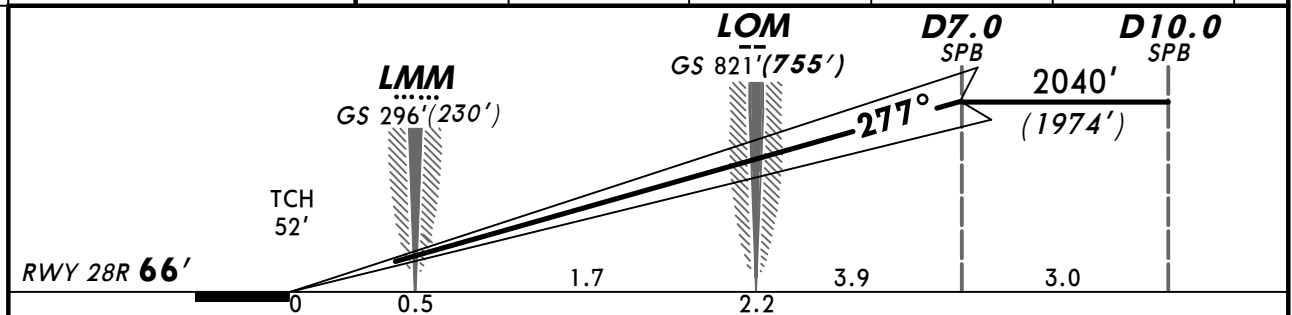
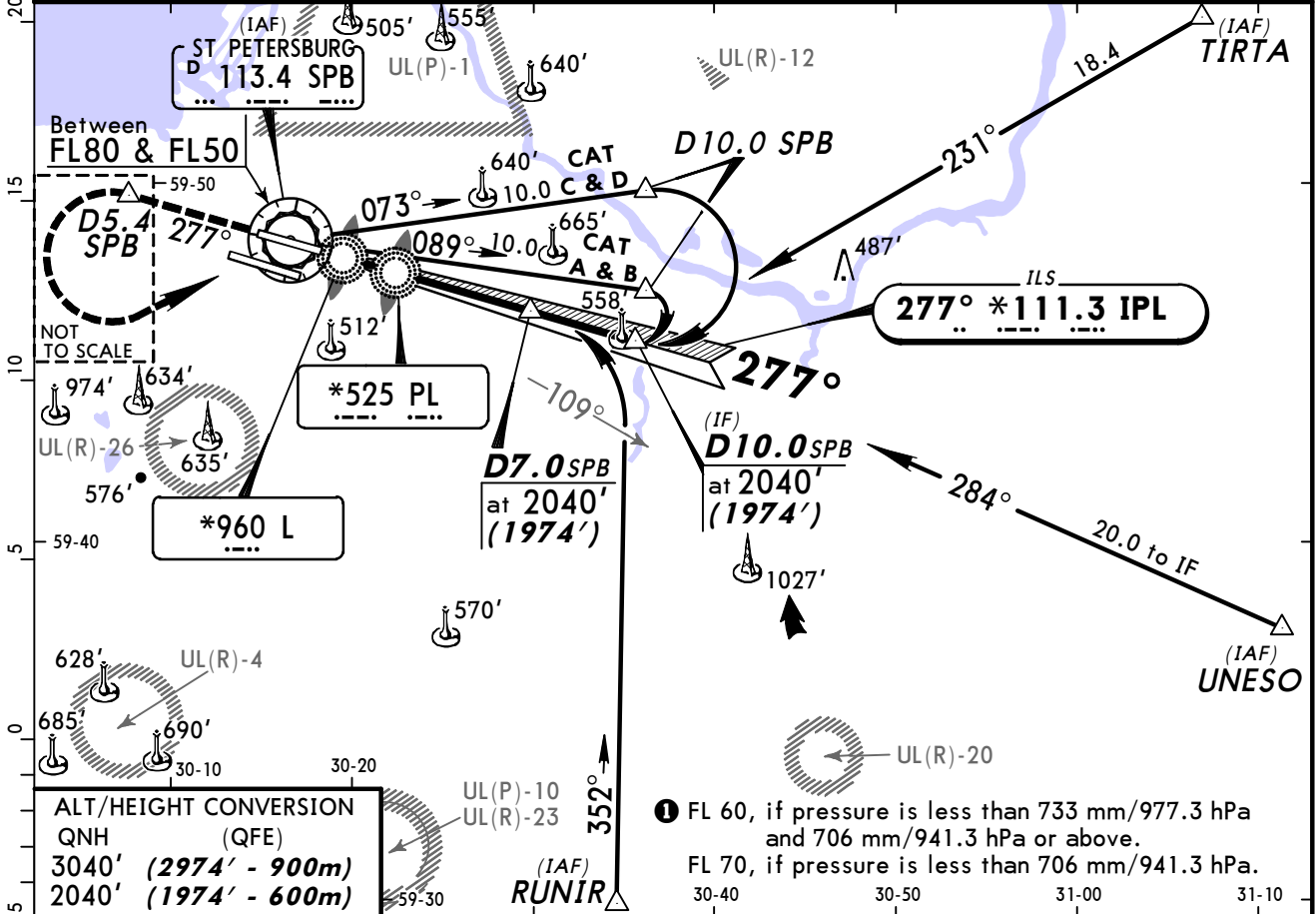
STRAIGHT-IN LANDING RWY 28R			
ILS		LOC (GS out)	
DA(H) 266'(200')			
FULL	TDZ or CL out	ALS out	
A			
B			
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
D			NOT AUTH

PANS OPS

CHANGES: Transition level.

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ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 119.3	(180°T-360°T) 2000-0400 125.2	2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9
LOC IPL *111.3	Final Apch Crs 277°	GS LOM 821'(755')	CAT II ILS RA 104' DA(H) 166'(100')	Apt Elev 79' RWY 66'	<p>MSA SPB VOR</p>	
<p>MISSED APCH: Climb on 277° to D5.4 SPB at 2040' (1974'), then turn LEFT (mim bank angle 20°) to VOR climbing to 3040' (2974'), then according to chart.</p>						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50		Trans alt: 3040' (2974')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2040' (1974') on 277°	D5.4 SPB
GS	3.00°	377	484	538	646	753			

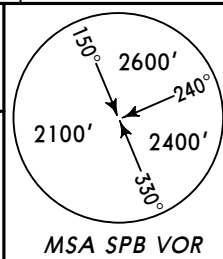
STRAIGHT-IN LANDING RWY 28R
CAT II ILS
ABCD
RA 104'
DA(H) 166' (100')

RVR 350m

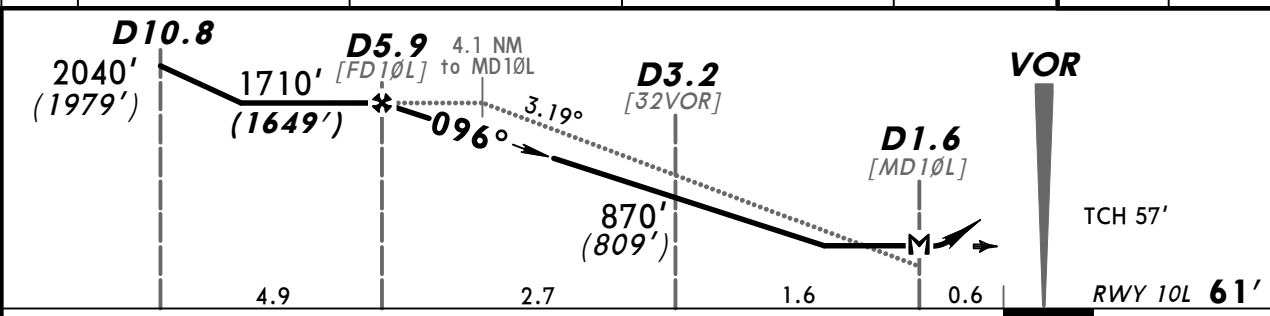
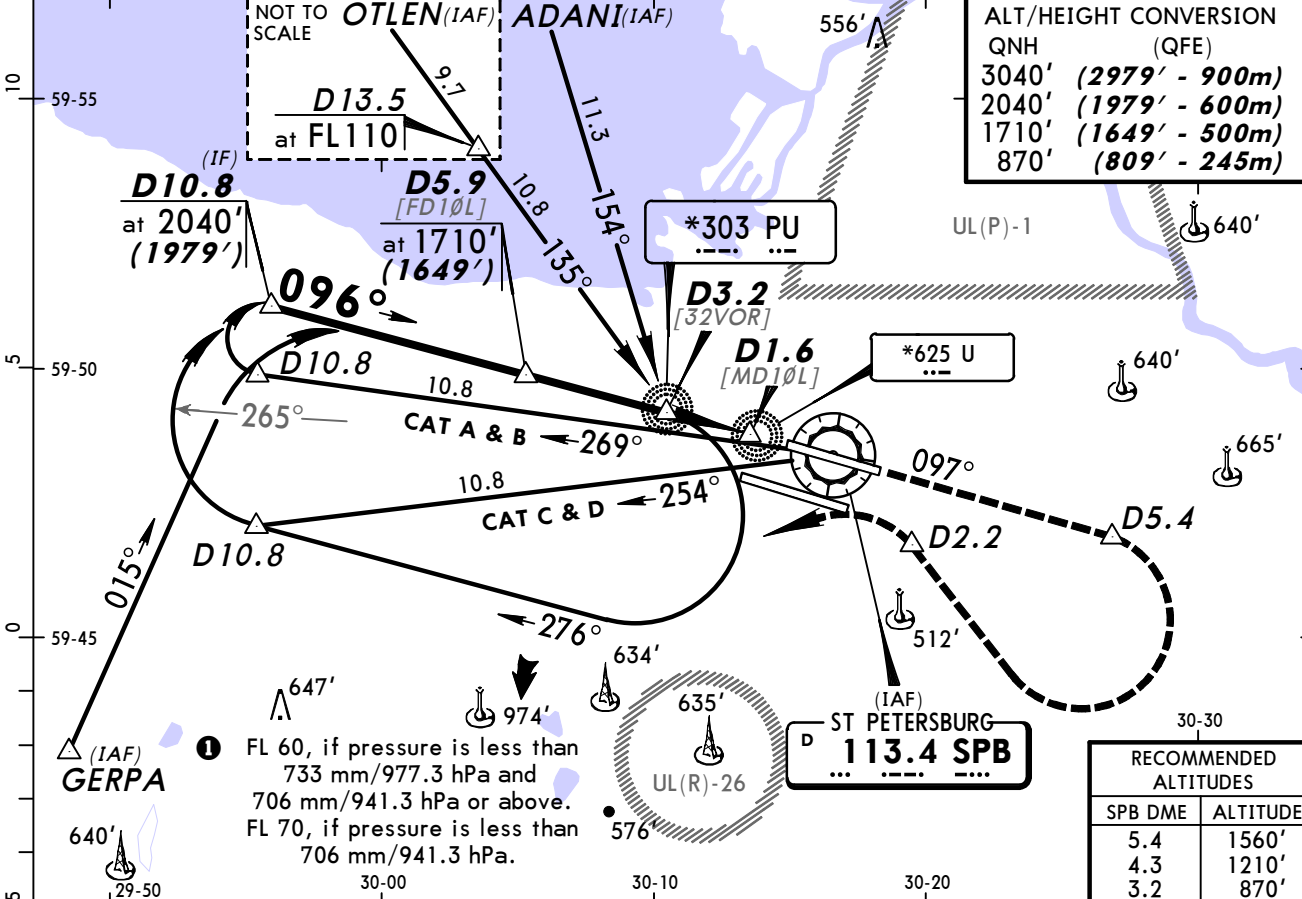
PANS OPS

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) 2000-0400			PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9
VOR SPB 113.4	Final Apch Crs 096°	Minimum Alt D5.9 1710' (1649')	MDA(H) 590' (529')	Apt Elev 79'	RWY 61'	

MISSED APCH: Climb on 097° to D5.4 at 3040' (2979'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 turn LEFT and then according to chart.



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3040' (2979')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	3040' (2979') on 097°	D5.4 SPB
Descent Angle	3.19°	395	508	564	677	790			
MAP at D1.6									

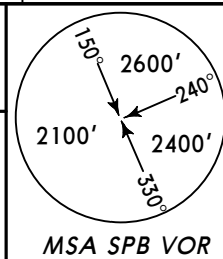
STRAIGHT-IN LANDING RWY 10L

MDA(H) 590' (529')

	ALS out
A	RVR 720m VIS 800m
B	RVR 1500m VIS 1600m
C	2400m
D	2800m

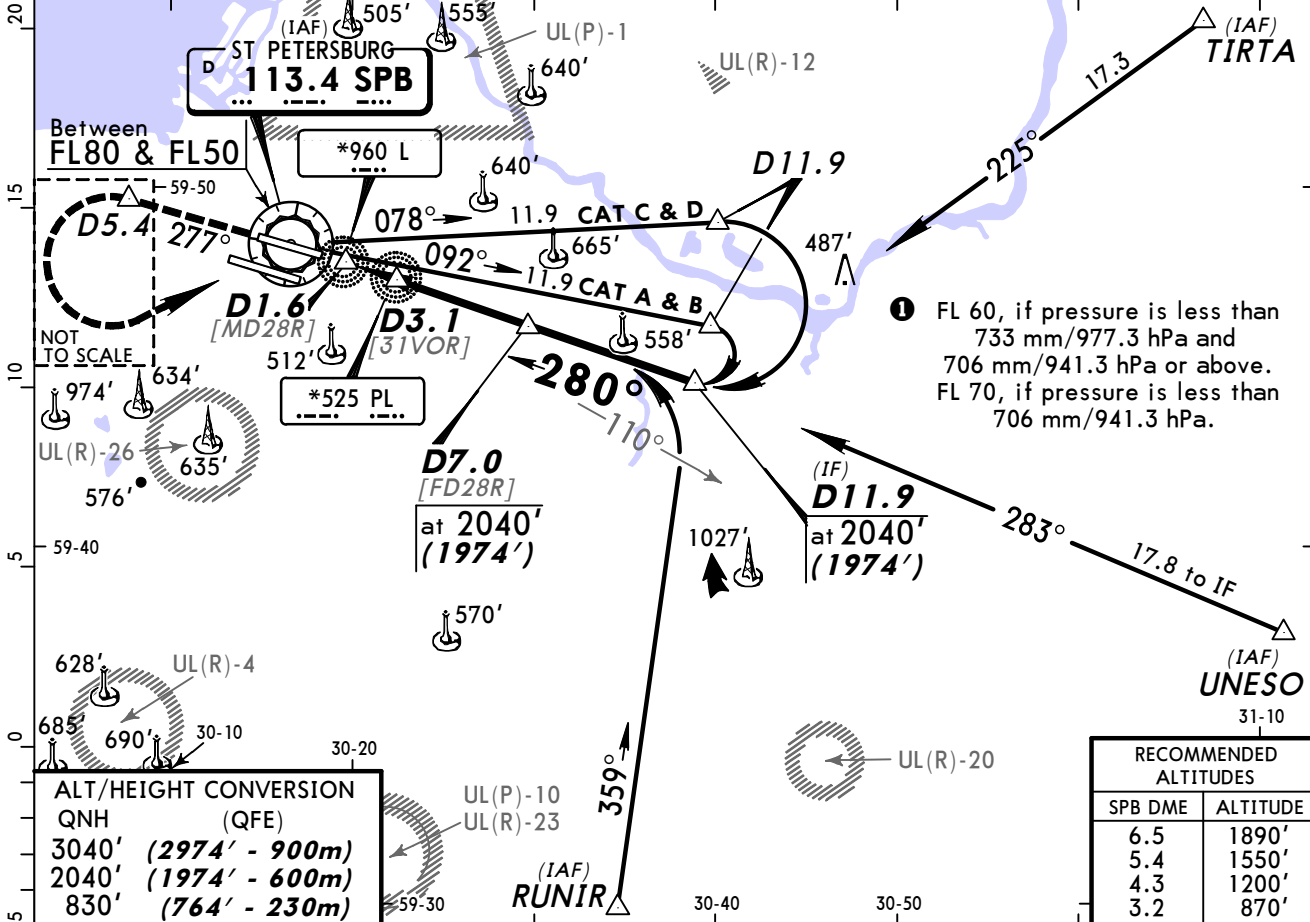
PANS OPS

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T)		2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9	
VOR SPB 113.4	Final Apch Crs 280°	Minimum Alt D7.0 2040' (1974')	MDA(H) 460' (394')	Apt Elev 79'	RWY 66'		



MISSED APCH: Climb on 277° to D5.4 at 2040' (1974'), then turn LEFT (mim bank angle 20°) to VOR climbing to 3040' (2974'), then according to chart.

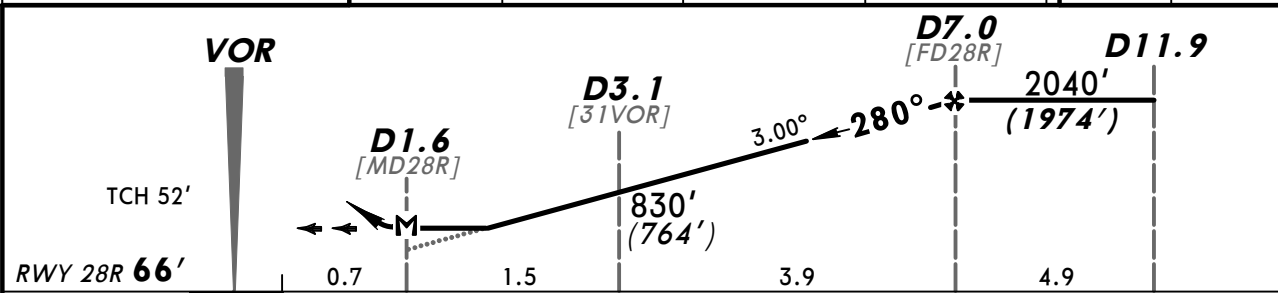
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3040' (2974')



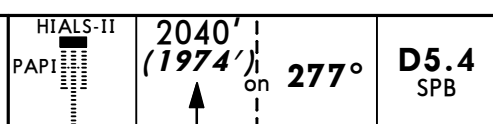
FL 60, if pressure is less than 733 mm/977.3 hPa and 706 mm/941.3 hPa or above.
FL 70, if pressure is less than 706 mm/941.3 hPa.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040' (2974' - 900m)	
2040' (1974' - 600m)	
830' (764' - 230m)	

RECOMMENDED ALTITUDES	
SPB DME	ALTITUDE
6.5	1890'
5.4	1550'
4.3	1200'
3.2	870'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.6						



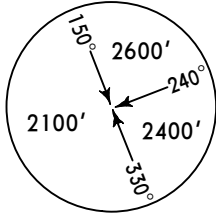
STRAIGHT-IN LANDING RWY 28R
MDA(H) 460' (394')

PANS OPS	A		ALS out
	B	RVR 720m VIS 800m	RVR 1500m VIS 1600m
	C		
	D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

ULLI/LED
PULKOVO

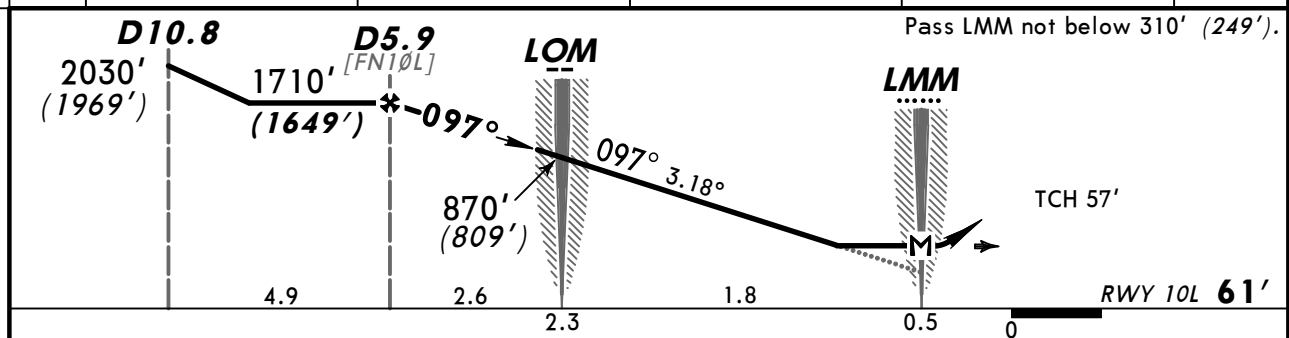
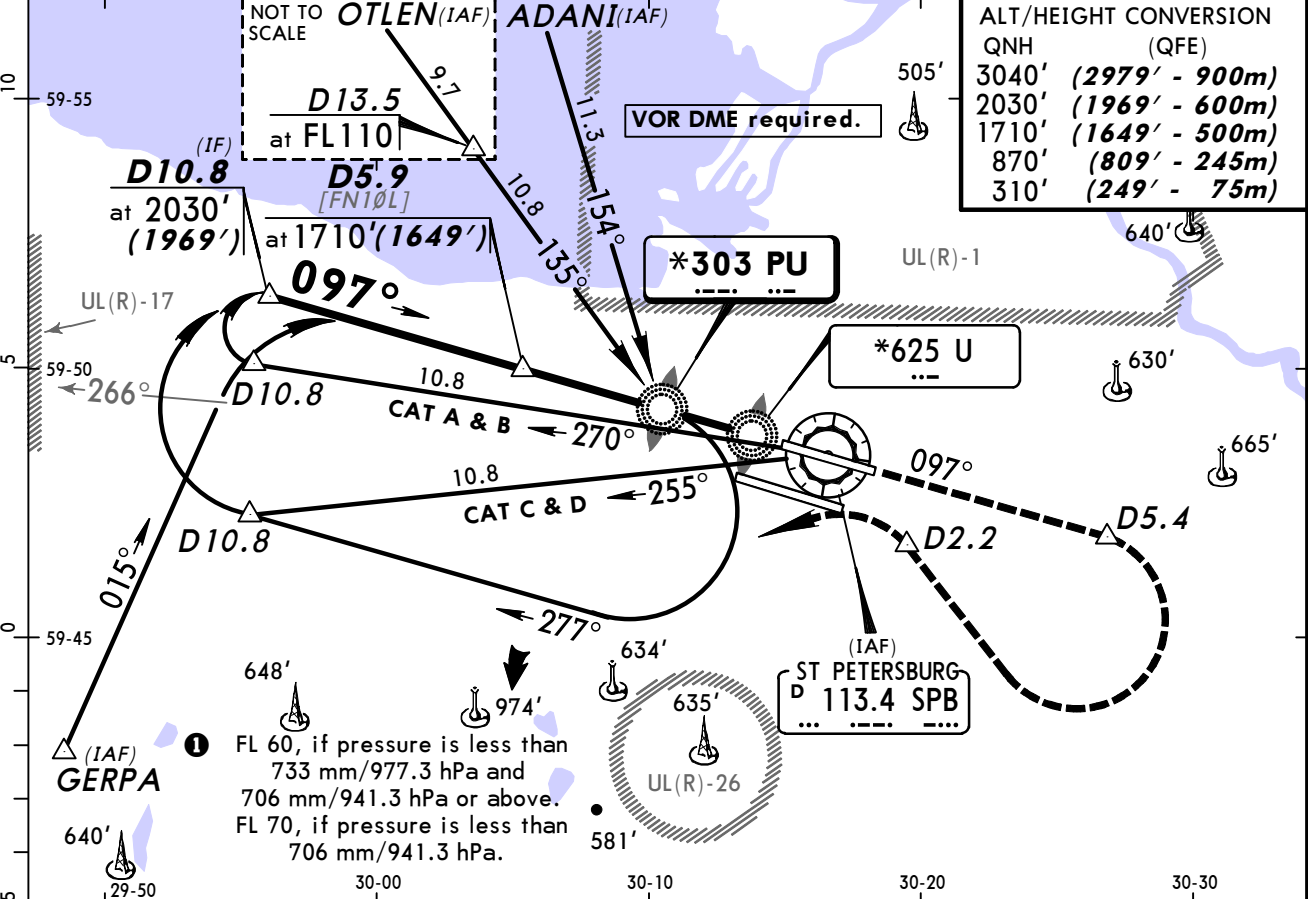
JEPESEN
4 NOV 11
Eff 17 Nov 16-1

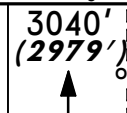
ST PETERSBURG, RUSSIA
2 NDB or NDB Rwy 10L

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) 2000-0400			PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9
NDB PU *303	Final Apch Crs 097°	Minimum Alt D5.9 1710' (1649')	2 NDB MDA(H) 430' (369')	NDB MDA(H) 640' (579')	Apt Elev 79' RWY 61'	

MISSED APCH: Climb on 097° to D5.4 at 3040' (2979'), then turn RIGHT (min bank angle 20°) to VOR. At D2.2 turn LEFT and then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3040' (2979')



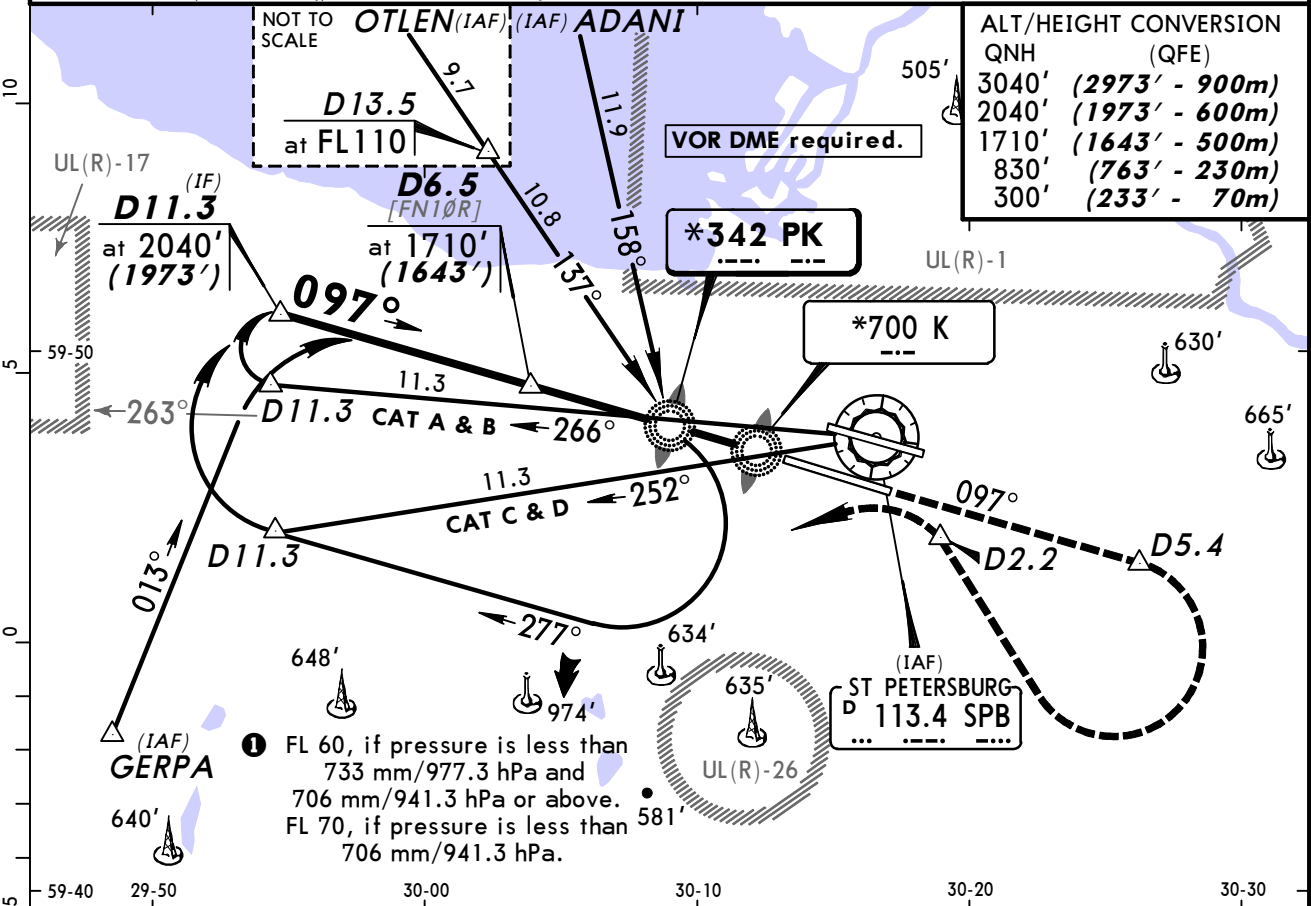
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	D5.4 SPB	
Descent Angle	3.18°	394	506	563	675	788			900
MAP at LMM									

STRAIGHT-IN LANDING RWY 10L			
2 NDB		NDB	
MDA(H) 430' (369')		MDA(H) 640' (579')	
ALS out		ALS out	
A		1200m	RVR 1500m VIS 1600m
B	1200m	RVR 1500m VIS 1600m	
C		RVR 1500m VIS 1600m	2400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m 2800m

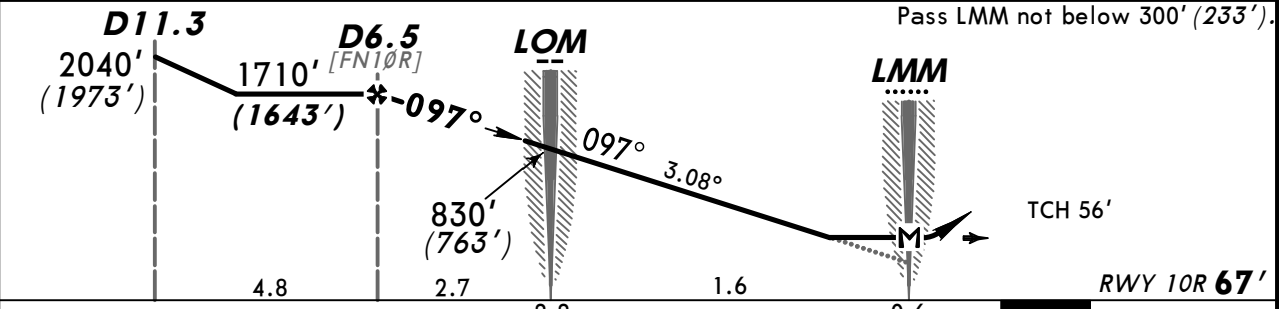
PANS OPS

BRIEFING STRIP™	ATIS	PETERSBURG Approach (R)			PULKOVO Krug (SRE)	PULKOVO Tower	Ground	
	127.3	(360°T-180°T) 119.3	0400-2000 (180°T-360°T) 125.2	2000-0400 119.3	120.3	118.7	121.7	121.9
	NDB PK *342	Final Apch Crs 097°	Minimum Alt D6.5 1710' (1643')	2 NDB MDA(H) 460' (393')	NDB MDA(H) 640' (573')	Apt Elev 79' RWY 67'		
<p>MISSED APCH: Climb on 097° to D5.4 at 3040' (2973'), then turn RIGHT (mim bank angle 20°) to VOR. At D2.2 turn LEFT and then according to chart.</p>								

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3040' (2973')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040'	(2973' - 900m)
2040'	(1973' - 600m)
1710'	(1643' - 500m)
830'	(763' - 230m)
300'	(233' - 70m)



Gnd speed-Kts	70	90	100	120	140	160		3040' (2973') on 097°	D5.4 SPB	
Descent Angle	3.08°	381	490	545	654	763				872
MAP at LMM										

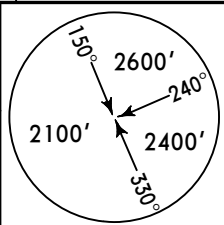
STRAIGHT-IN LANDING RWY 10R			
2 NDB		NDB	
MDA(H) 460' (393')		MDA(H) 640' (573')	
ALS out		ALS out	
A			
B	1200m	RVR 1500m VIS 1600m	1200m RVR 1500m VIS 1600m
C			2400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m 2800m

PANS OPS

ULLI/LED PULKOVO

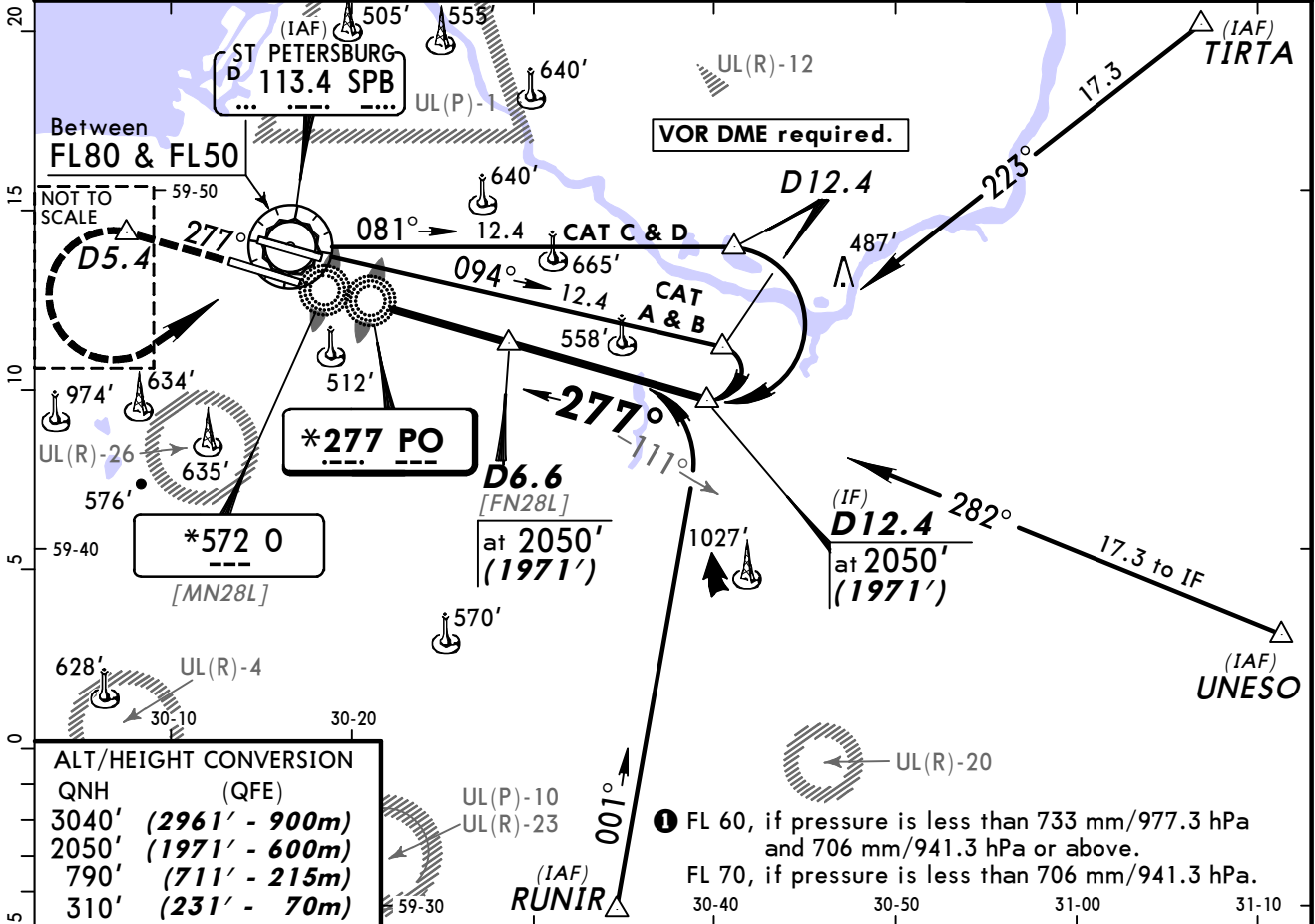
4 NOV 11
Eff 17 Nov 16-3

JEPPESSEN ST PETERSBURG, RUSSIA 2 NDB or NDB Rwy 28L

ATIS 127.3	(360°T-180°T) 119.3	PETERSBURG Approach (R) 0400-2000 (180°T-360°T) 125.2	2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.7	Ground 121.7 121.9
NDB PO *277	Final Apch Crs 277°	Minimum Alt D6.6 2050' (1971')	2 NDB MDA(H) 410' (331')	NDB MDA(H) 640' (561')	Apt Elev 79' RWY 79'	

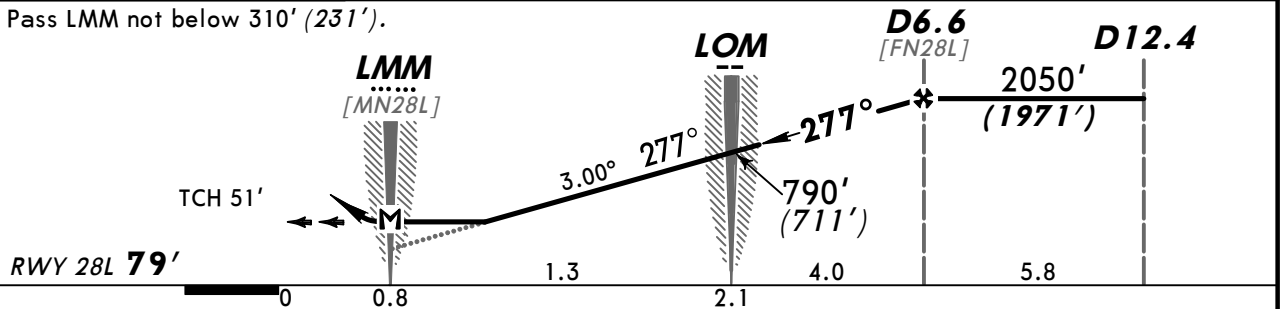
MISSED APCH: Climb on 277° to D5.4 at 2050' (1971'), then turn LEFT (MIM bank angle 20°) to VOR climbing to 3040' (2961'), then according to chart.

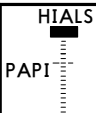
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3040' (2961')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040' (2961' - 900m)	
2050' (1971' - 600m)	
790' (711' - 215m)	
310' (231' - 70m)	

FL 60, if pressure is less than 733 mm/977.3 hPa and 706 mm/941.3 hPa or above.
FL 70, if pressure is less than 706 mm/941.3 hPa.



Gnd speed-Kts	70	90	100	120	140	160		2050' (1971') on 277° D5.4 SPB
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

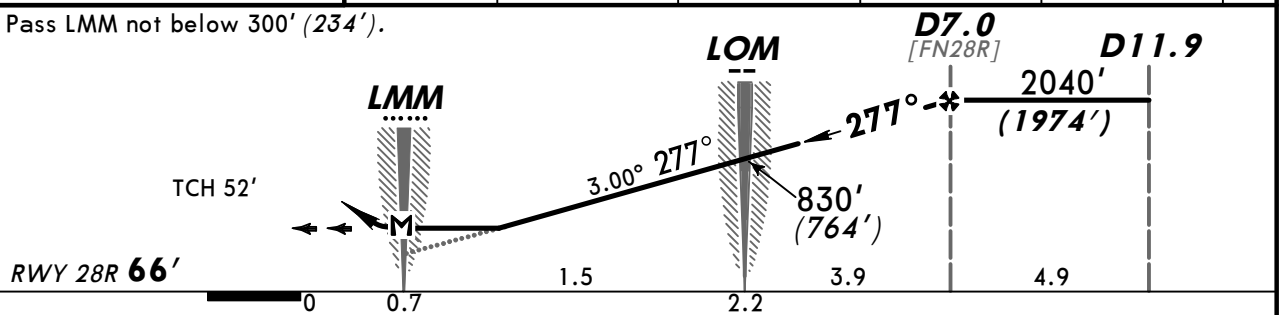
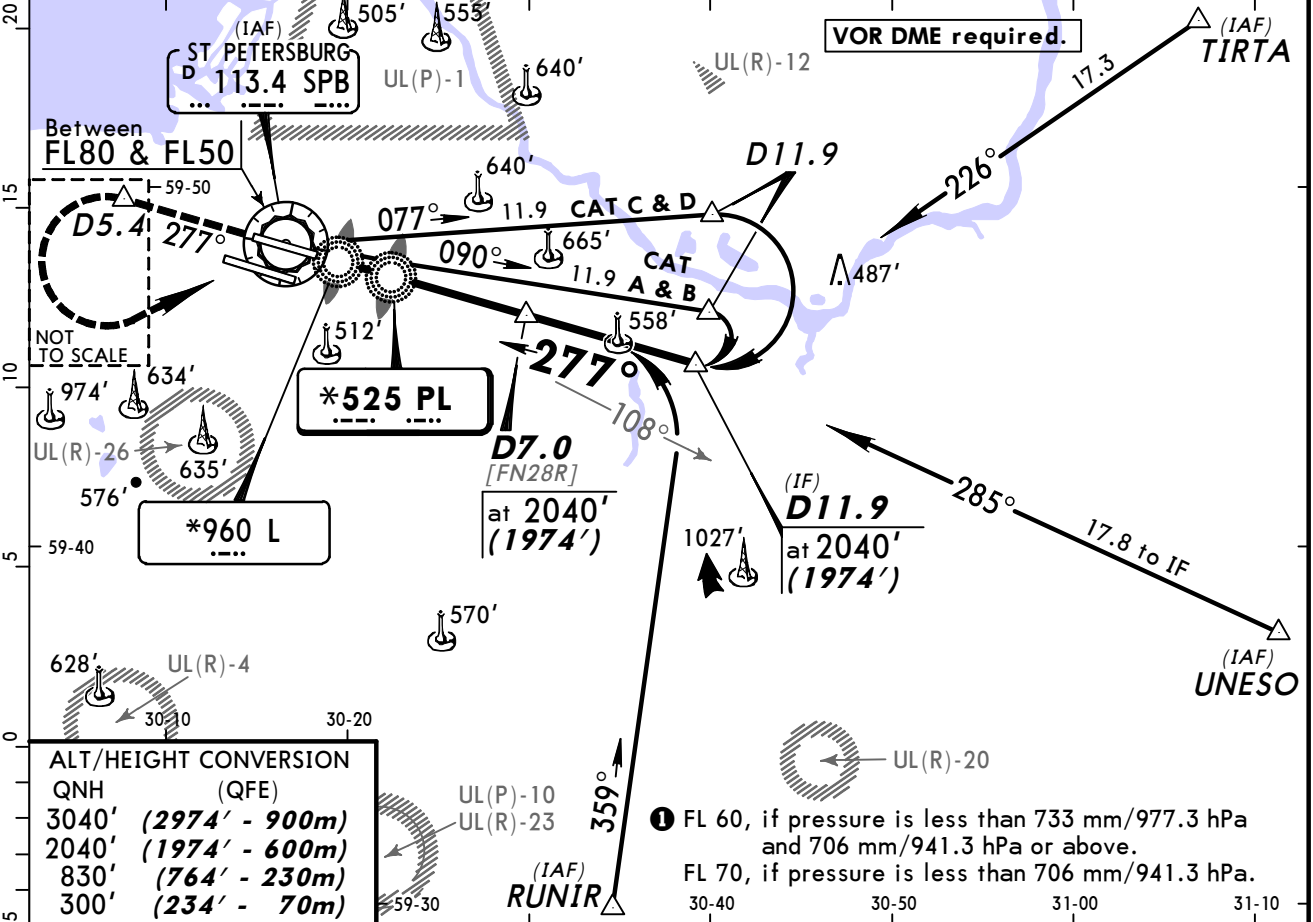
STRAIGHT-IN LANDING RWY 28L			
2 NDB		NDB	
MDA(H) 410' (331')		MDA(H) 640' (561')	
	ALS out		ALS out
A			
B	1200m	RVR 1500m VIS 1600m	1200m RVR 1500m VIS 1600m
C		RVR 1500m VIS 1600m	2400m
D	RVR 1500m VIS 1600m	2400m	2800m

PANS OPS

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T)		2000-0400 119.3	PULKOVO Krug (SRE) 120.3	PULKOVO Tower 118.1	Ground 121.7 121.9	
NDB PL *525	Final Apch Crs 277°	Minimum Alt D7.0 2040' (1974')	2 NDB MDA(H) 480' (414')	NDB MDA(H) 590' (524')	Apt Elev 79' RWY 66'		<p>MSA SPB VOR</p>

MISSED APCH: Climb on 277° to D5.4 at 2040' (1974'), then turn LEFT (mim bank angle 20°) to VOR climbing to 3040' (2974'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3040' (2974')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	2040' (1974') on 277° D5.4 SPB
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

STRAIGHT-IN LANDING RWY 28R			
2 NDB		NDB	
MDA(H) 480' (414')		MDA(H) 590' (524')	
	ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m
B		RVR 1500m VIS 1600m	2400m
C	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m
D		RVR 1500m VIS 1600m	2800m

PANS OPS

Chart changes since cycle 05-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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ST PETERSBURG, (PULKOVO - ULLI)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULLI

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jepesen.com/eurasiachange.