

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UHPP

Terminal Charts For UHPP

Revision Letter For Cycle 13-2015

Change Notices

Notebook

General Information

Location: PETROPAVLOVSK-KAMCHATSKY RUS
ICAO/IATA: UHPP / PKC
Lat/Long: N 53 10.2 E 158 27.2
Elevation: 131 ft

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

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

Sunrise: 1659 Z
Sunset: 0956 Z

Runway Information

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

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

Communication Information

ATIS: 126.800
Petropavlovsk Start Tower: 118.100
Petropavlovsk Ground Ground: 118.900 Non-English
Petropavlovsk Krug Radar: 119.400

UHPP/PKC

JEPPESEN

PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO

23 JAN 15

10-1P

Eff 5 Feb

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*ATIS 126.8

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

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

1.2.2. ARRIVAL

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

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

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

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

1.2.3. DEPARTURE

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

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

The following is prohibited during Low Visibility Procedures:

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

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

1.3. TAXI PROCEDURES

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

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

RWY 16R/34L, main TWY and TWYs 1, 2, 3, 5, 6, 10 and 11 closed for CIV ACFT.

1.4. PARKING INFORMATION

Stands 9 thru 14 are available for helicopters.

Enter stands 23 thru 29 by towing.

Exit stands 4 thru 8 by towing.

Use of stands 30 and 31 by towing.

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

Stand 3 available for ACFT with explosive goods.

1.5. OTHER INFORMATION

Birds.

UHPP/PKC

JEPPESEN

PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO

23 JAN 15

10-1P1

Eff 5 Feb

AIRPORT BRIEFING

2. ARRIVAL

2.1. OTHER INFORMATION

2.1.1. LANDING

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

3. DEPARTURE

3.1. OTHER INFORMATION

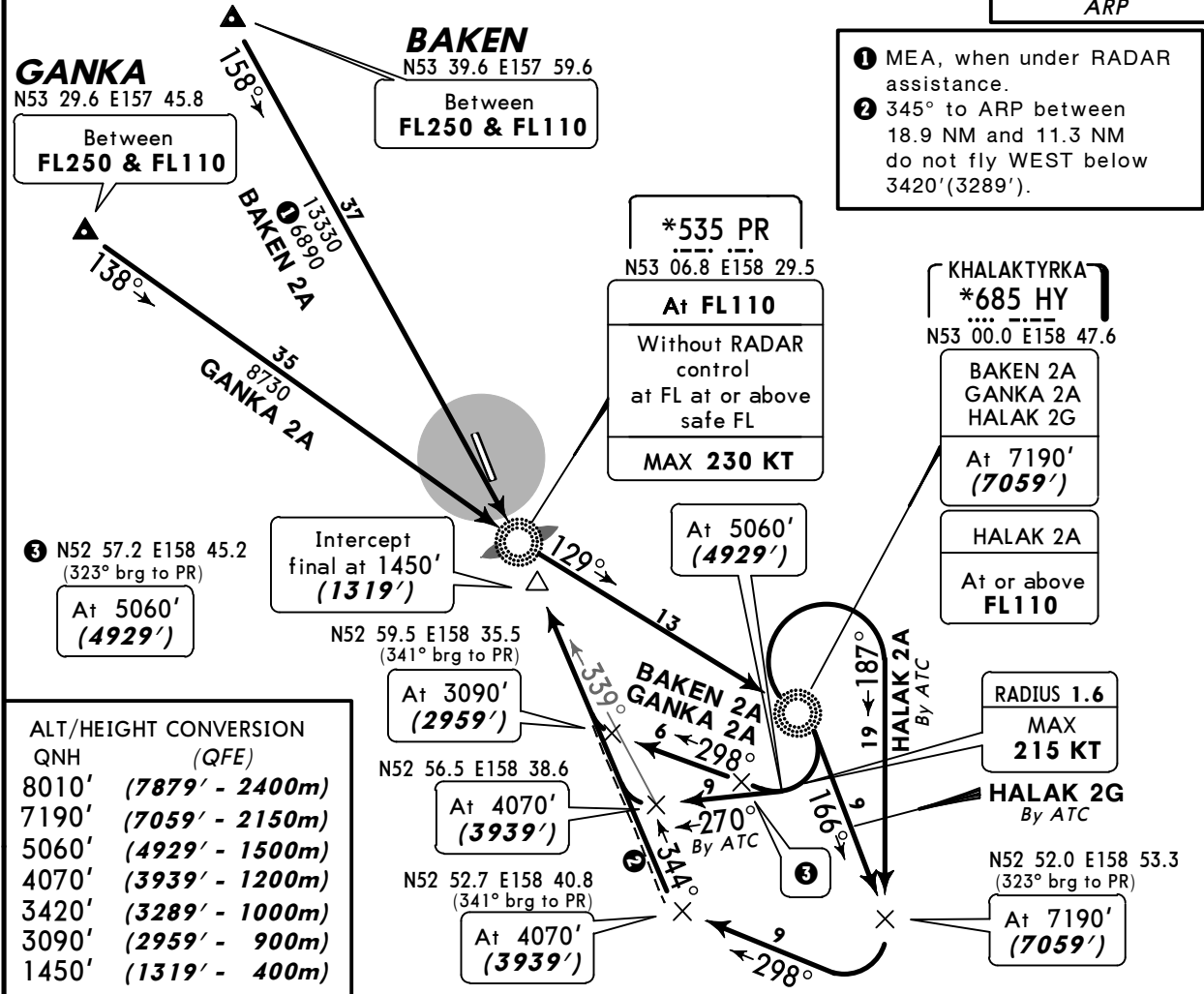
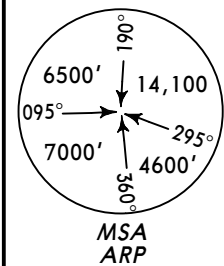
3.1.1. LOST COMMUNICATIONS

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

UHPP/PKC **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 25 JUL 14 **10-2** **STAR**

*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')
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BAKEN 2 ALFA (BAKEN 2A) [BAKE2A]
GANKA 2 ALFA (GANKA 2A) [GANK2A]
HALAK 2 ALFA (HALAK 2A) [HALA2A]
HALAK 2 GOLF (HALAK 2G) [HALA2G]
RWY 34R ARRIVALS

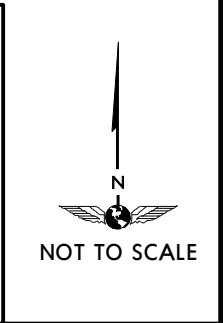


- 1 MEA, when under RADAR assistance.
- 2 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').

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

HOLDINGS OVER HY

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

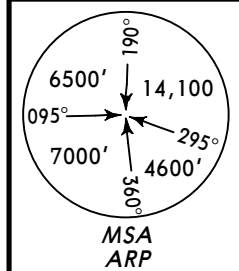


Minimum bank 20° for all turns.

STAR	ROUTING
BAKEN 2A	158° bearing to PR, turn LEFT, 129° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.
GANKA 2A	138° bearing to PR, turn LEFT, 129° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.
HALAK 2A By ATC	Exit from holding No2, turn RIGHT, 187° track to N52 52.0 E158 53.3, turn RIGHT, 298° track to N52 52.7 E158 40.8, turn RIGHT, 344° track to intercept final approach.
HALAK 2G By ATC	Turn RIGHT, 166° track to N52 52.0 E158 53.3, turn RIGHT, 298° track to N52 52.7 E158 40.8, turn RIGHT, 344° track to intercept final approach.

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 25 JUL 14 10-2A **STAR**

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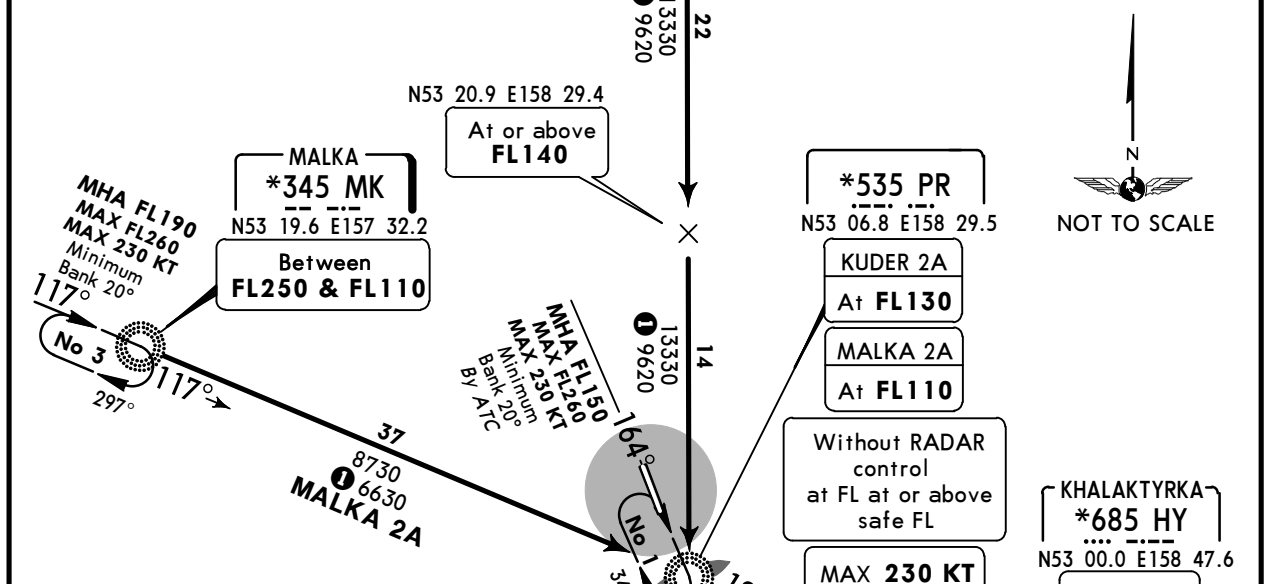


**KUDER 2 ALFA (KUDER 2A) [KUDE2A]
 MALKA 2 ALFA (MALKA 2A) [MALK2A]
 RWY 34R ARRIVALS**

KUDER
 N53 49.0 E158 45.7
 Between
FL260 & FL140

KULOD
 N53 42.5 E158 29.2
 Between
FL240 & FL140

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



HOLDING OVER HY

No 2
 MHA FL110
 MAX FL260
 MAX 230 KT
 Minimum Bank 20°
 309°

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

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

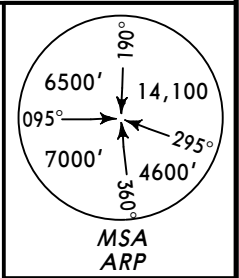
Minimum bank 20° for all turns.

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

UHPP/PKC **JEPPESEN** **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 25 JUL 14 **(10-2B)** **STAR**

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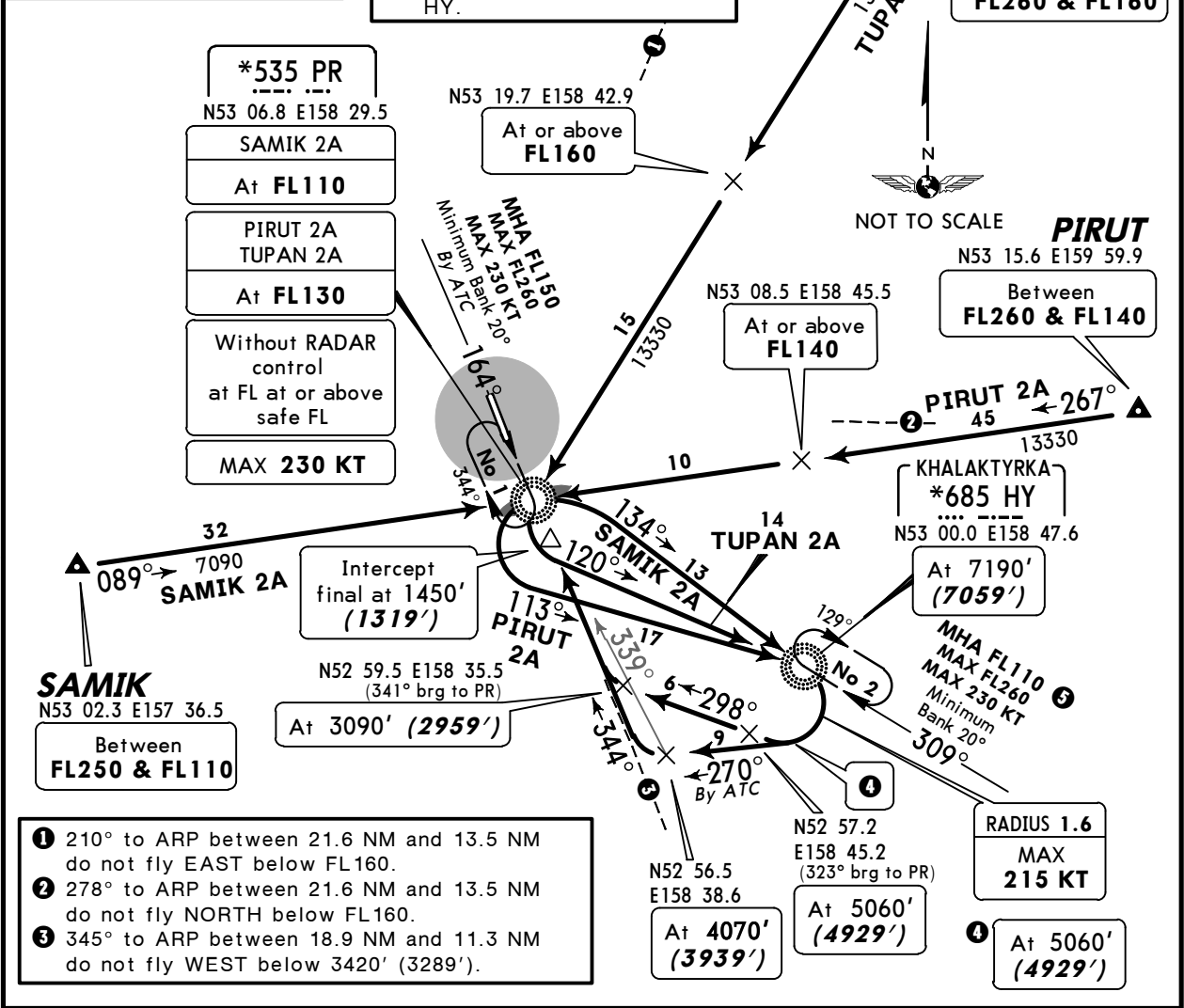
**PIRUT 2 ALFA (PIRUT 2A) [PIRU2A]
 SAMIK 2 ALFA (SAMIK 2A) [SAMI2A]
 TUPAN 2 ALFA (TUPAN 2A) [TUPA2A]
 RWY 34R ARRIVALS**



ALT/HEIGHT CONVERSION

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

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



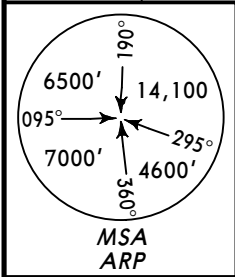
- ① 210° to ARP between 21.6 NM and 13.5 NM do not fly EAST below FL160.
- ② 278° to ARP between 21.6 NM and 13.5 NM do not fly NORTH below FL160.
- ③ 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').

Minimum bank 20° for all turns.

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

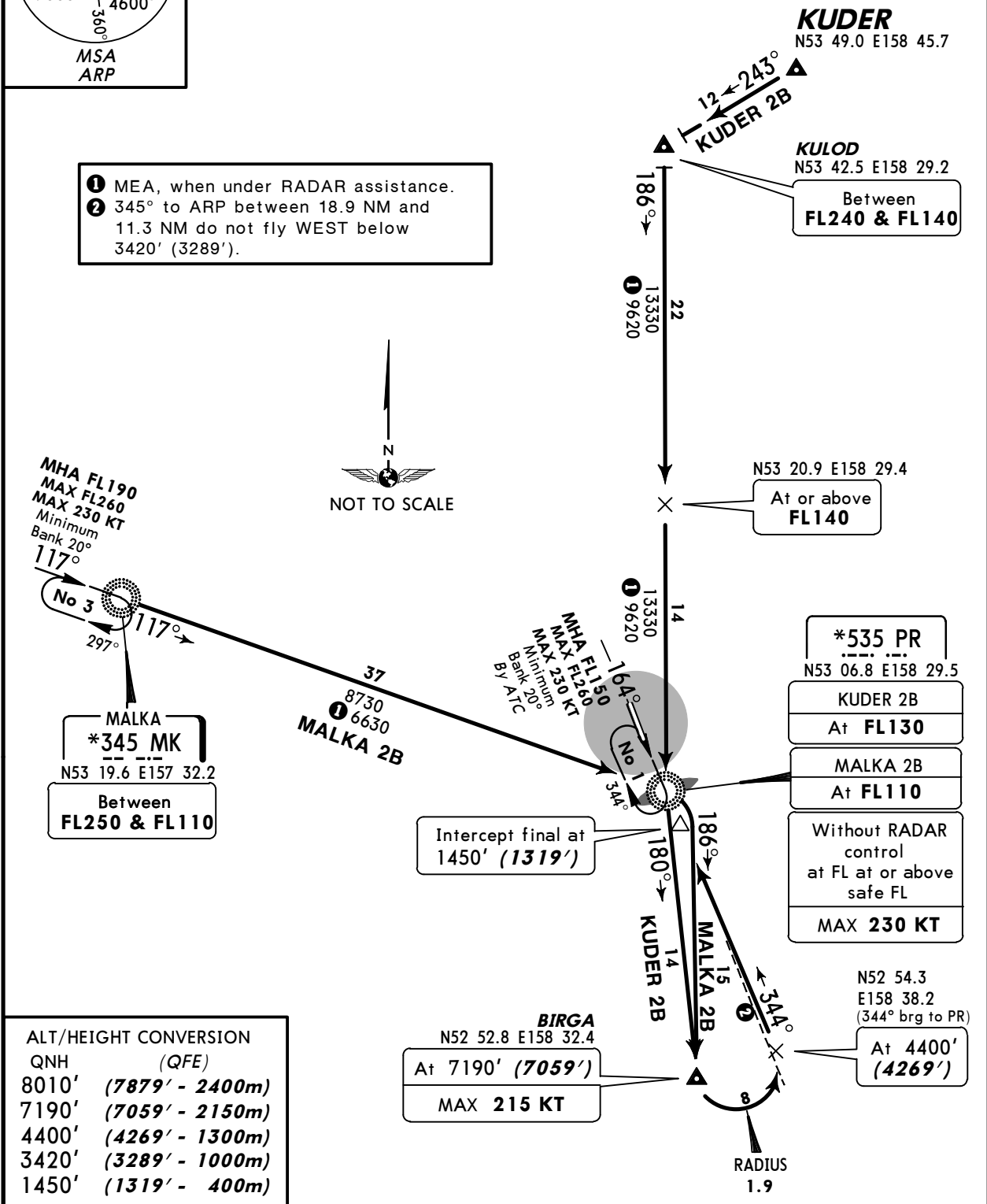
UHPP/PKC **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 25 JUL 14 **(10-2D)** **STAR**

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

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



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

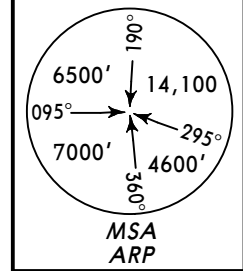
Minimum bank 20° for all turns.

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

UHPP/PKC **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 25 JUL 14 **(10-2E)** **STAR**

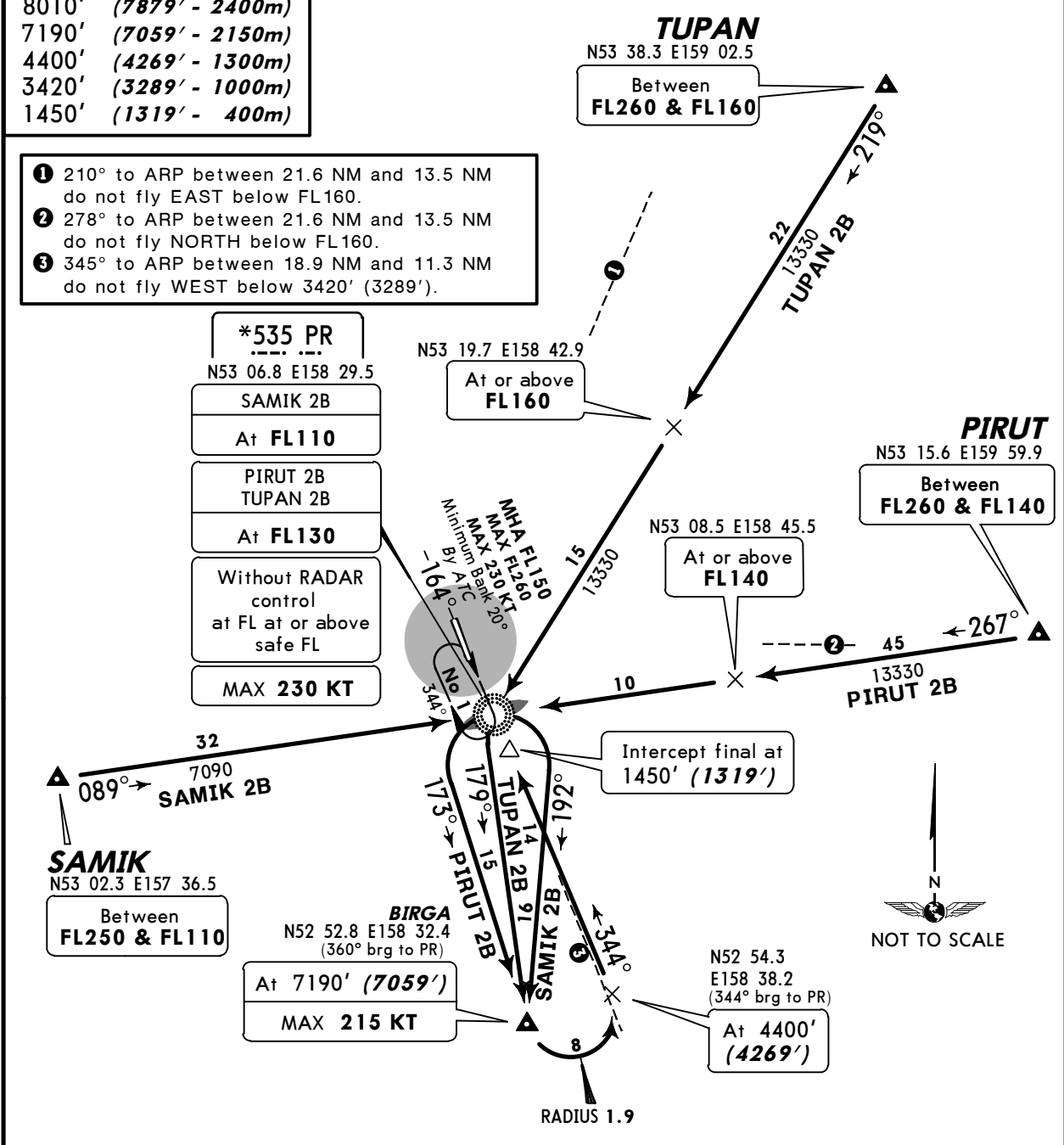
*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')
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PIRUT 2 BRAVO (PIRUT 2B) [PIRU2B]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



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

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



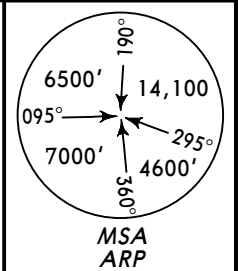
Minimum bank 20° for all turns.	
STAR	ROUTING
PIRUT 2B	267° bearing via N53 08.5 E158 45.5 to PR, turn LEFT, 173° track to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.
SAMIK 2B	089° bearing to PR, turn RIGHT, 192° track to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.
TUPAN 2B	219° bearing via N53 19.7 E158 42.9 to PR, turn LEFT, 179° track to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.

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

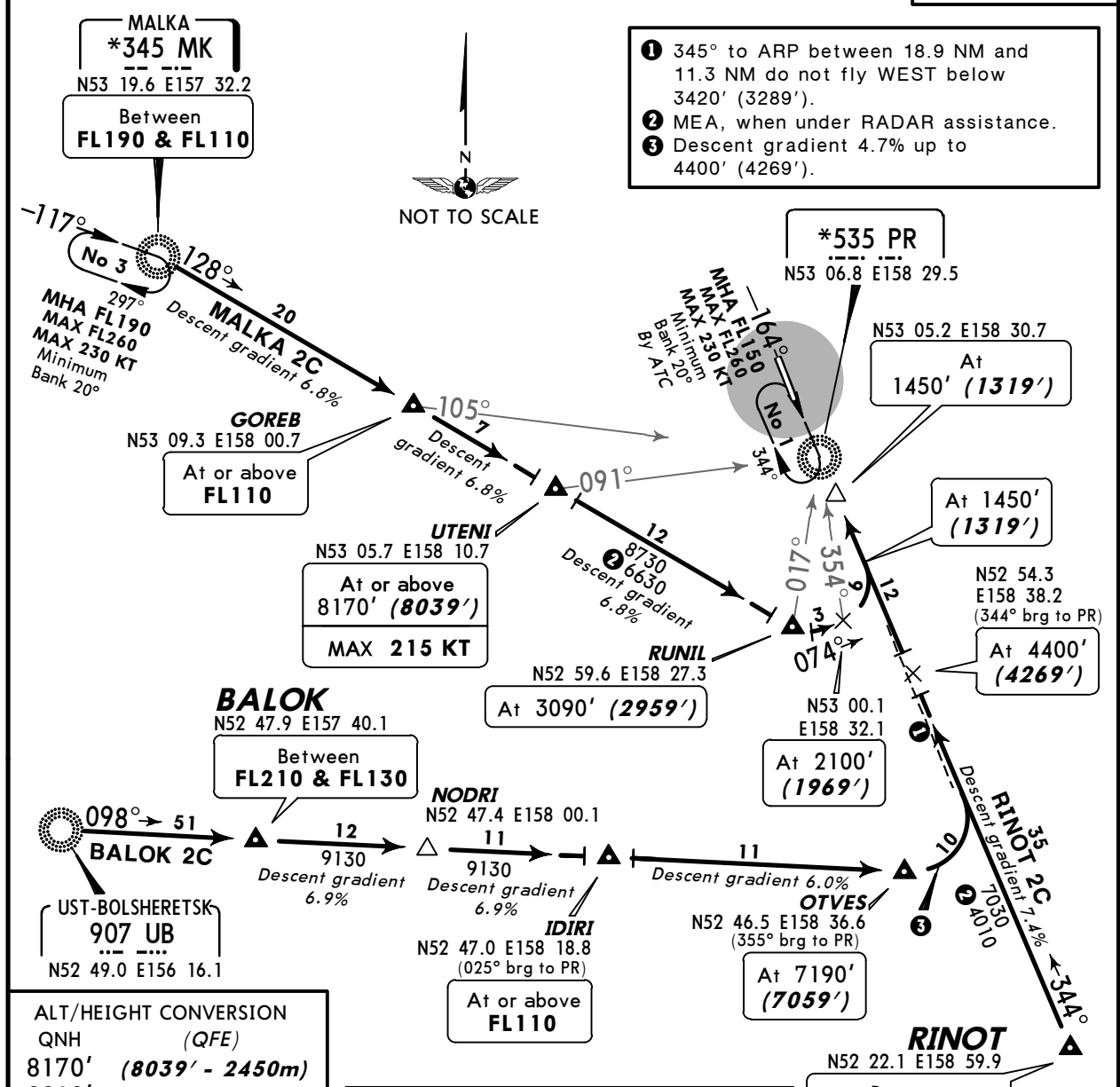
YELIZOVO 25 JUL 14 (10-2F) **STAR**

*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')
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BALOK 2 CHARLIE (BALOK 2C) [BALO2C]
MALKA 2 CHARLIE (MALKA 2C) [MALK2C]
RINOT 2 CHARLIE (RINOT 2C) [RINO2C]
RWY 34R ARRIVALS
BY ATC



- ① 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').
- ② MEA, when under RADAR assistance.
- ③ Descent gradient 4.7% up to 4400' (4269').



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

WARNING
 RADAR control required.
 If RADAR control or MK not available, proceed to PR, join holding at or above the safe flight level, then as directed by ATC.

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

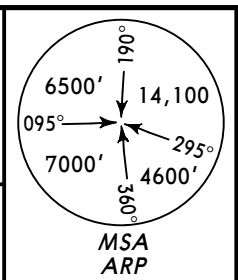
UHPK/JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 (10-2H) Eff 21 Aug STAR

*ATIS
126.8

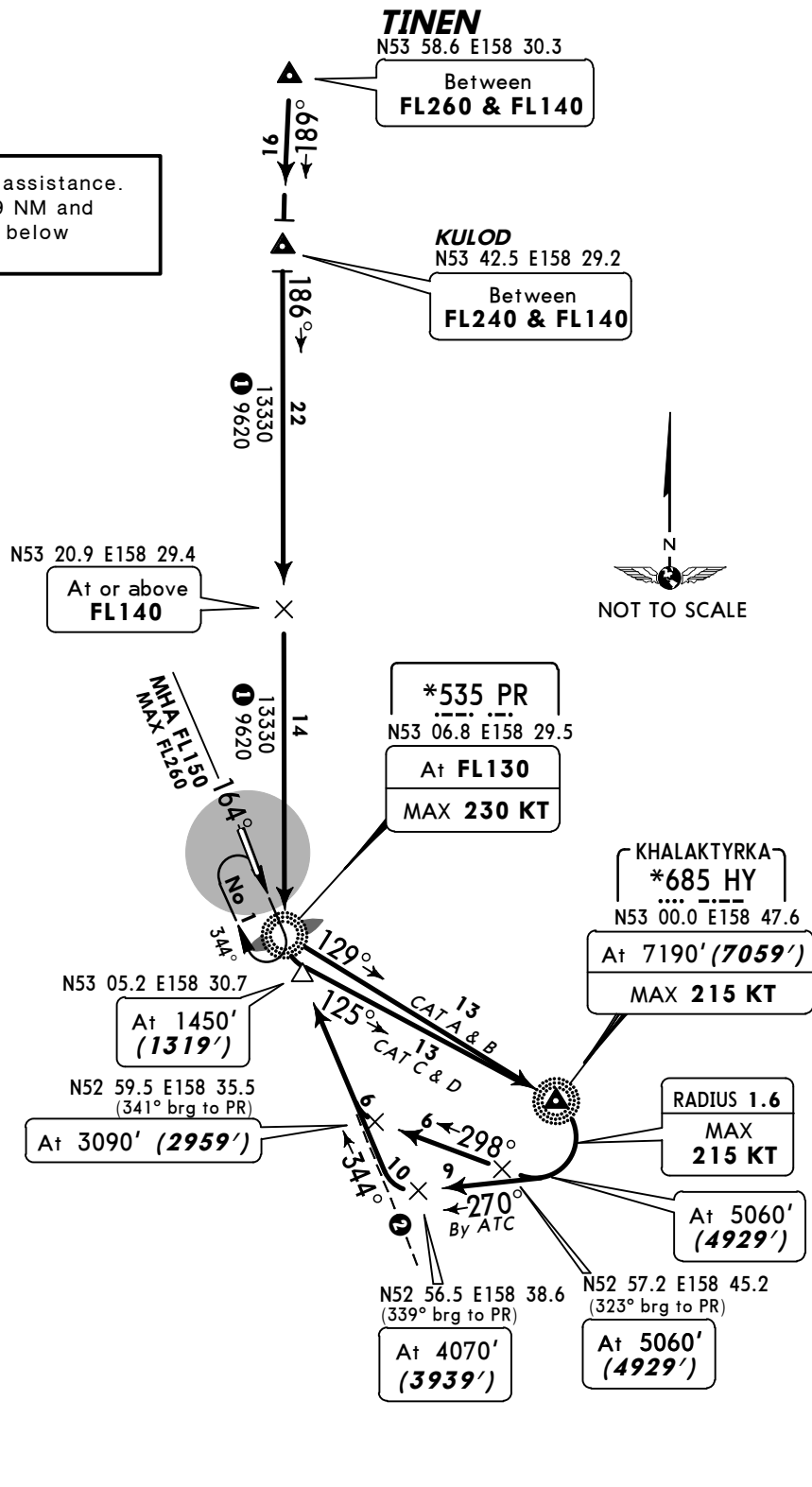
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa) or less
Trans alt: 8010' (7879')
Mountainous terrain.

Apt Elev
131'



TINEN 2A [TINE2A] RWY 34R ARRIVAL FOR RUSSIAN USERS ONLY

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



HOLDING OVER HY

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

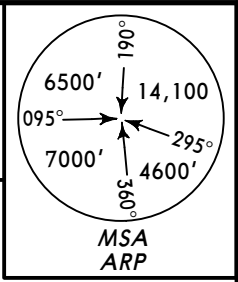
ALT/HEIGHT CONVERSION	QNH (QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
5060'	(4929' - 1500m)
4070'	(3939' - 1200m)
3420'	(3289' - 1000m)
3090'	(2959' - 900m)
1450'	(1319' - 400m)

ROUTING

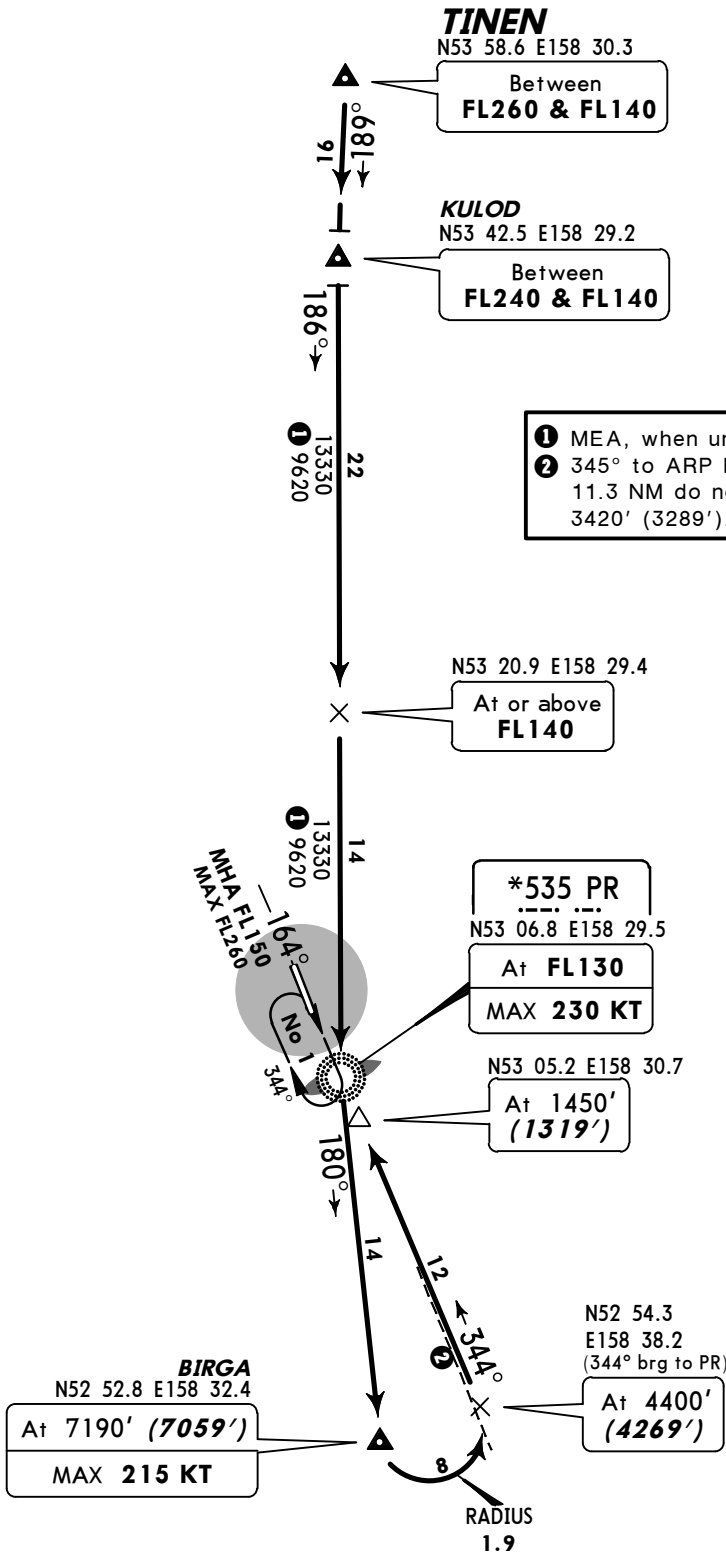
To KULOD, intercept 186° bearing via N53 20.9 E158 29.4 to PR, turn LEFT, intercept 125° bearing to HY (CAT A & B: 129° bearing to HY), turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to N53 05.2 E158 30.7.

UHP/ PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 15 AUG 14 (10-2J) Eff 21 Aug STAR

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



**TINEN 2B [TINE2B]
 RWY 34R ARRIVAL
 FOR RUSSIAN USERS ONLY**



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



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

ROUTING

To KULOD, intercept 186° bearing via N53 20.9 E158 29.4 to PR, 180° bearing to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to N53 05.2 E158 30.7.

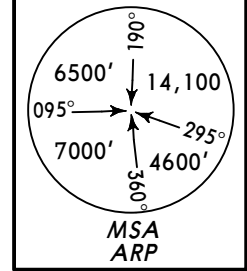
UHPP/PKC **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 15 AUG 14 (10-2K) Eff 21 Aug **STAR**

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

**ORVAS 2A [ORVA2A]
RWY 34R ARRIVAL**

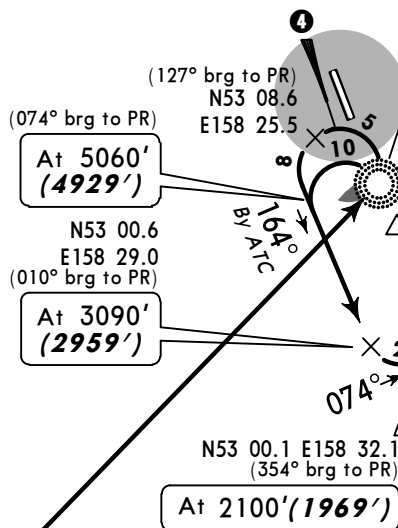
CAT A & B

FOR RUSSIAN USERS ONLY

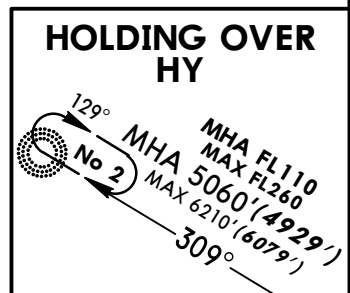


④ ← 254°
By ATC

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



KHALAKTYRKA *685 HY
N53 00.0 E158 47.6
At **7190' (7059')**
MAX 215 KT

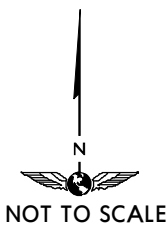


After passing HY turn RIGHT:
 - 251° track to N52 56.5 E158 38.6 then according to chart.
 - 273° track to N52 59.5 E158 35.5 then according to chart.
 Descent below 5060' (4929') shall be carried out after crossing 309° bearing to PR or HY.

ORVAS
N52 33.2 E157 43.5
Between **FL250 & FL110**

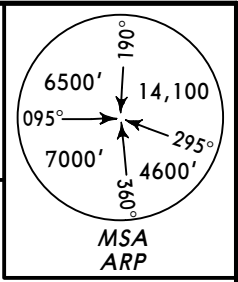
ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
5060'	(4929' - 1500m)
4070'	(3939' - 1200m)
3420'	(3289' - 1000m)
3090'	(2959' - 900m)
2100'	(1969' - 600m)
1450'	(1319' - 400m)

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



UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 15 AUG 14 (10-2L) Eff 21 Aug STAR

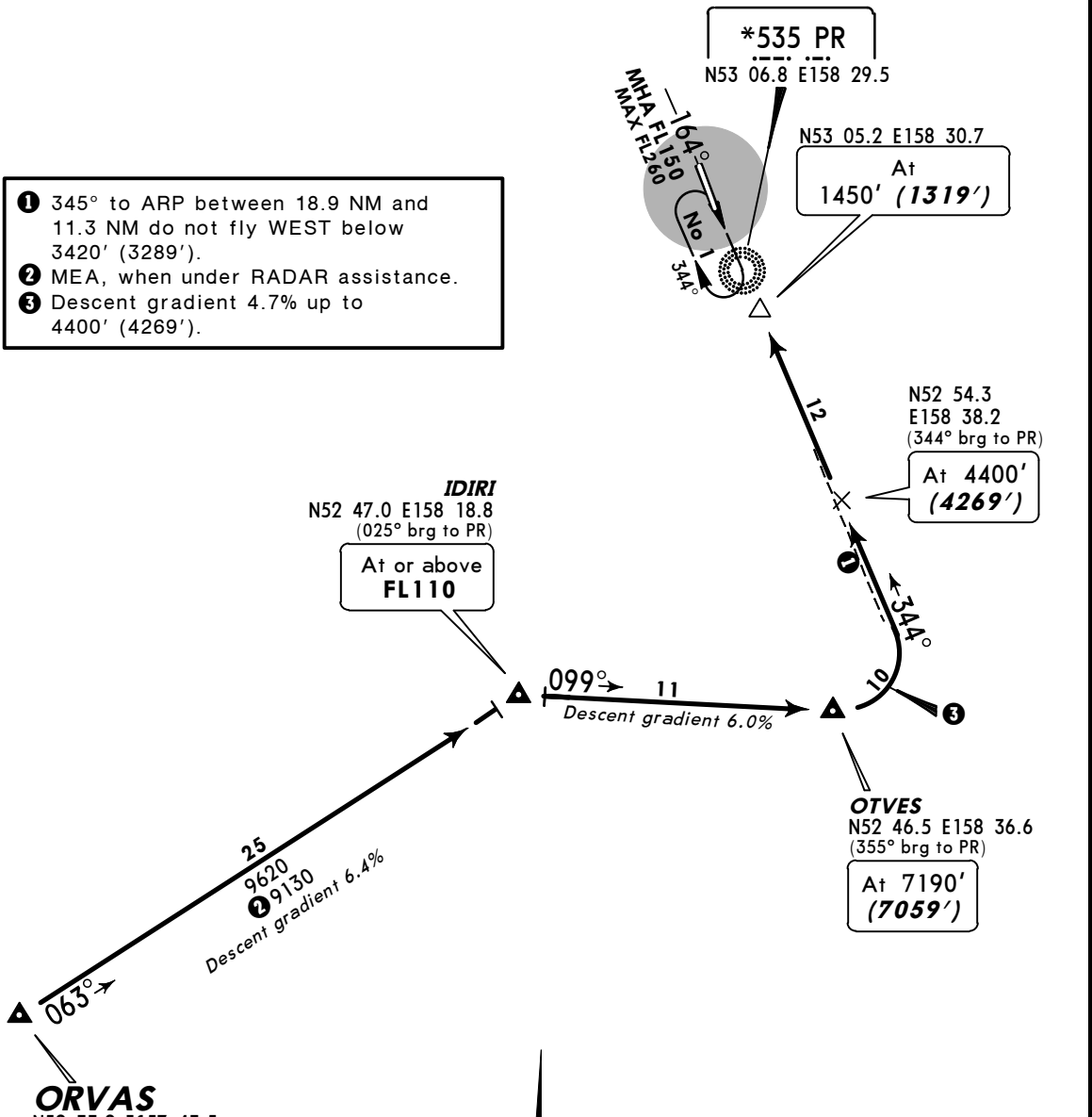
*ATIS
126.8
 Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is less than 729 mm (971.9 hPa) or less
 Apt Elev
131'
 Trans alt: 8010' (7879')
 Mountainous terrain.



**ORVAS 2C [ORVA2C]
 RWY 34R ARRIVAL
 BY ATC
 FOR RUSSIAN USERS ONLY**

WARNING
 RADAR control required.
 If RADAR control not available,
 proceed to PR, join holding at or
 above the safe flight level, then as
 directed by ATC.

- ① 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').
- ② MEA, when under RADAR assistance.
- ③ Descent gradient 4.7% up to 4400' (4269').



ALT/HEIGHT CONVERSION

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



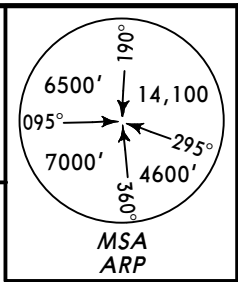
ROUTING
 063° track to IDIRI, 099° track to OTVES, turn LEFT, 344° track to N53 05.2 E158 30.7.

CHANGES: Chart reindexed.

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UHPP/PKC **JEPPESEN** **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 15 AUG 14 **10-2M** **Eff 21 Aug** **STAR**

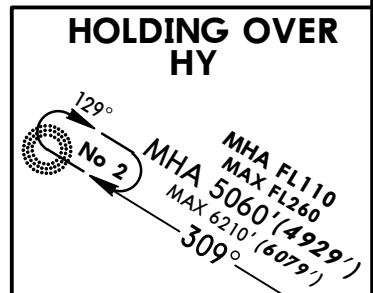
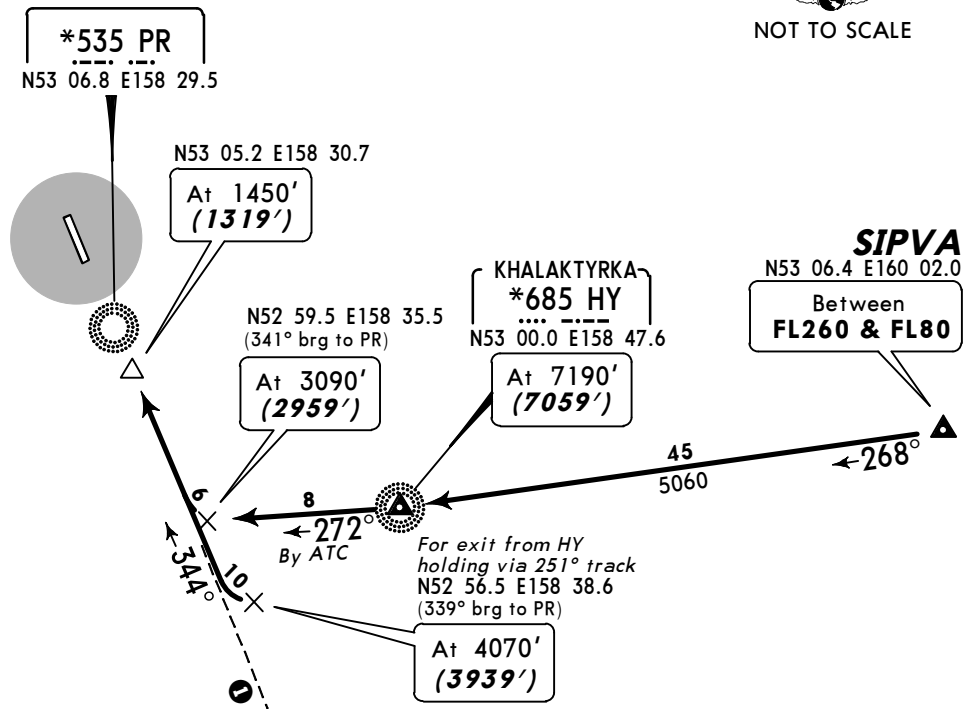
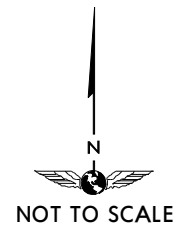
*ATIS
126.8
 Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Apt Elev
131'
 Trans alt: 8010' (7879')
 Mountainous terrain.



SIPVA 2A [SIPV2A]
RWY 34R ARRIVAL

CAT A & B

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
6210'	(6079' - 1850m)
5060'	(4929' - 1500m)
4070'	(3239' - 1200m)
3420'	(3289' - 1000m)
3090'	(2959' - 900m)
1450'	(1319' - 400m)

① 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420'(3289').

HOLDING OVER HY

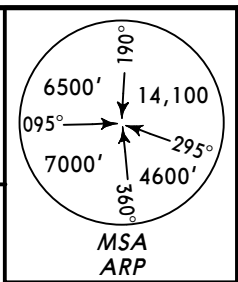
After passing HY, turn RIGHT:

- 251° track to N52 56.5 E158 38.6 then according to chart.
- 273° track to N52 59.5 E158 35.5 then according to chart.

Descent below 5060' (4929') shall be carried out after crossing 309° bearing to PR or HY.

UHPP/PKC **JEPPESEN PETROPVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 15 AUG 14 (10-2N) Eff 21 Aug STAR

*ATIS **126.8**
 Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Apt Elev **131'**
 Trans alt: 8010' (7895')
 Mountainous terrain.



**KUDER 4A [KUDE4A], TINEN 4A [TINE4A]
 TUPAN 4A [TUPA4A]
 RWY 16L ARRIVALS**

CAT A & B

FOR RUSSIAN USERS ONLY

HOLDING OVER HY

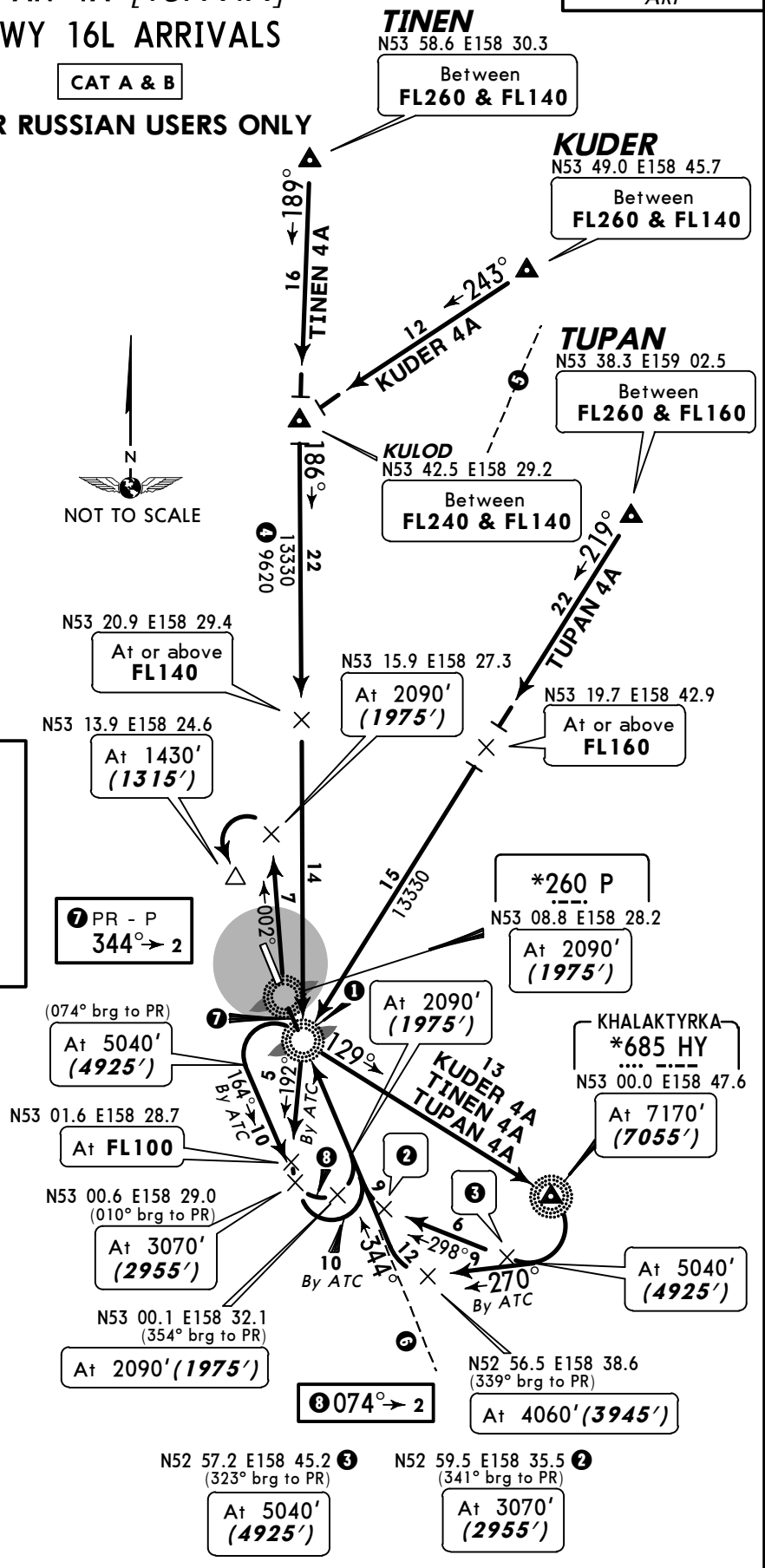
After passing HY, turn RIGHT:
 - 251° track to N52 56.5 E158 38.6 then according to chart.
 - 273° track to N52 59.5 E158 35.5 then according to chart.
 Descent below 5040' (4925') shall be carried out after crossing 309° bearing to PR or HY.

- ④ MEA, when under RADAR assistance.
- ⑤ 210° to ARP between 21.6 NM and 13.5 NM do not fly EAST below FL160.
- ⑥ 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3400' (3285').

***535 PR**
 N53 06.8 E158 29.5
 At **FL130**
 Without RADAR control at FL at or above safe FL

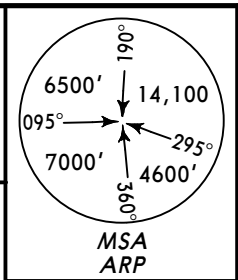
ALT/HEIGHT CONVERSION

QNH	(QFE)
8010'	(7895' - 2400m)
7170'	(7055' - 2150m)
6190'	(6075' - 1850m)
5040'	(4925' - 1500m)
4060'	(3945' - 1200m)
3400'	(3285' - 1000m)
3070'	(2955' - 900m)
2090'	(1975' - 600m)
1430'	(1315' - 400m)



UHP/ PKC **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 15 AUG 14 10-2P Eff 21 Aug STAR

*ATIS **126.8**
 Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Apt Elev **131'**
 Trans alt: 8010' (7895')
 Mountainous terrain.



HALAK 4A [HALA4A], HALAK 4G [HALA4G]

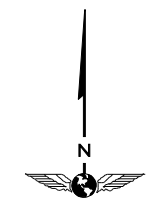
BY ATC

SIPVA 4A [SIPV4A]

RWY 16L ARRIVALS

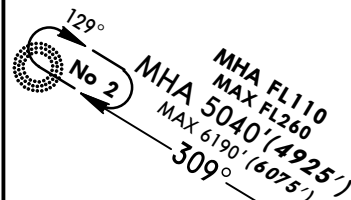
CAT A & B

FOR RUSSIAN USERS ONLY



NOT TO SCALE

HOLDING OVER HY

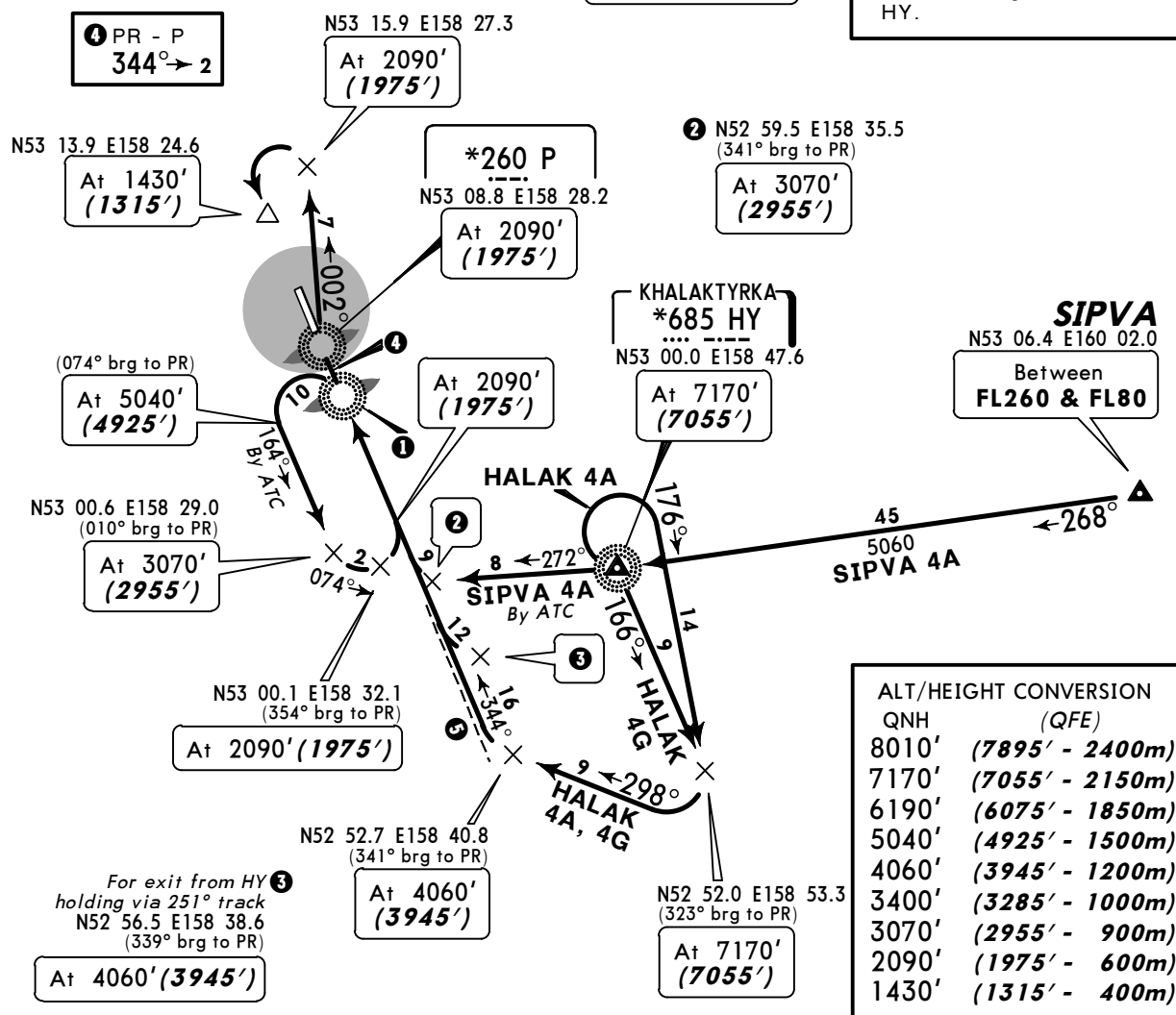


After passing HY, turn RIGHT:
 - 251° track to N52 56.5 E158 38.6 then according to chart.
 - 273° track to N52 59.5 E158 35.5 then according to chart.
 Descent below 5040' (4925') shall be carried out after crossing 309° bearing to PR or HY.

5 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3400' (3285').

1 *535 PR
 N53 06.8 E158 29.5
 Without RADAR control at FL at or above safe FL

4 PR - P
 344° → 2



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7895' - 2400m)
7170'	(7055' - 2150m)
6190'	(6075' - 1850m)
5040'	(4925' - 1500m)
4060'	(3945' - 1200m)
3400'	(3285' - 1000m)
3070'	(2955' - 900m)
2090'	(1975' - 600m)
1430'	(1315' - 400m)

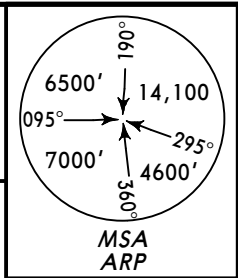
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 **10-2Q** Eff 21 Aug **STAR**

*ATIS
126.8

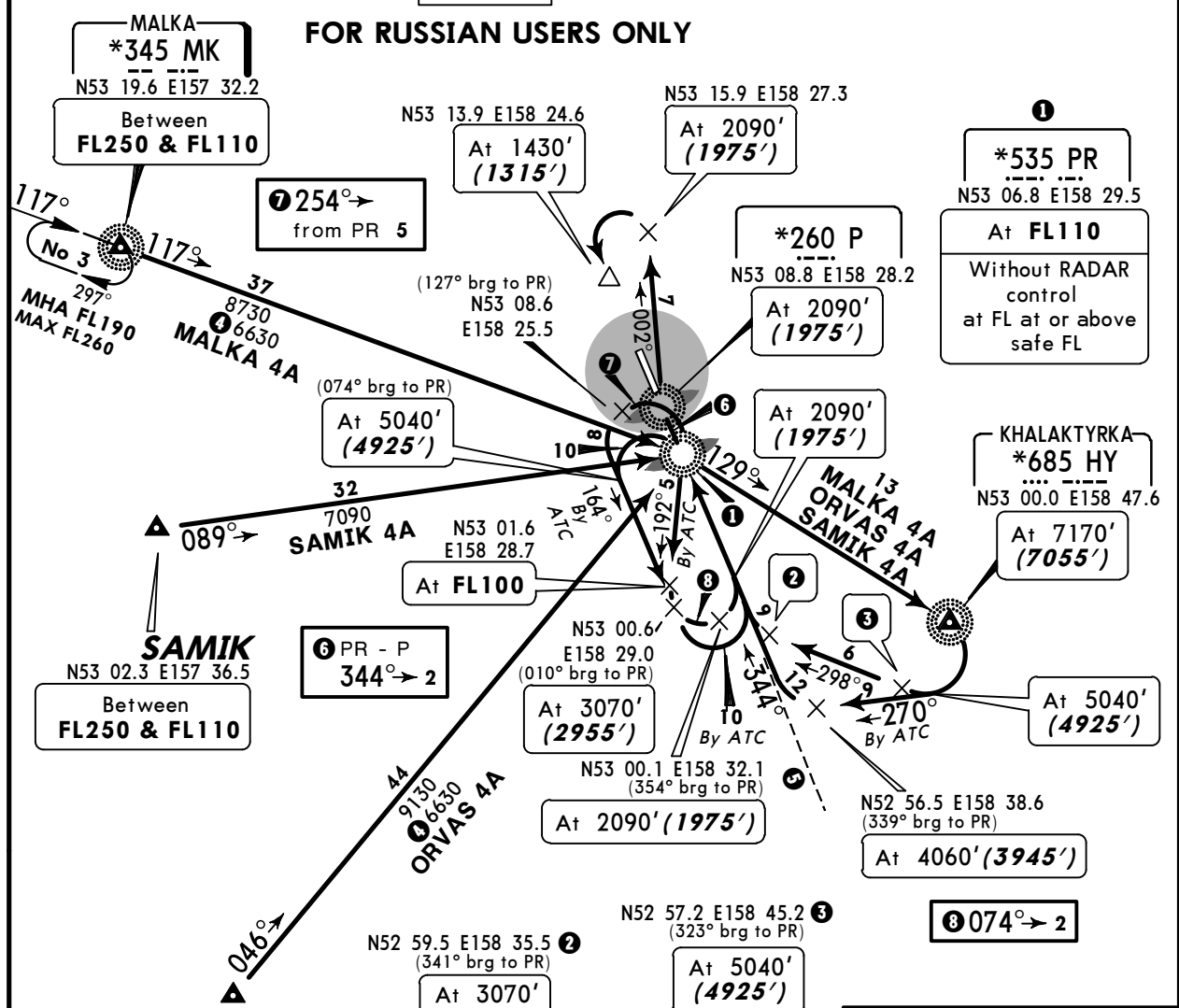
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is 729 mm (971.9 hPa) or less
Trans alt: 8010' (**7895'**)
Mountainous terrain.

Apt Elev
131'



MALKA 4A [MALK4A], ORVAS 4A [ORVA4A] SAMIK 4A [SAMI4A] RWY 16L ARRIVALS

CAT A & B
FOR RUSSIAN USERS ONLY



***345 MK**
N53 19.6 E157 32.2
Between
FL250 & FL110

***254**
N53 13.9 E158 24.6
At 1430' (1315')

***260 P**
N53 08.8 E158 28.2
At 2090' (1975')

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

***685 HY**
N53 00.0 E158 47.6
At 7170' (7055')

***074**
N52 57.2 E158 45.2
At 5040' (4925')

***074**
N52 59.5 E158 35.5
At 3070' (2955')

***074**
N52 56.5 E158 38.6
At 4060' (3945')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7895' - 2400m)
7170'	(7055' - 2150m)
6190'	(6075' - 1850m)
5040'	(4925' - 1500m)
4060'	(3945' - 1200m)
3400'	(3285' - 1000m)
3070'	(2955' - 900m)
2090'	(1975' - 600m)
1430'	(1315' - 400m)

HOLDING OVER HY

After passing HY, turn RIGHT:
- 251° track to N52 56.5 E158 38.6 then according to chart.
- 273° track to N52 59.5 E158 35.5 then according to chart.
Descent below 5040' (4925') shall be carried out after crossing 309° bearing to PR or HY.

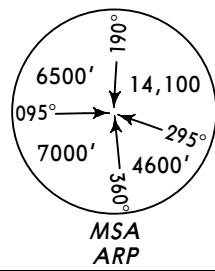
NOT TO SCALE

① MEA, when under RADAR assistance.
② 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3400' (3285').

UHPP/PKC JEPPESEN PETROPVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 (10-2S) Eff 21 Aug STAR

*ATIS **126.8**
 Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Apt Elev **131'**
 Trans alt: 8010' (7895')
 Mountainous terrain.

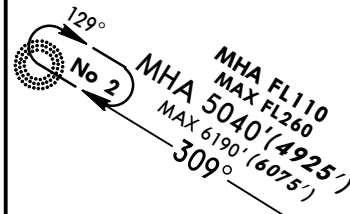


BAKEN 4A [BAKE4A], GANKA 4A [GANK4A] RWY 16L ARRIVALS

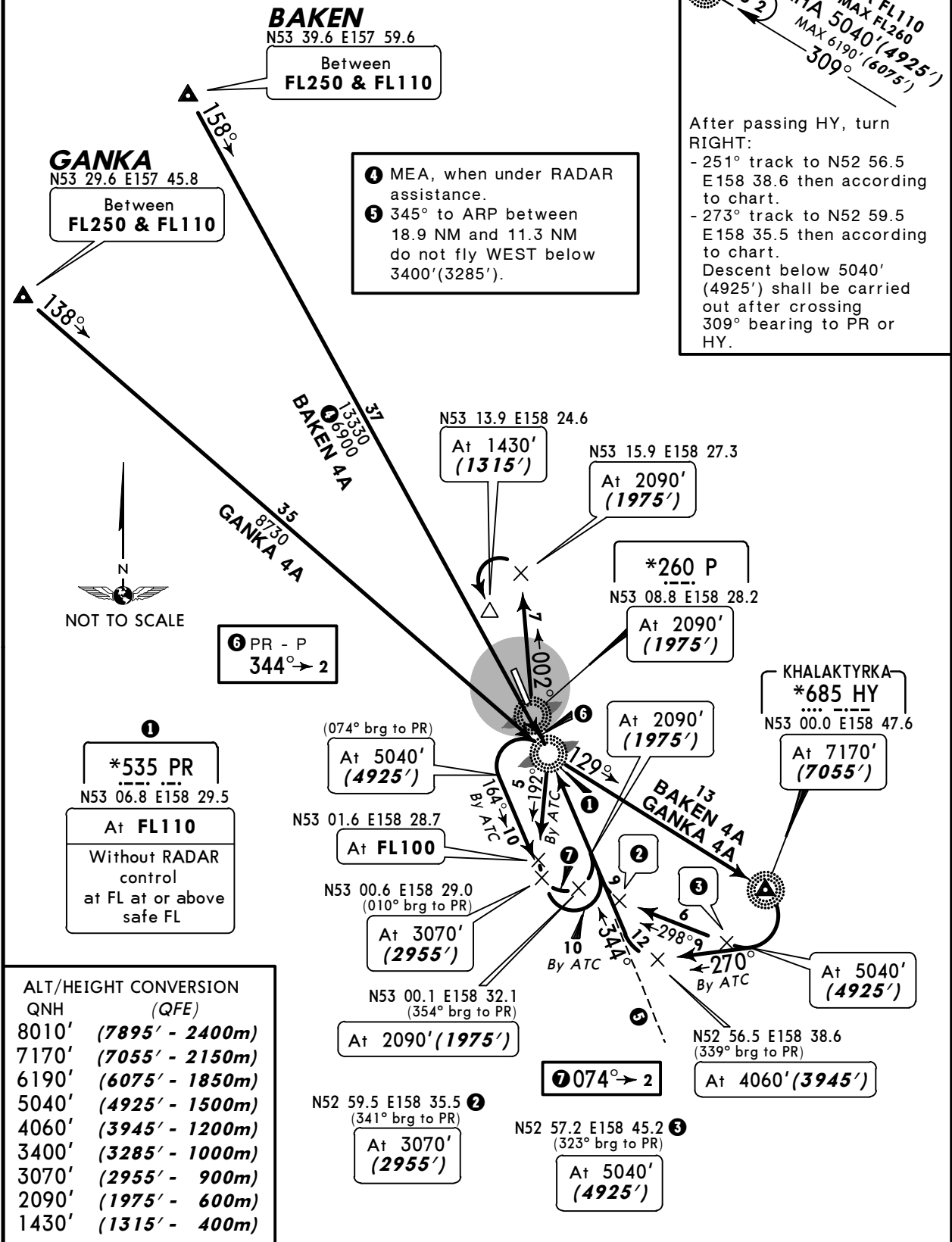
CAT A & B

FOR RUSSIAN USERS ONLY

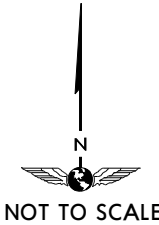
HOLDING OVER HY



After passing HY, turn RIGHT:
 - 251° track to N52 56.5 E158 38.6 then according to chart.
 - 273° track to N52 59.5 E158 35.5 then according to chart.
 Descent below 5040' (4925') shall be carried out after crossing 309° bearing to PR or HY.



- ④ MEA, when under RADAR assistance.
- ⑤ 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3400' (3285').



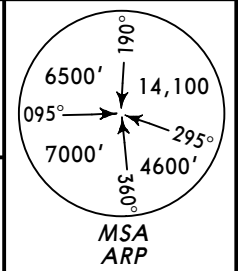
① *535 PR
 N53 06.8 E158 29.5
 At FL110
 Without RADAR control at FL at or above safe FL

ALT/HEIGHT CONVERSION	QNH (QFE)
8010'	(7895' - 2400m)
7170'	(7055' - 2150m)
6190'	(6075' - 1850m)
5040'	(4925' - 1500m)
4060'	(3945' - 1200m)
3400'	(3285' - 1000m)
3070'	(2955' - 900m)
2090'	(1975' - 600m)
1430'	(1315' - 400m)

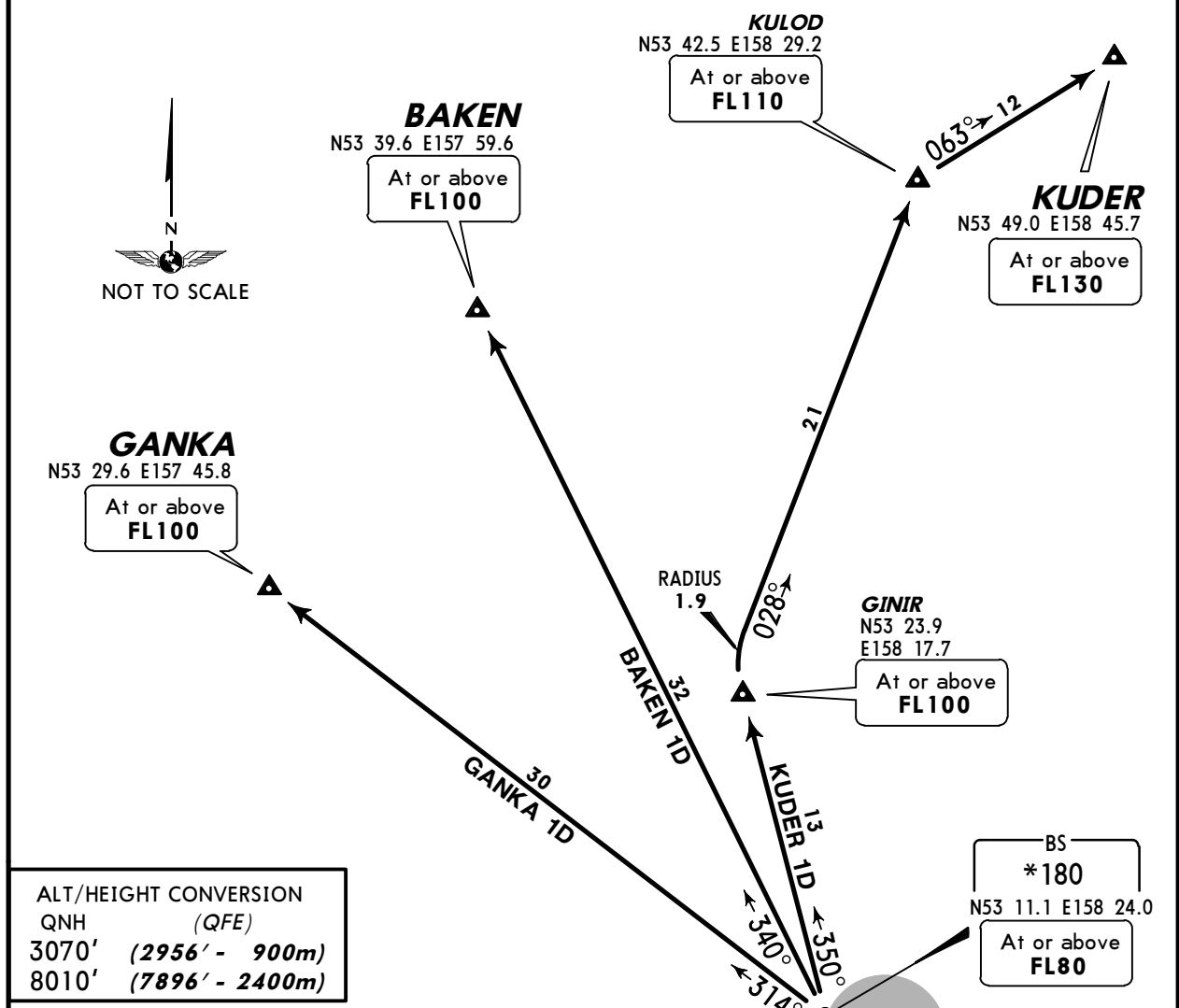
UHPP/PKC **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 7 DEC 12 **10-3** **Eff 13 Dec** **SID**

Apt Elev
131'

QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8010' (7896')



BAKEN 1D [BAKE1D]
GANKA 1D [GANK1D]
KUDER 1D [KUDE1D]
RWY 16L DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
3070'	(2956' - 900m)
8010'	(7896' - 2400m)

These SIDs require minimum climb gradients of
 5% up to ARGOP, then
 4.6% up to BS.

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

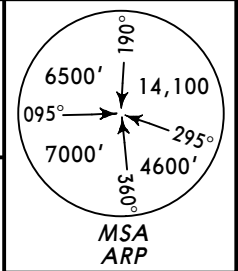
SID	ROUTING
BAKEN 1D	Climb straight ahead to ARGOP, turn RIGHT, 355° track to BS, turn LEFT, 340° track to BAKEN.
GANKA 1D	Climb straight ahead to ARGOP, turn RIGHT, 355° track to BS, turn LEFT, 314° track to GANKA.
KUDER 1D	Climb straight ahead to ARGOP, turn RIGHT, 355° track to BS, turn LEFT, 350° track to GINIR, turn RIGHT, 028° track to KULOD, then to KUDER.

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 7 DEC 12 **10-3A** Eff 13 Dec **SID**

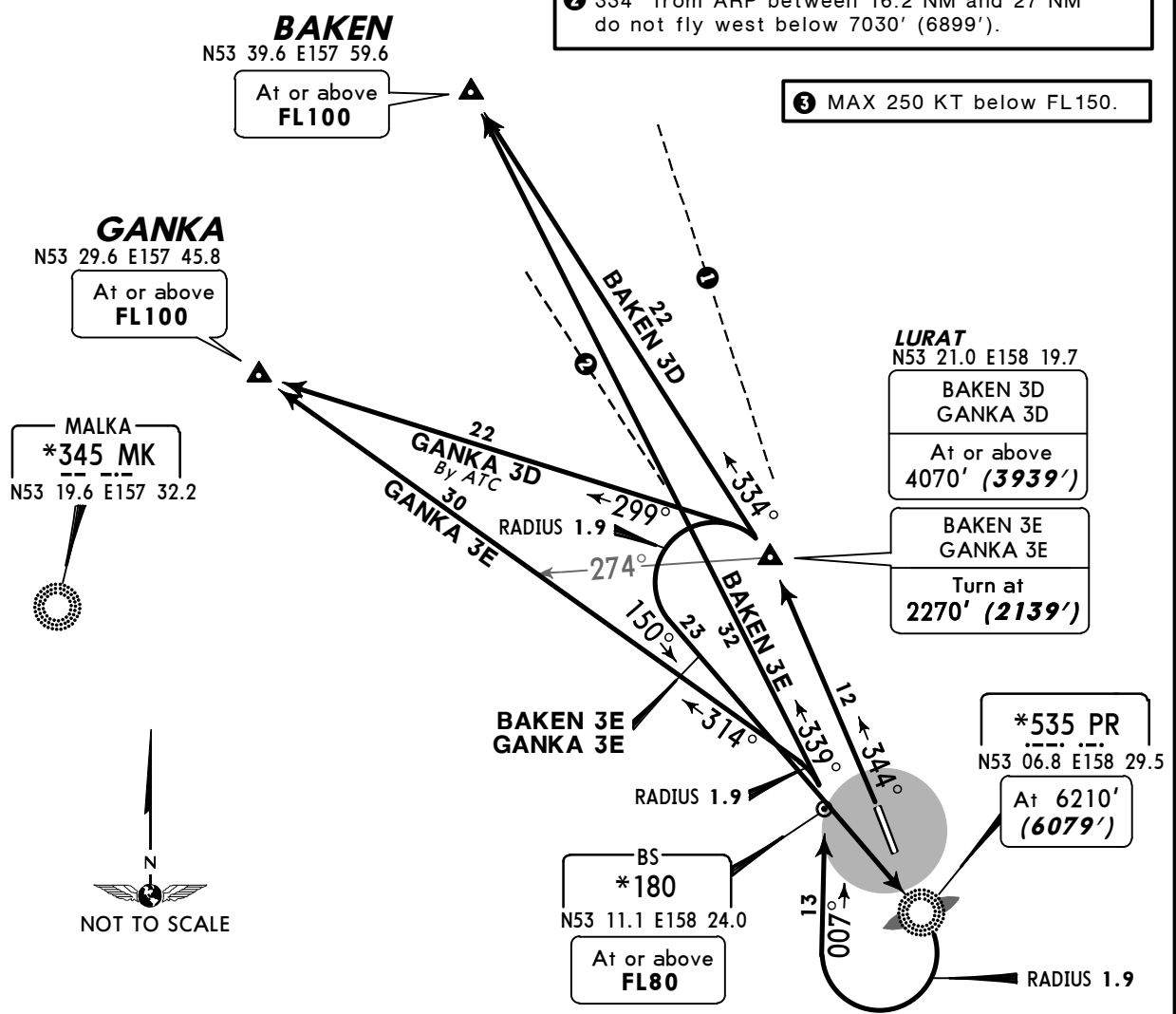
Apt Elev
131'

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



BAKEN 3D [BAKE3D], BAKEN 3E [BAKE3E] ③ GANKA 3D [GANK3D], GANKA 3E [GANK3E] ③ RWY 34R DEPARTURES

- ① 349° from ARP between 14.6 NM and 29.7 NM do not fly east below 7190' (7059').
- ② 334° from ARP between 16.2 NM and 27 NM do not fly west below 7030' (6899').
- ③ MAX 250 KT below FL150.



ALT/HEIGHT CONVERSION

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

BAKEN 3D
This SID requires minimum climb gradients of
6% up to LURAT, then
4.5% up to BAKEN.

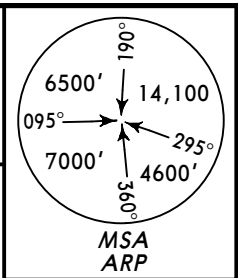
Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823
4.5% V/V (fpm)	342	456	684	911	1139	1367

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

CHANGES: SIDs revised.

UHPP/PKC **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 25 JUL 14 **(10-3B)** **SID**

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

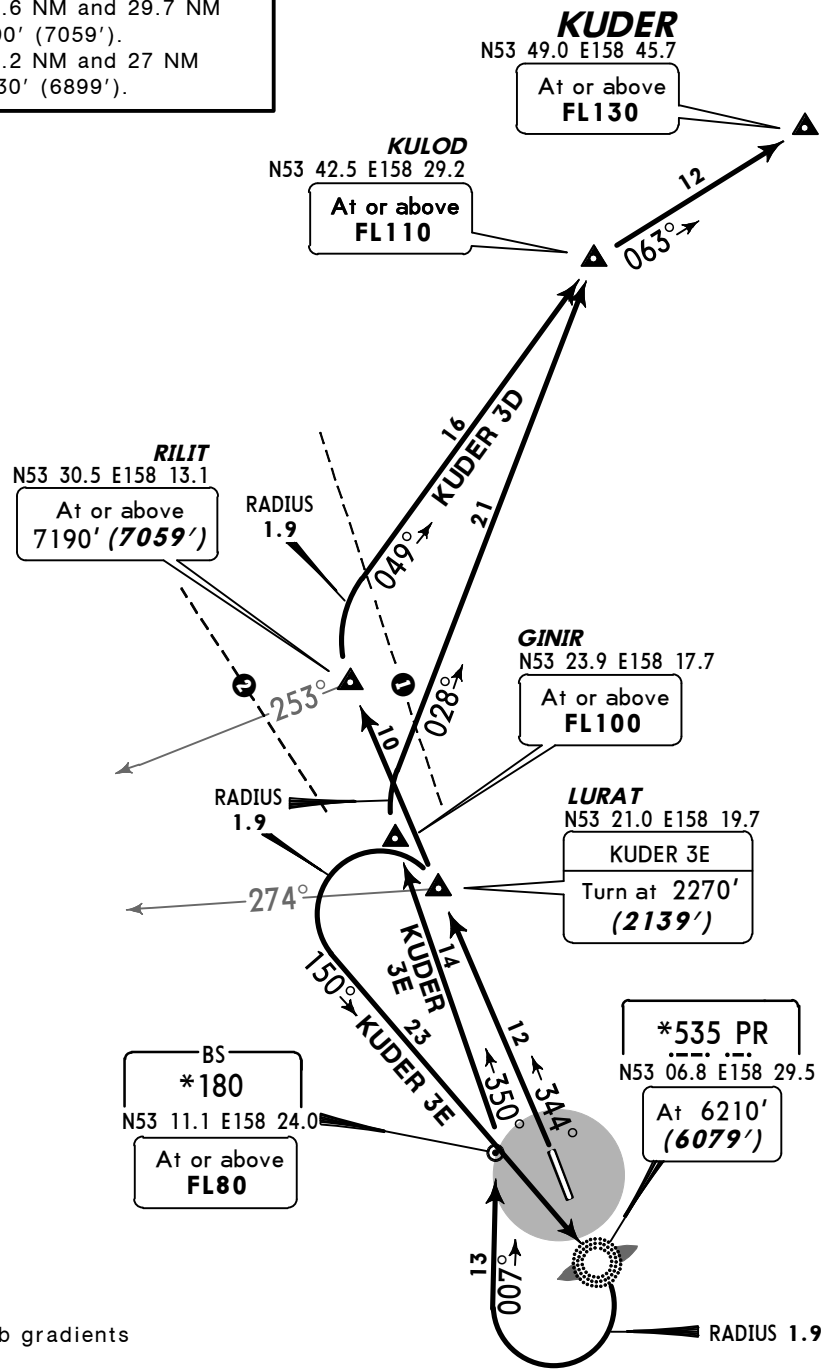
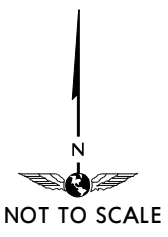
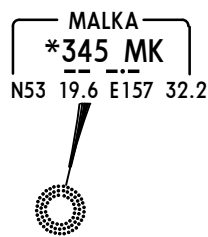


KUDER 3D [KUDE3D], KUDER 3E [KUDE3E] ③
RWY 34R DEPARTURES

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

ALT/HEIGHT CONVERSION

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



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

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

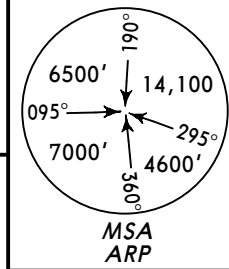
③ MAX 250 KT below FL150.

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

UHPP/PKC **JEPPESEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA
 YELIZOVO 25 JUL 14 (10-3C) **SID**

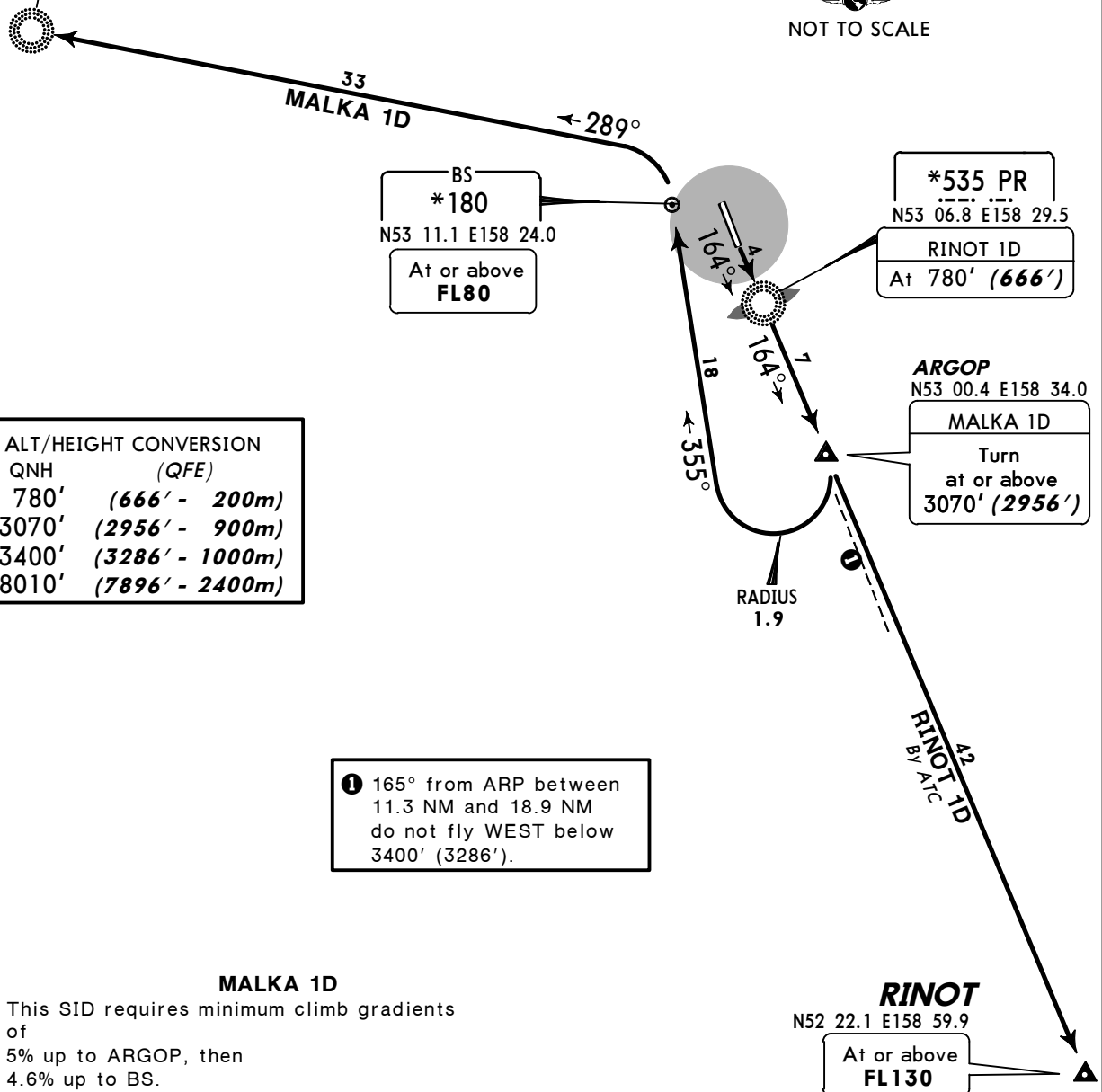
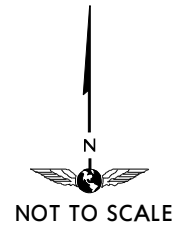
Apt Elev
131'

QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8010' (7896')



MALKA 1D [MALK1D]
RINOT 1D [RINO1D]
RWY 16L DEPARTURES

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
780'	(666' - 200m)
3070'	(2956' - 900m)
3400'	(3286' - 1000m)
8010'	(7896' - 2400m)

① 165° from ARP between 11.3 NM and 18.9 NM do not fly WEST below 3400' (3286').

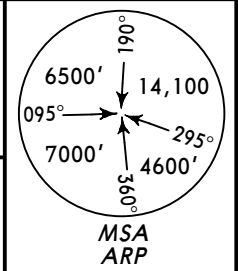
MALKA 1D
 This SID requires minimum climb gradients of
 5% up to ARGOP, then
 4.6% up to BS.

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

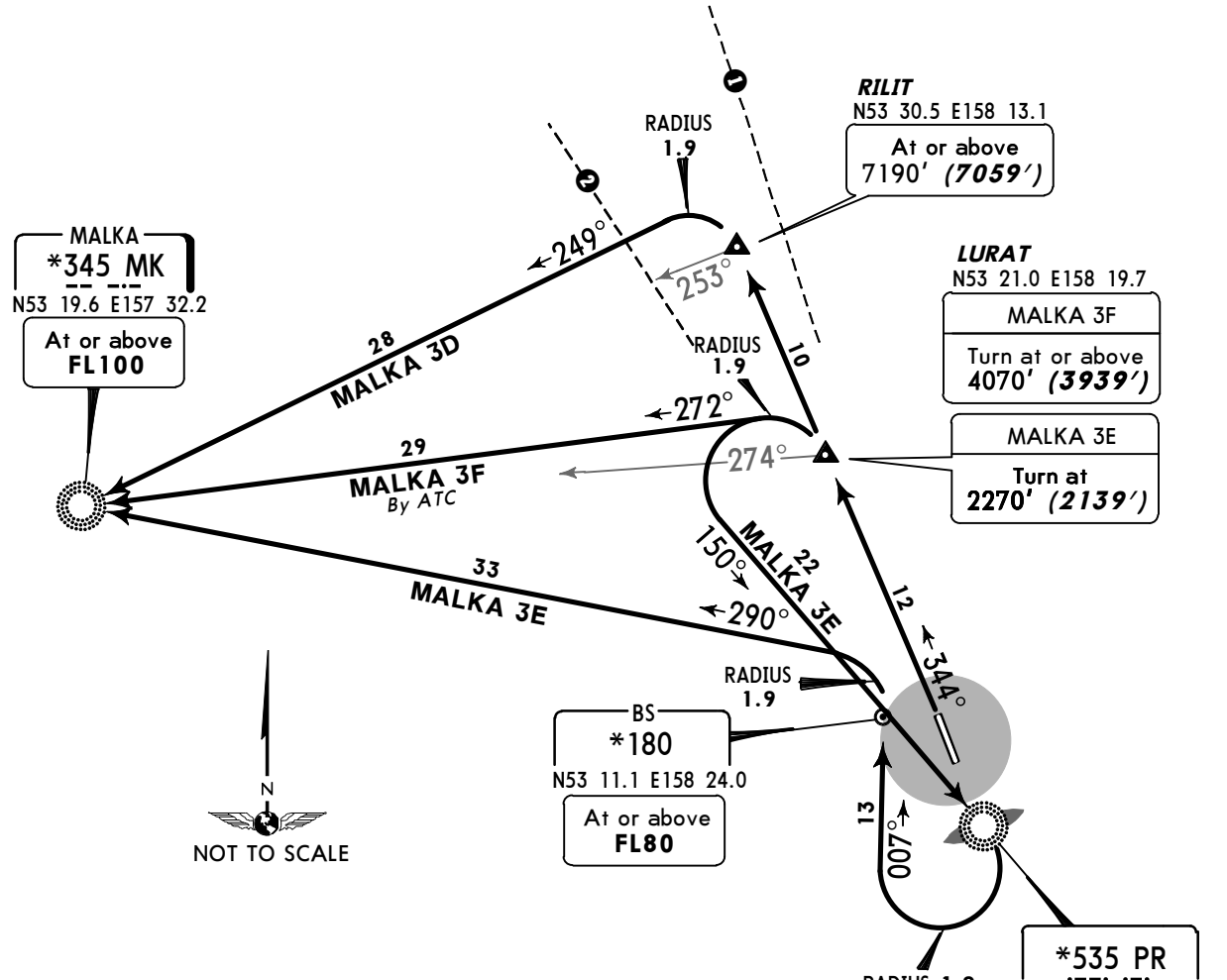
SID	ROUTING
MALKA 1D	Climb straight ahead to ARGOP, turn RIGHT, 355° track to BS, turn LEFT, intercept 289° bearing to MK.
RINOT 1D By ATC	Climb straight ahead to 780' (666'), intercept 164° bearing from PR to RINOT.

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 25 JUL 14 (10-3D) SID

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



MALKA 3D [MALK3D], MALKA 3E [MALK3E] ③
MALKA 3F [MALK3F]
RWY 34R DEPARTURES



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

③ MAX 250 KT below FL150.

These SIDs require minimum climb gradients of
MALKA 3D: 6% up to 4070' (3939') at LURAT, then 5% up to RILIT.
MALKA 3F: 6% up to 4070' (3939').

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

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

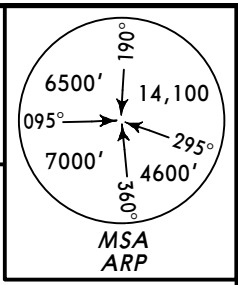
SID	ROUTING
MALKA 3D	Climb straight ahead to RILIT, turn LEFT, intercept 249° bearing to MK.
MALKA 3E ③	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, intercept 290° bearing to MK.
MALKA 3F By ATC	Climb straight ahead to LURAT, turn LEFT, intercept 272° bearing to MK.

CHANGES: MALKA navdata identifiers.

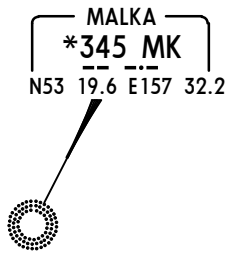
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 25 JUL 14 (10-3E) SID

Apt Elev
131'

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



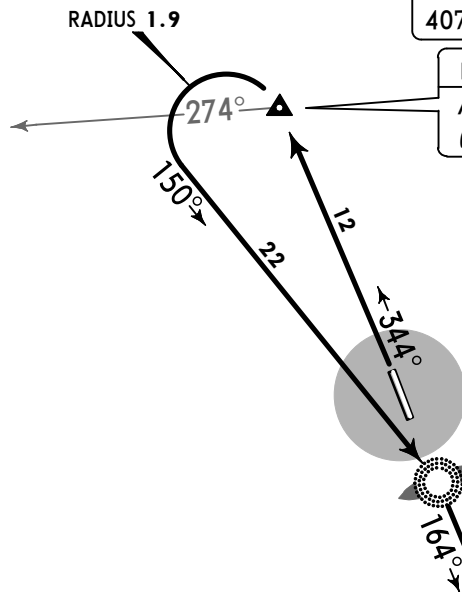
RINOT 3D [RINO3D], RINOT 3E [RINO3E] ②
RWY 34R DEPARTURES
BY ATC



LURAT
 N53 21.0 E158 19.7

RINOT 3D
 At or above
 4070' (3939')

RINOT 3E
 At 2270'
 (2139')



ALT/HEIGHT CONVERSION

QNH	(QFE)
2270'	(2139' - 650m)
3420'	(3289' - 1000m)
4070'	(3939' - 1200m)
6210'	(6079' - 1850m)
8010'	(7879' - 2400m)

***535 PR**
 N53 06.8 E158 29.5

At 6210'
 (6079')



① 165° from ARP between 11.3 NM and 18.9 NM do not fly WEST below 3420' (3289').

② MAX 250 KT below FL150.

RINOT 3D

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

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

RINOT
 N52 22.1 E158 59.9

At or above
FL130

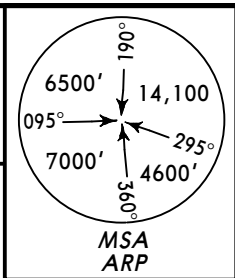
ROUTING

Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 164° bearing to RINOT.

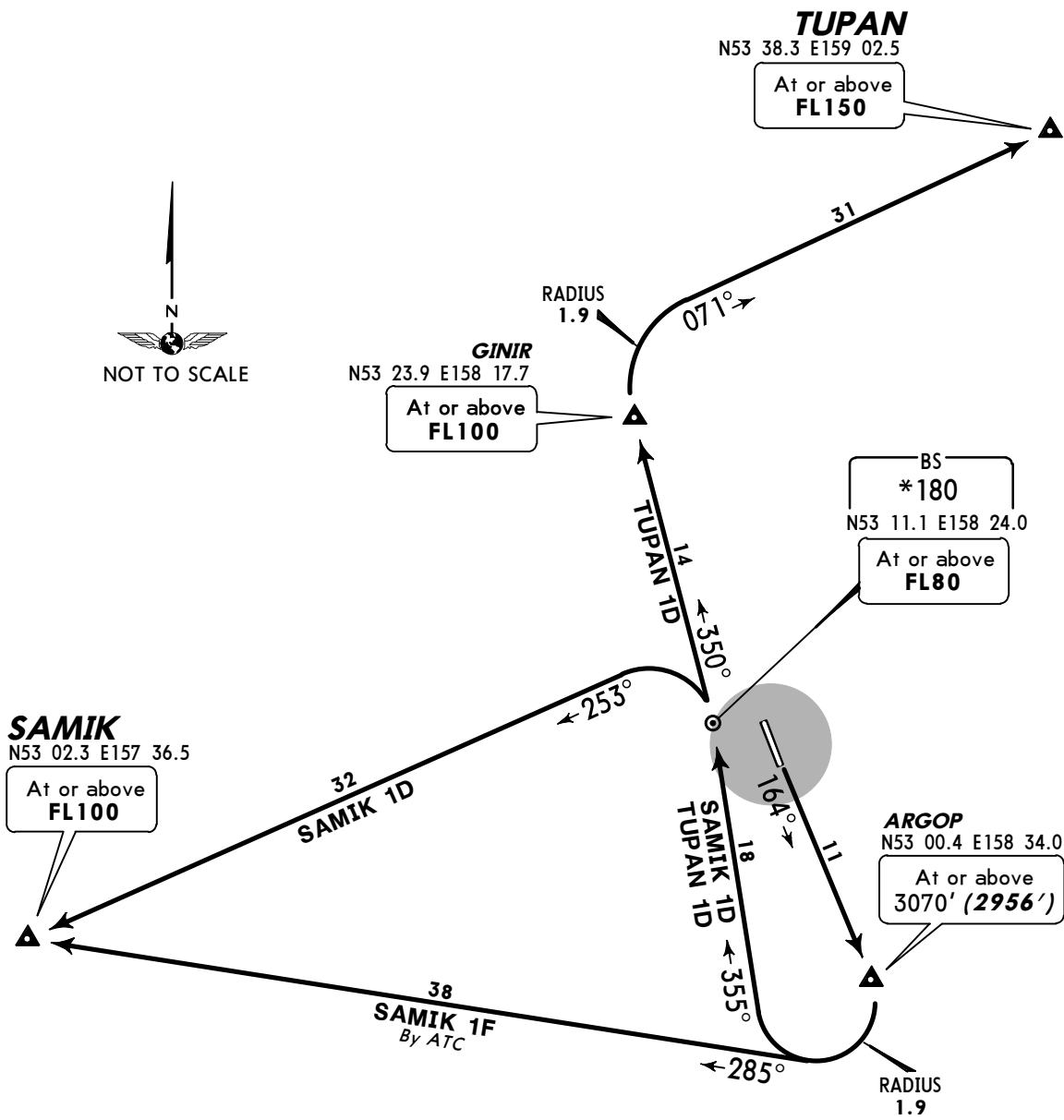
UHPP/PKC **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 7 DEC 12 **(10-3F)** **Eff 13 Dec** **SID**

Apt Elev
131'

QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8010' (7896')



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



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

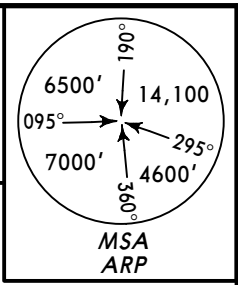
Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519
4.6% V/V (fpm)	349	466	699	932	1165	1398

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3070'	(2956' - 900m)
8010'	(7896' - 2400m)

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

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 15 AUG 14 (10-3H) Eff 21 Aug **SID**

Apt Elev 131'
 QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8010' (7895')
 Mountainous terrain.



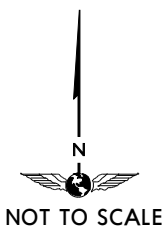
**TINEN 1D [TINE1D]
 RWY 16L DEPARTURE
 FOR RUSSIAN USERS ONLY**

TINEN
 N53 58.6 E158 30.3
 At or above
FL110

KULOD
 N53 42.5 E158 29.2
 At or above
FL110

GINIR
 N53 23.9 E158 17.7
 At or above
FL100

MALKA
 *345 MK
 N53 19.6 E157 32.2

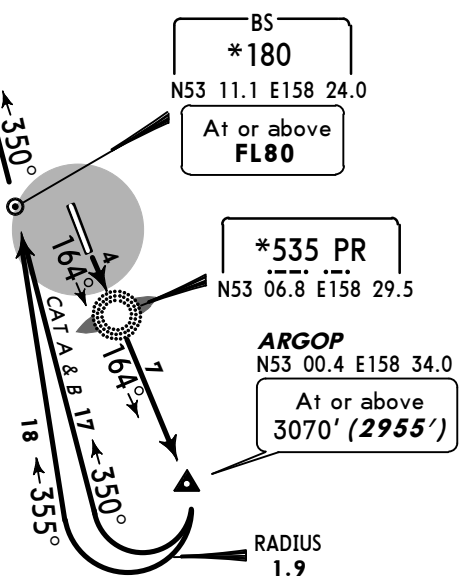


ALT/HEIGHT CONVERSION

QNH	(QFE)
3070'	(2955' - 900m)
8010'	(7895' - 2400m)

This SID require minimum climb gradients of
 of
 5.0% up to ARGOP, then
 on track 355°: 4.6% up to BS.
 on track 350°: 4.0% up to BS.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.6% V/V (fpm)	349	466	699	932	1165	1397
5.0% V/V (fpm)	380	506	760	1013	1266	1519

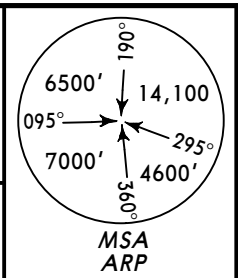


ROUTING

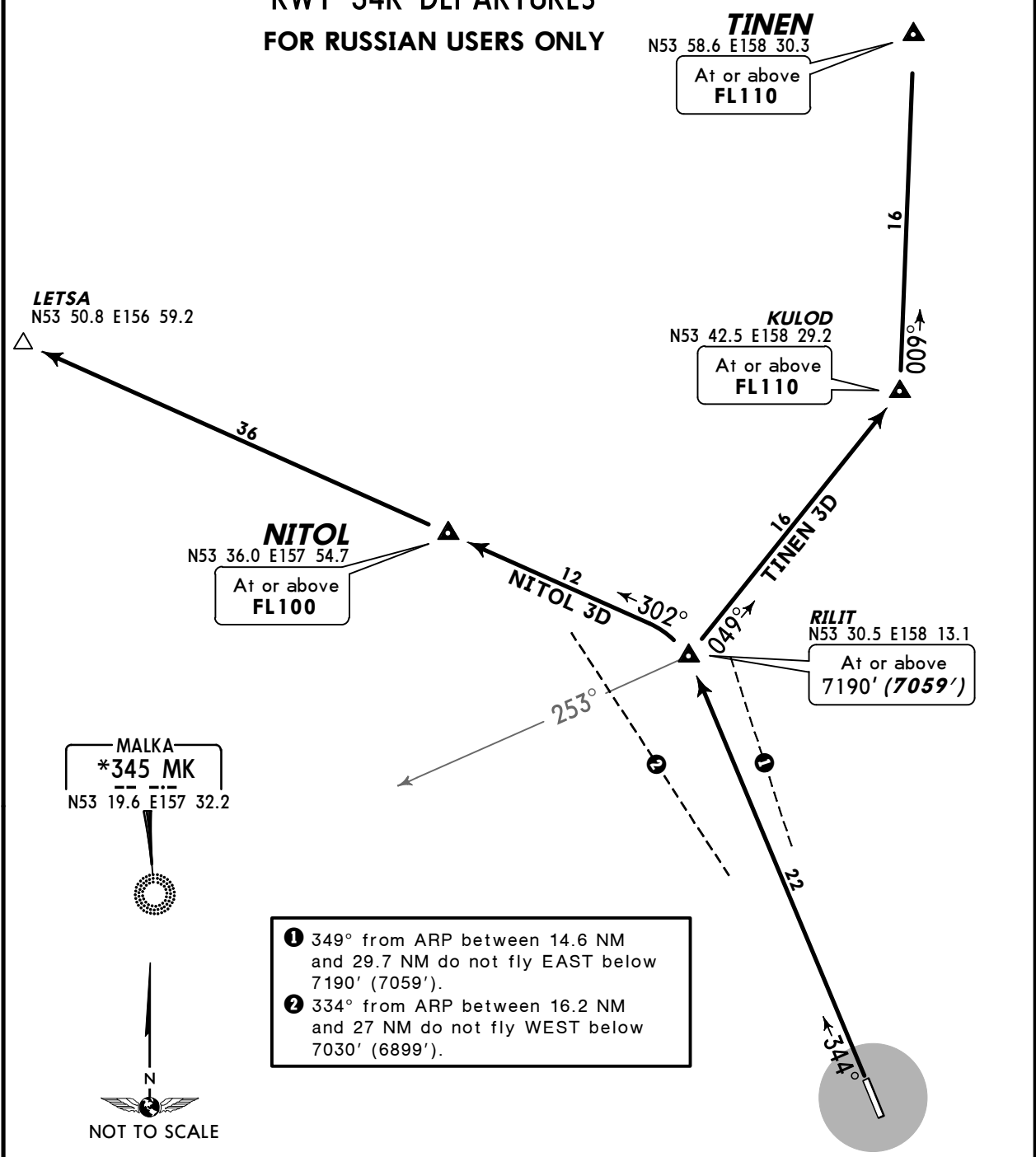
Climb straight ahead to ARGOP, turn RIGHT, 355° track to BS (CAT A & B: 350° track to BS), 350° track to GINIR, turn RIGHT, 028° track to KULOD, then to TINEN.

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 15 AUG 14 (10-3J) Eff 21 Aug SID

Apt Elev 131'
 QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8010' (7879')
 Mountainous terrain.



**NITOL 3D [NITO3D]
 TINEN 3D [TINE3D]
 RWY 34R DEPARTURES
 FOR RUSSIAN USERS ONLY**



ALT/HEIGHT CONVERSION

QNH	(QFE)
7030'	(6899' - 2100m)
7190'	(7059' - 2150m)
8010'	(7879' - 2400m)

These SIDs require a minimum climb gradient of 5.0% up to RILIT.

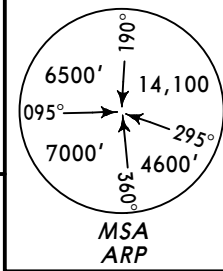
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	ROUTING
NITOL 3D	Climb straight ahead to RILIT, turn LEFT, 302° track to NITOL, continue to LETSA.
TINEN 3D	Climb straight ahead to RILIT, turn RIGHT, 049° track to KULOD, 009° track to TINEN.

UHPP/PKC **JEPPESEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA
 YELIZOVO 15 AUG 14 **10-3K** **Eff 21 Aug** **SID**

Apt Elev
131'

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



TINEN 3E [TINE3E]
RWY 34R DEPARTURE

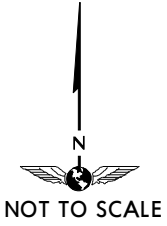
SPEED MAX 250 KT BELOW FL150

CAT C & D

FOR RUSSIAN USERS ONLY

TINEN
 N53 58.6 E158 30.3
 At or above
FL110

KULOD
 N53 42.5 E158 29.2
 At or above
FL110



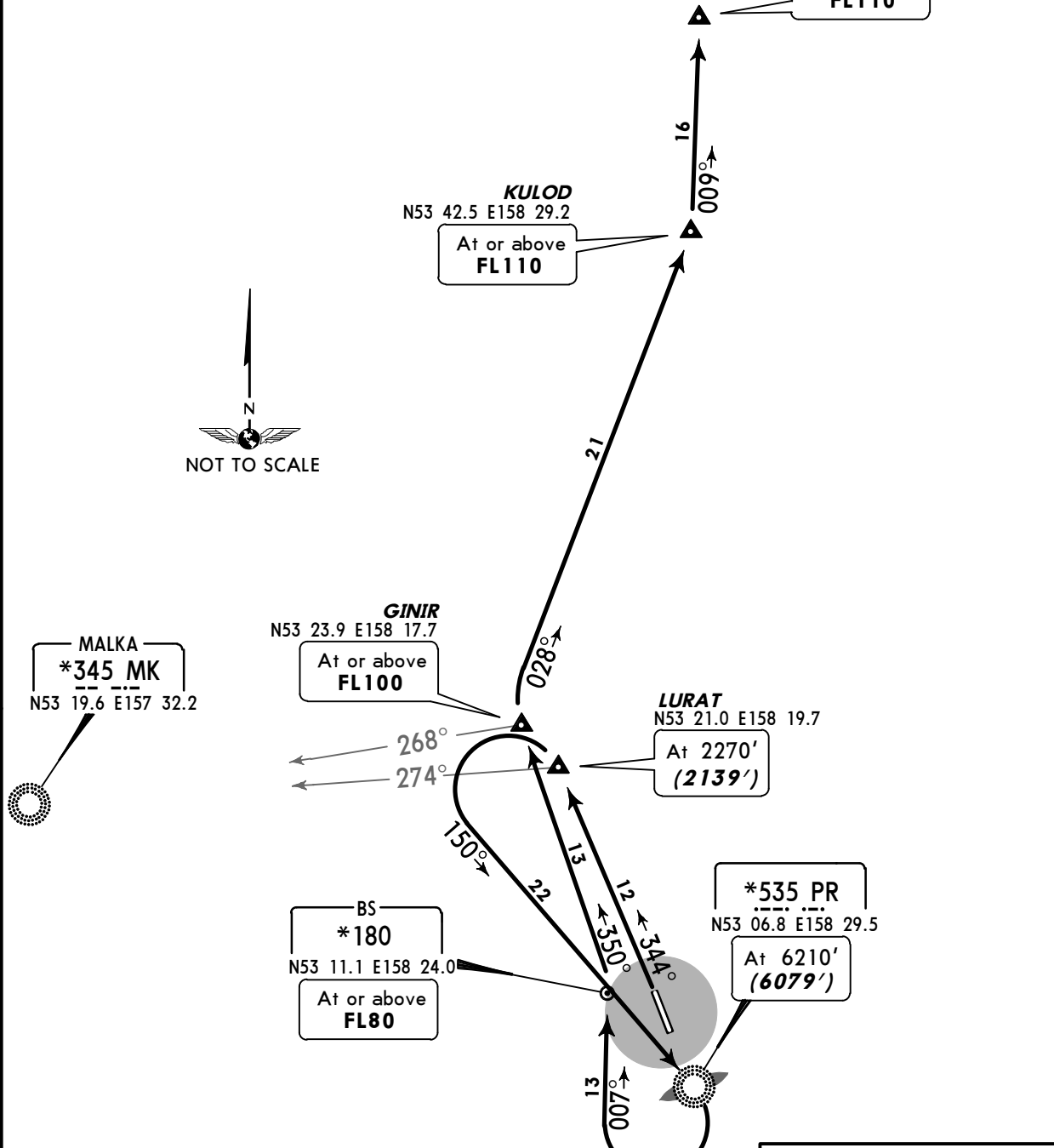
MALKA
 *345 MK
 N53 19.6 E157 32.2

GINIR
 N53 23.9 E158 17.7
 At or above
FL100

LURAT
 N53 21.0 E158 19.7
 At 2270'
 (2139')

BS
 *180
 N53 11.1 E158 24.0
 At or above
FL80

*535 PR
 N53 06.8 E158 29.5
 At 6210'
 (6079')



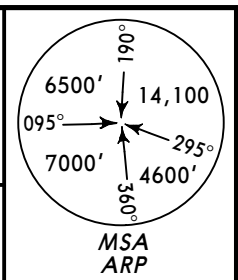
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2270'	(2139' - 650m)
6210'	(6079' - 1850m)
8010'	(7879' - 2400m)

ROUTING

Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, 350° track to GINIR, turn RIGHT, 028° track to KULOD, 009° track to TINEN.

UHPP/PKC **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 15 AUG 14 (10-3L) Eff 21 Aug **SID**

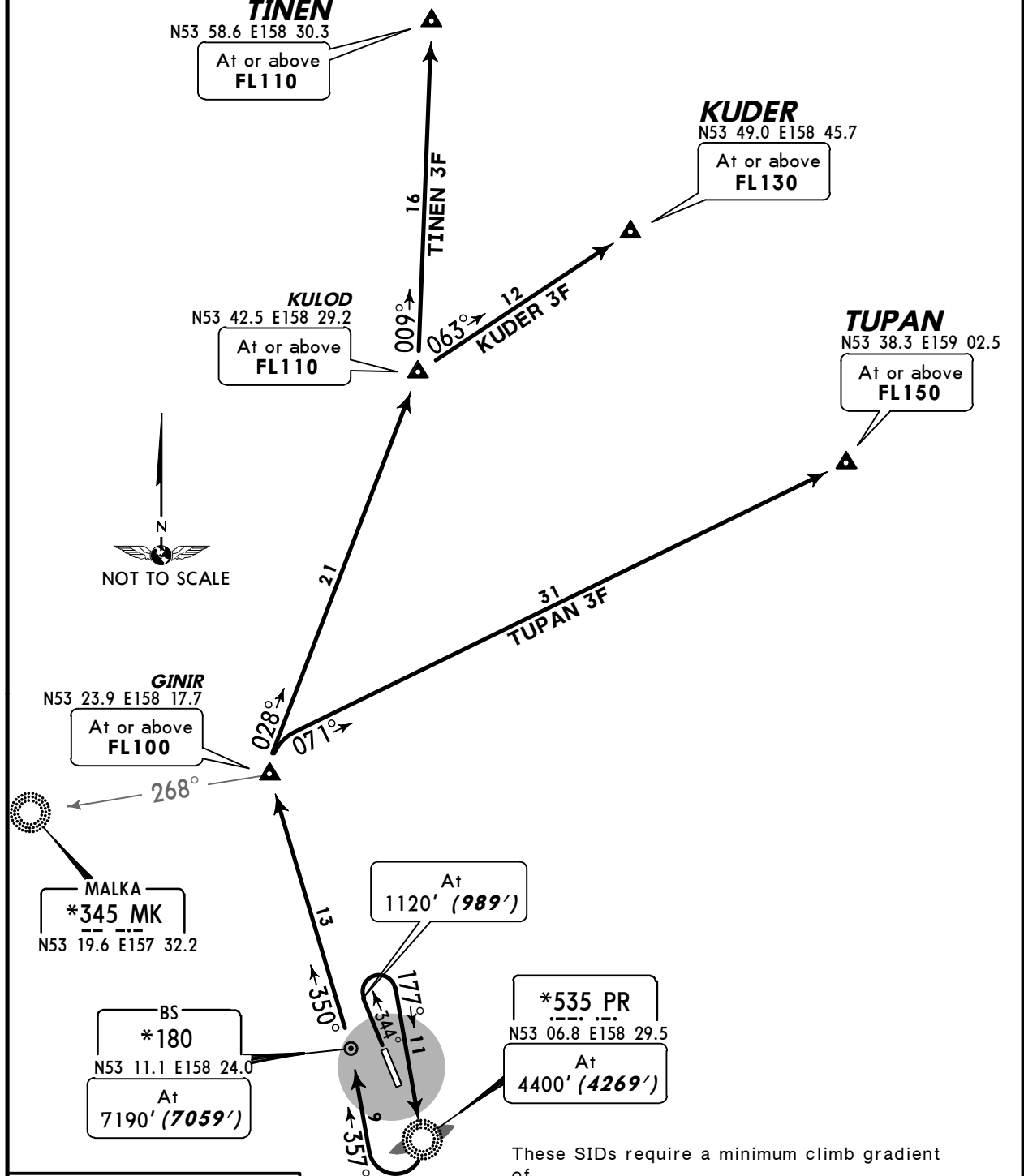
QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8010' (7879')
 Mountainous terrain.



**KUDER 3F [KUDE3F], TINEN 3F [TINE3F]
 TUPAN 3F [TUPA3F]
 RWY 34R DEPARTURES**

CAT A & B

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
 QNH (QFE)

1120'	(989' - 300m)
4400'	(4269' - 1300m)
7190'	(7059' - 2150m)
8010'	(7879' - 2400m)

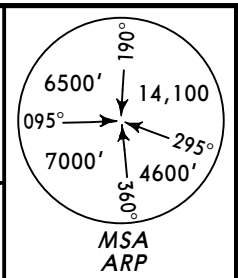
These SIDs require a minimum climb gradient of
 5.7% up to BS, then
 3.6% up to GINIR.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
5.7% V/V (fpm)	433	577	866	1154	1443	1732

CHANGES: SIDs renumbered.

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 15 AUG 14 10-3M Eff 21 Aug SID

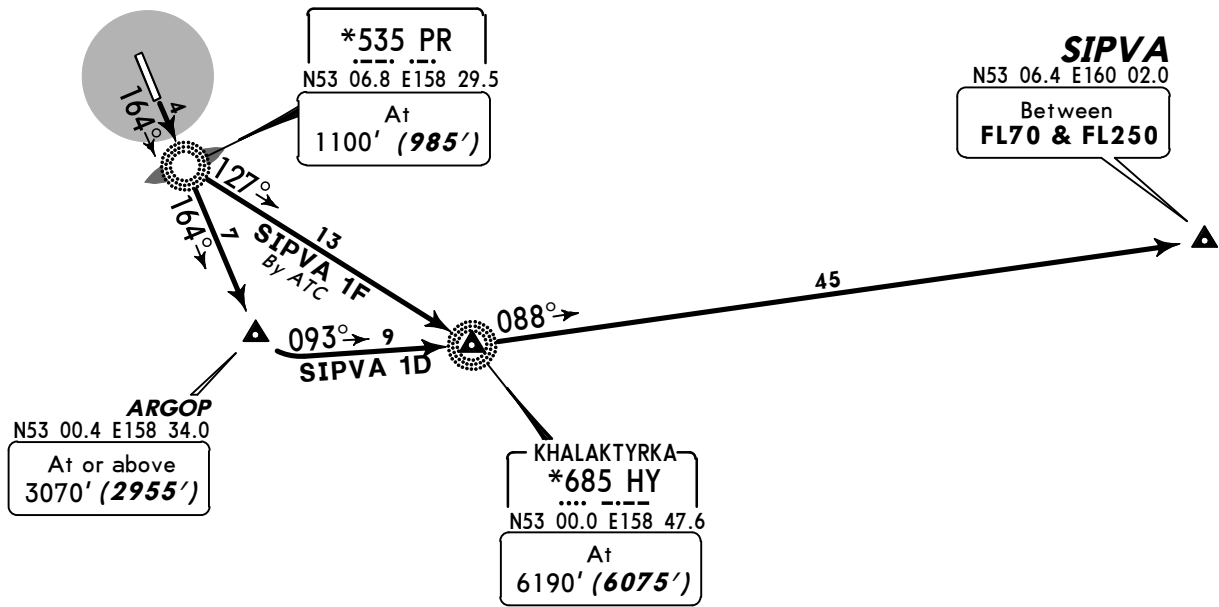
Apt Elev 131'
 QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8010' (7895')
 Mountainous terrain.



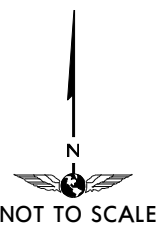
**SIPVA 1D [SIPV1D]
 SIPVA 1F [SIPV1F]
 RWY 16L DEPARTURES**

CAT A & B

FOR RUSSIAN USERS ONLY



These SIDs require minimum climb gradients of
SIPVA 1D: 5.0% until ARGOP, then 5.9% up to HY.
SIPVA 1F: 5.0% until PR, then 6.5% up to HY.



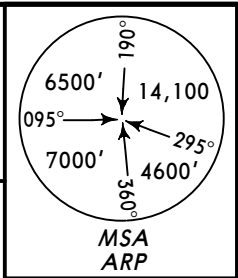
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.9% V/V (fpm)	448	597	896	1195	1494	1792
6.5% V/V (fpm)	494	658	987	1316	1646	1975

ALT/HEIGHT CONVERSION

QNH	(QFE)
1100'	(985' - 300m)
3070'	(2955' - 900m)
6190'	(6075' - 1850m)
8010'	(7895' - 2400m)

UHPP/PKC **JEPPESEN** **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 15 AUG 14 (10-3N) Eff 21 Aug **SID**

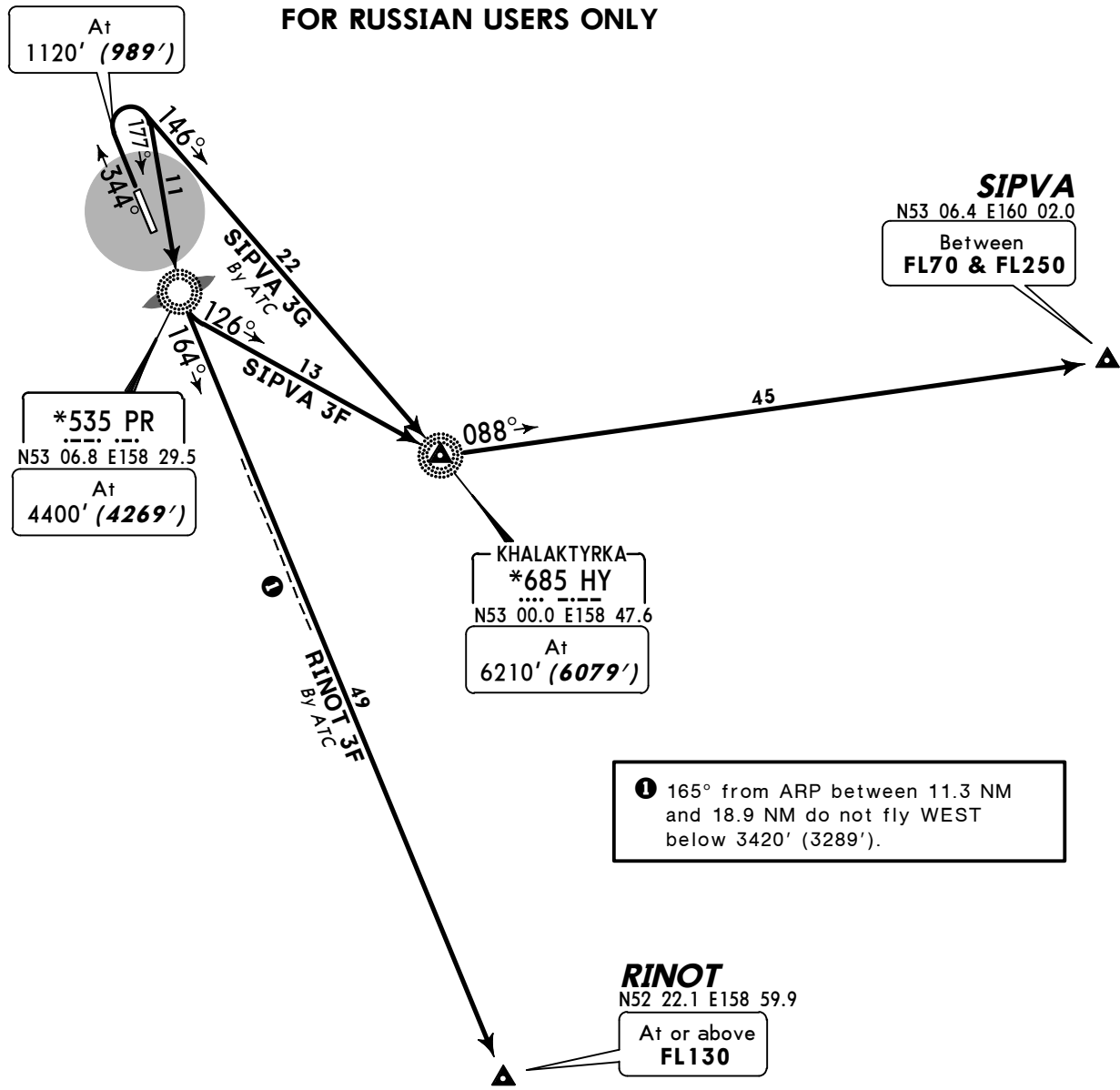
QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8010' (7879')
 Mountainous terrain.



**RINOT 3F [RINO3F], SIPVA 3F [SIPV3F]
 SIPVA 3G [SIPV3G]
 RWY 34R DEPARTURES**

CAT A & B

FOR RUSSIAN USERS ONLY

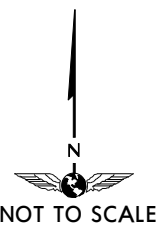


SIPVA
 N53 06.4 E160 02.0
 Between
FL70 & FL250

KHALAKTYRKA
***685 HY**
 N53 00.0 E158 47.6
 At
6210' (6079')

① 165° from ARP between 11.3 NM and 18.9 NM do not fly WEST below 3420' (3289').

RINOT
 N52 22.1 E158 59.9
 At or above
FL130



These SIDs require minimum climb gradients of
RINOT 3F, SIPVA 3F: 5.7% until PR.
SIPVA 3G: 3.9% until HY.

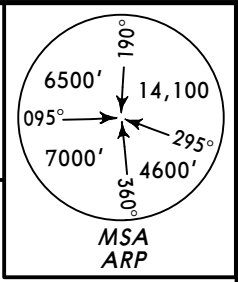
Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
5.7% V/V (fpm)	433	577	866	1154	1443	1732

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1120'	(989' - 300m)
3420'	(3289' - 1000m)
4400'	(4269' - 1300m)
6210'	(6079' - 1850m)
8010'	(7879' - 2400m)

UHPP/PKC **JEPPESEN** **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 15 AUG 14 **(10-3P)** **Eff 21 Aug** **SID**

Apt Elev
131'

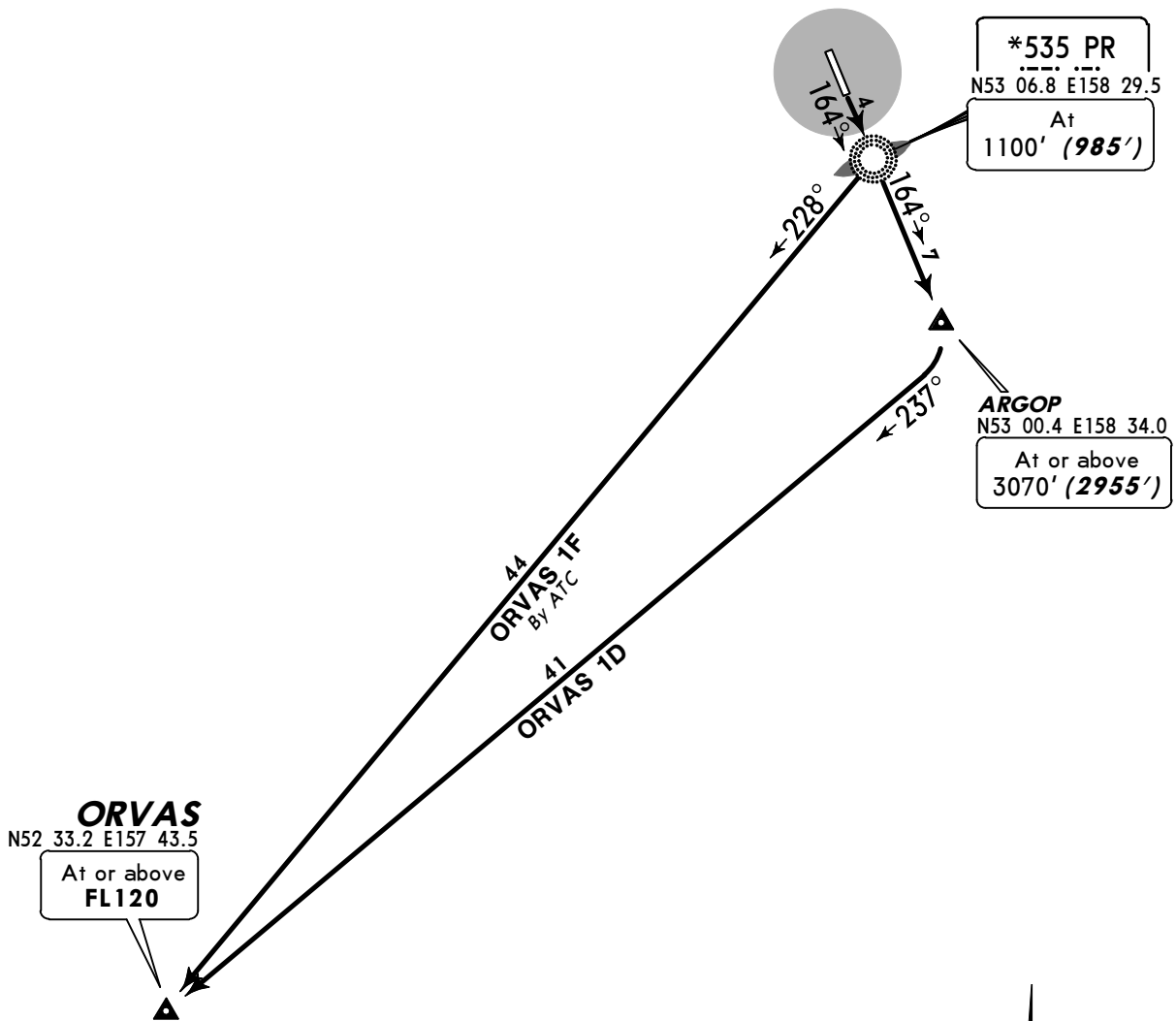
QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8010' (7895')
 Mountainous terrain.



ORVAS 1D [ORVA1D], ORVAS 1F [ORVA1F]
RWY 16L DEPARTURES

CAT A & B

FOR RUSSIAN USERS ONLY



These SIDs require minimum climb gradients of

ORVAS 1D: 5.0% until ARGOP.
ORVAS 1F: 5.0% until PR, then 4.1% up to ORVAS.

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

ALT/HEIGHT CONVERSION

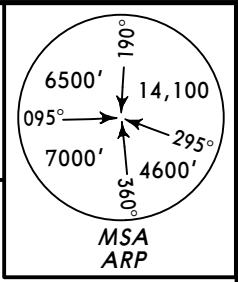
QNH (QFE)

1100'	(985' - 300m)
3070'	(2955' - 900m)
8010'	(7895' - 2400m)

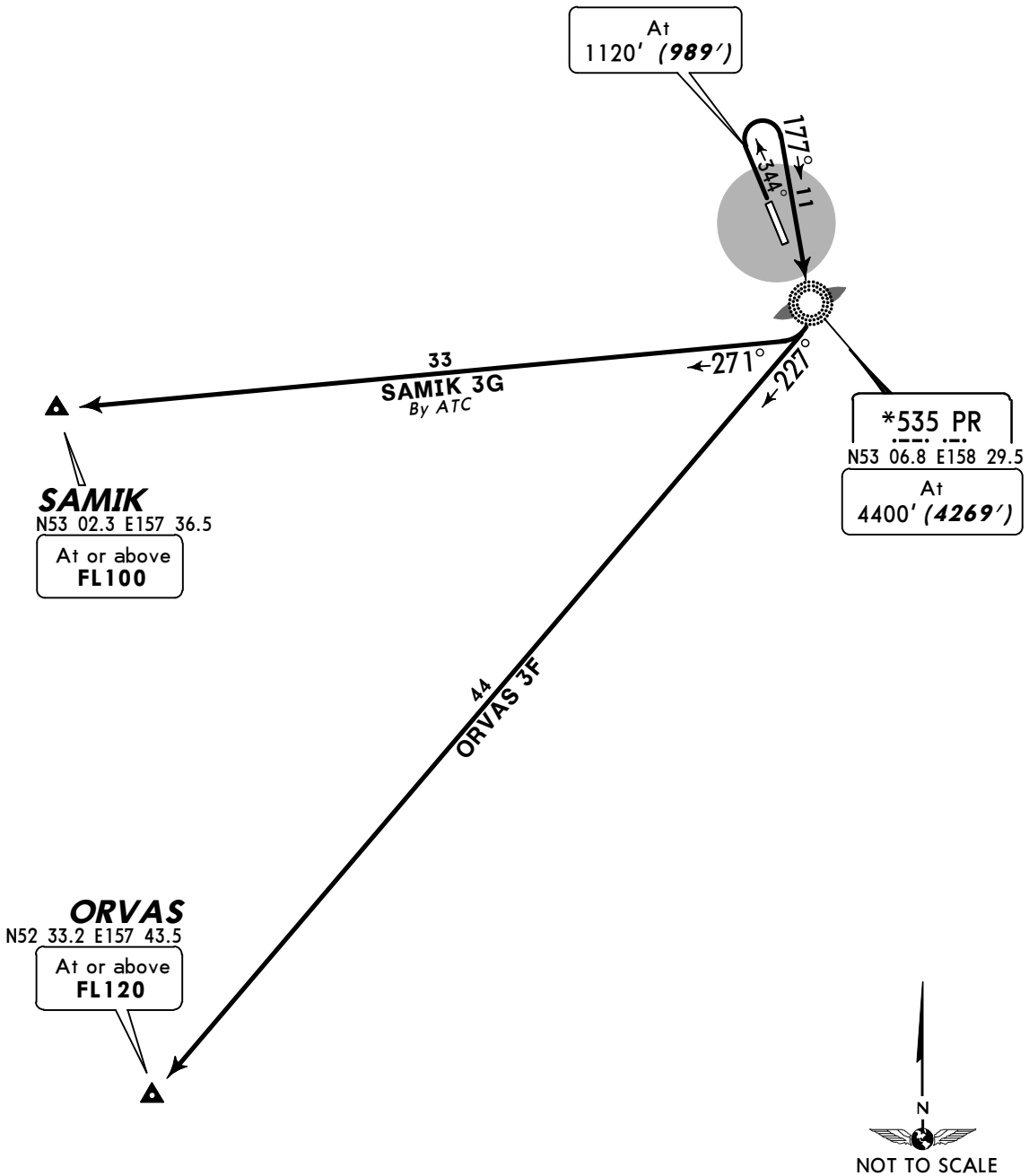
UHPP/PKC **JEPPESEN** **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 15 AUG 14 **10-3Q** **Eff 21 Aug** **SID**

Apt Elev
131'

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



ORVAS 3F [ORVA3F]
SAMIK 3G [SAMI3G]
RWY 34R DEPARTURES
CAT A & B
FOR RUSSIAN USERS ONLY



These SIDs require minimum climb gradients of
ORVAS 3F, SAMIK 3G: 5.7% up to PR.

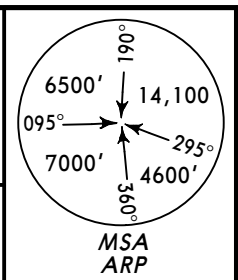
Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732

ALT/HEIGHT CONVERSION

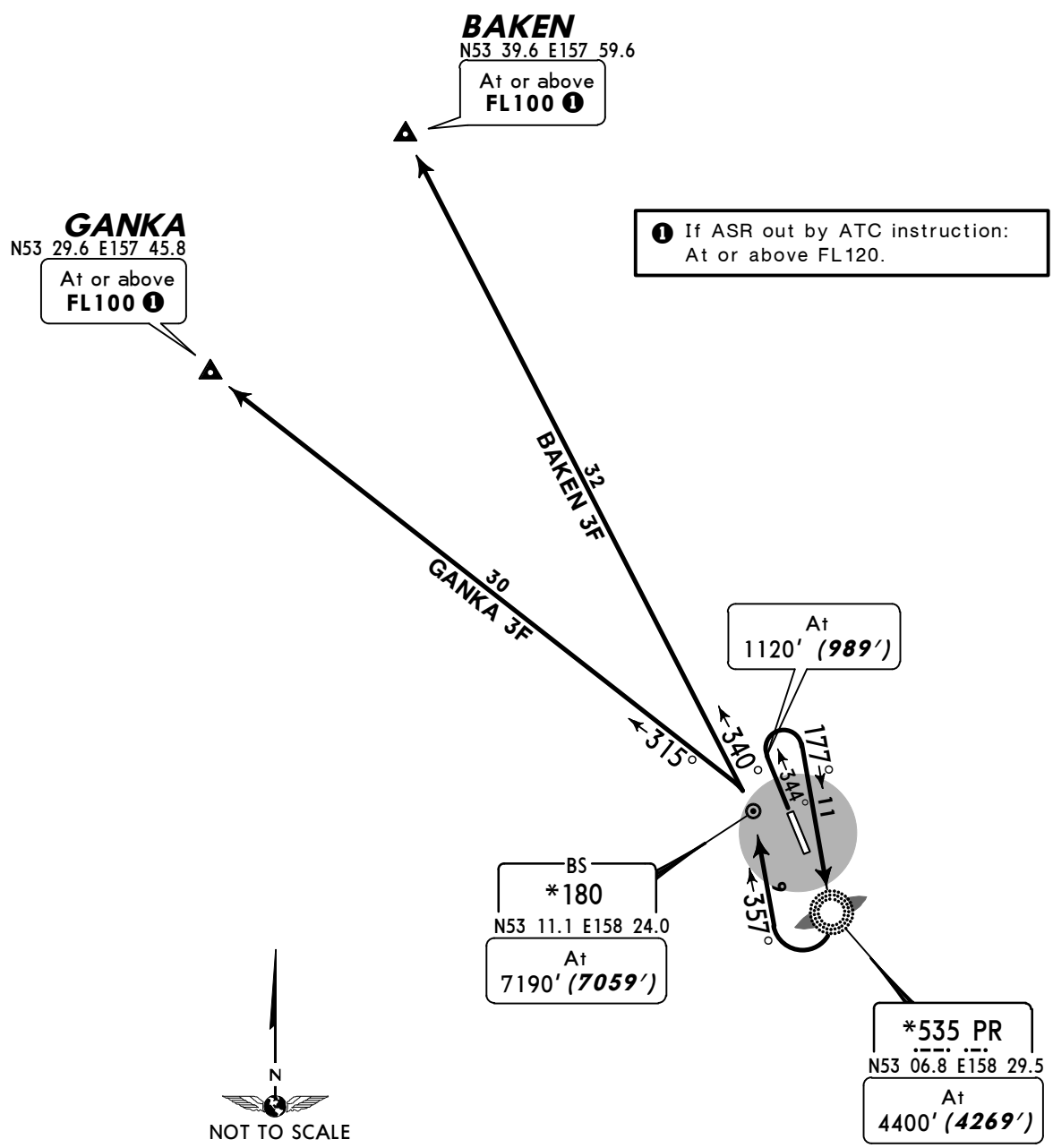
QNH	(QFE)
1120'	(989' - 300m)
4400'	(4269' - 1300m)
8010'	(7879' - 2400m)

Apt Elev
131'

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



BAKEN 3F [BAKE3F], GANKA 3F [GANK3F]
RWY 34R DEPARTURES
CAT A & B
FOR RUSSIAN USERS ONLY



These SIDs require minimum climb gradients of 5.7% up to BS.

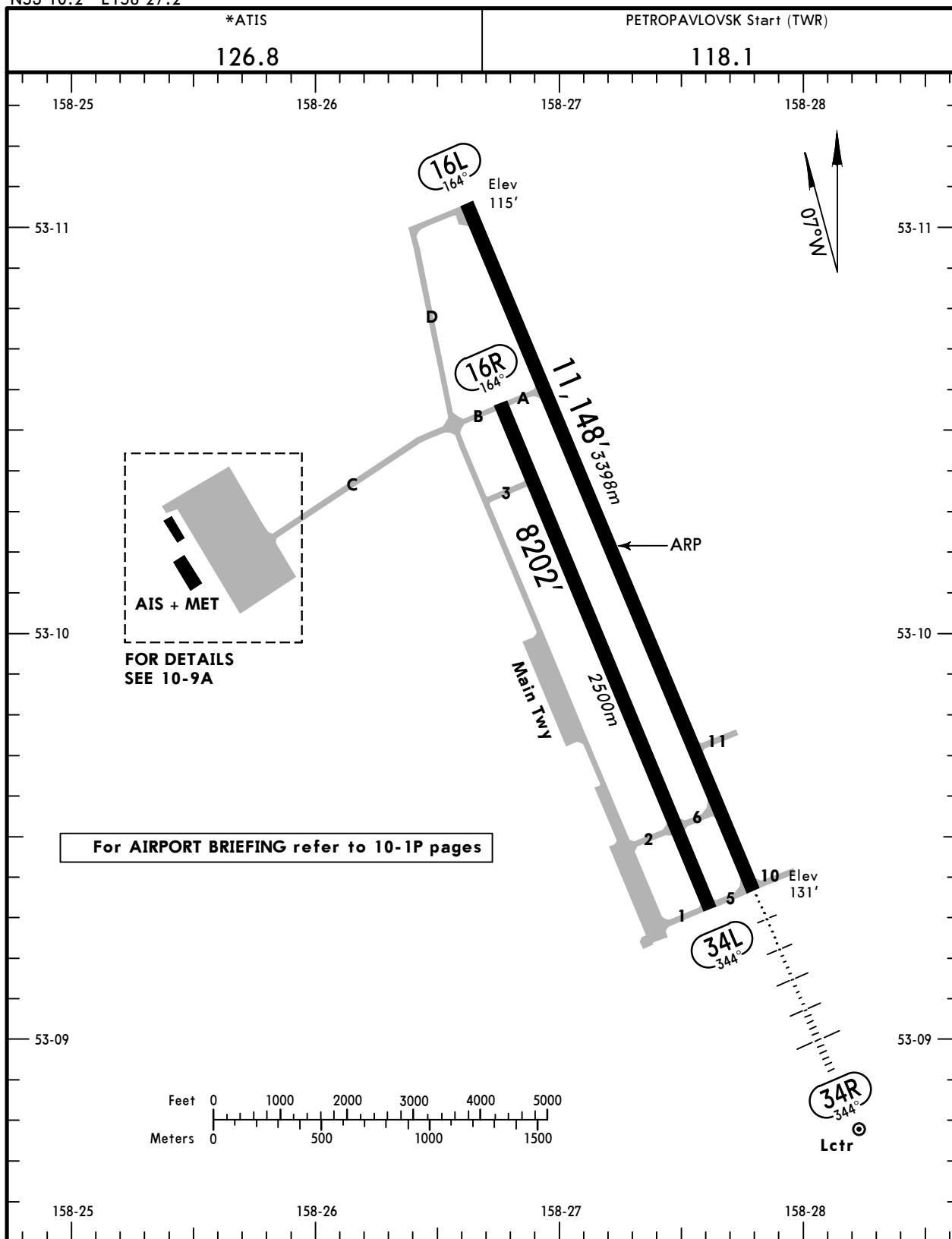
Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732

ALT/HEIGHT CONVERSION

QNH	(QFE)
1120'	(989' - 300m)
4400'	(4269' - 1300m)
7190'	(7059' - 2150m)
8010'	(7879' - 2400m)

UHPP/PKC **JEPPESEN PETROPAVLOVSK - KAMCHATSKY, RUSSIA** YELIZOVO

Apt Elev **131'** 23 JAN 15 **(10-9)** Eff 5 Feb
 N53 10.2 E158 27.2



For AIRPORT BRIEFING refer to 10-1P pages

AIS + MET
 FOR DETAILS SEE 10-9A

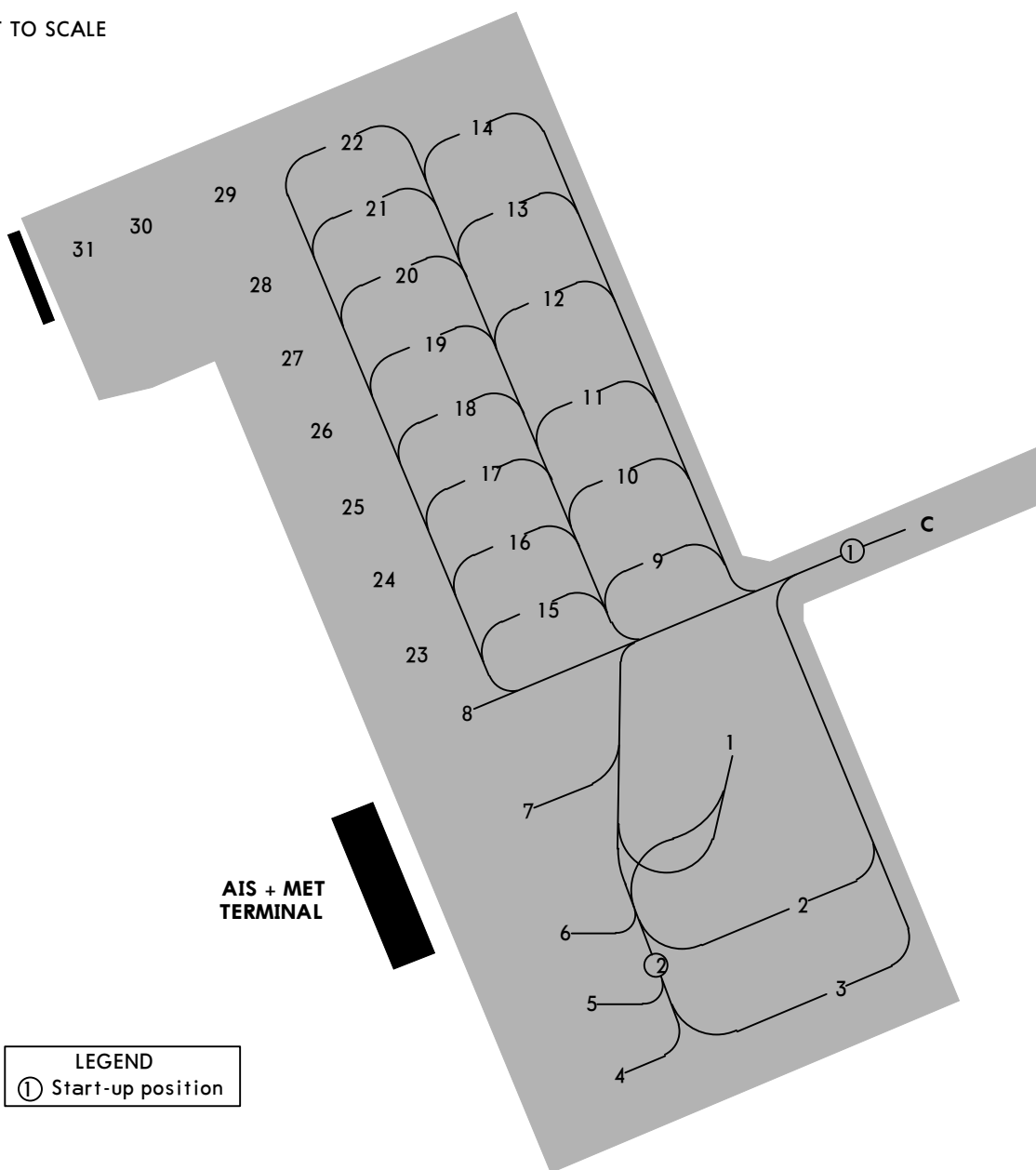
ADDITIONAL RUNWAY INFORMATION						
RWY	USABLE LENGTHS				TAKE-OFF	WIDTH
	LANDING BEYOND					
	Threshold	Glide Slope				
16L	HIRL (60m)	RVR			①	197' 60m
34R	HIRL (60m) HIALS PAPI-L (angle 2.67°)	RVR		10,115' 3083m		
① TAKE-OFF RUN AVAILABLE						
RWY 16L:		RWY 34R:				
From rwy head		From rwy head				
twy A int		twy 6 int				
11,148' (3398m)		11,148' (3398m)				
8163' (2488m)		9836' (2998m)				
16R					197' 60m	
② 34L						
② Rwy is used for taxiing only and closed for CIV acft.						

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

23 JAN 15 **10-9A** Eff 5 Feb

YELIZOVO

NOT TO SCALE



LEGEND
① Start-up position

TAKE-OFF

AIR CARRIER (JAA)
Rwy 16L/34R

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

UHPP/PKC

JEPPESEN

Standard

11 OCT 13
Eff 17 Oct 10-9S

PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO

STRAIGHT-IN RWY	A	B	C	D
34R				
ILS ①	331' (200')	331' (200')	331' (200')	331' (200')
FULL	R550m	R550m	R550m	R550m
Limited	R750m	R750m	R750m	R750m
ALS out	R1200m	R1200m	R1200m	R1200m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
2 NDB ①②③	490' (359')	490' (359')	490' (359')	490' (359')
	R900m	R900m	R900m	R900m
ALS out	R1500m	R1500m	R1600m	R1600m
2 NDB ①④	1120' (989')	1120' (989')	1120' (989')	1120' (989')
	C4000m	C4000m	C4200m	C4200m
ALS out	C4700m	C4700m	C4900m	C4900m
NDB ①②③	600' (469')	600' (469')	600' (469')	600' (469')
	R1500m	R1500m	R1500m	R1500m
ALS out	R1500m	R1500m	C2200m	C2200m
NDB ①④	1190' (1059')	1190' (1059')	1190' (1059')	1190' (1059')
	C4300m	C4300m	C4500m	C4500m
ALS out	C5000m	C5000m	C5000m	C5000m

- ① Missed apch climb grad MIM 3.2%.
- ② Continuous Descent Final Approach.
- ③ with FAF.
- ④ w/o FAF.

CIRCLE-TO-LAND ⑤	A	B	C	D
to rwy 16L	810' (695')	810' (695')	1400' (1285')	1400' (1285')
	ceil 470m-V3000m	ceil 470m-V3000m	ceil 520m-V5000m	ceil 520m-V5000m

- ⑤ Circling height based on rwy 16L thresh elev of 115'.

TAKE-OFF RWY 16L, 34R

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

UHPP/PKC
YELIZOVO

11 OCT 13
Eff 17 Oct

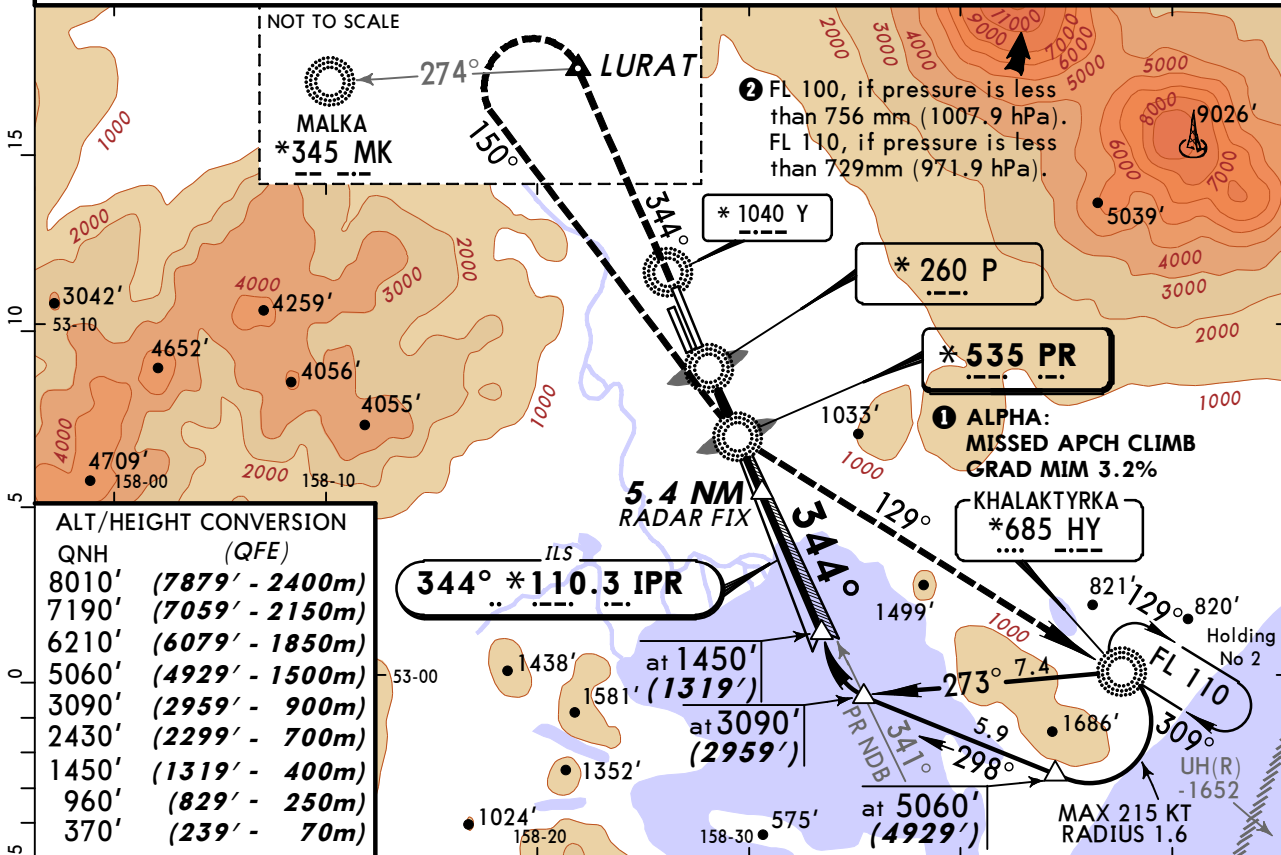
11-1

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
ILS or 2 NDB or NDB Rwy 34R

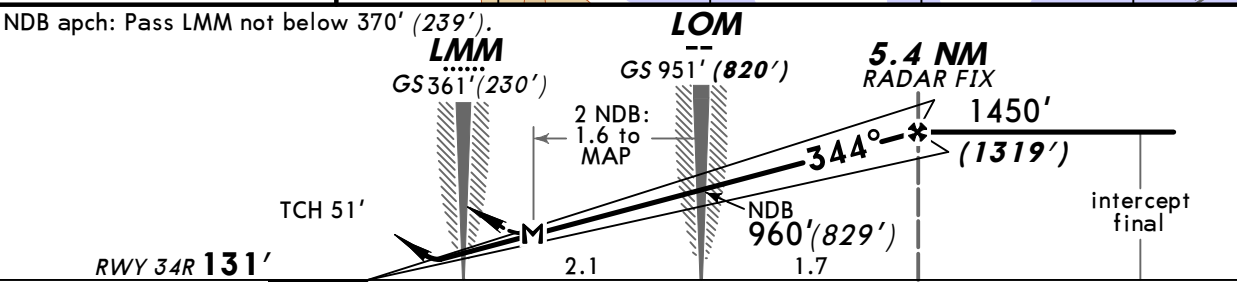
*ATIS 126.8		PETROPAVLOVSK Krug (RDR) 119.4		PETROPAVLOVSK Start (TWR) 118.1		<p>MSA ARP</p>
LOC IPR *110.3	Final Apch Crs 344°	GS LOM 951' (820')	ILS DA(H) 331' (200')	Apt Elev 131'		
NDB PR *535		Minimum Alt 5.4 NM RADAR FIX 1450' (1319')	NDB MDA(H) Refer to Minimums	RWY 131'		

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

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



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



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

ILS	with FAF		w/o FAF		with FAF		w/o FAF			
	DA(H)	331' (200')	MDA(H)	490' (359')	MDA(H)	1120' (989')	MDA(H)	600' (469')	MDA(H)	1190' (1059')
FULL	ALS out		ALS out		ALS out		ALS out		ALS out	
A					1400m	2200m			3200m	
B	RVR 720m VIS 800m	1200m	1400m	2200m	1600m	2400m	1900m	2700m		
C					4000m	4800m			4000m	4800m
D			1800m		4400m		2300m		4400m	

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

CHANGES: TCH. FAF established.

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PANS OPS

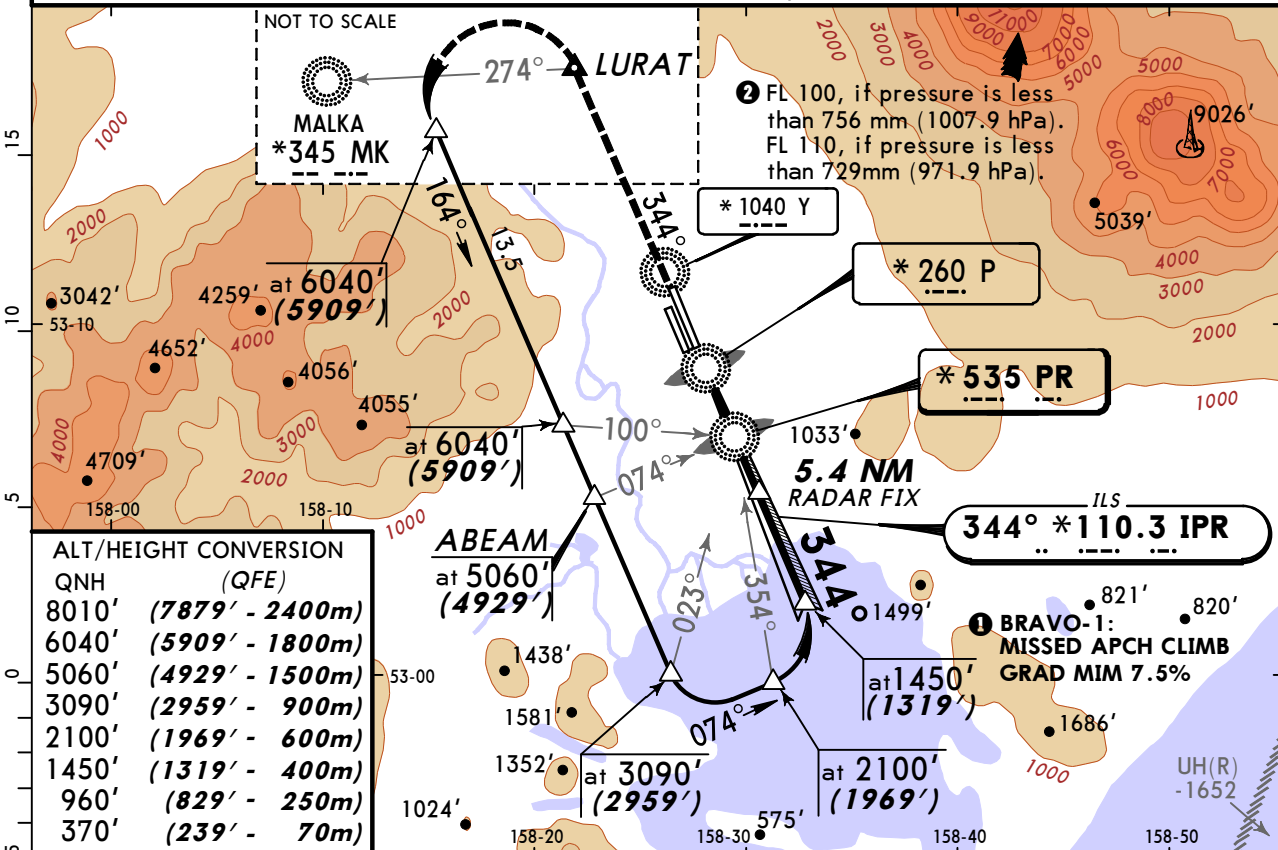
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 11 OCT 13 Eff 17 Oct (11-2) ILS or 2 NDB or NDB Rwy 34R

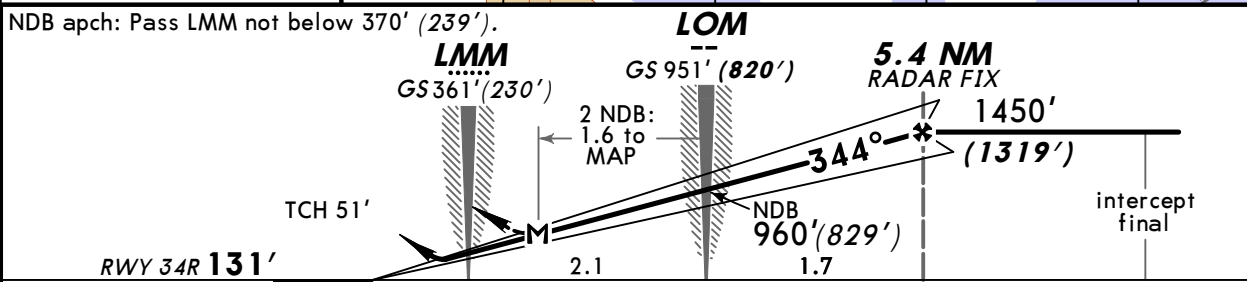
*ATIS 126.8 LOC IPR *110.3 NDB PR *535	PETROPAVLOVSK Krug (RDR) 119.4 Final Apch Crs 344° Minimum Alt 5.4 NM RADAR FIX 1450' (1319')	PETROPAVLOVSK Start (TWR) 118.1 GS LOM 951' (820') ILS DA(H) 331' (200') NDB MDA(H) Refer to Minimums	Apt Elev 131' RWY 131' <div style="text-align: center;"> </div> MSA ARP
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MISSED APCH: Climb on 344° to 5060' (4929'), then turn LEFT onto 164° climbing to 6040' (5909'), then according to chart.

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



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



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

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

① Missed apch climb gradient mim 7.5% up to 5060' (4929'). ② LOC (GS out): NOT AUTH.

UHPP/PKC
YELIZOVO

11 OCT 13
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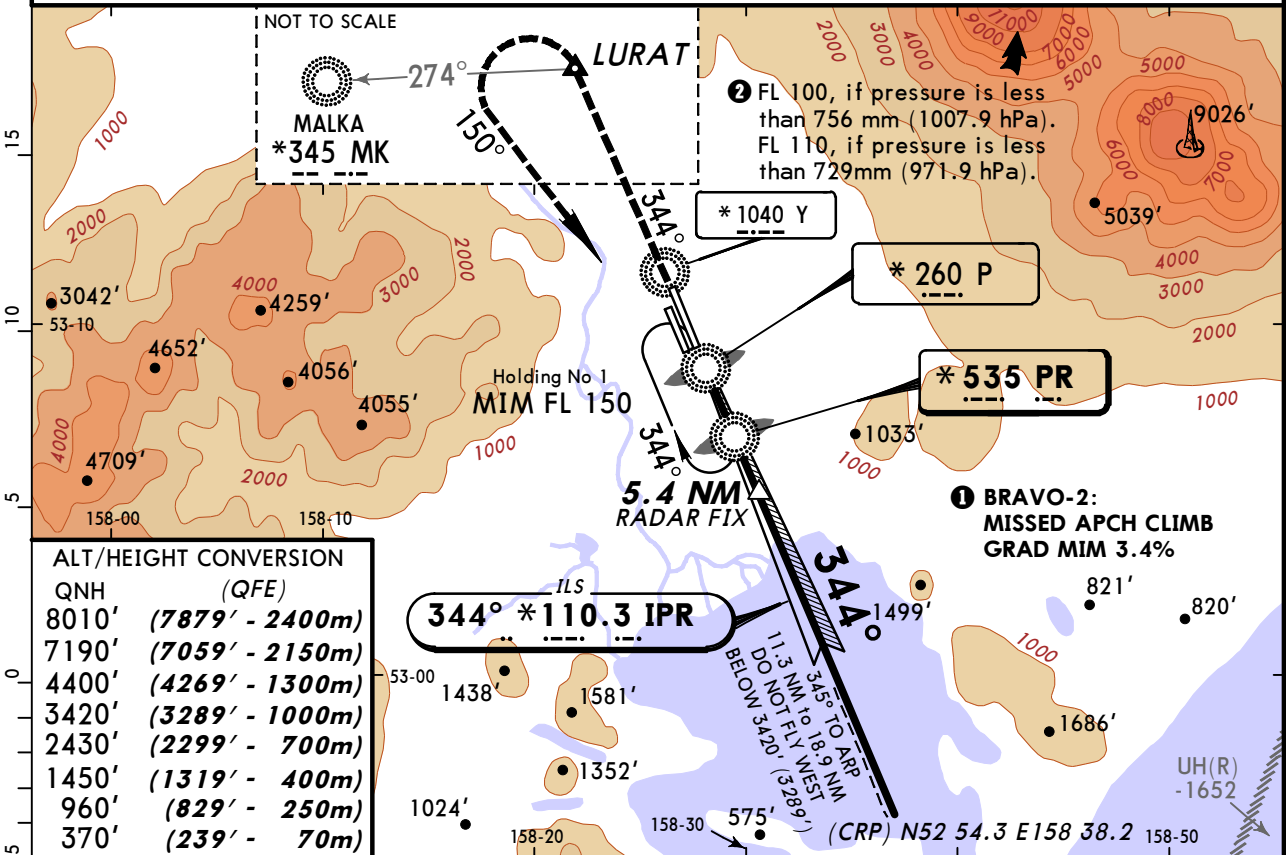
11-3

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
ILS or 2 NDB or NDB Rwy 34R

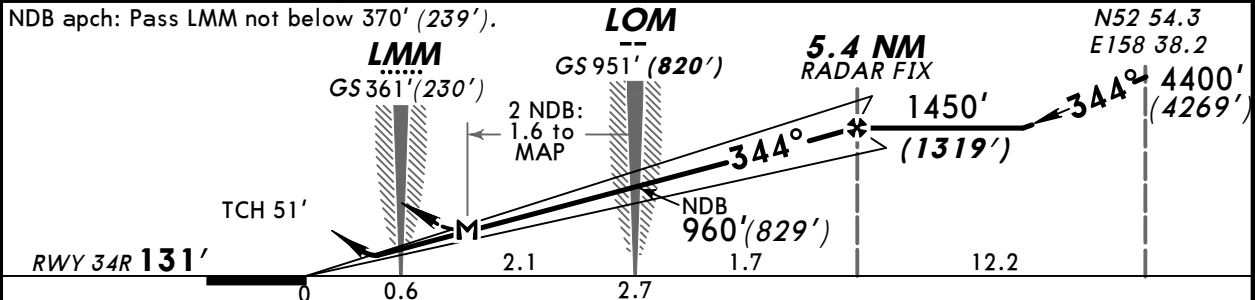
*ATIS 126.8		PETROPAVLOVSK Krug (RDR) 119.4		PETROPAVLOVSK Start (TWR) 118.1		
LOC IPR *110.3	Final Apch Crs 344°	GS LOM 951' (820')	ILS DA(H) 331' (200')	Apt Elev 131'		
NDB PR *535		Minimum Alt 5.4 NM RADAR FIX 1450' (1319')	NDB MDA(H) Refer to Minimums	RWY 131'		

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

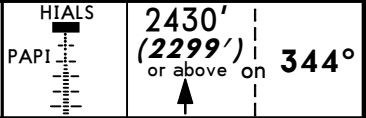
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 ② Trans alt: 8010' (7879')



QNH (QFE)	
8010' (7879' - 2400m)	
7190' (7059' - 2150m)	
4400' (4269' - 1300m)	
3420' (3289' - 1000m)	
2430' (2299' - 700m)	
1450' (1319' - 400m)	
960' (829' - 250m)	
370' (239' - 70m)	



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



STRAIGHT-IN LANDING RWY 34R 1 2								
ILS		with FAF 2 NDB		w/o FAF		PR NDB		
DA(H) 331' (200')	with FAF	MDA(H) 490' (359')	with FAF	MDA(H) 1120' (989')	with FAF	MDA(H) 600' (469')	MDA(H) 1190' (1059')	
FULL	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	
A			1400m	2200m			3200m	
B	RVR 720m VIS 800m	1200m	1400m	2200m	1600m	2400m	1900m	2700m
C			4000m	4800m			4000m	4800m
D		1800m	4400m		2300m		4400m	

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

CHANGES: TCH. FAF established.

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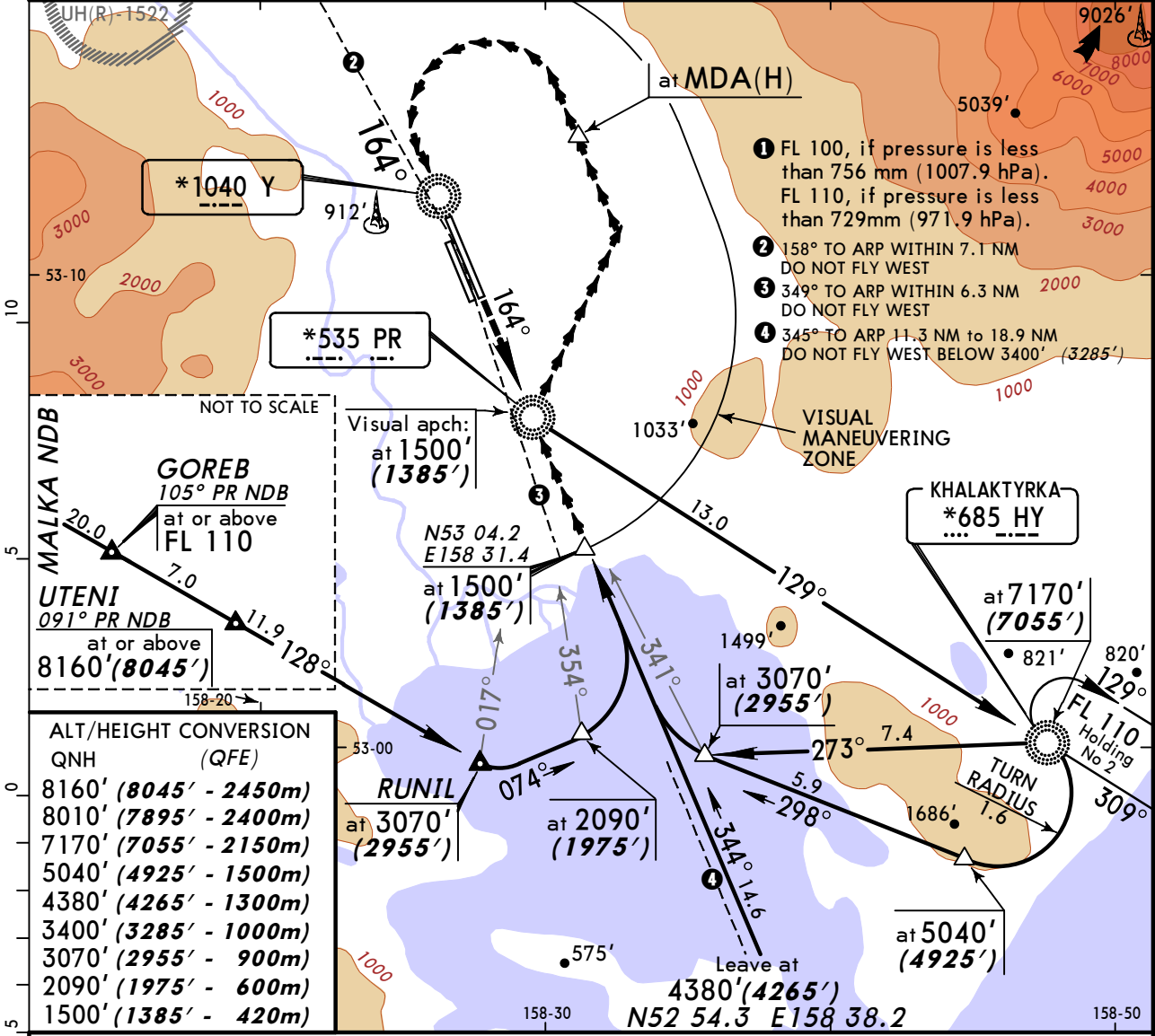
UHPP/PKC
YELIZOVO

JEPPESEN
11 OCT 13
Eff 17 Oct
19-10

PETROPAVLOVSK-KAMCHATSKY, RUSSIA
CIRCLING Rwy 16L

*ATIS	PETROPAVLOVSK Krug (RDR)	PETROPAVLOVSK Start (TWR)	<p>MSA ARP</p>
126.8	119.4	118.1	
VISUAL	<i>Final Apch Crs</i> 164°	No FAF	<i>MDA(H)</i> Refer to Minimums
MISSED APCH: Climb on 164° to 2090' (1975'), then turn LEFT to holding No 2/HY NDB climbing to 7170' (7055'), then according to chart.			<i>Apt Elev 131'</i> RWY 115'

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 **1** Trans alt: 8010' (**7895'**)



ALT/HEIGHT CONVERSION
QNH (QFE)

8160' (8045' - 2450m)
8010' (7895' - 2400m)
7170' (7055' - 2150m)
5040' (4925' - 1500m)
4380' (4265' - 1300m)
3400' (3285' - 1000m)
3070' (2955' - 900m)
2090' (1975' - 600m)
1500' (1385' - 420m)

	2090' (1975') on 164°
LANDING RWY 16L 1	
CEILING REQUIRED	

	MDA(H)	CEIL-VIS
A	810' (695')	470m - 3000m
B	1400' (1285')	520m - 5000m
C		
D		

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

Chart changes since cycle 12-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PETROPAVLOVSK-KAMCHATSKY, (YELIZOVO - UHPP)				
REV	AIRPORT BRIEFING (GEN)	10-1P	12 Jun 2015	25 Jun 2015
REV	AIRPORT BRIEFING (ARR, DE...	10-1P1	12 Jun 2015	25 Jun 2015
REV	AIRPORT, AIRPORT INFO	10-9	12 Jun 2015	25 Jun 2015
REV	PARKING, TAKE-OFF MNMS	10-9A	12 Jun 2015	25 Jun 2015

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHPP