JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: ST PETERSBURG RUS
ICAO/IATA: ULLI / LED
Lat/Long: N59° 48.02', E030° 15.75'
Elevation: 79 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 11.0° E

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

Sunrise: 0559 Z
Sunset: 1428 Z

Runway Information

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

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

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

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

Communication Information

ATIS: 127.300
ATIS: 127.400 Non-English
Pulkovo Tower: 133.500
Pulkovo Tower: 129.000 Secondary
Pulkovo Tower: 128.000 Secondary
Pulkovo Tower: 118.700
Pulkovo Tower: 118.100
Pulkovo Ground: 129.000 Secondary
Pulkovo Ground: 128.000 Secondary
Pulkovo Ground: 121.700
Pulkovo Apron Ramp/Taxi: 120.900
Pulkovo Ramp/Taxi: 119.000
Pulkovo Clearance Delivery: 129.000 Secondary
Pulkovo Clearance Delivery: 121.900
Pulkovo Clearance Delivery: 128.000 Secondary
Petersburg Approach: 119.300
Petersburg Approach: 125.200
Petersburg Approach: 128.000 Secondary
Petersburg Approach: 129.000 Secondary
Sankt-Petersburg Control Terminal Control Area: 132.000
Sankt-Petersburg Control Terminal Control Area: 126.000
Pulkovo Krug Radar: 129.000 Secondary
Pulkovo Krug Radar: 128.000 Secondary
Pulkovo Krug Radar: 120.300
Pulkovo Transit Operations: 131.800
Petersburg Emergency: 123.100
Petersburg Control: 124.000

1. GENERAL

1.1. ATIS

ATIS 127.3
127.4 (Russian)

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

LVP shall be applied when RVR is less than 550m and/or ceiling is less than 197'/60m.

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

The flight crew must report the execution of landing, the vacation of RWY including the vacation of RWY after crossing during taxiing. ACFT are not allowed to hold at a position closer to RWY than the limit of the RWY holding position, which is the limit of ILS critical area.

1.2.2. STANDARD TAXI ROUTES OF ACFT OPERATING CAT III FLIGHTS

1.2.2.1. LANDING

The flight crew shall vacate RWY 10L:

- Along TWY B2 or along TWY B1 to apron 3;
- Along Main TWY B to apron 1.

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

The flight crew shall vacate RWY 28R:

- Along Main TWY B and taxi along TWY B5 to apron 1;
- Along Main TWY B and B1 to apron 3.

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

ACFT taxiing to apron 3 must request a permission to cross RWY 10L/28R from TWR standing at the red stop bar at day marking of MAIN TWY B with "28R CAT III" sign. It is prohibited to cross the RWY during taxiing without TWR permission. RWY vacation shall be reported to TWR.

1.2.2.2. DEPARTURE

Taxiing on aprons 1 and 3 shall be carried out only after Follow-me car.

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

- From apron 1 shall be carried out by GND controller's permission after Follow-me car to Main TWY B.

  The flight crew shall changeover to TWR by GND controller's instruction and continue taxiing to red stop bar with "10L" sign.
- From apron 3 shall be carried out by GND controller's permission after Follow-me car onto TWY B1 to the red stop bar lights with "28R" sign.

  The flight crew shall changeover to TWR by GND controller's instruction for crossing the RWY.

The flight crew shall report the vacation of RWY to TWR and, by instruction, changeover to GND to continue taxiing after Follow-me car along Main TWY B to TWY B5. By GND controller's instruction the flight crew shall changeover to TWR and continue taxiing to red stop bar with "10L" sign.

1. GENERAL

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

- From apron 1 shall be carried out by GND controller's permission after Follow-me car to Main TWY B and then to the RIGHT along Main TWY B to red stop bar with "28R CAT III" sign.

  The flight crew shall changeover to TWR by GND controller's instruction.
- From apron 3 shall be carried out by GND controller's permission after Follow-me car to TWY B1 to red stop bar with "28R" sign.

  The flight crew shall changeover to TWR by GND controller's instruction.

If there is an ACFT on the final approach, the departing ACFT shall wait for the line-up clearance at red stop bar with "28R CAT III" sign. If there is no ACFT on the final approach, the departing ACFT shall wait for the line-up clearance at red stop bar with "28R" sign.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. OPERATIONS OF MODE S TRANSPONDER WHEN ACFT IS ON GROUND

In order to improve ground movement control, the flight crew of ACFT equipped with the Mode S transponder must ensure that the Mode S transponder is able to operate during ACFT ground movement.

During departure - the flight crew shall:

- Select the assigned code (squawk) and activate the Mode S transponder from request for towing or taxiing whichever is earlier.

After landing - the flight crew shall:

- Keep the Mode S transponder activated until the ACFT is parked on stand;
- Set the Mode A code 2000 immediately after parking on the stand and before selecting OFF or STAND-BY.

Activation of the Mode S transponder means selecting AUTO mode, ON, XPNDR, or the equivalent according to specific installation. Selection of the STAND-BY mode will NOT activate the Mode S transponder.

The flight crew of ACFT equipped with Mode S having an ACFT identification feature must also set the ACFT identification specified in Item 7 of ICAO Flight Plan.

The ACFT identification must be entered before the request for towing or taxiing, whichever is earlier, through the FMS or the transponder control panel.

1.4. RWY PROCEDURES

1.4.1. SIMULTANEOUS USE OF PARALLEL RWYs

RWYs as a rule are used in the mode of segregated parallel operations (one RWY for take-off, the other RWY for landing) in the following combination:

- RWY 10L for take-off, RWY 10R for landing;
- RWY 28R for take-off, RWY 28L for landing.

In the periods of increased intensity of arriving ACFT air traffic the mode of simultaneous dependent parallel approaches can be used.

1. GENERAL

1.5. TAXI PROCEDURES

It is prohibited to cross stop bars and occupy RWY holding position when stop bars are illuminated, even if clearance from TWR controller has been obtained.

Simultaneous taxiing via routes C, D and routes D, E on apron 1 is prohibited.

Through taxiing with MAX wingspan 118'/36m allowed on apron 1 taxi route C and E (simultaneous taxiing) and on apron 6.

Through taxiing with MAX wingspan 213'/65m allowed on apron 1 taxi route F.

Through taxiing with MAX wingspan 262'/80m allowed on apron 1 taxi route D.

TWYs B8 and B9 MAX wingspan 138'/42m.

Taxiing of ACFT with MAX wingspan 118'/36m into stands 138, 141, 143 and 145 (facing Southeast) permitted after Follow-me car.

Taxiing of ACFT with MAX wingspan 118'/36m out of stands 138, 141, 143 and 145 after Follow-me car:

- From stands 138, 141, 143 and 145 to route E towards MAIN TWY A only when stands 137, 140, 142, 144 are vacant respectively;
- From stands 138, 145 to route E towards MAIN TWY B;
- From stands 141, 143 to route E towards MAIN TWY B only when stands 142, 144 are vacant respectively;
- From stand 141 to route C;
- From stand 143 when stands 142, 144 are occupied simultaneously only by towing.

Through taxiing with MAX wingspan 118'/36m after Follow-me car allowed:

- Through stands 130 and 146 from taxi route F to D and C;
- Through stands 137 and 141 from taxi route F to E, D and C;
- From taxi routes C or E to D;

and backwards.

Taxiing of ACFT with wingspan between 138'/42m and 174'/53m via taxi route from abeam stand 307 to abeam stand 313 by towing.

After vacating RWY 28L via TWY A4, ACFT must proceed without stopping via MAIN TWY A to TWY A2. Further taxiing via MAIN TWY A and apron to the assigned stand shall be executed strictly by the instruction of GND controller.

1.6. PARKING INFORMATION

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

Enter stands 150, 152 thru 152B, 153A, 153B, 154A thru 155B and 156 thru 156B (facing Southeast) by towing.

Exit stands 101 thru 109B, 150 thru 152B, 153A, 153B, 154A thru 156B (facing Northwest), 301 thru 301B, 308 thru 319, 605A, 605C and 605D by towing.

Use of stands 252 thru 260, 379, 390, 391, 393 thru 395 and 500 thru 509 by towing.

Stands 257 thru 260 available for helicopters.

Use of stands 390 thru 395 via TWY B10 for ACFT with MAX length 123'/37.6m and MAX wingspan 112'/34.1m by towing only.

Towing to/from the hangar via stand 383 is permitted:

- For ACFT with MAX length 100'/30.5m and MAX wingspan 100'/30.5m when stands 383 and 384 are vacant;
- For ACFT with MAX length 89'/27m and MAX wingspan 72'/22m when stand 838 is vacant.

Towing to/from the hangar from stand 313 is permitted via vacant stands 380 thru 385 for ACFT with MAX length 152'/46.2m and MAX wingspan 138'/42m.

1. GENERAL

Enter stands 600 thru 604E (facing South) by towing. Exit stands 600 thru 604E (facing North) by towing.

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

Enter stands 700 thru 704A after Follow-me car, exit by towing.

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

Exit stands 606D, 607D, 608D, 609D, 610D, 611D and 612D (all facing South); use of stands 606D, 609D, 610D, 611D and 612D (all facing North) by push-back.

Taxiing on apron 3 only after Follow-me car.

1.7. COMMUNICATION FAILURE PROCEDURE

In case of radio communication failure:

- Take measures to re-establish the lost radio communication using VH frequency 4672 kHz, emergency frequency 121.500 MHz, communication with other ACFT and ATS units;
- Carry out approach in accordance with the procedures established for radio communication failure;
- Monitor LOM and DVOR frequencies for ATS unit instructions and information;
- Proceed to alternate aerodrome in case of unsuitable meteorological conditions at Sankt-Peterburg/Pulkovo aerodrome.

The flight crew can use the following phone numbers at all times:

- Flight Control Officer of Sankt-Peterburg Area Control Center: +7 (812) 305-17-84, +7 (812) 704-35-31;
- Flight Control Officer of Sankt-Peterburg TMA Control Center: +7 (812) 305-17-20, +7 (812) 704-37-42;
- Flight Control Officer of Sankt-Peterburg TWR: +7 (812) 305-17-74, +7 (812) 704-36-57.

1.8. OTHER

Birds in vicinity of APT.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

When flying below FL 100 the indicated airspeed shall not be more than 270 KT. On final stage of approach maintain 160 KT minimum up to 4.3 NM from THR.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

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

2.2.2. APPROACH PHASE

Restrictions

Between 2300-0700LT RWYs 10R/28L are preferential for landing, depending on meteorological, operational and air traffic conditions.

2.2.3. REVERSE THRUST

Reverse thrust (except idle thrust) is allowed only for ensuring flight safety.

2.3. COMMUNICATION FAILURE PROCEDURE

2.3.1. ARRIVAL PROCEDURE

If the ATS unit has assigned STAR, proceed along the assigned STAR route at last flight level assigned by the controller and acknowledged by the flight crew; descent shall be carried out after passing LOM of the chosen RWY.

If STAR route has not been assigned and radio communication failure has occurred under radar vectoring, the ACFT shall proceed to LOM of the RWY-in-use via the shortest distance at last flight level assigned by the controller and acknowledged by the flight crew. Descent shall be carried out after passing LOM.

Note 1: By monitoring the localizer the pilot must make sure that the chosen RWY is the RWY-in-use. Localizers of other RWYs must be switched off for the time of approach of the ACFT with radio communication failure.

Note 2: If necessary, the flight crew is recommended to carry out a low pass over the RWY and then carry out repeated approach and land. Visual signals shall be shown by ground services provided that landing on the given RWY is impossible.

The following holding areas have been established for descent and approach in case of radio communication failure:

- For RWY 10L - standard racetrack holding pattern over LOM PU, inbound leg 095° track, Right turns, minimum ALT 3500';
- For RWY 28R - standard racetrack holding pattern over LOM PL, inbound leg 275° track, Left turns, minimum ALT 3500';
- For RWY 10R - standard racetrack holding pattern over LOM PK, inbound leg 095° track, Right turns, minimum ALT 3500';
- For RWY 28L - standard racetrack holding pattern over LOM PO, inbound leg 275° track, Left turns, minimum ALT 3500'.

2.3.2. MISSED APPROACH PROCEDURE

If the pilot-in-command decides to land after a missed approach, he shall carry out the appropriate procedure within 3 minutes. Then he shall start climbing to 3500' and proceed via the shortest distance to the LOM of the RWY-in-use, and then, after crossing LOM, descend by racetrack pattern and carry out approach.

If the pilot-in-command decides to proceed to an alternate aerodrome after a missed approach, he shall carry out the appropriate procedure within 3 minutes. Then he shall climb to the required flight level in accordance with the flight procedures in case of radio communication failure.

2. ARRIVAL

2.4. 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.

2.5. TAXI PROCEDURE

2.5.1. STANDARD TAXI ROUTES

Standard taxi routes are not available under low visibility conditions and in the presence of limitations on taxi routes.

If flight crew is not able to maintain assigned taxi route, the flight crew must report to ATC at first contact and get detailed taxi instruction.

Standard taxi routes after landing RWY 10R/28L:

NO.	ROUTE IDENT	TAXI INSTRUCTION	END POINT
1	T1	F-B-B8	Stands 252-263
2	T2	E-B-B8	Stands 252-263
3	T3	F-B-B9	Stands 252-263
4	T4	E-B-B9	Stands 252-263
5	T5	F-B-B11	Stands 600-612D
6	T6	E-B-B11	Stands 600-612D

3. DEPARTURE

3.1. DE-ICING

De-icing treatment of ACFT is permitted with started-up engines.

If during waiting for take-off sequence, time of validity of de-icing treatment expires, flight crew inform ATS 8-10 minutes before expiry using phrase:

"Holdover time will run out in 10 minutes".

3.2. START-UP PROCEDURE

Before starting flight, the flight crew shall obtain ATC clearance for flight operation, departure instructions, transponder code from DELIVERY.

On first contact with GND, the flight crew must report the ATIS information code letter and stand number.

Outside of operation hours of DELIVERY, obtain ATC clearance from GND controller; request vectoring if unable RNAV.

It is permitted to carry out engine start-up in the process of towing in case of absence of snow and ice on the apron.

Engine start-up for ACFT with actual take-off mass more than 150t is permitted after push-back completion only.

In case ACFT taxi for departure via MAIN TWY B, take-off from RWY 28R starting from TWY B3 preferential.

Engine start-up positions:

On all taxi routes on apron and on stands:

Apron 1: On stands 130 thru 146B, 150, 152, 152A, 152B, 153 thru 156.

Apron 2: On stands 261 thru 263.

Apron 3: On stands 302 thru 307, 380 thru 388A, 389 and 389A.

Apron 4: On stands 400 thru 411A and 412 thru 424.

Apron 5: On stands 500 thru 509.

Apron 6: On stands 600 thru 604E, 605B, 606A thru 606C, 607A thru 607D, 608A thru 610C, 611A thru 611C, 612A and 612C.

3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. GENERAL

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

3.3.2. TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall not be executed in following cases:

- Wind shear;
- Moderate turbulence;
- Icing.

Take-off shall be carried out in accordance with the noise abatement procedure of the Flight Manual. After take-off, the ACFT shall proceed according to SID, unless otherwise instructed by ATC.

Close to the Aerodrome

Pilots shall apply NADP1.

Restrictions

Between 2300-0700LT RWYs 10R/28L are preferential for take-off, depending on meteorological and air traffic conditions.

3.4. COMMUNICATION FAILURE PROCEDURE

In case of two-way radio communication failure after take-off, the ACFT shall climb according to ATC departure clearance. If initial climb clearance has been below TL, the ACFT shall climb to TL.

In case of pilot-in-command's decision to proceed to the destination aerodrome, the ACFT shall maintain for 5 minutes the flight level assigned in departure clearance or the last flight level assigned by the controller and acknowledged by the flight crew (whichever is higher), then climb to the cruising level in accordance with the flight plan.

In case of pilot-in-command's decision to land at Sankt-Peterburg/Pulkovo aerodrome, the ACFT shall proceed directly to LOM of the RWY-in-use at the flight level assigned in departure clearance or at last flight level assigned by the controller and acknowledged by the flight crew. After passing LOM descend to ALT 3500ft in accordance with racetrack pattern and carry out approach.

- for RWY 10R - standard racetrack holding pattern over LOM PK, inbound leg 095° track, Right turns, minimum ALT 3500';
- for RWY 28L - standard racetrack holding pattern over LOM PO, inbound leg 275° track, Left turns, minimum ALT 3500'.

3. DEPARTURE

3.5. TAXI PROCEDURE

If the flight crew does not have data on RNAV (GNSS) SIDs, report to DELIVERY and request vectoring.

3.5.1. STANDARD TAXI ROUTES

Standard taxi routes are not available under low visibility conditions and in the presence of limitations on taxi routes.

If flight crew is not able to maintain assigned taxi route, the flight crew must report to ATC at first contact and get detailed taxi instruction.

Standard taxi routes for take-off RWY 10R/28L:

NO.	ROUTE IDENT	START POINT	TAXI INSTRUCTION	HOLDING POINT
1	DR1	Stands 252-263	B8-B-F-A-RWY 10R	A
2	DR2	Stands 252-263	B9-B-F-A-RWY 10R	A
3	DR3	Stands 600-612D	B11-B-F-A-RWY 10R	A
4	DL1	Stands 252-263	B8-B-E-A-RWY 28L	A
5	DL2	Stands 252-263	B9-B-E-A-RWY 28L	A
6	DL3	Stands 600-612D	B11-B-E-A-RWY 28L	A

3.6. PROCEDURE FOR SIMULTANEOUS LINE-UP OF MORE THAN ONE ACFT ON THE RWY

Simultaneous line-up on one RWY for successive take-off is allowed if the following conditions are observed:

- RVR at the beginning of RWY is not less than 3000m;
- LVP are not in force;
- TWR controller maintains steady visual contact with all ACFT positioned on the RWY.

Taxiing out to line-up position shall not be executed simultaneously from MAIN TWY B and TWY B1, from TWY B1 and TWY B2, from MAIN TWY B and TWY B2, from TWY B3 and TWY B10.

When issuing clearance for line-up, TWR controller informs flight crew of the ACFT take-off sequence number and type of preceding ACFT. Flight crews shall confirm receiving above-stated information.

ULLI/LED
PULKOVO

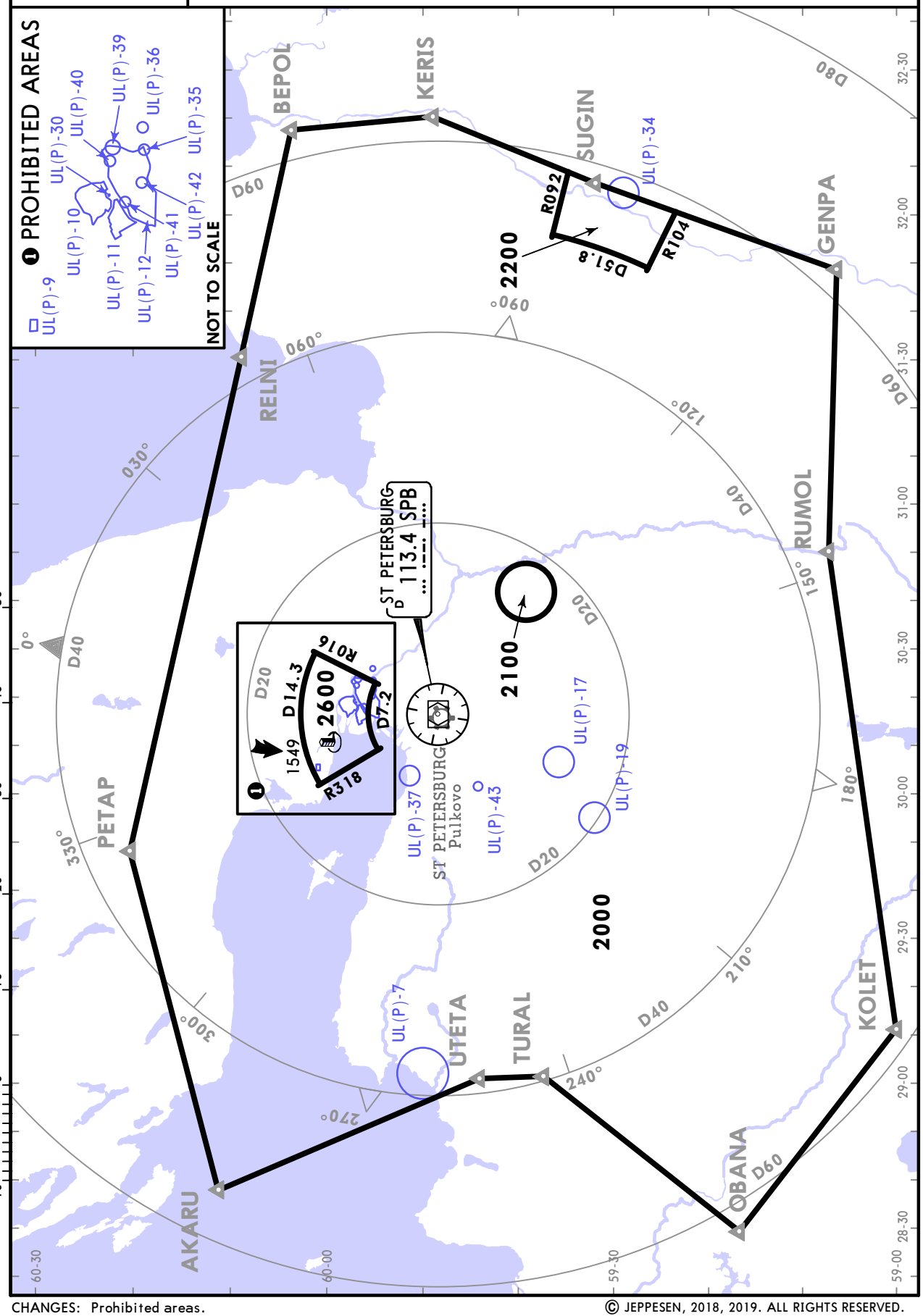
JEPPESEN ST PETERSBURG, RUSSIA

9 AUG 19 (10-1R) Eff 15 Aug

RADAR MINIMUM ALTITUDES

Apt Elev
79

Alt Set: hPa
Trans level: FL50
FL60 if pressure is less than 995.9 hPa (747 MM)
FL70 if pressure is less than 959.9 hPa (720 MM)
Trans alt: 3500
1. Chart only to be used for cross-checking of assigned altitudes while under vectoring control.
2. Altitudes are calculated for International standard atmosphere conditions. During vectoring at temperature of 0° C or below, minimum altitudes must be corrected by altimeter temperature correction.



CHANGES: Prohibited areas.

ATIS
127.3
(Russian
127.4)

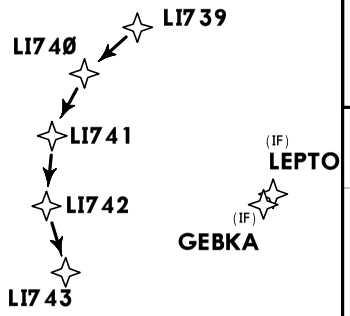
Apt Elev
79

Alt Set: hPa
Trans level: FL50
FL60 if pressure is less than 995.9 hPa (747 mm)
FL70 if pressure is less than 959.9 hPa (720 mm)
1. RNAV 1
2. GNSS required
3. Descent shall be carried out by ATC and only to the cleared level (altitude).
4. If unable to adhere to altitude or speed restrictions, advise ATC.
5. If maintaining RNAV STAR is not possible, request vectoring.
6. In case of high traffic intensity, ACFT not having onboard equipment set or crews not approved for RNAV (GNSS) can be prohibited from entering CTA or instruction for 360° turn is issued.
7. "Direct to" procedure is used, flight crew must be ready at any moment to proceed directly to assigned waypoint.

BEPOL 1A [BEPO1A], BEPOL 1W [BEPO1W]❷
RNAV (GNSS) ARRIVALS
(RWYS 10L/R)

SPEED: MAX 270 KT BELOW FL100

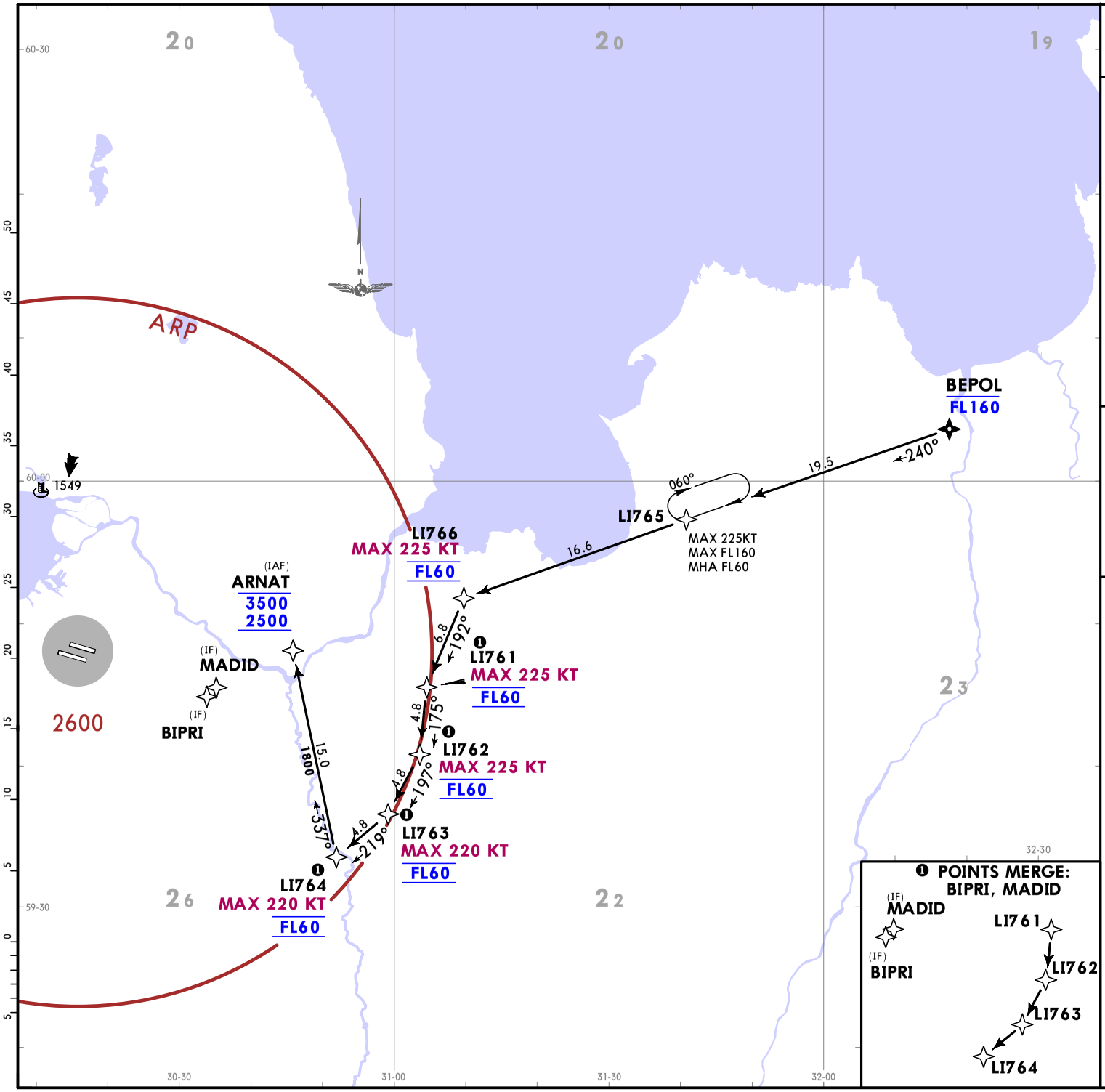
❶ POINTS MERGE: GEBKA, LEPTO



STAR is assigned for crew to calculate commencing descent and includes holdings to regulate intervals. The fuel required for following the point merge track should be included in the holding fuel.

❷ For trip fuel calculation use STAR BEPOL 1W:
BEPOL [FL260-] - LI734 [FL160+] - NANEB [3500-; 2500+].

CHANGES: STAR for fuel calculation BEPOL 1Z redesignated 1W.



ATIS	Apt Elev
127.3 (Russian 127.4)	79

Alt Set: hPa
Trans level: FL50
FL60 if pressure is less than 995.9 hPa (747 mm)
FL70 if pressure is less than 959.9 hPa (720 mm)

1. RNAV 1
2. GNSS required
3. Descent shall be carried out by ATC and only to the cleared level (altitude).
4. If unable to adhere to altitude or speed restrictions, advise ATC.
5. If maintaining RNAV STAR is not possible, request vectoring.
6. In case of high traffic intensity, ACFT not having onboard equipment set or crews not approved for RNAV (GNSS) can be prohibited from entering CTA or instruction for 360° turn is issued.
7. "Direct to" procedure is used, flight crew must be ready at any moment to proceed directly to assigned waypoint.

BEPOL 1B [BEPO1B]
BEPOL 1V [BEPO1V]❷
RNAV (GNSS) ARRIVALS
(RWYS 28L/R)

SPEED: MAX 270 KT BELOW FL100

STAR is assigned for crew to calculate commencing descent and includes holdings to regulate intervals. The fuel required for following the point merge track should be included in the holding fuel.

❷ For trip fuel calculation use STAR BEPOL 1V:
BEPOL [FL160-] - LI765 [FL160-; FL60+] - LI766 [FL60] - ARNAT [3500-; 2500+].

CHANGES: STAR for fuel calculation BEPOL 1Y redesignated 1V.

ST PETERSBURG, RUSSIA

RNAV STAR

STAR is assigned for crew to calculate commencing descent and includes holdings to regulate intervals. The fuel required for following the point merge track should be included in the holding fuel.

❷ For trip fuel calculation use STAR GENPA 1W: GENPA [FL260-] - LI721 [FL260-; FL130+] - LI722 [FL150-; FL110+] - DIKOM [K225; 3500-; 2500+].

ATIS	Apt Elev
127.3 (Russian 127.4)	79

Alt Set: hPa
Trans level: FL50
FL60 if pressure is less than 995.9 hPa (747 mm)
FL70 if pressure is less than 959.9 hPa (720 mm)

1. RNAV 1
2. GNSS required
3. Descent shall be carried out by ATC and only to the cleared level (altitude).
4. If unable to adhere to altitude or speed restrictions, advise ATC.
5. If maintaining RNAV STAR is not possible, request vectoring.
6. In case of high traffic intensity, ACFT not having onboard equipment set or crews not approved for RNAV (GNSS) can be prohibited from entering CTA or instruction for 360° turn is issued.
7. "Direct to" procedure is used, flight crew must be ready at any moment to proceed directly to assigned waypoint.

GENPA 1A [GENP1A]
GENPA 1W [GENP1W] ❷
RNAV (GNSS) ARRIVALS
(RWYS 10L/R)

SPEED: MAX 270 KT BELOW FL100

LI729
MAX 225 KT
FL50

❶ LI728
MAX 225 KT
FL50

❶ LI727
MAX 225 KT
FL50

❶ LI726
MAX 225 KT
FL50

❶ LI725
MAX 225 KT
FL50

LI724
MAX 225 KT
FL50

LI723

LI722
FL160
FL110

LI721

GENPA
FL260

(IF) LEPTO

(IF) GEBKA

(IAF) DIKOM
3500
2500

MAX 225KT
MAX FL80
MHA FL50

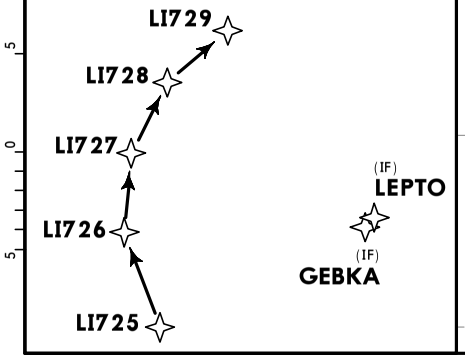
MAX 225KT
MAX FL260
MHA FL130

1549

2600

ARP

❶ POINTS MERGE:
GEBKA, LEPTO

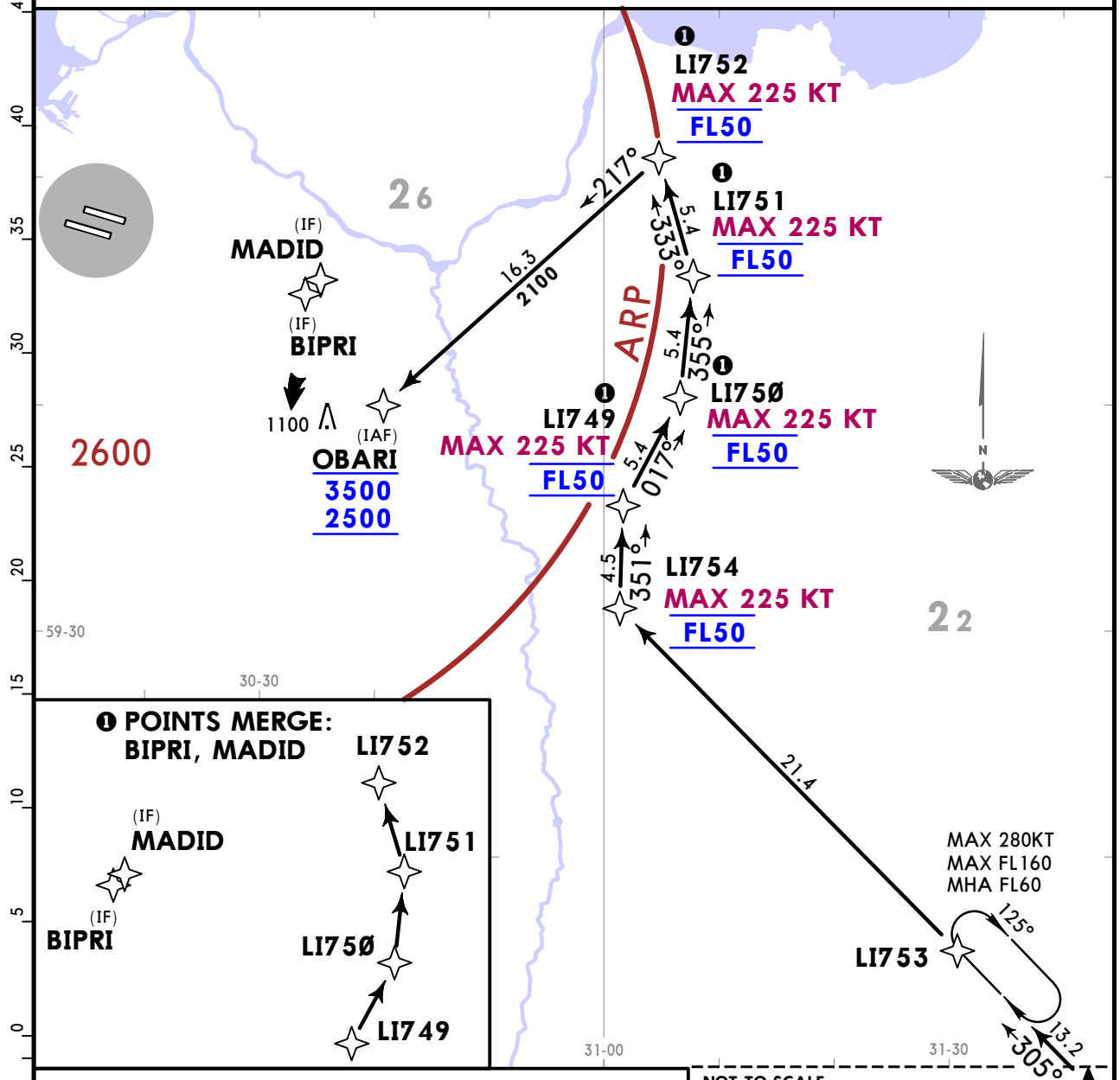


CHANGES: STAR for fuel calculation GENPA 1Z redesignated 1W.

ATIS	Apt Elev	
127.3 (Russian 127.4)	79	Alt Set: hPa Trans level: FL50 FL60 if pressure is less than 995.9 hPa (747 mm) FL70 if pressure is less than 959.9 hPa (720 mm) 1. RNAV 1 2. GNSS required 3. Descent shall be carried out by ATC and only to the cleared level (altitude). 4. If unable to adhere to altitude or speed restrictions, advise ATC. 5. If maintaining RNAV STAR is not possible, request vectoring. 6. In case of high traffic intensity, ACFT not having onboard equipment set or crews not approved for RNAV (GNSS) can be prohibited from entering CTA or instruction for 360° turn is issued. 7. "Direct to" procedure is used, flight crew must be ready at any moment to proceed directly to assigned waypoint.

GENPA 1B [GENP1B], GENPA 1V [GENP1V]❷
RNAV (GNSS) ARRIVALS (RWYS 28L/R)

SPEED: MAX 270 KT BELOW FL100



STAR is assigned for crew to calculate commencing descent and includes holdings to regulate intervals. The fuel required for following the point merge track should be included in the holding fuel.

❷ For trip fuel calculation use STAR GENPA 1V:
GENPA [FL160-] - LI753 [FL160-; FL60+] - LI754 [FL50]- OBARI [3500-; 2500+].

CHANGES: STAR for fuel calculation GENPA 1Y redesignated 1V.

CHANGES: IZ STARs for fuel calculation redesignated 1W.

ULLI/LED
PULKOVO
20 DEC 19 (10-2D) Eff 2 Jan
JEPPESEN

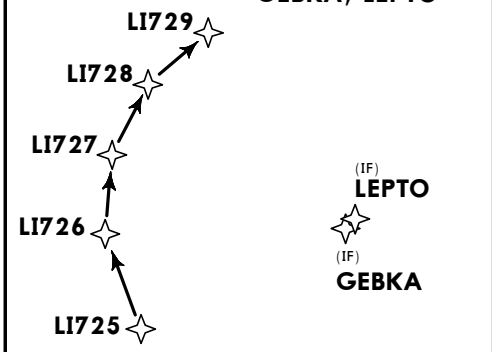
ATIS	Apt Elev	
127.3 (Russian 127.4)	79	Alt Set: hPa Trans level: FL50 FL60 if pressure is less than 995.9 hPa (747 mm) FL70 if pressure is less than 959.9 hPa (720 mm)

1. RNAV 1
2. GNSS required
3. Descent shall be carried out by ATC and only to the cleared level (altitude).
4. If unable to adhere to altitude or speed restrictions, advise ATC.
5. If maintaining RNAV STAR is not possible, request vectoring.
6. In case of high traffic intensity, ACFT not having onboard equipment set or crews not approved for RNAV (GNSS) can be prohibited from entering CTA or instruction for 360° turn is issued.
7. "Direct to" procedure is used, flight crew must be ready at any moment to proceed directly to assigned waypoint.

KOLET 1A [KOLE1A]
KOLET 1W [KOLE1W] ❷
OBANA 1A [OBAN1A]
OBANA 1W [OBAN1W] ❸
RNAV (GNSS) ARRIVALS (RWYS 10L/R)

SPEED: MAX 270 KT BELOW FL100

❶ **POINTS MERGE: GEBKA, LEPTO**



STAR is assigned for crew to calculate commencing descent and includes holdings to regulate intervals. The fuel required for following the point merge track should be included in the holding fuel.

For trip fuel calculation use STARs:
❷ **KOLET 1W:** KOLET [FL150-] - LI730 [FL150-; FL60+] - LI724 [FL50] - DIKOM [3500-; 2500+]
❸ **OBANA 1W:** OBANA [FL150-] - LI731 [FL150-; FL60+] - LI725 [FL50] - DIKOM [3500-; 2500+]

KOLET 1A [KOLE1A], KOLET 1W [KOLE1W] ❷
OBANA 1A [OBAN1A]
OBANA 1W [OBAN1W] ❸
RNAV (GNSS) ARRIVALS (RWYS 10L/R)
SPEED: MAX 270 KT BELOW FL100

ST PETERSBURG, RUSSIA
RNAV STAR

ATIS
127.3
(Russian
127.4)

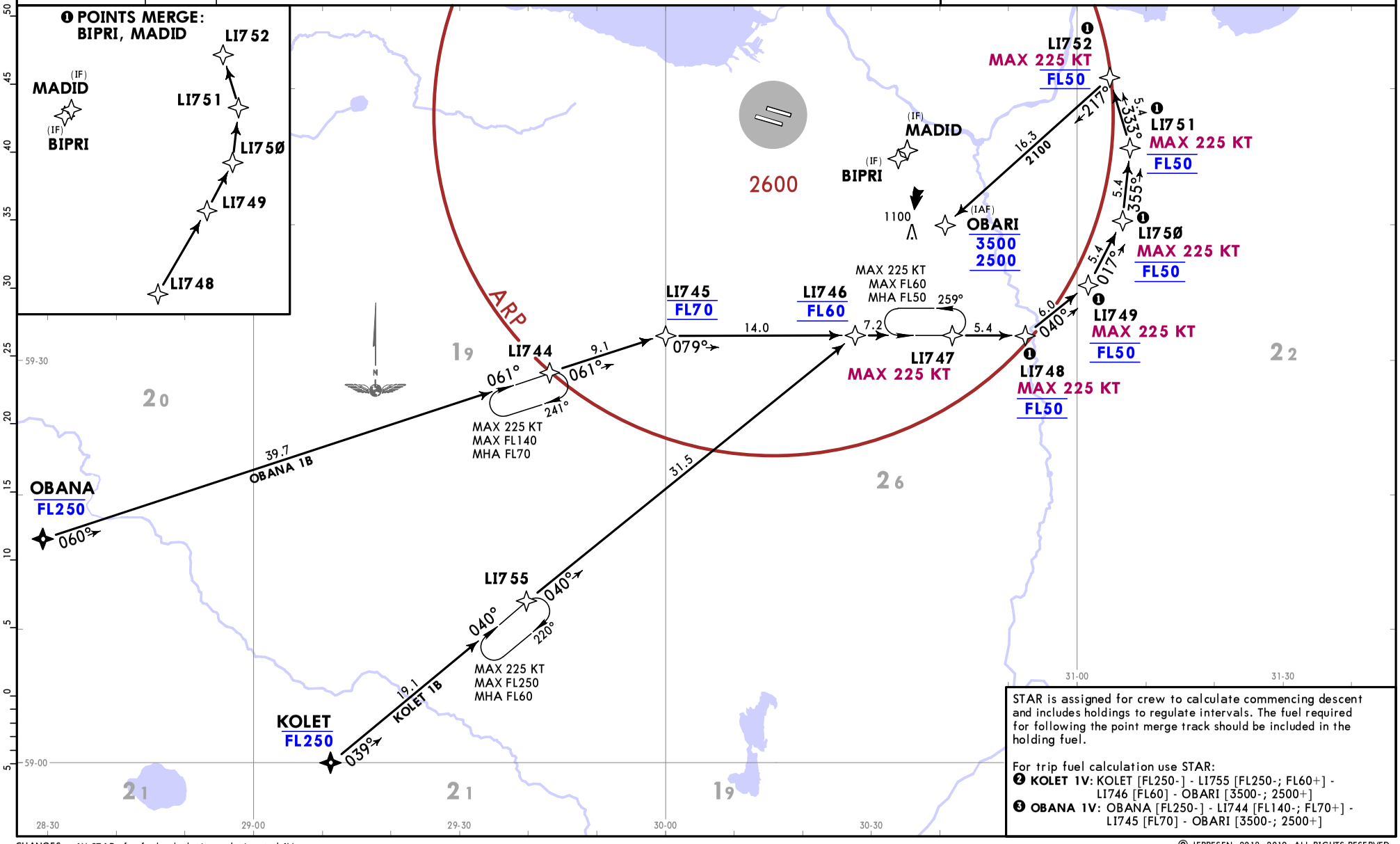
Apt Elev
79

Alt Set: hPa
Trans level: FL50
FL60 if pressure is less than 995.9 hPa (747 mm)
FL70 if pressure is less than 959.9 hPa (720 mm)

1. RNAV 1
2. GNSS required
3. Descent shall be carried out by ATC and only to the cleared level (altitude).
4. If unable to adhere to altitude or speed restrictions, advise ATC.
5. If maintaining RNAV STAR is not possible, request vectoring.
6. In case of high traffic intensity, ACFT not having onboard equipment set or crews not approved for RNAV (GNSS) can be prohibited from entering CTA or instruction for 360° turn is issued.
7. "Direct to" procedure is used, flight crew must be ready at any moment to proceed directly to assigned waypoint.

KOLET 1B [KOLE1B]
KOLET 1V [KOLE1V] ❷
OBANA 1B [OBAN1B]
OBANA 1V [OBAN1V] ❸
RNAV (GNSS) ARRIVALS
(RWYS 28L/R)

SPEED: MAX 270 KT BELOW FL100

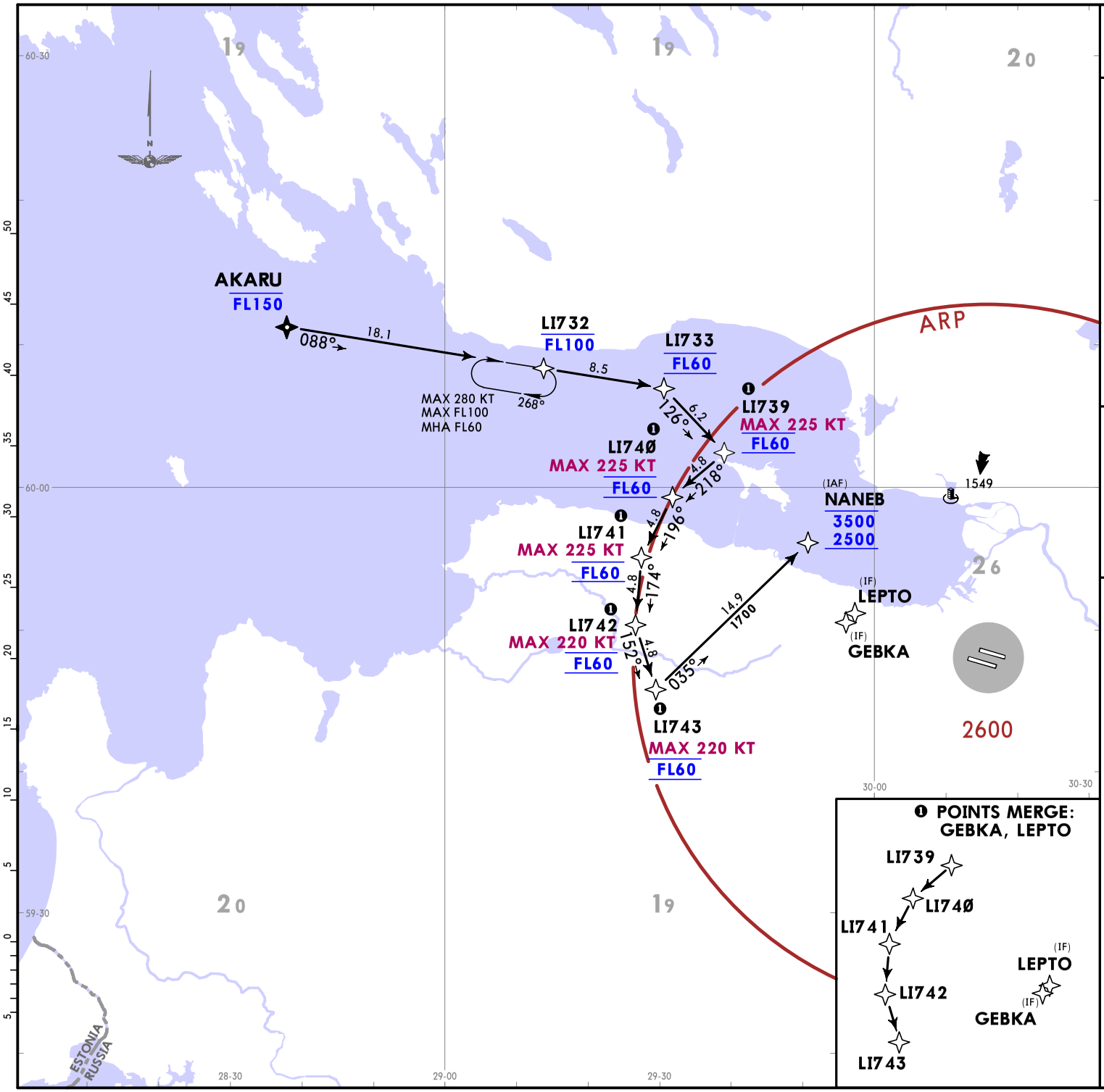


STAR is assigned for crew to calculate commencing descent and includes holdings to regulate intervals. The fuel required for following the point merge track should be included in the holding fuel.

For trip fuel calculation use STAR:
❷ **KOLET 1V:** KOLET [FL250-] - LI755 [FL250-; FL60+] - LI746 [FL60] - OBARI [3500-; 2500+]
❸ **OBANA 1V:** OBANA [FL250-] - LI744 [FL140-; FL70+] - LI745 [FL70] - OBARI [3500-; 2500+]

CHANGES: 1Y STARs for fuel calculation redesignated 1V.

ST PETERSBURG, RUSSIA
RNAV STAR



❶ POINTS MERGE: GEBKA, LEPTO

ATIS	Apt Elev
127.3 (Russian 127.4)	79

Alt Set: hPa
Trans level: FL50
FL60 if pressure is less than 995.9 hPa (747 mm)
FL70 if pressure is less than 959.9 hPa (720 mm)

1. RNAV 1
2. GNSS required
3. Descent shall be carried out by ATC and only to the cleared level (altitude).
4. If unable to adhere to altitude or speed restrictions, advise ATC.
5. If maintaining RNAV STAR is not possible, request vectoring.
6. In case of high traffic intensity, ACFT not having onboard equipment set or crews not approved for RNAV (GNSS) can be prohibited from entering CTA or instruction for 360° turn is issued.
7. "Direct to" procedure is used, flight crew must be ready at any moment to proceed directly to assigned waypoint.

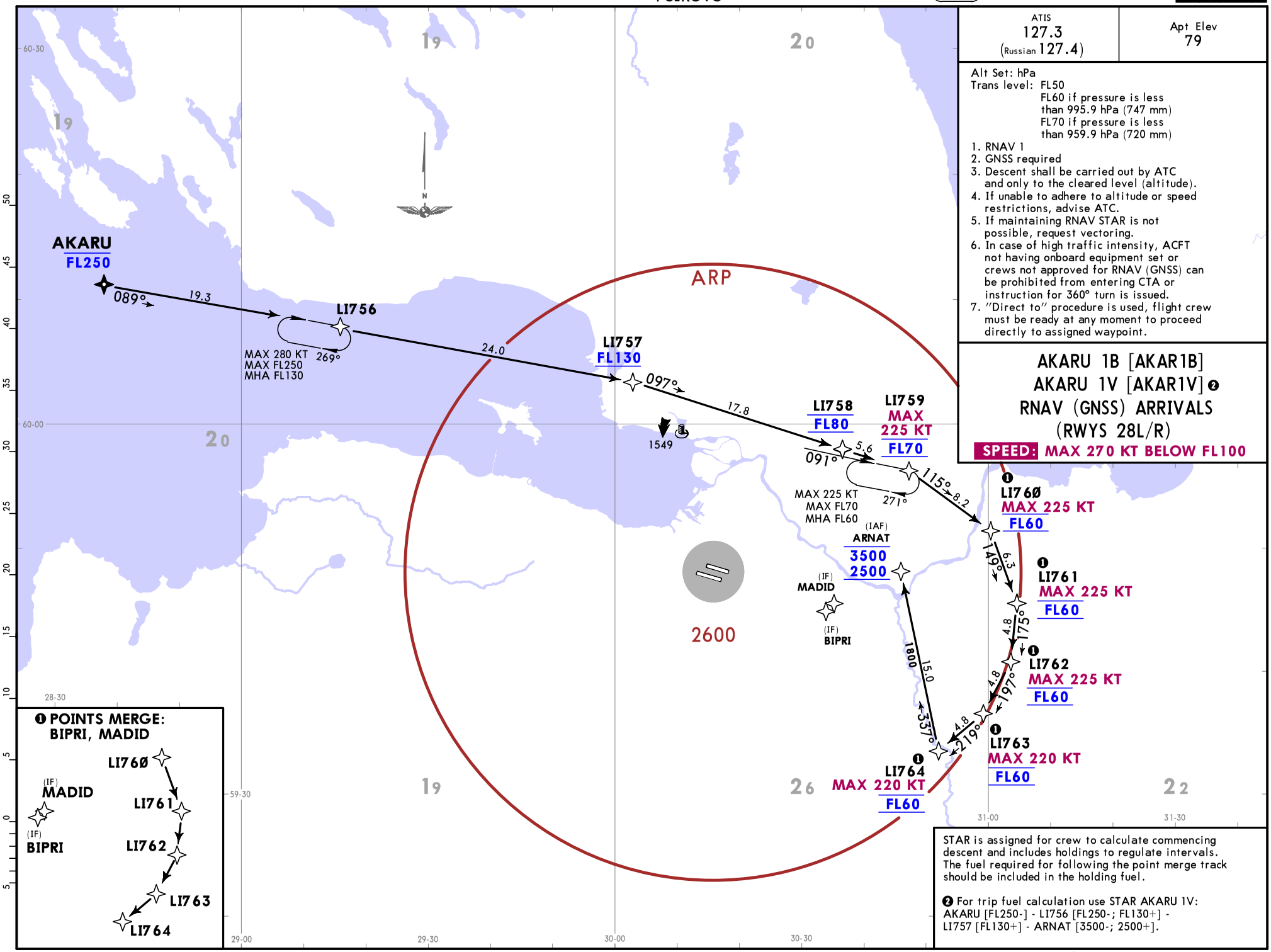
AKARU 1A [AKAR1A]
AKARU 1W [AKAR1W] ❷
RNAV (GNSS) ARRIVALS
(RWYS 10L/R)

SPEED: MAX 270 KT BELOW FL100

STAR is assigned for crew to calculate commencing descent and includes holdings to regulate intervals. The fuel required for following the point merge track should be included in the holding fuel.

❷ For trip fuel calculation use STAR AKARU 1W: AKARU [FL150-] - LI732 [FL100-] - LI733 [FL60] - NANEB [3500-; 2500+].

CHANGES: STAR for fuel calculation AKARU 1Z redesignated 1W.



ATIS
127.3
(Russian 127.4)

Apt Elev
79

Alt Set: hPa
Trans level: FL50
FL60 if pressure is less than 995.9 hPa (747 mm)
FL70 if pressure is less than 959.9 hPa (720 mm)

1. RNAV 1
2. GNSS required
3. Descent shall be carried out by ATC and only to the cleared level (altitude).
4. If unable to adhere to altitude or speed restrictions, advise ATC.
5. If maintaining RNAV STAR is not possible, request vectoring.
6. In case of high traffic intensity, ACFT not having onboard equipment set or crews not approved for RNAV (GNSS) can be prohibited from entering CTA or instruction for 360° turn is issued.
7. "Direct to" procedure is used, flight crew must be ready at any moment to proceed directly to assigned waypoint.

AKARU 1B [AKAR1B]
AKARU 1V [AKAR1V] ❷
RNAV (GNSS) ARRIVALS
(RWYS 28L/R)

SPEED: MAX 270 KT BELOW FL100

STAR is assigned for crew to calculate commencing descent and includes holdings to regulate intervals. The fuel required for following the point merge track should be included in the holding fuel.

❷ For trip fuel calculation use STAR AKARU 1V:
AKARU [FL250-] - LI756 [FL250-; FL130+] - LI757 [FL130+] - ARNAT [3500-; 2500+].

CHANGES: STAR for fuel calculation AKARU 1Y redesignated 1V.

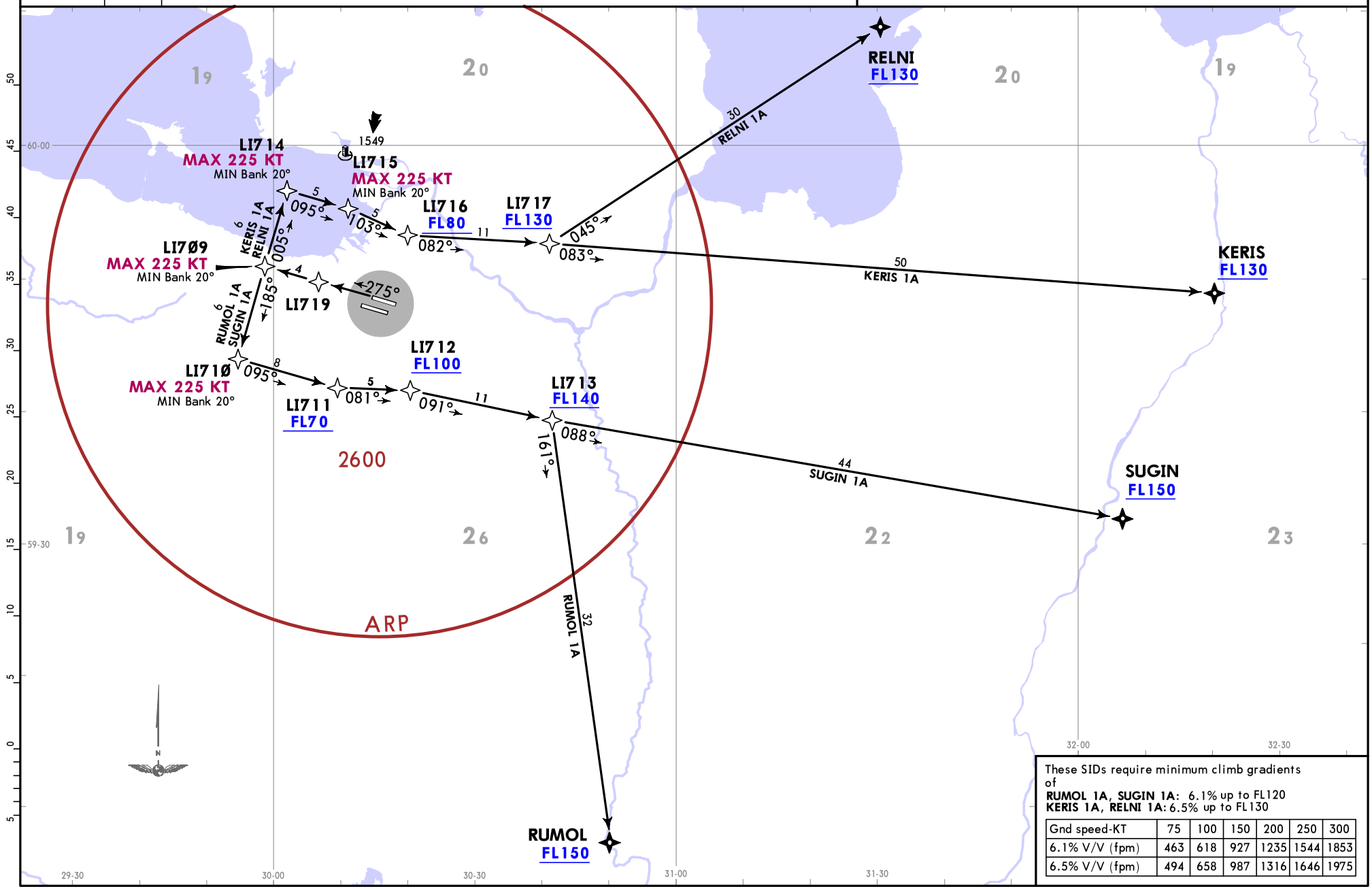
PULKOVO Krug (TWR) 120.3

Apt Elev 79

Trans alt: 3500
1. **RNAV 1**
2. **GNSS required**
3. Unless otherwise instructed, climb to 3500, at 700 contact PULKOVO Krug (TWR).
4. If maintaining RNAV SID is not possible, request RADAR vectoring.
5. The application of RADAR vectoring and/or "direct to" procedure is possible.

KERIS 1A [KERI1A], RELNI 1A [RELN1A] RUMOL 1A [RUMO1A], SUGIN 1A [SUGI1A] RWY 28R RNAV DEPARTURES

SPEED: MAX 270 KT BELOW FL100



These SIDs require minimum climb gradients of
RUMOL 1A, SUGIN 1A: 6.1% up to FL120
KERIS 1A, RELNI 1A: 6.5% up to FL130

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.5% V/V (fpm)	494	658	987	1316	1646	1975

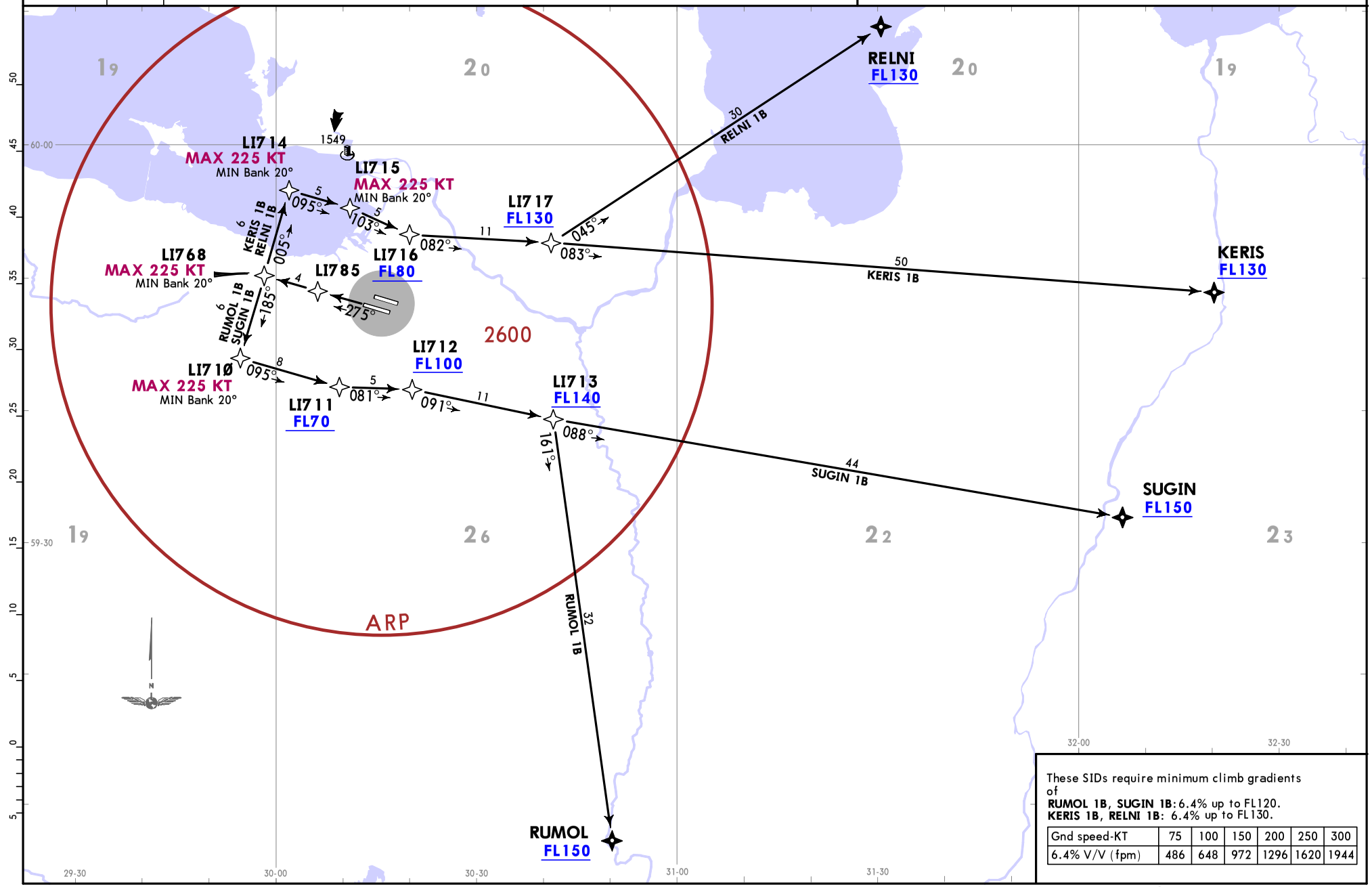
CHANGES: Bearings.

PULKOVO Krug (TWR)	Apt Elev
120.3	79

Trans alt: 3500
1. **RNAV 1**
2. **GNSS required**
3. Unless otherwise instructed, climb to 3500, at 700 contact PULKOVO Krug (TWR).
4. If maintaining RNAV SID is not possible, request RADAR vectoring.
5. The application of RADAR vectoring and/or "direct to" procedure is possible.

KERIS 1B [KERI1B], RELNI 1B [RELN1B]
RUMOL 1B [RUMO1B], SUGIN 1B [SUGI1B]
RWY 28L RNAV DEPARTURES

SPEED: MAX 270 KT BELOW FL100



These SIDs require minimum climb gradients of
RUMOL 1B, SUGIN 1B: 6.4% up to FL120.
KERIS 1B, RELNI 1B: 6.4% up to FL130.

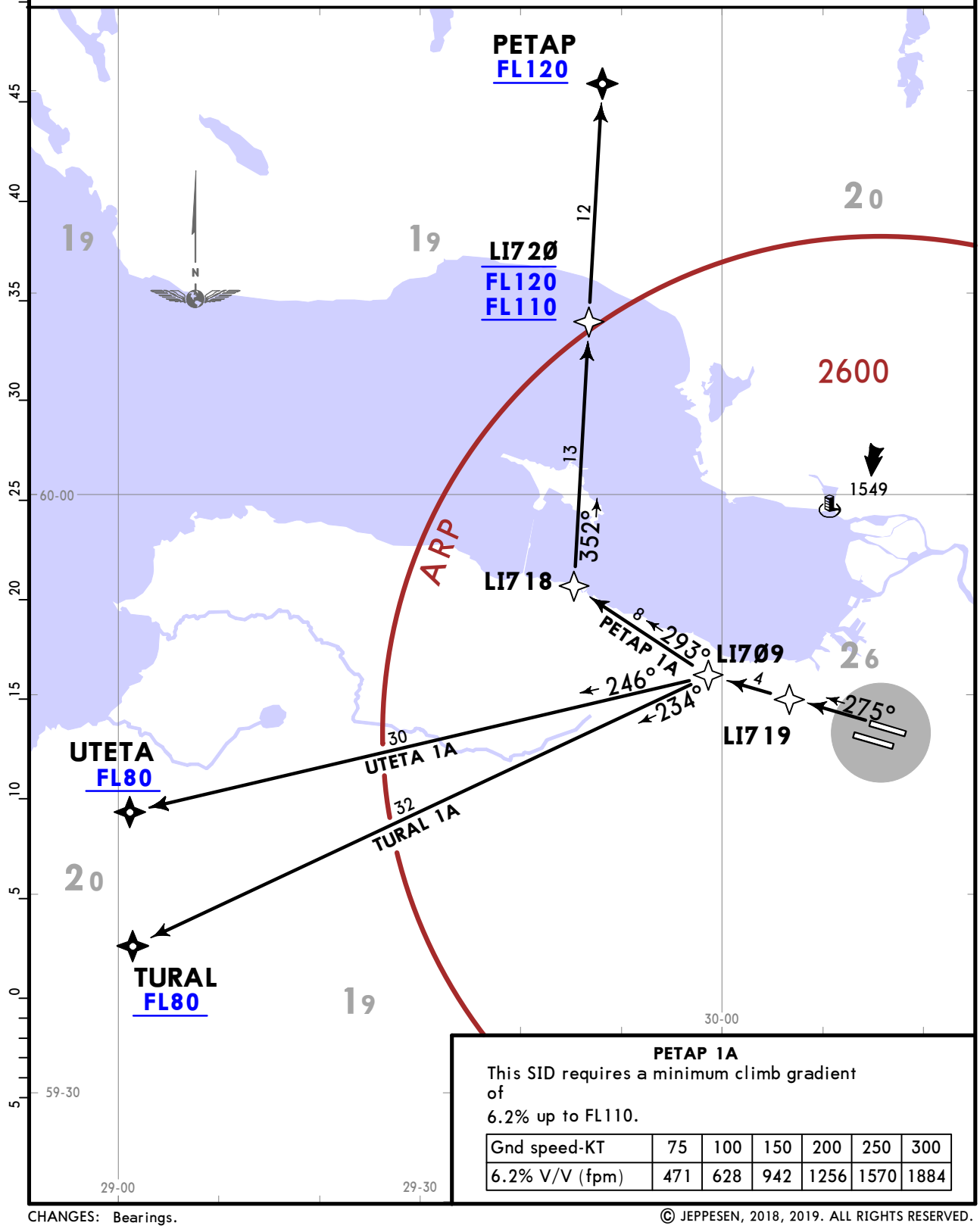
Gnd speed-KT	75	100	150	200	250	300
6.4% V/V (fpm)	486	648	972	1296	1620	1944

CHANGES: Bearings.

PULKOVO Krug (TWR) 120.3	Apt Elev 79	Trans alt: 3500 1. **RNAV 1** 2. **GNSS required** 3. Unless otherwise instructed, climb to 3500, at 700 contact PULKOVO Krug (TWR). 4. If maintaining RNAV SID is not possible, request RADAR vectoring. 5. The application of RADAR vectoring and/or "direct to" procedure is possible.

PETAP 1A [PETA1A], TURAL 1A [TURA1A]
UTETA 1A [UTET1A]
RWY 28R RNAV DEPARTURES

SPEED: MAX 270 KT BELOW FL100



PETAP 1A

This SID requires a minimum climb gradient of 6.2% up to FL110.

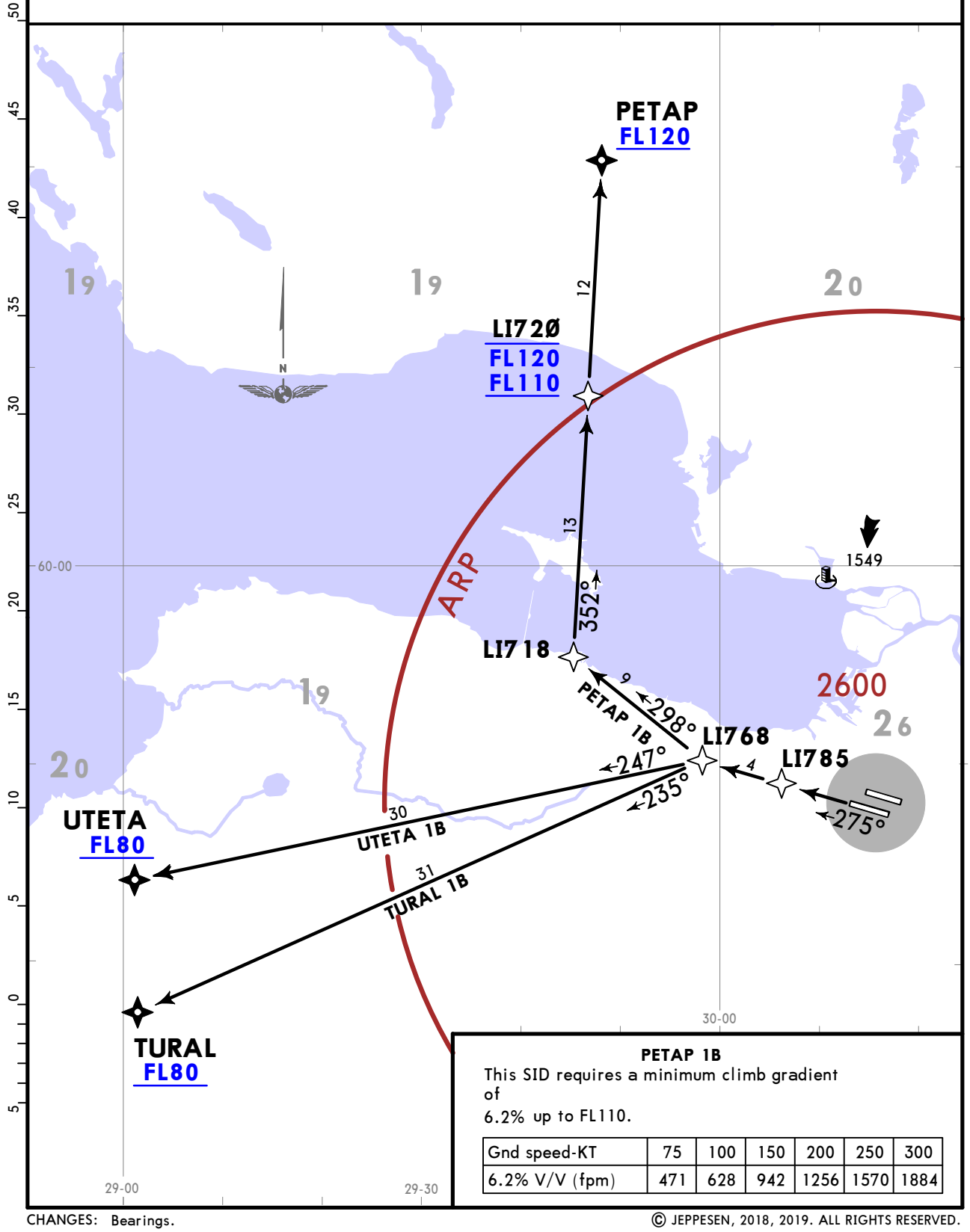
Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884

CHANGES: Bearings.

PULKOVO Krug (TWR) 120.3	Apt Elev 79	Trans alt: 3500 **1. RNAV 1** **2. GNSS required** 3. Unless otherwise instructed, climb to 3500, at 700 contact PULKOVO Krug (TWR). 4. If maintaining RNAV SID is not possible, request RADAR vectoring. 5. The application of RADAR vectoring and/or "direct to" procedure is possible.

PETAP 1B [PETA1B], TURAL 1B [TURA1B]
UTETA 1B [UTET1B]
RWY 28L RNAV DEPARTURES

SPEED: MAX 270 KT BELOW FL100



PETAP 1B

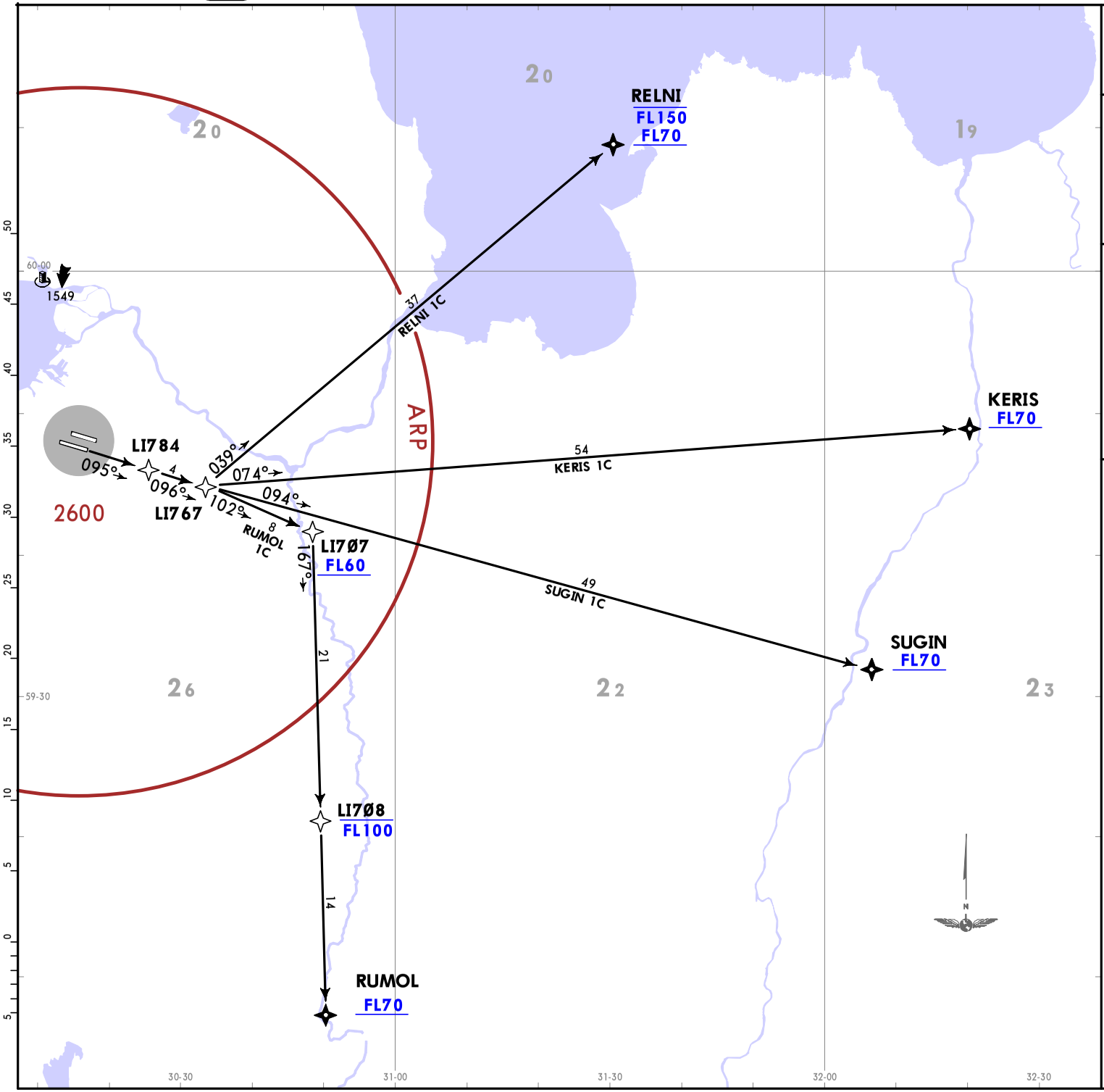
This SID requires a minimum climb gradient of
6.2% up to FL110.

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

CHANGES: Bearings.

ST PETERSBURG, RUSSIA

RNAV SID



PULKOVO Krug (TWR)	Apt Elev
120.3	79

Trans alt: 3500

1. **RNAV 1**
2. **GNSS required**
3. Unless otherwise instructed, climb to 3500, at 700 contact PULKOVO Krug (TWR).
4. If maintaining RNAV SID is not possible, request RADAR vectoring.
5. The application of RADAR vectoring and/or "direct to" procedure is possible.
6. EXPECT close-in obstacles.

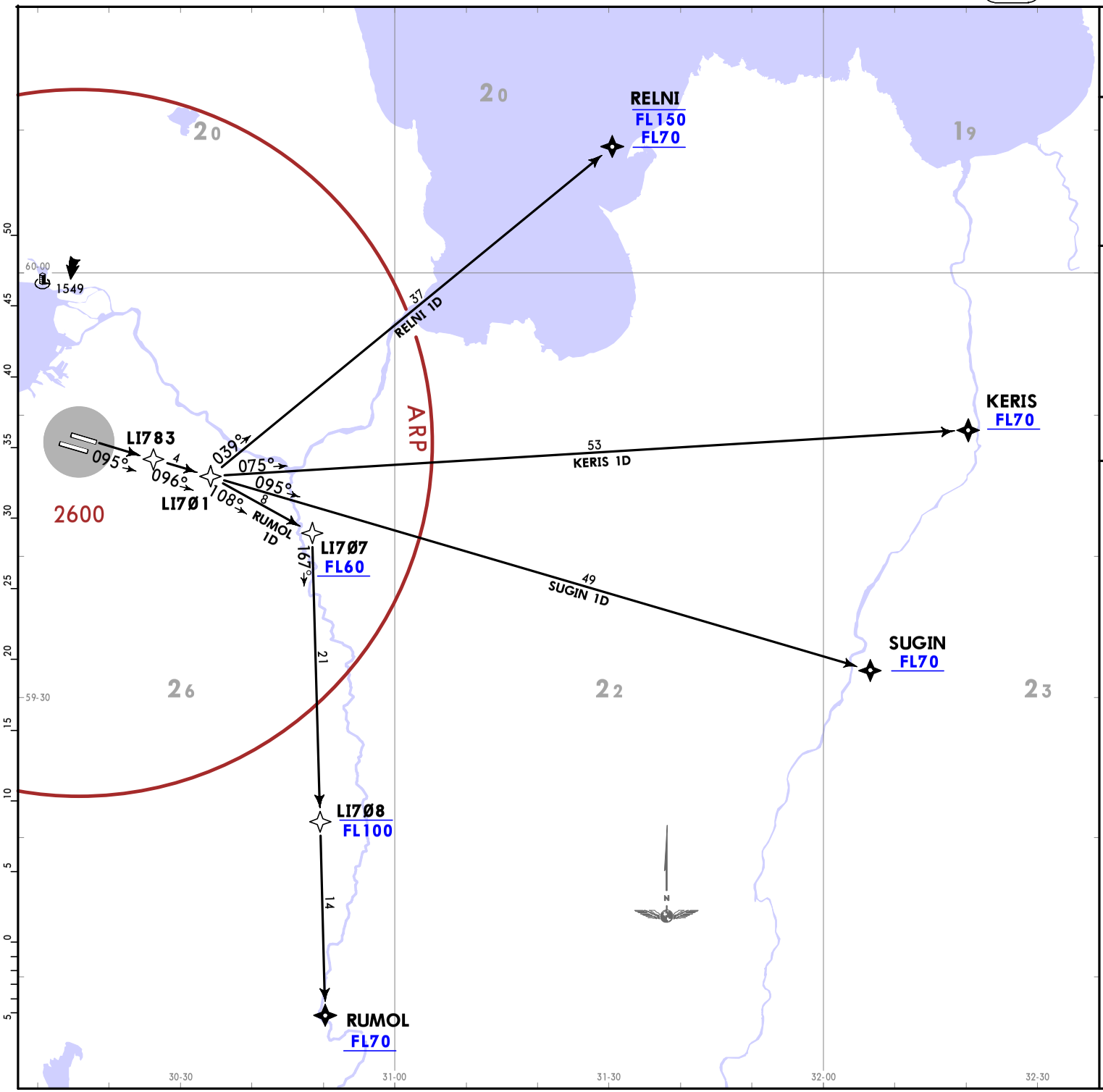
KERIS 1C [KERI1C]
RELNI 1C [RELN1C]
RUMOL 1C [RUMO1C]
SUGIN 1C [SUGI1C]
RWY 10R RNAV DEPARTURES

SPEED: MAX 270 KT BELOW FL100

These SIDs require minimum climb gradients of
RELNI 1C: 6.4% up to 3500.
RUMOL 1C: 6.0% up to FL60.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
6.4% V/V (fpm)	486	648	972	1296	1620	1944

CHANGES: Bearings.



PULKOVO Krug (TWR)	Apt Elev
120.3	79

Trans alt: 3500
1. **RNAV 1**
2. **GNSS required**
3. Unless otherwise instructed, climb to 3500, at 700 contact PULKOVO Krug (TWR).
4. If maintaining RNAV SID is not possible, request RADAR vectoring.
5. The application of RADAR vectoring and/or "direct to" procedure is possible.
6. EXPECT close-in obstacles.

KERIS 1D [KERI1D]
RELNI 1D [RELN1D]
RUMOL 1D [RUMO1D]
SUGIN 1D [SUGI1D]
RWY 10L RNAV DEPARTURES

SPEED: MAX 270 KT BELOW FL100

RUMOL 1D

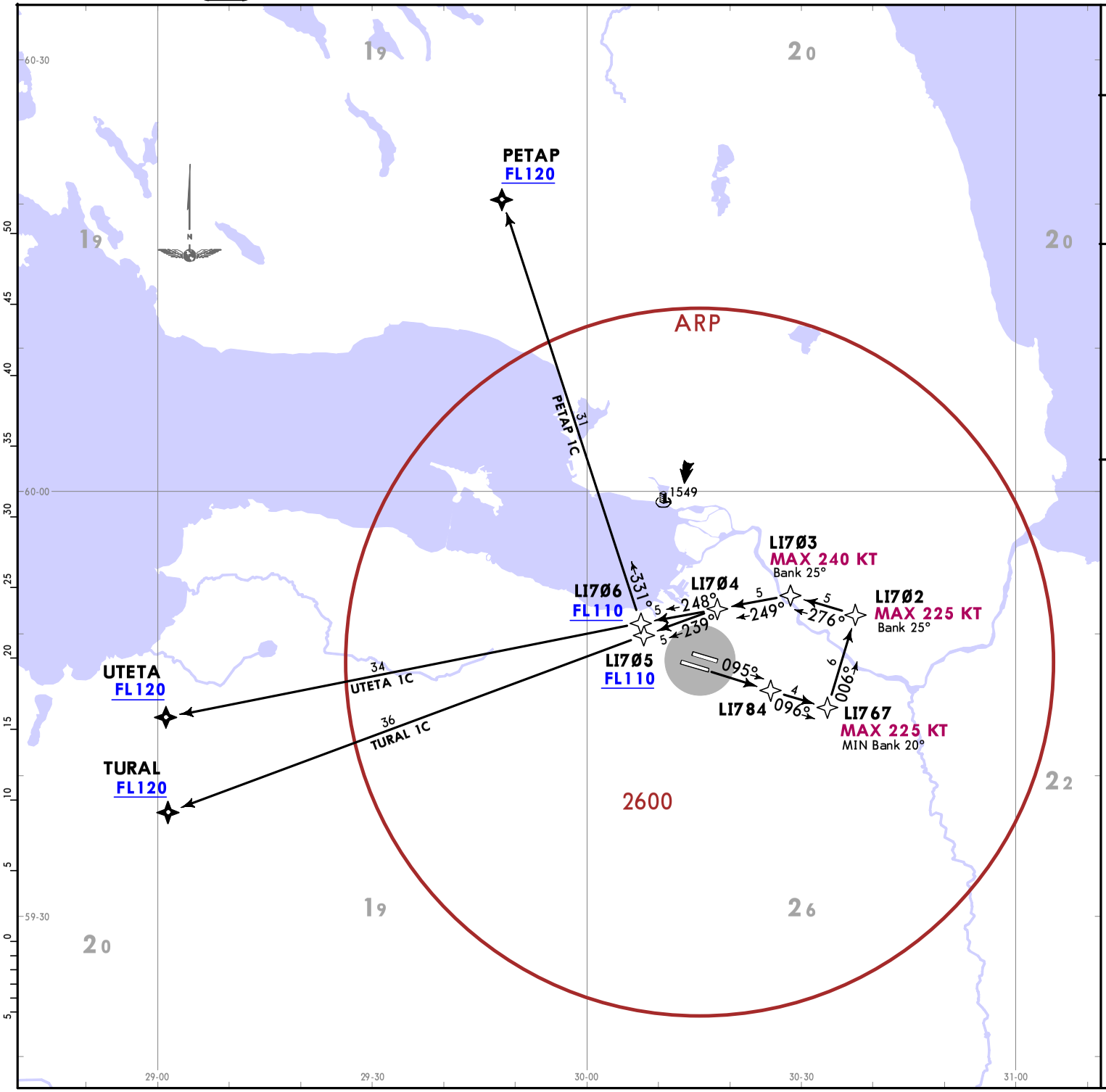
This SID requires a minimum climb gradient of
6.0% up to FL60.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

CHANGES: Bearings.

ST PETERSBURG, RUSSIA

RNAV SID



PULKOVO Krug (TWR)	Apt Elev
120.3	79

Trans alt: 3500

1. **RNAV 1**
2. **GNSS required**
3. Unless otherwise instructed, climb to 3500, at 700 contact PULKOVO Krug (TWR).
4. If maintaining RNAV SID is not possible, request RADAR vectoring.
5. The application of RADAR vectoring and/or "direct to" procedure is possible.
6. EXPECT close-in obstacles.

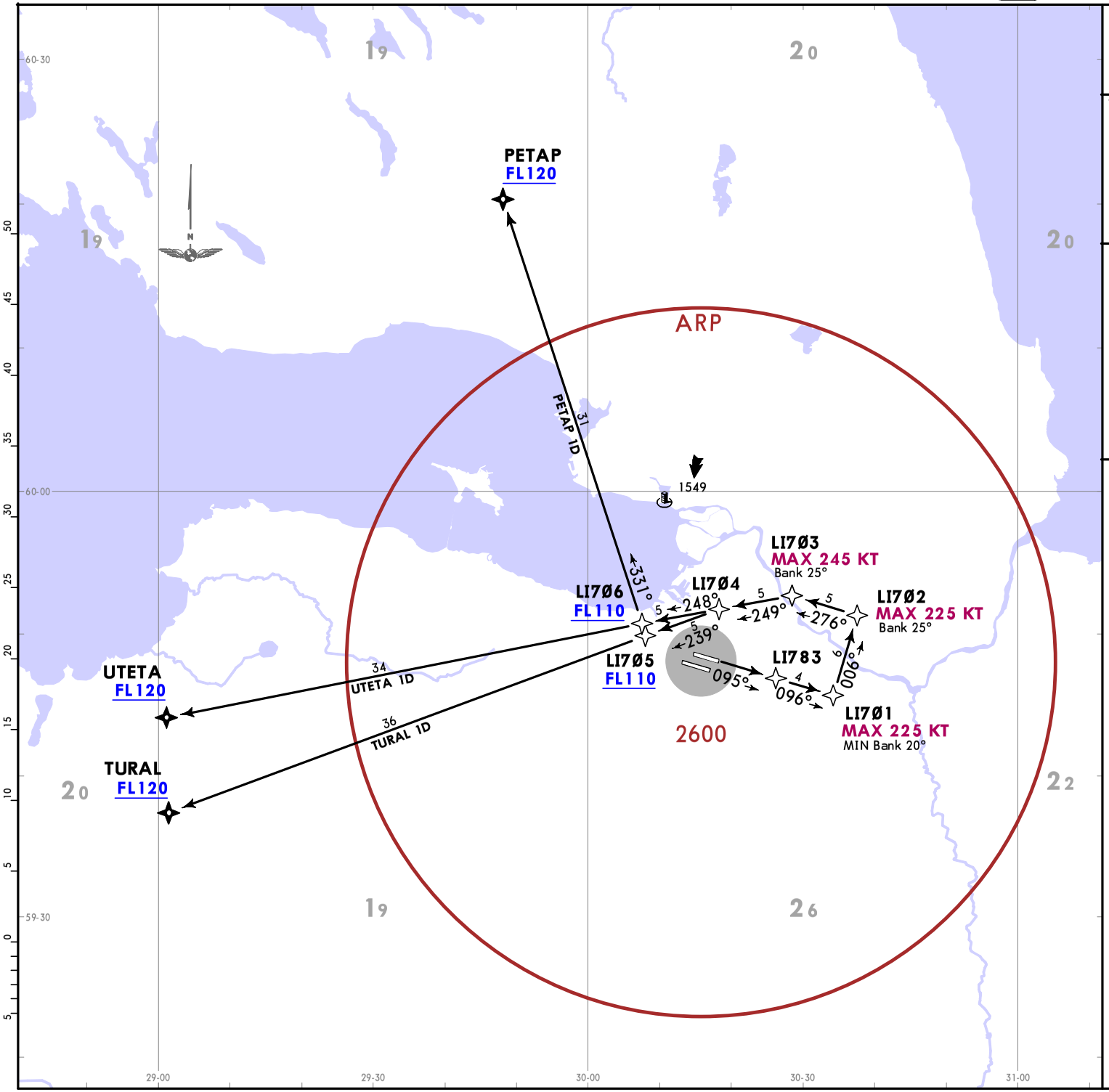
PETAP 1C [PETA1C]
TURAL 1C [TURA1C]
UTETA 1C [UTET1C]
RWY 10R RNAV DEPARTURES

SPEED: MAX 270 KT BELOW FL100

These SIDs require a minimum climb gradient of 6.4% up to FL110.

Gnd speed-KT	75	100	150	200	250	300
6.4% V/V (fpm)	486	648	972	1296	1620	1944

CHANGES: Bearings.



PULKOVO Krug (TWR)	Apt Elev
120.3	79

Trans alt: 3500
1. **RNAV 1**
2. **GNSS required**
3. Unless otherwise instructed, climb to 3500, at 700 contact PULKOVO Krug (TWR).
4. If maintaining RNAV SID is not possible, request RADAR vectoring.
5. The application of RADAR vectoring and/or "direct to" procedure is possible.
6. EXPECT close-in obstacles.

PETAP 1D [PETA1D]
TURAL 1D [TURA1D]
UTETA 1D [UTET1D]
RWY 10L RNAV DEPARTURES

SPEED: MAX 270 KT BELOW FL100

These SIDs require a minimum climb gradient of
6.5% up to FL110.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

CHANGES: Bearings.

ULLI/LED

Apt Elev 79′
N59 48.0 E030 15.8

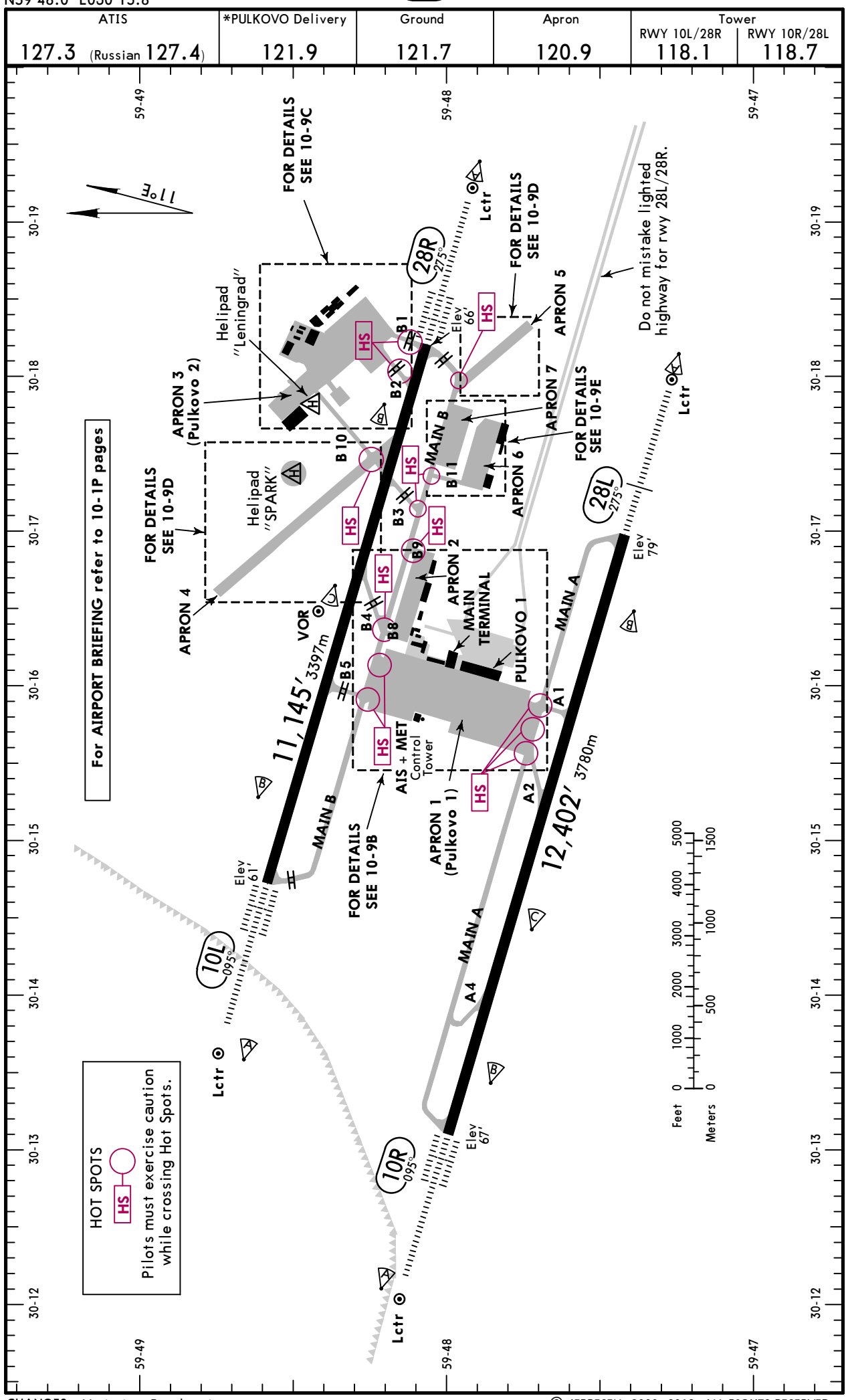
JEPPESEN

12 APR 19 (10-9) Eff 25 Apr

ST PETERSBURG, RUSSIA

PULKOVO

ATIS	*PULKOVO Delivery	Ground	Apron	Tower	
				RWY 10L/28R	RWY 10R/28L
127.3 (Russian 127.4)	121.9	121.7	120.9	118.1	118.7



CHANGES: Variation. Rwy bearings.

ADDITIONAL RUNWAY INFORMATION

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

❶ HST-B4
❷ TAKE-OFF RUN AVAILABLE
RWY 10L: From rwy head 11,145'(3397m)
twy B5 int 7113'(2168m)
twy B4 int 4843'(1476m)

RWY 28R: From rwy head 11,145'(3397m)
twy B2 int 10,413'(3174m)
twy B3 int 8379'(2554m)
twy B4 int 6476'(1974m)
twy B5 int 4134'(1260m)

10R	HIRL (60m) CL (15m) HIALS-II TDZ ❸ ❹ RVR		11,430' 3484m	❻	197' 60m
28L	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) ❺ RVR		11,248' 3428m		

❸ PAPI-L (3.0°)
❹ HST-A2 (with HSTIL)
❺ HST-A4 (with HSTIL)
❻ TAKE-OFF RUN AVAILABLE
RWY 10R: From rwy head 12,402'(3780m)
twy A4 int 9892'(3015m)
twy A1 int 3773'(1150m)

RWY 28L: From rwy head 12,402'(3780m)
twy A1 int 8701'(2652m)
twy A2 int 7093'(2162m)

TAKE-OFF

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

RVR in parentheses if TDZ RVR is supplemented by Mid and/or Rollout RVR.

CHANGES: Usable lengths.

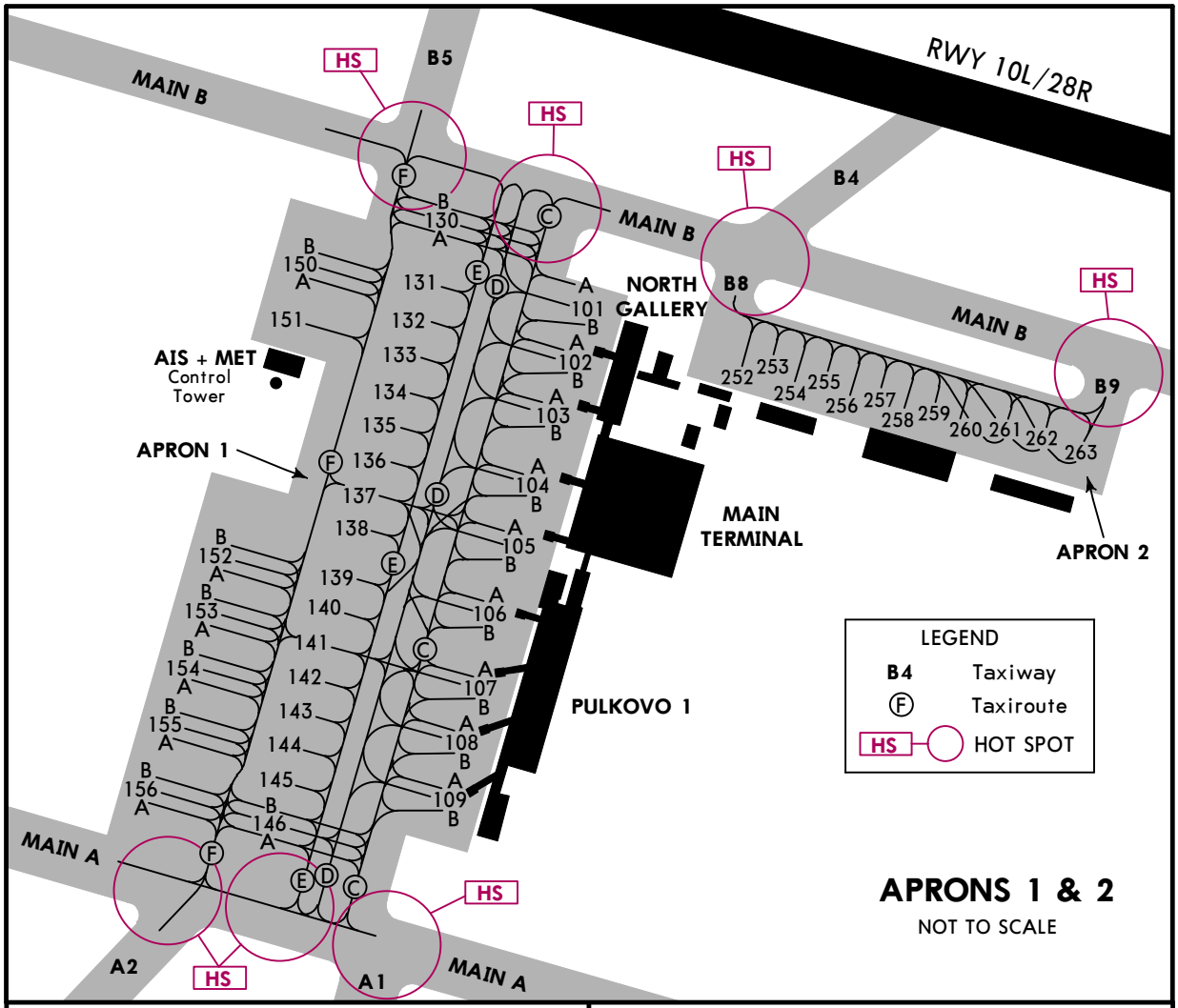
ULLI/LED

JEPPESEN

12 APR 19 (10-9B) Eff 25 Apr

ST PETERSBURG, RUSSIA

PULKOVO



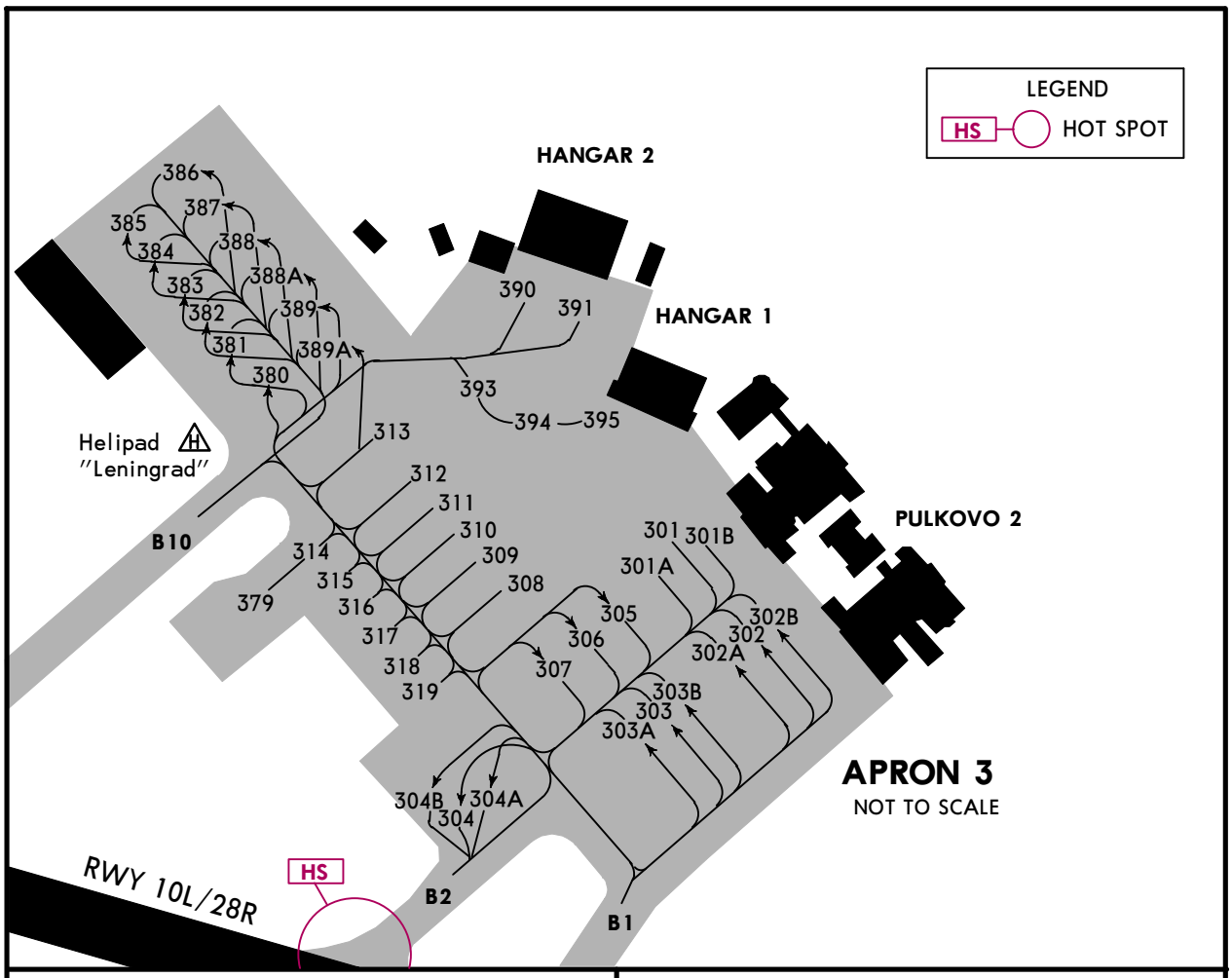
INS COORDINATES

STAND No.	COORDINATES
101 thru 101B	N59 48.2 E030 16.2
102	N59 48.1 E030 16.2
102A	N59 48.1 E030 16.1
102B	N59 48.1 E030 16.2
103 thru 103B	N59 48.1 E030 16.1
104 thru 105B	N59 48.0 E030 16.1
106	N59 47.9 E030 16.1
106A	N59 47.9 E030 16.0
106B	N59 47.9 E030 16.1
107 thru 107B	N59 47.9 E030 16.0
108 thru 109B	N59 47.8 E030 16.0
130 thru 130B	N59 48.2 E030 16.0
131	N59 48.2 E030 15.9
132 thru 136	N59 48.1 E030 15.9
137 thru 139	N59 48.0 E030 15.8
140 thru 142	N59 47.9 E030 15.8
143	N59 47.9 E030 15.7
144 thru 146B	N59 47.8 E030 15.7
150	N59 48.2 E030 15.8
150A, 150B	N59 48.2 E030 15.7
151	N59 48.1 E030 15.7
152, 152A	N59 48.0 E030 15.7
152B	N59 48.0 E030 15.6
153 thru 154B	N59 47.9 E030 15.6
155, 155A	N59 47.8 E030 15.6

INS COORDINATES

STAND No.	COORDINATES
155B	N59 47.9 E030 15.6
156	N59 47.8 E030 15.6
156A, 156B	N59 47.8 E030 15.5
252 thru 254	N59 48.1 E030 16.4
255, 256	N59 48.1 E030 16.5
257, 258	N59 48.1 E030 16.6
259 thru 261	N59 48.1 E030 16.7
262, 263	N59 48.1 E030 16.8

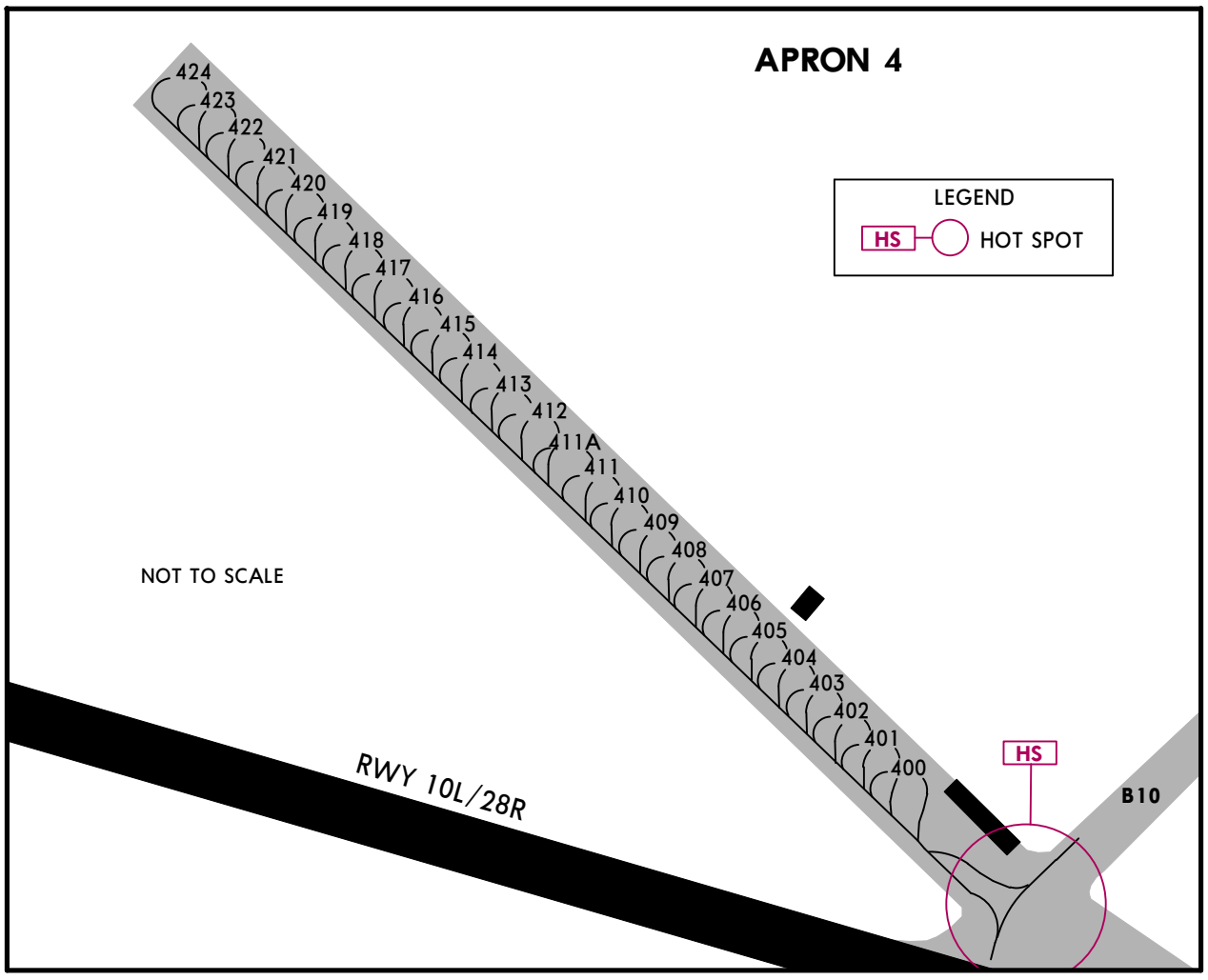
CHANGES: Coordinates of stand 152B.

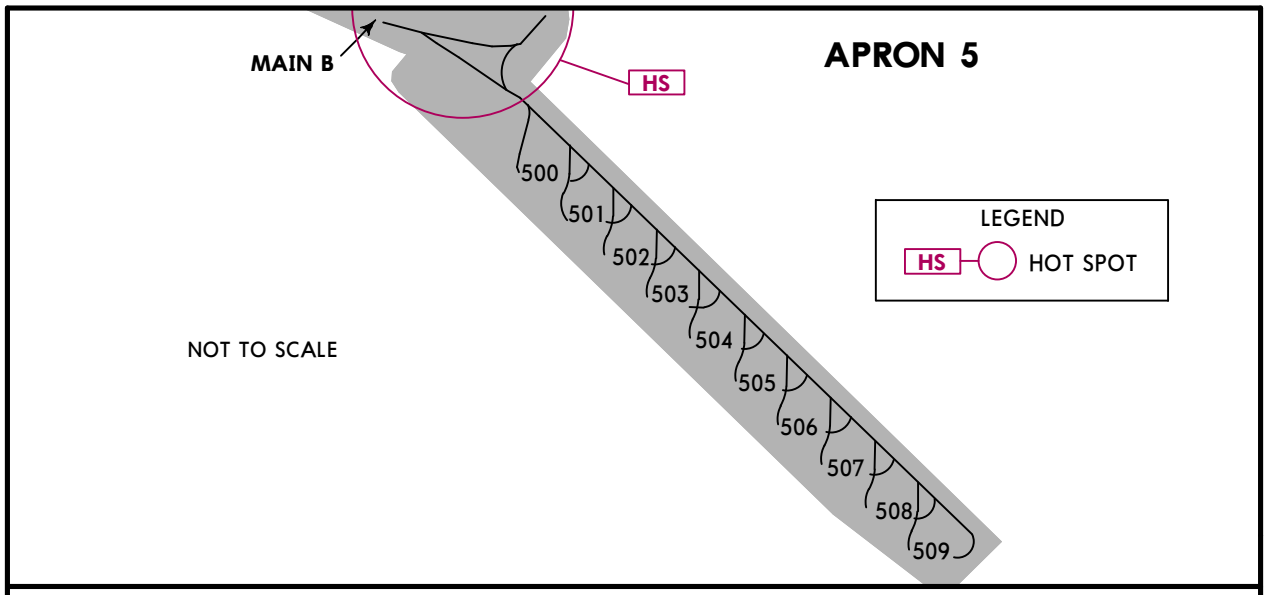


INS COORDINATES

STAND No.	COORDINATES
301 thru 301B	N59 48.4 E030 18.3
302 thru 302B	N59 48.3 E030 18.4
303 thru 303B	N59 48.3 E030 18.3
304 thru 304B	N59 48.2 E030 18.1
305	N59 48.3 E030 18.3
306, 307	N59 48.3 E030 18.2
308 thru 311	N59 48.4 E030 18.1
312, 313	N59 48.4 E030 18.0
134, 315	N59 48.4 E030 17.9
316 thru 319	N59 48.3 E030 18.0
379	N59 48.4 E030 17.9
380, 381	N59 48.5 E030 17.9
382 thru 387	N59 48.5 E030 17.8
388 thru 389A	N59 48.5 E030 17.9
390	N59 48.5 E030 18.1
391	N59 48.5 E030 18.2
393	N59 48.4 E030 18.1
394, 395	N59 48.4 E030 18.2

CHANGES: Construction area withdrawn. Stands & Coordinates.

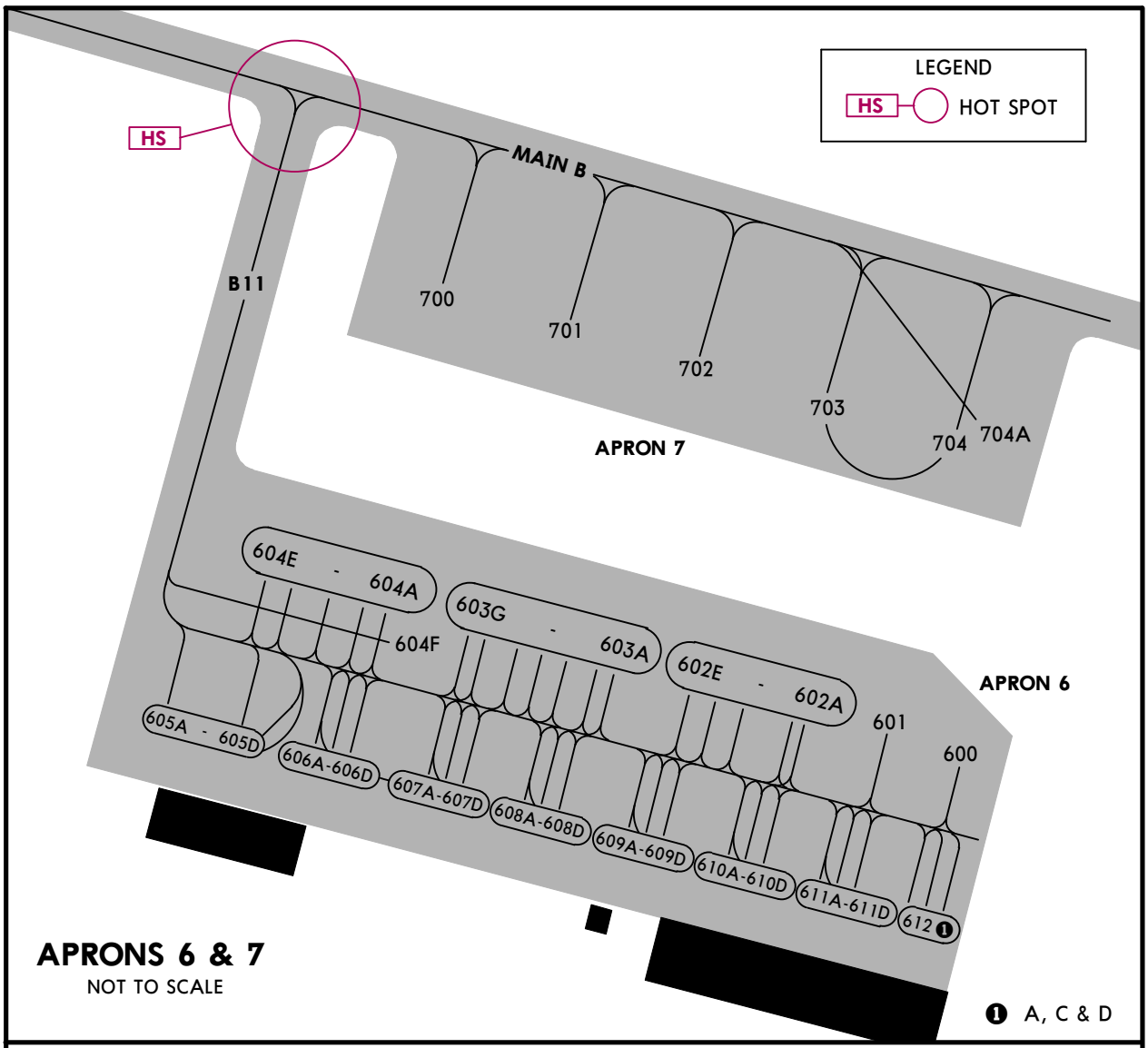




INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
400 thru 403	N59 48.4 E030 17.2	501, 502	N59 47.9 E030 18.1
404	N59 48.4 E030 17.1	503	N59 47.8 E030 18.1
405 thru 407	N59 48.5 E030 17.1	504 thru 507	N59 47.8 E030 18.2
408 thru 411	N59 48.5 E030 17.0	508	N59 47.8 E030 18.3
411A thru 414	N59 48.6 E030 16.9	509	N59 47.7 E030 18.3
415 thru 417	N59 48.6 E030 16.8		
418	N59 48.7 E030 16.8		
419 thru 422	N59 48.7 E030 16.7		
423, 424	N59 48.7 E030 16.6		
500	N59 47.9 E030 18.0		

CHANGES: None.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
600	N59 47.9 E030 17.7	701	N59 48.0 E030 17.5
601 thru 602D	N59 47.9 E030 17.6	702	N59 47.9 E030 17.6
602E thru 603E	N59 47.9 E030 17.5	703, 704	N59 47.9 E030 17.7
603F thru 604F	N59 47.9 E030 17.4	704A	N59 47.9 E030 17.8
604E, 605A thru 605D	N59 47.9 E030 17.3		
606A thru 607D	N59 47.9 E030 17.4		
608A thru 609D	N59 47.9 E030 17.5		
610A thru 611D	N59 47.9 E030 17.6		
612A, 612C thru 612D	N59 47.8 E030 17.7		
700	N59 48.0 E030 17.4		

CHANGES: Guide line. Stand coordinates 704A.

ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
10L	❶ CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	❷ CAT 3A ILS	**RA149′R200m**	**RA166′R200m**	**RA178′R200m**	**RA193′R200m**
	❸ CAT 2 ILS	**167′**(106′) **RA111′R300m**	**184′**(123′) **RA130′R400m**	**196′**(135′) **RA143′R400m**	**210′**(149′) **RA157′R450m**
	❷ CAT 2 ILS	**202′**(141′) **RA149′R450m**	**219′**(158′) **RA166′R450m**	**231′**(170′) **RA178′R450m**	**245′**(184′) **RA193′R450m**
	❹ ILS	**261′**(200′)	**261′**(200′)	**263′**(202′)	**274′**(213′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	TDZ or CL out	❺ R550m	❺ R550m	❺ R550m	❺ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷ ILS	**350′**(289′)	**362′**(301′)	**370′**(309′)	**381′**(320′)
	FULL	**R650m**	**R700m**	**R700m**	**R700m**
	TDZ or CL out	❺ R650m	❺ R700m	❺ R700m	❺ R700m
	ALS out	R1400m	R1400m	R1400m	R1400m
	❹ GLS	**261′**(200′)	**261′**(200′)	**263′**(202′)	**274′**(213′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	TDZ or CL out	❺ R550m	❺ R550m	❺ R550m	❺ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷ GLS	**350′**(289′)	**362′**(301′)	**370′**(309′)	**381′**(320′)
	FULL	**R650m**	**R700m**	**R700m**	**R700m**
	TDZ or CL out	❺ R650m	❺ R700m	❺ R700m	❺ R700m
	ALS out	R1400m	R1400m	R1400m	R1400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNP Z	**352′**(291′)	**362′**(301′)	**383′**(322′)	**410′**(349′)
	LNAV/VNAV	❻ **R750m**	❼ **R750m**	**R800m**	**R900m**
	ALS out	R1400m	R1400m	R1500m	R1600m
	❽ RNP Z	**460′**(399′)	**460′**(399′)	**460′**(399′)	**460′**(399′)
	LNAV	**R1100m**	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	RNP Y (AR)	**318′**(257′)	**391′**(330′)	**399′**(338′)	**410′**(349′)
	RNP 0.10	❾ **R750m**	**R800m**	**R800m**	**R900m**
	ALS out	R1300m	R1500m	R1500m	R1600m
	RNP Y (AR)	**379′**(318′)	**391′**(330′)	**399′**(338′)	**410′**(349′)
	RNP 0.30	❼ **R750m**	**R800m**	**R800m**	**R900m**
	ALS out	R1400m	R1500m	R1500m	R1600m
	❽ VOR	**520′**(459′)	**520′**(459′)	**520′**(459′)	**520′**(459′)
	with D3.3	**R1400m**	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1500m	R1500m	R2100m	R2100m
	❽ VOR	**590′**(529′)	**590′**(529′)	**590′**(529′)	**590′**(529′)
	w/o D3.3	**R1500m**	**R1500m**	**R1700m**	**R1700m**
	ALS out	R1500m	R1500m	R2400m	R2400m

❶ Missed apch climb gradient MIM 5.0%.
❷ Missed apch climb gradient MIM 2.5%.
❸ Missed apch climb gradient MIM 3.0%.
❹ Missed apch climb gradient MIM 4.0%.
❺ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
❻ With TDZ & CL & HUD: RVR 650m.
❼ With TDZ & CL & HUD: RVR 700m.
❽ Continuous Descent Final Approach.
❾ With TDZ & CL & HUD: RVR 600m.

STRAIGHT-IN RWY		A	B	C	D
10L (contd)	❶NDB	**490**′(429′)	**490**′(429′)	**490**′(429′)	**490**′(429′)
	with PU NDB	**R1300m**	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	❶NDB	**590**′(529′)	**590**′(529′)	**590**′(529′)	**590**′(529′)
	w/o PU NDB	**R1500m**	**R1500m**	**R1700m**	**R1700m**
	ALS out	R1500m	R1500m	R2400m	R2400m
10R	CAT 2 ILS Z or Y	**167**′(100′)	**167**′(100′)	**167**′(100′)	**167**′(100′)
		RA104′R300m	**RA104′R300m**	**RA104′R300m**	**RA104′R300m**
	ILS Z or Y	**267**′(200′)	**267**′(200′)	**267**′(200′)	**267**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	TDZ or CL out	❷ R550m	❷ R550m	❷ R550m	❷ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**267**′(200′)	**267**′(200′)	**267**′(200′)	**267**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	TDZ or CL out	❷ R550m	❷ R550m	❷ R550m	❷ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNP Z	**317**′(250′)	**322**′(255′)	**332**′(265′)	**342**′(275′)
	LNAV/VNAV	**❸R750m**	**❹R750m**	**❹R750m**	**❹R750m**
	ALS out	R1300m	R1300m	R1300m	R1300m
	❶RNP Z	**460**′(393′)	**460**′(393′)	**460**′(393′)	**460**′(393′)
	LNAV	**R1100m**	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	RNP Y (AR)	**321**′(254′)	**343**′(276′)	**361**′(294′)	**379**′(312′)
	RNP 0.10	**❹R750m**	**❹R750m**	**❺R750m**	**❻R750m**
	ALS out	R1300m	R1300m	R1400m	R1400m
	RNP Y (AR)	**369**′(302′)	**388**′(321′)	**394**′(327′)	**407**′(340′)
	RNP 0.30	**❻R750m**	**R800m**	**R800m**	**R800m**
	ALS out	R1400m	R1500m	R1500m	R1500m
	❶NDB	**520**′(453′)	**520**′(453′)	**520**′(453′)	**520**′(453′)
	with PK NDB	**R1400m**	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1500m	R1500m	R2100m	R2100m
	❶NDB	**610**′(543′)	**610**′(543′)	**610**′(543′)	**610**′(543′)
	w/o PK NDB	**R1500m**	**R1500m**	**R1800m**	**R1800m**
	ALS out	R1500m	R1500m	R2400m	R2400m
28L	ILS Z or Y	**279**′(200′)	**279**′(200′)	**279**′(200′)	**279**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	TDZ or CL out	❷ R550m	❷ R550m	❷ R550m	❷ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**279**′(200′)	**279**′(200′)	**279**′(200′)	**279**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	TDZ or CL out	❷ R550m	❷ R550m	❷ R550m	❷ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH

❶ Continuous Descent Final Approach.
❷ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
❸ With TDZ & CL & HUD: RVR 550m.
❹ With TDZ & CL & HUD: RVR 600m.
❺ With TDZ & CL & HUD: RVR 650m.
❻ With TDZ & CL & HUD: RVR 700m.

CHANGES: Minimums.

ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
28L (contd)	RNP Z	**470**′(391′)	**480**′(401′)	**490**′(411′)	**499**′(420′)
	LNAV/VNAV	**R1100m**	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	❶ RNP Z	**560**′(481′)	**560**′(481′)	**560**′(481′)	**560**′(481′)
	LNAV	**R1500m**	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	R2300m	R2300m
	RNP Y (AR)	**374**′(295′)	**385**′(306′)	**393**′(314′)	**410**′(331′)
	RNP 0.10	**❷R750m**	**❸R750m**	**❸R750m**	**R800m**
	ALS out	R1400m	R1400m	R1400m	R1500m
	RNP Y (AR)	**469**′(390′)	**481**′(402′)	**489**′(410′)	**500**′(421)
	RNP 0.30	**R1100m**	**R1200m**	**R1200m**	**R1300m**
	ALS out	R1500m	R1500m	R1900m	R2000m
	❶ NDB	**570**′(491′)	**570**′(491′)	**570**′(491′)	**570**′(491′)
		R1500m	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	R2300m	R2300m
28R	❹ CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	❺ CAT 3A ILS	**RA109′R200m**	**RA127′R200m**	**RA138′R200m**	**RA152′R200m**
	CAT 2 ILS	**169**′(103′)	**186**′(120′)	**198**′(132′)	**212**′(146′)
		RA109′R300m	**RA127′R300m**	**RA138′R400m**	**RA152′R450m**
	❻ ILS	**266**′(200′)	**267**′(201′)	**275**′(209′)	**286**′(220′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	TDZ or CL out	❼ R550m	❼ R550m	❼ R550m	❼ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❺ ILS	**288**′(222′)	**300**′(234′)	**308**′(242′)	**319**′(253′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	TDZ or CL out	❼ R550m	❼ R550m	❼ R550m	❼ R550m
	ALS out	R1200m	R1200m	R1300m	R1300m
	❽ GLS	**266**′(200′)	**271**′(205′)	**279**′(213′)	**290**′(224′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	TDZ or CL out	❼ R550m	❼ R550m	❼ R550m	❼ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❺ GLS	**355**′(289′)	**367**′(301′)	**375**′(309′)	**386**′(320′)
	FULL	**R650m**	**R700m**	**R700m**	**R700m**
	TDZ or CL out	❼ R650m	❼ R700m	❼ R700m	❼ R700m
	ALS out	R1400m	R1400m	R1400m	R1400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNP Z	**359**′(293′)	**369**′(303′)	**389**′(323′)	**415**′(349′)
	LNAV/VNAV	**❷R750m**	**❸R750m**	**R800m**	**R900m**
	ALS out	R1400m	R1400m	R1500m	R1600m
	❶ RNP Z	**450**′(384′)	**450**′(384′)	**450**′(384′)	**450**′(384′)
	LNAV	**R1100m**	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m

❶ Continuous Descent Final Approach.
❷ With TDZ & CL & HUD: RVR 650m.
❸ With TDZ & CL & HUD: RVR 700m.
❹ Missed apch climb gradient MIM 4.0%.
❺ Missed apch climb gradient MIM 2.5%.
❻ Missed apch climb gradient MIM 3.0%.
❼ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
❽ Missed apch climb gradient MIM 5.0%.

ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
28R (contd)	RNP Y (AR)	**370**′(304′)	**391**′(325′)	**409**′(343′)	**423**′(357′)
	RNP 0.10	❶ **R750m**	**R800m**	**R900m**	**R900m**
	ALS out	R1400m	R1500m	R1600m	R1600m
	RNP Y (AR)	**388**′(322′)	**410**′(344′)	**428**′(362′)	**447**′(381′)
	RNP 0.30	**R800m**	**R900m**	**R1000m**	**R1100m**
	ALS out	R1500m	R1500m	R1700m	R1800m
	❷VOR	**500**′(434′)	**500**′(434′)	**500**′(434′)	**500**′(434′)
	with D2.5	**R1300m**	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	❷VOR	**610**′(544′)	**610**′(544′)	**610**′(544′)	**610**′(544′)
	w/o D2.5	**R1500m**	**R1500m**	**R1800m**	**R1800m**
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷NDB	**590**′(524′)	**590**′(524′)	**590**′(524′)	**590**′(524′)
		R1500m	**R1500m**	**R1700m**	**R1700m**
	ALS out	R1500m	R1500m	R2400m	R2400m

❶ With TDZ & CL & HUD: RVR 700m.
❷ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	690′(611′)	**1060**′(981′)	**1160**′(1081′)	**1160**′(1081′)
After RNP Z & RNP Y (AR)	**690**′(611′)	**790**′(711′)	**900**′(821′)	**1040**′(961′)
	V1500m	V1600m	V2400m	V3600m

TAKE-OFF

	Low Visibility Take-off					
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO R125m	TDZ, MID, RO R150m	R200m	R300m	400m	500m

CHANGES: New page.

ULLI/LED
PULKOVO

JEPPESEN
12 APR 19 (11-1) Eff 25 Apr

ST PETERSBURG, RUSSIA
ILS Rwy 10L

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.1	121.7

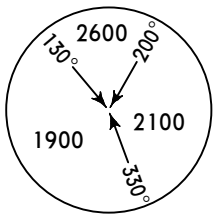
BRIEFING STRIP

LOC IPU	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 79′ Rwy 61′
110.5	095°	850′ (789′)		

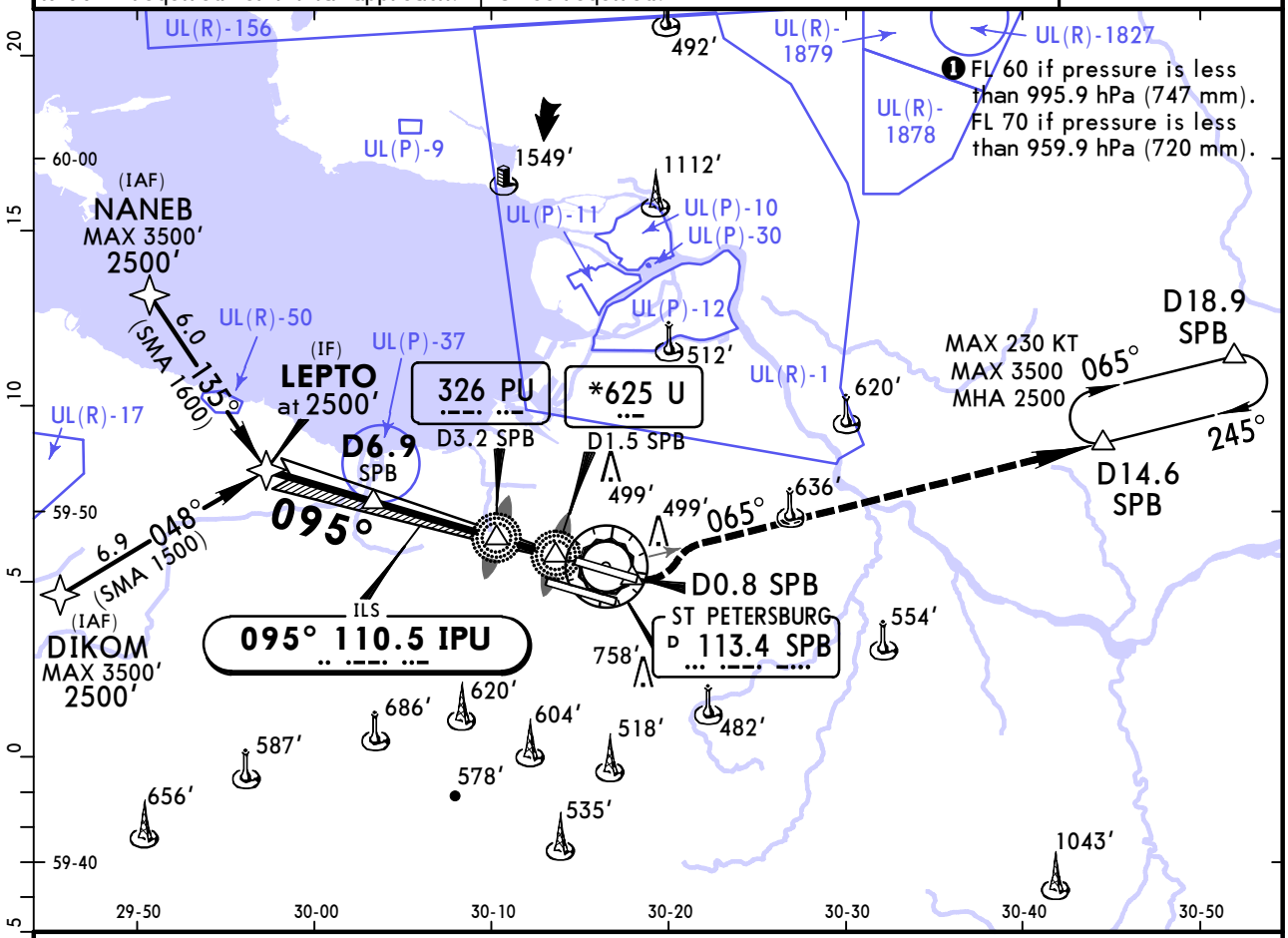
MISSED APCH: Climb STRAIGHT AHEAD on 095°, at D0.8 after SPB turn LEFT onto R-065 SPB, proceed to D14.6 SPB climbing to 2500′, then join holding.

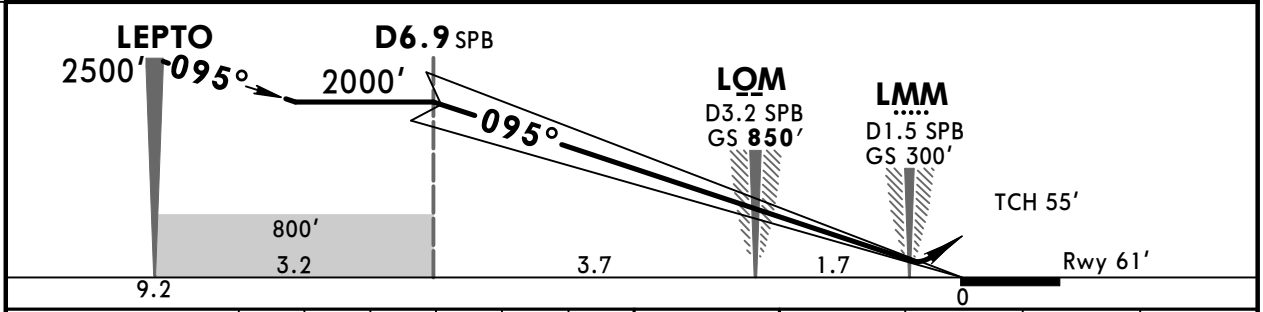
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNAV 1 required for initial approach. | GNSS required.



MSA SPB VOR





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

HIALS-II
PAPI
D0.8 after SPB
LT
SPB 113.4 R-065

STRAIGHTT-IN LANDING RWY 10L

ILS

Missed apch climb gradient mim 4.0%

DA(H)
C: 263′ (202′)
AB: 261′ (200′) D: 274′ (213′)

Missed apch climb gradient mim 2.5%

DA(H)
A: 350′ (289′) C: 370′ (309′)
B: 362′ (301′) D: 381′ (320′)

LOC (GS out)

PANS OPS	FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out
A, B, C, D	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	900m	1400m / 1500m	NOT AUTHORIZED

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	690′ (611′) 1600m
135	1060′ (981′) 2400m
180 / 205	1160′ (1081′) 4800m

CHANGES: Bearings. TCH. Minimums.

ULLI/LED
PULKOVO

JEPPESEN 12 APR 19 (11-1A) Eff 25 Apr

ST PETERSBURG, RUSSIA
CAT II ILS Rwy 10L

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	PETERSBURG Approach (180°T-360°T) 1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2 / 119.3	120.3	118.1	121.7

BRIEFING STRIP

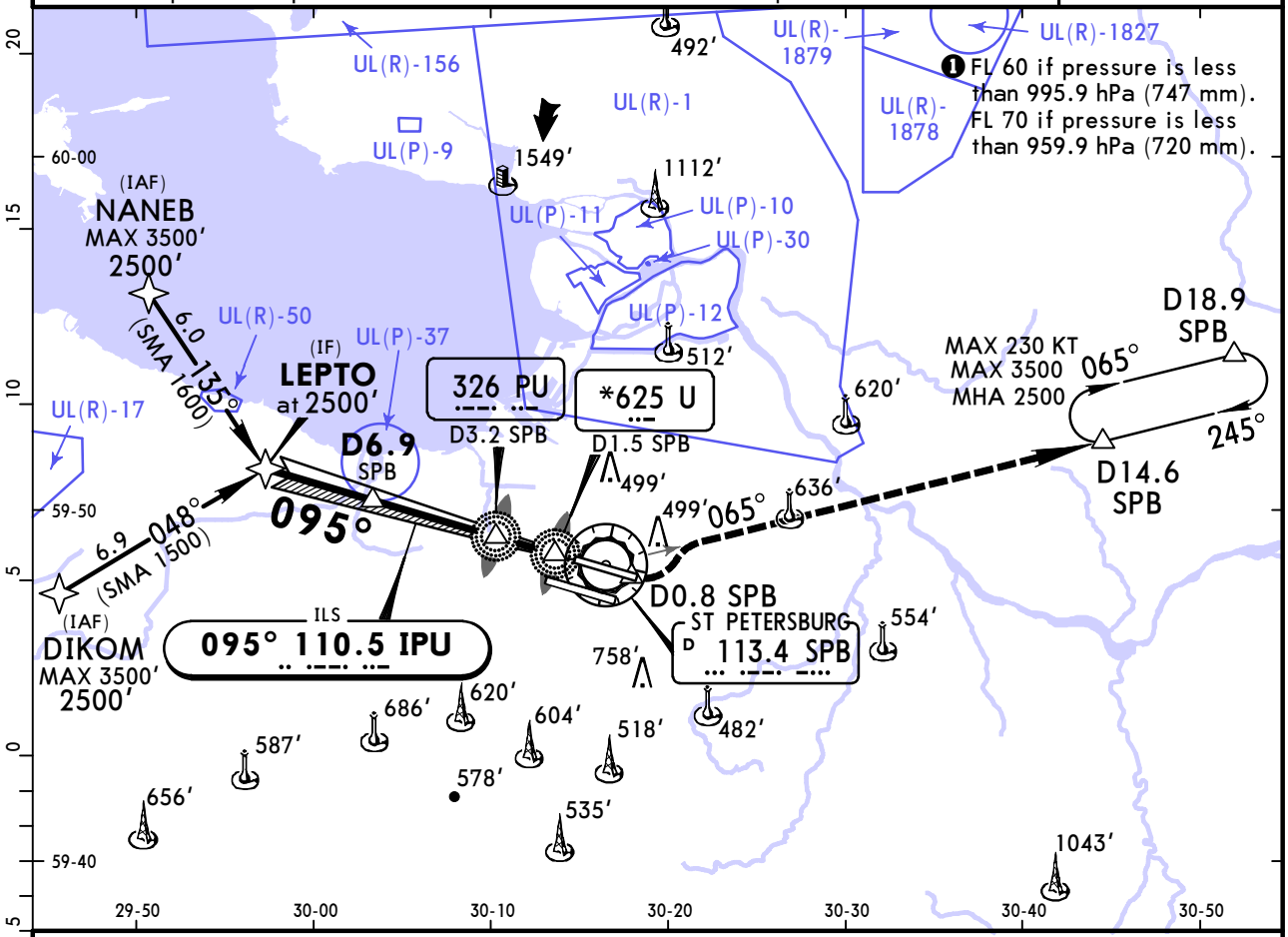
LOC IPU	Final Apch Crs	GS LOM	CAT II ILS Refer to Minimums	Apt Elev 79′ Rwy 61′
110.5	095°	850′ (789′)		

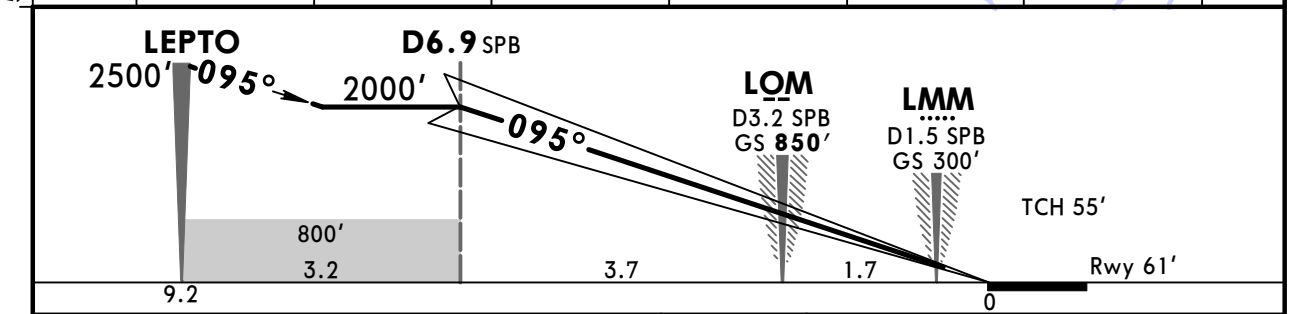
MISSED APCH: Climb STRAIGHT AHEAD on 095°, at D0.8 after SPB turn LEFT onto R-065 SPB, proceed to D14.6 SPB climbing to 2500′, then join holding.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNAV 1 required for initial approach.

1. GNSS required. 2. Special Aircrew & Aircraft Certification required.





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

HIALS-II PAPI | D0.8 after SPB | LT | SPB 113.4 R-065

STRAIGHTT-IN LANDING RWY **10L**

CAT II ILS

Missed apch climb gradient mim 3.0%

A	B	C	D
RA 111′	RA 130′	RA 143′	RA 157′
DA(H) 167′ (106′)	DA(H) 184′ (123′)	DA(H) 196′ (135′)	DA(H) 210′ (149′)

Missed apch climb gradient mim 2.5%

A	B	C	D
RA 149′	RA 166′	RA 178′	RA 193′
DA(H) 202′ (141′)	DA(H) 219′ (158′)	DA(H) 231′ (170′)	DA(H) 245′ (184′)

PANS OPS

RVR 300m	RVR 400m	RVR 450m	RVR 450m

CHANGES: Bearings. TCH. Minimums.

ULLI/LED
PULKOVO

JEPPESEN
12 APR 19 (11-2) Eff 25 Apr

ST PETERSBURG, RUSSIA
ILS Z Rwy 10R

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	PETERSBURG Approach (180°T-360°T)	1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.7	121.7

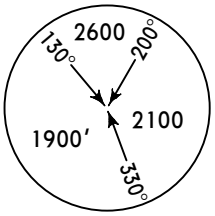
BRIEFING STRIP

LOC IPK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 79′
111.9	095°	810′ (743′)	267′ (200′)	Rwy 67′

MISSED APCH: Climb STRAIGHT AHEAD on 095°, at D2.8 after IPK turn RIGHT onto R-126 SPB, proceed to D15.1 SPB climbing to 2500′, then join holding.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

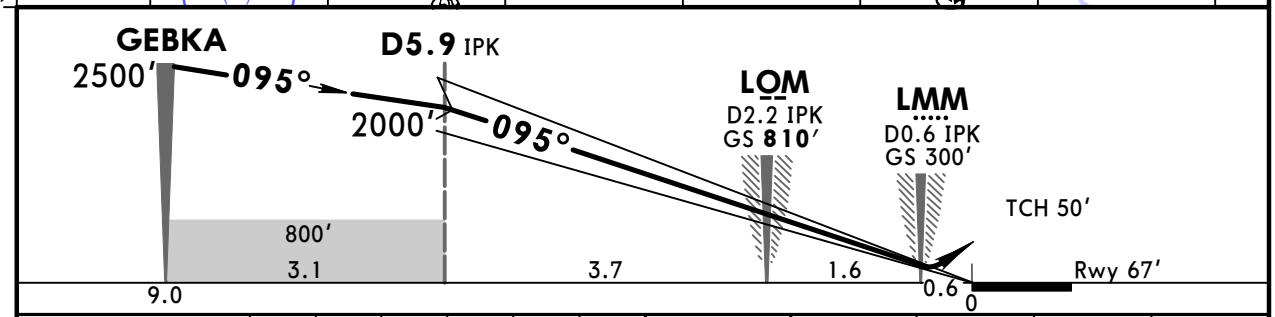
RNAV 1 required for initial approach. | 1. GNSS required. 2. ILS DME reads zero at rwy 10R threshold. 3. Level flight segment is not available before FAP.



MSA SPB VOR

❶ FL 60 if pressure is less than 995.9 hPa (747 mm). FL 70 if pressure is less than 959.9 hPa (720 mm).

(IAF) NANEB MAX 3500′ 2500′
6.3 144° (SMA 1700)
(IF) GEBKA at 2500′
ILS DME 095° 111.9 IPK
D5.9 IPK
095°
6.0 050° (SMA 1400)
(IAF) DIKOM MAX 3500′ 2500′
*342 PK D2.2 IPK
*700 K D0.6 IPK
D2.8 IPK
126°
ST PETERSBURG D 113.4 SPB
D15.1 SPB
D20.0 SPB
306°
MAX 230 KT
MAX 3500
MHA 2500
UL(P)-10 UL(P)-11 UL(P)-12 UL(P)-30 UL(P)-37 UL(P)-17 UL(P)-19 UL(R)-50 UL(R)-17 UL(R)-1
512′ 620′ 499′ 636′ 554′ 758′ 482′ 518′ 604′ 620′ 686′ 587′ 656′ 578′ 535′ 682′ 725′ 633′ 591′ 630′ 673′ 554′ 531′ 564′ 1043′
59-50 59-40 29-50 30-00 30-10 30-20 30-30 30-40 30-50
20 15 10 5 0 5



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

HIALS-II PAPI | D2.8 after IPK | RT | SPB 113.4 R-126

PANS OPS

STRAIGHT-IN LANDING RWY 10R

	ILS DA(H) 267′ (200′) FULL	ILS DA(H) 267′ (200′) TDZ or CL out	ILS DA(H) 267′ (200′) ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	690′ (611′)	1600m
135	1060′ (981′)	2400m
180	1160′ (1081′)	4800m
205		

CHANGES: Bearings. Minimums.

ULLI/LED
PULKOVO

JEPPESEN
12 APR 19
Eff 25 Apr
11-2A

ST PETERSBURG, RUSSIA
CAT II ILS Z Rwy 10R

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	(180°T-360°T)	1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.7	121.7

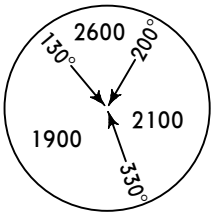
BRIEFING STRIP

LOC IPK	Final Apch Crs	GS	CAT II ILS	Apt Elev 79′
111.9	095°	LOM 810′ (743′)	RA 104′ DA(H) 167′ (100′)	Rwy 67′

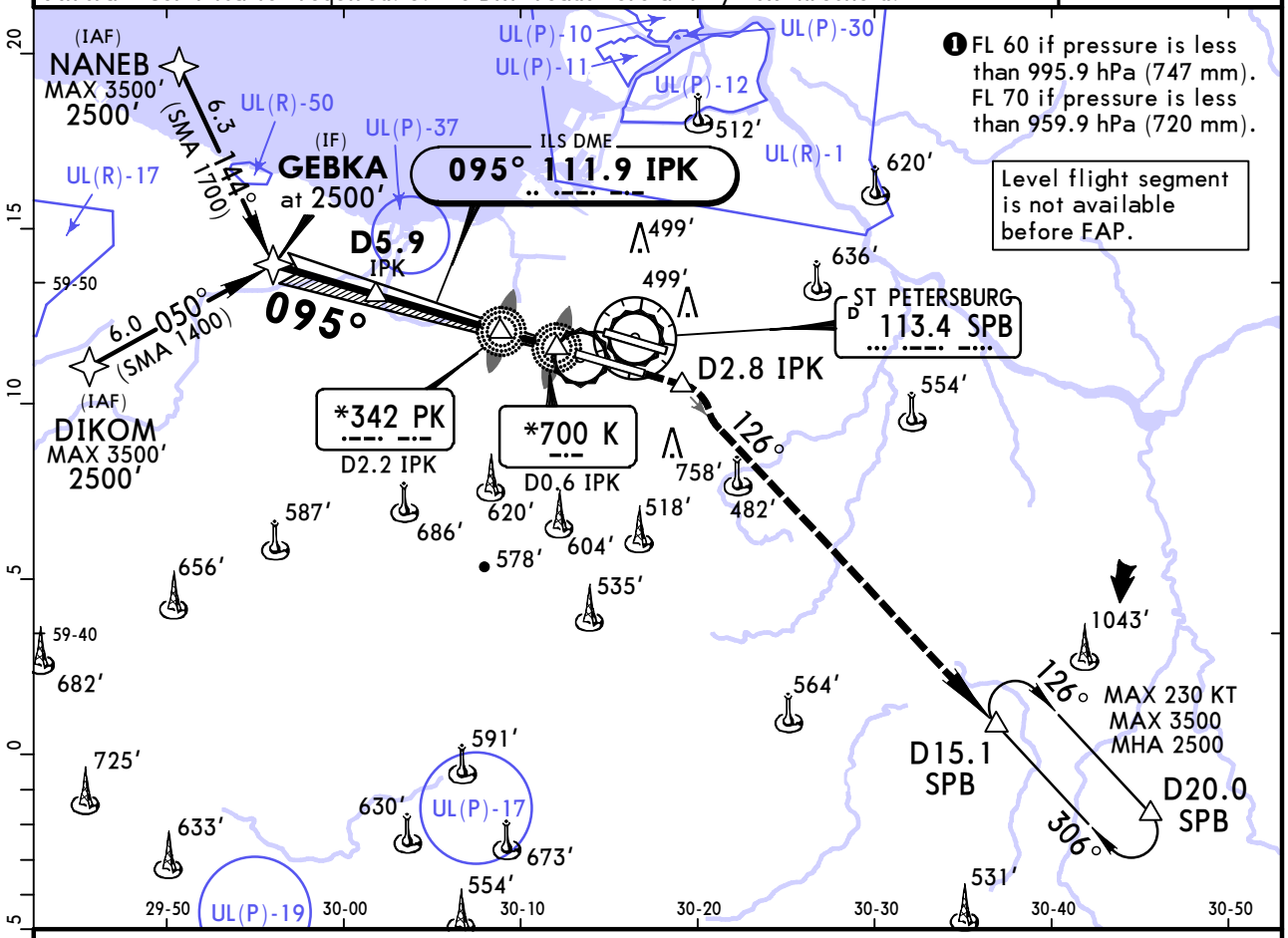
MISSED APCH: Climb STRAIGHT AHEAD on 095°, at D2.8 after IPK turn RIGHT onto R-126 SPB, proceed to D15.1 SPB climbing to 2500′, then join holding.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNAV 1 required for initial approach. | 1. GNSS required. 2. Special Aircrew & Aircraft Certification required. 3. ILS DME reads zero at rwy 10R threshold.

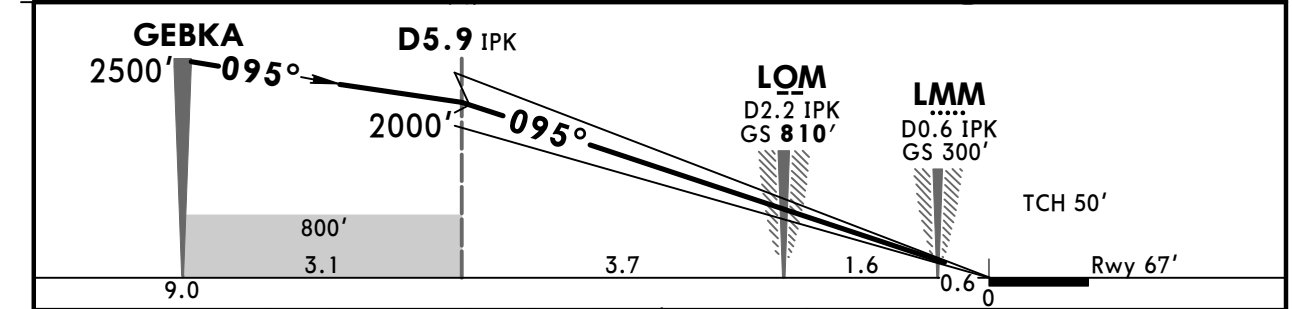


MSA SPB VOR



❶ FL 60 if pressure is less than 995.9 hPa (747 mm). FL 70 if pressure is less than 959.9 hPa (720 mm).

Level flight segment is not available before FAP.



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

HIALS-II
PAPI

D2.8 after IPK

RT

SPB 113.4 R-126

PANS OPS

STRAIGHT-IN LANDING RWY **10R**
CAT II ILS

RA 104′
DA(H) **167′** (100′)

RVR 300m

CHANGES: Bearings. Minimums.

ULLI/LED
PULKOVO

JEPPESEN
12 APR 19 (11-3) Eff 25 Apr

ST PETERSBURG, RUSSIA
ILS Y Rwy 10R

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.7	121.7

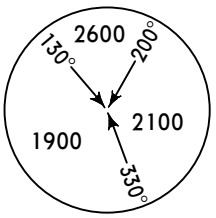
BRIEFING STRIP

LOC IPK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 79′
111.9	095°	810′ (743′)	267′ (200′)	Rwy 67′

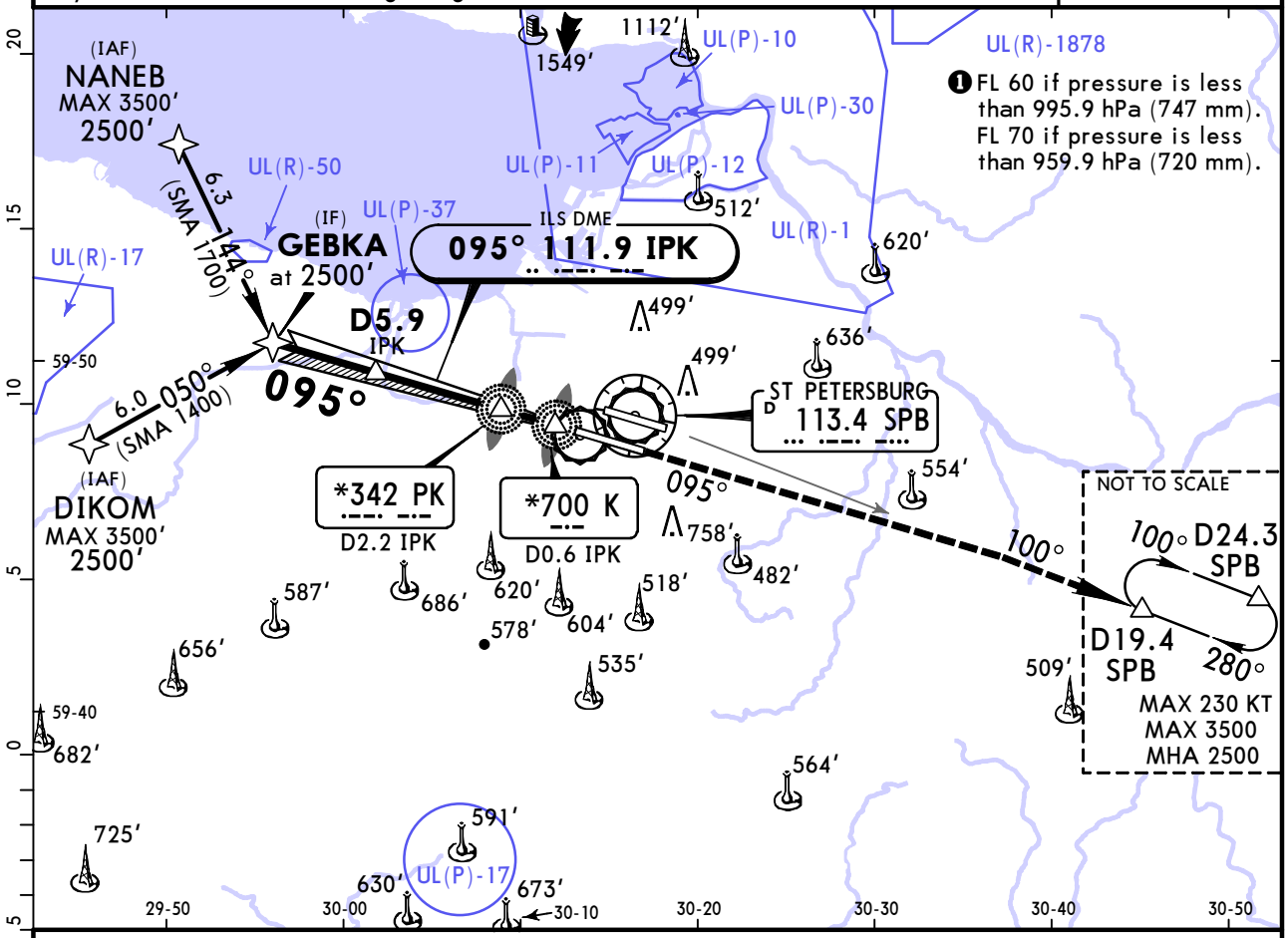
MISSED APCH: Climb STRAIGHT AHEAD on 095°, intercept R-100 SPB, proceed to D19.4 SPB climbing to 2500′, then join holding.

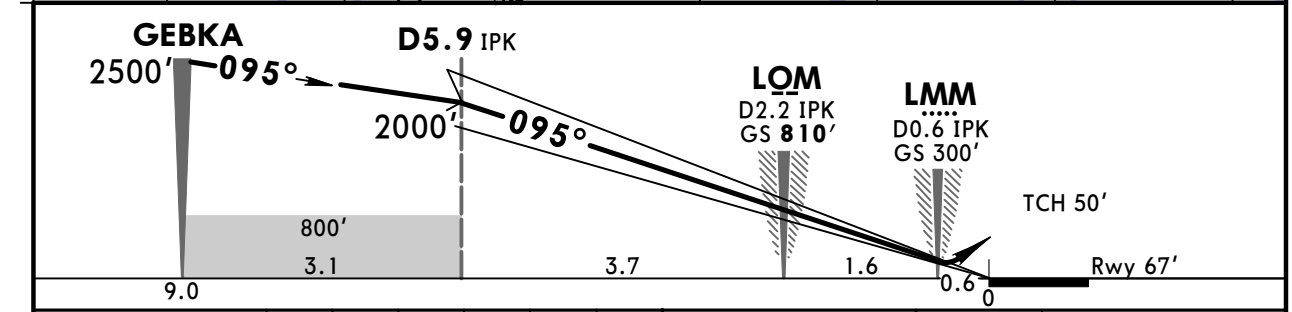
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNAV 1 required for initial approach. | 1. GNSS required. 2. ILS DME reads zero at rwy 10R threshold. 3. Level flight segment is not available before FAP.



MSA SPB VOR





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

HIALS-II
PAPI
095°
SPB onto 113.4
R-100

PANS OPS

STRAIGHT-IN LANDING RWY 10R

	ILS DA(H) 267′ (200′) FULL	ILS DA(H) 267′ (200′) TDZ or CL out	ILS DA(H) 267′ (200′) ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	690′ (611′)	1600m
135	1060′ (981′)	2400m
180	1160′ (1081′)	4800m
205		

CHANGES: Bearings. Minimums.

ULLI/LED
PULKOVO

JEPPESEN
12 APR 19
Eff 25 Apr
11-3A

ST PETERSBURG, RUSSIA
CAT II ILS Y Rwy 10R

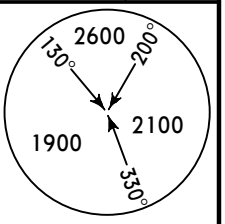
ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.7	121.7

LOC IPK	Final Apch Crs	GS	CAT II ILS	Apt Elev 79′
111.9	095°	LOM 810′ (743′)	RA 104′ DA(H) 167′ (100′)	Rwy 67′

MISSED APCH: Climb STRAIGHT AHEAD on 095°, intercept R-100 SPB, proceed to D19.4 SPB climbing to 2500′, then join holding.

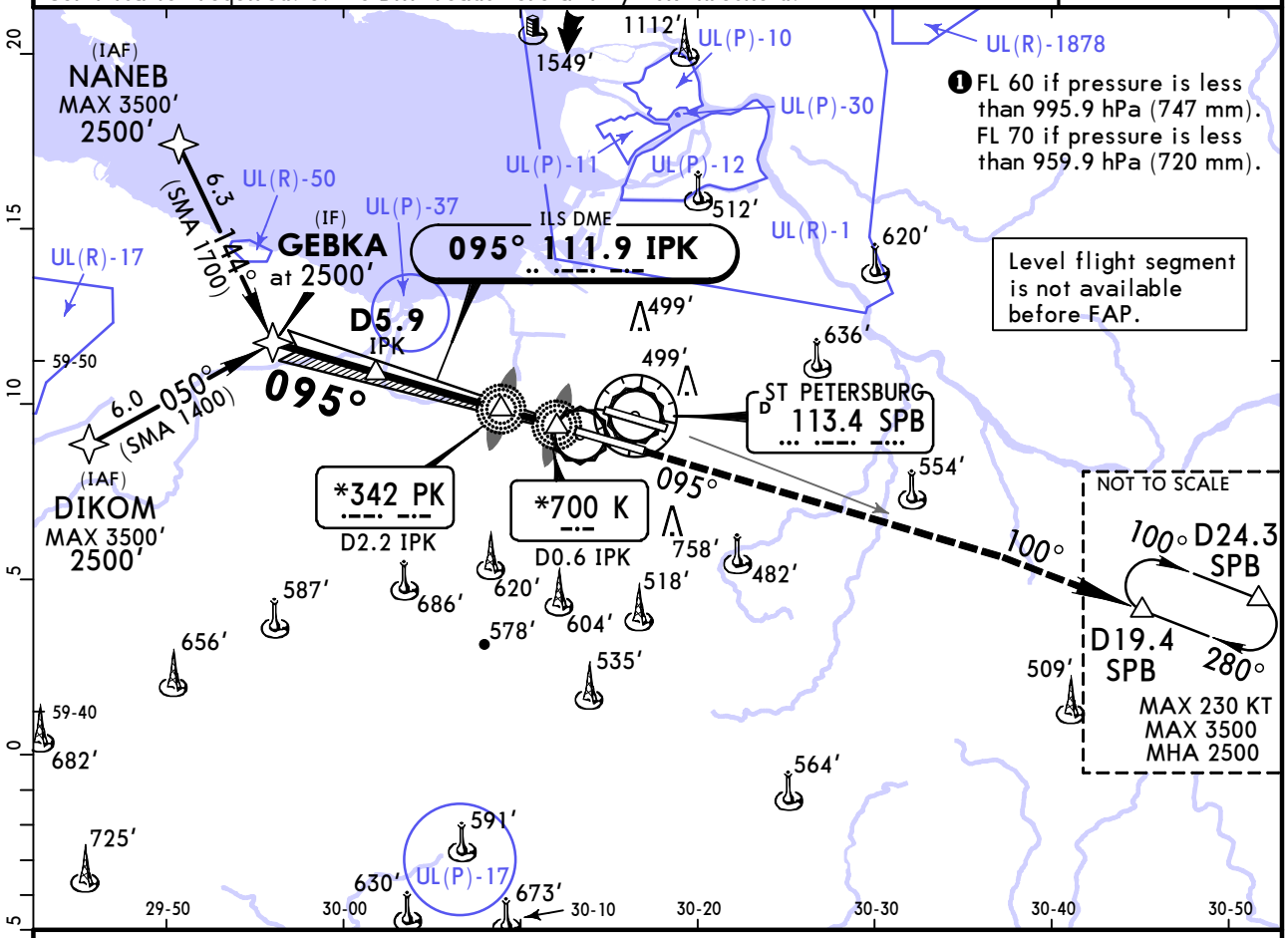
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNAV 1 required for initial approach. | 1. GNSS required. 2. Special Aircrew & Aircraft Certification required. 3. ILS DME reads zero at rwy 10R threshold.



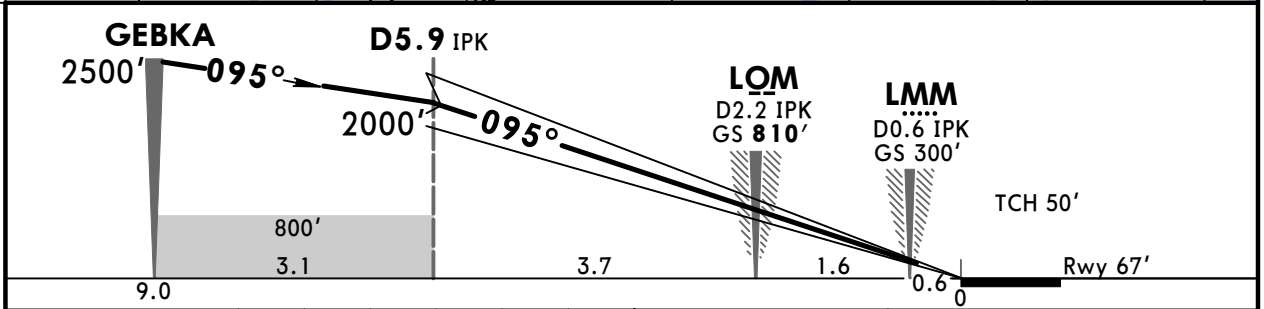
MSA SPB VOR

BRIEFING STRIP



❶ FL 60 if pressure is less than 995.9 hPa (747 mm). FL 70 if pressure is less than 959.9 hPa (720 mm).

Level flight segment is not available before FAP.



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

HIALS-II
PAPI

095°

SPB onto 113.4
R-100

STRAIGHT-IN LANDING RWY **10R**
CAT II ILS

RA 104′
DA(H) **167′** (100′)

RVR 300m

PANS OPS

CHANGES: Bearings. Minimums.

ULLI/LED
PULKOVO

JEPPESEN
12 APR 19 (11-4) Eff 25 Apr

ST PETERSBURG, RUSSIA
ILS Z Rwy 28L

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.7	121.7

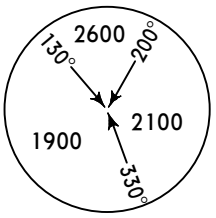
BRIEFING STRIP

LOC IPO	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 79′
108.9	275°	780′ (701′)	279′ (200′)	Rwy 79′

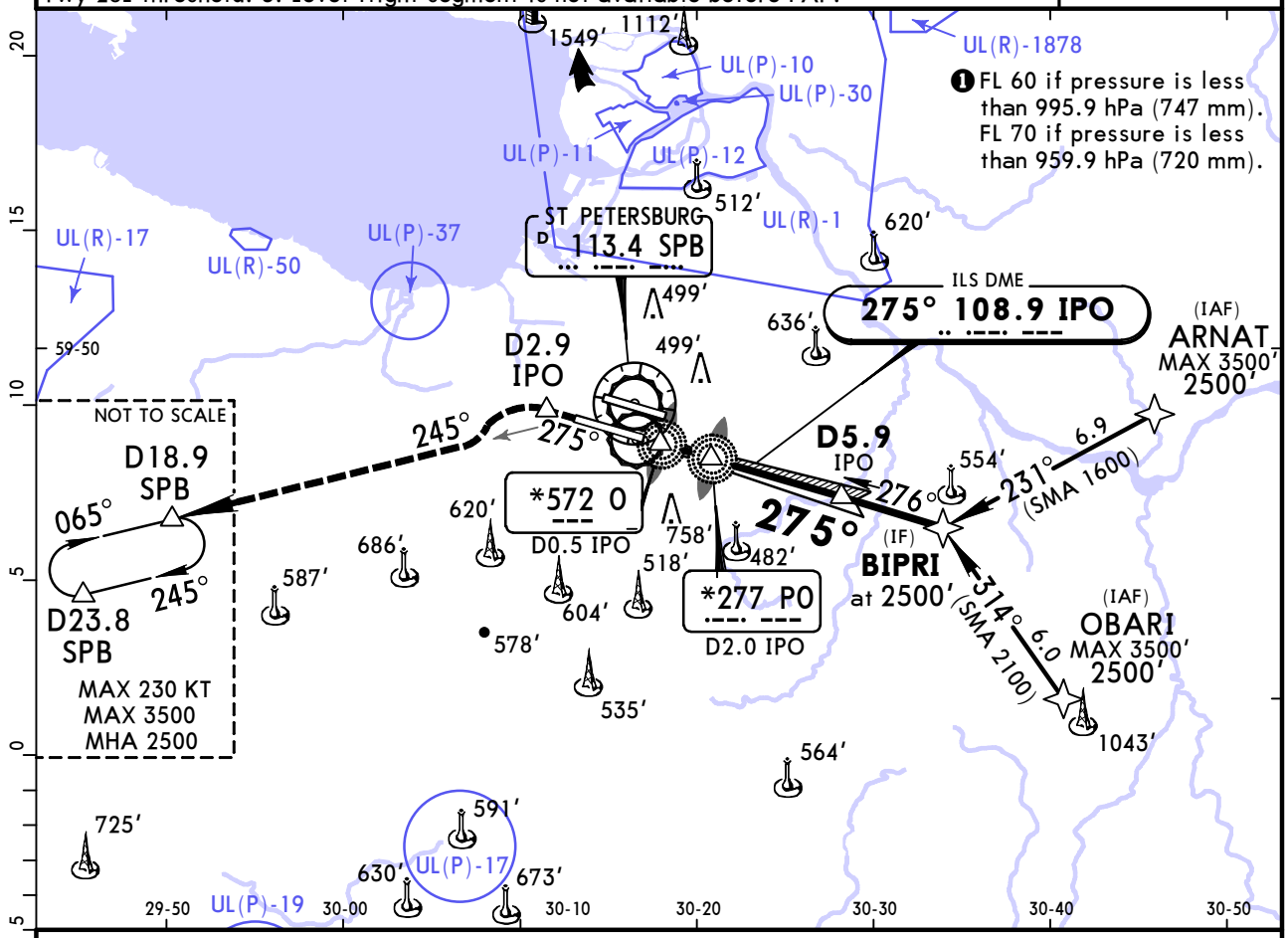
MISSED APCH: Climb STRAIGHT AHEAD on 275°, at D2.9 after IPO turn LEFT to intercept R-245 SPB, proceed to D18.9 SPB climbing to 2500′, then join holding.

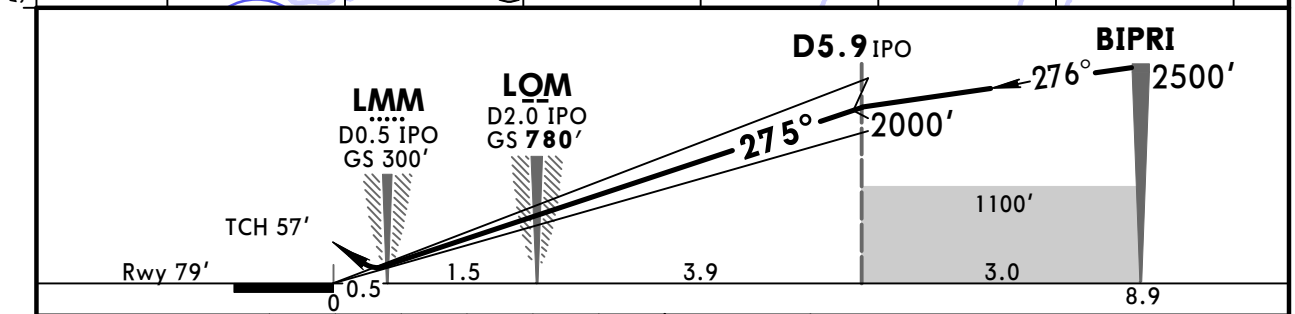
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNAV 1 required for initial approach. | 1. GNSS required. 2. ILS DME reads zero at rwy 28L threshold. 3. Level flight segment is not available before FAP.



MSA SPB VOR





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

HIALS PAPI | D2.9 after IPO | LT | SPB 113.4 R-245

PANS OPS

STRAIGHT-IN LANDING RWY 28L

	ILS DA(H) 279′ (200′) FULL	ILS DA(H) 279′ (200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	690′ (611′)	1600m
135	1060′ (981′)	2400m
180	1160′ (1081′)	4800m
205		

CHANGES: Bearings. TCH. Minimums.

ULLI/LED
PULKOVO

JEPPESEN
12 APR 19 (11-5) Eff 25 Apr

ST PETERSBURG, RUSSIA
ILS Y Rwy 28L

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.7	121.7

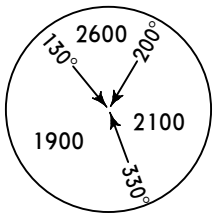
BRIEFING STRIP

LOC IPO	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 79′ Rwy 79′
108.9	275°	780′ (701′)	279′ (200′)	

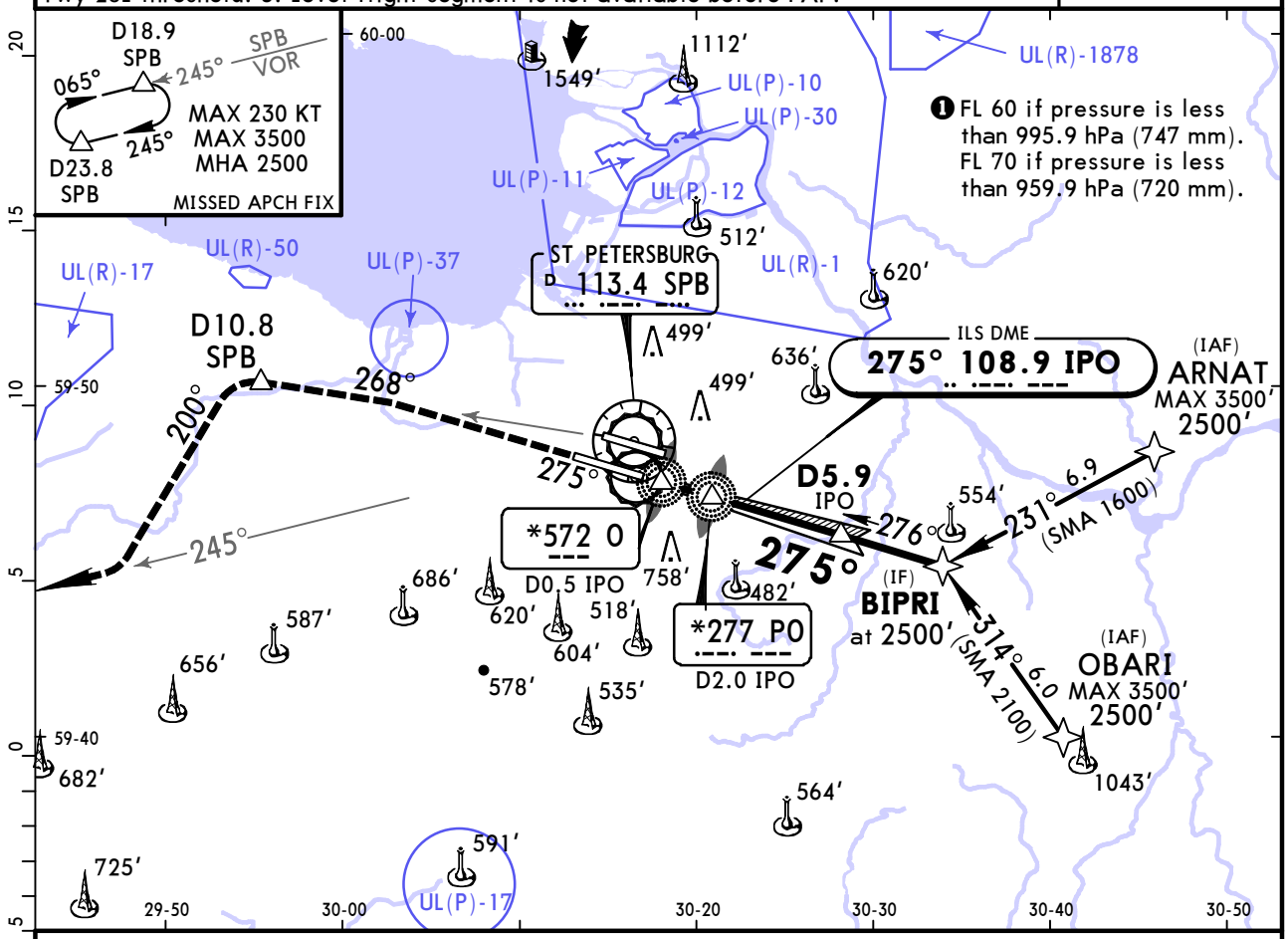
MISSED APCH: Climb STRAIGHT AHEAD on 275°, intercept R-268 SPB to D10.8 SPB, turn LEFT onto 200°, intercept R-245 SPB, proceed to D18.9 SPB climbing to 2500′, then join holding.

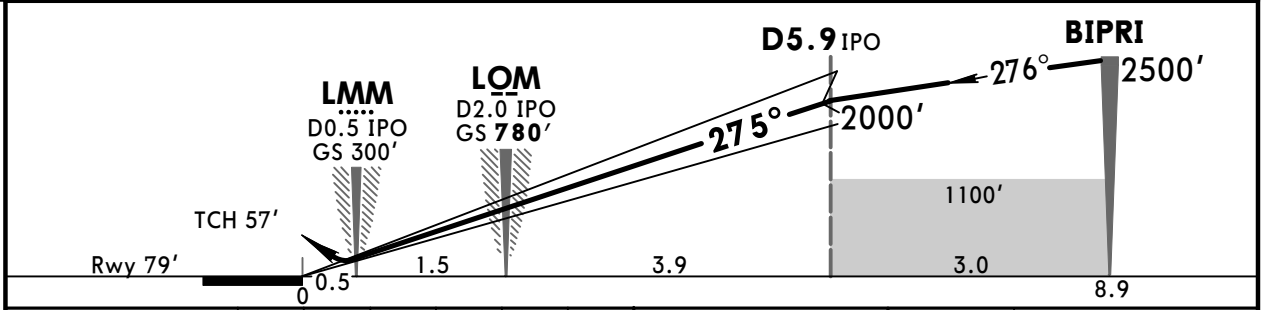
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNAV 1 required for initial approach. | 1. GNSS required. 2. ILS DME reads zero at rwy 28L threshold. 3. Level flight segment is not available before FAP.



MSA SPB VOR





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

HIALS
PAPI
275°
SPB onto 113.4 R-268

STRAIGHT-IN LANDING RWY 28L

ILS — DA(H) 279′ (200′)

LOC (GS out)

CIRCLE-TO-LAND

PANS OPS

	FULL	ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

Max Kts	MDA(H)	
100	690′ (611′)	1600m
135	1060′ (981′)	2400m
180	1160′ (1081′)	4800m
205		

CHANGES: Bearings. TCH. Minimums.

ULLI/LED
PULKOVO

JEPPESEN
12 APR 19 (11-6) Eff 25 Apr

ST PETERSBURG, RUSSIA
ILS Rwy 28R

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.1	121.7

BRIEFING STRIP

LOC IPL	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 79′ Rwy 66′
111.3	275°	800′ (734′)		

MISSED APCH: Climb STRAIGHT AHEAD on 275°, at D1.0 after SPB turn RIGHT to intercept R-305 SPB and proceed to D7.4 SPB, then turn LEFT onto 275°, intercept R-291 SPB to D18.9 SPB climbing to 2500′, then join holding.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNAV 1 required for initial approach. | GNSS required.

MSA SPB VOR
2600 (130°–200°)
2100 (200°–330°)
1900 (330°–130°)

MAX 230 KT
MAX 3500
MHA 2500

110° (R-291 SPB) D18.9 SPB
290°
D23.8 SPB
275° D7.4 SPB
291°
305°
NOT TO SCALE

UL(P)-9 UL(R)-1 UL(R)-1878 UL(R)-1879 UL(P)-10 UL(P)-30 UL(P)-11 UL(P)-12 UL(R)-50 UL(R)-17 UL(P)-37 UL(P)-17

1549′ 1112′ 512′ 620′ 499′ 499′ 636′ 758′ 482′ 620′ 686′ 604′ 587′ 656′ 578′ 518′ 535′ 59-40 854′ 554′ 564′ 1043′

❶ FL 60 if pressure is less than 995.9 hPa (747 mm).
FL 70 if pressure is less than 959.9 hPa (720 mm).

ST PETERSBURG D 113.4 SPB

ILS 275° 111.3 IPL

(IAF) ARNAT MAX 3500′ 2500′

D1.0 SPB

D6.9 SPB

233° 6.0 (SMA 1500)

276°

275°

(IF) MADID at 2500′

*960 L D1.5 SPB

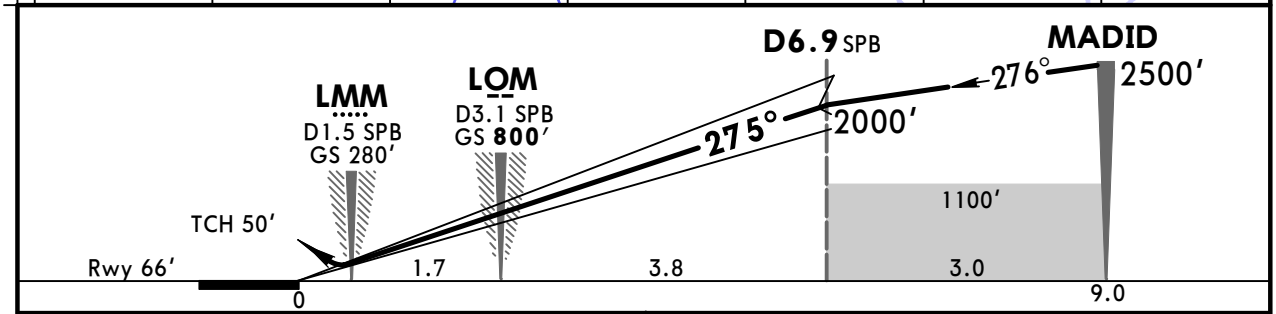
*525 PL D3.1 SPB

(IAF) OBARI MAX 3500′ 2500′

6.2 322° (SMA 2100)

Level flight segment is not available before FAP.

29-40 29-50 30-00 30-10 30-20 30-30 30-40
20 15 10 5 0 5



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

HIALS-II PAPI

D1.0 after SPB

RT

SPB 113.4 R-305

STRAIGHTT-IN LANDING RWY 28R

ILS

Missed apch climb gradient mim 3.0%
DA(H)
A: 266′ (200′) C: 275′ (209′)
B: 267′ (201′) D: 286′ (220′)

Missed apch climb gradient mim 2.5%
DA(H)
A: 288′ (222′) C: 308′ (242′)
B: 300′ (234′) D: 319′ (253′)

LOC (GS out)

CIRCLE-TO-LAND

PANS OPS	ILS FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) FULL	LOC (GS out) TDZ or CL out	LOC (GS out) ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
B						
C				RVR 720m VIS 800m		
D						

NOT AUTHORIZED

Max Kts	MDA(H)
100	690′ (611′) 1600m
135	1060′ (981′) 2400m
180	1160′ (1081′) 4800m
205	

CHANGES: Bearings. Minimums.

ULLI/LED
PULKOVO

JEPPESEN 12 APR 19 (11-6A) Eff 25 Apr

ST PETERSBURG, RUSSIA
CAT II ILS Rwy 28R

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	PETERSBURG Approach (180°T-360°T) 1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2 / 119.3	120.3	118.1	121.7

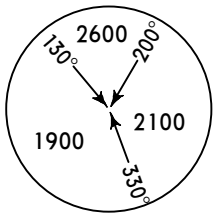
BRIEFING STRIP

LOC IPL	Final Apch Crs	GS LOM	CAT II ILS Refer to Minimums	Apt Elev 79′ Rwy 66′
111.3	275°	800′ (734′)		

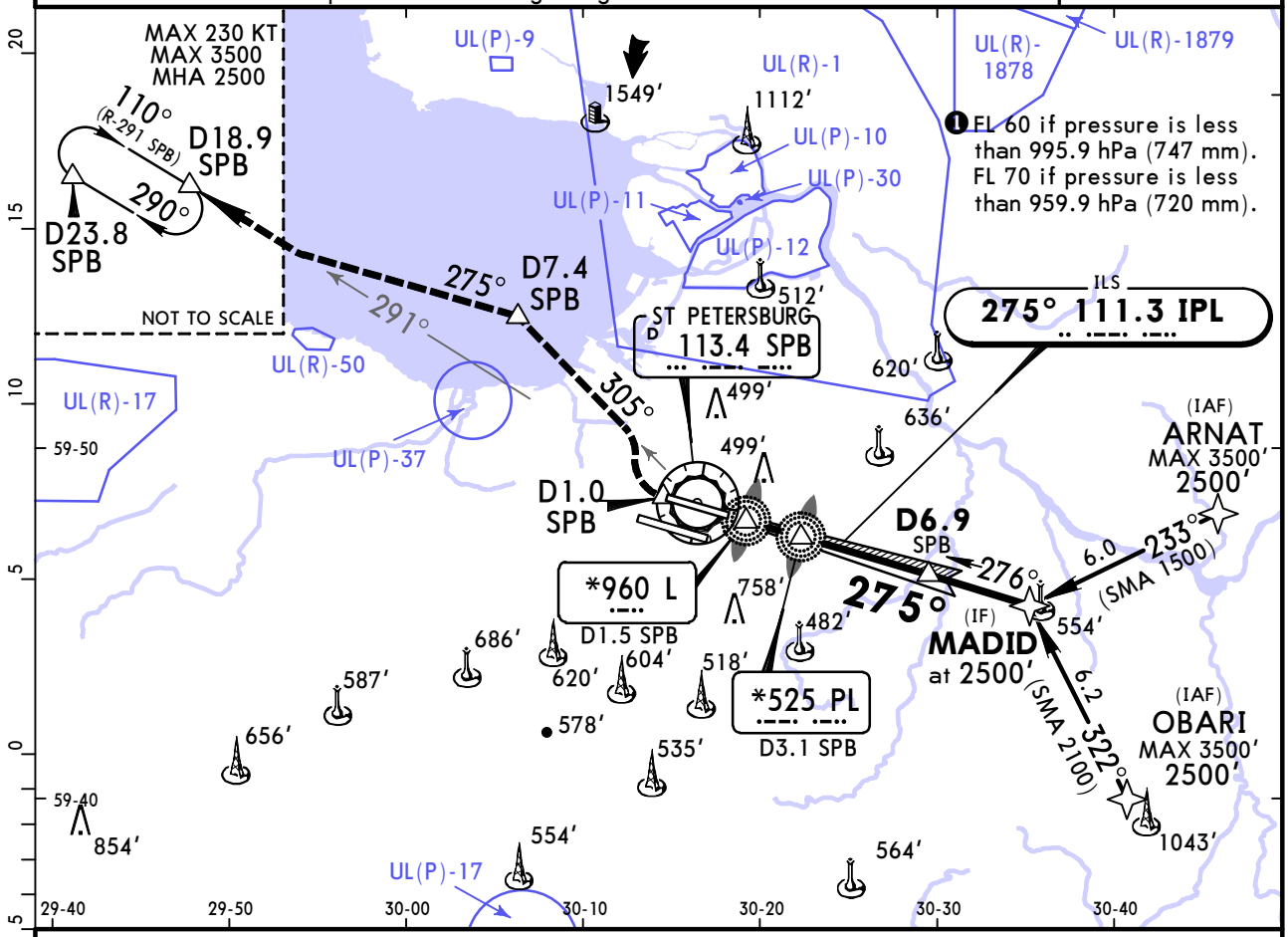
MISSED APCH: Climb STRAIGHT AHEAD on 275°, at D1.0 after SPB turn RIGHT to intercept R-305 SPB and proceed to D7.4 SPB, then turn LEFT onto 275°, then intercept R-291 SPB to D18.9 SPB to 2500′, then join holding.

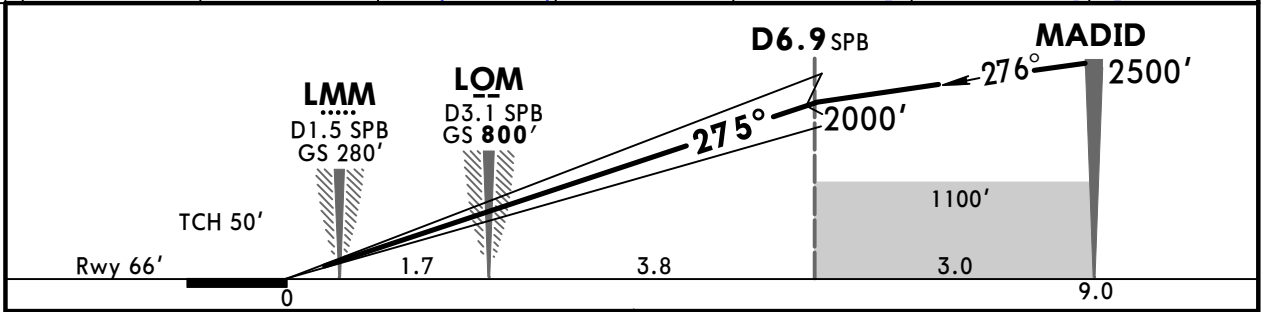
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNAV 1 required for initial approach. | 1. GNSS required. 2. Special Aircrew & Aircraft Certification required. 3. Level flight segment is not available before FAP.



MSA SPB VOR





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

HIALS-II PAPI | D1.0 after SPB | RT | SPB 113.4 R-305

PANS OPS

STRAIGHTT-IN LANDING RWY **28R**
CAT II ILS

A	B	C	D
RA 109′ DA(H) **169′** (103′)	**RA 127′** DA(H) **186′** (120′)	**RA 138′** DA(H) **198′** (132′)	**RA 152′** DA(H) **212′** (146′)
RVR 300m		RVR 400m	RVR 450m

CHANGES: Bearings. Minimums.

ULLI/LED PULKOVO

JEPPESEN 1 NOV 19 Eff 7 Nov (12-1)

ST PETERSBURG, RUSSIA RNP Z Rwy 10L

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	PETERSBURG Approach (180°T-360°T)	1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.1	121.7

BRIEFING STRIP

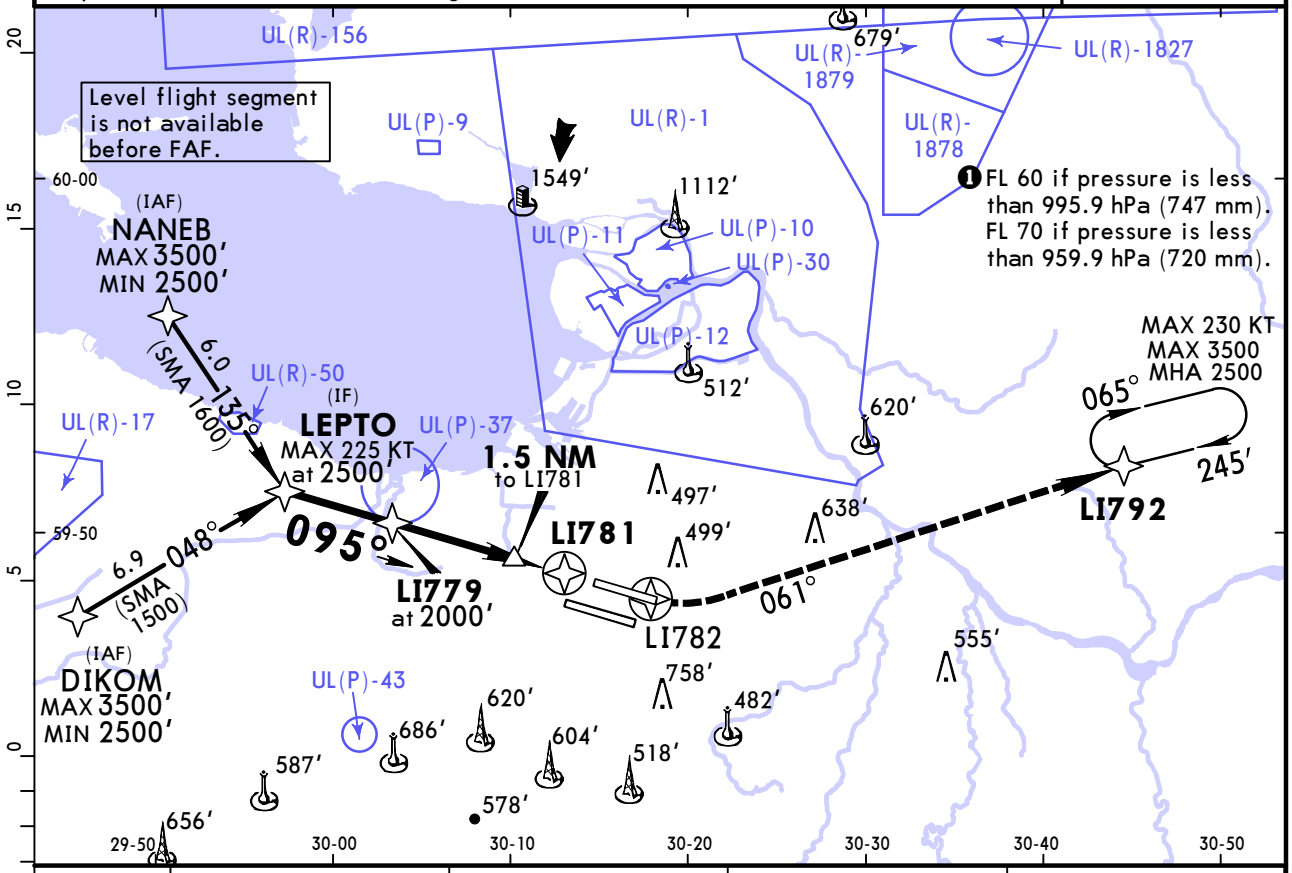
RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 79′
	095°	LI779 2000′ (1939′)		Rwy 61′

MISSED APCH: Climb STRAIGHT AHEAD to LI782, turn LEFT onto 061° to LI792 climbing to 2500′, then join holding.

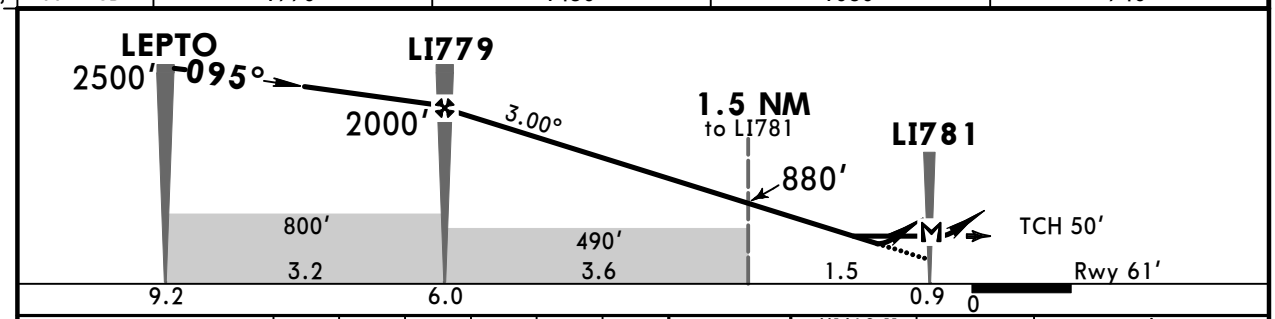
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -30°C. For temperatures above 50°C descent angle exceeds 3.5°.

2600 MSA ARP



DIST to LI781	4.3	3.2	2.2	1.1
ALTITUDE	1770′	1430′	1080′	740′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at LI781						

HIALS-II PAPI

LI782 ↑

LI792 LT on 061°

STRAIGHT-IN LANDING RWY 10L

LNAV/VNAV

DA(H) A: 352′ (291′) C: 383′ (322′)
B: 362′ (301′) D: 410′ (349′)

	ALS out
A	1400m
B	1500m
C	RVR 1500m VIS 1600m
D	1700m

900m

LNAV

MDA(H) 460′ (399′)

ALS out	
RVR 720m VIS 800m	RVR 1500m VIS 1600m
RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	690′ (611′) 1600m
135	790′ (711′) 1600m
180	900′ (821′) 4000m
205	1040′ (961′) 4800m

PANS OPS

CHANGES: Procedure ident. Procedure. Minimums.

ULLI/LED
PULKOVO

JEPPESEN
1 NOV 19
Eff 7 Nov
12-2

ST PETERSBURG, RUSSIA
RNP Z Rwy 10R

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	(180°T-360°T)	1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.7	121.7

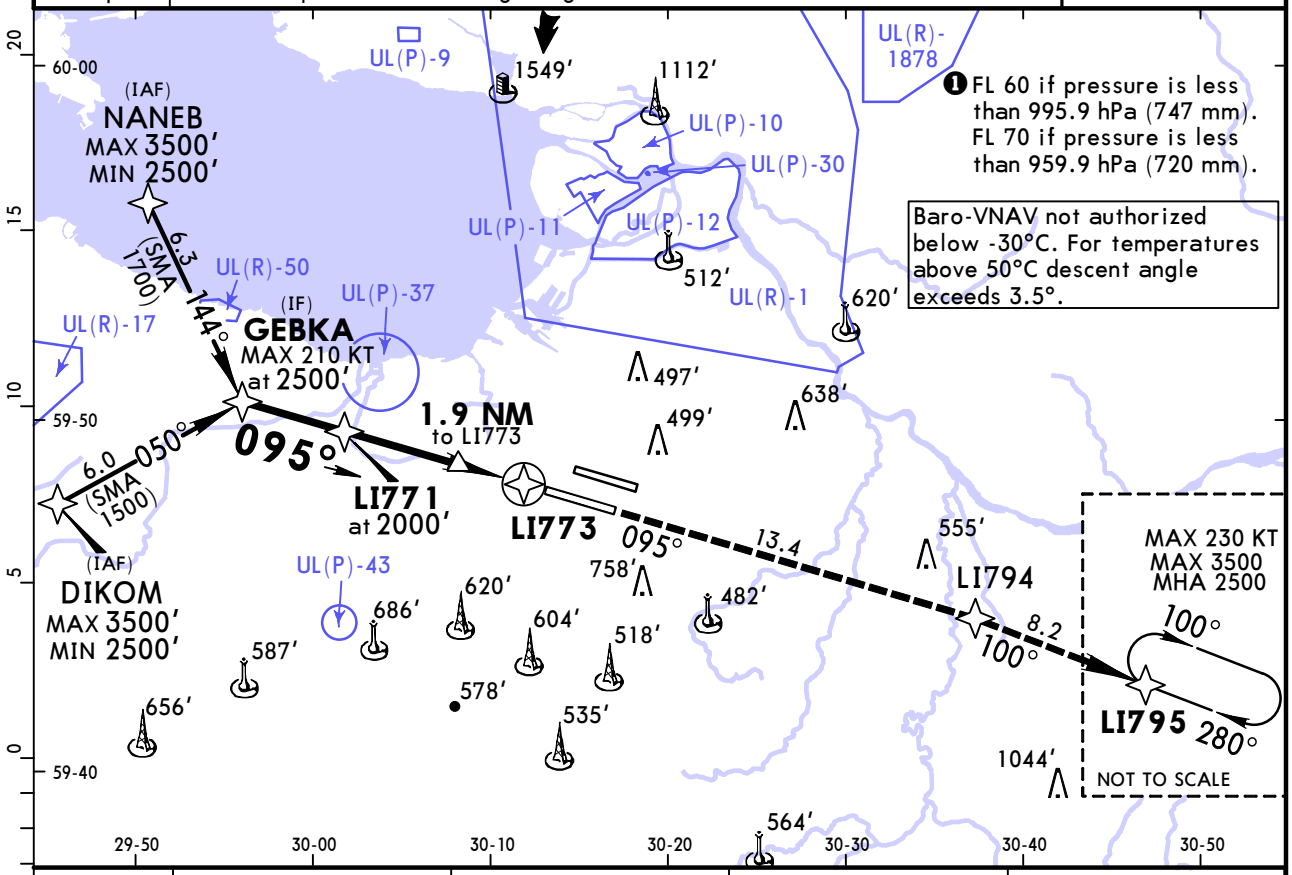
RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 79′
	095°	LI771 2000′ (1933′)		Rwy 67′

MISSED APCH: Climb STRAIGHT AHEAD to LI794, then proceed to LI795 climbing to 2500′, then join holding.

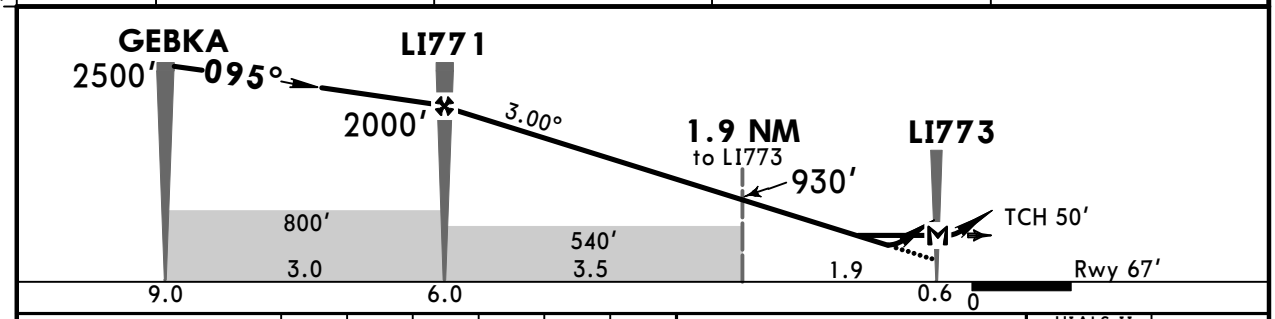
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 50	Trans alt: 3500′
RNP apch.	1. GNSS required. 2. Level flight segment is not available before FAF.		

2600
MSA ARP

BRIEFING STRIP



DIST to LI773	4.3	3.2	2.2	1.1
ALTITUDE	1700′	1360′	1010′	670′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at LI773							

HIALS-II
PAPI
LI794

PANS OPS

STRAIGHT-IN LANDING RWY 10R

	LNAV/VNAV DA(H)	ALS out	LNAV MDA(H)	ALS out
A	A: 317′ (250′) C: 332′ (265′)	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B	B: 322′ (255′) D: 342′ (275′)			
C	900m	1300m		
D			RVR 1500m VIS 1600m	RVR 1800m VIS 2000m
			460′ (393′)	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	690′ (611′)	1600m
135	790′ (711′)	1600m
180	900′ (821′)	4000m
205	1040′ (961′)	4800m

CHANGES: Procedure ident. Procedure. Minimums.

ULLI/LED
PULKOVO

JEPPESEN
1 NOV 19
Eff 7 Nov
12-3

ST PETERSBURG, RUSSIA
RNP Z Rwy 28L

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	PETERSBURG Approach (180°T-360°T)	PETERSBURG Approach 1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.7	121.7

BRIEFING STRIP

RNAV	Final Apch Crs **275°**	Procedure Alt **LI769** **2000′** (1921′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 79′ Rwy 79′

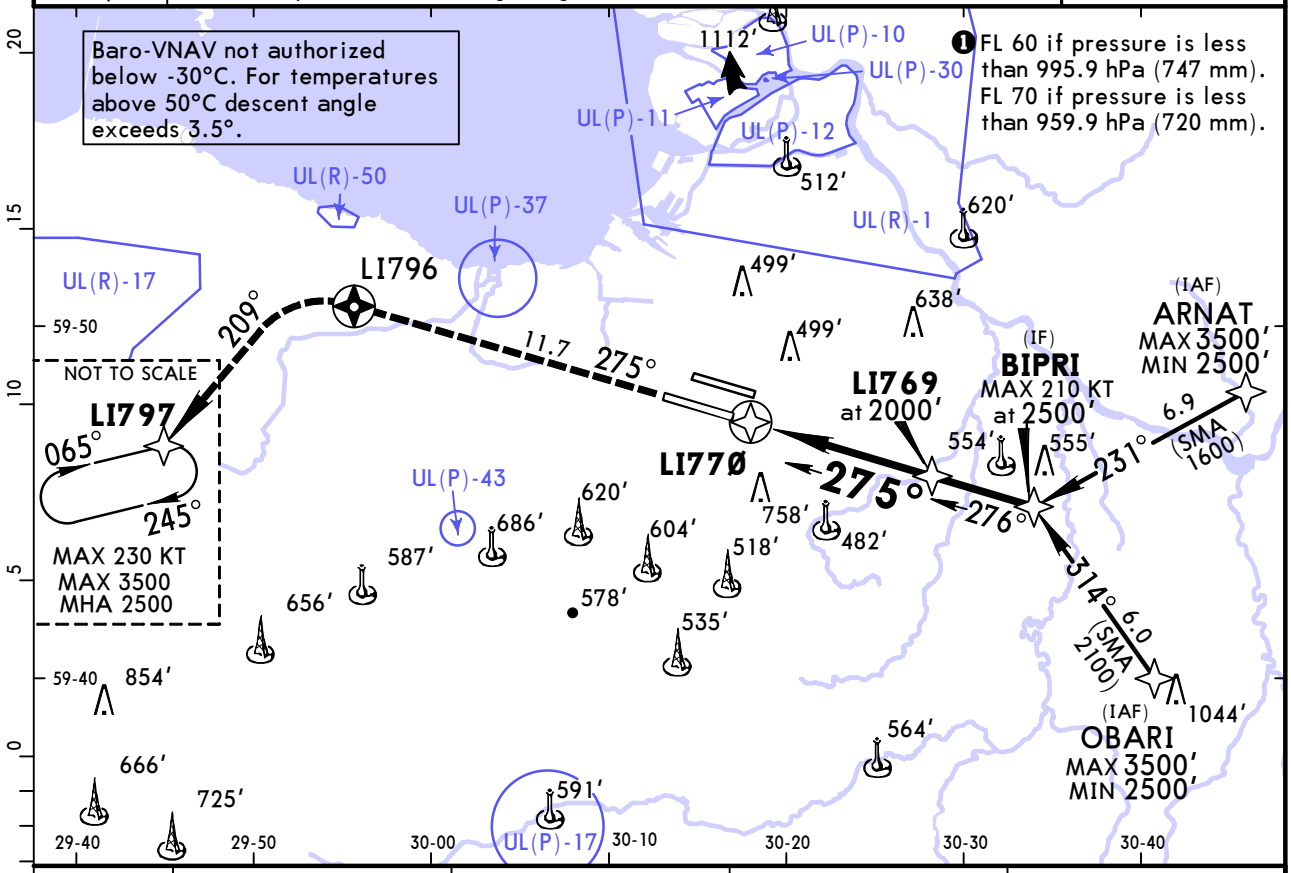
MISSED APCH: Climb STRAIGHT AHEAD to LI796, turn LEFT onto 209° to LI797 climbing to 2500′, then join holding.

Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL 50 ❶	Trans alt: 3500′
RNP apch.	1. GNSS required. 2. Level flight segment is not available before FAF.		

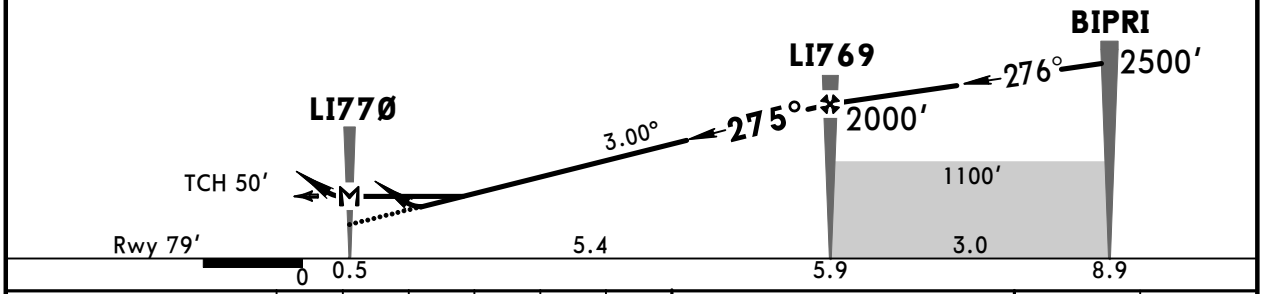
2600
MSA ARP

Baro-VNAV not authorized below -30°C. For temperatures above 50°C descent angle exceeds 3.5°.

❶ FL 60 if pressure is less than 995.9 hPa (747 mm). FL 70 if pressure is less than 959.9 hPa (720 mm).



DIST to LI770	1.1	2.2	3.2	4.3
ALTITUDE	650′	990′	1330′	1680′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
VNAV: MAP at LI770							

HIALS
PAPI
LI796

PANS OPS

STRAIGHT-IN LANDING RWY **28L**

LNAV/VNAV DA(H)	LNAV MDA(H)
A: **470′** (391′) C: **490′** (411′)	**560′** (481′)
B: **480′** (401′) D: **499′** (420′)	

		LNAV/VNAV ALS out	LNAV	LNAV ALS out
A	1200m	RVR 1800m VIS 2000m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				
C	1300m	2100m	1200m	RVR 1800m VIS 2000m
D	1400m	2200m	RVR 1500m VIS 1600m	2400m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	**690′** (611′)	1600m
135	**790′** (711′)	1600m
180	**900′** (821′)	4000m
205	**1040′** (961′)	4800m

CHANGES: Procedure ident. Procedure. Minimums.

ULLI/LED
PULKOVO

JEPPESEN
1 NOV 19
Eff 7 Nov
12-4

ST PETERSBURG, RUSSIA
RNP Z Rwy 28R

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	PETERSBURG Approach (180°T-360°T)	PETERSBURG Approach 1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.1	121.7

BRIEFING STRIP

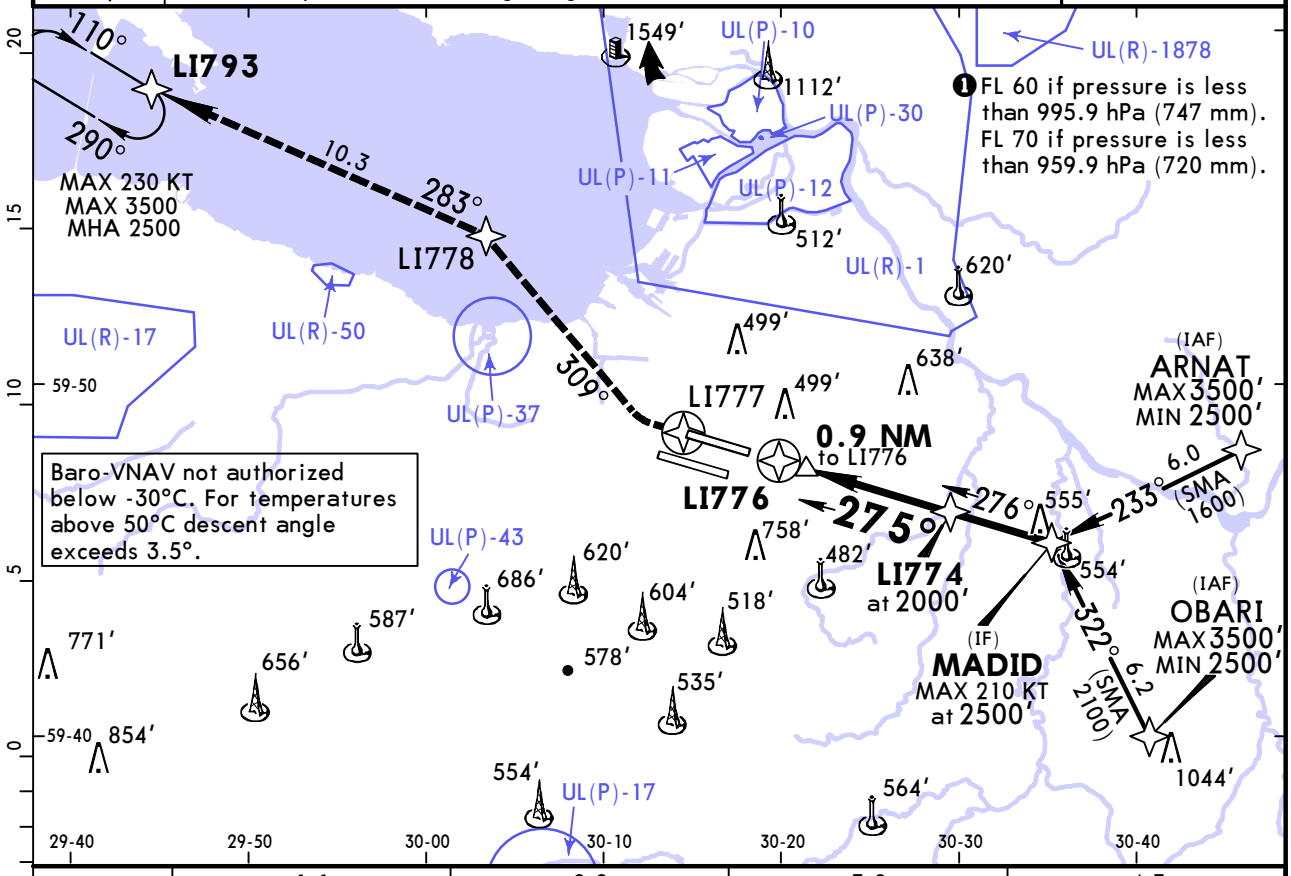
RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 79′
	275°	LI774 2000′ (1934′)	Refer to Minimums	Rwy 66′

MISSED APCH: Climb STRAIGHT AHEAD to LI777, turn RIGHT onto 309° to LI778 (MAX 220 KT), then proceed to LI793 (MAX 240 KT) climbing to 2500′, then join holding.

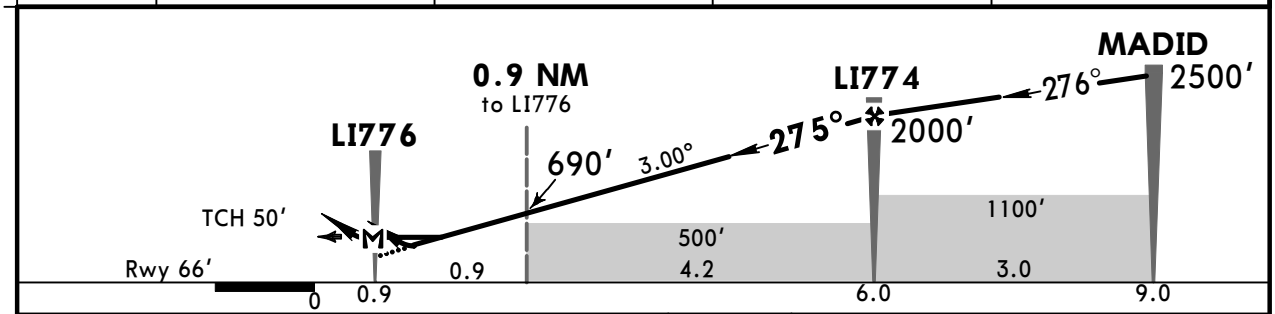
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNP apch. | 1. GNSS required. 2. Level flight segment is not available before FAF.

2600
MSA ARP



DIST to LI776	1.1	2.2	3.2	4.3
ALTITUDE	750′	1090′	1430′	1780′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at LI776						

HIALS-II
PAPI
LI777
LI778
RT
on 309°

PANS OPS

STRAIGHT-IN LANDING RWY 28R

	LNAV/VNAV DA(H)	ALS out	LNAV MDA(H)	ALS out
A	A: 359′ (293′) C: 389′ (323′)	1400m	450′ (384′)	
B	B: 369′ (303′) D: 415′ (349′)	1500m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
C	900m	RVR 1500m VIS 1600m		
D		1700m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	690′ (611′)	1600m
135	790′ (711′)	1600m
180	900′ (821′)	4000m
205	1040′ (961′)	4800m

CHANGES: Procedure ident. Procedure. Minimums.

ULLI/LED
PULKOVO

JEPPESEN
1 NOV 19
Eff 7 Nov
12-20

ST PETERSBURG, RUSSIA
RNP Y Rwy 10L (AR)

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	PETERSBURG Approach (180°T-360°T)	PETERSBURG Approach 1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.1	121.7

BRIEFING STRIP

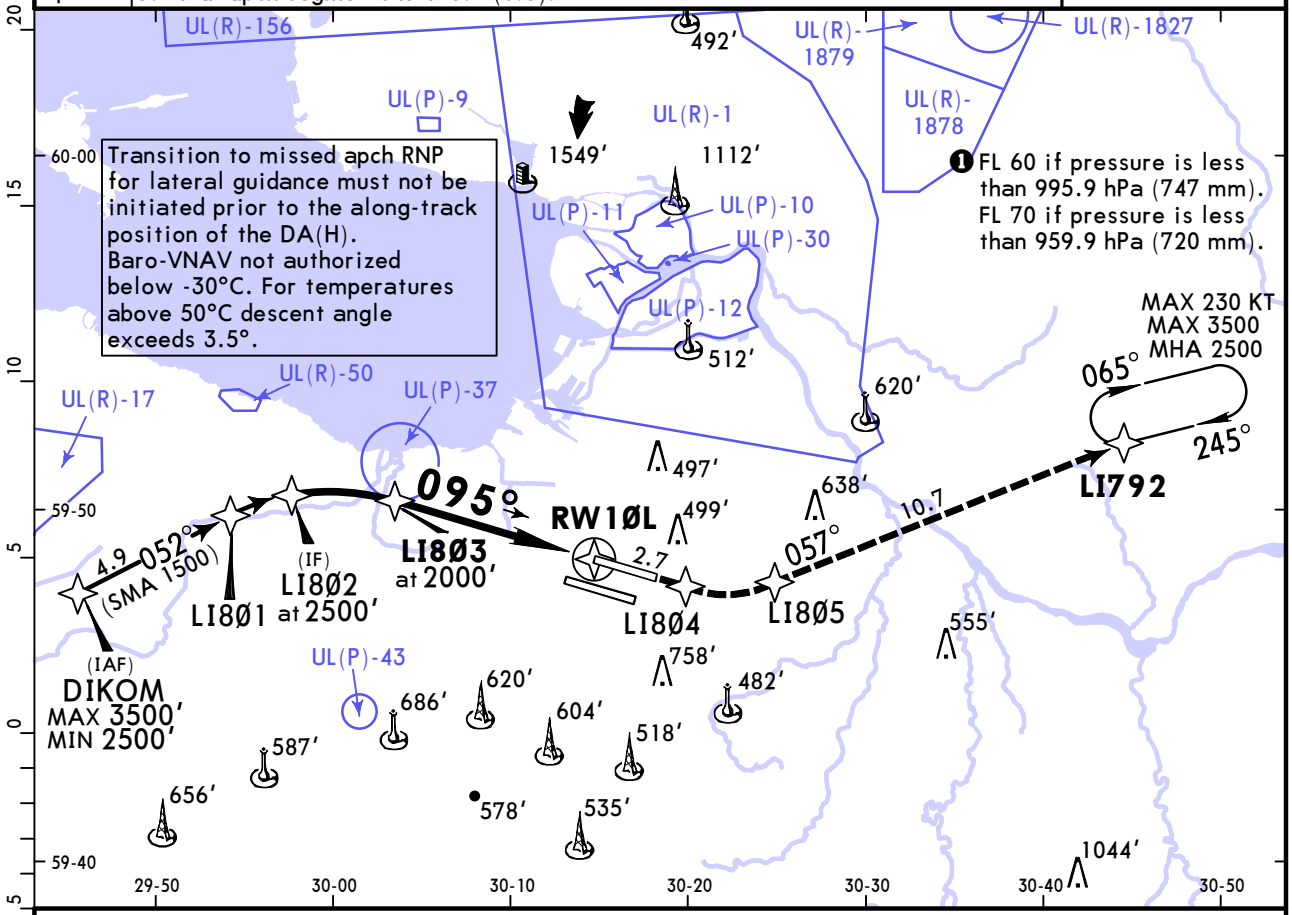
RNAV	Final Apch Crs 095°	LI8Ø3 MANDATORY 2000′ (1939′)	RNP 0.10 DA(H) Refer to Minimums	Apt Elev 79′ Rwy 61′

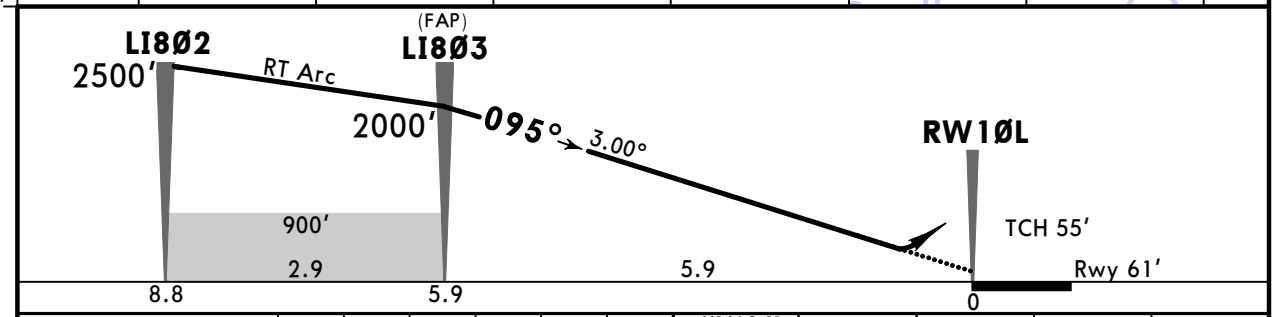
MISSED APCH: Climb STRAIGHT AHEAD to LI8Ø4 (MAX 225 KT), turn LEFT to LI8Ø5 climbing to 2500′, then join holding.
RNP 0.30 to LI8Ø4 required.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNP AR apch. 1. AUTHORIZATION REQUIRED. 2. RF and GNSS required. 3. Final apch segments RNP 0.1 (0.3).

2600
MSA
ARP





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

HIALS-II
PAPI

LI8Ø4 | 225 KT MAX | 2500′ LT | LI8Ø5

STRAIGHT-IN LANDING RWY 10L

	RNP 0.10 DA(H)	RNP 0.30 DA(H)
A	318′ (257′)	379′ (318′)
B	391′ (330′)	391′ (330′)
C	399′ (338′)	399′ (338′)
D	410′ (349′)	410′ (349′)

	RNP 0.10 ALS out	RNP 0.30 ALS out
A	1200m	1500m
B	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m
C	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m
D	1700m	1700m

900m (RNP 0.10) | 900m (RNP 0.30)

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	690′ (611′) 1600m
135	790′ (711′) 1600m
180	900′ (821′) 4000m
205	1040′ (961′) 4800m

PANS OPS

CHANGES: New procedure.

ULLI/LED PULKOVO

JEPPESEN 1 NOV 19 Eff 7 Nov 12-21

ST PETERSBURG, RUSSIA RNP Y Rwy 10R (AR)

BRIEFING STRIP

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	(180°T-360°T)	1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.7	121.7

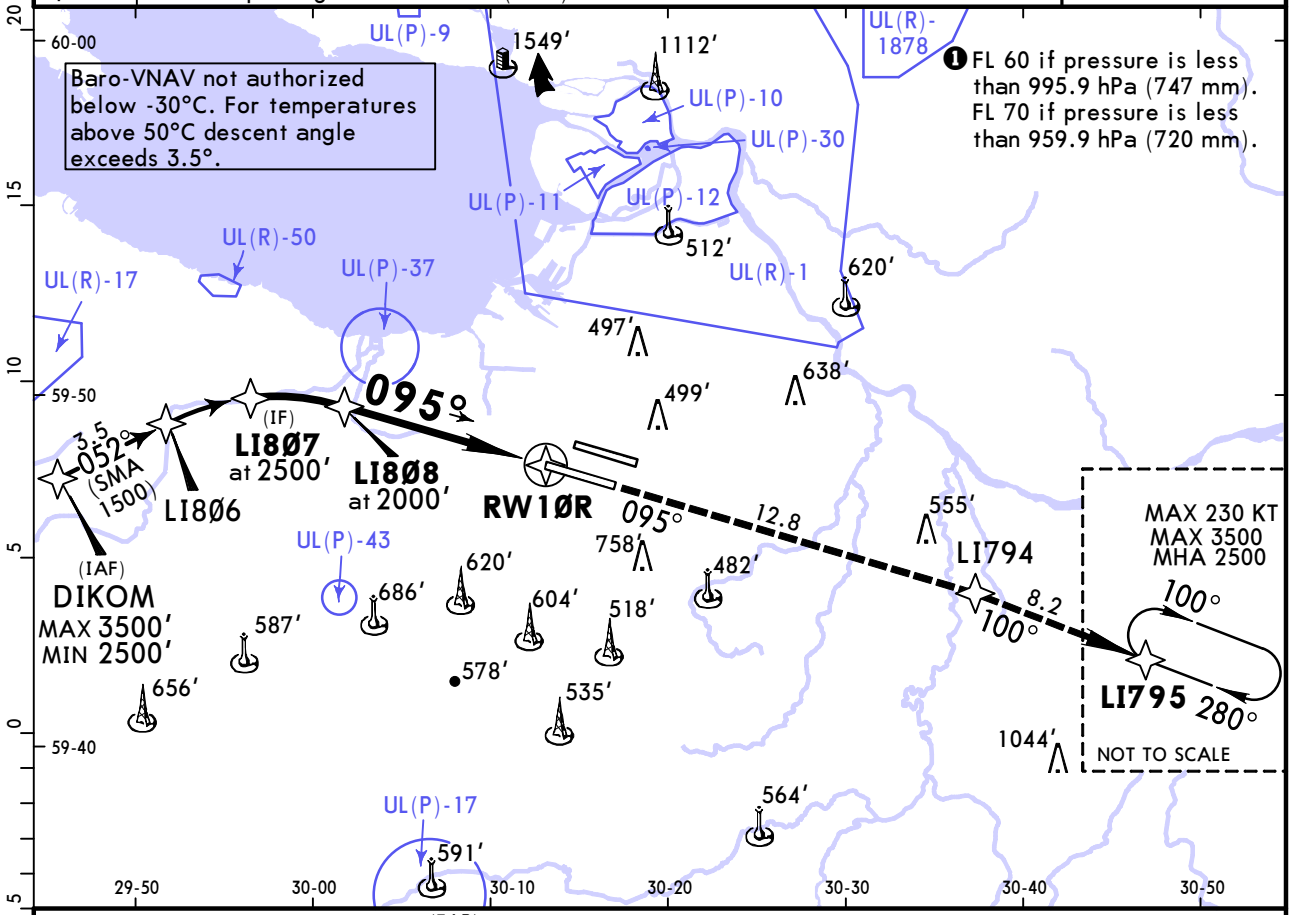
RNAV	Final Apch Crs 095°	LI8Ø8 MANDATORY 2000′ (1933′)	RNP 0.10 DA(H) Refer to Minimums	Apt Elev 79′ Rwy 67′

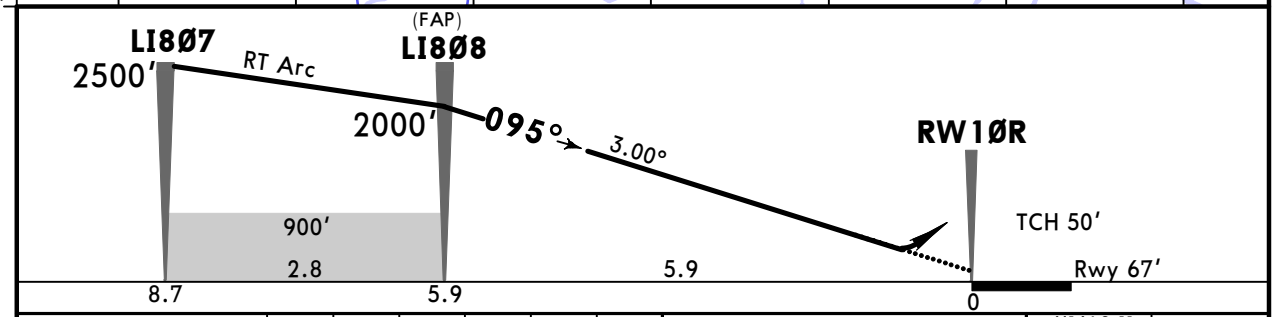
MISSED APCH: Climb STRAIGHT AHEAD to LI794, then proceed to LI795 climbing to 2500′, then join holding.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ⓘ | Trans alt: 3500′

RNP AR apch. | 1. AUTHORIZATION REQUIRED. 2. RF and GNSS required. 3. Final apch segments RNP 0.10 (0.30).

2600 MSA ARP





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

HIALS-II PAPI LI794

PANS OPS

STRAIGHT-IN LANDING RWY 10R

RNP 0.10 DA(H)	A: 321′ (254′)	C: 361′ (294′)
	B: 343′ (276′)	D: 379′ (312′)

RNP 0.30 DA(H)	A: 369′ (302′)	C: 394′ (327′)
	B: 388′ (321′)	D: 407′ (340′)

CIRCLE-TO-LAND

	RNP 0.10 ALS out	RNP 0.30 ALS out	Max Kts	MDA(H)
A	1200m	1500m	100	690′ (611′) 1600m
B	1300m	RVR 1500m VIS 1600m	135	790′ (711′) 1600m
C	1400m		180	900′ (821′) 4000m
D	1500m	1700m	205	1040′ (961′) 4800m

RNP 0.10: 900m | RNP 0.30: 900m

CHANGES: New procedure.

ULLI/LED PULKOVO

JEPPESEN 1 NOV 19 Eff 7 Nov (12-22)

ST PETERSBURG, RUSSIA RNP Y Rwy 28L (AR)

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	PETERSBURG Approach (180°T-360°T)	PETERSBURG Approach 1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.7	121.7

BRIEFING STRIP

RNAV	Final Apch Crs 275°	LI81Ø MANDATORY 2000′ (1921′)	RNP 0.10 DA(H) Refer to Minimums	Apt Elev 79′ Rwy 79′

MISSED APCH: Climb STRAIGHT AHEAD to LI811, turn LEFT to LI812, then proceed to LI797 climbing to 2500′, then join holding.

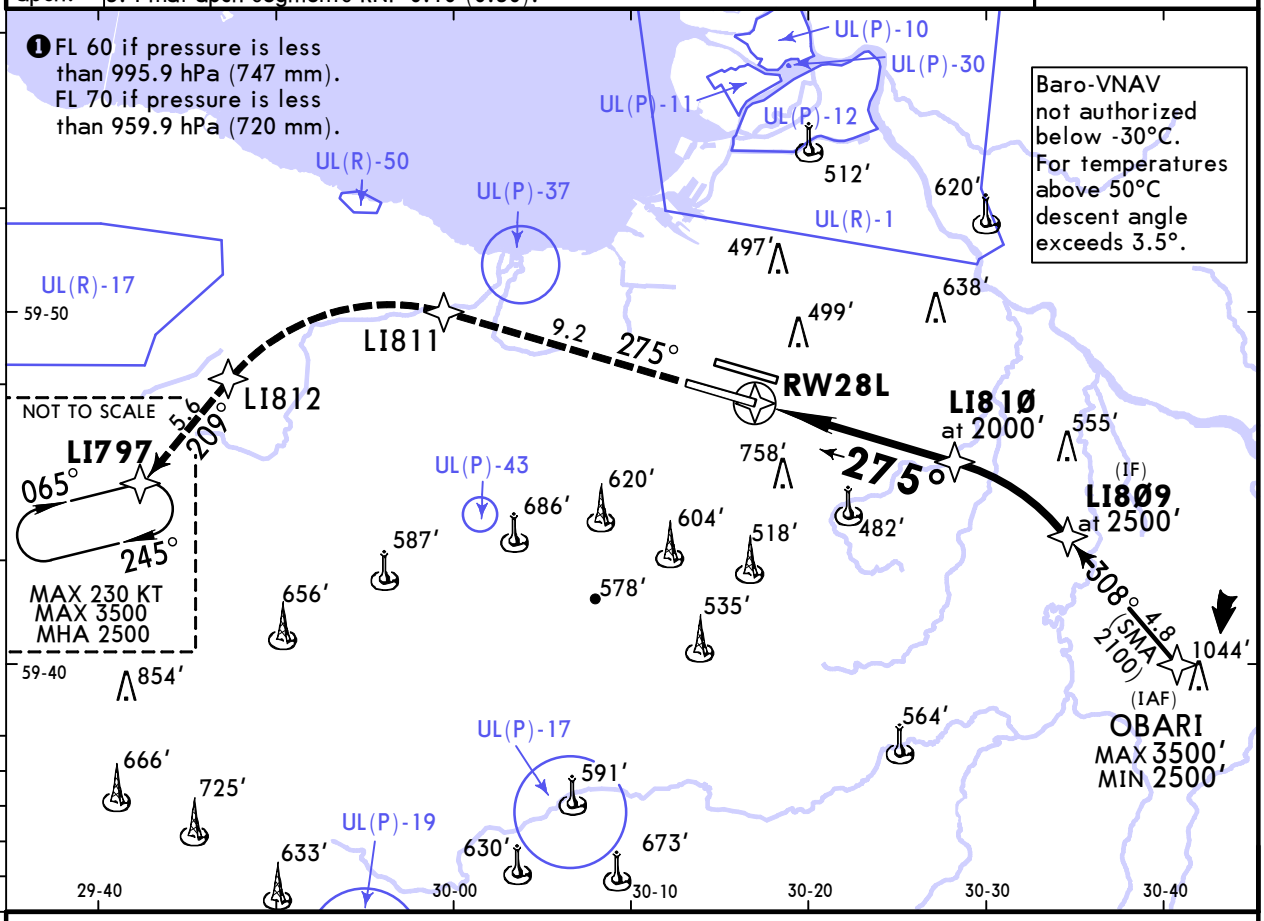
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

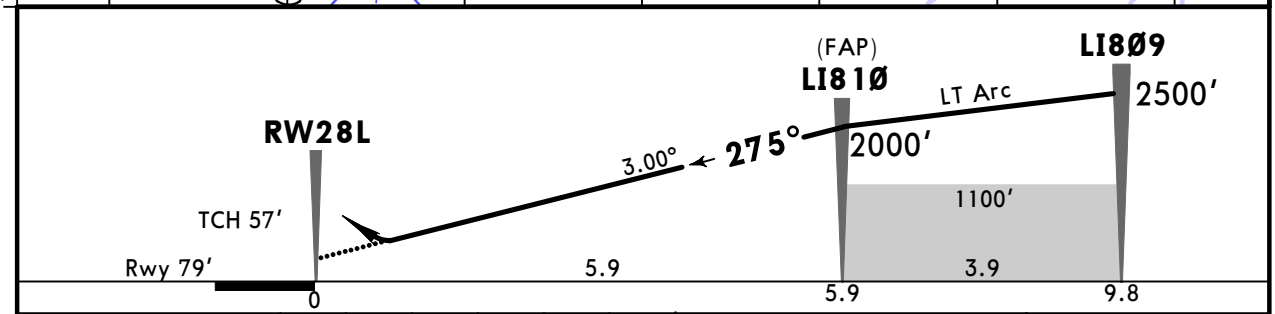
RNP AR apch. 1. AUTHORIZATION REQUIRED. 2. RF and GNSS required. 3. Final apch segments RNP 0.10 (0.30).

MSA 2600 ARP

❶ FL 60 if pressure is less than 995.9 hPa (747 mm). FL 70 if pressure is less than 959.9 hPa (720 mm).

Baro-VNAV not authorized below -30°C. For temperatures above 50°C descent angle exceeds 3.5°.





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

HIALS PAPI LI811

STRAIGHT-IN LANDING RWY 28L

RNP 0.10

DA(H) A: **374′** (295′) C: **393′** (314′) B: **385′** (306′) D: **410′** (331′)

RNP 0.30

DA(H) A: **469′** (390′) C: **489′** (410′) B: **481′** (402′) D: **500′** (421′)

CIRCLE-TO-LAND

PANS OPS

		ALS out		ALS out
A	900m	1400m	1100m	1900m
B			1200m	RVR 1800m VIS 2000m
C		1500m	1300m	2100m
D		RVR 1500m VIS 1600m		

Max Kts	MDA(H)	
100	690′ (611′)	1600m
135	790′ (711′)	1600m
180	900′ (821′)	4000m
205	1040′ (961′)	4800m

CHANGES: New procedure.

ULLI/LED PULKOVO

JEPPESEN 1 NOV 19 Eff 7 Nov (12-23)

ST PETERSBURG, RUSSIA RNP Y Rwy 28R (AR)

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	PETERSBURG Approach (180°T-360°T)	PETERSBURG Approach 1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.1	121.7

BRIEFING STRIP

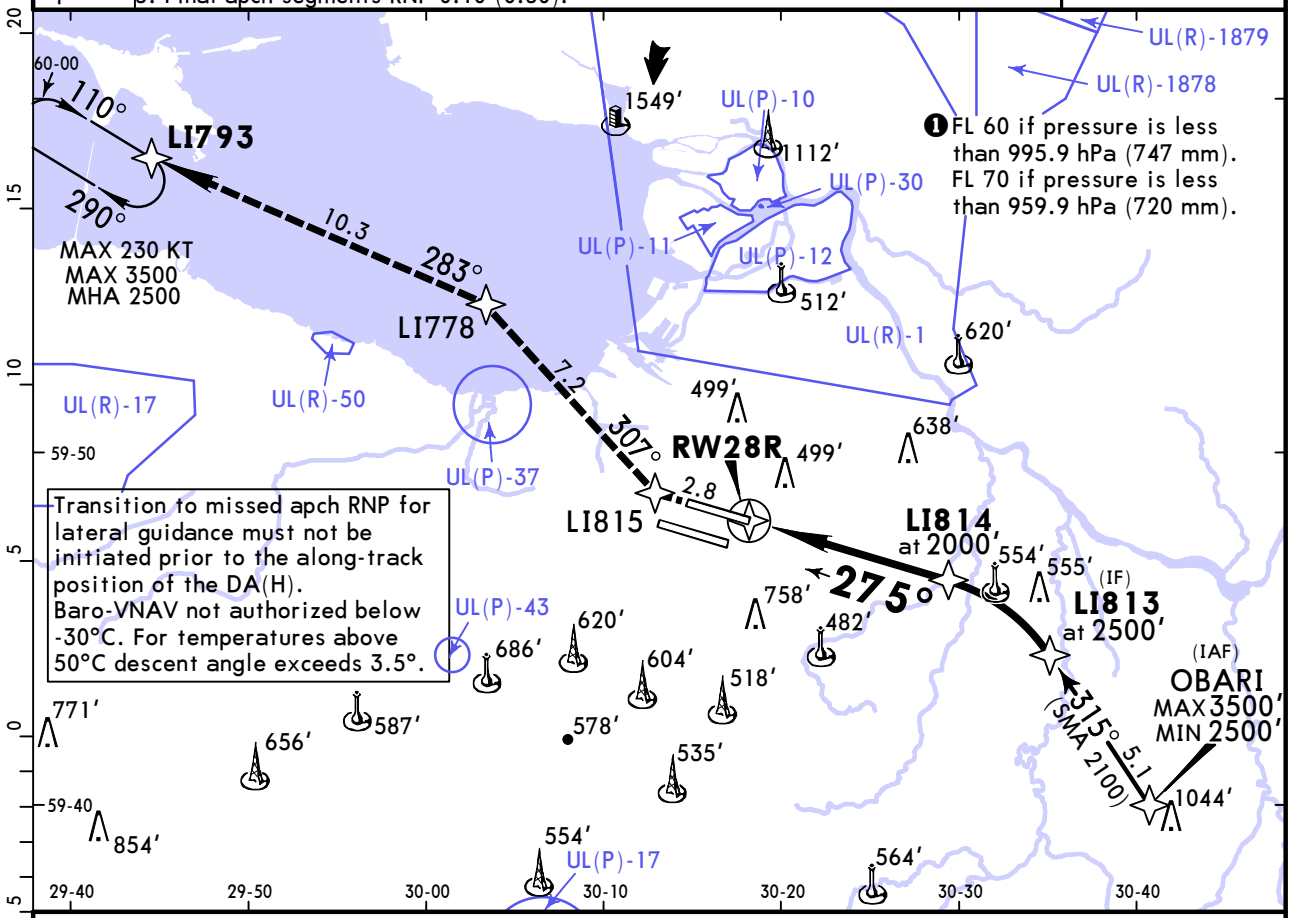
RNAV	Final Apch Crs **275°**	**LI814** MANDATORY **2000′** (1934′)	RNP 0.10 DA(H) Refer to Minimums	Apt Elev 79′ Rwy 66′

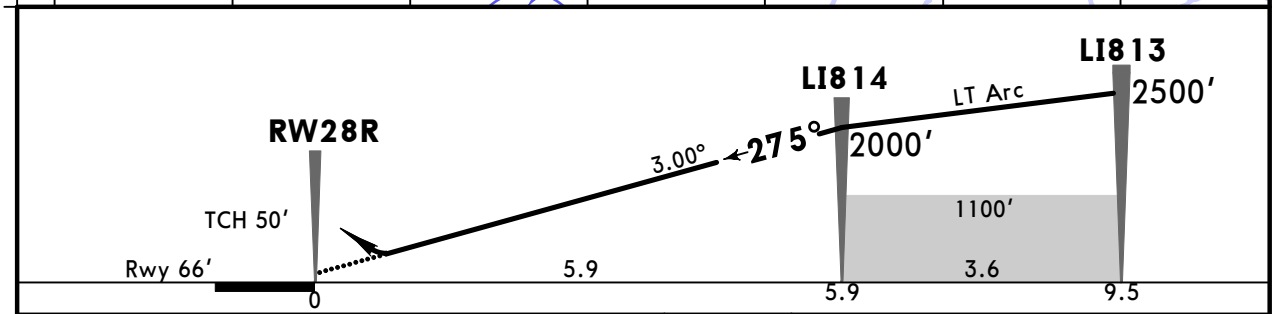
MISSED APCH: Climb STRAIGHT AHEAD to LI815, turn RIGHT to LI778 (MAX 220 KT), then proceed to LI793 (MAX 240 KT) climbing to 2500′, then join holding. RNP 0.30 to LI815 required.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNP AR apch. 1. AUTHORIZATION REQUIRED. 2. RF and GNSS required. 3. Final apch segments RNP 0.10 (0.30).

2600 MSA ARP





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

HIALS-II PAPI | LI815 | LI778 RT | 220 KT MAX

STRAIGHT-IN LANDING RWY 28R

	RNP 0.10		RNP 0.30	
DA(H)	A:**370′** (304′) C:**409′** (343′)		A:**388′** (322′) C:**428′** (362′)	
	B:**391′** (325′) D:**423′** (357′)		B:**410′** (344′) D:**447′** (381′)	
		ALS out		ALS out
A	900m	1500m	900m	RVR 1500m VIS 1600m
B		RVR 1500m VIS 1600m		1700m
C		1700m	1000m	1800m
D	1000m	1800m	1100m	1900m

CIRCLE-TO-LAND

	Max Kts	MDA(H)	
A	100	**690′** (611′)	1600m
B	135	**790′** (711′)	1600m
C	180	**900′** (821′)	4000m
D	205	**1040′** (961′)	4800m

PANS OPS

CHANGES: New procedure.

ULLI/LED
PULKOVO

JEPPESEN 12 APR 19 (12-40) Eff 25 Apr

ST PETERSBURG, RUSSIA
GLS Rwy 10L

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	PETERSBURG Approach (180°T-360°T)	PETERSBURG Approach 1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.1	121.7

BRIEFING STRIP

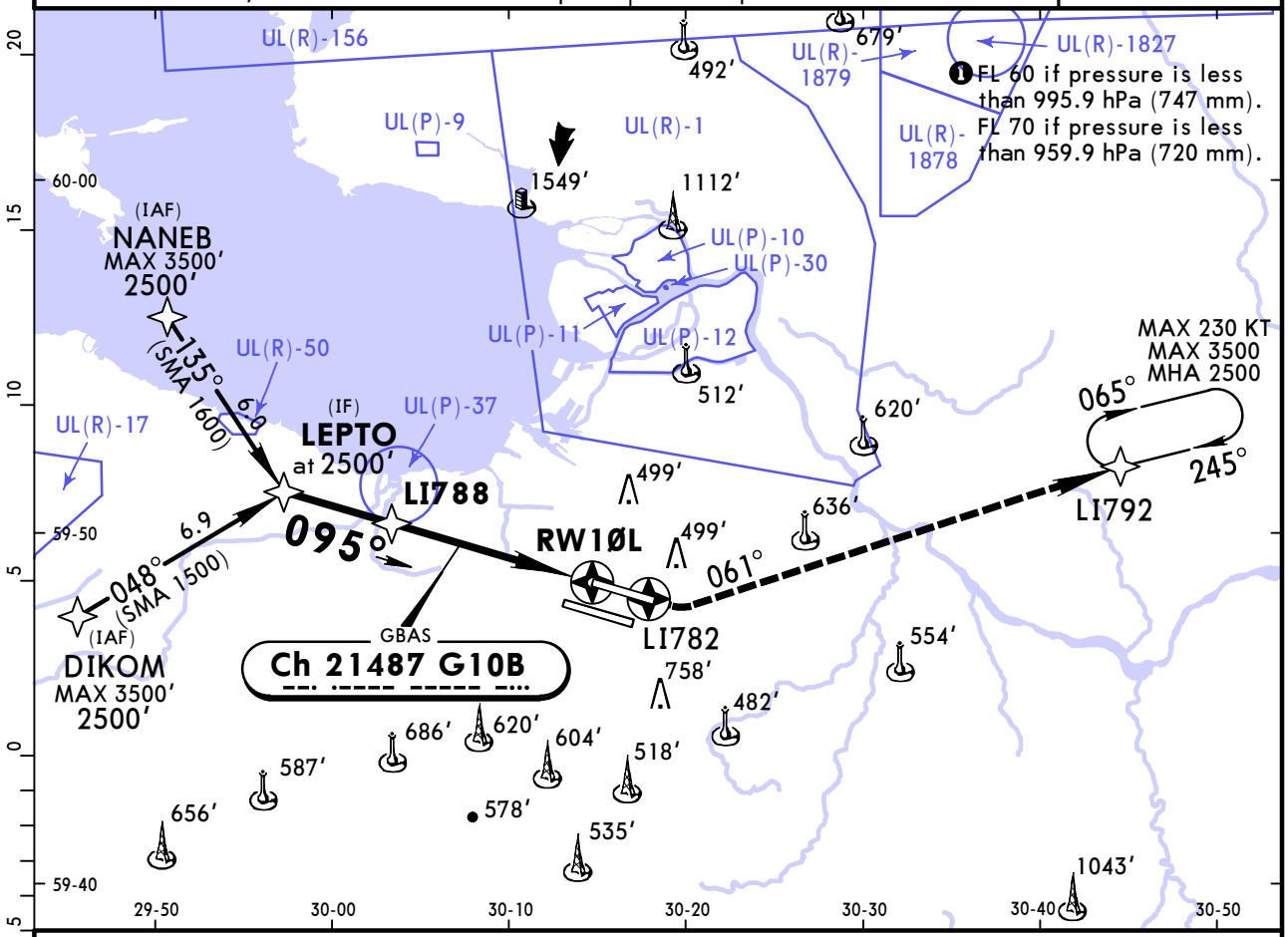
GBAS	Final Apch Crs	Procedure Alt	GLS DA(H)	Apt Elev 79′
Ch 21487 G10B	**095°**	**LI788** **2000′** (1939′)	Refer to Minimums	Rwy 61′

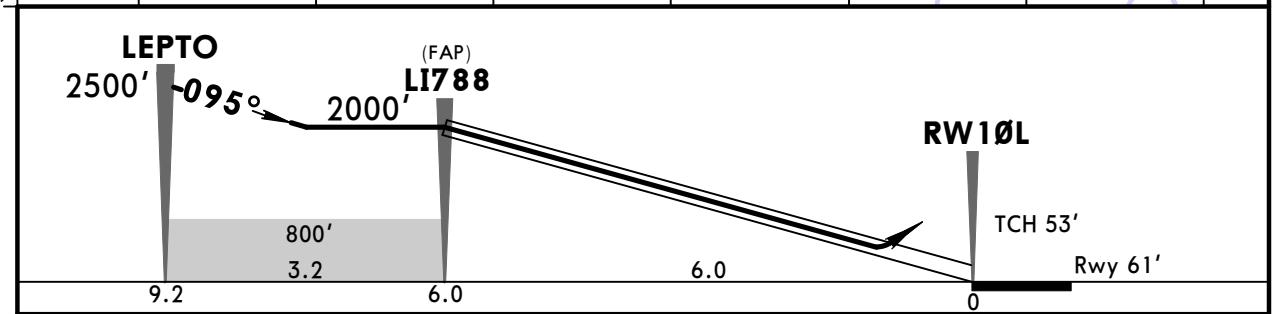
MISSED APCH: Climb STRAIGHT AHEAD to LI782, turn LEFT onto 061° to LI792 climbing to 2500′, then join holding.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNAV 1 for initial, intermediate and missed apch. | GNSS required.

2600
MSA ARP





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

HIALS-II
PAPI

LI782

LI792 LT on 061°

PANS OPS

STRAIGHTT-IN LANDING RWY 10L

Missed apch climb gradient mim 4.0%

DA(H)
AB: **261′** (200′) C: **263′** (202′) D: **274′** (213′)

Missed apch climb gradient mim 2.5%

DA(H)
A: **350′** (289′) C: **370′** (309′)
B: **362′** (301′) D: **381′** (320′)

	FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	900m		1400m
B						
C						1500m
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	**690′** (611′)	1600m
135	**1060′** (981′)	2400m
180	**1160′** (1081′)	4800m
205		

CHANGES: Bearings. Minimums.

ULLI/LED
PULKOVO

JEPPESEN 12 APR 19 (12-41) Eff 25 Apr

ST PETERSBURG, RUSSIA
GLS Rwy 10R

BRIEFING STRIP

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	PETERSBURG Approach (180°T-360°T) 1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2 / 119.3	120.3	118.7	121.7

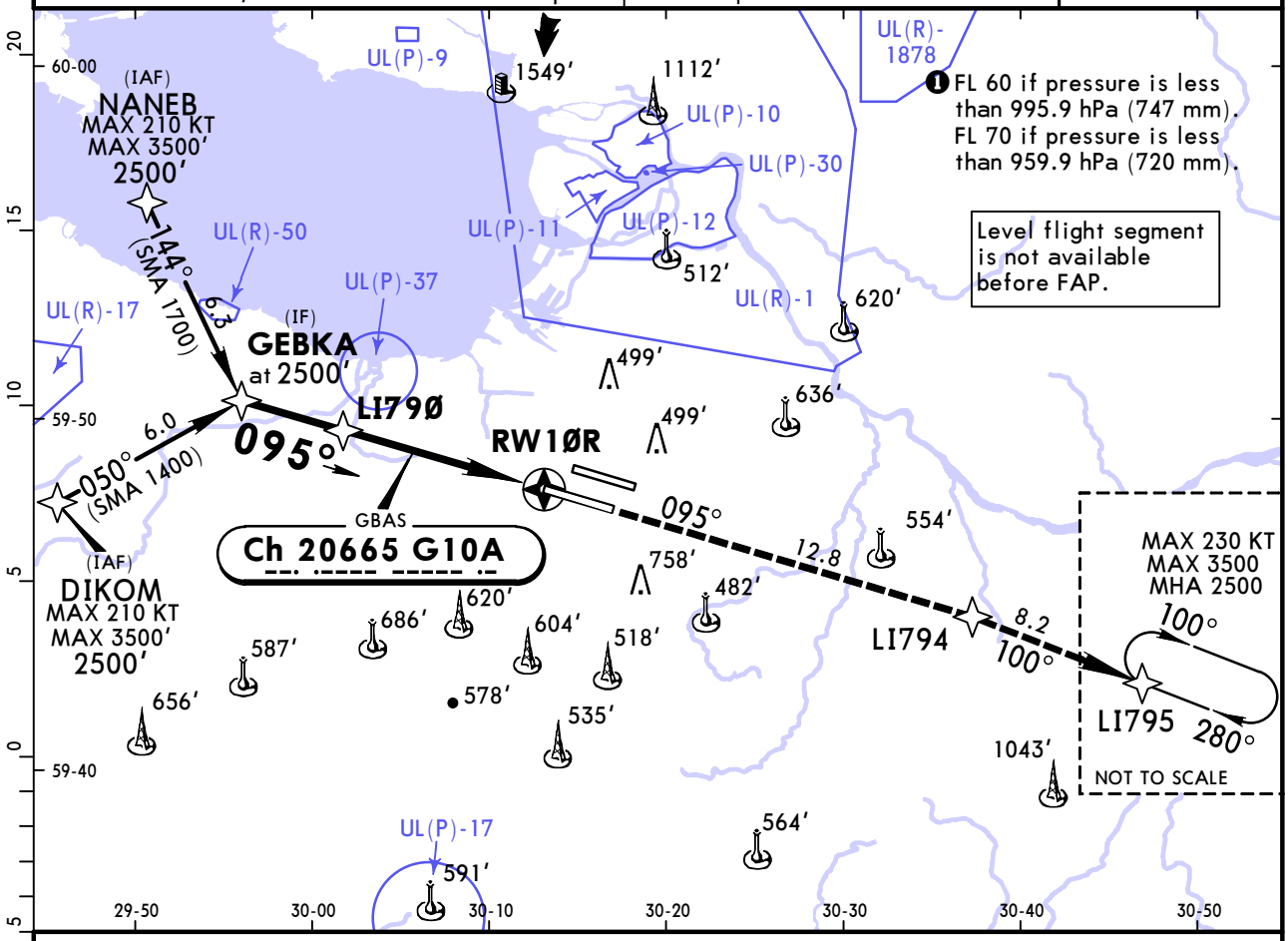
GBAS	Final Apch Crs	Procedure Alt	GLS DA(H)	Apt Elev 79′
Ch 20665 G10A	**095°**	**LI79Ø** **2000′** (1933′)	**267′** (200′)	Rwy 67′

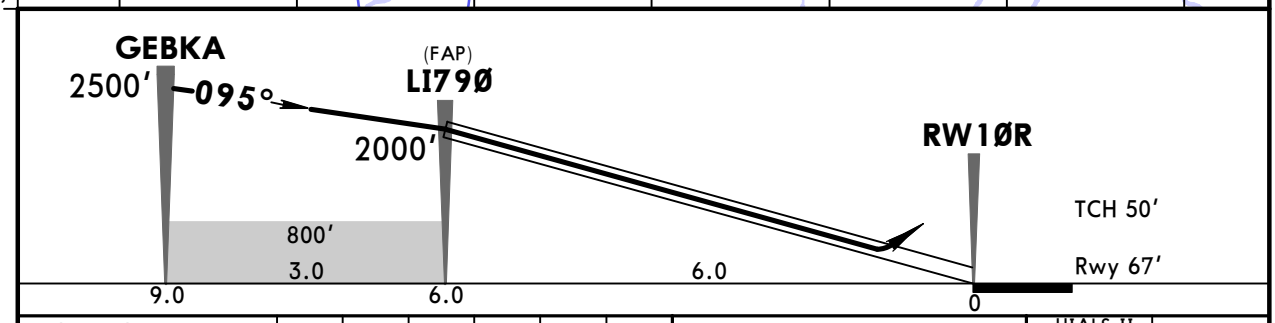
MISSED APCH: Climb STRAIGHT AHEAD to LI794, then proceed to LI795 climbing to 2500′, then join holding.

2600
MSA ARP

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNAV 1 for initial, intermediate and missed apch. | GNSS required.





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

HIALS-II
PAPI
LI794

PANS OPS

STRAIGHT-IN LANDING RWY 10R

DA(H) **267′** (200′)

	FULL	TDZ or CL out	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	690′ (611′)	1600m
135	1060′ (981′)	2400m
180	1160′ (1081′)	4800m
205		

CHANGES: Bearings. Note. Minimums.

ULLI/LED
PULKOVO

JEPPESEN 12 APR 19 (12-42) Eff 25 Apr

ST PETERSBURG, RUSSIA
GLS Rwy 28L

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	PETERSBURG Approach (180°T-360°T) 0600-1600	PETERSBURG Approach 1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.7	121.7

BRIEFING STRIP

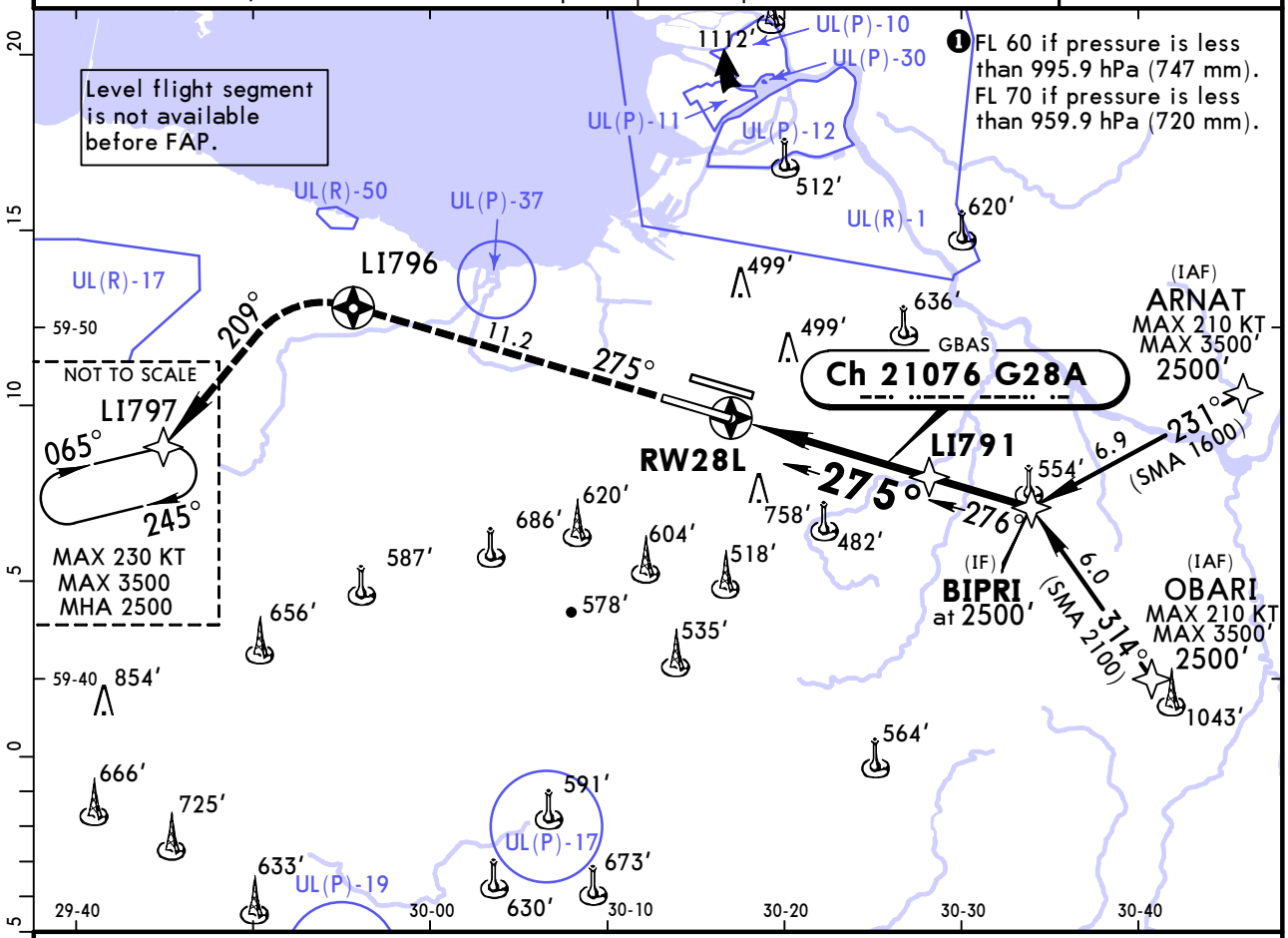
GBAS	Final Apch Crs	Procedure Alt	GLS DA(H)	Apt Elev 79′
Ch 21076 G28A	**275°**	**LI791** **2000′** (1921′)	**279′** (200′)	Rwy 79′

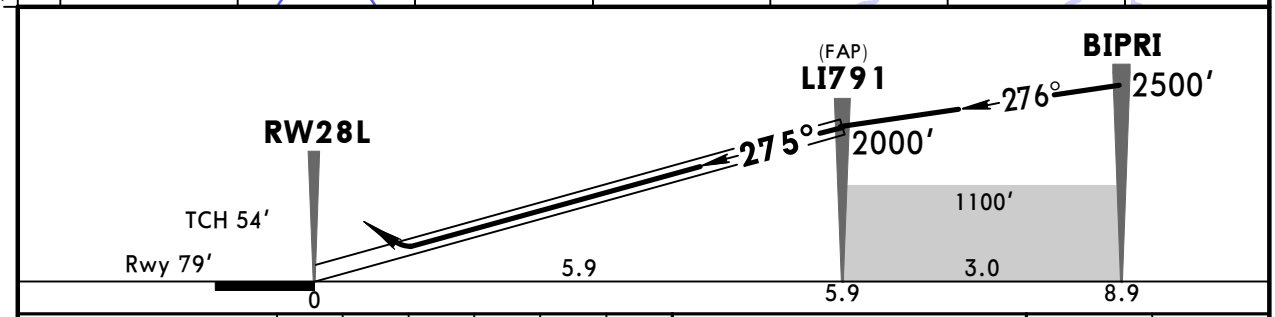
MISSED APCH: Climb STRAIGHT AHEAD to LI796, turn LEFT onto 209° to LI797 climbing to 2500′, then join holding.

Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL 50 ❶	Trans alt: 3500′
RNAV 1 for initial, intermediate and missed apch.		GNSS required.	

2600
MSA ARP

❶ FL 60 if pressure is less than 995.9 hPa (747 mm). FL 70 if pressure is less than 959.9 hPa (720 mm).





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

HIALS
PAPI
LI796

PANS OPS

STRAIGHT-IN LANDING RWY 28L

DA(H) **279′** (200′)

	FULL	ALS out
A	RVR 720m VIS 800m	1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	690′ (611′)	1600m
135	1060′ (981′)	2400m
180	1160′ (1081′)	4800m
205		

CHANGES: Bearings. Note. Minimums.

ULLI/LED
PULKOVO

JEPPESEN
12 APR 19 (12-43) Eff 25 Apr

ST PETERSBURG, RUSSIA
GLS Rwy 28R

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	PETERSBURG Approach (180°T-360°T)	PETERSBURG Approach 1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.1	121.7

BRIEFING STRIP

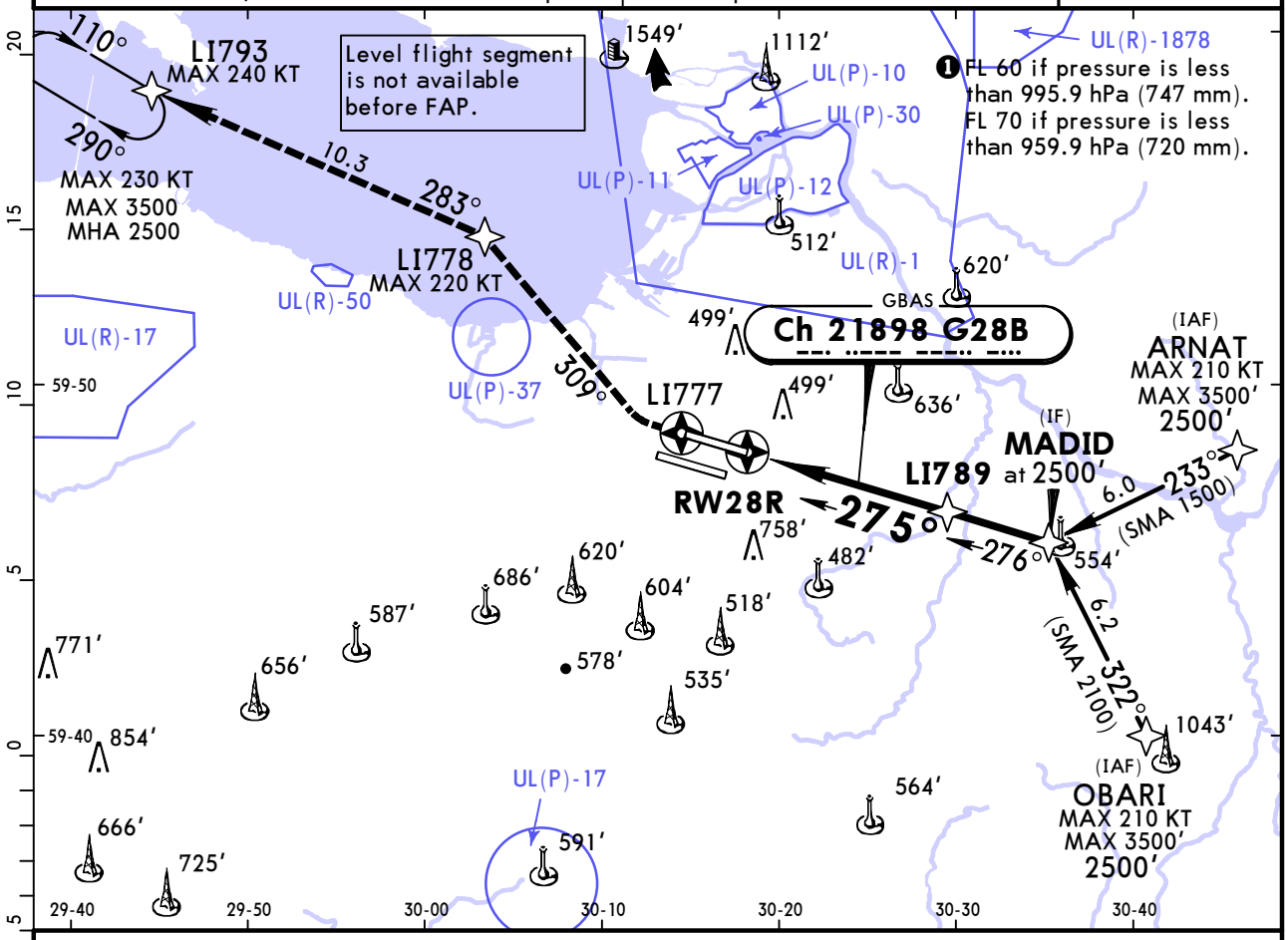
GBAS	Final Apch Crs	Procedure Alt	GLS DA(H)	Apt Elev 79′
Ch 21898 G28B	**275°**	**LI789** **2000′** (1934′)	Refer to Minimums	Rwy 66′

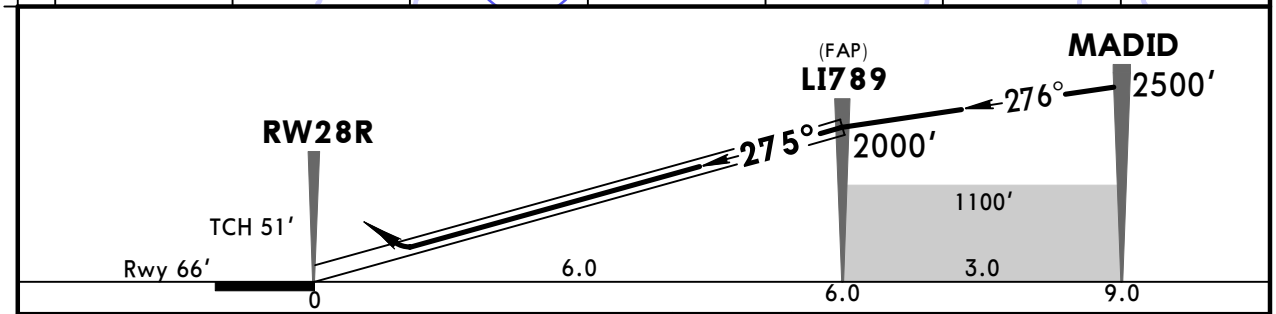
MISSED APCH: Climb STRAIGHT AHEAD to LI777, turn RIGHT onto 309° to LI778, then proceed to LI793 climbing to 2500′, then join holding.

2600
MSA ARP

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNAV 1 for initial, intermediate and missed apch. | GNSS required.





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

HIALS-II
PAPI

LI777

LI778
RT
on 309°

STRAIGHTT-IN LANDING RWY 28R

Missed apch climb gradient mim 5.0%
DA(H)
A: **266′** (200′) C: **279′** (213′)
B: **271′** (205′) D: **290′** (224′)

Missed apch climb gradient mim 2.5%
DA(H)
A: **355′** (289′) C: **375′** (309′)
B: **367′** (301′) D: **386′** (320′)

CIRCLE-TO-LAND

PANS OPS

	FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out	Max Kts	MDA(H)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	900m		1400m	100	**690′** (611′) 1600m
B						1500m	135	**1060′** (981′) 2400m
C							180	**1160′** (1081′) 4800m
D						RVR 1500m VIS 1600m	205	

CHANGES: Bearings. Note. Minimums.

ULLI/LED
PULKOVO

JEPPESEN
12 APR 19 (13-1) Eff 25 Apr

ST PETERSBURG, RUSSIA
VOR Rwy 10L

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	PETERSBURG Approach (180°T-360°T)	1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.1	121.7

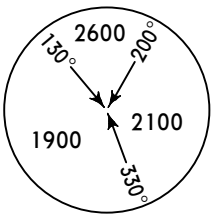
BRIEFING STRIP

VOR SPB	Final Apch Crs	Procedure Alt D6.9	MDA(H) (CONDITIONAL)	Apt Elev 79′
113.4	095°	2000′ (1939′)	520′ (459′)	Rwy 61′

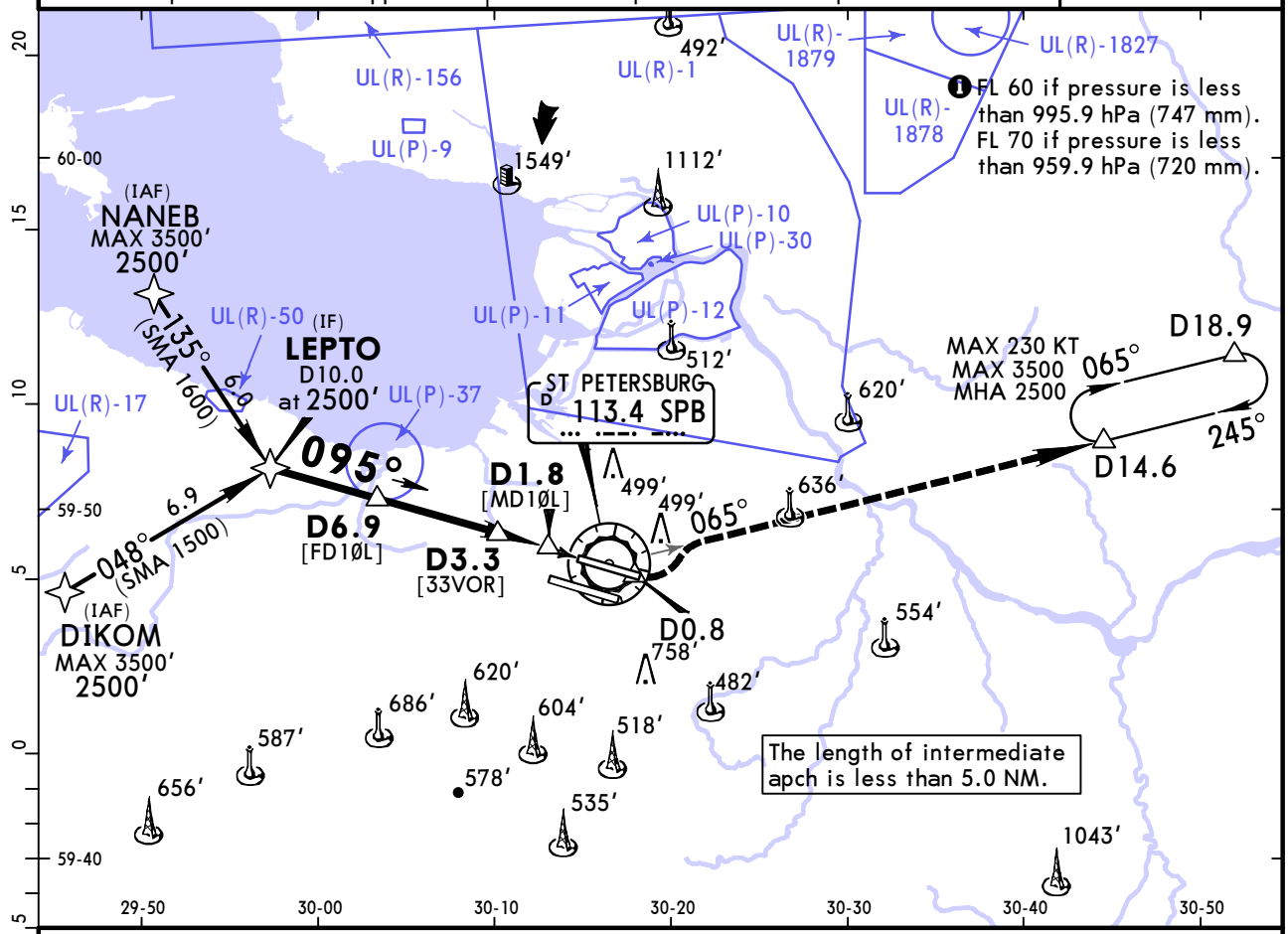
MISSED APCH: Climb STRAIGHT AHEAD, at D0.8 after SPB turn LEFT onto R-065, proceed to D14.6 climbing to 2500′, then join holding.

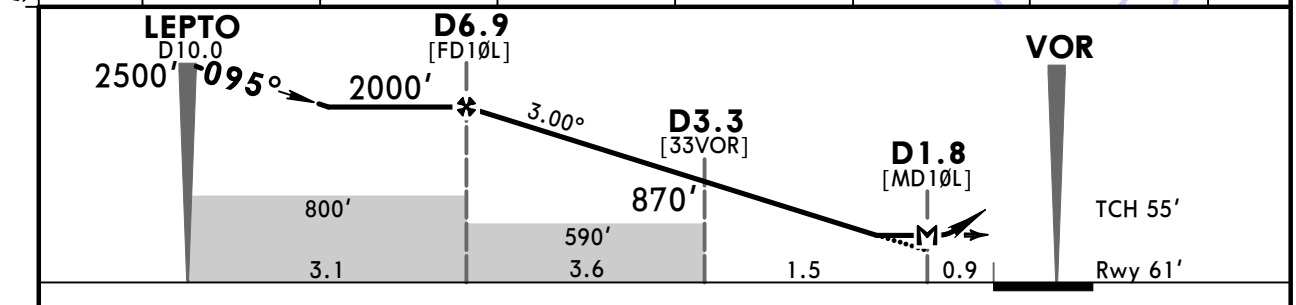
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNAV 1 required for initial approach. | 1. GNSS required. 2. DME required.



MSA SPB VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.8						

HIALS-II
PAPI

D0.8 after SPB

LT

SPB 113.4 R-065

PANS OPS

STRAIGHT-IN LANDING RWY 10L

	with D3.3 MDA(H) 520′ (459′)		w/o D3.3 MDA(H) 590′ (529′)	
		ALS out		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				
C	1200m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	2400m
D	RVR 1500m VIS 1600m	2400m	RVR 1800m VIS 2000m	2800m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	690′ (611′)	1600m
135	1060′ (981′)	2400m
180	1160′ (1081′)	4800m
205		

CHANGES: Bearings. TCH.

ULLI/LED
PULKOVO

JEPPESEN
12 APR 19 (13-2) Eff 25 Apr

ST PETERSBURG, RUSSIA
VOR Rwy 28R

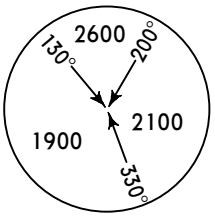
ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	PETERSBURG Approach (180°T-360°T) 1600-0600		PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.1	121.7

BRIEFING STRIP

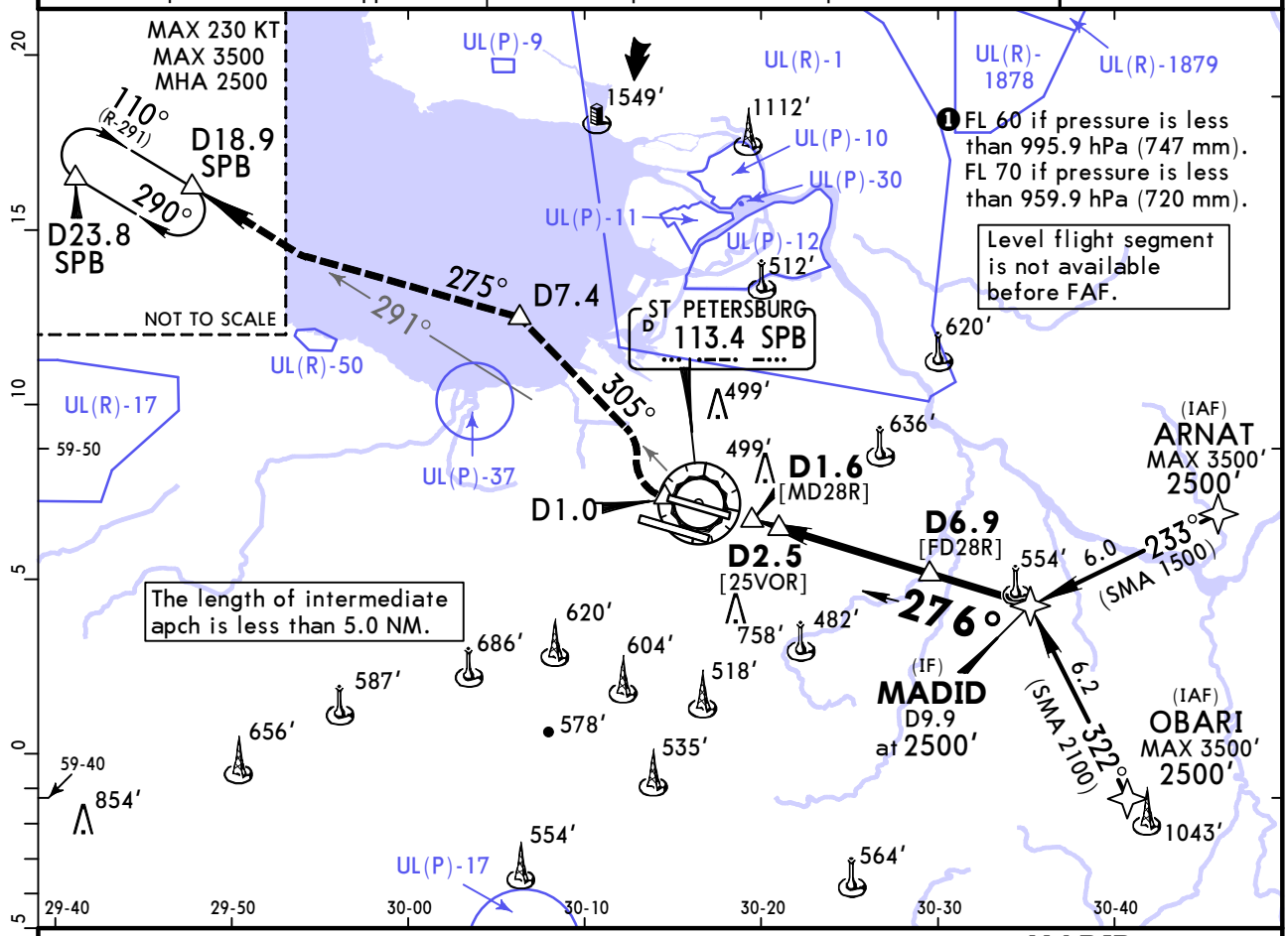
VOR SPB	Final Apch Crs	Procedure Alt	MDA(H) (CONDITIONAL)	Apt Elev 79′
113.4	276°	D6.9 2000′ (1934′)	500′ (434′)	Rwy 66′

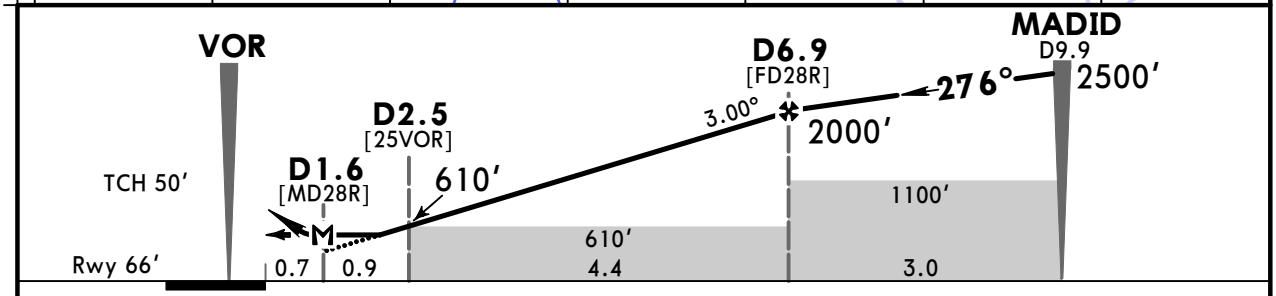
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 after SPB, turn RIGHT to intercept R-305, proceed to D7.4, turn LEFT onto 275°, intercept R-291 to D18.9 climbing to 2500′, then join holding.

Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 50 ❶	Trans alt: 3500′
RNAV 1 required for initial approach.		1. GNSS required. 2. DME required.	



MSA SPB VOR





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

HIALS-II
PAPI

D1.0 after SPB

RT

SPB **113.4** **R-305**

PANS OPS

STRAIGHTT-IN LANDING RWY 28R	with D2.5 MDA(H) 500′ (434′)		w/o D2.5 MDA(H) 610′ (544′)		CIRCLE-TO-LAND		
		ALS out		ALS out	Max Kts	MDA(H)	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	690′ (611′)	1600m
B					135	1060′ (981′)	2400m
C	1200m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	2400m	180	1160′ (1081′)	4800m
D	RVR 1500m VIS 1600m	2400m	RVR 1800m VIS 2000m	2800m	205		

CHANGES: Bearings. D5.3 withdrawn. Minimums.

ULLI/LED
PULKOVO

JEPPESEN 12 APR 19 (16-1) Eff 25 Apr

ST PETERSBURG, RUSSIA
NDB Rwy 10L

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	(180°T-360°T)	1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.1	121.7

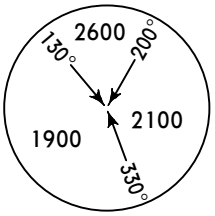
BRIEFING STRIP

NDB PU	Final Apch Crs	Procedure Alt	MDA(H) (CONDITIONAL)	Apt Elev 79′
326	095°	D6.9 2000′ (1939′)	490′ (429′)	Rwy 61′

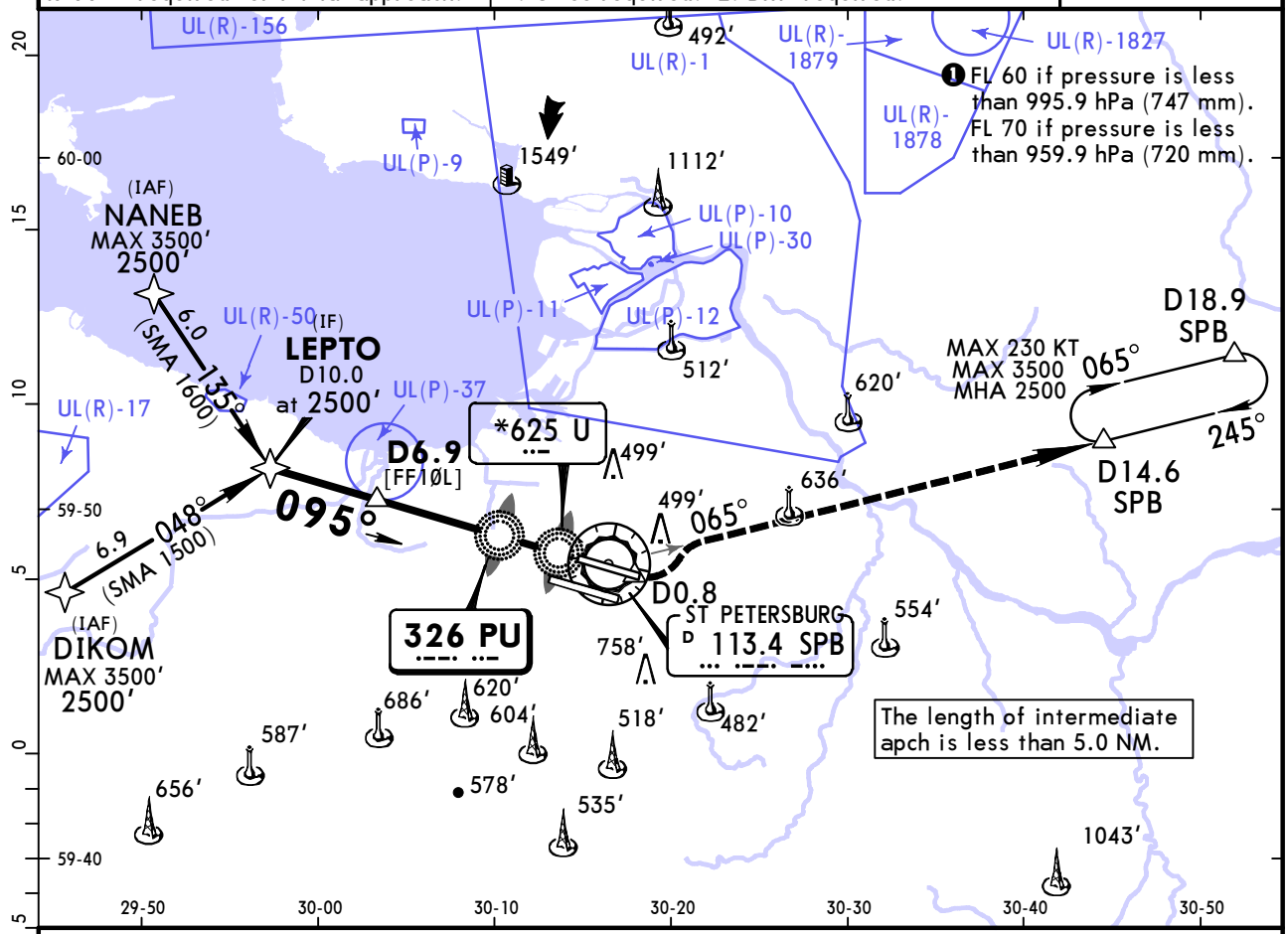
MISSED APCH: Climb STRAIGHT AHEAD on 095° PU NDB, at D0.8 after SPB turn LEFT onto R-065, proceed to D14.6 climbing to 2500′, then join holding.

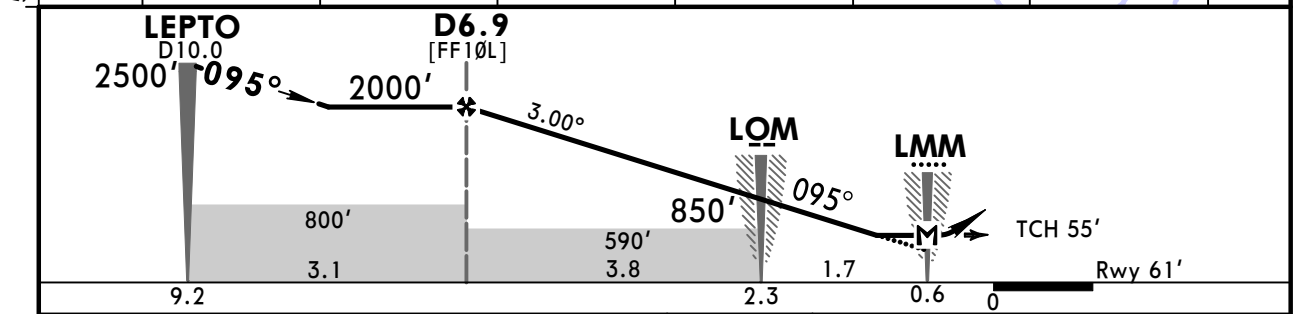
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNAV 1 required for initial approach. | 1. GNSS required. 2. DME required.



MSA SPB VOR





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

HIALS-II
PAPI

D0.8 after SPB

LT

SPB 113.4 R-065

PANS OPS

STRAIGHT-IN LANDING RWY 10L

	with PU NDB MDA(H) 490′ (429′)		w/o PU NDB MDA(H) 590′ (529′)	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C		RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	2400m
D	RVR 1800m VIS 2000m	2400m	2400m	2800m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	690′ (611′)	1600m
135	1060′ (981′)	2400m
180	1160′ (1081′)	4800m
205		

CHANGES: Bearings. TCH.

ULLI/LED
PULKOVO

JEPPESEN 12 APR 19 16-2 Eff 25 Apr

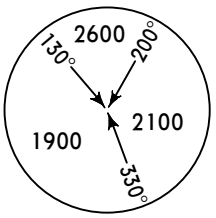
ST PETERSBURG, RUSSIA
NDB Rwy 10R

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)		1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.7	121.7

NDB PK	Final Apch Crs	Procedure Alt	MDA(H) (CONDITIONAL)	Apt Elev 79′
*342	095°	D7.5 2000′ (1933′)	520′ (453′)	Rwy 67′

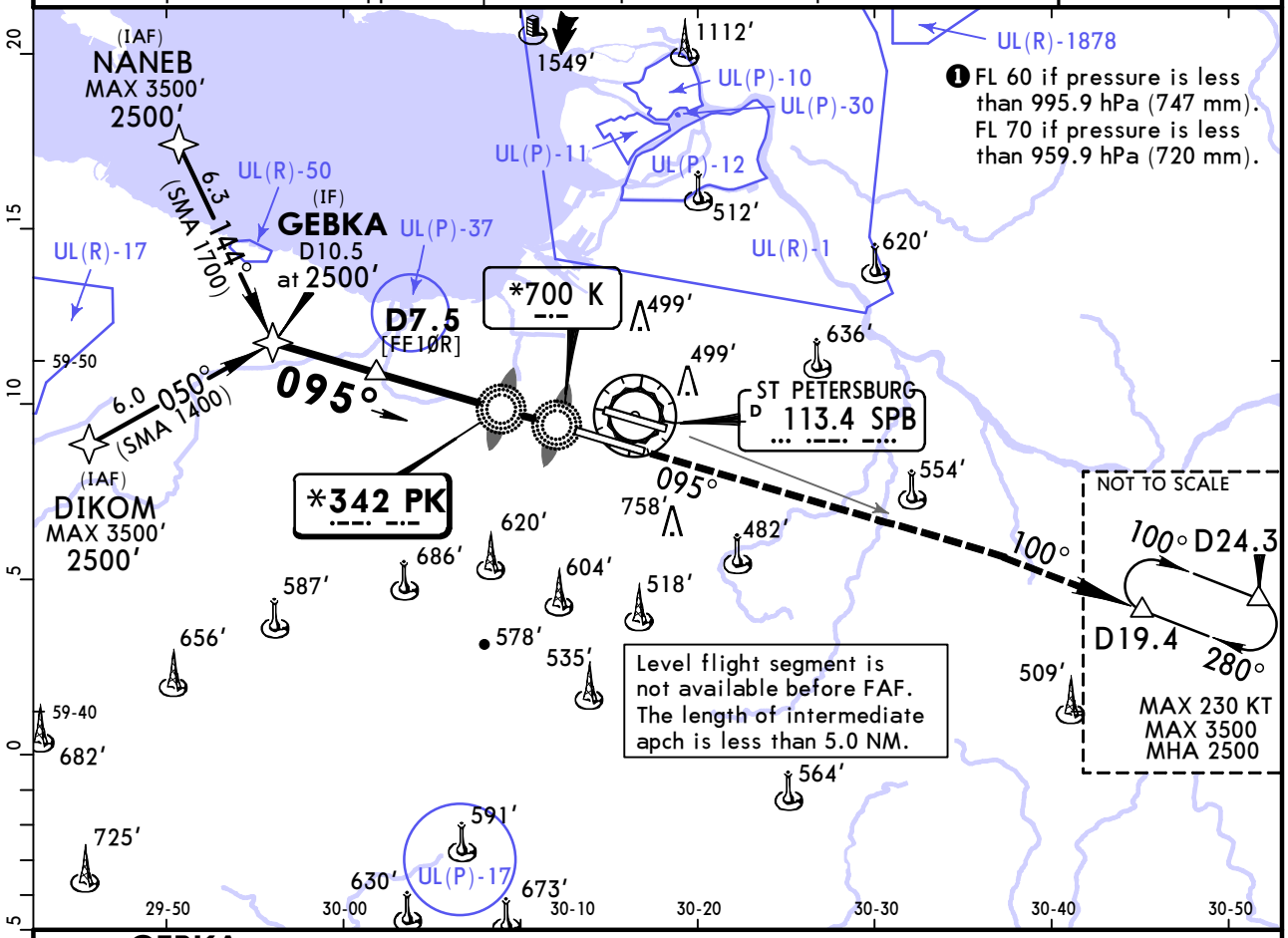
MISSED APCH: Climb STRAIGHT AHEAD on 095° PK NDB, intercept R-100, proceed to D19.4 climbing to 2500′, then join holding.

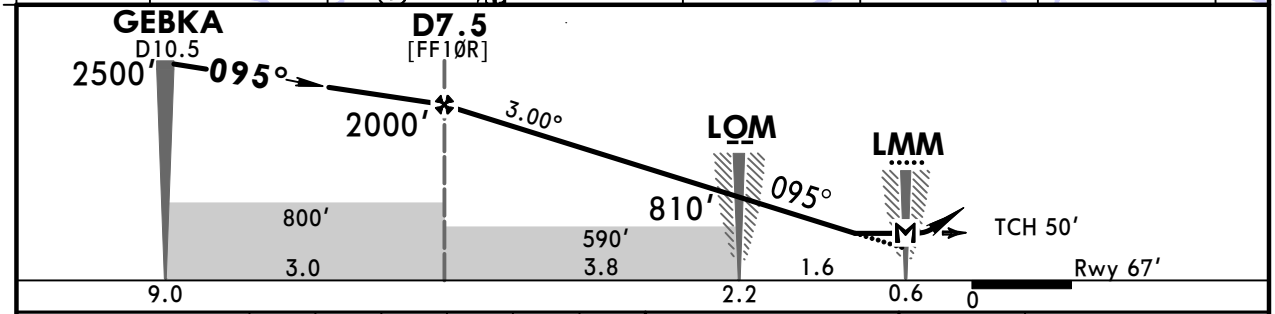
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 50 ❶	Trans alt: 3500′
RNAV 1 required for initial approach.		1. GNSS required. 2. DME required.	



MSA SPB VOR

BRIEFING STRIP





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

HIALS-II
PAPI
095°
SPB
onto 113.4
R-100

PANS OPS

STRAIGHT-IN LANDING RWY 10R

	with PK NDB MDA(H) 520′ (453′)		w/o PK NDB MDA(H) 610′ (543′)	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C		RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	2400m
D	RVR 1800m VIS 2000m	2400m	2400m	2800m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	690′ (611′)	1600m
135	1060′ (981′)	2400m
180	1160′ (1081′)	4800m
205		

CHANGES: Bearings. TCH. Minimums.

ULLI/LED
PULKOVO

JEPPESEN
12 APR 19 (16-3) Eff 25 Apr

ST PETERSBURG, RUSSIA
NDB Rwy 28L

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	PETERSBURG Approach (180°T-360°T) 1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2 / 119.3	120.3	118.7	121.7

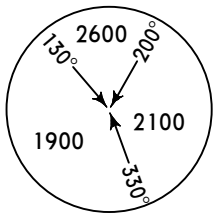
BRIEFING STRIP

NDB PO	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 79′
*277	275°	D6.5 2000′ (1921′)	570′ (491′)	Rwy 79′

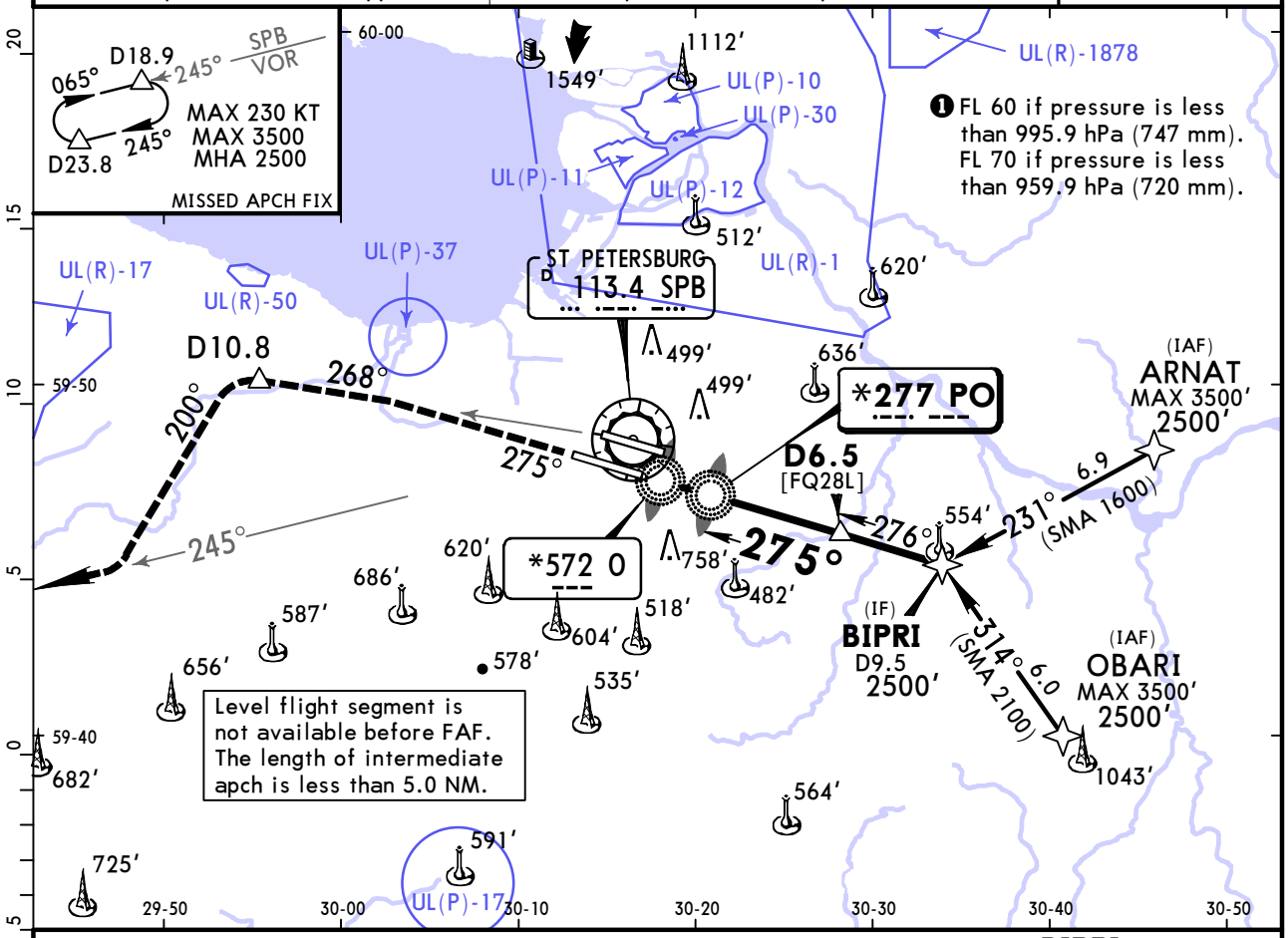
MISSED APCH: Climb STRAIGHT AHEAD on 275°, intercept R-268, proceed to D10.8, turn LEFT onto 200°, intercept R-245, proceed to D18.9 climbing to 2500′, then join holding.

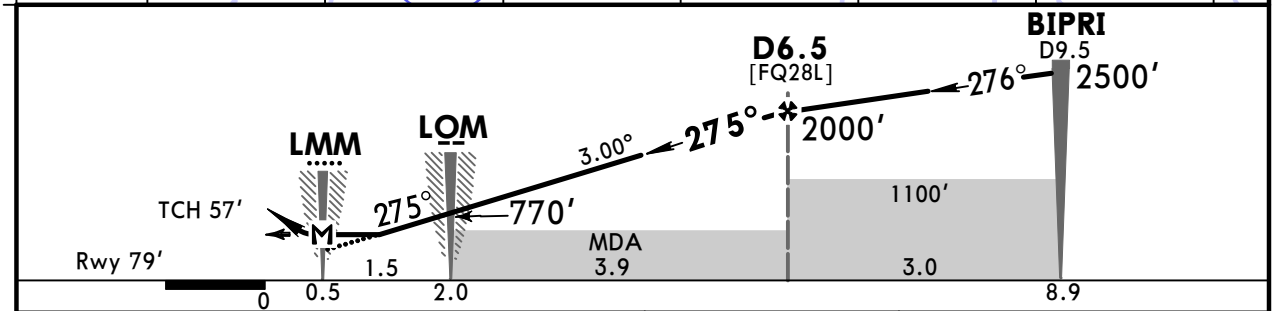
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNAV 1 required for initial approach. | 1. GNSS required. 2. DME required.



MSA SPB VOR





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

HIALS
PAPI

275° onto SPB 113.4 R-268

PANS OPS

STRAIGHT-IN LANDING RWY 28L

MDA(H) 570′ (491′)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		RVR 1800m VIS 2000m
D	RVR 1800m VIS 2000m	2400m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	690′ (611′)	1600m
135	1060′ (981′)	2400m
180	1160′ (1081′)	4800m
205		

CHANGES: Bearings. SMA. TCH.

ULLI/LED
PULKOVO

JEPPESEN
12 APR 19 (16-4) Eff 25 Apr

ST PETERSBURG, RUSSIA
NDB Rwy 28R

ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600	PETERSBURG Approach (180°T-360°T)	PETERSBURG Approach 1600-0600	PULKOVO Krug (TWR)	PULKOVO Tower	Ground
127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.1	121.7

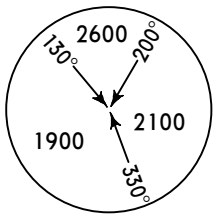
BRIEFING STRIP

NDB PL	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 79′
*525	275°	D6.9 2000′ (1934′)	590′ (524′)	Rwy 66′

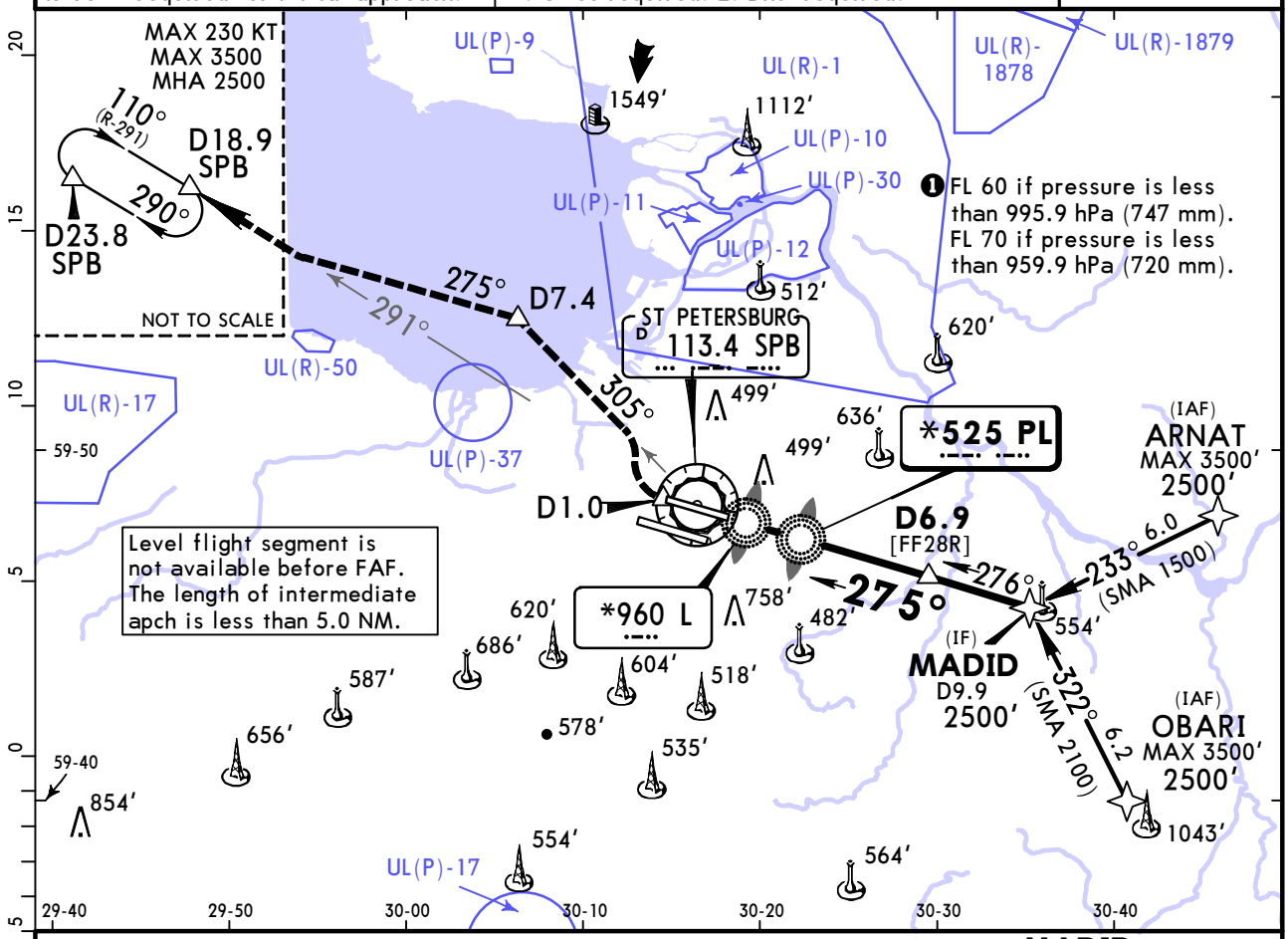
MISSED APCH: Climb STRAIGHT AHEAD on 275° PL NDB, at D1.0 after SPB turn RIGHT to intercept R-305, proceed to D7.4, turn LEFT onto 275°, intercept R-291 to D18.9 climbing to 2500′, then join holding.

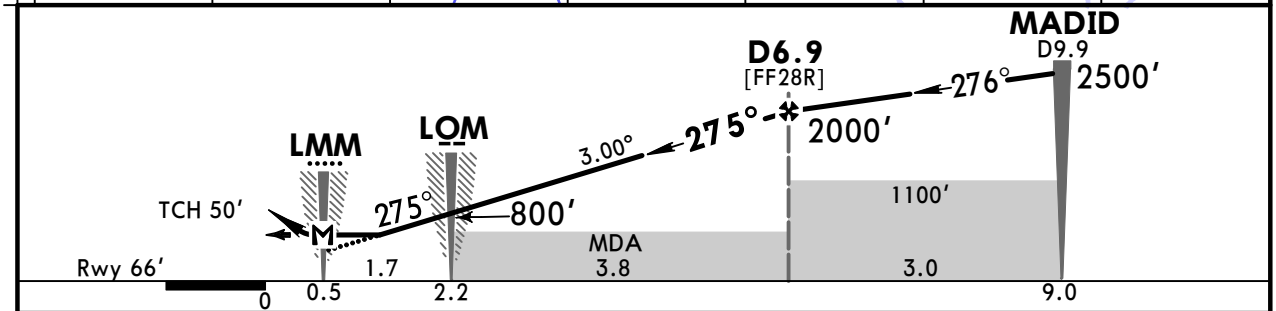
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 50 ❶ | Trans alt: 3500′

RNAV 1 required for initial approach. | 1. GNSS required. 2. DME required.



MSA SPB VOR





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

HIALS-II PAPI | D1.0 after SPB | RT | SPB 113.4 R-305

PANS OPS

STRAIGHT-IN LANDING RWY 28R

MDA(H) 590′ (524′)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C	RVR 1500m VIS 1600m	2400m
D	2400m	2800m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	690′ (611′)	1600m
135	1060′ (981′)	2400m
180	1160′ (1081′)	4800m
205		

CHANGES: Bearings. Minimums.

Chart changes since cycle 02-2020

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ST PETERSBURG, (PULKOVO - ULLI)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULLI