

GENERAL**Operational Hours****ATS Hours:** H24**AD OPS Hours:** 2000-0800**AD ADMIN Hours:** MON-FRI 2000-0500, SAT/SUN/HOL U/S**Airport Information****RFF:** CAT 8**Fuel:** TS-1 2000-0800**PCN:** RWY 16R/34L: 60/R/A/W/T**Customs:** 2000-0800**Operation****Traffic Note**

AD not AVBL as ALTN for foreign airlines between 0800-2000.

Exception by prior arrangement for ARR/DEP ACFT for technical stop/refuelling.

Low Visibility Procedures

LVP in force when RVR 600m or below.

After LDG, report "RWY vacated" to Start.

Report to Start when follow-me is in sight.

After arrival on stand, report to TWR.

During LVP, only 1 ACFT is allowed on TWY or RWY.

When REQ start-up, report stand number.

The following is prohibited during LVP:

TKOF not from RWY beginning.

TKOF without stop at the line-up position.

TWY Restriction

TWY F width 18m / 59ft.

TWY 10 width 14m / 46ft.

TWY J, 11 width 12m / 39ft

TWYs A, J, H, G and F are not AVBL for all types of CIV ACFT.

TWY D is AVBL for ACFT with MAX wingspan 32m / 105ft only for taxiing out onto RWY 16R.

TWY M and L AVBL for ACFT with MAX wingspan 32m / 105ft.

Taxi/Parking

Taxi to stands shall be carried out under own ENG PWR or by follow-me.

Taxiing for ACFT with wingspan above 65m / 213ft along TWY C shall be carried out only after follow-me, MNM speed, strictly along TWY CL.

Taxi guide lines may be invisible because of snow. Follow-me AVBL O/R via TWR.

Warnings

Birds in vicinity of AD.

ARRIVAL**Speed****Procedure ALFA/BRAVO**

LOM PR area MAX IAS 230KT.

Communication

COM Failure: See CRAR and in addition;

In case of COM failure before the entry of into CTR or during ARR, continue the flight at FL assigned by the last obtained instruction of ATS:

- in the direction of LOM (920 LW) along the STARs MK, GANKA, BAKEN, KULOD, then into the HLDG pattern over HY NDB.
- in the direction of HY NDB along the STARs TUPAN, PIRUT, SIPVA, RINOT, ORVAS, SAMIK.

After the entry in the HLDG pattern over HY NDB at the assigned FL, not earlier than the ETA, commence descending to FL80 and execute APCH in accordance with the published procedures. LDG must be executed not later than 30min after ETA.

If LDG is not possible, due to WX COND or other reasons, continue the flight to ALTN after MISAP using standard instrument departure route 4D.

DEPARTURE**Take-off Minima**

RWY		16R/34L	
All ACFT	ft - m/km	0 - 200V	-

Speed

MAX IAS 250KT below 4500m (FL148).

Communication

COM Failure: See CRAR and in addition;

COM Failure after TKOF

In case of COM failure after TKOF (if at 200m QFE and communication with Krug is not established) continue climbing and carry out the flight according to IAP.

If unable to land at AD due to LDG weight, the pilot can dump fuel in the HLDG pattern over HY NDB. Fuel dumping is possible from the start of outbound leg to the start of inbound leg.

Departure Procedure**Start-up/Push-back**

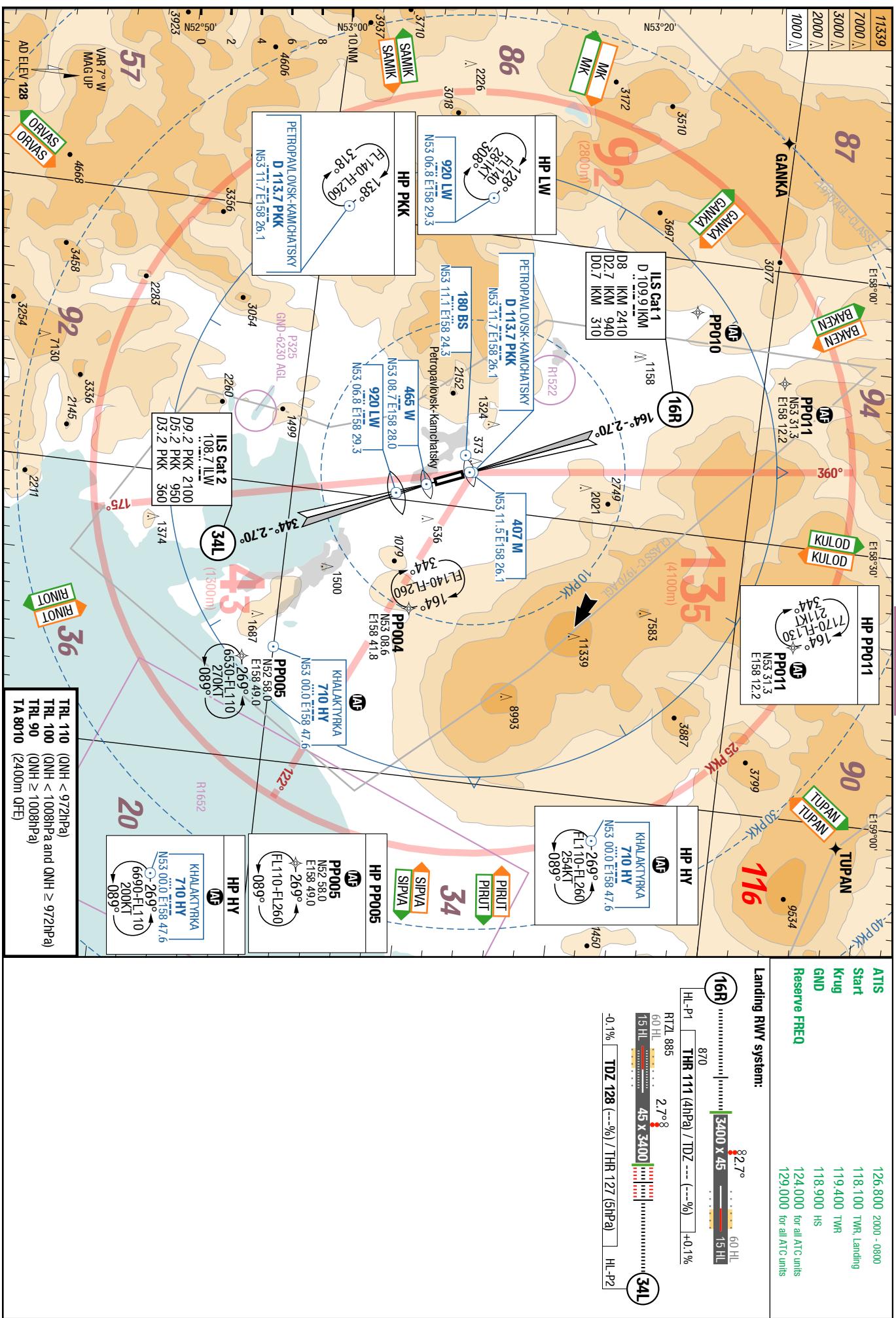
Report on Petropavlovsk-Start FREQ ACFT readiness for TKOF and coordinate RWY for TKOF and start-up time 10min before estimated ACFT door closing.

ENG start-up for ACFT with 30t / 66139lbs and above is allowed on ACFT stands, on TWY C 100m / 328ft from APN edge, on APN CL under mandatory provision of safety on stands 1-8.

ENG start-up for ACFT with MAX 30t / 66139lbs is allowed on stands.

De-icing

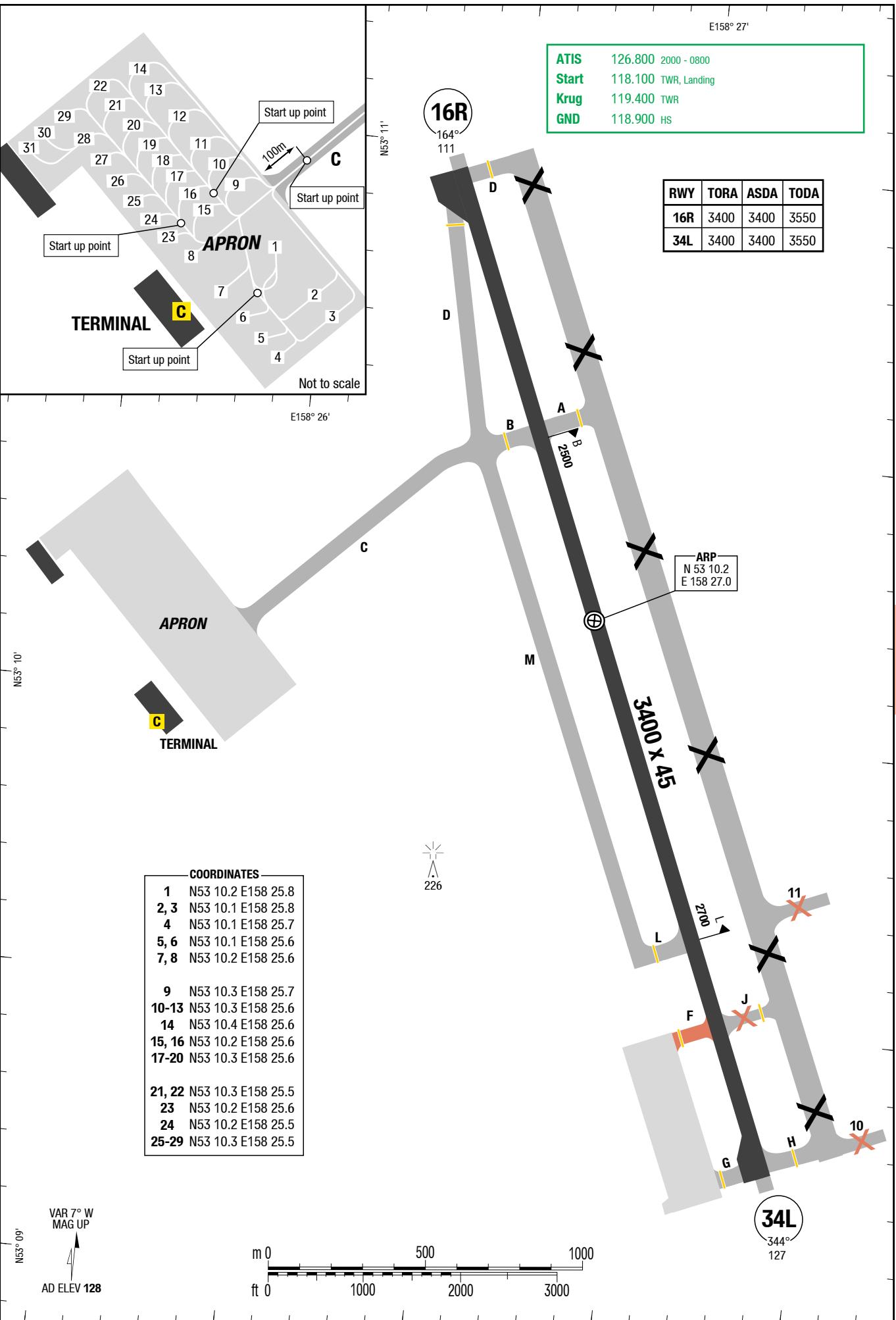
AVBL 2000-0800



Changes: Nil

ATIS	126.800	2000 - 0800
Start	118.100	TWR, Landing
Krug	119.400	TWR
GND	118.900	HS

RWY	TORA	ASDA	TODA
16R	3400	3400	3550
34L	3400	3400	3550



Effective 20-JUL-2017

13-JUL-2017

PKC-UHPP

Russian Federation Petropavlovsk-Kamchatsky Yelizovo

RNAV SIDs RWY 34L

4-10

RNAV SIDs RWY 16R

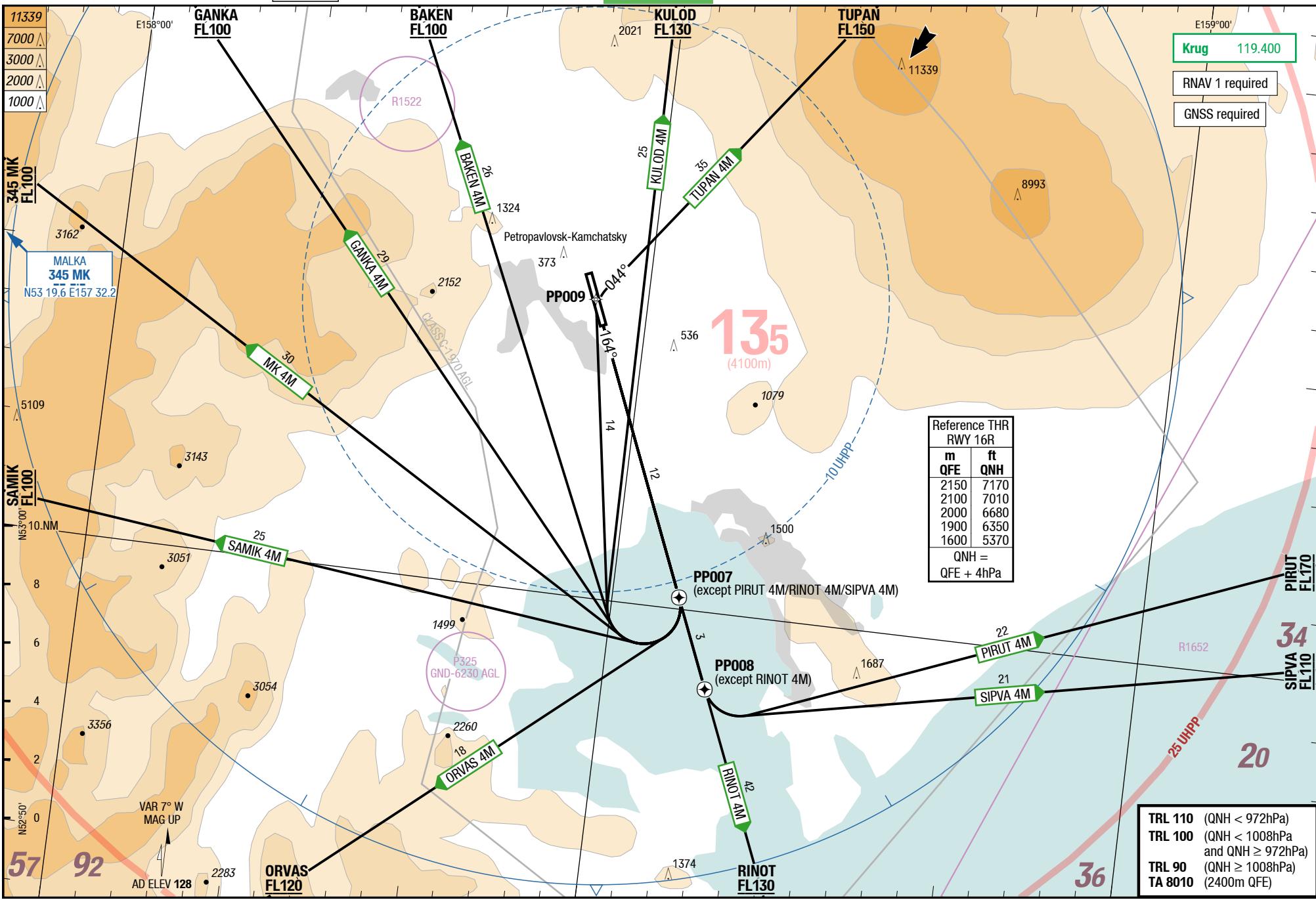
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Yelizovo Petropavlovsk-Kamchatsky Russian Federation

RNAV SIDs RWY 34L

RNAV SIDs RWY 16R



Changes: Note

Effective 20-JUL-2017

13-JUL-2017

Russian Federation Petropavlovsk-Kamchatsky Yelizovo

Yelizovo Petropavlovsk-Kamchatsky Russian Federation

PKC-UHPP

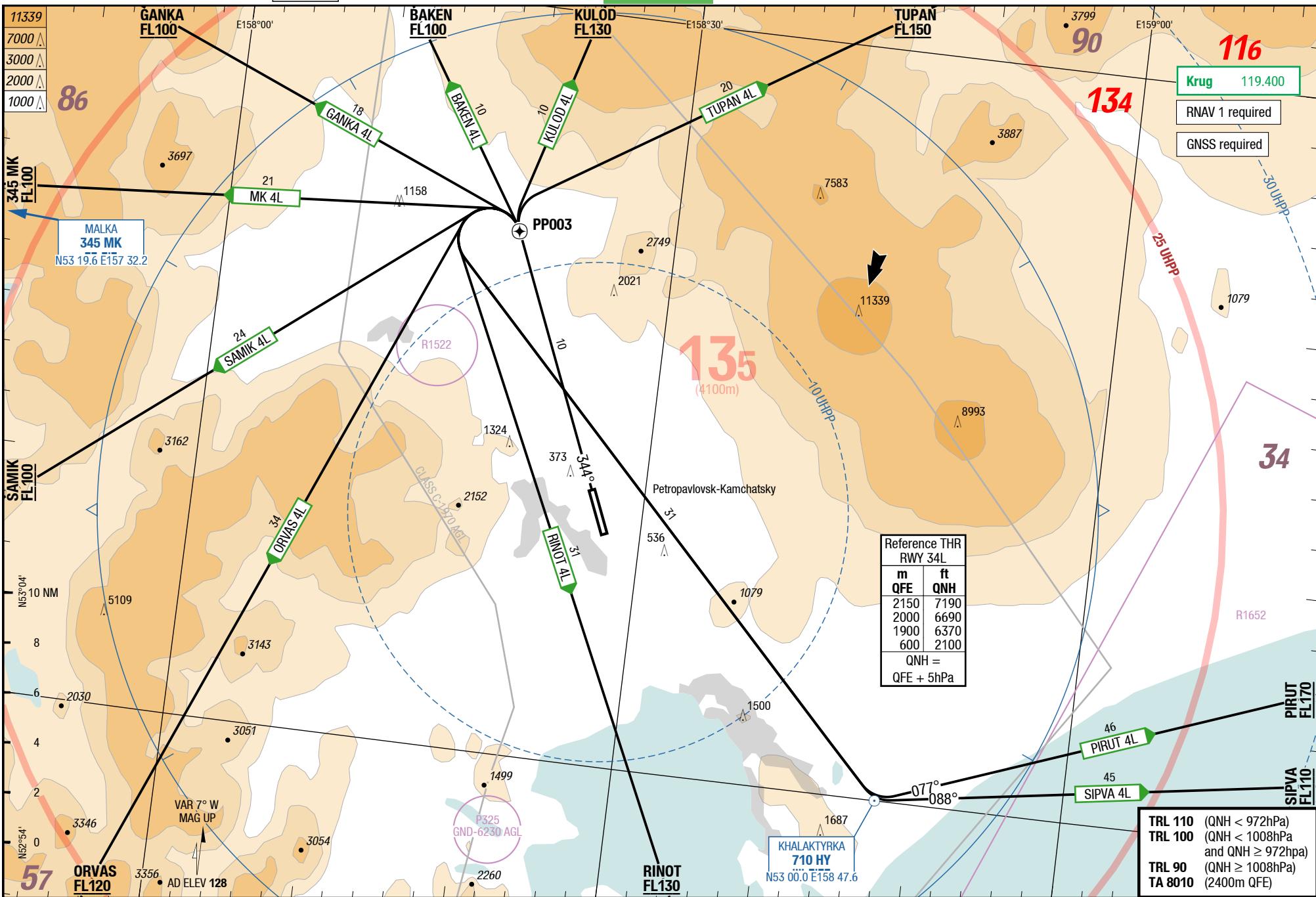
4-20

RNAV SIDs RWY 34L

SID

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RNAV SIDs RWY 34L



Changes: Reprint

Effective 01-FEB-2018

25-JAN-2018

PKC-UHPP

Russian Federation Petropavlovsk-Kamchatsky Yelizovo

SIDs RWY 16R (via NDB)

4-30

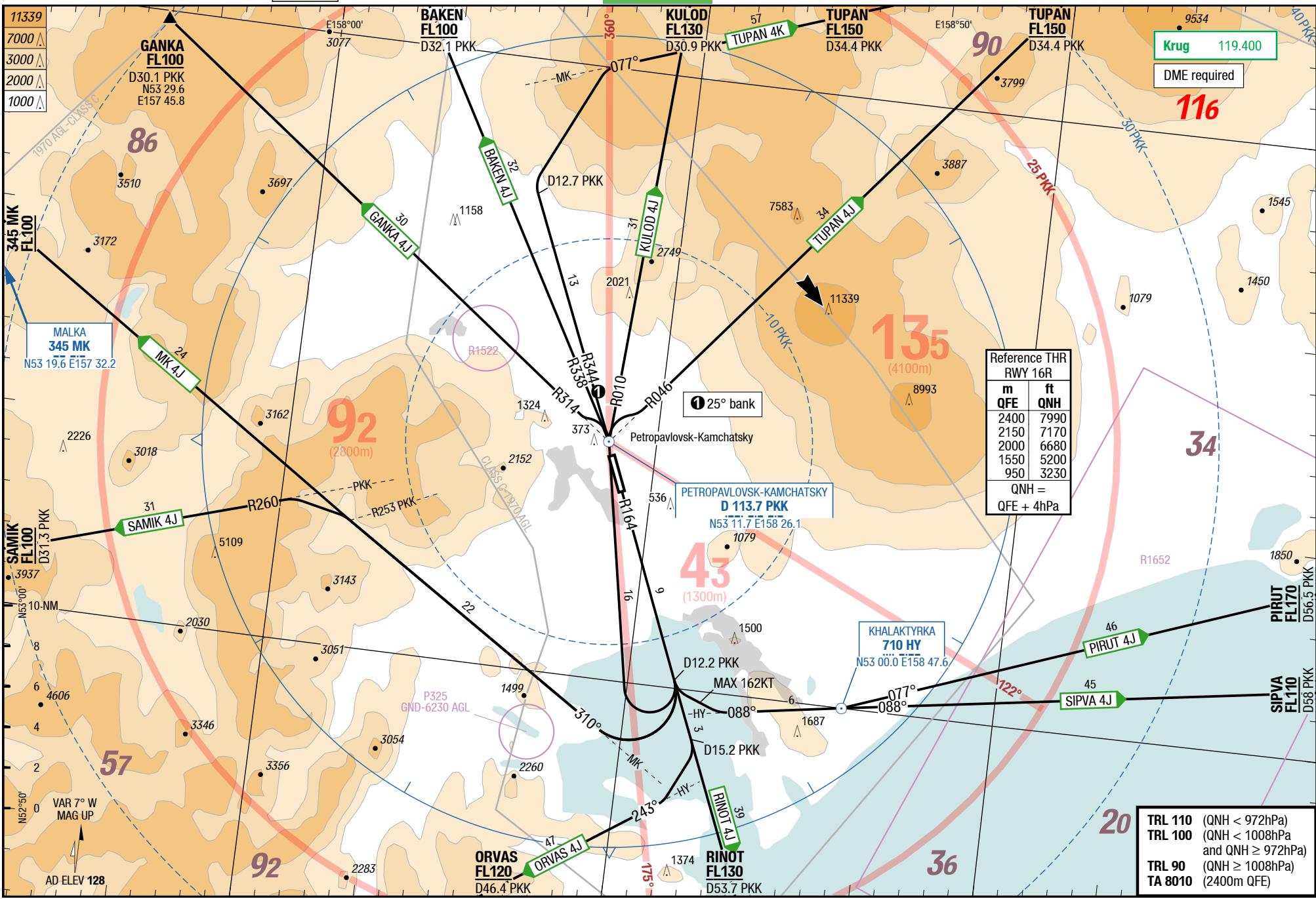
SIDs RWY 16R (via VOR)

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SIDs RWY 16R (via NDB)

SIDs RWY 16R (via VOR)



Effective 01-FEB-2018

25-JAN-2018

PKC-UHPP

Russian Federation Petropavlovsk-Kamchatsky Yelizovo

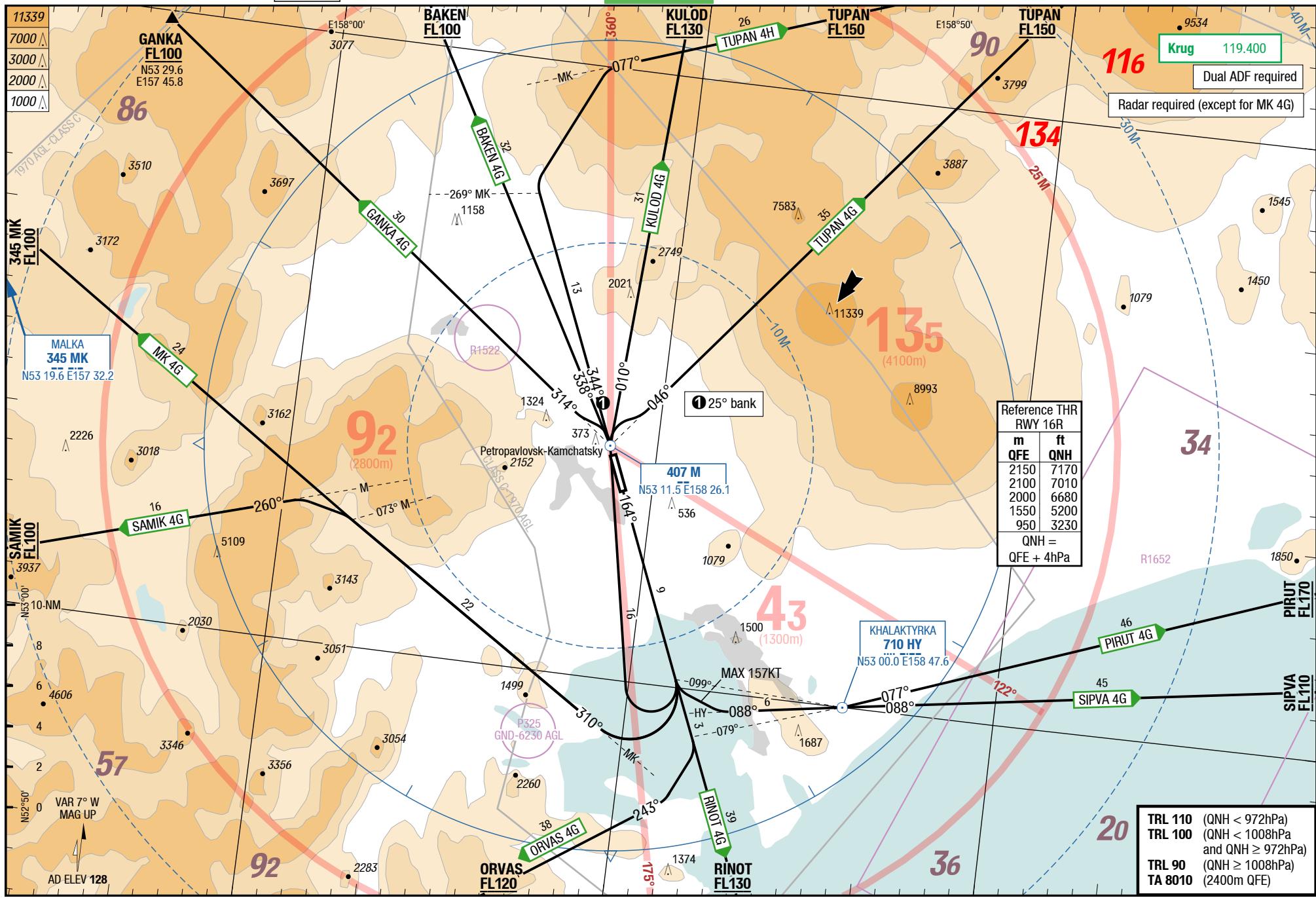
4-40

SIDs RWY 16R (via NDB)

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Yelizovo Petropavlovsk-Kamchatsky Russian Federation

SIDs RWY 16R (via NDB)



Changes: Note

Effective 01-FEB-2018

25-JAN-2018

Russian Federation Petropavlovsk-Kamchatsky Yelizovo

SIDs RWY 34L (via NDB)

PKC-UHPP

4-50

SIDs RWY 34L (via VOR)

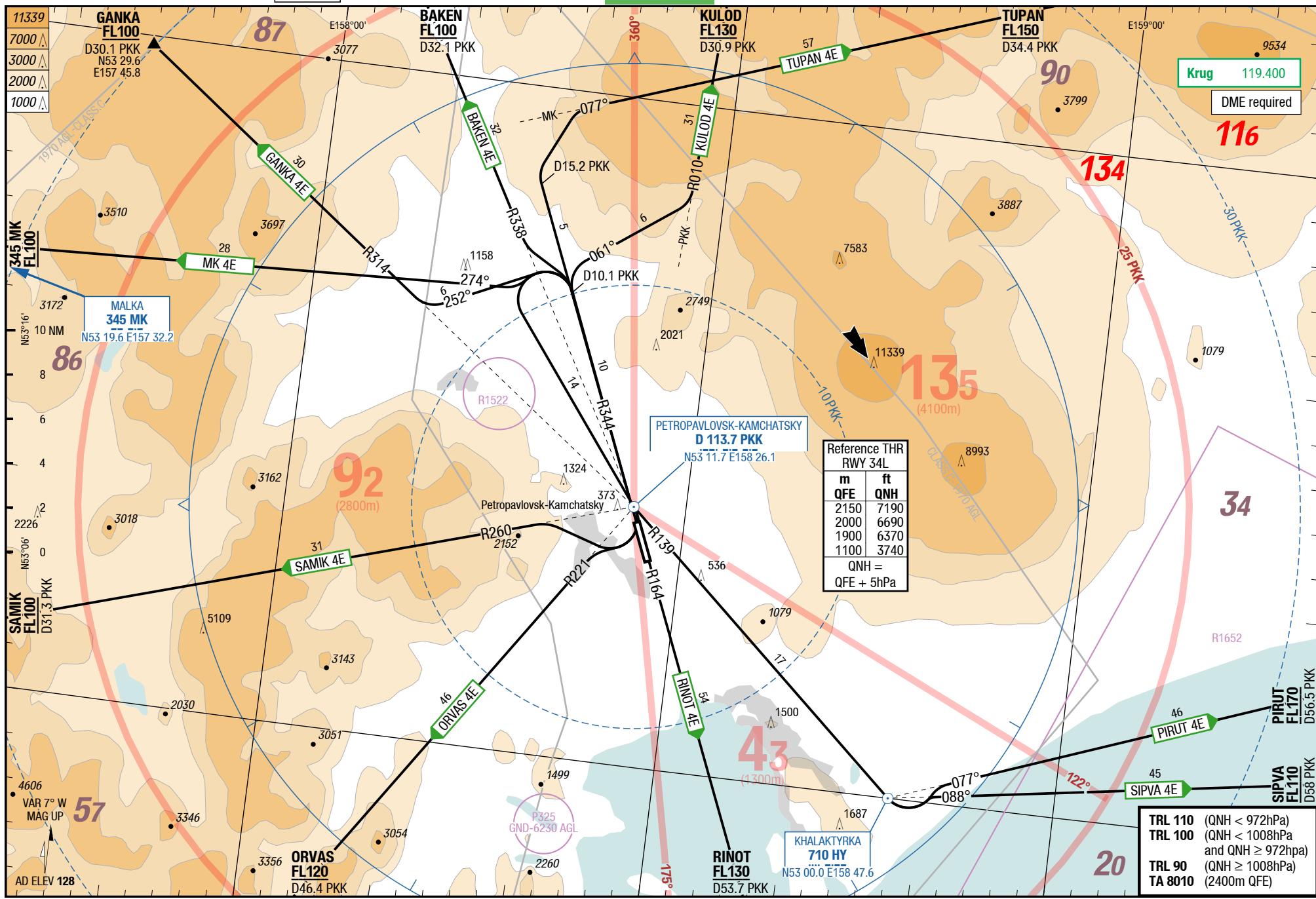
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Yelizovo Petropavlovsk-Kamchatsky Russian Federation

SIDs RWY 34L (via NDB)

SIDs RWY 34L (via VOR)



Changes: Nil

Effective 01-FEB-2018

25-JAN-2018

PKC-UHPP

Russian Federation Petropavlovsk-Kamchatsky Yelizovo

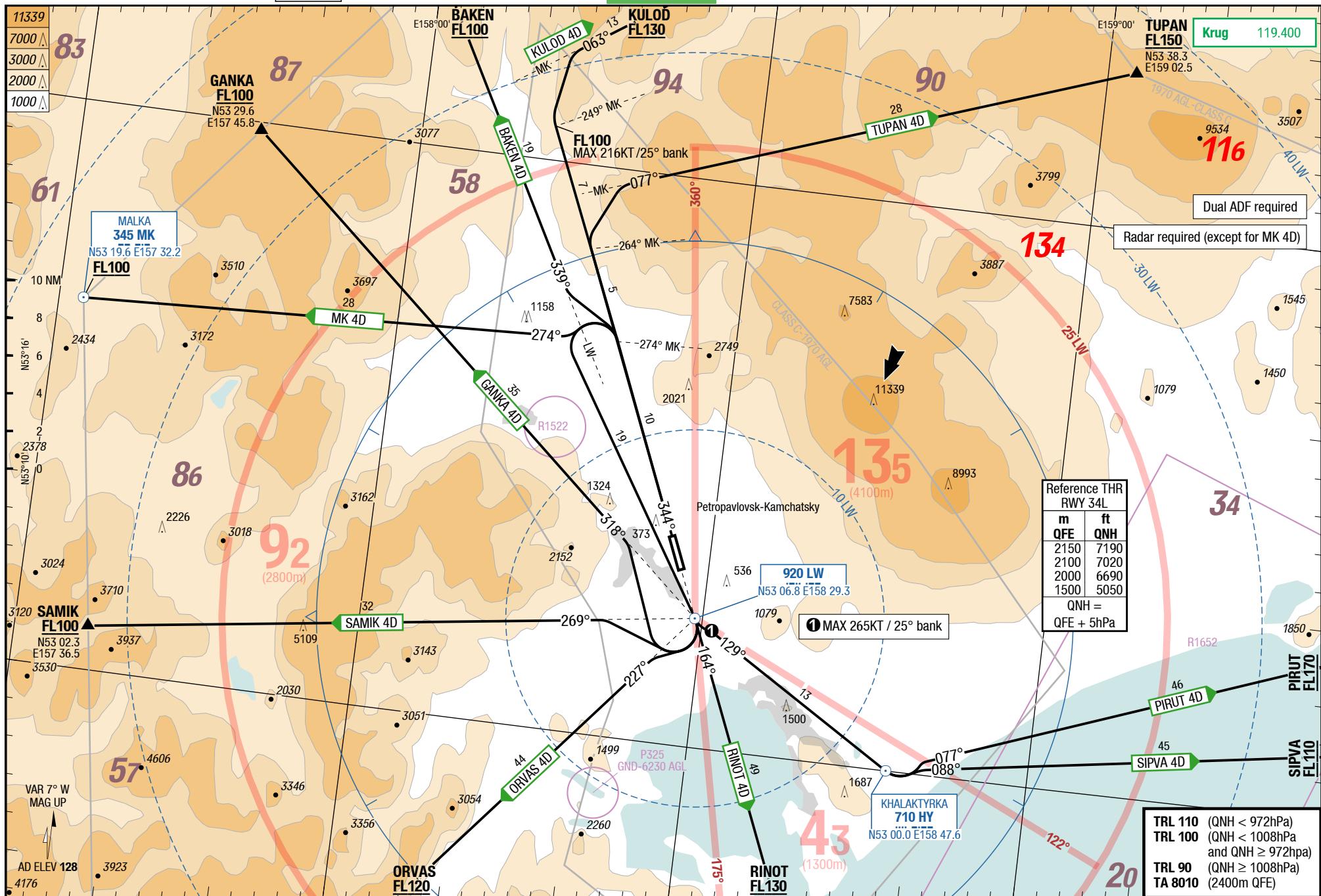
4-60

SIDs RWY 34L (via NDB)

SID

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SIDs RWY 34L (via NDB)



PKC-UHPP

5-10

RNAV SIDs RWY 16R

SIDPT

BAKEN 4M / GANKA 4M / KULOD 4M / MALKA 4M / ORVAS 4M / PIRUT 4M

RWY 16R (164°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100
4.2%	ft/MIN	600	700	800	900	1100	1200
4.7%	ft/MIN	600	800	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
Runway 16R		
BAKEN 4M 4.7% to 6350 119.400 ①④	No procedure text published	BAKEN MNM FL100
GANKA 4M 4.7% to 6680 119.400 ①④	No procedure text published	GANKA MNM FL100
KULOD 4M 4.7% to 6350 119.400 ①④	No procedure text published	KULOD MNM FL130
MALKA 4M MK 4M 4.7% to 7170 119.400 ①④	No procedure text published	MK MNM FL100
ORVAS 4M 3.9% to 5370 3.9% from 5370 to FL120 119.400 ①②④	No procedure text published	ORVAS MNM FL120
PIRUT 4M 4.2% to FL170 119.400 ③④	No procedure text published	PIRUT MNM FL170

① Climb gradient due to obstacles

② Climb gradient from 5370 to FL120 due to airspace structure

③ Climb gradient due to airspace structure

④ Close-in obstacles exist 514m/1686ft and 639m/2096ft right side from THR with elevation 56ft and 73ft

RINOT 4M / SAMIK 4M / SIPVA 4M / TUPAN 4M

RWY 16R (164°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100
4.2%	ft/MIN	600	700	800	900	1100	1200
6.7%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
Runway 16R		
RINOT 4M 4.2% to FL130 119.400 ②③	No procedure text published	RINOT MNM FL130
SAMIK 4M 3.9% to 7010 119.400 ①③	No procedure text published	SAMIK MNM FL100
SIPVA 4M 119.400 ③	No procedure text published	SIPVA MNM FL110
TUPAN 4M 6.7% to FL120 119.400 ①③	No procedure text published	TUPAN MNM FL150

① Climb gradient due to obstacles

② Climb gradient due to airspace structure

③ Close-in obstacles exist 514m/1686ft and 639m/2096ft right side from THR with elevation 56ft and 73ft

PKC-UHPP**5-30****RNAV SIDs RWY 34L**

SIDPT

BAKEN 4L / GANKA 4L / KULOD 4L / MALKA 4L / ORVAS 4L

RWY 34L (344°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
5.1%	ft/MIN	700	800	1000	1100	1300	1400
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING		ALTITUDES
	Runway 34L		
BAKEN 4L 5.1% to 2100 5.1% from 2100 to FL100 119,400 ①⑤	No procedure text published		BAKEN MNM FL100
GANKA 4L 5.1% to FL90 5.1% from FL90 to FL100 119,400 ②⑤	No procedure text published		GANKA MNM FL100
KULOD 4L 6.5% to 6370 6.5% from 6370 to FL130 119,400 ③⑤	No procedure text published		KULOD MNM FL130
MALKA 4L MK 4L 4.2% to 6690 4.2% from 6690 to FL100 119,400 ④⑤	No procedure text published		MK MNM FL100
ORVAS 4L 5.1% to 7190 119,400 ⑤	No procedure text published		ORVAS MNM FL120

- ① Climb gradient from 2100 to FL100 due to airspace structure
- ② Climb gradient from FL90 to FL100 due to airspace structure
- ③ Climb gradient from 6370 to FL130 due to airspace structure
- ④ Climb gradient from 6690 to FL100 due to airspace structure
- ⑤ Climb gradient due to obstacles

PKC-UHPP

5-40

RNAV SIDs RWY 34L

SIDPT

PIRUT 4L / RINOT 4L / SAMIK 4L / SIPVA 4L / TUPAN 4L

RWY 34L (344°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200
5.1%	ft/MIN	700	800	1000	1100	1300	1400
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
Runway 34L		
PIRUT 4L 5.1% to 6370 119.400 ②	No procedure text published	PIRUT MNM FL170
RINOT 4L 5.1% to 6690 119.400 ②	No procedure text published	RINOT MNM FL130
SAMIK 4L 4.3% to 6690 119.400 ②	No procedure text published	SAMIK MNM FL100
SIPVA 4L 5.1% to 6370 119.400 ②	No procedure text published	SIPVA MNM FL110
TUPAN 4L 6.2% to FL100 5.1% from FL100 to FL150 119.400 ①②	No procedure text published	TUPAN MNM FL150

① Climb gradient from FL100 to FL150 due to airspace structure

② Climb gradient due to obstacles

18-AUG-2016

PKC-UHPP

5-50

SIDs RWY 16R (via VOR)

SIDPT

BAKEN 4J / GANKA 4J / KULOD 4J / MALKA 4J / ORVAS 4J / PIRUT 4J

RWY 16R (164°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100
4.4%	ft/MIN	600	700	900	1000	1100	1300
4.7%	ft/MIN	600	800	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
Runway 16R		
BAKEN 4J 3.9% to 5200 119.400 ②	R164 PKK - at D12.2 PKK RT direct PKK - R338 PKK to BAKEN	BAKEN MNM FL100
GANKA 4J 3.9% to 5200 119.400 ②	R164 PKK - at D12.2 PKK RT direct PKK - R314 PKK to GANKA	GANKA MNM FL100
KULOD 4J 3.9% to 5200 119.400 ②	R164 PKK - at D12.2 PKK RT direct PKK - R010 PKK to KULOD	KULOD MNM FL130
MALKA 4J MK 4J 4.7% to 6680 119.400 ②	R164 PKK - at D12.2 PKK RT intercept QDM 310 MK to MK	MK MNM FL100
ORVAS 4J 4.7% to FL90 119.400 ②	R164 PKK - at D15.2 PKK RT intercept QDR 243 HY to ORVAS	ORVAS MNM FL120
PIRUT 4J 4.4% to 3230 4.4% from 3230 to FL170 119.400 ①②	R164 PKK - at D12.2 PKK LT (MAX 162KT) intercept QDM 088 HY to HY - QDR 077 HY to PIRUT	PIRUT MNM FL170

① Climb gradient 4.4% from 3230 to FL170 due to airspace structure

② Climb gradient due to obstacles

18-AUG-2016

PKC-UHPP

5-60

SIDs RWY 16R (via VOR)

SIDPT

RINOT 4J / SAMIK 4J / SIPVA 4J / TUPAN 4J / TUPAN 4K

RWY 16R (164°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
4.2%	ft/MIN	600	700	800	900	1100	1200
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16R	
RINOT 4J 4.2% to FL130 119,400 ①	R164 PKK to RINOT	RINOT MNM FL130
SAMIK 4J 4.7% to 7170 119,400 ②	R164 PKK - at D12.2 PKK RT intercept QDM 310 MK - crossing R253 PKK LT intercept R260 PKK to SAMIK	SAMIK MNM FL100
SIPVA 4J 3.5% to 3230 119,400 ②	R164 PKK - at D12.2 PKK LT (MAX 162KT) intercept QDM 088 HY to HY - QDR 088 HY to SIPVA	SIPVA MNM FL110
TUPAN 4J 5.7% to FL110 119,400 ②	R164 PKK - at D12.2 PKK RT direct PKK - R046 PKK to TUPAN	TUPAN MNM FL150
TUPAN 4K 4.2% to 7990 119,400 ②	R164 PKK - at D12.2 PKK RT direct PKK - R344 PKK (25° bank) - at D12.7 PKK RT intercept QDR 077 MK to TUPAN	TUPAN MNM FL150

① Climb gradient due to airspace structure

② Climb gradient due to obstacles

18-AUG-2016

PKC-UHPP**5-70****SIDs RWY 16R (via NDB)**

SIDPT

BAKEN 4G / GANKA 4G / KULOD 4G / MALKA 4G / ORVAS 4G / PIRUT 4G**RWY 16R (164°)**

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.4%	ft/MIN	600	700	900	1000	1100	1300
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16R	
BAKEN 4G 4% to 7010 119.400 ②	QDR 164 M - crossing QDM 099 HY RT direct M - QDR 338 M to BAKEN	BAKEN MNM FL100
GANKA 4G 4% to 7010 119.400 ②	QDR 164 M - crossing QDM 099 HY RT direct M - QDR 314 M to GANKA	GANKA MNM FL100
KULOD 4G 4% to 7170 119.400 ②	QDR 164 M - crossing QDM 099 HY RT direct M - QDR 010 M to KULOD	KULOD MNM FL130
MALKA 4G MK 4G 5.2% to 6680 119.400 ②	QDR 164 M - crossing QDM 099 HY RT intercept QDM 310 MK to MK	MK MNM FL100
ORVAS 4G 4.7% to FL90 119.400 ②	QDR 164 M - crossing QDM 079 HY RT intercept QDR 243 HY to ORVAS	ORVAS MNM FL120
PIRUT 4G 4.4% to 3230 4.4% from 3230 to FL 170 119.400 ①②	QDR 164 M - crossing QDM 099 HY LT (MAX 157KT) intercept QDM 088 HY to HY - QDR 077 HY to PIRUT	PIRUT MNM FL170

① Climb gradient 4.4% from 3230 to FL170 due to airspace structure

② Climb gradient due to obstacles

18-AUG-2016

PKC-UHPP

5-80

SIDs RWY 16R (via NDB)

SIDPT

RINOT 4G / SAMIK 4G / SIPVA 4G / TUPAN 4G / TUPAN 4H

RWY 16R (164°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.0%	ft/MIN	500	700	800	900	1000	1100
4.2%	ft/MIN	600	700	800	900	1100	1200
5.2%	ft/MIN	700	800	1000	1200	1300	1500
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16R	
RINOT 4G 4.2% to FL130 119.400 ①	QDR 164 M to RINOT	RINOT MNM FL130
SAMIK 4G 5.2% to 7170 119.400 ②	QDR 164 M - crossing QDM 099 HY RT intercept QDM 310 MK - crossing QDM 073 M LT intercept QDR 260 M to SAMIK	SAMIK MNM FL100
SIPVA 4G 3.6% to 3230 119.400 ②	QDR 164 M - crossing QDM 099 HY LT (MAX 157KT) intercept QDM 088 HY to HY - QDR 088 HY to SIPVA	SIPVA MNM FL110
TUPAN 4G 7% to FL130 119.400 ②	QDR 164 M - crossing QDM 099 HY RT direct M - QDR 046 M to TUPAN	TUPAN MNM FL150
TUPAN 4H 4% to 5200 119.400 ②	QDR 164 M - crossing QDM 099 HY RT direct M - QDR 344 M (25° bank) - crossing QDM 269 MK RT intercept QDR 077 MK to TUPAN	TUPAN MNM FL150

① Climb gradient 4.2% to FL130 due to airspace structure

② Climb gradient due to obstacles

18-AUG-2016

PKC-UHPP**5-90****SIDs RWY 34L (via VOR)**

SIDPT

BAKEN 4E / GANKA 4E / KULOD 4E / MALKA 4E

RWY 34L (344°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34L	
BAKEN 4E 5% to 3740 5% from 3740 to FL100 119.400 ①⑤	R344 PKK - at D10.1 PKK LT intercept R338 PKK to BAKEN	BAKEN MNM FL100
GANKA 4E 4.8% to FL90 4.8% from FL90 to FL100 119.400 ②⑤	R344 PKK - at D10.1 PKK LT 252° - intercept R314 PKK to GANKA	GANKA MNM FL100
KULOD 4E 6.2% to 6690 6.2% from 6690 to FL130 119.400 ③⑤	R344 PKK - at D10.1 PKK RT 061° - intercept R010 PKK to KULOD	KULOD MNM FL130
MALKA 4E MK 4E 4.1% to 6370 4.1% from 6370 to FL100 119.400 ④⑤	R344 PKK - at D10.1 PKK LT intercept QDM 274 MK to MK	MK MNM FL100

- ① Climb gradient from 3740 to FL100 due to airspace structure
- ② Climb gradient from FL90 to FL100 due to airspace structure
- ③ Climb gradient from 6690 to FL130 due to airspace structure
- ④ Climb gradient from 6370 to FL100 due to airspace structure
- ⑤ Climb gradient due to obstacles

18-AUG-2016

PKC-UHPP

5-100

SIDs RWY 34L (via VOR)

SIDPT

ORVAS 4E / PIRUT 4E / RINOT 4E / SAMIK 4E / SIPVA 4E / TUPAN 4E

RWY 34L (344°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.1%	ft/MIN	700	800	1000	1100	1300	1400
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
Runway 34L		
ORVAS 4E 5.1% to 6370 119.400 ②	R344 PKK - at D10.1 PKK LT direct PKK - R221 PKK to ORVAS	ORVAS MNM FL120
PIRUT 4E 5.1% to 6370 119.400 ②	R344 PKK - at D10.1 PKK LT direct PKK - R139 PKK to HY - QDR 077 HY to PIRUT	PIRUT MNM FL170
RINOT 4E 5.1% to 6370 119.400 ②	R344 PKK - at D10.1 PKK LT direct PKK - R164 PKK to RINOT	RINOT MNM FL130
SAMIK 4E 5.1% to 7190 119.400 ②	R344 PKK - at D10.1 PKK LT direct PKK - R260 PKK to SAMIK	SAMIK MNM FL100
SIPVA 4E 5.1% to 6370 119.400 ②	R344 PKK - at D10.1 PKK LT direct PKK - R139 PKK to HY - QDR 088 HY to SIPVA	SIPVA MNM FL110
TUPAN 4E 5.4% to FL90 4.8% from FL90 to FL150 119.400 ①②	R344 PKK - at D15.2 PKK RT intercept QDR 077 MK to TUPAN	TUPAN MNM FL150

① Climb gradient from FL90 to FL150 due to airspace structure

② Climb gradient due to obstacles

PKC-UHPP

5-110

SIDs RWY 34L (via NDB)**BAKEN 4D / GANKA 4D / KULOD 4D / MALKA 4D / ORVAS 4D / PIRUT 4D****RWY 34L (344°)**

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.6%	ft/MIN	700	900	1100	1200	1400	1600
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING		ALTITUDES
	Runway 34L		
BAKEN 4D 5% to 5050 5% from 5050 to FL100 119.400 ①③	QDR 344 LW - crossing QDM 274 MK LT intercept QDR 339 LW to BAKEN		BAKEN MNM FL100
GANKA 4D 6.2% to FL90 119.400 ③	QDR 344 LW - crossing QDM 274 MK LT direct LW - QDR 318 LW to GANKA		GANKA MNM FL100
KULOD 4D 5.6% to 7020 5.6% from 7020 to FL130 119.400 ②③	QDR 344 LW - crossing QDM 249 MK RT (MAX 216KT, 25° bank) intercept QDR 063 MK to KULOD		QDM 249 MK at FL100 KULOD MNM FL130
MALKA 4D MK 4D 5% to 6690 119.400 ③	QDR 344 LW - crossing QDM 274 MK LT intercept QDM 274 MK to MK		MK MNM FL100
ORVAS 4D 6.2% to FL100 119.400 ③	QDR 344 LW - crossing QDM 274 MK LT direct LW - QDR 227 LW to ORVAS		ORVAS MNM FL120
PIRUT 4D 6.2% to 6690 119.400 ③	QDR 344 LW - crossing QDM 274 MK LT direct LW - LT (MAX 265KT, 25° bank) QDR 129 LW to HY - QDR 077 HY to PIRUT		PIRUT MNM FL170

① Climb gradient from 5050 to FL100 due to airspace structure

② Climb gradient from 7020 to FL130 due to airspace structure

③ Climb gradient due to obstacles

PKC-UHPP

5-120

SIDs RWY 34L (via NDB)

RINOT 4D / SAMIK 4D / SIPVA 4D / TUPAN 4D

RWY 34L (344°)

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
Runway 34L		
RINOT 4D 6.2% to 6690 119.400 ②	QDR 344 LW - crossing QDM 274 MK LT direct LW - QDR 164 LW to RINOT	RINOT MNM FL130
SAMIK 4D 6.2% to 7190 119.400 ②	QDR 344 LW - crossing QDM 274 MK LT direct LW - QDR 269 LW to SAMIK	SAMIK MNM FL100
SIPVA 4D 6.2% to 6690 119.400 ②	QDR 344 LW - crossing QDM 274 MK LT direct LW - LT (MAX 265KT, 25° bank) QDR 129 LW to HY - QDR 088 HY to SIPVA	SIPVA MNM FL110
TUPAN 4D 6% to FL90 4.4% from FL90 to FL150 119.400 ①②	QDR 344 LW - crossing QDM 264 MK RT intercept QDR 077 MK to TUPAN	TUPAN MNM FL150

① Climb gradient from FL90 to FL150 due to airspace structure

② Climb gradient due to obstacles

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26-JAN-2017

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RNAV STARs RWY 34L

6-10

RNAV STARs RWY 16R

STAR

STAR

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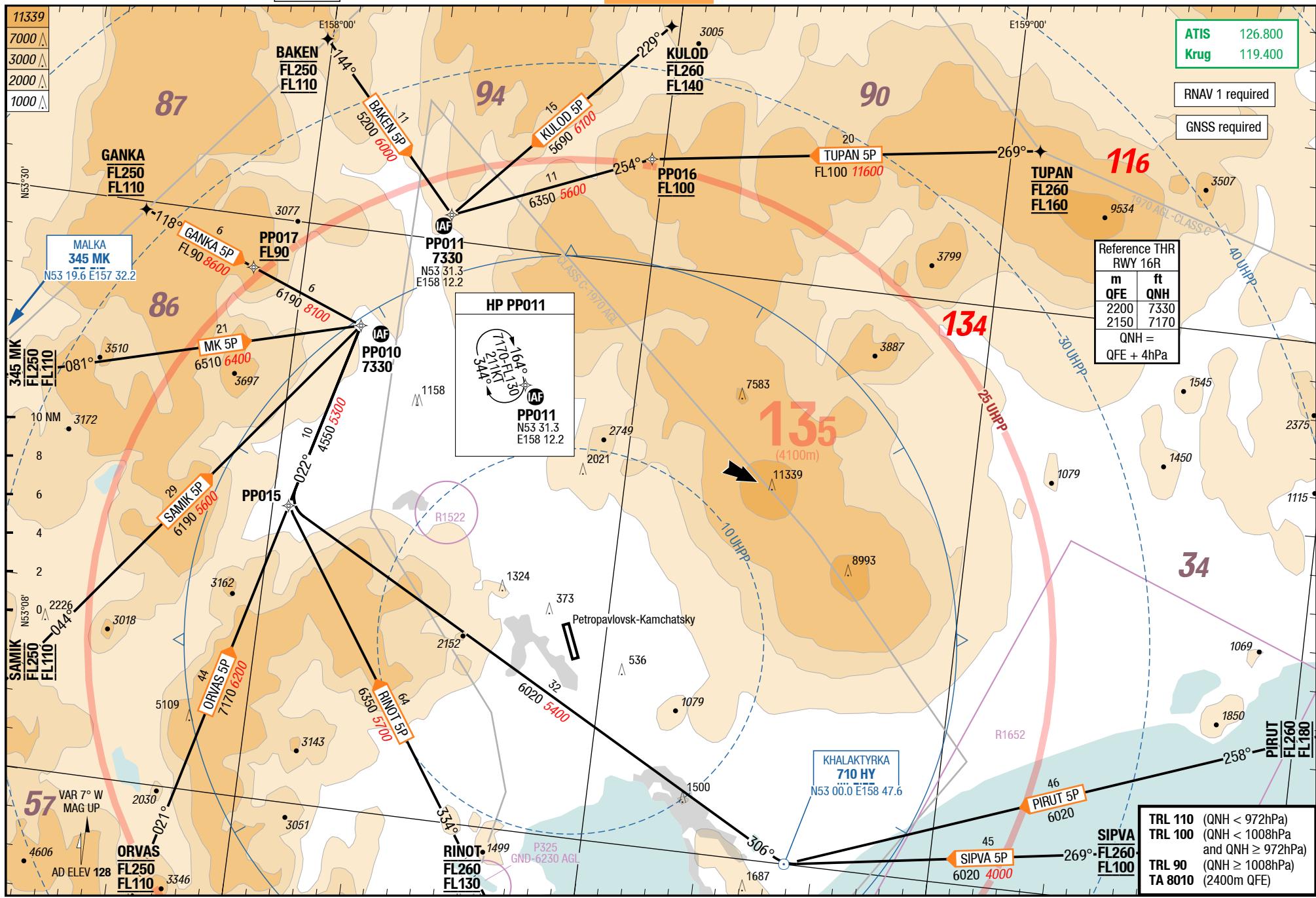
RNAV STARs RWY 34L

RNAV STARs RWY 16R

ATIS 126.800
Krug 119.400

RNAV 1 required

GNSS required



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STAR

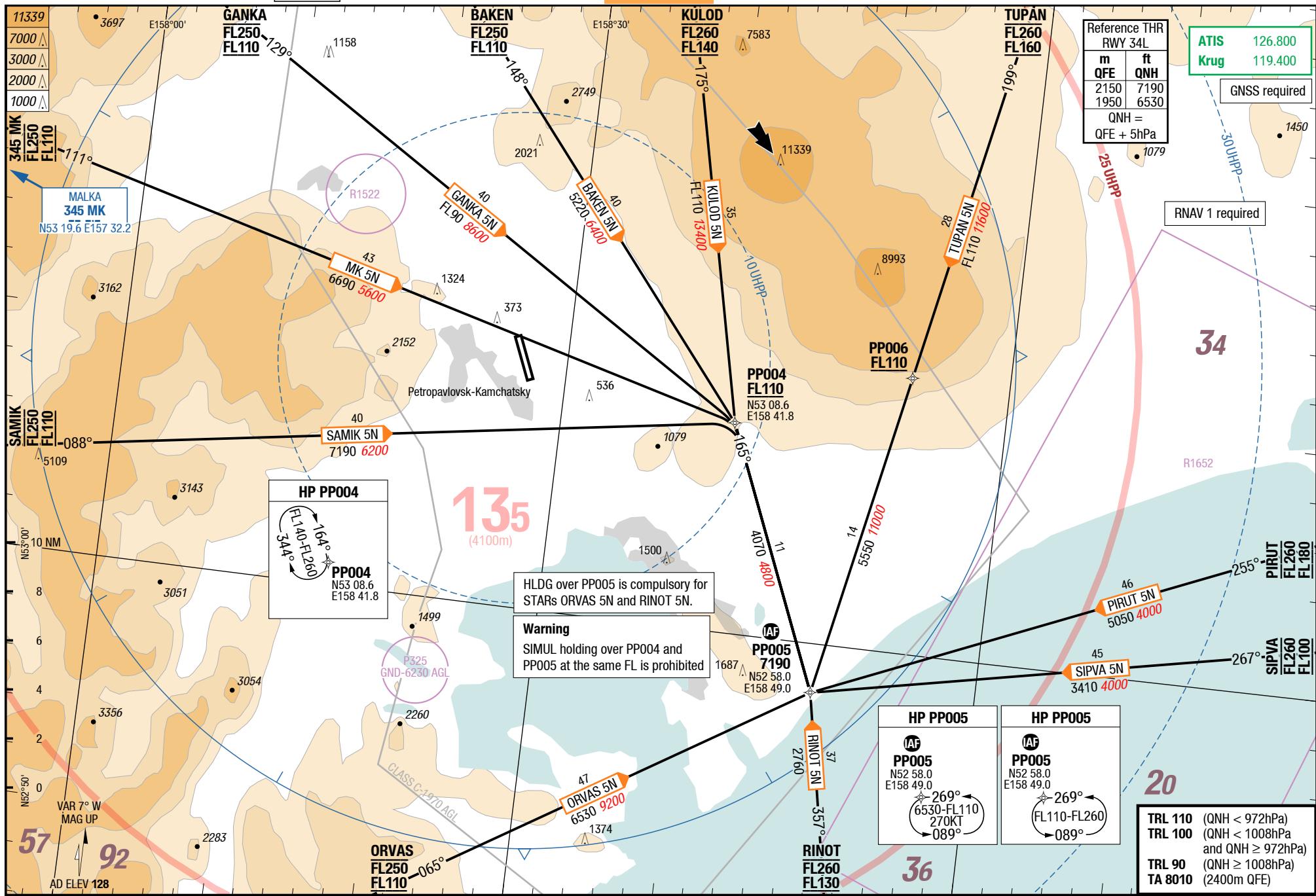
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6-20

RNAV STARs RWY 34L



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STARs RWY 34L (with Radar)

STARs RWY 34L

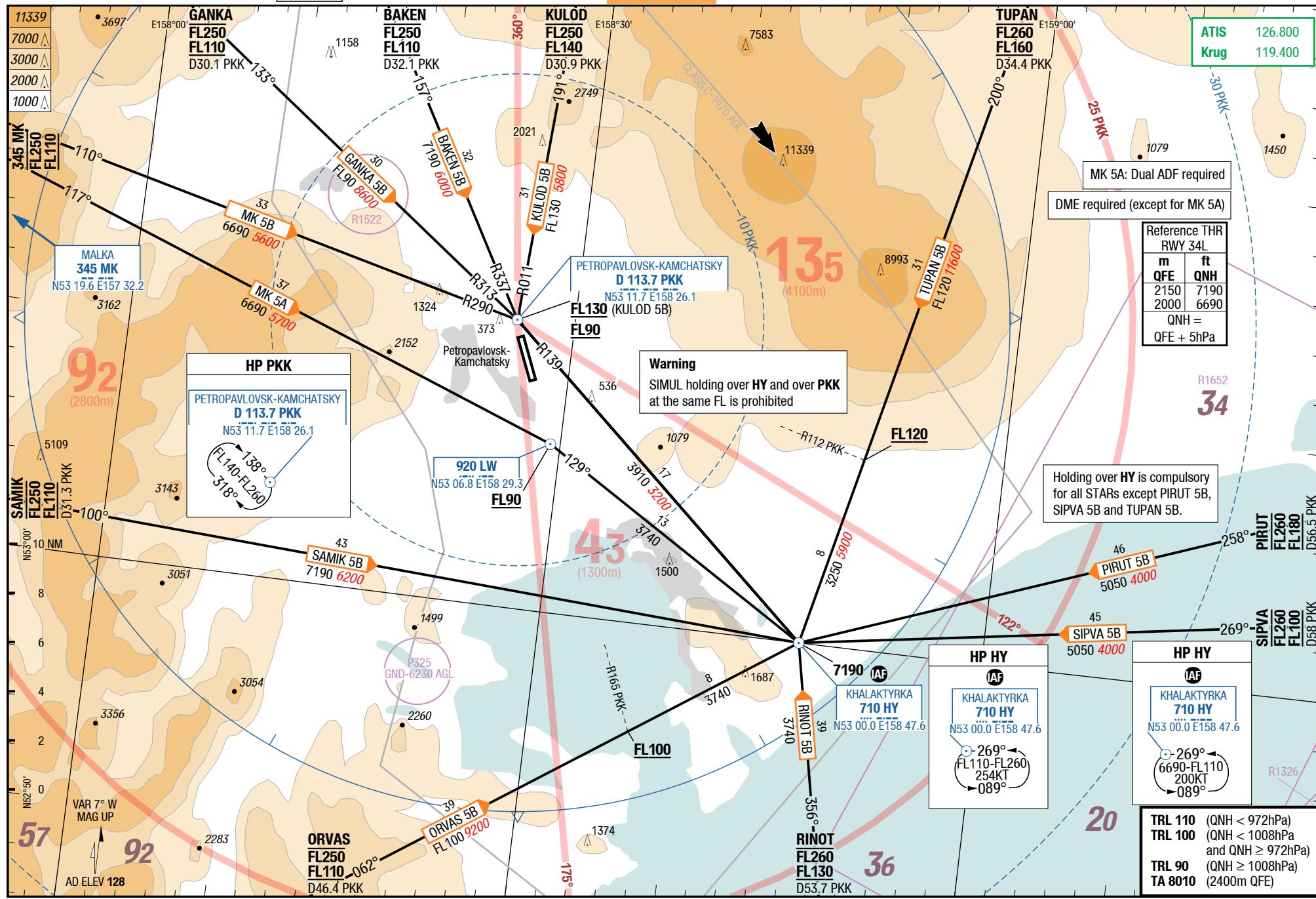
6-30

STAR

STAR

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STARs RWY 34L (with Radar)

STARs RWY 34L

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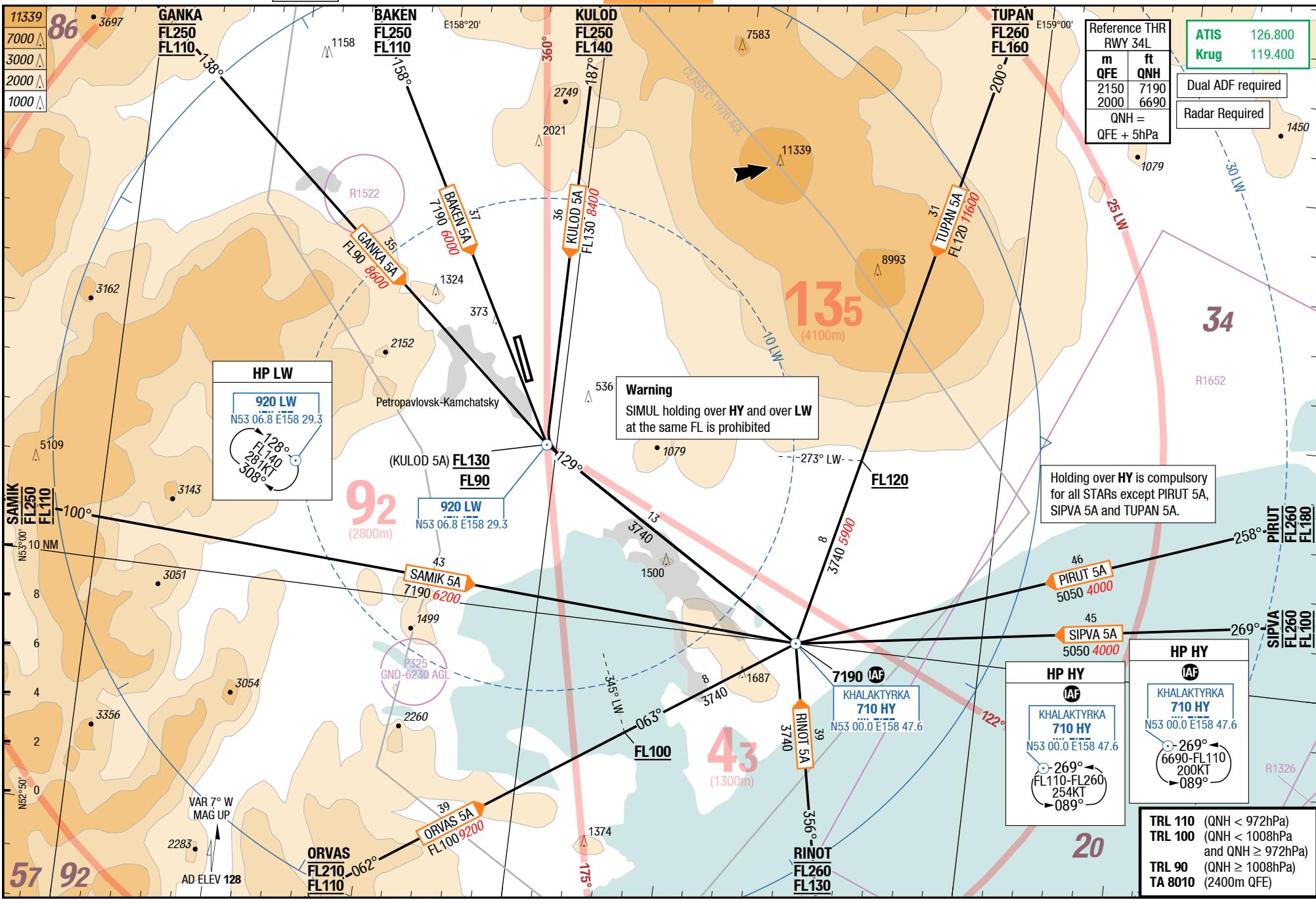
6-40

STARs RWY 34L (with Radar)

STAR

STAR

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ILS Z 16R

7-10

ILS Z 16R

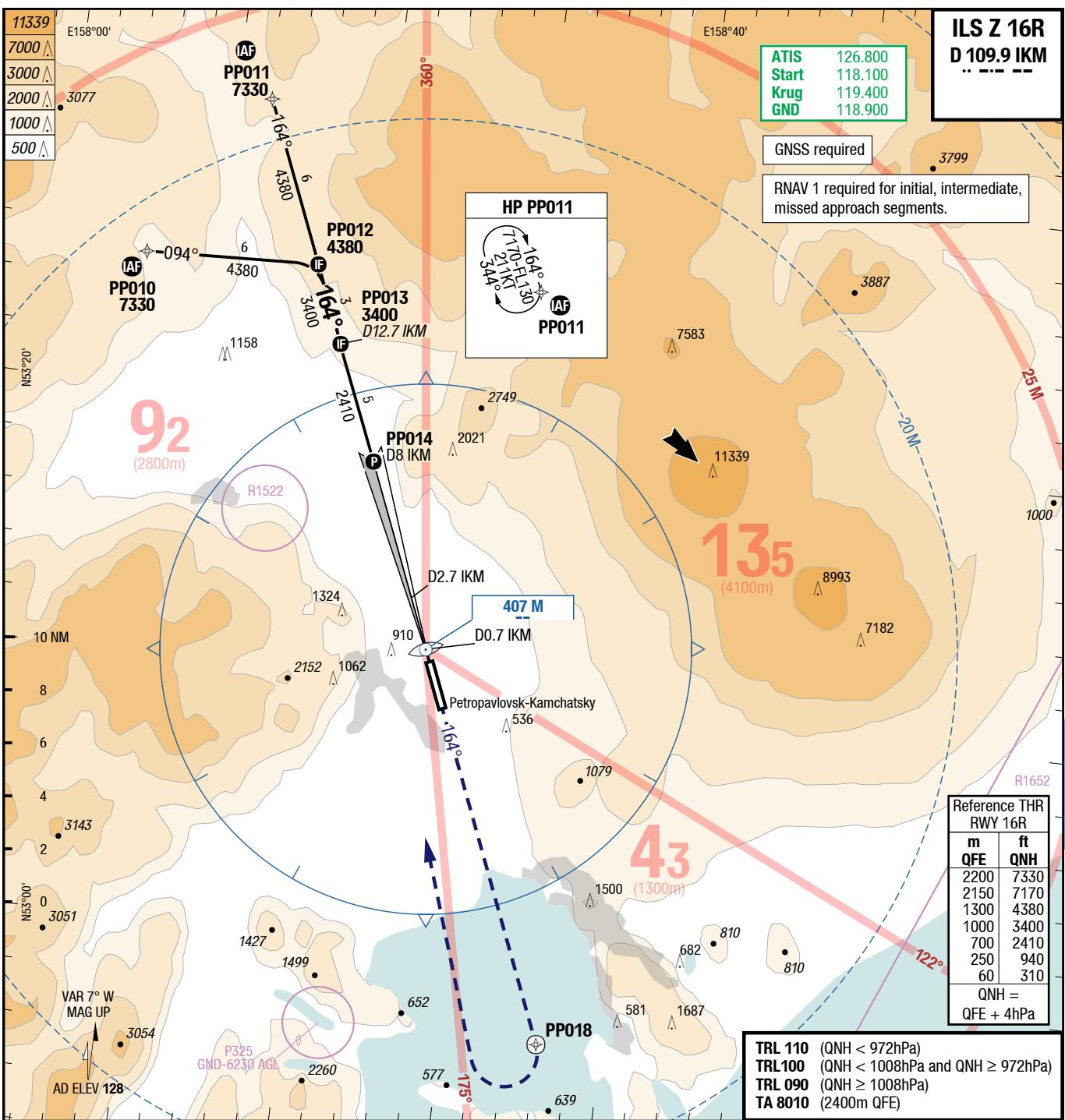
IAC

ILS Z 16R

Circling
E of AD only
1450 - 2.4V
1580GS 120 140 160
570 670 760ILS Z 16R
D 109.9 IKM

GNSS required

RNAV 1 required for initial, intermediate, missed approach segments.



D IKM	11.5	9	7	5	3	1	16R	82.7°	60 HL
	3400	2690	2120	1550	970	400			
	3400	2690	2120	1550	970	400			
	3400	2690	2120	1550	970	400			
	3400	2690	2120	1550	970	400			

DIST to THR

DIST to THR	7.8	5	2.5	0.5	0
D12.7 IKM	PP013	D11.5	PP014	D8	PP014
3400	3400	2410	2410	2410	2410
164°	164°	164°	164°	164°	164°
1650	1650	1650	1650	1650	1650
DA	DA	DA	DA	DA	DA
GP 2.70°	GP 2.70°	GP 2.70°	GP 2.70°	GP 2.70°	GP 2.70°
940	940	940	940	940	940
310	310	310	310	310	310
52	52	52	52	52	52

164° at PP018 RT direct PP011 climb MNN 7170

GS	120	140	160
570	670	760	

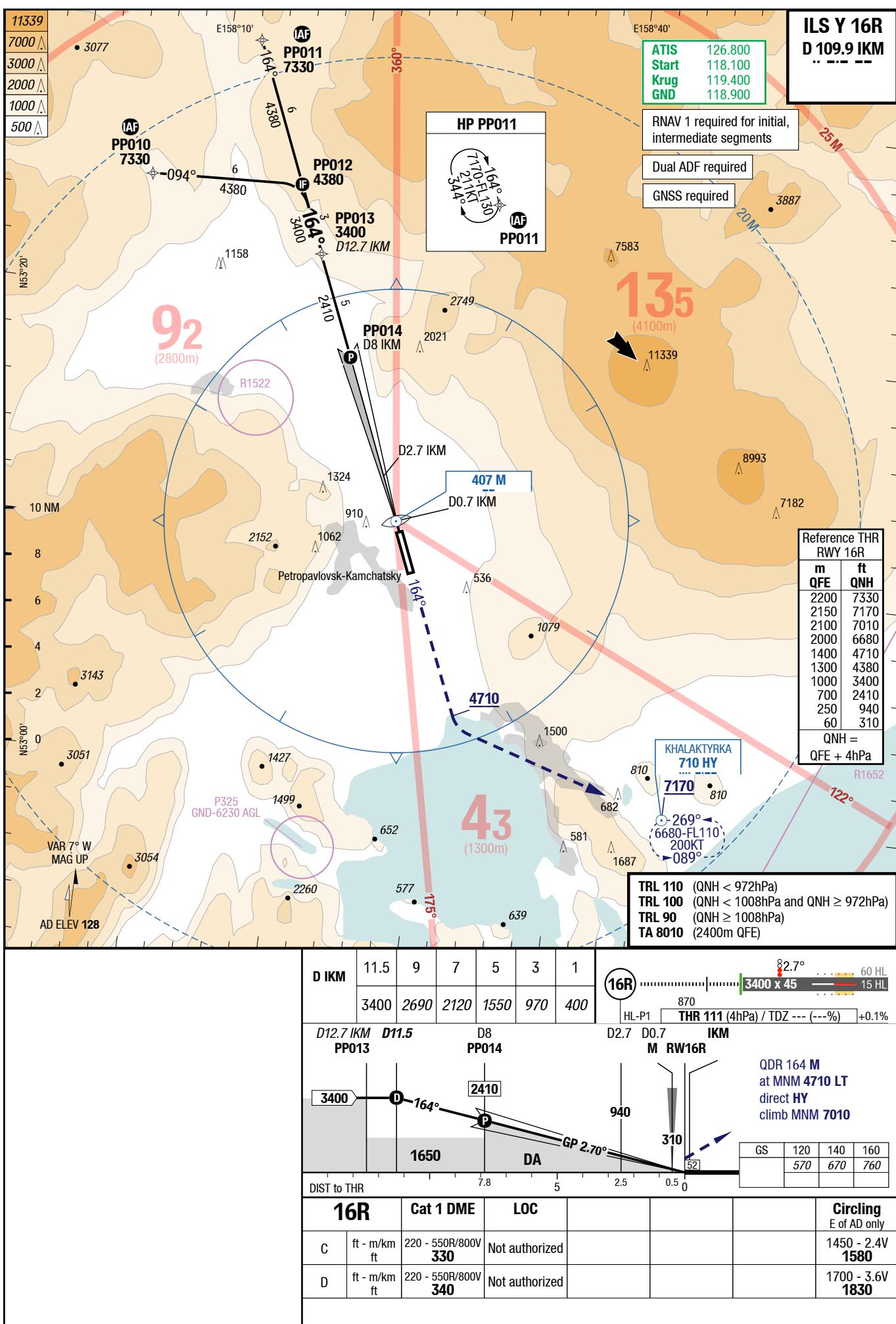
Cat 1 DME

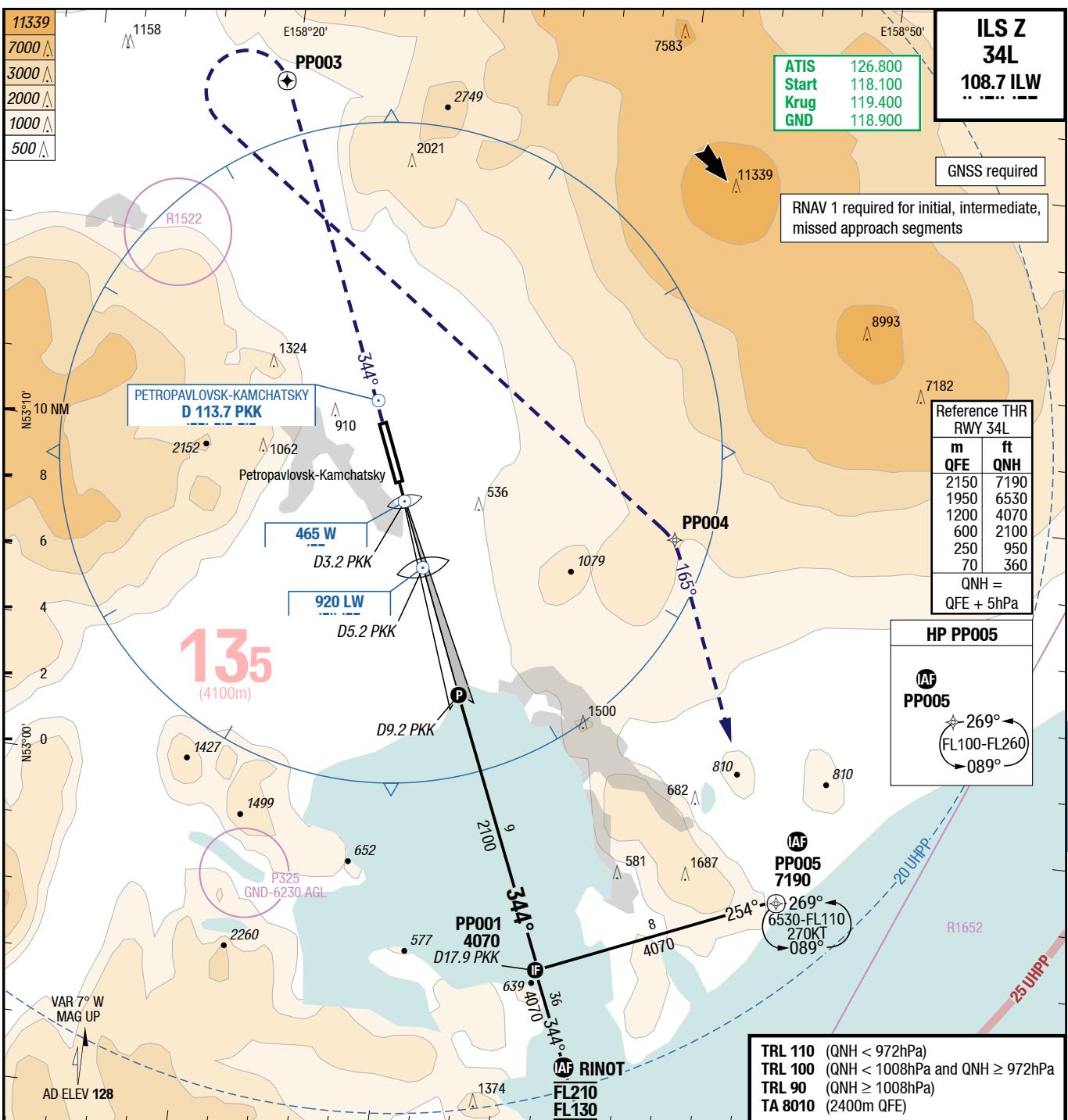
C	ft - m/km	220 - 550R/800V	LOC				
C	ft - m/km	330	Not authorized				
D	ft - m/km	340	Not authorized				

LOC

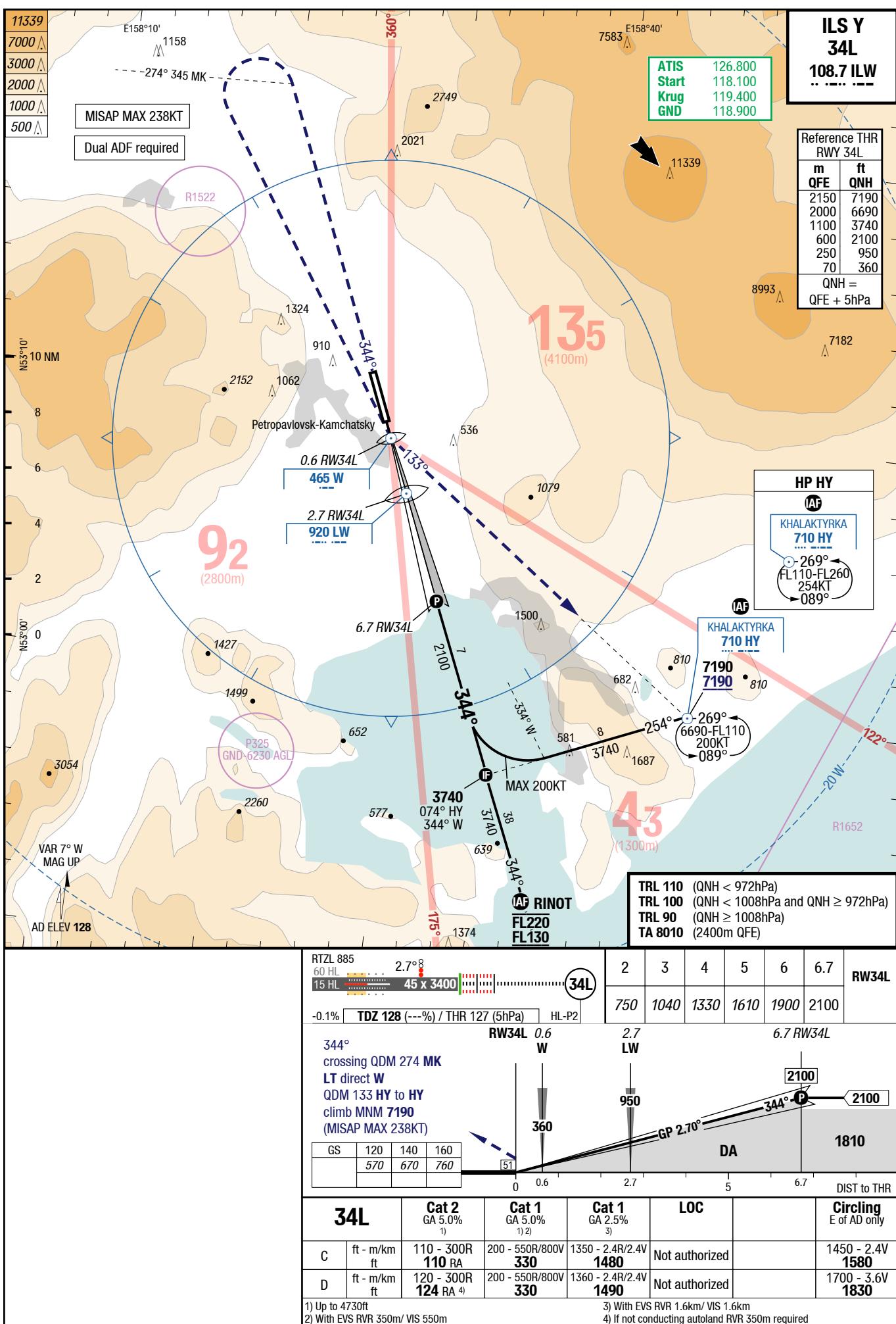
GS	120	140	160
570	670	760	

Changes: Note





Changes: Nil



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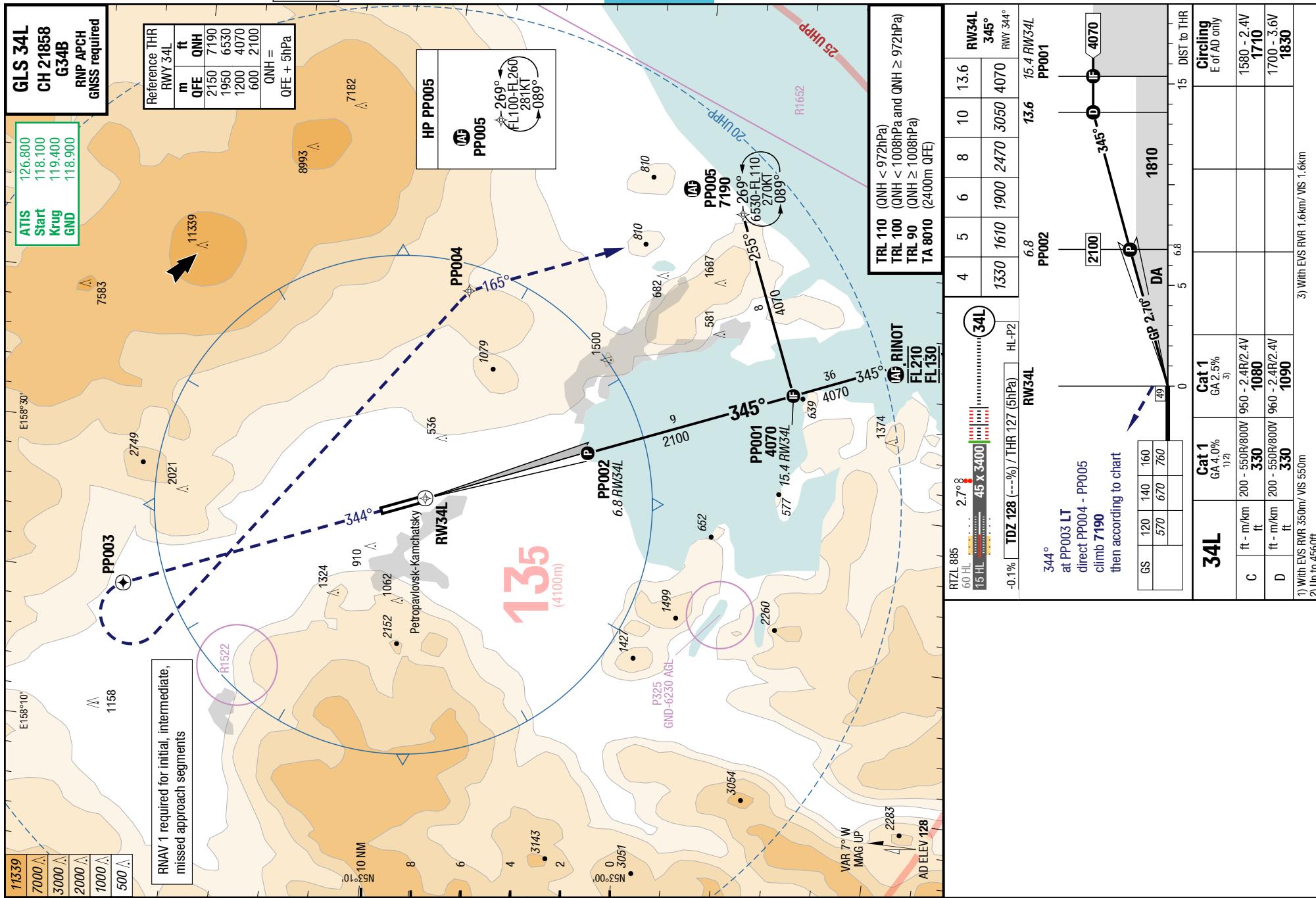
7-50

GLS 34L

IAC

IAC

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13-JUL-2017

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7-70

RNAV (GNSS) 34L

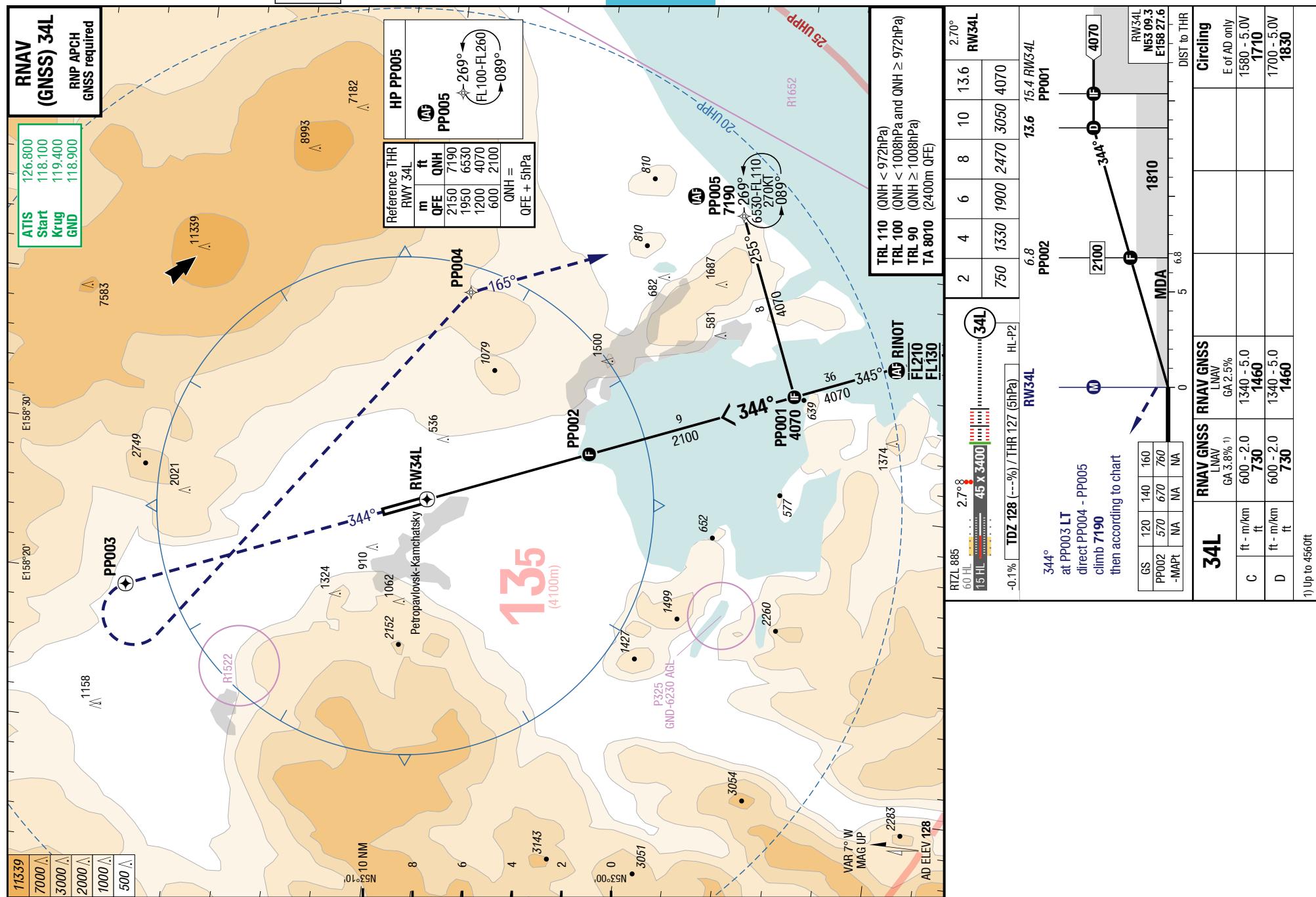
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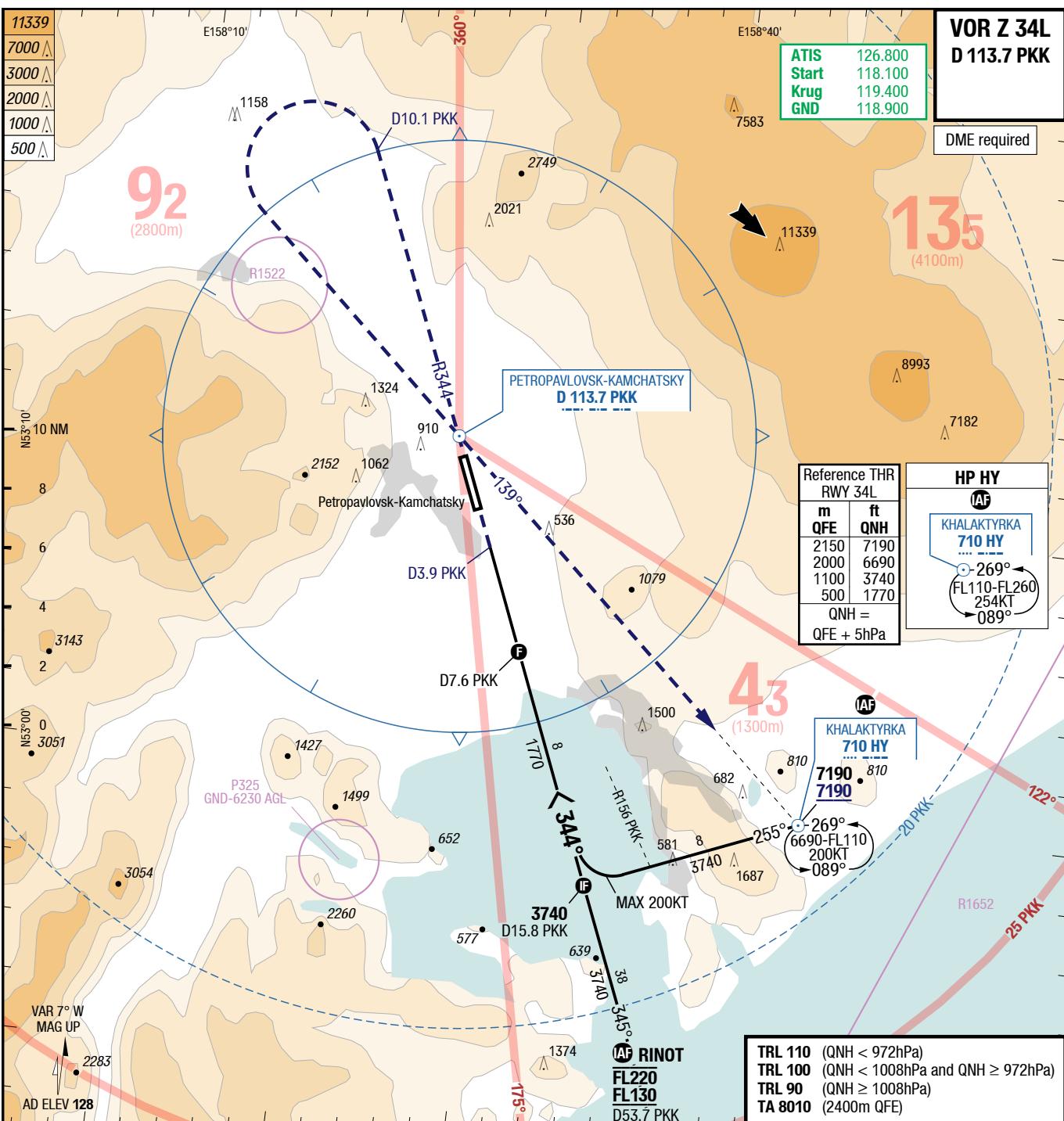
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N

RNAV (GNSS) 34L



Changes: MIN



RTZL 885 2.7° 60 HL 45 x 3400 15 HL				5	6	7	9	12	13.7	3.00° D PKK	
-0.1% TDZ 128 (---%) / THR 127 (5hPa) HL-P2				960	1280	1600	2240	3190	3740		
R344 PKK at D10.1 PKK LT direct PKK QDM 139 HY to HY climb MNN 7190											
GS	120	140	160								
D7.6 PKK	640	740	850								
-MAPt	NA	NA	NA								
M 1770 1770				MA 0 1.3 5							
MA 0 1.3 5				MDA							
344° D 3740				DIST to THR							
34L	VOR DME	GA 2.9% 1)	VOR DME	GA 2.5%							Circling E of AD only
C	ft - m/km ft	700 - 2.4 820		1090 - 2.4 1220							1580 - 2.4V 1710
D	ft - m/km ft	700 - 2.4 820		1090 - 2.4 1220							1700 - 3.6V 1830

PKC-UHPP

7-100

NDB Z 34L
920 LW

- Radar required
- MISAP MAX 238KT
- Dual ADF required

135

(4100m)

Reference THR RWY 34L	
m	ft
QFE	QNH
2150	7190
2000	6690
1100	3740
500	1770
275	1030
QNH = QFE + 5hPa	

HP HY

(AF)

KHALAKTYRKA

710 HY

.....

-269°

FL110-FL260

254KT

089°

.....

KHALAKTYRKA

710 HY

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7190

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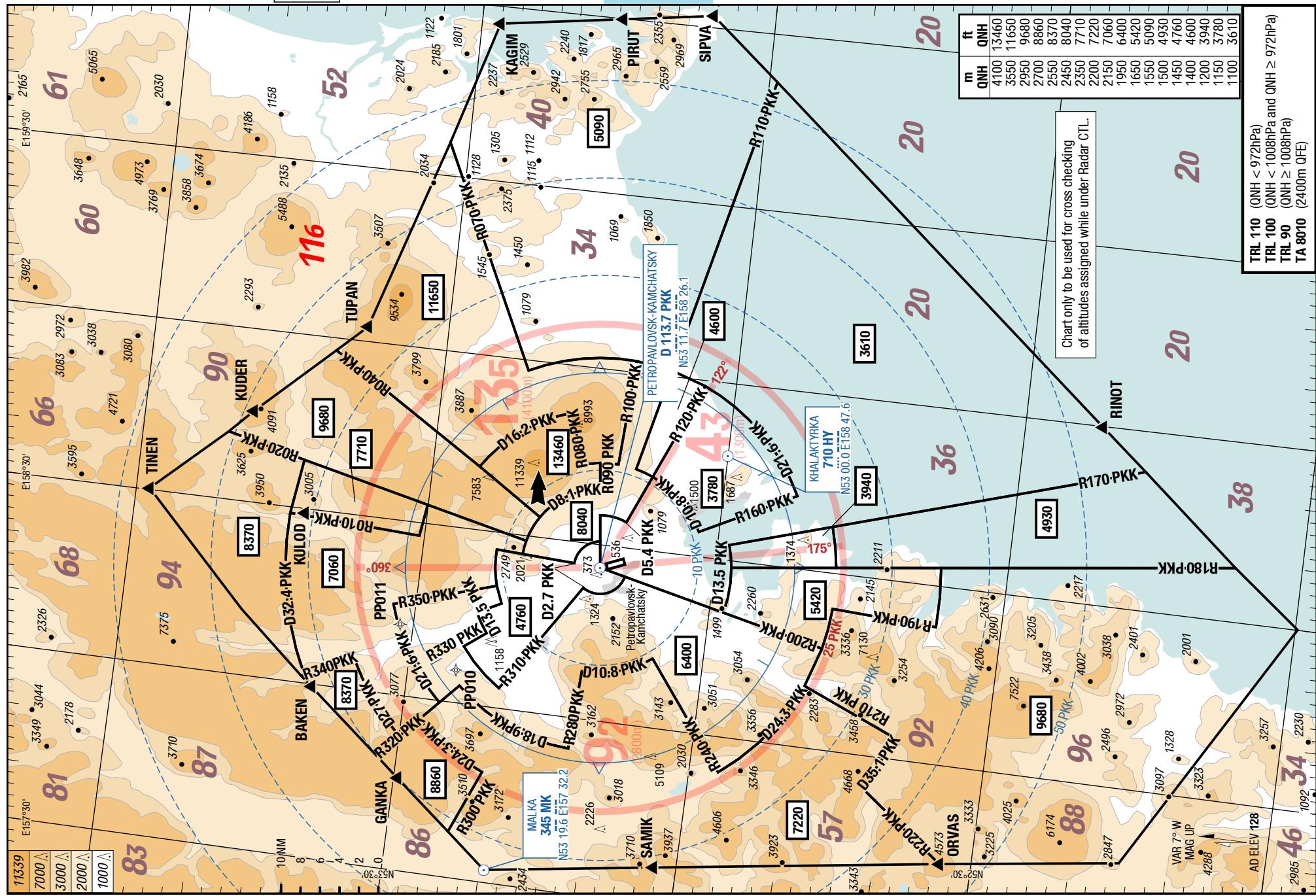
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8-10

MRC

RIC

RC



Changes: new