GENERAL

Operational Hours

ATS Hours / AD OPS Hours: H24

AD ADMIN Hours: MON-FRI 0530-1430, SAT/SUN/HOL U/S

Airport Information

RFF: 0500-1700 CAT 8 for one RWY, CAT 7 for the other RWY.
1700-0500 CAT 8 for one RWY only, no RFF CAT provided for the other RWY.

Fuel: TS-1

PCN: RWY 10R/28L: 71/R/B/W/T, RWY 10L/28R: 84/R/C/W/T

Operation

Requirements for Operators
Procedures for IFR flights in CTA shall be applied for ACFT having certified equipment (RNAV-1/GNSS) and operated by flight crew having appropriate approval. If unabe to comply (e.g ACFT has no GNSS equipment) flight crew must report about it and REQ vectoring upon entry the CTA.

Traffic Note: Report the ACFT type at first contact with Sankt-Peterburg ACC.

Preferential RWY
LDG RWY: 10R/28L.
TKOF RWY: 10L/28R.
2000-0400: LDG/TKOF RWY: 10R/28L.

Low Visibility Procedures
LVP in force when RVR is less 550m and/or ceiling is less than 60m / 197ft or below.
Taxiing along TWY B10, B11 when RVR RWY 10L/28R is below 800m prohibited.

After LDG report execution of LDG, RWY vacation including the RWY vacation after its crossing during taxiing.

ARR:
Report ILS critical area vacated (applies also for RWY crossings) when passing last yellow light of TWY CL alternate green-yellow light. Wait for follow-me.

RWY 10L: Vacate via TWY B2 or B1 for taxiing to APN 3 and via Main TWY B for APN 1.
RWY 28R: Vacate via Main TWY B and B5 to APN 1 and via Main TWY B and B1 to APN 3.

DEP:
Taxiing ACFT report RWY vacated after crossing.

Taxi with follow-me mandatory.

TWY Restriction
TWY B11 width 18m / 59ft.
TWY B10 width 15m / 49ft.

GENERAL

Standard Taxi Routes

LDG RWY 10R/28L

Nr.	Taxi Instruction	End Point	Route Ident
1	F - B - B8	Stand 252-263	T1
2	E - B - B8	Stand 252-263	T2
3	F - B - B9	Stand 252-263	T3
4	E - B - B9	Stand 252-263	T4
5	F - B - B11	Stand 600-612D	T5
6	E-B-B11	Stand 600-612D	T6

TKOF RWY 10R/28L

Nr.	Start Point	Taxi Instruction	Holding Point	Route Ident
1	Stand 252-263	B8 - B - F - A - RWY 10R	A	DR1
2	Stand 252-263	B9 - B - F - A - RWY 10R	A	DR2
3	Stand 600-612D	B11 - B - F - A - RWY 10R	A	DR3
4	Stand 252-263	B8 - B - E - A - RWY 28L	A	DL1
5	Stand 252-263	B9 - B - E - A - RWY 28L	A	DL2
6	Stand 600-612D	B11 - B - E - A - RWY 28L	A	DL3

Taxi/Parking

While taxiing along TWY B5, follow strictly CL, ACFT with pylon-mounted ENG taxi with inboard ENG PWR.

APN 1:
- Taxiing along taxi routes D AVBL for ACFT with MAX wingspan 80m / 262ft.
- Taxiing along taxi routes F AVBL for ACFT with MAX wingspan 65m / 213ft.
- Taxiing along taxi route C and E AVBL for ACFT with MAX wingspan 36m / 118ft.

APN 2: MAX wingspan 34m / 112ft.

APN 6: MAX wingspan 36m / 118ft.

Docking Guidance System (SAFEDOCK) AVBL at stands 102, 102B, 103, 103B, 104, 104B, 105, 105B, 106, 106B, 107, 107B, 108, 108B, 109, 109B.

For specific parking PROC in/out of each stand contact ATC.

Exercise extreme caution:
- Taxi guide lines may be invisible because of snow.
- During taxiing on hot spots.

Fuel Dumping

Proceed to SUGIN on track 096° MAG at FL60-FL150. The fuel dumping begin at D32 from SPB DME. Turn right to GENPA at a D48.5 from SPB DME. When proceeding to GENPA, turn right to establish on R123 SPB DVOR. Fuel dumping must be completed before reaching D46 from SPB DME. If landing mass is not reduced to the allowed value before passing D46 from SPB DME, ACFT shall turn right to SUGIN and continue the procedure.

GENERAL

Warnings

Birds in vicinity of AD.

ARRIVAL

Speed

MAX IAS 270KT (500km/h) below FL100.
Maintain MNM IAS 160KT (300km/h) up to 4.3NM (8km) from RWY THR.

Communication

Flight crew must listen to the current ATIS message and report its index on first contact with APCH controller.

COM Failure: See CRAR and in addition;
Carry out APCH in accordance with PROC established for RCF. Monitor LOM and VOR FREQ for ATC instructions and information; proceed to ALTN in case of unsuitable MET CONDs at Pulkovo AD.

If STAR has not been assigned or failure occurred under radar vectoring:
Fly directly to LOM of RWY in use at last FL assigned by ATC. Descent shall be carried out after passing LOM.

Note: Assure that chosen RWY is RWY in use.

If necessary carry out low pass over RWY, carry out repeated APCH and land.

Visual signals shall be shown by ground services in case LDG on given RWY is impossible.

Following HLDG areas are established for descent and APCH
RWY 28R: STD racetrack HLDG pattern over LOM PL, tracks 276° MAG, left turns, MNM ALT 3500ft.
RWY 28L: STD racetrack HLDG pattern over LOM PO, tracks 276° MAG, left turns, MNM ALT 3500ft.
RWY 10R: STD racetrack HLDG pattern over LOM PK, tracks 096° MAG, right turns, MNM ALT 3500ft.
RWY 10L: STD racetrack HLDG pattern over LOM PU, tracks 096° MAG, right turns, MNM ALT 3500ft.

After MISAP COM Failure
Carry out the appropriate PROC within 3min, then start climbing to 3500ft and proceed via the shortest DIST to LOM of RWY in use, after crossing LOM, descend by racetrack pattern and carry out APCH.
ALTN AD: Carry out the appropriate PROC within 3min, then climb to required FL in accordance with flight PROC in case of RCF.

Arrival Procedure

ARR Notes
When mode separate parallel OPS or simultaneous dependent parallel APCHs is used, "ILS DME Z" PROC must be used for APCH RWY 10R/28L.

VFR Traffic Pattern: RWY 10L/R right-hand circuit.

Visual APCH
APCH shall be carried out along STAR and IAC or by vectoring until reaching FAP/FAF at the height according to the published PROC.
Short visual APCH in order to save fuel shall not be carried out.
During descend from 2500ft maneuver within Sankt-Petersburg/Pulkovo CTR.

ARRIVAL

Non-standard GP intercept position on
RWY 10L
GP intercepts RWY 10L at *314m / 1030ft* after landing threshold.
Remaining LDG DIST beyond GP is *3083m / 10115ft.*

RWY 28L
GP intercepts RWY 28L at *314m / 1030ft* after landing threshold.
Remaining LDG DIST beyond GP is *3466m / 11372ft.*

Reverse: Reverse thrust (EXC idle thrust) is allowed only for ensuring flight safety between 2000-0400.

DEPARTURE

Take-off Minima

RWY		10L/28R	
All ACFT	ft - m/km	0 - 75R	-

RWY		10R/28L	
All ACFT	ft - m/km	0 - 125R	-

Speed

MAX IAS 270KT (500km/h) below FL100.

Communication

COM Failure: See CRAR and in addition;
After TKOF: Climb according ATC CLR. If initial climb CLR is below TL ACFT shall climb to TL.

Decision to proceed to DEST: Maintain for 5min FL according DEP clearance or last assigned and acknowledged, then climb to cruising LVL stated in FPL.

Decision to land at Pulkovo: Fly direct to LOM of RWY in use at FL specified in DEP clearance or last received and acknowledged, after passing LOM descend to ALT 3500ft in accordance with racetrack procedure and carry out APCH.

ATC Slot, Clearance

Start-up/Taxi
ENG start-up for ACFT with TKOF mass 150t / 330693lbs and above permitted only after push-back.

Contact GND for start-up and taxi CLR. Report ATIS code, stand number.

Contact Ramp FREQ during start-up, towing and ACFT maintenance when COM by intercommunication equipment is not AVBL.

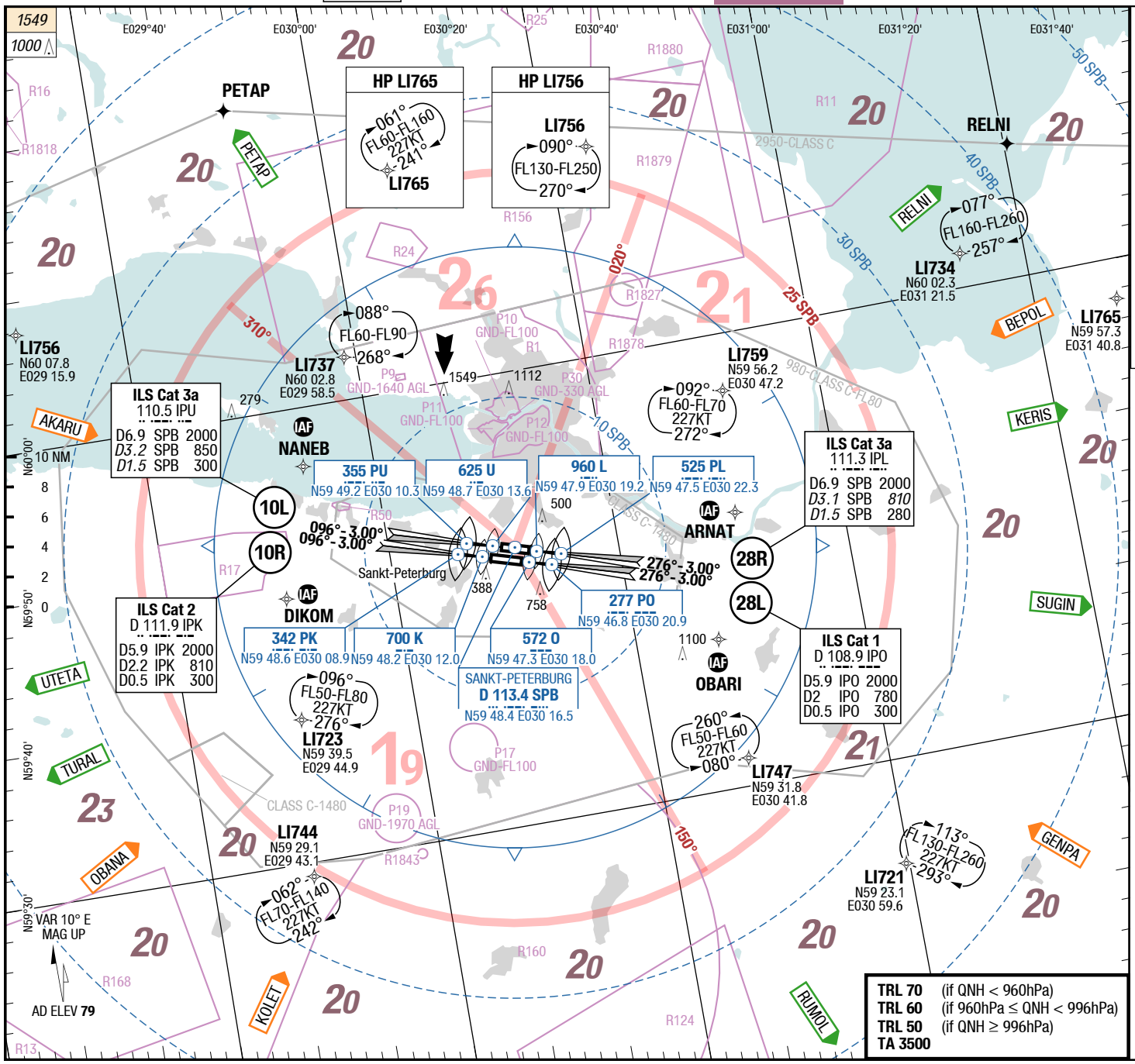
Departure Procedure

Noise Abatement Procedure: Use ICAO Standard NADP 1.

After TKOF, contact Pulkovo KRUG at 700ft.

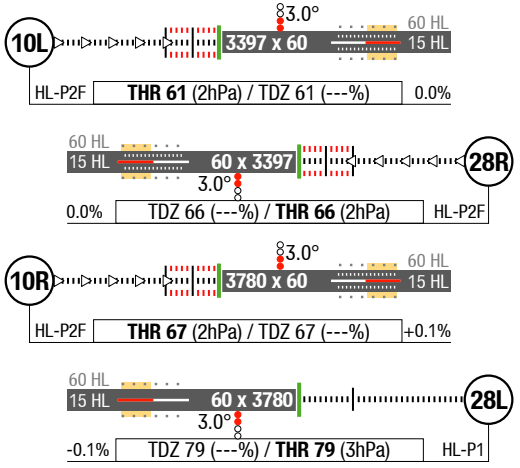
De-Icing

AVBL.
If during waiting for TKOF sequence time of validity of de-icing treatement expires, the flight crew shall inform ATS unit 8-10min before its expiry by using phrase:
HOLD OVER TIME WILL RUN OUT IN 10MIN.

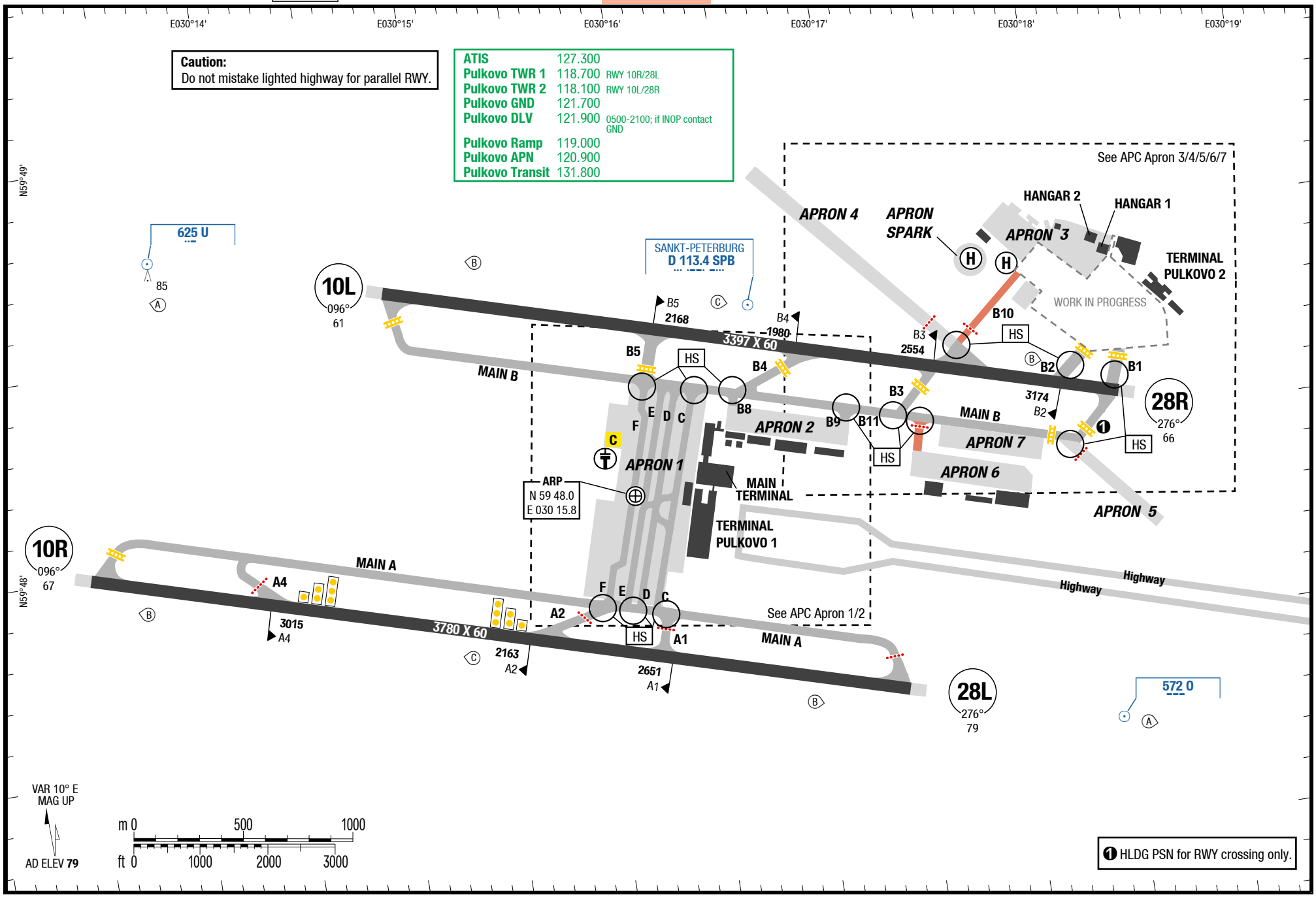


ATIS	127.300	
APP 1	119.300	0600-1600 Sector 001°-180° 1600-0600 Sector 001°-360°
APP 2	125.200	0600-1600 Sector 181°-360°
Pulkovo Krug	120.300	
Pulkovo TWR 1	118.700	RWY 10R/28L
Pulkovo TWR 2	118.100	RWY 10L/28R
Pulkovo GND	121.700	
Pulkovo DLV	121.900	0500-2100; if INOP contact GND
Pulkovo Ramp	119.000	
Pulkovo APN	120.900	
Pulkovo Transit	131.800	
Reserve FREQ	128.000	for all ATC units
	129.000	for all ATC units
	123.100	Emergency and Rescue

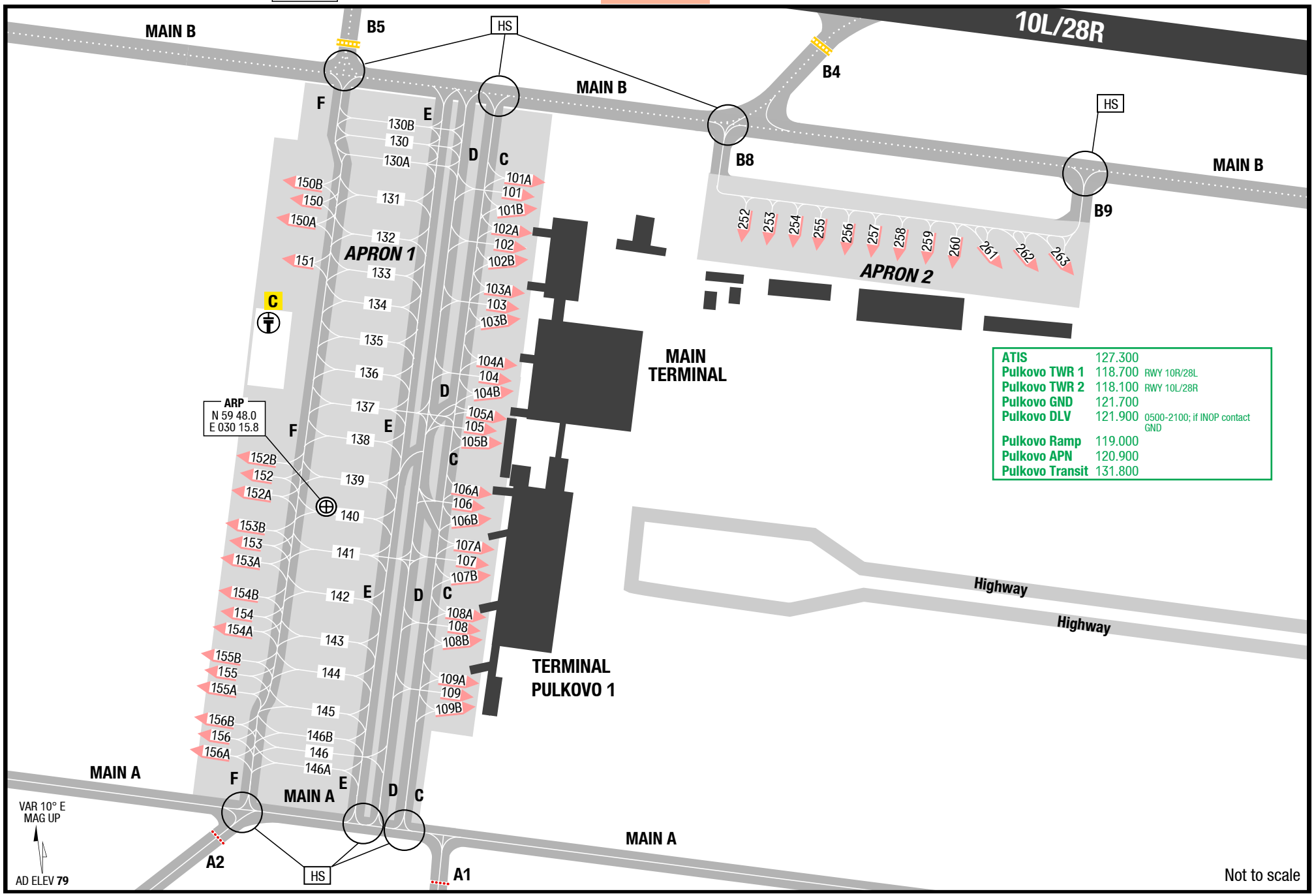
Landing RWY system:



Changes: FREQ, MGA, SUAs, OBST



Changes: FREQ



Changes: FREQ

Russian Federation **Sankt-Peterburg** Pulkovo

LED-ULLI

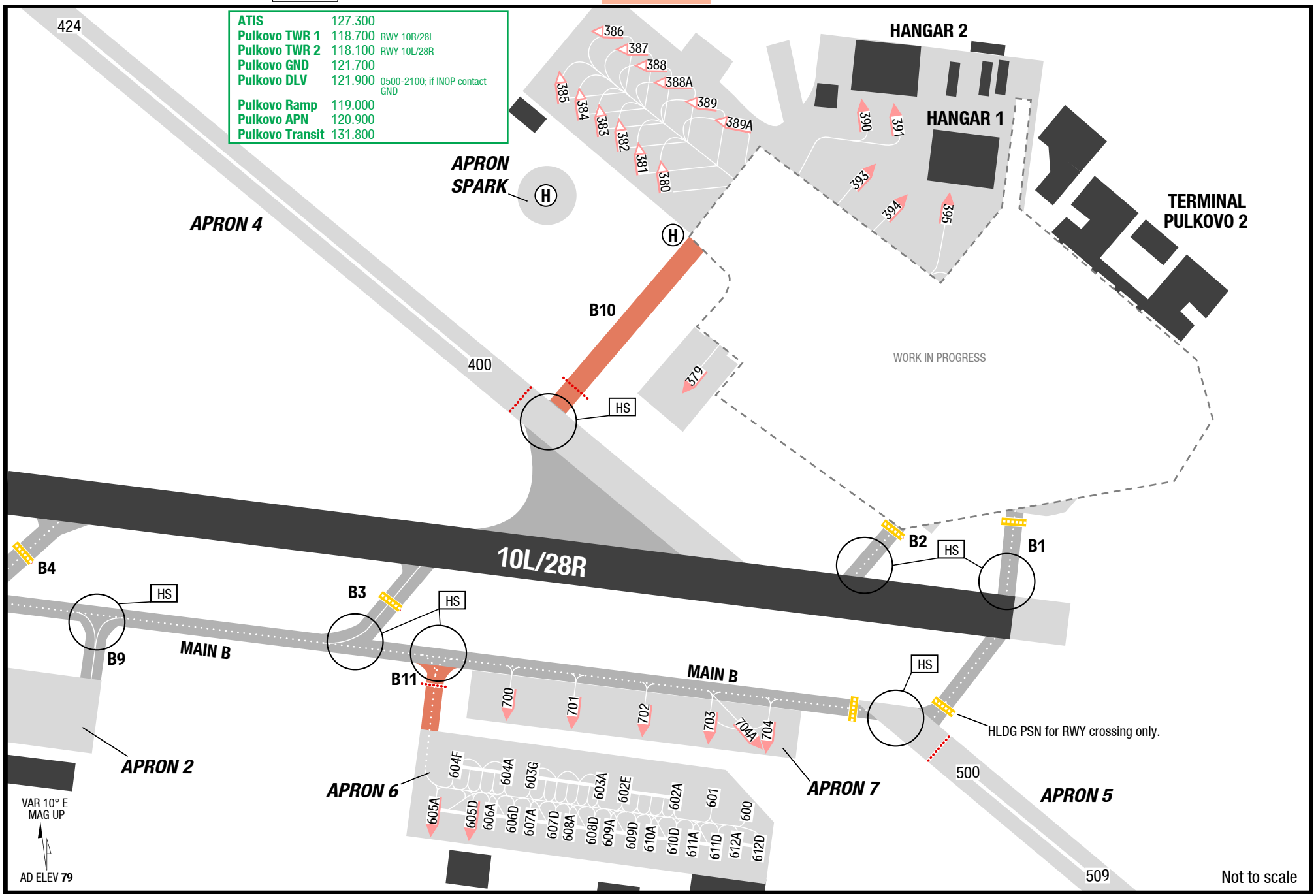
3-40

APC Apron 3/4/5/6/7

APC APC

Pulkovo **Sankt-Peterburg** Russian Federation

APC Apron 3/4/5/6/7



Changes: FREQ, Editorial

Stand Coordinates 1

APRON 1

101-101B	N59 48.2 E030 16.2
102, 102B	N59 48.1 E030 16.2
102A-103B	N59 48.1 E030 16.1
104-105B	N59 48.0 E030 16.1
106, 106B	N59 47.9 E030 16.1
106A-170B	N59 47.9 E030 16.0
108-109B	N59 47.8 E030 16.0
130 (S/E)	N59 48.2 E030 16.0
130 (N/W)	N59 48.2 E030 15.9
130A (S/E)	N59 48.2 E030 16.0
130A (N/W)	N59 48.2 E030 15.9
130B (S/E)	N59 48.2 E030 16.0
130B (N/W)	N59 48.2 E030 15.9
131	N59 48.2 E030 15.9
132-136	N59 48.1 E030 15.9
137-139	N59 48.0 E030 15.8
140-142	N59 47.9 E030 15.8
143	N59 47.9 E030 15.7
144-146B	N59 47.8 E030 15.7
150 (S/E)	N59 48.2 E030 15.8
150 (N/W)	N59 48.2 E030 15.7
150A, 150B	N59 48.2 E030 15.7
151	N59 48.1 E030 15.7
152 (S/E)	N59 48.0 E030 15.7
152 (N/W)	N59 48.0 E030 15.6
152A (S/E)	N59 48.0 E030 15.7
152A (N/W)	N59 48.0 E030 15.6
152B (S/E)	N59 48.0 E030 15.7
152B (N/W)	N59 48.0 E030 15.6
153,153A	N59 47.9 E030 15.6
153B (S/E)	N59 47.9 E030 15.6
153B (N/W)	N59 48.0 E030 15.6
154	N59 47.9 E030 15.6
154A (S/E)	N59 47.9 E030 15.6
154A (N/W)	N59 47.9 E030 15.5
154B	N59 47.9 E030 15.6
155 (S/E)	N59 47.8 E030 15.6
155 (N/W)	N59 47.9 E030 15.5
155A (S/E)	N59 47.8 E030 15.6
155A (N/W)	N59 47.8 E030 15.5
155B (S/E)	N59 47.9 E030 15.6
155B (N/W)	N59 47.9 E030 15.5
156 (S/E)	N59 47.8 E030 15.6
156 (N/W)	N59 47.8 E030 15.5
156A, 156B	N59 47.8 E030 15.5

APRON 2

252-254	N59 48.1 E030 16.4
255, 256	N59 48.1 E030 16.5
257, 258	N59 48.1 E030 16.6
259-261	N59 48.1 E030 16.7
262, 263	N59 48.1 E030 16.8

APRON 3

379	N59 48.4 E030 17.9
380, 381	N59 48.5 E030 17.9
382-387	N59 48.5 E030 17.8
388-389A	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

APRON 4

400-403	N59 48.4 E030 17.2
404	N59 48.4 E030 17.1
405-407	N59 48.5 E030 17.1
408-411	N59 48.5 E030 17.0
411A	N59 48.6 E030 16.9
412-414	N59 48.6 E030 16.9
415-417	N59 48.6 E030 16.8
418	N59 48.7 E030 16.8
419-422	N59 48.7 E030 16.7
423, 424	N59 48.7 E030 16.6

APRON 5

500	N59 47.9 E030 18.0
501, 502	N59 47.9 E030 18.1
503	N59 47.8 E030 18.1
504-507	N59 47.8 E030 18.2
508	N59 47.8 E030 18.3
509	N59 47.7 E030 18.3

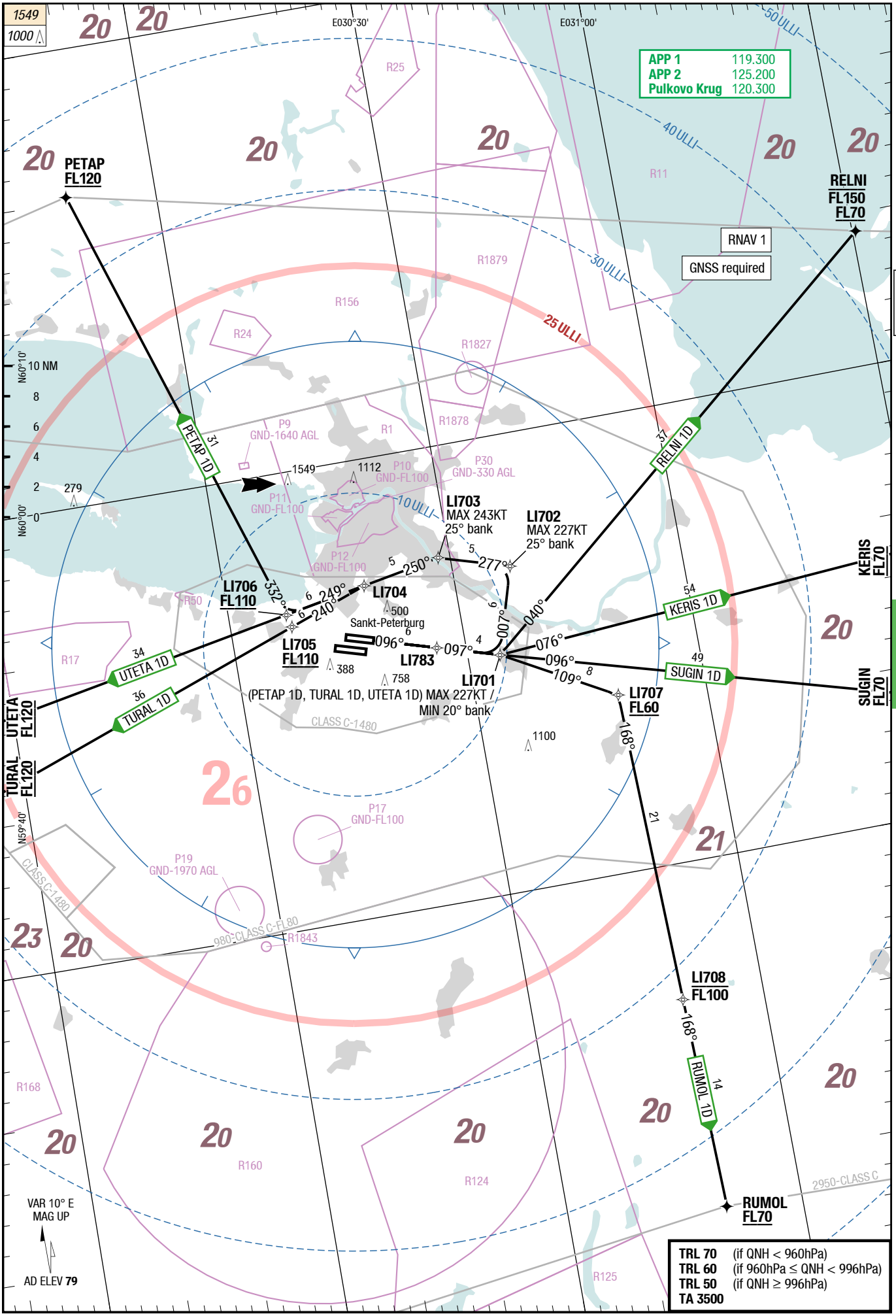
APRON 6

600	N59 47.9 E030 17.7
601 (S)	N59 47.9 E030 17.6
601 (N)	N59 47.9 E030 17.7
602A-602D	N59 47.9 E030 17.6
602E (S)	N59 47.9 E030 17.5
602E (N)	N59 47.9 E030 17.6
603A-603E	N59 47.9 E030 17.5
603F-604C	N59 47.9 E030 17.4
604D (S)	N59 47.9 E030 17.3
604D (N)	N59 47.9 E030 17.4
604E	N59 47.9 E030 17.3
604F	N59 47.9 E030 17.4
605A-605D	N59 47.9 E030 17.3
606A-607D	N59 47.9 E030 17.4
608A-609D	N59 47.9 E030 17.5
610A, 610B	N59 47.9 E030 17.6
610C (S)	N59 47.8 E030 17.6
610C (N)	N59 47.9 E030 17.6
610D (S)	N59 47.8 E030 17.6
610D (N)	N59 47.9 E030 17.6
611A (S)	N59 47.8 E030 17.6
611A (N)	N59 47.9 E030 17.6
611B (S)	N59 47.8 E030 17.6
611B (N)	N59 47.9 E030 17.6
611C (S)	N59 47.8 E030 17.6
611C (N)	N59 47.9 E030 17.6
611D (S)	N59 47.8 E030 17.6
611D (N)	N59 47.9 E030 17.6
612A (S)	N59 47.8 E030 17.7
612A (N)	N59 47.9 E030 17.7
612C,612D	N59 47.8 E030 17.7

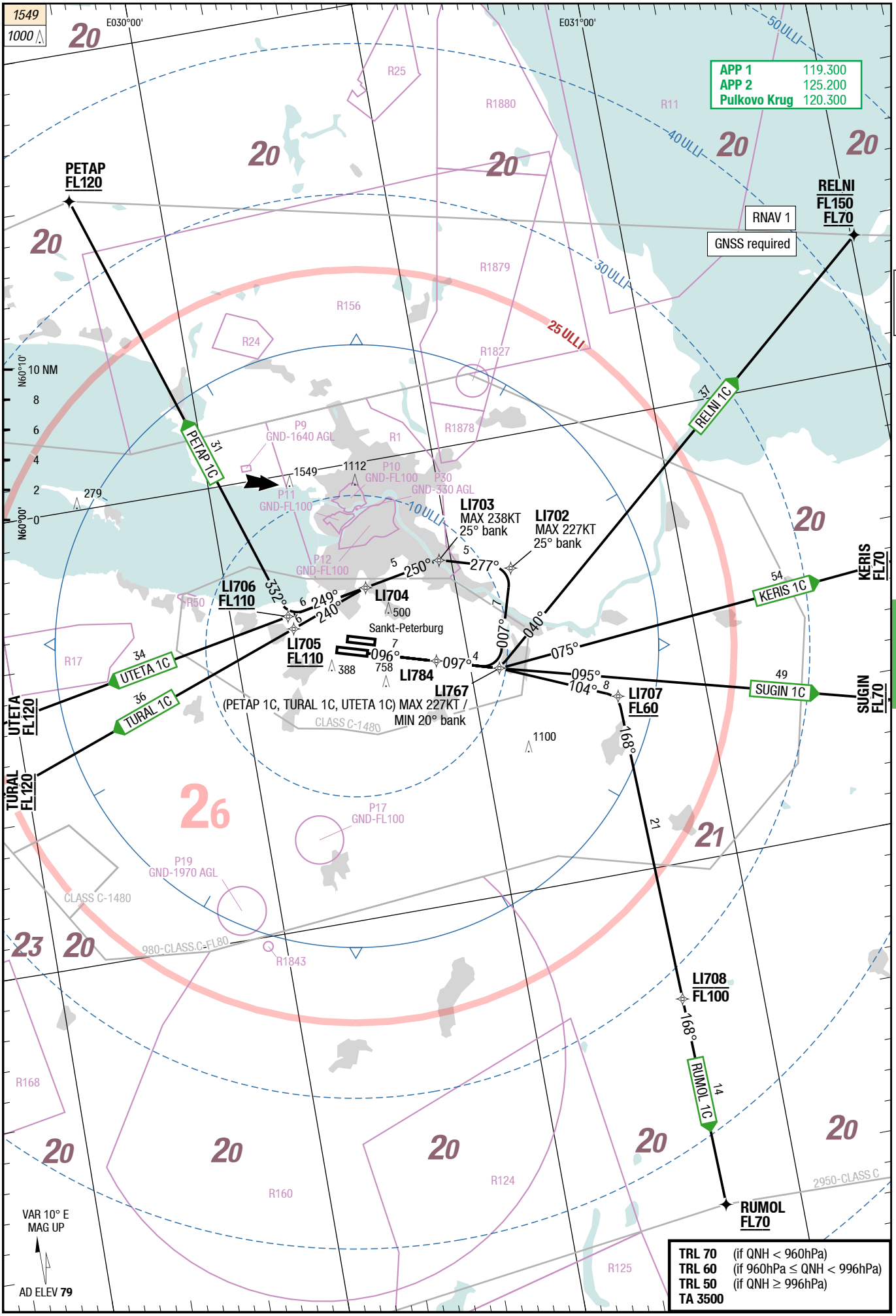
APRON 7

700	N59 48.0 E030 17.4
701	N59 48.0 E030 17.5
702	N59 47.9 E030 17.6
703, 704	N59 47.9 E030 17.7
704A	N59 47.9 E030 17.8

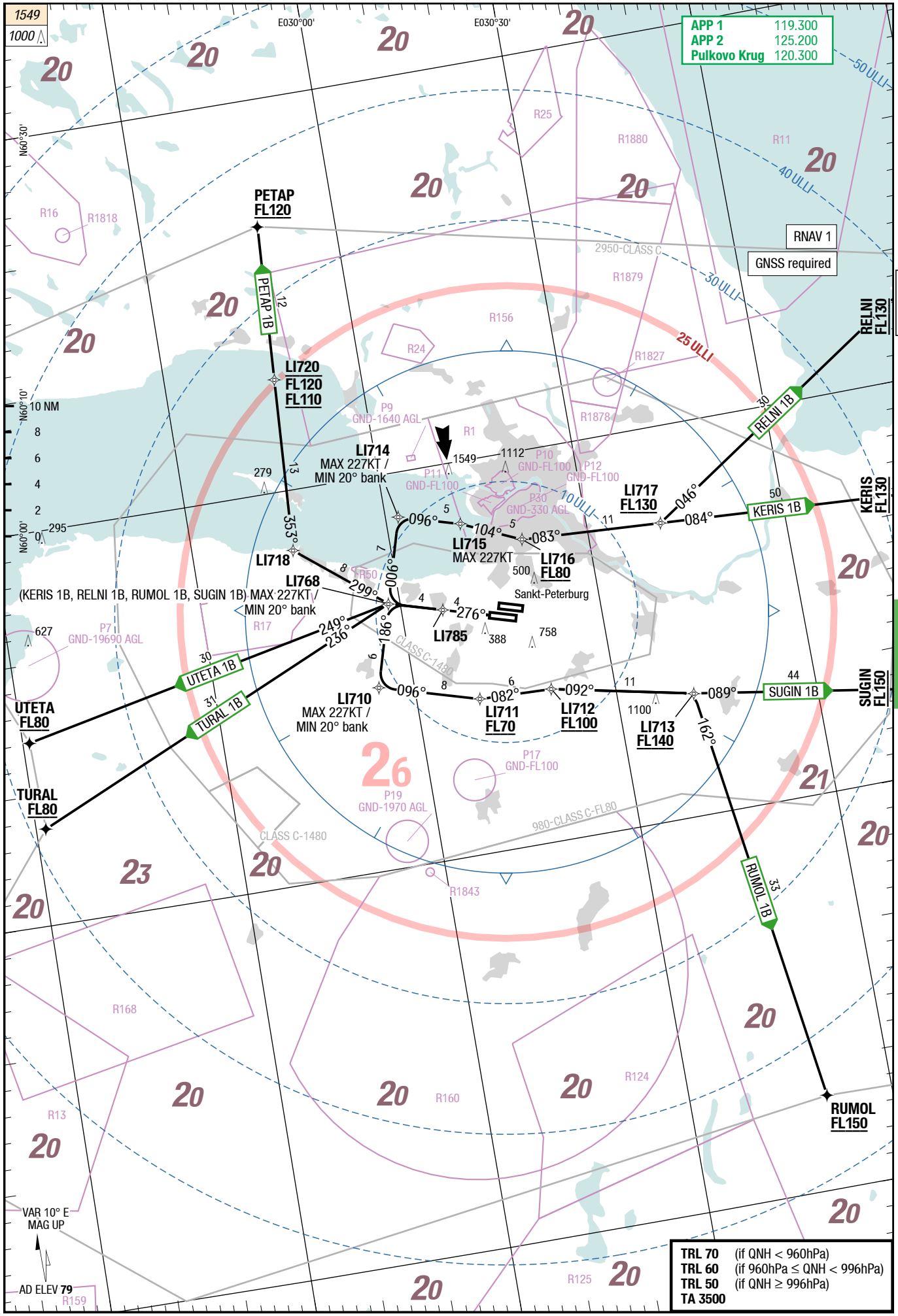
Changes: MGA, OBST, SUAs

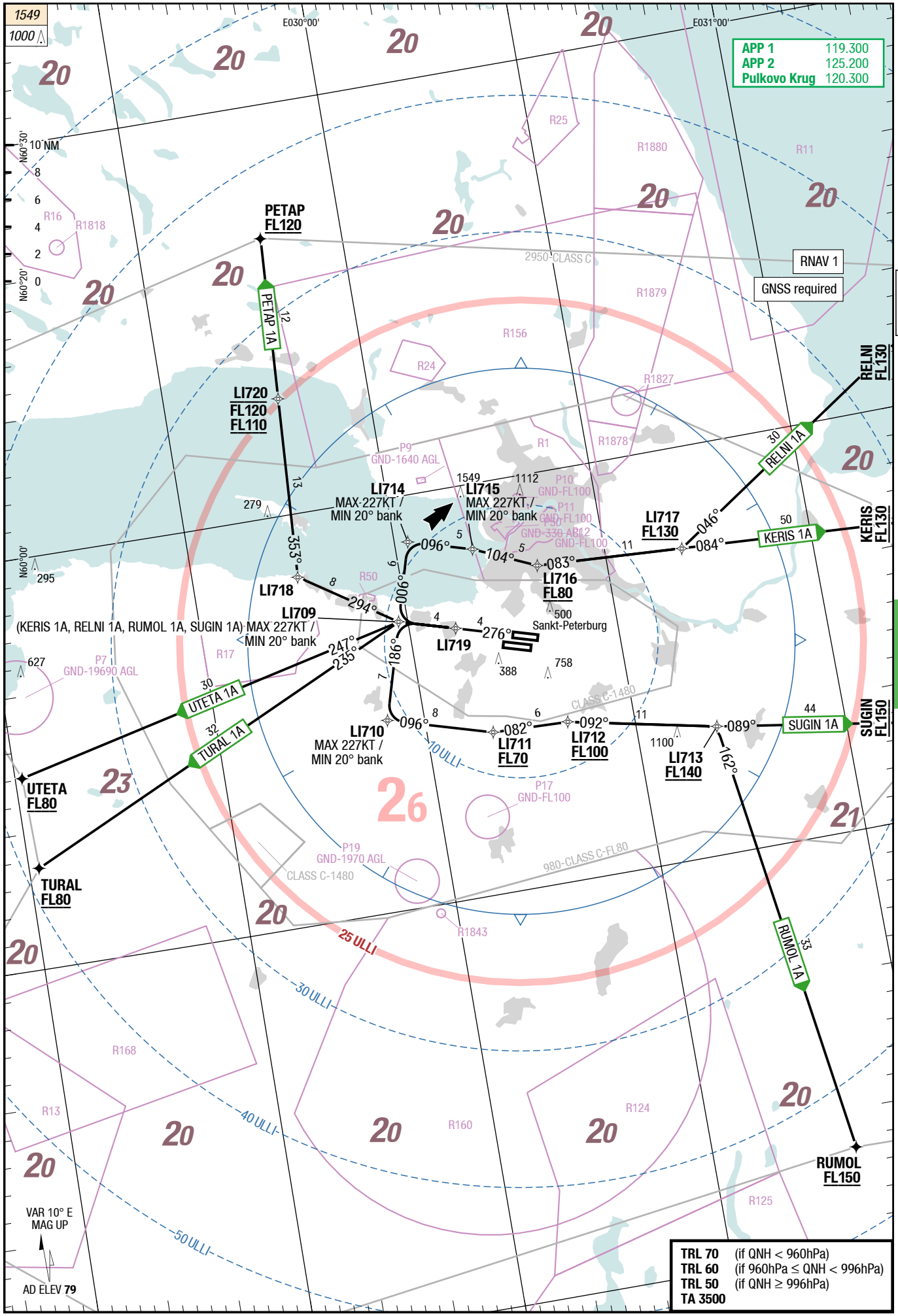


Changes: MGA, OBST, SUAs



Changes: MGA, OBST, SUAs




1549
1000
E030°00'
E031°00'
N60°30'
N60°20'
N60°00'
APP 1 119.300
APP 2 125.200
Pulkovo Krug 120.300
RNAV 1
GNSS required
10 NM
PETAP
FL120
PETAP 1A
LI720
FL120
FL110
LI714
MAX 227KT /
MIN 20° bank
LI715
MAX 227KT /
MIN 20° bank
LI716
FL80
LI717
FL130
LI718
LI709
(KERIS 1A, RELNI 1A, RUMOL 1A, SUGIN 1A) MAX 227KT /
MIN 20° bank
LI719
Sankt-Peterburg
RELNI 1A
RELNI
FL130
KERIS 1A
KERIS
FL130
UTETA 1A
UTETA
FL80
TURAL 1A
TURAL
FL80
LI710
MAX 227KT /
MIN 20° bank
LI711
FL70
LI712
FL100
LI713
FL140
SUGIN 1A
SUGIN
FL150
RUMOL 1A
RUMOL
FL150
25 ULLI
30 ULLI
40 ULLI
50 ULLI
10 ULLI
CLASS C-1480
980-CLASS C-FL80
2950-CLASS C
P7 GND-19690 AGL
P9 GND-1640 AGL
P10 GND-FL100
P11 GND-FL100
P12 GND-330 AGL
P17 GND-FL100
P19 GND-1970 AGL
VAR 10° E
MAG UP
AD ELEV 79
TRL 70 (if QNH < 960hPa)
TRL 60 (if 960hPa ≤ QNH < 996hPa)
TRL 50 (if QNH ≥ 996hPa)
TA 3500

LED-ULLI

RNAV SIDs RWY 10L

KERIS 1D / PETAP 1D / RELNI 1D / RUMOL 1D / SUGIN 1D / TURAL 1D / UTETA 1D
RWY 10L (096°)

When passing 700, contact Pulkovo Krug on 120.300

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10L	
KERIS 1D **120.300** ②	LI783 - LI701 - KERIS	KERIS MNM **FL70** Initial climb **3500**
PETAP 1D 6.5% to FL110 **120.300** ①②	LI783 - LI701 [K227- ;L] - LI702 [K227- ;L] - LI703 [K243-] - LI704 - LI706 - PETAP	LI706 MNM **FL110** PETAP MNM **FL120** Initial climb **3500**
RELNI 1D **120.300** ②	LI783 - LI701 - RELNI	RELNI between **FL70** and **FL150** Initial climb **3500**
RUMOL 1D 6.0% to FL60 **120.300** ①②	LI783 - LI701 - LI707 - LI708 - RUMOL	LI707 MNM **FL60** LI708 MAX **FL100** RUMOL MNM **FL70** Initial climb **3500**
SUGIN 1D **120.300** ②	LI783 - LI701 - SUGIN	SUGIN MNM **FL70** Initial climb **3500**
TURAL 1D 6.5% to FL110 **120.300** ①②	LI783 - LI701 [K227- ;L] - LI702 [K227- ;L] - LI703 [K243-] - LI704 - LI705 - TURAL	LI705 MNM **FL110** TURAL MNM **FL120** Initial climb **3500**
UTETA 1D 6.5% to FL110 **120.300** ①②	LI783 - LI701 [K227- ;L] - LI702 [K227- ;L] - LI703 [K243-] - LI704 - LI706 - UTETA	LI706 MNM **FL110** UTETA MNM **FL120** Initial climb **3500**

① Climb gradient due to airspace limitation

② Close in obstacle: ACFT, DIST 3389 m from THR RWY 10L, ELEV 101 ft.

Changes: Altitudes, Editorial

LED-ULLI

RNAV SIDs RWY 10R

KERIS 1C / PETAP 1C / RELNI 1C / RUMOL 1C / SUGIN 1C / TURAL 1C / UTETA 1C
RWY 10R (096°)

When passing 700, contact Pulkovo Krug on 120.300

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.4%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10R	
KERIS 1C **120.300** ②	LI784 - LI767 - KERIS	KERIS MNM **FL70** Initial climb **3500**
PETAP 1C 6.4% to FL110 **120.300** ①②	LI784 - LI767 [K227- ;L] - LI702 [K227- ;L] - LI703 [K238-] - LI704 - LI706 - PETAP	LI706 MNM **FL110** PETAP MNM **FL120** Initial climb **3500**
RELNI 1C 6.4% to 3500 **120.300** ①②	LI784 - LI767 - RELNI	RELNI between **FL70** and **FL150** Initial climb **3500**
RUMOL 1C 6.0% to FL60 **120.300** ①②	LI784 - LI767 - LI707 - LI708 - RUMOL	LI707 MNM **FL60** LI708 MAX **FL100** RUMOL MNM **FL70** Initial climb **3500**
SUGIN 1C **120.300** ②	LI784 - LI767 - SUGIN	SUGIN MNM **FL70** Initial climb **3500**
TURAL 1C 6.4% to FL110 **120.300** ①②	LI784 - LI767 [K227- ;L] - LI702 [K227- ;L] - LI703 [K238-] - LI704 - LI705 - TURAL	LI705 MNM **FL110** TURAL MNM **FL120** Initial climb **3500**
UTETA 1C 6.4% to FL110 **120.300** ①②	LI784 - LI767 [K227- ;L] - LI702 [K227- ;L] - LI703 [K238-] - LI704 - LI706 - UTETA	LI706 MNM **FL110** UTETA MNM **FL120** Initial climb **3500**

① Climb gradient due to airspace limitation

② Close in obstacle: TREES, DIST 3984 m from THR RWY 10R, ELEV 115 ft.

Changes: Altitudes, Editorial

KERIS 1B / PETAP 1B / RELNI 1B / RUMOL 1B / SUGIN 1B / TURAL 1B / UTETA 1B

RWY 28L (276°)

When passing 700, contact Pulkovo Krug on 120.300

	GS	120	150	180	210	240	270
6.2%	ft/MIN	800	1000	1200	1400	1600	1700
6.4%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28L	
KERIS 1B 6.4% to FL130 **120.300** ①	LI785 - LI768 [K227- ;R]- LI714 [K227- ;R]- LI715 [K227-] - LI716 - LI717 - KERIS	LI716 MNM **FL80** LI717 MNM **FL130** KERIS MNM **FL130** Initial climb **3500**
PETAP 1B 6.2% to FL110 **120.300** ①	LI785 - LI768 - LI718 - LI720 - PETAP	LI720 between **FL110** and **FL120** PETAP MNM **FL120** Initial climb **3500**
RELNI 1B 6.4% to FL130 **120.300** ①	LI785 - LI768 [K227- ;R] - LI714 [K227- ;R] - LI715 [K227-] - LI716 - LI717 - RELNI	LI716 MNM **FL80** LI717 MNM **FL130** RELNI MNM **FL130** Initial climb **3500**
RUMOL 1B 6.4% to FL120 **120.300** ①	LI785 - LI768 [K227- ;L] - LI710 [K227- ;L] - LI711 - LI712 - LI713 - RUMOL	LI711 MNM **FL70** LI712 MNM **FL100** LI713 MNM **FL140** RUMOL MNM **FL150** Initial climb **3500**
SUGIN 1B 6.4% to FL120 **120.300** ①	LI785 - LI768 [K227- ;L] - LI710 [K227- ;L] - LI711 - LI712 - LI713 - SUGIN	LI711 MNM **FL70** LI712 MNM **FL100** LI713 MNM **FL140** SUGIN MNM **FL150** Initial climb **3500**
TURAL 1B **120.300**	LI785 - LI768 - TURAL	TURAL MNM **FL80** Initial climb **3500**
UTETA 1B **120.300**	LI785 - LI768 - UTETA	UTETA MNM **FL80** Initial climb **3500**

① Climb gradient due to airspace limitation

08-MAR-2018

LED-ULLI

RNAV SIDs RWY 28R

KERIS 1A / PETAP 1A / RELNI 1A / RUMOL 1A / SUGIN 1A / TURAL 1A

RWY 28R (276°)

When passing 700, contact Pulkovo Krug on 120.300

	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
6.2%	ft/MIN	800	1000	1200	1400	1600	1700
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28R	
KERIS 1A 6.5% to FL130 **120.300** ①	LI719 - LI709 [K227**-** ;R] - LI714 [K227**-** ;R] - LI715 [K227-]- LI716 - LI717 - KERIS	LI716 MNM **FL80** LI717 MNM **FL130** KERIS MNM **FL130** initial climb **3500**
PETAP 1A 6.2% to FL110 **120.300** ①	LI719 - LI709 - LI718 - LI720 - PETAP	LI720 between **FL110** and **FL120** PETAP MNM **FL120** initial climb **3500**
RELNI 1A 6.5% to FL130 **120.300** ①	LI719 - LI709 [K227**-** ;R] - LI714 [K227**-** ;R] - LI715 [K227-] - LI716 - LI717 - RELNI	LI716 MNM **FL80** LI717 MNM **FL130** RELNI MNM **FL130** initial climb **3500**
RUMOL 1A 6.1% to FL120 **120.300** ①	LI719 - LI709 [K227**-** ;L] - LI710 [K227**-** ;L] - LI711 - LI712 - LI713 - RUMOL	LI711 MNM **FL70** LI712 MNM **FL100** LI713 MNM **FL140** RUMOL MNM **FL150** initial climb **3500**
SUGIN 1A 6.1% to FL120 **120.300** ①	LI719 - LI709 [K227**-** ;L] - LI710 [K227**-** ; L] - LI711 - LI712 - LI713 - SUGIN	LI711 MNM **FL70** LI712 MNM **FL100** LI713 MNM **FL140** SUGIN MNM **FL150** initial climb **3500**
TURAL 1A **120.300**	LI719 - LI709 - TURAL	TURAL MNM **FL80** initial climb **3500**

① Climb gradient due to airspace limitation

Changes: Editorial

UTETA 1A

RWY 28R (276°)

When passing 700, contact Pulkovo Krug on 120.300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28R	
UTETA 1A **120.300**	LI719 - LI709 - UTETA	UTETA MNM **FL80** Initial climb **3500**

LED-ULLI

Russian Federation **Sankt-Peterburg** Pulkovo

RNAV STARs RWYs 10L/R South A PROC

RNAV STARs RWYs 10L/R North A PROC

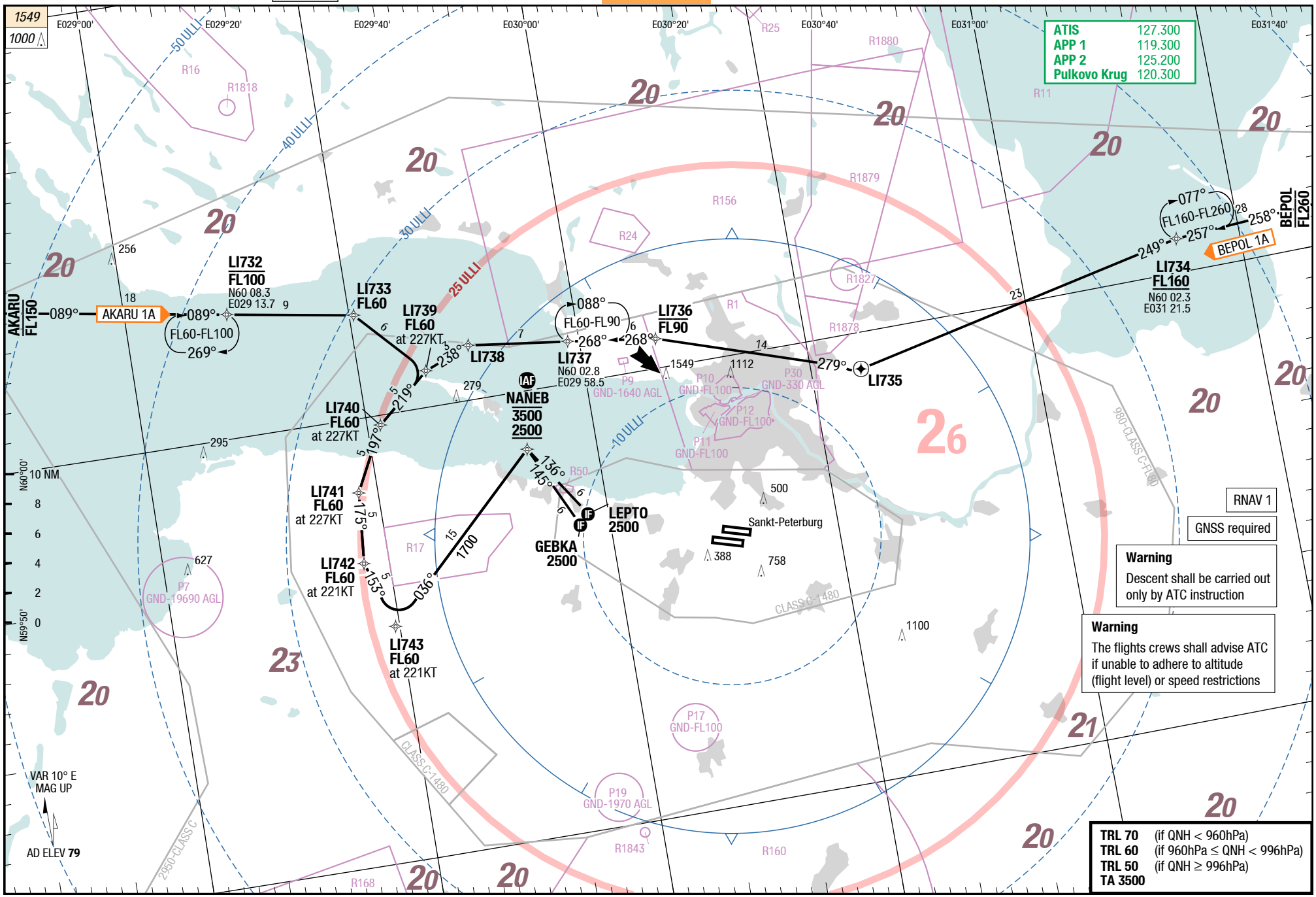
6-10

STAR STAR

Pulkovo **Sankt-Peterburg** Russian Federation

RNAV STARs RWYs 10L/R South A PROC

RNAV STARs RWYs 10L/R North A PROC



Changes: chart title, MGA, OBST, SUAs

LED-ULLI

Russian Federation **Sankt-Peterburg** Pulkovo

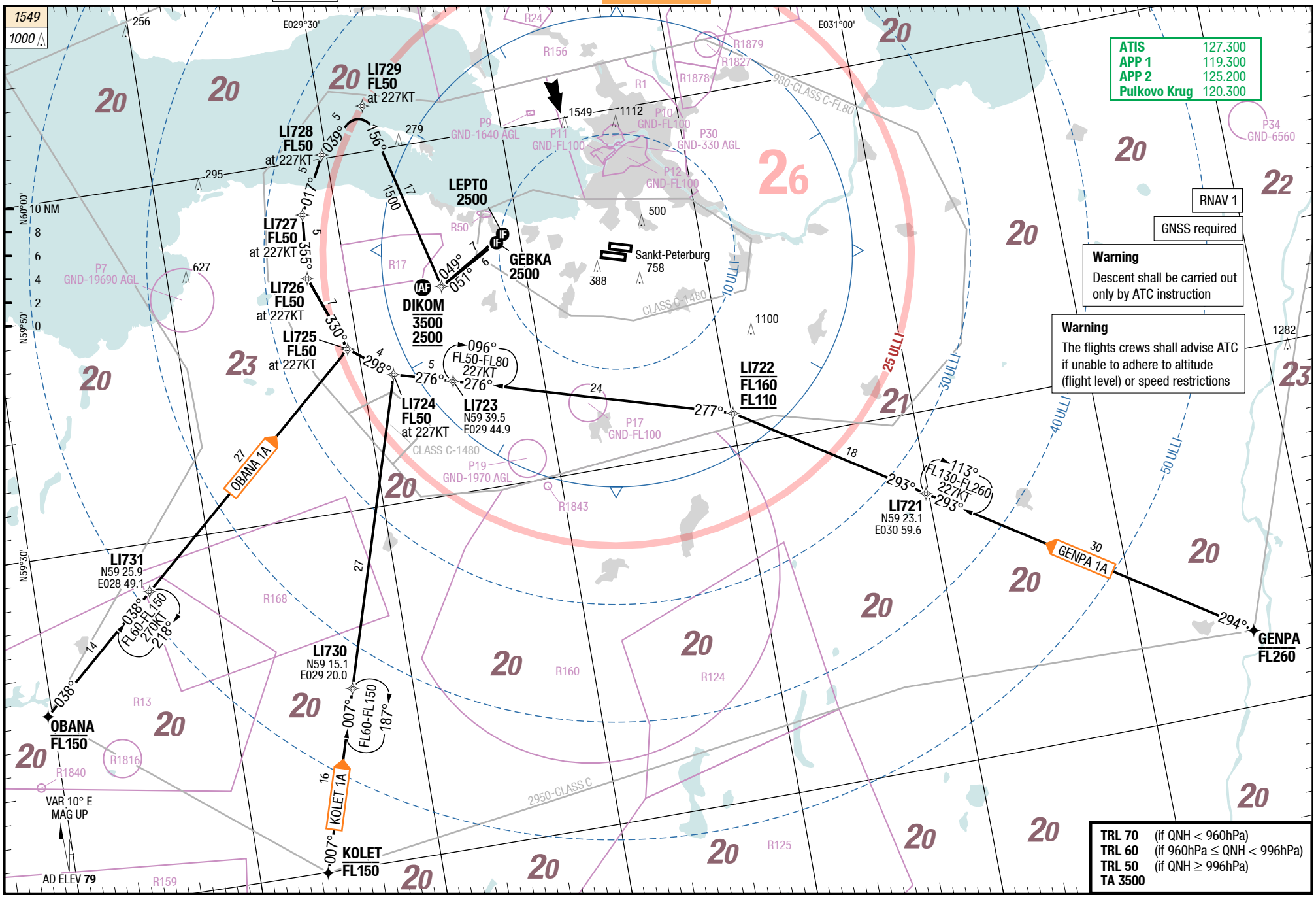
6-20

RNAV STARs RWYs 10L/R South A PROC

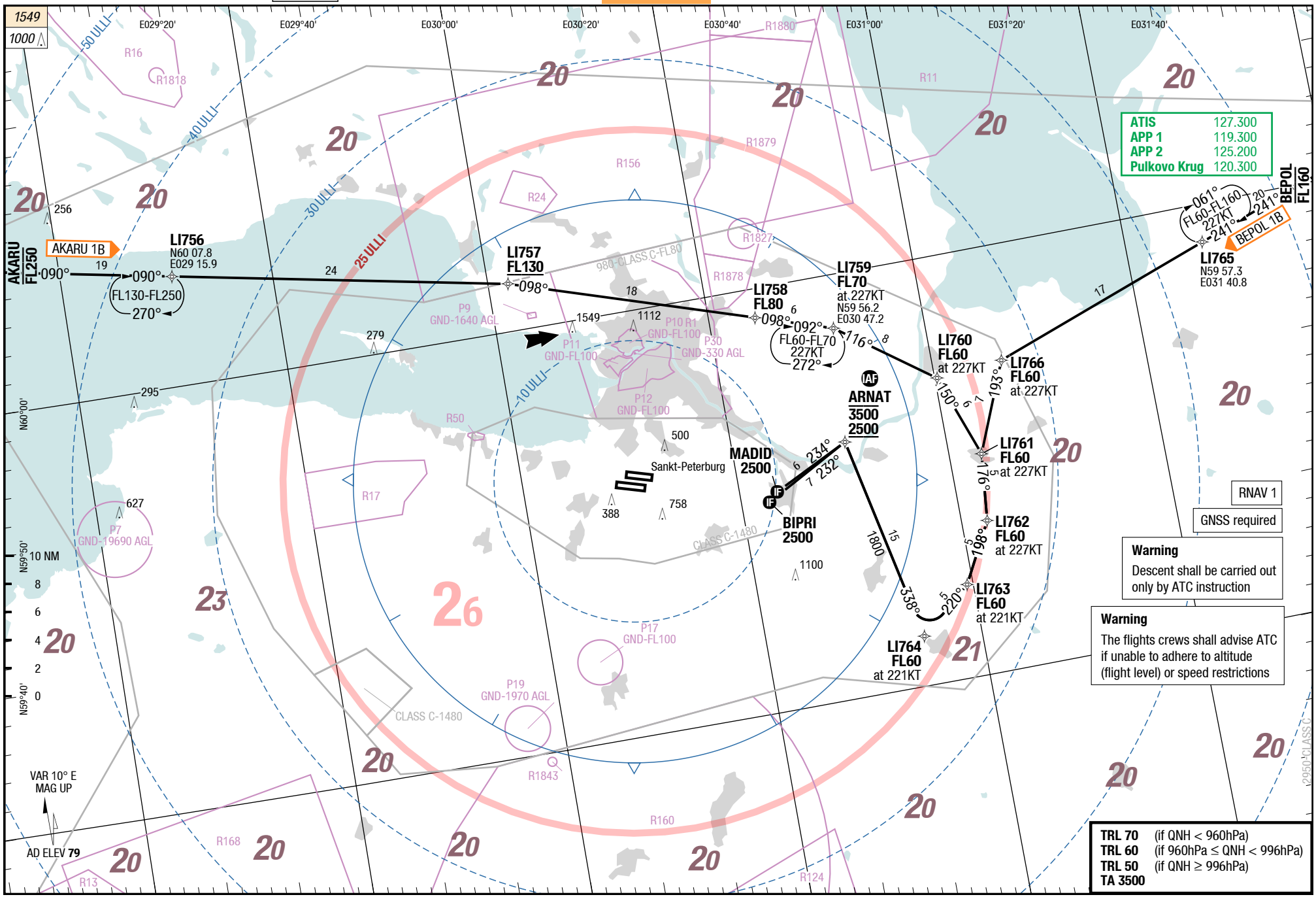
STAR STAR

Pulkovo **Sankt-Peterburg** Russian Federation

RNAV STARs RWYs 10L/R South A PROC



Changes: chart title, MGA, OBST, SUAs



Changes: chart title, MGA, OBST, SUAs

LED-ULLI

Russian Federation **Sankt-Peterburg** Pulkovo

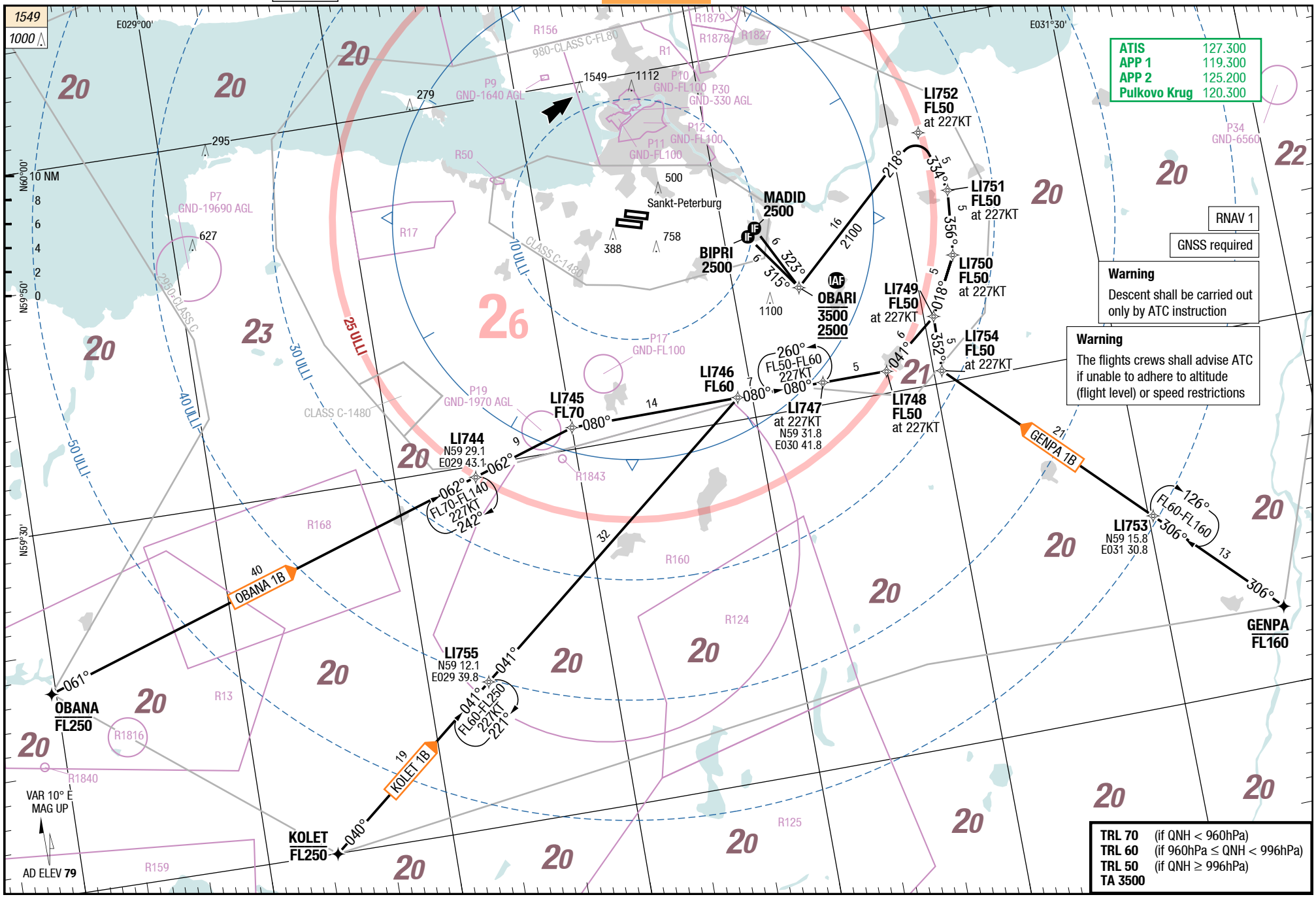
6-40

RNAV STARs RWYs 28L/R South B PROC

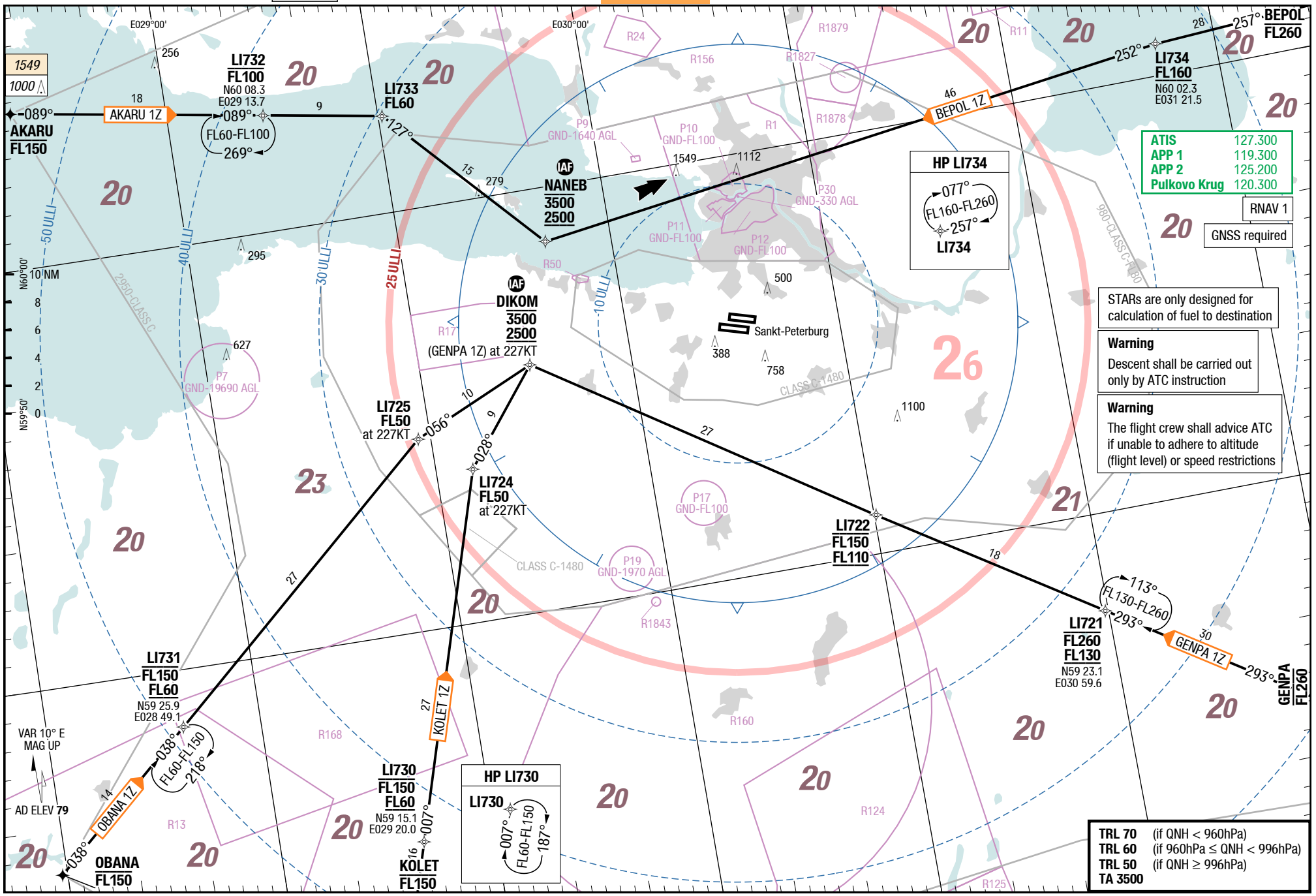
STAR STAR

Pulkovo **Sankt-Peterburg** Russian Federation

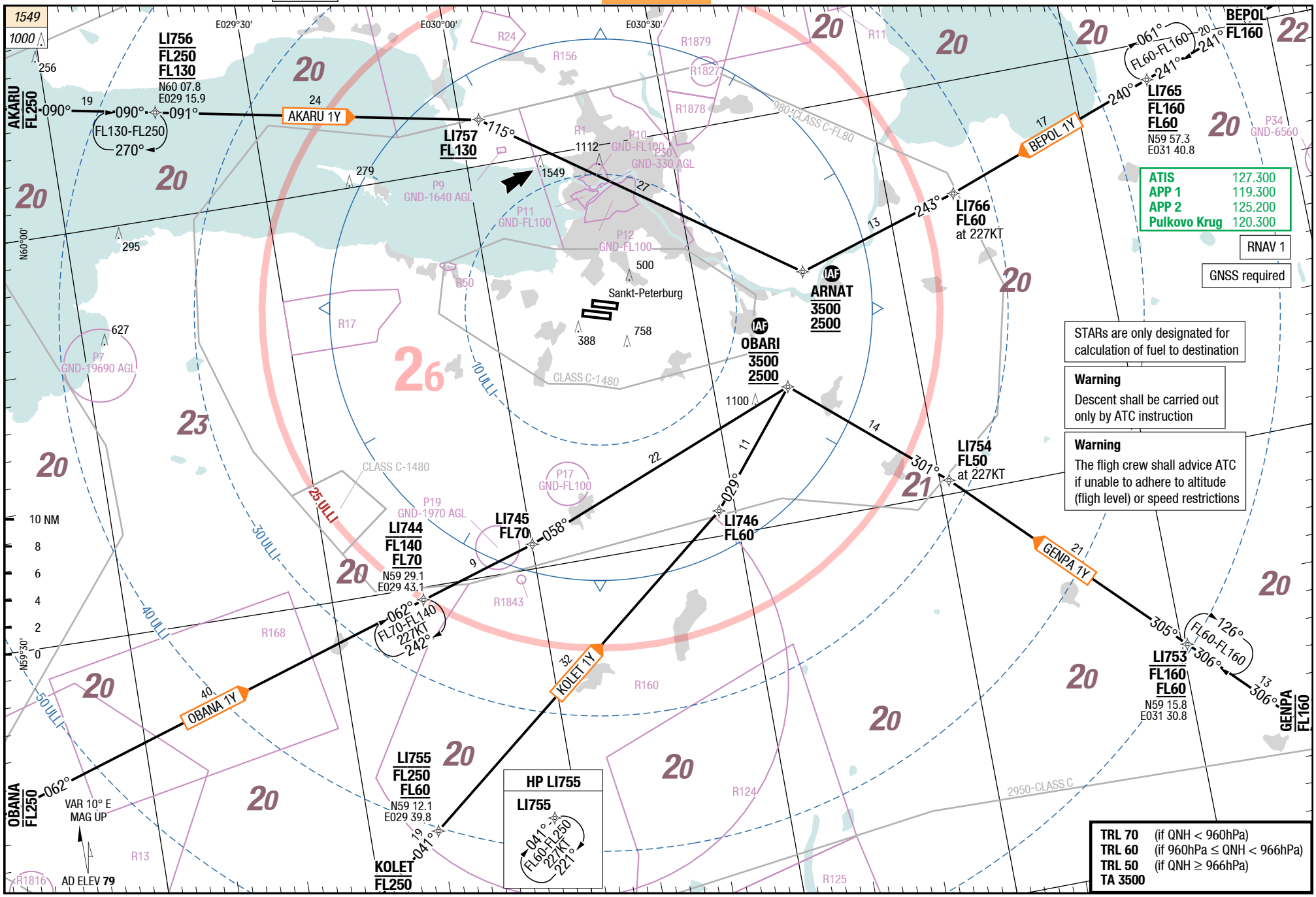
RNAV STARs RWYs 28L/R South B PROC



Changes: chart title, MGA, OBST, SUAs



Changes: New

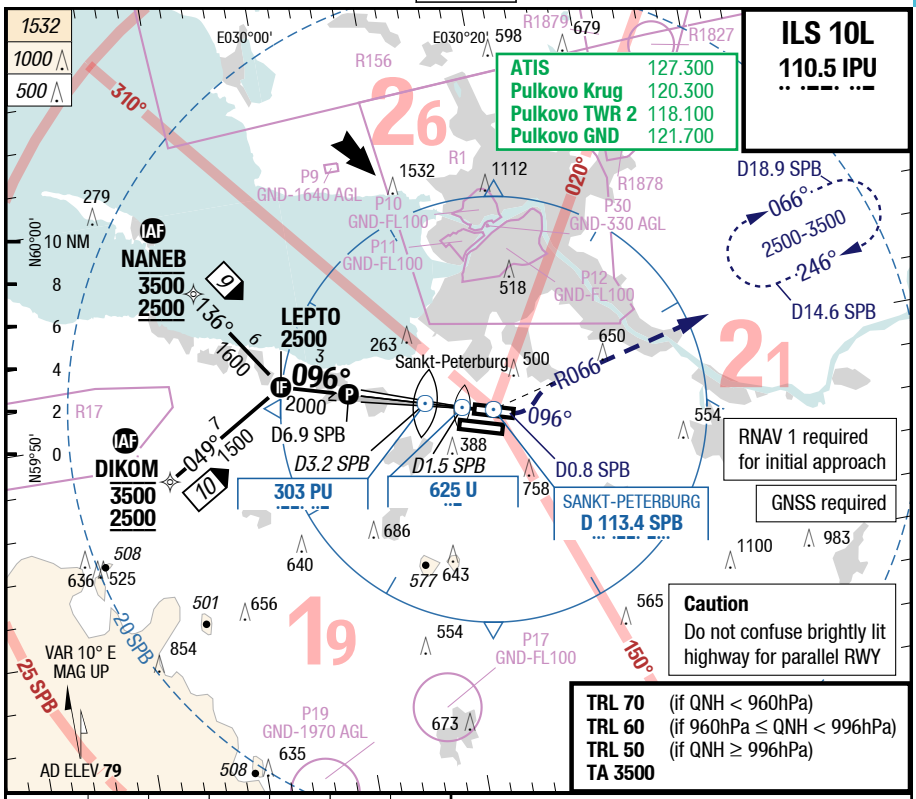


Changes: New

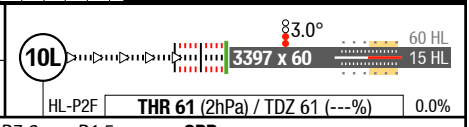
LED-ULLI

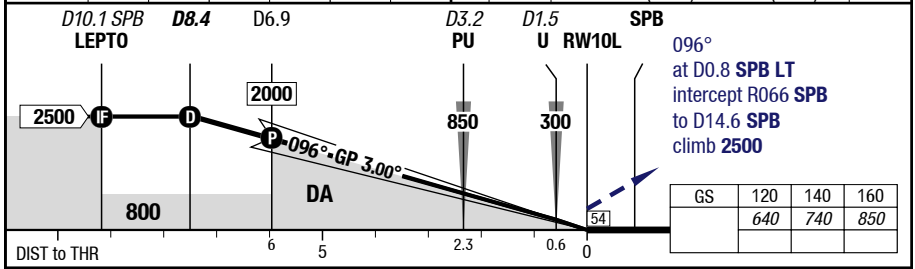
7-10

ILS 10L



D SPB	8.4	6	5	4	3	2
	2500	1740	1420	1100	780	460





GS	120	140	160
	640	740	850

10L		Cat 3a GA 5.0%	Cat 2 GA 3.0%	Cat 2 GA 2.5%	Cat 1 LTS GA 4.0% 1)	Cat 1 GA 4.0% 2)	Circling
C	ft - m/km ft	0 - 200R **Company**	160 - 450R **158** RA	190 - 450R **191** RA	240 - 500 **300**	240 - 550R/800V **300**	1090 - 2.4V **1160**
D	ft - m/km ft	0 - 200R **Company**	170 - 450R **172** RA	200 - 450R **207** RA	250 - 550 **310**	250 - 550R/800V **310**	1090 - 3.6V **1160**

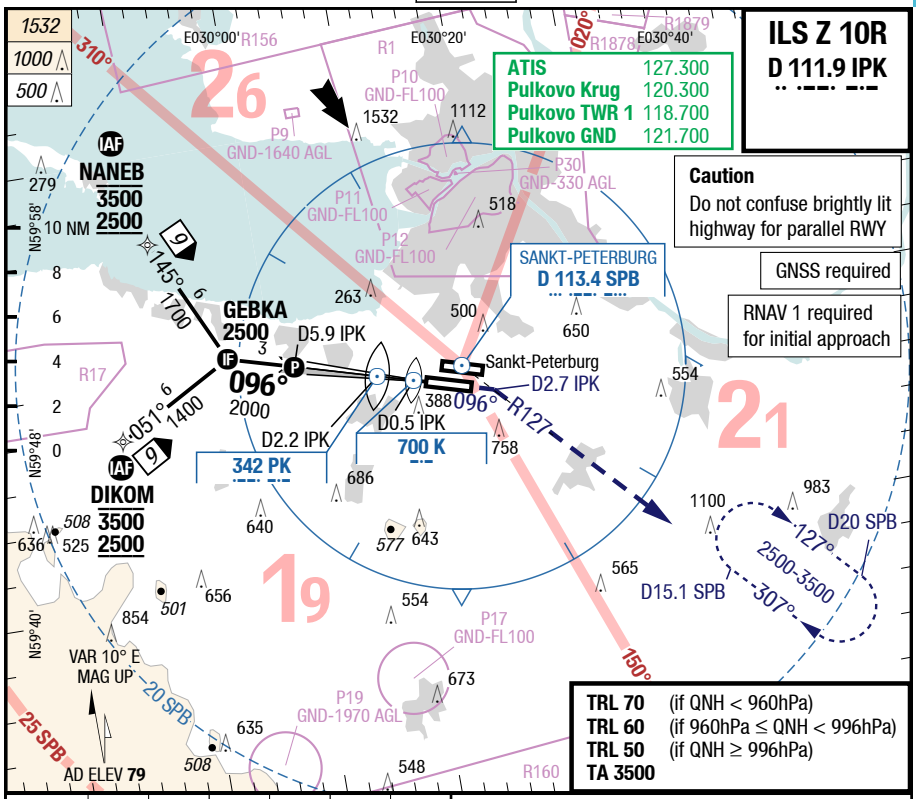
1) With EVS 350m
2) With EVS RVR 350m/ VIS 550m

Changes: Nil

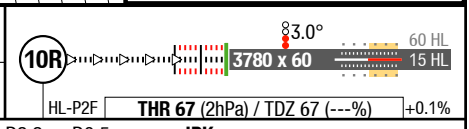
LED-ULLI

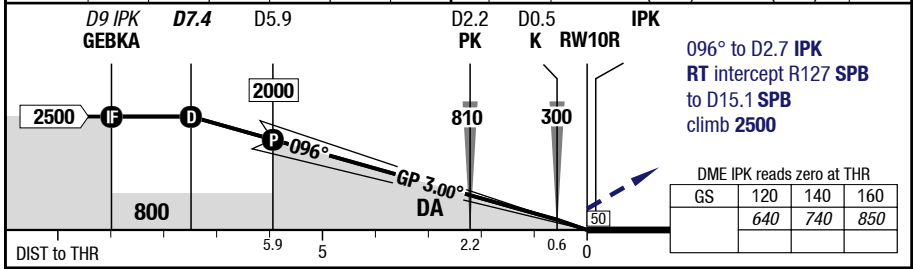
7-20

ILS Z 10R



D IPK	7.4	5	4	3	2	1
	2500	1720	1410	1090	770	450





GS	120	140	160
	640	740	850

10R		Cat 2	Cat 1 1)	LOC			Circling
C	ft - m/km ft	110 - 300R **110** RA	200 - 550R/800V **270**	Not authorized			1090 - 2.4V **1160**
D	ft - m/km ft	120 - 300R **126** RA 2)	210 - 550R/800V **280**	Not authorized			1090 - 3.6V **1160**

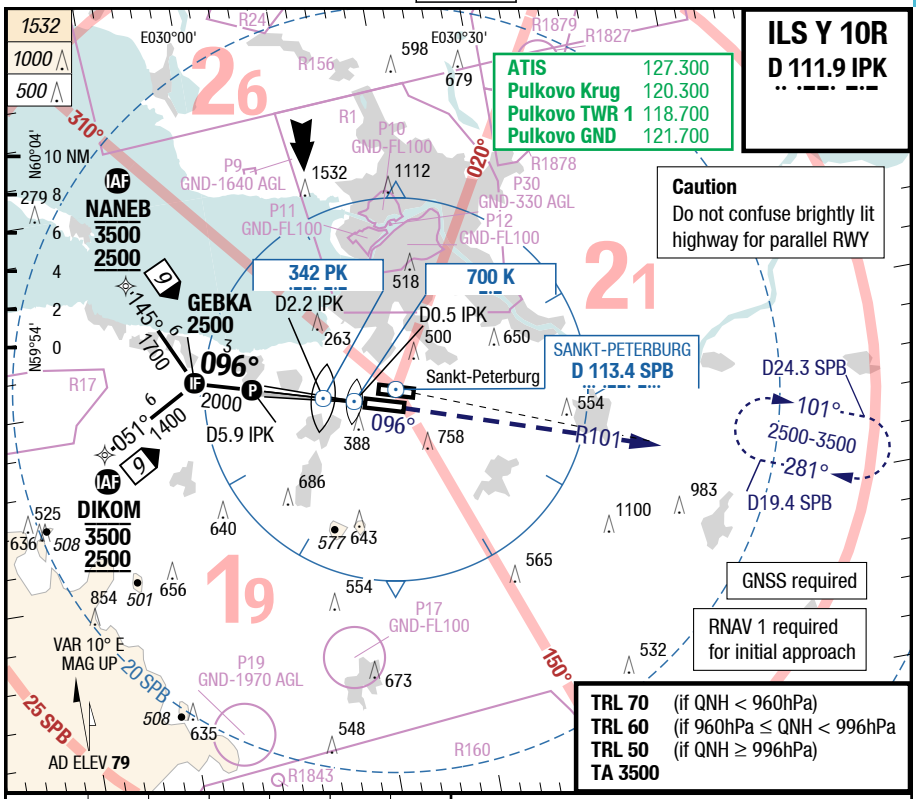
1) With EVS RVR 350m/ VIS 550m
2) If not conducting autoland RVR 350m required

Changes: MIN

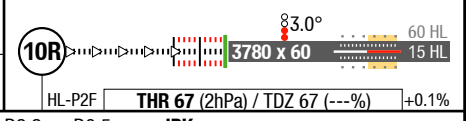
LED-ULLI

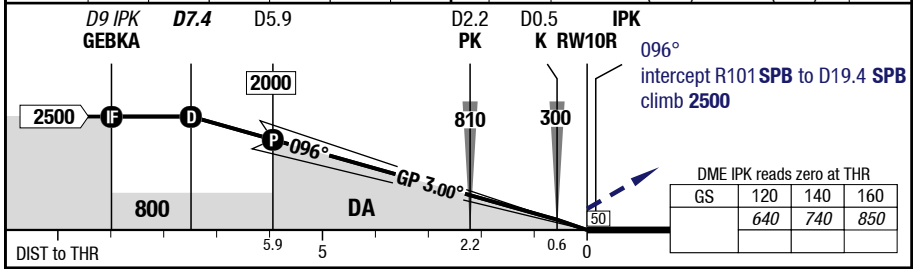
7-30

ILS Y 10R



D IPK	7.4	5	4	3	2	1
	2500	1720	1410	1090	770	450





10R		Cat 2	Cat 1 1)	LOC			Circling
C	ft - m/km ft	110 - 300R **110** RA	200 - 550R/800V **270**	Not authorized			1090 - 2.4V **1160**
D	ft - m/km ft	120 - 300R **126** RA 2)	210 - 550R/800V **280**	Not authorized			1090 - 3.6V **1160**

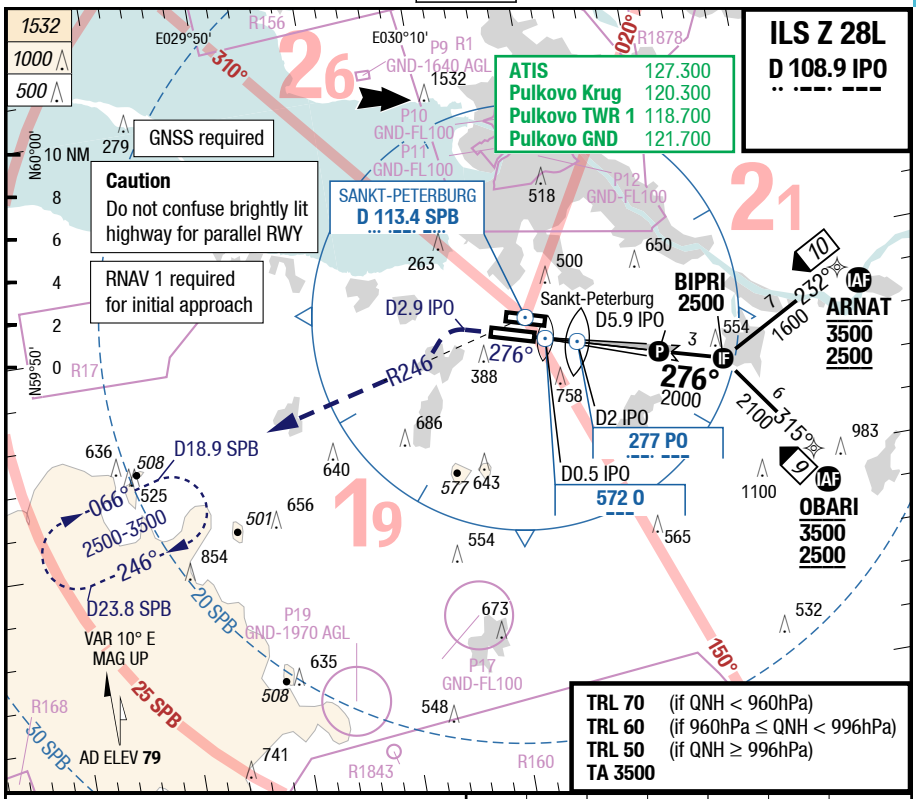
1) With EVS RVR 350m/ VIS 550m
2) If not conducting autoland RVR 350m required

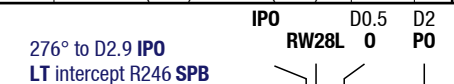
Changes: MIN

LED-ULLI

7-40

ILS Z 28L





1	3	4	5	7	7.4	D IPO
450	*1090*	*1410*	*1730*	*2370*	2500	

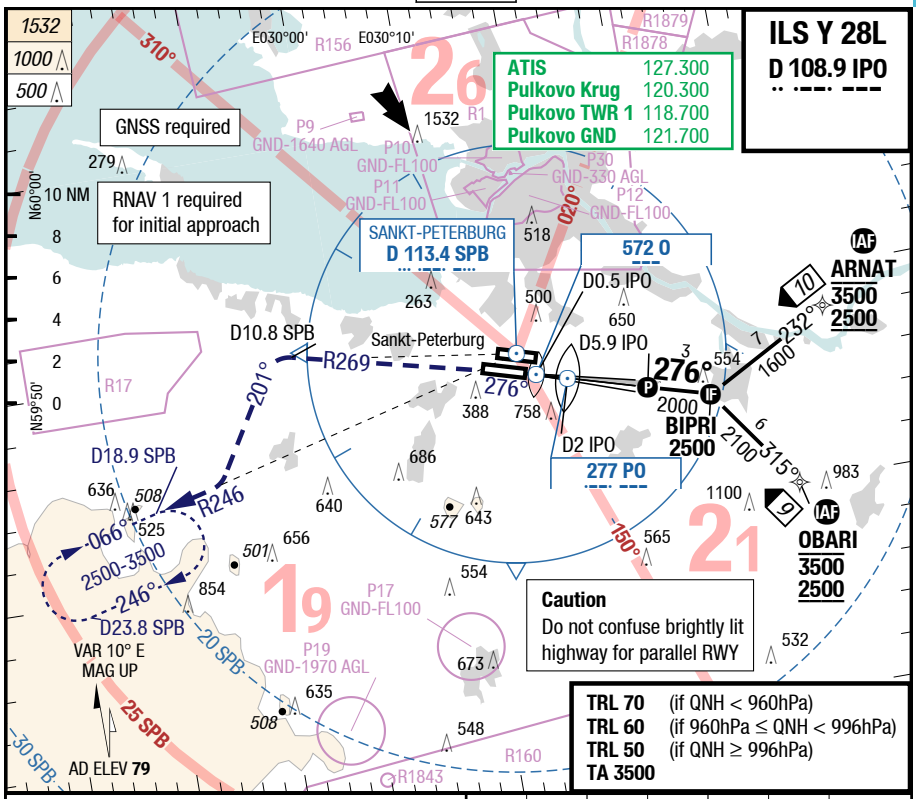
28L		Cat 1	LOC				Circling
C	ft - m/km ft	200 - 550R/800V **280**	Not authorized				1090 - 2.4V **1160**
D	ft - m/km ft	210 - 550R/800V **290**	Not authorized				1090 - 3.6V **1160**

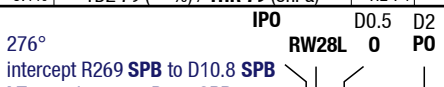
Changes: MIN

LED-ULLI

7-50

ILS Y 28L





1	3	4	5	7	7.4	D IPO
450	1090	1410	1730	2370	2500	

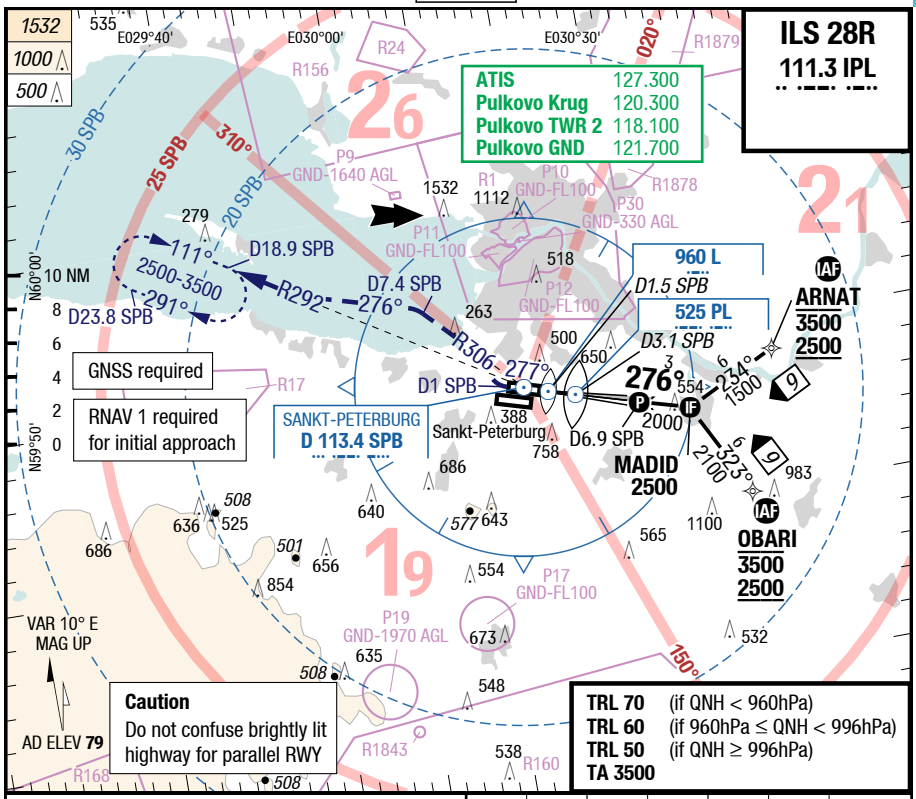
28L		Cat 1	LOC				Circling
C	ft - m/km ft	200 - 550R/800V **280**	Not authorized				1090 - 2.4V **1160**
D	ft - m/km ft	210 - 550R/800V **290**	Not authorized				1090 - 3.6V **1160**

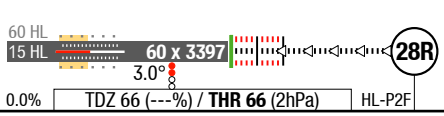
Changes: MIN

LED-ULLI

7-60

ILS 28R

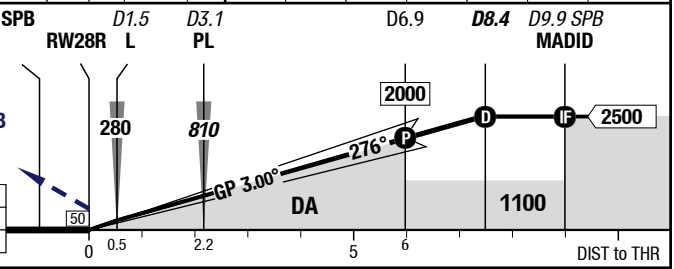




2	3	4	5	6	8.4	D SPB
460	*780*	*1100*	*1410*	*1730*	2500	

277°
at D1 **SPB RT**
intercept R306 **SPB**
to D7.4 **SPB**
LT 276° intercept R292 **SPB**
to D18.9 **SPB**
climb **2500**

GS	120	140	160
	640	*740*	*850*



28R		Cat 3a GA 4.0%	Cat 2 GA 2.5%	Cat 1 LTS GA 3.0% 1)	Cat 1 GA 3.0% 2)	Cat 1 LTS GA 2.5%	Circling
C	ft - m/km ft	0 - 200R **Company**	160 - 450R **156** RA	230 - 500 **300**	230 - 550R/800V **300**	250 - 550 **310** 1)	1090 - 2.4V **1160**
D	ft - m/km ft	0 - 200R **Company**	170 - 450R **170** RA	250 - 550 **310**	250 - 550R/800V **310**		1090 - 3.6V **1160**

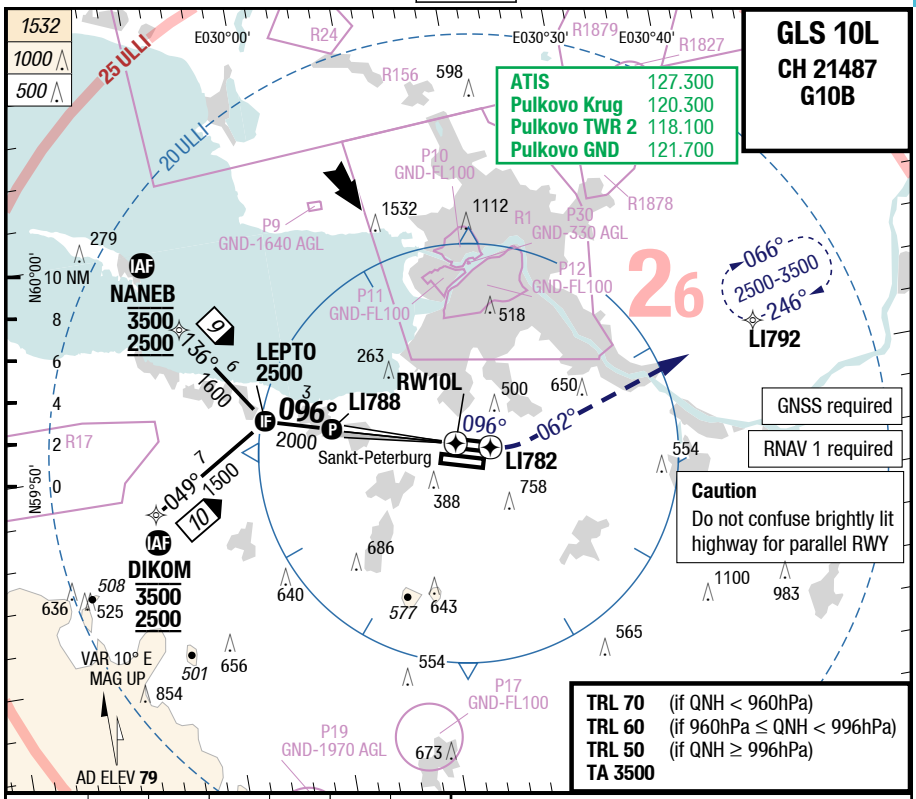
1) With EVS 350m
2) With EVS RVR 350m/ VIS 550m

Changes: MIN

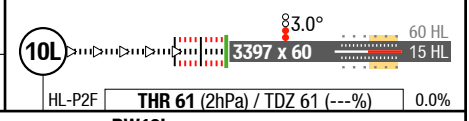
LED-ULLI

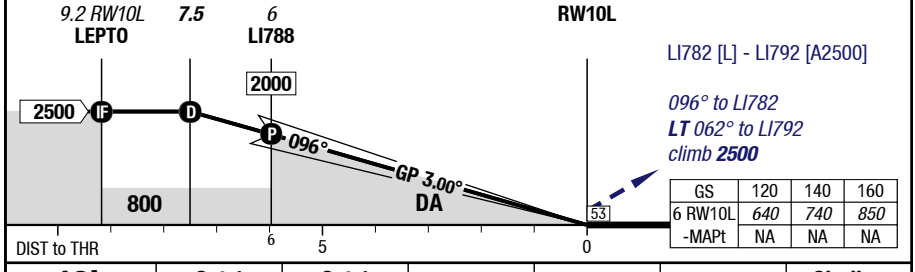
7-70

GLS 10L



RW10L	7.5	5	4	3	2	1
	2500	1710	1390	1070	750	430





GS	120	140	160
6 RW10L -MAPt	640 NA	740 NA	850 NA

10L		Cat 1 GA 4.0% 1)	Cat 1 GA 2.5% 2)				Circling
C	ft - m/km ft	240 - 550R/800V **300**	310 - 700R/800V **370**				1090 - 2.4V **1160**
D	ft - m/km ft	250 - 550R/800V **310**	320 - 700R/800V **390**				1090 - 3.6V **1160**

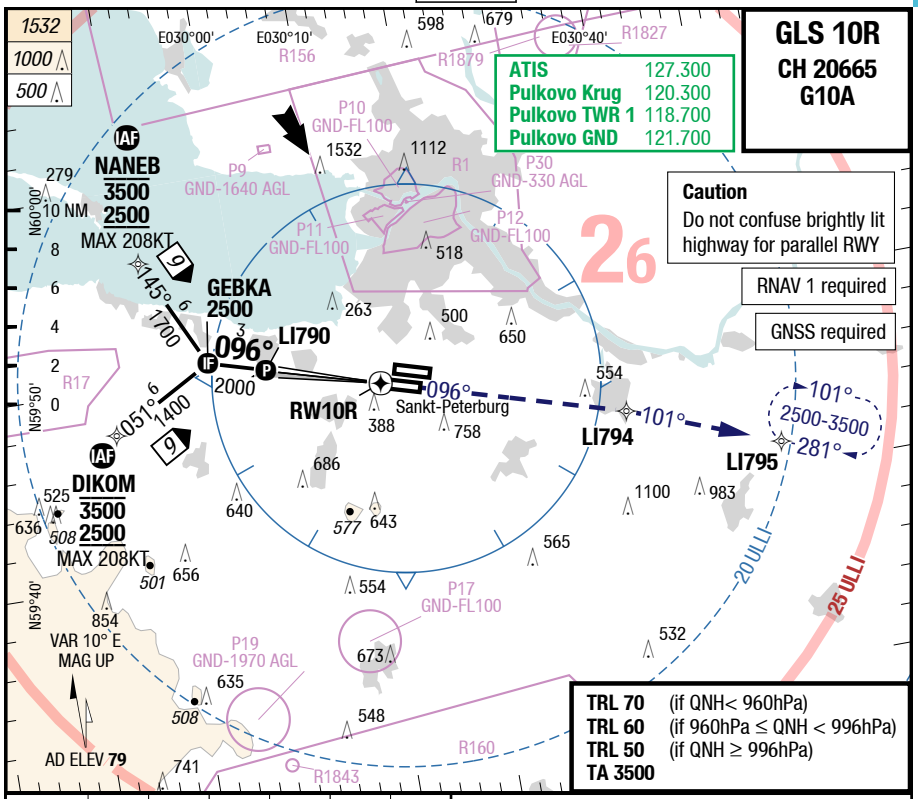
1) With EVS RVR 350m/ VIS 550m
2) With EVS RVR 450m/ VIS 550m

Changes: OBST, ALT, SUAs

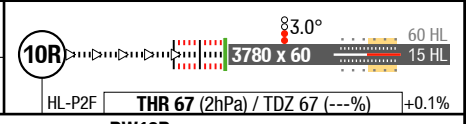
LED-ULLI

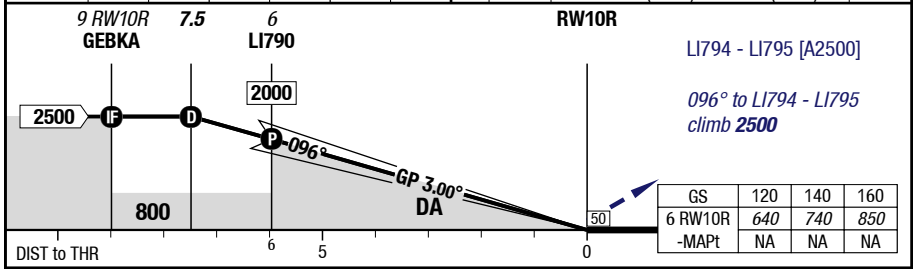
7-80

GLS 10R



RW10R	7.5	5	4	3	2	1
	2500	1710	1390	1080	760	440





GS	120	140	160
6 RW10R -MAPt	640 NA	740 NA	850 NA

10R		Cat 1 1)					Circling
C	ft - m/km ft	200 - 550R/800V **270**					1090 - 2.4V **1160**
D	ft - m/km ft	210 - 550R/800V **280**					1090 - 3.6V **1160**

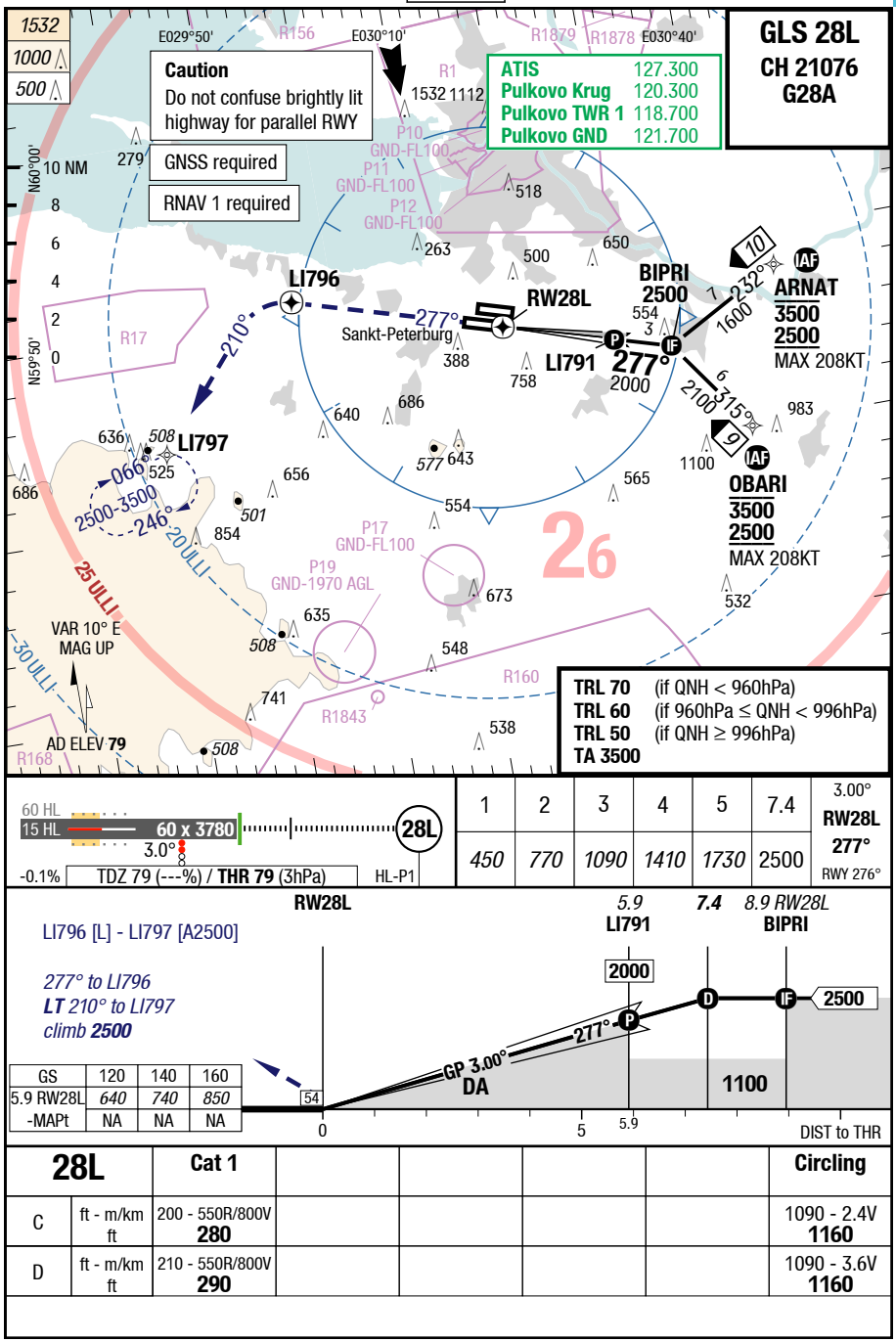
1) With EVS RVR 350m/ VIS 550m

Changes: ALT, SUAs, OBST

LED-ULLI

7-90

GLS 28L



1	2	3	4	5	7.4	3.00° RW28L 277°
450	770	1090	1410	1730	2500	RWY 276°

GS	120	140	160
5.9 RW28L	640	740	850
-MAPt	NA	NA	NA

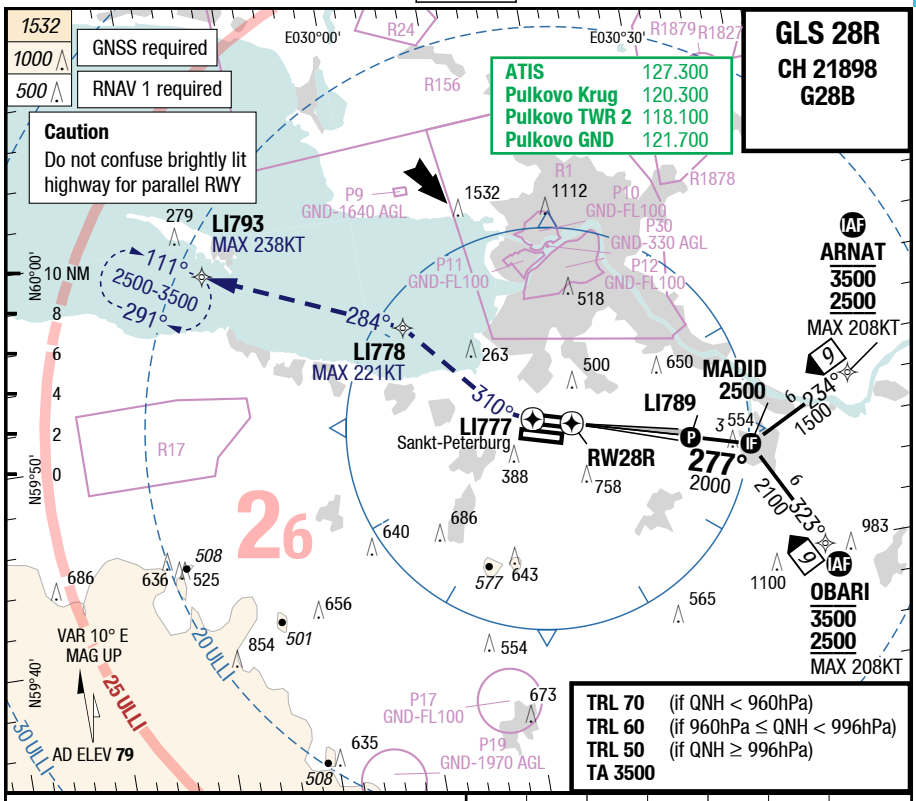
28L		Cat 1					Circling
C	ft - m/km ft	200 - 550R/800V **280**					1090 - 2.4V **1160**
D	ft - m/km ft	210 - 550R/800V **290**					1090 - 3.6V **1160**

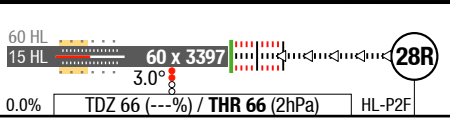
Changes: MIN

LED-ULLI

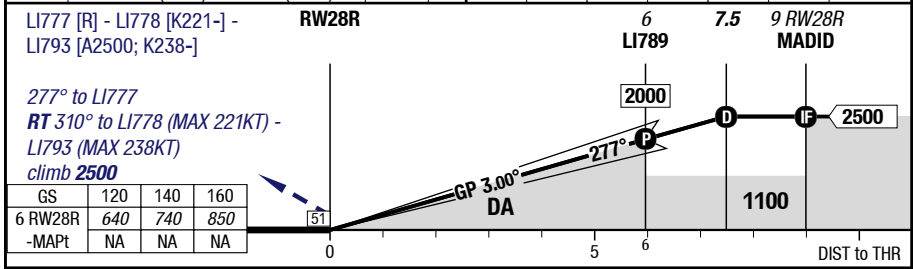
7-100

GLS 28R





1	2	3	4	5	7.5	RW28R 277°
440	*760*	*1080*	*1390*	*1710*	2500	RWY 276°



28R		Cat 1 GA 5.0% 1)	Cat 1 GA 2.5% 2)				Circling
C	ft - m/km ft	230 - 550R/800V **300**	310 - 700R/800V **380**				1090 - 2.4V **1160**
D	ft - m/km ft	250 - 550R/800V **310**	320 - 700R/800V **390**				1090 - 3.6V **1160**

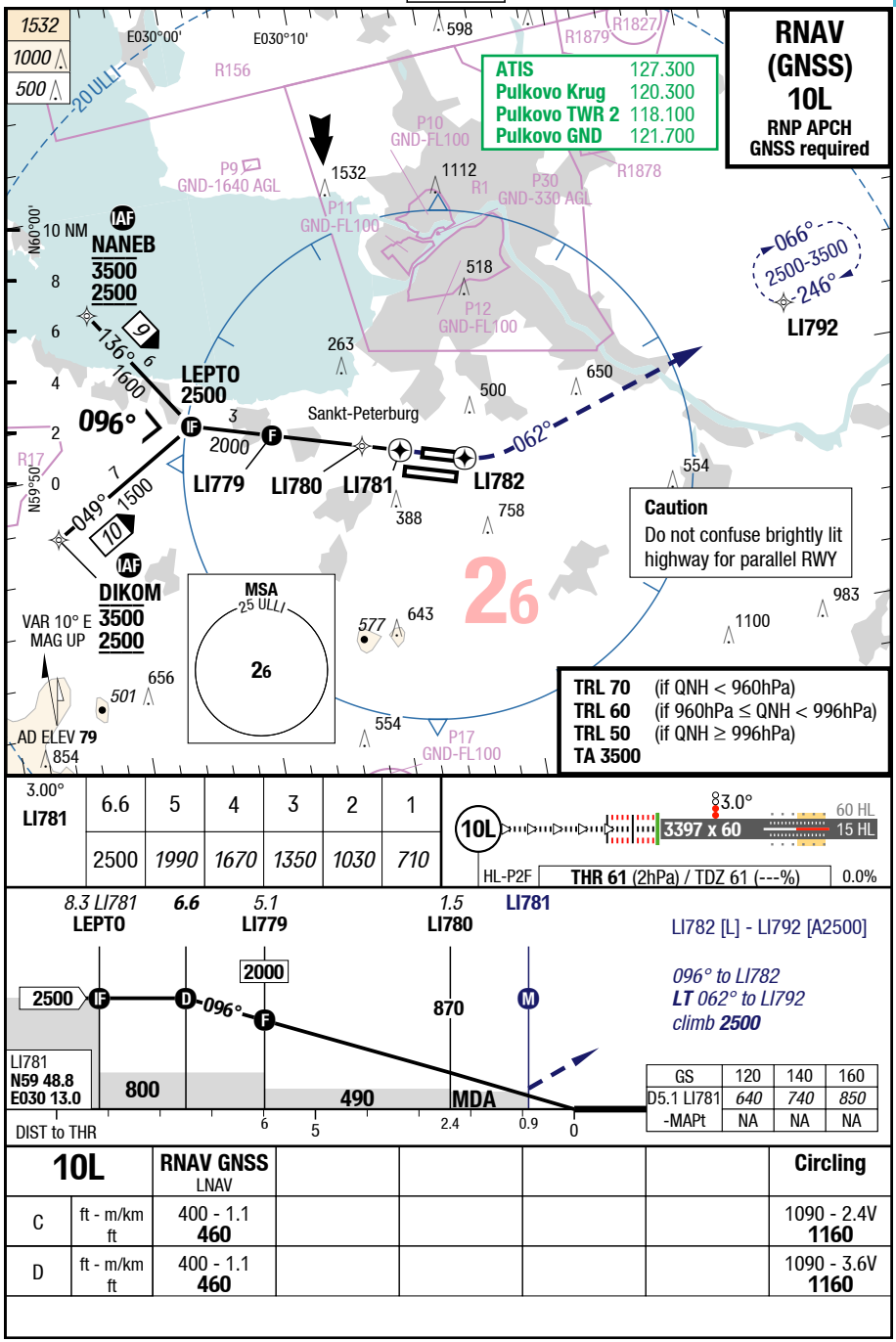
1) With EVS RVR 350m/ VIS 550m
2) With EVS RVR 450m/ VIS 550m

Changes: Nil

LED-ULLI

7-110

RNAV (GNSS) 10L



3.00° LI781	6.6	5	4	3	2	1
	2500	1990	1670	1350	1030	710

GS	120	140	160
D5.1 LI781 -MAPt	640 NA	740 NA	850 NA

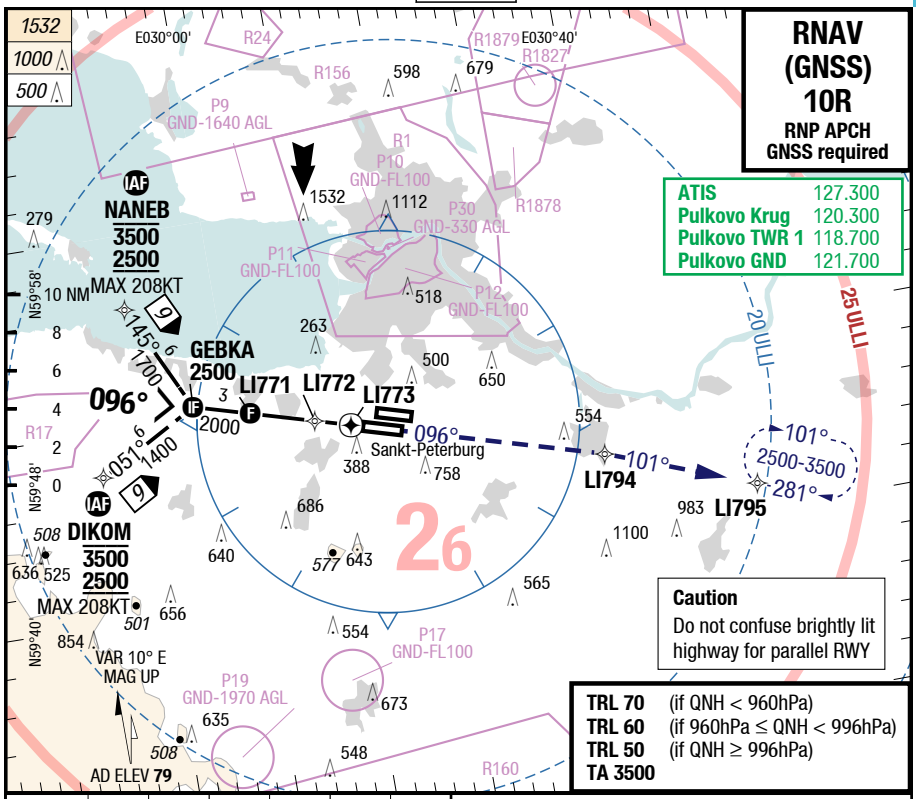
10L		RNAV GNSS LNAV					Circling
C	ft - m/km ft	400 - 1.1 **460**					1090 - 2.4V **1160**
D	ft - m/km ft	400 - 1.1 **460**					1090 - 3.6V **1160**

Changes: ALT, SUAs, OBST

LED-ULLI

7-120

RNAV (GNSS) 10R



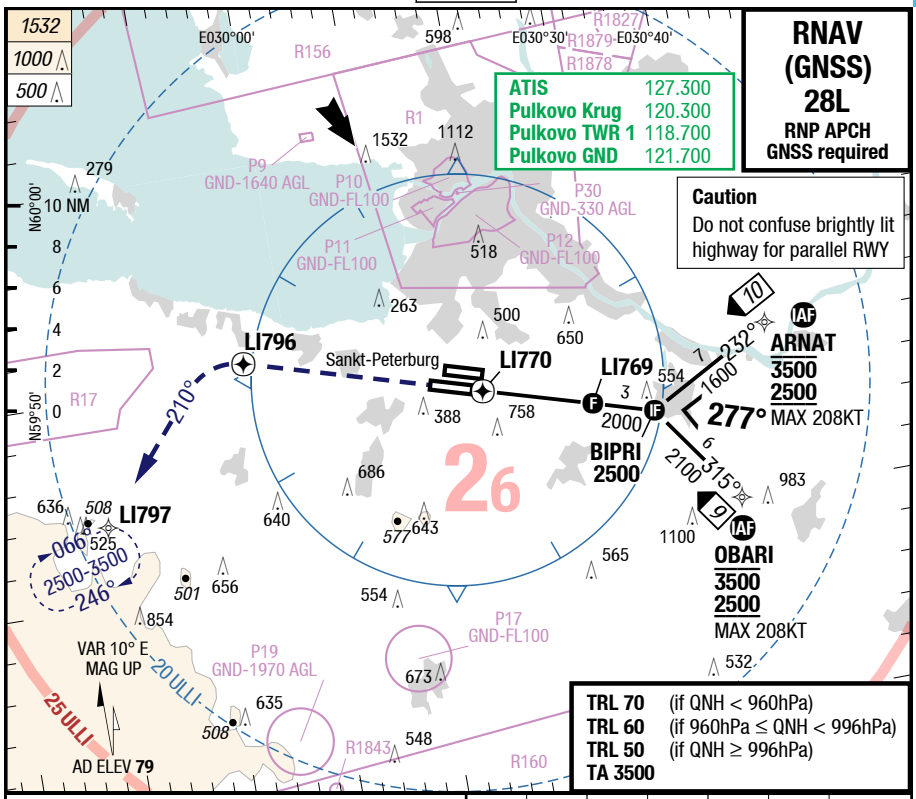
10R		RNAV GNSS LNAV					Circling
C	ft - m/km ft	400 - 1.1 **460**					1090 - 2.4V **1160**
D	ft - m/km ft	400 - 1.1 **460**					1090 - 3.6V **1160**

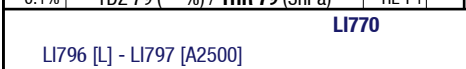
Changes: ALT, SUAs, OBST

LED-ULLI

7-130

RNAV (GNSS) 28L





1	2	3	4	5	6.9
620	940	1260	1580	1890	2500

3.00°
LI770
277°
RWY 276°

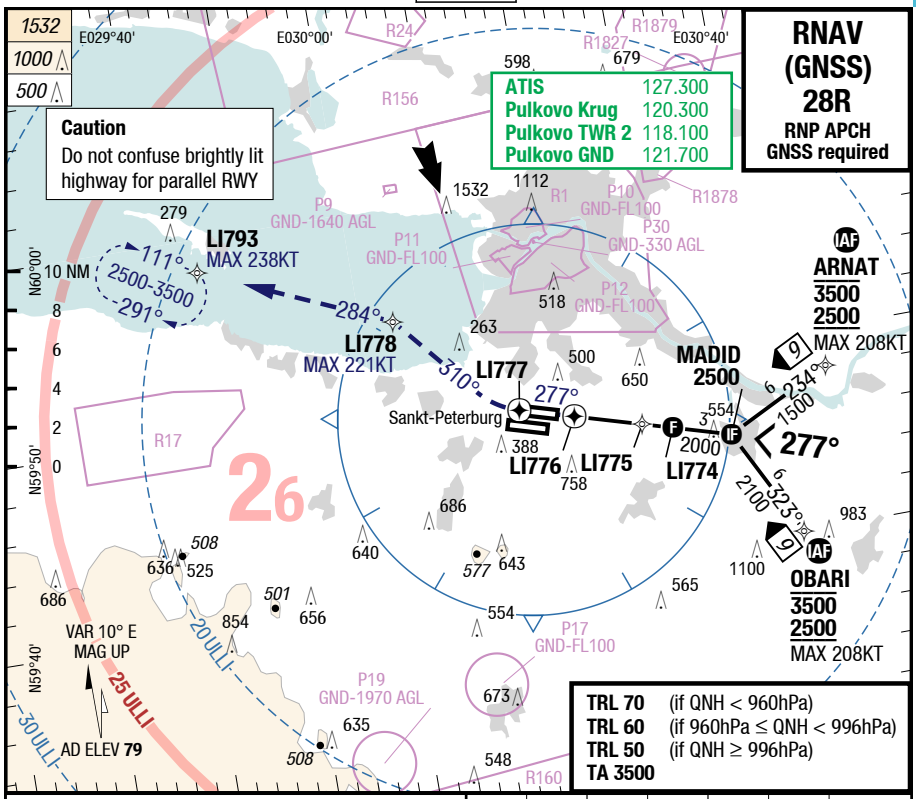
28L		RNAV GNSS LNAV					Circling
C	ft - m/km ft	490 - 1.5 **560**					1090 - 2.4V **1160**
D	ft - m/km ft	490 - 1.5 **560**					1090 - 3.6V **1160**

Changes: ALT, SUAs, OBST

LED-ULLI

7-140

RNAV (GNSS) 28R



60 HL
15 HL
60 x 3397
3.0°
28R
0.0%
TDZ 66 (---%) / **THR 66** (2hPa)
HL-P2F

1	2	3	4	5	6.6
720	1040	1360	1670	1990	2500

3.00°
LI776
277°
RWY 276°

LI777 [R] - LI778 [K221-] - LI793 [A2500; K238-]

277° to LI777
***RT** 310° to LI778 (MAX 221KT) - LI793 (MAX 238 KT)*
*climb **2500***

GS	120	140	160
D5.1 LI776	*640*	*740*	*850*
-MAPt	NA	NA	NA

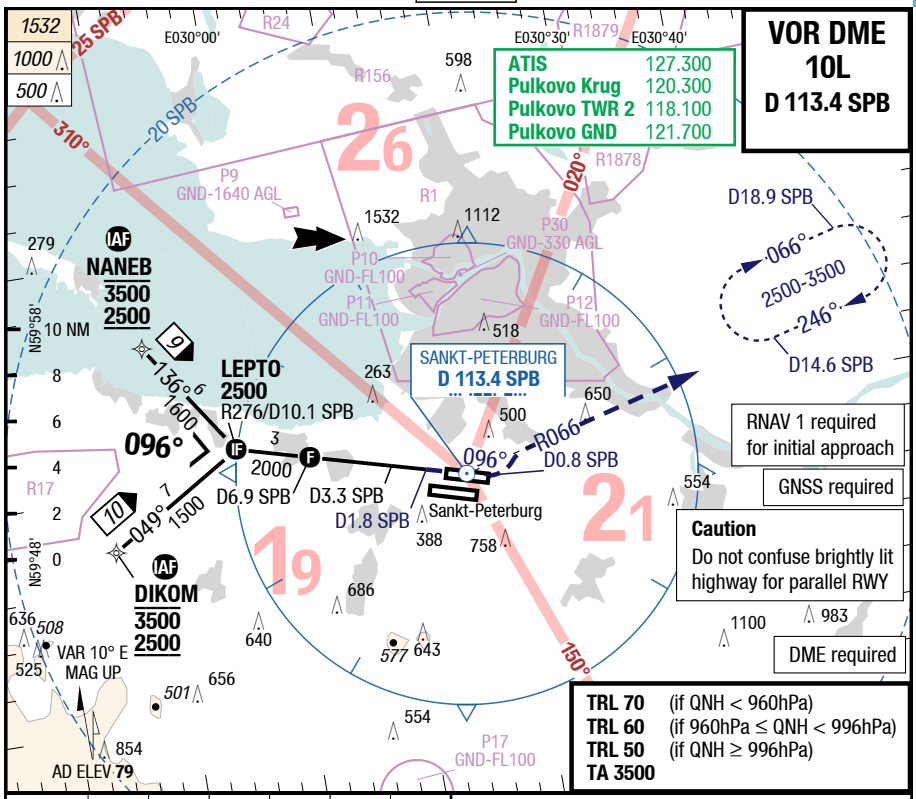
28R		RNAV GNSS LNAV					Circling
C	ft - m/km ft	390 - 1.1 **450**					1090 - 2.4V **1160**
D	ft - m/km ft	390 - 1.1 **450**					1090 - 3.6V **1160**

Changes: ALT, SUAs, OBST

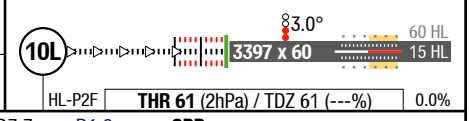
LED-ULLI

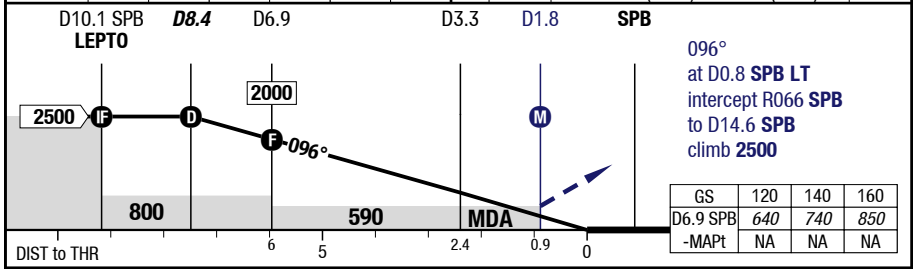
7-150

VOR DME 10L



3.00° D SPB	8.4	7	6	5	4	3
	2500	2060	1740	1420	1100	790





GS	120	140	160
D6.9 SPB	*640*	*740*	*850*
-MAPt	NA	NA	NA

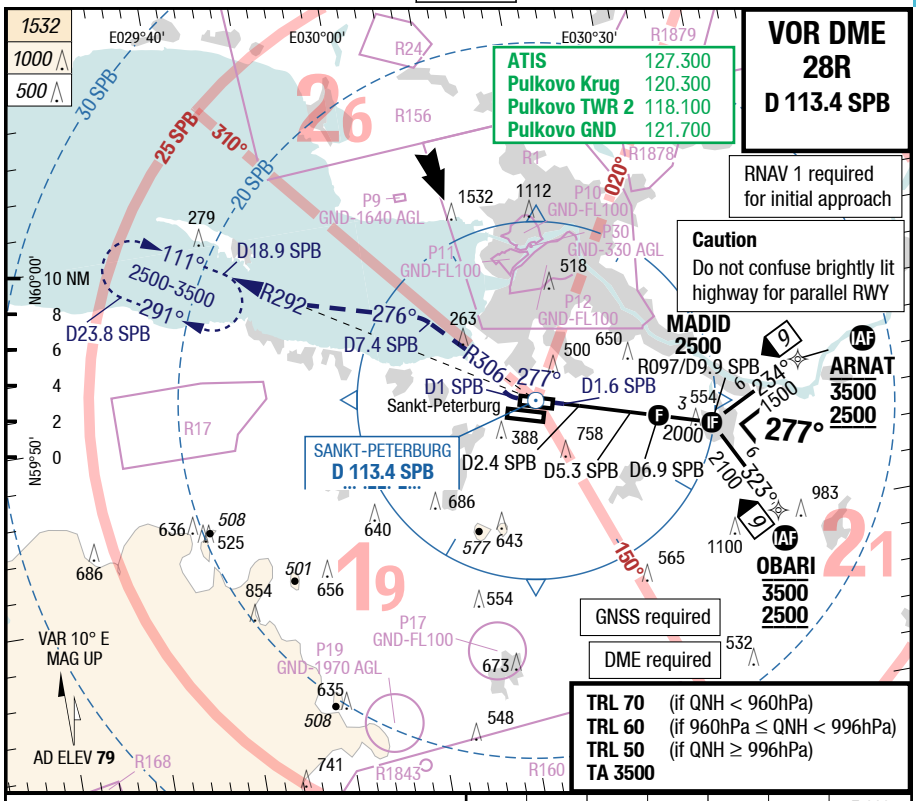
10L		VOR DME	VOR DME wo D3.3 SPB				Circling
C	ft - m/km ft	460 - 1.4 **520**	530 - 1.7 **590**				1090 - 2.4V **1160**
D	ft - m/km ft	460 - 1.4 **520**	530 - 1.7 **590**				1090 - 3.6V **1160**

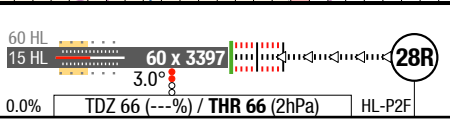
Changes: Nil

LED-ULLI

7-160

VOR DME 28R



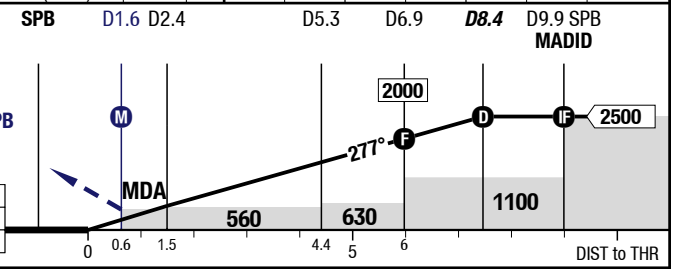


3	4	5	6	7	8.4
780	*1100*	*1420*	*1740*	*2060*	2500

3.00°
D SPB
277°
RWY 276°

277°
at D1 **SPB RT**
intercept R306 **SPB**
at 7.4 **SPB**
LT 276° intercept R292 **SPB**
to 18.9 **SPB**
climb **2500**

GS	120	140	160
D6.9 SPB	*640*	*740*	*850*
-MAPt	NA	NA	NA



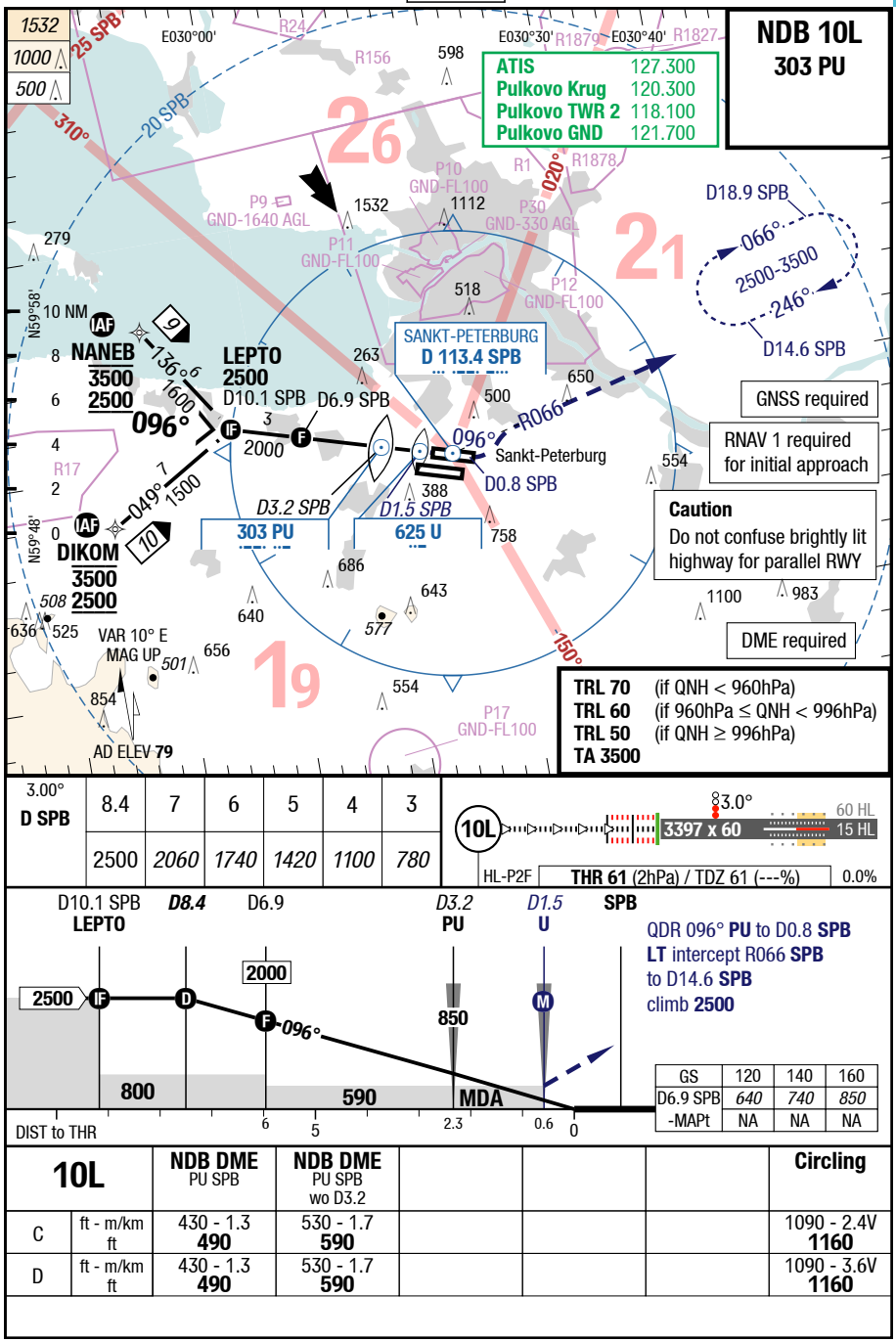
28R		VOR DME	VOR DME wo D2.4 SPB				Circling
C	ft - m/km ft	470 - 1.5 **530**	530 - 1.7 **590**				1090 - 2.4V **1160**
D	ft - m/km ft	470 - 1.5 **530**	530 - 1.7 **590**				1090 - 3.6V **1160**

Changes: MIN

LED-ULLI

7-170

NDB 10L



3.00° D SPB	8.4	7	6	5	4	3
	2500	2060	1740	1420	1100	780

GS	120	140	160
D6.9 SPB	*640*	*740*	*850*
-MAPt	NA	NA	NA

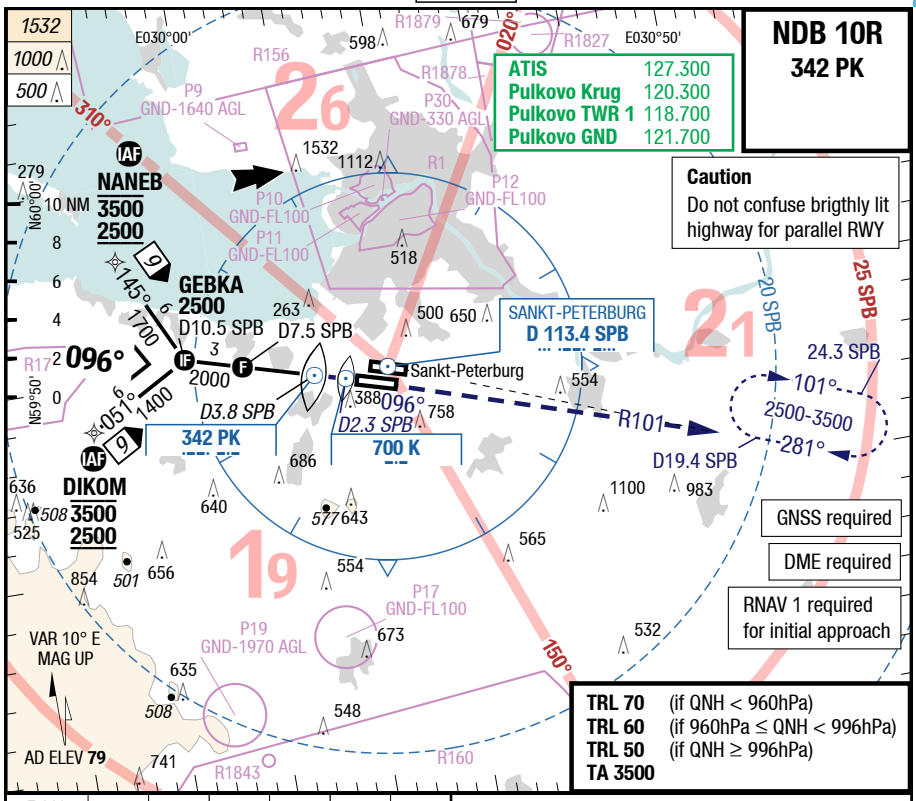
10L		NDB DME PU SPB	NDB DME PU SPB wo D3.2				Circling
C	ft - m/km ft	430 - 1.3 **490**	530 - 1.7 **590**				1090 - 2.4V **1160**
D	ft - m/km ft	430 - 1.3 **490**	530 - 1.7 **590**				1090 - 3.6V **1160**

Changes: Nil

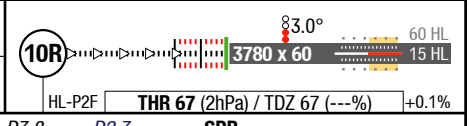
LED-ULLI

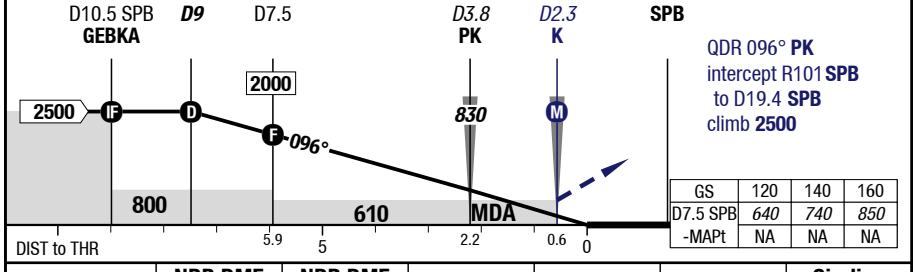
7-180

NDB 10R



3.00° D SPB	9	8	7	6	5	4
	2500	2170	1850	1530	1200	880





GS	120	140	160
D7.5 SPB	*640*	*740*	*850*
-MAPt	NA	NA	NA

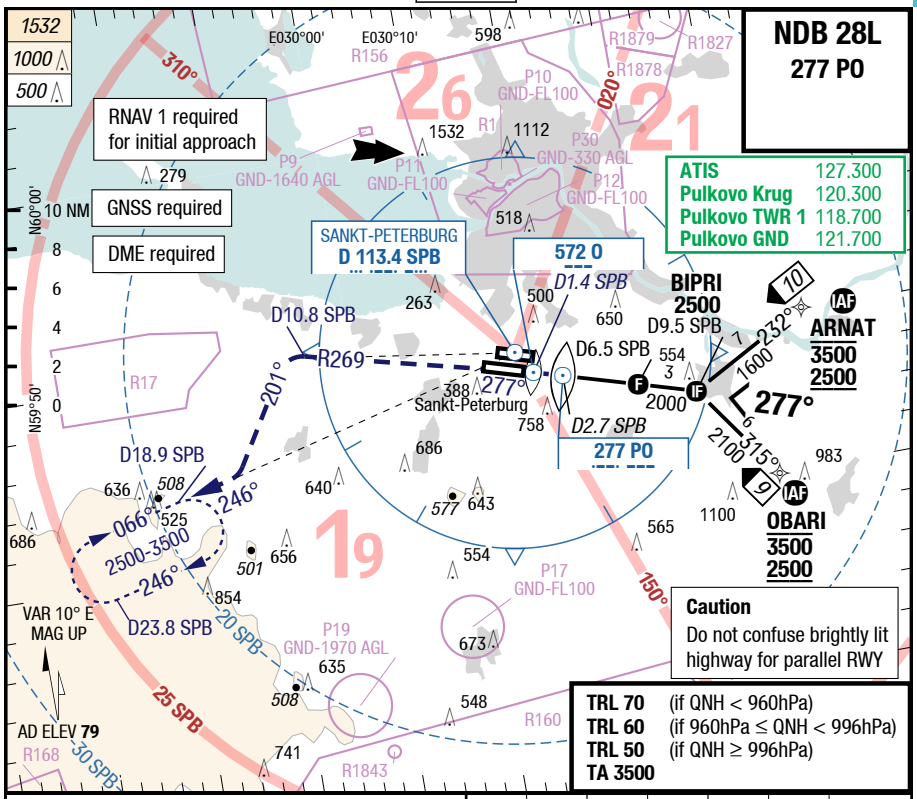
10R		NDB DME PK SPB	NDB DME PK SPB wo D3.8				Circling
C	ft - m/km ft	480 - 1.5 **540**	550 - 1.8 **610**				1090 - 2.4V **1160**
D	ft - m/km ft	480 - 1.5 **540**	550 - 1.8 **610**				1090 - 3.6V **1160**

Changes: MIN

LED-ULLI

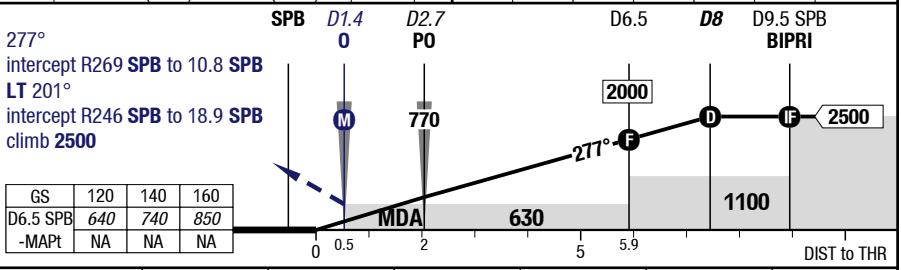
7-190

NDB 28L



3	4	5	6	7	8
880	1210	1530	1860	2180	2500

3.00°
D SPB
277°
RWY 276°



GS	120	140	160
D6.5 SPB	640	740	850
-MAPt	NA	NA	NA

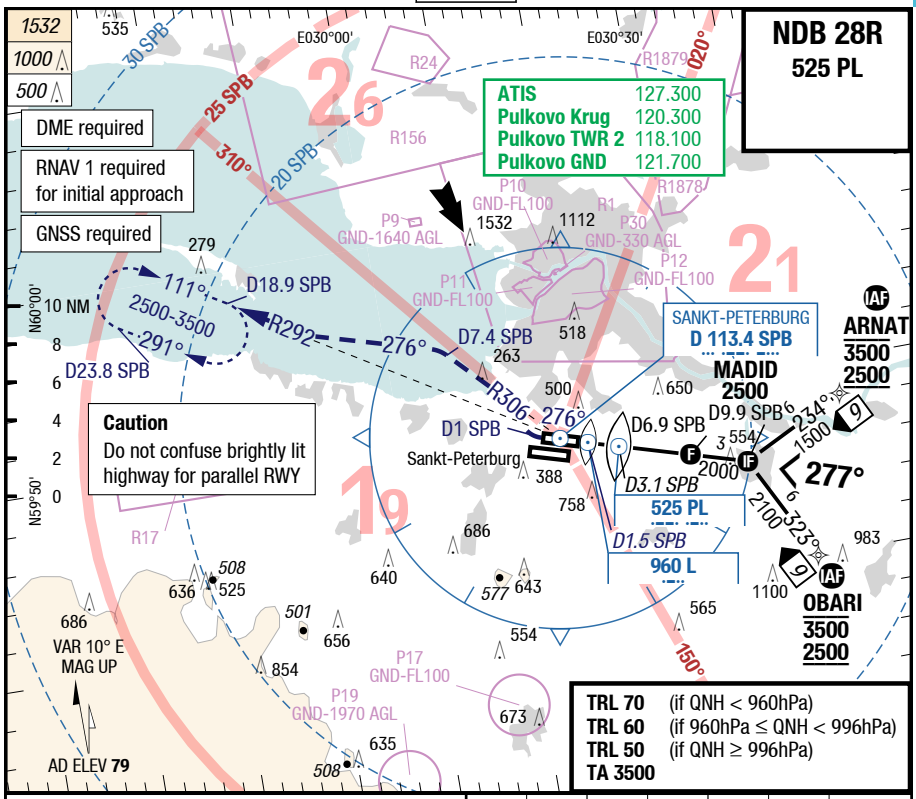
28L		NDB DME SPB PO	NDB DME SPB PO wo D2.7				Circling
C	ft - m/km ft	500 - 1.5 **570**	500 - 1.5 **570**				1090 - 2.4V **1160**
D	ft - m/km ft	500 - 1.5 **570**	500 - 1.5 **570**				1090 - 3.6V **1160**

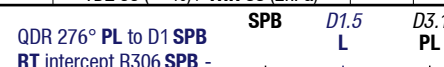
Changes: MIN

LED-ULLI

7-200

NDB 28R



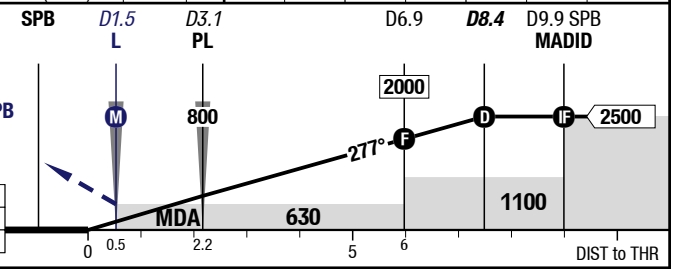


3	4	5	6	7	8.4
780	1100	1410	1730	2050	2500

3.00°
D SPB
277°
RWY 276°

QDR 276° **PL** to D1 **SPB**
RT intercept R306 **SPB** -
to D7.4 **SPB**
LT 276° intercept R292 **SPB**
to 18.9 **SPB**
climb **2500**

GS	120	140	160
D6.9 SPB	*640*	*740*	*850*
-MAPt	NA	NA	NA



28R		NDB DME PL SPB	NDB DME PL SPB wo D3.1				Circling
C	ft - m/km ft	430 - 1.3 **490**	480 - 1.5 **540**				1090 - 2.4V **1160**
D	ft - m/km ft	430 - 1.3 **490**	480 - 1.5 **540**				1090 - 3.6V **1160**

Changes: MIN

LED-ULLI

7-210

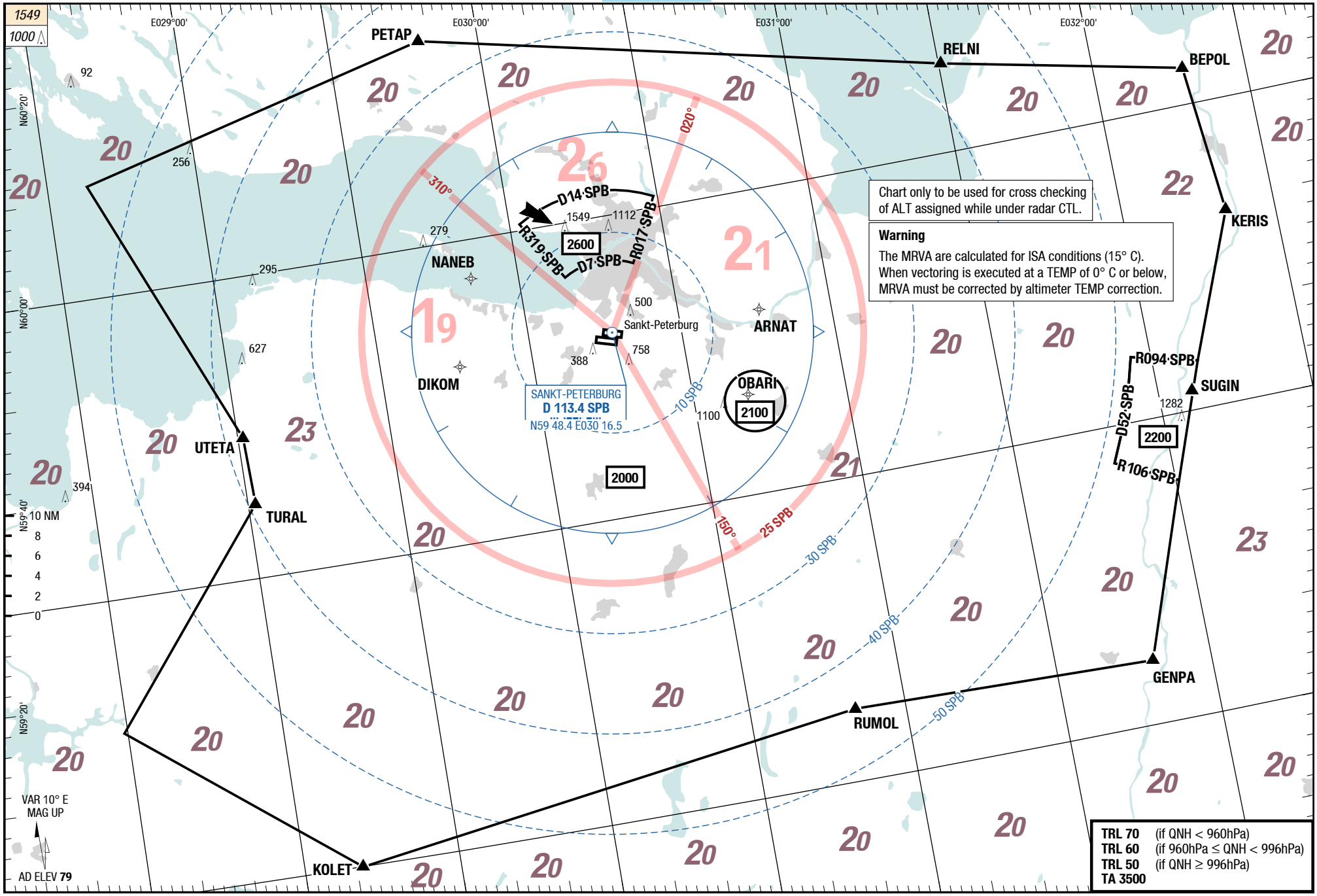
WxMinima Overflow

10L		**Cat 1** GA 2.5% 1)	**LOC**				
C	ft - m/km ft	310 - 700R/800V **370**	Not authorized				
D	ft - m/km ft	320 - 700R/800V **390**	Not authorized				

1) With EVS RVR 450m/ VIS 550m

28R		**Cat 1** GA 2.5%	**LOC**				
C	ft - m/km ft	250 - 550R/800V **310** 1)	Not authorized				
D	ft - m/km ft	260 - 600R/800V **320** 2)	Not authorized				

1) With EVS RVR 350m/ VIS 550m
2) With EVS RVR 400m/ VIS 550m



Changes: new