

PEE-USPP

1-10

AOI

AOI

GENERAL

Operational Hours

ATS Hours: H24

AD ADMIN Hours: MON-FRI 0300-1140, EXC HOL.

Airport Information

RFF: CAT 7

Fuel: TS-1

PCN: RWY 03/21: 55/R/C/W/T

Operation

Low Visibility Procedure

LVP in force when RVR below 600m.

After LDG report vacatio of RWY and ACFT position on TWY outside ILS critical area.

Follow-me mandatory.

The following is prohibited during LVP:

- TKOF not from RWY extremity.
- TKOF without stop at the line-up position.

TWY Restriction

TWY A, C, 4, 5, 8, M, MAIN 2 width 16m / 52ft.

TWY 6, 7 width 12m / 39ft.

Taxi/Parking

Taxi at reduced speed and strictly along the CL.

TWY B, M to stands carried out by A320 family, B757-200, B767-200/300, B757-200, B737 family (except B737-900), EMB 190/195, SSJ 100 taxi with idle PWR only.

TWY C is AVBL for taxiing CRJ-100/200 or smaller ACFT, other ACFT by towing only.

Taxing of A320 family, B767-200/300, B757-200, B737 family (except 737-900), SSJ 100, EMB 190/195 along the route: RWY - TWY C - stands on APN prohibited.

Warnings

RWY LGTs narrowing between THR 03 and TWY C.

Birds in vicinity of AD.

ARRIVAL

Communication

ATTENTION: Listening watch of ATC controller's instructions on the radio COM channel via LOM shall be carried out on LOM FREQ 705 KHz regardless of AVBL LDG direction.

COM Failure

In case of radio COM failure after entry into APCH area of Perm AD CONT FLT at last assigned FL cleared by ATC towards LOM on LDG HDG 211° or LOM on LDG HDG 031°. Descending from LOM shall be commenced at ETA or as close as possible to ETA. LDG shall be carried out not later than 30min after ETA.

ARRIVAL

If due to meteorological CONDs or other reasons LDG at Perm AD is impossible then after MISAP a PIC has the right:

To proceed to the DEST AD climbing in the DEP pattern to the ALT (FL) according to flight plan.

To proceed to the ALTN AD chosen when making a decision for DEP at one of the FL140, FL150 or FL240, FL250 allocated for FLTs without radio COM depending on FLT direction.

In case of radio COM failure during IFR FLT when it is not possible to change to visual FLT, ACFT shall proceed to the DEST AD according to the flight plan. In this case the crew shall maintain the assigned FL till crossing radio navigation fix of the FLT planned AD of LDG and commence descending at ETA or as close as possible to ETA indicated in the flight plan.

In case of COM failure with ATS unit, ACFT must change over to own navigation and reach the MNM vectoring height within a radius of 50km / 27NM established for IFR flights with interception the radio navigation facility to be used. After crossing the navigation facility, carry out APCH PROC.

Arrival Procedure**Non-standard GP intercept position on RWY 21**

GP intercepts RWY 21 at 337m / 1107ft after landing threshold.

Remaining DIST beyond GP is 2867m / 9405ft.

DEPARTURE**Take-off Minima**

RWY	03/21		
All ACFT	ft - m/km	0 - 300R/300V	-

Communication**COM Failure**

In case of radio COM failure after TKOF climb straight ahead 200m / 656ft, carry out right turn for RWY 21 and left turn for RWY 03. Rollout on downwind HDG 700m / 2300ft for RWY 21 and 600m / 1970ft for RWY 03 in order to execute flight in accordance with APCH PROC at Perm AD.

In case of radio COM failure during IFR flight when it is not possible to change to visual flight, ACFT shall proceed to the DEST AD according to the flight plan. In this case the crew shall maintain the assigned FL till crossing radio navigation fix of the flight planned AD of LDG and commence descending at ETA or as close as possible to ETA indicated in the flight plan.

Departure Procedure**Start-up**

Engines start-up during towing is prohibited.

Engines start-up shall be carried out at start-up points 1, 2, 3, 4 on the APN without limitations. When ACFT is parked on stands 6-10, 14, 16, 18 facing RWY, engine start-up using APU.

Noise Abatement Procedure

If special meteorological CONDs are present in ARR and APCH sectors, ATS units may at its own discretion or by a pilot-in-command's request deviate from the provisions given below, if it is necessary for safety reasons.

DEPARTURE

Restrictions

The required NAP are not applied in the following cases:

- one of the ENG failed during TKOF phase
- RWY is dirty and wet
- VIS is less than 2000m
- Cross-wind component (including gusts) exceeds 8m/sec (16KT),
- Tail-wind component (including gusts) exceeds 2m/sec (4KT),
- When wind shear is forecasted or reported, or it is expected that thunderstorms may influence the CONDs for TKOF and climbing of ACFT.

Special TKOF PROC

The following special PROC shall be used by crews of ACFT during TKOF from RWY 03/21.

During the phase of TKOF and climbing to 1880ft:

- TKOF power of all engines shall be maintained,
- LDG gear up,
- Wing-devices (flaps and slats) shall be set into TKOF position,
- Climbing to 1880ft shall be executed at IAS $V_2+10-20$ KT.

At 1880ft:

- All ENG power shall be reduced to nominal when positive vertical rate of climb is maintained.

From 1880ft to 3360ft:

- Nominal power off all engines shall be maintained,
- Wing devices (flaps and slats) shall be set into TKOF or intermediate position according to the Airplane Flight Manual,
- Climbing shall be executed at IAS $V_2+10-20$ KT taking into account restrictions connected with angle of pitch.

At 3360ft:

- Rate of climb shall be reduced,
- ACFT shall accelerate to IAS at which wing devices shall be set to up, wing devices shall be set into phase-by-phase position.

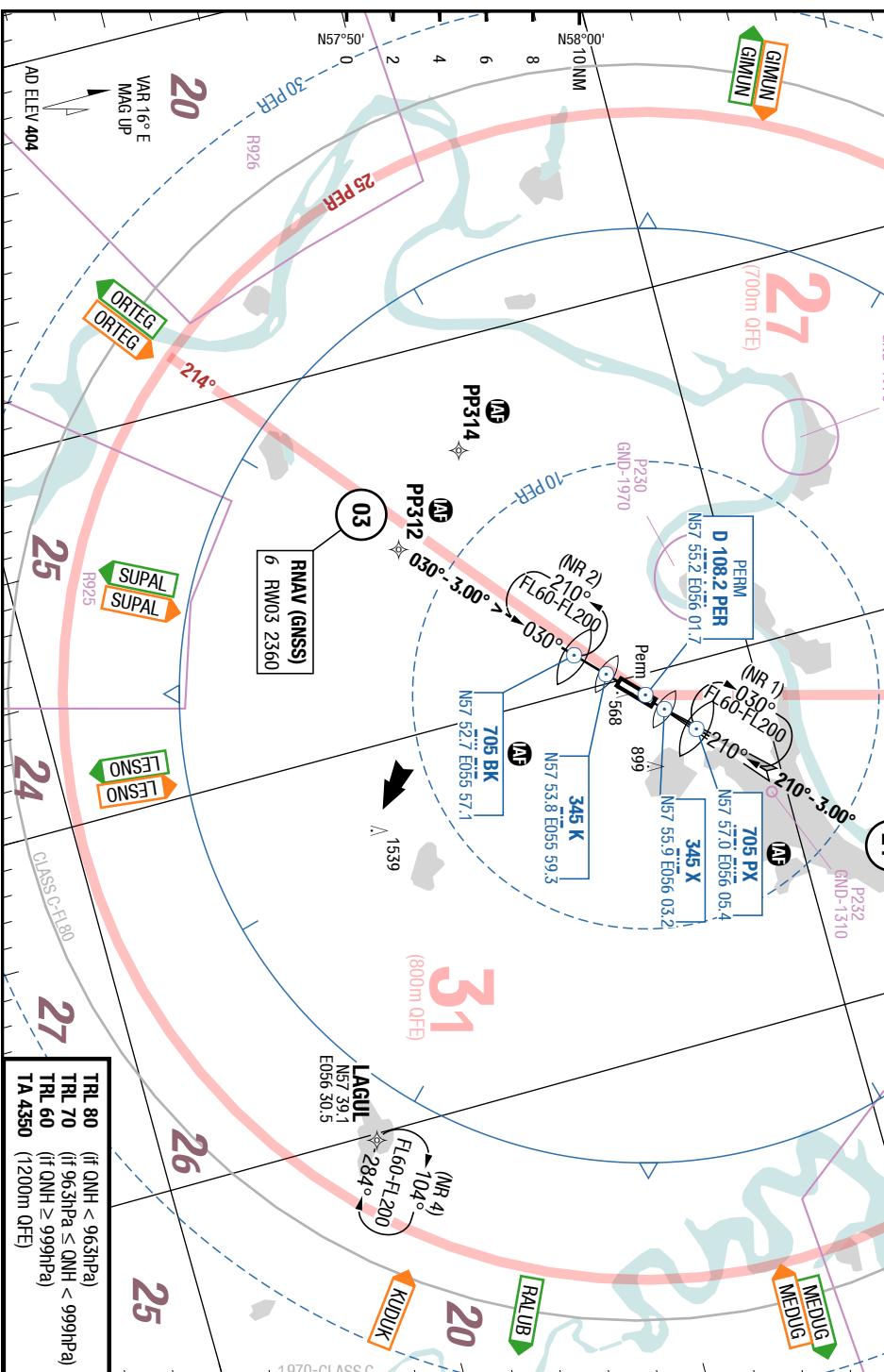
From 3360ft:

- Further climbing to flight ALT (LVL) shall be executed at the most favorable IAS according to the Airplane Flight Manual.

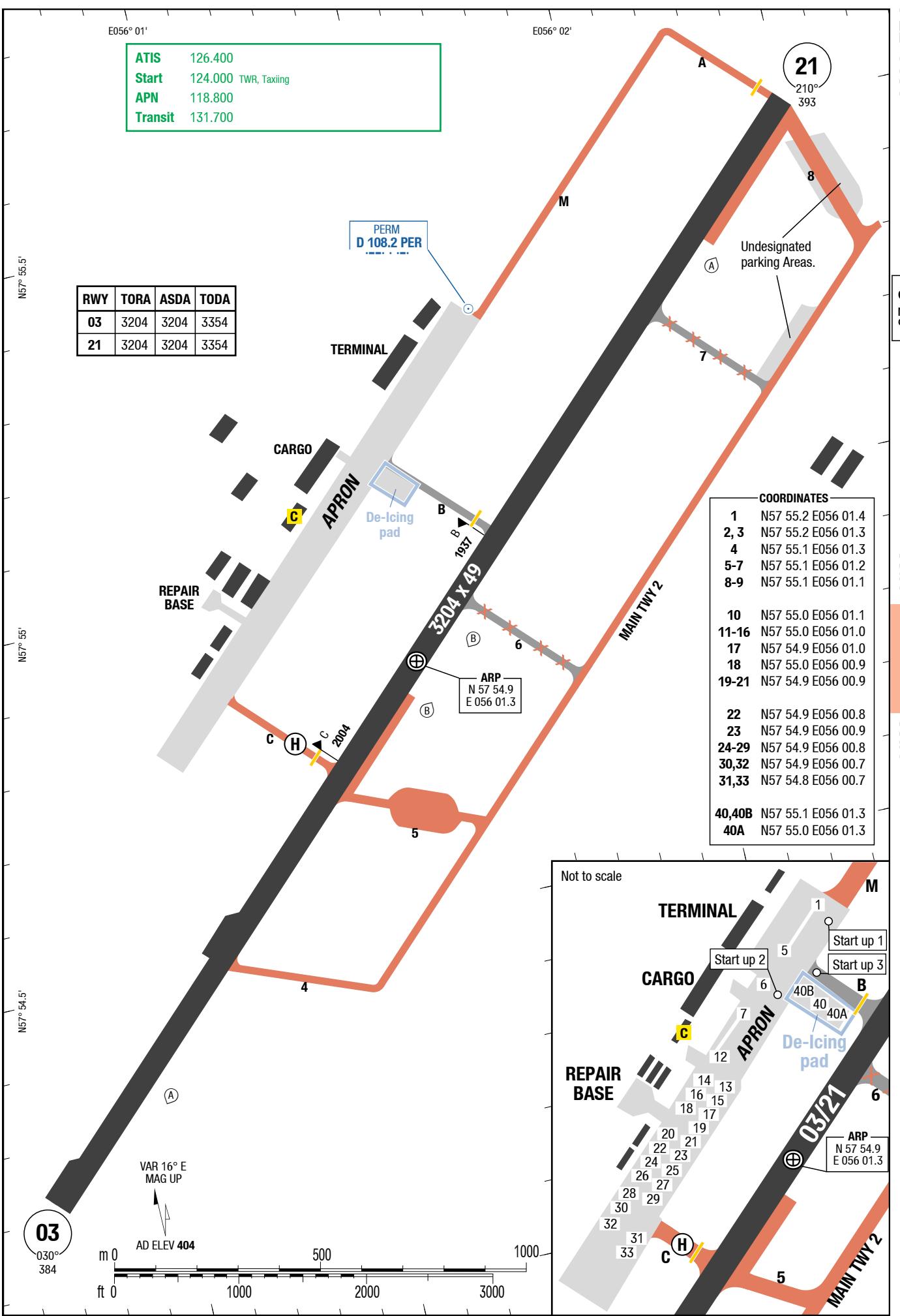
De-Icing

AVBL.

ATIS	126.400
APP	127.100 RAD
Start	124.000 TWR, Taxing
APN	118.800
Transit	131.700
Landing RWY system:	
(03)	HL-P1
60 HL	THR 384 (14hPa) / TDZ --- (---%)
3.0°	+0.1%
HL-P1	3204 x 49
60 HL	THR 384 (14hPa) / TDZ --- (---%)
(21)	-0.1% TDZ 400 (---%) / THR 393 (14hPa)



Changes: ASP, FAT, MSA, API, MGA, HLDG, SUAs, OBST, VAR



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RNAV SIDs RWY 21

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RNAV SIDs RWY 03

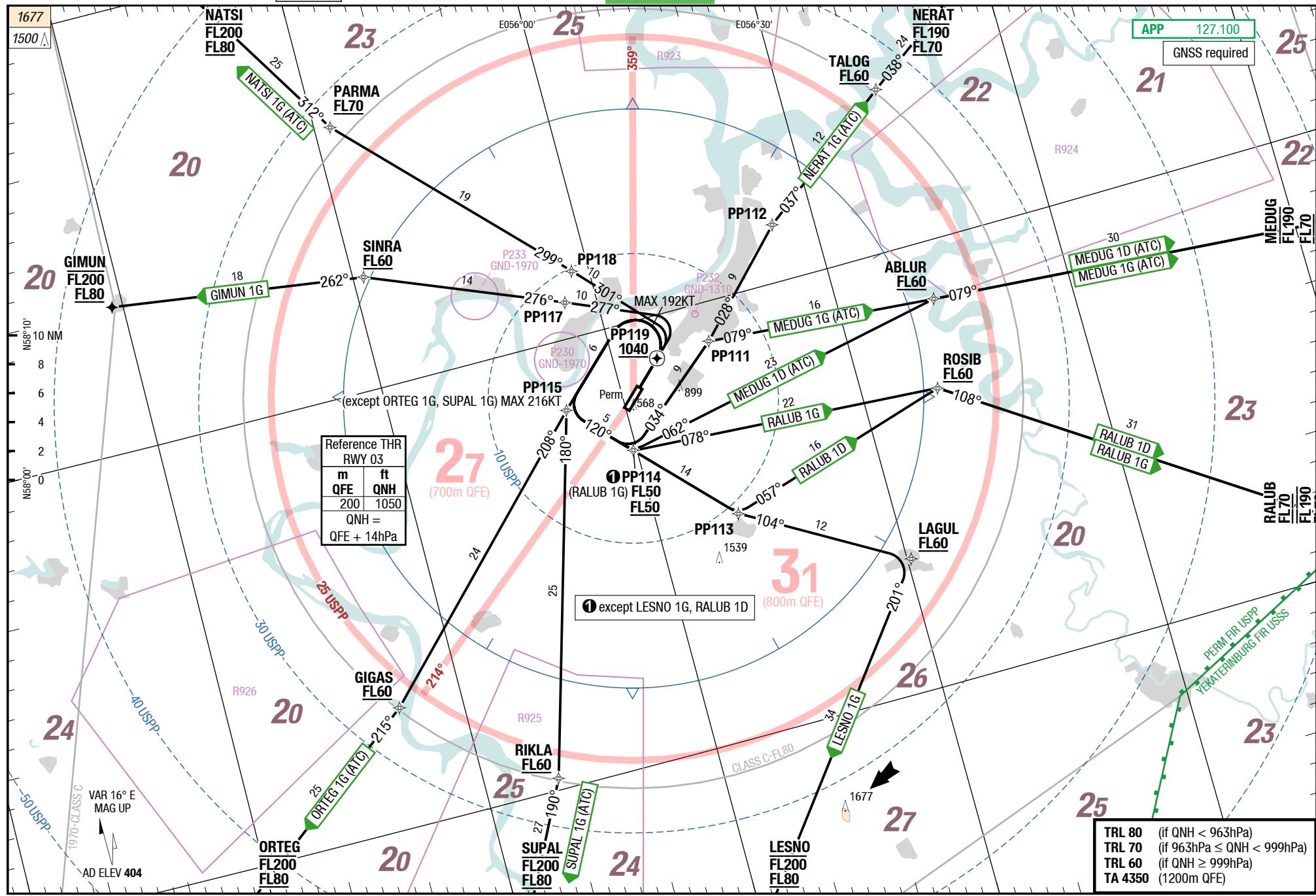
SID

SID

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RNAV SIDs RWY 21

RNAV SIDs RWY 03



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4-20

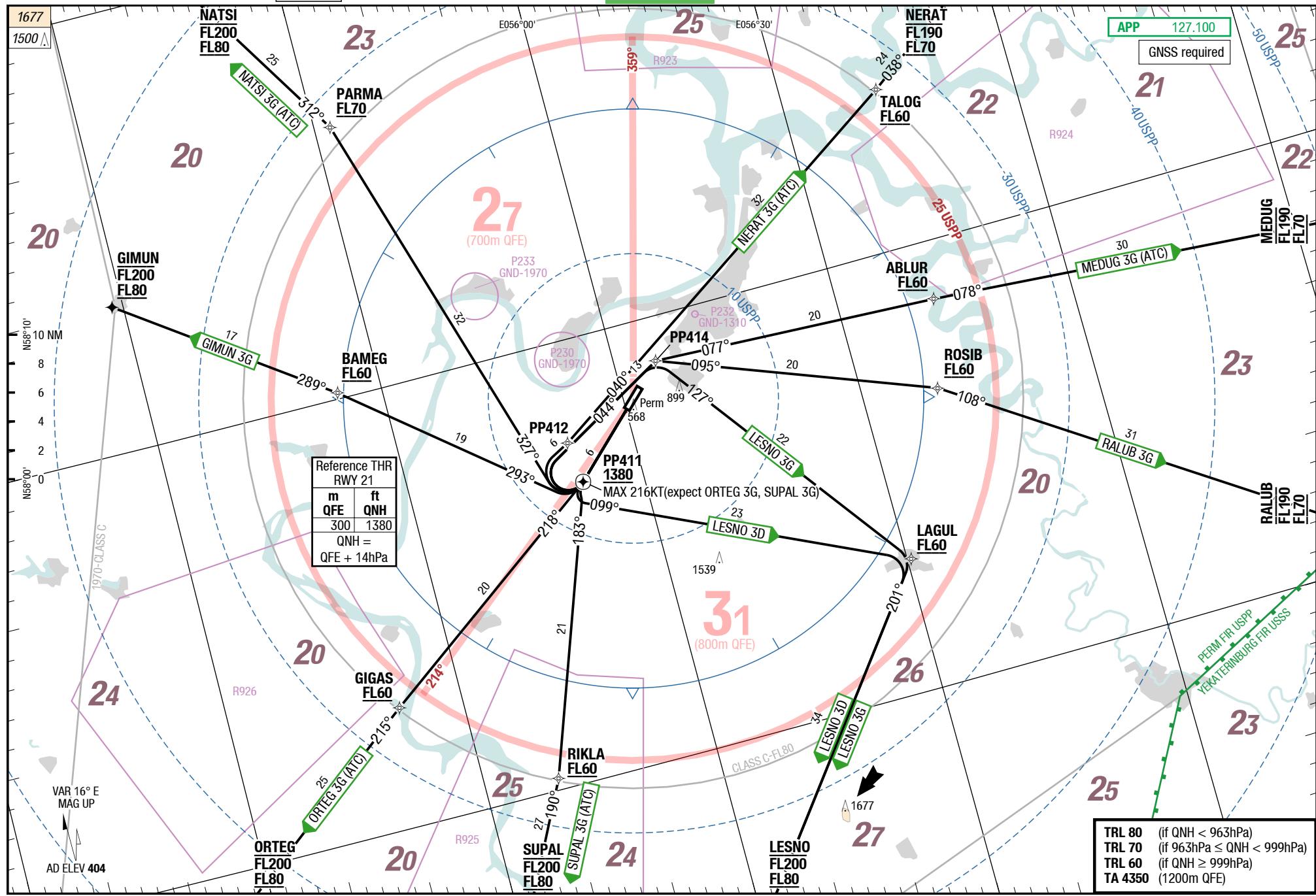
RNAV SIDs RWY 21

SID

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RNAV SIDs RWY 21



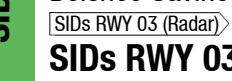
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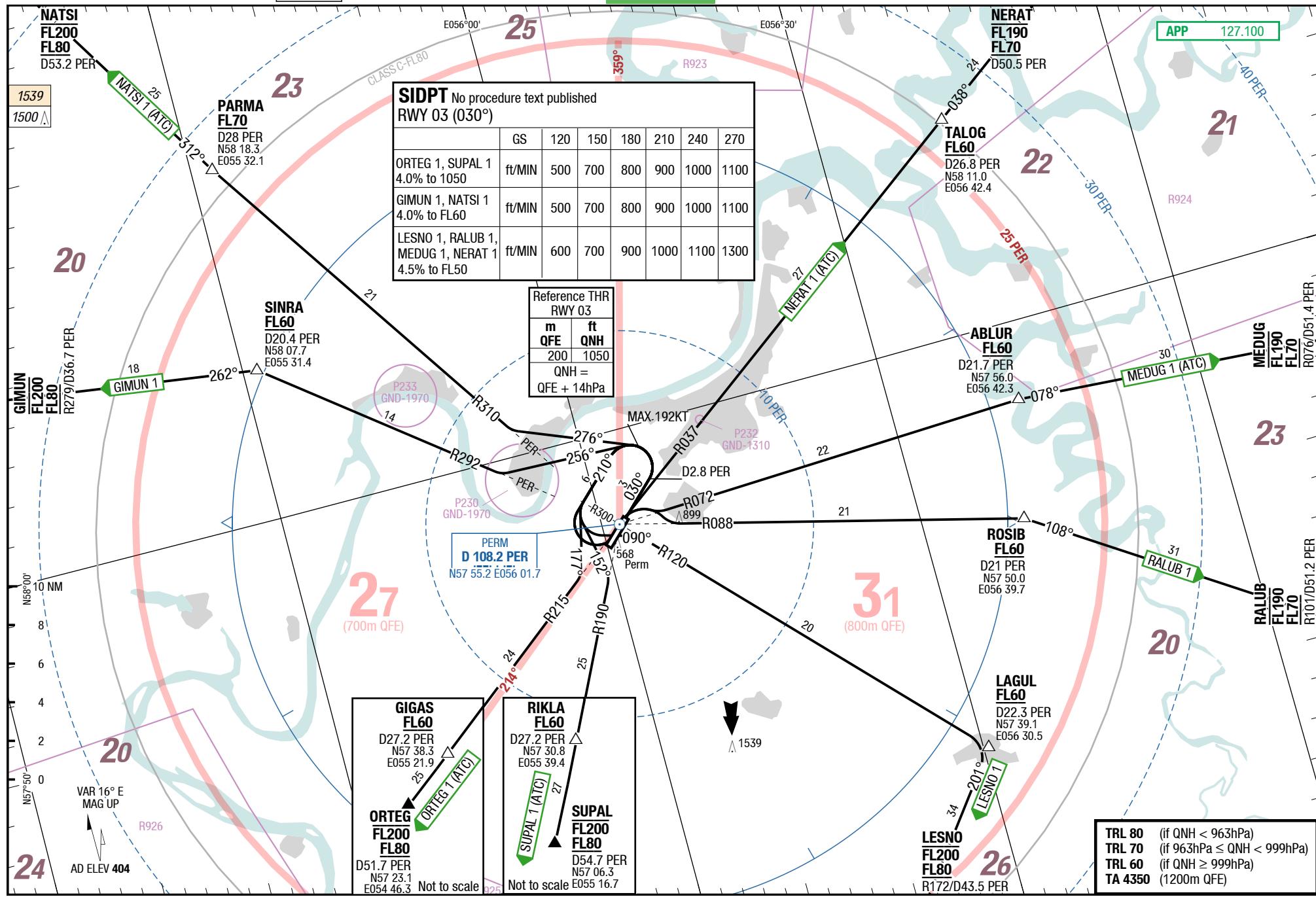
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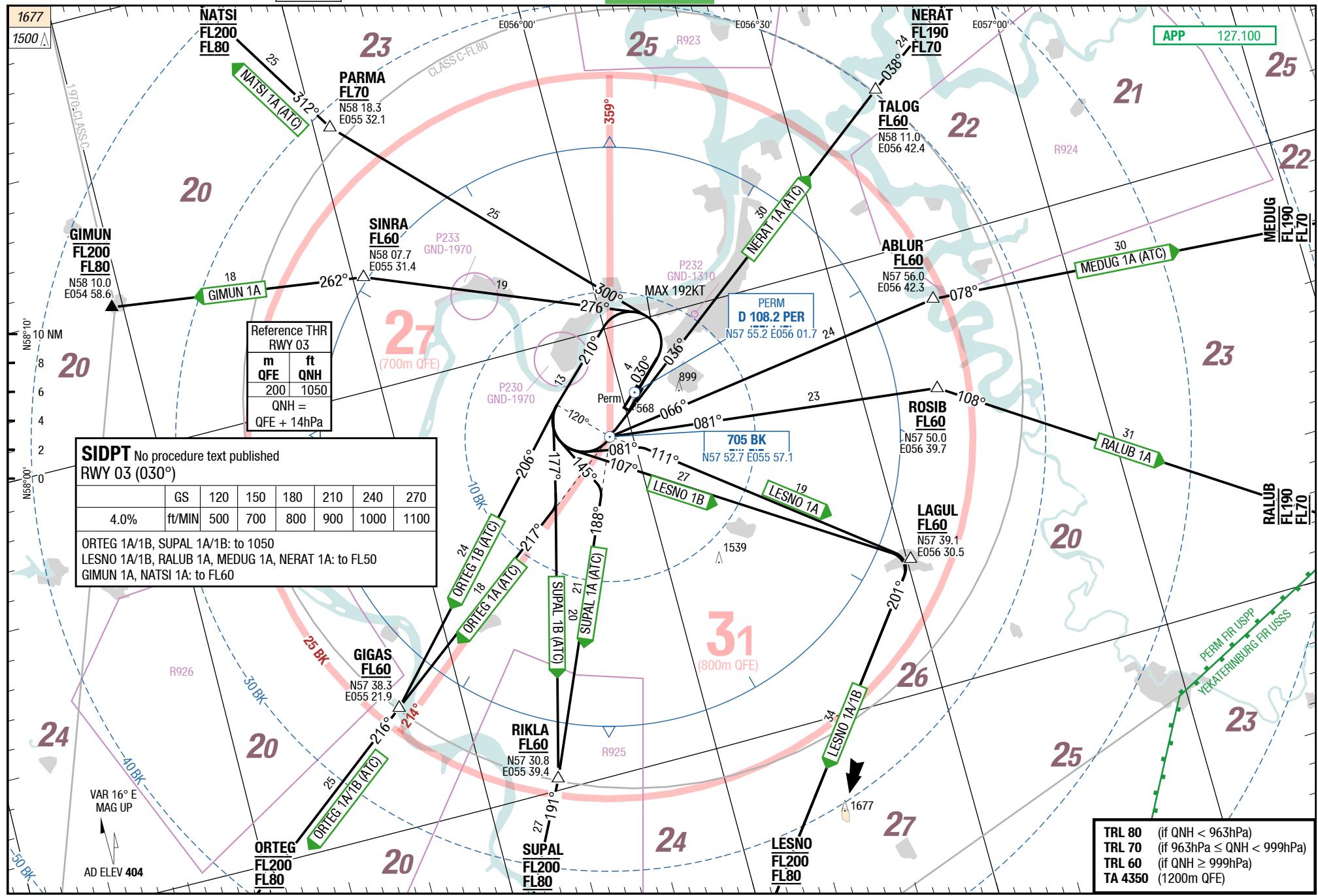
-40

SIDs RWY 03 (Radar)

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S/D

SIDs RWY 03 (Radar)



Changes: MSA, MGA, ASP, OBST, DIST, VAR

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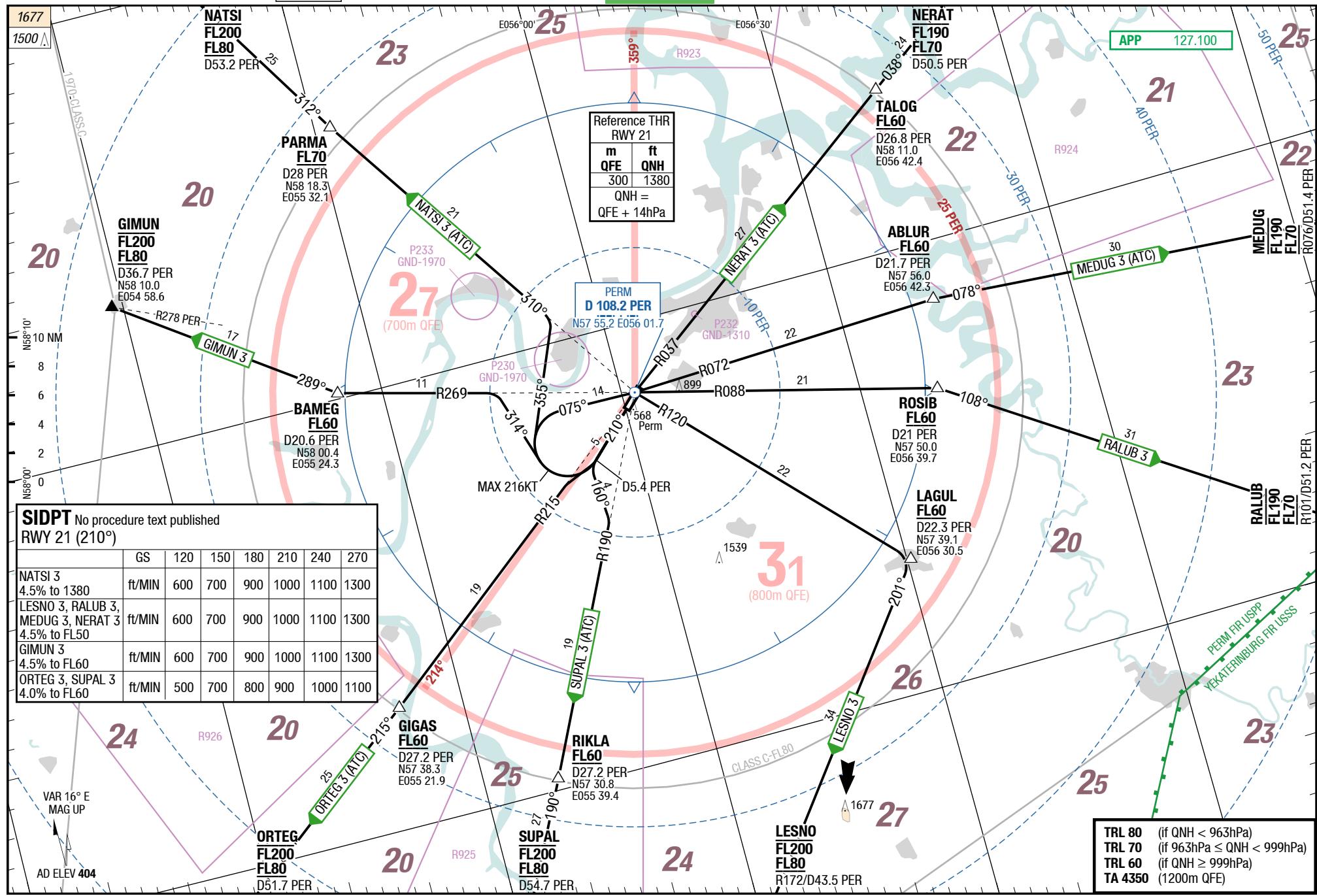


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SIDs RWY 21

4-50



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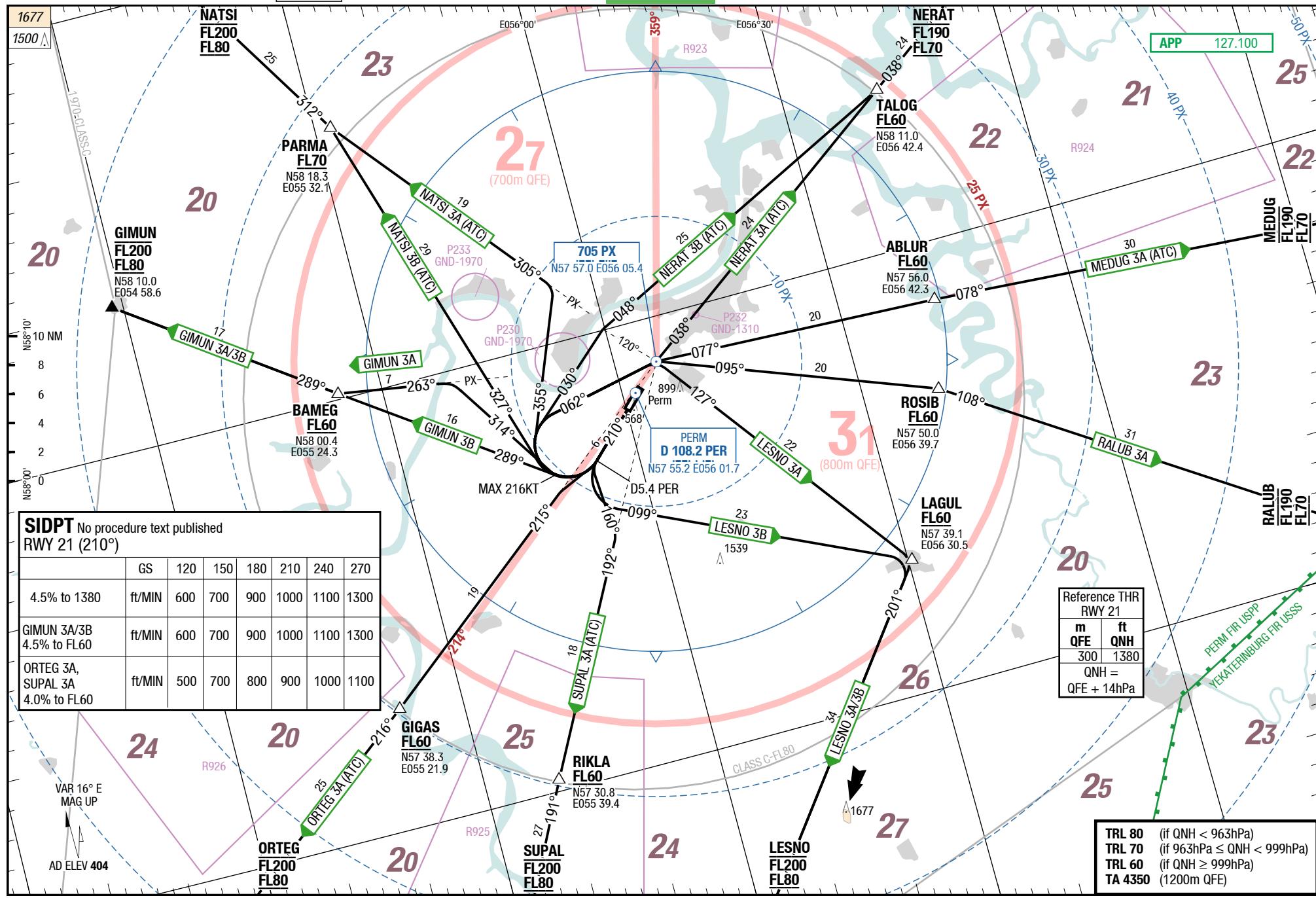
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4-60

SIDs RWY 21 (Radar)

SID SID



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5-10

RNAV SIDs RWY 03

SIDPT

GIMUN 1G / LESNO 1G / MEDUG 1D / MEDUG 1G / NATSI 1G / NERAT 1G / ORTEG 1G / RALUB 1D

RWY 03 (030°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
Runway 03		
GIMUN 1G 4.0% to FL60 127.100	PP119 [K192-] - PP117 - SINRA - GIMUN	PP119 MNM 1050 SINRA MNM FL60 GIMUN between FL80 and FL200
LESNO 1G 4.5% to FL50 127.100	PP119 [K192-] - PP115 [K216-] - PP113 - LAGUL - LESNO	PP119 MNM 1050 LAGUL MNM FL60 LESNO between FL80 and FL200
MEDUG 1D (ATC) 4.5% to FL50 127.100	PP119 [K192-] - PP115 [K216-] - PP114 - ABLUR -MEDUG	PP119 MNM 1050 PP114 MNM FL50 ABLUR MNM FL60 MEDUG between FL70 and FL190
MEDUG 1G (ATC) 4.5% to FL50 127.100	PP119 [K192-] - PP115 [K216-] - PP114 - PP111 - ABLUR - MEDUG	PP119 MNM 1050 PP114 MNM FL50 ABLUR MNM FL60 MEDUG between FL70 and FL190
NATSI 1G (ATC) 4.0% to FL60 127.100	PP119 [K192-] - PP118 - PARMA - NATSI	PP119 MNM 1050 PARMA MNM FL70 NATSI between FL80 and FL200
NERAT 1G (ATC) 4.5% to FL50 127.100	PP119 [K192-] - PP115 [K216-] - PP114 - PP111 - PP112 - TALOG - NERAT	PP119 MNM 1050 PP114 MNM FL50 TALOG MNM FL60 NERAT between FL70 and FL190
ORTEG 1G (ATC) 4.0% to 1050 127.100	PP119 [K192-] - PP115 - GIGAS - ORTEG	PP119 MNM 1050 GIGAS MNM FL60 ORTEG between FL80 and FL200
RALUB 1D 4.5% to FL50 127.100	PP119 [K192-] - PP115 [K216-] - PP113 - ROSIB - RALUB	PP119 MNM 1050 ROSIB MNM FL60 RALUB between FL70 and FL190

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SIDPT

RALUB 1G / SUPAL 1G

RWY 03 (030°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
RALUB 1G 4.5% to FL50 127.100	PP119 [K192-] - PP115 [K216-] - PP114 - ROSIB - RALUB	PP119 MNM 1050 PP114 at FL50 ROSIB MNM FL60 RALUB between FL70 and FL190
SUPAL 1G (ATC) 4.0% to 1050 127.100	PP119 [K192-] - PP115 - RIKLA - SUPAL	PP119 MNM 1050 RIKLA MNM FL60 SUPAL between FL80 and FL200

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SIDPT

GIMUN 3G / LESNO 3D / LESNO 3G / MEDUG 3G / NATSI 3G / NERAT 3G / ORTEG 3G / RALUB 3G
RWY 21 (210°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
Runway 21		
GIMUN 3G 4.5% to FL60 127.100	PP411 [K216-] - BAMEG - GIMUN	PP411 MNM 1380 BAMEG MNM FL60 GIMUN between FL80 and FL200
LESNO 3D 4.5% to 1380 127.100	PP411 [K216-] - LAGUL - LESNO	PP411 MNM 1380 LAGUL MNM FL60 LESNO between FL80 and FL200
LESNO 3G 4.5% to 1380 127.100	PP411 [K216-] - PP414 - LAGUL - LESNO	PP411 MNM 1380 LAGUL MNM FL60 LESNO between FL80 and FL200
MEDUG 3G (ATC) 4.5% to 1380 127.100	PP411 [K216-] - PP414 - ABLUR - MEDUG	PP411 MNM 1380 ABLUR MNM FL60 MEDUG between FL70 and FL190
NATSI 3G (ATC) 4.5% to 1380 127.100	PP411 [K216-] - PARMA - NATSI	P411 MNM 1380 PARMA MNM FL70 NATSI between FL80 and FL200
NERAT 3G (ATC) 4.5% to 1380 127.100	PP411 [K216-] - PP412 - TALOG - NERAT	P411 MNM 1380 TALOG MNM FL60 NERAT between FL70 and FL190
ORTEG 3G (ATC) 4.0% to FL60 127.100	PP411 - GIGAS - ORTEG	PP411 MNM 1380 GIGAS MNM FL60 ORTEG between FL80 and FL200
RALUB 3G 4.5% to 1380 127.100	PP411 [K216-] - PP414 - ROSIB - RALUB	PP411 MNM 1380 ROSIB MNM FL60 RALUB between FL70 and FL190

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SIDPT

SUPAL 3G

RWY 21 (210°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
SUPAL 3G (ATC) 4.0% to FL60 127.100	PP411 - RIKLA - SUPAL	PP411 MNM 1380 RIKLA MNM FL60 SUPAL between FL80 and FL200

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RNAV STARs RWY 21

6-10

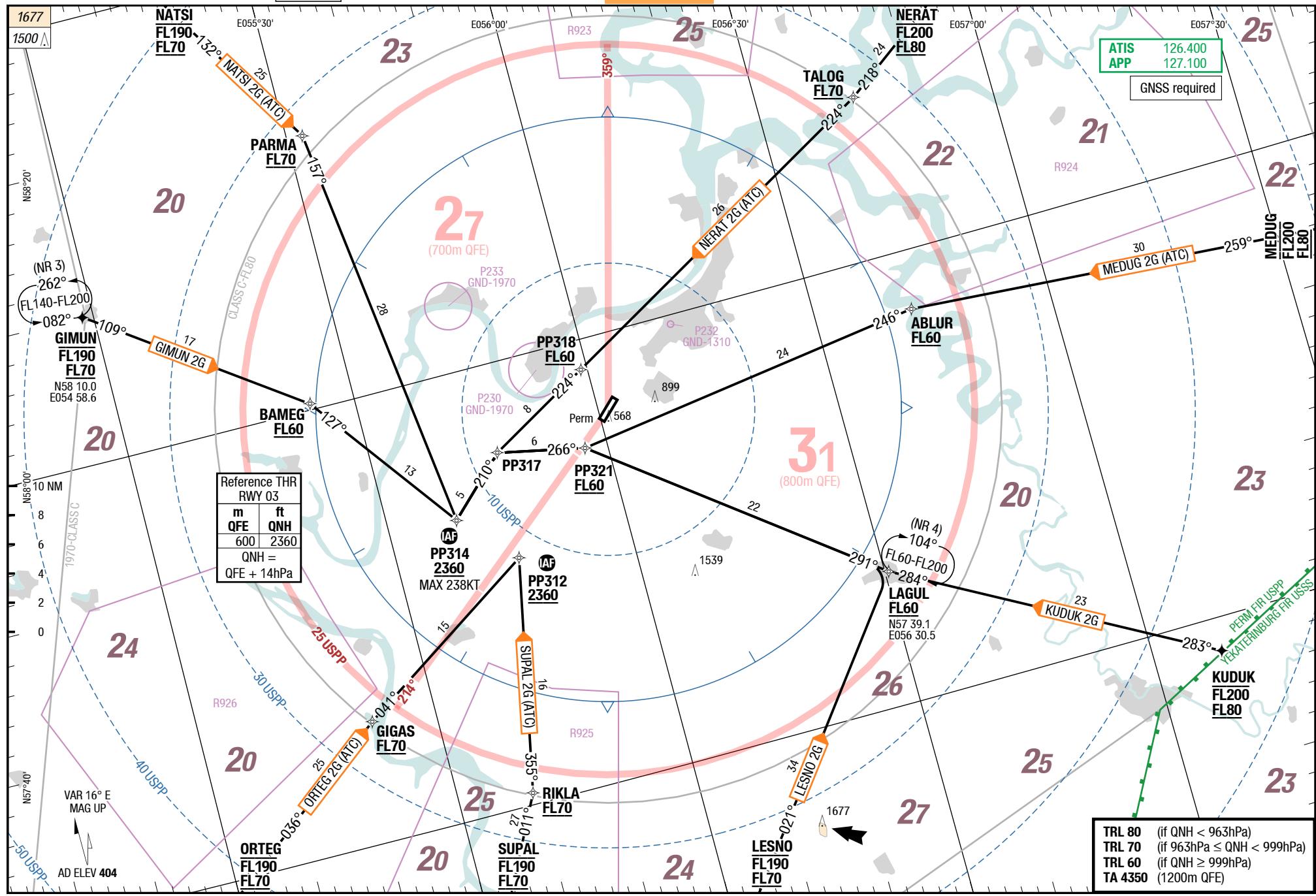
RNAV STARs RWY 03

STAR

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RNAV STARs RWY 03



Changes: Track, MGA, MSA, ASP, SUAs, VAR, OBST

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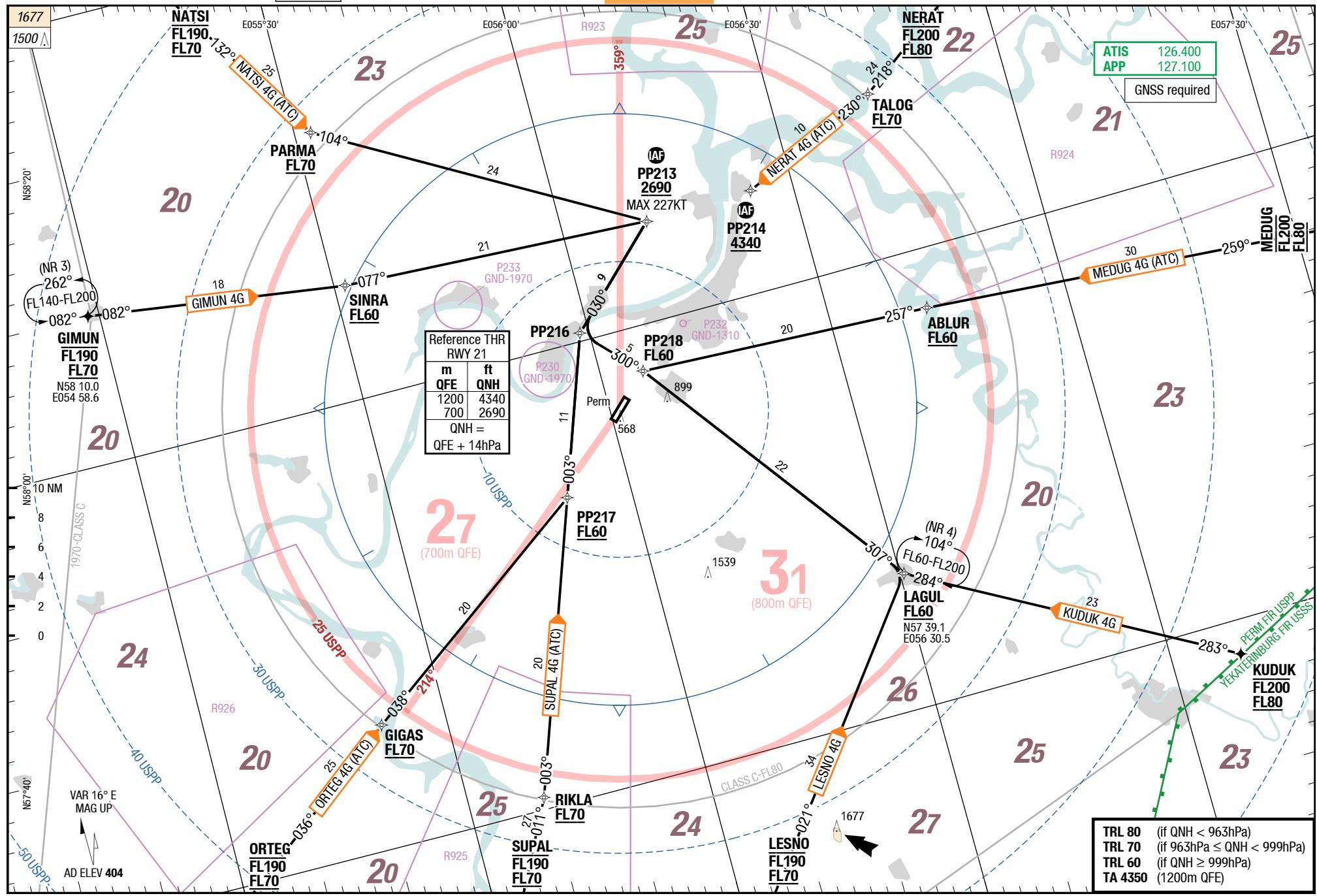
6-20

RNAV STARs RWY 21

31A

SIAR

RNAV STARs RWY 21



Changes: Track, MGA, MSA, ASP, VAR, SUAs, OBST

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STARs RWY 03 (VOR)

6-30

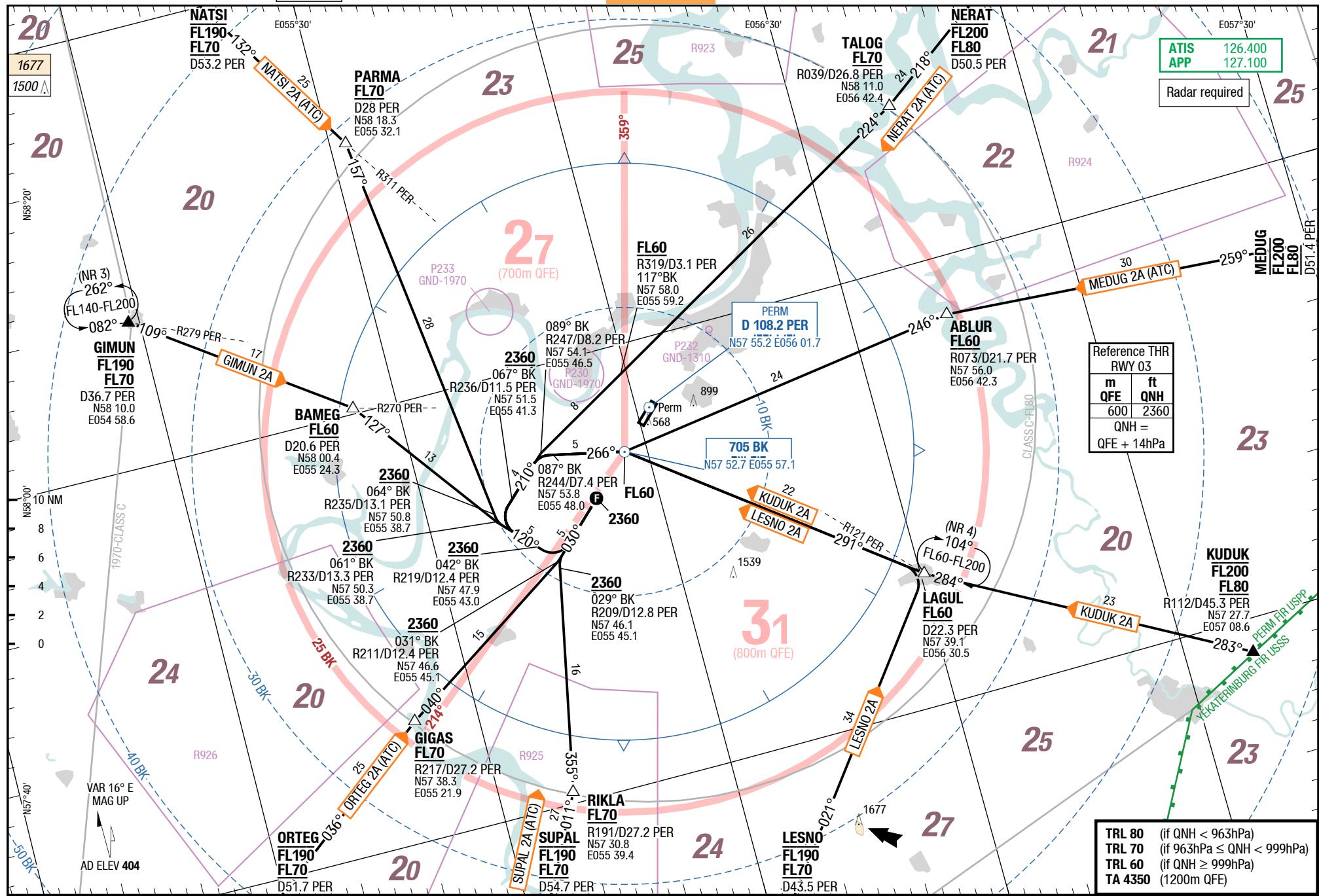
STARs RWY 03

STAR

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STARs RWY 03



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6-40

STARs RWY 03 (VOR)

SIAR

SIAR

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Reference THR RWY 03

m	ft
QFE	QNH
1200	4330
QNH = QFE + 14hPa	

TRL 80 (if QNH < 963hPa)
TRL 70 (if 963hPa ≤ QNH < 999hPa)
TRL 60 (if QNH ≥ 999hPa)
TA 4350 (1200m QFE)

ATIS APP
126.400
127.100

Changes: MGA, MSA, Track, ASP, VAR, SUAs, OBST

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STARs RWY 21

6-50

STARs RWY 03 (NDB)

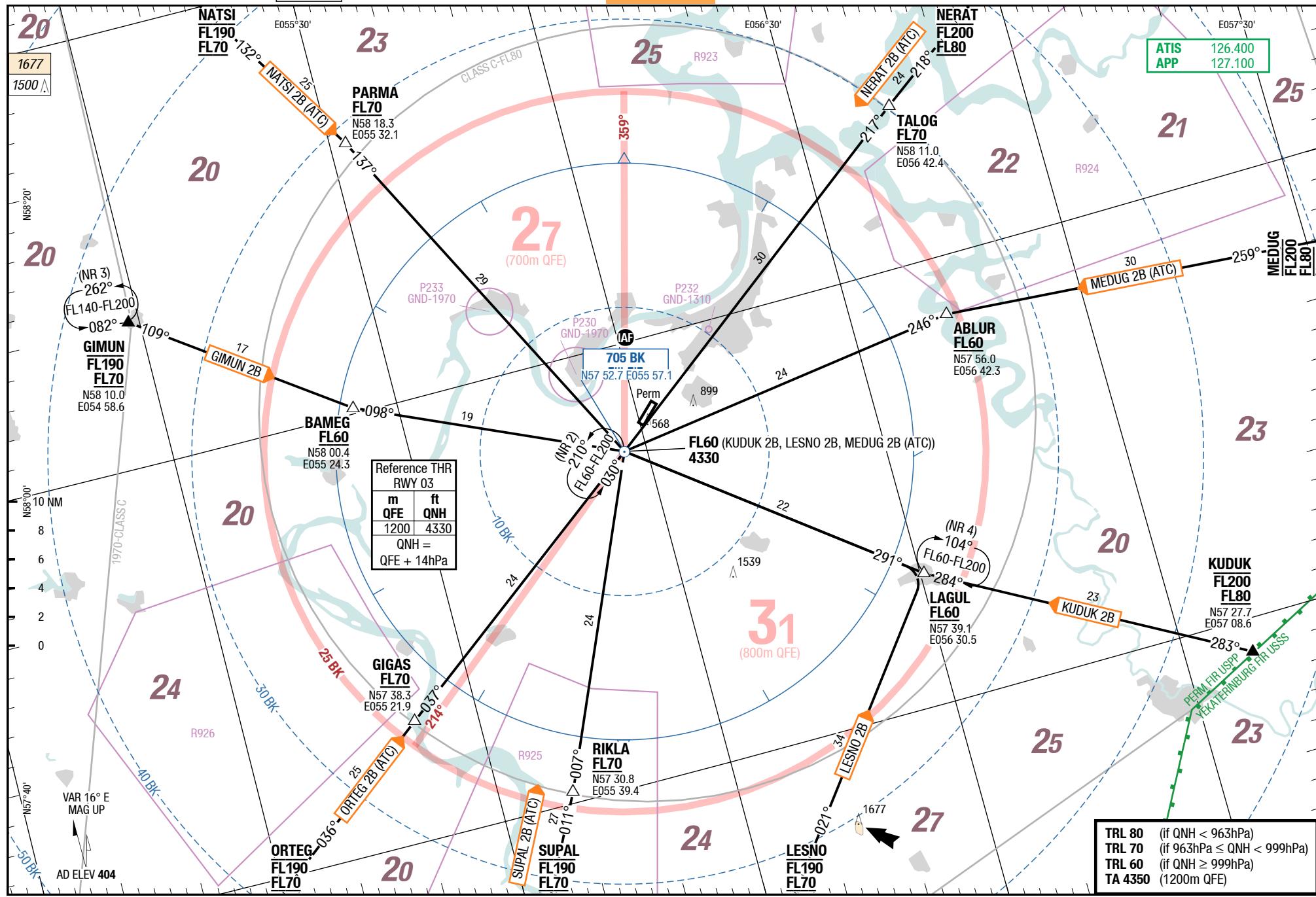
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STARs RWY 21

STARs RWY 03 (NDB)



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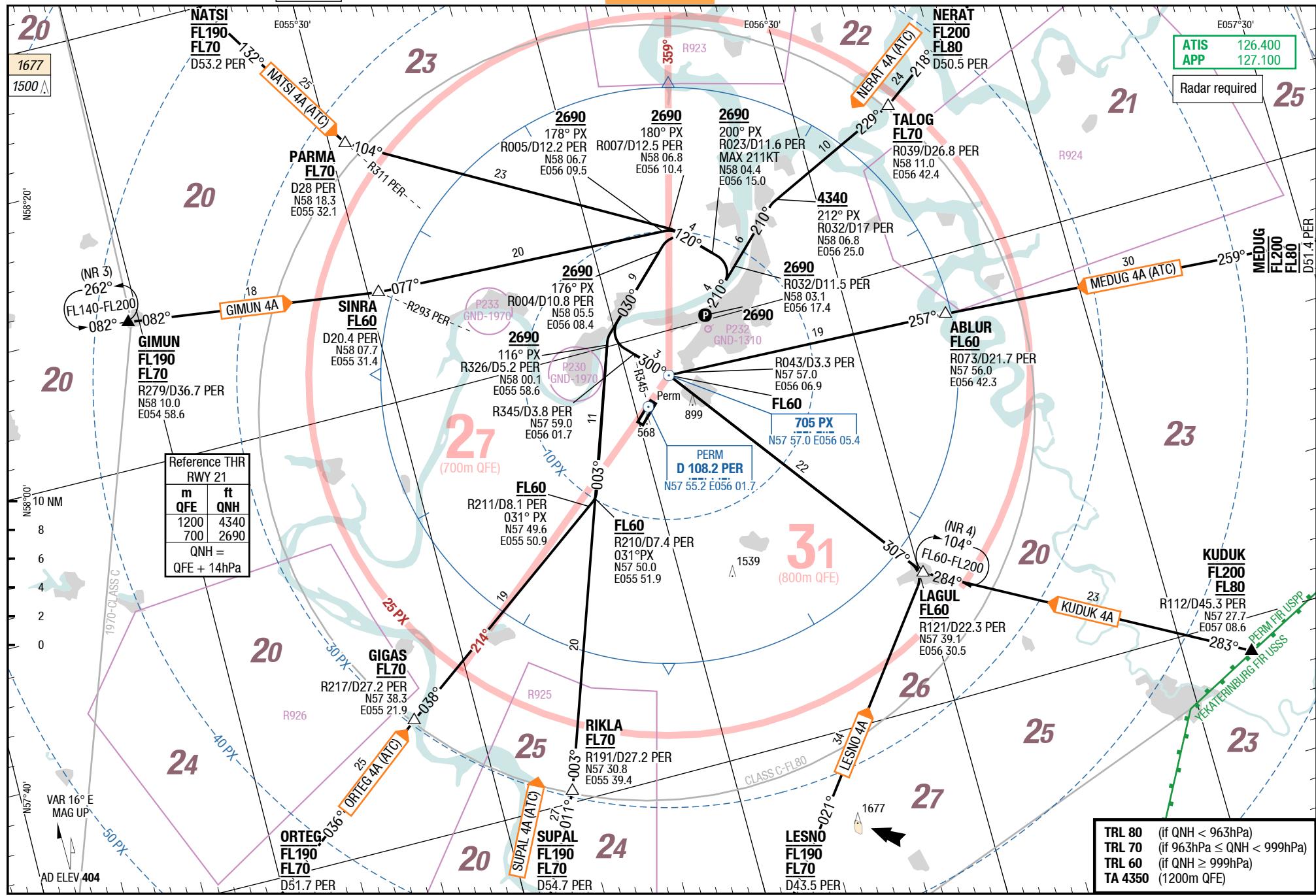
6-60

STARs RWY 21

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STARs RWY 21



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STARs RWY 21 (NDB)

6-70

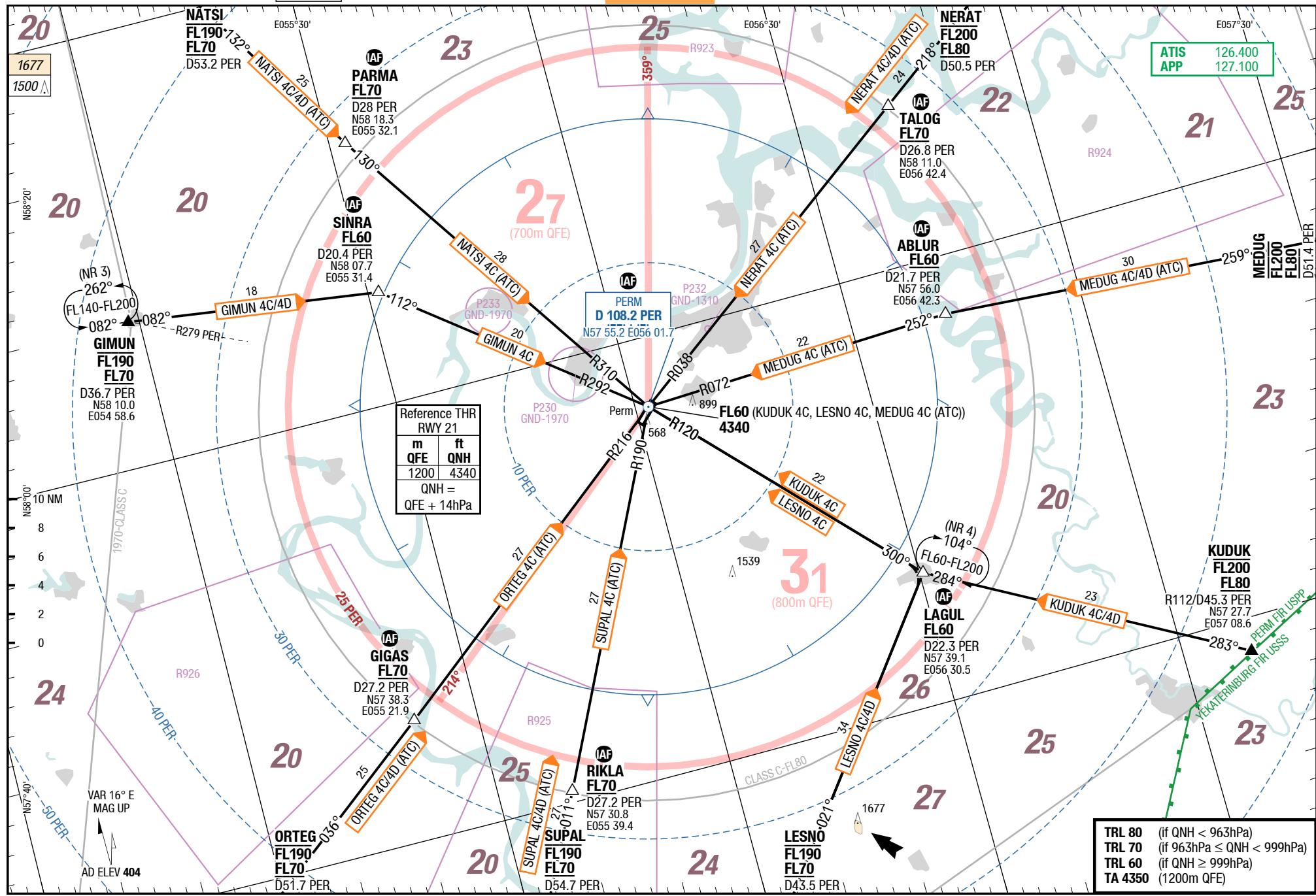
STARs RWY 21 (VOR)

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STARs RWY 21 (VOR)



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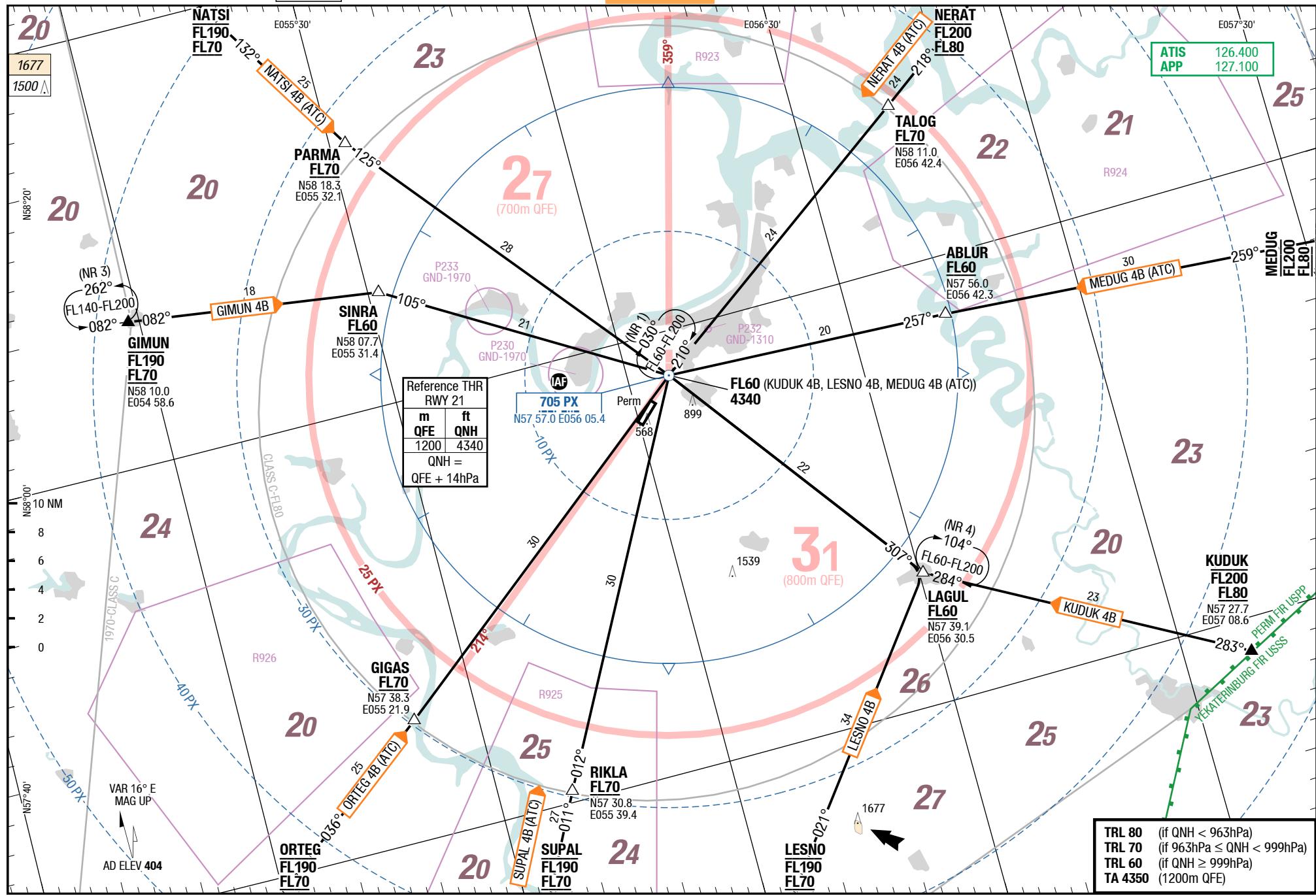
6-80

STARs RWY 21 (NDB)

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STARs RWY 21 (NDB)



Changes: Track, MGA, MSA, ASP, VAR, SUAs, OBST

Effective 26-APR-2018

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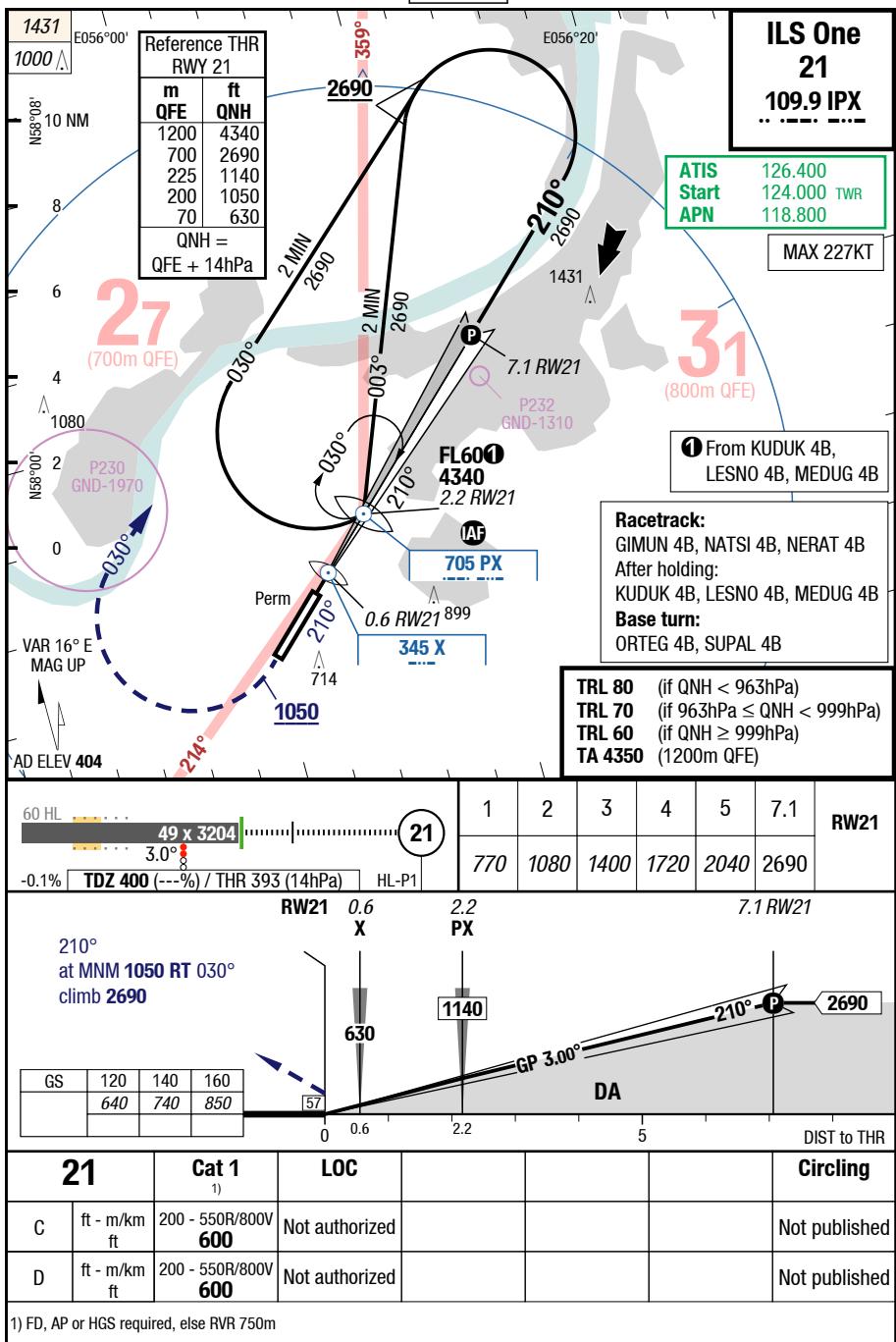
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7-10

ILS One 21

IAC



Changes: APL, FAT, Track, MSA, OBST, VAR, SUAs, TCH

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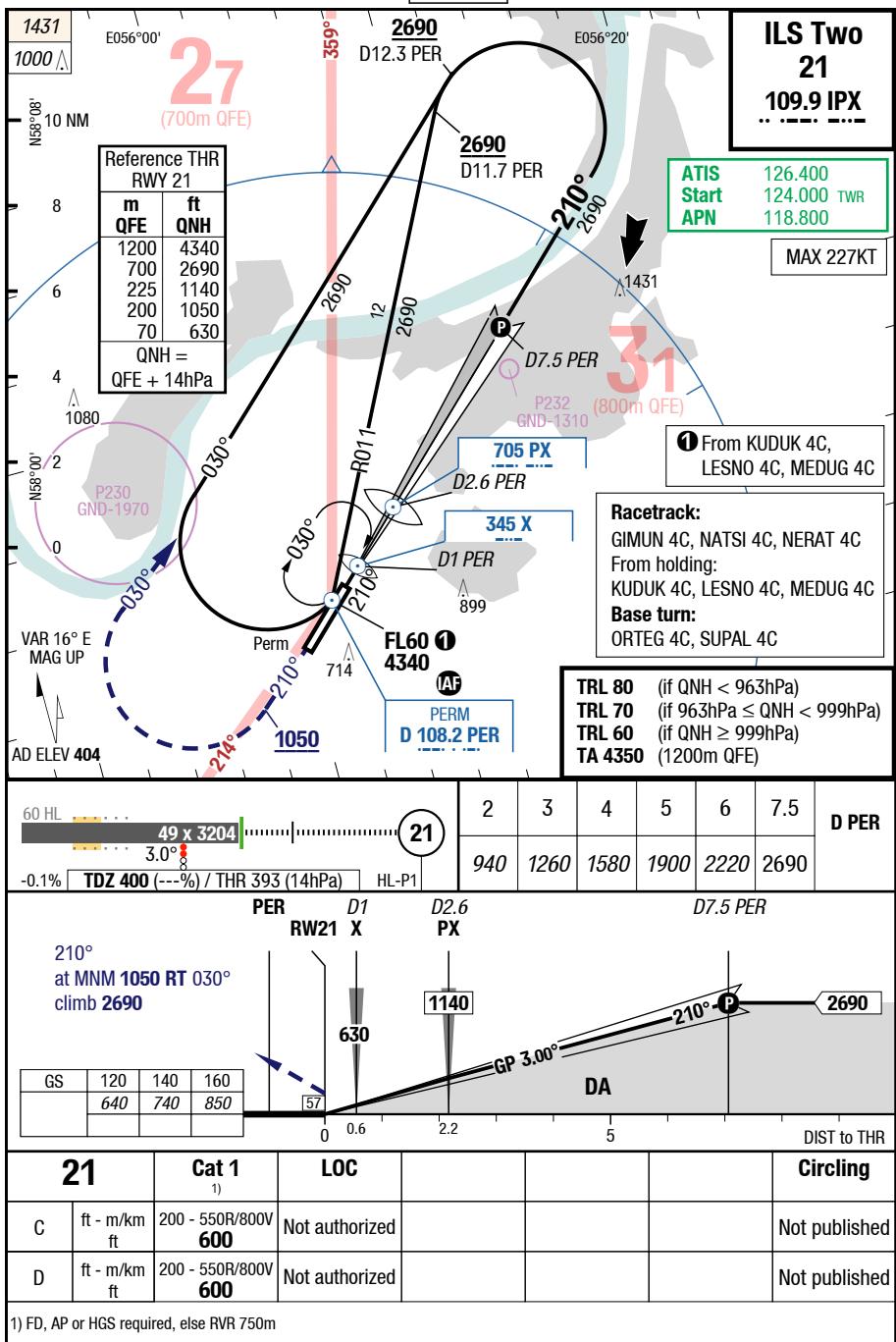
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7-20

ILS Two 21

IAC



Changes: FAT, Track, APL, MSA, OBST, SUAs, VAR, TCH

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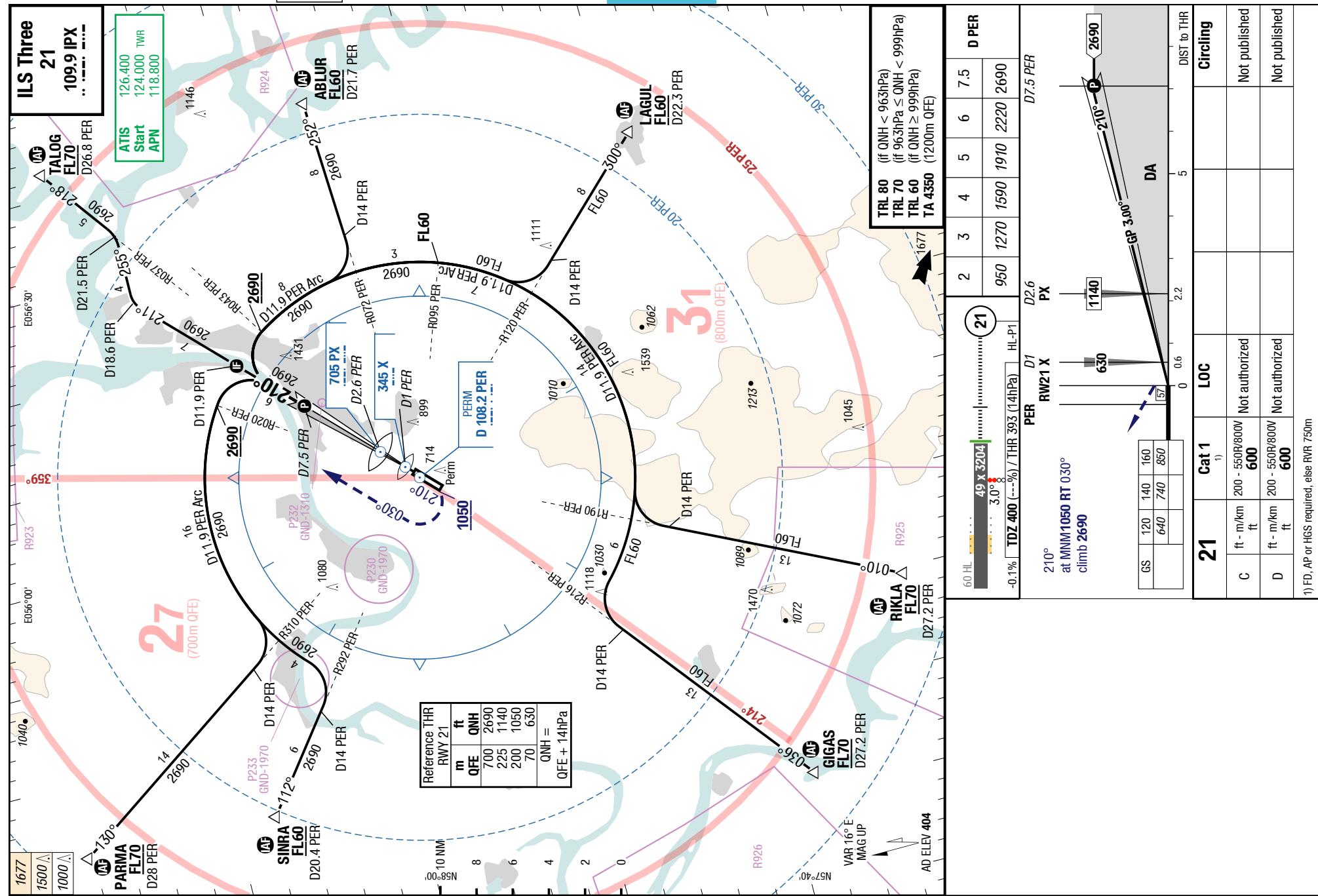
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ILS Three 21

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ILS Three 21



Changes: APL, FAT, Track, MSA, VAR, OBST, TCH

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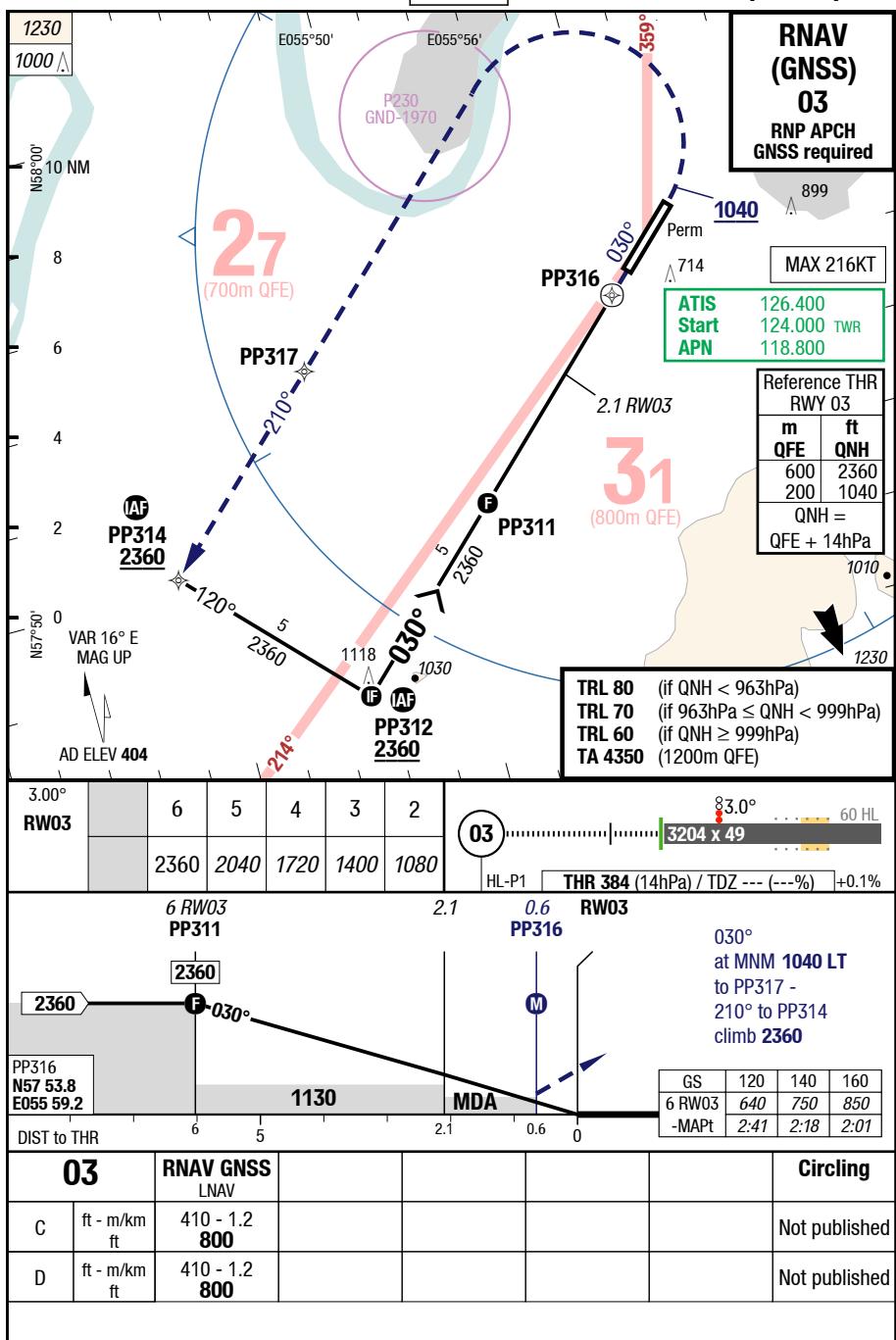
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RNAV (GNSS) 03

IAC



Changes: APL, Track, ALT, MSA, SUAs, VAR, Editorial

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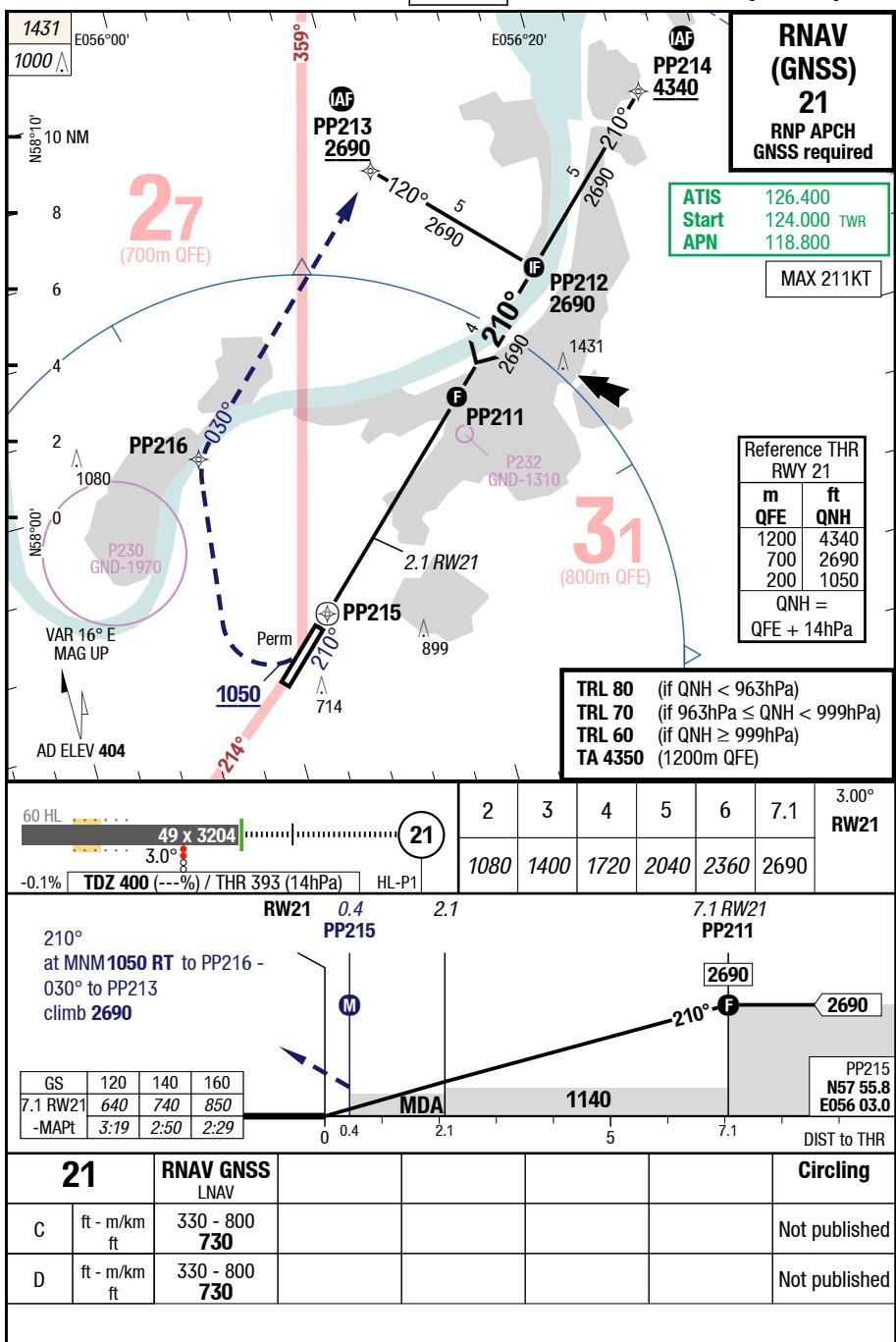
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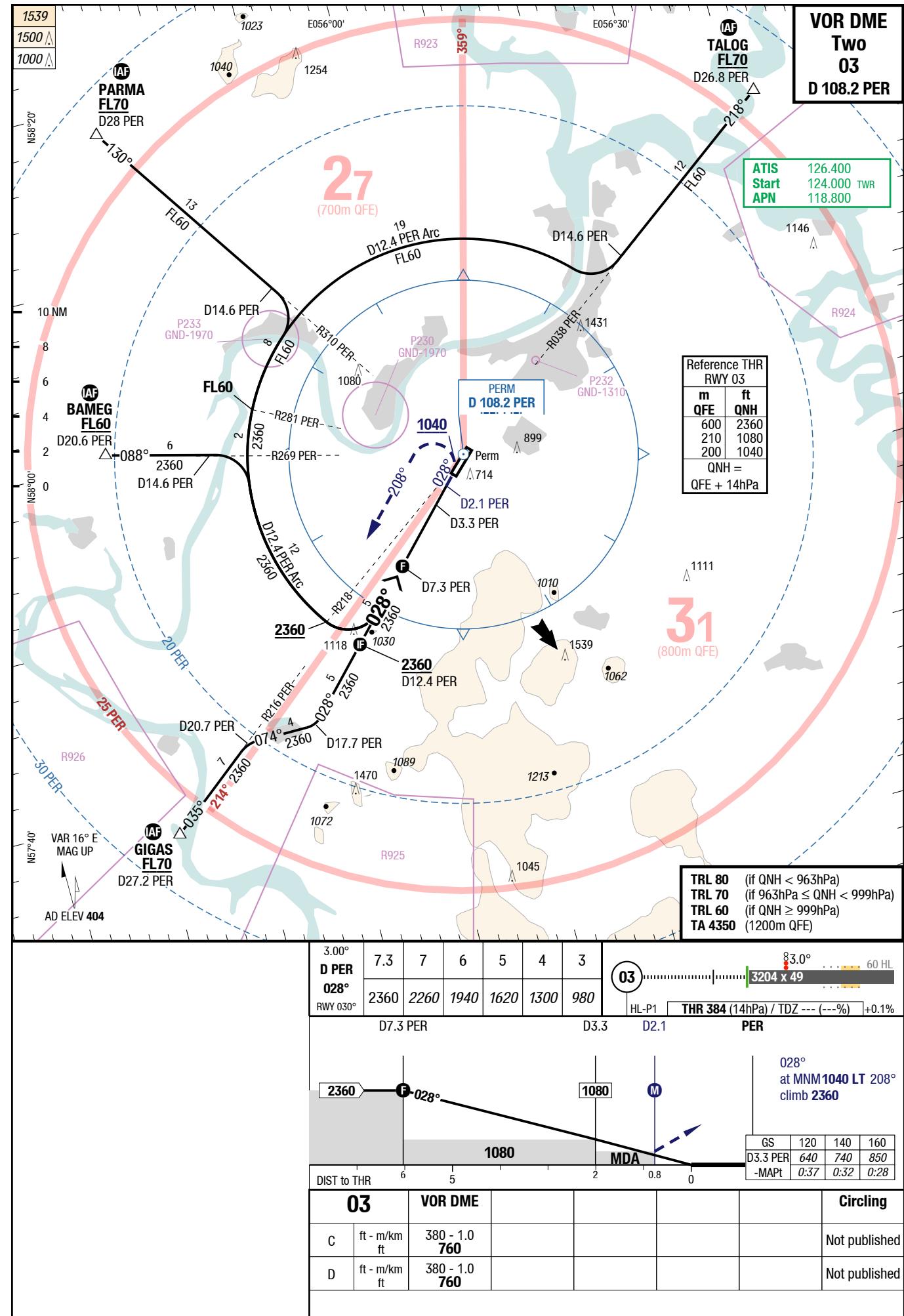
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RNAV (GNSS) 21

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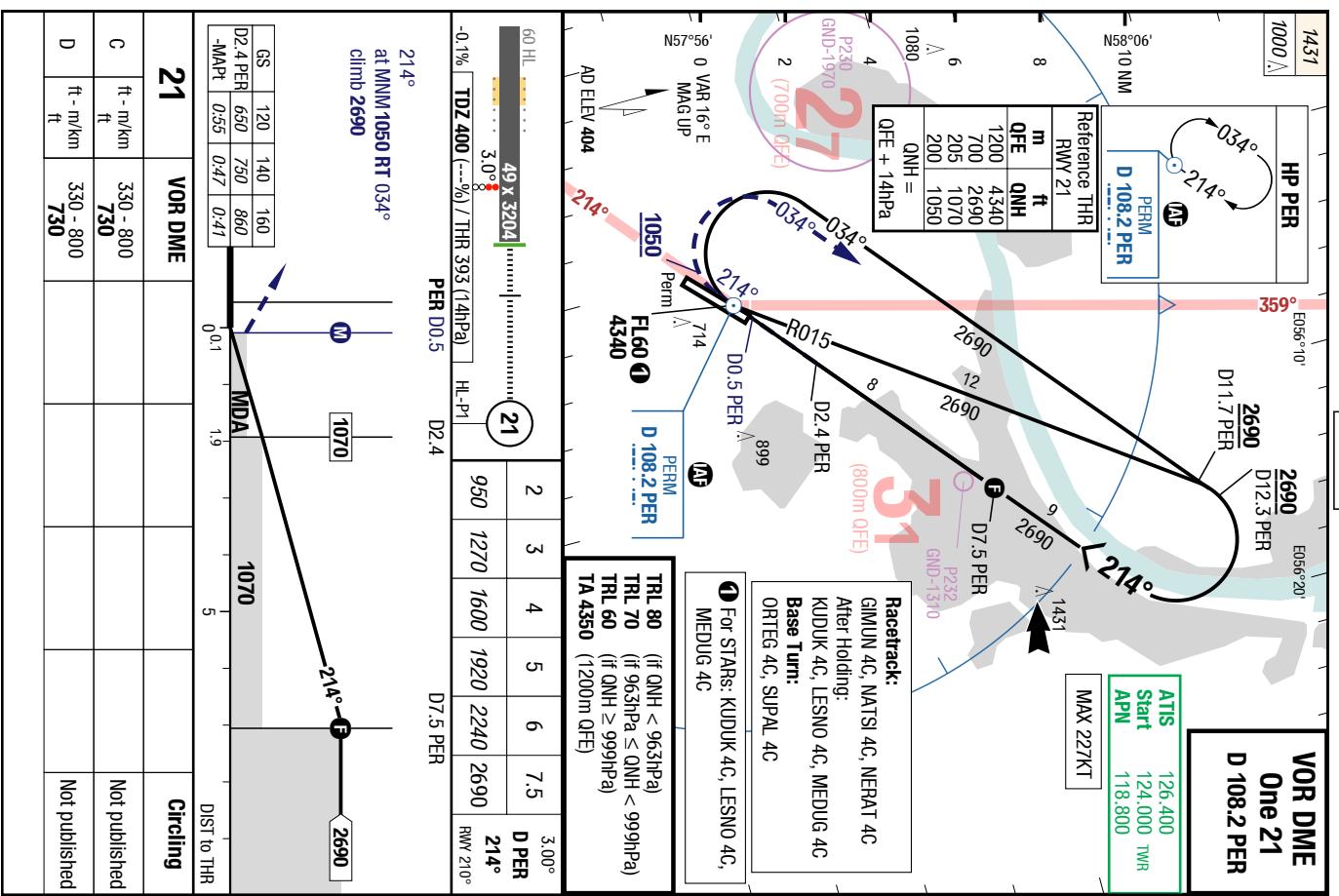
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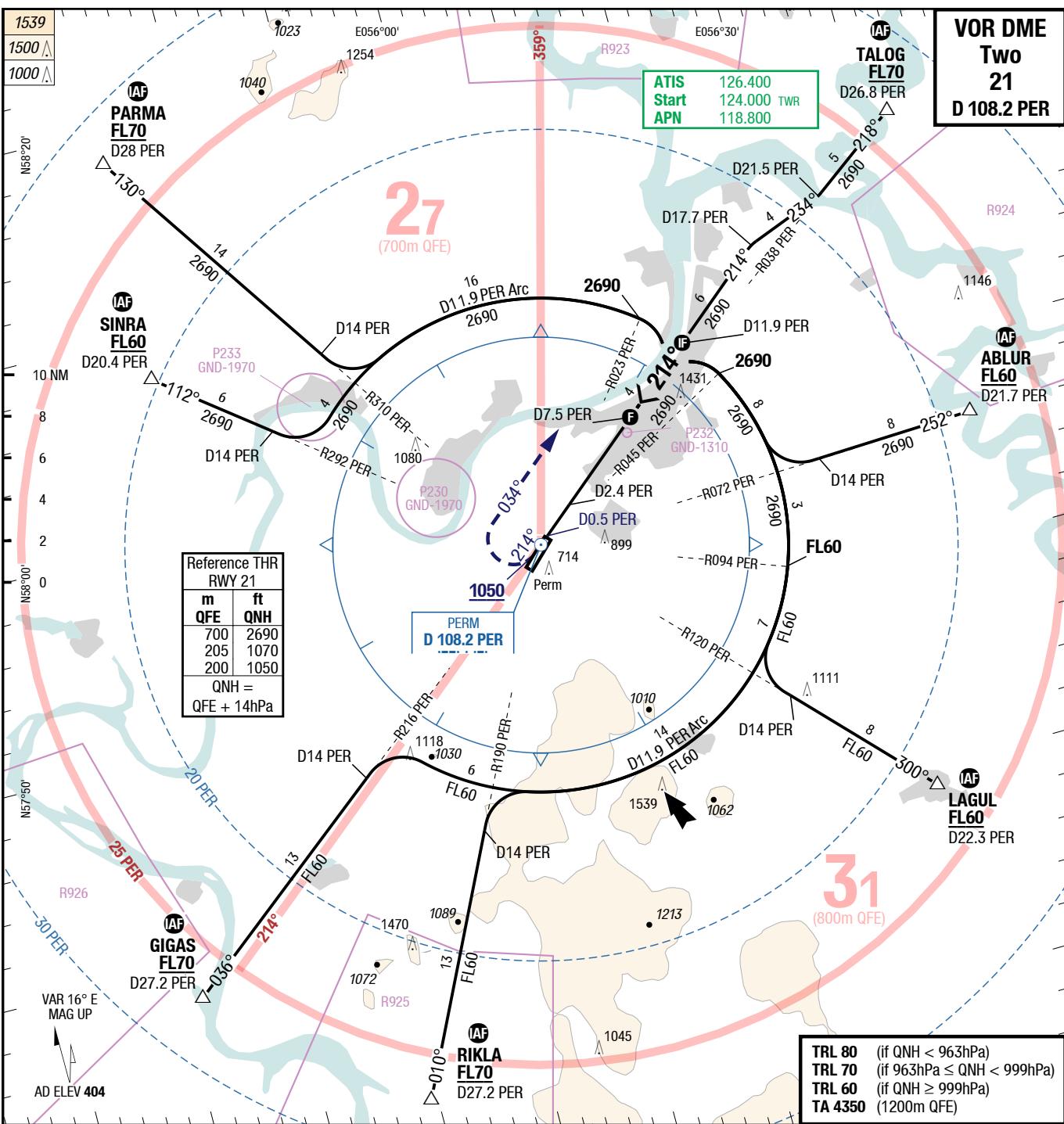
VOR DME One 21

VOR DME One 21



VOR DME Two 21
D 108.2 PER

Changes: APL, FAT, Track, MSA, VAR, OBST, OFU, SUAs



21	2	3	4	5	6	7.5	3.00° D PER 214° RWY 21°
	950	1270	1600	1920	2240	2690	

PER D0.5 D2.4 D7.5 PER

214° at MNM 1050 RT 034° climb 2690

GS	120	140	160
D2.4 PER	640	740	850
-MAPT	0.55	0.47	0.41

0.1 1.9 5 DIST to THR

M 1070 MDA 1070 214° 2690

21 VOR DME Circling

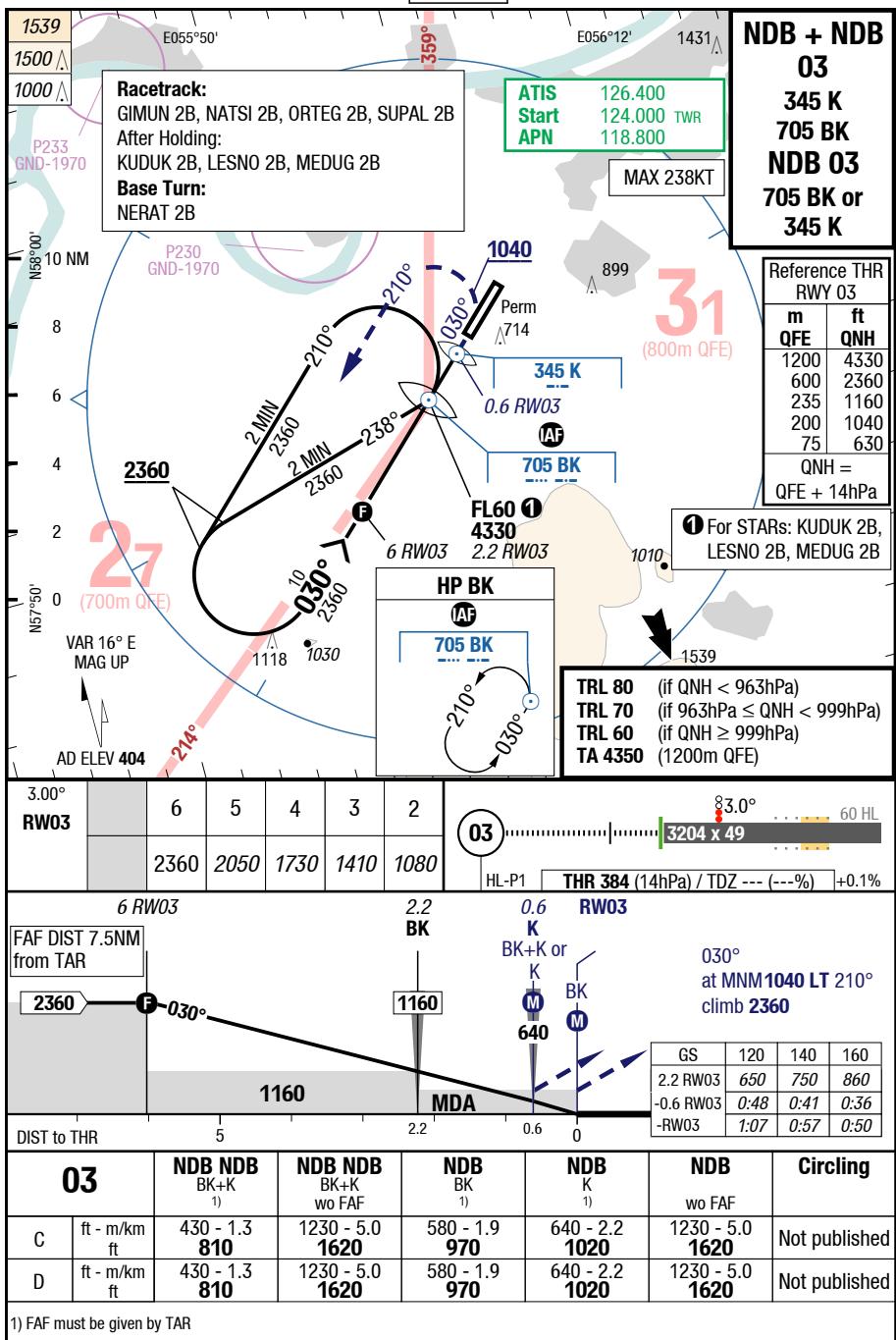
C ft - m/km ft 330 - 800 730 Not published

D ft - m/km ft 330 - 800 730 Not published

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7-110

NDB + NDB 03 / NDB 03



Changes: APL, FAT, Track, MSA, VAR, SUAs, OBST

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19-APR-2018

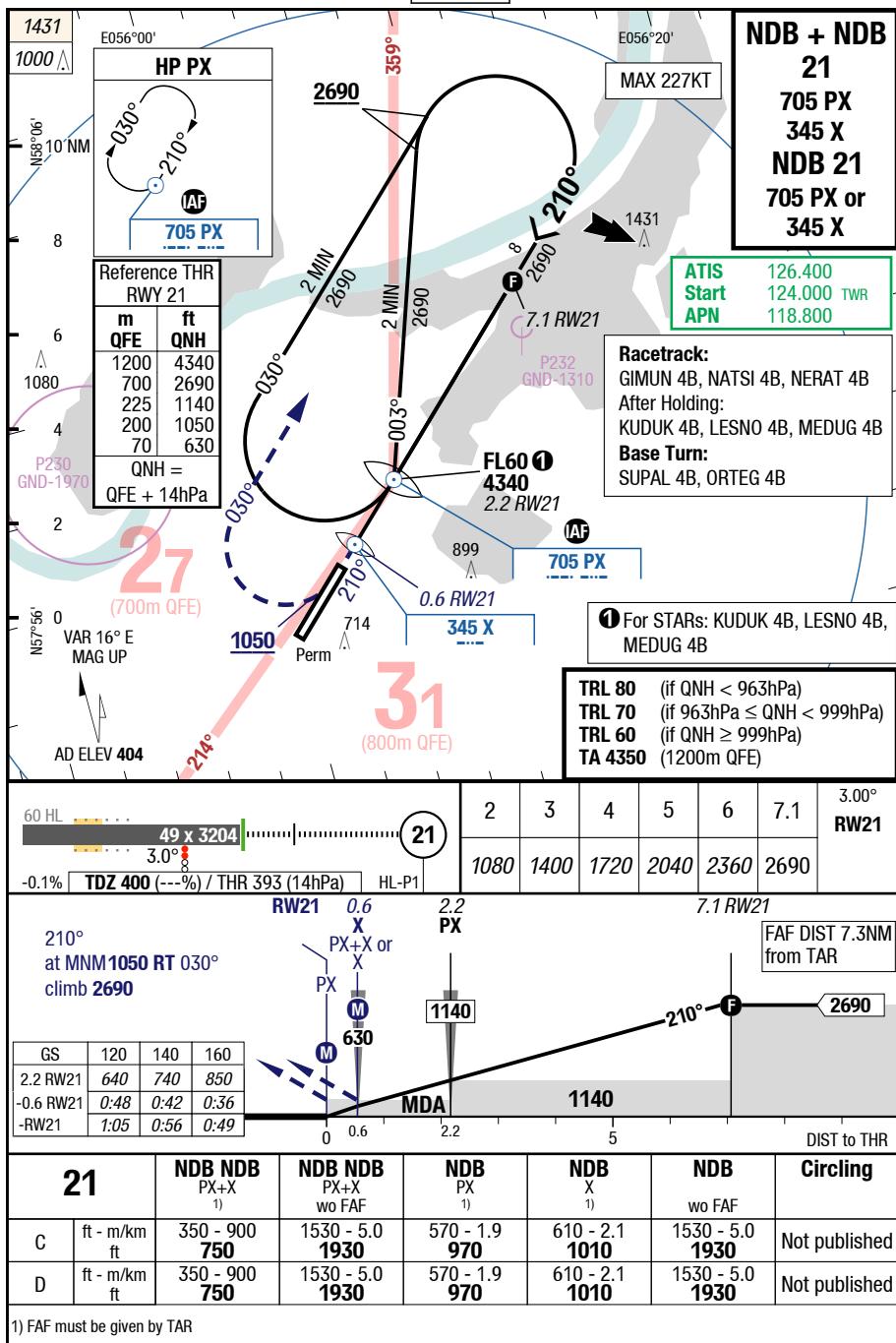
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7-120

NDB + NDB 21 / NDB 21

IAC



Changes: APL, FAT, Track, MSA, VAR, OBST

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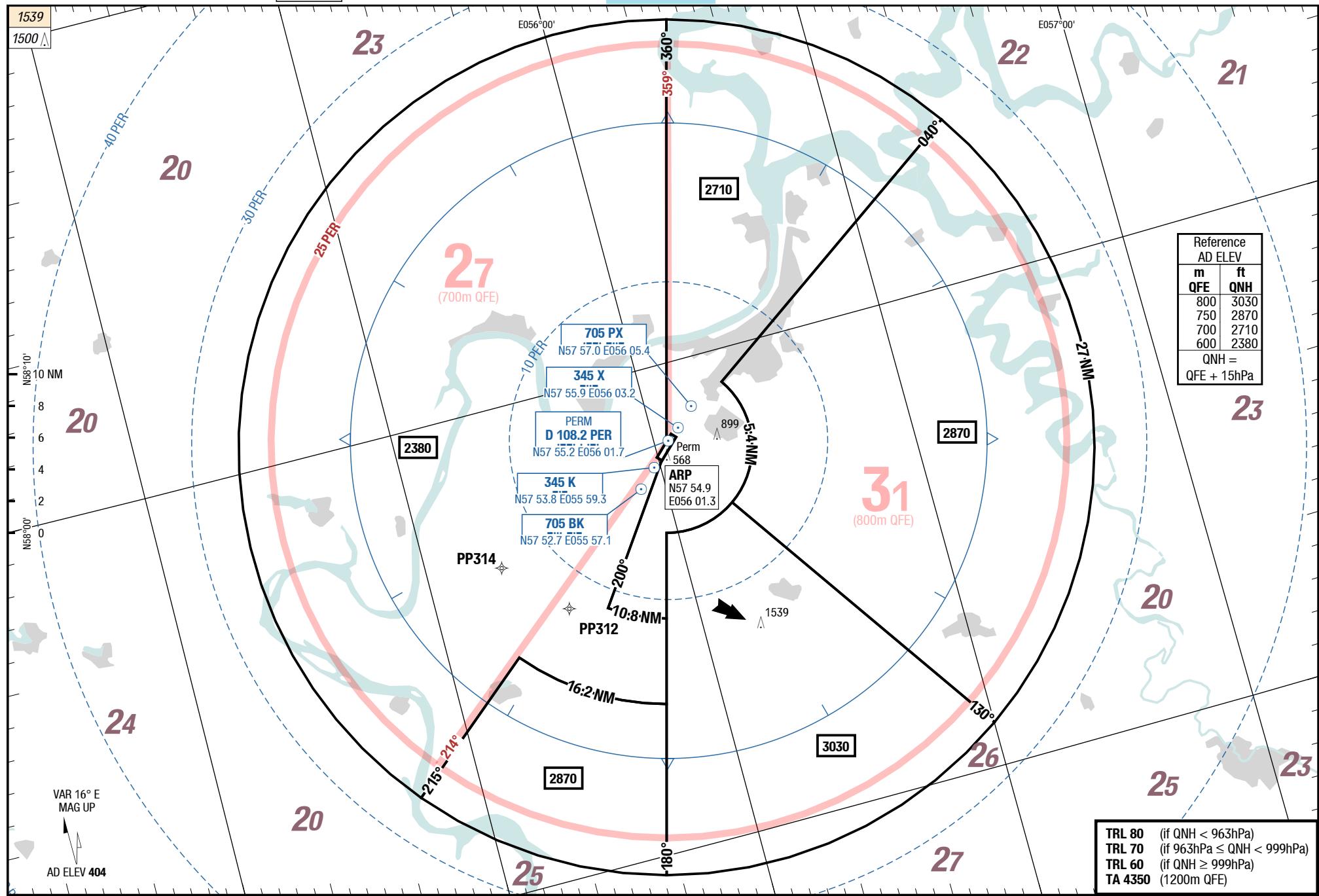
3-10

MRC

MRC

MRC

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Changes: MGA, MSA, VAR