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Terminal Charts For ULLI
Revision Letter For Cycle 09-2019
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General Information

Location: ST PETERSBURG RUS
ICAO/IATA: ULLI / LED
Lat/Long: N59° 48.0', E030° 15.7'
Elevation: 79 ft

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

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

Sunrise: 0136 Z
Sunset: 1815 Z

Runway Information

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

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

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

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

Communication Information

ATIS: 127.300

ATIS: 127.400 Non-English

Pulkovo Tower: 118.100

Pulkovo Tower: 118.700

Pulkovo Tower: 128.000 Secondary

Pulkovo Tower: 129.000 Secondary

Pulkovo Tower: 133.500

Pulkovo Ground: 121.700

Pulkovo Ground: 128.000 Secondary

Pulkovo Ground: 129.000 Secondary

Pulkovo Ramp/Taxi: 119.000

Pulkovo Apron Ramp/Taxi: 120.900

Pulkovo Clearance Delivery: 129.000 Secondary

Pulkovo Clearance Delivery: 128.000 Secondary

Pulkovo Clearance Delivery: 121.900

Petersburg Approach: 129.000 Secondary

Petersburg Approach: 128.000 Secondary

Petersburg Approach: 125.200

Petersburg Approach: 119.300

Sankt-Petersburg Control Terminal Control Area: 126.000

Sankt-Petersburg Control Terminal Control Area: 132.000

Petersburg Control: 124.000

Petersburg Emergency: 123.100

Pulkovo Krug Radar: 129.000 Secondary

Pulkovo Krug Radar: 120.300

Pulkovo Krug Radar: 128.000 Secondary

Pulkovo Transit Operations: 131.800

ULLI/LED
PULKOVO

JEPPESEN

ST PETERSBURG, RUSSIA

12 APR 19

10-1P

Eff 25 Apr

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 127.3
127.4 (Russian)

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

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

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

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

LVP will be cancelled when RVR is 550m or more and ceiling is 60m or more by controller's decision.

1.2.2. STANDARD TAXI ROUTES OF ACFT OPERATING CAT III FLIGHTS

1.2.2.1. LANDING

The flight crew shall vacate RWY 10L:

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

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

The flight crew shall vacate RWY 28R:

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

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

ACFT taxiing to apron 3 must request a permission to cross RWY 10L/28R from Tower before the red stop bar with "28R CAT III" sign and the established DAY marking of Main TWY B. It is prohibited to cross the RWY during taxiing without Tower permission. RWY vacation shall be reported to Tower.

1.2.2.2. DEPARTURE

Taxiing on the apron and along TWY shall be carried out only after Follow-me car. After passing the red stop bar, the Follow-me car shall perform inspection of the RWY, by the permission of Tower, for the purpose of excluding the presence of unauthorized objects on it.

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

- From apron 1 shall be carried out by the permission of PULKOVO Ground after Follow-me car to TWY B5.

The flight crew shall changeover to Tower by the instruction of PULKOVO Ground and continue taxiing to red stop bar with "10L" sign.

- From apron 3 shall be carried out by the permission of PULKOVO Ground after Follow-me car onto TWY B1 for crossing RWY 10L/28R.

The flight crew shall changeover to Tower by the instruction of PULKOVO Ground for crossing the RWY.

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

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ST PETERSBURG, RUSSIA

12 APR 19

10-1P1

Eff 25 Apr

AIRPORT BRIEFING

1. GENERAL

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

- From apron 1 shall be carried out by the permission of PULKOVO Ground after Follow-me car to TWY B5 and then to the RIGHT along Main TWY B to red stop bar with "28R CAT III" sign.

The flight crew shall changeover to Tower by the instruction of PULKOVO Ground.

- From apron 3 shall be carried out by the permission of PULKOVO Ground after Follow-me car to TWY B1 to red stop bar with "28R" sign.

The flight crew shall changeover to Tower by the instruction of PULKOVO Ground.

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

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

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

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

During departure - the flight crew shall:

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

After landing - the flight crew shall:

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

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

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

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

1.4. RWY PROCEDURES

1.4.1. SIMULTANEOUS USE OF PARALLEL RWYs

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

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

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

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12 APR 19

10-1P2

Eff 25 Apr

AIRPORT BRIEFING

1. GENERAL**1.5. TAXI PROCEDURES**

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

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

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

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

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

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

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

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

and backwards.

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

1.6. PARKING INFORMATION

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

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

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

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

Stands 257 thru 260 available for helicopters.

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

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

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

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

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

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

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

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

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

Taxiing on apron 3 only after Follow-me car.

1.7. OTHER

Birds in the vicinity of APT.

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12 APR 19

10-1P3

Eff 25 Apr

AIRPORT BRIEFING

2. ARRIVAL**2.1. SPEED RESTRICTIONS**

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

2.2. NOISE ABATEMENT PROCEDURES**2.2.1. GENERAL**

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

2.2.2. APPROACH PHASE**Restrictions**

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

2.2.3. REVERSE THRUST

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

2.3. CAT II/III OPERATIONS

RWY 10R approved for CAT II operations, RWY 10L/28R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. TAXI PROCEDURE**2.4.1. STANDARD TAXI ROUTES**

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

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

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

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

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ST PETERSBURG, RUSSIA

12 APR 19

10-1P4

Eff 25 Apr

AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

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

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

“Holdover time will run out in 10 minutes”.

3.2. START-UP PROCEDURE

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

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

Outside of operation hours of PULKOVO Delivery obtain ATC clearance from Ground controller; request vectoring if unable RNAV.

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

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

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

Engine start-up positions:

On all taxi routes on apron and on stands:

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

Apron 2: On stands 261 thru 263.

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

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

Apron 5: On stands 500 thru 509.

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

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. GENERAL

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

3.3.2. TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall not be executed in following cases:

- Wind shear;
- Moderate turbulence;
- Icing.

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

Close to the Aerodrome

Pilots shall apply NADP1.

Restrictions

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

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ST PETERSBURG, RUSSIA

12 APR 19

10-1P5

Eff 25 Apr

AIRPORT BRIEFING

3. DEPARTURE**3.4. TAXI PROCEDURE**

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

3.4.1. STANDARD TAXI ROUTES

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

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

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

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

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

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

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

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

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

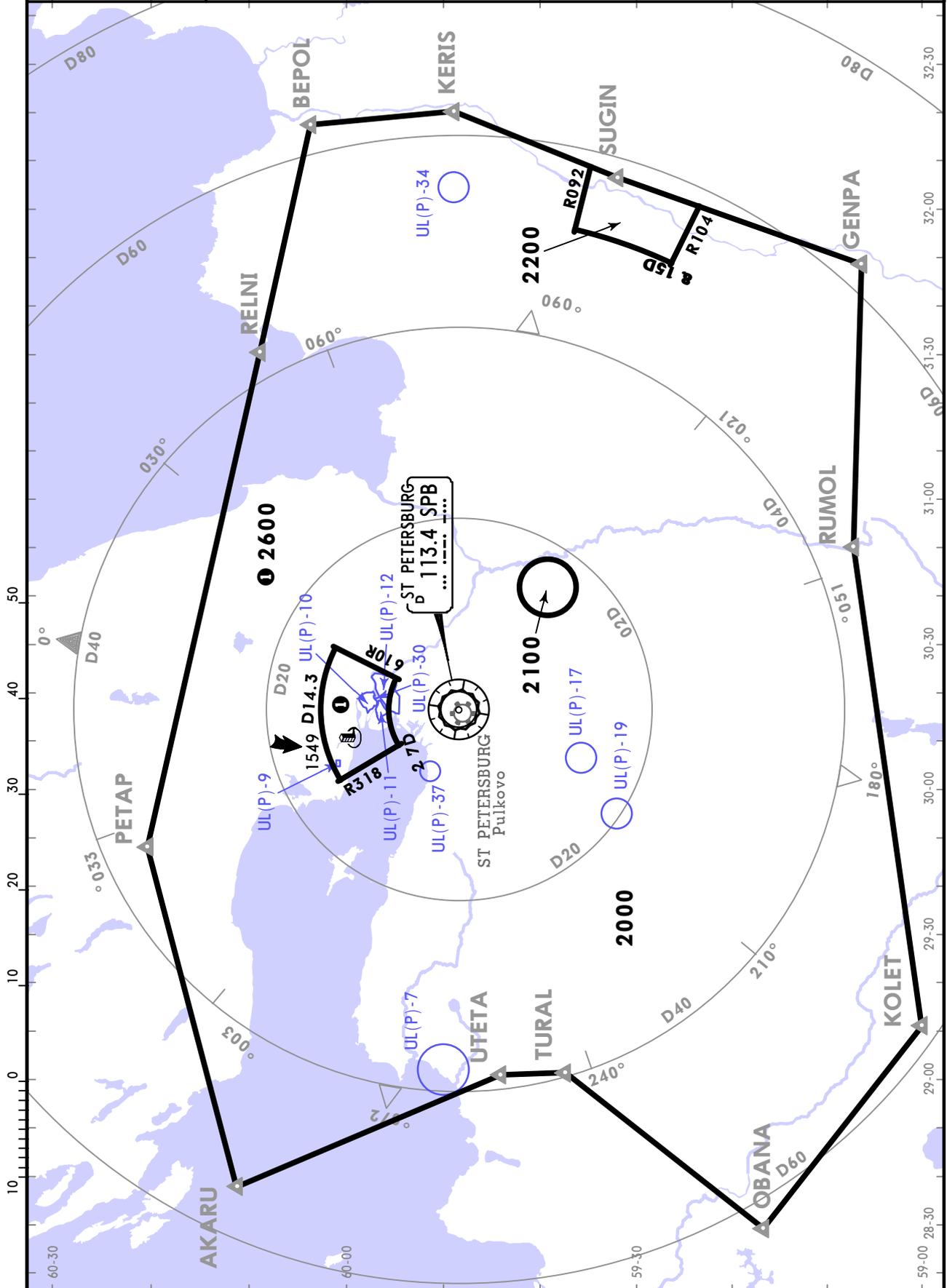
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JEPPESSEN ST PETERSBURG, RUSSIA
19 APR 19 **10-1R** Eff 25 Apr **RADAR MINIMUM ALTITUDES**

Apt Elev
79

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

Trans alt: 3500
1. Chart only to be used for cross-checking of assigned altitudes while under vectoring control.
2. Altitudes are calculated for International standard atmosphere conditions. During vectoring at temperature of 0° C or below, minimum altitudes must be corrected by altimeter temperature correction.



BEPOL 1A [BEP01A], BEPOL 1Z [BEP01Z]
RWYS 10L/R RNAV ARRIVALS
SPEED: MAX 270 KT BELOW FL100

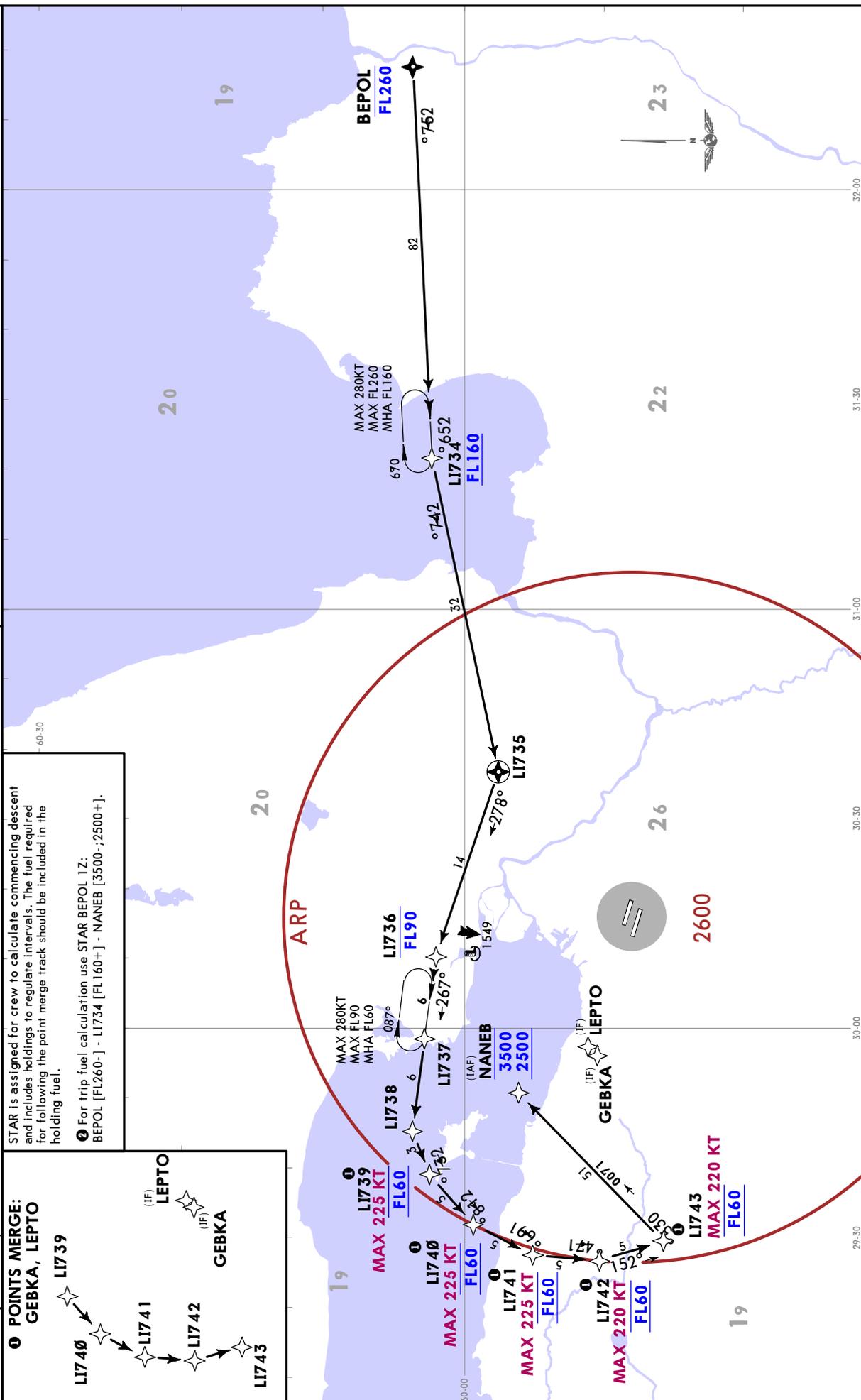
Alt Set: hPa
 Trans level: FL50
 FL60 if pressure is less than 995.9 hPa (747 mm)
 FL70 if pressure is less than 959.9 hPa (720 mm)

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

POINTS MERGE:
GEBKA, LEPTO

LI1740
 LI1741
 LI1742
 LI1743

LI1739
 LEPTO (IF)
 GEBKA (IF)

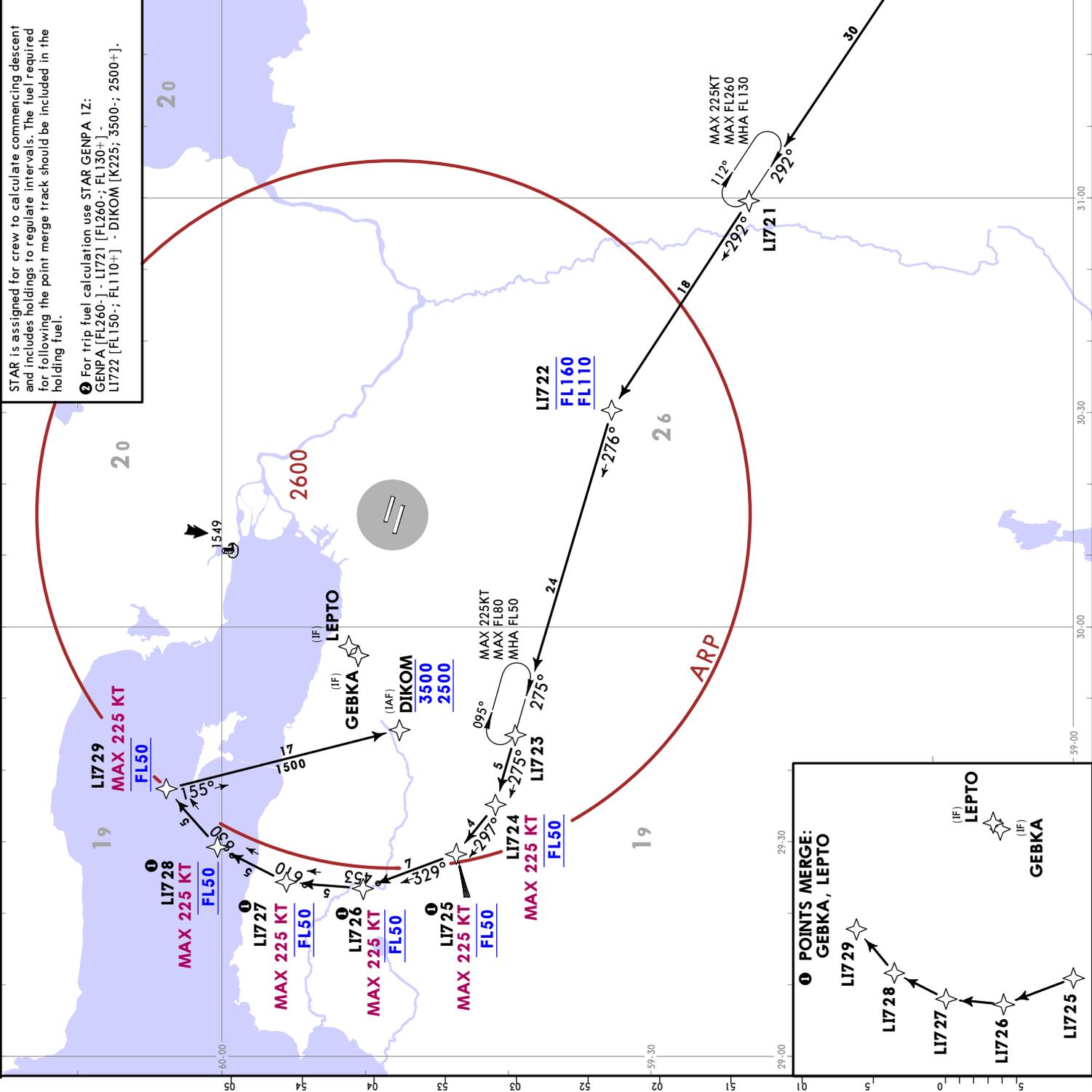


ST PETERSBURG, RUSSIA
RNAV STAR

ULLI/LED
PULKOVO
19 APR 19 (10-2B) Eff 25 Apr

JEPPESSEN
10-2B Eff 25 Apr

<p>STAR is assigned for crew to calculate commencing descent and includes holdings to regulate intervals. The fuel required for following the point merge track should be included in the holding fuel.</p> <p>② For trip fuel calculation use STAR GENPA 1Z: GENPA [FL260-]; - LI721 [FL260-; FL130+]; - LI722 [FL150-; FL110+] - DIKOM [K225; 3500-; 2500+].</p>	<p>ATIS 127.3 (Russian 127.4)</p> <p>Apt Elev 79</p>
<p>Alt Set: hPa Trans level: FL50 FL60 if pressure is less than 995.9 hPa (747 mm) FL70 if pressure is less than 959.9 hPa (720 mm)</p> <p>1. RNAV 1 2. GNSS required 3. Descent shall be carried out by ATC and only to the cleared level (altitude). 4. If unable to adhere to altitude or speed restrictions, advise ATC. 5. If maintaining RNAV STAR is not possible, request vectoring. 6. In case of high traffic intensity, ACFT not having onboard equipment set or crews not approved for RNAV (GNSS) can be prohibited from entering CTA or instruction for 360° turn is issued. 7. "Direct to" procedure is used, flight crew must be ready at any moment to proceed directly to assigned waypoint.</p>	<p>GENPA 1A [GENP1A] GENPA 1Z [GENP1Z] ⓐ RWYS 10L/R RNAV ARRIVALS SPEED: MAX 270 KT BELOW FL100</p>



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JEPPESEN 19 APR 19 **10-2C** Eff 25 Apr

ST PETERSBURG, RUSSIA

RNAV STAR

ATIS
127.3
(Russian
127.4)

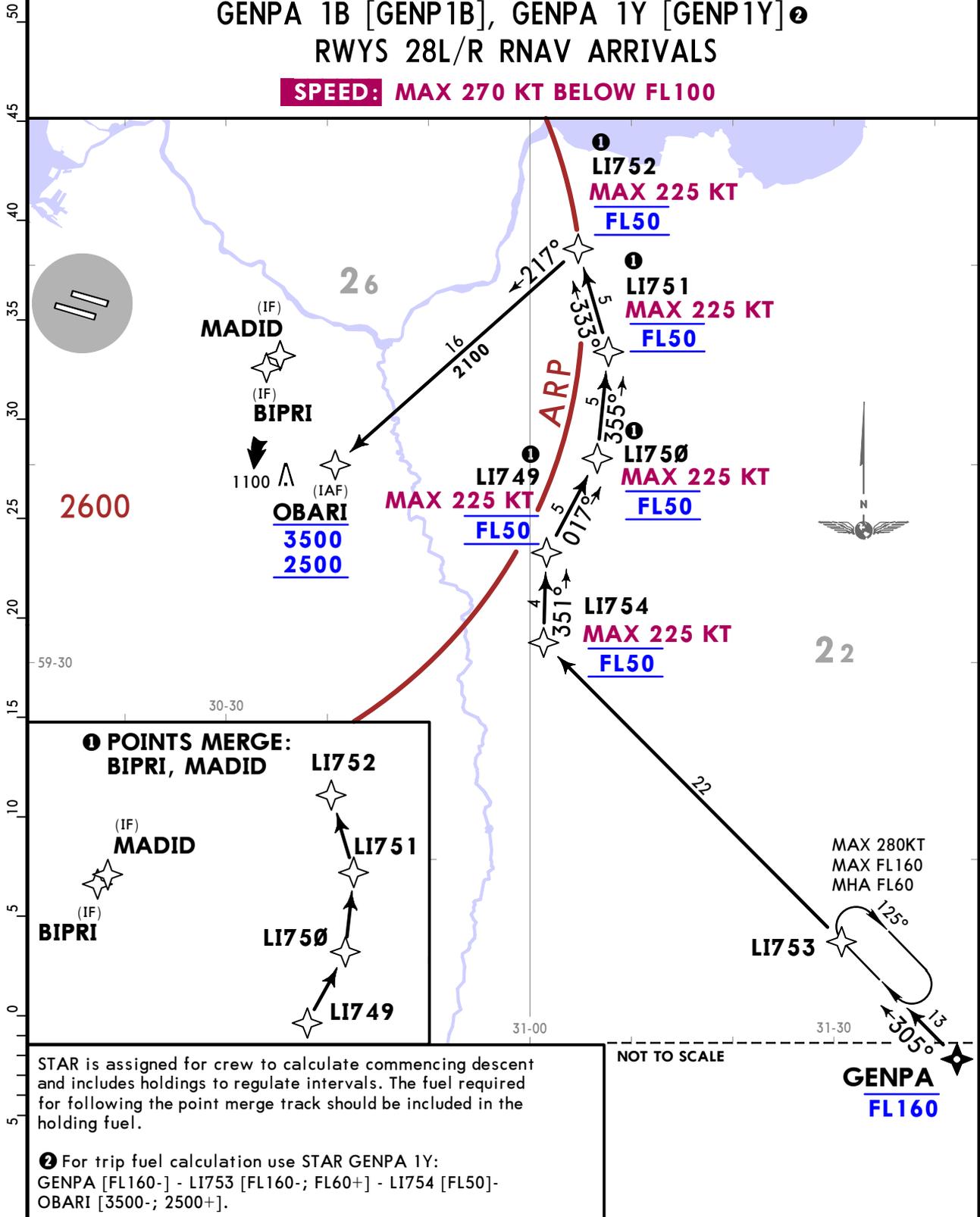
Apt
Elev
79

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

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

GENPA 1B [GENP1B], GENPA 1Y [GENP1Y] ②
RWYS 28L/R RNAV ARRIVALS

SPEED: MAX 270 KT BELOW FL100



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

② For trip fuel calculation use STAR GENPA 1Y:
GENPA [FL160-] - LI753 [FL160-; FL60+] - LI754 [FL50]-
OBARI [3500-; 2500+].

CHANGES: Bearings:

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19 APR 19
10-2D
EFT 25 APR
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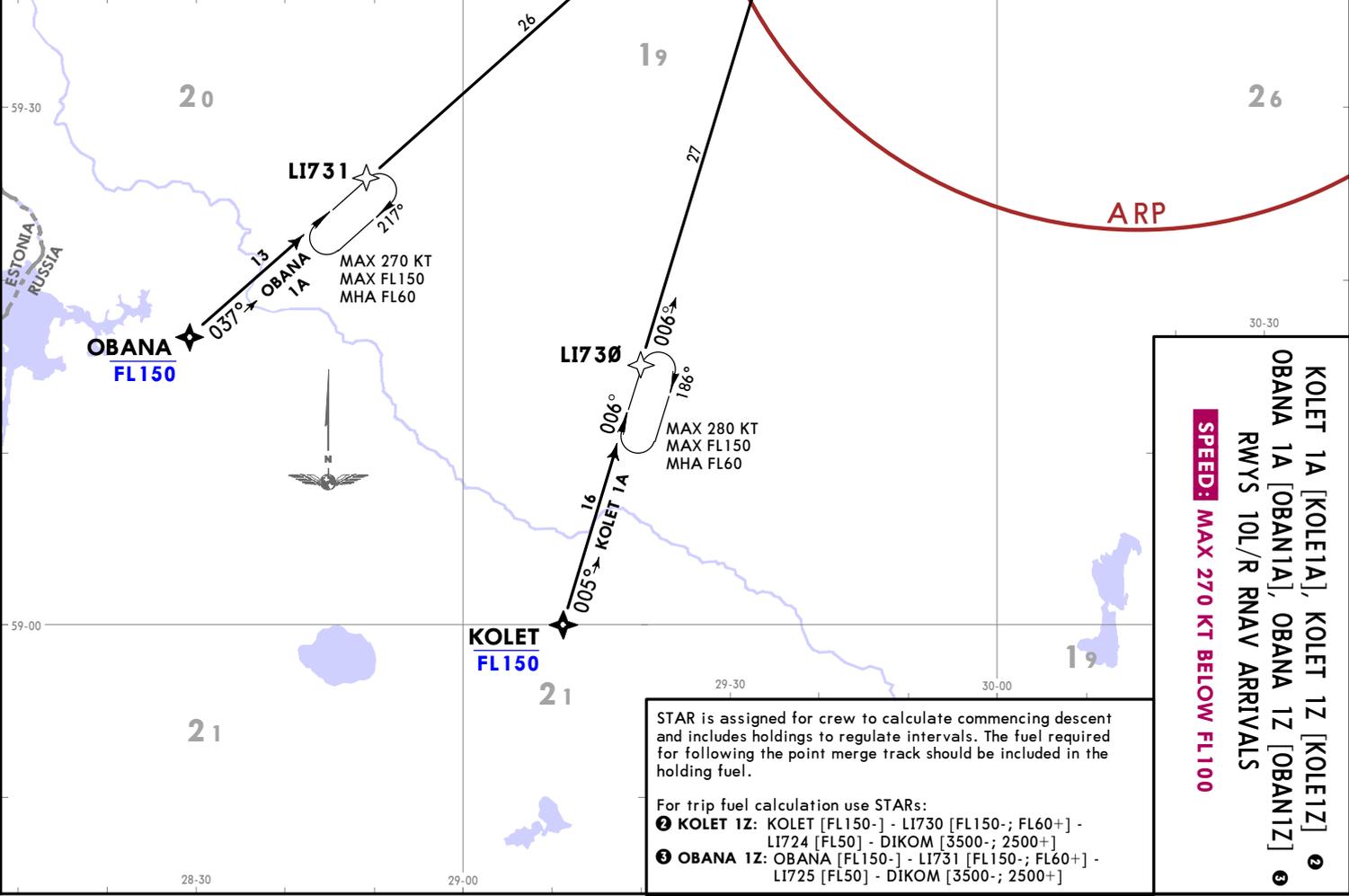
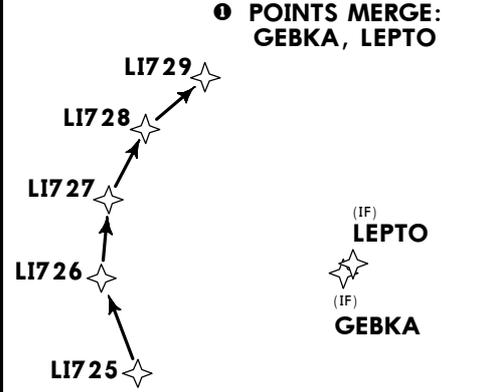
ATIS
127.3
(Russian
127.4)

Apt Elev
79

Alt Set: hPa
Trans level: FL50
FL60 if pressure is less than 995.9 hPa (747 mm)
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1. RNAV 1
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7. "Direct to" procedure is used, flight crew must be ready at any moment to proceed directly to assigned waypoint.

KOLET 1A [KOLE1A]
KOLET 1Z [KOLE1Z] ②
OBANA 1A [OBAN1A]
OBANA 1Z [OBAN1Z] ③
RWYS 10L/R RNAV ARRIVALS
SPEED: MAX 270 KT BELOW FL100



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

For trip fuel calculation use STARS:

② KOLET 1Z: KOLET [FL150-] - LI730 [FL150-; FL60+] - LI724 [FL50] - DIKOM [3500-; 2500+]

③ OBANA 1Z: OBANA [FL150-] - LI731 [FL150-; FL60+] - LI725 [FL50] - DIKOM [3500-; 2500+]

KOLET 1A [KOLE1A], KOLET 1Z [KOLE1Z] ②
OBANA 1A [OBAN1A], OBANA 1Z [OBAN1Z] ③
RWYS 10L/R RNAV ARRIVALS
SPEED: MAX 270 KT BELOW FL100

ST PETERSBURG, RUSSIA
RNAV STAR

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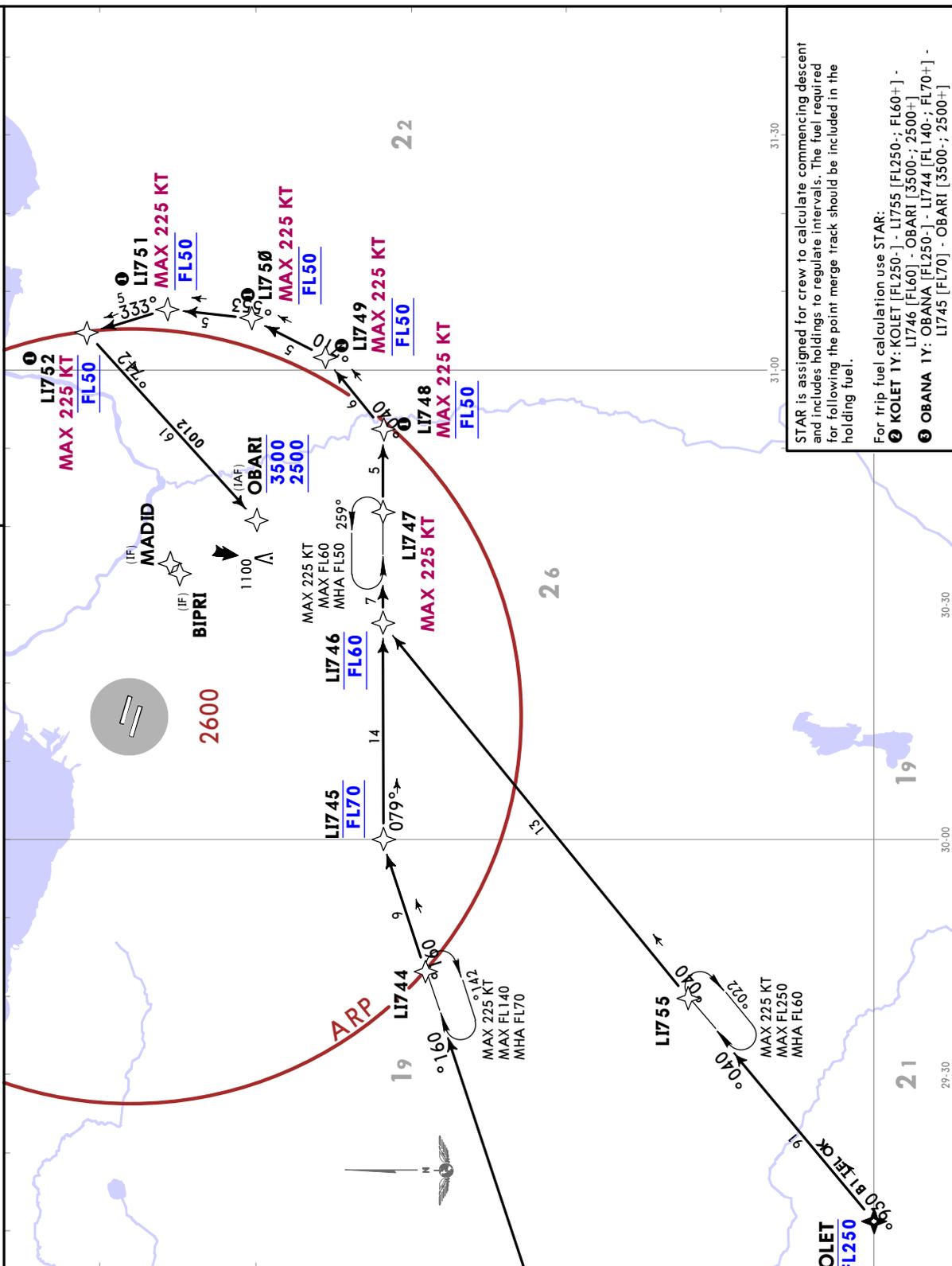
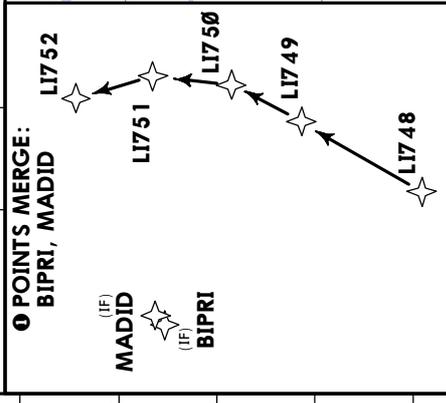
ATIS
127.3
(Russian
127.4)

Apt Elev
79

Alt Set: hPa
Trans level:
FL50
FL60 if pressure is less than 995.9 hPa (747 mm)
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1. RNAV 1
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KOLET 1B [KOLE1B]
KOLET 1Y [KOLE1Y] ②
OBANA 1B [OBAN1B]
OBANA 1Y [OBAN1Y] ③
RWYS 28L/R RNAV ARRIVALS
SPEED: MAX 270 KT BELOW FL100



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

For trip fuel calculation use STAR:
 ② KOLET 1Y: KOLET [FL250-] - LI755 [FL250-; FL60+] - LI746 [FL60] - OBARI [3500-; 2500+] - OBANA [FL250-] - LI744 [FL140-; FL70+] - LI745 [FL70] - OBARI [3500-; 2500+] -

ST PETERSBURG, RUSSIA
RNAV STAR

ATIS
127.3
 (Russian 127.4)

Apt Elev
79

Alt Set: hPa
 Trans level: FL50

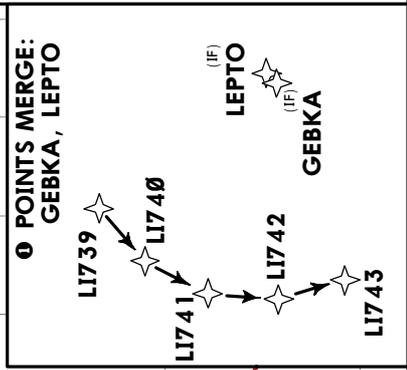
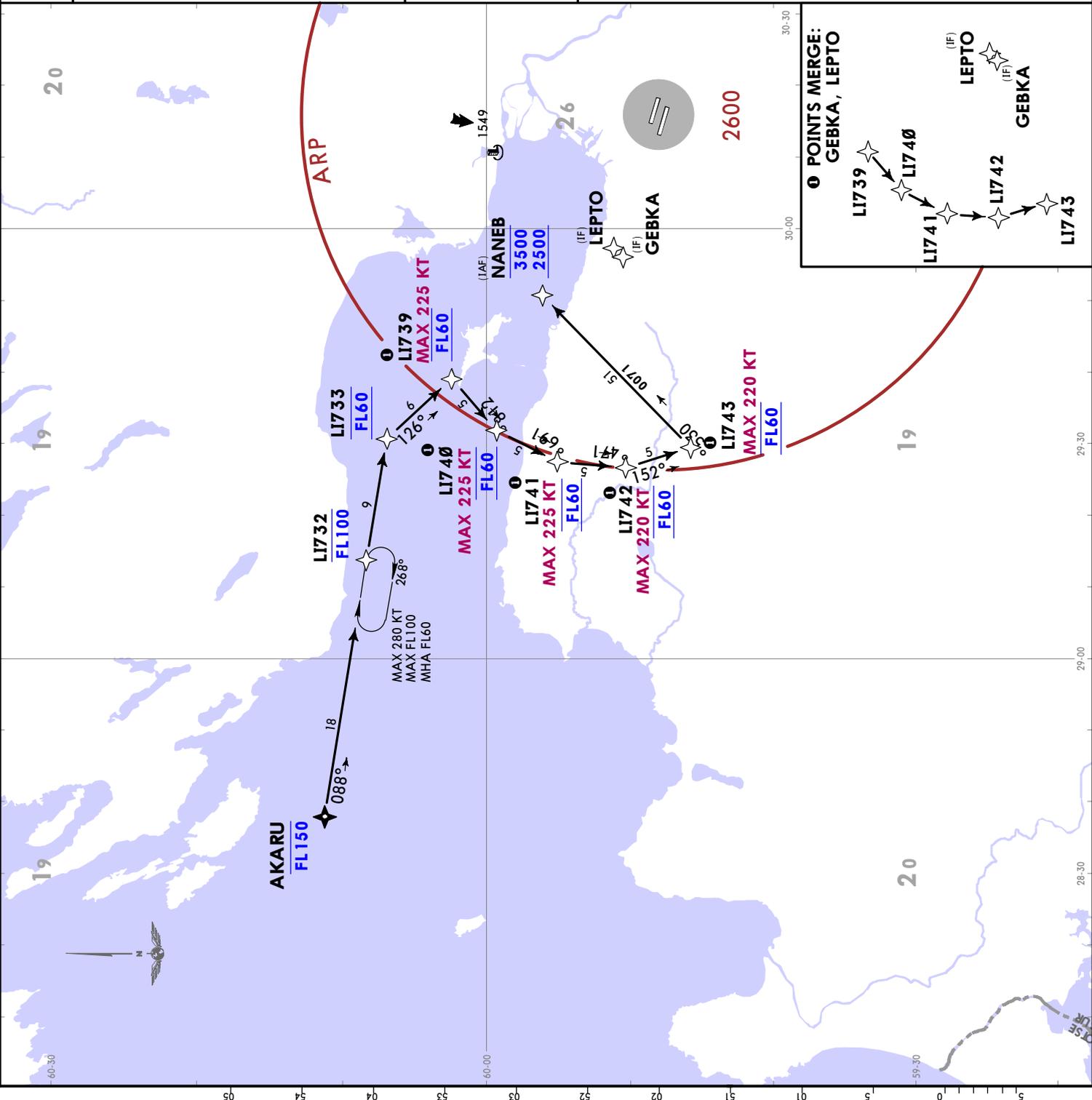
FL60 if pressure is less than 995.9 hPa (747 mm)
 FL70 if pressure is less than 959.9 hPa (720 mm)

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

AKARU 1A [AKAR1A]
AKARU 1Z [AKAR1Z] ②
RWYS 10L/R
RNAV ARRIVALS
SPEED: MAX 270 KT BELOW FL100

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

② For trip fuel calculation use STAR AKARU 1Z: AKARU [FL150-] - LI732 [FL100-] - LI733 [FL60] - NANEB [3500-; 2500+].



JEPPESEN **ST PETERSBURG, RUSSIA**
 19 APR 19 (10-2G) Eff. 25 Apr. **RNAV STAR**

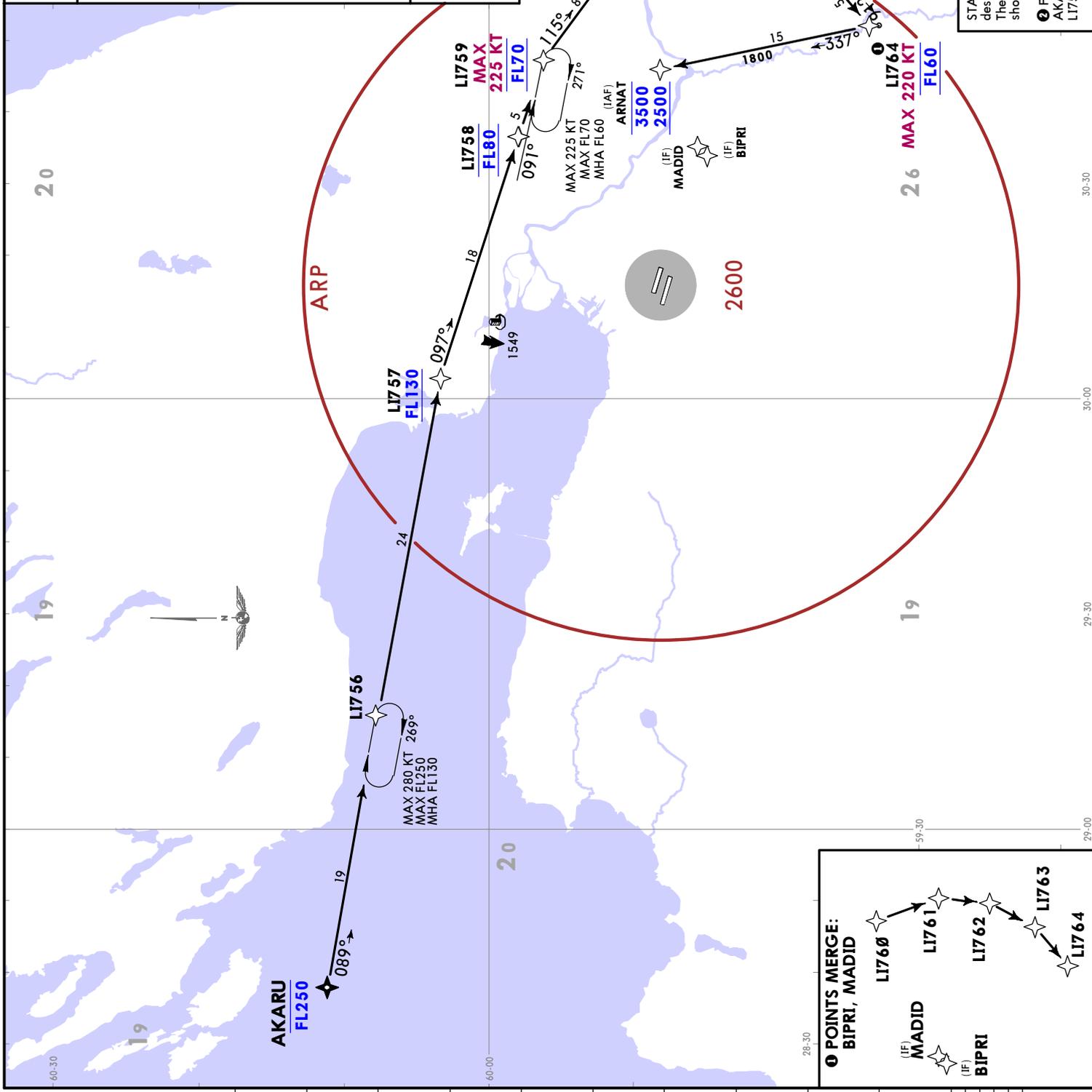
ATIS
 127.3
 (Russian 127.4)

Apt. Elev
 79

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

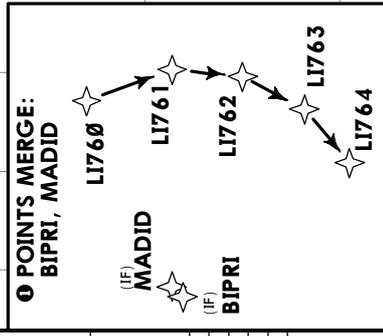
1. RNAV 1
2. GNSS required
3. Descent shall be carried out by ATC and only to the cleared level (altitude).
4. If unable to adhere to altitude or speed restrictions, advise ATC.
5. If maintaining RNAV STAR is not possible, request vectoring.
6. In case of high traffic intensity, ACFT not having onboard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

AKARU 1B [AKAR1B]
AKARU 1Y [AKAR1Y]
RWYS 28L/R RNAV ARRIVALS
SPEED: MAX 270 KT BELOW FL100



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

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



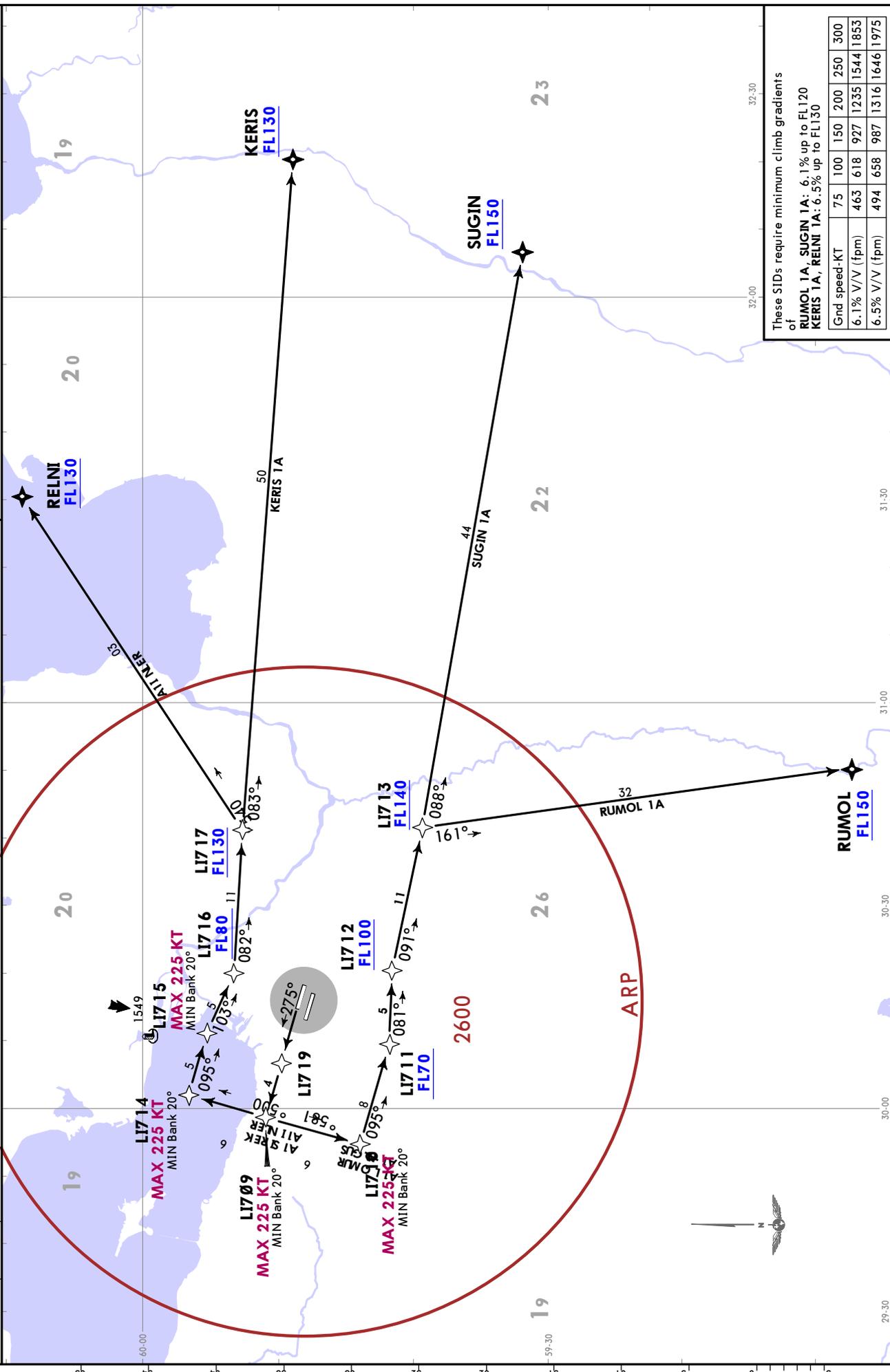
ST PETERSBURG, RUSSIA
RNAV SID

JEPPESSEN
 19 APR 19 10-3 Eff 25 Apr

**KERIS 1A [KERI1A], RELNI 1A [RELN1A]
 RUMOL 1A [RUMO1A], SUGIN 1A [SUGI1A]
 RWY 28R RNAV DEPARTURES**
SPEED: MAX 270 KT BELOW FL100

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

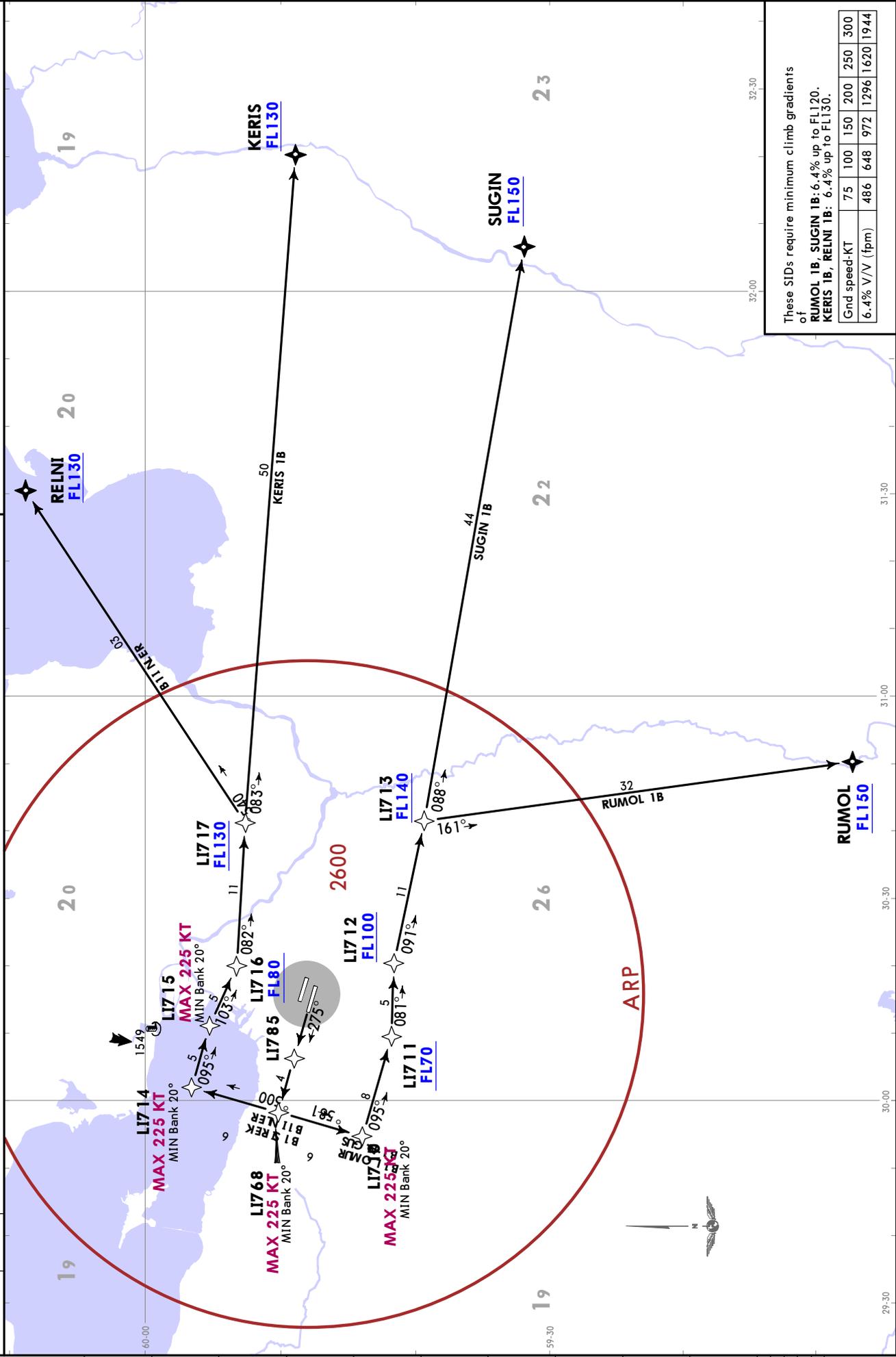
PULKOVO Krug (TWR)
 120.3
 Apt Elev 79



KERIS 1B [KERI1B], RELNI 1B [RELN1B]
 RUMOL 1B [RUMO1B], SUGIN 1B [SUGI1B]
 RWY 28L RNAV DEPARTURES
SPEED: MAX 270 KT BELOW FL100

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

PULKOVO Krug (TWR)
 120.3
 Apt Elev
 79



These SIDs require minimum climb gradients of

RUMOL 1B, SUGIN 1B:	6.4%	up to FL120.
KERIS 1B, RELNI 1B:	6.4%	up to FL130.

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

ULLI/LED
PULKOVO

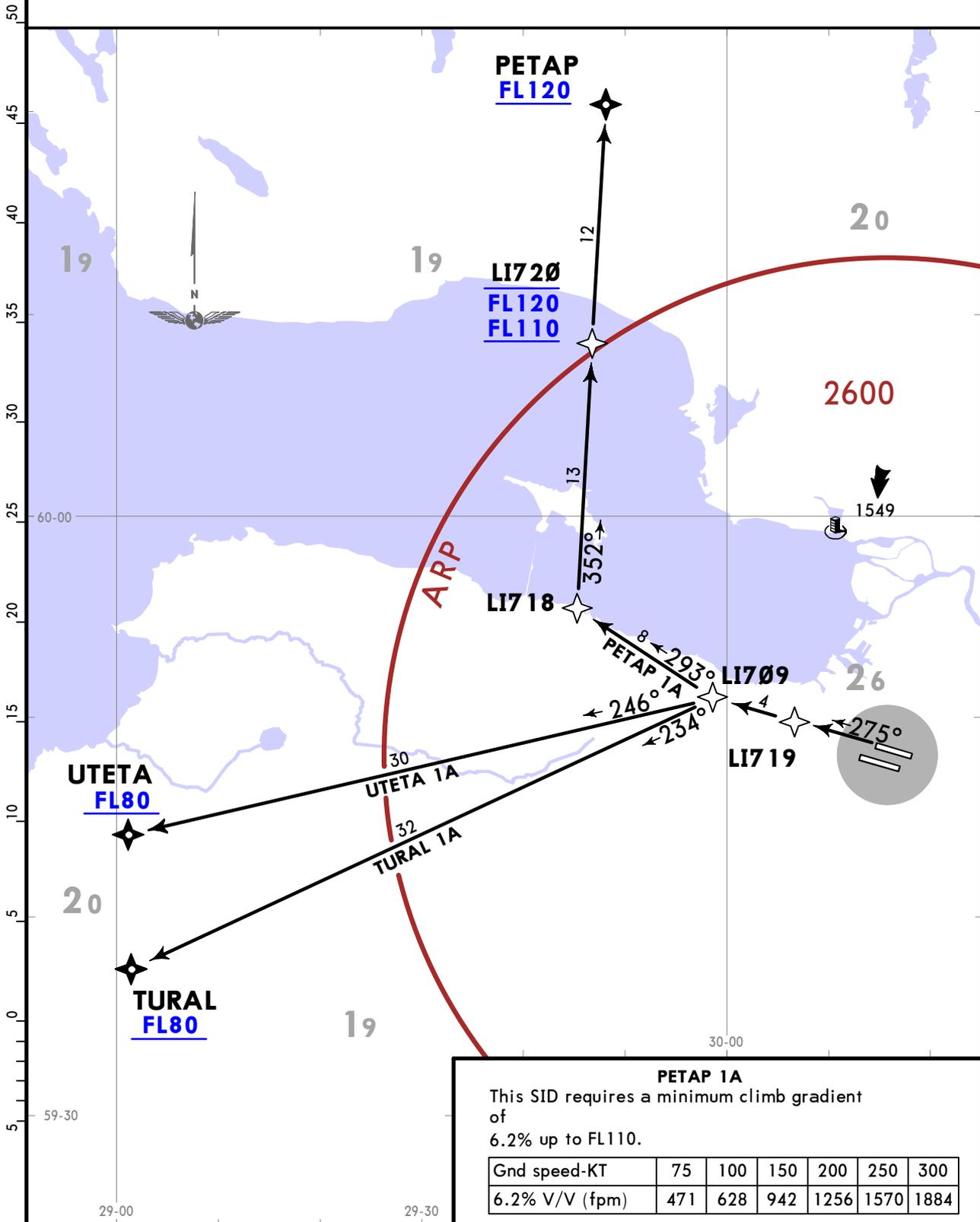
JEPPESEN ST PETERSBURG, RUSSIA
19 APR 19 (10-3B) Eff 25 Apr RNAV SID

PULKOVO Krug
(TWR)
120.3
Apt Elev
79

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

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

SPEED: MAX 270 KT BELOW FL100



ULLI/LED
PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA
19 APR 19 **10-3C** Eff 25 Apr **RNAV SID**

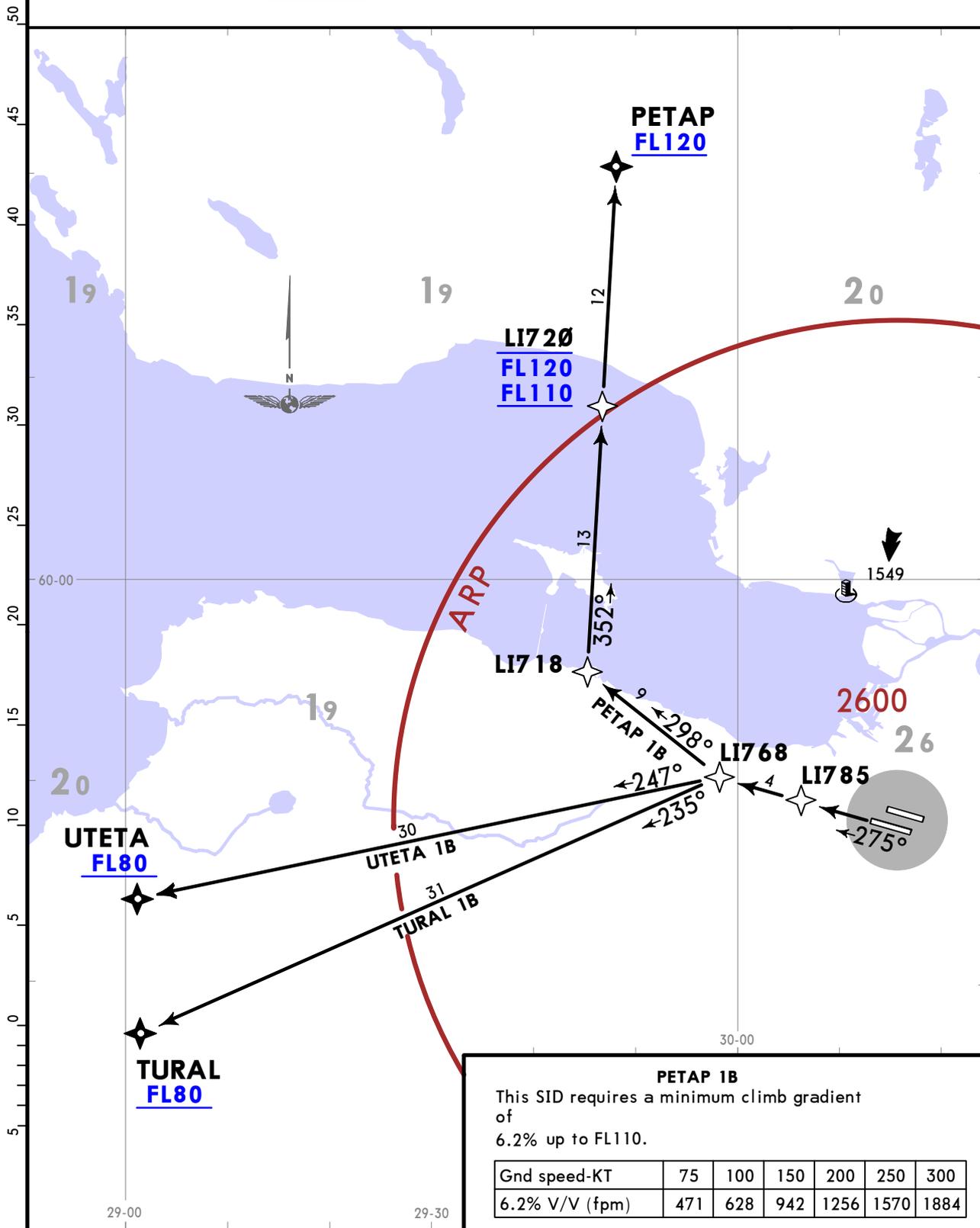
PULKOVO Krug
(TWR)
120.3

Apt Elev
79

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

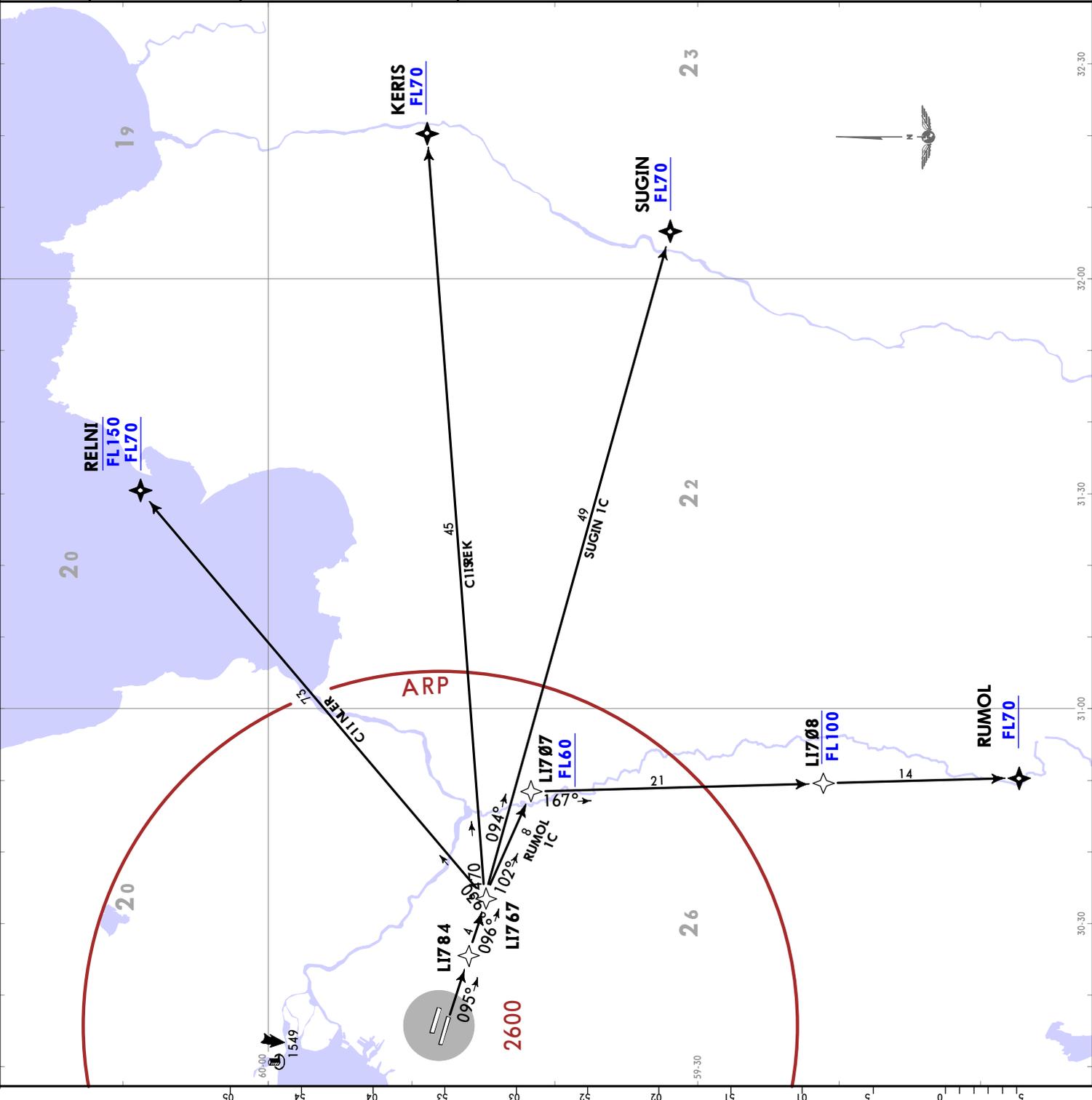
**PETAP 1B [PETA1B], TURAL 1B [TURA1B]
UTETA 1B [UTET1B]
RWY 28L RNAV DEPARTURES**

SPEED: MAX 270 KT BELOW FL100



ST PETERSBURG, RUSSIA
RNAV SID

ULLI/LED
PULKOVO
 19 APR 19 (10-3D) Eff 25 Apr



PULKOVO Krug (TWR) 120.3
 Apt Elev 79

Trans alt: 3500

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

KERIS 1C [KER1C]
RELNI 1C [RELN1C]
RUMOL 1C [RUMO1C]
SUGIN 1C [SUGI1C]

RWY 10R RNAV DEPARTURES
SPEED: MAX 270 KT BELOW FL100

These SID's require minimum climb gradients of

RELNI 1C: 6.4% up to 3500.
RUMOL 1C: 6.0% up to FL60.

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

CHANGES: Bearings.

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ST PETERSBURG, RUSSIA

RNAV SID

PULKOVO Krug
(TWR)
120.3

Apt Elev
79

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

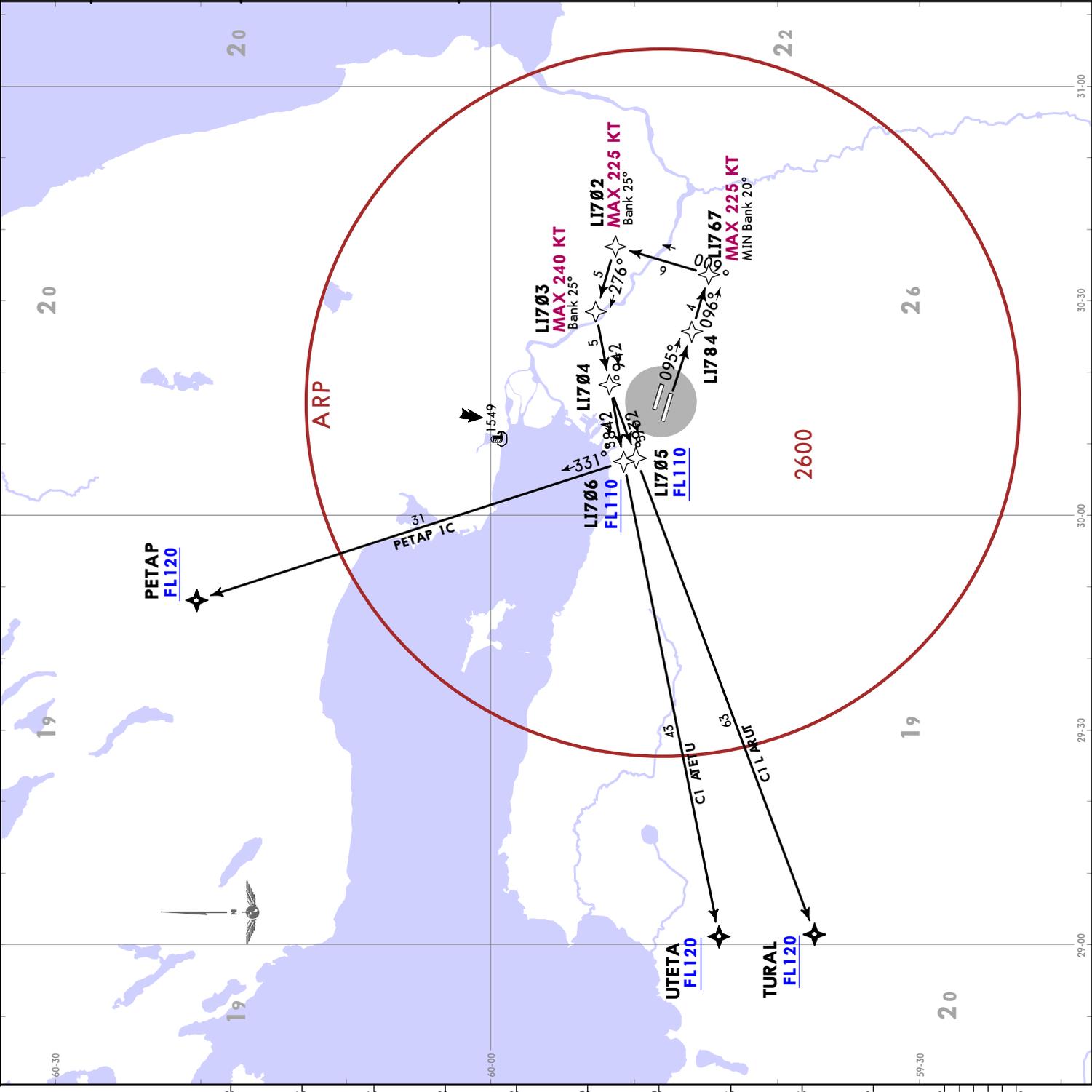
**PETAP 1C [PETA1C]
TURAL 1C [TURA1C]
UTETA 1C [UTET1C]**

RWY 10R RNAV DEPARTURES

SPEED: MAX 270 KT BELOW FL100

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

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



ULLI/LED



JEPPESEN ST PETERSBURG, RUSSIA

12 APR 19

10-9A

Eff 25 Apr

PULKOVO

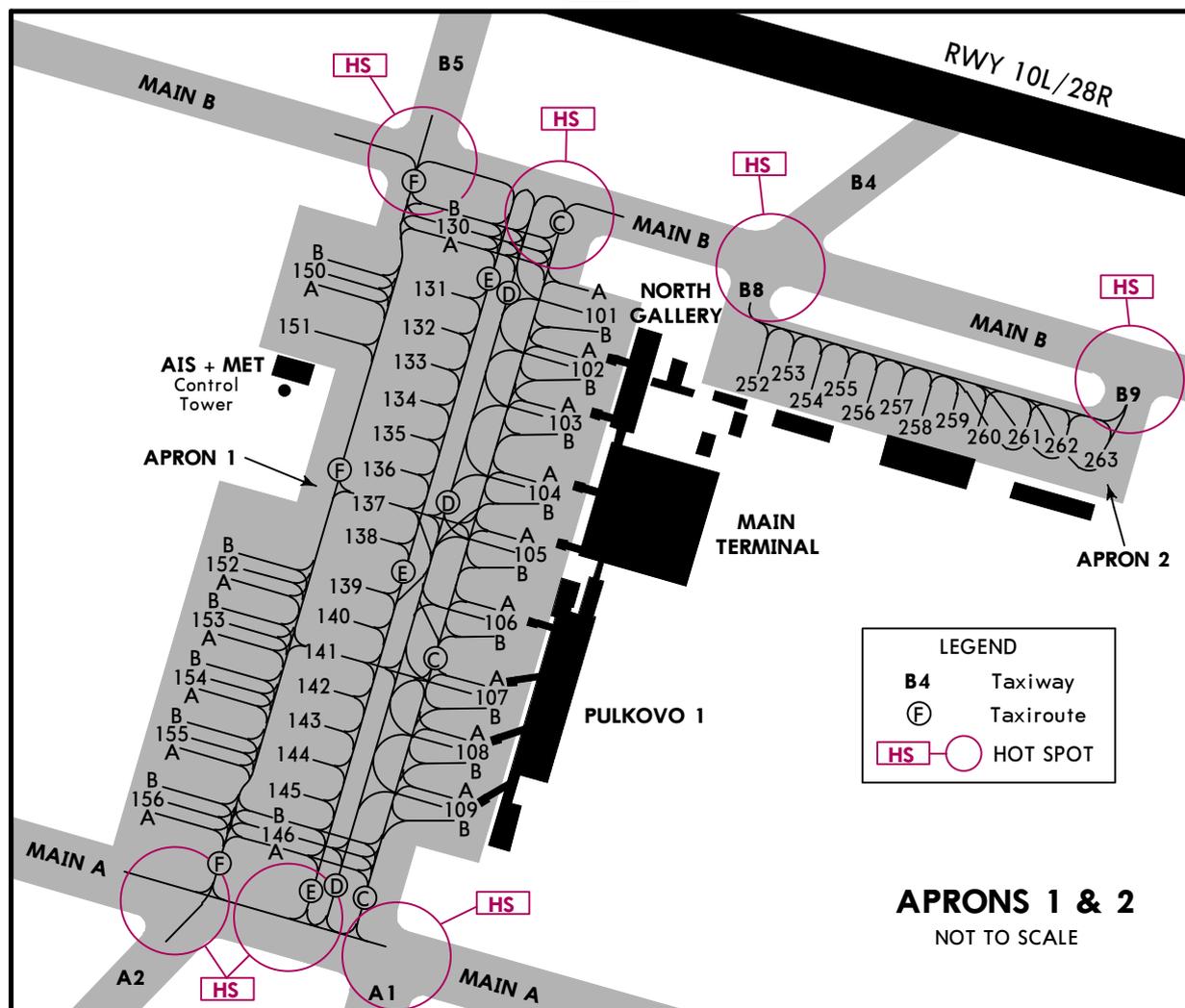
ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Landing Beyond Glide Slope		
10L	HIRL(60m)	CL(15m)	HIALS-II	TDZ PAPI-L(3.0°)	RVR			197'
28R	HIRL(60m)	CL(15m)	HIALS-II	TDZ PAPI-L(3.0°)	① RVR	10,112'	3082m	② 60m
① HST-B4 ② TAKE-OFF RUN AVAILABLE <u>RWY 10L:</u> From rwy head 11,145'(3397m) twy B5 int 7113'(2168m) twy B4 int 4843'(1476m) <u>RWY 28R:</u> From rwy head 11,145'(3397m) twy B2 int 10,413'(3174m) twy B3 int 8379'(2554m) twy B4 int 6476'(1974m) twy B5 int 4134'(1260m)								
10R	HIRL (60m)	CL (15m)	HIALS-II	TDZ ③ ④	RVR	11,430'	3484m	⑥ 197'
28L	HIRL (60m)	CL (15m)	HIALS	PAPI-L (3.0°) ⑤	RVR	11,248'	3428m	⑥ 60m
③ PAPI-L (3.0°) ④ HST-A2 (with HSTIL) ⑤ HST-A4 (with HSTIL) ⑥ TAKE-OFF RUN AVAILABLE <u>RWY 10R:</u> From rwy head 12,402'(3780m) twy A4 int 9892'(3015m) twy A1 int 3773'(1150m) <u>RWY 28L:</u> From rwy head 12,402'(3780m) twy A1 int 8701'(2652m) twy A2 int 7093'(2162m)								

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

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

ULLI/LED

JEPPESSEN ST PETERSBURG, RUSSIA
 12 APR 19 **10-9B** Eff 25 Apr
PULKOVO



APRONS 1 & 2
 NOT TO SCALE

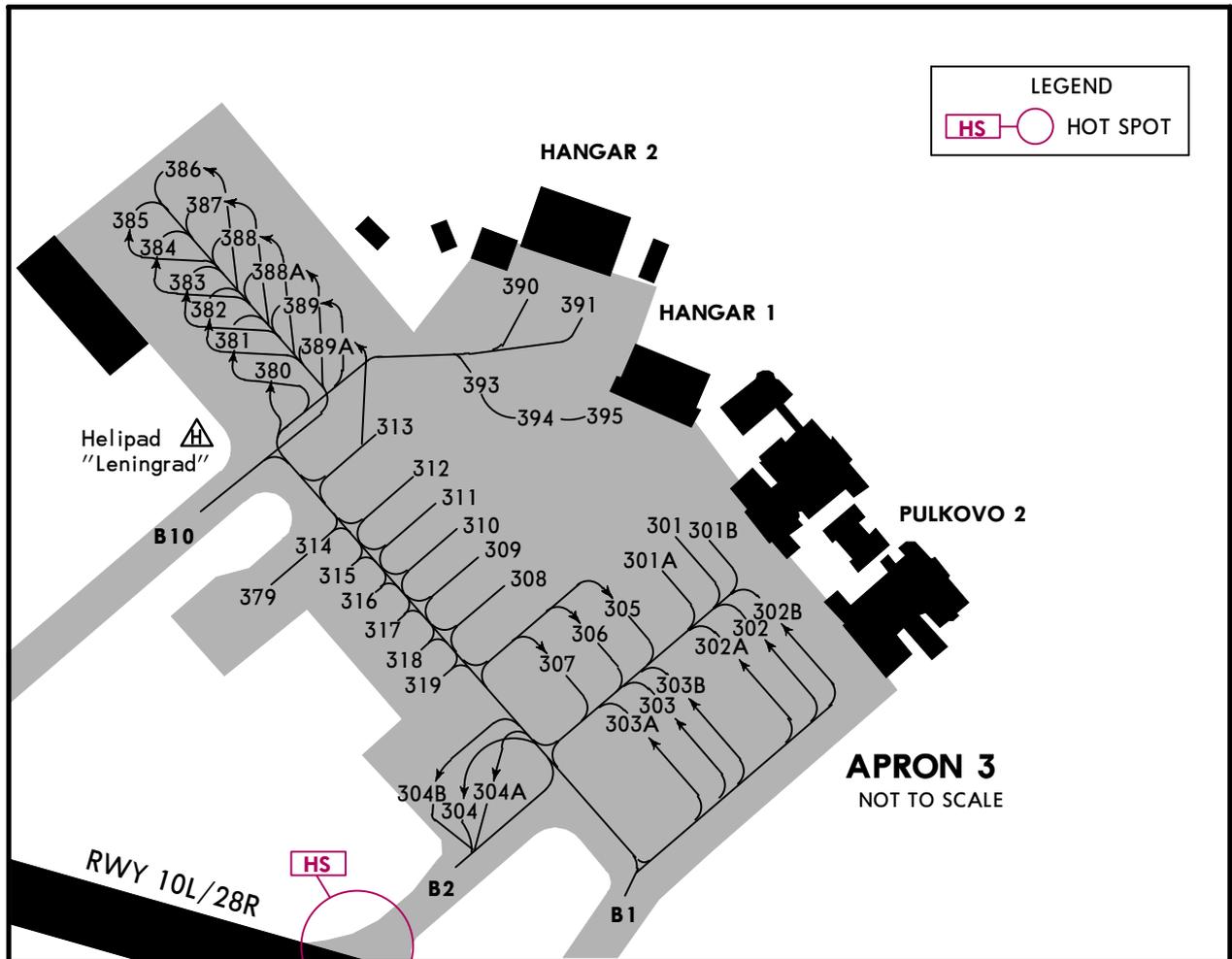
INS COORDINATES		INS COORDINATES	
STAND No.	COORDINATES	STAND No.	COORDINATES
101 thru 101B	N59 48.2 E030 16.2	155B	N59 47.9 E030 15.6
102	N59 48.1 E030 16.2	156	N59 47.8 E030 15.6
102A	N59 48.1 E030 16.1	156A, 156B	N59 47.8 E030 15.5
102B	N59 48.1 E030 16.2	252 thru 254	N59 48.1 E030 16.4
103 thru 103B	N59 48.1 E030 16.1	255, 256	N59 48.1 E030 16.5
104 thru 105B	N59 48.0 E030 16.1	257, 258	N59 48.1 E030 16.6
106	N59 47.9 E030 16.1	259 thru 261	N59 48.1 E030 16.7
106A	N59 47.9 E030 16.0	262, 263	N59 48.1 E030 16.8
106B	N59 47.9 E030 16.1		
107 thru 107B	N59 47.9 E030 16.0		
108 thru 109B	N59 47.8 E030 16.0		
130 thru 130B	N59 48.2 E030 16.0		
131	N59 48.2 E030 15.9		
132 thru 136	N59 48.1 E030 15.9		
137 thru 139	N59 48.0 E030 15.8		
140 thru 142	N59 47.9 E030 15.8		
143	N59 47.9 E030 15.7		
144 thru 146B	N59 47.8 E030 15.7		
150	N59 48.2 E030 15.8		
150A, 150B	N59 48.2 E030 15.7		
151	N59 48.1 E030 15.7		
152, 152A	N59 48.0 E030 15.7		
152B	N59 48.0 E030 15.6		
153 thru 154B	N59 47.9 E030 15.6		
155, 155A	N59 47.8 E030 15.6		

CHANGES: Coordinates of stand 152B.

ULLI/LED

JEPPesen ST PETERSBURG, RUSSIA
12 APR 19 (10-9C) Eff 25 Apr

PULKOVO



INS COORDINATES

STAND No.	COORDINATES
301 thru 301B	N59 48.4 E030 18.3
302 thru 302B	N59 48.3 E030 18.4
303 thru 303B	N59 48.3 E030 18.3
304 thru 304B	N59 48.2 E030 18.1
305	N59 48.3 E030 18.3
306, 307	N59 48.3 E030 18.2
308 thru 311	N59 48.4 E030 18.1
312, 313	N59 48.4 E030 18.0
314, 315	N59 48.4 E030 17.9
316 thru 319	N59 48.3 E030 18.0
379	N59 48.4 E030 17.9
380, 381	N59 48.5 E030 17.9
382 thru 387	N59 48.5 E030 17.8
388 thru 389A	N59 48.5 E030 17.9
390	N59 48.5 E030 18.1
391	N59 48.5 E030 18.2
393	N59 48.4 E030 18.1
394, 395	N59 48.4 E030 18.2

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JEPPESSEN

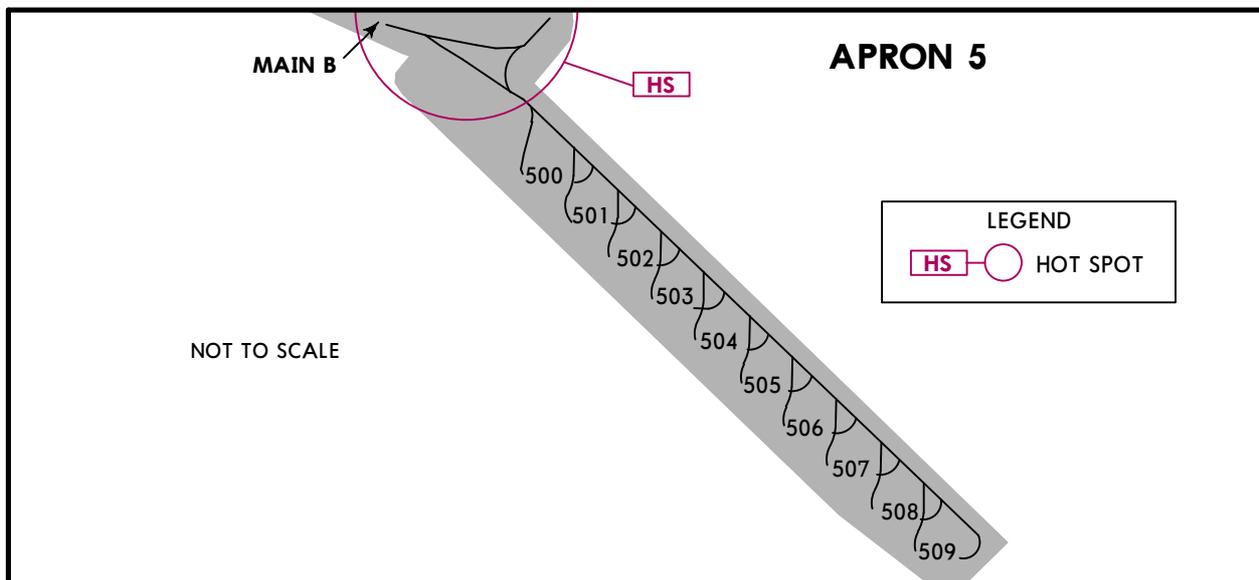
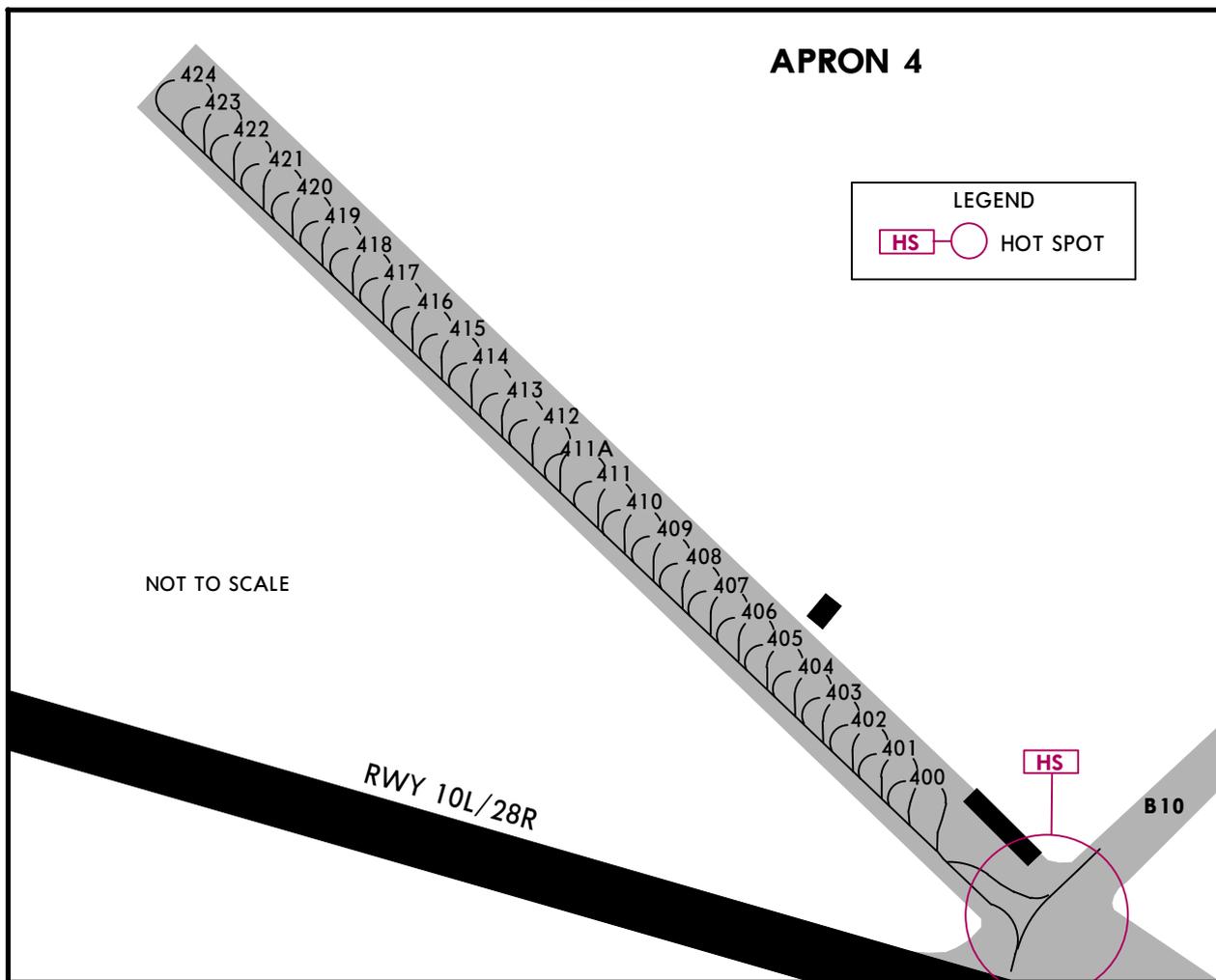
ST PETERSBURG, RUSSIA

6 JUL 18

10-9D

Eff 19 Jul

PULKOVO



INS COORDINATES

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

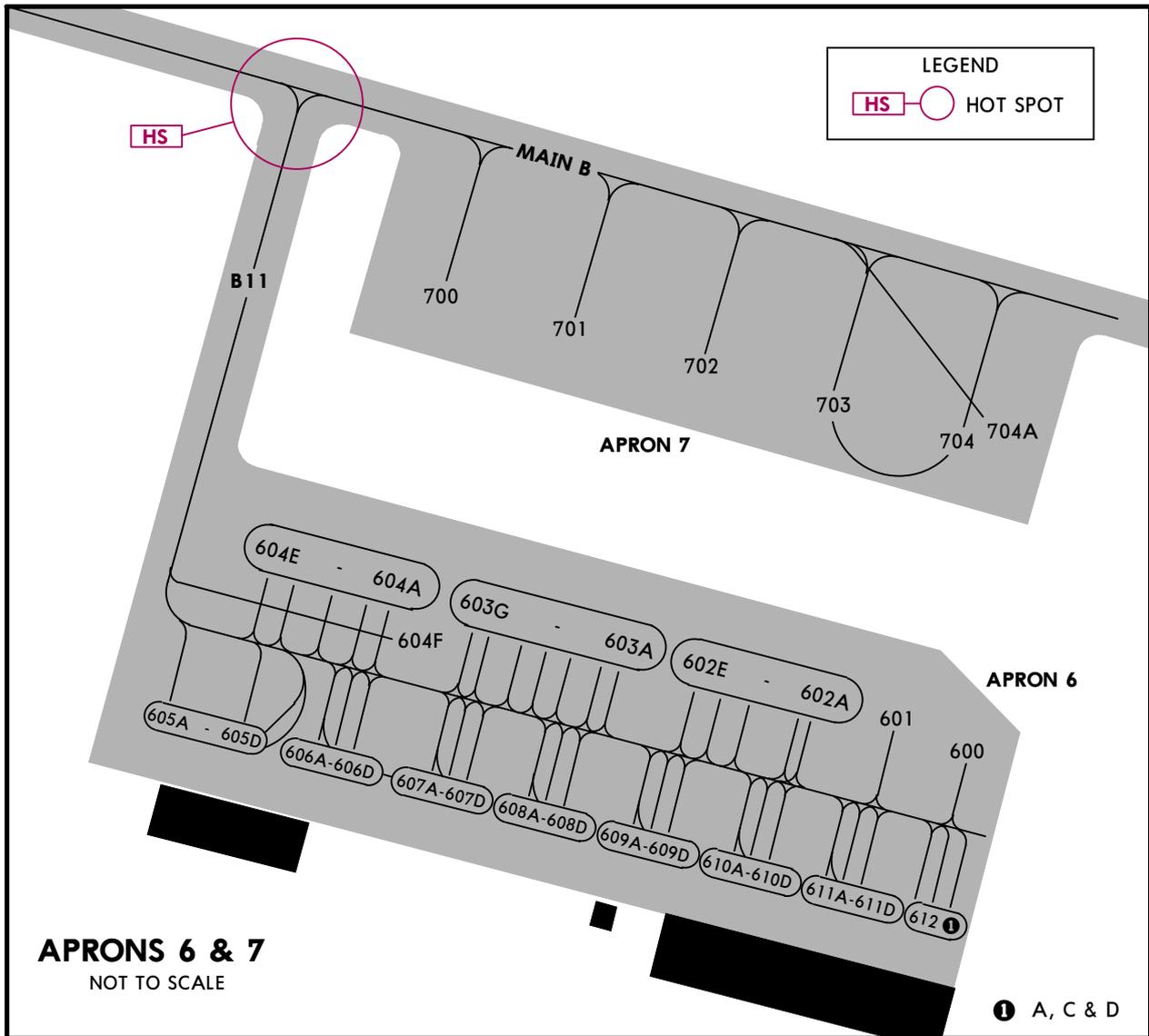
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JEPPESSEN ST PETERSBURG, RUSSIA

6 JUL 18 (10-9E) Eff 19 Jul

PULKOVO



INS COORDINATES

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

ULLI/LED



Standard
ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
10L	① CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	② CAT 3A ILS	RA149'R200m	RA166'R200m	RA178'R200m	RA193'R200m
	③ CAT 2 ILS	167'(106')	184'(123')	196'(135')	210'(149')
		RA111'R300m	RA130'R400m	RA143'R400m	RA157'R450m
	② CAT 2 ILS	202'(141')	219'(158')	231'(170')	245'(184')
		RA149'R450m	RA166'R450m	RA178'R450m	RA193'R450m
	④ ILS FULL	261'(200')	261'(200')	263'(202')	274'(213')
		R550m	R550m	R550m	R550m
		TDZ or CL out	⑤ R550m	⑤ R550m	⑤ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	② ILS FULL	350'(289')	362'(301')	370'(309')	381'(320')
		R650m	R700m	R700m	R700m
		TDZ or CL out	⑤ R650m	⑤ R700m	⑤ R700m
	ALS out	R1400m	R1400m	R1400m	R1400m
	④ GLS FULL	261'(200')	261'(200')	263'(202')	274'(213')
		R550m	R550m	R550m	R550m
		TDZ or CL out	⑤ R550m	⑤ R550m	⑤ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	② GLS FULL	350'(289')	362'(301')	370'(309')	381'(320')
R650m		R700m	R700m	R700m	
TDZ or CL out		⑤ R650m	⑤ R700m	⑤ R700m	
ALS out	R1400m	R1400m	R1400m	R1400m	
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH	
⑥ RNAV (GNSS)	460'(399')	460'(399')	460'(399')	460'(399')	
	LNAV	R1100m	R1100m	R1100m	
	ALS out	R1500m	R1500m	R1800m	
⑥ VOR with D3.3	520'(459')	520'(459')	520'(459')	520'(459')	
	R1400m	R1400m	R1400m	R1400m	
	ALS out	R1500m	R1500m	R2100m	
⑥ VOR w/o D3.3	590'(529')	590'(529')	590'(529')	590'(529')	
	R1500m	R1500m	R1700m	R1700m	
	ALS out	R1500m	R2400m	R2400m	
⑥ NDB with PU NDB	490'(429')	490'(429')	490'(429')	490'(429')	
	R1300m	R1300m	R1300m	R1300m	
	ALS out	R1500m	R2000m	R2000m	
⑥ NDB w/o PU NDB	590'(529')	590'(529')	590'(529')	590'(529')	
	R1500m	R1500m	R1700m	R1700m	
	ALS out	R1500m	R2400m	R2400m	
10R	CAT 2 ILS Z or Y	167'(100')	167'(100')	167'(100')	167'(100')
		RA104'R300m	RA104'R300m	RA104'R300m	RA104'R300m
	ILS Z or Y	267'(200')	267'(200')	267'(200')	267'(200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	⑤ R550m	⑤ R550m	⑤ R550m	⑤ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m

- ① Missed apch climb gradient MIM 5.0%.
- ② Missed apch climb gradient MIM 2.5%.
- ③ Missed apch climb gradient MIM 3.0%.
- ④ Missed apch climb gradient MIM 4.0%.
- ⑤ W/o HUD/AP/FD: RVR 750m.
- ⑥ Continuous Descent Final Approach.

ULLI/LED



 12 APR 19
 Eff 25 Apr (10-9S1)

Standard
 ST PETERSBURG, RUSSIA
 PULKOVO

STRAIGHT-IN RWY		A	B	C	D
10R (contd)	GLS	267' (200')	267' (200')	267' (200')	267' (200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
② RNAV (GNSS)	LNAV	460' (393')	460' (393')	460' (393')	460' (393')
	ALS out	R1100m	R1100m	R1100m	R1100m
		R1500m	R1500m	R1800m	R1800m
② NDB	with PK NDB	520' (453')	520' (453')	520' (453')	520' (453')
	ALS out	R1400m	R1400m	R1400m	R1400m
		R1500m	R1500m	R2100m	R2100m
② NDB	w/o PK NDB	610' (543')	610' (543')	610' (543')	610' (543')
	ALS out	R1500m	R1500m	R1800m	R1800m
		R1500m	R1500m	R2400m	R2400m
28L	ILS Z or Y	279' (200')	279' (200')	279' (200')	279' (200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	279' (200')	279' (200')	279' (200')	279' (200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	② RNAV (GNSS)	LNAV	560' (481')	560' (481')	560' (481')
ALS out	R1500m	R1500m	R1500m	R1500m	
	R1500m	R1500m	R2300m	R2300m	
② NDB	ALS out	570' (491')	570' (491')	570' (491')	570' (491')
		R1500m	R1500m	R1500m	R1500m
		R1500m	R1500m	R2300m	R2300m
28R	③ CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	④ CAT 3A ILS	RA109' R200m	RA127' R200m	RA138' R200m	RA152' R200m
	CAT 2 ILS	169' (103')	186' (120')	198' (132')	212' (146')
		RA109' R300m	RA127' R300m	RA138' R400m	RA152' R450m
	⑤ ILS	266' (200')	267' (201')	275' (209')	286' (220')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	④ ILS	288' (222')	300' (234')	308' (242')	319' (253')
	FULL	R550m	R550m	R550m	R550m
TDZ or CL out	① R550m	① R550m	① R550m	① R550m	
ALS out	R1200m	R1200m	R1300m	R1300m	

① W/o HUD/AP/FD: RVR 750m.

② Continuous Descent Final Approach.

③ Missed apch climb gradient MIM 4.0%.

④ Missed apch climb gradient MIM 2.5%.

⑤ Missed apch climb gradient MIM 3.0%.

ULLI/LED

JEPPESEN
 12 APR 19
 Eff 25 Apr **(10-9S2)**

Standard
ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
28R (contd)	① GLS FULL	266' (200') R550m	271' (205') R550m	279' (213') R550m	290' (224') R550m
	TDZ or CL out	③ R550m	③ R550m	③ R550m	③ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	② GLS FULL	355' (289') R650m	367' (301') R700m	375' (309') R700m	386' (320') R700m
	TDZ or CL out	③ R650m	③ R700m	③ R700m	③ R700m
	ALS out	R1400m	R1400m	R1400m	R1400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
④ RNAV (GNSS)	LNAV	500' (434') R1300m	500' (434') R1300m	500' (434') R1300m	500' (434') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	④ VOR	500' (434') R1300m	500' (434') R1300m	500' (434') R1300m	500' (434') R1300m
	with D2.5	R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
④ VOR	w/o D5.3	610' (544') R1500m	610' (544') R1500m	610' (544') R1800m	610' (544') R1800m
	ALS out	R1500m	R1500m	R2400m	R2400m
	④ NDB	590' (524') R1500m	590' (524') R1500m	590' (524') R1700m	590' (524') R1700m
	ALS out	R1500m	R1500m	R2400m	R2400m

- ① Missed apch climb gradient MIM 5.0%.
- ② Missed apch climb gradient MIM 2.5%.
- ③ W/o HUD/AP/FD: RVR 750m.
- ④ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	690' (611') V1500m	1060' (981') V1600m	1160' (1081') V2400m	1160' (1081') V3600m

TAKE-OFF

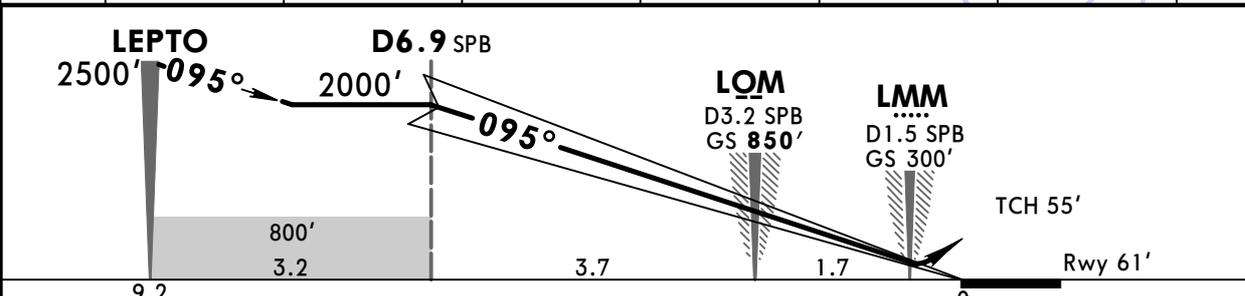
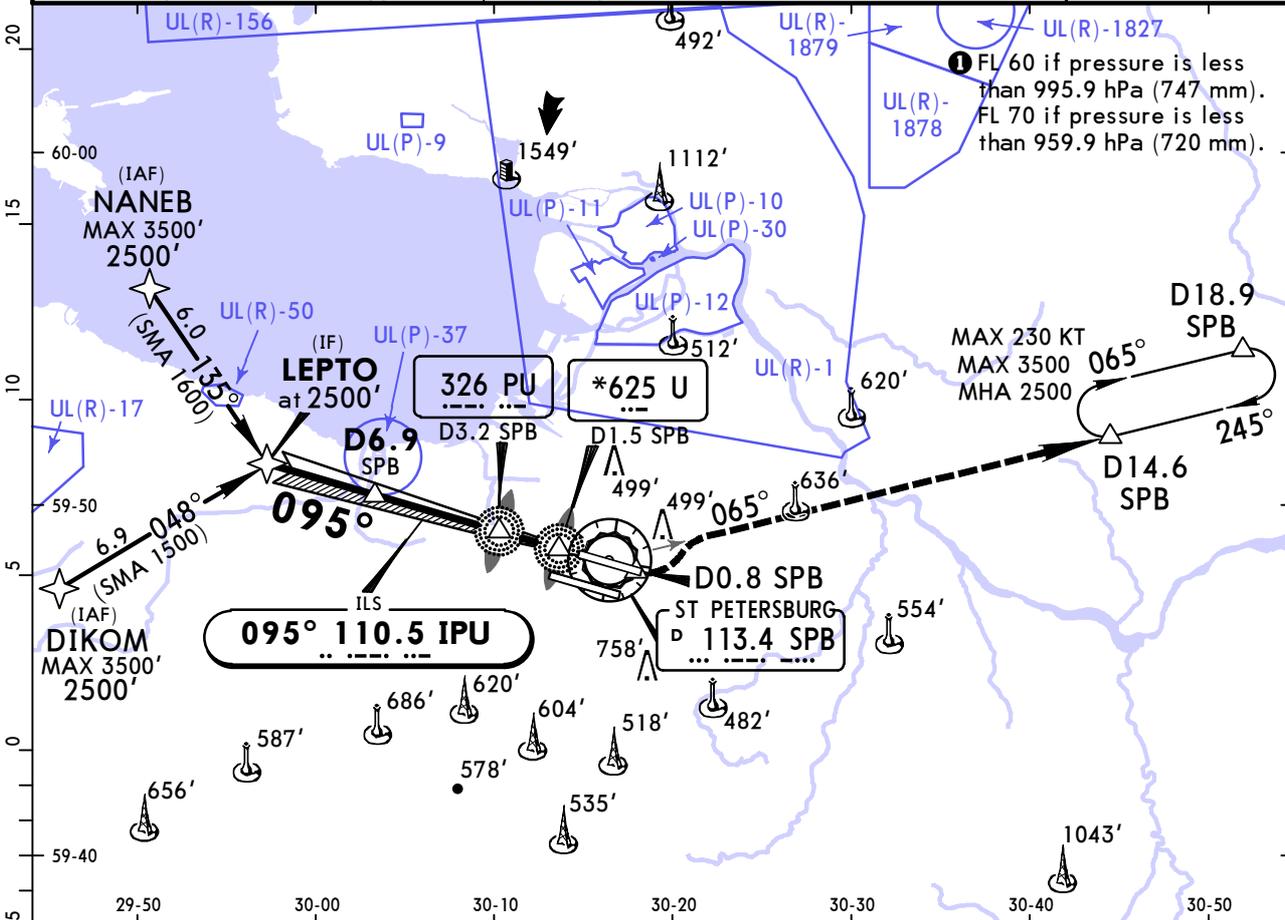
	Low Visibility Take-off				Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL		
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	R125m	R150m	R200m	R300m	400m	500m
D						

ULLI/LED PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA
12 APR 19 **(11-1)** Eff 25 Apr

ILS Rwy 10L

BRIEFING STRIP™	ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600			PULKOVO Krug (TWR)	PULKOVO Tower	Ground
	127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.1	121.7
LOC IPU	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums		Apt Elev 79' Rwy 61'			
110.5	095°	850' (789')						
MISSED APCH: Climb STRAIGHT AHEAD on 095°, at D0.8 after SPB turn LEFT onto R-065 SPB, proceed to D14.6 SPB climbing to 2500', then join holding.								
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 50 ①		Trans alt: 3500'			MSA SPB VOR
RNAV 1 required for initial approach.			GNSS required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D0.8 after SPB	SPB 113.4 R-065
ILS GS	3.00°	372	478	531	637	849			

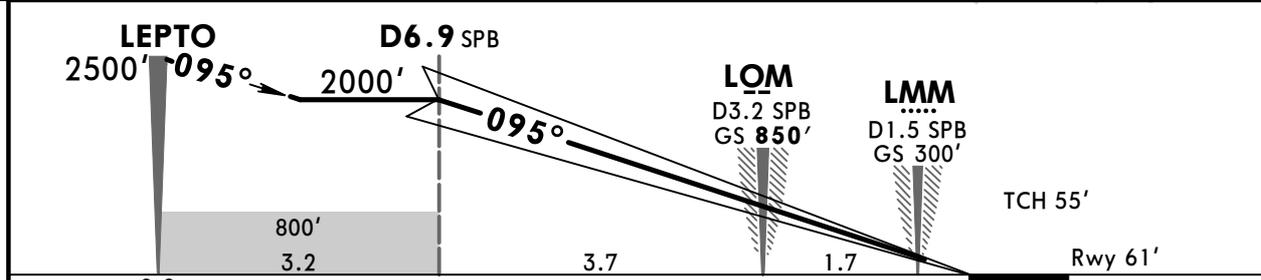
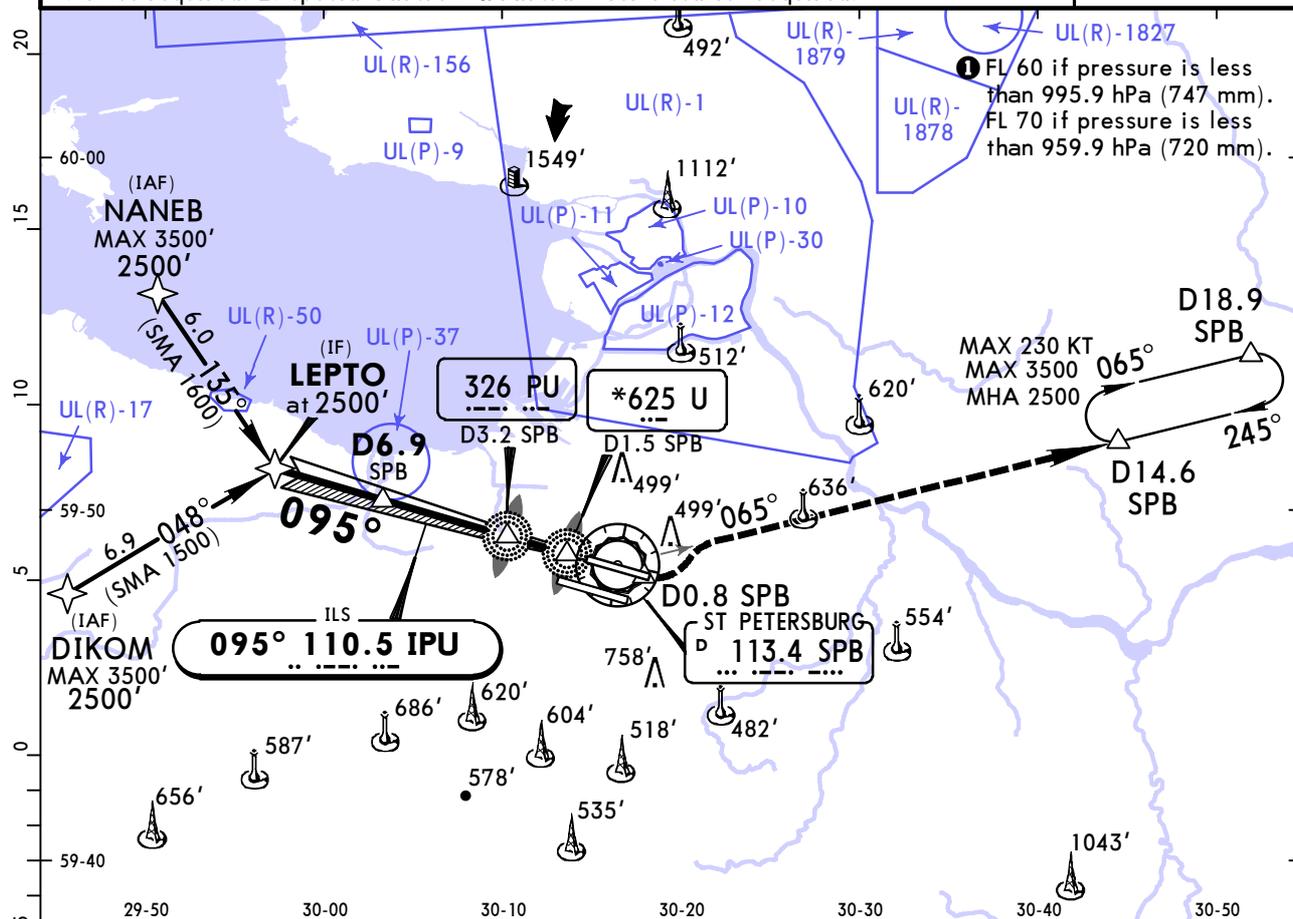
STRAIGHT-IN LANDING RWY 10L						CIRCLE-TO-LAND			
Missed apch climb gradient mim 4.0%			ILS			Missed apch climb gradient mim 2.5%			
			DA(H)			LOC (GS out)			
DA(H) C: 263' (202')			A: 350' (289')			C: 370' (309')			
AB: 261' (200')			D: 274' (213')			B: 362' (301')			
D: 381' (320')									
FULL			TDZ or CL out			ALS out			
PANS OPS	A					NOT AUTHORIZED	Max Kts	MDA(H)	
	B	RVR 550m	RVR 720m	1200m	900m		1400m	100	690' (611') 1600m
	C	VIS 800m	VIS 800m				1500m	135	1060' (981') 2400m
	D							180	1160' (1081') 4800m
							205		

ULLI/LED PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA

12 APR 19 **11-1A** Eff 25 Apr **CAT II ILS Rwy 10L**

ATIS (Russian) 127.3 127.4	PETERSBURG Control 124.0	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600 119.3 125.2 119.3			PULKOVO Krug (TWR) 120.3	PULKOVO Tower 118.1	Ground 121.7
LOC IPU 110.5	Final Apch Crs 095°	GS LOM 850' (789')	CAT II ILS Refer to Minimums		Apt Elev 79' Rwy 61'		
MISSED APCH: Climb STRAIGHT AHEAD on 095°, at D0.8 after SPB turn LEFT onto R-065 SPB, proceed to D14.6 SPB climbing to 2500', then join holding.							<p>MSA SPB VOR</p>
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 50 1		Trans alt: 3500'		
RNAV 1 required for initial approach.				1. GNSS required. 2. Special Aircrew & Aircraft Certification required.			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI D0.8 after SPB ↑ LT SPB 113.4 R-065
GS	3.00°	372	478	531	637	743	

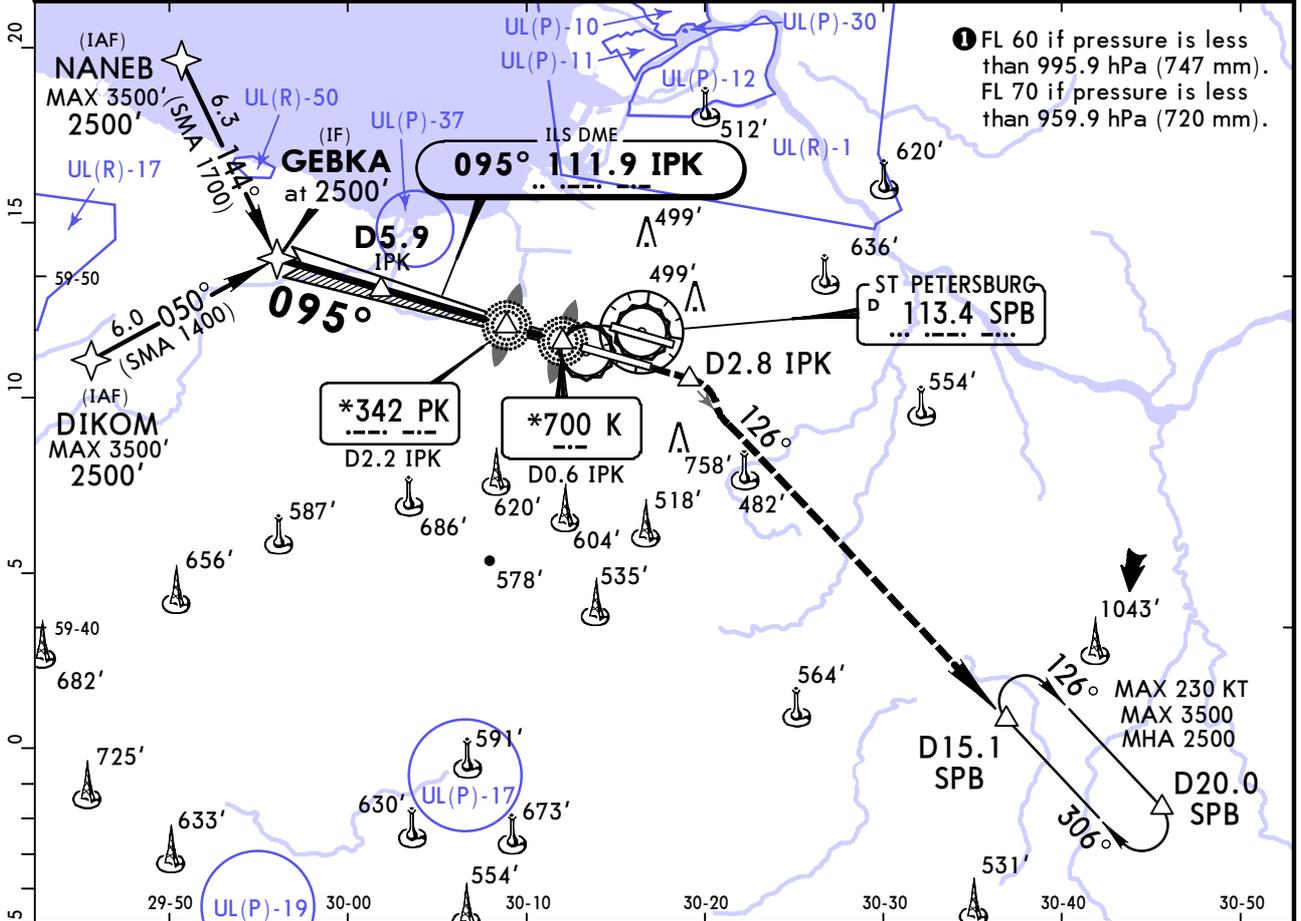
STRAIGHT-IN LANDING RWY 10L							
CAT II ILS				Missed apch climb gradient mim 2.5%			
Missed apch climb gradient mim 3.0%							
A	B	C	D	A	B	C	D
RA 111'	RA 130'	RA 143'	RA 157'	RA 149'	RA 166'	RA 178'	RA 193'
DA(H)	DA(H)	DA(H)	DA(H)	DA(H)	DA(H)	DA(H)	DA(H)
167' (106')	184' (123')	196' (135')	210' (149')	202' (141')	219' (158')	231' (170')	245' (184')
RVR 300m	RVR 400m	RVR 450m	RVR 450m				

ULLI/LED PULKOVO

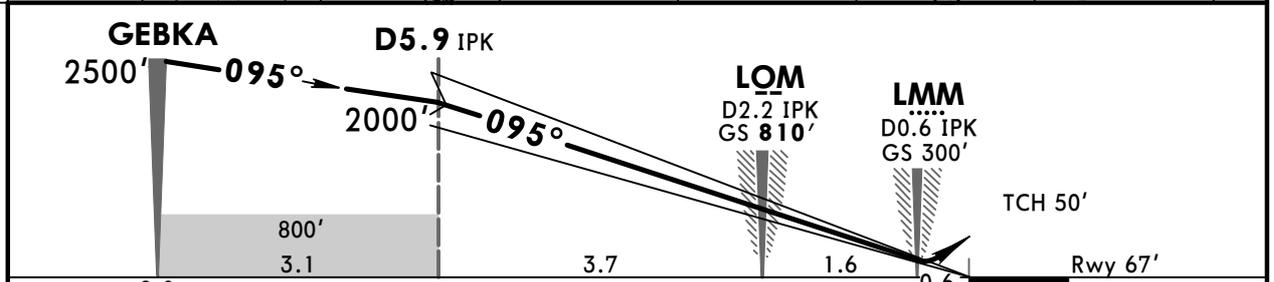
JEPPESEN ST PETERSBURG, RUSSIA
12 APR 19 (11-2) Eff 25 Apr

ILS Z Rwy 10R

BRIEFING STRIP™	ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600			PULKOVO Krug (TWR)	PULKOVO Tower	Ground
	127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.7	121.7
LOC IPK	Final Apch Crs	GS LOM	ILS DA(H)		Apt Elev 79'			
111.9	095°	810' (743')	267' (200')		Rwy 67'			
MISSED APCH: Climb STRAIGHT AHEAD on 095°, at D2.8 after IPK turn RIGHT onto R-126 SPB, proceed to D15.1 SPB climbing to 2500', then join holding.								
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 50		Trans alt: 3500'			
RNAV 1 required for initial approach.			1. GNSS required. 2. ILS DME reads zero at rwy 10R threshold. 3. Level flight segment is not available before FAP.					
MSA SPB VOR								



① FL 60 if pressure is less than 995.9 hPa (747 mm).
FL 70 if pressure is less than 959.9 hPa (720 mm).



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D2.8 after IPK ↑	SPB 113.4 R-126 ↗ RT
ILS GS	3.00°	372	478	531	637	849			

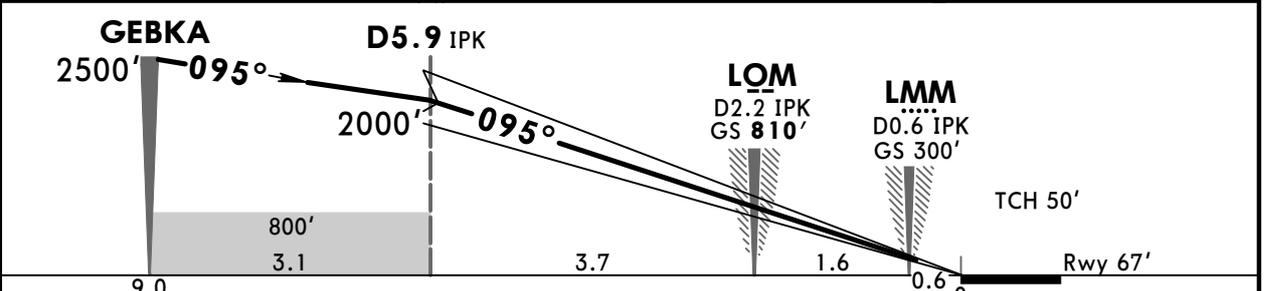
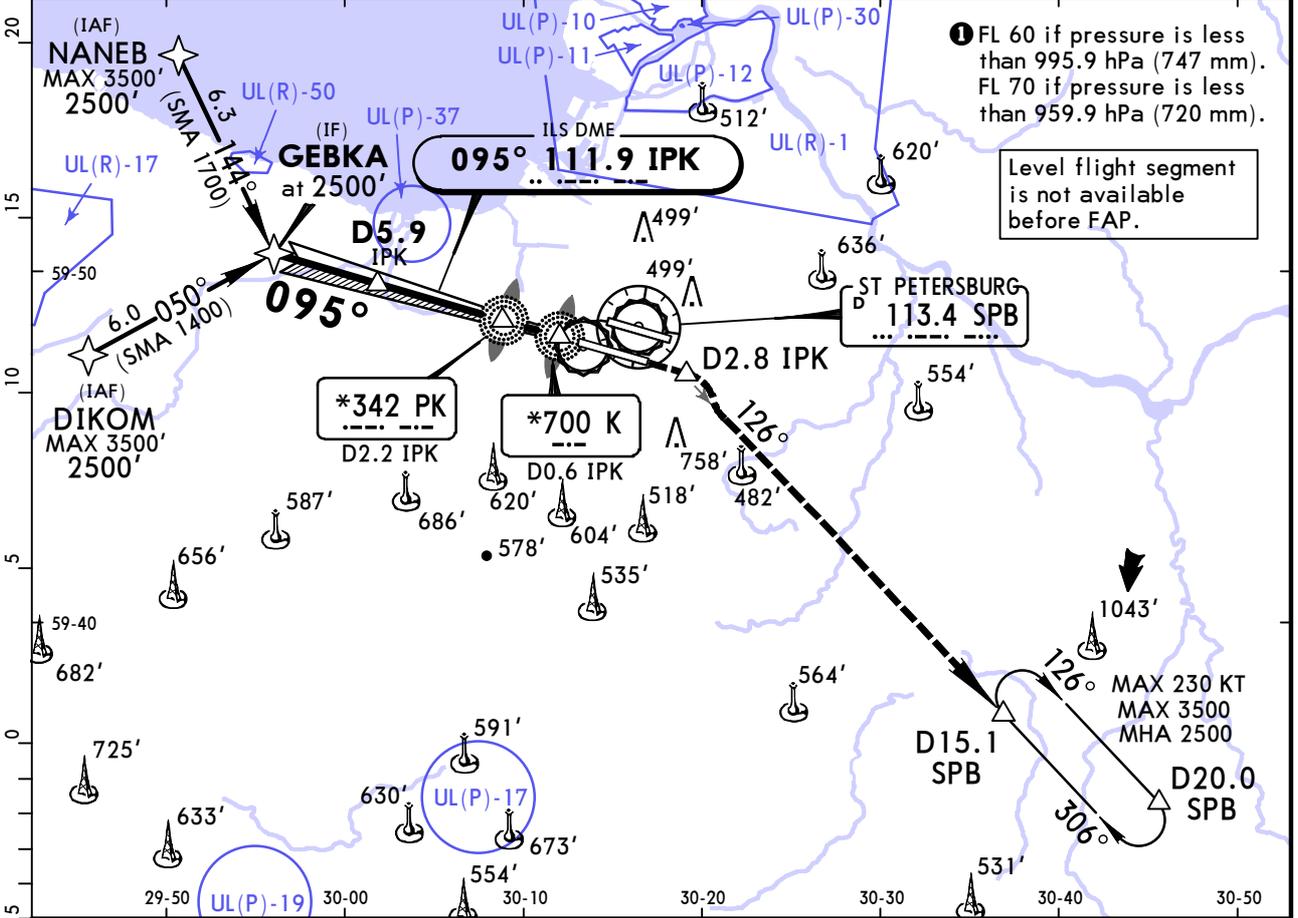
PANS OPS	STRAIGHT-IN LANDING RWY 10R			CIRCLE-TO-LAND	
	ILS			LOC (GS out)	
	DA(H) 267' (200')				
	FULL	TDZ or CL out	ALS out	Max Kts	MDA(H)
	A			100	690' (611') 1600m
B			135	1060' (981') 2400m	
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	180	1160' (1081') 4800m
D				205	
			NOT AUTHORIZED		

**ULLI/LED
PULKOVO**

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

**ST PETERSBURG, RUSSIA
CAT II ILS Z Rwy 10R**

BRIEFING STRIP™	ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600			PULKOVO Krug (TWR)	PULKOVO Tower	Ground	
	127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.7	121.7	
LOC IPK	Final Apch Crs	GS LOM	CAT II ILS RA 104'		Apt Elev 79'				
111.9	095°	810' (743')	DA(H) 167' (100')		Rwy 67'				
MISSED APCH: Climb STRAIGHT AHEAD on 095°, at D2.8 after IPK turn RIGHT onto R-126 SPB, proceed to D15.1 SPB climbing to 2500', then join holding.								MSA SPB VOR	
Alt Set: hPa				Rwy Elev: 2 hPa		Trans level: FL 50			Trans alt: 3500'
RNAV 1 required for initial approach.				1. GNSS required. 2. Special Aircrew & Aircraft Certification required. 3. ILS DME reads zero at rwy 10R threshold.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D2.8 after IPK ↑	RT ↗	SPB 113.4 R-126
GS	3.00°	372	478	531	637	743				

STRAIGHT-IN LANDING RWY 10R
CAT II ILS
RA 104'
DA(H) 167' (100')

RVR 300m

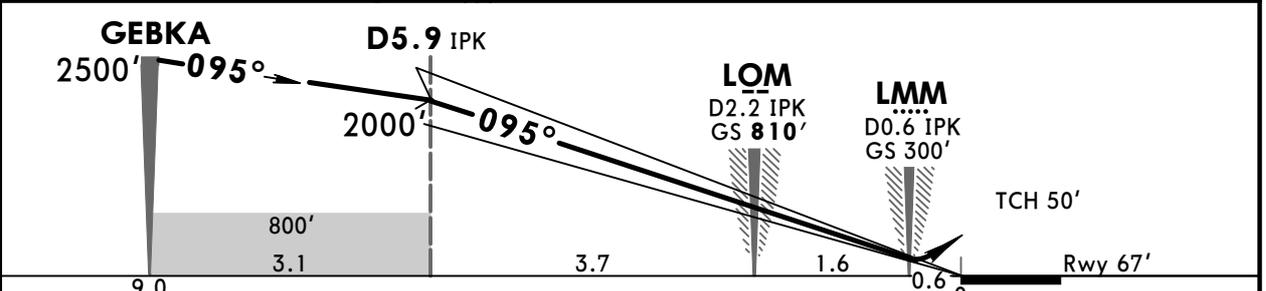
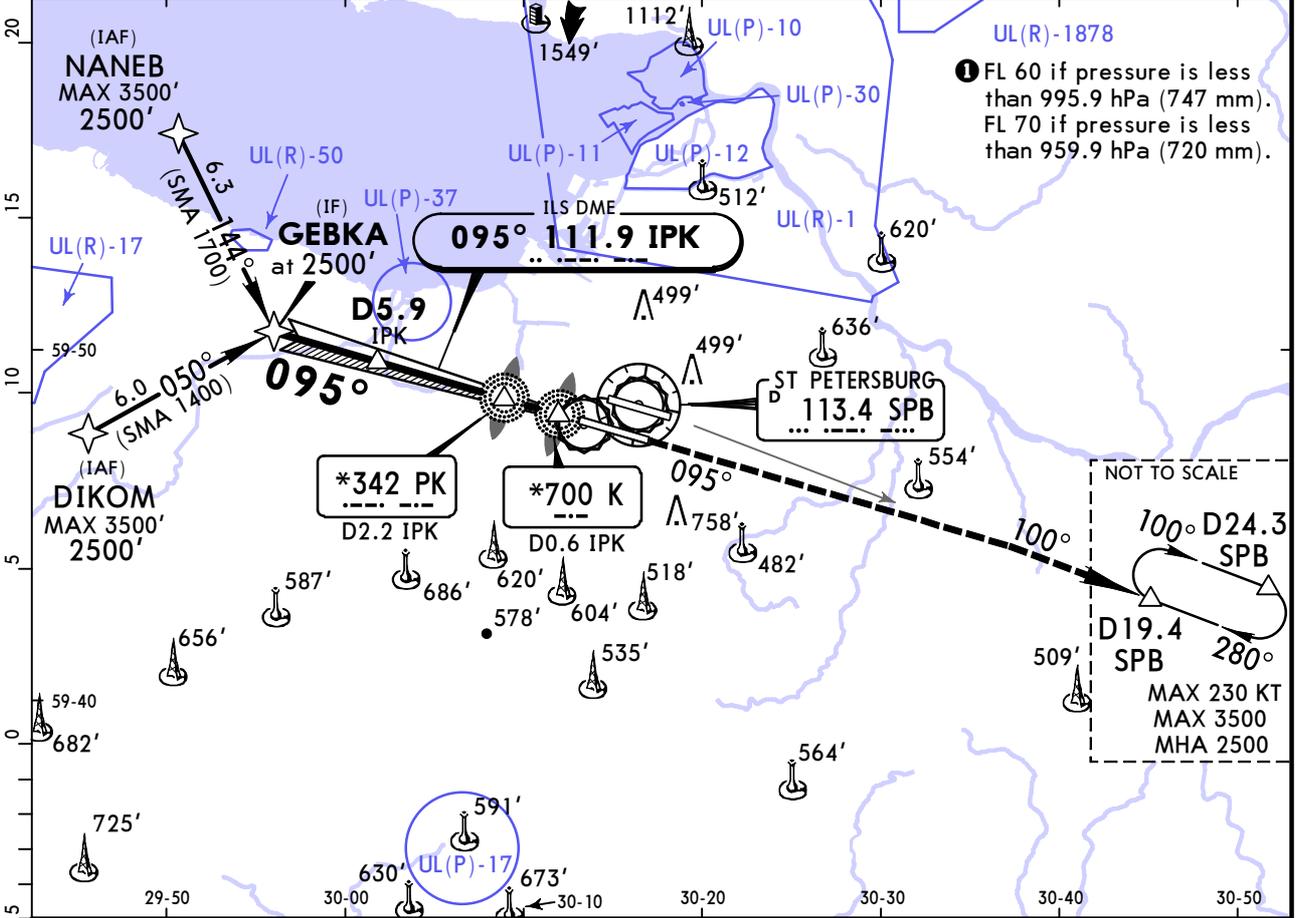
PANS OPS

ULLI/LED PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA
12 APR 19 **(11-3)** Eff 25 Apr

ILS Y Rwy 10R

BRIEFING STRIP™	ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600			PULKOVO Krug (TWR)	PULKOVO Tower	Ground
	127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.7	121.7
LOC IPK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 79'				
111.9	095°	810' (743')	267' (200')	Rwy 67'				
MISSED APCH: Climb STRAIGHT AHEAD on 095°, intercept R-100 SPB, proceed to D19.4 SPB climbing to 2500', then join holding.								
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 50 1 Trans alt: 3500' RNAV 1 required for initial approach. 1. GNSS required. 2. ILS DME reads zero at rwy 10R threshold. 3. Level flight segment is not available before FAP.								



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	095° onto 113.4 R-100
ILS GS	3.00°	372	478	531	637	849		

STRAIGHT-IN LANDING RWY 10R				CIRCLE-TO-LAND	
ILS DA(H) 267' (200')			LOC (GS out)		
FULL	TDZ or CL out	ALS out	Max Kts	MDA(H)	
A			100	690' (611')	1600m
B			135	1060' (981')	2400m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	180	1160' (1081')	4800m
D		1200m	205		
NOT AUTHORIZED					

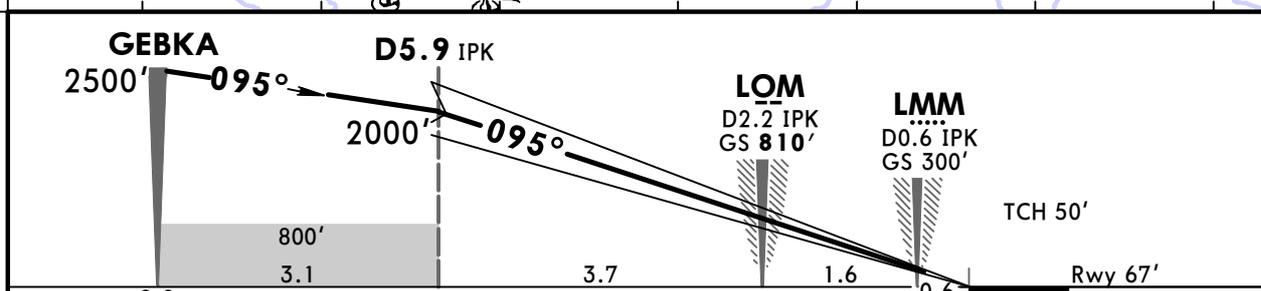
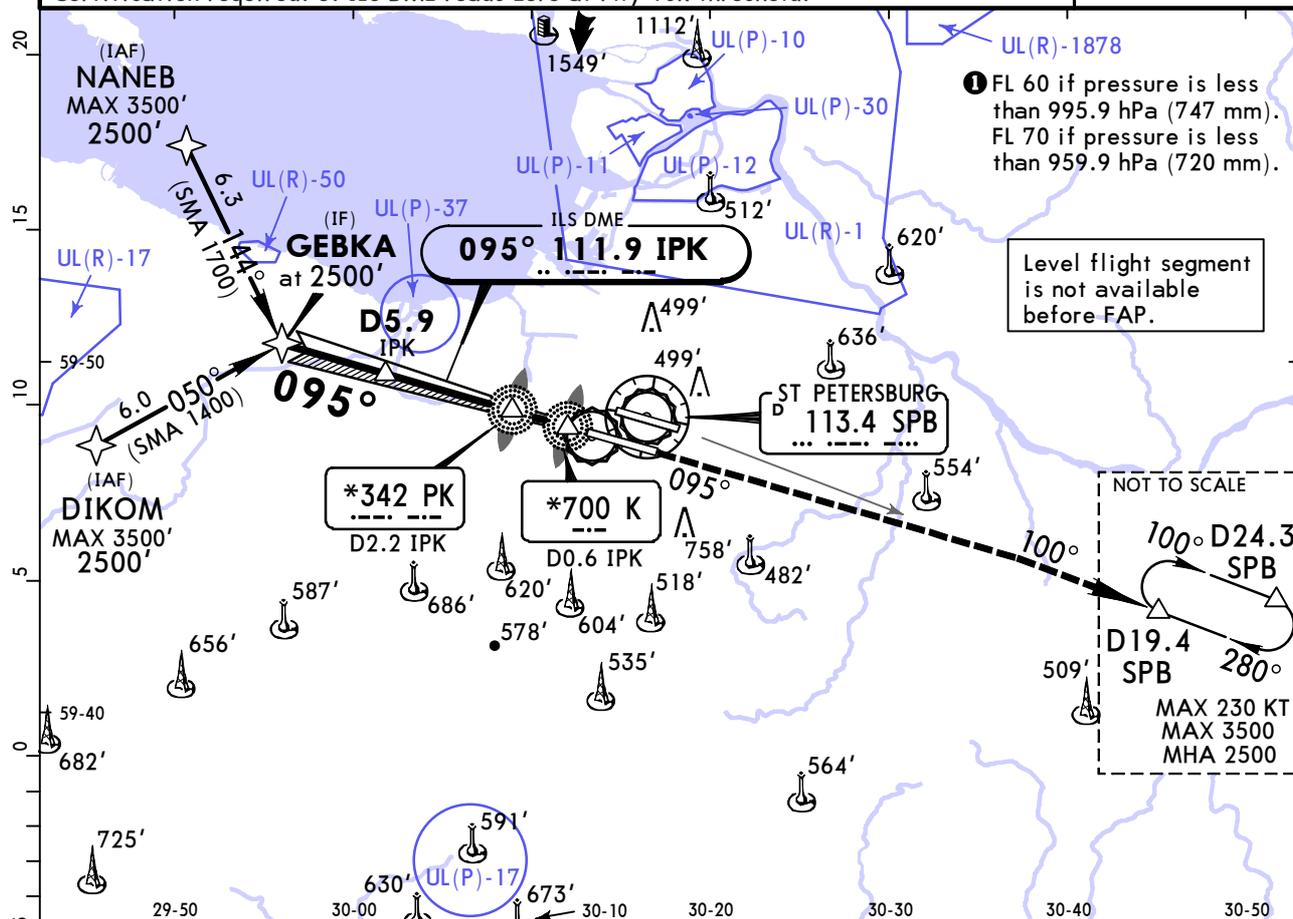
PANS OPS

**ULLI/LED
PULKOVO**

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

**ST PETERSBURG, RUSSIA
CAT II ILS Y Rwy 10R**

ATIS (Russian) 127.3 127.4	PETERSBURG Control 124.0	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600 119.3 125.2 119.3			PULKOVO Krug (TWR) 120.3	PULKOVO Tower 118.7	Ground 121.7
LOC IPK 111.9	Final Apch Crs 095°	GS LOM 810' (743')	CAT II ILS RA 104' DA(H) 167' (100')		Apt Elev 79' Rwy 67'		<p>MSA SPB VOR</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD on 095°, intercept R-100 SPB, proceed to D19.4 SPB climbing to 2500', then join holding.</p>							
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 50 1				Trans alt: 3500'			
RNAV 1 required for initial approach.			1. GNSS required. 2. Special Aircrew & Aircraft Certification required. 3. ILS DME reads zero at rwy 10R threshold.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	095° ↑ onto 113.4 R-100
GS	3.00°	372	478	531	637	849		

STRAIGHT-IN LANDING RWY 10R
CAT II ILS
RA 104'
DA(H) **167' (100')**

RVR 300m

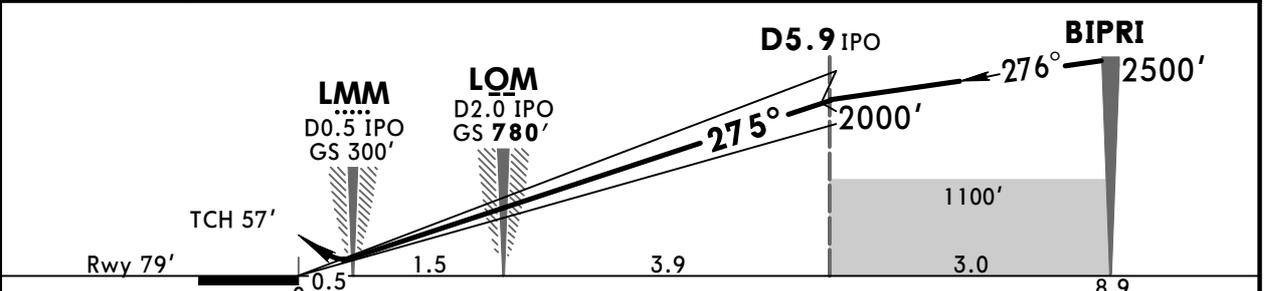
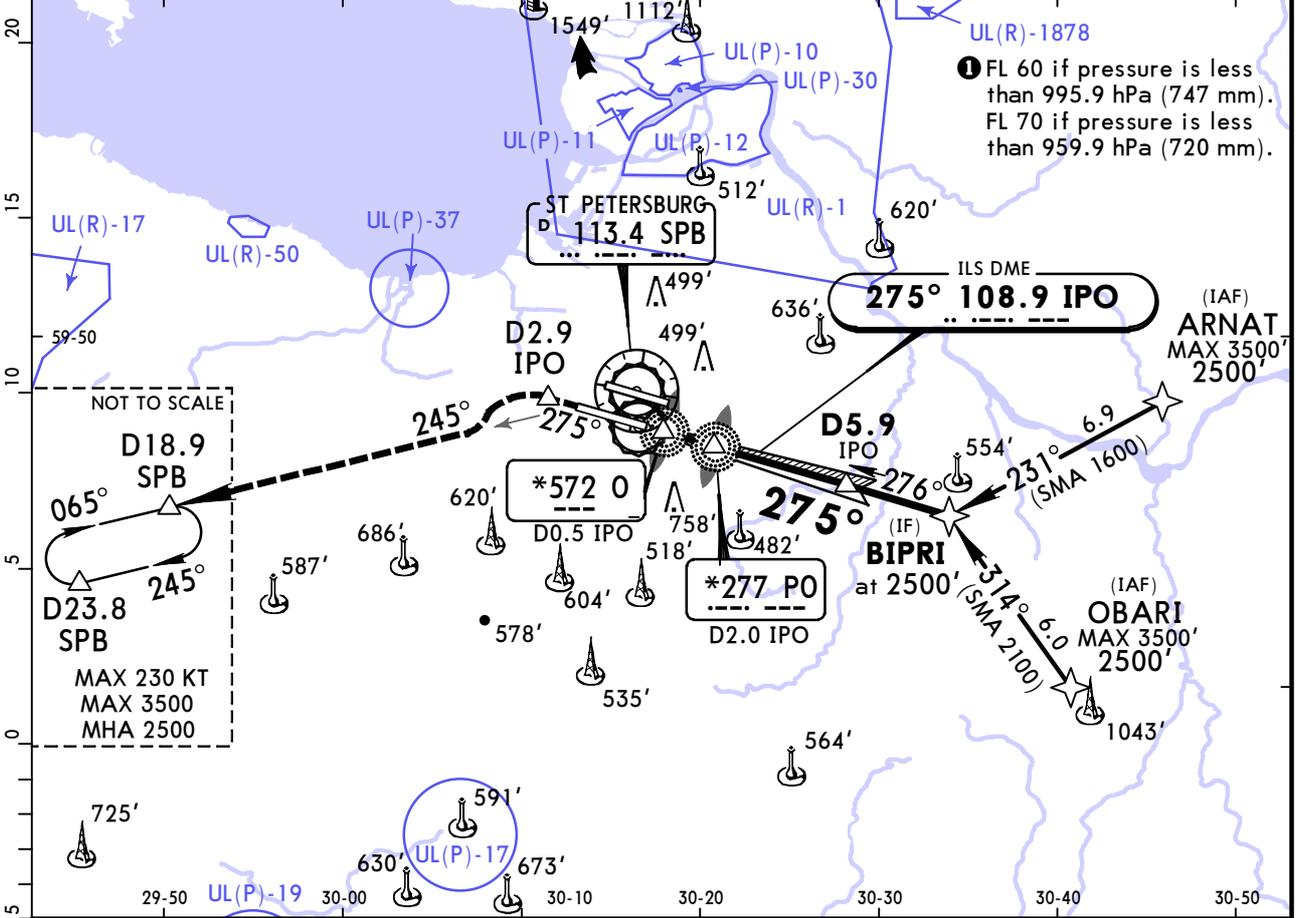
PANS OPS

**ULLI/LED
PULKOVO**

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

**ST PETERSBURG, RUSSIA
ILS Z Rwy 28L**

ATIS (Russian) 127.3 127.4	PETERSBURG Control 124.0	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600 119.3 125.2 119.3			PULKOVO Krug (TWR) 120.3	PULKOVO Tower 118.7	Ground 121.7
LOC IPO 108.9	Final Apch Crs 275°	GS LOM 780' (701')	ILS DA(H) 279' (200')	Apt Elev 79' Rwy 79'			
MISSED APCH: Climb STRAIGHT AHEAD on 275°, at D2.9 after IPO turn LEFT to intercept R-245 SPB, proceed to D18.9 SPB climbing to 2500', then join holding.							MSA SPB VOR ① FL 60 if pressure is less than 995.9 hPa (747 mm). FL 70 if pressure is less than 959.9 hPa (720 mm).
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL 50 ①		Trans alt: 3500'		
RNAV 1 required for initial approach.			1. GNSS required. 2. ILS DME reads zero at rwy 28L threshold. 3. Level flight segment is not available before FAP.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D2.9 after IPO ↑	SPB 113.4 R-245 LT
ILS GS	3.00°	372	478	531	637	743			

STRAIGHT-IN LANDING RWY 28L			CIRCLE-TO-LAND		
ILS			LOC (GS out)		
DA(H) 279' (200')					
FULL		ALS out	Max Kts		MDA(H)
A			100	690' (611')	1600m
B	RVR 720m	1200m	135	1060' (981')	2400m
C	VIS 800m		180	1160' (1081')	4800m
D			205		
			NOT AUTHORIZED		

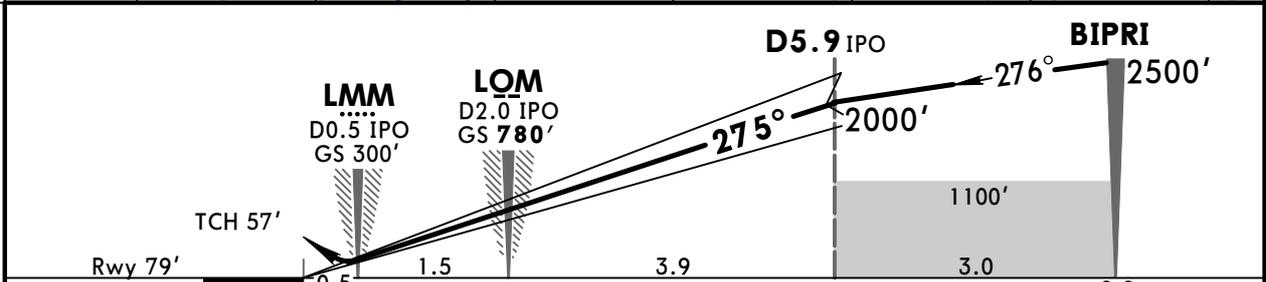
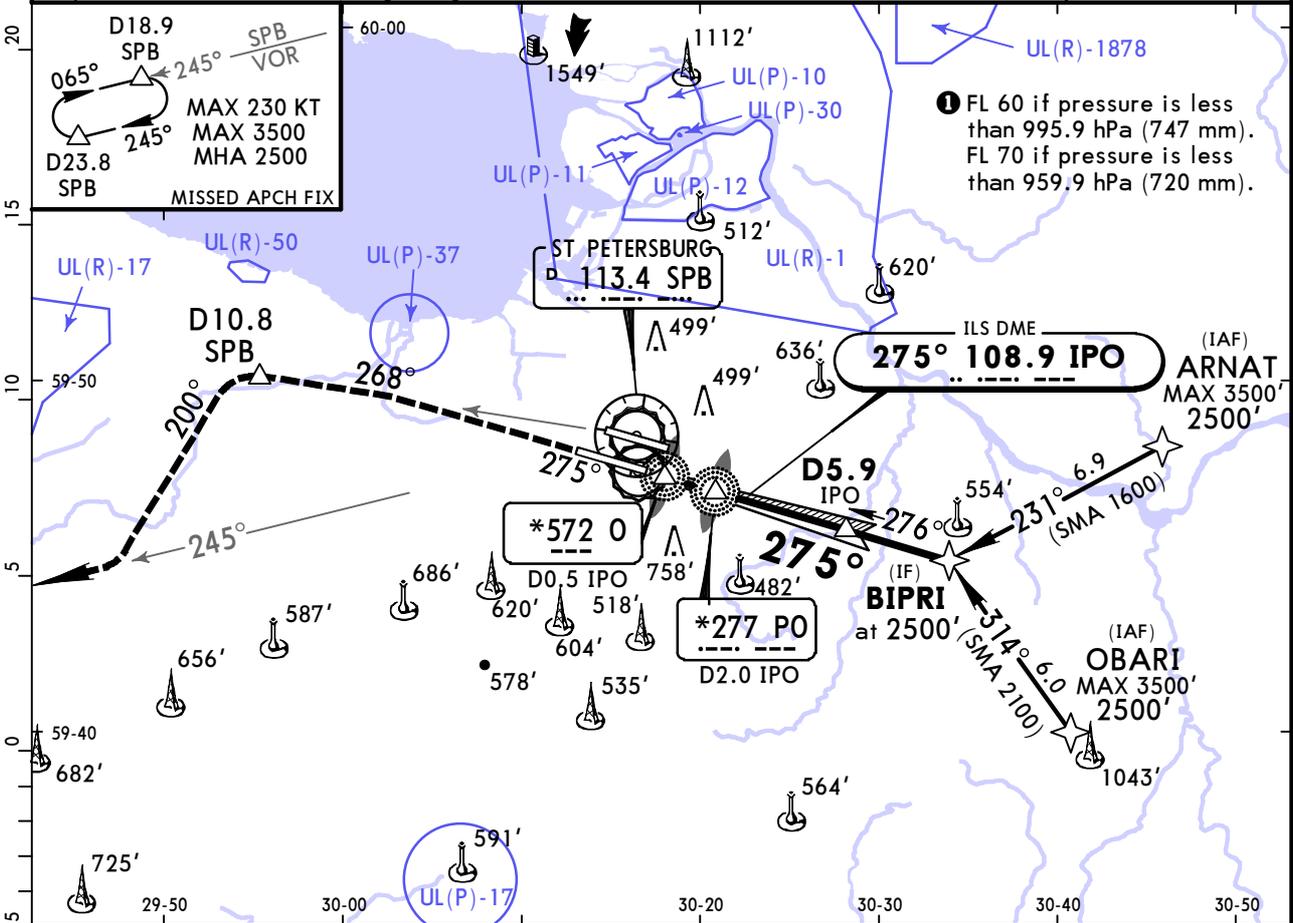
PANS OPS

ULLI/LED PULKOVO

JEPPESSEN 12 APR 19 **(11-5) Eff 25 Apr**

ST PETERSBURG, RUSSIA ILS Y Rwy 28L

BRIEFING STRIP™	ATIS (Russian) 127.3 127.4	PETERSBURG Control 124.0	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600 119.3 125.2 119.3			PULKOVO Krug (TWR) 120.3	PULKOVO Tower 118.7	Ground 121.7
	LOC IPO 108.9	Final Apch Crs 275°	GS LOM 780' (701')	ILS DA(H) 279' (200')	Apt Elev 79' Rwy 79'			
MISSED APCH: Climb STRAIGHT AHEAD on 275°, intercept R-268 SPB to D10.8 SPB, turn LEFT onto 200°, intercept R-245 SPB, proceed to D18.9 SPB climbing to 2500', then join holding.								
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 50 1 Trans alt: 3500' RNAV 1 required for initial approach. 1. GNSS required. 2. ILS DME reads zero at rwy 28L threshold. 3. Level flight segment is not available before FAP.								



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	275° SPB ↑ onto 113.4 R-268
ILS GS	3.00°	372	478	531	637	743		

STRAIGHT-IN LANDING RWY 28L		CIRCLE-TO-LAND	
ILS		LOC (GS out)	
DA(H) 279' (200')			
FULL		ALS out	
A		Max Kts	MDA(H)
B	RVR 720m VIS 800m	100	690' (611') 1600m
C		135	1060' (981') 2400m
D		180	1160' (1081') 4800m
		205	

PANS OPS

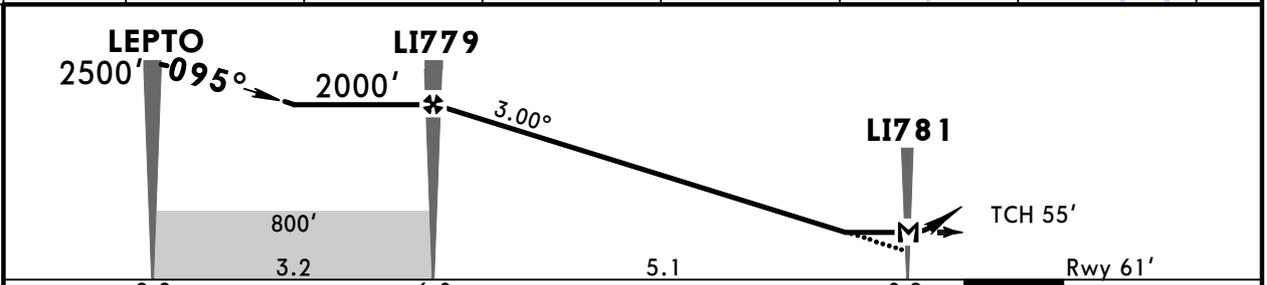
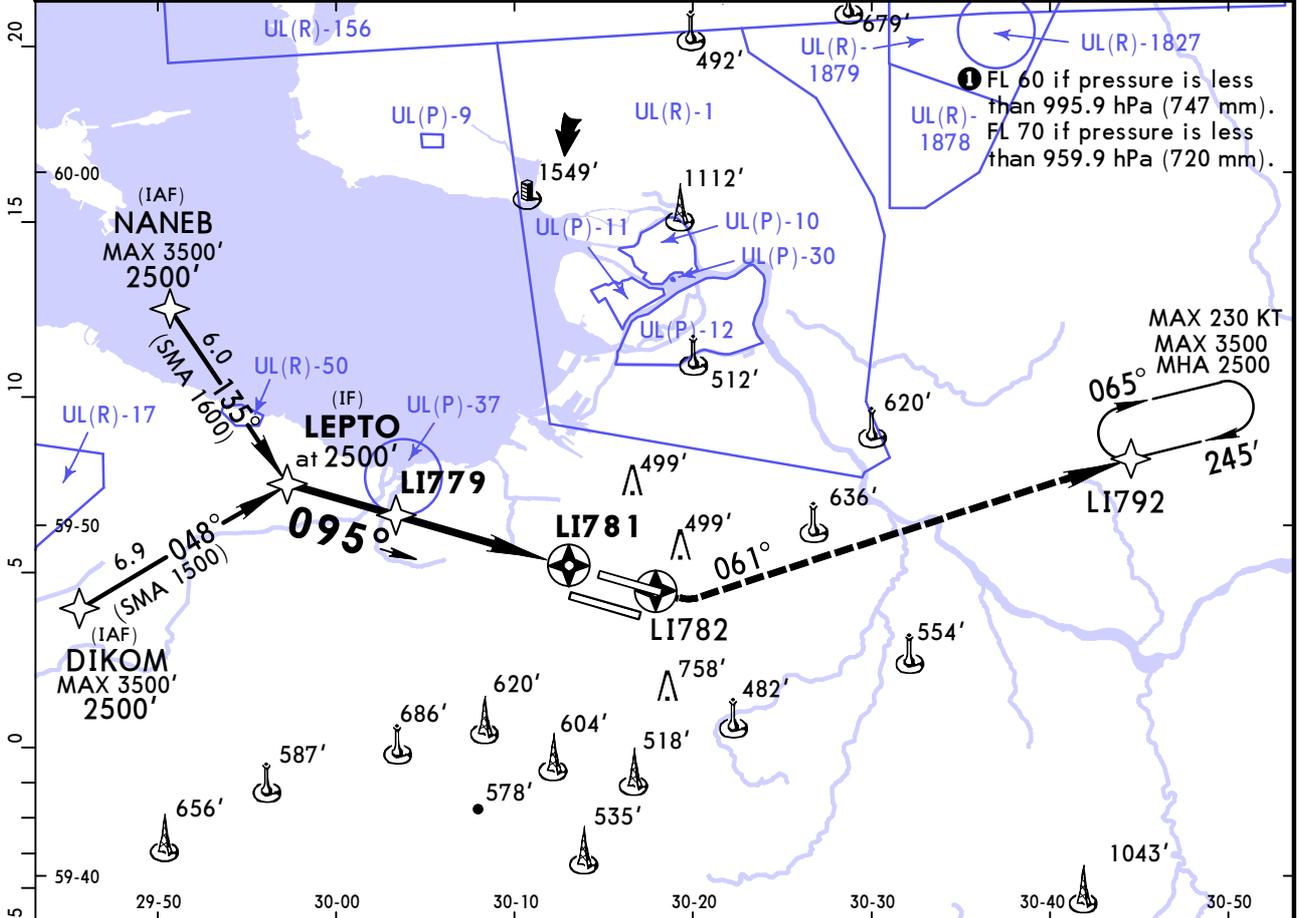
CHANGES: Bearings. TCH. Minimums.

ULLI/LED PULKOVO

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

ST PETERSBURG, RUSSIA RNAV (GNSS) Rwy 10L

ATIS (Russian) 127.3 127.4	PETERSBURG Control 124.0	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600			PULKOVO Krug (TWR) 120.3	PULKOVO Tower 118.1	Ground 121.7	
RNAV	Final Apch Crs 095°	Procedure Alt LI779 2000' (1939')	LNAV MDA(H) 460' (399')	Apt Elev 79' Rwy 61'				
MISSED APCH: Climb STRAIGHT AHEAD to LI782, turn LEFT onto 061° to LI792 climbing to 2500', then join holding.								
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL 50				Trans alt: 3500'
RNP apch.		GNSS required.						



Gnd speed-Kts	70	90	100	120	140	160		LI782 ↑	LI792 ↘	on 061°
Descent Angle	3.00°	372	478	531	637	743				

STRAIGHT-IN LANDING RWY 10L				CIRCLE-TO-LAND			
LNAV				ALS out			
MDA(H) 460' (399')				Max Kts			
A					100	690' (611') 1600m	
B	RVR 720m VIS 800m			135		1060' (981') 2400m	
C					180	1160' (1081') 4800m	
D	RVR 1500m VIS 1600m			205			

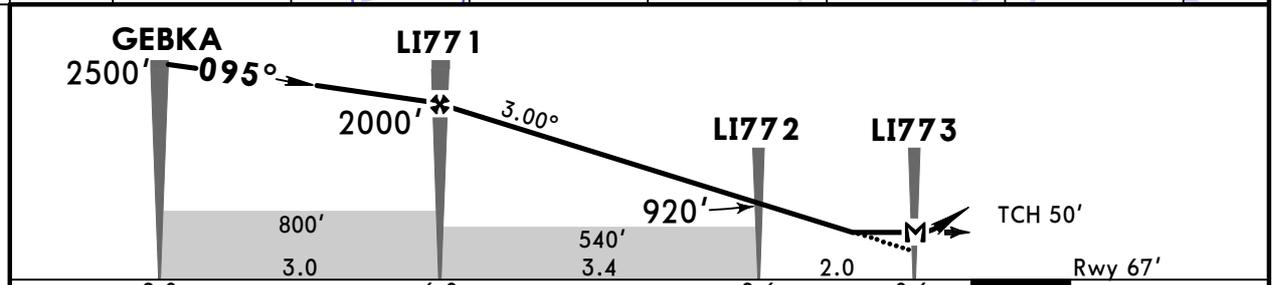
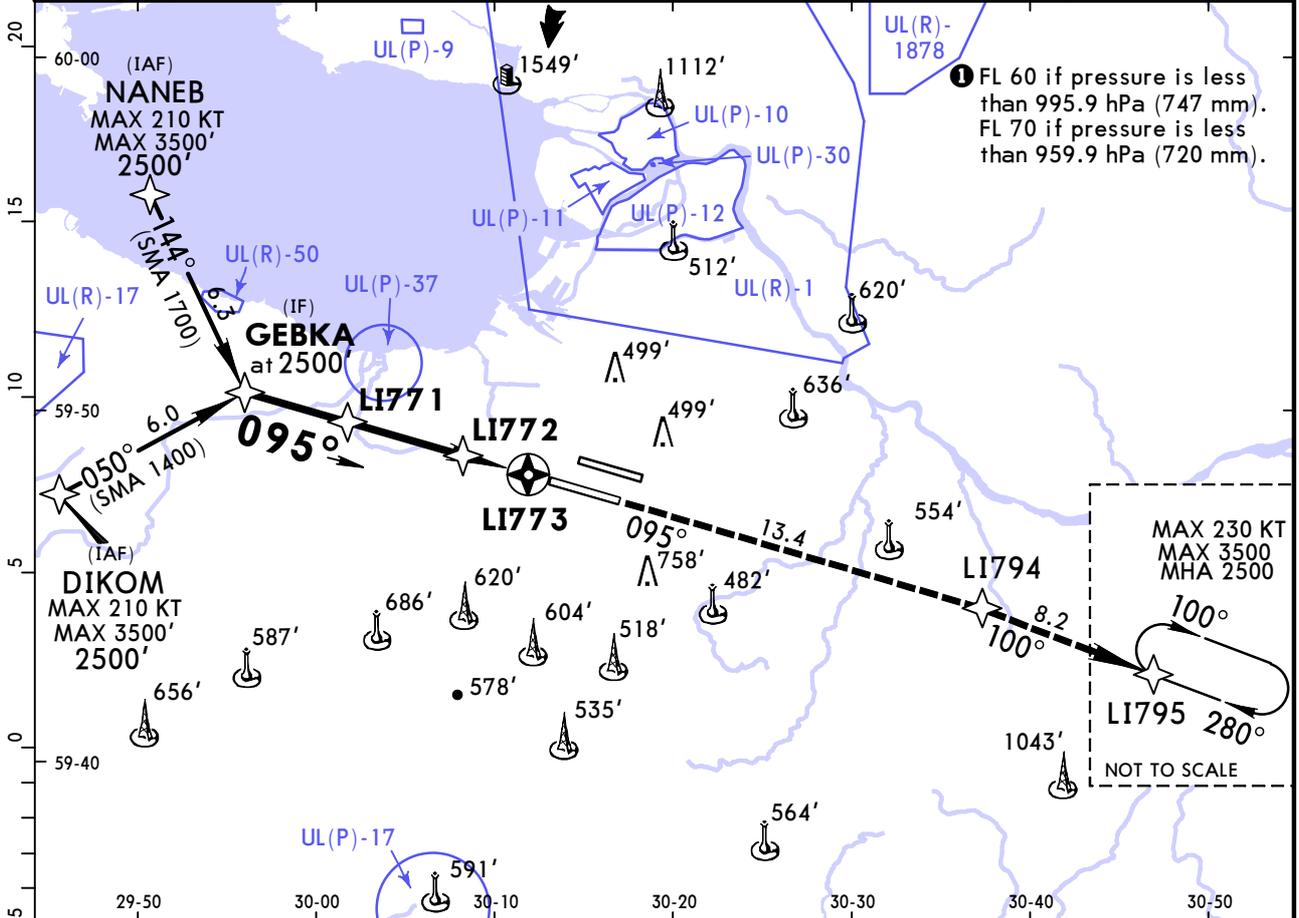
PANS OPS

**ULLI/LED
PULKOVO**

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

**ST PETERSBURG, RUSSIA
RNAV (GNSS) Rwy 10R**

ATIS (Russian) 127.3 127.4	PETERSBURG Control 124.0	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600			PULKOVO Krug (TWR) 120.3	PULKOVO Tower 118.7	Ground 121.7	
RNAV	Final Apch Crs 095°	Procedure Alt LI771 2000' (1933')	LNAV MDA(H) 460' (393')	Apt Elev 79' Rwy 67'		<p>2600 MSA ARP</p>		
<p>MISSED APCH: Climb STRAIGHT AHEAD to LI794, then proceed to LI795 climbing to 2500', then join holding.</p>								
<p>Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 50 1 Trans alt: 3500'</p> <p>RNP apch. 1. GNSS required. 2. Level flight segment is not available before FAF.</p>								



Gnd speed-Kts	70	90	100	120	140	160		LI794 ↑
Descent Angle	3.00°	372	478	531	637	743		
MAP at LI773								

STRAIGHT-IN LANDING RWY 10R				CIRCLE-TO-LAND			
LNAV				MDA(H) 460' (393')			
ALS out				Max Kts	MDA(H)		
A				100	690' (611')	1600m	
B	RVR 720m VIS 800m			135	1060' (981')	2400m	
C				180	1160' (1081')		4800m
D	RVR 1500m VIS 1600m			205			

PANS OPS

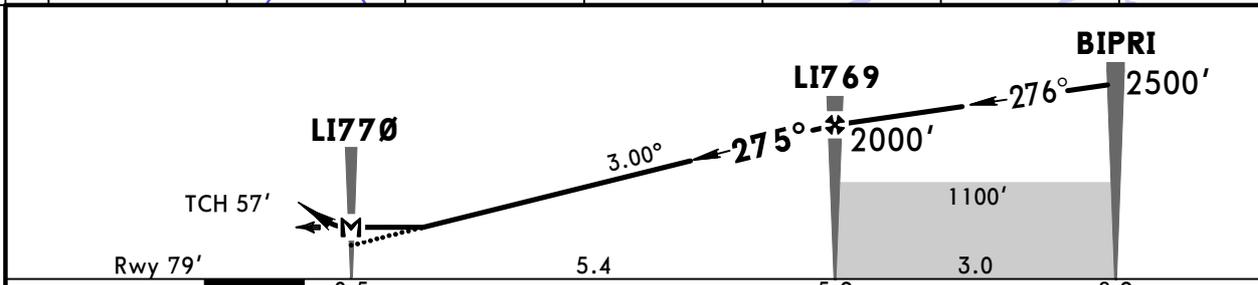
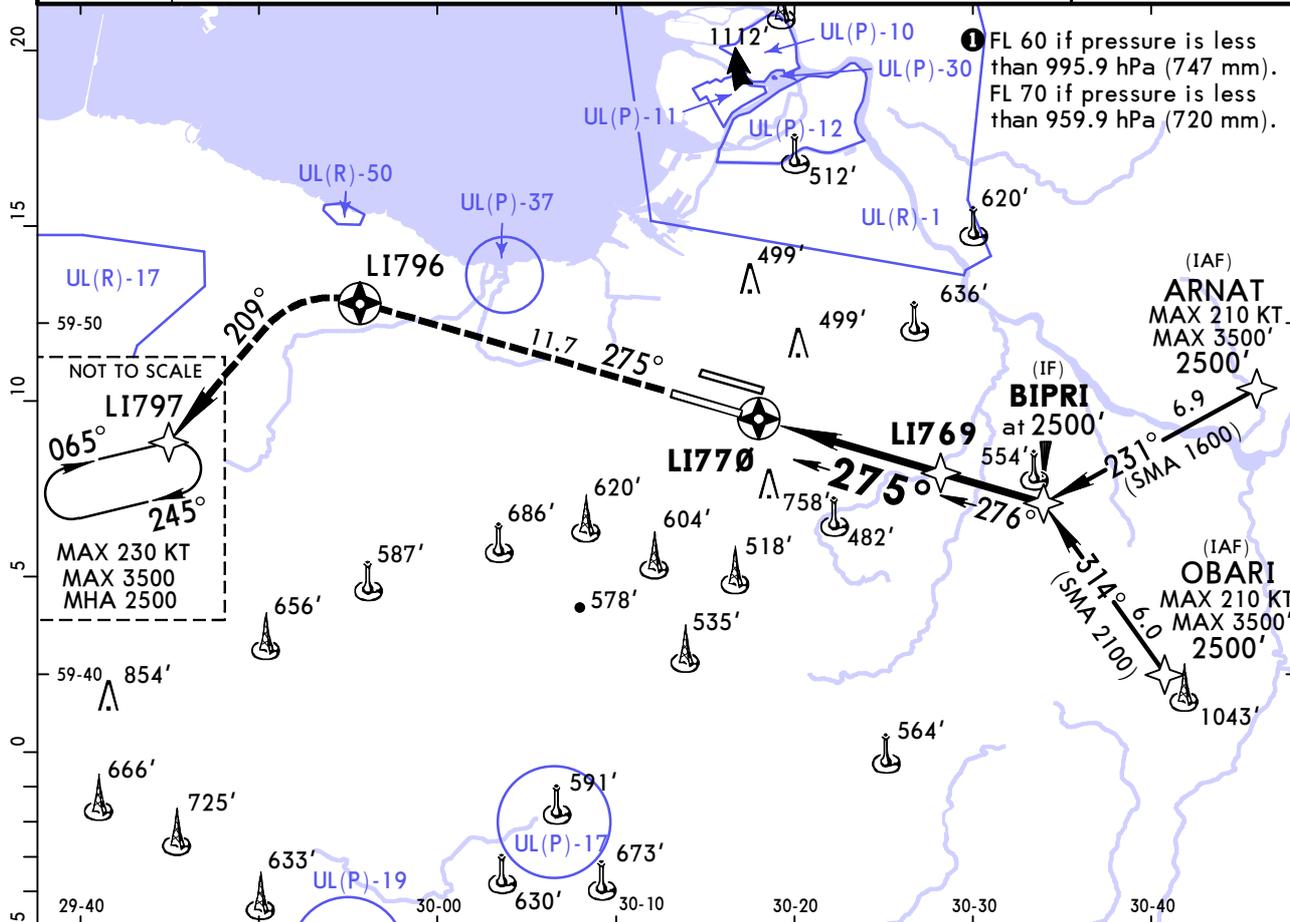
CHANGES: Bearings.

**ULLI/LED
PULKOVO**

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

**ST PETERSBURG, RUSSIA
RNAV (GNSS) Rwy 28L**

ATIS (Russian) 127.3 127.4	PETERSBURG Control 124.0	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600			PULKOVO Krug (TWR) 120.3	PULKOVO Tower 118.7	Ground 121.7	
RNAV	Final Apch Crs 275°	Procedure Alt LI769 2000' (1921')	LNAV MDA(H) 560' (481')	Apt Elev 79' Rwy 79'		 MSA ARP		
MISSED APCH: Climb STRAIGHT AHEAD to LI796, turn LEFT onto 209° to LI797 climbing to 2500', then join holding.								
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 50 ① Trans alt: 3500'								
RNP apch. 1. GNSS required. 2. Level flight segment is not available before FAF.								



Gnd speed-Kts	70	90	100	120	140	160	 HIALS PAPI	LI796 ↑
Descent Angle	3.00°	372	478	531	637	743		
MAP at LI770								

	STRAIGHT-IN LANDING RWY 28L		CIRCLE-TO-LAND	
	LNAV		MDA(H)	
	MDA(H) 560' (481')		Max Kts	
A	RVR 720m	ALS out	100	690' (611') 1600m
B	VIS 800m	RVR 1500m VIS 1600m	135	1060' (981') 2400m
C	1200m	RVR 1800m VIS 2000m	180	1160' (1081') 4800m
D	RVR 1500m VIS 1600m	2400m	205	

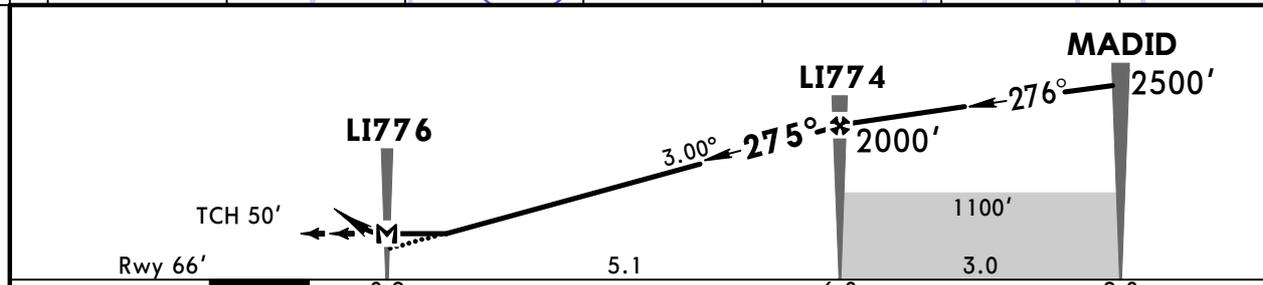
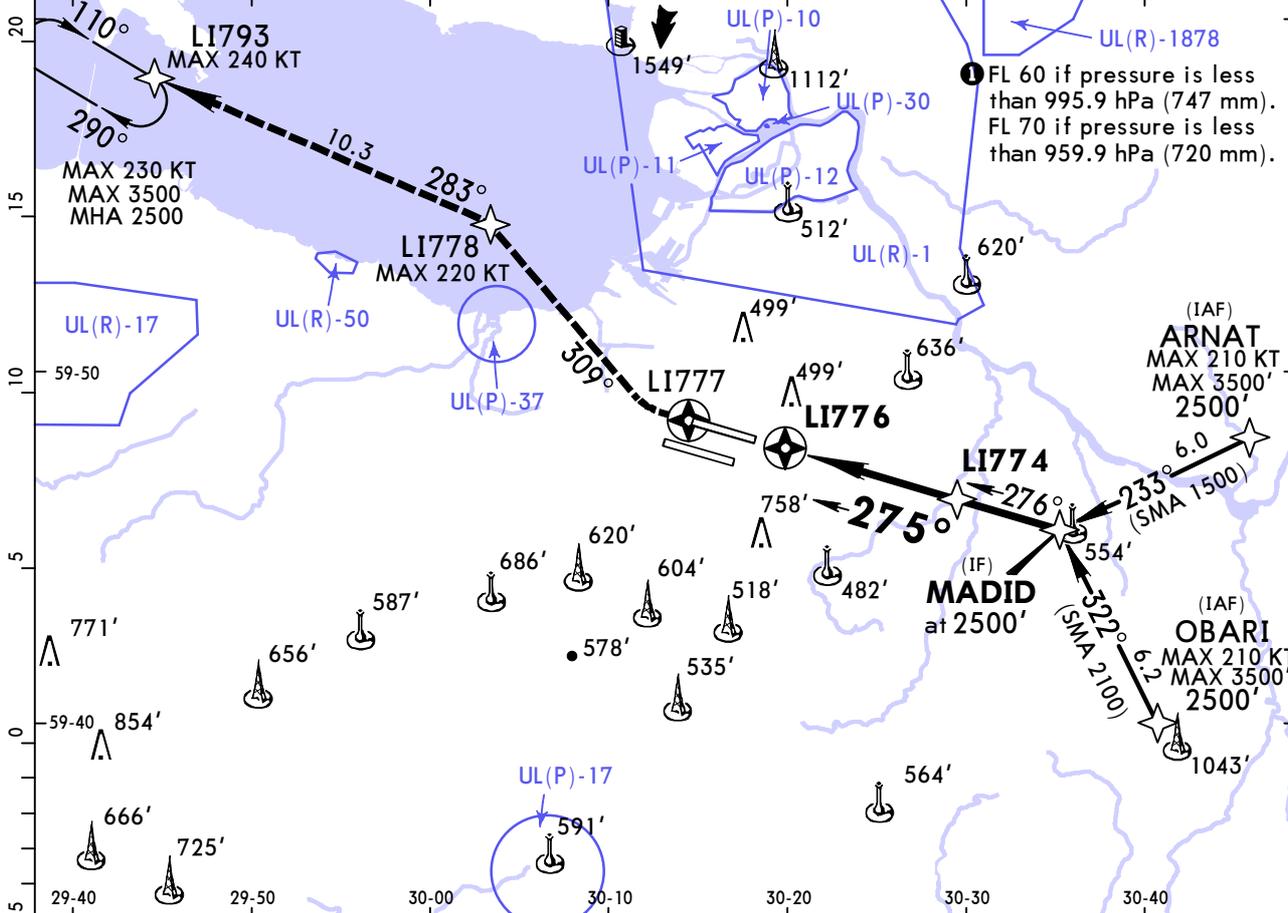
PANS OPS

**ULLI/LED
PULKOVO**

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

**ST PETERSBURG, RUSSIA
RNAV (GNSS) Rwy 28R**

ATIS (Russian) 127.3 127.4	PETERSBURG Control 124.0	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600			PULKOVO Krug (TWR) 120.3	PULKOVO Tower 118.1	Ground 121.7	
RNAV	Final Apch Crs 275°	Procedure Alt LI774 2000' (1934')	LNAV MDA(H) 500' (434')	Apt Elev 79' Rwy 66'				
MISSED APCH: Climb STRAIGHT AHEAD to LI777, turn RIGHT onto 309° to LI778, then proceed to LI793 climbing to 2500', then join holding.								
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 50 1 Trans alt: 3500'								
RNP apch.	1. GNSS required. 2. Level flight segment is not available before FAF.						MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	LI777 ↑	LI778 ↻ RT	on 309°
Descent Angle	3.00°	372	478	531	637	743				
MAP at LI776										

STRAIGHT-IN LANDING RWY 28R				CIRCLE-TO-LAND			
LNAV				MDA(H)			
MDA(H) 500' (434')				ALS out			
A	RVR 720m	RVR 1500m		Max Kts	MDA(H)		
B	VIS 800m	RVR 1600m		100	690' (611')	1600m	
C	RVR 1200m	RVR 1800m		135	1060' (981')	2400m	
D	RVR 1500m	2400m		180	1160' (1081')	4800m	
	VIS 1600m			205			

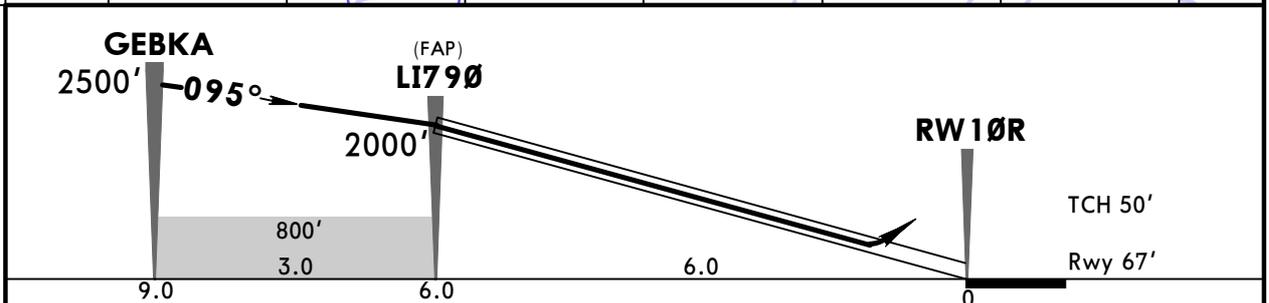
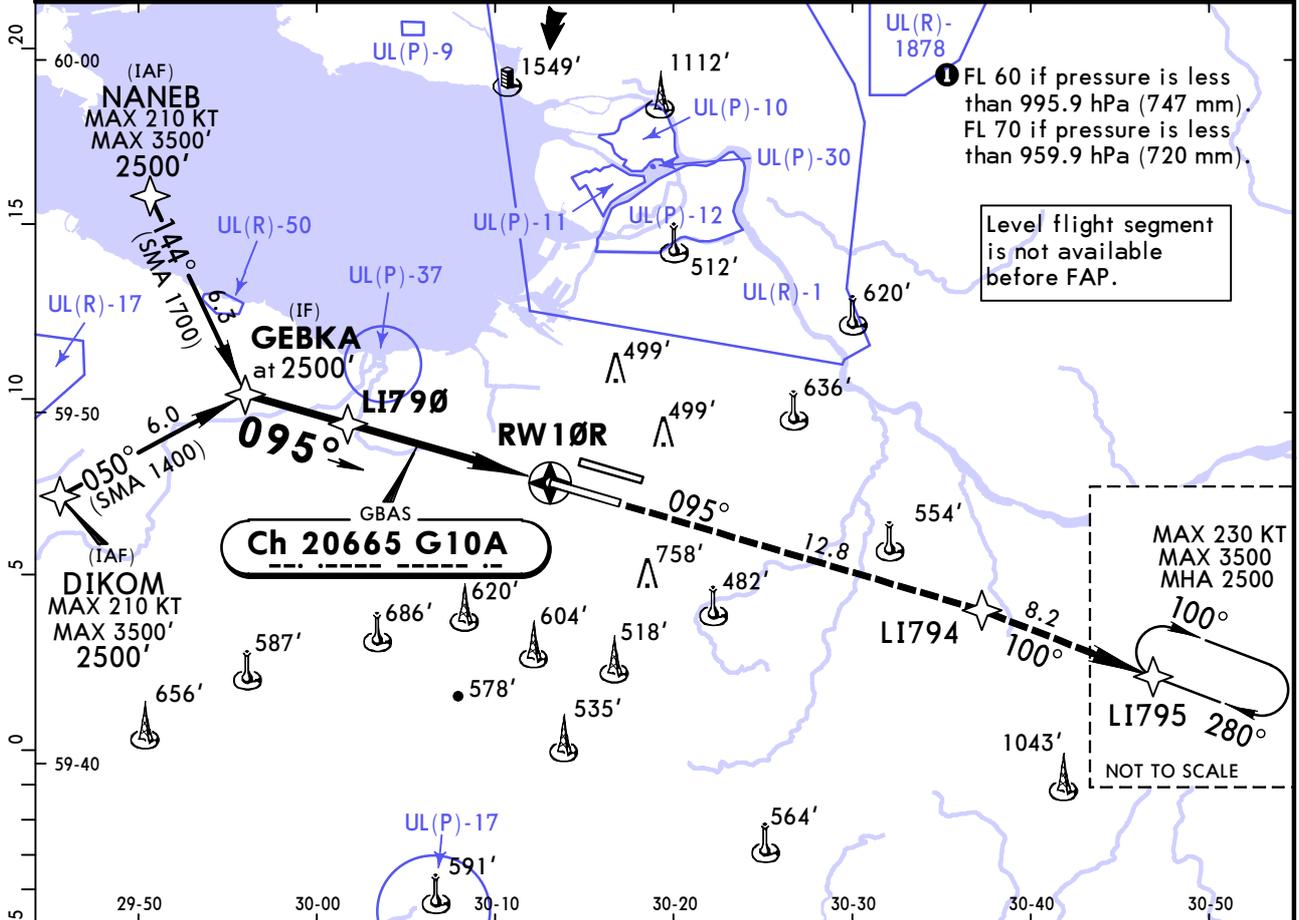
PANS OPS

ULLI/LED PULKOVO

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

ST PETERSBURG, RUSSIA GLS Rwy 10R

ATIS (Russian) 127.3 127.4	PETERSBURG Control 124.0	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600 119.3 125.2 119.3			PULKOVO Krug (TWR) 120.3	PULKOVO Tower 118.7	Ground 121.7
GBAS Ch 20665 G10A	Final Apch Crs 095°	Procedure Alt LI790 2000' (1933')	GLS DA(H) 267' (200')	Apt Elev 79' Rwy 67'		<p>2600 MSA ARP</p>	
MISSED APCH: Climb STRAIGHT AHEAD to LI794, then proceed to LI795 climbing to 2500', then join holding.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL 50 ①			
RNAV 1 for initial, intermediate and missed apch.				GNSS required.			



Gnd speed-Kts	70	90	100	120	140	160		LI794 ↑
Glide Path Angle	3.00°	372	478	531	637	743		
MAP at DA								

STRAIGHT-IN LANDING RWY 10R				CIRCLE-TO-LAND	
DA(H) 267' (200')					
FULL		TDZ or CL out		ALS out	
A				Max Kts	MDA(H)
B				100	690' (611')
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	135	1060' (981')
D				180	1160' (1081')
				205	4800m

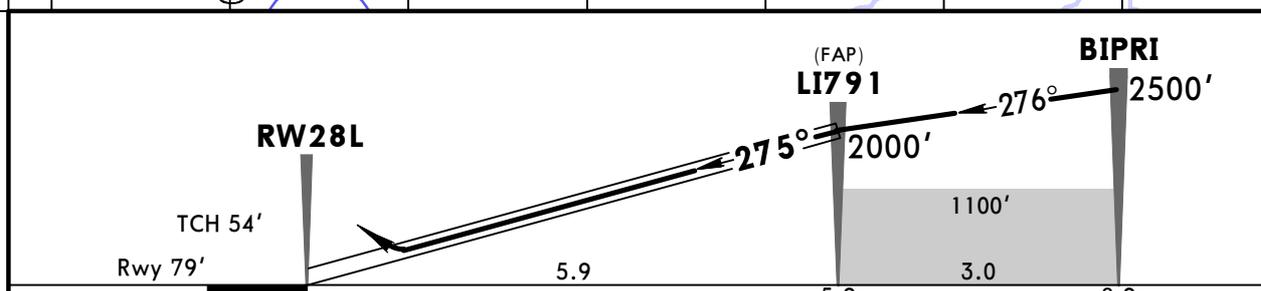
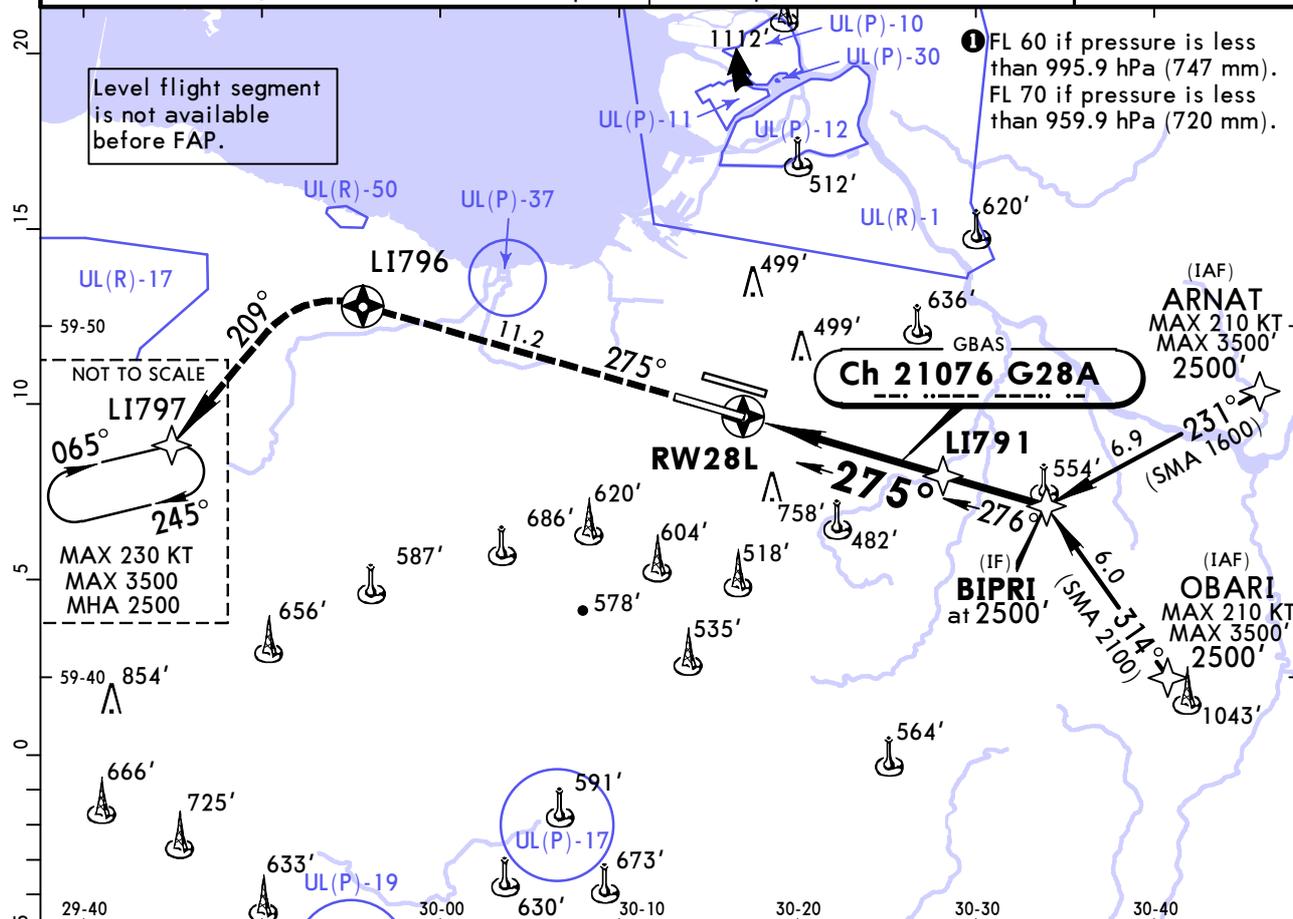
CHANGES: Bearings. Note. Minimums.

ULLI/LED PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA GLS Rwy 28L

12 APR 19 **12-42** Eff 25 Apr

BRIEFING STRIP™	ATIS (Russian) 127.3 127.4	PETERSBURG Control 124.0	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600 119.3 125.2 119.3			PULKOVO Krug (TWR) 120.3	PULKOVO Tower 118.7	Ground 121.7
	GBAS Ch 21076 G28A	Final Apch Crs 275°	Procedure Alt LI791 2000' (1921')	GLS DA(H) 279' (200')	Apt Elev 79' Rwy 79'		2600	MSA ARP
	MISSED APCH: Climb STRAIGHT AHEAD to LI796, turn LEFT onto 209° to LI797 climbing to 2500', then join holding.							
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL 50 ①		Trans alt: 3500'			
RNAV 1 for initial, intermediate and missed apch.				GNSS required.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	LI796 ↑
Glide Path Angle	3.00°	372	478	531	637	743		
MAP at DA								

STRAIGHT-IN LANDING RWY 28L				CIRCLE-TO-LAND			
DA(H) 279' (200')							
FULL		ALS out		Max Kts	MDA(H)		
A				100	690' (611')	1600m	
B				135	1060' (981')	2400m	
C	RVR 720m VIS 800m	1200m		180	1160' (1081') 4800m		
D				205			

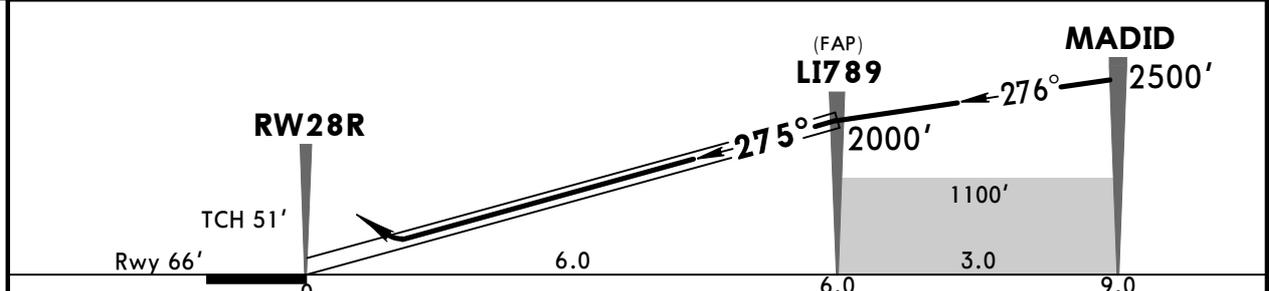
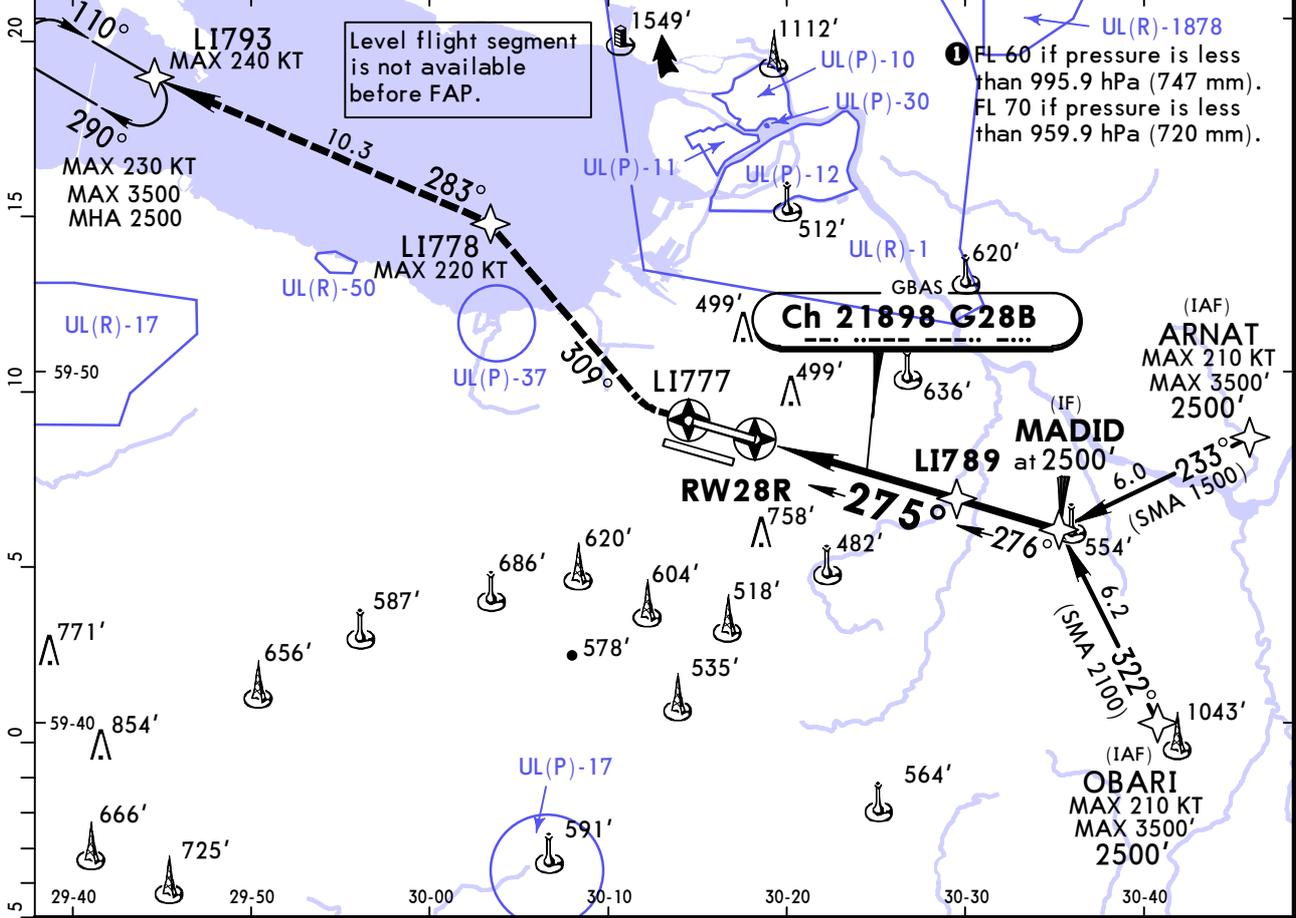
PANS OPS

ULLI/LED PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA GLS Rwy 28R

12 APR 19 (12-43) Eff 25 Apr

BRIEFING STRIP™	ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T)			PULKOVO Krug (TWR)	PULKOVO Tower	Ground
	127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.1	121.7
	GBAS Ch 21898 G28B	Final Apch Crs 275°	Procedure Alt LI789 2000' (1934')	GLS DA(H) Refer to Minimums	Apt Elev 79' Rwy 66'		2600	
	MISSED APCH: Climb STRAIGHT AHEAD to LI777, turn RIGHT onto 309° to LI778, then proceed to LI793 climbing to 2500', then join holding.							
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 50 ①		Trans alt: 3500'			MSA ARP
RNAV 1 for initial, intermediate and missed apch.				GNSS required.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	LI777	LI778	on 309° RT
Glide Path Angle	3.00°	372	478	531	637	849				
MAP at DA										

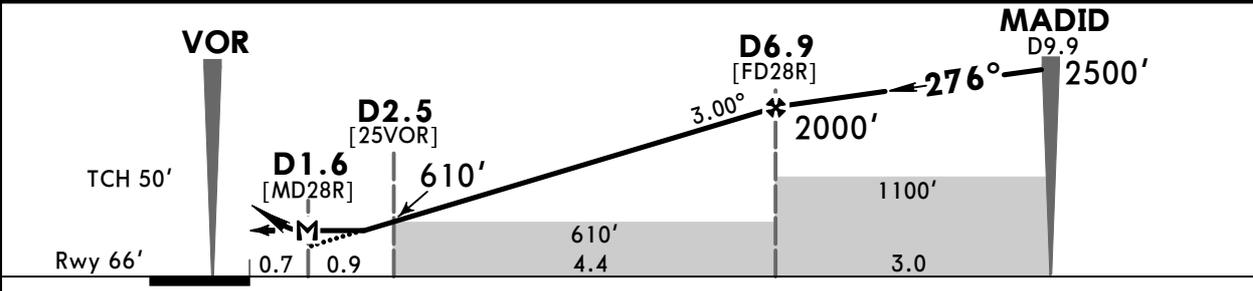
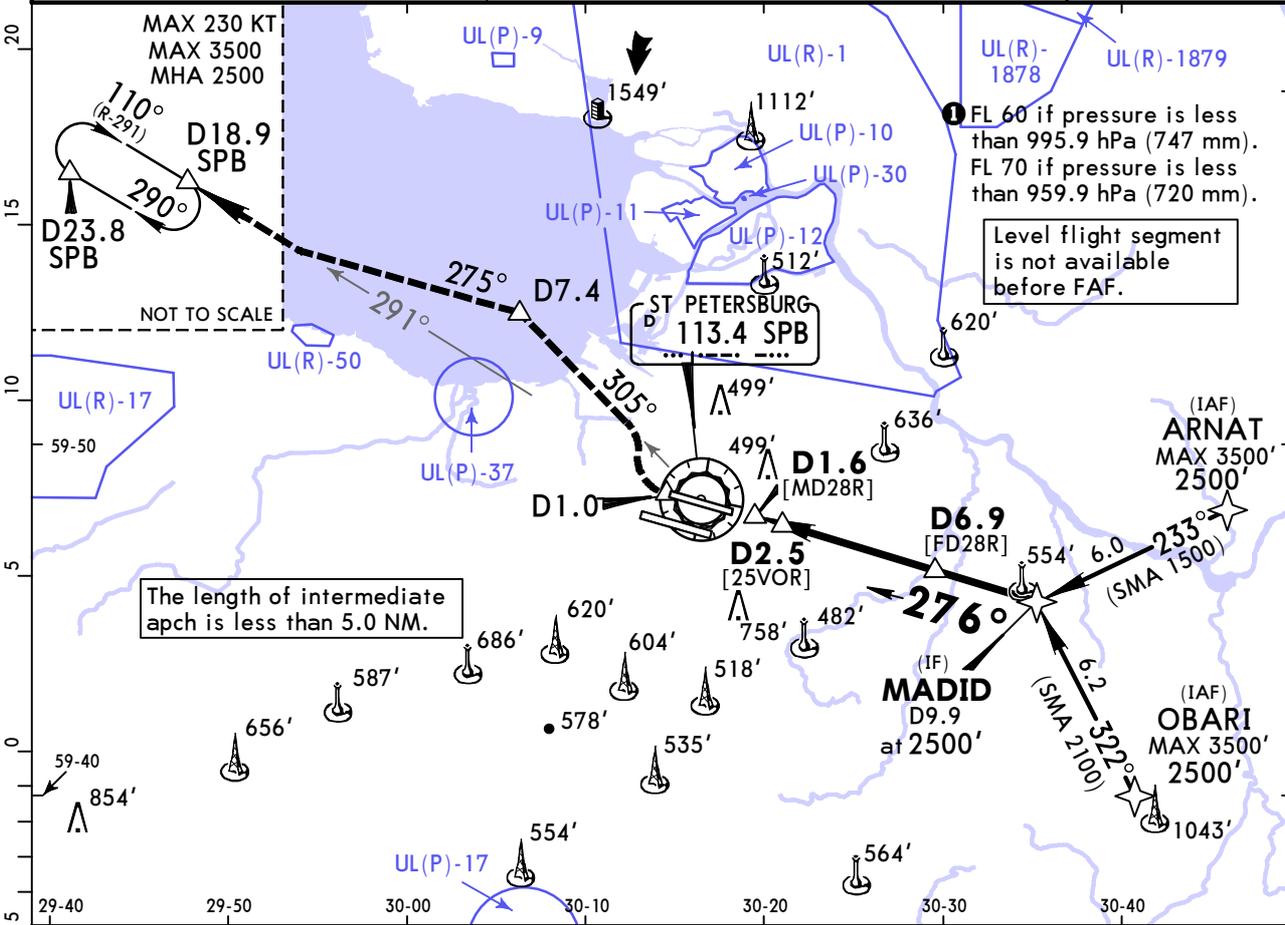
PANS OPS	STRAIGHT-IN, LANDING RWY 28R						CIRCLE-TO-LAND		
	Missed apch climb gradient mim 5.0%			Missed apch climb gradient mim 2.5%			Max Kts	MDA(H)	
	FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out			
A							100	690'	1600m
B	RVR 550m	RVR 720m					135	1060'	2400m
C	VIS 800m	VIS 800m	1200m		900m		180	1160'	4800m
D							205		

**ULLI/LED
PULKOVO**

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

**ST PETERSBURG, RUSSIA
VOR Rwy 28R**

BRIEFING STRIP™	ATIS (Russian) 127.3 127.4	PETERSBURG Control 124.0	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600 119.3 125.2 119.3			PULKOVO Krug (TWR) 120.3	PULKOVO Tower 118.1	Ground 121.7
	VOR SPB 113.4	Final Apch Crs 276°	Procedure Alt D6.9 2000' (1934')	MDA(H) (CONDITIONAL) 500' (434')	Apt Elev 79' Rwy 66'			
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 after SPB, turn RIGHT to intercept R-305, proceed to D7.4, turn LEFT onto 275°, intercept R-291 to D18.9 climbing to 2500', then join holding.								
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL 50 ①		Trans alt: 3500'		
RNAV 1 required for initial approach.				1. GNSS required. 2. DME required.				MSA SPB VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D1.0 after SPB ↑	RT ↻	SPB 113.4 R-305
Descent Angle	3.00°	372	478	531	637	849				
MAP at D1.6										

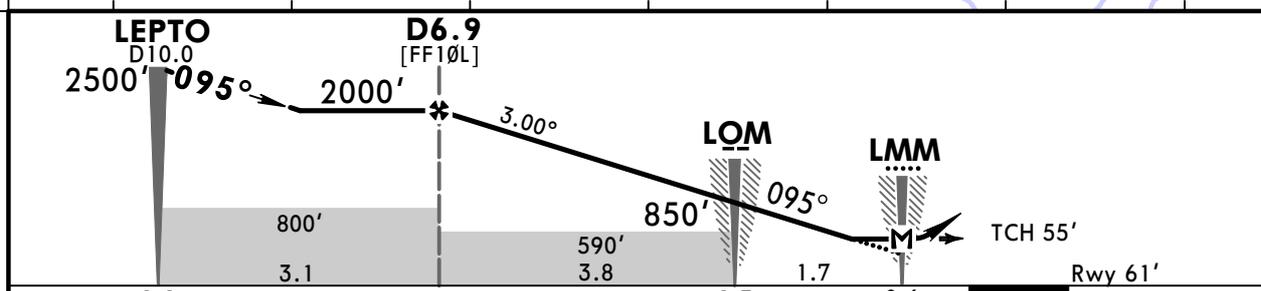
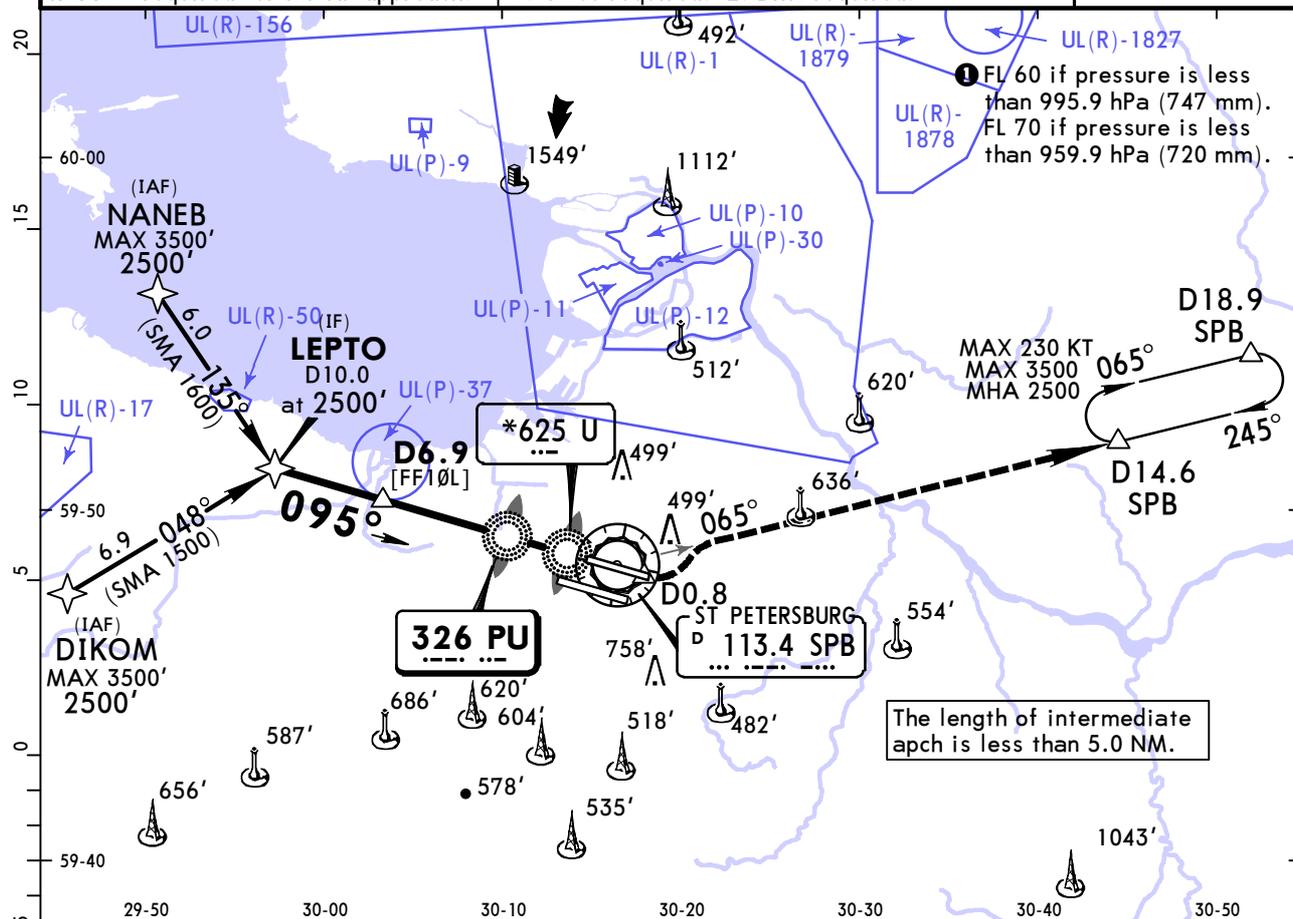
	STRAIGHT-IN LANDING RWY 28R				Max Kts	CIRCLE-TO-LAND	
	with D2.5 MDA(H) 500' (434')		w/o D2.5 MDA(H) 610' (544')			MDA(H)	
	ALS out		ALS out				
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	690' (611')	1600m
B					135	1060' (981')	2400m
C	1200m	RVR 1800m VIS 2000m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

PANS OPS

ULLI/LED PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA 12 APR 19 (16-1) Eff 25 Apr NDB Rwy 10L

ATIS (Russian) 127.3 127.4	PETERSBURG Control 124.0	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600 119.3 125.2 119.3			PULKOVO Krug (TWR) 120.3	PULKOVO Tower 118.1	Ground 121.7
NDB PU 326	Final Apch Crs 095°	Procedure Alt D6.9 2000' (1939')	MDA(H) (CONDITIONAL) 490' (429')	Apt Elev 79' Rwy 61'			
MISSED APCH: Climb STRAIGHT AHEAD on 095° PU NDB, at D0.8 after SPB turn LEFT onto R-065, proceed to D14.6 climbing to 2500', then join holding.							
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 50 ①		Trans alt: 3500'		
RNAV 1 required for initial approach.			1. GNSS required. 2. DME required.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI D0.8 after SPB LT SPB 113.4 R-065
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM							

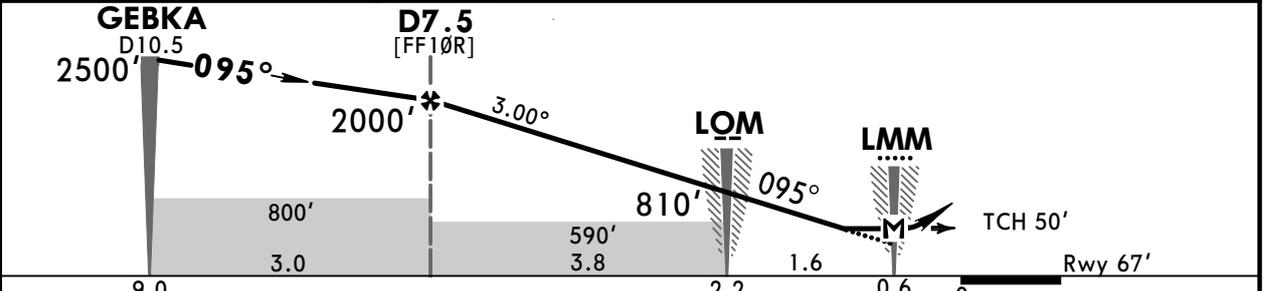
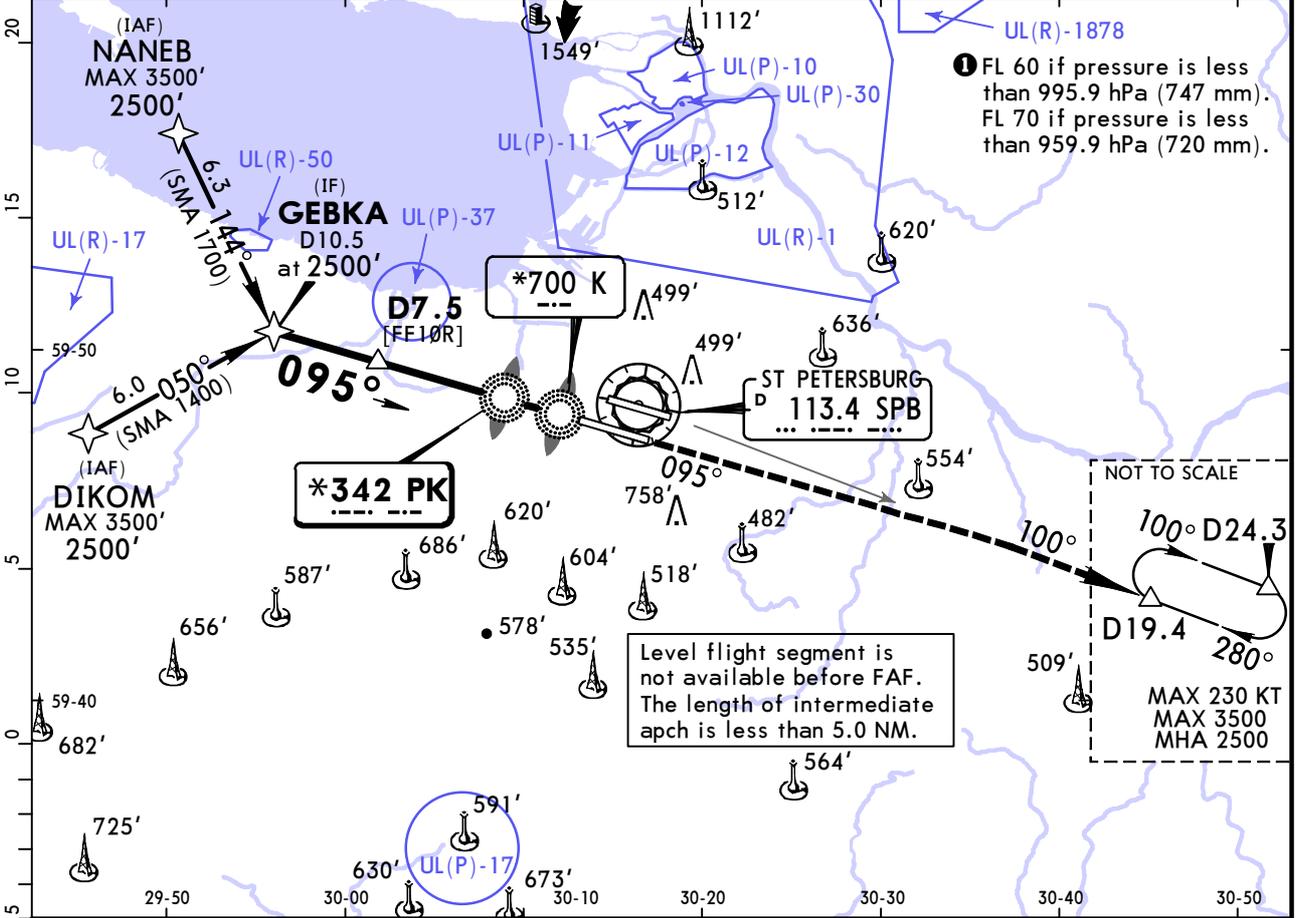
	STRAIGHT-IN LANDING RWY 10L				Max Kts	CIRCLE-TO-LAND	
	with PU NDB		w/o PU NDB			MDA(H)	
	MDA(H) 490' (429')		MDA(H) 590' (529')				
A	1200m	ALS out	1200m	ALS out	100	690' (611')	1600m
B		RVR 1500m VIS 1600m		RVR 1500m VIS 1600m	135	1060' (981')	2400m
C		RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	2400m	180	1160' (1081')	4800m
D	RVR 1800m VIS 2000m	2400m	2400m	2800m	205		

ULLI/LED PULKOVO

JEPPESEN 12 APR 19 **16-2** Eff 25 Apr

ST PETERSBURG, RUSSIA NDB Rwy 10R

BRIEFING STRIP™	ATIS (Russian)	PETERSBURG Control	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600			PULKOVO Krug (TWR)	PULKOVO Tower	Ground
	127.3 127.4	124.0	119.3	125.2	119.3	120.3	118.7	121.7
	NDB PK *342	Final Apch Crs 095°	Procedure Alt D7.5 2000' (1933')	MDA(H) (CONDITIONAL) 520' (453')	Apt Elev 79' Rwy 67'			
MISSED APCH: Climb STRAIGHT AHEAD on 095° PK NDB, intercept R-100, proceed to D19.4 climbing to 2500', then join holding.								
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 50 ①		Trans alt: 3500'			MSA SPB VOR
RNAV 1 required for initial approach.			1. GNSS required. 2. DME required.					



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

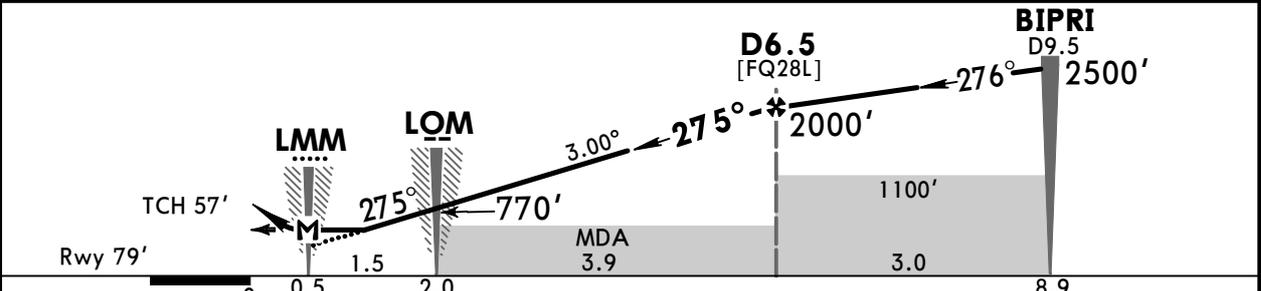
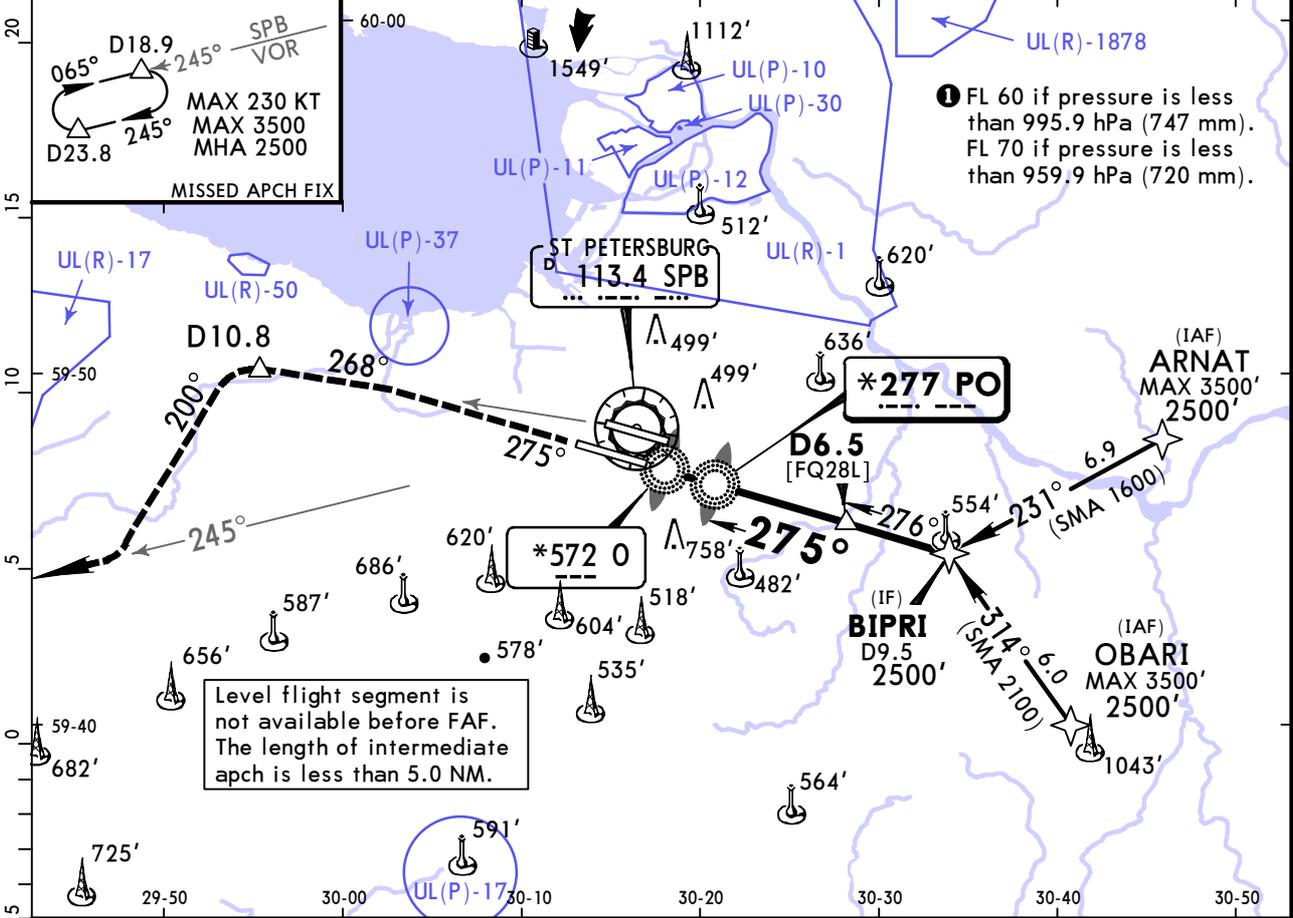
PANS OPS	STRAIGHT-IN LANDING RWY 10R				Max Kts	CIRCLE-TO-LAND	
	with PK NDB		w/o PK NDB			MDA(H)	
	MDA(H) 520' (453')	ALS out	MDA(H) 610' (543')	ALS out			
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	100	690' (611')	1600m
B		RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	2400m	135	1060' (981')	2400m
C					180	1160' (1081')	4800m
D	RVR 1800m VIS 2000m	2400m	2400m	2800m	205		

ULLI/LED PULKOVO

JEPPESSEN 12 APR 19 **16-3** Eff 25 Apr

ST PETERSBURG, RUSSIA NDB Rwy 28L

BRIEFING STRIP™	ATIS (Russian) 127.3 127.4	PETERSBURG Control 124.0	PETERSBURG Approach (360°T-180°T) 0600-1600 (180°T-360°T) 1600-0600 119.3 125.2 119.3			PULKOVO Krug (TWR) 120.3	PULKOVO Tower 118.7	Ground 121.7	
	NDB PO *277	Final Apch Crs 275°	Procedure Alt D6.5 2000' (1921')	MDA(H) 570' (491')	Apt Elev 79' Rwy 79'				
MISSED APCH: Climb STRAIGHT AHEAD on 275°, intercept R-268, proceed to D10.8, turn LEFT onto 200°, intercept R-245, proceed to D18.9 climbing to 2500', then join holding.									
Alt Set: hPa				Rwy Elev: 3 hPa		Trans level: FL 50 ①			Trans alt: 3500'
RNAV 1 required for initial approach.				1. GNSS required. 2. DME required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 275° onto 113.4 R-268
Descent Angle	3.00°	372	478	531	637	743	
MAP at LMM							

STRAIGHT-IN LANDING RWY 28L				CIRCLE-TO-LAND			
MDA(H) 570' (491')							
PANS OPS	ALS out		Max Kts	MDA(H)			
	A	RVR 1500m VIS 1600m	100	690' (611')	1600m		
	B	1200m	135	1060' (981')	2400m		
	C	RVR 1800m VIS 2000m	180	1160' (1081')	4800m		
D	RVR 1800m VIS 2000m	205					

Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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ST PETERSBURG, (PULKOVO - ULLI)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULLI