

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For UHPP

Terminal Charts For UHPP

Revision Letter For Cycle 08-2026

Change Notices

Notebook

## General Information

Location: PETROPAVLOVSK-KAMCHATSKY RUS  
ICAO/IATA: UHPP / PKC  
Lat/Long: N53° 10.17', E158° 27.03'  
Elevation: 128 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -12:00 = UTC  
Magnetic Variation: 7.0° W

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: 1746 Z  
Sunset: 0900 Z

## Runway Information

Runway: 34L  
Length x Width: 11155 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 128 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 16R  
Length x Width: 11155 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 116 ft  
Lighting: Edge, ALS, Centerline

## Communication Information

ATIS: 126.800  
Petropavlovsk Start Tower: 129.000 Secondary  
Petropavlovsk Start Tower: 124.000 Secondary  
Petropavlovsk Start Tower: 118.100  
Petropavlovsk Ground: 127.000  
Petropavlovsk Ground: 129.000 Secondary  
Petropavlovsk Ground: 124.000 Secondary  
Petropavlovsk Apron Ramp/Taxi: 118.900  
Petropavlovsk Radar: 124.000 Secondary

Petropavlovsk Radar: 129.000 Secondary

Petropavlovsk Radar: 119.400

Petropavlovsk Transit Operations: 131.900

UHPP/PKC

JEPPESEN

PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO

7 FEB 25

10-1P

Eff 20 Feb

AIRPORT BRIEFING

## 1. GENERAL

### 1.1. ATIS

\*ATIS 126.8

### 1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures during take-off, climbing and approach phases are not applicable at the aerodrome.

### 1.3. LOW VISIBILITY PROCEDURES (LVP)

#### 1.3.1. GENERAL

LVP are implemented when RVR is below 550 m at any of the three observation sites. RVR value is recorded at the TDZ of the active landing RWY, mid-point and stop-end. The flight crew shall be informed about LVP implementation through ATIS broadcast or by the ATS unit by phrase: "Low visibility procedures in progress, check your minimum".

When LVP are in force:

- RWY 16R is used only for take-off operations, provided RVR is 200m or above;
- ACFT taxiing from/to stands shall be executed only with assistance of Follow-me-car;
- Only one ACFT can be present on RWY or TWY;

When LVP are in force, flight crew should read back all ATS unit instructions.

#### 1.3.2. ARRIVAL

After landing, the flight crew must report to Start controller about vacation of RWY and ILS critical area. The RWY and ILS-critical area is considered vacant after the report of the flight crew about vacation of TWY B or N.

After landing on RWY 34L standard taxi route is established along TWY B and C to stands located on SOUTH apron and via TWY N to stands located on NORTH apron.

After landing on RWY 34L, shall be met by Follow-me car in front of STOP line on TWY B or N.

The flight crew shall report parking of ACFT onto stand to ATS unit using phraseological unit: "ACFT call sign, on stand ...".

#### 1.3.3. DEPARTURE

Flight crews must request start-up clearance indicating stand number.

Standard taxi routes for departure are established for ACFT taxiing from stands:

- to take off from RWY 34L:
  - from stands located on SOUTH apron via TWY C, M or L to the RWY holding position;
  - from stands located on NORTH apron via TWY N to the RWY holding position;
- to take off from RWY 16R:
  - from stands located on NORTH apron via TWY N to the RWY holding position;
  - from stands located on SOUTH apron via TWY C or B to the RWY holding position.

ACFT shall taxi from the stands via SOUTH and NORTH aprons to TWY C and TWYN accordingly under own engines power or under tow.

ACFT shall hold at the RWY holding position at the STOP bars on TWYs B, L and N.

ACFT are PROHIBITED to cross the STOP bars on TWYs B, L and N unless ATS unit clearance has been received.

ACFT shall taxi to the line-up position:

- on RWY 34L, provided the departing ACFT shall execute take-off before the arriving ACFT reaches final approach point (FAP);
- on RWY 16R without additional restrictions.

UHPP/PKC

JEPPESEN

PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO

7 FEB 25

10-1P1

Eff 20 Feb

AIRPORT BRIEFING

## 1. GENERAL

After obtaining controller's clearance for reaching line-up position, flight crew must start taxiing.

Following is prohibited during LVP:

- to take off not from the RWY beginning;
- to take off without stop at line-up position.

### 1.4. TAXI PROCEDURES

Ground controller coordinates the movement of ACFT on the maneuvering area.

Taxiing and towing are prohibited without permission of controller.

ACFT with a wingspan of 213'/65m or more shall taxi via TWY C is with Follow-me car only, at minimum speed and strictly along TWY centerline.

TWY A, D, J, H, G, F, 10 and 11 are not available for CIV ACFT.

TWY M and L are available only for Index 1 thru 5 ACFT.

ACFT with a wingspan of more than 138'/42m shall taxi via TWY M or L with Follow-me car.

180° turn is permitted for all ACFT types on RWY 16R/34L turn pads.

180° turn is permitted for all ACFT types on RWY on request.

### 1.5. PARKING INFORMATION

Arriving ACFT shall taxi to stands 27 thru 31 and 37 thru 42 under tow.

Departing ACFT shall taxi out of stands 4 thru 6, 8, 10 thru 22, 27 thru 31, 32A, 32, 32B, 33A, 33, 33B, 34, 35A, 35, 35B, 36A, 36 and 36B under tow.

Stand 1 available as sanitary stand and for de-icing.

Stand 3 available for ACFT with explosive goods and for parking ACFT in case of unlawful interference ACFT.

Stands 9, 11 thru 14 and 37 thru 41 available by helicopters.

De-icing/anti-icing is performed at stands 1 and 42.

### 1.6. OTHER INFORMATION

Birds in vicinity of APT.

UHPP/PKC

JEPPESEN

PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 7 FEB 25

10-1P2

Eff 20 Feb

AIRPORT BRIEFING

---

## 2. ARRIVAL

---

### 2.1. COMMUNICATION FAILURE PROCEDURES

In case of communication failure before entry into Petropavlovsk-Kamchatsky CTR or during arrival continue according to the last assigned flight level by ATC:

- Proceed to Khalaktyrka NDB 'HY' maintaining last assigned FL according STARS designated 5A (RWY 34L active) or 5P (RWY 16R active).

After entry into holding over 'HY' at assigned level, commence descending not earlier than ETA and execute approach in accordance with the published procedures.

#### RWY 16R

ACFT not equipped with satellite navigation equipment must proceed to alternate AD if the last heading to intercept LOC is not assigned.

If unable to land because of meteorological or other conditions, after missed approach crew may continue to alternate using SIDs 4D (RWY 34L) or 4G (RWY 16R).

**Note:** If unable to execute above procedures, set transponder to 7700.

#### BOTH RWYS

- Listen to information on 920 kHz 'LW' and ATC instructions regardless of active RWY;
- Use mobile or satellite communication to contact:  
Flight Control Officer  
+7 (914) 620-37-46, +7(415) 317-32-37;  
TWR  
+7 (415) 317-38-65.

### 2.2. CAT II OPERATIONS

RWY 34L approved for CAT II operations. Special aircrew and ACFT certification required.

---

## 3. DEPARTURE

---

### 3.1. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure after take-off if at 790' (662') and communication with PETROPAVLOVSK Radar is not established, continue climbing and carry out the flight according to the instrument approach procedure.

If unable to land due to landing weight, proceed to the holding pattern over Khalaktyrka NDB 'HY' for fuel dumping. Fuel dumping is possible from the start of outbound leg to the start of inbound leg.

After burning fuel in holding over 'HY', crew may execute IAP RWY 34L according published procedures.

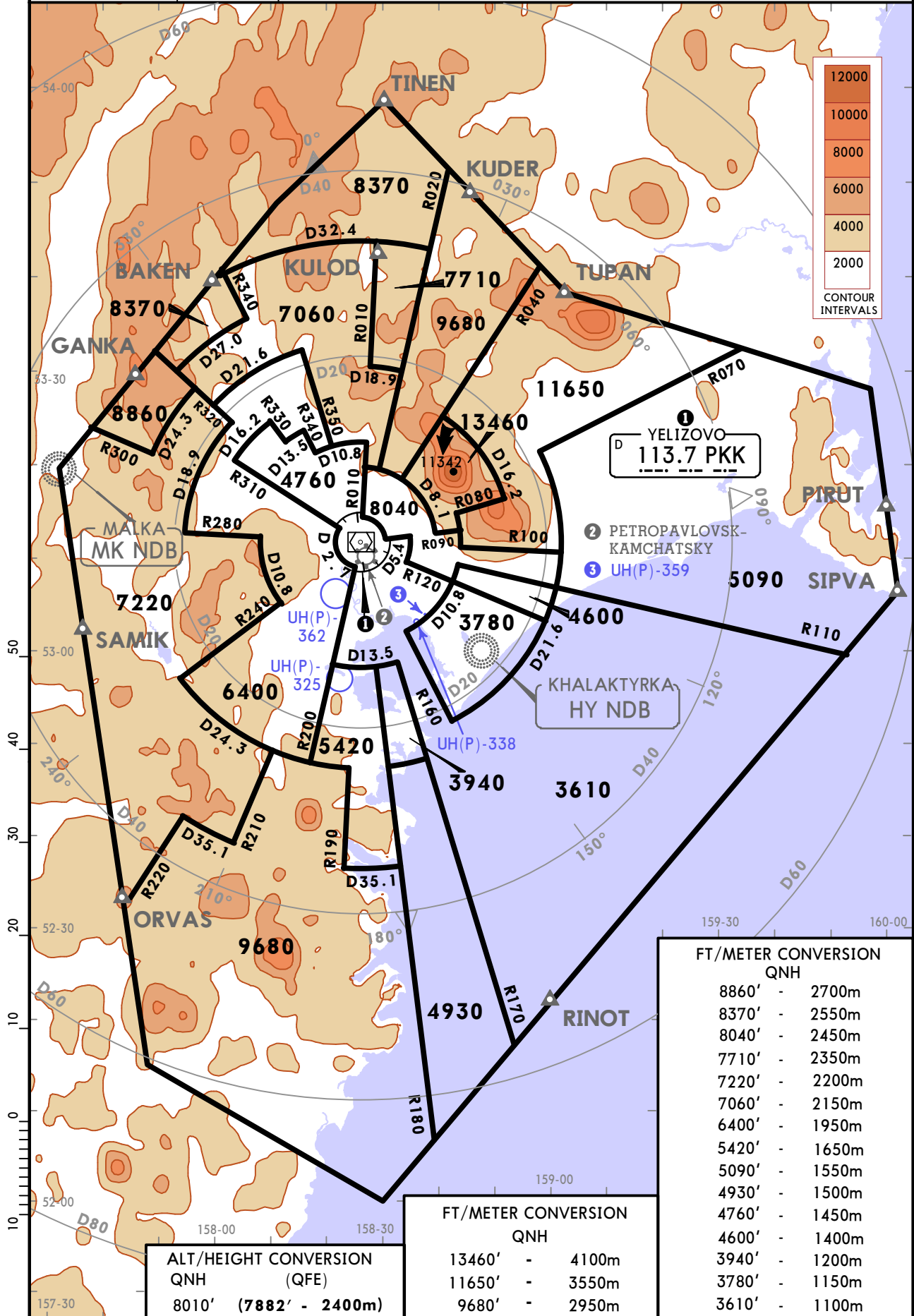
# UHPP/PKC **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

YELIZOVO 30 AUG 24

**(10-1R) Eff 5 Sep**

**RADAR MINIMUM ALTITUDES**

PETROPAVLOVSK Radar (TWR) <b>119.4</b> <b>*124.0</b>	Apt Elev <b>128</b>	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL090 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa) Trans alt: 8010 ( <b>7882</b> ) Chart only to be used for cross-checking of altitudes while under vectoring.
---	------------------------	--



12000
10000
8000
6000
4000
2000

CONTOUR INTERVALS

FT/METER CONVERSION	
QNH	
8860'	2700m
8370'	2550m
8040'	2450m
7710'	2350m
7220'	2200m
7060'	2150m
6400'	1950m
5420'	1650m
5090'	1550m
4930'	1500m
4760'	1450m
4600'	1400m
3940'	1200m
3780'	1150m
3610'	1100m

FT/METER CONVERSION	
QNH	
13460'	4100m
11650'	3550m
9680'	2950m

ALT/HEIGHT CONVERSION	
QNH (QFE)	
8010'	(7882' - 2400m)

# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO

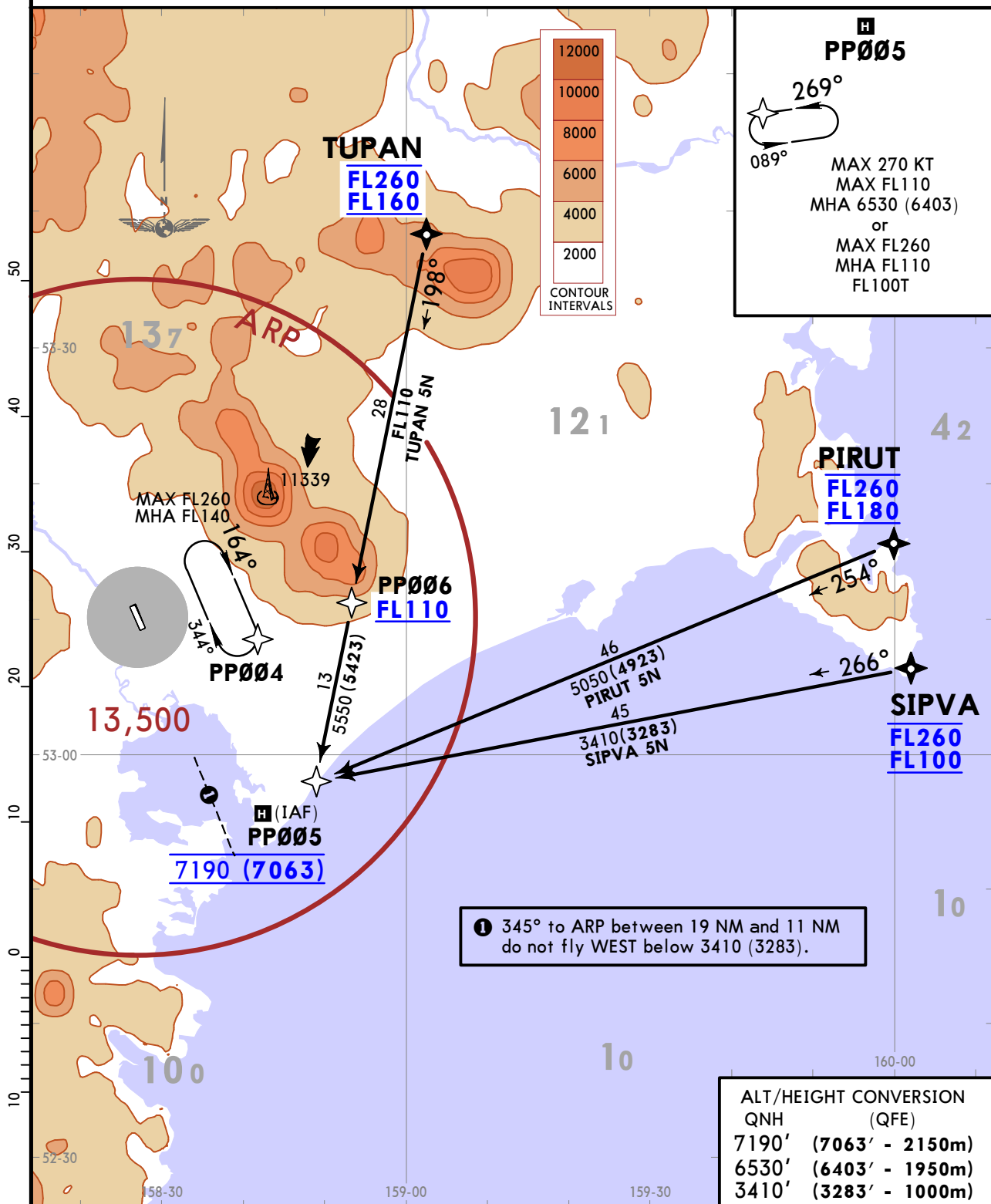
20 FEB 26

10-2

**RNAV STAR**

*ATIS <b>126.8</b>	Alt Set: MM (hPa on request) Trans level: FL090 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)
Apt Elev <b>128</b>	RNAV 1    GNSS required  1. Simultaneous holding over PP004 & PP005 at the same flight level is prohibited 2. EXPECT radar vectoring and/or 'direct to' procedure. 3. GNSS interruption possible within AD area, vectoring provided on request.

## PIRUT 5N [PIRU5N] SIPVA 5N [SIPV5N] TUPAN 5N [TUPA5N] RNAV ARRIVALS (RWY 34L)

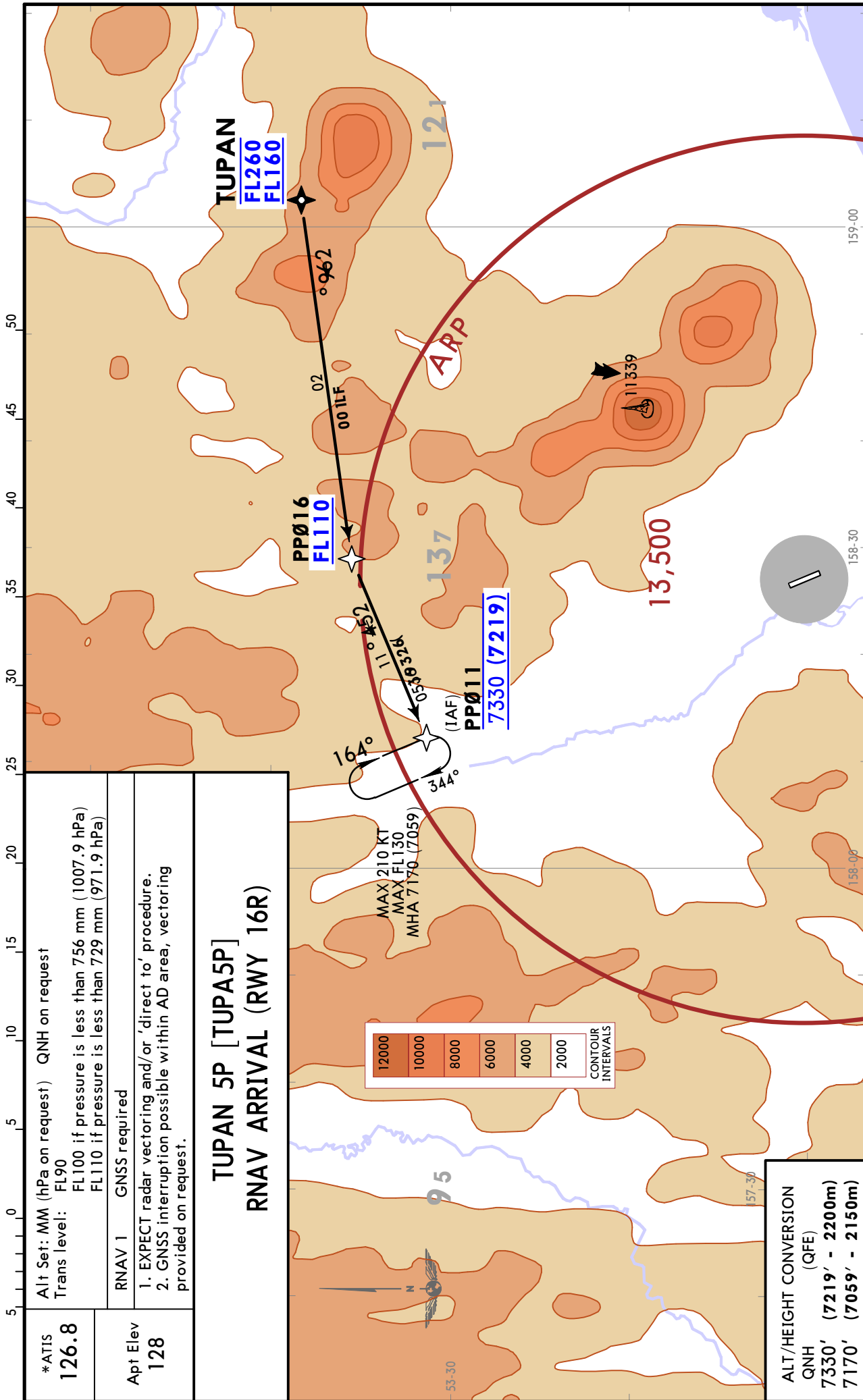


UHPP/PKC  
YELIZOVO

20 FEB 26 (10-2A)

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA

RNAV STAR



*ATIS <b>126.8</b>	Alt Set: MM (hPa on request) QNH on request Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)
Apt Elev <b>128</b>	RNAV 1 GNSSE required 1. EXPECT radar vectoring and/or 'direct to' procedure. 2. GNSSE interruption possible within AD area, vectoring provided on request.
<b>TUPAN 5P [TUPA5P] RNAV ARRIVAL (RWY 16R)</b>	

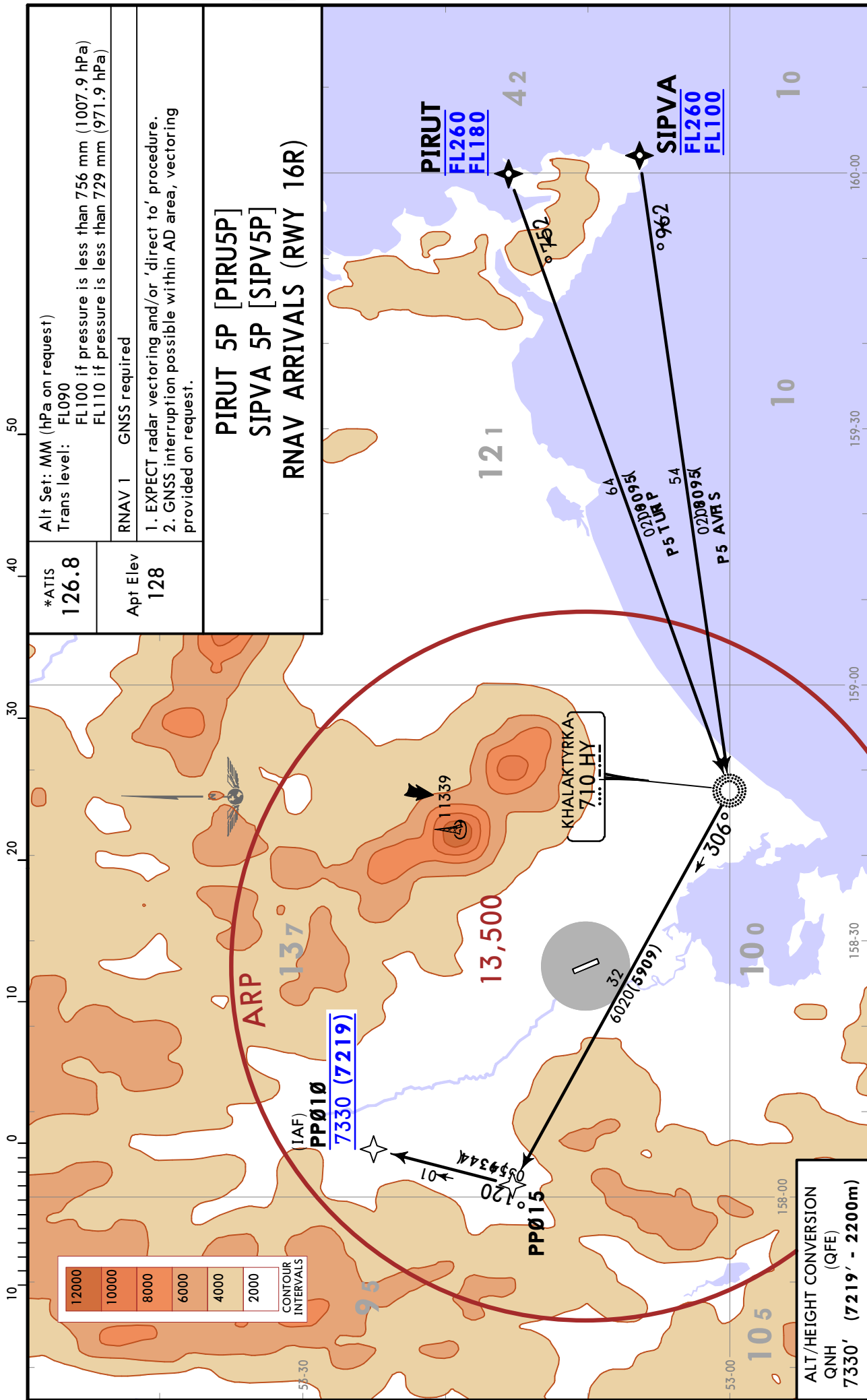
<b>ALT/HEIGHT CONVERSION</b>	
QNH	(QFE)
7330'	(7219' - 2200m)
7170'	(7059' - 2150m)

UHPP/PKC  
YELIZOVO

20 FEB 26 (10-2B)

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

RNAV STAR

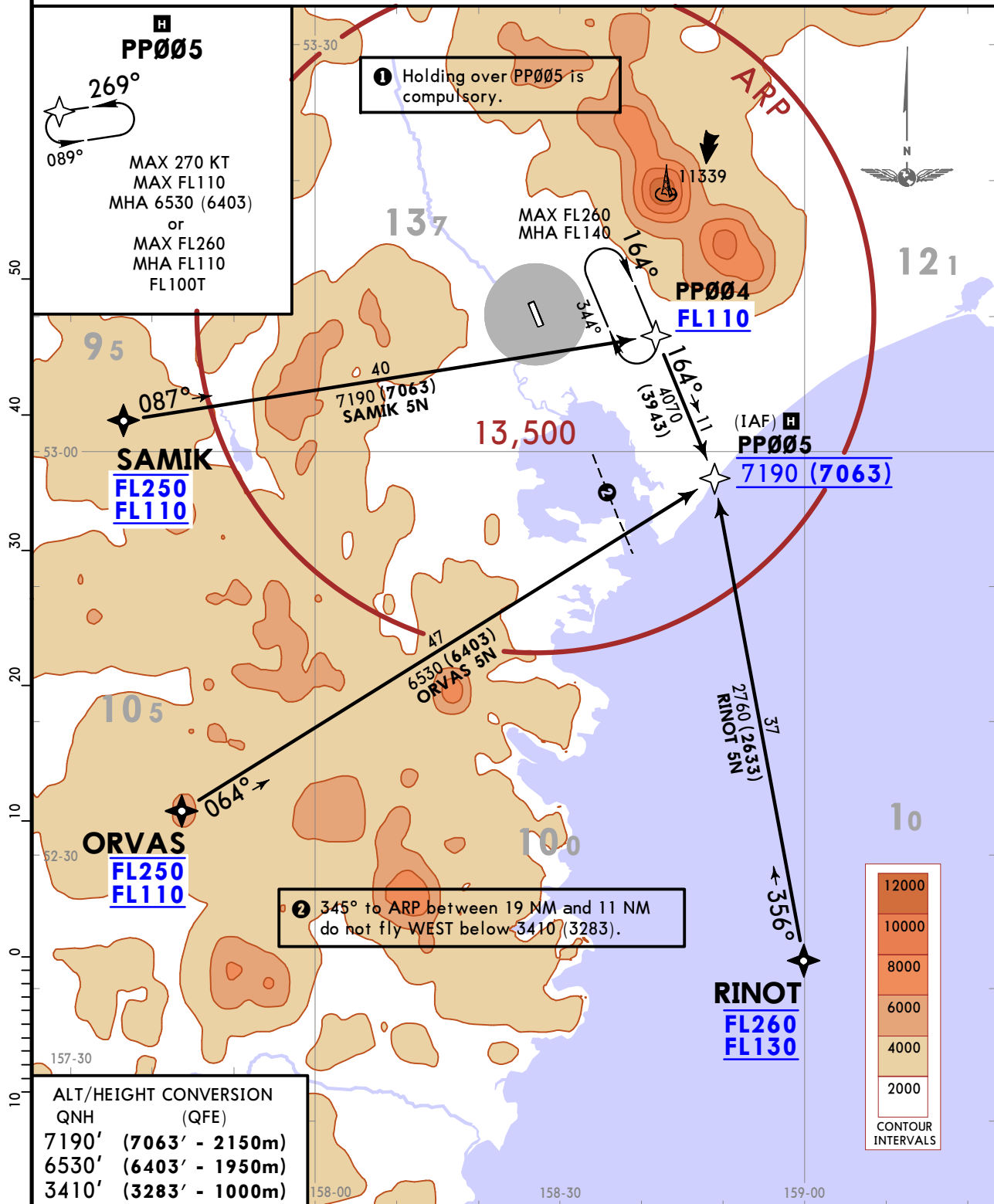


# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 20 FEB 26 (10-2C) RNAV STAR

*ATIS <b>126.8</b>	Alt Set: MM (hPa on request) Trans level: FL090 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)
Apt Elev <b>128</b>	RNAV 1 GNS required  1. Simultaneous holding over PP004 & PP005 at the same flight level is prohibited 2. EXPECT radar vectoring and/or 'direct to' procedure. 3. GNS interruption possible within AD area, vectoring provided on request.

## ORVAS 5N [ORVA5N] ● RINOT 5N [RINO5N] ● SAMIK 5N [SAMI5N] RNAV ARRIVALS (RWY 34L)

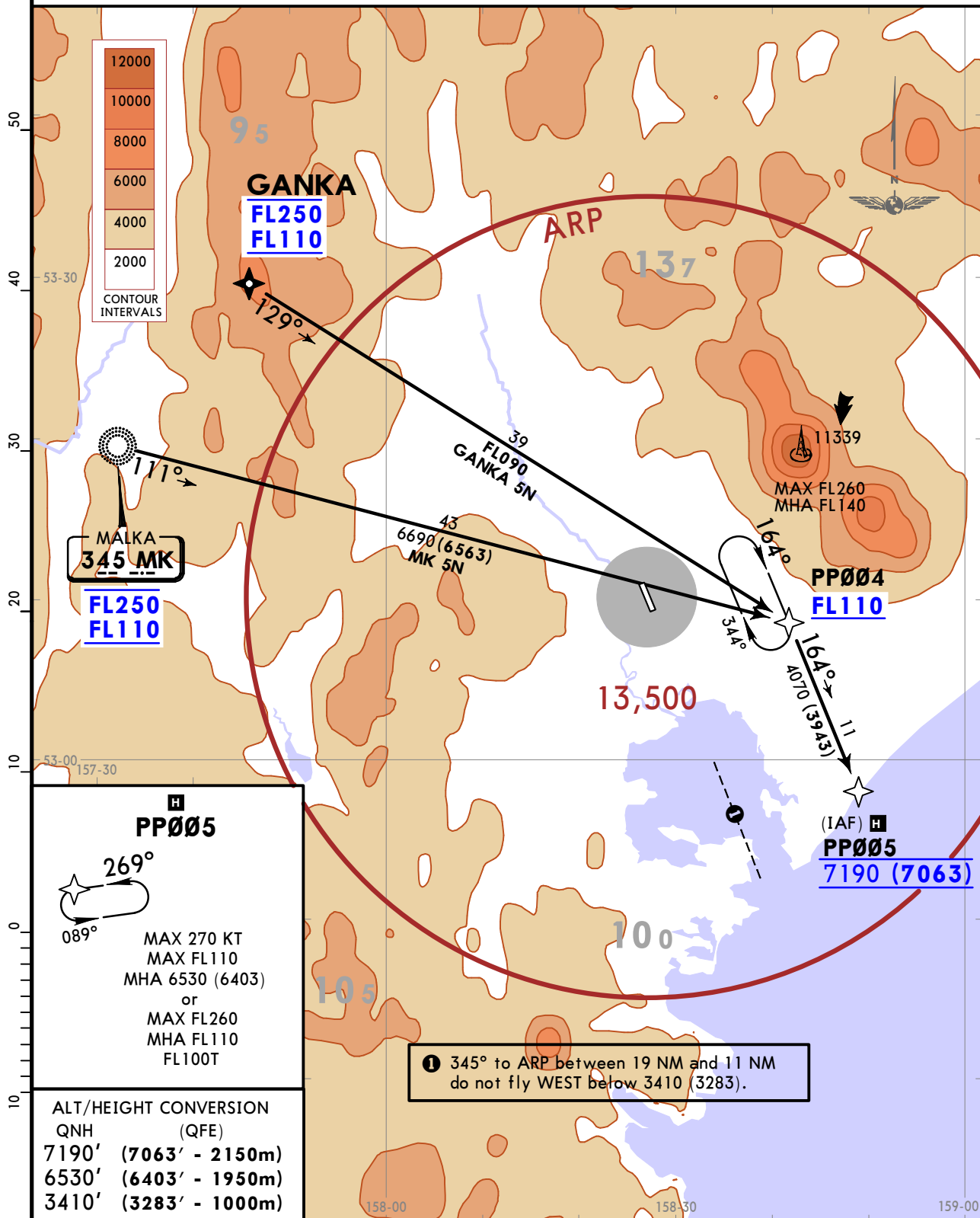




**UHPP/PKC** **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**YELIZOVO** 20 FEB 26 **10-2E** **RNAV STAR**

*ATIS <b>126.8</b>	Alt Set: MM (hPa on request) Trans level: FL090 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)
Apt Elev <b>128</b>	RNAV 1 GNS required 1. Simultaneous holding over PP004 & PP005 at the same flight level is prohibited 2. EXPECT radar vectoring and/or 'direct to' procedure. 3. GNS interruption possible within AD area, vectoring provided on request.

**GANKA 5N [GANK5N]  
 MK 5N [MK5N]  
 RNAV ARRIVALS  
 (RWY 34L)**



**PP005**

269°  
089°

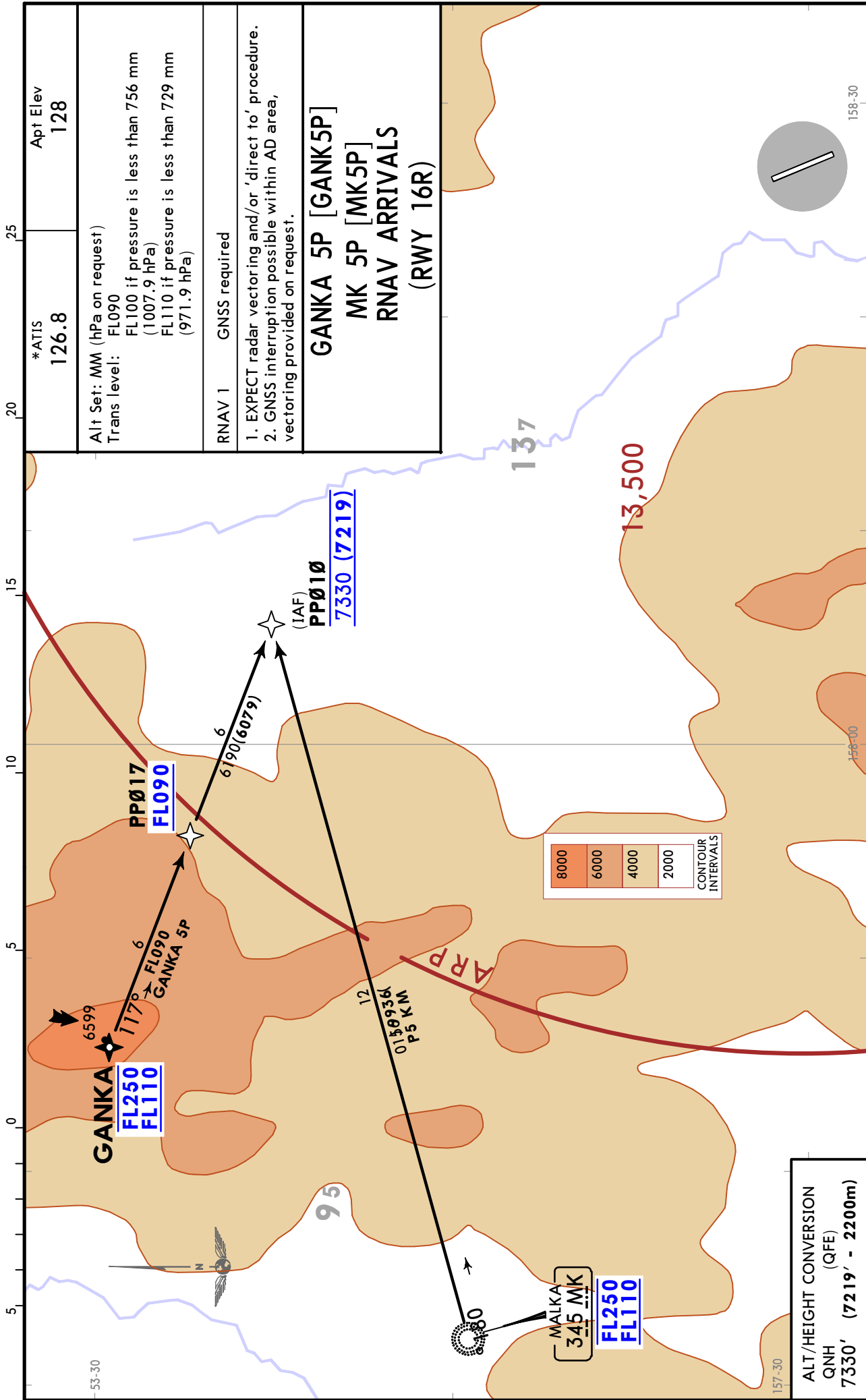
MAX 270 KT  
 MAX FL110  
 MHA 6530 (6403)  
 or  
 MAX FL260  
 MHA FL110  
 FL100T

① 345° to ARP between 19 NM and 11 NM do not fly WEST below 3410 (3283).

ALT/HEIGHT CONVERSION

QNH	(QFE)
7190'	(7063' - 2150m)
6530'	(6403' - 1950m)
3410'	(3283' - 1000m)

**UHPP/PKC** **JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**YELIZOVO** 20 FEB 26 **10-2F** **RNAV STAR**



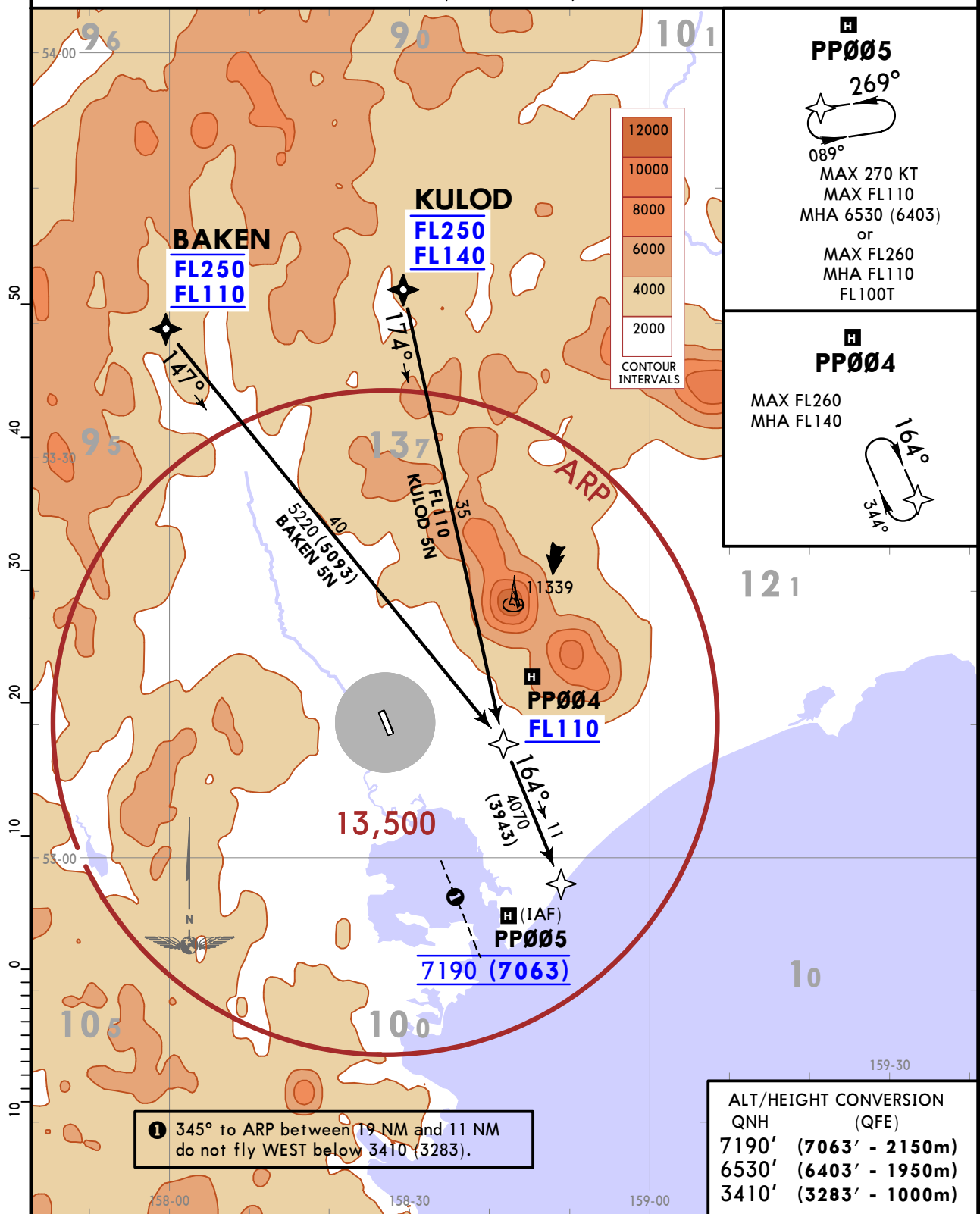
# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 20 FEB 26 10-2G

**RNAV STAR**

*ATIS <b>126.8</b>	Alt Set: MM (hPa on request) Trans level: FL090 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)
Apt Elev <b>128</b>	RNAV 1 GNS required
	1. Simultaneous holding over PP004 & PP005 at the same flight level is prohibited 2. EXPECT radar vectoring and/or 'direct to' procedure. 3. GNS interruption possible within AD area, vectoring provided on request.

## BAKEN 5N [BAKE5N] KULOD 5N [KULO5N] RNAV ARRIVALS (RWY 34L)



# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

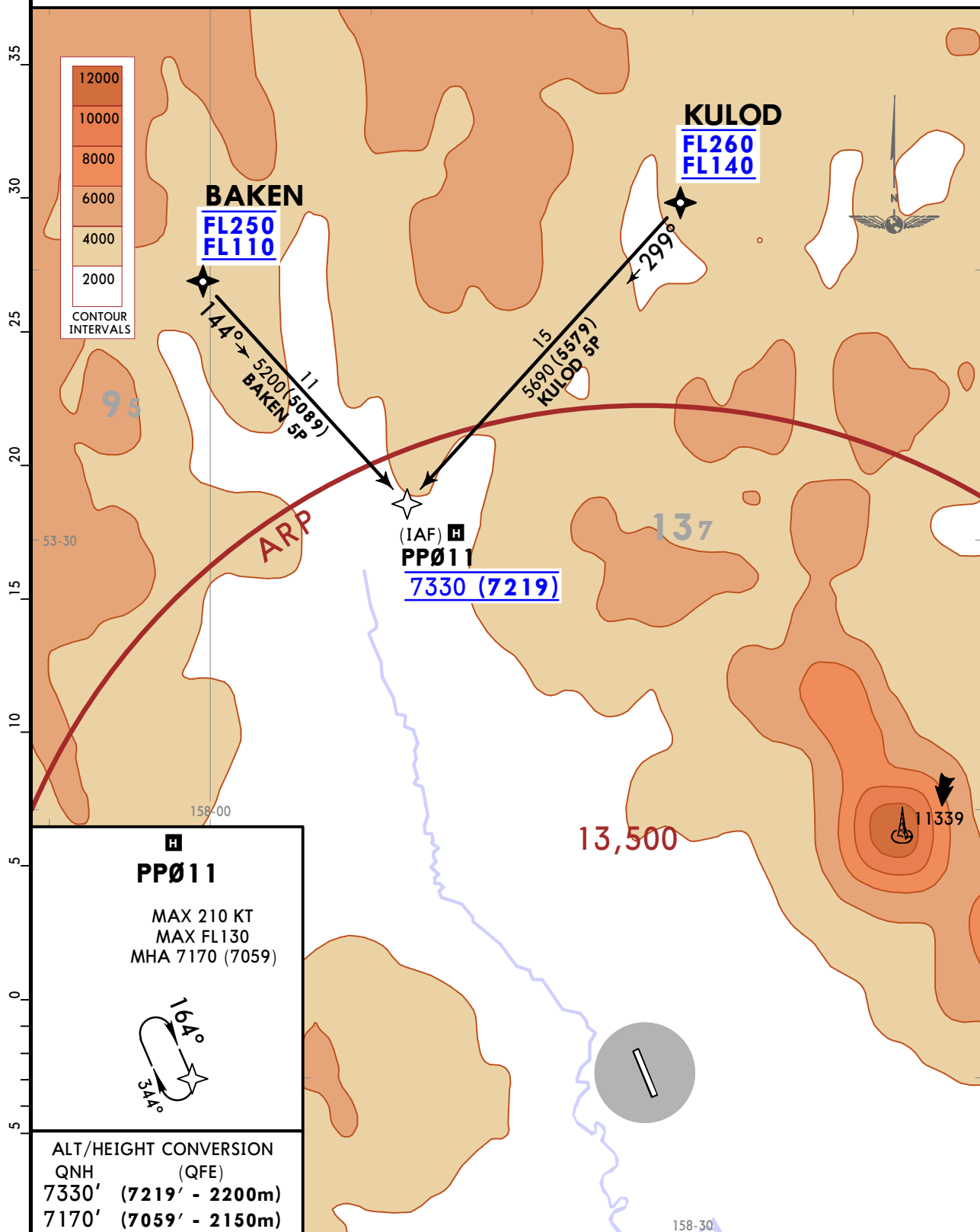
YELIZOVO 20 FEB 26 (10-2H)

**RNAV STAR**

*ATIS <b>126.8</b>	Alt Set: MM (hPa on request) Trans level: FL090 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)
-----------------------	---

Apt Elev <b>128</b>	RNAV 1 GNS required
1. EXPECT radar vectoring and/or 'direct to' procedure. 2. GNS interruption possible within AD area, vectoring provided on request.	

## BAKEN 5P [BAKE5P] KULOD 5P [KULO5P] RNAV ARRIVALS (RWY 16R)



<b>PP011</b>
MAX 210 KT
MAX FL130
MHA 7170 (7059)



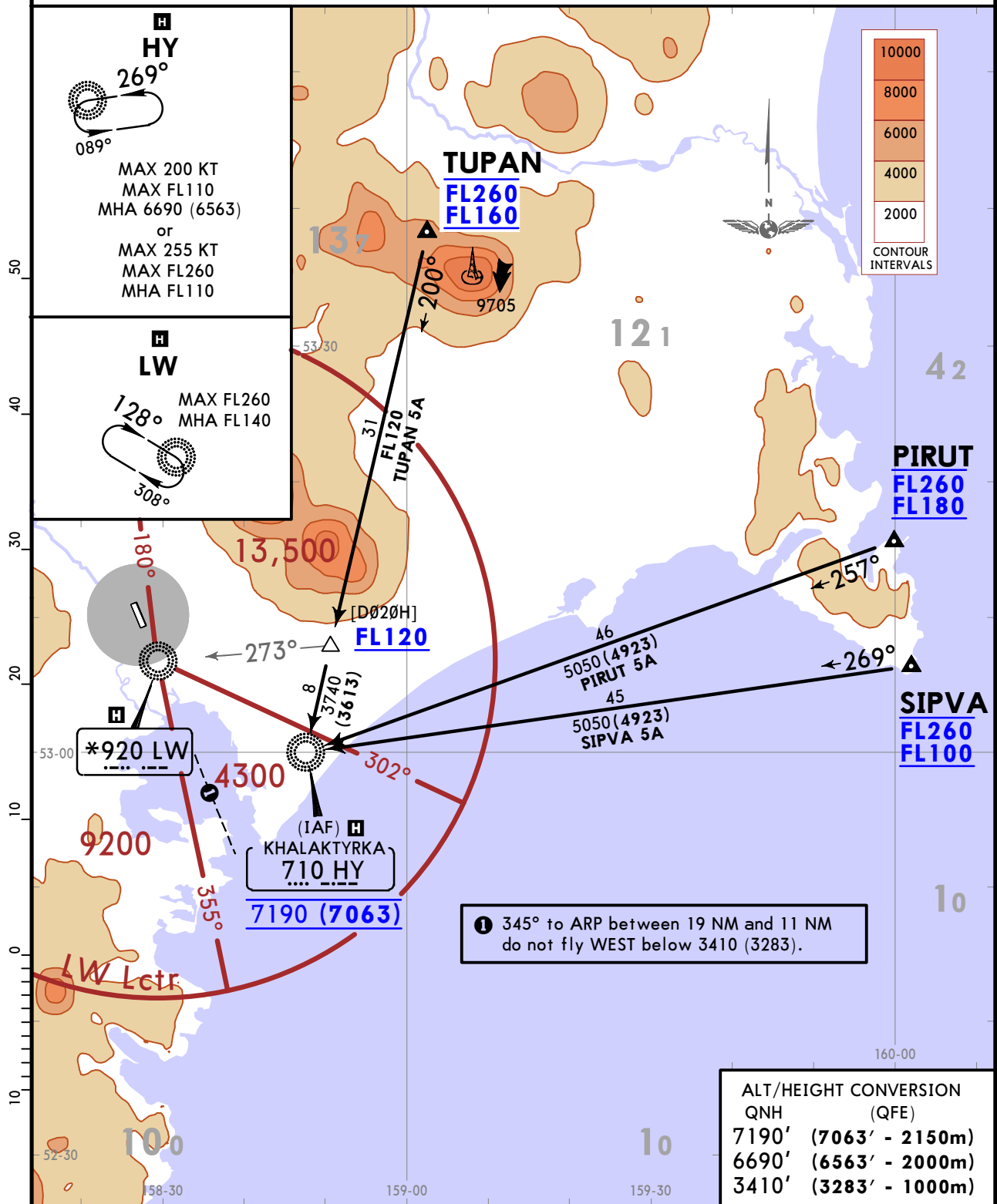
ALT/HEIGHT CONVERSION	
QNH	(QFE)
7330'	(7219' - 2200m)
7170'	(7059' - 2150m)

# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 20 FEB 26 (10-2J) STAR

*ATIS <b>126.8</b>	Alt Set: MM (hPa on request) Trans level: FL090 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)
Apt Elev <b>128</b>	1. Dual ADF is required. 2. Simultaneous holding over HY & LW at the same flight level is prohibited. 3. EXPECT radar vectoring and/or 'direct to' procedure.

**PIRUT 5A [PIRU5A]  
SIPVA 5A [SIPV5A]  
TUPAN 5A [TUPA5A]  
ARRIVALS (RWY 34L)  
UNDER RADAR CONTROL**

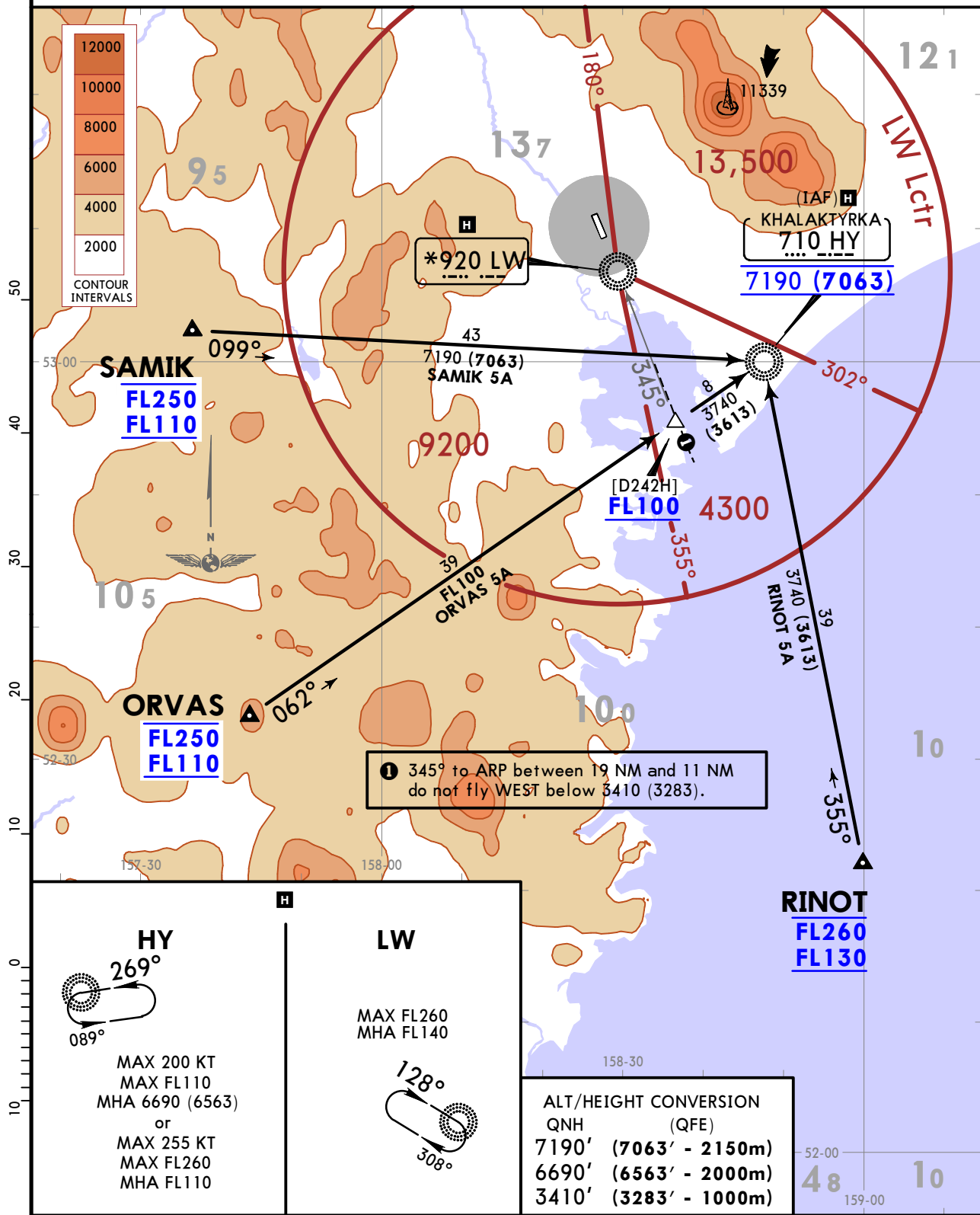


# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 1 MAR 24 (10-2K) STAR

<p>*ATIS <b>126.8</b></p>	<p>Alt Set: MM (hPa on request) Trans level: FL090 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)</p>
<p>Apt Elev <b>128</b></p>	<p>1. Dual ADF is required. 2. Holding over HY is compulsory for all STARs. 3. Simultaneous holding over HY &amp; LW at the same flight level is prohibited. 4. EXPECT radar vectoring and/or 'direct to' procedure.</p>

## ORVAS 5A [ORVA5A], RINOT 5A [RINO5A] SAMIK 5A [SAMI5A] ARRIVALS (RWY 34L) UNDER RADAR CONTROL



① 345° to ARP between 19 NM and 11 NM do not fly WEST below 3410 (3283).

<p><b>HY</b></p> <p>MAX 200 KT MAX FL110 MHA 6690 (6563) or MAX 255 KT MAX FL260 MHA FL110</p>	<p><b>LW</b></p> <p>MAX FL260 MHA FL140</p>
--	---

ALT/HEIGHT CONVERSION	
QNH	(QFE)
7190'	(7063' - 2150m)
6690'	(6563' - 2000m)
3410'	(3283' - 1000m)

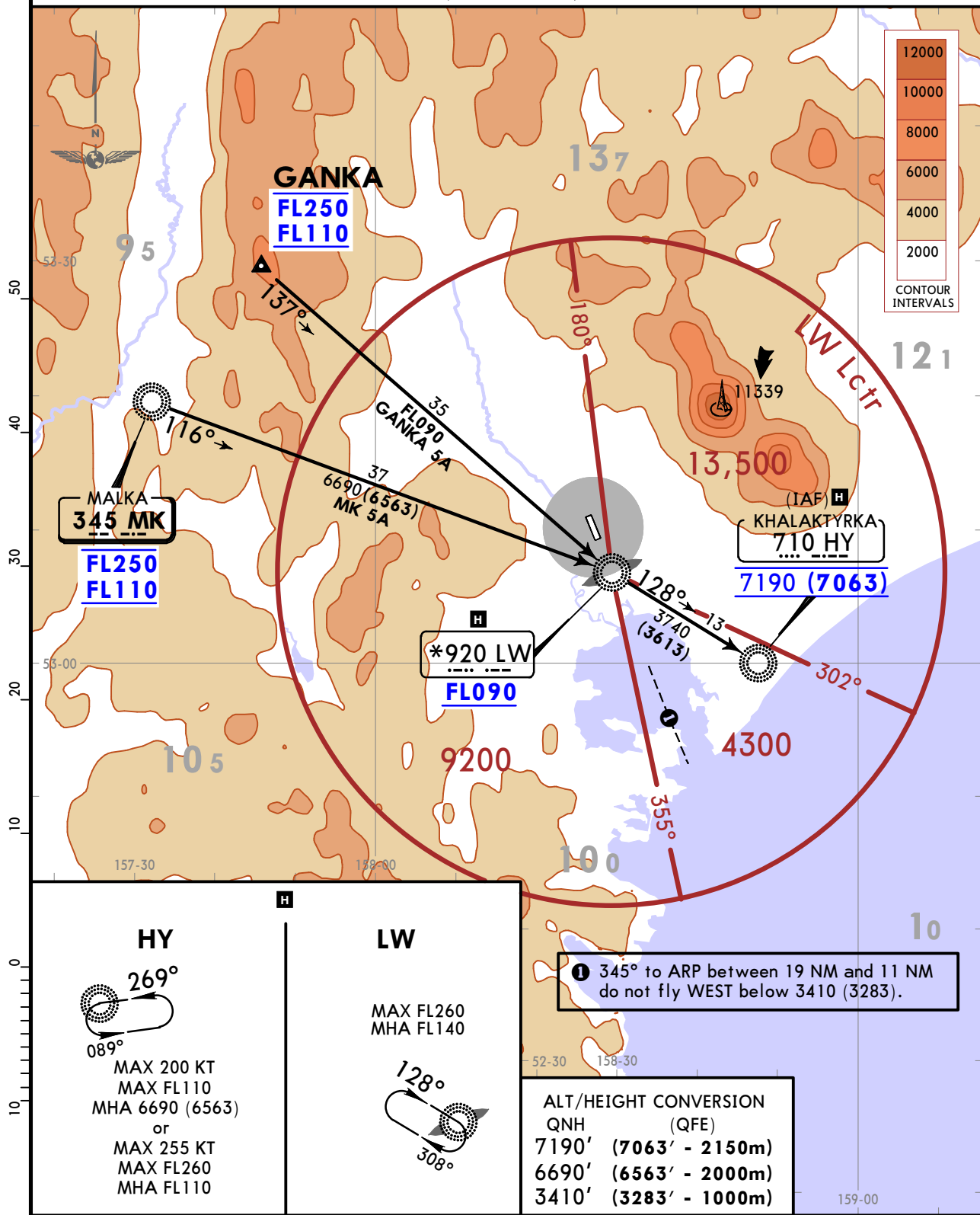
# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 1 MAR 24 (10-2L) STAR

*ATIS <b>126.8</b>	Alt Set: MM (hPa on request) Trans level: FL090 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)
Apt Elev <b>128</b>	1. Dual ADF is required. 2. Holding over HY is compulsory for all STARs. 3. Simultaneous holding over HY & LW at the same flight level is prohibited. 4. EXPECT radar vectoring and/or 'direct to' procedure.

**GANKA 5A [GANK5A]**  
UNDER RADAR CONTROL

**MK 5A [MK5A]**

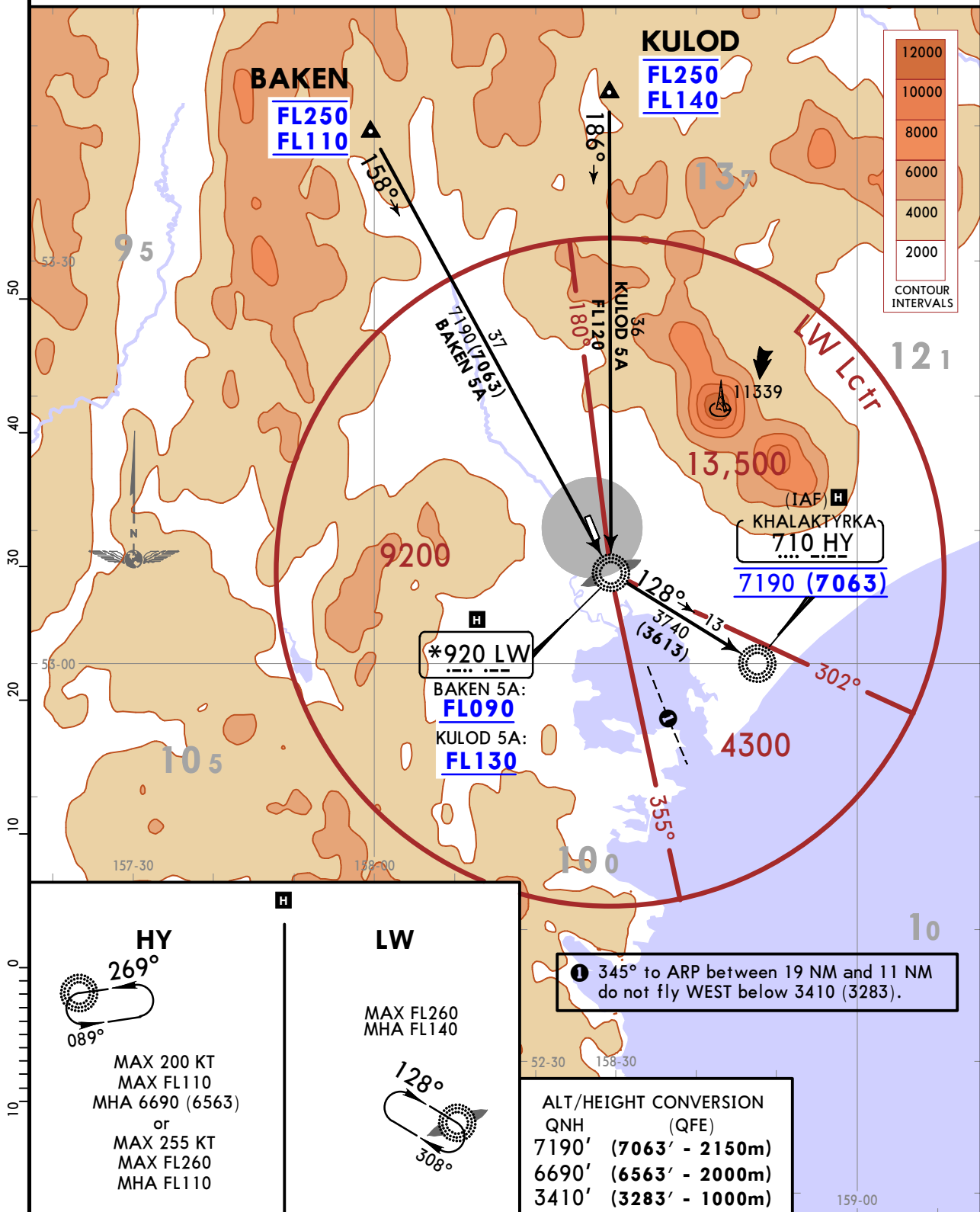
## ARRIVALS (RWY 34L)



**UHPP/PKC** **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**YELIZOVO** 1 MAR 24 **(10-2M)** **STAR**

<p>*ATIS <b>126.8</b></p>	<p>Alt Set: MM (hPa on request)                  Trans level: FL090                  FL100 if pressure is less than 756 mm (1007.9 hPa)                  FL110 if pressure is less than 729 mm (971.9 hPa)</p>
<p>Apt Elev <b>128</b></p>	<p>1. Dual ADF is required.                  2. Holding over HY is compulsory for all STARs.                  3. Simultaneous holding over HY &amp; LW at the same flight level is prohibited.                  4. EXPECT radar vectoring and/or 'direct to' procedure.</p>

**BAKEN 5A [BAKE5A]  
 KULOD 5A [KULO5A]  
 ARRIVALS (RWY 34L)  
 UNDER RADAR CONTROL**

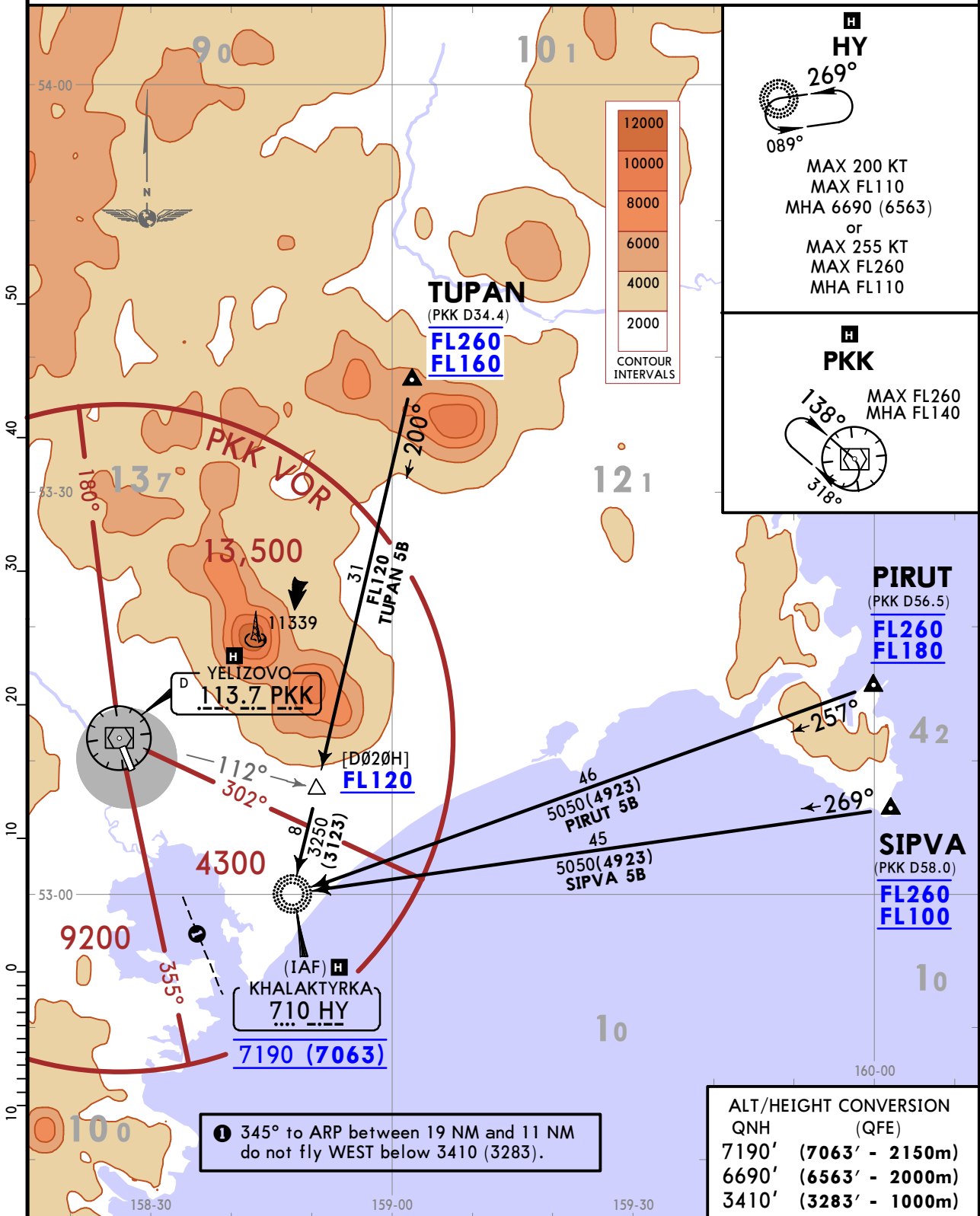


# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 1 MAR 24 (10-2N) STAR

<p>*ATIS <b>126.8</b></p>	<p>Alt Set: MM (hPa on request) Trans level: FL090 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)</p>
<p>Apt Elev <b>128</b></p>	<p>1. DME required. 2. Simultaneous holding over HY &amp; PKK at the same flight level is prohibited. 3. EXPECT radar vectoring and/or 'direct to' procedure.</p>

## PIRUT 5B [PIRU5B] SIPVA 5B [SIPV5B] TUPAN 5B [TUPA5B] ARRIVALS (RWY 34L)

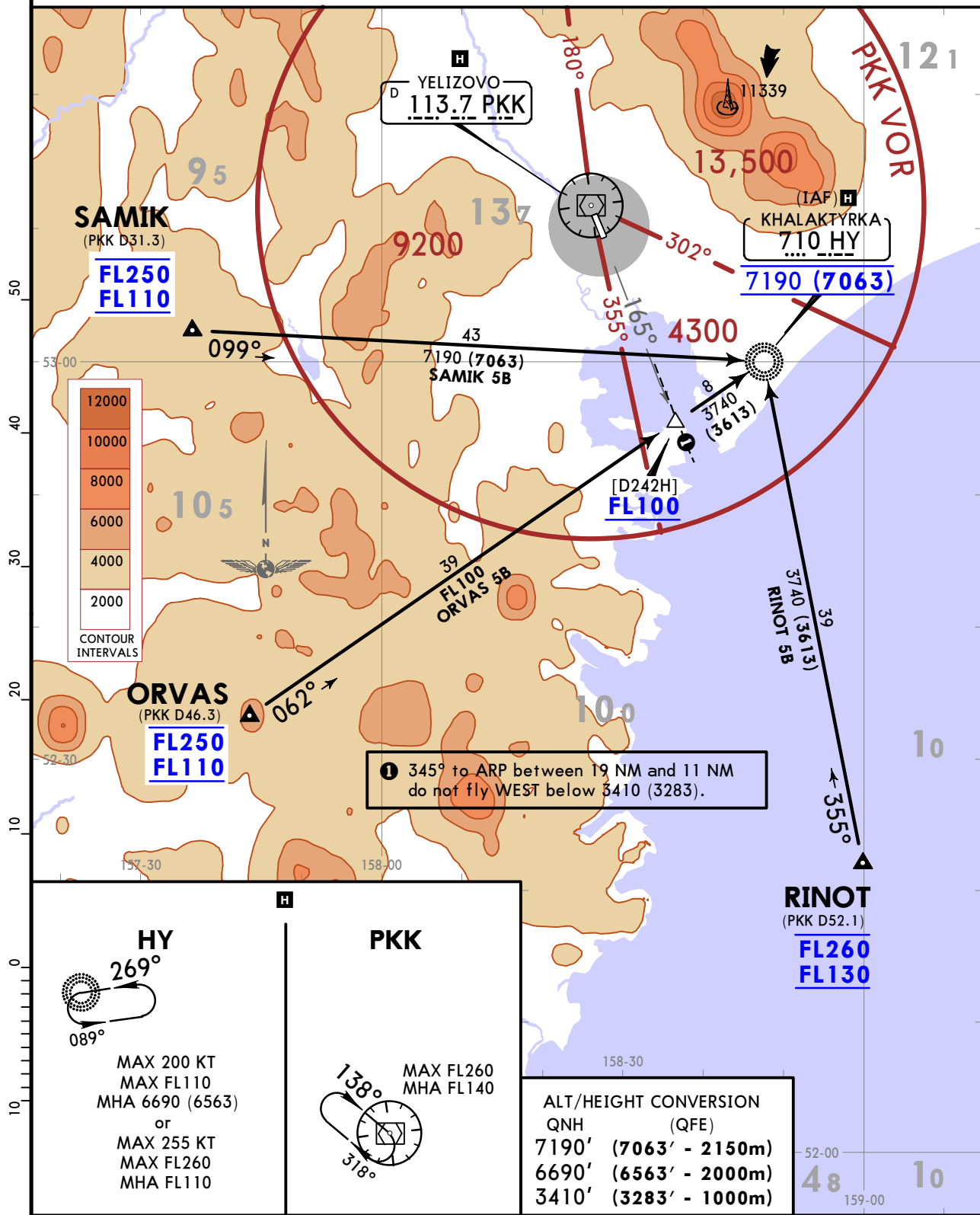


# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 1 MAR 24 (10-2P) STAR

<p>*ATIS <b>126.8</b></p>	<p>Alt Set: MM (hPa on request) Trans level: FL090 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)</p>
<p>Apt Elev <b>128</b></p>	<p>1. DME required. 2. Holding over HY is compulsory for all STARs. 3. Simultaneous holding over HY &amp; PKK at the same flight level is prohibited. 4. EXPECT radar vectoring and/or 'direct to' procedure.</p>

## ORVAS 5B [ORVA5B], RINOT 5B [RINO5B] SAMIK 5B [SAMI5B] ARRIVALS (RWY 34L)

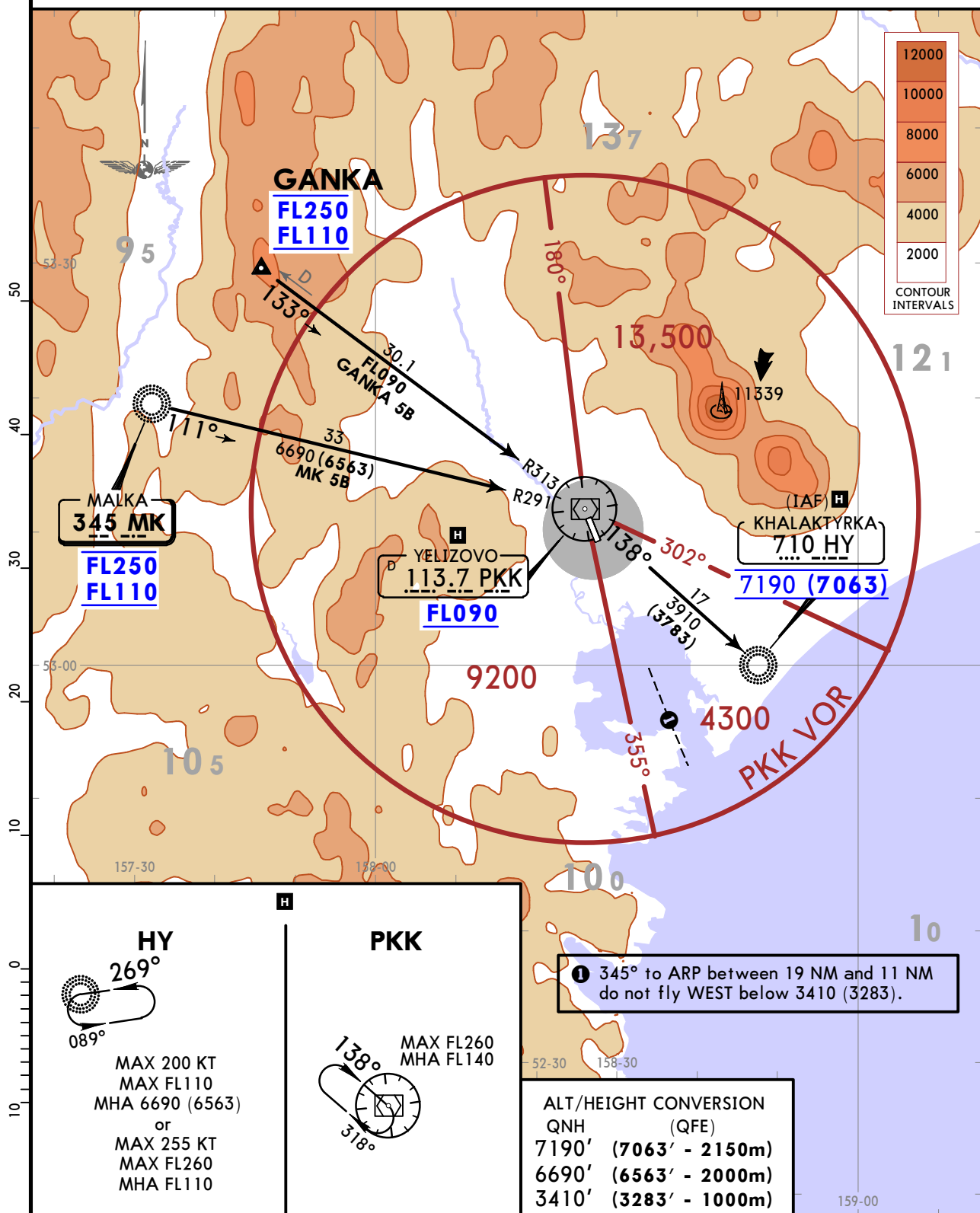


# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 1 MAR 24 (10-2Q) **STAR**

<p>*ATIS <b>126.8</b></p>	<p>Alt Set: MM (hPa on request) Trans level: FL090 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)</p>
<p>Apt Elev <b>128</b></p>	<p>1. DME required. 2. Holding over HY is compulsory for all STARs. 3. Simultaneous holding over HY &amp; PKK at the same flight level is prohibited. 4. EXPECT radar vectoring and/or 'direct to' procedure.</p>

## GANKA 5B [GANK5B] MK 5B [MK5B] ARRIVALS (RWY 34L)

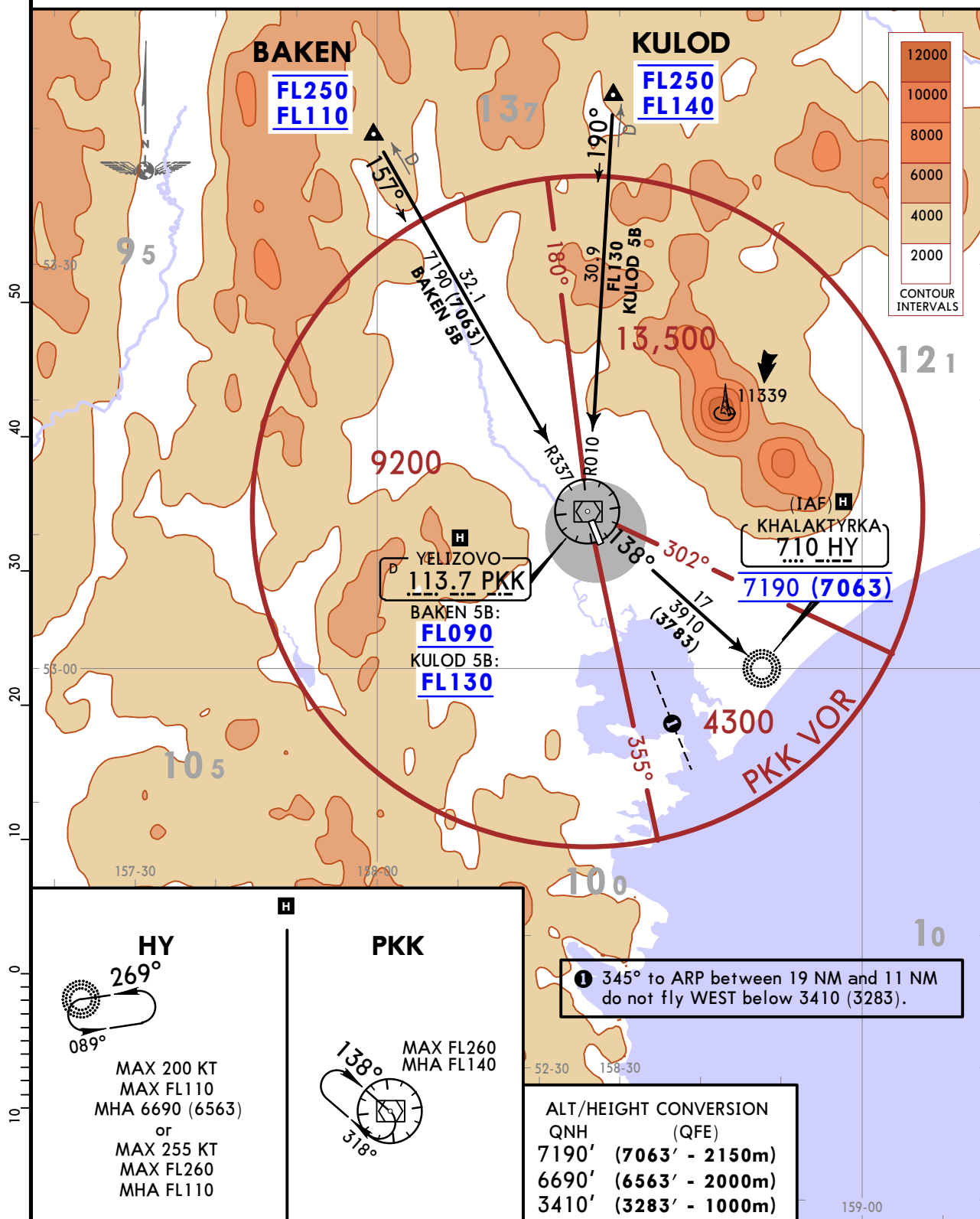


# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 1 MAR 24 (10-2S) STAR

<p>*ATIS <b>126.8</b></p>	<p>Alt Set: MM (hPa on request) Trans level: FL090 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)</p>
<p>Apt Elev <b>128</b></p>	<p>1. DME required. 2. Holding over HY is compulsory for all STARs. 3. Simultaneous holding over HY &amp; PKK at the same flight level is prohibited. 4. EXPECT radar vectoring and/or 'direct to' procedure.</p>

## BAKEN 5B [BAKE5B] KULOD 5B [KULO5B] ARRIVALS (RWY 34L)



<p><b>HY</b></p> <p>269°</p> <p>089°</p> <p>MAX 200 KT MAX FL110 MHA 6690 (6563) or MAX 255 KT MAX FL260 MHA FL110</p>	<p><b>PKK</b></p> <p>138°</p> <p>318°</p> <p>MAX FL260 MHA FL140</p>
--	--

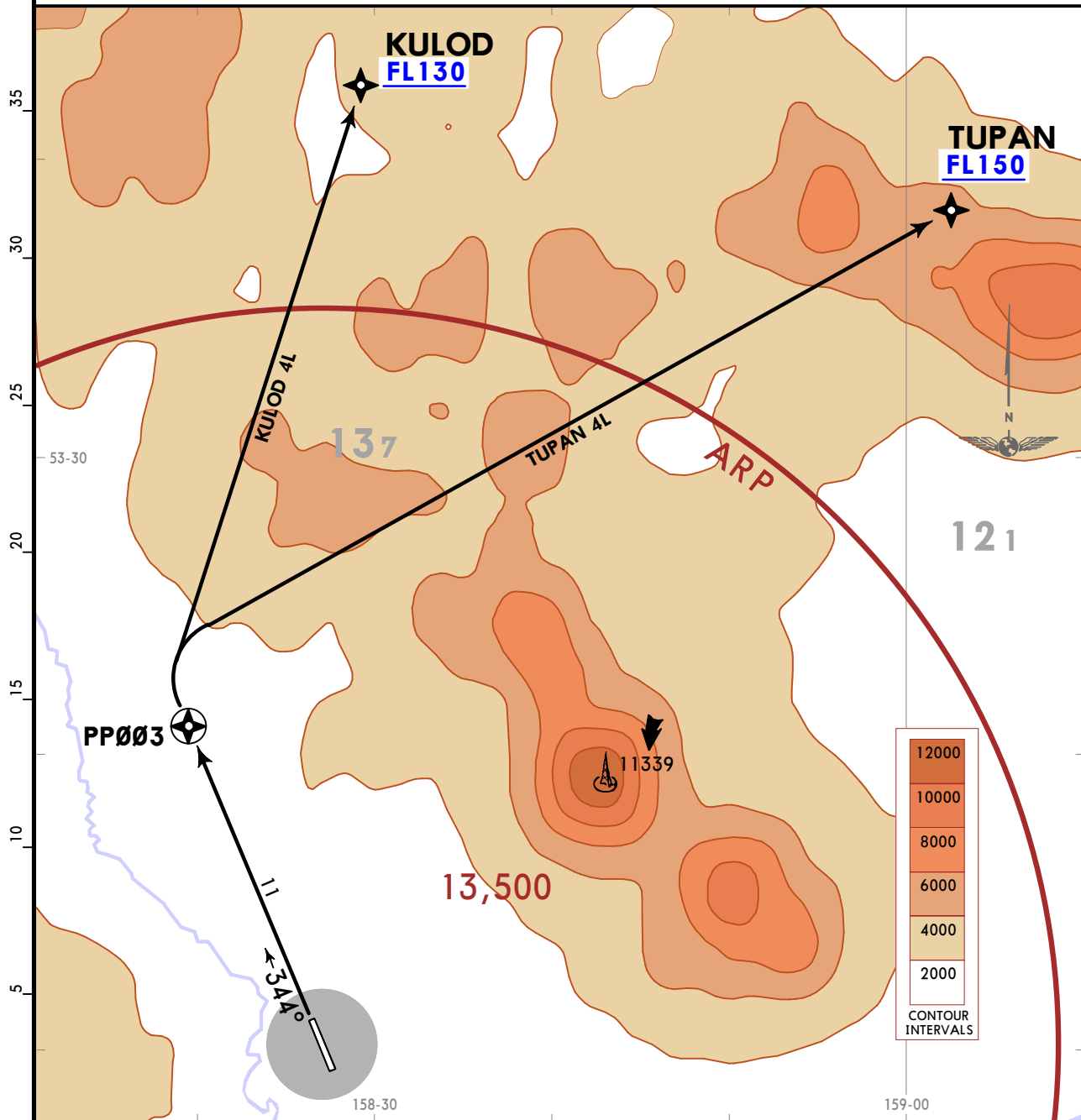
① 345° to ARP between 19 NM and 11 NM do not fly WEST below 3410 (3283).

ALT/HEIGHT CONVERSION	
QNH	(QFE)
7190'	(7063' - 2150m)
6690'	(6563' - 2000m)
3410'	(3283' - 1000m)

**UHPP/PKC** **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**YELIZOVO** 20 FEB 26 **10-3** **RNAV SID**

PETROPAVLOVSK Radar (TWR) <b>119.4</b>	QNH on request (QFE) Trans alt: 8010 ( <b>7883</b> )
	RNAV 1 GNSS required
Apt Elev <b>128</b>	1. EXPECT radar vectoring and/or 'direct to' procedure. 2. When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached. 3. Only climb to altitude or FL cleared by ATC. 4. GNSS interruption possible within AD area, vectoring provided on request.

**KULOD 4L [KULO4L], TUPAN 4L [TUPA4L]**  
**RNAV DEPARTURES**  
**(RWY 34L)**



These SIDs require minimum climb gradients of  
**KULOD 4L:** 6.5% up to 6370 (6243), then 6.5% up to FL130 due to airspace structure.  
**TUPAN 4L:** 6.2% up to FL100, then 5.1% up to FL150 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549
6.2% V/V (fpm)	471	628	942	1256	1570	1884
6.5% V/V (fpm)	494	658	987	1316	1646	1975

ALT/HEIGHT CONVERSION	
QNH	(QFE)
6370'	(6243' - 1900m)
8010'	(7883' - 2400m)

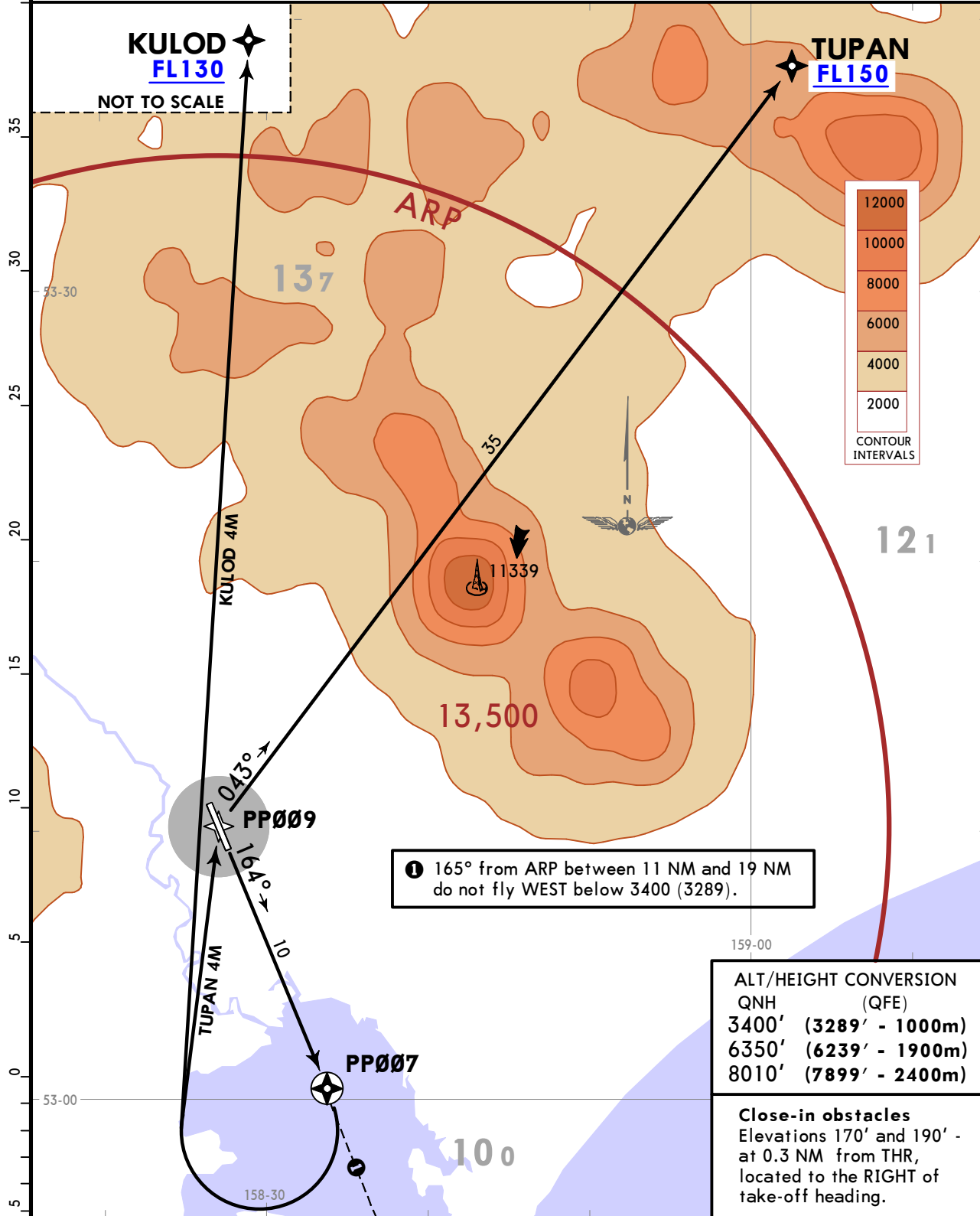
# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 20 FEB 26 (10-3A)

**RNAV SID**

PETROPAVLOVSK Radar (TWR) <b>119.4</b>	QNH on request (QFE) Trans alt: 8010 (7899)
	RNAV 1 GNSs required
Apt Elev <b>128</b>	<ol style="list-style-type: none"> <li>1. EXPECT radar vectoring and/or 'direct to' procedure.</li> <li>2. When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached.</li> <li>3. Only climb to altitude or FL cleared by ATC.</li> <li>4. GNSs interruption possible within AD area, vectoring provided on request.</li> </ol>

## KULOD 4M [KULO4M], TUPAN 4M [TUPA4M] RNAV DEPARTURES (RWY 16R)



**1** 165° from ARP between 11 NM and 19 NM do not fly WEST below 3400 (3289).

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3400'	(3289' - 1000m)
6350'	(6239' - 1900m)
8010'	(7899' - 2400m)

**Close-in obstacles**  
Elevations 170' and 190' - at 0.3 NM from THR, located to the RIGHT of take-off heading.

These SIDs require minimum climb gradients of

**KULOD 4M:** 4.7% up to 6350 (6239).

**TUPAN 4M:** 6.7% up to FL120.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
6.7% V/V (fpm)	509	678	1018	1357	1696	2035

**PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

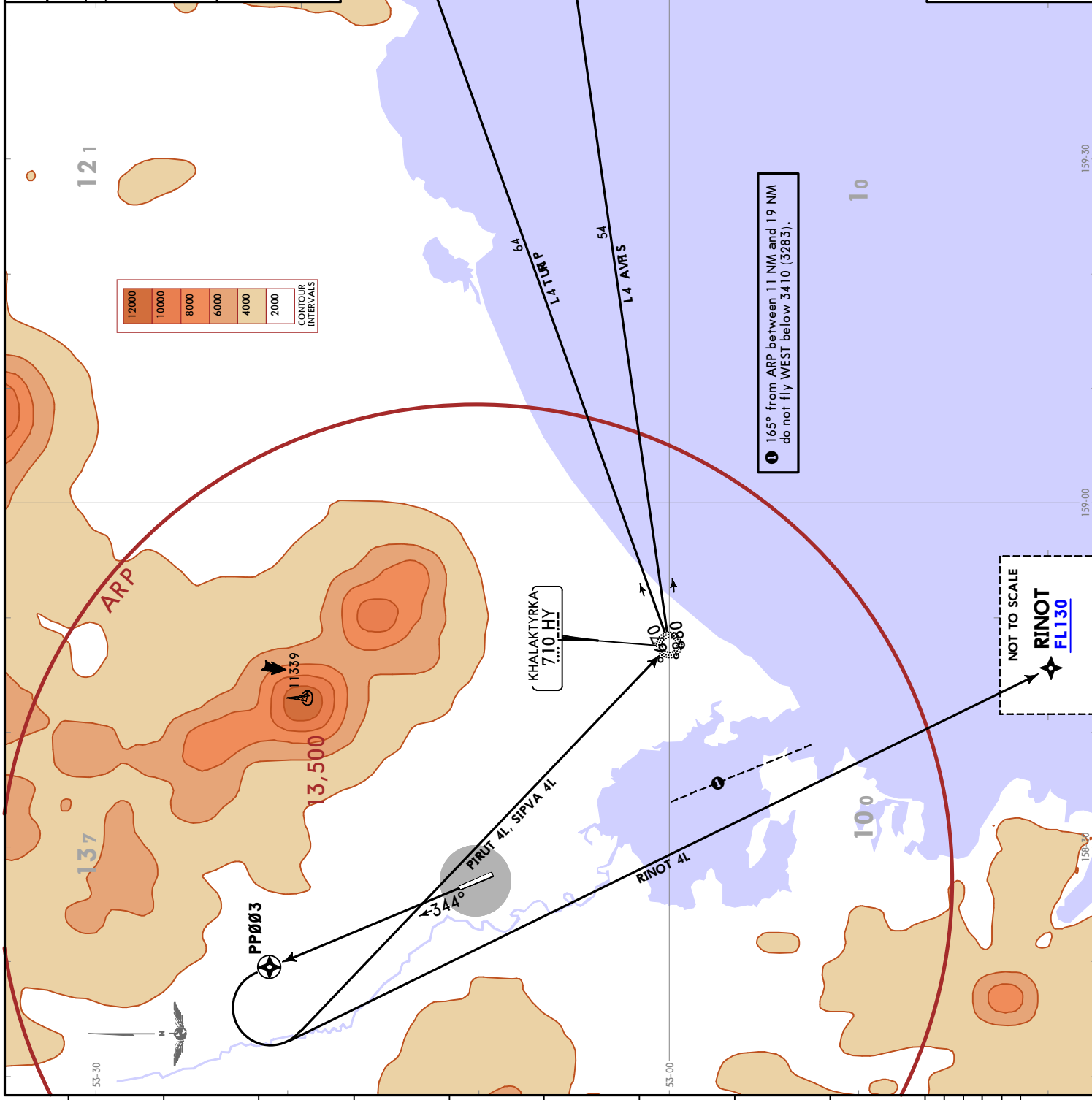
**UHPK/PKC**  
YELIZOVO  
20 FEB 26 (10-3B)

**JEPPesen**

**RNAV SID**

PETROPAVLOVSK Radar (TWR)	Apt Elev 128
119.4	
QNH on request (QFE) Trans alt: 8010 (7883)	
RNAV 1 GNSs required	
<ol style="list-style-type: none"> <li>1. EXPECT radar vectoring and/or 'direct to' procedure.</li> <li>2. When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached.</li> <li>3. Only climb to altitude or FL cleared by ATC.</li> <li>4. GNSs interruption possible within AD area, vectoring provided on request.</li> </ol>	

**PIRUT 4L [PIRU4L]  
RINOT 4L [RINO4L]  
SIPVA 4L [SIPV4L]  
RNAV DEPARTURES (RWY 34L)**

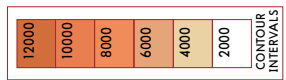
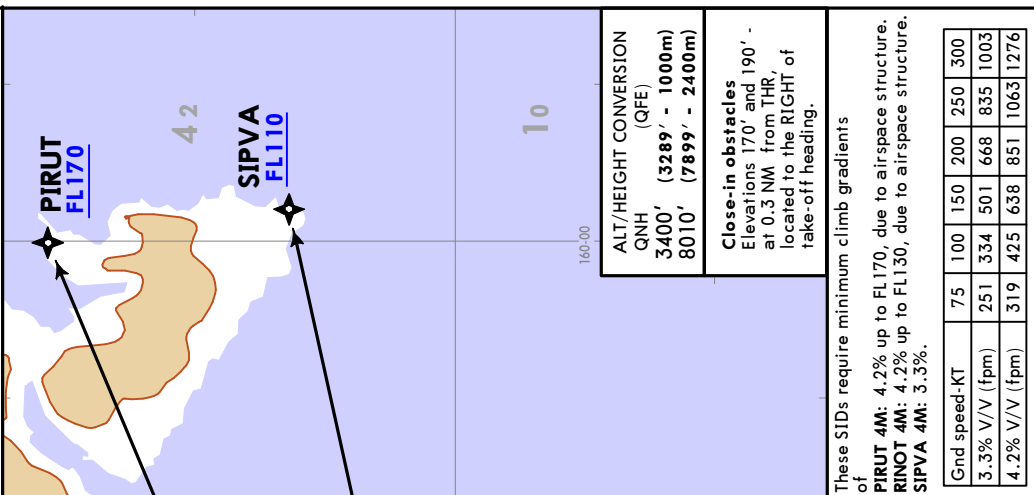


**UHP/PCK**  
**YELIZOVO**  
 20 FEB 26 (10-3C)  
**JEPPSEN**  
**PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

**RNAV SID**

**PETROPAVLOVSK Radar (TWR)**  
 119.4  
**QNH on request (QFE)**  
 Trans alt: 8010 (7899)  
**RNAV 1** GNSS required  
 1. EXPECT radar vectoring and/or 'direct' to procedure.  
 2. When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached.  
 3. Only climb to altitude or FL cleared by ATC.  
 4. GNSS interruption possible within AD area, vectoring provided on request.

**PIRUT 4M [PIRU4M]**  
**RINOT 4M [RINO4M]**  
**SIPVA 4M [SIPV4M]**  
**RNAV DEPARTURES (RWY 16R)**



**ALT/HEIGHT CONVERSION**  
 QNH (QFE)  
 3400' (3289' - 1000m)  
 8010' (7899' - 2400m)  
**Close-in obstacles**  
 Elevations 170' and 190' - at 0.3 NM from THR, located to the RIGHT of take-off heading.

These SIDs require minimum climb gradients of

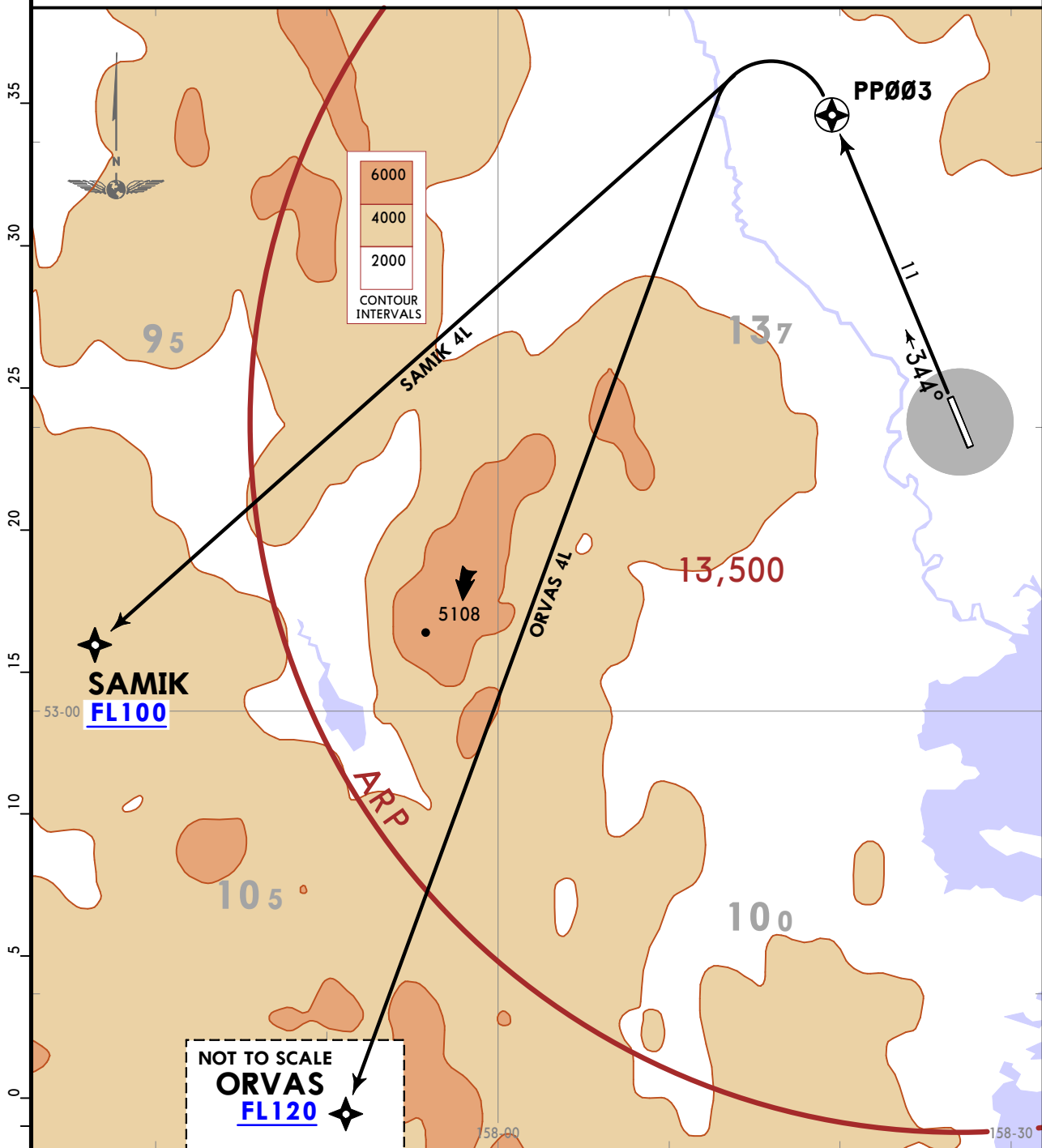
**PIRUT 4M:** 4.2% up to FL 170, due to airspace structure.  
**RINOT 4M:** 4.2% up to FL130, due to airspace structure.  
**SIPVA 4M:** 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.2% V/V (fpm)	319	425	638	851	1063	1276

**UHPP/PKC** **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**YELIZOVO** 20 FEB 26 **(10-3D)** **RNAV SID**

PETROPAVLOVSK Radar (TWR) <b>119.4</b>	QNH on request (QFE) Trans alt: 8010 (7883)
	RNAV 1 GNSS required
Apt Elev <b>128</b>	1. EXPECT radar vectoring and/or 'direct to' procedure. 2. When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached. 3. Only climb to altitude or FL cleared by ATC. 4. GNSS interruption possible within AD area, vectoring provided on request.

**ORVAS 4L [ORVA4L], SAMIK 4L [SAMI4L]**  
**RNAV DEPARTURES**  
**(RWY 34L)**



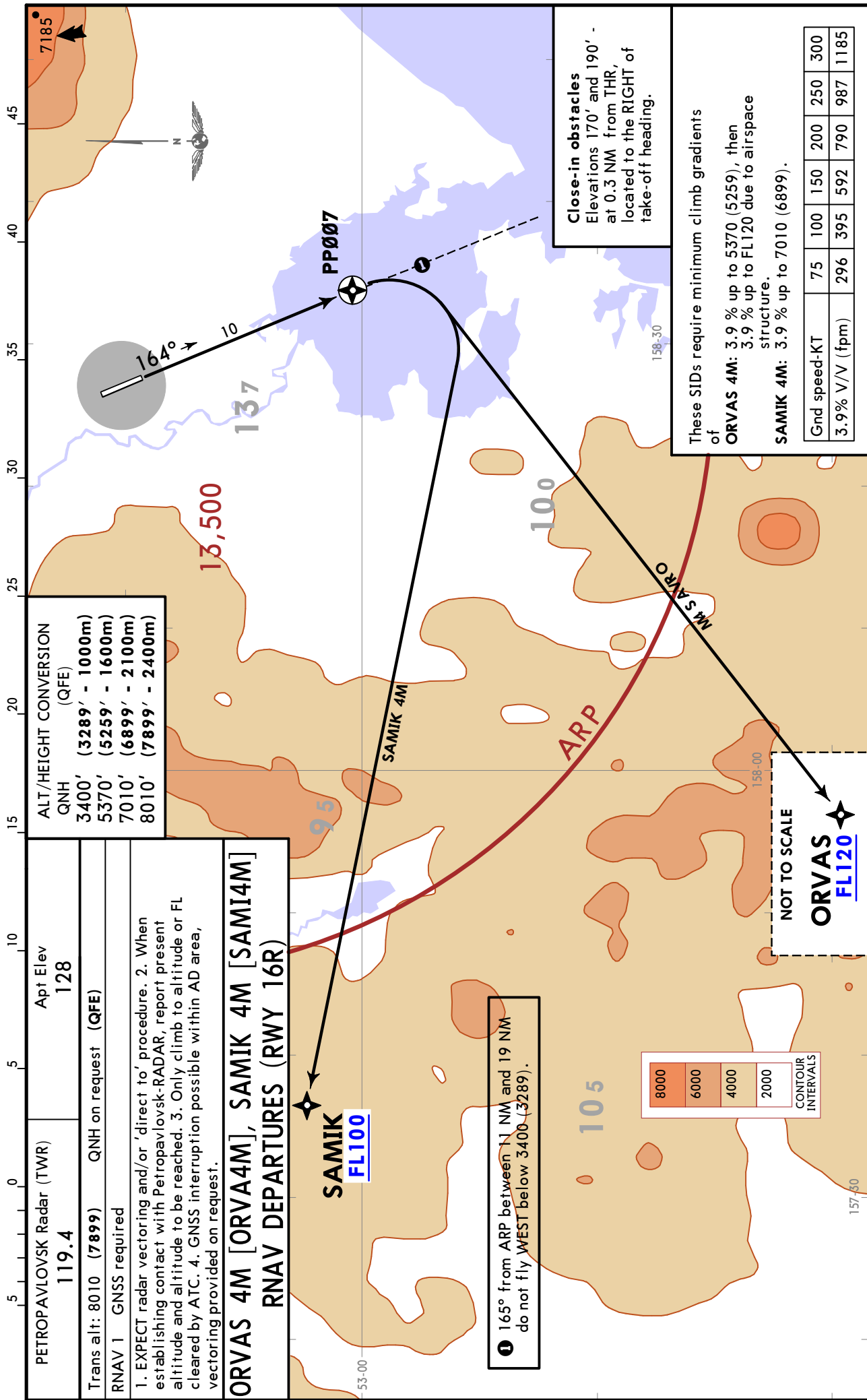
These SIDs require minimum climb gradients of  
**ORVAS 4L:** 5.1% up to 7190 (7063).  
**SAMIK 4L:** 4.3% up to 6690 (6563).

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
5.1% V/V (fpm)	387	516	775	1033	1291	1549

ALT/HEIGHT CONVERSION	
QNH	(QFE)
6690'	(6563' - 2000m)
7190'	(7063' - 2150m)
8010'	(7883' - 2400m)

# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 20 FEB 26 (10-3E) **RNAV SID**

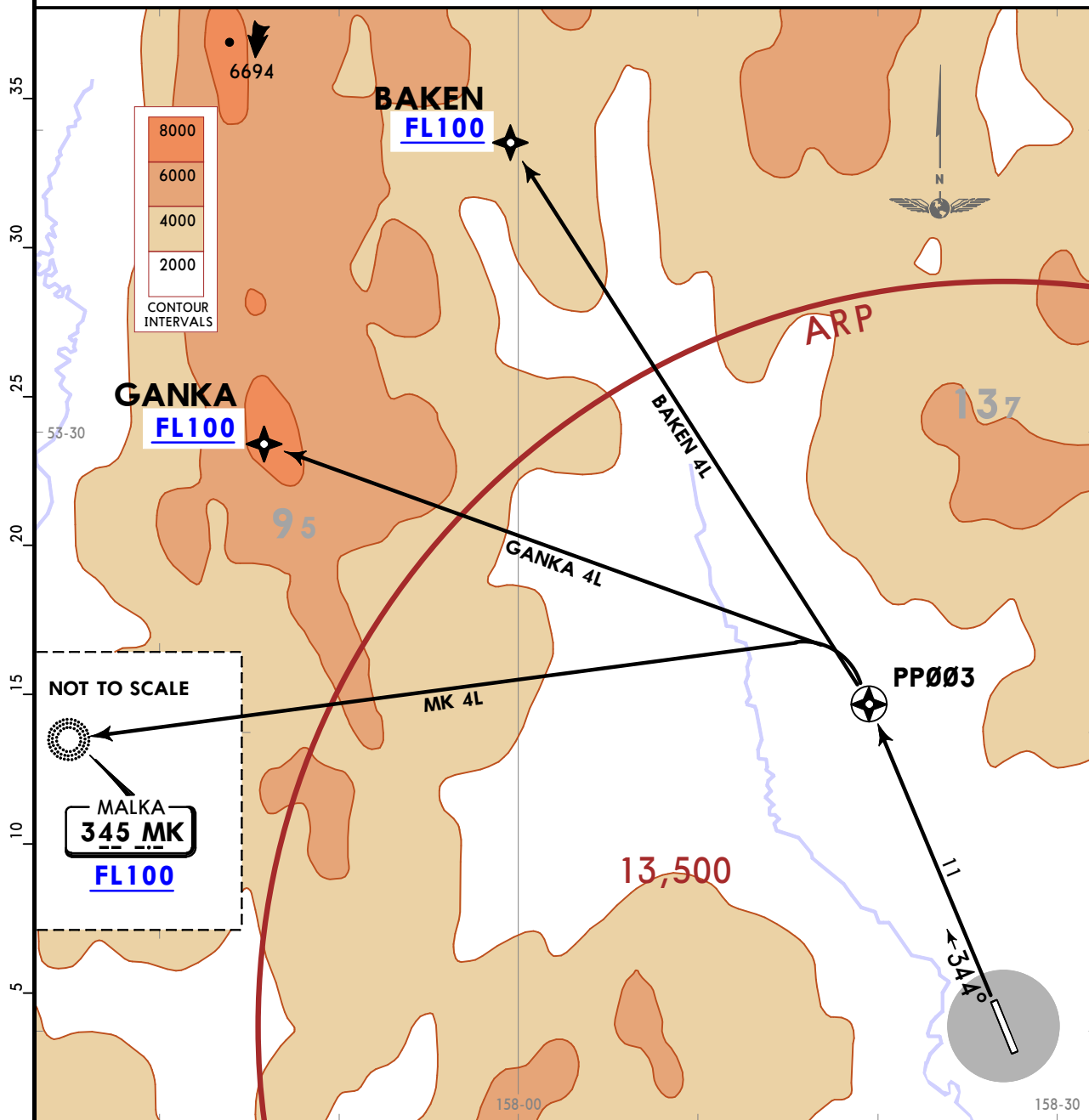


# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 20 FEB 26 10-3F **RNAV SID**

PETROPAVLOVSK Radar (TWR) 119.4	QNH on request (QFE)
	Trans alt: 8010 (7883)
Apt Elev 128	RNAV 1 GNSS required
1. EXPECT radar vectoring and/or 'direct to' procedure. 2. When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached. 3. Only climb to altitude or FL cleared by ATC. 4. GNSS interruption possible within AD area, vectoring provided on request.	

## BAKEN 4L [BAKE4L], GANKA 4L [GANK4L] MK 4L [MK4L] RNAV DEPARTURES (RWY 34L)



These SIDs require minimum climb gradients of

**BAKEN 4L:** 5.1% up to 2100 (1973), then 5.1% up to FL100 due to airspace structure.

**GANKA 4L:** 5.1% up to FL090, then 5.1% up to FL100 due to airspace structure.

**MK 4L:** 4.2% up to 6690 (6563), then 4.2% up to FL100 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
5.1% V/V (fpm)	387	516	775	1033	1291	1549

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2100'	(1973' - 600m)
6690'	(6563' - 2000m)
8010'	(7883' - 2400m)

UHPP/PKC  
YELIZOVO

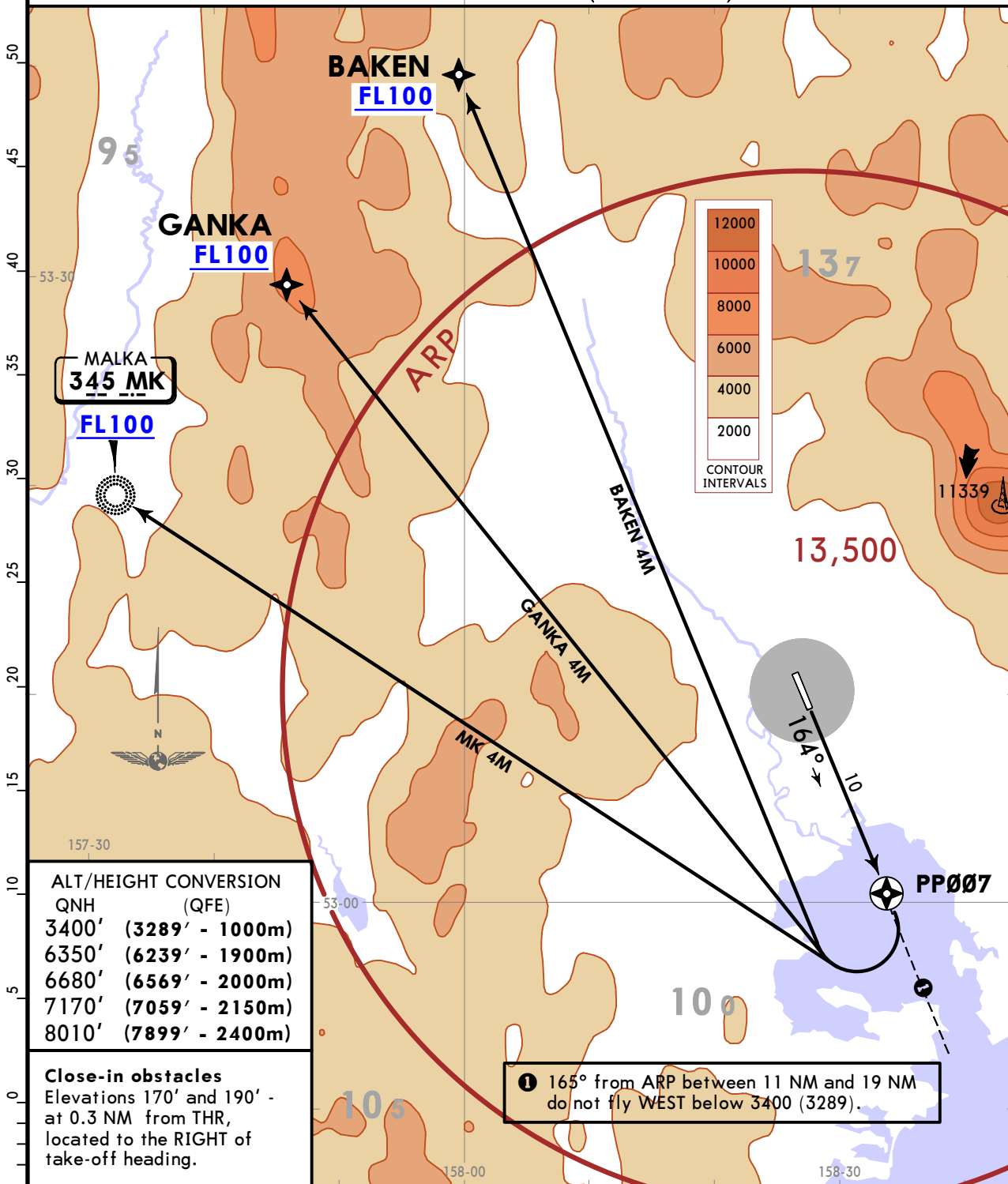
20 FEB 26 (10-3G)

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

RNAV SID

PETROPAVLOVSK Radar (TWR) 119.4	QNH on request (QFE) Trans alt: 8010 (7899)
	RNAV 1 GNSS required
Apt Elev 128	<ol style="list-style-type: none"> <li>1. EXPECT radar vectoring and/or 'direct to' procedure.</li> <li>2. When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached.</li> <li>3. Only climb to altitude or FL cleared by ATC.</li> <li>4. GNSS interruption possible within AD area, vectoring provided on request.</li> </ol>

**BAKEN 4M [BAKE4M], GANKA 4M [GANK4M]  
MK 4M [MK4M]  
RNAV DEPARTURES (RWY 16R)**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3400'	(3289' - 1000m)
6350'	(6239' - 1900m)
6680'	(6569' - 2000m)
7170'	(7059' - 2150m)
8010'	(7899' - 2400m)

**Close-in obstacles**  
Elevations 170' and 190' -  
at 0.3 NM from THR,  
located to the RIGHT of  
take-off heading.

① 165° from ARP between 11 NM and 19 NM  
do not fly WEST below 3400 (3289).

These SIDs require a minimum climb gradient  
of

**BAKEN 4M:** 4.7% up to 6350 (6239).  
**GANKA 4M:** 4.7% up to 6680 (6569).  
**MK 4M:** 4.7% up to 7170 (7059).

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

**PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

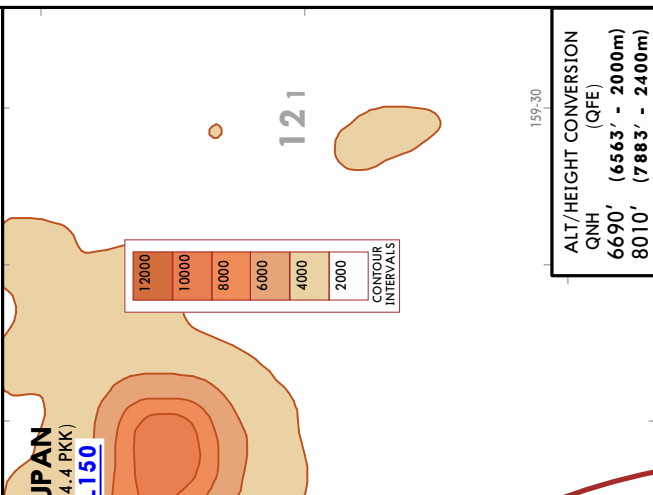
**JEPPESEN**  
30 AUG 24 10-3H Eff 5 Sep

**UHP/PKC**  
YELIZOVO

**PETROPAVLOVSK Radar (TWR)**  
119.4  
Apt Elev 128

Trans alt: 8010 (7883) QNH on request (QFE)  
1. DME required  
2. EXPECT radar vectoring and/or 'direct to' procedure.  
3. When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached.  
4. Only climb to altitude or FL cleared by ATC.

**KULOD 4E [KULO4E]  
TUPAN 4E [TUPA4E]  
DEPARTURES  
(RWY 34L)**



These SIDs require minimum climb on gradients of

**KULOD 4E:** 6.2% up to 6690 (6563), then 6.2% up to FL130 due to airspace structure.

**TUPAN 4E:** 5.4% up to FL090, then 4.8% up to FL150 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.4% V/V (fpm)	410	547	820	1094	1367	1641
6.2% V/V (fpm)	471	628	942	1256	1570	1884

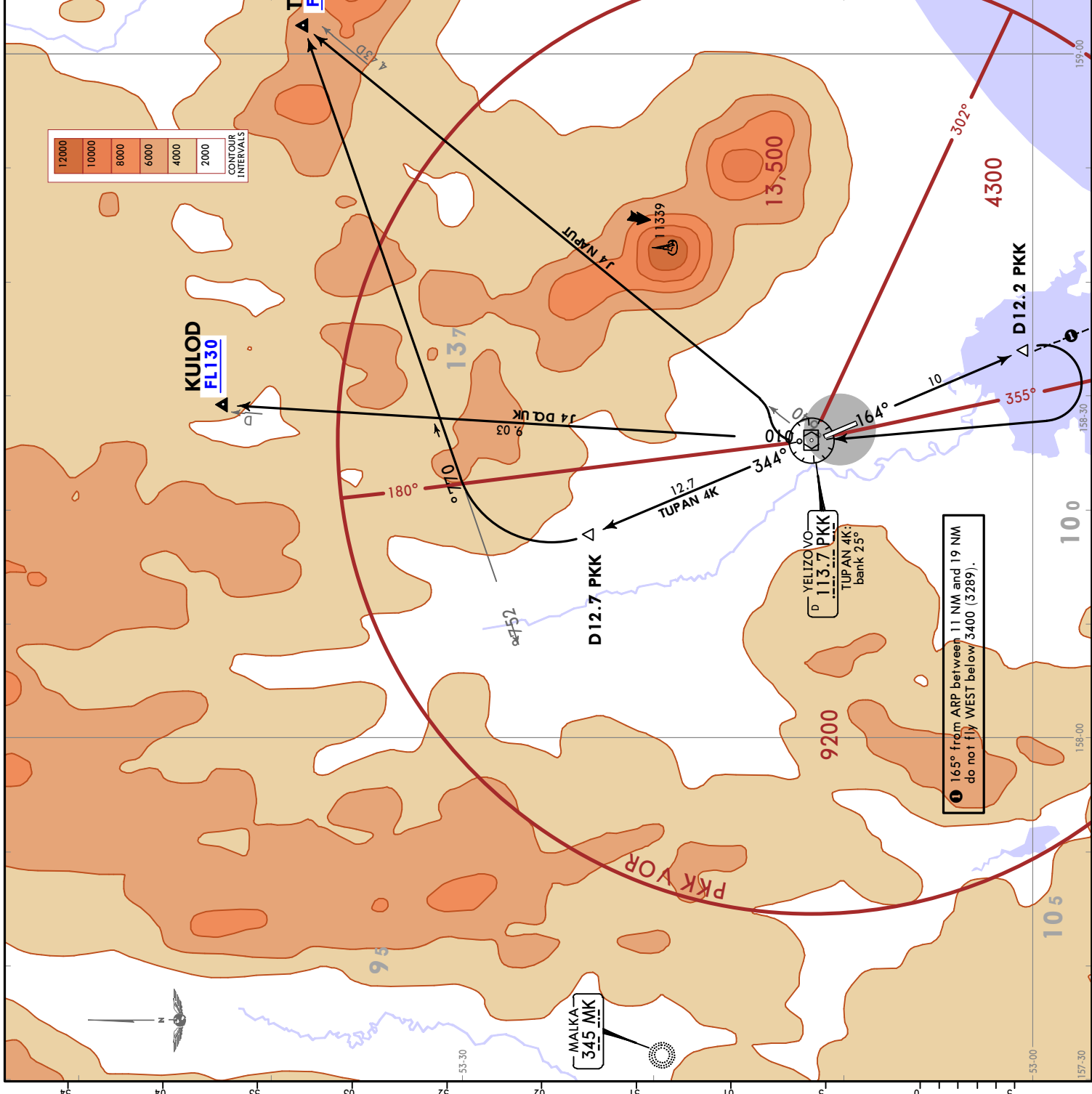
SID	ROUTING					
<b>KULOD 4E</b>	Intercept and climb on PPK R344, at D10.1 PPK 'turn RIGHT', 061° track, intercept PPK R010 to KULOD.					
<b>TUPAN 4E</b>	Intercept and climb on PPK R344, at D15.2 PPK 'turn RIGHT', intercept 077° bearing from MK to TUPAN.					

PETROPAVLOVSK Radar (TWR)  
119.4

Apt Elev  
128

Trans alt: 8010 (7899) QNH on request (QFE)  
1. DME required  
2. EXPECT radar vectoring and/or 'direct to' procedure.  
3. When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached.  
4. Only climb to altitude or Fl cleared by ATC.

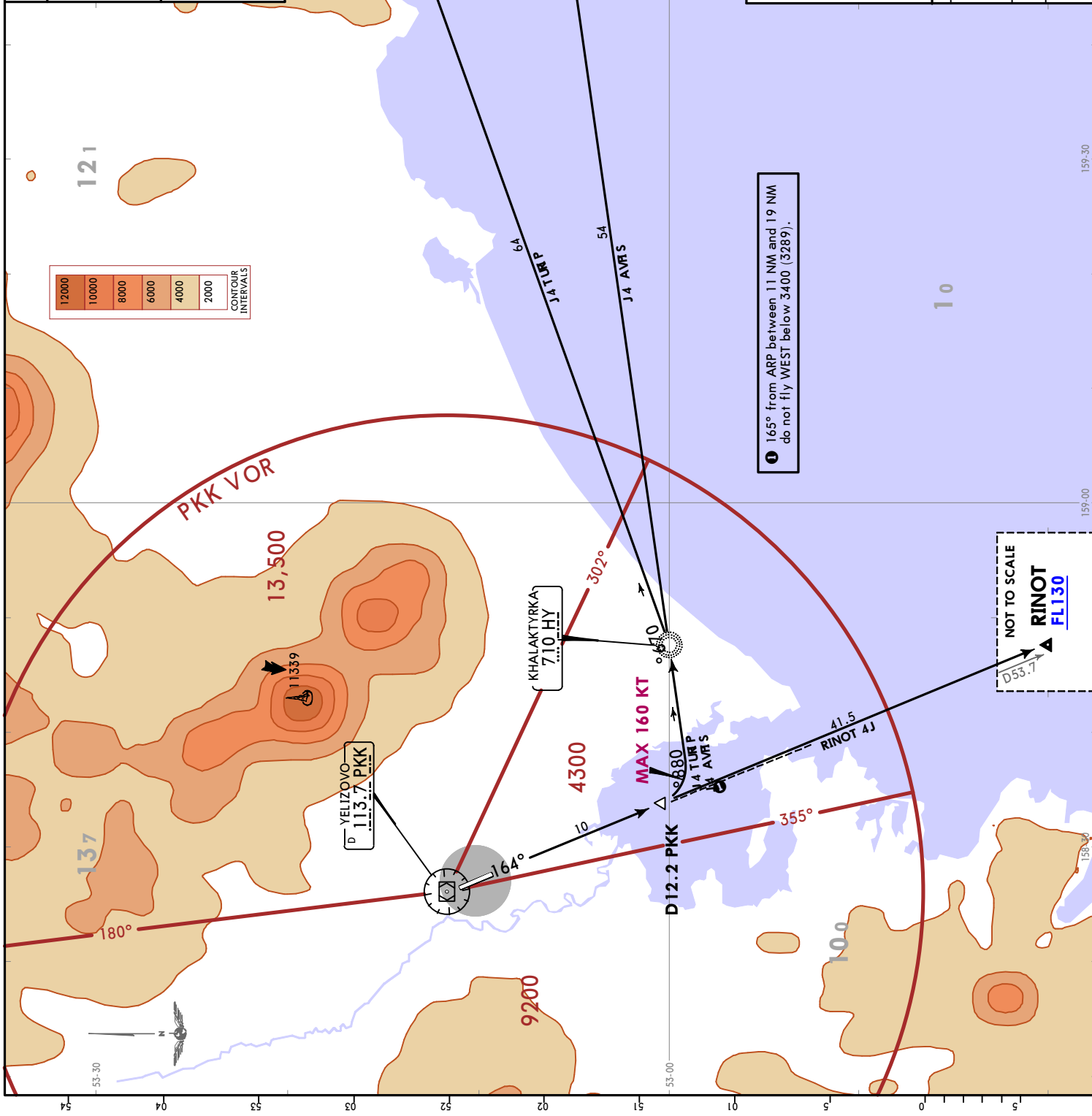
**KULOD 4J [KULO4J]  
TUPAN 4J [TUPA4J]  
TUPAN 4K [TUPA4K]  
DEPARTURES (RWY 16R)**





Trans alt: 8010 (7899) QNH on request (QFE)  
 1. DME required  
 2. EXPECT radar vectoring and/or 'direct to' procedure.  
 3. When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached.  
 4. Only climb to altitude or FL cleared by ATC.

**PIRUT 4J [PIRU4J]  
 RINOT 4J [RINO4J]  
 SIPVA 4J [SIPV4J]  
 DEPARTURES (RWY 16R)**



# PETROPAVLOVSK-KAMCHATSKY, RUSSIA

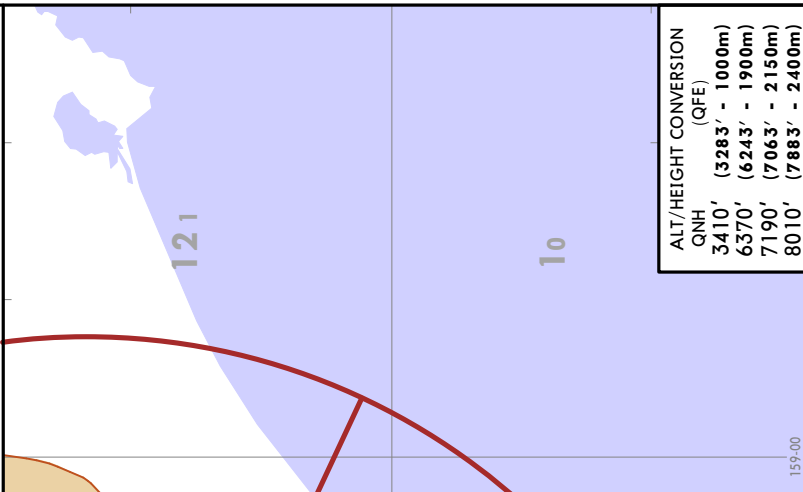
**SID**

PETROPAVLOVSK Radar (TWR) 119.4 Apt Elev 128

Trans alt: 8010 (7883) QNH on request (QFE)

- DME required
- EXPECT radar, vectoring and/or 'direct to' procedure.
- When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached.
- Only climb to altitude or FL cleared by ATC.

**ORVAS 4E [ORVA4E]**  
**SAMIK 4E [SAMI4E]**  
**DEPARTURES (RWY 34L)**



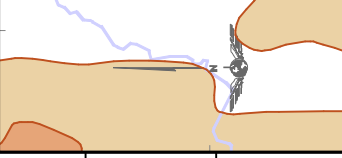
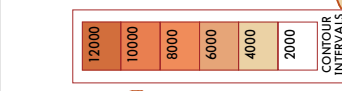
ALT/HEIGHT CONVERSION QNH (QFE)	
3410'	(3283' - 1000m)
6370'	(6243' - 1900m)
7190'	(7063' - 2150m)
8010'	(7883' - 2400m)

These SIDs require a minimum climb gradient of

SID	GRD SPEED-KT	5.1% V/V (fpm)
ORVAS 4E	75	100
SAMIK 4E	150	200
	200	250
	250	300
	300	350
	350	400

**ROUTING**

SID	ROUTING
ORVAS 4E	Intercept and climb on PKK R344, at D10.1 PKK turn LEFT to PKK, turn RIGHT, intercept PKK R221 to ORVAS.
SAMIK 4E	Intercept and climb on PKK R344, at D10.1 PKK turn LEFT to PKK, turn RIGHT, 310° track, intercept PKK R259 to SAMIK.



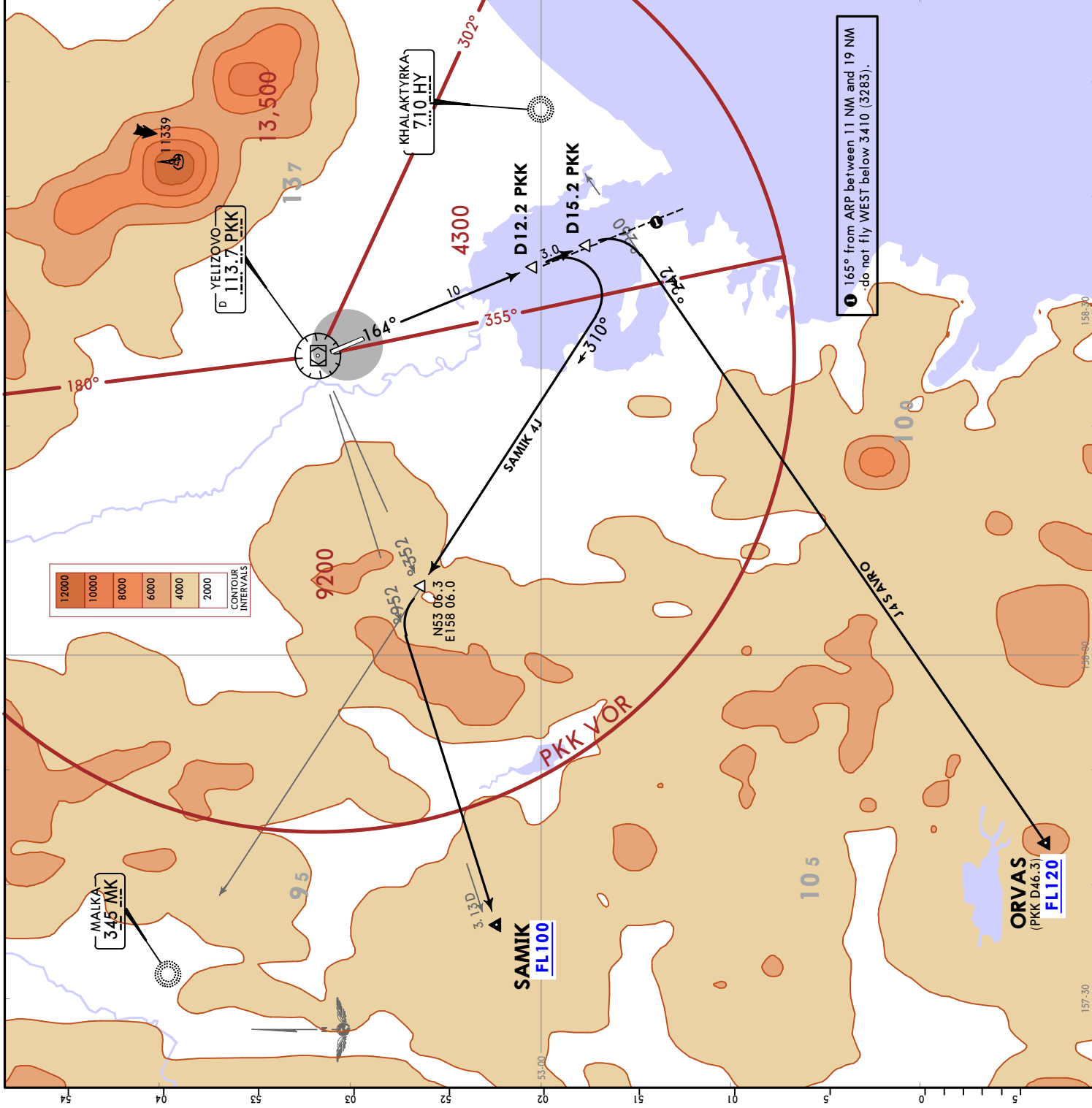
**UHP/ПКС**  
**YELIZOVO** 30 AUG 24 (10-3N) Eff 5 Sep

**JEPPESEN**  
**PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**SID**

**PETROPAVLOVSK Radar (TWR)**  
 119.4  
 Apt Elev 128

Trans alt: 8010 (7899) QNH on request (QFE)  
 1. DME required  
 2. EXPECT radar vectoring and/or 'direct to' procedure.  
 3. When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached.  
 4. Only climb to altitude or FL cleared by ATC.

**ORVAS 4J [ORVA4J]  
 SAMIK 4J [SAMI4J]  
 DEPARTURES (RWY 16R)**



**ALT/HEIGHT CONVERSION**

QNH (QFE)	QNH (QFE)
3400' (3289' - 1000m)	7170' (7059' - 2150m)
8010' (7899' - 2400m)	

These SIDs require a minimum climb gradient of

**ORVAS 4J:** 4.7% up to FL090.  
**SAMIK 4J:** 4.7% up to 7170 (7059).

Grnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

**ROUTING**

SID	ROUTING
<b>ORVAS 4J</b>	Intercept and climb on PKK R164, at D15.2 PKK turn RIGHT, intercept 242° bearing from HY to ORVAS.
<b>SAMIK 4J</b>	Intercept and climb on PKK R164, at D12.2 PKK turn RIGHT, intercept 310° bearing towards MK, at PKK R253 turn LEFT, intercept PKK R-259 to SAMIK.

165° from ARP between 11 NM and 19 NM do not fly WEST below 3410 (3283).

**CONTOUR INTERVALS**

12000
10000
8000
6000
4000
2000

**PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

**JEPPesen**  
 UHPP/PKC 30 AUG 24 (10-3P) Eff 5 Sep  
 YELIZOVO

**PETROPAVLOVSK Radar (TWR)**  
 119.4  
 Apt Elev 128

Trans alt: 8010 (7883) QNH on request (QFE)  
 1. DME required  
 2. EXPECT radar vectoring and/or 'direct to' procedure.  
 3. When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached.  
 4. Only climb to altitude or FL cleared by ATC.

**BAKEN 4E [BAKE4E]  
 GANKA 4E [GANK4E]  
 MK 4E [MK4E]  
 DEPARTURES (RWY 34L)**

**ALT/HEIGHT CONVERSION QNH (QFE)**

3740'	(3613' - 1100m)
6370'	(6243' - 1900m)
8010'	(7883' - 2400m)

These SID's require minimum climb gradients of

**BAKEN 4E:** 5.0% up to 3740 (3613), then 5.0% up to FL100 due to airspace structure.

**GANKA 4E:** 4.8% up to FL090, then 4.8% up to FL100 due to airspace structure.

**MK 4E:** 4.1% up to 6370 (6243), then 4.1% up to FL100 due to airspace structure.

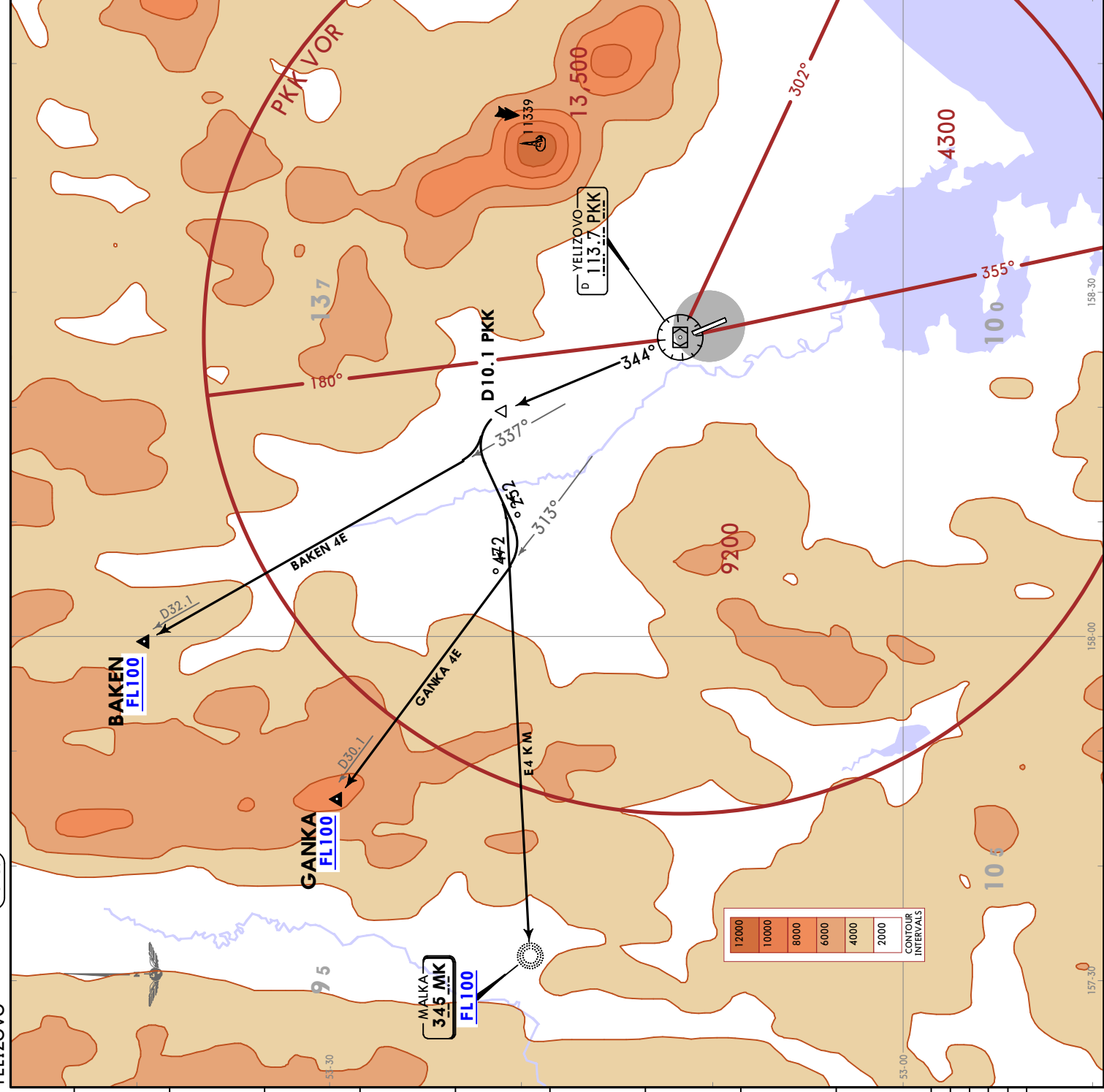
Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.0% V/V (fpm)	380	506	760	1013	1266	1519

**SID ROUTING**

**BAKEN 4E**  
 Intercept and climb on PKK R344, at D10.1 PKK turn LEFT, intercept PKK R337 to BAKEN.

**GANKA 4E**  
 Intercept and climb on PKK R344, at D10.1 PKK turn LEFT, 252° track, intercept PKK R313 to GANKA.

**MK 4E**  
 Intercept and climb on PKK R344, at D10.1 PKK turn LEFT, intercept 274° bearing to MK.



**CONTOUR INTERVALS**

12000
10000
8000
6000
4000
2000

**PETROPAVLOVSK Radar (TWR)**  
 119.4

Apt Elev  
 128

Trans alt: 8010 (7899) QNH on request (QFE)

1. DME required
2. EXPECT radar vectoring and/or 'direct to' procedure.
3. When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached.
4. Only climb to altitude or FL cleared by ATC.

**BAKEN 4J [BAKE4J]**  
**GANKA 4J [GANK4J]**  
**MK 4J [MK4J]**  
**DEPARTURES (RWY 16R)**

**ALT/HEIGHT CONVERSION**

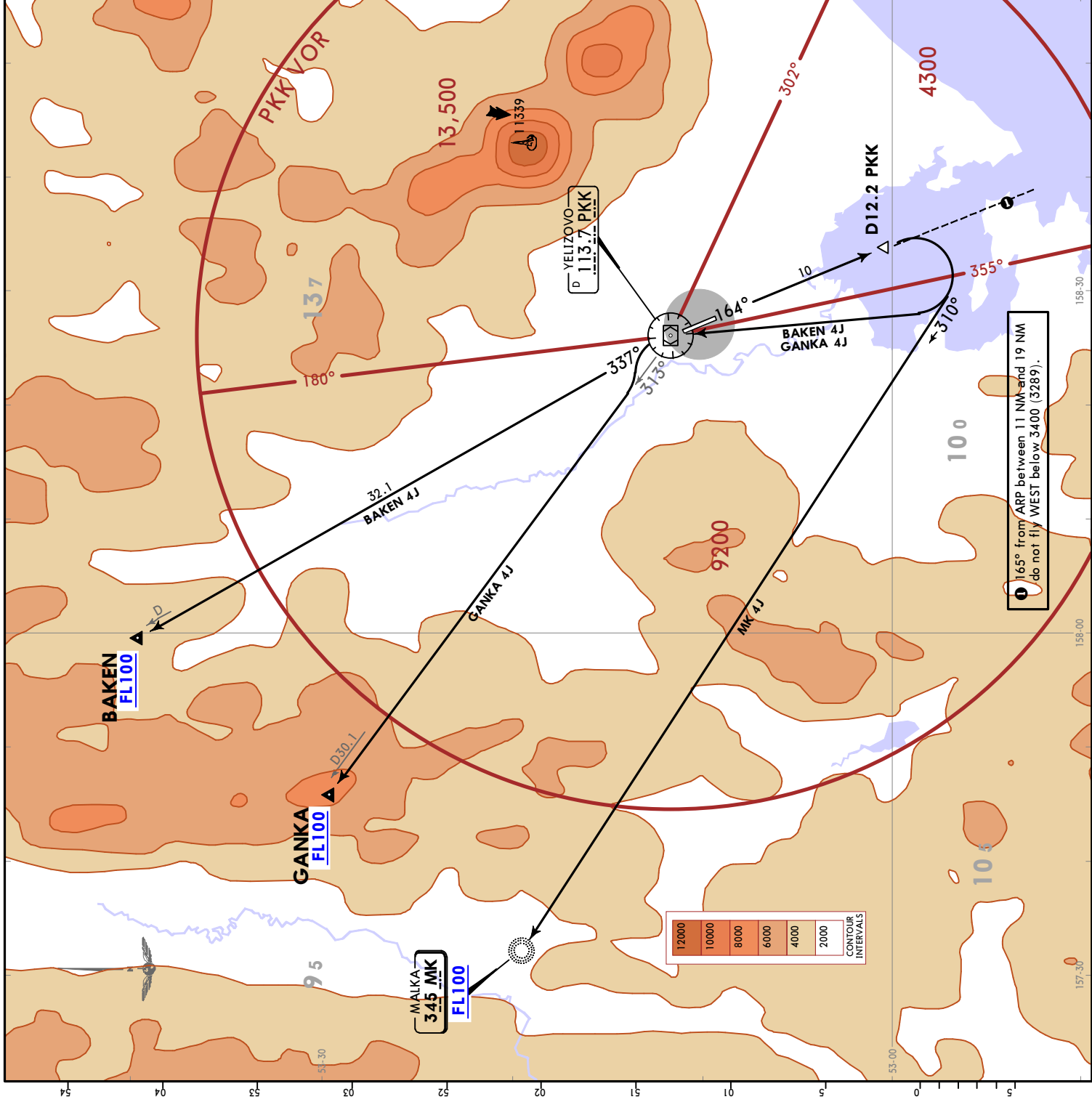
QNH (QFE)	3400' (3289' - 1000m)	5200' (5089' - 1550m)	6680' (6569' - 2000m)	8010' (7899' - 2400m)
-----------	-----------------------	-----------------------	-----------------------	-----------------------

These SIDs require minimum climb gradients of

SID	BAKEN 4J	GANKA 4J	MK 4J
BAKEN 4J	3.9% up to 5200 (5089).		
GANKA 4J		3.9% V/V (fpm)	4.7% V/V (fpm)
MK 4J			4.7% V/V (fpm)

**ROUTING**

SID	BAKEN 4J	GANKA 4J	MK 4J
BAKEN 4J	Intercept and climb on PKK R164, at D12.2 PKK turn RIGHT to PKK, turn LEFT, PKK R337 to BAKEN.		
GANKA 4J		Intercept and climb on PKK R164, at D12.2 PKK turn RIGHT to PKK, turn LEFT, intercept PKK R313 to GANKA.	
MK 4J			Intercept and climb on PKK R164, at D12.2 PKK turn RIGHT, intercept 310° bearing to MK.





**UHP/PCK**  
YELIZOVO

**JEPESEN**  
PETROPAPLOVSK-KAMCHATSKY, RUSSIA

30 AUG 24 (10-3T) Eff 5 Sep

**SID**

PETROPAPLOVSK Radar (TWR) 119.4  
Apt Elev 128

Trans alt: 8010 (7899) QNH on request (QFE)  
1. Dual ADF is required.  
2. EXPECT radar vectoring and/or 'direct to' procedure.  
3. When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached.  
4. Only climb to altitude or FL cleared by ATC.

**KULOD 4G [KULO4G]**  
**TUPAN 4G [TUPA4G]**  
**TUPAN 4H [TUPA4H]**  
DEPARTURES (RWY 16R)  
UNDER RADAR CONTROL

**TUPAN FL150**

**KULOD FL130**

**MALKA 345 MK**

**KHALAKTYRKA 710 HY**

**407 M**  
TUPAN 4H:  
BANK 25°

**165° from ARP between 11 NM and 19 NM do not fly WEST below 3400 (3289).**

**ALT/HEIGHT CONVERSION QNH (QFE)**

3400' (3289' - 1000m)
5200' (5089' - 1550m)
7170' (7059' - 2150m)
8010' (7899' - 2400m)

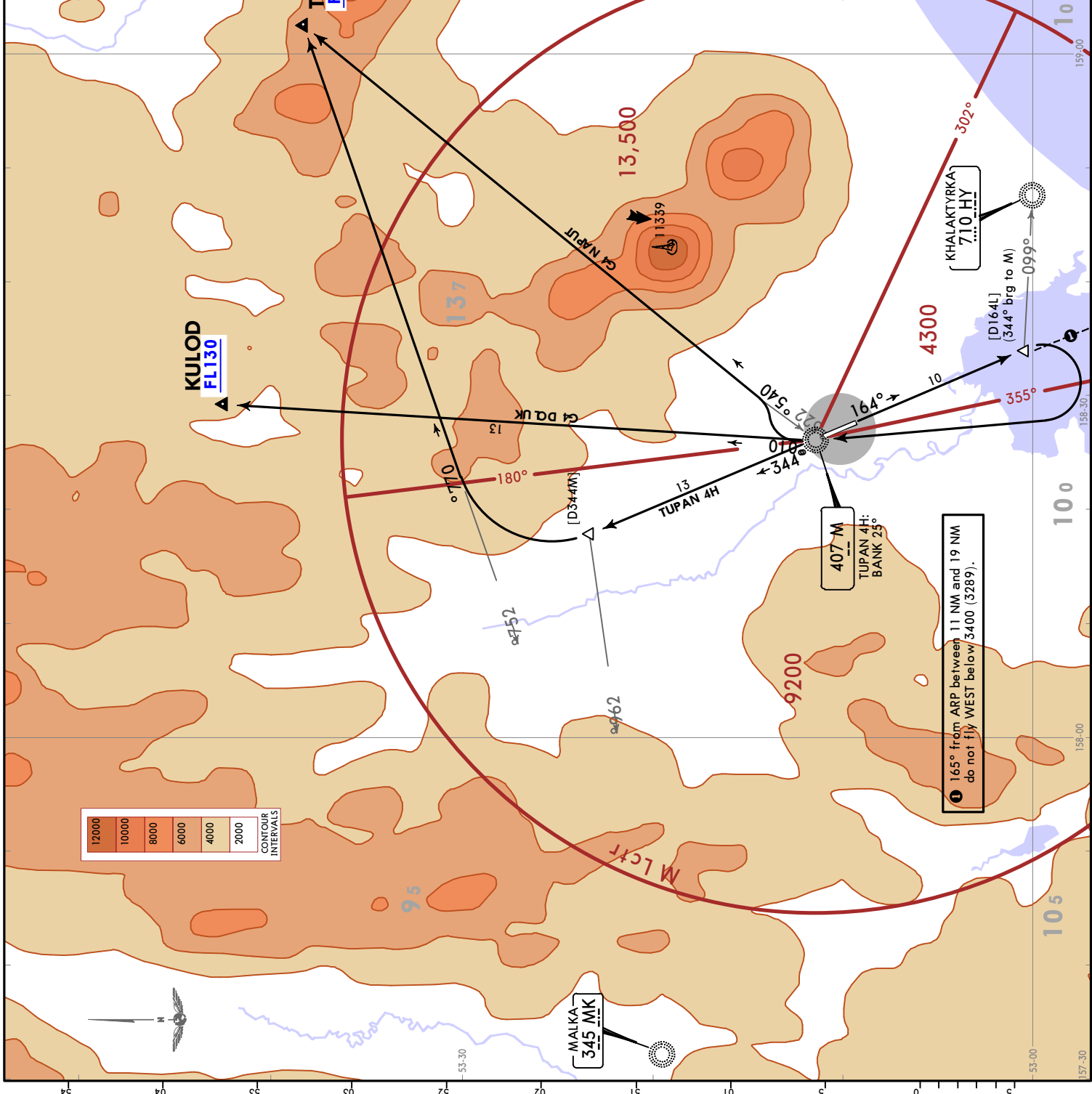
These SIDs require minimum climb gradients of

**KULOD 4G:** 4.0% up to 7170 (7059).  
**TUPAN 4G:** 7.0% up to FL130.  
**TUPAN 4H:** 4.0% up to 5200 (5089).

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

**SID ROUTING**

<b>KULOD 4G</b>	Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT to M, 010° bearing to KULOD.
<b>TUPAN 4G</b>	Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT to M, turn RIGHT, intercept 045° bearing to TUPAN.
<b>TUPAN 4H</b>	Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT to M, turn LEFT, 344° bearing, at 269° bearing to MK turn RIGHT, intercept 077° bearing from MK to TUPAN.



**PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

**JEPPESEN**  
 30 AUG 24 (10-3U) Eff 5 Sep  
**UHP/PKC**  
 YELIZOVO

**SID**

**PETROPAVLOVSK Radar (TWR)**  
 119.4

**Apt Elev**  
 128

**Trans alt: 8010 (7883) QNH on request (QFE)**  
 1. Dual ADF is required.  
 2. EXPECT radar vectoring and/or 'direct to' procedure.  
 3. When establishing contact with Petropavlovsk RADAR, report present altitude and altitude to be reached.  
 4. Only climb to altitude or FL cleared by ATC.

**PIRUT 4D [PIRU4D]**  
**RINOT 4D [RINO4D]**  
**SIPVA 4D [SIPV4D]**  
**DEPARTURES**  
**(RWY 34L)**  
**UNDER RADAR CONTROL**

**PIRUT**  
**FL170**

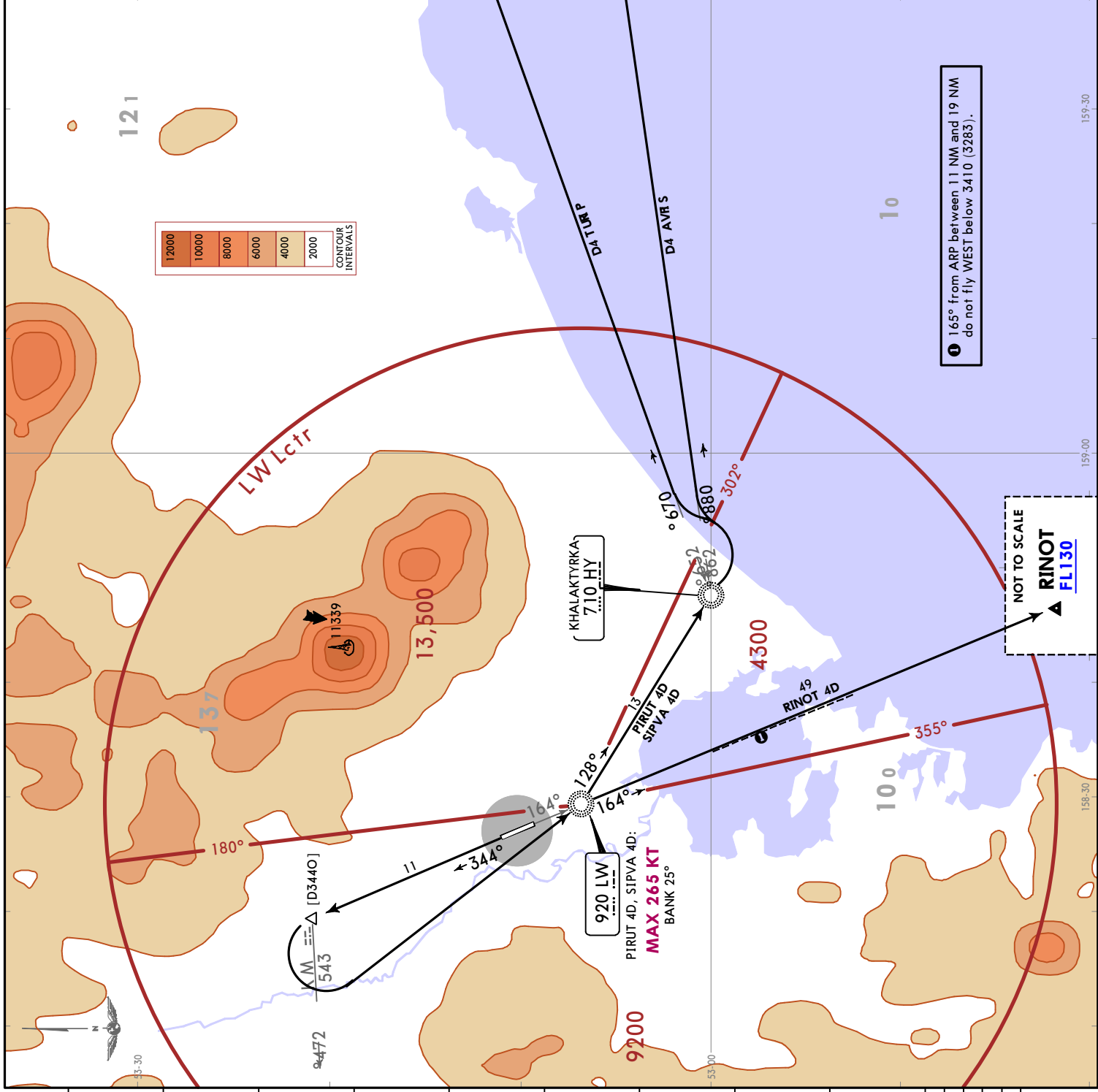
**SIPVA**  
**FL110**

**ALT/HEIGHT CONVERSION**  
 QNH (QFE)  
 3410' (3283' - 1000m)  
 6690' (6563' - 2000m)  
 8010' (7883' - 2400m)

These SIDs require a minimum climb gradient of 6.2% up to 6690 (6563).

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

SID	ROUTING
<b>PIRUT 4D</b>	Intercept and climb on 344° bearing from LW, at 274° bearing to MK turn LEFT to LW, turn LEFT, intercept 128° bearing to HY, turn LEFT, intercept 076° bearing to PIRUT.
<b>RINOT 4D</b>	Intercept and climb on 344° bearing from LW, at 274° bearing to MK turn LEFT to LW, turn RIGHT, 164° bearing to RINOT.
<b>SIPVA 4D</b>	Intercept and climb on 344° bearing from LW, at 274° bearing to MK turn LEFT to LW, turn LEFT, intercept 128° bearing to HY, turn LEFT, intercept 088° bearing to SIPVA.



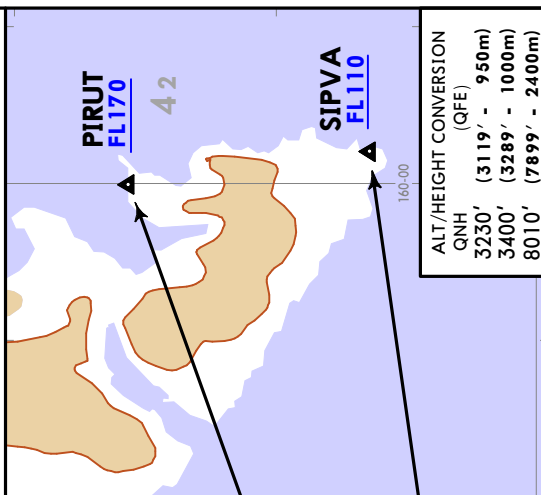
165° from ARP between 11 NM and 19 NM do not fly WEST below 3410 (3283).

NOT TO SCALE  
**RINOT**  
**FL130**

**PETROPAVLOVSK Radar (TWR)**  
 119.4  
 Apt Elev 128

Trans alt: 8010 (7899)  
 1. Dual ADF is required.  
 2. EXPECT radar vectoring and/or 'direct to' procedure.  
 3. When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached.  
 4. Only climb to altitude or Fl cleared by ATC.

**PIRUT 4G [PIRU4G]**  
**RINOT 4G [RINO4G]**  
**SIPVA 4G [SIPV4G]**  
**DEPARTURES (RWY 16R)**  
 UNDER RADAR CONTROL



**ALT/HEIGHT CONVERSION**

QNH	(QFE)
3230' (3119' - 950m)	
3400' (3289' - 1000m)	
8010' (7899' - 2400m)	

These SIDs require minimum climb gradients of

**PIRUT 4G:** 4.4% up to 3230 (3119), then 4.4% up to FL170 due to airspace structure.

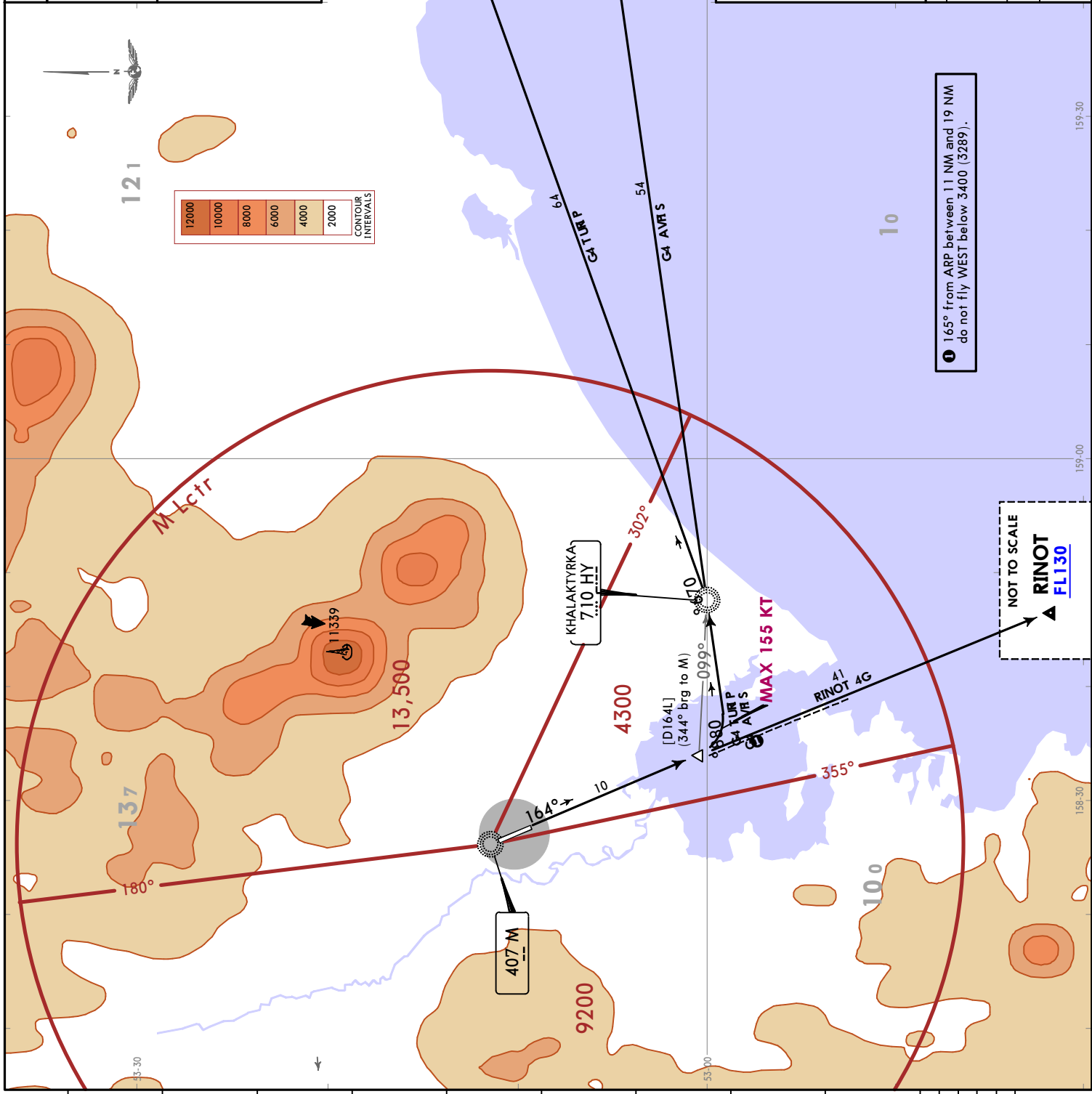
**RINOT 4G:** 4.2% up to FL130 due to airspace structure.

**SIPVA 4G:** 3.6% up to 3230 (3119).

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.4% V/V (fpm)	334	446	668	891	1114	1337

**SID ROUTING**

<b>PIRUT 4G</b>	Intercept and climb on 164° bearing from M, at 099° bearing to HY turn LEFT, intercept 088° bearing to HY, turn LEFT, 076° bearing to PIRUT.
<b>RINOT 4G</b>	Intercept and climb on 164° bearing from M to RINOT.
<b>SIPVA 4G</b>	Intercept and climb on 164° bearing from M, at 099° bearing to HY turn LEFT, intercept 088° bearing via HY to SIPVA.



**PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

**SID**

PETROPAVLOVSK Radar (TWR) 119.4 Aprt Elev 128

Trans alt: 8010 (7883) QNH on request (QFE)  
 1. Dual ADF is required.  
 2. EXPECT radar vectoring and/or 'direct to' procedure.  
 3. When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached.  
 4. Only climb to altitude or FL cleared by ATC.

**ORVAS 4D [ORVA4D]**  
**SAMIK 4D [SAMI4D]**  
**DEPARTURES (RWY 34L)**  
**UNDER RADAR CONTROL**

ALT/HEIGHT CONVERSION  
 QNH (QFE)  
 3410' (3283' - 1000m)  
 7190' (7063' - 2150m)  
 8010' (7883' - 2400m)

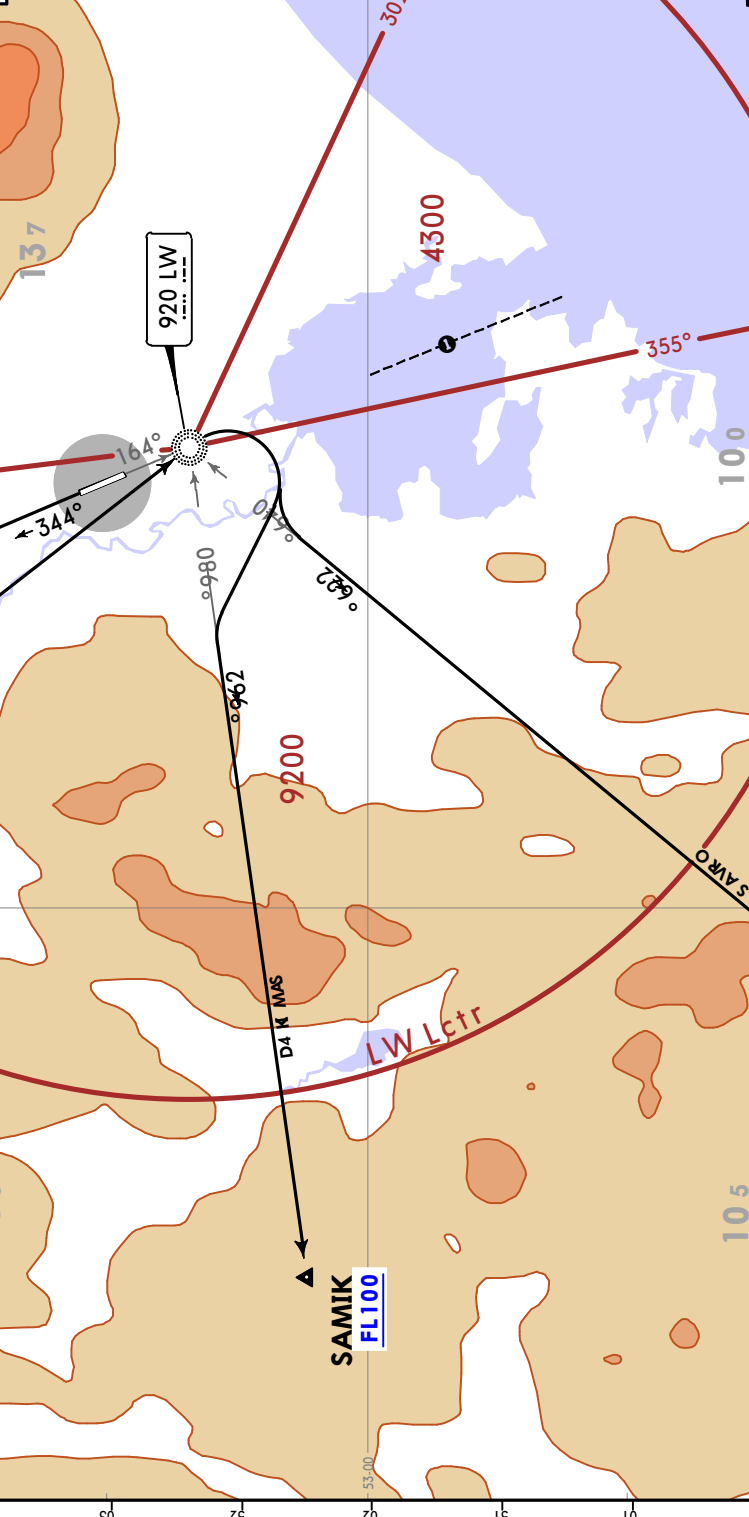
These SIDs require a minimum climb gradient of  
**ORVAS 4D:** 6.2% up to FL100.  
**SAMIK 4D:** 6.2% up to 7190 (7063).

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

**SID ROUTING**

**ORVAS 4D** Intercept and climb on 344° bearing from LW, at 274° bearing to MK turn LEFT to LW, turn RIGHT, intercept 226° bearing to ORVAS.

**SAMIK 4D** Intercept and climb on 344° bearing from LW, at 274° bearing to MK turn LEFT to LW, turn RIGHT, intercept 269° bearing to SAMIK.





**PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

**JEPPESEN**  
 UHPP/PKC 30 AUG 24 (10-3X1) Eff 5 Sep  
 YELIZOVO

**PETROPAVLOVSK Radar (TWR)**  
 119.4  
 Apt Elev 128

Trans alt: 8010 (7883)  
 1. Dual ADF is required.  
 2. EXPECT radar vectoring and/or 'direct to' procedure.  
 3. When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached.  
 4. Only climb to altitude or FL cleared by ATC.

**BAKEN 4D [BAKE4D]**  
**GANKA 4D [GANK4D]**  
 UNDER RADAR CONTROL  
**MK 4D [MK4D]**

**DEPARTURES (RWY 34L)**

**ALT/HEIGHT CONVERSION**

QNH (QFE)	QNH (QFE)
3410' (3283' - 1000m)	5050' (4923' - 1500m)
5050' (4923' - 1500m)	6690' (6563' - 2000m)
6690' (6563' - 2000m)	8010' (7883' - 2400m)

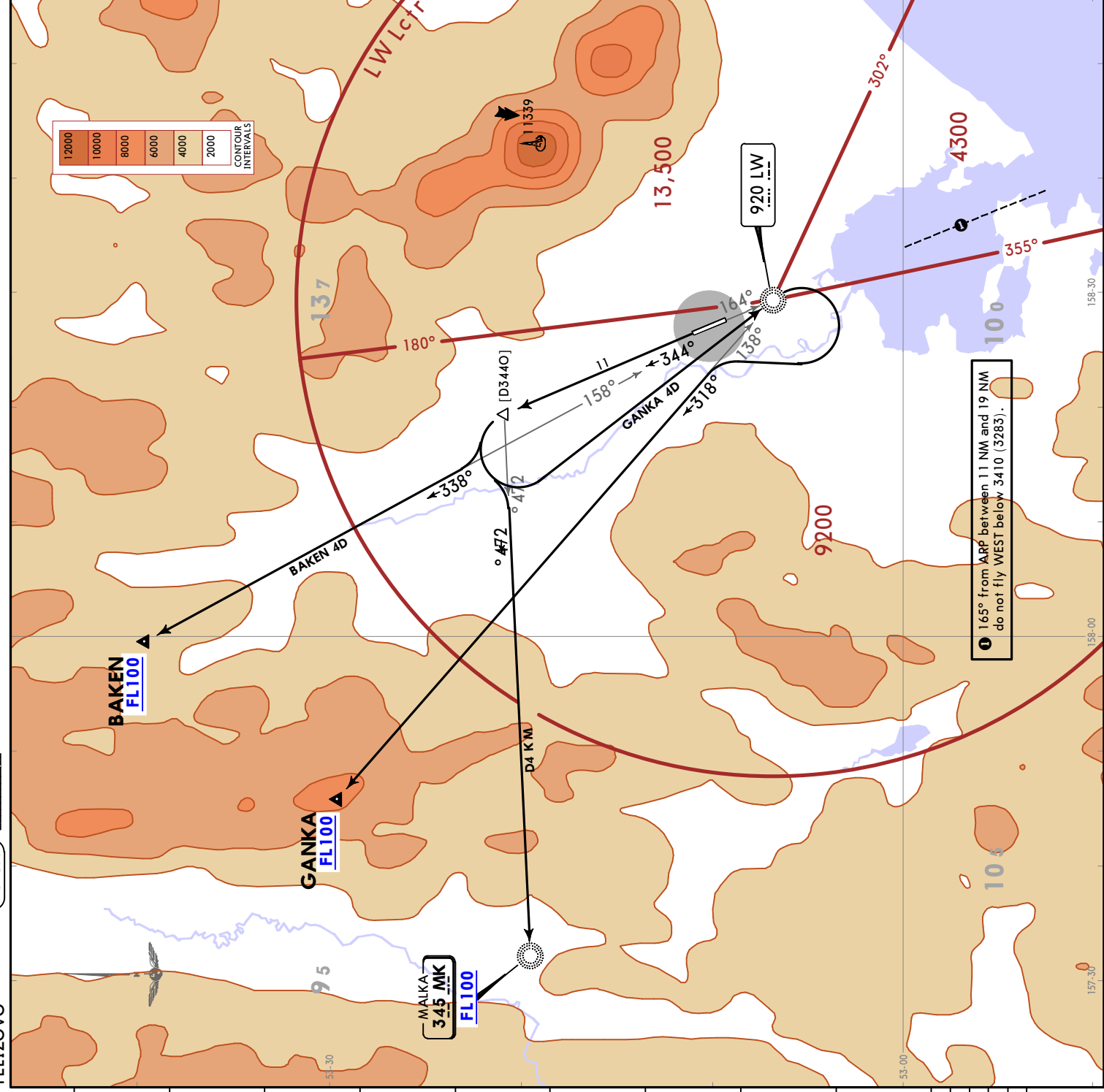
These SIDs require minimum climb gradients of

**BAKEN 4D:** 5.0% up to 5050 (4923), then 5.0% up to FL100 due to airspace structure.  
**GANKA 4D:** 6.2% up to FL090.  
**MK 4D:** 5.0% up to 6690 (6563).

Grnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.2% V/V (fpm)	471	628	942	1256	1570	1884

**SID ROUTING**

SID	ROUTING
<b>BAKEN 4D</b>	Intercept and climb on 344° bearing from LW, at 274° bearing to MK turn LEFT, intercept 338° bearing from LW to BAKEN.
<b>GANKA 4D</b>	Intercept and climb on 344° bearing from LW, at 274° bearing to MK turn LEFT to LW, turn RIGHT, intercept 318° bearing to GANKA.
<b>MK 4D</b>	Intercept and climb on 344° bearing from LW, at 274° bearing to MK turn LEFT, intercept 274° bearing to MK.



**PETROPAVLOVSK Radar (TWR)**  
 119.4  
 Apt Elev  
 128

Trans alt: 8010 (7899) QNH on request (QFE)  
 1. Dual ADF is required.  
 2. EXPECT radar vectoring and/or 'direct to' procedure.  
 3. When establishing contact with Petropavlovsk-RADAR, report present altitude and altitude to be reached.  
 4. Only climb to altitude or FL cleared by ATC.

**BAKEN 4G [BAKE4G]**  
**GANKA 4G [GANK4G]**  
 UNDER RADAR CONTROL  
**MK 4G [MK4G]**

**DEPARTURES (RWY 16R)**



**ALT/HEIGHT CONVERSION**

QNH (QFE)	3400' (3289' - 1000m)	6680' (6569' - 2000m)	7010' (6899' - 2100m)	8010' (7899' - 2400m)
-----------	-----------------------	-----------------------	-----------------------	-----------------------

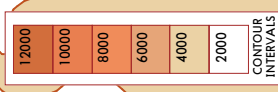
These SIDs require minimum climb gradients of

**BAKEN 4G, GANKA 4G:** 4.0% up to 7010 (6899).  
**MK 4G:** 5.2% up to 6680 (6569).

Grnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
5.2% V/V (fpm)	395	527	790	1053	1316	1580

**SID ROUTING**

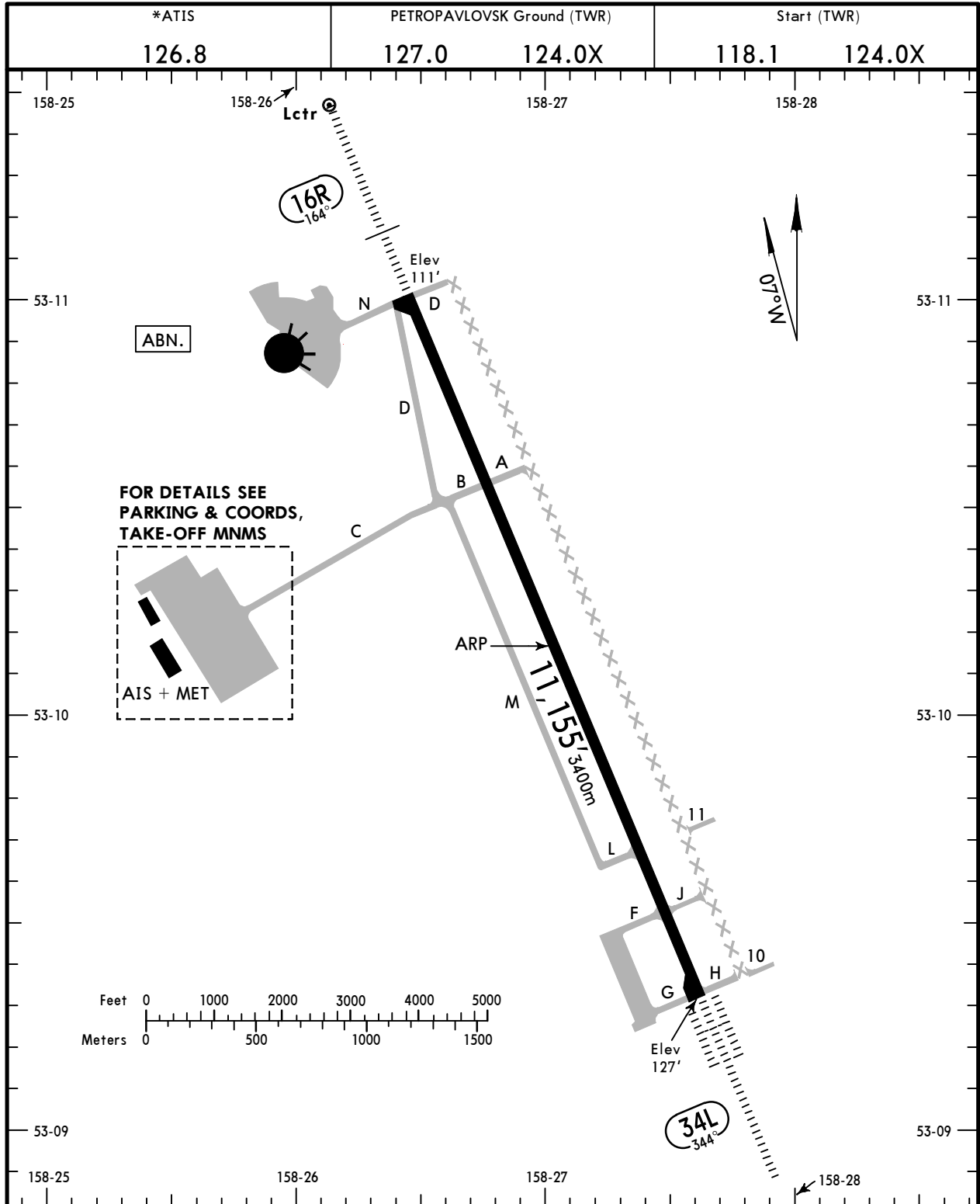
SID	ROUTING
<b>BAKEN 4G</b>	Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT to M, turn LEFT, 337° bearing to BAKEN.
<b>GANKA 4G</b>	Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT to M, turn LEFT, intercept 314° bearing to GANKA.
<b>MK 4G</b>	Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT, intercept 310° bearing to MK.



165° from ARP between 11 NM and 19 NM do not fly WEST below 3400 (3289).

# UHPP/PKC **JEPPESEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA

Apt Elev **128'**      7 FEB 25 **(10-9)** **Eff 20 Feb**      YELIZOVO



ADDITIONAL RUNWAY INFORMATION							
RWY							
			USABLE LENGTHS				
			LANDING BEYOND	TAKE-OFF	WIDTH		
			Threshold			Glide Slope	
16R	HIRL (60m)	CL (15m)	HIALS PAPI-L (2.67°)	RVR	10,062' 3067m	<b>1</b>	148' 45m
34L	HIRL (60m)	CL (15m)	HIALS-II TDZ PAPI-R (2.67°)	RVR	10,000' 3048m		

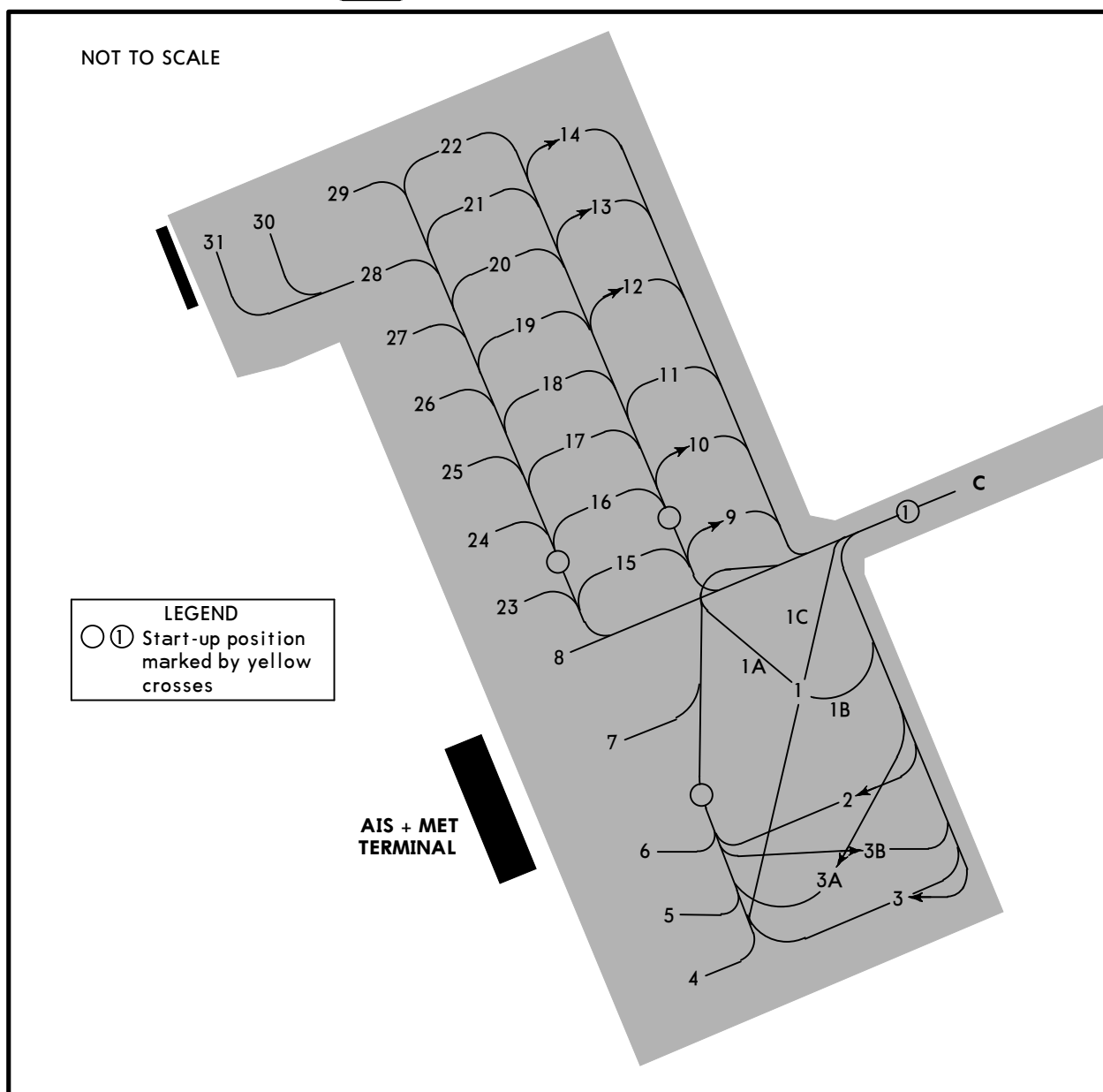
**1 TAKE-OFF RUN AVAILABLE**

<b>RWY 16R:</b>		<b>RWY 34L:</b>	
From rwy head	11,155' (3400m)	From rwy head	11,155' (3400m)
twy B int	8202' (2500m)	twy F int	9843' (3000m)
		twy L int	8858' (2700m)
		twy B int	2953' (900m)

# UHPP/PKC **JEPPESEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA

7 FEB 25 **10-9A** Eff 20 Feb

YELIZOVO



### INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 1C	N53 10.2 E158 25.7	17 thru 19	N53 10.3 E158 25.6
2	N53 10.2 E158 25.8	20 thru 22	N53 10.3 E158 25.5
3 thru 3B	N53 10.1 E158 25.8	23	N53 10.2 E158 25.6
4, 5	N53 10.1 E158 25.7	24, 25	N53 10.2 E158 25.5
6	N53 10.1 E158 25.6	26 thru 29	N53 10.3 E158 25.5
7, 8	N53 10.2 E158 25.6	30, 31	N53 10.3 E158 25.4
9	N53 10.3 E158 25.7		
10 thru 13	N53 10.3 E158 25.6		
14	N53 10.4 E158 25.6		
15, 16	N53 10.2 E158 25.6		

### TAKE-OFF

AIR CARRIER (JAA)

LVP must be in force

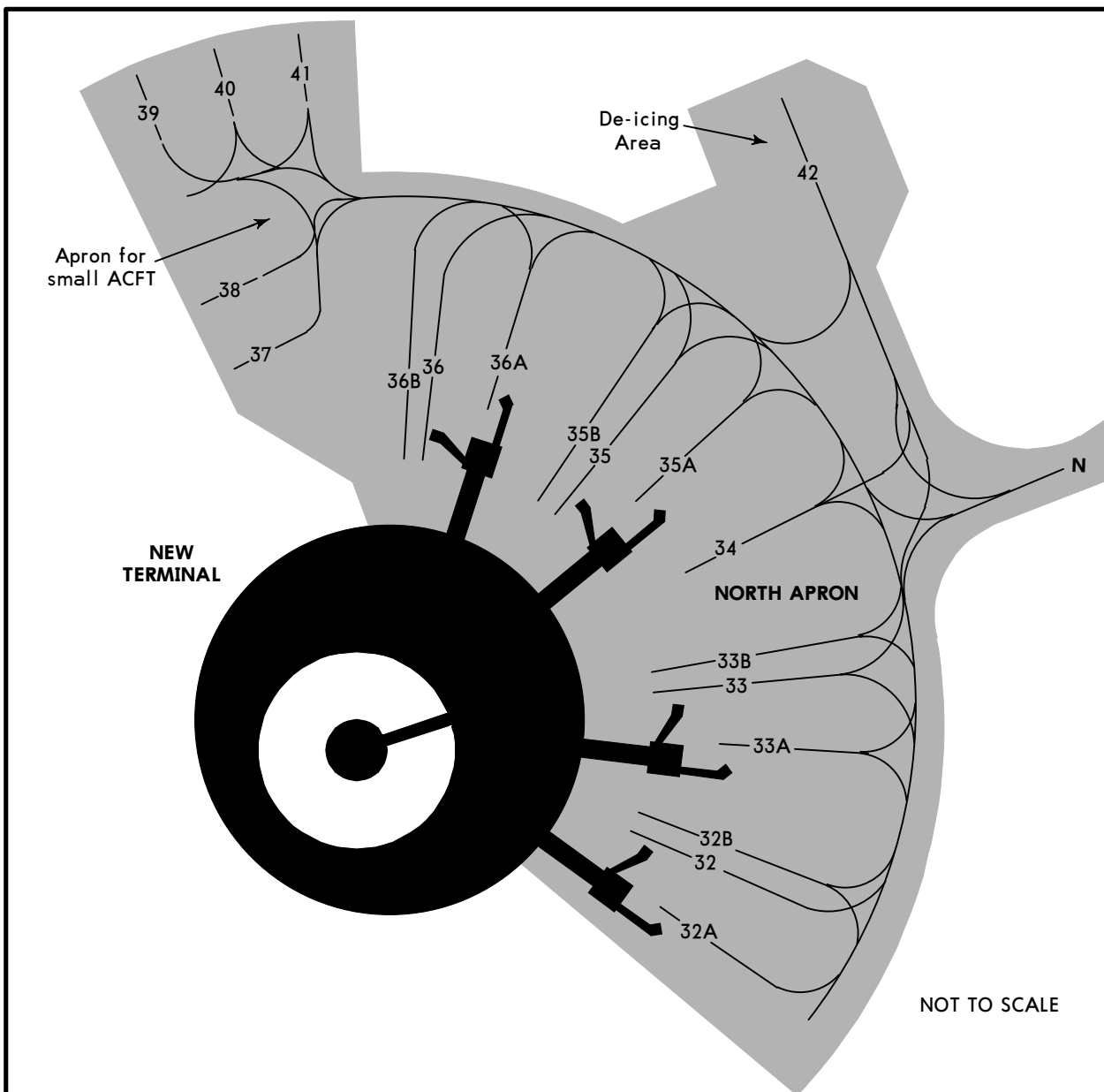
	Rwy 16R RL & CL	Rwy 34L RL & CL	All Rwys RCLM (DAY only) or RL	All Rwys RCLM (DAY only) or RL
A				
B	200m	200m (150m)	250m	400m
C				
D	250m (200m)	250m (200m)	300m	

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

# UHPP/PKC **JEPPESEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA

7 FEB 25 **10-9B** Eff 20 Feb

YELIZOVO



### INS COORDINATES

STAND No.	COORDINATES
32A thru 34	N53 10.9 E158 26.1
35A thru 36B	N53 11.0 E158 26.0
37 thru 41	N53 11.0 E158 25.9
42	N53 11.0 E158 26.1

UHPP/PKC

**JEYPESEN**

**Standard**

17 FEB 23  
Eff 23 Feb

(10-9S)

**PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**YELIZOVO**

STRAIGHT-IN RWY		A	B	C	D
16R	ILS	311'(200')	314'(203')	324'(213')	334'(223')
	FULL	<b>R550m</b> ❶	<b>R550m</b> ❶	<b>R550m</b> ❶	<b>R550m</b> ❶
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
34L	CAT 2 ILS Y ❷	227'(100') RA105' R300m	227'(100') RA105' R300m	232'(105') RA111' R300m	245'(118') RA126' R300m
	CAT 2 ILS Y ❸	1370'(1243') R450m	1387'(1260') R450m	1400'(1273') R450m	1413'(1286') R450m
	CAT 2 ILS Z ❹	227'(100') RA105' R300m	227'(100') RA105' R300m	232'(105') RA111' R300m	245'(118') RA126' R300m
	CAT 2 ILS Z ❺	967'(840') R450m	983'(856') R450m	996'(869') R450m	1010'(883') R450m
	ILS Y ❷	327'(200') R550m	327'(200') R550m	327'(200') R550m	327'(200') R550m
	FULL	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	TDZ or CL out	R550m ❶	R550m ❶	R550m ❶	R550m ❶
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS Y ❸	1456'(1329') R1500m	1466'(1339') R1500m	1475'(1348') R2400m	1485'(1358') R2400m
	ILS Z ❹	327'(200') R550m	327'(200') R550m	327'(200') R550m	327'(200') R550m
	FULL	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	TDZ or CL out	R550m ❶	R550m ❶	R550m ❶	R550m ❶
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS Z ❺	1055'(928') R1500m	1065'(938') R1500m	1075'(948') R2400m	1085'(958') R2400m
	GLS ❻	327'(200') R550m	327'(200') R550m	327'(200') R550m	327'(200') R550m
	FULL	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	TDZ or CL out	R550m ❶	R550m ❶	R550m ❶	R550m ❶
ALS out	R1200m	R1200m	R1200m	R1200m	
GLS ❼	1056'(929') R1500m	1063'(936') R1500m	1076'(949') R2400m	1086'(959') R2400m	
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH	
RNAV ❻ ❼	730'(603') R1500m	730'(603') R1500m	730'(603') R2100m	730'(603') R2100m	
ALS out	R1500m	R1500m	R2400m	R2400m	
RNAV ❸ ❼	1460'(1333') R5000m	1460'(1333') R5000m	1460'(1333') R5000m	1460'(1333') R5000m	
VOR Z ❼ ❸	NOT APPLICABLE	NOT APPLICABLE	820'(693') R2400m	820'(693') R2400m	

- ❶ W/o HUD/AP/FD: RVR 750m.
- ❷ Missed apch climb grad MIM 5.0% up to 4730'(4603').
- ❸ Missed apch climb grad MIM 2.5%.
- ❹ Missed apch climb grad MIM 5.0% up to 4560'(4433').
- ❺ Missed apch climb grad MIM 4.0% up to 4560'(4433').
- ❻ Missed apch climb grad MIM 3.8% up to 4560'(4433').
- ❼ Continuous Descent Final Approach.
- ❽ Missed apch climb grad MIM 2.9% up to 4560'(4433').

UHPP/PKC

JEPPESEN

Standard

17 FEB 23  
Eff 23 Feb

(10-9S)

PETROPAVLOVSK-KAMCHATSKY, RUSSIA  
YELIZOVO

STRAIGHT-IN RWY	A	B	C	D
<b>34L</b> VOR Z or Y ① ② (contd)	<b>820'</b> (693') <b>R1500m</b>	<b>820'</b> (693') <b>R1500m</b>	<b>1220'</b> (1093') <b>R2400m</b>	<b>1220'</b> (1093') <b>R2400m</b>
NDB Z or Y ②	<b>760'</b> (633')③ <b>R1500m</b>	<b>760'</b> (633')③ <b>R1500m</b>	<b>760'</b> (633')④ <b>R2200m</b>	<b>760'</b> (633')④ <b>R2200m</b>
ALS out	R1500m	R1500m	R2400m	R2400m
NDB Z or Y ① ②	<b>1050'</b> (923') <b>R1500m</b>	<b>1050'</b> (923') <b>R1500m</b>	<b>2090'</b> (1963') <b>R5000m</b>	<b>2090'</b> (1963') <b>R5000m</b>

- ① Missed apch climb grad MIM 2.5%.
- ② Continuous Descent Final Approach.
- ③ Missed apch climb grad MIM 2.9% up to 3090'(2963').
- ④ Missed apch climb grad MIM 4.0% up to 4730'(4603').

CIRCLE-TO-LAND ⑤	100 KT	135 KT	180 KT	205 KT
	<b>1510'</b> (1382')	<b>1510'</b> (1382')	<b>1710'</b> (1582')	<b>1830'</b> (1702')
After ILS	<b>970'</b> (842')⑥ V1500m⑧	<b>1140'</b> (1012')⑥ V1600m⑧	<b>1580'</b> (1452')⑦ V2400m⑧	<b>1830'</b> (1702') V3600m⑧

- ⑤ Prohibited West of airport.
- ⑥ After RNAV ILS 34L: 1510'(1382').
- ⑦ After RNAV ILS 34L: 1710'(1582').
- ⑧ or higher minimums of preceding straight-in approach.

**TAKE-OFF RWY 16R, 34L**

	Low Visibility Take-off				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	① RVR 125m	① RVR 150m	RVR 200m	RVR 300m	400m
D					500m

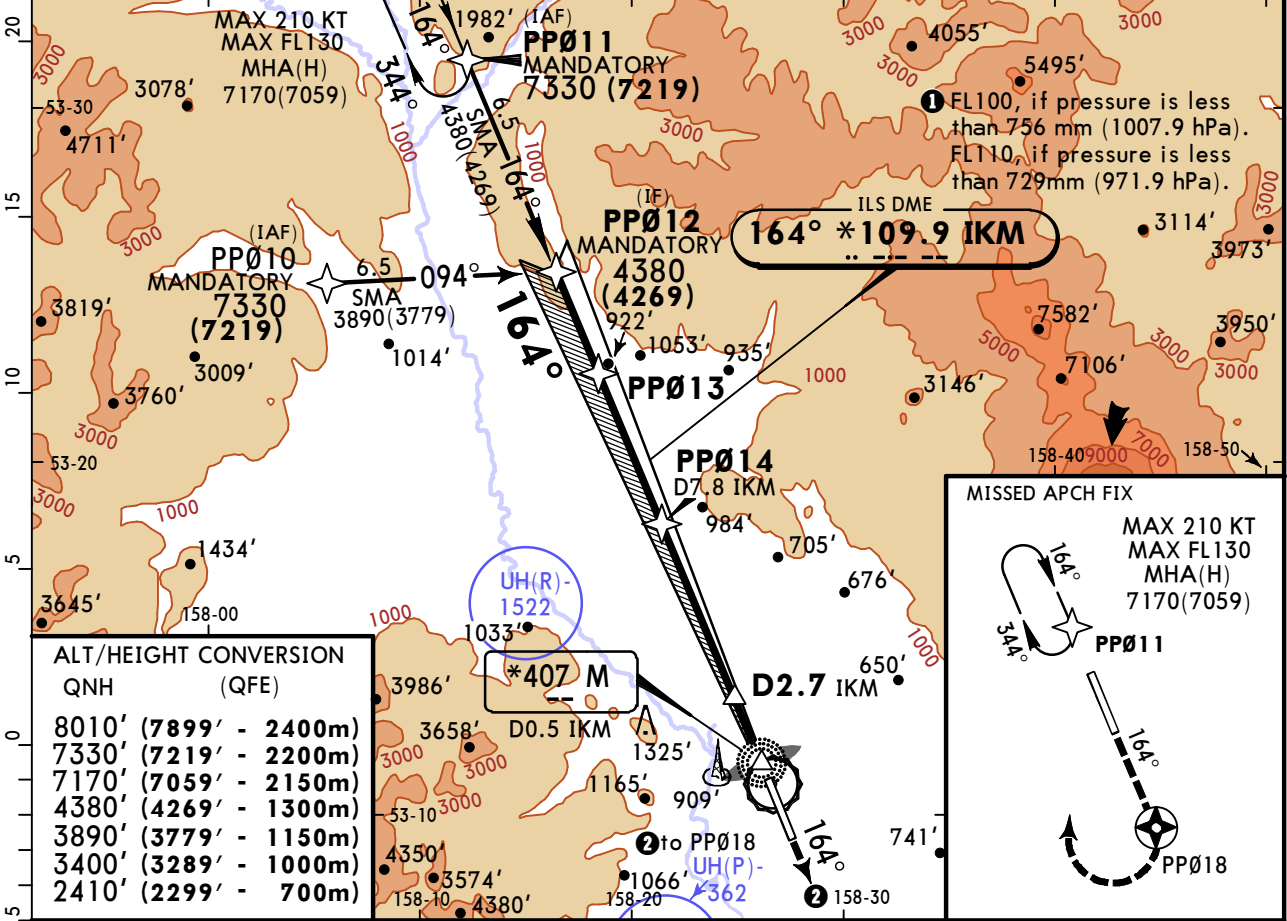
① RWY 16R: RVR 200m

UHPP/PKC  
YELIZOVO

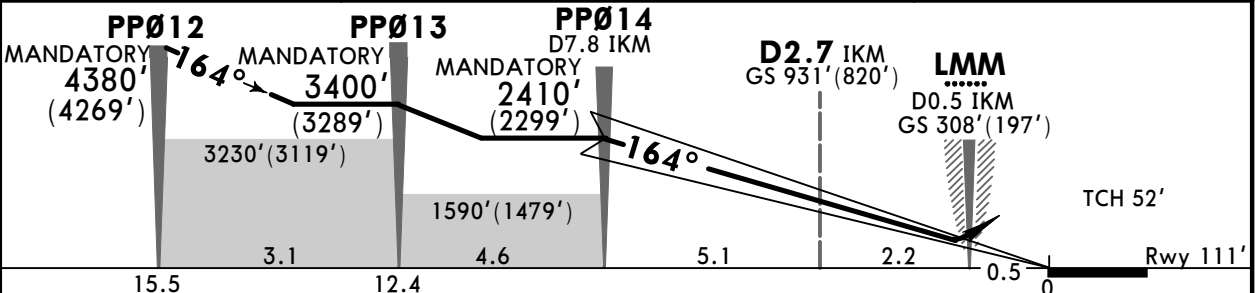
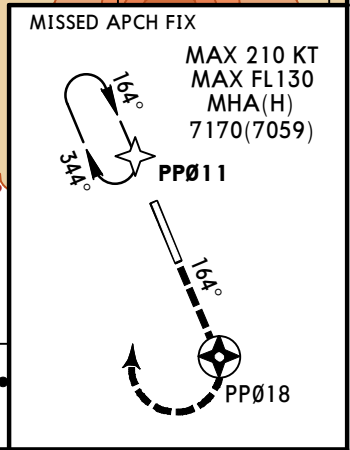
**JEPPESEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA  
13 SEP 24 (11-1)

ILS Z Rwy 16R

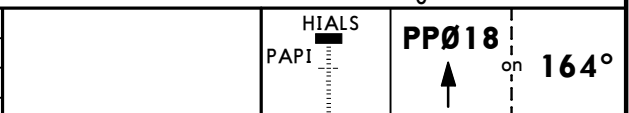
BRIEFING STRIP™	*ATIS	PETROPAVLOVSK Radar (APP/TWR)		Ground (TWR)		
	126.8	119.4	124.0X	127.0	124.0X	
LOC IKM	Final Apch Crs	PP014 MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 128' Rwy 111'		
*109.9	164°	2410'(2299')				
<b>MISSED APCH: Climb on 164° to PP018, then turn RIGHT to PP011 climbing to 7170'(7059') or above and hold.</b>						MSA M Lctr
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL090 ①		Trans alt: 8010' (7899')
RNAV 1 required for initial, intermediate and missed apch.				GNSS required.		



QNH	(QFE)
8010' (7899' - 2400m)	
7330' (7219' - 2200m)	
7170' (7059' - 2150m)	
4380' (4269' - 1300m)	
3890' (3779' - 1150m)	
3400' (3289' - 1000m)	
2410' (2299' - 700m)	



Gnd speed-Kts	70	90	100	120	140	160
GS	2.70°	334	430	478	573	669



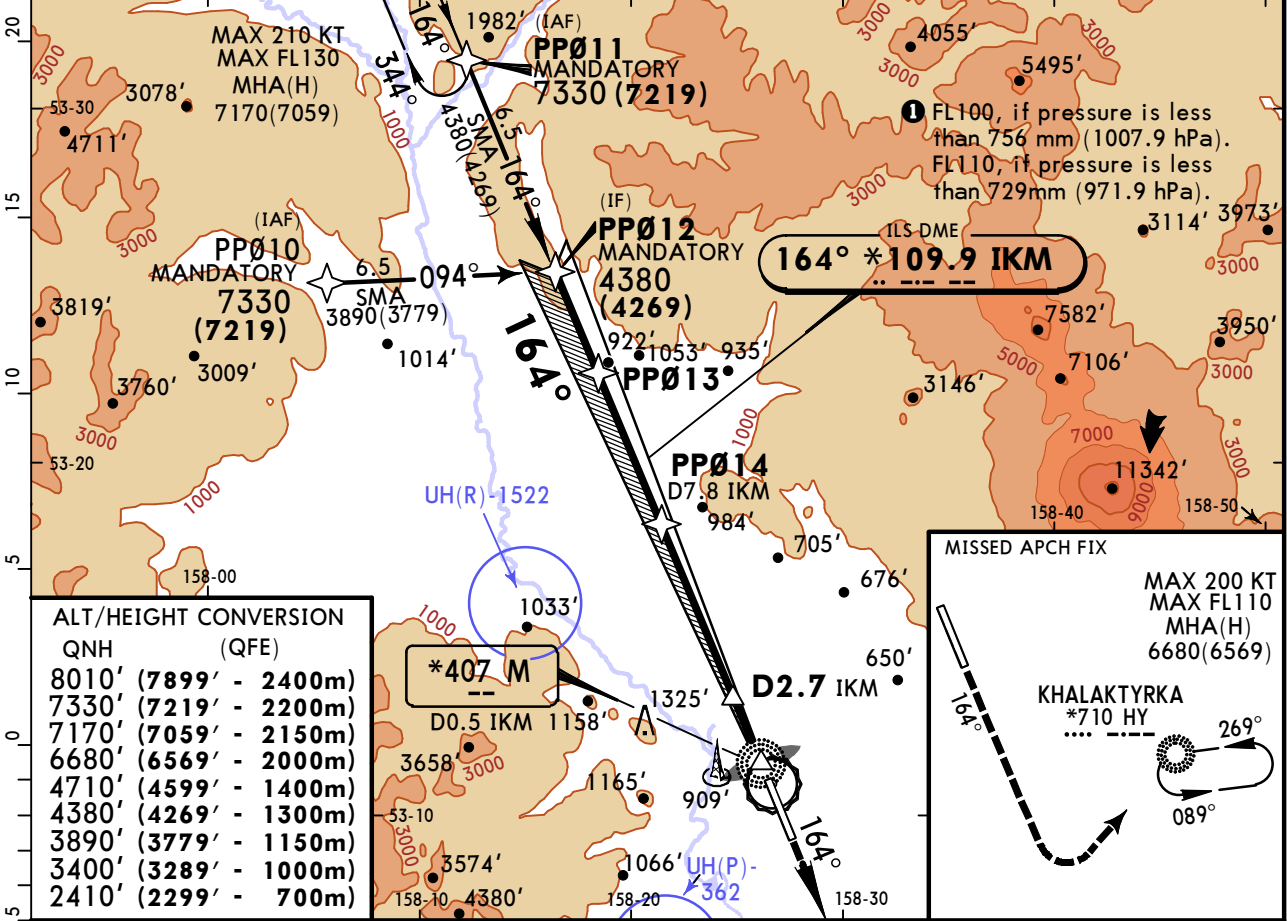
PANS OPS	STRAIGHT-IN LANDING RWY 16R		CIRCLE-TO-LAND	
	ILS		Prohibited West of airport	
	LOC (GS out)		Max Kts	MDA(H)
A	A: 311'(200')	C: 324'(213')	100	970' (842') 1600m
B	DA(H) B: 314'(203')	D: 334'(223')	135	1140' (1012') 2400m
C	FULL	ALS out	180	1580' (1452') 4800m
D	1200m	NOT AUTHORIZED	205	1830' (1702') 4800m

**UHPP/PKC**  
**YELIZOVO**

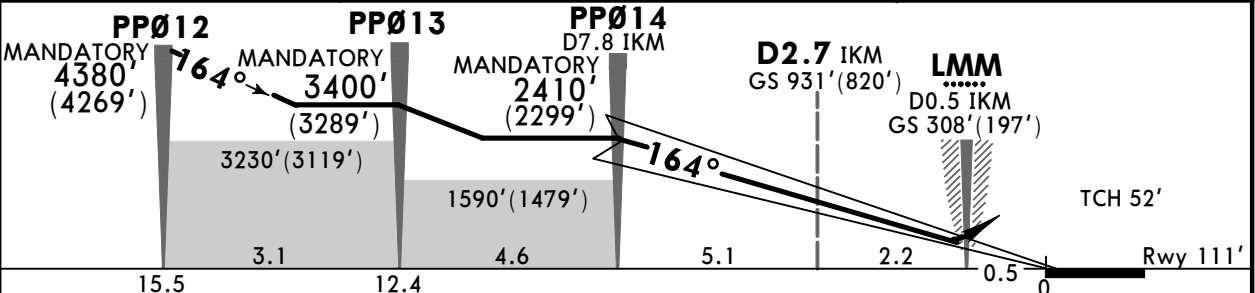
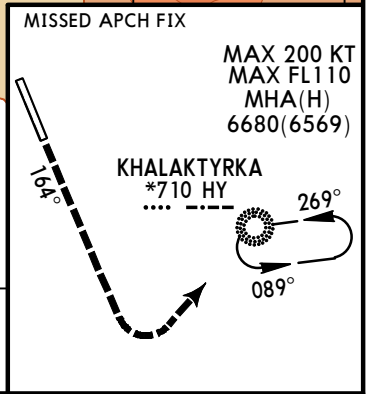
**JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
13 SEP 24 **(11-2)**  
**ILS Y Rwy 16R**

BRIEFING STRIP™	*ATIS	PETROPAVLOVSK Radar (APP/TWR)		Ground (TWR)		
	126.8	119.4	124.0X	127.0	124.0X	
LOC IKM	Final Apch Crs	PP014 MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 128' Rwy 111'		
*109.9	164°	2410'(2299')				
<b>MISSED APCH: Climb on 164° to 4710'(4599'), then turn LEFT to HY NDM climbing to 7170'(7059') or above and hold.</b>						MSA M Lctr

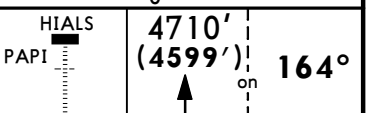
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL090 **1** Trans alt: 8010' (7899')  
 RNAV 1 required for initial and intermediate apch. 1. Dual ADF required. 2. GNSS required.



QNH	(QFE)
8010' (7899' - 2400m)	
7330' (7219' - 2200m)	
7170' (7059' - 2150m)	
6680' (6569' - 2000m)	
4710' (4599' - 1400m)	
4380' (4269' - 1300m)	
3890' (3779' - 1150m)	
3400' (3289' - 1100m)	
2410' (2299' - 700m)	



Gnd speed-Kts	70	90	100	120	140	160
GS	2.70°	334	430	478	573	669



STRAIGHT-IN LANDING RWY 16R		CIRCLE-TO-LAND	
ILS DA(H) A: 311'(200') C: 324'(213') B: 314'(203') D: 334'(223')		Prohibited West of airport	
FULL ALS out		Max Kts MDA(H)	
A		100	970' (842') 1600m
B	1200m	135	1140' (1012') 2400m
C		180	1580' (1452') 4800m
D		205	1830' (1702') 4800m

PANS OPS

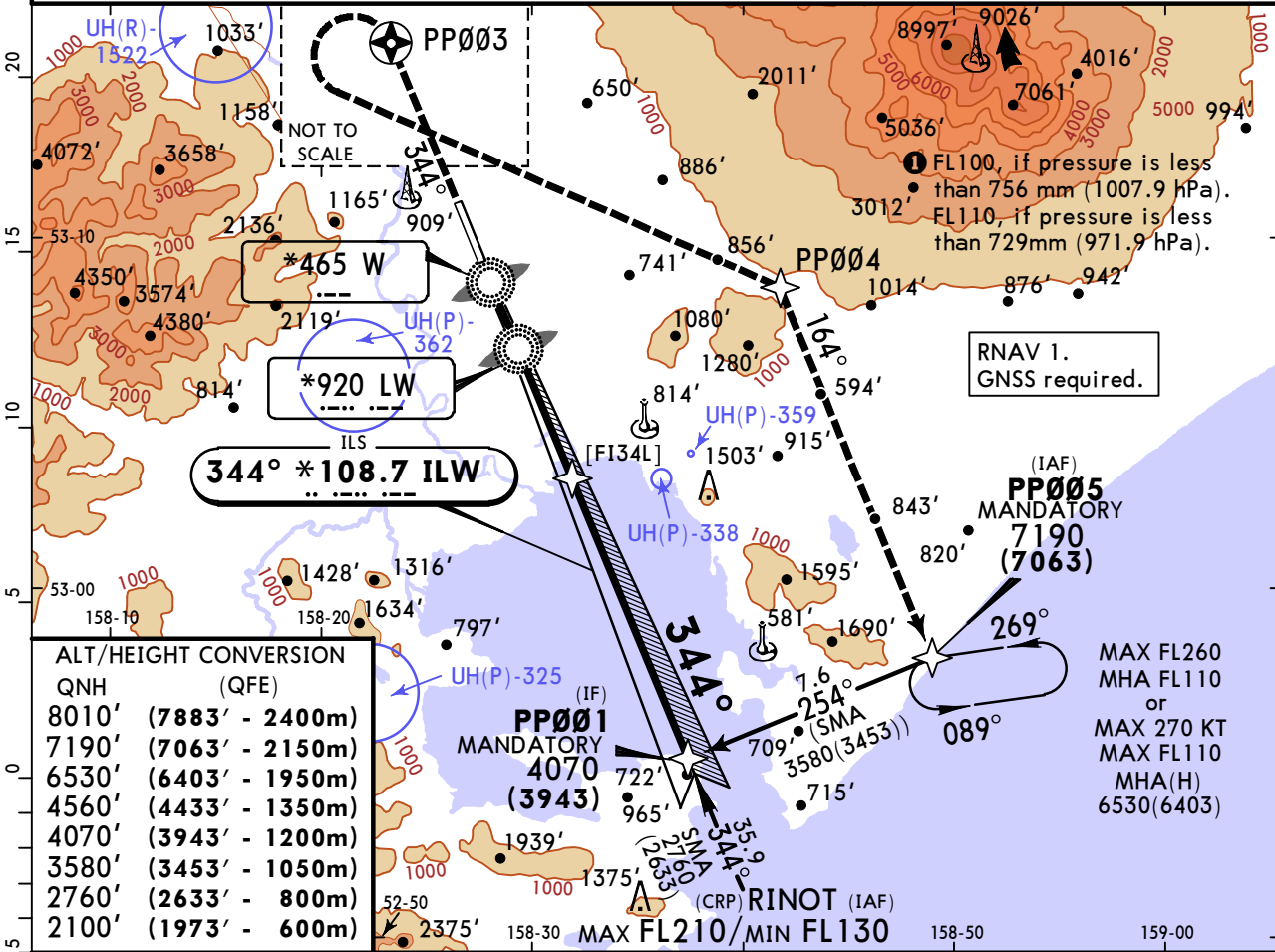
**UHPP/PKC**  
YELIZOVO

**JEPPESEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA  
13 SEP 24 (11-3)

**ILS Z Rwy 34L**

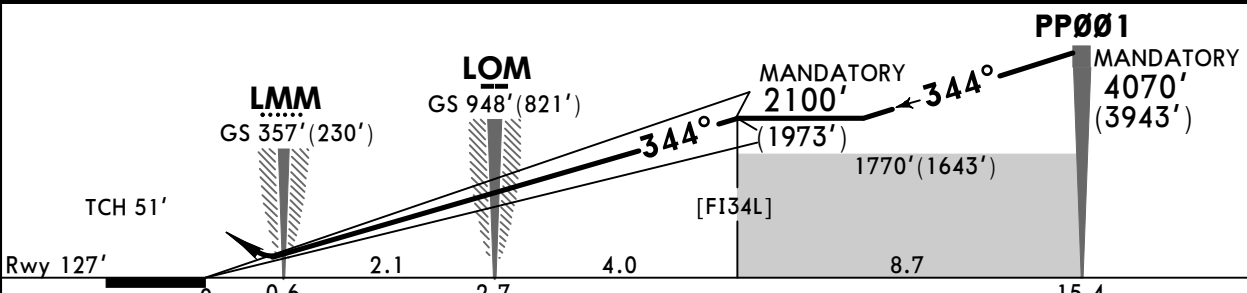
BRIEFING STRIP™	*ATIS	PETROPAVLOVSK Radar (APP/TWR)		Ground (TWR)		13,500 MSA ARP
	126.8	119.4	124.0X	127.0	124.0X	
	LOC ILW *108.7	Final Apch Crs 344°	[FI34L] MANDATORY 2100'(1973')	ILS DA(H) Refer to Minimums	Apt Elev 128' Rwy 127'	
MISSED APCH: Climb on 344° to PP003, then turn LEFT direct to PP004, then proceed on 164° to PP005 climbing to 7190'(7063'), then according to chart or join holding.						

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL090 ① Trans alt: 8010' (7883')

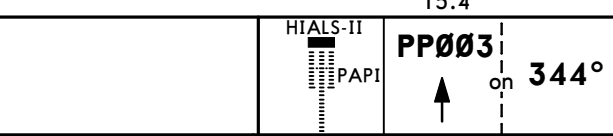


QNH	(QFE)
8010'	(7883' - 2400m)
7190'	(7063' - 2150m)
6530'	(6403' - 1950m)
4560'	(4433' - 1350m)
4070'	(3943' - 1200m)
3580'	(3453' - 1050m)
2760'	(2633' - 800m)
2100'	(1973' - 600m)

MAX FL260  
MHA FL110  
or  
MAX 270 KT  
MAX FL110  
MHA(H)  
6530(6403)



Gnd speed-Kts	70	90	100	120	140	160
GS	2.70°	334	430	478	573	669



STRAIGHT-IN LANDING RWY 34L ①						CIRCLE-TO-LAND	
MISSED APCH CLIMB GRADIENT			MISSED APCH CLIMB GRADIENT			PROHIBITED WEST OF AIRPORT	
min 4.0% up to 4560'(4433')			min 2.5%				
DA(H) 327'(200')			DA(H) A:1055'(928') C:1075'(948')			Max Kts	
B:1065'(938') D:1085'(958')						MDA(H)	
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out	100	135
A			3200m			1510'(1382')	2000m ②
B	RVR 550m	RVR 720m				1510'(1382')	2400m ②
C	VIS 800m	VIS 800m	3600m		4400m	180	1710'(1582')
D			4000m		4800m	205	1830'(1702')

① LOC (GS out): NOT AUTHORIZED. ② or higher minimums of preceding straight-in approach.  
CHANGES: Prohibited areas. © JEPPESEN, 2017, 2024. ALL RIGHTS RESERVED.

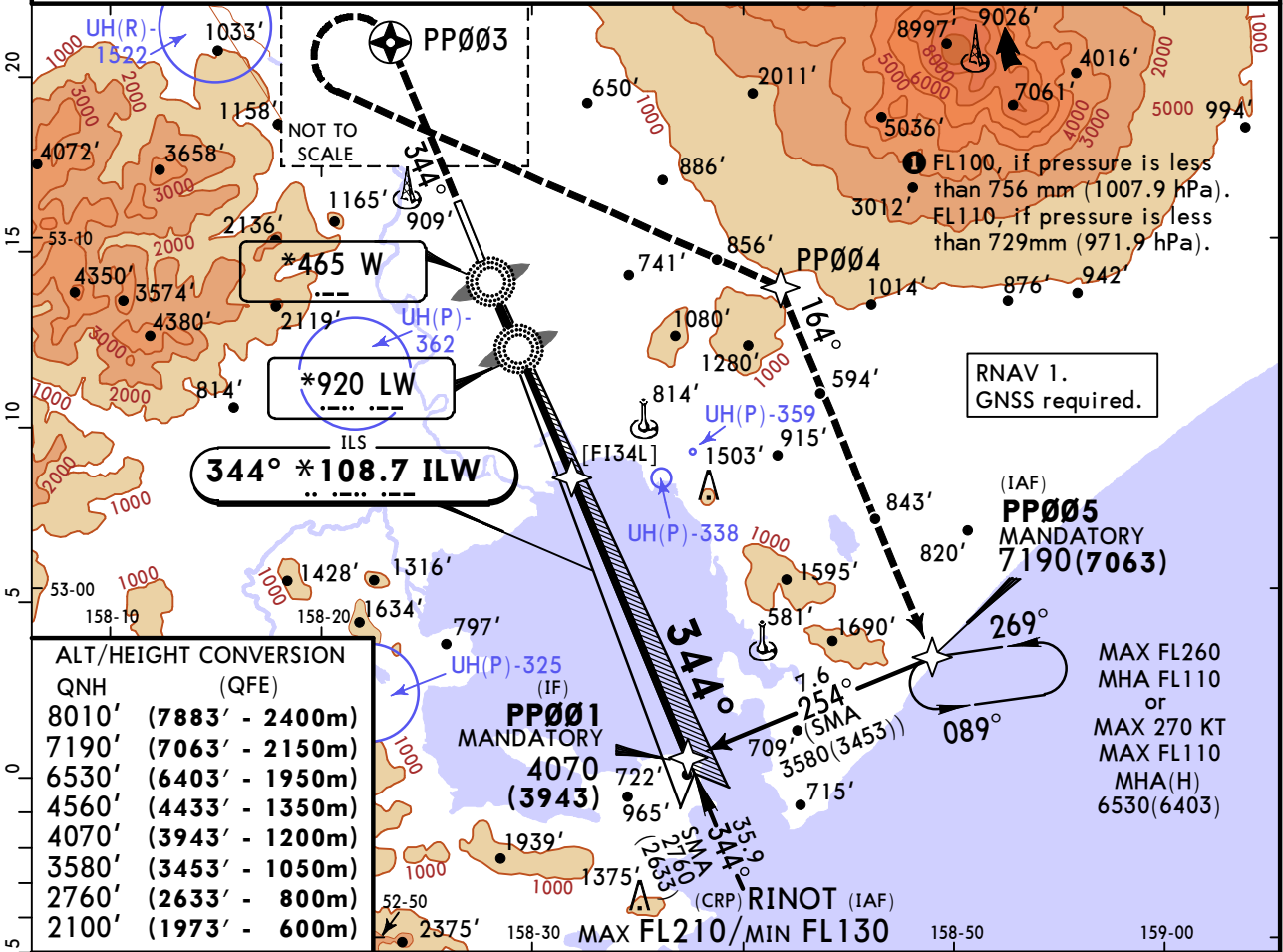
**UHPP/PKC**  
YELIZOVO

13 SEP 24 **11-3A**

**JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
CAT II ILS Z Rwy 34L

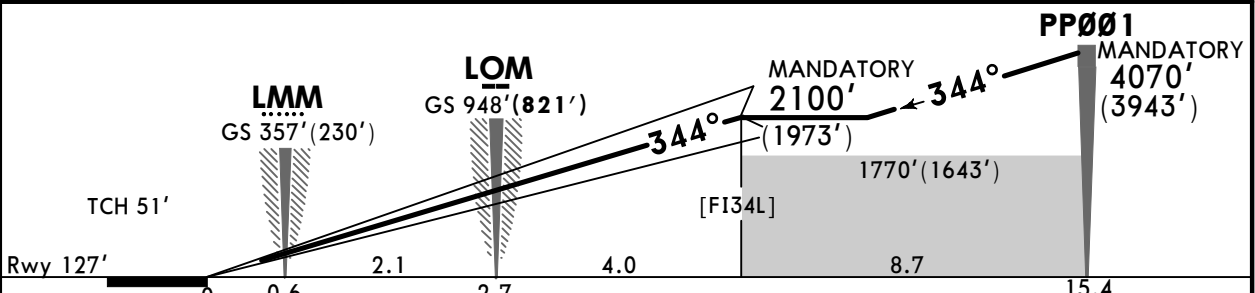
BRIEFING STRIP™	*ATIS	PETROPAVLOVSK Radar (APP/TWR)		Ground (TWR)		13,500  MSA ARP
	126.8	119.4	124.0X	127.0	124.0X	
	LOC ILW <b>*108.7</b>	Final Apch Crs <b>344°</b>	[FI34L] MANDATORY 2100'(1973')	CAT II ILS Refer to Minimums	Apt Elev 128' Rwy 127'	
<b>MISSED APCH: Climb on 344° to PP003, then turn LEFT direct to PP004, then proceed on 164° to PP005 climbing to 7190'(7063'), then according to chart or join holding.</b>						

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL090 **1** Trans alt: 8010' (**7883'**)

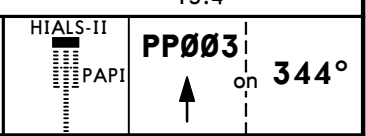


QNH	(QFE)
8010'	(7883' - 2400m)
7190'	(7063' - 2150m)
6530'	(6403' - 1950m)
4560'	(4433' - 1350m)
4070'	(3943' - 1200m)
3580'	(3453' - 1050m)
2760'	(2633' - 800m)
2100'	(1973' - 600m)

MAX FL260  
MHA FL110  
or  
MAX 270 KT  
MAX FL110  
MHA(H)  
6530(6403)



Gnd speed-Kts	70	90	100	120	140	160	
GS	2.70°	334	430	478	573	669	764



STRAIGHT-IN LANDING RWY 34L				CAT II ILS			
MISSED APCH CLIMB GRADIENT mim 4.0% up to 4560'(4433')				MISSED APCH CLIMB GRADIENT mim 2.5%			
AB	C	D	A	B	C	D	
RA 105'	RA 111'	RA 126'	DA(H) 967'	DA(H) 983'	DA(H) 996'	DA(H) 1010'	
227'(100')	232'(105')	245'(118')	(840')	(856')	(869')	(883')	
RVR 300m				RVR 450m			

**UHPP/PKC**  
YELIZOVO

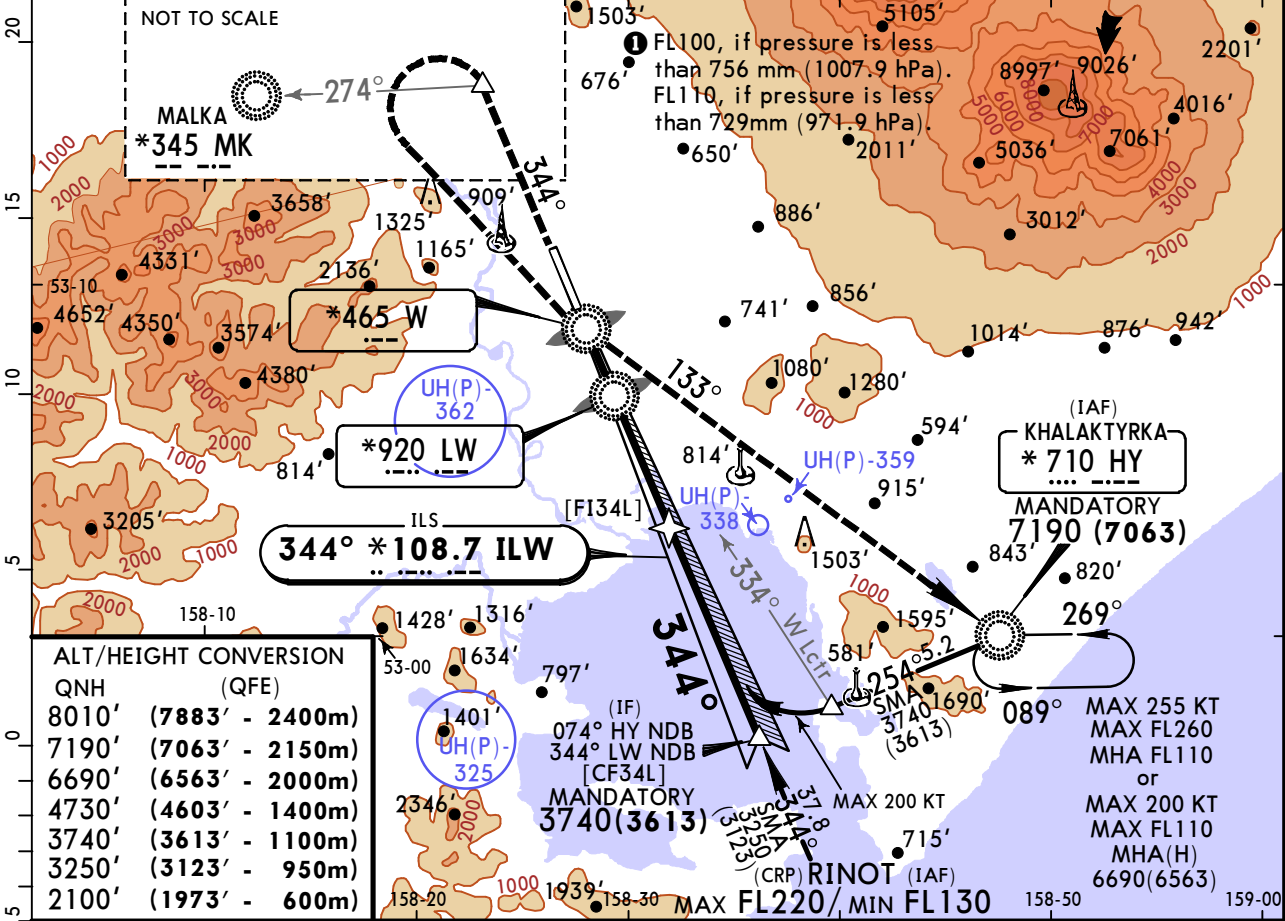
**JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
30 AUG 24 **(11-4)** Eff 5 Sep

**ILS Y Rwy 34L**

*ATIS <b>126.8</b>		PETROPAVLOVSK Radar (APP/TWR) <b>119.4 124.0X</b>		Ground (TWR) <b>127.0 124.0X</b>		<p>MSA W Lctr</p>
LOC ILW <b>*108.7</b>	Final Apch Crs <b>344°</b>	[FI34L] MANDATORY <b>2100'(1973')</b>	ILS DA(H) Refer to Minimums	Apt Elev 128' Rwy 127'		
<b>MISSED APCH: Climb on 344° to 274° MK NDB, then turn LEFT (MAX 240 KT) to W Lctr. Proceed on 133° HY NDB to HY NDB climbing to 7190'(7063') or above and hold.</b>						

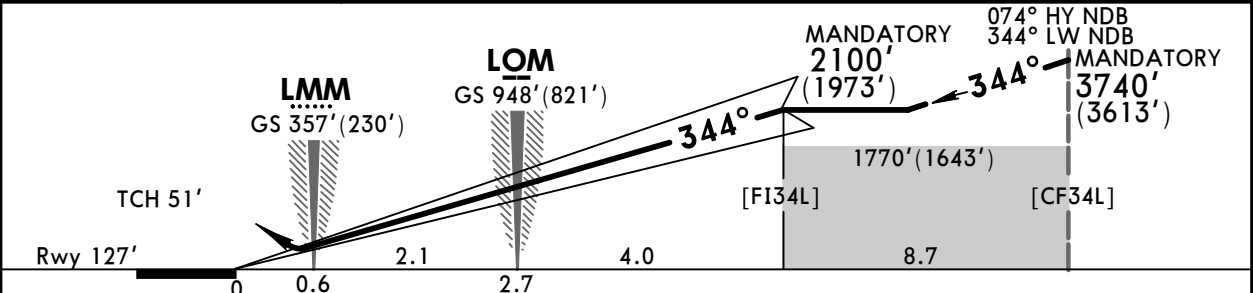
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL090 Trans alt: 8010' (7883')

1. Dual ADF required. 2. Level-flight leg in not available on intermediate approach segment.



**ALT/HEIGHT CONVERSION**

QNH	(QFE)
8010' (7883' - 2400m)	
7190' (7063' - 2150m)	
6690' (6563' - 2000m)	
4730' (4603' - 1400m)	
3740' (3613' - 1100m)	
3250' (3123' - 950m)	
2100' (1973' - 600m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI <b>344°</b> MK <b>345</b> <b>274°</b>
GS	2.70°	334	430	478	573	669	

STRAIGHT-IN LANDING RWY 34L						CIRCLE-TO-LAND	
Missed apch climb gradient mim 5.0% up to 4730'(4603')			Missed apch climb gradient mim 2.5%			Prohibited West of airport	
DA(H) <b>327'(200')</b>			DA(H) A:1456'(1329') C:1475'(1348') B:1466'(1339') D:1485'(1358')			Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out		
A			3200m			100	<b>970' (842')</b> 1600m <b>2</b>
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m			135	<b>1140' (1012')</b> 2400m <b>2</b>
C			4000m			180	<b>1580' (1452')</b> 4800m
D			4800m			205	<b>1830' (1702')</b> 4800m

**1** LOC (GS out): NOT AUTHORIZED. **2** or higher minimums of preceding straight-in approach.

CHANGES: Speed restriction missed approach, prohibited areas. © JEPPESEN, 2016, 2024. ALL RIGHTS RESERVED.

**UHPP/PKC**  
YELIZOVO

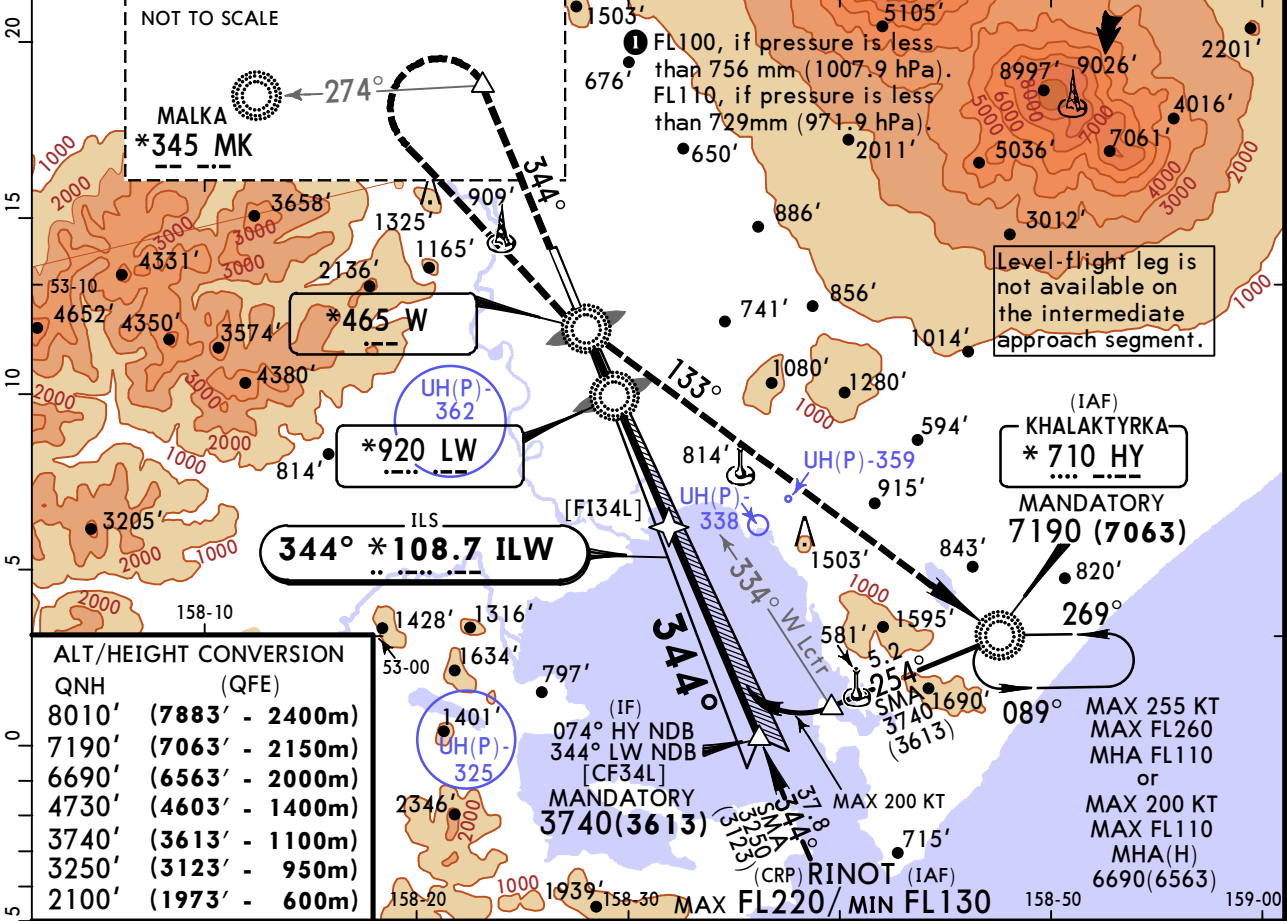
**JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
30 AUG 24 **(11-4A)** **Eff 5 Sep**

**CAT II ILS Y Rwy 34L**

BRIEFING STRIP™	*ATIS	PETROPAVLOVSK Radar (APP/TWR)		Ground (TWR)		<p>MSA W Lctr</p>
	126.8	119.4	124.0X	127.0	124.0X	
LOC ILW	Final Apch Crs	[FI34L] MANDATORY	CAT II ILS Refer to Minimums	Apt Elev 128' Rwy 127'		
*108.7	344°	2100'(1973')				

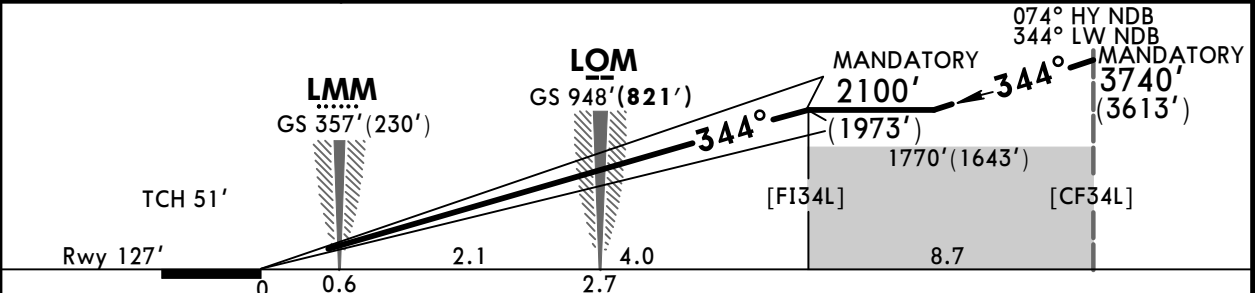
**MISSED APCH:** Climb on 344° to 274° MK NDB, then turn LEFT (MAX 240 KT) to W Lctr. Proceed on 133° HY NDB to HY NDB climbing to 7190'(7063') or above and hold.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL090 **1** Trans alt: 8010' (7883')  
1. Dual ADF required. 2. Special Aircrew & Aircraft Certification Required.



**ALT/HEIGHT CONVERSION**

QNH	(QFE)
8010' (7883' - 2400m)	
7190' (7063' - 2150m)	
6690' (6563' - 2000m)	
4730' (4603' - 1400m)	
3740' (3613' - 1100m)	
3250' (3123' - 950m)	
2100' (1973' - 600m)	



Gnd speed-Kts	70	90	100	120	140	160	
GS	2.70°	334	430	478	573	669	

**STRAIGHT-IN LANDING RWY 34L**  
**CAT II ILS**

Missed apch climb gradient mim 5.0% up to 4730'(4603')			Missed apch climb gradient mim 2.5%			
AB	C	D	A	B	C	D
<b>RA 105'</b>	<b>RA 111'</b>	<b>RA 126'</b>	<b>DA(H) 1370'</b>	<b>DA(H) 1387'</b>	<b>DA(H) 1400'</b>	<b>DA(H) 1413'</b>
227'(100')	232'(105')	245'(118')	(1243')	(1260')	(1273')	(1286')
RVR 300m			RVR 450m			

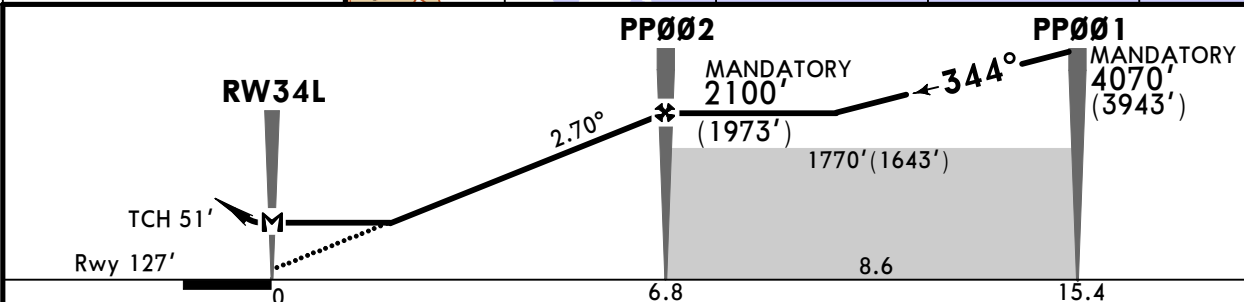
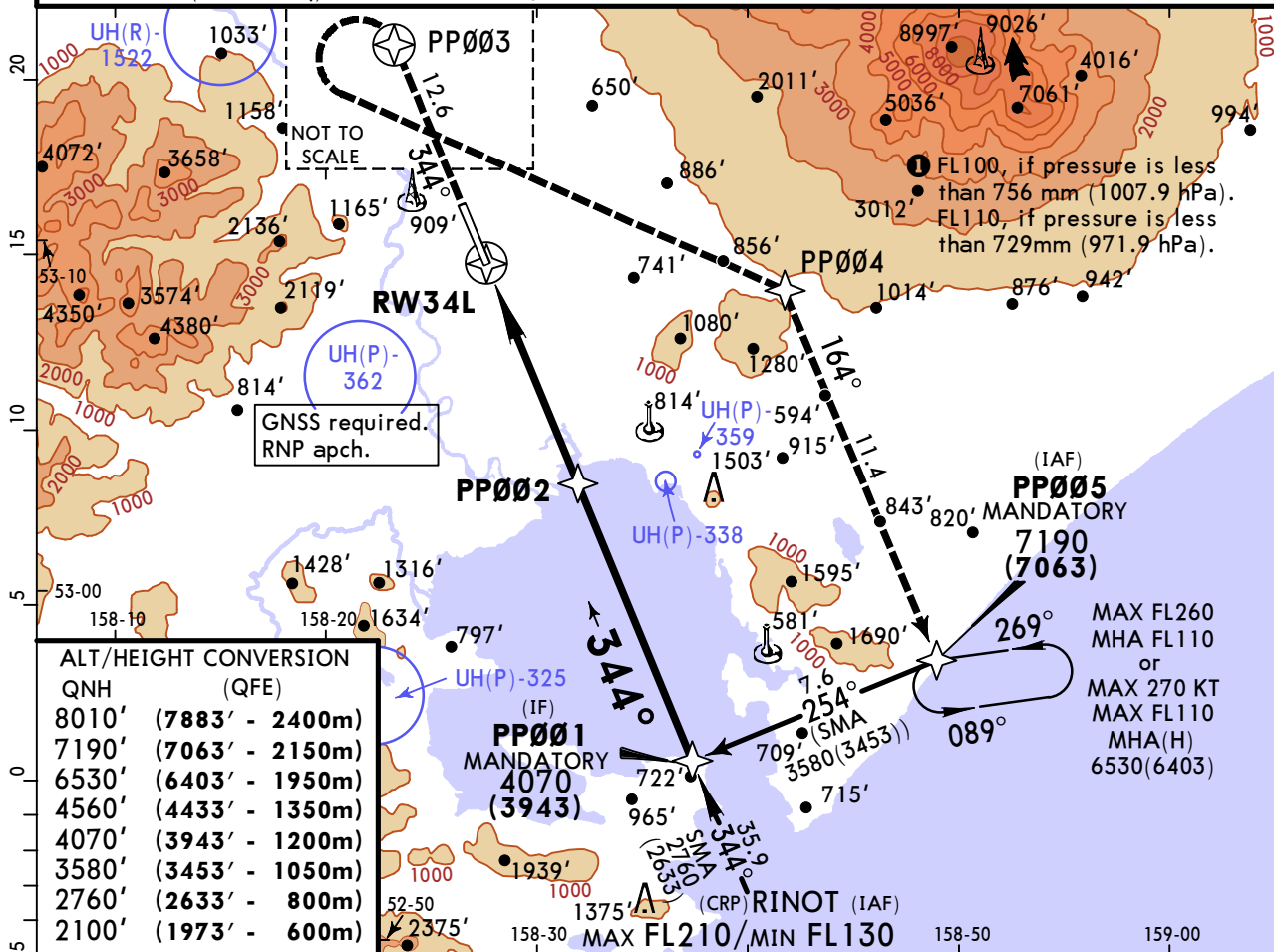
**UHPP/PKC**  
**YELIZOVO**

**JEPPESEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA  
13 SEP 24 (12-1)

**RNAV Rwy 34L**

BRIEFING STRIP™	*ATIS	PETROPAVLOVSK Radar (APP/TWR)		Ground (TWR)		13,500 MSA ARP
	126.8	119.4	124.0X	127.0	124.0X	
RNAV	Final Apch Crs <b>344°</b>	<b>PP002</b> MANDATORY 2100'(1973')	MDA(H) Refer to Minimums	Apt Elev 128' Rwy 127'		
<b>MISSED APCH:</b> Climb on 344° to PP003, then turn LEFT direct to PP004, then proceed on 164° to PP005 climbing to 7190'(7063'), then according to chart or join holding.						

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL090 ① Trans alt: 8010' (7883')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	PP003 on 344°
Descent Angle 2.70°	334	430	478	573	669	764		

PANS OPS	STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND	
	Missed apch climb gradient mim 3.8% up to 4560'(4433') MDA(H) 730'(603')		Missed apch climb gradient mim 2.5% MDA(H) 1460'(1333')		Prohibited West of airport	
	ALS out		ALS out		Max Kts	MDA(H)
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	1200m	RVR 1800m VIS 2000m	100	1510'(1382') 2000m
B			RVR 1500m VIS 1600m	2400m	135	1510'(1382') 2400m
C	RVR 1800m VIS 2000m	2800m	4000m	4800m	180	1710'(1582') 4800m
D	2400m	3200m			205	1830'(1702') 4800m



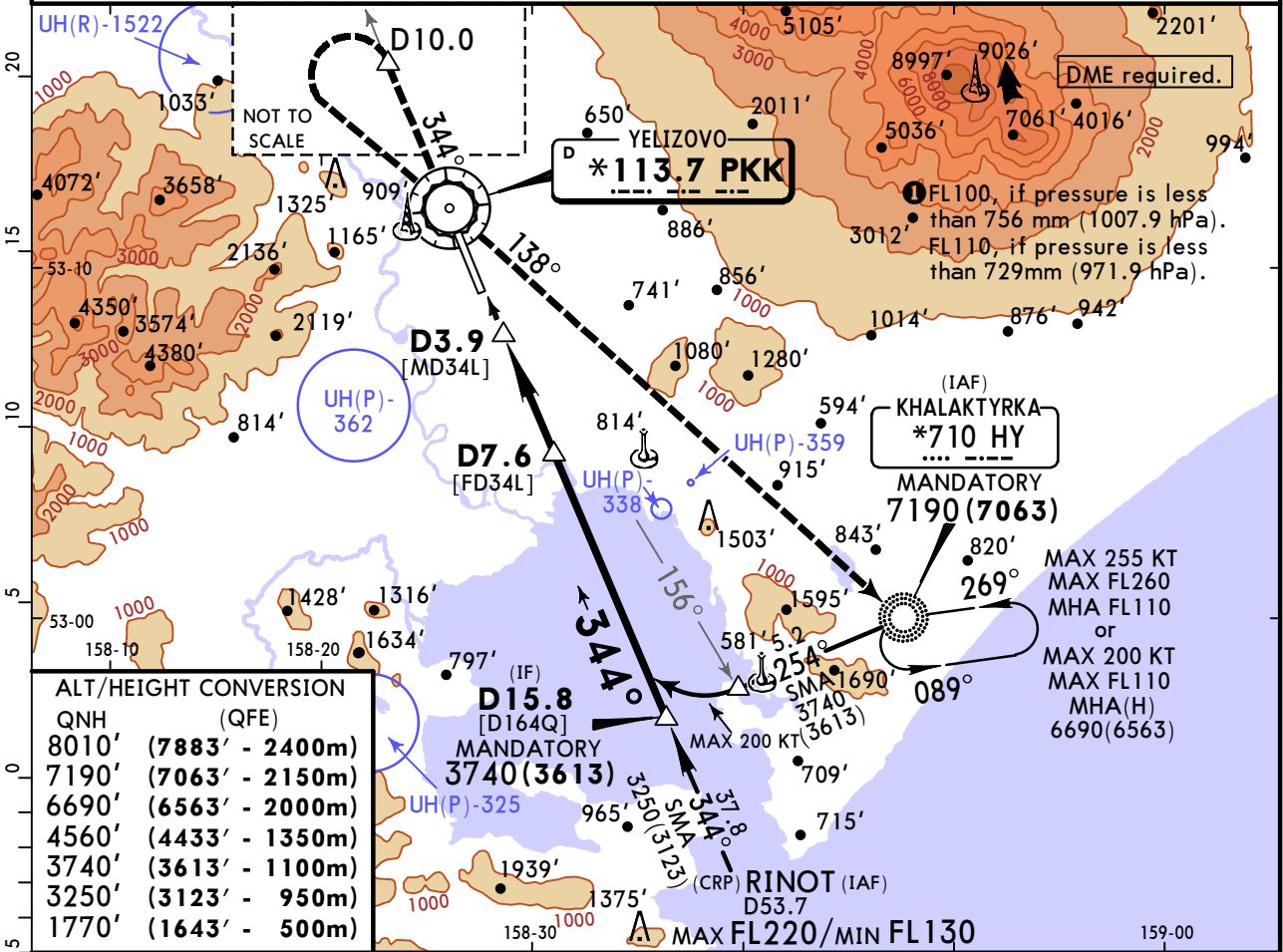
**UHPP/PKC**  
YELIZOVO

**JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
13 SEP 24 (13-1) CAT C & D  
**VOR Z Rwy 34L**

*ATIS	PETROPAVLOVSK Radar (APP/TWR)		Ground (TWR)		<p>MSA PKC VOR</p>
126.8	119.4	124.0X	127.0	124.0X	
VOR PKC *113.7	Final Apch Crs 344°	D7.6 MANDATORY 1770'(1643')	MDA(H) (CONDITIONAL) 820'(693')	Apt Elev 128' Rwy 127'	

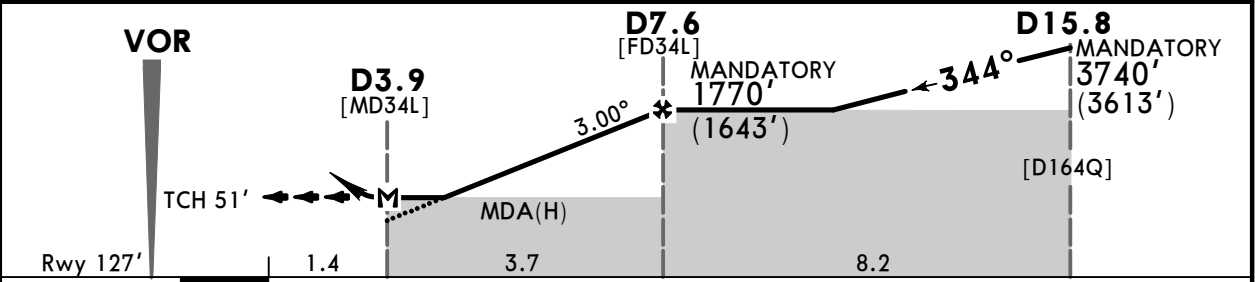
**MISSED APCH:** Climb on R-344 to D10.0, then turn LEFT to VOR, then proceed on 138° HY NDB to NDB climbing to 7190'(7063') or above, then proceed to holding.

Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL090 ①    Trans alt: 8010' (7883')



**ALT/HEIGHT CONVERSION**

QNH	(QFE)
8010'	(7883' - 2400m)
7190'	(7063' - 2150m)
6690'	(6563' - 2000m)
4560'	(4433' - 1350m)
3740'	(3613' - 1100m)
3250'	(3123' - 950m)
1770'	(1643' - 500m)



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D3.9							

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND				
Missed apch climb gradient mim 2.9% up to 4560'(4433')		Missed apch climb gradient mim 2.5%		Prohibited West of airport				
MDA(H) 820'(693')		MDA(H) 1220'(1093')						
ALS out		ALS out		Max Kts	MDA(H)			
A	NOT APPLICABLE		NOT APPLICABLE		A	NOT APPLICABLE		
B	NOT APPLICABLE		NOT APPLICABLE		B	NOT APPLICABLE		
C	2400m	3200m	4000m	4800m	180	1710'(1582')	4800m	
D	2800m	3600m			205	1830'(1702')	4800m	

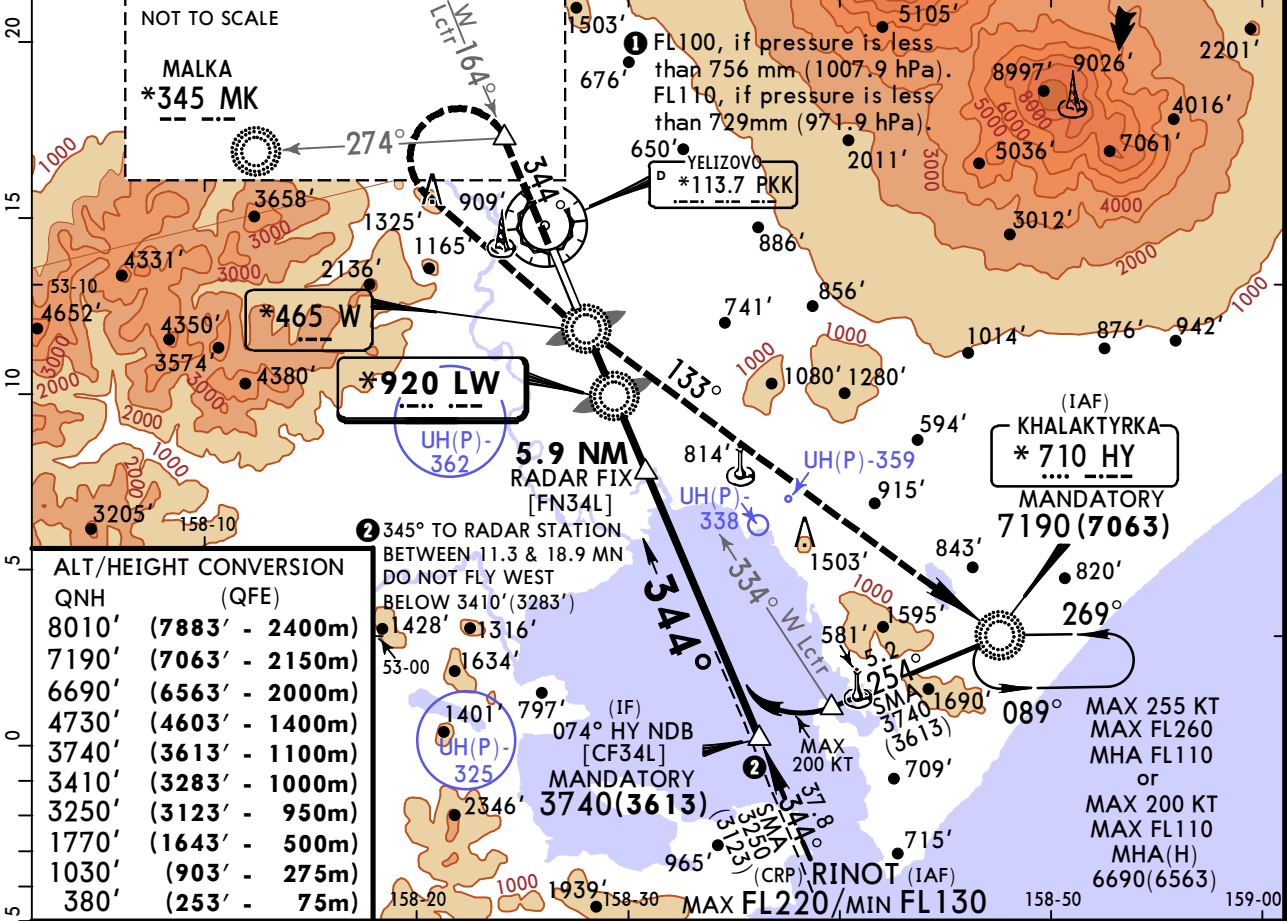


**UHPP/PKC**  
**YELIZOVO**

**JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**  
**NDB Z Rwy 34L**

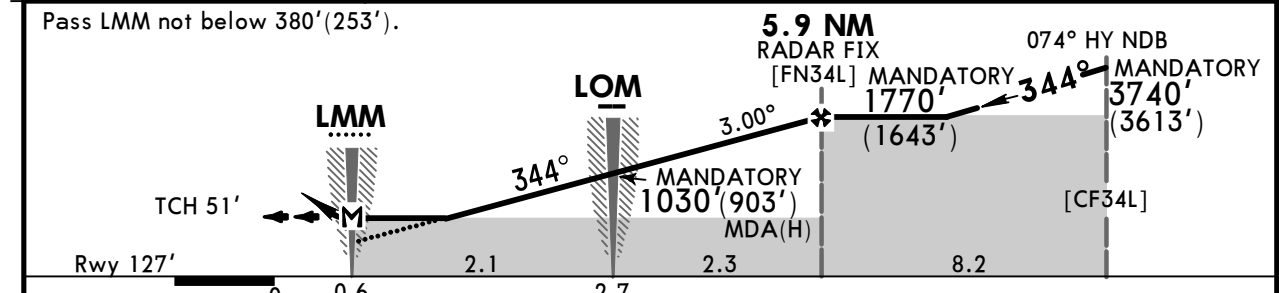
30 AUG 24  
 Eff 5 Sep (16-1) CAT C & D

*ATIS	PETROPAVLOVSK Radar (APP/TWR)		Ground (TWR)		<p>MSA W Lctr</p>
126.8	119.4	124.0X	127.0	124.0X	
NDB LW <b>*920</b>	Final Apch Crs <b>344°</b>	5.9 NM RADAR FIX MANDATORY 1770'(1643')	MDA(H) (CONDITIONAL) 760'(633')	Apt Elev 128' Rwy 127'	
<b>MISSED APCH: Climb on 164° W Lctr to 274° MK NDB, then turn LEFT (MAX 240 KT) to W Lctr. Proceed on 133° HY NDB to HY NDB climbing to 7190'(7063') or above and hold.</b>					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL090 ①	Trans alt: 8010'(7883')
Dual ADF required.					



**ALT/HEIGHT CONVERSION**

QNH	(QFE)
8010'	(7883' - 2400m)
7190'	(7063' - 2150m)
6690'	(6563' - 2000m)
4730'	(4603' - 1400m)
3740'	(3613' - 1100m)
3410'	(3283' - 1000m)
3250'	(3123' - 950m)
1770'	(1643' - 500m)
1030'	(903' - 275m)
380'	(253' - 75m)



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II PAPI	↑ on <b>465</b> <b>164°</b>	W <b>345</b>	MK <b>274°</b>
Descent Angle	3.00°	372	478	531	637	743				
MAP at LMM										

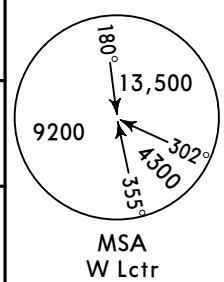
PANS OPS	STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND	
	Missed apch climb gradient mim 4.0% up to 4730'(4603')		Missed apch climb gradient mim 2.5%		Prohibited West of airport	
	MDA(H) <b>760'(633')</b>		MDA(H) <b>2090'(1963')</b>		Max Kts MDA(H)	
A	NOT AUTHORIZED				A	NOT AUTHORIZED
B	NOT AUTHORIZED				B	NOT AUTHORIZED
C	RVR 1800m VIS 2000m	2800m	4000m	4800m	180	1710'(1582') 4800m
D	2800m	3200m	4400m		205	1830'(1702') 4800m

**UHPP/PKC**  
**YELIZOVO**

**JEPPESEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA  
30 AUG 24 Eff 5 Sep **16-2** CAT A & B

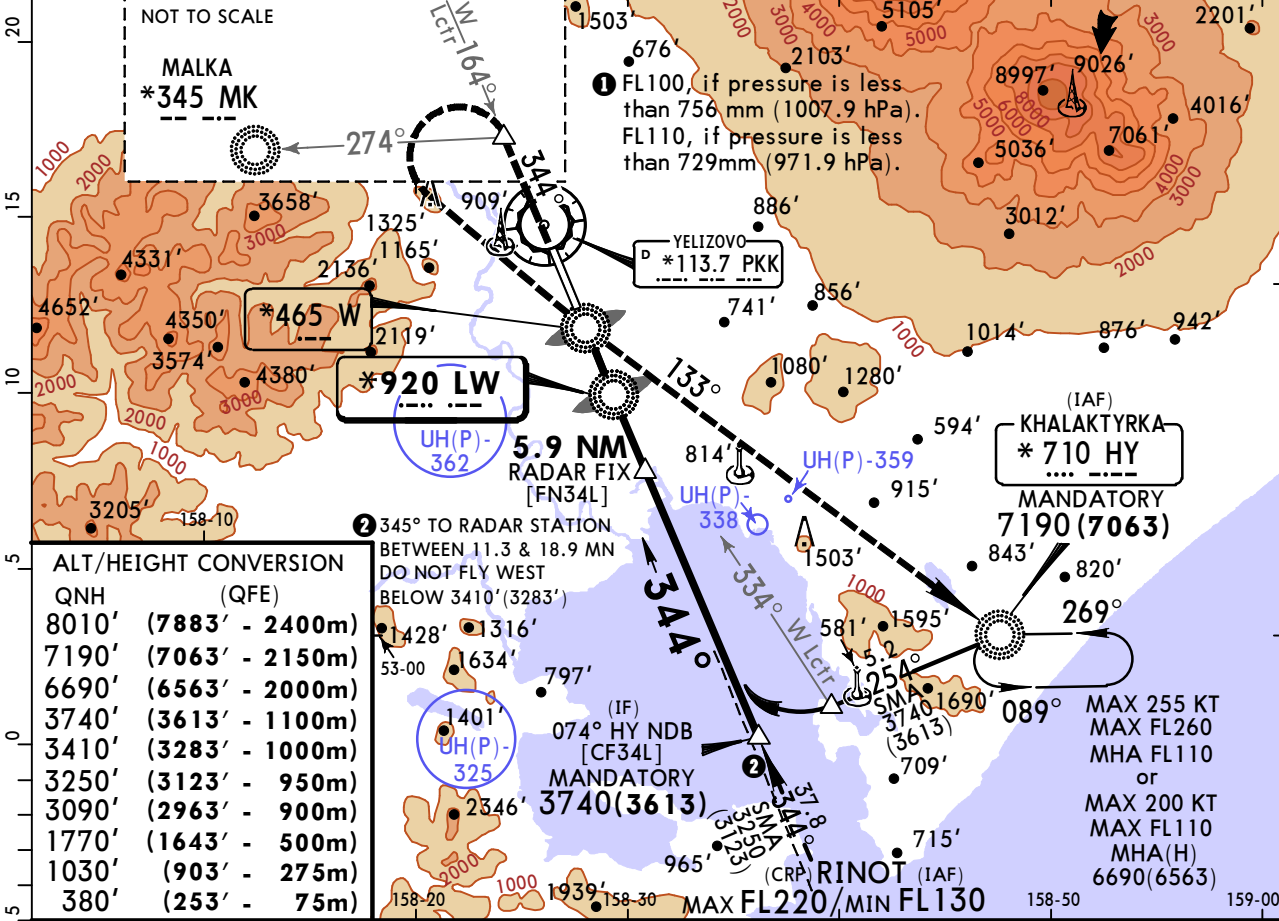
**NDB Y Rwy 34L**

*ATIS	PETROPAVLOVSK Radar (APP/TWR)		Ground (TWR)	
126.8	119.4	124.0X	127.0	124.0X
NDB LW <b>*920</b>	Final Apch Crs <b>344°</b>	<b>5.9 NM</b> RADAR FIX MANDATORY 1770'(1643')	MDA(H) (CONDITIONAL) 760'(633')	Apt Elev 128' Rwy 127'



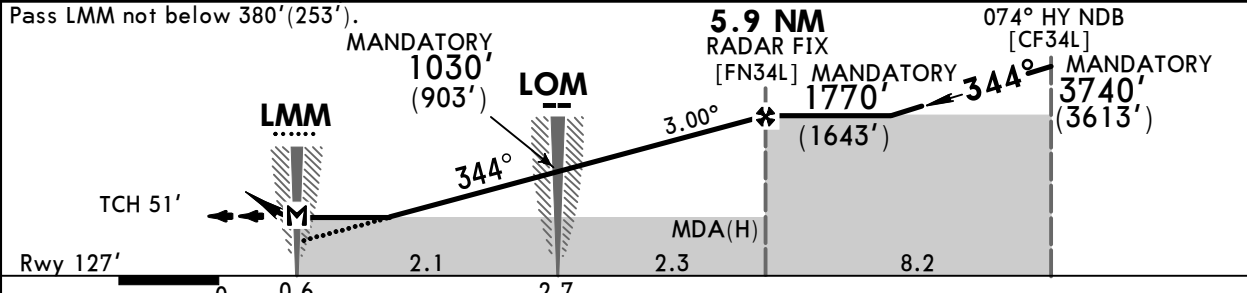
**MISSED APCH:** Climb on 164° W Lctr to 274° MK NDB, then turn LEFT to W Lctr. Proceed on 133° HY NDB to HY NDB climbing to 7190'(7063') or above and hold.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL090 **1** Trans alt: 8010'(7883')  
Dual ADF required.



**ALT/HEIGHT CONVERSION**

QNH	(QFE)
8010' (7883' - 2400m)	
7190' (7063' - 2150m)	
6690' (6563' - 2000m)	
3740' (3613' - 1100m)	
3410' (3283' - 1000m)	
3250' (3123' - 950m)	
3090' (2963' - 900m)	
1770' (1643' - 500m)	
1030' (903' - 275m)	
380' (253' - 75m)	



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II		W	MK
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	on 465	345
MAP at LMM										164°	274°

	STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND	
	Missed apch climb gradient mim 2.9% up to 3090'(2963') MDA(H) 760'(633')		Missed apch climb gradient mim 2.5% MDA(H) 1050'(923')		Prohibited West of airport	
	ALS out		ALS out	Max Kts	MDA(H)	
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1800m VIS 2000m	100	1510'(1382') 2000m
B					135	1510'(1382') 2400m
C	NOT AUTHORIZED				C	
D	NOT AUTHORIZED				D	

## Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

**PETROPAVLOVSK-KAMCHATSKY, (YELIZOVO - UHPP)**

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHPP