JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: VLADIVOSTOK RUS
ICAO/IATA: UHWW / VVO
Lat/Long: N43° 23.88', E132° 08.93'
Elevation: 59 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -10:00 = UTC
Magnetic Variation: 11.0° W

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

Sunrise: 2000 Z
Sunset: 1016 Z

Runway Information

Runway: 07R
Length x Width: 11490 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 41 ft
Lighting: Edge, ALS, Centerline

Runway: 25L
Length x Width: 11490 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 56 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 125.100 Non-English
ATIS: 127.800
Vladivostok Start Tower: 119.500
Vladivostok Start Tower: 124.000 Secondary
Vladivostok Ground: 124.000 Secondary
Vladivostok Ground: 121.700
Vladivostok Service Ramp/Taxi: 118.300
Vladivostok Approach: 124.000 Secondary

Vladivostok Approach: 124.700
Vladivostok Rayon Terminal Control Area: 122.300 Non-English
Vladivostok Radar: 124.000 Secondary
Vladivostok Radar: 123.400
Vladivostok Transit Operations: 131.800 Non-English

1. GENERAL

1.1. ATIS

ATIS 127.8
125.1 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be executed by all ACFT, not at the expense of flight safety and not in case of one of ACFT engines failure during take-off and approach.

Comply with the requirements of the Aeroplane Flight Manual regarding the power settings, avoiding high-power operation and operation that produce significant noise unless necessary.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP are applied, when RVR is below 550m and/or ceiling (vertical visibility) is below 60m.

ATS unit controllers inform flight crews about LVP implementation using the phrase: "Low visibility procedures in progress, check your minimum".

LVP for CAT II operations are available for take-off RWYs 07R/25L and landing RWY 25L.

1.3.2. ARRIVAL

After landing, flight crew shall follow TWR controller's instruction. Flight crew shall report RWY 07R/25L vacation to TWR controller only after ACFT leaves ILS critical area and occupies the assigned TWY. Pilot-in-command is responsible for accuracy of the report about RWY vacation.

Arriving ACFT shall taxi after the Follow-me car.

Flight crew shall report parking of ACFT on the stand to GND controller.

1.3.3. DEPARTURE

Departing ACFT shall taxi under assistance of the Follow-me car.

It is PROHIBITED to cross the RWY holding position limit (ILS critical area) without ATS unit controller's clearance, if red stop bar lights are illuminated.

Take-off without stop at the line-up position is PROHIBITED.

1.4. TAXI PROCEDURES

Towing and taxiing without GND controller's permission are prohibited.

TWY P, V1, V2 are not AVBL for civil aviation ACFT taxiing.

Taxiing via TWY R is prohibeted for ACFT with MAX wingspan 213'/65m.

Taxiing via segment of TWY M from TWY C to TWY P is prohibited for ACFT with wingspan 213'/65m or above.

Taxiing is permitted on taxi route NORTH segment from stand 12A to stand 21A for ACFT with MAX wingspan 105'/32m.

Taxiing from stands 22, 22A, 23, 23A and 23B is permitted towards TWY S only.

1.5. PARKING INFORMATION

Taxiing out/into of the stands shall be carried out by the instructions of the engineering technical service.

Simultaneous taxi/tow operations into/out of stands 1B and 2 are prohibited.

Stands 1 thru 5B, 6 thru 11, 13 thru 18A, 20 thru 23B, 24 and 25 available for helicopters.

Stands 12 thru 14, 14B and 21 thru 23B are through taxiing stands.

Stands 7 thru 9 available for ACFT maintenance only.

Stands 22 thru 23B available for de-icing.

1. GENERAL

1.6. COMMUNICATION FAILURE PROCEDURES

In case of communication failure:

- monitor LOM frequency of landing heading for instructions and information from ATC;
- in case of absence of necessary weather conditions, proceed to alternate aerodrome.

If possible, flight crews may use mobile phones to call Flight Control Officer: +7 (423) 230-75-82

1.7. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure before entering Vladivostok/Knevichi terminal area proceed at last assigned and acknowledged FL, in the direction of the radio navigation aid of the landing active heading to the holding area. Then descend according to the holding procedure and execute priority approach.

If ATS unit has assigned STAR, proceed along the assigned STAR route at last assigned and acknowledged level (FL, altitude), then descend using conventional navigation aids after passing radio navigation aid of the RWY-in-use or after passing the published WPT of the approach procedure based on area navigation in accordance with the relevant missed approach procedure to the intermediate approach segment (IF) ALT, proceeding to the RWY-in-use, in compliance with the established restrictions.

Landing ACFT has priority over departing ACFT.

If radio communication failure occurs when ACFT is being vectored, proceed using conventional navigation aids via the shortest distance at the last assigned and acknowledged level (altitude, FL) to the navigation aid of the active RWY or to the published WPT of RNAV approach procedure, then descend in compliance with the relevant missed approach procedure to the intermediate approach segment (IF) ALT, proceeding to the RWY-in-use, in compliance with the established restrictions.

Note: Make sure that the preferred RWY is active by monitoring LOC. LOC of the other RWY heading must be switched off during approach of the ACFT experiencing radio communication failure.

2.2. NOISE ABATEMENT PROCEDURES

Approach shall be executed via the established STAR and approach procedures.

In case of adverse weather conditions, ACFT may deviate from STAR while reporting to ATC.

3. DEPARTURE

3.1. DE-ICING

During de-icing/anti-icing pilot-in-command shall communicate on FREQ 118.300MHz (call sign "Vladivostok-Service").

De-icing/anti-icing treatment of ACFT with running engines may be executed by prior arrangement with the AD administration only. During de-icing/anti-icing treatment, ACFT engines must operate at idle power. Airconditioning system and/or air supply from the APU must be switched off.

3.2. START-UP PROCEDURES

Engines start-up on the apron shall be carried out by the permission of GND controller on the taxi route CENTER abeam stands 1 thru 23 and 23B and on the taxi route NORTH abeam stands 12 thru 23, 23B. Start-up of one engine is allowed in the process of towing from a stand to the start-up area abeam stands 1 thru 23, 23B by coordination with the engineering technical service.

Engines start-up is permitted on stands 5C, 5D, 5E and 12 thru 23B (except stands 14A, 16A, 18A).

3.3. COMMUNICATION FAILURE PROCEDURES

In case of two-way radio communication failure after take-off, climb in accordance with departure instructions. In case of pilot-in-command's decision to proceed to the destination aerodrome, proceed at FL assigned in departure instructions or at the last assigned and acknowledged FL for 5 minutes, then climb to the cruising level in accordance with the flight plan; or climb to FL140, FL150 or FL240, FL250 according to the flight rules in case of radio communication failure.

In case a decision is made to carry out approach-to-land at Vladivostok/Knevichi AD, proceed to the radio navigation aid of the approach procedure of active RWY or to the published WPT of the RNAV approach procedure based on area navigation at the FL assigned in the departure instructions or at the last assigned and acknowledged FL (altitude) employing navigation based on conventional methods, then carry out descent in the relevant standard race-track holding pattern to FAP/FAF altitude and execute approach.

3.4. NOISE ABATEMANT PROCEDURES

Departure shall be executed via the established SID procedures, unless otherwise instructed by ATC.

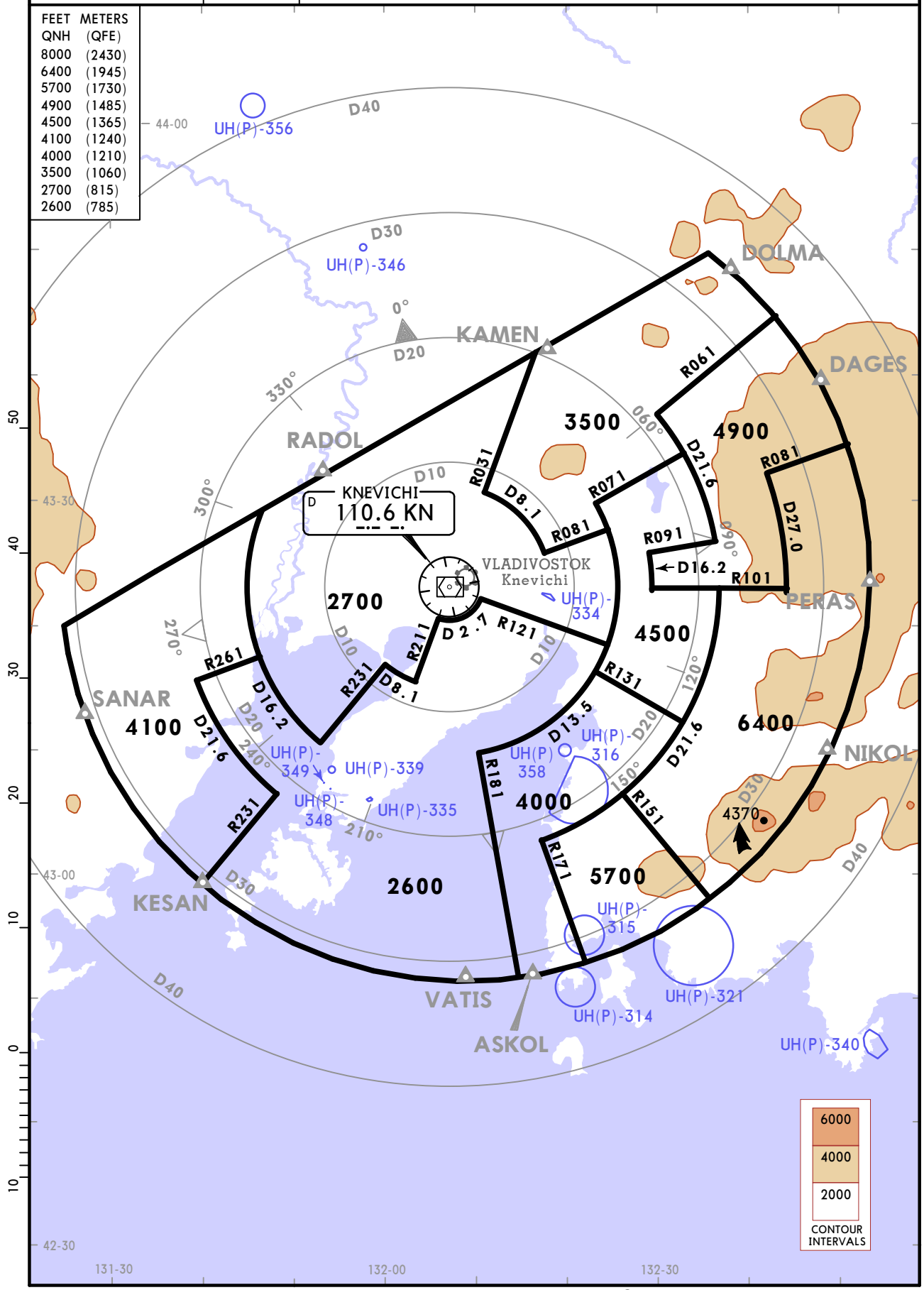
UHWW/VVO
KNEVICHI

JEPPESEN
25 OCT 24 (10-1R) Eff 31 Oct

VLADIVOSTOK, ~~RUSSIA~~
RADAR MINIMUM ALTITUDES

VLADIVOSTOK Radar (TWR) 123.4	Apt Elev 59	Alt Set: hPa (MM on request) Trans level: FL090 FL100 if pressure is less than 1013 hPa (760mm) FL110 if pressure is less than 977 hPa (733mm) Trans alt: 8000 QNH (QFE on request) 1. Chart only to be used for cross-checking altitudes while under vectoring control. 2. When vectoring is carried-out under low-temperature conditions, altitudes must be corrected by altimeter temperature correction.

FEET QNH	METERS (QFE)
8000	(2430)
6400	(1945)
5700	(1730)
4900	(1485)
4500	(1365)
4100	(1240)
4000	(1210)
3500	(1060)
2700	(815)
2600	(785)



CHANGES: Trans level & alt, WPs & prohibited areas established.

VLADIVOSTOK, RUSSIA

RNAV STAR

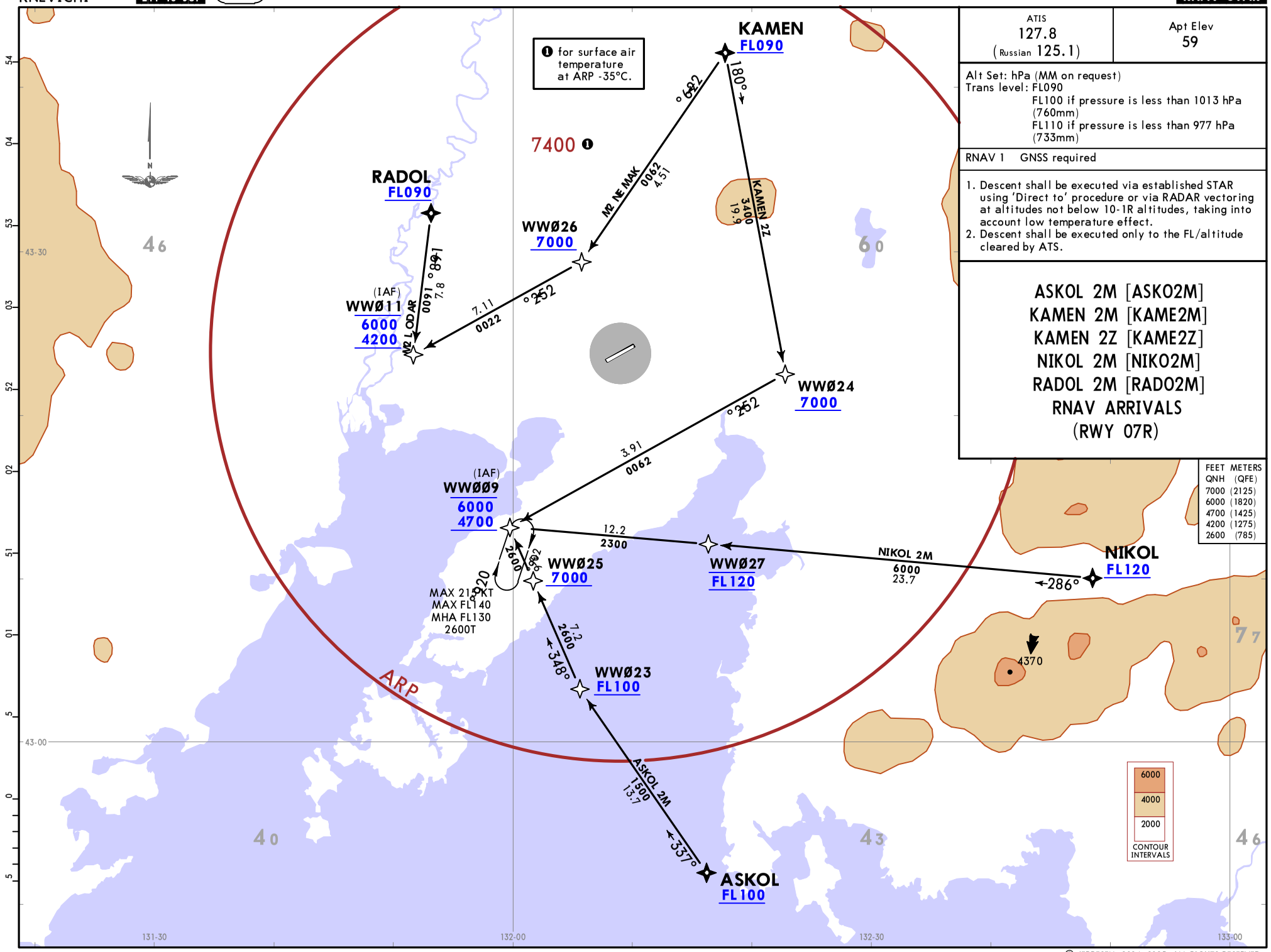
ATIS	Apt Elev
127.8 (Russian 125.1)	59

Alt Set: hPa (MM on request)
Trans level: FL090
FL100 if pressure is less than 1013 hPa (760mm)
FL110 if pressure is less than 977 hPa (733mm)

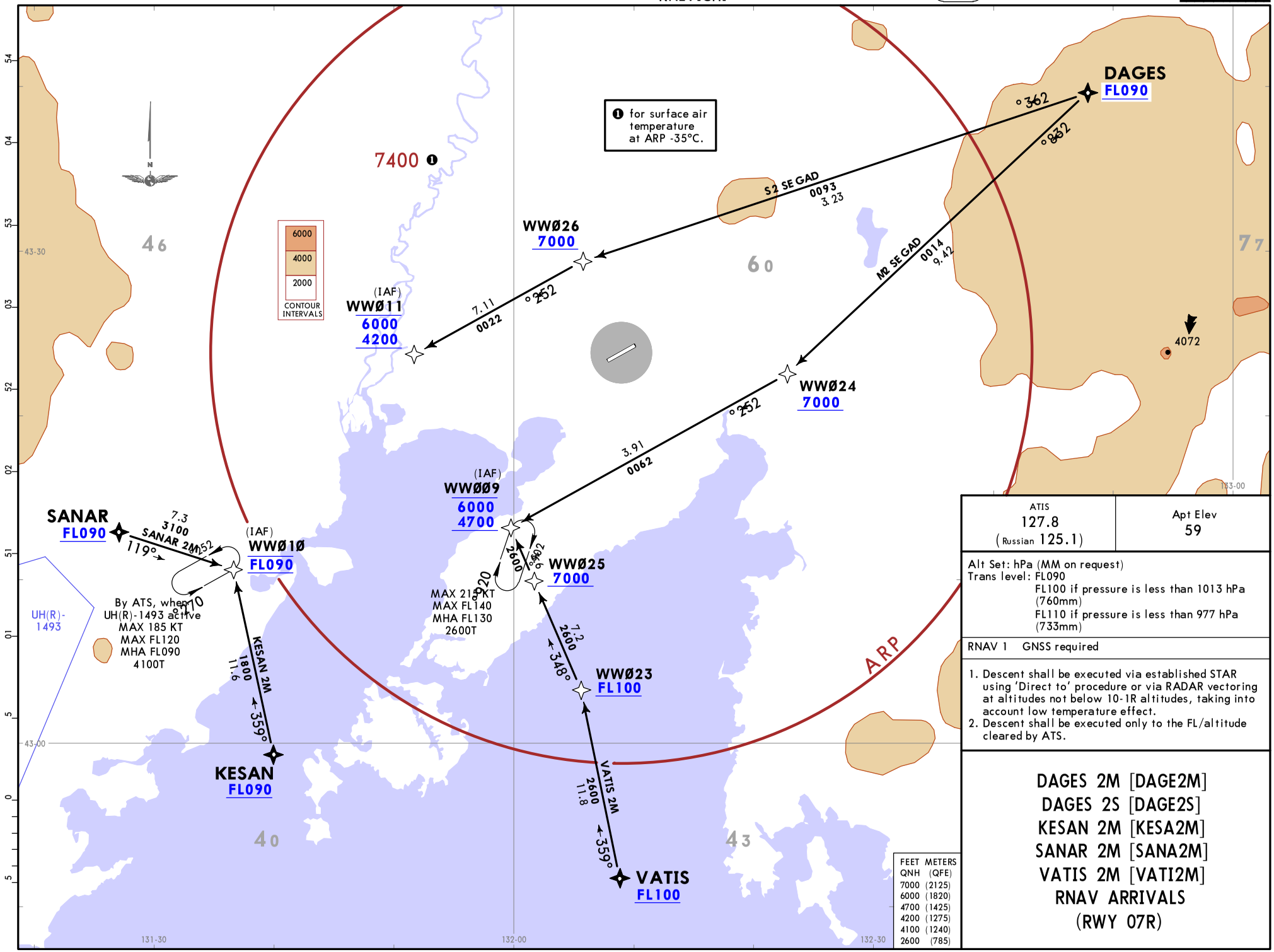
RNAV 1 GNSS required

1. Descent shall be executed via established STAR using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.
2. Descent shall be executed only to the FL/altitude cleared by ATS.

ASKOL 2M [ASKO2M]
KAMEN 2M [KAME2M]
KAMEN 2Z [KAME2Z]
NIKOL 2M [NIKO2M]
RADOL 2M [RADO2M]
RNAV ARRIVALS
(RWY 07R)



CHANGES: NIKOL 2M MEA revised.



ATIS	Apt Elev
127.8 (Russian 125.1)	59

Alt Set: hPa (MM on request)
Trans level: FL090
FL100 if pressure is less than 1013 hPa (760mm)
FL110 if pressure is less than 977 hPa (733mm)

RNAV 1 GNSS required

1. Descent shall be executed via established STAR using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.
2. Descent shall be executed only to the FL/altitude cleared by ATS.

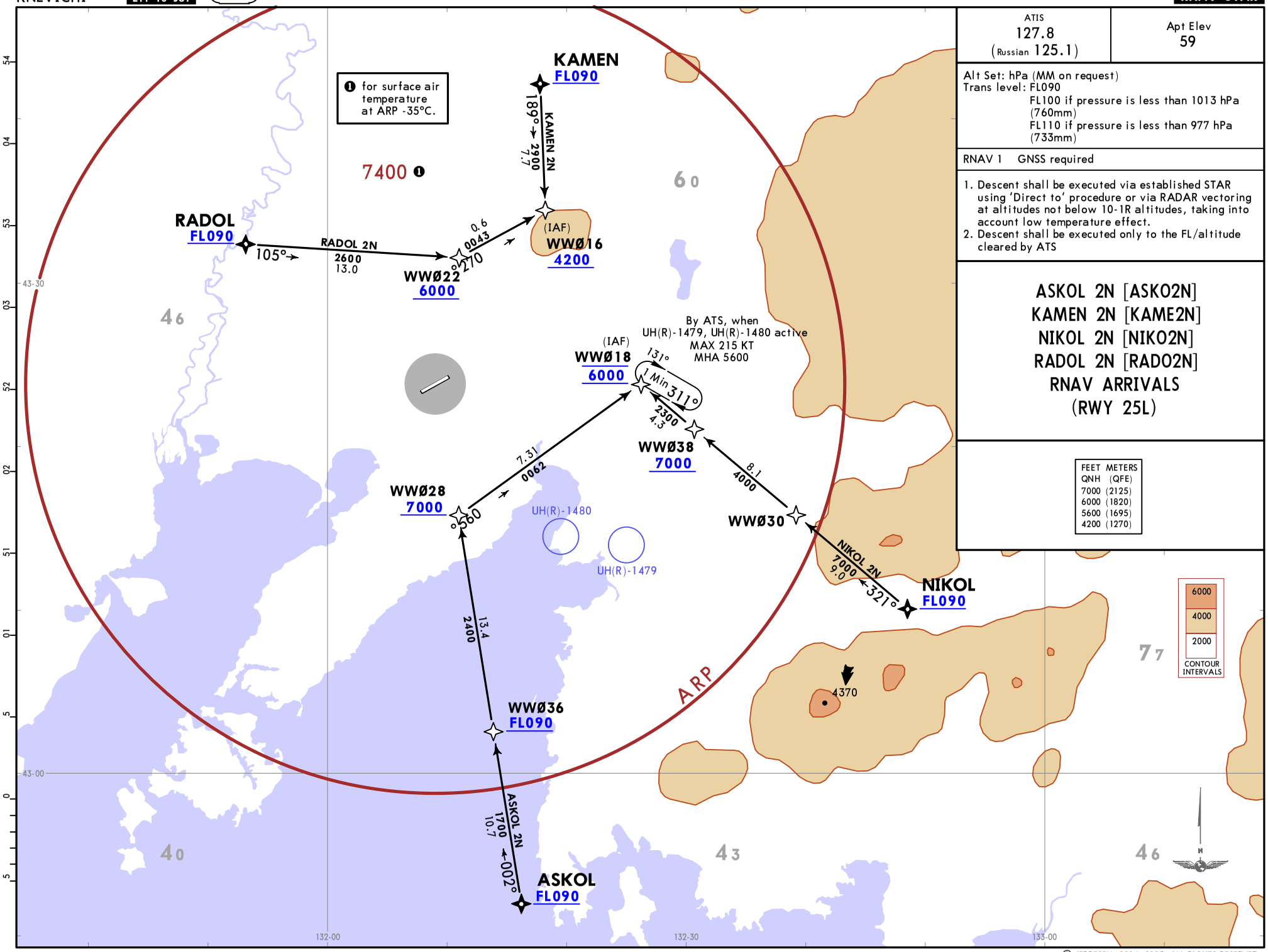
FEET	METERS
QNH	(QFE)
7000	(2125)
6000	(1820)
4700	(1425)
4200	(1275)
4100	(1240)
2600	(785)

DAGES 2M [DAGE2M]
DAGES 2S [DAGE2S]
KESAN 2M [KESA2M]
SANAR 2M [SANA2M]
VATIS 2M [VATI2M]
RNAV ARRIVALS
(RWY 07R)

CHANGES: None.

VLADIVOSTOK, RUSSIA

RNAV STAR



ATIS
127.8
(Russian 125.1)

Apt Elev
59

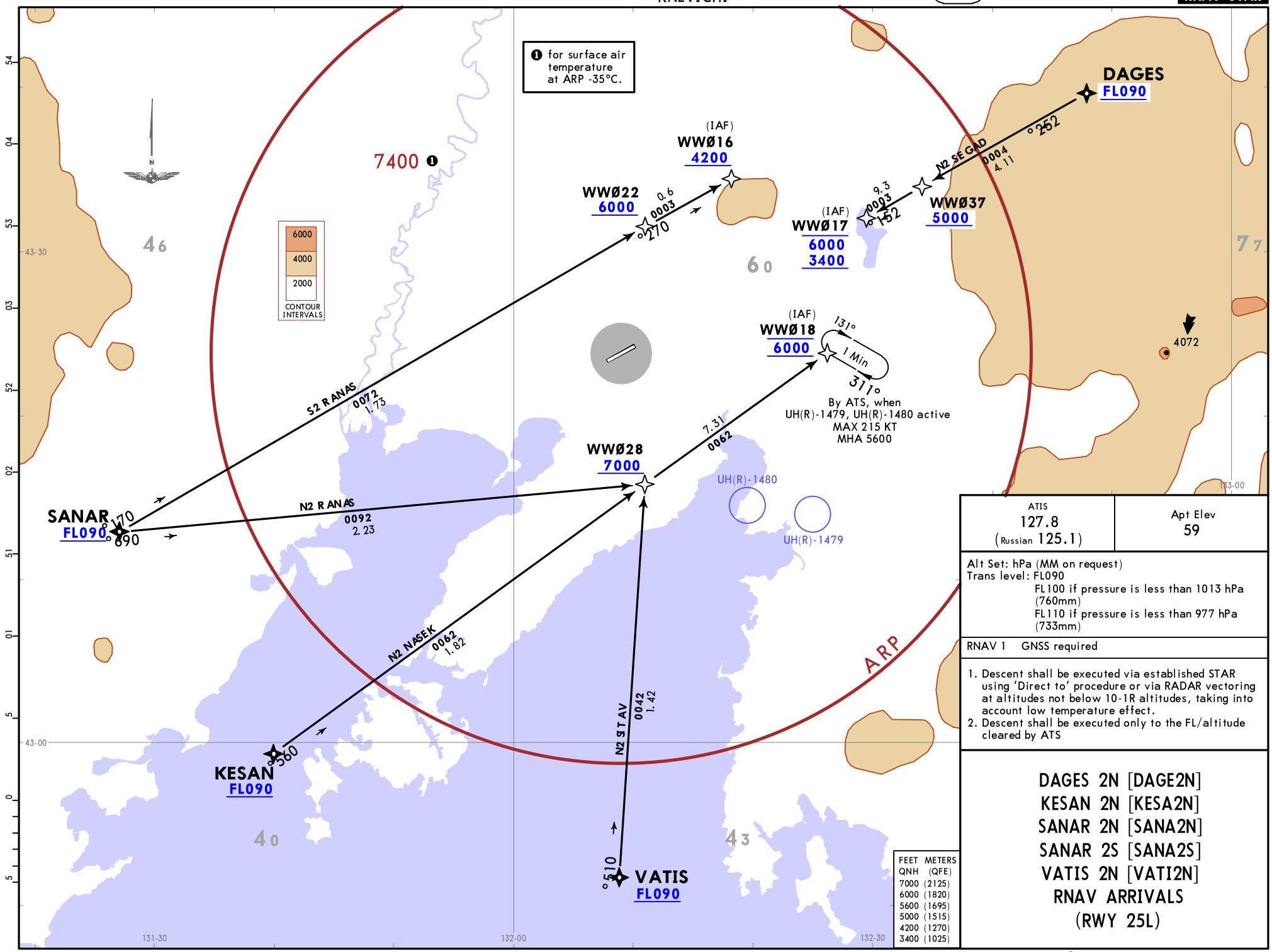
Alt Set: hPa (MM on request)
Trans level: FL090
FL100 if pressure is less than 1013 hPa (760mm)
FL110 if pressure is less than 977 hPa (733mm)

RNAV 1 GNSS required

1. Descent shall be executed via established STAR using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.
2. Descent shall be executed only to the FL/altitude cleared by ATS

ASKOL 2N [ASKO2N]
KAMEN 2N [KAME2N]
NIKOL 2N [NIKO2N]
RADOL 2N [RADO2N]
RNAV ARRIVALS
(RWY 25L)

CHANGES: NIKOL 2N MEA revised.



ATIS	Apt Elev
127.8 (Russian 125.1)	59

Alt Set: hPa (MM on request)
Trans level: FL090
FL100 if pressure is less than 1013 hPa (760mm)
FL110 if pressure is less than 977 hPa (733mm)

RNAV 1 GNSS required

1. Descent shall be executed via established STAR using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.
2. Descent shall be executed only to the FL/altitude cleared by ATS

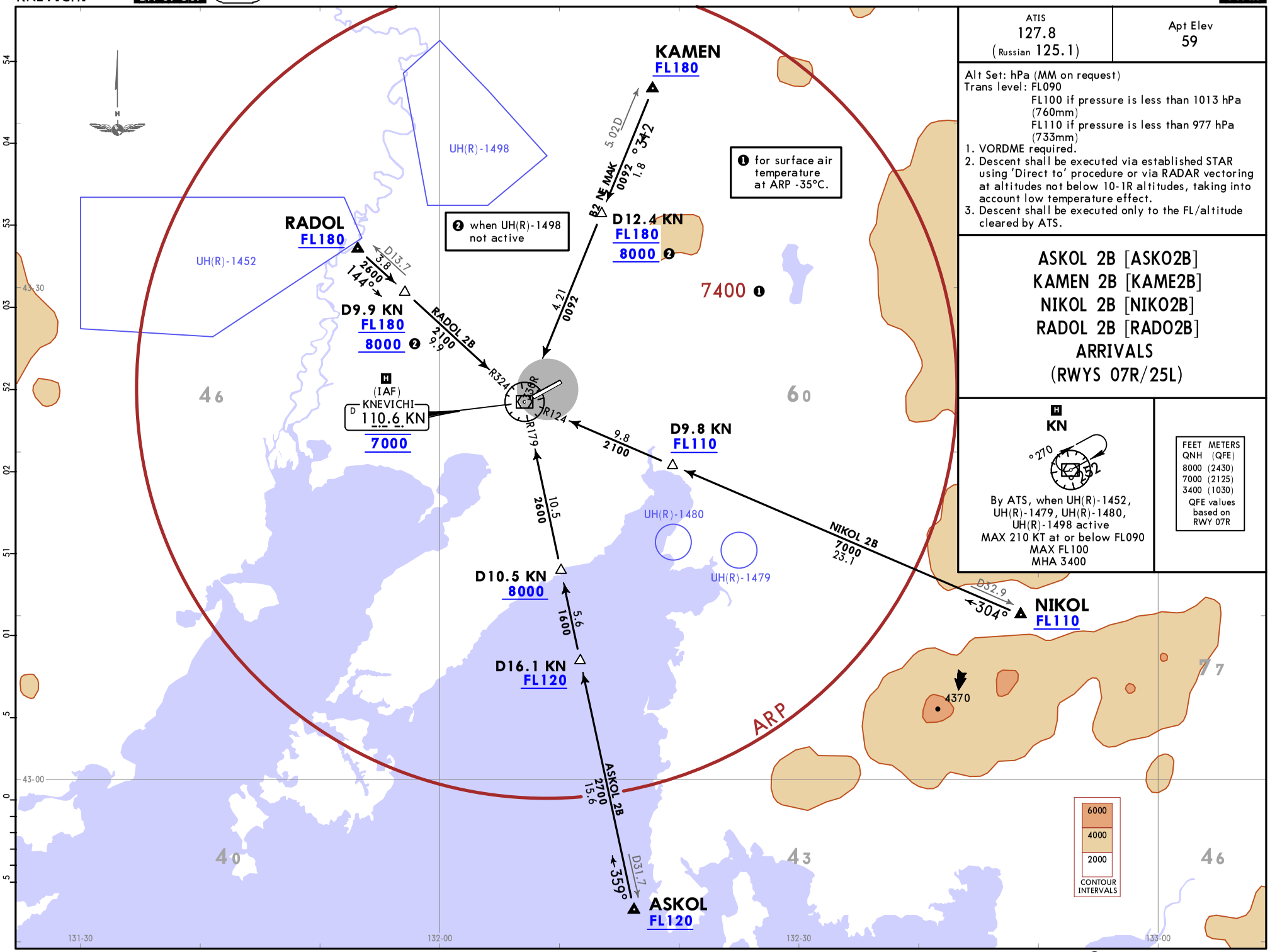
FEET	METERS
QNH	(QFE)
7000	(2125)
6000	(1820)
5600	(1695)
5000	(1515)
4200	(1270)
3400	(1025)

DAGES 2N [DAGE2N]
KESAN 2N [KESA2N]
SANAR 2N [SANA2N]
SANAR 2S [SANA2S]
VATIS 2N [VATI2N]
RNAV ARRIVALS
(RWY 25L)

CHANGES: None.

VLADIVOSTOK, RUSSIA

STAR



ATIS
127.8
(Russian 125.1)

Apt Elev
59

Alt Set: hPa (MM on request)
Trans level: FL090
FL100 if pressure is less than 1013 hPa (760mm)
FL110 if pressure is less than 977 hPa (733mm)

1. VORDME required.
2. Descent shall be executed via established STAR using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.
3. Descent shall be executed only to the FL/altitude cleared by ATS.

❶ for surface air temperature at ARP -35°C.

❷ when UH(R)-1498 not active

ASKOL 2B [ASKO2B]
KAMEN 2B [KAME2B]
NIKOL 2B [NIKO2B]
RADOL 2B [RADO2B]
ARRIVALS
(RWYS 07R/25L)

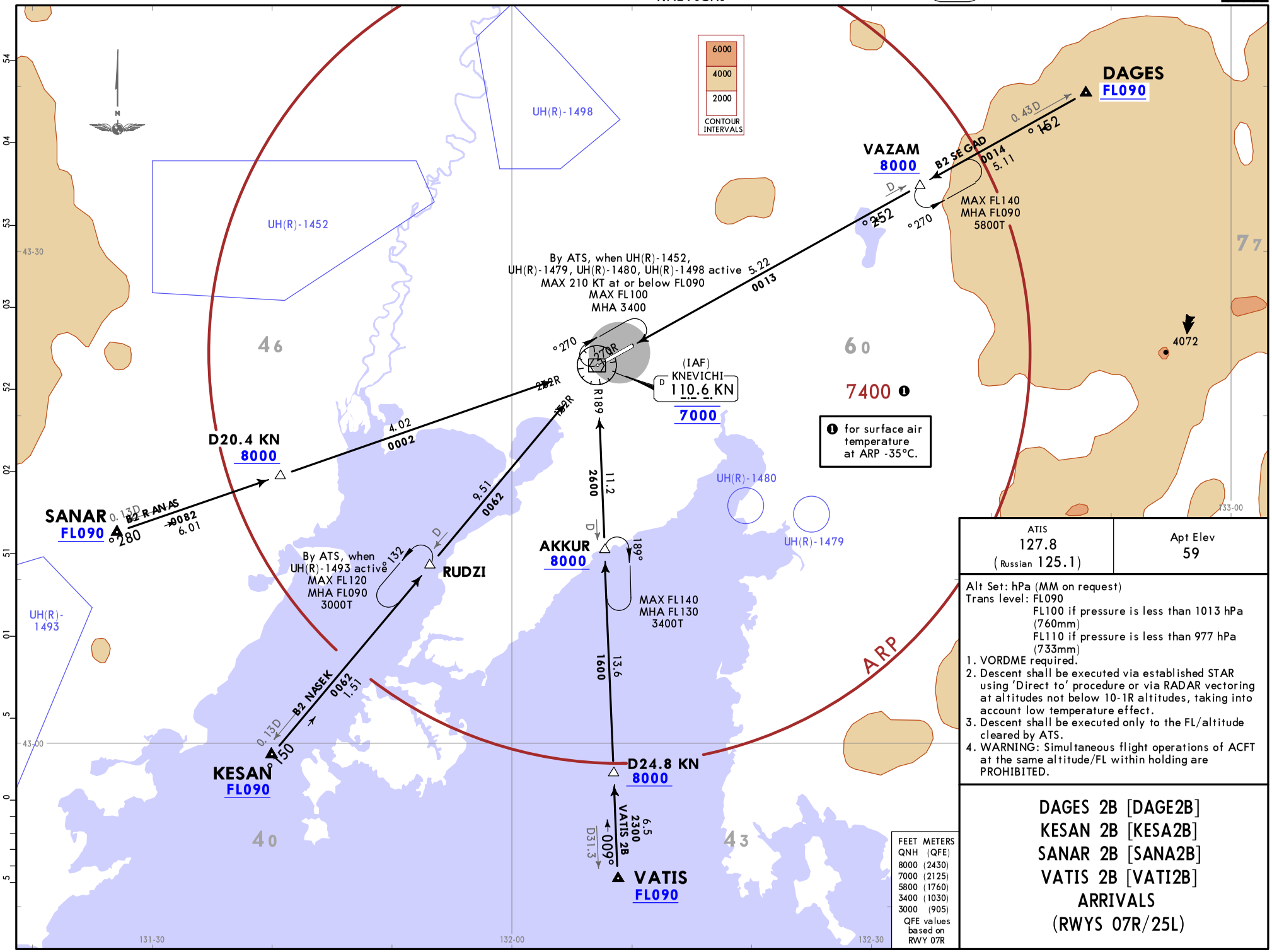
KN

By ATS, when UH(R)-1452, UH(R)-1479, UH(R)-1480, UH(R)-1498 active
MAX 210 KT at or below FL090
MAX FL100
MHA 3400

FEET QNH	METERS (QFE)
8000	(2430)
7000	(2125)
3400	(1030)

QFE values based on RWY 07R

CHANGES: STARs established.



ATIS	Apt Elev
127.8 (Russian 125.1)	59

Alt Set: hPa (MM on request)
Trans level: FL090
FL100 if pressure is less than 1013 hPa (760mm)
FL110 if pressure is less than 977 hPa (733mm)

1. VORDME required.
2. Descent shall be executed via established STAR using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.
3. Descent shall be executed only to the FL/altitude cleared by ATS.
4. WARNING: Simultaneous flight operations of ACFT at the same altitude/FL within holding are PROHIBITED.

FEET	METERS
QNH	(QFE)
8000	(2430)
7000	(2125)
5800	(1760)
3400	(1030)
3000	(905)

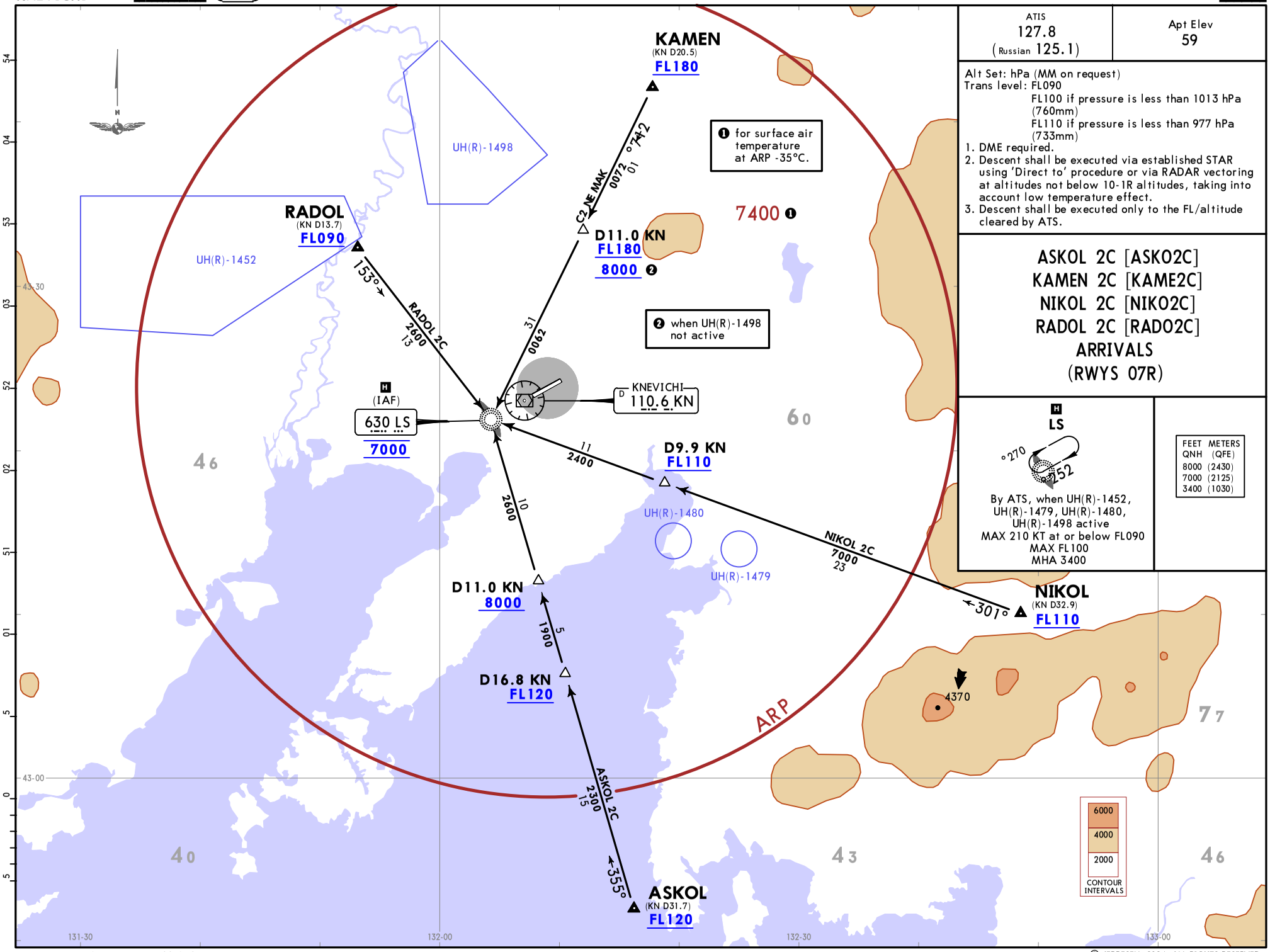
QFE values based on RWY 07R

DAGES 2B [DAGE2B]
KESAN 2B [KESA2B]
SANAR 2B [SANA2B]
VATIS 2B [VATI2B]
ARRIVALS
(RWYS 07R/25L)

CHANGES: Chart reindexed, STARs revised, TL, MSA.

VLADIVOSTOK, RUSSIA

STAR



ATIS	Apt Elev
127.8 (Russian 125.1)	59

Alt Set: hPa (MM on request)
Trans level: FL090
FL100 if pressure is less than 1013 hPa (760mm)
FL110 if pressure is less than 977 hPa (733mm)

1. DME required.
2. Descent shall be executed via established STAR using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.
3. Descent shall be executed only to the FL/altitude cleared by ATS.

❶ for surface air temperature at ARP -35°C.

❷ when UH(R)-1498 not active

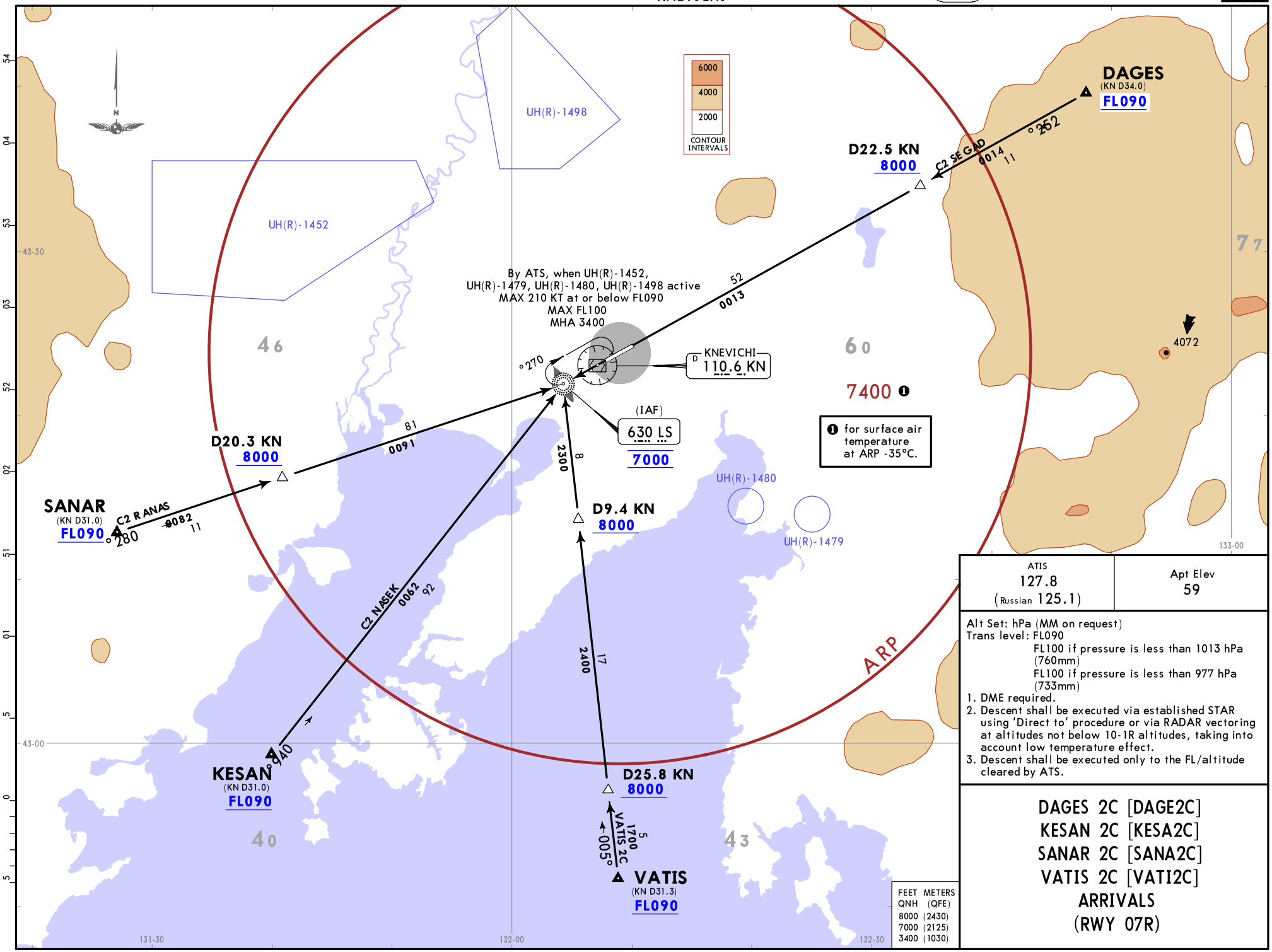
ASKOL 2C [ASKO2C]
KAMEN 2C [KAME2C]
NIKOL 2C [NIKO2C]
RADOL 2C [RADO2C]
ARRIVALS
(RWYS 07R)

H
LS
270°
252

By ATS, when UH(R)-1452, UH(R)-1479, UH(R)-1480, UH(R)-1498 active
MAX 210 KT at or below FL090
MAX FL100
MHA 3400

FEET	METERS
QNH	(QFE)
8000	(2430)
7000	(2125)
3400	(1030)

CHANGES: New chart, STARs established.



ATIS	Apt Elev
127.8 (Russian 125.1)	59

Alt Set: hPa (MM on request)
Trans level: FL090
FL100 if pressure is less than 1013 hPa (760mm)
FL100 if pressure is less than 977 hPa (733mm)

1. DME required.
2. Descent shall be executed via established STAR using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.
3. Descent shall be executed only to the FL/altitude cleared by ATS.

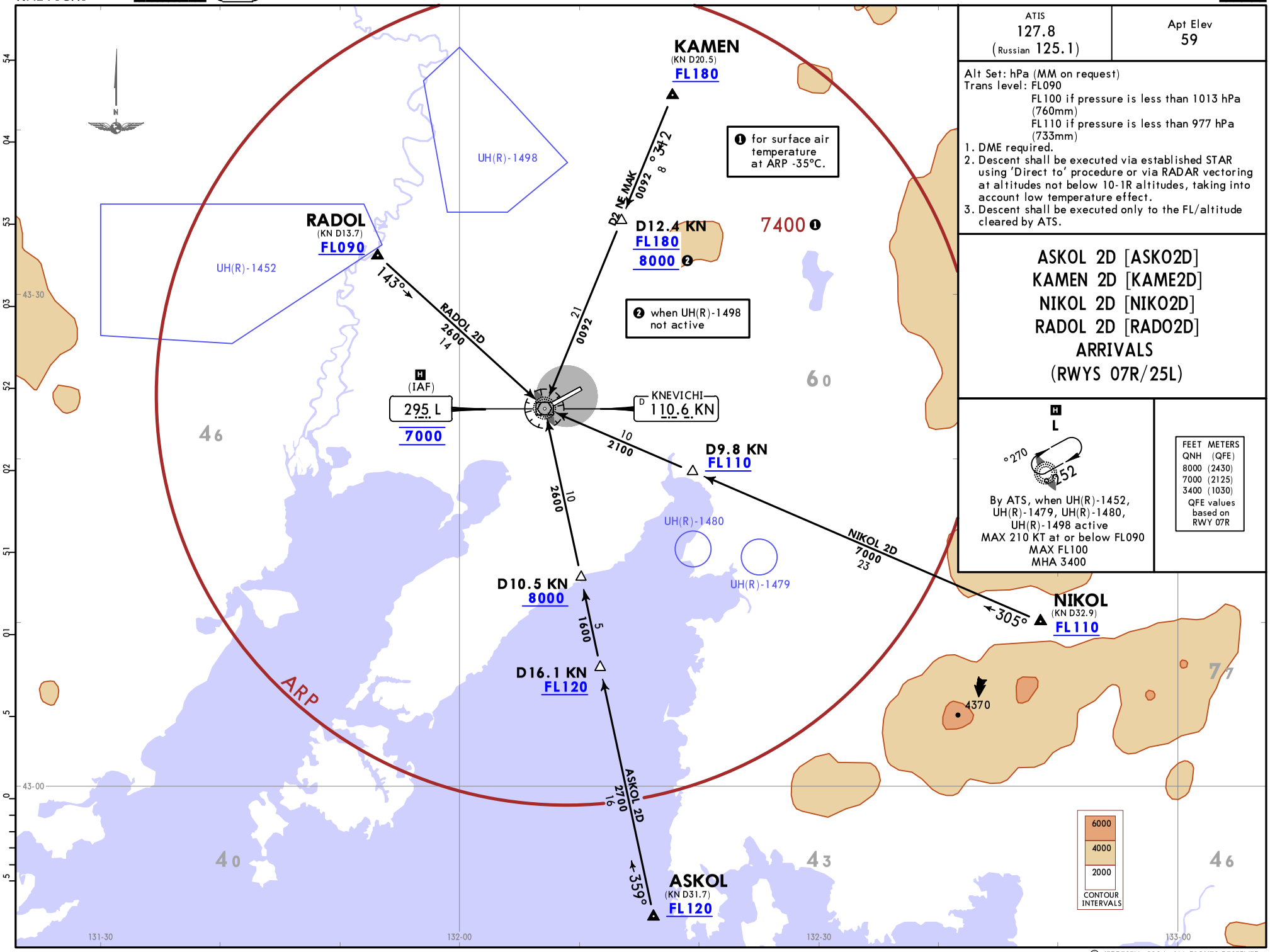
FEET	METERS
QNH	(QFE)
8000	(2430)
7000	(2125)
3400	(1030)

DAGES 2C [DAGE2C]
KESAN 2C [KESA2C]
SANAR 2C [SANA2C]
VATIS 2C [VATI2C]
ARRIVALS
(RWY 07R)

CHANGES: New chart, STARs transferred & revised, TL, MSA.

VLADIVOSTOK, RUSSIA

STAR



ATIS
127.8
(Russian 125.1)

Apt Elev
59

Alt Set: hPa (MM on request)
Trans level: FL090
FL100 if pressure is less than 1013 hPa (760mm)
FL110 if pressure is less than 977 hPa (733mm)

1. DME required.
2. Descent shall be executed via established STAR using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.
3. Descent shall be executed only to the FL/altitude cleared by ATS.

❶ for surface air temperature at ARP -35°C.

❷ when UH(R)-1498 not active

ASKOL 2D [ASKO2D]
KAMEN 2D [KAME2D]
NIKOL 2D [NIKO2D]
RADOL 2D [RADO2D]
ARRIVALS
(RWYS 07R/25L)

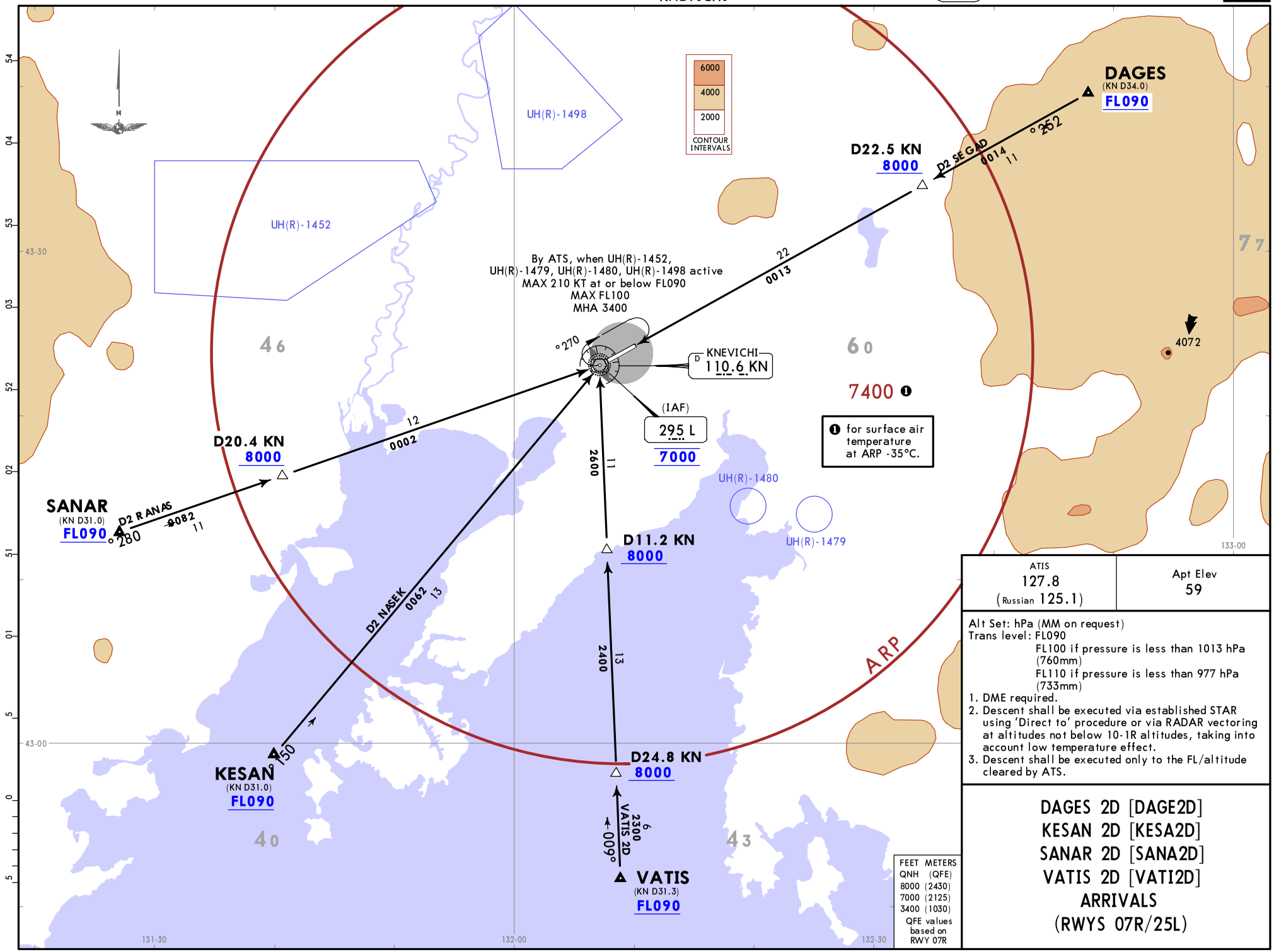
H
L
270°
252

By ATS, when UH(R)-1452, UH(R)-1479, UH(R)-1480, UH(R)-1498 active
MAX 210 KT at or below FL090
MAX FL100
MHA 3400

FEET	METERS
QNH	(QFE)
8000	(2430)
7000	(2125)
3400	(1030)

QFE values based on RWY 07R

CHANGES: New chart, STARs established.



ATIS	Apt Elev
127.8 (Russian 125.1)	59

Alt Set: hPa (MM on request)
Trans level: FL090
FL100 if pressure is less than 1013 hPa (760mm)
FL110 if pressure is less than 977 hPa (733mm)

1. DME required.
2. Descent shall be executed via established STAR using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.
3. Descent shall be executed only to the FL/altitude cleared by ATS.

FEET	METERS
QNH	(QFE)
8000	(2430)
7000	(2125)
3400	(1030)

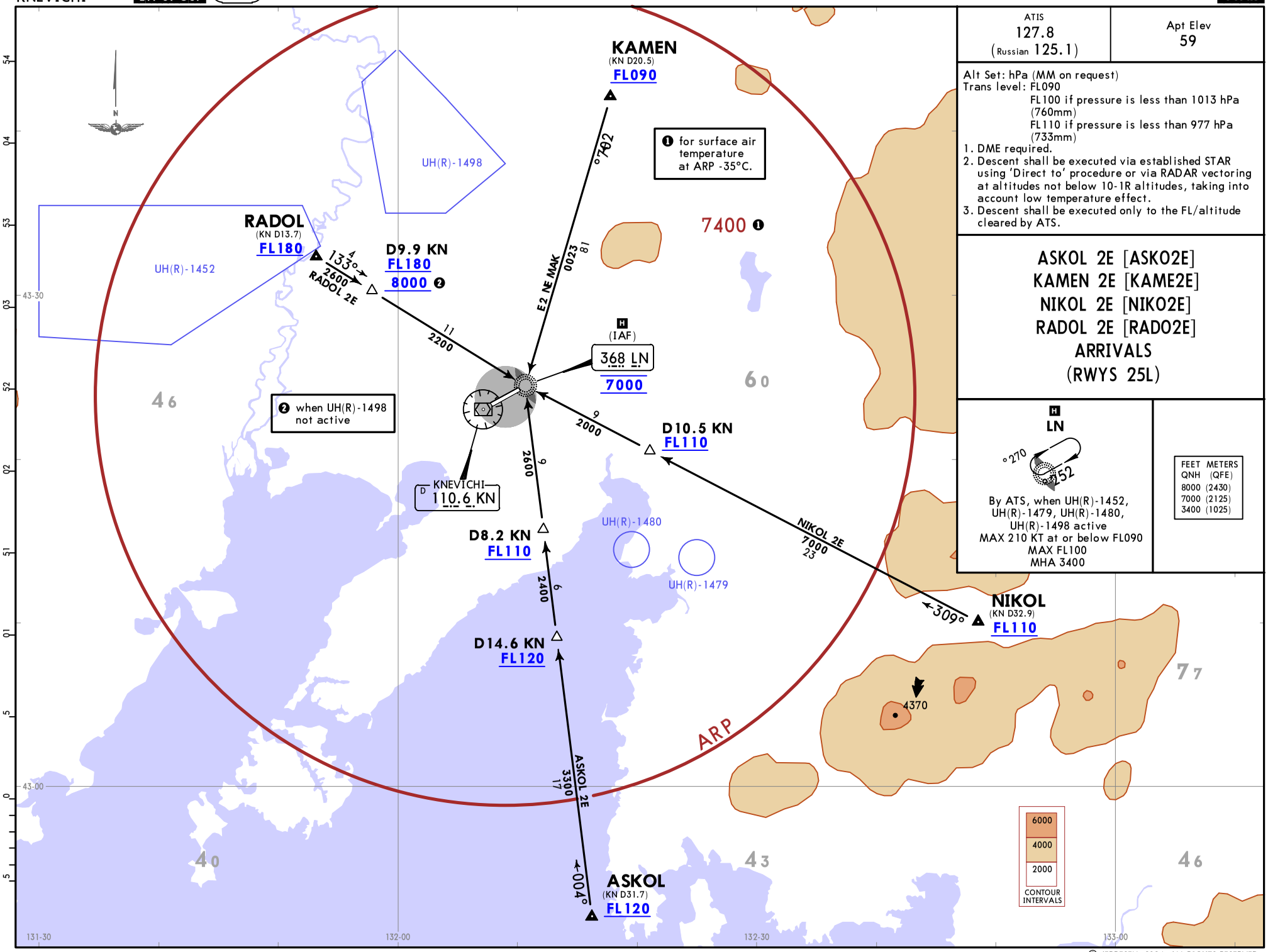
QFE values based on RWY 07R

DAGES 2D [DAGE2D]
KESAN 2D [KESA2D]
SANAR 2D [SANA2D]
VATIS 2D [VATI2D]
ARRIVALS
(RWYS 07R/25L)

CHANGES: New chart, STARs transferred & revised, TL, MSA.

VLADIVOSTOK, RUSSIA

STAR



ATIS
127.8
(Russian 125.1)

Apt Elev
59

Alt Set: hPa (MM on request)
Trans level: FL090
FL100 if pressure is less than 1013 hPa (760mm)
FL110 if pressure is less than 977 hPa (733mm)

1. DME required.
2. Descent shall be executed via established STAR using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.
3. Descent shall be executed only to the FL/altitude cleared by ATS.

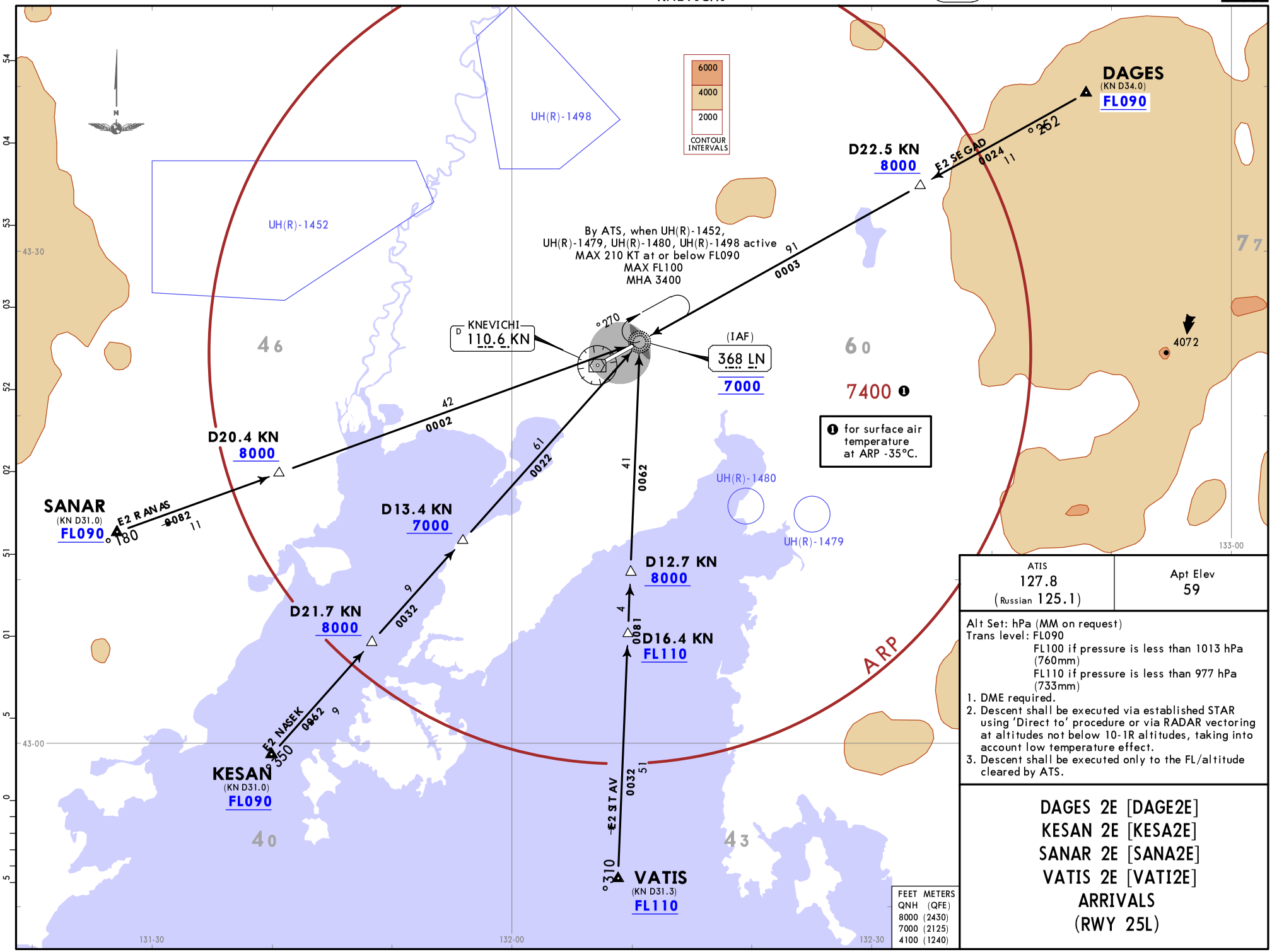
ASKOL 2E [ASKO2E]
KAMEN 2E [KAME2E]
NIKOL 2E [NIKO2E]
RADOL 2E [RADO2E]
ARRIVALS
(RWYS 25L)

H
LN

By ATS, when UH(R)-1452, UH(R)-1479, UH(R)-1480, UH(R)-1498 active
MAX 210 KT at or below FL090
MAX FL100
MHA 3400

FEET	METERS
QNH	(QFE)
8000	(2430)
7000	(2125)
3400	(1025)

CHANGES: New chart, STARs established.



ATIS	Apt Elev
127.8 (Russian 125.1)	59

Alt Set: hPa (MM on request)
Trans level: FL090
FL100 if pressure is less than 1013 hPa (760mm)
FL110 if pressure is less than 977 hPa (733mm)

1. DME required.
2. Descent shall be executed via established STAR using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.
3. Descent shall be executed only to the FL/altitude cleared by ATS.

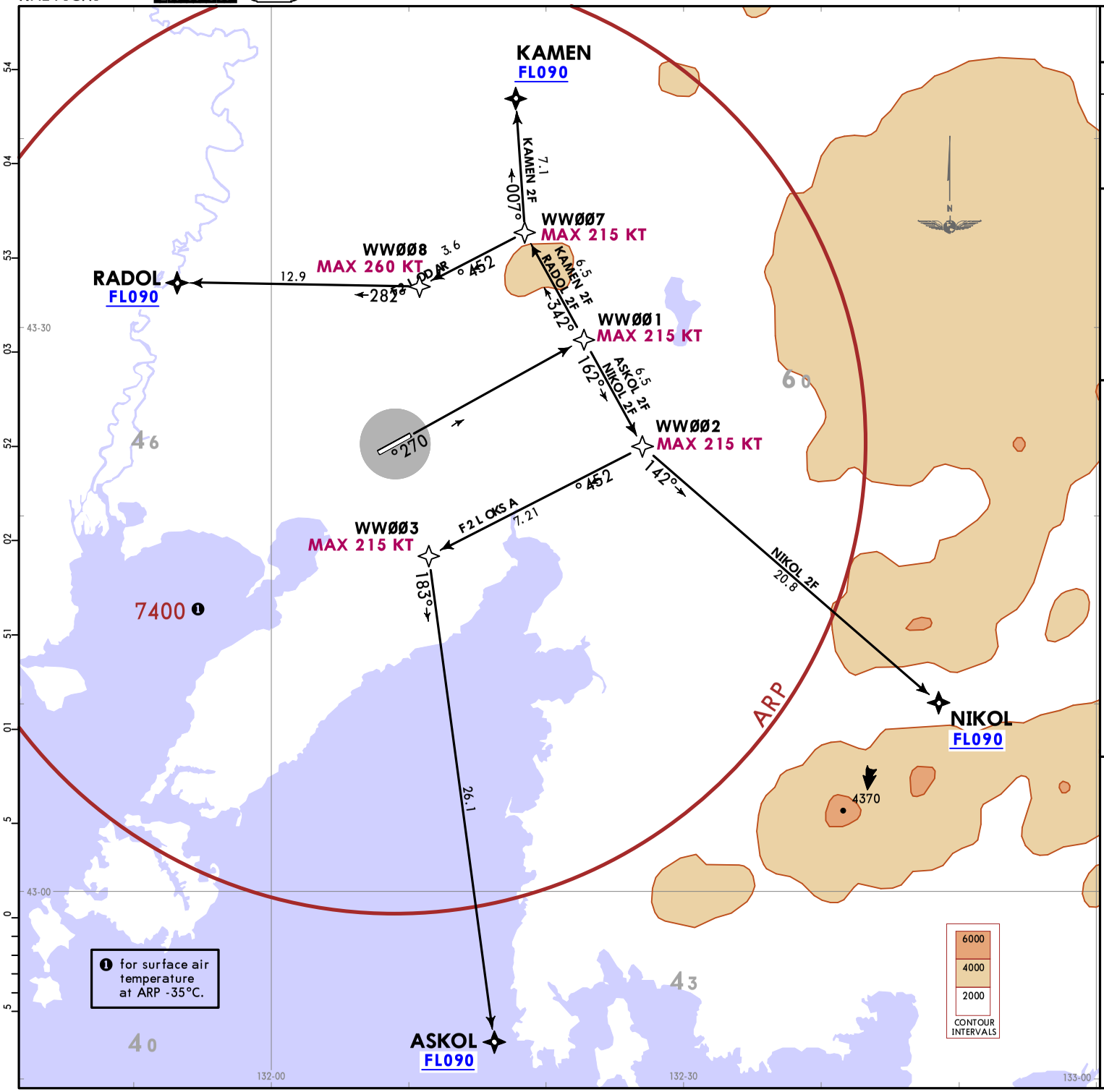
DAGES 2E [DAGE2E]
KESAN 2E [KESA2E]
SANAR 2E [SANA2E]
VATIS 2E [VATI2E]
ARRIVALS
(RWY 25L)

FEET	METERS
QNH	(QFE)
8000	(2430)
7000	(2125)
4100	(1240)

CHANGES: New chart, STARs transferred & revised, TL, MSA.

VLADIVOSTOK, RUSSIA

RNAV SID



Apt Elev	Trans alt: 8000
59	QNH (QFE on request)

RNAV 1 GNSS required

1. Departure shall be executed via established SID using 'Direct to' procedure or via RADAR vectoring. Vectoring and 'Direct to' procedure are applied upon reaching 10-1R altitudes.
2. Climb only to the FL/altitude cleared by ATS.

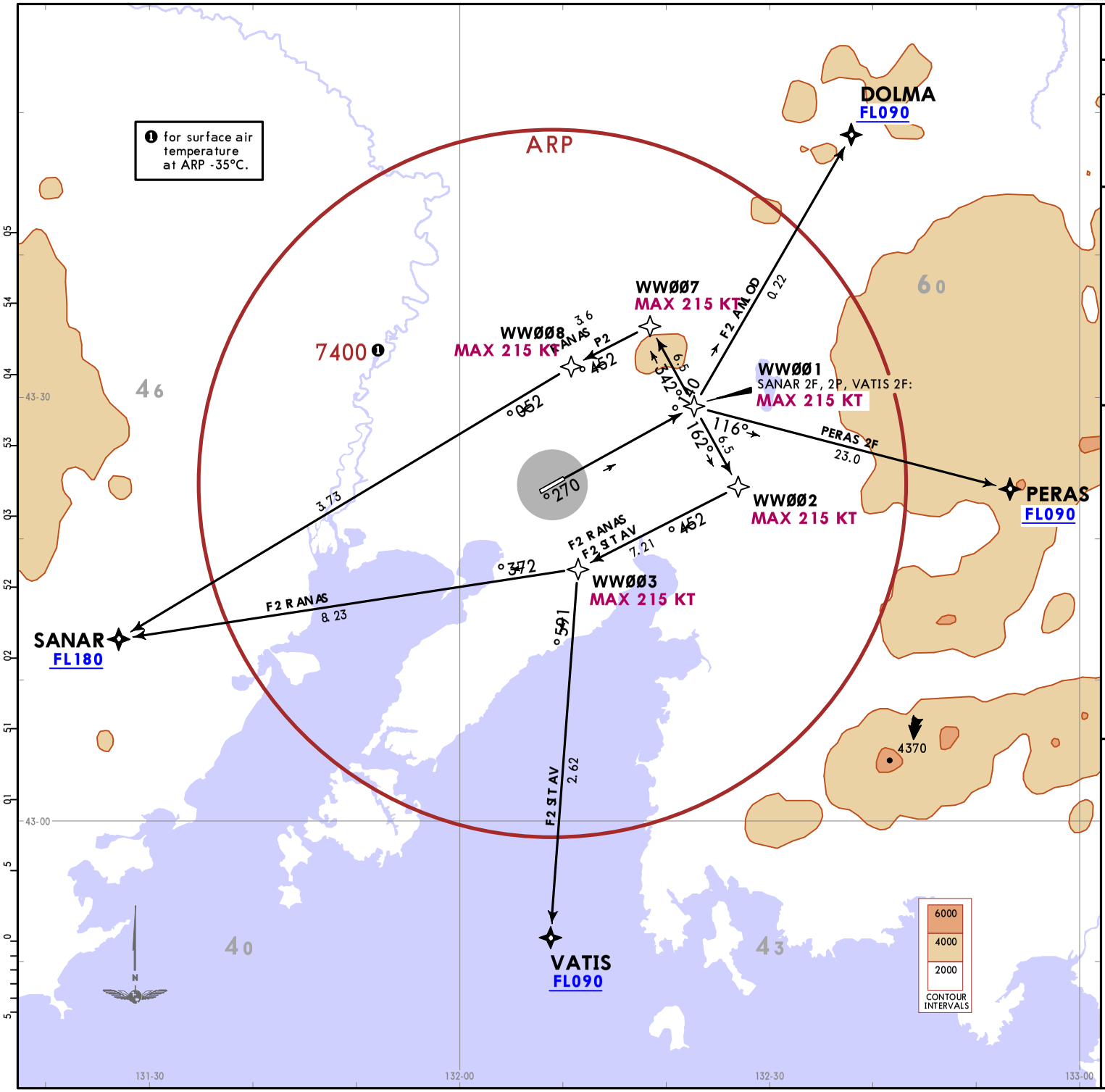
ASKOL 2F [ASKO2F]
KAMEN 2F [KAME2F]
NIKOL 2F [NIKO2F]
RADOL 2F [RADO2F]
RNAV DEPARTURES
(RWY 07R)

These SIDs require minimum climb gradients of
ASKOL 2F:
4.2% up to 1700.
5.2% up to 3300 due to airspace structure.
KAMEN 2F:
4.6% up to 2700.
6.4% up to FL090 due to airspace structure.
NIKOL 2F:
3.7% up to 3100.
5.2% up to 6000 due to airspace structure.
RADOL 2F:
5.1% up to 2600.
4.3% up to FL090 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.3% V/V (fpm)	327	435	653	871	1089	1306
4.6% V/V (fpm)	349	466	699	932	1165	1397
5.1% V/V (fpm)	387	516	775	1033	1291	1549
5.2% V/V (fpm)	395	527	790	1053	1316	1580
6.4% V/V (fpm)	486	648	972	1296	1620	1944

FEET	METERS
QNH	(QFE)
8000	(2430)
6000	(1820)
3300	(1000)
3100	(940)
2700	(815)
2600	(785)
1700	(510)

CHANGES: New procedures at this airport.



Apt Elev	Trans alt: 8000
59	QNH (QFE on request)

RNAV 1 GNSS required

1. Departure shall be executed via established SID using 'Direct to' procedure or via RADAR vectoring. Vectoring and 'Direct to' procedure are applied upon reaching 10-1R altitudes.
2. Climb only to the FL/altitude cleared by ATS.

DOLMA 2F [DOLM2F]
PERAS 2F [PERA2F]
SANAR 2F [SANA2F]
SANAR 2P [SANA2P]
VATIS 2F [VATI2F]
RNAV DEPARTURES
(RWY 07R)

These SIDs require minimum climb gradients of
DOLMA 2F, PERAS 2F:
5.2% up to 7000 due to airspace structure.
SANAR 2F:
4.2% up to 1700.
5.2% up to 3300 by ATS due to airspace structure.
5.6% up to FL180 due to airspace structure.
SANAR 2P:
5.1% up to 2600.
5.2% up to 3300 by ATS due to airspace structure.
5.6% up to FL180 due to airspace structure.
VATIS 2F:
4.2% up to 1700.
5.2% up to 3300 due to airspace structure.

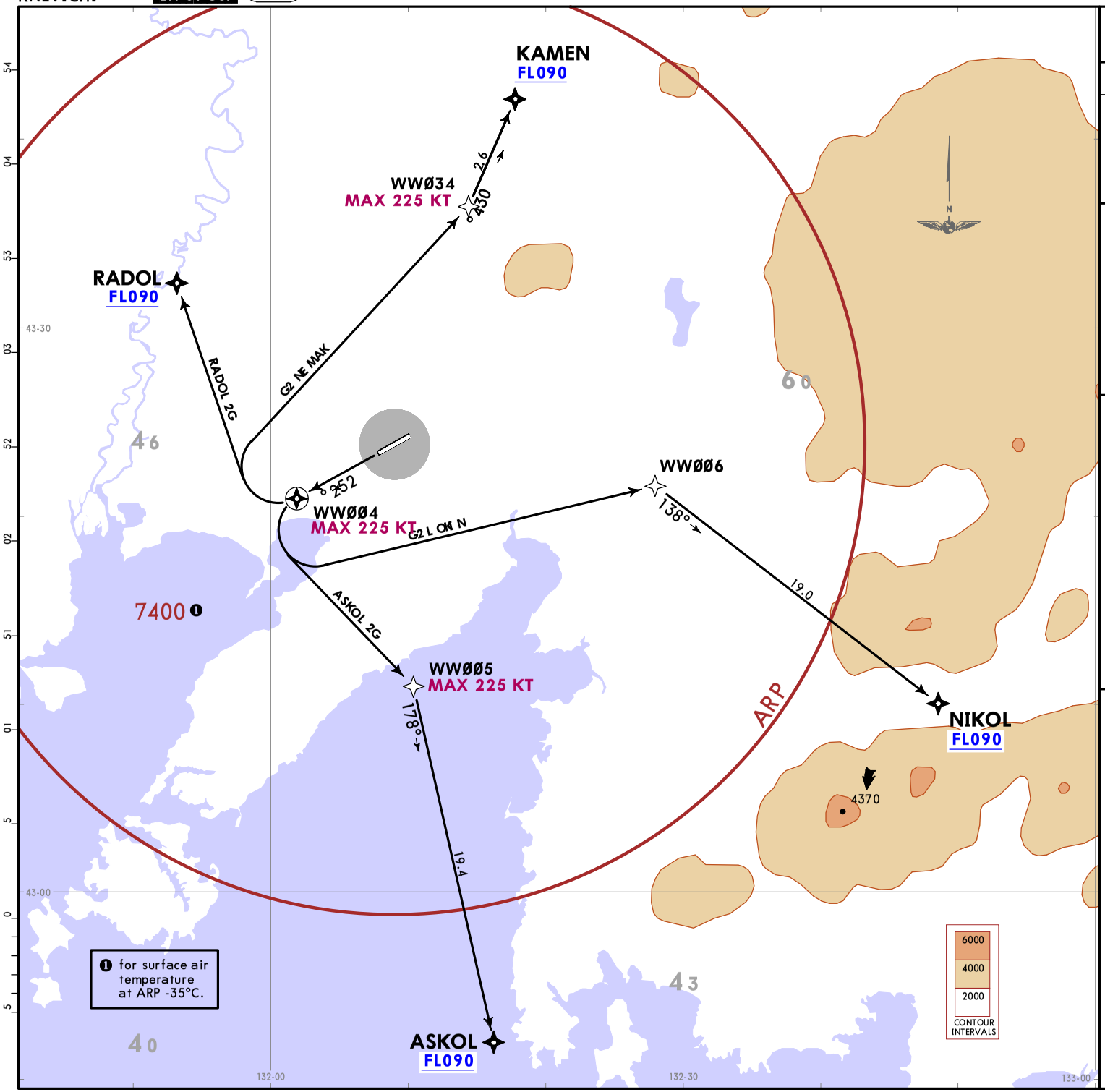
Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
5.1% V/V (fpm)	387	516	775	1033	1291	1549
5.2% V/V (fpm)	395	527	790	1053	1316	1580
5.6% V/V (fpm)	425	567	851	1134	1418	1701

FEET	METERS
QNH	(QFE)
8000	(2430)
7000	(2125)
3300	(1000)
2600	(785)
1700	(510)

CHANGES: RNAV SIDs transferred & revised, MSA, TA, general notes.

VLADIVOSTOK, RUSSIA

RNAV SID



Apt Elev	Trans alt: 8000
59	QNH (QFE on request)

RNAV 1 GNSS required

1. Departure shall be executed via established SID using 'Direct to' procedure or via RADAR vectoring. Vectoring and 'Direct to' procedure are applied upon reaching 10-1R altitudes.
2. Climb only to the FL/altitude cleared by ATS.
3. EXPECT close-in obstacles.

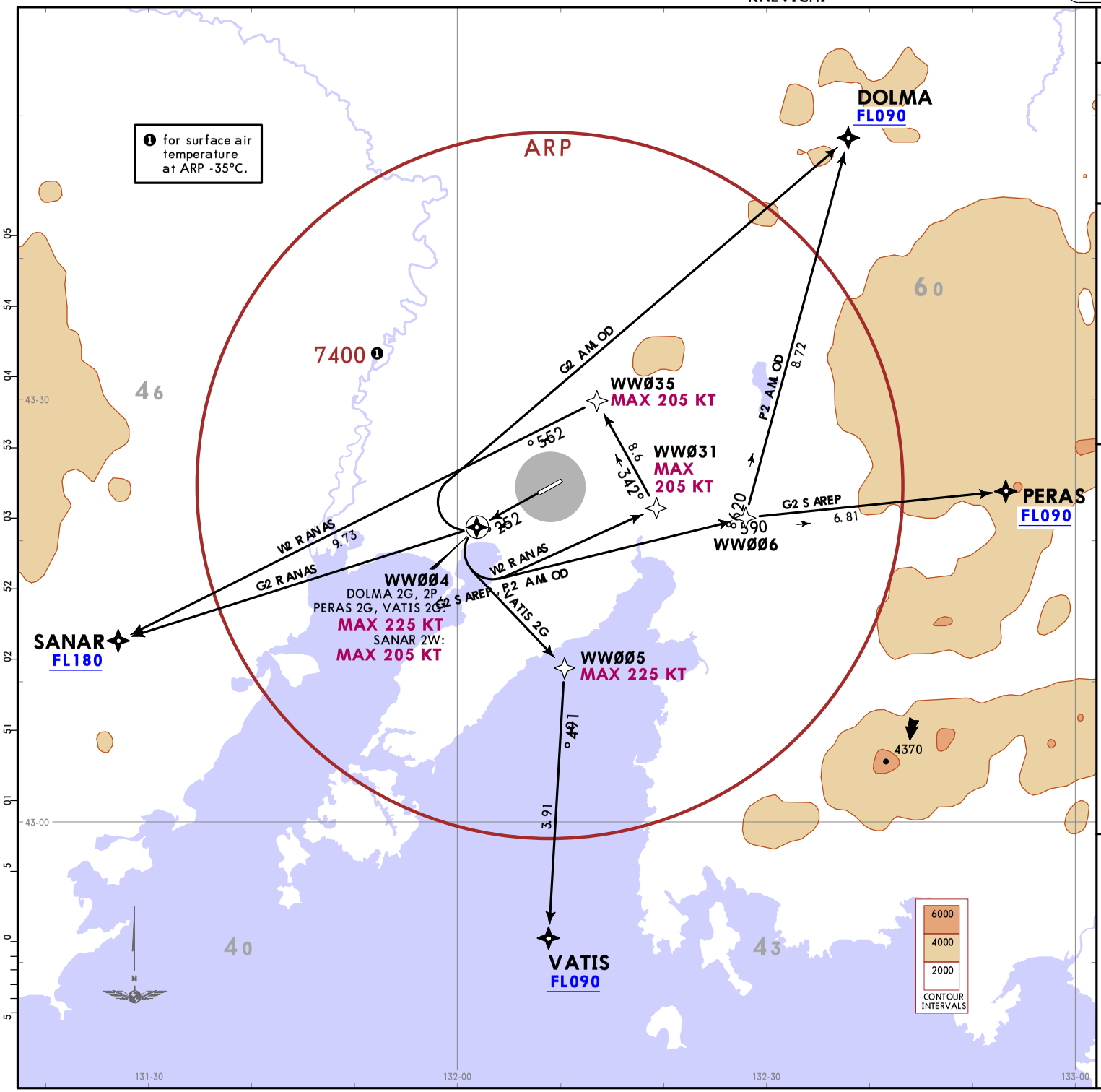
ASKOL 2G [ASKO2G]
KAMEN 2G [KAME2G]
NIKOL 2G [NIKO2G]
RADOL 2G [RADO2G]
RNAV DEPARTURES
(RWY 25L)

These SIDs require minimum climb gradients of
ASKOL 2G:
6.0% up to 6000 due to airspace structure.
KAMEN 2G:
4.4% up to FL090 due to airspace structure.
NIKOL 2G:
3.6% up to 1500.
3.5% up to 6000 due to airspace structure.
RADOL 2G:
7.6% up to FL090 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
3.6% V/V (fpm)	273	365	547	729	911	1094
4.4% V/V (fpm)	334	446	668	891	1114	1337
6.0% V/V (fpm)	456	608	911	1215	1519	1823
7.6% V/V (fpm)	577	770	1154	1539	1924	2309

FEET	METERS
QNH	(QFE)
8000	(2430)
6000	(1820)
1500	(445)

CHANGES: New procedures at this airport.



Apt Elev	Trans alt: 8000
59	QNH (QFE on request)

RNAV 1 GNSS required

1. Departure shall be executed via established SID using 'Direct to' procedure or via RADAR vectoring. Vectoring and 'Direct to' procedure are applied upon reaching 10-1R altitudes.
2. Climb only to the FL/altitude cleared by ATS.
3. EXPECT close-in obstacles.

DOLMA 2G [DOLM2G]
DOLMA 2P [DOLM2P]
PERAS 2G [PERA2G]
SANAR 2G [SANA2G]
SANAR 2W [SANA2W]
VATIS 2G [VATI2G]
RNAV DEPARTURES
(RWY 25L)

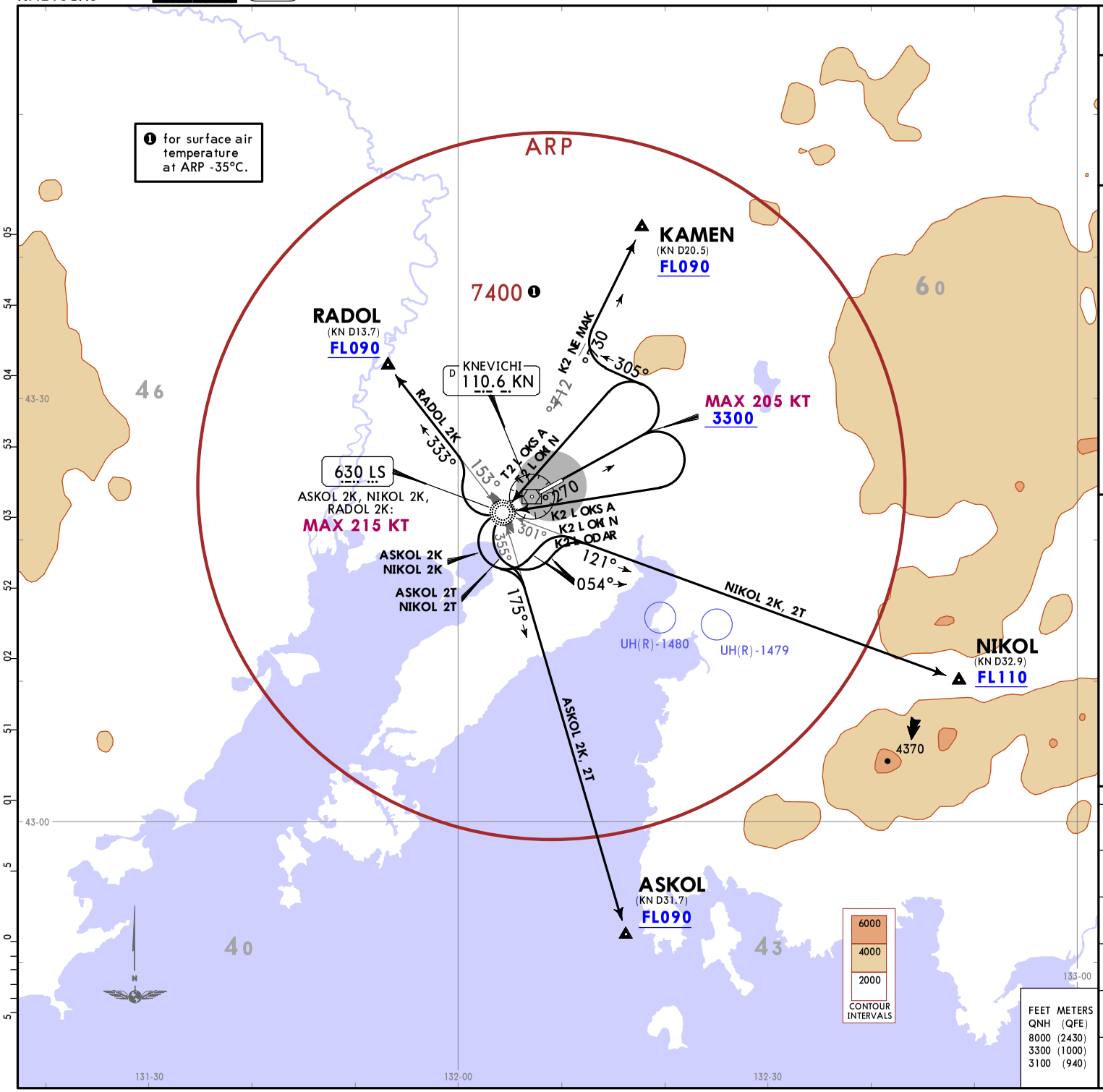
These SIDs require minimum climb gradients of
DOLMA 2G:
3.5% up to 3300 due to airspace structure.
DOLMA 2P, PERAS 2G:
3.6% up to 1500.
3.5% up to 6000 due to airspace structure.
SANAR 2G:
5.5% up to 6000 by ATS due to airspace structure.
11.5% up to FL180 due to airspace structure.
SANAR 2W:
3.7% up to 1200.
5.4% up to FL180 due to airspace structure.
VATIS 2G:
6.0% up to 6000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
3.6% V/V (fpm)	273	365	547	729	911	1094
3.7% V/V (fpm)	281	375	562	749	937	1124
5.4% V/V (fpm)	410	547	820	1094	1367	1641
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.0% V/V (fpm)	456	608	911	1215	1519	1823
11.5% V/V (fpm)	873	1165	1747	2329	2911	3494

CHANGES: RNAV SIDs transferred & revised, MSA, TA, general notes.

VLADIVOSTOK, RUSSIA

SID



Apt Elev
59

Trans alt: 8000 QNH (QFE on request)
1. DME required.
2. Departure shall be executed via established SID applying 'Direct to' instruction or via RADAR vectoring. Vectoring and 'Direct to' instruction are applied after reaching 10-1R altitudes.
3. Climb only to the FL/altitude cleared by ATS.
4. WARNING: Turn before DER is PROHIBITED.

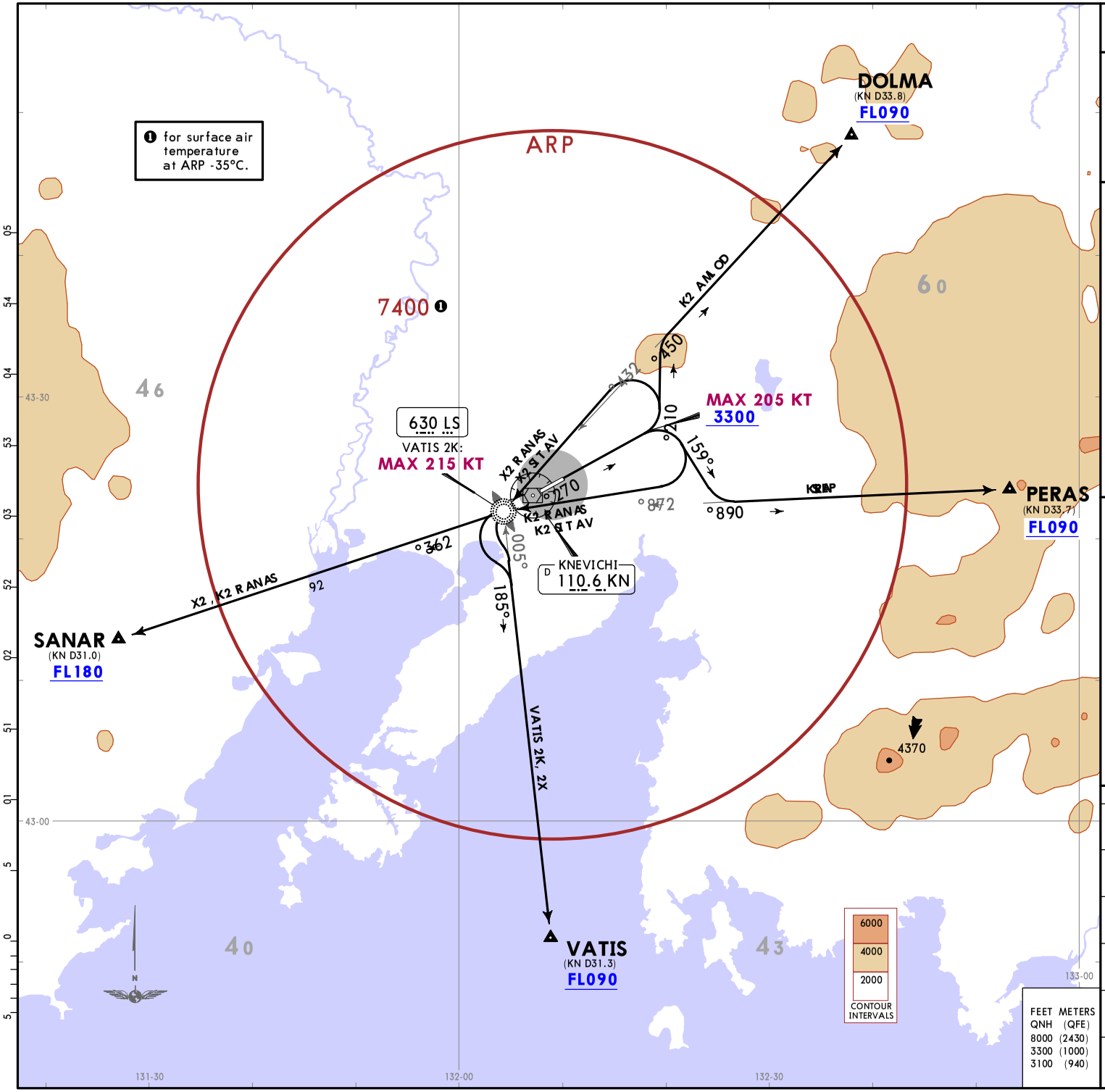
ASKOL 2K [ASKO2K]
ASKOL 2T [ASKO2T]
KAMEN 2K [KAME2K]
NIKOL 2K [NIKO2K]
NIKOL 2T [NIKO2T]
RADOL 2K [RADO2K]
DEPARTURES
(RWY 07R)

These SIDs require minimum climb gradients of
ASKOL 2K, 2T, RADOL 2K:
3.7% up to 3100.
5.2% up to 3300 due to airspace structure.
KAMEN 2K:
3.7% up to 3100.
5.8% up to FL090 due to airspace structure.
NIKOL 2K, 2T:
3.7% up to 3100.
5.2% up to 3300 due to airspace structure.
5.4% up to FL110 when UH(R)-1479 or UH(R)-1480 is active, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
5.2% V/V (fpm)	395	527	790	1053	1316	1580
5.4% V/V (fpm)	410	547	820	1094	1367	1641
5.8% V/V (fpm)	441	587	881	1175	1468	1762

SID	ROUTING
ASKOL 2K	Climb on 072° track to at or above 3300, turn RIGHT to LS, turn LEFT to intercept 175° bearing from LS to ASKOL.
ASKOL 2T	Climb on 072° track to at or above 3300, turn LEFT to LS, turn LEFT to intercept 175° bearing from LS to ASKOL.
KAMEN 2K	Climb on 072° track to at or above 3300, turn LEFT, 305° track to intercept 037° bearing from LS to KAMEN.
NIKOL 2K	Climb on 072° track to at or above 3300, turn RIGHT to LS, turn LEFT, 054° track to intercept 121° bearing from LS to NIKOL.
NIKOL 2T	Climb on 072° track to at or above 3300, turn LEFT to LS, turn LEFT, 054° track to intercept 121° bearing from LS to NIKOL.
RADOL 2K	Climb on 072° track to at or above 3300, turn RIGHT to LS, turn RIGHT to intercept 333° bearing from LS to RADOL.

CHANGES: SIDs established.



Apt Elev
59

Trans alt: 8000 QNH (QFE on request)
1. DME required.
2. Departure shall be executed via established SID applying 'Direct to' instruction or via RADAR vectoring. Vectoring and 'Direct to' instruction are applied after reaching 10-1R altitudes.
3. Climb only to the FL/altitude cleared by ATS.
4. WARNING: Turn before DER is PROHIBITED.

DOLMA 2K [DOLM2K]
PERAS 2K [PERA2K]
SANAR 2K [SANA2K]
SANAR 2X [SANA2X]
VATIS 2K [VATI2K]
VATIS 2X [VATI2X]
DEPARTURES
(RWY 07R)

These SIDs require minimum climb gradients of DOLMA 2K, PERAS 2K:
3.7% up to 3100.
5.2% up to 3300, then 3.7% up to FL090 due to airspace structure.
SANAR 2K, 2X:
3.7% up to 3100.
5.2% up to 3300 by ATS due to airspace structure.
5.5% up to FL180 due to airspace structure.
VATIS 2K, 2X:
3.7% up to 3100.
5.2% up to 3300 due to airspace structure.

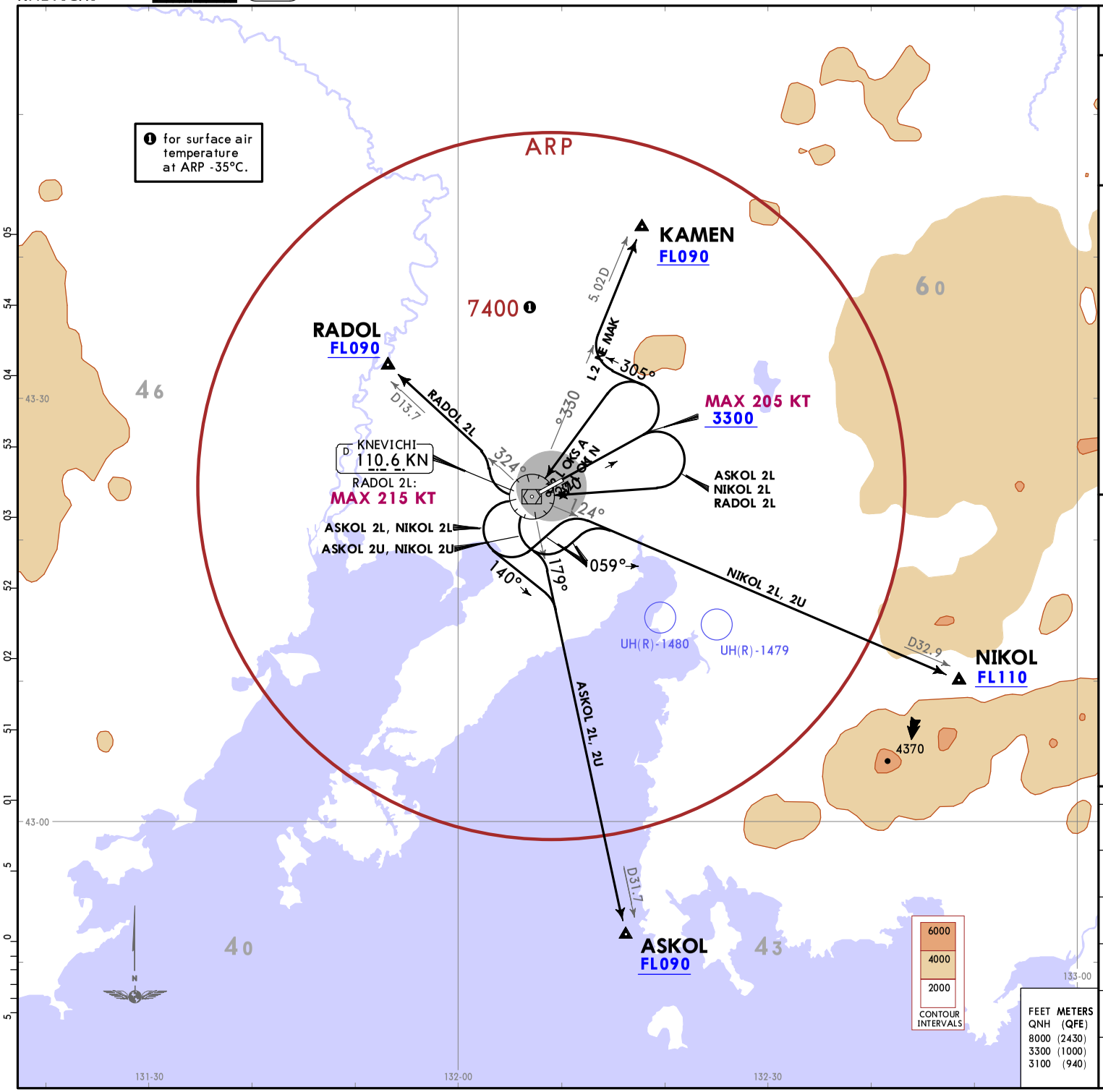
Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
5.2% V/V (fpm)	395	527	790	1053	1316	1580
5.5% V/V (fpm)	418	557	835	1114	1392	1671

SID	ROUTING
DOLMA 2K	Climb on 072° track to at or above 3300, turn LEFT, 012° track to intercept 054° bearing from LS to DOLMA.
PERAS 2K	Climb on 072° track to at or above 3300, turn RIGHT, 159° track to intercept 098° bearing from LS to PERAS.
SANAR 2K	Climb on 072° track to at or above 3300, turn RIGHT to LS, 263° bearing from LS to SANAR.
SANAR 2X	Climb on 072° track to at or above 3300, turn LEFT to LS, 263° bearing from LS to SANAR.
VATIS 2K	Climb on 072° track to at or above 3300, turn RIGHT to LS, turn LEFT, intercept 185° bearing from LS to VATIS.
VATIS 2X	Climb on 072° track to at or above 3300, turn LEFT to LS, turn LEFT, intercept 185° bearing from LS to VATIS.

CHANGES: SIDs transferred, TA, MSA, general notes, altitude restriction at VATIS.

VLADIVOSTOK, RUSSIA

SID



Apt Elev
59

Trans alt: 8000 QNH (QFE on request)
1. VORDME required.
2. Departure shall be executed via established SID applying 'Direct to' instruction or via RADAR vectoring. Vectoring and 'Direct to' instruction are applied after reaching 10-1R altitudes.
3. Climb only to the FL/altitude cleared by ATS.
4. WARNING: Turn before DER is PROHIBITED.

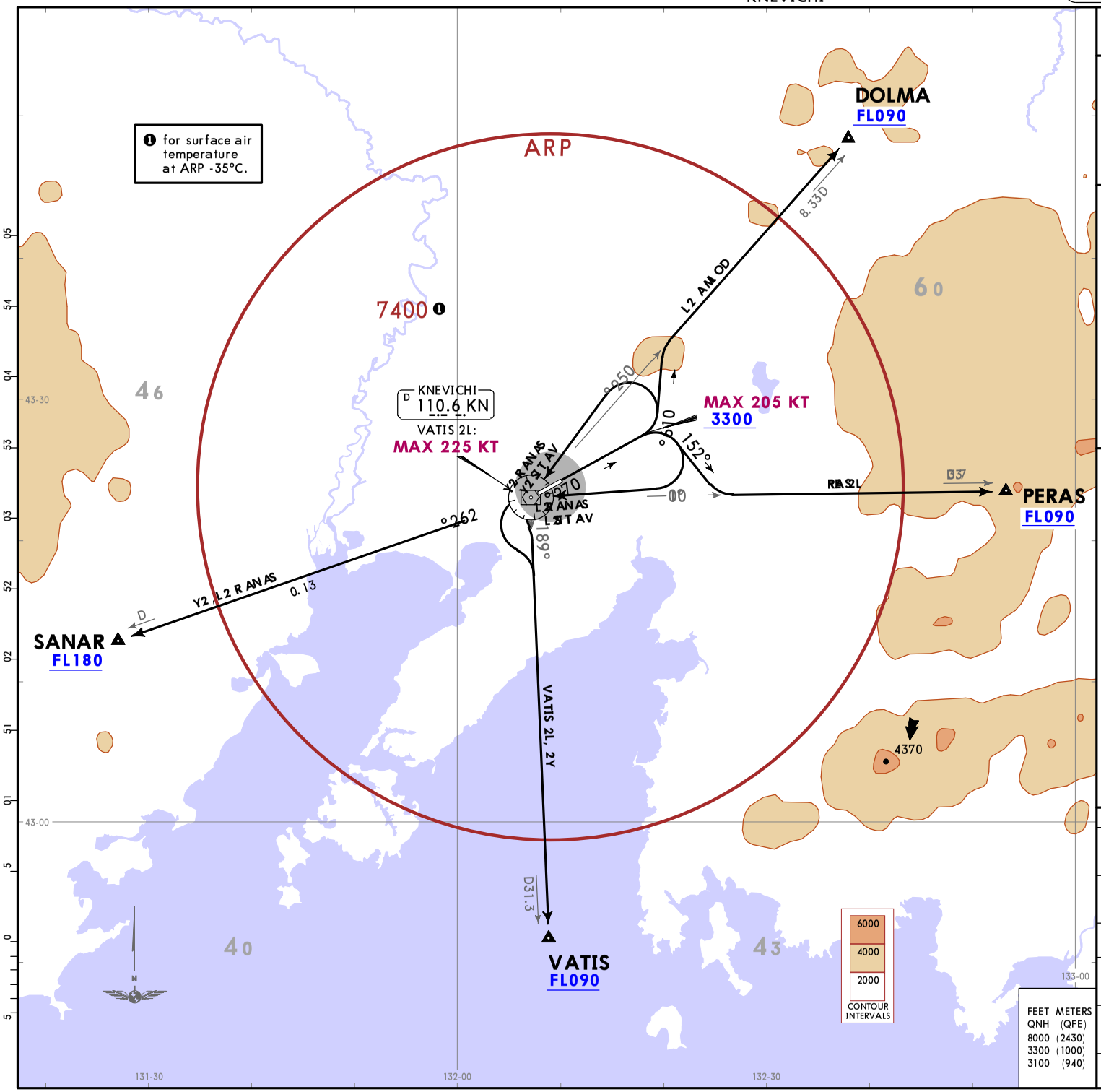
ASKOL 2L [ASKO2L]
ASKOL 2U [ASKO2U]
KAMEN 2L [KAME2L]
NIKOL 2L [NIKO2L]
NIKOL 2U [NIKO2U]
RADOL 2L [RADO2L]
DEPARTURES
(RWY 07R)

These SIDs require minimum climb gradients of
ASKOL 2L, 2U, RADOL 2L:
3.7% up to 3100.
5.2% up to 3300 due to airspace structure.
KAMEN 2L:
3.7% up to 3100.
5.8% up to FL090 due to airspace structure.
NIKOL 2L, 2U:
3.7% up to 3100.
5.2% up to 3300 due to airspace structure.
6.0% up to FL110 when UH(R)-1479 or UH(R)-1480 is active, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
5.2% V/V (fpm)	395	527	790	1053	1316	1580
5.8% V/V (fpm)	441	587	881	1175	1468	1762
6.0% V/V (fpm)	456	608	911	1215	1519	1823

SID	ROUTING
ASKOL 2L	Climb on 072° track to at or above 3300, turn RIGHT to KN, turn LEFT, 140° track to intercept KN R179 to ASKOL.
ASKOL 2U	Climb on 072° track to at or above 3300, turn LEFT to KN, turn LEFT, intercept KN R179 to ASKOL.
KAMEN 2L	Climb on 072° track to at or above 3300, turn LEFT, 305° track to intercept KN R033 to KAMEN.
NIKOL 2L	Climb on 072° track to at or above 3300, turn RIGHT to KN, turn LEFT, 059° track to intercept KN R124 to NIKOL.
NIKOL 2U	Climb on 072° track to at or above 3300, turn LEFT to KN, turn LEFT, 059° track to intercept KN R124 to NIKOL.
RADOL 2L	Climb on 072° track to at or above 3300, turn RIGHT to KN, turn RIGHT to intercept KN R324 to RADOL.

CHANGES: SIDs established.



Apt Elev
59

Trans alt: 8000 QNH (QFE on request)
1. VORDME required.
2. Departure shall be executed via established SID applying 'Direct to' instruction or via RADAR vectoring. Vectoring and 'Direct to' instruction are applied after reaching 10-1R altitudes.
3. Climb only to the FL/altitude cleared by ATS.
4. WARNING: Turn before DER is PROHIBITED.

DOLMA 2L [DOLM2L]
PERAS 2L [PERA2L]
SANAR 2L [SANA2L]
SANAR 2Y [SANA2Y]
VATIS 2L [VATI2L]
VATIS 2Y [VATI2Y]
DEPARTURES
(RWY 07R)

These SIDs require minimum climb gradients of DOLMA 2L, PERAS 2L:
3.7% up to 3100.
5.2% up to 3300, then 3.7% up to FL090 due to airspace structure.
SANAR 2L, 2Y:
3.7% up to 3100.
5.2% up to 3300 by ATC due to airspace structure.
5.5% up to FL180 due to airspace structure.
VATIS 2L, 2Y:
3.7% up to 3100.
5.2% up to 3300 due to airspace structure.

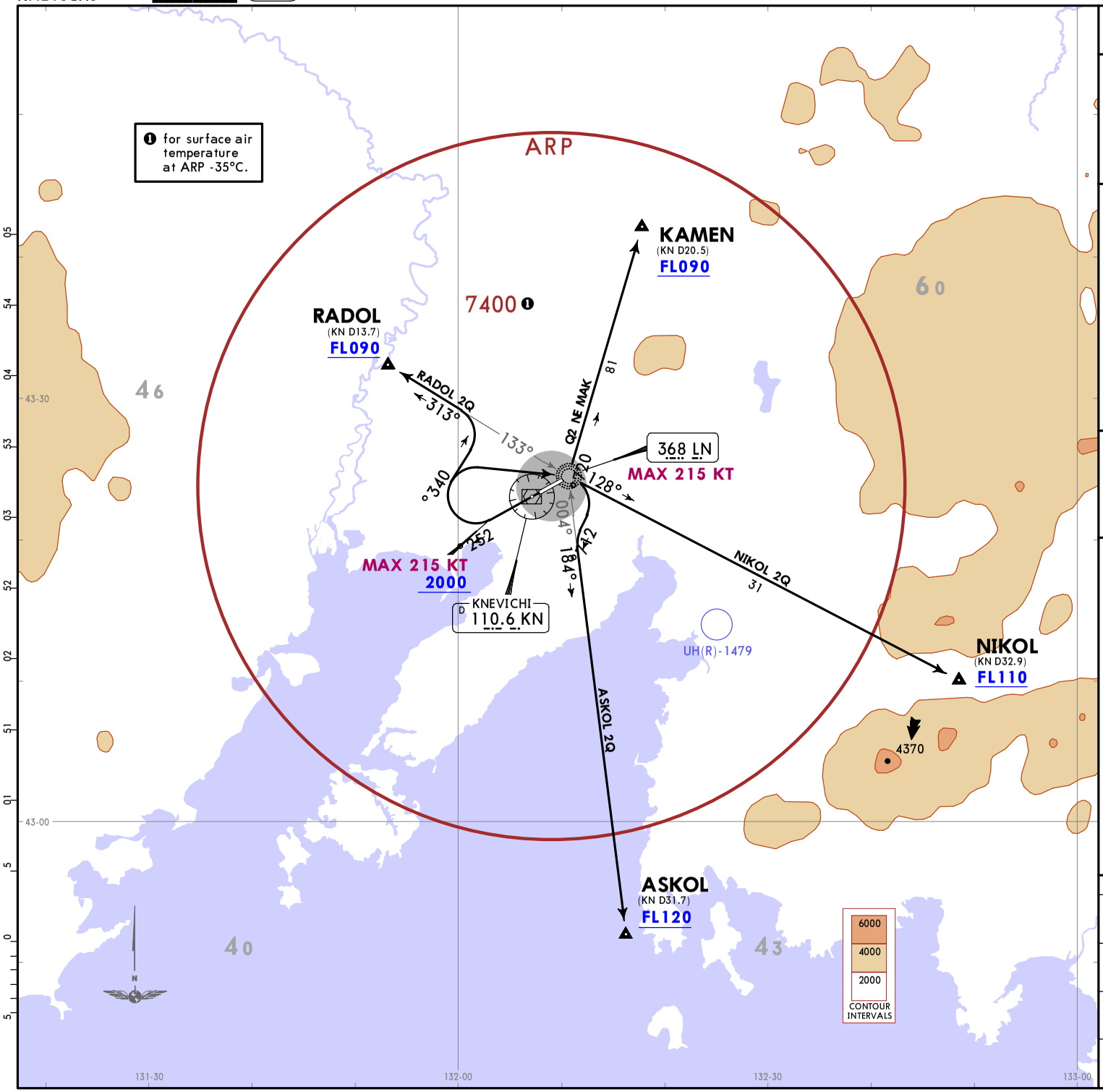
Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
5.2% V/V (fpm)	395	527	790	1053	1316	1580
5.5% V/V (fpm)	418	557	835	1114	1392	1671

SID	ROUTING
DOLMA 2L	Climb on 072° track to at or above 3300, turn LEFT, 016° track to intercept KN R052 to DOLMA.
PERAS 2L	Climb on 072° track to at or above 3300, turn RIGHT, 152° track to intercept KN R100 to PERAS.
SANAR 2L	Climb on 072° track to at or above 3300, turn RIGHT to KN, KN R262 to SANAR.
SANAR 2Y	Climb on 072° track to at or above 3300, turn LEFT to KN, turn RIGHT, intercept KN R262 to SANAR.
VATIS 2L	Climb on 072° track to at or above 3300, turn RIGHT to KN, turn LEFT, intercept KN R189 to VATIS.
VATIS 2Y	Climb on 072° track to at or above 3300, turn LEFT to KN, KN R189 to VATIS.

CHANGES: SIDs transferred, TA, MSA, general notes, altitude restriction at VATIS.

VLADIVOSTOK, RUSSIA

SID



Apt Elev
59

Trans alt: 8000 QNH (QFE on request)
1. DME required.
2. Departure shall be executed via established SID applying 'Direct to' instruction or via RADAR vectoring. Vectoring and 'Direct to' instruction are applied after reaching 10-1R altitudes.
3. Climb only to the FL/altitude cleared by ATS.
4. WARNING: Turn before DER is PROHIBITED.

ASKOL 2Q [ASKO2Q]
KAMEN 2Q [KAME2Q]
NIKOL 2Q [NIKO2Q]
RADOL 2Q [RADO2Q]
DEPARTURES
(RWY 25L)

FEET	METERS
QNH	(QFE)
8000	(2430)
3300	(995)
2000	(600)

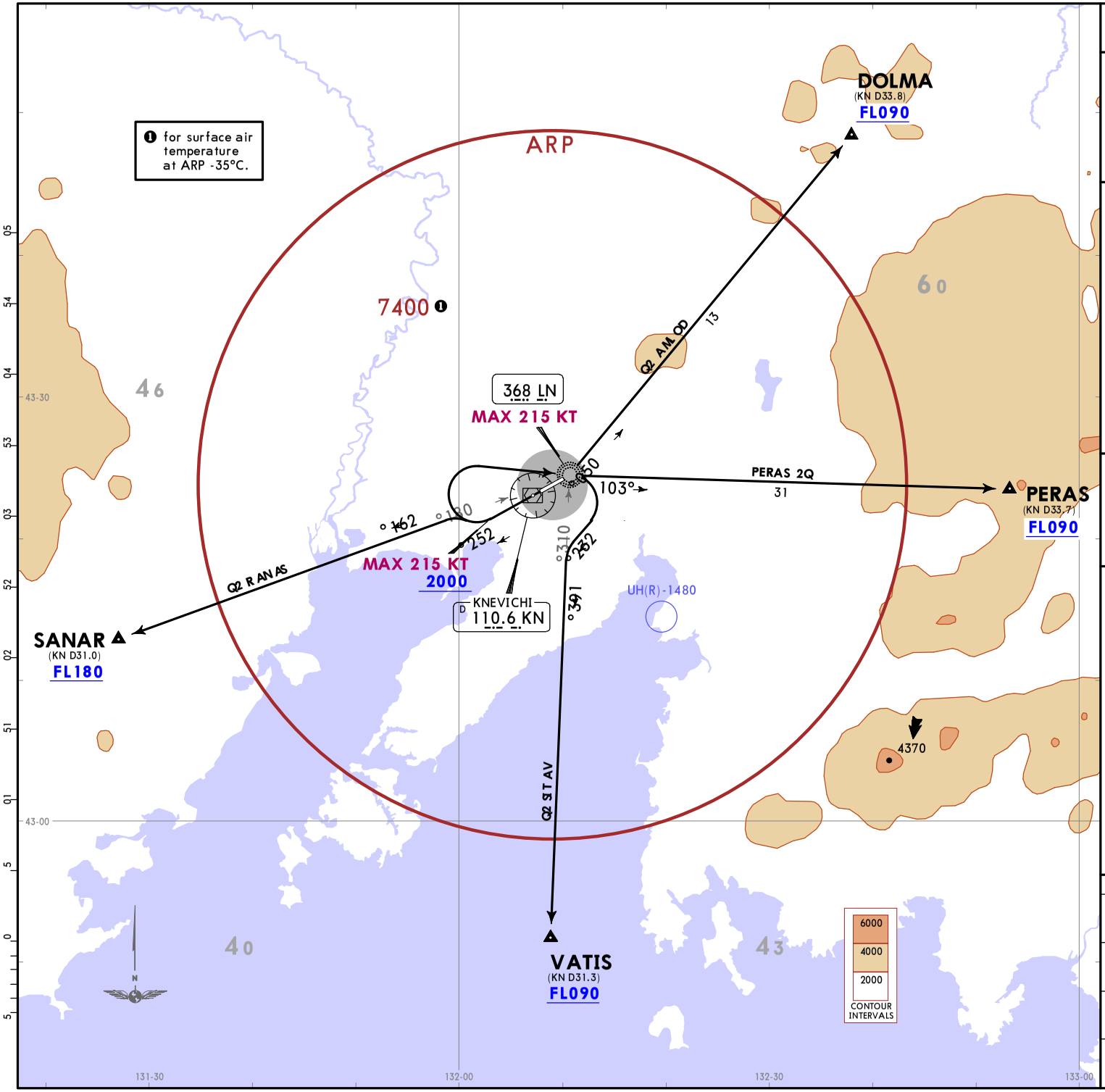
Close-in Obstacles
Located to the LEFT and RIGHT of take-off heading with MAX elev 102 (18m).

These SIDs require minimum climb gradients of
ASKOL 2Q:
5.8% up to FL120 due to airspace structure.
KAMEN 2Q:
5.5% up to 3300 due to airspace structure.
NIKOL 2Q:
5.5% up to 3300 due to airspace structure.
6.5% up to FL110 when UH(R)-1479 is active, due to airspace structure.
RADOL 2Q:
6.1% up to FL090 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
5.8% V/V (fpm)	441	587	881	1175	1468	1762
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.5% V/V (fpm)	494	658	987	1316	1646	1975

SID	ROUTING
ASKOL 2Q	Climb on 252° track to at or above 2000, turn RIGHT to LN, turn RIGHT, 217° track to intercept 184° bearing from LN to ASKOL.
KAMEN 2Q	Climb on 252° track to at or above 2000, turn RIGHT to LN, 027° bearing from LN to KAMEN.
NIKOL 2Q	Climb on 252° track to at or above 2000, turn RIGHT to LN, 128° bearing from LN to NIKOL.
RADOL 2Q	Climb on 252° track to at or above 2000, turn RIGHT, 043° track to intercept 313° bearing from LN to RADOL.

CHANGES: New chart, SIDs established.



Apt Elev
59

Trans alt: 8000 QNH (QFE on request)
1. DME required.
2. Departure shall be executed via established SID applying 'Direct to' instruction or via RADAR vectoring. Vectoring and 'Direct to' instruction are applied after reaching 10-1R altitudes.
3. Climb only to the FL/altitude cleared by ATS.
4. WARNING: Turn before DER is PROHIBITED.

DOLMA 2Q [DOLM2Q]
PERAS 2Q [PERA2Q]
SANAR 2Q [SANA2Q]
VATIS 2Q [VATI2Q]
DEPARTURES
(RWY 25L)

FEET	METERS
QNH	(QFE)
8000	(2430)
6000	(1820)
3300	(995)
2000	(600)

Close-in Obstacles
Located to the LEFT and RIGHT of take-off heading with MAX elev 102 (18m).

These SIDs require minimum climb gradients of
DOLMA 2Q, PERAS 2Q:
5.5% up to 3300 due to airspace structure.
SANAR 2Q:
5.5% up to 6000 by ATS due to airspace structure.
11.5% up to FL180 due to airspace structure.
VATIS 2Q:
5.5% up to 3300 due to airspace structure.
7.8% up to FL110 when UH(R)-1480 is active, due to airspace structure.

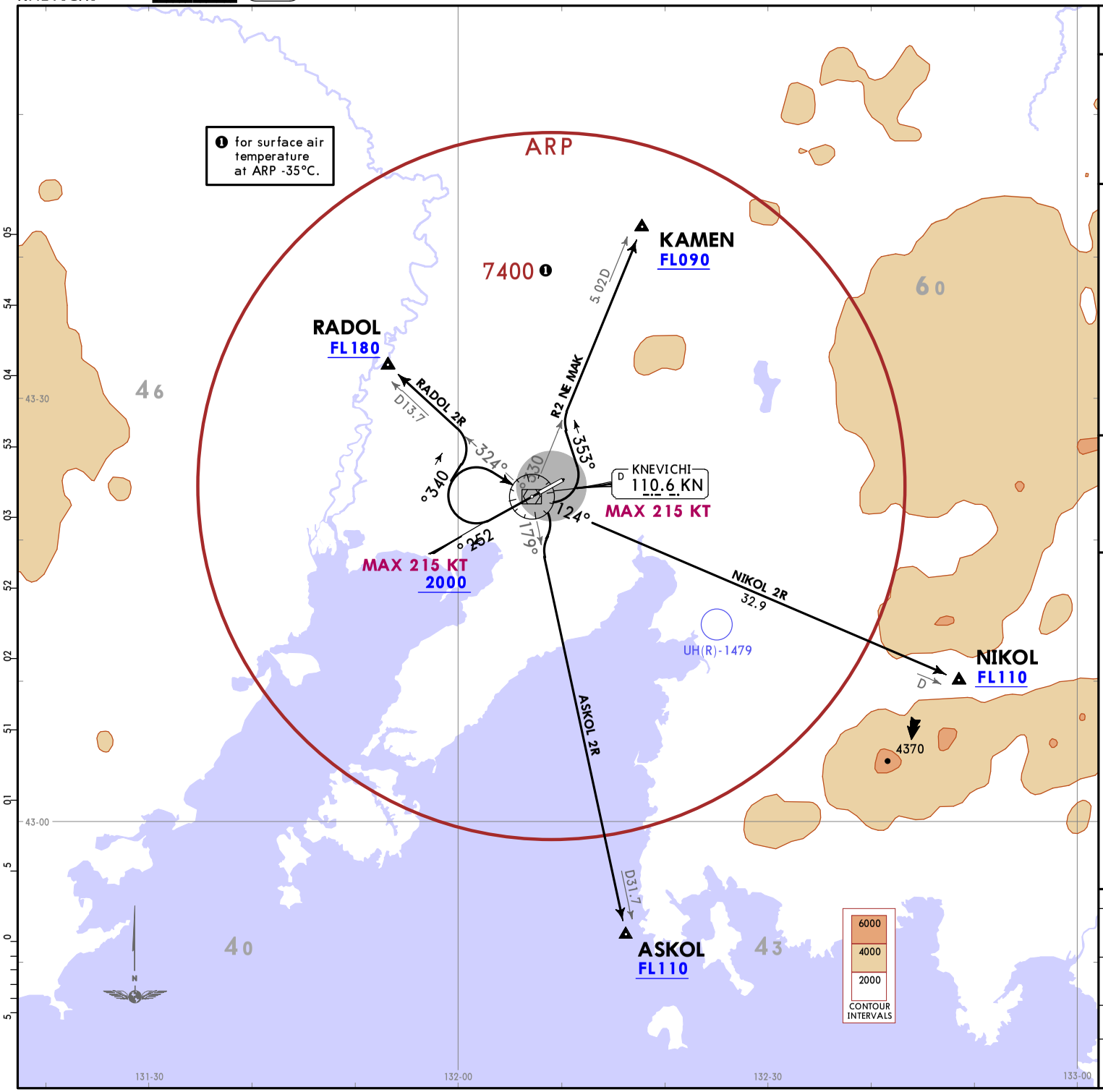
Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
7.8% V/V (fpm)	592	790	1185	1580	1975	2370
11.5% V/V (fpm)	873	1165	1747	2329	2911	3494

SID	ROUTING
DOLMA 2Q	Climb on 252° track to at or above 2000, turn RIGHT to LN, 050° bearing from LN to DOLMA.
PERAS 2Q	Climb on 252° track to at or above 2000, turn RIGHT to LN, 103° bearing from LN to PERAS.
SANAR 2Q	Climb on 252° track to at or above 2000, turn RIGHT, intercept 261° bearing from LN to SANAR.
VATIS 2Q	Climb on 252° track to at or above 2000, turn RIGHT to LN, turn RIGHT, 232° track to intercept 193° bearing from LN to VATIS.

CHANGES: New chart, SIDs transferred, VATIS 2Q revised, TA, MSA, general notes.

VLADIVOSTOK, RUSSIA

SID



Apt Elev
59

Trans alt: 8000 QNH (QFE on request)
1. VORDME required.
2. Departure shall be executed via established SID applying 'Direct to' instruction or via RADAR vectoring. Vectoring and 'Direct to' instruction are applied after reaching 10-1R altitudes.
3. Climb only to the FL/altitude cleared by ATS.
4. WARNING: Turn before DER is PROHIBITED.

ASKOL 2R [ASKO2R]
KAMEN 2R [KAME2R]
NIKOL 2R [NIKO2R]
RADOL 2R [RADO2R]
DEPARTURES
(RWY 25L)

FEET	METERS
QNH	(QFE)
8000	(2430)
3300	(995)
2000	(600)

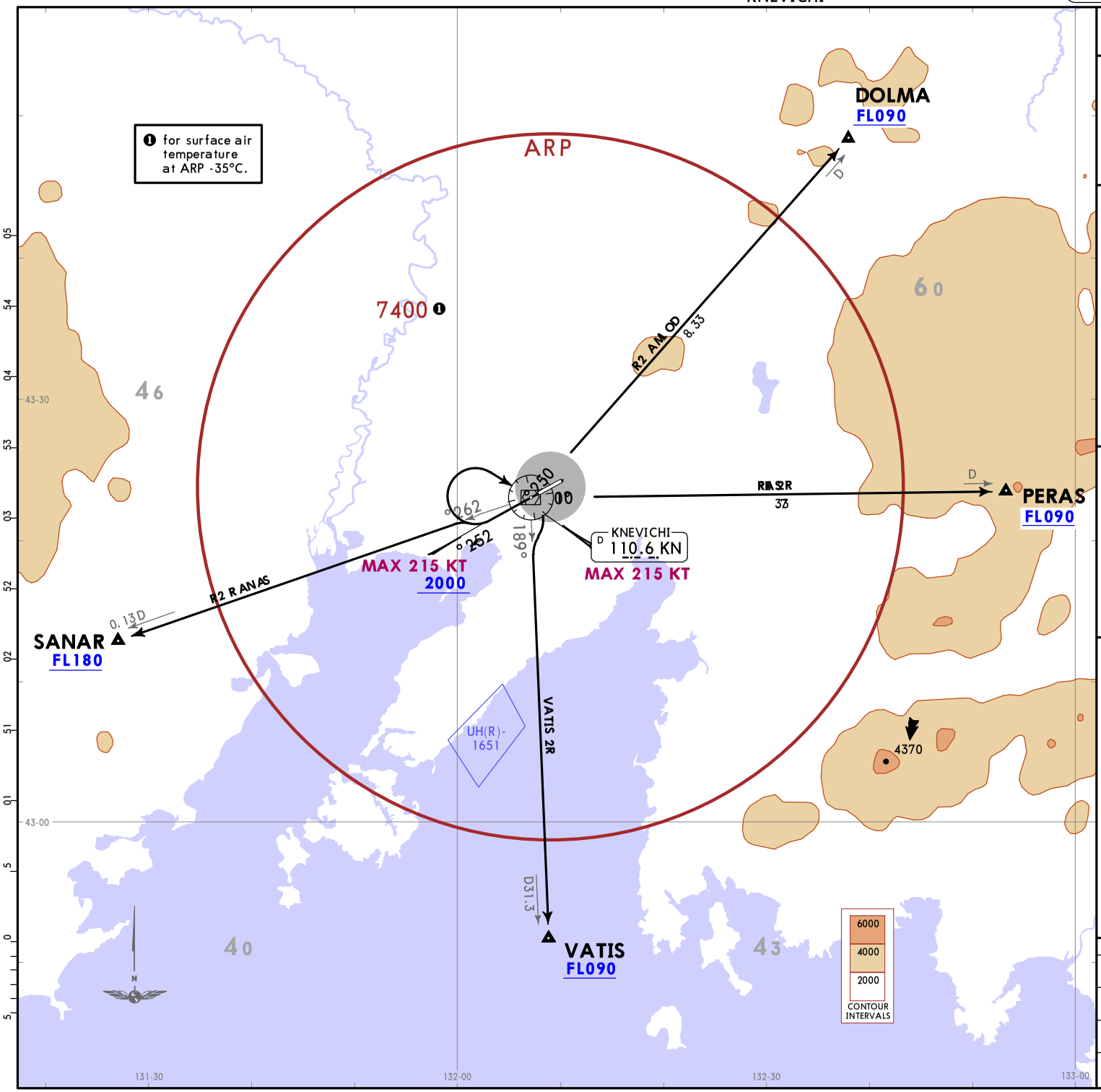
Close-in Obstacles
Located to the LEFT and RIGHT of take-off heading with MAX elev 102 (18m).

These SIDs require minimum climb gradients of
ASKOL 2R:
6.0% up to FL110 due to airspace structure.
KAMEN 2R:
5.5% up to 3300 due to airspace structure.
NIKOL 2R:
5.5% up to 3300 due to airspace structure.
7.1% up to FL110 when UH(R)-1479 is active, due to airspace structure.
RADOL 2R:
11.1% up to FL180 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.0% V/V (fpm)	456	608	911	1215	1519	1823
7.1% V/V (fpm)	539	719	1079	1438	1798	2157
11.1% V/V (fpm)	843	1124	1686	2248	2810	3372

SID	ROUTING
ASKOL 2R	Climb on 252° track to at or above 2000, turn RIGHT to KN, turn RIGHT, intercept KN R179 to ASKOL.
KAMEN 2R	Climb on 252° track to at or above 2000, turn RIGHT to KN, turn LEFT, 353° track to intercept KN R033 to KAMEN.
NIKOL 2R	Climb on 252° track to at or above 2000, turn RIGHT to KN, KN R124° to NIKOL.
RADOL 2R	Climb on 252° track to at or above 2000, turn RIGHT, 043° track to intercept KN R324 to RADOL.

CHANGES: New chart, SIDs established.



Apt Elev
59

Trans alt: 8000 QNH (QFE on request)
1. VORDME required.
2. Departure shall be executed via established SID applying 'Direct to' instruction or via RADAR vectoring. Vectoring and 'Direct to' instruction are applied after reaching 10-1R altitudes.
3. Climb only to the FL/altitude cleared by ATS.
4. WARNING: Turn before DER is PROHIBITED.

DOLMA 2R [DOLM2R]
PERAS 2R [PERA2R]
SANAR 2R [SANA2R]
VATIS 2R [VATI2R]
DEPARTURES
(RWY 25L)

FEET	METERS
QNH	(QFE)
8000	(2430)
6200	(1880)
6000	(1820)
3300	(995)
2000	(600)

Close-in Obstacles
Located to the LEFT and RIGHT of take-off heading with MAX elev 102 (18m).

These SIDs require minimum climb gradients of DOLMA 2R, PERAS 2R:
5.5% up to 3300 due to airspace structure.
SANAR 2R:
5.5% up to 6000 by ATS due to airspace structure.
11.5% up to FL180 due to airspace structure.
VATIS 2R:
5.5% up to 3300, then 4.1% up to 6200 when UH(R)-1651 active, due to airspace structure.

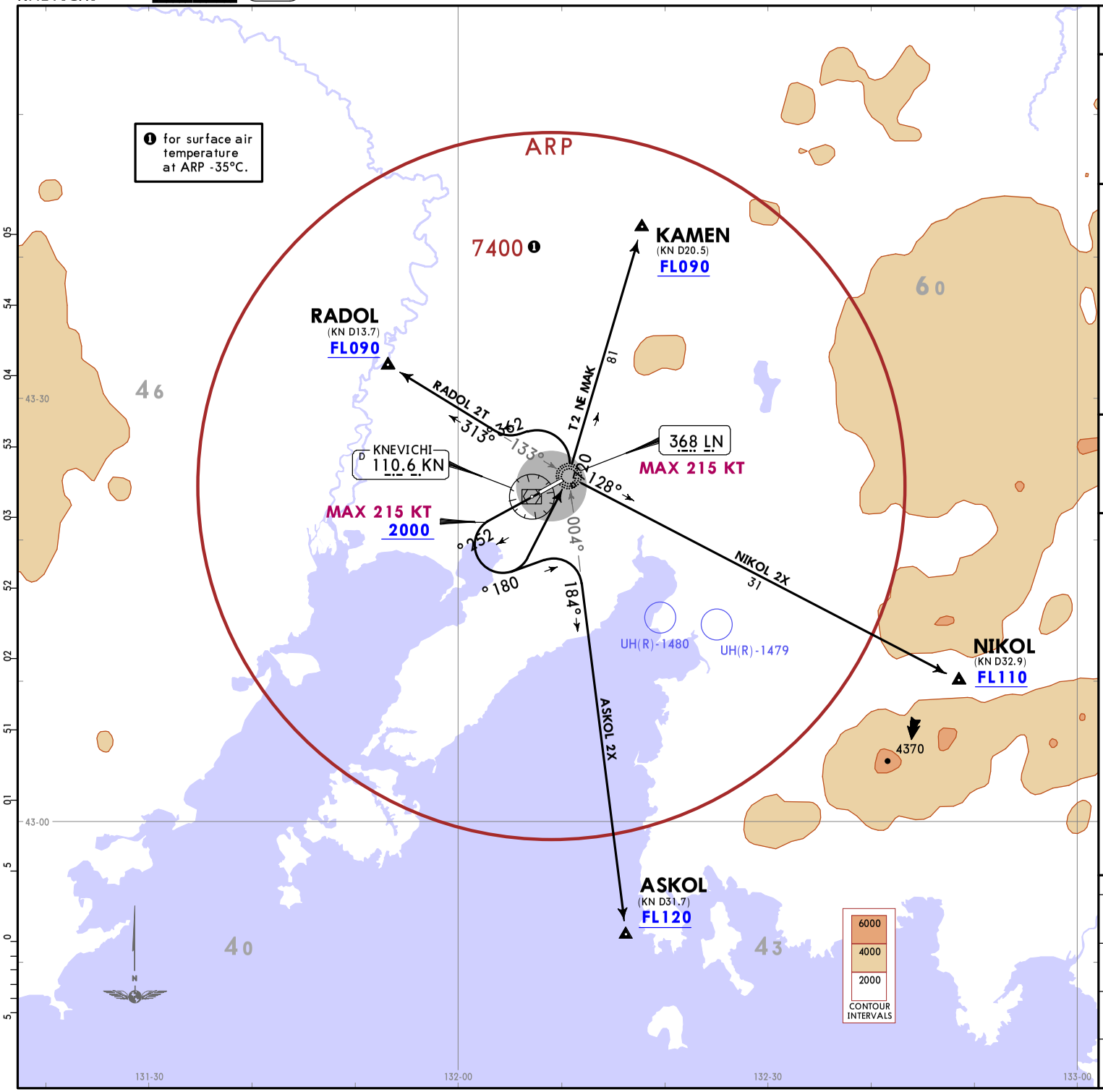
Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
5.5% V/V (fpm)	418	557	835	1114	1392	1671
11.5% V/V (fpm)	873	1165	1747	2329	2911	3494

SID	ROUTING
DOLMA 2R	Climb on 252° track to at or above 2000, turn RIGHT to KN, KN R052 to DOLMA.
PERAS 2R	Climb on 252° track to at or above 2000, turn RIGHT to KN, KN R100 to PERAS.
SANAR 2R	Climb on 252° track to at or above 2000, turn RIGHT to intercept KN R262 to SANAR.
VATIS 2R	Climb on 252° track to at or above 2000, turn RIGHT to KN, KN R189 to VATIS.

CHANGES: New chart, SIDs transferred, TA, MSA, general notes, altitude restriction at VATIS.

VLADIVOSTOK, RUSSIA

SID



Apt Elev
59

Trans alt: 8000 QNH (QFE on request)
1. DME required.
2. Departure shall be executed via established SID applying 'Direct to' instruction or via RADAR vectoring. Vectoring and 'Direct to' instruction are applied after reaching 10-1R altitudes.
3. Climb only to the FL/altitude cleared by ATS.
4. WARNING: Turn before DER is PROHIBITED.

ASKOL 2X [ASKO2X]
KAMEN 2T [KAME2T]
NIKOL 2X [NIKO2X]
RADOL 2T [RADO2T]
DEPARTURES
(RWY 25L)

FEET	METERS (QFE)
QNH	
8000	(2430)
3300	(995)
2000	(600)

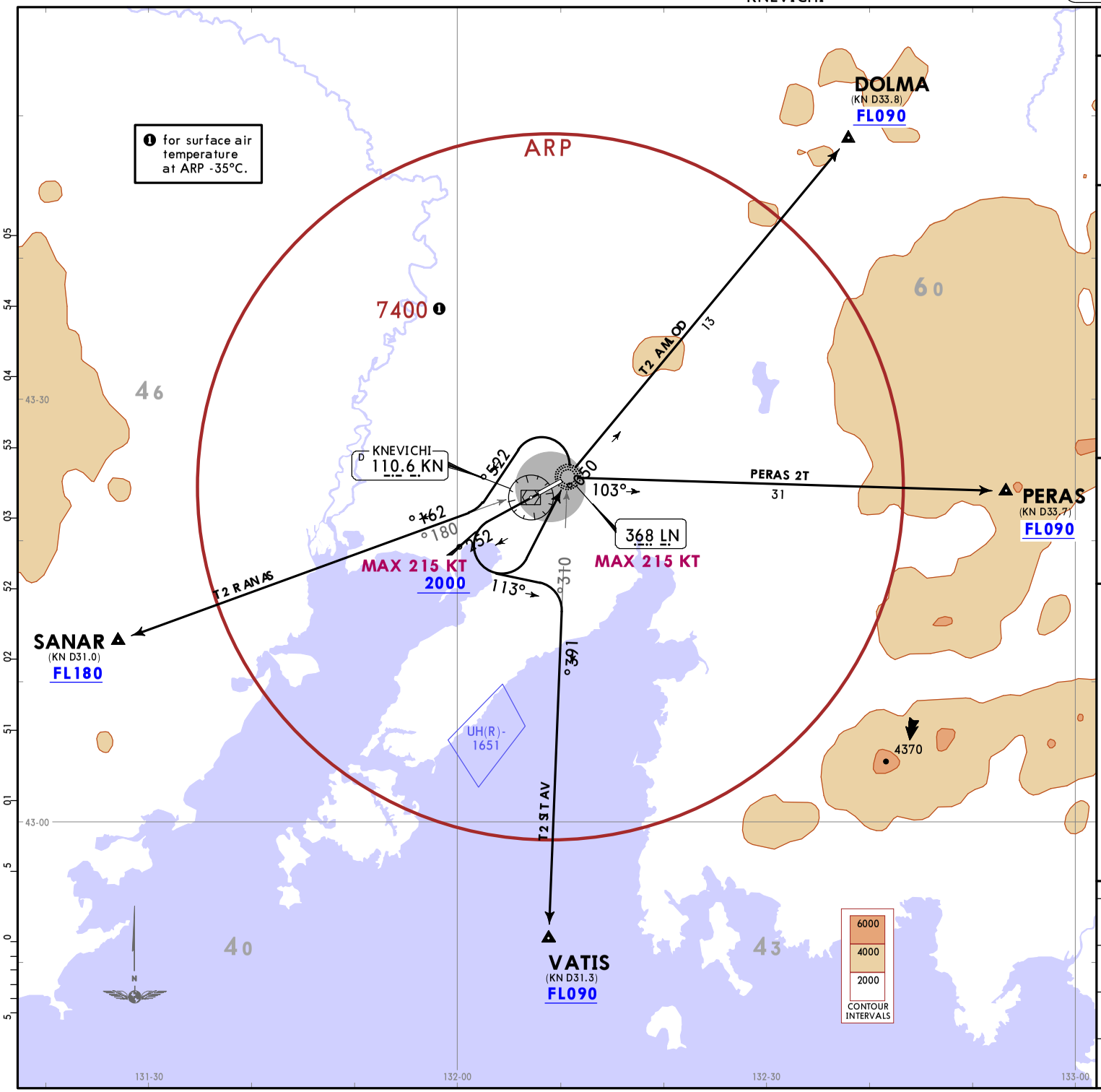
Close-in Obstacles
Located to the LEFT and RIGHT of take-off heading with MAX elev 102 (18m).

These SIDs require minimum climb gradients of
ASKOL 2X:
9.6% up to FL120 due to airspace structure.
12.6% up to FL110 when UH(R)-1480 is active, due to airspace structure.
KAMEN 2T:
5.5% up to 3300 due to airspace structure.
NIKOL 2X:
5.5% up to 3300 due to airspace structure.
6.5% up to FL110 when UH(R)-1479 is active, due to airspace structure.
RADOL 2T:
5.5% up to 3300 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975
9.6% V/V (fpm)	729	972	1458	1944	2430	2917
12.6% V/V (fpm)	957	1276	1914	2552	3190	3828

SID	ROUTING
ASKOL 2X	Climb on 252° track to at or above 2000, turn LEFT, 081° track to intercept 184° bearing from LN to ASKOL.
KAMEN 2T	Climb on 252° track to at or above 2000, turn LEFT to LN, 027° bearing from LN to KAMEN.
NIKOL 2X	Climb on 252° track to at or above 2000, turn LEFT to LN, 128° bearing from LN to NIKOL.
RADOL 2T	Climb on 252° track to at or above 2000, turn LEFT to LN, turn LEFT, 263° track to intercept 313° bearing from LN to RADOL.

CHANGES: New chart, SIDs established.



Apt Elev
59

Trans alt: 8000 QNH (QFE on request)
1. DME required.
2. Departure shall be executed via established SID applying 'Direct to' instruction or via RADAR vectoring. Vectoring and 'Direct to' instruction are applied after reaching 10-1R altitudes.
3. Climb only to the FL/altitude cleared by ATS.
4. WARNING: Turn before DER is PROHIBITED.

DOLMA 2T [DOLM2T]
PERAS 2T [PERA2T]
SANAR 2T [SANA2T]
VATIS 2T [VATI2T]
DEPARTURES
(RWY 25L)

FEET	METERS
QNH	(QFE)
8000	(2430)
6300	(1910)
3300	(995)
2000	(600)

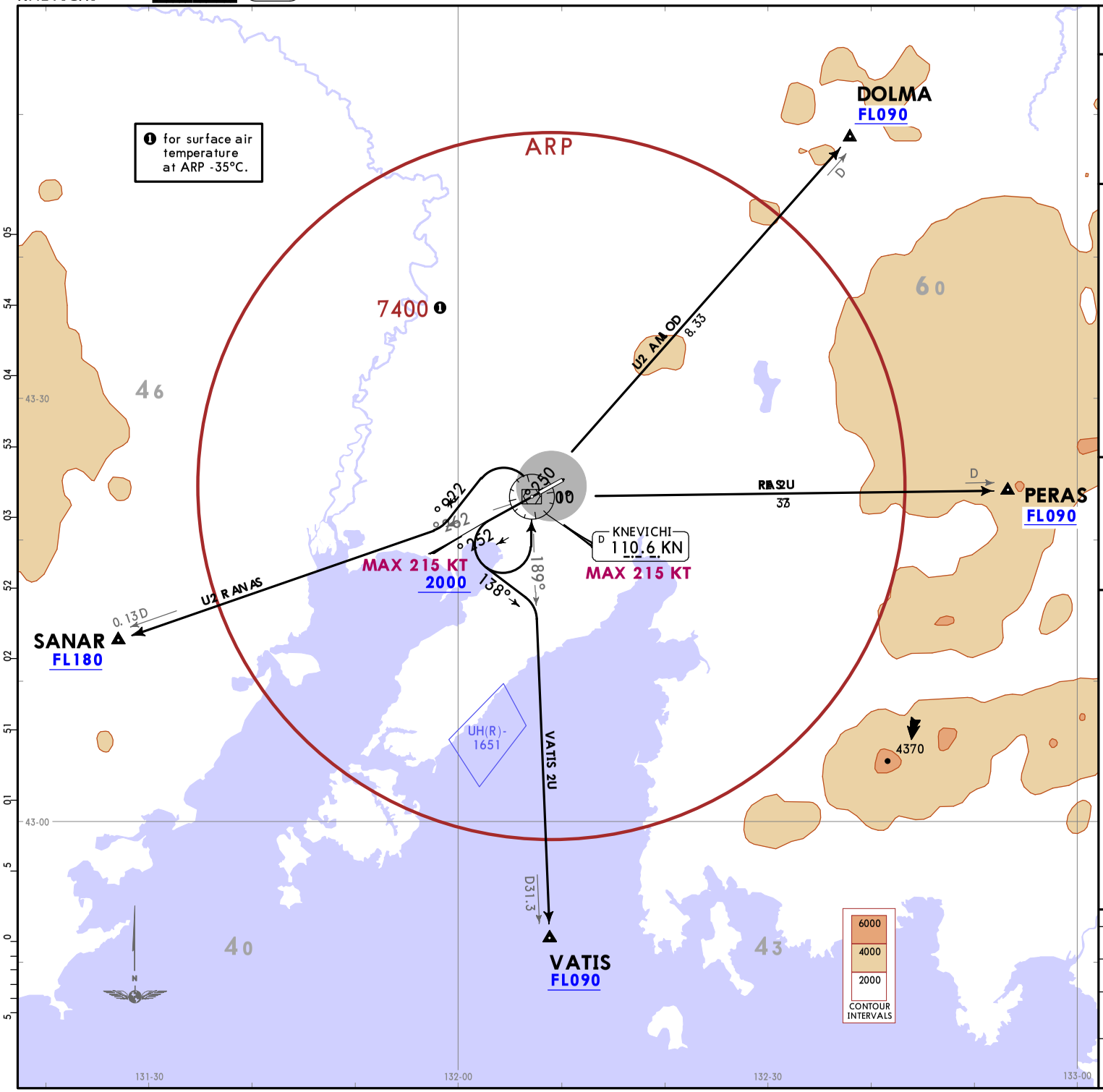
Close-in Obstacles
Located to the LEFT and RIGHT of take-off heading with MAX elev 102 (18m).

These SIDs require minimum climb gradients of DOLMA 2T, PERAS 2T:
5.5% up to 3300 due to airspace structure.
SANAR 2T:
5.7% up to FL180 due to airspace structure.
VATIS 2T:
5.5% up to 3300 due to airspace structure.
8.8% up to 6300 when UH(R)-1651 is active, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
5.7% V/V (fpm)	433	577	866	1154	1443	1732
8.8% V/V (fpm)	668	891	1337	1782	2228	2673

SID	ROUTING
DOLMA 2T	Climb on 252° track to at or above 2000, turn LEFT to LN, 050° bearing from LN to DOLMA.
PERAS 2T	Climb on 252° track to at or above 2000, turn LEFT to LN, 103° bearing from LN to PERAS.
SANAR 2T	Climb on 252° track to at or above 2000, turn LEFT to LN, turn LEFT, 225° track to intercept 261° bearing from LN to SANAR.
VATIS 2T	Climb on 252° track to at or above 2000, turn LEFT, 113° track to intercept 193° bearing from LN to VATIS.

CHANGES: New chart, SIDs transferred, TA, MSA, general notes, altitude restriction at VATIS.



Apt Elev
59

Trans alt: 8000 QNH (QFE on request)
1. VORDME required.
2. Departure shall be executed via established SID applying 'Direct to' instruction or via RADAR vectoring. Vectoring and 'Direct to' instruction are applied after reaching 10-1R altitudes.
3. Climb only to the FL/altitude cleared by ATS.
4. WARNING: Turn before DER is PROHIBITED.

DOLMA 2U [DOLM2U]
PERAS 2U [PERA2U]
SANAR 2U [SANA2U]
VATIS 2U [VATI2U]
DEPARTURES
(RWY 25L)

FEET	METERS
QNH	(QFE)
8000	(2430)
6300	(1910)
6000	(1820)
3300	(995)
2000	(600)

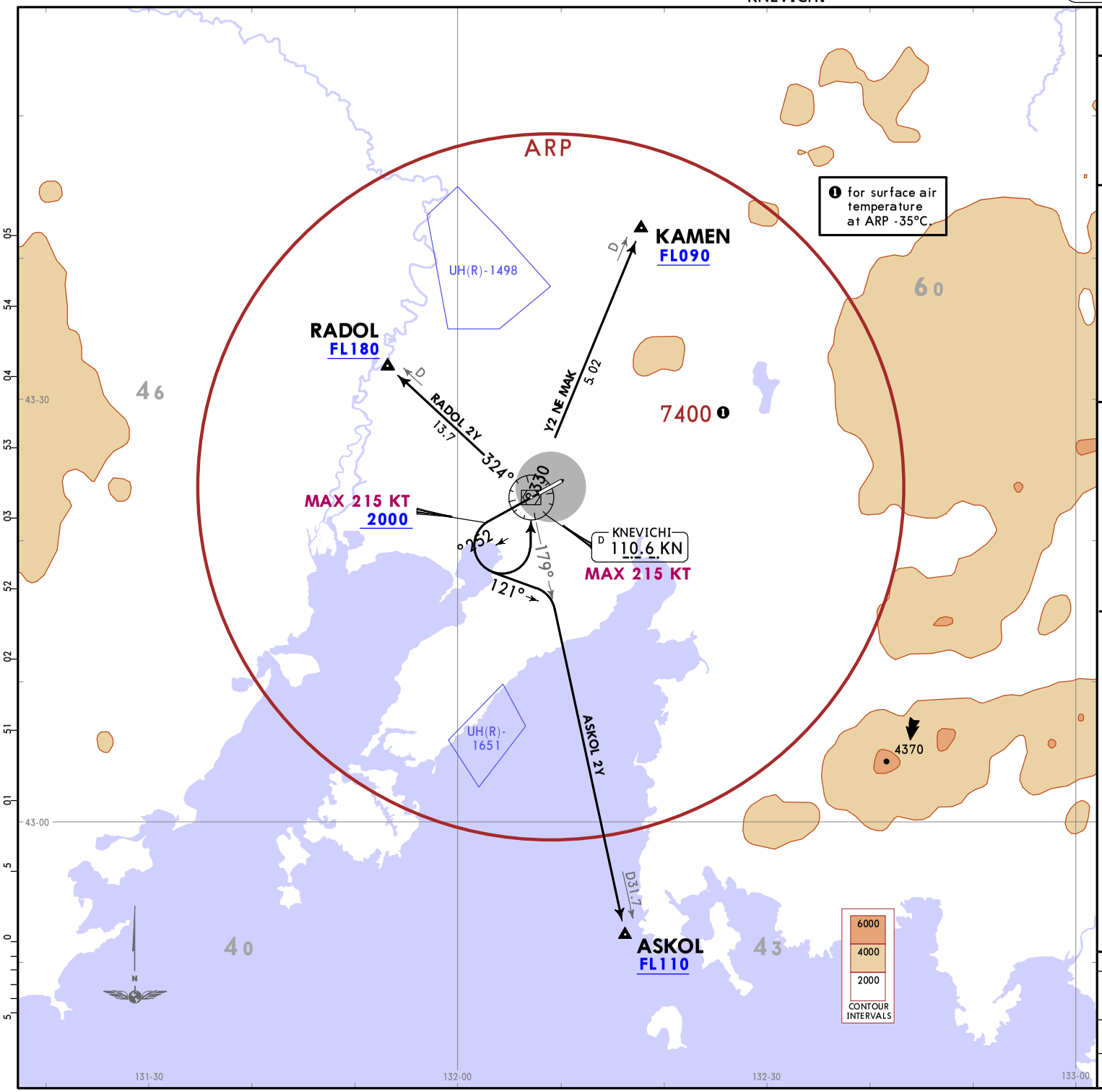
Close-in Obstacles
Located to the LEFT and RIGHT of take-off heading with MAX elev 102 (18m).

These SIDs require minimum climb gradients of DOLMA 2U, PERAS 2U:
5.5% up to 3300 due to airspace structure.
SANAR 2U:
6.2% up to FL180 due to airspace structure.
VATIS 2U:
5.8% up to 6000 due to airspace structure.
8.8% up to 6300 when UH(R)-1651 active, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
5.8% V/V (fpm)	441	587	881	1175	1468	1762
6.2% V/V (fpm)	471	628	942	1256	1570	1884
8.8% V/V (fpm)	668	891	1337	1782	2228	2673

SID	ROUTING
DOLMA 2U	Climb on 252° track to at or above 2000, turn LEFT to KN, KN R052 to DOLMA.
PERAS 2U	Climb on 252° track to at or above 2000, turn LEFT to KN, KN R100 to PERAS.
SANAR 2U	Climb on 252° track to at or above 2000, turn LEFT to KN, turn LEFT, 229° track, intercept KN R262 to SANAR.
VATIS 2U	Climb on 252° track to at or above 2000, turn LEFT, 138° track, intercept KN R189 to VATIS.

CHANGES: New chart, SIDs transferred, TA, MSA, general notes, altitude restriction at VATIS.



for surface air temperature at ARP -35°C.

Apt Elev
59

Trans alt: 8000 QNH (QFE on request)
1. VORDME required.
2. Departure shall be executed via established SID applying 'Direct to' instruction or via RADAR vectoring. Vectoring and 'Direct to' instruction are applied after reaching 10-1R altitudes.
3. Climb only to the FL/altitude cleared by ATS.
4. WARNING: Turn before DER is PROHIBITED.

ASKOL 2Y [ASKO2Y]
KAMEN 2Y [KAME2Y]
RADOL 2Y [RADO2Y]
DEPARTURES
(RWY 25L)

FEET	METERS
QNH	(QFE)
8000	(2430)
6300	(1910)
3300	(995)
2000	(600)

Close-in Obstacles
Located to the LEFT and RIGHT of take-off heading with MAX elev 102 (18m).

These SIDs require minimum climb gradients of
ASKOL 2Y:
5.54% up to FL090 due to airspace structure.
8.8% up to 6300 when UH(R)-1651 is active, due to airspace structure.
KAMEN 2Y:
5.5% up to 3300 due to airspace structure.
RADOL 2Y:
5.5% up to 3300 due to airspace structure.
13.1% up to FL180 when UH(R)-1498 is active, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
5.54% V/V (fpm)	421	561	842	1122	1403	1683
8.8% V/V (fpm)	668	891	1337	1782	2228	2673
13.1% V/V (fpm)	995	1327	1990	2653	3317	3980

SID	ROUTING
ASKOL 2Y	Climb on 252° track to at or above 2000, turn LEFT, 121° track to intercept KN R179 to ASKOL.
KAMEN 2Y	Climb on 252° track to at or above 2000, turn LEFT to KN, KN R033 to KAMEN.
RADOL 2Y	Climb on 252° track to at or above 2000, turn LEFT to KN, KN R324 to RADOL.

CHANGES: New chart, SIDs established.

UHWW/VVO

Apt Elev 59′
N43 23.9 E132 08.9

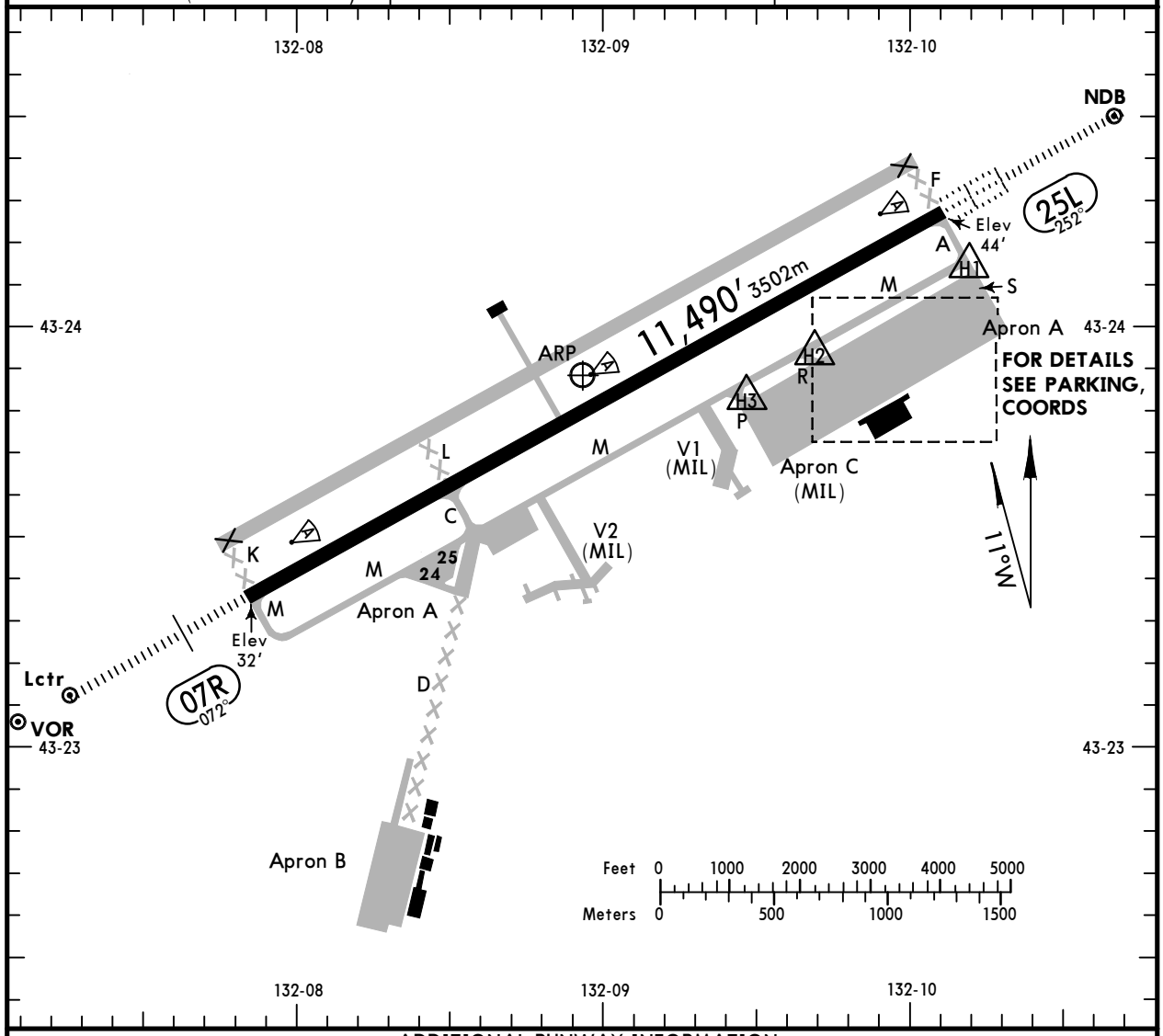
JEPPESEN

25 OCT 24 (10-9) Eff 31 Oct

VLADIVOSTOK, ~~RUSSIA~~

KNEVICHI

ATIS	VLADIVOSTOK Ground	Start (TWR)
127.8 (Russian 125.1)	121.7	119.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
07R	HIRL (60m) CL (15m) PALS ❶ RVR		10,457′ 3187m	❷	197′ 60m
25L	HIRL (60m) CL (15m) PALS-II TDZ ❶ RVR		10,518′ 3206m		

❶ PAPI-L (angle 3.00°)

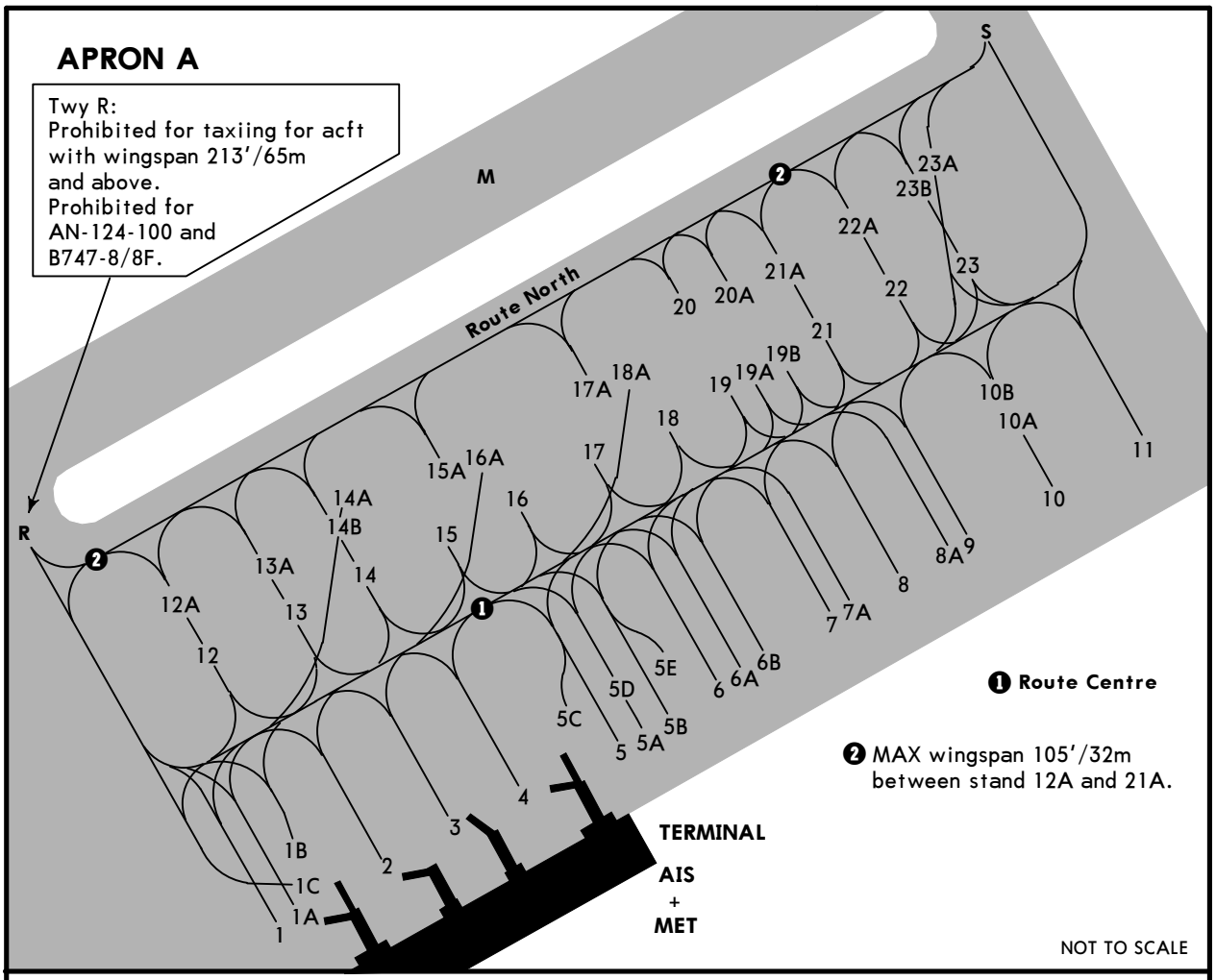
❷ TAKE-OFF RUN AVAILABLE
RWY 07R:
From rwy head 11,490′(3502m)
twy C int 8176′(2492m)

Std TAKE-OFF

HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	❶ RL & RCLM	❶ RL or RCLM	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R/V200m	R/V300m	R/V400m	R/V500m	NA

❶ For NIGHT operations, at least RL or CL and RENL are required.

CHANGES: None.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 1C	N43 23.8 E132 09.8	17 thru 18A	N43 24.0 E132 10.0
2 thru 4	N43 23.8 E132 09.9	19 thru 19B	N43 24.0 E132 10.1
5 thru 6	N43 23.9 E132 10.0	20	N43 24.0 E132 10.0
6A thru 8	N43 23.9 E132 10.1	20A thru 22	N43 24.0 E132 10.1
8A, 9	N43 23.9 E132 10.2	22A	N43 24.1 E132 10.1
10 thru 10B	N43 24.0 E132 10.2	23	N43 24.0 E132 10.2
11	N43 24.0 E132 10.3	23A, 23B	N43 24.1 E132 10.2
12	N43 23.9 E132 09.8	24	N43 23.4 E132 08.4
12A	N43 23.9 E132 09.7	25	N43 23.4 E132 08.5
13, 13A	N43 23.9 E132 09.8		
14	N43 23.9 E132 09.9		
14A	N43 23.9 E132 09.8		
14B	N43 24.0 E132 09.8		
15	N43 23.9 E132 09.9		
15A thru 16A	N43 24.0 E132 09.9		

CHANGES: Stands, notes.

VLADIVOSTOK, RUSSIA
KNEVICHI

STRAIGHT-IN RWY		A	B	C	D
07R	❶ ILS Z, Y, X or W	**232**′(200′)	**232**′(200′)	**232**′(200′)	**232**′(200′)
		❷ R550m	❷ R550m	❷ R550m	❷ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❸ ILS Z, Y, X or W	**623**′(591′)	**635**′(603′)	**643**′(611′)	**654**′(622′)
		R1500m	R1500m	R2100m	R2200m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❶GLS	**232**′(200′)	**232**′(200′)	**232**′(200′)	**232**′(200′)
		❷ R550m	❷ R550m	❷ R550m	❷ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❸GLS	**623**′(591′)	**635**′(603′)	**643**′(611′)	**654**′(622′)
		R1500m	R1500m	R2100m	R2200m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❹❺ LOC Z, Y, X or W	**440**′(408′)	**440**′(408′)	**440**′(408′)	**440**′(408′)
	with D1.3 KN	R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	❺❻ LOC Z	**550**′(518′)	**550**′(518′)	**550**′(518′)	**550**′(518′)
	w/o D1.3 KN	R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❸❺ LOC Z	**590**′(558′)	**590**′(558′)	**590**′(558′)	**590**′(558′)
	w/o D1.3 KN	R1500m	R1500m	R1800m	R1800m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❹❺ LOC Y, X or W	**550**′(518′)	**550**′(518′)	**550**′(518′)	**550**′(518′)
	w/o D1.3 KN	R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❸❺ LOC Y, X or W	**680**′(648′)	**680**′(648′)	**680**′(648′)	**680**′(648′)
	w/o D1.3 KN	R1500m	R1500m	R2300m	R2300m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❼RNP **LNAV/VNAV**	**292**′(260′)	**292**′(260′)	**302**′(270′)	**312**′(280′)
		❷ R600m	❷ R600m	❷ R600m	❷ R600m
	ALS out	R1300m	R1300m	R1300m	R1300m
	❸RNP **LNAV/VNAV**	**552**′(520′)	**562**′(530′)	**582**′(550′)	**612**′(580′)
		R1500m	R1500m	R1800m	R1900m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❺❽RNP **LNAV**	**440**′(408′)	**440**′(408′)	**440**′(408′)	**440**′(408′)
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	❸RNP **LNAV**	**740**′(708′)	**740**′(708′)	**740**′(708′)	**740**′(708′)
		R1500m	R1500m	R2400m	R2400m
	❺❾ VOR Z or Y	**440**′(408′)	**440**′(408′)	**440**′(408′)	**440**′(408′)
	with D1.3	R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	❸❺ VOR Z or Y	**680**′(648′)	**680**′(648′)	**680**′(648′)	**680**′(648′)
	with D1.3	R1500m	R1500m	R2300m	R2300m
	ALS out	R1500m	R1500m	R2400m	R2400m

❶ Missed apch climb gradient MIN 4.0% (244′/NM).
❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ Missed apch climb gradient MIN 2.5% (152′/NM).
❹ Missed apch climb gradient MIN 3.0% (183′/NM).
❺ Continuous Descent Final Approach.
❻ Missed apch climb gradient MIN 2.6% (158′/NM).
❼ Missed apch climb gradient MIN 3.7% (225′/NM).
❽ Missed apch climb gradient MIN 3.4% (207′/NM).
❾ Missed apch climb gradient MIN 2.9% (177′/NM).

VLADIVOSTOK, RUSSIA
KNEVICHI

STRAIGHT-IN RWY		A	B	C	D
07R contd	❶❷ VOR Z or Y	**550**′(518′)	**550**′(518′)	**550**′(518′)	**550**′(518′)
	w/o D1.3	R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❶❸ NDB Z	**460**′(428′)	**460**′(428′)	**460**′(428′)	**460**′(428′)
	with LOM	R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	❶❹ NDB Z	**550**′(518′)	**550**′(518′)	**550**′(518′)	**550**′(518′)
	w/o LOM	R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❶❺ NDB Z	**790**′(758′)	**790**′(758′)	**790**′(758′)	**790**′(758′)
	w/o LOM	R1500m	R1500m	R2400m	R2400m
	❶❸ NDB Y	**450**′(418′)	**450**′(418′)	**450**′(418′)	**450**′(418′)
	with D1.6	R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	❶❻ NDB Y	**550**′(518′)	**550**′(518′)	**550**′(518′)	**550**′(518′)
	w/o D1.6	R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❺ NDB Y	**760**′(728′)	**760**′(728′)	**760**′(728′)	**760**′(728′)
	w/o D1.6	R1500m	R1500m	R2400m	R2400m
	❶ NDB X	**1080**′(1048′)	**1080**′(1048′)	**1080**′(1048′)	**1080**′(1048′)
		R1500m	R1500m	R2400m	R2400m
25L	CAT 2 ILS Z, Y or X	**144**′(100′)	**144**′(100′)	**144**′(100′)	**144**′(100′)
		RA115′ R300m	**RA115**′ R300m	**RA115**′ R300m	**RA115**′ ❼ R300m
	ILS Z, Y or X	**244**′(200′)	**244**′(200′)	**244**′(200′)	**244**′(200′)
		R550m	R550m	R550m	R550m
	TDZ or CL out	❽ R550m	❽ R550m	❽ R550m	❽ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**244**′(200′)	**244**′(200′)	**244**′(200′)	**244**′(200′)
		R550m	R550m	R550m	R550m
	TDZ or CL out	❽ R550m	❽ R550m	❽ R550m	❽ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❶ LOC Z, Y or X	**350**′(306′)	**350**′(306′)	**350**′(306′)	**350**′(306′)
	with D5.4 KN	R750m	R750m	R750m	R750m
	ALS out	R1400m	R1400m	R1400m	R1400m
	❶ LOC Z, Y or X	**440**′(396′)	**440**′(396′)	**440**′(396′)	**440**′(396′)
	w/o D5.4 KN	R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	RNP LNAV/VNAV	**334**′(290′)	**344**′(300′)	**364**′(320′)	**374**′(330′)
		R650m	R650m	R700m	R800m
	TDZ or CL out	❽ R650m	❽ R650m	❽ R700m	R800m
	ALS out	R1400m	R1400m	R1400m	R1500m
	❶ RNP LNAV	**450**′(406′)	**450**′(406′)	**450**′(406′)	**450**′(406′)
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m

❶ Continuous Descent Final Approach.
❷ Missed apch climb gradient MIN 2.7% (165′/NM).
❸ Missed apch climb gradient MIN 3.0% (183′/NM).
❹ Missed apch climb gradient MIN 2.9% (177′/NM).
❺ Missed apch climb gradient MIN 2.5% (152′/NM).
❻ Missed apch climb gradient MIN 2.8% (171′/NM).
❼ CAT D requires autoland or HUDLS, otherwise: R350m.
❽ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: MACG.

VLADIVOSTOK, RUSSIA
KNEVICHI

STRAIGHT-IN RWY	A	B	C	D
25L contd ❶ VOR Z or Y	**480**′(436′)	**480**′(436′)	**480**′(436′)	**480**′(436′)
	R1300m	R1300m	R1300m	R1300m
ALS out	R1500m	R1500m	R2000m	R2000m
❶ NDB Z	**380**′(336′)	**380**′(336′)	**380**′(336′)	**380**′(336′)
with D5.4	R800m	R800m	R800m	R800m
ALS out	R1500m	R1500m	R1500m	R1500m
❶ NDB Z	**450**′(406′)	**450**′(406′)	**450**′(406′)	**450**′(406′)
w/o D5.4	R1200m	R1200m	R1200m	R1200m
ALS out	R1500m	R1500m	R1900m	R1900m
❶ NDB Y	**380**′(336′)	**380**′(336′)	**380**′(336′)	**380**′(336′)
with D5.4	R800m	R800m	R800m	R800m
ALS out	R1500m	R1500m	R1500m	R1500m
❶ NDB Y	**460**′(416′)	**460**′(416′)	**460**′(416′)	**460**′(416′)
w/o D5.4	R1200m	R1200m	R1200m	R1200m
ALS out	R1500m	R1500m	R1900m	R1900m
❶ NDB X	**460**′(416′)	**460**′(416′)	**460**′(416′)	**460**′(416′)
with D5.7	R1200m	R1200m	R1200m	R1200m
ALS out	R1500m	R1500m	R1900m	R1900m
❶ NDB X	**1040**′(996′)	**1040**′(996′)	**1040**′(996′)	**1040**′(996′)
w/o D5.7	R1500m	R1500m	R2400m	R2400m

❶Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	❷ **520**′(461′) V1500m	❷ **660**′(601′) V1600m	**1390**′(1331′) V2400m	**1510**′(1451′) V3600m

❷or higher minimums of preceding straight-in approach

TAKE-OFF

Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required							
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
		DAY	NIGHT				
R125m	R150m	R300m		R/V400m		R/V500m	NA

CHANGES: Minimums.

UHWW/VVO
KNEVICHI

JEPPESEN
4 JUL 25
Eff 10 Jul
11-1

VLADIVOSTOK, RUSSIA
ILS Z or LOC Z Rwy 07R

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

LOC ILS	Final Apch Crs	D4.5 KN MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 59′
109.3	072°	1700′ (1668′)		Rwy 32′

MISSED APCH: Climb STRAIGHT AHEAD to WWØ14 (MAX 230 KT), turn LEFT to WWØ15, then to WWØ11 climbing to 4200′ or above.
Refer to minimums for missed apch climb gradients.

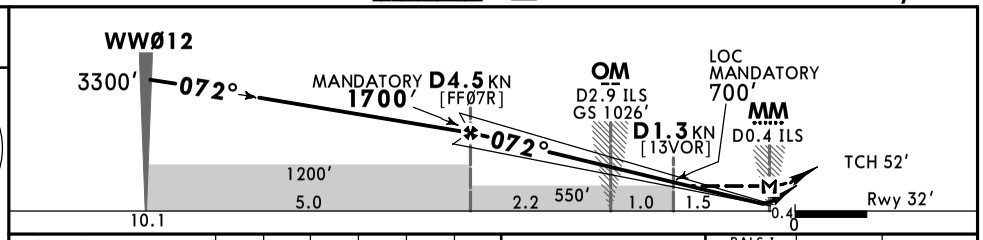
Alt Set: hPa (MM on req) Rwy Elev: 1 hPa Trans level: FL090❶ Trans alt: 8000′

RNAV 1 for initial and missed approach.

1. GNSS required. 2. DME required. 3. ILS DME reads zero at rwy 07R threshold.
4. No segment of level flight before FAP/FAF.

7400

MSA ARP❹ is computed for surface air temperature at apt -35°C



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.4 ILS							

PALS-I
PAPI

230 KT MAX
WWØ14

❶ FL100 if pressure is less than 1013 hPa (760mm).
FL110 if pressure is less than 977 hPa (733mm).

❹ in terminal airspace only.

UH(R)-1452
UH(R)-1493
UH(P)-334
UH(R)-1342
UH(R)-1480
UH(R)-1420

WWØ15
WWØ14
KNEVICHI 110.6 KN
(IAF) WWØ11 MAX 6000 MIN 4200
(IF) WWØ12 3300
(IAF) WWØ9 MAX 6000 MIN 4700
(IAF) WWØ1Ø MANDATORY FL090
D1.3 KN [13VOR]
OM D2.9 ILS
D4.5 KN [FFØ7R]
MM D0.4 ILS
ILS DME
072° 109.3 ILS
(SMA 1800) 6.0
(SMA 1700) 6.0
0.61 NM

❷ Hold is subject to ATC clearance, when UH(R)-1493 is active.

MAX 185 KT
MAX between FL120 & FL090
MHA 4100

MAX 215 KT
MAX between FL140 & FL130
MHA 2600

FEET QNH	METERS (QFE)
8000	(2430)
7400	(2250)
6000	(1820)
4700	(1425)
4200	(1275)
4100	(1240)
3300	(1000)
2600	(785)
1900	(570)
1800	(540)
1700	(510)
1650	(495)
1510	(445) ❸
1390	(410) ❸
1310	(390)
1200	(360)
1026	(304)
970	(290)
700	(205)
660	(185) ❸
654	(190)
643	(187)
635	(184)
623	(181)
620	(180)
590	(175)
550	(160)
520	(145) ❸
440	(125)
232	(61)

❸ Based on airport elevation

RECOMMENDED ALTITUDES	
LOC (GS out)	
KN DME	ALTITUDE
4.3	1650′
3.2	1310′
2.2	970′
1.1	620′

Std STRAIGHT-IN LANDING

	ILS			LOC (GS out)				CIRCLE-TO-LAND	
	MACG MIN 4.0% (244′/NM)		MACG MIN 2.5% (152′/NM)		With D1.3 KN MACG MIN 3.0% (183′/NM) CDFA		W/o D1.3 KN MACG MIN 2.5% (152′/NM) CDFA		Max KT / MDA(H)
	DA(H) 232′ (200′)		DA(H) A: 623′ (591′) C: 643′ (611′) B: 635′ (603′) D: 654′ (622′)		❷ DA/MDA(H) 440′ (408′)		❷ DA/MDA(H) 550′ (518′)		❷ DA/MDA(H) 590′ (558′)	
	ALS out		ALS out		ALS out		ALS out		ALS out	
A	❶ R550m	R1200m	R1500m		R1200m	R1500m	R1500m		R1500m	
B										
C			R2100m	R2400m		R1900m	R1600m	R2400m	R1800m	R2400m
D			R2200m							

Max KT	MDA(H)	
100	520′ (461′)	❸ V1500m
135	660′ (601′)	❸ V1600m
180	1390′ (1331′)	V2400m
205	1510′ (1451′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used. ❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❸ or higher straight-in minimums

CHANGES: Note, restricted area added.

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian) 125.1	124.7	123.4	119.5	121.7

LOC ILS	Final Apch Crs	D4.5 KN MANDATORY	ILS DA(H)	Apt Elev 59'
109.3	072°	1700' (1668')	Refer to Minimums	Rwy 32'

MISSED APCH: Climb STRAIGHT AHEAD to 1900' or above (MAX 235 KT), turn LEFT to VOR climbing to 3400' or above.
Turn before passing MAP is prohibited. Refer to minimums for missed apch climb gradients.

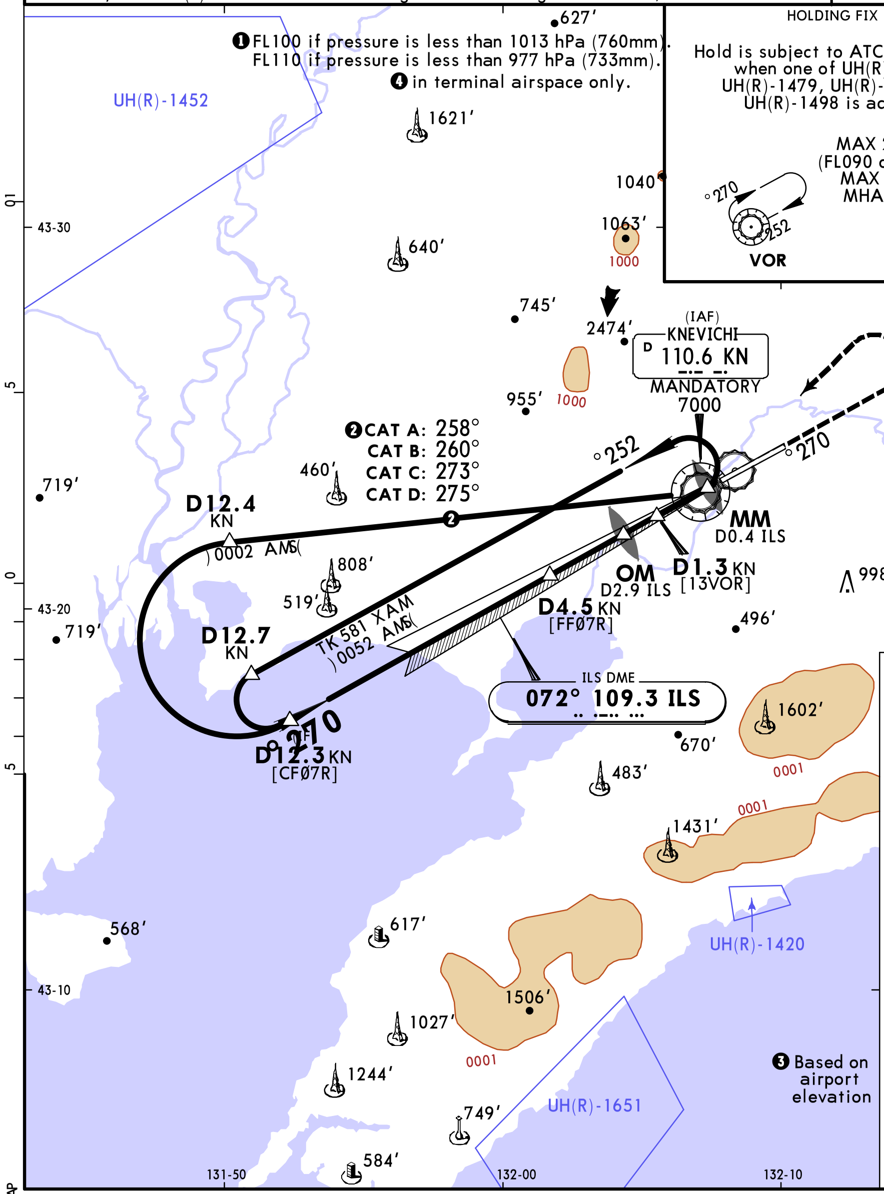
Alt Set: hPa (MM on req) Rwy Elev: 1 hPa Trans level: FL090 ❶ Trans alt: 8000'

1. DME required. 2. ILS DME reads zero at rwy 07R threshold. 3. Racetrack is subject to ATC clearance, when UH(R)-1651 is active. 4. No segment of level flight before FAP/FAF.

7400
MSA ARP ❹ is computed for surface air temperature at apt -35°C

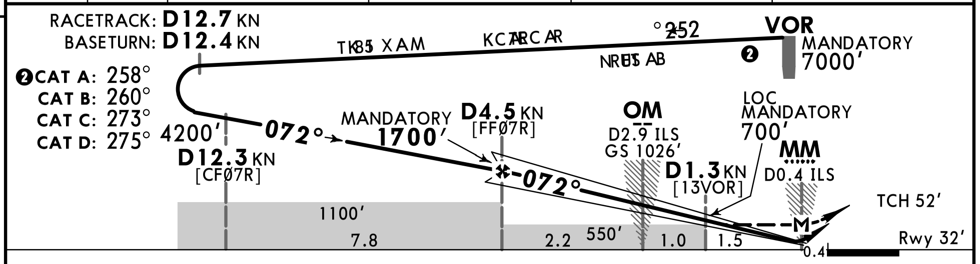
❶ FL100 if pressure is less than 1013 hPa (760mm). FL110 if pressure is less than 977 hPa (733mm).
❹ in terminal airspace only.

HOLDING FIX
Hold is subject to ATC clearance, when one of UH(R)-1452 UH(R)-1479, UH(R)-1480 or UH(R)-1498 is active.
MAX 210 KT (FL090 or below) MAX FL100 MHA 3400



FEET	METERS
QNH	(QFE)
8000	(2430)
7400	(2250)
7000	(2125)
4200	(1275)
3400	(1030)
2600	(785)
2500	(755)
2000	(600)
1700	(510)
1650	(495)
1510	(445) ❸
1390	(410) ❸
1310	(390)
1100	(330)
1026	(304)
970	(290)
700	(205)
680	(200)
660	(185) ❸
654	(190)
643	(187)
635	(184)
623	(181)
620	(180)
550	(160)
520	(145) ❸
440	(125)
232	(61)

LOC (GS out)	KN DME	4.3	3.2	2.2	1.1
	ALTITUDE	1650'	1310'	970'	620'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.4 ILS							

PALS-I PAPI

235 KT MAX | MIN 1900' | KN 110.6 LT

Std STRAIGHT-IN LANDING
ILS

	MACG MIN 4.0% (244'/NM) DA(H) 232' (200')	MACG MIN 2.5% (152'/NM) DA(H) A: 623' (591') C: 643' (611') B: 635' (603') D: 654' (622')	
	ALS out		ALS out
A	❶ R550m	R1200m	R1500m
B			R1500m
C		R2100m	R2400m
D		R2200m	R2400m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

Std STRAIGHT-IN LANDING
LOC (GS out)

	With D1.3 KN MACG MIN 3.0% (183'/NM) CDFA ❷ DA/MDA(H) 440' (408')		W/o D1.3 KN MACG MIN 3.0% (183'/NM) CDFA ❷ DA/MDA(H) 550' (518')		MACG MIN 2.5% (152'/NM) CDFA ❷ DA/MDA(H) 680' (648')	
		ALS out		ALS out		ALS out
A	R1200m	R1500m	R1500m		R1500m	
B	R1200m	R1500m	R1500m		R1500m	
C	R1200m	R1900m	R1600m	R2400m	R2300m	R2400m
D	R1200m	R1900m	R1600m	R2400m	R2300m	R2400m

❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std CIRCLE-TO-LAND

Max KT	MDA(H)	
100	520' (461')	❸ V1500m
135	660' (601')	❸ V1600m
180	1390' (1331')	V2400m
205	1510' (1451')	V3600m

❸ or higher straight-in minimums

CHANGES: Notes, restricted area added.

UHWW/VVO
KNEVICHI

JEPPESEN
4 JUL 25
Eff 10 Jul
(11-3)

VLADIVOSTOK, RUSSIA
ILS X or LOC X Rwy 07R

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

LOC ILS	Final Apch Crs	D4.5 KN MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 59′ / Rwy 32′
109.3	072°	1700′ (1668′)		

MISSED APCH: Climb STRAIGHT AHEAD to 1900′ or above (MAX 235 KT), turn LEFT to NDB climbing to 3400′ or above.
Turn before passing MAP is prohibited. Refer to minimums for missed apch climb gradients.

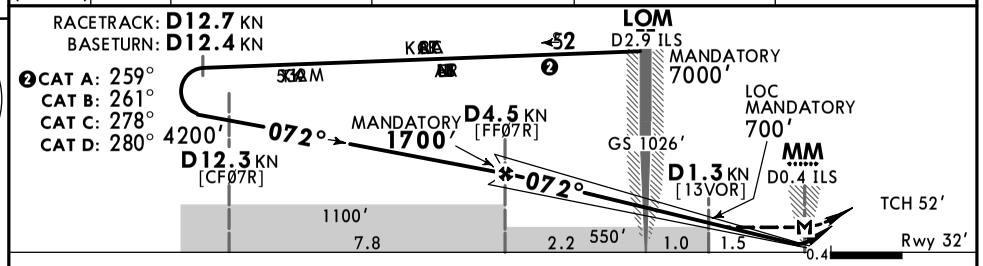
Alt Set: hPa (MM on req) | Rwy Elev: 1 hPa | Trans level: FL090 ❶ | Trans alt: 8000′

1. DME required. 2. ILS DME reads zero at rwy 07R threshold.
3. No segment of level flight before FAP/FAF.

7400

MSA ARP ❹ is computed for surface air temperature at apt -35°C.

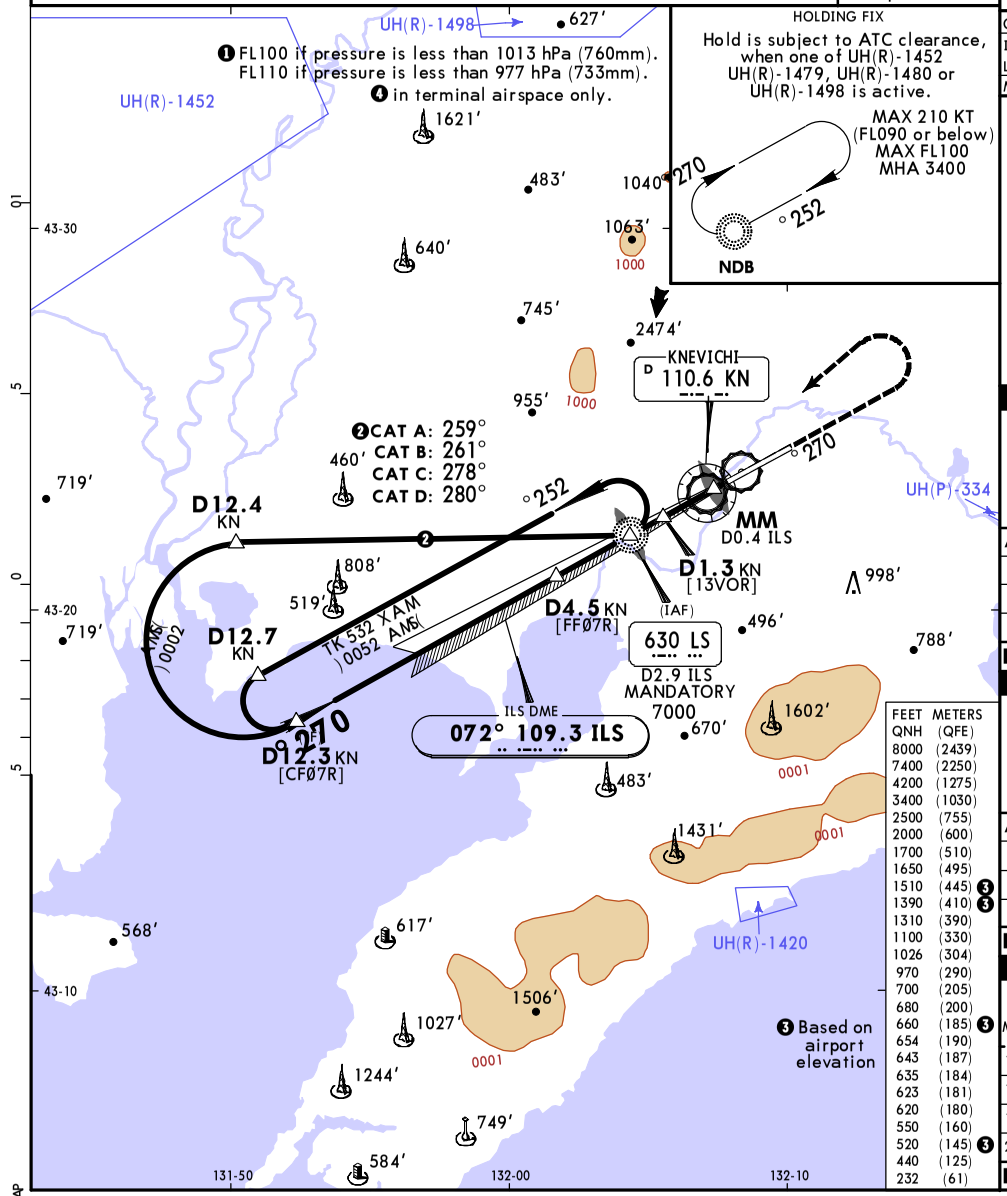
LOC (GS out)	KN DME	4.3	3.2	2.2	1.1
	ALTITUDE	1650′	1310′	970′	620′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.4 ILS							

PALS-I PAPI

235 KT MAX | MIN 1900′ | LS 630 LT



Std STRAIGHT-IN LANDING ILS

	MACG MIN 4.0% (244′/NM) DA(H) 232′(200′)		MACG MIN 2.5% (152′/NM) DA(H) A: 623′(591′) B: 635′(603′) C: 643′(611′) D: 654′(622′)	
		ALS out		ALS out
A	❶ R550m	R1200m	R1500m	
B				
C			R2100m	R2400m
D			R2200m	

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

Std STRAIGHT-IN LANDING LOC (GS out)

	With D1.3 KN MACG MIN 3.0% (183′/NM) CDFA ❷ DA/MDA(H) 440′(408′)		W/o D1.3 KN MACG MIN 3.0% (183′/NM) CDFA ❷ DA/MDA(H) 550′(518′)		MACG MIN 2.5% (152′/NM) CDFA ❷ DA/MDA(H) 680′(648′)	
		ALS out		ALS out		ALS out
A	R1200m	R1500m	R1500m		R1500m	
B						
C		R1900m	R1600m	R2400m	R2300m	R2400m
D						

❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std CIRCLE-TO-LAND

Max KT	MDA(H)	
100	520′ (461′)	❸ V1500m
135	660′ (601′)	❸ V1600m
180	1390′ (1331′)	V2400m
205	1510′ (1451′)	V3600m

❸ or higher straight-in minimums

CHANGES: Notes, restricted area added.

UHWW/VVO
KNEVICHI

JEPPESEN
4 JUL 25
Eff 10 Jul
(11-4)

VLADIVOSTOK, RUSSIA
ILS W or LOC W Rwy 07R

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

LOC ILS	Final Apch Crs	D4.5 KN MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 59′ / Rwy 32′
109.3	072°	1700′ (1668′)		

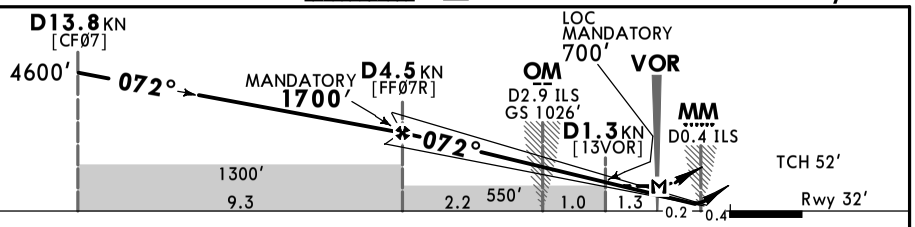
MISSED APCH: Climb STRAIGHT AHEAD to 1900′ or above (MAX 215 KT), turn LEFT to VOR climbing to 3400′ or above.
Turn before passing MAP is prohibited. Refer to minimums for missed apch climb gradients.

Alt Set: hPa (MM on req) Rwy Elev: 1 hPa Trans level: FL090❶ Trans alt: 8000′

1. DME required. 2. ILS DME reads zero at rwy 07R threshold.
3. No segment of level flight before FAP/FAF.

7400

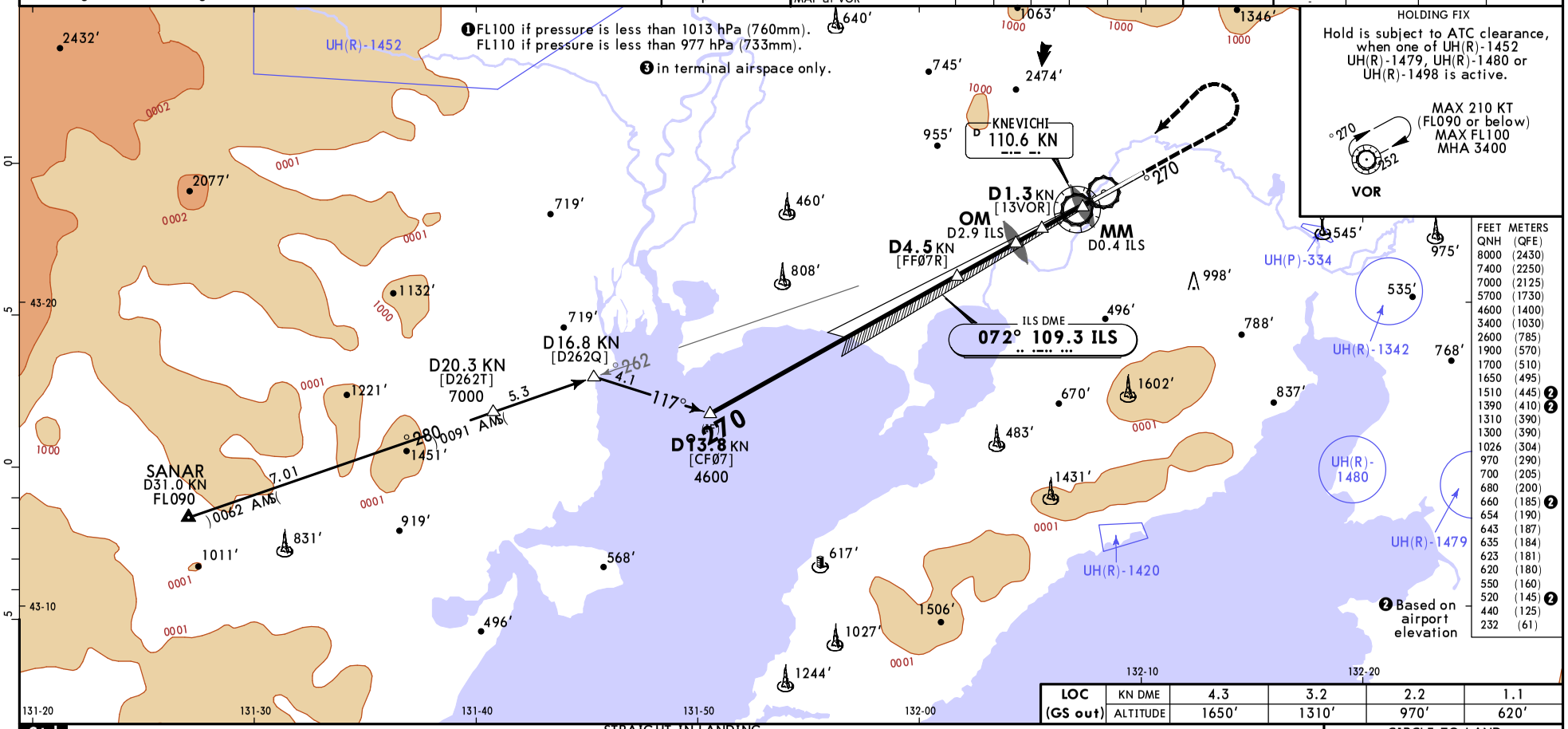
MSA ARP❸ is computed for surface air temperature at apt -35°C.



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PALS-I
PAPI

215 KT MAX | MIN 1900′ | KN 110.6 LT



FEET	METERS	
QNH	(QFE)	
8000	(2430)	
7400	(2250)	
7000	(2125)	
5700	(1730)	
4600	(1400)	
3400	(1030)	
2600	(785)	
1900	(570)	
1700	(510)	
1650	(495)	
1510	(445)	❷
1390	(410)	❷
1310	(390)	
1300	(390)	
1026	(304)	
970	(290)	
700	(205)	
680	(200)	
660	(185)	❷
654	(190)	
643	(187)	
635	(184)	
623	(181)	
620	(180)	
550	(160)	
520	(145)	❷
440	(125)	
232	(61)	

LOC (GS out)	KN DME	4.3	3.2	2.2	1.1
	ALTITUDE	1650′	1310′	970′	620′

Std

STRAIGHT-IN LANDING

	ILS			LOC (GS out)				CIRCLE-TO-LAND	
	MACG MIN 4.0% (244′/NM)	MACG MIN 2.5% (152′/NM)		With D1.3 KN MACG MIN 3.0% (183′/NM) CDFA		W/o D1.3 KN MACG MIN 3.0% (183′/NM) CDFA	MACG MIN 2.5% (152′/NM) CDFA		
	DA(H) 232′ (200′)	DA(H) A: 623′ (591′) C: 643′ (611′) B: 635′ (603′) D: 654′ (622′)		❷ DA/MDA(H) 440′ (408′)		❷ DA/MDA(H) 550′ (518′)	❷ DA/MDA(H) 680′ (648′)		
	ALS out	ALS out		ALS out		ALS out	ALS out	Max KT	MDA(H)
A	❶ R550m	R1500m		R1200m	R1500m	R1500m	R1500m	100	520′ (461′) ❸ V1500m
B								135	660′ (601′) ❸ V1600m
C		R2100m	R2400m		R1900m	R1600m	R2400m	180	1390′ (1331′) V2400m
D		R2200m						205	1510′ (1451′) V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used. ❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❸ or higher straight-in minimums

CHANGES: Notes, restricted area added.

UHWW/VVO
KNEVICHI

JEPPESEN
4 JUL 25
Eff 10 Jul
11-5

VLADIVOSTOK, ~~RUSSIA~~
ILS Z or LOC Z Rwy 25L

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

BRIEFING STRIP

LOC ILN	Final Apch Crs	D7.6 KN MANDATORY	ILS DA(H)	Apt Elev 59′ Rwy 44′
110.1	252°	1700′ (1656′)	244′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to WWØ21 (MAX 195 KT), turn RIGHT to WWØ22, then to WWØ16 climbing to 4200′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL090 ❶ Trans alt: 8000′

RNAV 1 for initial and missed approach.

1. GNSS required. 2. DME required. 3. ILS DME reads zero at rwy 25L threshold.
4. No segment of level flight before FAP/FAF.

7400

MSA ARP ❹ is computed for surface air temperature at apt -35°C.

FEET QNH	METERS (QFE)
8000	(2430)
7400	(2250)
6000	(1820)
5700	(1725)
5600	(1695)
4200	(1270)
3400	(1025)
3300	(995)
3100	(935)
2600	(780)
2500	(750)
2200	(660)
1700	(505)
1510	(445) ❸
1390	(410) ❸
1360	(405)
1300	(385)
1000	(295)
670	(195)
660	(185) ❸
520	(145) ❸
440	(125)
350	(95)
244	(61)

❶ FL100 if pressure is less than 1013 hPa (760mm).
FL110 if pressure is less than 977 hPa (733mm).
❹ in terminal airspace only.

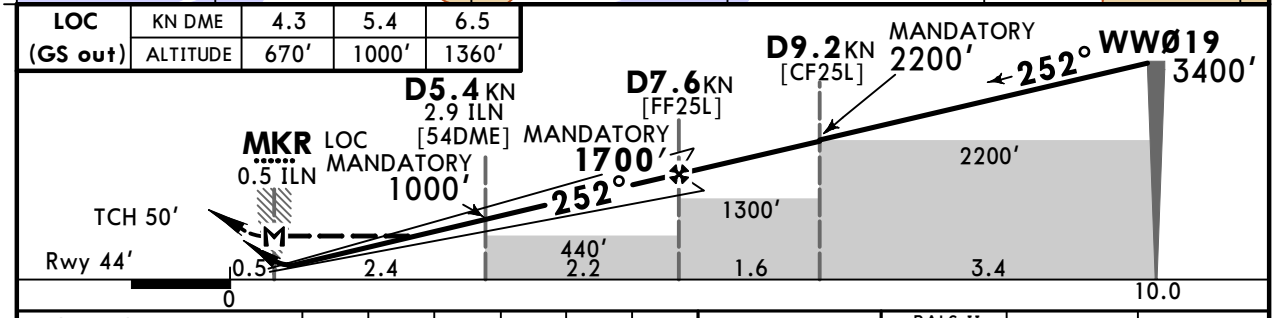
❸ Based on airport elevation

❷ Hold is subject to ATC clearance, when UH(R)-1479 or UH(R)-1480 is active.

❷ MAX 215 KT
MHA 5600

WWØ16 4200 (IAF)
WWØ22
WWØ17 MAX 6000 MIN 3400 (IAF)
WWØ19 3400 (IF)
WWØ18 MANDATORY 6000 (IAF)
WWØ21
D5.4 KN 2.9 ILN [54DME]
D9.2 KN [CF25L]
D7.6 KN [FF25L]
MKR 0.5 ILN
KNEVICHI D 110.6 KN
ILS DME 252° 110.1 ILN
UH(R)-1498
UH(R)-1581
UH(P)-334
UH(R)-1342
(SMA 3300)
(SMA 3400)
(SMA 3100)
132-00 132-10 132-20 132-30 132-40
43-30 43-20

LOC (GS out)	KN DME	4.3	5.4	6.5
	ALTITUDE	670′	1000′	1360′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MKR/D0.5 ILN							

PALS-II PAPI WWØ21 195 KT MAX

Std

STRAIGHT-IN LANDING

	ILS DA(H) 244′ (200′)		LOC (GS out) With D5.4 KN CDFA ❷ DA/MDA(H) 350′ (306′)		LOC (GS out) W/o D5.4 KN CDFA ❷ DA/MDA(H) 440′ (396′)	
	TDZ or CL out	ALS out		ALS out		ALS out
A	R550m	❶ R550m	R1200m	R750m	R1400m	R1100m R1500m
B						
C						R1800m
D						

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	520′ (461′)	V1500m
135	660′ (601′)	V1600m
180	1390′ (1331′)	V2400m
205	1510′ (1451′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Notes, rec alt.

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian) 125.1	124.7	123.4	119.5	121.7

LOC ILN	Final Apch Crs	D7.6 KN MANDATORY	CAT II ILS	Apt Elev 59′
110.1	252°	1700′ (1656′)	RA 115′ DA(H) 144′ (100′)	Rwy 44′

MISSED APCH: Climb STRAIGHT AHEAD to WW021 (MAX 195 KT), turn RIGHT to WW022, then to WW016 climbing to 4200′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL090❶ Trans alt: 8000′

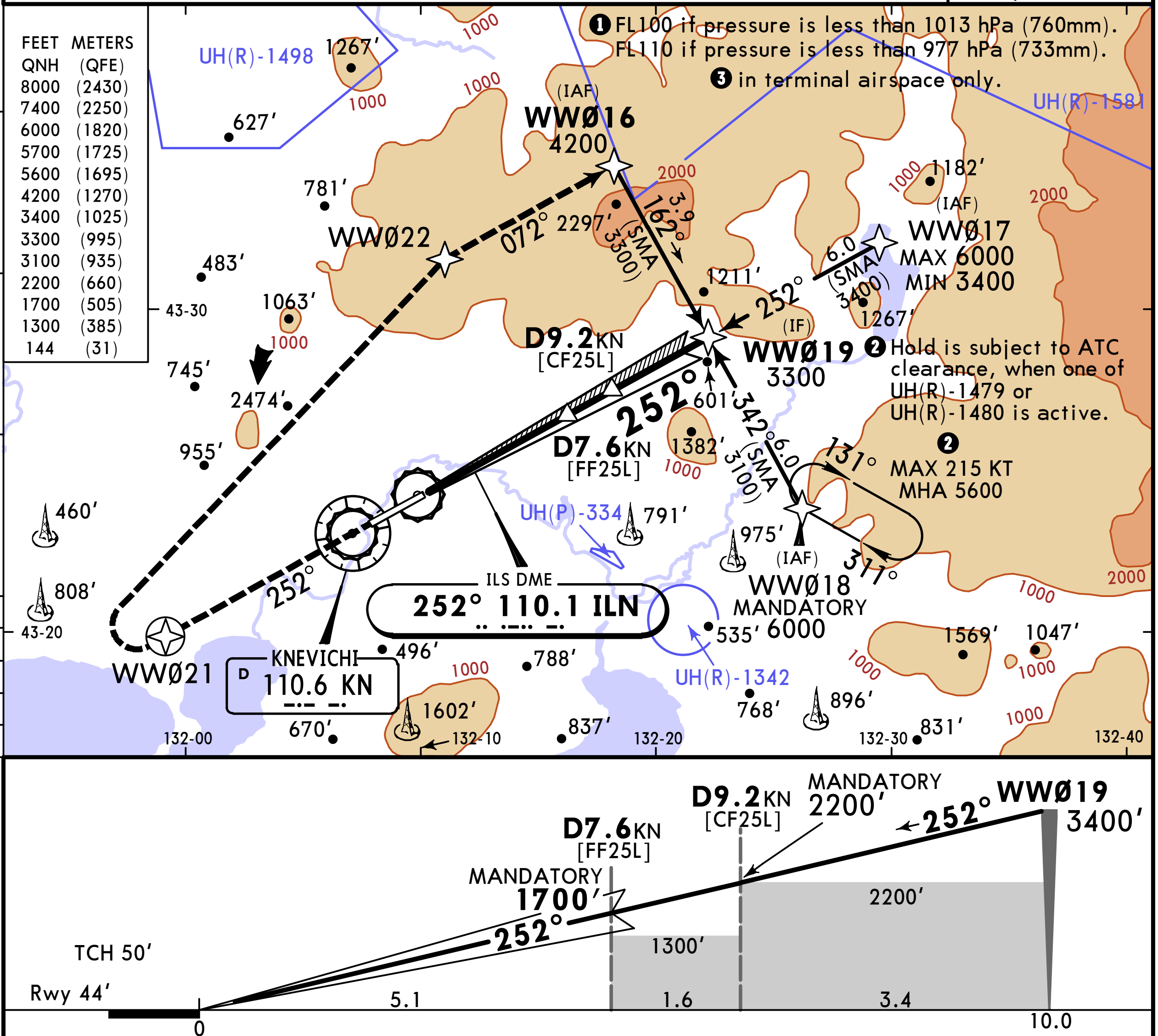
RNAV 1 for initial and missed approach.

1. Special Aircrew & Acft Certification Required. 2. GNSS required. 3. DME required.
4. ILS DME reads zero at rwy 25L threshold. 5. No segement of level flight before FAP.

7400

MSA ARP ❸ is computed for surface air temperature at apt -35°C.

BRIEFING STRIP ™



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

PALS-II
PAPI

WW021 ↑ 195 KT MAX

Std

STRAIGHT-IN LANDING
CAT II ILS

RA 115′
DA(H) **144′** (100′)

❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: Notes.

UHWW/VVO
KNEVICHI

JEPPESEN
4 JUL 25
Eff 10 Jul
11-6

VLADIVOSTOK, ~~RUSSIA~~
ILS Y or LOC Y Rwy 25L

BRIEFING STRIP TM

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

LOC ILN	Final Apch Crs	D7.6 KN MANDATORY	ILS DA(H)	Apt Elev 59′ Rwy 44′
110.1	252°	1700′ (1656′)	244′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 KN (MAX 190 KT), turn RIGHT to VOR climbing to 3400′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL090 ❶ Trans alt: 8000′

1. DME required. 2. ILS DME reads zero at rwy 25L threshold.

7400

MSA ARP ❺ is computed for surface air temperature at apt -35°C.

FEET	METERS
QNH	(QFE)
8000	(2430)
7400	(2250)
7000	(2125)
3400	(1025)
2400	(720)
2100	(630)
1700	(505)
1510	(445) ❹
1390	(410) ❹
1360	(405)
1200	(355)
1000	(295)
670	(195)
660	(185) ❹
520	(145) ❹
440	(125)
350	(95)
244	(61)

❹ Based on airport elevation

❶ FL100 if pressure is less than 1013 hPa (760mm). FL110 if pressure is less than 977 hPa (733mm).

No segment of level flight before FAP/FAF.

❷ CAT A: 066°
CAT B: 064°
CAT C: 051°
CAT D: 049°

❺ in terminal airspace only.

❸ Hold is subject to ATC clearance, when one of UH(R)-1452, UH(R)-1479, UH(R)-1480 or UH(R)-1498 is active.

❸ MAX 210 KT (FL090 or below) MAX FL100 MHA 3400

D12.9 KN
D13.5 KN
D12.9 KN [DØ72M]
D9.7 KN [CF25]
D7.6 KN [FF25L]
D5.4 KN 2.9 ILN [54DME]
MKR 0.5 ILN
(IAF) KNEVICHI D 110.6 KN
MANDATORY 7000 998′
D7.0 KN
NOT TO SCALE
ILS DME 252° 110.1 ILN
(SMA 3400)
MAX 215 KT (SMA 3400)
252°
072°
UH(R)-1581
UH(P)-334
UH(R)-1342
(IF)
2297′ 2245′ 1631′ 1211′ 1552′ 1126′ 1346′ 1063′ 2474′ 745′ 955′ 601′ 1382′ 975′ 535′ 483′
1000 2000
43-30 43-20 132-10 132-20

LOC (GS out)	KN DME	4.3	5.4	6.5
	ALTITUDE	670′	1000′	1360′

VOR 072° RACETRACK MAX 215 KT
BASETURN ❷
MANDATORY 7000′
RACETRACK: D13.5 KN
BASETURN: D12.9 KN
D5.4 KN 2.9 ILN [54DME]
D7.6 KN [FF25L]
D9.7 KN [CF25]
MANDATORY 2400′
MANDATORY 1700′
D12.9 KN [DØ72M]
3400′
MKR 0.5 ILN
LOC MANDATORY 1000′
252°
TCH 50′
Rwy 44′
2100′
1200′
440′
0.5 2.4 2.2 2.1 3.2

Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MKR/D0.5 ILN							

PALS-II PAPI KN D7.0 190 KT MAX

Std

STRAIGHT-IN LANDING

	ILS DA(H) 244′ (200′)			LOC (GS out) With D5.4 KN CDFA ❷ DA/MDA(H) 350′ (306′)		LOC (GS out) W/o D5.4 KN CDFA ❷ DA/MDA(H) 440′ (396′)	
		TDZ or CL out	ALS out		ALS out		ALS out
A	R550m	❶ R550m	R1200m	R750m	R1400m	R1100m	R1500m
B							
C							R1800m
D							

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	520′ (461′)	V1500m
135	660′ (601′)	V1600m
180	1390′ (1331′)	V2400m
205	1510′ (1451′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Notes, rec alt.

UHWW/VVO
KNEVICHI

JEPPESEN
4 JUL 25
Eff 10 Jul
11-6A

VLADIVOSTOK, ~~RUSSIA~~
CAT II ILS Y Rwy 25L

BRIEFING STRIP

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

LOC ILN 110.1	Final Apch Crs 252°	D7.6 KN MANDATORY 1700′ (1656′)	CAT II ILS RA 115′ DA(H) 144′ (100′)	Apt Elev 59′ Rwy 44′

7400

MSA ARP ❹ is computed for surface air temperature at apt -35°C.

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 KN (MAX 190 KT), turn RIGHT to VOR climbing to 3400′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL090 ❶ Trans alt: 8000′

1. Special Aircrew & Acft Certification Required 2. DME required. 3. ILS DME reads zero at rwy 25L thr.

FEET	METERS
QNH	(QFE)
8000	(2430)
7400	(2250)
7000	(2125)
3400	(1025)
2400	(720)
2100	(630)
1700	(505)
1200	(355)
144	(31)

❶ FL100 if pressure is less than 1013 hPa (760mm).
FL110 if pressure is less than 977 hPa (733mm).
❹ in terminal airspace only.

No segment of level flight before FAP.

❷ CAT A: 066°
CAT B: 064°
CAT C: 051°
CAT D: 049°

❸ Hold is subject to ATC clearance, when one of UH(R)-1452, UH(R)-1479, UH(R)-1480 or UH(R)-1498 is active.

❸ MAX 210 KT (FL090 or below) MAX FL100 MHA 3400

MAX 215 KT (SMA 3400)

(SMA 3400)

D12.9 KN
D13.5 KN
D9.7 KN [CF25]
D7.6 KN [FF25L]
D12.9 KN [DØ72M]

ILS DME
252° 110.1 ILN

(IAF)
KNEVICHI
D 110.6 KN
MANDATORY 7000

UH(R)-1581
UH(P)-334
UH(R)-1342

483′ 1063′ 745′ 2474′ 955′ 2297′ 2245′ 1631′ 1346′ 1126′ 1211′ 1552′ 601′ 1382′ 791′ 975′ 998′ 535′

43-30 43-20 132-00 132-10 132-20

VOR
072° → RACETRACK MAX 215 KT
BASETURN ❷
MANDATORY 7000′

RACETRACK: D13.5 KN
BASETURN: D12.9 KN

D9.7 KN [CF25] MANDATORY 2400′ 252° 3400′
D7.6 KN [FF25L] MANDATORY 1700′ 252°
D12.9 KN [DØ72M]

TCH 50′
Rwy 44′
5.1 1200′ 2.1 2100′ 3.2

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

PALS-II PAPI

KN D7.0

190 KT MAX

Std STRAIGHT-IN LANDING
CAT II ILS

RA 115′
DA(H) **144′** (100′)

❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: Notes.

UHWW/VVO
KNEVICHI

JEPPESEN
4 JUL 25
Eff 10 Jul
11-7

VLADIVOSTOK, ~~RUSSIA~~
ILS X or LOC X Rwy 25L

BRIEFING STRIP TM

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

LOC ILN	Final Apch Crs	D7.6 KN MANDATORY	ILS DA(H)	Apt Elev 59′ Rwy 44′
110.1	252°	1700′ (1656′)	244′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 KN (MAX 190 KT), turn RIGHT to VOR climbing to 3400′ or above.
Turn before MAP prohibited.

Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL090 ❶ Trans alt: 8000′

1. DME required. 2. ILS DME reads zero at rwy 25L threshold.

7400

MSA ARP ❹ is computed for surface air temperature at apt -35°C.

FEET	METERS
QNH	(QFE)
8000	(2430)
7400	(2250)
6000	(1820)
4200	(1270)
4000	(1210)
3400	(1025)
2900	(875)
2400	(720)
2300	(690)
2100	(630)
1700	(505)
1510	(445) ❸
1390	(410) ❸
1360	(405)
1200	(355)
1000	(295)
670	(195)
660	(185) ❸
520	(145) ❸
440	(125)
350	(95)
244	(61)

❶ FL100 if pressure is less than 1013 hPa (760mm).
FL110 if pressure is less than 977 hPa (733mm).
❹ in terminal airspace only.

NOT TO SCALE

DAGES
D34.0 KN
FL090

VAZAM
D22.5 KN
6000

11.5 (SMA 4000)
9.6 (SMA 2900)

No segment of level flight before FAP/FAF.

❸ Based on airport elevation

D12.9 KN
[DØ72M]
3400
252°
(IF)

D9.7 KN
[CF25]

D5.4 KN
2.9 ILN
[54DME]

D7.6 KN
[FF25L]

MKR
0.5 ILN

ILS DME
252° 110.1 ILN

KNEVICHI
D 110.6 KN

NOT TO SCALE
D7.0 KN
252°

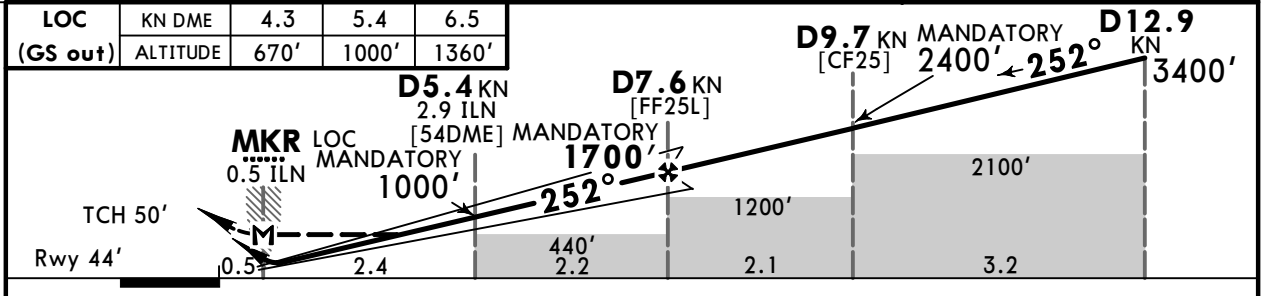
UH(R)-1498
UH(R)-1581
UH(P)-334
UH(R)-1342

627′ 781′ 2297′ 1182′ 2986′ 1267′ 1211′ 1063′ 601′ 2474′ 1382′ 791′ 975′ 535′ 496′ 788′ 768′ 896′ 1602′ 837′ 670′

43-40 43-30 43-20 132-40 132-00 132-10 132-20 132-30

HOLDING FIX
Hold is subject to ATC clearance, when one of UH(R)-1452, UH(R)-1479, UH(R)-1480 or UH(R)-1498 is active.
MAX 210 KT (FL090 or below)
MAX FL100
MHA 3400
072° 252°
VOR

LOC (GS out)	KN DME	4.3	5.4	6.5
	ALTITUDE	670′	1000′	1360′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MKR/D0.5 ILN							

PALS-II
PAPI
KN D7.0
190 KT MAX

Std

STRAIGHT-IN LANDING

	ILS DA(H) 244′ (200′)			LOC (GS out) With D5.4 KN CDFA ❷ DA/MDA(H) 350′ (306′)		LOC (GS out) W/o D5.4 KN CDFA ❷ DA/MDA(H) 440′ (396′)	
		TDZ or CL out	ALS out		ALS out		ALS out
A	R550m	❶ R550m	R1200m	R750m	R1400m	R1100m	R1500m
B							
C							R1800m
D							

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	520′ (461′)	V1500m
135	660′ (601′)	V1600m
180	1390′ (1331′)	V2400m
205	1510′ (1451′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Notes, FL DAGES, rec alt.

UHWW/VVO
KNEVICHI

JEPPESEN
4 JUL 25
Eff 10 Jul
11-7A

VLADIVOSTOK, ~~RUSSIA~~
CAT II ILS X Rwy 25L

BRIEFING STRIP™

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

LOC ILN 110.1	Final Apch Crs 252°	D7.6 KN MANDATORY 1700′ (1656′)	CAT II ILS RA 115′ DA(H) 144′ (100′)	Apt Elev 59′ Rwy 44′

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 KN (MAX 190 KT), turn RIGHT to VOR climbing to 3400′ or above.
Turn before MAP prohibited.

7400

MSA ARP❷ is computed for surface air temperature at apt -35°C.

Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL090❶ Trans alt: 8000′

1. Special Aircrew & Acft Certification Required 2. DME required. 3. ILS DME reads zero at rwy 25L thr.

FEET	METERS
QNH	(QFE)
8000	(2430)
7400	(2250)
7000	(2125)
6000	(1820)
4200	(1270)
4000	(1210)
3400	(1025)
2900	(875)
2400	(720)
2300	(690)
2100	(630)
1700	(505)
1200	(355)
144	(31)

❶ FL100 if pressure is less than 1013 hPa (760mm).
FL110 if pressure is less than 977 hPa (733mm).
❷ in terminal airspace only.

NOT TO SCALE

DAGES
D34.0 KN
FL090

VAZAM
D22.5 KN
[DØ72V]
6000

11.5 (SMA 4000)
9.6 (SMA 2900)

D12.9 KN
[DØ72M]
3400
252°
(IF)

D9.7 KN
[CF25]

D7.6 KN
[FF25L]
252°

No segment of level flight before FAP.

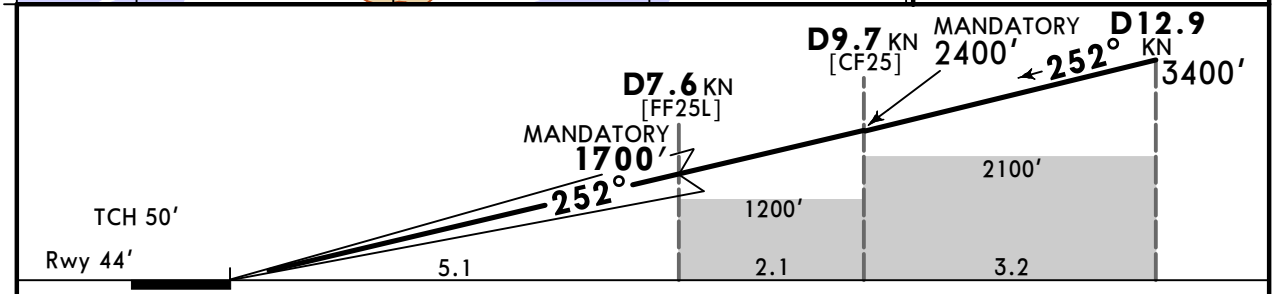
UH(R)-1498
UH(R)-1581
UH(P)-334
UH(R)-1342

ILS DME
252° 110.1 ILN

KNEVICHI
D 110.6 KN

NOT TO SCALE
D7.0 KN
252°

HOLDING FIX
Hold is subject to ATC clearance, when one of UH(R)-1452, UH(R)-1479, UH(R)-1480 or UH(R)-1498 is active.
MAX 210 KT (FL090 or below)
MAX FL100
MHA 3400
072°
252°
VOR



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PALS-II
PAPI
KN D7.0
190 KT MAX

Std

STRAIGHT-IN LANDING
CAT II ILS

RA 115′
DA(H) **144′** (100′)

❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: Notes, FL DAGES.

UHWW/VVO
KNEVICHI

JEPPESEN 4 JUL 25 (12-1) Eff 10 Jul

VLADIVOSTOK, RUSSIA
RNP Rwy 07R

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

RNAV	Final Apch Crs 072°	WWØ13 MANDATORY 1700′ (1668′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 59′ Rwy 32′

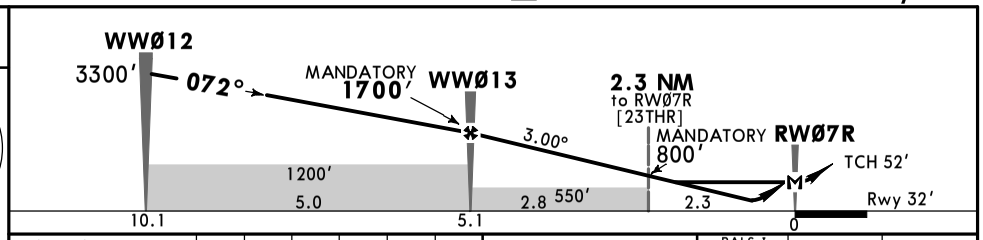
MISSED APCH: Climb STRAIGHT AHEAD to WWØ14 (MAX 230 KT), turn LEFT to WWØ15, then to WWØ11 climbing to 4200′ - 6000′.
Refer to minimums for missed apch climb gradients.

RNP apch. | Alt Set: hPa (MM on req) Rwy Elev: 1 hPa Trans level: FL090❶ Trans alt: 8000′

1. GNSS required. 2. Baro-VNAV not authorized below -31°C. VPA exceeds 3.5° above 50°C.
3. No segment of level flight before FAF.

7400

MSA ARP❹ is computed for surface air temperature at apt -35°C.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7R						
Timing not authorized for defining MAP.						

PALS-I
PAPI

WWØ14 230 KT MAX

❶FL100 if pressure is less than 1013 hPa (760mm).
FL110 if pressure is less than 977 hPa (733mm).
❹in terminal airspace only.

UH(R)-1452
UH(R)-1493
UH(R)-1342
UH(R)-1420
UH(R)-1480
UH(P)-334

WWØ15 745′
WWØ14
(IAF) WWØ11 MAX 6000 MIN 4200
(SMA 1800)
(IF) WWØ12 3300
WWØ13
RWØ7R
2.3 NM to RWØ7R [23THR]
(IAF) WWØ9 MAX 6000 MIN 4700
(SMA 17001)
(IAF) WWØ1Ø MANDATORY FL090

❷Hold is subject to ATC clearance, when UH(R)-1493 is active.

MAX 185 KT MAX between FL120 & FL090 MHA 4100
MAX 215 KT MAX between FL140 & FL130 MHA 2600

FEET	METERS
QNH	(QFE)
8000	(2430)
7400	(2250)
6000	(1820)
4200	(1275)
4100	(1240)
3300	(1000)
2600	(785)
1900	(570)
1800	(540)
1700	(510)
1510	(445) ❸
1460	(440)
1390	(410) ❸
1200	(360)
1110	(330)
800	(235)
770	(225)
740	(220)
660	(185) ❸
612	(177)
582	(168)
562	(162)
552	(159)
550	(160)
520	(145) ❸
440	(125)
312	(86)
302	(83)
292	(80)

❸Based on airport elevation

DIST to RWØ7R	4.3	3.2	2.2
ALTITUDE	1460′	1110′	770′

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV	
	MACG MIN 3.7% (225′/NM) DA(H) AB: 292′(260′) C: 302′(270′) D: 312′(280′)	MACG MIN 2.5% (152′/NM) DA(H) A: 552′(520′) B: 562′(530′) C: 582′(550′) D: 612′(580′)	MACG MIN 3.4% (207′/NM) CDFA ❶ DA/MDA(H) 440′(408′)	MACG MIN 2.5% (152′/NM) CDFA ❶ DA/MDA(H) 740′(708′)
	ALS out	ALS out	ALS out	ALS out
A	R750m	R1300m	R1500m	R1200m	R1500m	R1500m
B						
C			R1800m	R2400m	R1900m	R2400m
D			R1900m			

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	520′ (461′) ❸	V1500m
135	660′ (601′) ❸	V1600m
180	1390′ (1331′)	V2400m
205	1510′ (1451′)	V3600m

❶VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❷or higher straight-in minimums

CHANGES: Notes, restricted area added, rec alt.

UHWW/VVO
KNEVICHI

JEPPESEN
4 JUL 25 (12-2) Eff 10 Jul

VLADIVOSTOK, ~~RUSSIA~~
RNP Rwy 25L

BRIEFING STRIP™

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

RNAV	Final Apch Crs 252°	WWØ2Ø MANDATORY 1700′ (1656′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 59′ Rwy 44′

MISSED APCH: Climb STRAIGHT AHEAD to WWØ21 (MAX 195 KT), turn RIGHT to WWØ22, then to WWØ16 climbing to 4200′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL090❶ Trans alt: 8000′

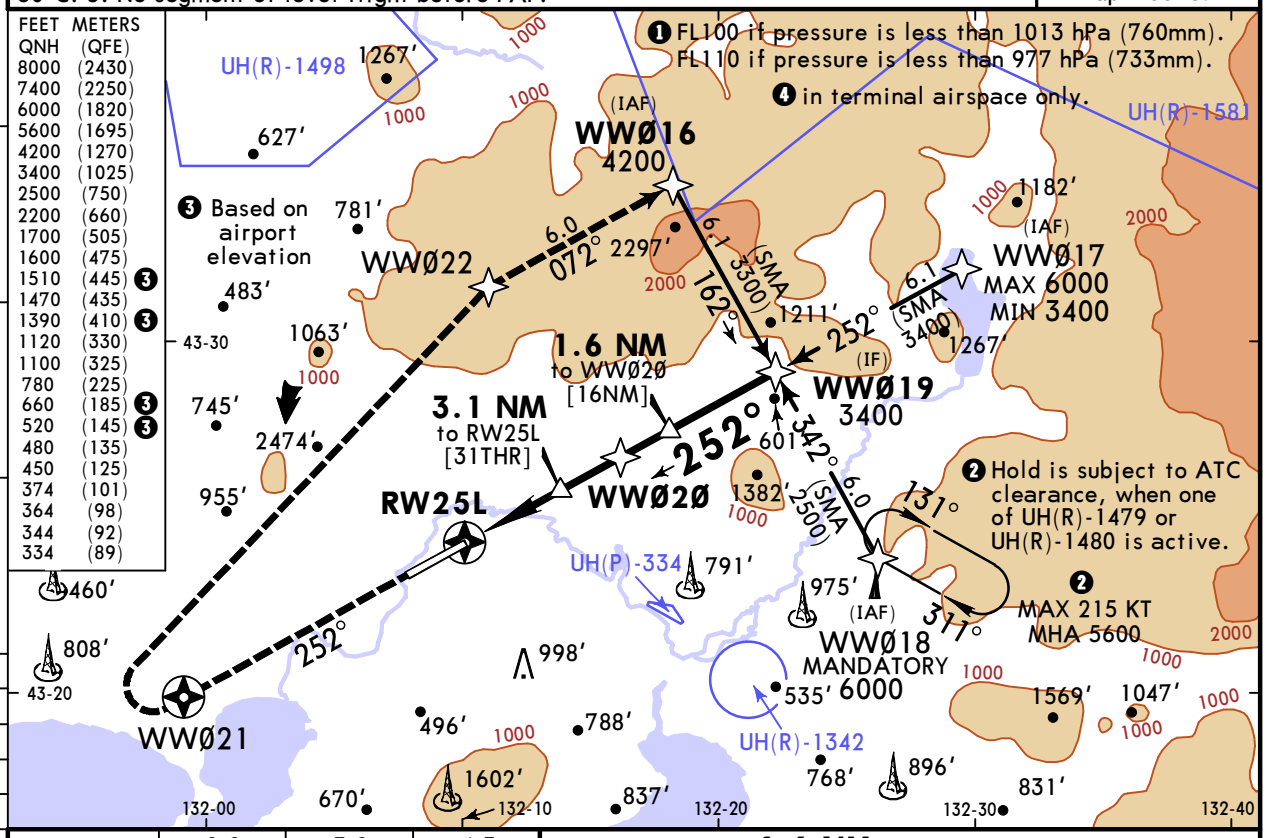
RNP apch.

1. GNSS required. 2. Baro-VNAV not authorized below -31°C. VPA exceeds 3.5° above 50°C. 3. No segment of level flight before FAF.

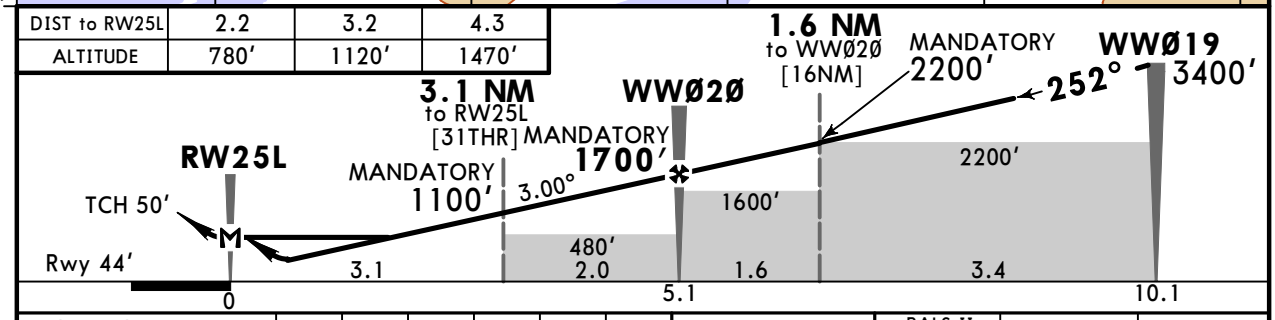
7400

MSA ARP❹ is computed for surface air temperature at apt -35°C.

FEET QNH	METERS (QFE)
8000	(2430)
7400	(2250)
6000	(1820)
5600	(1695)
4200	(1270)
3400	(1025)
2500	(750)
2200	(660)
1700	(505)
1600	(475)
1510	(445) ❸
1470	(435)
1390	(410) ❸
1120	(330)
1100	(325)
780	(225)
660	(185) ❸
520	(145) ❸
480	(135)
450	(125)
374	(101)
364	(98)
344	(92)
334	(89)



DIST to RW25L	2.2	3.2	4.3
ALTITUDE	780′	1120′	1470′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW25L							
Timing not authorized for defining MAP.							

PALS-II
PAPI

WWØ21

195 KT
MAX

Std

STRAIGHT-IN LANDING

LNAV/VNAV

DA(H) A: **334′** (290′) C: **364′** (320′)
B: **344′** (300′) D: **374′** (330′)

LNAV
CDFA

❶ DA/MDA(H) **450′** (406′)

	ALS out		ALS out
A	R750m	R1400m	R1500m
B			
C			R1900m
D	R800m	R1500m	

R1200m

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	520′ (461′)	V1500m
135	660′ (601′)	V1600m
180	1390′ (1331′)	V2400m
205	1510′ (1451′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Notes, rec alt.

UHWW/VVO
KNEVICHI

JEPPESEN
4 JUL 25 (12-40) Eff 10 Jul

VLADIVOSTOK, ~~RUSSIA~~
GLS Rwy 07R

BRIEFING STRIP™

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

GBAS	Final Apch Crs	WWØ33 MANDATORY	GLS DA(H) Refer to Minimums	Apt Elev 59′ Rwy 32′
Ch 20417 G07A	072°	1700′ (1668′)		

MISSED APCH: Climb STRAIGHT AHEAD to WWØ14 (MAX 230 KT), turn LEFT to WWØ15, then to WWØ11 climbing to 4200′ - 6000′
Refer to minimums for missed apch climb gradients.

Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL090 ❶ Trans alt: 8000′

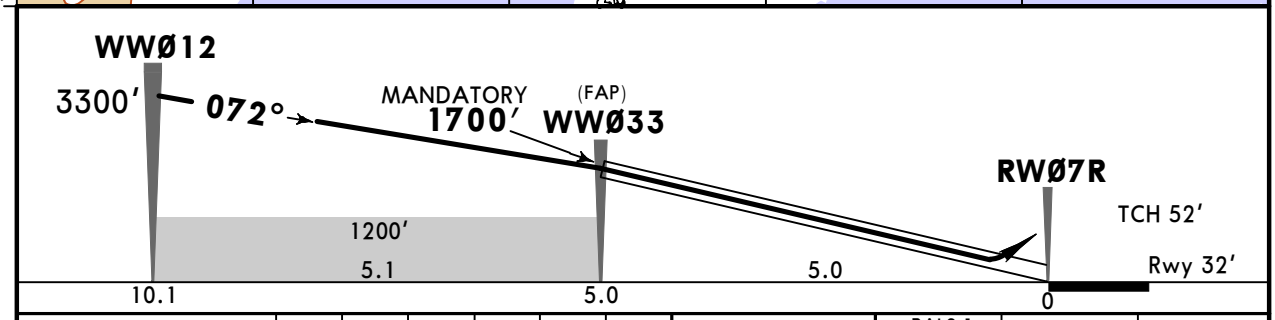
RNAV 1 for initial and missed approach.

1. GNSS required. 2. No segment of level flight before FAP.

7400
MSA ARP ❹ is computed for surface air temperature at apt -35°C

FEET QNH	METERS (QFE)
8000	(2430)
7400	(2250)
6000	(1820)
4200	(1275)
4100	(1240)
3300	(1000)
2600	(785)
1900	(570)
1800	(540)
1700	(510)
1510	(445) ❸
1390	(410) ❸
1200	(360)
660	(185) ❸
654	(190)
643	(187)
635	(184)
623	(181)
520	(145) ❸
232	(61)

❶ FL100 if pressure is less than 1013 hPa (760mm).
FL110 if pressure is less than 977 hPa (733mm).
❹ in terminal airspace only.
❸ Based on airport elevation
❷ MAX 185 KT MAX between FL120 & FL090 MHA 4100
❷ Hold is subject to ATC clearance, when UH(R)-1493 is active.
UH(R)-1452
UH(P)-334
GBAS Ch 20417 G07A
WWØ15 (IAF) WWØ11 MAX 6000 MIN 4200
WWØ14
RWØ7R
WWØ33
(IF) WWØ12 3300
(IAF) WWØ9 MAX 6000 MIN 4700
(IAF) WWØ1Ø MANDATORY FL090
MAX 215 KT MAX between FL140 & FL130 MHA 2600
(SMA 1800) (SMA 1700) (SMA 1900)
43-30 43-20 131-40 131-50 132-00 132-10



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

PALS-I
PAPI
WWØ14
230 KT MAX

Std

STRAIGHT-IN LANDING
GLS

	MACG MIN 4.0% (244′/NM) DA(H) 232′ (200′)		MACG MIN 2.5% (152′/NM) DA(H) A: 623′ (591′) C: 643′ (611′) B: 635′ (603′) D: 654′ (622′)	
		ALS out		ALS out
A	❶ R550m	R1200m	R1500m	
B				
C			R2100m	R2400m
D			R2200m	

CIRCLE-TO-LAND

Max KT	MDA(H)
100	520′ (461′) ❷ V1500m
135	660′ (601′) ❷ V1600m
180	1390′ (1331′) V2400m
205	1510′ (1451′) V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used. ❷ or higher straight-in minimums

CHANGES: Notes.

UHWW/VVO
KNEVICHI

JEPPESEN
4 JUL 25 (12-41) Eff 10 Jul

VLADIVOSTOK, ~~RUSSIA~~
GLS Rwy 25L

BRIEFING STRIP™

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

GBAS	Final Apch Crs	WWØ32 MANDATORY	GLS DA(H)	Apt Elev 59′ Rwy 44′
Ch 20828 G25A	252°	1700′ (1656′)	244′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to WWØ21 (MAX 195 KT), turn RIGHT to WWØ22, then to WWØ16, climbing to 4200′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL090❶ Trans alt: 8000′

RNAV 1 for initial and missed approach.

1. GNSS required. 2. No segment of level flight before FAP.

7400

MSA ARP ❹ is computed for surface air temperature at apt -35°C

FEET QNH	METERS (QFE)
8000	(2430)
7400	(2250)
6000	(1820)
5600	(1695)
4200	(1270)
3400	(1025)
3300	(995)
2500	(750)
2200	(660)
1700	(505)
1510	(445) ❸
1390	(410) ❸
1300	(385)
660	(185) ❸
520	(145) ❸
244	(61)

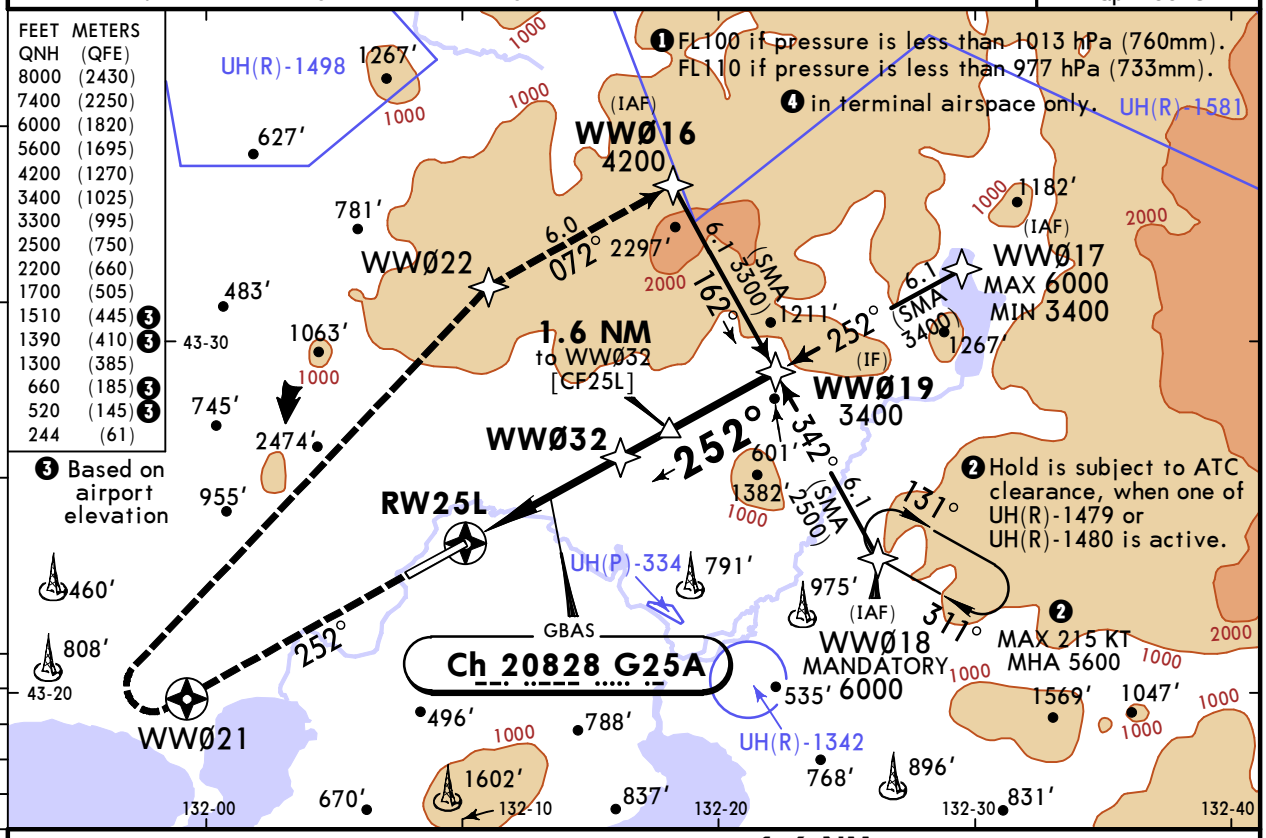
43-30

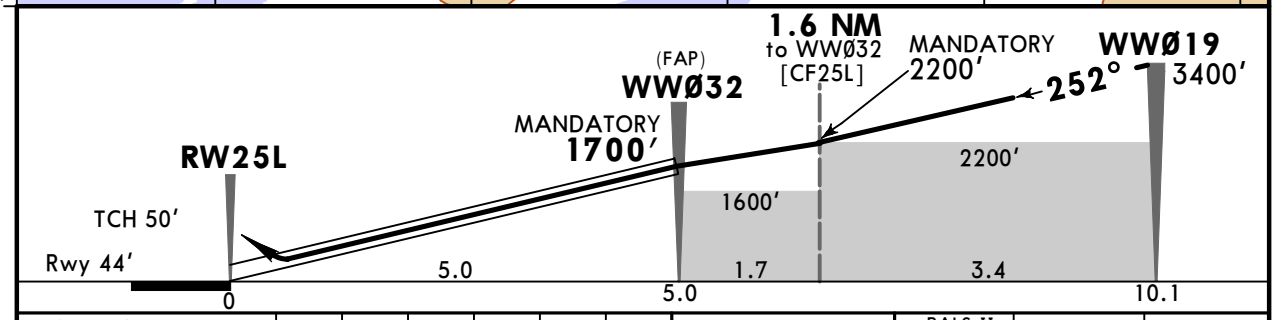
❸ Based on airport elevation

❶ FL100 if pressure is less than 1013 hPa (760mm). FL110 if pressure is less than 977 hPa (733mm).

❹ in terminal airspace only.

❷ Hold is subject to ATC clearance, when one of UH(R)-1479 or UH(R)-1480 is active.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

PALS-II
PAPI

WWØ21 195 KT MAX

Std

STRAIGHT-IN LANDING

GLS

DA(H) 244′ (200′)

	TDZ or CL out	ALS out
A	R550m	❶ R550m	R1200m
B			
C			
D			

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	520′ (461′)	V1500m
135	660′ (601′)	V1600m
180	1390′ (1331′)	V2400m
205	1510′ (1451′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: Notes.

UHWW/VVO
KNEVICHI

JEPPESEN
4 JUL 25 (13-1) Eff 10 Jul

VLADIVOSTOK, ~~RUSSIA~~
VOR Z Rwy 07R

BRIEFING STRIP™

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

VOR KN	Final Apch Crs	D4.5 MANDATORY	DA/MDA(H) Refer to Minimums	Apt Elev 59′ Rwy 32′
110.6	072°	1700′ (1668′)		

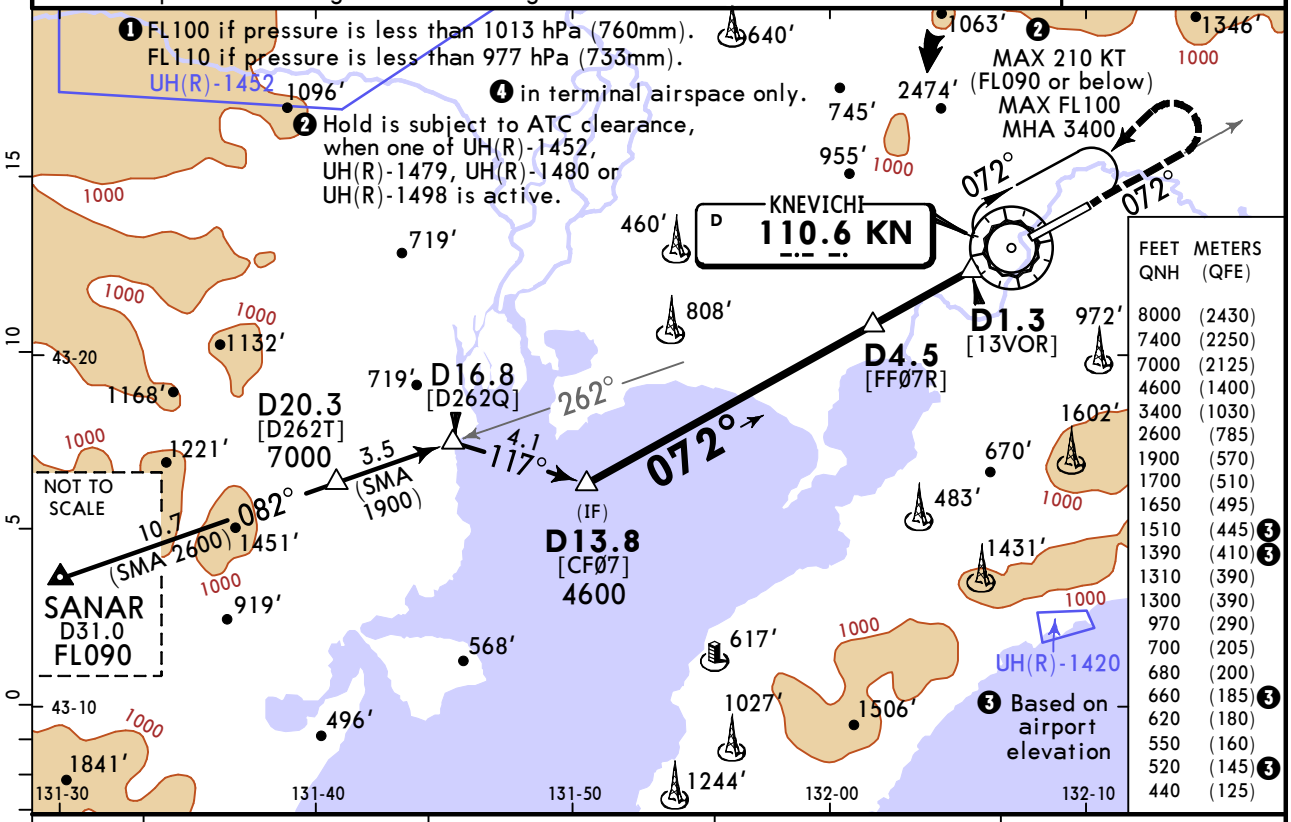
MISSED APCH: Climb STRAIGHT AHEAD to 1900′ or above (MAX 215 KT), turn LEFT to VOR climbing to 3400′ or above. Turn before MAP is prohibited. Refer to minimums for missed apch climb gradients.

Alt Set: hPa (MM on req) Rwy Elev: 1 hPa Trans level: FL090 ❶ Trans alt: 8000′

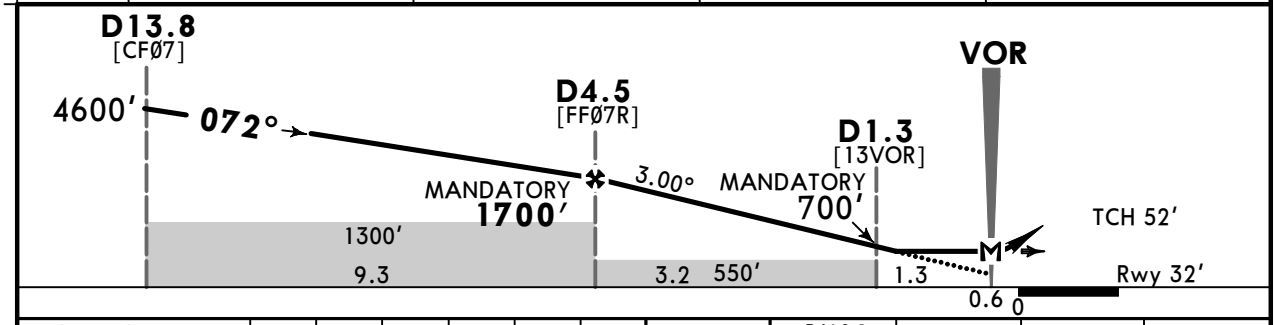
1. DME required. 2. No segment of level flight before FAF.

7400

MSA ARP ❹ is computed for surface air temperature at apt -35°C



KN DME	4.3	3.2	2.2	1.1
ALTITUDE	1650′	1310′	970′	620′



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

Timing not authorized for defining MAP.

PALS-I
PAPI

MIN 1900′ | 215 KT MAX | KN 110.6 LT

PANS OPS

Std

STRAIGHT-IN LANDING

With D1.3			W/o D1.3	
MACG MIN 2.9% (177′/NM) CDFA	MACG MIN 2.5% (152′/NM) CDFA		MACG MIN 2.7% (165′/NM) CDFA	
❶ DA/MDA(H) 440′ (408′)	❶ DA/MDA(H) 680′ (648′)		❶ DA/MDA(H) 550′ (518′)	
ALS out	ALS out		ALS out	
A R1200m	R1500m	R1500m	R1500m	
B				
C	R1900m	R2300m	R2400m	R1600m	R2400m
D				

CIRCLE-TO-LAND

Max KT	MDA(H)
100	520′ (461′) ❷ V1500m
135	660′ (601′) ❷ V1600m
180	1390′ (1331′) V2400m
205	1510′ (1451′) V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❷ or higher straight-in minimums

CHANGES: Notes, restricted area added.

UHWW/VVO
KNEVICHI

JEPPESEN 4 JUL 25 13-2 Eff 10 Jul

VLADIVOSTOK, ~~RUSSIA~~
VOR Y Rwy 07R

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

VOR KN	Final Apch Crs	D4.5 MANDATORY	DA/MDA(H) Refer to Minimums	Apt Elev 59′ Rwy 32′
110.6	072°	1700′ (1668′)		

MISSED APCH: Climb STRAIGHT AHEAD to 1900′ or above (MAX 215 KT), turn LEFT to VOR climbing to 3400′ or above. Turn before MAP is prohibited. Refer to minimums for missed apch climb gradients.

Alt Set: hPa (MM on req) Rwy Elev: 1 hPa Trans level: FL090 ❶ Trans alt: 8000′

1. DME required. 2. Racetrack is subject to ATC clearance, when UH(R)-1651 is active.

7400

MSA ARP ❹ is computed for surface air temperature at apt -35°C

BRIEFING STRIP ™

❶ FL100 if pressure is less than 1013 hPa (760mm).
FL110 if pressure is less than 977 hPa (733mm).

❹ in terminal airspace only.

No segment of level flight before FAF.

(IAF) KNEVICHI D 110.6 KN

MANDATORY 7000

❷ CAT A: 258°
CAT B: 260°
CAT C: 273°
CAT D: 275°

❸ Based on airport elevation

FEET QNH	METERS (QFE)
8000	(2430)
7400	(2250)
7000	(2125)
4200	(1275)
3400	(1030)
2500	(755)
2000	(600)
1900	(570)
1700	(510)
1650	(495)
1510	(445) ❸
1390	(410) ❸
1310	(390)
1000	(300)
970	(290)
700	(205)
680	(200)
660	(185) ❸
620	(180)
550	(160)
520	(145) ❸
440	(125)

HOLDING FIX
Hold is subject to ATC clearance, when one of UH(R)-1452, UH(R)-1479, UH(R)-1480 or UH(R)-1498 is active.
MAX 210 KT
(FL090 or below)
MAX FL100
MHA 3400

VOR 072° 252°

KN DME	4.3	3.2	2.2	1.1
ALTITUDE	1650′	1310′	970′	620′

RACETRACK: D12.7
BASETURN: D12.4

MAX 185 KT RACETRACK 252° BASETURN ❷ VOR MANDATORY 7000′

4200′ D12.3 [CFØ7R] 072° D4.5 [FFØ7R] MANDATORY 1700′ 3.00° MANDATORY 700′ D1.3 [13VOR] TCH 52′

1000′ 7.8 3.2 550′ 1.3 0.6 0 Rwy 32′

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						
Timing not authorized for defining MAP.						

PALS-I PAPI

MIN 1900′ | 215 KT MAX | KN 110.6 LT

Std

STRAIGHT-IN LANDING

With D1.3	W/o D1.3
MACG MIN 2.9% (177′/NM) CDFA ❶ DA/MDA(H) 440′ (408′)	MACG MIN 2.5% (152′/NM) CDFA ❶ DA/MDA(H) 680′ (648′)
MACG MIN 2.7% (165′/NM) CDFA ❶ DA/MDA(H) 550′ (518′)	

		ALS out		ALS out		ALS out
A	R1200m	R1500m	R1500m		R1500m	
B						
C		R1900m	R2300m	R2400m	R1600m	R2400m
D						

CIRCLE-TO-LAND

Max KT	MDA(H)
100	520′ (461′) ❷ V1500m
135	660′ (601′) ❷ V1600m
180	1390′ (1331′) V2400m
205	1510′ (1451′) V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❷ or higher straight-in minimums

CHANGES: Notes.

UHWW/VVO KNEVICHI

JEPPESEN 4 JUL 25 13-3 Eff 10 Jul

VLADIVOSTOK, ~~RUSSIA~~ VOR Z Rwy 25L

BRIEFING STRIP

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

VOR KN	Final Apch Crs	D7.6 MANDATORY	DA/MDA(H)	Apt Elev 59′ / Rwy 44′
110.6	252°	1700′ (1656′)	480′ (436′)	

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 (MAX 190 KT), turn RIGHT to VOR climbing to 3400′ or above. Turn before VOR prohibited.

Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL090 ❶ Trans alt: 8000′

1. DME required. 2. No segment of level flight before FAF.

7400

MSA ARP ❸ is computed for surface air temperature at apt -35°C.

FEET QNH	METERS (QFE)
8000	(2430)
7400	(2250)
6000	(1820)
4000	(1210)
3400	(1025)
2900	(875)
2400	(720)
2300	(690)
2200	(660)
1700	(505)
1600	(475)
1510	(445) ❷
1390	(410) ❷
1360	(405)
1000	(295)
670	(195)
660	(185) ❷
520	(145) ❷
480	(135)

❷ Based on airport elevation

❶ FL100 if pressure is less than 1013 hPa (760mm). FL110 if pressure is less than 977 hPa (733mm).

❸ in terminal airspace only.

NOT TO SCALE

DAGES D34.0 FL090

VAZAM D22.5 6000

(SMA 4000) 11.5

(SMA 2900) 9.6

D12.9 [DØ72M] 3400

(IF)

252°

D9.7 [CF25]

D7.6 [FF25L]

D2.5 [RW25L]

UH(R)-1498 1267′

UH(R)-1581

UH(P)-334

UH(R)-1342

627′ 781′ 2297′ 1182′ 2986′ 1211′ 1267′ 1063′ 601′ 2474′ 1382′ 955′ 791′ 975′ 535′ 496′ 788′ 768′ 896′ 1602′ 837′ 670′

43-40 43-30 43-20 132-40 132-00 132-10 132-20 132-30

1000 2000

RECOMMENDED ALTITUDES	
KN DME	ALTITUDE
6.5	1360′
5.4	1000′
4.3	670′

HOLDING FIX

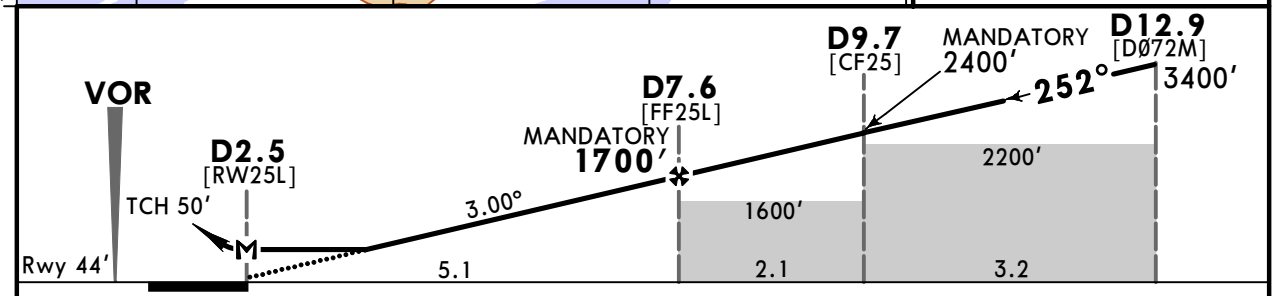
Hold is subject to ATC clearance, when one of UH(R)-1452, UH(R)-1479, UH(R)-1480 or UH(R)-1498 is active.

MAX 210 KT (FL090 or below) MAX FL100 MHA 3400

072° 252° VOR

NOT TO SCALE D7.0 252°

KNEVICHI D 110.6 KN



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.5						
Timing not authorized for defining MAP.						

PALS-II PAPI

D7.0

190 KT MAX

KN 110.6 RT

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 480′ (436′)

		ALS out
A	R1300m	R1500m
B		
C		R2000m
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	520′ (461′)	V1500m
135	660′ (601′)	V1600m
180	1390′ (1331′)	V2400m
205	1510′ (1451′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Notes, FL DAGES, rec alt.

UHWW/VVO KNEVICHI

JEPPESEN 4 JUL 25 13-4 Eff 10 Jul

VLADIVOSTOK, ~~RUSSIA~~ VOR Y Rwy 25L

BRIEFING STRIP TM

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

VOR KN	Final Apch Crs	D7.6 MANDATORY	DA/MDA(H)	Apt Elev 59′ / Rwy 44′
110.6	252°	1700′ (1656′)	480′ (436′)	

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 (MAX 190 KT), turn RIGHT to VOR climbing to 3400′ or above. Turn before VOR prohibited.

Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL090 ❶ Trans alt: 8000′

1. DME required. 2. No segment of level flight before FAF.

7400

MSA ARP ❺ is computed for surface air temperature at apt -35°C.

FEET QNH	METERS (QFE)
8000	(2430)
7400	(2250)
7000	(2125)
3400	(1025)
2400	(720)
2300	(690)
2200	(660)
1700	(505)
1600	(475)
1510	(445) ❹
1390	(410) ❹
1360	(405)
1000	(295)
670	(195)
660	(185) ❹
520	(145) ❹
480	(135)

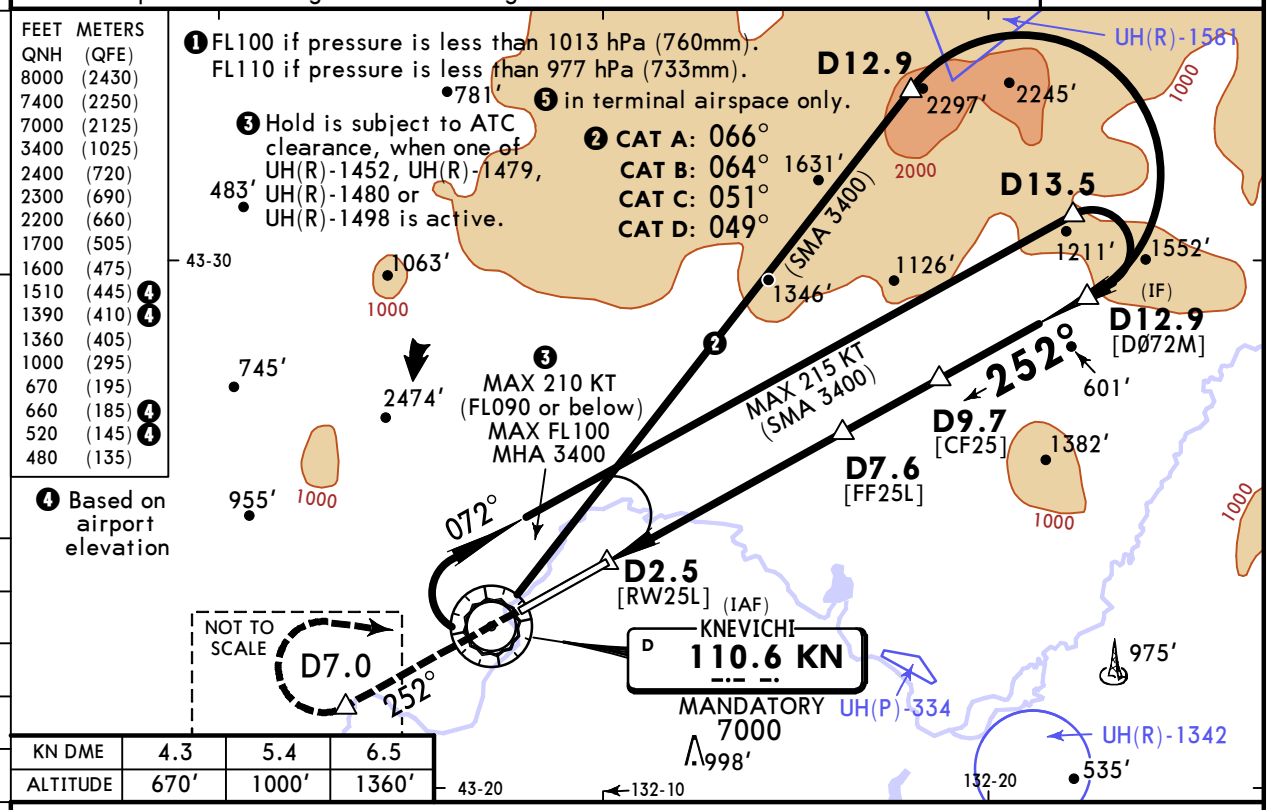
❹ Based on airport elevation

❶ FL100 if pressure is less than 1013 hPa (760mm). FL110 if pressure is less than 977 hPa (733mm).

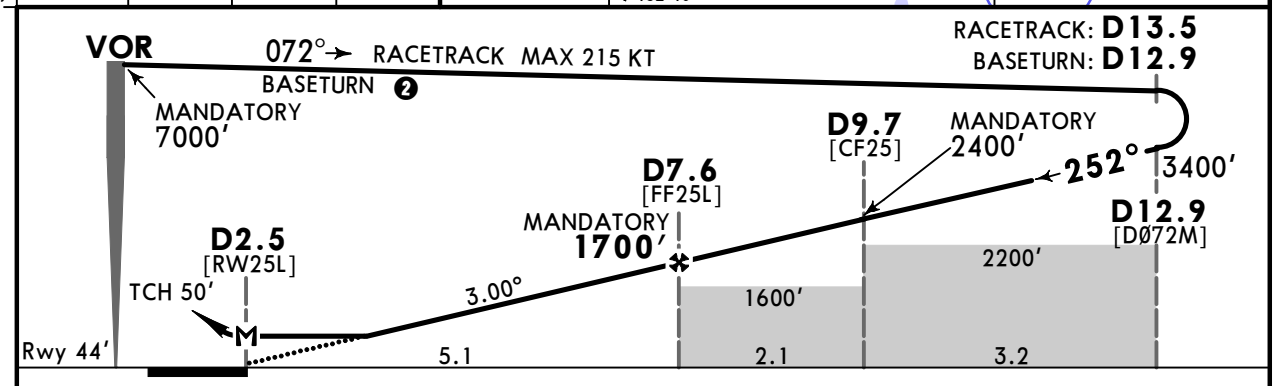
❺ in terminal airspace only.

❸ Hold is subject to ATC clearance, when one of UH(R)-1452, UH(R)-1479, UH(R)-1480 or UH(R)-1498 is active.

❷ CAT A: 066° CAT B: 064° CAT C: 051° CAT D: 049°



KN DME	4.3	5.4	6.5
ALTITUDE	670′	1000′	1360′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.5							

PALS-II PAPI

D7.0 ↑ | 190 KT MAX | KN 110.6 RT

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 480′ (436′)

	ALS out	Max KT	MDA(H)	
A	R1300m	100	520′ (461′)	V1500m
B		135	660′ (601′)	V1600m
C	R1500m	180	1390′ (1331′)	V2400m
D	R2000m	205	1510′ (1451′)	V3600m

CIRCLE-TO-LAND

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Notes, rec alt.

UHWW/VVO
KNEVICHI

JEPPESEN
4 JUL 25 (16-1) Eff 10 Jul

VLADIVOSTOK, ~~RUSSIA~~
NDB Z Rwy 07R

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

NDB LS	Final Apch Crs	D4.4 MANDATORY	DA/MDA(H) Refer to Minimums	Apt Elev 59′ Rwy 32′
630	072°	1700′ (1668′)		

MISSED APCH: Climb STRAIGHT AHEAD to 1900′ or above (MAX 240 KT), turn LEFT to NDB climbing to 3400′ or above. Turn before MAP is prohibited.
Refer to minimums for missed apch climb gradients.

Alt Set: hPa (MM on req) Rwy Elev: 1 hPa Trans level: FL090❶ Trans alt: 8000′

1. DME required. 2. No segment of level flight before FAF.

7400

MSA ARP❷ is computed for surface air temperature at apt -35°C.

BRIEFING STRIP™

❶ FL100 if pressure is less than 1013 hPa (760mm).
FL110 if pressure is less than 977 hPa (733mm).

❷ in terminal airspace only.

❸ CAT A: 259°
CAT B: 261°
CAT C: 278°
CAT D: 280°

640′ 745′ 2474′ 955′ 460′ 998′

KNEVICHI D 110.6 KN

D12.4 (SMA 1800) 808′ 519′ 43-20

D13.2

D12.3 [CFØ7R]

D4.5 [FFØ7R]

630 LS (IAF)

MANDATORY 7000

MAX 235 KT (SMA 2500)

072° 252°

[RWØ7R]

❹ Based on airport elevation

FEET QNH	METERS (QFE)	
8000	(2430)	
7400	(2250)	
7000	(2125)	
4200	(1275)	
3400	(1030)	
2500	(755)	
1900	(570)	
1800	(540)	
1700	(510)	
1650	(495)	
1510	(445)	❹
1390	(410)	❹
1310	(390)	
1030	(305)	
1000	(300)	
970	(290)	
790	(235)	
660	(185)	❹
620	(180)	
550	(160)	
520	(145)	❹
460	(135)	

HOLDING FIX
Hold is subject to ATC clearance, when one of UH(R)-1452, UH(R)-1479, UH(R)-1480 or UH(R)-1498 is active.
MAX 210 KT (FL090 or below)
MAX FL100
MHA 3400

NDB

KN DME	4.3	3.2	2.2	1.1
ALTITUDE	1650′	1310′	970′	620′

132-00 132-10 131-50

RACETRACK: D13.2
BASETURN: D12.4

MAX 235 KT RACETRACK 252° BASETURN ❸

LOM MANDATORY 7000′

4200′ D12.3 [CFØ7R] 072°

D4.5 [FFØ7R]

MANDATORY 1700′

MANDATORY 1030′

3.00°

072°

[RWØ7R]

TCH 52′

Rwy 32′

1000′ 7.8 2.2 550′ 3.0

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7R						

PALS-I
PAPI

MIN 1900′ | 240 KT MAX | LS 630 LT

Std

STRAIGHT-IN LANDING

With LOM MACG MIN 3.0% (183′/NM) CDFA ❶ DA/MDA(H)	W/o LOM MACG MIN 2.9% (177′/NM) CDFA ❶ DA/MDA(H)	W/o LOM MACG MIN 2.5% (152′/NM) CDFA ❶ DA/MDA(H)
460′ (428′)	550′ (518′)	790′ (758′)

		ALS out		ALS out		ALS out
A	R1300m	R1500m	R1500m		R1500m	
B						
C		R2000m	R1600m	R2400m	R2400m	
D						

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	520′ (461′)	❷ V1500m
135	660′ (601′)	❷ V1600m
180	1390′ (1331′)	V2400m
205	1510′ (1451′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❷ or higher straight-in minimums

CHANGES: Notes, FAF distance, timing.

UHWW/VVO
KNEVICHI

JEPPESEN 4 JUL 25 16-2 Eff 10 Jul

VLADIVOSTOK, ~~RUSSIA~~
NDB Y Rwy 07R

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

Lctr	Final Apch Crs	D4.4 MANDATORY	DA/MDA(H) Refer to Minimums	Apt Elev 59′ Rwy 32′
L 295	072°	1700′ (1668′)		

MISSED APCH: Climb STRAIGHT AHEAD to 1900′ or above (MAX 215 KT), turn LEFT to Lctr climbing to 3400′ or above. Turn before MAP is prohibited. Refer to minimums for missed apch climb gradients.

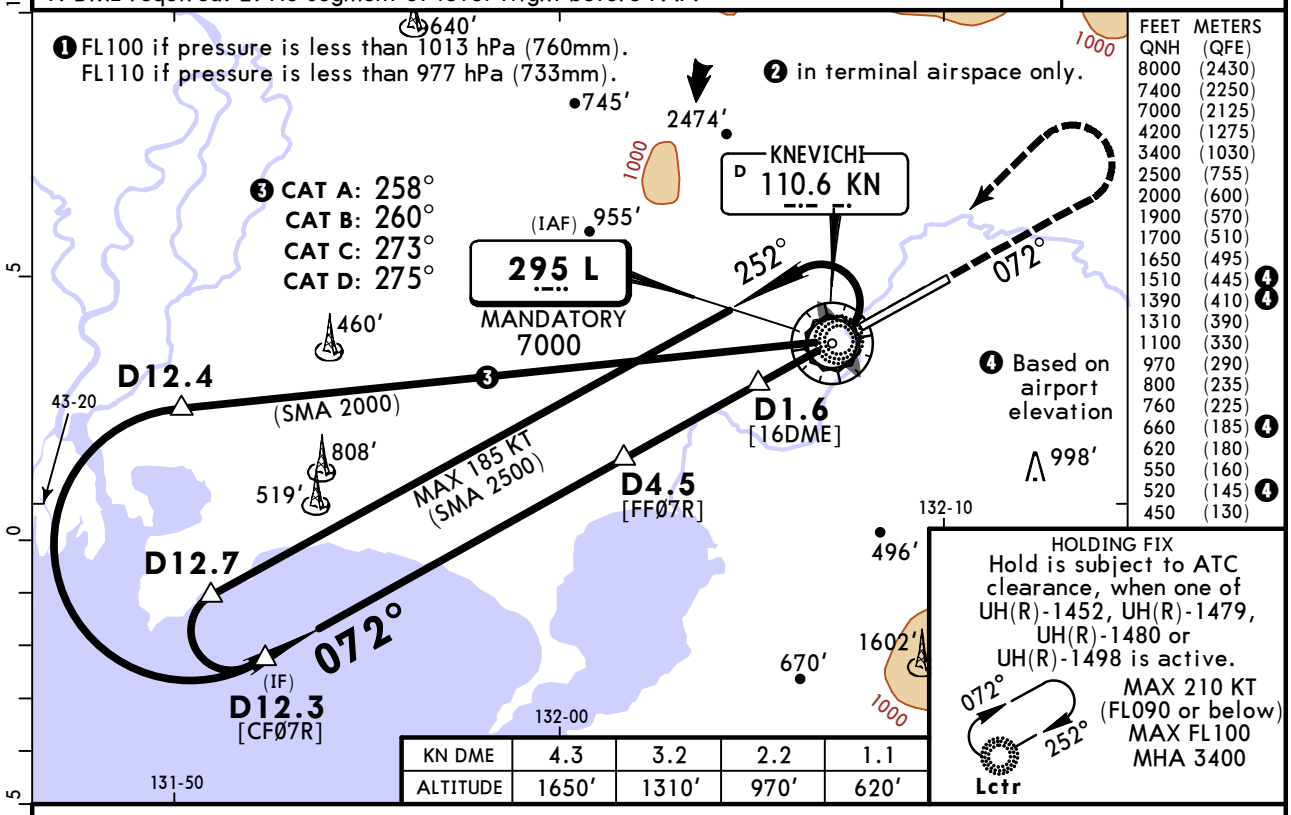
Alt Set: hPa (MM on req) Rwy Elev: 1 hPa Trans level: FL090 ❶ Trans alt: 8000′

1. DME required. 2. No segment of level flight before FAF.

7400

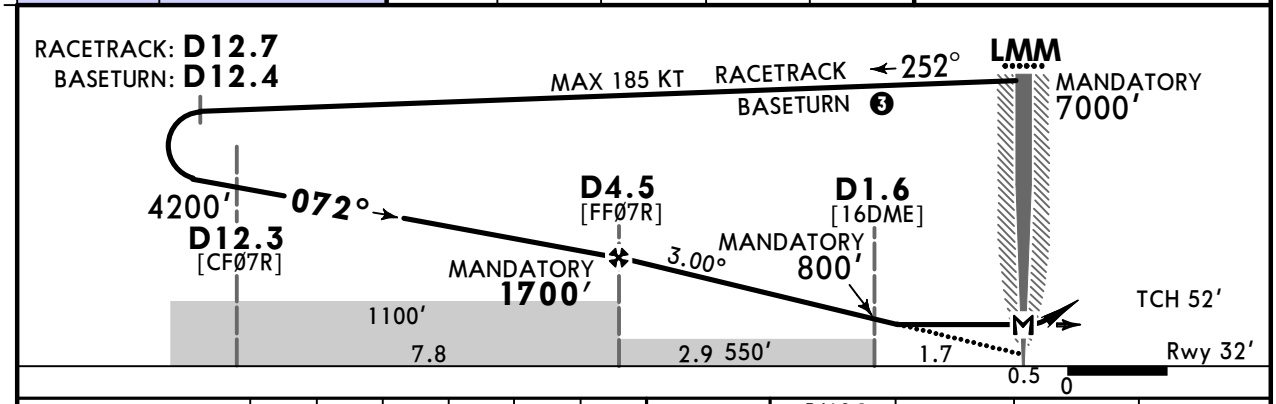
MSA ARP ❷ is computed for surface air temperature at apt -35°C.

BRIEFING STRIP ™



KN DME	4.3	3.2	2.2	1.1
ALTITUDE	1650′	1310′	970′	620′

HOLDING FIX
Hold is subject to ATC clearance, when one of UH(R)-1452, UH(R)-1479, UH(R)-1480 or UH(R)-1498 is active.
MAX 210 KT (FL090 or below)
MAX FL100
MHA 3400
072° 252° Lctr



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

Timing not authorized for defining MAP.

PALS-I PAPI

MIN 1900′ | 215 KT MAX | L 295 LT

PANS OPS

Std

STRAIGHT-IN LANDING

With D1.6 MACG MIN 3.0% (183′/NM) CDFA ❶ DA/MDA(H) 450′ (418′)		W/o D1.6 MACG MIN 2.8% (171′/NM) CDFA ❶ DA/MDA(H) 550′ (518′)		MACG MIN 2.5% (152′/NM) CDFA ❶ DA/MDA(H) 760′ (728′)	
	ALS out		ALS out		ALS out
A	R1200m	R1500m	R1500m	R1500m	R1500m
B					
C		R1900m	R1600m	R2400m	R2400m
D					

CIRCLE-TO-LAND

Max KT	MDA(H)
100	520′ (461′) ❷ V1500m
135	660′ (601′) ❷ V1600m
180	1390′ (1331′) V2400m
205	1510′ (1451′) V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❷ or higher straight-in minimums

CHANGES: Notes, FAF distance.

UHWW/VVO
KNEVICHI

JEPPESEN
4 JUL 25 (16-3) Eff 10 Jul

VLADIVOSTOK, ~~RUSSIA~~
NDB X Rwy 07R

BRIEFING STRIP TM

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

Lctr	Final Apch Crs	[FNØ7X]	DA/MDA(H)	Apt Elev 59′
L 295	072°	4200′ (4168′)	1080′ (1048′)	Rwy 32′

MISSED APCH: Climb STRAIGHT AHEAD to 1900′ or above (MAX 215 KT), turn LEFT to Lctr climbing to 3400′ or above. Turn before MAP is prohibited.

Alt Set: hPa (MM on req) Rwy Elev: 1 hPa Trans level: FL090 ❶ Trans alt: 8000′

Racetrack is subject to ATC clearance, when UH(R)-1651 is active.

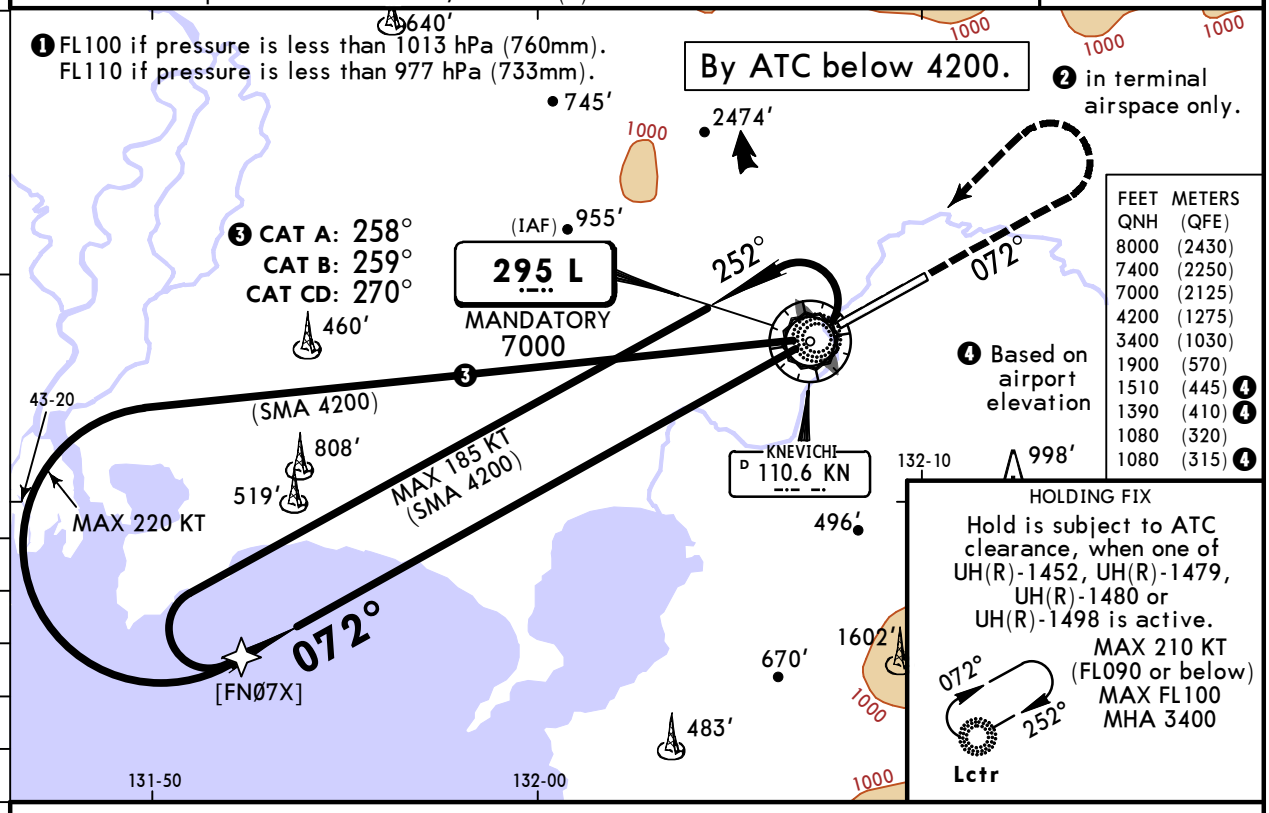
7400

MSA ARP ❷ is computed for surface air temperature at apt -35°C.

❶ FL100 if pressure is less than 1013 hPa (760mm).
FL110 if pressure is less than 977 hPa (733mm).

By ATC below 4200.

❷ in terminal airspace only.

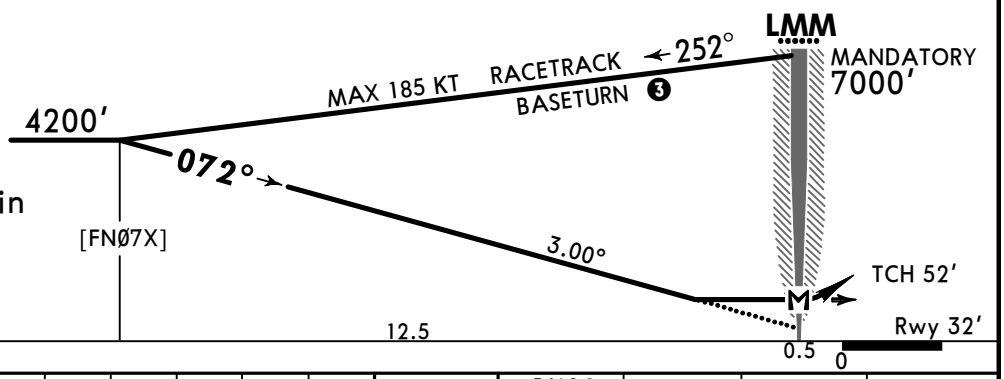


FEET	METERS (QFE)
QNH	
8000	(2430)
7400	(2250)
7000	(2125)
4200	(1275)
3400	(1030)
1900	(570)
1510	(445) ❹
1390	(410) ❹
1080	(320)
1080	(315) ❹

❹ Based on airport elevation

HOLDING FIX
Hold is subject to ATC clearance, when one of UH(R)-1452, UH(R)-1479, UH(R)-1480 or UH(R)-1498 is active.
MAX 210 KT (FL090 or below)
MAX FL100
MHA 3400

Start turn at
CAT A: 6 Min
CAT B: 5 Min
CAT C & D:
RACETRACK: 3 Min
BASETURN: 3½ Min



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

Timing not authorized for defining MAP.

PALS-I
PAPI

MIN 1900′ | 215 KT MAX | L 295 LT

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1080′ (1048′)

ALS out

CIRCLE-TO-LAND

		Max KT	MDA(H)	
A	R1500m	100	1080′ (1021′)	❷ V1500m
B		135	1080′ (1021′)	❷ V1600m
C	R2400m	180	1390′ (1331′)	V2400m
D		205	1510′ (1451′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❷ or higher straight-in minimums

CHANGES: Notes.

UHWW/VVO
KNEVICHI

JEPPESEN
4 JUL 25 (16-4) Eff 10 Jul

VLADIVOSTOK, ~~RUSSIA~~
NDB Z Rwy 25L

BRIEFING STRIP TM

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

NDB LN	Final Apch Crs	D7.6 MANDATORY	DA/MDA(H) Refer to Minimums	Apt Elev 59′ Rwy 44′
368	252°	1700′ (1656′)		

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 (MAX 190 KT), turn RIGHT to NDB/MKR climbing to 3400′ or above. Turn before MAP is prohibited.

Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL090 ❶ Trans alt: 8000′

1. DME required. 2. No segment of level flight before FAF.

7400

MSA ARP ❷ is computed for surface air temperature at apt -35°C.

FEET	METERS
QNH	(QFE)
8000	(2430)
7400	(2250)
7000	(2125)
3400	(1025)
2300	(690)
2100	(630)
1700	(505)
1600	(475)
1510	(450) ❺
1390	(410) ❺
1360	(405)
1000	(295)
670	(195)
660	(185) ❺
520	(145) ❺
450	(125)
380	(105)

❶ FL100 if pressure is less than 1013 hPa (760mm). FL110 if pressure is less than 977 hPa (733mm).

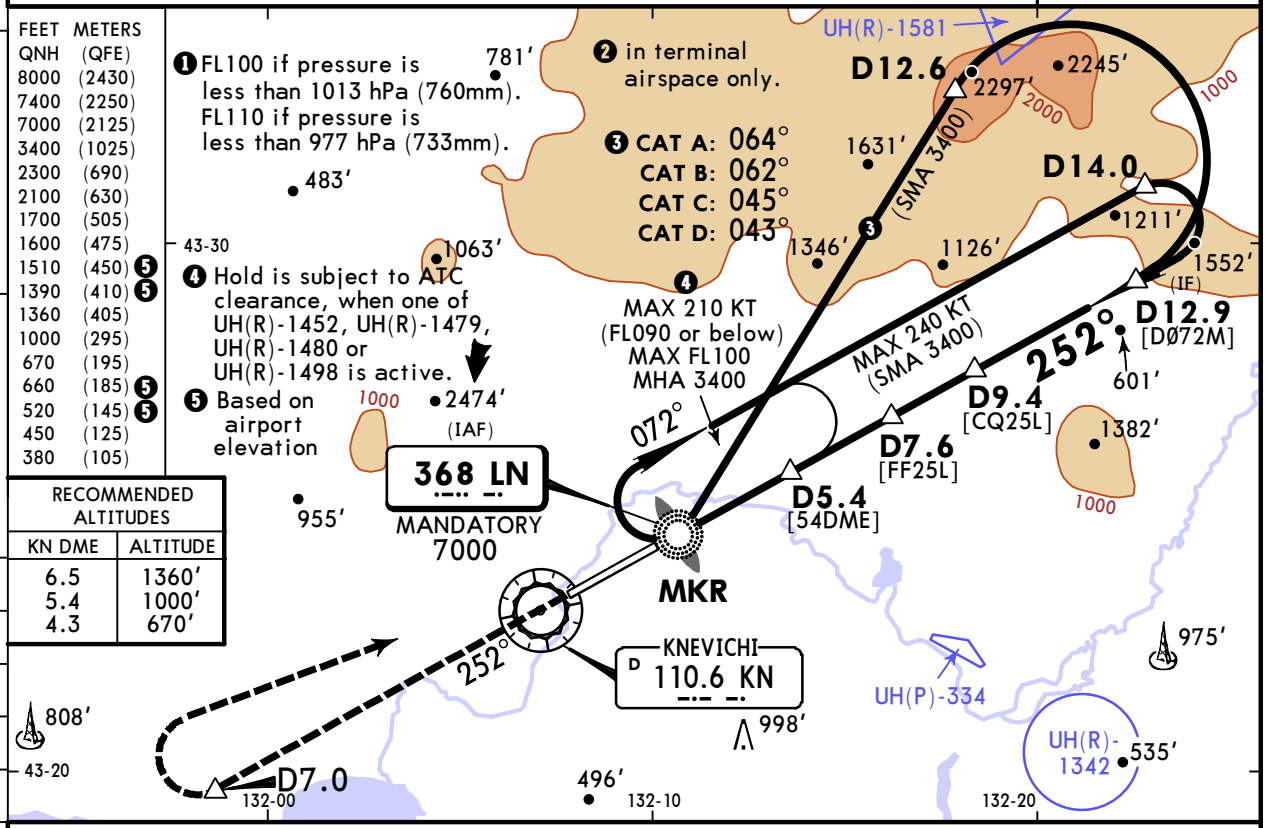
❷ in terminal airspace only.

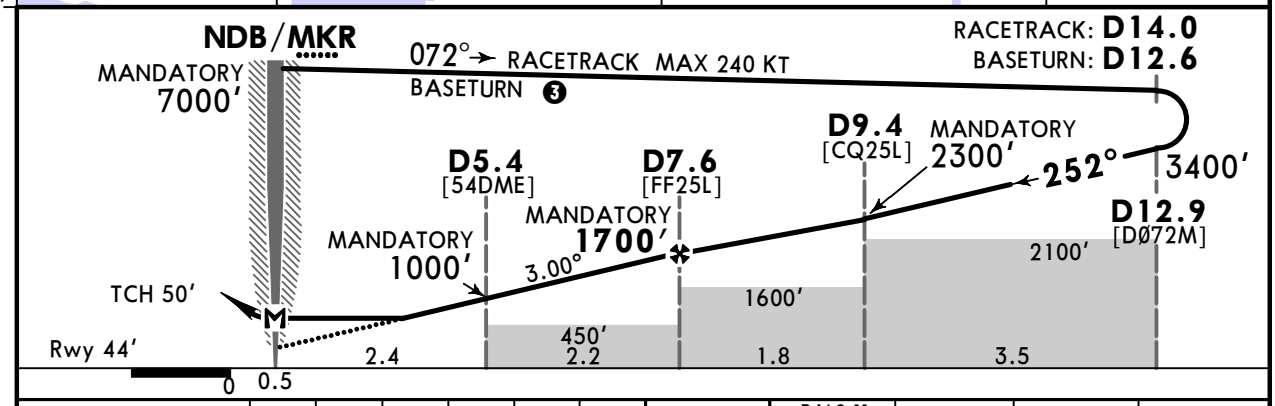
❸ CAT A: 064°
CAT B: 062°
CAT C: 045°
CAT D: 043°

❹ Hold is subject to ATC clearance, when one of UH(R)-1452, UH(R)-1479, UH(R)-1480 or UH(R)-1498 is active.

❺ Based on airport elevation

RECOMMENDED ALTITUDES	
KN DME	ALTITUDE
6.5	1360′
5.4	1000′
4.3	670′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at NDB/MKR						

Timing not authorized for defining MAP.

PALS-II
PAPI

D7.0 | 190 KT MAX | LN 368 RT

PANS OPS

Std STRAIGHT-IN LANDING

	With D5.4 CDFA ❶ DA/MDA(H) 380′ (336′)		W/o D5.4 CDFA ❶ DA/MDA(H) 450′ (406′)	
		ALS out		ALS out
A	R800m	R1500m	R1200m	R1500m
B				
C				R1900m
D				

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	520′ (461′)	V1500m
135	660′ (601′)	V1600m
180	1390′ (1331′)	V2400m
205	1510′ (1451′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Notes, rec alt.

UHWW/VVO
KNEVICHI

JEPPESEN
4 JUL 25 (16-5) Eff 10 Jul

VLADIVOSTOK, ~~RUSSIA~~
NDB Y Rwy 25L

BRIEFING STRIP TM

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

NDB LN	Final Apch Crs	D7.6 MANDATORY	DA/MDA(H) Refer to Minimums	Apt Elev 59′ Rwy 44′
368	252°	1700′ (1656′)		

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 (MAX 190 KT), turn RIGHT to NDB/MKR climbing to 3400′ or above. Turn before MAP is prohibited.

Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL090 ❶ Trans alt: 8000′

1. DME required. 2. No segement of level flight before FAF.

7400

MSA ARP ❷ is computed for surface air temperature at apt -35°C.

FEET	METERS
QNH	(QFE)
8000	(2430)
7400	(2250)
6000	(1820)
4000	(1210)
3400	(1025)
2900	(875)
2400	(720)
1700	(505)
1600	(475)
1510	(450) ❸
1390	(410) ❸
1360	(405)
1000	(295)
670	(195)
660	(185) ❸
520	(145) ❸
460	(130)
380	(105)

❸ Based on airport elevation

❶ FL100 if pressure is less than 1013 hPa (760mm).
FL110 if pressure is less than 977 hPa (733mm).

NOT TO SCALE

DAGES
D34.0
FL090

VAZAM
D22.5
6000

(11.5 (SMA 4000))

9.6 (SMA 2900)

❷ in terminal airspace only.

D12.9
[DØ72M]
3400

(IF)

252°

D9.7
[CF25]

D7.6
[FF25L]

D5.4
[54DME]

368 LN

MKR

D7.0

KNEVICHI
D 110.6 KN

UH(R)-1498
UH(R)-1581
UH(P)-334
UH(R)-1342

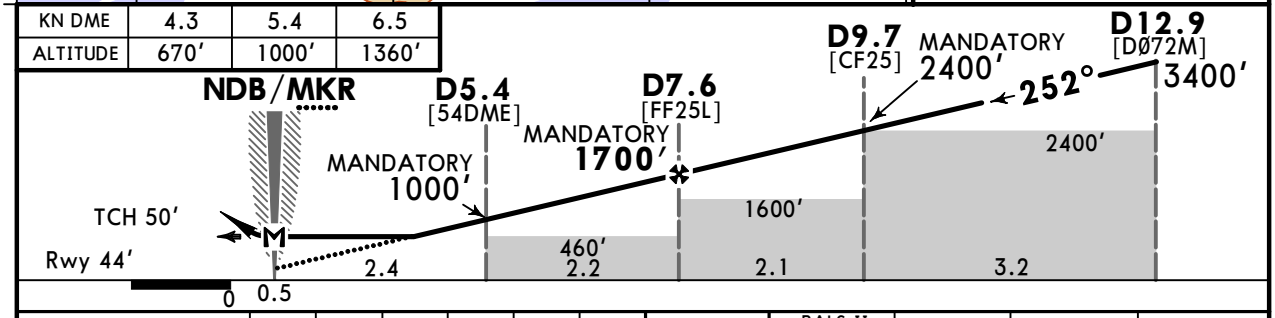
43-40 43-30 43-20 132-40 132-00 132-10 132-20 132-30

627′ 781′ 1267′ 2297′ 1182′ 2986′ 1211′ 1267′ 1063′ 2474′ 601′ 1382′ 955′ 791′ 975′ 535′ 496′ 788′ 1602′ 768′ 896′ 837′ 670′

1000 2000

HOLDING FIX
Hold is subject to ATC clearance, when one of UH(R)-1452, UH(R)-1479, UH(R)-1480 or UH(R)-1498 is active.
MAX 210 KT (FL090 or below)
MAX FL100
MHA 3400
072° 252°
NDB

KN DME	4.3	5.4	6.5
ALTITUDE	670′	1000′	1360′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at NDB/MKR						

Timing not authorized for defining MAP.

PALS-II
PAPI

D7.0

190 KT MAX

LN 368 RT

Std

STRAIGHT-IN LANDING

	With D5.4 CDFA		W/o D5.4 CDFA	
	❶ DA/MDA(H) 380′ (336′)		❶ DA/MDA(H) 460′ (416′)	
		ALS out		ALS out
A	R800m	R1500m	R1200m	R1500m
B				
C				R1900m
D				

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	520′ (461′)	V1500m
135	660′ (601′)	V1600m
180	1390′ (1331′)	V2400m
205	1510′ (1451′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Notes, FL DAGES, rec alt.

UHWW/VVO
KNEVICHI

JEPPESEN
4 JUL 25 (16-6) Eff 10 Jul

VLADIVOSTOK, ~~RUSSIA~~
NDB X Rwy 25L

BRIEFING STRIP

ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar (TWR)	VLADIVOSTOK Start (TWR)	Ground
127.8 (Russian 125.1)	124.7	123.4	119.5	121.7

Lctr L	Final Apch Crs	D7.6 MANDATORY	DA/MDA(H) Refer to Minimums	Apt Elev 59′ Rwy 44′
295	252°	1700′ (1656′)		

MISSED APCH: Climb STRAIGHT AHEAD to D7.0 (MAX 190 KT), turn RIGHT to VOR climbing to 3400′ or above. Turn before MAP is prohibited.

Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL090 ❶ Trans alt: 8000′

1. DME required. 2. No segment of level flight before FAF.

7400

MSA ARP ❷ is computed for surface air temperature at apt -35°C.

FEET	METERS
QNH	(QFE)
8000	(2430)
7400	(2250)
7000	(2125)
3400	(1025)
2400	(720)
2300	(690)
1700	(505)
1600	(475)
1510	(450) ❺
1390	(410) ❺
1360	(405)
1100	(325)
1040	(305)
1010	(295)
670	(195)
660	(185) ❺
520	(145) ❺
460	(130)

❶ FL100 if pressure is less than 1013 hPa (760mm). FL110 if pressure is less than 977 hPa (733mm).

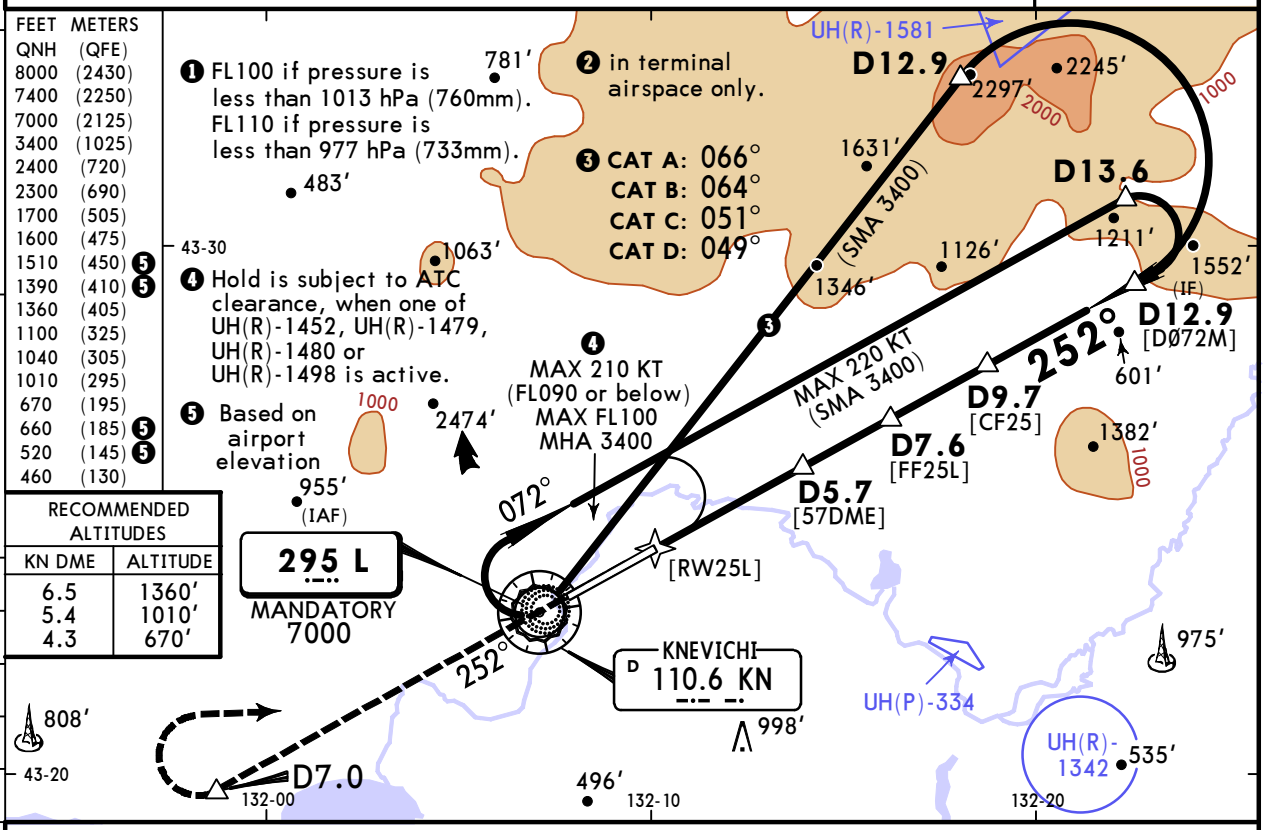
❷ in terminal airspace only.

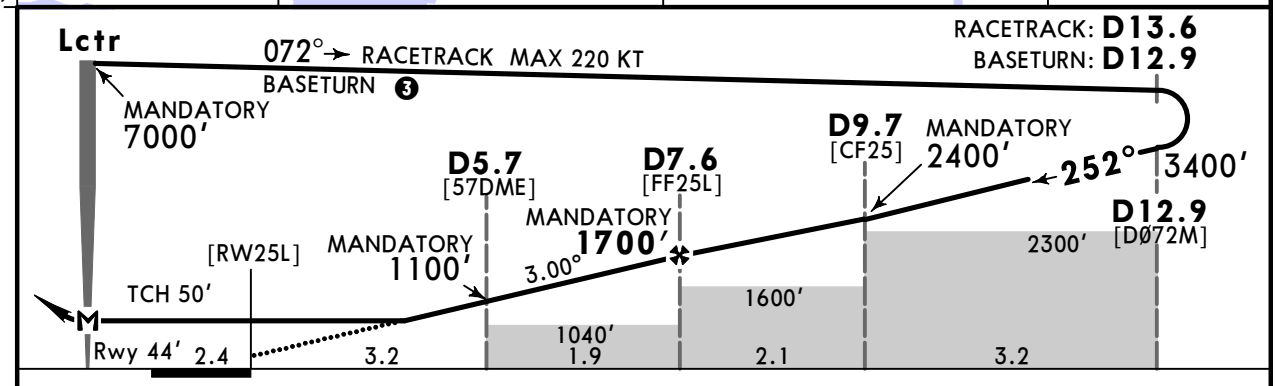
❸ CAT A: 066°
CAT B: 064°
CAT C: 051°
CAT D: 049°

❹ Hold is subject to ATC clearance, when one of UH(R)-1452, UH(R)-1479, UH(R)-1480 or UH(R)-1498 is active.

❺ Based on airport elevation

RECOMMENDED ALTITUDES	
KN DME	ALTITUDE
6.5	1360′
5.4	1010′
4.3	670′





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

Timing not authorized for defining MAP.

PALS-II
PAPI

D7.0

190 KT MAX

L 295 RT

Std

STRAIGHT-IN LANDING

	With D5.7 CDFA		W/o D5.7 CDFA	
	❶ DA/MDA(H) 460′ (416′)		❶ DA/MDA(H) 1040′ (996′)	
		ALS out		ALS out
A	R1200m	R1500m	R1500m	
B				
C		R1900m	R2400m	
D				

CIRCLE-TO-LAND

Max KT	MDA(H)
100	520′ (461′) ❷ V1500m
135	660′ (601′) ❷ V1600m
180	1390′ (1331′) V2400m
205	1510′ (1451′) V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.
❷ or higher straight in minimums

CHANGES: Notes, rec alt.

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

VLADIVOSTOK, (KNEVICHI - UHWW)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHWW