

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ULLI

Terminal Charts For ULLI

Revision Letter For Cycle 08-2026

Change Notices

Notebook

General Information

Location: ST PETERSBURG RUS
ICAO/IATA: ULLI / LED
Lat/Long: N59° 48.02', E030° 15.75'
Elevation: 79 ft

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

Fuel Types: Jet A-1
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: 0148 Z
Sunset: 1803 Z

Runway Information

Runway: 10L
Length x Width: 11145 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 65 ft
Lighting: Edge, ALS, Centerline, TDZ

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

Runway: 10R
Length x Width: 12402 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 73 ft
Lighting: Edge, ALS, Centerline, TDZ

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

Communication Information

ATIS: 127.300

ATIS: 127.400 Non-English

Pulkovo Tower: 128.000 Secondary

Pulkovo Tower: 124.000 Secondary

Pulkovo Tower: 118.700

Pulkovo Tower: 118.100

Pulkovo Tower: 133.500

Pulkovo Tower: 129.000 Secondary

Pulkovo Ground: 128.000 Secondary

Pulkovo Ground: 124.000 Secondary

Pulkovo Ground: 121.700

Pulkovo Ground: 129.000 Secondary

Pulkovo Apron Ramp/Taxi: 120.900

Pulkovo Ramp/Taxi: 119.000

Pulkovo Clearance Delivery: 121.900

Petersburg Approach: 119.300

Petersburg Approach: 125.200

Petersburg Approach: 129.000 Secondary

Pulkovo Radar: 128.000 Secondary

Pulkovo Radar: 124.000 Secondary

Pulkovo Radar: 120.300

Pulkovo Transit Operations: 131.800

Pulkovo Radar: 129.000 Secondary

Petersburg Emergency: 123.100

ULLI/LED
PULKOVO

JEPPESEN

ST PETERSBURG, RUSSIA

23 DEC 22

10-1P

Eff 29 Dec

AIRPORT BRIEFING

1. GENERAL**1.1. ATIS**

ATIS 127.3
127.4 (Russian)

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

Noise abatement procedures during take-off, climb and approach shall be executed by all ACFT.

Deviations from the indicated procedures are permitted only to ensure flight safety.

1.2.2. PREFERENTIAL RWYS**DAY-time:**

RWY 10L - take-off, RWY 10R - landing
RWY 28R - take-off, RWY 28L - landing

During periods of intense traffic of arriving ACFT, simultaneous dependent parallel approaches may be employed.

NIGHT-time:

Take-off and landing operations shall be carried out from RWY 10R/28L daily from 2300-0700LT, if meteorological, operational conditions and air situation allow.

1.3. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. GENERAL**

LVP shall be applied when RVR is less than 550m and (or) ceiling (vertical visibility) is below 60m.

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

The flight crew must report the execution of landing, the vacation of RWY including the vacation of RWY after crossing during taxiing.

1.3.2. STANDARD TAXI ROUTES OF ACFT OPERATING CAT III FLIGHTS**1.3.2.1. LANDING**

The flight crew shall vacate RWY 10L:

- via TWYs B1 and B2 to apron 3;
- via TWY appropriate for the given ACFT type, then via MAIN TWY B to apron 1;
- via TWY appropriate for the given ACFT type, then via MAIN TWY B, TWY B8 (TWY B9) to apron 2;
- via TWY appropriate for the given ACFT type, then via MAIN TWY B, TWY B11 to apron 6.

Taxiing to stands is permitted only under assistance of Follow-me car.

ACFT should vacate RWY via TWY appropriate for the given ACFT type, then via MAIN TWY B to apron 7.

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23 DEC 22

10-1P1

Eff 29 Dec

AIRPORT BRIEFING

1. GENERAL

The flight crew shall vacate RWY 28R:

- via MAIN TWY B, or B4, or B5 to apron 1;
- via MAIN TWY B, or TWY B4, or TWY B5 and then via MAIN TWY B, TWY B8 (TWY B9) to apron 2;
- via MAIN TWY B, or TWY B4, or TWY B5 and then via MAIN TWY B to red stop-bar lights with "28R CAT III" sign to apron 3, flight crew shall change over to communication with TWR controller by GND controller's instruction to cross the RWY proceeding to TWY B1;
- via MAIN TWY B, or TWY B4, or TWY B5 and then via MAIN TWY B, TWY B11 to apron 6.

Taxiing to stands is permitted only under assistance of Follow-me car.

ACFT should vacate RWY via MAIN TWY B, or B4, or B5 and then via MAIN TWY B to apron 7 .

1.3.2.2. DEPARTURE

Taxiing on aprons 1 to MAIN TWY B, apron 2 via TWY B8 (TWY B9) to MAIN TWYB, apron 3 to TWY B1 and apron 6 via TWY B11 shall be carried out only after Follow-me car.

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

- From apron 1 shall be carried out to the red stop-bar lights with "10L" sign by GND controller's clearance.
- From apron 2 shall be carried out via TWY B8 or TWY B9 then via MAIN TWY B to th red stop-bar lights with "10L" sign by GND controller's clearance.
- From apron 3 shall be carried out via TWY B1 to the red stop-bar lights with "28R" sign by GND controller's clearance. Flight crew shall change over to communication with TWR controller by the instruction of GND controller to cross RWY. After crossing the RWY flight crew shall report RWY vacation to TWR controller and then, by his instruction, change over to communication with GND controller an continue taxiing via MAIN TWY B to the red stop-bar lights with "10L" sign.
- From apron 6 shall be carried out via TWY B11 then to the left via MAIN TWYB to th red stop-bar lights with "10L" sign by GND controller's clearance.

The flight crews shall changeover to communication with TWR by GND controller's instruction.

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

- From apron 1 shall be carried out to MAIN TWY B and then to the right via MAIN TWY B to the red stop-bar lights with "28R CAT III" sign by GND controller's clearance.
- From apron 2 shall be carried out via TWY B8 or TWY B9 then to the right via MAIN TWY B to the red stop-bar lights with "28R CAT III" sign by GND controller's clearance.
- From apron 3 shall be carried out via TWY B1 to the red stop-bar lights with "28R" sign by GND controller's clearance.
- From apron 6 shall be carried out via TWY B11 then to the right via MAIN TWYB to th red stop-bar lights with "28R CAT III" sign by GND controller's clearance.
- From apron 7 shall be towed to the centerline of MAIN TWY B in the direction of the appropriate RWY holding position.

The flight crews shall changeover to communication with TWR by GND controller's instruction.

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ST PETERSBURG, RUSSIA

25 OCT 24

10-1P2

Eff 31 Oct

AIRPORT BRIEFING

1. GENERAL**1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM****1.4.1. OPERATIONS OF MODE S TRANSPONDER WHEN ACFT IS ON GROUND**

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

During departure - the flight crew shall:

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

After landing - the flight crew shall:

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

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

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

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

1.5. TAXI PROCEDURES

Movement on the RWY shall be carried out only by TWR controller's clearance.

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

Taxi routes C and E (simultaneous taxiing) are available for ACFT with MAX wingspan of 118'/36m.

Taxi route F is available for ACFT with MAX wingspan of 213'/65m.

Taxi route D is available for ACFT with MAX wingspan of 262'/80m.

TWYs B8 and B9 available for ACFT with wingspan of 111.8'/34.1m thru MAX wingspan of 138'/42m by towing.

After vacating RWY 28L via TWY A4 after landing, ACFT must proceed without stopping via MAIN TWY A to TWY A2. Further taxiing via MAIN TWY A and apron to the assigned stand shall be executed strictly by the instruction of GND controller.

Taxiing on all aprons and TWY B1 shall be carried out after Follow-me car.

Flight crew shall exercise extreme caution when proceeding via MAIN TWY.

Taxiing on junctions of TWY A1 and TWY A4 with MAIN TWY A shall only be carried out provided that there are no ACFT holding at the RWY holding positions on the indicated TWY.

It is prohibited to cross the stop bars, when they are illuminated and occupy the RWY, even if clearance was obtained from TWR controller.

When holding at the RWY holding positions on TWY B3, B4, B5, A1, A2 and A4 flight crew must stop the ACFT as close as possible to the RWY holding position marking.

Flight crews that cannot comply with the above mentioned requirements must inform ATS as early as possible.

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ST PETERSBURG, RUSSIA

25 OCT 24

10-1P3

Eff 31 Oct

AIRPORT BRIEFING

1. GENERAL**1.6. PARKING INFORMATION**

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

Stands 130, 146 and 156 available for de-icing.

Stands 130, 130A, 130B, 146, 146A, 146B, 156, 156A, 156B, 252, 263, 304, 304A, 304B, 380, 381, 500, 604E and all stands of apron 4 available for helicopters.

Enter stands 150, 152, 152A, 152B, 153, 153A, 153B, 154, 154A, 154B, 155, 155A, 155B, 156, 156A, 156B, 301A, 301B facing Southeast, 600, 601, 602, 603, 604 facing South, 604J facing Southwest, 604F facing West, 607D and 608D facing North, 381, 382, 383, 384, 385, 386, 387, 388, 388A and 389 by towing.

Enter stands 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 411A, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 606C, 607C, 608C, 609C, 610C, 611C and 612C facing North by push-back.

Exit stands 101, 101A, 101B, 102, 102A, 102B, 103, 103A, 103B, 104, 104A, 104B, 105, 105A, 105B, 106, 106A, 106B, 107, 107A, 107B, 108, 108A, 108B, 109, 109A, 109B, 150, 150A, 150B, 151, 152, 152A, 152B, 153, 153A, 153B, 154, 154A, 154B, 155, 155A, 155B, 156, 156A, 156B, 301, 301A, 301B facing North-west, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 411A, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424 and 600, 601, 602, 603, 604 facing North and 604J facing Northeast, 605A, 605C, 605D, 700, 701, 702, 703, 704, 705, 707, 708, 709, 710 and 711 by towing.

Exit stands 604F facing East, 606A, 606D, 607A, 607D, 608A, 607D, 609A, 609D, 610A, 610D, 611A, 611D, 612A and 612D facing South by push-back.

Use of stands 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 301 facing Southeast, 379, 379A, 379B, 389A, 390, 391, 393, 394, 395, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 606D facing North, 609D facing North, 610D facing North, 611D facing North, 612D facing North and 706 by towing.

1.7. COMMUNICATION FAILURE PROCEDURE

In case of radio communication failure:

- Carry out approach in accordance with the procedures established for radio communication failure;
- Monitor DVOR frequency or 4672 kHz for ATS unit instructions and information;
- Proceed to alternate aerodrome in case of unsuitable meteorological conditions at Sankt-Peterburg/Pulkovo aerodrome.

The flight crew can use the following phone numbers at all times:

- Flight Control Officer of Sankt-Peterburg Area Control Center:
+7 (812) 305-17-84, +7 (812) 704-35-31;
- Flight Control Officer of Sankt-Peterburg TMA Control Center:
+7 (812) 305-17-20, +7 (812) 704-37-42;
- Flight Control Officer of Sankt-Peterburg TWR:
+7 (812) 305-17-74, +7 (812) 704-36-57.

1.8. FUEL DUMPING

For environmental reasons fuel dumping shall be carried out only in cases of emergency, when it is not possible to reduce ACFT landing mass by burning fuel.

Route for fuel dumping:

- KREPO (SPB R063/D25.0) to RELNI, turn Right to KERIS, at 5.4NM before KERIS turn Right to SPB.

If by D32.4 SPB the necessary landing mass was not obtained, turn Right to RELNI and continue fuel dumping procedure. Range of flight levels FL 060 - FL 150.

In cases of emergency, fuel can be dumped along tracks assigned by ATC.

If unable to maintain the route request vectoring.

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ST PETERSBURG, RUSSIA

23 DEC 22

10-1P4

Eff 29 Dec

AIRPORT BRIEFING

1. GENERAL

1.9. OTHER INFORMATION

For optimization of ACFT flow when RWY is dry, take-off and landing operations can be carried out with tailwind not more than 5 m/s.

If current wind does not allow to execute safe take-off or landing, pilot-in-command must request another direction for take-off or landing.

Short term interferences in ILS operation are possible on glide path up to reaching 1000', if LVP is not implemented at the APT.

Birds in vicinity of APT.

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ST PETERSBURG, RUSSIA

23 DEC 22

10-1P5

Eff 29 Dec

AIRPORT BRIEFING

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

2.1.1. ARRIVAL PROCEDURE

If the ATS unit has assigned STAR, proceed along the assigned STAR route at last flight level assigned by the controller and acknowledged; descent shall be carried out after passing LOM of the chosen RWY.

If STAR route has not been assigned and radio communication failure has occurred under radar vectoring, the ACFT shall proceed to LOM of the active RWY via the shortest distance at last flight level assigned by the controller and acknowledged by the flight crew. Descent shall be carried out after passing LOM.

Note 1: By monitoring the LOC the pilot must make sure that the chosen RWY is the active RWY. LOCs of other RWYs must be switched off for the time of approach of the ACFT with radio communication failure.

Note 2: If necessary, it is recommended to carry out a low pass over the RWY and then execute missed approach and land. Visual signals shall be shown by ground services provided that landing on the given RWY is impossible.

The following holding areas have been established for descent and approach in case of radio communication failure:

- For RWY 10L - standard racetrack holding pattern over LOM PU, inbound leg 095° track, Right turns, MHA 3500';
- For RWY 28R - standard racetrack holding pattern over LOM PL, inbound leg 275° track, Left turns, MHA 3500';
- For RWY 10R - standard racetrack holding pattern over LOM PK, inbound leg 095° track, Right turns, MHA 3500';
- For RWY 28L - standard racetrack holding pattern over LOM PO, inbound leg 275° track, Left turns, MHA 3500'.

2.1.2. MISSED APPROACH PROCEDURE

If the pilot-in-command decides to land after a missed approach, he shall carry out the appropriate procedure within 3 minutes. Then he shall start climbing to 3500' and proceed via the shortest distance to the LOM of the active RWY, and then, after crossing LOM, descend by racetrack pattern and carry out approach.

If the pilot-in-command decides to proceed to an alternate aerodrome after a missed approach, he shall carry out the appropriate procedure within 3 minutes. Then he shall climb to the required flight level in accordance with the flight procedures in case of radio communication failure.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. REVERSE THRUST

Reverse thrust (except idle thrust) is allowed daily from 2300-0700LT and only for ensuring flight safety.

2.3. CAT II/III OPERATIONS

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

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10 FEB 23

10-1P6

Eff 23 Feb

ST PETERSBURG, RUSSIA

AIRPORT BRIEFING

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

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

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

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

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

3. DEPARTURE**3.1. DE-ICING**

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

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

"Holdover time will run out in 10 minutes".

3.2. START-UP PROCEDURE

Engines start-up (including run-up) and movement about the APT (with exception of movement on RWY) shall be carried out by GND controller's clearance.

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

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

Outside of operation hours of Delivery, obtain ATC clearance, departure instructions, transponder code from GND controller.

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

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

3.3. NOISE ABATEMENT PROCEDURES**3.3.1. TAKE-OFF AND CLIMBING PHASE**

Noise abatement procedures shall not be executed in following cases:

- Wind shear;
- Moderate turbulence;
- Icing.

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

Close to the Aerodrome

Pilots shall apply NADP1.

Intermediate flap transitions required for specific performance-related issues may be initiated prior to the prescribed minimum altitude 800'; however, no power reduction can be initiated prior to attaining the prescribed minimum altitude.

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ST PETERSBURG, RUSSIA

10 FEB 23

10-1P7

Eff 23 Feb

AIRPORT BRIEFING

3. DEPARTURE**3.4. COMMUNICATION FAILURE PROCEDURE**

In case of two-way radio communication failure after take-off, climb according to ATC departure clearance. If initial climb clearance has been below TL, the ACFT shall climb to TL.

In case the decision is made to proceed to the destination aerodrome, maintain the flight level assigned in departure clearance or the last flight level assigned by the controller and acknowledged (whichever is higher) for 5 minutes, then climb to the cruising level in accordance with the flight plan.

In case the decision is made to land, proceed directly to LOM of the active RWY via the shortest distance at the flight level assigned in departure clearance or at last flight level assigned by the controller and acknowledged. After passing LOM descend to 3500' in accordance with racetrack pattern and carry out approach.

3.5. TAXI PROCEDURE**3.5.1. STANDARD TAXI ROUTES**

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

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

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

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

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

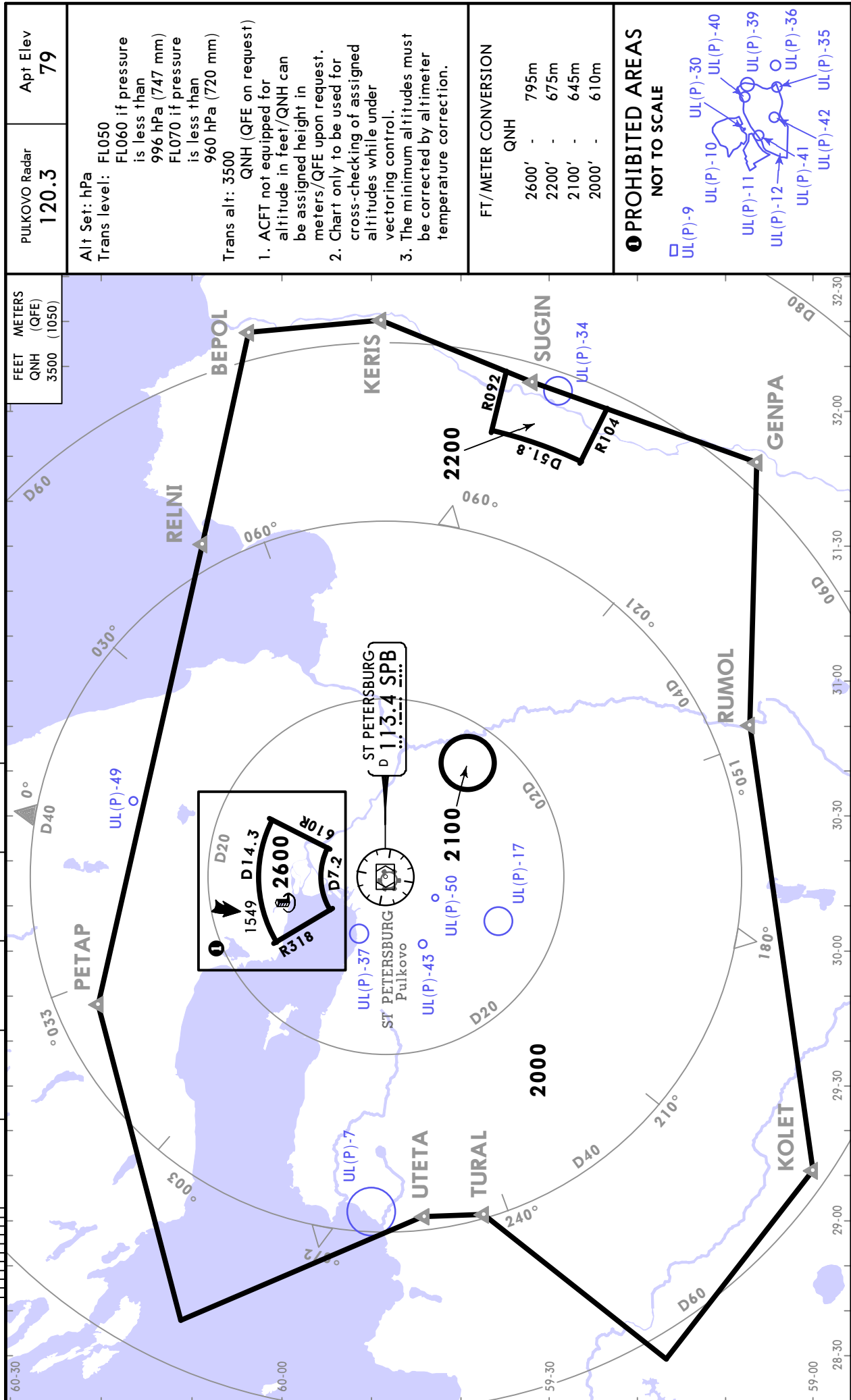
Simultaneous line-up on one RWY for successive take-off is allowed if the following conditions are observed:

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

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

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

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PULKOVO Radar
120.3

Apt Elev
79

Alt Set: hPa
Trans level: FL050
FL060 if pressure is less than 996 hPa (747 mm)
FL070 if pressure is less than 960 hPa (720 mm)

Trans alt: 3500
QNH (QFE on request)

- ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
- Chart only to be used for cross-checking of assigned altitudes while under vectoring control.
- The minimum altitudes must be corrected by altimeter temperature correction.

FT/METER CONVERSION

FT	METER
2600'	795m
2200'	675m
2100'	645m
2000'	610m

PROHIBITED AREAS
NOT TO SCALE

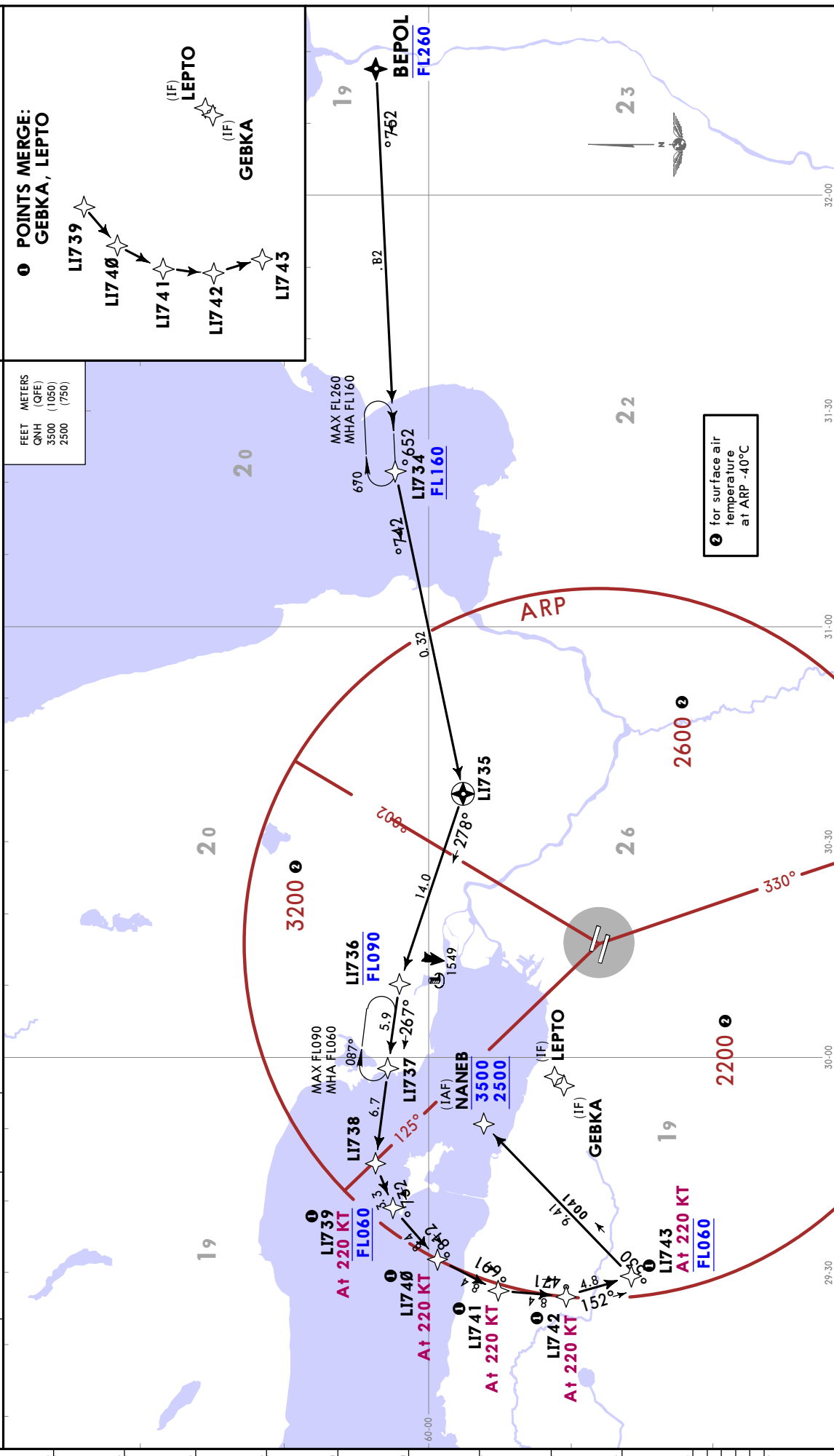
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UL(P)-10
UL(P)-11
UL(P)-12
UL(P)-30
UL(P)-39
UL(P)-36
UL(P)-41
UL(P)-42
UL(P)-35

ST PETERSBURG, RUSSIA

RNAV STAR

25 OCT 24
JEPPesen
 Ef 31 Oct 10-2

ATIS 127.3 (Russian 127.4)	PETERSBURG Approach Sector 1 (EAST) 119.3 Sector 2 (WEST 0600-1600) 125.2 Sector 2 (WEST 1600-0600) 119.3	Apt Elev 79	Alt Set: hPa Trans level: FL050 FL060 if pressure is less than 996 hPa (747 mm) FL070 if pressure is less than 960 hPa (720 mm) RNAV 1 GNSS required	BEPOL 1A [BEP01A] RNAV ARRIVAL (RWYS 10L/R)
1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request. 2. Descent shall be carried out by ATC and only to the cleared level (altitude). 3. If unable to adhere to altitude or speed restrictions, advise ATC. 4. If maintaining RNAV STAR is not possible, request vectoring from PETERSBURG Approach. 5. Direct routing is permitted only after obtaining ATC instruction to proceed directly to the indicated waypoint. Fuel required to proceed along this segment should be included in holding fuel. 6. EXPECT 'Direct' to procedure and/or vectoring. 7. Consider pressure when calculating descent profile. 8. FL and altitude are assigned by ATS considering current TL. Level flight in transition layer is PROHIBITED.				



ATIS 127.3 (Russian 127.4)	PETERSBURG Approach Sector 1 (EAST) 119.3 Sector 2 (WEST 0600-1600) 125.2 Sector 2 (WEST 1600-0600) 119.3	Apt Elev 79
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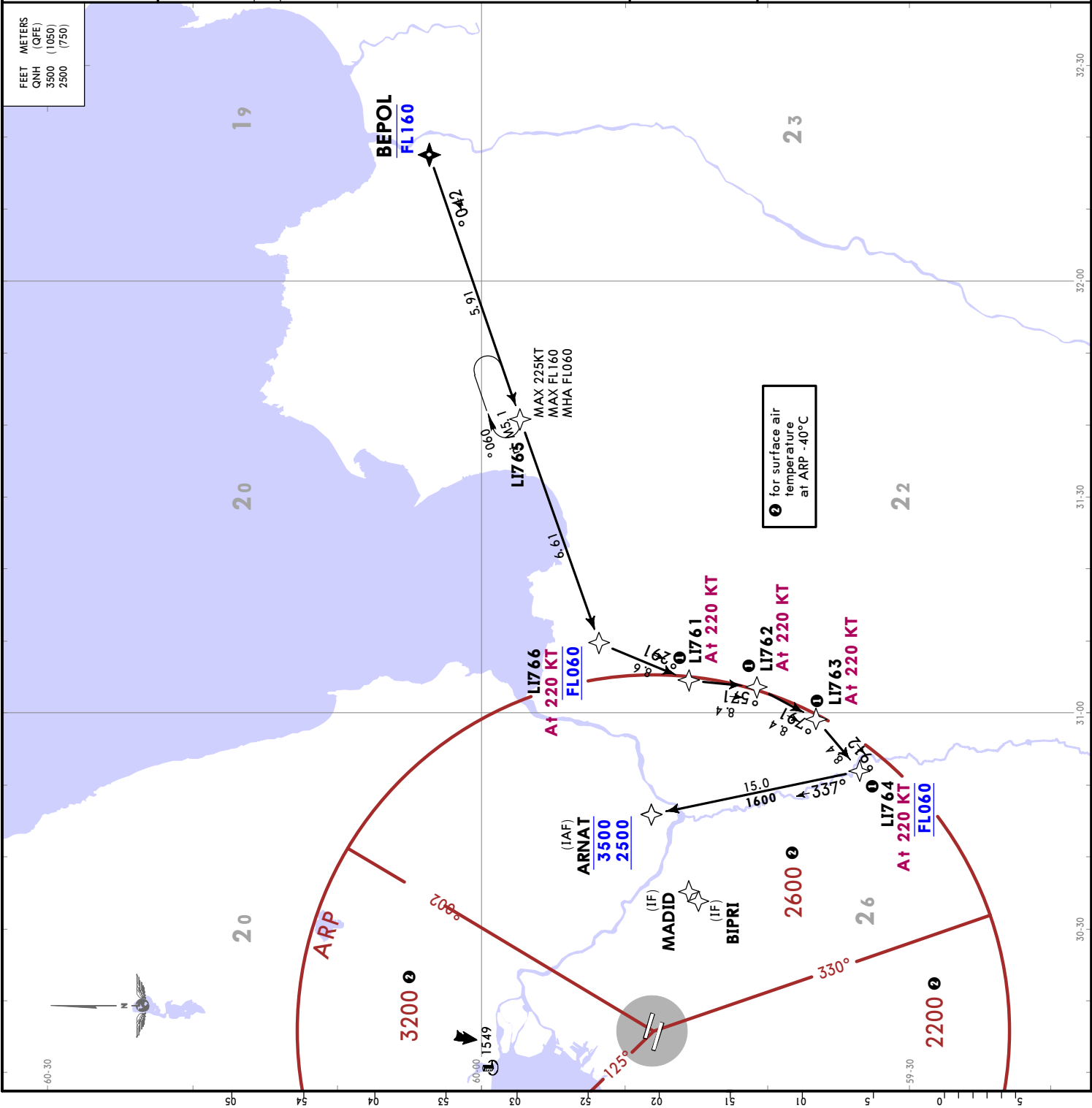
Alt Set: hPa
 Trans level: FL050
 FL060 if pressure is less than 996 hPa (747 mm)
 FL070 if pressure is less than 960 hPa (720 mm)

RNAV 1 GNSS required

1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
2. Descent shall be carried out by ATC and only to the cleared level. (altitude).
3. If unable to adhere to altitude or speed restrictions, advise ATC.
4. If maintaining RNAV STAR is not possible, request vectoring from PETERSBURG Approach.
5. Direct routing is permitted only after obtaining ATC instruction to proceed directly to the indicated waypoint. Fuel required to proceed along this segment should be included in holding fuel.
6. EXPECT 'Direct to' procedure and/or vectoring.
7. Consider pressure when calculating descent profile.
8. Fl and altitude are assigned by ATIS considering current TL. Level flight in transition layer is PROHIBITED.
9. During flight validation, a strong deterioration of RAIM status and decrease in number of usable satellites in GPS constellation to a value unacceptable for RNAV navigation was detected on segment LI761-LI763.

BEPOL 1B [BEP01B]
RNAV ARRIVAL
(RWYS 28L/R)

POINTS MERGE:
BIPRI, MADID



ST PETERSBURG, RUSSIA

RNAV STAR

ATIS 127.3 (Russian 127.4)	PETERSBURG Approach Sector 1 (EAST) 119.3 Sector 2 (WEST 0600-1600) 125.2 Sector 2 (WEST 1600-0600) 119.3	Apt Elev 79
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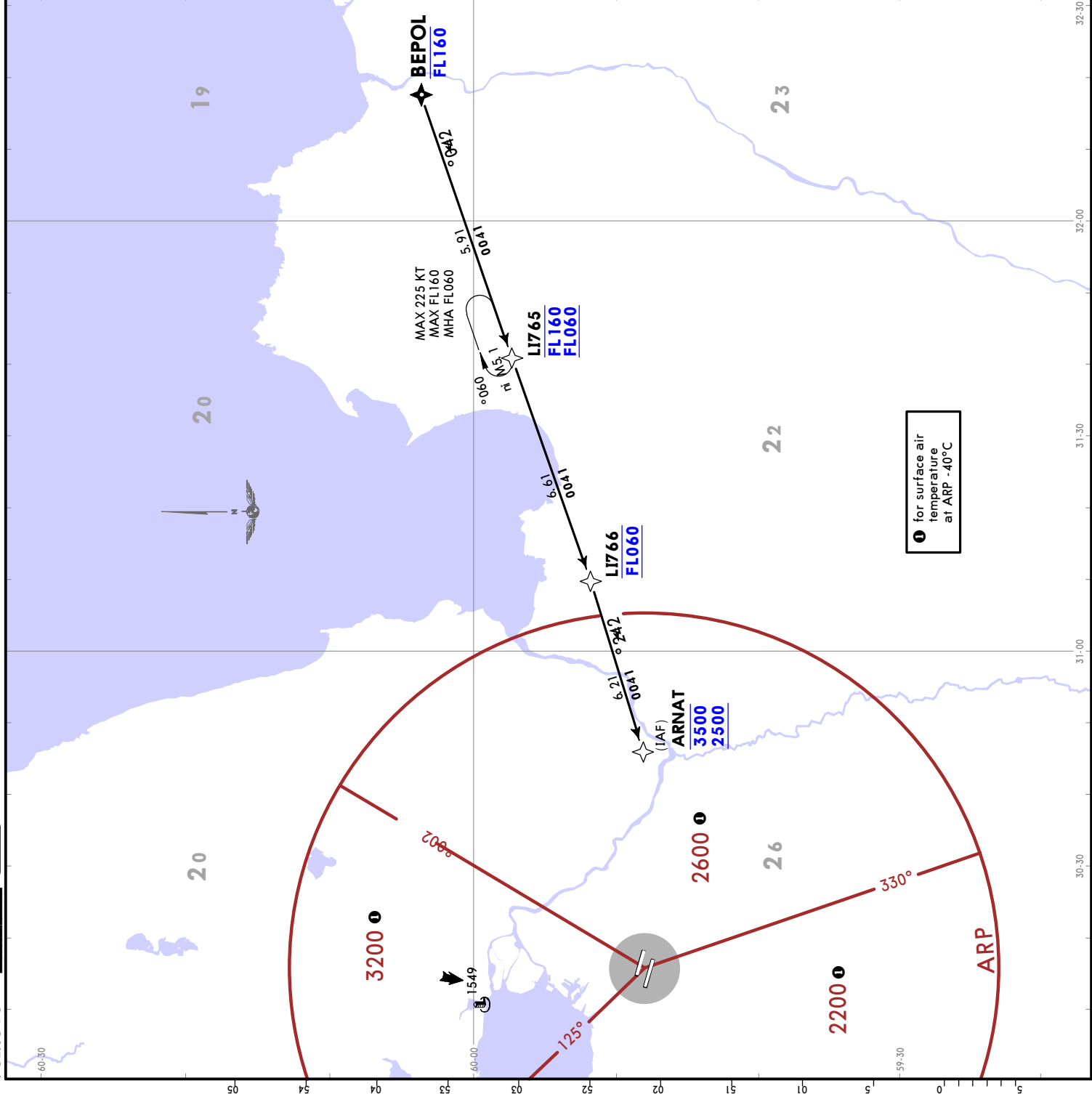
Alt Set: hPa
 Trans level: FL050
 FL060 if pressure is less than 996 hPa (747 mm)
 FL070 if pressure is less than 960 hPa (720 mm)

RNAV 1 GNSS required

1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
2. Descent shall be carried out by ATC and only to the cleared level (altitude).
3. If unable to adhere to altitude or speed restrictions, advise ATC.
4. If maintaining RNAV STAR is not possible, request vectoring from PETERSBURG Approach.
5. Direct routing is permitted only after obtaining ATC instruction to proceed directly to the indicated waypoint. Fuel required to proceed along this segment should be included in holding fuel.
6. EXPECT 'Direct to' procedure and/or vectoring.
7. Consider pressure when calculating descent profile.
8. FL and altitude are assigned by ATIS considering current TL. Level flight in transition layer is PROHIBITED.

**BEPOL IV [BEP01V]
 RNAV ARRIVAL
 (RWYS 28L/R)
 STAR IS ONLY DESIGNATED FOR
 CALCULATION OF FUEL TO DESTINATION**

FET	METERS
QNH	(QFE)
3500	(1050)
2500	(750)



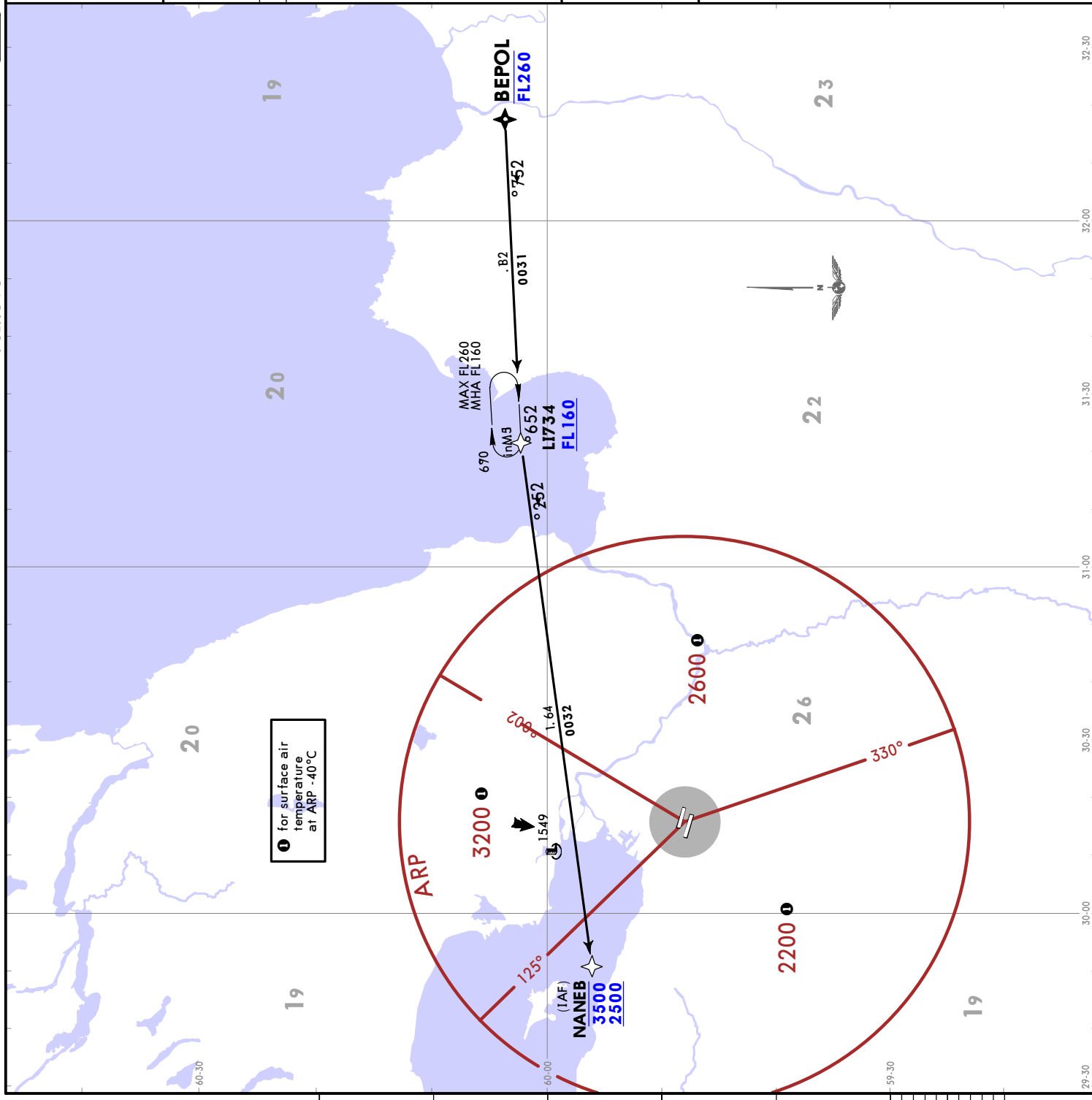
ATIS 127.3 (Russian 127.4)	PETERSBURG Approach Sector 1 (EAST) 119.3 Sector 2 (WEST 0600-1600) 125.2 Sector 2 (WEST 1600-0600) 119.3	Apt Elev 79
---	--	-----------------------

Alt Set: hPa
 Trans level: FL050
 FL060 if pressure is less than 996 hPa (747 mm)
 FL070 if pressure is less than 960 hPa (720 mm)

- RNAV 1 GNSS required
1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
 2. Descent shall be carried out by ATC and only to the cleared level (altitude).
 3. If unable to adhere to altitude or speed restrictions, advise ATC.
 4. If maintaining RNAV STAR is not possible, request vectoring from PETERSBURG Approach.
 5. Direct routing is permitted only after obtaining ATC instruction to proceed directly to the indicated waypoint. Fuel required to proceed along this segment should be included in holding fuel.
 6. EXPECT 'Direct to' procedure and/or vectoring.
 7. Consider pressure when calculating descent profile.
 8. FL and altitude are assigned by ATIS considering current TL. Level flight in transition layer is PROHIBITED.

BEPOL 1W [BEP01W]
RNAV ARRIVAL
 (RWYS 10L/R)
 STAR IS ONLY DESIGNATED FOR CALCULATION OF FUEL TO DESTINATION

FEET QNH (QFE) 3500 (1050) 2500 (750)
--



ST PETERSBURG, RUSSIA

RNAV STAR

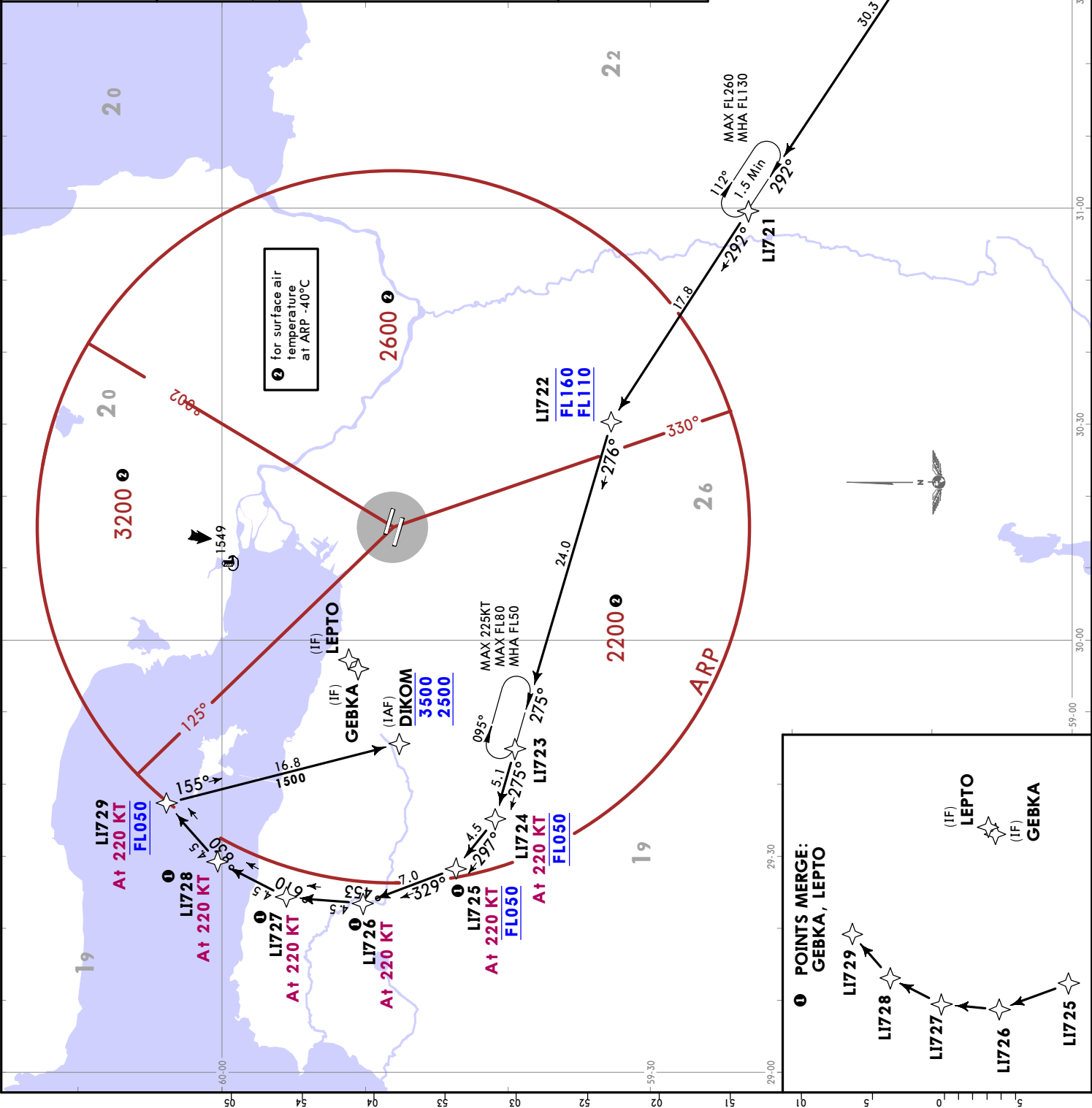
ATIS 127.3 (Russian 127.4)	PETERSBURG Approach Sector 1 (EAST) 119.3 Sector 2 (WEST 0600-1600) 125.2 Sector 2 (WEST 1600-0600) 119.3	Apt Elev 79
---	--	-----------------------

Alt Set: hPa
Trans level: FL050
FL060 if pressure is less than 996 hPa (747 mm)
FL070 if pressure is less than 960 hPa (720 mm)

- RNAV 1 GNSS required**
1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
 2. Descent shall be carried out by ATC and only to the cleared level (altitude).
 3. If unable to adhere to altitude or speed restrictions, advise ATC.
 4. If maintaining RNAV STAR is not possible, request vectoring from PETERSBURG Approach.
 5. Direct routing is permitted only after obtaining ATC instruction to proceed directly to the indicated waypoint. Fuel required to proceed along this segment should be included in holding fuel.
 6. EXPECT 'Direct to' procedure and/or vectoring.
 7. Consider pressure when calculating descent profile.
 8. Fl and altitude are assigned by ATIS considering current TL. Level flight in transition layer is PROHIBITED.

**GENPA 1A [GENP 1A]
RNAV ARRIVAL
(RWYS 10L/R)**

FEET	METERS
QNH (QFE)	3500 (1050)
	2500 (750)



ULLI/LED PULKOVO
25 OCT 24
EFFECTIVE 31 Oct
10-2D

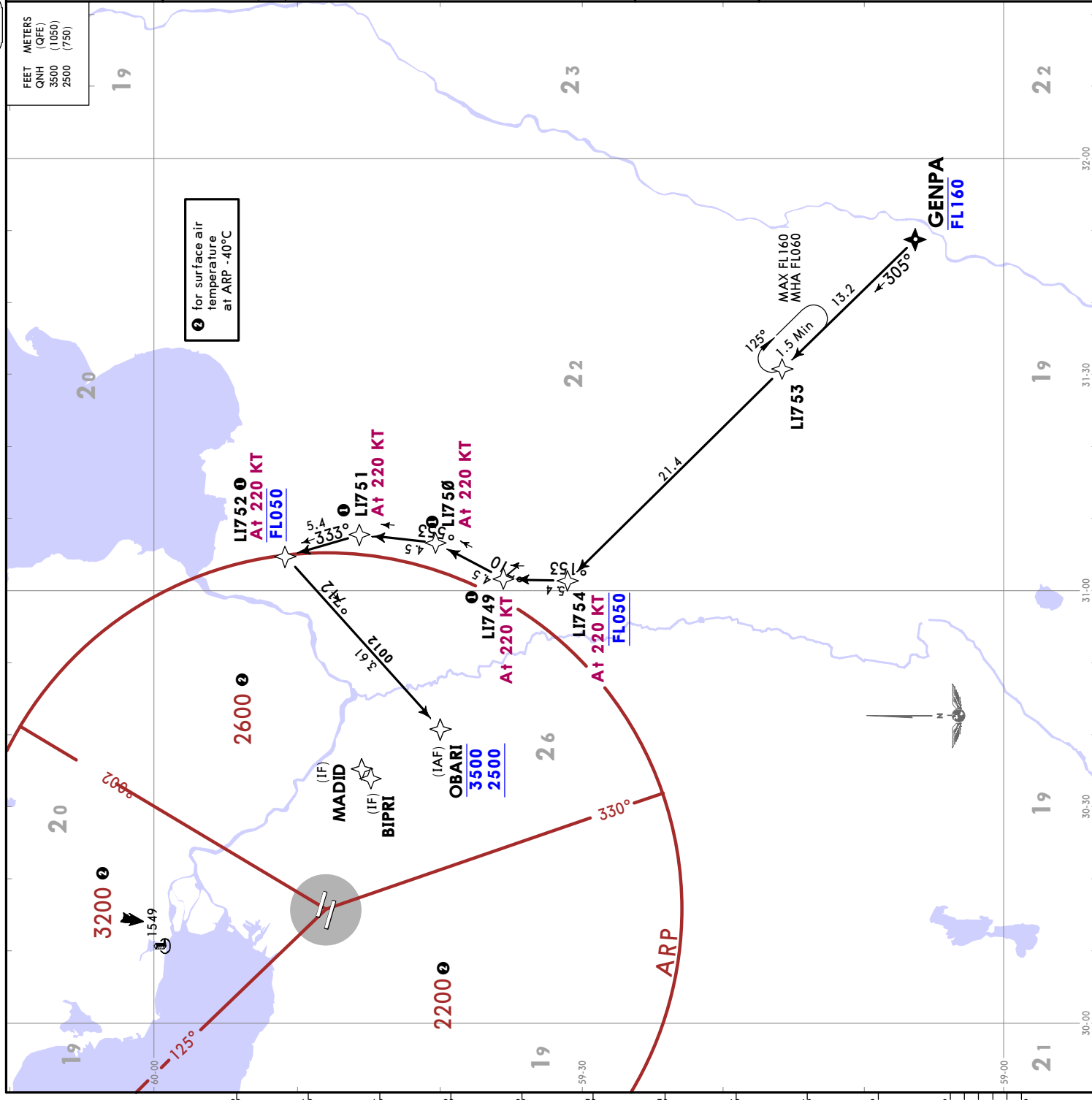
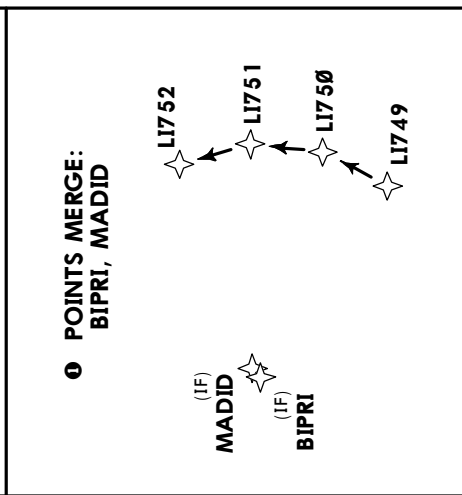
RNAV STAR

ATIS 127.3 (Russian 127.4)	PETERSBURG Approach Sector 1 (EAST) 119.3 Sector 2 (WEST 0600-1600) 125.2 Sector 2 (WEST 1600-0600) 119.3
Apt Elev 79	

Alt Set: hPa
 Trans level: **FL050**
 FL060 if pressure is less than 996 hPa (747 mm)
 FL070 if pressure is less than 960 hPa (720 mm)

- RNAV 1 GNSS required**
1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
 2. Descent shall be carried out by ATC and only to the cleared level (altitude).
 3. If unable to adhere to altitude or speed restrictions, advise ATC.
 4. If maintaining RNAV STAR is not possible, request vectoring from PETERSBURG Approach.
 5. Direct routing is permitted only after obtaining ATC instruction to proceed directly to the indicated waypoint. Fuel required to proceed along this segment should be included in holding fuel.
 6. EXPECT 'Direct to' procedure and/or vectoring.
 7. Consider pressure when calculating descent profile.
 8. FL and altitude are assigned by ATIS considering current TL. Level flight in transition layer is PROHIBITED.
 9. During flight validation, a strong deterioration of RAIM status and decrease in number of usable satellites in GPS constellation to a value unacceptable for RNAV navigation was detected on segment LI754-LI751.

GENPA 1B [GENP1B]
RNAV ARRIVAL
(RWYS 28L/R)



ST PETERSBURG, RUSSIA

RNAV STAR

ULLI/LED PULKOVO
 25 OCT 24
JEPPesen Eff 31 Oct 10-2F

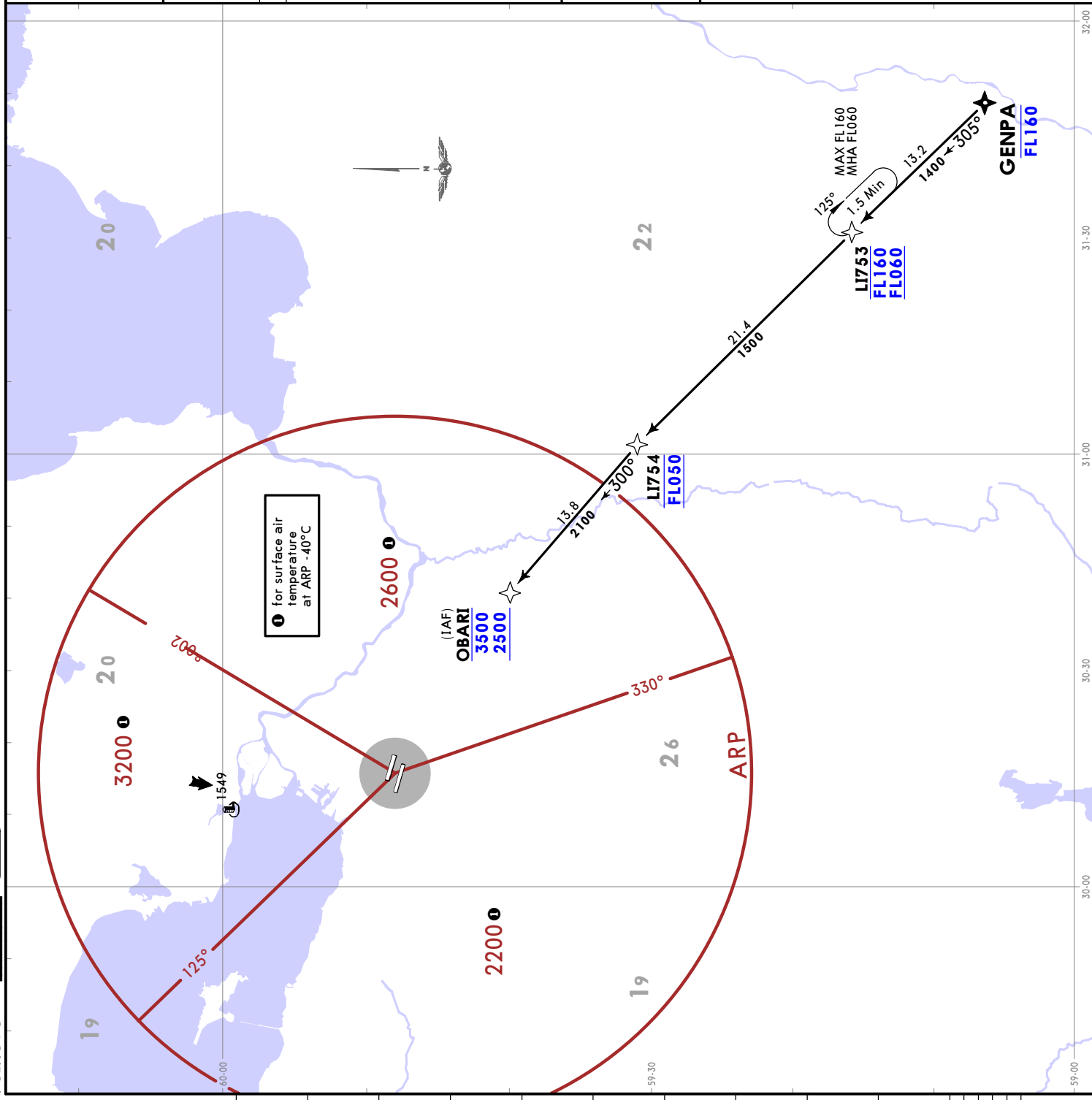
ATIS 127.3 (Russian 127.4)	PETERSBURG Approach Sector 1 (EAST) 119.3 Sector 2 (WEST 0600-1600) 125.2 Sector 2 (WEST 1600-0600) 119.3	Apt Elev 79
---	--	-----------------------

Alt Set: hPa
 Trans level: FL050
 FL060 if pressure is less than 996 hPa (747 mm)
 FL070 if pressure is less than 960 hPa (720 mm)

- RNAV 1 GNSS required**
1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
 2. Descent shall be carried out by ATC and only to the cleared level (altitude).
 3. If unable to adhere to altitude or speed restrictions, advise ATC.
 4. If maintaining RNAV STAR is not possible, request vectoring from PETERSBURG Approach.
 5. Direct routing is permitted only after obtaining ATC instruction to proceed directly to the indicated waypoint. Fuel required to proceed along this segment should be included in holding fuel.
 6. EXPECT 'Direct to' procedure and/or vectoring.
 7. Consider pressure when calculating descent profile.
 8. FL and altitude are assigned by ATIS considering current TL. Level flight in transition layer is PROHIBITED.

GENPA 1V [GENP 1V]
RNAV ARRIVAL
 (RWYS 28L/R)
STAR IS ONLY DESIGNATED FOR CALCULATION OF FUEL TO DESTINATION

FEET	METERS
QNH	QFE
3500	1050
2500	750



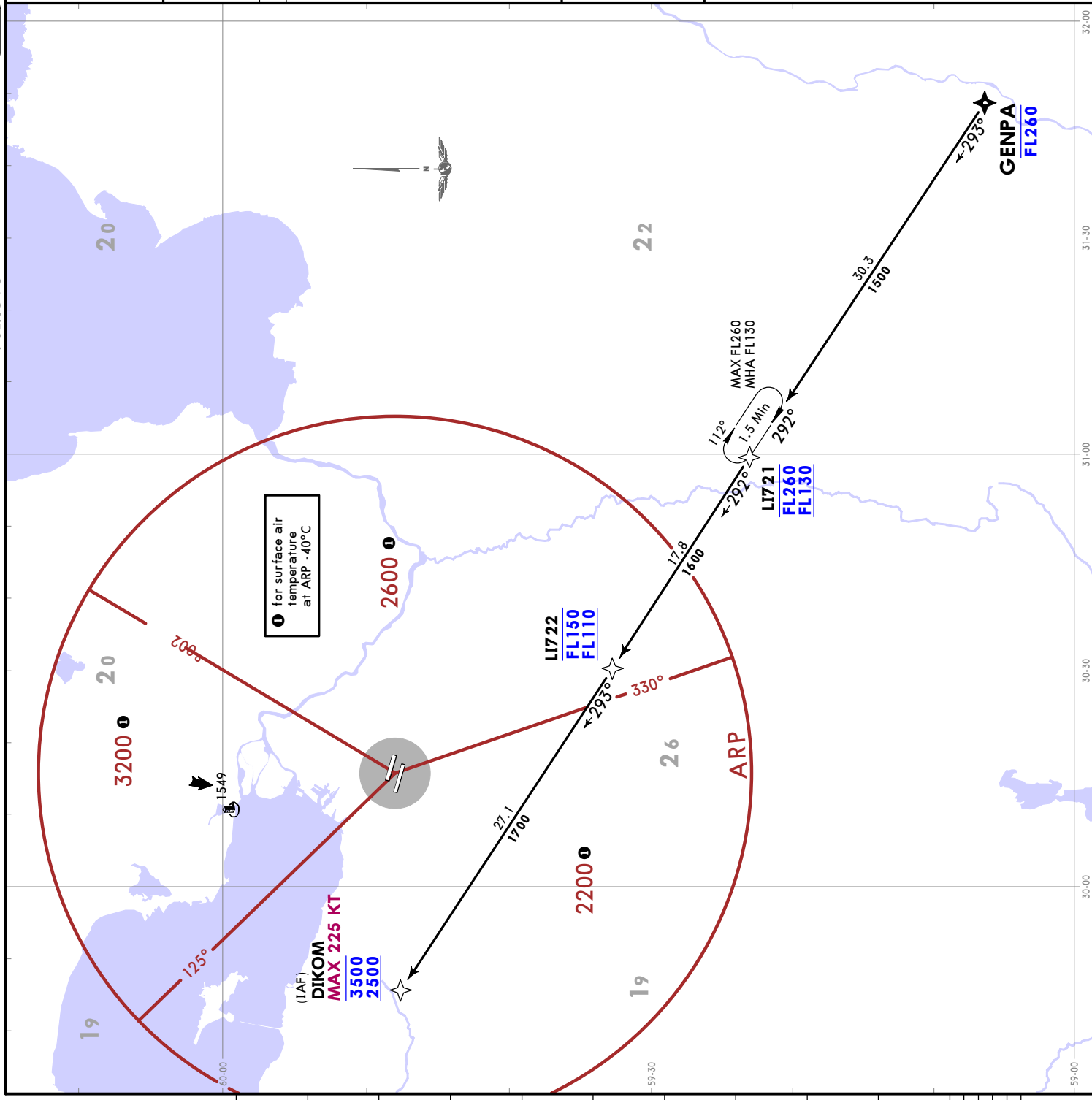
ATIS 127.3 (Russian 127.4)	PETERSBURG Approach Sector 1 (EAST) 119.3 Sector 2 (WEST 0600-1600) 125.2 Sector 2 (WEST 1600-0600) 119.3	Apt Elev 79
---	--	-----------------------

Alt Set: hPa
 Trans level: FL050
 FL060 if pressure is less than 996 hPa (747 mm)
 FL070 if pressure is less than 960 hPa (720 mm)

- RNAV 1 GNSS required**
1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
 2. Descent shall be carried out by ATC and only to the cleared level (altitude).
 3. If unable to adhere to altitude or speed restrictions, advise ATC.
 4. If maintaining RNAV STAR is not possible, request vectoring from PETERSBURG Approach.
 5. Direct routing is permitted only after obtaining ATC instruction to proceed directly to the indicated waypoint. Fuel required to proceed along this segment should be included in holding fuel.
 6. EXPECT 'Direct to' procedure and/or vectoring.
 7. Consider pressure when calculating descent profile.
 8. FL and altitude are assigned by ATIS considering current TL. Level flight in transition layer is PROHIBITED.

GENPA 1W [GENP1W]
RNAV ARRIVAL
 (RWYS 10L/R)
STAR IS ONLY DESIGNATED FOR CALCULATION OF FUEL TO DESTINATION

FEET QNH (QFE) 3500 (1050) 2500 (750)
--



CHANGES: General speed restriction withdrawn.

ULLI/LED
PULKOVO
JEPPESSEN
25 OCT 24
EFF 31 OCT
10-2H

ATIS
127.3
(Russian 127.4)

PETERSBURG Approach
Sector 1 (EAST)
119.3
Sector 2 (WEST 0600-1600)
125.2
Sector 2 (WEST 1600-0600)
119.3

Apt Elev
79

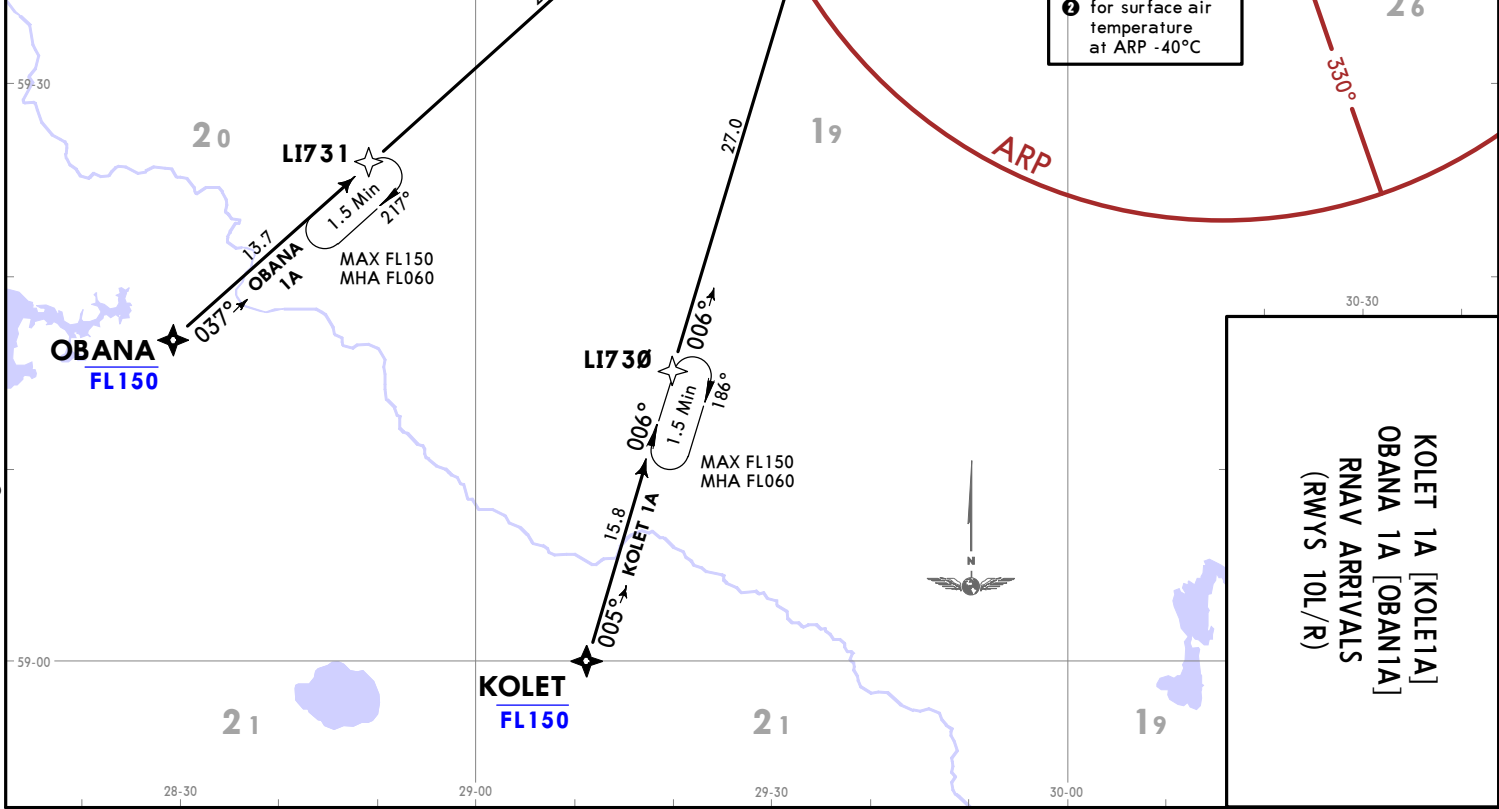
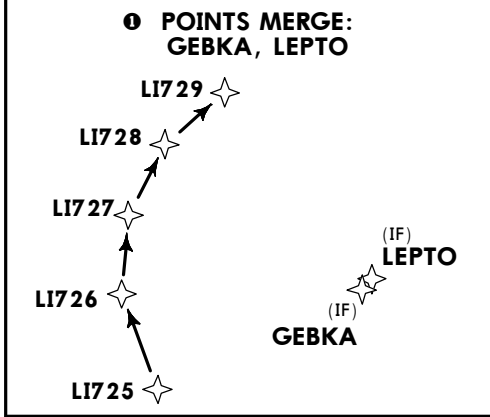
Alt Set: hPa
Trans level: FL050
FL060 if pressure is less than 996 hPa (747 mm)
FL070 if pressure is less than 960 hPa (720 mm)

RNAV 1 GNSS required

1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
2. Descent shall be carried out by ATC and only to the cleared level (altitude).
3. If unable to adhere to altitude or speed restrictions, advise ATC.
4. If maintaining RNAV STAR is not possible, request vectoring from PETERSBURG Approach.
5. Direct routing is permitted only after obtaining ATC instruction to proceed directly to the indicated waypoint. Fuel required to proceed along this segment should be included in holding fuel.
6. EXPECT 'Direct to' procedure and/or vectoring.
7. Consider pressure when calculating descent profile.
8. FL and altitude are assigned by ATS considering current TL. Level flight in transition layer is PROHIBITED.

KOLET 1A [KOLE1A]
OBANA 1A [OBAN1A]
RNAV ARRIVALS
(RWYS 10L/R)

FEET	METERS
QNH	(QFE)
3500	(1050)
2500	(750)



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ST PETERSBURG, RUSSIA
RNAV STAR

ST PETERSBURG, RUSSIA
RNAV STAR

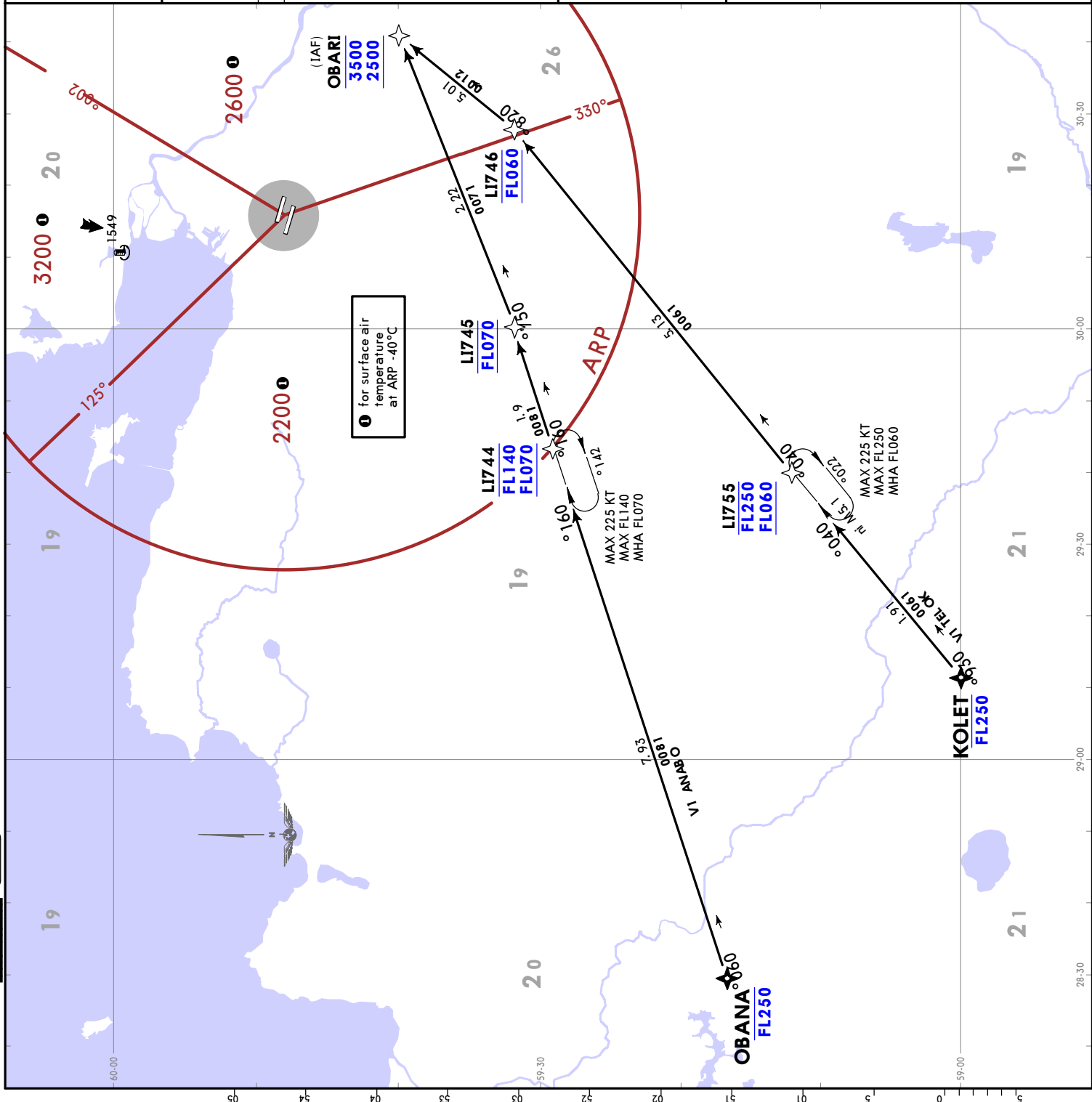
ATIS 127.3 (Russian 127.4)	PETERSBURG Approach Sector 1 (EAST) 119.3 Sector 2 (WEST 0600-1600) 125.2 Sector 2 (WEST 1600-0600) 119.3	Apt Elev 79
---	--	-----------------------

Alt Set: hPa
Trans level: FL050
FL060 if pressure is less than 996 hPa (747 mm)
FL070 if pressure is less than 960 hPa (720 mm)

- RNAV 1 GNSS required
1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
 2. Descent shall be carried out by ATC and only to the cleared level (altitude).
 3. If unable to adhere to altitude or speed restrictions, advise ATC.
 4. If maintaining RNAV STAR is not possible, request vectoring from PETERSBURG Approach.
 5. Direct routing is permitted only after obtaining ATC instruction to proceed directly to the indicated waypoint. Fuel required to proceed along this segment should be included in holding fuel.
 6. EXPECT 'Direct to' procedure and/or vectoring.
 7. Consider pressure when calculating descent profile.
 8. FL and altitude are assigned by ATIS considering current TL. Level flight in transition layer is PROHIBITED.

KOLET 1V [KOLE1V]
OBANA 1V [OBAN1V]
RNAV ARRIVALS
(RWYS 28L/R)
STARS ARE ONLY DESIGNATED FOR CALCULATION OF FUEL TO DESTINATION

FEET	METERS
QNH (QFE)	3500 (1050)
	2500 (750)



ST PETERSBURG, RUSSIA
RNAV STAR

PETERSBURG Approach
 Sector 1 (EAST) 119.3
 Sector 2 (WEST 0600-1600) 125.2
 Sector 2 (WEST 1600-0600) 119.3

ATIS
 127.3
 (Russian 127.4)

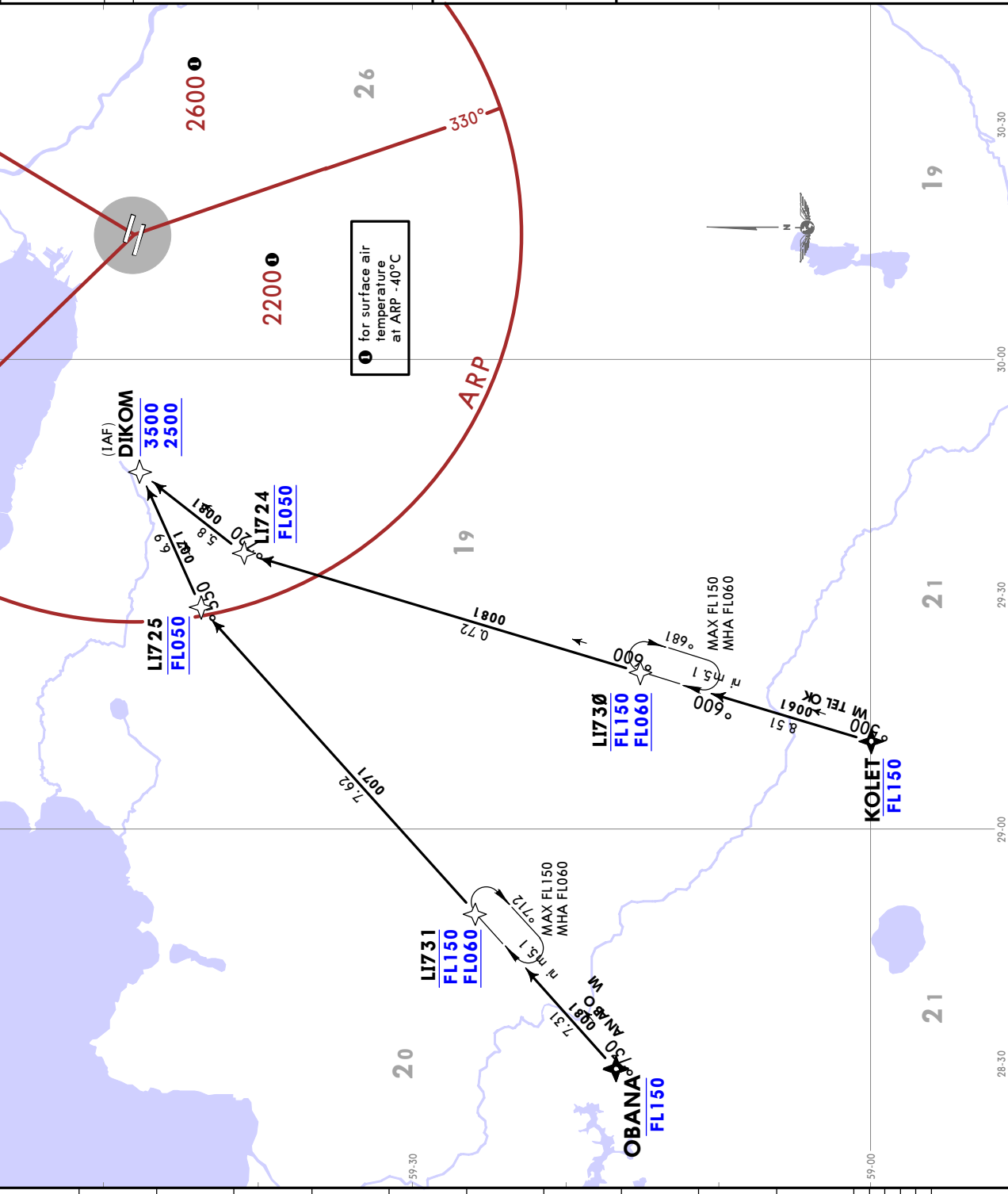
Apt Elev
 79

Alt Set: hPa
 Trans level: FLO50
 FLO60 if pressure is less than 996 hPa (747 mm)
 FLO70 if pressure is less than 960 hPa (720 mm)

RNAV 1 GNSS required

1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
2. Descent shall be carried out by ATC and only to the cleared level (altitude).
3. If unable to adhere to altitude or speed restrictions, advise ATC.
4. If maintaining RNAV STAR is not possible, request vectoring from PETERSBURG Approach.
5. Direct routing is permitted only after obtaining ATC instruction to proceed directly to the indicated waypoint. Fuel required to proceed along this segment should be included in holding fuel.
6. EXPECT 'Direct to' procedure and/or vectoring.
7. Consider pressure when calculating descent profile.
8. FL and altitude are assigned by ATIS considering current TL. Level flight in transition layer is PROHIBITED.

KOLET 1W [KOLE1W]
OBANA 1W [OBAN1W]
RNAV ARRIVALS
(RWYS 10L/R)
STARS ARE ONLY DESIGNATED FOR CALCULATION OF FUEL TO DESTINATION



ST PETERSBURG, RUSSIA

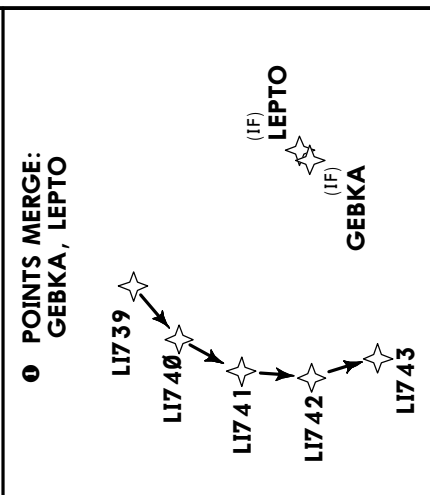
RNAV STAR

ATIS 127.3 (Russian 127.4)	PETERSBURG Approach Sector 1 (EAST) 119.3 Sector 2 (WEST 0600-1600) 125.2 Sector 2 (WEST 1600-0600) 119.3	Apt Elev 79
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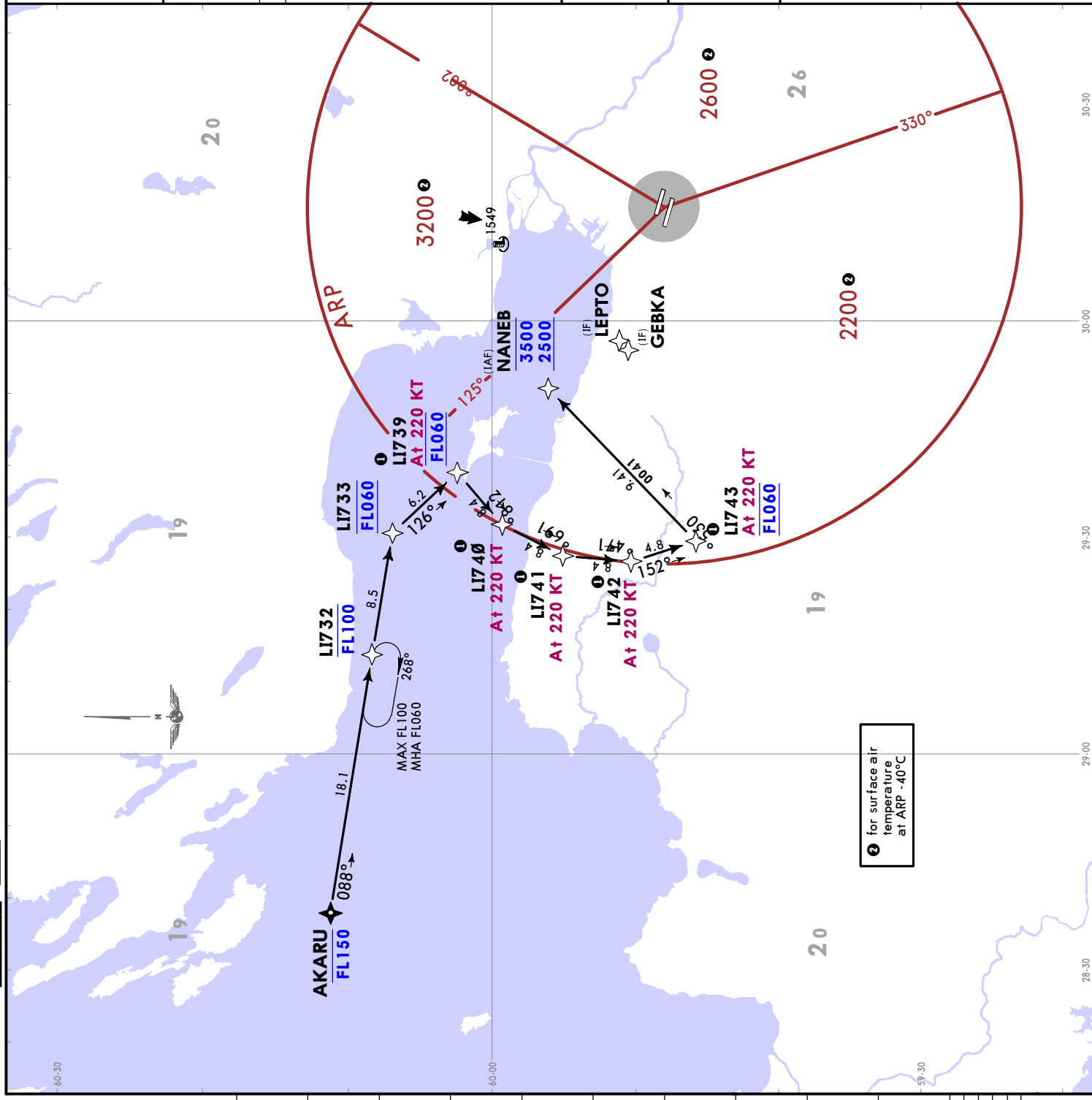
Alt Set: hPa
 Trans level: FL050
 FL060 if pressure is less than 996 hPa (747 mm)
 FL070 if pressure is less than 960 hPa (720 mm)

- RNAV 1 GNSS required**
1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
 2. Descent shall be carried out by ATC and only to the cleared level (altitude).
 3. If unable to adhere to altitude or speed restrictions, advise ATC.
 4. If maintaining RNAV STAR is not possible, request vectoring from PETERSBURG Approach.
 5. Direct routing is permitted only after obtaining ATC instruction to proceed directly to the indicated waypoint. Fuel required to proceed along this segment should be included in holding fuel.
 6. EXPECT 'Direct to' procedure and/or vectoring.
 7. Consider pressure when calculating descent profile.
 8. FL and altitude are assigned by ATIS considering current TL. Level flight in transition layer is PROHIBITED.

**AKARU 1A [AKAR1A]
 RNAV ARRIVAL
 (RWYS 10L/R)**



FEET	METERS
QNH	(QFE)
3500	(1050)
2500	(750)



Ⓢ for surface air temperature at ARP -40°C

ULLI/LED PULKOVO
 25 OCT 24
 JEPPESSEN
 Eff 31 Oct 10-2M

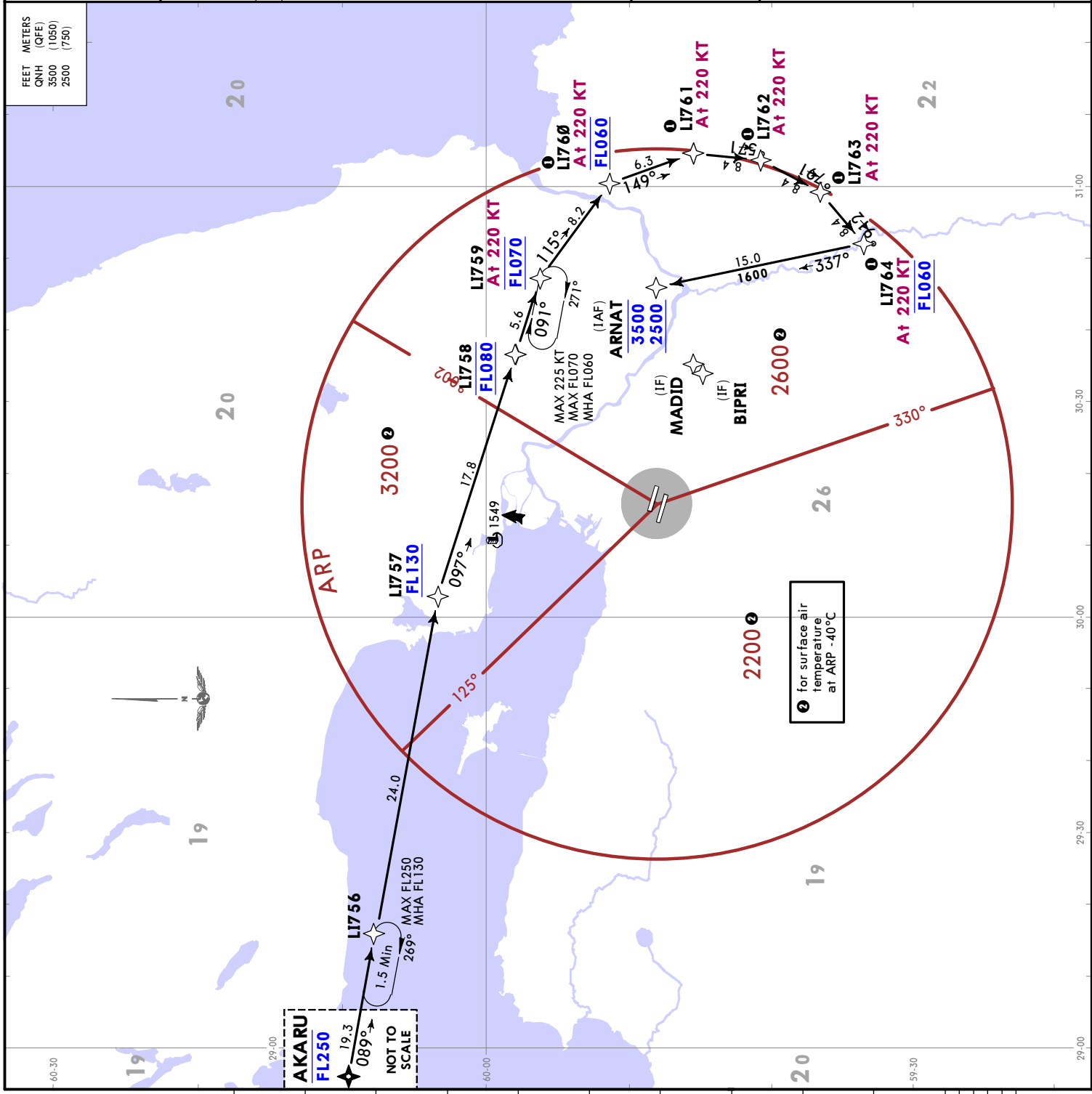
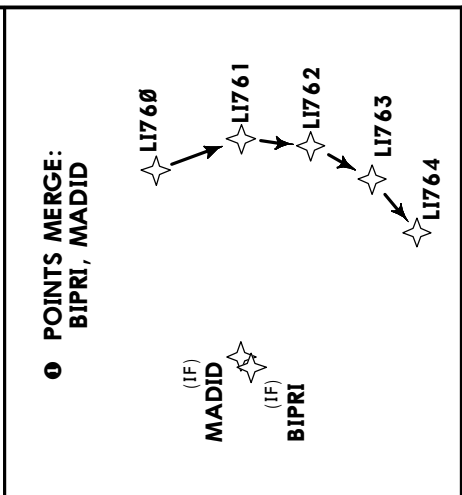
CHANGES: General speed restriction withdrawn.

FEET METERS QNH (QFE) 3500 (1050) 2500 (750)	ATIS 127.3 (Russian 127.4)	PETERSBURG Approach Sector 1 (EAST) 119.3 Sector 2 (WEST 0600-1600) 125.2 Sector 2 (WEST 1600-0600) 119.3	Apt Elev 79
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Alt Set: hPa
 Trans level: FL050
 FL060 if pressure is less than 996 hPa (747 mm)
 FL070 if pressure is less than 960 hPa (720 mm)

- RNAV 1 GNSX required
1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
 2. Descent shall be carried out by ATIS and only to the cleared level (altitude).
 3. If unable to adhere to altitude or speed restrictions, advise ATIS.
 4. If maintaining RNAV STAR is not possible, request vectoring from PETERSBURG Approach.
 5. Direct routing is permitted only after obtaining ATIS instruction to proceed directly to the indicated waypoint. Fuel required to proceed along this segment should be included in holding fuel.
 6. EXPECT 'Direct to' procedure and/or vectoring.
 7. Consider pressure when calculating descent profile.
 8. FL and altitude are assigned by ATIS considering current TL. Level flight in transition layer is PROHIBITED.
 9. During flight validation, a strong deterioration of RAIM status and decrease in number of usable satellites in GPS constellation to a value unacceptable for RNAV navigation was detected on segment LI760-LI763.

AKARU 1B [AKAR1B]
RNAV ARRIVAL
(RWYS 28L/R)



ST PETERSBURG, RUSSIA
RNAV STAR

ULLI/LED PULKOVO
 25 OCT 24
JEPPESSEN
 EFF 31 Oct 10-2P

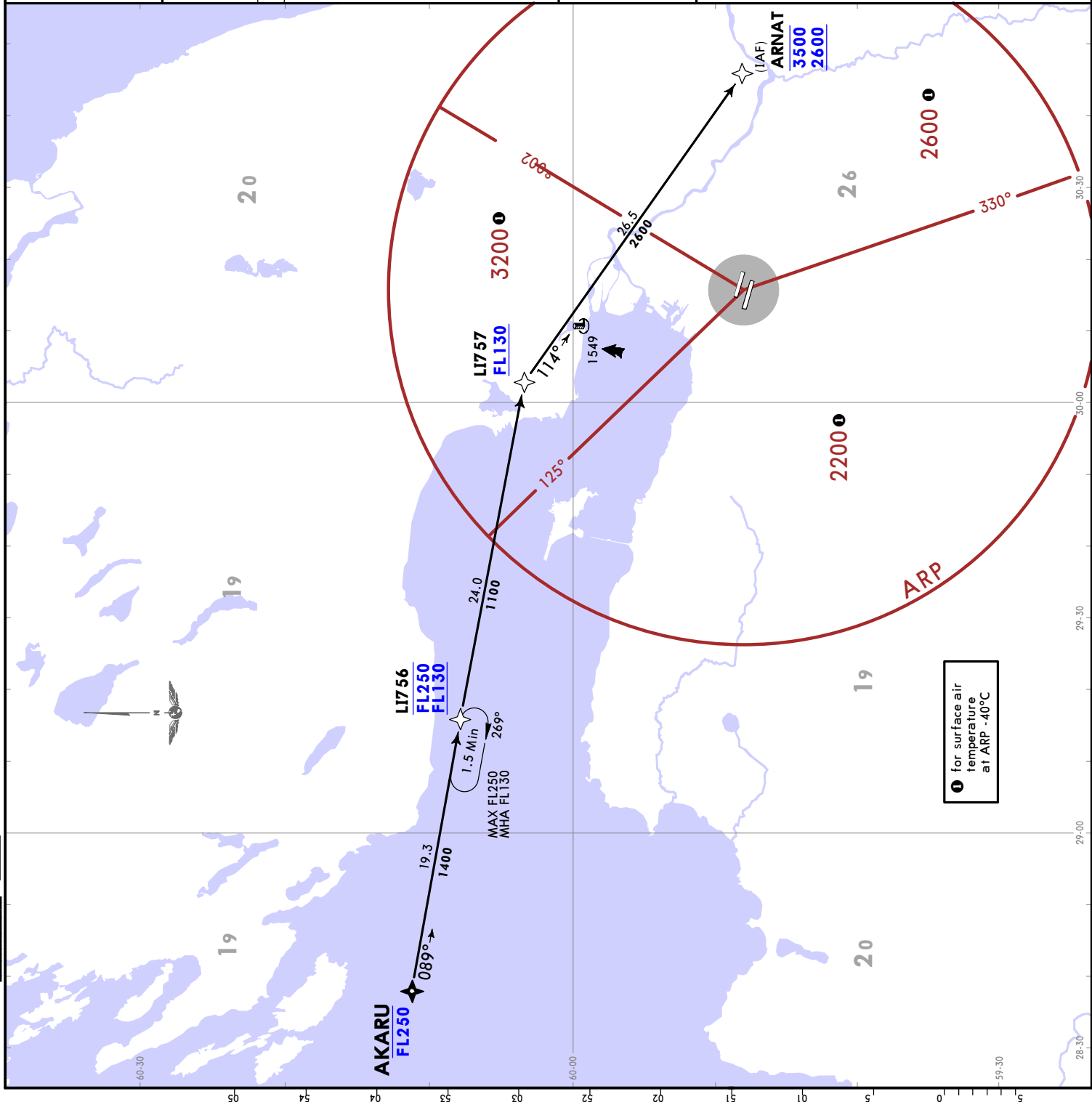
ATIS 127.3 (Russian 127.4)	PETERSBURG Approach Sector 1 (EAST) 119.3 Sector 2 (WEST 0600-1600) 125.2 Sector 2 (WEST 1600-0600) 119.3	Apt Elev 79
---	--	-----------------------

Alt Set: hPa
 Trans level: FL050
 FL060 if pressure is less than 996 hPa (747 mm)
 FL070 if pressure is less than 960 hPa (720 mm)

- RNAV 1 GNSS required**
1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
 2. Descent shall be carried out by ATC and only to the cleared level (altitude).
 3. If unable to adhere to altitude or speed restrictions, advise ATC.
 4. If maintaining RNAV STAR is not possible, request vectoring from PETERSBURG Approach.
 5. Direct routing is permitted only after obtaining ATC instruction to proceed directly to the indicated waypoint. Fuel required to proceed along this segment should be included in holding fuel.
 6. EXPECT 'Direct to' procedure and/or vectoring.
 7. Consider pressure when calculating descent profile.
 8. FL and altitude are assigned by ATIS considering current TL. Level flight in transition layer is PROHIBITED.

**AKARU 1V [AKARIV]
 RNAV ARRIVAL
 (RWYS 28L/R)**
 STAR IS ONLY DESIGNATED FOR
 CALCULATION OF FUEL TO DESTINATION

FET	METERS
QNH	(QFE)
3500	(1050)
2600	(775)



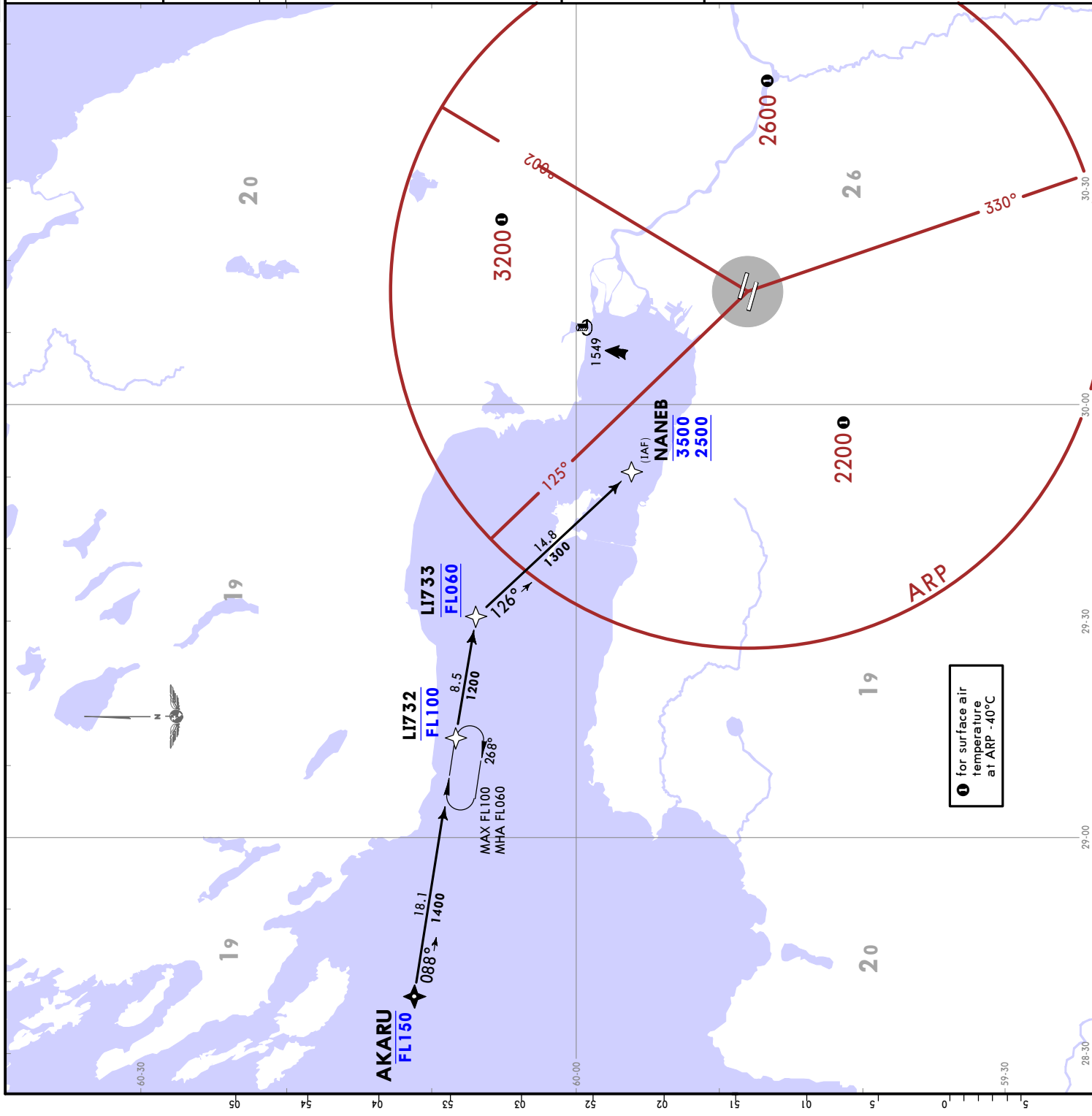
ATIS 127.3 (Russian 127.4)	PETERSBURG Approach Sector 1 (EAST) 119.3 Sector 2 (WEST 0600-1600) 125.2 Sector 2 (WEST 1600-0600) 119.3	Apt Elev 79
---	--	-----------------------

Alt Set: hPa
 Trans level: FL050
 FL060 if pressure is less than 996 hPa (747 mm)
 FL070 if pressure is less than 960 hPa (720 mm)

- RNAV 1 GNSS required
1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
 2. Descent shall be carried out by ATC and only to the cleared level (altitude).
 3. If unable to adhere to altitude or speed restrictions, advise ATC.
 4. If maintaining RNAV STAR is not possible, request vectoring from PETERSBURG Approach.
 5. Direct routing is permitted only after obtaining ATC instruction to proceed directly to the indicated waypoint. Fuel required to proceed along this segment should be included in holding fuel.
 6. EXPECT 'Direct to' procedure and/or vectoring.
 7. Consider pressure when calculating descent profile.
 8. FL and altitude are assigned by ATIS considering current TL. Level flight in transition layer is PROHIBITED.

AKARU 1W [AKARIW]
RNAV ARRIVAL
 (RWYS 10L/R)
 STAR IS ONLY DESIGNATED FOR CALCULATION OF FUEL TO DESTINATION

FEET	METERS
QNH (QFE)	3500 (1050)
	2500 (750)



ST PETERSBURG, RUSSIA

JEPPESEN
8 NOV 24 10-3
ULLI/LED
PULKOVO

RNAV SID

KERIS 1A [KERI1A]
RELNI 1A [RELN1A]
RUMOL 1A [RUMO1A]
SUGIN 1A [SUGI1A]

RNAV DEPARTURES (RWY 28R)

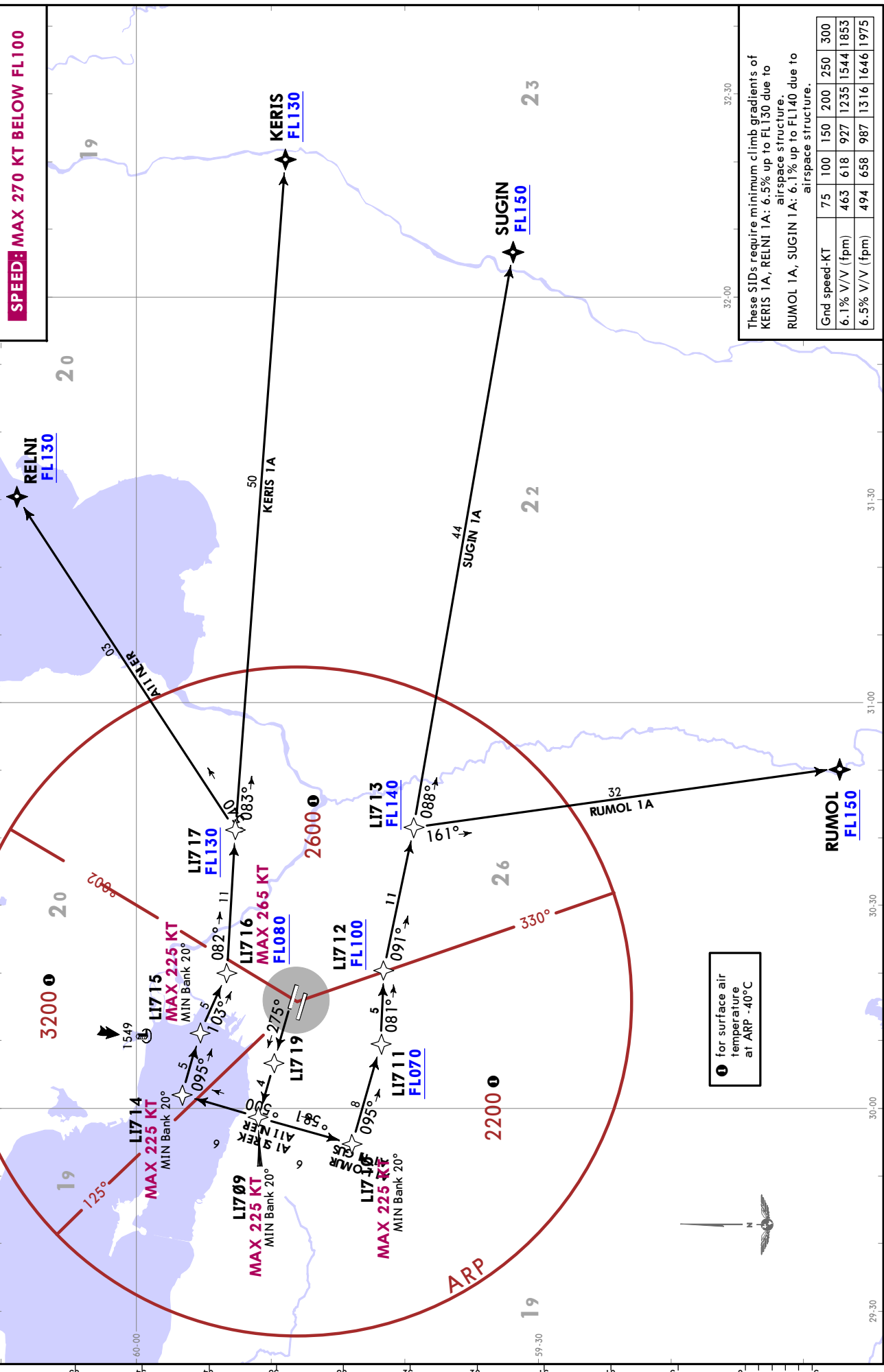
SPEED: MAX 270 KT BELOW FL100

FEET METERS
QNH (QFE)
800 (225)
3500 (1050)

Trans alt: 3500 QNH (QFE on request)
RNAV 1 GNSS required

Apt Elev 79
Pulkovo Radar 120.3

1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
2. Unless otherwise instructed, climb to 3500, at 800 contact PULKOVO Radar.
3. If no information on RNAV SID is available or maintaining RNAV SID is not possible, request RADAR vectoring.
4. RADAR vectoring and/or "direct to" instruction can be applied after take-off at altitudes not below those published on the 10-1R chart.
5. Climb only to the altitude/FL cleared by ATIS.



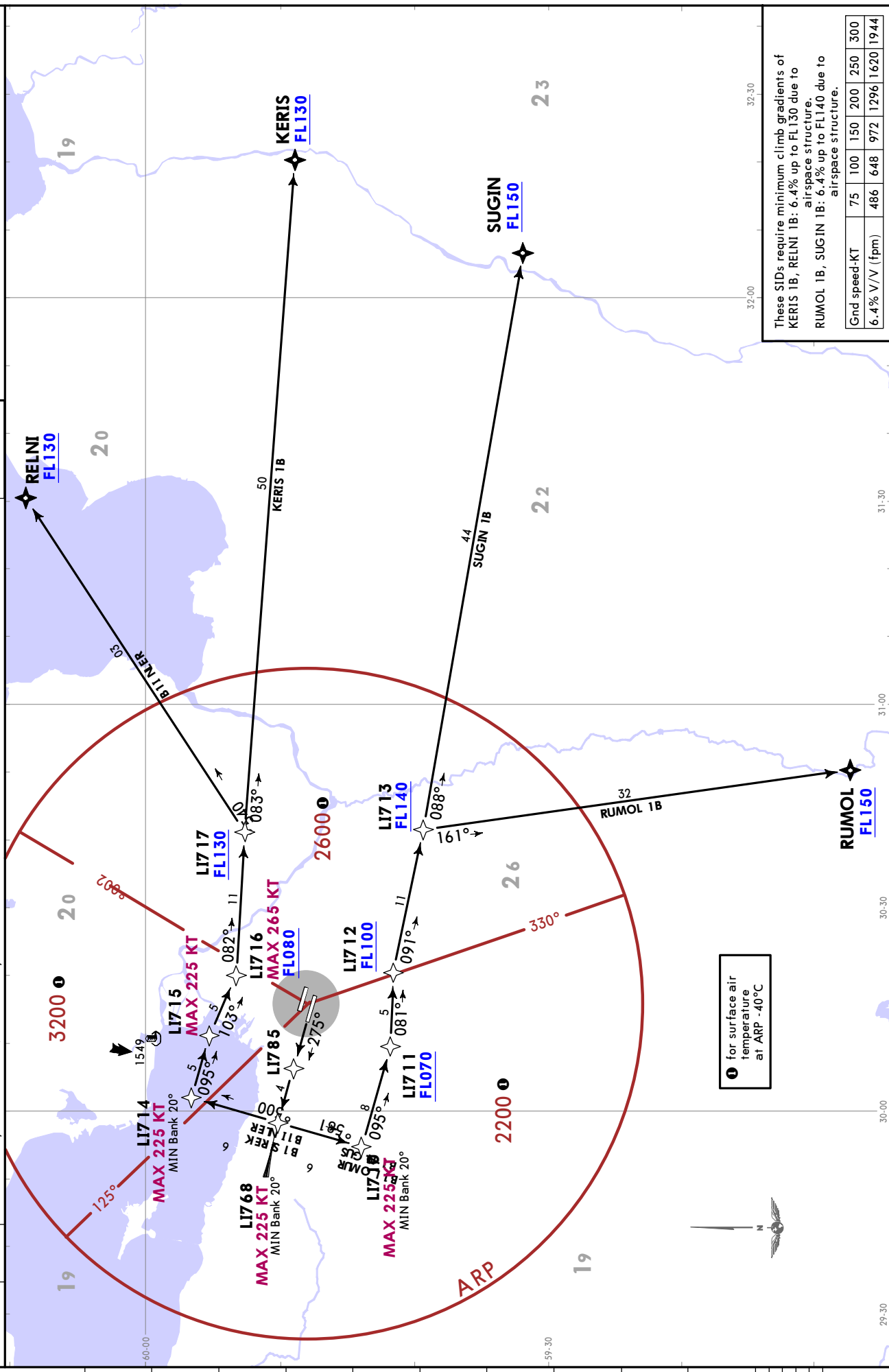
1 for surface air temperature at ARP -40°C

These SIDs require minimum climb gradients of KERIS 1A, RELNI 1A: 6.5% up to FL130 due to airspace structure. RUMOL 1A, SUGIN 1A: 6.1% up to FL140 due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.5% V/V (fpm)	494	658	987	1316	1646	1975

PULKOVO Radar 120.3	Apt Elev 79	Trans alt: 3500 QNH (QFE on request)
		RNAV 1 GNSSE required

1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
 2. Unless otherwise instructed, climb to 3500, at 800 contact PULKOVO Radar.
 3. If no information on RNAV SID is available or maintaining RNAV SID is not possible, request RADAR vectoring.
 4. RADAR vectoring and/or "direct to" instruction can be applied after take-off at altitudes not below those published on the 10-1R chart.
 5. Climb only to the altitude/FL cleared by ATIS.



These SIDs require minimum climb gradients of

KERIS 1B, RELNI 1B:	6.4% up to FL130 due to airspace structure.
RUMOL 1B, SUGIN 1B:	6.4% up to FL140 due to airspace structure.

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

ULLI/LED
PULKOVO

JEPPESEN
8 NOV 24 (10-3B)

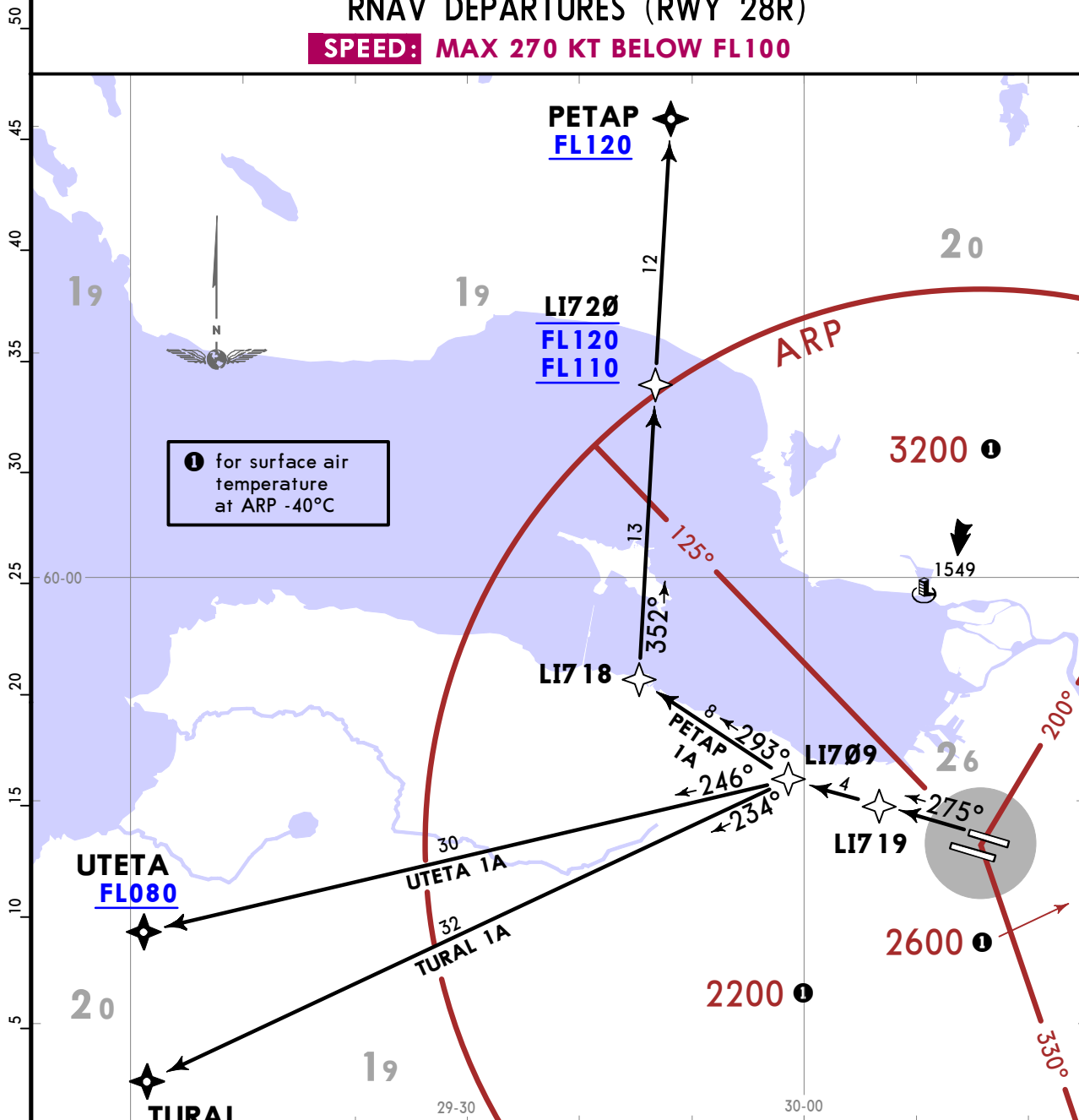
ST PETERSBURG, RUSSIA

RNAV SID

PULKOVO Radar 120.3 Apt Elev 79	Trans alt: 3500 QNH (QFE on request)
	RNAV 1 GNSS required
	1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request. 2. Unless otherwise instructed, climb to 3500, at 800 contact PULKOVO Radar. 3. If no information on RNAV SID is available or maintaining RNAV SID is not possible, request RADAR vectoring. 4. RADAR vectoring and/or "direct to" instruction can be applied after take-off at altitudes not below those published on the 10-1R chart. 5. Climb only to the altitude/FL cleared by ATS.

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

SPEED: MAX 270 KT BELOW FL100



FEET	METERS
QNH (QFE)	
800	(225)
2200	(655)
3000	(895)
3500	(1050)

These SIDs require minimum climb gradients of
 PETAP 1A: 6.2% up to FL110 due to airspace structure.
 TURAL 1A: 3.5% up to 2200 due to airspace structure.
 UTETA 1A: 3.5% up to 3000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
6.2% V/V (fpm)	471	628	942	1256	1570	1884

ULLI/LED
PULKOVO

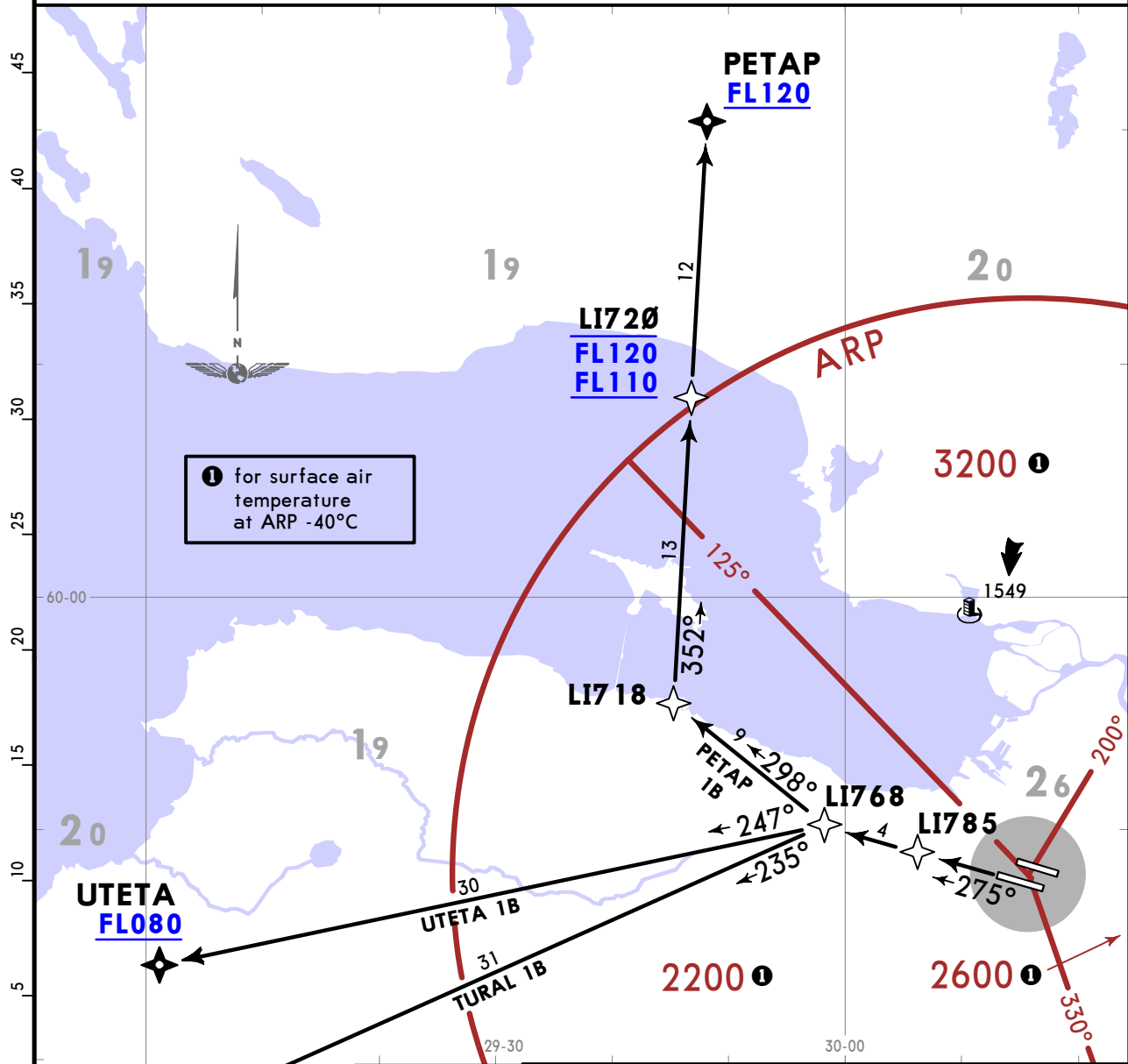
JEPPESEN
8 NOV 24 **(10-3C)**

ST PETERSBURG, RUSSIA
RNAV SID

PULKOVO Radar 120.3	Apt Elev 79	Trans alt: 3500 QNH (QFE on request)
		RNAV 1 GNSS required
		1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/ QFE upon request. 2. Unless otherwise instructed, climb to 3500, at 800 contact PULKOVO Radar. 3. If no information on RNAV SID is available or maintaining RNAV SID is not possible, request RADAR vectoring. 4. RADAR vectoring and/or "direct to" instruction can be applied after take-off at altitudes not below those published on the 10-1R chart. 5. Climb only to the altitude/FL cleared by ATS.

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

SPEED: MAX 270 KT BELOW FL100



① for surface air temperature at ARP -40°C

FEET	METERS
QNH	(QFE)
800	(220)
3400	(1015)
3500	(1050)

These SIDs require minimum climb gradients of
 PETAP 1B: 6.2% up to FL110 due to airspace structure.
 TURAL 1B: 3.4% up to 800 due to airspace structure.
 UTETA 1B: 3.6% up to 3500 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
3.6% V/V (fpm)	273	365	547	729	911	1094
6.2% V/V (fpm)	471	628	942	1256	1570	1884

ST PETERSBURG, RUSSIA
RNAV SID

ULLI/LED
PULKOVO
8 NOV 24 (10-3D)
JEPPesen

PULKOVO Radar
120.3

Apt Elev
79

- Trans alt: 3500 QNH (QFE on request)
- RNAV 1 GNSS required
1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
 2. Unless otherwise instructed, climb to 3500, at 800 contact PULKOVO Radar.
 3. If no information on RNAV SID is available or maintaining RNAV SID is not possible, request RADAR vectoring.
 4. RADAR vectoring and/or "direct to" instruction can be applied after take-off at altitudes not below those published on the 10-IR chart.
 5. Climb only to the altitude/FL cleared by ATS.
 6. EXPECT close-in obstacles.

KERIS 1C [KER1C]
RELNI 1C [REL1C]
RUMOL 1C [RUM01C]
SUGIN 1C [SUG1C]
RNAV DEPARTURES
(RWY 10R)

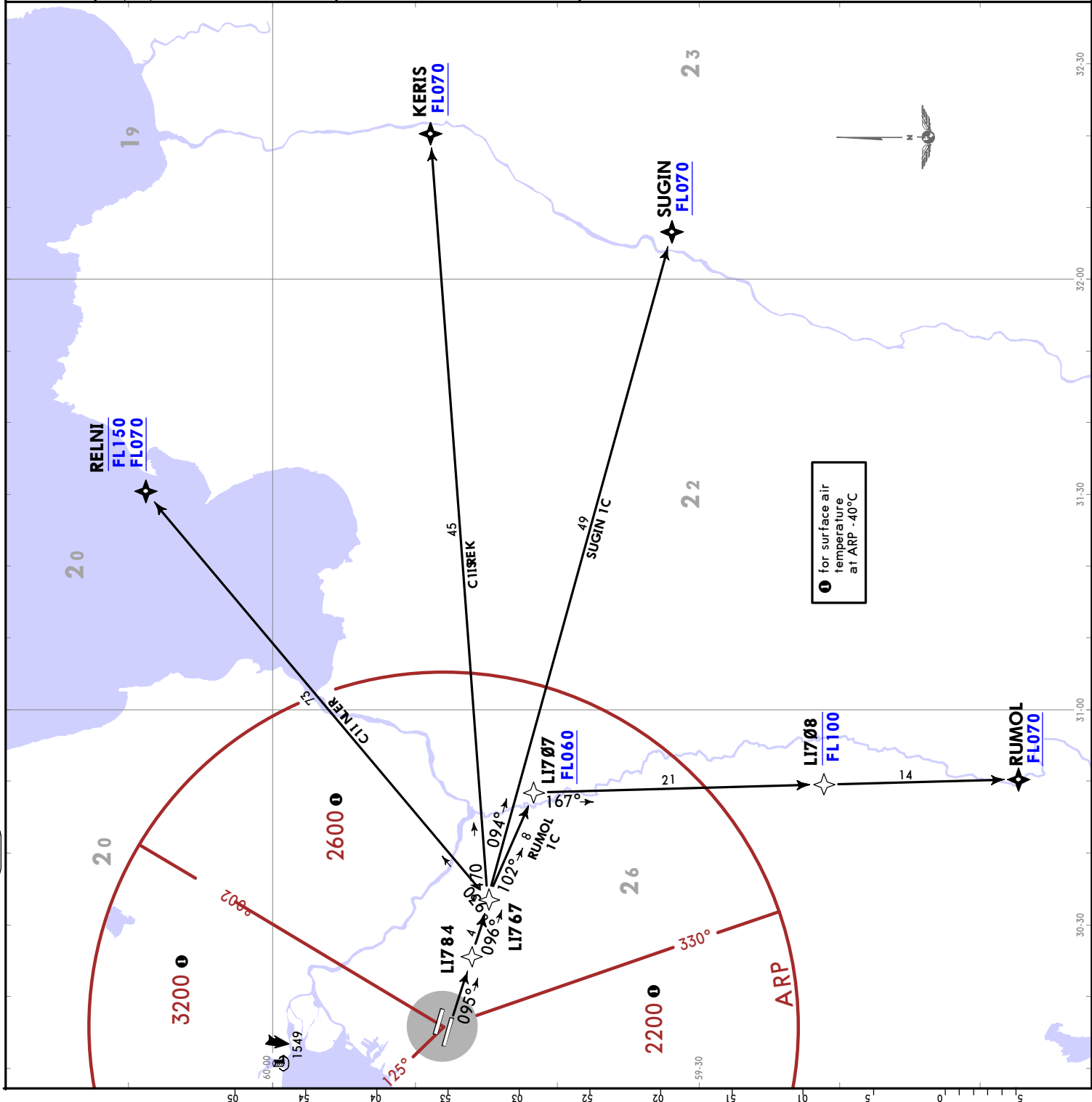
SPEED: MAX 270 KT BELOW FL100

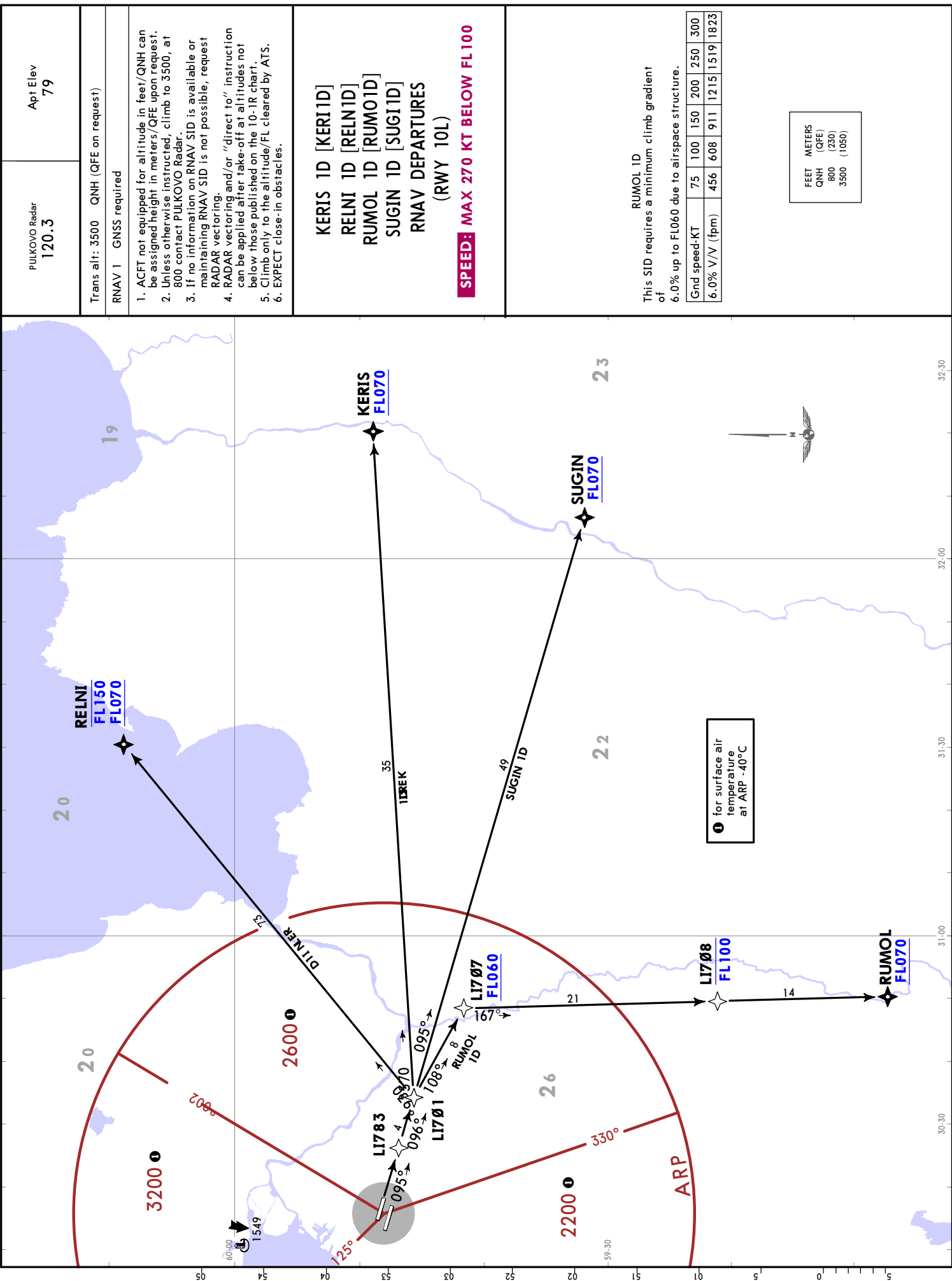
These SIDs require minimum climb gradients of

RELNI 1C: 6.4% up to 3500 due to airspace structure.
RUMOL 1C: 6.0% up to FL060 due to airspace structure.

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

FEET	METERS
QNH (QFE)	800 (225)
	3500 (1050)





ST PETERSBURG, RUSSIA

RNAV SID

PULKOVO Radar
120.3

Apt Elev
79

Trans alt: 3500 QNH (QFE on request)

RNAV 1 GNSS required

1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
2. Unless otherwise instructed, climb to 3500, at 800 contact PULKOVO Radar.
3. If no information on RNAV SID is available or maintaining RNAV SID is not possible, request RADAR vectoring.
4. RADAR vectoring and/or "direct to" instruction can be applied after take-off at altitudes not below those published on the 10-IR chart.
5. Climb only to the altitude/FL cleared by ATIS.
6. EXPECT close-in obstacles.

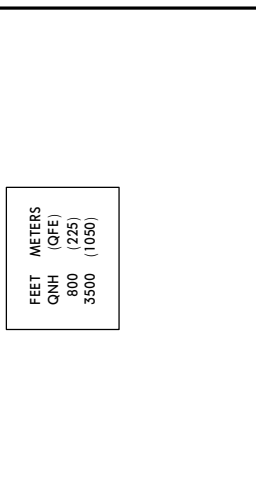
PETAP 1C [PETA1C]
TURAL 1C [TURA1C]
UTETA 1C [UTET1C]
RNAV DEPARTURES (RWY 10R)

SPEED: MAX 270 KT BELOW FL100

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

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

FEET	METERS
QNH (QFE)	800 (225)
	3500 (1050)



PULKOVO Radar
120.3

Apt Elev
79

Trans alt: 3500 QNH (QFE on request)

RNAV 1 GNSS required

1. ACFT not equipped for altitude in feet/QNH can be assigned height in meters/QFE upon request.
2. Unless otherwise instructed, climb to 3500, at 800 contact PULKOVO Radar.
3. If no information on RNAV SID is available or maintaining RNAV SID is not possible, request RADAR vectoring.
4. RADAR vectoring and/or "direct to" instruction can be applied after take-off at altitudes not below those published on the 10-1R chart.
5. Climb only to the altitude/FL cleared by ATIS.
6. EXPECT close-in obstacles.

PETAP 1D [PETA1D]
TURAL 1D [TURA1D]
UTETA 1D [UTET1D]
RNAV DEPARTURES
(RWY 10L)

SPEED: MAX 270 KT BELOW FL100

These SIDs require a minimum climb gradient of 6.5% up to FL110 due to airspace structure.

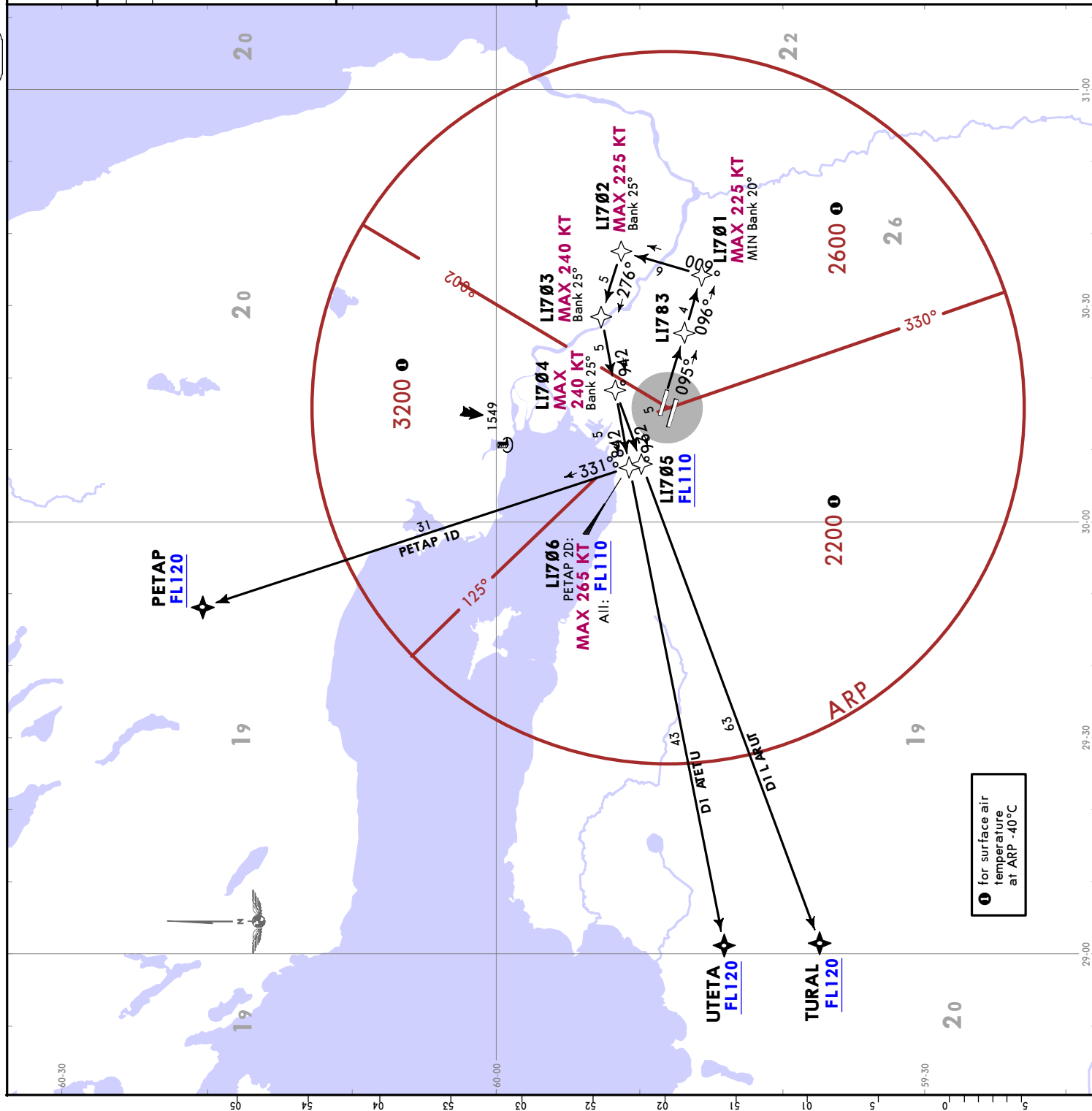
Grnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

FEET	METERS
QNH (QFE)	800 (230)
	3500 (1050)

① for surface air temperature at ARP -40°C

CHANGES: General instruction notes.

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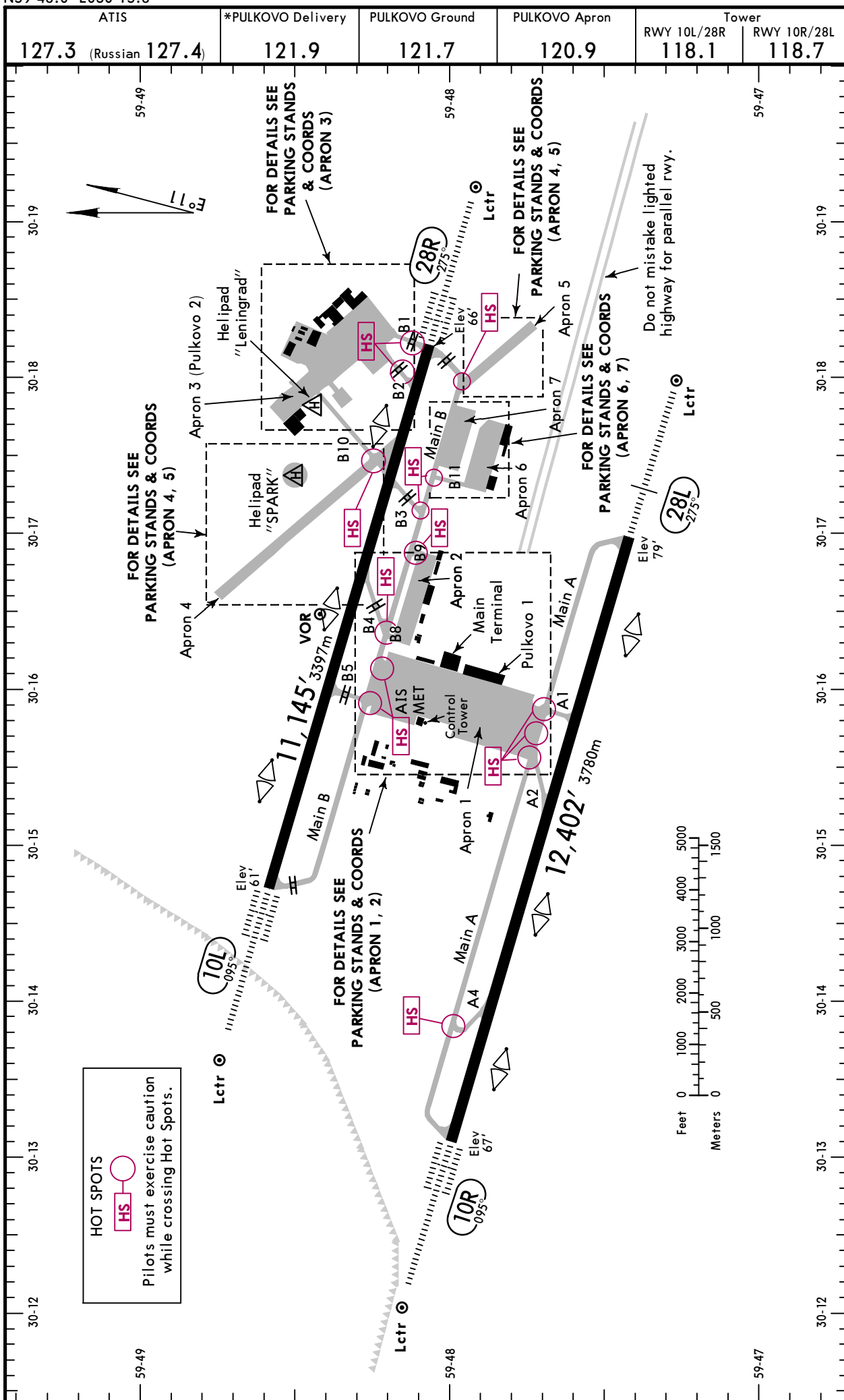
ULLI/LED

Apt Elev **79'**
N59 48.0 E030 15.8

JEPPESSEN ST PETERSBURG, RUSSIA

16 DEC 22 **(10-9)** Eff 29 Dec

PULKOVO



ULLI/LED

JEPPESEN ST PETERSBURG, RUSSIA

16 DEC 22 **(10-9A)** Eff 29 Dec

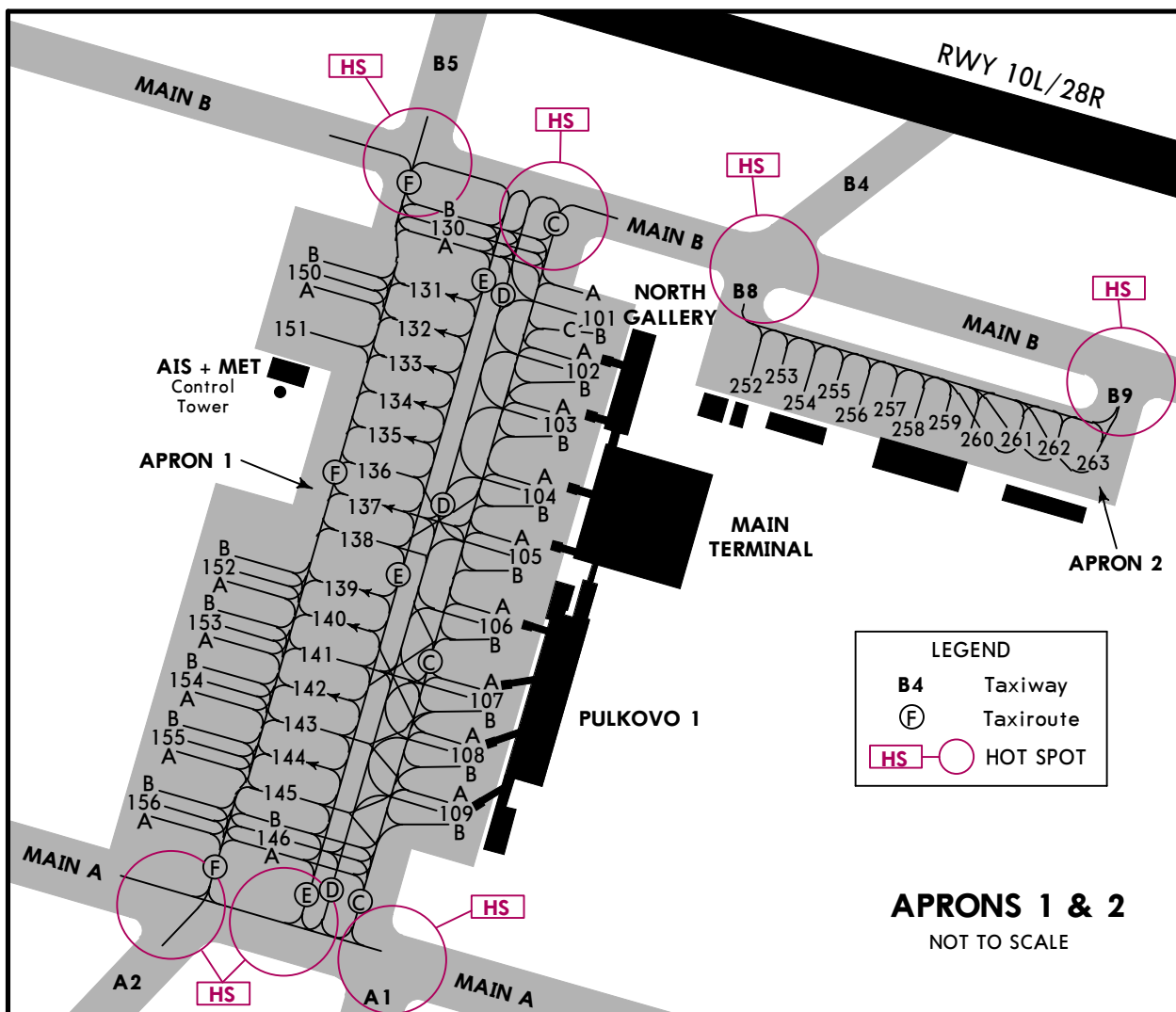
PULKOVO

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

Std	TAKE-OFF							
	HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RCLM	Adequate Vis Ref	
				DAY	NIGHT	DAY	DAY	NIGHT
	TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R400m	R/V500m	NA

ULLI/LED

JEPPesen ST PETERSBURG, RUSSIA
29 MAR 24 (10-9B) PULKOVO



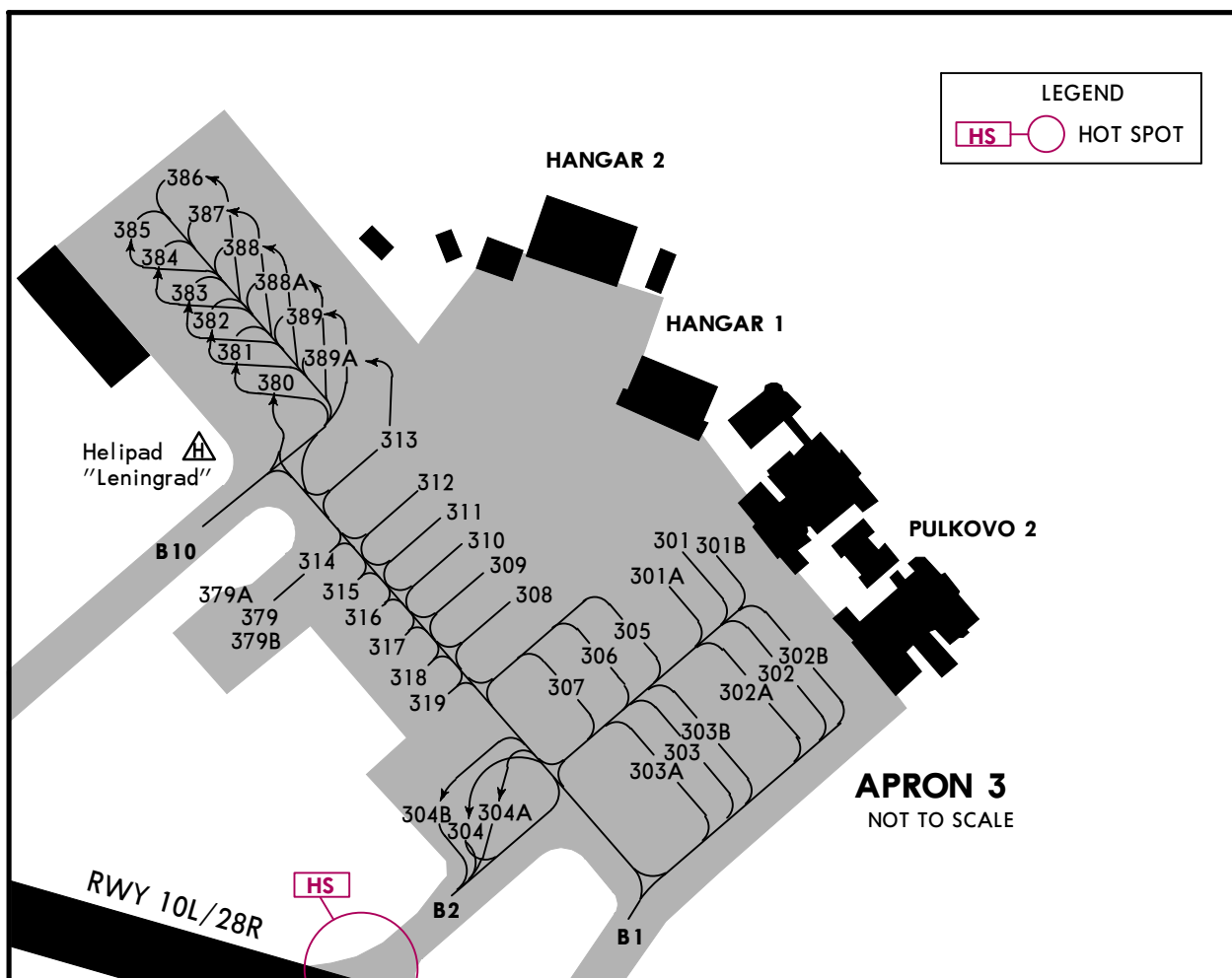
APRONS 1 & 2
NOT TO SCALE

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

ULLI/LED

JEPESEN
29 MAR 24 (10-9C)

ST PETERSBURG, RUSSIA
PULKOVO



INS COORDINATES

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

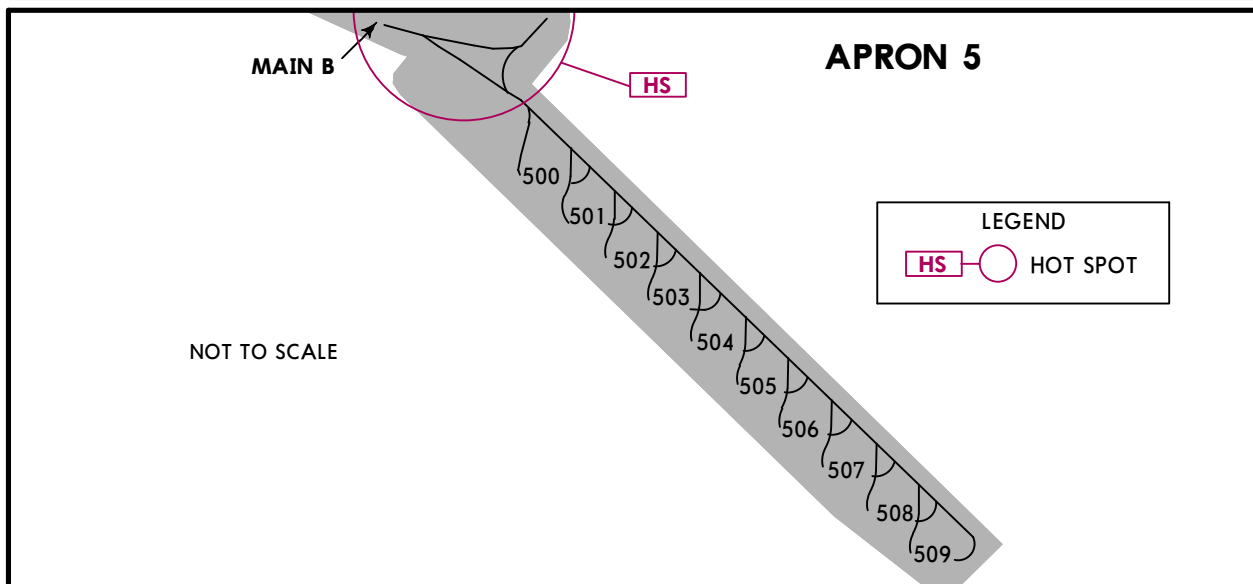
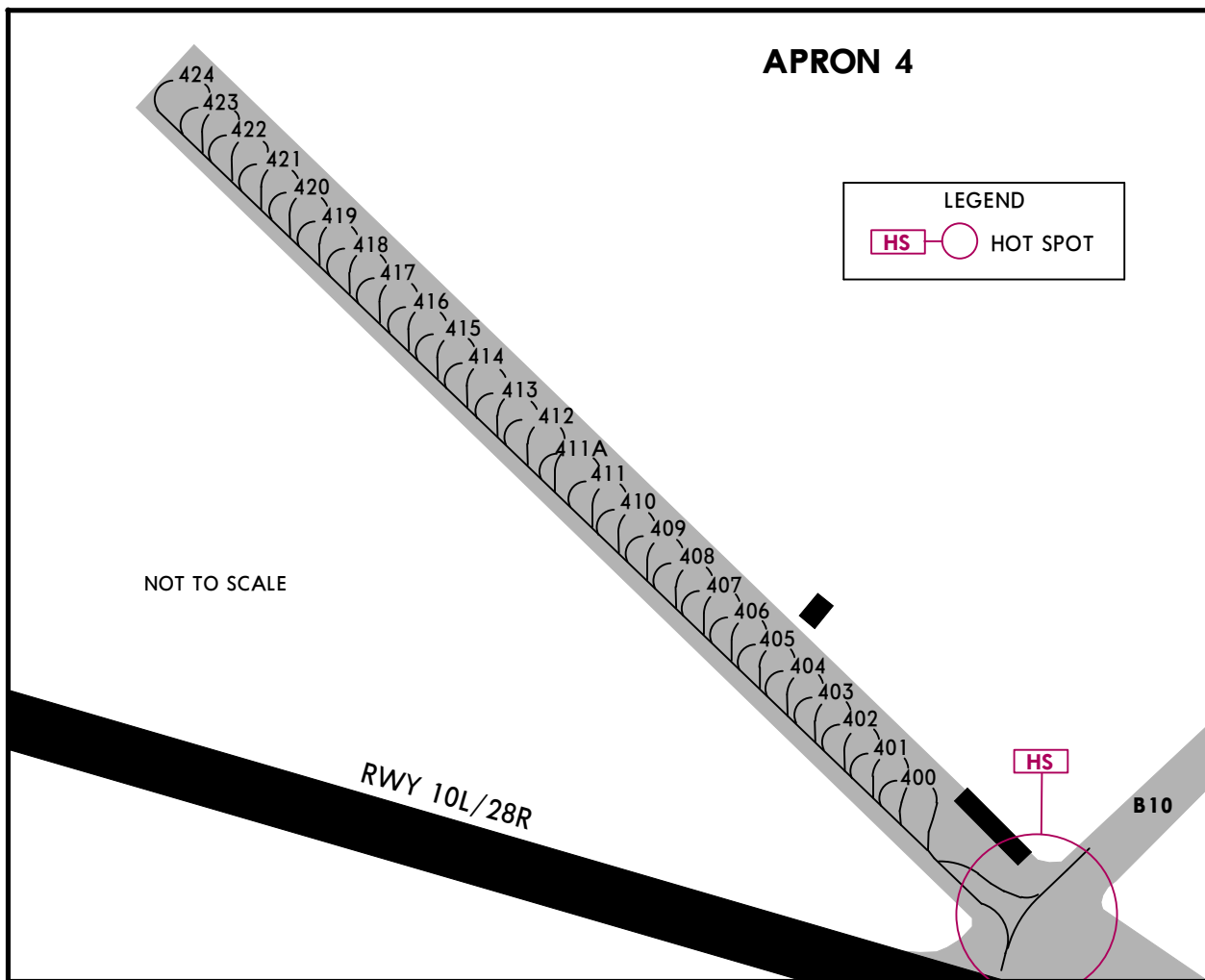
CHANGES: Stands 390,391,393 to 395 withdrawn.

ULLI/LED

JEPPESEN 25 OCT 24 (10-9D) Eff 31 Oct

ST PETERSBURG, RUSSIA

PULKOVO

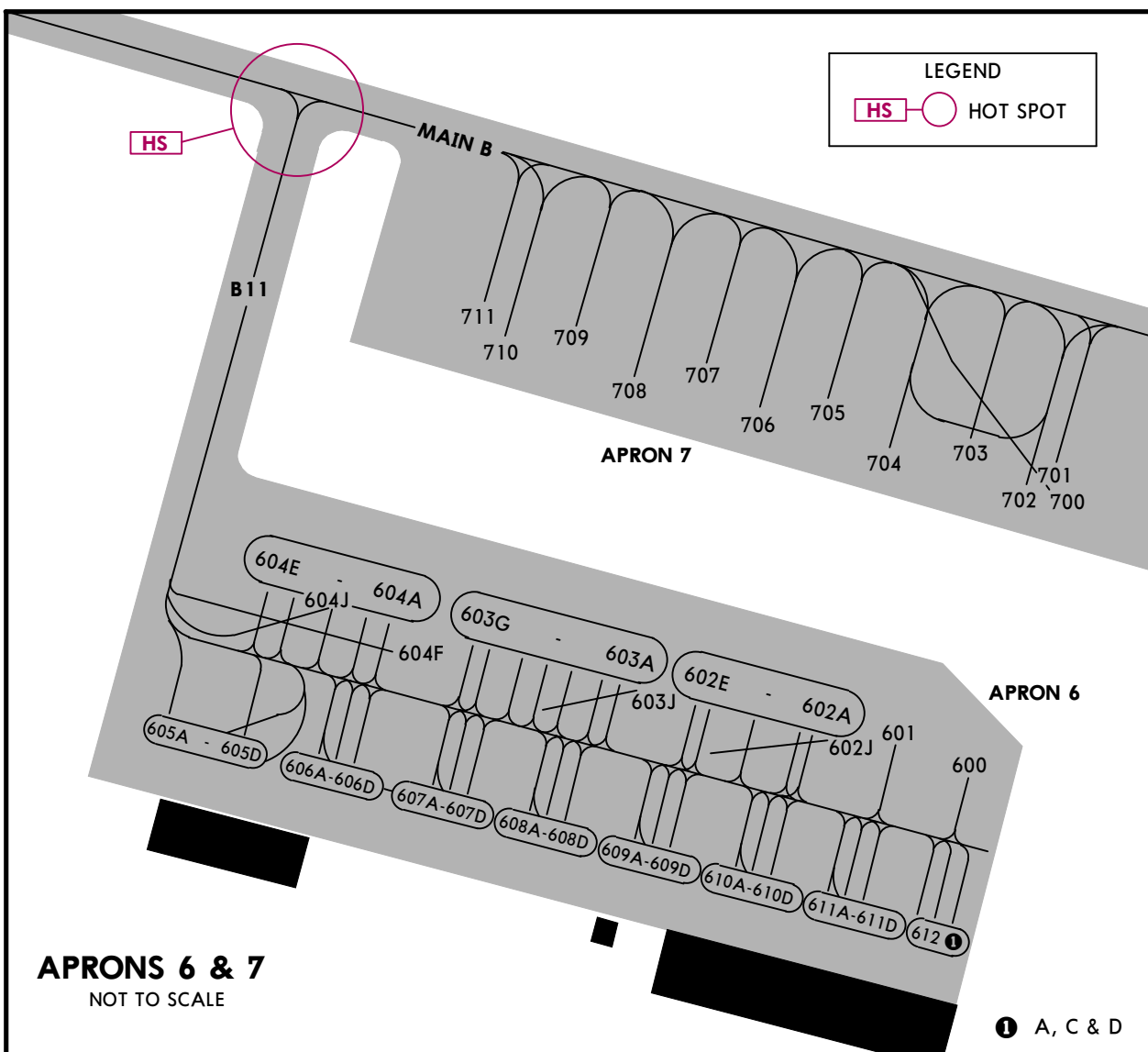


INS COORDINATES

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

ULLI/LED

JEPPESEN ST PETERSBURG, RUSSIA
 25 OCT 24 (10-9E) Eff 31 Oct PULKOVO



APRONS 6 & 7
NOT TO SCALE

1 A, C & D

INS COORDINATES

STAND No.	COORDINATES
600	N59 47.9 E030 17.7
601 thru 602D	N59 47.9 E030 17.6
602E	N59 47.9 E030 17.5
602J	N59 47.9 E030 17.6
603A thru 603E	N59 47.9 E030 17.5
603F	N59 47.9 E030 17.4
603J	N59 47.9 E030 17.5
603G thru 604D	N59 47.9 E030 17.4
604E	N59 47.9 E030 17.3
604F, 604J	N59 47.9 E030 17.4
605A thru 605D	N59 47.9 E030 17.3
606A thru 607D	N59 47.9 E030 17.4
608A thru 609D	N59 47.9 E030 17.5
610A thru 611D	N59 47.9 E030 17.6
612A, 612C thru 612D	N59 47.8 E030 17.7

ULLI/LED



 14 APR 23
 Eff 20 Apr (10-9S)

EASA AIR OPS

ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY	A	B	C	D
10L				
CAT 3A ILS	RA50' R175m	RA50' R175m	RA50' R175m	RA50' R175m
CAT 2 ILS	161' (100') RA 105' R300m	161' (100') RA 105' R300m	161' (100') RA 105' R300m	161' (100') RA 105' ① R300m
ILS	261' (200') R550m	261' (200') R550m	261' (200') R550m	261' (200') R550m
TDZ or CL out	② R550m	② R550m	② R550m	② R550m
ALS out	R1200m	R1200m	R1200m	R1200m
③ GLS	265' (204') R550m	275' (214') R550m	285' (224') R550m	294' (233') R500m
TDZ or CL out	② R550m	② R550m	② R550m	② R500m
ALS out	R1200m	R1200m	R1200m	R1200m
④ GLS	334' (273') R600m	344' (283') R650m	354' (293') R650m	363' (302') R700m
TDZ or CL out	② R600m	② R650m	② R650m	② R700m
ALS out	R1300m	R1400m	R1400m	R1400m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNP Z LNAV/VNAV	341' (280') R600m	351' (290') R650m	371' (310') R700m	411' (350') R900m
TDZ or CL out	② R600m	② R650m	② R700m	R900m
ALS out	R1300m	R1400m	R1400m	R1600m
⑤ RNP Z LNAV	460' (399') R1100m	460' (399') R1100m	460' (399') R1100m	460' (399') R1100m
ALS out	R1500m	R1500m	R1800m	R1800m
RNP Y (AR)	391' (330') R800m	391' (330') R800m	401' (340') R800m	411' (350') R900m
ALS out	R1500m	R1500m	R1500m	R1600m
⑤ VOR with D3.3	480' (419') R1200m	480' (419') R1200m	480' (419') R1200m	480' (419') R1200m
ALS out	R1500m	R1500m	R1900m	R1900m
⑤ VOR w/o D3.3	590' (529') R1500m	590' (529') R1500m	590' (529') R1700m	590' (529') R1700m
ALS out	R1500m	R1500m	R2400m	R2400m
⑤ NDB	490' (429') R1300m	490' (429') R1300m	490' (429') R1300m	490' (429') R1300m
ALS out	R1500m	R1500m	R2000m	R2000m

① CAT D requires autoland or HUDLS, otherwise: R350m.

② R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

③ Missed apch climb gradient mim 5.0%.

④ Missed apch climb gradient mim 2.5%.

⑤ Continuous Descent Final Approach.

ULLI/LED

JEPPESEN
14 APR 23
Eff 20 Apr (10-9S1)

EASA AIR OPS

ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
10R	CAT 2 ILS Z or Y	167'(100') RA107' R300m	167'(100') RA107' R300m	167'(100') RA107' R300m	167'(100') RA107' R300m
	ILS Z or Y	267'(200') R550m	267'(200') R550m	267'(200') R550m	267'(200') R550m
	TDZ or CL out	② R550m	② R550m	② R550m	② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	267'(200') R550m	267'(200') R550m	267'(200') R550m	267'(200') R550m
	TDZ or CL out	② R550m	② R550m	② R550m	② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNP Z LNAV/VNAV	327'(260') R600m	337'(270') R600m	347'(280') R600m	357'(290') R650m
	TDZ or CL out	② R600m	② R600m	② R600m	② R650m
	ALS out	R1300m	R1300m	R1300m	R1400m
	③ RNP Z LNAV	460'(393') R1100m	460'(393') R1100m	460'(393') R1100m	460'(393') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
RNP Y (AR)	357'(290') R650m	377'(310') R700m	407'(340') R800m	417'(350') R900m	
TDZ or CL out	② R650m	② R700m	R800m	R900m	
ALS out	R1400m	R1400m	R1500m	R1600m	
③ NDB	550'(483') R1500m	550'(483') R1500m	550'(483') R1500m	550'(483') R1500m	
ALS out	R1500m	R1500m	R2300m	R2300m	
28L	ILS Z or Y	279'(200') ② R550m	279'(200') ② R550m	279'(200') ② R550m	279'(200') ② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	279'(200') ② R550m	279'(200') ② R550m	279'(200') ② R550m	279'(200') ② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNP Z LNAV/VNAV	469'(390') R1100m	479'(400') R1100m	489'(410') R1200m	489'(410') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	③ RNP Z LNAV	500'(421') R1300m	510'(431') R1300m	540'(461') R1500m	560'(481') R1500m
	ALS out	R1500m	R1500m	R2200m	R2300m
	RNP Y (AR)	479'(400') R1100m	489'(410') R1200m	499'(420') R1200m	509'(430') R1300m
	ALS out	R1500m	R1500m	R1900m	R2000m
	③ NDB	570'(491') R1500m	570'(491') R1500m	570'(491') R1500m	570'(491') R1500m
	ALS out	R1500m	R1500m	R2300m	R2300m

① CAT D without autoland: R350m.

② R750m when a Flight Director or Autopilot or HUD to DA is not used.

③ Continuous Descent Final Approach.

ULLI/LED

JEPPESEN
14 APR 23
Eff 20 Apr 10-9S2

EASA AIR OPS
ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY	A	B	C	D
28R				
CAT 3A ILS	RA50' R175m	RA50' R175m	RA50' R175m	RA50' R175m
CAT 2 ILS	166'(100') RA 104' R300m	166'(100') RA 104' R300m	166'(100') RA 104' R300m	166'(100') RA 104' R300m
ILS	266'(200') R550m	266'(200') R550m	266'(200') R550m	266'(200') R550m
TDZ or CL out	② R550m	② R550m	② R550m	② R550m
ALS out	R1200m	R1200m	R1200m	R1200m
③ GLS	266'(200') R550m	270'(204') R550m	280'(214') R550m	290'(224') R550m
TDZ or CL out	② R550m	② R550m	② R550m	② R550m
ALS out	R1200m	R1200m	R1200m	R1200m
④ GLS	359'(293') R650m	368'(302') R700m	378'(312') R700m	388'(322') R800m
TDZ or CL out	② R650m	② R700m	② R700m	② R800m
ALS out	R1400m	R1400m	R1400m	R1500m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNP Z LNAV/VNAV	366'(300') R650m	376'(310') R700m	396'(330') R800m	426'(360') R900m
TDZ or CL out	② R650m	② R700m	R800m	R900m
ALS out	R1400m	R1400m	R1500m	R1600m
⑤ RNP Z LNAV	460'(394') R1100m	460'(394') R1100m	460'(394') R1100m	460'(394') R1100m
ALS out	R1500m	R1500m	R1800m	R1800m
RNP Y (AR)	396'(330') R800m	416'(350') R900m	436'(370') R1000m	456'(390') R1100m
ALS out	R1500m	R1500m	R1700m	R1800m
⑥ VOR	570'(504') R1500m	570'(504') R1500m	570'(504') R1600m	570'(504') R1600m
ALS out	R1500m	R1500m	R2400m	R2400m
⑦ NDB	550'(484') R1500m	550'(484') R1500m	550'(484') R1500m	550'(484') R1500m
ALS out	R1500m	R1500m	R2300m	R2300m

- ① CAT D without autoland: R350m.
- ② R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ③ Missed apch climb gradient mim 5.0%.
- ④ Missed apch climb gradient mim 2.5%.
- ⑤ Continuous Descent Final Approach.

ULLI/LED

JEPPESEN
 14 APR 23
 Eff 20 Apr 10-9S3

EASA AIR OPS

ST PETERSBURG, RUSSIA
 PULKOVO

CIRCLE-TO-LAND	A	B	C	D
Prohibited North of apt	690' (611') V1500m	790' (711') V1600m	890' (811') V2400m	1020' (941') V3600m

TAKE-OFF

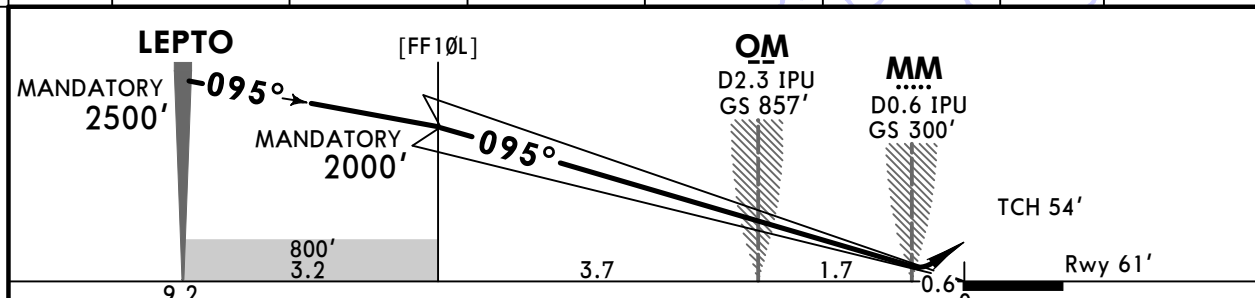
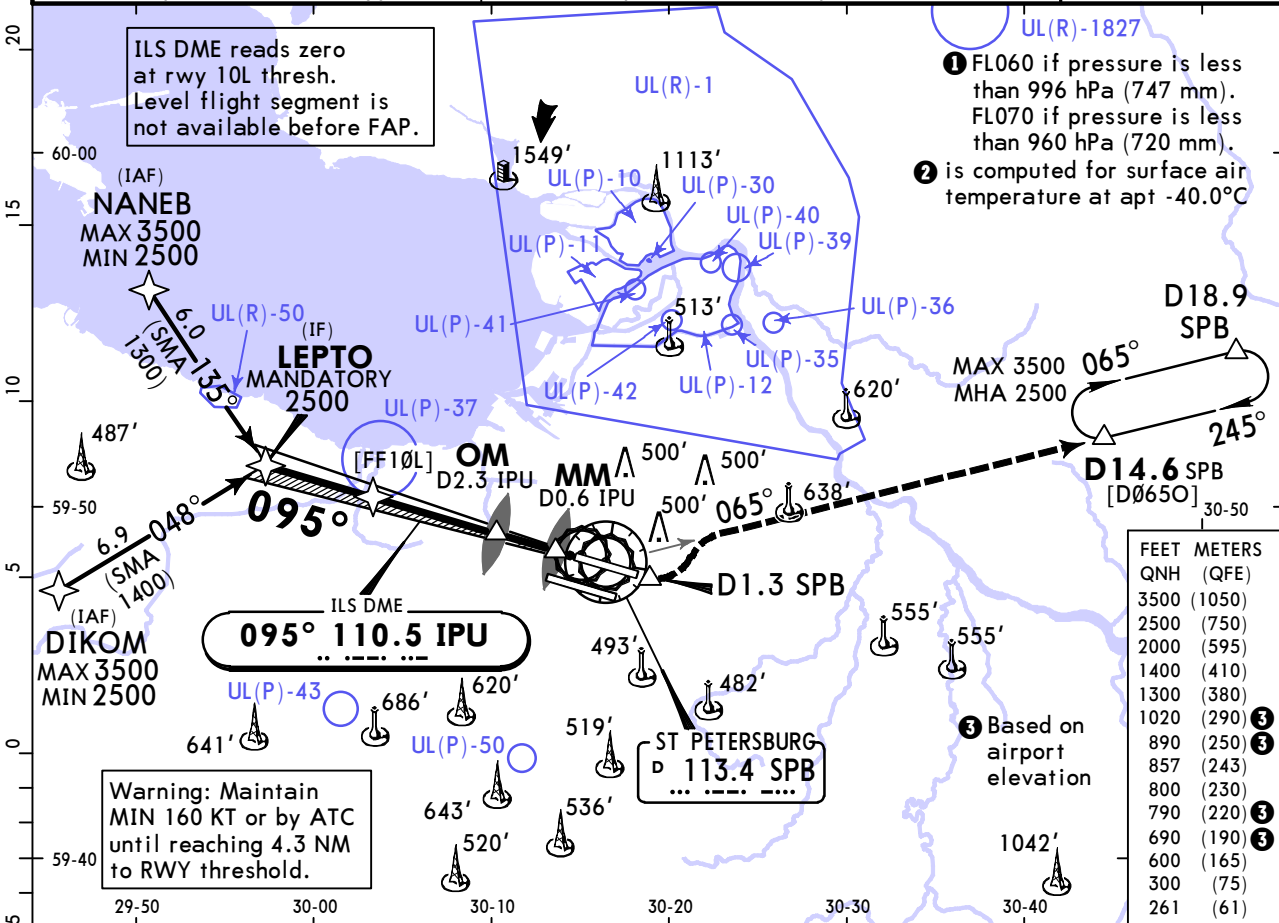
Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required						DAY	NIGHT
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT		
R125m	R150m	R300m		R/V400m		R/V500m	NA

ULLI/LED PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA
25 OCT 24 (11-1) Eff 31 Oct

ILS Rwy 10L

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.1		Ground 121.7	
LOC IPU 110.5	Final Apch Crs 095°	[FF1ØL] MANDATORY 2000' (1939')	ILS DA(H) 261' (200')	Apt Elev 79' Rwy 61'			
MISSED APCH: Climb STRAIGHT AHEAD to 600' or above, at D1.3 after SPB turn LEFT onto R-065 SPB, proceed to D14.6 SPB climbing to 2500', then join holding.						MSA ARP ②	
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ① Trans alt: 3500'							
RNAV 1 required for initial approach. 1. GNSS required. 2. DME required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	MIN	D1.3	SPB
GS	3.00°	372	478	531	637	849	PAPI	600'	after SPB	113.4
										R-065

PANS OPS	Std STRAIGHT-IN LANDING ILS			CIRCLE-TO-LAND		
	DA(H) 261' (200')			Prohibited North of apt		
		TDZ or CL out	ALS out	Max Kts	MDA(H)	
	A	R550m	R550m	100	690'(611')	V1500m
B			135	790'(711')	V1600m	
C			180	890'(811')	V2400m	
D			205	1020'(941')	V3600m	

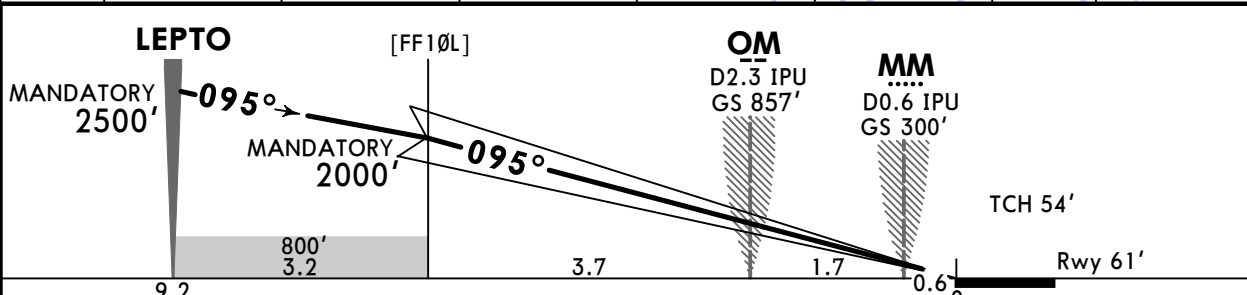
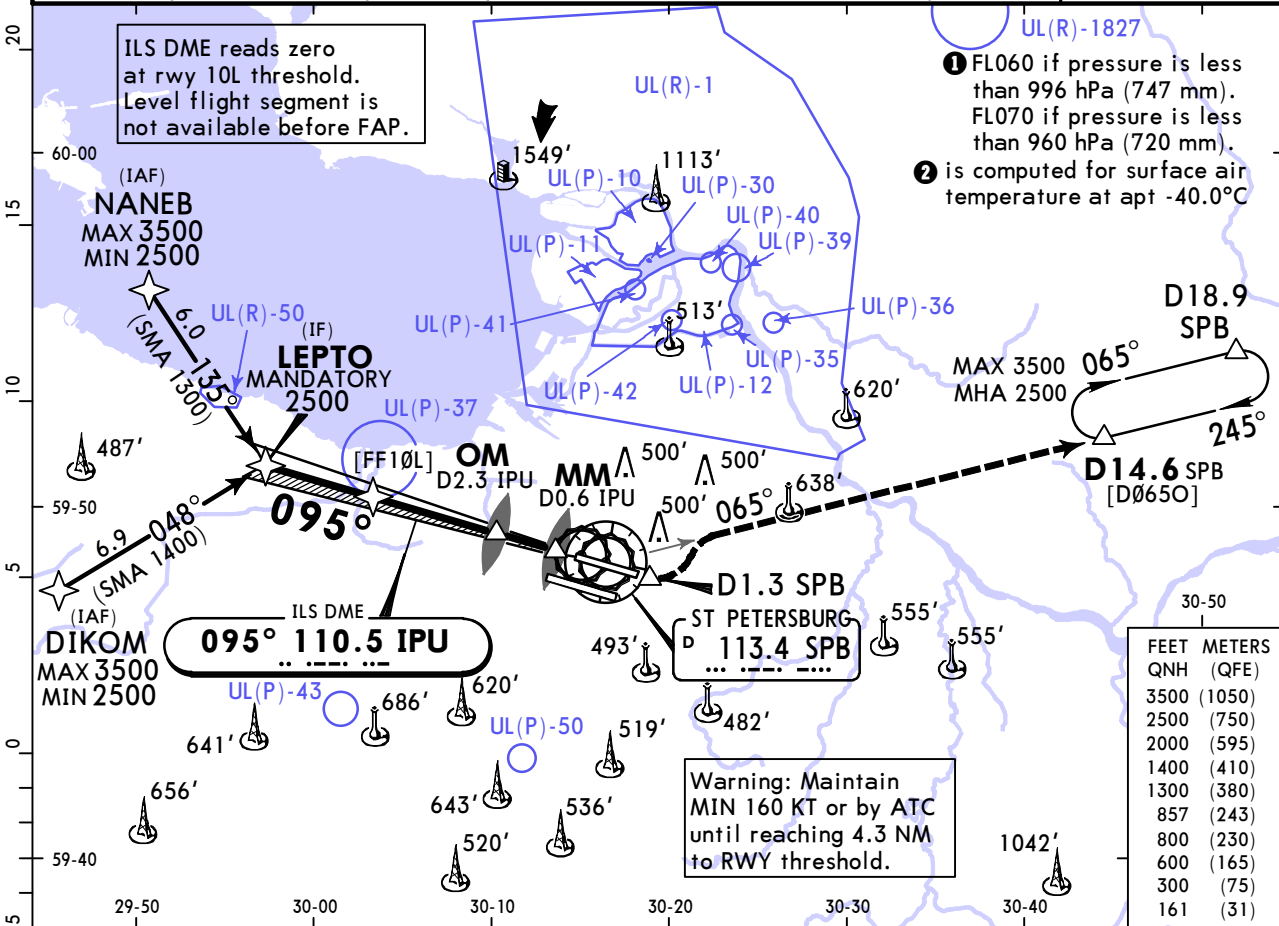
① R750m when a Flight Director or Autopilot or HUD to DA is not used.

**ULLI/LED
PULKOVO**

JEPPESEN
25 OCT 24
Eff 31 Oct **(11-1A)**

**ST PETERSBURG, RUSSIA
CAT II/III ILS Rwy 10L**

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.1		Ground 121.7	
LOC IPU 110.5	Final Apch Crs 095°	[FF1ØL] MANDATORY 2000' (1939')	CAT IIIA/II ILS Refer to Minimums		Apt Elev 79' Rwy 61'		<p>MSA ARP ②</p>
MISSED APCH: Climb STRAIGHT AHEAD to 600' or above, at D1.3 after SPB turn LEFT onto R-065 SPB, proceed to D14.6 SPB climbing to 2500', then join holding.							
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ① Trans alt: 3500' RNAV 1 required for initial approach. 1. GNSS required. 2. DME required. 3. Special Aircrew & Acft Certification required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MIN 600'	D1.3 after SPB	LT 	SPB 113.4 R-065
Gs	3.00°	372	478	531	637	743		849	↑		↑

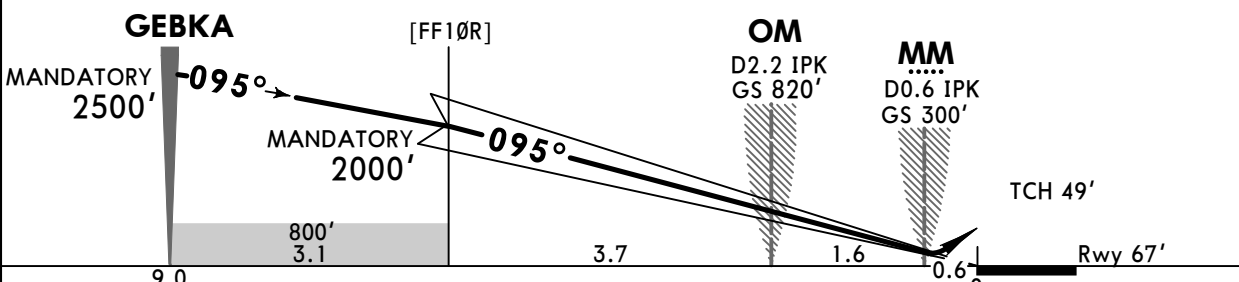
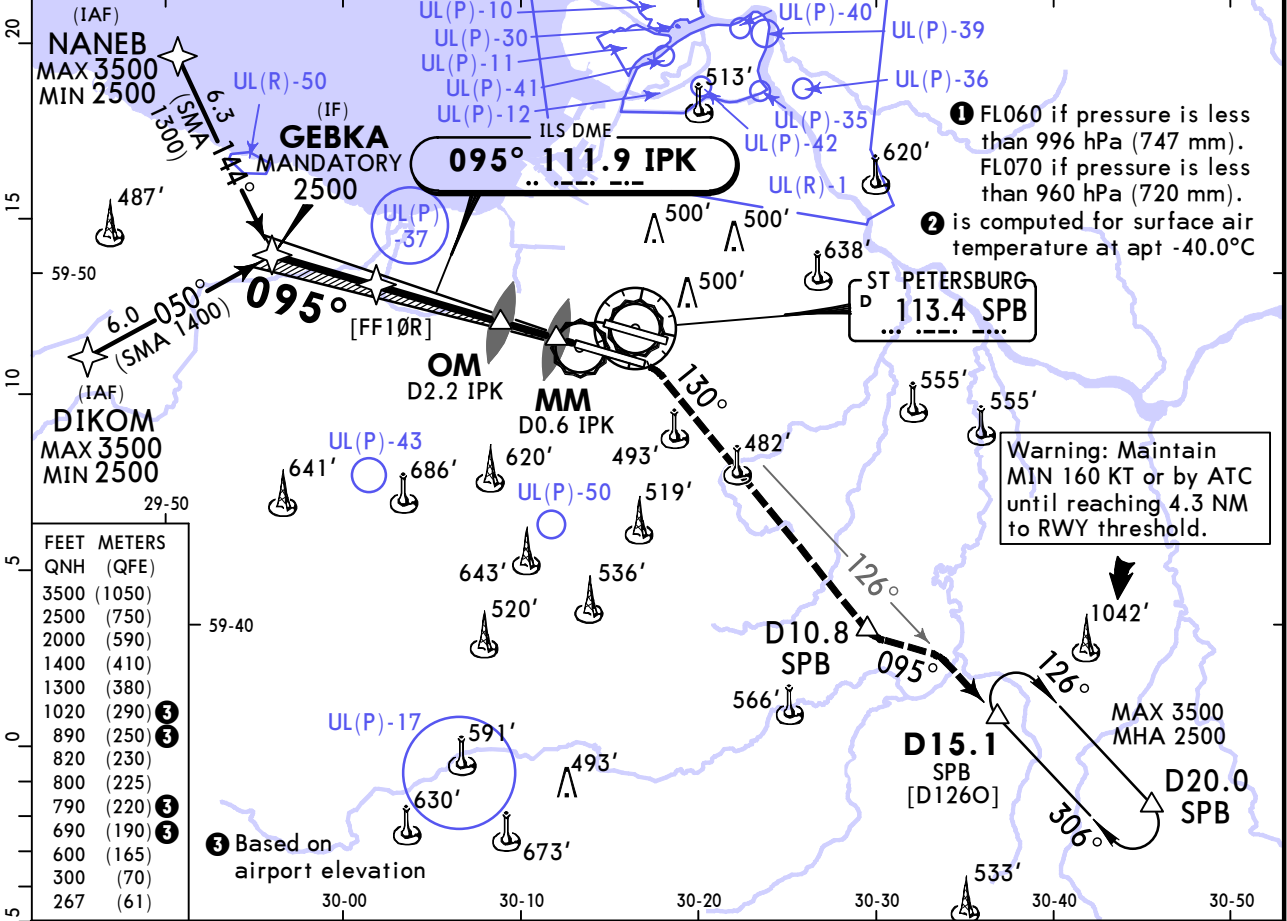
Std	STRAIGHT-IN LANDING	
CAT IIIA ILS	CAT II ILS	
R175m	RA 105' DA(H) 161' (100')	
	R300m	
① CAT D without autoland: R350m.		

ULLI/LED PULKOVO

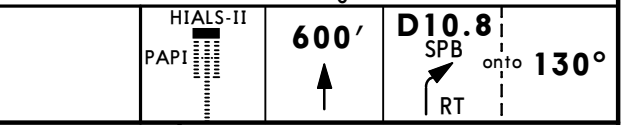
JEPPESEN 25 OCT 24 **(11-2) Eff 31 Oct**

ST PETERSBURG, RUSSIA ILS Z Rwy 10R

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.7		Ground 121.7	
LOC IPK 111.9	Final Apch Crs 095°	[FF1ØR] MANDATORY 2000' (1933')	ILS DA(H) 267' (200')	Apt Elev 79' Rwy 67'			
MISSED APCH: Climb STRAIGHT AHEAD to 600', turn RIGHT onto track 130° to D10.8 SPB climbing to 2500', turn LEFT onto track 095°, intercept R-126 SPB, then join holding. Turn before MM prohibited.							
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ① Trans alt: 3500'							
RNAV 1 required for initial approach. 1. GNSS required. 2. DME required. 3. ILS DME reads zero at rwy 10R thresh. 4. Level flight segment is not available before FAP.							



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



Std	STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	ILS			Prohibited North of apt	
	DA(H) 267' (200')				
		TDZ or CL out	ALS out	Max Kts	MDA(H)
A				100	690' (611')
B	R550m	R550m	R1200m	135	790' (711')
C				180	890' (811')
D				205	1020' (941')

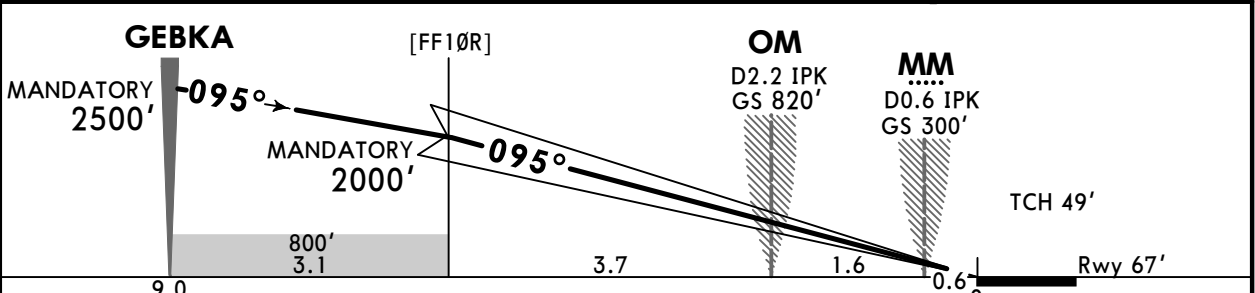
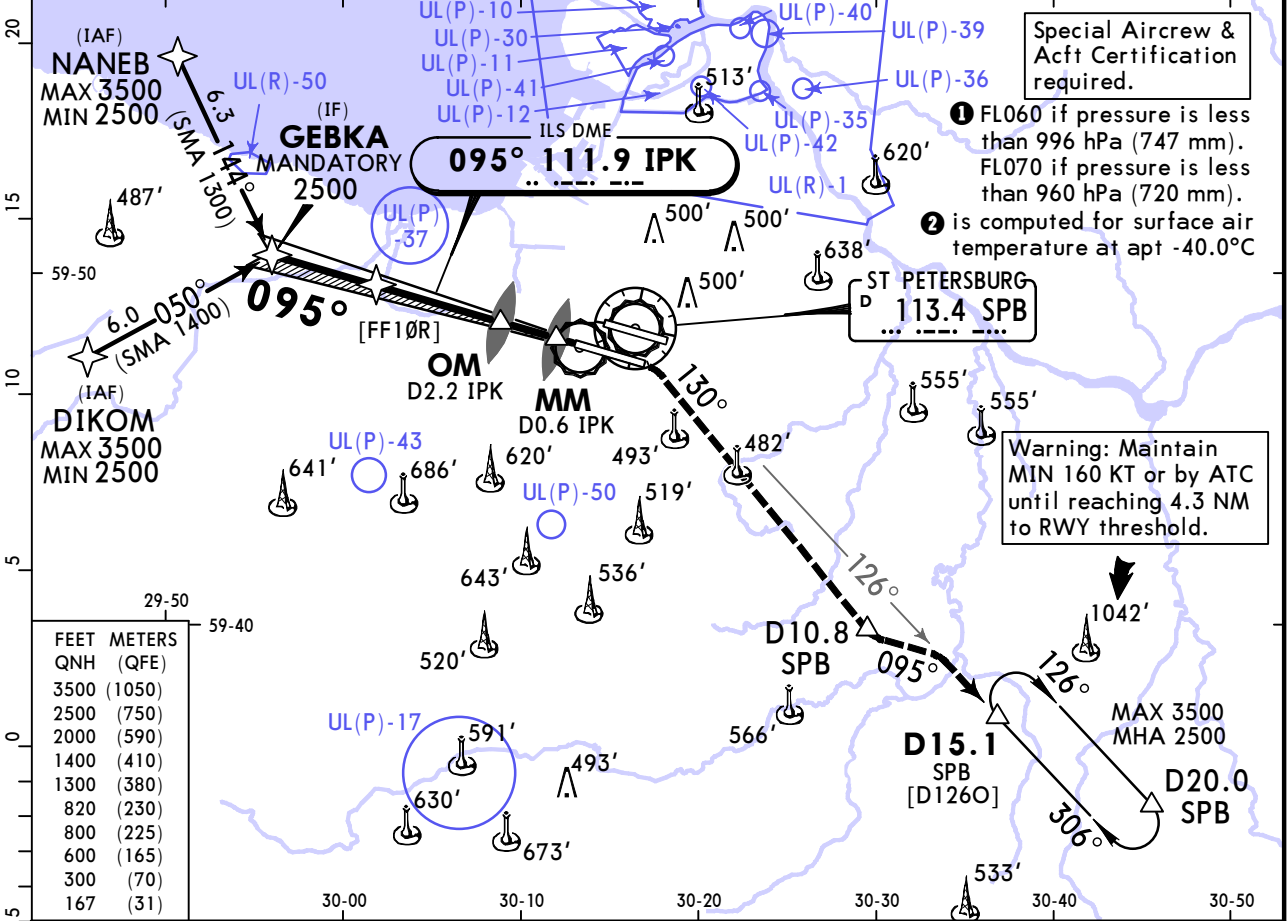
① R750m when a Flight Director or Autopilot or HUD to DA is not used.

ULLI/LED PULKOVO

25 OCT 24
Eff 31 Oct (11-2A)

ST PETERSBURG, RUSSIA CAT II ILS Z Rwy 10R

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3	PULKOVO Tower 118.7	Ground 121.7
LOC IPK 111.9	Final Apch Crs 095°	[FF1ØR] MANDATORY 2000' (1933')	CAT II ILS RA 107' DA(H) 167' (100')	Apt Elev 79' Rwy 67'
MISSED APCH: Climb STRAIGHT AHEAD to 600', turn RIGHT onto track 130° to D10.8 SPB climbing to 2500', turn LEFT onto 095°, intercept R-126 SPB, then join holding. Turn before MM prohibited.				<p>MSA ARP ②</p>
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ① Trans alt: 3500'				
RNAV 1 required for initial approach. 1. GNSS required. 2. DME required. 3. ILS DME reads zero at rwy 10R thresh. 4. Level flight segment is not available before FAP.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	600' ↑	D10.8 SPB onto 130° RT
GS	3.00°	372	478	531	637	743			

Std STRAIGHT-IN LANDING CAT II ILS
RA 107'
DA(H) **167'** (100')

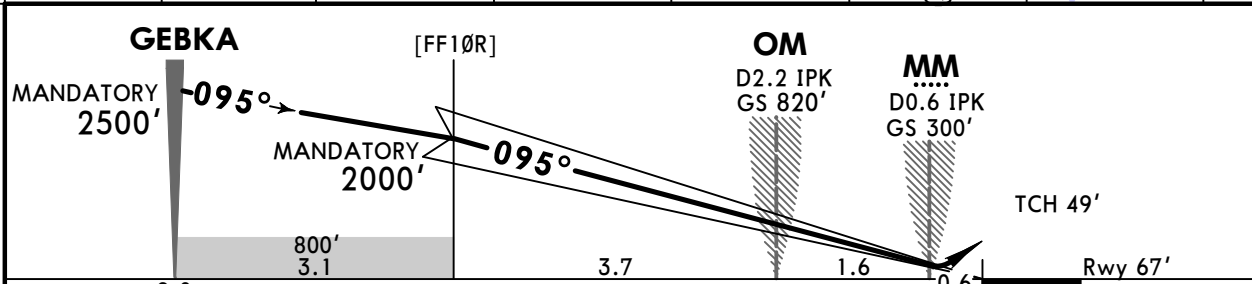
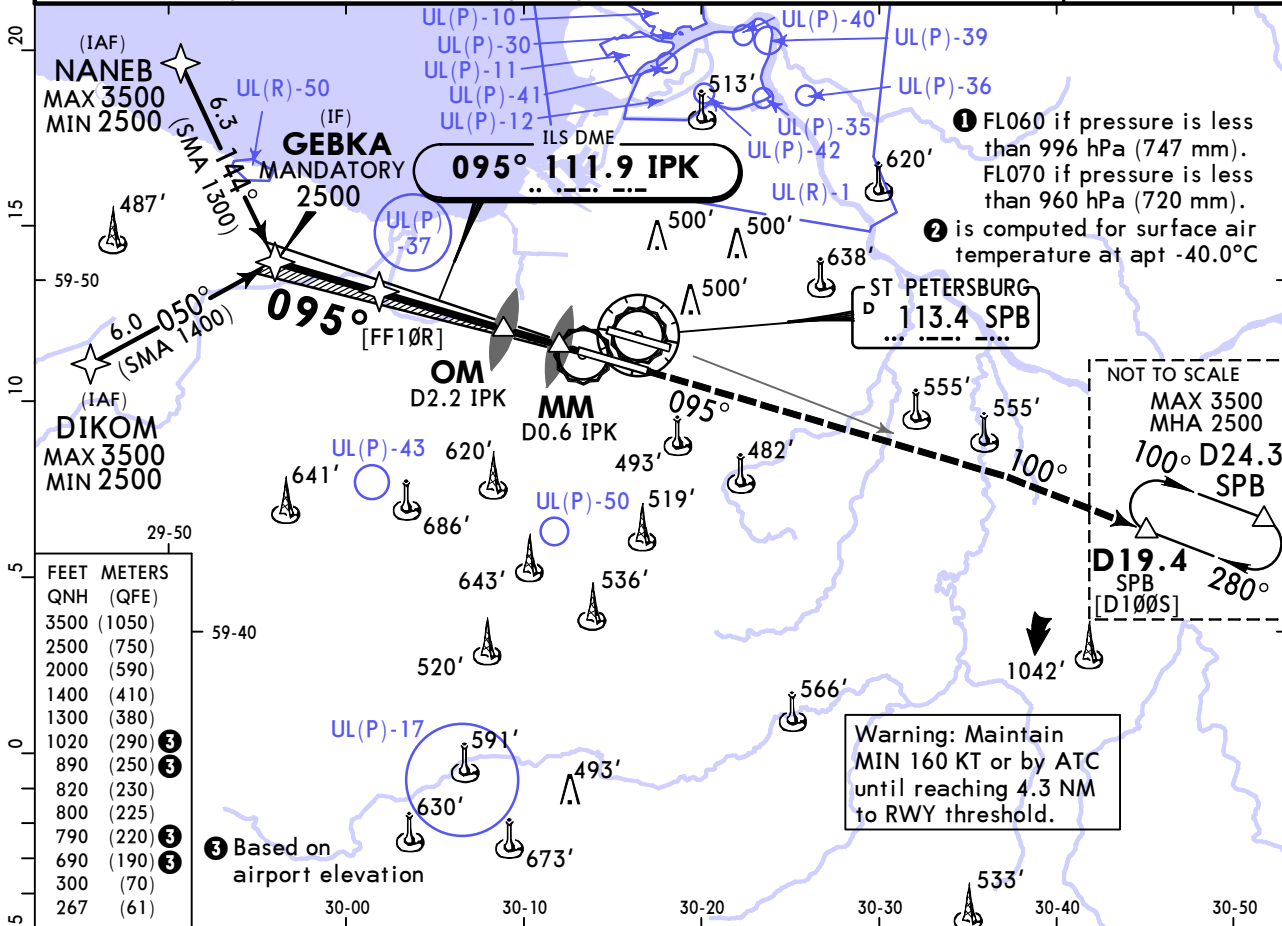
① R300m
① CAT D without autoland: R350m.

ULLI/LED PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA
25 OCT 24 **(11-3)** Eff 31 Oct

ILS Y Rwy 10R

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3	PULKOVO Tower 118.7	Ground 121.7
LOC IPK 111.9	Final Apch Crs 095°	[FF10R] MANDATORY 2000' (1933')	ILS DA(H) 267' (200')	Apt Elev 79' Rwy 67'
MISSED APCH: Climb STRAIGHT AHEAD to intercept R-100 SPB, proceed to D19.4 SPB climbing to 2500', then join holding.				<p>MSA ARP ②</p>
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ① Trans alt: 3500'				
RNAV 1 required for initial approach. 1. GNSS required. 2. DME required. 3. ILS DME reads zero at rwy 10R thresh. 4. Level flight segment is not available before FAP.				



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

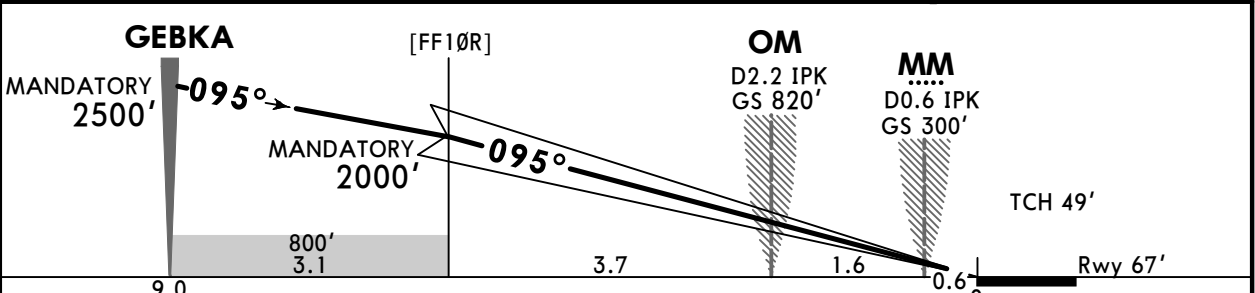
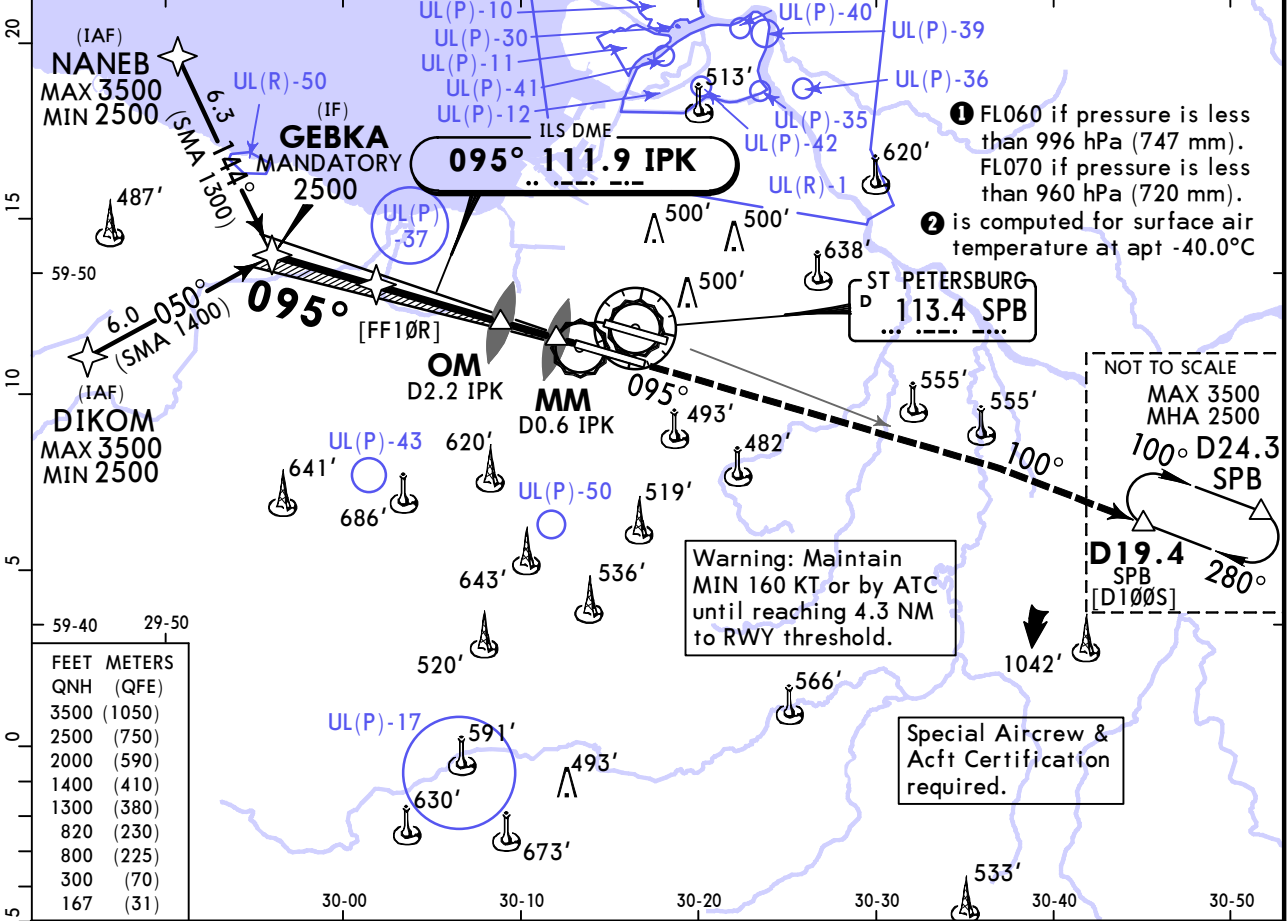
PANS OPS	STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	ILS			Prohibited North of apt	
	DA(H) 267' (200')				
		TDZ or CL out	ALS out	Max Kts	MDA(H)
A				100	690' (611') V1500m
B	R550m	R550m	R1200m	135	790' (711') V1600m
C				180	890' (811') V2400m
D				205	1020' (941') V3600m
R750m when a Flight Director or Autopilot or HUD to DA is not used.					

ULLI/LED PULKOVO

25 OCT 24
Eff 31 Oct **11-3A**

ST PETERSBURG, RUSSIA CAT II ILS Y Rwy 10R

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3	PULKOVO Tower 118.7	Ground 121.7
LOC IPK 111.9	Final Apch Crs 095°	[FF1ØR] MANDATORY 2000' (1933')	CAT II ILS RA 107' DA(H) 167' (100')	Apt Elev 79' Rwy 67'
MISSED APCH: Climb STRAIGHT AHEAD to intercept R-100 SPB, proceed to D19.4 SPB climbing to 2500', then join holding.				<p>MSA ARP ②</p>
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ① Trans alt: 3500'				
RNAV 1 required for initial approach. 1. GNSS required. 2. DME required. 3. ILS DME reads zero at rwy 10R thresh. 4. Level flight segment is not available before FAP.				



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

Std STRAIGHT-IN LANDING
CAT II ILS
RA 107'
DA(H) **167'** (100')

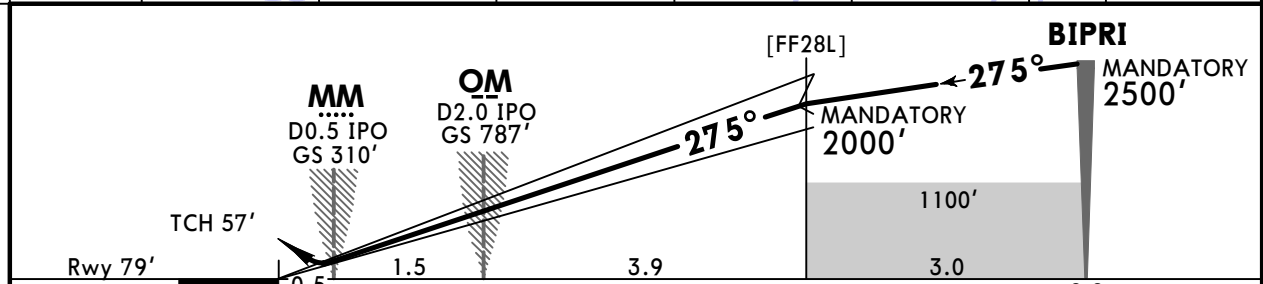
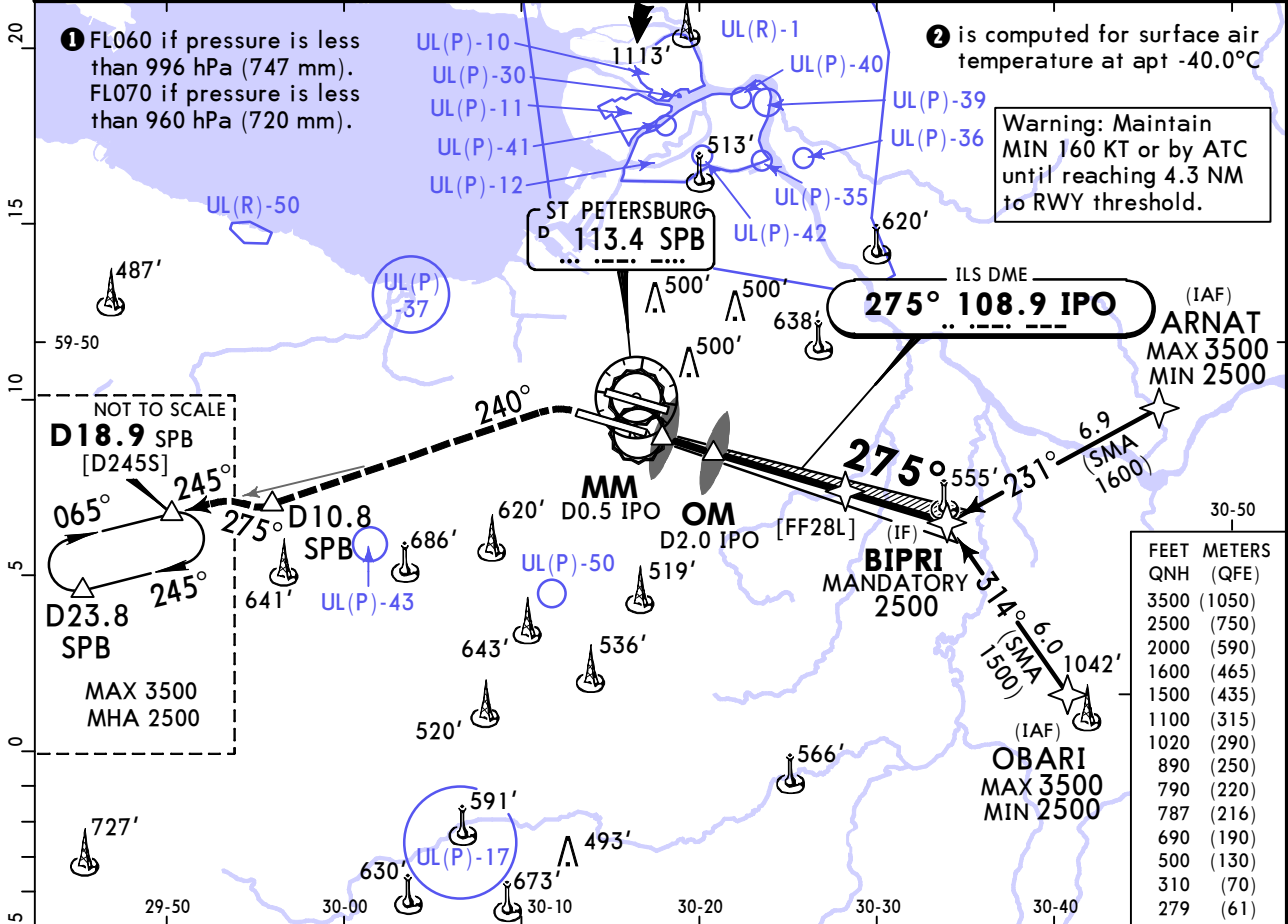
① R300m
① CAT D without autoland: R350m.

ULLI/LED PULKOVO

25 OCT 24 (11-4) Eff 31 Oct

ST PETERSBURG, RUSSIA ILS Z Rwy 28L

ATIS 127.3 <small>(Russian 127.4)</small>		PULKOVO Radar 120.3		PULKOVO Tower 118.7		Ground 121.7	
LOC IPO 108.9	Final Apch Crs 275°	[FF28L] MANDATORY 2000' (1921')		ILS DA(H) 279' (200')	Apt Elev 79' Rwy 79'		
MISSED APCH: Climb STRAIGHT AHEAD to 500', turn LEFT onto track 240° to D10.8 SPB climbing to 2500', turn RIGHT onto track 275° to intercept R-245 SPB to D18.9 SPB, then join holding. Turn before MM prohibited.							<p>MSA ARP ②</p>
Alt Set: hPa (MM on req) Rwy Elev: 3 hPa Trans level: FL050 ① Trans alt: 3500'							
RNAV 1 required for initial approach. 1. GNSS required. 2. DME required. 3. ILS DME reads zero at rwy 28L threshold. 3. Level flight segment is not available before FAP.							



Gnd speed-Kts	70	90	100	120	140	160		500' ↑ D10.8 SPB LT onto 240°
GS	3.00°	372	478	531	637	849		

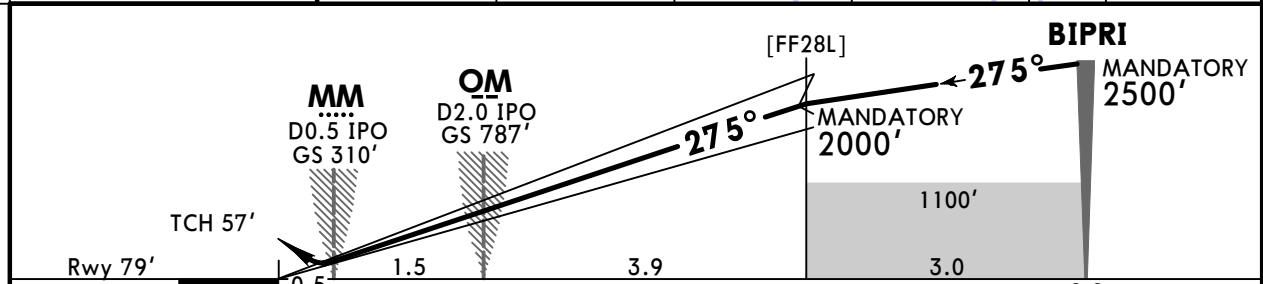
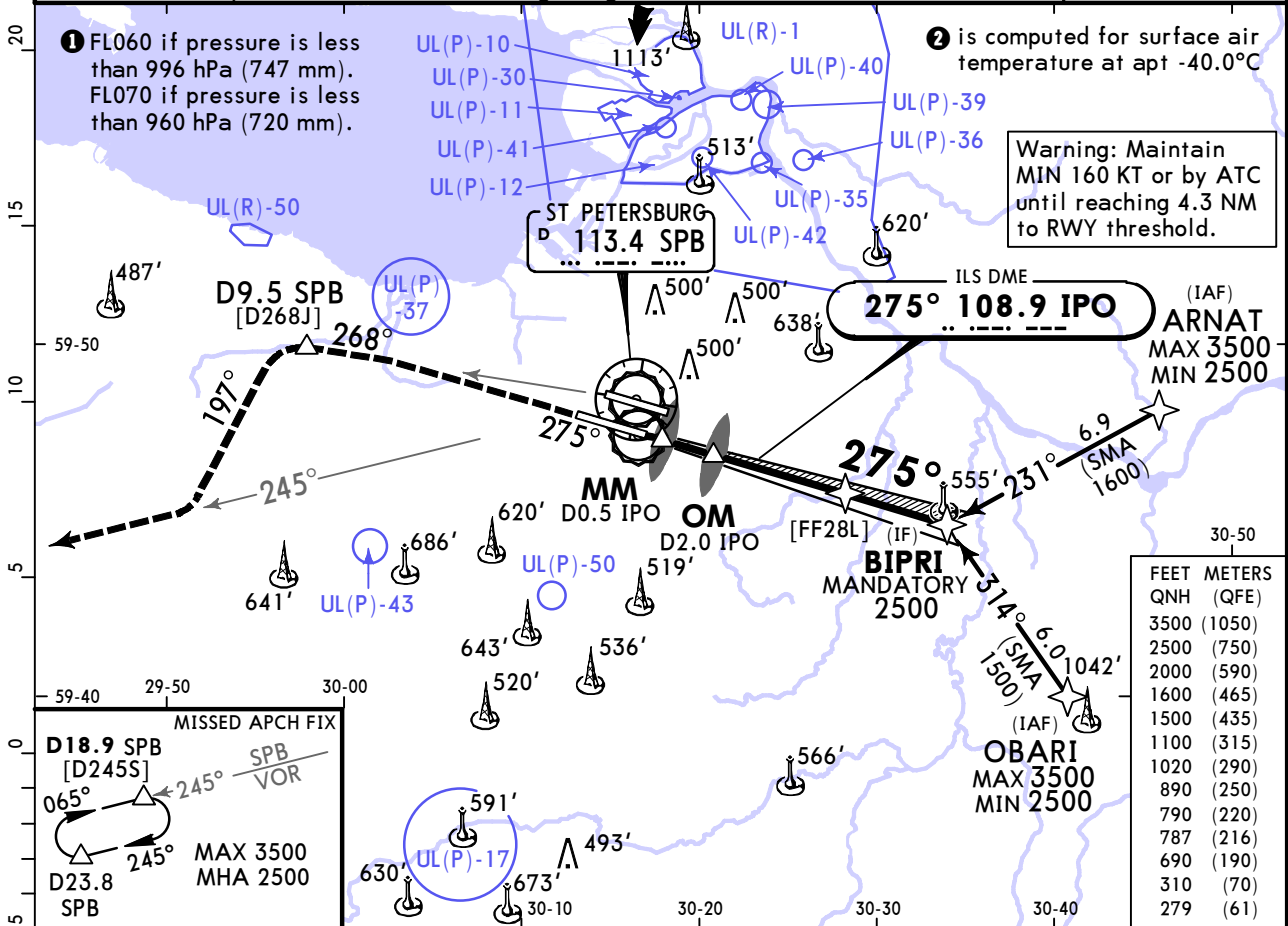
PANS OPS	Std STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
	DA(H) 279' (200')		Prohibited North of apt	
	ALS out		Max Kts	MDA(H)
	A	R550m	100	690' (611') V1500m
	B	R1200m	135	790' (711') V1600m
C		180	890' (811') V2400m	
D		205	1020' (941') V3600m	
R750m when a Flight Director or Autopilot or HUD to DA is not used.				

ULLI/LED PULKOVO

25 OCT 24 **11-5** Eff 31 Oct

ST PETERSBURG, RUSSIA ILS Y Rwy 28L

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.7		Ground 121.7	
LOC IPO 108.9	Final Apch Crs 275°	[FF28L] MANDATORY 2000' (1921')	ILS DA(H) 279' (200')	Apt Elev 79' Rwy 79'		<p>MSA ARP ②</p>	
MISSED APCH: Climb STRAIGHT AHEAD to intercept R-268 SPB to D9.5 SPB, turn LEFT onto track 197° to intercept R-245 SPB to D18.9 SPB climbing to 2500', then join holding.							
Alt Set: hPa (MM on req) Rwy Elev: 3 hPa Trans level: FL050 ① Trans alt: 3500' RNAV 1 required for initial approach. 1. GNSS required. 2. DME required. 3. ILS DME reads zero at rwy 28L threshold. 3. Level flight segment is not available before FAP.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI D9.5 SPB onto 113.4 R-268
GS	3.00°	372	478	531	637	849	

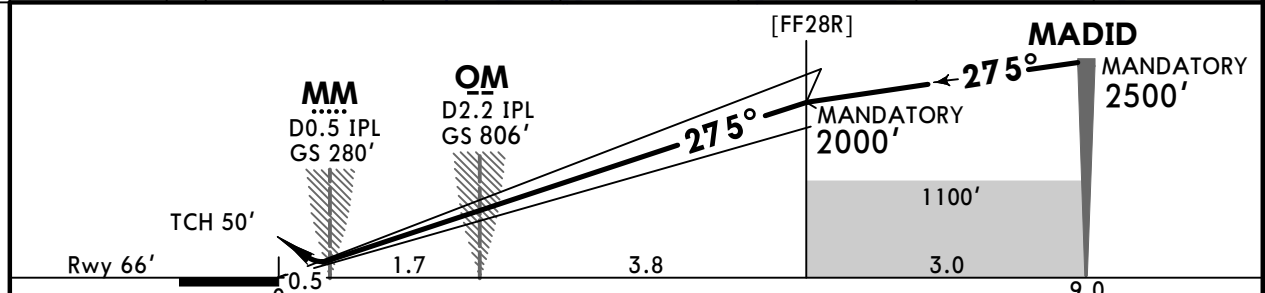
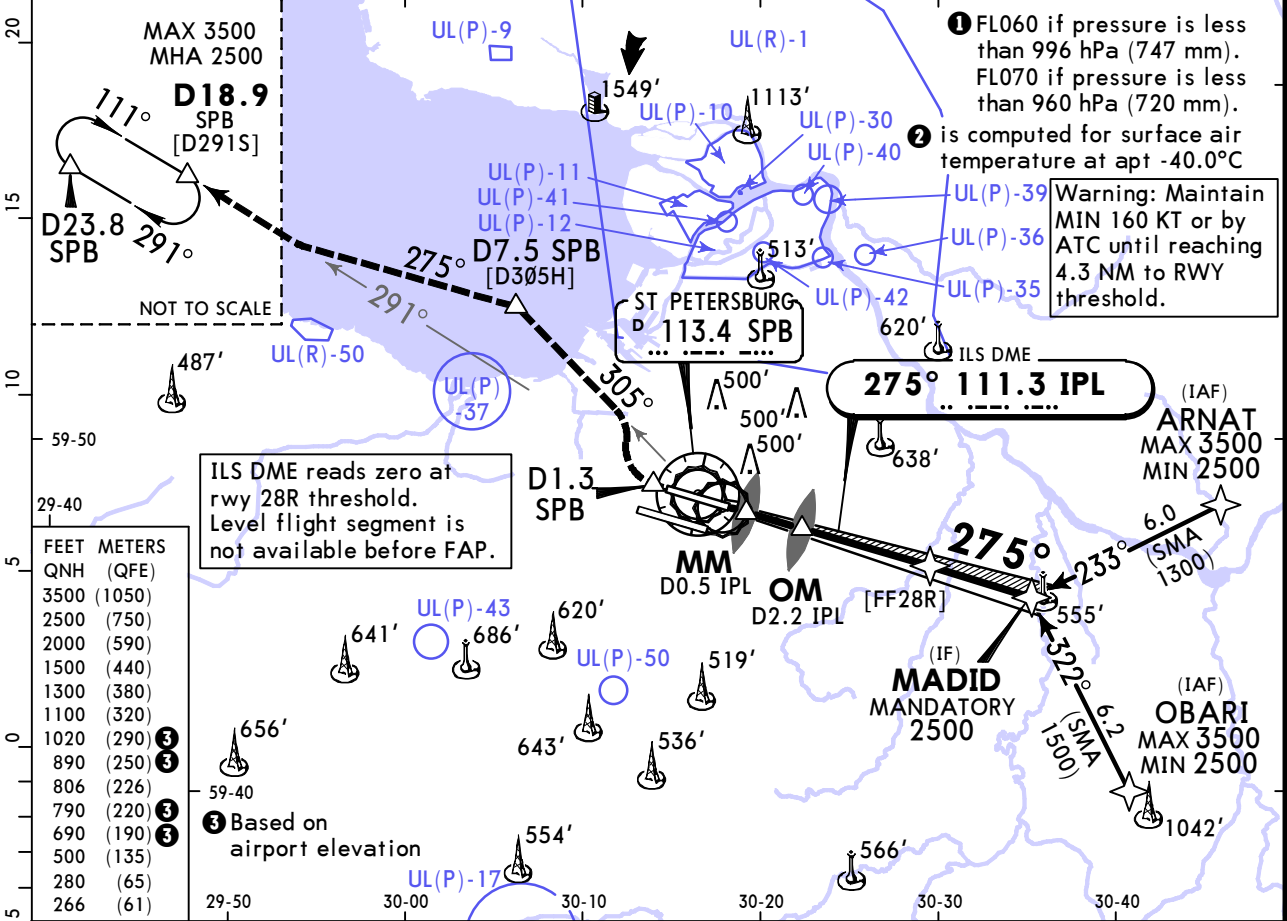
PANS OPS	Std STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND Prohibited North of apt	
	DA(H) 279' (200')		ALS out	
	A R550m		B R1200m	
	C R550m		D R1200m	
	Max Kts MDA(H)		Max Kts MDA(H)	
100		690' (611') V1500m		
135		790' (711') V1600m		
180		890' (811') V2400m		
205		1020' (941') V3600m		

① R750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: Note added. © JEPPESEN, 2017, 2024. ALL RIGHTS RESERVED.

ULLI/LED PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA 25 OCT 24 (11-6) Eff 31 Oct ILS Rwy 28R

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.1		Ground 121.7	
LOC IPL 111.3	Final Apch Crs 275°	[FF28R] MANDATORY 2000' (1934')	ILS DA(H) 266' (200')	Apt Elev 79' Rwy 66'			
MISSED APCH: Climb STRAIGHT AHEAD to 500' or above, at D1.3 after SPB turn RIGHT to intercept R-305 SPB to D7.5 SPB, then turn LEFT onto track 275°, intercept R-291 SPB to D18.9 SPB climbing to 2500', then join holding.							MSA ARP ②
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ① Trans alt: 3500' RNAV 1 required for initial approach. 1. GNSS required. 2. DME required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MIN 500'	D1.3 after SPB	SPB 113.4 R-305
GS	3.00°	372	478	531	637	743				

Std	STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
	ILS DA(H) 266' (200')					
	TDZ or CL out		ALS out		Prohibited North of apt	
	A	R550m	① R550m	R1200m	Max Kts	MDA(H)
B				100	690'(611') V1500m	
C				135	790'(711') V1600m	
D				180	890'(811') V2400m	
				205	1020'(941') V3600m	

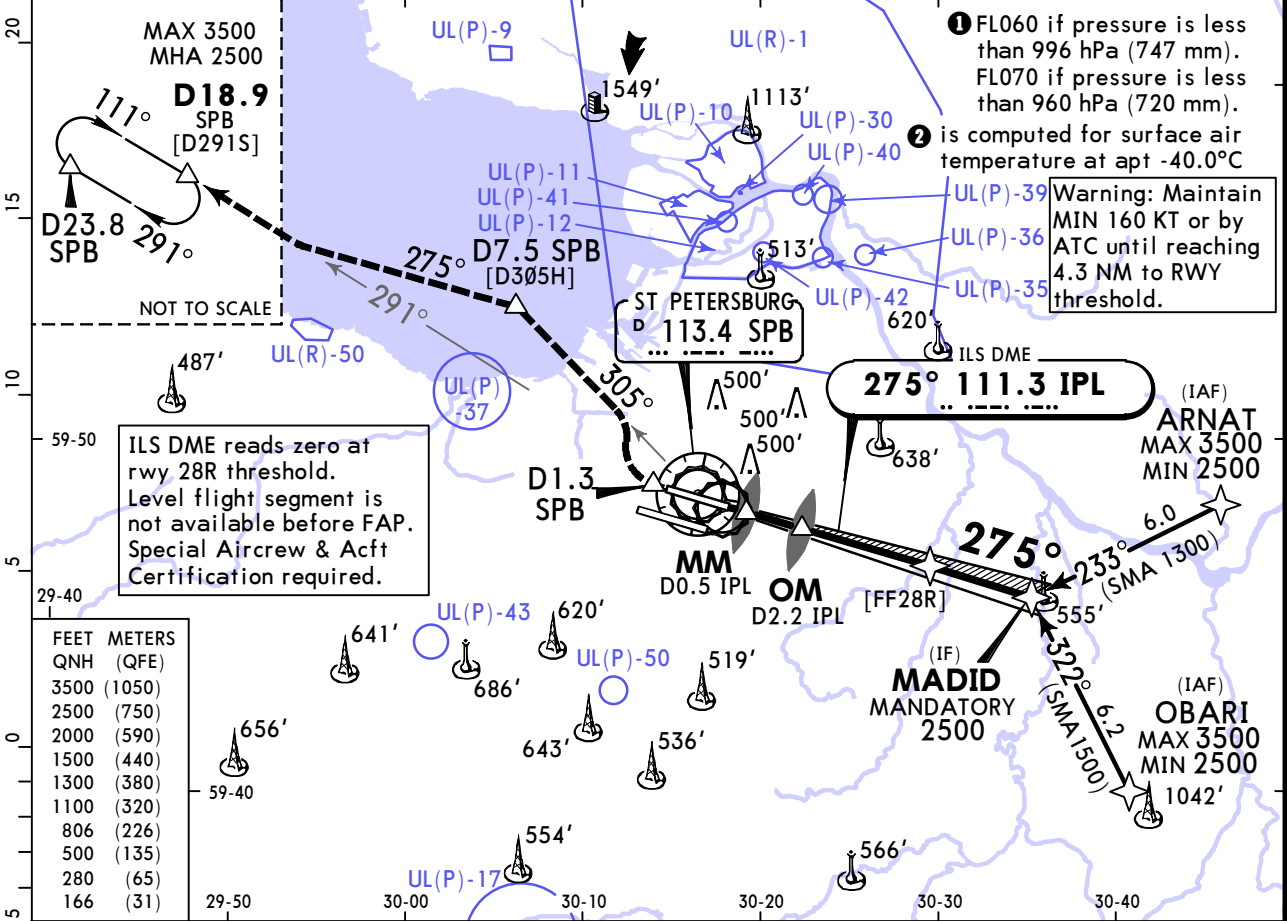
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: Note added. © JEPPESEN, 2017, 2024. ALL RIGHTS RESERVED.

**ULLI/LED
PULKOVO**

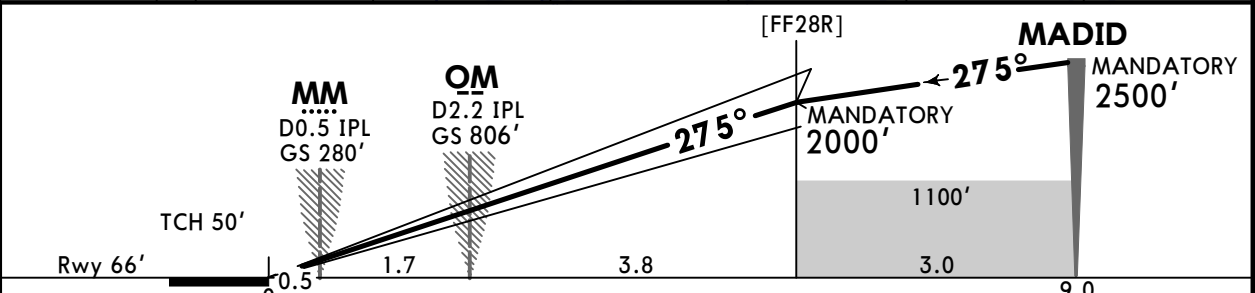
JEPPESEN
25 OCT 24
Eff 31 Oct **(11-6A)**

**ST PETERSBURG, RUSSIA
CAT II/III ILS Rwy 28R**

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3	PULKOVO Tower 118.1	Ground 121.7
LOC IPL 111.3	Final Apch Crs 275°	[FF28R] MANDATORY 2000' (1934')	CAT IIIA/II ILS Refer to Minimums	Apt Elev 79' Rwy 66'
MISSED APCH: Climb STRAIGHT AHEAD to 500' or above, at D1.3 after SPB turn RIGHT to intercept R-305 SPB to D7.5 SPB, then turn LEFT onto track 275°, intercept R-291 SPB to D18.9 SPB climbing to 2500', then join holding.				<p>MSA ARP ②</p>
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ① Trans alt: 3500' RNAV 1 required for initial approach. 1. GNSS required. 2. DME required.				



FEET	METERS
3500	(1050)
2500	(750)
2000	(590)
1500	(440)
1300	(380)
1100	(320)
806	(226)
500	(135)
280	(65)
166	(31)



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MIN 500'	D1.3 after SPB	SPB 113.4 R-305
GS	3.00°	372	478	531	637	743		849	↑	

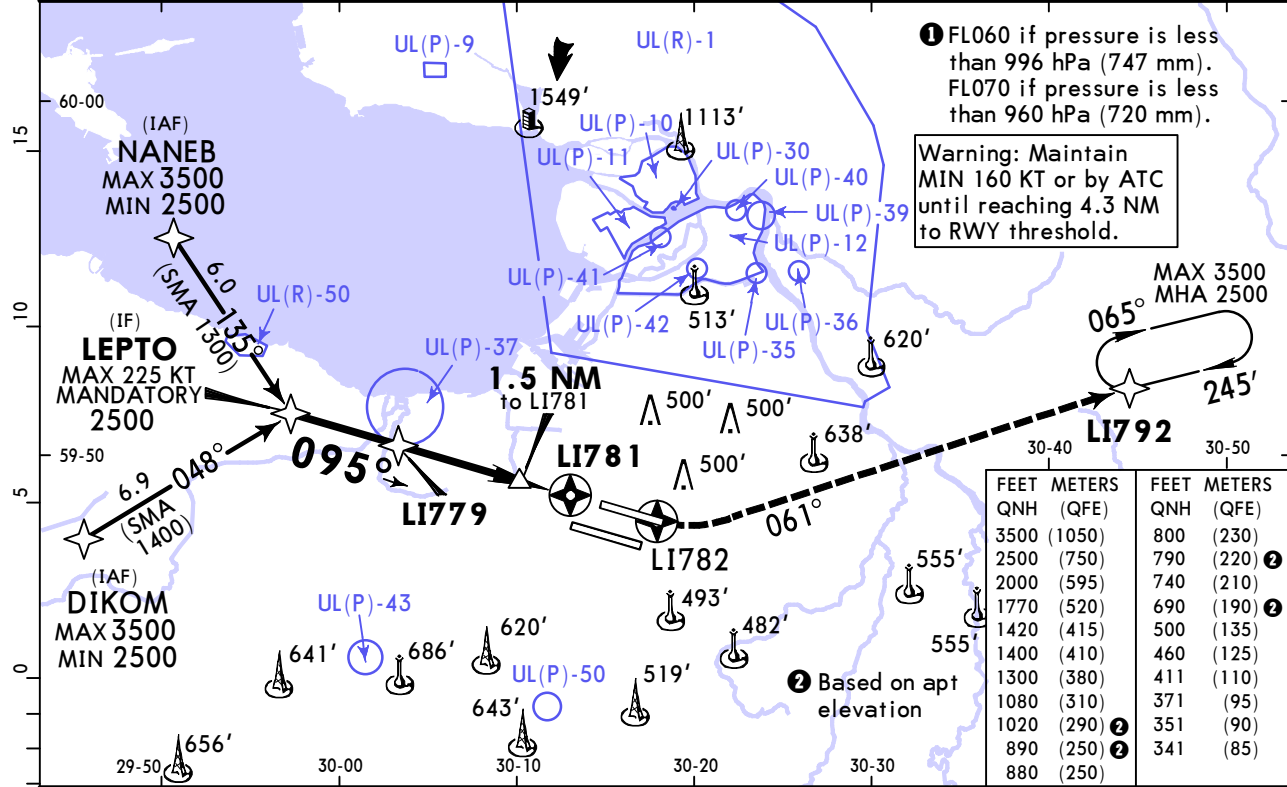
Std STRAIGHT-IN LANDING	
CAT IIIA ILS	CAT II ILS RA 104' DA(H) 166' (100')
R175m	R300m
① CAT D without autoland: R350m.	

ULLI/LED PULKOVO

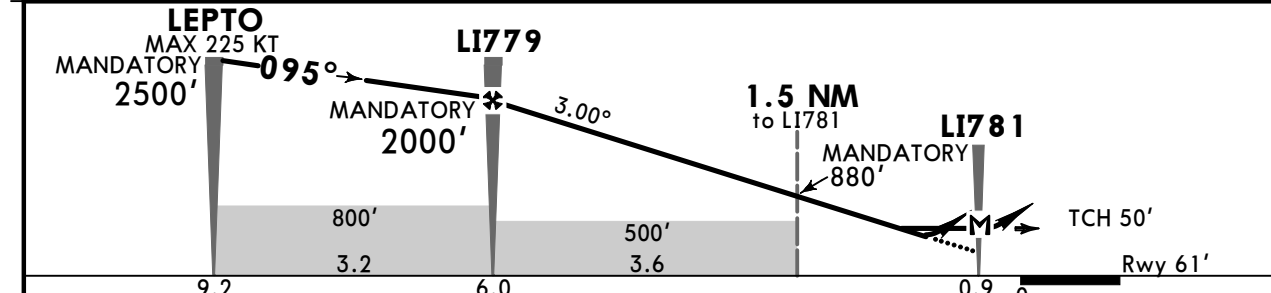
JEPPESEN ST PETERSBURG, RUSSIA

25 OCT 24 (12-1) Eff 31 Oct RNP Z Rwy 10L

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.1		Ground 121.7	
RNAV	Final ApcH Crs 095°	LI779 MANDATORY 2000' (1939')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 79' Rwy 61'		<p>MSA ARP is computed for surface air temperature at apt -40.0°C</p>	
MISSED APCH: Climb STRAIGHT AHEAD to LI782, turn LEFT onto track 061° to LI792 climbing to 2500', then join holding.							
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ① Trans alt: 3500'							
RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -30°C.							
3. Level flight segment is not available before FAF.							



DIST to LI781	5.1	4.3	3.2	2.2	1.1
ALTITUDE	2000'	1770'	1420'	1080'	740'



MAP at LI781			LI782	LI792	on 061°
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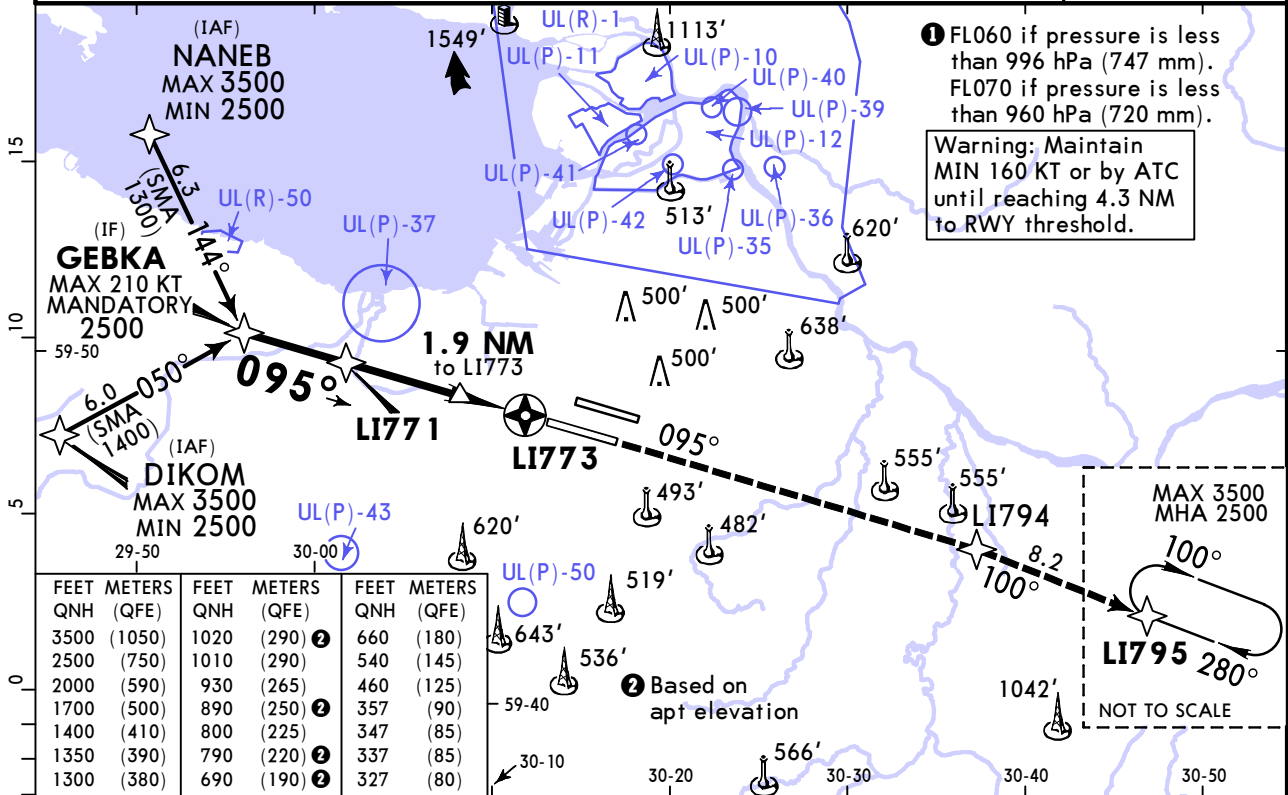
PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV CDFA		Prohibited North of airport	
	DA(H) A: 341' (280') C: 371' (310') B: 351' (290') D: 411' (350')		DA/MDA(H) 460' (399')			
	ALS out		ALS out		Max Kts	MDA(H)
	A	R1300m		R1500m	100	690' (611') V1500m
B	R750m	R1100m		135	790' (711') V1600m	
C	R1400m			180	890' (811') V2400m	
D	R900m		R1800m	205	1020' (941') V3600m	

ULLI/LED PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA

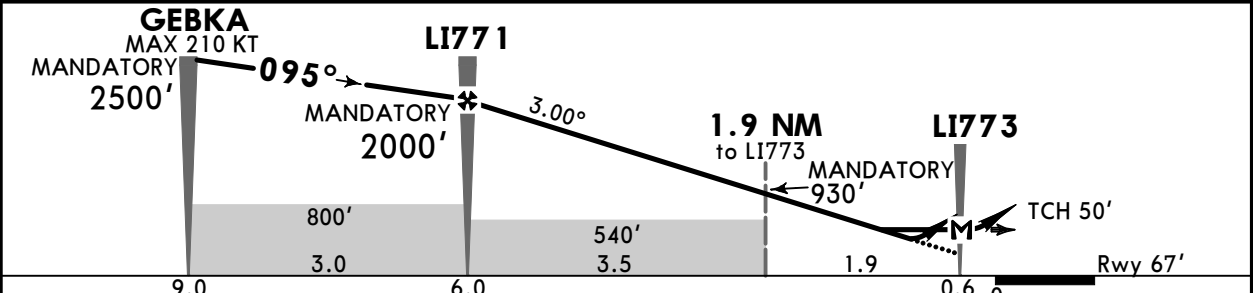
25 OCT 24 (12-2) Eff 31 Oct RNP Z Rwy 10R

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.7		Ground 121.7	
RNAV	Final ApcH Crs 095°	LI771 MANDATORY 2000' (1933')		LNAV/VNAV DA(H) Refer to Minimums		Apt Elev 79' Rwy 67'	
MISSED APCH: Climb STRAIGHT AHEAD to LI794, then proceed to LI795 climbing to 2500', then join holding.							<p>MSA ARP is computed for surface air temperature at apt -40.0°C</p>
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ① Trans alt: 3500'							
RNP apch. 1. GNSS required. 2. Level flight segment is not available before FAF. 3. Baro-VNAV not authorized below -30°C.							



FEET	METERS	FEET	METERS	FEET	METERS
QNH	(QFE)	QNH	(QFE)	QNH	(QFE)
3500	(1050)	1020	(290)	660	(180)
2500	(750)	1010	(290)	540	(145)
2000	(590)	930	(265)	460	(125)
1700	(500)	890	(250)	357	(90)
1400	(410)	800	(225)	347	(85)
1350	(390)	790	(220)	337	(85)
1300	(380)	690	(190)	327	(80)

DIST to LI773	5.3	4.3	3.2	2.2	1.1
ALTITUDE	2000'	1700'	1350'	1010'	660'



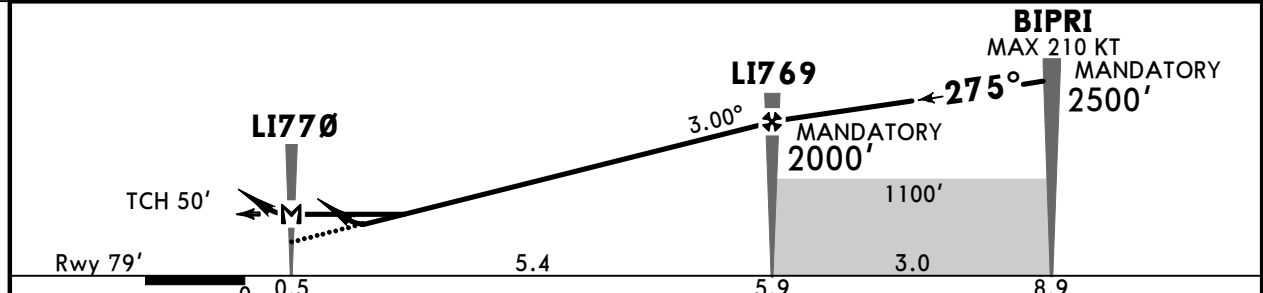
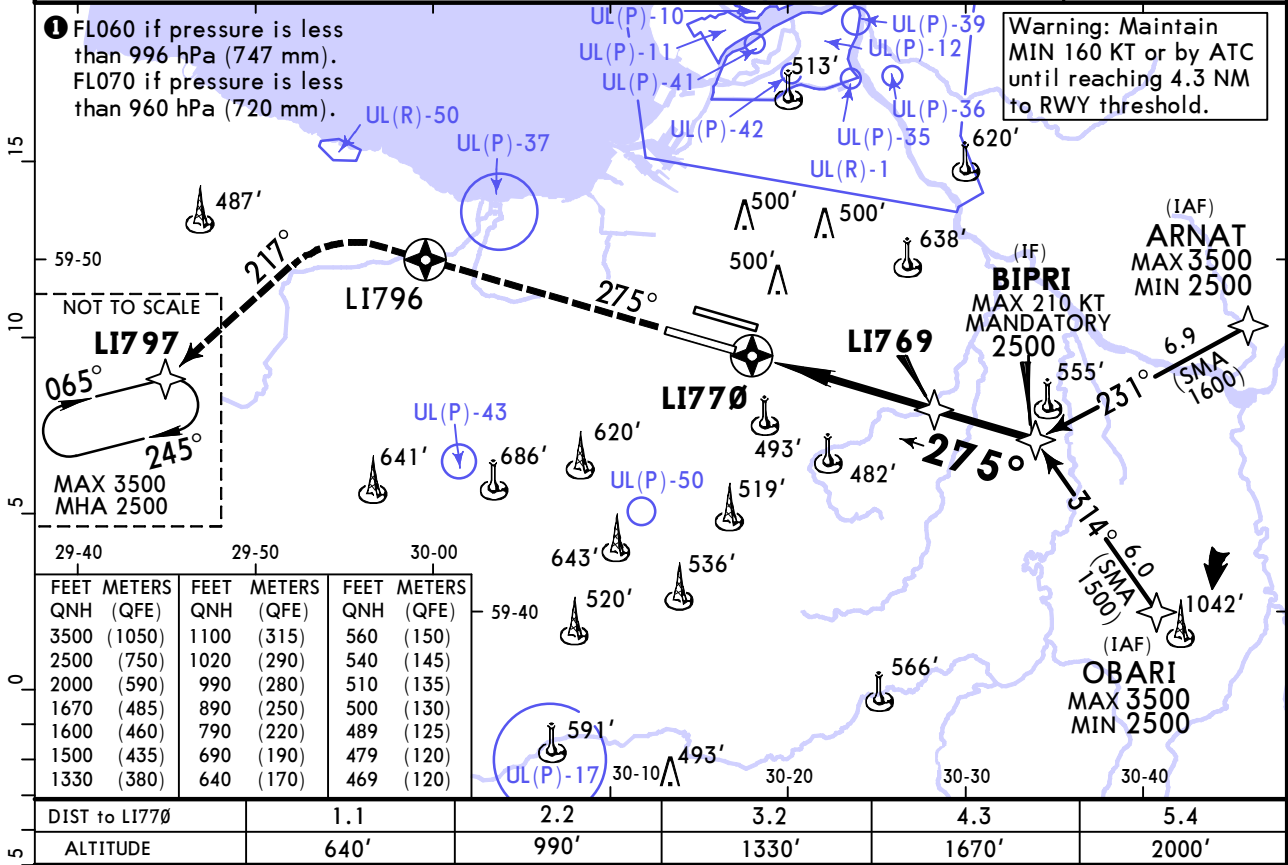
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	LI794 ↑
Glide Path Angle	3.00°	372	478	531	637	743		
MAP at LI773								

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV CDFA		Prohibited North of airport	
	A: 327' (260') C: 347' (280')		DA/MDA(H) 460' (393')		Max Kts	
	B: 337' (270') D: 357' (290')		ALS out		MDA(H)	
A	R750m	R1300m	R1100m	R1500m	100	690' (611') V1500m
B					135	790' (711') V1600m
C				R1800m	180	890' (811') V2400m
D		R1400m			205	1020' (941') V3600m

ULLI/LED PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA
25 OCT 24 (12-3) Eff 31 Oct RNP Z Rwy 28L

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.7		Ground 121.7	
RNAV	Final Apch Crs 275°	LI769 MANDATORY 2000' (1921')		LNAV/VNAV DA(H) Refer to Minimums		Apt Elev 79' Rwy 79'	
MISSED APCH: Climb STRAIGHT AHEAD to LI796 (MAX 255 KT), turn LEFT onto 209° to LI797 climbing to 2500', then join holding.							
Alt Set: hPa (MM on req) Rwy Elev: 3 hPa Trans level: FL050 Trans alt: 3500' RNP apch. 1. GNSS required. 2. Level flight segment is not available before FAF. 3. Baro-VNAV not authorized below -30°C.							
1. FL060 if pressure is less than 996 hPa (747 mm). FL070 if pressure is less than 960 hPa (720 mm).							



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

Std PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV DA(H) A: 469' (390') B: 479' (400') CD: 489' (410')		DA/MDA(H) A: 500' (421') C: 540' (461') B: 510' (431') D: 560' (481')		LNAV CDFA Prohibited North of airport	
	ALS out		ALS out		Max Kts 100 135 180 205	MDA(H) 690' (611') V1500m 790' (711') V1600m 890' (811') V2400m 1020' (941') V3600m
	A R1100m	R1500m	R1500m	R1500m		
B R1200m	R1900m	R1500m	R2200m	R2300m	R2300m	

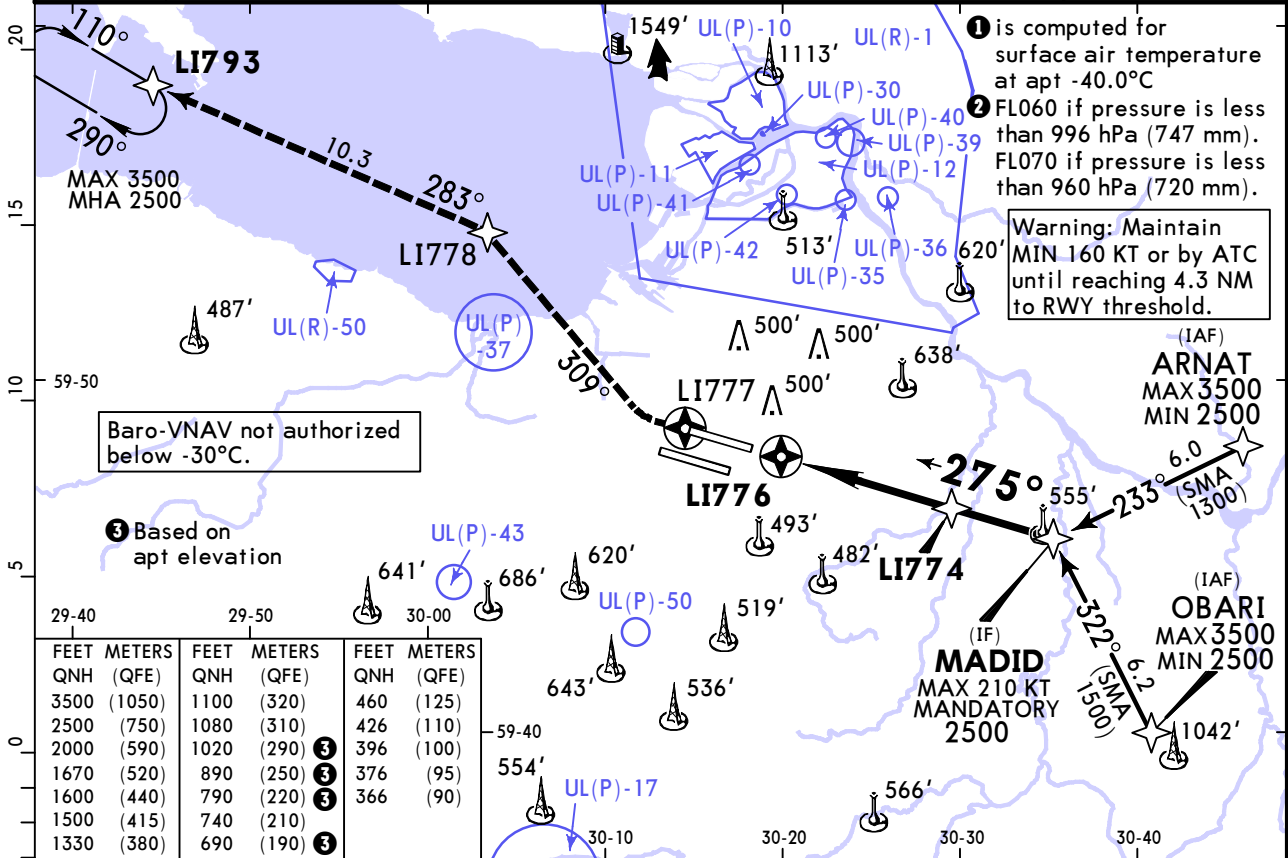
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Note added. © JEPPESEN, 2017, 2024. ALL RIGHTS RESERVED.

ULLI/LED PULKOVO

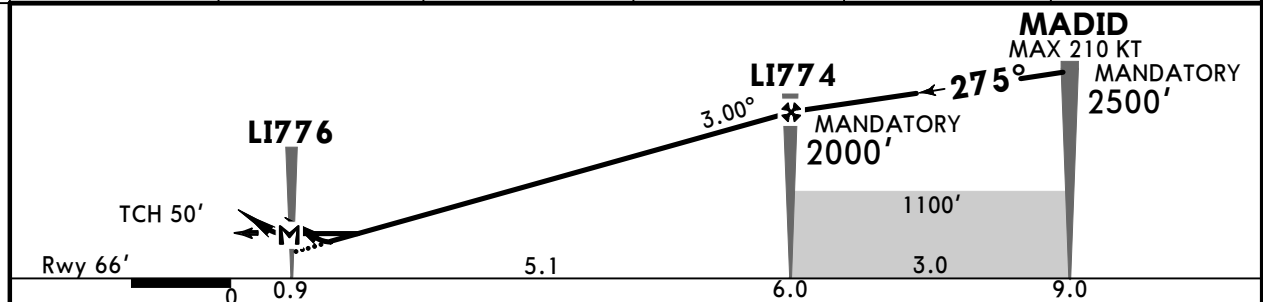
JEPPESEN ST PETERSBURG, RUSSIA

25 OCT 24 (12-4) Eff 31 Oct RNP Z Rwy 28R

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.1		Ground 121.7	
RNAV	Final Aptch Crs 275°	LI774 MANDATORY 2000' (1934')		LNAV/VNAV DA(H) Refer to Minimums		Apt Elev 79' Rwy 66'	
MISSED APCH: Climb STRAIGHT AHEAD to LI777, turn RIGHT onto 309° to LI778 (MAX 230 KT), then proceed to LI793 climbing to 2500', then join holding.							<p>MSA ARP ①</p>
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ② Trans alt: 3500'							
RNP apch. 1. GNSS required. 2. Level flight segment is not available before FAF.							



DIST to LI776	1.1	2.2	3.2	4.3	5.1
ALTITUDE	740'	1080'	1430'	1770'	2000'



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

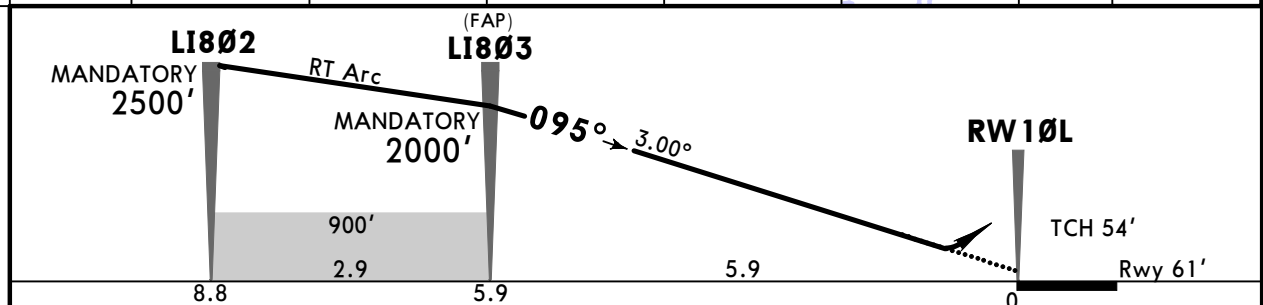
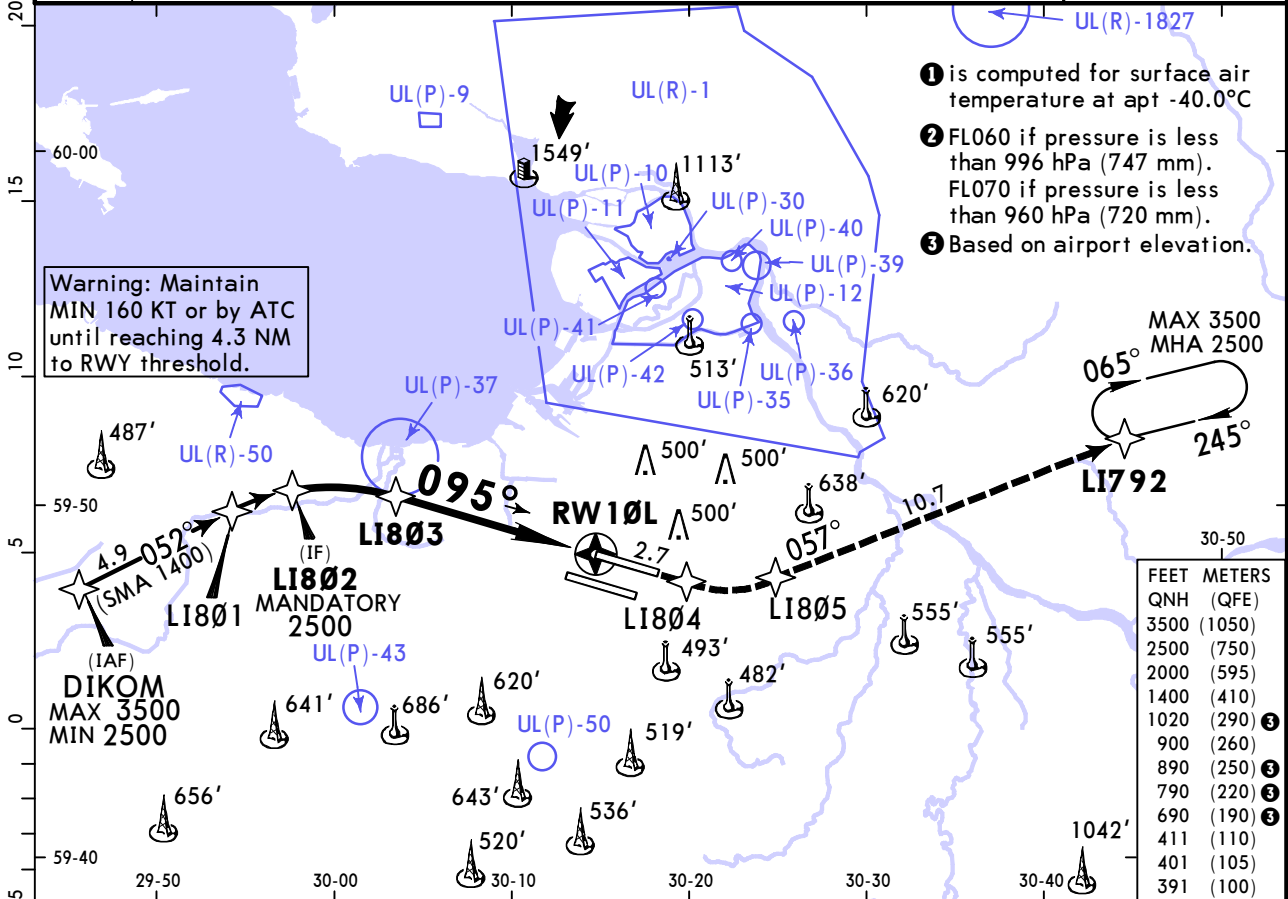
PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV CDFA		Prohibited North of airport	
	DA(H) A: 366' (300') C: 396' (330') B: 376' (310') D: 426' (360')		DA/MDA(H) ① 460' (394')			
	ALS out		ALS out		Max Kts	
	A	R750m	R1400m	R1100m	R1500m	100 690' (611') V1500m
B	R750m	R1400m	R1100m	R1500m	135 790' (711') V1600m	
C	R800m	R1500m	R1100m	R1800m	180 890' (811') V2400m	
D	R900m	R1600m	R1100m	R1800m	205 1020' (941') V3600m	

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Note added. © JEPPESEN, 2017, 2024. ALL RIGHTS RESERVED.

ULLI/LED PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA
25 OCT 24 (12-20) Eff 31 Oct RNP Y Rwy 10L (AR)

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.1		Ground 121.7	
RNAV	Final Apch Crs 095°	LI803 MANDATORY 2000' (1939')		RNP 0.30 DA(H) Refer to Minimums	Apt Elev 79' Rwy 61'		<p>MSA ARP ①</p>
MISSED APCH: Climb STRAIGHT AHEAD to LI804 (MAX 225 KT), turn LEFT to LI805, then proceed to LI792 climbing to 2500', then join holding. RNP 0.30 to LI804 required.							
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ② Trans alt: 3500' RNP AR 1. AUTHORIZATION REQUIRED. 2. RF and GNSS required. apch. 3. Baro-VNAV not authorized below -30°C.							



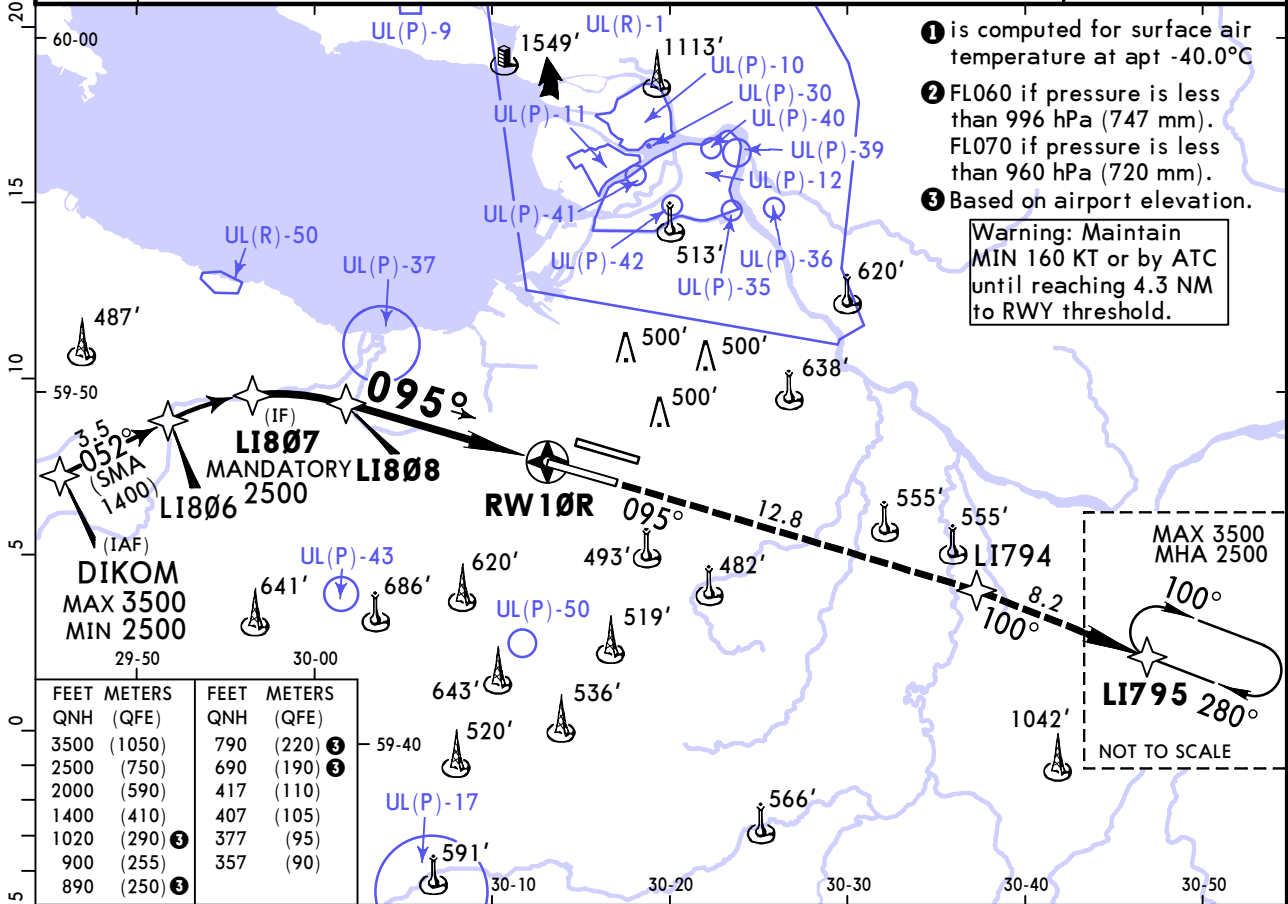
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	LI804 ↑	225 KT MAX	LI805 ↘
Glide Path Angle	3.00°	372	478	531	637	743				

PANS OPS	Std STRAIGHT-IN LANDING RNP 0.30				CIRCLE-TO-LAND Prohibited North of airport				
	C: 401' (340')				ALS out				
	DA(H) AB: 391' (330') D: 411' (350')				Max Kts				
					MDA(H)				
	A	R800m			R1500m			100	690' (611')
B	R800m			R1500m			135	790' (711')	V1600m
C	R900m			R1600m			180	890' (811')	V2400m
D	R900m			R1600m			205	1020' (941')	V3600m

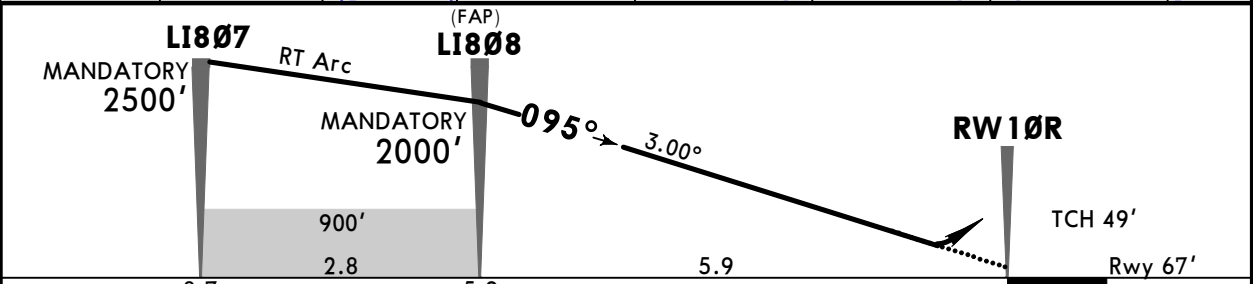
ULLI/LED PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA
25 OCT 24 (12-21) Eff 31 Oct RNP Y Rwy 10R (AR)

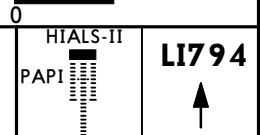
ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.7		Ground 121.7	
RNAV	Final Apch Crs 095°	LI808 MANDATORY 2000' (1933')		RNP 0.30 DA(H) Refer to Minimums	Apt Elev 79' Rwy 67'		<p>MSA ARP ①</p>
MISSED APCH: Climb STRAIGHT AHEAD to LI794, then proceed to LI795 climbing to 2500', then join holding.							
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ② Trans alt: 3500'							
RNP AR apch.	1. AUTHORIZATION REQUIRED. 2. RF and GNSS required. 3. Baro-VNAV not authorized below -30°C.						



FEET	METERS	FEET	METERS
3500	(1050)	790	(220) ③
2500	(750)	690	(190) ③
2000	(590)	417	(110)
1400	(410)	407	(105)
1020	(290) ③	377	(95)
900	(255)	357	(90)
890	(250) ③		



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

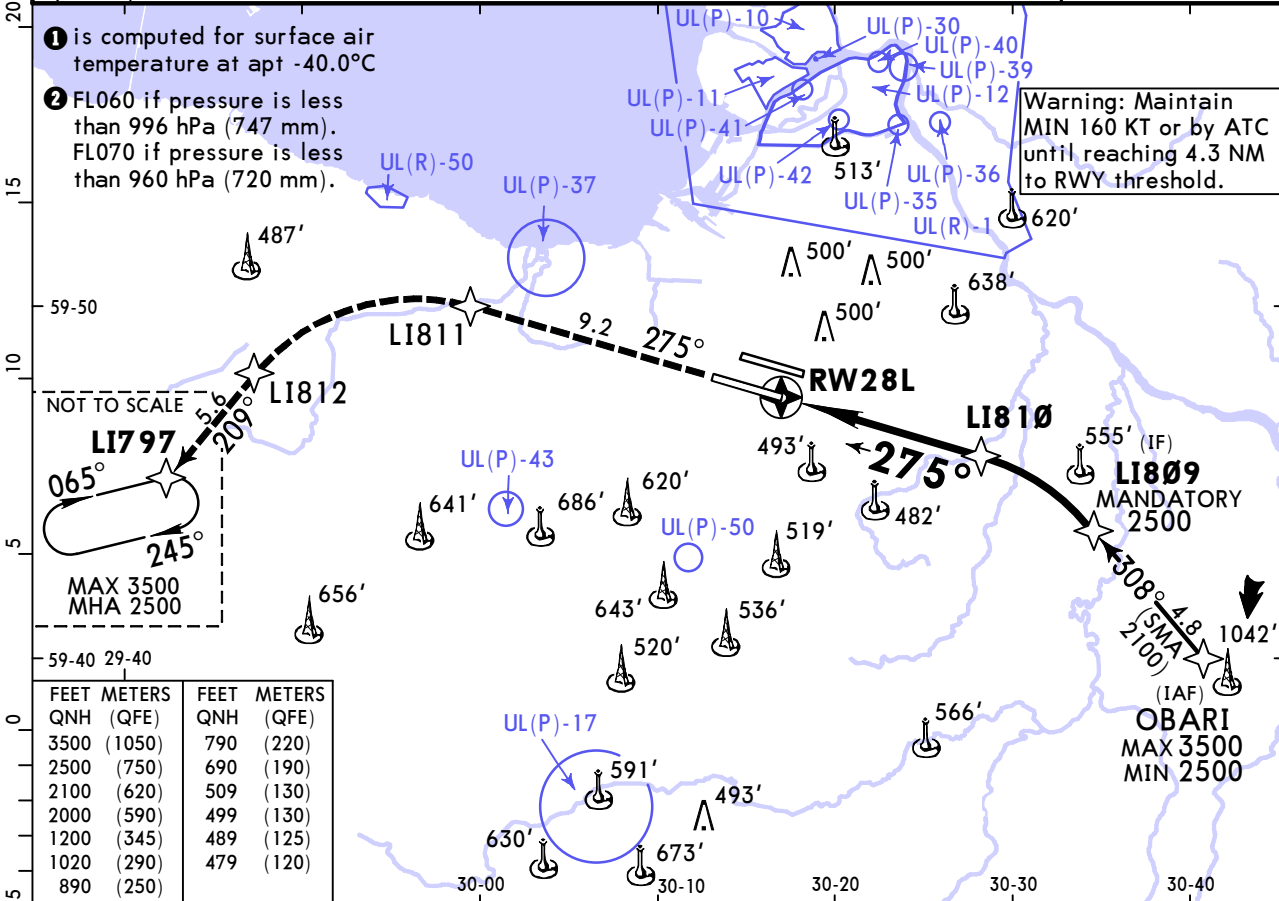


PANS OPS	Std STRAIGHT-IN LANDING RNP 0.30		CIRCLE-TO-LAND	
	DA(H) A: 357' (290') C: 407' (340') B: 377' (310') D: 417' (350')		Prohibited North of airport	
	ALS out		Max Kts	MDA(H)
A			100	690' (611') V1500m
B	R750m	R1400m	135	790' (711') V1600m
C	R800m	R1500m	180	890' (811') V2400m
D	R900m	R1600m	205	1020' (941') V3600m

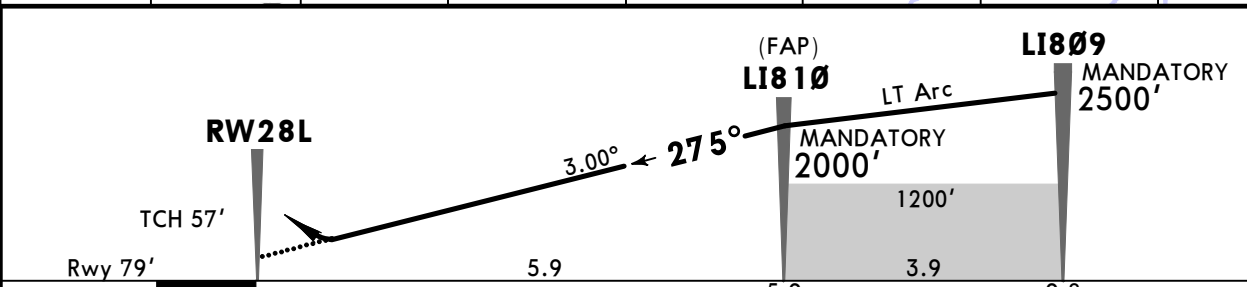
ULLI/LED PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA
25 OCT 24 (12-22) Eff 31 Oct RNP Y Rwy 28L (AR)

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.7		Ground 121.7	
RNAV	Final Apch Crs 275°	LI810 MANDATORY 2000' (1921')		RNP 0.30 DA(H) Refer to Minimums	Apt Elev 79' Rwy 79'		<p>MSA ARP ①</p>
MISSED APCH: Climb STRAIGHT AHEAD to LI811, turn LEFT to LI812, then proceed to LI797 climbing to 2500', then join holding.							
Alt Set: hPa (MM on req) Rwy Elev: 3 hPa Trans level: FL050 ② Trans alt: 3500' RNP AR ①. AUTHORIZATION REQUIRED. 2. RF and GNSS required. apch. ③. Baro-VNAV not authorized below -30°C.							



FEET	METERS	FEET	METERS
QNH (QFE)	QNH (QFE)	QNH (QFE)	QNH (QFE)
3500 (1050)	790 (220)	2500 (750)	690 (190)
2100 (620)	509 (130)	2000 (590)	499 (130)
1200 (345)	489 (125)	1020 (290)	479 (120)
890 (250)			



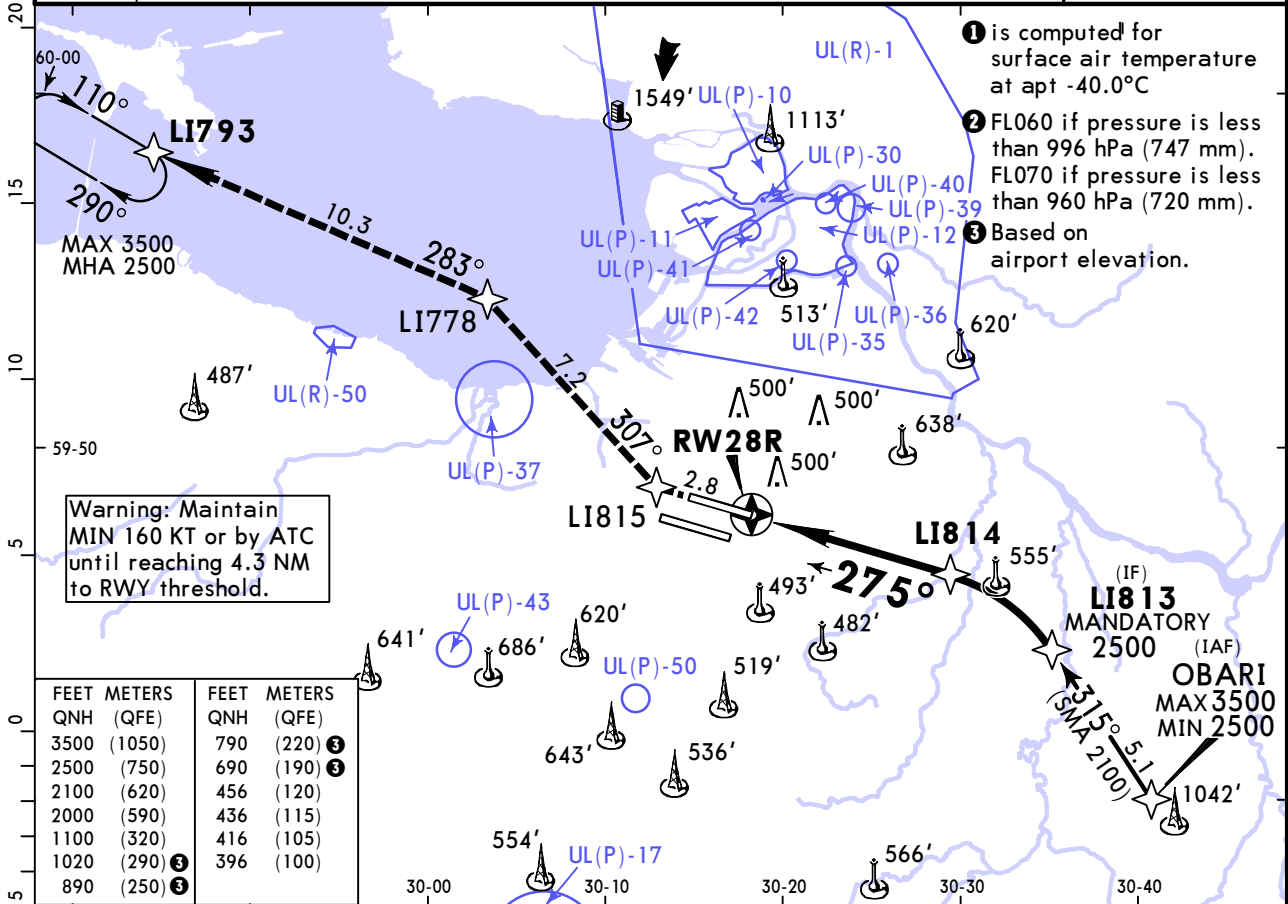
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	LI811 ↑
Glide Path Angle	3.00°	372	478	531	637	743		

PANS OPS	Std STRAIGHT-IN LANDING RNP 0.30				CIRCLE-TO-LAND Prohibited North of airport			
	DA(H) A: 479' (400') C: 499' (420') B: 489' (410') D: 509' (430')				ALS out Max Kts MDA(H)			
	A	R1100m	R1500m		100	690' (611')	V1500m	
	B	R1200m	R1900m		135	790' (711')	V1600m	
	C	R1300m	R2000m		180	890' (811')	V2400m	
D				205	1020' (941')	V3600m		

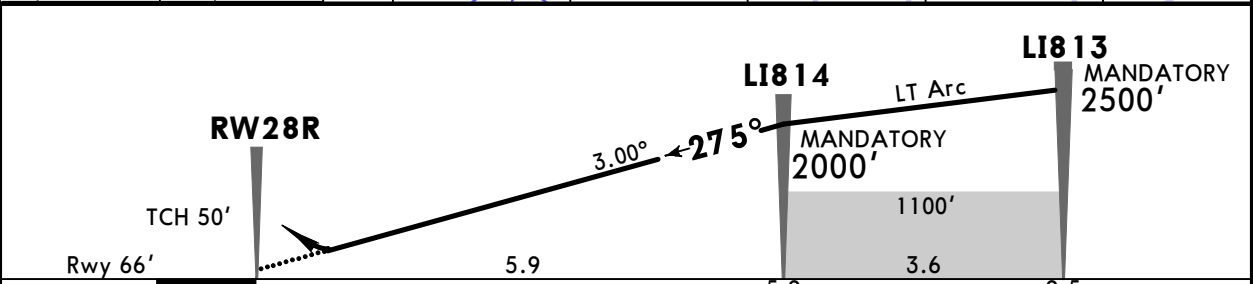
ULLI/LED PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA
25 OCT 24 **12-23** Eff 31 Oct RNP Y Rwy 28R (AR)

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.1		Ground 121.7	
RNAV	Final Apch Crs 275°	LI814 MANDATORY 2000' (1934')		RNP 0.30 DA(H) Refer to Minimums	Apt Elev 79' Rwy 66'		<p>MSA ARP ①</p>
MISSED APCH: Climb STRAIGHT AHEAD to LI815, turn RIGHT to LI778 (MAX 230 KT), then proceed to LI793 climbing to 2500', then join holding. RNP 0.30 to LI815 required.							
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ② Trans alt: 3500' RNP AR ①. AUTHORIZATION REQUIRED. ②. RF and GNSS required. apch. ③. Baro-VNAV not authorized below -30°C.							



FEET	METERS	FEET	METERS
QNH (QFE)	QNH (QFE)	QNH (QFE)	QNH (QFE)
3500 (1050)	790 (220) ③	2500 (750)	690 (190) ③
2100 (620)	456 (120)	2000 (590)	436 (115)
1100 (320)	416 (105)	1020 (290) ③	396 (100)
890 (250) ③			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	LI815 ↑	LI778 RT	230 KT MAX
Glide Path Angle	3.00°	372	478	531	637	743				

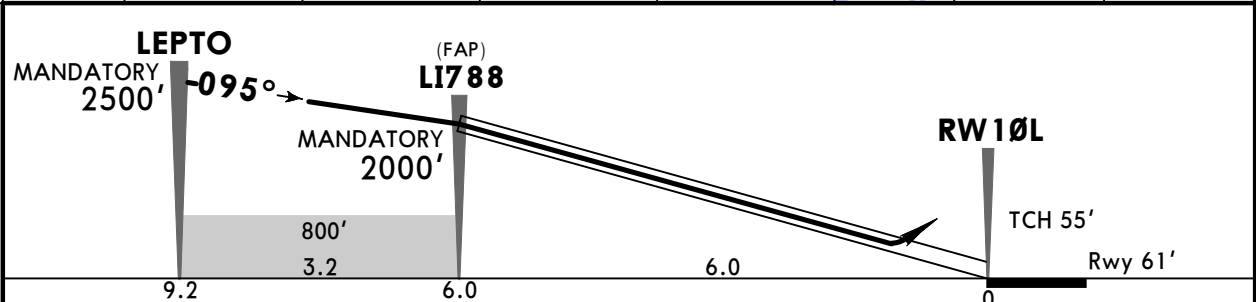
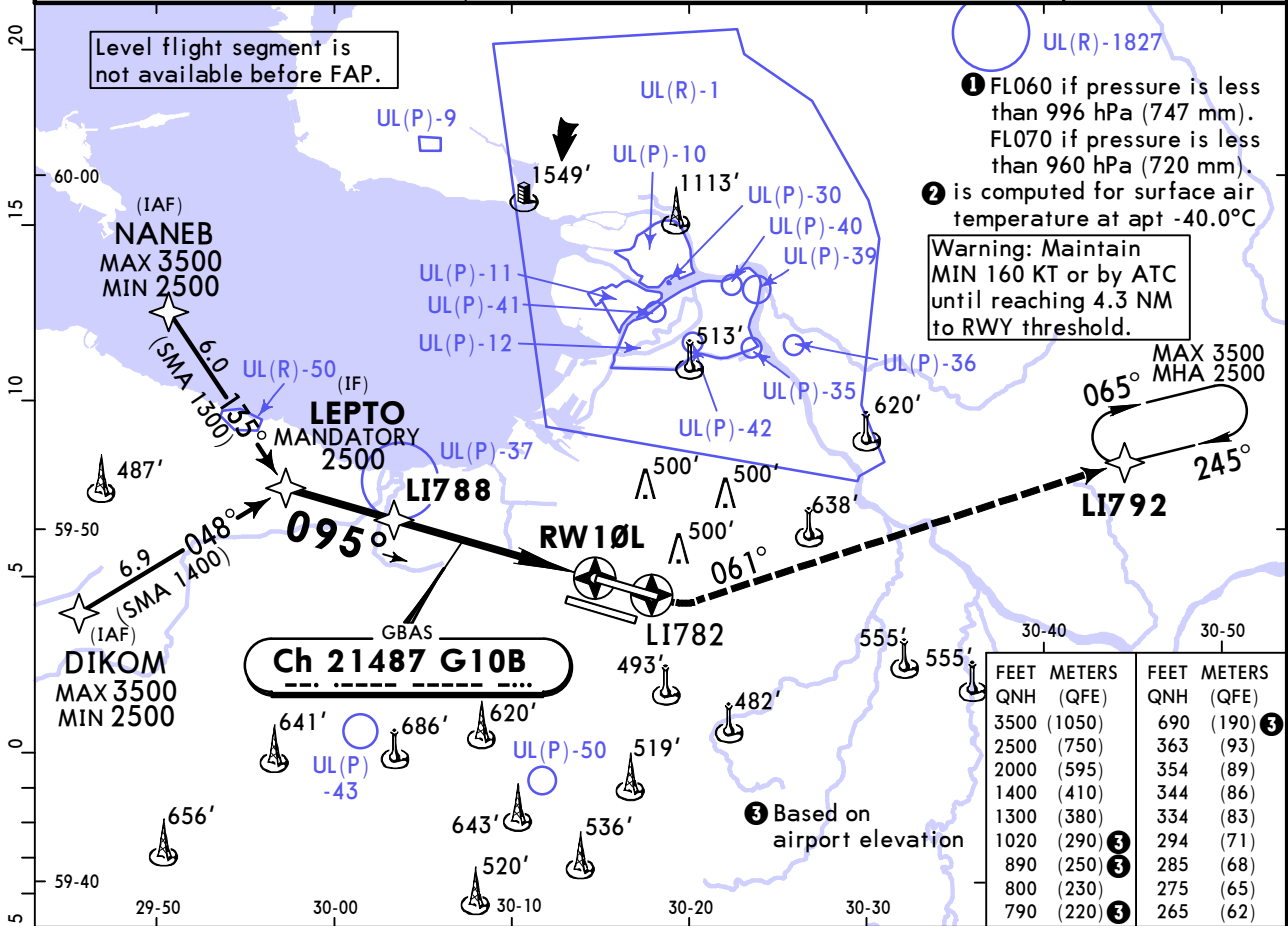
PANS OPS	Std STRAIGHT-IN LANDING RNP 0.30		CIRCLE-TO-LAND	
	DA(H)	ALS out	Max Kts	MDA(H)
A	R800m	R1500m	100	690' (611') V1500m
B	R900m	R1500m	135	790' (711') V1600m
C	R1000m	R1700m	180	890' (811') V2400m
D	R1100m	R1800m	205	1020' (941') V3600m

**ULLI/LED
PULKOVO**

JEPPESEN 25 OCT 24 **(12-40)** Eff 31 Oct

**ST PETERSBURG, RUSSIA
GLS Rwy 10L**

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.1		Ground 121.7	
GBAS Ch 21487 G10B		Final Apch Crs 095°		LI788 MANDATORY 2000' (1939')		GLS DA(H) Refer to Minimums Apt Elev 79' Rwy 61'	
MISSED APCH: Climb STRAIGHT AHEAD to LI782, turn LEFT onto track 061° to LI792 climbing to 2500', then join holding.							<p>MSA ARP ②</p>
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ① Trans alt: 3500'							
RNAV 1 for initial and missed apch. GNSS required.							



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

PANS OPS	STRAIGHT-IN LANDING						CIRCLE-TO-LAND			
	GLS			GLS			Prohibited North of apt			
	MACG mim 5.0%			MACG mim 2.5%						
DA(H)	A: 265' (204')	C: 285' (224')	B: 275' (214')	D: 294' (233')	A: 334' (273')	C: 354' (293')	B: 344' (283')	D: 363' (302')		
	TDZ or CL out	ALS out		TDZ or CL out	ALS out	Max Kts	MDA(H)			
A				R600m	① R600m	R1300m	100	690' (611')	V1500m	
B	R550m	① R550m	R1200m	R650m	① R650m	R1400m	135	790' (711')	V1600m	
C							180	890' (811')	V2400m	
D				R700m	① R700m		205	1020' (941')	V3600m	

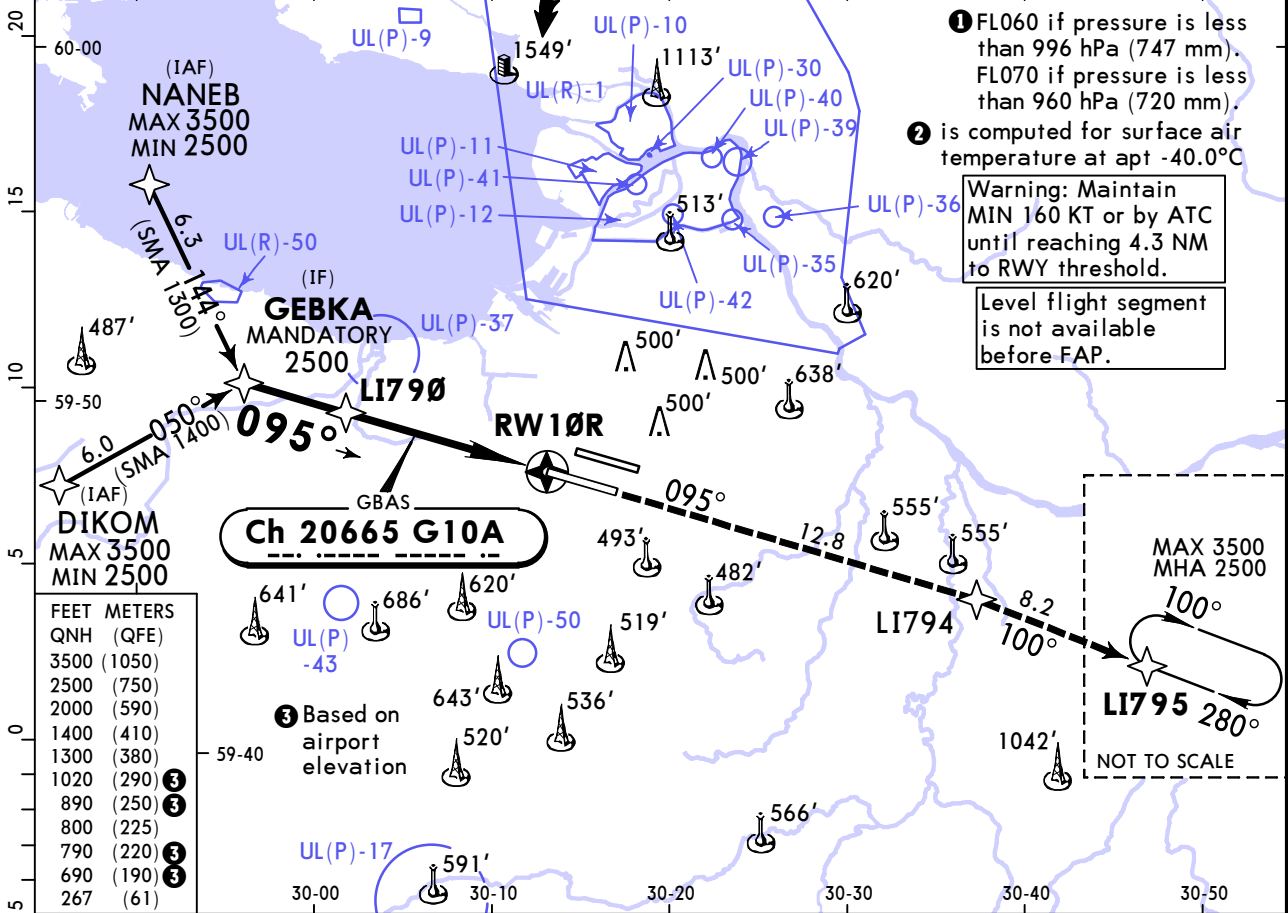
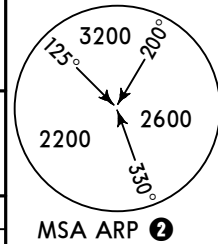
① R750m when a Flight Director or Autopilot or HUD to DA is not used.

ULLI/LED PULKOVO

JEPPESEN 25 OCT 24 (12-41) Eff 31 Oct

ST PETERSBURG, RUSSIA GLS Rwy 10R

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.7		Ground 121.7	
GBAS Ch 20665 G10A		Final Apch Crs 095°		LI790 MANDATORY 2000' (1933')		GLS DA(H) 267' (200')	
				Apt Elev 79'		Rwy 67'	
MISSED APCH: Climb STRAIGHT AHEAD to LI794, then proceed to LI795 climbing to 2500', then join holding.							
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ① Trans alt: 3500'							
RNAV 1 for initial and missed apch.				GNSS required.			

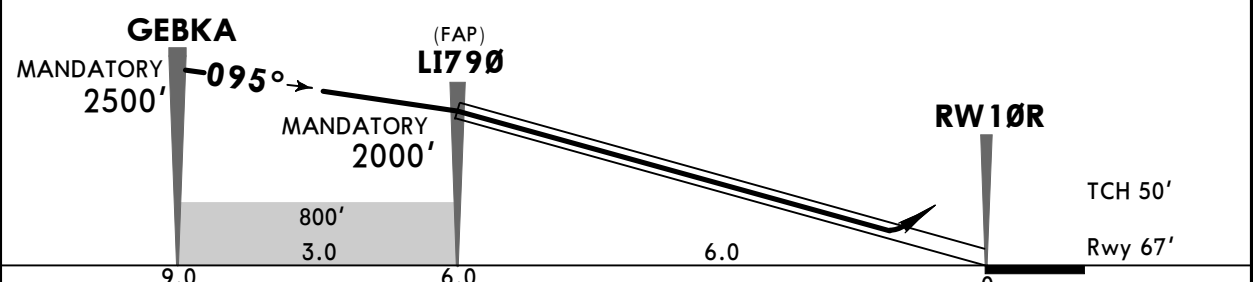


① FL060 if pressure is less than 996 hPa (747 mm).
FL070 if pressure is less than 960 hPa (720 mm).
② is computed for surface air temperature at apt -40.0°C

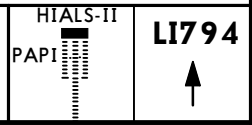
Warning: Maintain MIN 160 KT or by ATC until reaching 4.3 NM to RWY threshold.

Level flight segment is not available before FAP.

FEET	METERS
3500	(1050)
2500	(750)
2000	(590)
1400	(410)
1300	(380)
1020	(290)
890	(250)
800	(225)
790	(220)
690	(190)
267	(61)



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



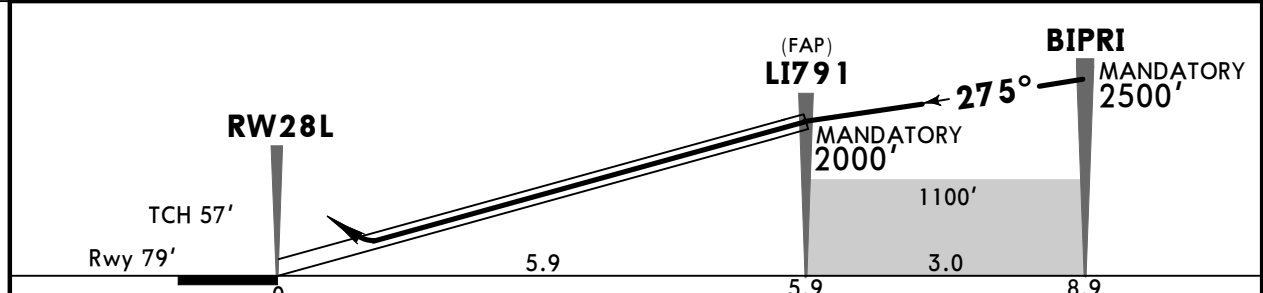
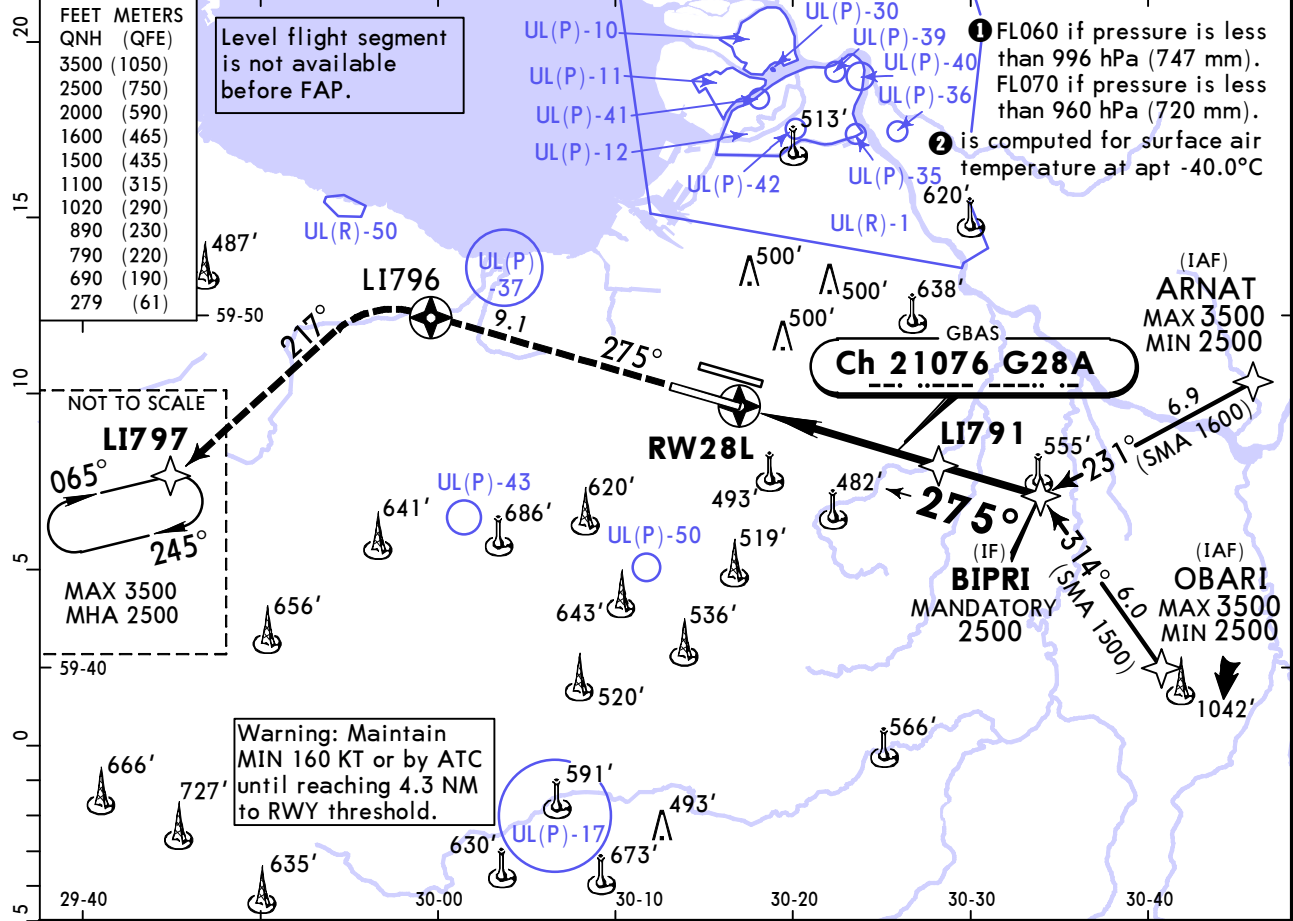
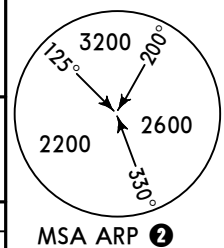
PANS OPS	STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	GLS			Prohibited North of apt	
	DA(H) 267' (200')				
		TDZ or CL out	ALS out	Max Kts	MDA(H)
A				100	690' (611') V1500m
B	R550m	R550m	R1200m	135	790' (711') V1600m
C				180	890' (811') V2400m
D				205	1020' (941') V3600m

ULLI/LED PULKOVO

JEPPESEN 25 OCT 24 **(12-42)** Eff 31 Oct

ST PETERSBURG, RUSSIA GLS Rwy 28L

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.7		Ground 121.7	
GBAS Ch 21076 G28A		Final Apch Crs 275°		LI791 MANDATORY 2000' (1921')		GLS DA(H) 279' (200')	
				Apt Elev 79'		Rwy 79'	
MISSED APCH: Climb STRAIGHT AHEAD to LI796 (MAX 255 KT), turn LEFT onto 217° to LI797 climbing to 2500', then join holding.							
Alt Set: hPa (MM on req) Rwy Elev: 3 hPa Trans level: FL050 ① Trans alt: 3500' RNAV 1 for initial and missed apch. GNSS required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	LI796 ↑ 255 KT MAX
Glide Path Angle	3.00°	372	478	531	637	849		

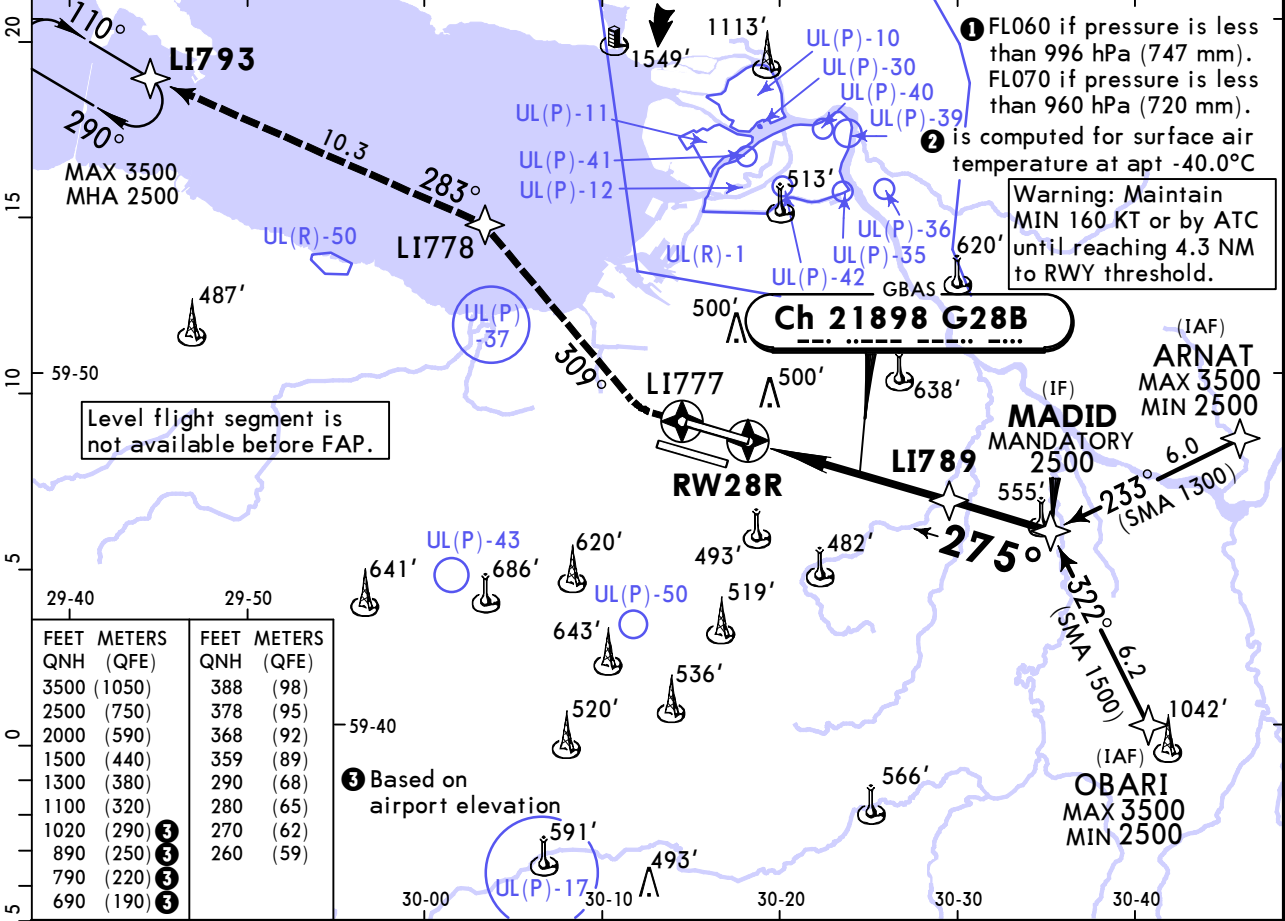
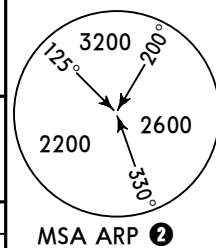
PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	GLS		Prohibited North of apt	
	DA(H) 279' (200')		Max Kts. MDA(H)	
	ALS out		100	690' (611') V1500m
	A	R550m	R1200m	135 790' (711') V1600m
B			180 890' (811') V2400m	
C			205 1020' (941') V3600m	
D	R750m when a Flight Director or Autopilot or HUD to DA is not used.			

ULLI/LED PULKOVO

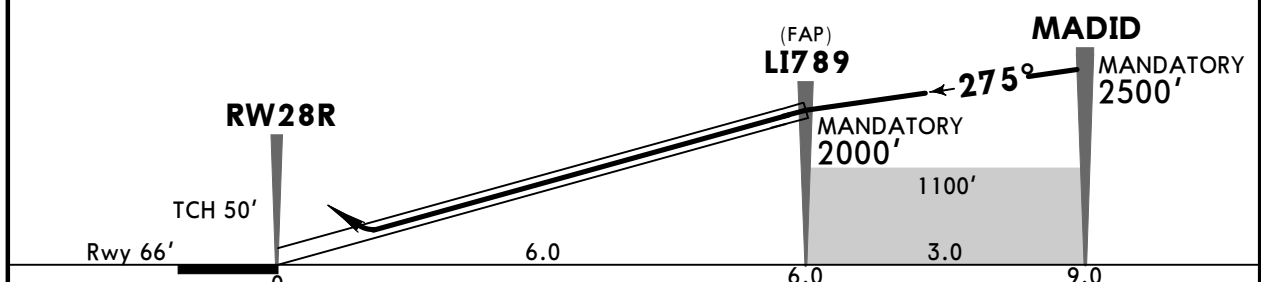
25 OCT 24 **12-43** Eff 31 Oct

ST PETERSBURG, RUSSIA GLS Rwy 28R

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.1		Ground 121.7	
GBAS Ch 21898 G28B		Final Apch Crs 275°		LI789 MANDATORY 2000' (1934')		GLS DA(H) Refer to Minimums Apt Elev 79' Rwy 66'	
MISSED APCH: Climb STRAIGHT AHEAD to LI777, turn RIGHT onto track 309° to LI778 (MAX 230 KT), then proceed to LI793 climbing to 2500', then join holding.							
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 1 Trans alt: 3500' RNAV 1 for initial and missed apch. GNSS required.							



FEET	METERS	FEET	METERS
3500	(1050)	388	(98)
2500	(750)	378	(95)
2000	(590)	368	(92)
1500	(440)	359	(89)
1300	(380)	290	(68)
1100	(320)	280	(65)
1020	(290)	270	(62)
890	(250)	260	(59)
790	(220)		
690	(190)		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	LI777	LI778	230 KT MAX on 309°
Glide Path Angle	3.00°	372	478	531	637	743				

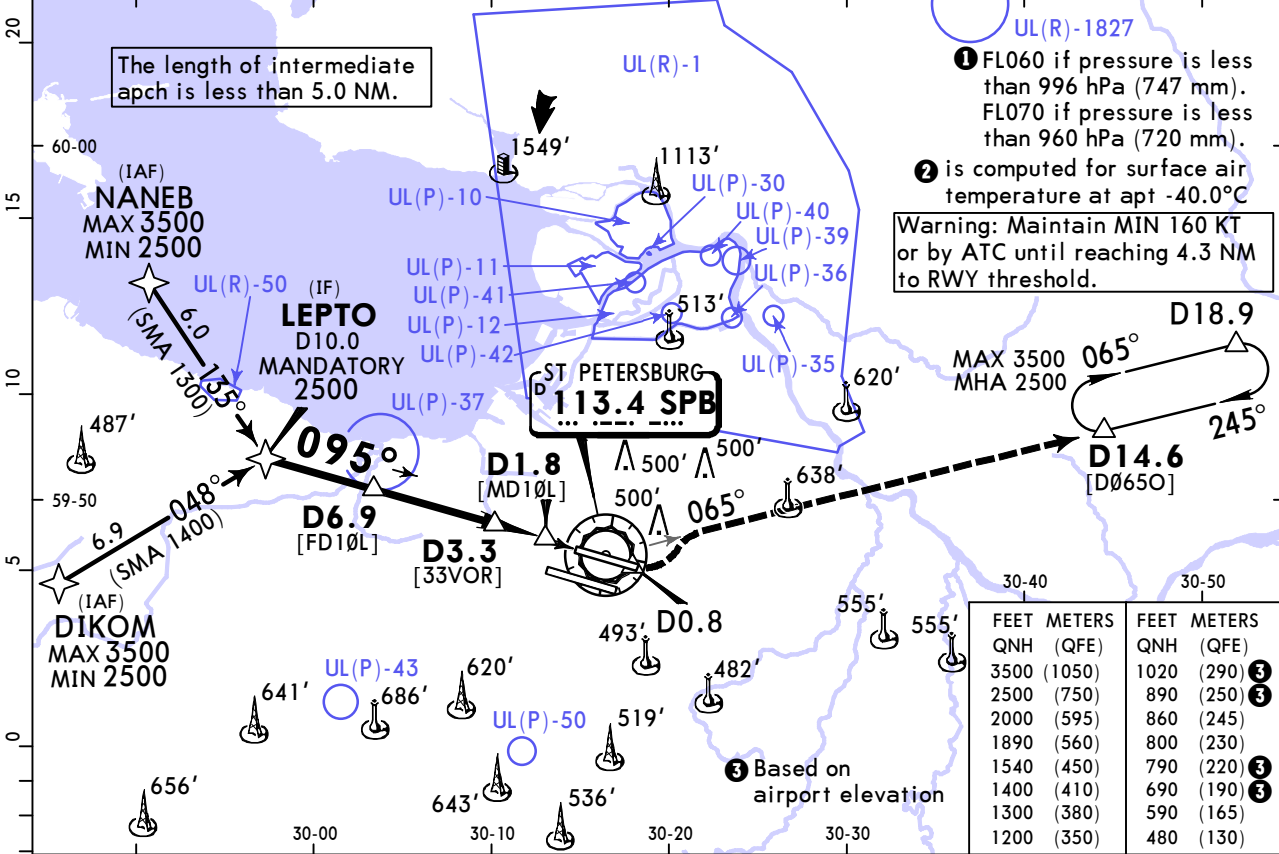
PANS OPS	STRAIGHT-IN LANDING						CIRCLE-TO-LAND		
	GLS			GLS			Prohibited North of apt		
	MACG mim 5.0%			MACG mim 2.5%					
	A: 266' (200') C: 280' (214')			A: 359' (293') C: 378' (312')					
	B: 270' (204') D: 290' (224')			B: 368' (302') D: 388' (322')					
		TDZ or CL out	ALS out		TDZ or CL out	ALS out	Max Kts	MDA(H)	
A				R650m	R650m	R1400m	100	690' (611')	V1500m
B	R550m	R550m	R1200m	R700m	R700m	R1400m	135	790' (711')	V1600m
C							180	890' (811')	V2400m
D				R800m		R1500m	205	1020' (941')	V3600m

**ULLI/LED
PULKOVO**

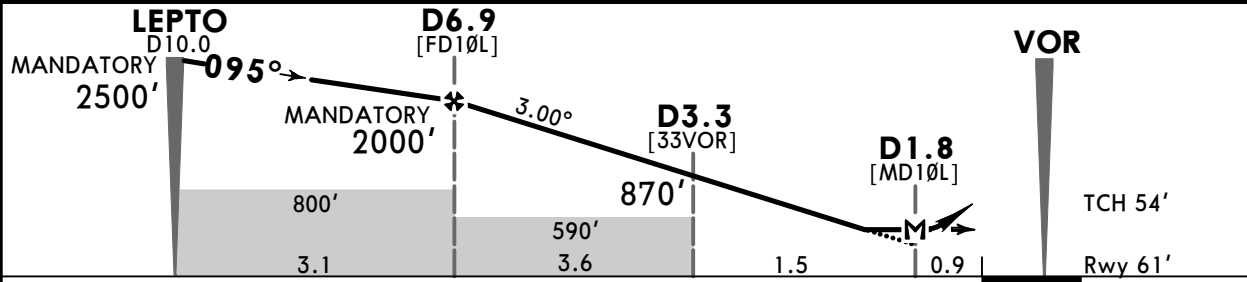
JEPPESEN 25 OCT 24 (13-1) Eff 31 Oct

**ST PETERSBURG, RUSSIA
VOR Rwy 10L**

BRIEFING STRIP™	ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.1		Ground 121.7	
	VOR SPB 113.4	Final Apch Crs 095°	D6.9 MANDATORY 2000' (1939')		DA/MDA(H) (CONDITIONAL) 480' (419')		Apt Elev 79' Rwy 61'	
	MISSED APCH: Climb STRAIGHT AHEAD to VOR, establish outbound on R-095 to D0.8, turn LEFT to intercept R-065 to D14.6 climbing to 2500', then join holding.							
Alt Set: hPa (MM on req)		Rwy Elev: 2 hPa		Trans level: FL050 ①		Trans alt: 3500'		MSA ARP ②
RNAV 1 required for initial approach.			1. GNSS required. 2. DME required.					



SPB DME	6.9	6.5	5.4	4.3	3.2
ALTITUDE	2000'	1890'	1540'	1200'	860'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	SPB 113.4	D0.8	SPB on 113.4 R-095
Descent Angle	3.00°	372	478	531	637	743		849	↑	↑
MAP at D1.8										

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
	with D3.3 CDFA		w/o D3.3 CDFA		Prohibited North of apt		
	DA/MDA(H) 480' (419')		DA/MDA(H) 590' (529')				
	ALS out		ALS out				
A	R1200m	R1500m		R1500m		Max Kts	
B		R1500m		R1500m		100	
C		R1900m		R1700m		135	
D		R1900m		R2400m		180	
							205
							MDA(H)
							690' (611')
							790' (711')
							890' (811')
							1020' (941')
							V1500m
							V1600m
							V2400m
							V3600m

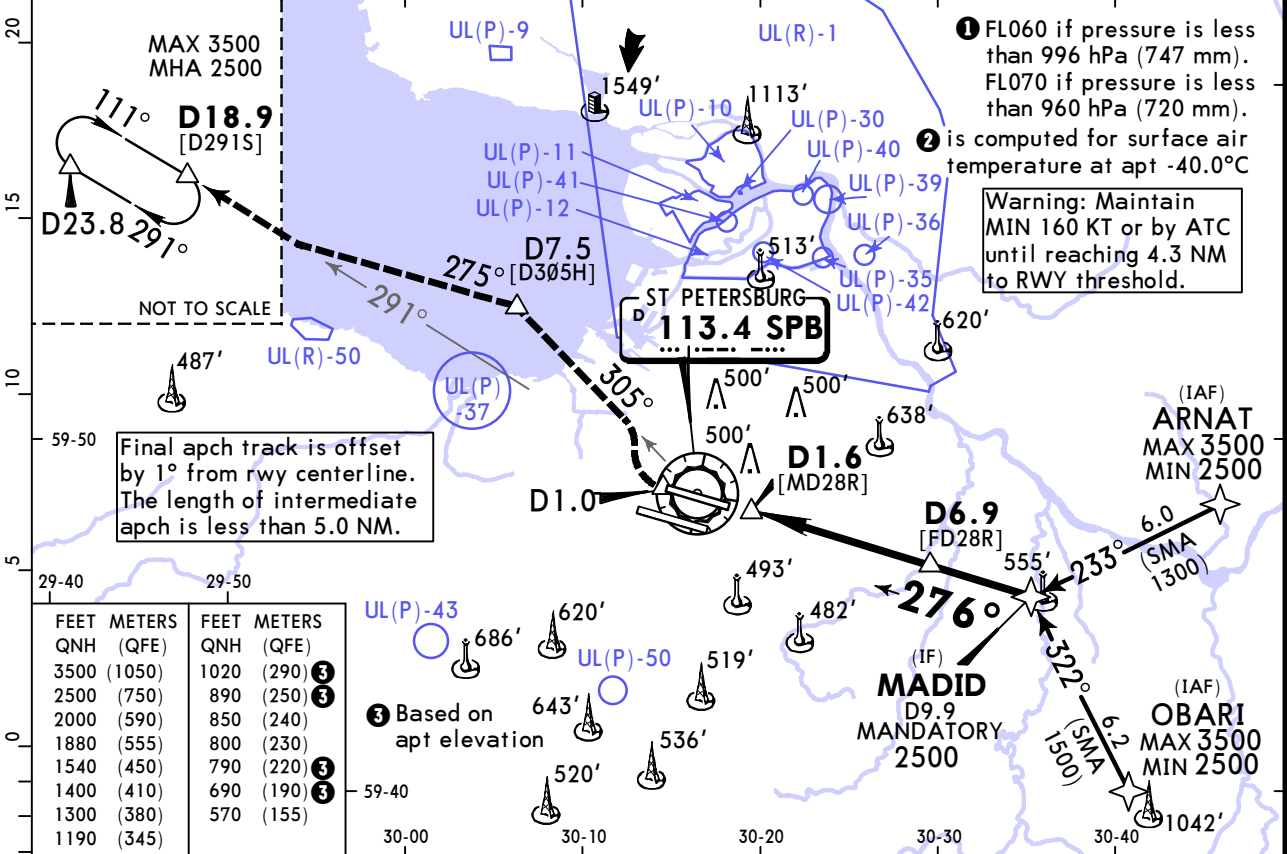
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Note added. © JEPPESEN, 2017, 2024. ALL RIGHTS RESERVED.

ULLI/LED PULKOVO

JEPPESEN 25 OCT 24 **(13-2) Eff 31 Oct**

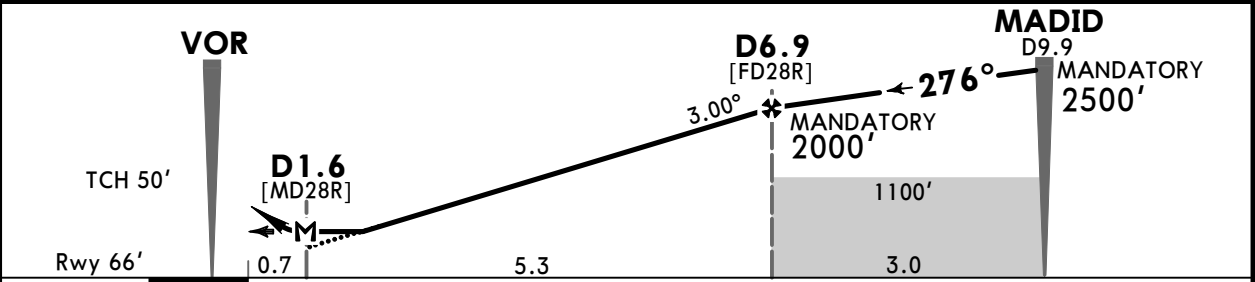
ST PETERSBURG, RUSSIA VOR Rwy 28R

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.1		Ground 121.7	
VOR SPB 113.4	Final Apch Crs 276°	D6.9 MANDATORY 2000' (1934')	DA/MDA(H) 570' (504')	Apt Elev 79' Rwy 66'			
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 after SPB, turn RIGHT to intercept R-305, proceed to D7.5, turn LEFT onto 275°, intercept R-291 to D18.9 climbing to 2500', then join holding.						MSA ARP 2	
Alt Set: hPa (MM on req)		Rwy Elev: 2 hPa		Trans level: FL050 1		Trans alt: 3500'	
RNAV 1 required for initial approach.		1. GNSS required. 2. DME required.					



FEET	METERS	FEET	METERS
QNH (QFE)	QNH (QFE)	QNH (QFE)	QNH (QFE)
3500 (1050)	1020 (290) 3	2500 (750)	890 (250) 3
2000 (590)	850 (240) 3	1880 (555)	800 (230) 3
1540 (450)	790 (220) 3	1400 (410)	690 (190) 3
1300 (380)	570 (155) 3	1190 (345)	

SPB DME	3.2	4.3	5.4	6.5	6.9
ALTITUDE	850'	1190'	1540'	1880'	2000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D1.0 after SPB	RT	SPB 113.4 R-305
Descent Angle	3.00°	372	478	531	637	743				
MAP at D1.6										

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	CDFA				Prohibited North of apt			
	1 DA/MDA(H) 570' (504')							
	ALS out				Max Kts	MDA(H)		
	A	R1500m			100	690' (611')	V1500m	
B	R1500m			135	790' (711')	V1600m		
C	R1600m		R2400m		180	890' (811')	V2400m	
D	R1600m		R2400m		205	1020' (941')	V3600m	

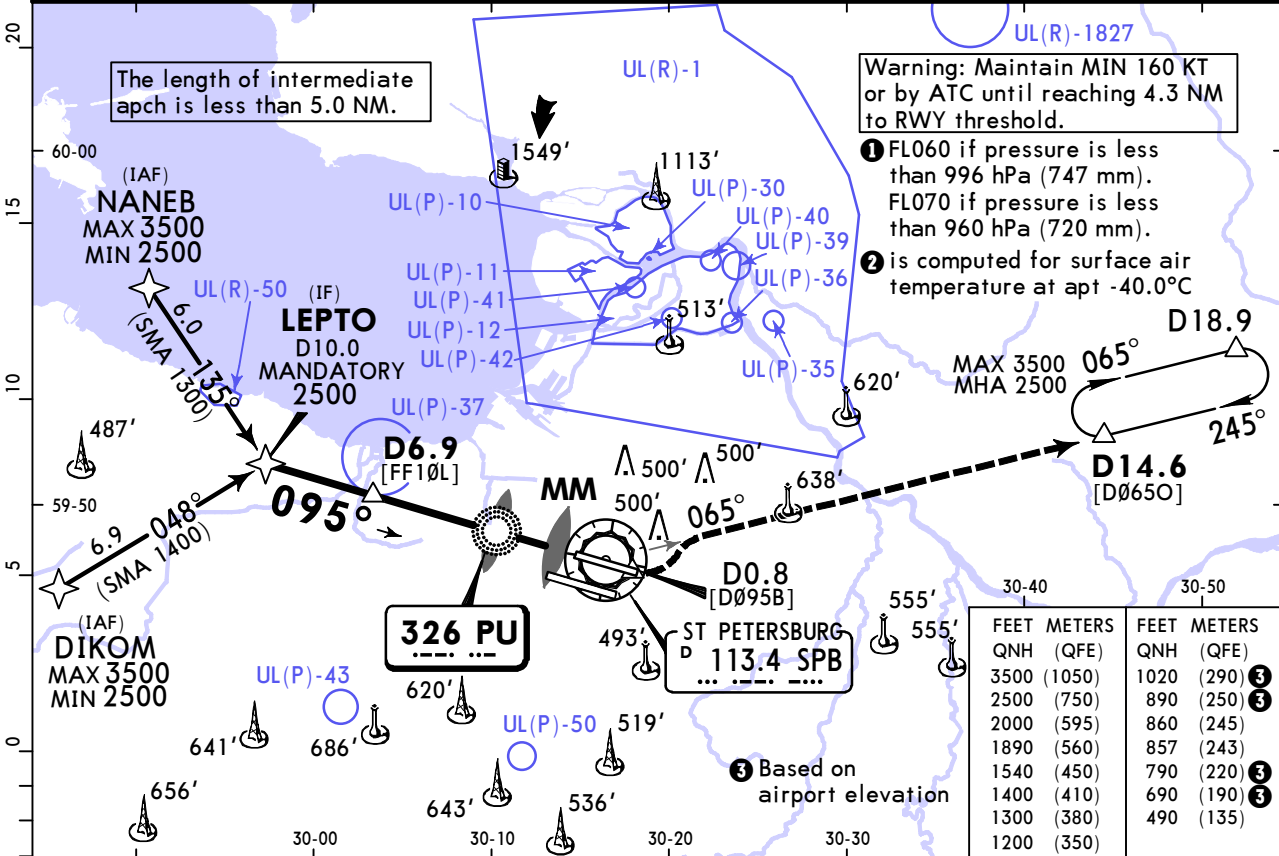
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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**ULLI/LED
PULKOVO**

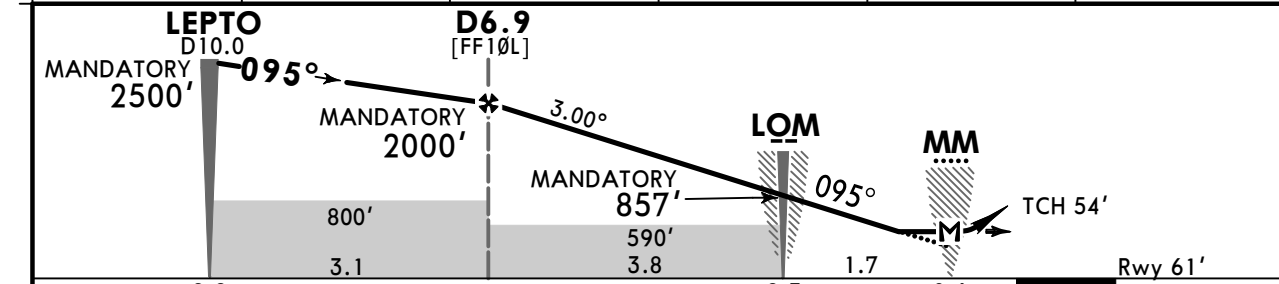
JEPPESEN 25 OCT 24 **(16-1)** Eff 31 Oct

**ST PETERSBURG, RUSSIA
NDB Rwy 10L**

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.1		Ground 121.7	
NDB PU 326	Final Apch Crs 095°	D6.9 MANDATORY 2000' (1939')	DA/MDA(H) 490' (429')	Apt Elev 79' Rwy 61'			
MISSED APCH: Climb STRAIGHT AHEAD on 095° PU NDB, at D0.8 after SPB turn LEFT onto R-065, proceed to D14.6 climbing to 2500', then join holding.						MSA ARP	
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ① Trans alt: 3500'							
RNAV 1 required for initial approach.		1. GNSS required. 2. DME required.					



SPB DME	6.9	6.5	5.4	4.3	3.2
ALTITUDE	2000'	1890'	1540'	1200'	860'



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

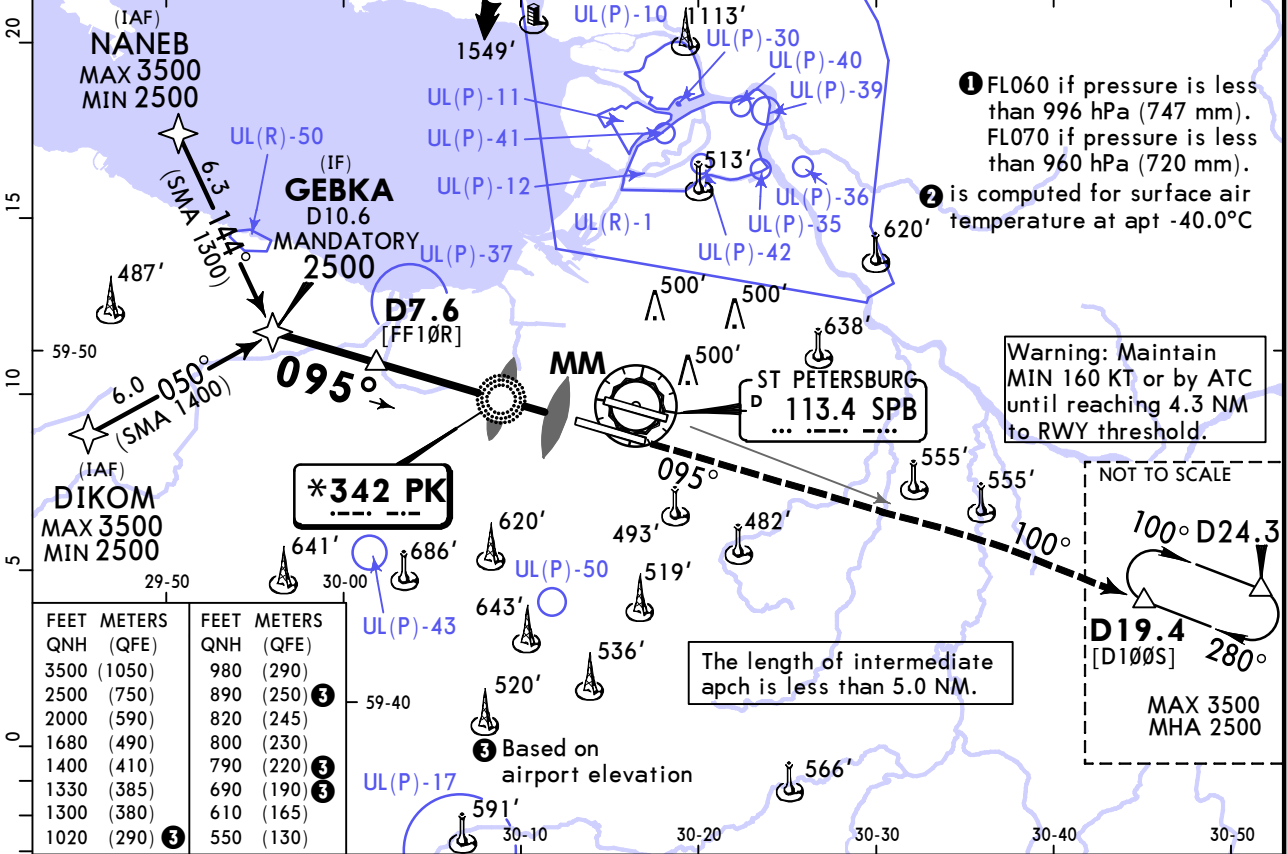
PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	① DA/MDA(H) 490' (429')				Prohibited North of apt			
	ALS out				Max Kts. MDA(H)			
	A	R1500m			100	690' (611')		
B	R1300m			135	790' (711')			V1600m
C	R2000m			180	890' (811')			V2400m
D				205	1020' (941')			V3600m

ULLI/LED PULKOVO

JEPPESEN 25 OCT 24 **16-2** Eff 31 Oct

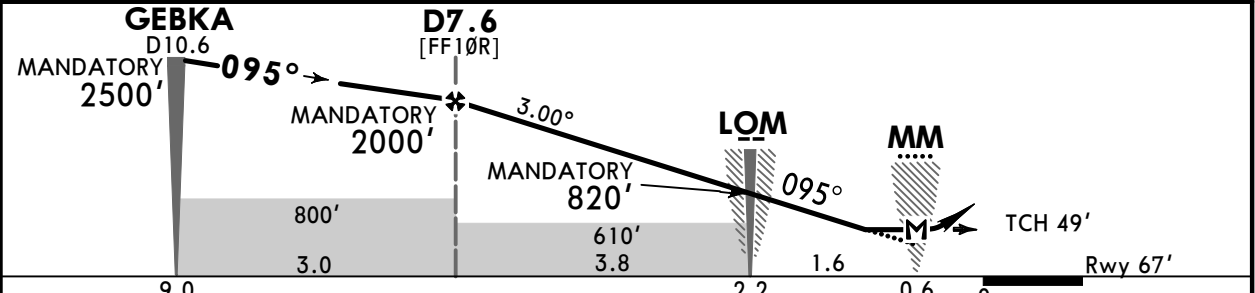
ST PETERSBURG, RUSSIA NDB Rwy 10R

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.7		Ground 121.7	
NDB PK *342	Final Apch Crs 095°	D7.6 MANDATORY 2000' (1933')	DA/MDA(H) 550' (483')	Apt Elev 79' Rwy 67'			
MISSED APCH: Climb STRAIGHT AHEAD on 095° PK NDB, intercept R-100, proceed to D19.4 climbing to 2500', then join holding.							MSA ARP ②
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ① Trans alt: 3500'							
RNAV 1 required for initial approach. 1. GNSS required. 2. DME required.							



FEET	METERS	FEET	METERS
QNH	(QFE)	QNH	(QFE)
3500	(1050)	980	(290)
2500	(750)	890	(250)
2000	(590)	820	(245)
1680	(490)	800	(230)
1400	(410)	790	(220)
1330	(385)	690	(190)
1300	(380)	610	(165)
1020	(290)	550	(130)

SPB DME	7.6	6.5	5.4	4.3	3.2
ALTITUDE	2000'	1680'	1330'	980'	630'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 095° onto 113.4 R-100
Descent Angle	3.00°	372	478	531	637	743	
MAP at MM							

PANS OPS	Std STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
	DA/MDA(H) 550' (483') ALS out			Prohibited North of apt		
	A	R1500m		Max Kts	MDA(H)	
	B	R1500m		100	690' (611') V1500m	
	C	R1500m	R2300m	135	790' (711') V1600m	
D			180	890' (811') V2400m		
			205	1020' (941') V3600m		

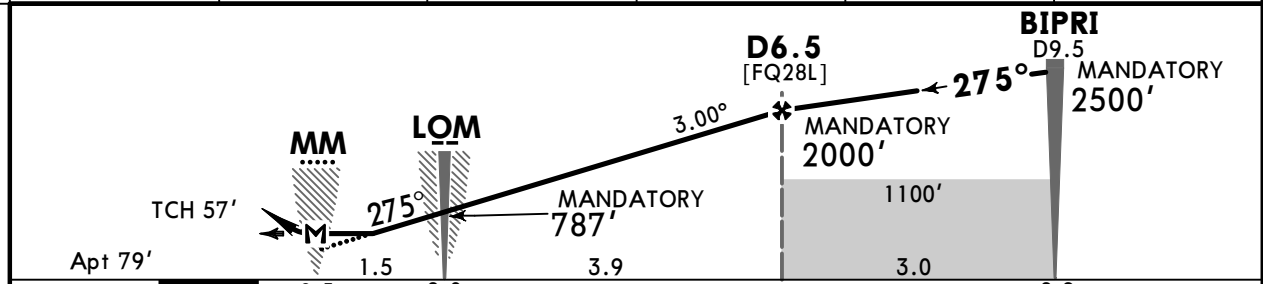
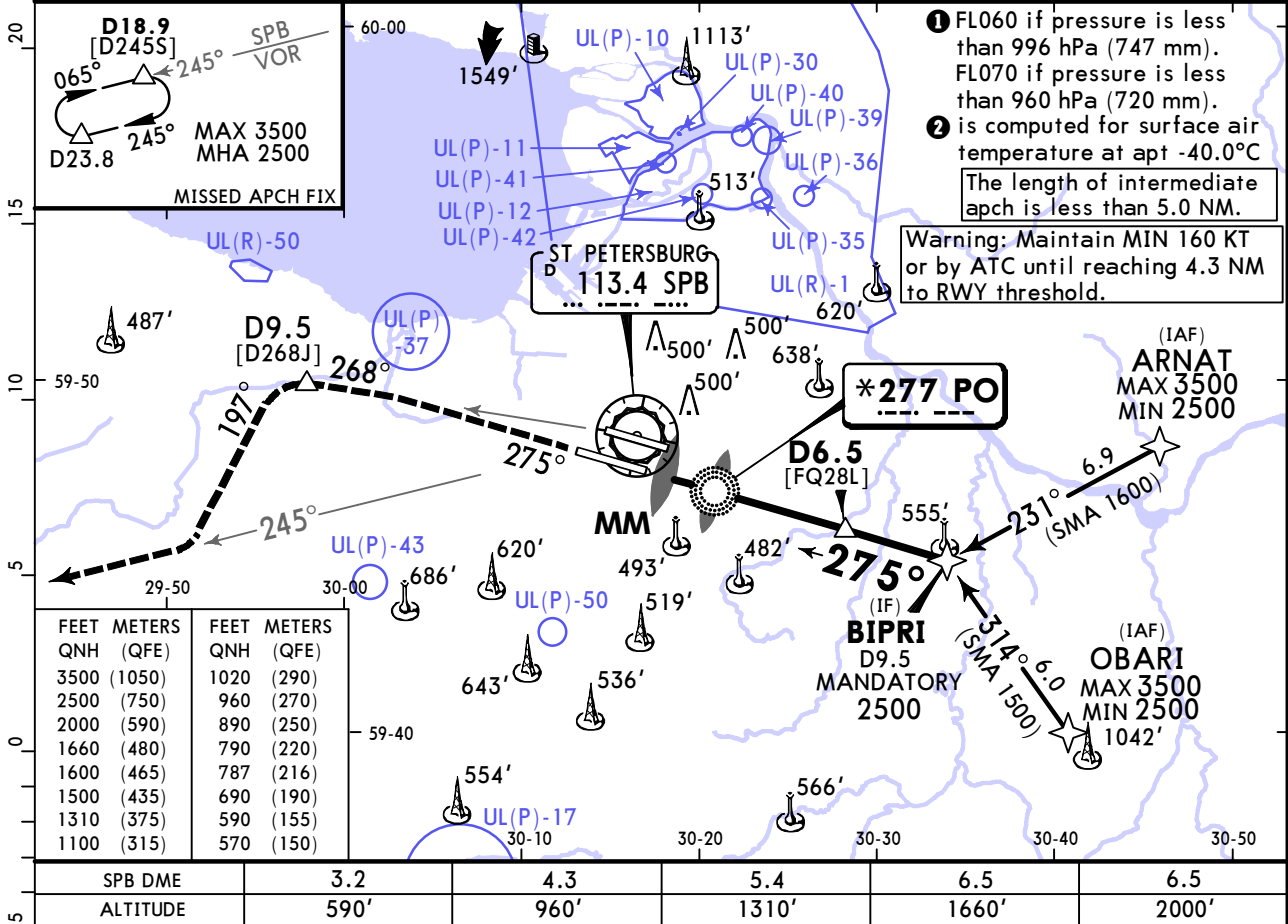
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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ULLI/LED PULKOVO

JEPPESEN 25 OCT 24 **16-3** Eff 31 Oct

ST PETERSBURG, RUSSIA NDB Rwy 28L

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.7		Ground 121.7	
NDB PO *277	Final Aptch Crs 275°	D6.5 MANDATORY 2000' (1921')	DA/MDA(H) 570' (491')	Apt Elev 79'			
MISSED APCH: Climb STRAIGHT AHEAD to intercept R-268 to D9.5, turn LEFT onto track 197°, intercept R-245 to D18.9, climbing to 2500', then join holding.							MSA ARP ②
Alt Set: hPa (MM on req) Apt Elev: 3 hPa Trans level: FL050 ① Trans alt: 3500' RNAV 1 required for initial approach. 1. GNSS required. 2. DME required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D9.5 SPB ↑ onto R-268
Descent Angle 3.00°	372	478	531	637	743	849		

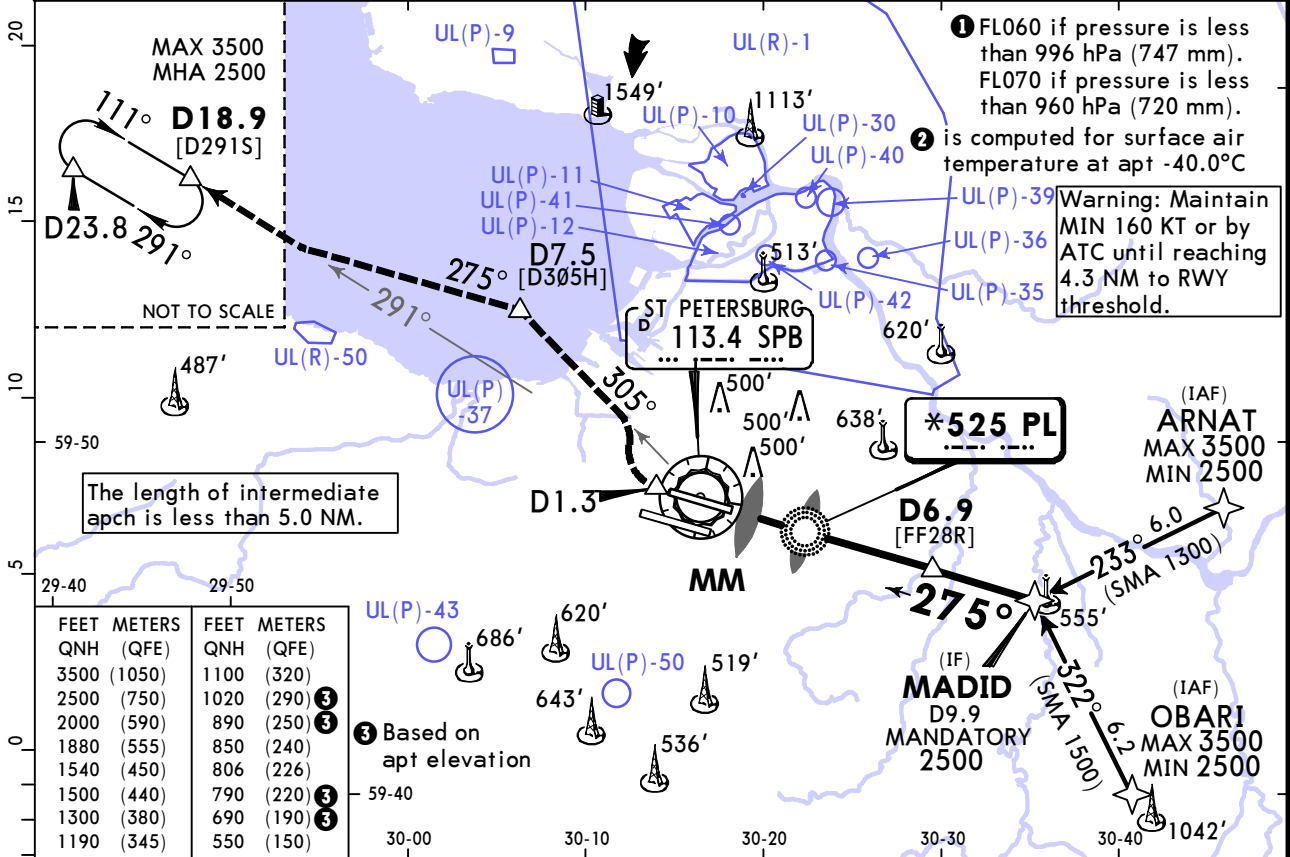
PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Prohibited North of apt	
	① DA/MDA(H) 570' (491')			
	ALS out		Max Kts	MDA(H)
	A	R1500m	100	690' (611') V1500m
B	R1500m	135	790' (711') V1600m	
C	R1500m	180	890' (811') V2400m	
D	R2300m	205	1020' (941') V3600m	

ULLI/LED PULKOVO

JEPPESEN 25 OCT 24 **16-4** Eff 31 Oct

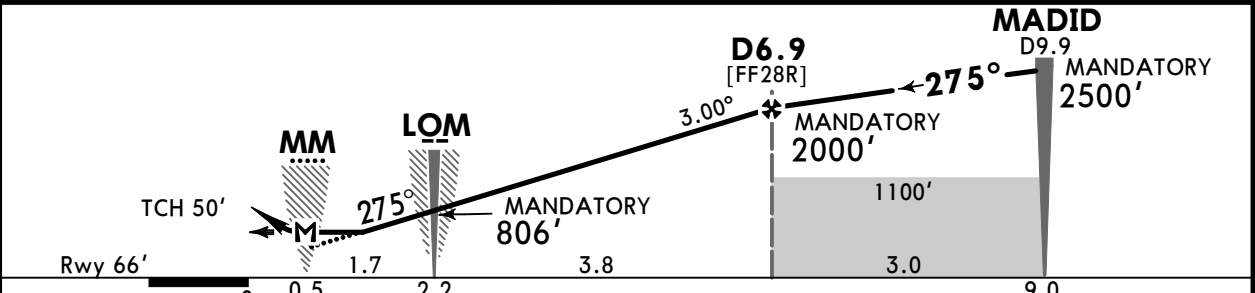
ST PETERSBURG, RUSSIA NDB Rwy 28R

ATIS 127.3 (Russian 127.4)		PULKOVO Radar 120.3		PULKOVO Tower 118.1		Ground 121.7	
NDB PL *525	Final Apch Crs 275°	D6.9 MANDATORY 2000' (1934')	DA/MDA(H) 550' (484')	Apt Elev 79' Rwy 66'			
MISSED APCH: Climb STRAIGHT AHEAD on 275° PL NDB, at D1.3 after SPB turn RIGHT to intercept R-305, proceed to D7.5, turn LEFT onto 275°, intercept R-291 to D18.9 climbing to 2500', then join holding.						MSA ARP ②	
Alt Set: hPa (MM on req)		Rwy Elev: 2 hPa	Trans level: FL050 ①	Trans alt: 3500'			
RNAV 1 required for initial approach.		1. GNSS required. 2. DME required.					



FEET	METERS	FEET	METERS
QNH (QFE)	QNH (QFE)	QNH (QFE)	QNH (QFE)
3500 (1050)	1100 (320)	2500 (750)	1020 (290)
2000 (590)	890 (250)	1880 (555)	850 (240)
1540 (450)	806 (226)	1500 (440)	790 (220)
1300 (380)	690 (190)	1190 (345)	550 (150)

SPB DME	3.2	4.3	5.4	6.5	6.9
ALTITUDE	850'	1190'	1540'	1880'	2000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D1.3 after SPB ↑ RT	SPB 113.4 R-305
Descent Angle 3.00°	372	478	531	637	743	849			

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND				
	CDFA				Prohibited North of apt				
	① DA/MDA(H) 550' (484')								
	ALS out				Max Kts				
	A	R1500m			100	690' (611')		V1500m	
B	R1500m			135	790' (711')		V1600m		
C	R1500m		R2300m		180	890' (811')		V2400m	
D	R1500m		R2300m		205	1020' (941')		V3600m	

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Note added. © JEPPESEN, 2017, 2024. ALL RIGHTS RESERVED.

Chart changes since cycle 07-2026

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULLI