

## List of pages in this Trip Kit

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Terminal Charts For ULPB

Revision Letter For Cycle 08-2026

Change Notices

Notebook

## General Information

Location: PETROZAVODSK RUS  
ICAO/IATA: ULPB / PES  
Lat/Long: N61° 53.12', E034° 09.28'  
Elevation: 150 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -3:00 = UTC  
Magnetic Variation: 13.0° E

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

Sunrise: 0120 Z  
Sunset: 1800 Z

## Runway Information

Runway: 01  
Length x Width: 8212 ft x 157 ft  
Surface Type: concrete  
TDZ-Elev: 149 ft  
Lighting: Edge, ALS

Runway: 19  
Length x Width: 8212 ft x 157 ft  
Surface Type: concrete  
TDZ-Elev: 137 ft  
Lighting: Edge, ALS

## Communication Information

Petrozavodsk Tower: 128.000  
Petrozavodsk Apron Ramp/Taxi: 119.000

## 1. GENERAL

### 1.1. QNH/QFE OPERATIONS

ACFT equipped for operating flights based upon QNH pressure shall fly in the terminal area using QNH setting maintaining altitude in feet.

ACFT not equipped for operating flights based upon QNH pressure shall fly in the terminal area using QFE setting maintaining height in metres.

### 1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR is less than 550m.

Taxiing under LVP conditions shall be carried out after Follow-me car.

Taxiing shall be executed with navigation and taxi lights switched on, when VIS is less than 2000m. Flashing beacons must be switched on from the beginning of engines start-up till engines shutdown.

For arriving ACFT, escorting by Follow-me car is provided from the moment of vacating ILS critical area on the TWY to the stand on the apron.

For departing ACFT, escorting by Follow-me car is provided from the moment of taxiing out of the stand/start-up area to the RWY holding position line on the TWY.

The following actions are prohibited during validity of LVP:

- Crossing the RWY-holding line (ILS critical area) without ATS controller's permission;
- Take-off without stopping at the line-up position after taxiing onto the RWY;
- Taxiing and towing without TWR controller's permission and two-way communication.

### 1.3. TAXI PROCEDURES

Taxiing and towing shall be commenced by TWR controller's permission.

Crossing ILS critical areas shall be carried out by TWR controller's permission.

Taxiing along the apron shall be carried out at increased caution of the flight crew at the minimum acceptable speeds.

### 1.4. PARKING INFORMATION

Stands 7 thru 9 available for helicopters.

### 1.5. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure follow ICAO procedures and the Russian State exceptions published in the EMERGENCY section.

Furthermore:

- Listen to the controller's instructions on LOM frequency;
- Assess meteorological conditions and the possibility to change to a VFR flight and make a decision to continue or abort the flight;
- If unable to change to a VFR flight proceed according to IFR to the aerodrome of landing at the assigned flight level cleared before radio communication failure, proceed to LOM, execute holding procedure descending to aerodrome traffic circuit height, carry out landing.

### 1.6. OTHER INFORMATION

Birds in vicinity of APT.

ULPB/PES  
PETROZAVODSK

JEPPESEN

20 JUN 25

10-1P1

PETROZAVODSK, RUSSIA

AIRPORT BRIEFING

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## 2. ARRIVAL

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### 2.1. COMMUNICATION FAILURE PROCEDURES

During approach procedure on final leg and after passing LOM identify ACFT and request landing by flashing and then switching on landing lights.

### 2.2. NOISE ABATEMENT PROCEDURES

#### 2.2.1. GENERAL PROVISIONS

Noise abatement procedures during approach shall be executed by all ACFT. If special meteorological conditions are present in arrival and approach sectors, ATC may at its own discretion or by pilot's request deviate from the restrictions below, if deemed necessary for safety reasons.

#### 2.2.2. RESTRICTIONS

The required noise abatement procedures shall not be observed over the over-flown areas in the following cases:

- If there are ice, slush, water or mud, etc. on RWY and friction coefficient is 0.4 or less;
- Under meteorological conditions when the cloud ceiling is less than 150m or horizontal visibility is less than 1800m;
- When a cross-wind component on RWY (including gusts) exceeds 7m/s;
- When a tail-wind component on RWY exceeds 2.5m/s;
- When wind shear is forecasted or reported, or it is expected that unfavorable weather conditions (e.g. thunderstorms) may influence approach and landing.

During instrument as well as visual approach, flying below ILS GP is not allowed.

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## 3. DEPARTURE

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### 3.1. DE-ICING

De-icing with engines shut down is performed on designated areas.

After anti-icing treatment is completed, the specialist in charge of ACFT departure transmits the anti-icing code to the pilot-in-command on APRON frequency 119.0 MHz and clears ACFT taxi route.

Having obtained the anti-icing code, flight crew shall report ready to start engines and taxi to TWR controller. ACFT shall taxi out of the de-icing area after obtaining clearance of TWR controller.

### 3.2. START-UP PROCEDURES

#### 3.2.1. APT COLLABORATIVE DECISION MAKING (A-CDM)

Actual Start-up Approval Time (ASAT) - decided by the pilot-in-command.

### 3.3. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure after take-off carry out landing at the aerodrome of departure. If unable due to weather conditions reach lower safe level of the same direction or FL 140-150 or FL 240-250 depending on flight direction and proceed to the alternate aerodrome.

### 3.4. NOISE ABATEMENT PROCEDURES

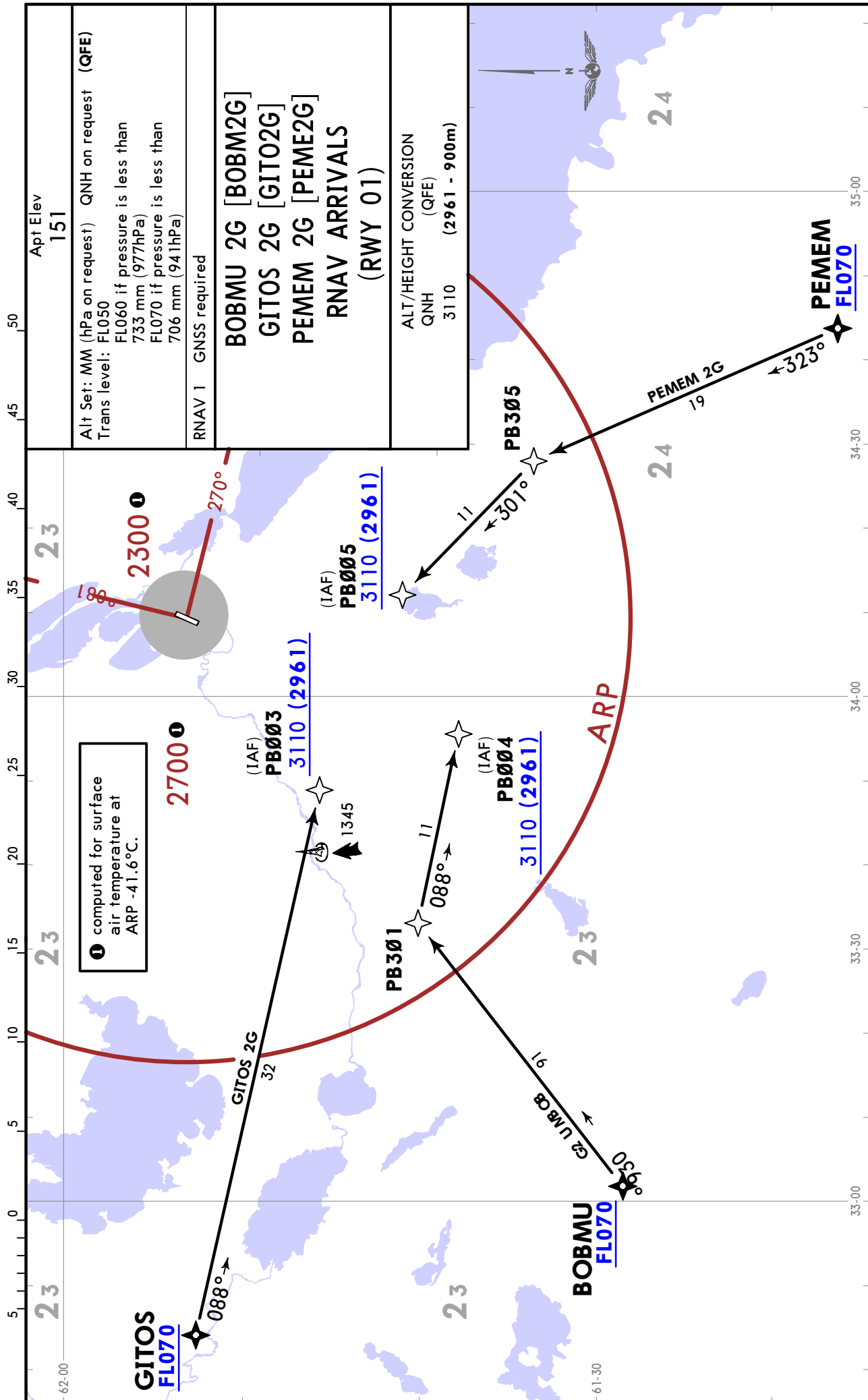
Noise abatement procedures during take-off and climbing phase shall be executed by all ACFT, except in case of reduction of flight safety and in case of engine failure.

# ULPB/PES PETROZAVODSK

11 APR 25 10-2 Eff 17 Apr

## JEPPESSEN PETROZAVODSK, RUSSIA

RNAV STAR





**ULPB/PES**  
**PETROZAVODSK**



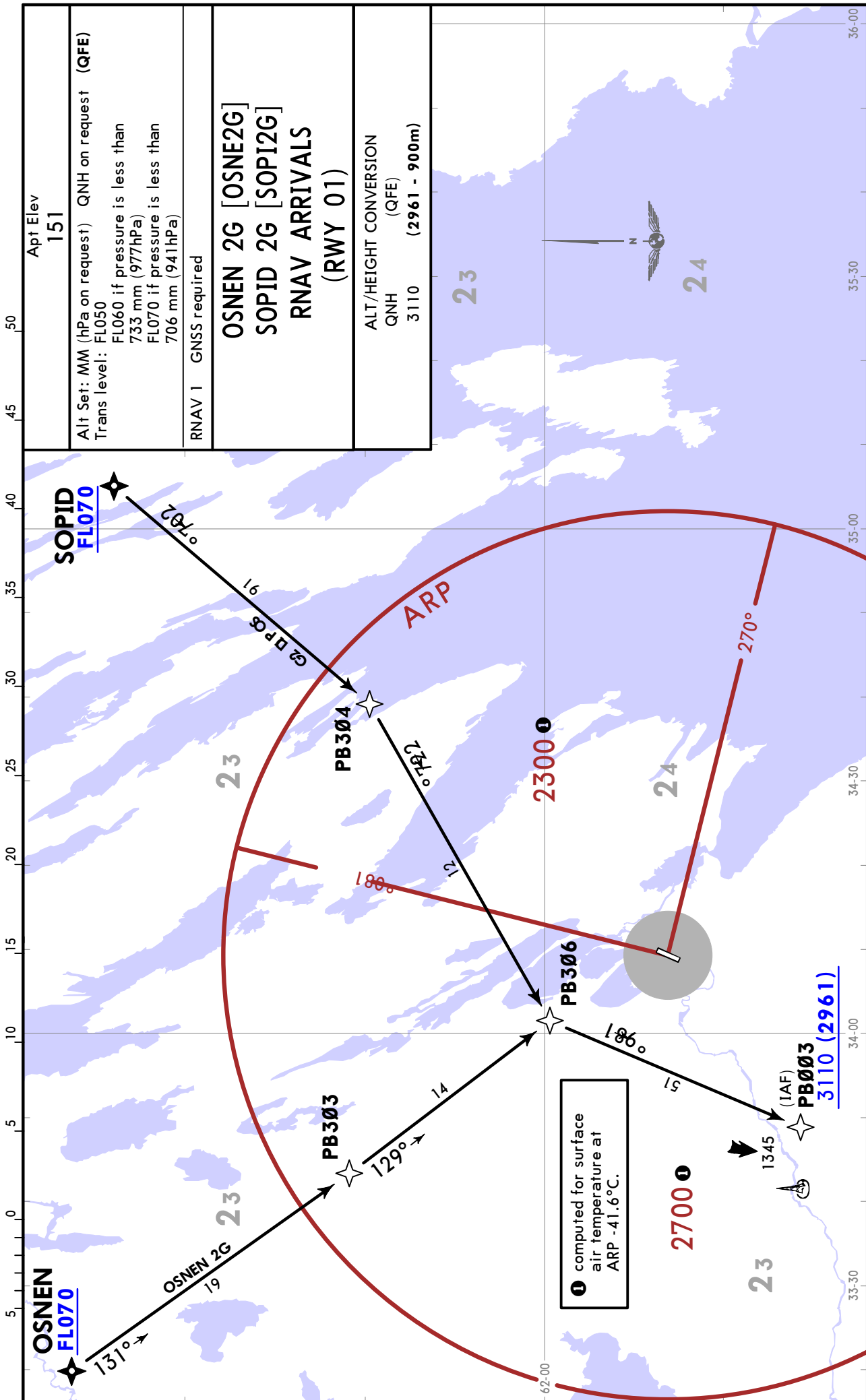
**PETROZAVODSK, RUSSIA**

11 APR 25

10-2B

Eff 17 Apr

**RNAV STAR**



Apt Elev	151
Alt Set: MM (hPa on request)	QNH on request (QFE)
Trans level: FL050	
FL060 if pressure is less than 733 mm (977hPa)	
FL070 if pressure is less than 706 mm (941hPa)	
RNAV 1	GNSS required
<b>OSNEN 2G [OSNE2G]</b>	
<b>SOPID 2G [SOPID2G]</b>	
<b>RNAV ARRIVALS (RWY 01)</b>	
ALT/HEIGHT CONVERSION	
QNH	3110 (2961 - 900m)

CHANGES: MSA, trans level, track update.

① computed for surface air temperature at ARP -41.6°C. © JEPPESEN, 2020, 2025. ALL RIGHTS RESERVED.

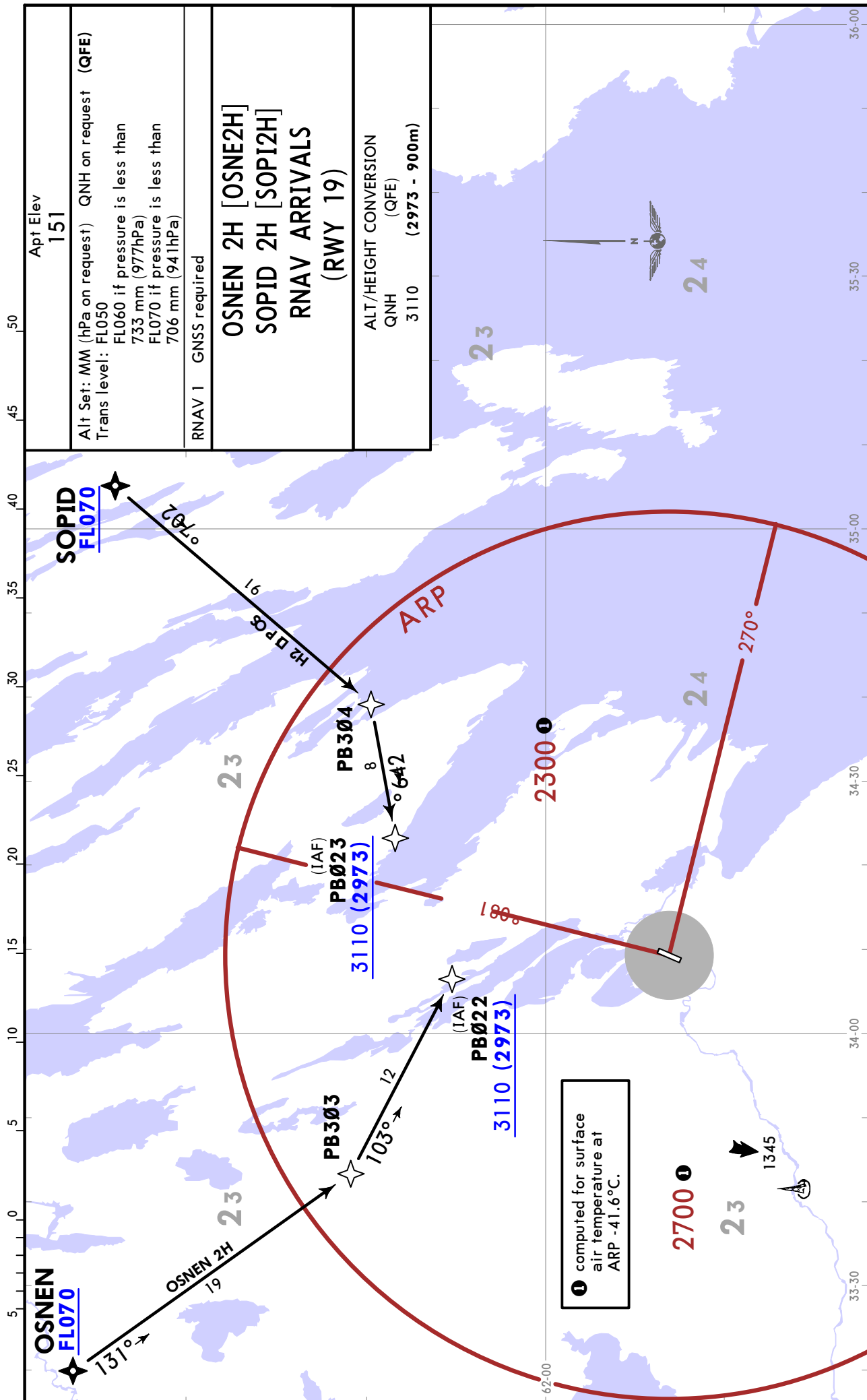
**ULPB/PES**  
**PETROZAVODSK**

11 APR 25

10-2C

Eff 17 Apr

**RNAV STAR**



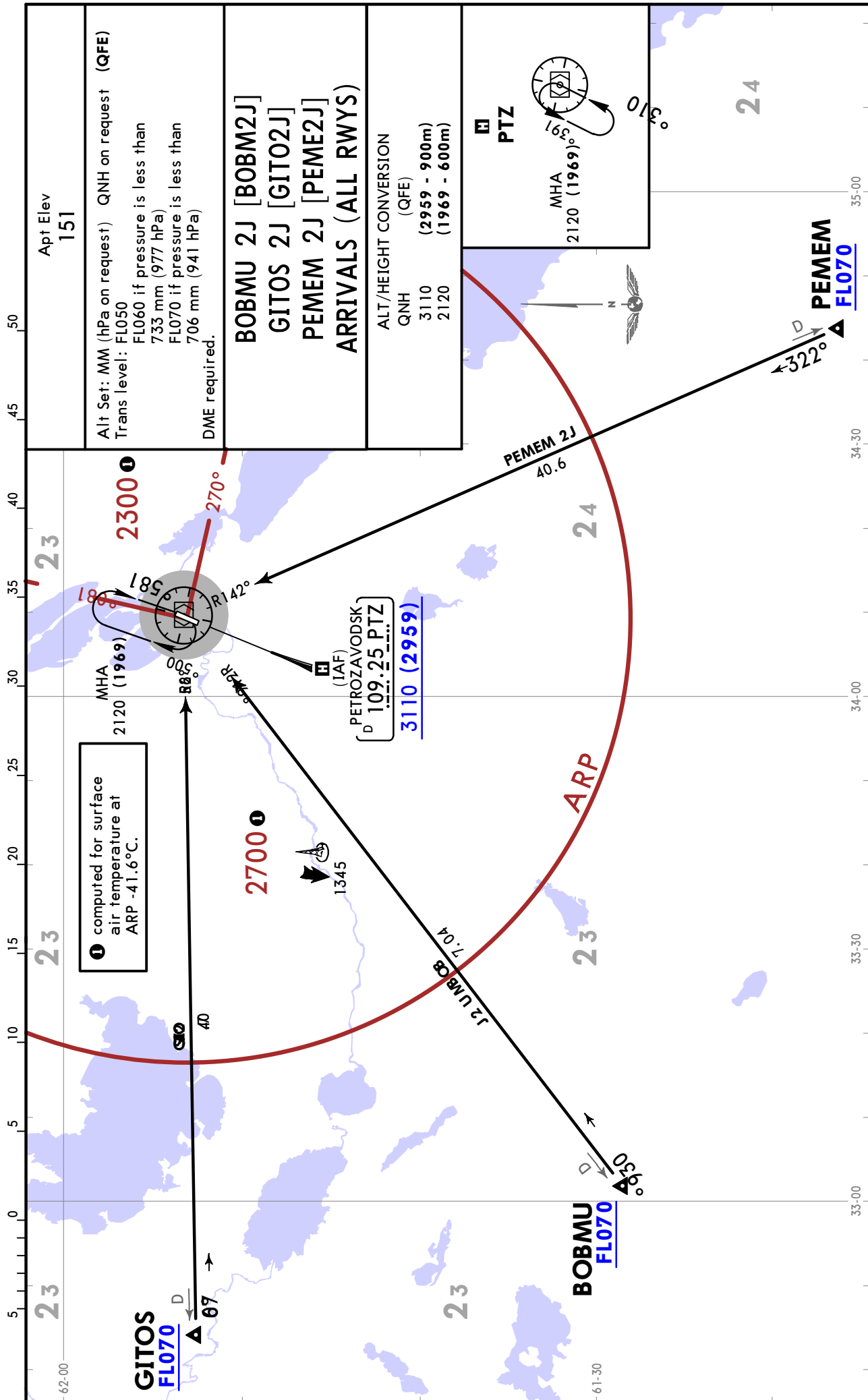
Apt Elev <b>151</b>
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL050 FL060 if pressure is less than 733 mm (977hPa) FL070 if pressure is less than 706 mm (941hPa)
RNAV 1 GNSS required
<b>OSNEN 2H [OSNE2H] SOPID 2H [SOPI2H] RNAV ARRIVALS (RWY 19)</b>
ALT/HEIGHT CONVERSION QNH 3110 (2973 - 900m)

CHANGES: MSA, trans level, track update.

# ULPB/PES PETROZAVODSK

JEPPESSEN PETROZAVODSK, RUSSIA  
11 APR 25 10-2D Eff 17 Apr

STAR



① computed for surface air temperature at ARP -41.6°C.

# ULPB/PES PETROZAVODSK

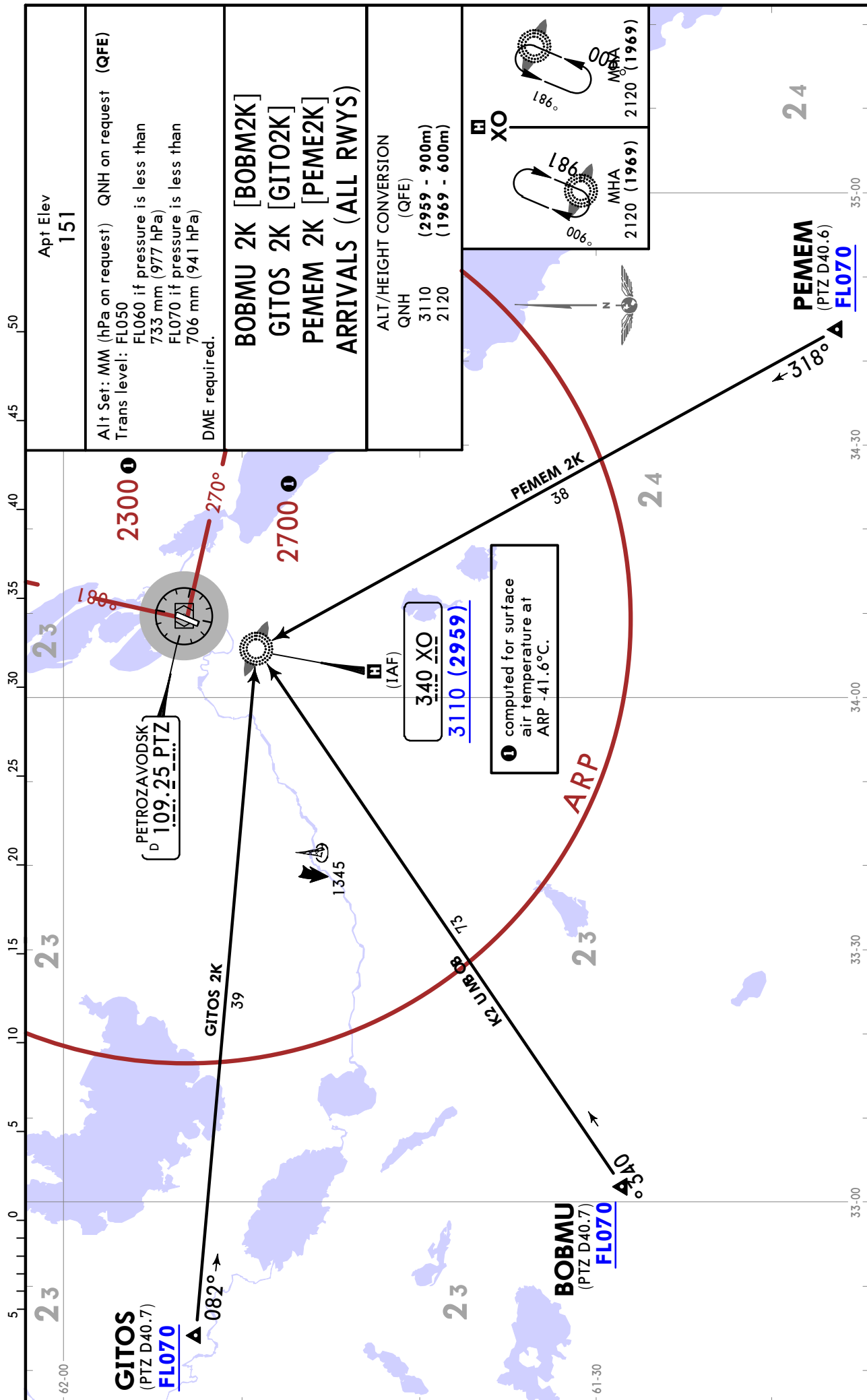
# JEPPESEN PETROZAVODSK, RUSSIA

11 APR 25

10-2E

Eff 17 Apr

STAR

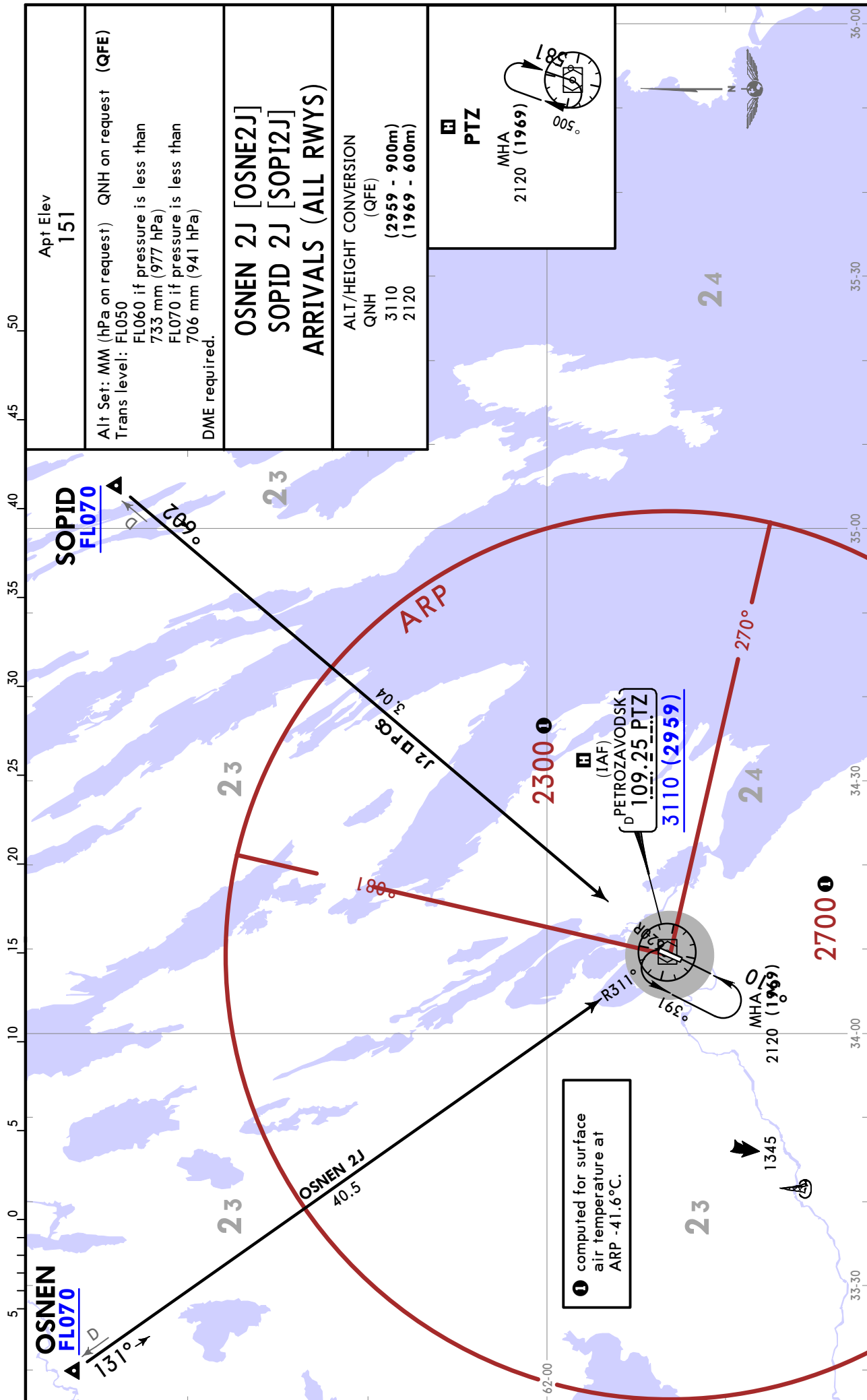


# ULPB/PES PETROZAVODSK

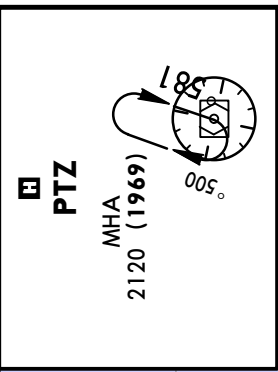
11 APR 25 **10-2F** Eff 17 Apr

# PETROZAVODSK, RUSSIA

**STAR**



Apt Elev <b>151</b>
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL050 FL060 if pressure is less than 733 mm (977 hPa) FL070 if pressure is less than 706 mm (941 hPa) DME required.
<b>OSNEN 2J [OSNE2J] SOPID 2J [SOPID2J] ARRIVALS (ALL RWYS)</b>
ALT/HEIGHT CONVERSION QNH (QFE) 3110 (2959 - 900m) 2120 (1969 - 600m)



① computed for surface air temperature at ARP -41.6°C.

**ULPB/PES**  
**PETROZAVODSK**

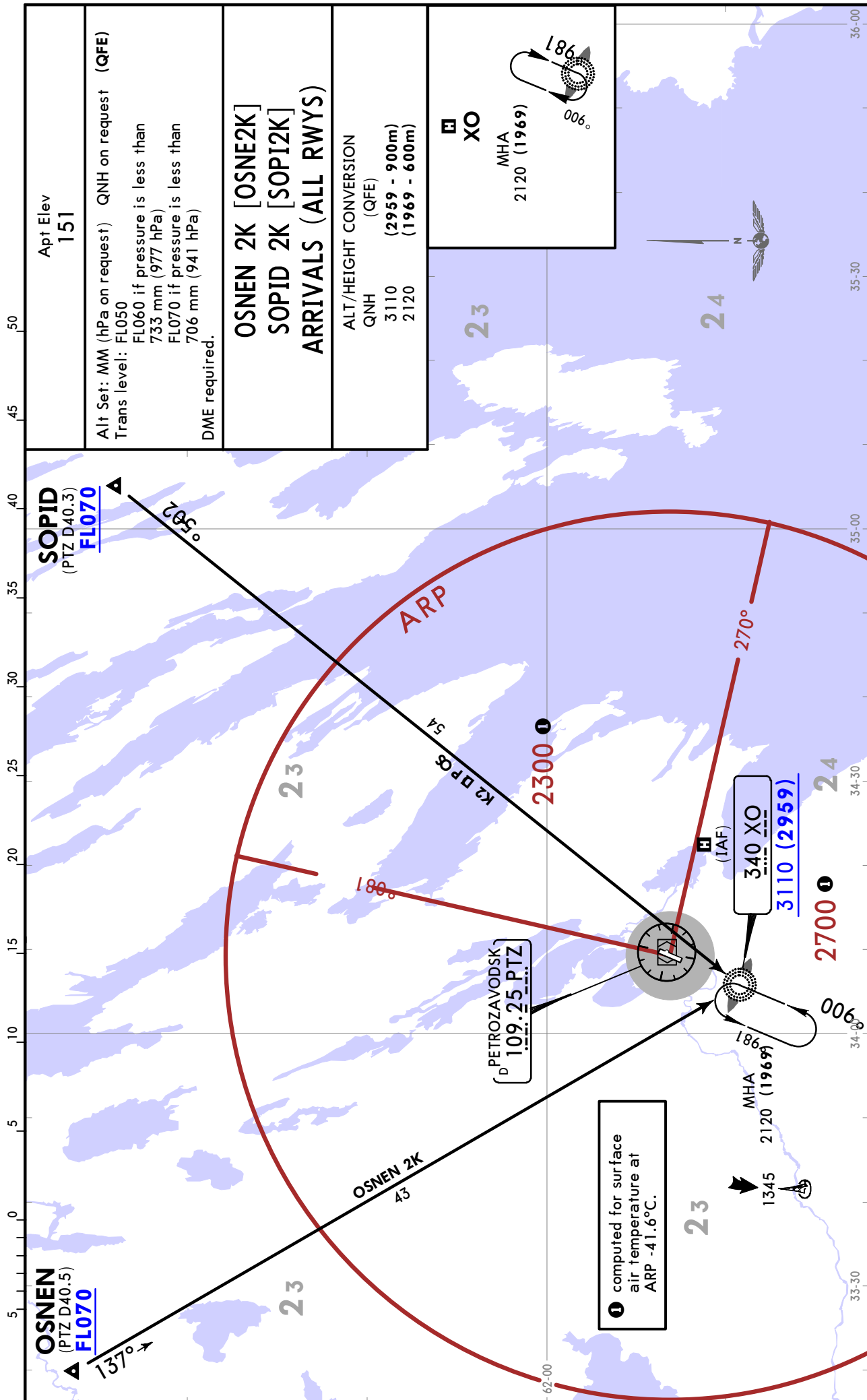
**JEPPESSEN** **PETROZAVODSK, RUSSIA**

11 APR 25

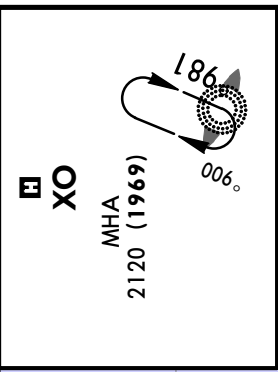
(10-2G)

Eff 17 Apr

STAR



Apt Elev <b>151</b>
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL050 FL060 if pressure is less than 733 mm (977 hPa) FL070 if pressure is less than 706 mm (941 hPa) DME required.
<b>OSNEN 2K [OSNE2K] SOPID 2K [SOPI2K] ARRIVALS (ALL RWYS)</b>
ALT/HEIGHT CONVERSION QNH (QFE) 3110 (2959 - 900m) 2120 (1969 - 600m)

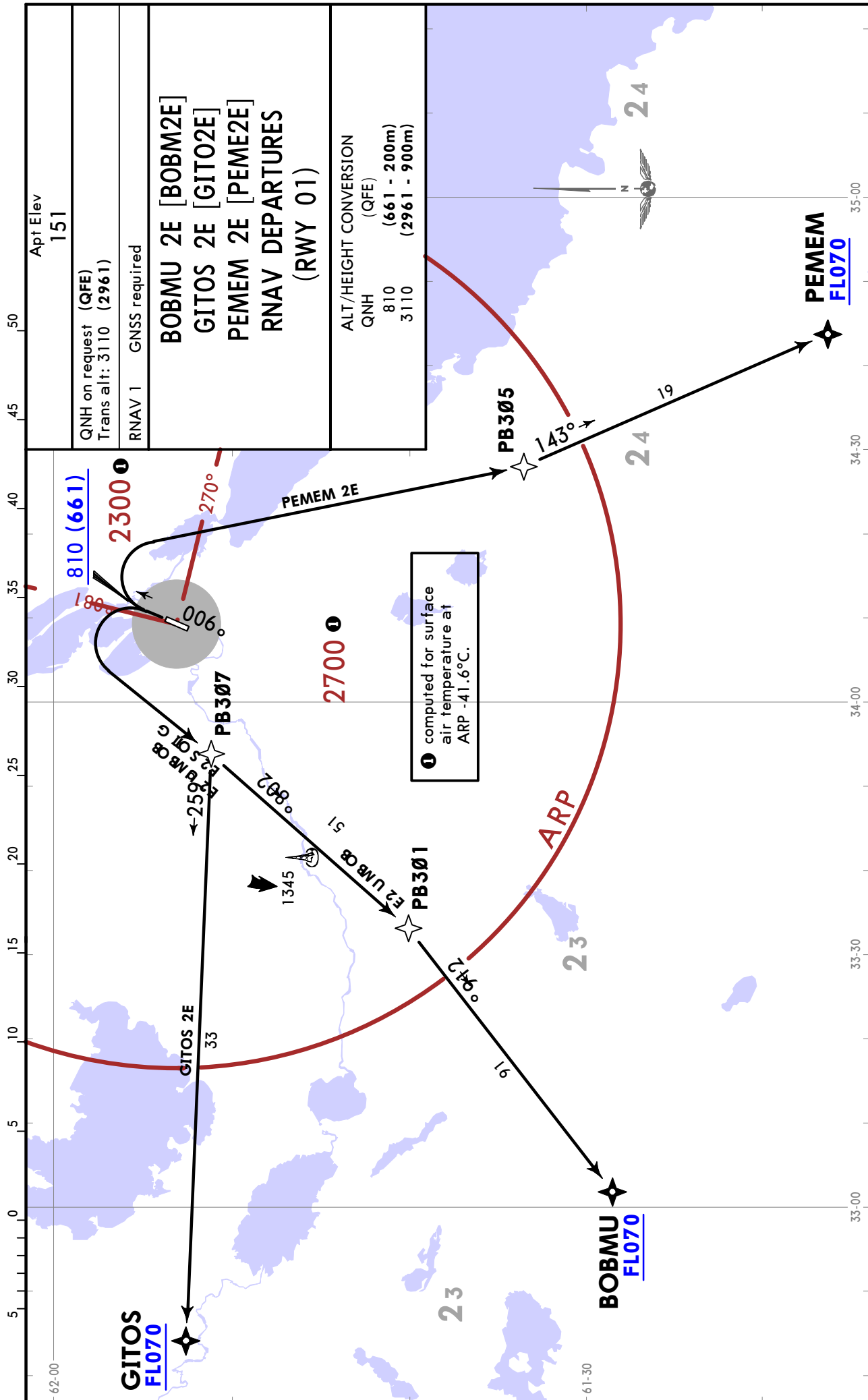


# ULPB/PES PETROZAVODSK

11 APR 25 10-3 Eff 17 Apr

# JEPPESSEN PETROZAVODSK, RUSSIA

RNAV SID



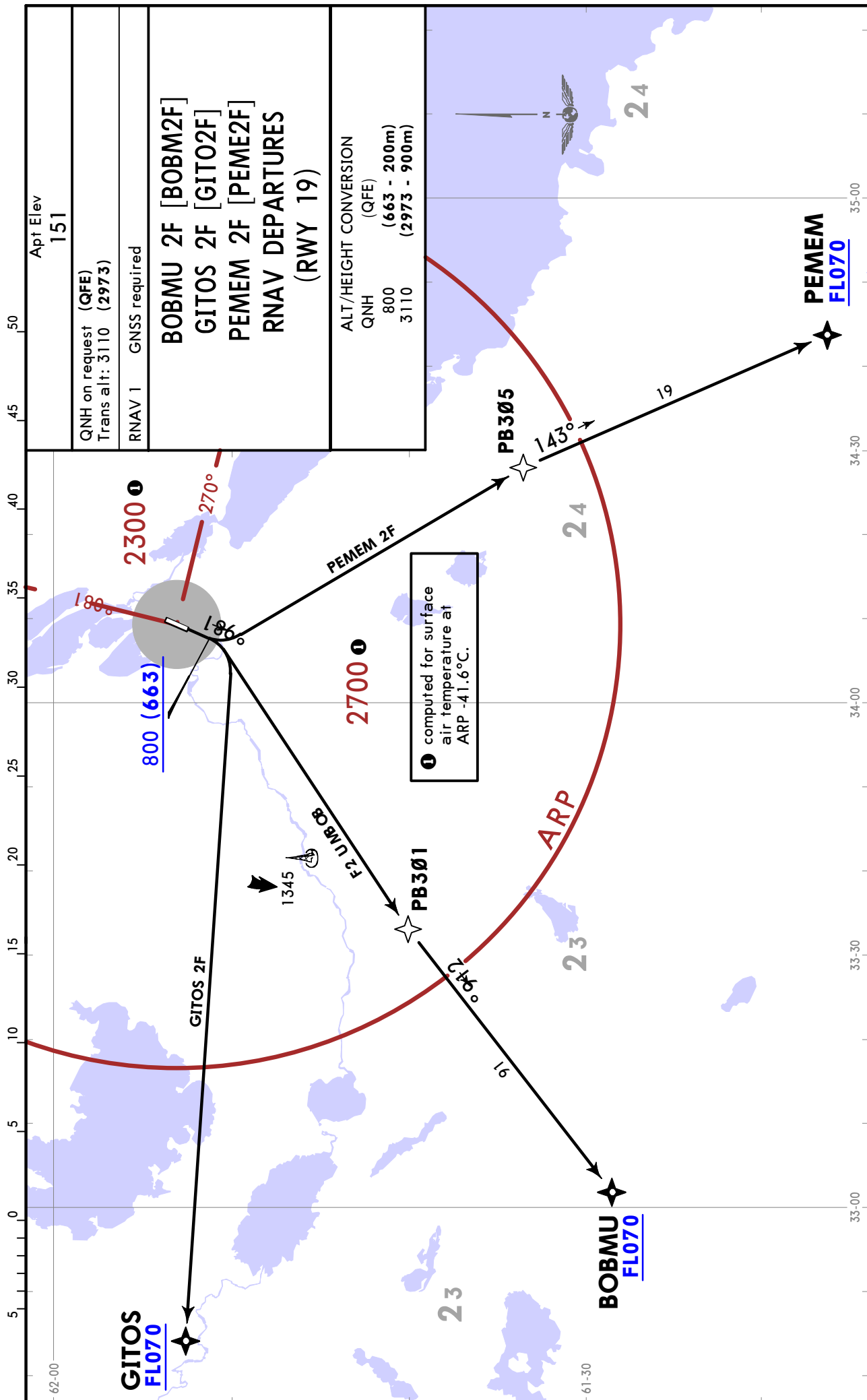
CHANGES: MSA, track update.

# ULPB/PES PETROZAVODSK

11 APR 25 10-3A

Eff 17 Apr

RNAV SID



**ULPB/PES**  
**PETROZAVODSK**

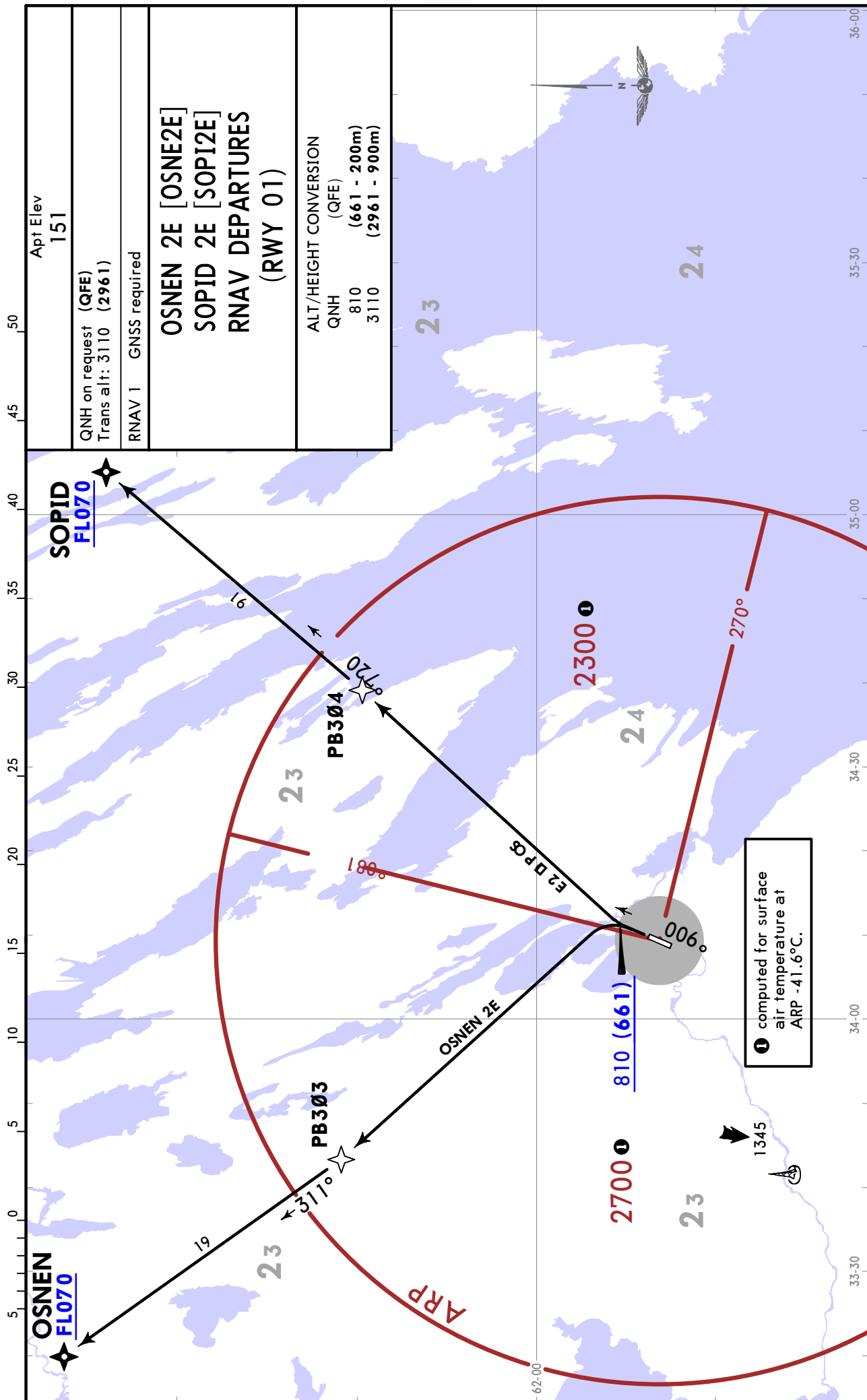
**JEPPESEN PETROZAVODSK, RUSSIA**

11 APR 25

10-3B

Eff 17 Apr

**RNAV SID**



# ULPB/PES PETROZAVODSK



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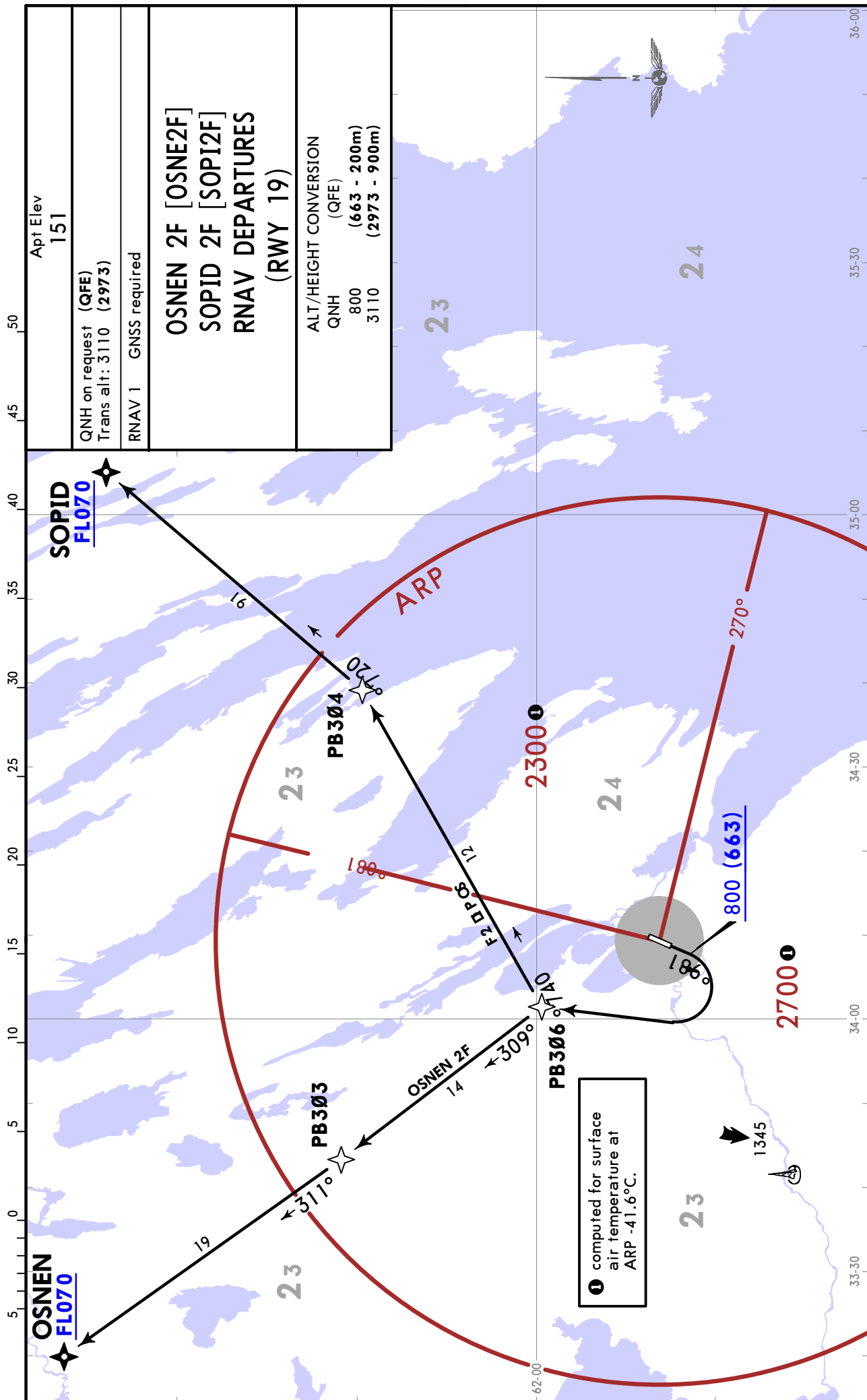
PETROZAVODSK, RUSSIA

11 APR 25

10-3C

Eff 17 Apr

RNAV SID



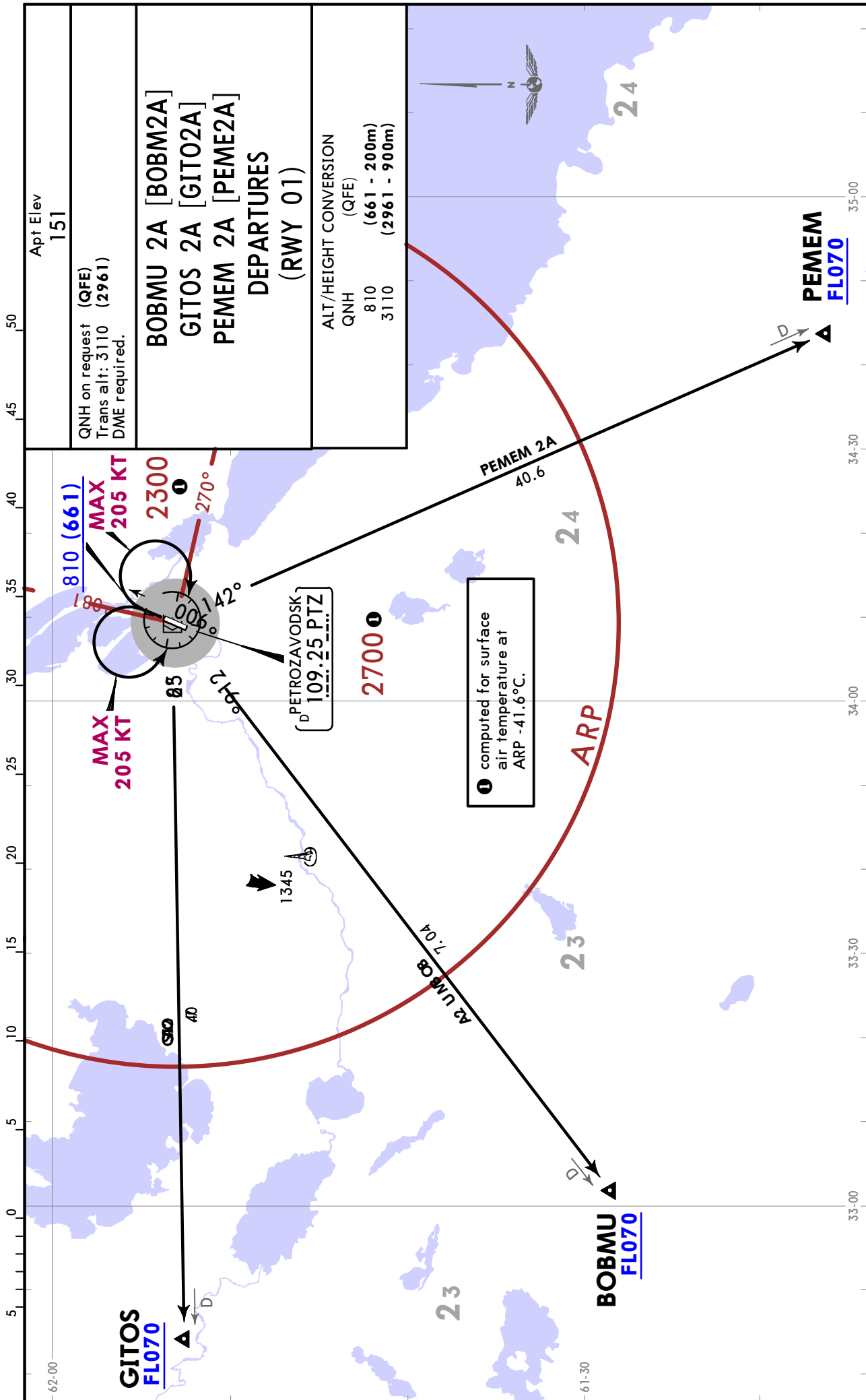
Apt Elev 151
QNH on request (QFE) Trans alt: 3110 (2973)
RNAV 1 GNSS required
OSNEN 2F [OSNE2F] SOPID 2F [SOPI2F] RNAV DEPARTURES (RWY 19)
ALT/HEIGHT CONVERSION QNH (QFE) 800 (663 - 200m) 3110 (2973 - 900m)

# ULPB/PES PETROZAVODSK

11 APR 25 **10-3D** Eff 17 Apr

# JEPPESEN PETROZAVODSK, RUSSIA

**SID**



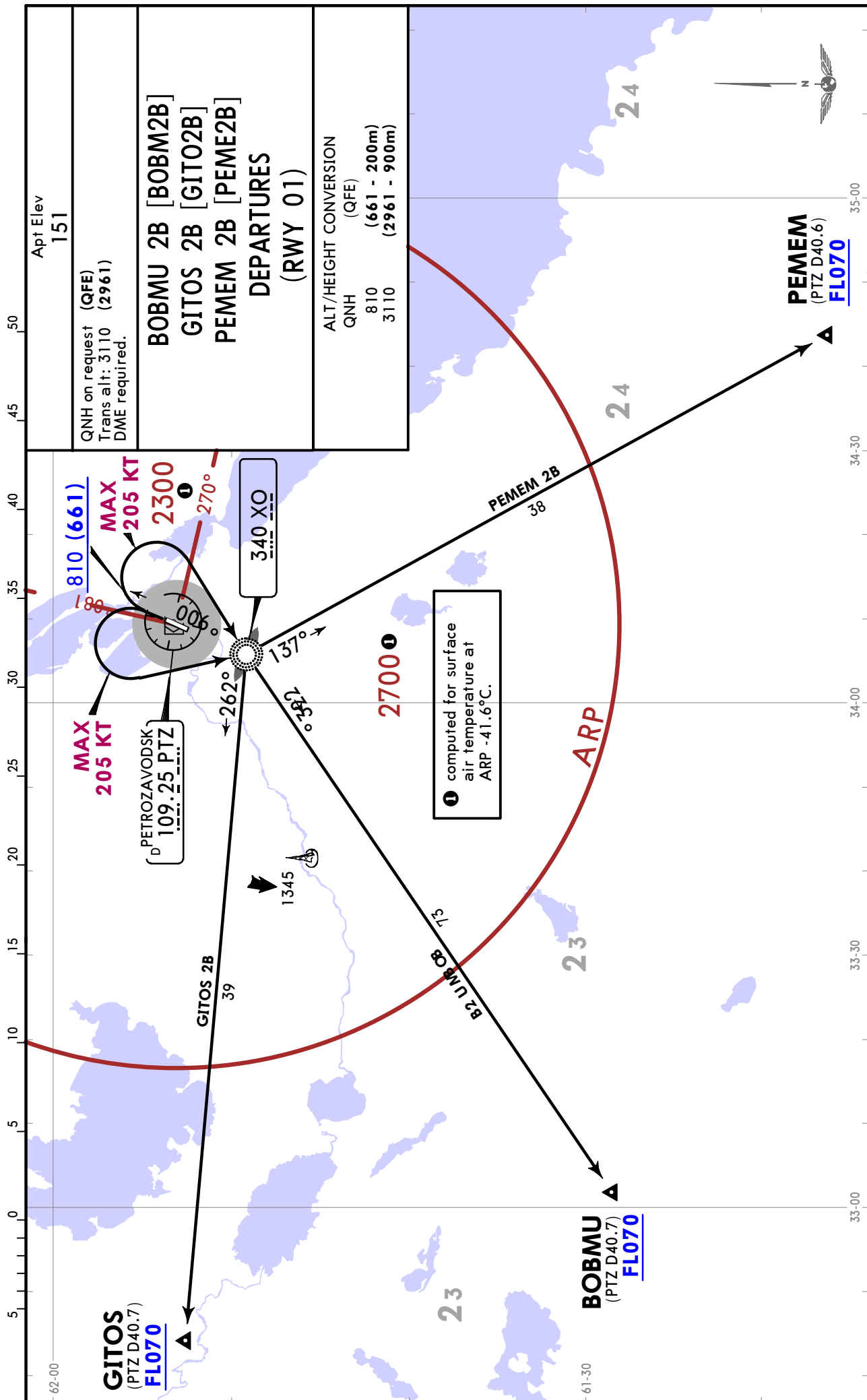
# ULPB/PES PETROZAVODSK

11 APR 25

10-3E

Eff 17 Apr

SID



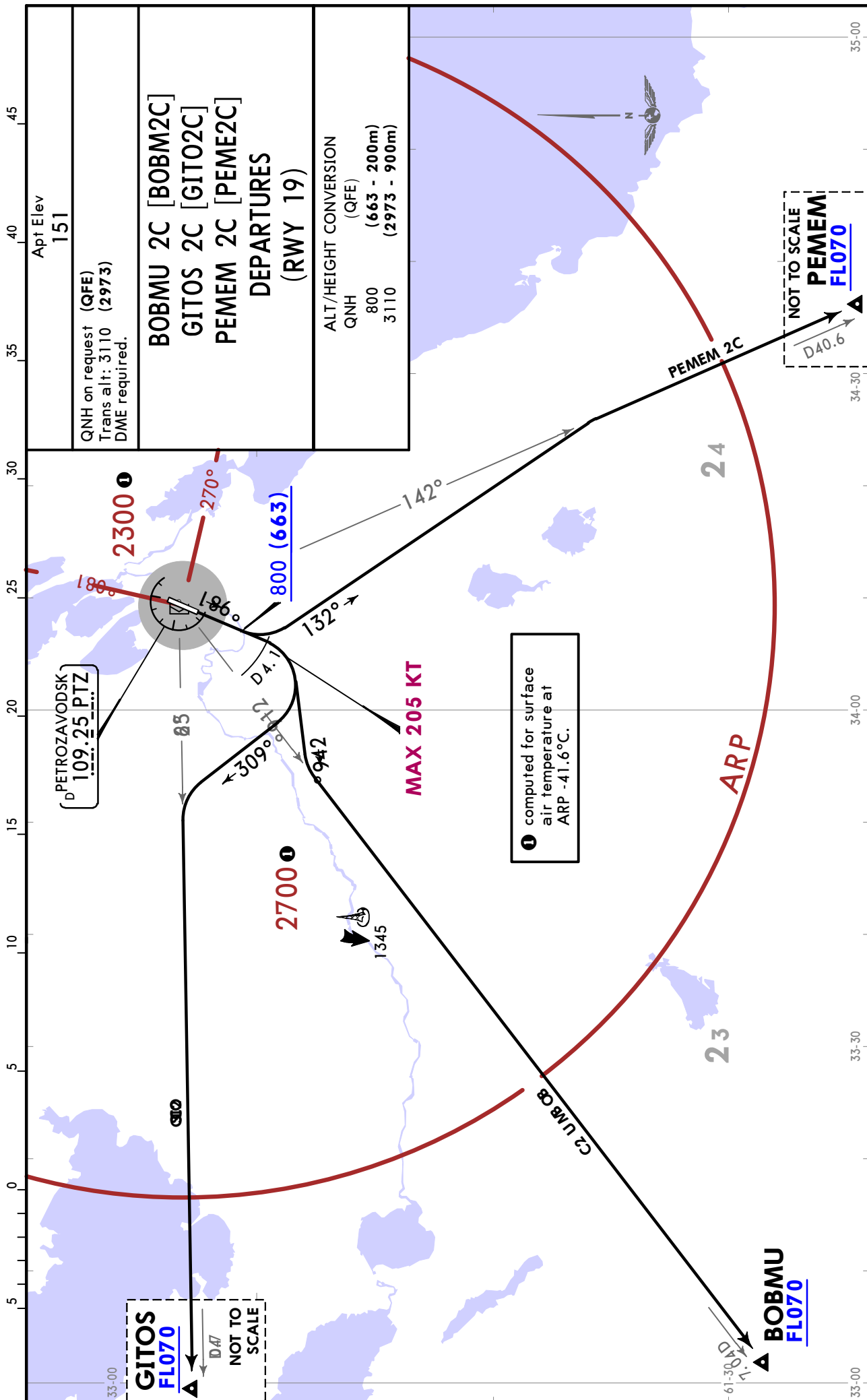
# ULPB/PES PETROZAVODSK

11 APR 25

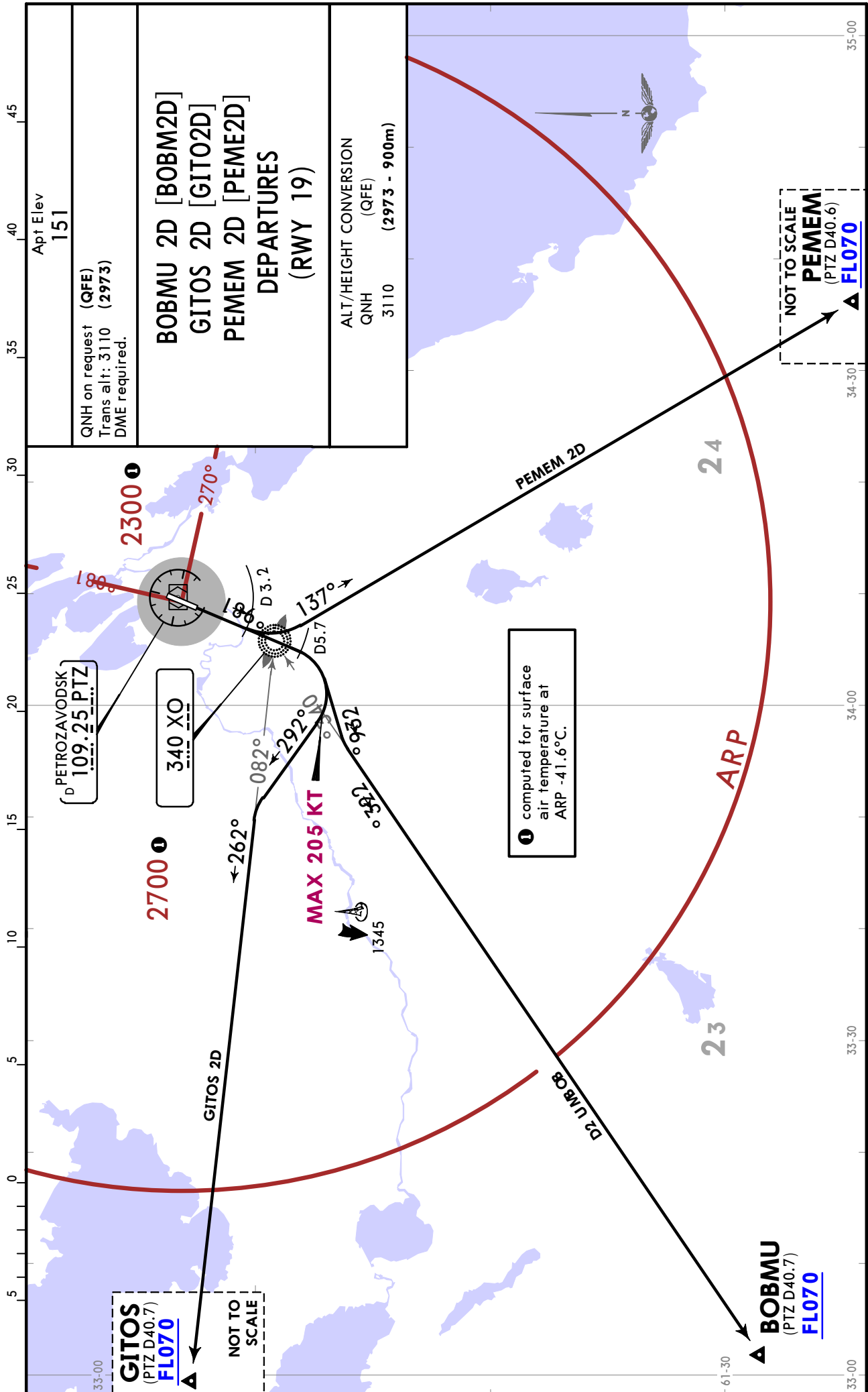
10-3F

Eff 17 Apr

SID



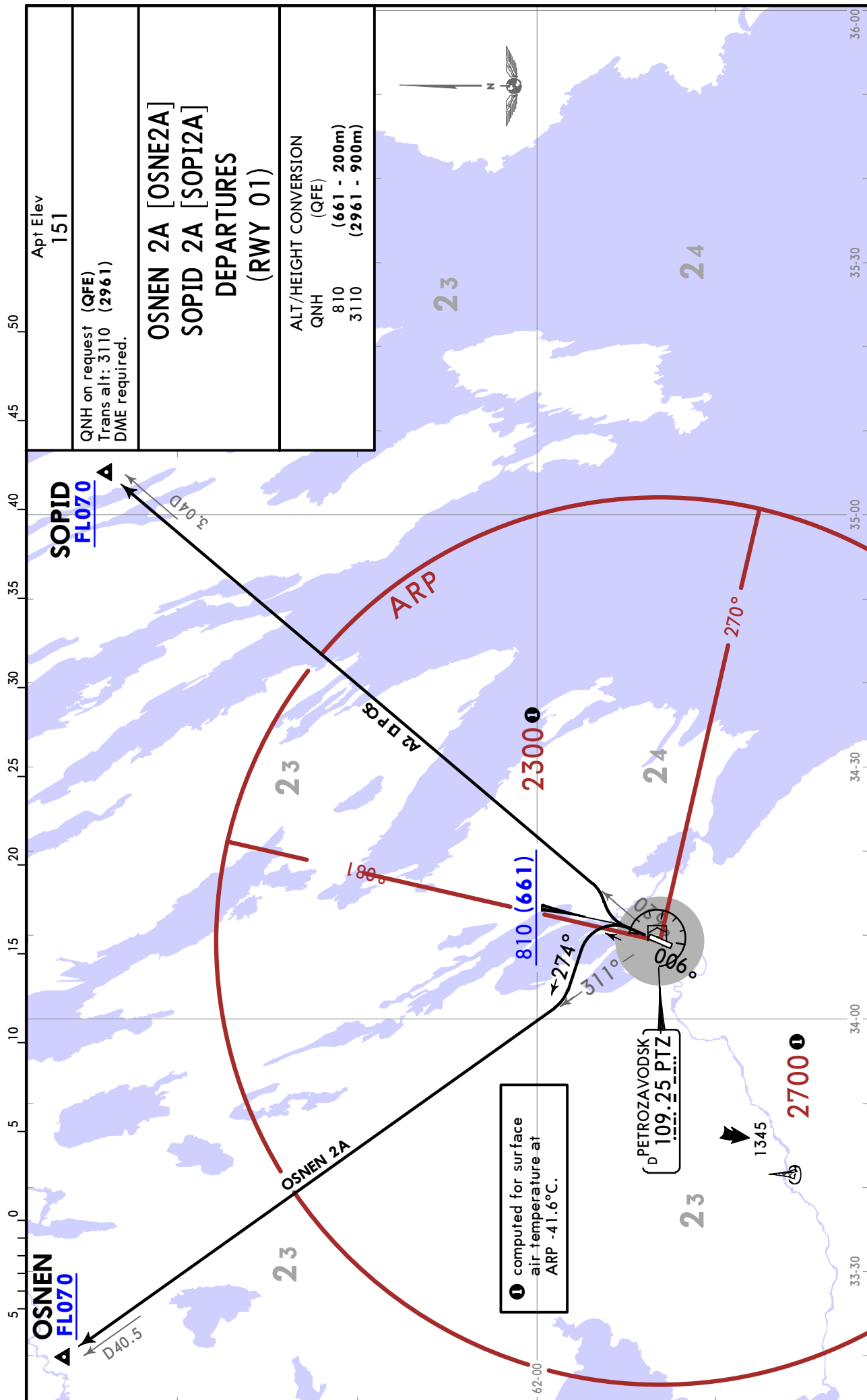
# ULPB/PES PETROZAVODSK



# ULPB/PES PETROZAVODSK

11 APR 25 **10-3H** Eff 17 Apr

**SID**



CHANGES: MSA, track update.

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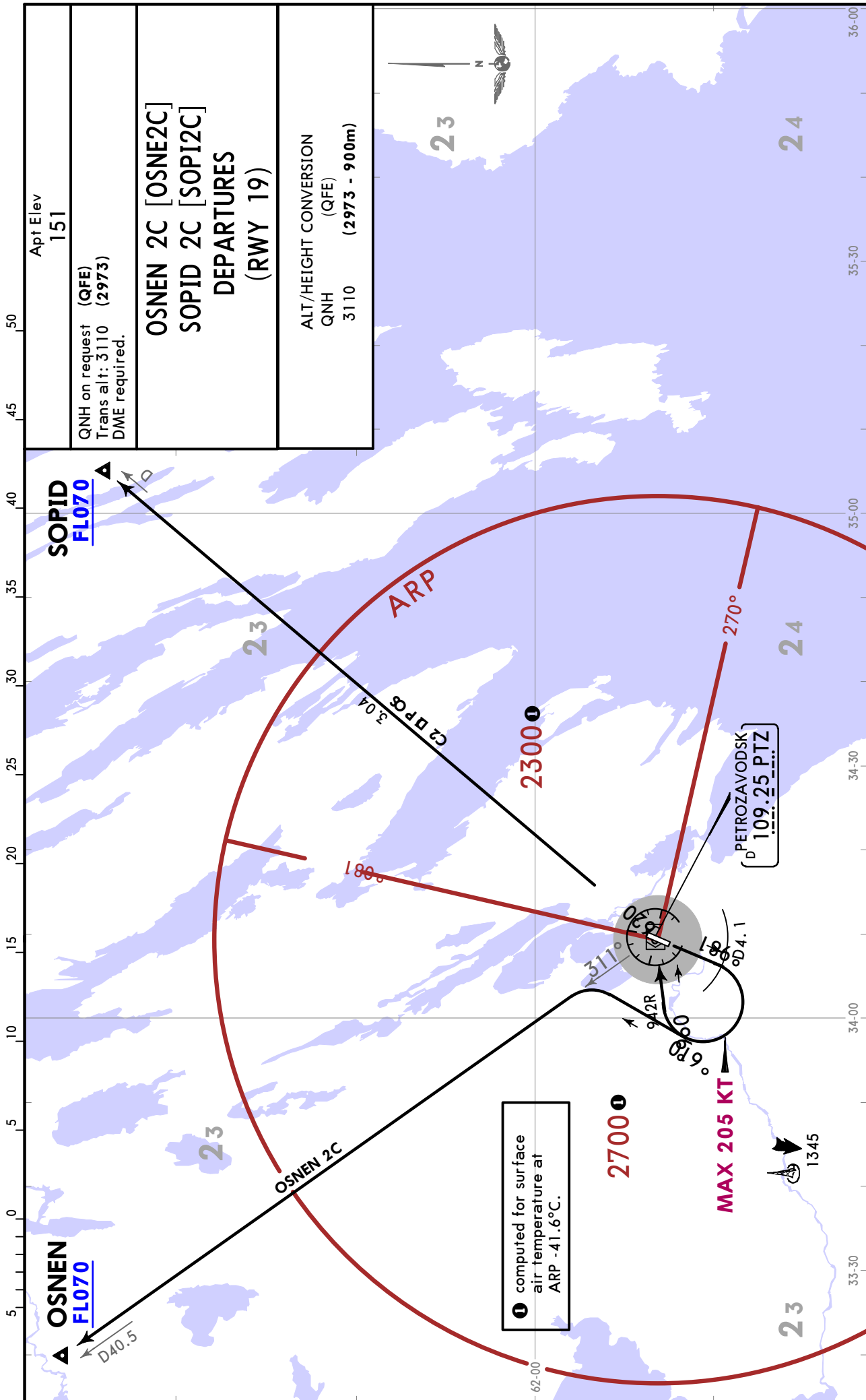


# ULPB/PES PETROZAVODSK

11 APR 25 **10-3K** Eff 17 Apr

# JEPPESEN PETROZAVODSK, RUSSIA

**SID**



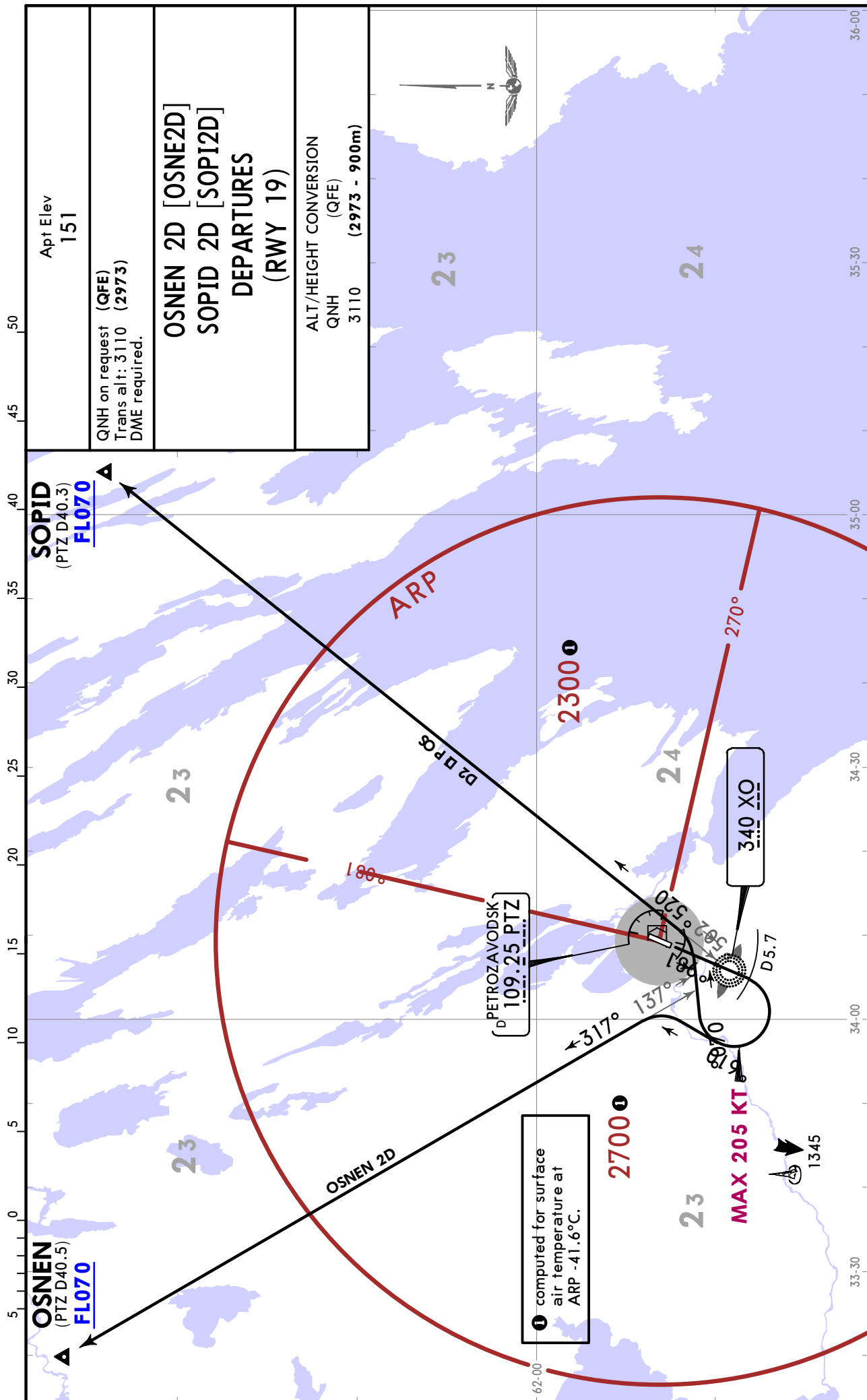
CHANGES: Initial turn altitude withdrawn, MSA, track update.

# ULPB/PES PETROZAVODSK

11 APR 25 **10-3L** Eff 17 Apr

# JEPPESEN PETROZAVODSK, RUSSIA

**SID**



Apt Elev <b>151</b>
QNH on request (QFE) Trans alt: 3110 (2973) DME required.
<b>OSNEN 2D [OSNE2D] SOPID 2D [SOPI2D] DEPARTURES (RWY 19)</b>
ALT/HEIGHT CONVERSION QNH (QFE) 3110 (2973 - 900m)

CHANGES: MSA, track update.

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# ULPB/PES

Apt Elev **151'**  
N61 53.1 E034 09.3

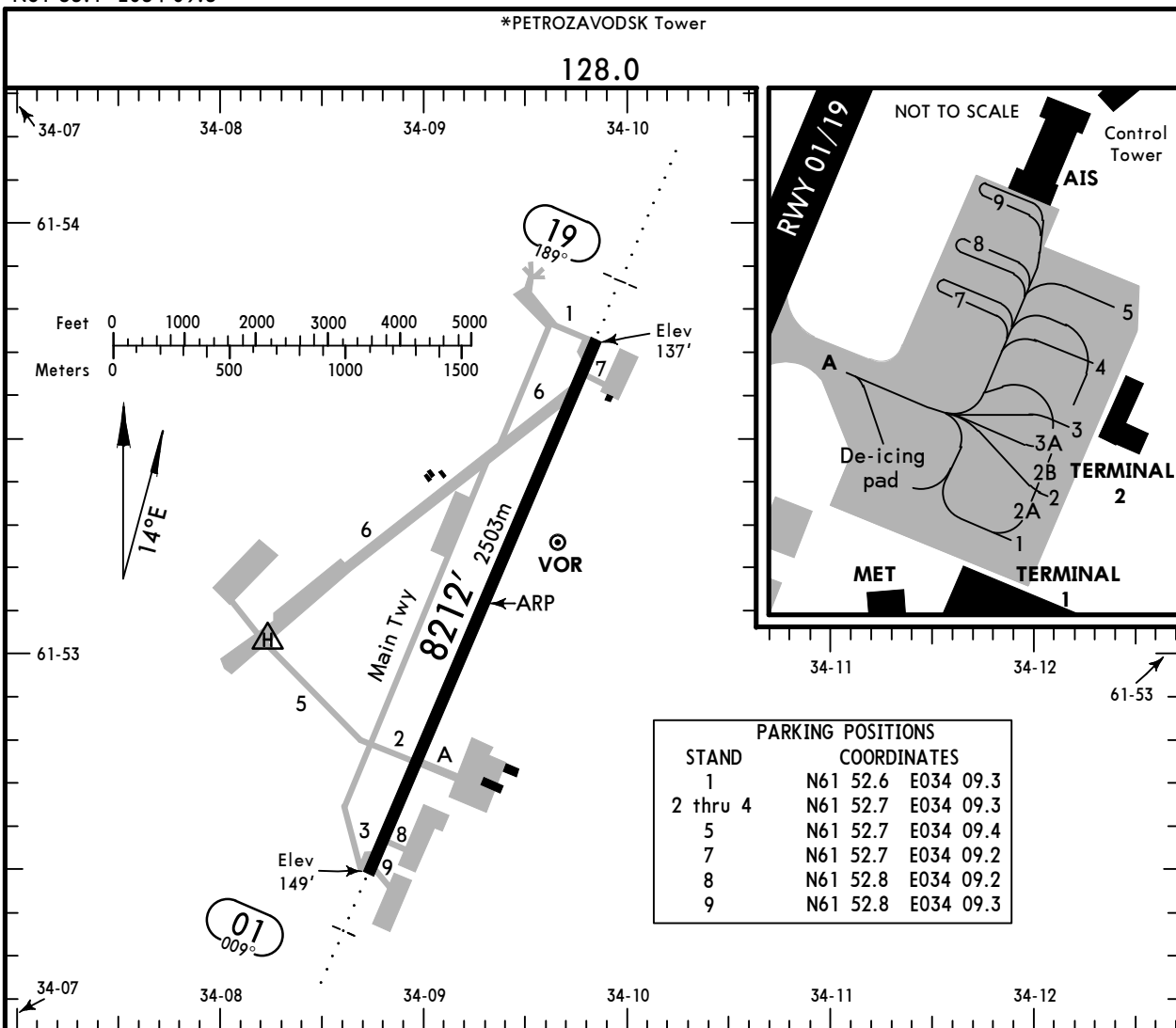


**JEPPESSEN**

# PETROZAVODSK, RUSSIA

1 AUG 25 **(10-9)** Eff 7 Aug

PETROZAVODSK



PARKING POSITIONS	
STAND	COORDINATES
1	N61 52.6 E034 09.3
2 thru 4	N61 52.7 E034 09.3
5	N61 52.7 E034 09.4
7	N61 52.7 E034 09.2
8	N61 52.8 E034 09.2
9	N61 52.8 E034 09.3

### ADDITIONAL RUNWAY INFORMATION

RWY	LANDING BEYOND	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
01 19	RL (58m) ALS PAPI-L (3.0°)		7241' 2207m	<b>1</b>	148' 48m

**1 TAKE-OFF RUN AVAILABLE**

**RWY 01:**

From rwy head 8212' (2503m)  
twy A int 6512' (1985m)

**Std**

**TAKE-OFF**

<b>1</b> RL & RCLM	<b>1</b> RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT
R/V300m	R/V400m	R/V500m	NA

**1** For NIGHT operations, at least RL or RENL are required.

ULPB/PES



**EASA AIR OPS**  
**PETROZAVODSK, RUSSIA**  
 PETRÓZAVODSK

STRAIGHT-IN RWY	A	B	C	D
<b>01</b> GLS	<b>349'</b> (200') R1000m	<b>353'</b> (204') R1000m	<b>363'</b> (214') R1000m	<b>372'</b> (223') R1000m
ALS out	R1200m	R1200m	R1200m	R1200m
<b>①</b> RNAV with 2.1 NM	<b>530'</b> (381') R1500m	<b>530'</b> (381') R1500m	<b>530'</b> (381') R1600m	<b>530'</b> (381') R1600m
ALS out	R1500m	R1500m	R1800m	R1800m
<b>①</b> RNAV w/o 2.1 NM	<b>790'</b> (641') R1500m	<b>790'</b> (641') R1500m	<b>790'</b> (641') R2400m	<b>790'</b> (641') R2400m
<b>①</b> VOR with D2.8	<b>550'</b> (401') R1500m	<b>550'</b> (401') R1500m	<b>550'</b> (401') R1700m	<b>550'</b> (401') R1700m
ALS out	R1500m	R1500m	R1900m	R1900m
<b>①</b> VOR w/o D2.8	<b>790'</b> (641') R1500m	<b>790'</b> (641') R1500m	<b>790'</b> (641') R2400m	<b>790'</b> (641') R2400m
<b>①</b> NDB Z with D2.8	<b>550'</b> (401') R1500m	<b>550'</b> (401') R1500m	<b>550'</b> (401') R1700m	<b>550'</b> (401') R1700m
ALS out	R1500m	R1500m	R1900m	R1900m
<b>①</b> NDB Z w/o D2.8	<b>780'</b> (631') R1500m	<b>780'</b> (631') R1500m	<b>780'</b> (631') R2400m	<b>780'</b> (631') R2400m
<b>①</b> NDB Y with LOM	<b>550'</b> (401') R1500m	<b>550'</b> (401') R1500m	<b>550'</b> (401') R1700m	<b>550'</b> (401') R1700m
ALS out	R1500m	R1500m	R1900m	R1900m
<b>①</b> NDB Y w/o LOM	<b>780'</b> (631') R1500m	<b>780'</b> (631') R1500m	<b>780'</b> (631') R2400m	<b>780'</b> (631') R2400m

**①** Continuous Descent Final Approach.

ULPB/PES

**JEPPESEN**  
18 APR 25 (10-9S1)

**EASA AIR OPS**  
**PETROZAVODSK, RUSSIA**  
**PETROZAVODSK**

STRAIGHT-IN RWY		A	B	C	D
19	ILS Z, Y or X	337'(200') R1000m	337'(200') R1000m	344'(207') R1000m	354'(217') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	337'(200') R1000m	337'(200') R1000m	344'(207') R1000m	354'(217') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
① RNAV with 2.2 NM		500'(363') R1500m	500'(363') R1500m	500'(363') R1500m	500'(363') R1500m
	ALS out	R1500m	R1500m	R1700m	R1700m
① RNAV w/o 2.2 NM		710'(573') R1500m	710'(573') R1500m	710'(573') R2400m	710'(573') R2400m
① VOR with D2.3		550'(413') R1500m	550'(413') R1500m	550'(413') R1700m	550'(413') R1700m
	ALS out	R1500m	R1500m	R1900m	R1900m
① VOR w/o D2.3		730'(593') R1500m	730'(593') R1500m	730'(593') R2400m	730'(593') R2400m
① NDB with D2.3		600'(463') R1500m	600'(463') R1500m	600'(463') R2000m	600'(463') R2000m
	ALS out	R1500m	R1500m	R2200m	R2200m
① NDB w/o D2.3		740'(603') R1500m	740'(603') R1500m	740'(603') R2400m	740'(603') R2400m

① Continuous Descent Final Approach.

② CIRCLE-TO-LAND	A	B	C	D
	640'(489')	710'(559')	940'(789')	940'(789')
After RNAV 19	710'(559')	710'(559')	940'(789')	940'(789')
After VOR 19	740'(589')	740'(589')	940'(789')	940'(789')
After NDB 19	760'(609')	760'(609')	940'(789')	940'(789')
After NDB Z 01, NDB Y 01	780'(629')	780'(629')	940'(789')	940'(789')
After RNAV 01, VOR 01	790'(639')	790'(639')	940'(789')	940'(789')
	③ V1500m	③ V1600m	V2400m	V3600m

② Prohibited EAST of airport.

③ or higher minimums of preceding straight-in approach.

TAKE-OFF					
Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required				DAY	NIGHT
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

**ULPB/PES**  
**PETROZAVODSK**

**JEPPESEN**  
18 APR 25 **(11-1)**

**PETROZAVODSK, RUSSIA**  
**ILS Z Rwy 19**

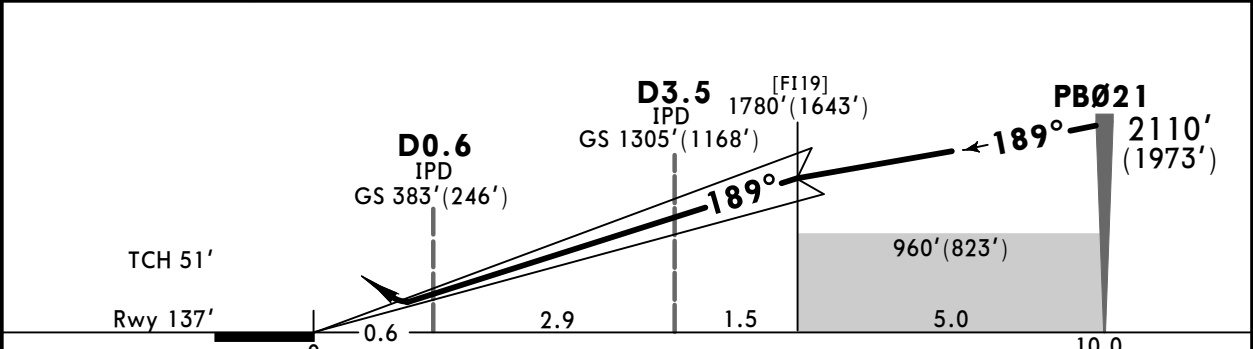
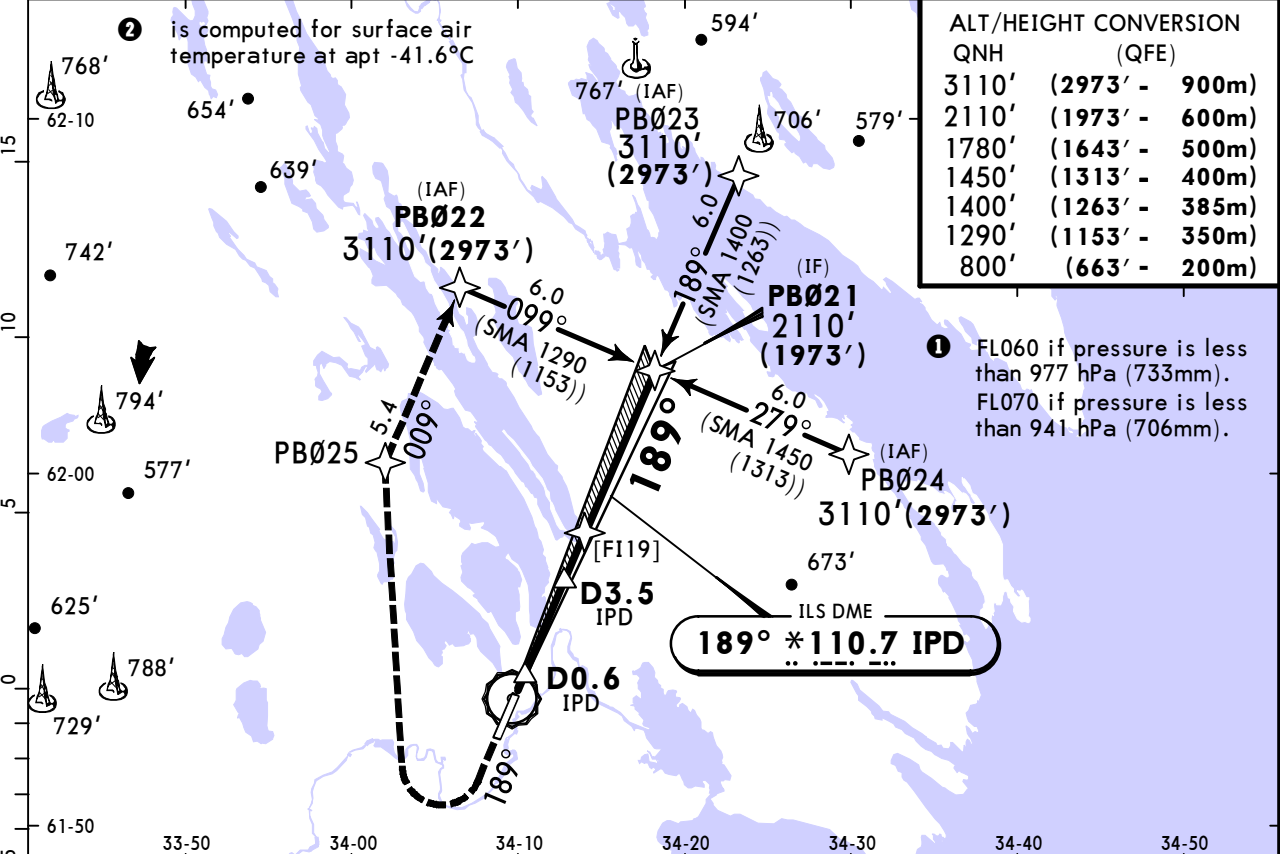
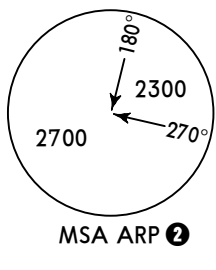
\*PETROZAVODSK Tower

128.0				
ILS IPD <b>*110.7</b>	Final Apch Crs <b>189°</b>	[F119] 1780'(1643')	DA(H) Refer to Minimums	Apt Elev 151' Rwy 137'

**MISSED APCH:** Climb on 189° to 800'(663') or above, then turn RIGHT (MAX 185 KT) to PB025, then proceed to PB022 climbing to 3110'(2973') or above, then according to ATS unit instruction.

Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL050 **1**    Trans alt: 3110' (2973')

1. DME is required. 2. GNSS is required. 3. ILS DME reads zero at rwy 19 threshold.



Gnd speed-Kts	70	90	100	120	140	160	ALS					
GS	3.00°	372	478	531	637	849	PAPI	MIN 800' (663')	189°	185 KT MAX	PB025 RT	

<b>Std</b>	STRAIGHT-IN LANDING ILS	CIRCLE-TO-LAND Prohibited EAST of apt
	DA(H) AB: <b>337'</b> (200') C: <b>344'</b> (207') D: <b>354'</b> (217')	
	ALS out	
A	R1000m	Max KT MDA(H) V
B		100 <b>640'</b> (489') V1500m
C		135 <b>710'</b> (559') V1600m
D		180 <b>940'</b> (789') V2400m
		205 <b>940'</b> (789') V3600m

**ULPB/PES**  
**PETROZAVODSK**

**JEPPESEN**  
18 APR 25 **(11-2)**

**PETROZAVODSK, RUSSIA**  
**ILS Y Rwy 19**

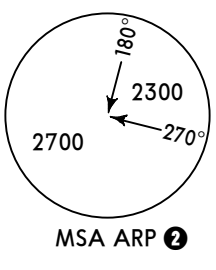
\*PETROZAVODSK Tower

128.0				
ILS IPD <b>*110.7</b>	Final Apch Crs <b>189°</b>	[F119] <b>1780'(1643')</b>	DA(H) Refer to Minimums	Apt Elev 151' Rwy 137'

**MISSED APCH:** Climb on 189° to D3.5 PTZ, then turn RIGHT (MAX 185 KT) to VOR climbing to 2110'(1973') or above, then according to chart or to holding area.

Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL050 **1**    Trans alt: 3110' (2973')

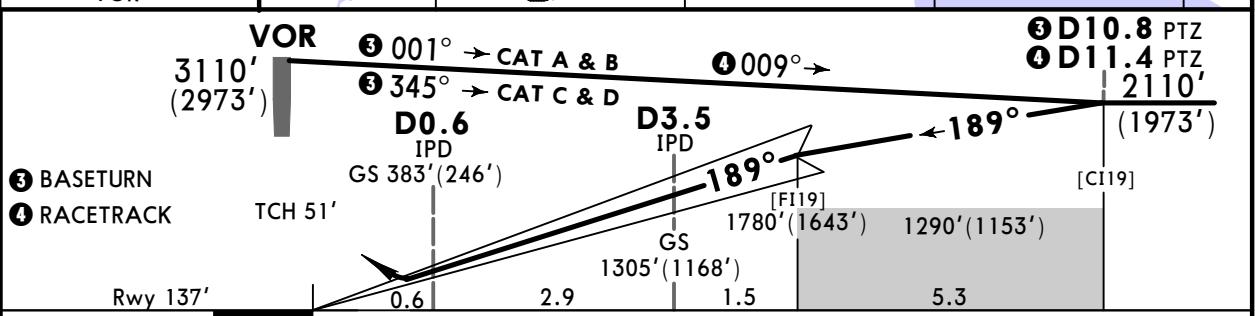
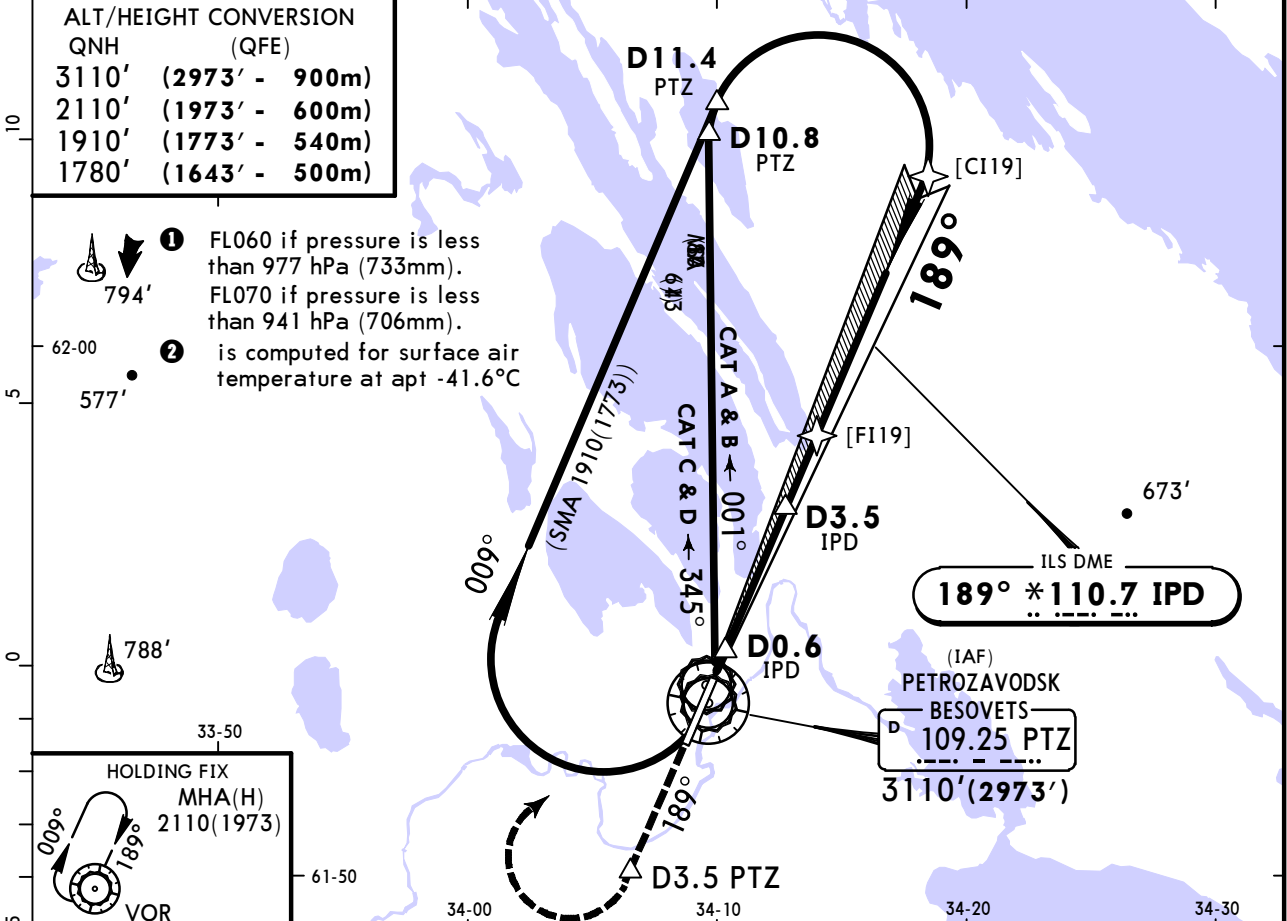
1. DME required. 2. ILS DME reads zero at rwy19 threshold.



**ALT/HEIGHT CONVERSION**

QNH	(QFE)
3110'	(2973' - 900m)
2110'	(1973' - 600m)
1910'	(1773' - 540m)
1780'	(1643' - 500m)

- 1** FL060 if pressure is less than 977 hPa (733mm).  
FL070 if pressure is less than 941 hPa (706mm).
- 2** is computed for surface air temperature at apt -41.6°C



Gnd speed-Kts	70	90	100	120	140	160						
GS	3.00°	372	478	531	637	743	849	PAPL	<b>D3.5</b> PTZ	on <b>189°</b>	<b>185 KT</b> MAX	PTZ <b>109.25</b> RT

<b>PANS OPS</b>	<b>Std</b> STRAIGHT-IN LANDING						CIRCLE-TO-LAND						
	ILS						Prohibited EAST of apt						
	DA(H) AB: <b>337'</b> (200') C: <b>344'</b> (207') D: <b>354'</b> (217')						ALS out						
	A	R1000m			R1200m			Max KT	MDA(H)			V	
B	100							640' (489')		V1500m			
C	135							710' (559')		V1600m			
D	180							940' (789')		V2400m			
							205	940' (789')		V3600m			

**ULPB/PES**  
**PETROZAVODSK**

**JEPPesen**  
18 APR 25 (11-3)

**PETROZAVODSK, RUSSIA**  
**ILS X Rwy 19**

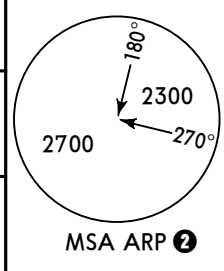
\*PETROZAVODSK Tower

128.0				
ILS IPD <b>*110.7</b>	Final Apch Crs <b>189°</b>	[ F119 ] 1780' (1643')	DA(H) Refer to Minimums	Apt Elev 151' Rwy 137'

**MISSED APCH:** Climb on 189° to NDB to 1130' (993') or above (MAX 200 KT), then proceed according to chart or to the holding area by ATS unit instruction, climbing to 2110' (1973') or above.

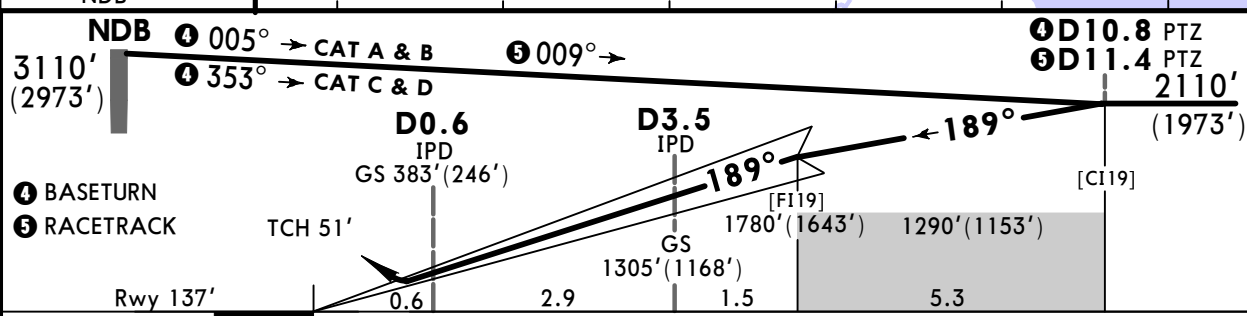
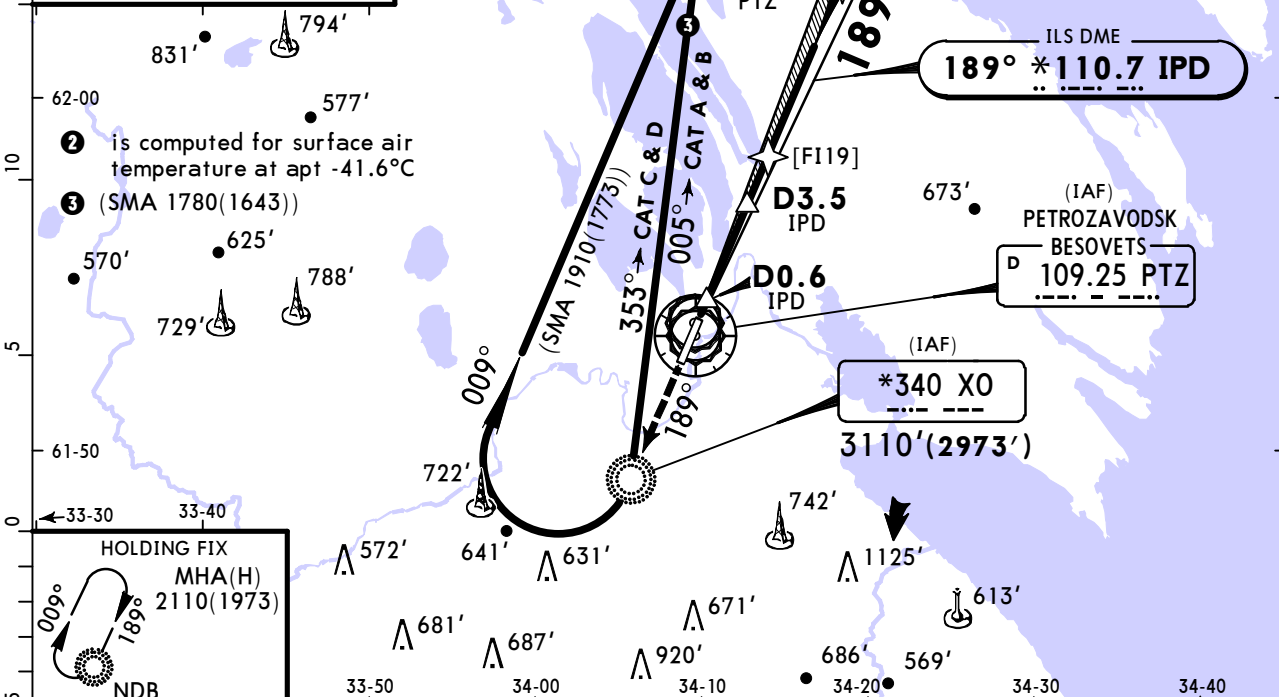
Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL050 ①    Trans alt: 3110' (2973')

1. DME required. 2. ILS DME reads zero at rwy19 threshold.



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

3110'	(2973' - 900m)
2110'	(1973' - 600m)
1910'	(1713' - 540m)
1780'	(1643' - 500m)
1130'	(993' - 300m)



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	XO 340 on 189°	MIN 1130' (993')
GS	3.00°	372	478	531	637	849			

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND Prohibited EAST of apt	
	DA(H) AB: <b>337'</b> (200') C: <b>344'</b> (207') D: <b>354'</b> (217')			
			ALS out	
	A	R1000m	Max KT	MDA(H)
	B	R1200m	100	<b>640'</b> (489') V1500m
C		135	<b>710'</b> (559') V1600m	
D		180	<b>940'</b> (789') V2400m	
		205	<b>940'</b> (789') V3600m	

**ULPB/PES**  
**PETROZAVODSK**

**JEPPESEN**  
18 APR 25 **(12-1)**

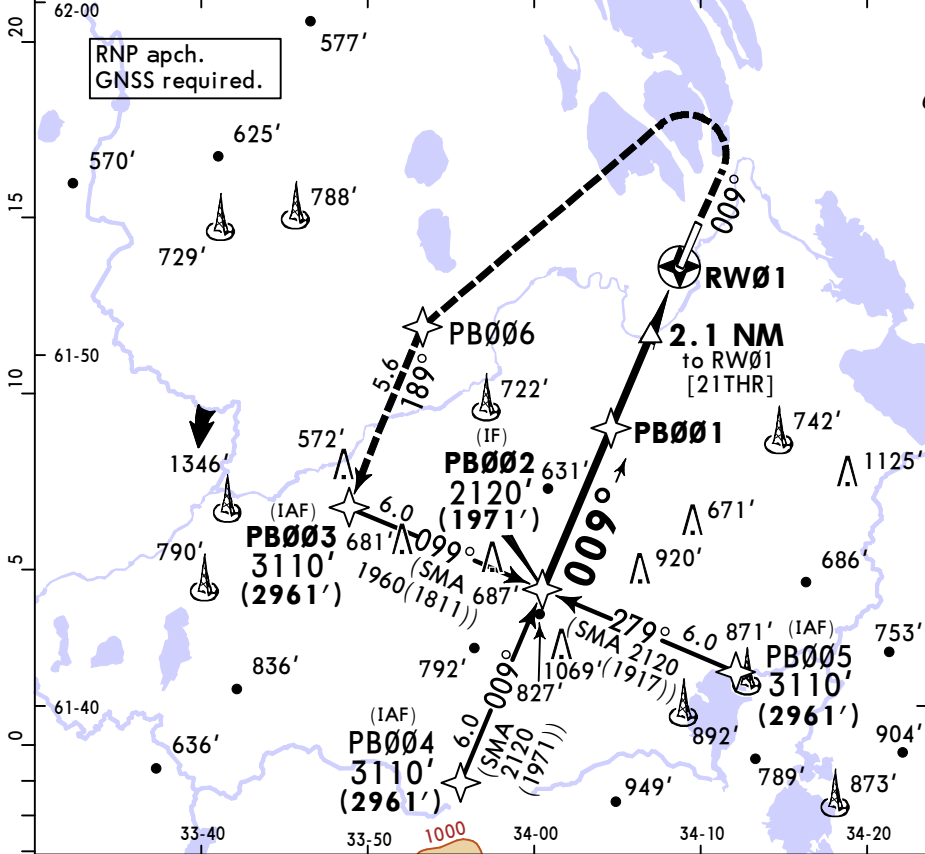
**PETROZAVODSK, RUSSIA**  
**RNAV Rwy 01**

\*PETROZAVODSK Tower

BRIEFING STRIP™

128.0				
RNAV	Final Apch Crs <b>009°</b>	<b>PB001</b> MANDATORY 1790' (1641')	DA/MDA(H) (CONDITIONAL) <b>530' (381')</b>	Apt Elev 151'  Rwy 149'
<b>MISSED APCH: Climb on 009° to 810' (661') or above, then turn LEFT (MAX 185 KT) to PB006, then proceed to PB003 climbing to 3110' (2961') or above, then according to ATS unit instruction.</b>				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL050 <b>1</b> Trans alt: 3110' (2961')				

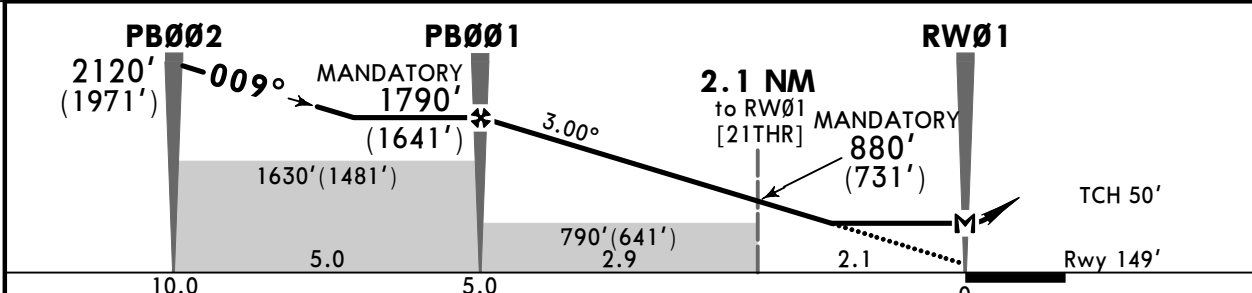
**MSA ARP**  
is computed for surface air temperature at apt -41.6°C



**1** FL060 if pressure is less than 977 hPa (733mm).  
FL070 if pressure is less than 941 hPa (706mm).

QNH	(QFE)
3110'	(2961' - 900m)
2120'	(1971' - 600m)
1960'	(1811' - 550m)
1790'	(1641' - 500m)
880'	(731' - 220m)
810'	(661' - 200m)

DIST to RW01	4.3	3.2	2.2	1.1
ALTITUDE	1580' (1431')	1270' (1121')	890' (741')	550' (401')



Gnd speed-Kts	70	90	100	120	140	160	ALS	MIN	810' (661')	on	009°	185 KT	<b>PB006</b>
Descent Angle	3.00°	372	478	531	637	743	PAPI					MAX	LT
MAP at RW01													
Timing not authorized for defining the MAP.													

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	with 2.1 NM CDFA	w/o 2.1 NM CDFA	Prohibited EAST of apt	
	<b>1</b> DA/MDA(H) <b>530' (381')</b>	<b>1</b> DA/MDA(H) <b>790' (641')</b>		
	ALS out	ALS out	Max KT	MDA(H)
A	R1500m	R1500m	100	<b>790' (639')</b> <b>2</b> V1500m
B	R1500m	R1500m	135	<b>790' (639')</b> <b>2</b> V1600m
C	R1600m	R1800m	180	<b>940' (789')</b> V2400m
D	R1600m	R1800m	205	<b>940' (789')</b> V3600m

**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minimums.

# ULPB/PES PETROZAVODSK

**JEPPESEN**  
18 APR 25 (12-2)

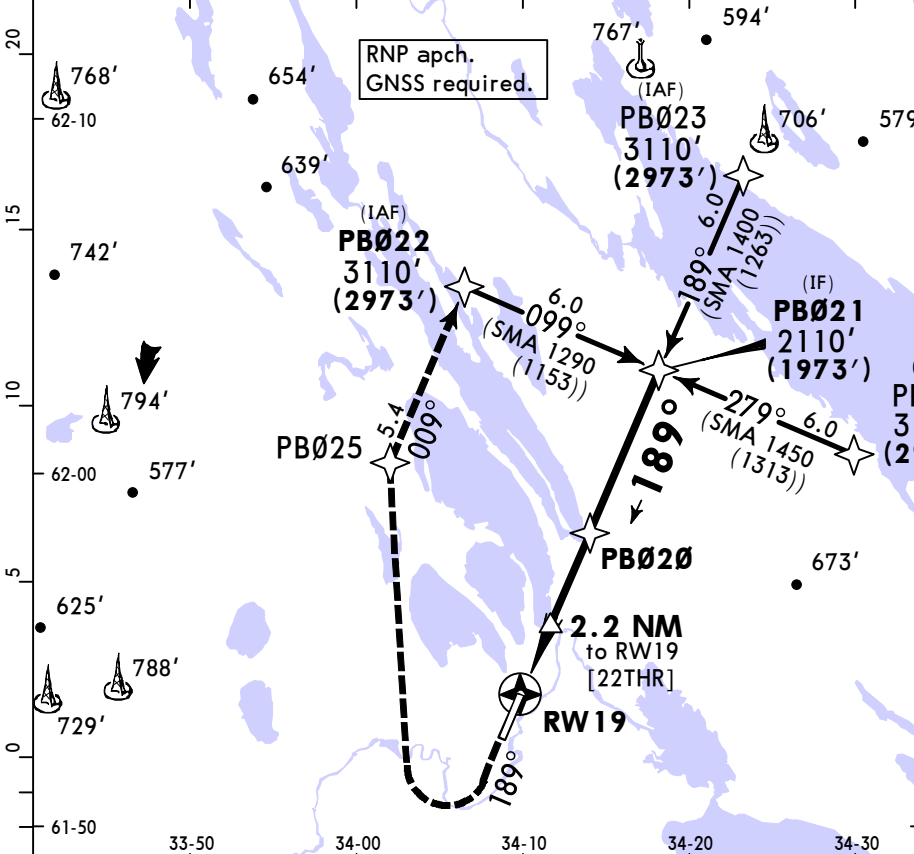
# PETROZAVODSK, RUSSIA RNAV Rwy 19

\*PETROZAVODSK Tower

BRIEFING STRIP™

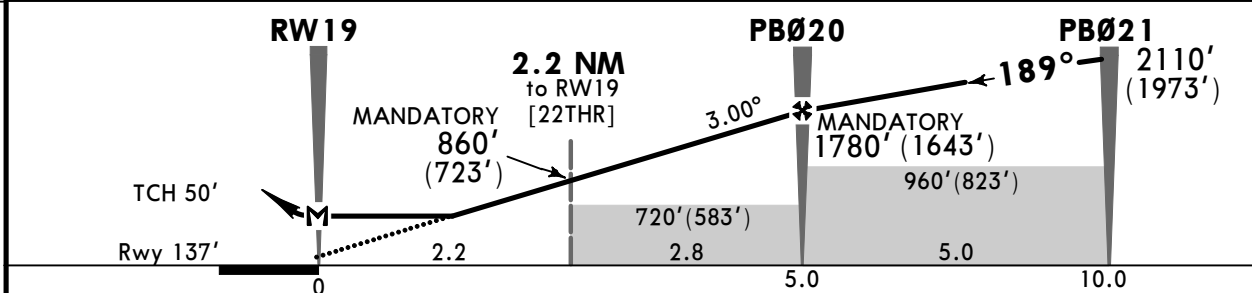
128.0				
RNAV	Final Apch Crs <b>189°</b>	<b>PB020</b> MANDATORY 1780' (1643')	DA/MDA(H) (CONDITIONAL) <b>500'</b> (363')	Apt Elev 151'  Rwy 137'
<b>MISSED APCH:</b> Climb on 189° to 800' (663') or above, then turn RIGHT (MAX 185 KT) to PB025, then proceed to PB022 climbing to 3110' (2973') or above, then according to ATS unit instruction.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL050 ① Trans alt: 3110' (2973')				

**MSA ARP**  
is computed for surface air temperature at apt -41.6°C



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3110'	(2973' - 900m)
2110'	(1973' - 600m)
1780'	(1643' - 500m)
1450'	(1313' - 400m)
1400'	(1263' - 385m)
1290'	(1153' - 350m)
860'	(723' - 220m)
800'	(663' - 200m)

DIST to RW19	1.1	2.2	3.2	4.3
ALTITUDE	540' (403')	860' (723')	1220' (1083')	1570' (1433')



Gnd speed-Kts	70	90	100	120	140	160	ALS	MIN 800' (663')	189°	185 KT	PB025
Descent Angle	3.00°	372	478	531	637	743	PAPI	on		MAX	RT
MAP at RW19											
Timing not authorized for defining the MAP.											

	STRAIGHT-IN LANDING		Max KT	MDA(H)	
	with 2.2 NM CDFA	w/o 2.2 NM CDFA			
	① DA/MDA(H) <b>500'</b> (363')	① DA/MDA(H) <b>710'</b> (573')			
A	R1500m	R1500m	100	710' (559')	② V1500m
B	R1500m	R1500m	135	710' (559')	② V1600m
C	R1700m	R2400m	180	940' (789')	V2400m
D	R1700m	R2400m	205	940' (789')	V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy. ② or higher straight-in minimums.  
CHANGES: Apt elev, trans level, MSA, bearings, SMAs, minimums. © JEPPESEN, 2017, 2025. ALL RIGHTS RESERVED.

**ULPB/PES**  
**PETROZAVODSK**

**JEPPESEN**  
18 APR 25 **(12-40)**

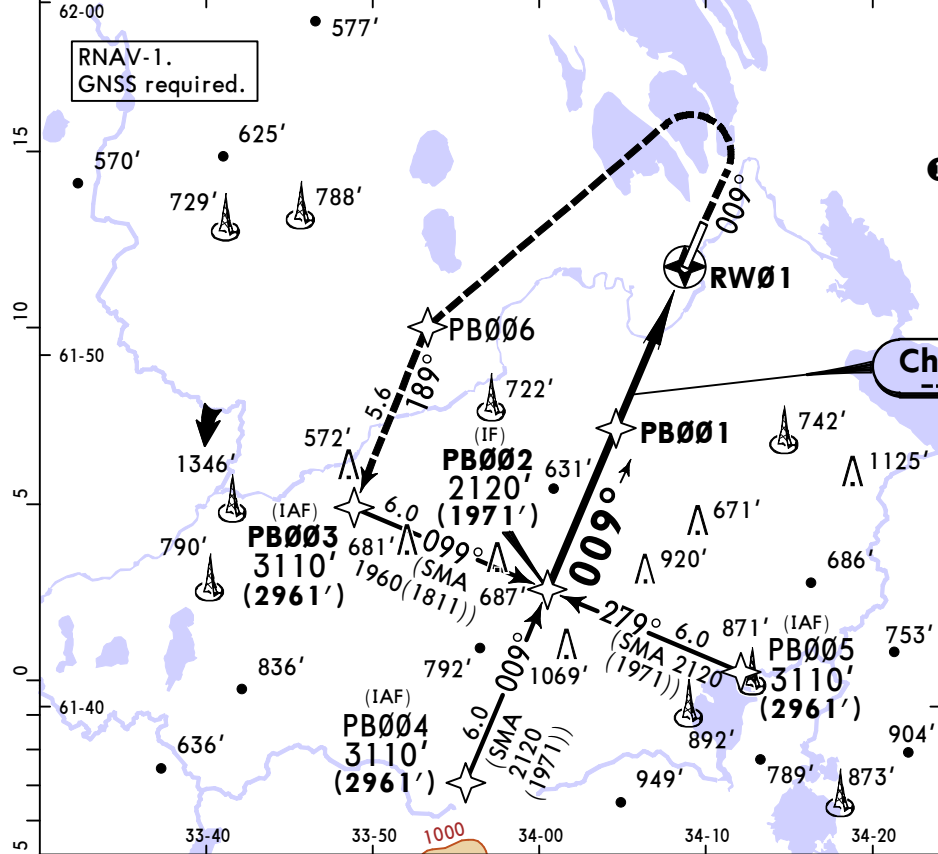
**PETROZAVODSK, RUSSIA**  
**GLS Rwy 01**

\*PETROZAVODSK Tower

BRIEFING STRIP™

<b>128.0</b>				
GBAS <b>Ch 20701</b> G01A	Final Apch Crs <b>009°</b>	PB001 MANDATORY 1790' (1641')	DA(H) Refer to Minimums	Apt Elev 151'  Rwy 149'
<b>MISSED APCH: Climb on 009° to 810' (661') or above, then turn LEFT (MAX 185 KT) to PB006, then proceed to PB003 climbing to 3110' (2961') or above, then according to ATS unit instruction.</b>				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL050 <b>1</b> Trans alt: 3110' (2961')				

**MSA ARP**  
is computed for surface air temperature at apt -41.6°C

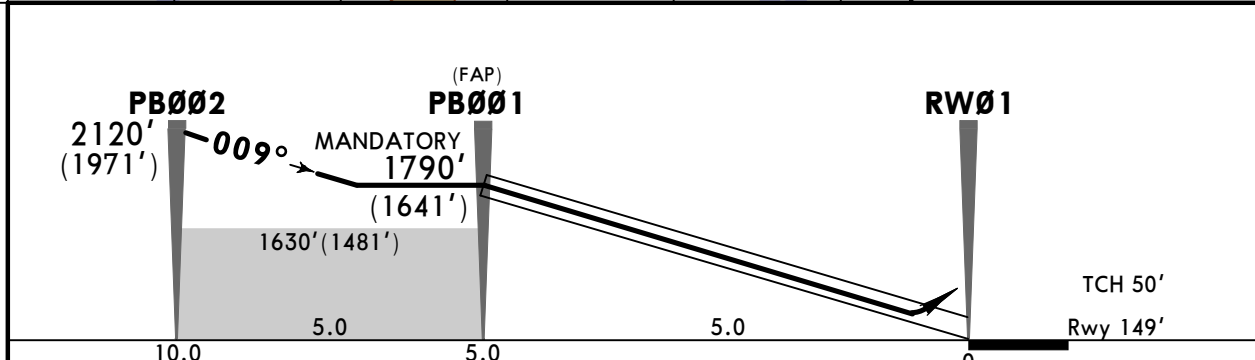


**1** FL060 if pressure is less than 977 hPa (733mm).  
FL070 if pressure is less than 941 hPa (706mm).

**Ch 20701 G01A**

**ALT/HEIGHT CONVERSION**

QNH	(QFE)
3110'	(2961' - 900m)
2120'	(1971' - 600m)
1960'	(1811' - 550m)
1790'	(1641' - 500m)
810'	(661' - 200m)



Gnd speed-Kts	70	90	100	120	140	160	ALS	MIN	185 KT	PB006
Glide Path Angle	3.00°	372	478	531	637	849	PAP1	810' (661') on 009°	MAX	LT

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	DA(H) A: 349' (200') B: 353' (204') C: 363' (214') D: 373' (224')			
A	R1000m		R1200m	
B			Max KT MDA(H) 100 640' (489') V1500m	
C			135 710' (559') V1600m	
D			180 940' (789') V2400m	
			205 940' (789') V3600m	

# ULPB/PES PETROZAVODSK

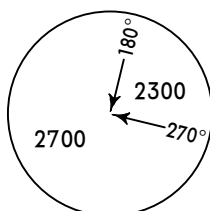
**JEPPESSEN**  
18 APR 25 **(12-41)**

# PETROZAVODSK, RUSSIA GLS Rwy 19

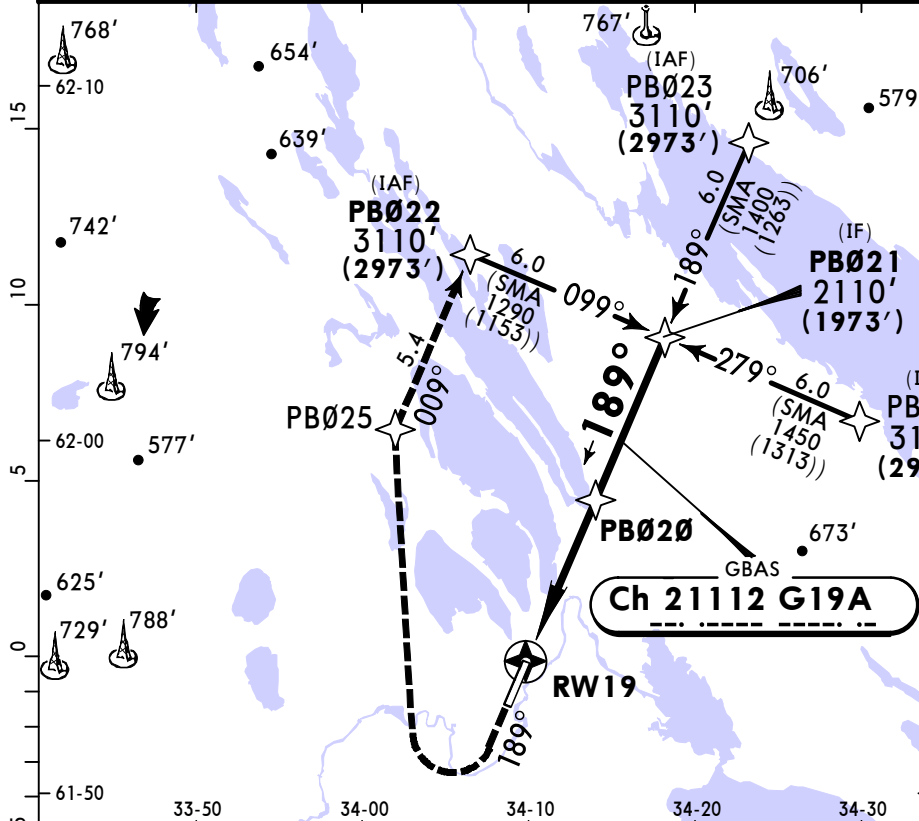
\*PETROZAVODSK Tower

BRIEFING STRIP™

128.0				
GBAS <b>Ch 21112</b> G19A	Final Apch Crs <b>189°</b>	<b>PB020</b> MANDATORY 1780' (1643')	DA(H) Refer to Minimums	Apt Elev 151'  Rwy 137'
MISSED APCH: Climb on 189° to 800' (663') or above, then turn RIGHT (MAX 185 KT) to PB025, then proceed to PB022 climbing to 3110' (2973') or above, then according to ATS unit instruction.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL050 <b>1</b> Trans alt: 3110' (2973')				
RNAV-1. GNSS required.				

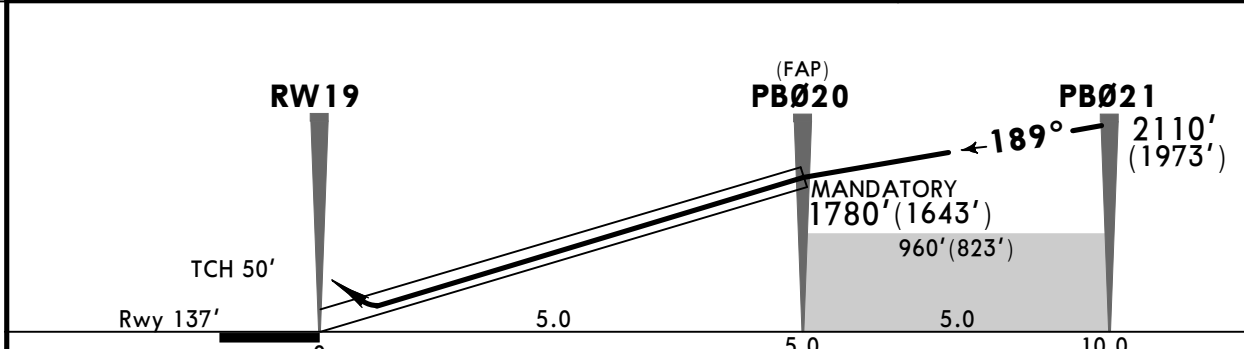


MSA ARP  
is computed for surface air temperature at apt -41.6°C



**1** FL060 if pressure is less than 977 hPa (733mm).  
FL070 if pressure is less than 941 hPa (706mm).

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3110'	(2973' - 900m)
2110'	(1973' - 600m)
1780'	(1643' - 500m)
1450'	(1313' - 400m)
1400'	(1263' - 385m)
1290'	(1153' - 350m)
800'	(663' - 200m)



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	MIN 800' (663')	on 189°	185 KT MAX	PB025 RT
Glide Path Angle	3.00°	372	478	531	637	743					

	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	DA(H)	ALS out	Max KT	MDA(H)
A	AB: 337' (200')	C: 344' (207')	D: 354' (217')	Prohibited EAST of apt
B	R1000m	R1200m	100	640' (489') V1500m
C			135	710' (559') V1600m
D			180	940' (789') V2400m
			205	940' (789') V3600m

PANS OPS

**ULPB/PES**  
**PETROZAVODSK**

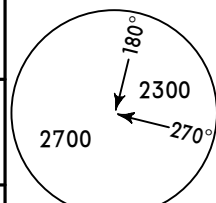
**JEPPESEN**  
18 APR 25 (13-1)

**PETROZAVODSK, RUSSIA**  
**VOR Rwy 01**

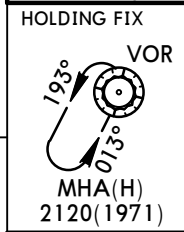
\*PETROZAVODSK Tower

BRIEFING STRIP™

<b>128.0</b>				
VOR PTZ <b>109.25</b>	Final Apch Crs <b>013°</b>	<b>D5.9</b> MANDATORY 1790' (1641')	DA/MDA(H) (CONDITIONAL) <b>550' (401')</b>	Apt Elev 151'  Rwy 149'
<b>MISSED APCH:</b> Climb on 013° to D4.3, then turn LEFT to VOR climbing to 2120' (1971') or above, proceed according to chart or to the holding area.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL050 ① Trans alt: 3110' (2961')				
1. DME required. 2. Final apch track offset 4° from rwy centerline.				



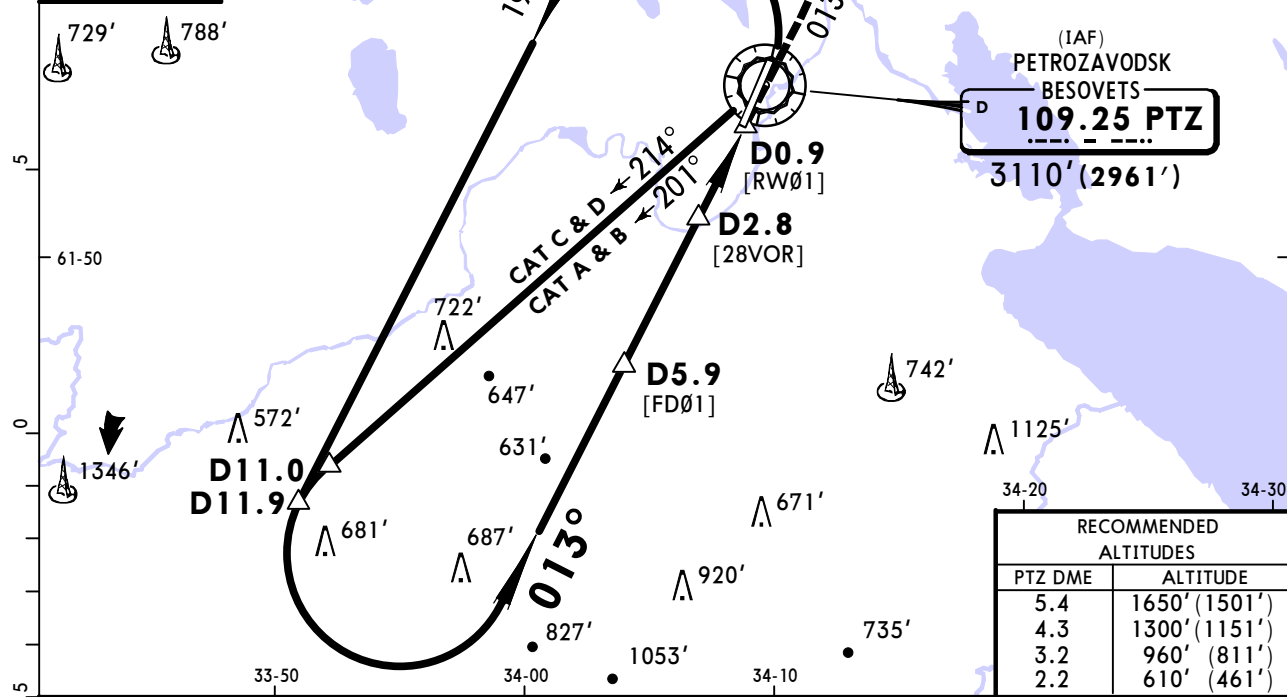
MSA ARP  
is computed for  
surface air  
temperature at  
apt -41.6°C



① FL060 if pressure is less than 977 hPa (733mm).  
FL070 if pressure is less than 941 hPa (706mm).

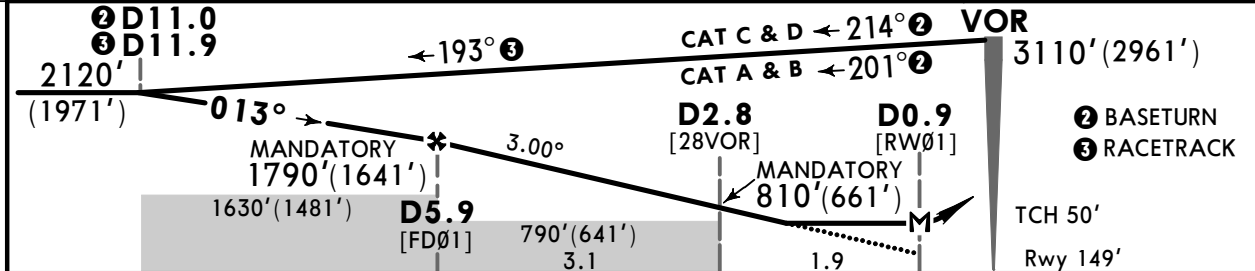
ALT/HEIGHT CONVERSION

QNH	(QFE)
3110'	(2961' - 900m)
2120'	(1971' - 600m)
1790'	(1641' - 500m)
810'	(661' - 200m)



RECOMMENDED ALTITUDES

PTZ DME	ALTITUDE
5.4	1650' (1501')
4.3	1300' (1151')
3.2	960' (811')
2.2	610' (461')



Gnd speed-Kts	70	90	100	120	140	160	ALS	D4.3	on 013°	MIN 2120' (1971')	PTZ 109.25
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	LT	
MAP at D0.9											
Timing not authorized for defining the MAP.											

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	with D2.8 CDFA		w/o D2.8 CDFA		Prohibited EAST of apt	
	① DA/MDA(H) 550' (401')		① DA/MDA(H) 790' (641')		Max KT	MDA(H)
	ALS out		ALS out			
A	R1500m		R1500m		100	790' (639') ② V1500m
B	R1500m		R1500m		135	790' (639') ② V1600m
C	R1700m	R1900m	R2400m		180	940' (789') V2400m
D	R1700m	R1900m	R2400m		205	940' (789') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy. ② or higher straight-in minimums.  
CHANGES: Apt elev, trans level, MSA, bearings, SMAs, minimums. © JEPPESEN, 2018, 2025. ALL RIGHTS RESERVED.

# ULPB/PES PETROZAVODSK

**JEPPESSEN**  
18 APR 25 (13-2)

# PETROZAVODSK, RUSSIA VOR Rwy 19

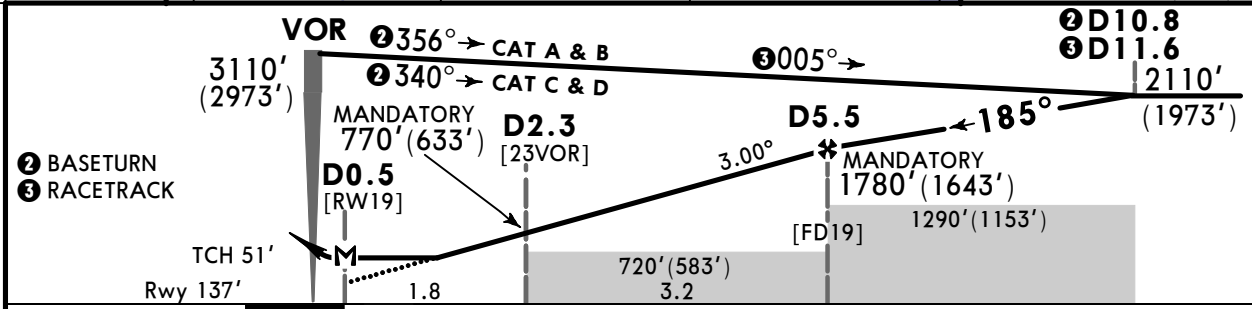
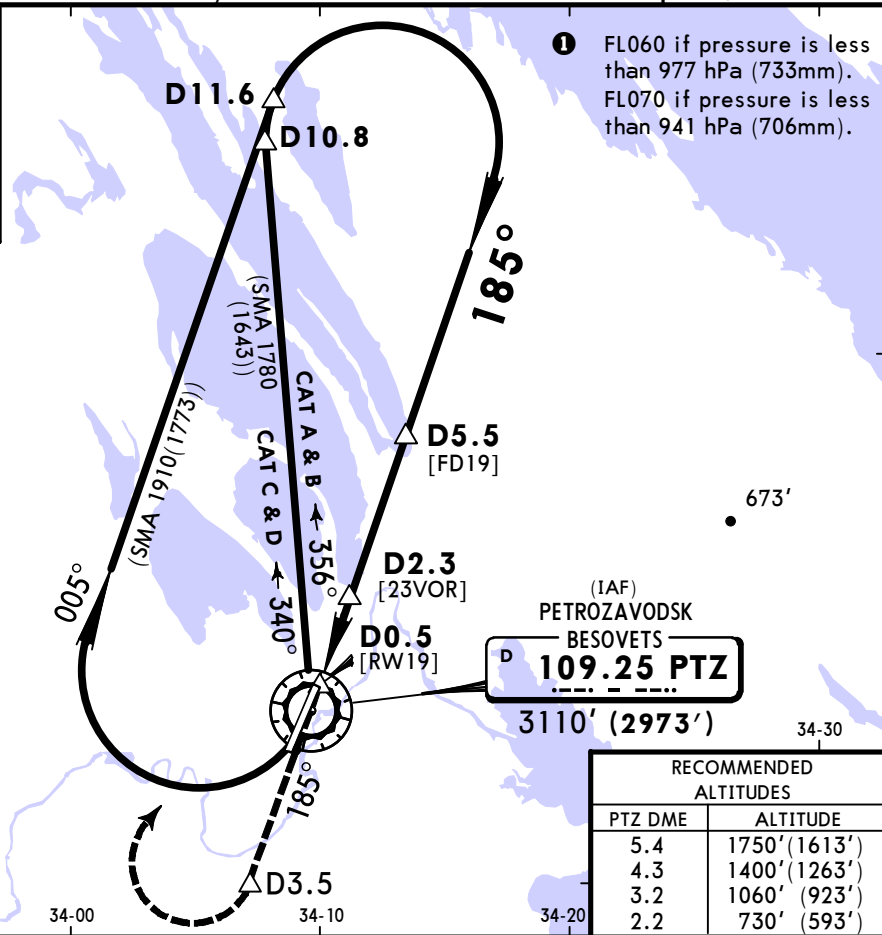
\*PETROZAVODSK Tower

BRIEFING STRIP™

128.0				
VOR PTZ <b>109.25</b>	Final Apch Crs <b>185°</b>	D5.5 MANDATORY 1780' (1643')	DA/MDA(H) (CONDITIONAL) <b>550'</b> (413')	Apt Elev 151' Rwy 137'
<b>MISSED APCH:</b> Climb on 185° to D3.5, then turn RIGHT (MAX 185 KT) to VOR climbing to 2110' (1973') or above, then according to chart or to holding area.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL050 ① Trans alt: 3110' (2973')				
1. DME required. 2. Final apch track offset 4° from rwy centerline.				

MSA ARP is computed for surface air temperature at apt -41.6°C

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3110'	(2973' - 900m)
2110'	(1973' - 600m)
1910'	(1773' - 540m)
1780'	(1643' - 500m)
770'	(633' - 190m)



Gnd speed-Kts	70	90	100	120	140	160	ALS	D3.5	on 185°	185 KT	PTZ 109.25
Descent Angle	3.00°	372	478	531	637	743	PAP1	↑	on	MAX	RT
MAP at D0.5											
Timing not authorized for defining the MAP											

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	with D2.3 CDFA	w/o D2.3 CDFA	Prohibited EAST of apt	
	DA/MDA(H) <b>550'</b> (413')	DA/MDA(H) <b>730'</b> (593')		
	ALS out	ALS out	Max KT	MDA(H)
A	R1500m		100	<b>740'</b> (589') ② V1500m
B	R1500m		135	<b>740'</b> (589') ② V1600m
C	R1700m	R1900m	180	<b>940'</b> (789') V2400m
D	R1700m	R1900m	205	<b>940'</b> (789') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy. ② or higher straight-in minimums.

**ULPB/PES**  
**PETROZAVODSK**

**JEPPESEN**  
18 APR 25 **(16-1)**

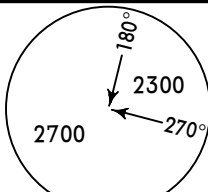
**PETROZAVODSK, RUSSIA**  
**NDB Z Rwy 01**

\*PETROZAVODSK Tower

128.0

BRIEFING STRIP™

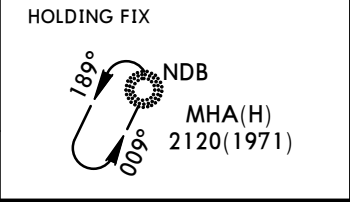
NDB XO <b>*340</b>	Final ApcH Crs <b>009°</b>	<b>D5.9</b> MANDATORY 1790' (1641')	DA/MDA(H) (CONDITIONAL) <b>550'</b> (401')	Apt Elev 151' Rwy 149'
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**MISSED APCH:** Climb on 009° to 810' (661') or above, then turn LEFT to NDB climbing to 2120' (1971') or above, then according to chart or to holding area.

MSA ARP ①

Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL050 ②    Trans alt: 3110' (2961')



ALT/HEIGHT CONVERSION

QNH	(QFE)
3110' (2961' - 900m)	
2120' (1971' - 600m)	
1790' (1641' - 500m)	
810' (661' - 200m)	



① is computed for surface air temperature at apt -41.6°C

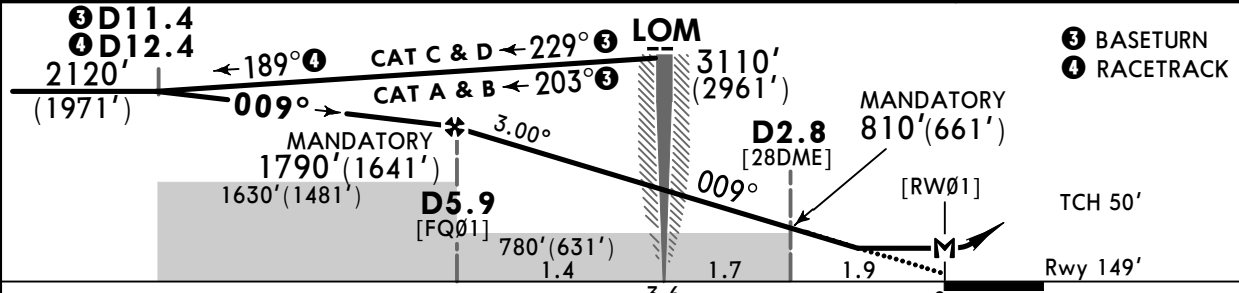
DME required.  
② FL060 if pressure is less than 977 hPa (733mm).  
FL070 if pressure is less than 941 hPa (706mm).

PETROZAVODSK  
BESOVETS  
D 109.25 PTZ

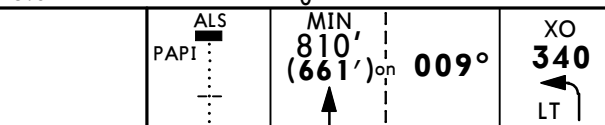
(IAF)  
**\*340 XO**

RECOMMENDED ALTITUDES

PTZ DME	ALTITUDE
5.4	1650' (1501')
4.3	1300' (1151')
3.2	960' (811')
2.2	610' (461')



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
D5.9 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53



	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	with D2.8 CDFA	w/o D2.8 CDFA	Prohibited EAST of apt	
	① DA/MDA(H) <b>550'</b> (401')	① DA/MDA(H) <b>780'</b> (631')		
	ALS out	ALS out	Max KT	MDA(H)
A	R1500m	R1500m	100	<b>780'</b> (629') ② V1500m
B	R1500m	R1500m	135	<b>780'</b> (629') ② V1600m
C	R1700m	R1900m	180	<b>940'</b> (789') V2400m
D	R1700m	R1900m	205	<b>940'</b> (789') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy. ② or higher straight-in minimums.

**ULPB/PES**  
**PETROZAVODSK**

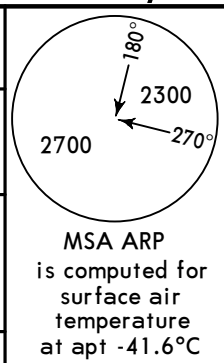
**JEPPESEN**  
18 APR 25 **(16-2)**

**PETROZAVODSK, RUSSIA**  
**ONDB Y Rwy 01**

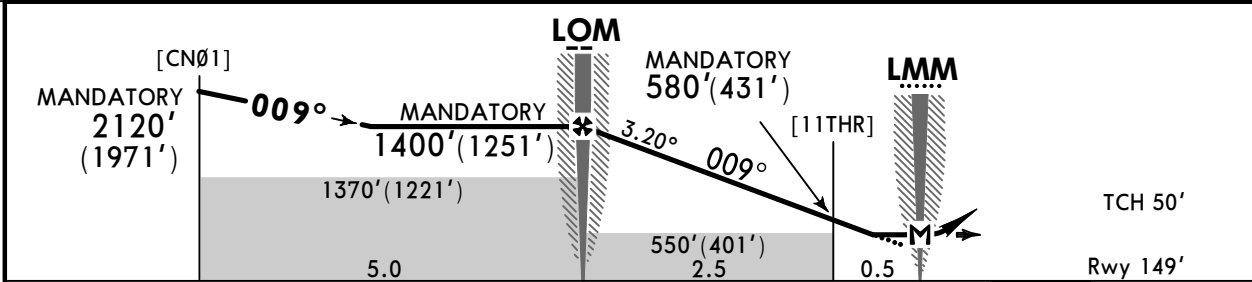
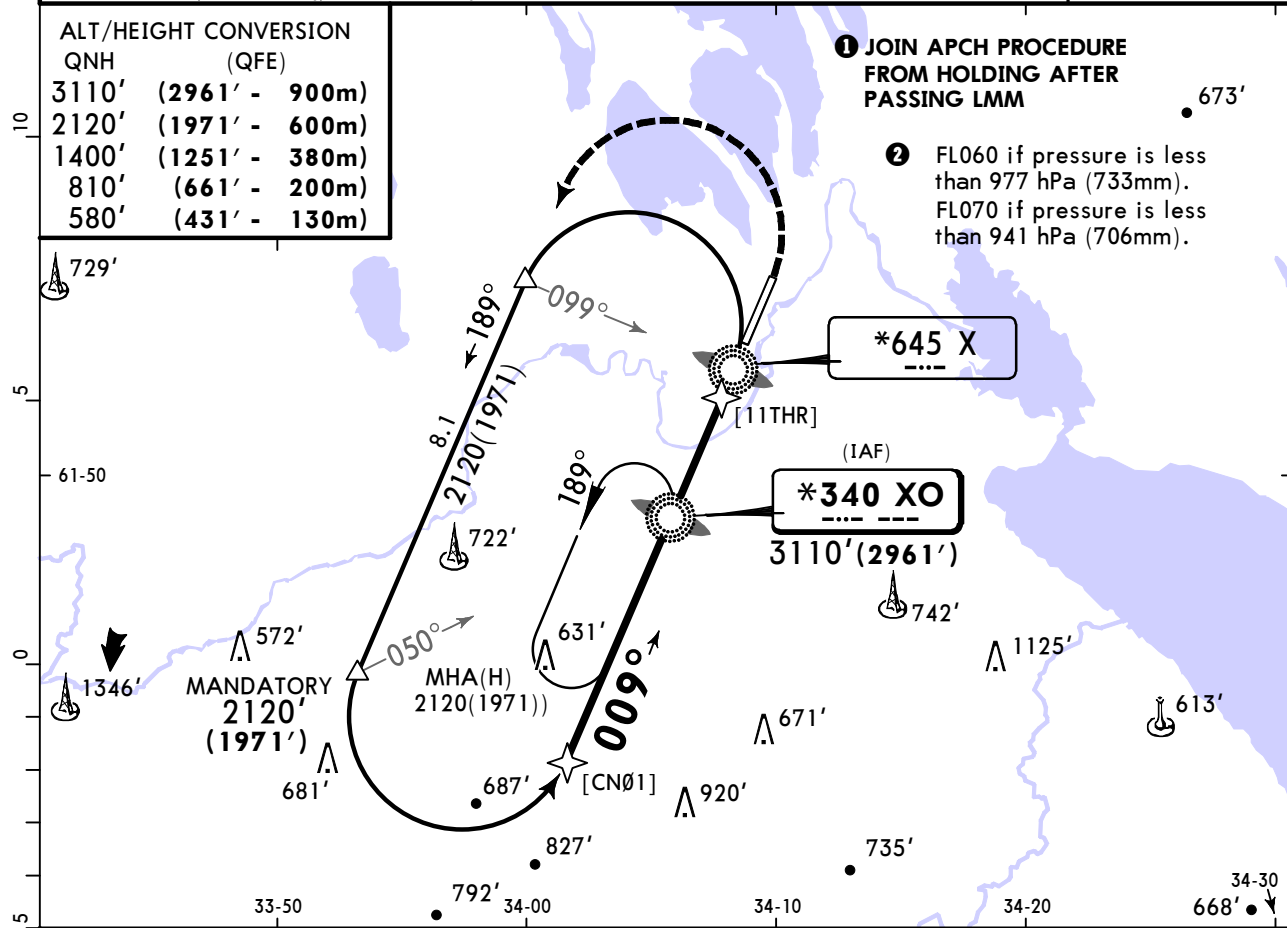
\*PETROZAVODSK Tower

BRIEFING STRIP™

128.0				
NDB XO <b>*340</b>	Final Apch Crs <b>009°</b>	LOM MANDATORY 1400' (1251')	DA/MDA(H) (CONDITIONAL) <b>550' (401')</b>	Apt Elev 151'  Rwy 149'
<b>MISSED APCH: Climb on 009° to 810' (661') or above, turn LEFT onto 189° climbing to 2120' (1971') or above, then according to chart or to holding area.</b>				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL050 ② Trans alt: 3110' (2961')				



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3110'	(2961' - 900m)
2120'	(1971' - 600m)
1400'	(1251' - 380m)
810'	(661' - 200m)
580'	(431' - 130m)



Gnd speed-Kts	70	90	100	120	140	160		ALS	MIN	189°
Descent Angle	3.20°	396	510	566	679	793	906	PAPI	810' (661') on 009°	LT
MAP at LMM										
LOM to MAP	3.0	2:34	2:00	1:48	1:30	1:17	1:08			

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND
	with LOM CDFA	w/o LOM CDFA	
	① DA/MDA(H) <b>550' (401')</b>		Prohibited EAST of apt Max KT MDA(H)
	① DA/MDA(H) <b>780' (631')</b>		
A	ALS out		100 <b>780' (629')</b> ② V1500m
B	ALS out		135 <b>780' (629')</b> ② V1600m
C	R1500m	R1500m	180 <b>940' (789')</b> V2400m
D	R1700m	R1900m	205 <b>940' (789')</b> V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy. ② or higher straight-in minimums.

# ULPB/PES PETROZAVODSK

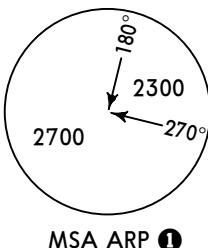
**JEPPESSEN**  
18 APR 25 (16-3)

# PETROZAVODSK, RUSSIA NDB Rwy 19

\*PETROZAVODSK Tower

BRIEFING STRIP™

128.0				
NDB XO <b>*340</b>	Final Apch Crs <b>189°</b>	D5.5 MANDATORY 1780' (1643')	DA/MDA(H) (CONDITIONAL) <b>600'</b> (463')	Apt Elev 151'  Rwy 137'

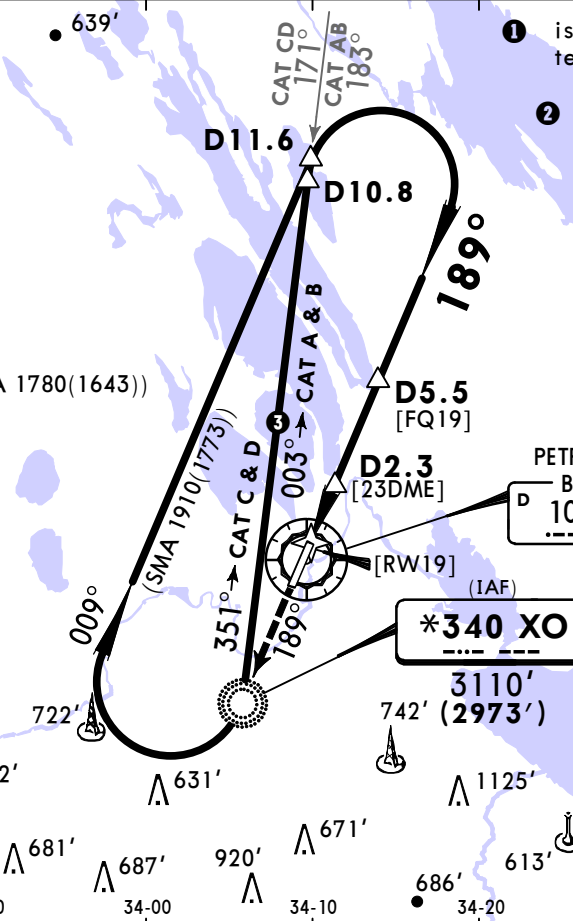


**MISSED APCH:** Climb on 189° to NDB (MAX 200 KT) to 1130' (993') or above, then proceed according to chart or to the holding area by ATS unit instruction, climbing to 2110' (1973') or above.

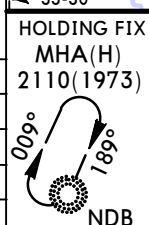
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL050 ② Trans alt: 3110' (2973')  
DME required.

**ALT/HEIGHT CONVERSION**

QNH	(QFE)
3110' (2973' - 900m)	
2110' (1973' - 600m)	
1910' (1773' - 540m)	
1780' (1643' - 500m)	
1130' (993' - 300m)	
770' (633' - 190m)	

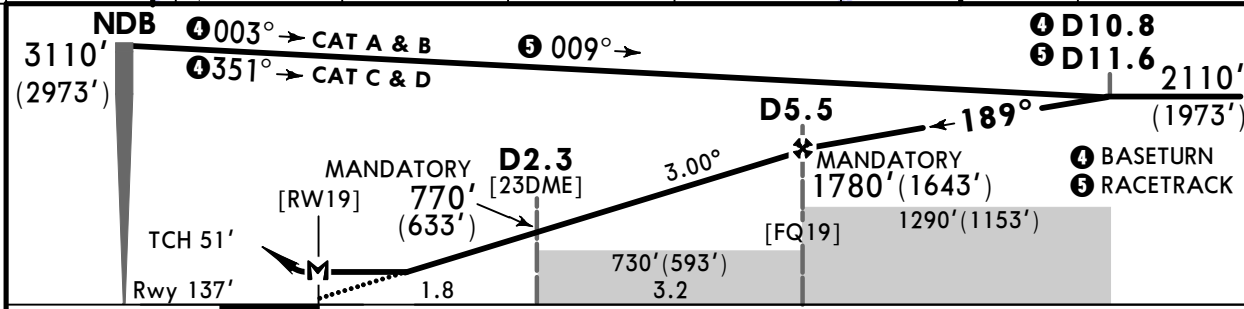


- ① is computed for surface air temperature at apt -41.6°C
- ② FL060 if pressure is less than 977 hPa (733mm). FL070 if pressure is less than 941 hPa (706mm).

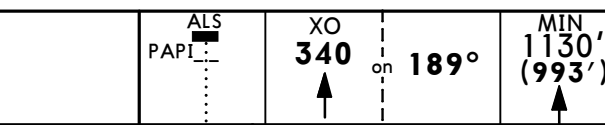


**RECOMMENDED ALTITUDES**

PTZ DME	ALTITUDE
5.4	1750' (1613')
4.3	1410' (1273')
3.2	1060' (923')
2.2	730' (593')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
D5.5 to MAP	5.0	4:17	3:20	3:00	2:30	2:09



PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	with D2.3 CDFA	w/o D2.3 CDFA	Prohibited EAST of apt	
	① DA/MDA(H) <b>600'</b> (463')	① DA/MDA(H) <b>740'</b> (603')		
	ALS out	ALS out	Max KT	MDA(H)
A	R1500m	R1500m	100	760' (609') V1500m
B	R1500m	R1500m	135	760' (609') V1600m
C	R2000m	R2200m	180	940' (789') V2400m
D	R2000m	R2400m	205	940' (789') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

### Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>PETROZAVODSK, (PETROZAVODSK - ULPB)</b>				

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULPB