

List of pages in this Trip Kit

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Airport Information For USPP
Terminal Charts For USPP
Revision Letter For Cycle 08-2026
Change Notices
Notebook

General Information

Location: PERM RUS
ICAO/IATA: USPP / PEE
Lat/Long: N57° 54.87', E056° 01.28'
Elevation: 403 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 16.0° 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: 0015 Z
Sunset: 1610 Z

Runway Information

Runway: 21
Length x Width: 10512 ft x 161 ft
Surface Type: concrete
TDZ-Elev: 400 ft
Lighting: Edge, ALS

Runway: 03
Length x Width: 10512 ft x 161 ft
Surface Type: concrete
TDZ-Elev: 390 ft
Lighting: Edge, ALS

Communication Information

ATIS: 126.400
Perm Start Tower: 124.000
Perm Apron Ramp/Taxi: 118.800
Perm Approach: 127.100
Perm Approach: 124.000 Secondary
Perm Radar: 124.000 Secondary
Perm Radar: 121.700
Perm Transit Operations: 131.700

1. GENERAL

1.1. ATIS

ATIS 126.4

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR is less than 550 m.

LVP are implemented by ATS using the phrase: "Low visibility procedures in progress" via ATIS or transmitted via communication channels, if receipt of ATIS broadcast containing this information was not acknowledged by the flight crew.

When LVP are in force it is prohibited:

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

1.3. TAXI PROCEDURES

TWYs 4 thru 8 not available for civil ACFT.

Taxiing on taxi routes and intersections at reduced speed, exercising extreme caution.

Taxiing and towing after START controller's clearance and after Follow-me car.

When ACFT is escorted by Follow-me car, a distance of not less than ACFT length, but not more than 329'/100m between ACFT and Follow-me car must be maintained.

Taxiing along TWY M shall be carried out at reduced speed strictly along centerline.

1.4. PARKING INFORMATION

Stand 40 used as isolated quarantine stand.

Taxiing via TWY A and TWY M to stand 1 under own engines power is prohibited.

Parking on TWY M (from TWY A to stand 1) is permitted under tow.

Enter/exit of stands 4 and 6 thru 14 by towing.

Stands 1 thru 16 and 40 thru 40E available for helicopters.

Enter stands 1A, 1B, 2A and 40C thru 40E by Follow-me car, exit these stands by towing.

ACFT carrying dangerous goods and ACFT need to be isolated parking on TWY M under tow.

APU available on stands 6 thru 10, 14 and 16.

1.5. COMMUNICATION FAILURE PROCEDURES

Monitor LOM frequency for information and ATC instructions.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

Overflying the city during missed approach prohibited.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

Continue the flight maintaining STAR track and profile (basic RNAV (GNSS) STAR if practicable).

Execute approach-to-land according to the established procedure.

In case of communication failure during/after missed approach:

Continue the flight maintaining track and profile of the missed approach procedure and join relevant holding at FL070.

Execute approach-to-land according to the established procedure.

In case of decision to proceed to alternate AD maintain SID track and profile until leaving TMA.

2.2. RWY OPERATIONS

ACFT shall taxi onto and vacate RWY via TWY B strictly along centerline, at reduced speed.

3. DEPARTURE

3.1. DE-ICING

De-icing treatment of ACFT is conducted on apron:

- on stand 40;
- on other stands;
- at start-up points 1 thru 4.

3.2. TAXI PROCEDURES

Taxiing under own engines power is permitted as follows:

- under engines operation mode not exceeding 0.42 of N1;
- for foreign-made ACFT under engines power not exceeding 55% (by fan revolutions per minute).

If unable, ACFT shall be towed to start-up point.

Start the ACFT engines while towing is prohibited.

3.3. COMMUNICATION FAILURE PROCEDURES

Continue the flight maintaining cleared SID track and profile.

In case of decision to return to AD:

- proceed to SID termination point, then to the significant point of the nearest (basic if practicable) RNAV (GNSS) STAR;
- maintain STAR track and profile;
- execute approach-to-land according to the established procedure (ILS approach if practicable).

If unable to land after take-off (due to weather conditions or exceeding maximum landing mass and no possibility to dump fuel) join holding of the relevant STAR at FL070. Afterwards leave holding and execute approach-to-land according to the established procedure.

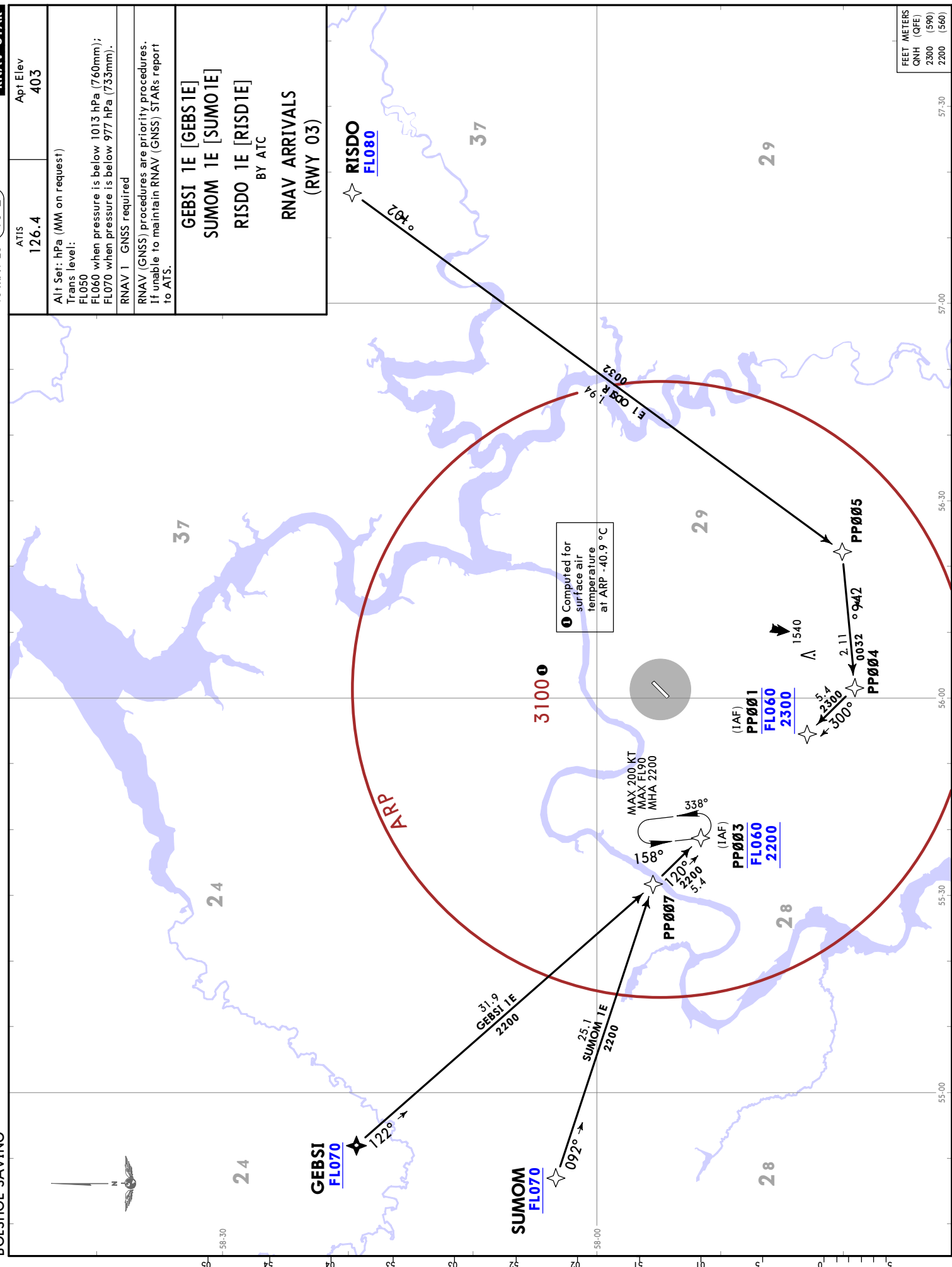
In case of decision to proceed to destination proceed to SID termination point maintaining SID track and profile. Climb to FL according to flight plan.

USPP/PEE
BOLSHOE SAVINO

JEPPESEN PERM, RUSSIA
RNAV STAR

16 MAY 25 10-2

ATIS 126.4	Apt Elev 403
Alt Set: hPa (MM on request) Trans level: FL050 FL060 when pressure is below 1013 hPa (760mm); FL070 when pressure is below 977 hPa (733mm).	
RNAV 1 GNSs required RNAV (GNSs) procedures are priority procedures. If unable to maintain RNAV (GNSs) STARs report to ATIS.	
GEBSI 1E [GEBSI1E] SUMOM 1E [SUMO1E] RISDO 1E [RISD1E] BY ATC RNAV ARRIVALS (RWY 03)	



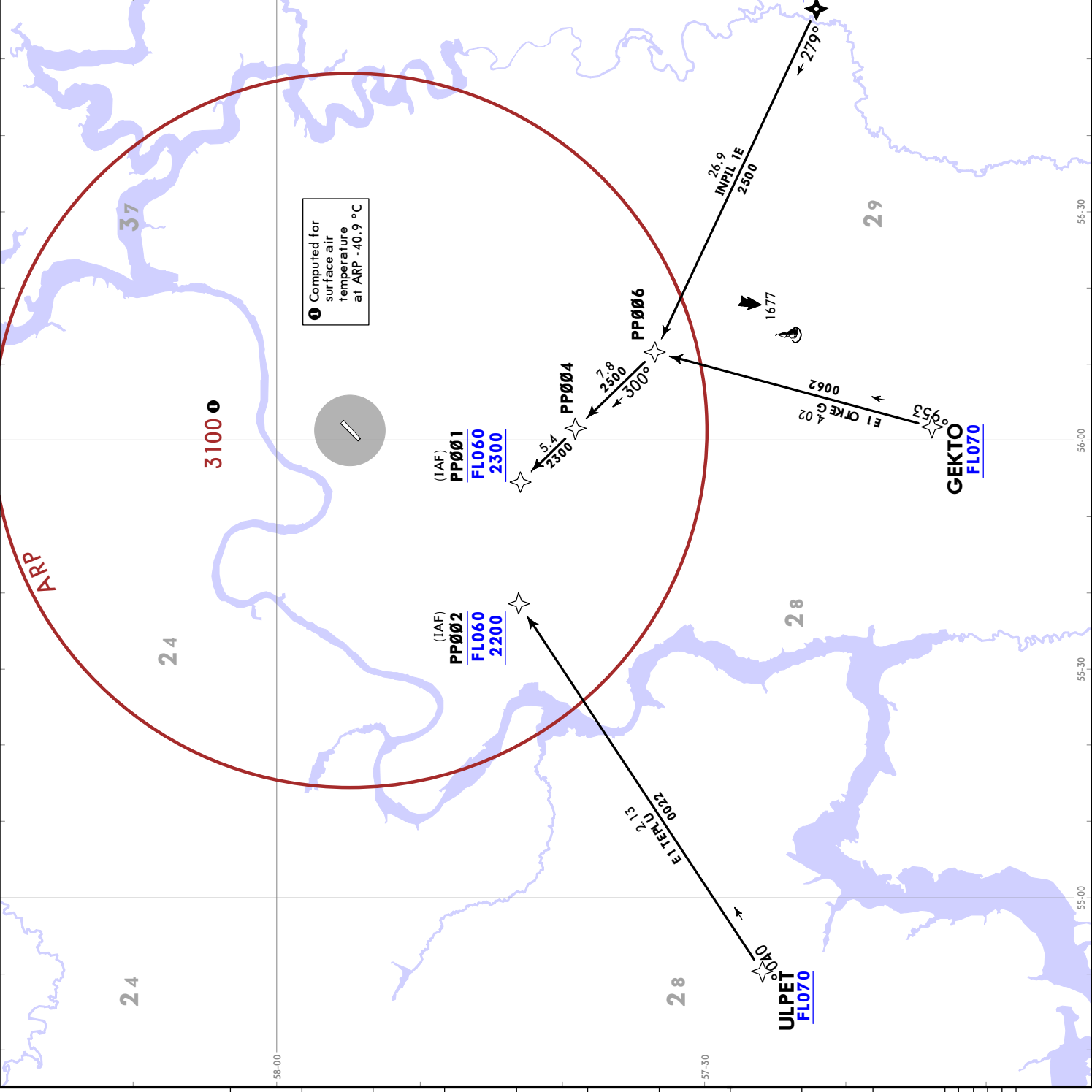
FEET METERS
QNH (QFE)
2300 (590)
2200 (560)

USPP/PEE
BOLSHOE SAVINO

JEPPesen
16 MAY 25 (10-2A)

PERM, RUSSIA
RNAV STAR

ATIS	126.4
Apt Elev	403
Alt Set: hPa (MM on request)	
Trans level:	
FL050	
FL060 when pressure is below 1013 hPa (760mm);	
FL070 when pressure is below 977 hPa (735mm).	
RNAV 1 GNSS required.	
RNAV (GNSS) procedures are priority procedures. If unable to maintain RNAV (GNSS) STARs report to ATIS.	
GEKTO 1E [GEKT1E] INPIL 1E [INPI1E] ULPET 1E [ULPE1E] BY ATC RNAV ARRIVALS (RWY 03)	

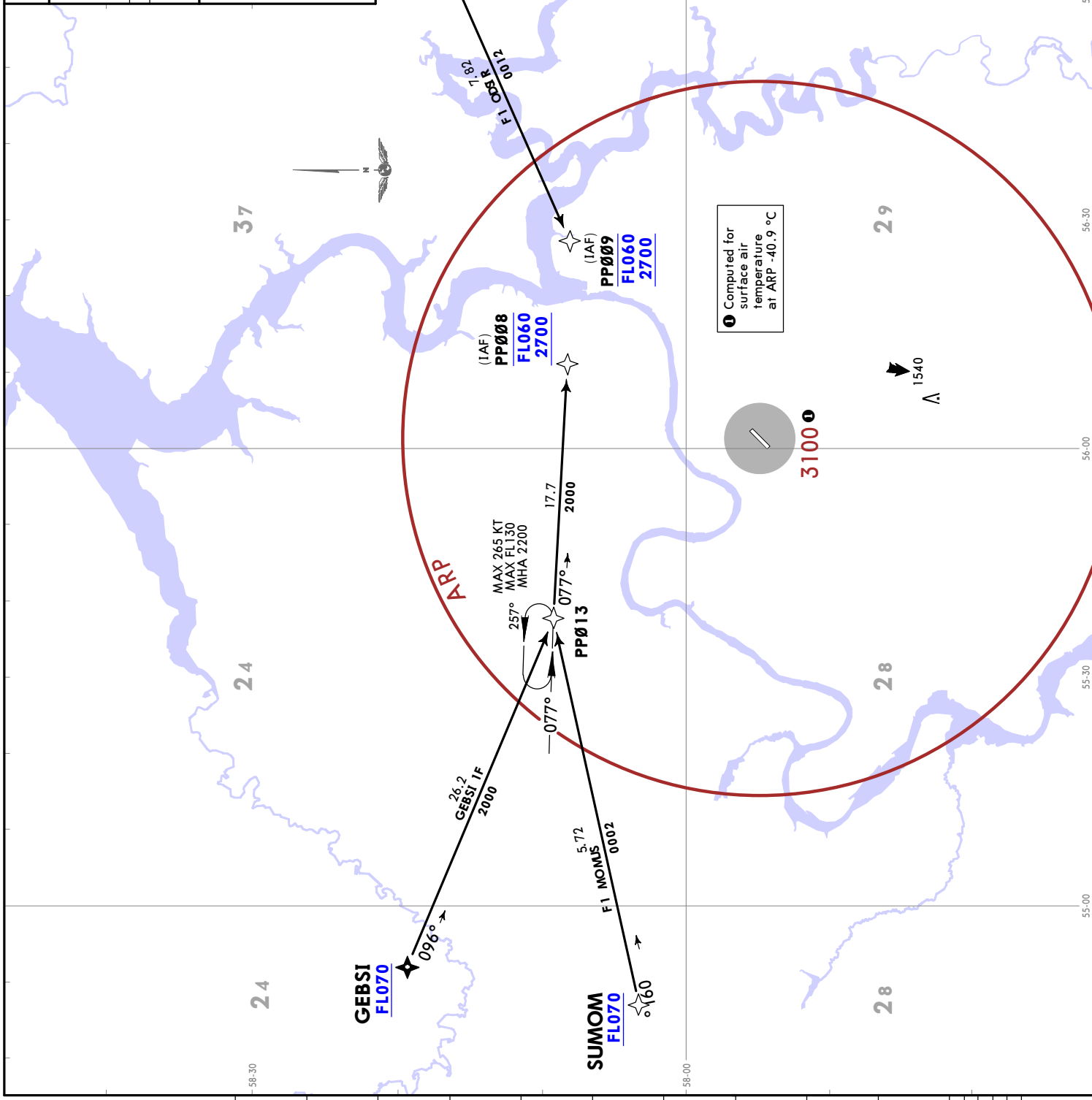


FEET	METERS
QNH (QFE)	QNH (QFE)
2300 (590)	2200 (560)

USPP/PEE
BOLSHOE SAVINO

JEPPESEN PERM, RUSSIA
16 MAY 25 (10-2B) **RNAV STAR**

ATIS 126.4	Apt Elev 403
Alt Set: hPa (MM on request) Trans level: FL050 FL060 when pressure is below 1013 hPa (760mm); FL070 when pressure is below 977 hPa (733mm).	
RNAV 1 GNSS required	
RNAV (GNSS) procedures are priority procedures. If unable to maintain RNAV (GNSS) STARs report to ATIS.	
GEBSI 1F [GEBSI1F] RISDO 1F [RISD1F] SUMOM 1F [SUMO1F] RNAV ARRIVALS (RWY 21)	



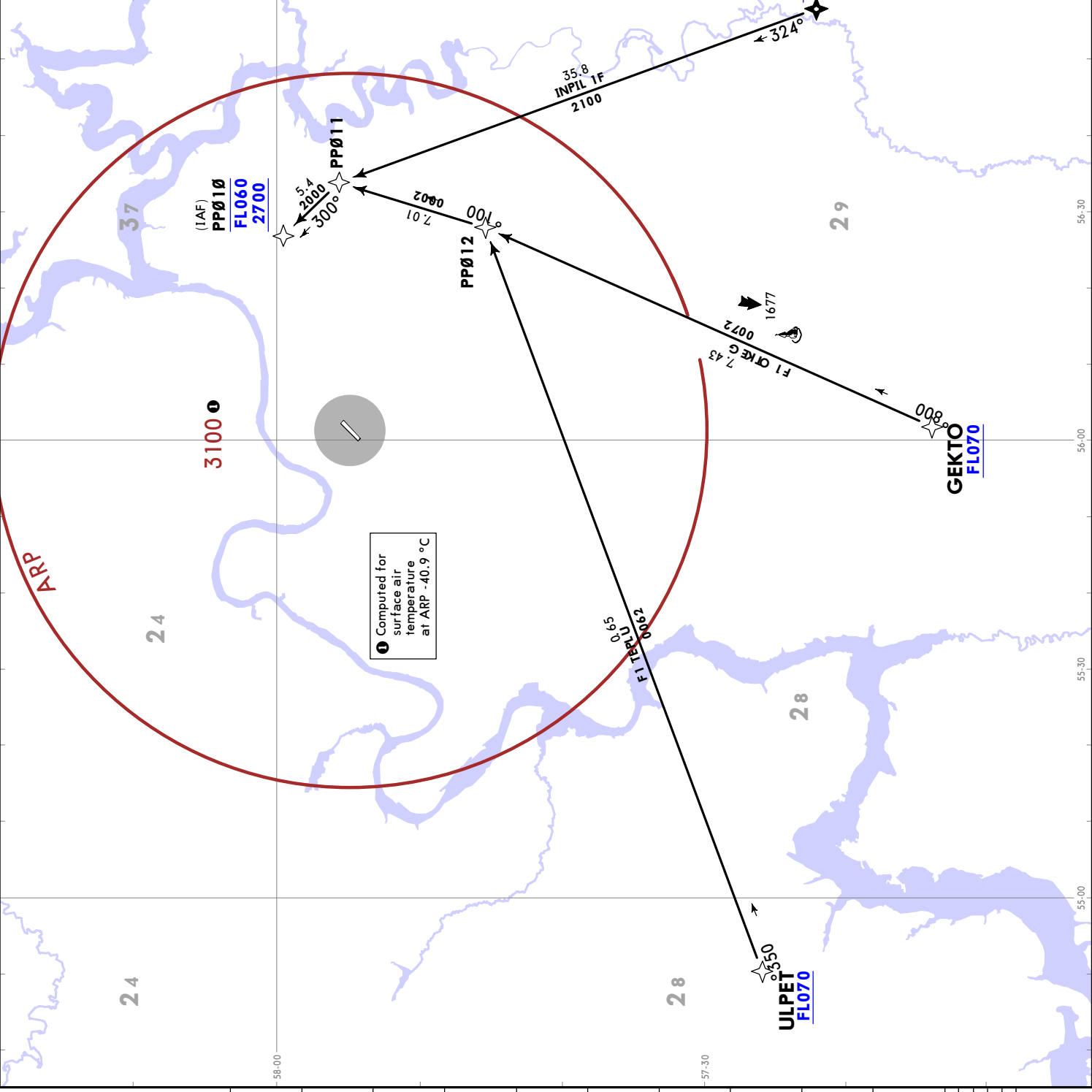
FEET METERS
QNH (QFE)
2700 (710)
2200 (560)

USPP/PEE
BOLSHOE SAVINO

JEPPesen
16 MAY 25 (10-2C)

PERM, RUSSIA
RNAV STAR

ATIS	126.4
Apt Elev	403
Alt Set: hPa (MM on request) Trans level: FL050 FL060 when pressure is below 1013 hPa (760mm); FL070 when pressure is below 977 hPa (733mm).	
RNAV 1 GNSS required	
RNAV (GNSS) procedures are priority procedures. If unable to maintain RNAV (GNSS) STARs report to ATIS.	
GEKTO 1F [GEKT1F] INPIL 1F [INP11F] ULPET 1F [ULPE1F] BY ATC RNAV ARRIVALS (RWY 21)	



FEET	METERS
QNH (QFE)	2700 (710)

USPP/PEE
BOLSHOE SAVINO

JEPPESEN PERM, RUSSIA

STAR

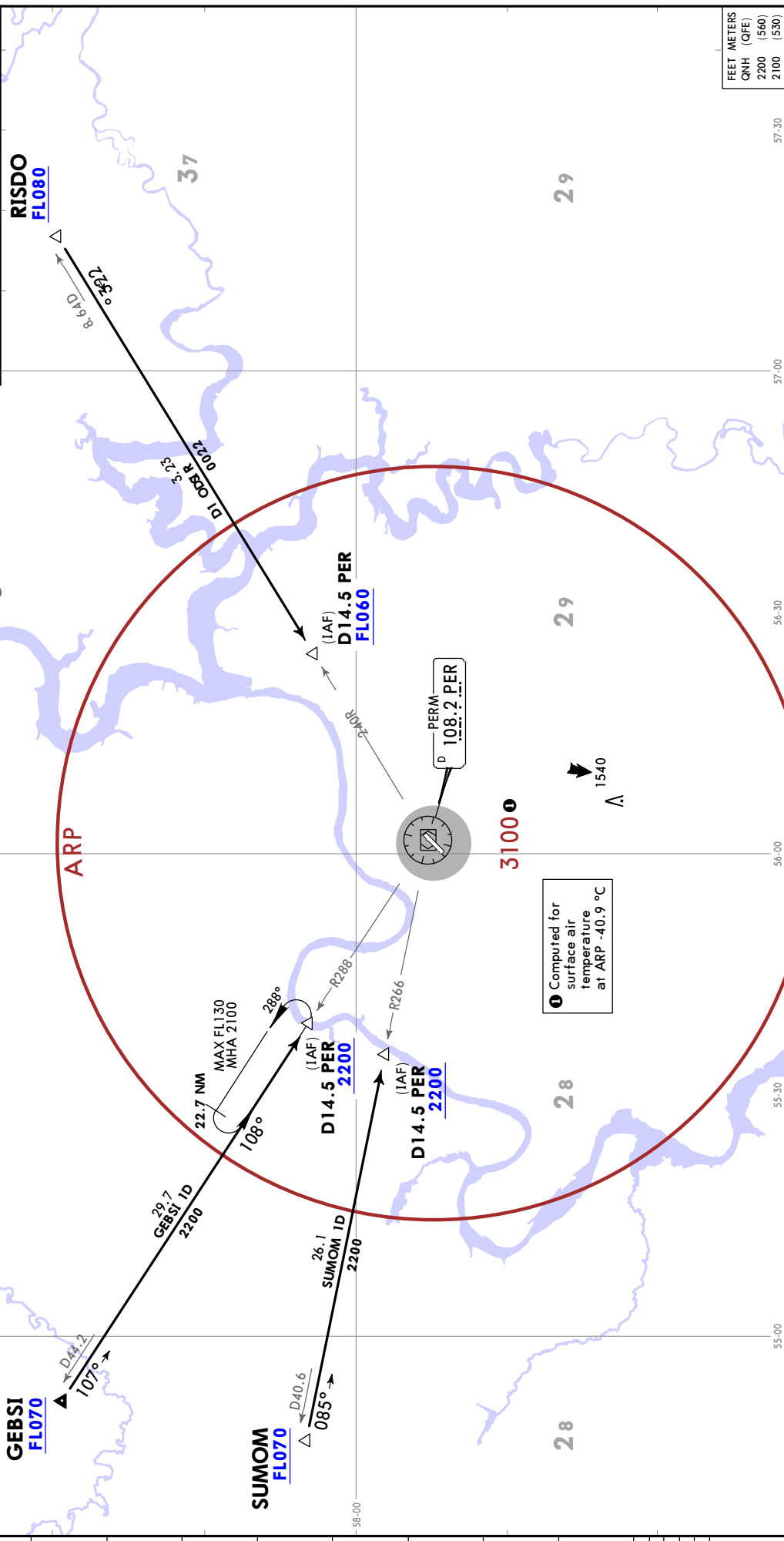
16 MAY 25 (10-2D)

ATIS
126.4

Apt Elev
403

Alt Set: hPa (MM on request)
Trans level:
FL050
FL060 when pressure is below 1013 hPa (760mm);
FL070 when pressure is below 977 hPa (733mm).
DME required.

GEBSI 1D [GEBS1D]
SUMOM 1D [SUMO1D]
RISDO 1D [RISD1D]
BY ATC
ARRIVALS
(RWY 03)



FEET METERS
QNH (QFE)
2200 (1560)
2100 (1530)

USPP/PEE
BOLSHOE SAVINO

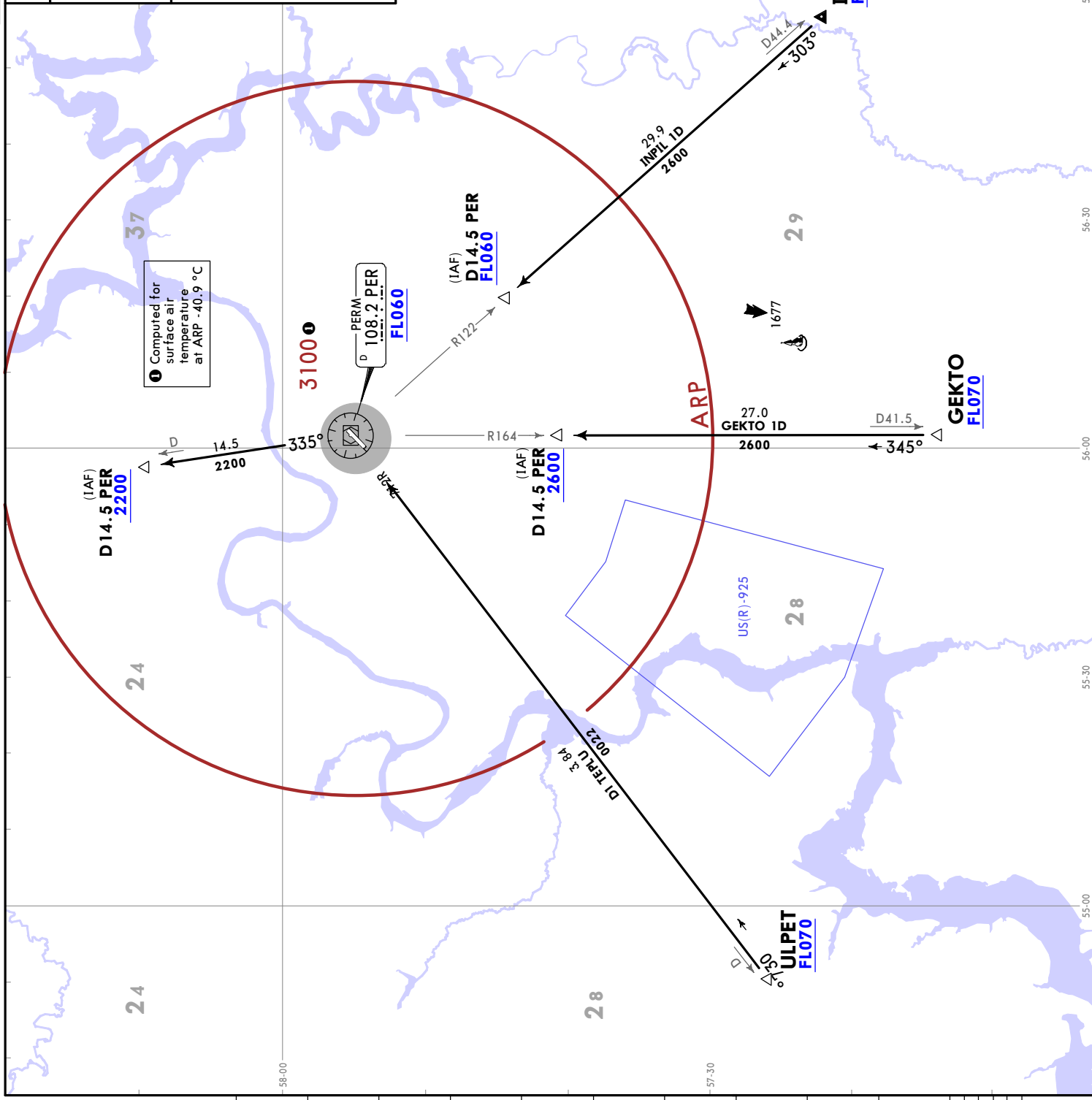
JEPPESEN

16 MAY 25 10-2E

PERM, RUSSIA

STAR

ATIS 126.4	Apt Elev 403
Alt Set: hPa (MM on request) Trans level: FL050 FL060 when pressure is below 1013 hPa (760mm); FL070 when pressure is below 977 hPa (733mm). DME required.	
GEKTO 1D [GEKT1D] NOT AVAILABLE WHEN US(R)-925 ACTIVE INPIL 1D [INPI1D] ULPET 1D [ULPE1D] BY ATC ARRIVALS (RWY 03)	

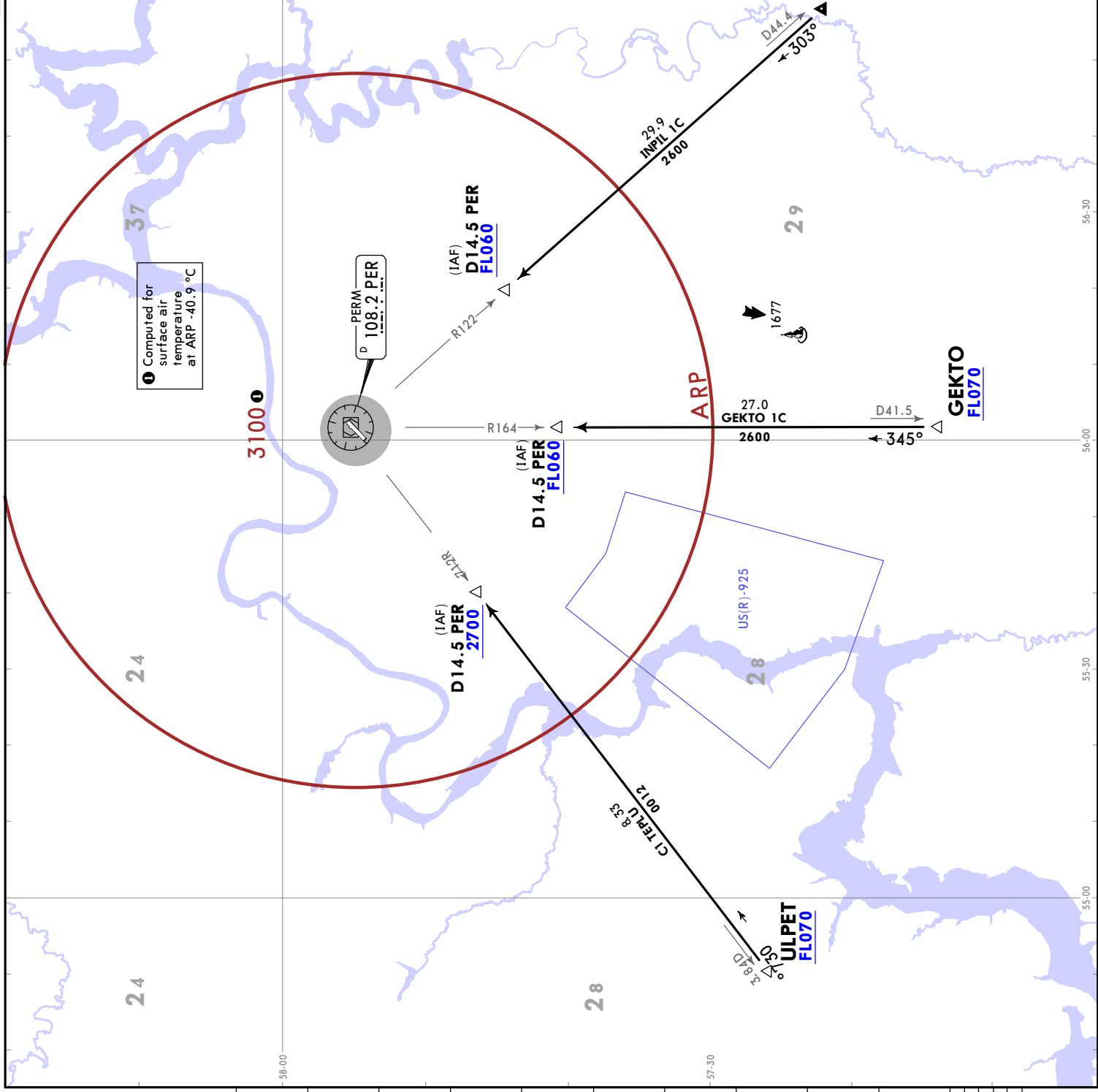


Computed for surface air temperature at ARP -40.9 °C

PERM 108.2 PER FL060

FEET	METERS
GNH (QFE)	
2600	(680)
2200	(560)

ATIS 126.4	Apt Elev 403
Alt Set: hPa (MM on request) Trans level: FL050 FL060 when pressure is below 1013 hPa (760mm); FL070 when pressure is below 977 hPa (735mm). DME required.	
GEKTO 1C [GEKT1C] NOT AVAILABLE WHEN US(R)-925 ACTIVE INPIL 1C [INPI1C] ULPET 1C [ULPE1C] BY ATC ARRIVALS (RWY 21)	



USPP/PEE
BOLSHOE SAVINO

JEPPESEN PERM, RUSSIA
STAR

16 MAY 25 (10-2H)

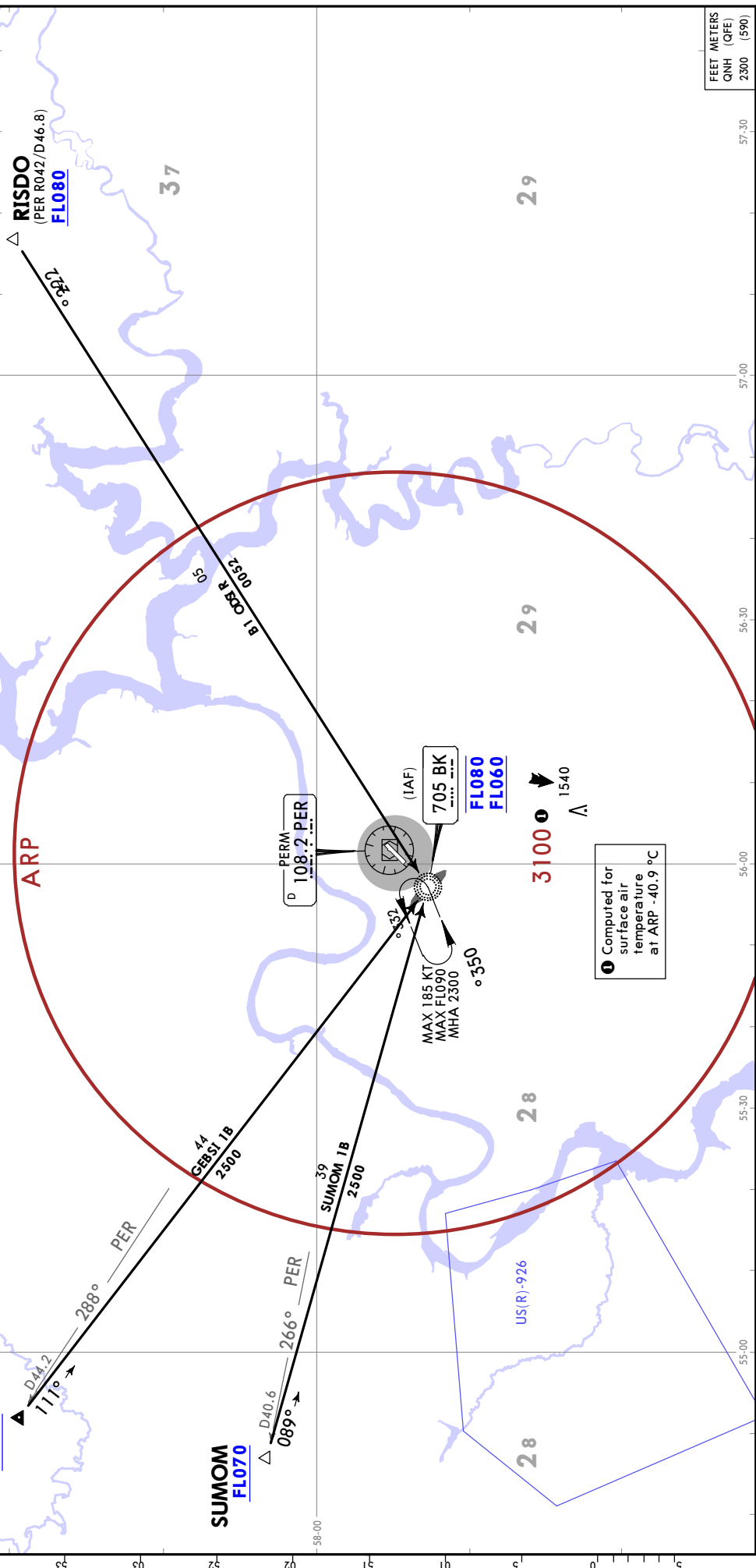
ATIS
126.4

Apt Elev
403

Alt Set: hPa (MM on request)
Trans level:
FL050
FL060 when pressure is below 1013 hPa (760mm);
FL070 when pressure is below 977 hPa (733mm).

GEBSI 1B [GEBSI1B]
RISDO 1B [RISD1B]
BY ATC

SUMOM 1B [SUMO1B]
NOT AVAILABLE WHEN US(R)-926 ACTIVE
ARRIVALS
(RWY 03)
DME OR RADAR CONTROL REQUIRED



FEET METERS
QNH (QFE)
2300 (590)

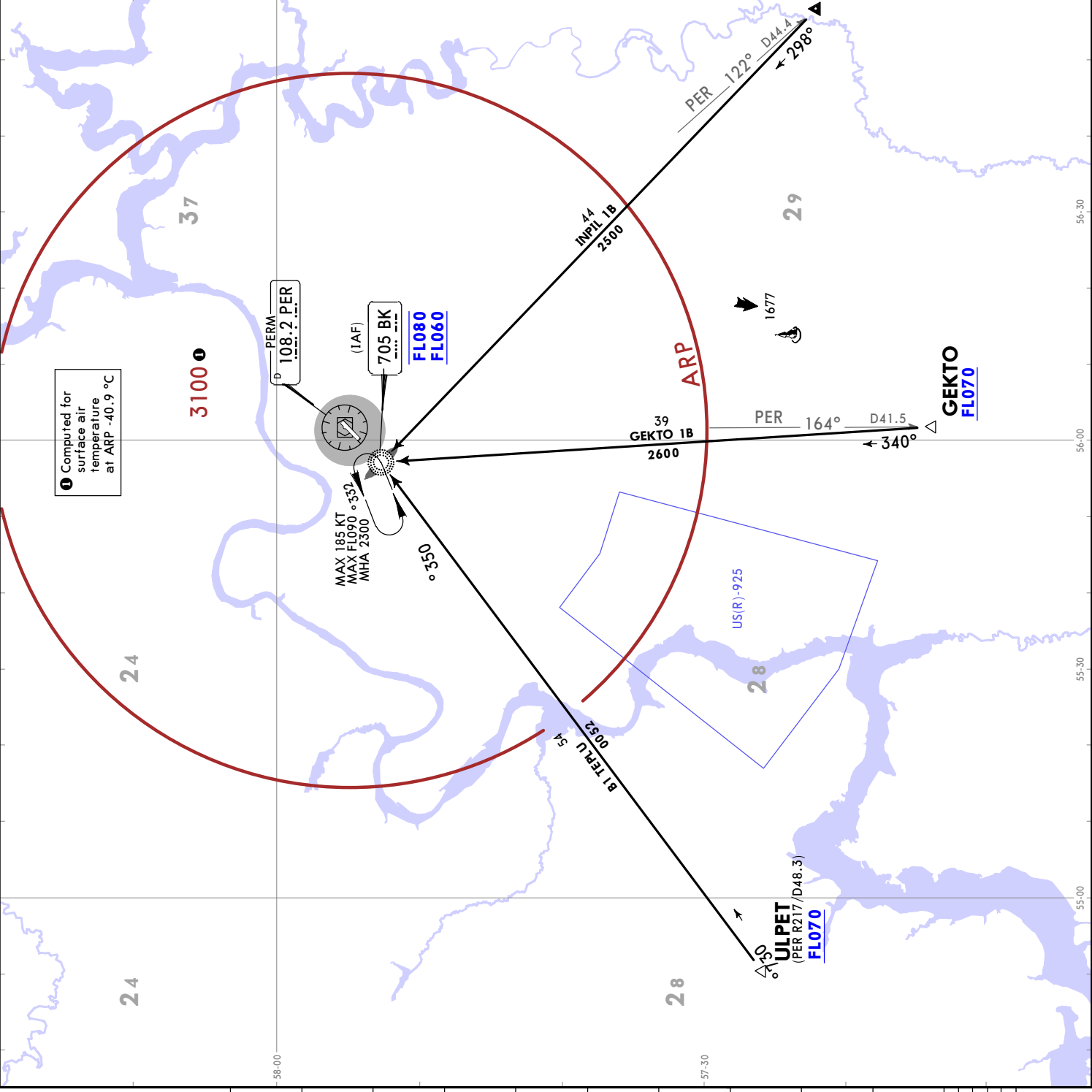
USPP/PEE
BOLSHOE SAVINO

16 MAY 25 (10-2J)

JEPPesen

PERM, RUSSIA
STAR

ATIS 126.4	Apt Elev 403
Alt Set: hPa (MM on request) Trans level: FL050 when pressure is below 1013 hPa (760mm); FL060 when pressure is below 977 hPa (733mm).	
GEKTO 1B [GEKT1B] NOT AVAILABLE WHEN US(R)-925 ACTIVE INPIL 1B [INPIL1B] ULPET 1B [ULPET1B] BY ATC ARRIVALS (RWY 03) DME OR RADAR CONTROL REQUIRED	



USPP/PEE
BOLSHOE SAVINO

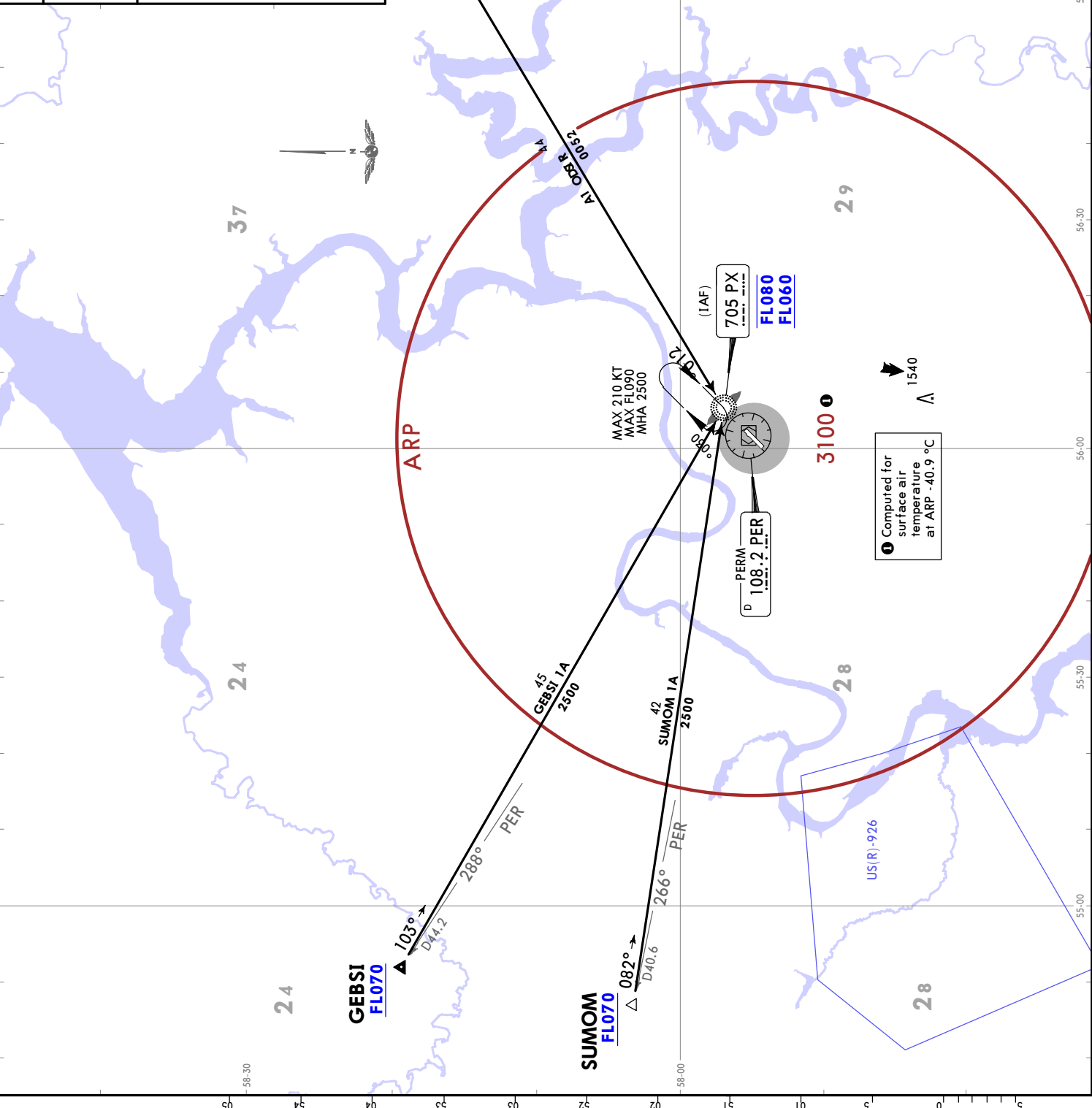
JEPPESEN PERM, RUSSIA
STAR

16 MAY 25 (10-2K)

ATIS	Apt Elev
126.4	403

Alt Set: hPa (MM on request)
Trans level:
FL050 when pressure is below 1013 hPa (760mm);
FL070 when pressure is below 977 hPa (733mm).

GEBSI 1A [GEBSI1A]
RISDO 1A [RISD1A]
BY ATC
SUMOM 1A [SUMO1A]
NOT AVAILABLE WHEN US(R)-926 ACTIVE
ARRIVALS
(RWY 21)
DME OR RADAR CONTROL REQUIRED



FEET METERS	QNH (QFE)
2500	2500 (650)

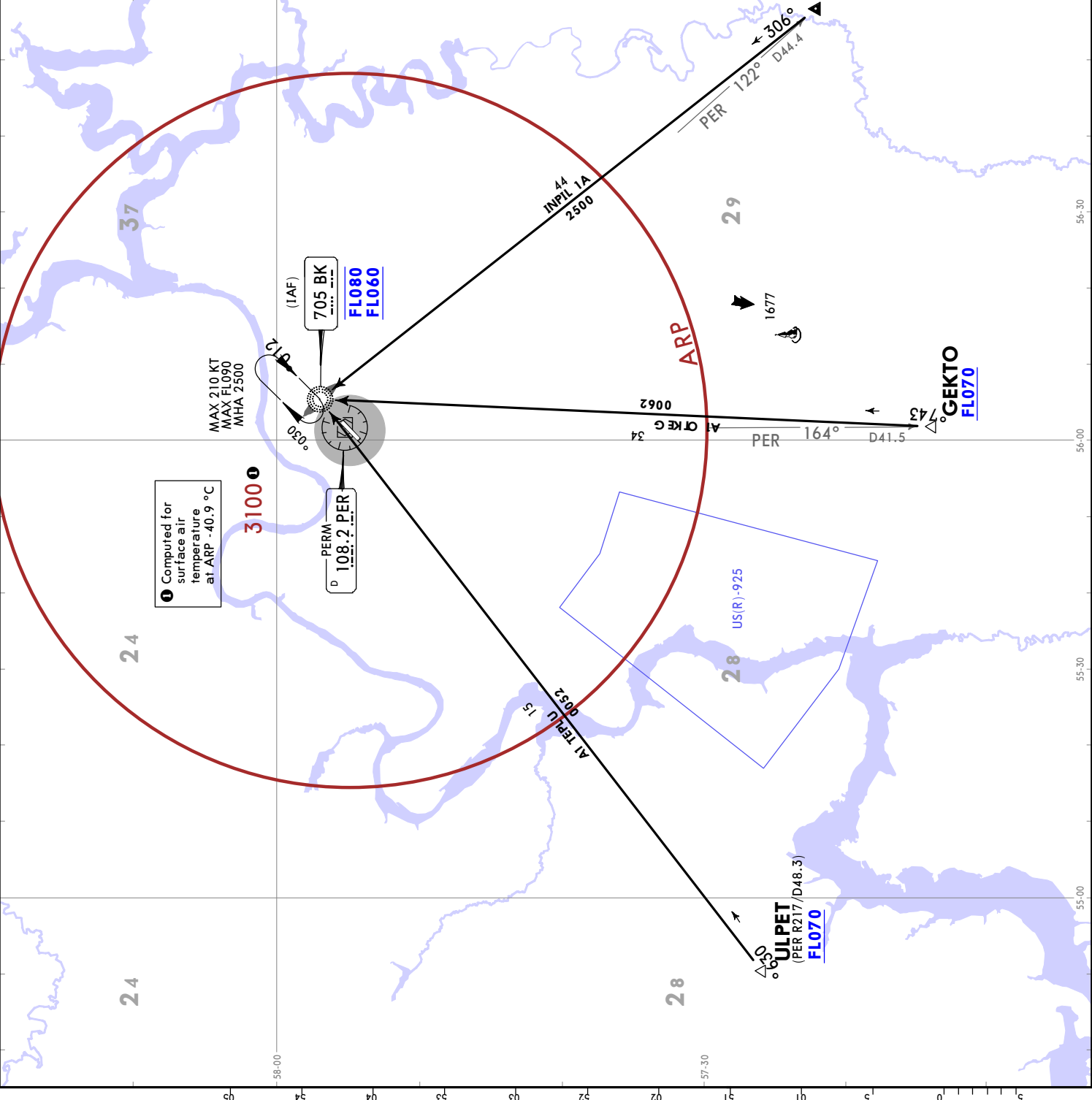
USPP/PEE
BOLSHOE SAVINO

16 MAY 25 10-2L

JEPPESEN

PERM, RUSSIA
STAR

ATIS 126.4	Apt Elev 403
Alt Set: hPa (MM on request) Trans level: FL050 FL060 when pressure is below 1013 hPa (760mm); FL070 when pressure is below 977 hPa (735mm).	
GEKTO 1A [GEKT1A] NOT AVAILABLE WHEN US(R)-925 ACTIVE INPIL 1A [INPIL1A] ULPET 1A [ULPET1A] BY ATC ARRIVALS (RWY 21) DME OR RADAR CONTROL REQUIRED	



FEET METERS
QNH (QFE)
2500 (650)

USPP/PEE
BOLSHOE SAVINO

JEPPesen PERM, RUSSIA
RNAV SID

16 MAY 25 10-3

Apt Elev
403

Trans alt: 3700 QNH (QFE on request)

RNAV 1 GNSS required.

RNAV (GNSS) procedures are priority procedures. If unable to maintain RNAV (GNSS) SIDs report to ATIS.

GEBSI 1M [GEBSI1M]
SUMOM 1M [SUMO1M]
OSMUT 1M [OSMU1M]
RISDO 1M [RISD1M]
BY ATC

RNAV DEPARTURES
(RWY 03)

RISDO
FL070

OSMUT
FL080

GEBSI
FL080

SUMOM
FL080

MI MOMS
FL080

PP033

PP032
MAX 255 KT_{1.8}

PP030
MAX 265 KT

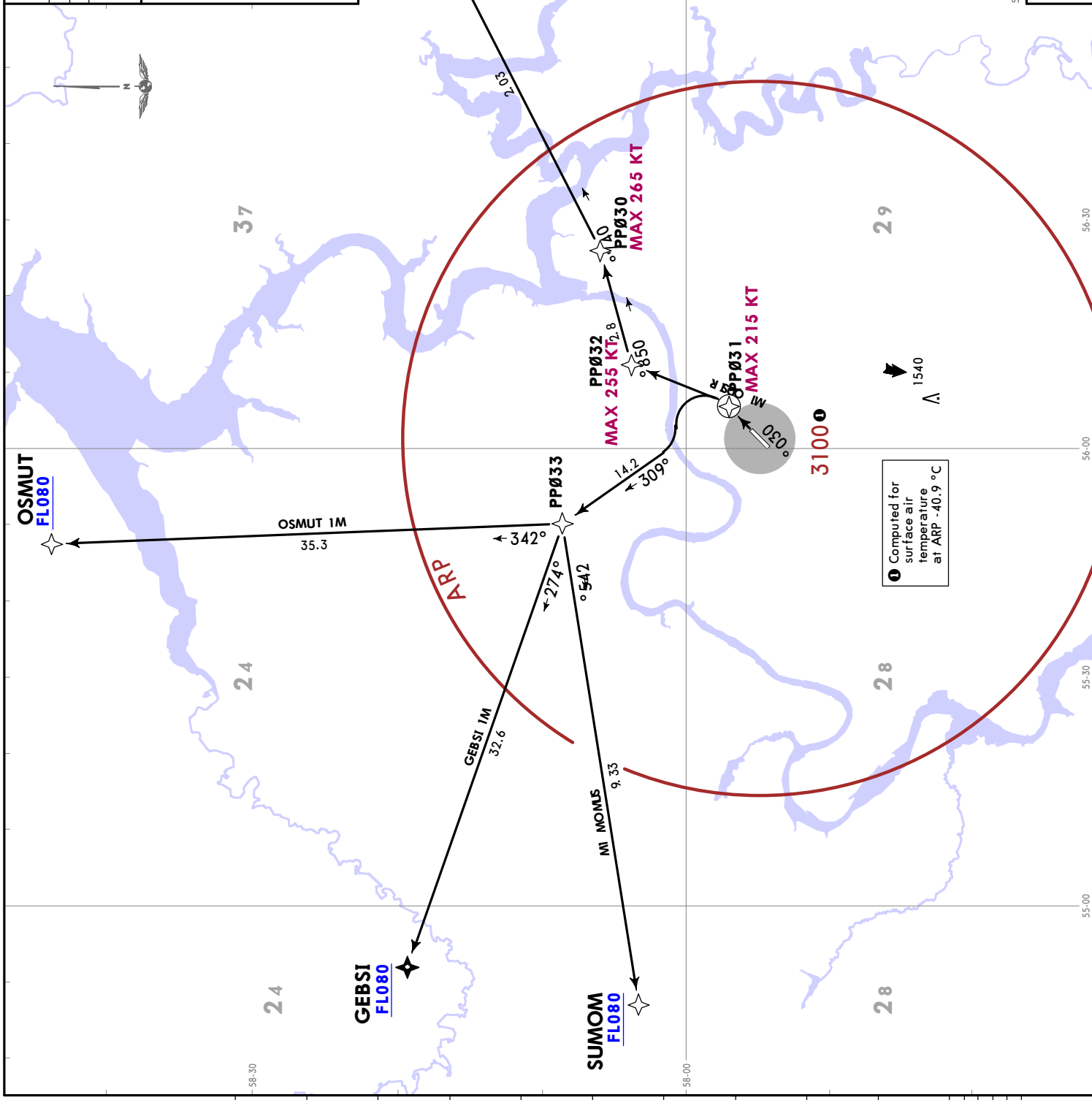
PP031
MAX 215 KT

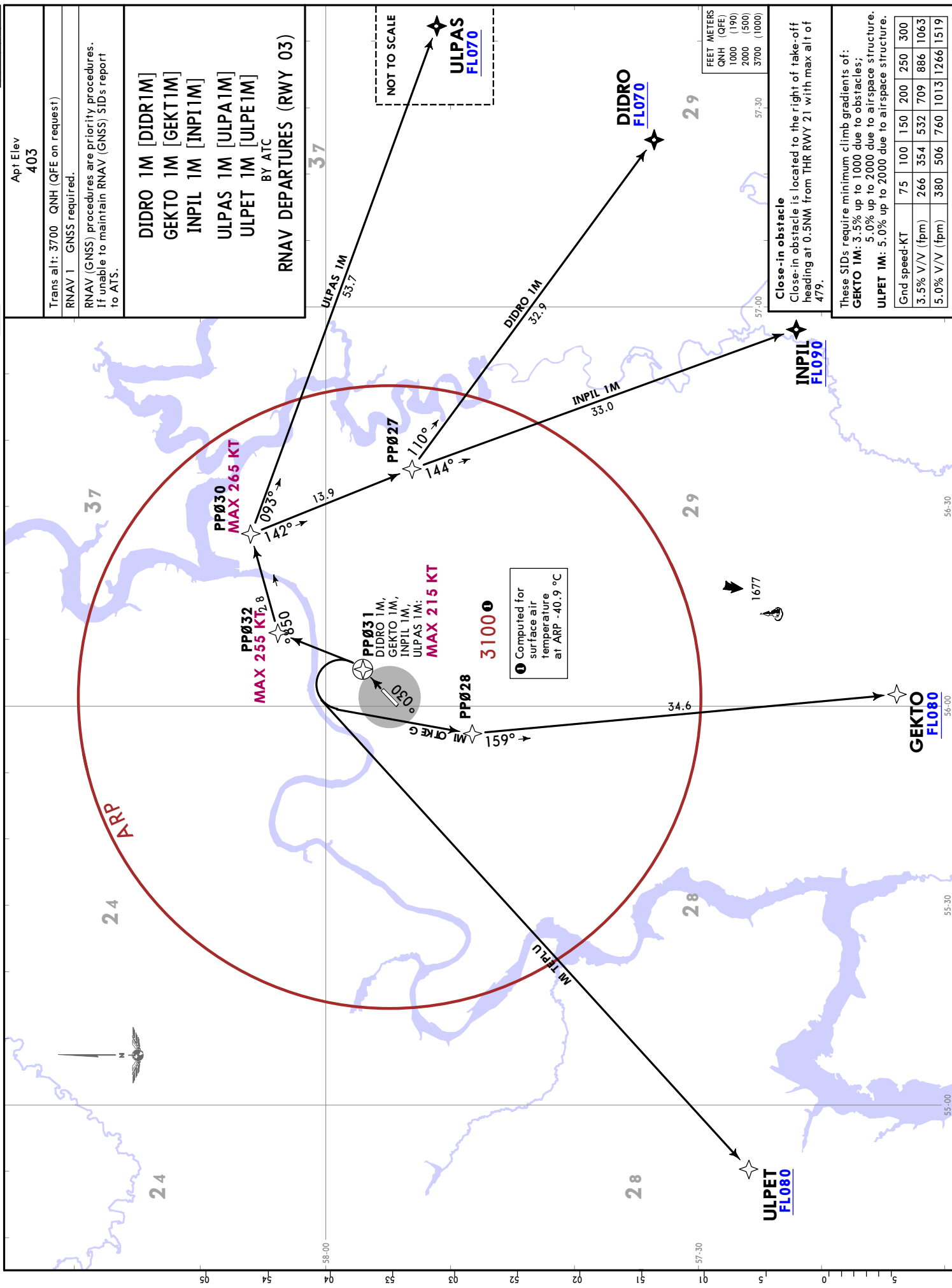
3100

1540

Computed for surface air temperature at ARP -40.9 °C

Close-in obstacle
Close-in obstacle is located to the right of take-off heading at 0.5NM from THR RWY 21 with max alt of 479.





Apt Elev
403

Trans alt: 3700 QNH (QFE on request)

RNAV 1 GNSS required.

RNAV (GNSS) procedures are priority procedures. If unable to maintain RNAV (GNSS) SIDs report to ATIS.

DIDRO 1M [DIDR1M]
GEKTO 1M [GEKT1M]
INPIL 1M [INPI1M]
ULPAS 1M [ULPA1M]
ULPET 1M [ULPE1M]
BY ATC

RNAV DEPARTURES (RWY 03)

ULPAS 1M 53.7

NOT TO SCALE

ULPAS
FL070

DIDRO 1M 32.9

DIDRO
FL070

FEET METERS

QNH (QFE)	1000 (190)
	2000 (500)
	3700 (1000)

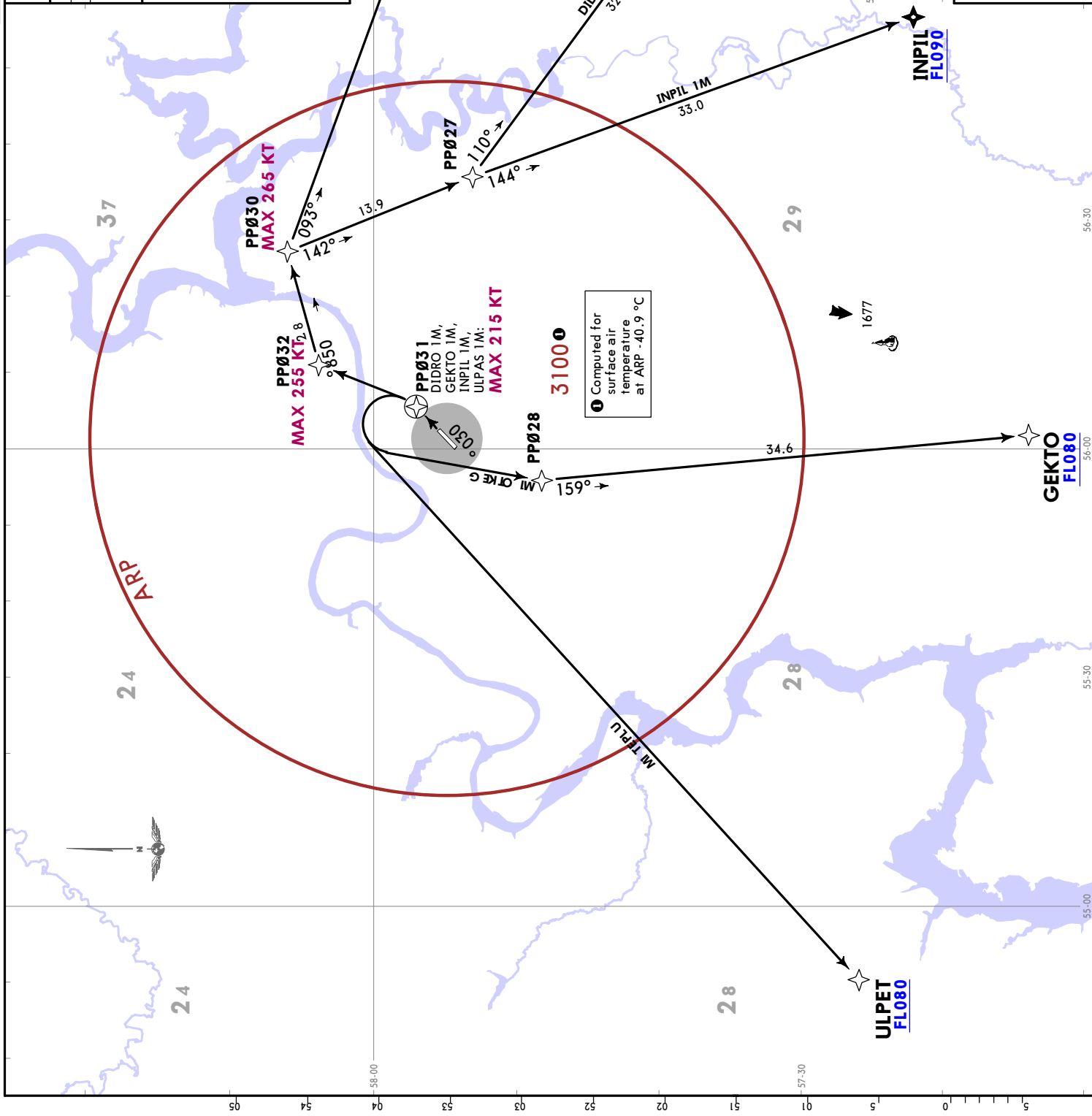
Close-in obstacle
Close-in obstacle is located to the right of take-off heading at 0.5NM from THR RWY 21 with max alt of 479.

These SIDs require minimum climb gradients of:

GEKTO 1M: 3.5% up to 1000 due to obstacles;
5.0% up to 2000 due to airspace structure.

ULPET 1M: 5.0% up to 2000 due to airspace structure.

End speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
5.0% V/V (fpm)	380	506	760	1013	1266	1519



PP030
MAX 265 KT

PP032
MAX 255 KT

PP031
DIDRO 1M,
GEKTO 1M,
INPIL 1M,
ULPAS 1M:
MAX 215 KT

3100

Computed for
surface air
temperature
at ARP -40.9 °C

ARP

1677

INPIL 1M 33.0

INPIL
FL090

GEKTO 1M 34.6

GEKTO
FL080

ULPET 1M 53.7

ULPET
FL080

Close-in obstacle

These SIDs require minimum climb gradients of:

GEKTO 1M: 3.5% up to 1000 due to obstacles;
5.0% up to 2000 due to airspace structure.

ULPET 1M: 5.0% up to 2000 due to airspace structure.

End speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
5.0% V/V (fpm)	380	506	760	1013	1266	1519

USPP/PEE
BOLSHOE SAVINO

JEPPesen PERM, RUSSIA
RNAV SID

16 MAY 25 (10-3B)

Apt Elev
403

Trans alt: 3700 QNH (QFE on request)

RNAV 1 GNSS required.

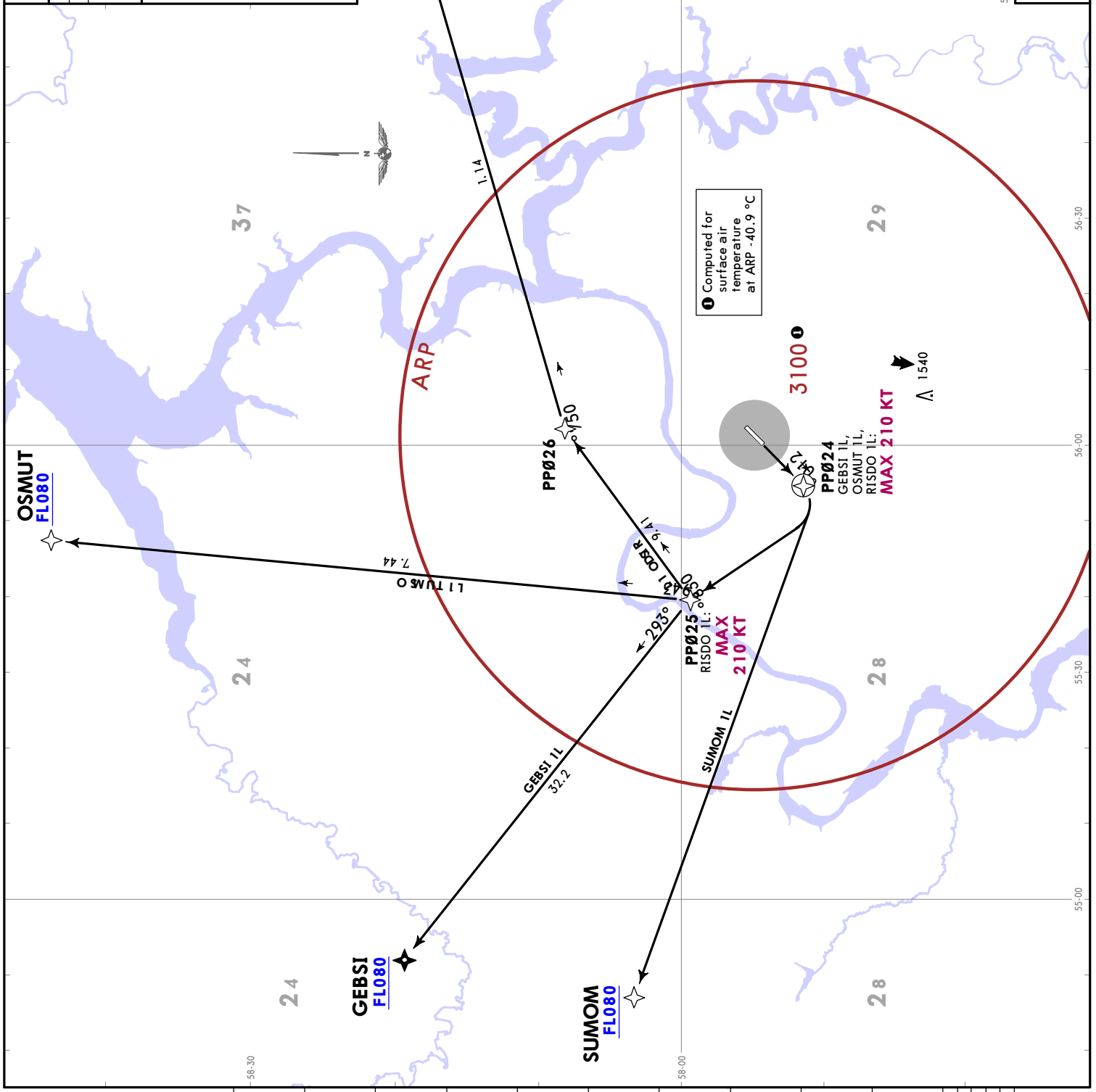
RNAV (GNSS) procedures are priority procedures.
If unable to maintain RNAV (GNSS) SIDs report
to ATIS.

GEBSI 1L [GEBSI1L]
SUMOM 1L [SUMO1L]
OSMUT 1L [OSMU1L]
RISDO 1L [RISD1L]
BY ATC

RNAV DEPARTURES
(RWY 21)

FEET METERS
QNH (QFE)
3700 (1000)

Close-in obstacles
Close-in obstacles are located to the left of take-off
heading at 0.2 - 0.4NM from THR RWY 03 with max
alt of 451.



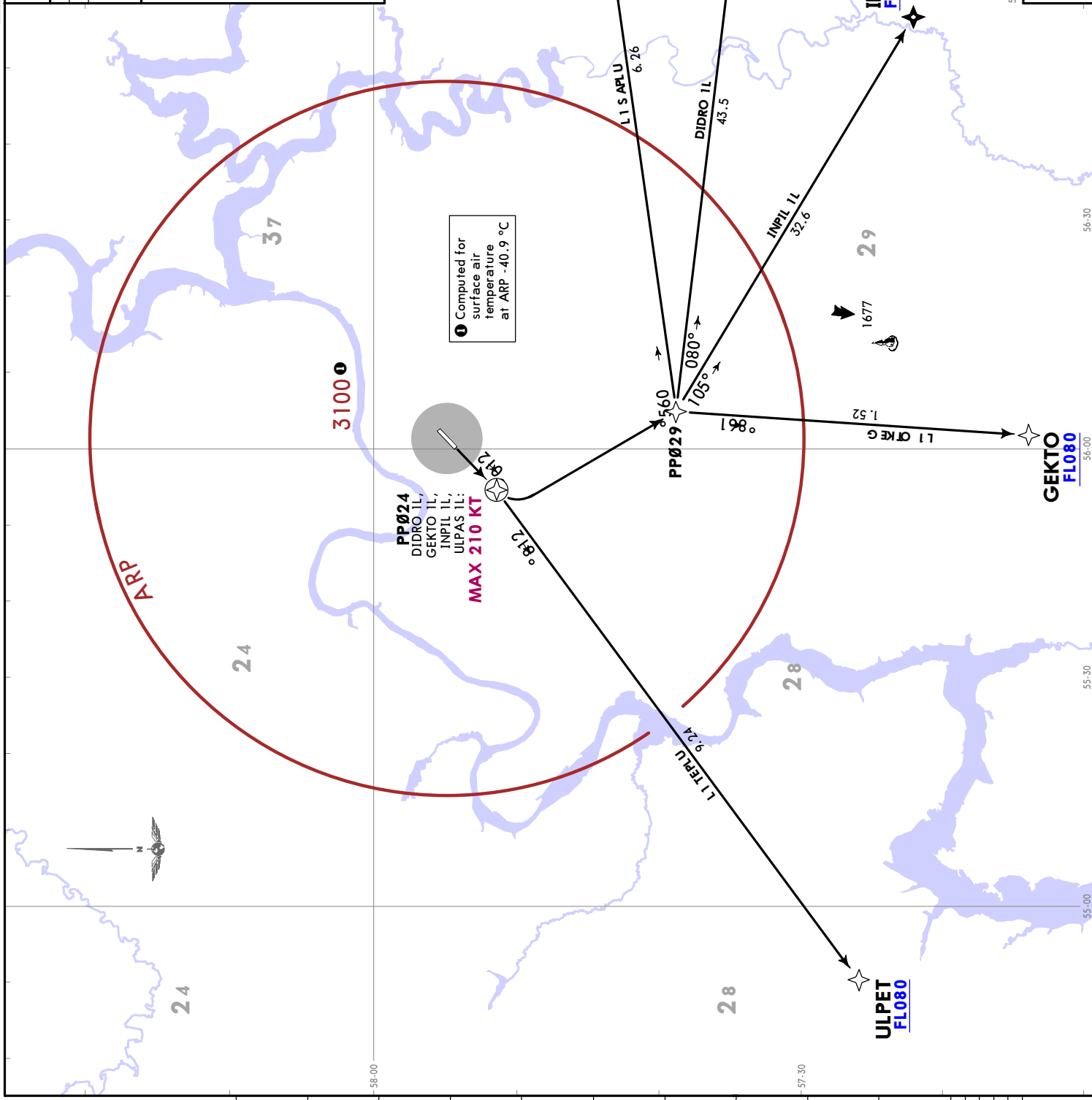
Apt Elev
403

Trans alt: 3700 QNH (QFE on request)
RNNAV 1 GNSS required.

RNNAV (GNSS) procedures are priority procedures. If unable to maintain RNNAV (GNSS) SIDs report to ATS.

DIDRO 1L [DIDR1L]
GEKTO 1L [GEKT1L]
INPIL 1L [INPI1L]
ULPAS 1L [ULPA1L]
ULPET 1L [ULPE1L]
BY ATC

RNNAV DEPARTURES
(RWY 21)



① Computed for surface air temperature at ARP -40.9 °C

NOT TO SCALE

FEET METERS
QNH (QFE)
3700 (1000)

Close-in obstacles
Close-in obstacles are located to the left of take-off heading at 0.2 - 0.4NM from THR RWY 03 with max alt of 451.

PERM, RUSSIA

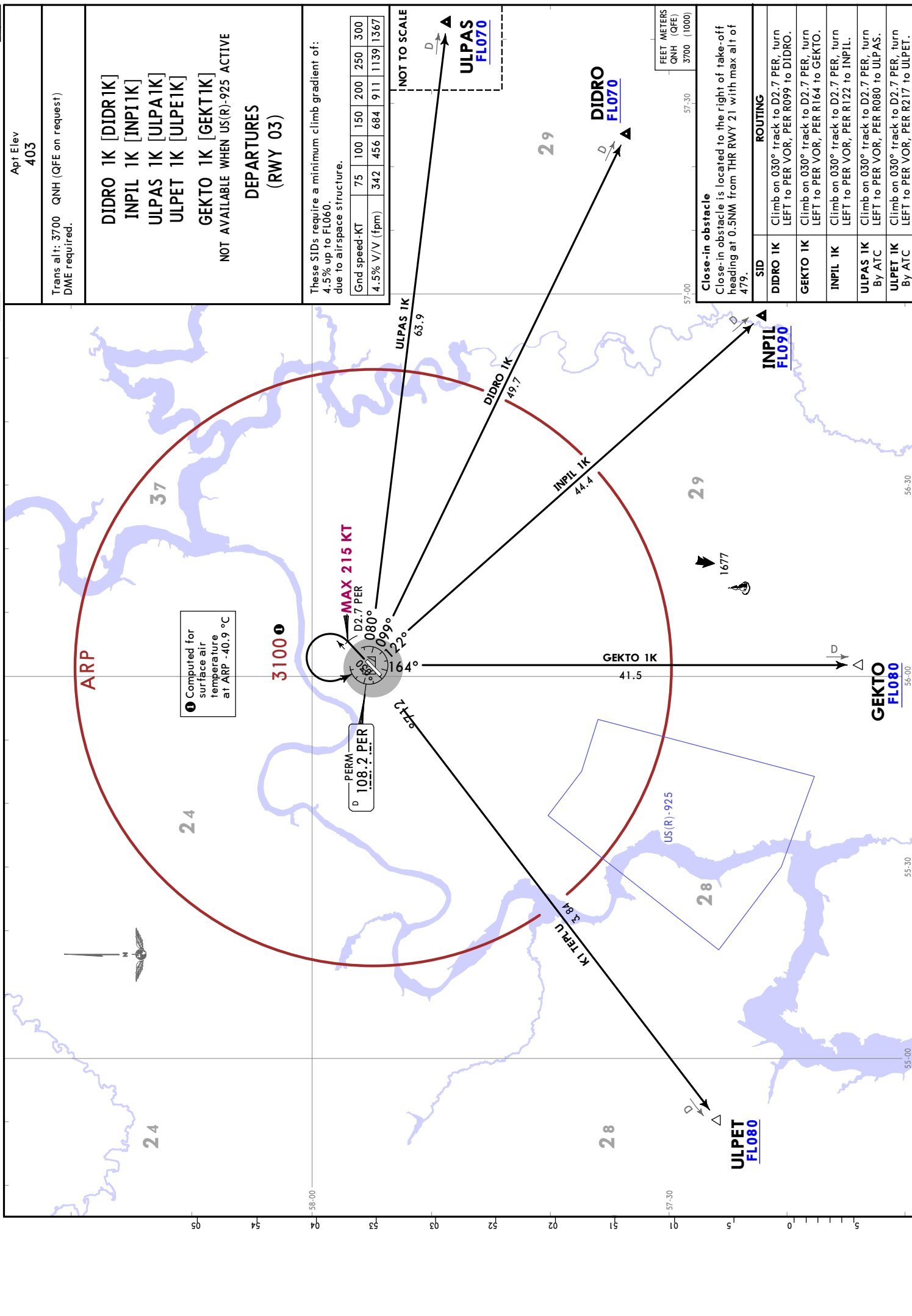
SID

USPP/PEE
BOLSHOE SAVINO

16 MAY 25 10-3E

JEPPESEN

Apt Elev
403

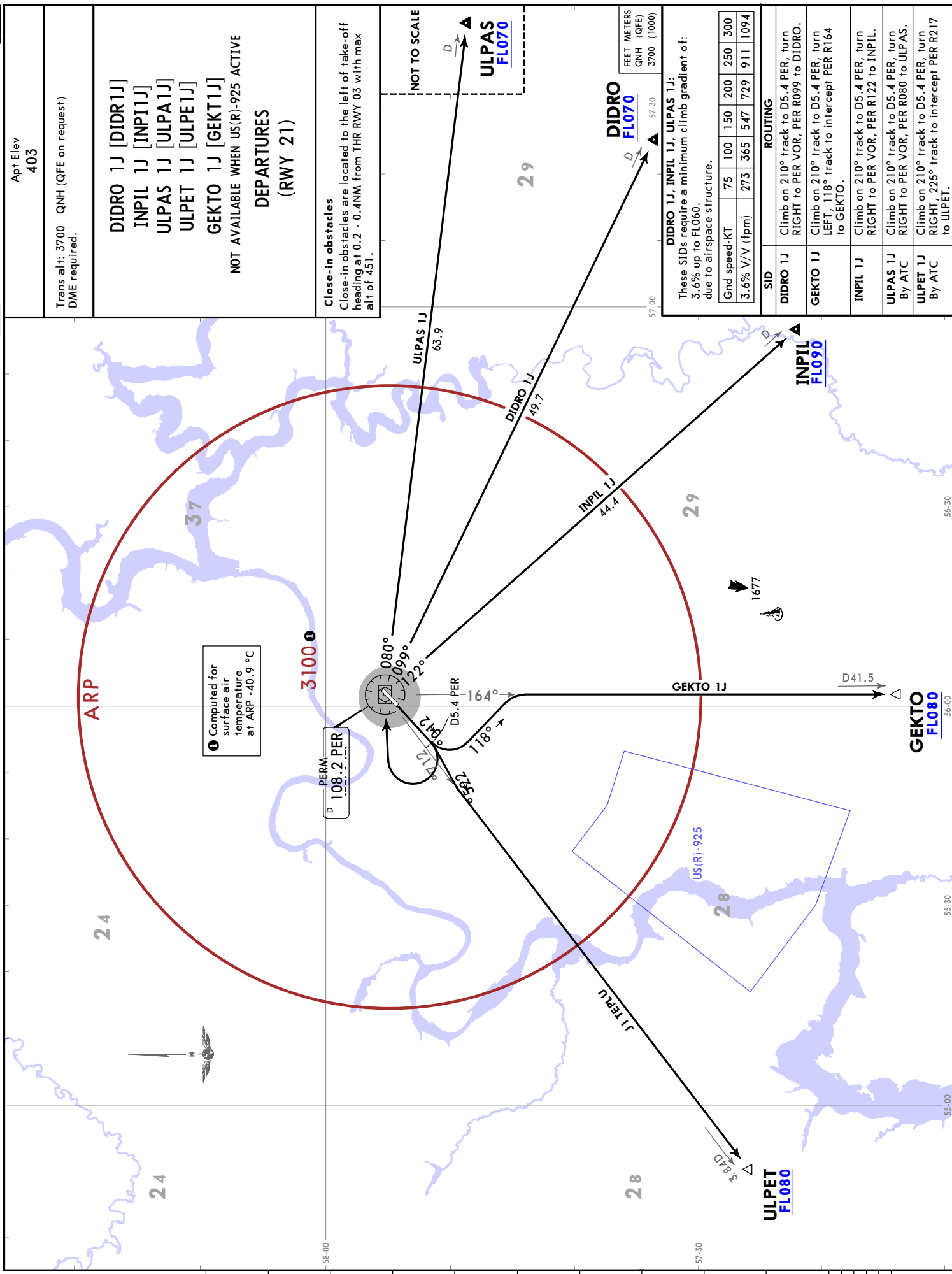


USPP/PEE
BOLSHOE SAVINO

JEPPESEN
16 MAY 25 (10-3G)

PERM, RUSSIA

SID



Apt Elev
403

Trans alt: 3700 QNH (QFE on request)
DME required.

DIDRO 1J [DIDR1J]
INPIL 1J [INPIL1J]
ULPAS 1J [ULPA1J]
ULPET 1J [ULPE1J]
GEKTO 1J [GEKT1J]

NOT AVAILABLE WHEN US(R)-925 ACTIVE

**DEPARTURES
(RWY 21)**

Close-in obstacles
Close-in obstacles are located to the left of take-off heading at 0.2 - 0.4NM from THR RWY 03 with max alt of 451.

NOT TO SCALE

FEET	METERS
3700	QNH (QFE)
3700	(1000)

DIDRO 1J, INPIL 1J, ULPAS 1J:
These SIDs require a minimum climb gradient of: 3.6% up to FL060.
due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094

SID	ROUTING
DIDRO 1J	Climb on 210° track to D5.4 PER, turn RIGHT to PER VOR, PER R099 to DIDRO.
GEKTO 1J	Climb on 210° track to D5.4 PER, turn LEFT, 118° track to intercept PER R164 to GEKTO.
INPIL 1J	Climb on 210° track to D5.4 PER, turn RIGHT to PER VOR, PER R122 to INPIL.
ULPAS 1J By ATC	Climb on 210° track to D5.4 PER, turn RIGHT to PER VOR, PER R080 to ULPAS.
ULPET 1J By ATC	Climb on 210° track to D5.4 PER, turn RIGHT, 225° track to intercept PER R217 to ULPET.

Computed for surface air temperature at ARP -40.9 °C

PERM
108.2 PER

JEPPESEN PERM, RUSSIA
 16 MAY 25 (10-3H) **SID**

Apt Elev
 403
 Trans alt: 3700 QNH (QFE on request)
 DME required.

**GEBSI 1H [GEBS1H]
 OSMUT 1H [OSMU1H]
 RISDO 1H [RISD1H]
 SUMOM 1H [SUMO1H]**
 NOT AVAILABLE WHEN US(R)-926 ACTIVE
**DEPARTURES
 (RWY 03)**

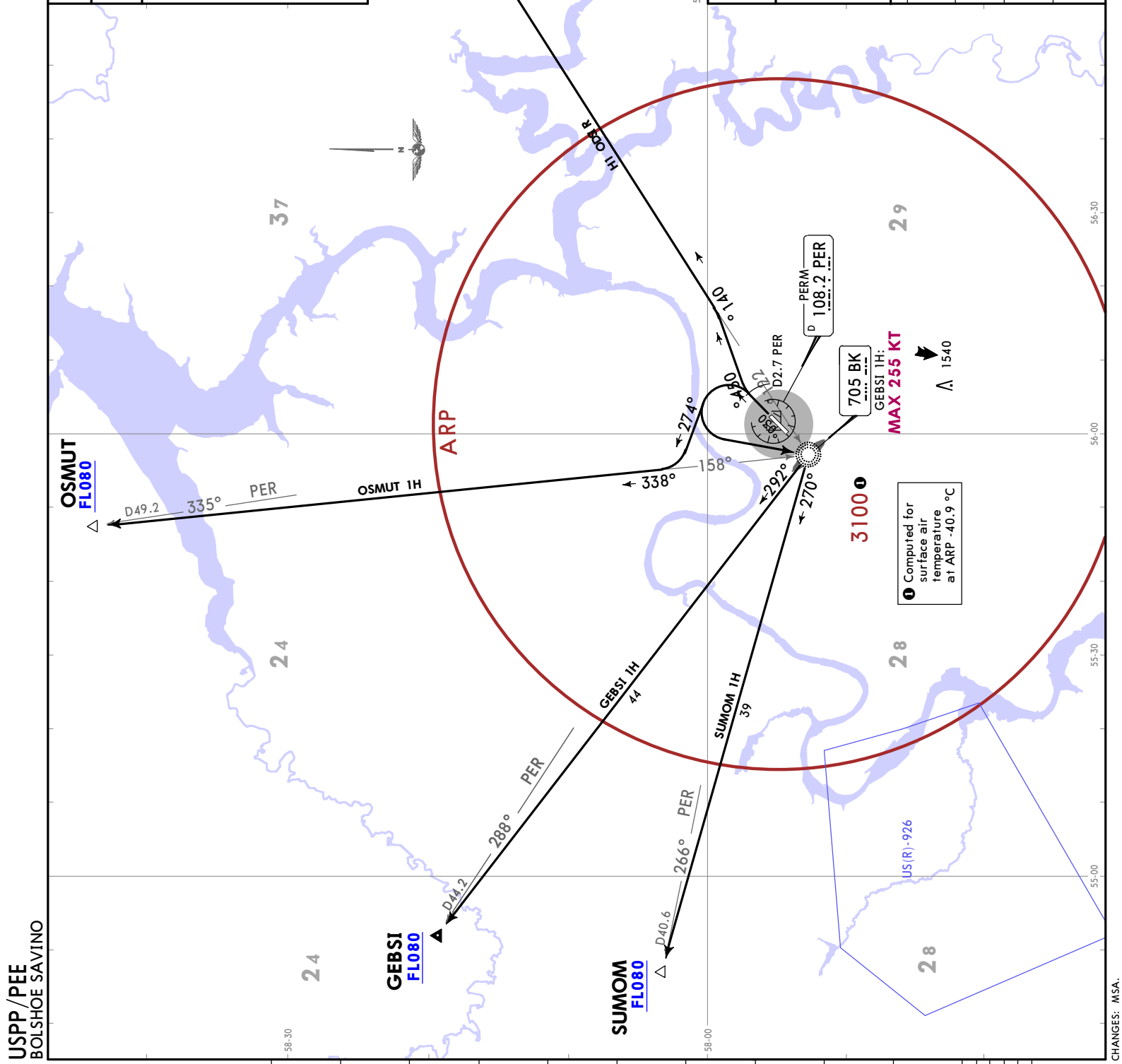
RISDO
 (PER R042/D46.8)
FL070

Close-in obstacle
 Close-in obstacle is located to the right of take-off heading at 0.5NM from THR RWY 21 with max alt of 479.

These SIDs require a minimum climb gradient of:
GEBSI 1H, SUMOM 1H: 4.5% up to FLO60.
OSMUT 1H: 4.5% up to 2000.
 due to airspace structure.

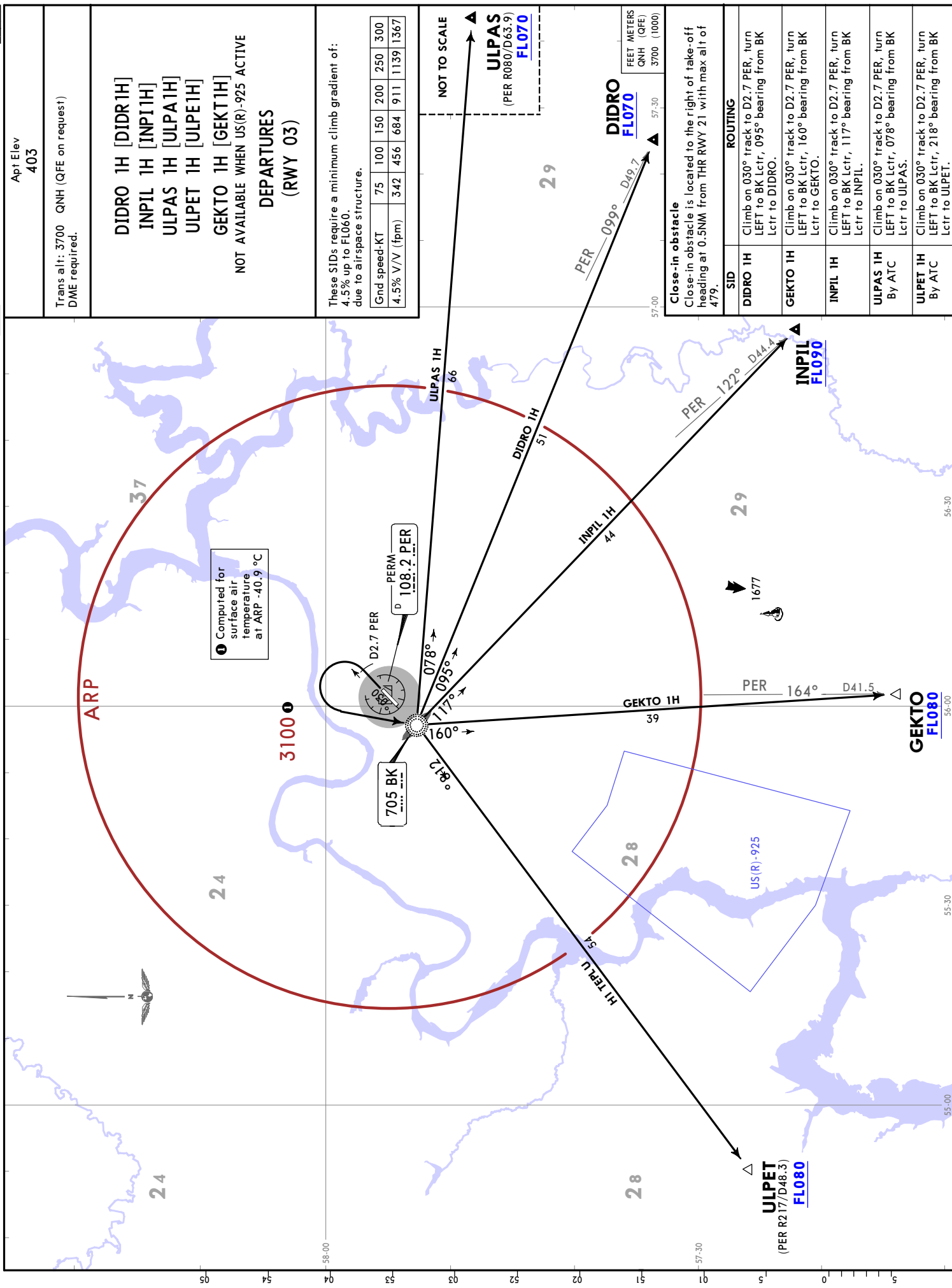
Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

SID	ROUTING
GEBSI 1H	Climb on 030° track to D2.7 PER, turn LEFT to BK Lctr, 292° bearing from BK Lctr to GEBSI.
OSMUT 1H By ATC	Climb on 030° track to D2.7 PER, turn LEFT, 274° track to intercept 338° bearing from BK Lctr to OSMUT.
RISDO 1H By ATC	Climb on 030° track to D2.7 PER, turn RIGHT, 054° track to intercept 041° bearing from BK Lctr to RISDO.
SUMOM 1H	Climb on 030° track to D2.7 PER, turn LEFT to BK Lctr, 270° bearing from BK Lctr to GEBSI.



USPP/PEE
 BOLSHOE SAVINO

CHANGES: MSA



Apt Elev
403

Trans alt: 3700 QNH (QFE on request)
DME required.

DIDRO 1H [DIDR1H]
INPIL 1H [INPI1H]
ULPAS 1H [ULPA1H]
ULPET 1H [ULPE1H]
GEKTO 1H [GEKT1H]

NOT AVAILABLE WHEN US(R)-925 ACTIVE

DEPARTURES
(RWY 03)

These SIDs require a minimum climb gradient of:
4.5% up to FLO60.
due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

NOT TO SCALE

ULPAS
(PER R080/D63.9)
FLO70

DIDRO
FLO70

Close-in obstacle
Close-in obstacle is located to the right of take-off heading at 0.5NM from THR RWY 21 with max alt of 479.

SID	ROUTING
DIDRO 1H	Climb on 030° track to D2.7 PER, turn LEFT to BK Lctr, 095° bearing from BK Lctr to DIDRO.
GEKTO 1H	Climb on 030° track to D2.7 PER, turn LEFT to BK Lctr, 160° bearing from BK Lctr to GEKTO.
INPIL 1H	Climb on 030° track to D2.7 PER, turn LEFT to BK Lctr, 117° bearing from BK Lctr to INPIL.
ULPAS 1H By ATC	Climb on 030° track to D2.7 PER, turn LEFT to BK Lctr, 078° bearing from BK Lctr to ULPAS.
ULPET 1H By ATC	Climb on 030° track to D2.7 PER, turn LEFT to BK Lctr, 218° bearing from BK Lctr to ULPET.

Computed for surface air temperature at ARP -40.9 °C

705 BK
D PERM
108.2 PER

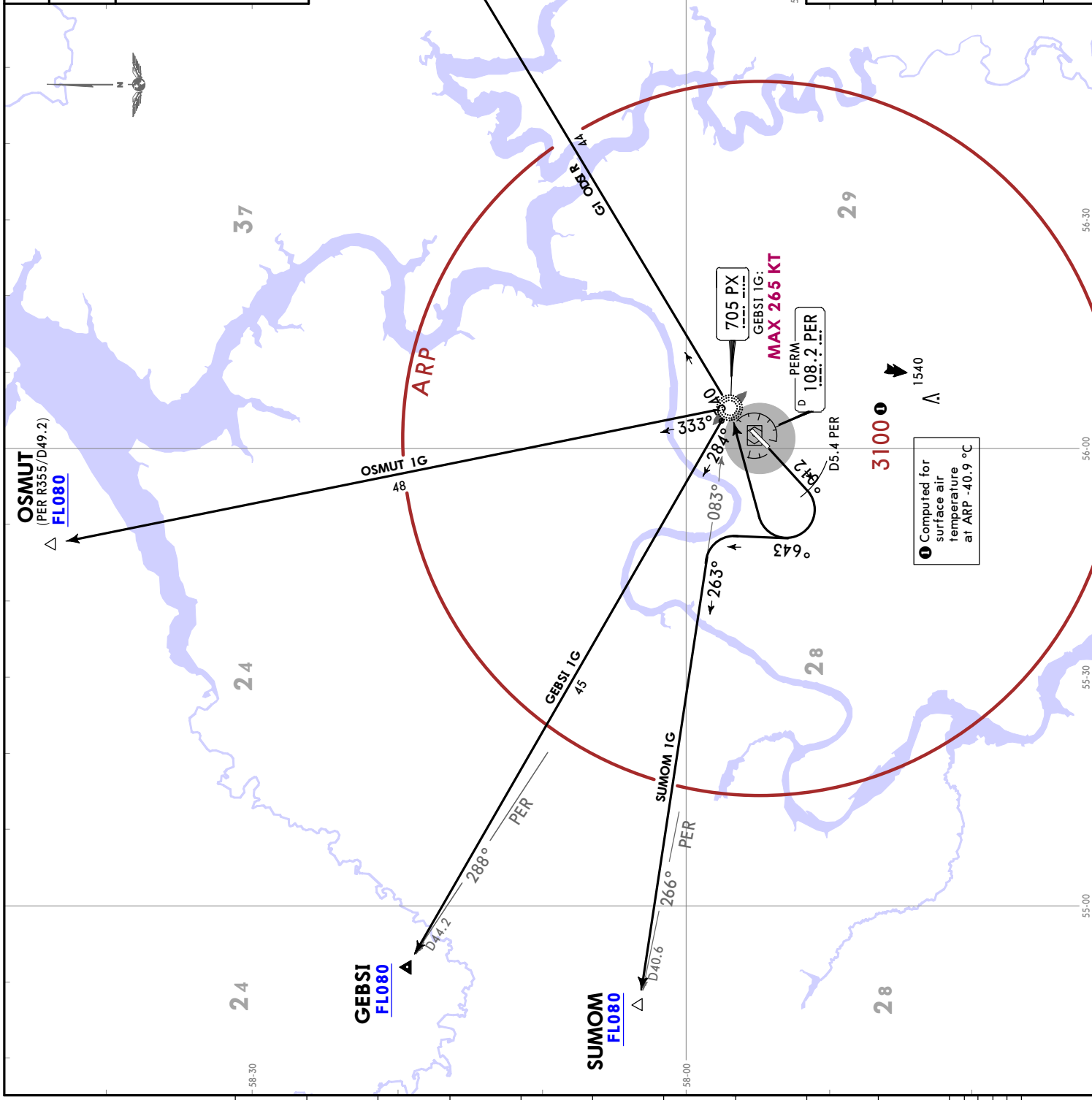
USPP/PEE
BOLSHOE SAVINO

16 MAY 25 (10-3K) **SID**

Apt Elev
403

Trans alt: 3700 QNH (QFE on request)
DME required.

**GEBSI 1G [GEBSI1G]
OSMUT 1G [OSMU1G]
RISDO 1G [RISD1G]
SUMOM 1G [SUMO1G]
DEPARTURES
(RWY 21)**



RISDO
(PER R042/D46.8)
FL070

GEBSI
FL080

OSMUT
FL080

SUMOM
FL080

FEET METERS
QNH (QFE)
3700 (1000)

Close-in obstacles
Close-in obstacles are located to the left of take-off heading at 0.2 - 0.4NM from THR RWY 03 with max alt of 451.

SID	ROUTING
GEBSI 1G	Climb on 210° track to D5.4 PER, turn RIGHT to PX Lctr, 284° bearing from PX Lctr to GEBSI.
OSMUT 1G By ATC	Climb on 210° track to D5.4 PER, turn RIGHT to PX Lctr, 333° bearing from PX Lctr to OSMUT.
RISDO 1G By ATC	Climb on 210° track to D5.4 PER, turn RIGHT to PX Lctr, 043° bearing from PX Lctr to RISDO.
SUMOM 1G	Climb on 210° track to D5.4 PER, turn RIGHT, 346° track to intercept 263° bearing from PX Lctr to SUMOM.

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JEPPESEN

14 JUL 23

10-4

PERM, RUSSIA
NOISE**NOISE ABATEMENT****GENERAL**

Noise abatement procedures shall be employed by all ACFT during take-off and climb. In special meteorological conditions, such as considerable wind, cumulonimbus clouds etc. in arrival and approach sectors, ATC may at own discretion or by pilot's request deviate from the following if considered necessary for safety.

RESTRICTIONS

Noise abatement procedures shall not be employed in case off:

- failure of one of the engines during take-off;
- dirty and wet RWY;
- horizontal visibility below 2000m;
- cross-wind component (including gusts) exceeds 8 m/s;
- tail-wind component (including gusts) exceeds 2 m/s;
- wind shear is forecasted or reported or it is expected that thunderstorms may affect the conditions of take-off and climb.

ARRIVAL

Missed approach procedure does not require overflying the city of Perm.

DEPARTURE

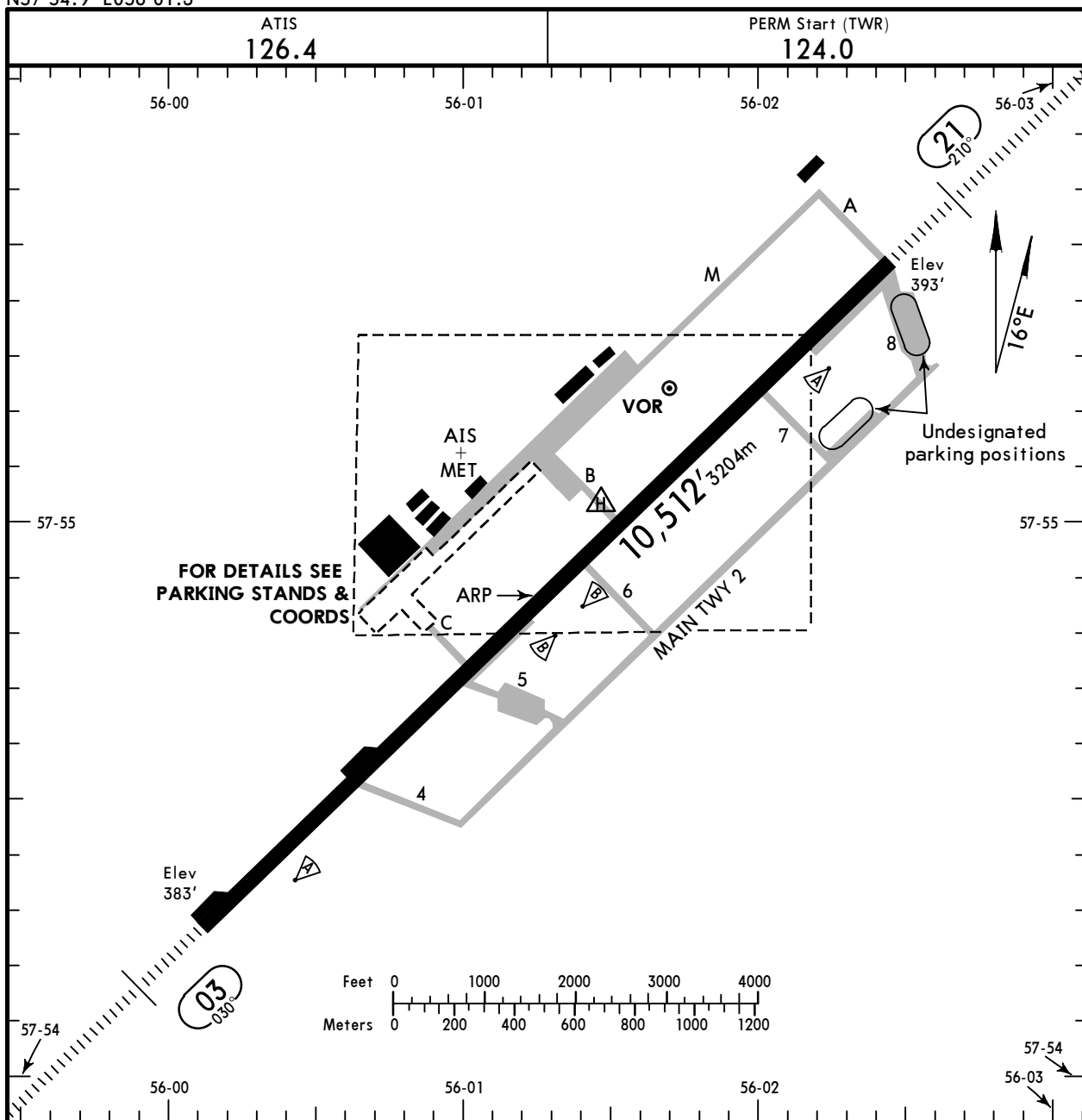
Employ following special procedure during take-off:

1. during take-off and climb to 1870'/(450)m AAL:
 - maintain take-off power;
 - retract landing gear;
 - set flaps and slats in take-off position;
 - climb at IAS V2 + (10-20 KT) maintainig take-off heading.
2. at 1870'/(450)m AAL:
 - set engines to rated power.
3. between 1870'/(450)m AAL and 3350'/(900)m AAL:
 - maintain rated power, flaps and slats in take-off position;
 - climb at IAS V2 + (10-20 KT) taking into consideration pitch angle constraints.
4. at 3350'/(900)m AAL:
 - retract flaps;
 - accelerate to climbing speed in accordance with Flight Manual.

USPP/PEE
 Apt Elev **403'**
 N57 54.9 E056 01.3

JEPPESEN
 14 JUL 23 **(10-9)**

PERM, RUSSIA
BOLSHOE SAVINO



ADDITIONAL RUNWAY INFORMATION

RWY	LANDING BEYOND	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
03 21	HIRL (60m) HIALS PAPI-L (angle 3.0°) RVR		9479' 2889m	①	161' 49m

① TAKE-OFF RUN AVAILABLE

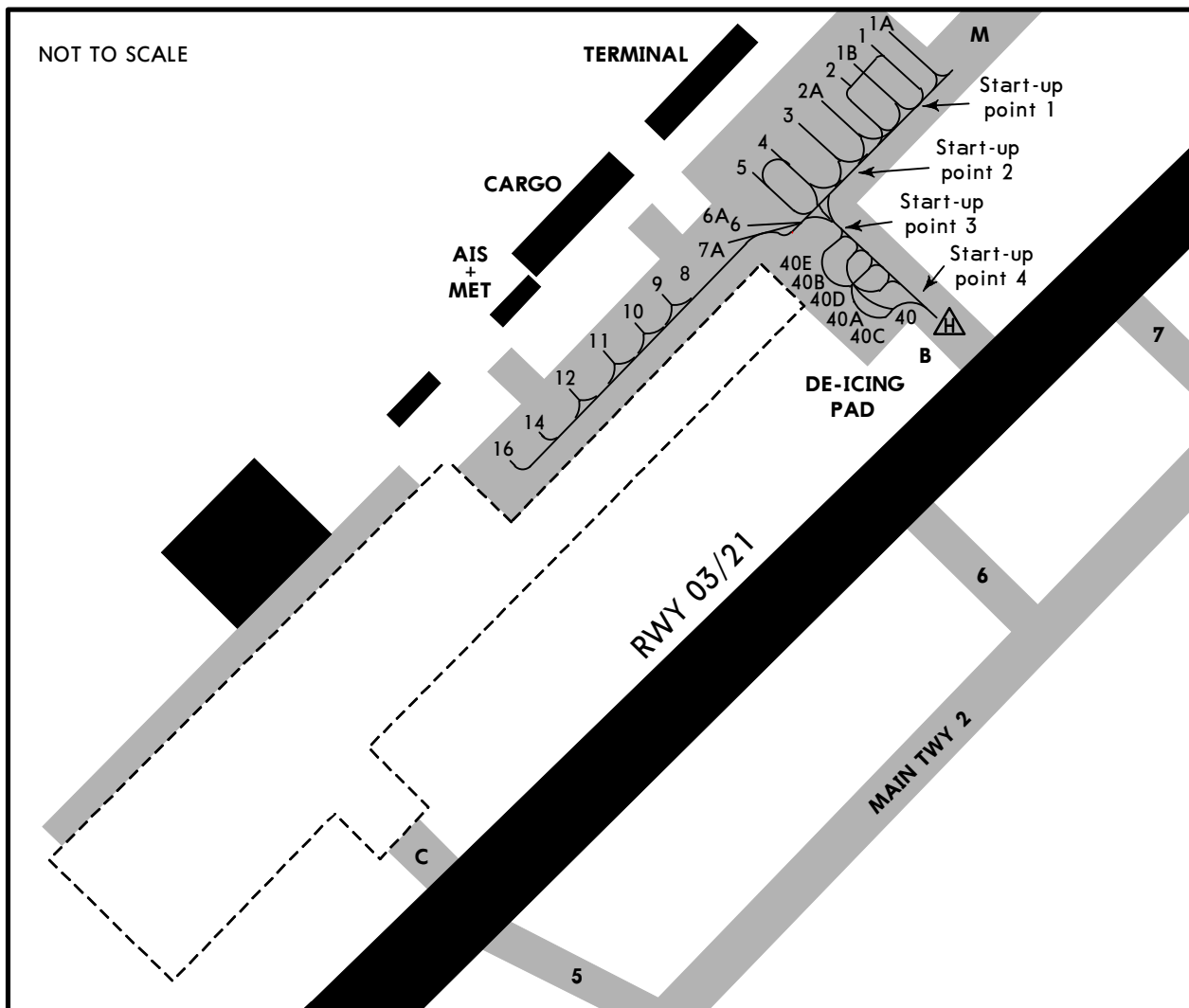
RWY 03:		RWY 21:	
From rwy head	10,512' (3204m)	From rwy head	10,512' (3204m)
twy C int	6575' (2004m)	twy B int	6355' (1937m)
twy B int	4229' (1289m)		

Std TAKE-OFF				
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R300m		R400m	R/V500m	NA

USPP/PEE

JEPPESSEN
14 JUL 23 (10-9A)

PERM, RUSSIA
BOLSHOE SAVINO



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 1A	N57 55.2 E056 01.4	40B	N57 55.1 E056 01.3
1B thru 3	N57 55.2 E056 01.3	40C	N57 55.0 E056 01.3
4	N57 55.2 E056 01.2	40D	N57 55.1 E056 01.3
5 thru 6A	N57 55.1 E056 01.2	40E	N57 55.1 E056 01.2
7, 8	N57 55.1 E056 01.1		
7A	N57 55.1 E056 01.2		
9	N57 55.1 E056 01.1		
10	N57 55.0 E056 01.1		
11 thru 16	N57 55.0 E056 01.0		
40 thru 40A	N57 55.0 E056 01.3		

CHANGES: Notes transferred to briefing pages, construction area, stands.

STRAIGHT-IN RWY		A	B	C	D
03	ILS Z, Y or X	583'(200') ① R550m	583'(200') ① R550m	583'(200') ① R550m	593'(210') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	583'(200') ① R550m	583'(200') ① R550m	583'(200') ① R550m	593'(210') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP (LNAV/VNAV)	752'(369') R1000m	755'(372') R1000m	758'(375') R1000m	761'(378') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	② RNP (LNAV)	820'(437') R1300m	820'(437') R1300m	820'(437') R1300m	820'(437') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	② VOR	960'(577') R1500m	960'(577') R1500m	960'(577') R1900m	960'(577') R1900m
	with D4.3	R1500m	R1500m	R2400m	R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m
	② VOR	980'(597') R1500m	980'(597') R1500m	980'(597') R2000m	980'(597') R2000m
	w/o D4.3	R1500m	R1500m	R2400m	R2400m
ALS out	R1500m	R1500m	R2400m	R2400m	
② NDB Z or Y	830'(447') R1400m	830'(447') R1400m	830'(447') R1400m	830'(447') R1400m	
with D4.3	R1500m	R1500m	R2100m	R2100m	
ALS out	R1500m	R1500m	R2100m	R2100m	
② NDB Z or Y	870'(487') R1500m	870'(487') R1500m	870'(487') R1500m	870'(487') R1500m	
w/o D4.3	R1500m	R1500m	R2300m	R2300m	
ALS out	R1500m	R1500m	R2300m	R2300m	
② NDB X	1420'(1037') R1500m	1420'(1037') R1500m	1420'(1037') R2400m	1420'(1037') R2400m	
21	ILS Z, Y or X	593'(200') ① R550m	593'(200') ① R550m	593'(200') ① R550m	593'(200') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	593'(200') ① R550m	595'(202') ① R550m	603'(210') ① R550m	613'(220') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP (LNAV/VNAV)	643'(250') ① R550m	645'(252') ① R600m	653'(260') ① R600m	663'(270') ① R600m
	ALS out	R1300m	R1300m	R1300m	R1300m
	② RNP (LNAV)	750'(357') R900m	750'(357') R900m	750'(357') R900m	750'(357') R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	② VOR	830'(437') R1300m	830'(437') R1300m	830'(437') R1300m	830'(437') R1300m
	with D4.5	R1500m	R1500m	R2000m	R2000m
ALS out	R1500m	R1500m	R2000m	R2000m	
② VOR	1550'(1157') R1500m	1550'(1157') R1500m	1550'(1157') R2400m	1550'(1157') R2400m	
w/o D4.5	R1500m	R1500m	R2400m	R2400m	

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

② Continuous Descent Final Approach.

USPP/PEE



EASA AIR OPS
PERM, RUSSIA
BOLSHOE SAVINO

STRAIGHT-IN RWY	A	B	C	D
21 cont'd ① NDB Z or Y with D4.5 ALS out	750' (357') R900m R1500m	750' (357') R900m R1500m	750' (357') R900m R1600m	750' (357') R900m R1600m
① NDB Z or Y w/o D4.5	1550' (1157') R1500m	1550' (1157') R1500m	1550' (1157') R2400m	1550' (1157') R2400m
① NDB X	1600' (1207') R1500m	1600' (1207') R1500m	1600' (1207') R2400m	1600' (1207') R2400m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	② 180 KT	② 205 KT
	1020' (617')	1050' (647')	1080' (677')	1170' (767')
After ILS Z, Y or X 03	1010' (607')	1040' (637')	1080' (677')	1170' (767')
After NDB X 03 ③	1420' (1037')	1420' (1037')	1420' (1037')	1420' (1037')
After VOR 21, NDB Z or Y 21 ④	1560' (1167')	1560' (1167')	1560' (1167')	1560' (1167')
After NDB X 21 ④	1600' (1207')	1600' (1207')	1600' (1207')	1600' (1207')
	V1500m	V1600m	V2400m	V3600m

② Prohibited Southeast of APT.

③ Circling height based on runway 03 threshold elevation of 383'.

④ Circling height based on runway 21 threshold elevation of 393'.

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				
R300m		R/V400m		R/V500m	NA

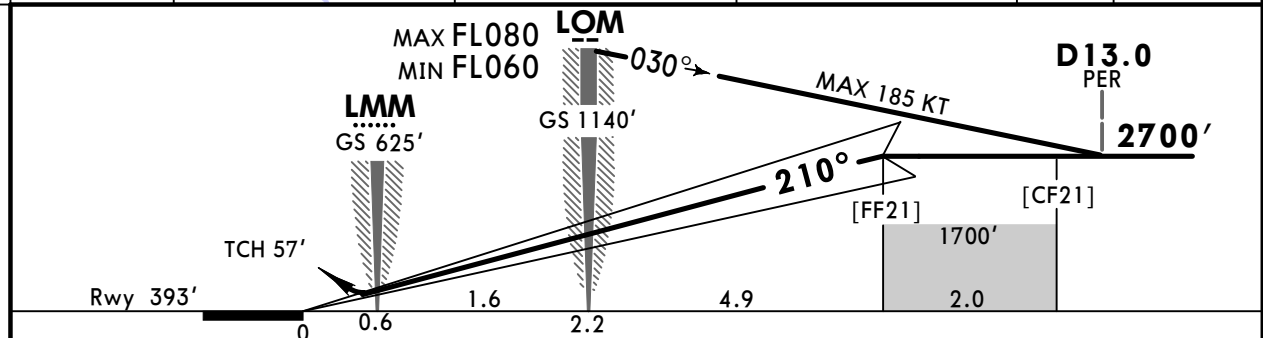
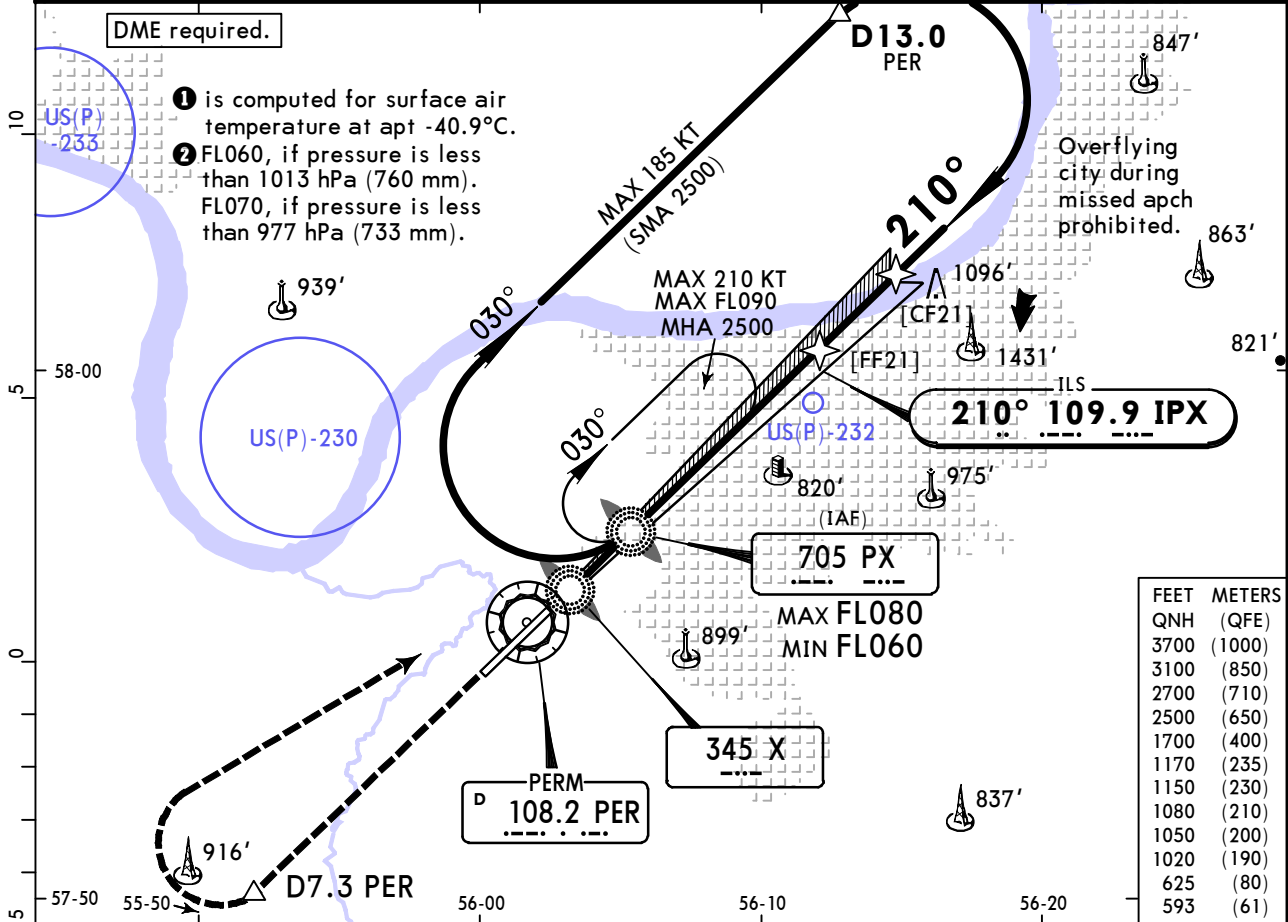
USPP/PEE
BOLSHOE SAVINO

JEPPesen
23 MAY 25 **(11-1)**

PERM, RUSSIA
ILS Z Rwy 21

ATIS 126.4		PERM Approach 127.1		PERM Radar (TWR) 121.7		<p>3100 MSA ARP ①</p>
LOC IPX 109.9	Final Apch Crs 210°	[FF21] 2700' (2307')	ILS DA(H) 593' (200')	Apt Elev 403' Rwy 393'		
<p>MISSED APCH: Climb on track 210° to D7.3 PER, then turn RIGHT to PX NDB climbing to 2700' or above, then according to chart or join holding.</p>						

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 ② Trans alt: 3700'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI 	D7.3 PER on 210°
GS	3.00°	372	478	531	637	743		

PANS OPS	Std STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND CAT C&D: Prohibited Southeast of airport			
	DA(H) 593' (200')		ALS out			
	A		Max KT			
	B		MDA(H)			
	C		V			
D		V				
R550m		R1200m		100	1020'(617')	V1500m
R750m		R1200m		135	1050'(647')	V1600m
R750m		R1200m		180	1080'(677')	V2400m
R750m		R1200m		205	1170'(767')	V3600m

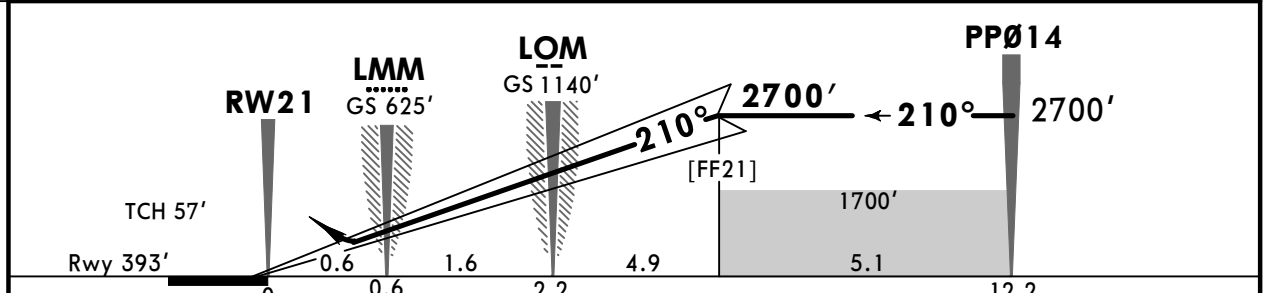
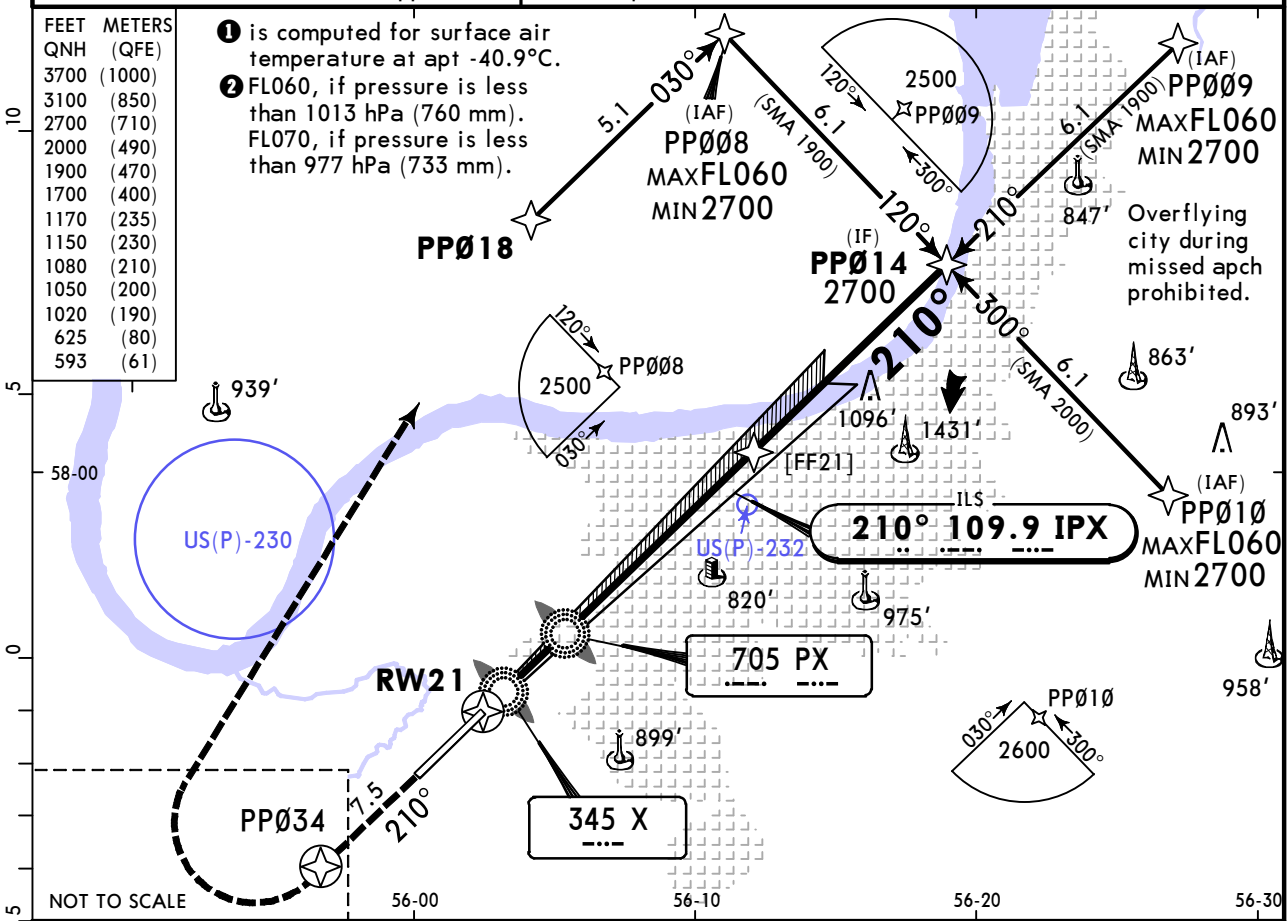
① R750m when a Flight Director or Autopilot or HUD to DA is not used.

USPP/PEE
BOLSHOE SAVINO

JEPPESEN
23 MAY 25 **(11-2)**

PERM, RUSSIA
ILS Y Rwy 21

ATIS 126.4		PERM Approach 127.1		PERM Radar (TWR) 121.7		<p>3100 MSA ARP ①</p>
LOC IPX 109.9	Final Apch Crs 210°	[FF21] 2700' (2307')	ILS DA(H) 593' (200')	Apt Elev 403' Rwy 393'		
<p>MISSED APCH: Climb on track 210° to PP034, then turn RIGHT to PP018, then proceed to PP008 climbing to 2700' or above, then according to chart.</p>						
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa		Trans level: FL050 ②		Trans alt: 3700'
RNAV 1 for initial and missed approach.			GNSS required.			



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI
GS	3.00°	372	478	531	637	849	

Std STRAIGHT-IN LANDING ILS DA(H) 593' (200')	ALS out		Max KT MDA(H) V	
	A	R1200m		100 1020'(617') V1500m
	B	R1200m		135 1050'(647') V1600m
	C	R1200m		180 1080'(677') V2400m
	D	R1200m		205 1170'(767') V3600m
R750m when a Flight Director or Autopilot or HUD to DA is not used.				

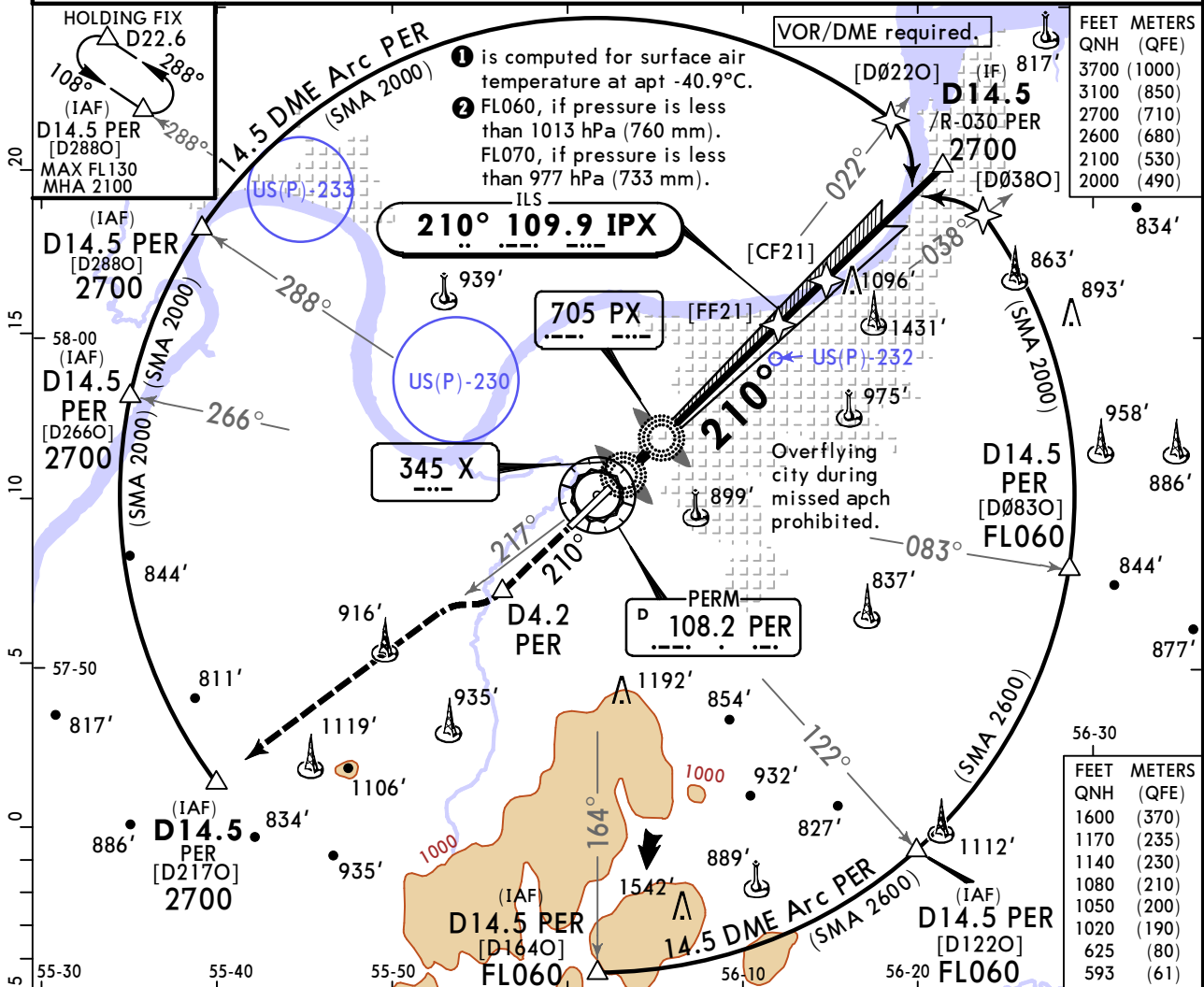
USPP/PEE BOLSHOE SAVINO

JEPPesen
23 MAY 25 **(11-3)**

PERM, RUSSIA ILS X Rwy 21

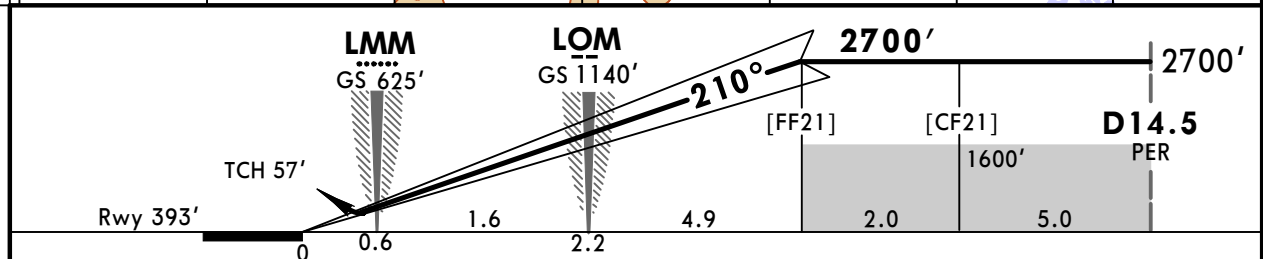
ATIS 126.4		PERM Approach 127.1		PERM Radar (TWR) 121.7		
LOC IPX 109.9	Final Apch Crs 210°	[FF21] 2700' (2307')	ILS DA(H) 593' (200')	Apt Elev 403' Rwy 393'		
MISSED APCH: Climb on track 210° to D4.2 PER, then turn RIGHT to intercept R-217 PER to D14.5 PER climbing to 2700' or above, then according to chart.						

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 **2** Trans alt: 3700'



FEET	METERS
QNH (QFE)	
3700 (1000)	
3100 (850)	
2700 (710)	
2600 (680)	
2100 (530)	
2000 (490)	

FEET	METERS
QNH (QFE)	
1600 (370)	
1170 (235)	
1140 (230)	
1080 (210)	
1050 (200)	
1020 (190)	
625 (80)	
593 (61)	



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI
GS	3.00°	372	478	531	637	849	

Std STRAIGHT-IN LANDING ILS DA(H) 593' (200')	ALS out		CIRCLE-TO-LAND CAT C&D: Prohibited Southeast of airport	
	A	R550m		Max KT 100
	B	R1200m		135
	C			180
D R750m when a Flight Director or Autopilot or HUD to DA is not used.			MDA(H) 1020' (617') V1500m 1050' (647') V1600m 1080' (677') V2400m 1170' (767') V3600m	

USPP/PEE BOLSHOE SAVINO

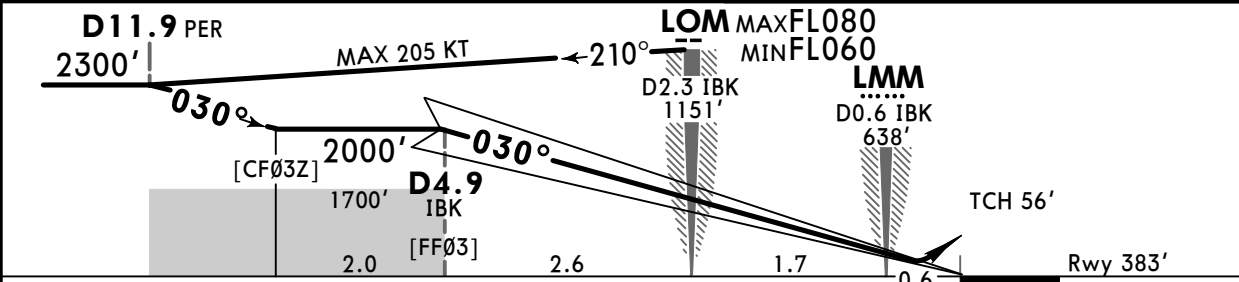
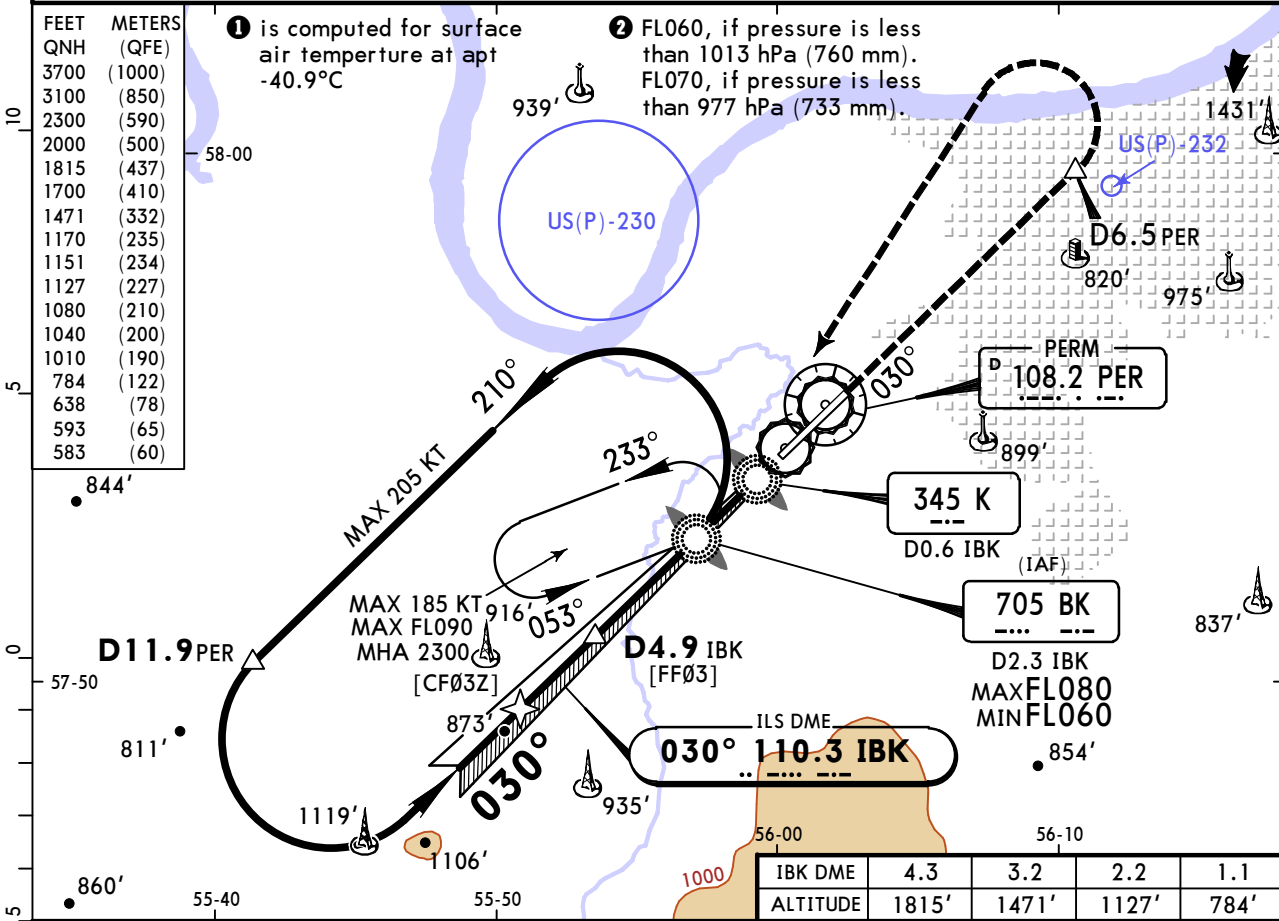
JEPPesen
4 APR 25 **(11-4)** Eff 17 Apr

PERM, RUSSIA ILS Z Rwy 03

ATIS 126.4		PERM Approach 127.1		PERM Radar (TWR) 121.7		
LOC IBK 110.3	Final Apch Crs 030°	D4.9 IBK 2000' (1617')	ILS DA(H) Refer to Minimums	Apt Elev 403' Rwy 383'		
MISSED APCH: Climb on track 030° to D6.5 PER (MAX 225 KT), then turn LEFT to BK NDB climbing to 2300' or above.						

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 ② Trans alt: 3700'

1. DME required. 2. ILS DME reads zero at rwy 03 thresh. 3. Overflying city during missed apch prohibited.



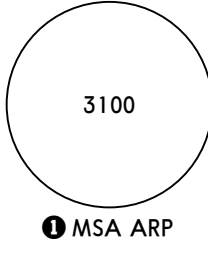
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D6.5 PER on 030° 225 KT MAX
GS	3.00°	372	478	531	637	743		

PANS OPS	Std STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND CAT C&D: Prohibited Southeast of airport	
	DA(H) ABC: 583' (200')		D: 593' (210')	
	ALS out		Max KT	MDA(H)
	A	R550m R1200m	100	1010' (607') V1500m
	B		135	1040' (637') V1600m
C	180		1080' (677') V2400m	
D	205		1170' (767') V3600m	
R750m when a Flight Director or Autopilot or HUD to DA is not used.				

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BOLSHOE SAVINO

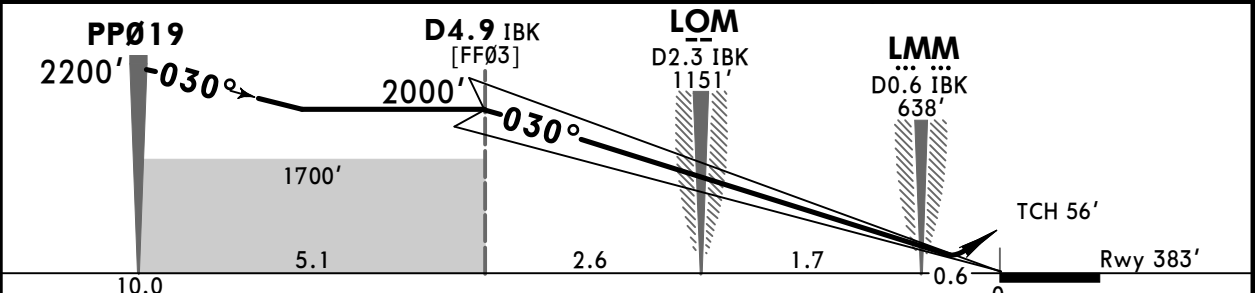
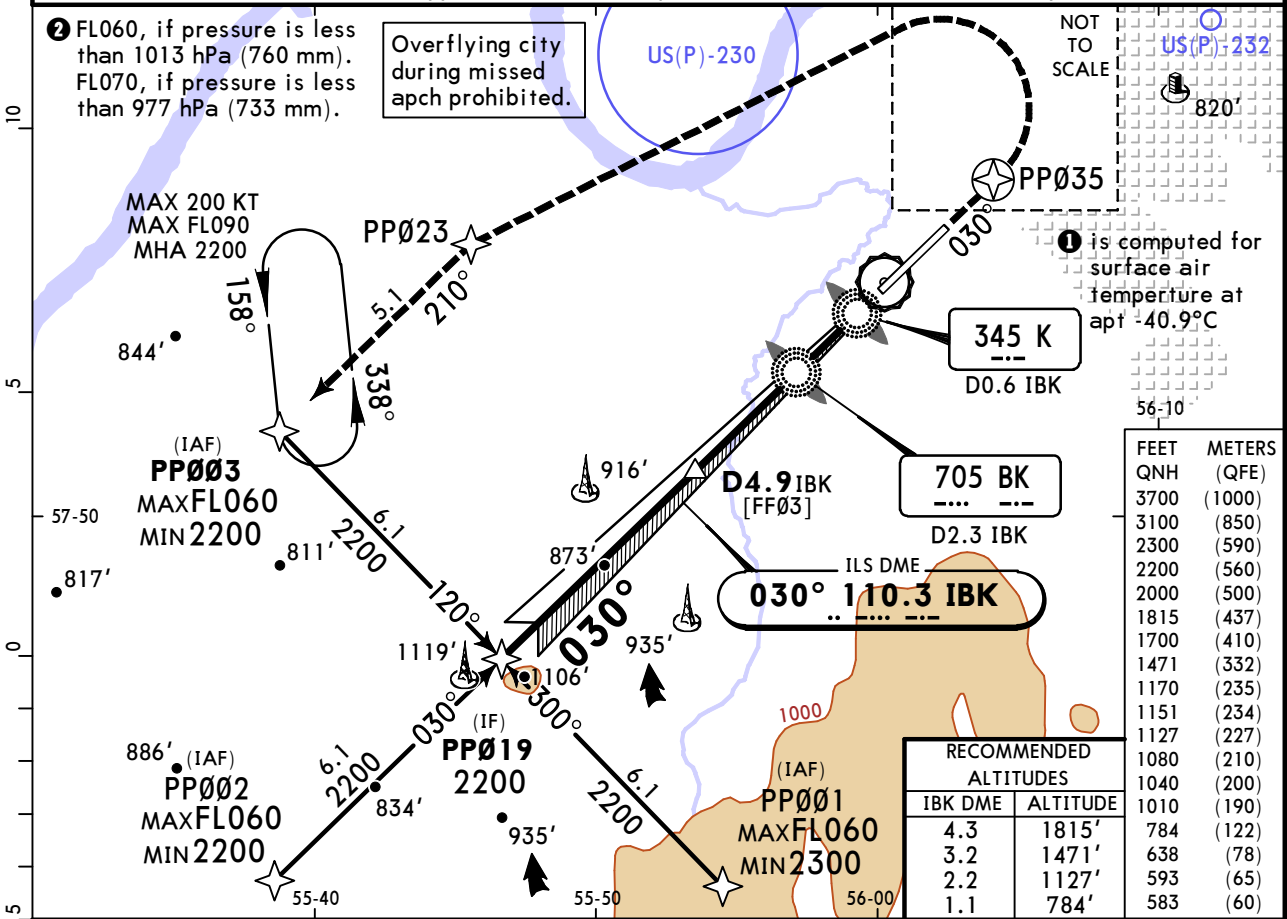
JEPPESEN
 4 APR 25 **(11-5)** **Eff 17 Apr**


PERM, RUSSIA
ILS Y Rwy 03

ATIS 126.4		PERM Approach 127.1		PERM Radar (TWR) 121.7		
LOC IBK 110.3	Final Apch Crs 030°	D4.9 IBK 2000' (1617')	ILS DA(H) Refer to Minimums	Apt Elev 403' Rwy 383'		
MISSED APCH: Climb on track 030° to PP035 (MAX 225 KT), turn LEFT to PP023, then proceed to PP003 climbing to 2200' or above.						

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 **2** Trans alt: 3700'

1. RNAV 1 for initial and missed approach. 2. GNSS required. 3. ILS DME reads zero at rwy 03 thresh.



Gnd speed-Kts	70	90	100	120	140	160		PP035 on 030° 225 KT MAX
GS	3.00°	372	478	531	637	743		

Std STRAIGHT-IN LANDING ILS DA(H) ABC: 583' (200') D: 593' (210') ALS out	CIRCLE-TO-LAND CAT C&D: Prohibited Southeast of airport	
	Max KT MDA(H) V	100 1010' (607') V1500m
		135 1040' (637') V1600m
		180 1080' (677') V2400m
		205 1170' (767') V3600m
R550m	R1200m	
R750m when a Flight Director or Autopilot or HUD to DA is not used.		

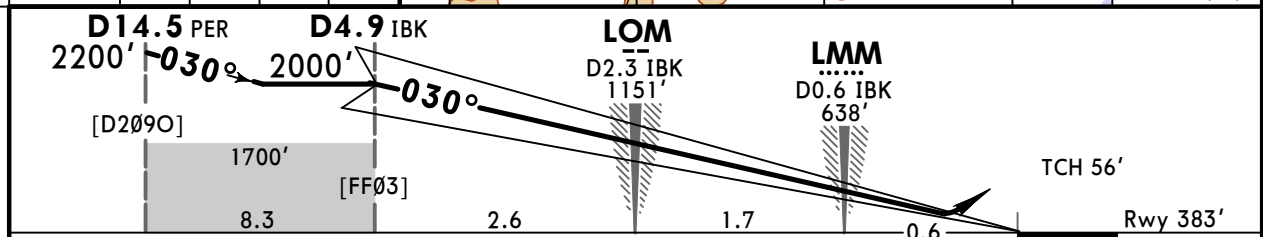
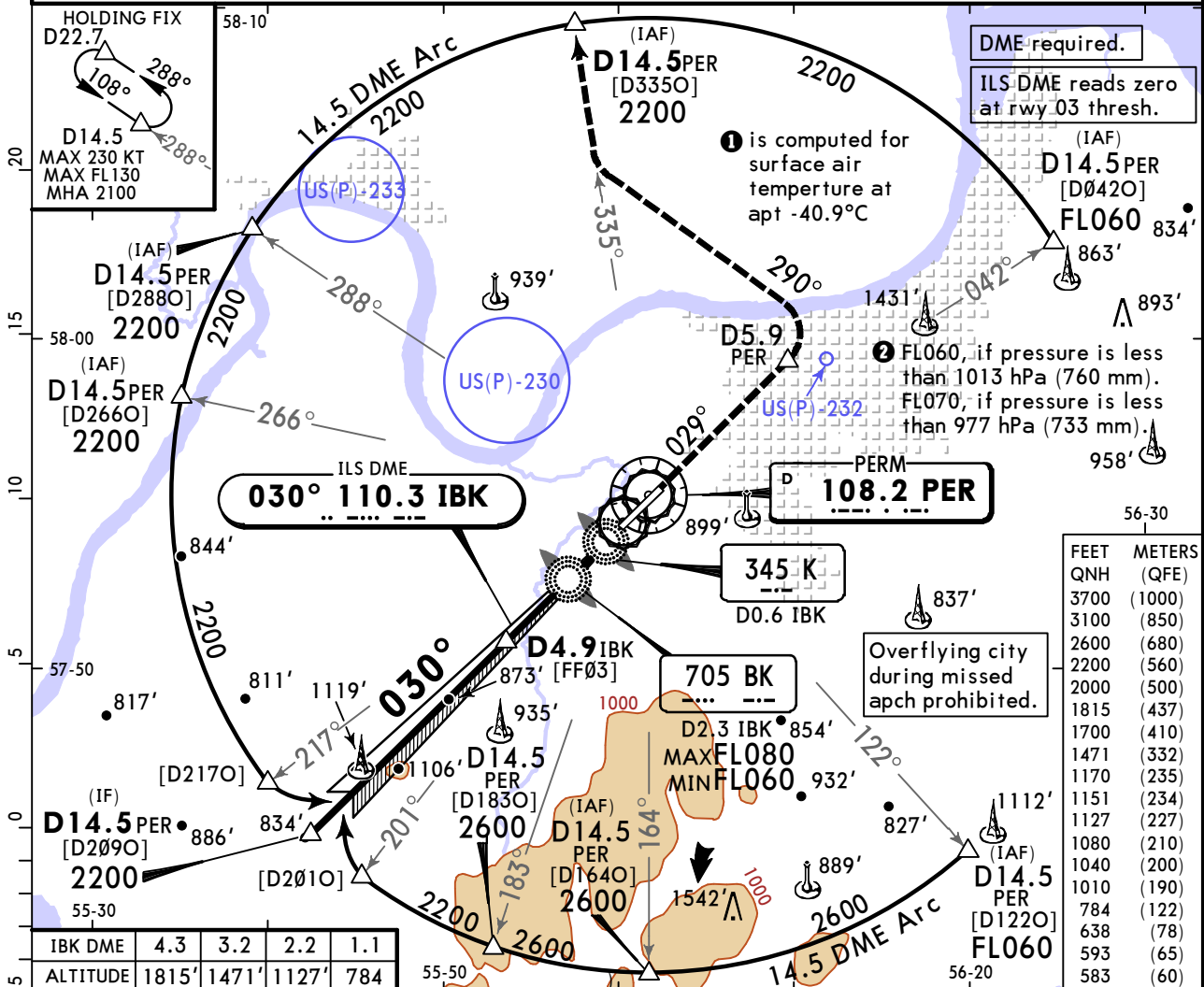
USPP/PEE BOLSHOE SAVINO

JEPPesen
4 APR 25 **11-6** Eff 17 Apr

PERM, RUSSIA ILS X Rwy 03

ATIS 126.4		PERM Approach 127.1		PERM Radar (TWR) 121.7		3100 MSA ARP
ILS IBK 110.3	Final Apch Crs 030°	D4.9 IBK 2000' (1617')	ILS DA(H) Refer to Minimums	Apt Elev 403' Rwy 383'		
MISSED APCH: Climb on track 030° to D5.9 PER (MAX 215 KT), then turn LEFT onto 290° to intercept R-335 PER, then proceed on R-335 PER to D14.5 PER climbing to 2200' or above, then according to chart.						

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 Trans alt: 3700'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D5.9 PER on 030° 215 KT MAX
GS	3.00°	372	478	531	637	743		

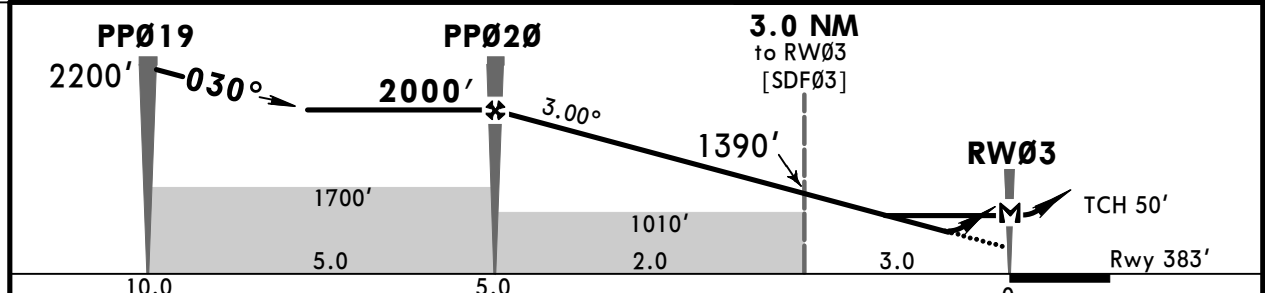
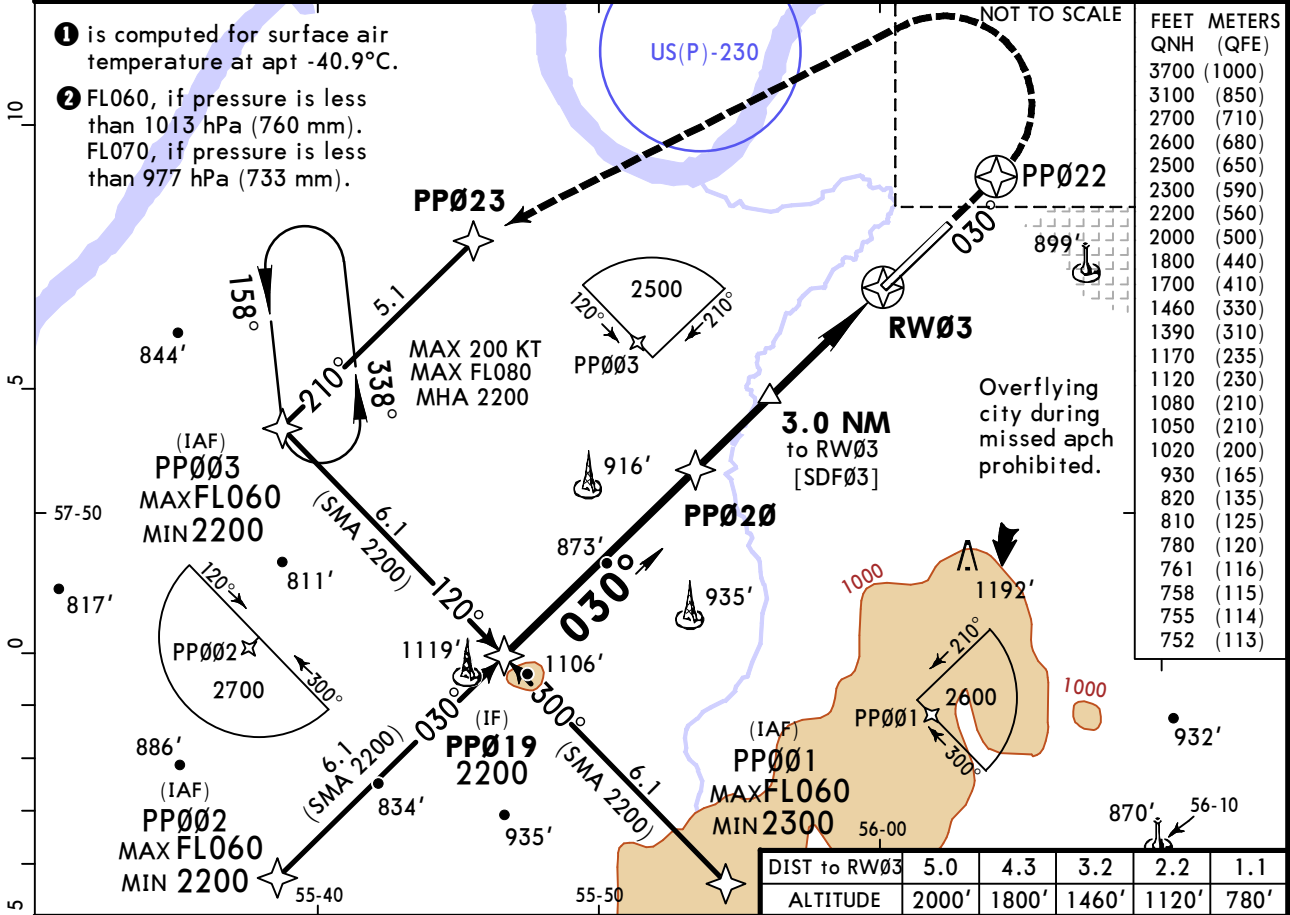
PANS OPS	Std STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND CAT C&D: Prohibited Southeast of airport	
	DA(H) ABC: 583' (200') D: 593' (210')			
	ALS out		Max	MDA(H)
	A	R550m	R1200m	100 1010' (607') V1500m
B			135 1040' (637') V1600m	
C			180 1080' (677') V2400m	
D			205 1170' (767') V3600m	

USPP/PEE BOLSHOE SAVINO

JEPPESEN
23 MAY 25 (12-1)

PERM, RUSSIA RNP Rwy 03

ATIS 126.4		PERM Approach 127.1		PERM Radar (TWR) 121.7		<p>3100 MSA ARP ①</p>
RNAV	Final Apch Crs 030°	PP020 2000' (1617')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 403' Rwy 383'		
MISSED APCH: Climb on track 030° to PP022, turn LEFT to PP023, then proceed to PP003 climbing to 2200' or above, then according to chart or join holding.						
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa		Trans level: FL050 ②		Trans alt: 3700'
RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -32°C.						



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW03							

Std DA(H) A: 752' (369') B: 755' (372') C: 758' (375') D: 761' (378')	LNAV/VNAV STRAIGHT-IN LANDING ALS out		LNAV CDFDA DA/MDA(H) 820' (437')		CIRCLE-TO-LAND CAT C&D: Prohibited Southeast of airport	
	A	R1500m	R1500m	R1500m	Max KT 100	1020' (617') V1500m
					135	1050' (647') V1600m
	C	R1000m	R1300m	R2000m	180	1080' (677') V2400m
D	R1700m			205	1170' (767') V3600m	

USPP/PEE BOLSHOE SAVINO

JEPPesen
23 MAY 25 (12-2)

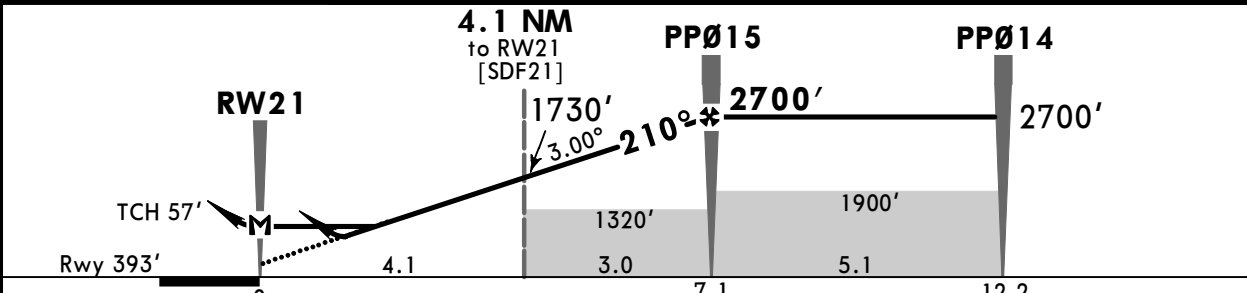
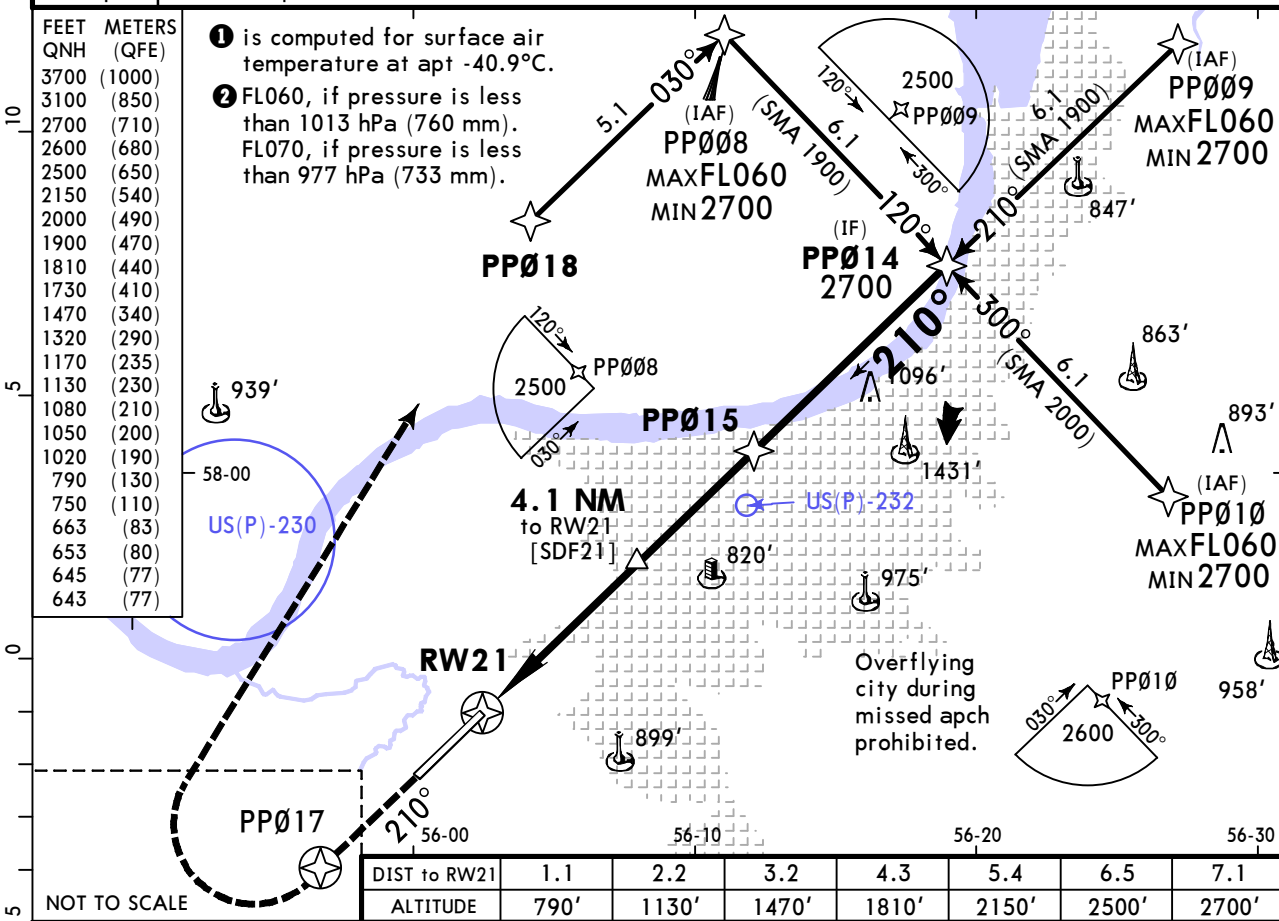
PERM, RUSSIA RNP Rwy 21

ATIS 126.4		PERM Approach 127.1		PERM Radar (TWR) 121.7		3100 MSA ARP ①
RNAV	Final Apch Crs 210°	PP015 2700' (2307')	RNAV/VNAV DA(H) Refer to Minimums	Apt Elev 403' Rwy 393'		

MISSED APCH: Climb on track 210° to PP017, turn RIGHT to PP018, then proceed to PP008 climbing to 2700' or above, then according to chart.

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 ② Trans alt: 3700'

RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -32°C.



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI	PP017 on 210°
Glide Path Angle 3.00°	372	478	531	637	743	849		

DA(H)	LNNAV/VNAV STRAIGHT-IN LANDING			LNNAV CDFA DA/MDA(H) 750' (357')	CIRCLE-TO-LAND CAT C&D: Prohibited Southeast of airport		
	ALS out		ALS out		Max KT	MDA(H)	V
A	R750m	R1300m	R900m	R1500m	100	1020' (617')	V1500m
B					135	1050' (647')	V1600m
C					180	1080' (677')	V2400m
D					205	1170' (767')	V3600m

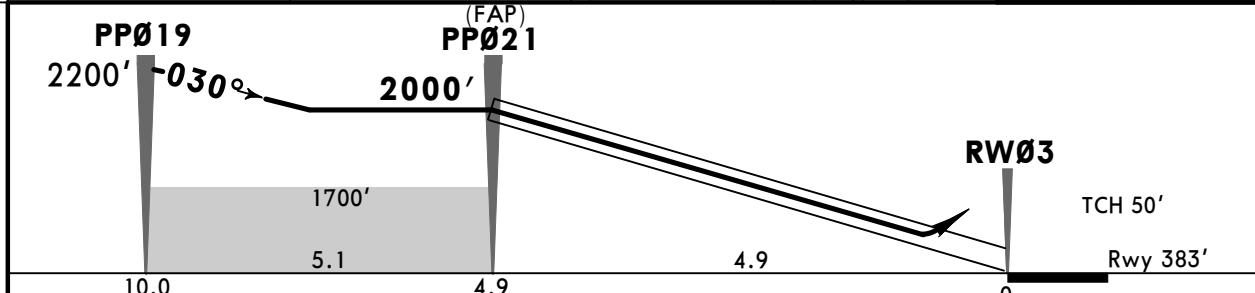
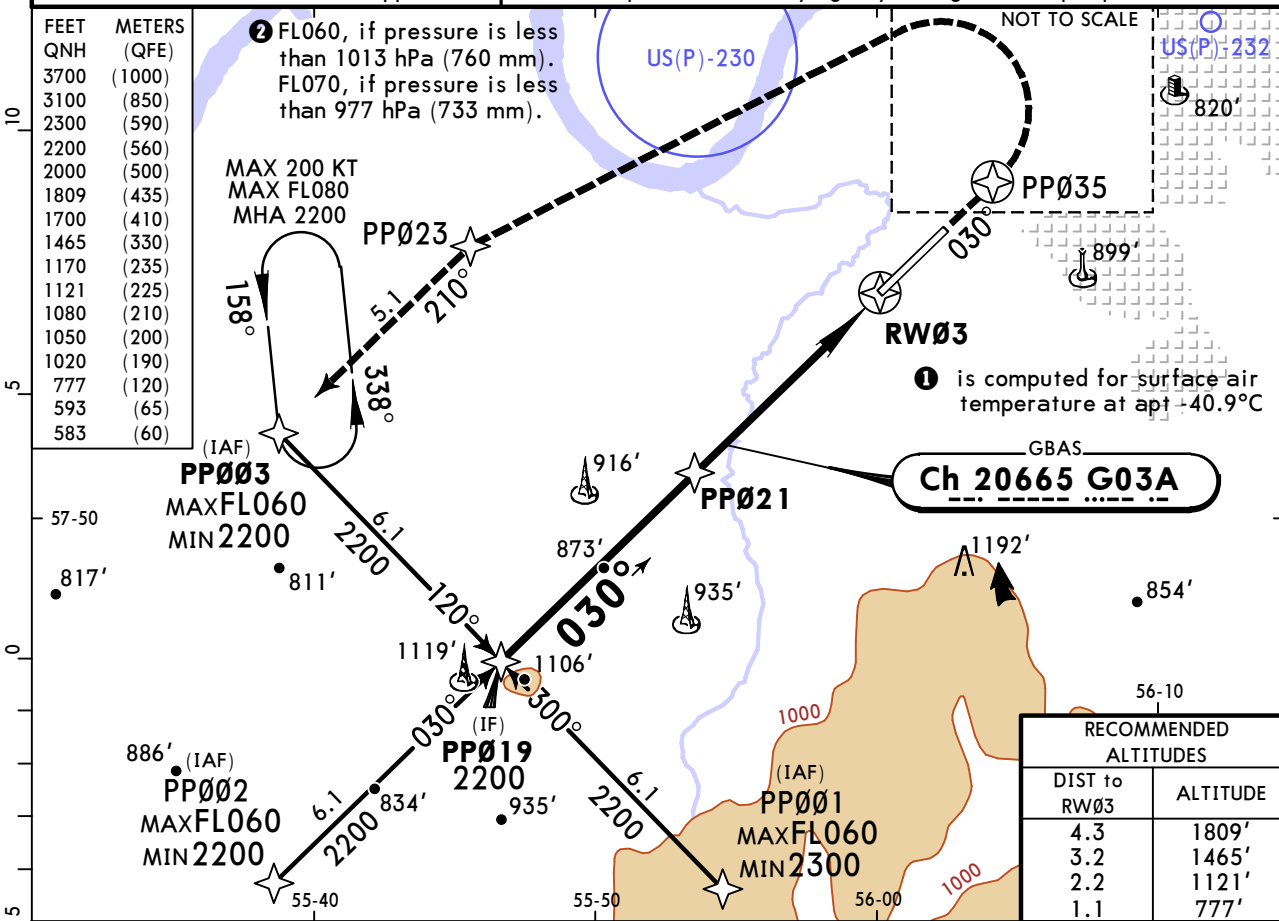
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
CHANGES: MSA, city pattern, circling minimums. © JEPPesen, 2015, 2025. ALL RIGHTS RESERVED.

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JEPPESEN
23 MAY 25 **12-40**

PERM, RUSSIA
GLS Rwy 03

BRIEFING STRIP™	ATIS 126.4		PERM Approach 127.1		PERM Radar (TWR) 121.7		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3100</div> <p>MSA ARP ①</p>				
	GBAS Ch 20665 G03A		Final Apch Crs 030°		PP021 2000' (1617')			GLS DA(H) Refer to Minimums		Apt Elev 403' Rwy 383'	
	MISSED APCH: Climb on track 030° to PP035 (MAX 225 KT), turn LEFT to PP023, then proceed to PP003 climbing to 2200' or above.										
Alt Set: hPa (MM on req)			Rwy Elev: 14 hPa			Trans level: FL050 ②		Trans alt: 3700'			
RNAV 1 for initial and missed approach.				1. GNSS required. 2. Overflying city during missed apch prohibited.							



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI	PP035 on 030° 215 KT MAX
Glide Path Angle	3.00°	372	478	531	637	743		

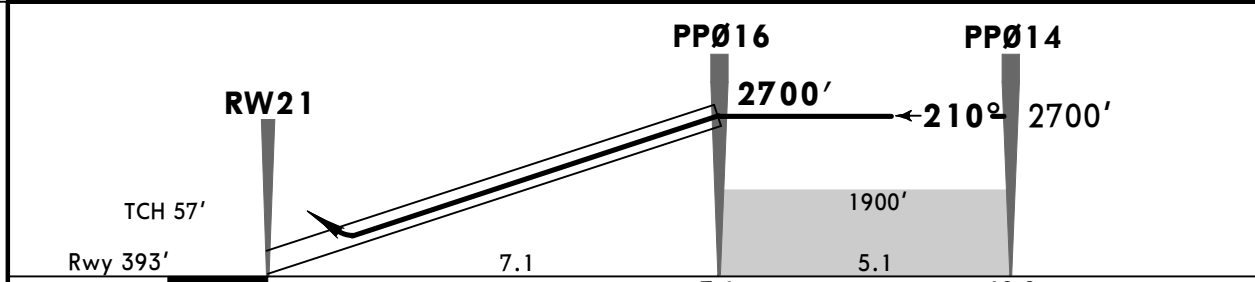
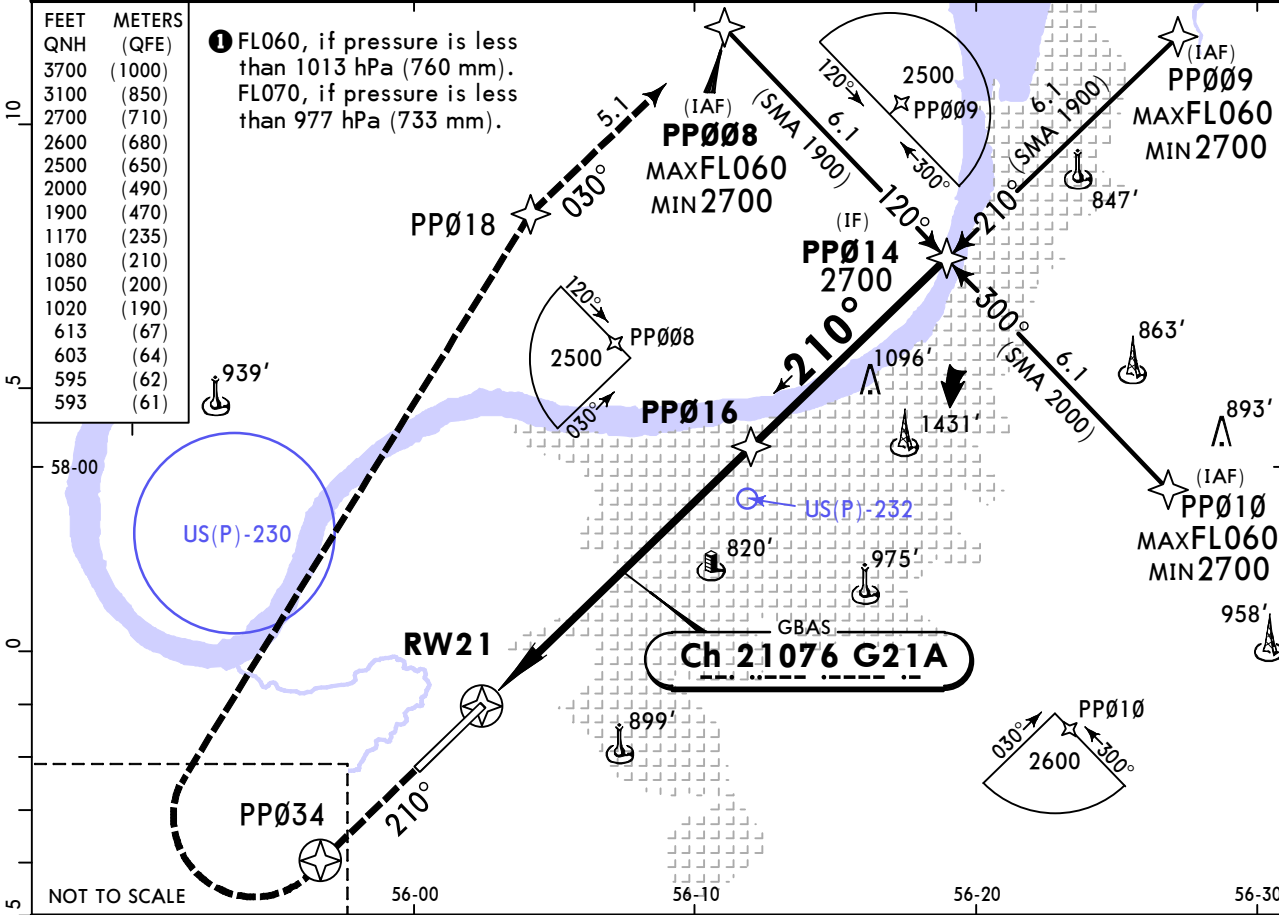
PANS OPS	Std STRAIGHT-IN LANDING GLS		CIRCLE-TO-LAND CAT C&D: Prohibited Southeast of airport	
	DA(H) ABC: 583' (200') D: 593' (210')		ALS out	
	A	R550m R1200m	Max KT	MDA(H)
	B		100	1020' (617') V1500m
C	135		1050' (647') V1600m	
D	180		1080' (677') V2400m	
			205	1170' (767') V3600m
R750m when a Flight Director or Autopilot or HUD to DA is not used.				

USPP/PEE
BOLSHOE SAVINO

JEPPESEN
23 MAY 25 **(12-41)**

PERM, RUSSIA
GLS Rwy 21

ATIS 126.4		PERM Approach 127.1		PERM Radar (TWR) 121.7	
GBAS Ch 21076 G21A	Final Apch Crs 210°	PP016 2700' (2307')	GLS DA(H) Refer to Minimums	Apt Elev 403' Rwy 393'	TAA 25 NM IAF
MISSED APCH: Climb on track 210° to PP034, turn RIGHT to PP018, then proceed to PP008 climbing to 2700' or above, then according to chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa		Trans level: FL050 1 Trans alt: 3700'	
RNAV 1 for initial and missed approach.		1. GNSS required. 2. Overflying city during missed apch prohibited.			



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI	PP034 on 210°
Glide Path Angle 3.00°	372	478	531	637	743	849		

PANS OPS	Std		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
			GLS		CAT C&D: Prohibited	
			A: 593' (200')		Southeast of airport	
			B: 595' (202')			
			C: 603' (210')			
		D: 613' (220')				
		ALS out				
A	R550m		R1200m		Max KT	MDA(H)
B					100	1020' (617') V1500m
C					135	1050' (647') V1600m
D					180	1080' (677') V2400m
					205	1170' (767') V3600m

1R750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Circling minimums. © JEPPESEN, 2020, 2025. ALL RIGHTS RESERVED.

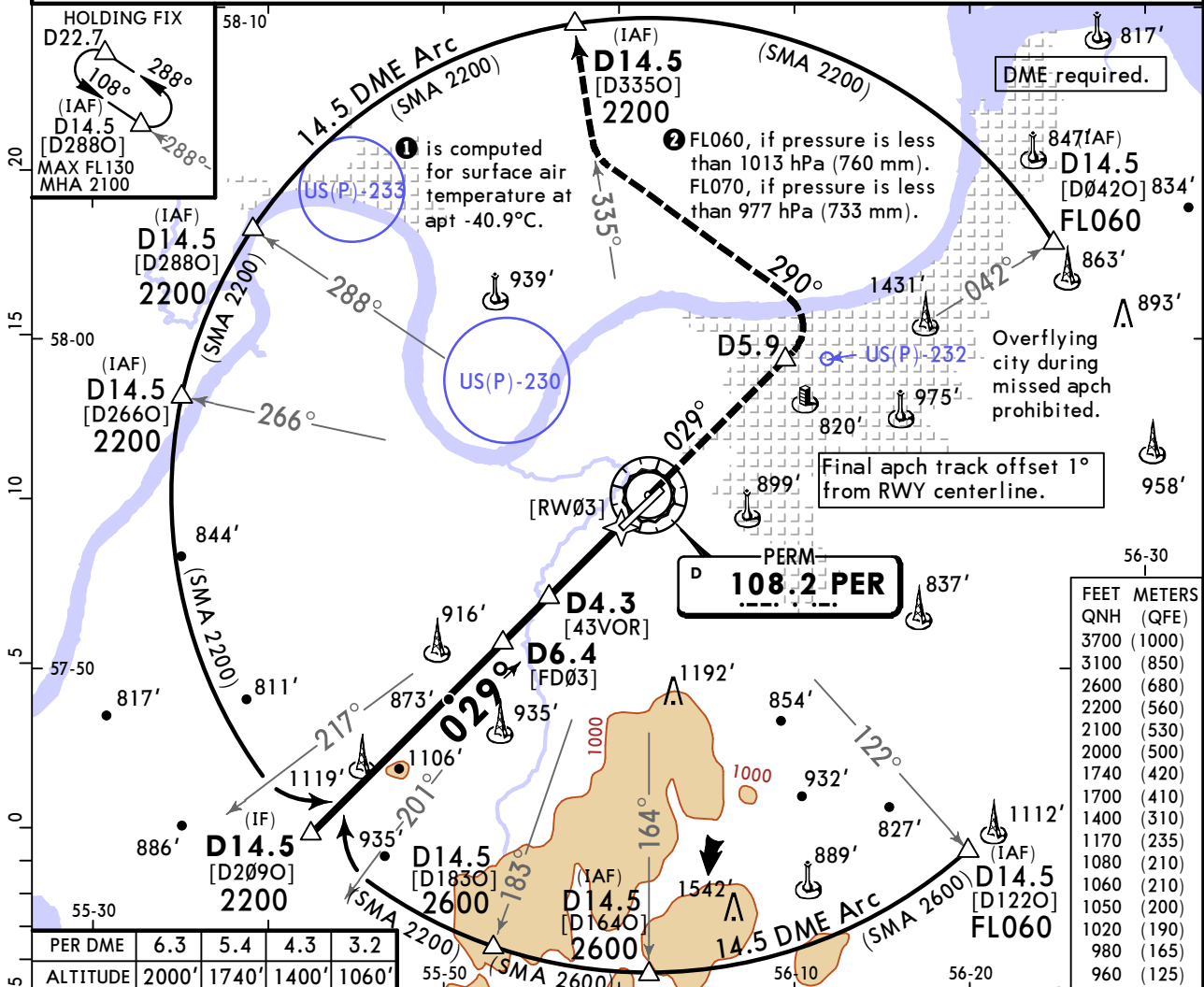
USPP/PEE BOLSHOE SAVINO

JEPPesen
23 MAY 25 (13-1)

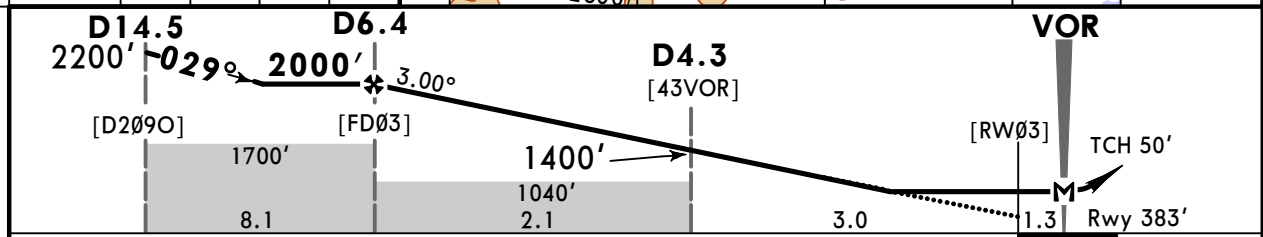
PERM, RUSSIA VOR Rwy 03

ATIS 126.4		PERM Approach 127.1		PERM Radar (TWR) 121.7		3100 MSA ARP ①
VOR PER 108.2	Final Apch Crs 029°	D6.4 2000' (1617')	DA/MDA(H) (CONDITIONAL) 960' (577')	Apt Elev 403' Rwy 383'		
MISSED APCH: Climb on track 029° to D5.9, then turn LEFT (MAX 215 KT) on 290°, then proceed to intercept R-335 to D14.5 climbing to 2200' or above, then according to chart.						

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 ② Trans alt: 3700'



FEET	METERS
3700	(1000)
3100	(850)
2600	(680)
2200	(560)
2100	(530)
2000	(500)
1740	(420)
1700	(410)
1400	(310)
1170	(235)
1080	(210)
1060	(210)
1050	(200)
1020	(190)
980	(165)
960	(125)



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI D5.9 ↑ on 029°
Descent Angle	3.00°	372	478	531	637	743	
MAP at VOR							

Timing not authorized for defining MAP.

	STRAIGHT-IN LANDING				Max KT	MDA(H)	V
	with D4.3 CDFA ① DA/MDA(H) 960' (577')		w/o D4.3 CDFA ① DA/MDA(H) 980' (597')				
A	R1500m		R1500m		100	1020' (617')	V1500m
B	R1500m		R1500m		135	1050' (647')	V1600m
C	R1900m	R2400m	R2000m	R2400m	180	1080' (677')	V2400m
D	R1900m	R2400m	R2000m	R2400m	205	1170' (767')	V3600m

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

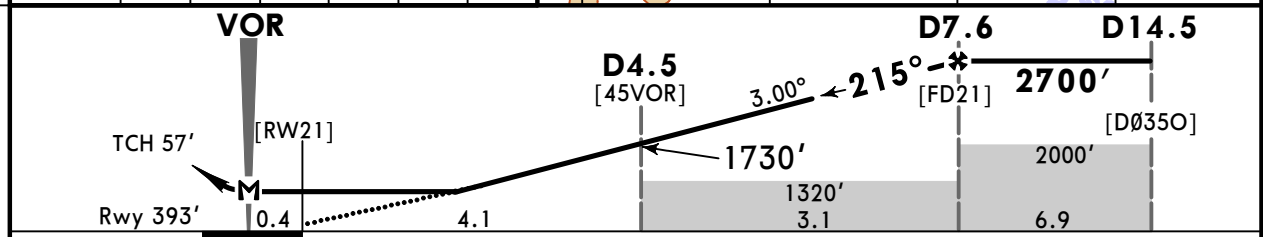
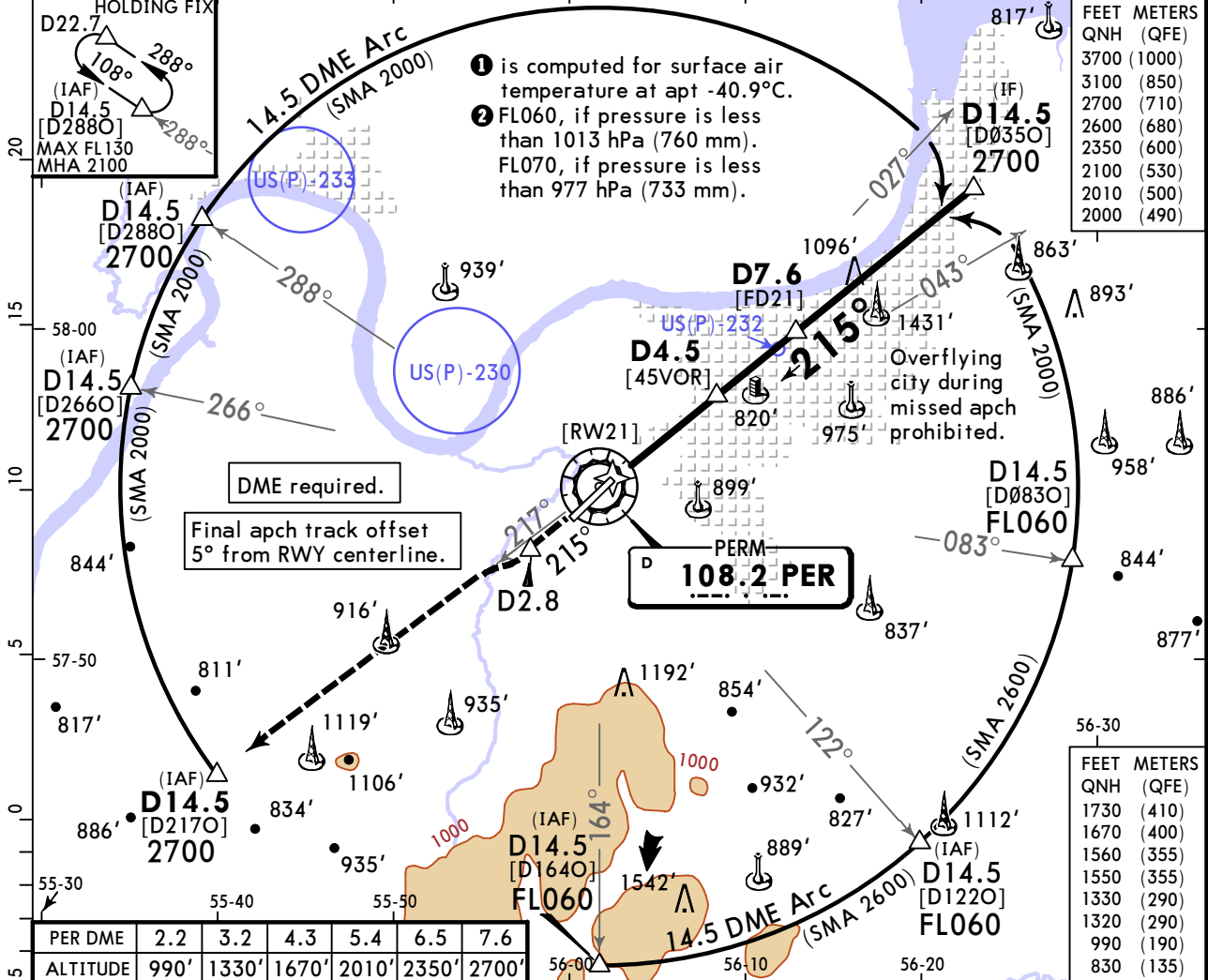
USPP/PEE
BOLSHOE SAVINO

JEPPesen
23 MAY 25 **(13-2)**

PERM, RUSSIA
VOR Rwy 21

ATIS 126.4		PERM Approach 127.1		PERM Radar (TWR) 121.7		3100 MSA ARP ①
VOR PER 108.2	Final Apch Crs 215°	D7.6 2700' (2307')	DA/MDA(H) (CONDITIONAL) 830' (437')	Apt Elev 403' Rwy 393'		
MISSED APCH: Climb on track 215° to D2.8, then turn RIGHT to intercept R-217 to D14.5 climbing to 2700' or above, then according to chart.						

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 ② Trans alt: 3700'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI D2.8 on 215°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at VOR							

Timing not authorized for defining MAP.

PANS OPS	Std STRAIGHT-IN LANDING		② CIRCLE-TO-LAND CAT C&D: Prohibited Southeast of airport	
	with D4.5 CDFA DA/MDA(H) 830' (437')	w/o D4.5 CDFA DA/MDA(H) 1550' (1157')		
		ALS out	ALS out	Max KT
	A	R1500m	R1500m	100 1560' (1167') V1500m
B	R1300m	R2000m	R2400m	135 1560' (1167') V1600m
C				180 1560' (1167') V2400m
D				205 1560' (1167') V3600m

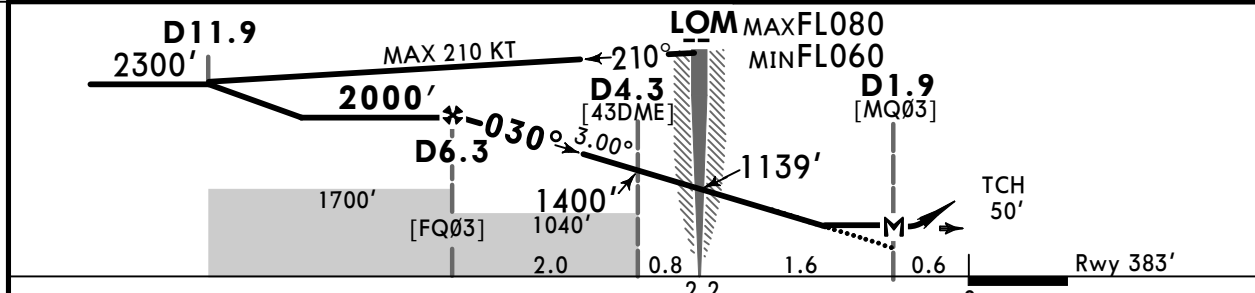
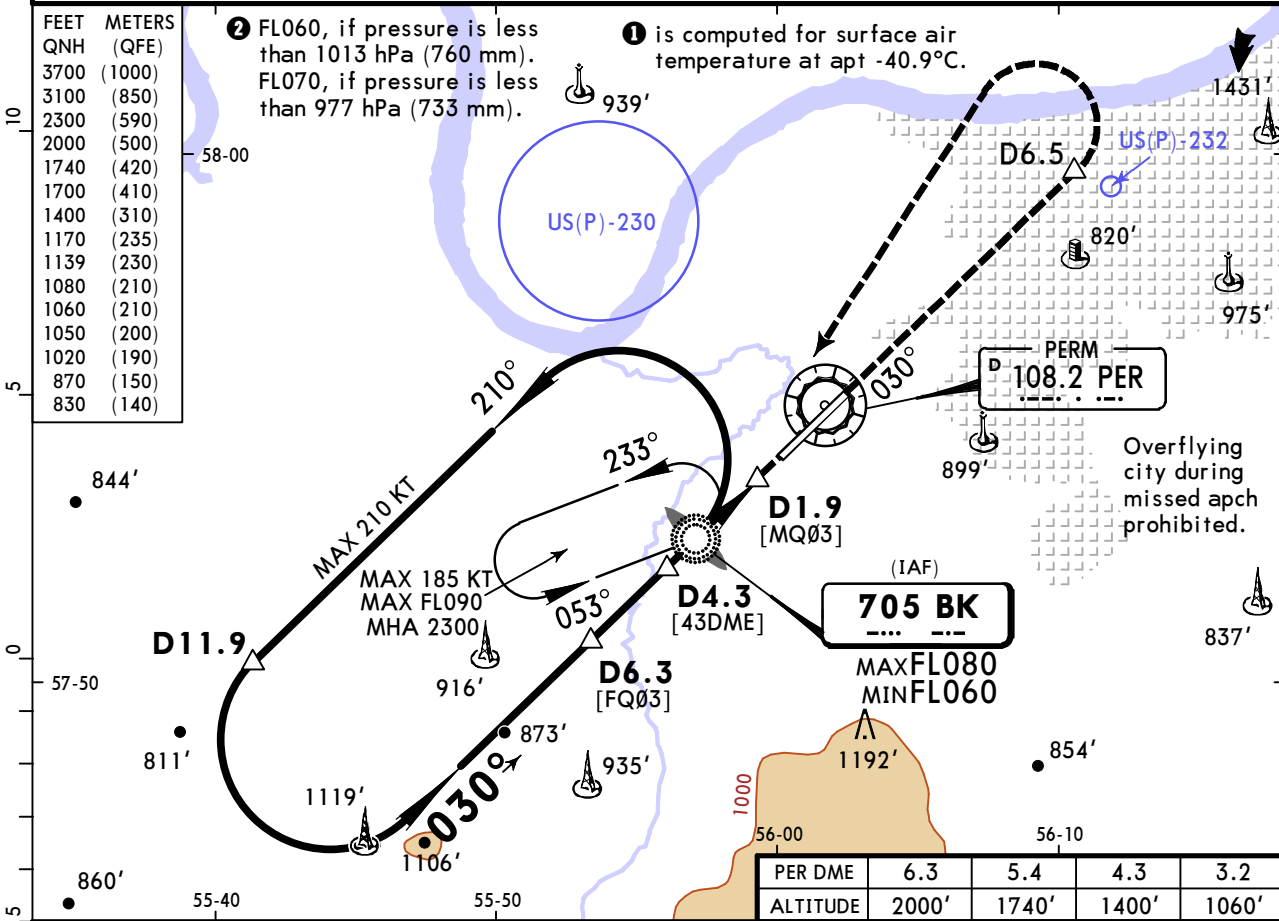
① VNAV DA(H) in lieu of MDA(H) depends on operator policy. ② Circling height based on rwy 21 thresh elev of 393'.
CHANGES: MSA, city pattern, circling minimums. © JEPPesen, 2014, 2025. ALL RIGHTS RESERVED.

USPP/PEE BOLSHOE SAVINO

JEPPesen
23 MAY 25 **(16-1)**

PERM, RUSSIA NDB Z Rwy 03

ATIS 126.4		PERM Approach 127.1		PERM Radar (TWR) 121.7		
NDB BK 705	Final Apch Crs 030°	D6.3 2000' (1617')	DA/MDA(H) (CONDITIONAL) 830' (447')	Apt Elev 403' Rwy 383'		
MISSED APCH: Climb on track 030° to D6.5, then turn LEFT to BK NDB climbing to 2300' or above, then proceed according to chart or join holding.						
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa		Trans level: FL050 2		Trans alt: 3700'
1. DME required. 2. Timing not authorized for defining MAP.						



MAP at D1.9	<table border="1"> <tr><th>Std</th><th>with D4.3 CDFA</th><th>w/o D4.3 CDFA</th></tr> <tr><td>DA/MDA(H)</td><td>830' (447')</td><td>870' (487')</td></tr> </table>		Std	with D4.3 CDFA	w/o D4.3 CDFA	DA/MDA(H)	830' (447')	870' (487')	<table border="1"> <tr><th>Max KT</th><th>MDA(H)</th><th>V</th></tr> <tr><td>100</td><td>1020' (617')</td><td>V1500m</td></tr> <tr><td>135</td><td>1050' (647')</td><td>V1600m</td></tr> <tr><td>180</td><td>1080' (677')</td><td>V2400m</td></tr> <tr><td>205</td><td>1170' (767')</td><td>V3600m</td></tr> </table>	Max KT	MDA(H)	V	100	1020' (617')	V1500m	135	1050' (647')	V1600m	180	1080' (677')	V2400m	205	1170' (767')	V3600m
Std	with D4.3 CDFA	w/o D4.3 CDFA																						
DA/MDA(H)	830' (447')	870' (487')																						
Max KT	MDA(H)	V																						
100	1020' (617')	V1500m																						
135	1050' (647')	V1600m																						
180	1080' (677')	V2400m																						
205	1170' (767')	V3600m																						

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND CAT C&D: Prohibited Southeast of airport			
	with D4.3 CDFA		w/o D4.3 CDFA			
	DA/MDA(H)	830' (447')	DA/MDA(H)	870' (487')		
	ALS out	R1500m	ALS out	R1500m		
A	R1400m	R1500m	R2300m	100	1020' (617')	V1500m
B				135	1050' (647')	V1600m
C	R2100m	R1500m	R2300m	180	1080' (677')	V2400m
D				205	1170' (767')	V3600m

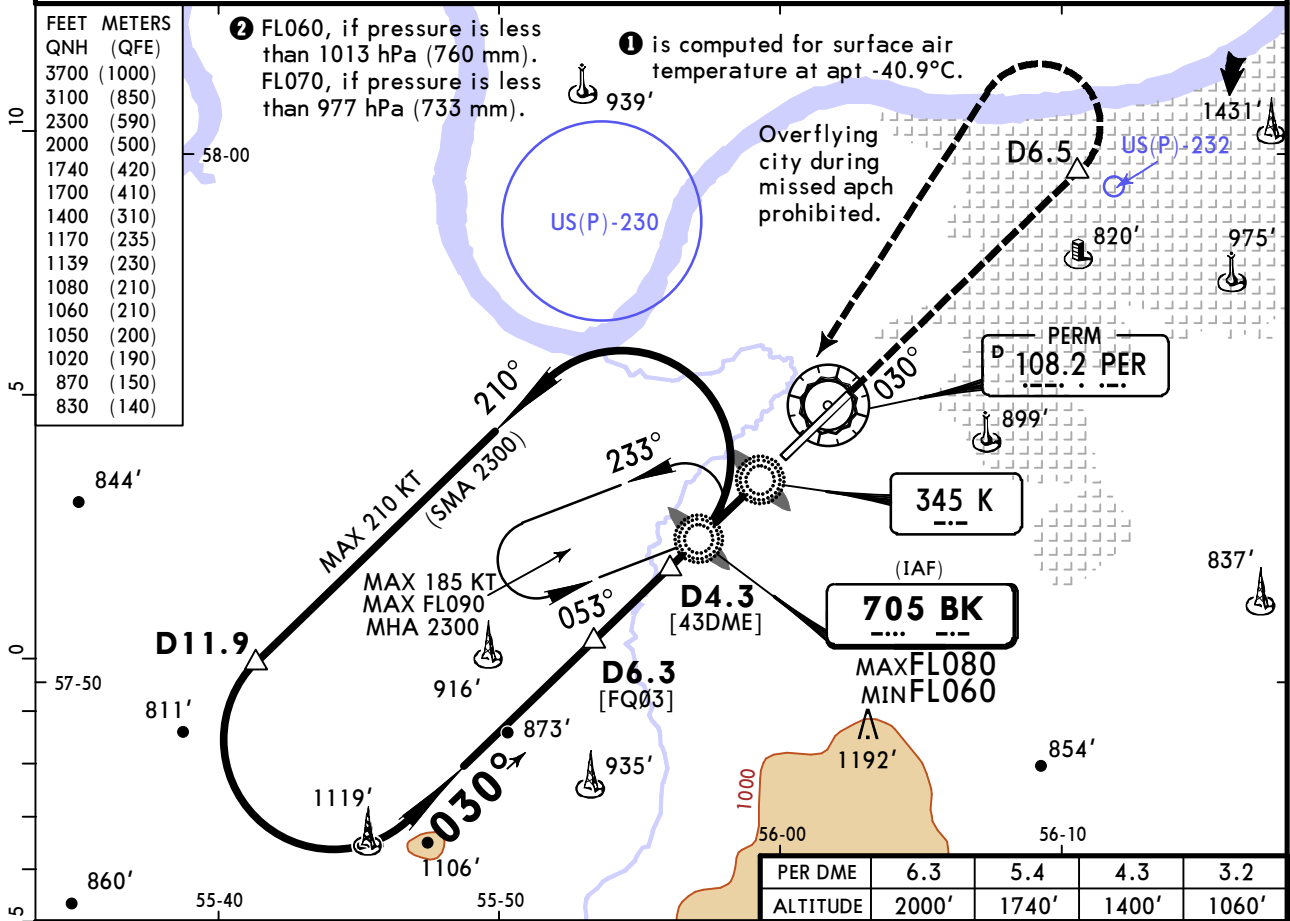
CHANGES: MSA, city pattern, circling minimums. © JEPPesen, 2000, 2025. ALL RIGHTS RESERVED.

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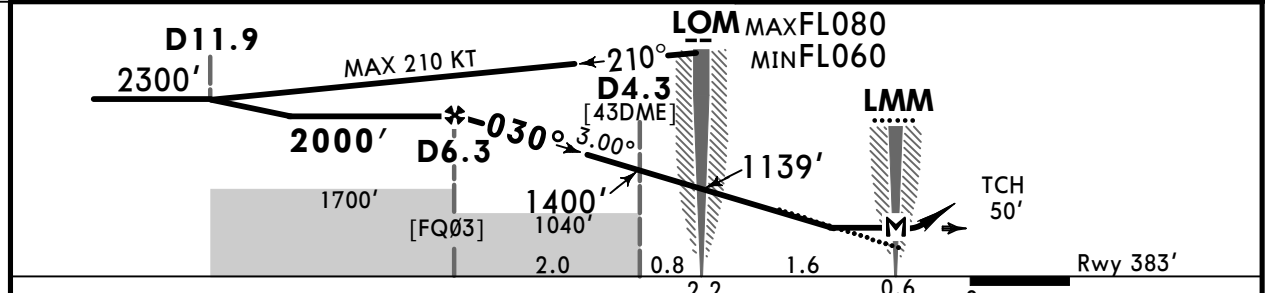
JEPPesen
23 MAY 25 **(16-2)**

PERM, RUSSIA
NDB Y Rwy 03

ATIS 126.4		PERM Approach 127.1		PERM Radar (TWR) 121.7	
NDB BK 705	Final Apch Crs 030°	D6.3 2000' (1617')	DA/MDA(H) (CONDITIONAL) 830' (447')	Apt Elev 403' Rwy 383'	
MISSED APCH: Climb on track 030° to D6.5, then turn LEFT to BK NDB climbing to 2300' or above, then proceed according to chart or join holding.					
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa		Trans level: FL050 2	Trans alt: 3700'
1. DME required. 2. Timing not authorized for defining MAP.					



PER DME	6.3	5.4	4.3	3.2
ALTITUDE	2000'	1740'	1400'	1060'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI D6.5 on 030°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM							

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND CAT C&D: Prohibited Southeast of airport		
	with D4.3 CDFA DA/MDA(H) 830' (447')		w/o D4.3 CDFA DA/MDA(H) 870' (487')		Max KT	MDA(H)	
	ALS out		ALS out				
	A	R1500m		R1500m		100	1020' (617') V1500m
	B	R1500m		R1500m		135	1050' (647') V1600m
C	R1400m	R1500m		R2300m	180	1080' (677') V2400m	
D	R2100m	R1500m		R2300m	205	1170' (767') V3600m	

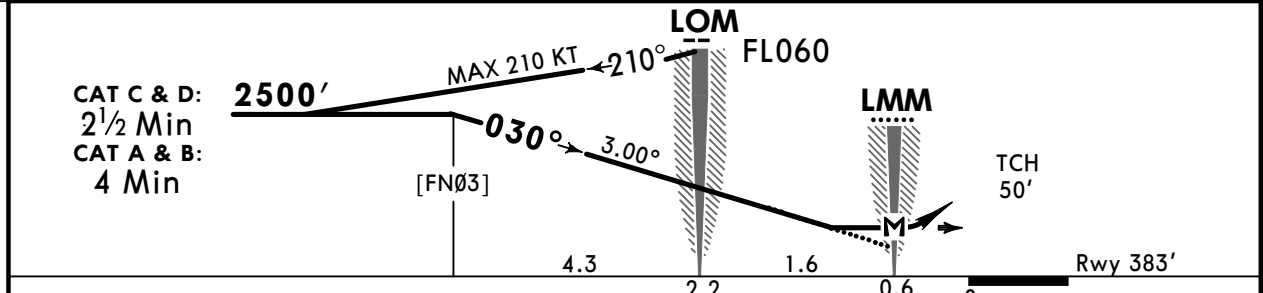
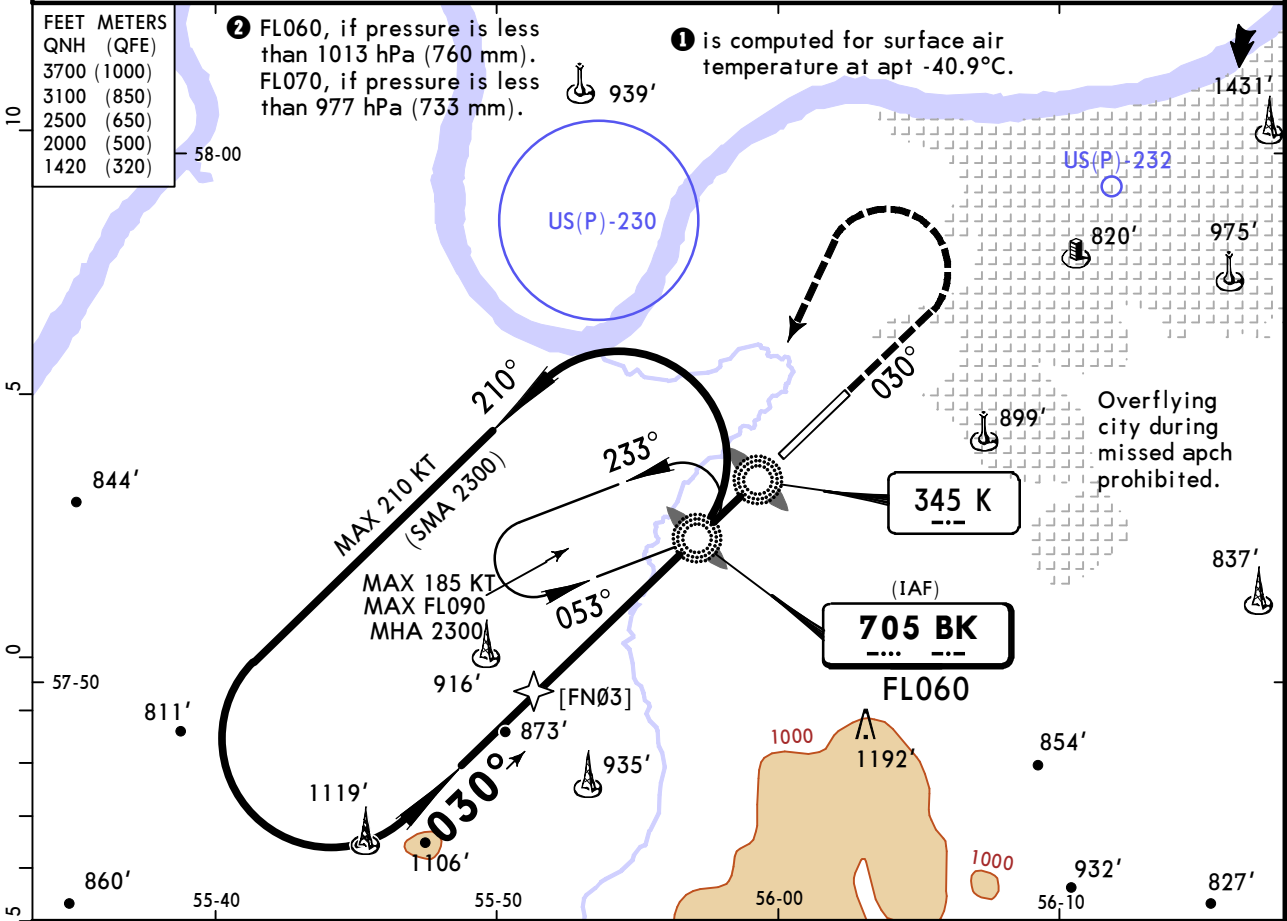
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: MSA, city pattern, circling minimums. © JEPPesen, 2020, 2025. ALL RIGHTS RESERVED.

USPP/PEE
BOLSHOE SAVINO

JEPPesen
23 MAY 25 **(16-3)**

PERM, RUSSIA
NDB X Rwy 03

ATIS 126.4		PERM Approach 127.1		PERM Radar (TWR) 121.7		<p>3100 MSA ARP 1</p>
NDB BK 705	Final Apch Crs 030°	[FNØ3] 2500' (2117')	DA/MDA(H) 1420' (1037')	Apt Elev 403' Rwy 383'		
MISSED APCH: Climb on track 030° to 2000' or above, then turn LEFT to BK NDB climbing to 2500' or above, then proceed according to chart or join holding. Turn before MAP not authorized.						
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa		Trans level: FL050 2		Trans alt: 3700'
1. When US(R)-925 is active. By ATC only. 2. Timing not authorized for defining MAP.						

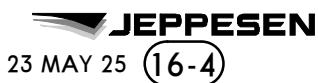


Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM							MIN 2000' on 030°

Std 1 DA/MDA(H) 1420' (1037') ALS out	STRAIGHT-IN LANDING		2 CIRCLE-TO-LAND CAT C&D: Prohibited Southeast of airport	
	CDFA			
	Max			
	A	R1500m		100 1420' (1037') V1500m
	B	R2400m		135 1420' (1037') V1600m
C		180 1420' (1037') V2400m		
D		205 1420' (1037') V3600m		

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on rwy 03 thresh elev of 383'.

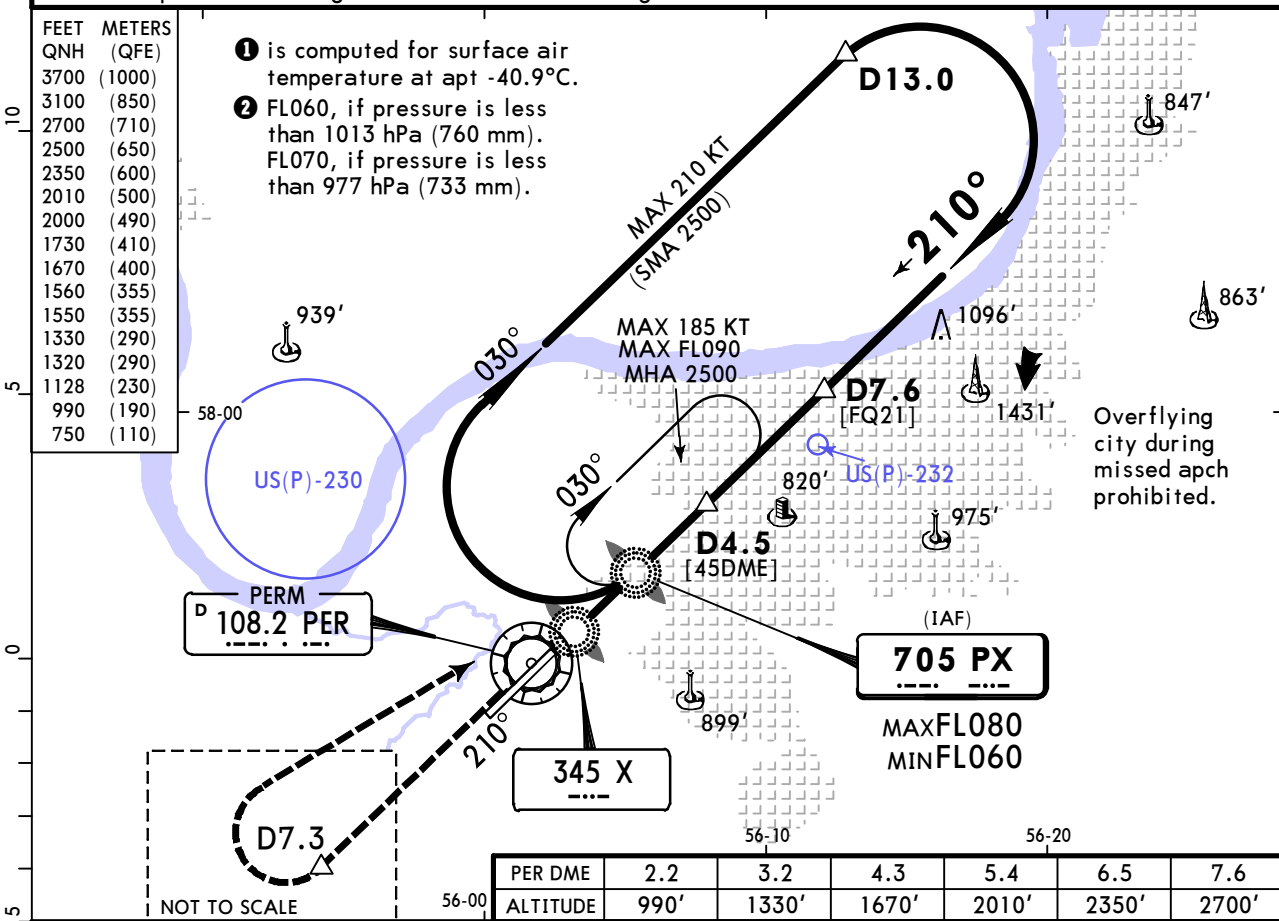
USPP/PEE
BOLSHOE SAVINO



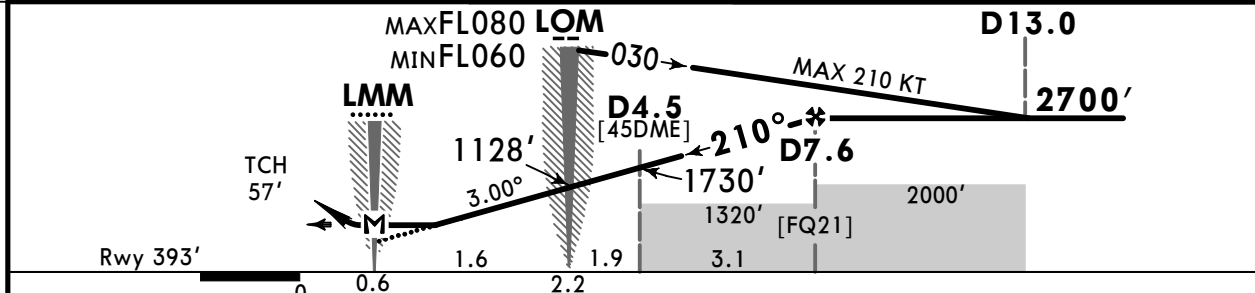
PERM, RUSSIA
NDB Z Rwy 21

23 MAY 25 **16-4**

ATIS 126.4		PERM Approach 127.1		PERM Radar (TWR) 121.7	<p>3100 MSA ARP ①</p>
NDB PX 705	Final Apch Crs 210°	D7.6 2700' (2307')	DA/MDA(H) (CONDITIONAL) 750' (357')	Apt Elev 403' Rwy 393'	
MISSED APCH: Climb on track 210° to D7.3, then turn RIGHT to PX NDB climbing to 2700' or above, then according to chart or join holding.					
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa		Trans level: FL050 ②	Trans alt: 3700'
1. DME required. 2. Timing not authorized for defining MAP.					



PER DME	2.2	3.2	4.3	5.4	6.5	7.6
ALTITUDE	990'	1330'	1670'	2010'	2350'	2700'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI D7.3 on 210°
Descent Angle	3.00°	372	478	531	637	743	
MAP at LMM							

PANS OPS A B C D	Std		STRAIGHT-IN LANDING		② CIRCLE-TO-LAND CAT C&D: Prohibited Southeast of airport
	with D4.5 CDFA		w/o D4.5 CDFA		
	DA/MDA(H) 750' (357')		DA/MDA(H) 1550' (1157')		
	ALS out		ALS out		
	R900m		R1500m		
		R1500m	R1500m	Max KT	MDA(H)
		R1600m	R2400m	100	1560' (1167') V1500m
				135	1560' (1167') V1600m
				180	1560' (1167') V2400m
				205	1560' (1167') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 ② Circling height based on rwy 21 thresh elev of 393'.

USPP/PEE
BOLSHOE SAVINO

JEPPESEN
23 MAY 25 **(16-5)**

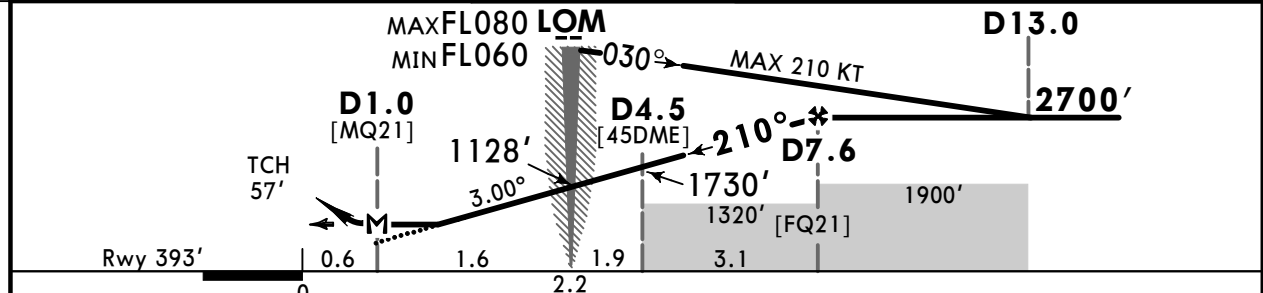
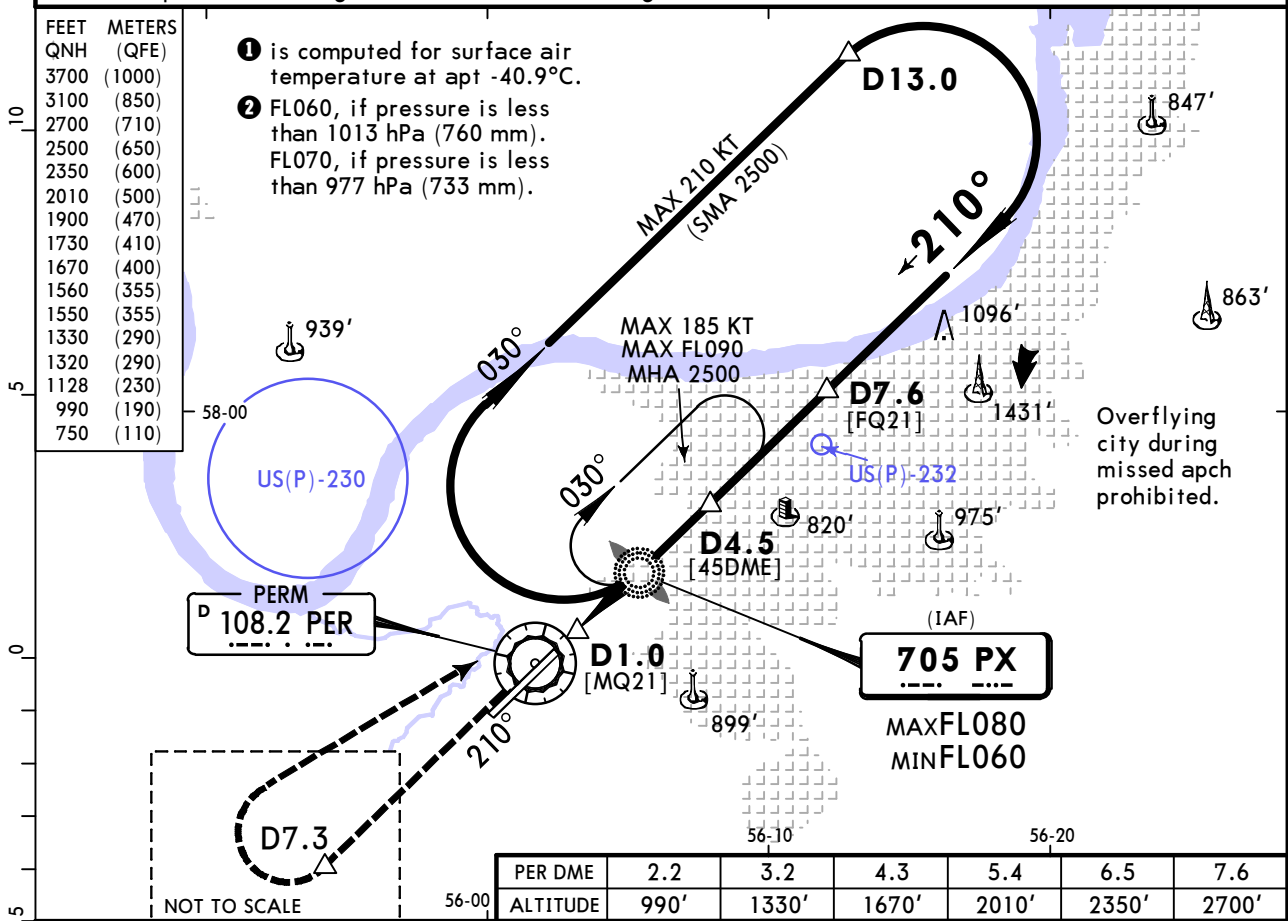
PERM, RUSSIA
NDB Y Rwy 21

ATIS 126.4		PERM Approach 127.1		PERM Radar (TWR) 121.7	3100 MSA ARP 1
NDB PX 705	Final Apch Crs 210°	D7.6 2700' (2307')	DA/MDA(H) (CONDITIONAL) 750' (357')	Apt Elev 403' Rwy 393'	

MISSED APCH: Climb on track 210° to D7.3, then turn RIGHT to PX NDB climbing to 2700' or above, then according to chart or join holding.

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL050 **2** Trans alt: 3700'

1. DME required. 2. Timing not authorized for defining MAP.



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI	D7.3 on 210°
Descent Angle 3.00°	372	478	531	637	743	849		

MAP at D1.0

	STRAIGHT-IN LANDING		Max KT	CIRCLE-TO-LAND	
	with D4.5 CDFA	w/o D4.5 CDFA		CAT C&D: Prohibited Southeast of airport	
	DA/MDA(H) 750' (357')	DA/MDA(H) 1550' (1157')			
	ALS out	ALS out			
A	R900m	R1500m	100	1560' (1167')	V1500m
B		R1500m	135	1560' (1167')	V1600m
C	R1600m	R2400m	180	1560' (1167')	V2400m
D			205	1560' (1167')	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on rwy 21 thresh elev of 393'.

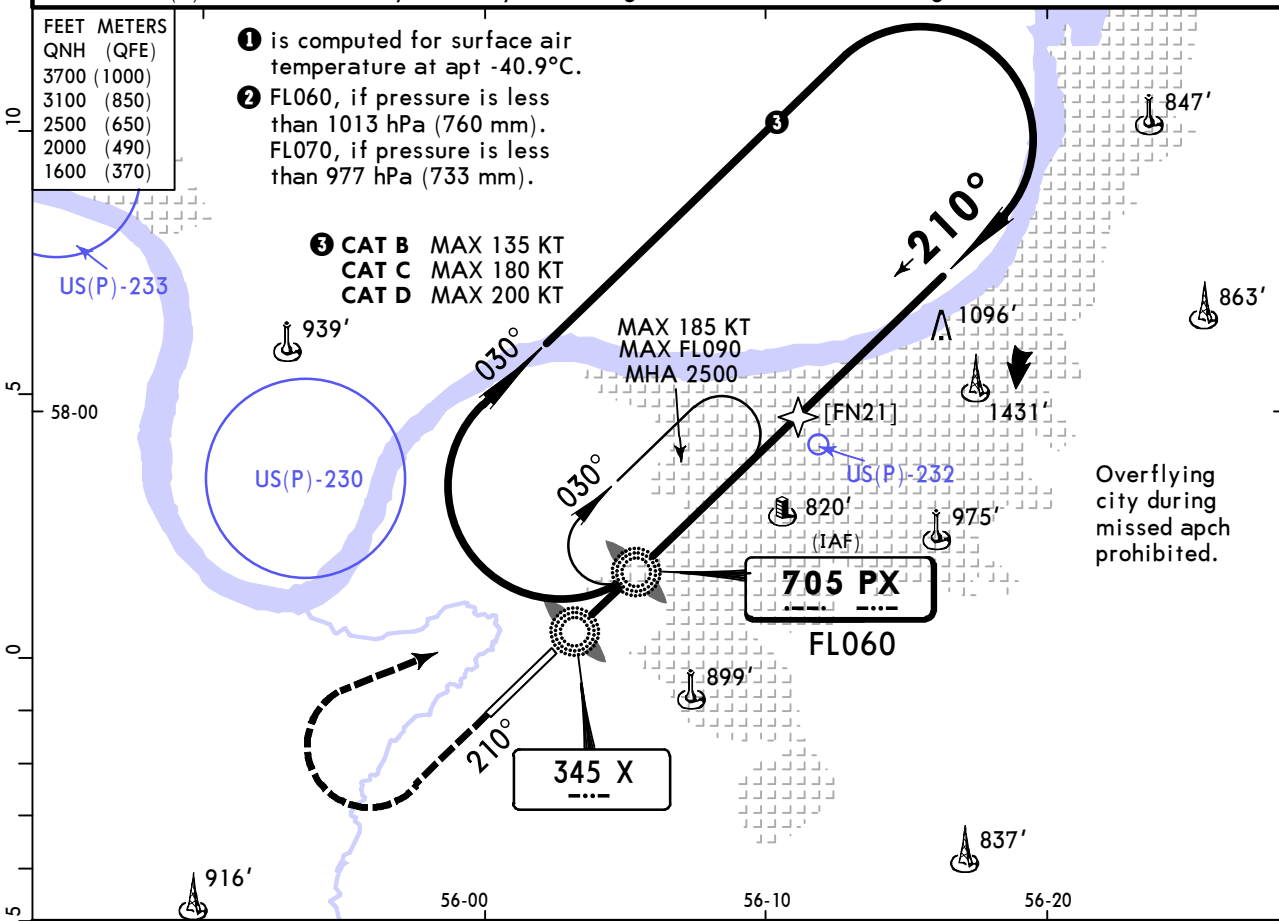
USPP/PEE
BOLSHOE SAVINO



PERM, RUSSIA
NDB X Rwy 21

23 MAY 25 **16-6**

ATIS 126.4		PERM Approach 127.1		PERM Radar (TWR) 121.7		<p>3100 MSA ARP 1</p>
NDB PX 705	Final Apch Crs 210°	[FN21] 2500' (2107')	DA/MDA(H) 1600' (1207')	Apt Elev 403' Rwy 393'		
<p>MISSED APCH: Climb on track 210° to 2000' or above, then turn RIGHT to PX NDB climbing to 2500' or above, then according to chart or join holding. Turn before MAP not authorized.</p>						
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa		Trans level: FL050 2		Trans alt: 3700'
<p>1. When US(R)-924 is active - by ATC only. 2. Timing not authorized for defining MAP.</p>						

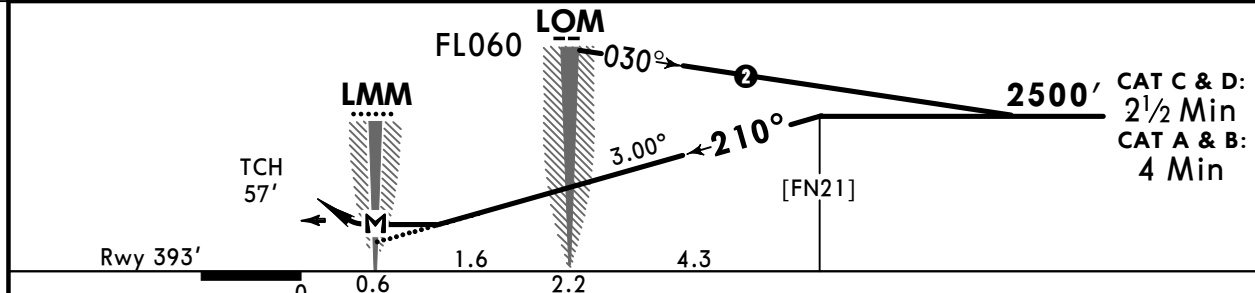


- 1** is computed for surface air temperature at apt -40.9°C.
- 2** FL060, if pressure is less than 1013 hPa (760 mm). FL070, if pressure is less than 977 hPa (733 mm).

- 3** CAT B MAX 135 KT
- CAT C MAX 180 KT
- CAT D MAX 200 KT

MAX 185 KT
MAX FL090
MHA 2500

Overflying city during missed apch prohibited.



CAT C & D:
2 1/2 Min
CAT A & B:
4 Min

Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI 	MIN 2000' on 210°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

Std STRAIGHT-IN LANDING CDFA 1 DA/MDA(H) 1600' (1207') ALS out	2 CIRCLE-TO-LAND CAT C&D: Prohibited Southeast of airport	
	Max KT	MDA(H)
	A	100 1600' (1207') V1500m
	B	135 1600' (1207') V1600m
	C	180 1600' (1207') V2400m
D	205 1600' (1207') V3600m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on rwy 21 thresh elev of 393'.

CHANGES: MSA, city pattern.

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PERM, (BOLSHOE SAVINO - USPP)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport USPP

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20260511

(10-3D thru 10-3G) PER VOR DME unreliable. SIDs DIDRO 1J & 1K, GEBSI 1J & 1K, GEKTO 1J & 1K, INPIL 1J & 1K, OSMUT 1J & 1K, RISDO 1J & 1K, SUMOM 1J & 1K, ULPAS 1J & 1K & ULPET 1J & 1K not available.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20260511

(10-2D THRU 10-2G) PER VOR DME UNRELIABLE. STARS GEBSI 1C & 1D, GEKTO 1C & 1D, INPIL 1C & 1D, RISDO 1C & 1D, SUMOM 1C & 1D & ULPET 1C & 1D NOT AVAILABLE.