

STAR

ST PETERSBURG, RUSSIA

PULKOVO

Jeppesen 14 SEP 01 10-2A

ST PETERSBURG, RUSSIA
PULKOVO

STAR

TRANS LEVEL: FL49 if QNH at or above 977 hPa
FL59 if QNH between 976 hPa & 941 hPa
TRANS ALT: 3020' (2954')

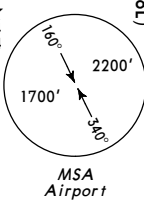
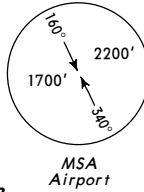
TRANS LEVEL: FL49 if QNH at or above 977 hPa
FL59 if QNH between 976 hPa & 941 hPa
TRANS ALT: 3040' (2961')

FL CONVERSION	
FL207	FL6300m
FL148	FL4500m
FL118	FL3600m
FL98	FL3000m
FL79	FL2400m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

FL CONVERSION	
FL207	FL6300m
FL148	FL4500m
FL118	FL3600m
FL98	FL3000m
FL79	FL2400m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

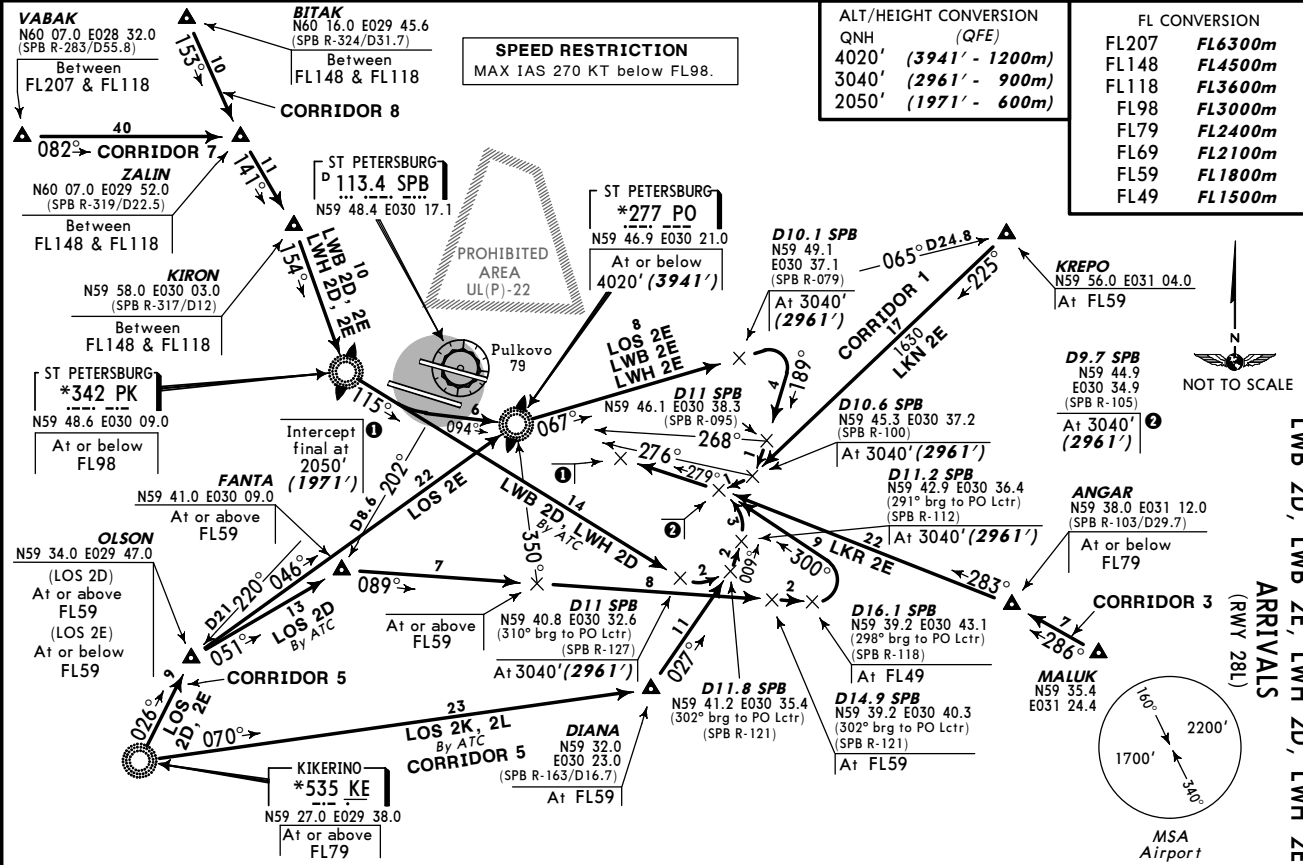
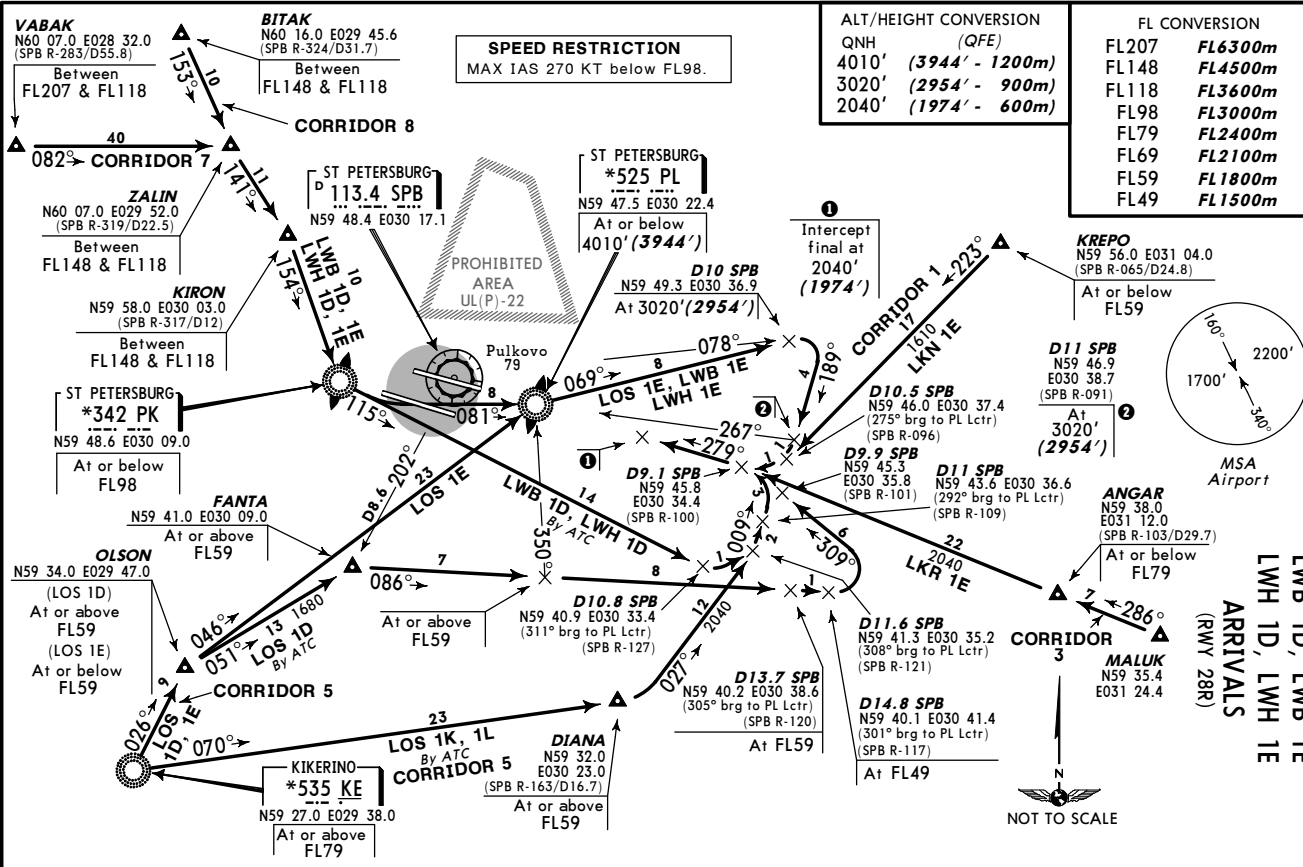
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4010'	(3944' - 1200m)
3020'	(2954' - 900m)
2040'	(1974' - 600m)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4020'	(3941' - 1200m)
3040'	(2961' - 900m)
2050'	(1971' - 600m)



NOT TO SCALE

NOT TO SCALE

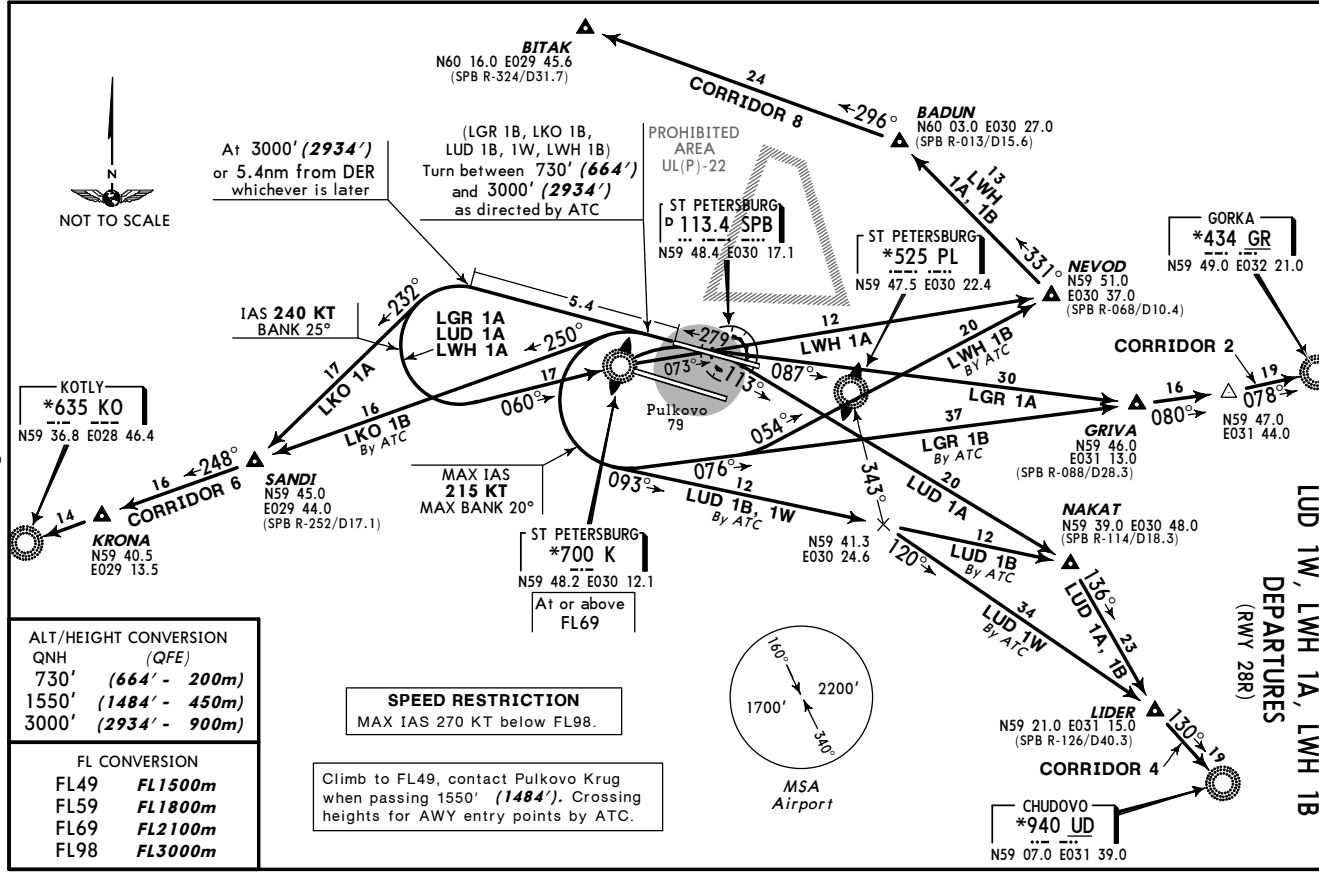


JEPPESEN 30 NOV 01 10-3
 ST PETERSBURG, RUSSIA
 PULKOVO

SID

TRANS LEVEL: FL49 if QNH at or above 977 hPa
 FL59 if QNH between 976 hPa & 941 hPa
 FL69 if QNH below 941 hPa
 TRANS ALT: 3000' (2934')

Pulkovo KRUG 120.3
 LGR 1A, LGR 1B, LKO 1A
 LKO 1B, LUD 1A, LUD 1B
 LUD 1W, LWH 1A, LWH 1B
 DEPARTURES
 (RWY 28R)

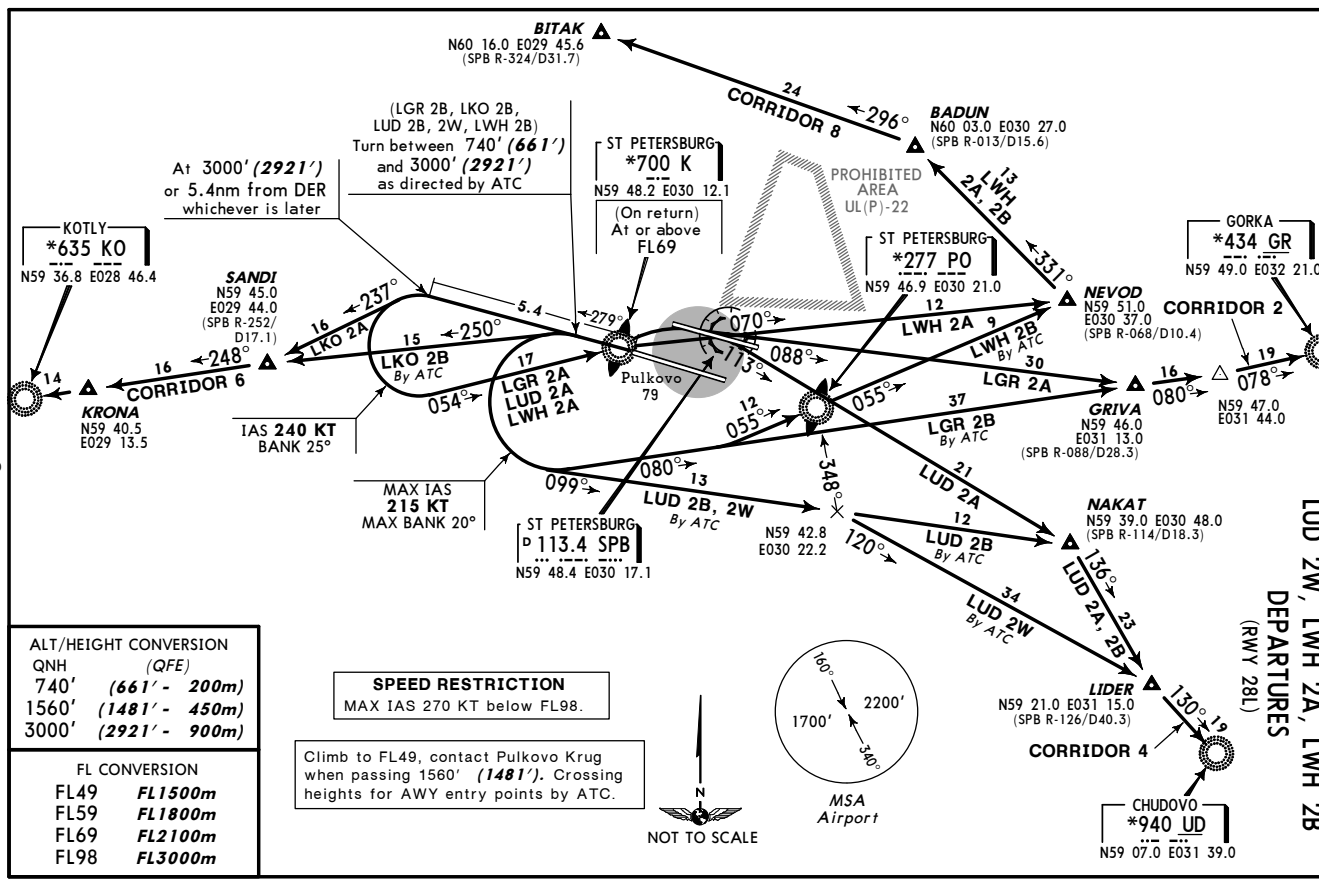


JEPPESEN 30 NOV 01 10-3A
 ST PETERSBURG, RUSSIA
 PULKOVO

SID

TRANS LEVEL: FL49 if QNH at or above 977 hPa
 FL59 if QNH between 976 hPa & 941 hPa
 FL69 if QNH below 941 hPa
 TRANS ALT: 3000' (2921')

Pulkovo KRUG 120.3
 LGR 2A, LGR 2B, LKO 2A
 LKO 2B, LUD 2A, LUD 2B
 LUD 2W, LWH 2A, LWH 2B
 DEPARTURES
 (RWY 28L)



SID

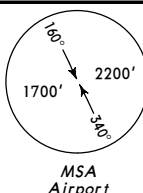
ST PETERSBURG, RUSSIA

PULKOVO

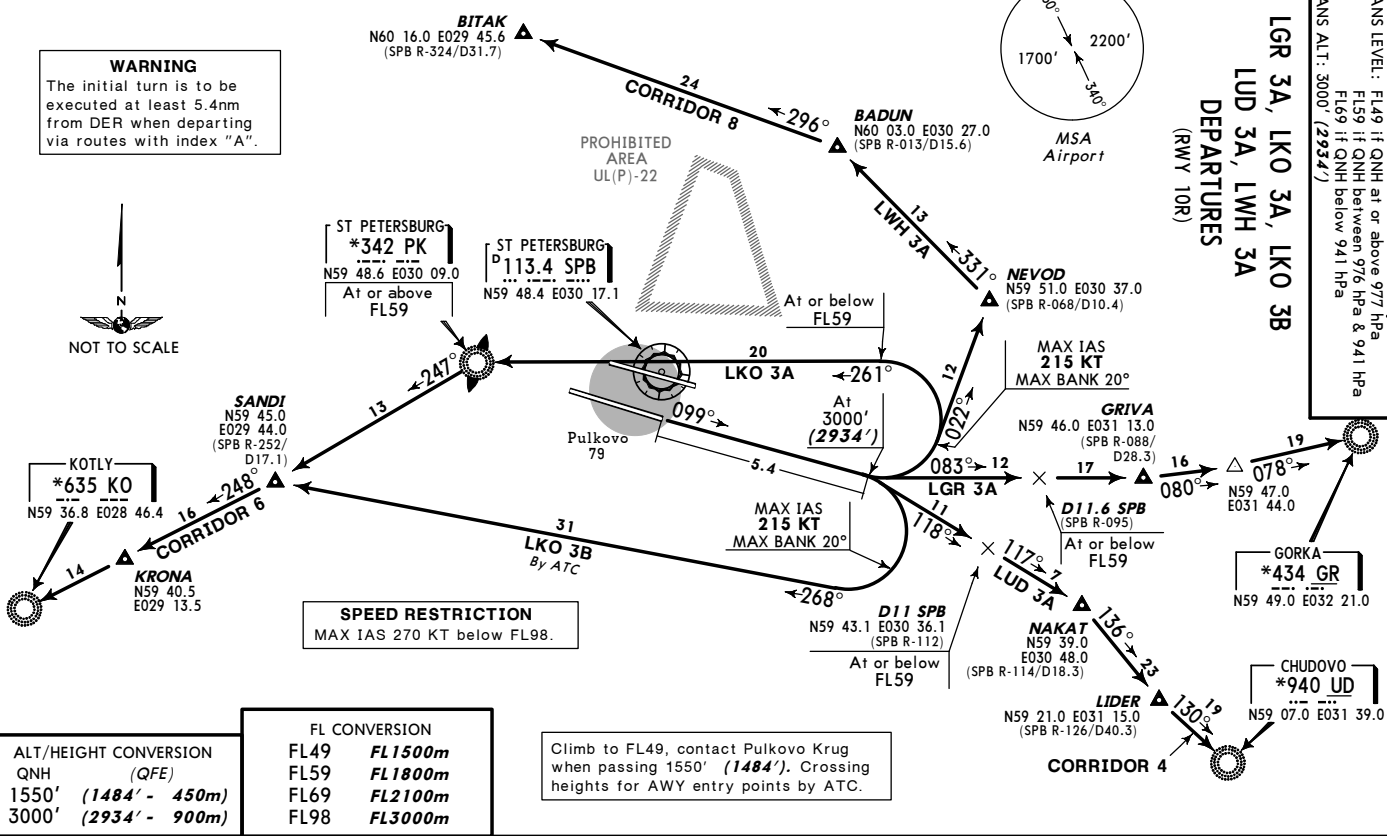
JEPPESEN 30 NOV 01 (10-3B)
 Pulkovo KRUG 120.3

TRANS LEVEL: FL49 if QNH at or above 977 hPa
 FL59 if QNH between 976 hPa & 941 hPa
 TRANS ALT: 3000' (2934')

LGR 3A, LKO 3A, LKO 3B
 LUD 3A, LWH 3A
 DEPARTURES
 (RWY 10R)



WARNING
 The initial turn is to be executed at least 5.4nm from DER when departing via routes with index "A".



SID

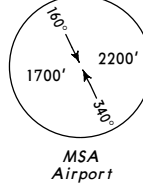
ST PETERSBURG, RUSSIA

PULKOVO

JEPPESEN 30 NOV 01 (10-3C)
 Pulkovo KRUG 120.3

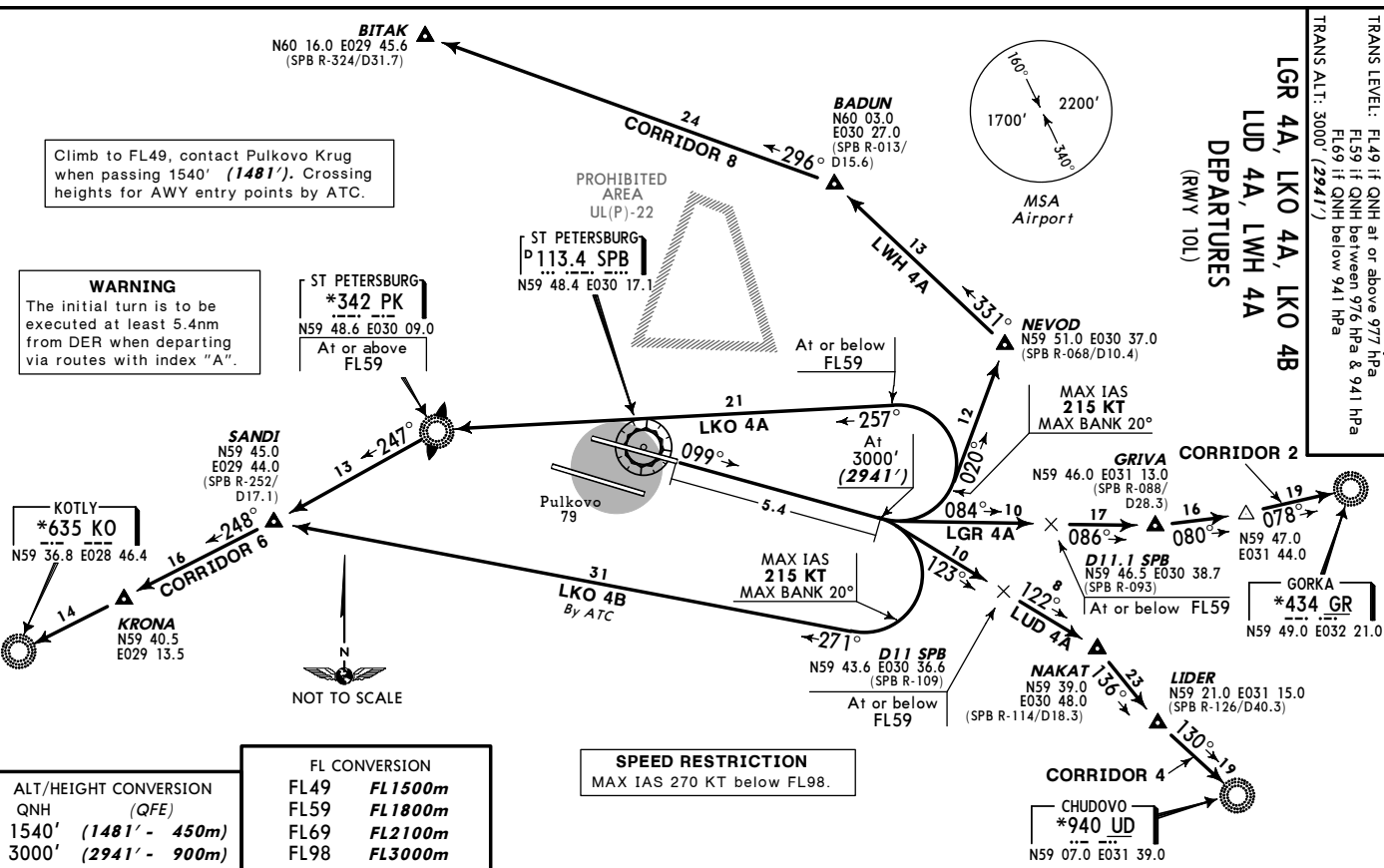
TRANS LEVEL: FL49 if QNH at or above 977 hPa
 FL59 if QNH between 976 hPa & 941 hPa
 TRANS ALT: 3000' (2941')

LGR 4A, LKO 4A, LKO 4B
 LUD 4A, LWH 4A
 DEPARTURES
 (RWY 10L)



Climb to FL49, contact Pulkovo Krug when passing 1550' (1481'). Crossing heights for AWY entry points by ATC.

WARNING
 The initial turn is to be executed at least 5.4nm from DER when departing via routes with index "A".

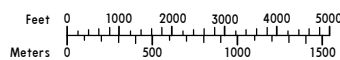


JEPPESSEN
ST PETERSBURG, RUSSIA

PULKOV
N59 48.0 E030 15.9

N59 48.0 E030 1

Start (TWR)	
RWY 10L/28R:	RWY 10R/28L:
118.1	118.7



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JEPPESSEN ST PETERSBURG, RUSSIA

PULKOVČ

Rwy 10R is approved for CAT II operations, special aircrew and aircraft certification required.

ADDITIONAL RUNWAY INFORMATION

- LANDING BEYOND _____	
Threshold	Glide Slope
10,007'	3050m
10,072'	3070m

10R	H1RL (60m)	H1ALS CL (15m)	TDZ HST-23	RVR	11,647' 3550m	12,073' 3680m	197'
28L	H1RL (60m)	H1ALS		RVR	11,417' 3480m	00	60m

- 1 First 328"/100m unusable for take-off.
- 2 For act¹ with engines put on pylons: 10,161"/3097m. Line-up dist from thresh is 984"/300m.
- 3 (104W, 10R & W, 10R)
- 4 For act¹ with engines put on pylons: 11,417"/3480m. Line-up dist from thresh is 984"/300m.

TAKE-OFF

Rwy 10R		AIR CARRIER (FAR 121)	
LVP must be in force	All Rwy's	Rwy 10R	All Rwy's
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL	Adequate Vis Refl
A	250m	400m	2
B	200m (150m)		Eng
C	250m (200m)	300m	3 & 4
D			Roll out RVR 175m

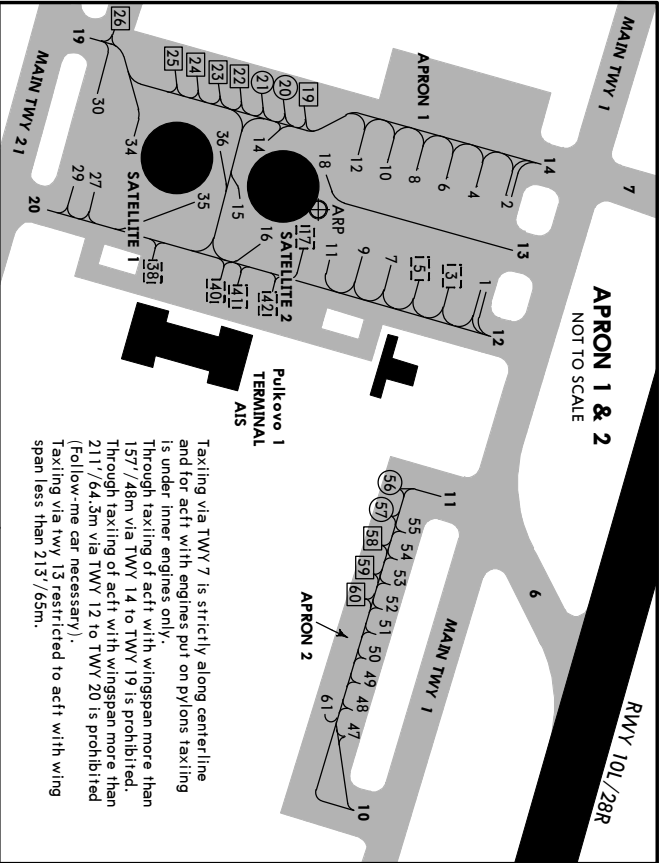
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
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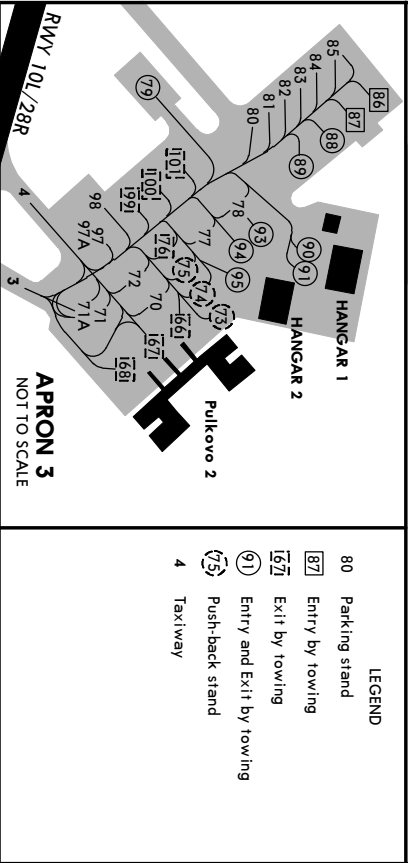
APRON 1			APRON 3		
1	N59 48.2	E030 16.2	66, 67	N59 48.3	E030 18.5
2	N59 48.2	E030 16.1	68	N59 48.3	E030 18.6
3	N59 48.1	E030 16.2	70	N59 48.3	E030 18.4
4	N59 48.2	E030 16.1	71	N59 48.2	E030 18.4
5 thru 9	N59 48.1	E030 16.1	72	N59 48.3	E030 18.4
10	N59 48.1	E030 16.0	74	N59 48.4	E030 18.4
11	N59 48.0	E030 16.1	75	N59 48.4	E030 18.3
12	N59 48.1	E030 16.0	97	N59 48.2	E030 18.2
14	N59 48.0	E030 16.0	98	N59 48.1	E030 18.2
15 thru 17	N59 48.0	E030 16.1	99	N59 48.3	E030 18.1
18	N59 48.0	E030 16.0	100	N59 48.2	E030 18.1
26	N59 47.8	E030 15.8	101	N59 48.1	E030 18.1
27	N59 47.8	E030 16.0			
29, 30	N59 47.8	E030 15.9			
34	N59 47.8	E030 16.0			
35	N59 47.9	E030 16.0			
36	N59 47.8	E030 15.9			
38	N59 47.8	E030 16.1			
40 thru 42	N59 47.9	E030 16.2			

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JEPPesen ST PETERSBURG, RUSSIA
PULKOVO
14 SEP 01 **(10-9B)**



Taxiing via TWY 7 is strictly along centerline and for acft with engines put on pylons taxiing is under inner engines only.
Through taxiing of acft with wingspan more than 157' / 48m via TWY 14 to TWY 19 is prohibited.
Through taxiing of acft with wingspan more than 211' / 64.3m via TWY 12 to TWY 20 is prohibited (Follow-me car necessary!).
Taxiing via twy 13 restricted to acft with wing span less than 213' / 65m.



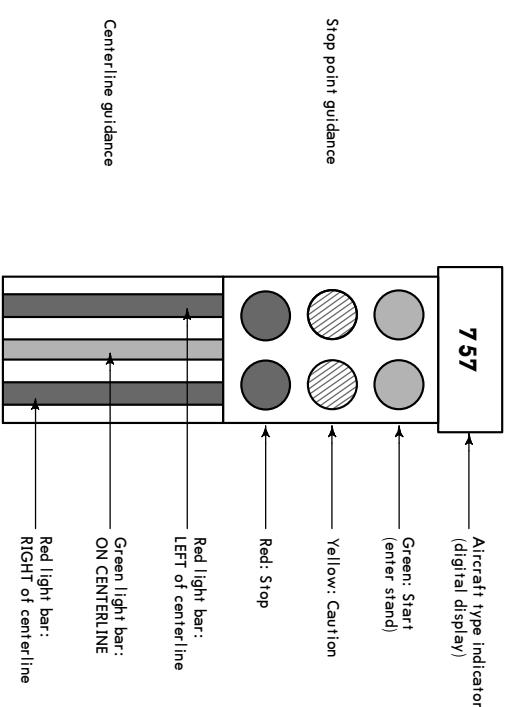
- LEGEND**
- 80 Parking stand
 - 87 Entry by towing
 - 167 Exit by towing
 - 91 Entry and Exit by towing
 - 75 Push-back stand
 - 4 Taxiway

Stand 26, 71 & 79: For engine run-up.
Stand 29 & 97A: For acft up to AN-124.
Stand 66 thru 68: Equipped with docking system.
Stand 68 & 71A: For acft up to B-747.
Stand 71A: Taxiing out of this stand is by follow-me car.
Stand 77 & 78: When nose west exit by towing. When nose east entry and exit by towing.

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JEPPesen ST PETERSBURG, RUSSIA
PULKOVO
14 SEP 01 **(10-9C)**

AUTOMATED DOCKING SYSTEM - RLG



A. DESCRIPTION

The RLG Automated Guide-in Docking System consists of a display located on the extension of the centerline leading into the aircraft stand and a set of sensors installed in the apron surface.
The system is aligned with the LEFT hand pilot's seat only.

B. ACTIVATED SYSTEM

- The system is ready for use when:
 - the aircraft type is shown on the digital display.
 - the pair of green lights is switched on.
 - the green vertical light bar is switched on.
- The pilot should be aware that the correct type of aircraft is displayed before using the system.

C. CENTERLINE GUIDANCE

The centerline guidance is provided by means of three vertical light bars:

- visibility of the green bar only means that the aircraft is on the centerline.
- visibility of the green and the left red bar means that the aircraft is left of the centerline: turn right.
- visibility of the green and the right red bar means that the aircraft is right of the centerline: turn left.

D. STOP POINT GUIDANCE

The guidance of the aircraft to the stop point is performed on the basis of three pairs of lights as shown in the diagram above.
When the yellow lights become active the taxi speed of the aircraft should be immediately reduced to the minimum taxi speed.
The braking action should be commenced immediately after the red lights become active.

In case of unexpected system failure and/or power cut, docking should be completed on the basis of signals given by ground personnel.

JEPPERSEN

11 APR 97

10-9X

JAA MINIMUMS

ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY					
10L	ILS	A	B	C	D
		259° (200°)	259° (200°)	259° (200°)	259° (200°)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT			
		AUTHORIZED			
	NDB	370° (311°)	370° (311°)	370° (311°)	370° (311°)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
10R	CAT 2 ILS	166° (100°) ①	166° (100°) ①	166° (100°) ①	166° (100°) ①②
		RA105° - 300m	RA105° - 300m	RA105° - 300m	RA105° - 350m
	ILS	266° (200°)	266° (200°)	266° (200°)	266° (200°)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT			
		AUTHORIZED			
	NDB	380° (314°)	380° (314°)	380° (314°)	380° (314°)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
28L	ILS	279° (200°)	279° (200°)	279° (200°)	279° (200°)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT			
		AUTHORIZED			
	NDB	390° (311°)	390° (311°)	390° (311°)	390° (311°)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
28R	ILS	266° (200°)	266° (200°)	266° (200°)	266° (200°)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT			
		AUTHORIZED			
	NDB	440° (374°)	440° (374°)	440° (374°)	440° (374°)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
① TDZ or CL out: NIGHT R550m. ② Autoland: R300m.					
Take-off RWY 10L/R, 28L/R					

Low Visibility Procedure in Force				
HIRL CL & mult. FVR req.	RL CL & mult. FVR req.	RL & CL	RCIM (DAY only) or RL	RL NIL (Day only)
A				
B	125m	200m	250m	
C				
D	150m	200m	300m	500m

CHANGES: New Page.

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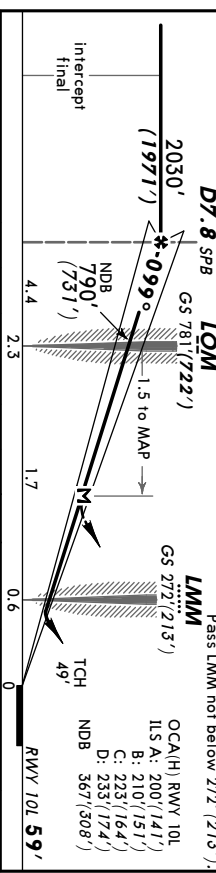
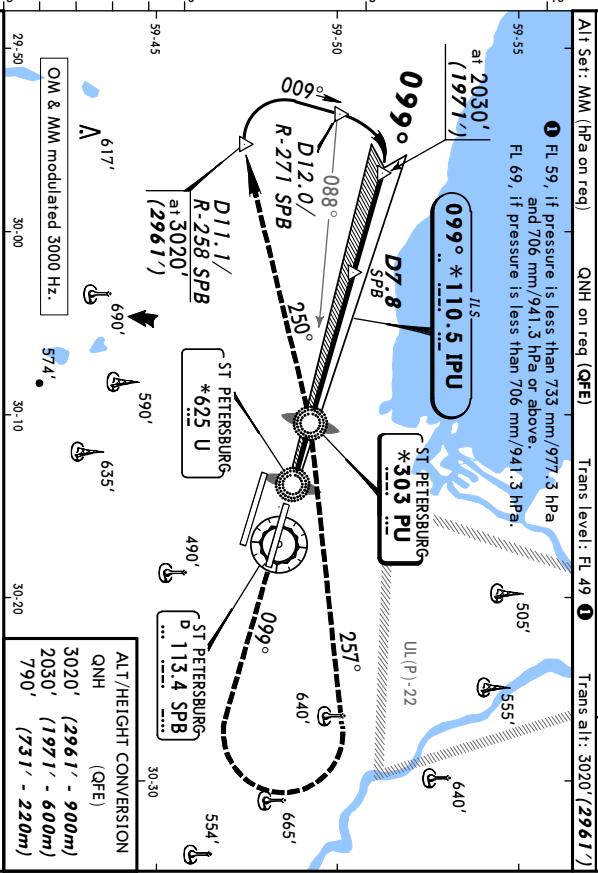
14 SEP 01 (1-1)

ST PETERSBURG, RUSSIA
ILS or 2 NDB RWY 10L

ATIS	PETERSBURG Approach (R)	PULKOVO Start (TWR)	Ground
127.4	129.8	125.2	129.8
120.3	118.1	121.7	
LOC	IPU	GS	ILS
*110.5	Final	LOM	DA(H)
NDB	Apch Crs	Minimum Alt	NDB
PU	099°	D7.8 SPB	MDA(H)
*303	2030° (1971°)	370° (311°)	RWY

MISSED APCH: Climb on 099° to 3020' (2961'), then turn LEFT to PU NDB, then proceed on track 250° to D11.1 SPB, then according to chart.

MSA Airport



STRAIGHT-IN LANDING RWY 10L									
ILS	LOC	NDB	DA(H)	MDA(H)	ALS out	HAIS	3020'	2961'	303
259° (200°)	(GS out)	370° (311°)							
FULL	ALS out								

PANS OPS

CHANGES: Trans level.

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 PULKOVO

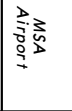
14 SEP 01 **(11-2)**

JEPPESEN ST PETERSBURG, RUSSIA
 ILS or 2 NDB Rwy 10R

ATIS	PETERSBURG Approach (R)	PULKOVO Krug (SRE)	PULKOVO Start (TWR)	Ground
127.4	(360°T-180°T) 0400-2000 (180°T-360°T)	2000-0400	120.3	118.7
129.8	125.2	129.8	120.3	121.7
LOC	GS	ILS	DA(H)	Appt Elev
*111.9	837'(771')	266'(200')	79'	66'
NDB	Apch Crs	Minimum Alt	MDA(H)	RWY
*342	099°	D7.5 SPB	380'(314')	66'
		2040'(1974')		

MISSED APCH: Climb on 099° to 3020'(2954'), then turn LEFT to PK NDB, then proceed on track 250° to D12.6 SPB, then according to chart.

MSA Airport



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 0 Trans alt: 3020'(2954')

1. Special altreqw & acft certification required. 2. OM & MM modulated 3000 Hz.

0 FL 59, if pressure is less than 733 mm/977.3 hPa and 706 mm/941.3 hPa or above, FL 69, if pressure is less than 706 mm/941.3 hPa.

ILS

099° *111.9 IPK

at 2040' (1974')

099°

D13.2/ R-268 SPB

D12.6/ R-255 SPB at 3020' (2954')

ST PETERSBURG *342 PK

ST PETERSBURG D 113.4 SPB

ST PETERSBURG *700 K

490'

257'

640'

665'

099°

250°

088°

099°

617'

590'

635'

574'

30-20

30-30

ALT/HEIGHT CONVERSION

QNH (QFE)

3020' (2954' - 900m)

2040' (1974' - 600m)

840' (774' - 235m)

OM & MM modulated 3000 Hz.

29-50

30-00

30-10

30-20

30-30

30-40

30-50

30-60

30-70

30-80

30-90

30-100

30-110

30-120

30-130

30-140

30-150

30-160

30-170

30-180

30-190

30-200

30-210

30-220

30-230

30-240

30-250

30-260

30-270

30-280

30-290

30-300

30-310

30-320

30-330

30-340

30-350

30-360

30-370

30-380

30-390

30-400

30-410

30-420

30-430

30-440

30-450

30-460

30-470

30-480

30-490

30-500

30-510

30-520

30-530

30-540

30-550

30-560

30-570

30-580

30-590

30-600

30-610

30-620

30-630

30-640

30-650

30-660

30-670

30-680

30-690

30-700

30-710

30-720

30-730

30-740

30-750

30-760

30-770

30-780

30-790

30-800

30-810

30-820

30-830

30-840

30-850

30-860

30-870

30-880

30-890

30-900

30-910

30-920

30-930

30-940

30-950

30-960

30-970

30-980

30-990

30-1000

30-1010

30-1020

30-1030

30-1040

30-1050

30-1060

30-1070

30-1080

30-1090

30-1100

30-1110

30-1120

30-1130

30-1140

30-1150

30-1160

30-1170

30-1180

30-1190

30-1200

30-1210

30-1220

30-1230

30-1240

30-1250

30-1260

30-1270

30-1280

30-1290

30-1300

30-1310

30-1320

30-1330

30-1340

30-1350

30-1360

30-1370

30-1380

30-1390

30-1400

30-1410

30-1420

30-1430

30-1440

30-1450

30-1460

30-1470

30-1480

30-1490

30-1500

30-1510

30-1520

30-1530

30-1540

30-1550

30-1560

30-1570

30-1580

30-1590

30-1600

30-1610

30-1620

30-1630

30-1640

30-1650

30-1660

30-1670

30-1680

30-1690

30-1700

30-1710

30-1720

30-1730

30-1740

30-1750

30-1760

30-1770

30-1780

30-1790

30-1800

30-1810

30-1820

30-1830

30-1840

30-1850

30-1860

30-1870

30-1880

30-1890

30-1900

30-1910

30-1920

30-1930

30-1940

30-1950

30-1960

30-1970

30-1980

30-1990

30-2000

30-2010

30-2020

30-2030

30-2040

30-2050

30-2060

30-2070

30-2080

30-2090

30-2100

30-2110

30-2120

30-2130

30-2140

30-2150

30-2160

30-2170

30-2180

30-2190

30-2200

30-2210

30-2220

30-2230

30-2240

30-2250

30-2260

ULLI
 PULKOVO

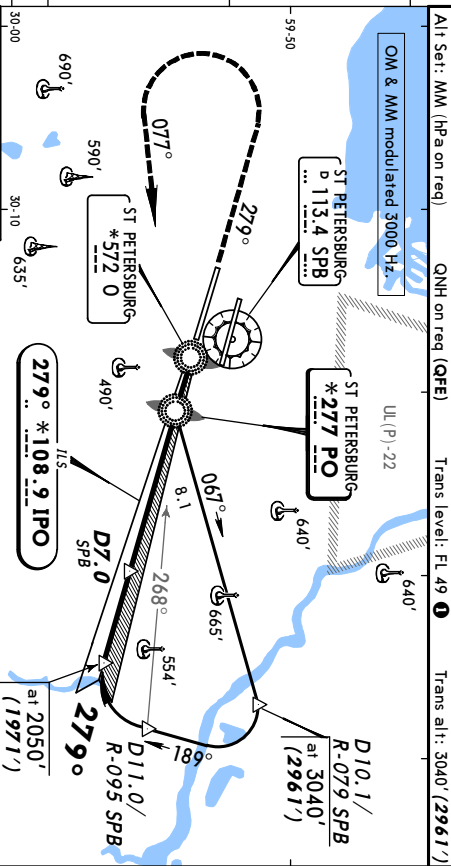
14 SEP 01 **(11-3)**

JEPPESEN ST PETERSBURG, RUSSIA
 ILS or 2 NDB Rwy 28L

ATIS	PETERSBURG Approach (R)	PULKOVO Krug (SRE)	PULKOVO Start (TWR)	Ground
127.4 (360°T-180°T)	0400-2000 (180°T-360°T)	2000-0400	120.3	118.7
129.8	125.2	129.8	120.3	121.7
LOC	GS	ILS	DA(H)	Appt Elev
*108.9 IPL	702'(623')	279'(200')	79'	79'
NDB	Apch Crs 279°	Minimum Alt D7.0 SPB 2050'(1971')	NDB MDA(H) 390'(311')	RWY 79'
*277 PO				

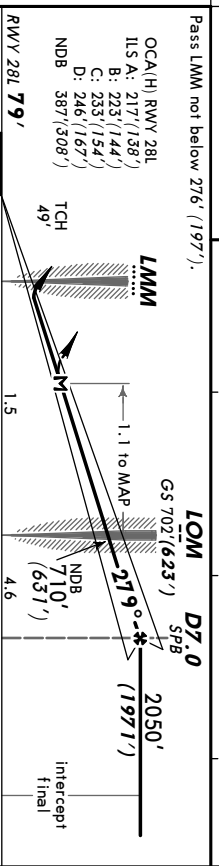
MISSED APCH: Climb on 279° to 2050' (1971'), then turn LEFT to PO NDB, climbing to 3040' (2961'), then proceed on track 067° to D10.1 SPB, then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 0 Trains alt: 3040' (2961')



ALT/HEIGHT CONVERSION
 QNH (QFE)
 3040' (2961' - 900m) FL 69, if pressure is less than 706 mm/941.3 hPa or above.
 2050' (1971' - 600m) FL 69, if pressure is less than 706 mm/941.3 hPa.
 710' (631' - 190m)

Pass LMM not below 276' (197').



Grnd speed-Kts	70	90	100	120	140	160	HIALS	2050'	277	3040'
ILS GS 2.67° or	332	427	475	570	665	760		(1971') on	279°	(2961')
NDB Desc Grad	4.7%									
LOM to MAP	1.1	0:57	0:44	0:40	0:33	0:28	0:25			

ILS	LOC	NDB
DA(H) 279'(200')	(GS out)	MDA(H) 390'(311')
FULL	ALS out	ALS out

A	B	C	D
RVR 720m	RVR 720m	RVR 720m	RVR 720m
1200m	1200m	1200m	1200m
NOT	NOT	NOT	NOT
AUTH	AUTH	AUTH	AUTH

ULLI
 PULKOVO

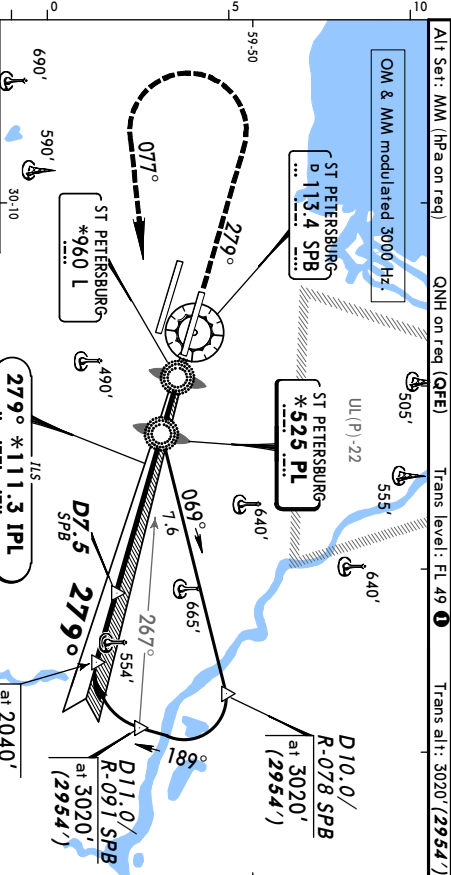
14 SEP 01 **(11-4)**

JEPPESEN ST PETERSBURG, RUSSIA
 ILS or 2 NDB Rwy 28R

ATIS	PETERSBURG Approach (R)	PULKOVO Krug (SRE)	PULKOVO Start (TWR)	Ground
127.4 (360°T-180°T)	0400-2000 (180°T-360°T)	2000-0400	120.3	118.1
129.8	125.2	129.8	120.3	121.7
LOC	GS	ILS	DA(H)	Appt Elev
*111.3 IPL	722'(656')	266'(200')	79'	79'
NDB	Apch Crs 279°	Minimum Alt D7.5 SPB 2040'(1974')	NDB MDA(H) 440'(374')	RWY 66'
*525 PL				

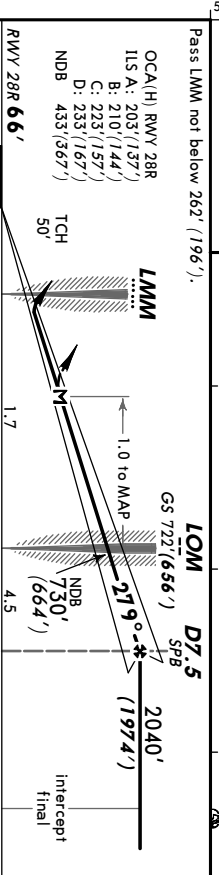
MISSED APCH: Climb on 279° to 2040' (1974'), then turn LEFT to PL NDB, climbing to 3020' (2954'), then proceed on track 069° to D10.0 SPB, then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 0 Trains alt: 3020' (2954')



ALT/HEIGHT CONVERSION
 QNH (QFE)
 3020' (2954' - 900m) FL 69, if pressure is less than 733 mm/977.3 hPa and 706 mm/941.3 hPa or above.
 2040' (1974' - 600m) FL 69, if pressure is less than 706 mm/941.3 hPa.
 730' (664' - 200m)

Pass LMM not below 262' (196').



Grnd speed-Kts	70	90	100	120	140	160	HIALS	2040'	PL	3020'
ILS GS 2.67° or	332	427	475	570	665	760		(1974') on	279°	(2954')
NDB Desc Grad	4.7%									
LOM to MAP	1.0	0:51	0:40	0:36	0:30	0:26	0:23			

ILS	LOC	NDB
DA(H) 266'(200')	(GS out)	MDA(H) 440'(374')
FULL	ALS out	ALS out

A	B	C	D
RVR 720m	RVR 720m	RVR 720m	RVR 720m
1200m	1200m	1200m	1200m
NOT	NOT	NOT	NOT
AUTH	AUTH	AUTH	AUTH