

UHPP/PKC
YELIZOVO

17 MAR 17

JEPPESEN

10-1P

Eff 30 Mar

PETROPAVLOVSK-KAMCHATSKY, RUSSIA**AIRPORT BRIEFING**

1. GENERAL

1.1. ATIS

*ATIS 126.8

1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures during take-off, climbing and approach phases are not applicable at the aerodrome.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

Procedures shall be applied when RVR is 600m or less. The flight crew shall be informed when LVP are in progress by ATIS or ATS unit by phrase: "Low visibility procedures in progress, check your minimum". During LVP only one ACFT can be present on RWY or TWY.

During LVP in force, it is prohibited not to take-off from the RWY beginning, and take-off without stop at the line-up position.

The responsibility for the assignment of taxi routes on the manoeuvring area shall be rested on Tower controller.

1.3.2. ARRIVAL

After landing, the flight crew must report to "Petropavlovsk-Start" controller about RWY vacation. The ILS-critical area is considered vacant after the report of the flight crew about vacation of TWY B, TWY L.

After landing, arriving ACFT shall be met by the "Follow-me" vehicle on TWY B, TWY L. The flight crew shall report about the presence of the "Follow-me" vehicle in front of the ACFT: "Petropavlovsk-Start, Aurora 5684, on "Bravo", the "Follow-me" vehicle is in front of us".

The flight crew shall report to Tower controller about ACFT arrival to the stand: "Aurora 5684, on stand 3".

1.3.3. DEPARTURE

Flight crews must request start-up clearance indicating stand number.

ACFT taxiing from the stand to the line of RWY holding position shall be executed exceptionally after the "Follow-me" vehicle.

1.4. TAXI PROCEDURES

Taxiing of ACFT with a wingspan of 213'/65m or more via TWY C is with Follow-me car only, at minimum speed and strictly along TWY centerline.

TWY A, J, H, G and F are not available for CIV ACFT.

For Index 1 thru 3 ACFT, TWY D is available only for taxiing out onto RWY 16R. TWY M and L are available only for Index 1 thru 3 ACFT with wingspan up to 105'/32m.

180° turn is permitted for all ACFT types on RWY 16R/34L turn pads.

1.5. PARKING INFORMATION

Stand 1 available as sanitary stand and as position for de-icing.

Stand 3 available for ACFT with explosive goods.

Exit stand 1 (for ACFT facing south-west), and 4 thru 8 by towing.

Stand 9 and 11 thru 14 available by helicopters.

Enter stands 24 thru 26 and 27 thru 29 by towing.

Enter and exit stands 30 and 31 by towing only.

Stand 23 is closed.

1.6. OTHER INFORMATION

Segments for ACFT treatment with water on taxi routes are located between stands 14 and 22, and between stands 22 and 29.

Birds.

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Eff 30 Mar

PETROPAVLOVSK-KAMCHATSKY, RUSSIA

AIRPORT BRIEFING

2. ARRIVAL

2.1. CAT II OPERATIONS

RWY 34L approved for CAT II operations. Special aircrew and ACFT certification required.

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YELIZOVO 24 FEB 17

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA

(10-1R)

RADAR MINIMUM ALTITUDES

Apt Elev
128'

Alt Set: MM (HPa on request)

QNH on request (QFE)

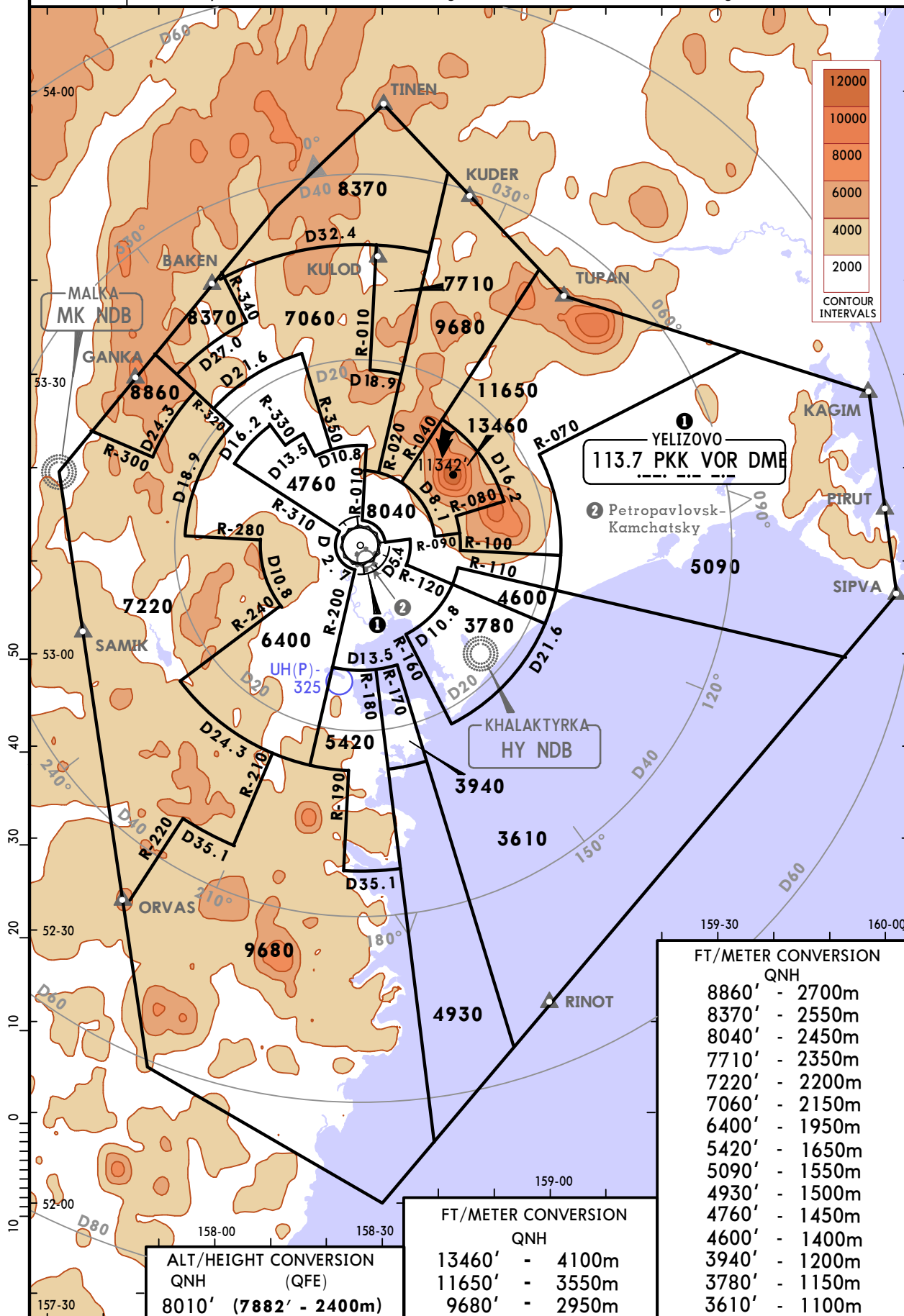
Trans level: FL90

FL100 if pressure is less than 756 mm (1007.9 hPa)

FL110 if pressure is less than 729 mm (971.9 hPa)

Trans alt: 8010' (**7882'**)

Chart only to be used for cross-checking of altitudes while under vectoring.



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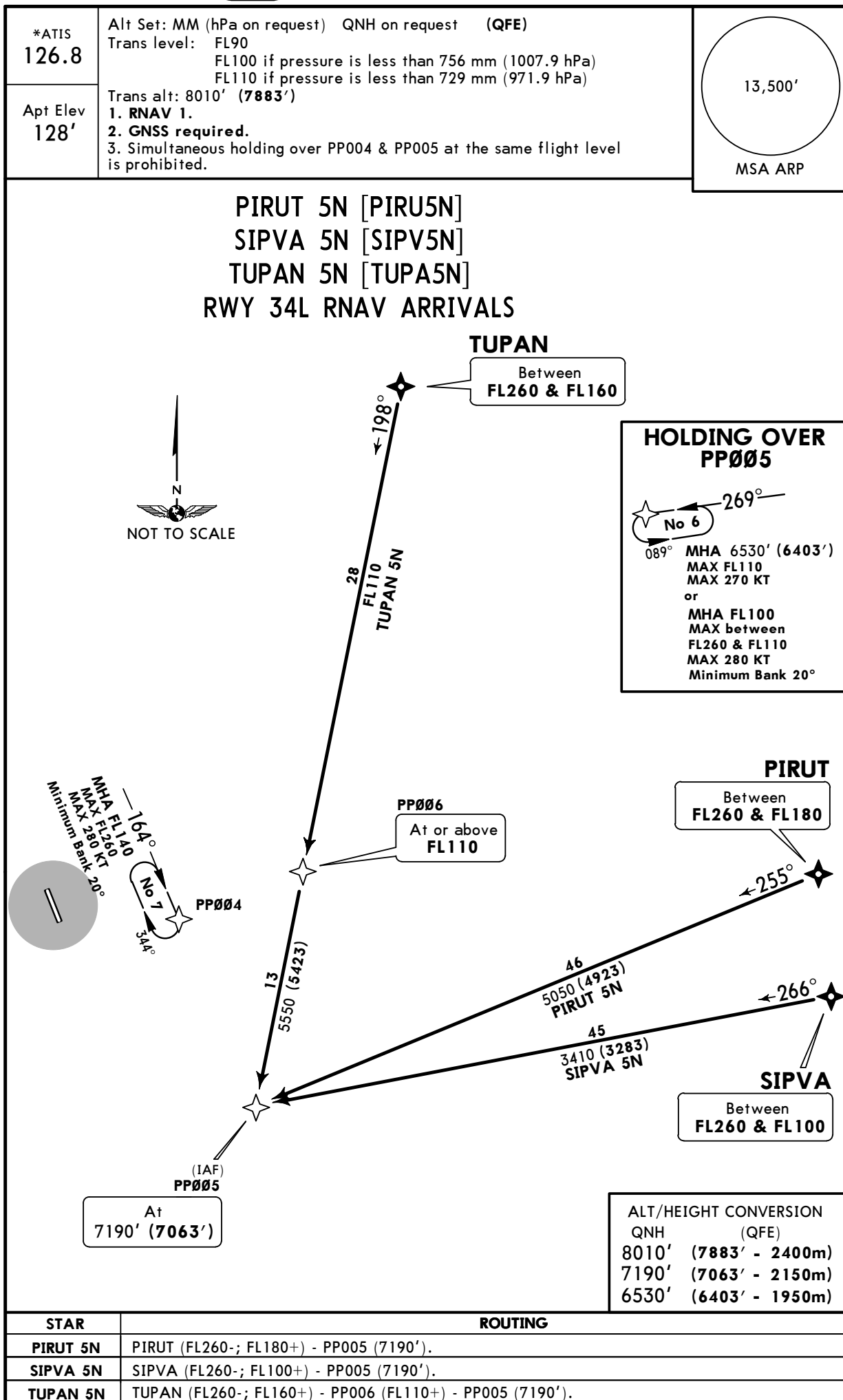
27 JAN 17

10-2

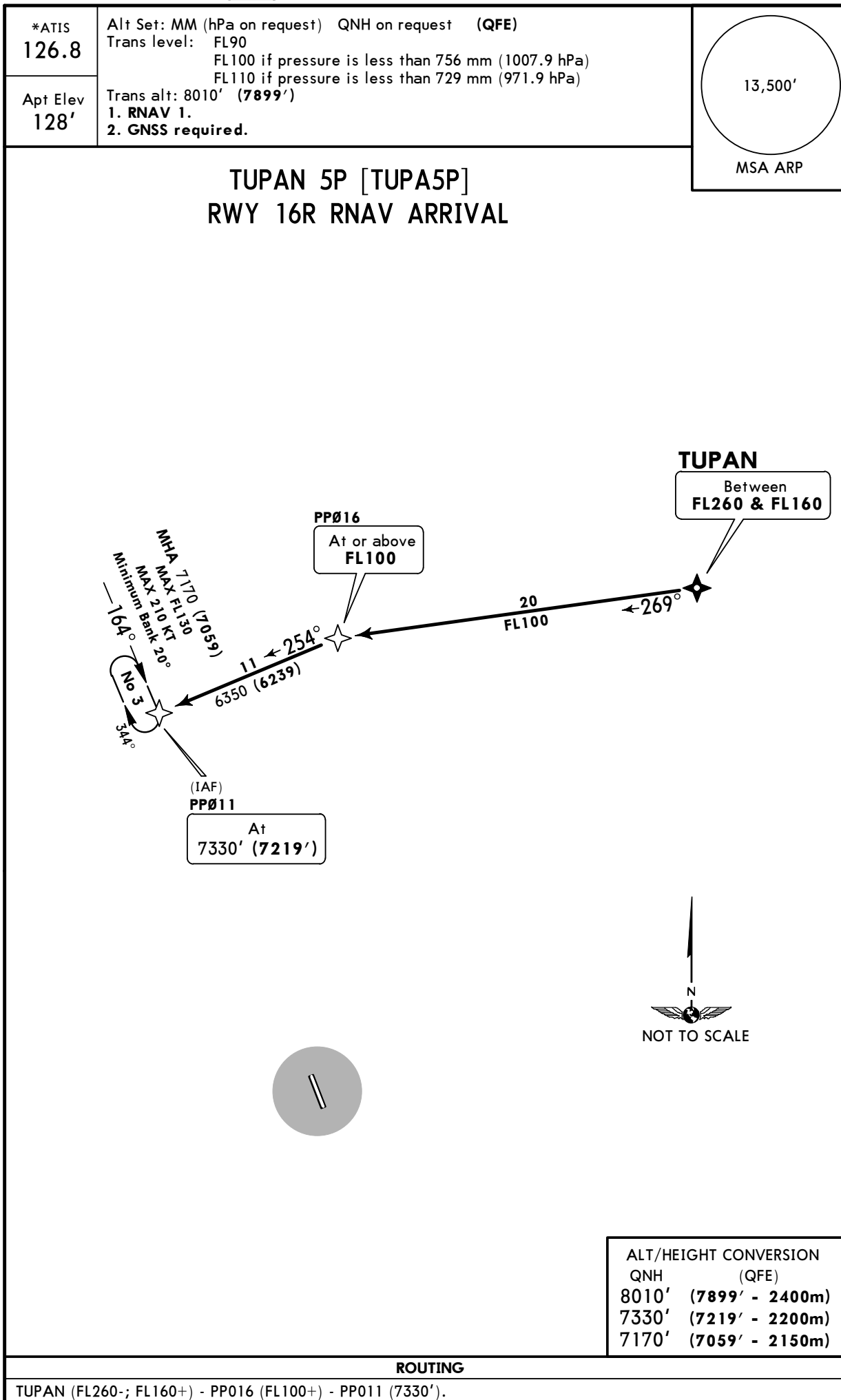
Eff 2 Feb

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA

RNAV STAR



UHPP/PKC **JEPPESSEN** **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 27 JAN 17 **(10-2A)** **Eff 2 Feb** **RNAV STAR**

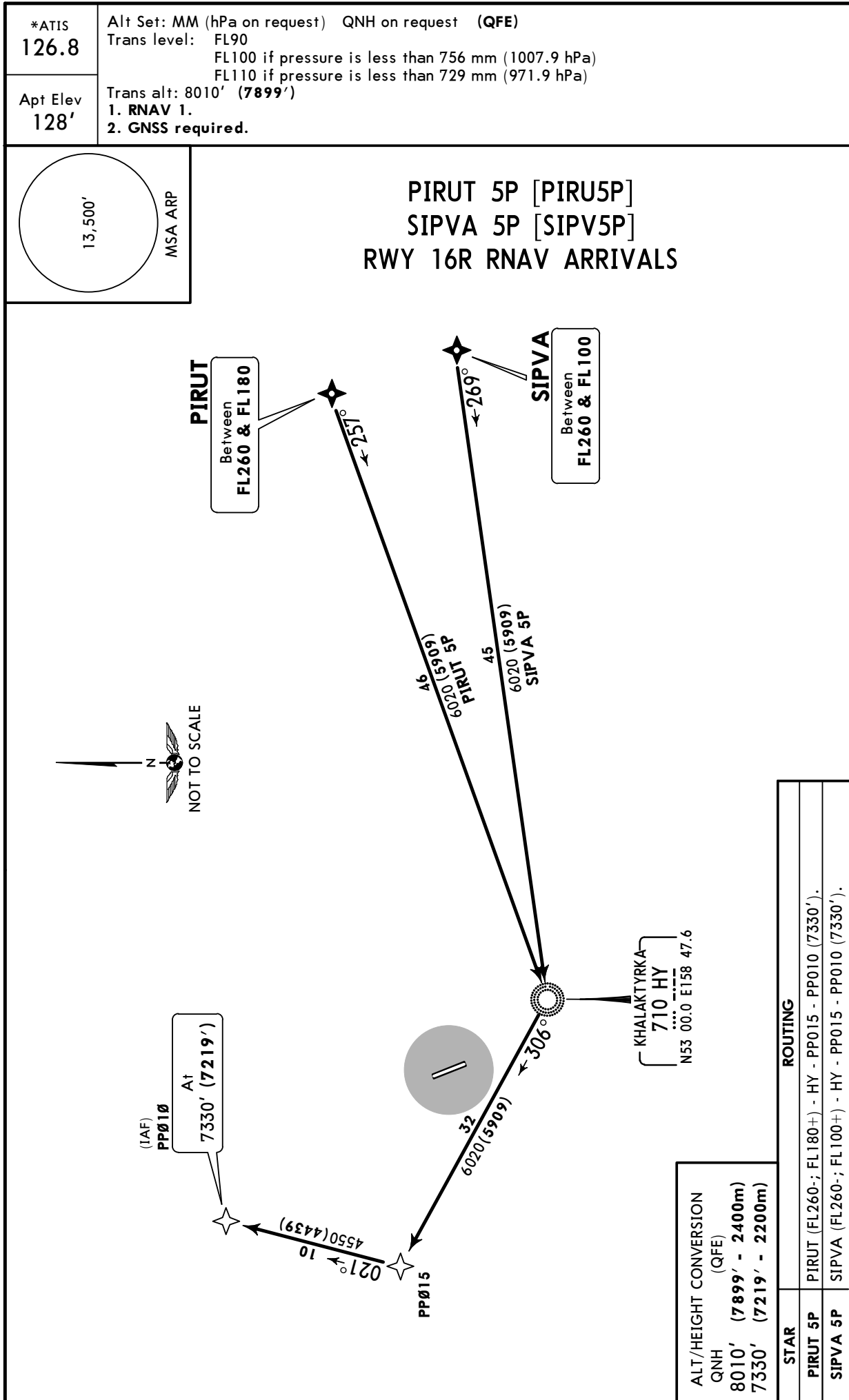


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27 JAN 17 (10-2B) Eff 2 Feb

JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

RNAV STAR

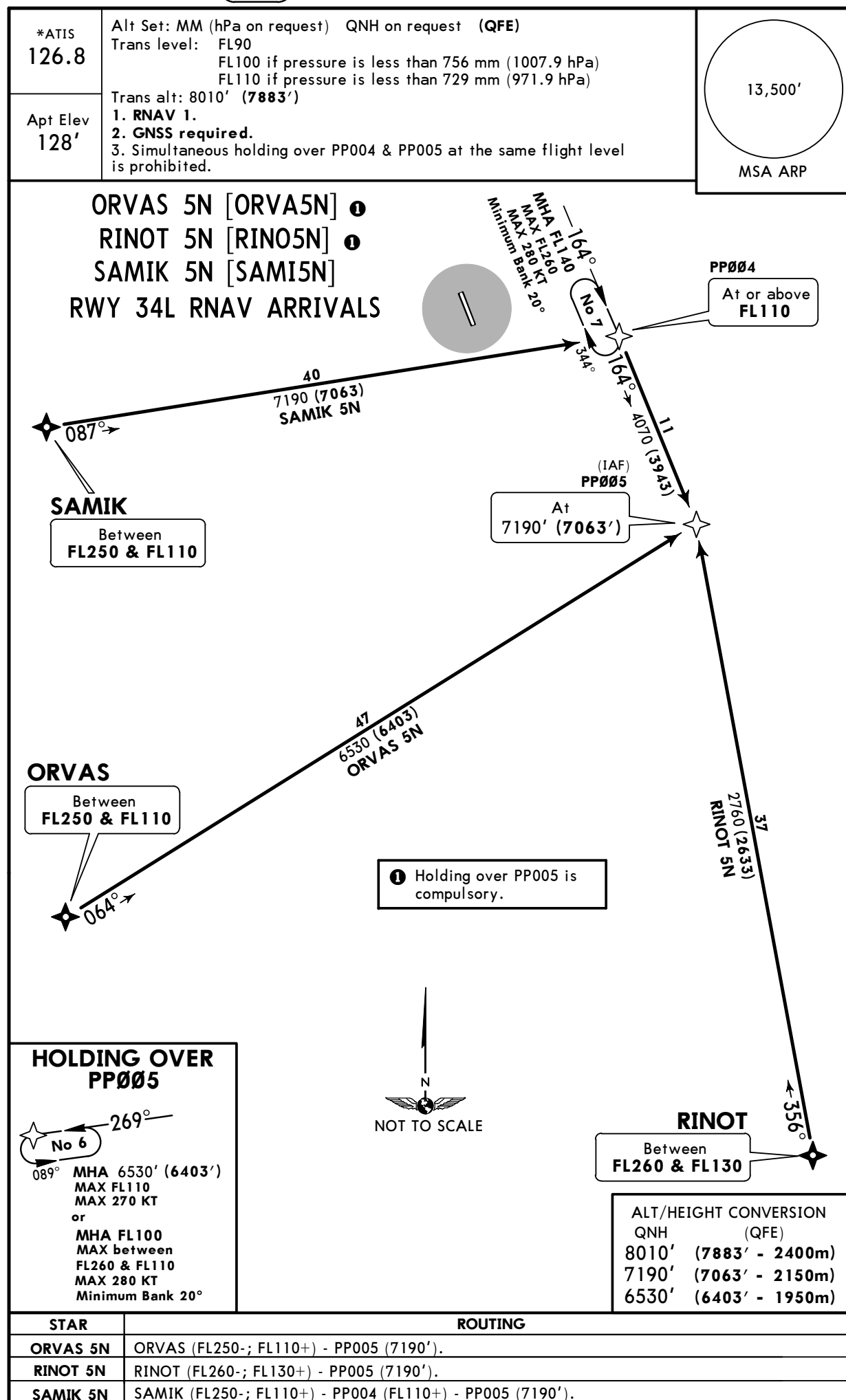


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YELIZOVO

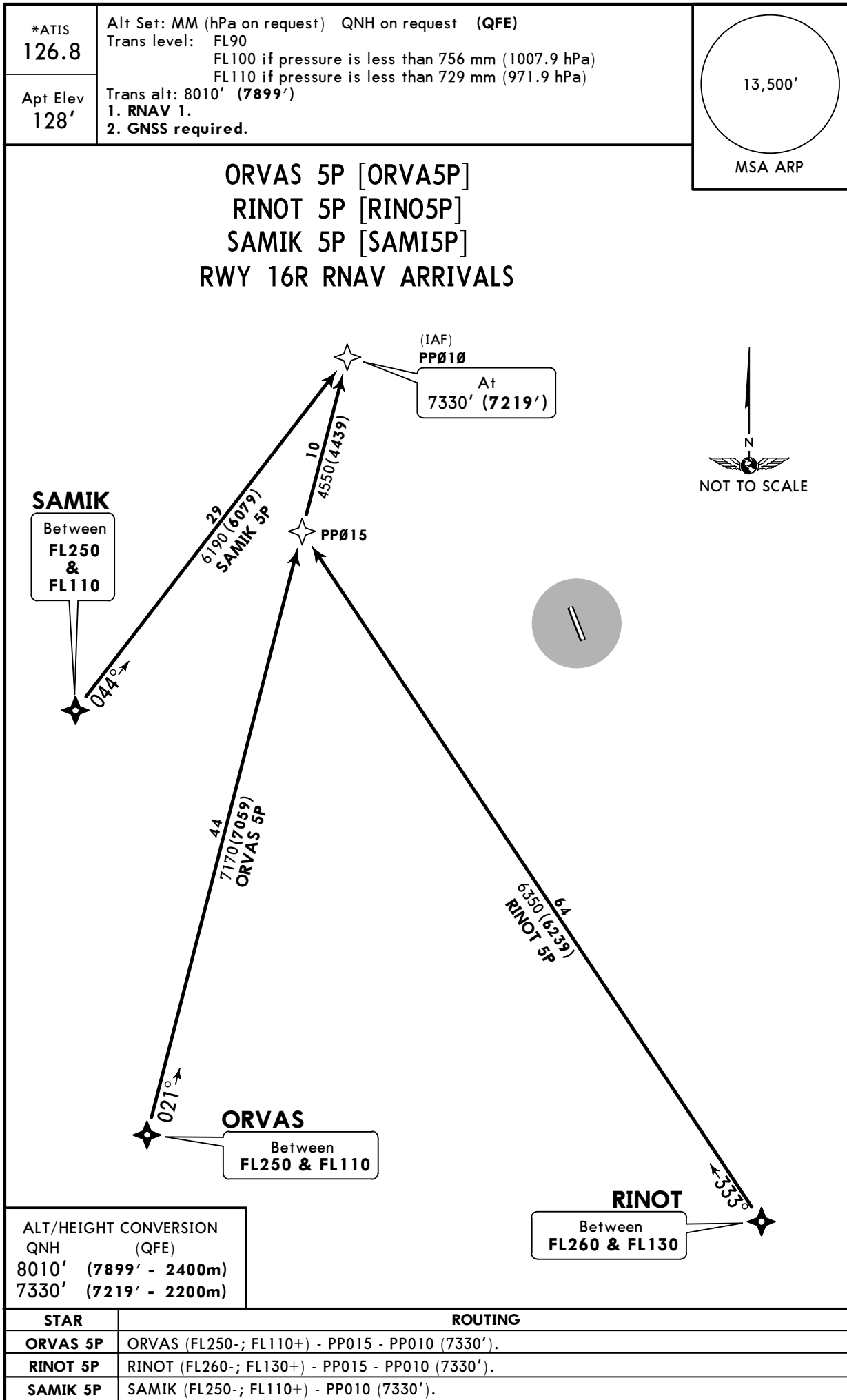
27 JAN 17

(10-2C)

Eff 2 Feb

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA
RNAV STAR


UHPP/PKC **JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 27 JAN 17 **(10-2D)** **Eff 2 Feb** **RNAV STAR**




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YELIZOVO 2

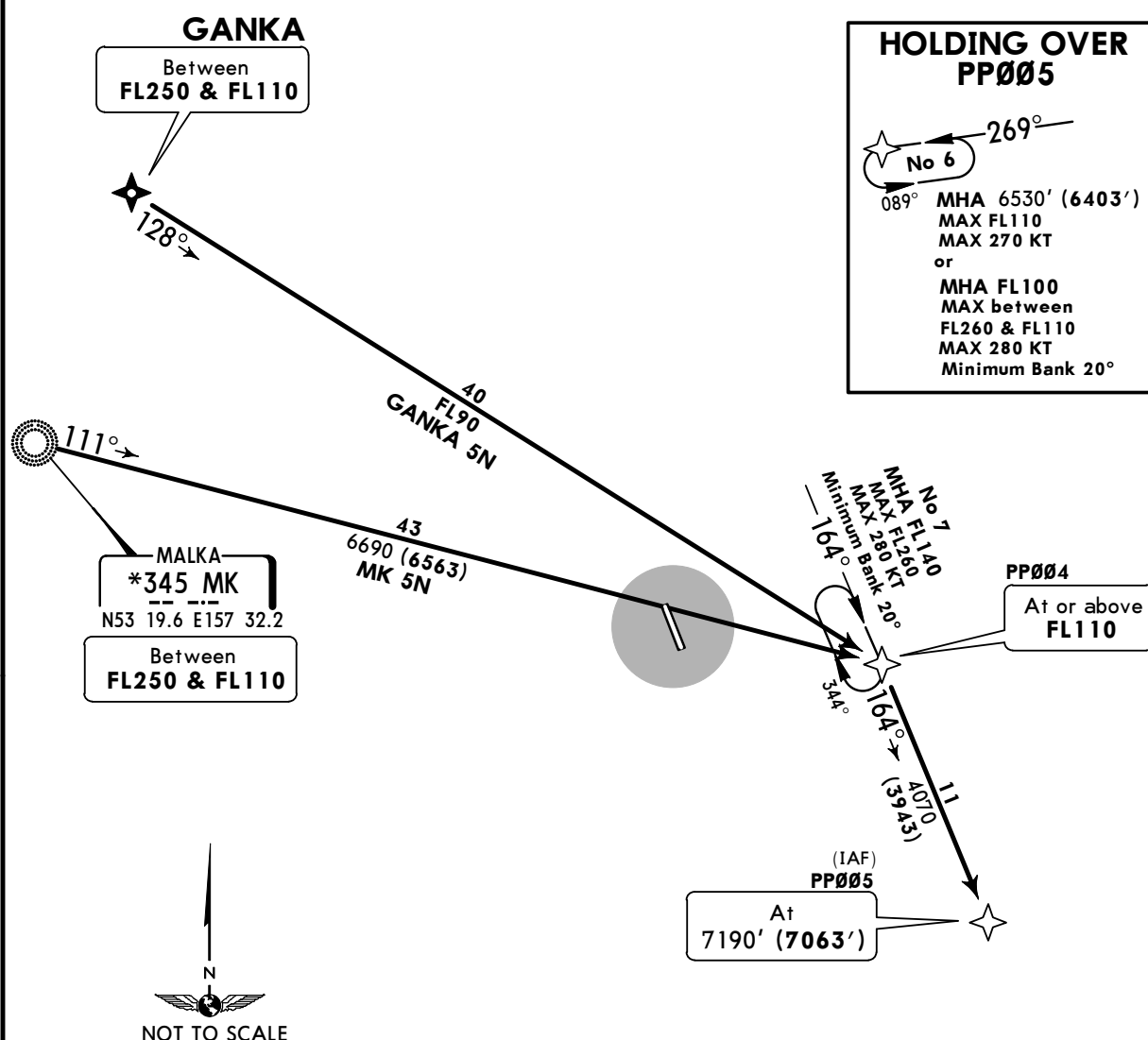
27 JAN 17

JEPPESSEN PETR
17 (10-2E) Eff 2 Feb

RNAV STAR

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)	 13,500'
Apt Elev 128'	Trans alt: 8010' (7883') 1. RNAV 1. 2. GNSS required. 3. Simultaneous holding over PP004 & PP005 at the same flight level is prohibited.	

**GANKA 5N [GANK5N]
MK 5N
RWY 34L RNAV ARRIVALS**

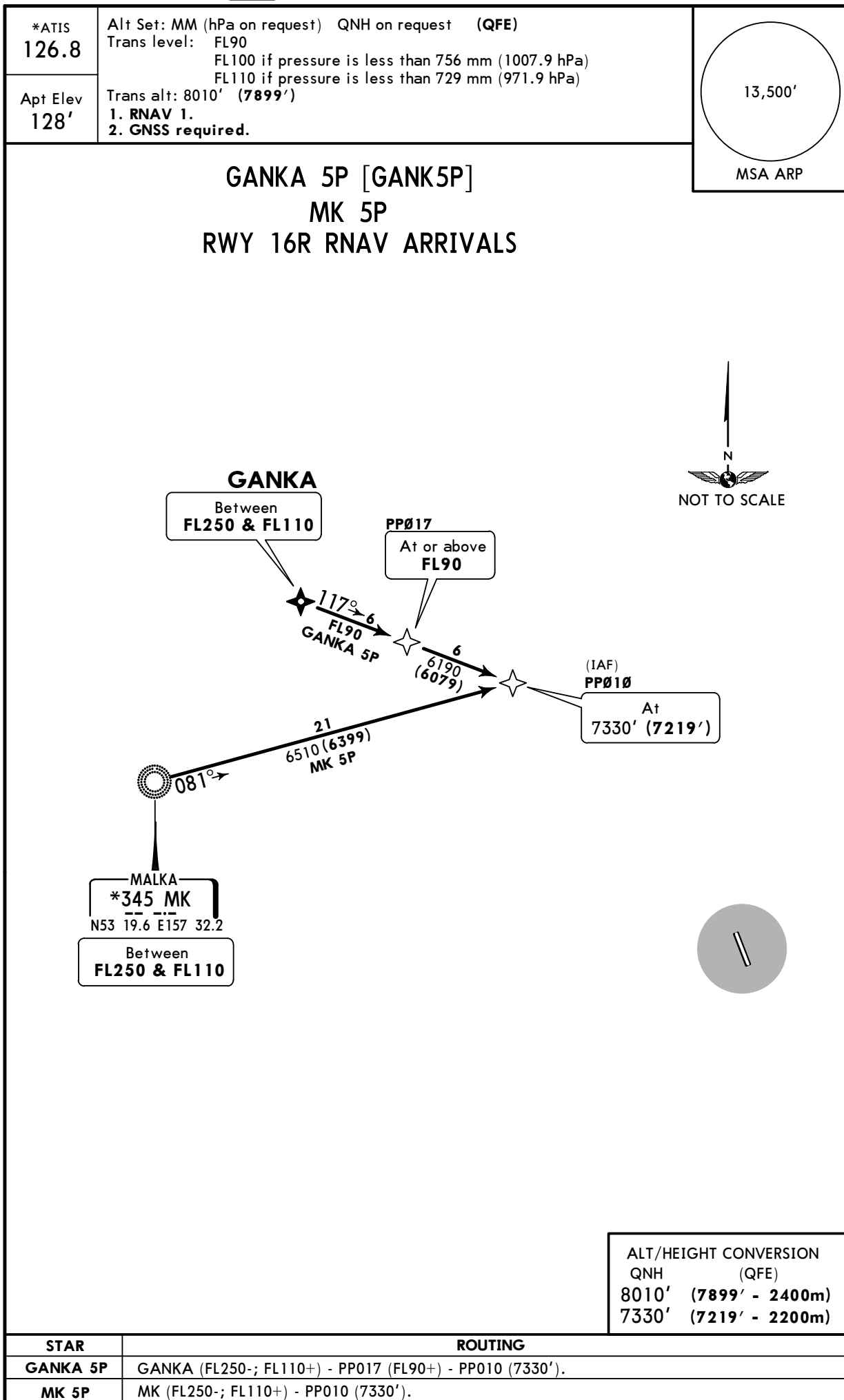


ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7883' - 2400m)
7190'	(7063' - 2150m)
6530'	(6403' - 1950m)

STAR	ROUTING
GANKA 5N	GANKA (FL250-; FL110+) - PP004 (FL110+) - PP005 (7190').
MK 5N	MK (FL250-; FL110+) - PP004 (FL110+) - PP005 (7190').

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YELIZOVO 27 JAN 17 **10-2F** Eff 2 Feb **RNAV STAR**

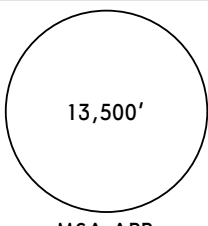


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YELIZOVO

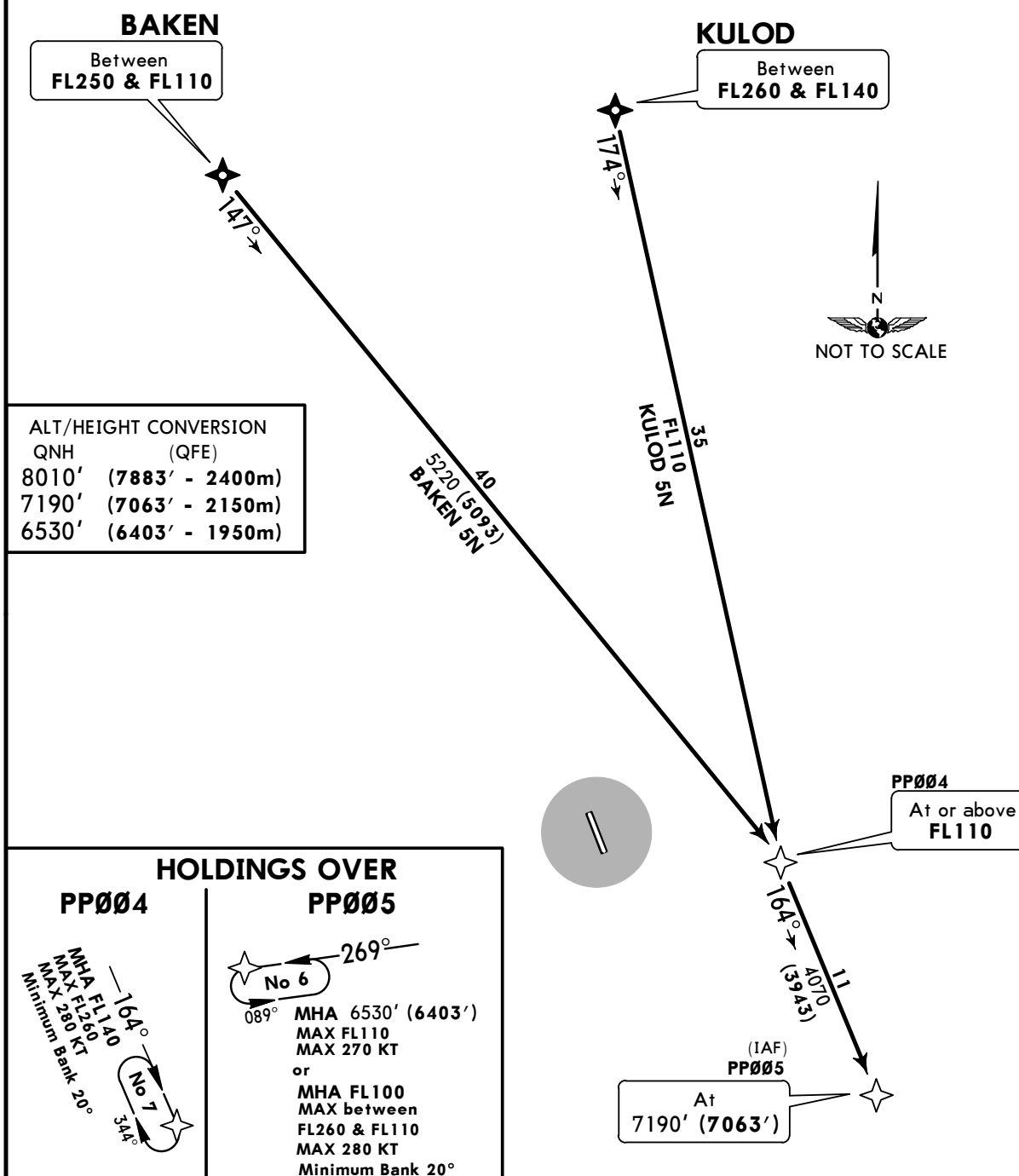
JEPPESSEN
27 JAN 17 **(10-2G)** Eff 2 Feb

PETROPAVLOVSK-KAMCHATSKY, RUSSIA

RNAV STAR

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa) Trans alt: 8010' (7883')	 13,500' MSA ARP
Apt Elev 128'	1. RNAV 1. 2. GNSS required. 3. Simultaneous holding over PP004 & PP005 at the same flight level is prohibited.	

**BAKEN 5N [BAKE5N]
KULOD 5N [KULO5N]
RWY 34L RNAV ARRIVALS**



STAR	ROUTING
BAKEN 5N	BAKEN (FL250-; FL110+) - PP004 (FL110+) - PP005 (7190').
KULOD 5N	KULOD (FL260-; FL140+) - PP004 (FL110+) - PP005 (7190').

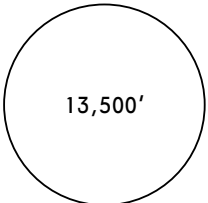
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27 JAN 17

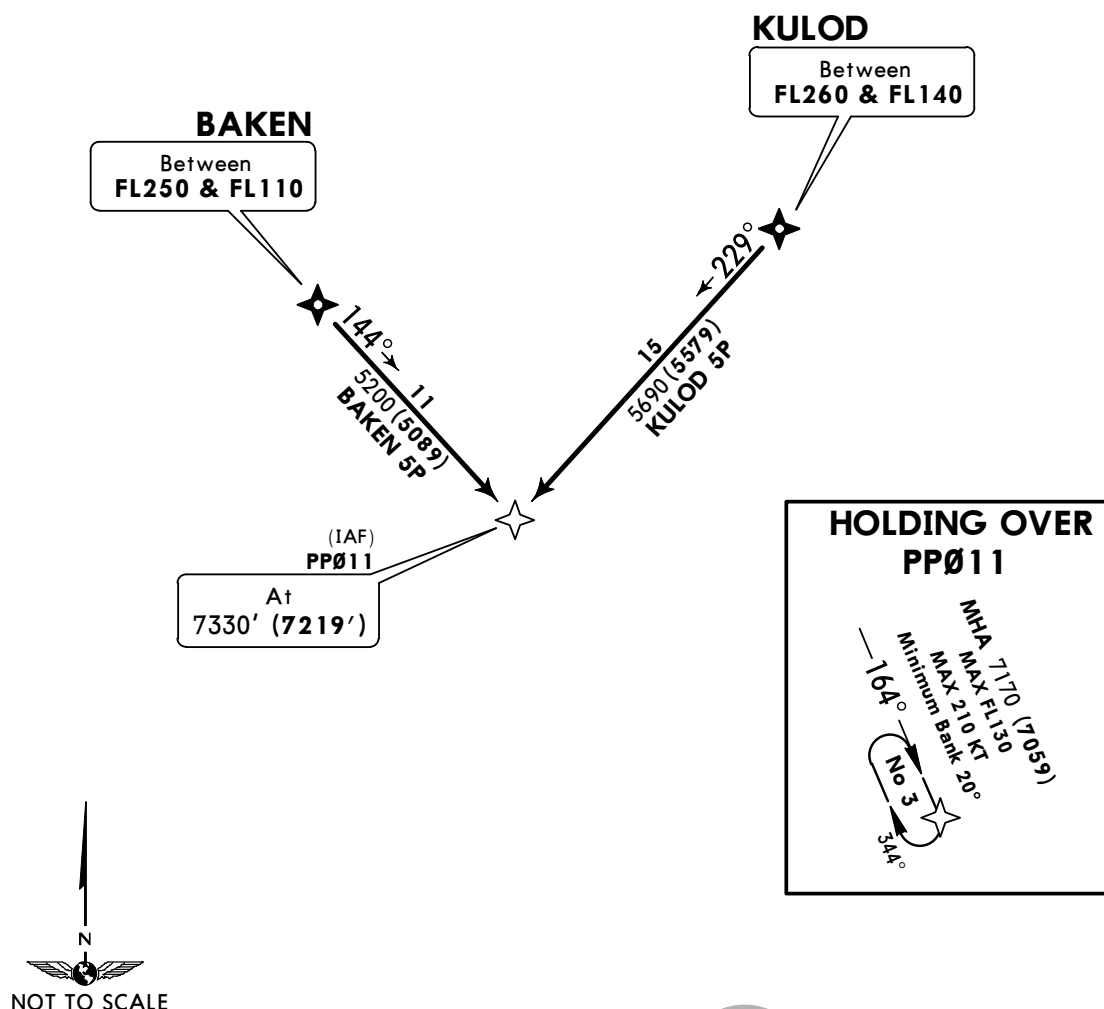
(10-2H) Eff 2 Feb

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA

RNAV STAR

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa)	
Apt Elev 128'	Trans alt: 8010' (7899') 1. RNAV 1. 2. GNSS required.	

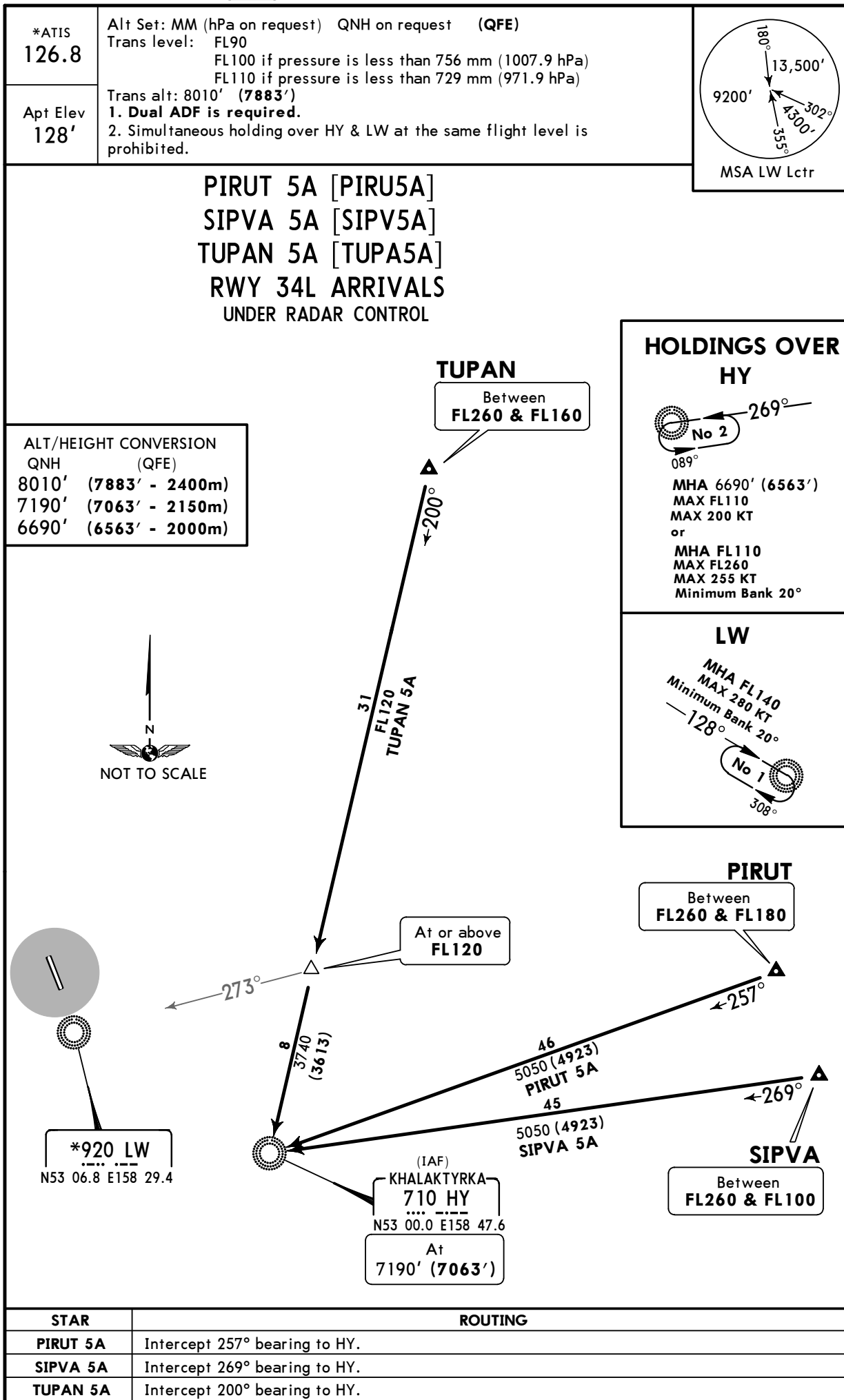
**BAKEN 5P [BAKE5P]
KULOD 5P [KULO5P]
RWY 16R RNAV ARRIVALS**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7899' - 2400m)
7330'	(7219' - 2200m)
7170'	(7059' - 2150m)

STAR	ROUTING
BAKEN 5P	BAKEN (FL250-; FL110+) - PP011 (7330').
KULOD 5P	KULOD (FL260-; FL140+) - PP011 (7330').

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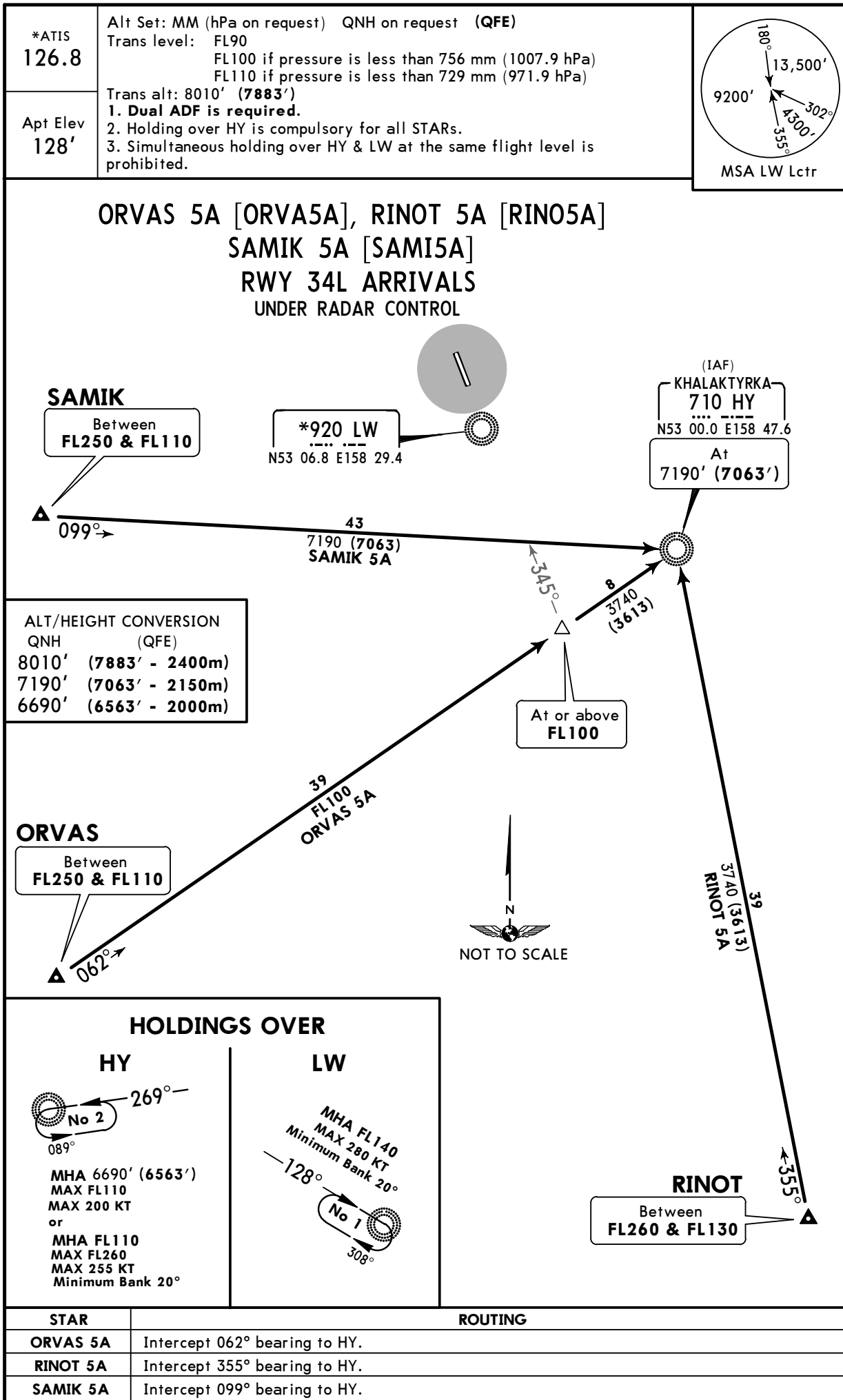
JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

17 MAR 17

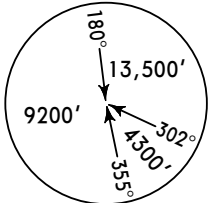
(10-2K)

Eff 30 Mar

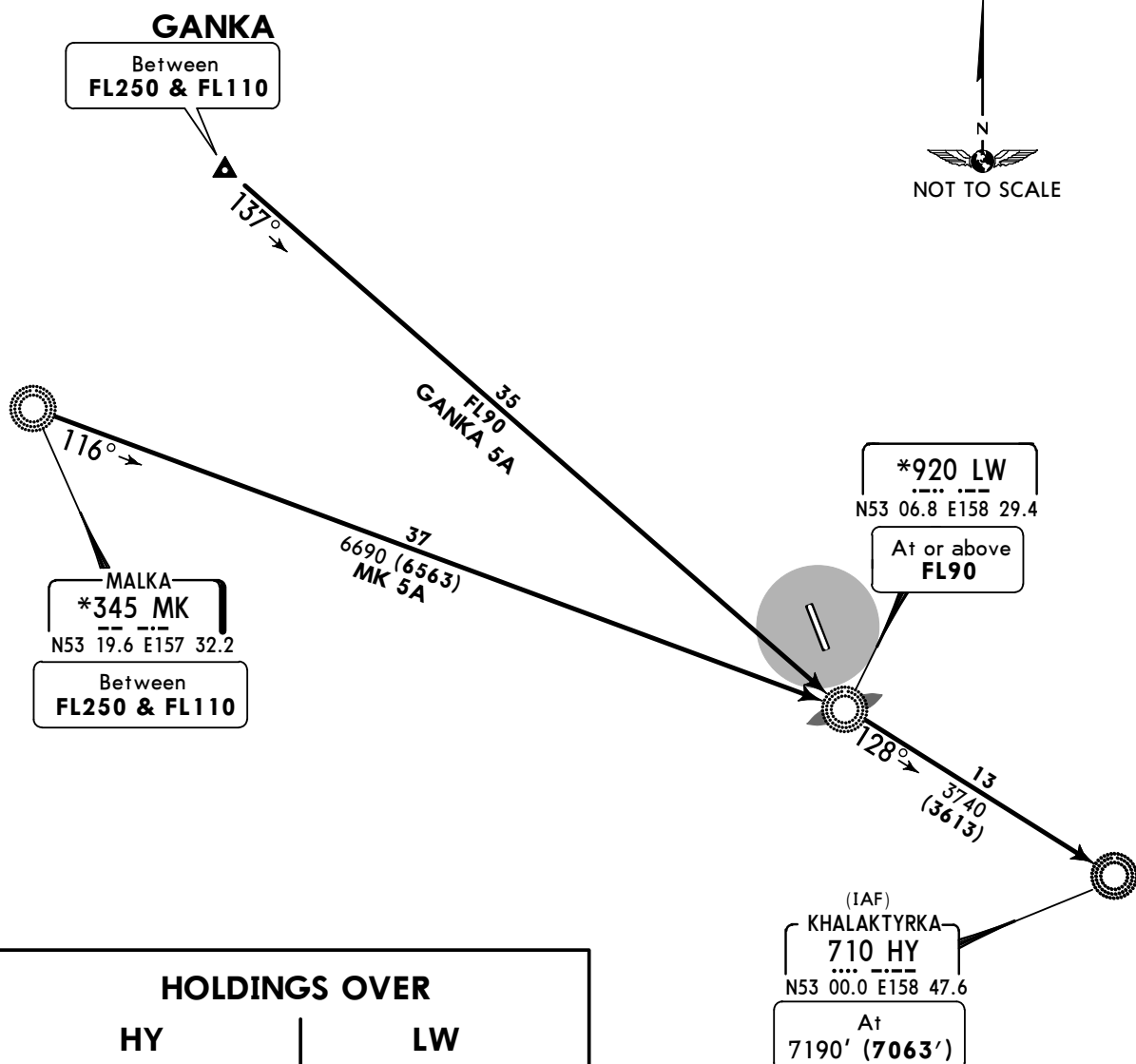
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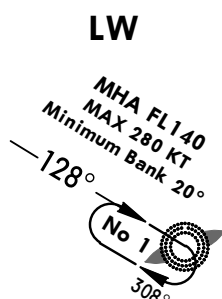
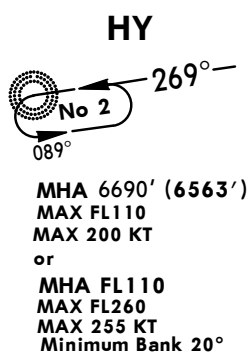
UHPP/PKC **JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 17 MAR 17 **(10-2L)** **Eff 30 Mar** **STAR**

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa) Trans alt: 8010' (7883')	 MSA LW Lctr
Apt Elev 128'	1. Dual ADF is required. 2. Holding over HY is compulsory for all STARs. 3. Simultaneous holding over HY & LW at the same flight level is prohibited.	

GANKA 5A [GANK5A]
MK 5A
RWY 34L ARRIVALS
UNDER RADAR CONTROL



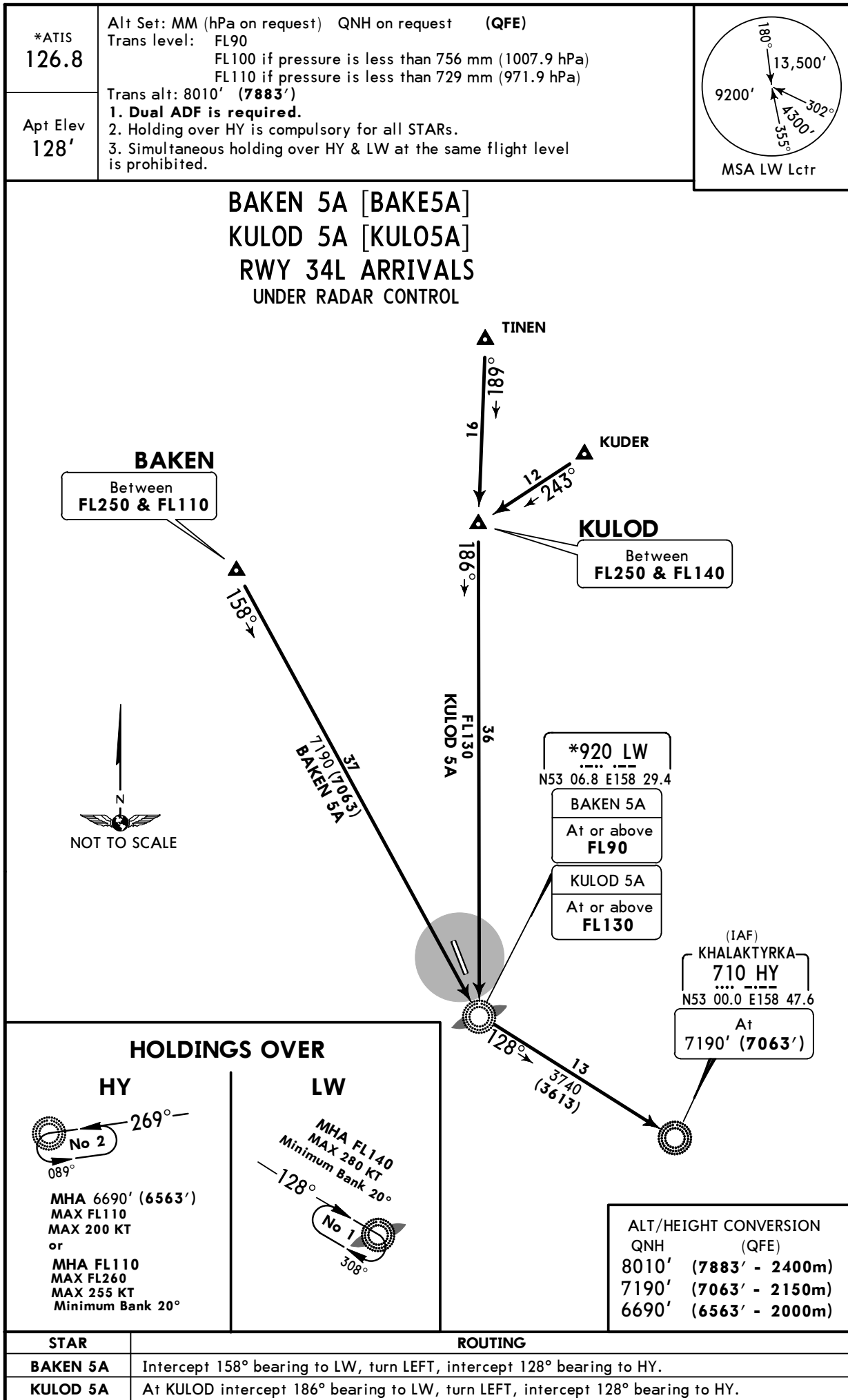
HOLDINGS OVER



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7883' - 2400m)
7190'	(7063' - 2150m)
6690'	(6563' - 2000m)

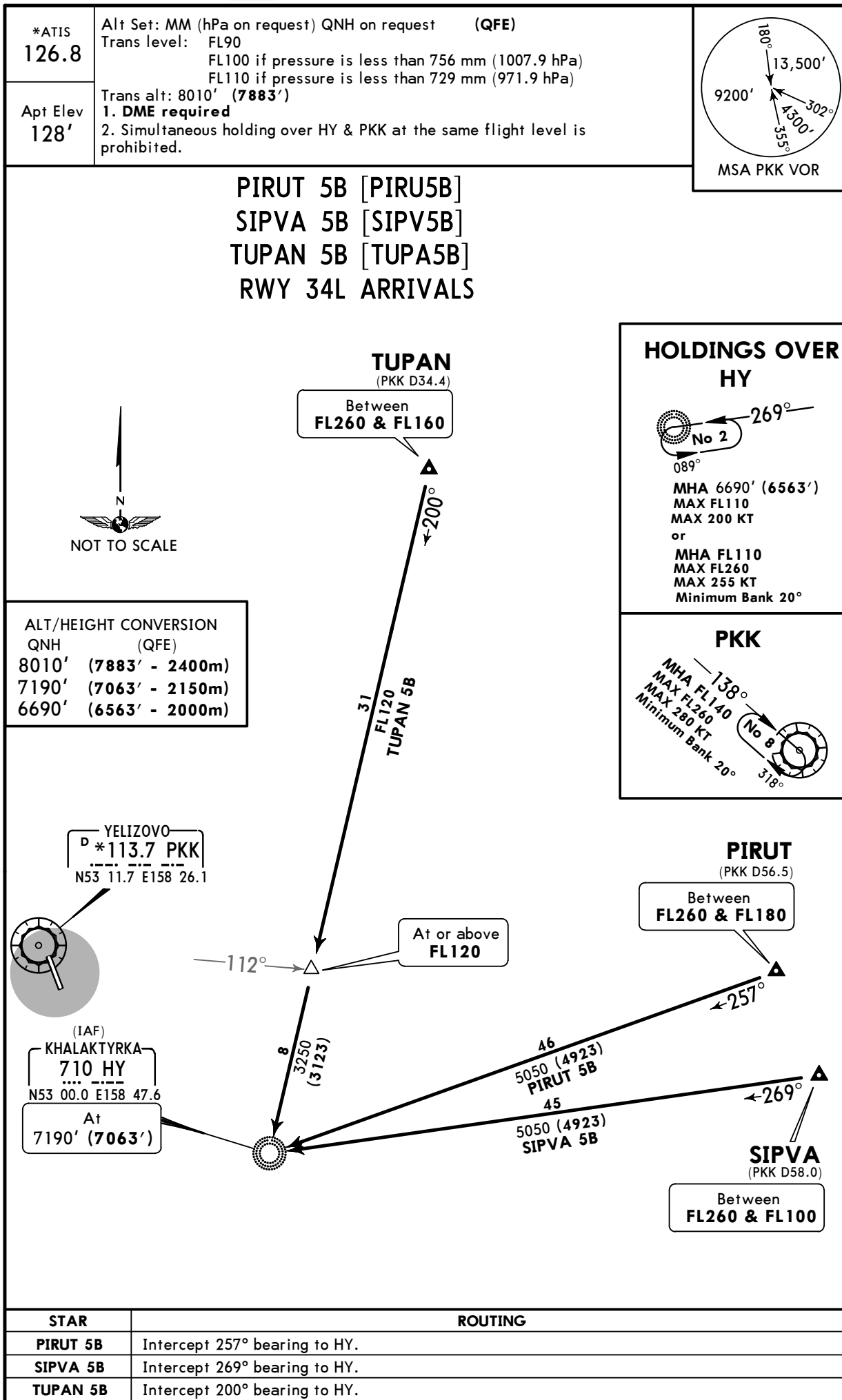
STAR	ROUTING
GANKA 5A	Intercept 137° bearing to LW, turn LEFT, intercept 128° bearing to HY.
MK 5A	Intercept 116° bearing to LW, turn RIGHT, intercept 128° bearing to HY.

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YELIZOVO 27 JAN 17 (10-2M) Eff 2 Feb **STAR**

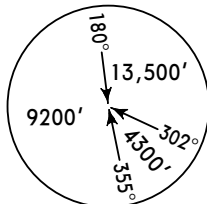


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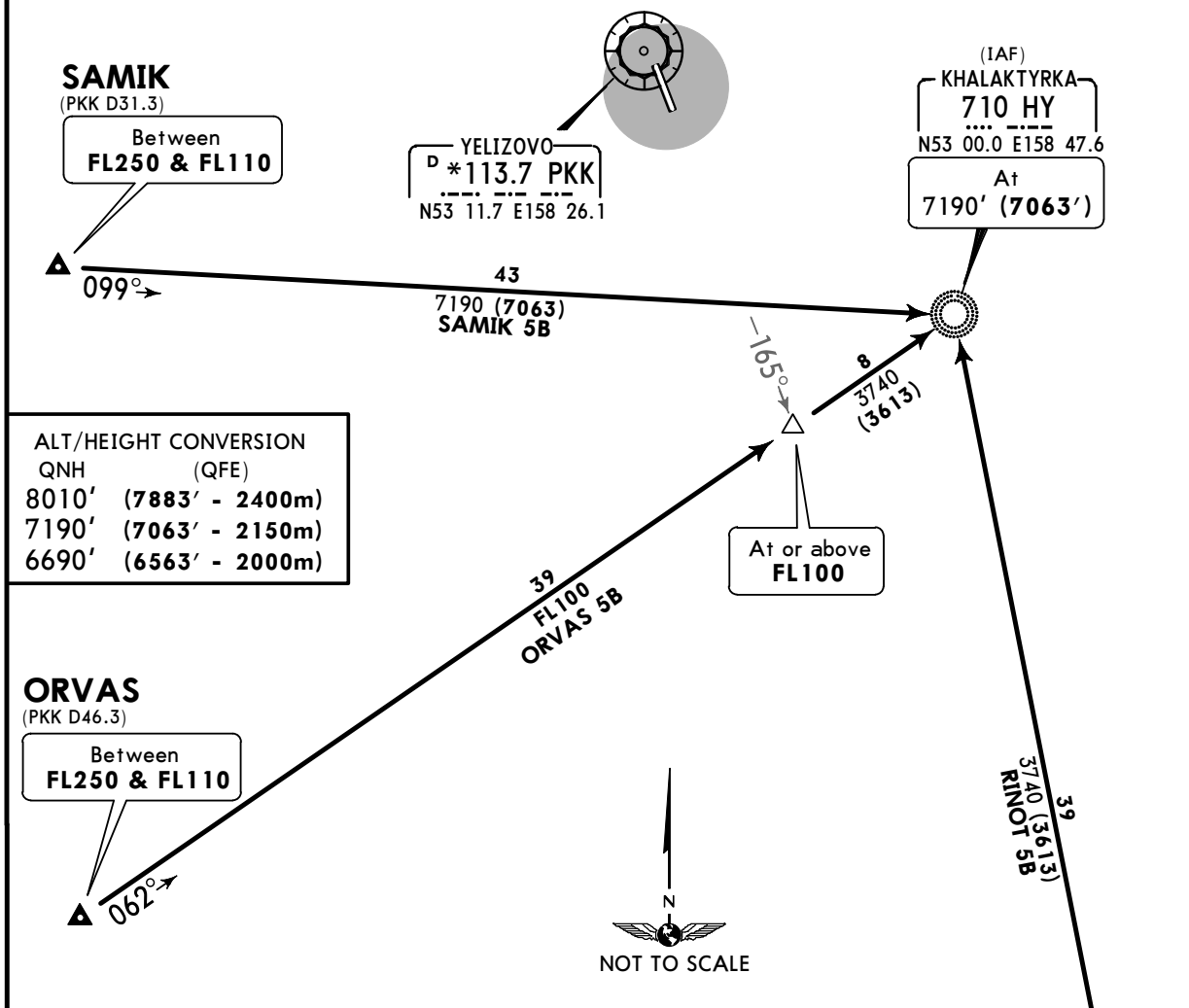
YELIZOVO 27 JAN 17 (10-2N) Eff 2 Feb **STAR**

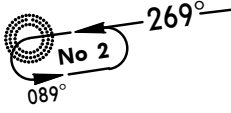
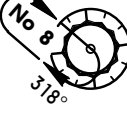


UHPH/PKC **JEPPESSEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 27 JAN 17 (10-2P) Eff 2 Feb **STAR**

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa) Trans alt: 8010' (7883')	 <p>MSA PKK VOR</p>
Apt Elev 128'	1. DME required 2. Holding over HY is compulsory for all STARs. 3. Simultaneous holding over HY & PKK at the same flight level is prohibited.	

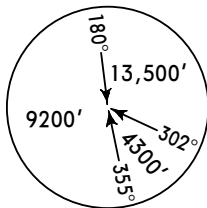
ORVAS 5B [ORVA5B], RINOT 5B [RINO5B] SAMIK 5B [SAMI5B] RWY 34L ARRIVALS



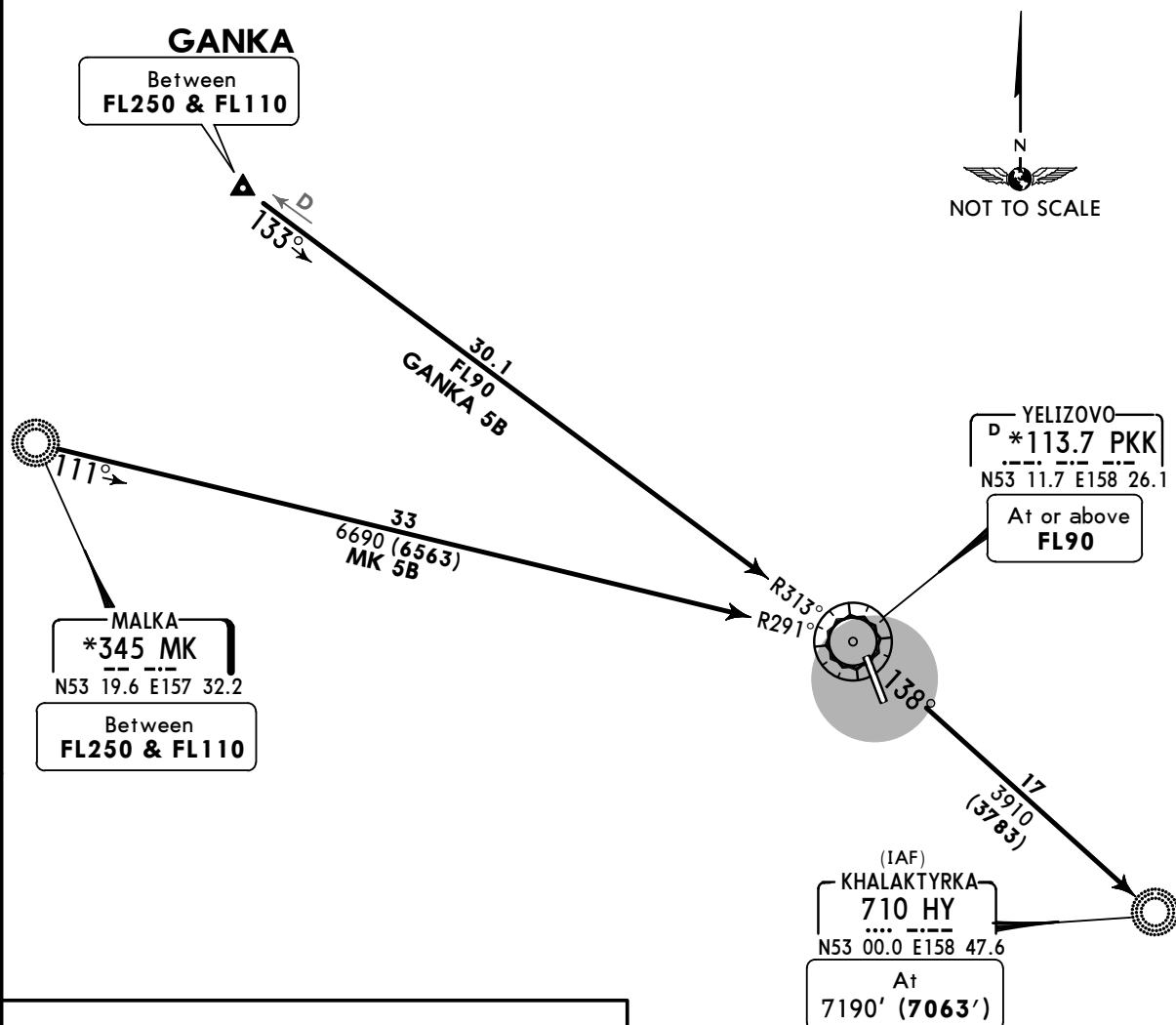
HOLDINGS OVER	
HY  MHA 6690' (6563') MAX FL110 MAX 200 KT or MHA FL110 MAX FL260 MAX 255 KT Minimum Bank 20°	PKK  MHA FL140 MAX FL260 MAX 280 KT Minimum Bank 20°

STAR	ROUTING
ORVAS 5B	Intercept 062° bearing to HY.
RINOT 5B	Intercept 355° bearing to HY.
SAMIK 5B	Intercept 099° bearing to HY.

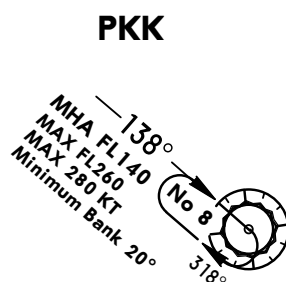
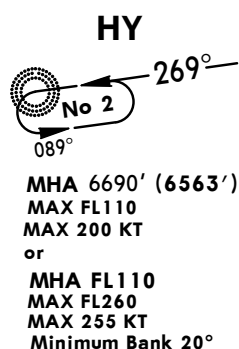
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 27 JAN 17 (10-2Q) Eff 2 Feb STAR

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa) Trans alt: 8010' (7883')	 <p>MSA PKK VOR</p>
Apt Elev 128'	1. DME required 2. Holding over HY is compulsory for all STARs. 3. Simultaneous holding over HY & PKK at the same flight level is prohibited.	

GANKA 5B [GANK5B] MK 5B RWY 34L ARRIVALS



HOLDINGS OVER



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7883' - 2400m)
7190'	(7063' - 2150m)
6690'	(6563' - 2000m)

STAR	ROUTING
GANKA 5B	Intercept PKK R-313 inbound to PKK, turn RIGHT, PKK R-138 to HY.
MK 5B	Intercept PKK R-291 inbound to PKK, turn RIGHT, PKK R-138 to HY.

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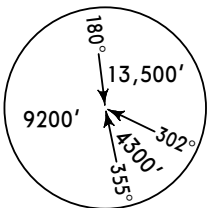
YELIZOVO

27 JAN 17

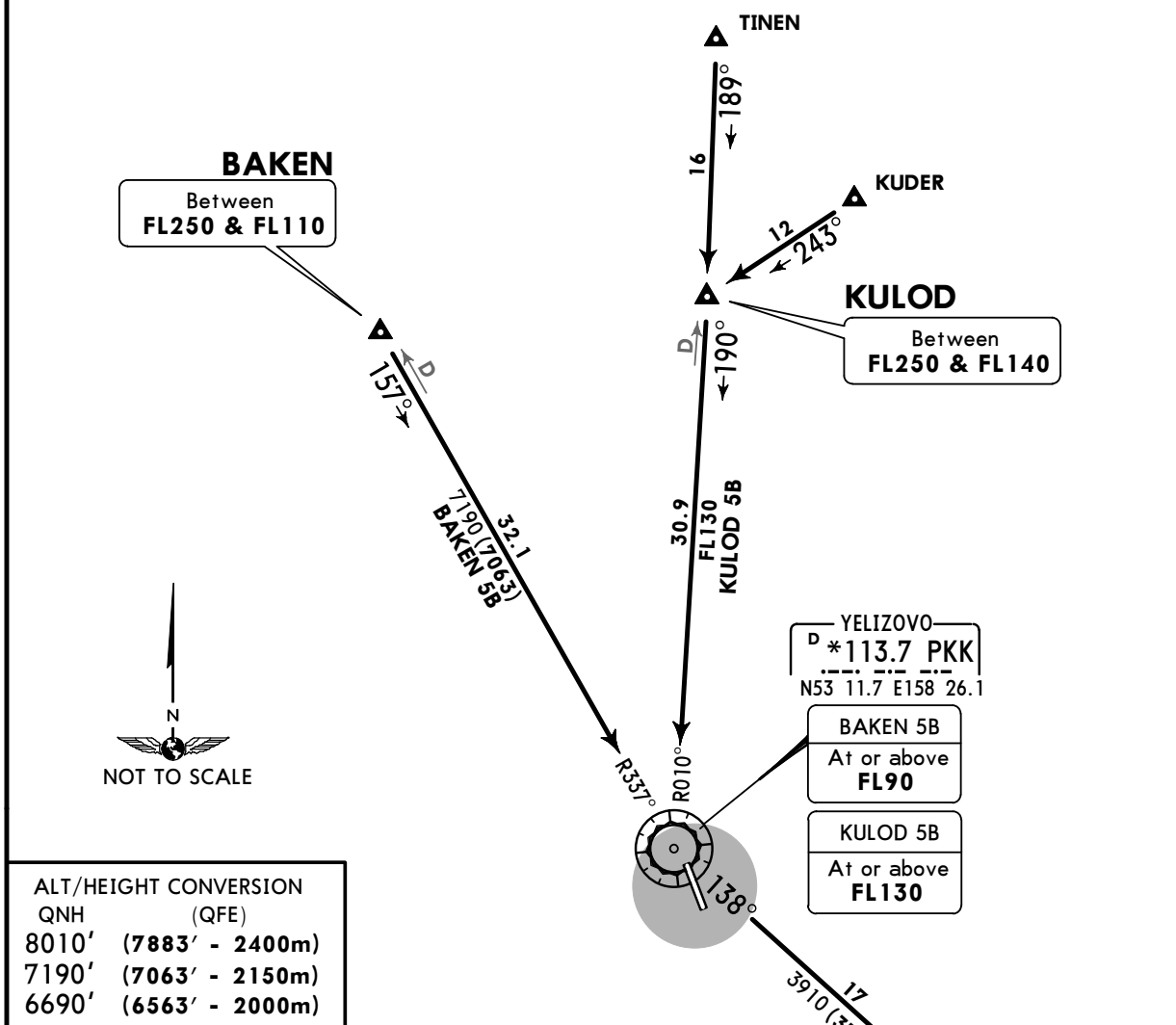
(10-2S)

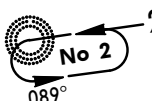
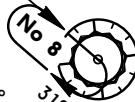
Eff 2 Feb

STAR

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is less than 729 mm (971.9 hPa) Trans alt: 8010' (7883')	 <p>MSA PKK VOR</p>
Apt Elev 128'	1. DME required 2. Holding over HY is compulsory for all STARs. 3. Simultaneous holding over HY & PKK at the same flight level is prohibited.	

BAKEN 5B [BAKE5B] KULOD 5B [KULO5B] RWY 34L ARRIVALS



HOLDINGS OVER	
HY	PKK
 <p>MHA 6690' (6563') MAX FL110 MAX 200 KT or MHA FL110 MAX FL260 MAX 255 KT Minimum Bank 20°</p>	 <p>MHA FL140 MAX FL260 MAX 280 KT Minimum Bank 20°</p>

STAR	ROUTING
BAKEN 5B	Intercept PKK R-337 inbound to PKK, turn LEFT, PKK R-138 to HY.
KULOD 5B	At KULOD intercept PKK R-010 inbound to PKK, turn LEFT, PKK R-138 to HY.

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26 AUG 16

10-3

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**RNAV SID**

RNAV SID DESIGNATION	REFER TO CHART
KULOD 4L, TUPAN 4L	10-3B
KULOD 4M, TUPAN 4M	10-3C
PIRUT 4L, RINOT 4L, SIPVA 4L	10-3D
PIRUT 4M, RINOT 4M, SIPVA 4M	10-3E
ORVAS 4L, SAMIK 4L	10-3F
ORVAS 4M, SAMIK 4M	10-3G
BAKEN 4L, GANKA 4L, MK 4L	10-3H
BAKEN 4M, GANKA 4M, MK 4M	10-3J

FOR SID DESIGNATION REFER TO PAGE 10-3A

UHPP/PKC**JEPPESEN****PETROPAVLOVSK-KAMCHATSKY, RUSSIA****YELIZOVO**

26 AUG 16

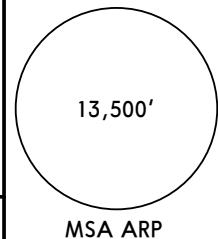
(10-3A)**SID**

SID DESIGNATION	REFER TO CHART
KULOD 4E, TUPAN 4E	10-3K
KULOD 4J, TUPAN 4J, 4K	10-3L
PIRUT 4E, RINOT 4E, SIPVA 4E	10-3M
PIRUT 4J, RINOT 4J, SIPVA 4J	10-3N
ORVAS 4E, SAMIK 4E	10-3P
ORVAS 4J, SAMIK 4J	10-3Q
BAKEN 4E, GANKA 4E, MK 4E	10-3S
BAKEN 4J, GANKA 4J, MK 4J	10-3T
KULOD 4D, TUPAN 4D	10-3U
KULOD 4G, TUPAN 4G, 4H	10-3V
PIRUT 4D, RINOT 4D, SIPVA 4D	10-3W
PIRUT 4G, RINOT 4G, SIPVA 4G	10-3X
ORVAS 4D, SAMIK 4D	10-3X1
ORVAS 4G, SAMIK 4G	10-3X2
BAKEN 4D, GANKA 4D, MK 4D	10-3X3
BAKEN 4G, GANKA 4G, MK 4G	10-3X4

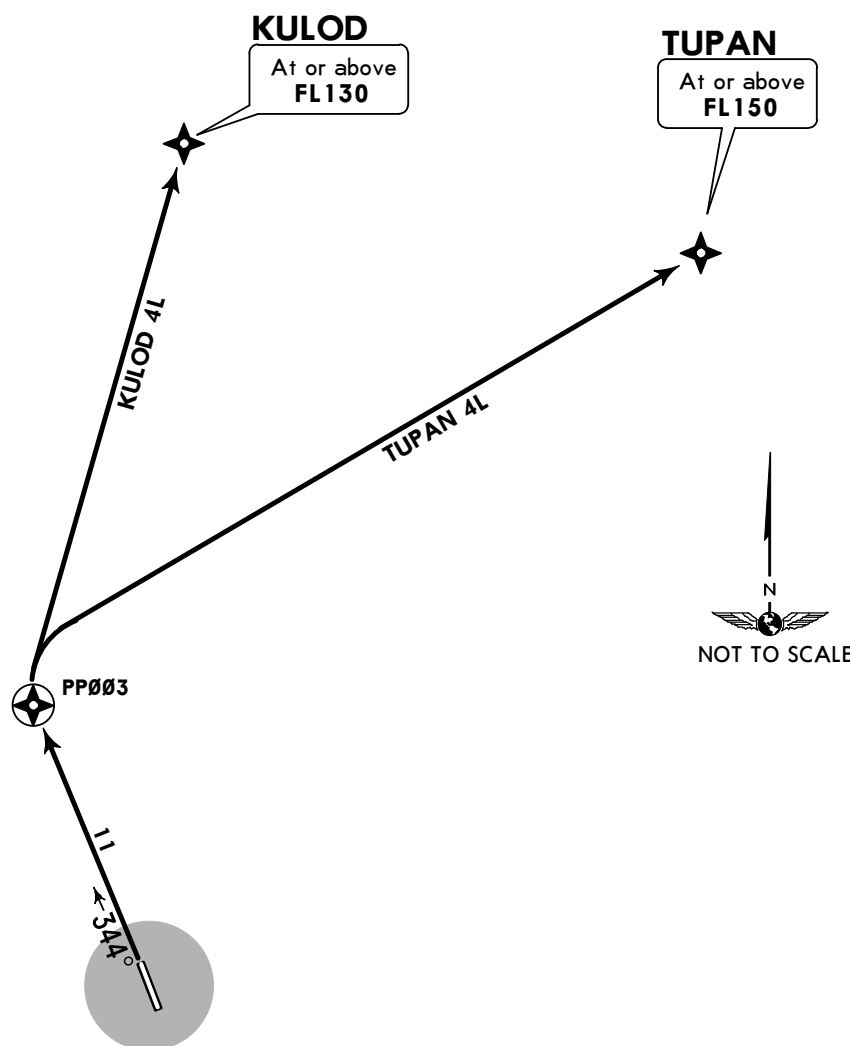
UHPP/PKC **JEPPESEN** **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 20 JAN 17 **(10-3B)** **Eff 2 Feb** **RNAV SID**

Apt Elev
128'

QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' (7883')
1. RNAV (GNSS).
2. RNAV 1 required.



KULOD 4L [KULO4L]
TUPAN 4L [TUPA4L]
RWY 34L RNAV DEPARTURES



These SIDs require minimum climb gradients of

KULOD 4L: 6.5% up to 6370' (6243'), then
6.5% up to FL130 due to airspace limitation.

TUPAN 4L: 6.2% up to FL100, then
5.1% up to FL150 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549
6.2% V/V (fpm)	471	628	942	1256	1570	1884
6.5% V/V (fpm)	494	658	987	1316	1646	1975

ALT/HEIGHT CONVERSION	
QNH	(QFE)
6370'	(6243' - 1900m)
8010'	(7883' - 2400m)

SID	ROUTING
KULOD 4L	PP003 - KULOD (FL130+).
TUPAN 4L	PP003 - TUPAN (FL150+).

UHPP/PKC **JEPPESEN** **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 20 JAN 17 **(10-3C)** **Eff 2 Feb** **RNAV SID**

Apt Elev
128'

QNH on request (QFE)

Trans level: FL90

FL100 if pressure is less than 756 mm (1007.9 hPa)

FL110 if pressure is less than 729 mm (971.9 hPa)

Trans alt: 8010' (**7899'**)

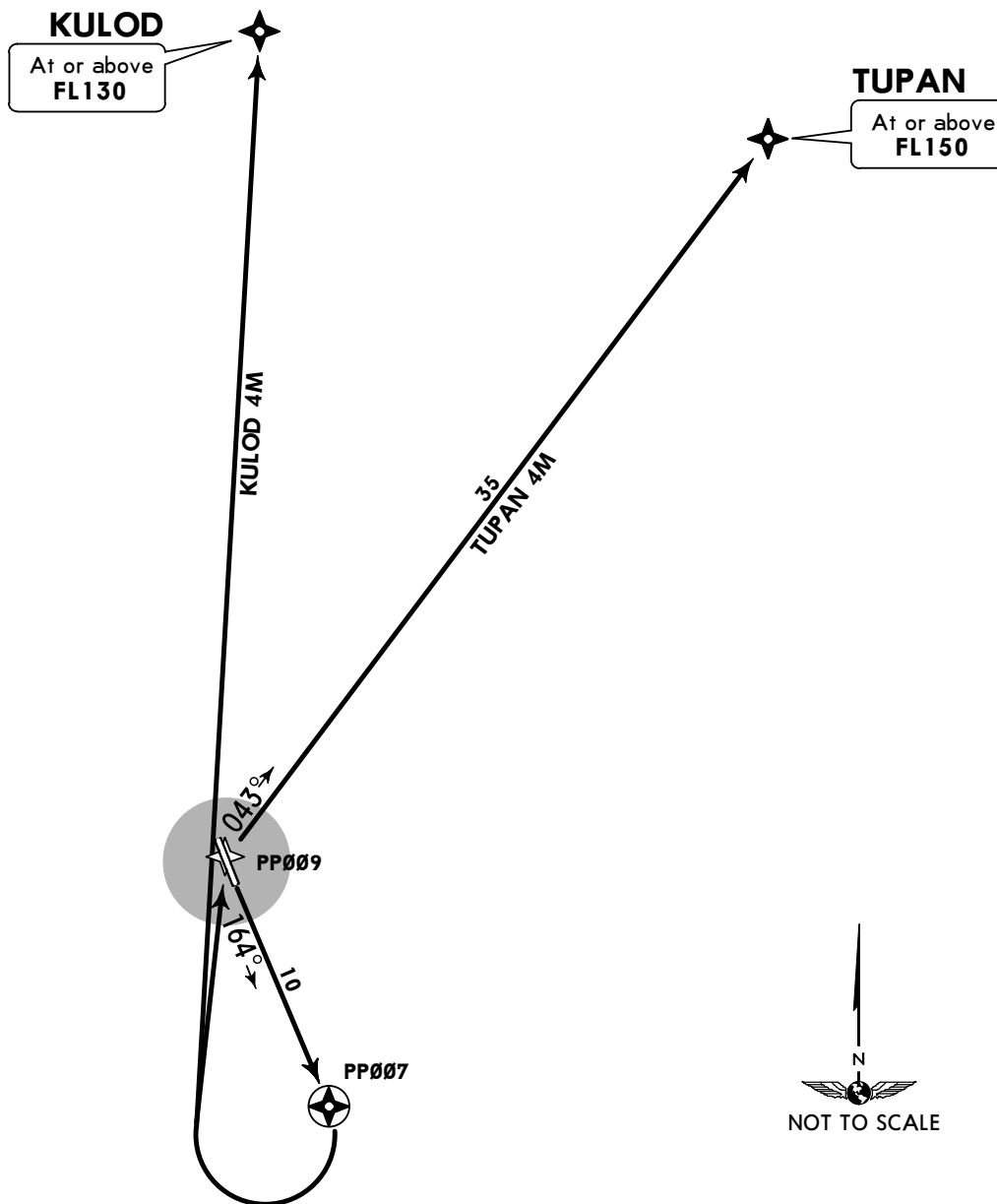
1. RNAV (GNSS).

2. RNAV 1 required.

13,500'

MSA ARP

KULOD 4M [KULO4M]
TUPAN 4M [TUPA4M]
RWY 16R RNAV DEPARTURES



These SIDs require minimum climb gradients of

KULOD 4M: 4.7% up to 6350' (6239').

TUPAN 4M: 6.7% up to FL120.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
6.7% V/V (fpm)	509	678	1018	1357	1696	2035

ALT/HEIGHT CONVERSION	
QNH	(QFE)
6350'	(6239' - 1900m)
8010'	(7899' - 2400m)

SID	ROUTING
KULOD 4M	PP007 - KULOD (FL130+).
TUPAN 4M	PP007 - PP009 - TUPAN (FL150+).

UHPP/PKC
YELIZOVO

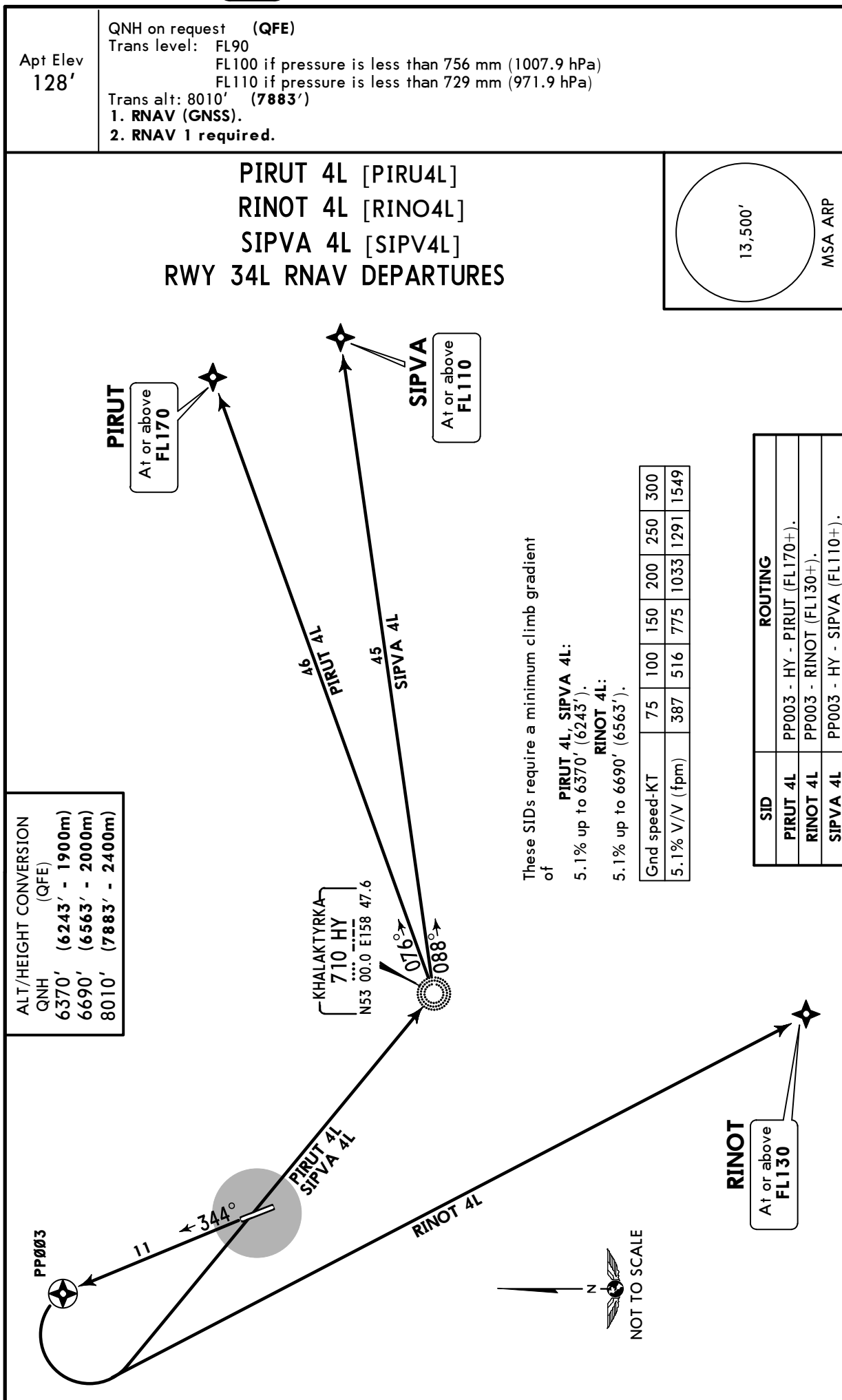
20 JAN 17

(10-3D)

Eff 2 Feb

JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

RNAV SID

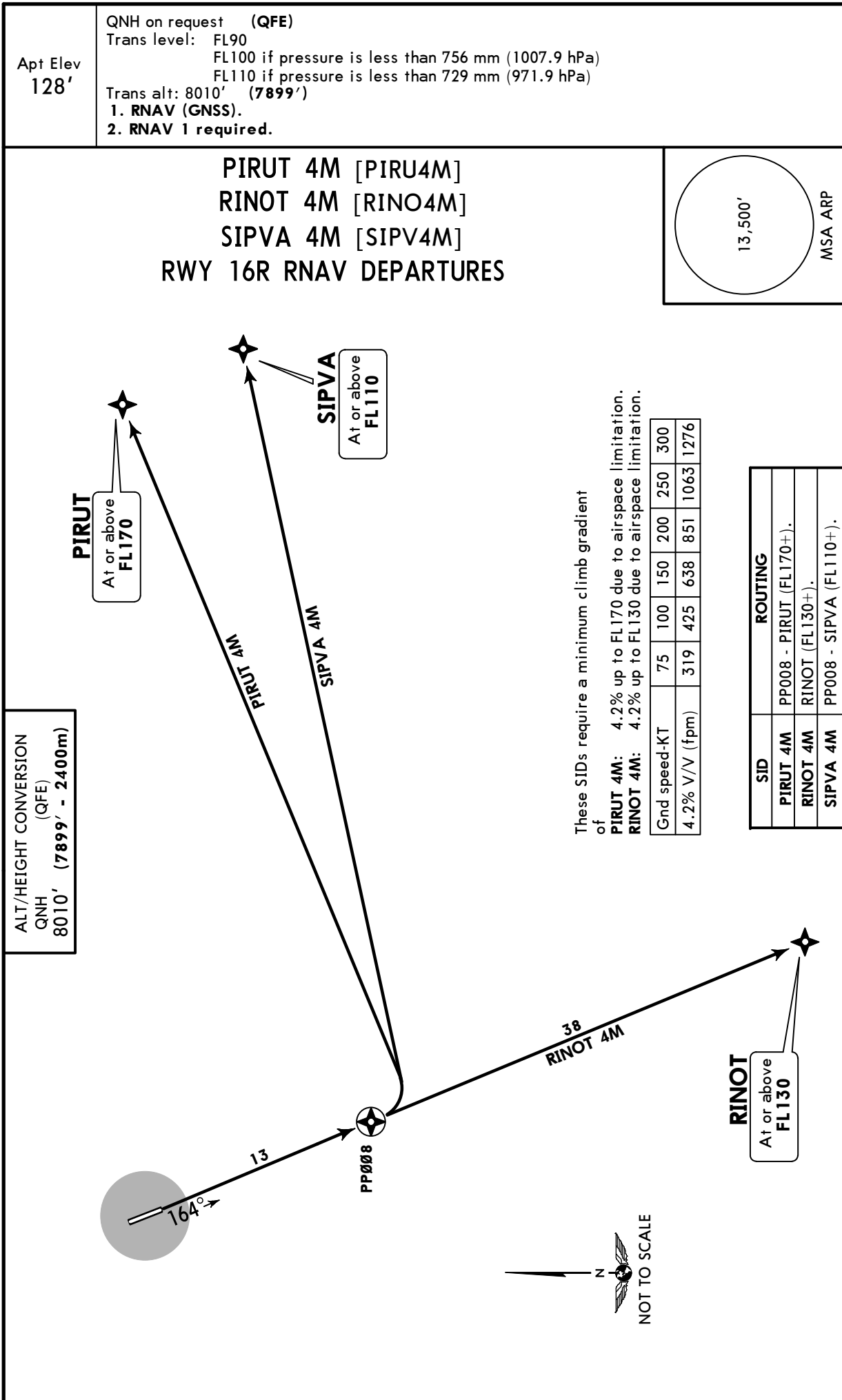


UHPP/PKC
YELIZOVO

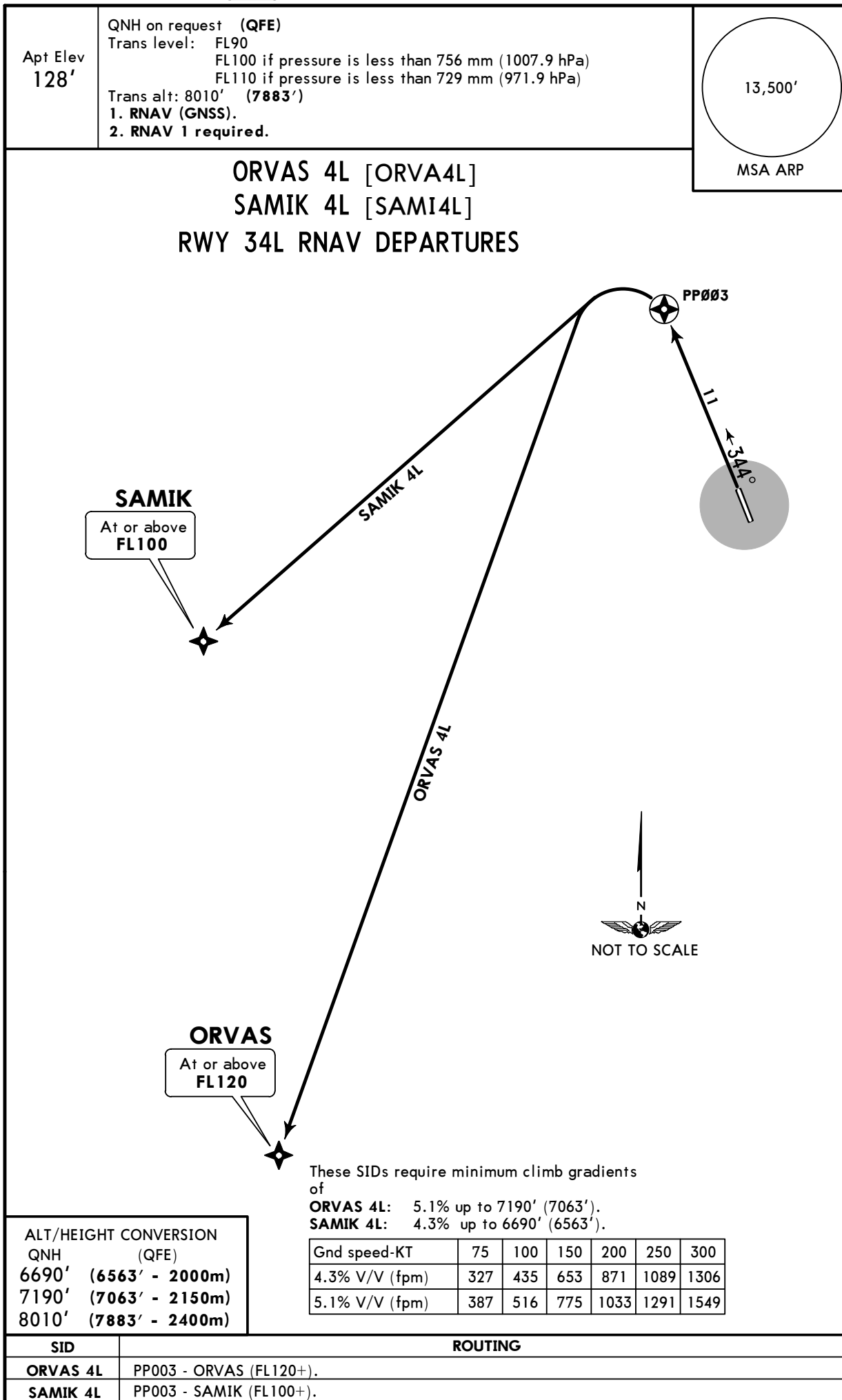
20 JAN 17 **10-3E** Eff 2 Feb

JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

RNAV SID



UHPP/PKC **JEPPesen** **PETROPVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 20 JAN 17 **(10-3F)** **Eff 2 Feb** **RNAV SID**



UHPP/PKC **JEPPESEN** **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 20 JAN 17 **(10-3G)** **Eff 2 Feb** **RNAV SID**

Apt Elev
128'

QNH on request (QFE)

Trans level: FL90

FL100 if pressure is less than 756 mm (1007.9 hPa)

FL110 if pressure is less than 729 mm (971.9 hPa)

Trans alt: 8010' (**7899'**)

1. RNAV (GNSS).

2. RNAV 1 required.

13,500'

MSA ARP

ORVAS 4M [ORVA4M]
SAMIK 4M [SAMI4M]
RWY 16R RNAV DEPARTURES

SAMIK

At or above
FL100

SAMIK 4M

PP007

ORVAS 4M

ORVAS

At or above
FL120

NOT TO SCALE

These SIDs require minimum climb gradients
of
3.9%

ORVAS 4M: up to 5370' (5259'), then
up to FL120 due to airspace restriction.

SAMIK 4M: up to 7010' (6899').

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

ALT/HEIGHT CONVERSION

QNH (QFE)

5370' (5259' - 1600m)

7010' (6899' - 2100m)

8010' (7899' - 2400m)

SID	ROUTING
ORVAS 4M	PP007 - ORVAS (FL120+).
SAMIK 4M	PP007 - SAMIK (FL100+).

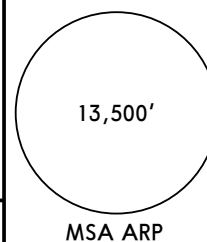
UHPP/PKC
YELIZOVO

JEPPesen **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
20 JAN 17 **(10-3H)** **Eff 2 Feb**

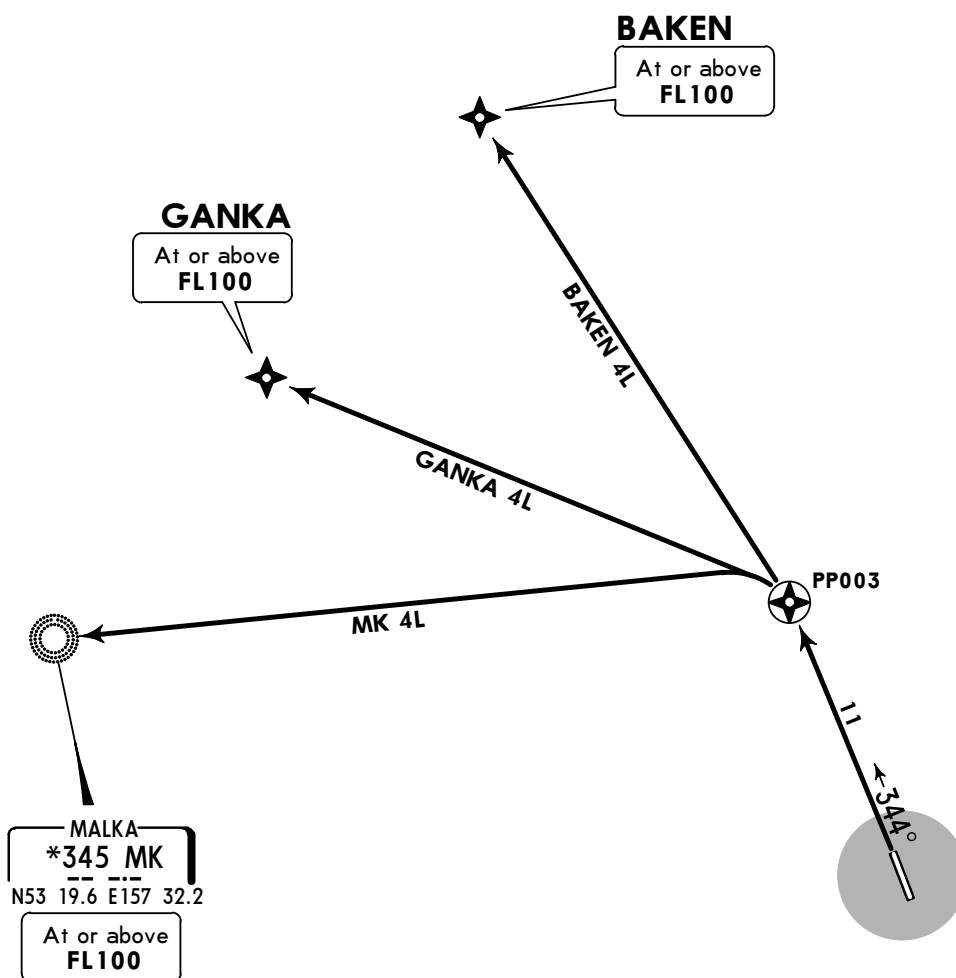
RNAV SID

Apt Elev
128'

QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' (**7883'**)
1. RNAV (GNSS).
2. RNAV 1 required.



BAKEN 4L [BAKE4L]
GANKA 4L [GANK4L]
MK 4L
RWY 34L RNAV DEPARTURES



These SIDs require minimum climb gradients of

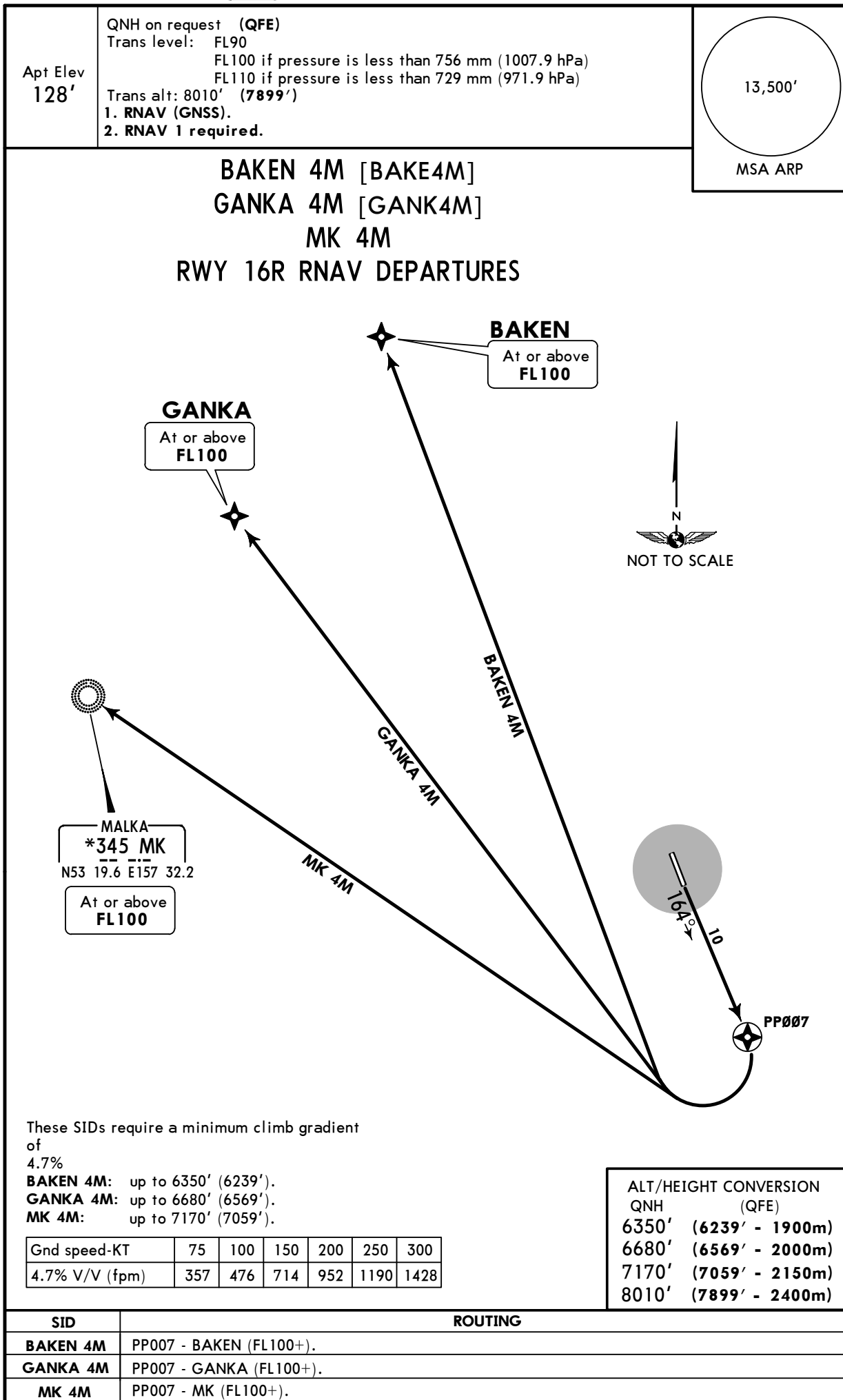
- BAKEN 4L:** 5.1% up to 2100' (1973'), then 5.1% up to FL100 due to airspace limitation.
GANKA 4L: 5.1% up to FL90, then 5.1% up to FL100 due to airspace limitation.
MK 4L: 4.2% up to 6690' (6563'), then 4.2% up to FL100 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
5.1% V/V (fpm)	387	516	775	1033	1291	1549

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2100'	(1973' - 600m)
6690'	(6563' - 2000m)
8010'	(7883' - 2400m)

SID	ROUTING
BAKEN 4L	PP003 - BAKEN (FL100+).
GANKA 4L	PP003 - GANKA (FL100+).
MK 4L	PP003 - MK (FL100+).

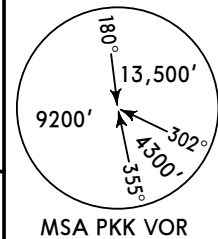
UHPP/PKC **JEPPesen** **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 20 JAN 17 **(10-3J)** **Eff 2 Feb** **RNAV SID**



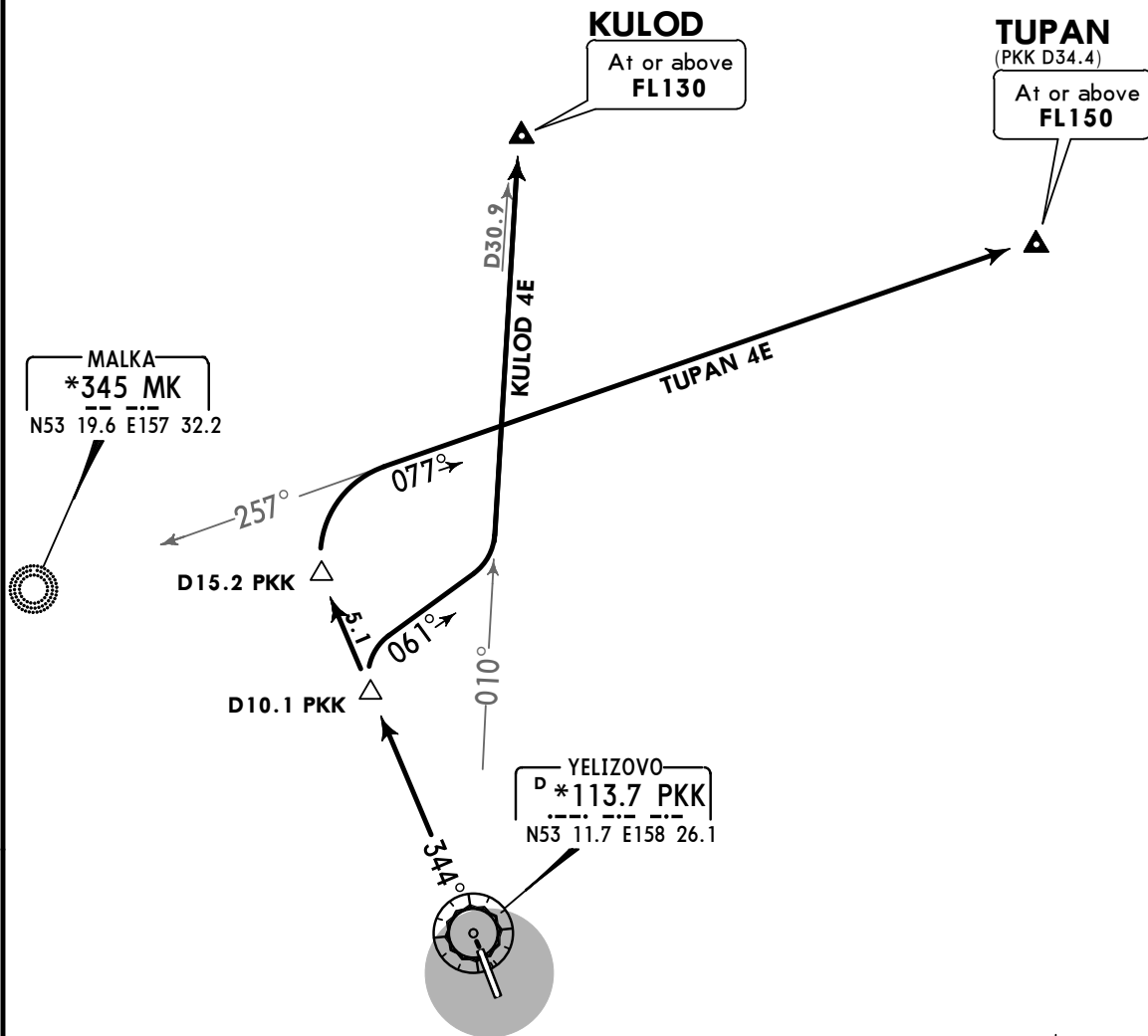
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 20 JAN 17 (10-3K) Eff 2 Feb SID

Apt Elev
128'

QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' (7883')
DME is required.



**KULOD 4E [KULO4E]
TUPAN 4E [TUPA4E]
RWY 34L DEPARTURES**



These SIDs require minimum climb on gradients of

KULOD 4E: 6.2% up to 6690' (6563'), then 6.2% up to FL130 due to airspace limitation.

TUPAN 4E: 5.4% up to FL90, then 4.8% up to FL150 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.4% V/V (fpm)	410	547	820	1094	1367	1641
6.2% V/V (fpm)	471	628	942	1256	1570	1884

ALT/HEIGHT CONVERSION	
QNH	(QFE)
6690'	(6563' - 2000m)
8010'	(7883' - 2400m)



SID	ROUTING
KULOD 4E	Intercept and climb on PKK R-344, at D10.1 PKK turn RIGHT, 061° track, intercept PKK R-010 to KULOD.
TUPAN 4E	Intercept and climb on PKK R-344, at D15.2 PKK turn RIGHT, intercept 077° bearing from MK to TUPAN.

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO

20 JAN 17

(10-3L)

Eff 2 Feb

SID

Apt Elev
128'

QNH on request (QFE)

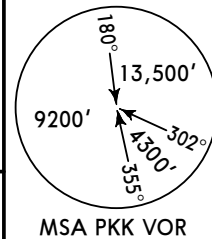
Trans level: FL90

FL100 if pressure is less than 756 mm (1007.9 hPa)

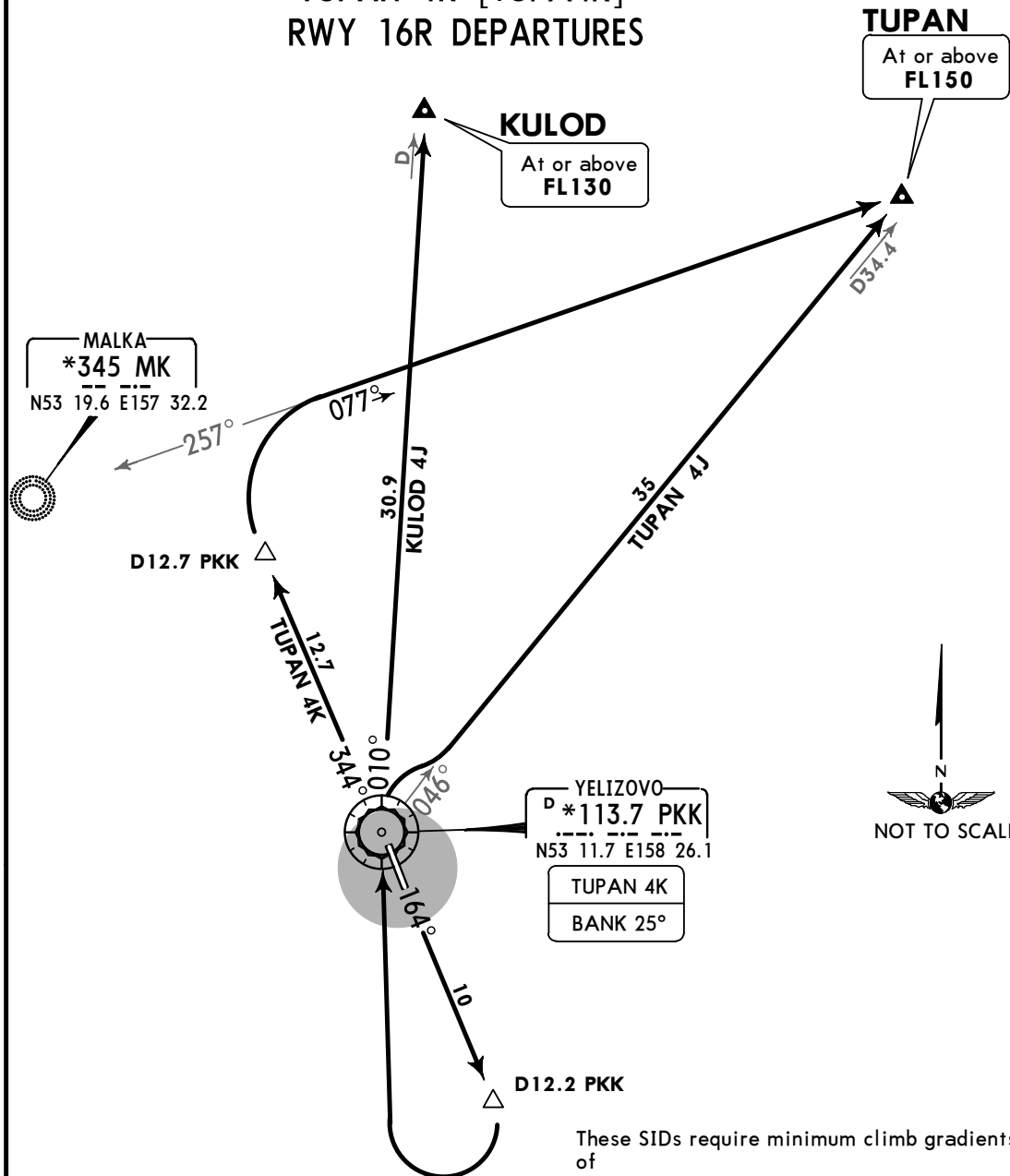
FL110 if pressure is less than 729 mm (971.9 hPa)

Trans alt: 8010' (7899')

DME is required.



**KULOD 4J [KULO4J]
TUPAN 4J [TUPA4J]
TUPAN 4K [TUPA4K]
RWY 16R DEPARTURES**



These SIDs require minimum climb gradients of

KULOD 4J: 3.9% up to 5200' (5089').

TUPAN 4J: 5.7% up to FL110.

TUPAN 4K: 4.2% up to 8010' (7899').

ALT/HEIGHT CONVERSION

QNH (QFE)

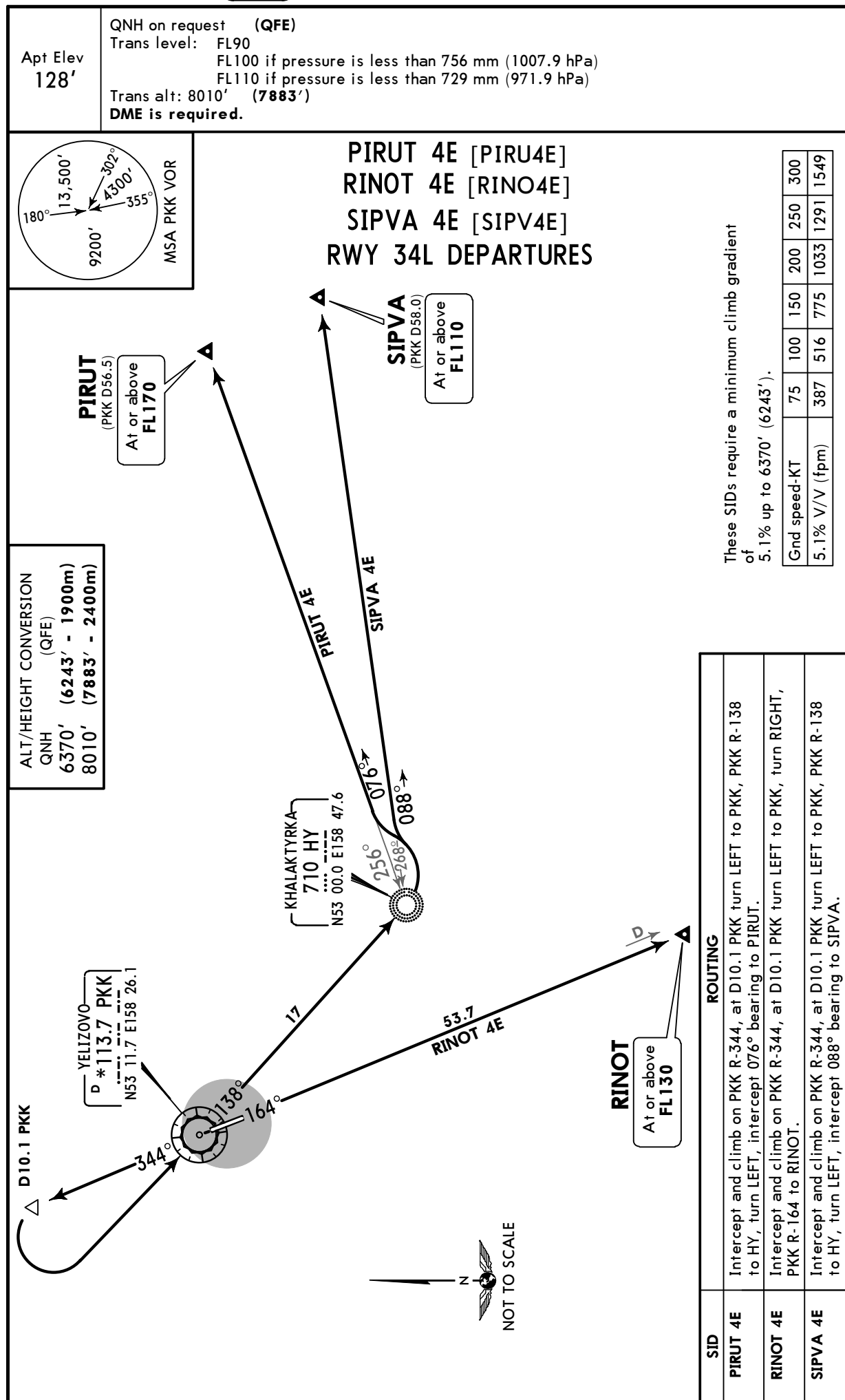
5200' (5089' - 1550m)

8010' (7899' - 2400m)

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.2% V/V (fpm)	319	425	638	851	1063	1276
5.7% V/V (fpm)	433	577	866	1154	1443	1732

SID	ROUTING
KULOD 4J	Intercept and climb on PKK R-164, at D12.2 PKK turn RIGHT to PKK, PKK R-010 to KULOD.
TUPAN 4J	Intercept and climb on PKK R-164, at D12.2 PKK turn RIGHT to PKK, turn RIGHT, intercept PKK R-046 to TUPAN.
TUPAN 4K	Intercept and climb on PKK R-164, at D12.2 PKK turn RIGHT to PKK, turn LEFT, PKK R-344, at D12.7 PKK turn RIGHT, intercept 077° bearing from MK to TUPAN.

UHPP/PKC **JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 20 JAN 17 **10-3M** **Eff 2 Feb** **SID**

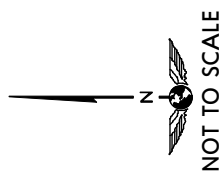


UHPH/PKC **JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA** YELIZOVO 20 JAN 17 **(10-3N)** Eff 2 Feb **SID**

Apt Elev
128'

QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' (7899')
DME is required.

ALT/HEIGHT CONVERSION
(QFE)
QNH 3230' (3119' - 950m)
8010' (7899' - 2400m)



YELIZOVO
D *113.7 PKK
N53 11.7 E158 26.1

46
PIRUT 4J

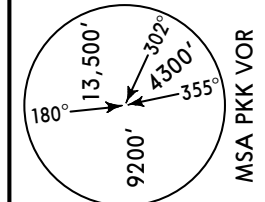
45
SIPVA 4J

KHALAKTYRKA
710 HY
N53 00.0 E158 47.6

D12.2 PKK

42
RINOT 4J

RINOT
At or above
FL130



**PIRUT 4J [PIRU4J]
RINOT 4J [RINO4J]
SIPVA 4J [SIPV4J]
RWY 16R DEPARTURES**

These SIDs require minimum climb gradient s of

PIRUT 4J: 4.4% up to 3230' (3119'), then 4.4% up to FL170 due to airspace limitation.
RINOT 4J: 4.2% up to FL130 due to airspace limitation.
SIPVA 4J: 3.5% up to 3230' (3119').

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.4% V/V (fpm)	334	446	668	891	1114	1337

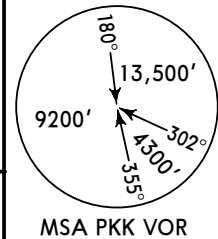
ROUTING

SID	ROUTING
PIRUT 4J	Intercept and climb on PKK R-164, at D12.2 PKK turn LEFT, intercept 088° bearing to HY, turn LEFT, 076° bearing to PIRUT.
RINOT 4J	Intercept and climb on PKK R-164 to RINOT.
SIPVA 4J	Intercept and climb on PKK R-164, at D12.2 PKK turn LEFT, intercept 088° bearing via HY to SIPVA.

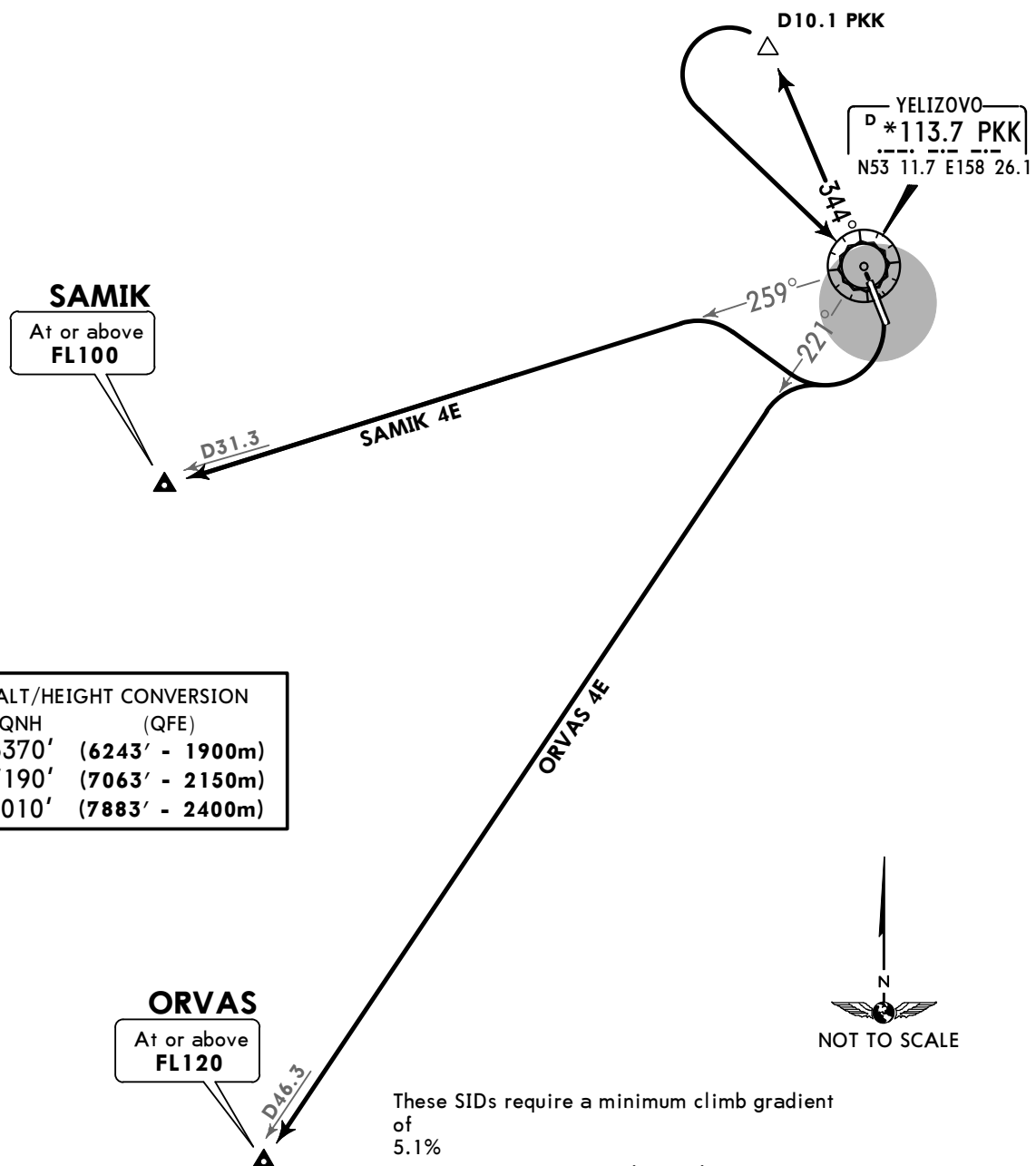
UHP/PCK **JEPPESSEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 20 JAN 17 **10-3P** Eff 2 Feb **SID**

Apt Elev
128'

QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' (**7883'**)
DME is required.



ORVAS 4E [ORVA4E] SAMIK 4E [SAMI4E] RWY 34L DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
6370'	(6243' - 1900m)
7190'	(7063' - 2150m)
8010'	(7883' - 2400m)

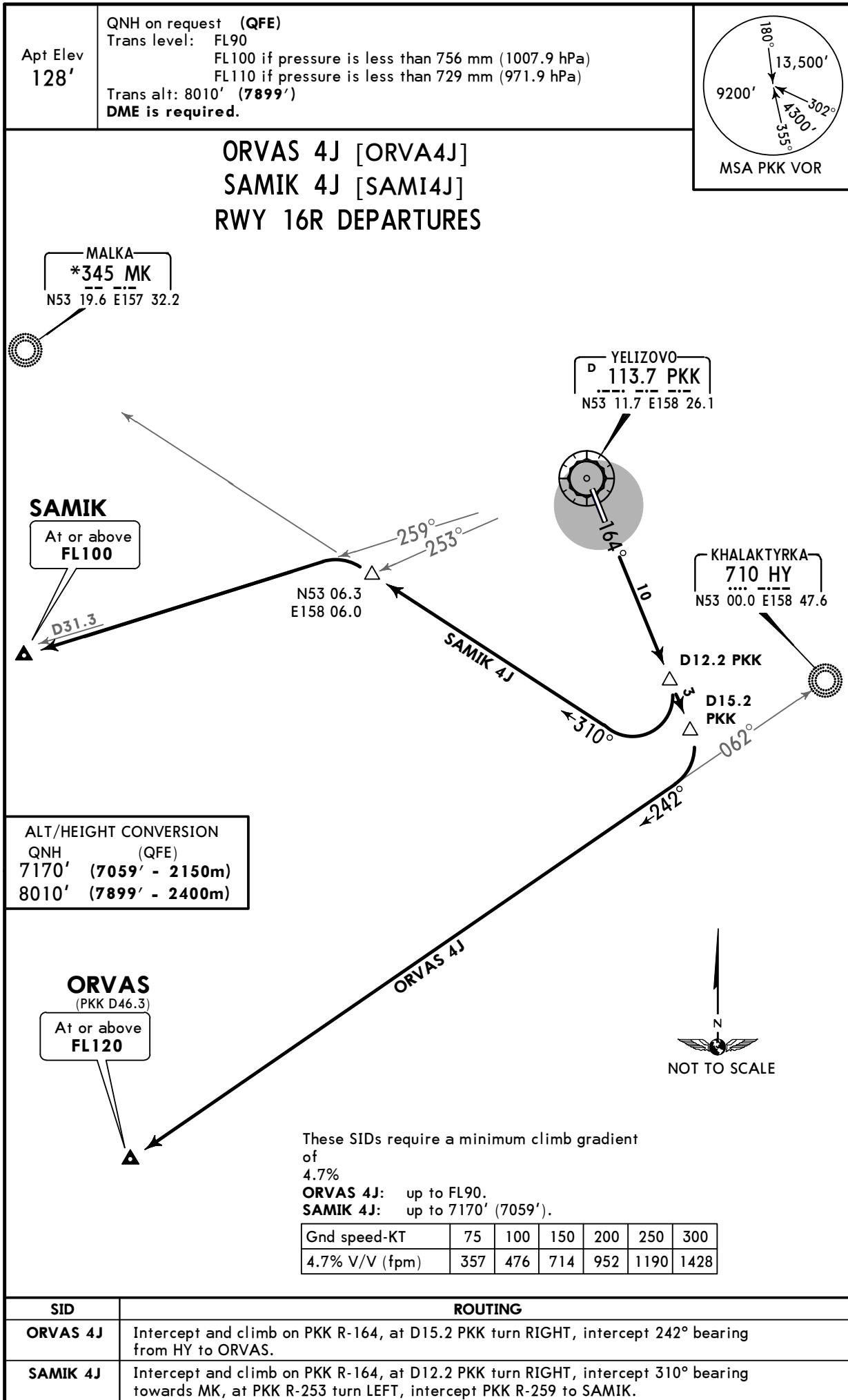
These SIDs require a minimum climb gradient of 5.1%

ORVAS 4E: up to 6370' (6243').
SAMIK 4E: up to 7190' (7063').

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

SID	ROUTING
ORVAS 4E	Intercept and climb on PKK R-344, at D10.1 PKK turn LEFT to PKK, turn RIGHT, intercept PKK R-221 to ORVAS.
SAMIK 4E	Intercept and climb on PKK R-344, at D10.1 PKK turn LEFT to PKK, turn RIGHT, intercept PKK R-259 to SAMIK.

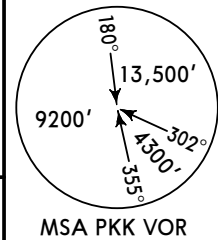
UHPP/PKC **JEPPesen** PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 20 JAN 17 **10-3Q** Eff 2 Feb **SID**



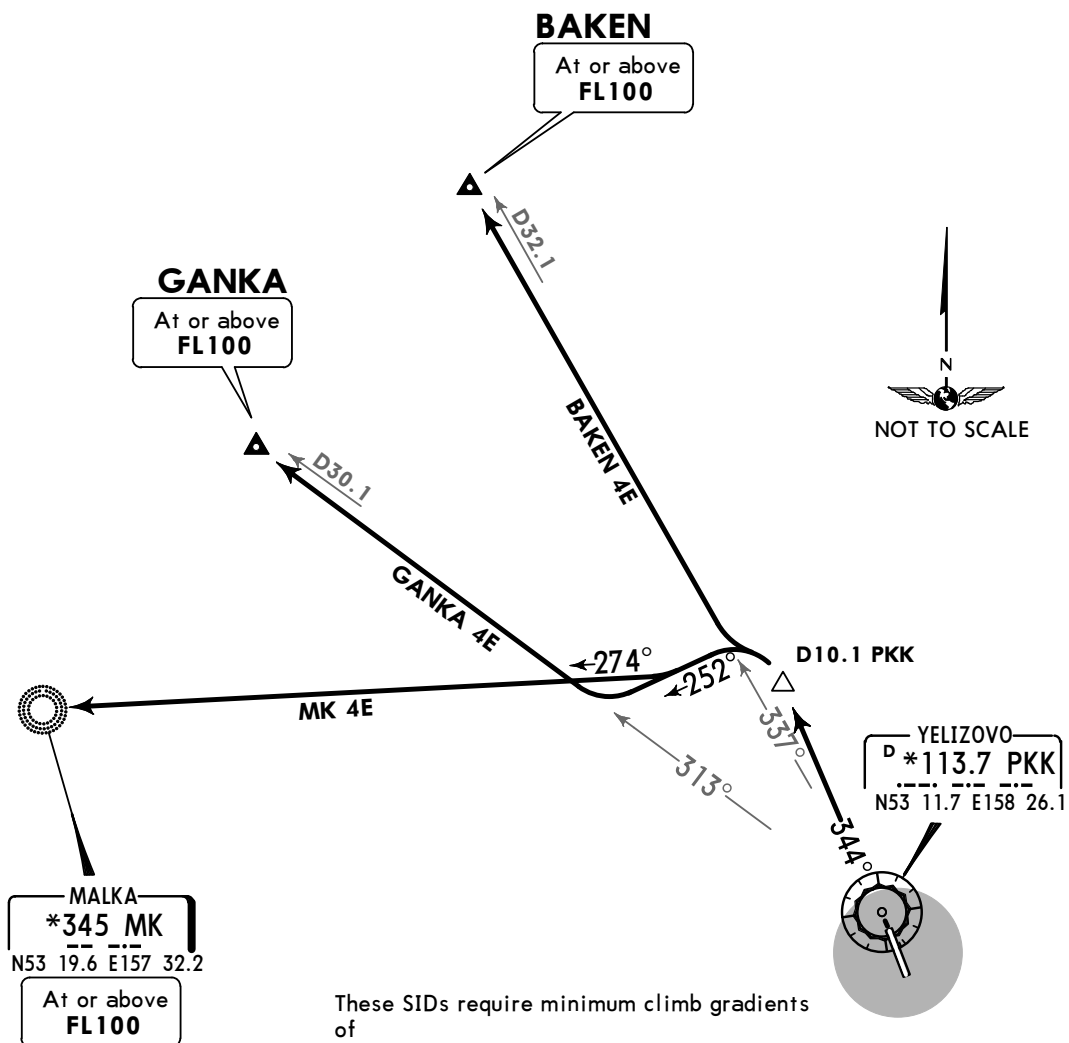
UHPP/PKC **JEPPESEN** **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 20 JAN 17 **(10-3S)** **Eff 2 Feb** **SID**

Apt Elev
128'

QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' (7883')
DME is required.



BAKEN 4E [BAKE4E]
GANKA 4E [GANK4E]
MK 4E
RWY 34L DEPARTURES



These SIDs require minimum climb gradients of

- BAKEN 4E:** 5.0% up to 3740' (3613'), then 5.0% up to FL100 due to airspace limitation.
GANKA 4E: 4.8% up to FL090, then 4.8% up to FL100 due to airspace limitation.
MK 4E: 4.1% up to 6370' (6243'), then 4.1% up to FL100 due to airspace limitation.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3740'	(3613' - 1100m)
6370'	(6243' - 1900m)
8010'	(7883' - 2400m)

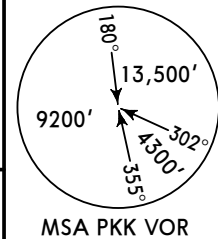
Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	ROUTING
BAKEN 4E	Intercept and climb on on PKK R-344, at D10.1 PKK turn LEFT, intercept PKK R-337 to BAKEN.
GANKA 4E	Intercept and climb on PKK R-344, at D10.1 PKK turn LEFT, 252° track, intercept PKK R-313 to GANKA.
MK 4E	Intercept and climb on PKK R-344, at D10.1 PKK turn LEFT, intercept 274° bearing to MK.

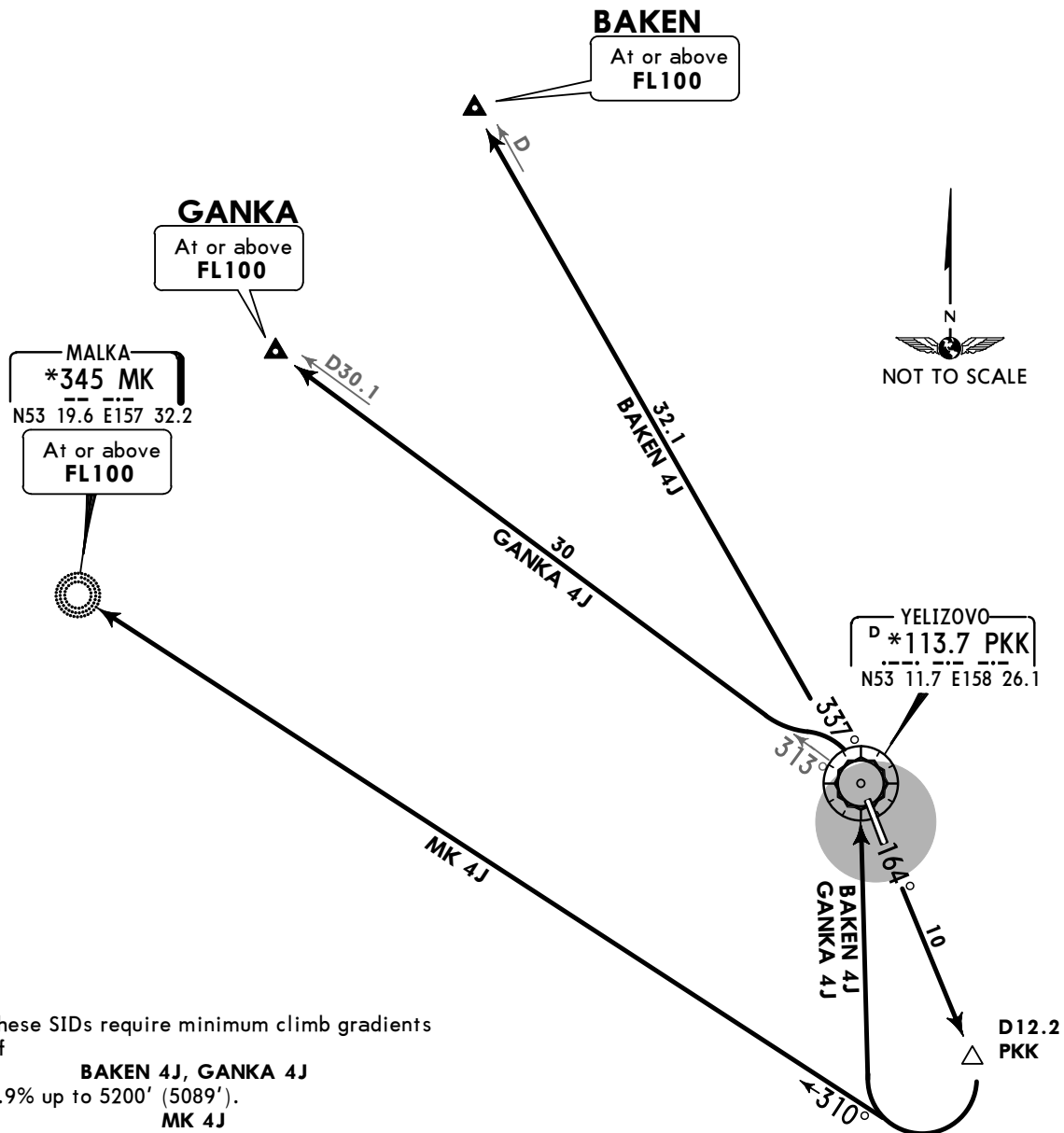
UHPP/PKC **JEPPesen** PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 20 JAN 17 (10-3T) Eff 2 Feb **SID**

Apt Elev
128'

QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' (7899')
DME is required.



BAKEN 4J [BAKE4J] GANKA 4J [GANK4J] MK 4J RWY 16R DEPARTURES



These SIDs require minimum climb gradients of

BAKEN 4J, GANKA 4J
3.9% up to 5200' (5089').
MK 4J
4.7% up to 6680' (6569').

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.7% V/V (fpm)	357	476	714	952	1190	1428

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5200'	(5089' - 1550m)
6680'	(6569' - 2000m)
8010'	(7899' - 2400m)

SID	ROUTING
BAKEN 4J	Intercept and climb on PKK R-164, at D12.2 PKK turn RIGHT to PKK, turn LEFT, PKK R-337 to BAKEN.
GANKA 4J	Intercept and climb on PKK R-164, at D12.2 PKK turn RIGHT to PKK, turn LEFT, intercept PKK R-313 to GANKA.
MK 4J	Intercept and climb on PKK R-164, at D12.2 PKK turn RIGHT, intercept 310° bearing to MK.

UHPP/PKC
YELIZOVO

20 JAN 17

10-3U

Eff 2 Feb

JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

SID

Apt Elev
128'

QNH on request (QFE)

Trans level: FL90

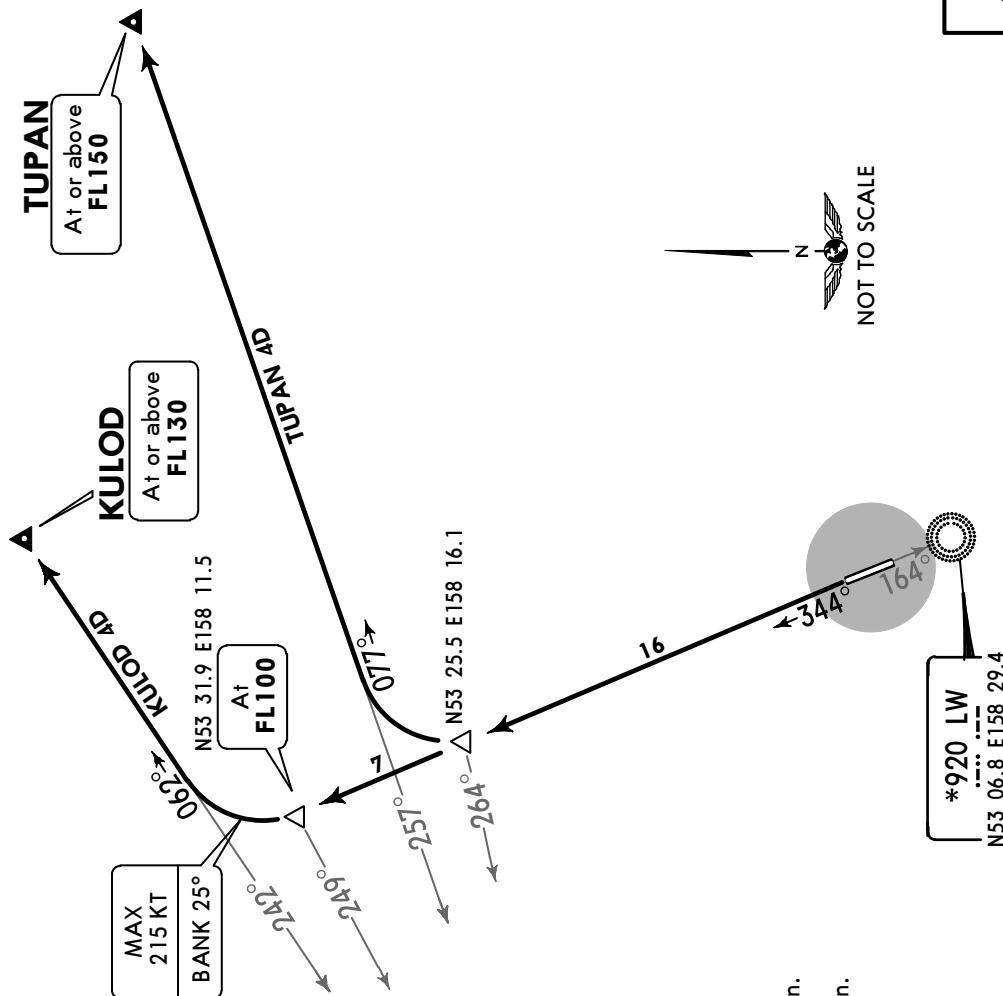
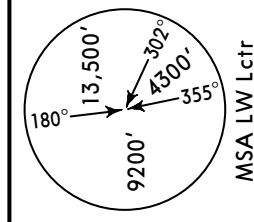
FL100 if pressure is less than 756 mm (1007.9 hPa)

FL110 if pressure is less than 729 mm (971.9 hPa)

Trans alt: 8010' (7883')

Dual ADF is required.

**KULOD 4D [KULO4D]
TUPAN 4D [TUPA4D]
RWY 34L DEPARTURES
UNDER RADAR CONTROL**



These SIDs require minimum climb gradients

of

KULOD 4D: 5.6% up to 7020' (6893'), then 5.6% up to FL130 due to airspace limitation.

TUPAN 4D: 6% up to FL90, then 4.4% up to FL150 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
5.6% V/V (fpm)	425	567	851	1134	1418	1701
6.0% V/V (fpm)	456	608	911	1215	1519	1823

ALT/HEIGHT CONVERSION

QNH (QFE)

7020' (6893' - 2100m)

8010' (7883' - 2400m)

MALKA

*345 MK

N53 19.6 E157 32.2

ROUTING

SID

KULOD 4D Intercept and climb on 344° bearing from LW to FL100, at 249° bearing to MK turn RIGHT, intercept 062° bearing from MK to KULOD.

TUPAN 4D Intercept and climb on 344° bearing from LW, at 264° bearing to MK turn RIGHT, intercept 077° bearing from MK to TUPAN.

UHPP/PKC
YELIZOVO

20 JAN 17

(10-3V)

Eff 2 Feb

JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

SID

Apt Elev
128'

QNH on request (QFE)

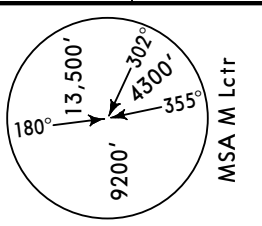
Trans level: FL90

FL100 if pressure is less than 756 mm (1007.9 hPa)

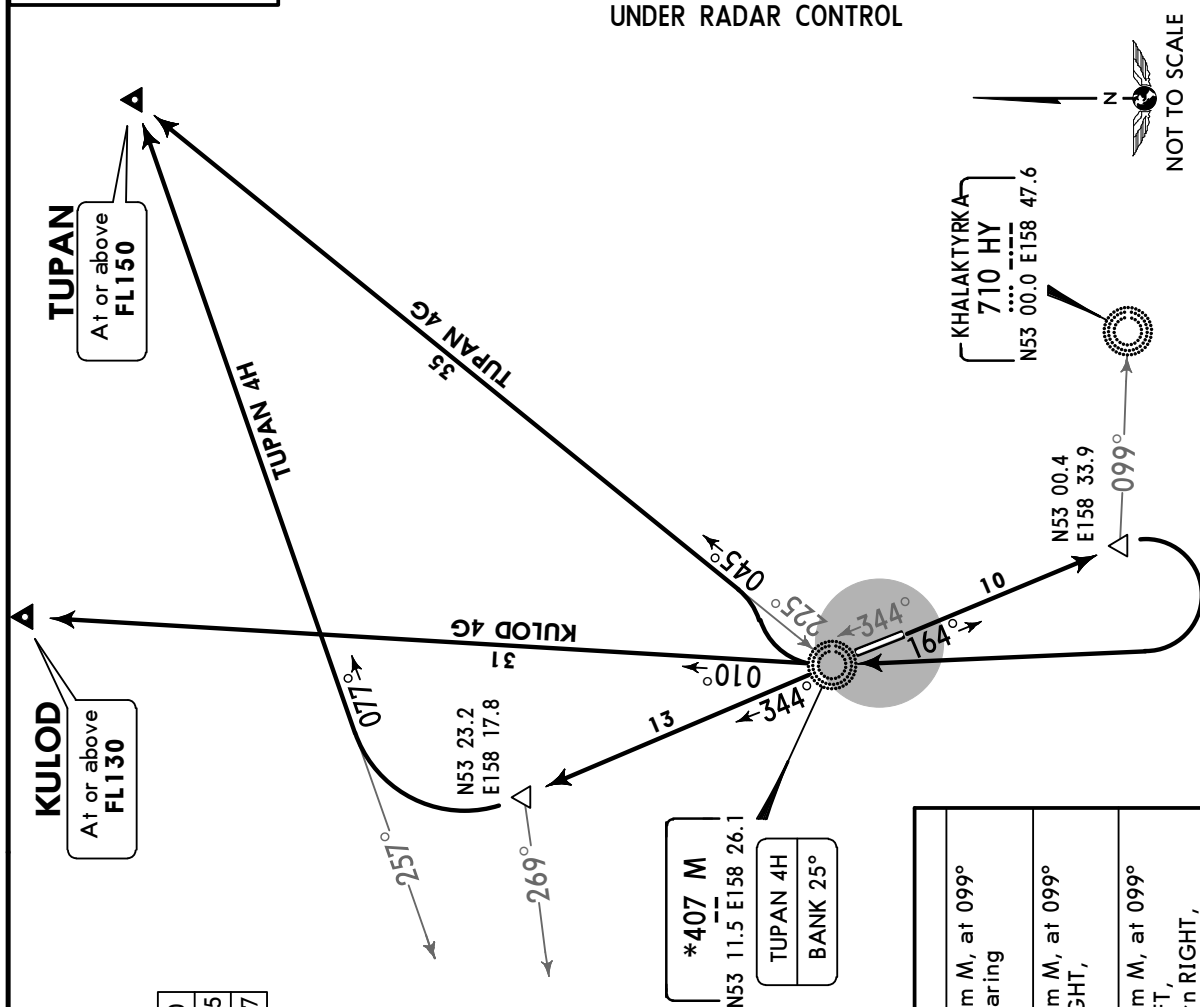
FL110 if pressure is less than 729 mm (971.9 hPa)

Trans alt: 8010' (7899')

Dual ADF is required.



KULOD 4G [KULO4G]
TUPAN 4G [TUPA4G]
TUPAN 4H [TUPA4H]
RWY 16R DEPARTURES
UNDER RADAR CONTROL



These SIDs require minimum climb gradients of

KULOD 4G: 4.0% up to 7170' (7059').

TUPAN 4G: 7.0% up to FL130.

TUPAN 4H: 4.0% up to 5200' (5089').

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

MALKA
***345 MK**
N53 19.6 E157 32.2

ALT/HEIGHT CONVERSION
QNH (QFE)

5200' (5089' - 1550m)

7170' (7059' - 2150m)

8010' (7899' - 2400m)

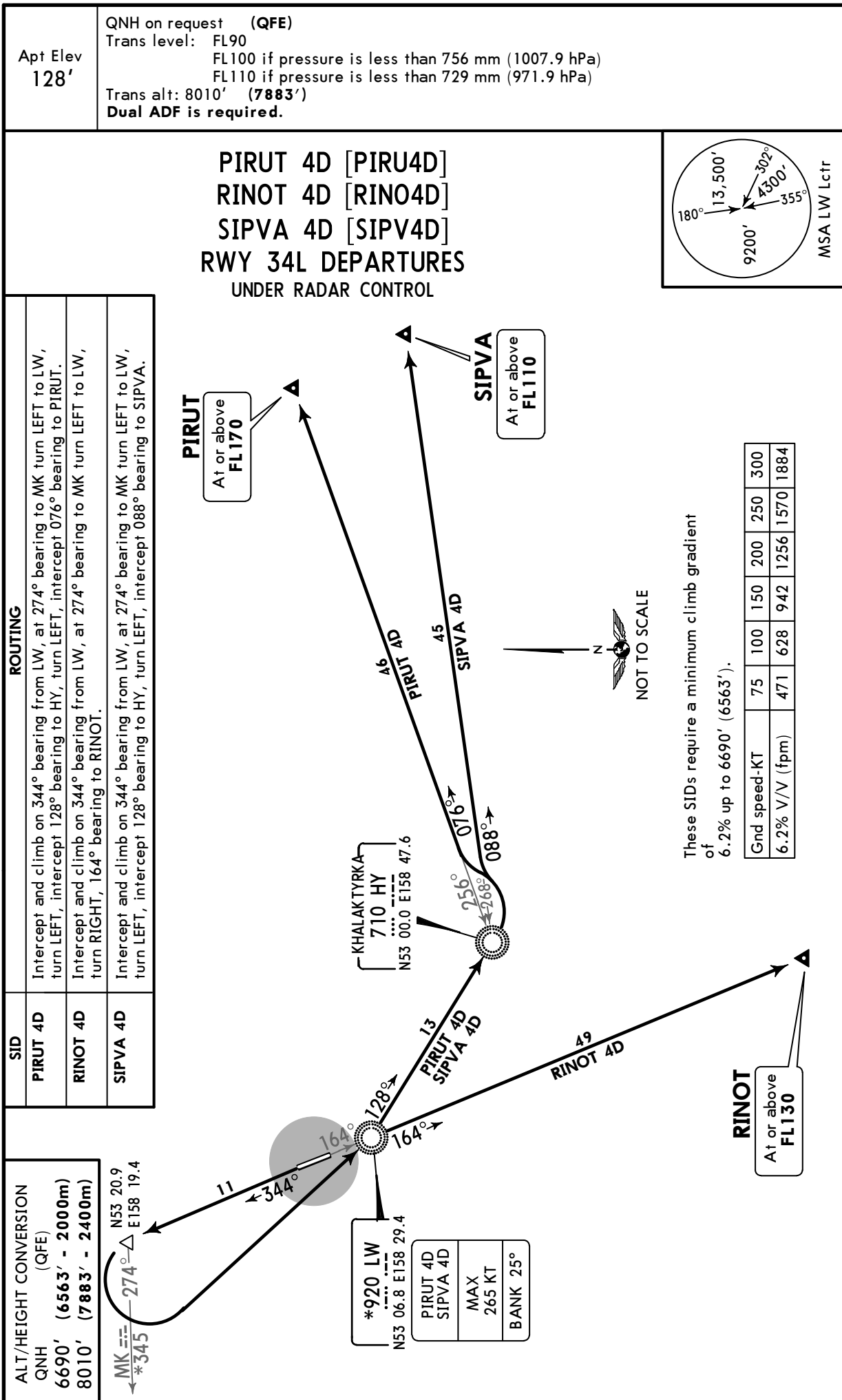
ROUTING

Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT to M, 010° bearing to KULOD.

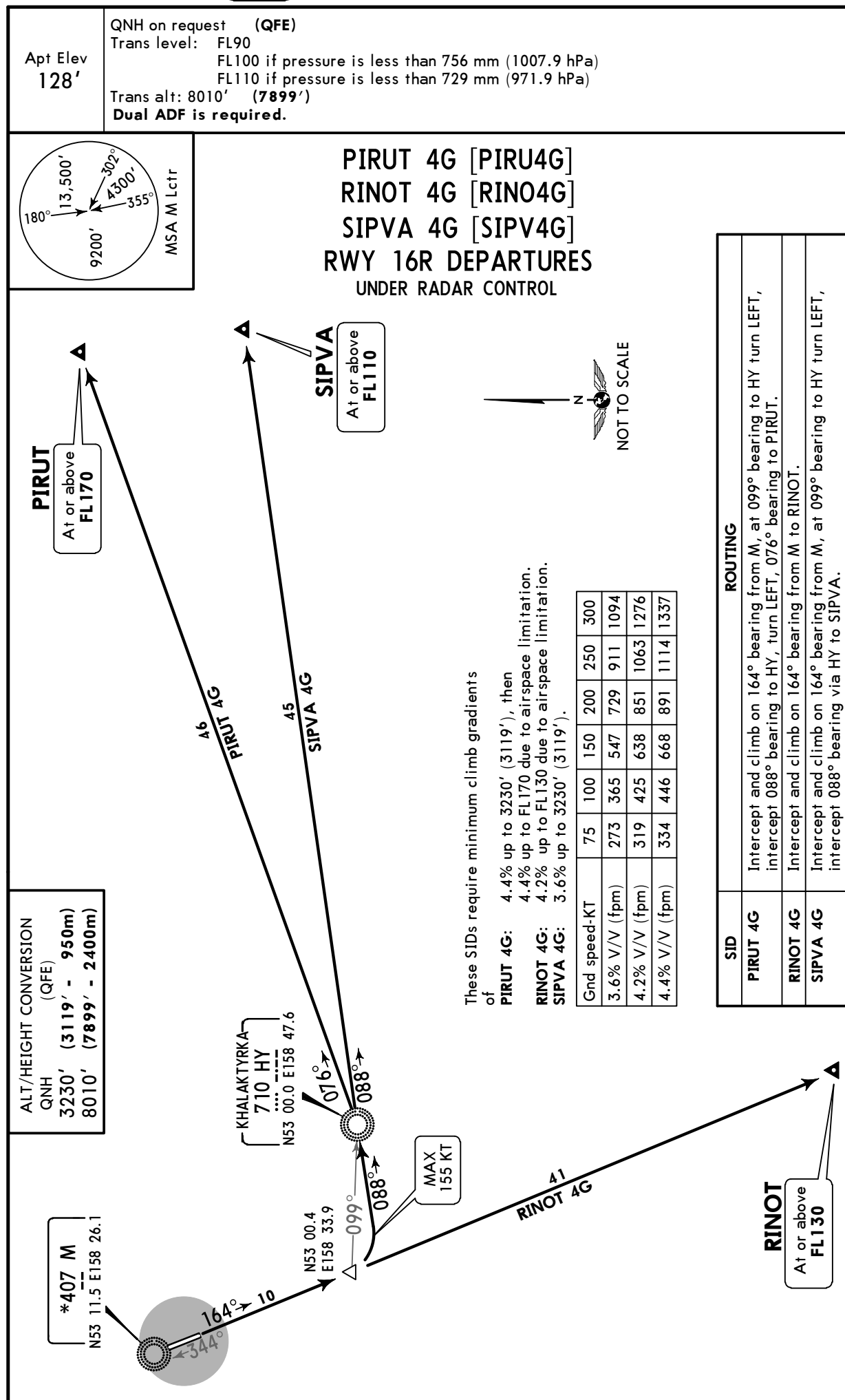
Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT to M, turn RIGHT, intercept 045° bearing to TUPAN.

Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT to M, turn LEFT, 344° bearing, at 269° bearing to MK turn RIGHT, intercept 077° bearing from MK to TUPAN.

UHPP/PKC **JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 20 JAN 17 **10-3W** **Eff 2 Feb** **SID**



UHPP/PKC **JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 20 JAN 17 **10-3X** **Eff 2 Feb** **SID**

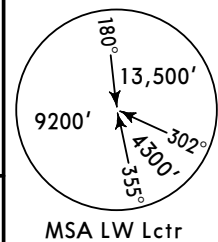


UHPK/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

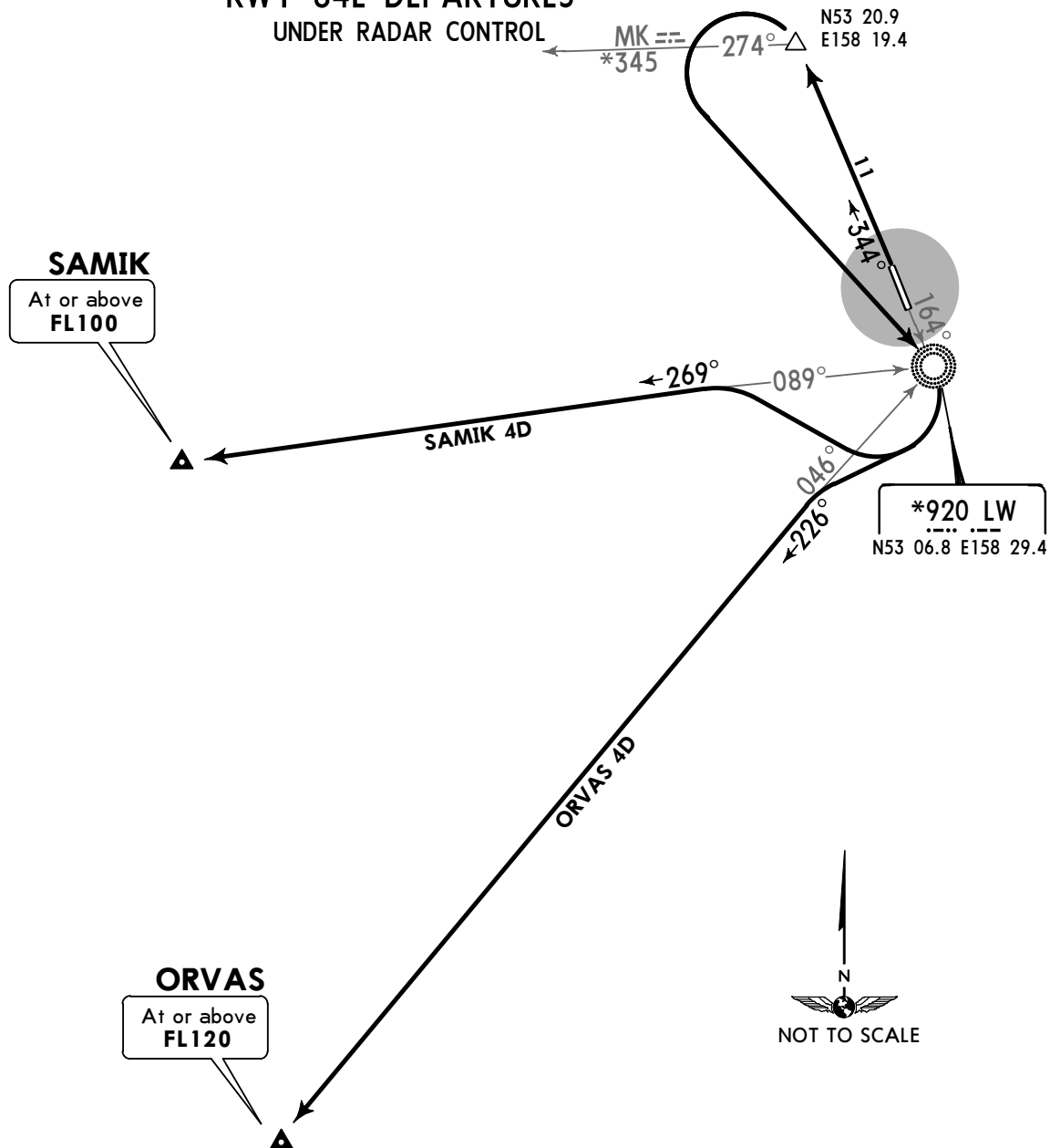
YELIZOVO 20 JAN 17 (10-3X1) Eff 2 Feb **SID**

Apt Elev
128'

QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' (7883')
Dual ADF is required.



ORVAS 4D [ORVA4D]
SAMIK 4D [SAMI4D]
RWY 34L DEPARTURES
UNDER RADAR CONTROL



These SIDs require a minimum climb gradient of 6.2%

ORVAS 4D: up to FL100.

SAMIK 4D: up to 7190' (7063').

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884

ALT/HEIGHT CONVERSION	
QNH	(QFE)
7190'	(7063' - 2150m)
8010'	(7883' - 2400m)

SID	ROUTING
ORVAS 4D	Intercept and climb on 344° bearing from LW, at 274° bearing to MK turn LEFT to LW, turn RIGHT, intercept 226° bearing to ORVAS.
SAMIK 4D	Intercept and climb on 344° bearing from LW, at 274° bearing to MK turn LEFT to LW, turn RIGHT, intercept 269° bearing to SAMIK.

UHPP/PKC **JEPPesen** **PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO 20 JAN 17 (10-3X2) Eff 2 Feb **SID**Apt Elev
128'

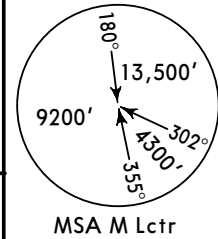
QNH on request (QFE)

Trans level: FL90

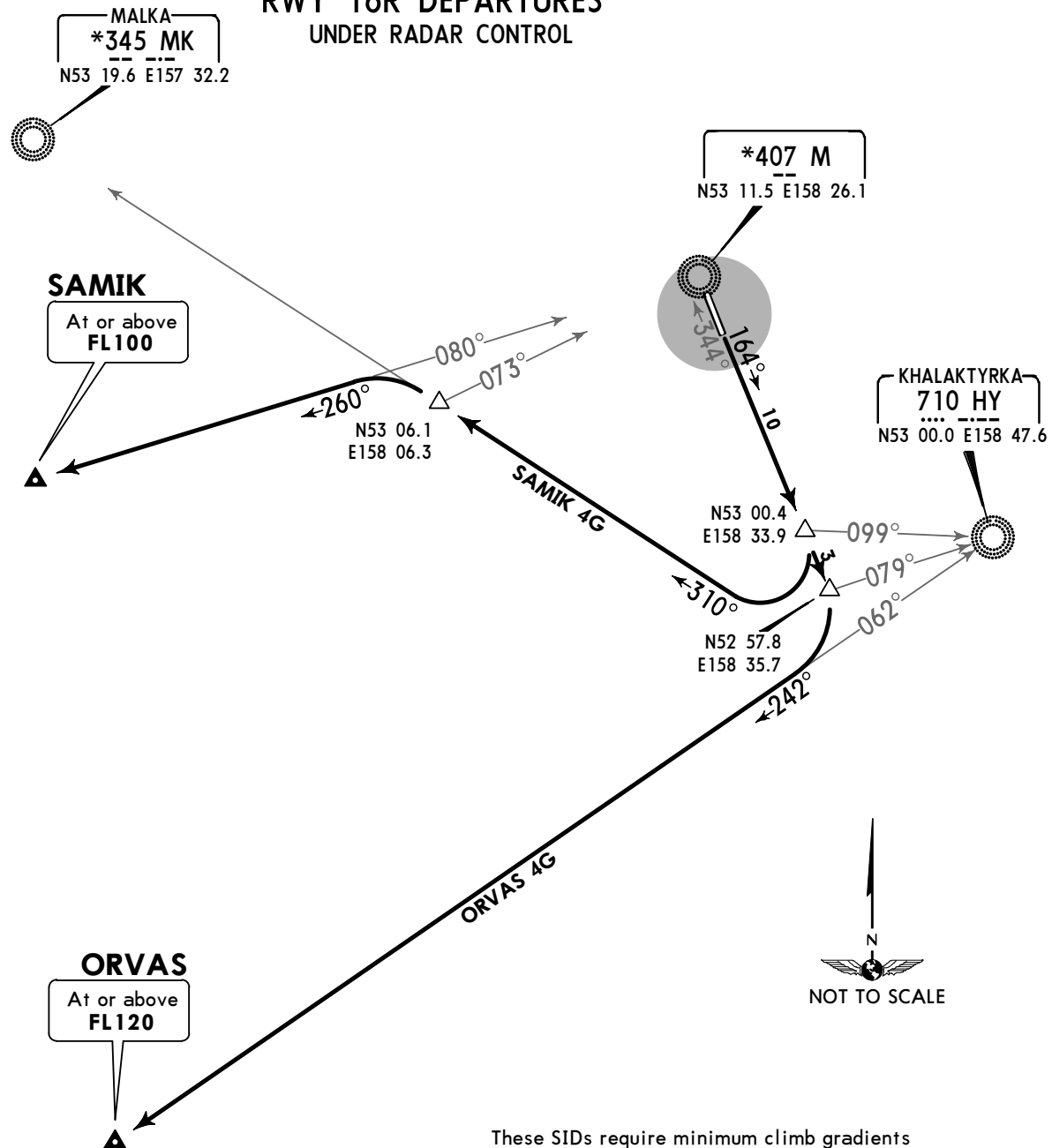
FL100 if pressure is less than 756 mm (1007.9 hPa)

FL110 if pressure is less than 729 mm (971.9 hPa)

Trans alt: 8010' (7899')

Dual ADF is required.

ORVAS 4G [ORVA4G]
SAMIK 4G [SAMI4G]
RWY 16R DEPARTURES
UNDER RADAR CONTROL



These SIDs require minimum climb gradients of

ORVAS 4G: 4.7% up to FL90.**SAMIK 4G:** 5.2% up to 7170' (7059').

ALT/HEIGHT CONVERSION
 QNH (QFE)
 7170' (7059' - 2150m)
 8010' (7899' - 2400m)

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.2% V/V (fpm)	395	527	790	1053	1316	1580

SID	ROUTING
ORVAS 4G	Intercept and climb on 164° bearing from M, at 079° bearing to HY turn RIGHT, intercept 242° bearing from HY to ORVAS.
SAMIK 4G	Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT, intercept 310° bearing towards MK, at 073° bearing to M turn LEFT, intercept 260° bearing to SAMIK.

UHPP/PKC
YELIZOVO

20 JAN 17

(10-3X3)

Eff 2 Feb

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA

SID

Apt Elev
128'

QNH on request (QFE)

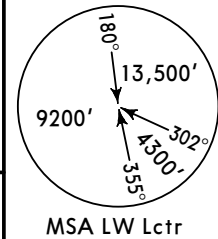
Trans level: FL90

FL100 if pressure is less than 756 mm (1007.9 hPa)

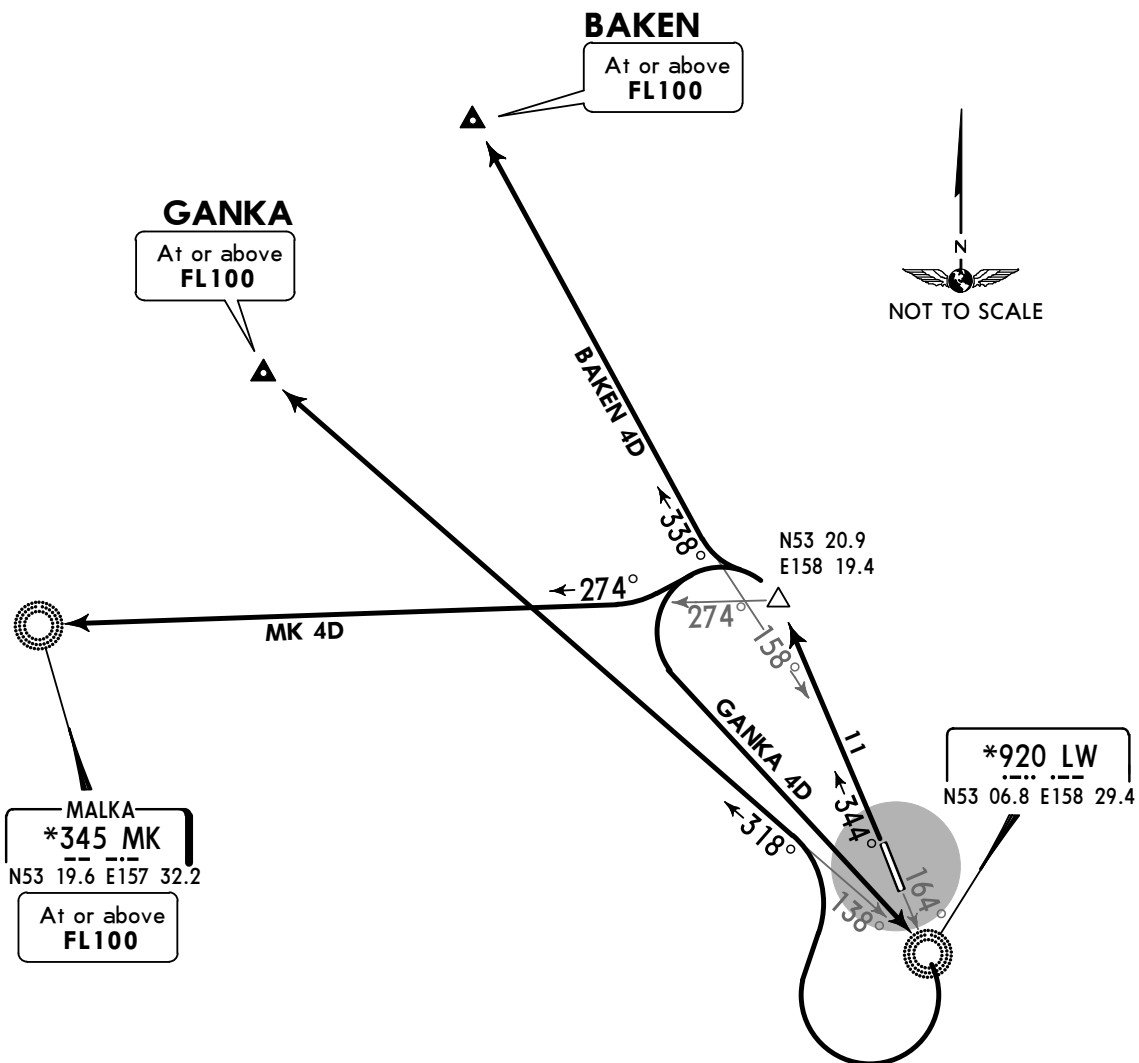
FL110 if pressure is less than 729 mm (971.9 hPa)

Trans alt: 8010' (7883')

Dual ADF is required.



**BAKEN 4D [BAKE4D], GANKA 4D [GANK4D]
MK 4D
RWY 34L DEPARTURES
UNDER RADAR CONTROL**



These SIDs require minimum climb gradients of

BAKEN 4D: 5.0% up to 5050' (4923'), then 5.0% up to FL100 due to airspace limitation.

GANKA 4D: 6.2% up to FL90.

MK 4D: 5.0% up to 6690' (6563').

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.2% V/V (fpm)	471	628	942	1256	1570	1884

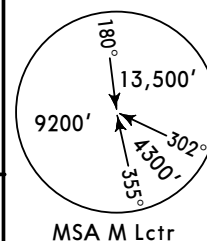
ALT/HEIGHT CONVERSION	
QNH	(QFE)
5050'	(4923' - 1500m)
6690'	(6563' - 2000m)
8010'	(7883' - 2400m)

SID	ROUTING
BAKEN 4D	Intercept and climb on 344° bearing from LW, at 274° bearing to MK turn LEFT, intercept 338° bearing from LW to BAKEN.
GANKA 4D	Intercept and climb on 344° bearing from LW, at 274° bearing to MK turn LEFT to LW, turn RIGHT, intercept 318° bearing to GANKA.
MK 4D	Intercept and climb on 344° bearing from LW, at 274° bearing to MK turn LEFT, intercept 274° bearing to MK.

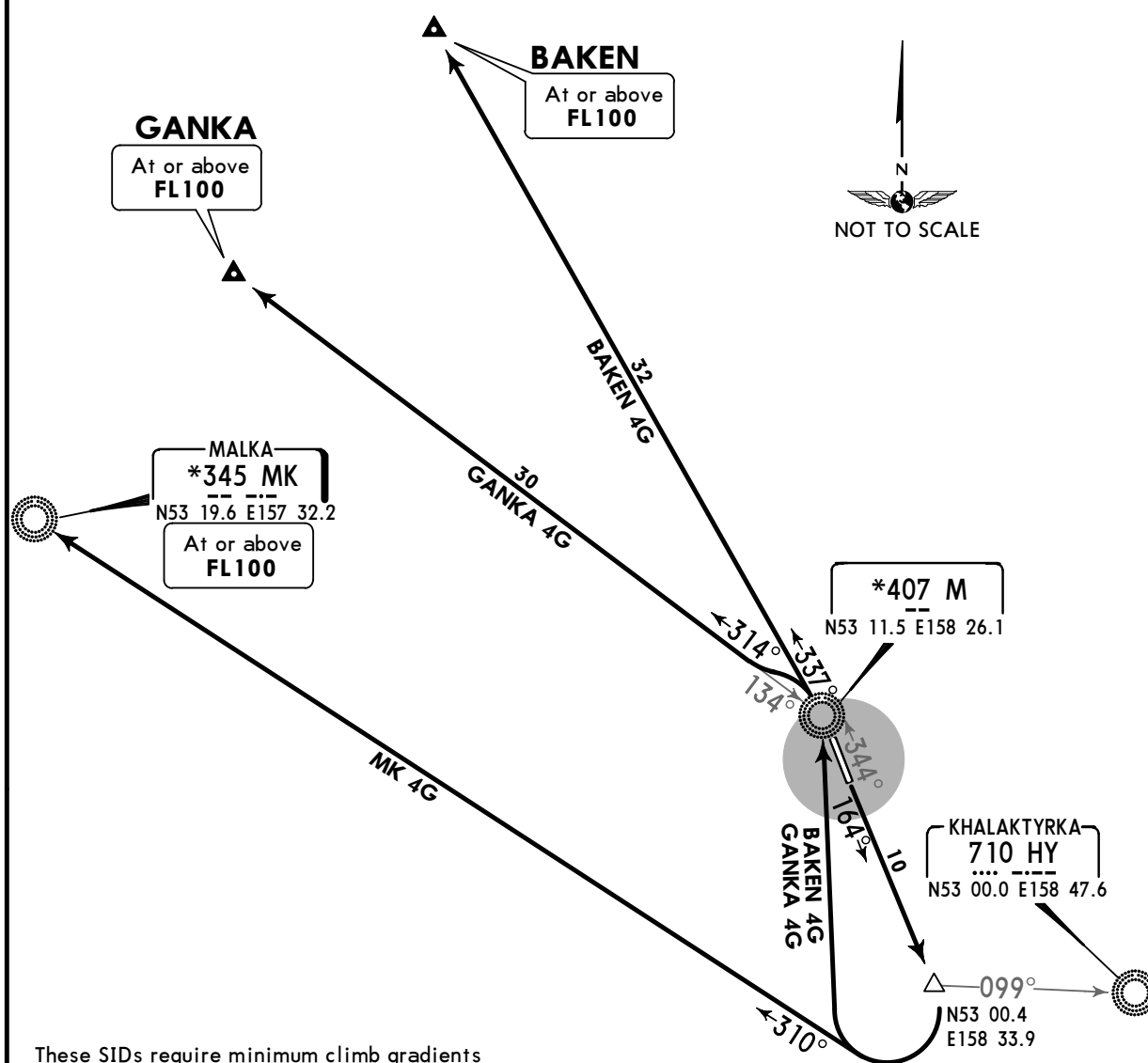
UHPK/PKC  JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 20 JAN 17 (10-3X4) Eff 2 Feb SID

Apt Elev
128'

QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 8010' (7899')
Dual ADF is required.



**BAKEN 4G [BAKE4G], GANKA 4G [GANK4G]
MK 4G
RWY 16R DEPARTURES
UNDER RADAR CONTROL**



These SIDs require minimum climb gradients of

BAKEN 4G, GANKA 4G
4.0% up to 7010' (6899').

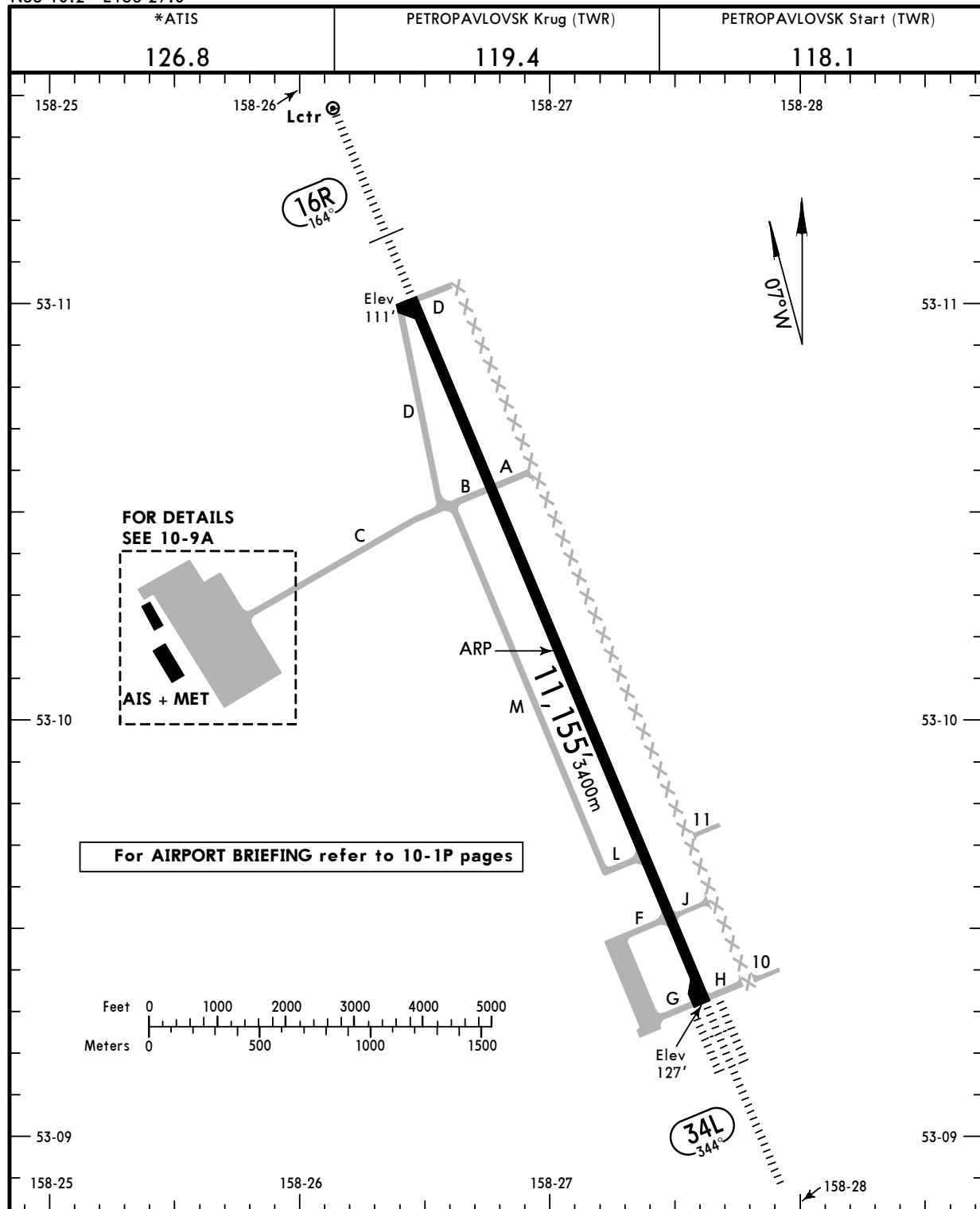
MK 4G
5.2% up to 6680' (6569').

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
5.2% V/V (fpm)	395	527	790	1053	1316	1580

ALT/HEIGHT CONVERSION	
QNH	(QFE)
6680'	(6569' - 2000m)
7010'	(6899' - 2100m)
8010'	(7899' - 2400m)

SID	ROUTING
BAKEN 4G	Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT to M, turn LEFT, 337° bearing to BAKEN.
GANKA 4G	Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT to M, turn LEFT, intercept 314° bearing to GANKA.
MK 4G	Intercept and climb on 164° bearing from M, at 099° bearing to HY turn RIGHT, intercept 310° bearing to MK.

UHPK/ PKC  JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
 Apt Elev 128' 20 JAN 17 (10-9) Eff 2 Feb YELIZOVO
 N53 10.2 E158 27.0



ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						Threshold	Glide Slope		
16R	HIRL (60m)	CL (15m)	HIALS	PAPI-L (2.67°)	RVR		10,062' 3067m	①	148'
34L	HIRL (60m)	CL (15m)	HIALS-II	TDZ PAPI-R (2.67°)	RVR		10,000' 3048m		45m

1 TAKE-OFF RUN AVAILABLE

RWY 16R:

From rwy head	11,155' (3400m)
twy B int	8202' (2500m)

RWY 34L:

From rwy head	11,155' (3400m)
twy L int	8858' (2700m)

UHPP/PKC**JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA**

20 JAN 17

(10-9A)**Eff 2 Feb****YELIZOVO**

NOT TO SCALE

**AIS + MET
TERMINAL****INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N53 10.2 E158 25.8	21, 22	N53 10.3 E158 25.5
2, 3	N53 10.1 E158 25.8	23	N53 10.2 E158 25.6
4	N53 10.1 E158 25.7	24	N53 10.2 E158 25.5
5, 6	N53 10.1 E158 25.6	25 thru 29	N53 10.3 E158 25.5
7, 8	N53 10.2 E158 25.6		
9	N53 10.3 E158 25.7		
10 thru 13	N53 10.3 E158 25.6		
14	N53 10.4 E158 25.6		
15, 16	N53 10.2 E158 25.6		
17 thru 20	N53 10.3 E158 25.6		

TAKE-OFF**AIR CARRIER (JAA)****All Rwys****LVP must be in force**

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m (150m)	250m	400m
C			
D	250m (200m)	300m	

UHPP/PKC

17 MAR 17
Eff 30 Mar**JEPPesen**

10-9S

PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO**Standard**

STRAIGHT-IN RWY		A	B	C	D
16R	ILS	311'(200')	314'(203')	324'(213')	334'(223')
	FULL	R550m ❶	R550m ❶	R550m ❶	R550m ❶
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
34L	CAT 2 ILS ❷	227'(100')	227'(100')	232'(105')	245'(118')
		RA105' R300m	RA105' R300m	RA111' R300m	RA126' R300m
	CAT 2 ILS ❸	1370'(1243')	1387'(1260')	1400'(1273')	1413'(1286')
		R450m	R450m	R450m	R450m
	CAT 2 RNAV ILS ❹	227'(100')	227'(100')	232'(105')	245'(118')
		RA105' R300m	RA105' R300m	RA111' R300m	RA128' R300m
	CAT 2 RNAV ILS ❺	967'(840')	983'(856')	996'(869')	1010'(883')
		R450m	R450m	R450m	R450m
	ILS ❷	327'(200')	327'(200')	327'(200')	327'(200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out ❶	R550m	R550m	R550m	R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS ❸	1456'(1329')	1466'(1339')	1475'(1348')	1485'(1358')
		R1500m	R1500m	R2400m	R2400m
	RNAV ILS ❹	327'(200')	327'(200')	327'(200')	327'(200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out ❶	R550m	R550m	R550m	R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNAV ILS ❹	1055'(928')	1065'(938')	1075'(948')	1085'(958')
		R1500m	R1500m	R2400m	R2400m
	GLS ❻	327'(200')	327'(200')	330'(203')	340'(213')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out ❶	R550m	R550m	R550m	R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS ❸	1052'(925')	1062'(935')	1072'(945')	1082'(955')
		R1500m	R1500m	R2400m	R2400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❷ ❸	730'(603')	730'(603')	730'(603')	730'(603')
		R1500m	R1500m	R2100m	R2100m
	ALS out	R1500m	R1500m	R2400m	R2400m
	RNAV ❸ ❸	1460'(1333')	1460'(1333')	1460'(1333')	1460'(1333')
		R5000m	R5000m	R5000m	R5000m
	VOR Z ❸ ❹	NOT APPLICABLE	NOT APPLICABLE	820'(693')	820'(693')
				R2400m	R2400m

❶ W/o HUD/AP/FD: RVR 750m.

❷ Missed apch climb grad MIM 5.0% up to 4730'(4603').

❸ Missed apch climb grad MIM 2.5%.

❹ Missed apch climb grad MIM 5.0% up to 4560'(4433').

❺ Missed apch climb grad MIM 4.0% up to 4560'(4433').

❻ Missed apch climb grad MIM 3.5% up to 4560'(4433').

❼ Missed apch climb grad MIM 3.8% up to 4560'(4433').

❽ Continuous Descent Final Approach.

❾ Missed apch climb grad MIM 2.9% up to 4560'(4433').

UHPP/PKC17 MAR 17
Eff 30 Mar**JEPPESEN****(10-9S1)****PETROPAVLOVSK-KAMCHATSKY, RUSSIA**
YELIZOVO**Standard**

STRAIGHT-IN RWY	A	B	C	D
34L VOR Z or Y ① ② (contd)	820' (693') R1500m	820' (693') R1500m	1220' (1093') R2400m	1220' (1093') R2400m
NDB Z or Y ②	760' (633')③ R1500m	760' (633')③ R1500m	760' (633')④ R2200m	760' (633')④ R2200m
ALS out	R1500m	R1500m	R2400m	R2400m
NDB Z or Y ① ②	1050' (923') R1500m	1050' (923') R1500m	2090' (1963') R5000m	2090' (1963') R5000m

① Missed apch climb grad MIM 2.5%.

② Continuous Descent Final Approach.

③ Missed apch climb grad MIM 2.9% up to 3090'(2963').

④ Missed apch climb grad MIM 4.0% up to 4730'(4603').

CIRCLE-TO-LAND ⑤	100 KT	135 KT	180 KT	205 KT
	1510' (1382') 970' (842')⑥ V1500m⑧	1510' (1382') 1140' (1012')⑥ V1600m⑧	1710' (1582') 1580' (1452')⑦ V2400m⑧	1830' (1702') 1830' (1702') V3600m⑧

⑤ Prohibited West of airport.

⑥ After RNAV ILS 34L: 1510'(1382').

⑦ After RNAV ILS 34L: 1710'(1582').

⑧ or higher minimums of preceding straight-in approach.

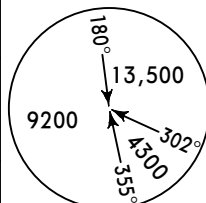
TAKE-OFF RWY 16R, 34L

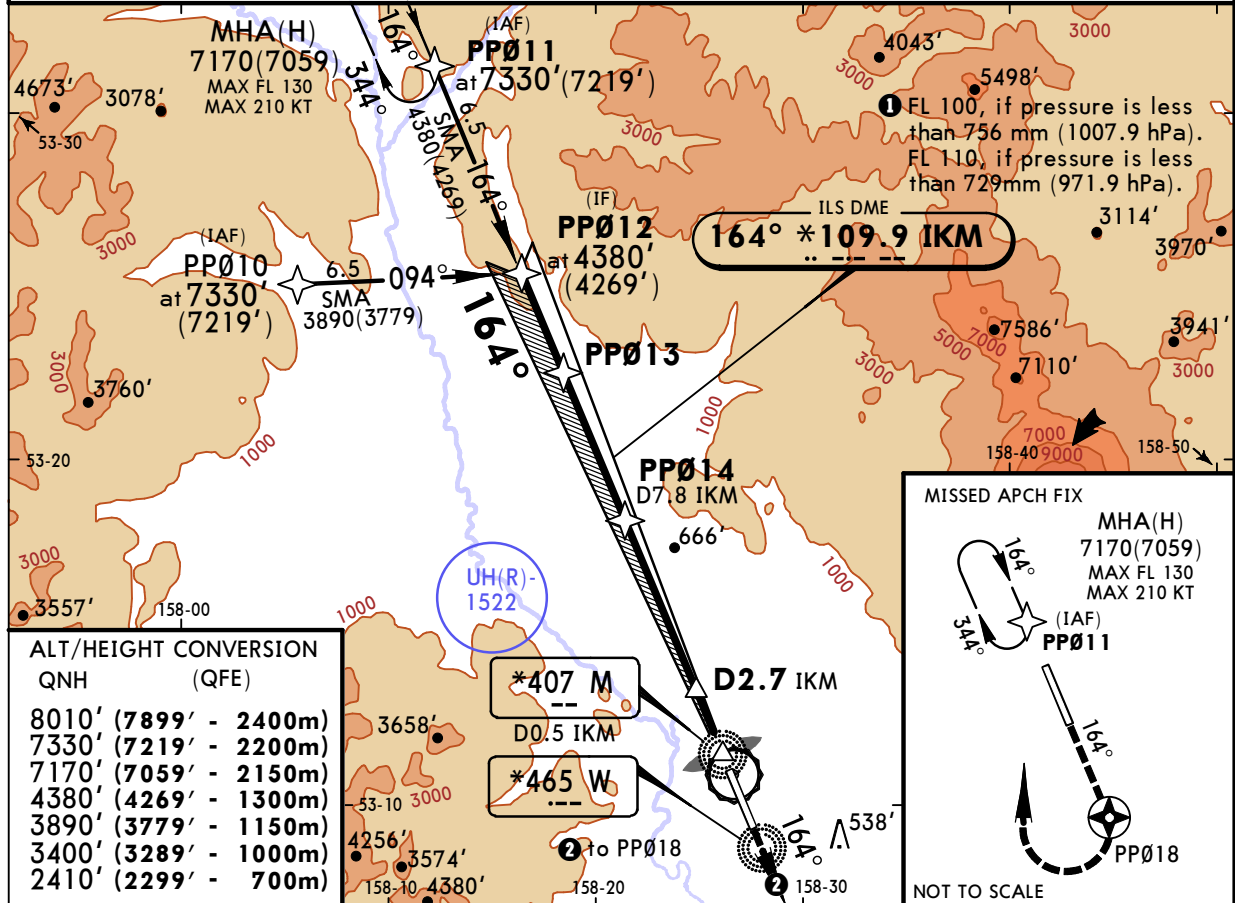
Low Visibility Take-off						
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL & RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m
C						
D						

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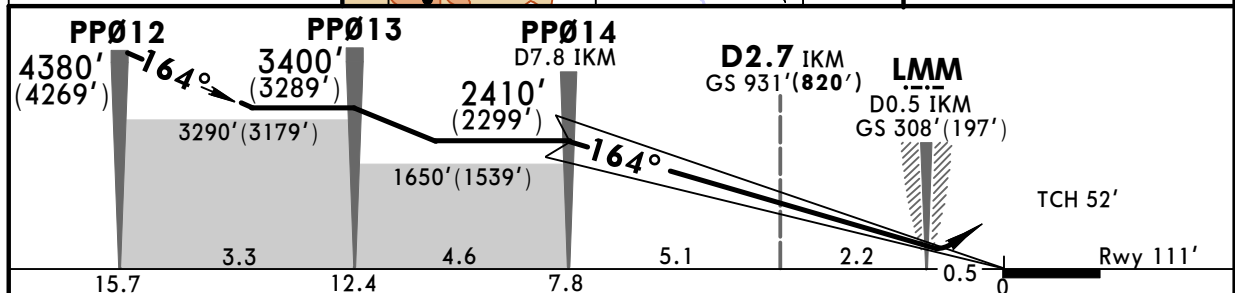
JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA
14 APR 17 (11-1) **ILS Z Rwy 16R**


BRIEFING STRIP

*ATIS 126.8		PETROPAVLOVSK Krug (TWR) 119.4		PETROPAVLOVSK Start (TWR) 118.1		 MSA W Lctr
LOC IKM *109.9	Final Apch Crs 164°	GS D2.7 IKM 931'(820')	ILS DA(H) Refer to Minimums	Apt Elev 128' Rwy 111'		
MISSED APCH: Climb on 164° to PP018, then turn RIGHT to PP011 climbing to 7170'(7059') or above and hold.						
Alt Set: MM (hPa on req) GNSS required.		QNH on req (QFE)		Trans level: FL 90 1		Trans alt: 8010' (7899')



ALT/HEIGHT CONVERSION	QNH	(QFE)
8010' (7899' - 2400m)		
7330' (7219' - 2200m)		
7170' (7059' - 2150m)		
4380' (4269' - 1300m)		
3890' (3779' - 1150m)		
3400' (3289' - 1000m)		
2410' (2299' - 700m)		



Gnd speed-Kts	70	90	100	120	140	160		PP018 ↑ on 164°
GS	2.70°	334	430	478	573	764		

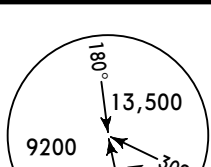
STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND		
ILS		LOC (GS out)		Prohibited West of airport		
A: 311'(200')		C: 324'(213')				
DA(H) B: 314'(203')		D: 334'(223')				
FULL		ALS out		Max Kts	MDA(H)	
A	1200m		NOT AUTHORIZED		100	970' (842') 1600m
B					135	1140' (1012') 2400m
C					180	1580' (1452') 4800m
D					205	1830' (1702') 4800m

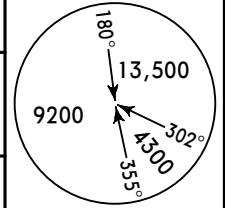
PANS OPS

UHPP/PKC
YELIZOVO

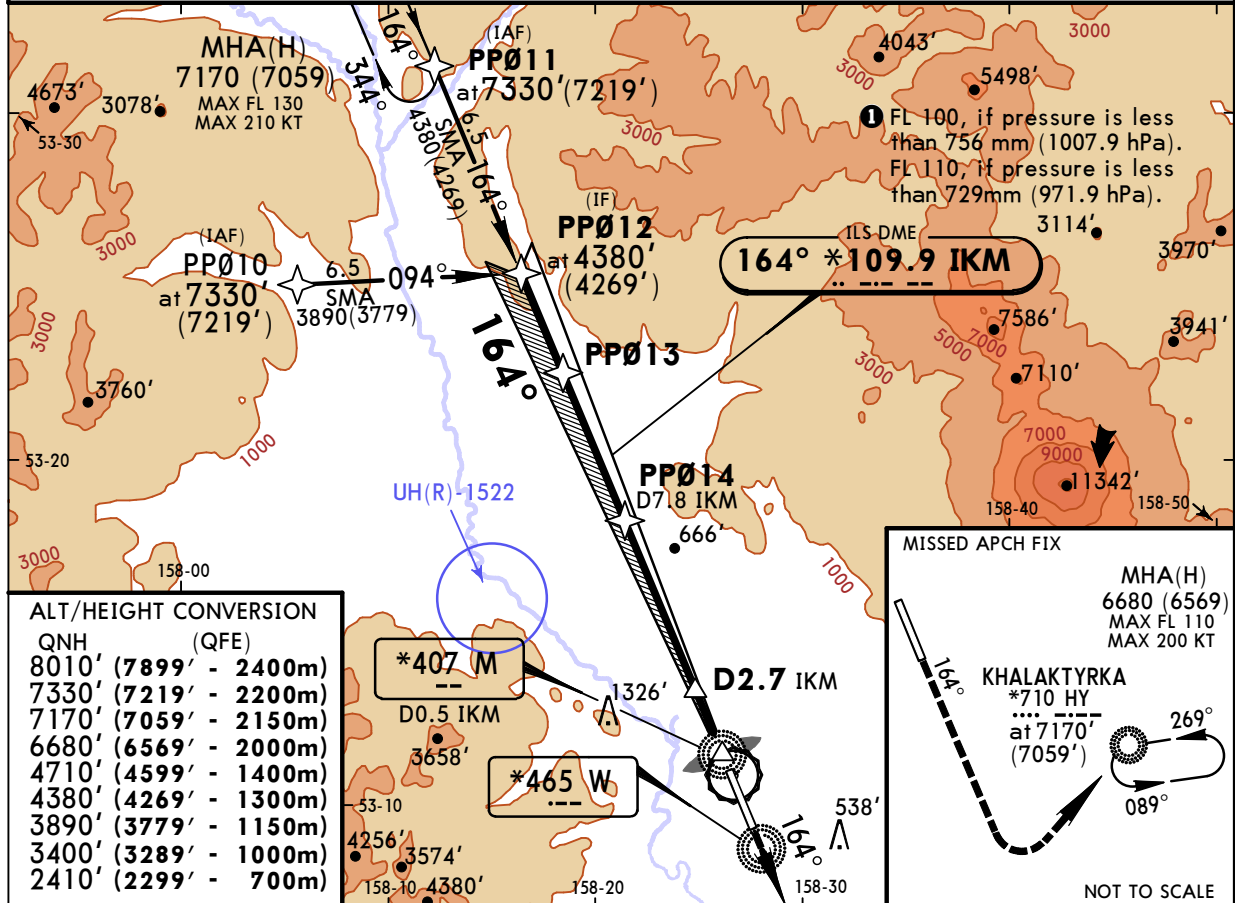
JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA
14 APR 17 (11-2) **ILS Y Rwy 16R**

BRIEFING STRIP

*ATIS 126.8		PETROPAVLOVSK Krug (TWR) 119.4		PETROPAVLOVSK Start (TWR) 118.1	
LOC IKM *109.9	Final Apch Crs 164°	GS D2.7 IKM 931'(820')	ILS DA(H) Refer to Minimums	Apt Elev 128' Rwy 111'	
MISSED APCH: Climb on 164° to 4710'(4599') then turn LEFT to HY NDM climbing to 7170'(7059') or above and hold.					 MSA W Lctr
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 90 ①	
1. Dual ADF required. 2. GNSS required.				Trans alt: 8010' (7899')	

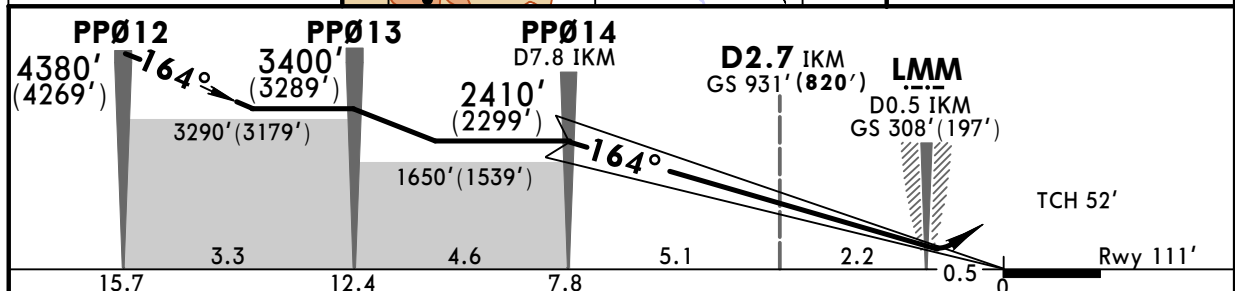


MSA W Lctr



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010' (7899')	- 2400m)
7330' (7219')	- 2200m)
7170' (7059')	- 2150m)
6680' (6569')	- 2000m)
4710' (4599')	- 1400m)
4380' (4269')	- 1300m)
3890' (3779')	- 1150m)
3400' (3289')	- 1000m)
2410' (2299')	- 700m)



Gnd speed-Kts	70	90	100	120	140	160
GS	2.70°	334	430	478	573	669

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND		
ILS		LOC (GS out)		Prohibited West of airport		
DA(H) A: 311'(200') C: 324'(213')						
B: 314'(203') D: 334'(223')						
FULL		ALS out		Max Kts	MDA(H)	
A	1200m		NOT AUTHORIZED		100	970' (842') 1600m
B					135	1140' (1012') 2400m
C					180	1580' (1452') 4800m
D					205	1830' (1702') 4800m

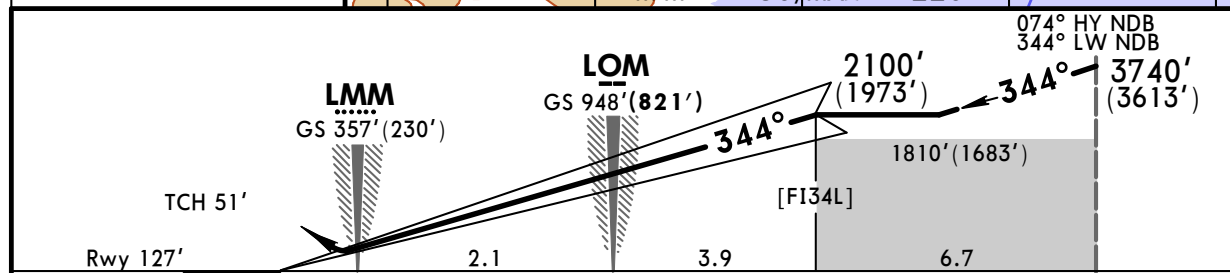
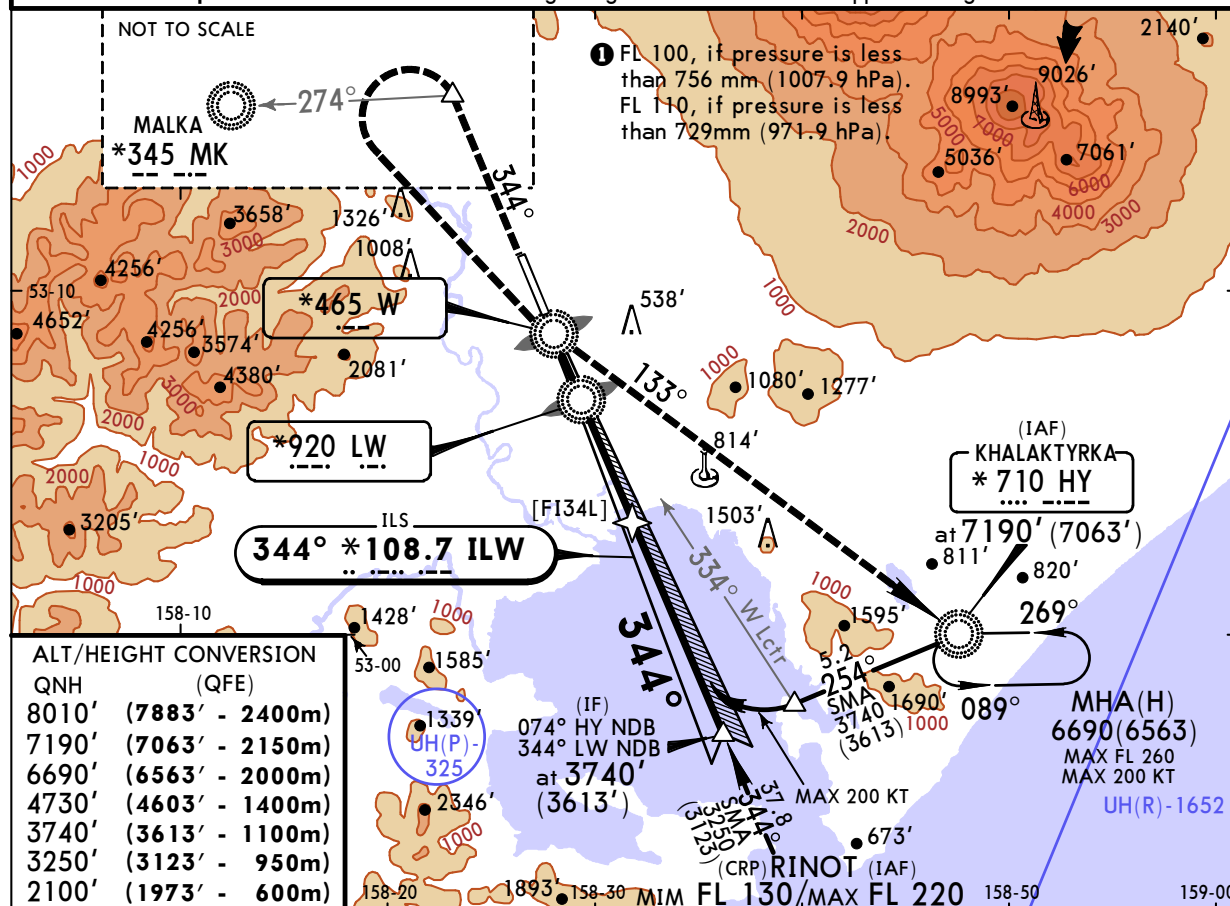
PANS OPS


**UHPP/PKC
YELIZOVO**

JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
17 MAR 17 (11-3) Eff 30 Mar ILS Rwy 34L

ILS Rwy 34L

*ATIS		PETROPAVLOVSK Krug (TWR)		PETROPAVLOVSK Start (TWR)		
126.8		119.4		118.1		
LOC ILW *108.7	Final Apch Crs 344°	GS LOM 948'(821')	ILS DA(H) Refer to Minimums	Apt Elev 128' Rwy 127'		
MISSED APCH: Climb on 344° to 274° MK NDB, then turn LEFT (MAX 240 KT) to W Lctr. Proceed on 133° HY NDB to HY NDB climbing to 7190'(7063') or above and hold. MAX 240 KT.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 90 ①		Trans alt: 8010' (7883')
1. Dual ADF required. 2. There is no level-flight leg on the intermediate approach segment.						



		0	0.6		2.7				HIALS-II							
Gnd speed-Kts		70	90	100	120	140	160			PAPI	240 KT MAX	344° ↑	MK 345 274°			
ILS GS	2.70°	334	430	478	573	669	764									

STRAIGHT-IN LANDING RWY 34L 1							CIRCLE-TO-LAND			
Missed apch climb gradient min 5.0% up to 4730'(4603') DA(H) 327'(200')				Missed apch climb gradient min 2.5% A:1456'(1329') C:1475'(1348') B:1466'(1339') D:1485'(1358')			Prohibited West of airport			
FULL		TDZ or CL out	ALS out	FULL		TDZ or CL out	ALS out	Max Kts	MDA(H)	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	3200m			100	970' (842')	1600m 2	
B							135	1140' (1012')	2400m 2	
C				4000m			4800m	180	1580' (1452')	4800m
D								205	1830' (1702')	4800m

1 LOC (GS out): NOT AUTHORIZED. **2** or higher minimums of preceding straight-in approach.

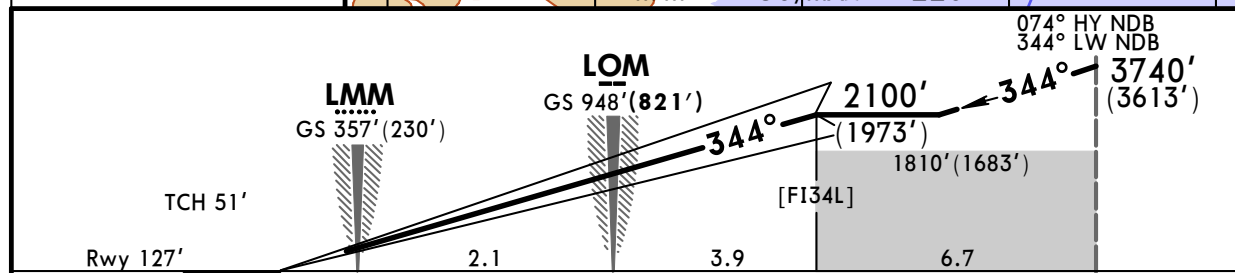
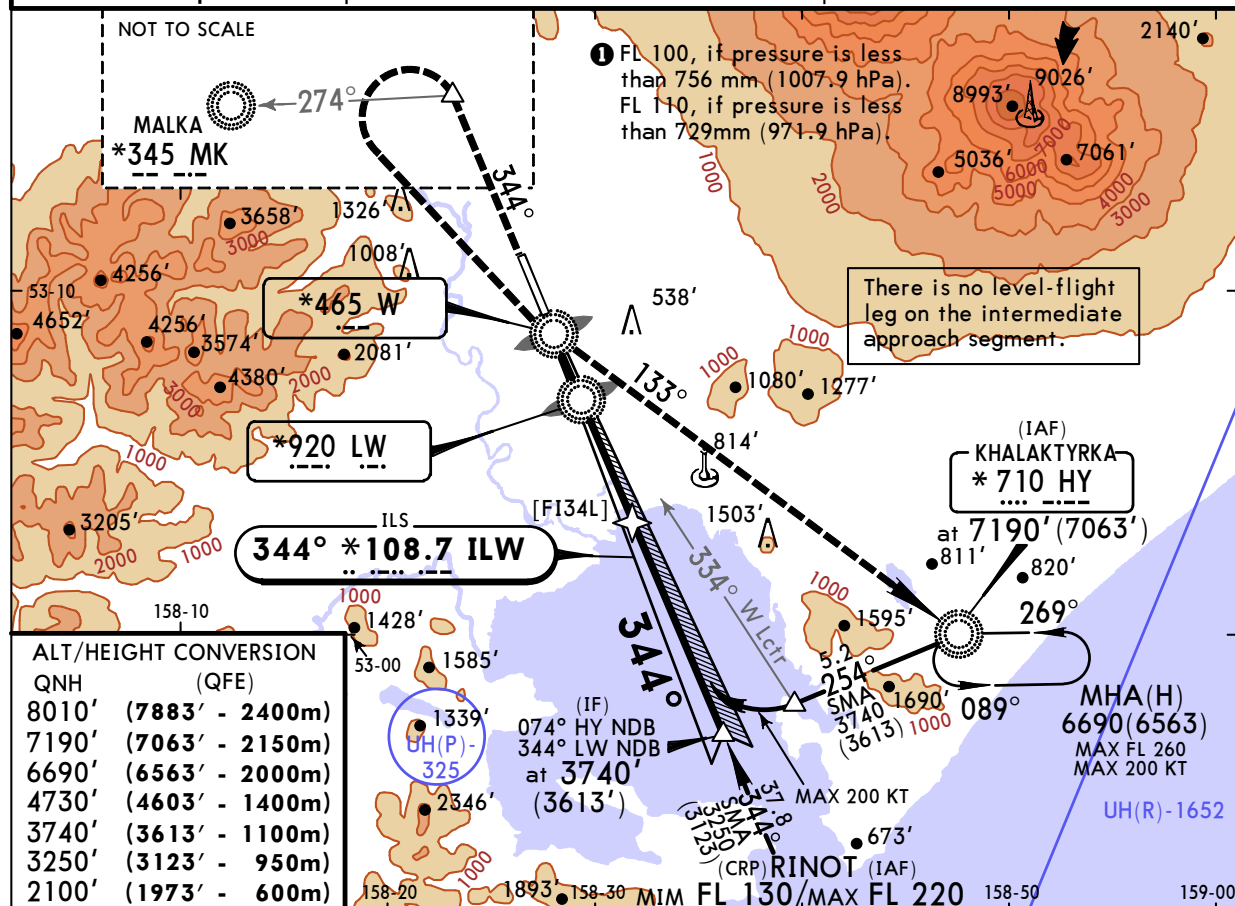
CHANGES: Note. Segment minimum altitude.

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**UHPP/PKC
YELIZOVO**

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
17 MAR 17 **(11-3A)** Eff 30 Mar CAT II ILS Rwy 34L

*ATIS		PETROPAVLOVSK Krug (TWR)		PETROPAVLOVSK Start (TWR)		
126.8		119.4		118.1		
LOC ILW *108.7	Final Apch Crs 344°	GS LOM 948'(821')	CAT II ILS Refer to Minimums	Apt Elev 128' Rwy 127'		
MISSED APCH: Climb on 344° to 274° MK NDB, then turn LEFT (MAX 240 KT) to W Lctr. Proceed on 133° HY NDB to HY NDB climbing to 7190'(7063') or above and hold. MAX 240 KT.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 90 ①		Trans alt: 8010' (7883')
1. Dual ADF required. 2. Special Aircrew & Aircraft Certification Required.						

[illegible]

STRAIGHT-IN LANDING RWY 34L

Missed apch climb gradient mim 5.0% up to 4730' (4603')			CAT II ILS		Missed apch climb gradient mim 2.5%		
AB	C	D	A	B	C	D	
RA 105'	RA 111'	RA 126'	A 1370'	B 1387'	C 1400'	D 1413'	
DA(H) 227'(100')	DA(H) 232'(105')	DA(H) 245'(118')	(1243')	(1260')	(1273')	(1286')	

RVR 300m

RVR 450m

PANS OPS

UHPP/PKC
YELIZOVO

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA

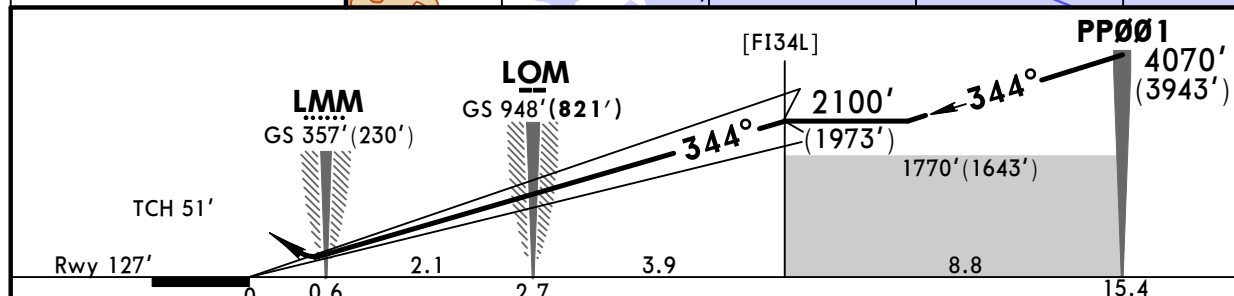
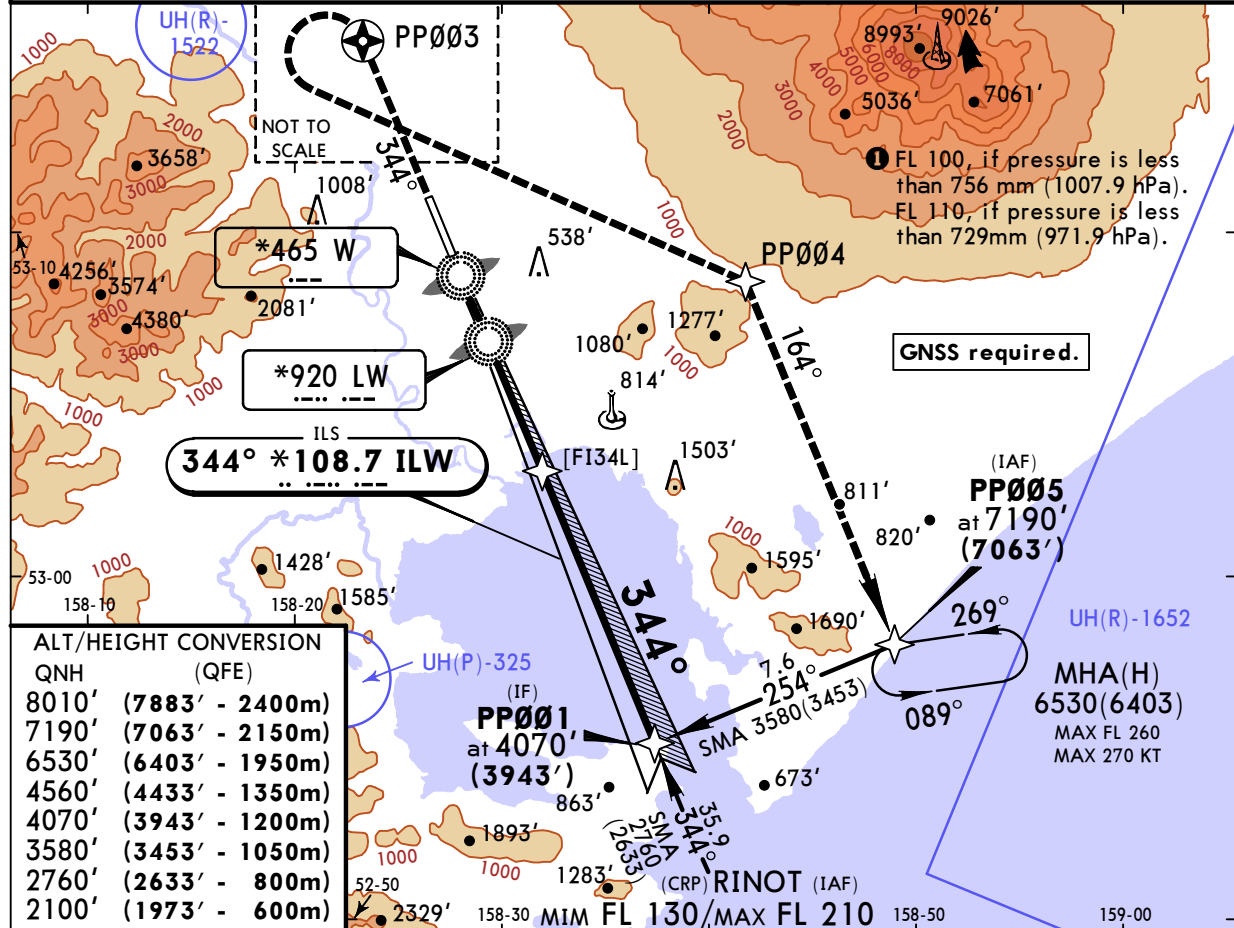
17 MAR 17 **11-4** Eff 30 Mar

RNAV ILS Rwy 34L

BRIEFING STRIP

*ATIS		PETROPAVLOVSK Krug (TWR)		PETROPAVLOVSK Start (TWR)		<div>13,500</div> <div>MSA ARP</div>
126.8		119.4		118.1		
LOC ILW *108.7	Final Apch Crs 344°	GS LOM 948'(821')	ILS DA(H) Refer to Minimums	Apt Elev 128'	Rwy 127'	
MISSED APCH: Climb on 344° to PP003, then turn LEFT direct to PP004, then proceed to PP005 climbing to 7190'(7063'), then according to chart or join holding.						

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 Trans alt: 8010' (7883')



Gnd speed-Kts	70	90	100	120	140	160	PP003 on 344°
ILS GS	2.70°	334	430	478	573	669	

STRAIGHT-IN LANDING RWY 34L						CIRCLE-TO-LAND	
Missed apch climb gradient mim 4.0% up to 4560' (4433')			Missed apch climb gradient mim 2.5%			Prohibited West of airport	
DA(H) 327'(200')			A:1055'(928') C:1075'(948') B:1065'(938') D:1085'(958')				
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out	Max Kts	MDA(H)
A			3200m			100	1510'(1382') 2000m 2
B	RVR 550m	RVR 720m				135	1510'(1382') 2400m 2
C	VIS 800m	VIS 800m	1200m			180	1710'(1582') 4800m
D						205	1830'(1702') 4800m

1 LOC (GS out): NOT AUTHORIZED. 2 or higher minimums of preceding straight-in approach.

CHANGES: New procedure.

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UHPP/PKC
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17 MAR 17

(11-4A)

Eff 30 Mar

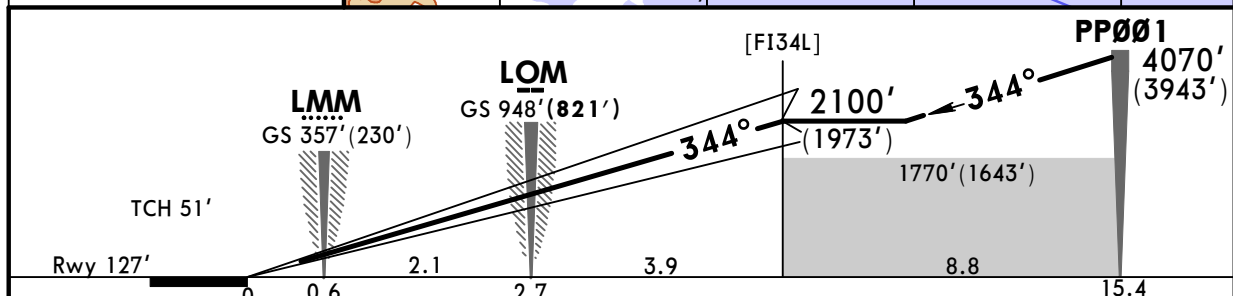
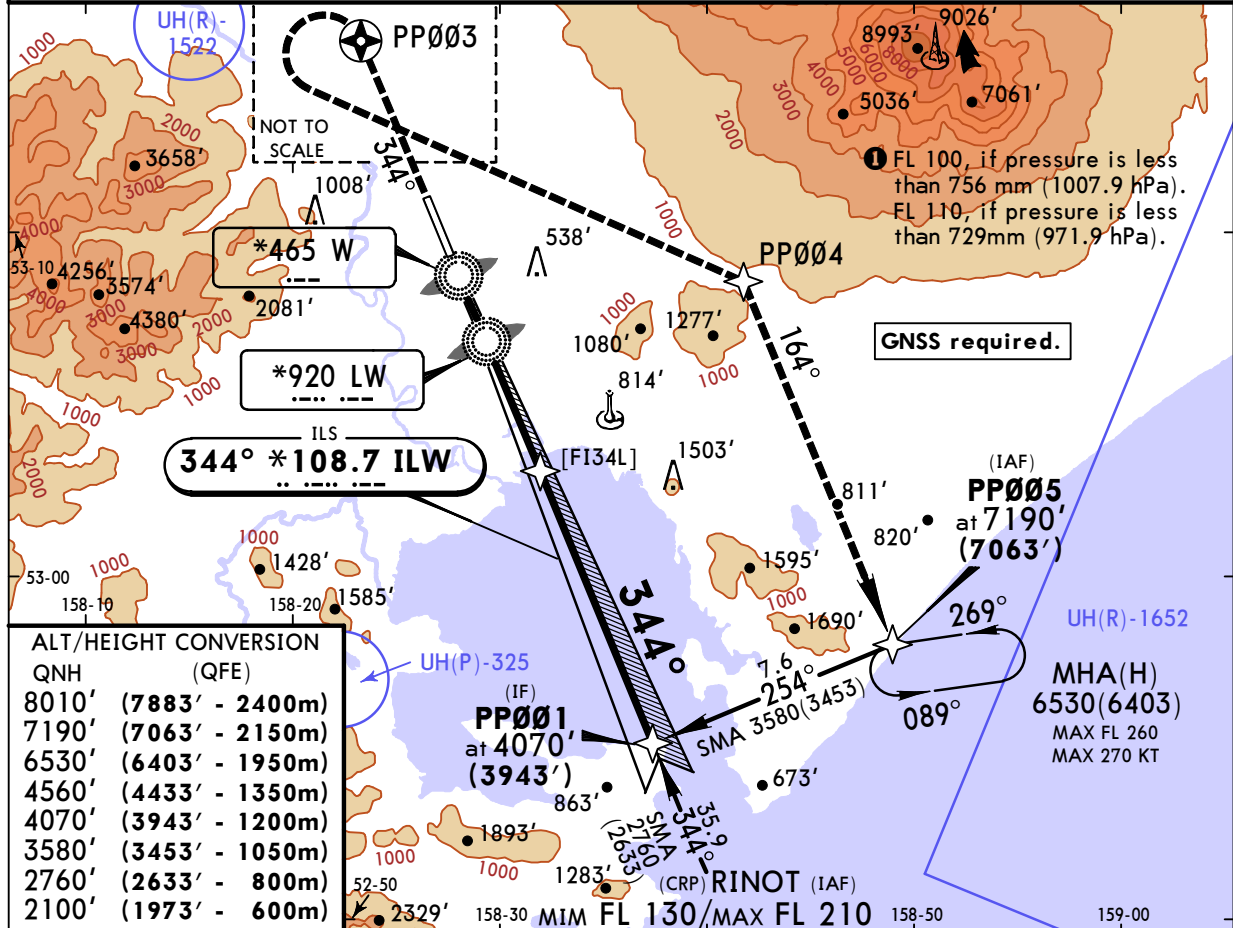
RNAV

PETROPAVLOVSK-KAMCHATSKY, RUSSIA
CAT II ILS Rwy 34L

BRIEFING STRIP

*ATIS 126.8		PETROPAVLOVSK Krug (TWR) 119.4		PETROPAVLOVSK Start (TWR) 118.1		<div></div> <div>13,500</div> <div></div> <div>MSA ARP</div>
LOC ILW *108.7	Final Apch Crs 344°	GS LOM 948'(821')	CAT II ILS Refer to Minimums	Apt Elev 128'	Rwy 127'	
MISSED APCH: Climb on 344° to PP003, then turn LEFT direct to PP004, then proceed to PP005 climbing to 7190'(7063'), then according to chart or join holding.						

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 Trans alt: 8010' (7883')



Gnd speed-Kts	70	90	100	120	140	160	<div>HIALS-II</div> <div>PAPI</div>	<div>PP003</div> <div>on 344°</div>
GS	2.70°	334	430	478	573	764		

STRAIGHT-IN LANDING RWY 34L				CAT II ILS			
Missed apch climb gradient mim 4.0% up to 4560'(4433')				Missed apch climb gradient mim 2.5%			
AB	RA 105'	RA 111'	RA 126'	A	B	C	D
DA(H)	227'(100')	232'(105')	245'(118')	967'(840')	983'(856')	996'(869')	1010'(883')
RVR 300m				RVR 450m			

PANS OPS

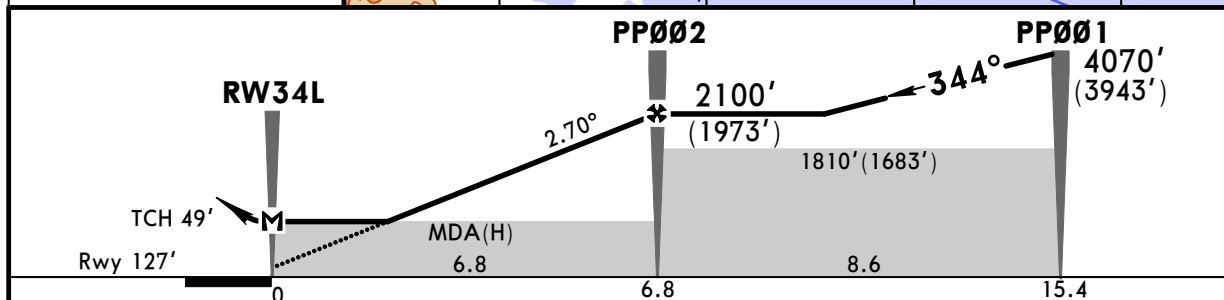
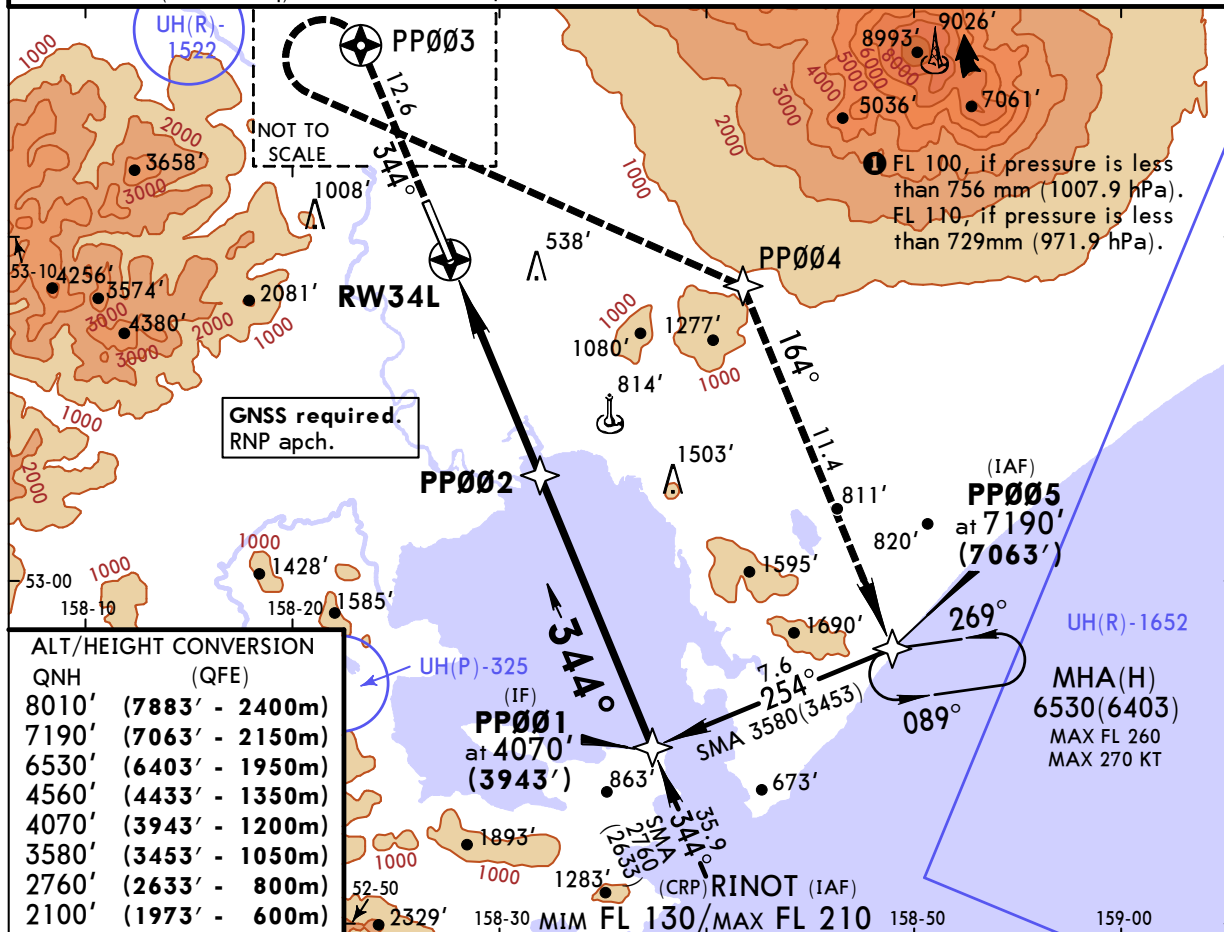
**UHPP/PKC
YELIZOVO**

JEPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
17 MAR 17 (12-1) Eff 30 Mar
RNAV (GNSS) Rwy 34L

17 MAR 17 (12-1) Eff 30 Mar

RNAV (GNSS) Rwy 34L

*ATIS 126.8		PETROPAVLOVSK Krug (TWR) 119.4		PETROPAVLOVSK Start (TWR) 118.1		<div><div></div><div>13,500</div><div>MSA ARP</div></div>
RNAV	Final Apch Crs 344°	Procedure Alt PP002 2100'(1973')	MDA(H) Refer to Minimums	Apt Elev 128' Rwy 127'		
MISSED APCH: Climb on 344° to PP003, then turn LEFT direct to PP004, then proceed to PP005 climbing to 7190'(7063'), then according to chart or join holding.						
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 1 Trans alt: 8010' (7883')						



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764
MAP at RW34L						

HIALS-II
PAPI

PP003
on **344°**

STRAIGHT-IN LANDING RWY 34L Missed apch climb gradient min					CIRCLE-TO-LAND	
3.8% up to 4560'(4433')			2.5%		Prohibited West of airport	
MDA(H) 730'(603')			MDA(H) 1460'(1333')		Max Kts	MDA(H)
		ALS out		ALS out		
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	1200m	RVR 1800m VIS 2000m	100	1510'(1382') 2000m
B			RVR 1500m VIS 1600m	2400m	135	1510'(1382') 2400m
C	RVR 1800m VIS 2000m	2800m	4000m	4800m	180	1710'(1582') 4800m
D	2400m	3200m			205	1830'(1702') 4800m

UHPP/PKC
YELIZOVO

17 MAR 17

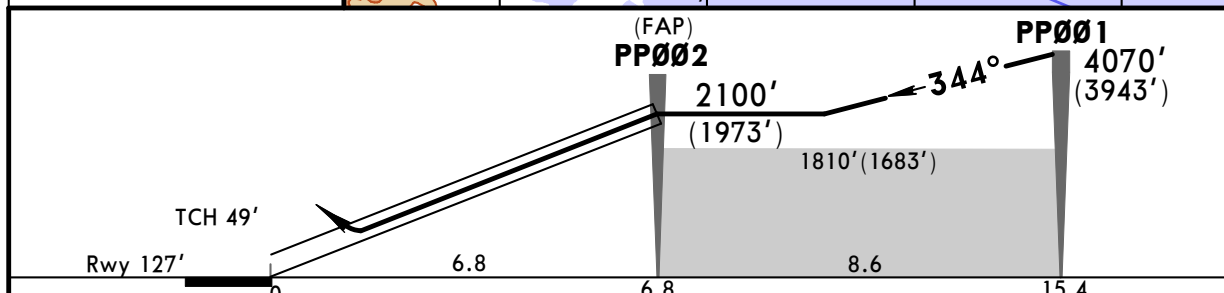
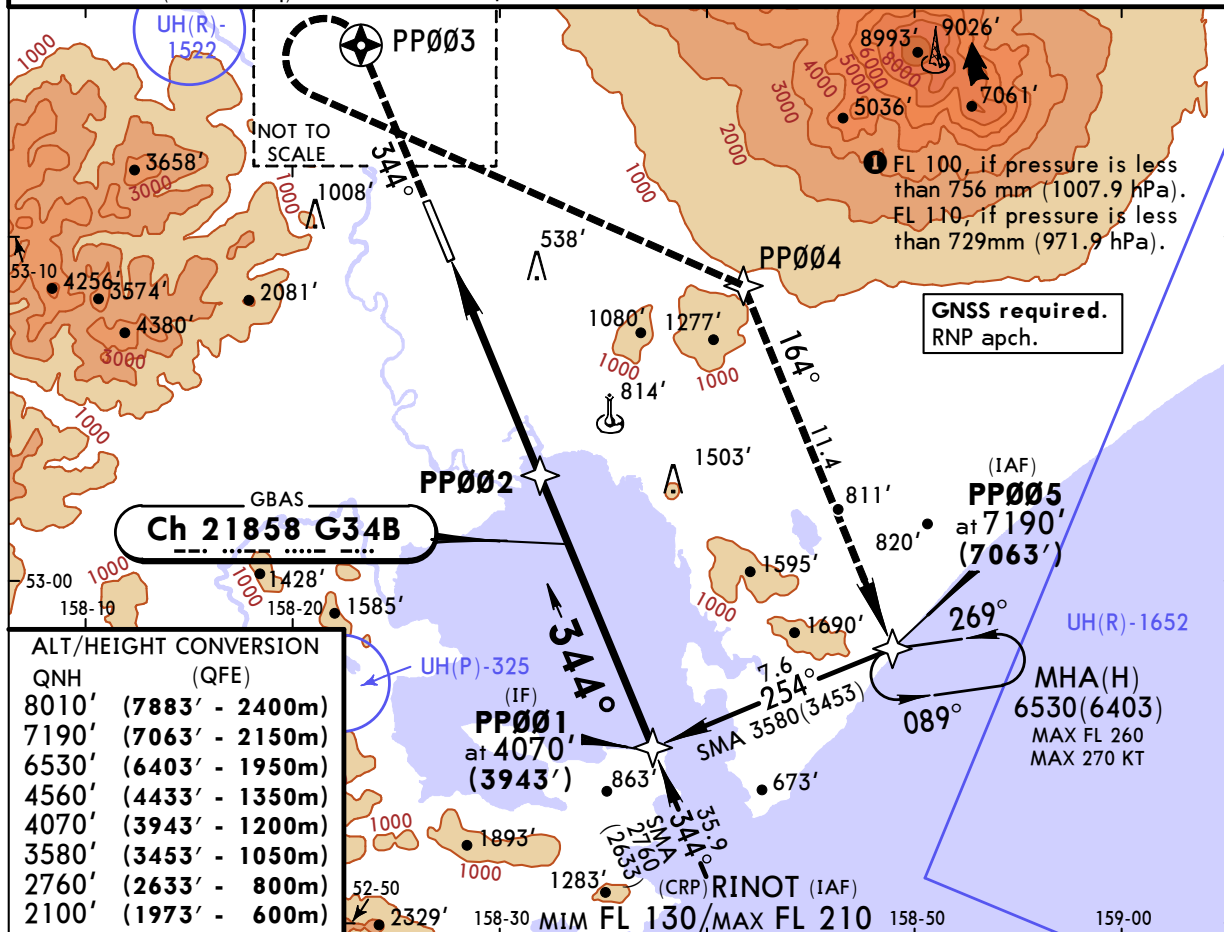
12-40

Eff 30 Mar

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA
GLS Rwy 34L

BRIEFING STRIP™

*ATIS 126.8		PETROPAVLOVSK Krug (TWR) 119.4		PETROPAVLOVSK Start (TWR) 118.1		<div>13,500</div> <div>MSA ARP</div>
GBAS Ch 21858 G34B	Final Apch Crs 344°	Procedure Alt PP002 2100'(1973')	GLS DA(H) Refer to Minimums	Apt Elev 128'	Rwy 127'	
MISSED APCH: Climb on 344° to PP003, then turn LEFT direct to PP004, then proceed to PP005 climbing to 7190'(7063'), then according to chart or join holding.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 90 1		
Trans alt: 8010' (7883')						



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle	2.70°	334	430	478	573	669
MAP at DA						

STRAIGHT-IN LANDING RWY 34L						CIRCLE-TO-LAND	
Missed apch climb gradient mim 3.5% up to 4560'(4433')						Prohibited West of airport	
DA(H) C: 330'(203') AB: 327'(200') D: 340'(213')			DA(H) A: 1052'(925') B: 1062'(935') D: 1082'(955')				
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out	Max Kts	MDA(H)
A						100	1510'(1382') 2000m 1
B	RVR 550m	RVR 720m	1200m			135	1510'(1382') 2400m 1
C	VIS 800m	VIS 800m				180	1710'(1582') 4800m
D				4000m	4800m	205	1830'(1702') 4800m

1 After apch with missed apch climb grad mim 2.5% : VIS 3200m.

CHANGES: Holding. Segment minimum altitude.

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UHPP/PKC
YELIZOVO

17 MAR 17
Eff 30 Mar

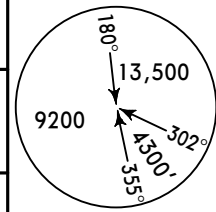
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CAT C & D

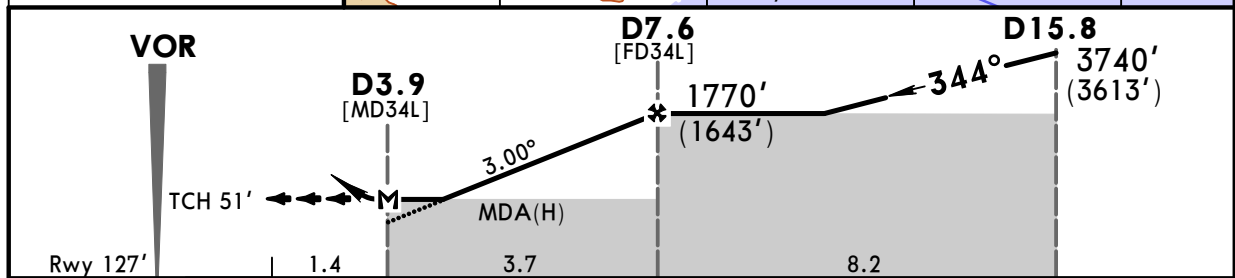
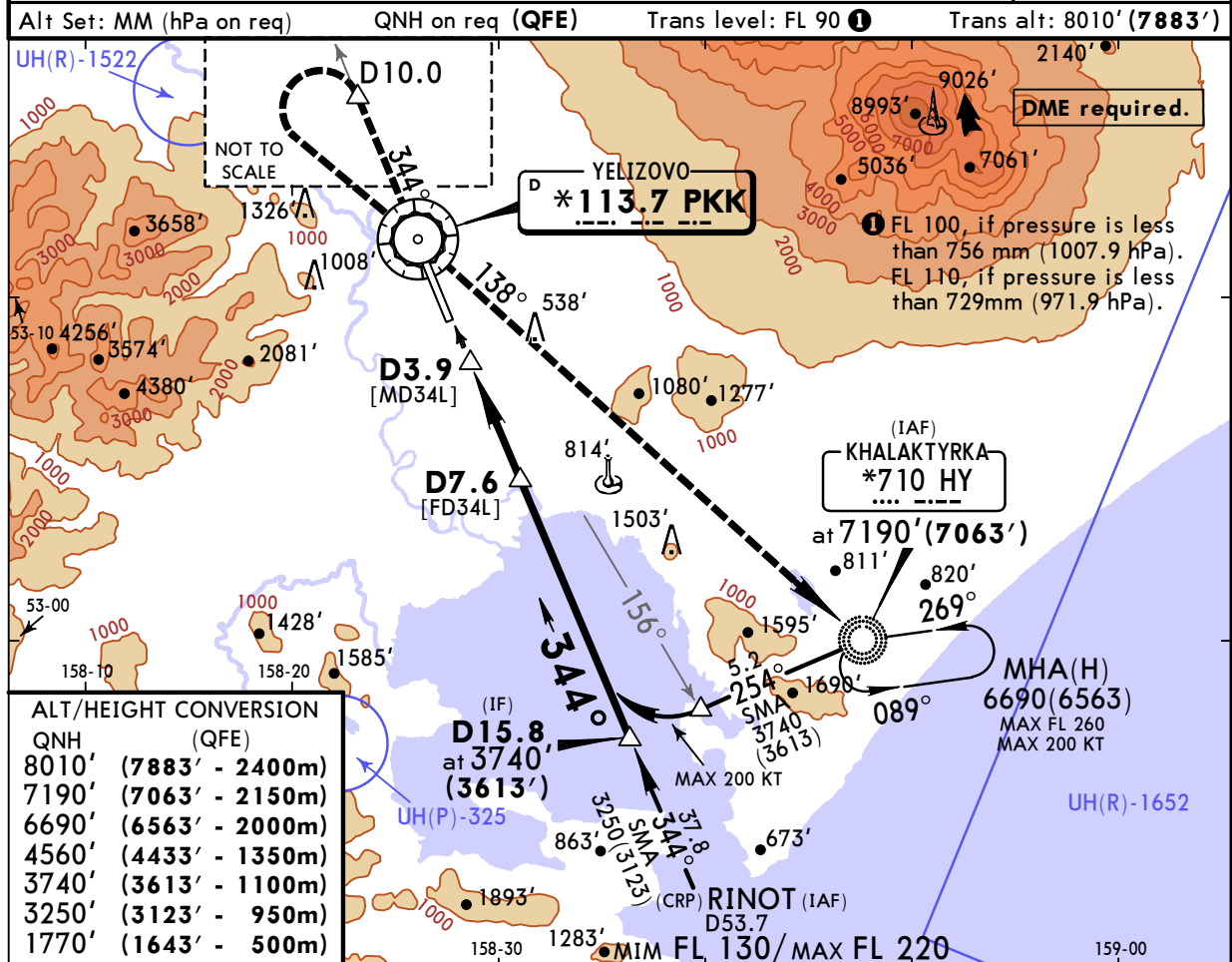
JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
VOR Z Rwy 34L

BRIEFING STRIP

*ATIS	PETROPAVLOVSK Krug (TWR)	PETROPAVLOVSK Start (TWR)	
126.8	119.4	118.1	
VOR PKK *113.7	Final Apch Crs 344°	Procedure Alt D7.6 1770'(1643')	MDA(H) (CONDITIONAL) 820'(693')
		Apt Elev 128'	Rwy 127'
MISSED APCH: Climb on R-344 to D10.0, then turn LEFT to VOR, then proceed to 138° to NDB climbing to 7190'(7063') or above, then proceed to holding.			
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 ① Trans alt: 8010' (7883')			



MSA
PKK VOR



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D3.9								

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND			
Missed apch climb gradient mim 2.9% up to 4560'(4433')		Missed apch climb gradient mim 2.5%		Prohibited West of airport			
MDA(H) 820'(693')		MDA(H) 1220'(1093')					
ALS out		ALS out		Max Kts	MDA(H)		
A	NOT APPLICABLE		NOT APPLICABLE	A	NOT APPLICABLE		
B	NOT APPLICABLE		NOT APPLICABLE	B	NOT APPLICABLE		
C	2400m	3200m	4000m	180	1710'(1582')	4800m	
D	2800m	3600m	4800m	205	1830'(1702')	4800m	

PANS OPS

UHPP/PKC
YELIZOVO

17 MAR 17
Eff 30 Mar

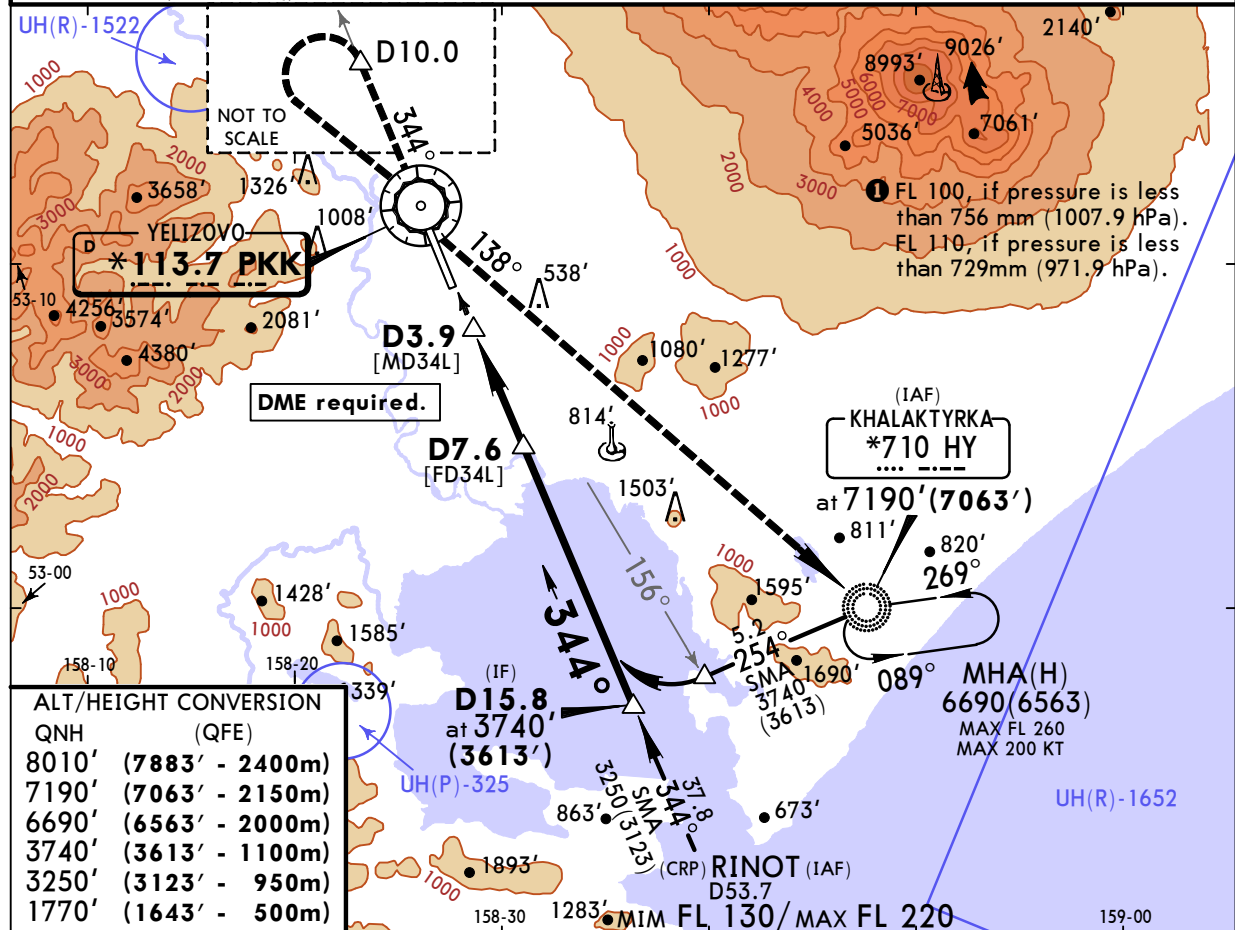
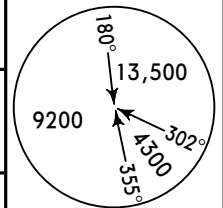
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CAT A & B

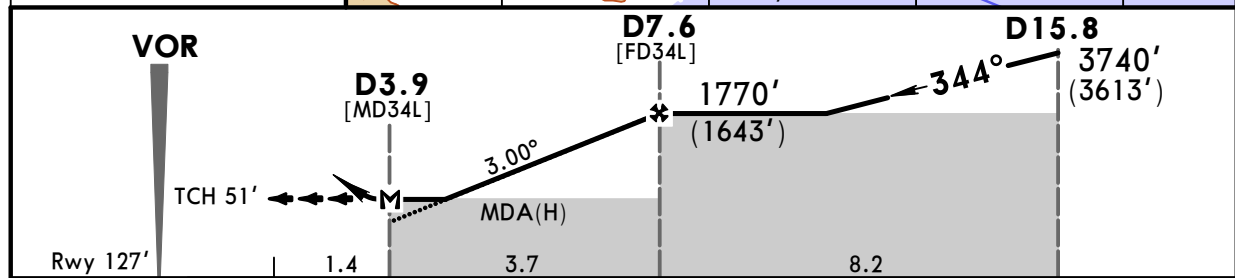
JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA
VOR Y Rwy 34L

BRIEFING STRIP

*ATIS	PETROPAVLOVSK Krug (TWR)		PETROPAVLOVSK Start (TWR)	
126.8	119.4		118.1	
VOR PKK *113.7	Final Apch Crs 344°	Procedure Alt D7.6 1770'(1643')	MDA(H) 820'(693')	Apt Elev 128' Rwy 127'
MISSED APCH: Climb on R-344 to D10.0, then turn LEFT to VOR, then proceed to 138° to NDB climbing to 7190'(7063') or above, then proceed to holding.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 ① Trans alt: 8010' (7883')				



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010' (7883' - 2400m)	
7190' (7063' - 2150m)	
6690' (6563' - 2000m)	
3740' (3613' - 1100m)	
3250' (3123' - 950m)	
1770' (1643' - 500m)	



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.9						

STRAIGHT-IN LANDING RWY 34L			CIRCLE-TO-LAND		
MDA(H) 820'(693')			Prohibited West of airport		
ALS out			MDA(H)		
A	3200m		Max Kts	1510'(1382')	
B			100	3200m	
C			135		
D	NOT APPLICABLE		C	NOT APPLICABLE	
			D		

PANS OPS

**UHPP/PKC
YELIZOVO**

JEPF
17 MAR 17
Eff 30 Mar

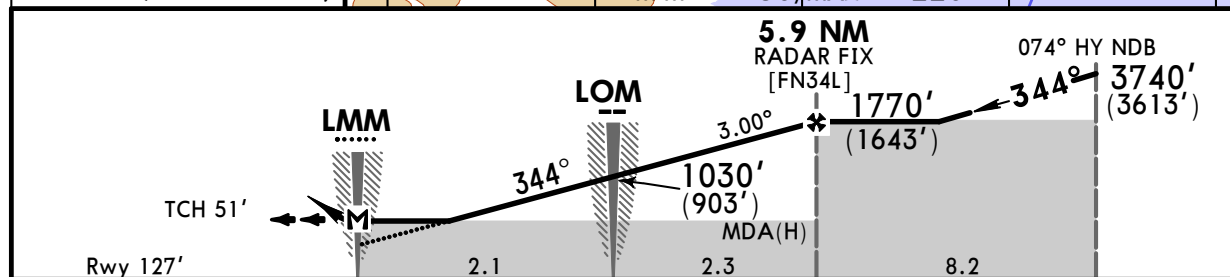
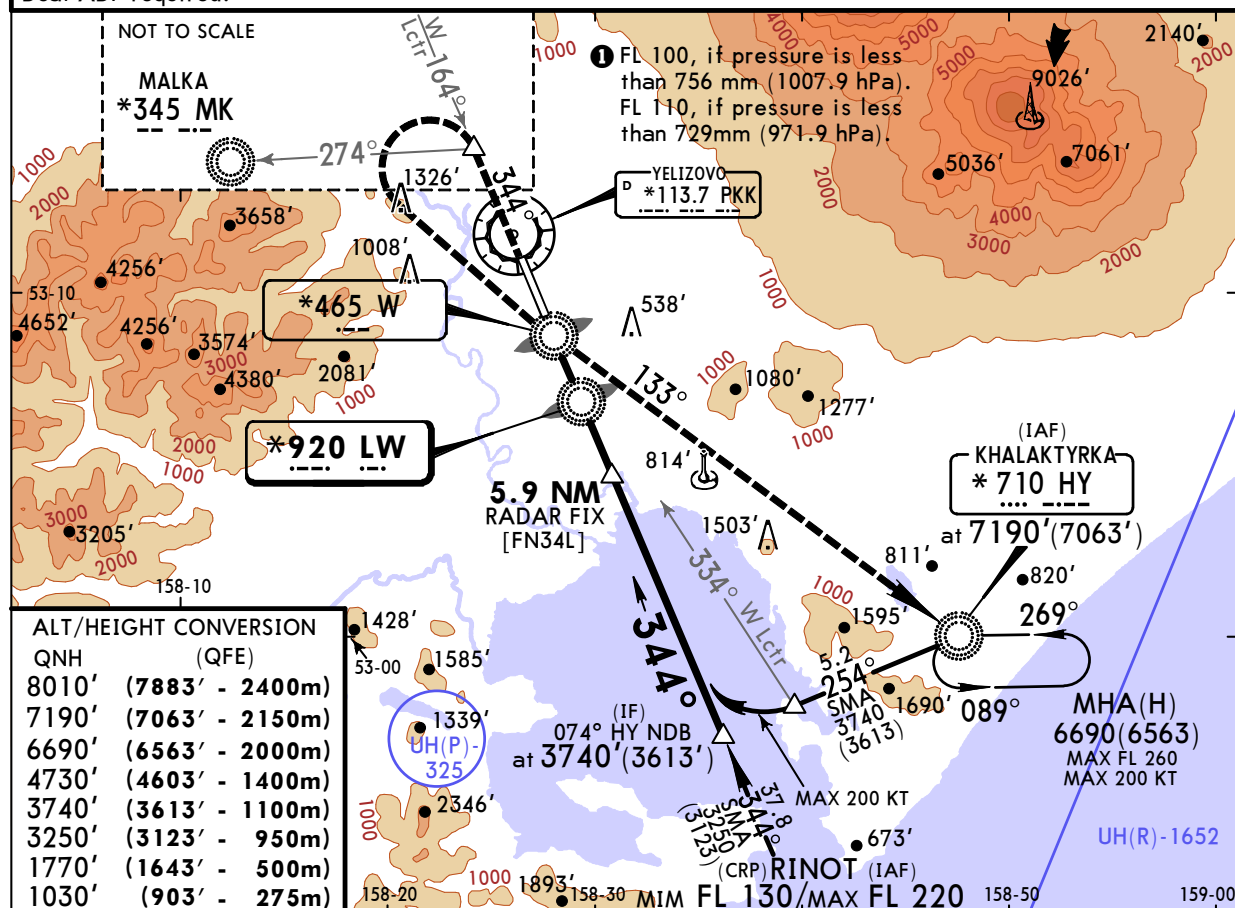
16-1



CAT C & D

JEPPESSEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
MAR 17 (16-1) CAT C & D NDB Z Rwy 34L
30 Mar

NDB Z Rwy 34L

*ATIS		PETROPAVLOVSK Krug (TWR)		PETROPAVLOVSK Start (TWR)		
126.8		119.4		118.1		
NDB LW * 920	Final Apch Crs 344°	Procedure Alt 5.9 NM RADAR FIX 1770'(1643')	MDA(H) (CONDITIONAL) 760'(633')	Apt Elev 128'	Rwy 127'	
MISSED APCH: Climb on 164° W Lctr to 274° MK NDB, then turn LEFT (MAX 240 KT) to W Lctr. Proceed on 133° HY NDB to HY NDB climbing to 7190'(7063') or above and hold. MAX 240 KT.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 90 ①		Trans alt: 8010'(7883')



		0	0.6		2.7		HIALS-II						W		MK	
Gnd speed-Kts		70	90	100	120	140	160	 PAPI	240 KT MAX		on	465 164°	345 274°			
Descent Angle 3.00°		372	478	531	637	743	849									
MAP at LMM																
STRAIGHT-IN LANDING RWY 34L Missed apch climb gradient min										CIRCLE-TO-LAND						
4.0% up to 4730'(4603')						2.5%				Prohibited West of airport						
MDA(H) 760'(633')						MDA(H) 2090'(1963')										
		ALS out				ALS out				Max Kts	MDA(H)					
A	NOT AUTHORIZED								A	NOT AUTHORIZED						
B																
C	RVR 1800m VIS 2000m	2800m			4000m			4800m	180	1710'(1582')			4800m			
D	2800m	3200m			4400m				205	1830'(1702')			4800m			

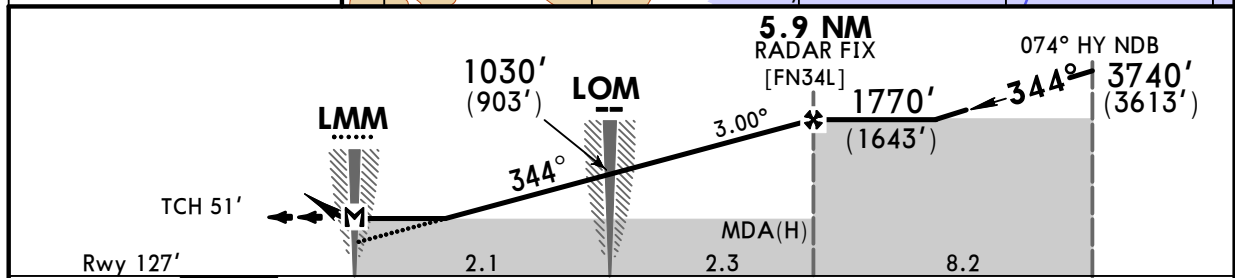
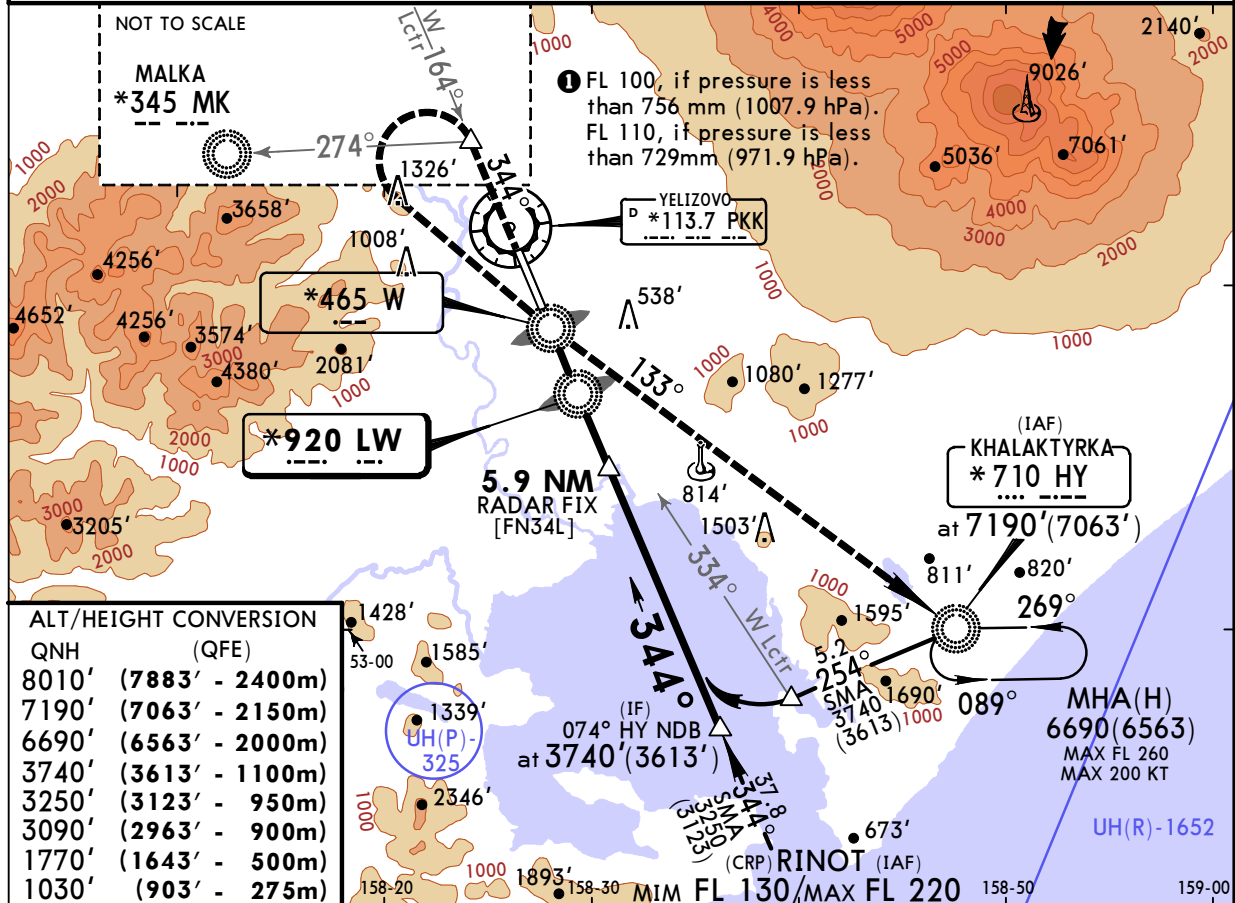
UHPP/PKC
YELIZOVO

JEPPesen PETROPAVLOVSK-KAMCHATSKY, RUSSIA
17 MAR 17
Eff 30 Mar (16-2) CAT A & B

NDB Y Rwy 34L

BRIEFING STRIP

*ATIS 126.8		PETROPAVLOVSK Krug (TWR) 119.4		PETROPAVLOVSK Start (TWR) 118.1		 MSA W Lctr
NDB LW *920	Final Apch Crs 344°	Procedure Alt 5.9 NM RADAR FIX 1770'(1643')	MDA(H) (CONDITIONAL) 760'(633')	Apt Elev 128'	Rwy 127'	
MISSED APCH: Climb on 164° W Lctr to 274° MK NDB, then turn LEFT to W Lctr. Proceed on 133° HY NDB to HY NDB climbing to 7190'(7063') or above and hold.						
Alt Set: MM (hPa on req) Dual ADF required.		QNH on req (QFE)		Trans level: FL 90 1		
Trans alt: 8010'(7883')						



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

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND	
Missed apch climb gradient min				Prohibited West of airport	
2.9% up to 3090'(2963')		2.5%			
MDA(H) 760'(633')		MDA(H) 1050'(923')			
ALS out		ALS out		Max Kts	MDA(H)
A	1200m	RVR 1500m VIS 1600m	1200m	100	1510'(1382') 2000m
B				135	1510'(1382') 2400m
C	NOT AUTHORIZED			C	NOT AUTHORIZED
D				D	

PANC/ANC

STEVENS ANCHORAGE INTL

JEPPesen

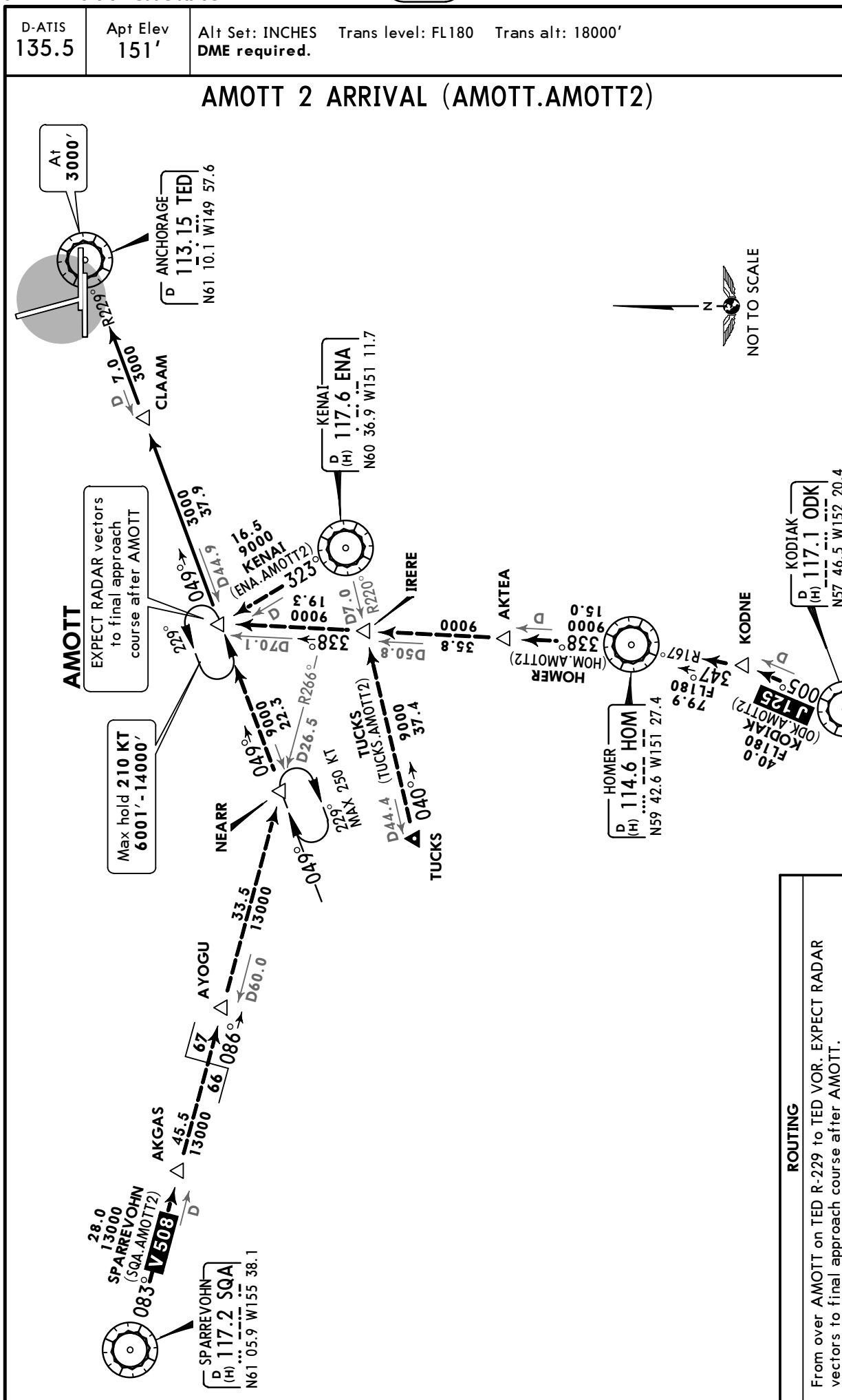
21 APR 17

10-2

Eff 27 Apr

ANCHORAGE, ALASKA

STAR



PANC/ANC

STEVENS ANCHORAGE INTL

JEPPESEN

21 APR 17

(10-2A)

Eff 27 Apr

ANCHORAGE, ALASKA

STAR

D-ATIS
135.5

Apt Elev
151'

Alt Set: INCHES
DME required.

Trans level: FL180

Trans alt: 18000'

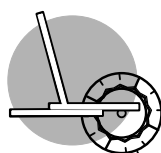
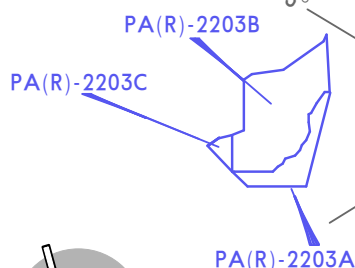
ELLAM FIVE ARRIVAL (ELLAM.ELLAM5)

BIG LAKE
D(H) 112.5 BGQ
N61 34.2 W149 58.0



ELLAM
N61 22.7
W149 20.3

EXPECT RADAR
vectors to final
approach course



ANCHORAGE
D 113.15 TED
N61 10.1 W149 57.6

TAZLI
N61 13.7
W148 51.5

JOHNSTONE POINT
(JOH. ELLAM5)
D(H) 116.7 JOH
N60 28.9 W146 36.0



JOHNSTONE
POINT
D(H) 116.7 JOH
N60 28.9 W146 36.0



Direct distance from ELLAM to:
Stevens Anchorage Intl 23 NM

ROUTING

From over ELLAM EXPECT RADAR vectors to final approach course.

PANC/ANC
STEVENS ANCHORAGE INTL

JEPPESEN

ANCHORAGE,
ALASKA

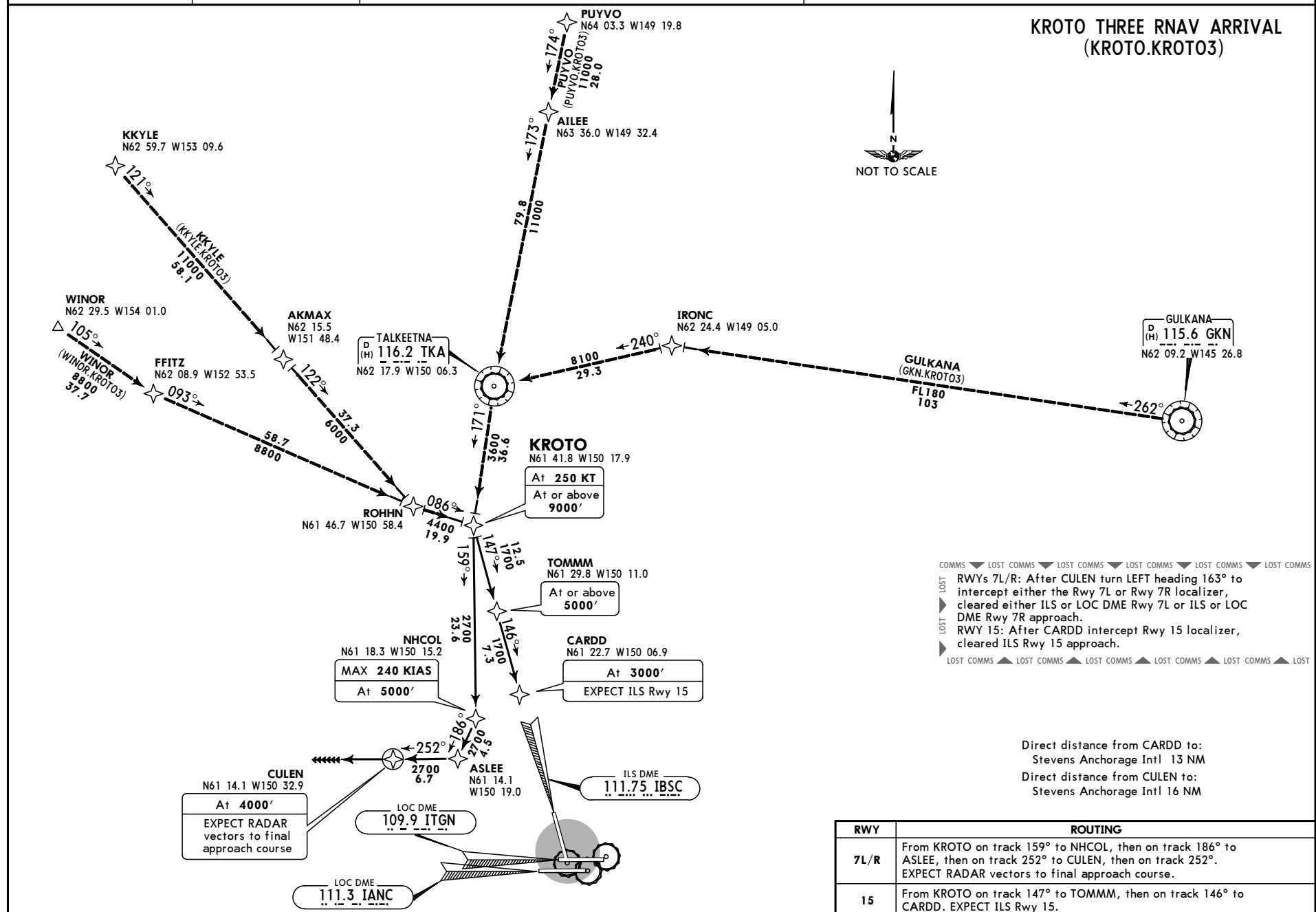
9 OCT 15 10-2B Eff 15 Oct RNAV STAR

D-ATIS
135.5

Apt Elev
151'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet aircraft only.



PANC/ANC
STEVENS ANCHORAGE INTL

JEPPesen
9 OCT 15 (10-2C) Eff 15 Oct

ANCHORAGE,
ALASKA
RNAV STAR

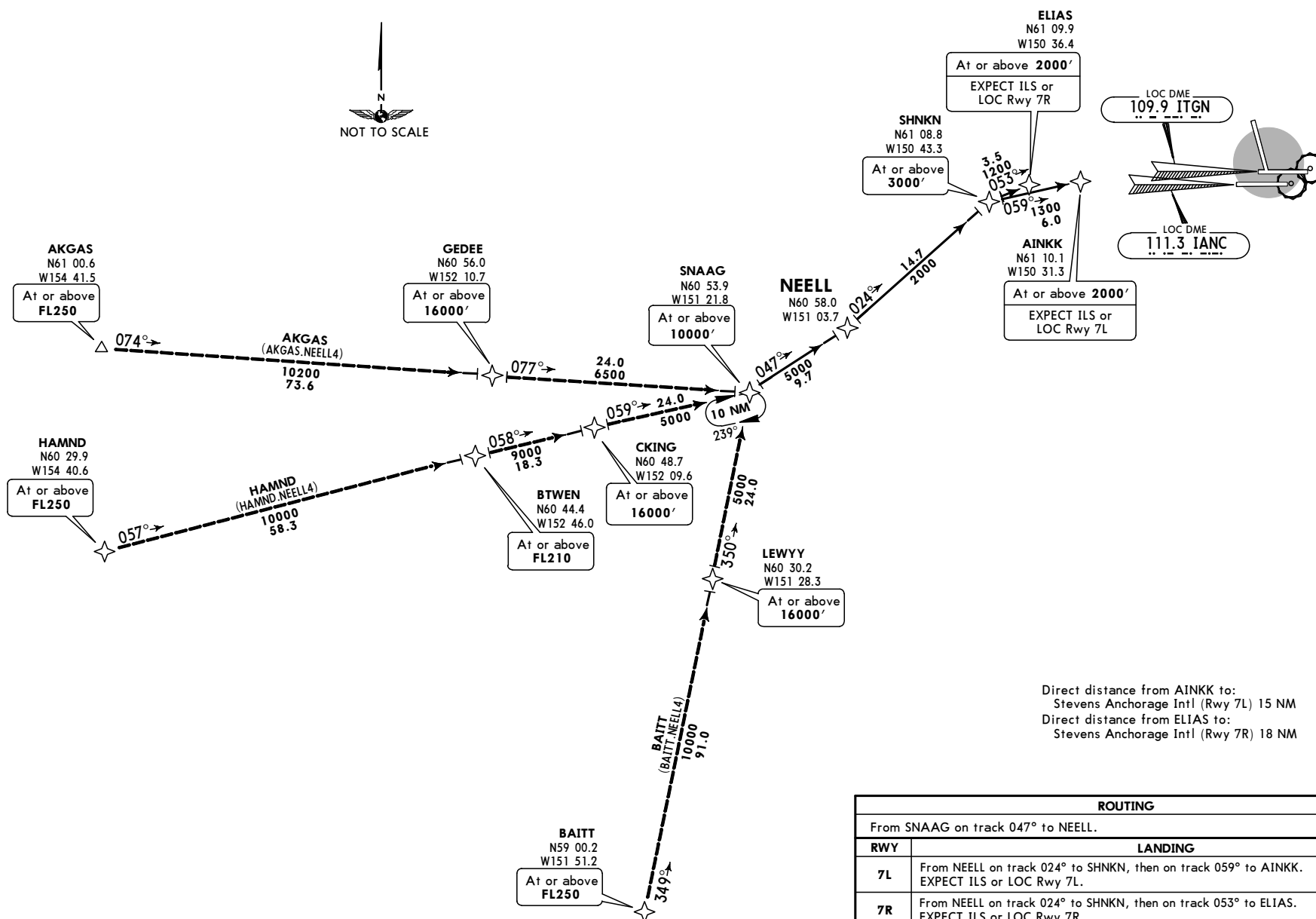
D-ATIS
135.5

Apt Elev
151'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. RADAR required. 2. GPS required. 3. RNAV 1.
4. EXPECT runway assignment from Anchorage Approach on initial contact.
5. Turbojet aircraft only.

NEELL FOUR RNAV ARRIVAL
(SNAAG.NEELL4)



PANC/ANC
STEVENS ANCHORAGE INTL

JEPPESSEN

9 OCT 15 10-2D Eff 15 Oct

ANCHORAGE,
ALASKA

RNAV STAR

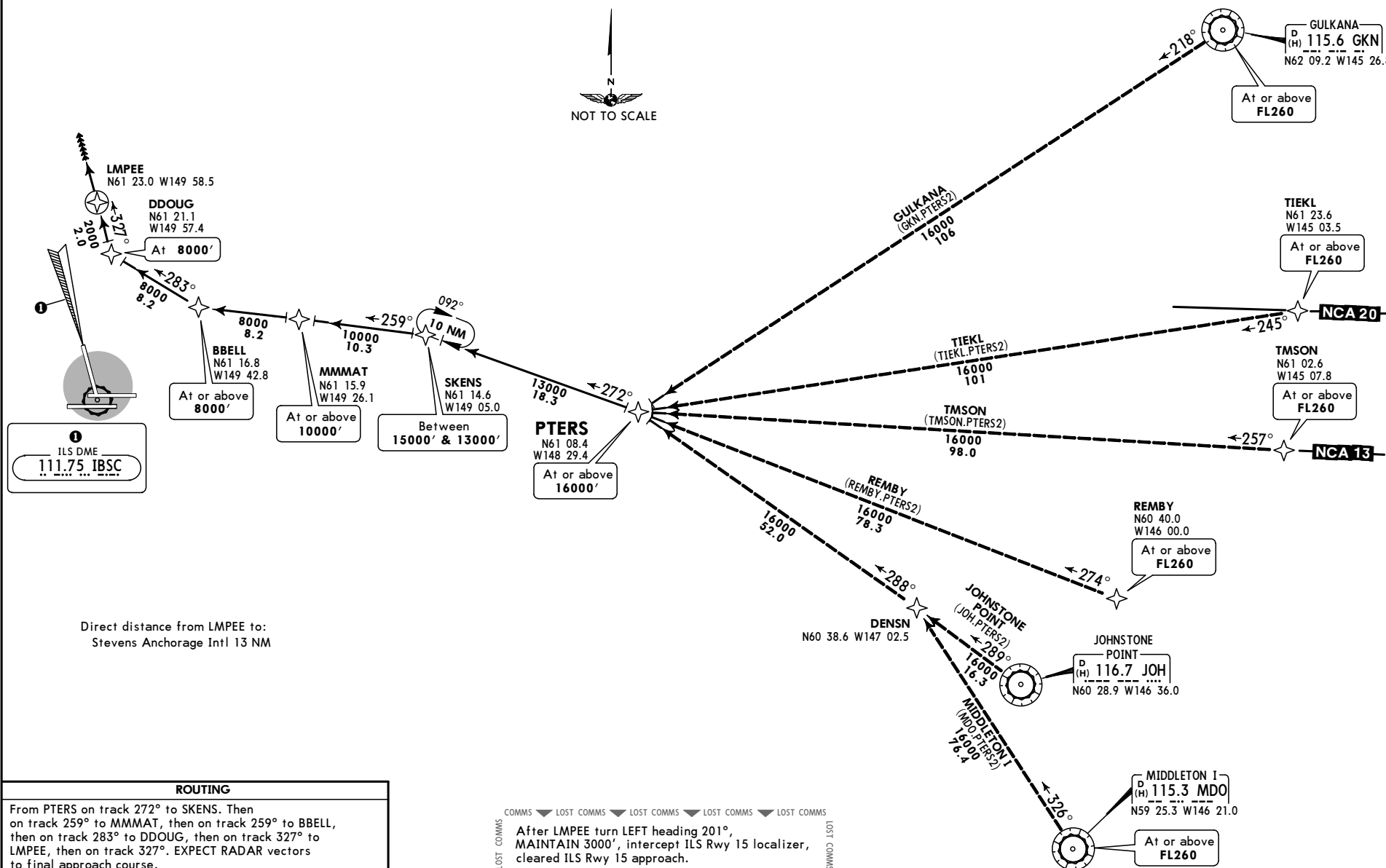
D-ATIS
135.5

Apt Elev
151'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only.

PTERS TWO RNAV ARRIVAL
(PTERS.PTERS2)
(RWY 15)



PANC/ANC

STEVENS ANCHORAGE INTL

JEPPesen

9 OCT 15

10-2E

Eff 15 Oct

ANCHORAGE, ALASKA

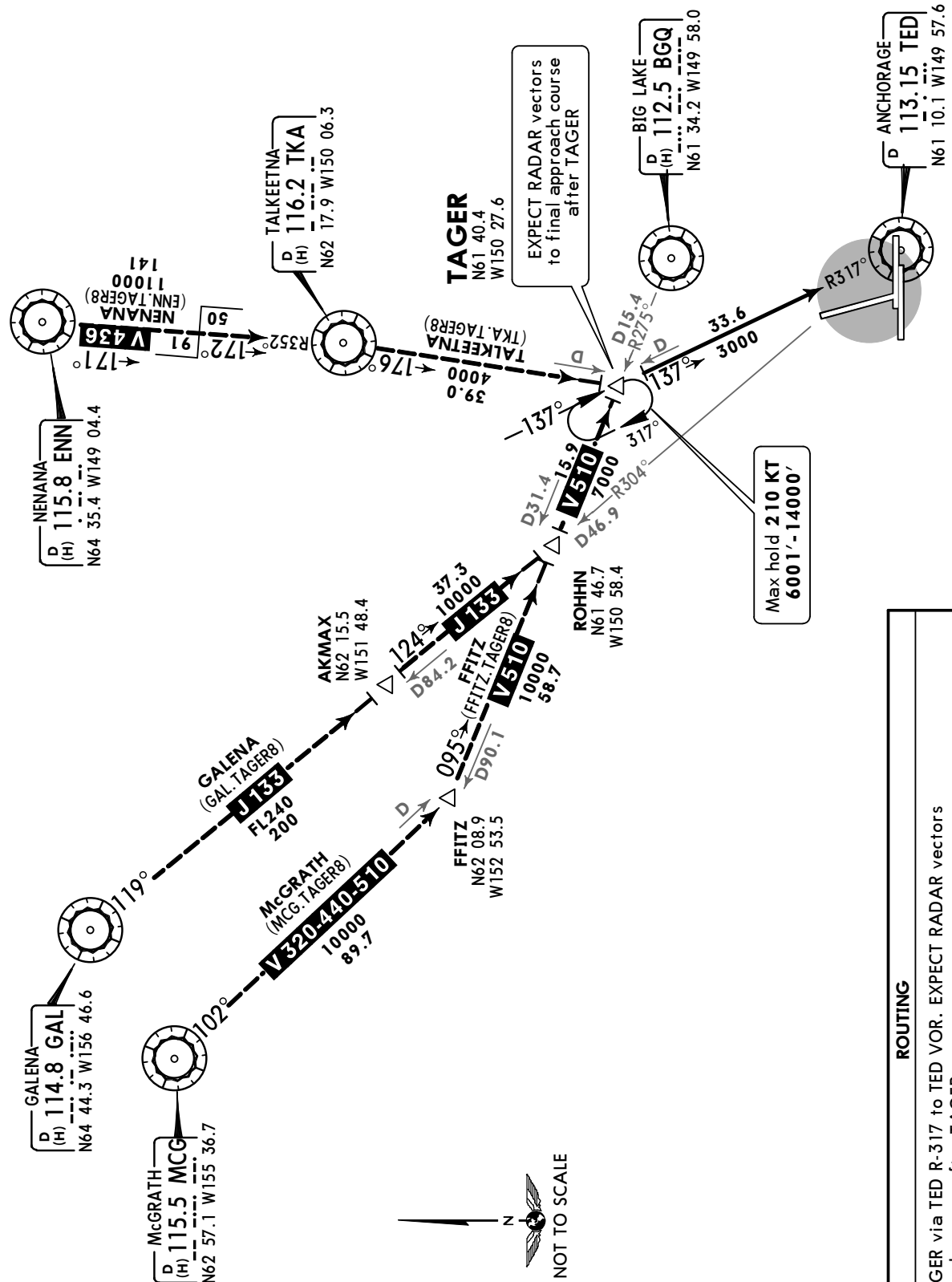
STAR

D-ATIS
135.5

Apt Elev
151'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
DME required.

TAGER EIGHT ARRIVAL (TAGER.TAGER8)



PANC/ANC
STEVENS ANCHORAGE INTL

JEPPESSEN

9 OCT 15 10-2F

Eff 15 Oct

RNAV STAR

ANCHORAGE,
ALASKA

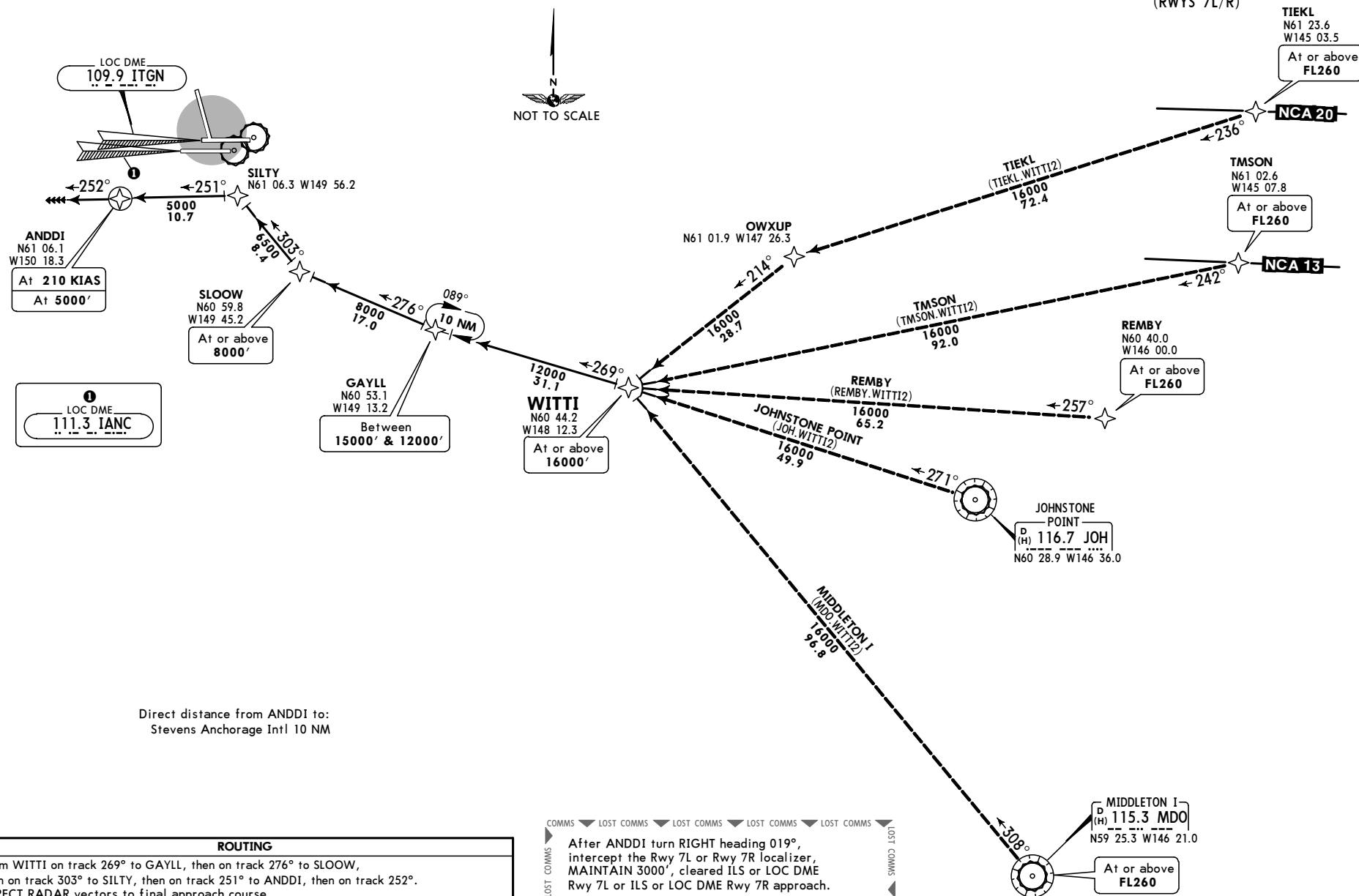
D-ATIS
135.5

Apt Elev
151'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. GPS required. 2. RADAR required. 3. RNAV 1.
4. EXPECT runway assignment from Anchorage Approach on initial contact.
5. Turbojet aircraft only.

WITTI TWO RNAV ARRIVAL
(WITTI.WITTI2)
(RWYS 7L/R)



PANC/ANC

STEVENS ANCHORAGE INTL

JEPPESEN

9 OCT 15 **(10-2G)**

Eff 15 Oct

ANCHORAGE, ALASKA

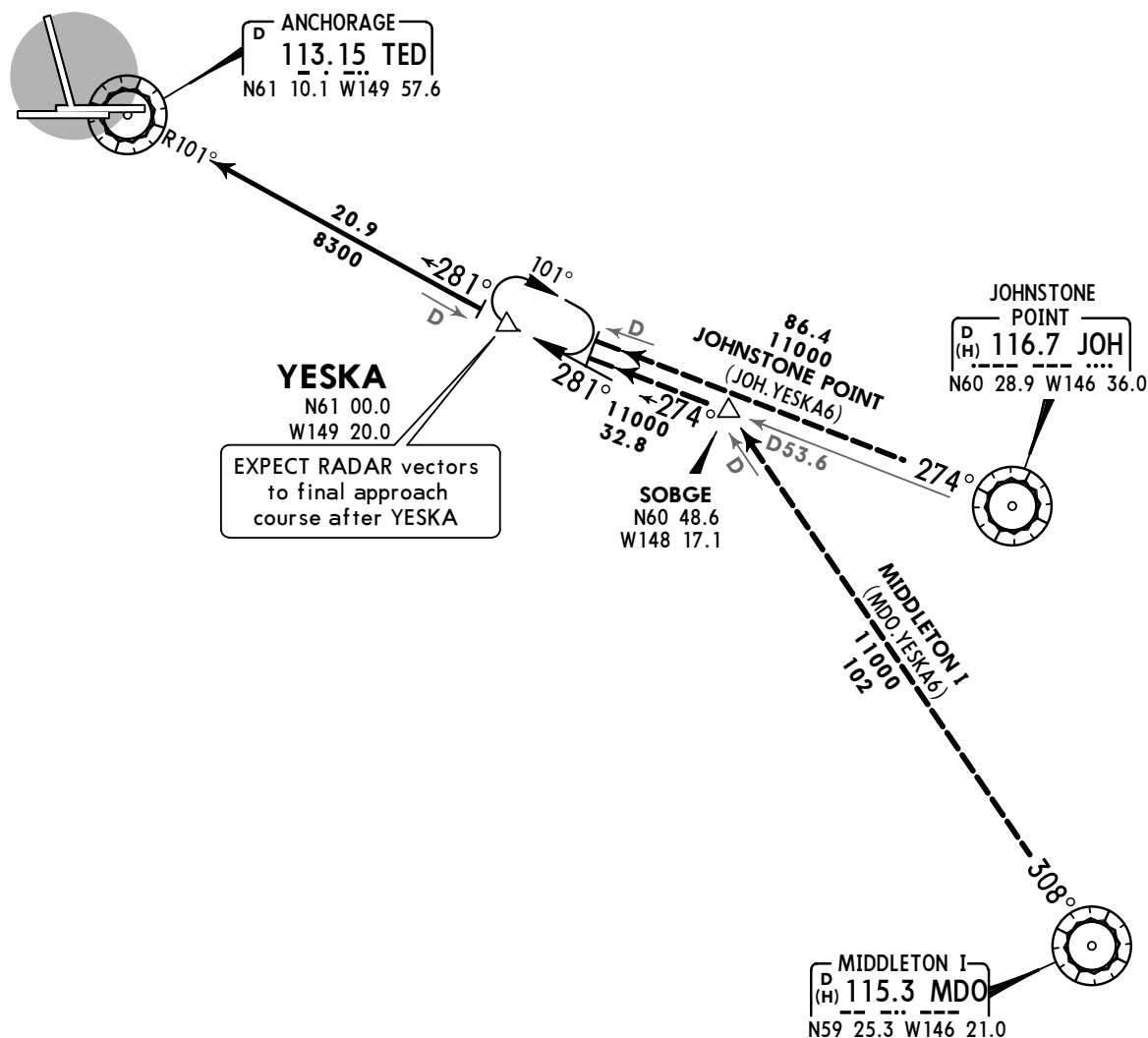
STAR

D-ATIS
135.5

Apt Elev
151'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
DME required.

YESKA SIX ARRIVAL (YESKA.YESKA6)



ROUTING

From over YESKA on TED R-101 to TED VOR. EXPECT RADAR vectors to final approach course after YESKA.

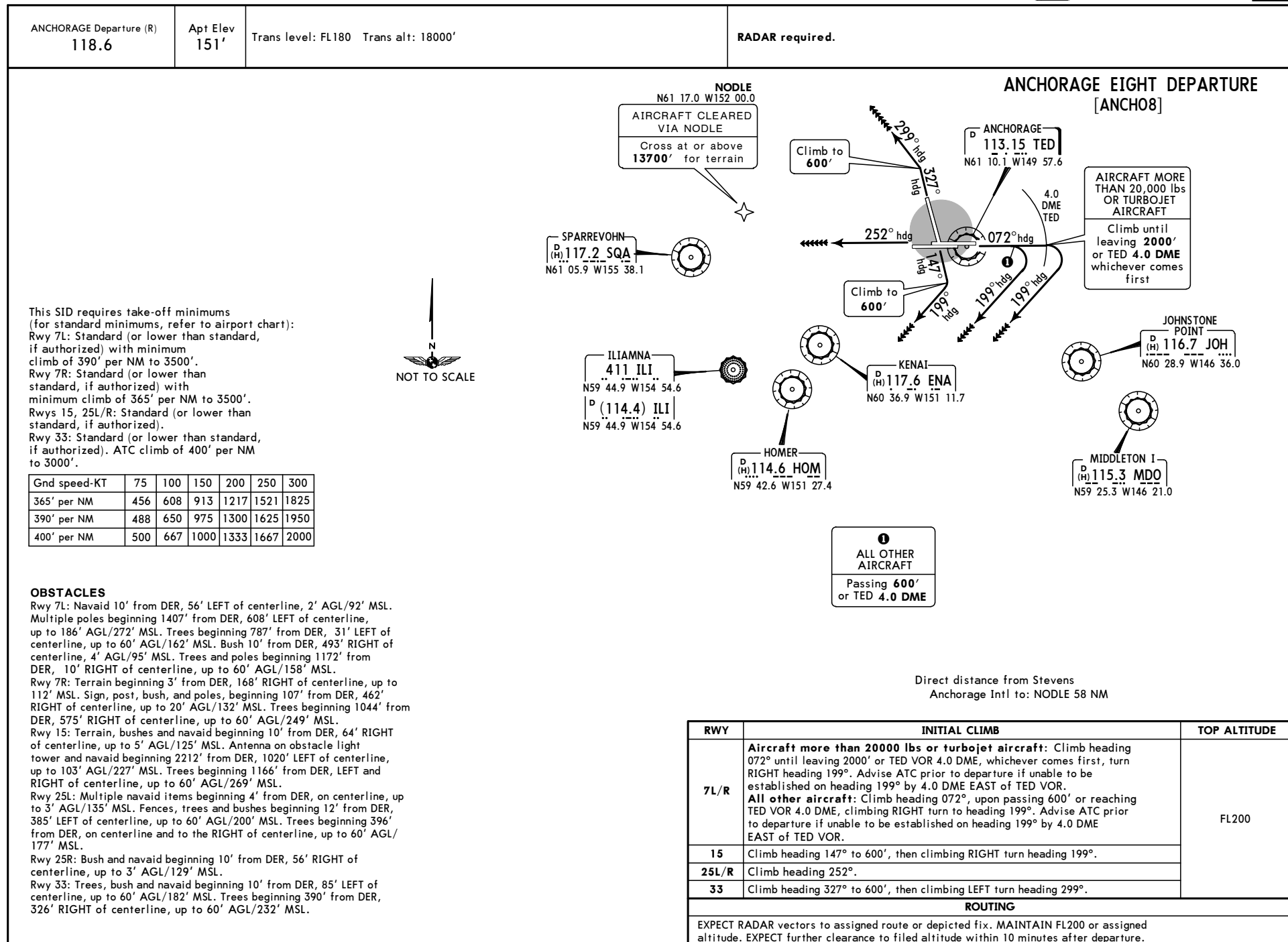
PANC/ANC
STEVENS ANCHORAGE INTL



9 OCT 15 10-3 Eff 15 Oct

ANCHORAGE,
ALASKA

SID



PANC/ANC

STEVENS ANCHORAGE INTL

JEPPesen

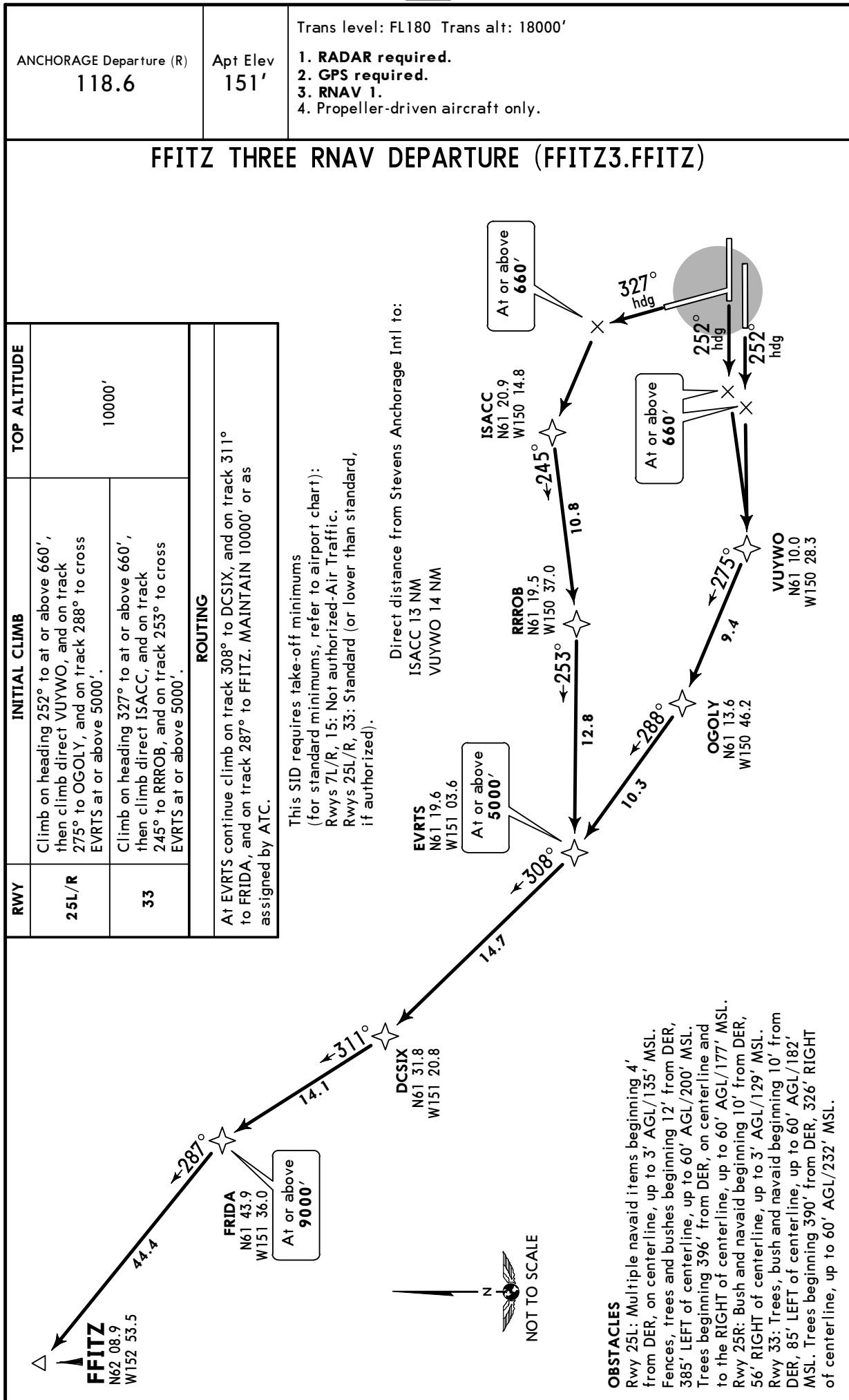
9 OCT 15

(10-3A)

Eff 15 Oct

ANCHORAGE, ALASKA

RNAV SID



PANC/ANC
STEVENS ANCHORAGE INTL

JEPPESSEN
9 OCT 15 **(10-3B)** **Eff 15 Oct**

ANCHORAGE, ALASKA

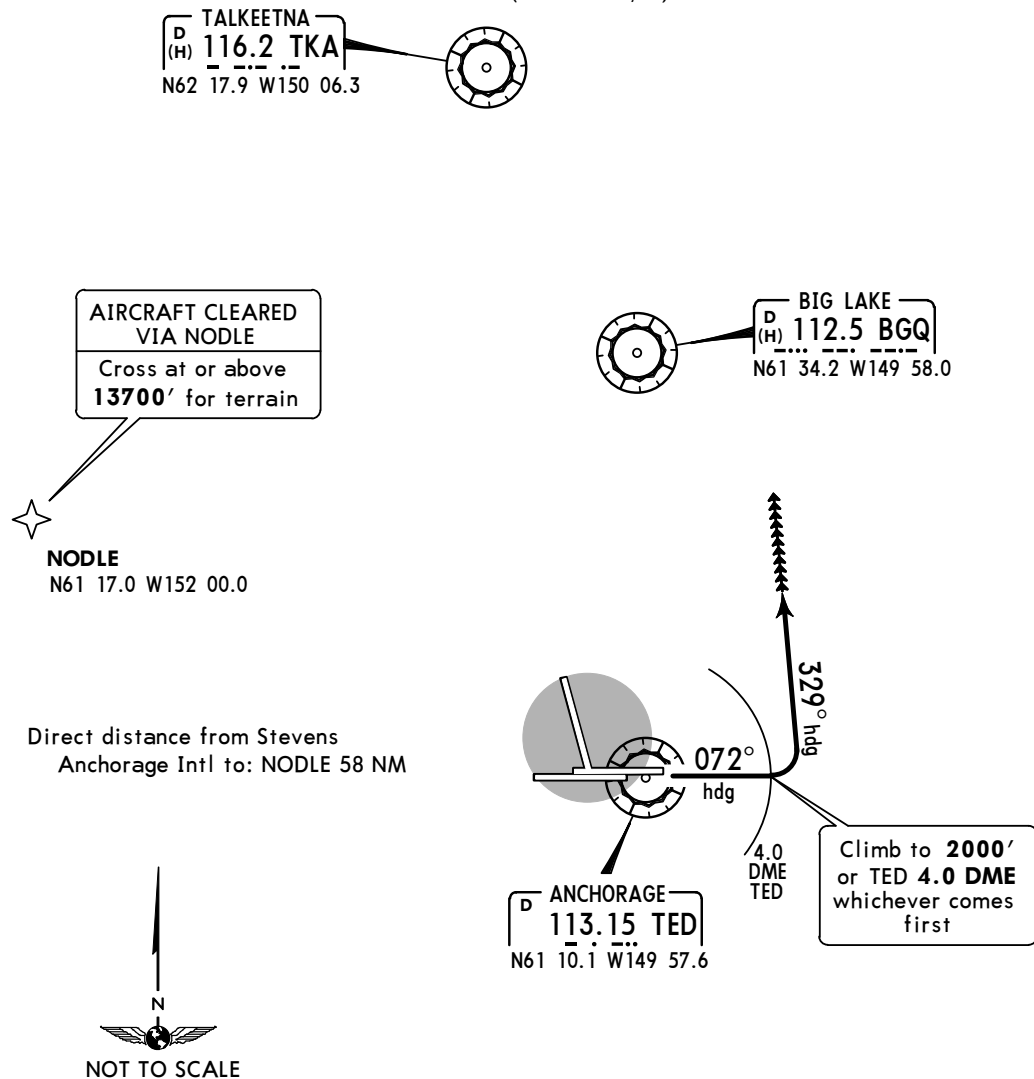
SID

ANCHORAGE Departure (R) 118.6	Apt Elev 151'	Trans level: FL180 Trans alt: 18000' RADAR required.
---	-------------------------	--

KNIK TWO DEPARTURE

[KNIK2]

(RWYS 7L/R)



This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwy 7L: Standard (or lower than standard, if authorized) with minimum climb of 252' per NM to 400'. Minimum ATC climb of 560' per NM to 3000'.

Rwy 7R: Standard (or lower than standard, if authorized). Minimum ATC climb of 460' per NM to 3000'.

Rwys 15, 25L/R, 33: Not authorized-ATC.

Gnd speed-KT	75	100	150	200	250	300
252' per NM	315	420	630	840	1050	1260
460' per NM	575	767	1150	1533	1917	2300
560' per NM	700	933	1400	1867	2333	2800

OBSTACLES

Rwy 7L: Navaid 10' from DER, 56' LEFT of centerline, 2' AGL/92' MSL. Multiple poles beginning 1407' from DER, 608' LEFT of centerline, up to 186' AGL/272' MSL. Trees beginning 787' from DER, 31' LEFT of centerline, up to 60' AGL/162' MSL. Bush 10' from DER, 493' RIGHT of centerline, 4' AGL/95' MSL. Trees and poles beginning 1172' from DER, 10' RIGHT of centerline, up to 60' AGL/158' MSL.

Rwy 7R: Terrain beginning 3' from DER, 168' RIGHT of centerline, up to 112' MSL. Sign, post, bush, and poles beginning 107' from DER, 462' RIGHT of centerline, up to 20' AGL/132' MSL. Trees beginning 1044' from DER, 575' RIGHT of centerline, up to 60' AGL/249' MSL.

INITIAL CLIMB	TOP ALTITUDE
Climb heading 072° to 2000' or TED VOR 4.0 DME, whichever comes first, then climbing LEFT turn heading 329° for vectors to assigned route or fix. MAINTAIN FL200 or assigned altitude, EXPECT filed altitude 10 minutes after departure. All aircraft, climb as rapidly as practical through 3000', if unable to reach 2000' by TED VOR 4.0 DME advise ATC prior to departure.	FL200

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STEVENS ANCHORAGE INTL

JEPPesen

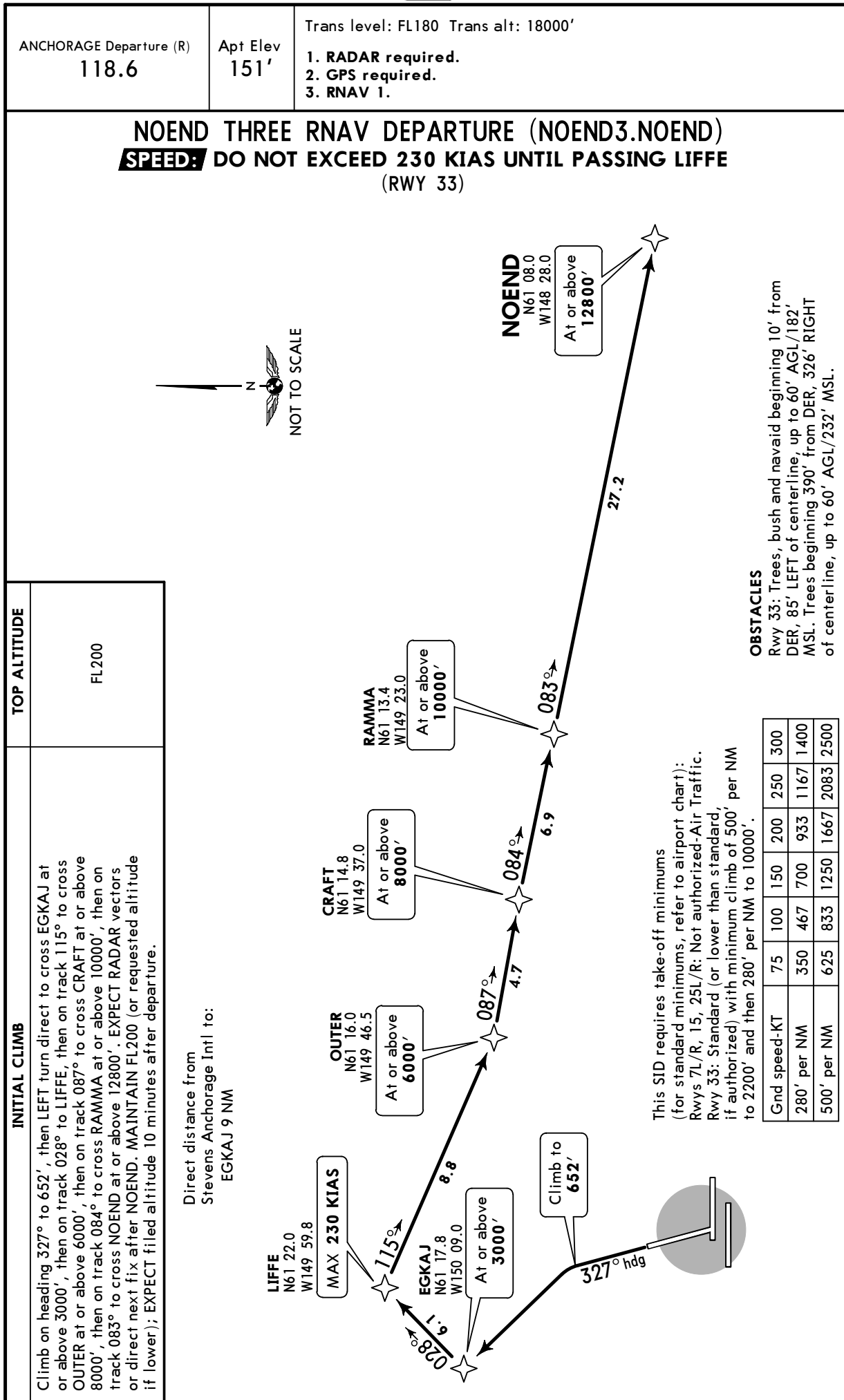
9 OCT 15

(10-3C)

Eff 15 Oct

ANCHORAGE, ALASKA

RNAV SID



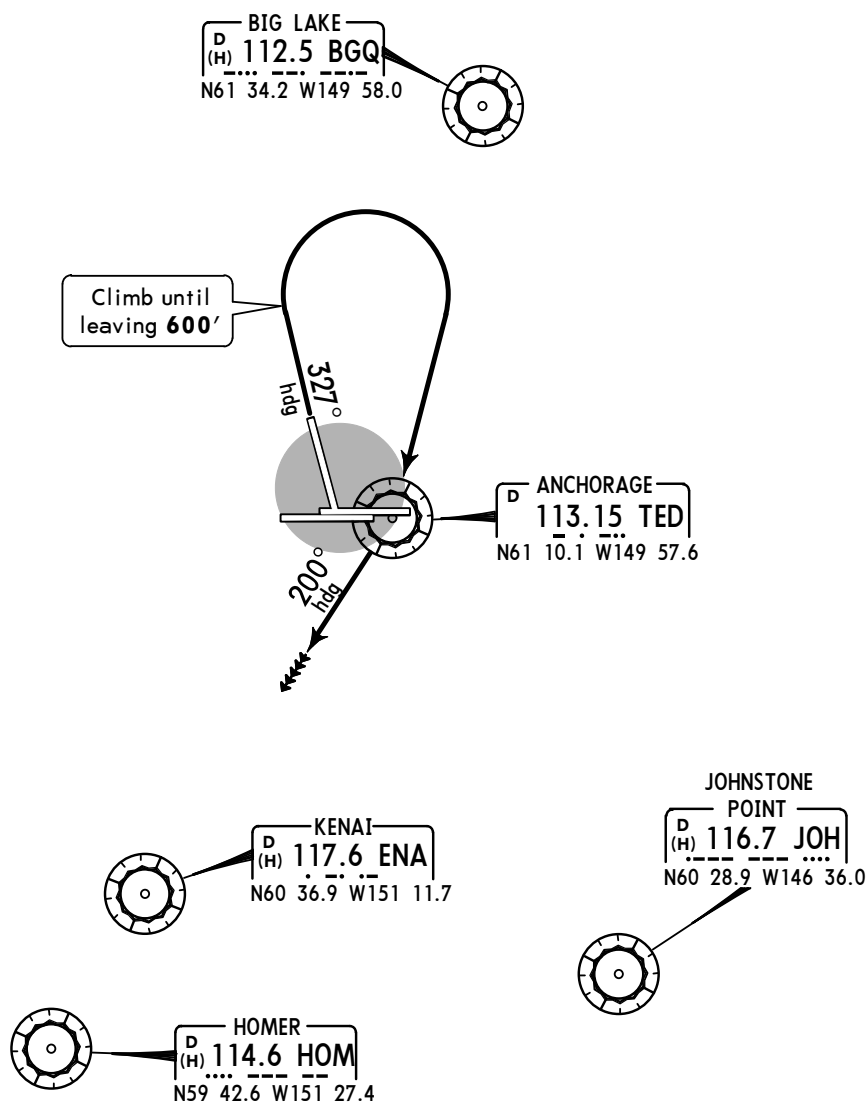
PANC/ANC
STEVENS ANCHORAGE INTL

JEPPESEN
1 JAN 16 **10-3D**

ANCHORAGE, ALASKA
SID

ANCHORAGE Departure (R) 126.4	Apt Elev 151'	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. Category A and B aircraft weighing 17,500 lbs or less only.
---	-------------------------	--

TURNAGAIN 7 [TURNA7]
(RWY 33)



OBSTACLES

Rwy 33: Trees, bush and navaid beginning 10' from DER, 85' LEFT of centerline, up to 60' AGL/182' MSL. Trees beginning 390' from DER, 326' RIGHT of centerline, up to 60' AGL/232' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 15, 25L/R: Not Authorized - ATC.
Rwy 33: Standard (or lower than standard, if authorized).



INITIAL CLIMB	TOP ALTITUDE
Climb heading 327° until leaving 600', then climbing RIGHT turn to 2000' direct TED VOR, after passing TED VOR, climb to FL200 or assigned altitude on heading 200°. EXPECT RADAR vectors to assigned route. EXPECT further clearance to filed altitude within 10 minutes after departure.	FL200

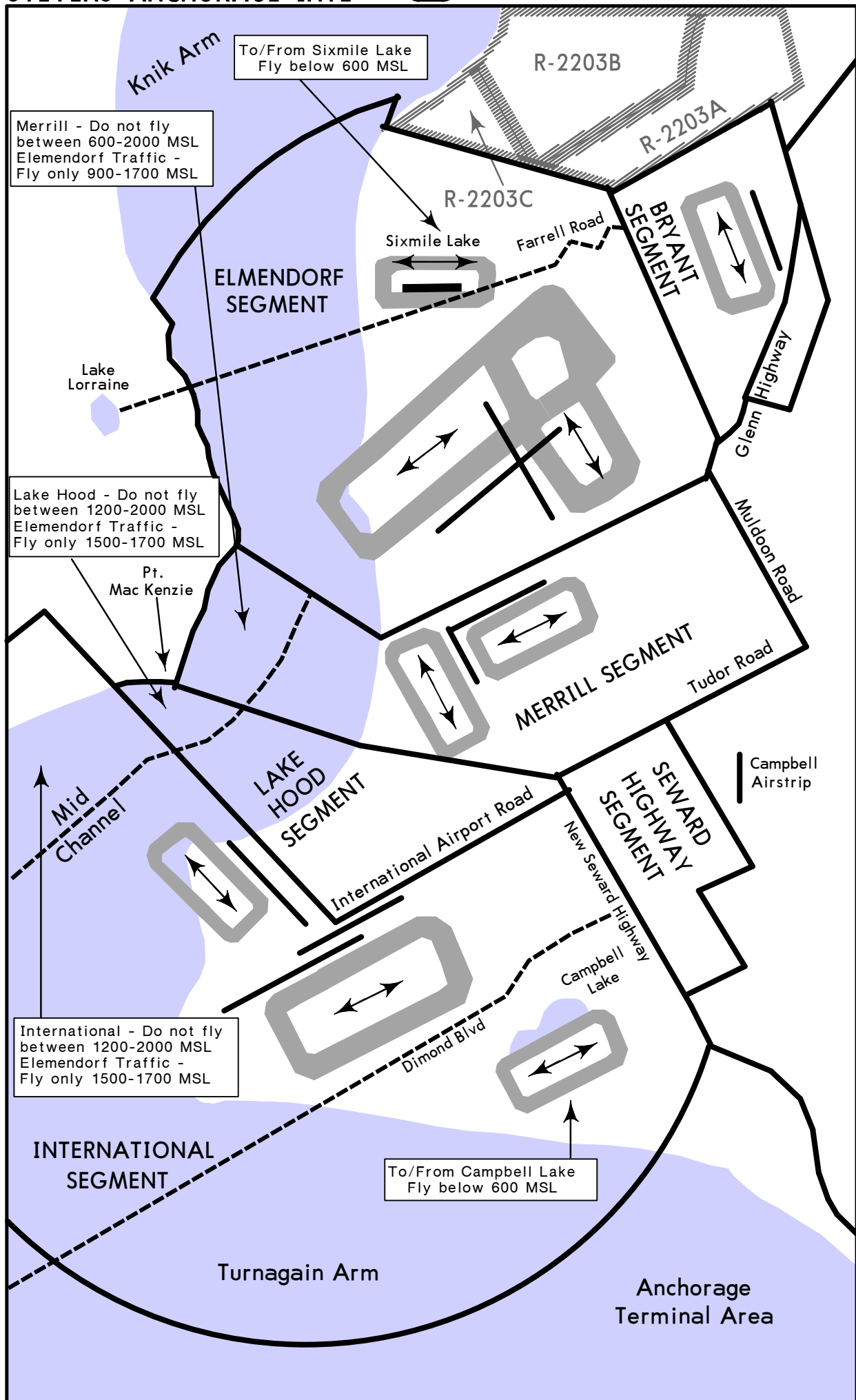
PANC/ANC

25 MAR 05 **JEPPesen**

STEVENS ANCHORAGE INTL

(10-4)

ANCHORAGE, ALASKA
AIRPORT TRAFFIC AREA



PANC/ANC**JEPPesen**

25 MAR 05

10-4A

ANCHORAGE, ALASKA
STEVENS ANCHORAGE INTL**TERMINAL AREA RULES****I. General rule: All segments.**

- (a) Each person operating an aircraft to within the Anchorage, Alaska, Terminal Area shall operate that aircraft according to the rules set forth in this section and the International, Lake Hood, Merrill, Elmendorf, Bryant or Seward segments unless otherwise authorized or required by ATC.
- (b) Each person operating an airplane within the Anchorage, Alaska Terminal Area shall conform to the flow of traffic depicted on the appropriate aeronautical charts.
- (c) Each person operating a helicopter shall operate it in a manner so as to avoid the flow of airplanes.
- (d) Except as provided in Elmendorf segment (d) and (e), Bryant segment (b), and Seward segment (a), (b) and (c), each person operating an aircraft in the Anchorage, Alaska, Terminal Area shall operate that aircraft only within the designated segment containing the arrival or departure airport.
- (e) Except as provided in Merrill segment (d) and Bryant segment (b), each person operating an aircraft in the Anchorage, Alaska, Terminal Area shall maintain two-way radio communications with the ATCT serving the segment containing the arrival or departure airport.

II. General rules: International segment.

- (a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.
- (b) Each person operating an airplane at a speed of more than 105 knots within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,600 feet MSL until maneuvering for a safe landing requires further descent.
- (c) Each person operating an airplane at a speed of 105 knots or less within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 feet MSL until maneuvering for a safe landing requires further descent.

III. General rules: Lake Hood segment.

- (a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.
- (b) Each person operating an airplane within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 600 feet MSL until maneuvering for a safe landing requires further descent.

IV. General rules: Merrill segment.

- (a) No person may operate an aircraft at an altitude between 600 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.
- (b) Each person operating an airplane at a speed of more than 105 knots within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.
- (c) Each person operating an airplane at a speed of 105 knots or less within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 feet MSL until maneuvering for a safe landing requires further descent.
- (d) Whenever the Merrill ATCT is not operating, each person operating an aircraft either in that portion of the Merrill segment north of midchannel of Knik Arm, or in the Seward Highway segment at or below 1,200 feet MSL, shall contact Anchorage Approach Control for wake turbulence and other advisories. Aircraft operating within the remainder of the segment should self-announce intentions on the Merrill Field CTAF.

V. General rules: Elmendorf segment.

- (a) Each person operating a turbine-powered aircraft within this segment shall operate that aircraft at an altitude of at least 1,700 feet MSL until maneuvering for a safe landing requires further descent.
- (b) Each person operating an airplane (other than turbine-powered aircraft) at a speed of more than 105 knots within the segment shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.
- (c) Each person operating an airplane (other than turbine-powered aircraft) at a speed of 105 knots or less within the segment shall operate that airplane at an altitude of at least 800 feet MSL until maneuvering for a safe landing requires further descent.
- (d) A person landing or departing from Elmendorf AFB; may operate that aircraft at an altitude between 1,500 feet MSL and 1,700 feet MSL within that portion of the International and Lake Hood segments lying north of the midchannel of Knik Arm.
- (e) A person landing or departing from Elmendorf AFB, may operate that aircraft at an altitude between 900 feet MSL and 1,700 feet MSL within that portion of the Merrill segment lying north of the midchannel of Knik Arm.

PANC/ANC**JEPPESEN**

25 MAR 05

10-4A1

ANCHORAGE, ALASKA
STEVENS ANCHORAGE INTL**TERMINAL AREA RULES**

- (f) A person operating in VFR conditions, at or below 600 feet MSL, north of a line beginning at the intersection of Farrell Road and the long. 149° 43' 08'' W.; thence west along Farrell Road to the east end of Sixmile Lake; thence west along a line bearing on the middle of Lake Lorraine to the northwest bank of Knik Arm; is not required to establish two-way radio communications with ATC.

VI. General rules: Bryant segment.

- (a) Each person operating an airplane to or from the Bryant Airport shall conform to the flow of traffic shown on the appropriate aeronautical charts, and while in the traffic pattern, shall operate that airplane at an altitude of at least 1,000 feet MSL until maneuvering for a safe landing requires further descent.
- (b) Each person operating an aircraft within the Bryant segment should self-announce intentions on the Bryant Airport CTAF.

VII. General rules: Seward Highway segment.

- (a) Each person operating an airplane in the Seward Highway segment shall operate the airplane at an altitude of at least 1,000 feet MSL until maneuvering for a safe landing requires further descent.
- (b) Each person operating an aircraft at or below 1,200 feet MSL that will transition to or from the Lake Hood or Merrill segment shall contact the appropriate ATCT prior to entering the Seward Highway segment. All other persons operating an airplane at or below 1,200 feet MSL in this segment shall contact Anchorage approach Control.
- (c) At all times, each person operating an aircraft above 1,200 MSL shall contact Anchorage Approach Control prior to entering the Seward Highway segment.

VIII. Special requirements, Lake Campbell and Sixmile Lake Airports.

- (a) Each person operating an aircraft to or from Lake Campbell or Sixmile Lake Airport shall conform to the flow of traffic for the Lake operations that are depicted on the appropriate aeronautical charts.

PANC/ANC

Apt Elev **151'**
N61 10.4 W149 59.9

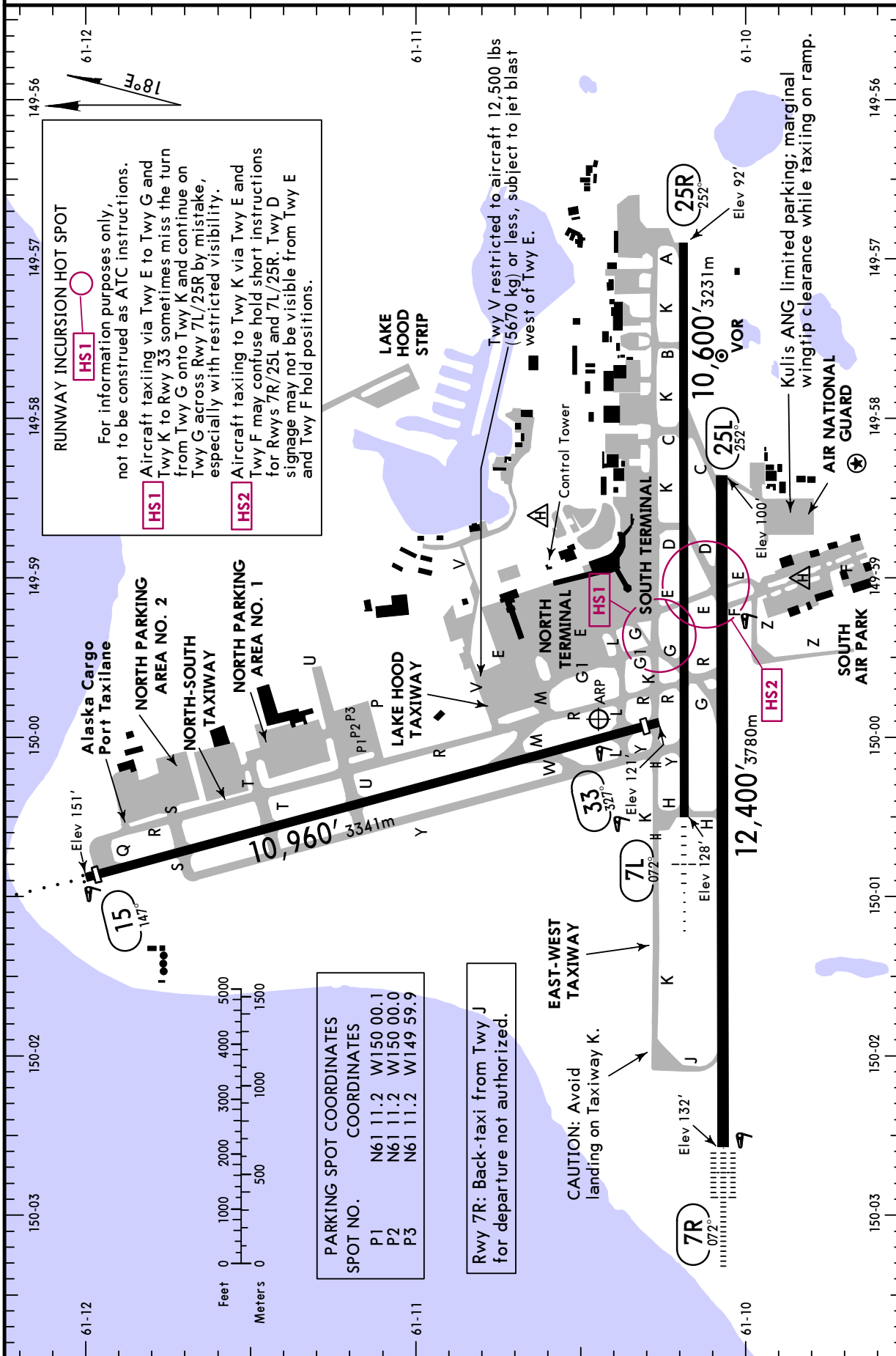
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8 APR 16 (10-9)

ANCHORAGE, ALASKA

STEVENS ANCHORAGE INTL

D-ATIS	ACARS: D-ATIS PDC	ANCHORAGE Clearance	Ground	Tower
135.5 VOT 108.4		119.4	121.9	118.3
ANCHORAGE Departure (R)				
331°-045° above 2500'		118.6	118.6	126.4
331°-045° 2500' & below		119.1	119.1	123.8
		250°-330° above 1500'		046°-205° all altitudes
		250°-330° 1500' & below		206°-249° all altitudes



PANC/ANC **JEPPESEN**
8 APR 16 **(10-9A)****ANCHORAGE, ALASKA**
STEVENS ANCHORAGE INTL**GENERAL**

CAUTION: Noise sensitive area in effect, contact Airport Director's office for further information. One hour prior permission required for non-transponder acft operations. Non-radio night operations not permitted. To coordinate non-transponder or non-radio operations, contact Anchorage Tower weekdays or other FAA other times.

Pilots must provide an ETA & remain within ± 15 min of ETA.

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	
7R	② HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°) RVR		11,326'3452m	10,900'3322m	200'
① 25L	② HIRL CL PAPI-L (angle 3.0°) RVR ③ 12,000'3658m				61m
① Grooved. ② Non-Std. ③ Last 400' (122m) unavailable for landing distance computations.					
7L	④ HIRL CL MALSR TDZ PAPI-R (angle 3.0°) RVR		9628'2935m		150'
④ 25R	HIRL CL VASI-L				46m
④ Grooved.					
15	HIRL CL ODALS PAPI-L (angle 3.2°) grooved RVR ⑤ 10,094'3077m	8646'2635m	10,760'3280m		150'
33	HIRL CL REIL PAPI-L (angle 3.0°) grooved RVR 10,694'3260m				46m
⑤ Last 666' (203m) unavailable for landing distance computations.					

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwys 7R, 15, 25L, 33**

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ 5	TDZ 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwy 25R**Rwy 7L**

Adequate Vis Ref	STD		Adequate Vis Ref	STD		With Min climb of 230'/NM to 1600'
	3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-1/4

OBSTACLE DP

Rwys 7L, 7R, 15, climbing right turn heading 250°, then intercept TED VOR R-211 and ENA R-028 to ENA VOR before proceeding on course.

Rwys 25L, 25R, climbing left turn heading 180°, then intercept TED VOR R-211 and ENA R-028 to ENA VOR before proceeding on course.

Rwy 33, climbing left turn heading 160°, then intercept TED VOR R-211 and ENA R-028 to ENA VOR before proceeding on course.

DIVERSE VECTOR AREA (Radar Vectors) AMEND 1

Rwy 7L, heading as assigned by ATC; requires minimum climb of 260'/NM to 600'.

Rwy 7R, heading as assigned by ATC.

Rwy 15, heading as assigned by ATC.

Rwy 25L, heading as assigned by ATC.

Rwy 25R, heading as assigned by ATC.

Rwy 33, heading as assigned by ATC.

FOR FILING AS ALTERNATE

ILS Rwy 15		ILS Rwy 7L ILS Rwy 7R	LOC Rwy 7L LOC Rwy 7R RNAV (GPS) Rwy 7L RNAV (GPS) Y Rwy 7R RNAV (GPS) Rwy 15 RNAV (RNP) Z Rwy 7R RNAV (RNP) Rwy 33
A	600-2	600-2	800-2
B			
C			
D		700-2	

CHANGES: Lighting.

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PANC/ANC **JEPPESEN**
9 OCT 15
Eff 15 Oct (10-9A1)**ANCHORAGE, ALASKA**
STEVENS ANCHORAGE INTL**ODP TAKEOFF OBSTACLE NOTES**

◦ RWY 7L:

NAVAID 10' FROM DER, 56' LEFT OF CENTERLINE, 2' AGL/92' MSL. MULTIPLE POLES BEGINNING 1407' FROM DER, 608' LEFT OF CENTERLINE, UP TO 186' AGL/272' MSL. TREES BEGINNING 787' FROM DER, 31' LEFT OF CENTERLINE, UP TO 60' AGL/162' MSL. BUSH 10' FROM DER, 493' RIGHT OF CENTERLINE, 4' AGL/95' MSL. TREES AND POLES BEGINNING 1172' FROM DER, 10' RIGHT OF CENTERLINE, UP TO 60' AGL/158' MSL.

◦ RWY 7R:

TERRAIN BEGINNING 3' FROM DER, 168' RIGHT OF CENTERLINE, UP TO 112' MSL. SIGN, POST, BUSH, AND POLES, BEGINNING 107' FROM DER, 462' RIGHT OF CENTERLINE, UP TO 20' AGL/132' MSL. TREES BEGINNING 1044' FROM DER, 575' RIGHT OF CENTERLINE, UP TO 60' AGL/249' MSL.

◦ RWY 15:

TERRAIN, BUSHES, AND NAVAID BEGINNING 10' FROM DER, 64' RIGHT OF CENTERLINE, UP TO 5' AGL/125' MSL. ANTENNA, ANT ON OL TWR AND NAVAID BEGINNING 2212' FROM DER, 1020' LEFT OF CENTERLINE, UP TO 103' AGL/227' MSL. TREES BEGINNING 1166' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 60' AGL/269' MSL.

◦ RWY 25L:

MULTIPLE NAVAID ITEMS BEGINNING 4' FROM DER, ON CENTERLINE, UP TO 3' AGL/135' MSL. FENCES, TREES, AND BUSHES BEGINNING 12' FROM DER, 385' LEFT OF CENTERLINE, UP TO 60' AGL/200' MSL. TREES BEGINNING 396' FROM DER, ON CENTERLINE AND TO THE RIGHT OF CENTERLINE, UP TO 60' AGL/177' MSL.

◦ RWY 25R:

BUSH AND NAVAID BEGINNING 10' FROM DER, 56' RIGHT OF CENTERLINE, UP TO 3' AGL/129' MSL.

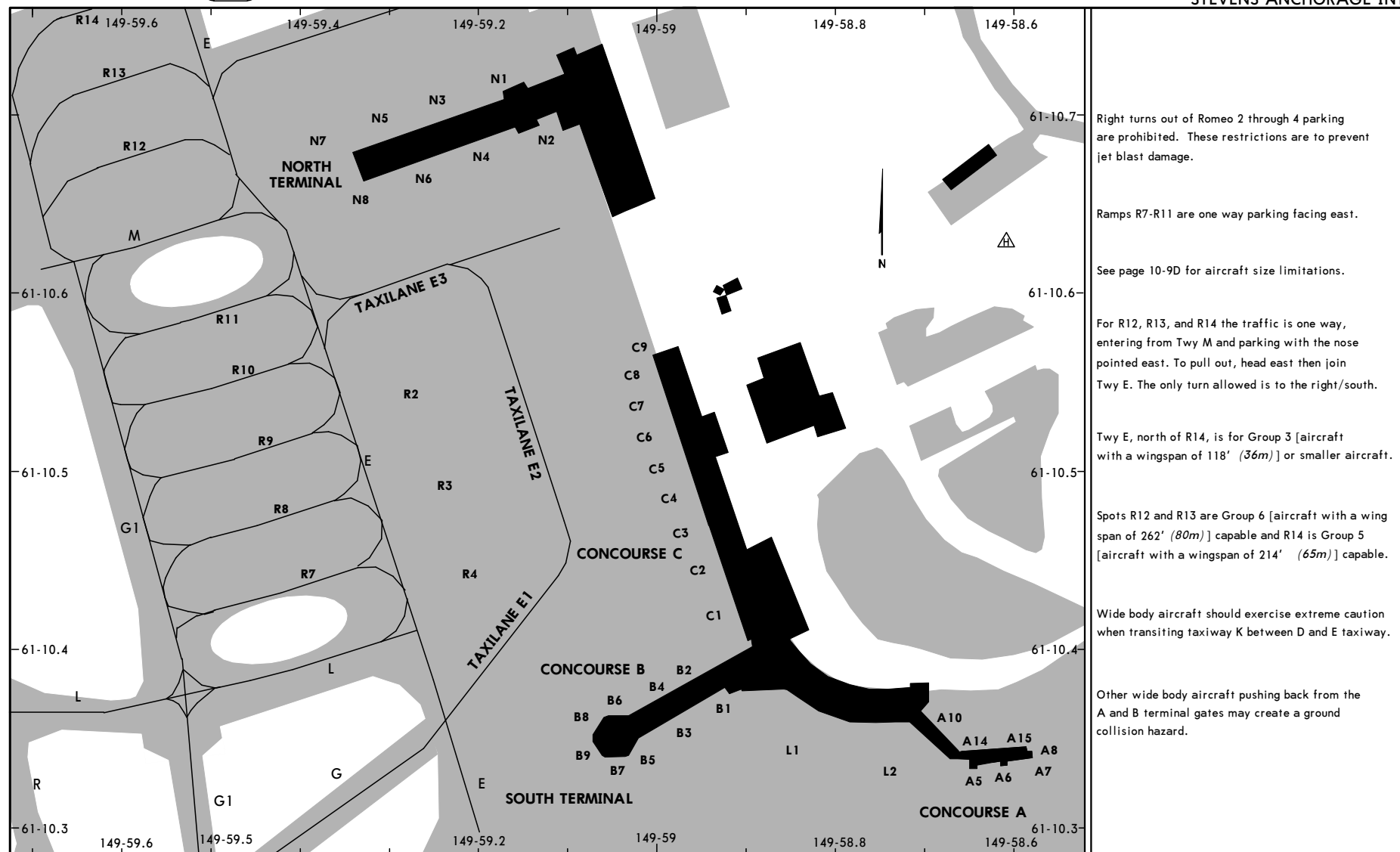
◦ RWY 33:

TREES, BUSH AND NAVAID BEGINNING 10' FROM DER, 85' LEFT OF CENTERLINE, UP TO 60' AGL/182' MSL. TREES BEGINNING 390' FROM DER, 326' RIGHT OF CENTERLINE, UP TO 60' AGL/232' MSL.

PANC/ANC

10 OCT 14 (10-9B)

ANCHORAGE, ALASKA
STEVENS ANCHORAGE INTL



Right turns out of Romeo 2 through 4 parking are prohibited. These restrictions are to prevent jet blast damage.

Ramps R7-R11 are one way parking facing east.

See page 10-9D for aircraft size limitations.

For R12, R13, and R14 the traffic is one way, entering from Twy M and parking with the nose pointed east. To pull out, head east then join Twy E. The only turn allowed is to the right/south.

Twy E, north of R14, is for Group 3 [aircraft with a wingspan of 118' (36m)] or smaller aircraft.

Spots R12 and R13 are Group 6 [aircraft with a wing span of 262' (80m)] capable and R14 is Group 5 [aircraft with a wingspan of 214' (65m)] capable.

Wide body aircraft should exercise extreme caution when transiting taxiway K between D and E taxiway.

Other wide body aircraft pushing back from the A and B terminal gates may create a ground collision hazard.

PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES	GATE No.	COORDINATES	GATE No.	COORDINATES
Remote Parking		North Terminal		South Terminal		South Terminal	
R2	N61 10.6 W149 59.3	N1	N61 10.7 W149 59.3	A5 thru A7	N61 10.3 W149 58.6	C7 thru C9	N61 10.6 W149 59.0
R3	N61 10.5 W149 59.3	N2	N61 10.7 W149 59.2	A8, A10	N61 10.4 W149 58.6	L1	N61 10.3 W149 58.9
R4	N61 10.5 W149 59.2	N3, N4	N61 10.7 W149 59.3	A14, A15	N61 10.4 W149 58.6	L2	N61 10.3 W149 58.8
R7	N61 10.4 W149 59.4	N5	N61 10.7 W149 59.4	B1	N61 10.4 W149 58.9		
R8	N61 10.5 W149 59.4	N6, N8	N61 10.7 W149 59.3	B2 thru B6	N61 10.4 W149 59.0		
R9	N61 10.5 W149 59.5	N7	N61 10.7 W149 59.4	B7, B8	N61 10.3 W149 59.0		
R10, R11	N61 10.6 W149 59.5			B9	N61 10.3 W149 59.1		
R12	N61 10.7 W149 59.6			C1	N61 10.4 W149 58.9		
R13	N61 10.7 W149 59.7			C2	N61 10.5 W149 59.0		
R14	N61 10.8 W149 59.7			C3 thru C6	N61 10.5 W149 59.0		

CHANGES: Chart reindexed.

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PANC/ANC **JEPPESEN**
10 OCT 14 **(10-9C)****ANCHORAGE, ALASKA**
STEVENS ANCHORAGE INTL**AIRCRAFT PARKING**

These are the parking procedures for Ted Stevens Anchorage International Airport **International (North) Terminal** (designated as "N" gates), **Remote Refueling Locations** (designated by the R prefix) and **satellite parking ramps** (Kilo and Papa ramps). The design aircraft for the North Terminal gates is the B-747-300. The Design Group for the Romeo parking location R-7 is Group V (B-747-400, 214' wingspan or less). R-8 through R-14 are B-747-8 (225'). Papa 1 is Design Group V (less than 214' wingspan). Papa 2/3 are Design Group VI (less than 262' wingspan). Kilo 1/3 are MD-11 (less than 171' wingspan). Kilo 2/5 are B-747-200 (less than 200' wingspan) and Kilo 4 is B-747-400 (less than 214' wingspan). If an aircraft exceeds the design aircraft/group size (length or width) for their parking location, contact Airport Operations, 266-2600 and follow the special procedures. Further restrictions listed below.

Parking Area	Design Aircraft	Restrictions for Larger Design Aircraft
North Terminal		
N-1/2/3/4/5/6/7	B-747-300	1, 2, 3
N-8	B-747-300	1
Remote Parking Locations		
R-2/3/4/7	B-747-400 (Group V)	1, 4
R-8/9/10/11/12/13/14	B-747-8 (225' and smaller)	1
Satellite Parking Ramps		
P-1	B-747-400 (Group V)	1
P-2/3	Group VI	1

RESTRICTIONS**General**

1. Aircraft larger than the design aircraft or group may be parked adjacent only if the special procedures below are used.

North Terminal Gate Parking

2. B-747-400 or A-330/340 may be parked adjacent only if towed in and pushed back in addition to the special procedures below.
3. B-747-400 or A330/340 may be parked adjacent on Gates N-2 and N-4 only if the aircraft on N-2 is "last in, first out".

Remote Refueling Ramps

4. Exiting R-2/3/4, aircraft may only turn left out of parking.

Satellite Ramps

5. During pushback, aircraft will ensure jet blast is directed in a safe direction, will not blow foreign objects on the ramp/taxiway and will not block the tug road.

SPECIAL PROCEDURES

These procedures shall be used any time wingtip clearances of 25' cannot be maintained between adjacent aircraft. Before using these procedures, ensure no reasonable alternative is available.

1. Wing walkers with a signaling device are required.
2. For aircraft under tow, a safety observer (separate from the tow vehicle driver) will direct movement and be positioned to stop the aircraft movement, if required.
3. Company/Pilot in Command concurrence is required if 25' wingtip clearance cannot be maintained.
4. Companies making parking assignments will notify Airport Operations, 266-2600, when 25' wingtip clearance cannot be maintained.

NOTE: *Airline and ground support companies use these procedures at their own risk. They accept responsibility and liability for maintaining wingtip clearance and shall hold the airport harmless when these special procedures are utilized.*

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SMGCS

STEVENS ANCHORAGE INTL

10 FEB 17

(10-9D)

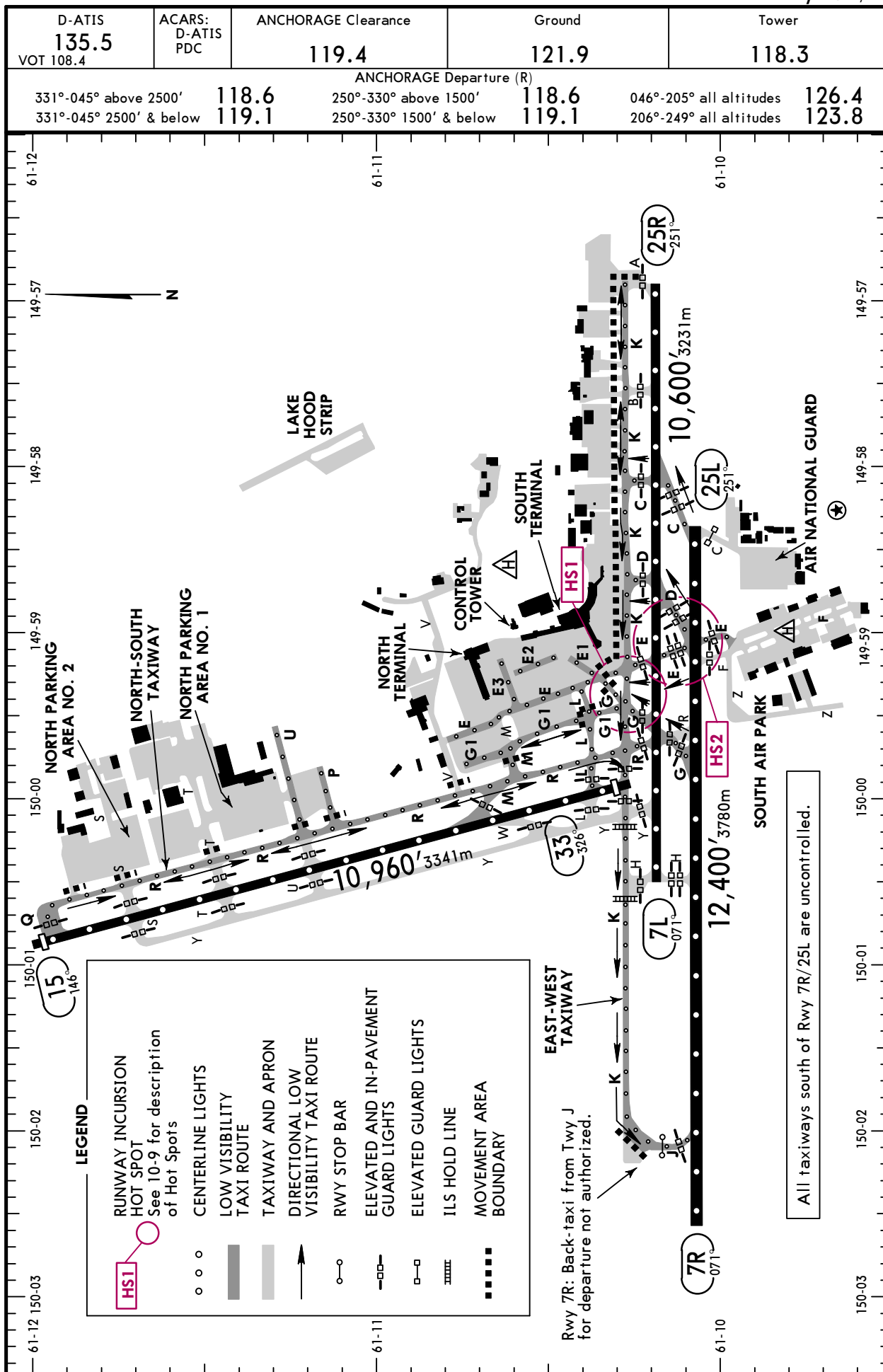
ANCHORAGE, ALASKA

LOW VISIBILITY TAXI ROUTES

ARRIVAL Rwy 7R

DEPARTURE Rwy 7R/33

LESS THAN RVR 1200 to 500



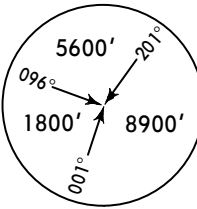
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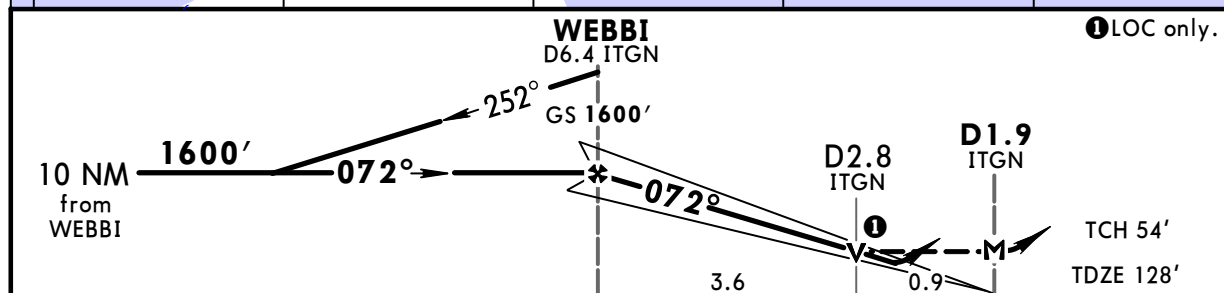
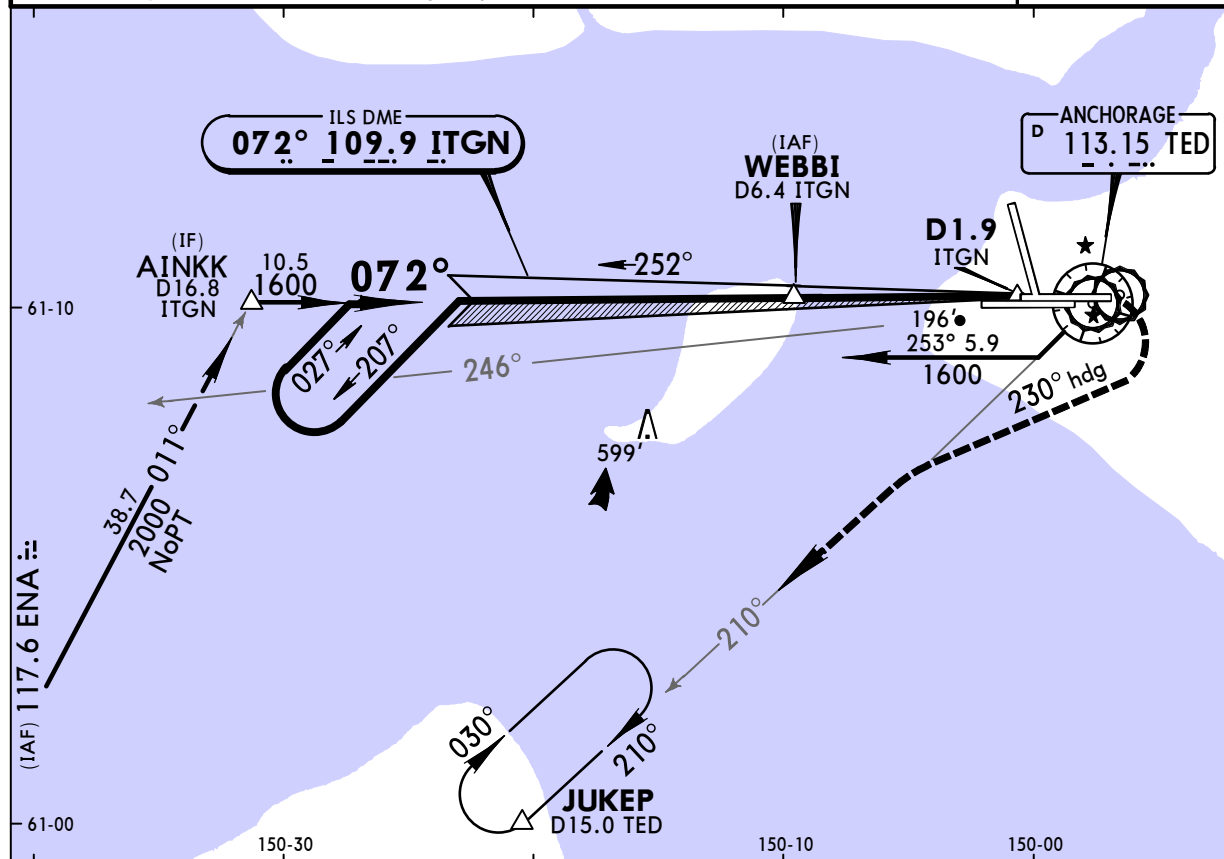
STEVENS ANCHORAGE INTL

JEPPesen
9 OCT 15
Eff 15 Oct (11-1)

ANCHORAGE, ALASKA
ILS or LOC DME Rwy 7L

BRIEFING STRIP™

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9	
LOC ITGN 109.9	Final Apch Crs 072°	GS WEBBI 1600' (1472')	ILS DA(H) 328' (200')	Apt Elev 151' TDZE 128'		 MSA TED VOR	
MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' via heading 230° and outbound TED VOR R-210 to JUKEP INT/D15.0 TED and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME Required. 2. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	<div><div>MALSR</div><div><div></div><div>PAPI</div></div></div>	<div><div>600'</div><div><div></div><div></div></div></div>	<div><div>2500'</div><div><div></div><div>RT</div></div></div>	<div><div>230°</div><div>via</div><div>hdg</div></div>
GS 3.00°	372	478	531	637	743	849				
MAP at D1.9 ITGN										

TERPS			STRAIGHT-IN LANDING RWY 7L				CIRCLE-TO-LAND	
ILS			LOC (GS out)					
DA(H) 328' (200')			MDA(H) 500' (372')					
FULL	TDZ or CL out	RAIL or ALS out	RAIL out		ALS out		Max Kts	MDA(H)
A			RVR 24 or 1/2		RVR 55 or 1		90	700' (549') - 1
B			RVR 35 or 5/8		RVR 55 or 1		120	700' (549') - 1 1/2
C	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4		RVR 55 or 1		140	800' (649') - 2
D			RVR 40 or 3/4		RVR 55 or 1		165	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

PANC/ANC

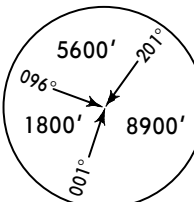
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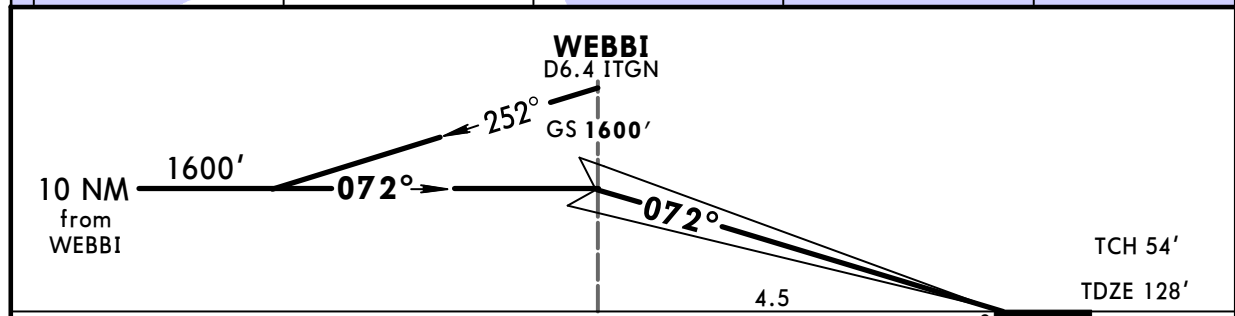
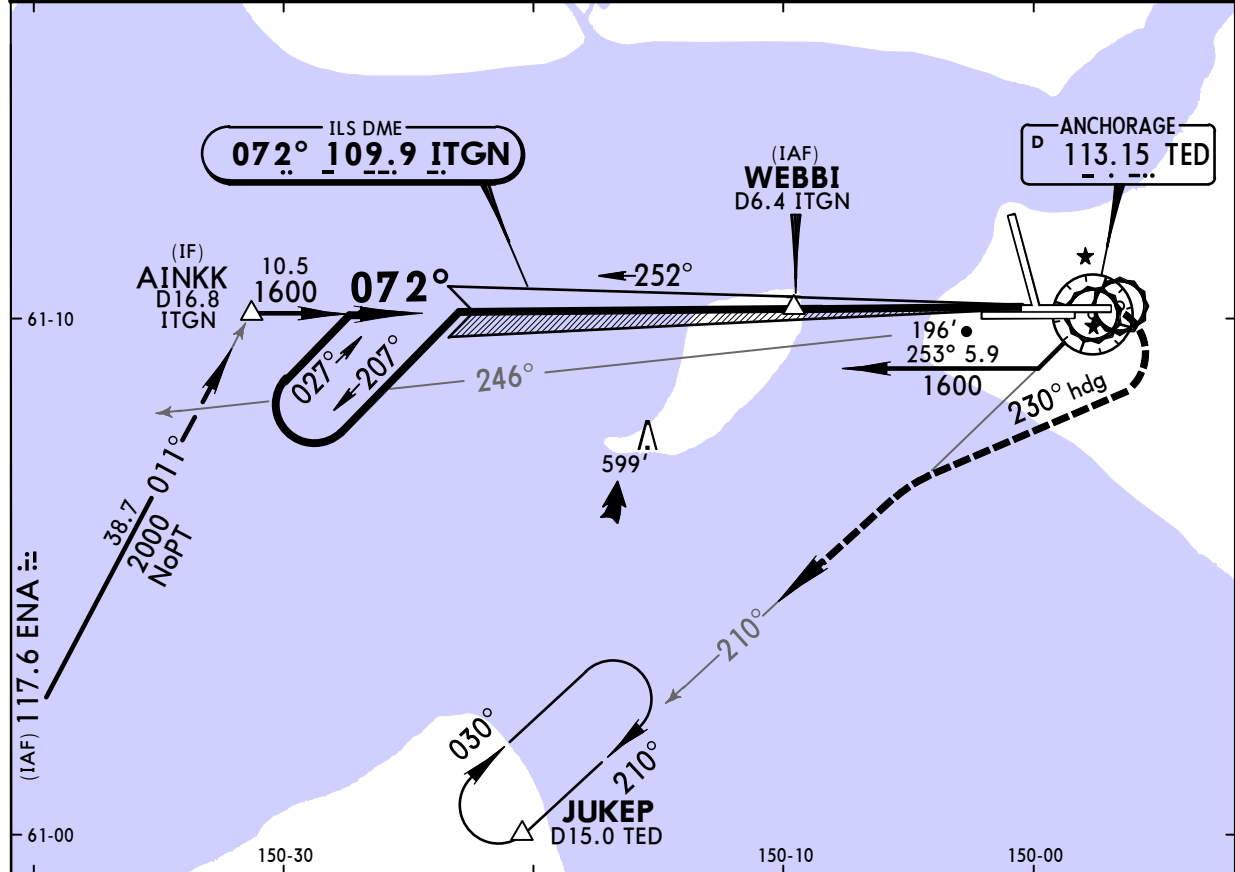
9 OCT 15
Eff 15 Oct

11-1A

ANCHORAGE, ALASKA
ILS Rwy 7L SA CAT I

BRIEFING STRIP™

D-ATIS		ANCHORAGE Approach (R)		ANCHORAGE Tower		Ground	
135.5		118.6		118.3		121.9	
LOC ITGN 109.9	Final Apch Crs 072°	GS WEBBI 1600' (1472')	SA CAT I ILS RA 158' DA(H) 278'(150')	Apt Elev 151' TDZE 128'		 MSA TED VOR	
MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' via heading 230° and outbound TED VOR R-210 to JUKEP INT/D15.0 TED and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Special Aircrew & Aircraft Certification Required. 2. DME Required.							
3. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	600'	2500'	230° via RT hdg
GS	3.00°	372	478	531	637	743				

TERPS

STRAIGHT-IN LANDING RWY7L

SA CAT I ILS
RA 158'

DA(H) **278'** (150')

A
B
C
D

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 3B 15 OCT 2015

PANC/ANC

STEVENS ANCHORAGE INTL

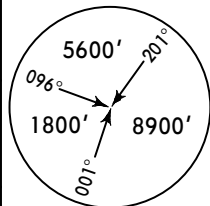
9 OCT 15
Eff 15 Oct

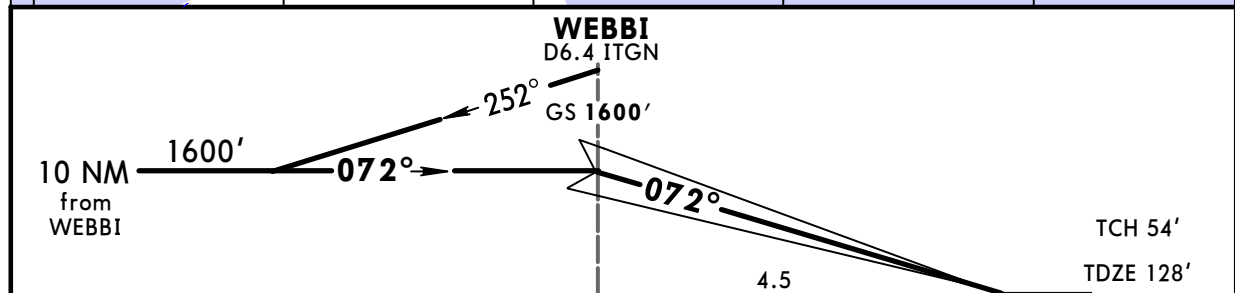
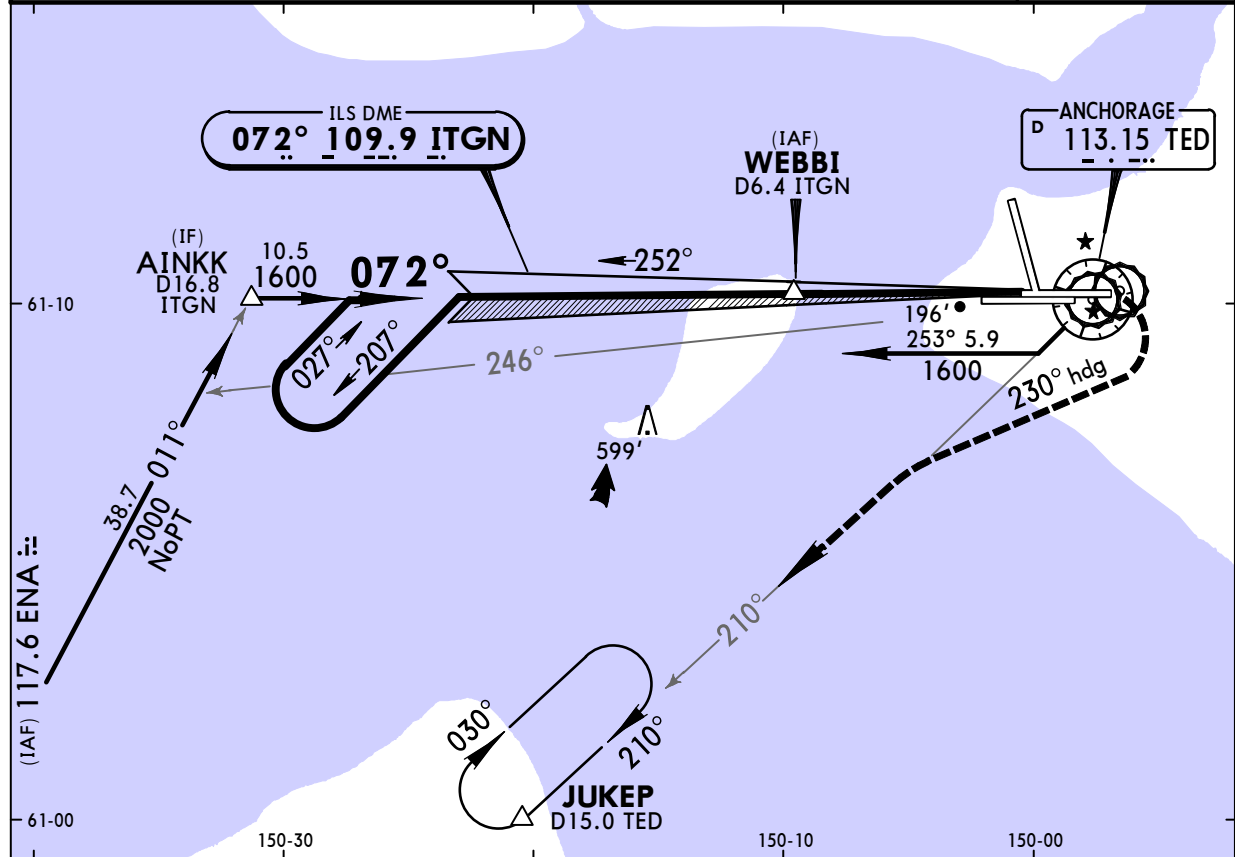
JEPPesen

(11-1B)

ANCHORAGE, ALASKA
ILS Rwy 7L SA CAT II

BRIEFING STRIP™

D-ATIS		ANCHORAGE Approach (R)		ANCHORAGE Tower		Ground	
135.5		118.6		118.3		121.9	
LOC ITGN 109.9	Final Apch Crs 072°	GS WEBBI 1600' (1472')	SA CAT II ILS RA 108' DA(H) 228' (100')	Apt Elev 151' TDZE 128'			
MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' via heading 230° and outbound TED VOR R-210 to JUKEP INT/D15.0 TED and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Special Aircrew & Aircraft Certification Required. 2. DME Required.							
3. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 600' ↑ 2500' RT 230° via hdg
GS	3.00°	372	478	531	637	743	

TERPS STRAIGHT-IN LANDING RWY 7L
SA CAT II ILS
RA 108'
 DA(H) **228'** (100')

A	RVR 12
B	
C	
D	

1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

TERPS AMEND 3B 15 OCT 2015

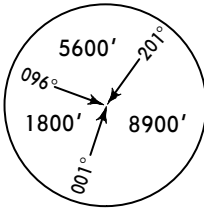
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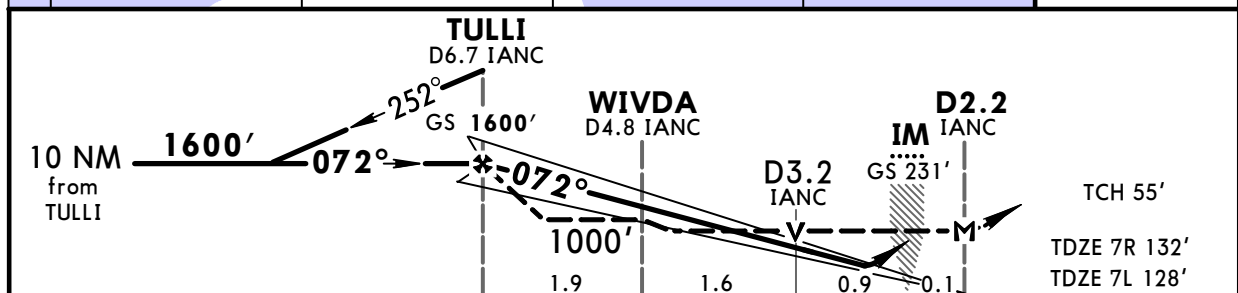
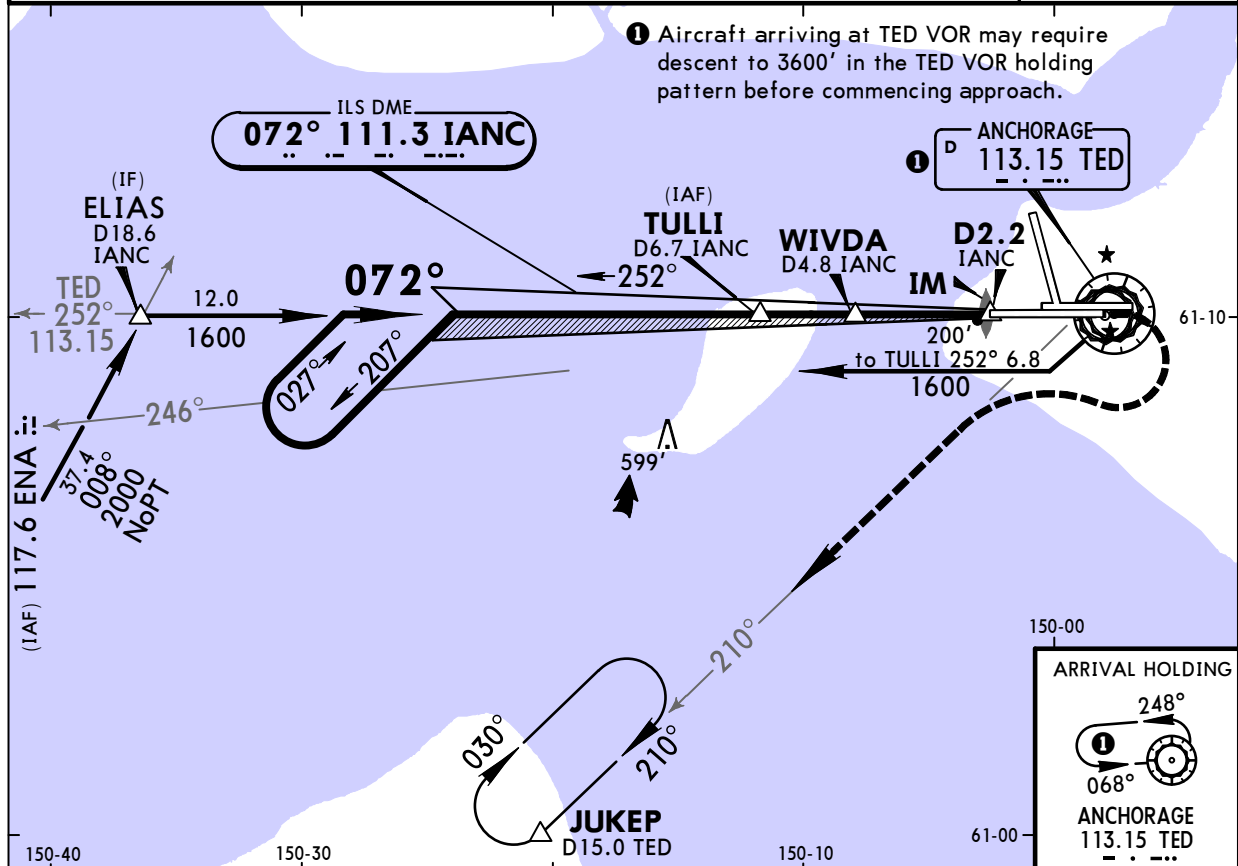
STEVENS ANCHORAGE INTL

JEPPESSEN
9 OCT 15
Eff 15 Oct **(11-2)**

ANCHORAGE, ALASKA
ILS or LOC DME Rwy 7R

BRIEFING STRIP™

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9	
LOC IANC 111.3	Final Apch Crs 072°	GS TULLI 1600' (1468')	ILS DA(H) 332' (200')	Apt Elev 151' TDZE 7R 132' TDZE 7L 128'			
MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' outbound on TED VOR R-210 to JUKEP INT/D15.0 TED and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. VGSI and ILS glidepath not coincident. 2. Rwy 7L threshold 6140' E of Rwy 7R threshold. 3. MALS R & PAPI-R on Rwy 7L.							



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	600'	2500'	TED
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	on 113.15
MAP at D2.2 IANC										R-210

TERPS			STRAIGHT-IN LANDING RWY 7R		SIDESTEP LANDING RWY 7L		CIRCLE-TO-LAND	
ILS			LOC (GS out)		RAIL or ALS out		Max Kts	
DA(H) 332' (200')			MDA(H) 520' (388')		MDA(H) 520' (392')		MDA(H)	
FULL	TDZ or CL out	ALS out	ALS out		ALS out			
A							90	
B	RVR 18	RVR 24	RVR 24 or 1/2	RVR 55 or 1	RVR 50 or 1		120	
C	or 3/8	or 1/2	RVR 35 or 5/8	RVR 60 or 1 1/8	1 1/2		140	
D					2		165	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 3B 15 OCT 2015

PANC/ANC

STEVENS ANCHORAGE INTL

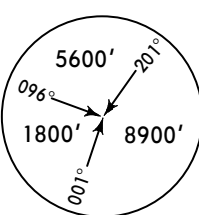
9 OCT 15

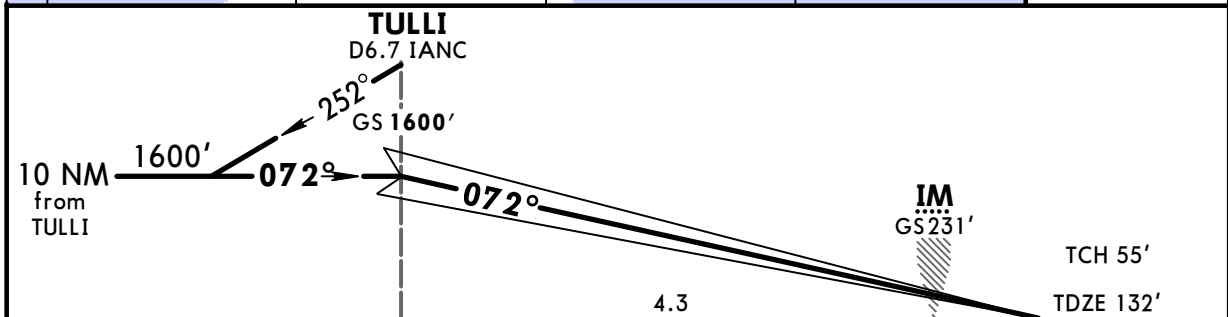
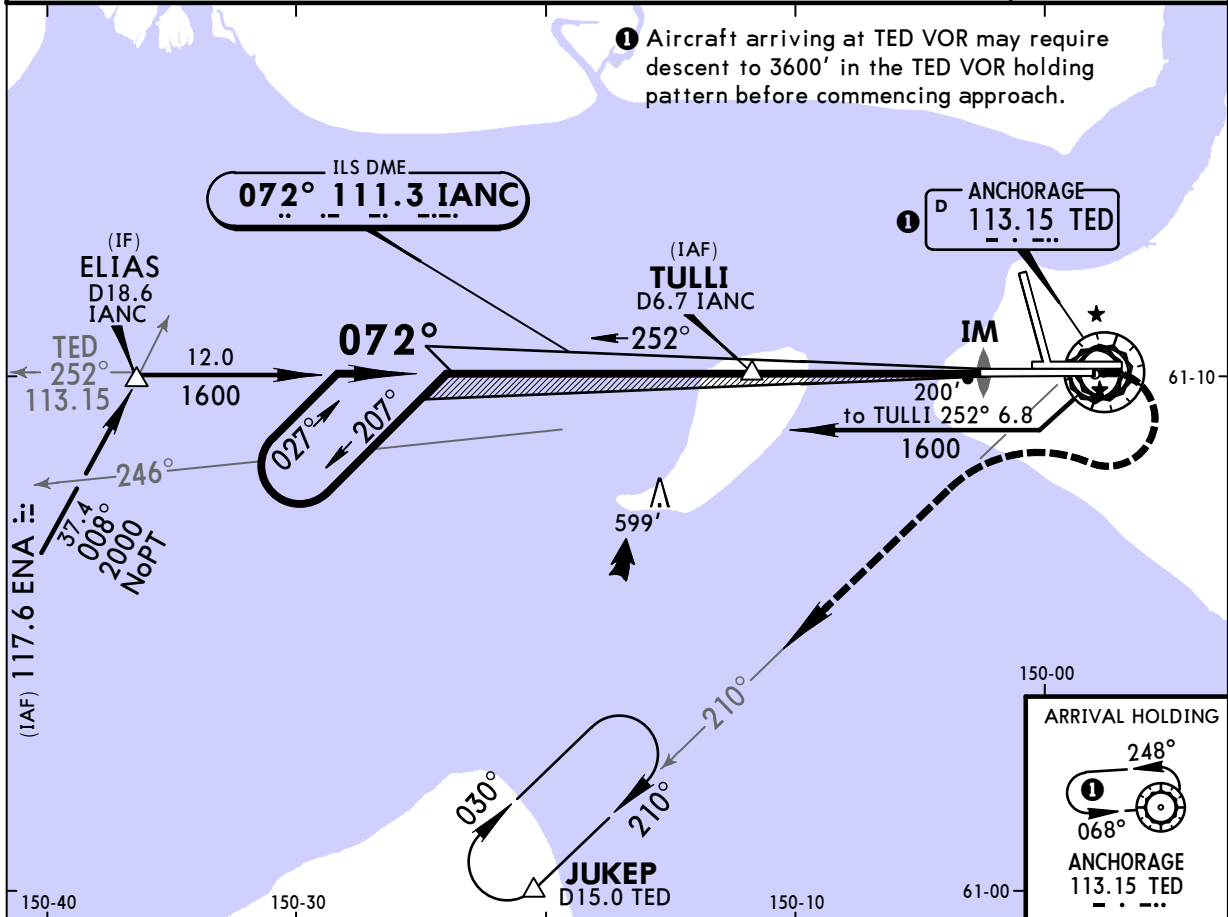
Eff 15 Oct

(11-2A)

JEPPesen ANCHORAGE, ALASKA
ILS Rwy 7R CAT II & III

BRIEFING STRIP

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9
LOC IANC 111.3	Final Apch Crs 072°	GS TULLI 1600'(1468')	CAT III Refer to Minimums	CAT II ILS RA 115' DA(H) 232'(100')	Apt Elev 151' TDZE 132'	
MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' outbound on TED VOR R-210 to JUKEP INT/D15.0 TED and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Special Aircrew & Acft Certification Required. 2. VGSI and ILS glideslope not coincident.						
						MSA TED VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	600'	2500'	TED
GS	3.00°	372	478	531	637	743		↑	RT	on 113.15 R-210

TERPS AMEND 3B 15 OCT 2015

TERPS		STRAIGHT-IN LANDING RWY 7R	
CAT III ILS		CAT II ILS RA 115' DA(H) 232'(100')	
RVR 6		RVR 12	

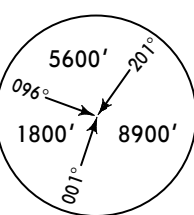
① RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

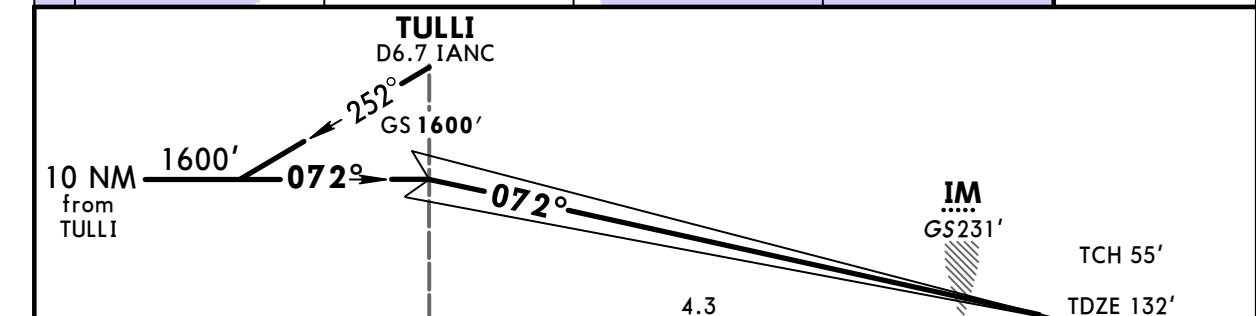
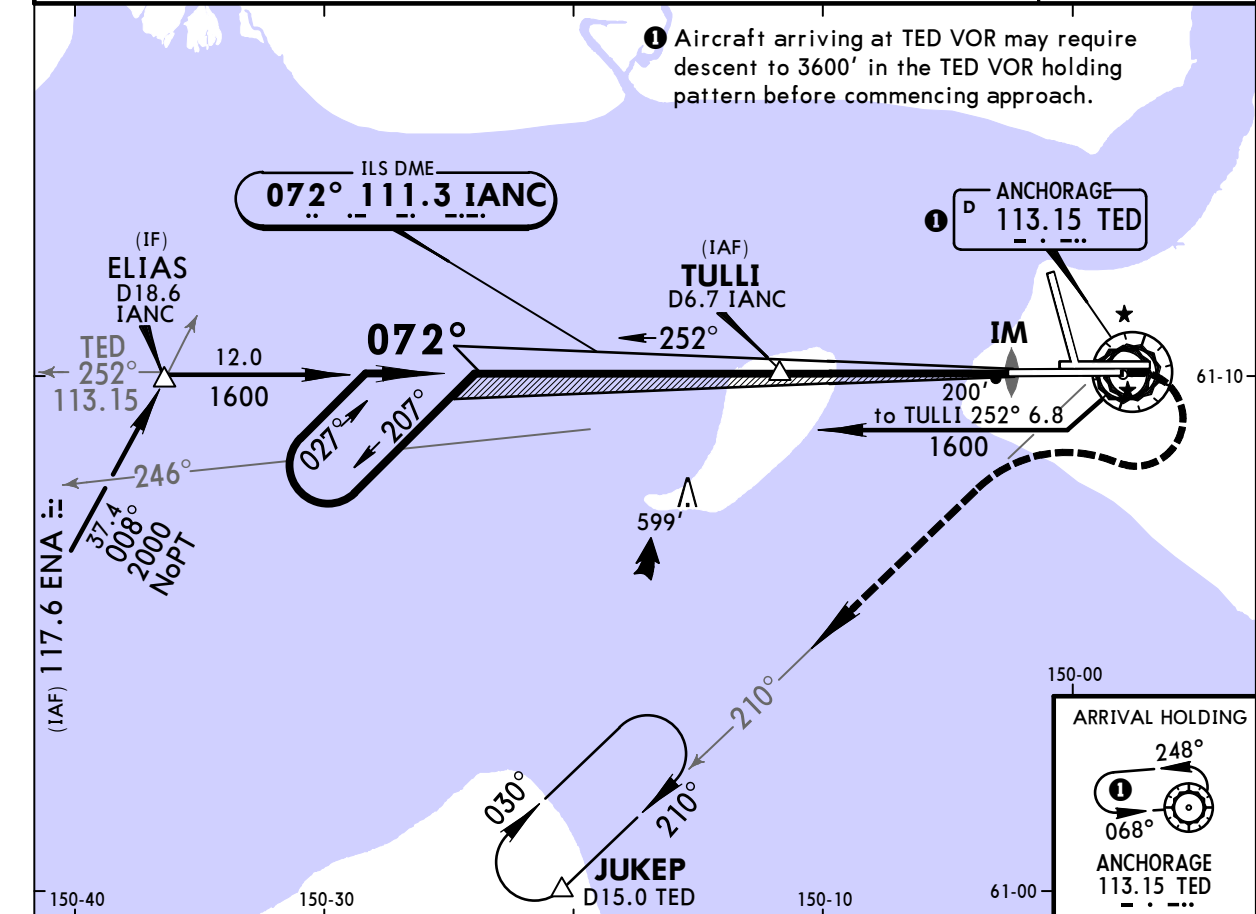
PANC/ANC

STEVENS ANCHORAGE INTL

JEPPesen
9 OCT 15
Eff 15 Oct (11-2B)

ANCHORAGE, ALASKA
ILS Rwy 7R SA CAT I

BRIEFING STRIP™	D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9	
	LOC IANC 111.3	Final Apch Crs 072°	GS TULLI 1600' (1468')	SA CAT I ILS RA 245' DA(H) 282' (150')		Apt Elev 151' TDZE 132'		 MSA TED VOR
	MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' outbound on TED VOR R-210 to JUKEP INT/D15.0 TED and hold.							
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
	1. Special Aircrew & Acft Certification Required. 2. VGSI and ILS glideslope not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		600'	2500'	TED
GS 3.00°	372	478	531	637	743	849	PAPI		↑	RT	on 113.15
											R-210

TERPS STRAIGHT-IN LANDING RWY 7R
1 SA CAT I ILS
RA 245'
 DA(H) **282'** (150')

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 3B 15 OCT 2015

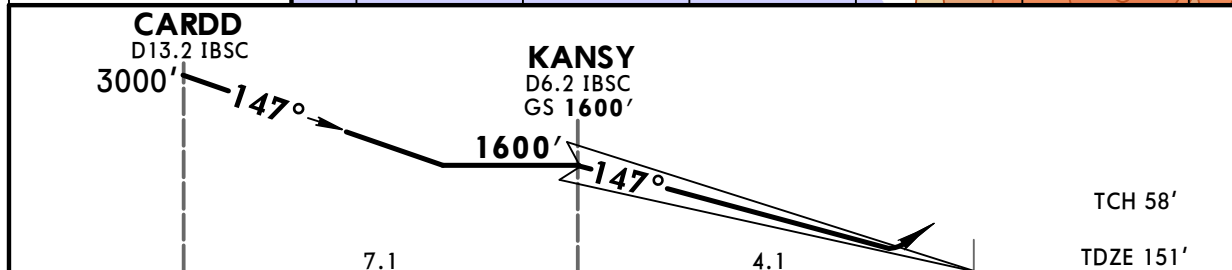
PANC/ANC STEVENS ANCHORAGE INTL

JEPPesen 9 SEP 16 **(11-3)** Eff 15 Sep

ANCHORAGE, ALASKA ILS Rwy 15

BRIEFING STRIP™

D-ATIS 135.5	ANCHORAGE Approach (R) 118.6	ANCHORAGE Tower 118.3	Ground 121.9
LOC IBSC 111.75	Final Apch Crs 147°	GS KANSY 1600' (1449')	ILS DA(H) Refer to Minimums
Apt Elev 151' TDZE 151'			
MISSED APCH: Climb to 800' then climbing RIGHT turn to 2500' on heading 200° and outbound on TED VOR R-210 to JUKEP/D15.0 TED and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or RADAR required. 2. VGS1 and ILS glidepath not coincident (angle 3.20°/TCH 75'). 3. Helicopter visibility reduction below RVR 4000 not authorized. 4. Use IBSC DME when on the localizer course.			
			MSA TED VOR



Gnd speed-Kts	70	90	100	120	140	160	ODALS	800'	2500'	200°	TED	JUKEP
GS	3.20°	396	510	566	679	793	PAPI	↑	RT	on hdg	113.15 R-210	

TERPS STRAIGHT-IN LANDING RWY 15											
ILS											
DA(H) A & B: 351' (200') C & D: 401' (250')											
FULL						ODALS out					

A											
B											
C											
D	RVR 40 or 3/4										

CHANGES: Minimums.

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TERPS AMEND 6C 15 SEP 2016

PANC/ANC

STEVENS ANCHORAGE INTL

9 OCT 15

(12-1)

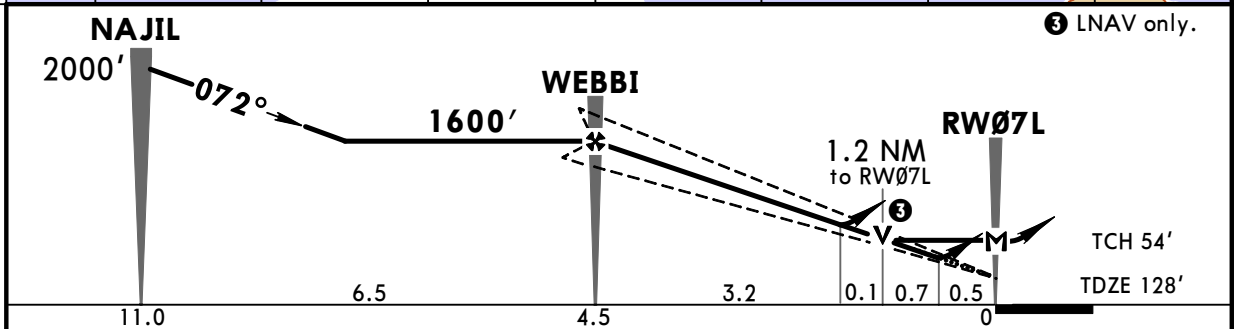
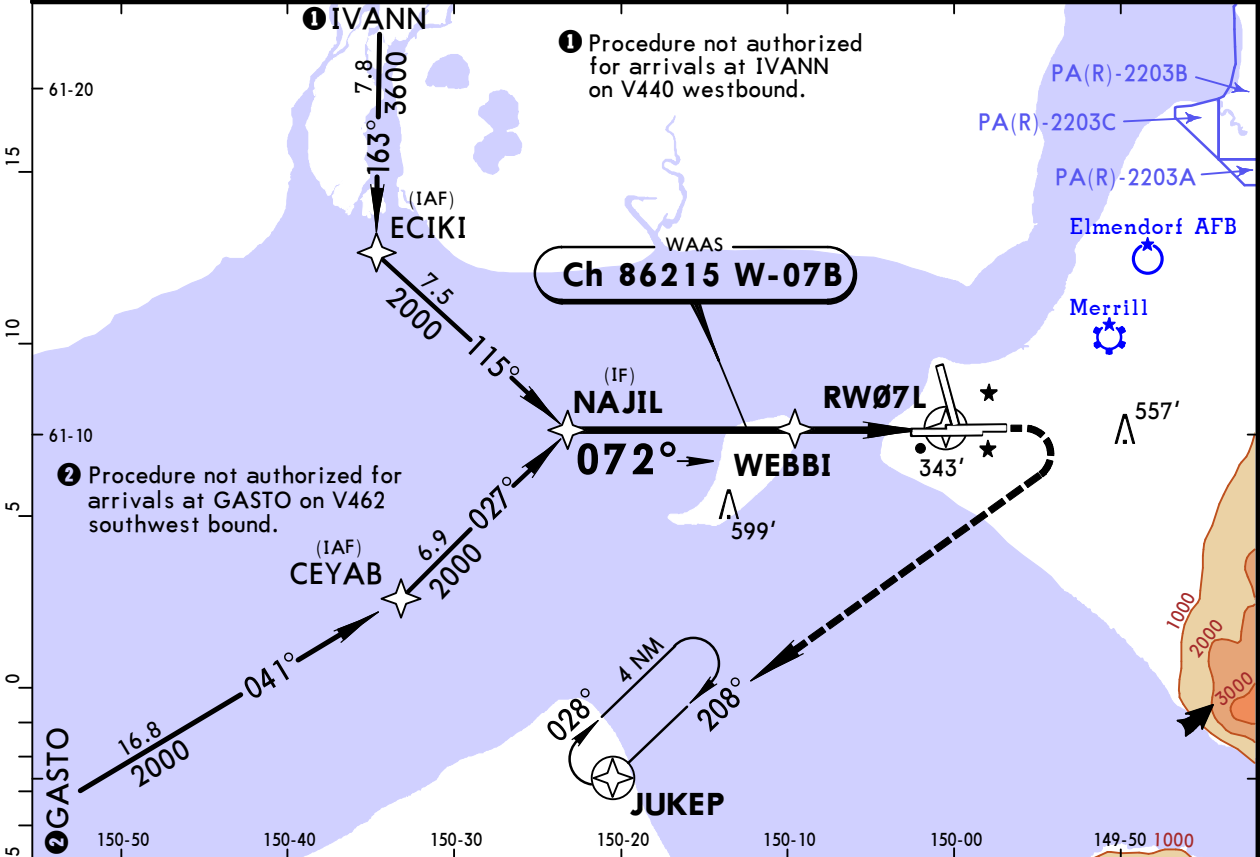
Eff 15 Oct

ANCHORAGE, ALASKA

RNAV (GPS) Rwy 7L

BRIEFING STRIP™

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9	
WAAS Ch 86215 W-07B	Final Apch Crs 072°	Minimum Alt WEBBI 1600' (1472')	LPV DA(H) 328' (200')	Apt Elev 151' TDZE 128'		<div><div>8900'</div><div>MSA RW07L</div></div>	
MISSED APCH: Climb to 800' then climbing RIGHT turn to 2500' direct JUKEP and hold.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	MALSR	800'	2500'	➔	JUKEP
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑	RT		
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW07L											

TERPS				STRAIGHT-IN LANDING RWY 7L			CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV				
DA(H) 328' (200')		DA(H) 601' (473')		MDA(H) 600' (472')				
	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts
A					RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90
B								120
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/8	1 1/2	RVR 50 or 1	RVR 60 or 1 1/8	1 3/8	140
D								165
								MDA(H)
								700' (549') - 1
								700' (549') - 1 1/2
								800' (649') - 2

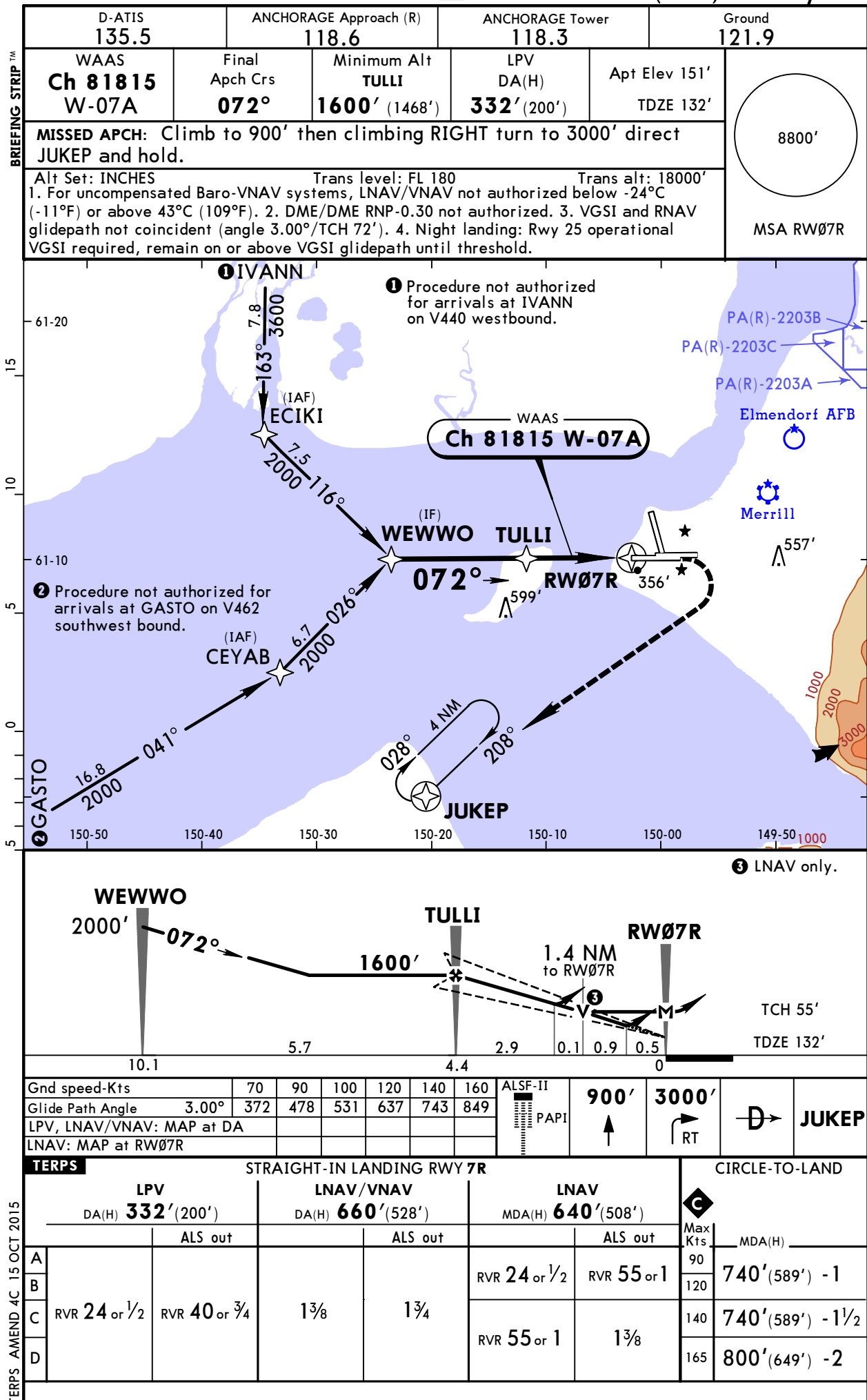
TERPS AMEND 2C 15 OCT 2015

PANC/ANC

STEVENS ANCHORAGE INTL

JEPPesen
9 OCT 15
Eff 15 Oct (12-2)

ANCHORAGE, ALASKA
RNAV (GPS) Y Rwy 7R



PANC/ANC

STEVENS ANCHORAGE INTL

JEPPesen

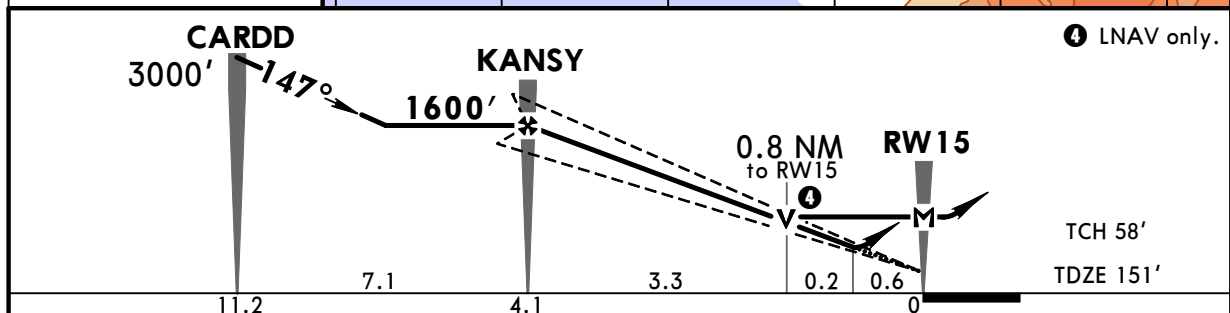
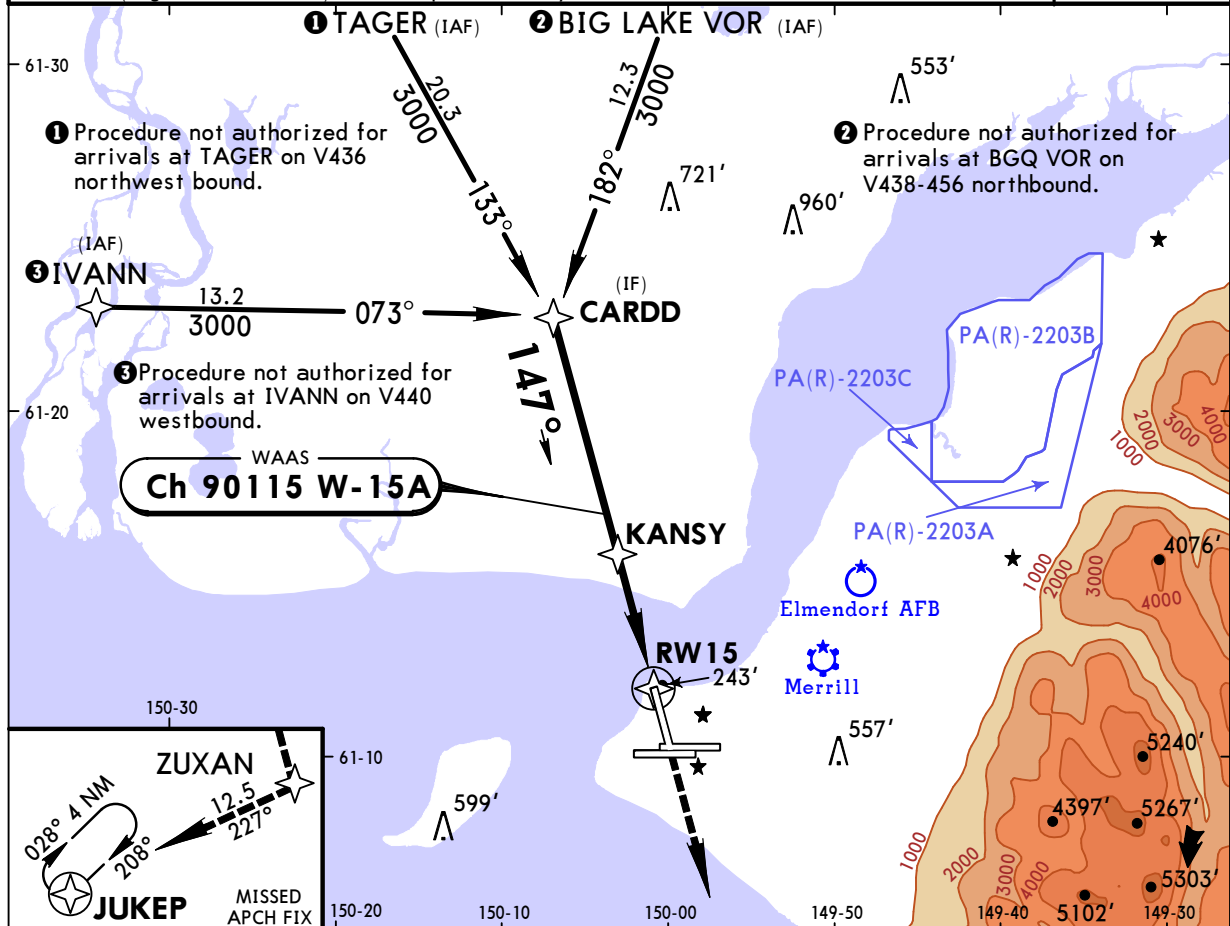
9 OCT 15 **(12-3)** **Eff 15 Oct**

ANCHORAGE, ALASKA

RNAV (GPS) Rwy 15

BRIEFING STRIP™

D-ATIS 135.5	ANCHORAGE Approach (R) 118.6	ANCHORAGE Tower 118.3	Ground 121.9
WAAS Ch 90115 W-15A	Final Apch Crs 147°	Minimum Alt KANSY 1600' (1449')	LNNAV/VNAV DA(H) 401' (250')
Apt Elev 151' TDZE 151'			
MISSED APCH: Climb to 2500' direct ZUXAN and on track 227° to JUKEP and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath angles not coincident (angle 3.20°/TCH 79'). 4. Helicopter visibility reduction below RVR 4000 not authorized.			
			8900'
			MSA RW15



Gnd speed-Kts	70	90	100	120	140	160	ODALS	2500'	D	ZUXAN
Glide Path Angle	3.20°	396	510	566	679	793	PAPI			
MAP at RW15										

TERPS				STRAIGHT-IN LANDING RWY 15		CIRCLE-TO-LAND	
LPV		LNNAV/VNAV		LNNAV			
DA(H) 418' (267')		DA(H) 401' (250')		MDA(H) 500' (349')			
ODALS out		ODALS out		ODALS out		Max Kts	MDA(H)
						90	700' (549') -1
						120	
RVR 40 or 3/4 RVR 45 or 7/8		RVR 40 or 3/4		RVR 40 or 3/4 RVR 45 or 7/8		140	700' (549') -1 1/2
						165	800' (649') -2

TERPS AMEND 2C 15 OCT 2015

PANC/ANC

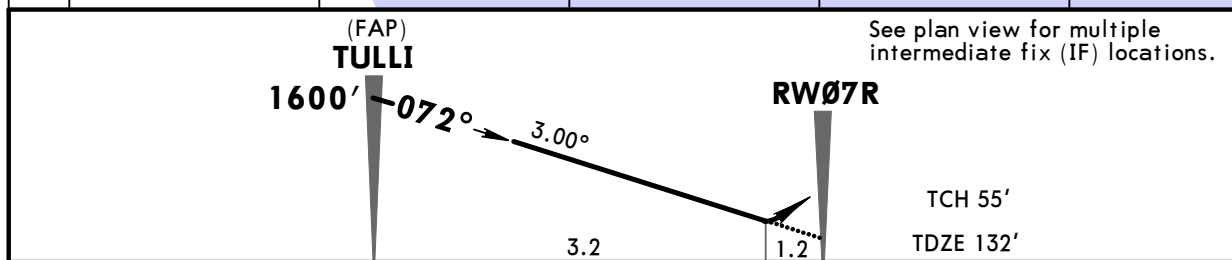
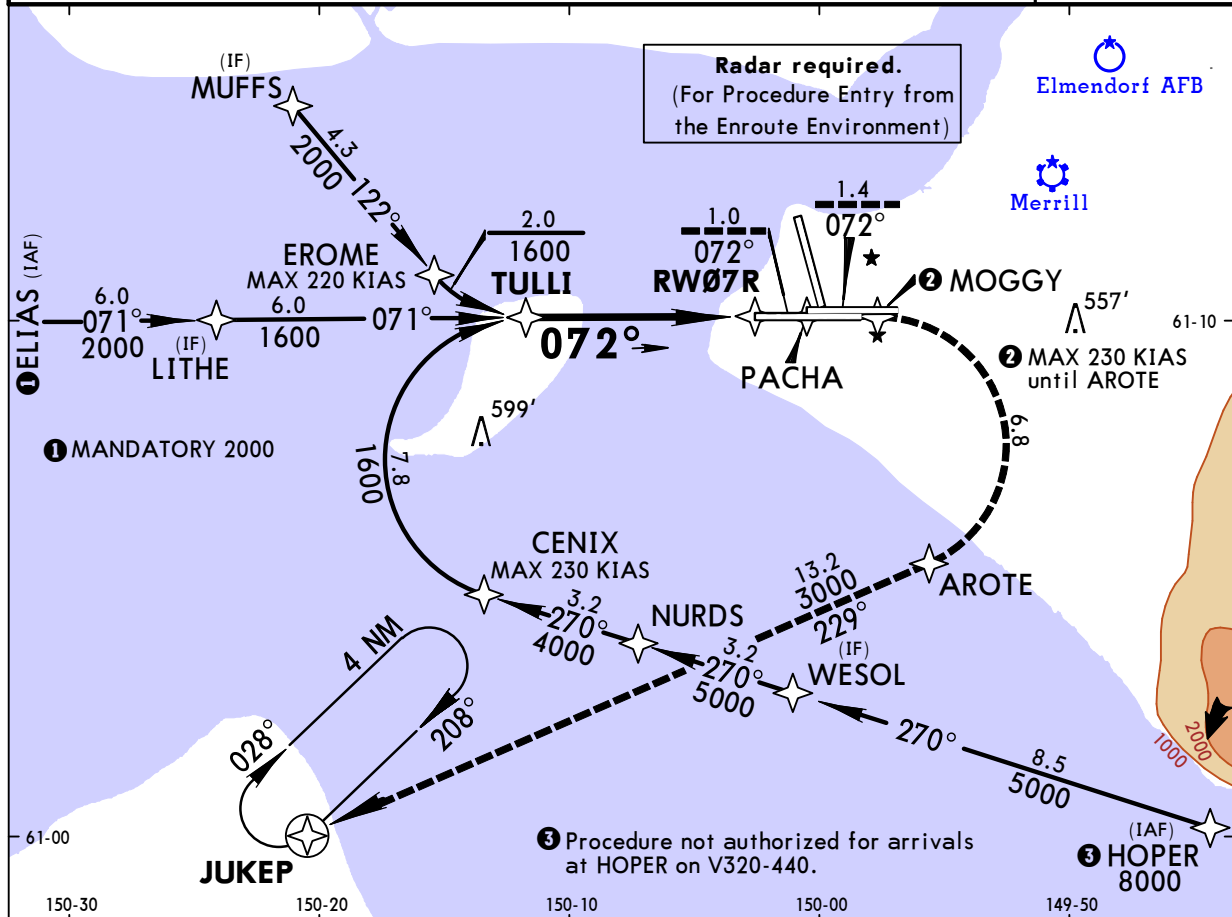
STEVENS ANCHORAGE INTL

JEPPesen
9 SEP 16
Eff 15 Sep 12-20

ANCHORAGE, ALASKA
RNAV (RNP) Z Rwy 7R

BRIEFING STRIP™

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9	
RNAV	Final Apch Crs 072°	Minimum Alt TULLI 1600' (1468')	RNP 0.30 DA(H) 562' (430')	Apt Elev 151' TDZE 132'		<div>8800'</div> <div>MSA RW07R</div>	
MISSED APCH: Climb to 3000' on the RNAV missed approach route to JUKEP and hold. Missed approach requires RNP less than 1.0.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS and RF required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -18°C (0°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident (angle 3.00°/TCH 72').							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 3000' on RNAV ROUTE PACHA
Glide Path Angle	3.00°	372	478	531	637	743	
MAP at DA							

TERPS		STRAIGHT-IN LANDING RWY 7R	
		RNP 0.30	
		DA(H) 562' (430')	
		ALS out	

A	RVR 50 or 1	1 3/8
B		
C		
D		

TERPS AMEND 08 15 SEP 2016

PANC/ANC

STEVENS ANCHORAGE INTL


9 SEP 16

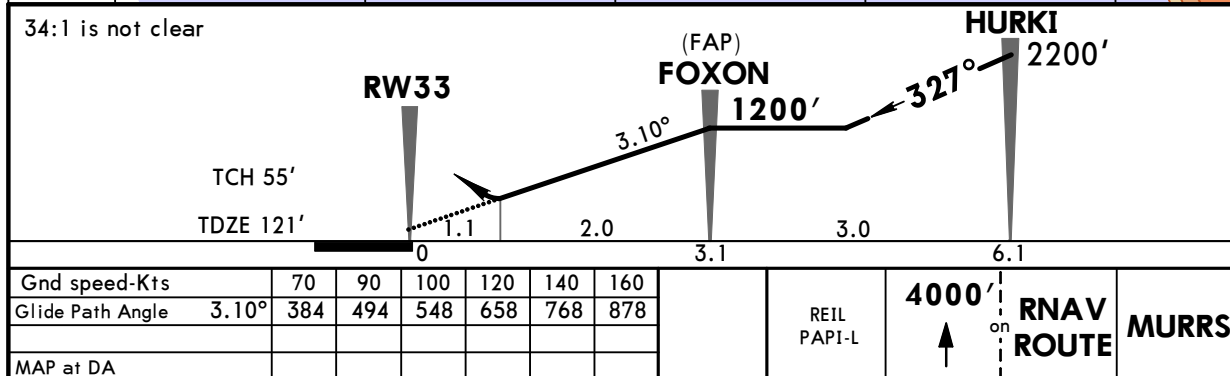
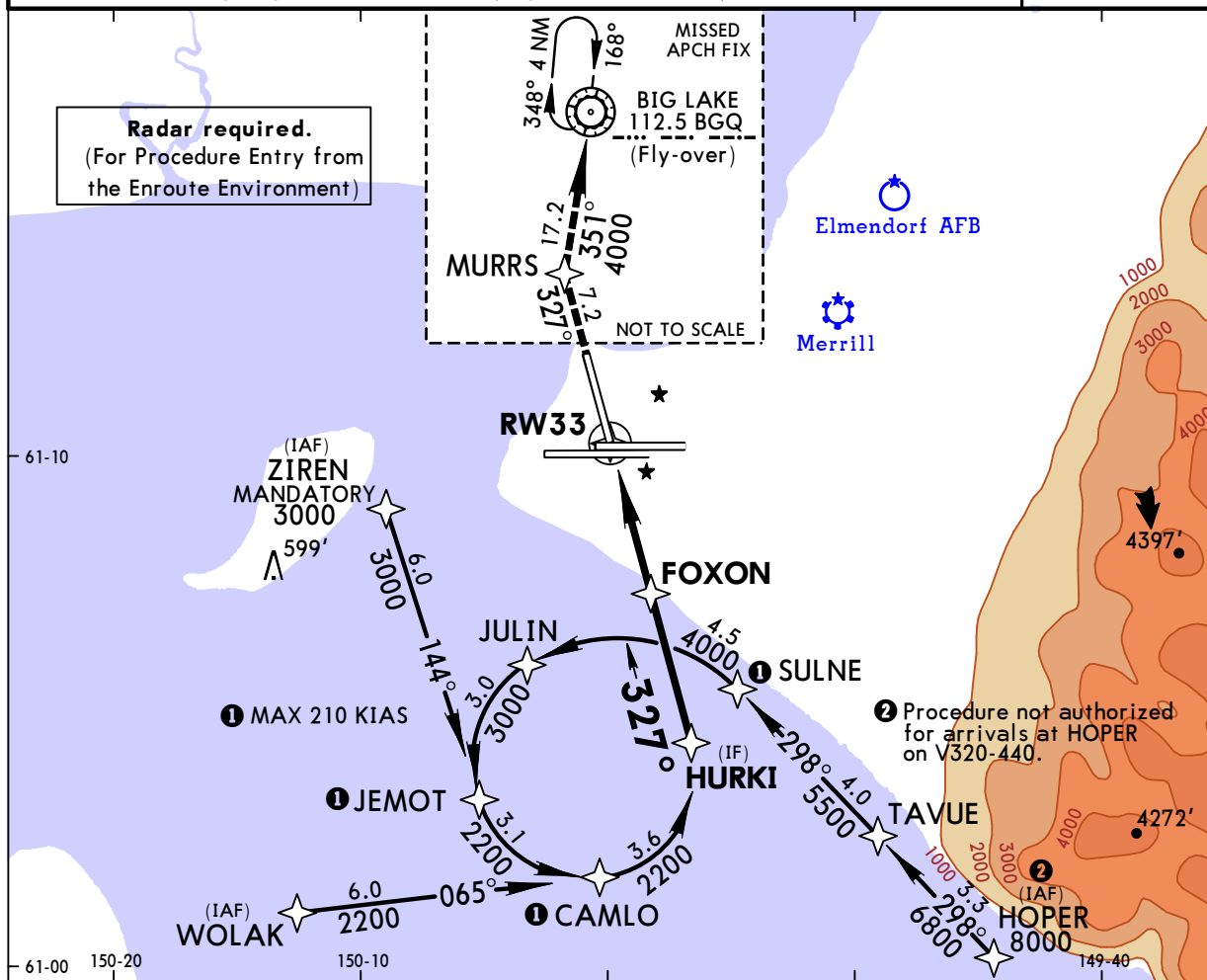
Eff 15 Sep

12-21

ANCHORAGE, ALASKA

RNAV (RNP) Rwy 33

D-ATIS 135.5	ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9
RNAV	Final Apch Crs 327°	Minimum Alt FOXON 1200' (1079')	RNP 0.11 DA(H) 545' (424')	Apt Elev 151' TDZE 121'	 8900'
MISSED APCH: Climb to 4000' on the RNAV missed approach route to BGQ VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS and RF required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -23°C (-9°F) or above 47°C (117°F). 4. VGSI and RNAV glidepath not coincident (angle 3.00°/TCH 65').					
					MSA RW33



TERPS AMEND 0B 15 SEP 2016

TERPS

STRAIGHT-IN LANDING RWY 33

		RNP 0.11 DA(H) 545' (424')	RNP 0.20 DA(H) 654' (533')	RNP 0.30 DA(H) 722' (601')
A		1 $\frac{3}{8}$	1 $\frac{3}{4}$	2
B				
C				
D				

CHANGES: Note.

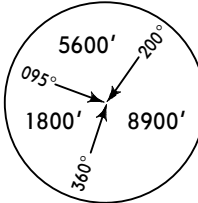
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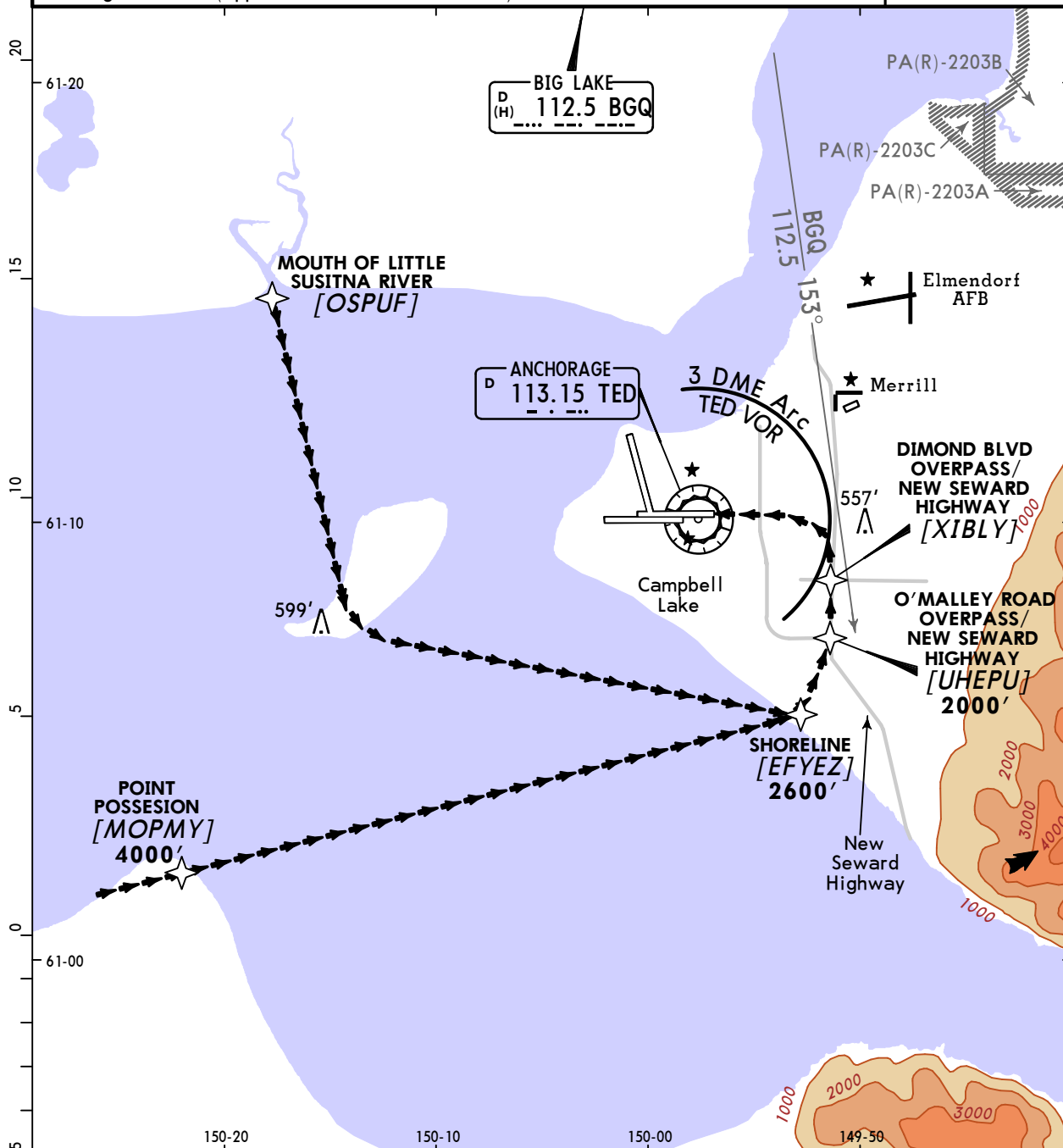
PANC/ANC

STEVENS ANCHORAGE INTL

JEPPesen
20 JUN 14 **(19-1)**

ANCHORAGE, ALASKA
HIGHWAY VISUAL Rwy 25R

BRIEFING STRIP ™	D-ATIS 135.5		ANCHORAGE Approach (R) 118.6 123.8		ANCHORAGE Tower 118.3		Ground 121.9	
	NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF		CEIL-VIS 3000' - 3	Apt Elev 151'		
	MISSED APCH: No Missed Approach procedure.							
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
	1. RADAR required. 2. Procedure not authorized at night. 3. Vertical Guidance Navaid and Angle: VASI-L (Upper GS-3.25° Lower GS-3.0°).							



HIGHWAY VISUAL RWY 25R

From O'Malley Road Overpass/New Seward Highway Intersection to Dimond Blvd Overpass/New Seward Highway Intersection, follow New Seward Highway. Remain within D3.0 TED or west of BGQ R-153.

		VASI-L	No Missed Approach Procedure
WEATHER MINIMUMS			
Ceiling 3000' - VIS 3			

PANC/ANC

STEVENS ANCHORAGE INTL

JEPPesen
20 JUN 14 (19-2)

ANCHORAGE, ALASKA
SEWARD VISUAL Rwy 25L

