

PETROPAVLOVSK-KAMCHATSKY (PKC/UHPP)

Elevation 128ft

CATEGORY B

No AV brief available

GENERAL

- The airfield is situated 8 NM north west of Petropavlovsk-Kamchatsky, in the south east of the Kamchatka Peninsula
- The airport is surrounded by volcanoes and mountainous terrain
- On the opposite side of Avacha Bay from Petropavlovsk is the Rybachiy Nuclear Submarine Base. This is the largest submarine base in Russia
- No roads connect the Kamchatka Peninsula to the rest of the world
- Limited diversion options

Threats

CFIT

- The airport is surrounded by high terrain.
- Koryaksky, 11,339 ft asl, is an active volcano 13 NM north east of the airfield. Its neighbouring peak Avachinsky, 8,993 ft asl, is 15 NM east of the airfield
- Terrain to the east is also significant with spot heights of 1165 ft asl within 3 NM and rising to in excess of 4,000 ft asl within 15 NM
- Clearances below transition level will be given in metres QFE. The QNH will be provided on request but clearances will still be in metres QFE. Take care to ensure correct altimeter setting and conversion to feet QNH using the tables on the charts.

Runway Excursion

- 2.7° ILS glidepath to both runways leading to an unusual visual aspect

Runway Incursion

- Disused runway 16L/34R is close to the active 16R/34L and not immediately obvious on charts

Special Considerations

- See SHORThAUL OPERATIONS TO THE CIS or EAST EUROPE – SIBERIA Area Briefs for details of metric units, altimetry and other CIS common procedures

ARRIVAL

Diversion Airports

MAGADAN, Sokol	GDX/UHMM	479 nm/331°T	CAT B
YUZHNO-SAKHALINSK	UUS/UHSS	714 nm/244°T	CAT A

Approach

- Both ILS approaches have shallow 2.7° glide paths
- RNAV and GPS are both required in order to fly Rwy 16R ILS approaches

- Circling prohibited west of the airport
- All altitude clearances below transition level will be given in metres QFE. Conversion tables to feet QFE are available on charts
- Standard R/T is recommended
- **Clearance to intercept the final approach will probably not be given, the aircraft being expected to make the last turn on to final without specific instructions**
- **Clearance to land is given after crew have reported undercarriage down**

GROUND

- Only access to and from the apron is via Taxiway C
- Backtrack required for full length departure Rwy 34L

DEPARTURE

- SIDs have high climb gradient requirements due to terrain, especially from 34L. A variety of procedures are available with additional track miles if performance precludes the more direct routing.
- KULOD4D departure has a 215 kt speed restriction and 25° bank angle requirement combined with “at or above FL100”.

WEATHER

- Snow is common November – April and seawater is known to freeze in spring
- Winter temperatures much milder than the rest of Siberia, whilst summers are generally cool and relatively dry
- Average daily temperatures ranging from -7°C in January to +13°C in August
- Weather generally less cloudy than the adjacent Kuril Islands as the terrain tends to block fog formed by the Oyashio Current offshore

OPERATIONAL INFORMATION

Handling Agent	Norpac Aviation
Handling Agent VHF	118.8
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU (ACU equipment not available). Keep GPU connected to reduce APU fuel burn.