

Jeppesen Sanderson Company

Начало.



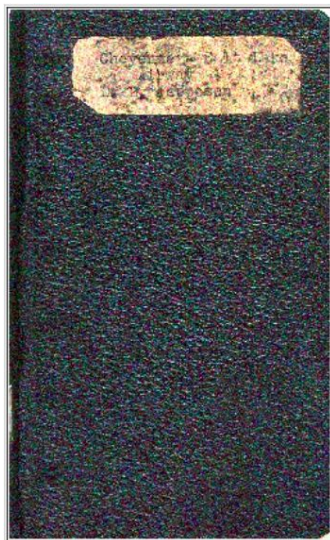
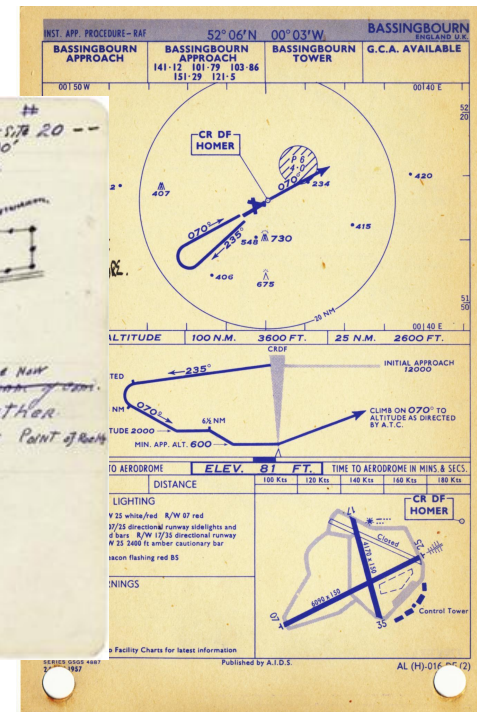
"I didn't start out to chart the skies; it's just no one had done it before."

Elrey Borge Jeppesen

(28.1.1907 – 26.11.1996)

ARPS
Arps Ranch Beacon
Just north of Chey. Reser about one mile on standard Beacon.
8500 safe at nite. Can circle a radius of about ~~4~~ 4 miles, at this elevation

BITTER CREEK-SITE 20 --
Alt of field 6800' 7500' to clear.
Cons of gas telephone now
New telephone and fuel tanks.
OK in wet weather
6 mi N. of city 10 E point of town



LE ROY #90
Elev. 8000' 8500'
Elev. Gas Pump 30 gallons
SE of town
Hills to E + W

Medicine Bow Field
#32 Elev. 8000' 8500'
Good Field - Elev. Gas Pump
Weather Reporting Station
Radio beacon - 876 KC/S
Ident sig. ---
operates upon Request
Teletype

Little Book

Black 1934

1956

Nav data sources for charts

Источники данных для схем и карт



CAA* – Civil Aviation Authority

AIS – Aeronautical Information Service (Annex 15)



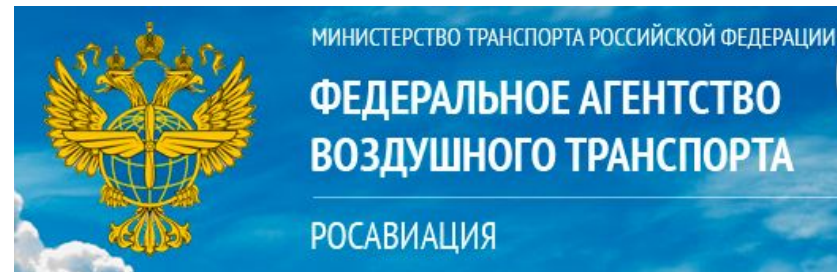
AIP **NOTAM** **AICs** **PIBs**

AIP – Aeronautical Information Publication

NOTAM – Notices to Airmen

AICs – Aeronautical Information Circulars

PIBs – Pre-flight Information Bulletins



AIP

Сборник аэронавигационной информации

AIRAC – Aeronautical Information Regulation and Control.

Update of the AIP every 28/56 days (Single/Double AIRAC)

*Current AIRAC 1901
(06.12.18-03.01.19)*

ELECTRONIC AIP

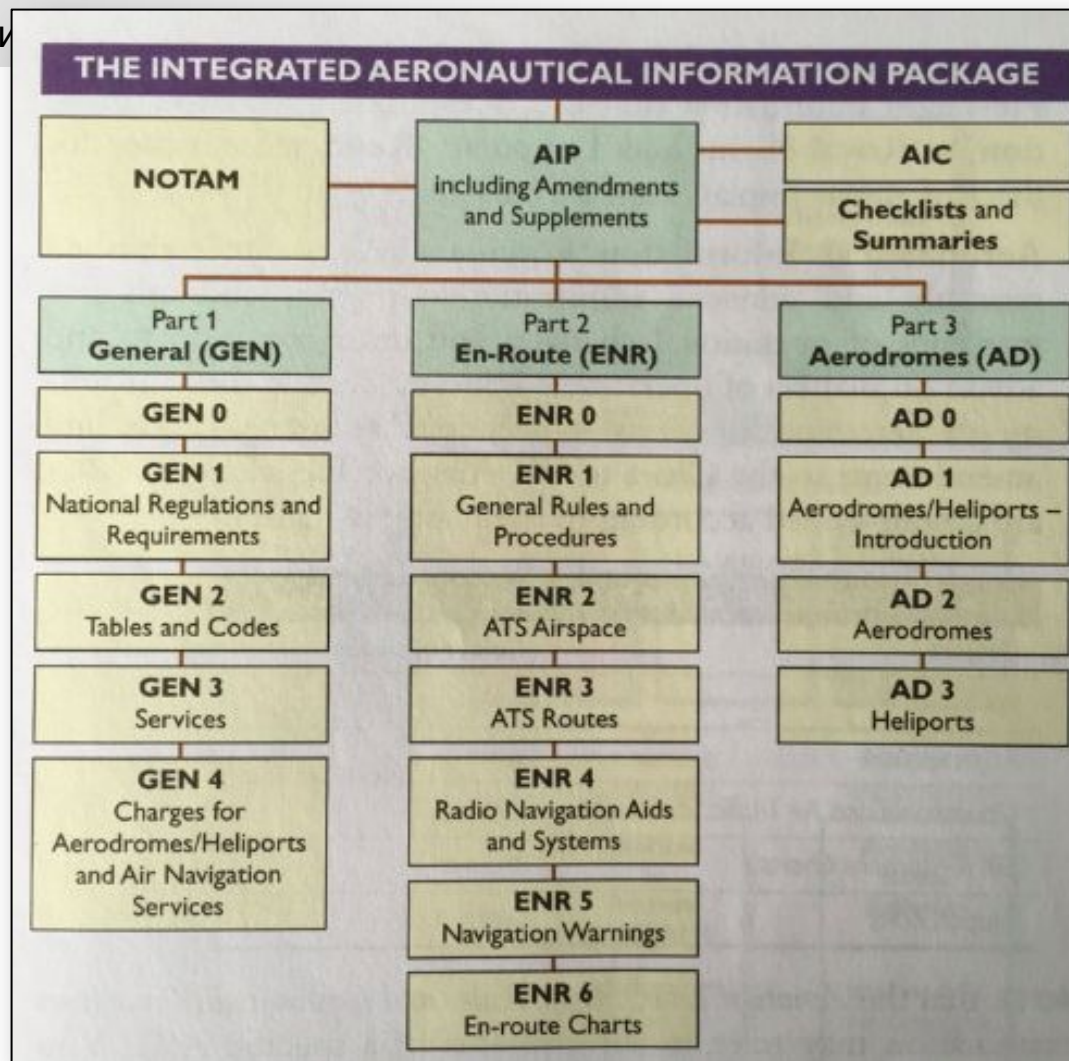
[EU https://www.ead.eurocontrol.int](https://www.ead.eurocontrol.int)

РФ Книга 1 <https://www.caiga.ru/common/AirInter/>

РФ Книга 2

<https://www.caiga.ru/common/AirClassABV/>

РФ Книга 4



Classification of the navigational charts

Виды карт и схем

En-route charts

Маршрутные карты

- VFR Topographical 1/500000 1/1000000
Карты полётов по ПВП масштабов 5/10 км
- IFR High altitude En-route charts (above FL230)
Карты полётов по ППП выше эшелона 230
- IFR Low altitude En-Route charts (below FL230)
Карты полётов по ППП ниже эшелона 230
- Other (Atlantic, Polar etc)
Иные карты



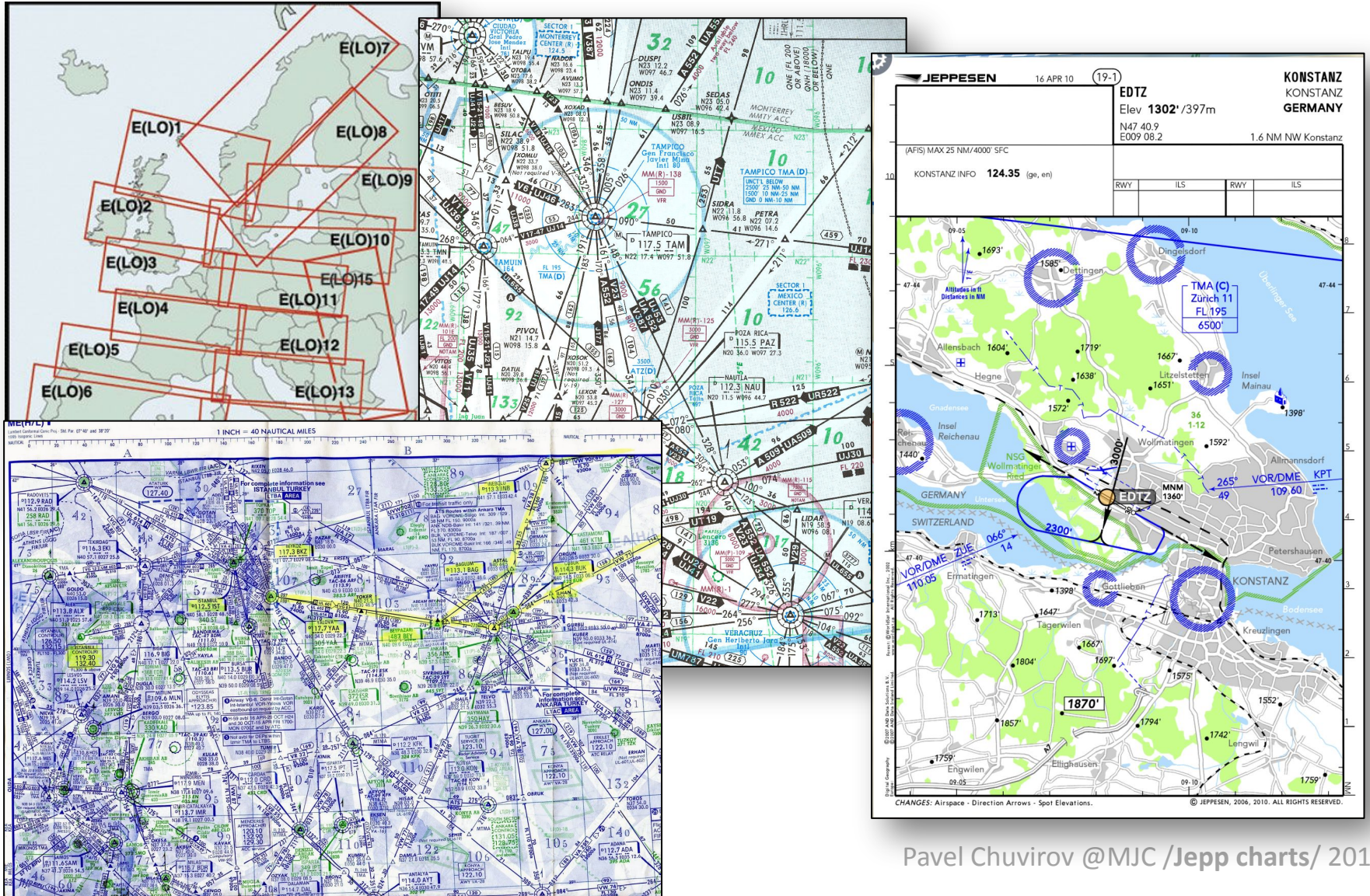
Aerodrome Charts (Plates)

Аэродромные схемы

- VFR AD area charts
Схемы захода на посадку и вылета ПВП
- SID (DP)/STAR Charts
Схемы стандартного выхода и прибытия ППП
- Airport Charts
Схемы аэродрома (руления, стоянок)
- Approach charts
Схемы захода на посадку ППП

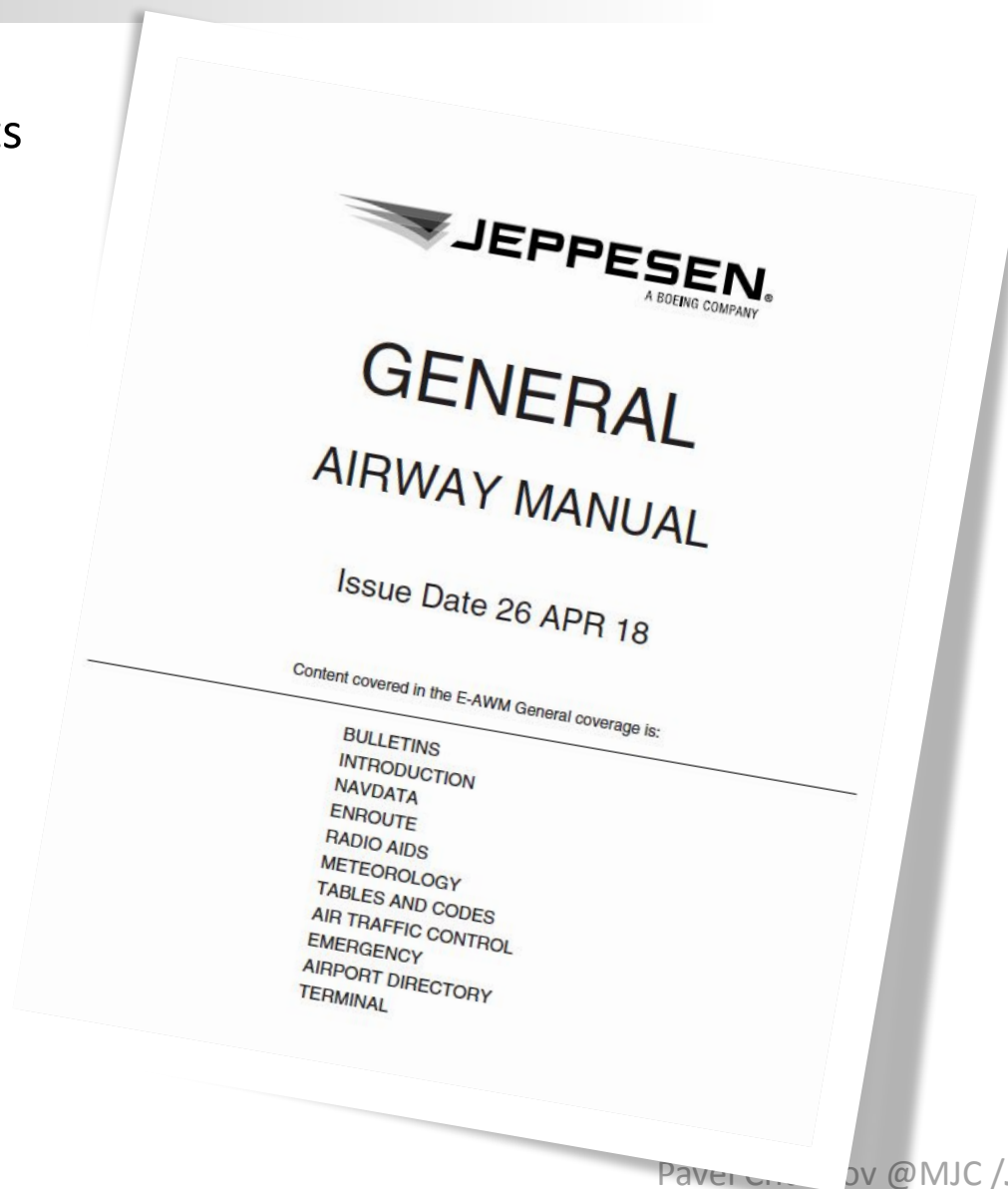


Classification of the navigational charts



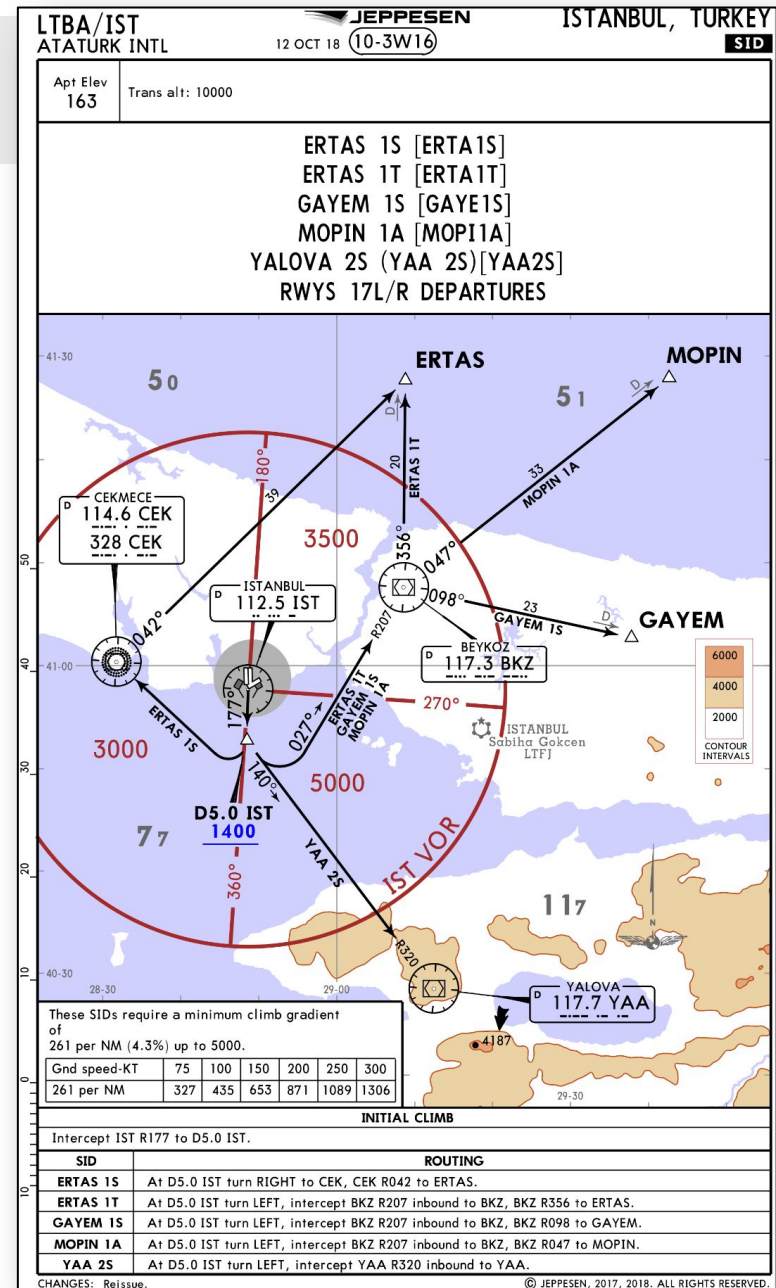
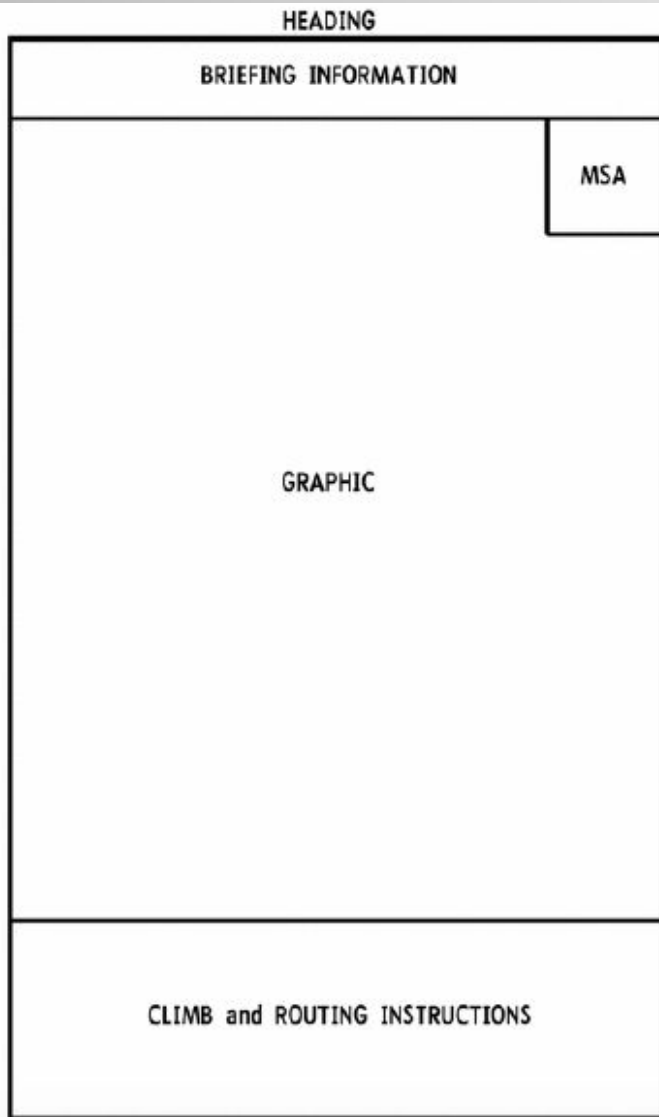
AERODROME CHARTS

- ✧ SID (DP)/STAR Charts
- ✧ Airport Charts
- ✧ Approach charts



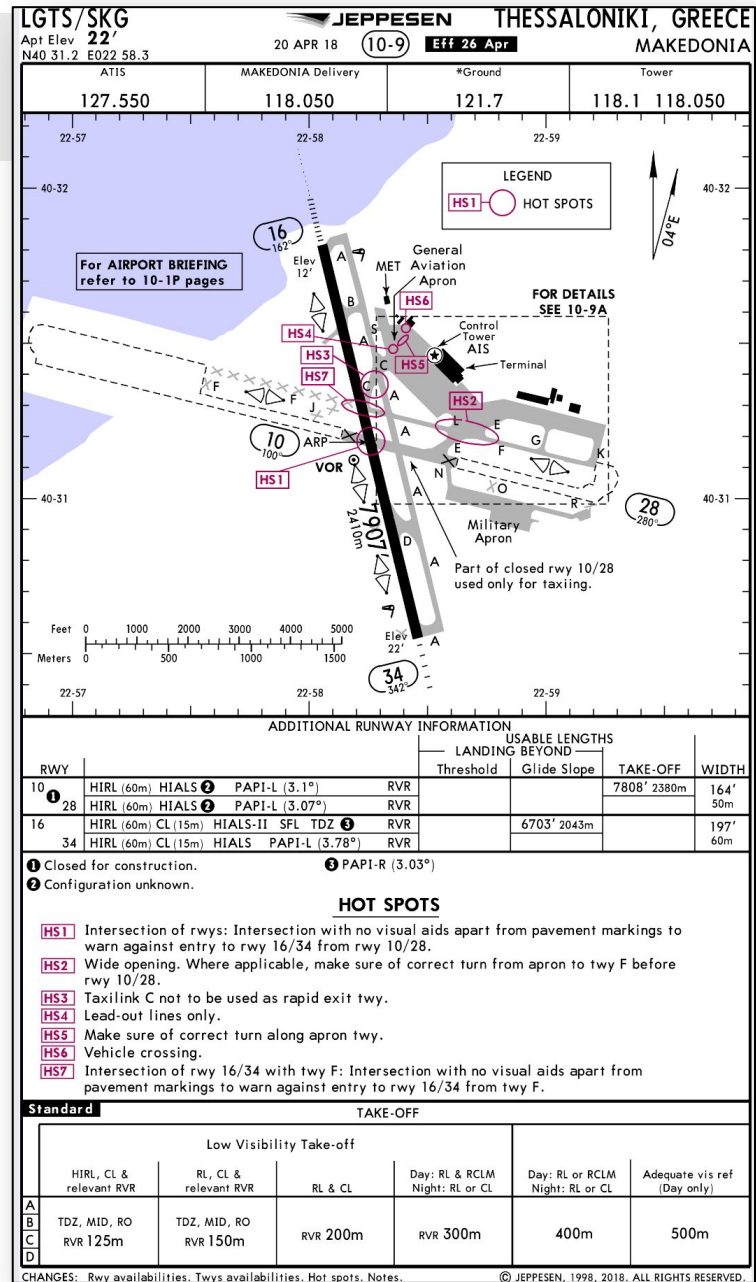
SID (DP)/STAR charts

Standard instrument departure/Standard arrival.

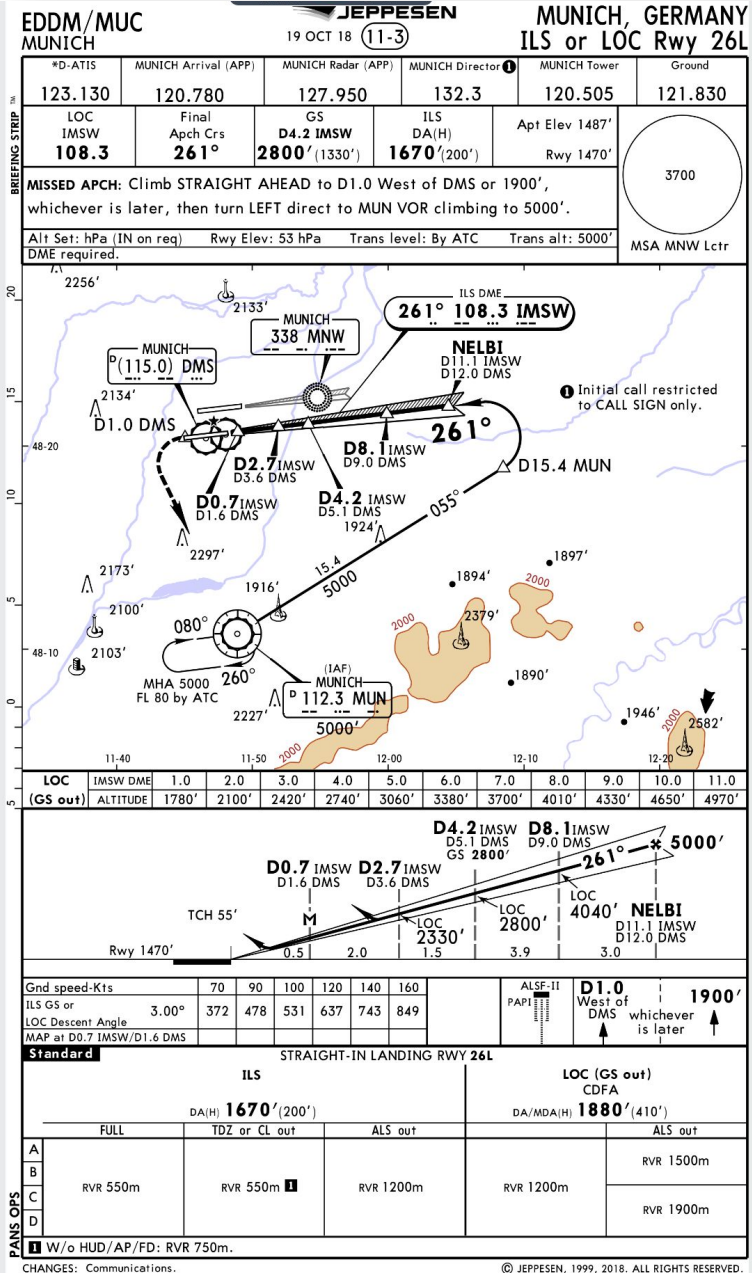


Airport charts

HEADING
COMMUNICATIONS
AIRPORT PLANVIEW
ADDITIONAL RUNWAY INFORMATION
TAKE-OFF AND ALTERNATE MINIMUMS



Approach charts

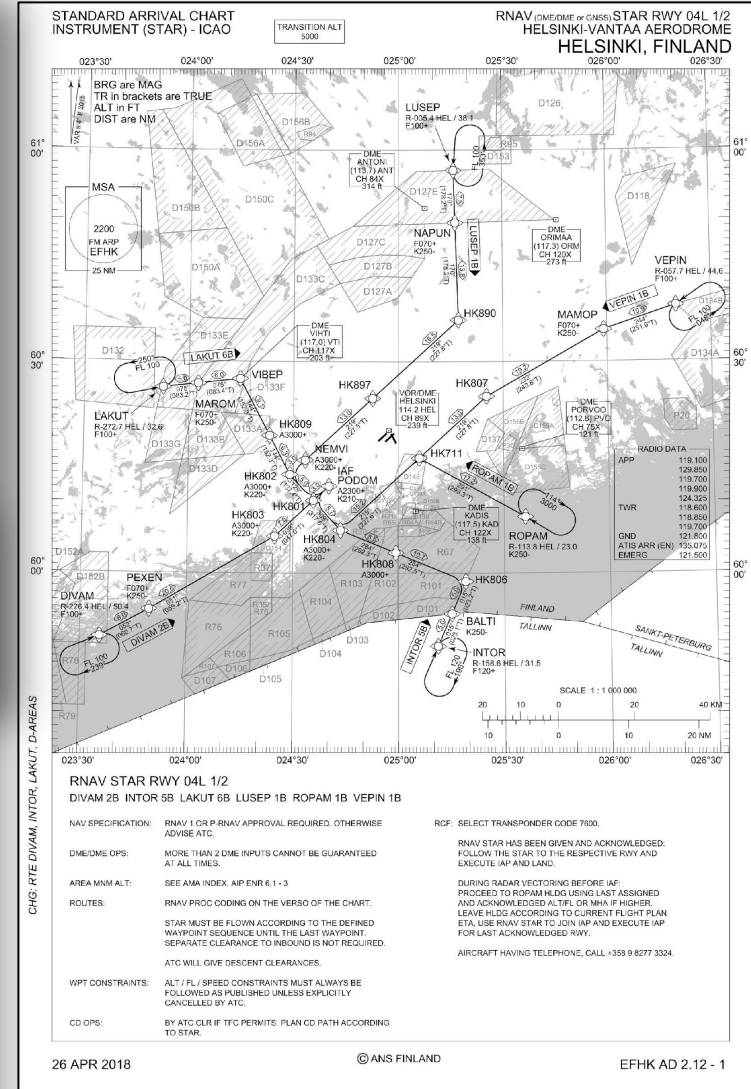
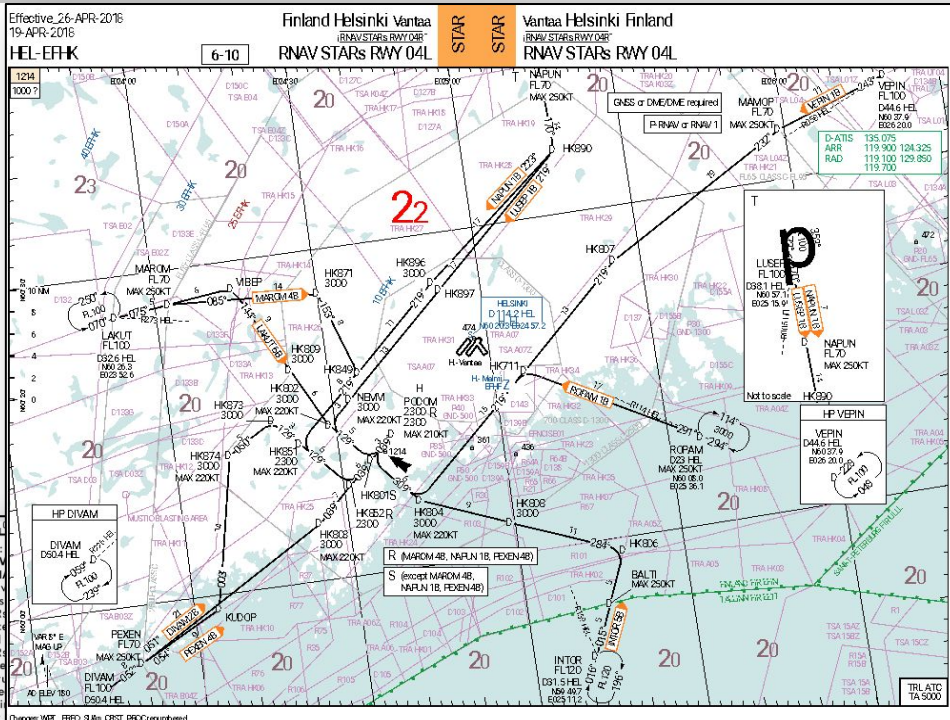


JEPP IS PAPERLESS

Электронные карты и схемы.



Jepp vs LIDO vs AIP Charts. STAR.



CHANGES: New format
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ROPAM 1B [ROPA1B] VEPIN 1B [VEP11B] RWY 04L RNAV ARRIVALS

STAR

ROPAM 1B
VEPIN 1B

ROUTING

ROPAM (K250-) - HK711 - HK804 (K220-; 3000+) - HK801 - PODOM (K210-; 2300-).
 VEPIN FL100+ - MAMOP (K250-; FL70+) - HK807 - HK711 - HK804 (K220-; 3000+) - HK801 - PODOM (K210-; 2300+).

STAR	ROUTING
ROPAM 1B	ROPAM (K250-) - HK711 - HK804 (K220-; 3000+) - HK801 - PODOM (K210-; 2300-).
VEPIN 1B	VEPIN FL100+ - MAMOP (K250-; FL70+) - HK807 - HK711 - HK804 (K220-; 3000+) - HK801 - PODOM (K210-; 2300+).

For Radio Communication Failure procedures refer to 10-1P pages.

More than 2 DME inputs cannot be guaranteed at all times.

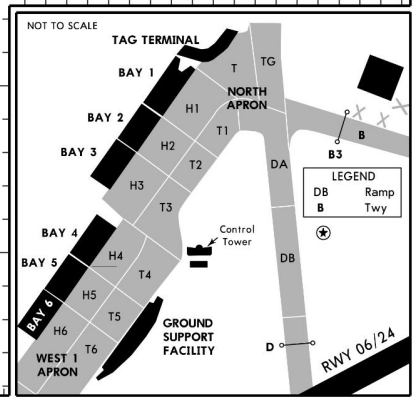
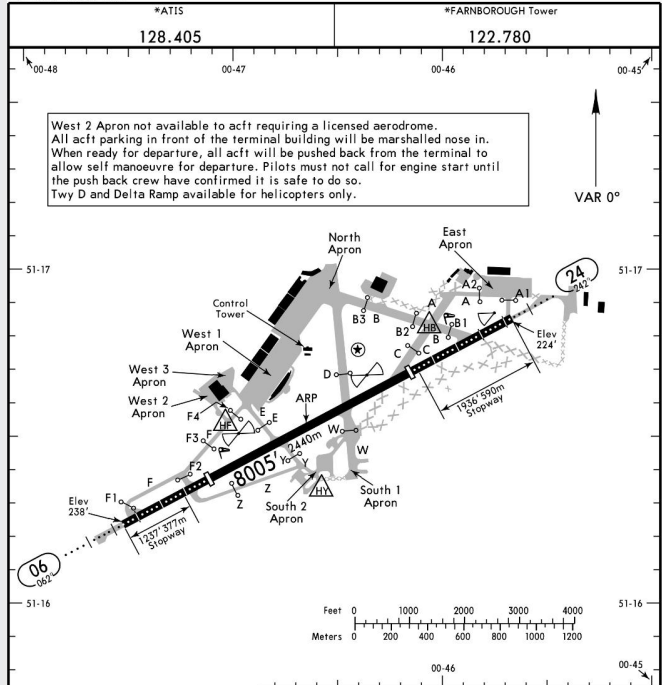
Pavel Chuvirov @MJC /Jepp charts/ 2018

Jepp vs LIDO vs AIP Charts. AD.

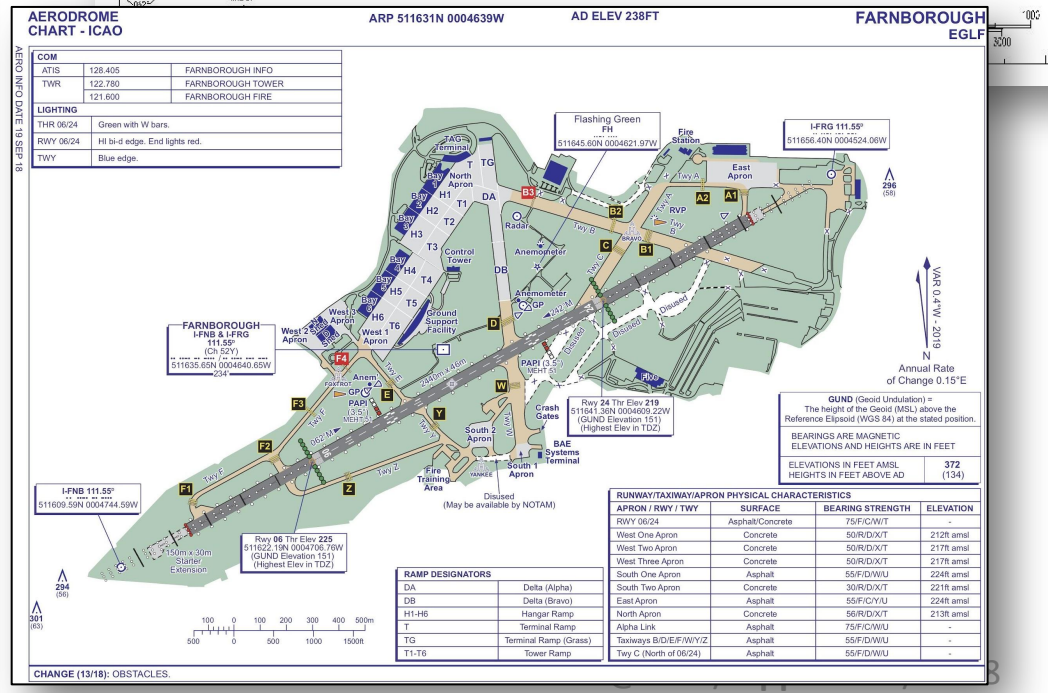
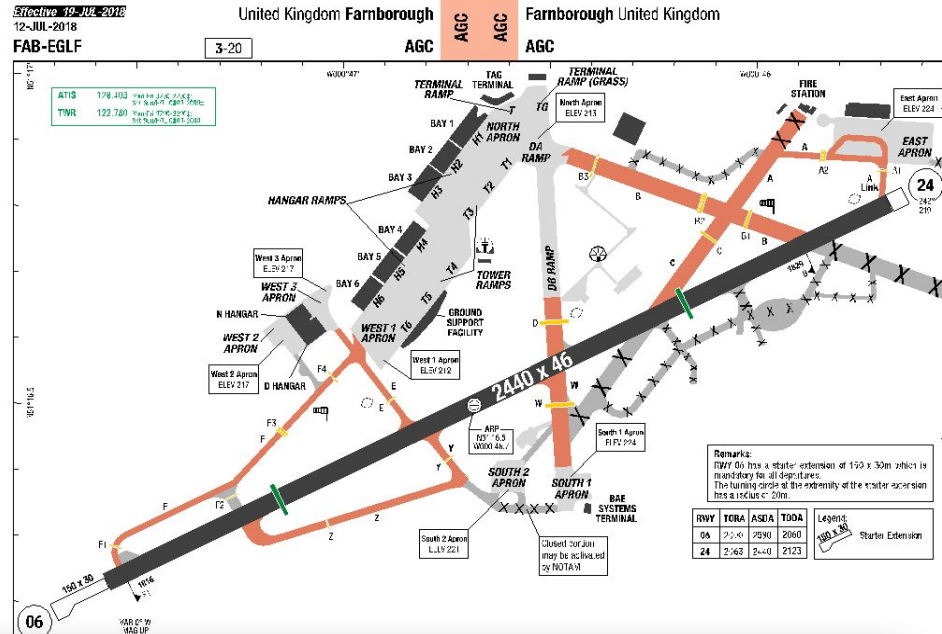
EGLF/FAB
Apt Elev 238'
NS1 16.5 W000 46.7

JEPPesen
2 FEB 18 (10-9)

FARNBOROUGH, UK
FARNBOROUGH



CHANGES: ATIS frequency, Rwy bearings. © JEPPesen, 2002, 2018. ALL RIGHTS RESERVED.



Lufthansa Systems Lido/Navigation

JEPPesen A BOEING COMPANY

Jepp vs LIDO vs AIP Charts. Approach

ULLLI/LED PULKOVO **JEPPesen** **ST PETERSBURG, RUSSIA** **ILS Rwy 10L**
6 JUL 18 (1-1) Eff 19 Jul

ATIS (Russian) 127.3 127.4	PETERSBURG Control 124.0	PETERSBURG Approach (360°T-180°T) 119.3	PETERSBURG (180°T-360°T) 125.2	PULKOVO Krug (TWR) 120.3	PULKOVO Tower 118.1	Ground 121.7
LOC IPU 110.5	Final Appch Crs 096°	GS LOM 850' (789°)	ILS DA(H) Refer to Minimums	Apt Elev 79'	Rwy 61'	

MISSED APCH: Climb STRAIGHT AHEAD on 096°, at D0.8 after SPB turn LEFT onto R-066 SPB, proceed to D14.6 SPB climbing to 2500', then join holding.

All Set: hPa Rwy Elev: 2 hPa Trans level: FL 50 Trans alt: 3500' MSA SPB VOR

1. GNSS required. 2. RNAV 1 required for initial approach.

STRAIGHT-IN LANDING Rwy 10L

DA(H)	A: 272' (211')	C: 292' (231')
MISSED APCH CLIMB GRADIENT MIN 4.0%	A: 350' (289')	C: 370' (309')
MISSED APCH CLIMB GRADIENT MIN 2.5%	A: 284' (223')	C: 303' (242')
FULL TDZ or CL out ALS out	A: 362' (301')	D: 381' (320')

CIRCLE-TO-LAND

Max Alt	MDA(H)
100	690' (611')
150	1060' (981')
200	1160' (1081')

CHANGES: Minimums. © JEPPesen, 2017, 2018. ALL RIGHTS RESERVED.

Effective: 19-JUL-2018 Russian Federation Sankt-Peterburg Pulkovo
12-JUL-2018

LED-ULLI **7-10** **ILS 10L** **IAC**

Category	Cat 3a	Cat 2	Cat 1	Circling
GA 5.0% <td>0 - 200R</td> <td>160 - 450R</td> <td>240 - 550R/800V</td> <td>1090 - 2.4V</td>	0 - 200R	160 - 450R	240 - 550R/800V	1090 - 2.4V
GA 3.0% <td>158 RA</td> <td>191 RA</td> <td>300</td> <td>1160</td>	158 RA	191 RA	300	1160
GA 2.5% <td>190 - 450R</td> <td>200 - 450R</td> <td>250 - 550R/800V</td> <td>1090 - 3.6V</td>	190 - 450R	200 - 450R	250 - 550R/800V	1090 - 3.6V
GA 4.0% (V)	172 RA	207 RA	310	1160

1) With EWS 350m
2) With EWS RVR 350m VS 550m

Changes: Nil

AIP RUSSIA **BOOK 1** **AD 2.1 ULLI-19** **11 OCT 18**

SANKT-PETERBURG, RUSSIA **PULKOVO** **ILS Rwy 10L CAT I/II/III/A**

KRUG TOWER 120.300 **TOWER 118.100**

TRANSITION LEVEL: 3500' **AD ELEV: 79'** **THR ELEV: 61'**

Category	MNNA climb gradient	A	B	C	D
CAT I	2.5%	350' (289')	362' (301')	370' (309')	381' (320')
CAT II	2.5%	272' (211')	284' (223')	292' (231')	303' (242')
CAT III	2.5%	217' (156')	234' (173')	246' (185')	260' (199')
Circling	5.0%	690' (610')	1060' (980')	1160' (1080')	1160' (1080')

TRANSITION LEVEL:
- FL350 when QNH is 747mm mercury column or above;
- FL060 when QNH is less than 747mm mercury column and is 720mm mercury column or above;
- FL070 when QNH is less than 720mm mercury column.

MISSED APPROACH: Climb straight ahead on track 096° to D1.4 SPB, turn LEFT to intercept R066° SPB, proceed to D27.0 SPB climbing to 2500' then join the holding area.

Federal Air Transport Agency **AIRAC AMDT 11/18**

Links

Jeppesen manual

<http://cockpitdata.com/Gallery/download/180>

LIDO manual

https://www.iviao.aero/training/documentation/books/understand_lido_charts.pdf

FAA IFR charts guide

https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/aero_guide/media/editions/cug-ifr-enroute-edition.pdf

AIPs

EU <https://www.ead.eurocontrol.int>

РФ Книга 1 <https://www.caiga.ru/common/AirInter/>

РФ Книга 2

<https://www.caiga.ru/common/AirClassABV/>

РФ Книга 4

<https://www.caiga.ru/common/AirClassGDE/>