

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UACP

Terminal Charts For UACP

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Petropavlovsk Kaz
IATA Code: PPK
Lat/Long: N54° 46.5' E069° 11.1'
Elevation: 456 ft

Airport Use: Public
Magnetic Variation: 12.3°E

Fuel Types: Jet A-1
Customs: Restricted
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0010 Z
Sunset: 1435 Z,

Runway Information

Runway: 05
Length x Width: 8166 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 443 ft
Lighting: Edge, ALS

Runway: 23
Length x Width: 8166 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 456 ft
Lighting: Edge, ALS

Communication Information

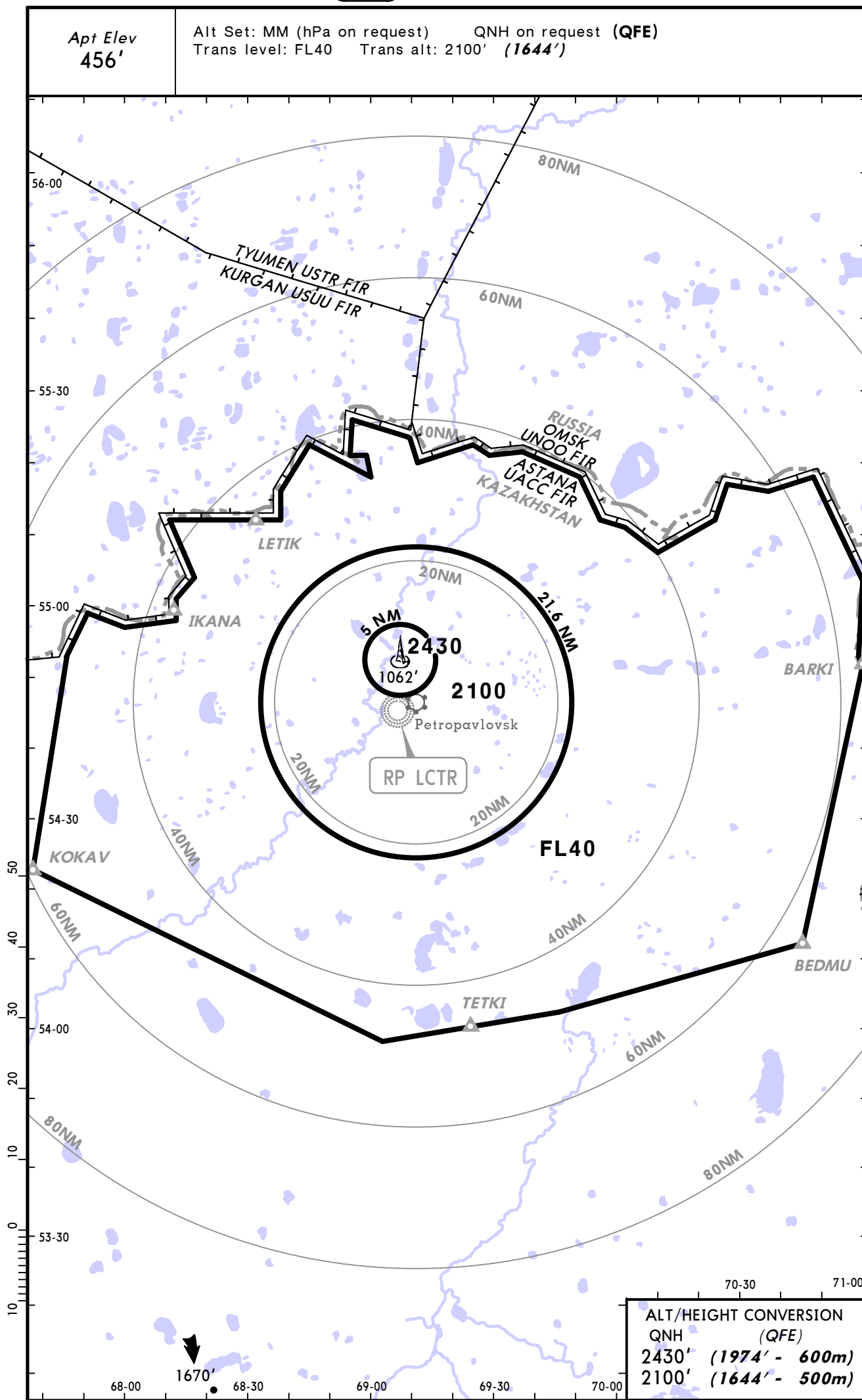
Petropavlovsk Tower 123.7

UACP/PPK
PETROPAVLOVSK

JEPPESEN PETI
4 NOV 11 (10-1R) Eff 17 Nov

AVLOVSK, KAZAKHSTAN

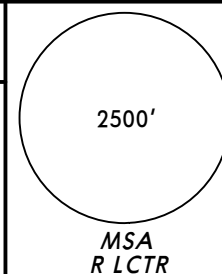
RADAR MINIMUM ALTITUDES



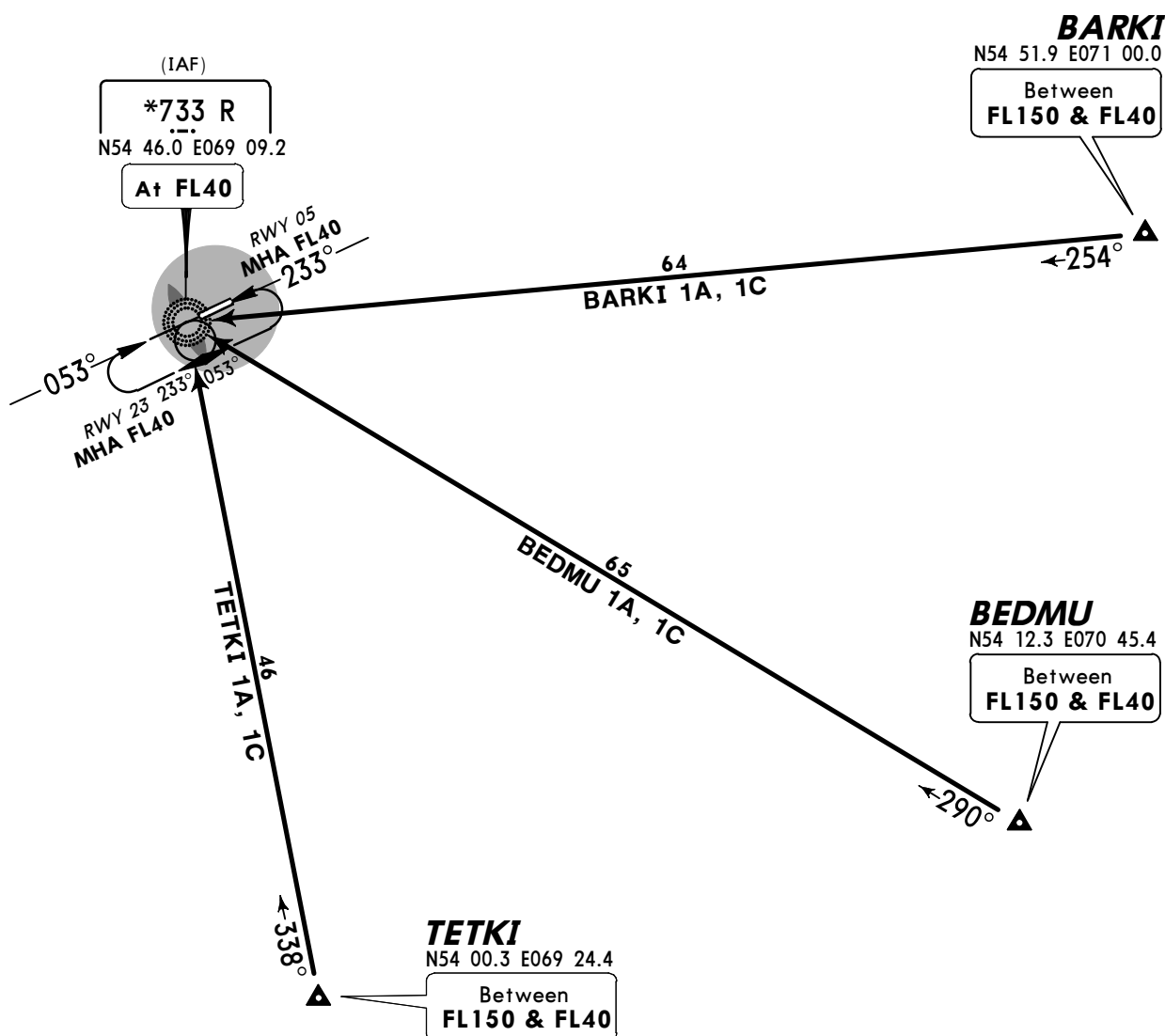
CHANGES: Trans level.

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Apt Elev 456' Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL40 Trans alt: 2100' (1644')



BARKI 1A [BARK1A] BARKI 1C [BARK1C]
 BEDMU 1A [BEDM1A] BEDMU 1C [BEDM1C]
 TETKI 1A [TETK1A] TETKI 1C [TETK1C]
 RWY 05 ARRIVALS RWY 23 ARRIVALS



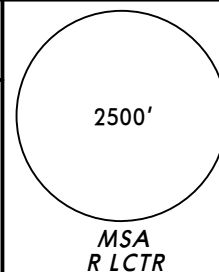
ALT/HEIGHT CONVERSION
 QNH (QFE)
 2100' (1644' - 500m)

STAR	ROUTING
BARKI 1A, 1C	Intercept 254° bearing to R.
BEDMU 1A, 1C	Intercept 290° bearing to R.
TETKI 1A, 1C	Intercept 338° bearing to R.

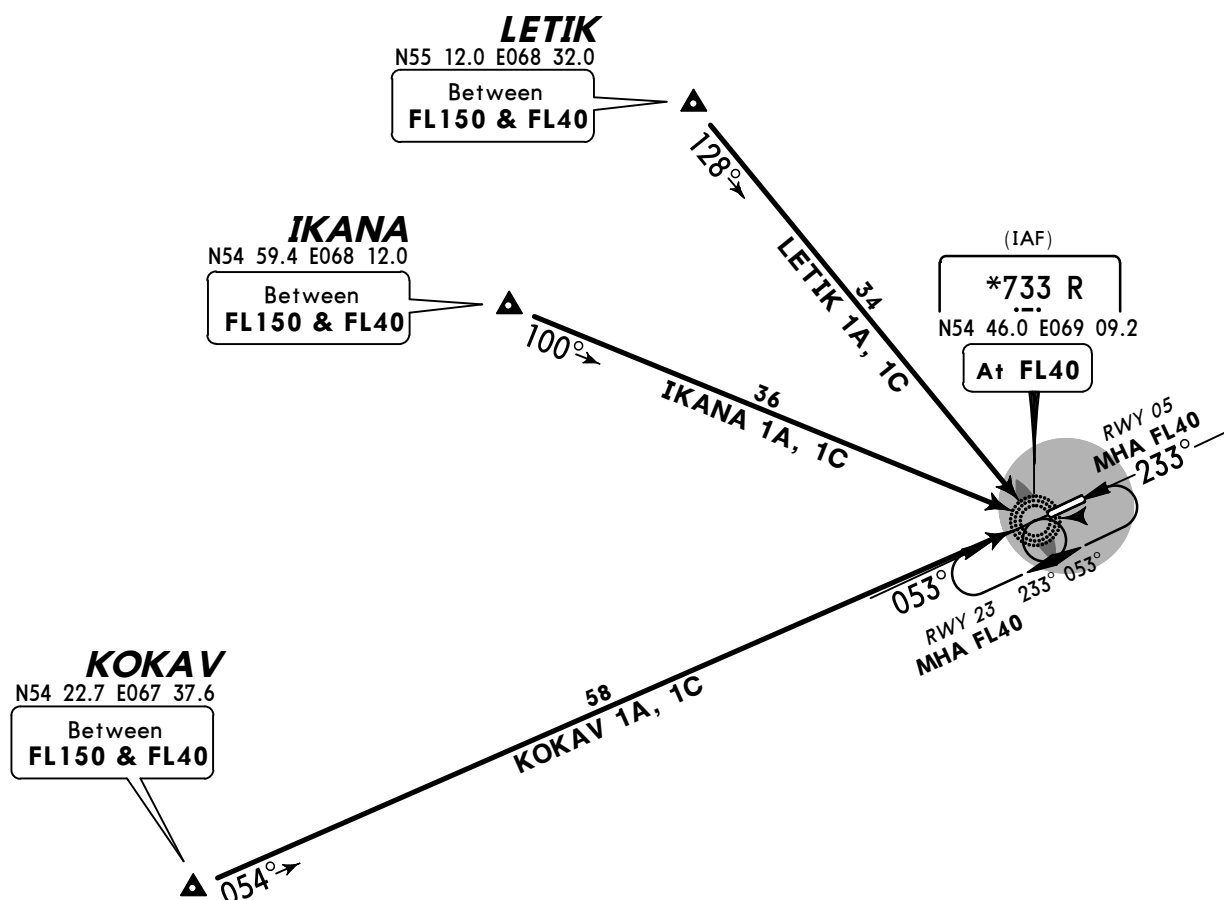
Apt Elev
456'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL40 Trans alt: 2100' (**1644'**)

(QFE)



IKANA 1A [IKAN1A]	IKANA 1C [IKAN1C]
KOKAV 1A [KOKA1A]	KOKAV 1C [KOKA1C]
LETIK 1A [LETI1A]	LETIK 1C [LETI1C]
RWY 05 ARRIVALS	RWY 23 ARRIVALS

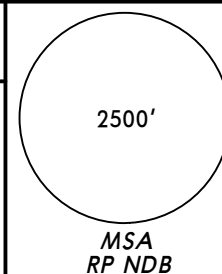


ALT/HEIGHT CONVERSION
QNH (QFE)
2100' (**1644'** - 500m)

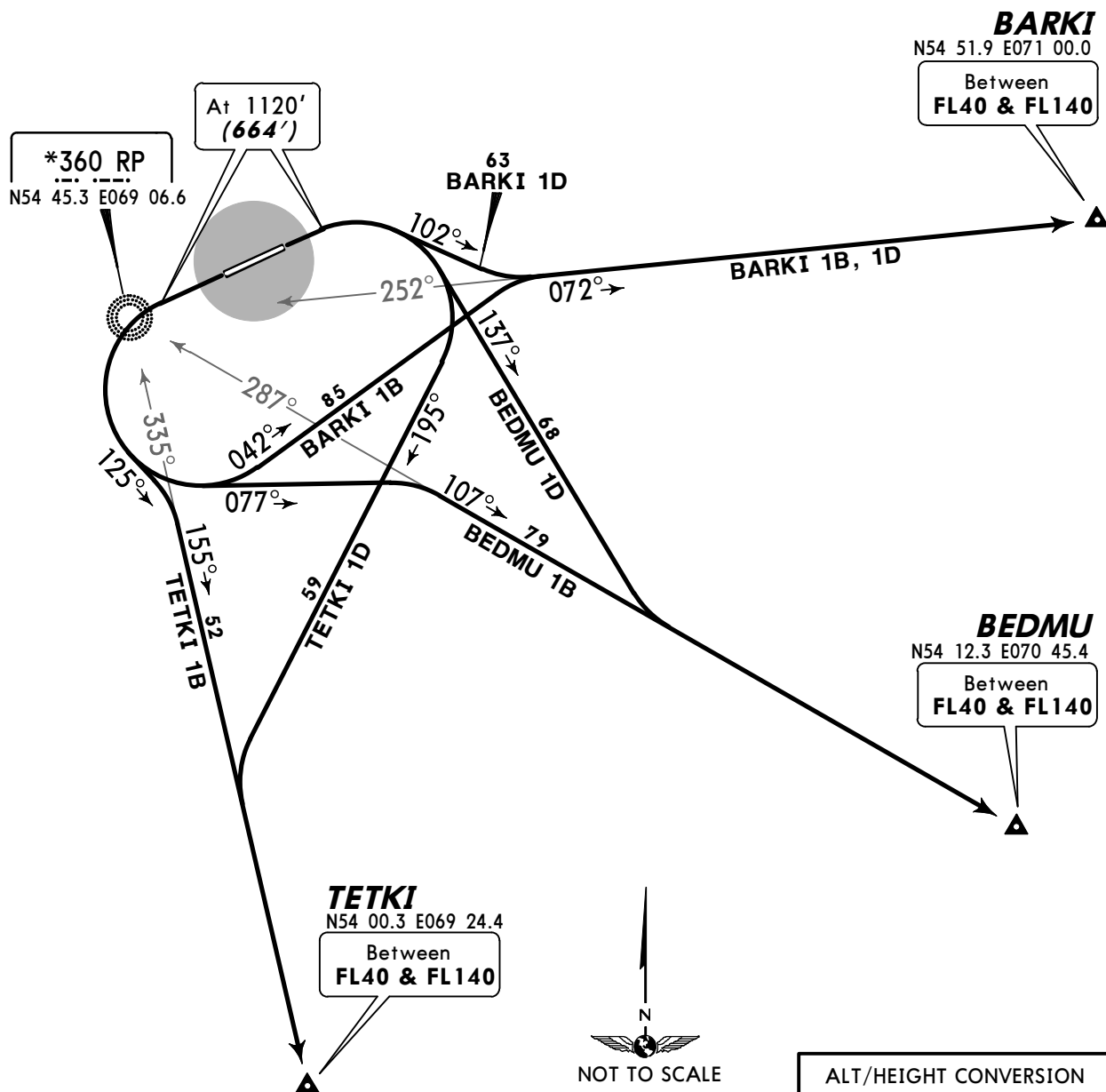
STAR	ROUTING
IKANA 1A, 1C	Intercept 100° bearing to R.
KOKAV 1A, 1C	Intercept 054° bearing to R.
LETIK 1A, 1C	Intercept 128° bearing to R.

Apt Elev
456'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2100' (1644')



BARKI 1B [BARK1B], BARKI 1D [BARK1D]
BEDMU 1B [BEDM1B], BEDMU 1D [BEDM1D]
TETKI 1B [TETK1B], TETKI 1D [TETK1D]
RWYS 23, 05 DEPARTURES

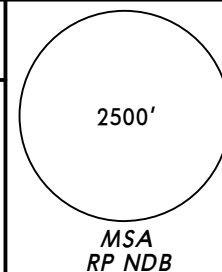


ALT/HEIGHT CONVERSION	
QNH	(QFE)
1120'	(664' - 200m)
2100'	(1644' - 500m)

SID	RWY	ROUTING
BARKI 1B	23	Climb straight ahead to 1120' (664'), turn LEFT, 042° track, intercept 072° bearing from RP to BARKI.
BARKI 1D	05	Climb straight ahead to 1120' (664'), turn RIGHT, 102° track, intercept 072° bearing from RP to BARKI.
BEDMU 1B	23	Climb straight ahead to 1120' (664'), turn LEFT, 077° track, intercept 107° bearing from RP to BEDMU.
BEDMU 1D	05	Climb straight ahead to 1120' (664'), turn RIGHT, 137° track, intercept 107° bearing from RP to BEDMU.
TETKI 1B	23	Climb straight ahead to 1120' (664'), turn LEFT, 125° track, intercept 155° bearing from RP to TETKI.
TETKI 1D	05	Climb straight ahead to 1120' (664'), turn RIGHT, 195° track, intercept 155° bearing from RP to TETKI.

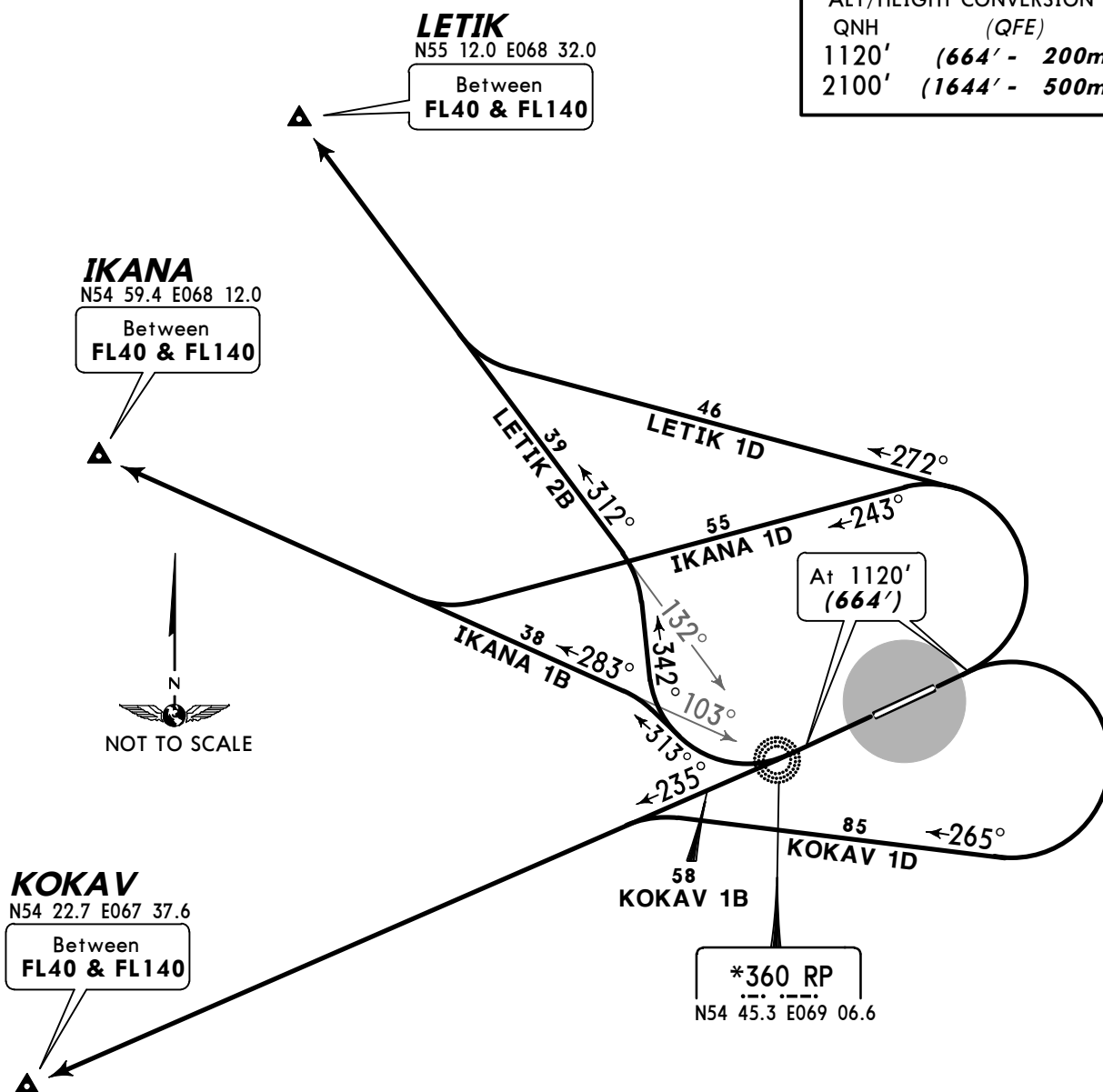
Apt Elev
456'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2100' (1644')

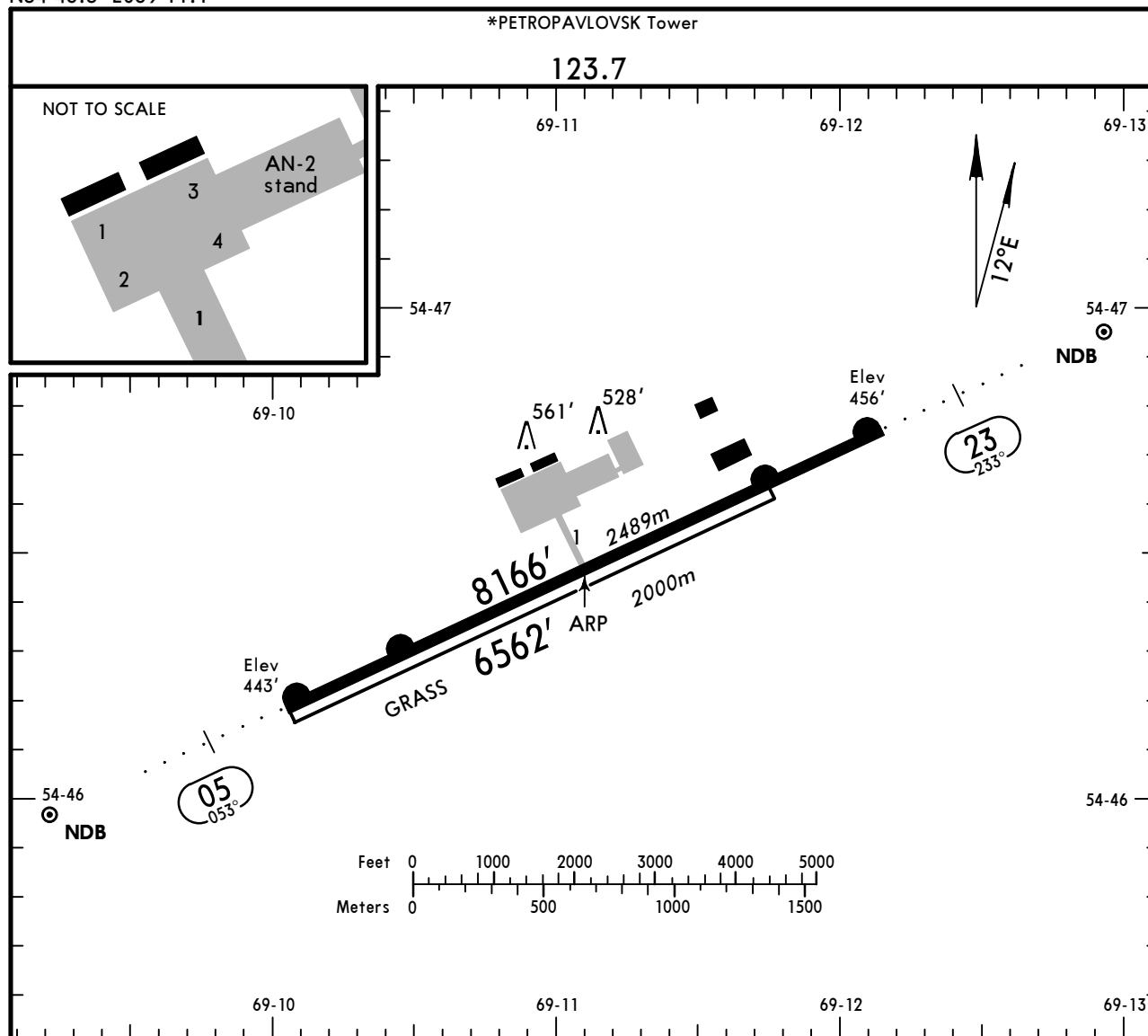


IKANA 1B [IKAN1B], IKANA 1D [IKAN1D]
 KOKAV 1B [KOKA1B], KOKAV 1D [KOKA1D]
 LETIK 2B [LETI2B], LETIK 1D [LETI1D]
 RWYS 23, 05 DEPARTURES

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1120'	(664' -	200m)
2100'	(1644' -	500m)



SID	RWY	ROUTING
IKANA 1B	23	Climb straight ahead to 1120' (664') , turn RIGHT, 313° track, intercept 283° bearing from RP to IKANA.
IKANA 1D	05	Climb straight ahead to 1120' (664') , turn LEFT, 243° track, intercept 283° bearing from RP to IKANA.
KOKAV 1B	23	Climb straight ahead to 1120' (664') , turn RIGHT, 235° track to KOKAV.
KOKAV 1D	05	Climb straight ahead to 1120' (664') , turn RIGHT, 265° track, intercept 235° bearing from RP to KOKAV.
LETIK 2B	23	Climb straight ahead to 1120' (664') , turn RIGHT, 342° track, intercept 312° bearing from RP to LETIK.
LETIK 1D	05	Climb straight ahead to 1120' (664') , turn LEFT, 272° track, intercept 312° bearing from RP to LETIK.



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond		
05	23	HIRL (60m) ALS		7255' 2211m		138' 42m
05	23	Grass runway				164' 50m

TAKE-OFF

	Rwy 05	AIR CARRIER (JAA)	
		DAY	NIGHT
	RCLM (DAY only) or RL	RL	RCLM
A			
B			
C			
D			

1 LVP must be in force: 300m.

STRAIGHT-IN RWY		A	B	C	D
05	2 NDB ❶	810' (367')	810' (367')	810' (367')	810' (367')
		1500m	1500m	1500m	1500m
	ALS out	1500m	1500m	1700m	1700m
	NDB ❶❷	840' (397')	840' (397')	840' (397')	840' (397')
		1500m	1500m	1600m	1600m
	ALS out	1500m	1500m	1800m	1800m
23	NDB ❸	840' (397')	840' (397')	840' (397')	840' (397')
		1800m	1800m	2000m	2000m
	ALS out	2000m	2000m	2200m	2200m
	ILS	656' (200')	656' (200')	686' (230')	686' (230')
		1000m	1000m	1000m	1000m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶❷	890' (434')	890' (434')	890' (434')	890' (434')
		1500m	1500m	1800m	1800m
	ALS out	1500m	1500m	2000m	2000m
	NDB ❸	890' (434')	890' (434')	890' (434')	890' (434')
		2000m	2000m	2200m	2200m
	ALS out	2200m	2200m	2400m	2400m

❶ Continuous Descent Final Approach.

❷ with FMS.

❸ w/o FMS.

TAKE-OFF RWY 05

RCLM (DAY only)
or RL

A	2000m
B	
C	
D	

TAKE-OFF RWY 23

DAY		NIGHT
RL	RCLM	RL
400m❹	400m❹	400m❹
	500m	400m

❹ LVP must be in force: 300m.

*PETROPAVLOVSK Tower

123.7

LOC IPT	Final Apch Crs	GS NOKNO	ILS DA(H) Refer to Minimums	Apt Elev 456'
*108.3	233°	2100' (1644')		RWY 456'

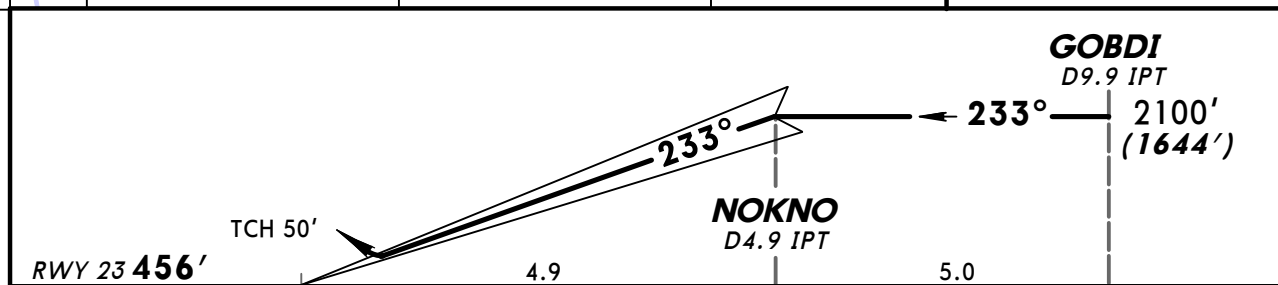
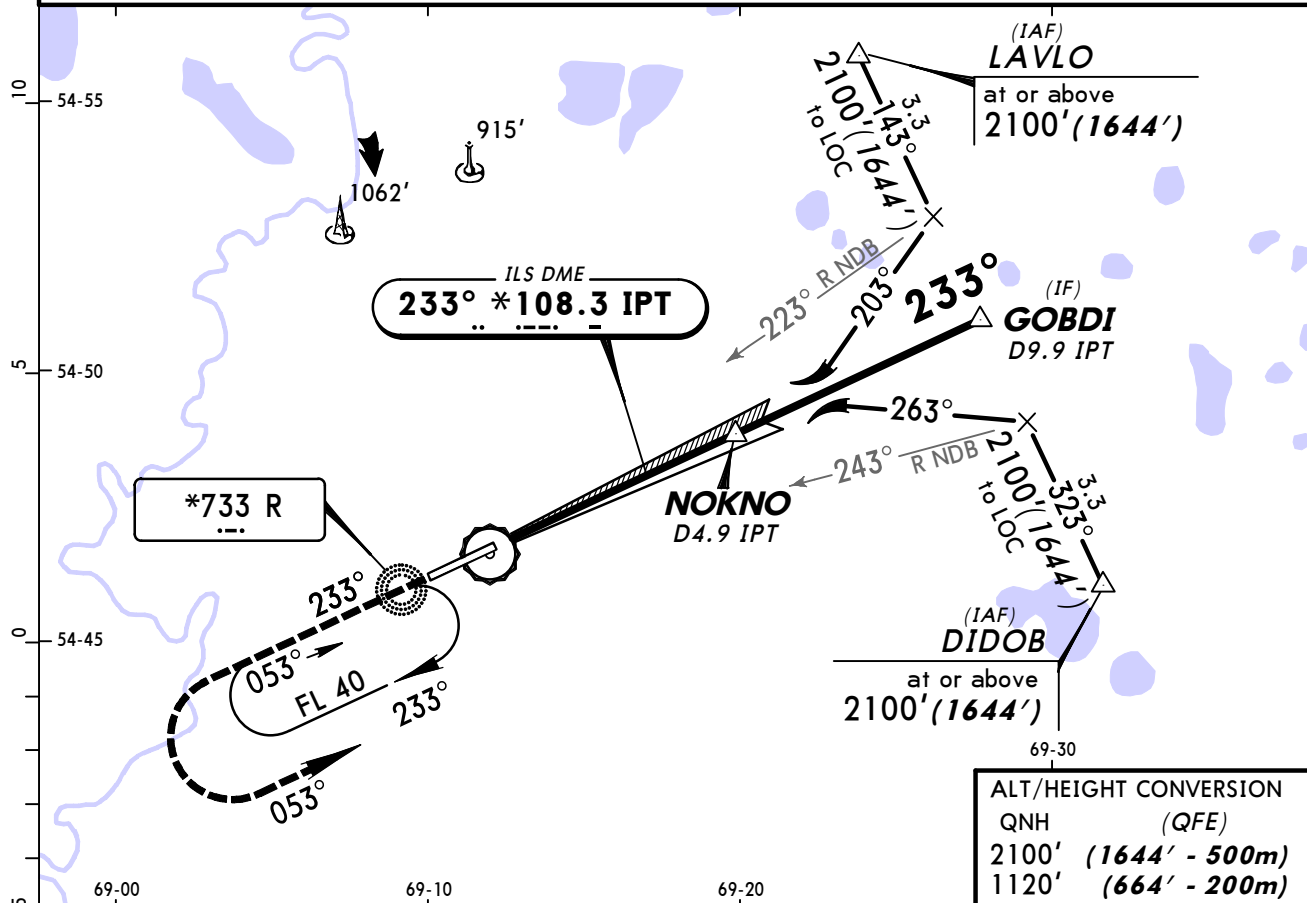
2500'

MISSED APCH: Climb on 233° to 1120' (664'), then turn LEFT (MAX 225 KT) on track 053° climbing to 2100' (1644'), then as directed.

MSA R NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2100' (1644')

1. RADAR required. 2. ILS DME reads zero at rwy 23 thresh.



Gnd speed-Kts	70	90	100	120	140	160	ALS	1120' (664') on 233°
GS	3.00°	377	484	538	646	753	861	

STRAIGHT-IN LANDING RWY 23		LOC (GS out)	
ILS			
ABC: 656' (200')			
DA(H) D: 686' (230')			
FULL	ALS out		
A			
B			
C	1200m	NOT AUTHORIZED	
D			

123.7

108.3

233°

GS
NOKNO
2100' (1644')

**ILS
DA(H)
Refer to
Minimums**

Apt Elev **456'**
RWY **456'**

2500'

MISSED APCH: Climb on 233° to 1120' (664') or above. After passing NDB maintain 233° for 1 Min, then turn LEFT to NDB. Climb initially to 2100' (1644'), then as directed.

MISSED APCH WITH COMM FAILURE: Climb to FL 40 to NDB and join holding.
Missed approach turn limited to MAX 225 KT.

MSA
R NDB

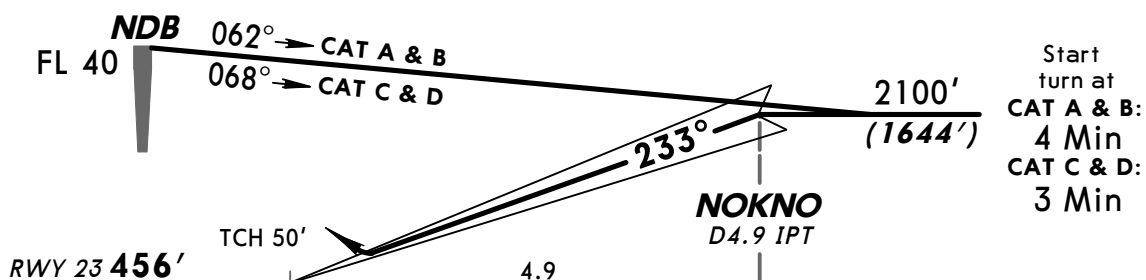
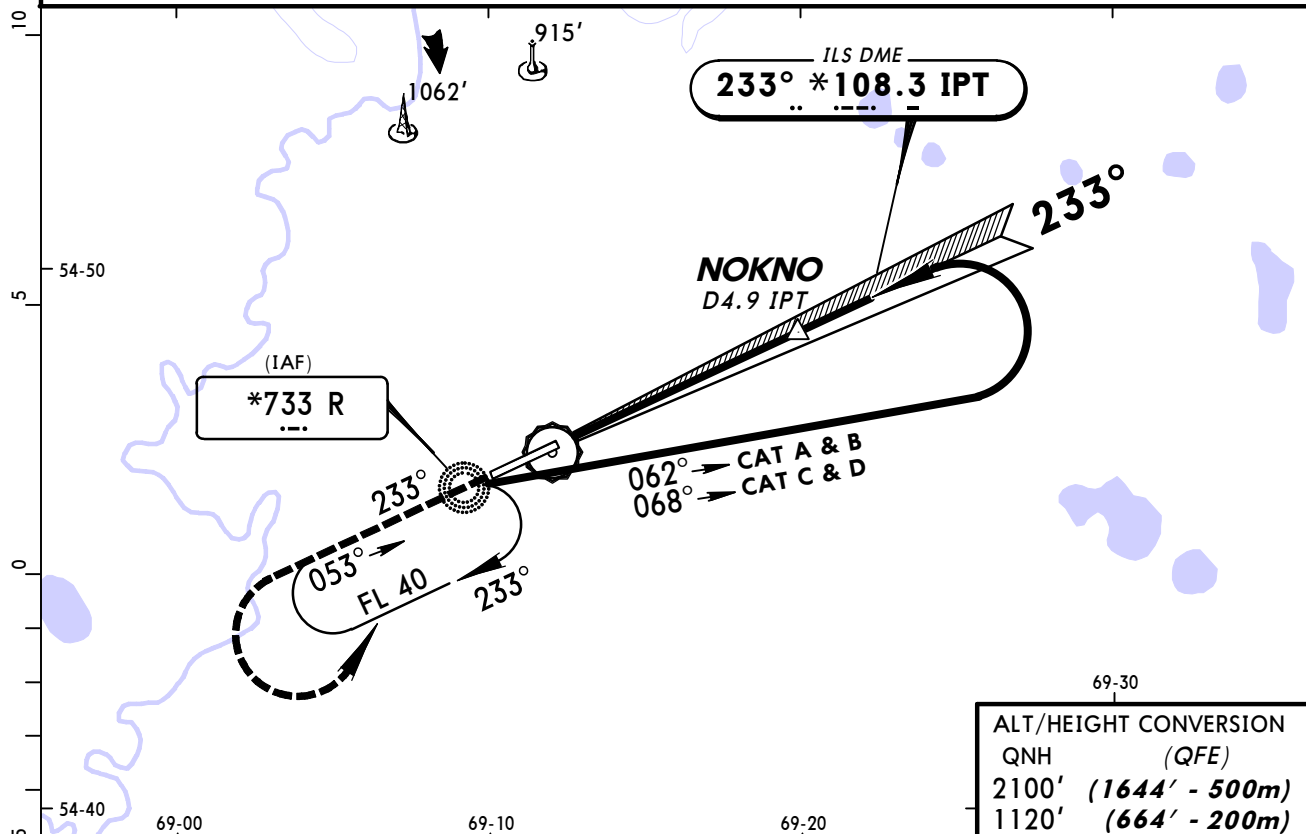
Alt Set: MM (hPa on req)

QNH on req (**QFE**)

Trans level: FL 40

Trans alt: 2100' (**1644'**)

1. ILS DME reads zero at rwy 23 thresh. 2. Initial approach restricted to MAX 195 KT.



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>GS</i> 3.00°	377	484	538	646	753	861

ALSO

Refer to
Missed Apch
above

STRAIGHT-IN LANDING RWY 23

ILS
ABC: 656' (200')
D: 686' (230')

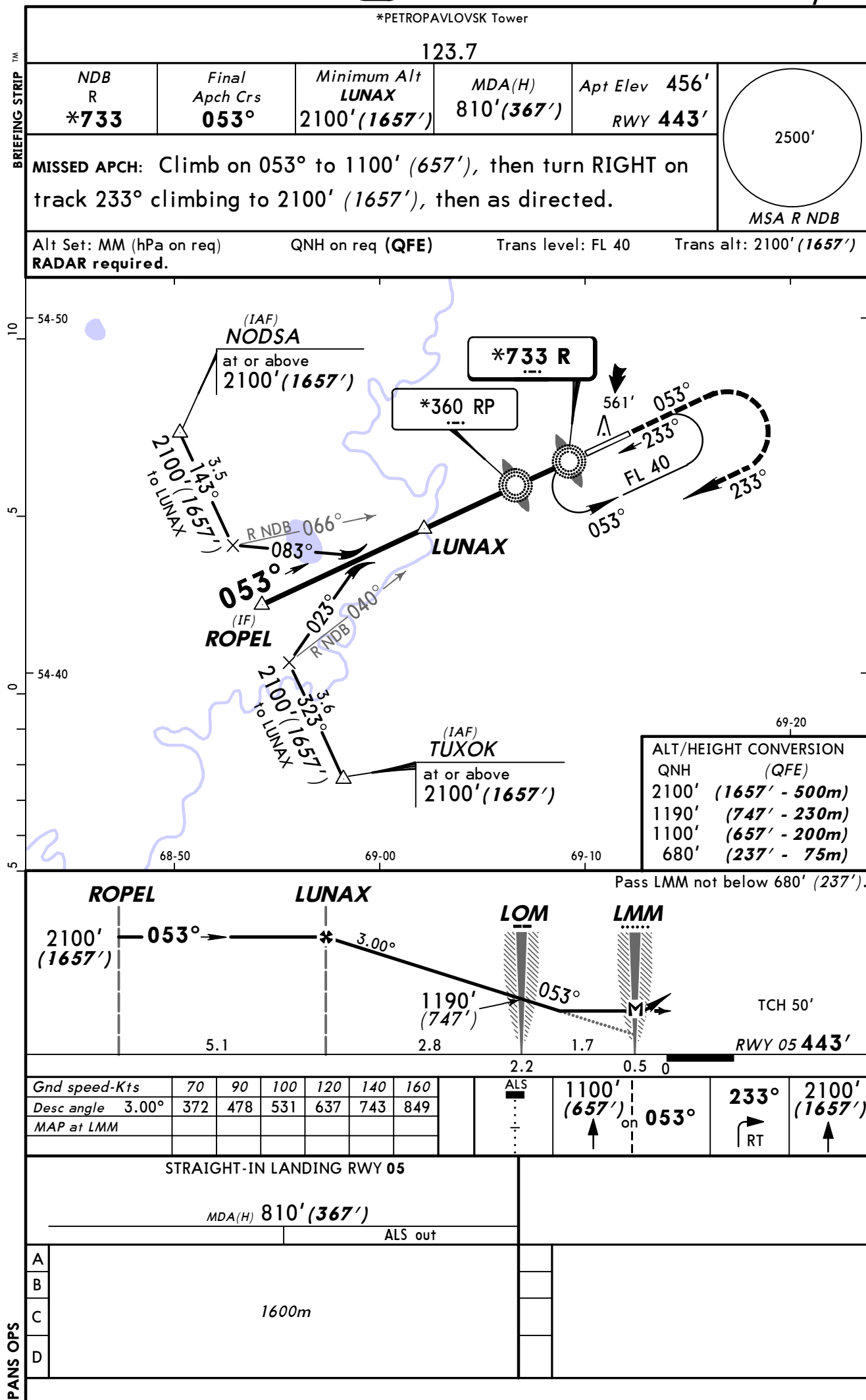
LOC (GS out)

FULL	ALS out
------	---------

A
B
C
D

1200m

NOT AUTHORIZED

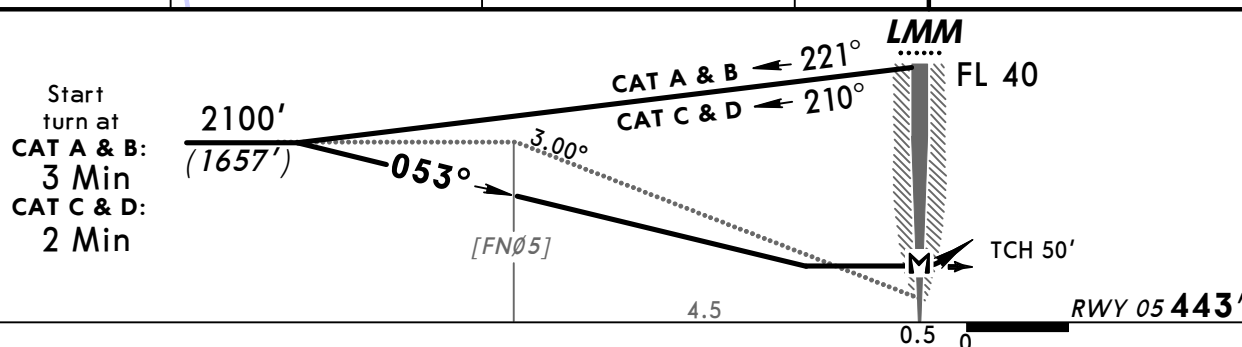
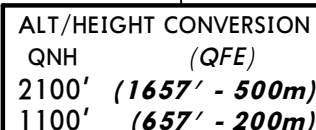


123.7

Apt Elev 456'
RWY 443'

MSA R NDB

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2100' **(1657')**
Initial approach restricted to MAX 195 KT.



ALS
 $\vdots$
 $\vdots$
 $\vdots$
 $\vdots$
 $\vdots$

Refer to
Missed Apch
above

STRAIGHT-IN LANDING RWY 05

$MDA_{(H)}$ 840' (397')

ALS out

A
B
C
D

1600m

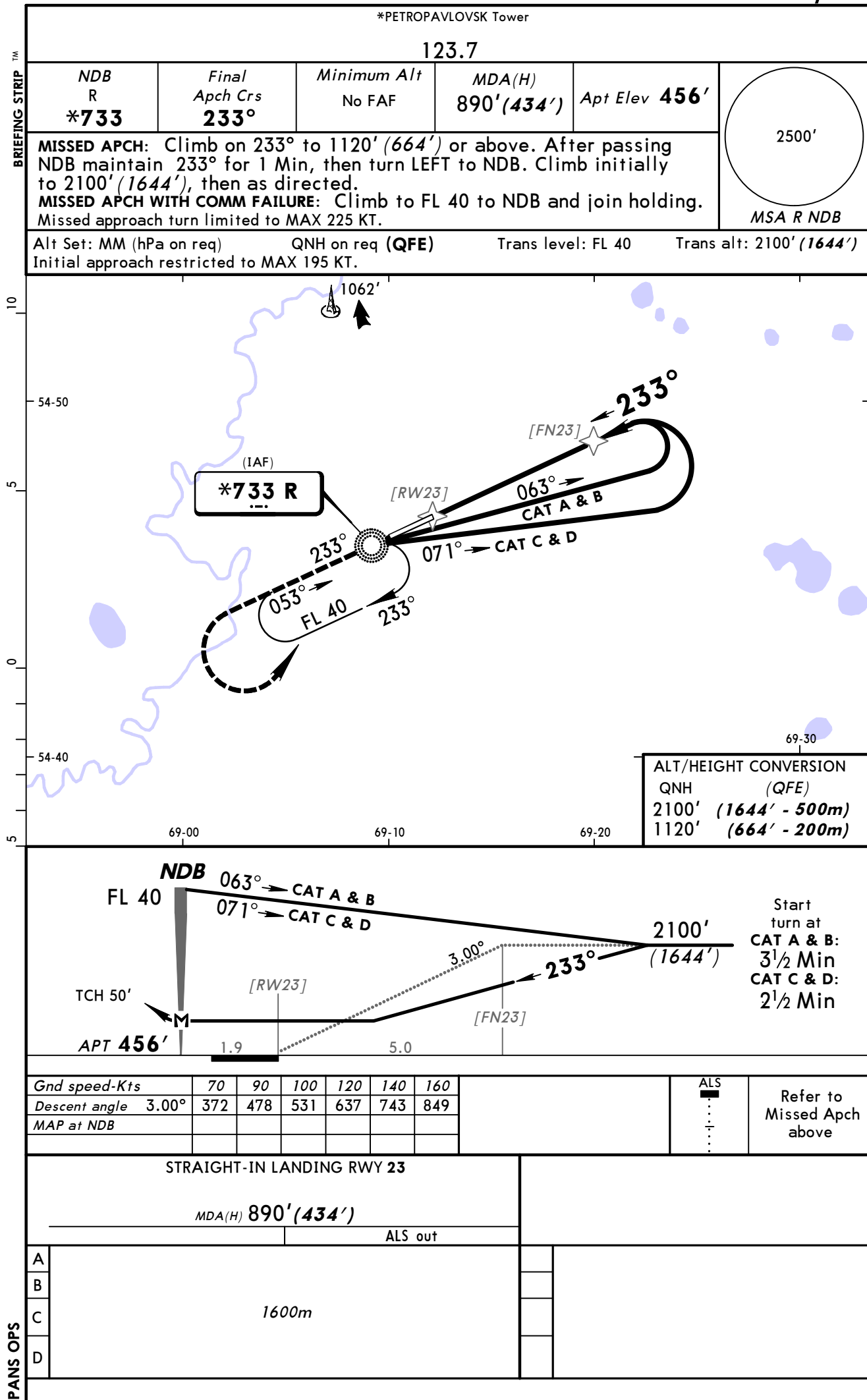


Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PETROPAVLOVSK, (PETROPAVLOVSK - UACP)				
REV	STANDARD MNMS	10-9S	23 Mar 2012	05 Apr 2012
REV	ILS DME X RWY 23	11-2	23 Mar 2012	05 Apr 2012
REV	2 NDB RWY 05	16-1	23 Mar 2012	05 Apr 2012
REV	NDB RWY 05	16-2	23 Mar 2012	05 Apr 2012
REV	NDB RWY 23	16-3	23 Mar 2012	05 Apr 2012

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UACP