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Airport Information For UACP

Terminal Charts For UACP

Revision Letter For Cycle 23-2013

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: 0249 Z
Sunset: 1126 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

4 NOV 11

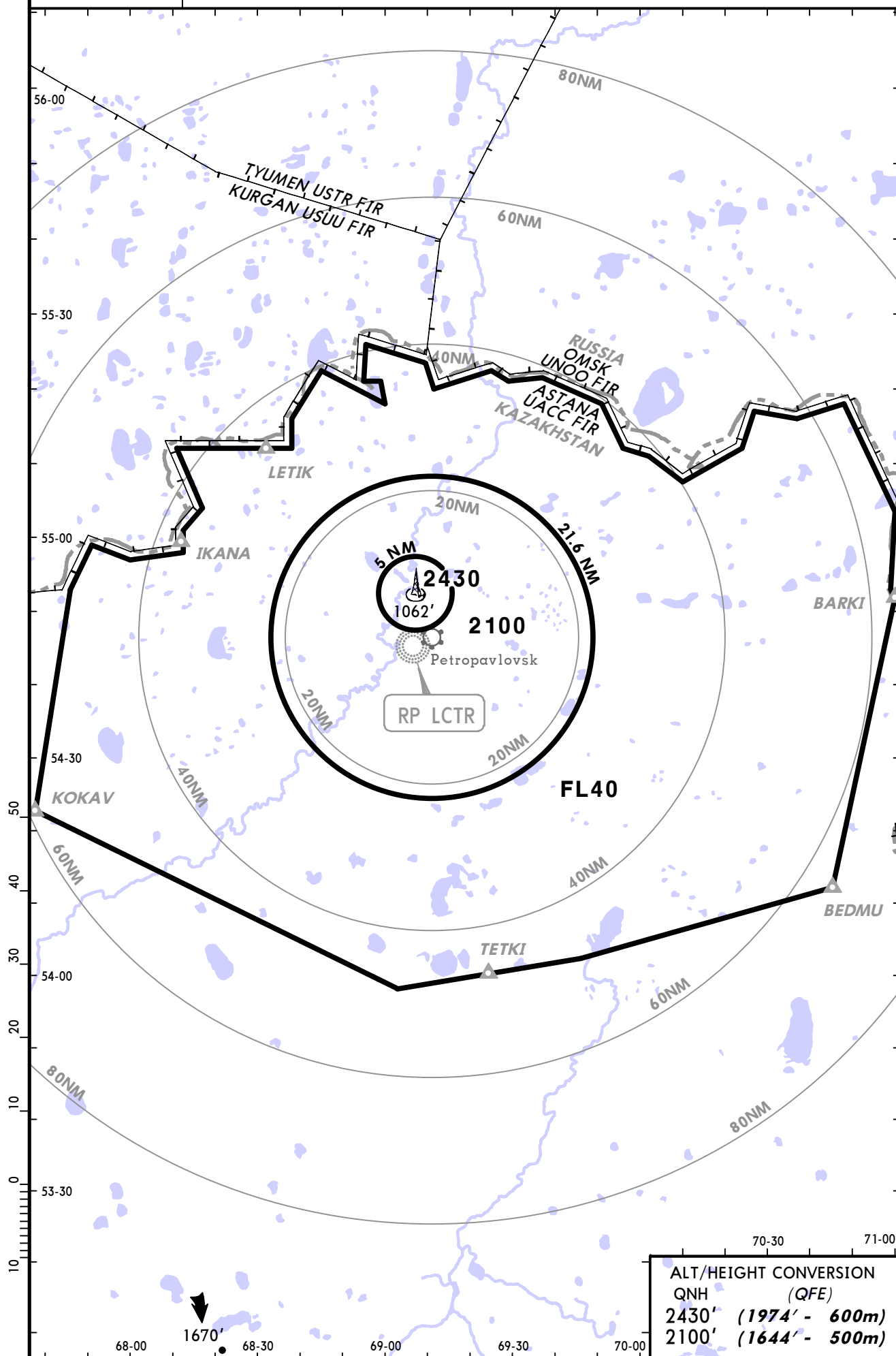
(10-1R)

Eff 17 Nov

RADAR MINIMUM ALTITUDES

Apt Elev
456'

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

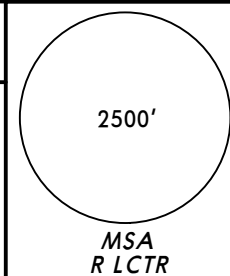


CHANGES: Trans level.

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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]

BEDMU 1A [BEDM1A]

TETKI 1A [TETK1A]

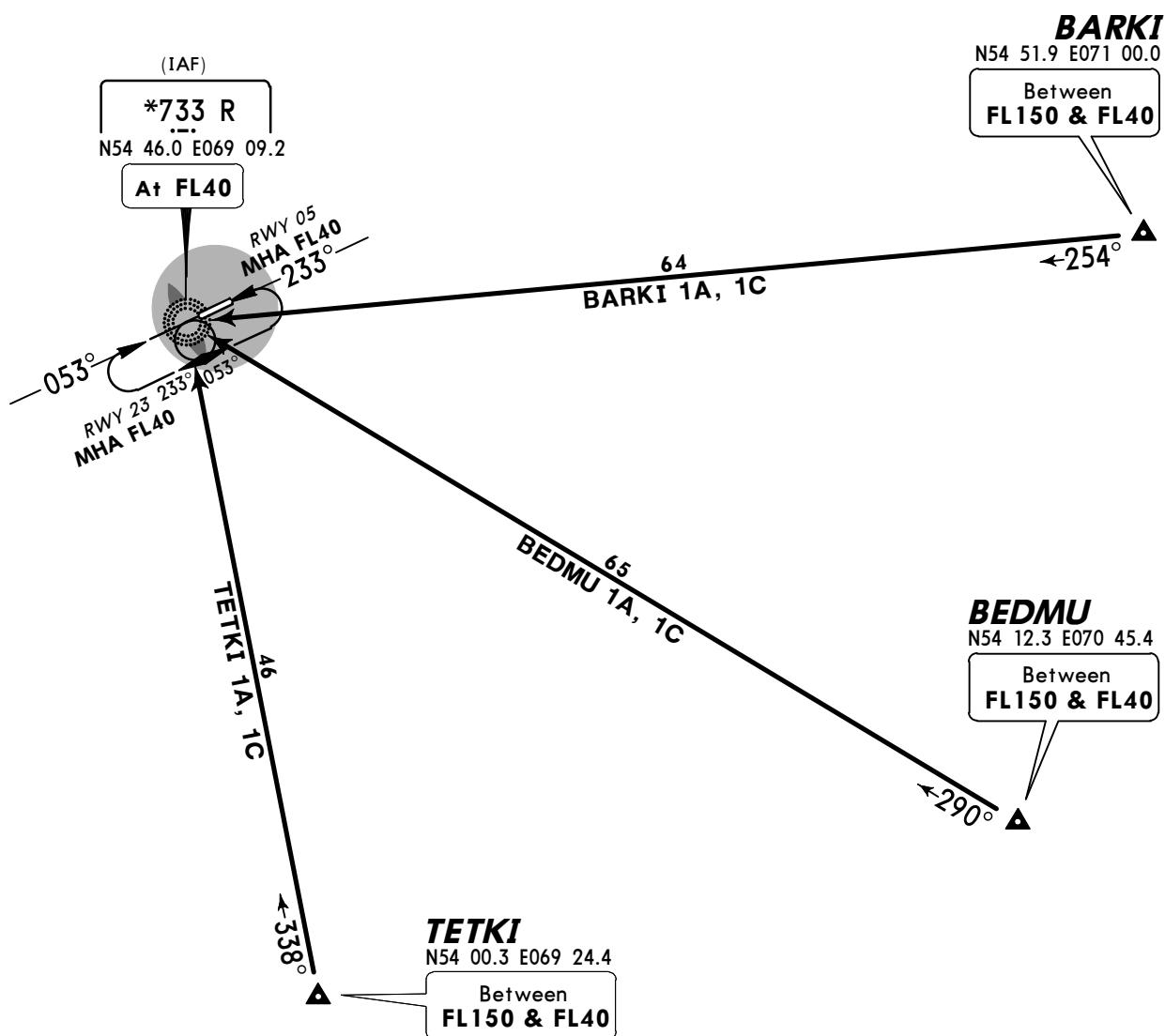
RWY 05 ARRIVALS

BARKI 1C [BARK1C]

BEDMU 1C [BEDM1C]

TETKI 1C [TETK1C]

RWY 23 ARRIVALS



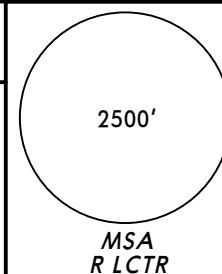
ALT/HEIGHT CONVERSION

QNH (QFE)

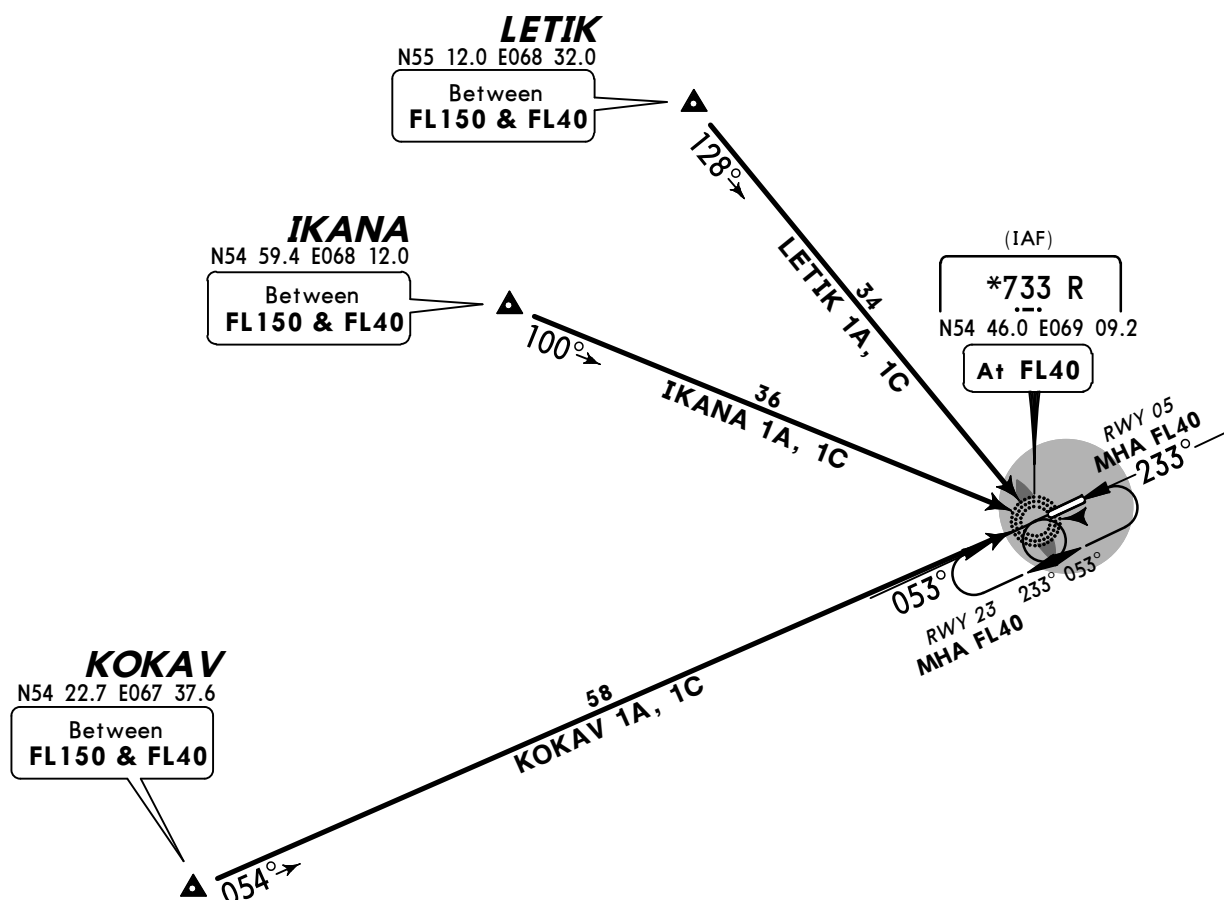
2100' (1644' - 500m)

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 (QFE)
Trans level: FL40 Trans alt: 2100' (1644')



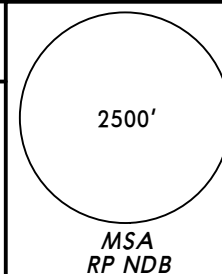
IKANA 1A [IKAN1A]	IKANA 1C [IKAN1C]
KOKAV 1A [KOKA1A]	KOKAV 1C [KOKA1C]
LETIK 1A [LETI1A]	LETIK 1C [LETI1C]
RWY 05 ARRIVALS	RWY 23 ARRIVALS



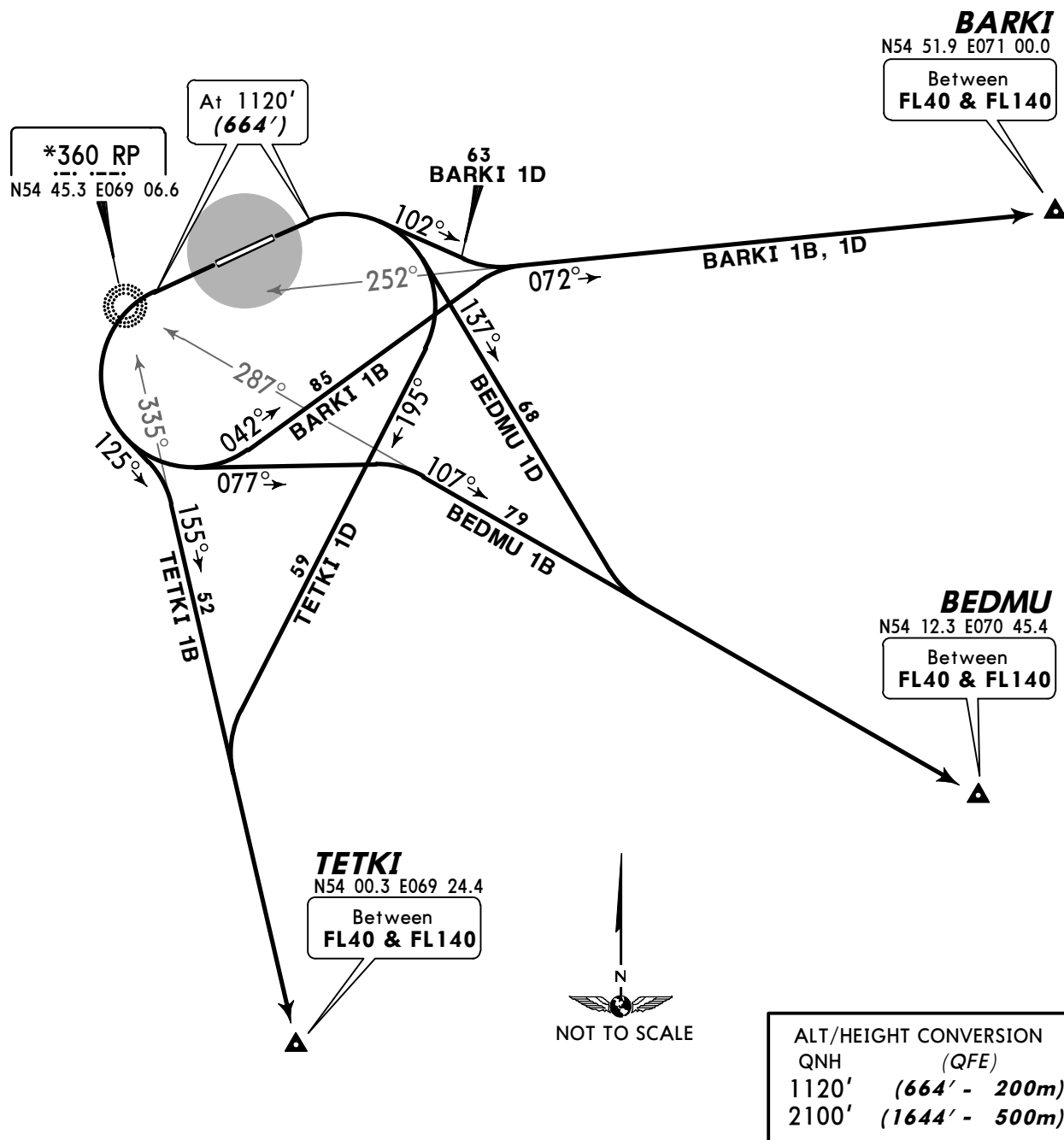
ALT/HEIGHT CONVERSION
QNH (QFE)
2100' (1644' - 500m)

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')

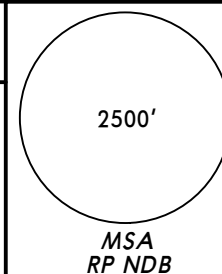


BARKI 1B [BARK1B], BARKI 1D [BARK1D]
BEDMU 1B [BEDM1B], BEDMU 1D [BEDM1D]
TETKI 1B [TETK1B], TETKI 1D [TETK1D]
RWYS 23, 05 DEPARTURES



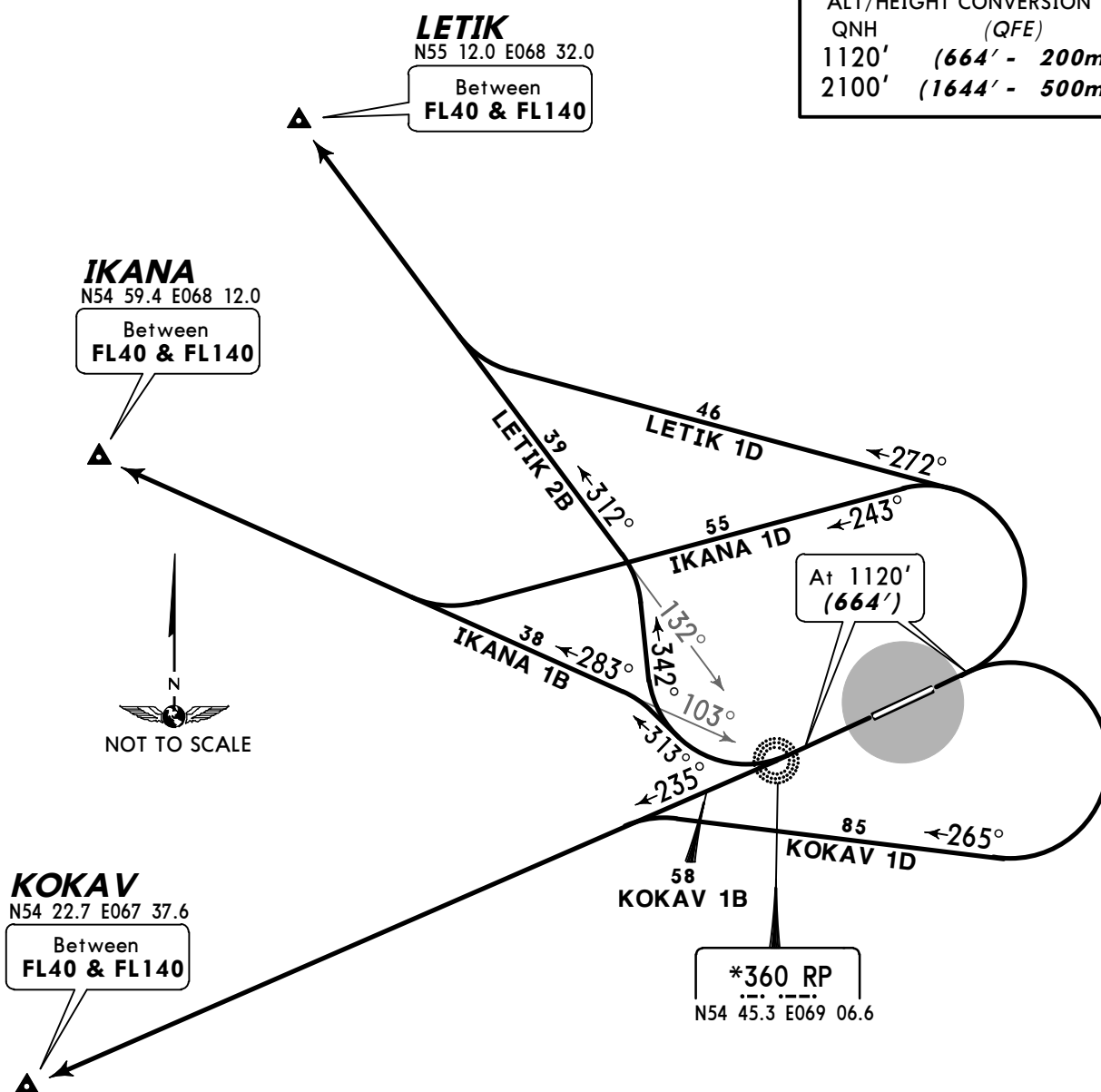
SID	RWY	ROUTING
BARKI 1B	23	Climb straight ahead to 1120' (664'), turn LEFT, 042° track, intercept 072° bearing from RP to BARKI.
BARKI 1D	05	Climb straight ahead to 1120' (664'), turn RIGHT, 102° track, intercept 072° bearing from RP to BARKI.
BEDMU 1B	23	Climb straight ahead to 1120' (664'), turn LEFT,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

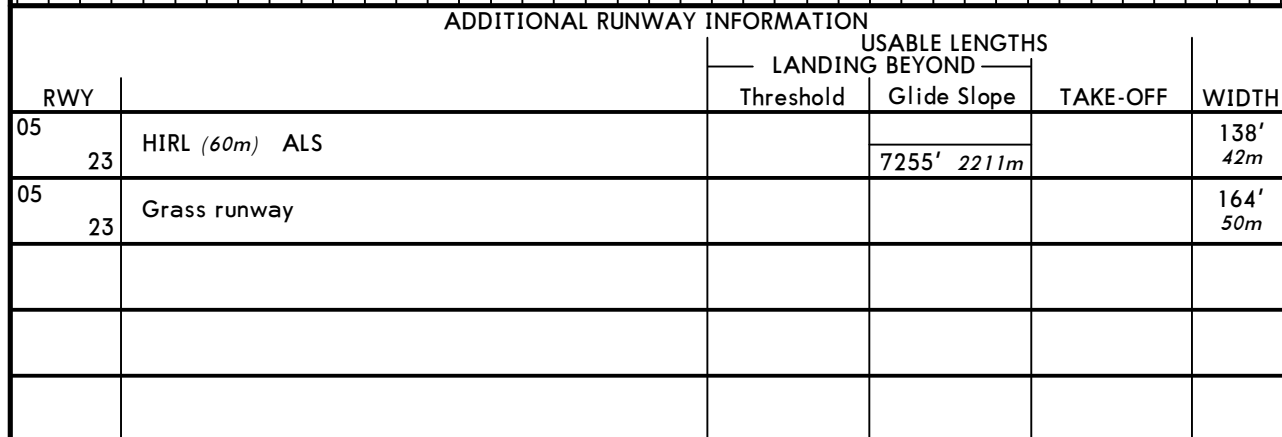


IKANA 1B [IKAN1B], IKANA 1D [IKAN1D]
KOKAV 1B [KOKA1B], KOKAV 1D [KOKA1D]
LETIK 2B [LETI2B], LETIK 1D [LETI1D]
RWYS 23, 05 DEPARTURES

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.



TAKE-OFF			
AIR CARRIER (JAA)			
	Rwy 05	DAY	Rwy 23
	RCLM (DAY only) or RL	RL	NIGHT
		RCLM	RL
A		400m 1	400m 1
B	2000m	400m 1	400m
C		500m	
D			

1 LVP must be in force: 300m.

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

❶ Continuous Descent Final Approach.

❷ with FMS.

❸ w/o FMS.

TAKE-OFF RWY 05

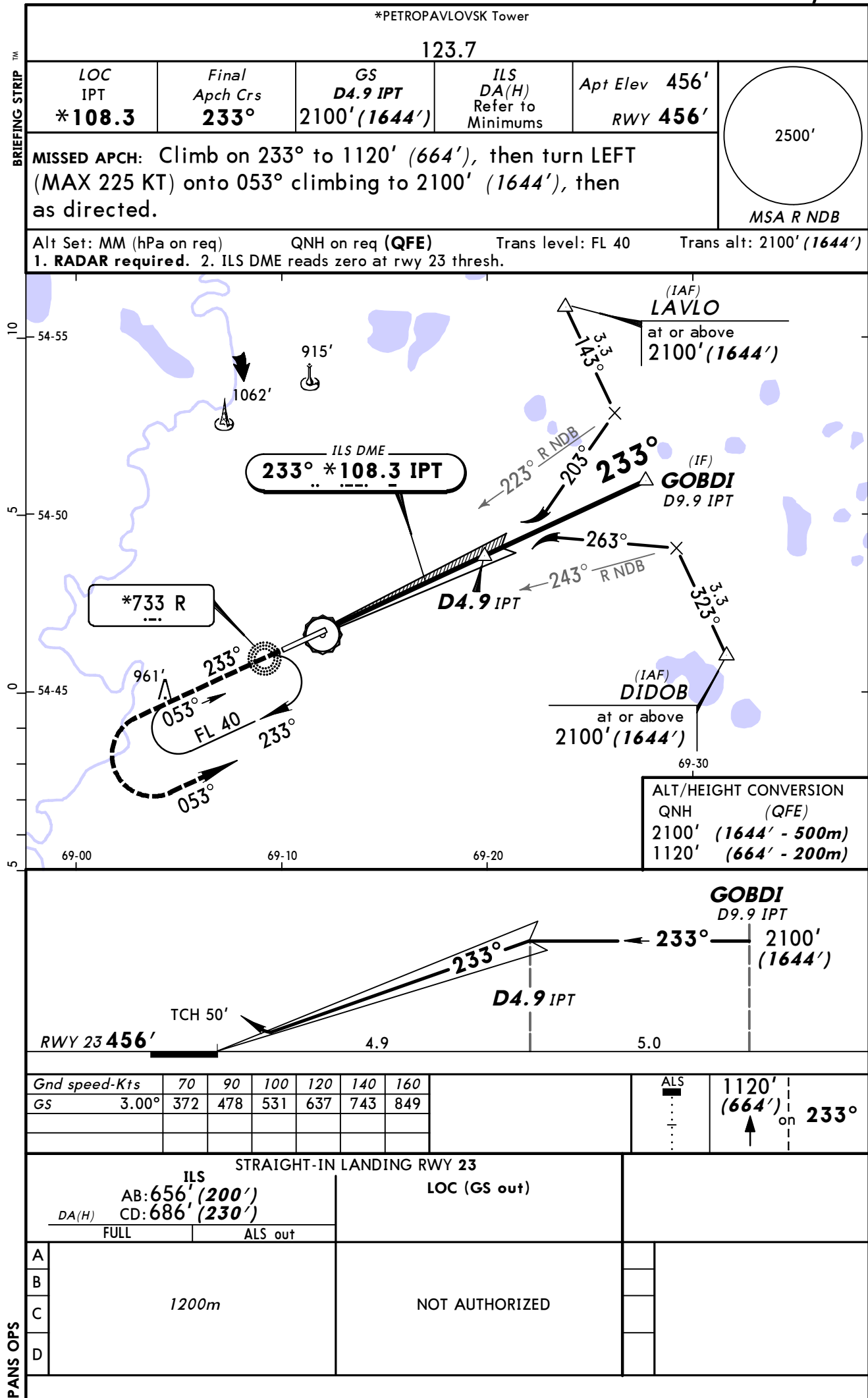
RCLM (DAY only)
or RL

A	2000m
B	
C	
D	

TAKE-OFF RWY 23

DAY		NIGHT
RL	RCLM	RL
400m ❹	400m ❹	400m ❹
	500m	400m

❹ LVP must be in force: 300m.



123.7

NOT AUTHORIZED

123.7

Apt Elev 456'
RWY 443'

MSA R NDB

Trans alt: 2100' (**1657'**)

NODSA
(IAF)
at or above
2100' (1657')

***733 R**

***360 RP**

961'

N54 44.1
E069 02.2
[FNØ5]

053°
(IF)
ROPEL

TUXOK
(IAF)
at or above
2100' (1657')

ALT/HEIGHT CONVERSION

QNH	(QFE)
2100'	(1657' - 500m)
1190'	(747' - 230m)
1100'	(657' - 200m)
680'	(237' - 75m)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2100'	(1657' - 500m)
1190'	(747' - 230m)
1100'	(657' - 200m)
680'	(237' - 75m)

Pass LMM not below 680' (237').

Profile view diagram of the runway approach for Runway 05 at N54 44.1 E069 02.2. The diagram shows the vertical profile of the runway and approach. Key features include:

- ROPEL** (Runway Obstacle Protection End Limit) at 2100' (1657').
- Approach angle of **053°**.
- Descent angle of **3.00°**.
- LOM** (Line of Sight) at 1190' (747').
- LMM** (Line of Sight) at 053°.
- TCH 50'** (Threshold Crossing Height).
- RWY 05 443'** (Runway 05 length 443').

The diagram also shows the profile of the runway and the approach path.

<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Desc angle 3.00°</i>	372	478	531	637	743	849
<i>MAP at LMM</i>						

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

1100' |
(657') on 053°

 $MDA_{(H)} \ 810' \ (367')$

ALS out

A	
B	1600m
C	1800m
D	2000m

PANS OPS

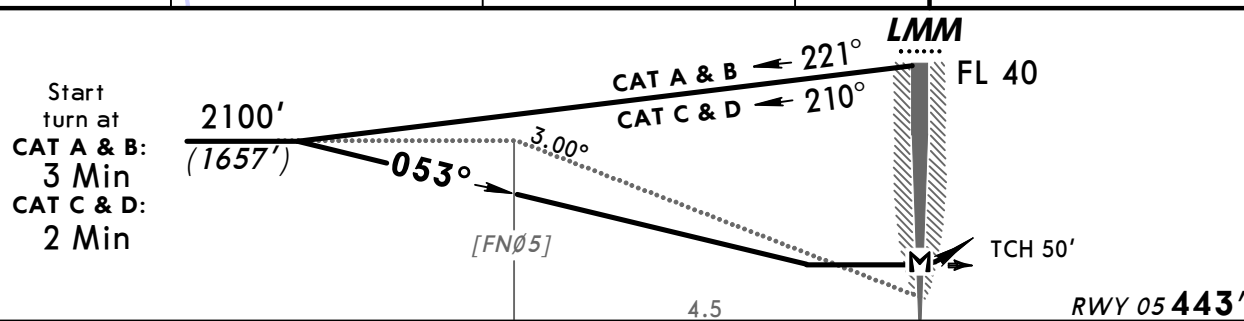
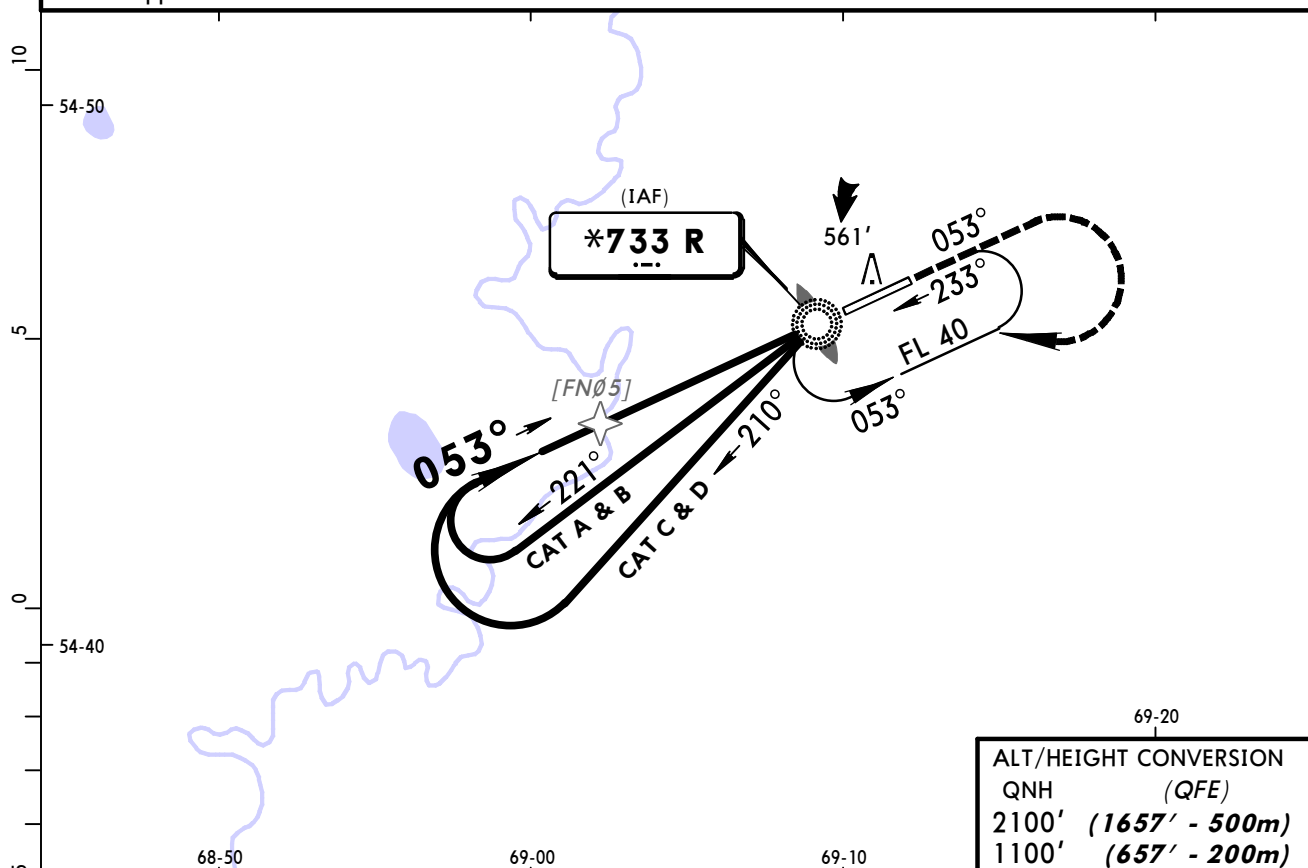
*PETROPAVLOVSK Tower

123.7

BRIEFING STRIP

NDB R *733	Final Apch Crs 053°	Minimum Alt No FAF	MDA(H) 840' (397')	Apt Elev 456' RWY 443'	2500'
MISSED APCH: Climb on 053° to 1100' (657') or above. After passing LMM maintain 053° for 1 Min, then turn RIGHT to LMM. Climb initially to 2100' (1657'), then as directed. MISSED APCH WITH COMM FAILURE: Climb to FL 40 to LMM 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' (1657')
Initial approach restricted to MAX 195 KT.



Gnd speed-Kts	70	90	100	120	140	160	ALS	Refer to Missed Apch above
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

STRAIGHT-IN LANDING RWY 05

MDA(H) **840' (397')**

ALS out

A	1600m	
B		
C	1800m	
D	2000m	

PANS OPS

123.7

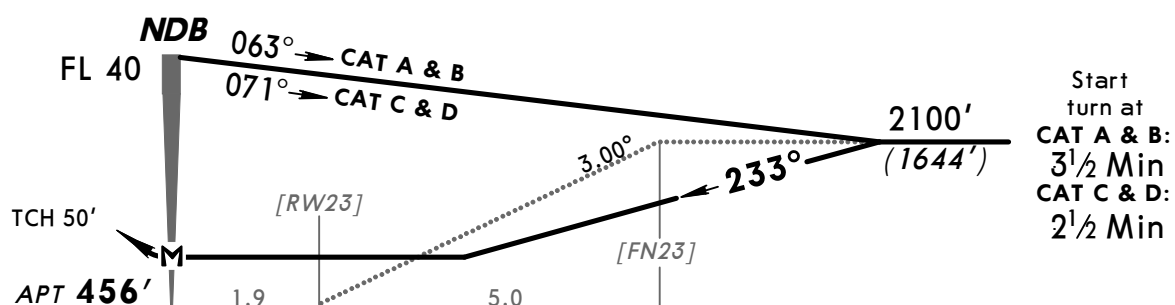
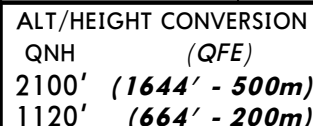
Apt Elev **456'**

2500'

MSA R NDB

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

Initial approach restricted to MAX 195 KT.


$$\begin{array}{c} \text{ALS} \\ \blacksquare \\ \vdots \\ \frac{\quad}{\vdots} \\ \vdots \end{array}$$

Refer to
Missed Apch
above

STRAIGHT-IN LANDING RWY 23

$MDA_{(H)}$ 890' (434')

ALS out

A	1600m
B	
C	1800m
D	2000m

PANS OPS

PETROPAVLOVSK, (PETROPAVLOVSK - UACP)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UACP