

List of pages in this Trip Kit

- Trip Kit Index
- Airport Information For UACP
- Terminal Charts For UACP
- Revision Letter For Cycle 05-2025
- Change Notices
- Notebook

General Information

Location: PETROPAVLOVSK KAZ
ICAO/IATA: UACP / PPK
Lat/Long: N54° 46.53', E069° 11.17'
Elevation: 458 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 12.0° E

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

Sunrise: 2305 Z
Sunset: 1535 Z

Runway Information

Runway: 05
Length x Width: 9190 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 444 ft
Lighting: Edge, ALS

Runway: 23
Length x Width: 9190 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 458 ft
Lighting: Edge, ALS

Communication Information

ATIS: 127.400
ATIS: 118.300 Non-English
Petropavlovsk Tower: 123.700

UACP/PPK PETROPAVLOVSK

4 NOV 22 **10-1R**

JEPPesen PETROPAVLOVSK, KAZAKHSTAN

RADAR MINIMUM ALTITUDES

Apt Elev
458

Alt Set: hPa (MM on request)

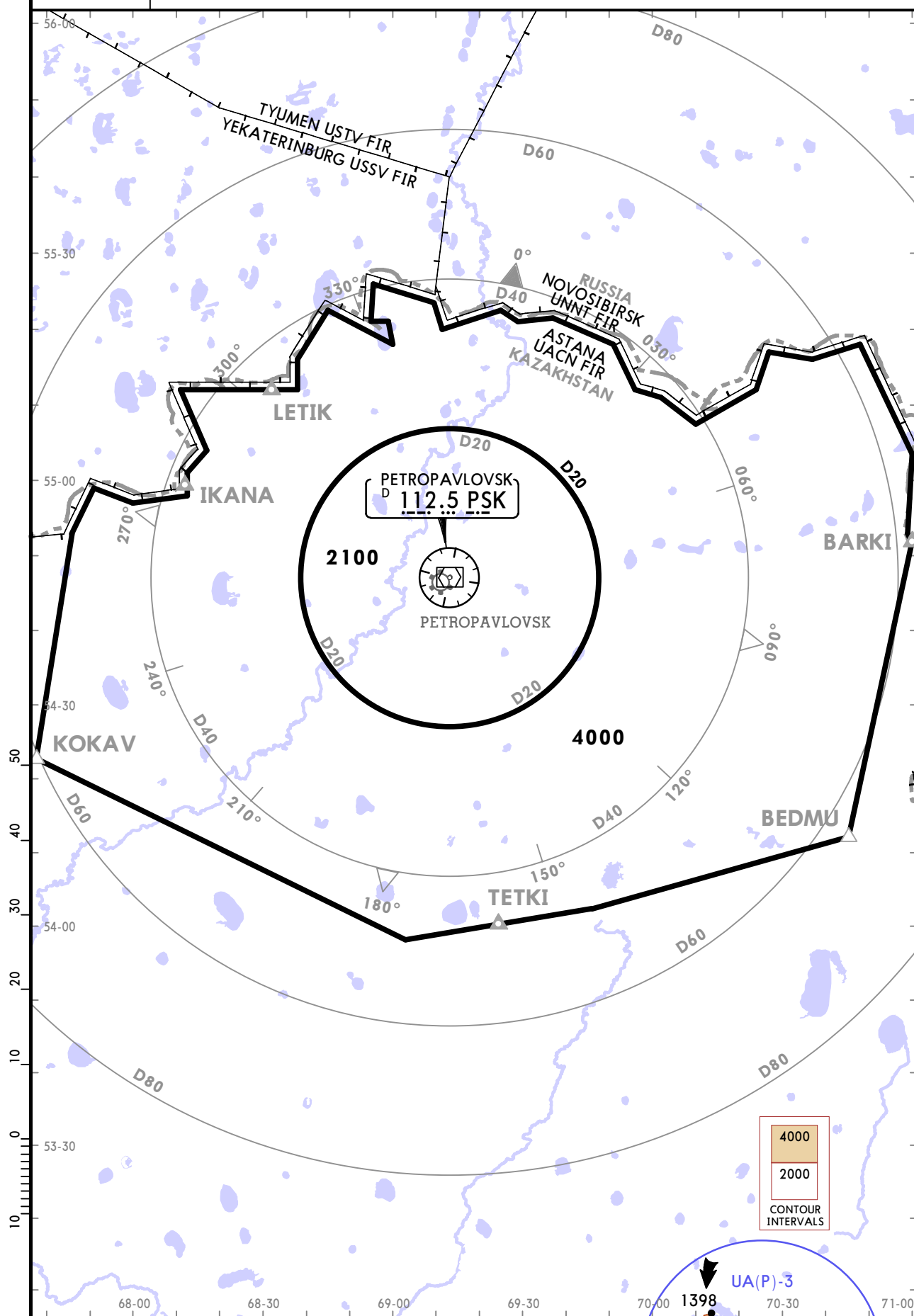
Trans level: FL120

FL130 if pressure is less than 977.2 hPa

Trans alt: 10000

1. Chart only to be used for cross-checking of altitudes while under RADAR control.

2. Levels assigned by ATC include a correction for low temperature effect when necessary.



CHANGES: Trans level, FIR name.

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PETROPAVLOVSK

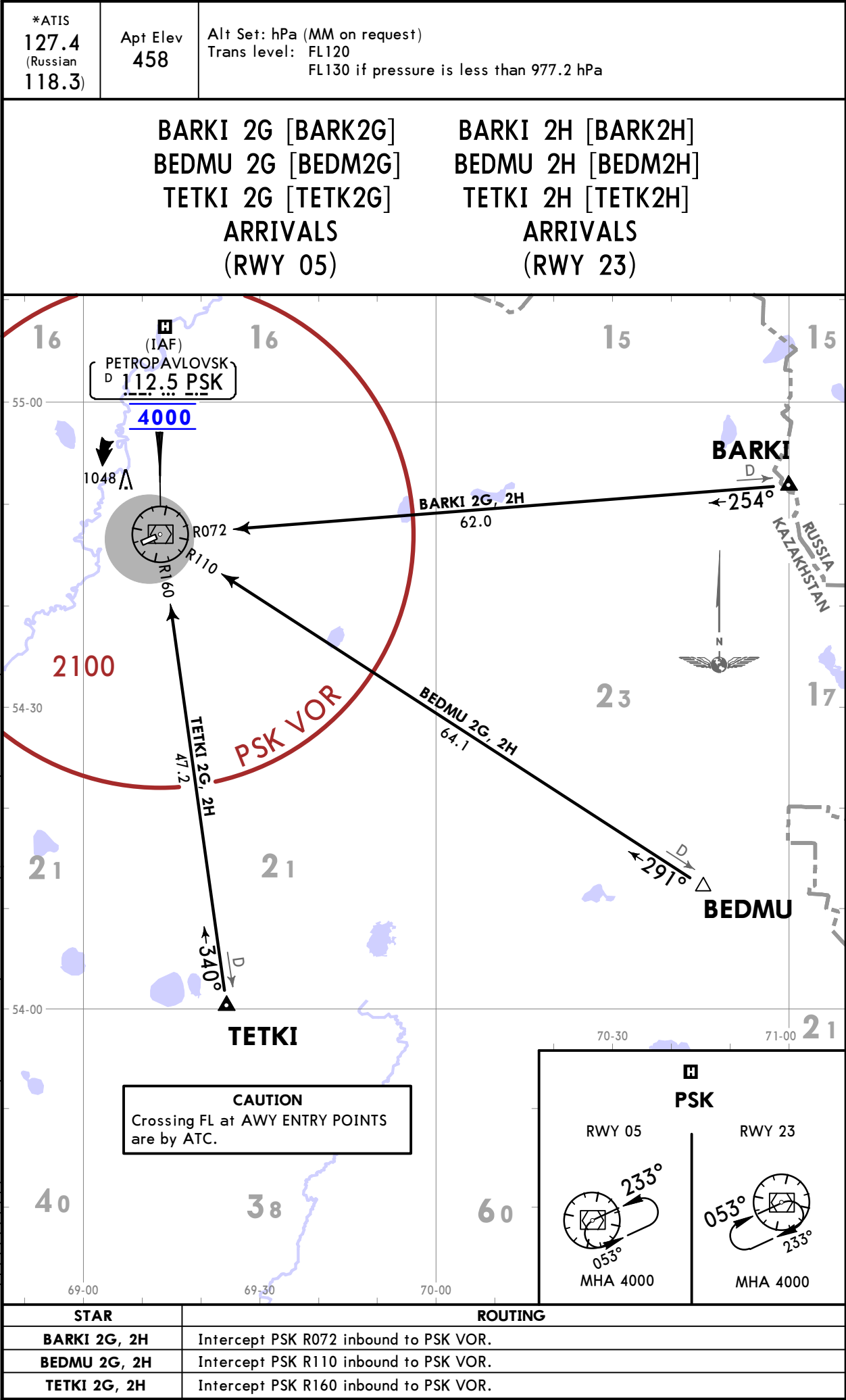
JEPPESSEN

PETROPAVLOVSK, KAZAKHSTAN

9 AUG 24

10-2

STAR



UACP/PPK
PETROPAVLOVSK

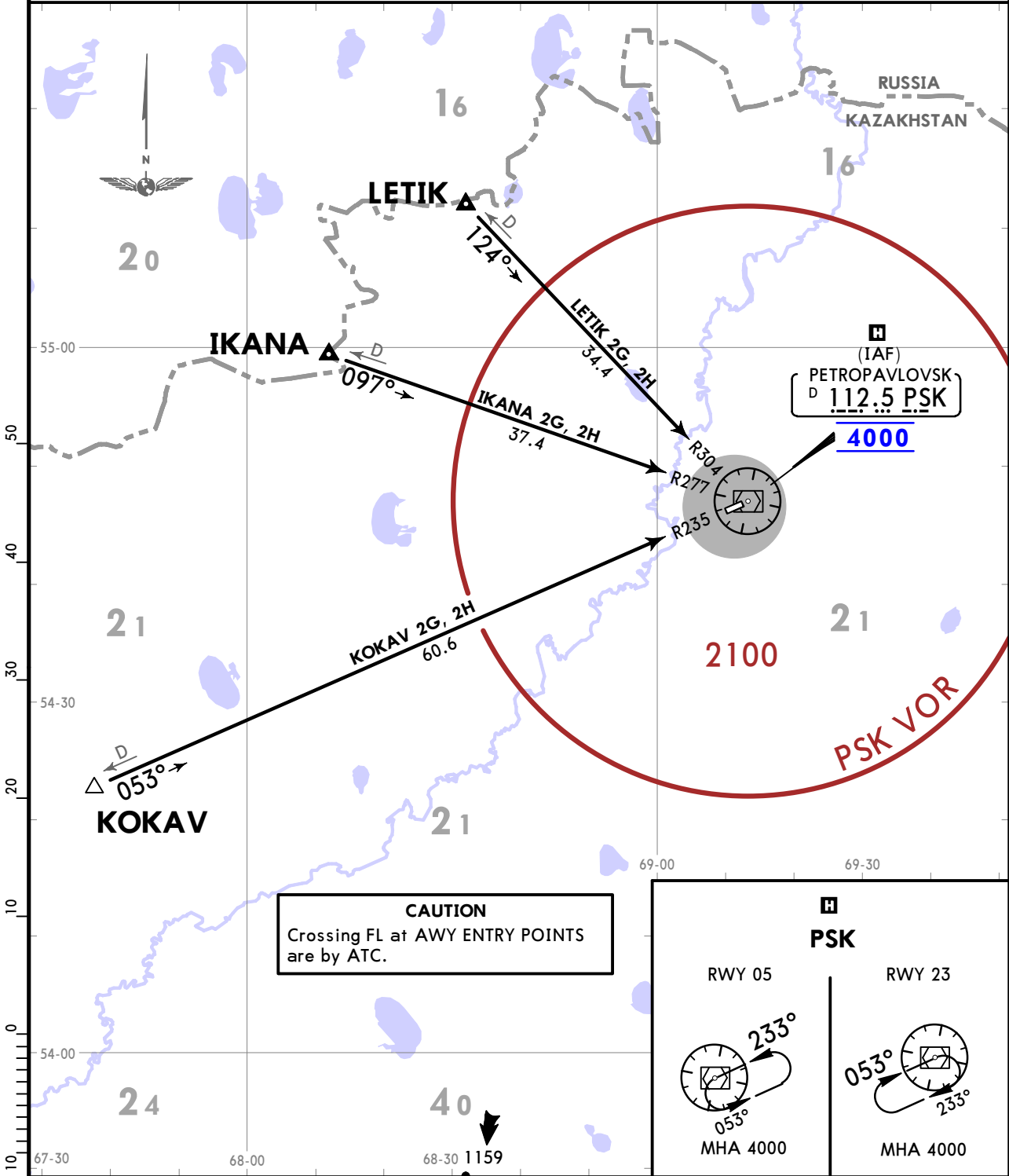
 JEPPESSEN PETROPAVLOVSK, KAZAKHSTAN

9 AUG 24 **(10-2A)**

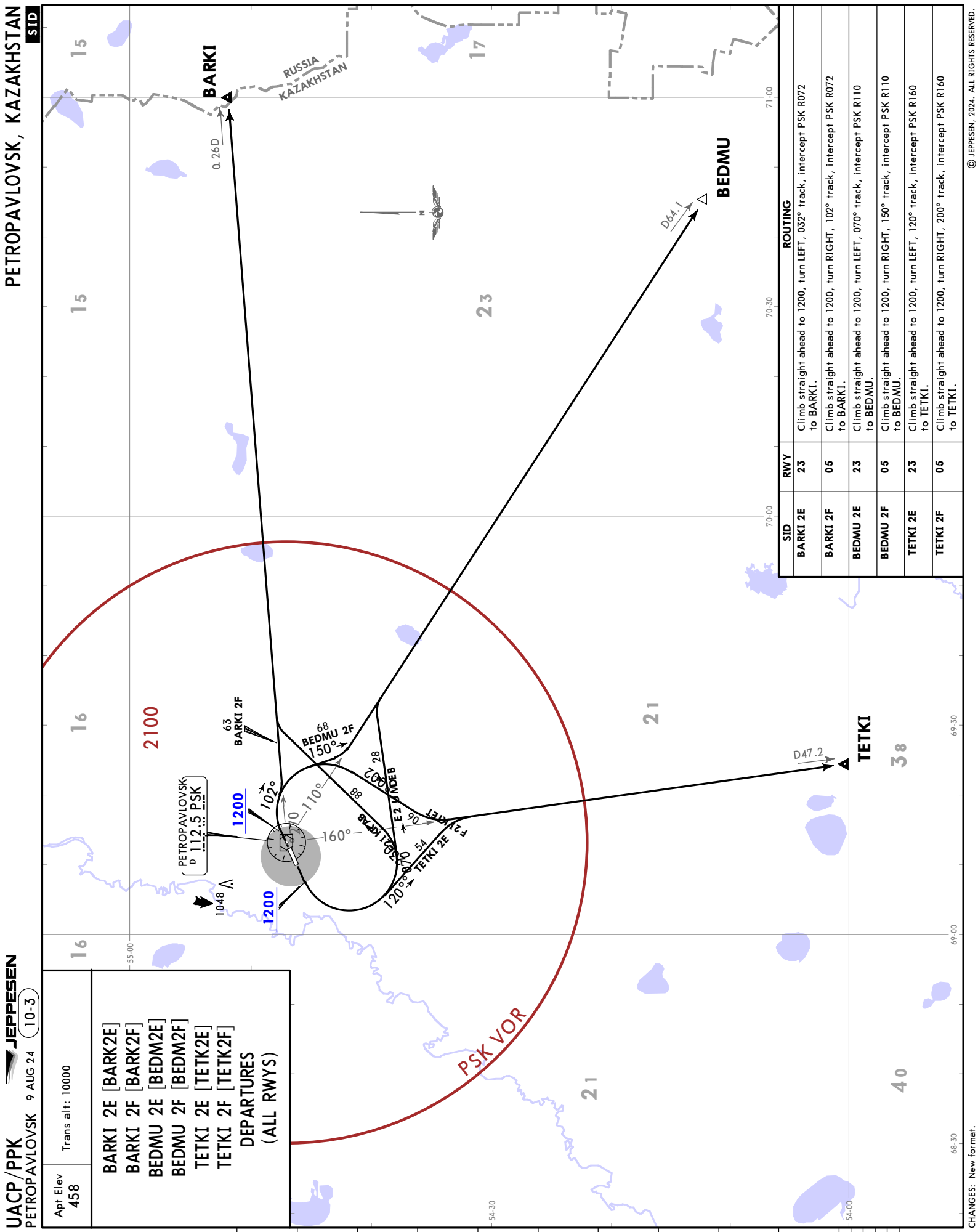
STAR

*ATIS 127.4 (Russian) 118.3	Apt Elev 458	Alt Set: hPa (MM on request) Trans level: FL120 FL130 if pressure is less than 977.2 hPa
--	------------------------	--

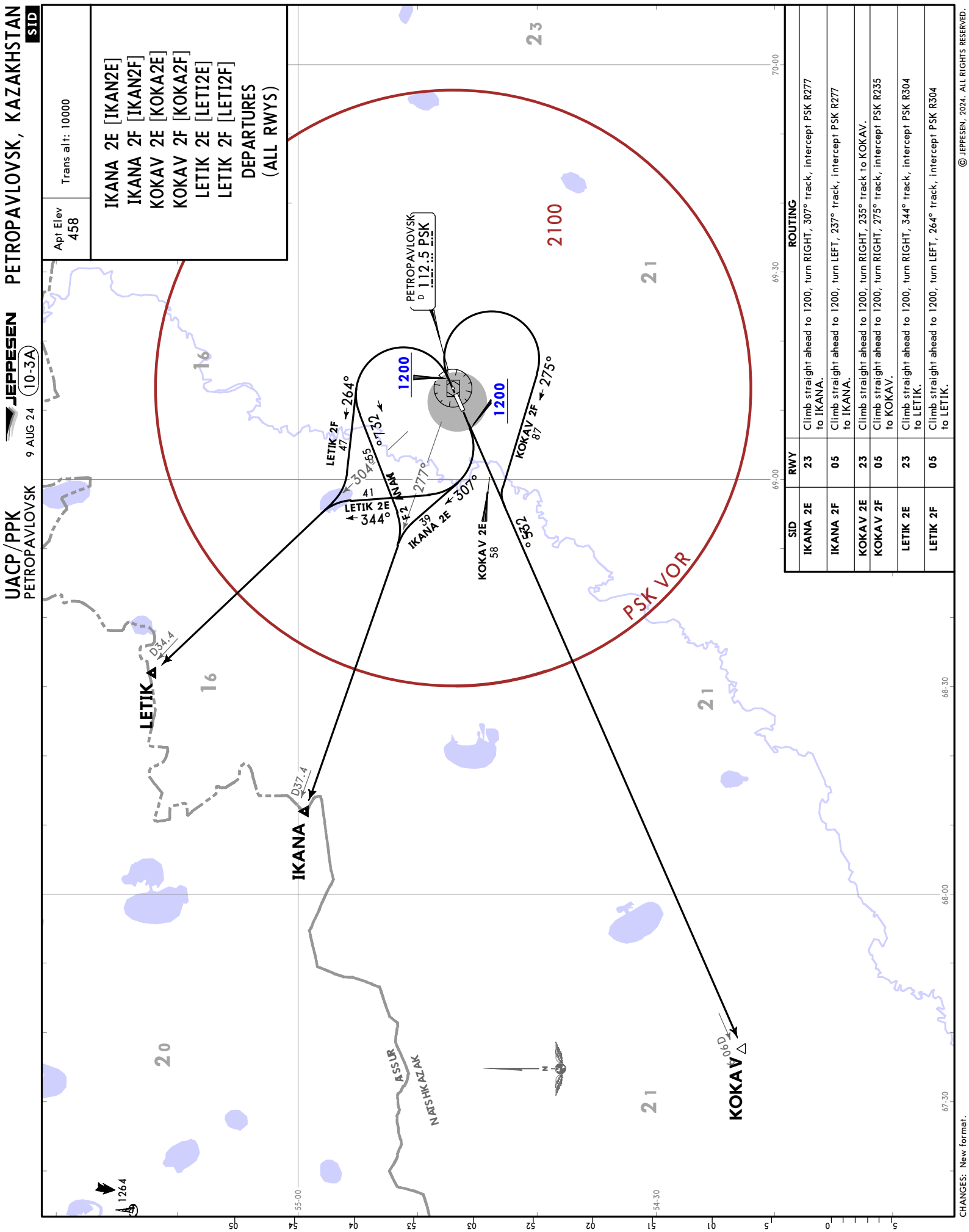
IKANA 2G [IKAN2G]	IKANA 2H [IKAN2H]
KOKAV 2G [KOKA2G]	KOKAV 2H [KOKA2H]
LETIK 2G [LETI2G]	LETIK 2H [LETI2H]
ARRIVALS	ARRIVALS
(RWY 05)	(RWY 23)



STAR	ROUTING
IKANA 2G, 2H	Intercept PSK R277 inbound to PSK VOR.
KOKAV 2G, 2H	Intercept PSK R235 inbound to PSK VOR.
LETIK 2G, 2H	Intercept PSK R304 inbound to PSK VOR.



SID	RWY	ROUTING
BARKI 2E	23	Climb straight ahead to 1200, turn LEFT, 032° track, intercept PSK R072 to BARKI.
BARKI 2F	05	Climb straight ahead to 1200, turn RIGHT, 102° track, intercept PSK R072 to BARKI.
BEDMU 2E	23	Climb straight ahead to 1200, turn LEFT, 070° track, intercept PSK R110 to BEDMU.
BEDMU 2F	05	Climb straight ahead to 1200, turn RIGHT, 150° track, intercept PSK R110 to BEDMU.
TETKI 2E	23	Climb straight ahead to 1200, turn LEFT, 120° track, intercept PSK R160 to TETKI.
TETKI 2F	05	Climb straight ahead to 1200, turn RIGHT, 200° track, intercept PSK R160 to TETKI.



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Apt Elev **458'**
N54 46.5 E069 11.2

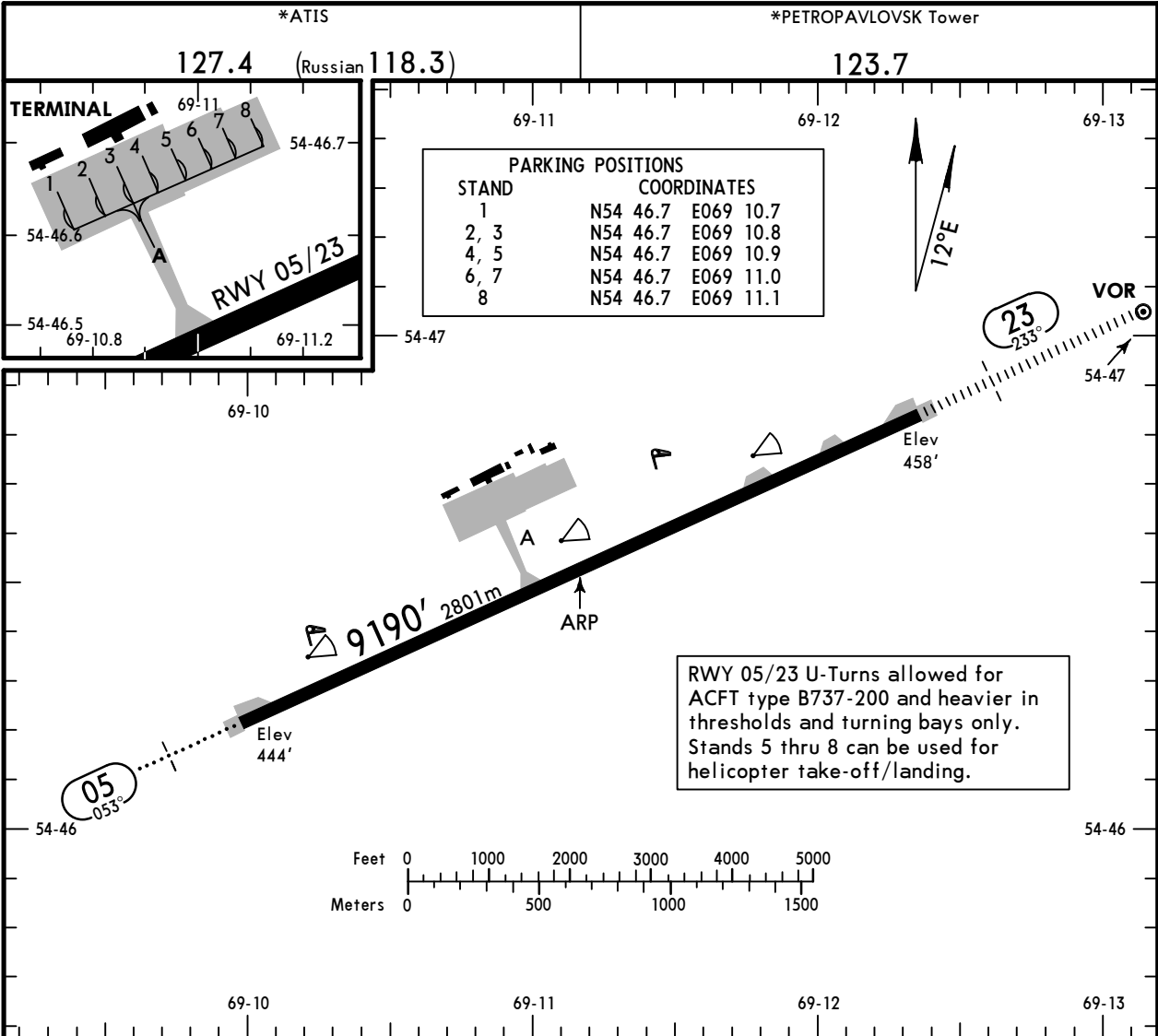


JEPPESSEN

PETROPAVLOVSK, KAZAKHSTAN

25 OCT 24 **(10-9)** Eff 31 Oct

PETROPAVLOVSK



ADDITIONAL RUNWAY INFORMATION							
					USABLE LENGTHS		WIDTH
					LANDING BEYOND		
RWY					Threshold	Glide Slope	TAKE-OFF
05 23	HIRL (60m)	ALS	PAPI-L(3.0°)	RVR			
	HIRL (60m)	HIALS	PAPI-L(3.0°)	RVR		8096' 2468m	148' 45m

LOW VISIBILITY PROCEDURES (LVP)

LVP are established when RVR is less than 550m.

The status of LVP is passed to pilots by Tower ATC phrase: 'LOW VISIBILITY PROCEDURES IN OPERATION'.

LVP are cancelled when RVR is greater than 550m.

The report on RWY vacation in conditions of low visibility is carried out on TWYs only after the vacation of the ILS critical zones indicated by light sign (holding position).

Taxiing into apron after RWY vacation shall be carried out after Follow-me car.

Taxiing into stands shall be carried out by marshaller's signals.

Taxiing of ACFT out of stands to TWY A shall be carried out after Follow-me car. ACFT shall stop at the holding position before the light sign indicating the ILS critical area.

TAKE-OFF			
Std	1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref
			DAY NIGHT
	R/V300m	R/V400m	R/V500m NA

1 For NIGHT operations, at least RL and RENL are required.

UACP/PPK

JEPPESEN

10 MAY 24

Eff 16 May

(10-9S)

EASA AIR OPS

PETROPAVLOVSK, KAZAKHSTAN
PETROPAVLOVSK

STRAIGHT-IN RWY		A	B	C	D
05	① VOR DME Z or Y	820'(376')	820'(376')	820'(376')	820'(376')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R1700m	R1700m
23	ILS DME Z or Y	658'(200')	658'(200')	668'(210')	678'(220')
		② R550m	② R550m	② R550m	② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	① VOR DME Z or Y	820'(362')	820'(362')	820'(362')	820'(362')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m

- ① Continuous Descent Final Approach.
- ② R750m when a Flight Director or Autopilot or HUD to DA is not used.

TAKE-OFF					
Low Visibility Take-off		RL or RCLM	RL	Adequate Vis Ref	
RL & RCLM	RL				
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R300m		R/V400m		R/V500m	NA

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PETROPAVLOVSK

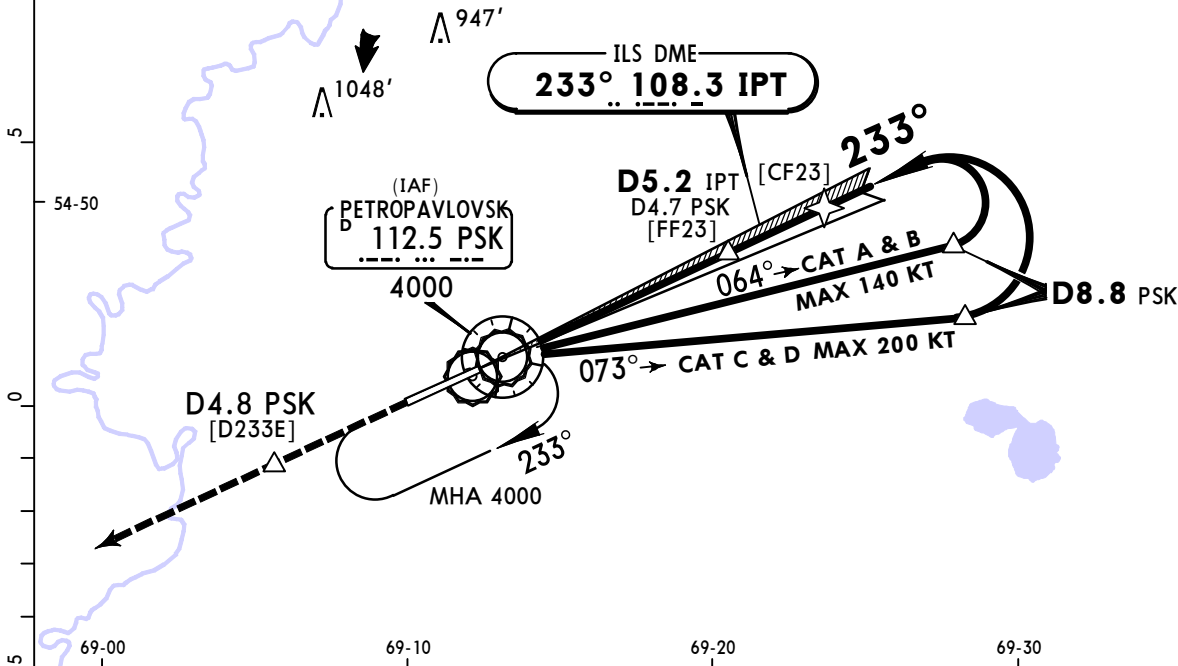
JEPPESSEN
29 SEP 23 11-1 Eff 5 Oct

PETROPAVLOVSK, KAZAKHSTAN
ILS DME Z Rwy 23

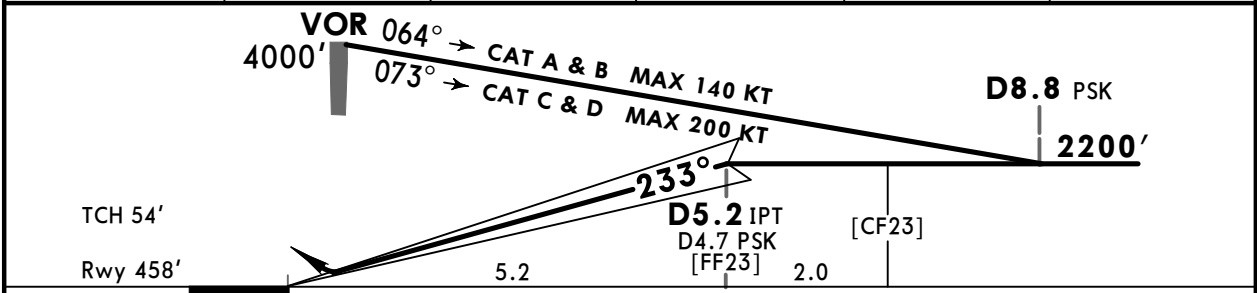
BRIEFING STRIP™

*ATIS				*PETROPAVLOVSK Tower		
127.4 (Russian 118.3)				123.7		
LOC IPT 108.3	Final Apch Crs 233°	D5.2 IPT 2200' (1742')	DA(H) Refer to Minimums	Apt Elev 458' Rwy 458'	2100 MSA PSK VOR	
MISSED APCH: Climb on track 233° to 2200'. After passing 1400' radar vectoring will be provided.						
Alt Set: hPa (MM on req) Rwy Elev: 17 hPa Trans level: FL120 ❶ Trans alt: 10000'						
ILS DME reads zero at Rwy 23 threshold.						

① FL130 if pressure is less than 977.2 hPa.



DIST to THR/IPT DME	1.0	2.0	3.0	4.0	5.0
PSK DME	0.5	1.5	2.5	3.5	4.5
ALTITUDE	831'	1152'	1475'	1799'	2126'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
GS 3.00°	372	478	531	637	743	849	PAPI	2200' on 233°

Std		STRAIGHT-IN LANDING	
		ILS	
		AB: 658' (200')	
		C: 668' (210')	
		D: 678' (220')	
		ALS out	

A	R550m		R1200m	
B				
C				
D				

R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: None.

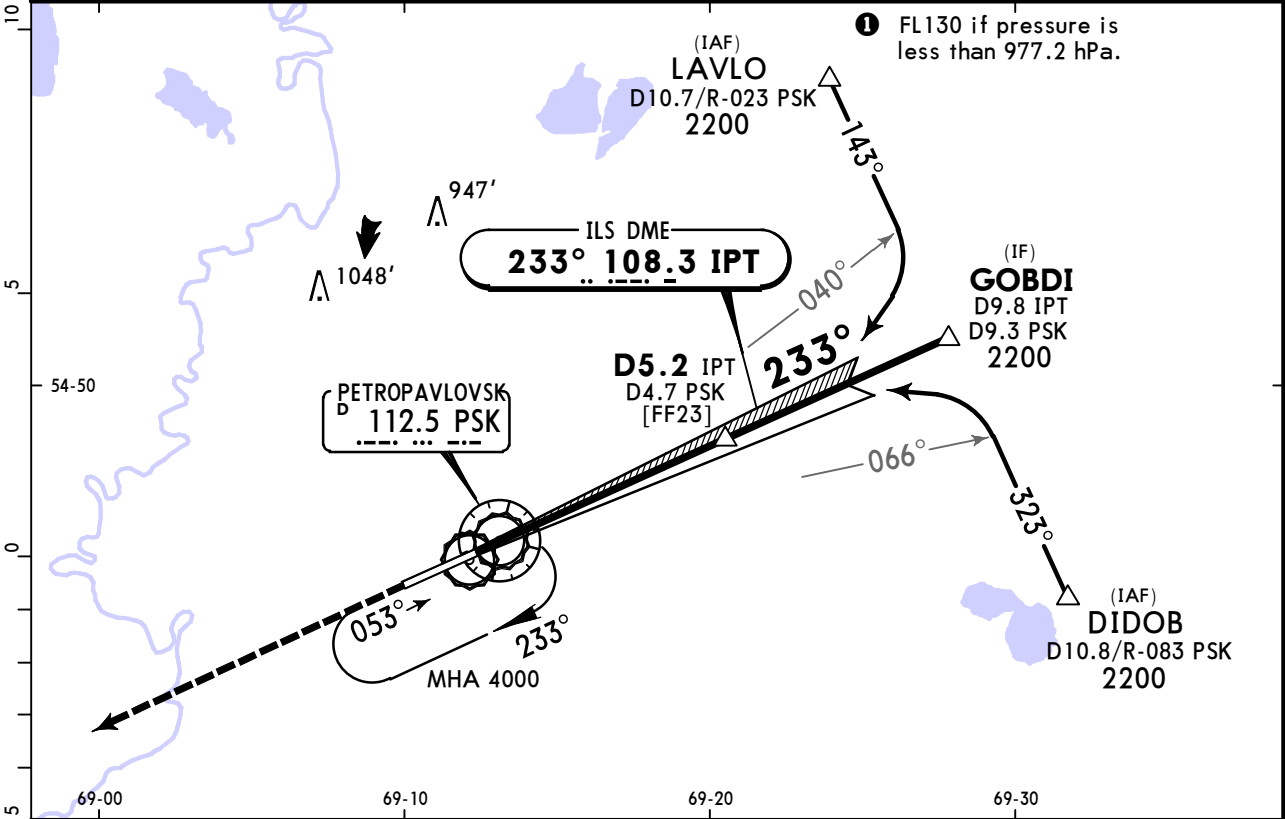
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PETROPAVLOVSK

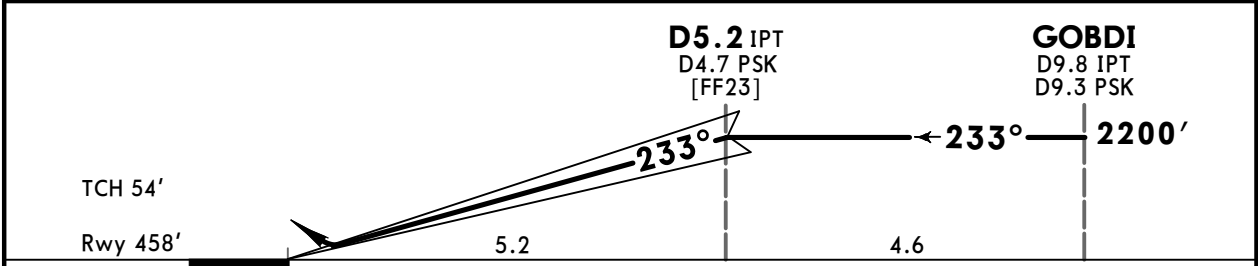
JEPPesen 29 SEP 23 11-2 Eff 5 Oct

PETROPAVLOVSK, KAZAKHSTAN
ILS DME Y Rwy 23

*ATIS				*PETROPAVLOVSK Tower		
127.4 (Russian 118.3)				123.7		
LOC IPT 108.3	Final Apch Crs 233°	D5.2 IPT 2200' (1742')	DA(H) Refer to Minimums	Apt Elev 458' Rwy 458'	2100 MSA PSK VOR	
MISSED APCH: Climb on track 233° to 2200'. After passing 1400' radar vectoring will be provided.						
Alt Set: hPa (MM on req)		Rwy Elev: 17 hPa	Trans level: FL120 ❶	Trans alt: 10000'		
1. Radar required. 2. ILS DME reads zero at Rwy 23 threshold.						



DIST to THR/IPT DME	1.0	2.0	3.0	4.0	5.0
PSK DME	0.5	1.5	2.5	3.5	4.5
ALTITUDE	831'	1152'	1475'	1799'	2126'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2200' on 233°	
Gs	3.00°	372	478	531	637	743			849

Std		STRAIGHT-IN LANDING	
		ILS	
		AB: 658' (200')	
		DA(H) C: 668' (210')	
		D: 678' (220')	
		ALS out	
A	I R550m		R1200m
B			
C			
D			
I R750m when a Flight Director or Autopilot or HUD to DA is not used.			

CHANGES: New procedure.

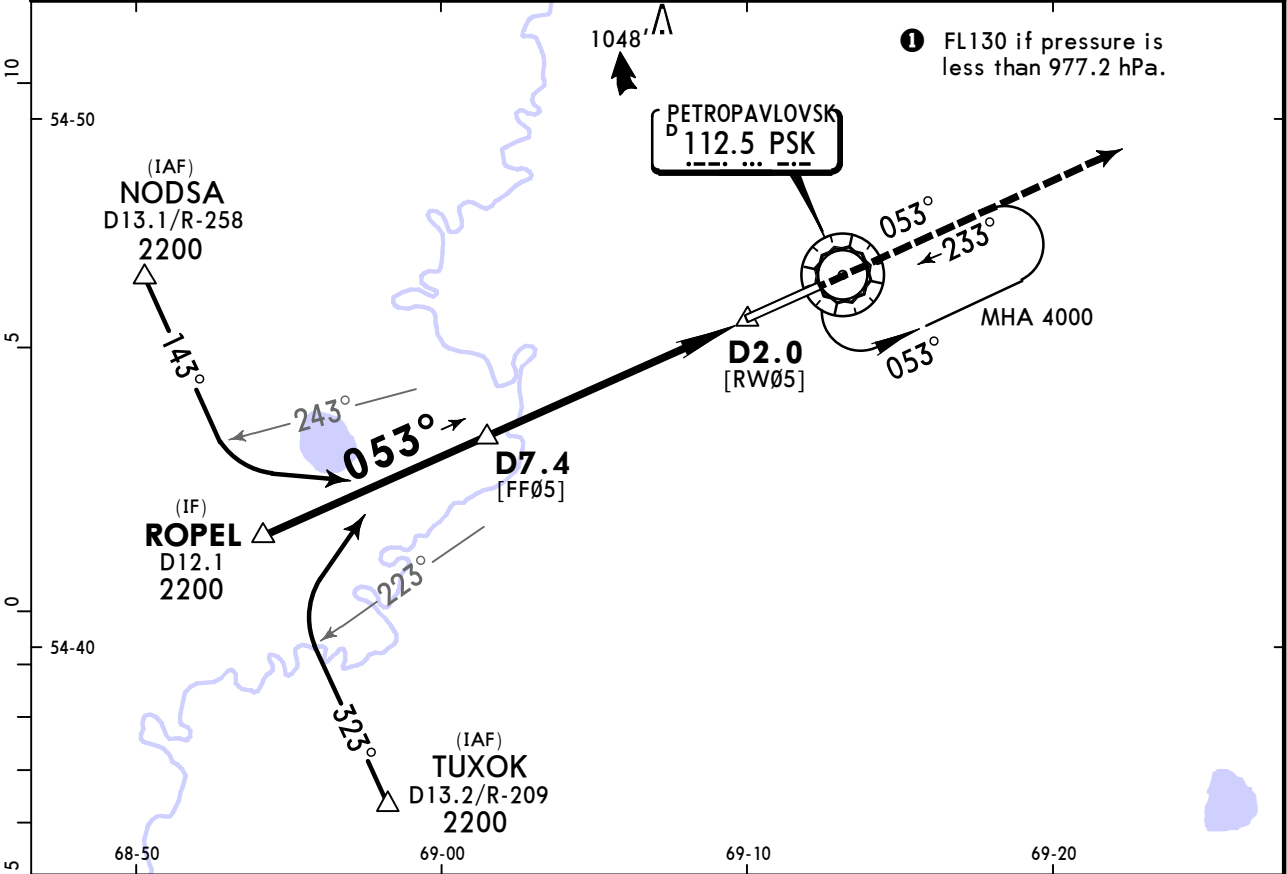
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PETROPAVLOVSK

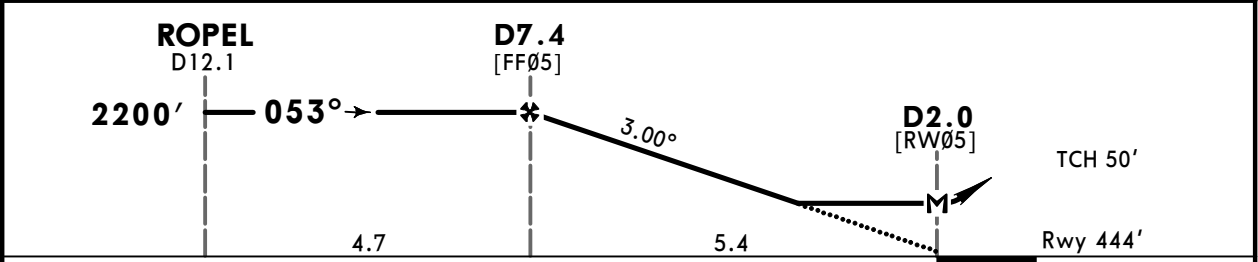
JEPPESSEN PETROPAVLOVSK, KAZAKHSTAN
29 SEP 23 13-2 Eff 5 Oct

VOR DME Y Rwy 05

*ATIS 127.4 (Russian 118.3)			*PETROPAVLOVSK Tower 123.7		
VOR PSK 112.5	Final Apch Crs 053°	D7.4 2200' (1756')	DA/MDA(H) 820' (376')	Apt Elev 458' Rwy 444'	2100 MSA PSK VOR
MISSED APCH: Climb on track 053° to 2200'. After passing 1400' radar vectoring will be provided.					
Alt Set: hPa (MM on req) Rwy Elev: 16 hPa Trans level: FL120 ① Trans alt: 10000'					
Radar required.					



DIST to THR	5.0	4.0	3.0	2.0	1.0
PSK DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2085'	1767'	1448'	1130'	811'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 2200' on 053°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D2.0							
D7.4 to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02

Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H) 820' (376')	
		ALS out	
A	R1500m	R1500m	
B			
C		R1700m	
D			
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

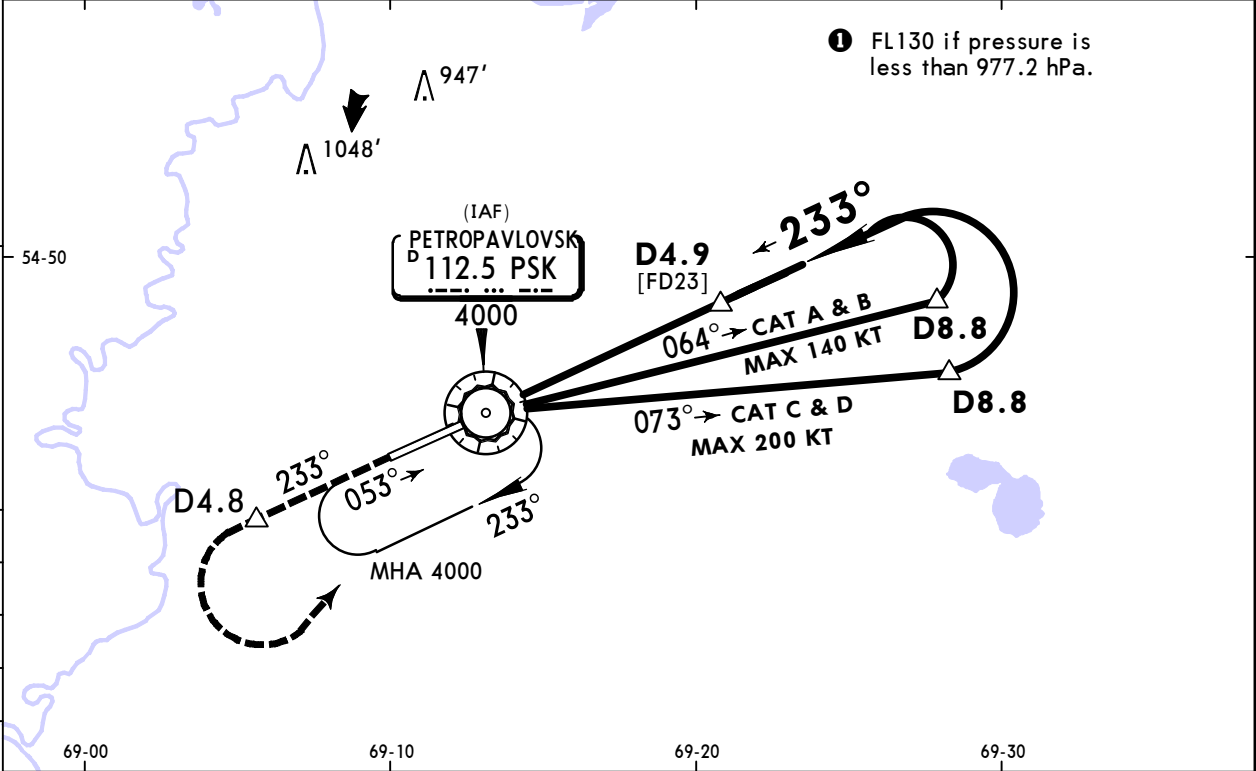
UACP/PPK
PETROPAVLOVSK

JEPPesen PETROPAVLOVSK, KAZAKHSTAN
10 MAY 24 (13-3) Eff 16 May

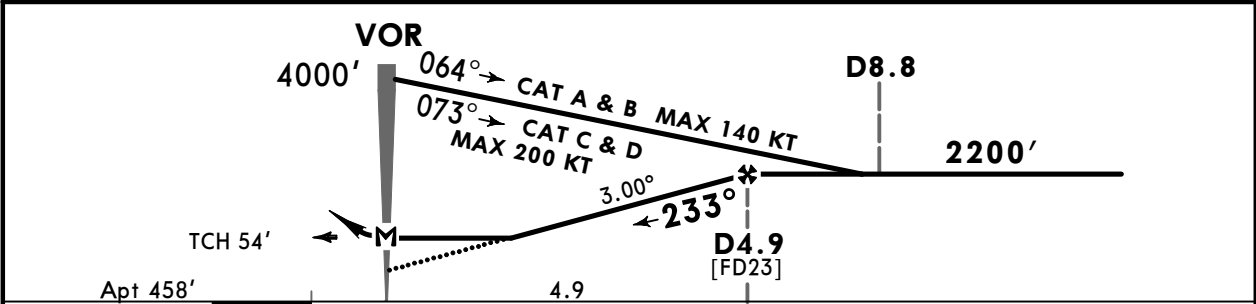
VOR DME Z Rwy 23

BRIEFING STRIP™

*ATIS				*PETROPAVLOVSK Tower		
127.4 (Russian 118.3)				123.7		
VOR PSK 112.5	Final ApcH Crs 233°	D4.9 2200' (1742')	DA/MDA(H) 820' (362')	Apt Elev 458'	2100 MSA PSK VOR	
MISSED APCH: Climb on track 233° to 1400' or above outbound to D4.8. Turn LEFT (MAX 240 KT) to VOR. Climb initially to 2200', then as directed.						
MISSED APCH WITH COMM FAILURE: Climb to 4000' to VOR and join holding. Missed apch turn speed MAX 240 KT.						
Alt Set: hPa (MM on req)		Apt Elev: 17 hPa		Trans level: FL120 ①		Trans alt: 10000'



DIST to THR	1.0	2.0	3.0	4.0	5.0
PSK DME	0.5	1.5	2.5	3.5	4.5
ALTITUDE	825'	1144'	1462'	1781'	2099'



0 0.5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									</
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Std		STRAIGHT-IN LANDING	
		CDFA	
		❶ DA/MDA(H) 820' (362')	
		ALS out	
A	R1000m	R1500m	
B			
C		R1700m	
D			

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UACP/PPK
PETROPAVLOVSK

JEPPesen

PETROPAVLOVSK, KAZAKHSTAN

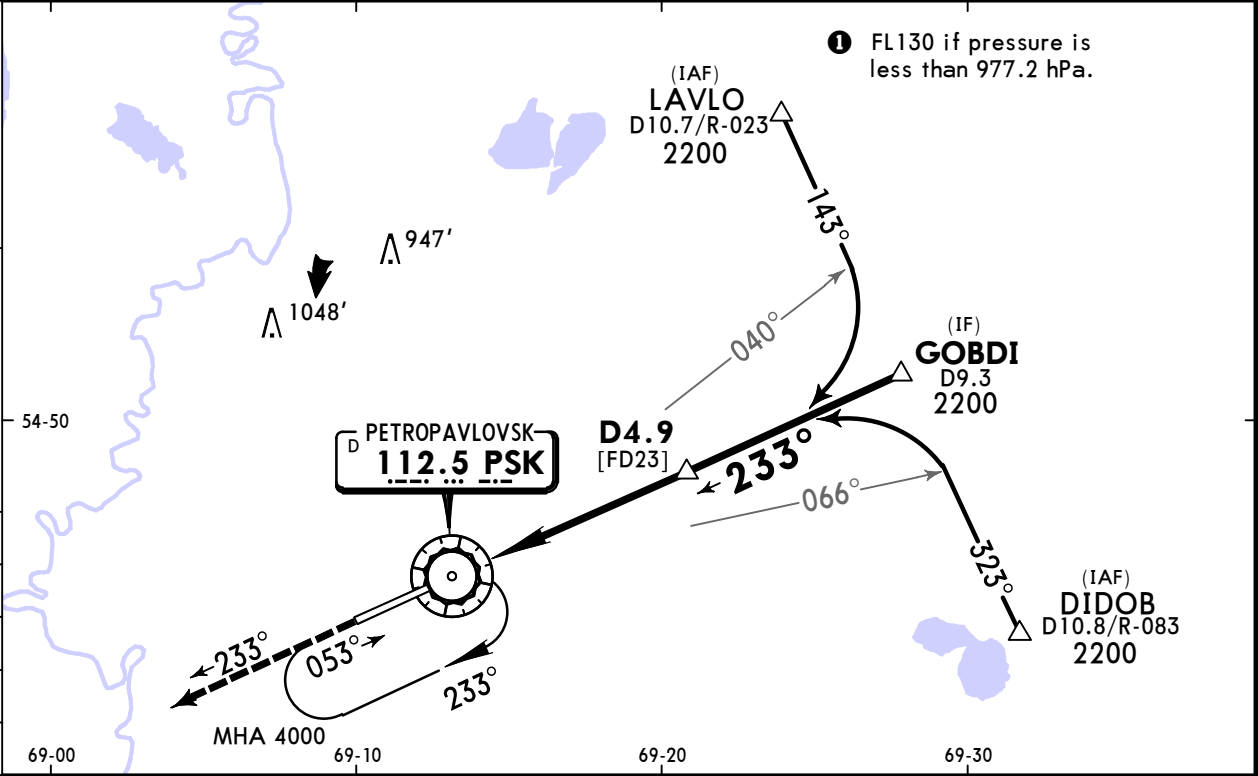
10 MAY 24

13-4

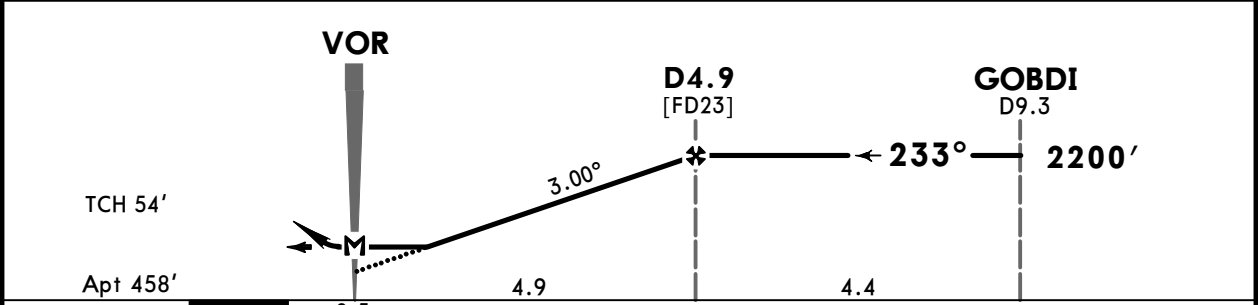
Eff 16 May

VOR DME Y Rwy 23

*ATIS				*PETROPAVLOVSK Tower		
127.4 (Russian 118.3)				123.7		
VOR PSK 112.5	Final Apch Crs 233°	D4.9 2200' (1742')	DA/MDA(H) 820' (362')	Apt Elev 458'	2100 MSA PSK VOR	
MISSED APCH: Climb on track 233° to 2200', after passing 1400' radar vectoring will be provided.						
Alt Set: hPa (MM on req) Apt Elev: 17 hPa Trans level: FL120 ① Trans alt: 10000'						
Radar required.						



DIST to THR	1.0	2.0	3.0	4.0	5.0	5.4
PSK DME	0.5	1.5	2.5	3.5	4.5	4.9
ALTITUDE	825'	1144'	1462'	1781'	2099'	2200'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2200' on 233°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at VOR							
D4.9 to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H) 820' (362')	
		ALS out	
A	R1000m	R1500m	
B			
C		R1700m	
D			
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

PETROPAVLOVSK, (PETROPAVLOVSK - UACP)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UACP

Chart Change Notices for Country KAZ

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Transition level for all charts should read: FL120 with QNH values at the aerodrome (along the flight route / in the area) 977.2 hPa and higher, FL130 at values QNH at the aerodrome (along the flight route / in the area) below 977.1 hPa (Based on ENR 1.7, AIRAC AMDT 001/2020)