

**GENERAL****Operational Hours****ATS Hours:** 0300-1200**AD OPS Hours:** See NOTAM**AD Operator Hours:** 0230-1100**Airport Information****RFF:** CAT 4**Fuel:** TS-1**PCN:** RWY 05/23: 63/F/D/X/T**Customs:** 0230-1100**Operation****Low Visibility Procedures**

LVP in force when RVR below 550m.

Taxi to APN with follow-me, parking with marshaller only.

Report of RWY vacacion shall be passed only after vacacion of ILS critical area.

**TWY Restriction**

TWY 1 width 18m / 59ft.

**ARRIVAL****Communication****COM Failure:** See CRAR Kazakhstan and in addition;**By MISAP**

RWY 23 ILS/DME X

In case of COM Failure climb to FL40 to NDB R and join to HLDG pattern.

RWY 05/23 NDB

In case of COM Failure climb to FL40 to NDB R and join to HLDG pattern.

**Arrival Procedure****Non-standard GP Intercept Position on RWY 23**

GP intercepts RWY 23 at 314m / 1030ft after landing threshold.

Remaining LDG DIST beyond GP is 2175m / 7136ft.

**DEPARTURE****Take-off Minima**

RWY		05/23	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
C, D		0 - 500R/500V	RCLM, HJ only
All ACFT		0 - 800R/800V	HN

**Communication****COM Failure:** See CRAR Kazakhstan.

08-FEB-2018  
PPK-UACP

Kazakhstan Petropavlovsk

AGC  
AFC

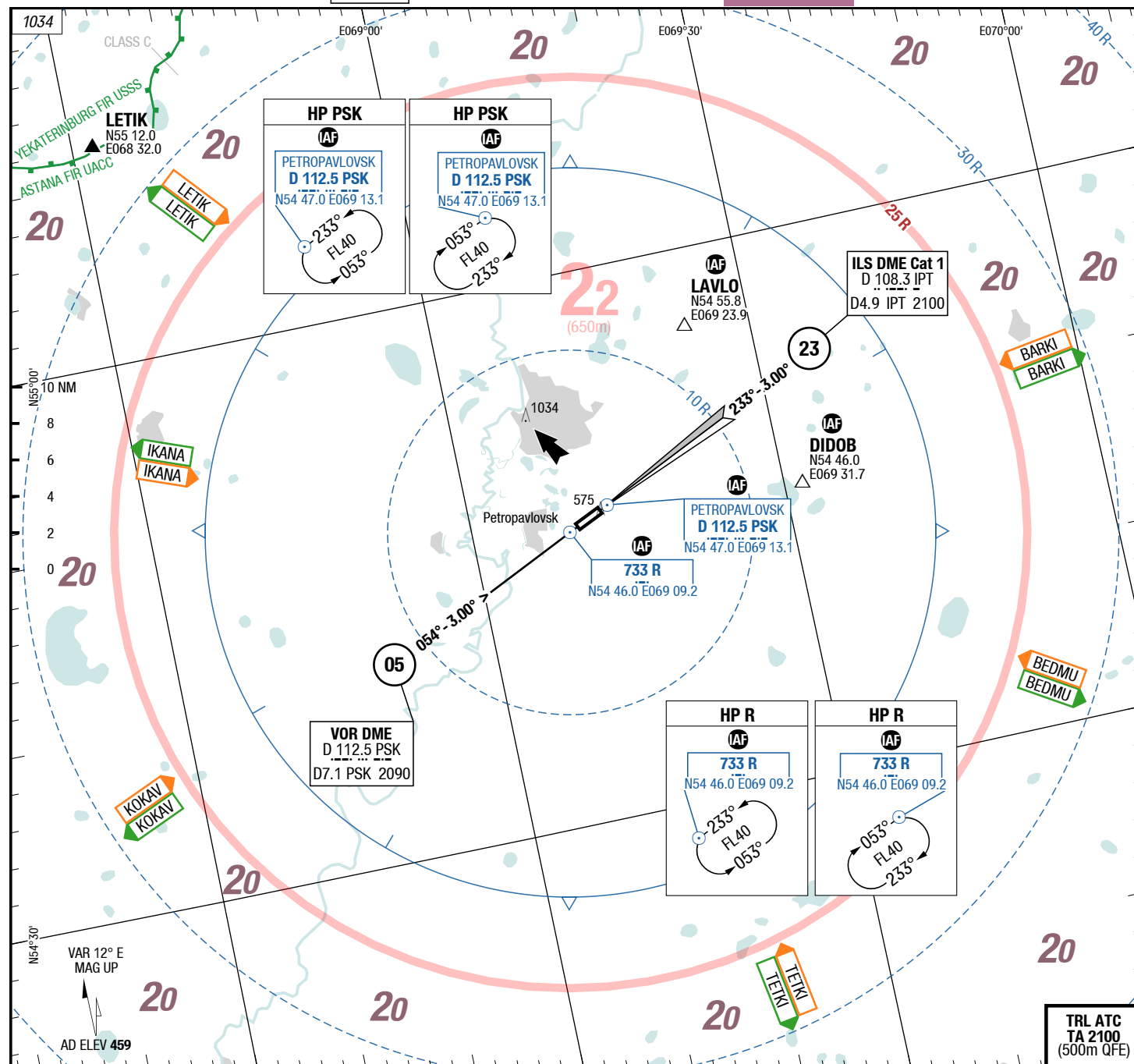
AFC

AFC

Petropavlovsk Kazakhstan

AGC  
AFC

2-10



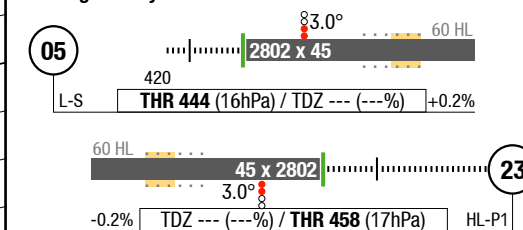
Astana ACC

132.800 Sector A3C  
FL90-FL490

TWR

123.700 APP 0300-1200

Landing RWY system:



Changes: Nil

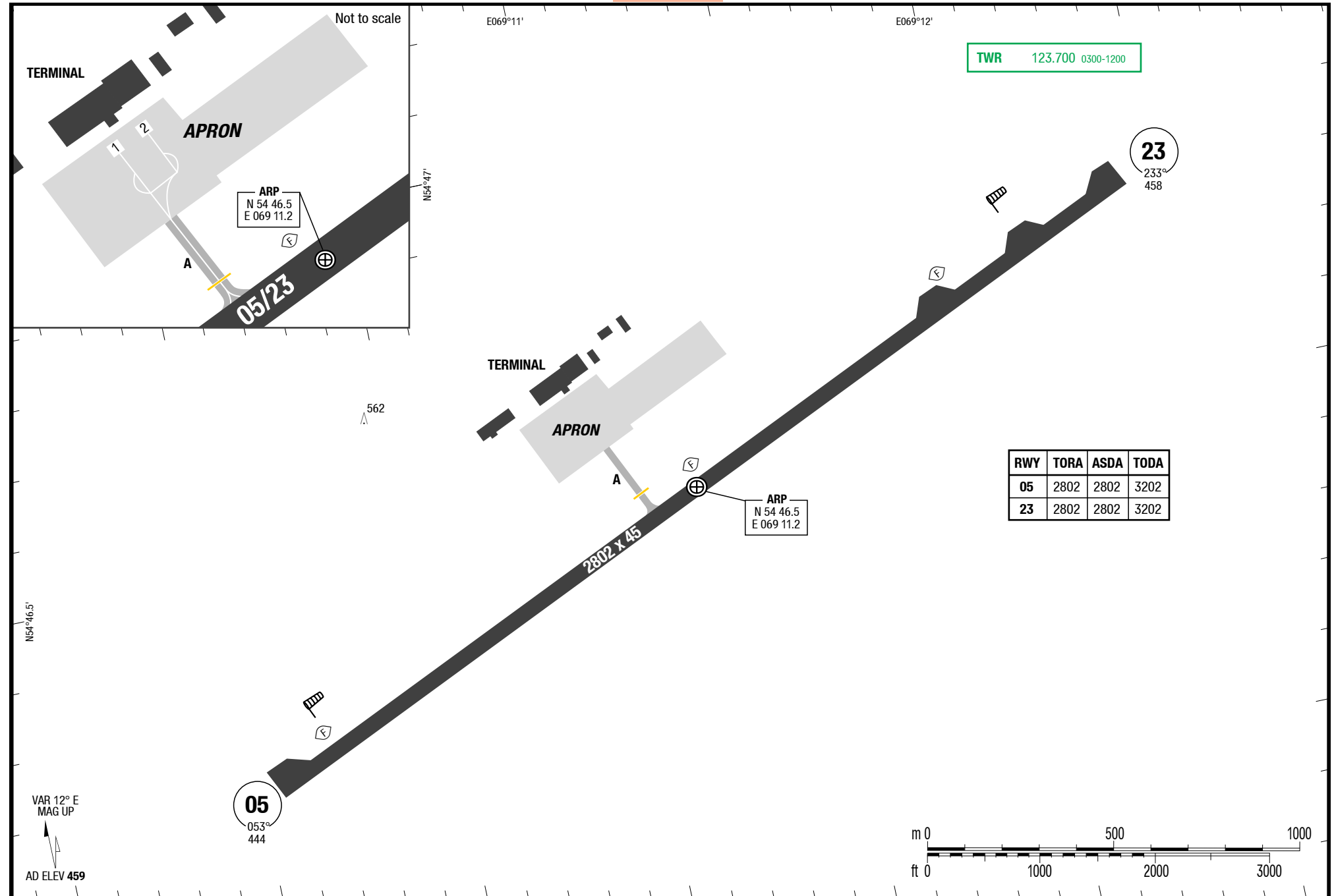
08-FEB-2018  
PPK-UACP

Kazakhstan Petropavlovsk  
AGC

AGC

AGC

Petropavlovsk Kazakhstan  
AGC



Changes: TWY A

## PPK-UACP

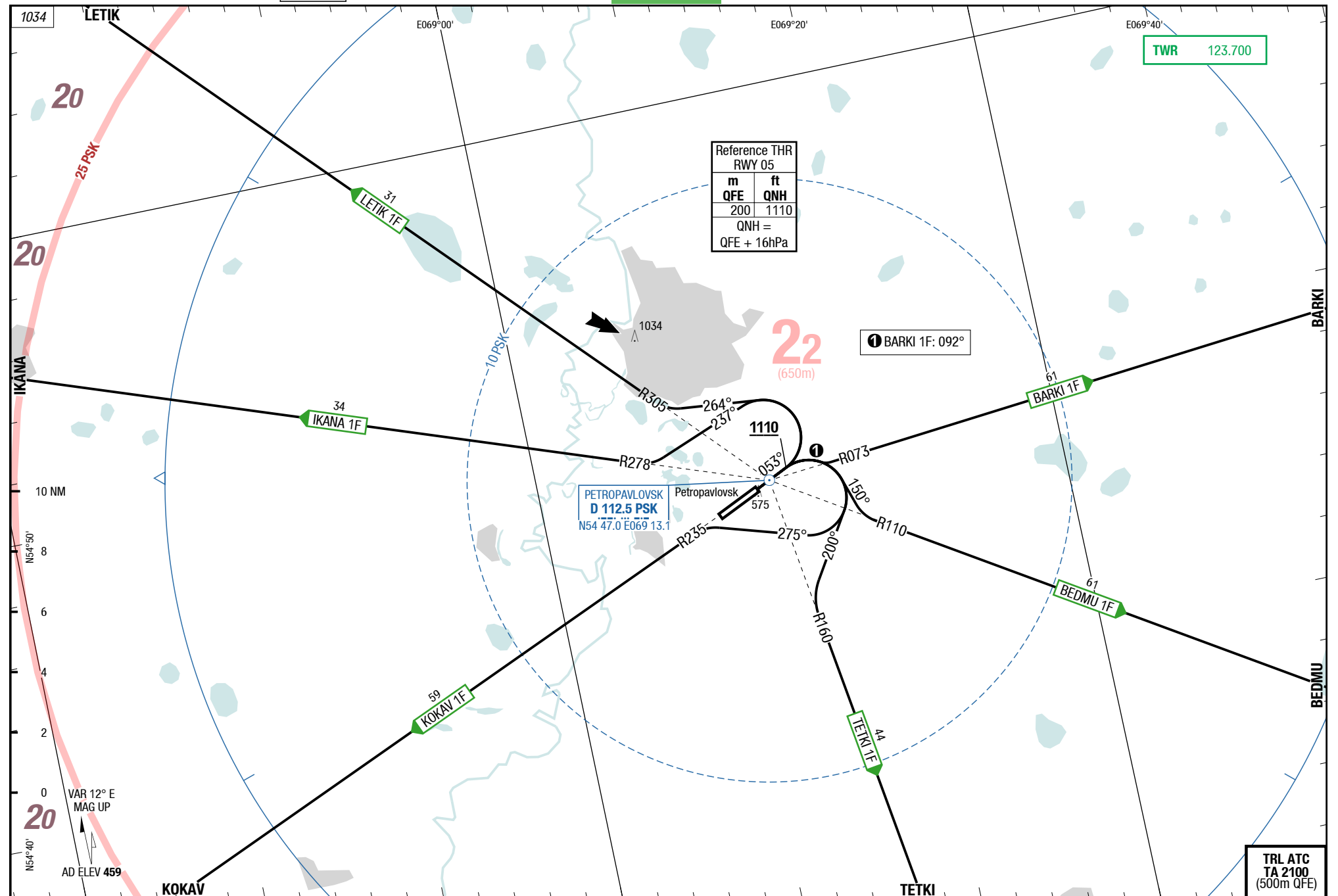
4-10

### SIDs RWY 05 (via VOR DME)

SID

SID

## SIDs RWY 05 (via VOR DME)



Changes: new

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## PPK-UACP

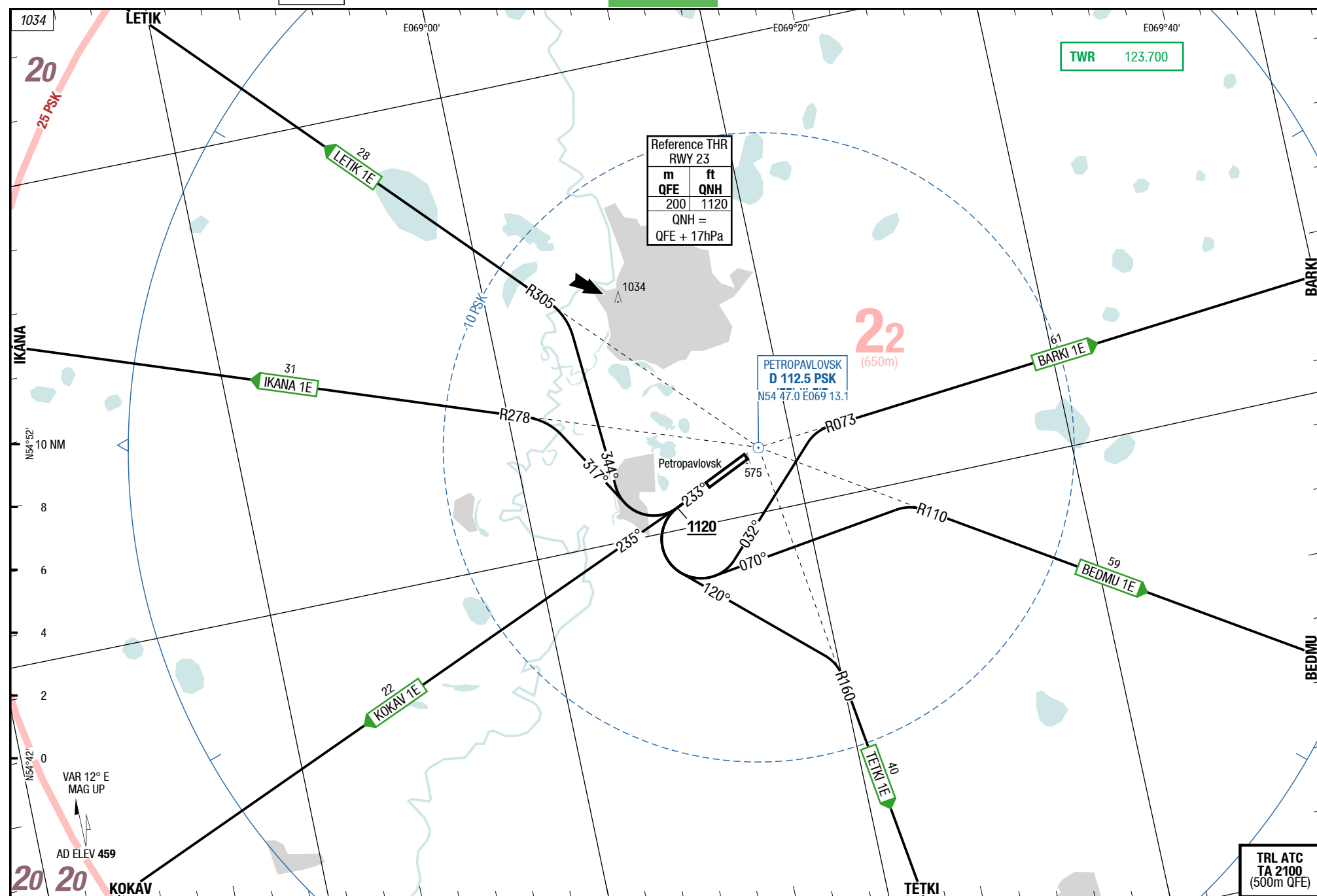
4-20

### SIDs RWY 23 (via VOR DME)

SID

SID

### SIDs RWY 23 (via VOR DME)



Changes: new

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Effective 09-NOV-2017

02-NOV-2017

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Kazakhstan Petropavlovsk

SIDs RWY 23 (via NDB)

4-30

SIDs RWY 05 (via NDB)

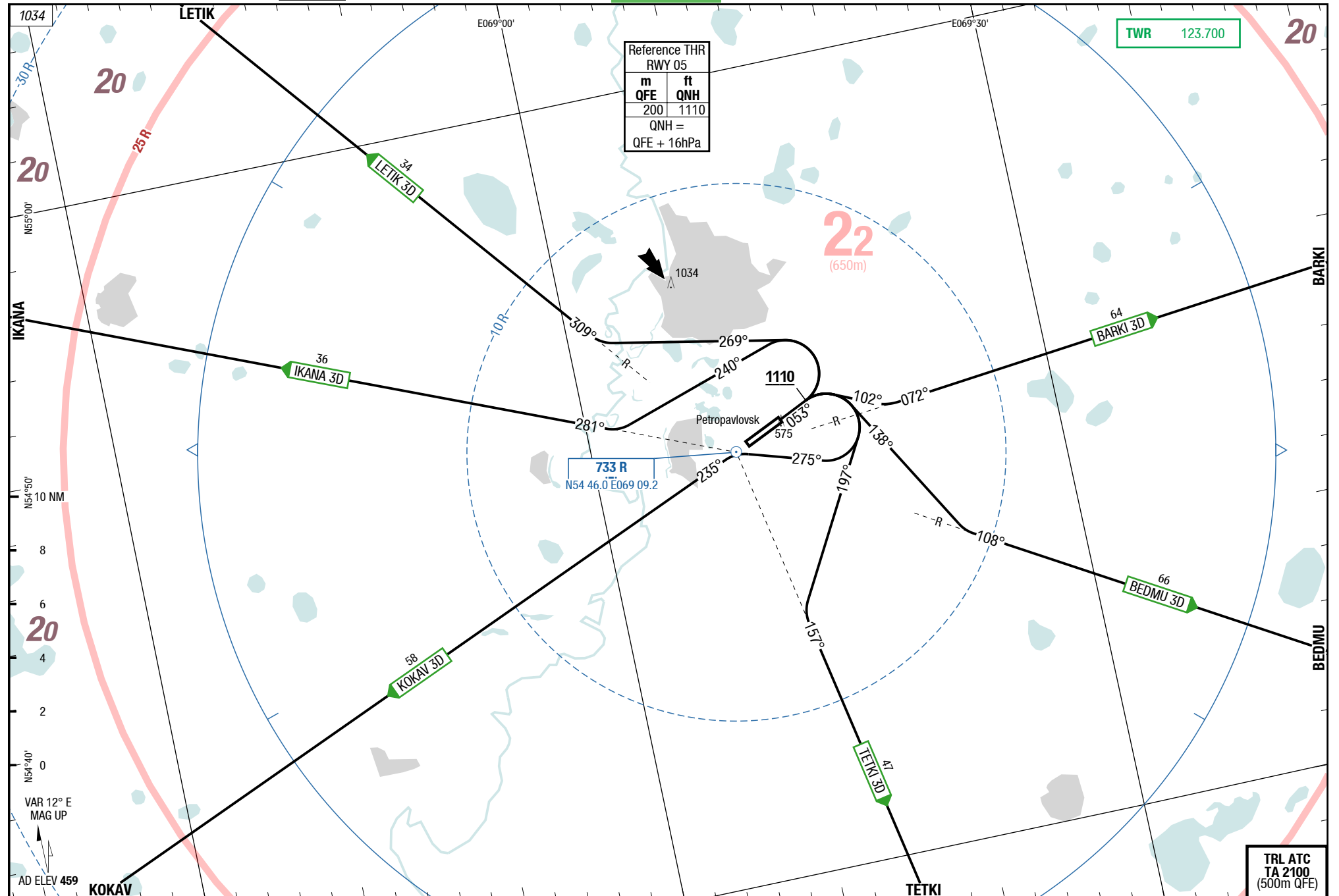
SID

SID

Petropavlovsk Kazakhstan

SIDs RWY 23 (via NDB)

SIDs RWY 05 (via NDB)



Changes: chart title, TRL, ALT, QNH Table

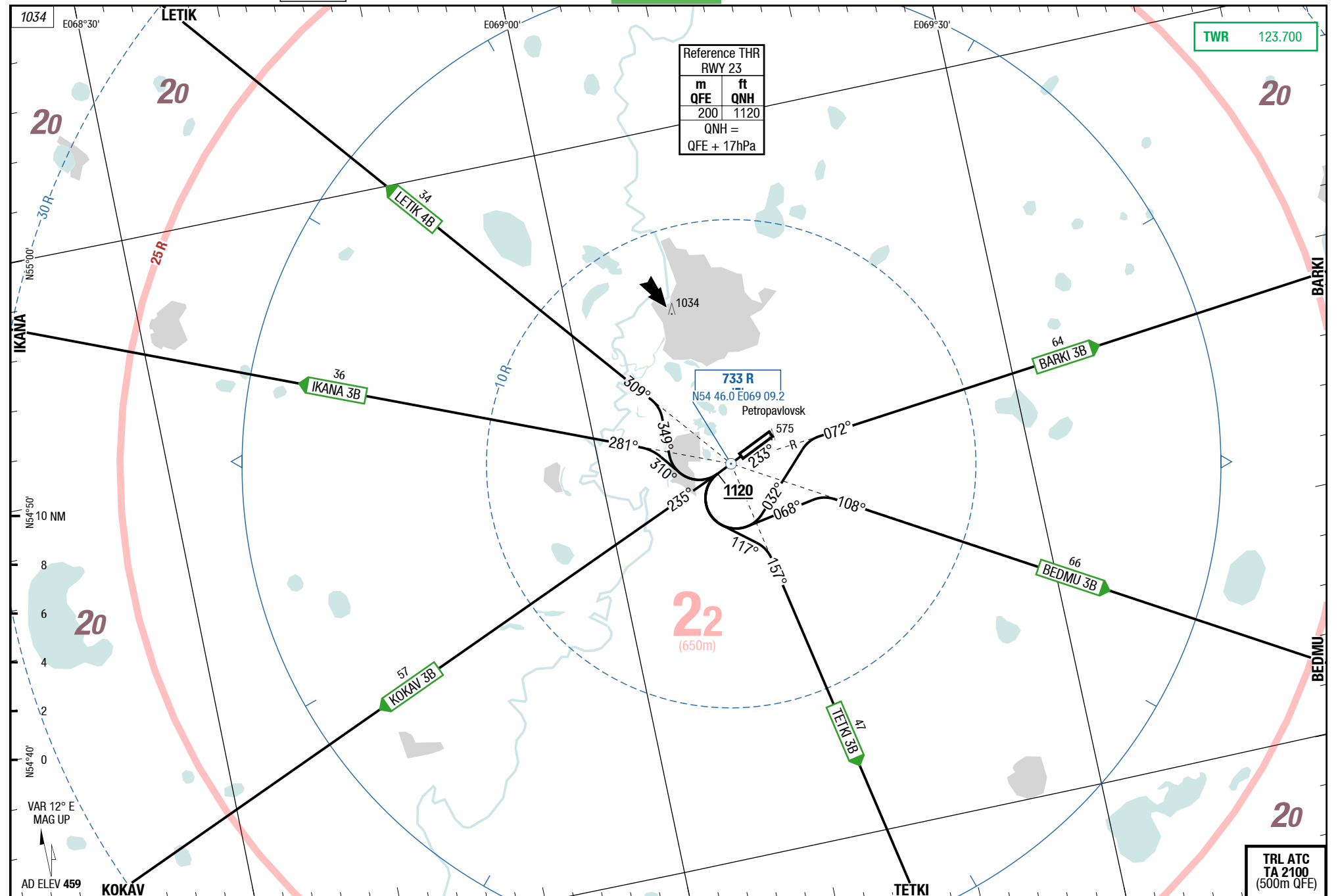
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### SIDs RWY 23 (via NDB)

SID

SID

## SIDs RWY 23 (via NDB)



Changes: chart title, TRL

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**PPK-UACP**

5-10

**SIDs RWY 05 (via VOR DME)**

**BARKI 1F / BEDMU 1F / IKANA 1F / KOKAV 1F / LETIK 1F / TETKI 1F**  
 RWY 05 (053°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05</b>	
<b>BARKI 1F</b> <b>123.700</b>	at MNM <b>1110 RT</b> 092° - intercept R073 <b>PSK</b> to BARKI	
<b>BEDMU 1F</b> <b>123.700</b>	at MNM <b>1110 RT</b> 150° - intercept R110 <b>PSK</b> to BEDMU	
<b>IKANA 1F</b> <b>123.700</b>	at MNM <b>1110 LT</b> 237° - intercept R278 <b>PSK</b> to IKANA	
<b>KOKAV 1F</b> <b>123.700</b>	at MNM <b>1110 RT</b> 275° - intercept R235 <b>PSK</b> to KOKAV	
<b>LETIK 1F</b> <b>123.700</b>	at MNM <b>1110 LT</b> 264° - intercept R305 <b>PSK</b> to LETIK	
<b>TETKI 1F</b> <b>123.700</b>	at MNM <b>1110 RT</b> 200° - intercept R160 <b>PSK</b> to TETKI	



**BARKI 1E / BEDMU 1E / IKANA 1E / KOKAV 1E / LETIK 1E / TETKI 1E**  
**RWY 23 (233°)**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>BARKI 1E</b> <b>123.700</b>	at MNM <b>1120 LT</b> 032° - intercept R073 <b>PSK</b> to BARKI	
<b>BEDMU 1E</b> <b>123.700</b>	at MNM <b>1120 LT</b> 070° - intercept R110 <b>PSK</b> to BEDMU	
<b>IKANA 1E</b> <b>123.700</b>	at MNM <b>1120 RT</b> 317° - intercept R278 <b>PSK</b> to IKANA	
<b>KOKAV 1E</b> <b>123.700</b>	at MNM <b>1120 RT</b> 235° to KOKAV	
<b>LETIK 1E</b> <b>123.700</b>	at MNM <b>1120 RT</b> 344° - intercept R305 <b>PSK</b> to LETIK	
<b>TETKI 1E</b> <b>123.700</b>	at MNM <b>1120 LT</b> 120° - intercept R160 <b>PSK</b> to TETKI	

**BARKI 3D / BEDMU 3D / IKANA 3D / KOKAV 3D / LETIK 3D / TETKI 3D**  
RWY 05 (053°)

DESIGNATOR	ROUTING	ALTITUDES
<b>BARKI 3D</b> <b>123.700</b>	at MNM <b>1110 RT</b> 102° - intercept QDR 072 <b>R</b> to BARKI	
<b>BEDMU 3D</b> <b>123.700</b>	at MNM <b>1110 RT</b> 138° - intercept QDR 108 <b>R</b> to BEDMU	
<b>IKANA 3D</b> <b>123.700</b>	at MNM <b>1110 LT</b> 240° - intercept QDR 281 <b>R</b> to IKANA	
<b>KOKAV 3D</b> <b>123.700</b>	at MNM <b>1110 RT</b> 275° - intercept QDR 235 <b>R</b> to KOKAV	
<b>LETIK 3D</b> <b>123.700</b>	at MNM <b>1110 LT</b> 269° - intercept QDR 309 <b>R</b> to LETIK	
<b>TETKI 3D</b> <b>123.700</b>	at MNM <b>1110 RT</b> 197° - intercept QDR 157 <b>R</b> to TETKI	

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5-40

**SIDs RWY 23 (via NDB)**

**BARKI 3B / BEDMU 3B / IKANA 3B / KOKAV 3B / LETIK 4B / TETKI 3B**  
RWY 23 (233°)

DESIGNATOR	ROUTING	ALTITUDES
<b>BARKI 3B</b> <b>123.700</b>	at MNM <b>1120 LT</b> 032°- intercept QDR 072 <b>R</b> to BARKI	
<b>BEDMU 3B</b> <b>123.700</b>	at MNM <b>1120 LT</b> 068°- intercept QDR 108 <b>R</b> to BEDMU	
<b>IKANA 3B</b> <b>123.700</b>	at MNM <b>1120 RT</b> 310°- intercept QDR 281 <b>R</b> to IKANA	
<b>KOKAV 3B</b> <b>123.700</b>	at MNM <b>1120 RT</b> 235° to KOKAV	
<b>LETIK 4B</b> <b>123.700</b>	at MNM <b>1120 RT</b> 349°- intercept QDR 309 <b>R</b> to LETIK	
<b>TETKI 3B</b> <b>123.700</b>	at MNM <b>1120 LT</b> 117°- intercept QDR 157 <b>R</b> to TETKI	

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Kazakhstan Petropavlovsk

STARs (via NDB)

6-10

STARs (via VOR DME)

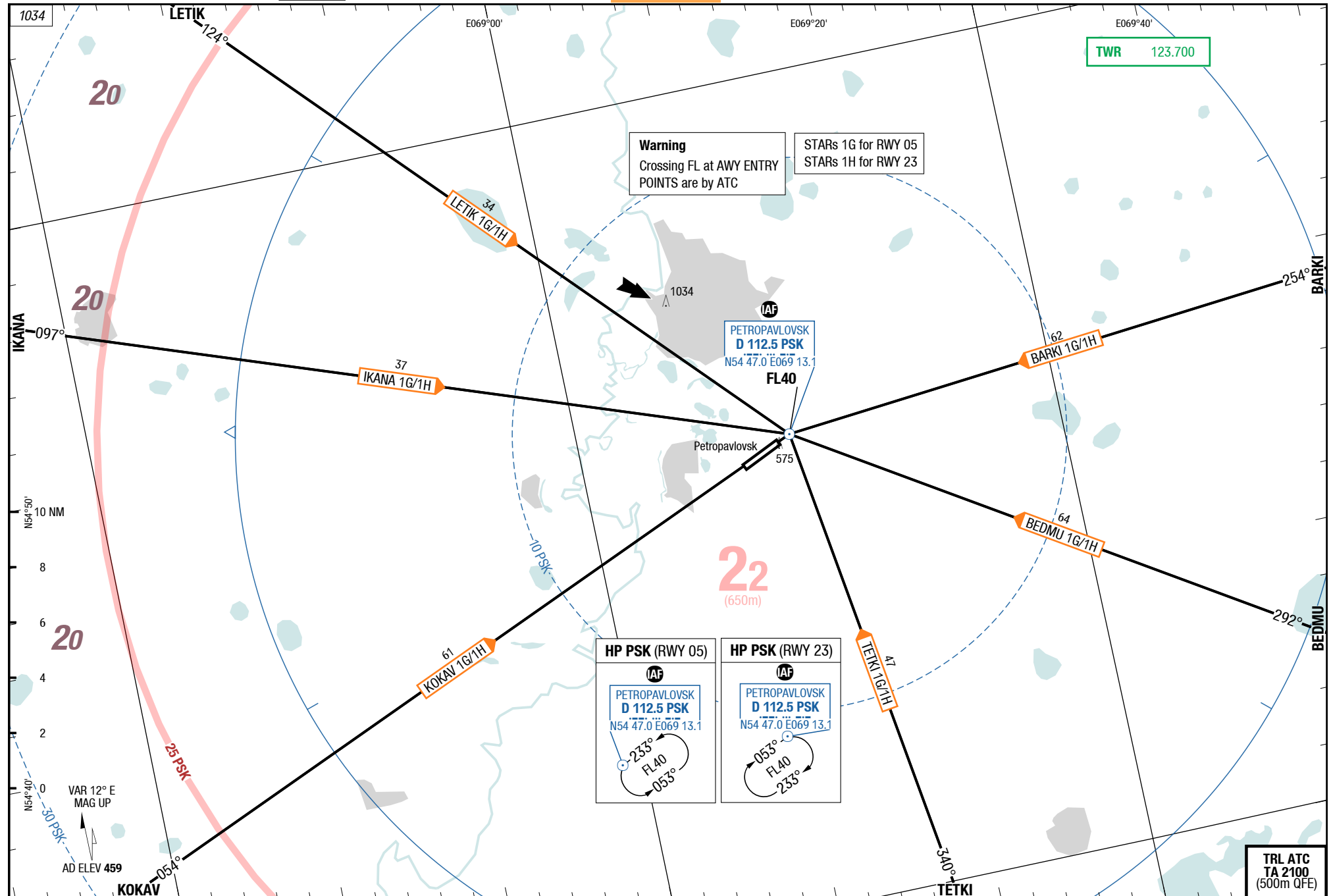
STAR

STAR

Petropavlovsk Kazakhstan

STARs (via NDB)

STARs (via VOR DME)



Changes: new

## PPK-UACP

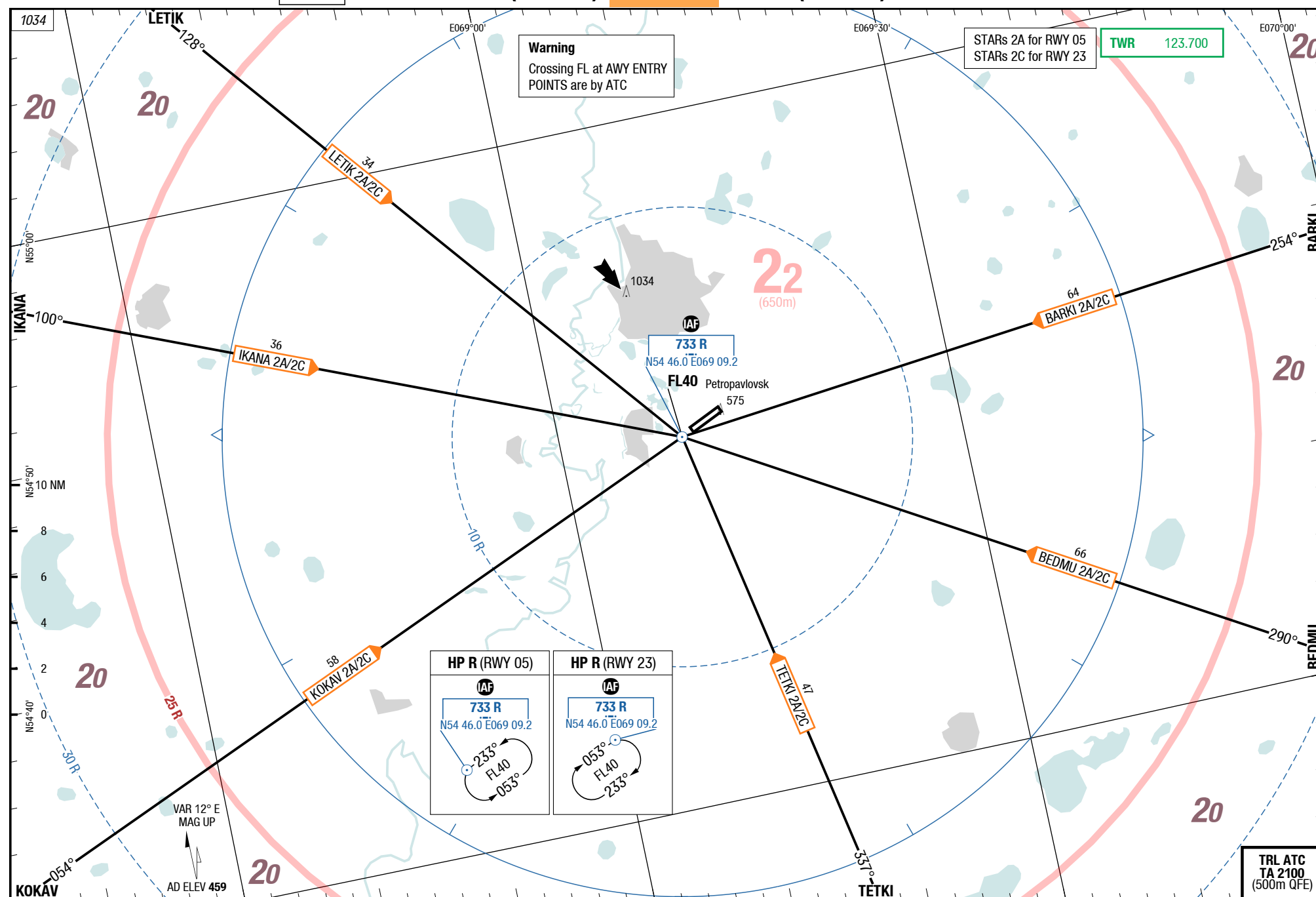
# STAR

**STAR**

## STARs (via NDB)

6-20

## STARs (via NDB)



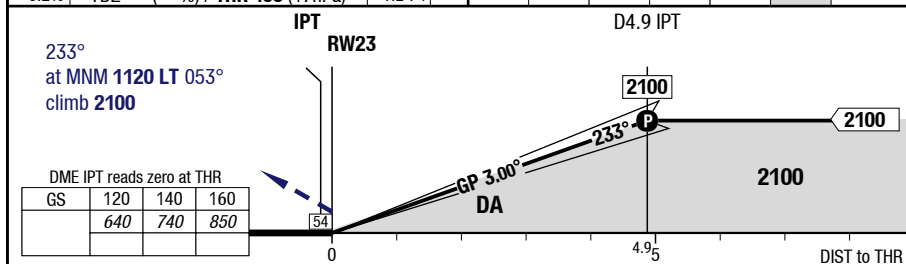
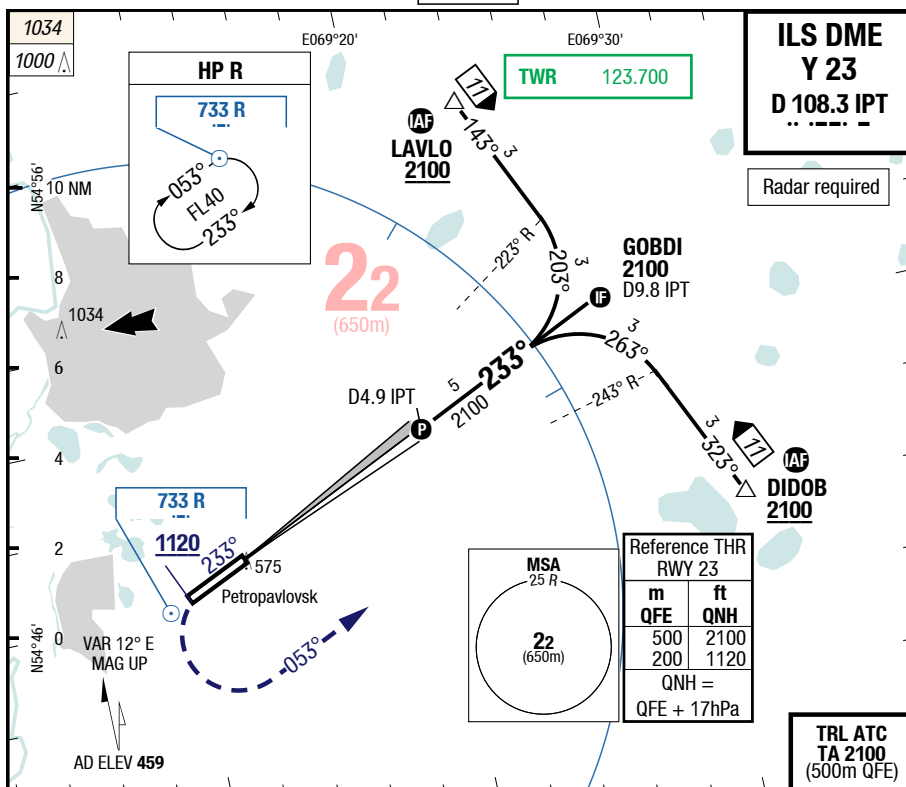
Changes: chart title

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## PPK-UACP

**7-10**

**ILS DME Y 23**



23		Cat 1 DME 1) 2)	LOC				Circling
C	ft - m/km ft	230 - 600 690	Not authorized				Not published
D	ft - m/km ft	230 - 600 690	Not authorized				Not published

1) FD, AP or HGS required, else RVR 750m

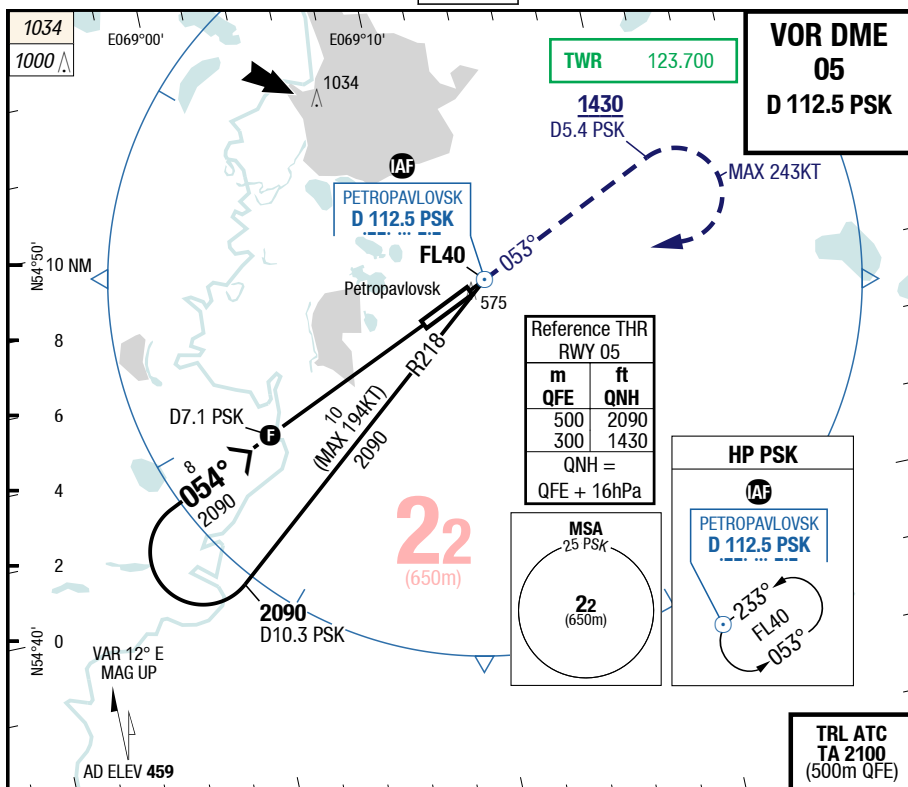
2) With EVS 550m

Changes: OBST

## PPK-UACP

7-20

## VOR DME 05



3.00°  
D PSK  
054°  
RWY 053°

7 6 5 4

2090 1770 1450 1130

05

L-S

420

THR 444 (16hPa) / TDZ --- (---%) +0.2%

D10.3 PSK D7.1

PSK

053°  
at MNM 1430 (D5.4 PSK)  
RT (MAX 243KT) -  
direct PSK  
climb 2090

054°

2090

(MAX 194KT)

R218

FL40

MDA

0

DIST to THR

8.3 5

GS 120 140 160  
D7.1 PSK 640 740 850  
-MAPt 3:32 3:01 2:39

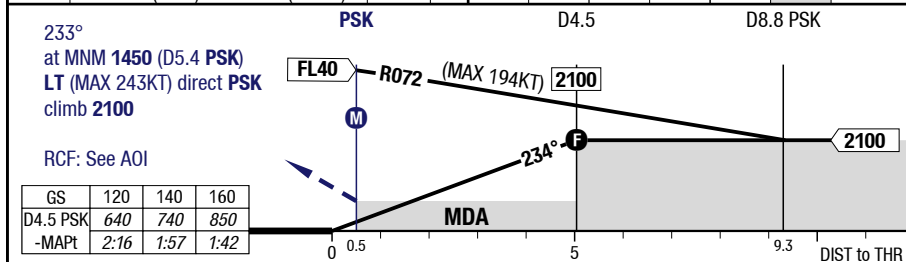
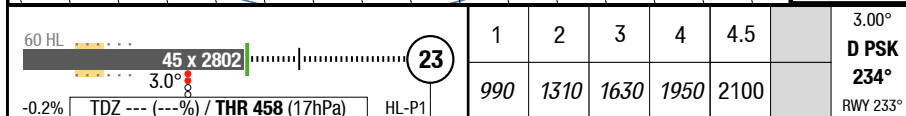
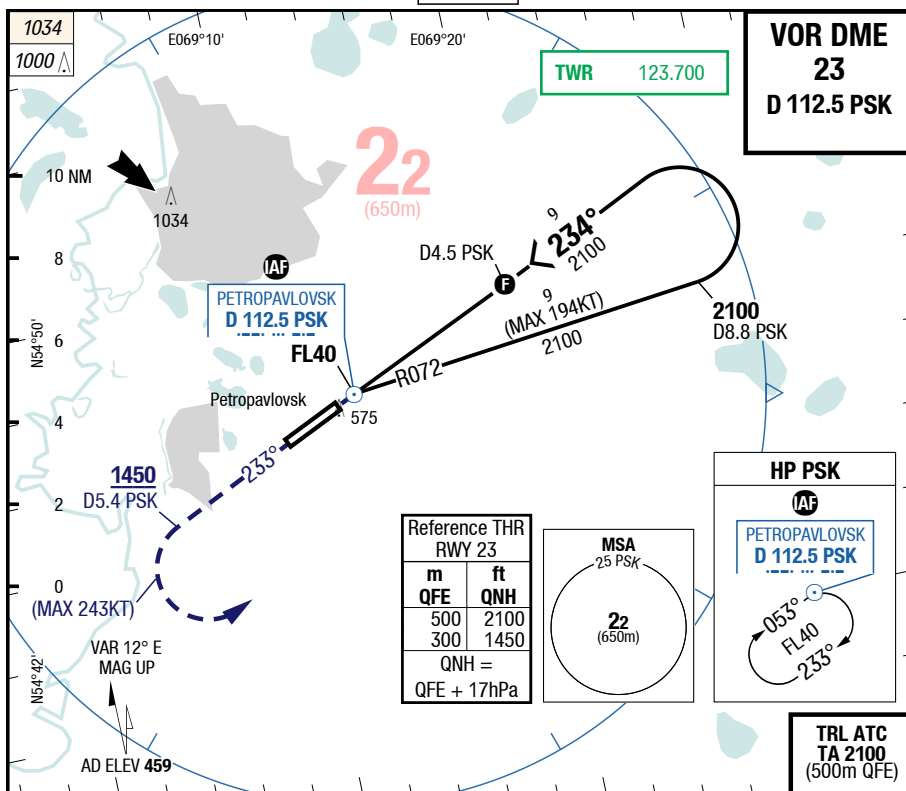
RCF: See AOI

05		VOR DME					Circling
C	ft - m/km ft	380 - 1.6 830					Not published
D	ft - m/km ft	380 - 1.8 830					Not published

## PPK-UACP

7-30

## VOR DME 23



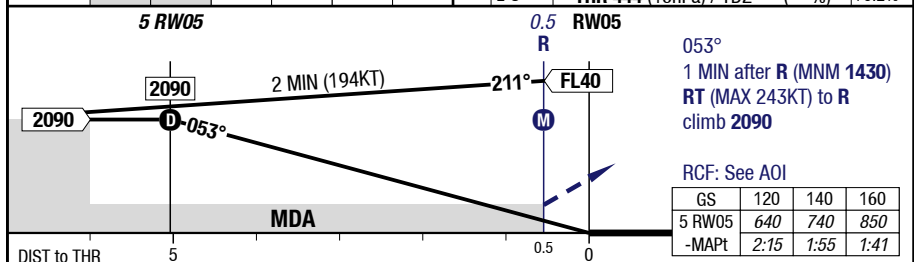
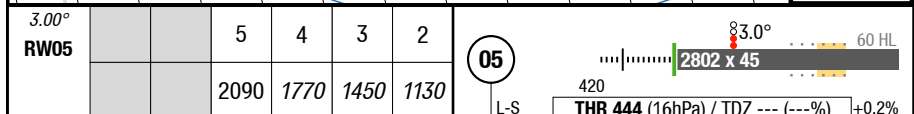
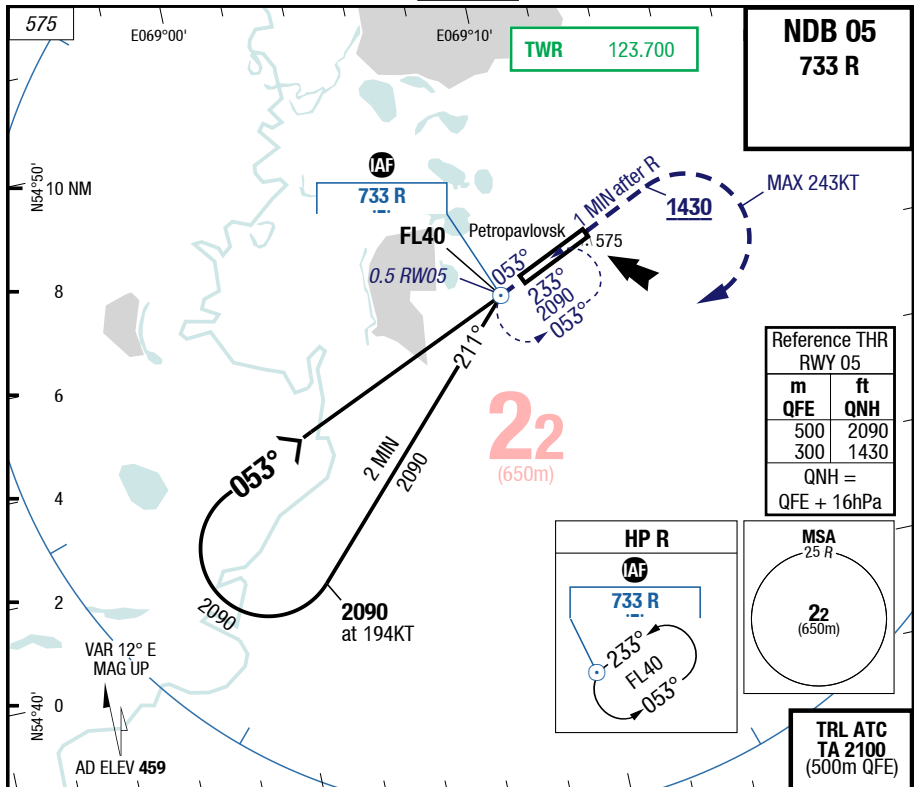
<b>23</b>		<b>VOR DME</b>					<b>Circling</b>
C	ft - m/km ft	370 - 1.0 <b>820</b>					Not published
D	ft - m/km ft	370 - 1.4 <b>820</b>					Not published



## PPK-UACP

7-40

NDB 05

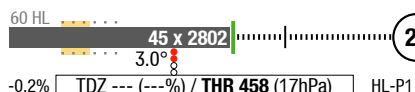
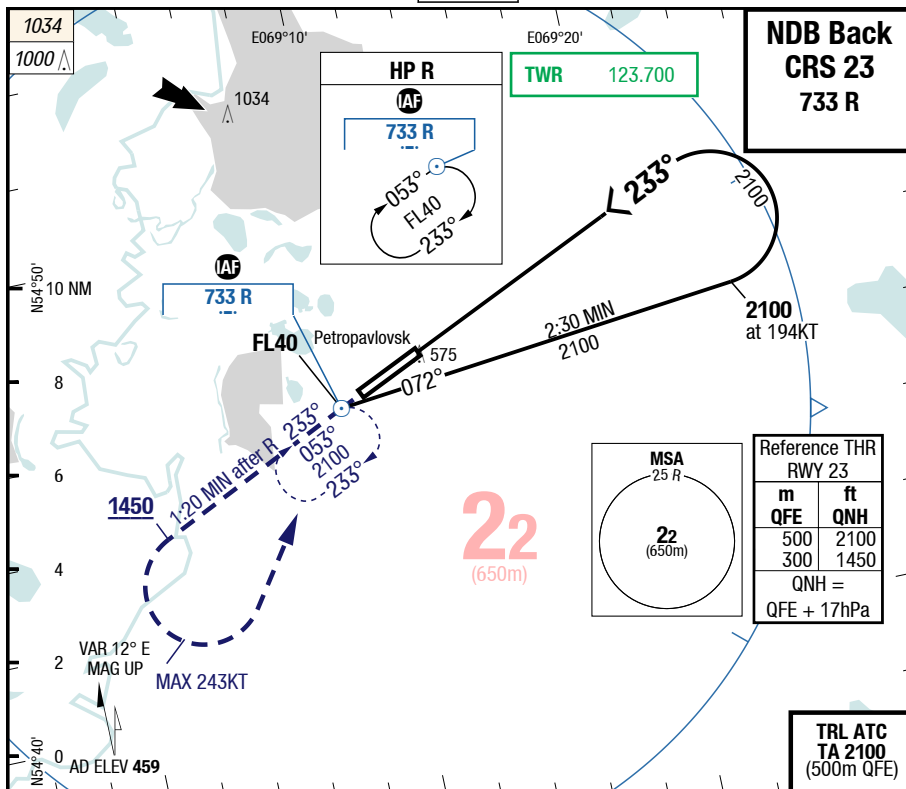


05	NDB R					Circling
C	ft - m/km ft	400 - 1.8 840				Not published
D	ft - m/km ft	400 - 2.0 840				Not published

## PPK-UACP

7-50

## NDB Back CRS 23



2	3	4	5			3.00°
1150	1470	1780	2100			RW23

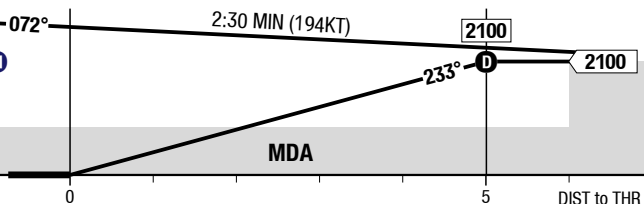
**233°**  
1:20 MIN after R (MNM 1450) R  
LT (MAX 243KT) to R FL40 072°  
climb 2100

RCF: See A01

GS	120	140	160
5 RW23	640	740	850
-MAPt	3:27	2:57	2:35

RW23

5 RW23



23	NDB BC				Circling
C	ft - m/km ft	600 - 3.7 1050			Not published
D	ft - m/km ft	690 - 4.6 1150			Not published

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PPK-UACP

8-10

Kazakhstan Petropavlovsk

NIL

MRC

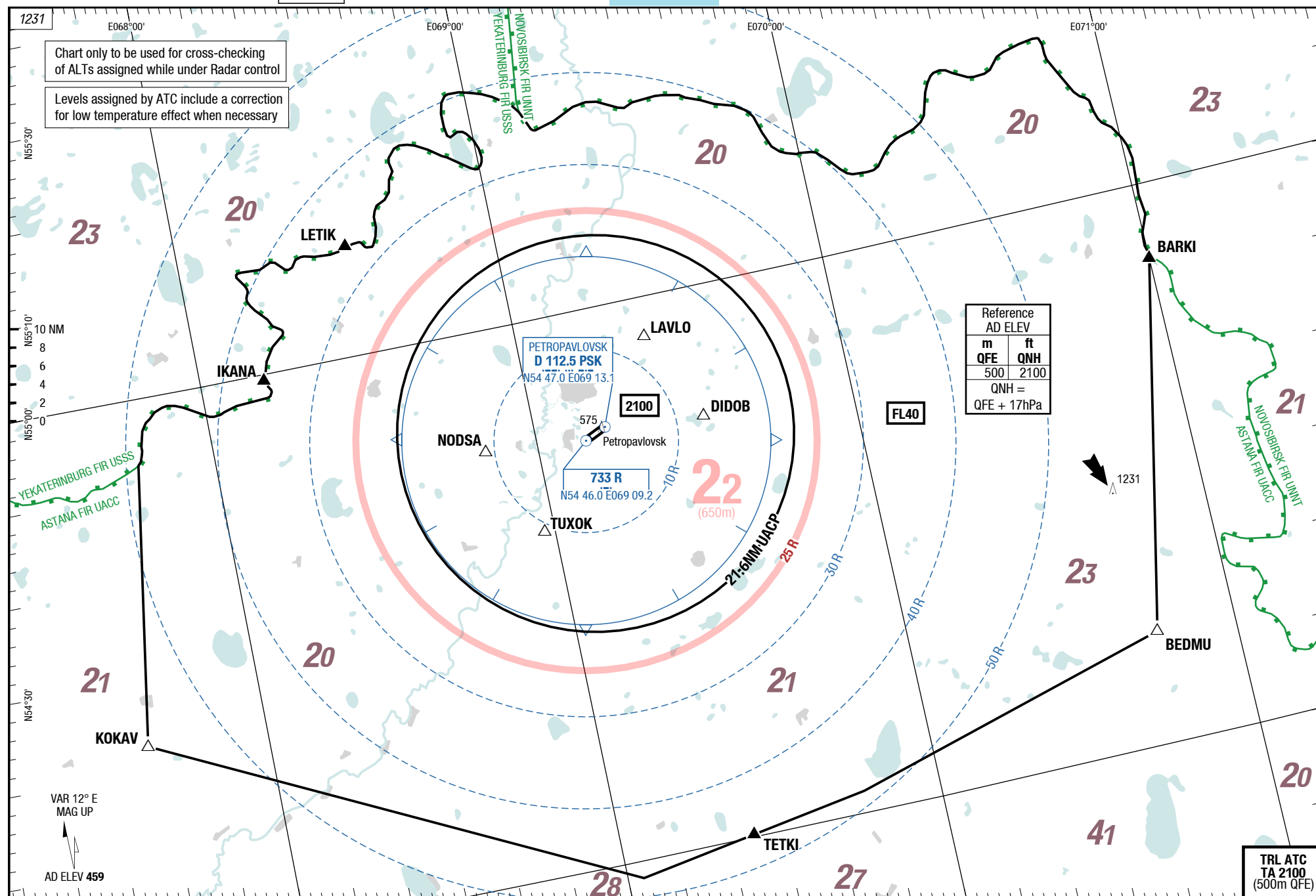
MRC

MRC

Petropavlovsk Kazakhstan

NIL

MRC



Changes: Navaid PSK