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Airport Information For UACK

Terminal Charts For UACK

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Kokshetau Kaz
IATA Code: KOV
Lat/Long: N53° 19.7' E069° 35.7'
Elevation: 886 ft

Airport Use: Public
Magnetic Variation: 11.2°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0012 Z
Sunset: 1429 Z,

Runway Information

Runway: 02
Length x Width: 8356 ft x 146 ft
Surface Type: concrete
TDZ-Elev: 886 ft
Lighting: Edge, ALS

Runway: 20
Length x Width: 8356 ft x 146 ft
Surface Type: concrete
TDZ-Elev: 873 ft
Lighting: Edge, ALS

Communication Information

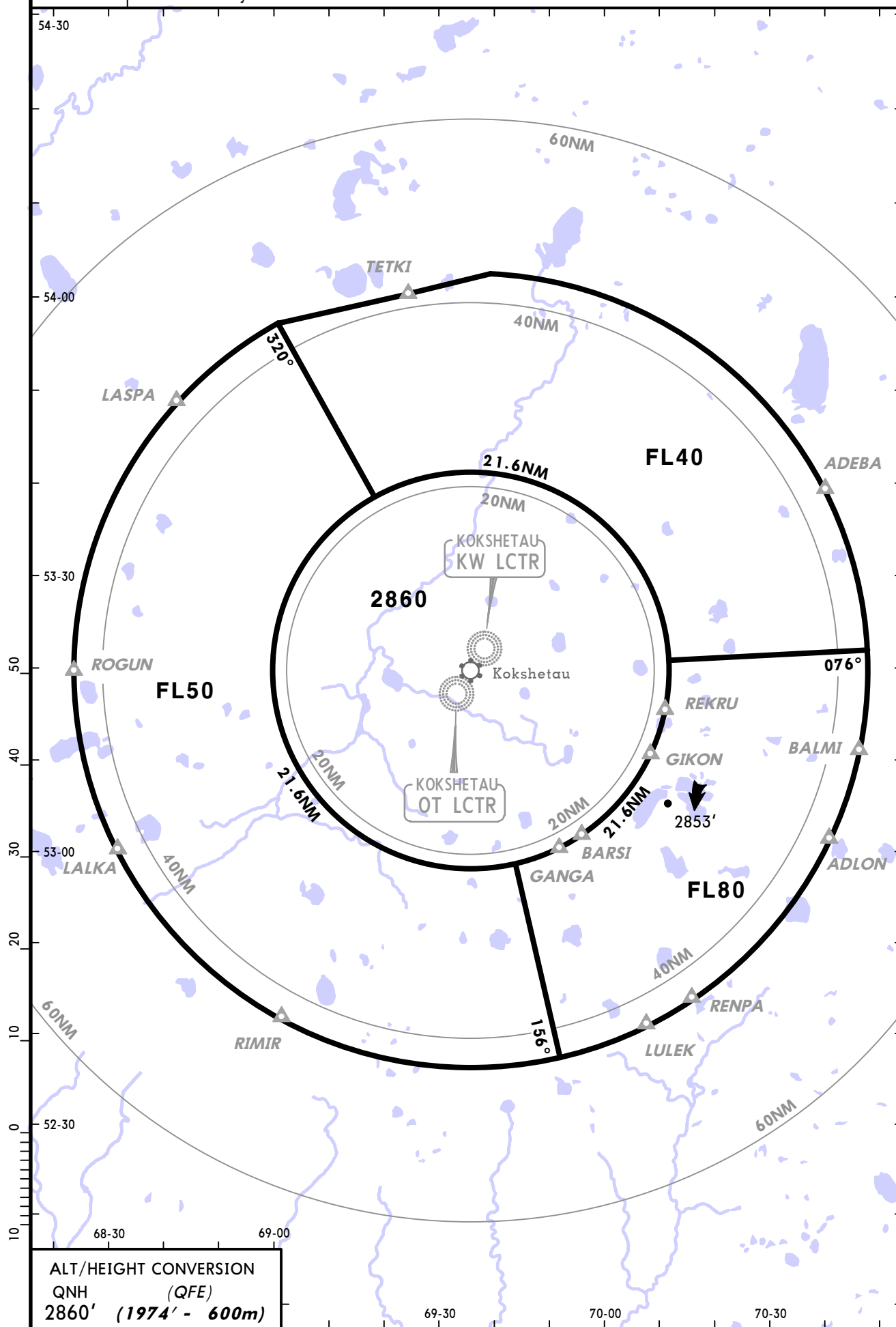
Kokshetau Tower 127.9
Kokshetau Tower 124.0 Secondary

Apt Elev
886'

Alt Set: MM (hPa on request) QNH on request (QFE)

Trans level: FL40 Trans alt: 2860' (1974')

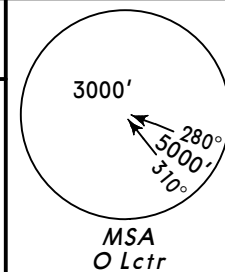
1. This chart may only be used for cross-checking of altitudes assigned while under radar control.
2. Levels assigned by ATC include a correction for low temperature effect if necessary.



ALT/HEIGHT CONVERSION
QNH (QFE)
2860' (1974' - 600m)

Apt Elev
886'Alt Set: MM (hPa on request) QNH on request
Trans level: FL40 Trans alt: 2860' (1974')

(QFE)



ADEBA 2C
ADLON 2C, BALMI 2C
LULEK 2C, RENPA 2C
RWY 02 ARRIVALS

ADEBA
N53 39.4 E070 40.1
Between
FL140 & FL40

(IAF)
*470 0
N53 18.7 E069 34.6
At FL40



REKRU
N53 15.5 E070 11.0
At or above
FL80

BALMI
N53 11.1 E070 46.2
Between
FL140 & FL80

**HOLDING
OVER O**



GANGA
N53 00.4 E069 51.8
At or above
FL80

ALT/HEIGHT CONVERSION
QNH (QFE)
2860' (1974' - 600m)

GIKON
N53 10.7 E070 08.4
At or above
FL80

BARSI
N53 01.9 E069 55.9
At or above
FL80

ADLON
N53 01.5 E070 40.8
Between
FL140 & FL80

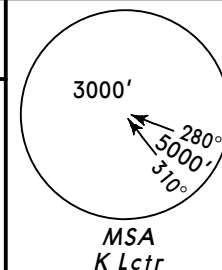
LULEK
N52 41.1 E070 07.6
Between
FL140 & FL80

RENPA
N52 44.0 E070 15.8
Between
FL140 & FL80

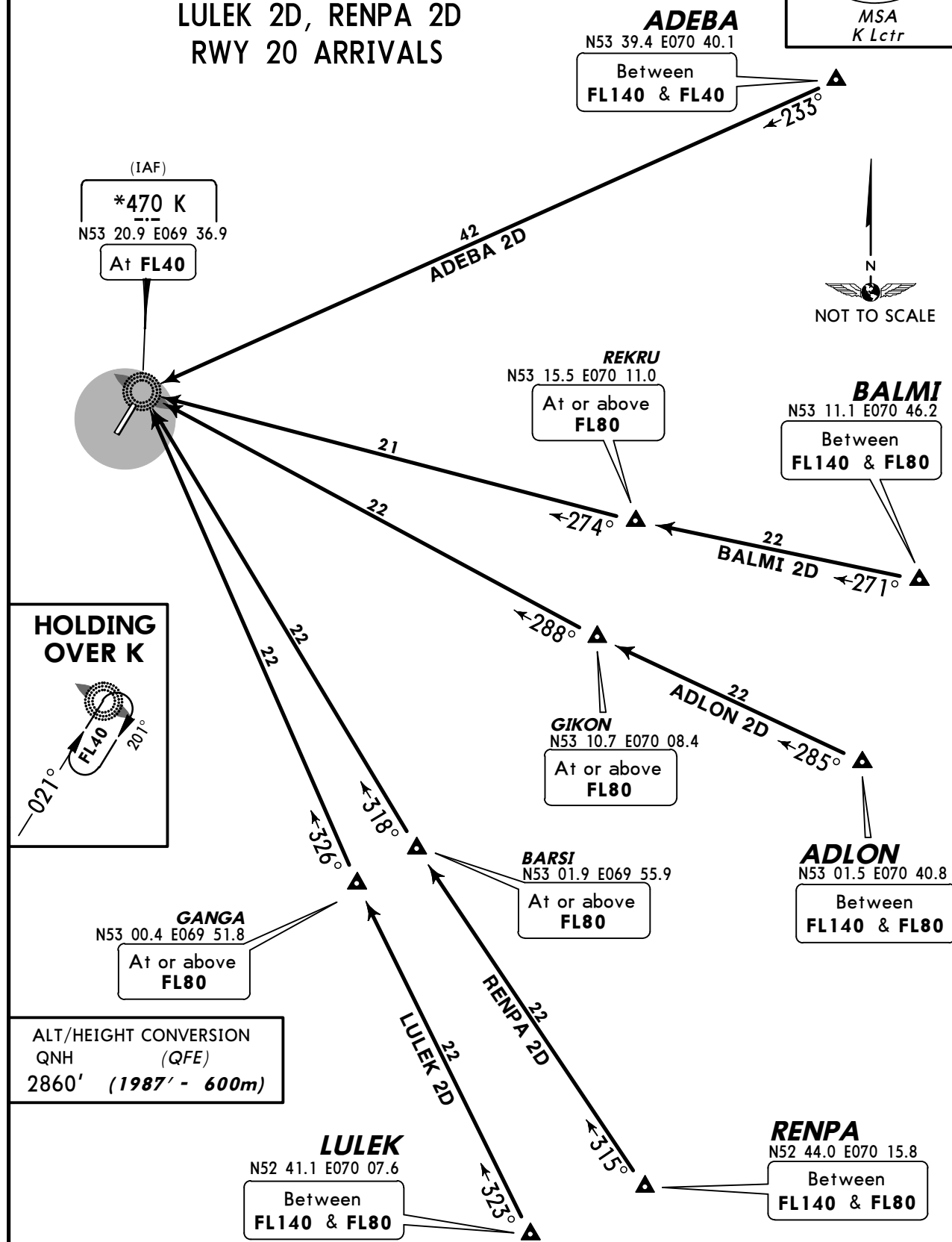
STAR	ROUTING
ADEBA 2C	On 231° bearing to O.
ADLON 2C	On 285° track to GIKON, turn LEFT, 281° bearing to O.
BALMI 2C	On 271° track to REKRU, turn LEFT, 267° bearing to O.
LULEK 2C	On 323° track to GANGA, turn LEFT, 320° bearing to O.
RENPA 2C	On 315° track to BARSI, turn LEFT, 312° bearing to O.

Apt Elev
886'Alt Set: MM (hPa on request) QNH on request
Trans level: FL40 Trans alt: 2860' (1987')

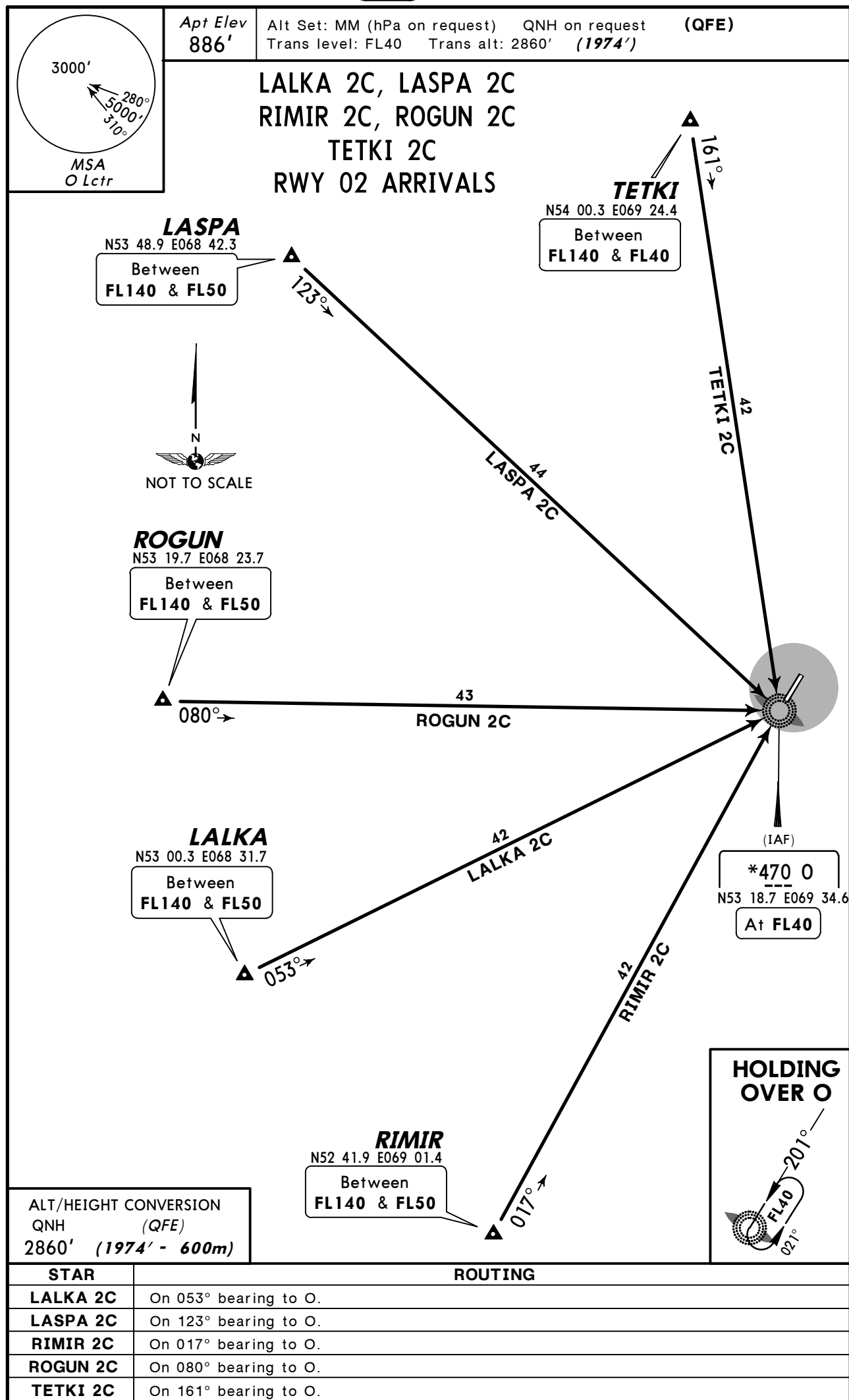
(QFE)

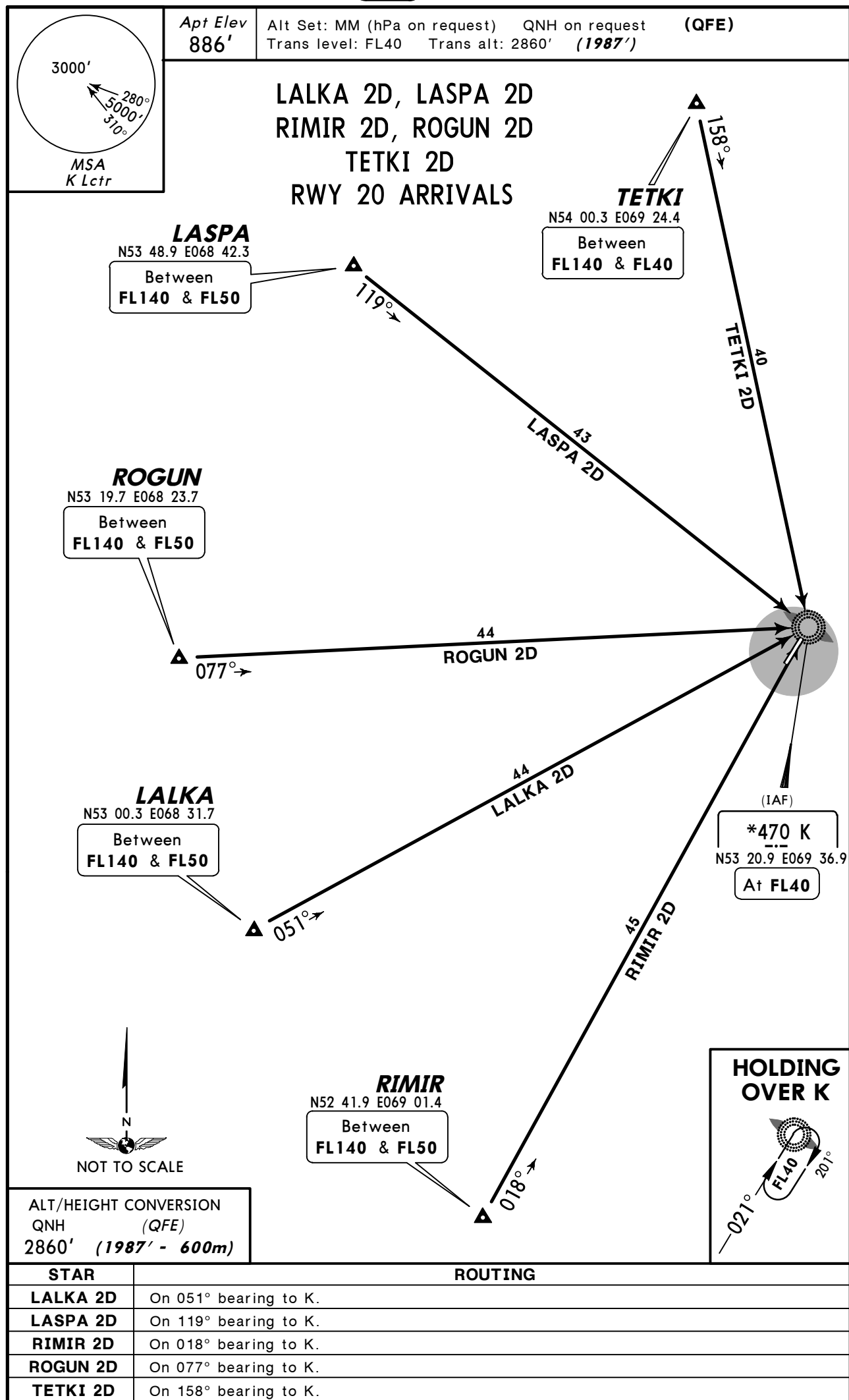


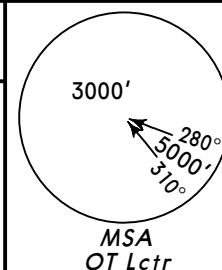
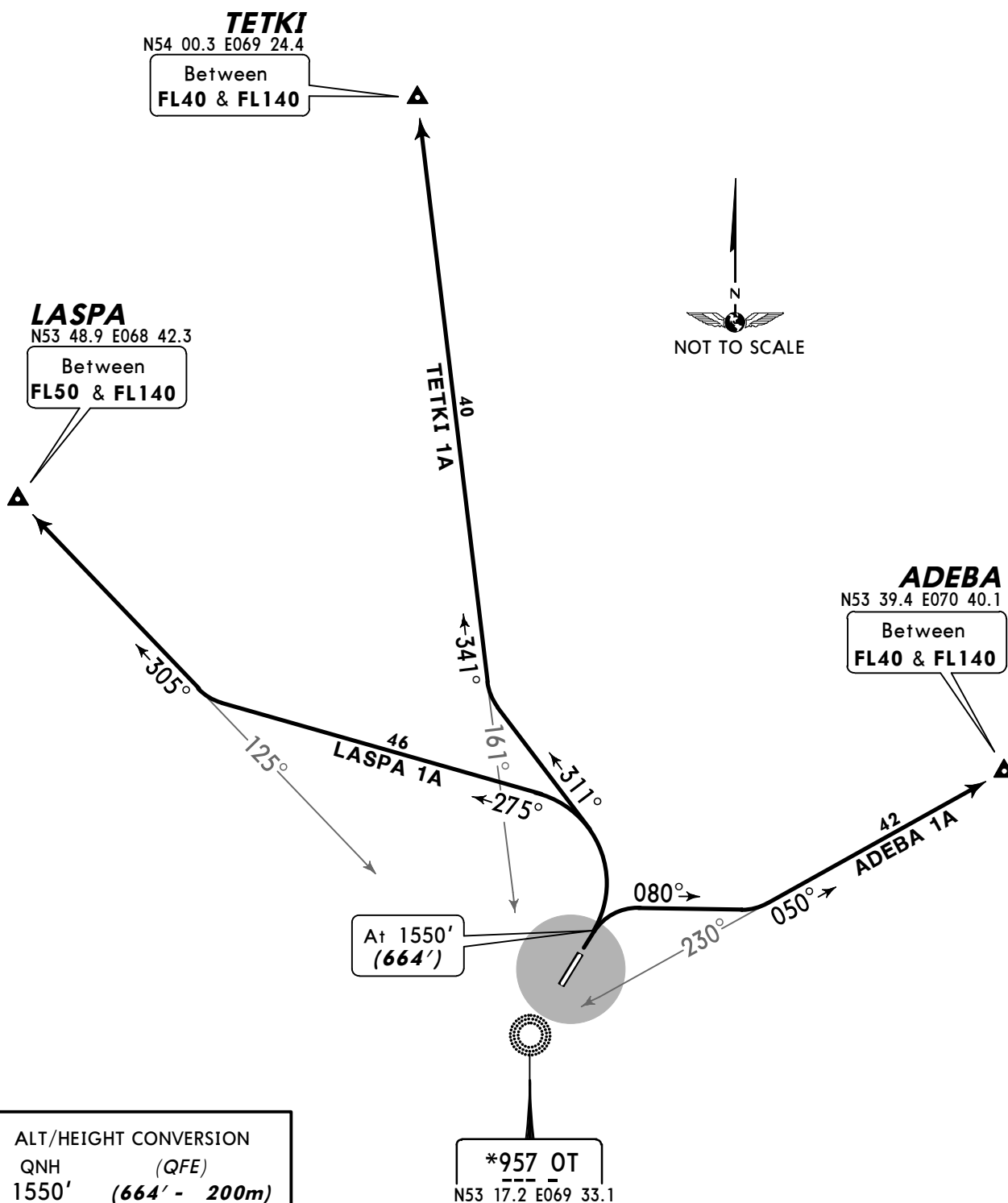
ADEBA 2D
ADLON 2D, BALMI 2D
LULEK 2D, RENPA 2D
RWY 20 ARRIVALS



STAR	ROUTING
ADEBA 2D	On 233° bearing to K.
ADLON 2D	On 285° track to GIKON, turn RIGHT, 288° bearing to K.
BALMI 2D	On 271° track to REKRU, turn RIGHT, 274° bearing to K.
LULEK 2D	On 323° track to GANGA, turn RIGHT, 326° bearing to K.
RENPA 2D	On 315° track to BARSI, turn RIGHT, 318° bearing to K.

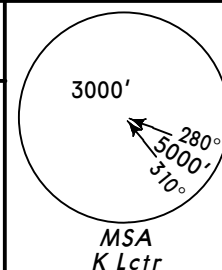




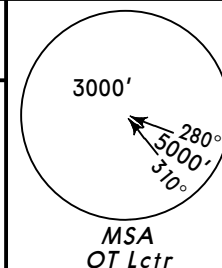
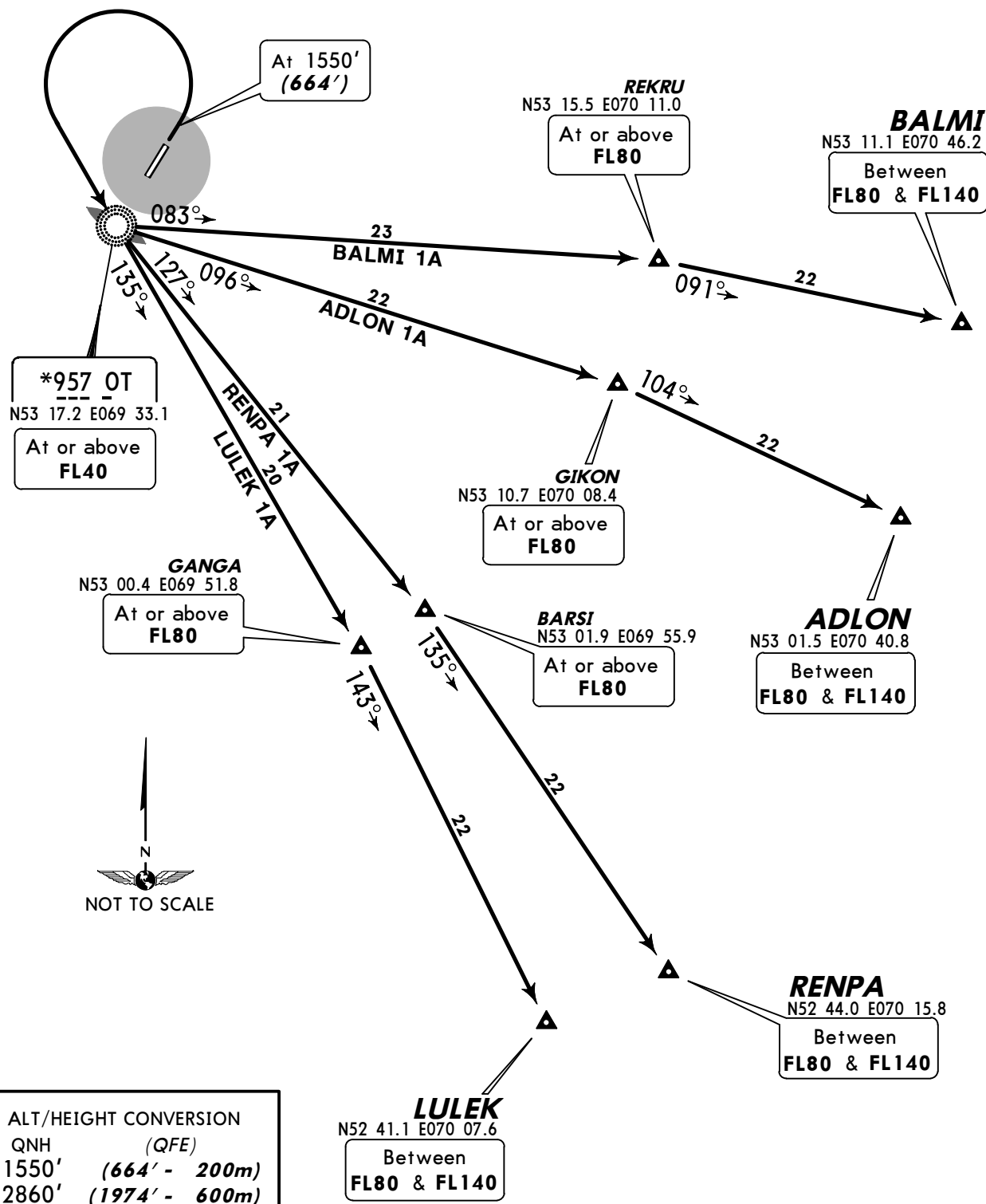
Apt Elev
886'QNH on request (QFE)
Trans level: FL40 Trans alt: 2860' (1974')ADEBA 1A
LASPA 1A
TETKI 1A
RWY 02 DEPARTURES

ALT/HEIGHT CONVERSION
QNH (QFE)
1550' (664' - 200m)
2860' (1974' - 600m)

SID	ROUTING
ADEBA 1A	Climb to 1550' (664'), turn RIGHT, 080° track, intercept 050° bearing from OT to ADEBA.
LASPA 1A	Climb to 1550' (664'), turn LEFT, 275° track, intercept 305° bearing from OT to LASPA.
TETKI 1A	Climb to 1550' (664'), turn LEFT, 311° track, intercept 341° bearing from OT to TETKI.

Apt Elev
886'QNH on request (QFE)
Trans level: FL40 Trans alt: 2860' (1987')ADEBA 2B
LASPA 2B
TETKI 2B
RWY 20 DEPARTURES**TETKI**
N54 00.3 E069 24.4Between
FL40 & FL140**LASPA**
N53 48.9 E068 42.3Between
FL50 & FL140**ADEBA**
N53 39.4 E070 40.1Between
FL40 & FL140***470 K**
N53 20.9 E069 36.9
At or above
FL40At 1530'
(657')ALT/HEIGHT CONVERSION
QNH (QFE)
1530' (657' - 200m)
2860' (1987' - 600m)

SID	ROUTING
ADEBA 2B	Climb to 1530' (657'), turn RIGHT to K, 052° bearing to ADEBA.
LASPA 2B	Climb to 1530' (657'), turn RIGHT, 330° track, intercept 300° bearing from K to LASPA.
TETKI 2B	Climb to 1530' (657'), turn RIGHT, 008° track, intercept 338° bearing from K to TETKI.

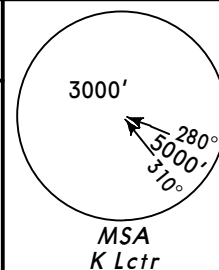
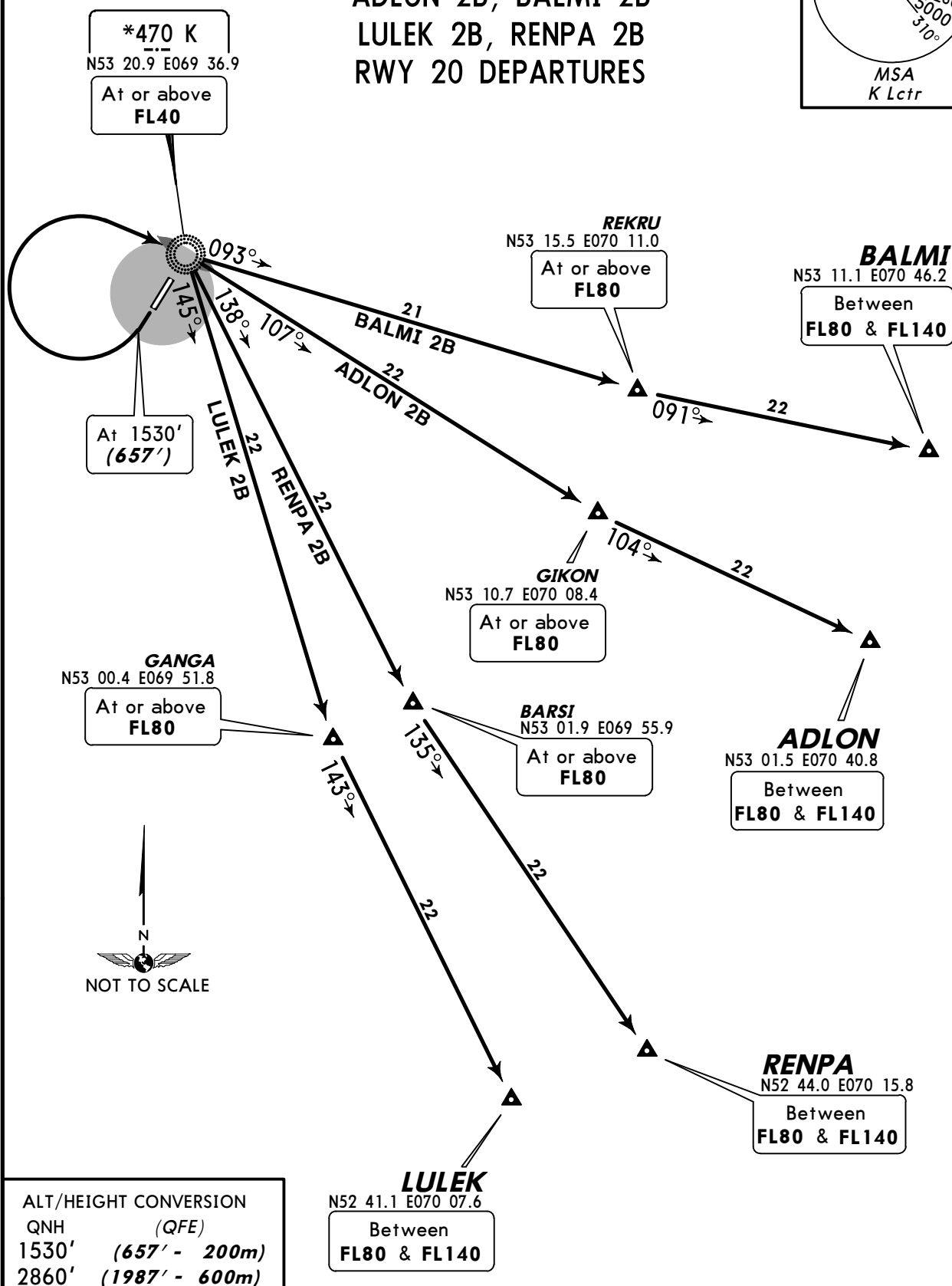
Apt Elev
886'QNH on request (QFE)
Trans level: FL40 Trans alt: 2860' (1974')ADLON 1A, BALMI 1A
LULEK 1A, RENPA 1A
RWY 02 DEPARTURES

SID	ROUTING
ADLON 1A	Climb to 1550' (664'), turn LEFT to OT, 096° bearing to GIKON, turn RIGHT, 104° track to ADLON.
BALMI 1A	Climb to 1550' (664'), turn LEFT to OT, 083° bearing to REKRU, turn RIGHT, 091° track to BALMI.
LULEK 1A	Climb to 1550' (664'), turn LEFT to OT, 135° bearing to GANGA, turn RIGHT, 143° track to LULEK.
RENPA 1A	Climb to 1550' (664'), turn LEFT to OT, 127° bearing to BARSİ, turn RIGHT, 135° track to RENPA.

Apt Elev
886'

QNH on request (QFE)

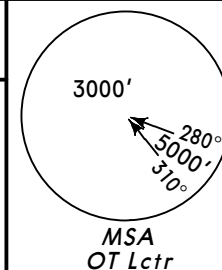
Trans level: FL40 Trans alt: 2860' (1987')

ADLON 2B, BALMI 2B
LULEK 2B, RENPA 2B
RWY 20 DEPARTURES

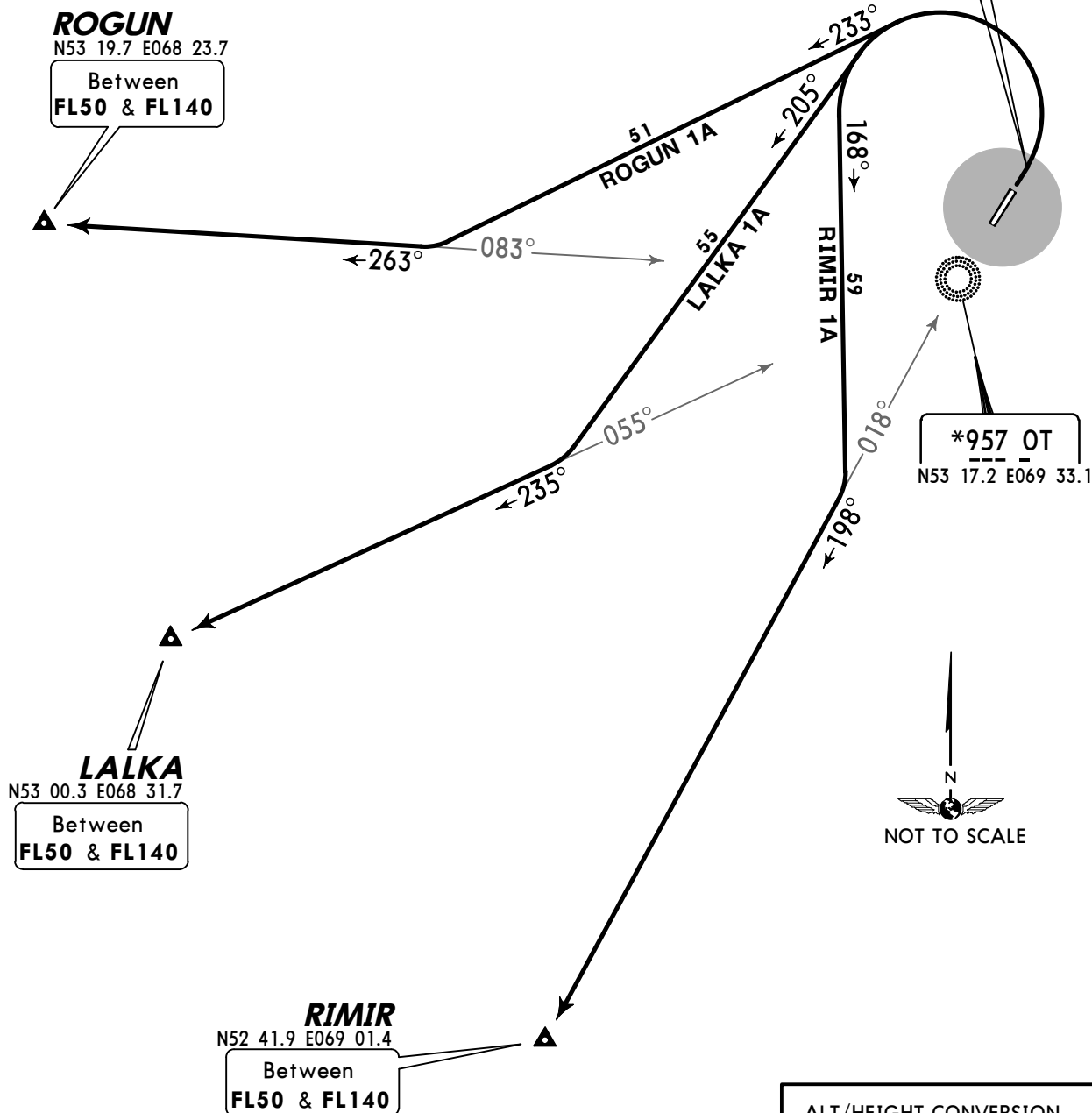
SID	ROUTING
ADLON 2B	Climb to 1530' (657'), turn RIGHT to K, 107° bearing to GIKON, turn LEFT, 104° track to ADLON.
BALMI 2B	Climb to 1530' (657'), turn RIGHT to K, 093° bearing to REKRU, turn LEFT, 091° track to BALMI.
LULEK 2B	Climb to 1530' (657'), turn RIGHT to K, 145° bearing to GANGA, turn LEFT, 143° track to LULEK.
RENPA 2B	Climb to 1530' (657'), turn RIGHT to K, 138° bearing to BARSI, turn LEFT, 135° track to RENPA.

Apt Elev
886'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2860' (1974')

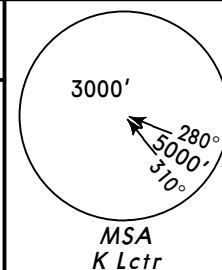
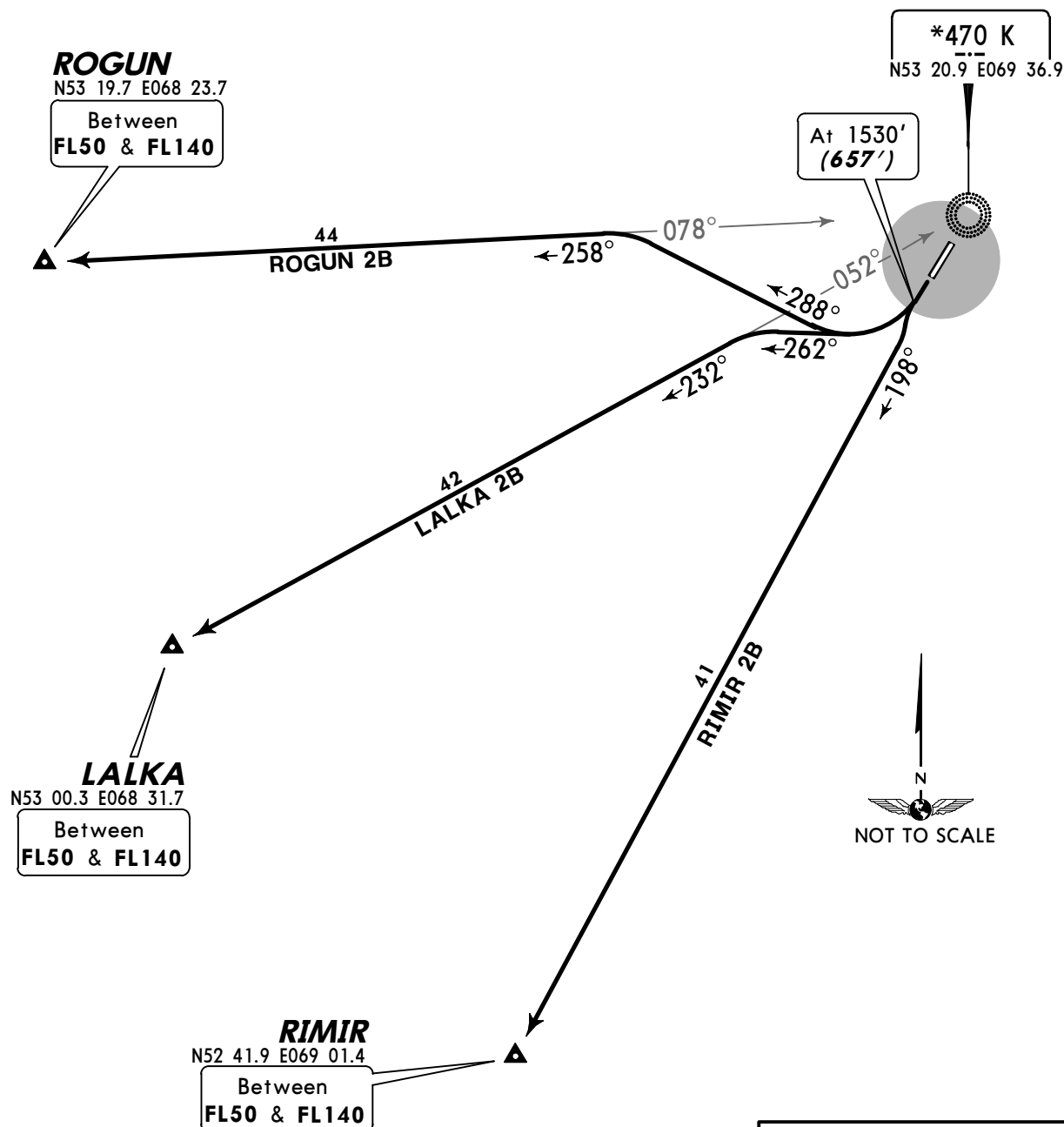


LALKA 1A
RIMIR 1A
ROGUN 1A
RWY 02 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1550'	(664' - 200m)
2860'	(1974' - 600m)

SID	ROUTING
LALKA 1A	Climb to 1550' (664'), turn LEFT, 205° track, intercept 235° bearing from OT to LALKA.
RIMIR 1A	Climb to 1550' (664'), turn LEFT, 168° track, intercept 198° bearing from OT to RIMIR.
ROGUN 1A	Climb to 1550' (664'), turn LEFT, 233° track, intercept 263° bearing from OT to ROGUN.

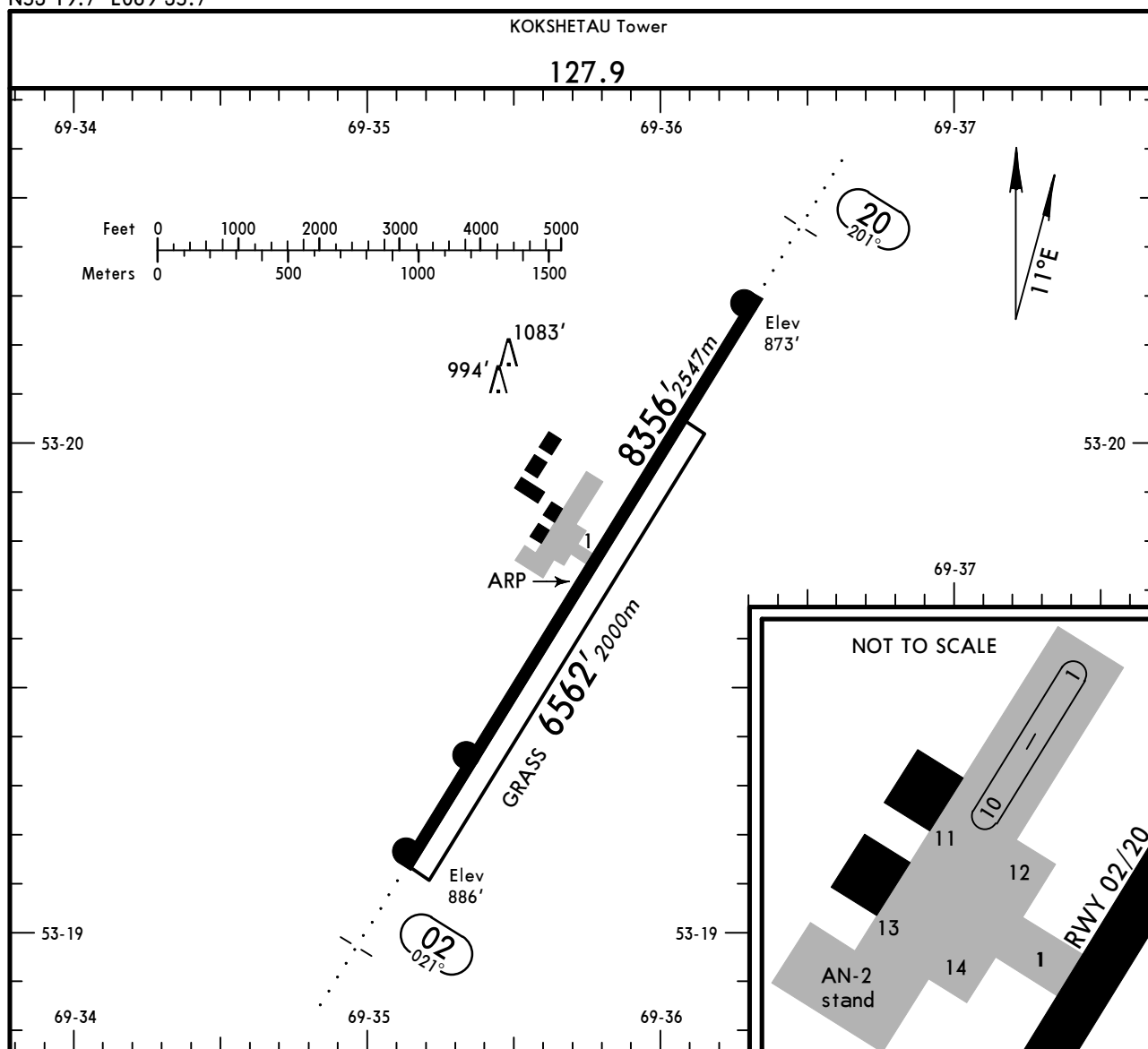
Apt Elev
886'QNH on request (QFE)
Trans level: FL40 Trans alt: 2860' (1987')LALKA 2B
RIMIR 2B
ROGUN 2B
RWY 20 DEPARTURES

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1530'	(657' - 200m)
2860'	(1987' - 600m)

SID	ROUTING
LALKA 2B	Climb to 1530' (657'), turn RIGHT, 262° track, intercept 232° bearing from K to LALKA.
RIMIR 2B	Climb to 1530' (657'), turn LEFT, 198° track to RIMIR.
ROGUN 2B	Climb to 1530' (657'), turn RIGHT, 288° track, intercept 258° bearing from K to ROGUN.

UACK/KOV
Apt Elev **886'**
N53 19.7 E069 35.7

JEPPESSEN KOKSHETAU, KAZAKHSTAN
8 MAY 09 **(10-9)**
KOKSHETAU



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond Glide Slope		
02	20	HIRL (60m) ALS		7323' 2232m		146' 45m
02	20	Grass runway				312' 95m

TAKE-OFF

AIR CARRIER (JAA)				
	DAY	NIGHT	DAY	NIGHT
	Rwy 02	Rwy 20	Rwy 20	Rwy 20
		RL	RL	RL
A				
B				
C				
D				

1 LVP must be in force: 300m.

STRAIGHT-IN RWY		A	B	C	D
02	2 NDB ❶	1240' (354')	1240' (354')	1240' (354')	1240' (354')
		1400m	1500m	1500m	1500m
	ALS out	1500m	1500m	1600m	1600m
	NDB ❶ ❷	1250' (364')	1250' (364')	1250' (364')	1250' (364')
		1500m	1500m	1500m	1500m
	ALS out	1500m	1500m	1700m	1700m
20	NDB ❸	1250' (364')	1250' (364')	1250' (364')	1250' (364')
		1700m	1700m	1900m	1900m
	ALS out	1900m	1900m	2100m	2100m
	ILS	1073' (200')	1073' (200')	1103' (230')	1103' (230')
		1000m	1000m	1000m	1000m
	ALS out	1200m	1200m	1200m	1200m
20	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB ❶ ❷	1300' (427')	1300' (427')	1300' (427')	1300' (427')
		1500m	1500m	1800m	1800m
	ALS out	1500m	1500m	2000m	2000m
	NDB ❸	1300' (427')	1300' (427')	1300' (427')	1300' (427')
		2000m	2000m	2200m	2200m
20	ALS out	2200m	2200m	2400m	2400m

❶ Continuous Descent Final Approach.

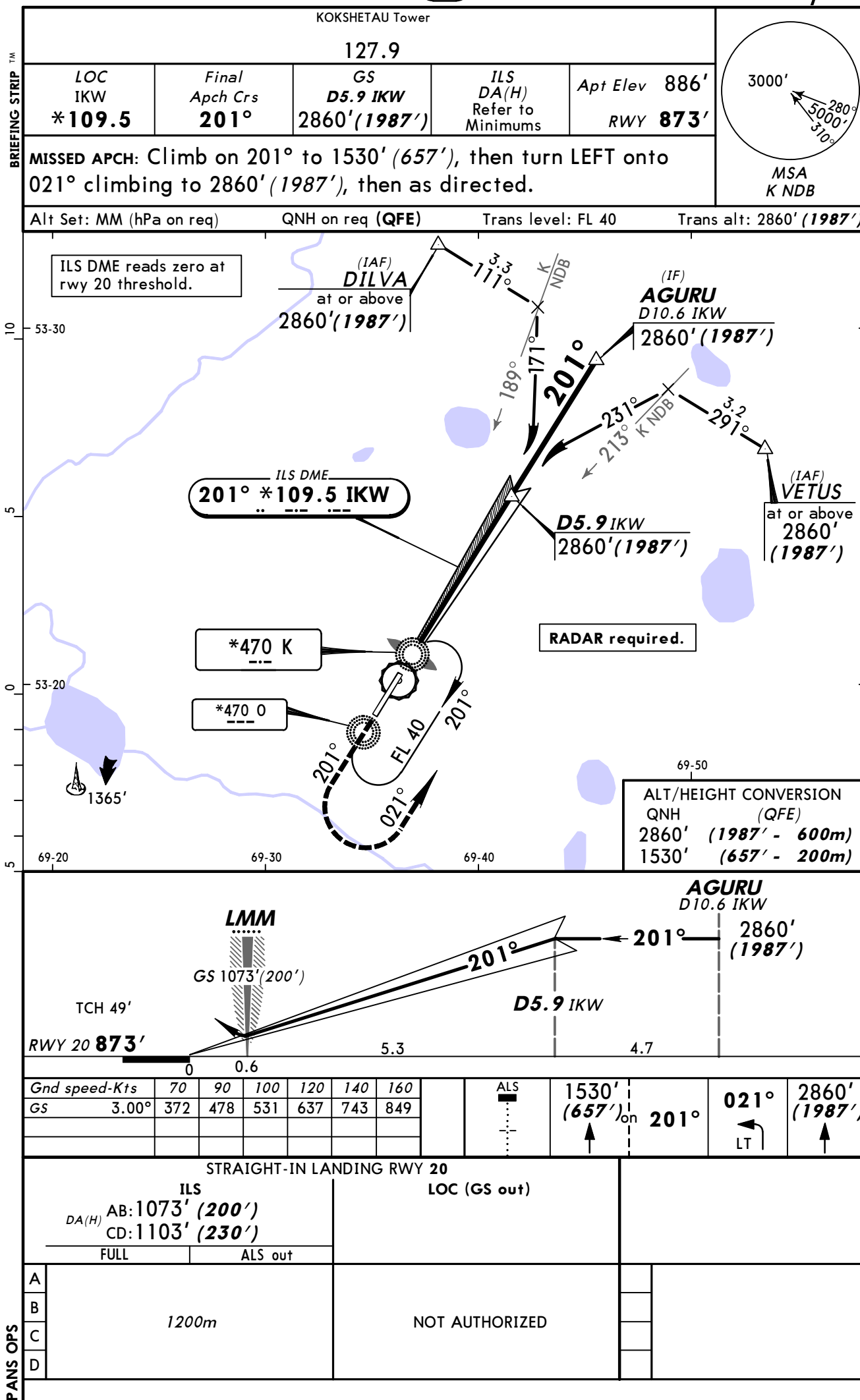
❷ With FMS.

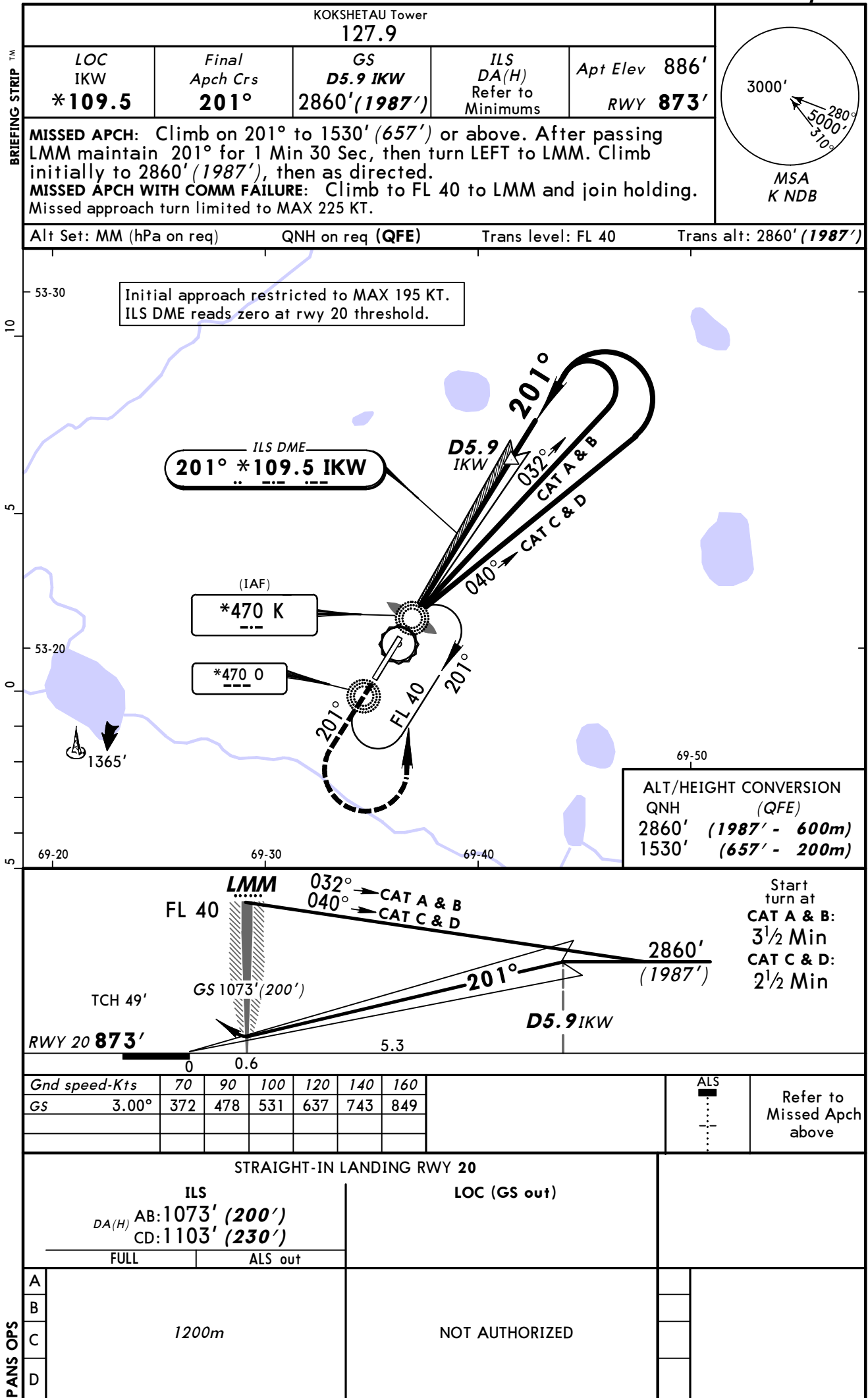
❸ W/o FMS.

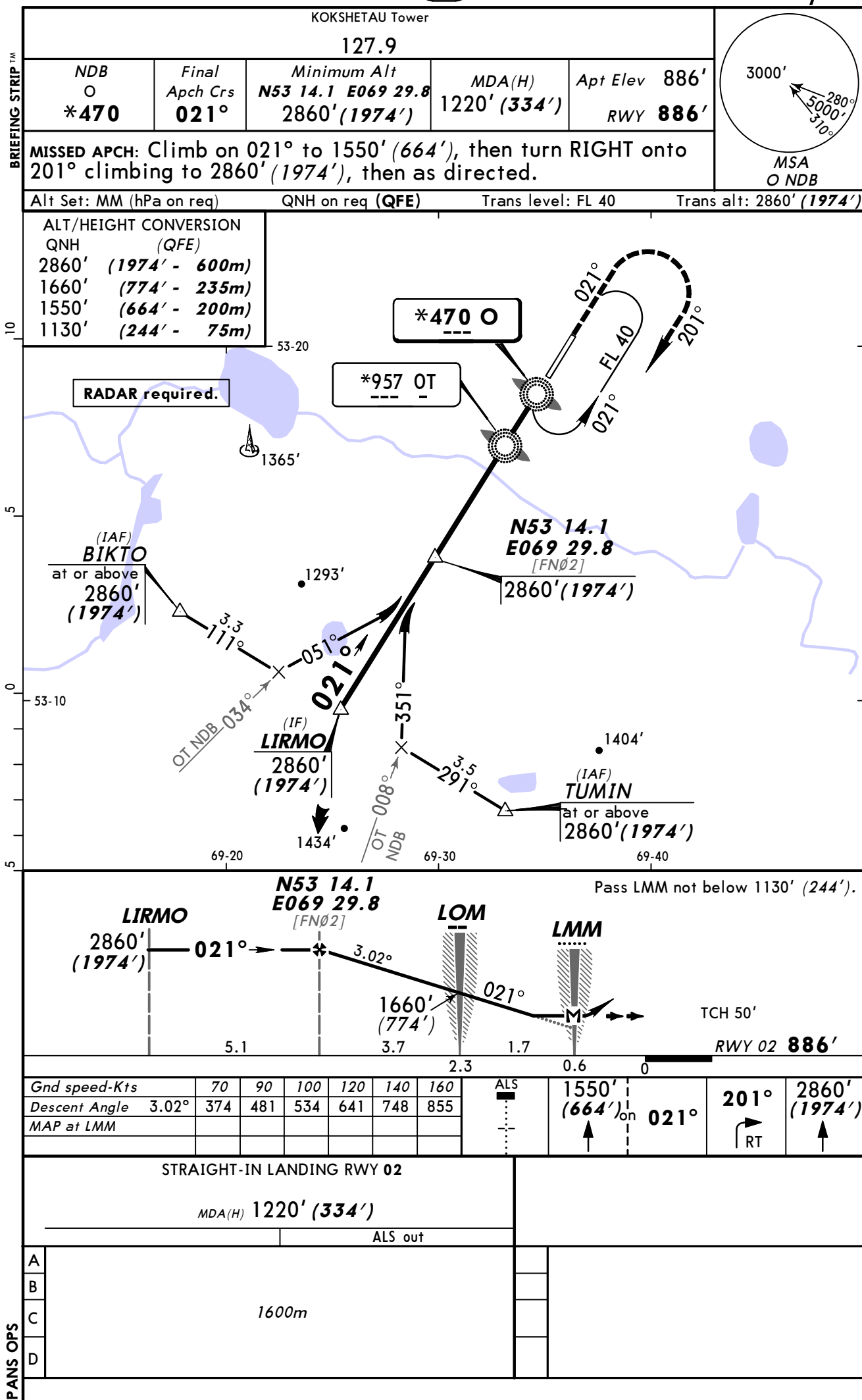
TAKE-OFF RWY 02, 20

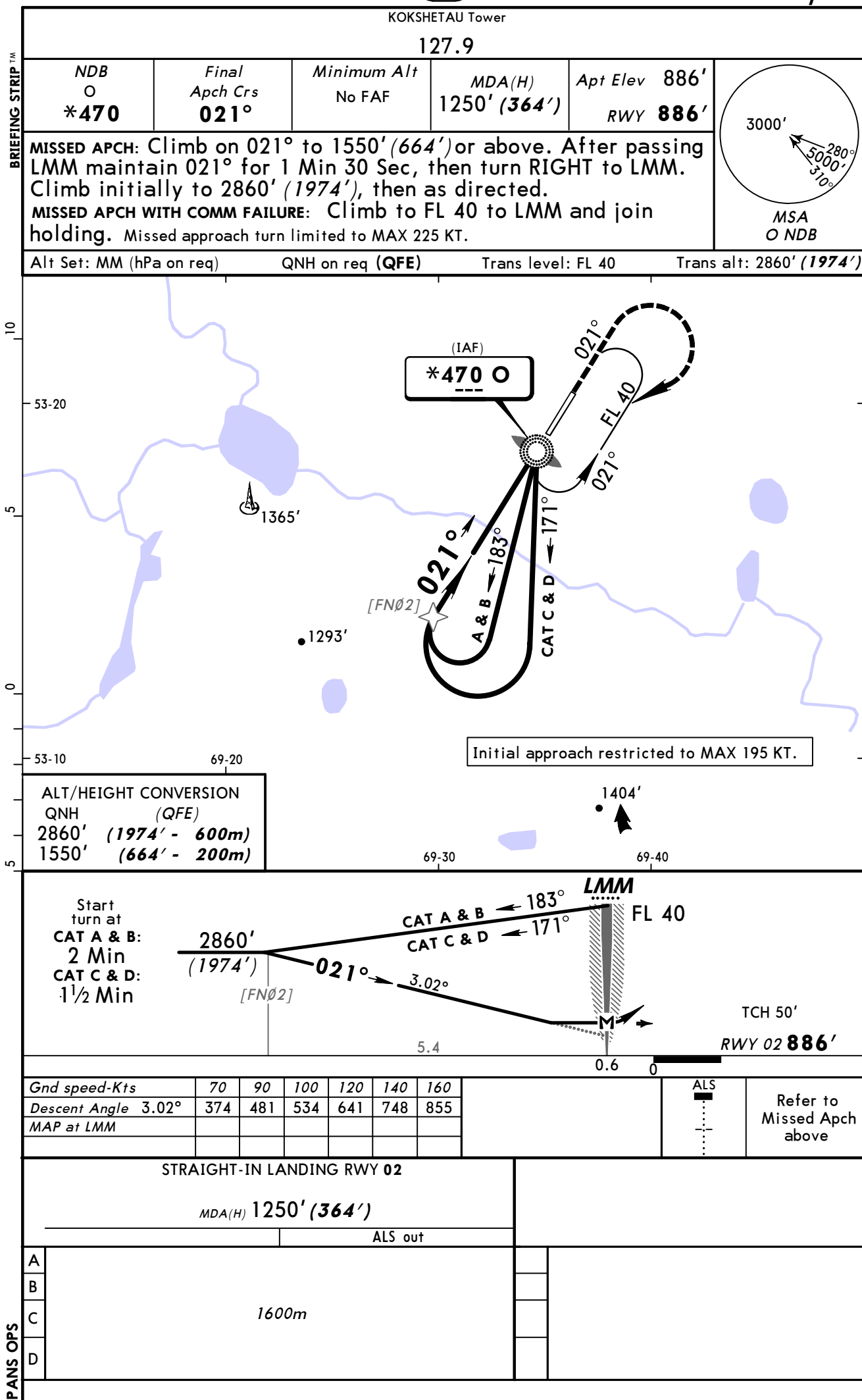
Rwy 02		Rwy 20		
DAY	NIGHT	DAY	NIGHT	
	RL	RL	RCLM	RL
A	2000m	400m ❶	400m ❶	400m ❶
B			500m	400m
C				
D				

❶ LVP must be in force: 300m.



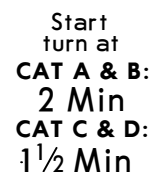
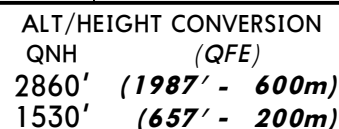






KAZAKHSTAN
NDB Rwy 20

MSA
K NDB

Alt Set: MM (hPa on reg) QNH on reg (**QFE**) Trans level: FL 40 Trans alt: 2860' (**1987'**)

Refer to
Missed Apch
above

ALS out

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Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KOKSHETAU, (KOKSHETAU - UACK)				
REV	ADEBA, ADLON, BALMI, LULE...	10-2	30 Mar 2012	05 Apr 2012
REV	ADEBA, ADLON, BALMI, LULE...	10-2A	30 Mar 2012	05 Apr 2012
REV	LALKA, LASPA, RIMIR, ROGU...	10-2B	30 Mar 2012	05 Apr 2012
REV	LALKA, LASPA, RIMIR, ROGU...	10-2C	30 Mar 2012	05 Apr 2012
REV	ADEBA, LASPA & TETKI 1A D...	10-3	23 Mar 2012	05 Apr 2012
DEL	ADEBA, LASPA & TETKI 1B D...	10-3A	23 Mar 2012	05 Apr 2012
ADD	ADEBA, LASPA & TETKI 2B D...	10-3A	23 Mar 2012	05 Apr 2012
REV	ADLON, BALMI, LULEK & REN...	10-3B	23 Mar 2012	05 Apr 2012
DEL	ADLON, BALMI, LULEK & REN...	10-3C	23 Mar 2012	05 Apr 2012
ADD	ADLON, BALMI, LULEK & REN...	10-3C	23 Mar 2012	05 Apr 2012
REV	LALKA, RIMIR & ROGUN 1A D...	10-3D	23 Mar 2012	05 Apr 2012
DEL	LALKA, RIMIR & ROGUN 1B D...	10-3E	23 Mar 2012	05 Apr 2012
ADD	LALKA, RIMIR & ROGUN 2B D...	10-3E	23 Mar 2012	05 Apr 2012
REV	STANDARD MNMS	10-9S	23 Mar 2012	05 Apr 2012
DEL	ILS DME Y OR 2 NDB RWY 20	11-1	23 Mar 2012	05 Apr 2012
ADD	ILS DME Y RWY 20	11-1	23 Mar 2012	05 Apr 2012
REV	ILS DME X RWY 20	11-2	23 Mar 2012	05 Apr 2012
REV	2 NDB RWY 02	16-1	23 Mar 2012	05 Apr 2012
REV	NDB RWY 02	16-2	23 Mar 2012	05 Apr 2012
REV	NDB RWY 20	16-3	23 Mar 2012	05 Apr 2012

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UACK