

## List of pages in this Trip Kit

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Revision Letter For Cycle 08-2012

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## General Information

Location: Kostanay Kaz  
IATA Code: KSN  
Lat/Long: N53° 12.4' E063° 33.0'  
Elevation: 600 ft

Airport Use: Public  
Magnetic Variation: 11.8°E

Fuel Types: 100-130 Octane, 115-145 Octane, Jet, Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0037 Z  
Sunset: 1453 Z,

## Runway Information

Runway: 15  
Length x Width: 8248 ft x 157 ft  
Surface Type: asphalt  
TDZ-Elev: 597 ft  
Lighting: Edge, ALS

Runway: 33  
Length x Width: 8248 ft x 157 ft  
Surface Type: asphalt  
TDZ-Elev: 571 ft  
Lighting: Edge, ALS

## Communication Information

Kostanay Tower 129.3

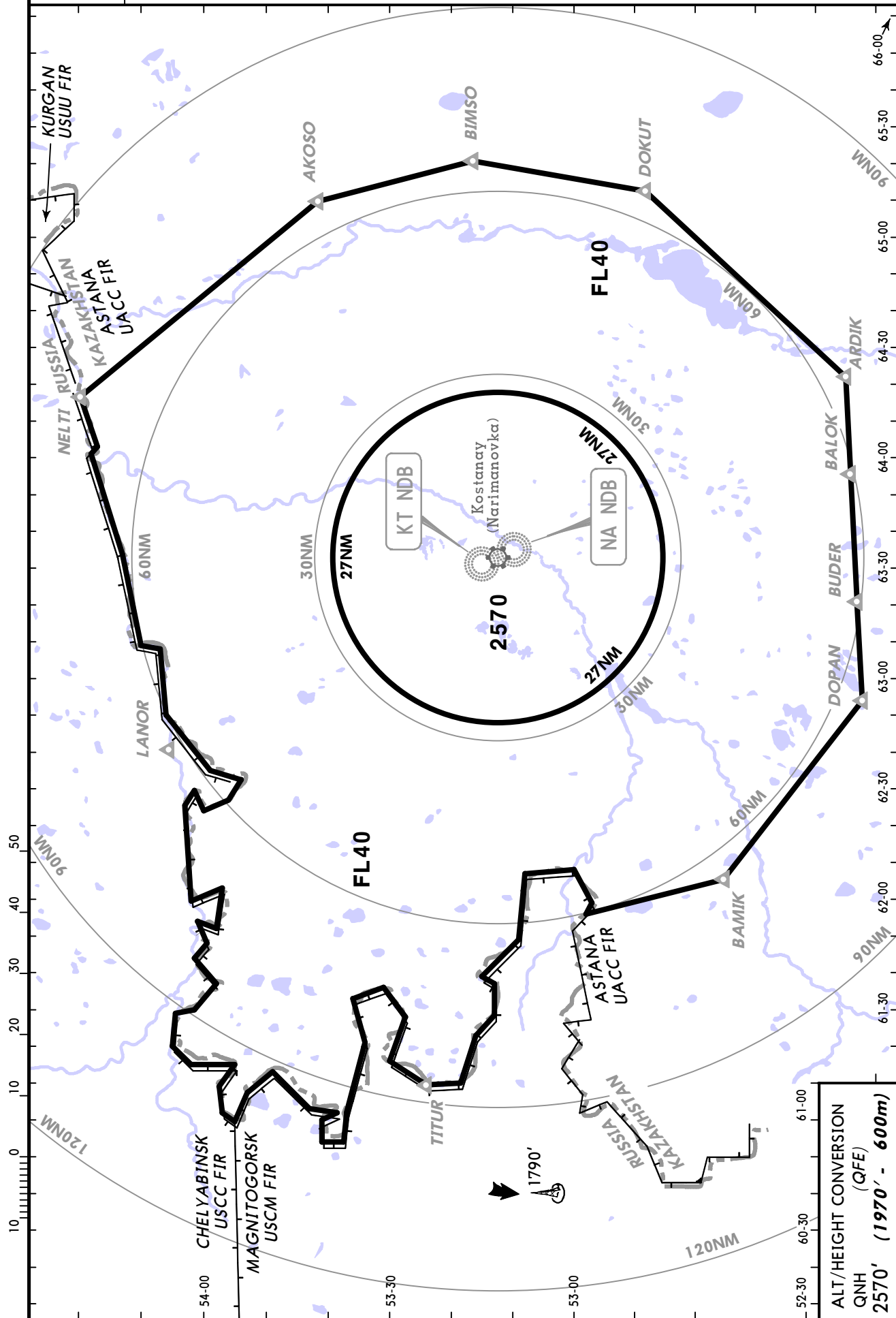
Apt Elev  
600'

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

Trans level: FL40 Trans alt: 2570' (1970')

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

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



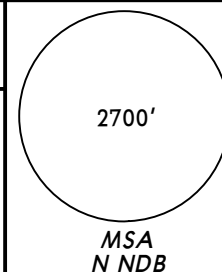
ALT/HEIGHT CONVERSION  
QNH  
2570' (1970' - 600m)

Apt Elev

600'

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

Trans level: FL40 Trans alt: 2570' (1973')



AKOSO 3A [AKOS3A], ARDIK 3A [ARDI3A]

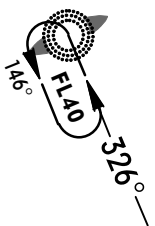
BALOK 2A [BALO2A], BIMSO 3A [BIMS3A]

DOKUT 3A [DOKU3A], NELTI 3A [NELT3A]

RWY 15 ARRIVALS

HOLDING

OVER N



(IAF)

250 N

N53 11.3 E063 33.8

A↑ FL40

BALOK

N52 14.3 E063 55.7

Between

FL200 & FL90

NELTI

N54 19.7 E064 16.5

Between

FL200 & FL170

AKOSO

N53 41.7 E065 09.7

Between

FL200 & FL90

BIMSO

N53 16.5 E065 20.6

Between

FL200 & FL90

DOKUT

N52 48.2 E065 12.5

Between

FL200 & FL90

ARDIK

N52 15.0 E064 22.1

Between

FL200 & FL90



ALT/HEIGHT CONVERSION

QNH (QFE)

2570' (1973' - 600m)

| STAR     | ROUTING                      |
|----------|------------------------------|
| AKOSO 3A | Intercept 232° bearing to N. |
| ARDIK 3A | Intercept 322° bearing to N. |
| BALOK 2A | Intercept 336° bearing to N. |
| BIMSO 3A | Intercept 255° bearing to N. |
| DOKUT 3A | Intercept 281° bearing to N. |
| NELTI 3A | Intercept 190° bearing to N. |

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL40 Trans alt: 2570' (1999')

MSA  
N NDB

**NELTI**

Between  
**200 & FL170**

**AKOSO**

Between  
**FL200 & FL90**

**BIMSO**

Between  
**FL200 & FL90**

***DOKUT***

Between  
**FL200 & FL90**

**ARDIK**

## Between FL200 & FL90

## BALOK

Between  
**FL200 & FL90**

ALT/HEIGHT CONVERSION  
QNH (QFE)  
2570' (1999' - 600m)



(IAF)

250 N

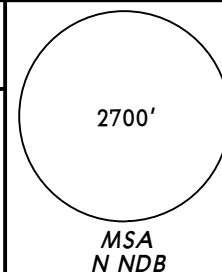
N53 11.3 E063 33.8

## At FL40

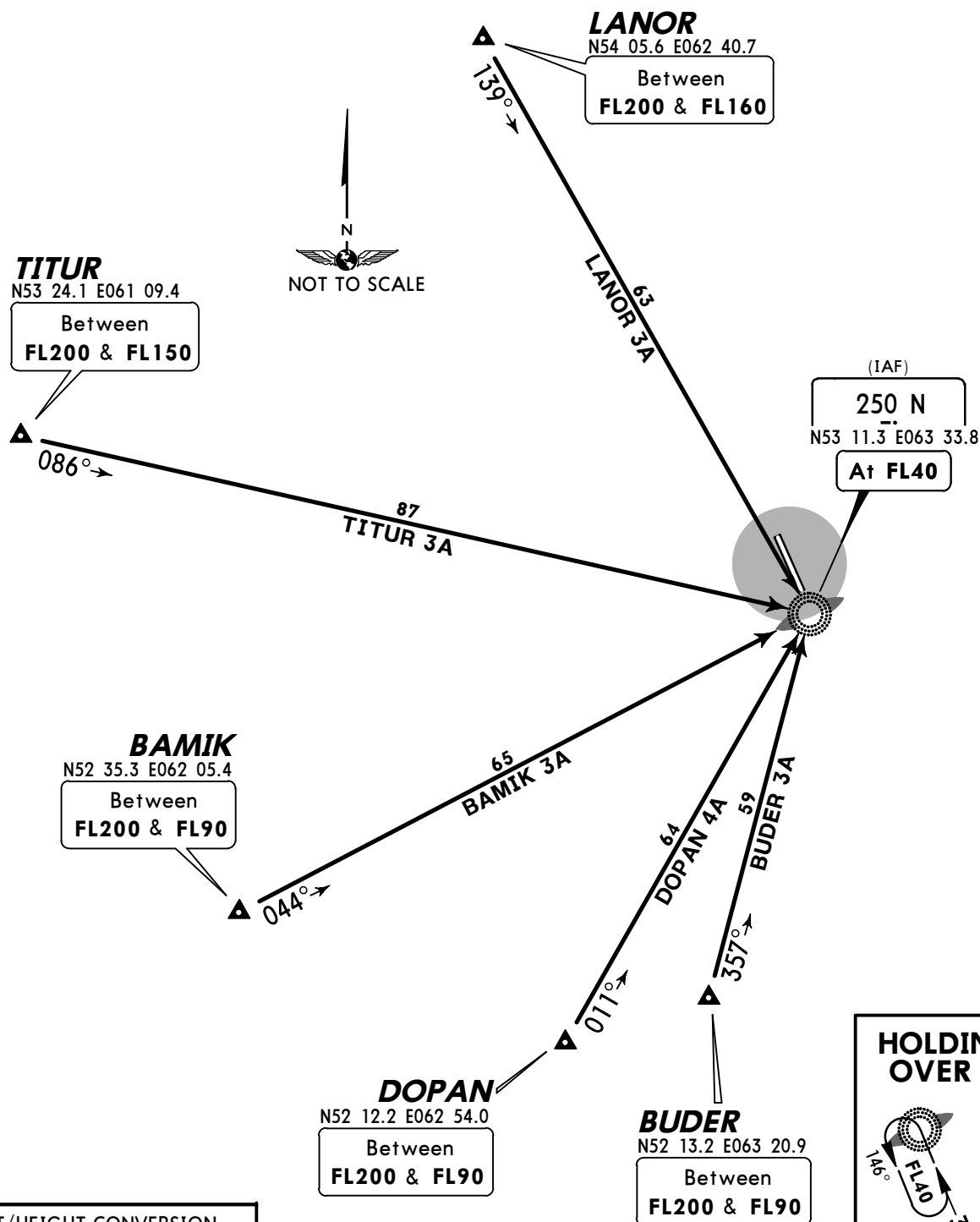
| STAR     | ROUTING                      |
|----------|------------------------------|
| AKOSO 2B | Intercept 232° bearing to N. |
| ARDIK 2B | Intercept 322° bearing to N. |
| BALOK 1B | Intercept 336° bearing to N. |
| BIMSO 2B | Intercept 255° bearing to N. |
| DOKUT 2B | Intercept 281° bearing to N. |
| NELTI 2B | Intercept 190° bearing to N. |

Apt Elev  
600'

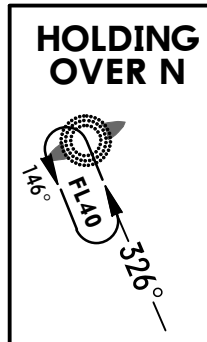
Alt Set: MM (hPa on request)    QNH on request    (QFE)  
Trans level: FL40    Trans alt: 2570'    (1973')



**BAMIK 3A [BAMI3A], BUDER 3A [BUDE3A]**  
**DOPAN 4A [DOPA4A], LANOR 3A [LANO3A]**  
**TITUR 3A [TITU3A]**  
**RWY 15 ARRIVALS**



ALT/HEIGHT CONVERSION  
QNH (QFE)  
2570' (1973' - 600m)



| STAR            | ROUTING                      |
|-----------------|------------------------------|
| <b>BAMIK 3A</b> | Intercept 044° bearing to N. |
| <b>BUDER 3A</b> | Intercept 357° bearing to N. |
| <b>DOPAN 4A</b> | Intercept 011° bearing to N. |
| <b>LANOR 3A</b> | Intercept 139° bearing to N. |
| <b>TITUR 3A</b> | Intercept 086° bearing to N. |



Apt Elev  
600'

QNH on request (QFE)

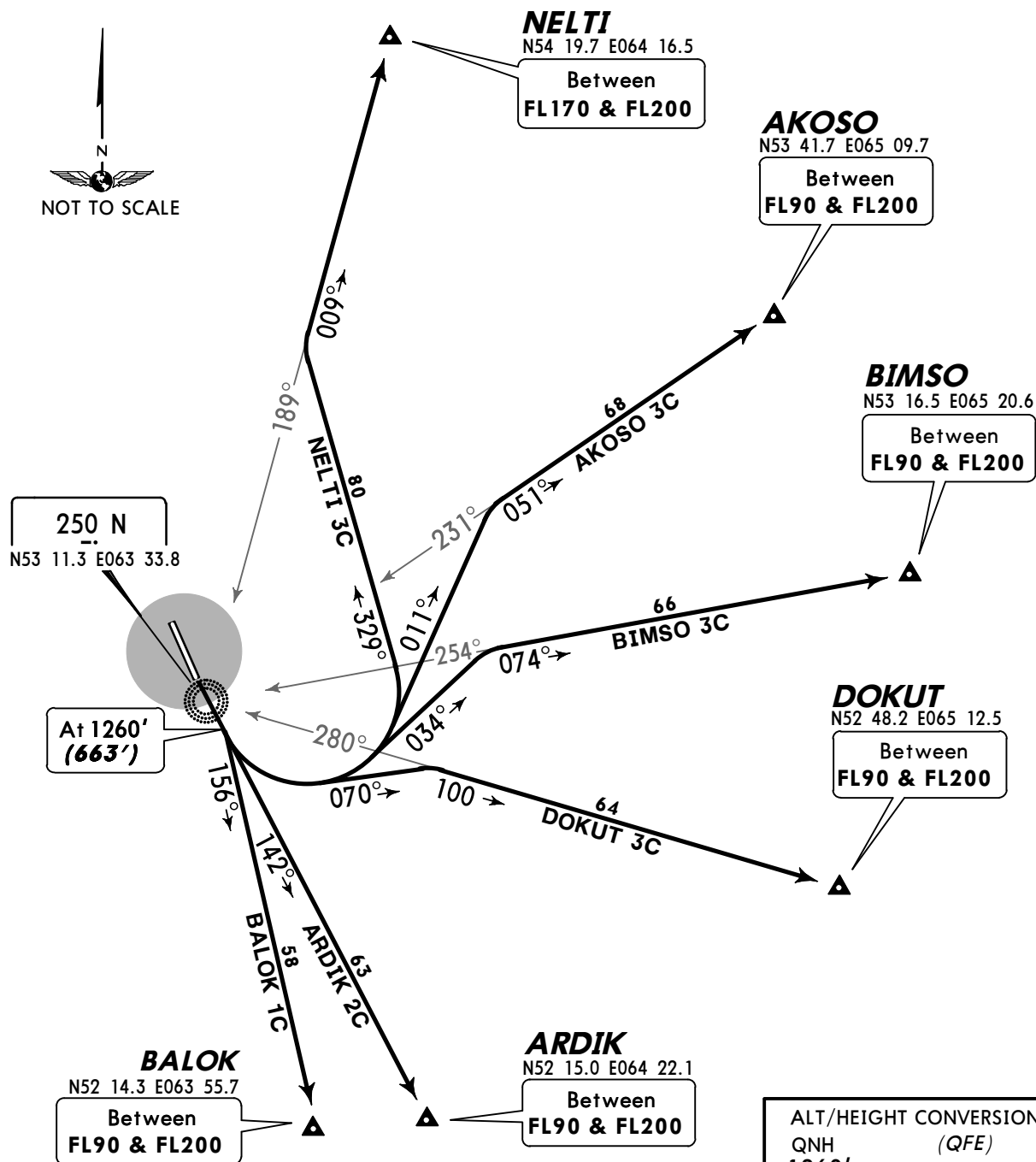
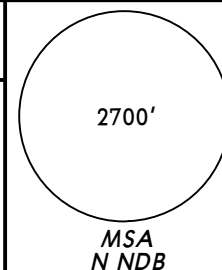
Trans level: FL40    Trans alt: 2570'    (1973')

AKOSO 3C [AKOS3C], ARDIK 2C [ARDI2C]

BALOK 1C [BALO1C], BIMSO 3C [BIMS3C]

DOKUT 3C [DOKU3C], NELTI 3C [NELT3C]

RWY 15 DEPARTURES

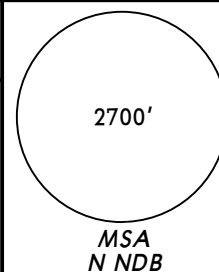


| SID      | ROUTING                                                                                |
|----------|----------------------------------------------------------------------------------------|
| AKOSO 3C | Climb to 1260' (663') , turn LEFT, 011° track, intercept 051° bearing from N to AKOSO. |
| ARDIK 2C | Climb to 1260' (663') , turn LEFT, 142° track to ARDIK.                                |
| BALOK 1C | Climb to 1260' (663') , turn RIGHT, 156° track to BALOK.                               |
| BIMSO 3C | Climb to 1260' (663') , turn LEFT, 034° track, intercept 074° bearing from N to BIMSO. |
| DOKUT 3C | Climb to 1260' (663') , turn LEFT, 070° track, intercept 100° bearing from N to DOKUT. |
| NELTI 3C | Climb to 1260' (663') , turn LEFT, 329° track, intercept 009° bearing from N to NELTI. |

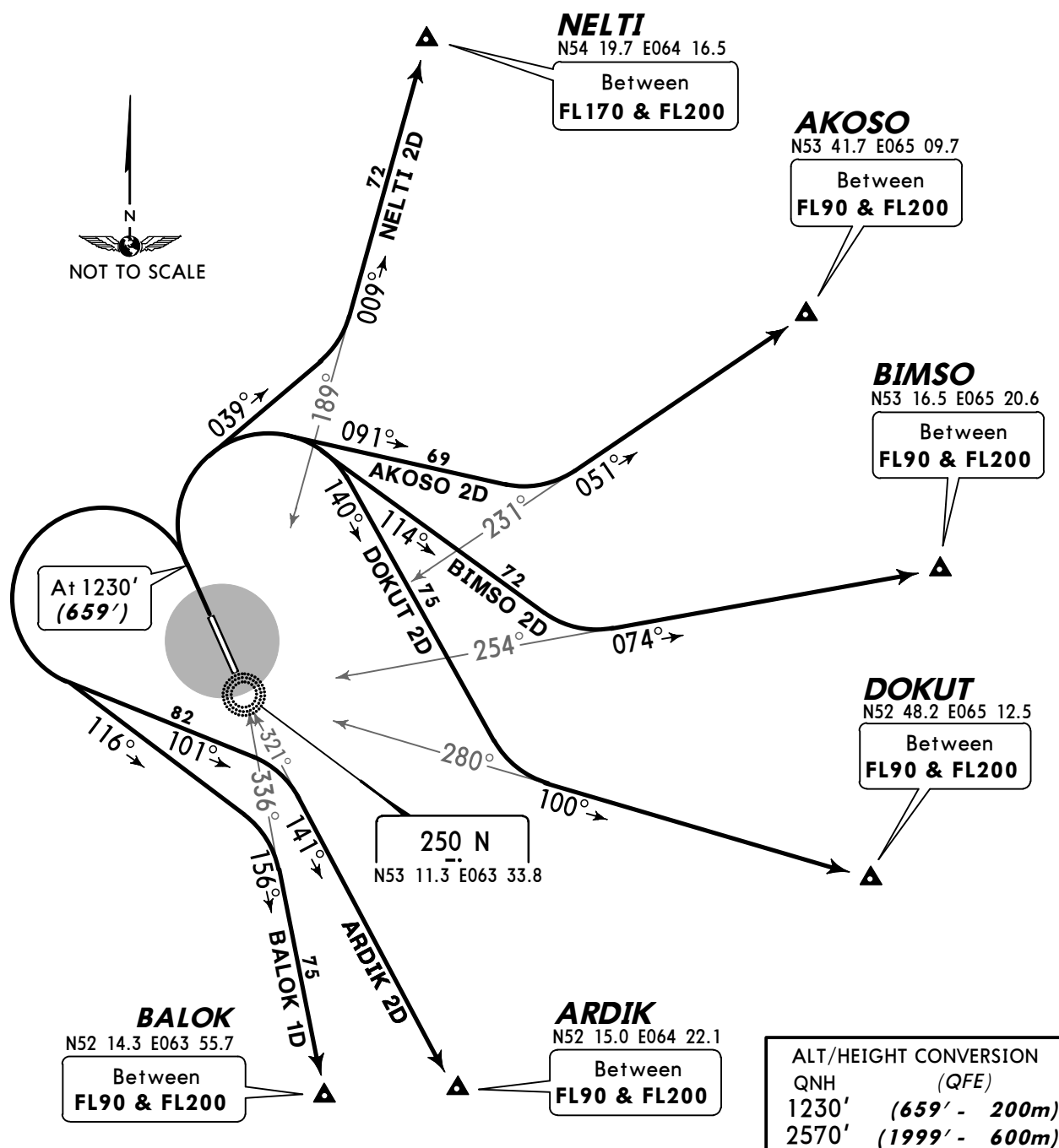


Apt Elev  
600'

QNH on request (QFE)  
Trans level: FL40 Trans alt: 2570' (1999')



AKOSO 2D [AKOS2D], ARDIK 2D [ARDI2D]  
BALOK 1D [BALO1D], BIMSO 2D [BIMS2D]  
DOKUT 2D [DOKU2D], NELTI 2D [NELT2D]  
RWY 33 DEPARTURES



| SID      | ROUTING                                                                                 |
|----------|-----------------------------------------------------------------------------------------|
| AKOSO 2D | Climb to 1230' (659') , turn RIGHT, 091° track, intercept 051° bearing from N to AKOSO. |
| ARDIK 2D | Climb to 1230' (659') , turn LEFT, 101° track, intercept 141° bearing from N to ARDIK.  |
| BALOK 1D | Climb to 1230' (659') , turn LEFT, 116° track, intercept 156° bearing from N to BALOK.  |
| BIMSO 2D | Climb to 1230' (659') , turn RIGHT, 114° track, intercept 074° bearing from N to BIMSO. |
| DOKUT 2D | Climb to 1230' (659') , turn RIGHT, 140° track, intercept 100° bearing from N to DOKUT. |
| NELTI 2D | Climb to 1230' (659') , turn RIGHT, 039° track, intercept 009° bearing from N to NELTI. |

Apt Elev

600'

QNH on request (QFE)

Trans level: FL40

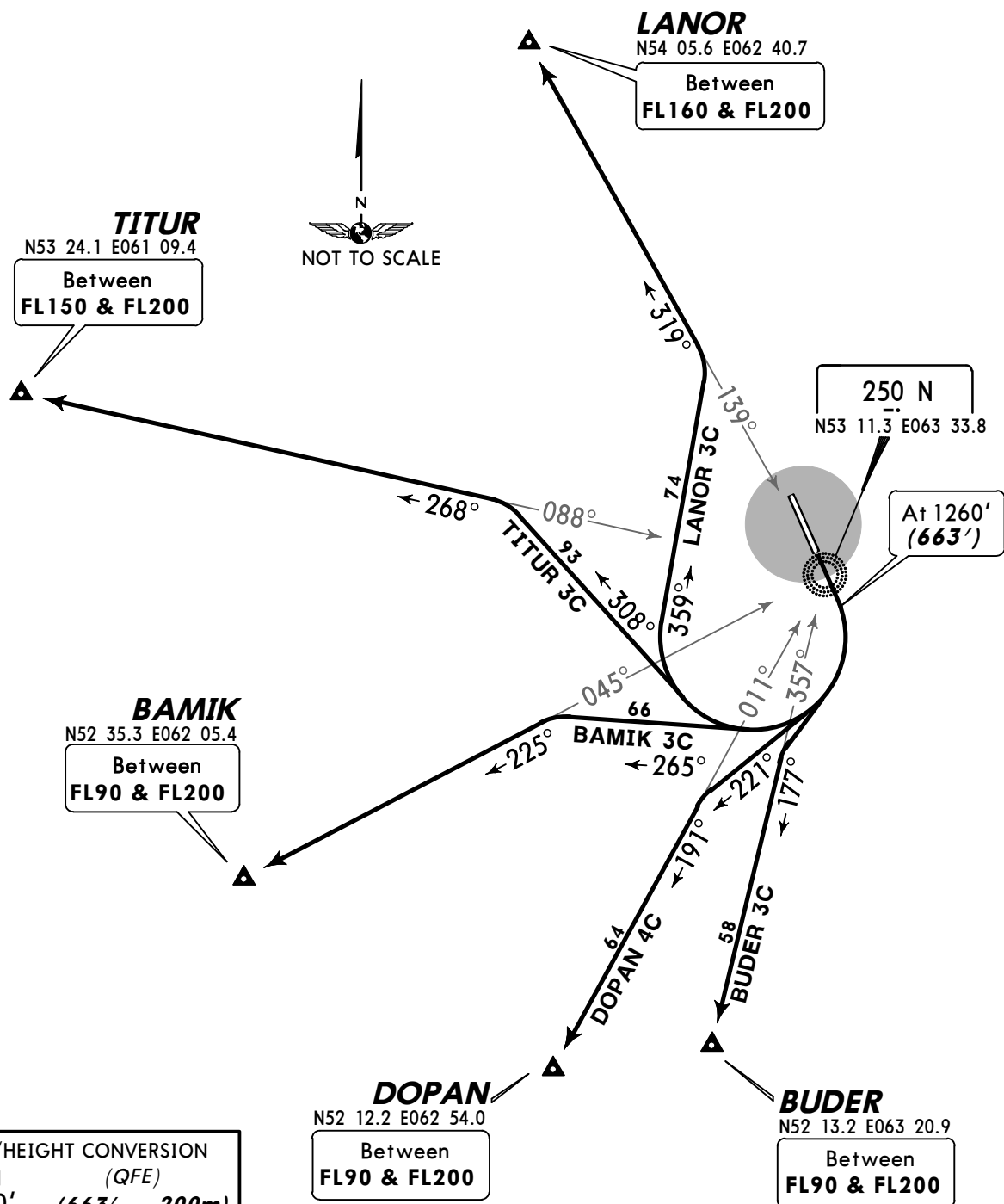
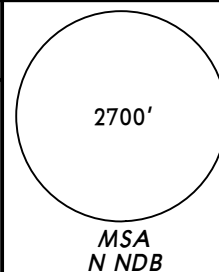
Trans alt: 2570' (1973')

BAMIK 3C [BAMI3C], BUDER 3C [BUDE3C]

DOPAN 4C [DOPA4C], LANOR 3C [LANO3C]

TITUR 3C [TITU3C]

RWY 15 DEPARTURES



| SID             | ROUTING                                                                                 |
|-----------------|-----------------------------------------------------------------------------------------|
| <b>BAMIK 3C</b> | Climb to 1260' (663') , turn RIGHT, 265° track, intercept 225° bearing from N to BAMIK. |
| <b>BUDER 3C</b> | Climb to 1260' (663') , turn RIGHT, intercept 177° bearing from N to BUDER.             |
| <b>DOPAN 4C</b> | Climb to 1260' (663') , turn RIGHT, 221° track, intercept 191° bearing from N to DOPAN. |
| <b>LANOR 3C</b> | Climb to 1260' (663') , turn RIGHT, 359° track, intercept 319° bearing from N to LANOR. |
| <b>TITUR 3C</b> | Climb to 1260' (663') , turn RIGHT, 308° track, intercept 268° bearing from N to TITUR. |

Apt Elev  
600'

QNH on request (QFE)

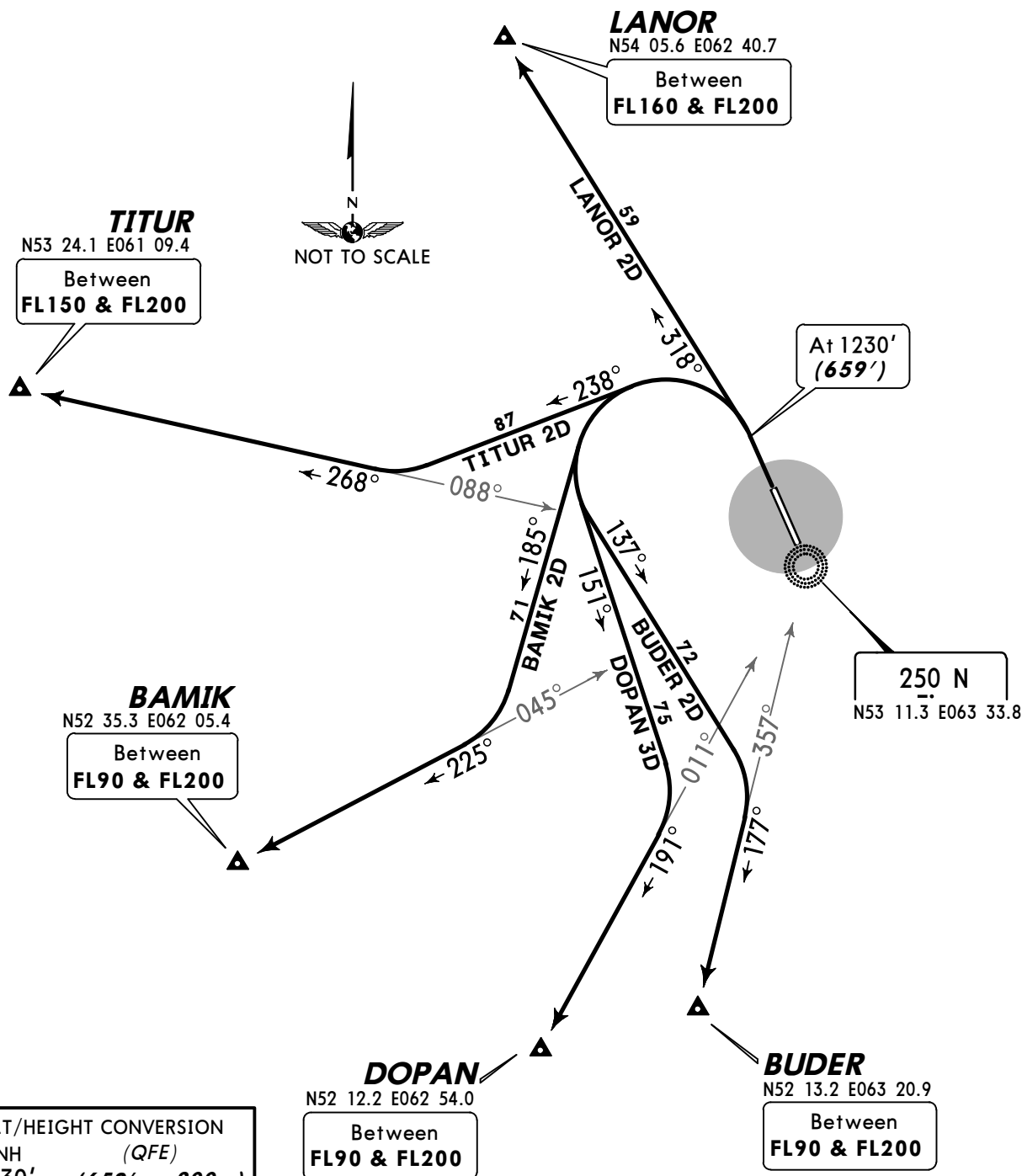
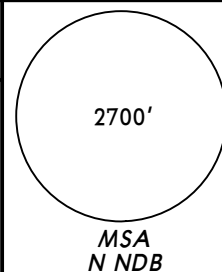
Trans level: FL40    Trans alt: 2570'    (1999')

BAMIK 2D [BAMI2D], BUDER 2D [BUDE2D]

DOPAN 3D [DOPA3D], LANOR 2D [LANO2D]

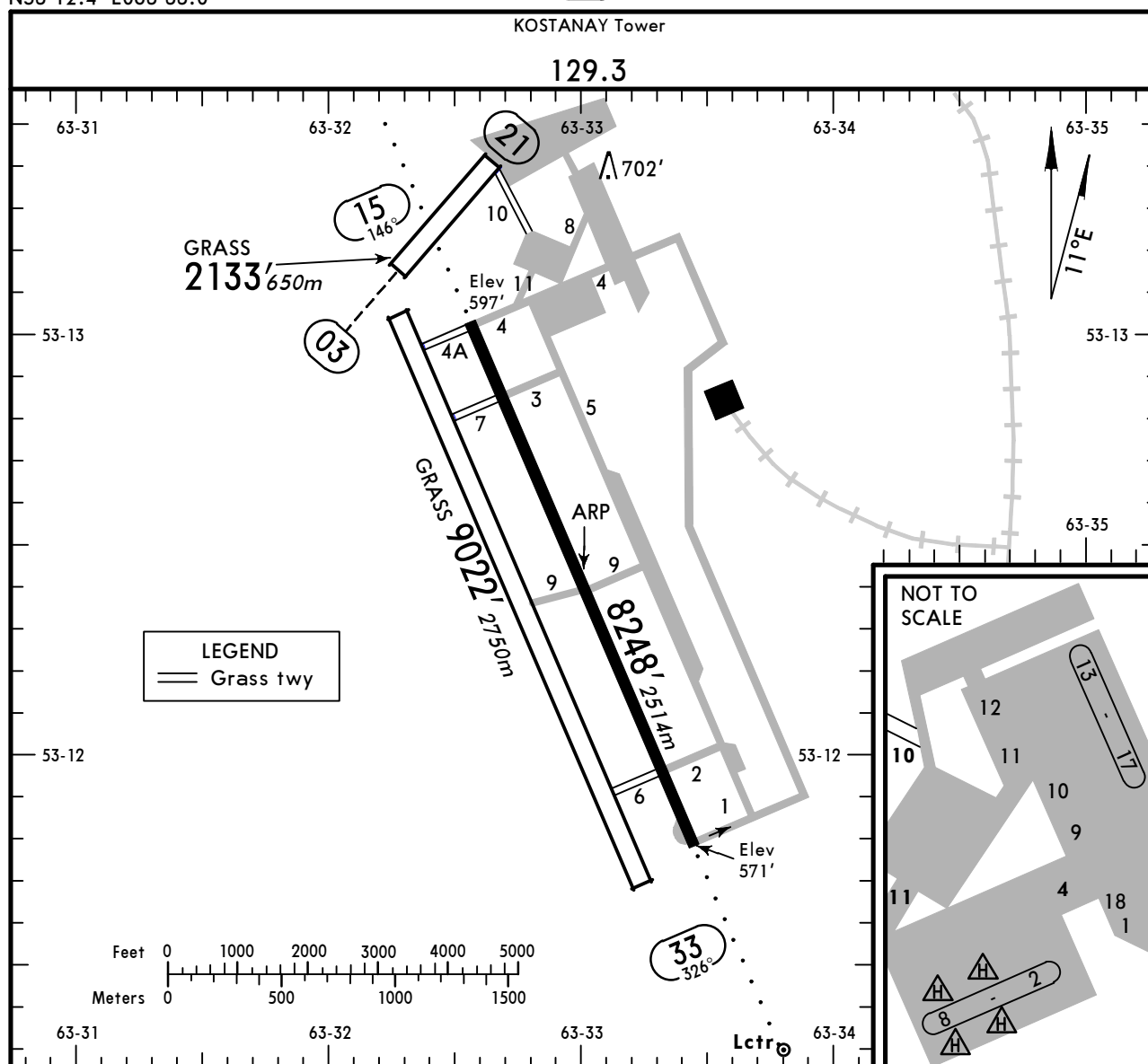
TITUR 2D [TITU2D]

RWY 33 DEPARTURES



| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 1230'                 | (659' - 200m)  |
| 2570'                 | (1999' - 600m) |

| SID      | ROUTING                                                                                |
|----------|----------------------------------------------------------------------------------------|
| BAMIK 2D | Climb to 1230' (659') , turn LEFT, 185° track, intercept 225° bearing from N to BAMIK. |
| BUDER 2D | Climb to 1230' (659') , turn LEFT, 137° track, intercept 177° bearing from N to BUDER. |
| DOPAN 3D | Climb to 1230' (659') , turn LEFT, 151° track, intercept 191° bearing from N to DOPAN. |
| LANOR 2D | Climb to 1230' (659') , turn LEFT, 318° track to LANOR.                                |
| TITUR 2D | Climb to 1230' (659') , turn LEFT, 238° track, intercept 268° bearing from N to TITUR. |



ADDITIONAL RUNWAY INFORMATION

| RWY |    |              | USABLE LENGTHS |                            | TAKE-OFF | WIDTH        |
|-----|----|--------------|----------------|----------------------------|----------|--------------|
|     |    |              | Threshold      | Landing Beyond             |          |              |
| 03  | 21 |              |                |                            |          | 328'<br>100m |
| 15  | 33 | RL (60m) ALS |                | 7337' 2236m<br>7215' 2199m |          | 157'<br>48m  |
| 15  | 33 | Grass runway |                |                            |          | 328'<br>100m |
|     |    |              |                |                            |          |              |
|     |    |              |                |                            |          |              |

TAKE-OFF

AIR CARRIER (JAA)  
All Rwys

|   | DAY           |               | NIGHT         |
|---|---------------|---------------|---------------|
|   | RL            | RCLM          | RL            |
| A |               |               |               |
| B |               | 400m <b>I</b> | 400m <b>I</b> |
| C | 400m <b>I</b> |               |               |
| D |               | 500m          | 400m          |

**I** LVP must be in force: 300m.

| STRAIGHT-IN RWY |         | A           | B           | C           | D           |
|-----------------|---------|-------------|-------------|-------------|-------------|
| 15              | ILS     | 797'(200')  | 797'(200')  | 827'(230')  | 827'(230')  |
|                 |         | 1000m       | 1000m       | 1000m       | 1000m       |
|                 | ALS out | 1200m       | 1200m       | 1200m       | 1200m       |
|                 | LOC     | NOT         | NOT         | NOT         | NOT         |
|                 |         | AUTHORIZED  | AUTHORIZED  | AUTHORIZED  | AUTHORIZED  |
|                 | NDB ①②  | 1030'(433') | 1030'(433') | 1030'(433') | 1030'(433') |
|                 |         | 1500m       | 1500m       | 1800m       | 1800m       |
|                 | ALS out | 1500m       | 1500m       | 2000m       | 2000m       |
|                 | NDB ③   | 1030'(433') | 1030'(433') | 1030'(433') | 1030'(433') |
|                 |         | 2000m       | 2000m       | 2200m       | 2200m       |
|                 | ALS out | 2200m       | 2200m       | 2400m       | 2400m       |
| 33              | ILS     | 771'(200')  | 771'(200')  | 801'(230')  | 801'(230')  |
|                 |         | 1000m       | 1000m       | 1000m       | 1000m       |
|                 | ALS out | 1200m       | 1200m       | 1200m       | 1200m       |
|                 | LOC     | NOT         | NOT         | NOT         | NOT         |
|                 |         | AUTHORIZED  | AUTHORIZED  | AUTHORIZED  | AUTHORIZED  |
|                 | 2 NDB ① | 1040'(469') | 1040'(469') | 1040'(469') | 1040'(469') |
|                 |         | 1500m       | 1500m       | 2000m       | 2000m       |
|                 | ALS out | 1500m       | 1500m       | 2200m       | 2200m       |
|                 | NDB ①②  | 1100'(529') | 1100'(529') | 1100'(529') | 1100'(529') |
|                 |         | 1500m       | 1500m       | 2200m       | 2200m       |
|                 | ALS out | 1500m       | 1500m       | 2400m       | 2400m       |
|                 | NDB ③   | 1100'(529') | 1100'(529') | 1100'(529') | 1100'(529') |
|                 |         | 2400m       | 2400m       | 2600m       | 2600m       |
|                 | ALS out | 2600m       | 2600m       | 2800m       | 2800m       |

① Continuous Descent Final Approach.

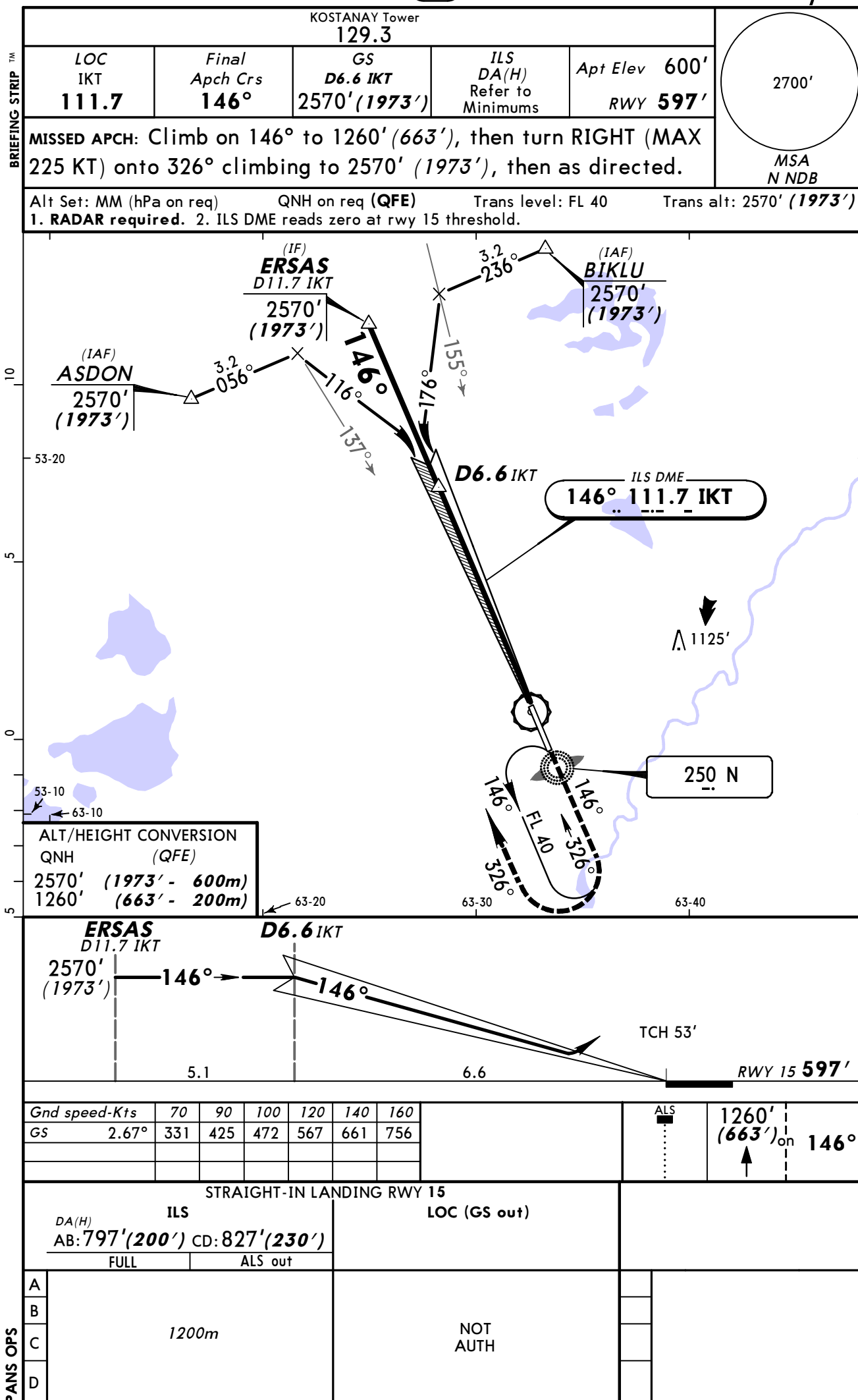
② With FMS.

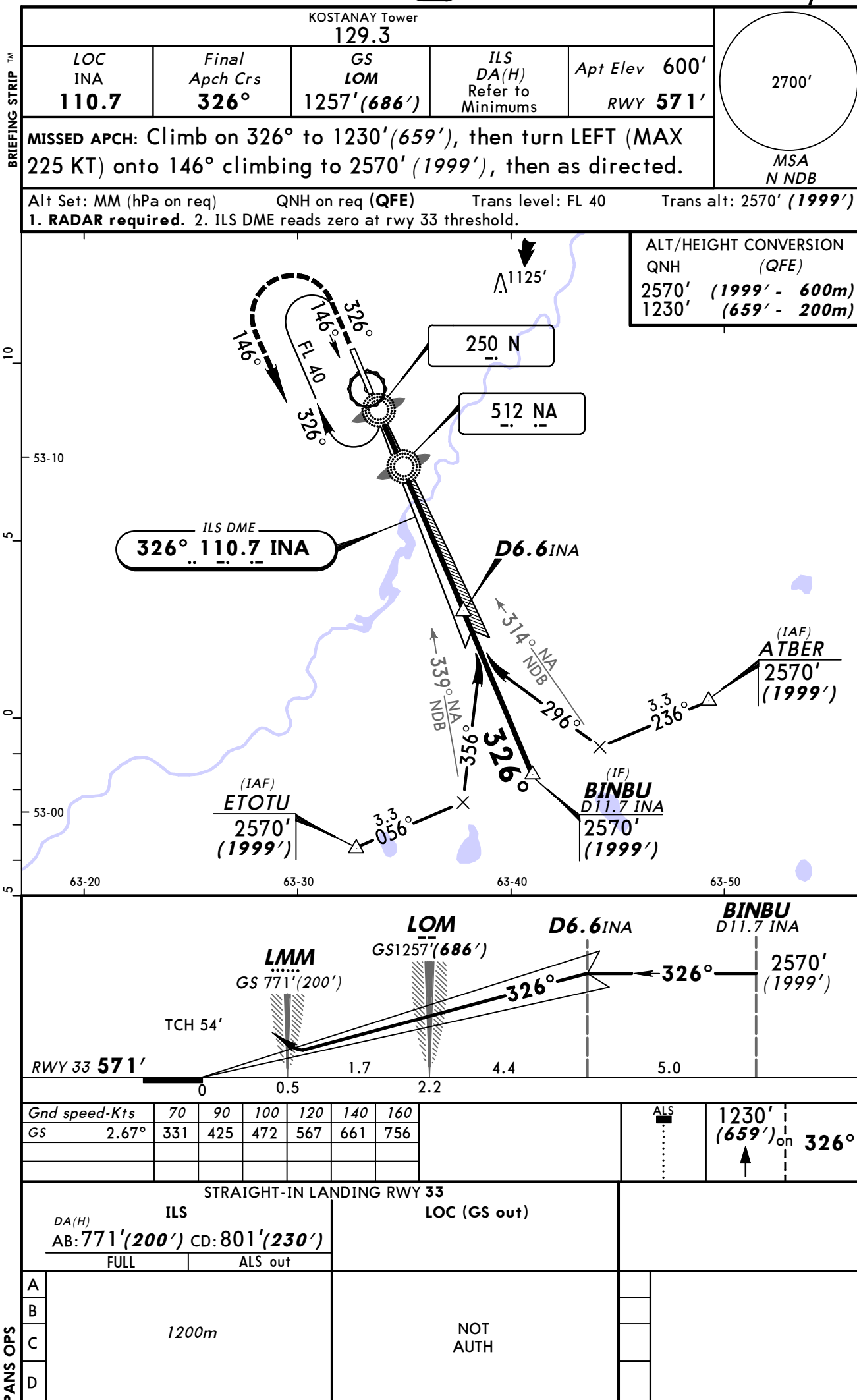
③ W/o FMS.

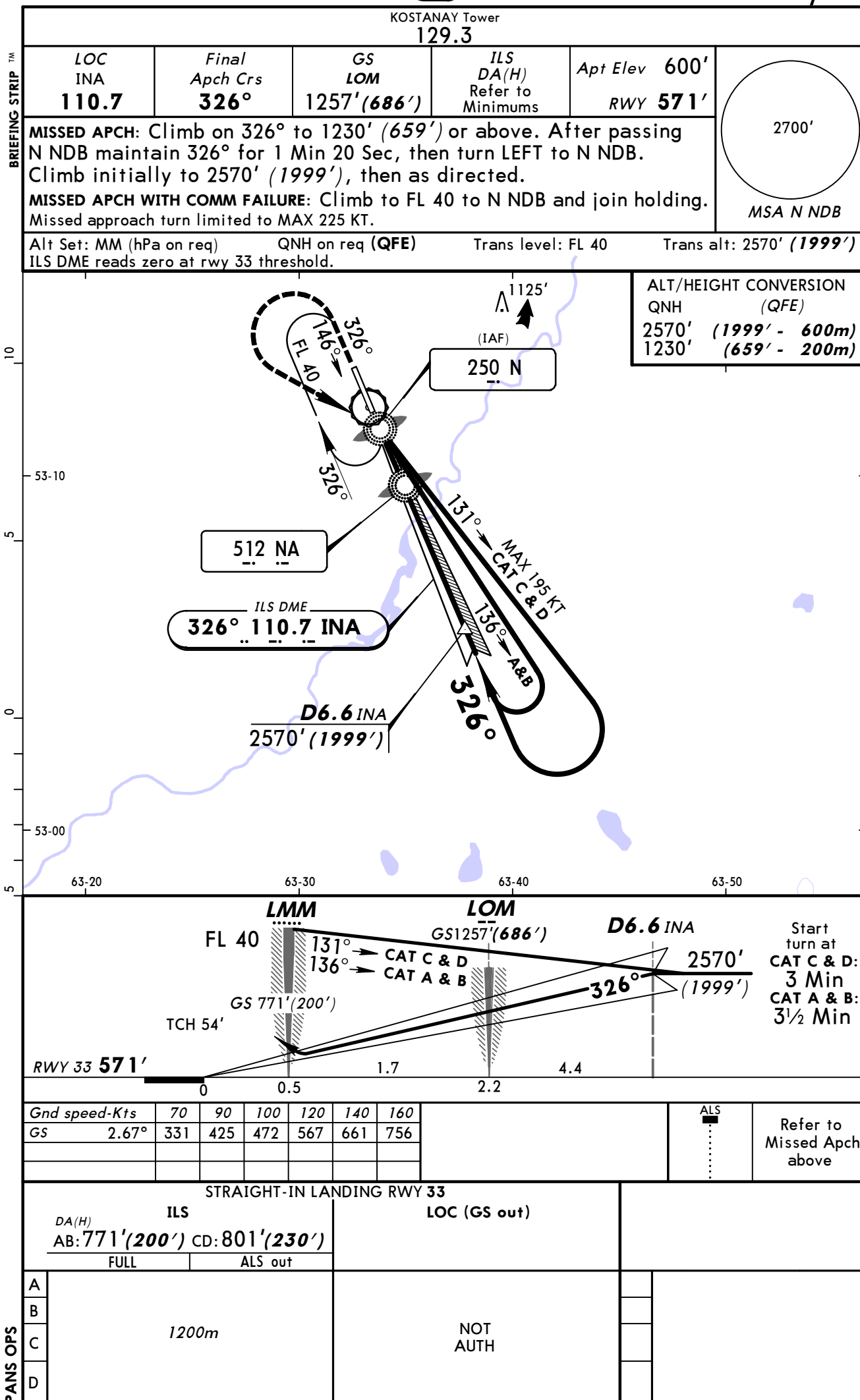
## TAKE-OFF RWY 15, 33

| DAY              |        | NIGHT  |
|------------------|--------|--------|
| RL               | RCLM   | RL     |
| A<br>B<br>C<br>D | 400m ① | 400m ① |
|                  | 500m   | 400m   |
|                  |        |        |

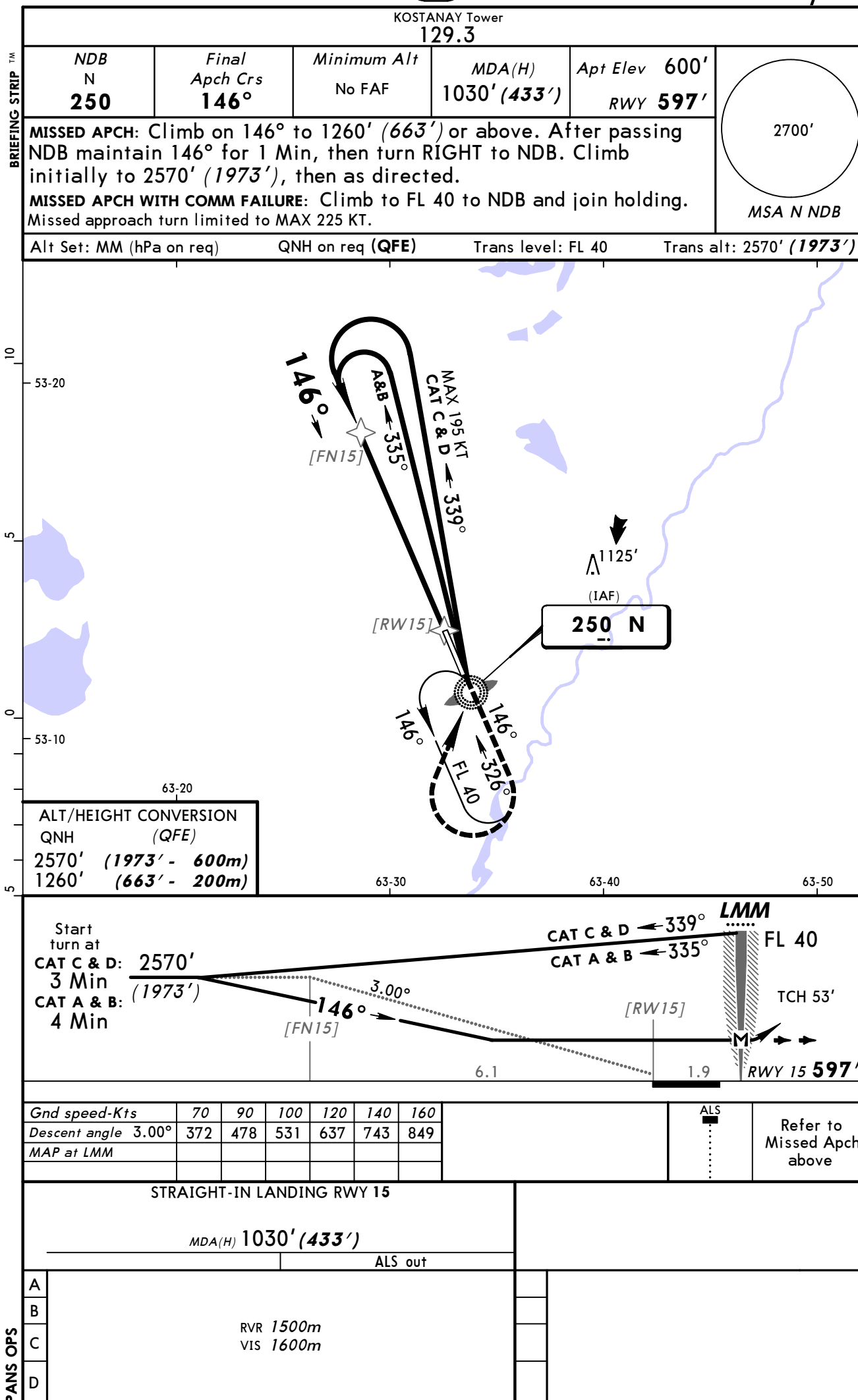
① LVP must be in force: 300m.

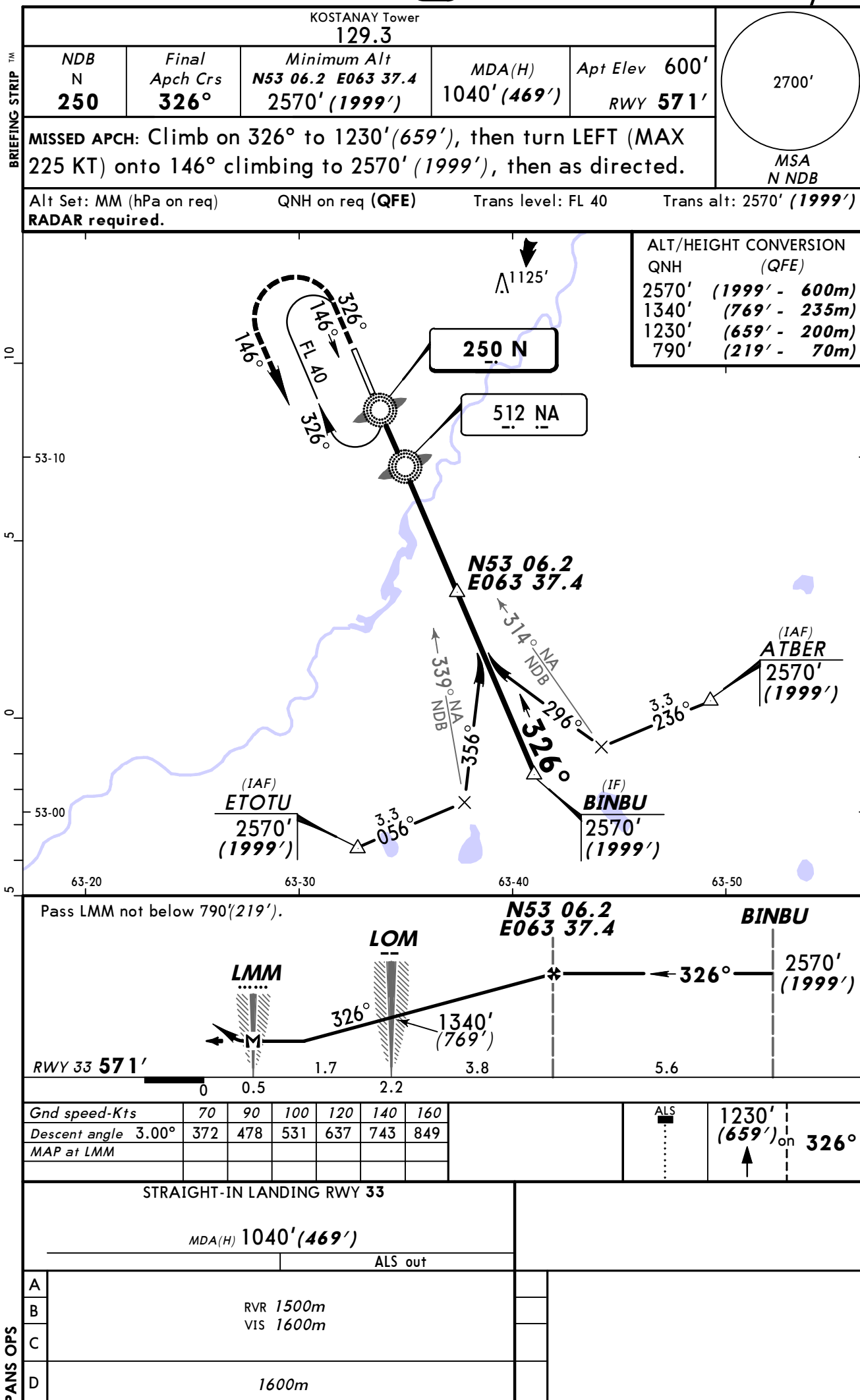


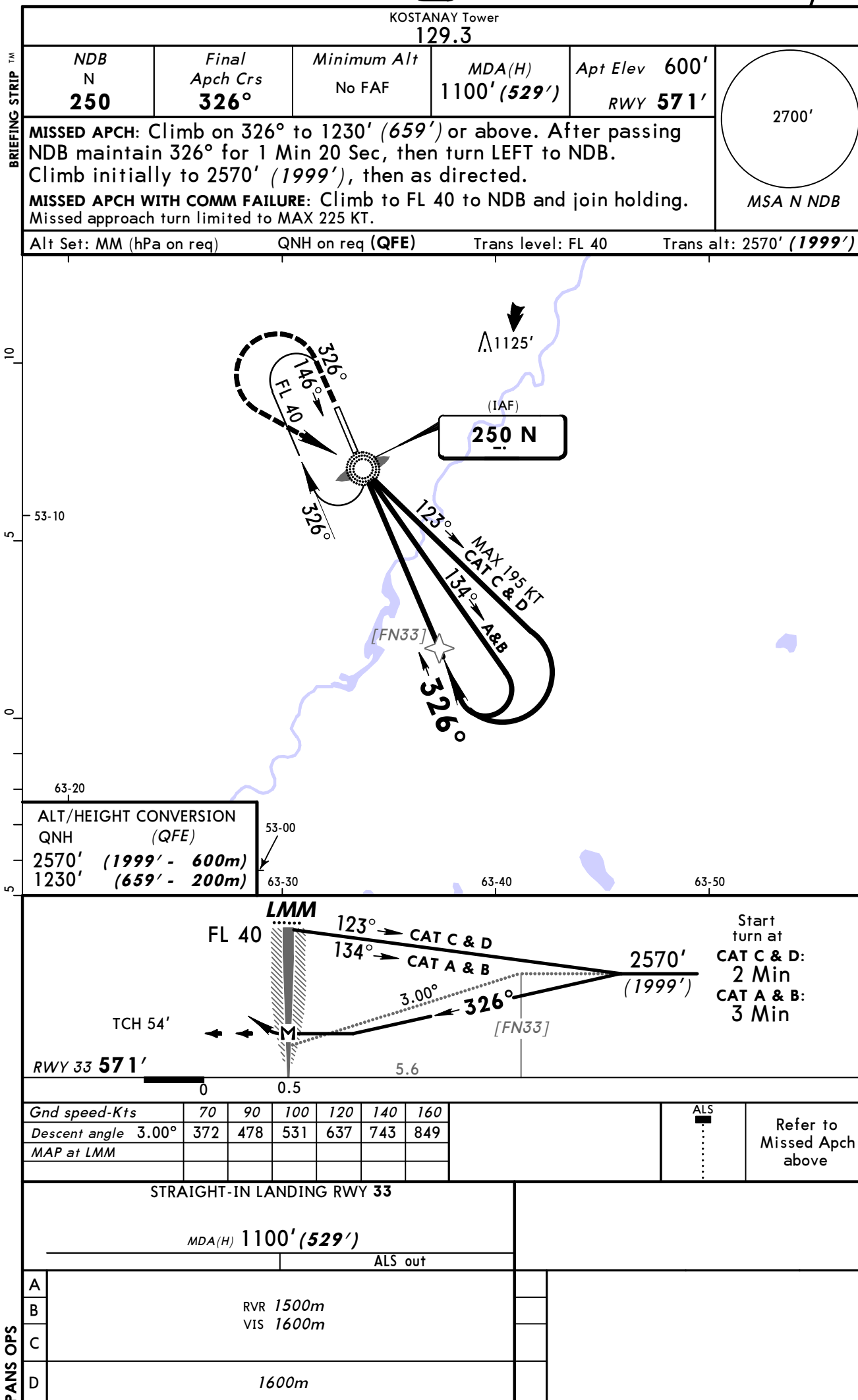












## Chart changes since cycle 07-2012

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

| ACT                                   | PROCEDURE IDENT              | INDEX | REV DATE    | EFF DATE    |
|---------------------------------------|------------------------------|-------|-------------|-------------|
| <b>KOSTANAY, (NARIMANOVKA - UAUU)</b> |                              |       |             |             |
| DEL                                   | AKOSO, ARDIK, BIMSO, DOKU... | 10-2  | 23 Mar 2012 | 05 Apr 2012 |
| ADD                                   | AKOSO, ARDIK, BIMSO, DOKU... | 10-2  | 23 Mar 2012 | 05 Apr 2012 |
| REV                                   | AKOSO, ARDIK, BIMSO, DOKU... | 10-2A | 23 Mar 2012 | 05 Apr 2012 |
| DEL                                   | BAMIK, BUDER, LANOR & TIT... | 10-2B | 23 Mar 2012 | 05 Apr 2012 |
| ADD                                   | BAMIK, BUDER, LANOR & TIT... | 10-2B | 23 Mar 2012 | 05 Apr 2012 |
| REV                                   | BAMIK, BUDER, LANOR & TIT... | 10-2C | 23 Mar 2012 | 05 Apr 2012 |
| DEL                                   | AKOSO, ARDIK, BIMSO, DOKU... | 10-3  | 23 Mar 2012 | 05 Apr 2012 |
| ADD                                   | AKOSO, BIMSO, DOKUT, NELT... | 10-3  | 23 Mar 2012 | 05 Apr 2012 |
| REV                                   | AKOSO, ARDIK, BIMSO, DOKU... | 10-3A | 23 Mar 2012 | 05 Apr 2012 |
| DEL                                   | BAMIK, BUDER, LANOR & TIT... | 10-3B | 23 Mar 2012 | 05 Apr 2012 |
| ADD                                   | BAMIK, BUDER, LANOR & TIT... | 10-3B | 23 Mar 2012 | 05 Apr 2012 |
| REV                                   | BAMIK, BUDER, LANOR & TIT... | 10-3C | 23 Mar 2012 | 05 Apr 2012 |
| REV                                   | AIRPORT, PARKING, AIRPORT... | 10-9  | 23 Mar 2012 | 05 Apr 2012 |
| REV                                   | STANDARD MNMS                | 10-9S | 23 Mar 2012 | 05 Apr 2012 |
| REV                                   | ILS DME Y RWY 15             | 11-1  | 23 Mar 2012 | 05 Apr 2012 |
| DEL                                   | ILS DME X RWY 15             | 11-2  | 23 Mar 2012 | 05 Apr 2012 |
| ADD                                   | ILS DME Y RWY 33             | 11-2  | 23 Mar 2012 | 05 Apr 2012 |
| ADD                                   | ILS DME X RWY 33             | 11-3  | 23 Mar 2012 | 05 Apr 2012 |
| DEL                                   | ILS DME Y RWY 33             | 11-3  | 23 Mar 2012 | 05 Apr 2012 |
| DEL                                   | ILS DME X RWY 33             | 11-4  | 23 Mar 2012 | 05 Apr 2012 |
| DEL                                   | 2 NDB RWY 15                 | 16-1  | 23 Mar 2012 | 05 Apr 2012 |
| ADD                                   | NDB RWY 15                   | 16-1  | 23 Mar 2012 | 05 Apr 2012 |
| ADD                                   | 2 NDB RWY 33                 | 16-2  | 23 Mar 2012 | 05 Apr 2012 |
| DEL                                   | NDB RWY 15                   | 16-2  | 23 Mar 2012 | 05 Apr 2012 |
| DEL                                   | 2 NDB RWY 33                 | 16-3  | 23 Mar 2012 | 05 Apr 2012 |
| ADD                                   | NDB RWY 33                   | 16-3  | 23 Mar 2012 | 05 Apr 2012 |
| DEL                                   | NDB RWY 33                   | 16-4  | 23 Mar 2012 | 05 Apr 2012 |

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport UAUU

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(16-1) IAP 2 NDB Rwy 15 perm withdrawn.