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Airport Information For UACK

Terminal Charts For UACK

Revision Letter For Cycle 08-2013

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: 11.3°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: 0024 Z
Sunset: 1420 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

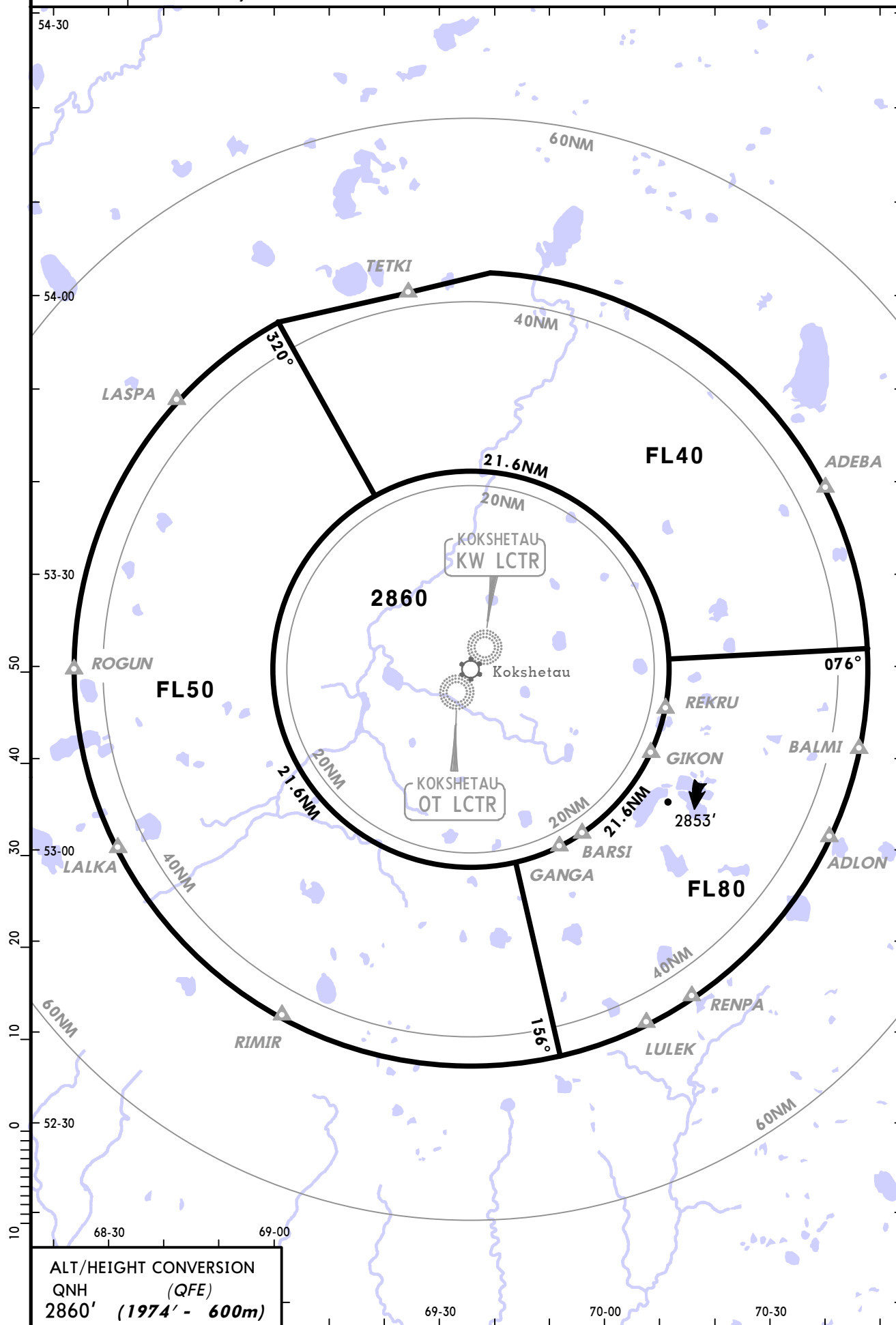
Kokshetau Tower 127.9
Kokshetau Tower 124.0 Secondary

Apt Elev
886'

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

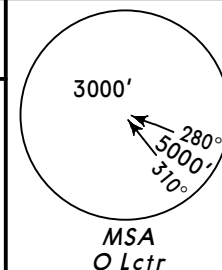
Trans level: FL40 Trans alt: 2860' (1974')

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.



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

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

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

LULEK
N52 41.1 E070 07.6
Between
FL140 & FL80

RENPA
N52 44.0 E070 15.8
Between
FL140 & FL80

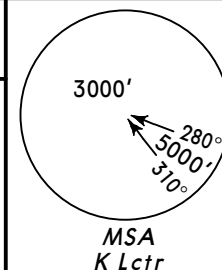
STAR	ROUTING
ADEBA 2C	On 231° bearing to O.
ADLON 2C	On 285° track to GIKON, turn LEFT, 281° bearing to O.
BALMI 2C	On 271° track to REKRU, turn LEFT, 267° bearing to O.
LULEK 2C	On 323° track to GANGA, turn LEFT, 320° bearing to O.
RENPA 2C	On 315° track to BARSI, turn LEFT, 312° bearing to O.

CHANGES: Crossing at ADEBA established.

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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

(IAF)
*470 K
N53 20.9 E069 36.9
At FL40

ADEBA
N53 39.4 E070 40.1
Between
FL140 & FL40

REKRU
N53 15.5 E070 11.0
At or above
FL80

BALMI
N53 11.1 E070 46.2
Between
FL140 & FL80

HOLDING
OVER K



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

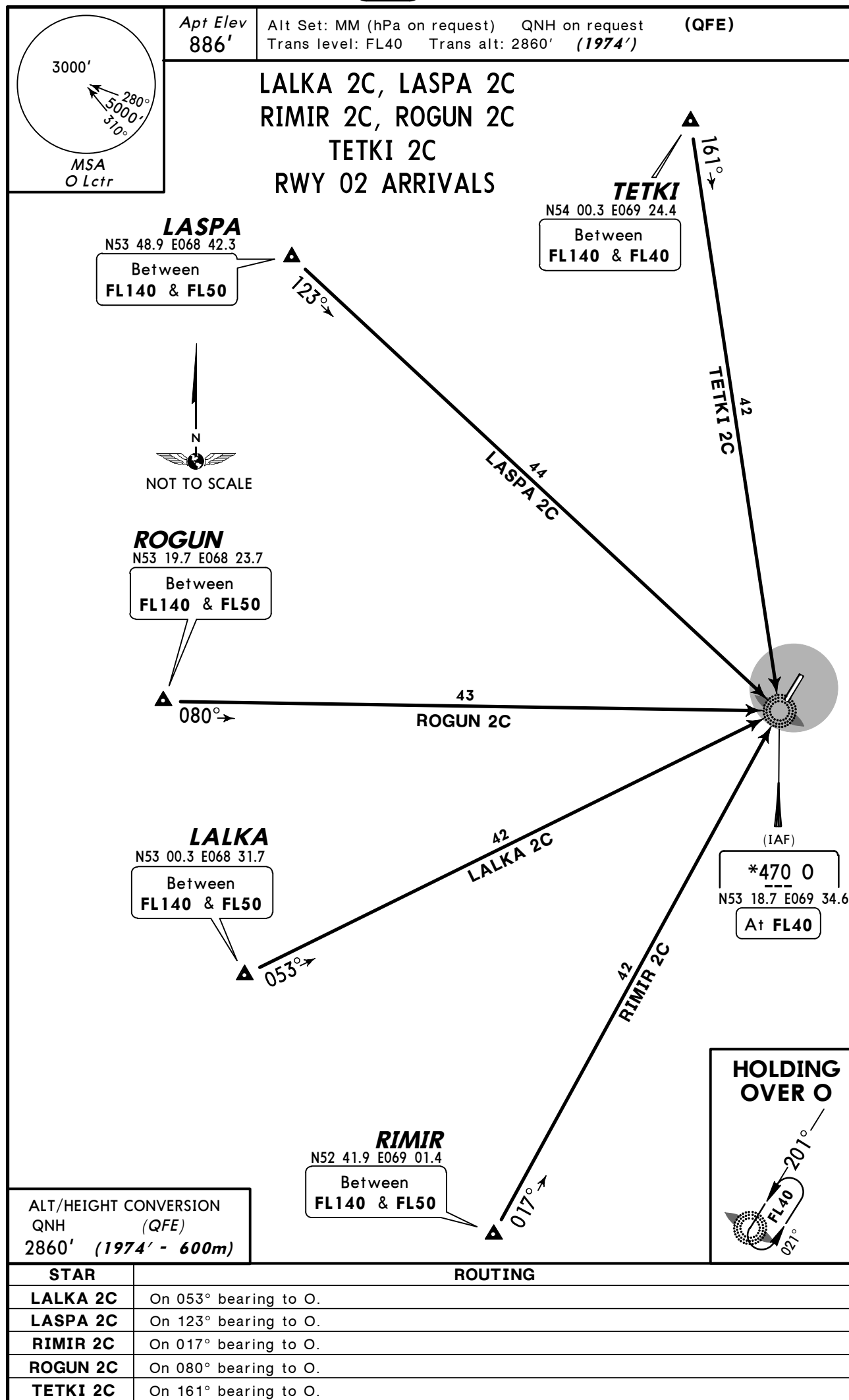
GANGA
N53 00.4 E069 51.8
At or above
FL80

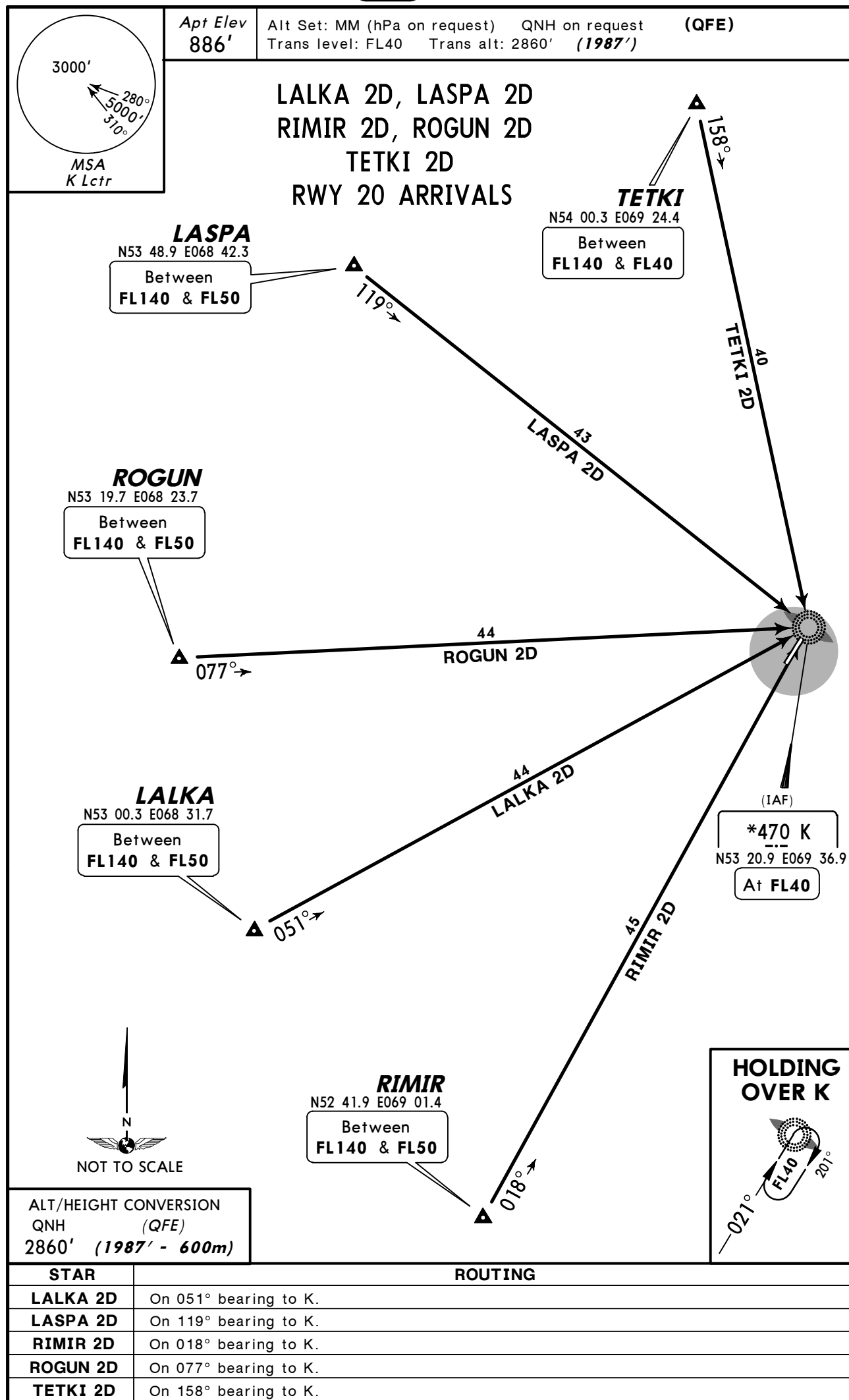
ALT/HEIGHT CONVERSION
QNH (QFE)
2860' (1987' - 600m)

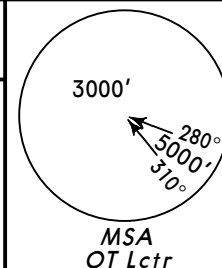
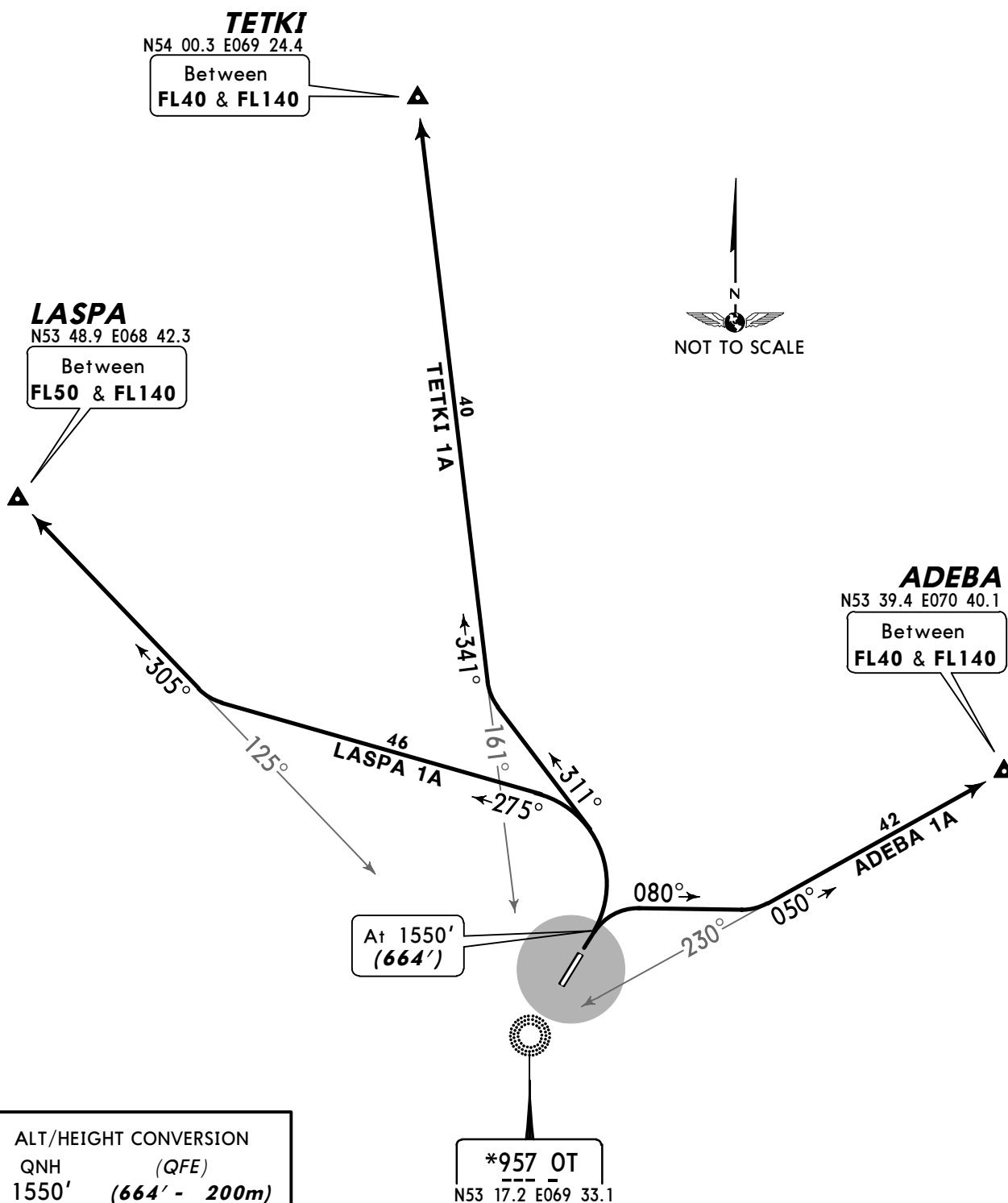
LULEK
N52 41.1 E070 07.6
Between
FL140 & FL80

RENPA
N52 44.0 E070 15.8
Between
FL140 & FL80

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)

*957 OT

N53 17.2 E069 33.1

SID

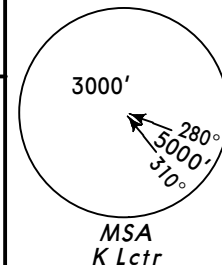
ROUTING

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 24.4

Between
FL40 & FL140

LASPA

N53 48.9 E068 42.3

Between
FL50 & FL140



ADEBA

N53 39.4 E070 40.1

Between
FL40 & FL140

*470 K

N53 20.9 E069 36.9

At or above
FL40

At 1530'
(657')

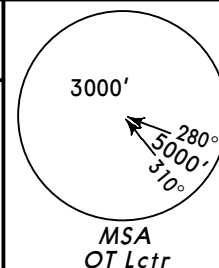
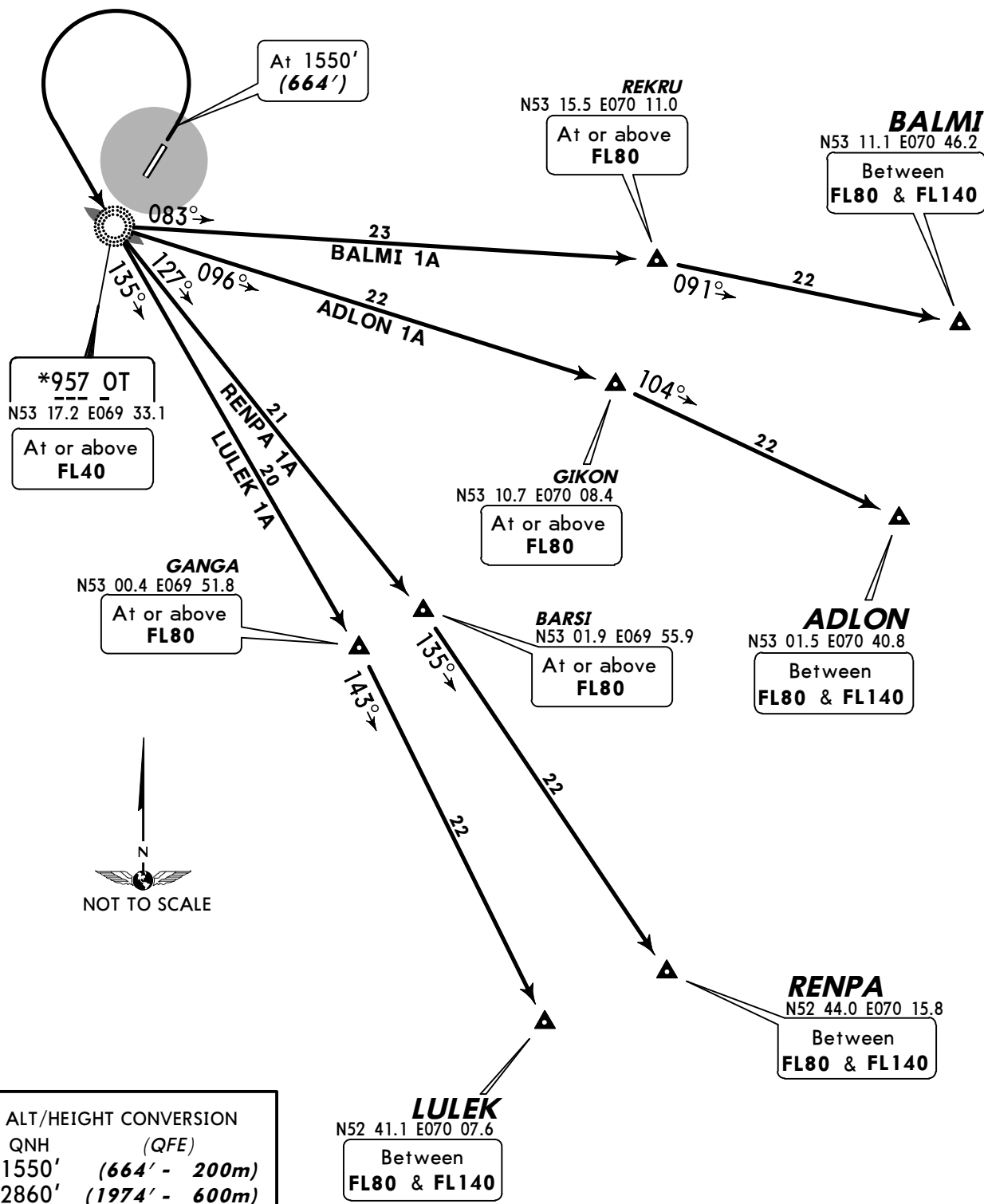
ALT/HEIGHT CONVERSION

QNH (QFE)

1530' (657' - 200m)

2860' (1987' - 600m)

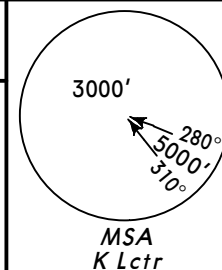
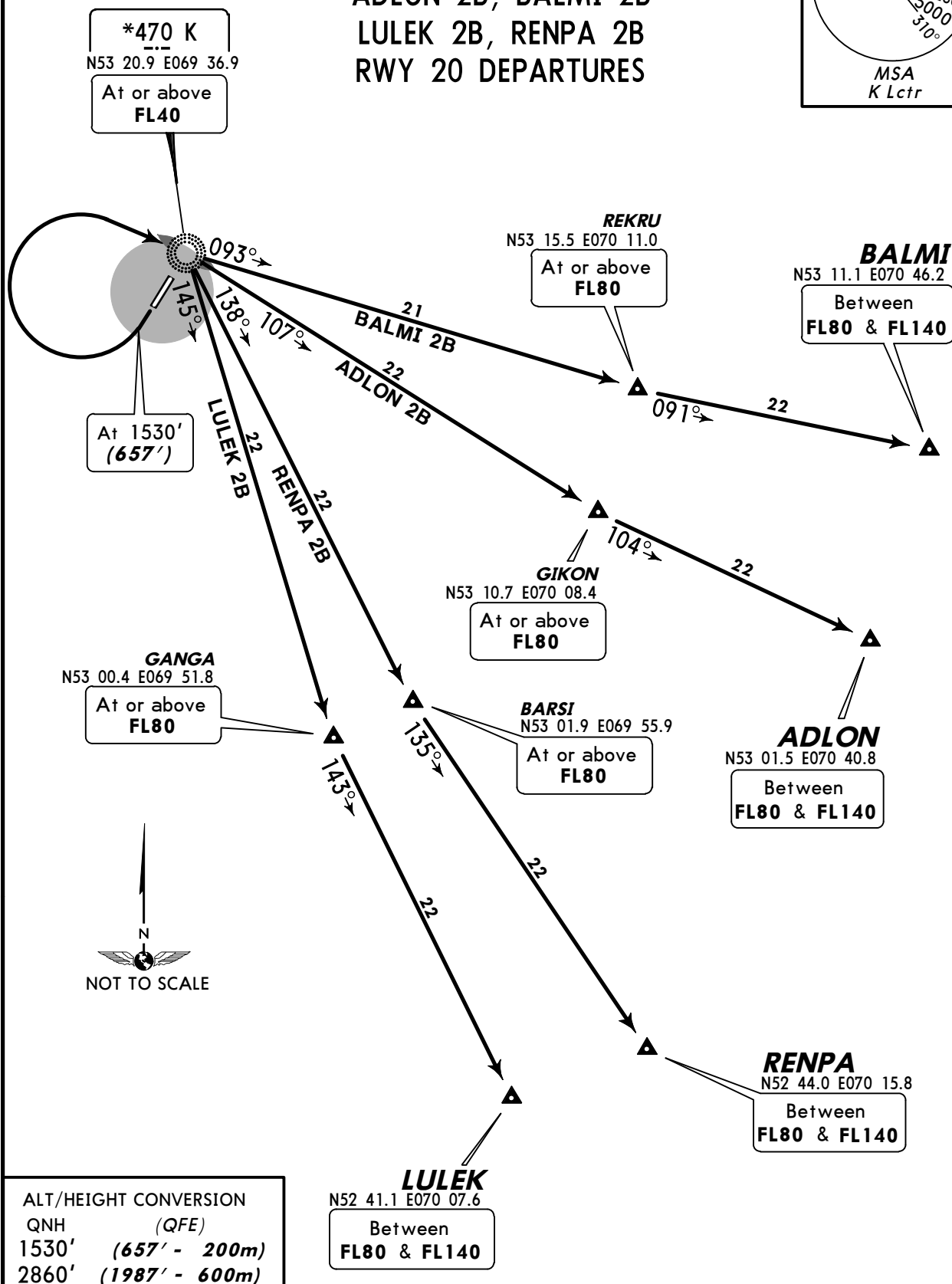
SID	ROUTING
ADEBA 2B	Climb to 1530' (657'), turn RIGHT to K, 052° bearing to ADEBA.
LASPA 2B	Climb to 1530' (657'), turn RIGHT, 330° track, intercept 300° bearing from K to LASPA.
TETKI 2B	Climb to 1530' (657'), turn RIGHT, 008° track, intercept 338° bearing from K to TETKI.

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

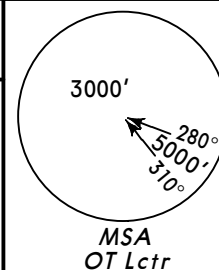
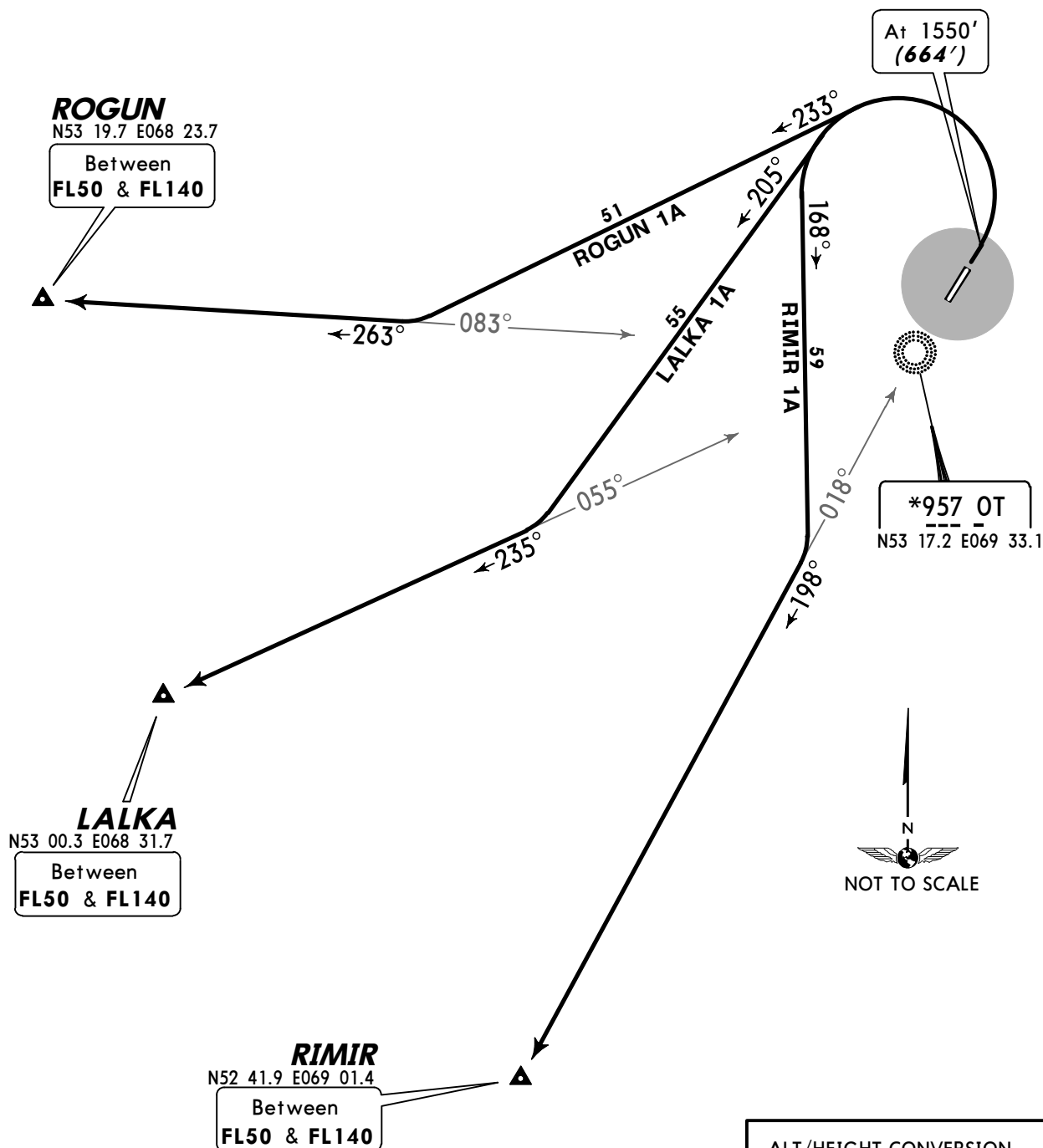
Apt Elev
886'

QNH on request (QFE)

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

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

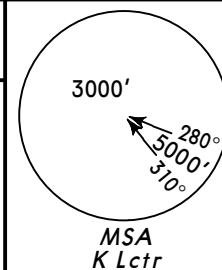
SID	ROUTING
ADLON 2B	Climb to 1530' (657'), turn RIGHT to K, 107° bearing to GIKON, turn LEFT, 104° track to ADLON.
BALMI 2B	Climb to 1530' (657'), turn RIGHT to K, 093° bearing to REKRU, turn LEFT, 091° track to BALMI.
LULEK 2B	Climb to 1530' (657'), turn RIGHT to K, 145° bearing to GANGA, turn LEFT, 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 DEPARTURESALT/HEIGHT CONVERSION
QNH (QFE)
1550' (664' - 200m)
2860' (1974' - 600m)

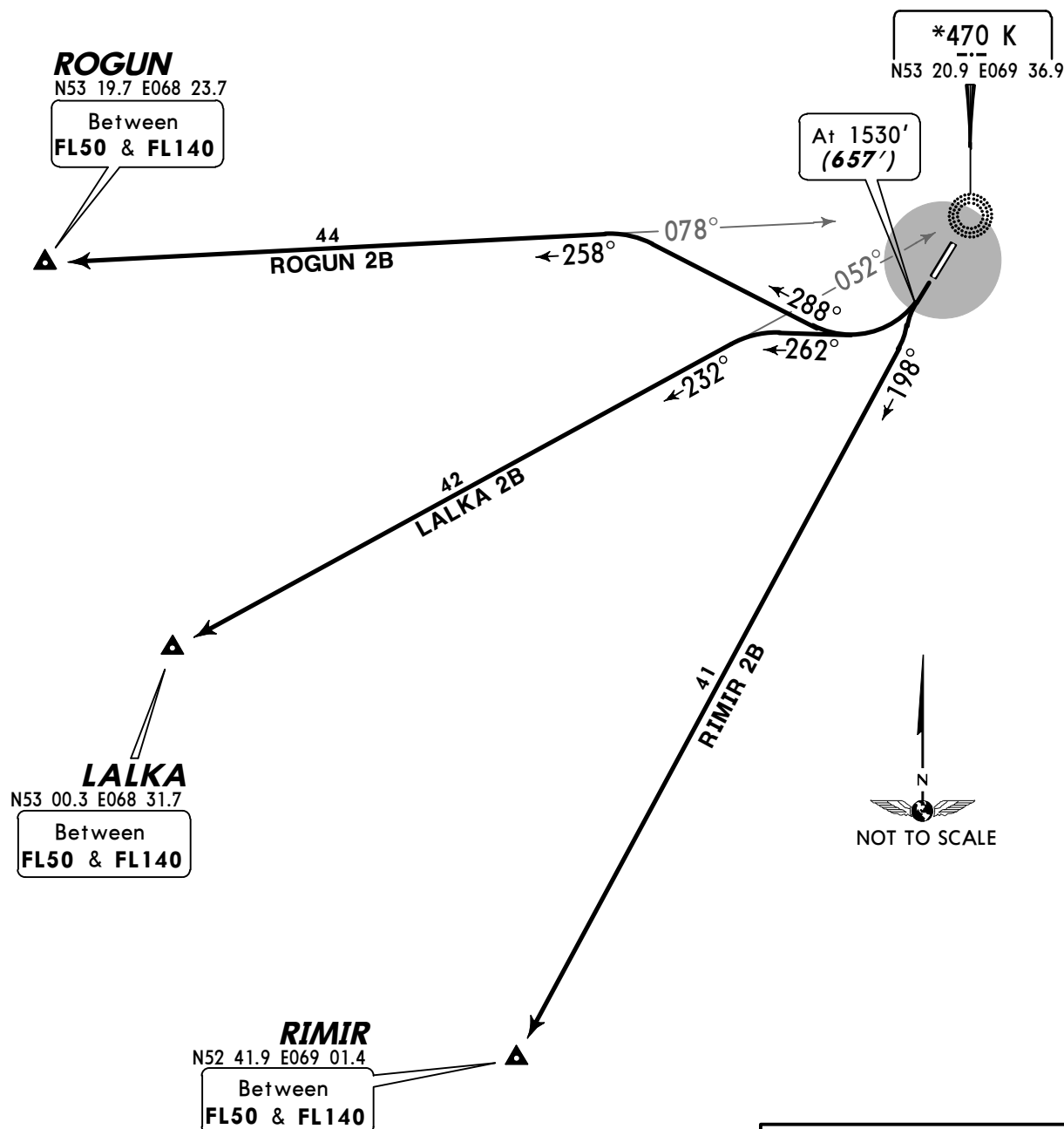
SID	ROUTING
LALKA 1A	Climb to 1550' (664'), turn LEFT, 205° track, intercept 235° bearing from OT to LALKA.
RIMIR 1A	Climb to 1550' (664'), turn LEFT, 168° track, intercept 198° bearing from OT to RIMIR.
ROGUN 1A	Climb to 1550' (664'), turn LEFT, 233° track, intercept 263° bearing from OT to ROGUN.

Apt Elev
886'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2860' (1987')



LALKA 2B
RIMIR 2B
ROGUN 2B
RWY 20 DEPARTURES

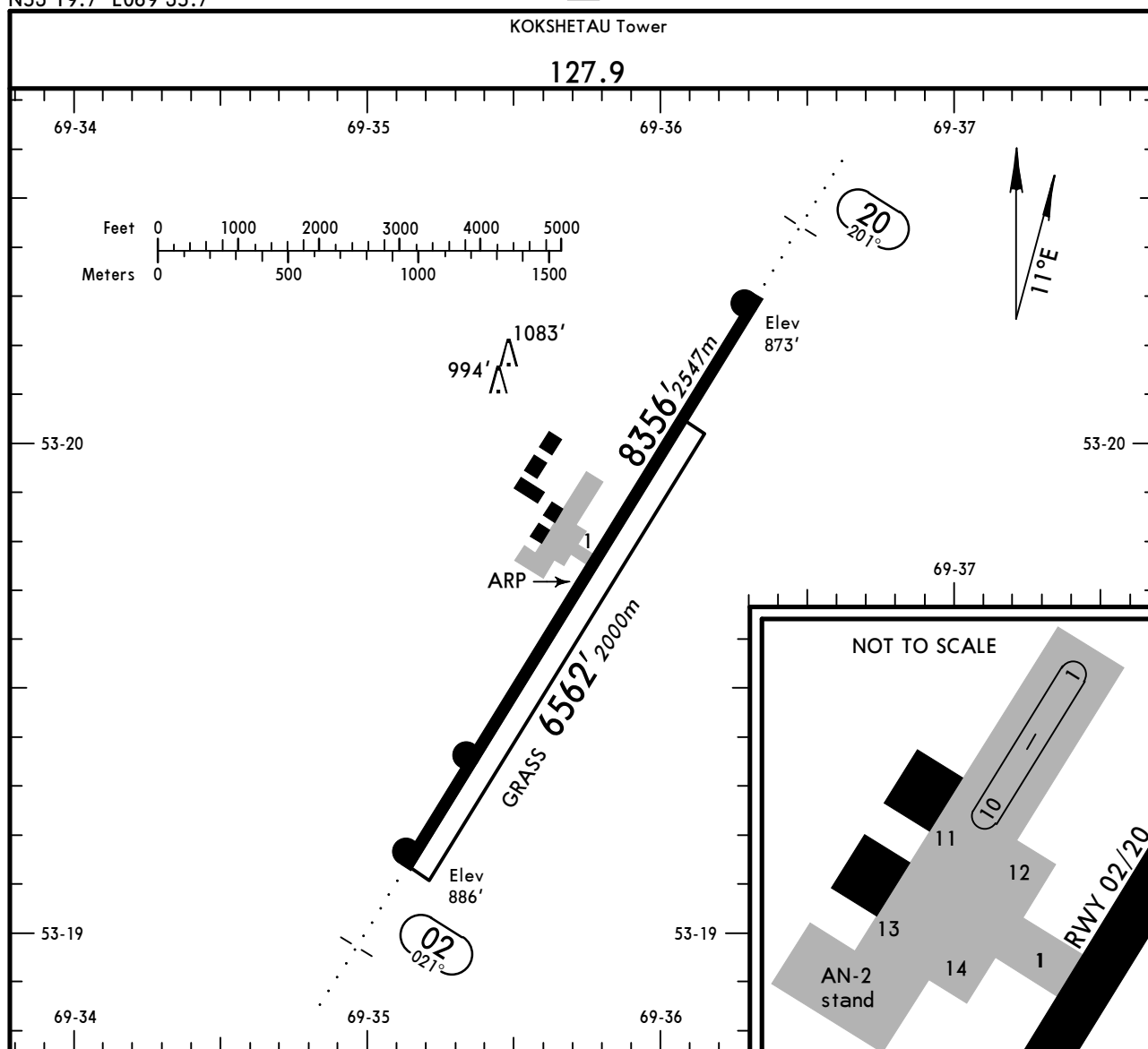


ALT/HEIGHT CONVERSION	
QNH	(QFE)
1530'	(657' - 200m)
2860'	(1987' - 600m)

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

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



ADDITIONAL RUNWAY INFORMATION

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

TAKE-OFF

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

I LVP must be in force: 300m.

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

❶ Continuous Descent Final Approach.

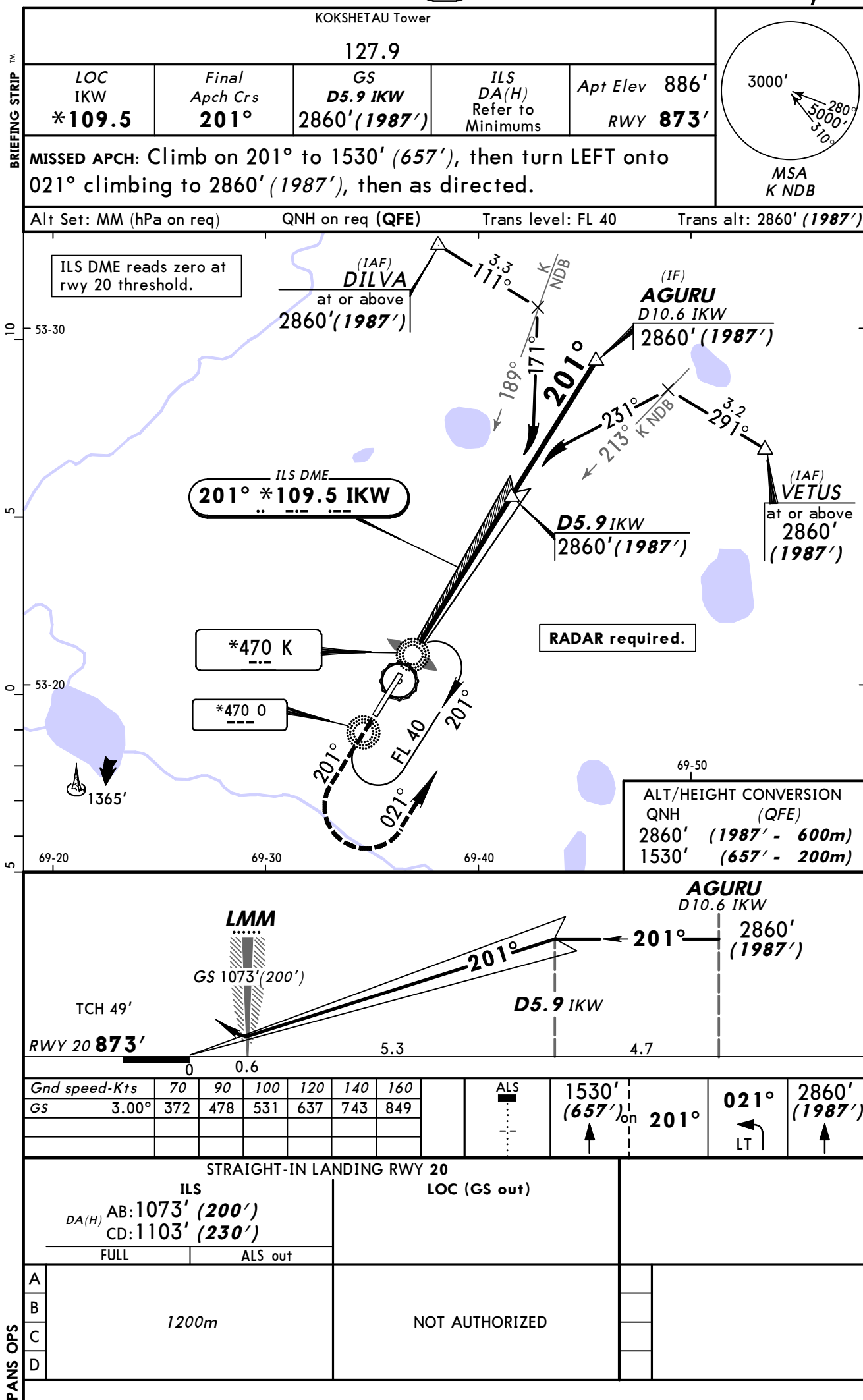
❷ With FMS.

❸ W/o FMS.

TAKE-OFF RWY 02, 20

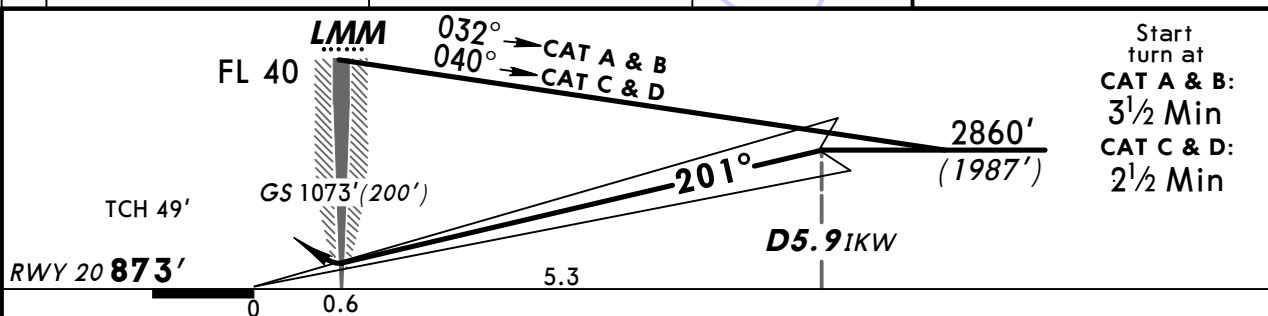
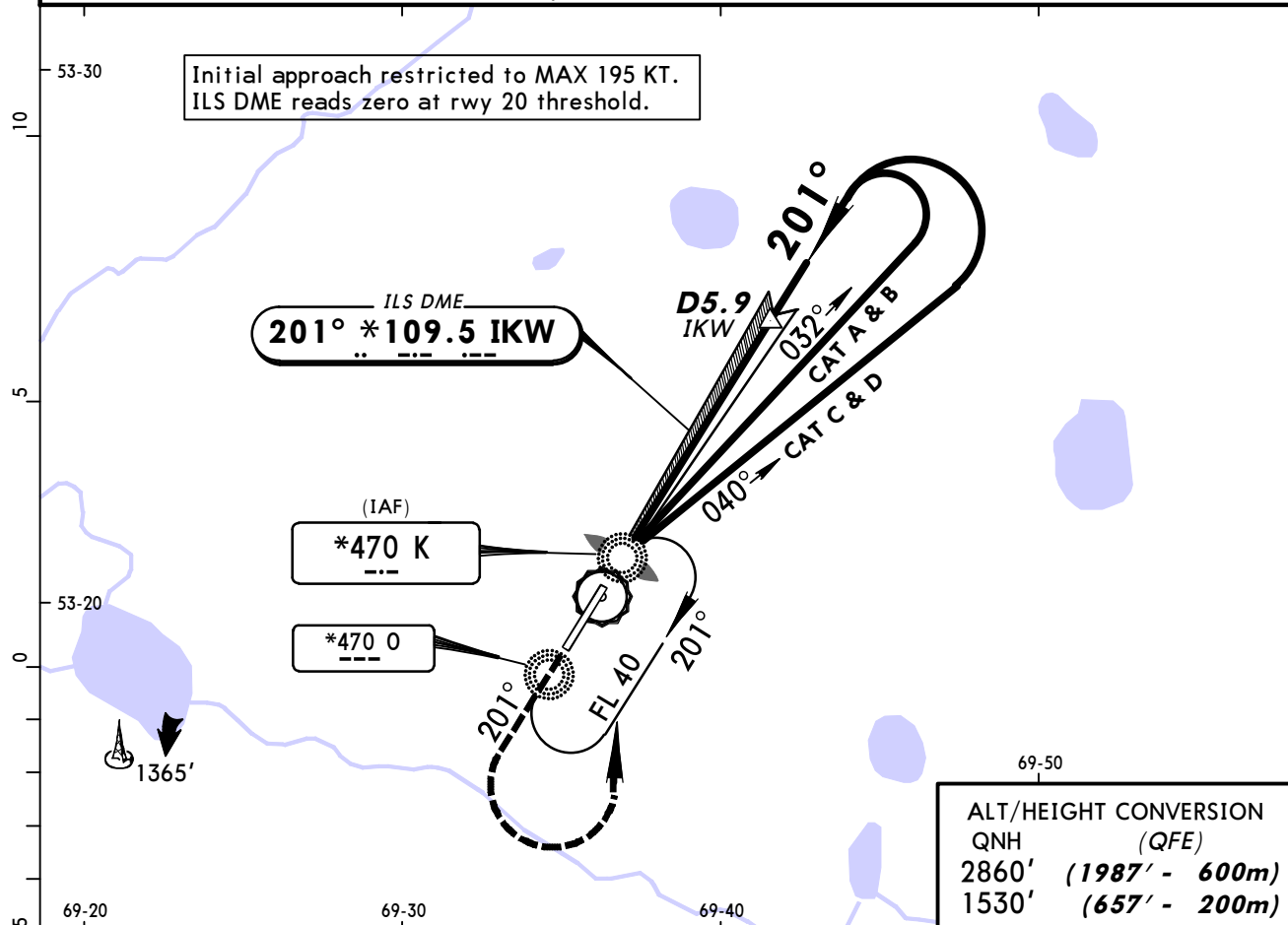
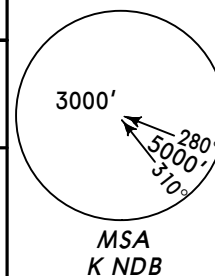
	Rwy 02		Rwy 20	
	DAY	NIGHT	DAY	NIGHT
		RL	RL	RCLM
A	2000m		400m ❶	400m ❶
B				400m ❶
C			500m	400m
D				

❶ LVP must be in force: 300m.



LOC IKW *109.5	Final Apch Crs 201°	GS D5.9 IKW 2860' (1987')	ILS DA(H) Refer to Minimums	Apt Elev 886' RWY 873'
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MISSED APCH WITH COMM FAILURE: Climb to FL 40 to LMM and join holding.
Missed approach turn limited to MAX 225 KT.

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

<i>Gnd speed-Kts</i>	70	90	100	120	140	160
Gs 3.00°	372	478	531	637	743	849

ALSO

Refer to
Missed Apch
above

STRAIGHT-IN LANDING RWY 20

LOC (GS out)

ILS
 $DA(H)$ AB: 1073' (200')
 CD: 1103' (230')

FULL	ALS out
------	---------

A
B
C
D

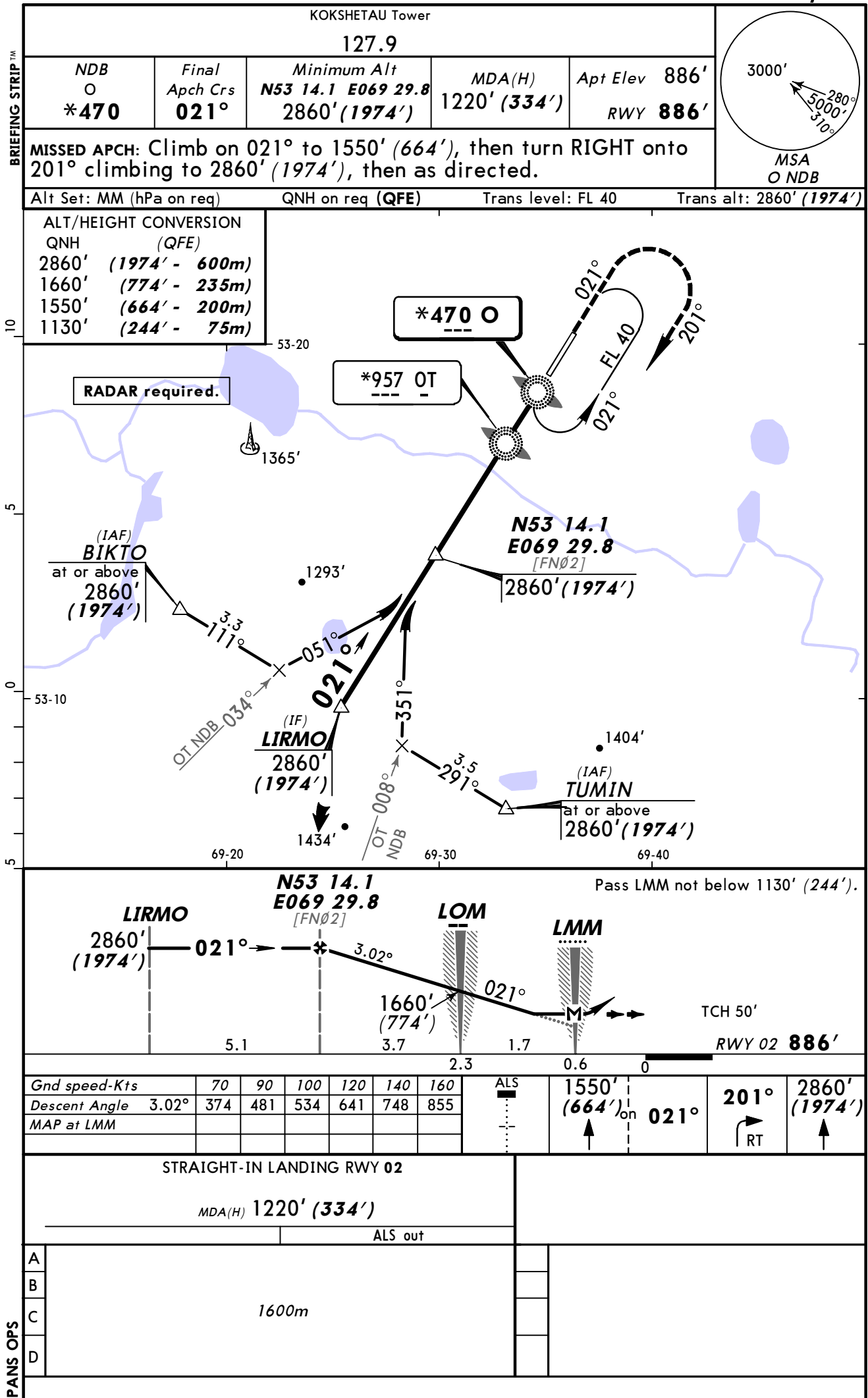
A

B

C

1200m

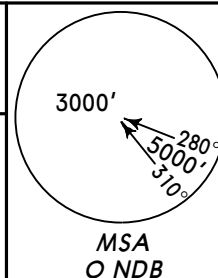
NOT AUTHORIZED



KOKSHETAU Tower

127.9

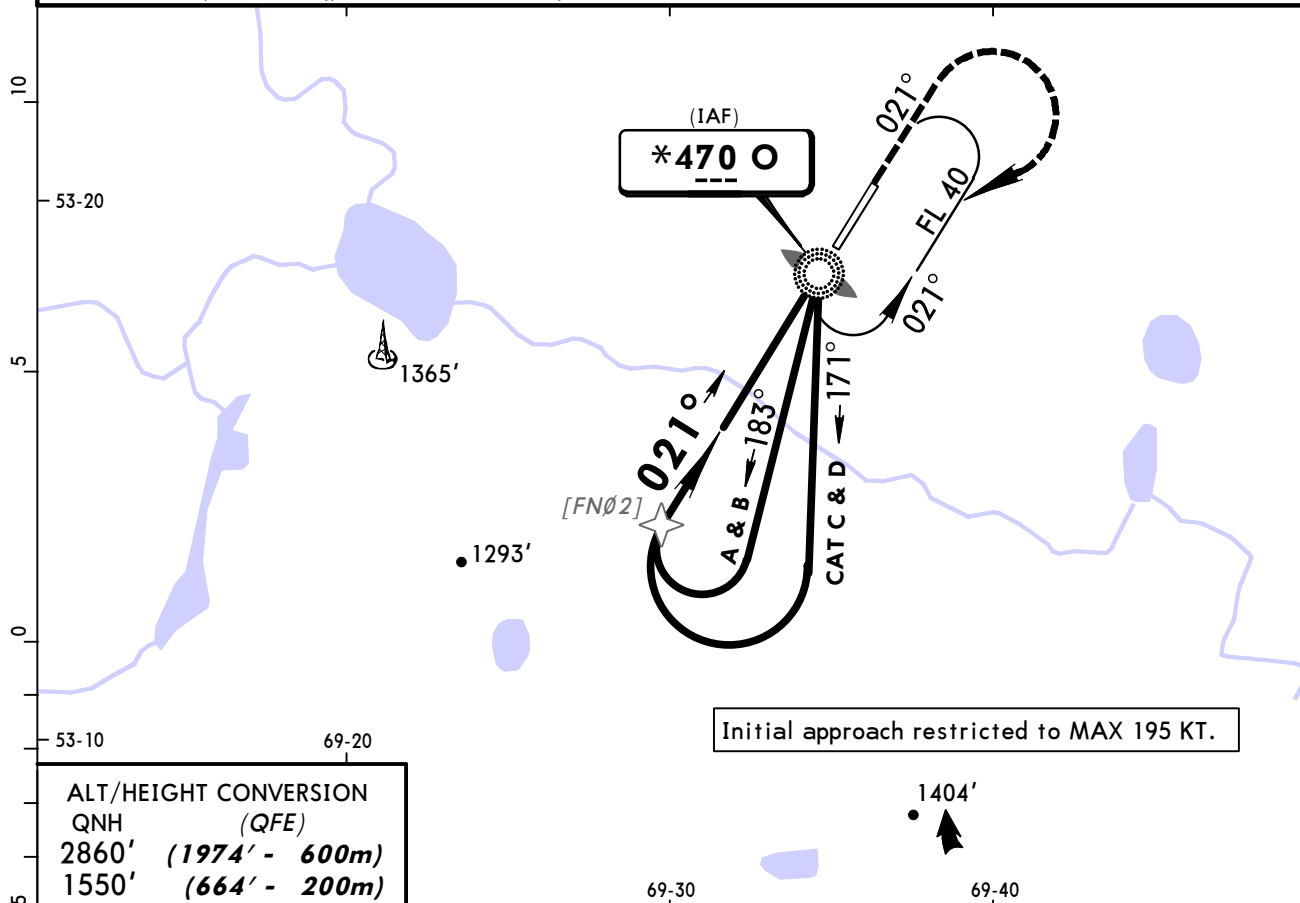
NDB O *470	Final Apch Crs 021°	Minimum Alt No FAF	MDA(H) 1250' (364')	Apt Elev 886' RWY 886'
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MISSED APCH: Climb on 021° to 1550' (664') or above. After passing LMM maintain 021° for 1 Min 30 Sec, then turn RIGHT to LMM. Climb initially to 2860' (1974'), 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.

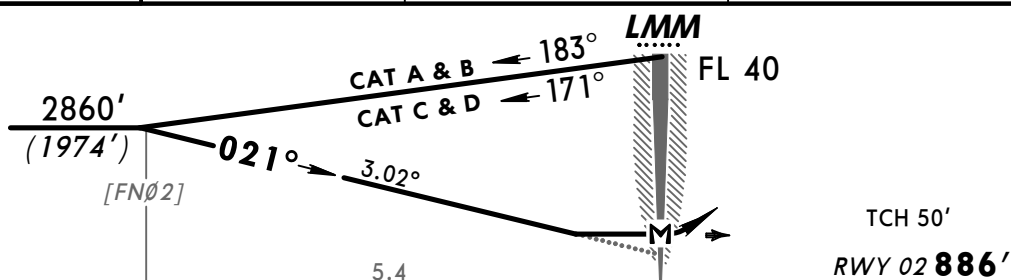
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2860' (1974')



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

Initial approach restricted to MAX 195 KT.

Start
turn at
CAT A & B:
2 Min
CAT C & D:
1½ Min



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.02°	374	481	534	641	748	855
MAP at LMM						

ALS

Refer to
Missed Apch
above

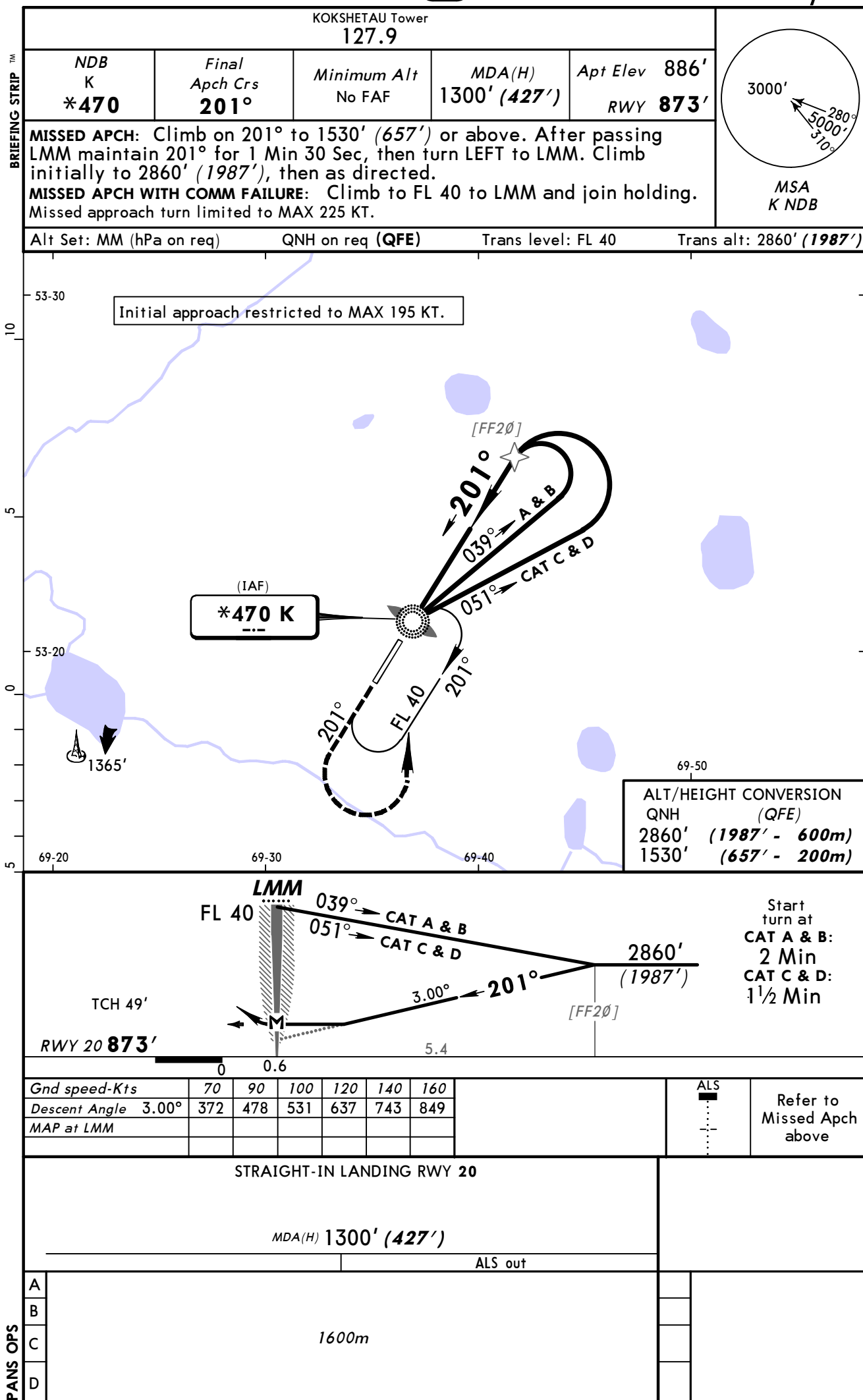
STRAIGHT-IN LANDING RWY 02

MDA(H) 1250' (364')

ALS out

A						
B						
C						
D						

1600m



KOKSHETAU, (KOKSHETAU - UACK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UACK