

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UACK

Terminal Charts For UACK

Revision Letter For Cycle 17-2013

Change Notices

Notebook

General Information

Location: Kokshetau Kaz
IATA Code: KOV
Lat/Long: N53° 19.8' E069° 35.8'
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: 0020 Z
Sunset: 1428 Z,

Runway Information

Runway: 02
Length x Width: 9350 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 886 ft
Lighting: Edge, ALS

Runway: 20
Length x Width: 9350 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 873 ft
Lighting: Edge, ALS

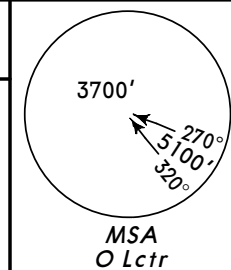
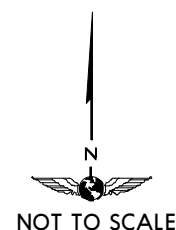
Communication Information

Kokshetau Tower 127.9
Kokshetau Tower 124.0 Secondary

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')

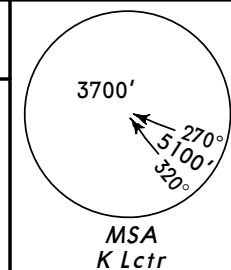
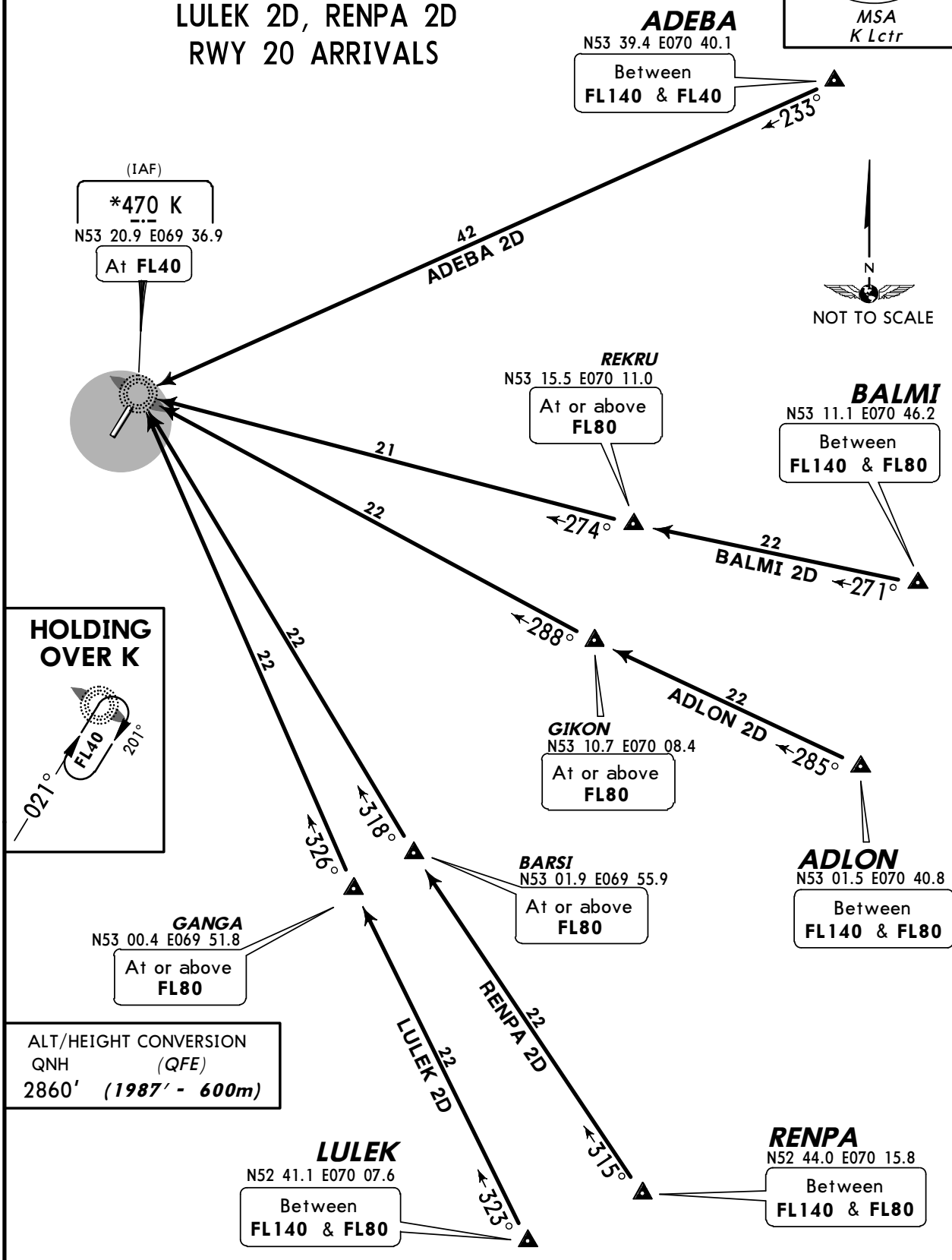
(QFE)

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 & FL80HOLDING
OVER O**GANGA**
N53 00.4 E069 51.8
At or above
FL80ALT/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

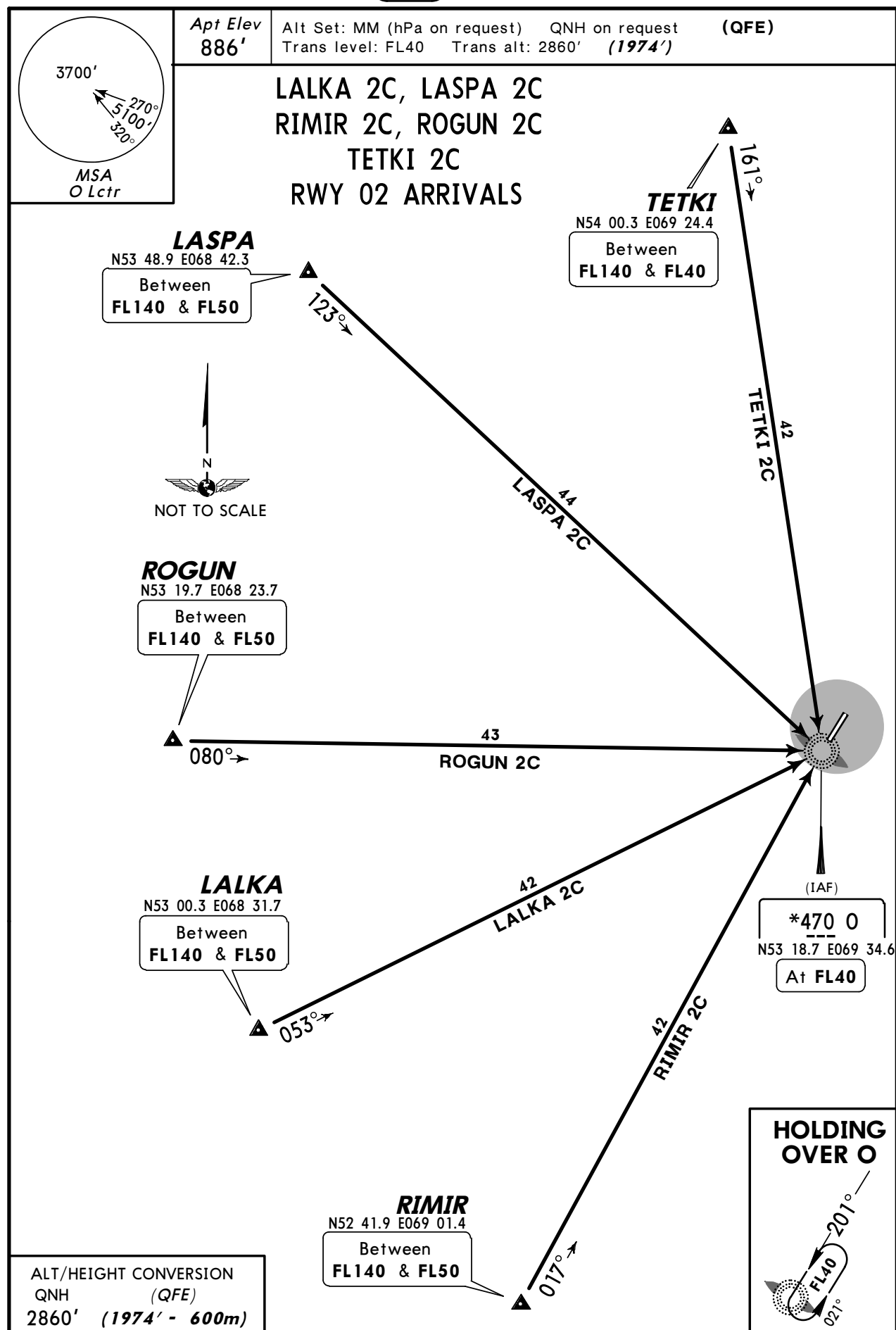
STAR	ROUTING
ADEBA 2C	On 231° bearing to O.
ADLON 2C	On 285° track to GIKON, turn LEFT, 281° bearing to O.
BALMI 2C	On 271° track to REKRU, turn LEFT, 267° bearing to O.
LULEK 2C	On 323° track to GANGA, turn LEFT, 320° bearing to O.
RENPA 2C	On 315° track to BARSI, turn LEFT, 312° bearing to O.

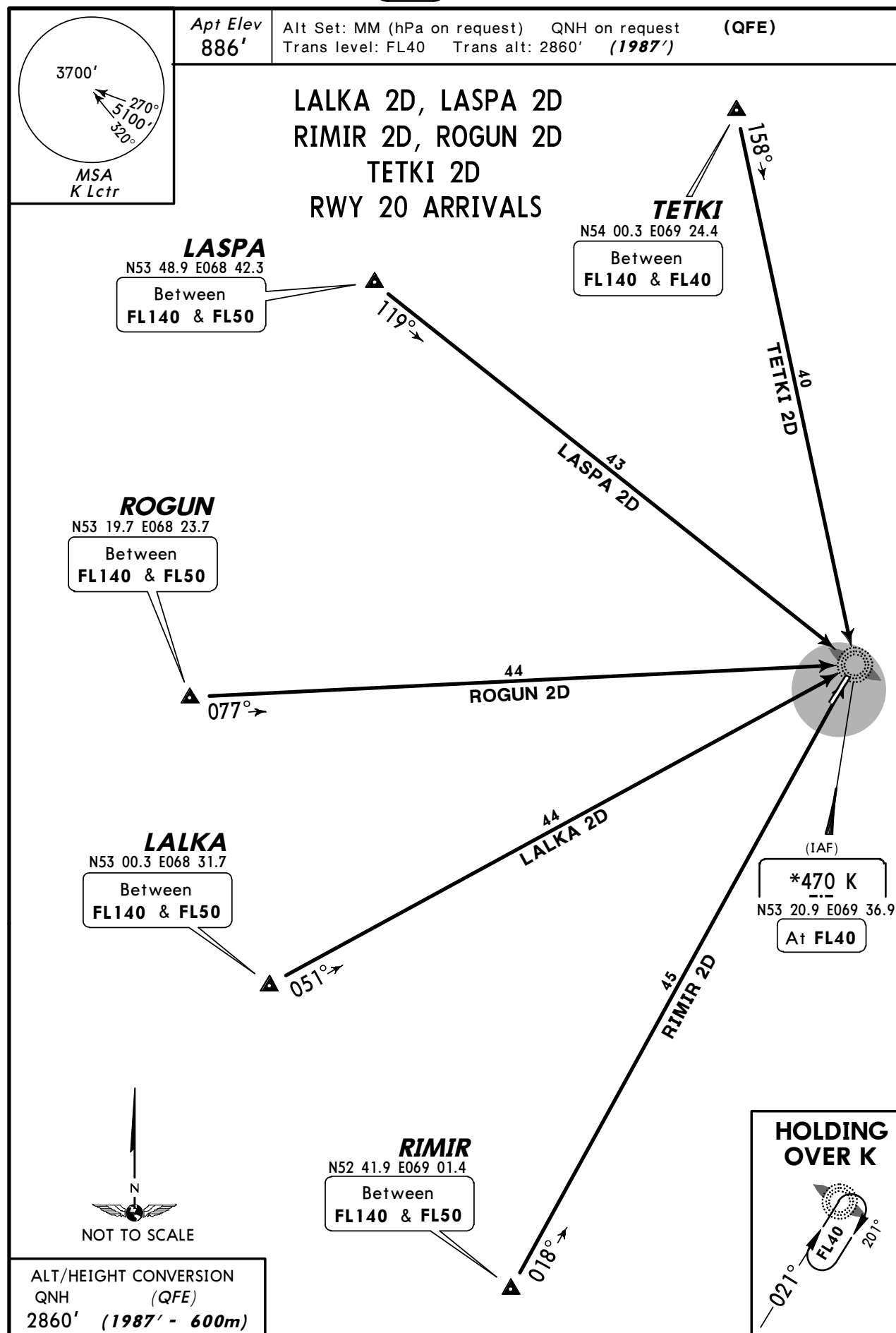
Apt Elev
886'Alt Set: MM (hPa on request) QNH on request
Trans level: FL40 Trans alt: 2860' (1987')

(QFE)

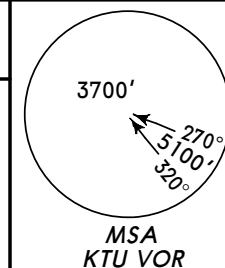
ADEBA 2D
ADLON 2D, BALMI 2D
LULEK 2D, RENPA 2D
RWY 20 ARRIVALSHOLDING
OVER KALT/HEIGHT CONVERSION
QNH (QFE)
2860' (1987' - 600m)

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 BARSİ, turn RIGHT, 318° bearing to K.

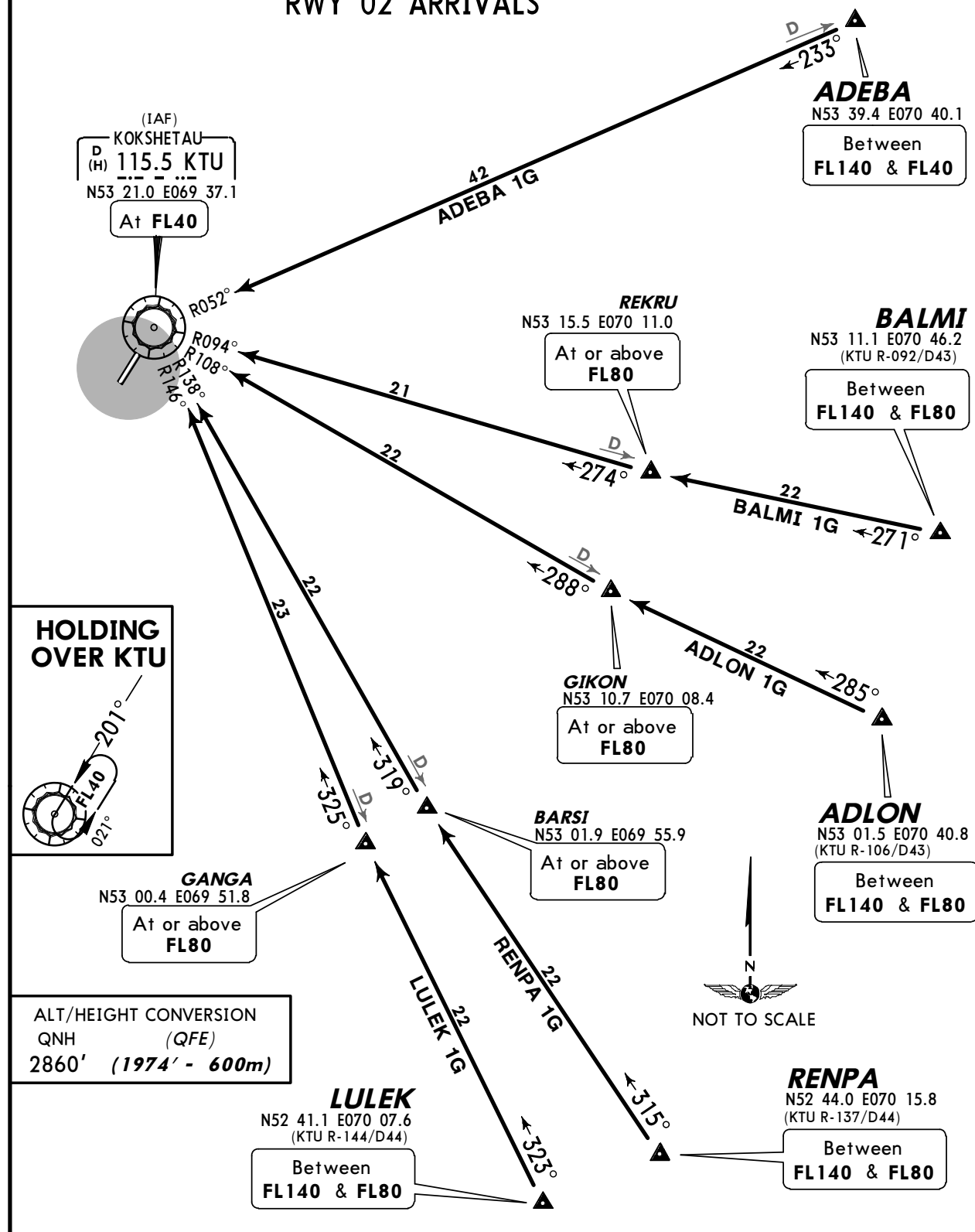




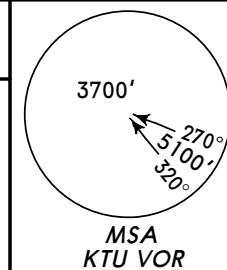
STAR	ROUTING
LALKA 2D	On 051° bearing to K.
LASPA 2D	On 119° bearing to K.
RIMIR 2D	On 018° bearing to K.
ROGUN 2D	On 077° bearing to K.
TETKI 2D	On 158° bearing to K.

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

ADEBA 1G[ADEB1G], ADLON 1G[ADLO1G]
BALMI 1G[BALM1G], LULEK 1G[LULE1G]
RENPA 1G[RENP1G]
RWY 02 ARRIVALS



STAR	ROUTING
ADEBA 1G	Intercept KTU R-052 inbound to KTU.
ADLON 1G	On 285° track to GIKON, turn RIGHT, intercept KTU R-108 inbound to KTU.
BALMI 1G	On 271° track to REKRU, turn RIGHT, intercept KTU R-094 inbound to KTU.
LULEK 1G	On 323° track to GANGA, turn RIGHT, intercept KTU R-146 inbound to KTU.
RENPA 1G	On 315° track to BARSI, turn RIGHT, intercept KTU R-138 inbound to KTU.

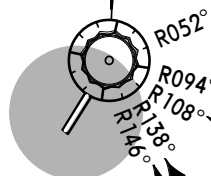
Apt Elev
886'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2860' (1987')

ADEBA 1H [ADEB1H], ADLON 1H [ADLO1H]
BALMI 1H [BALM1H], LULEK 1H [LULE1H]
RENPA 1H [RENP1H]
RWY 20 ARRIVALS

ADEBA
N53 39.4 E070 40.1
Between
FL140 & FL40

(IAF)
KOKSHETAU
D (H) 115.5 KTU
N53 21.0 E069 37.1

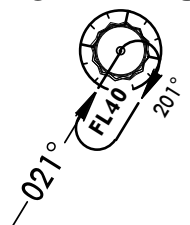
At FL40



REKRU
N53 15.5 E070 11.0
At or above
FL80

BALMI
N53 11.1 E070 46.2
(KTU R-092/D43)
Between
FL140 & FL80

**HOLDING
OVER KTU**



GANGA
N53 00.4 E069 51.8
At or above
FL80

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

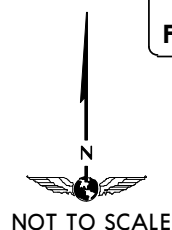
GIKON
N53 10.7 E070 08.4
At or above
FL80

ADLON
N53 01.5 E070 40.8
(KTU R-106/D43)
Between
FL140 & FL80

LULEK
N52 41.1 E070 07.6
(KTU R-144/D44)
Between
FL140 & FL80

RENPA
N52 44.0 E070 15.8
(KTU R-137/D44)
Between
FL140 & FL80

STAR	ROUTING
ADEBA 1H	Intercept KTU R-052 inbound to KTU.
ADLON 1H	On 285° track to GIKON, turn RIGHT, intercept KTU R-108 inbound to KTU.
BALMI 1H	On 271° track to REKRU, turn RIGHT, intercept KTU R-094 inbound to KTU.
LULEK 1H	On 323° track to GANGA, turn RIGHT, intercept KTU R-146 inbound to KTU.
RENPA 1H	On 315° track to BARSİ, turn RIGHT, intercept KTU R-138 inbound to KTU.

Apt Elev
886'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2860' (1974')LALKA 1G[LALK1G] , LASPA 1G[LASP1G]
RIMIR 1G[RIMI1G] , ROGUN 1G[ROGU1G]
TETKI 1G[TETK1G]
RWY 02 ARRIVALS

LASPA
N53 48.9 E068 42.3
Between
FL140 & FL50

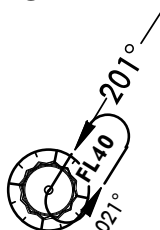
TETKI
N54 00.3 E069 24.4
Between
FL140 & FL40

ROGUN
N53 19.7 E068 23.7
Between
FL140 & FL50

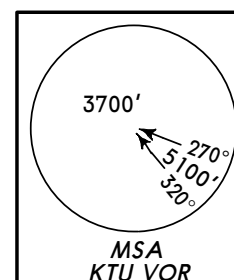
LALKA
N53 00.3 E068 31.7
Between
FL140 & FL50

RIMIR
N52 41.9 E069 01.4
Between
FL140 & FL50

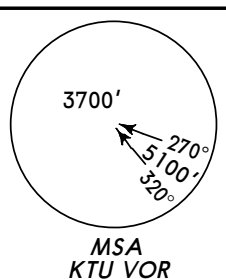
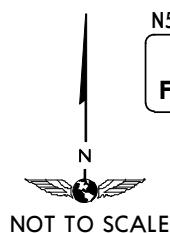
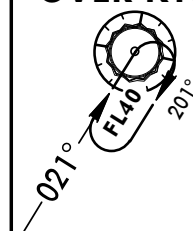
(IAF)
KOKSHETAU
D (H) 115.5 KTU
N53 21.0 E069 37.1
At FL40

**HOLDING
OVER KTU**

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



STAR	ROUTING
LALKA 1G	Intercept KTU R-232 inbound to KTU.
LASPA 1G	Intercept KTU R-300 inbound to KTU.
RIMIR 1G	Intercept KTU R-198 inbound to KTU.
ROGUN 1G	Intercept KTU R-258 inbound to KTU.
TETKI 1G	Intercept KTU R-338 inbound to KTU.

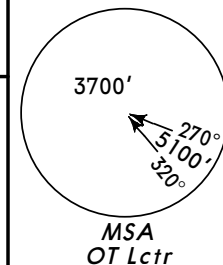
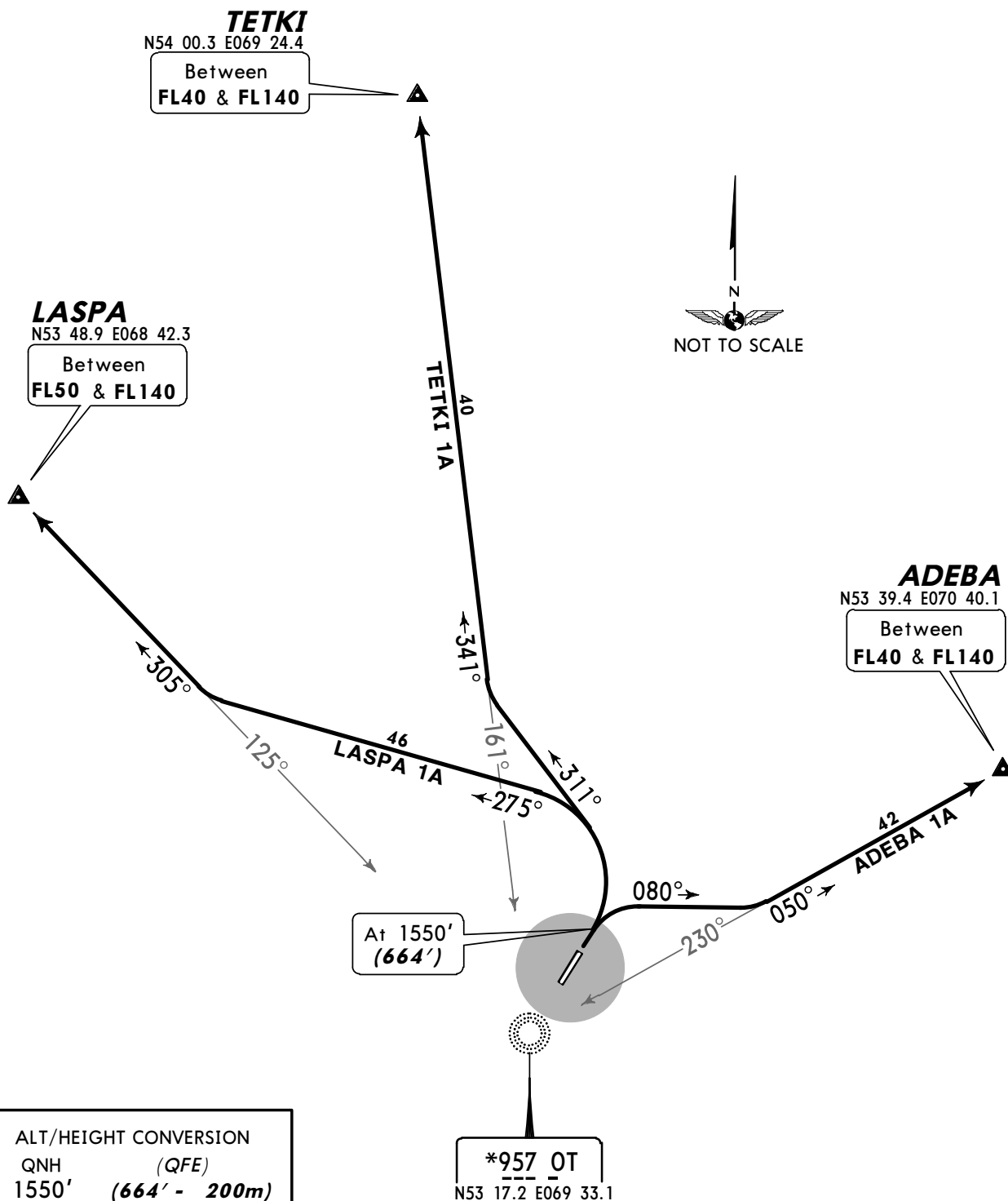
Apt Elev
886'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2860' (1987')LALKA 1H [LALK1H], LASPA 1H [LASP1H]
RIMIR 1H [RIMI1H], ROGUN 1H [ROGU1H]
TETKI 1H [TETK1H]
RWY 20 ARRIVALSLASPA
N53 48.9 E068 42.3Between
FL140 & FL50ALT/HEIGHT CONVERSION
QNH (QFE)
2860' (1987' - 600m)ROGUN
N53 19.7 E068 23.7Between
FL140 & FL50LALKA
N53 00.3 E068 31.7Between
FL140 & FL50RIMIR
N52 41.9 E069 01.4Between
FL140 & FL50TETKI
N54 00.3 E069 24.4Between
FL140 & FL40(IAF)
KOKSHETAU
D (H) 115.5 KTU
N53 21.0 E069 37.1
At FL40HOLDING
OVER KTU

STAR	ROUTING
LALKA 1H	Intercept KTU R-232 inbound to KTU.
LASPA 1H	Intercept KTU R-300 inbound to KTU.
RIMIR 1H	Intercept KTU R-198 inbound to KTU.
ROGUN 1H	Intercept KTU R-258 inbound to KTU.
TETKI 1H	Intercept KTU R-338 inbound to KTU.

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

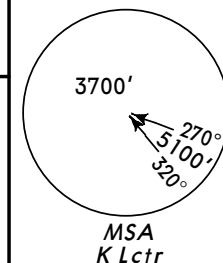
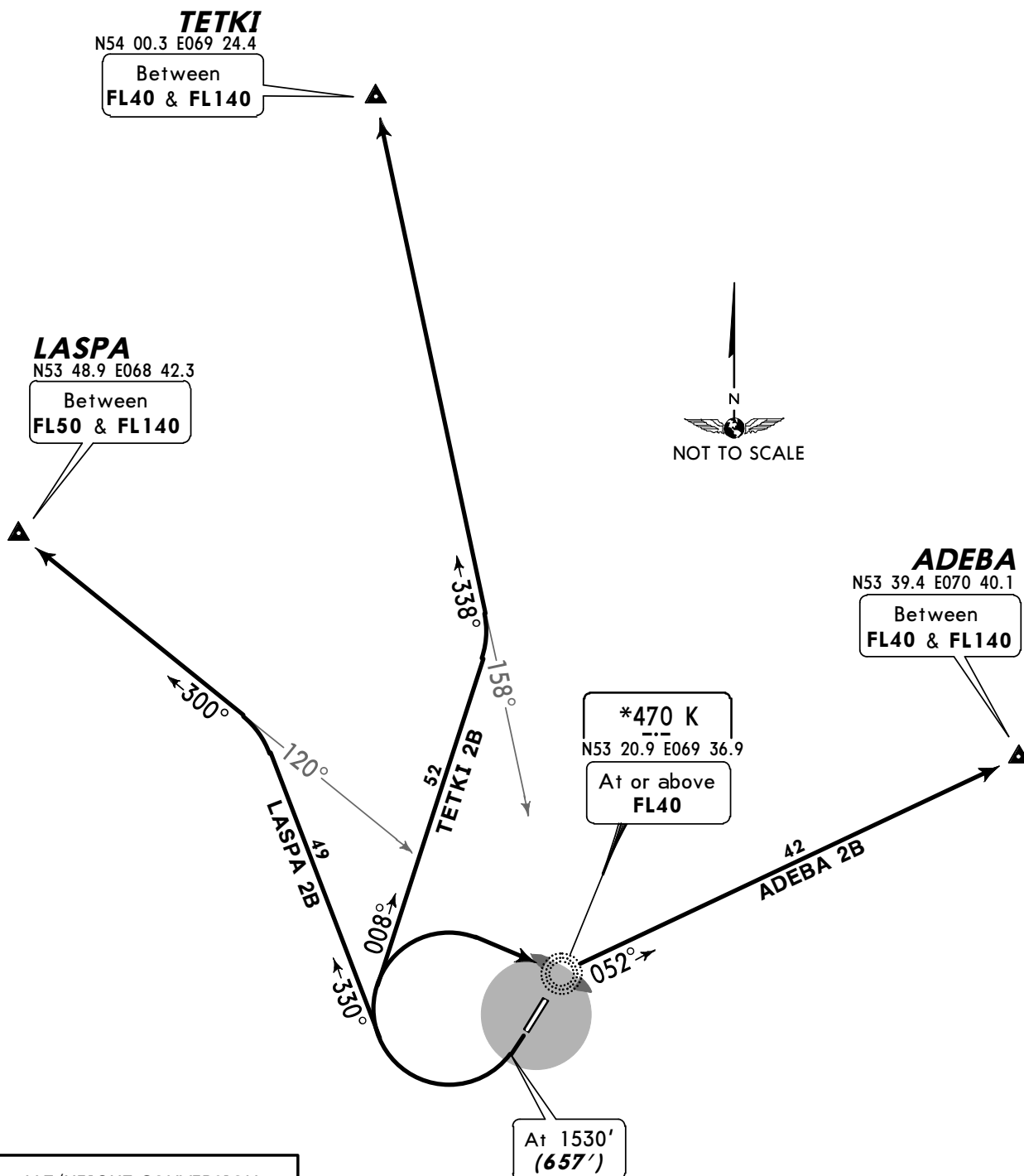
N53 17.2 E069 33.1

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

Apt Elev
886'

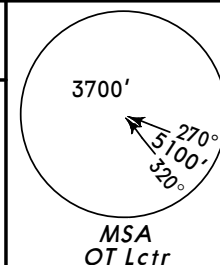
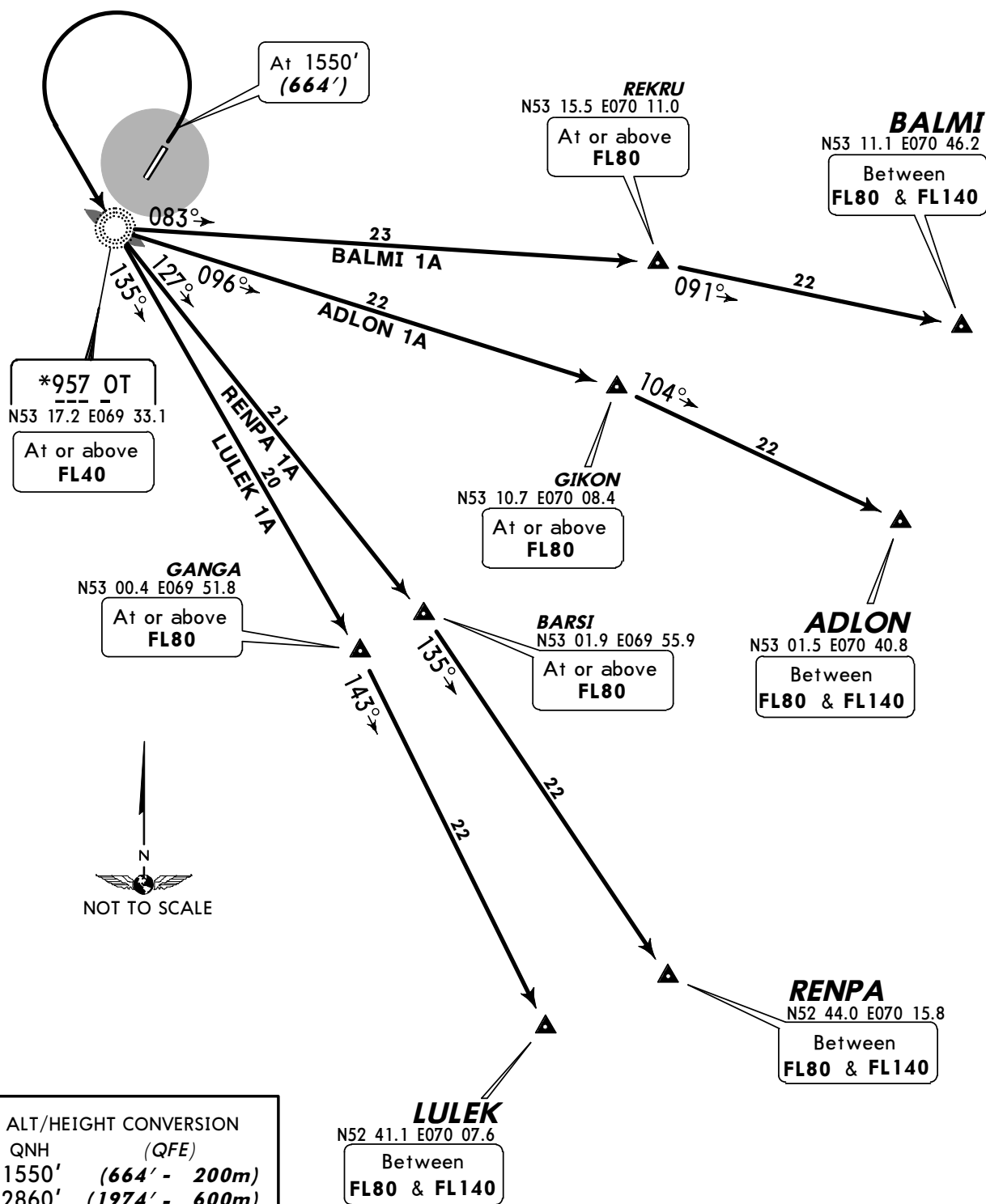
QNH on request (QFE)

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

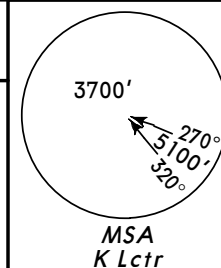
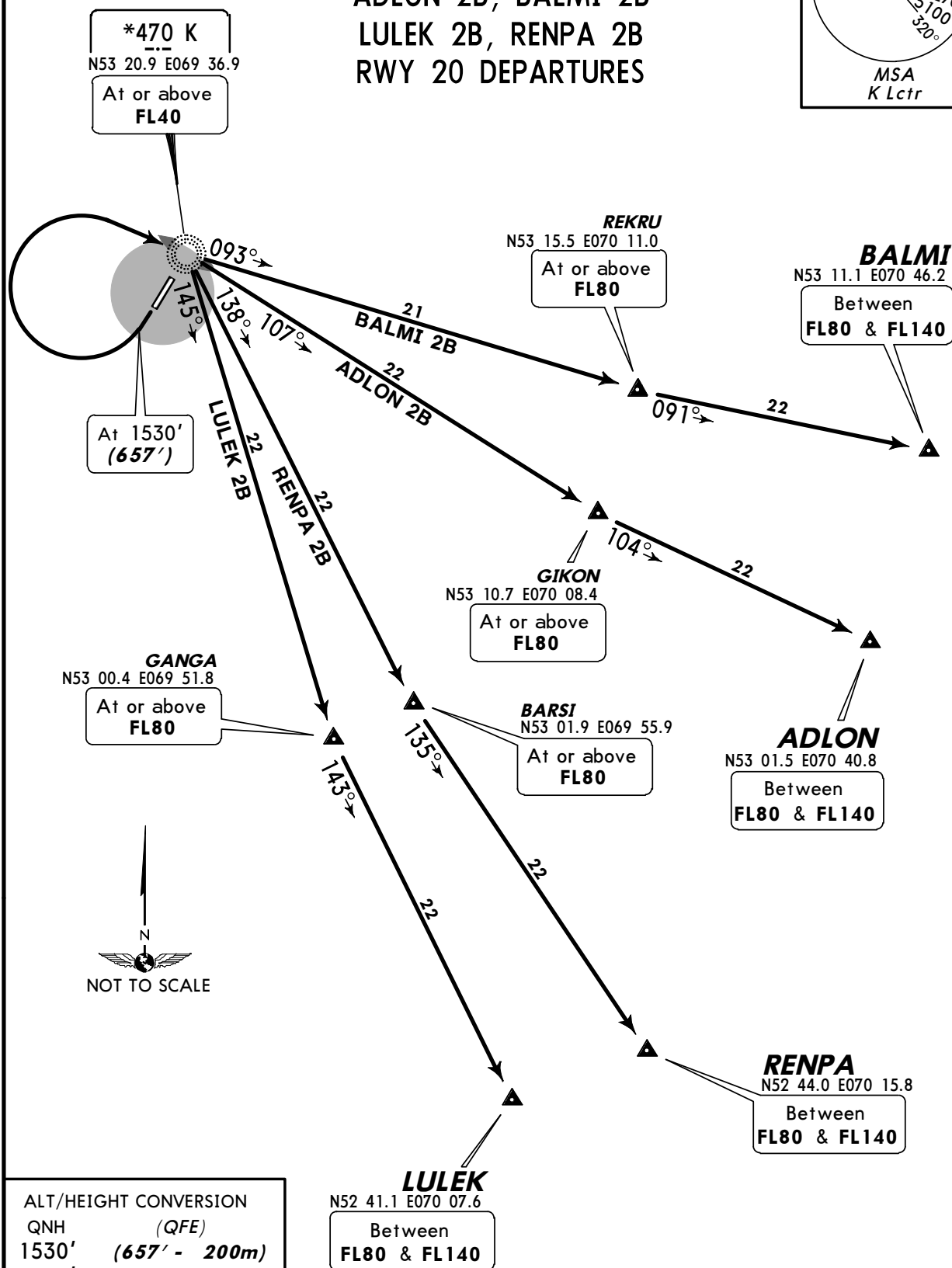
ADEBA 2B
LASPA 2B
TETKI 2B
RWY 20 DEPARTURES

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

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

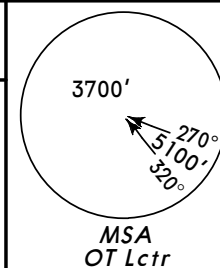
SID	ROUTING
ADLON 1A	Climb straight ahead to 1550' (664'), turn LEFT to OT, 096' bearing to GIKON, turn RIGHT, 104° track to ADLON.
BALMI 1A	Climb straight ahead to 1550' (664'), turn LEFT to OT, 083' bearing to REKRU, turn RIGHT, 091° track to BALMI.
LULEK 1A	Climb straight ahead to 1550' (664'), turn LEFT to OT, 135' bearing to GANGA, turn RIGHT, 143° track to LULEK.
RENPA 1A	Climb straight ahead to 1550' (664'), turn LEFT to OT, 127' bearing to BARSI, 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 DEPARTURESALT/HEIGHT CONVERSION
QNH (QFE)
1530' (657' - 200m)
2860' (1987' - 600m)

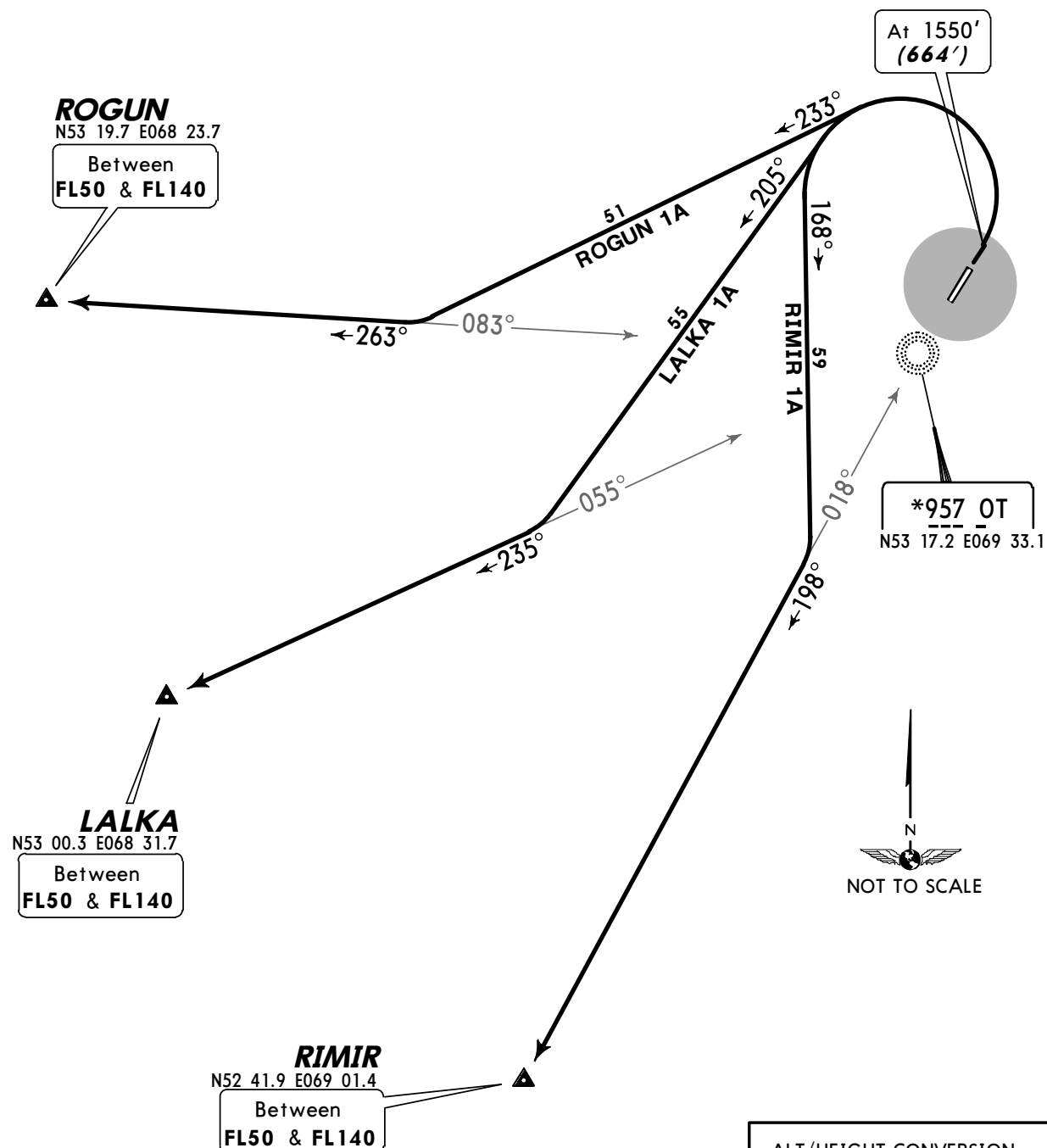
SID	ROUTING
ADLON 2B	Climb straight ahead to 1530' (657'), turn RIGHT to K, 107° bearing to GIKON, turn LEFT, 104° track to ADLON.
BALMI 2B	Climb straight ahead to 1530' (657'), turn RIGHT to K, 093° bearing to REKRU, turn LEFT, 091° track to BALMI.
LULEK 2B	Climb straight ahead to 1530' (657'), turn RIGHT to K, 145° bearing to GANGA, turn LEFT, 143° track to LULEK.
RENPA 2B	Climb straight ahead 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 straight ahead to 1550' (664'), turn LEFT, 205° track, intercept 235° bearing from OT to LALKA.
RIMIR 1A	Climb straight ahead to 1550' (664'), turn LEFT, 168° track, intercept 198° bearing from OT to RIMIR.
ROGUN 1A	Climb straight ahead to 1550' (664'), turn LEFT, 233° track, intercept 263° bearing from OT to ROGUN.

3700'

5100'

270°

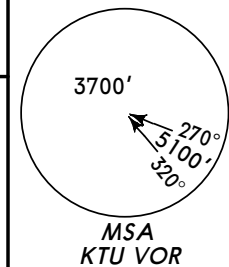
3200'

MSA
K Lc tr

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

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

ADEBA 1E [ADEB1E]
LASPA 1E [LASP1E]
TETKI 1E [TETK1E]
RWY 02 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

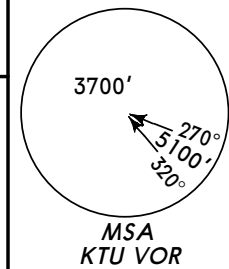
At 1550'
(664')

KOKSHETAU
D
(H) 115.5 KTU
N53 21.0 E069 37.1

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

SID	ROUTING
ADEBA 1E	Climb straight ahead to 1550' (664'), turn RIGHT, 072° track, intercept KTU R-052 to ADEBA.
LASPA 1E	Climb straight ahead to 1550' (664'), turn LEFT, 260° track, intercept KTU R-300 to LASPA.
TETKI 1E	Climb straight ahead to 1550' (664'), turn LEFT, 308° track, intercept KTU R-338 to TETKI.

ADEBA 1F [ADEB1F]
LASPA 1F [LASP1F]
TETKI 1F [TETK1F]
RWY 20 DEPARTURES

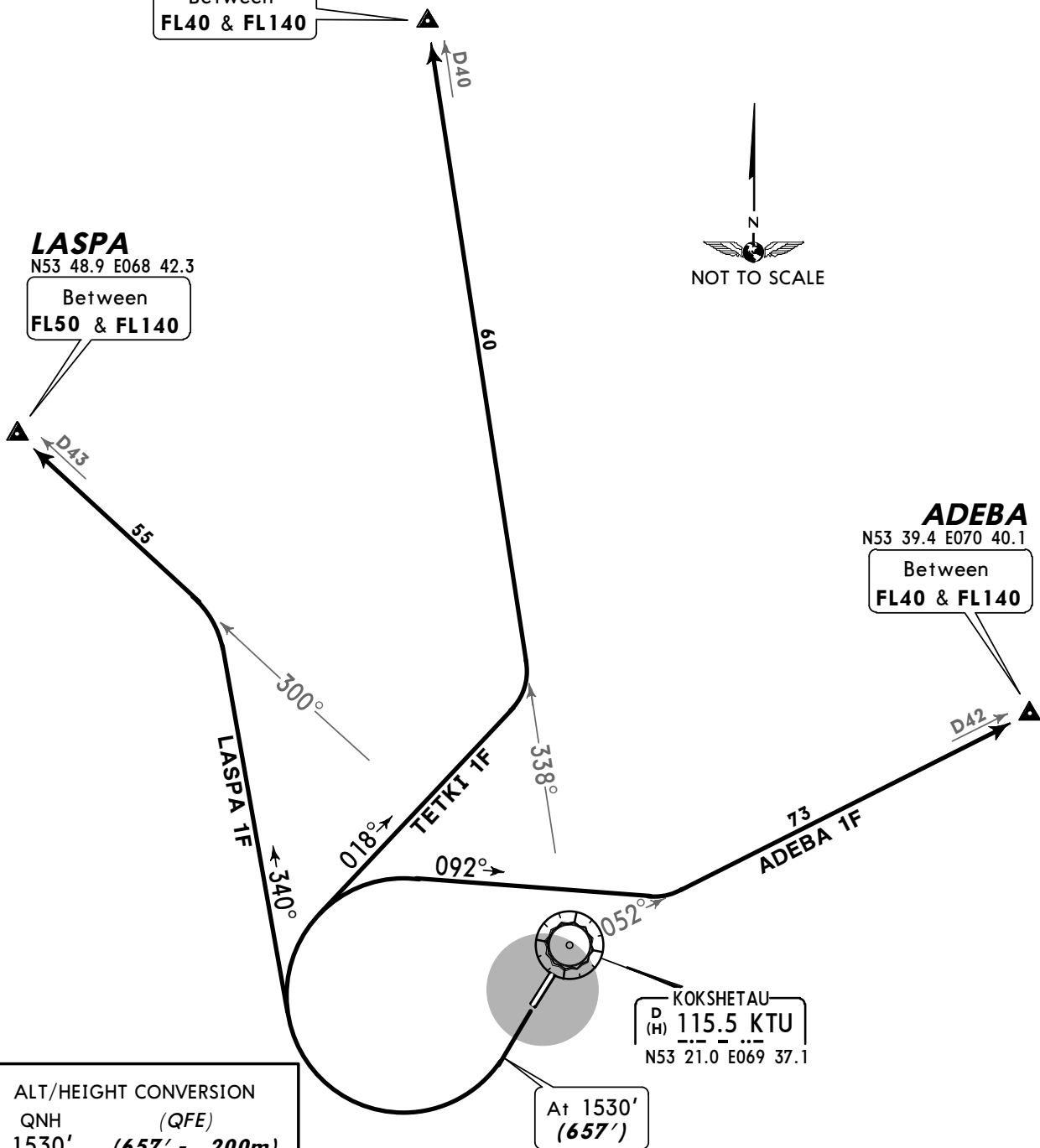


TETKI
N54 00.3 E069 24.4
Between
FL40 & FL140

LASPA
N53 48.9 E068 42.3
Between
FL50 & FL140



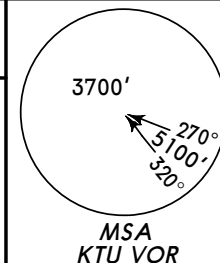
ADEBA
N53 39.4 E070 40.1
Between
FL40 & FL140



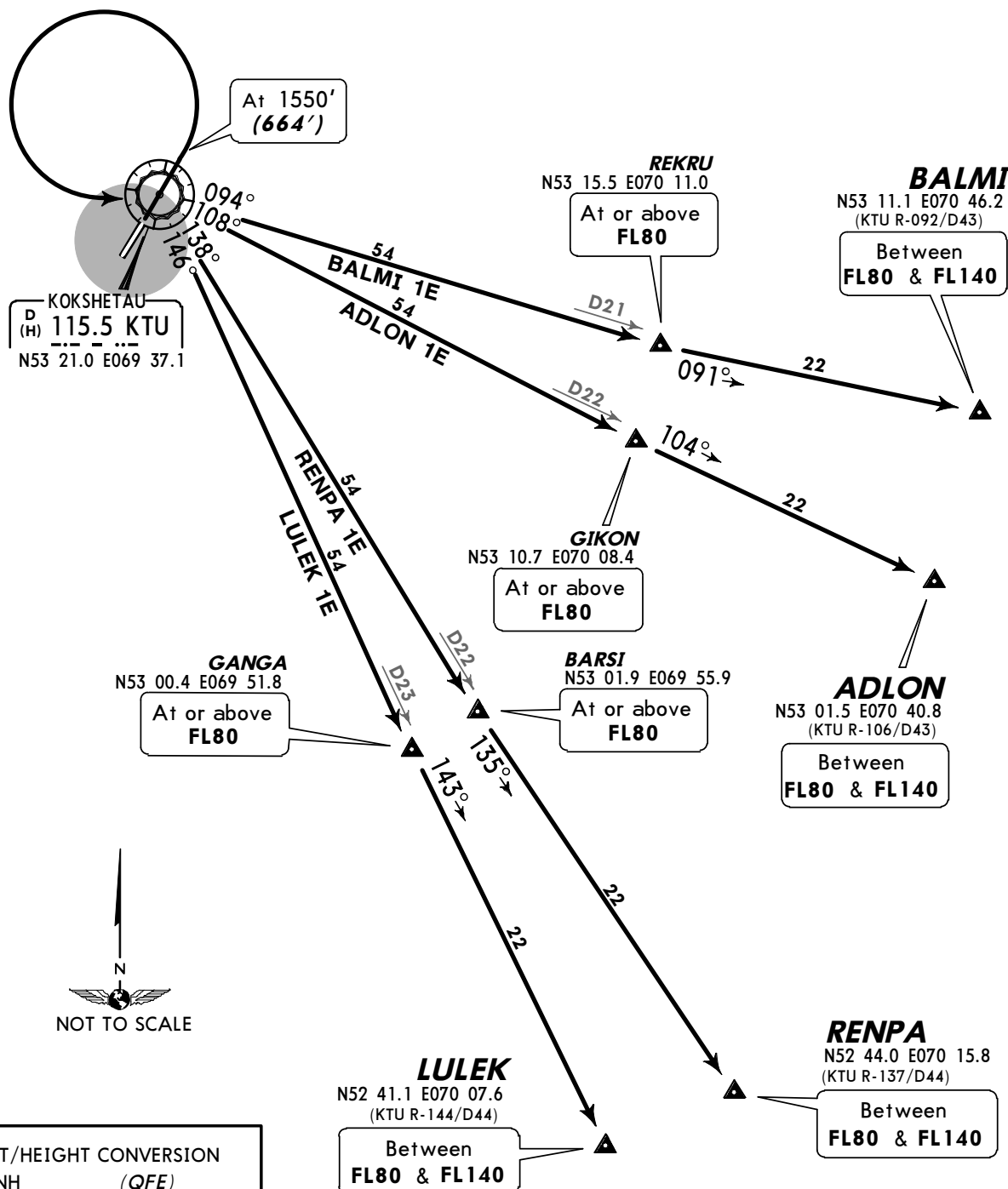
ALT/HEIGHT CONVERSION
QNH (QFE)
1530' (657' - 200m)
2860' (1987' - 600m)

SID	ROUTING
ADEBA 1F	Climb straight ahead to 1530' (657'), turn RIGHT, 092° track, intercept KTU R-052 to ADEBA.
LASPA 1F	Climb straight ahead to 1530' (657'), turn RIGHT, 340° track, intercept KTU R-300 to LASPA.
TETKI 1F	Climb straight ahead to 1530' (657'), turn RIGHT, 018° track, intercept KTU R-338 to TETKI.

Apt Elev
886'

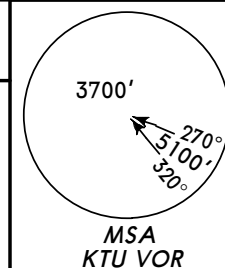
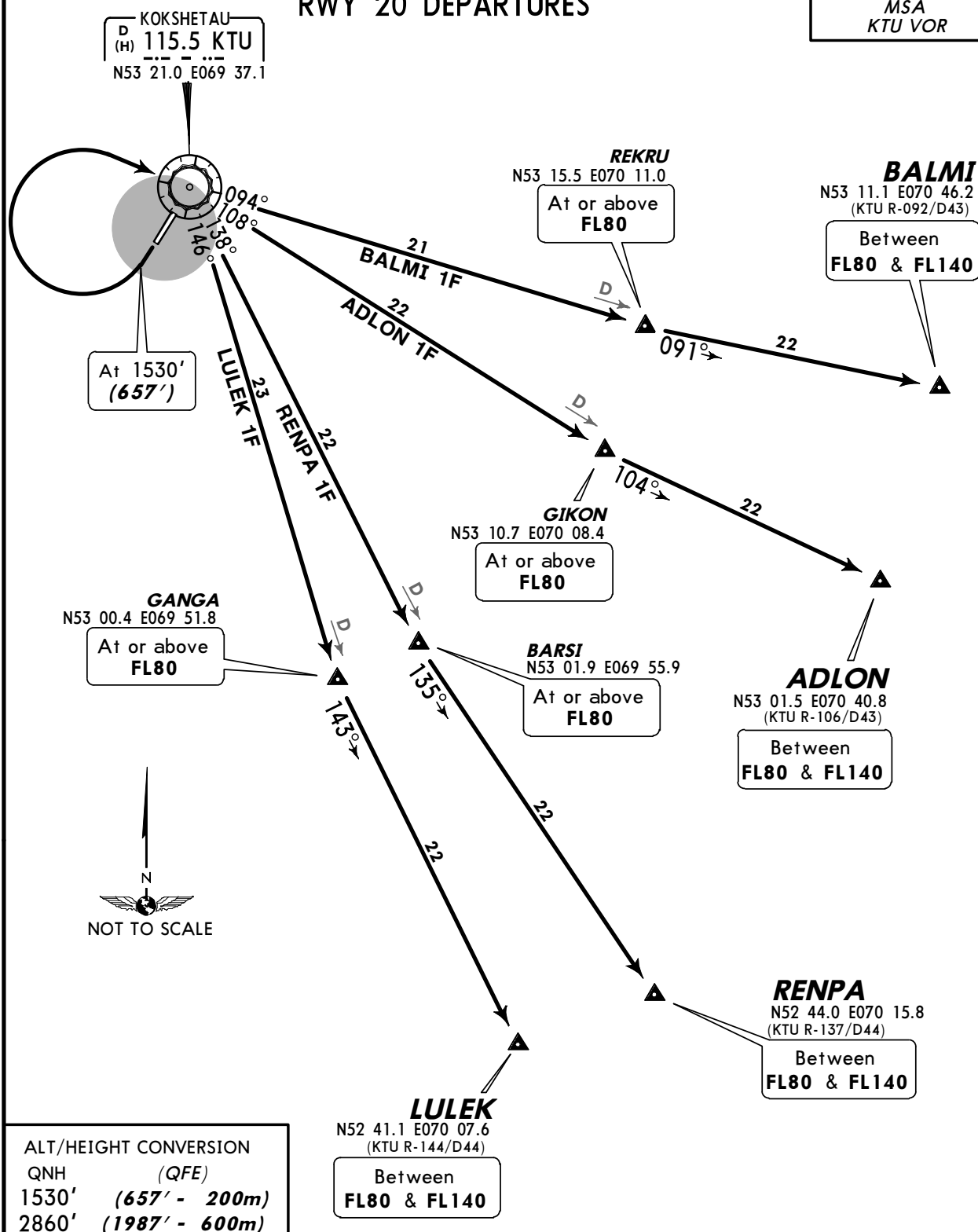
QNH on request (QFE)
Trans level: FL40 Trans alt: 2860' (1974')


ADLON 1E[ADLO1E], BALMI 1E[BALM1E] LULEK 1E[LULE1E], RENPA 1E[RENP1E] RWY 02 DEPARTURES



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

SID	ROUTING
ADLON 1E	Climb straight ahead to 1550' (664'), turn LEFT to KTU, KTU R-108 to GIKON, turn LEFT, 104° track to ADLON.
BALMI 1E	Climb straight ahead to 1550' (664'), turn LEFT to KTU, KTU R-094 to REKRU, turn LEFT, 091° track to BALMI.
LULEK 1E	Climb straight ahead to 1550' (664'), turn LEFT to KTU, KTU R-146 to GANGA, turn LEFT, 143° track to LULEK.
RENPA 1E	Climb straight ahead to 1550' (664'), turn LEFT to KTU, KTU R-138 to BARSI, turn LEFT, 135° track to RENPA.

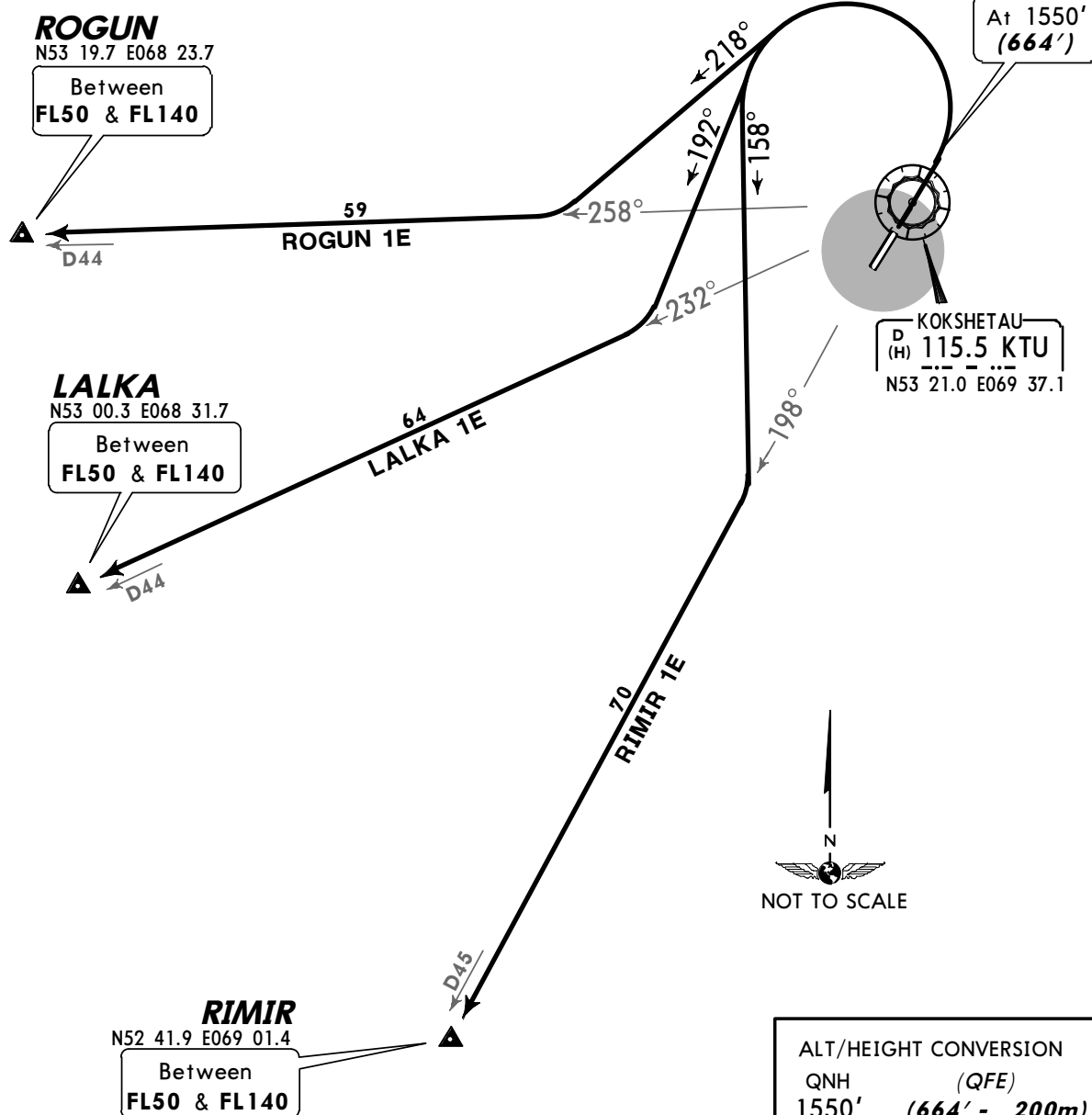
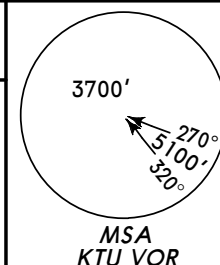
Apt Elev
886'QNH on request (QFE)
Trans level: FL40 Trans alt: 2860' (1987')ADLON 1F[ADLO1F], BALMI 1F[BALM1F]
LULEK 1F[LULE1F], RENPA 1F[RENP1F]
RWY 20 DEPARTURES

SID	ROUTING
ADLON 1F	Climb straight ahead to 1530' (657'), turn RIGHT to KTU, KTU R-108 to GIKON, turn LEFT, 104° track to ADLON.
BALMI 1F	Climb straight ahead to 1530' (657'), turn RIGHT to KTU, KTU R-094 to REKRU, turn LEFT, 091° track to BALMI.
LULEK 1F	Climb straight ahead to 1530' (657'), turn RIGHT to KTU, KTU R-146 to GANGA, turn LEFT, 143° track to LULEK.
RENPA 1F	Climb straight ahead to 1530' (657'), turn RIGHT to KTU, KTU R-138 to BARS, turn LEFT, 135° track to RENPA.

LALKA 1E [LALK1E]
RIMIR 1E [RIMI1E]
ROGUN 1E [ROGU1E]
RWY 02 DEPARTURES

Apt Elev
886'

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

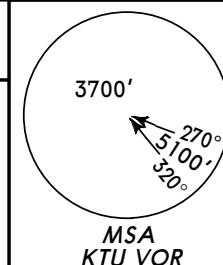


ALT/HEIGHT CONVERSION
QNH (QFE)
1550' (664' - 200m)
2860' (1974' - 600m)

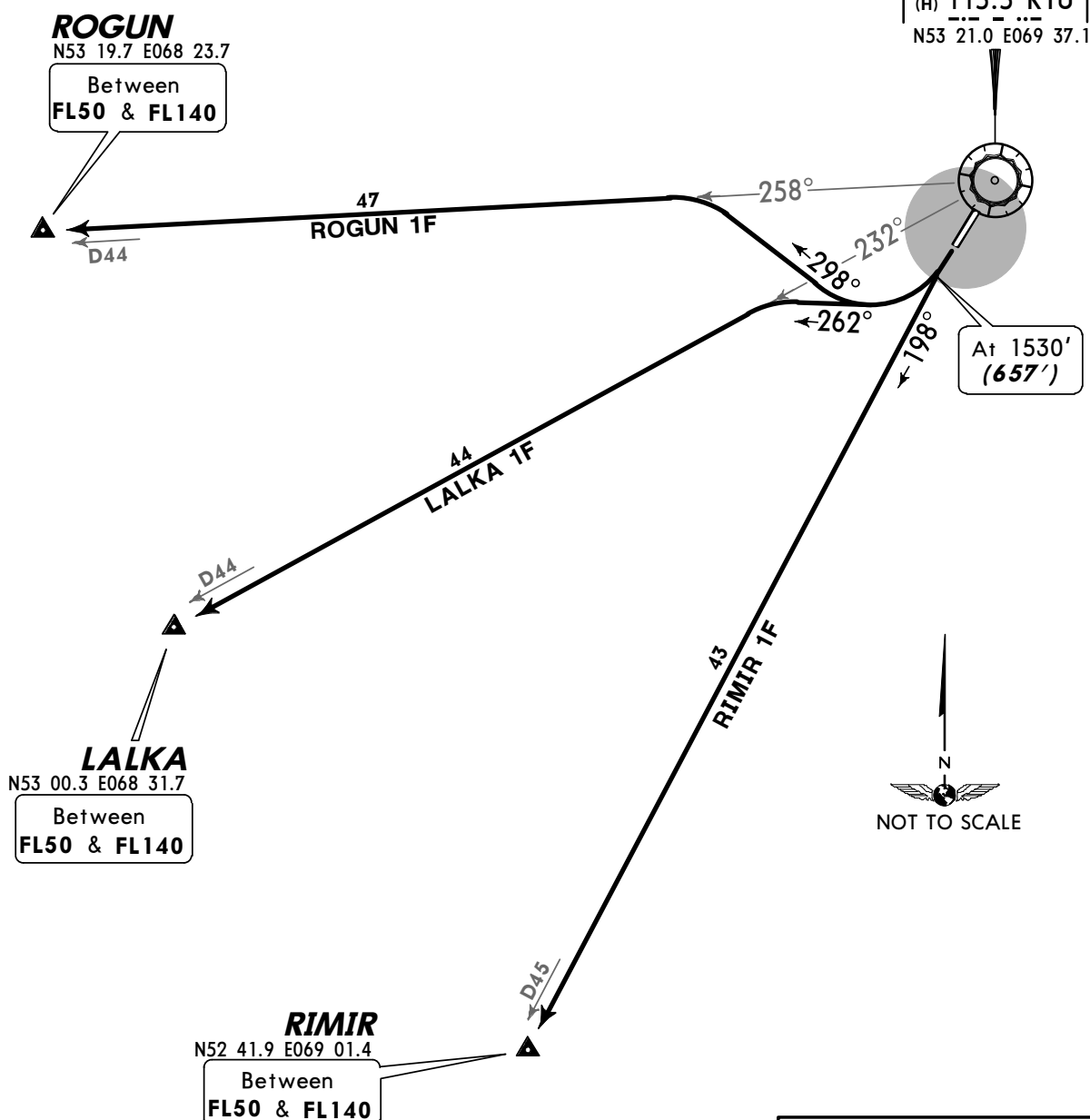
SID	ROUTING
LALKA 1E	Climb straight ahead to 1550' (664'), turn LEFT, 192° track, intercept KTU R-232 to LALKA.
RIMIR 1E	Climb straight ahead to 1550' (664'), turn LEFT, 158° track, intercept KTU R-198 to RIMIR.
ROGUN 1E	Climb straight ahead to 1550' (664'), turn LEFT, 218° track, intercept KTU R-258 to ROGUN.

Apt Elev
886'

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

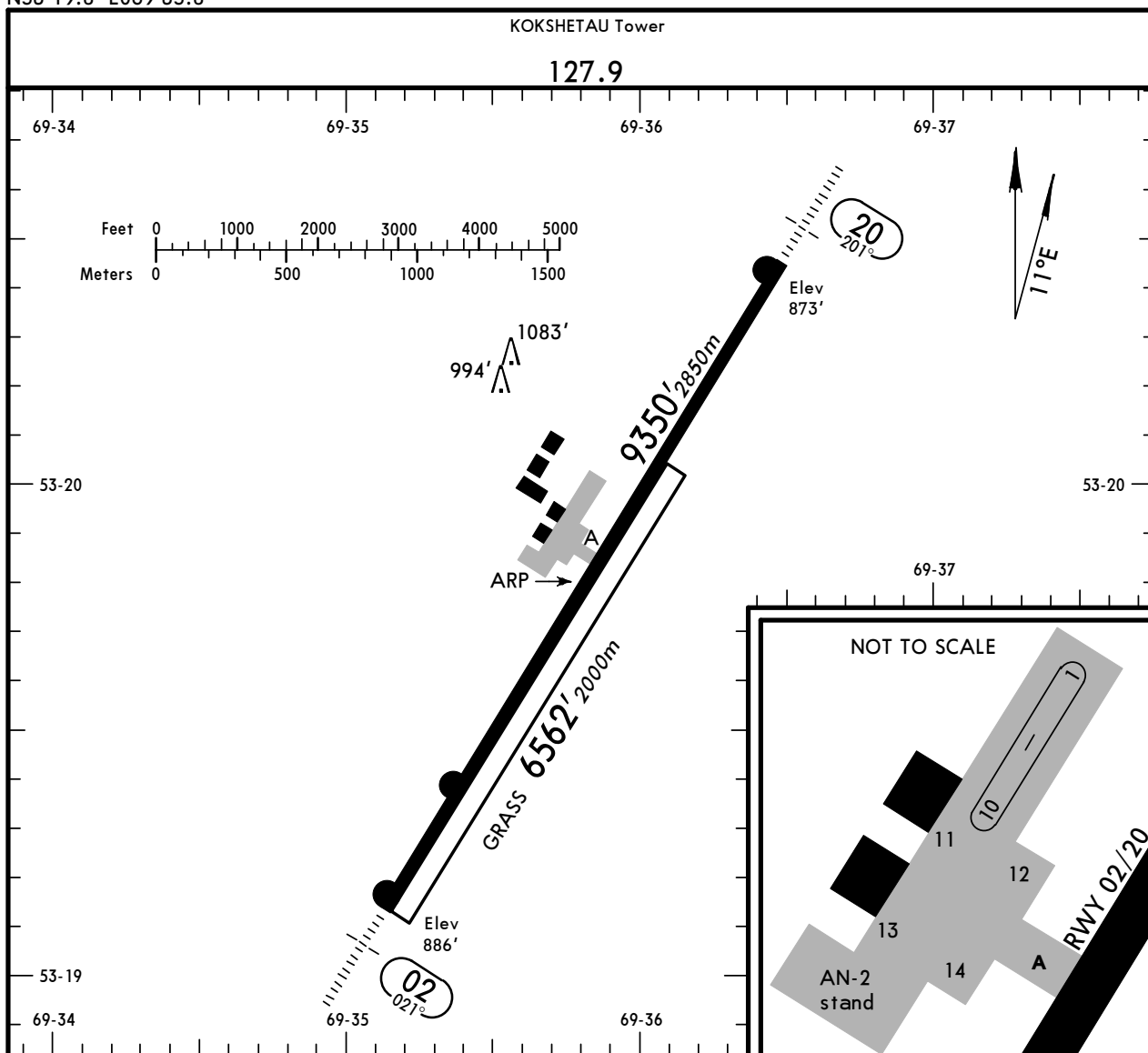


LALKA 1F [LALK1F]
RIMIR 1F [RIMI1F]
ROGUN 1F [ROGU1F]
RWY 20 DEPARTURES



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

SID	ROUTING
LALKA 1F	Climb straight ahead to 1530' (657'), turn RIGHT, 262° track, intercept KTU R-232 to LALKA.
RIMIR 1F	Climb straight ahead to 1530' (657'), 198° track to RIMIR.
ROGUN 1F	Climb straight ahead to 1530' (657'), turn RIGHT, 298° track, intercept KTU R-258 to ROGUN.



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond Glide Slope		
02	20	HIRL (60m) HIALS PAPI-L (angle 3.0°)		8074' 2461m 8317' 2535m		148' 45m
02	20	Grass runway				312' 95m

TAKE-OFF

AIR CARRIER (JAA)

	DAY		NIGHT
	RL	RCLM	RL
A		400m 1	400m 1
B	400m 1		
C		500m	400m
D			

1 LVP must be in force: 300m.

STRAIGHT-IN RWY		A	B	C	D
02	ILS	1086'(200')	1086'(200')	1086'(200')	1086'(200')
		750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT	NOT	NOT	NOT
		AUTHORIZED	AUTHORIZED	AUTHORIZED	AUTHORIZED
	VOR ❶	1190'(304')	1190'(304')	1190'(304')	1190'(304')
		1000m	1000m	1000m	1000m
	ALS out	1400m	1400m	1400m	1400m
	2 NDB ❶	1240'(354')	1240'(354')	1240'(354')	1240'(354')
		1200m	1200m	1200m	1400m
20	ALS out	1500m	1500m	1600m	1600m
	NDB ❶ ❷	1250'(364')	1250'(364')	1250'(364')	1250'(364')
		1300m	1300m	1300m	1400m
	ALS out	1500m	1500m	1700m	1700m
	NDB ❸	1250'(364')	1250'(364')	1250'(364')	1250'(364')
		1500m	1500m	1700m	1700m
	ALS out	1900m	1900m	2100m	2100m
	ILS	1073'(200')	1073'(200')	1103'(230')	1103'(230')
		800m	800m	900m	900m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT	NOT	NOT	NOT
		AUTHORIZED	AUTHORIZED	AUTHORIZED	AUTHORIZED
	VOR ❶	1190'(317')	1190'(317')	1190'(317')	1190'(317')
		1000m	1000m	1000m	1000m
	ALS out	1400m	1400m	1400m	1400m
	NDB ❶ ❷	1300'(427')	1300'(427')	1300'(427')	1300'(427')
		1500m	1500m	1600m	1600m
	ALS out	1500m	1500m	2000m	2000m
	NDB ❸	1300'(427')	1300'(427')	1300'(427')	1300'(427')
		1800m	1800m	2000m	2000m
	ALS out	2200m	2200m	2400m	2400m

❶ Continuous Descent Final Approach.

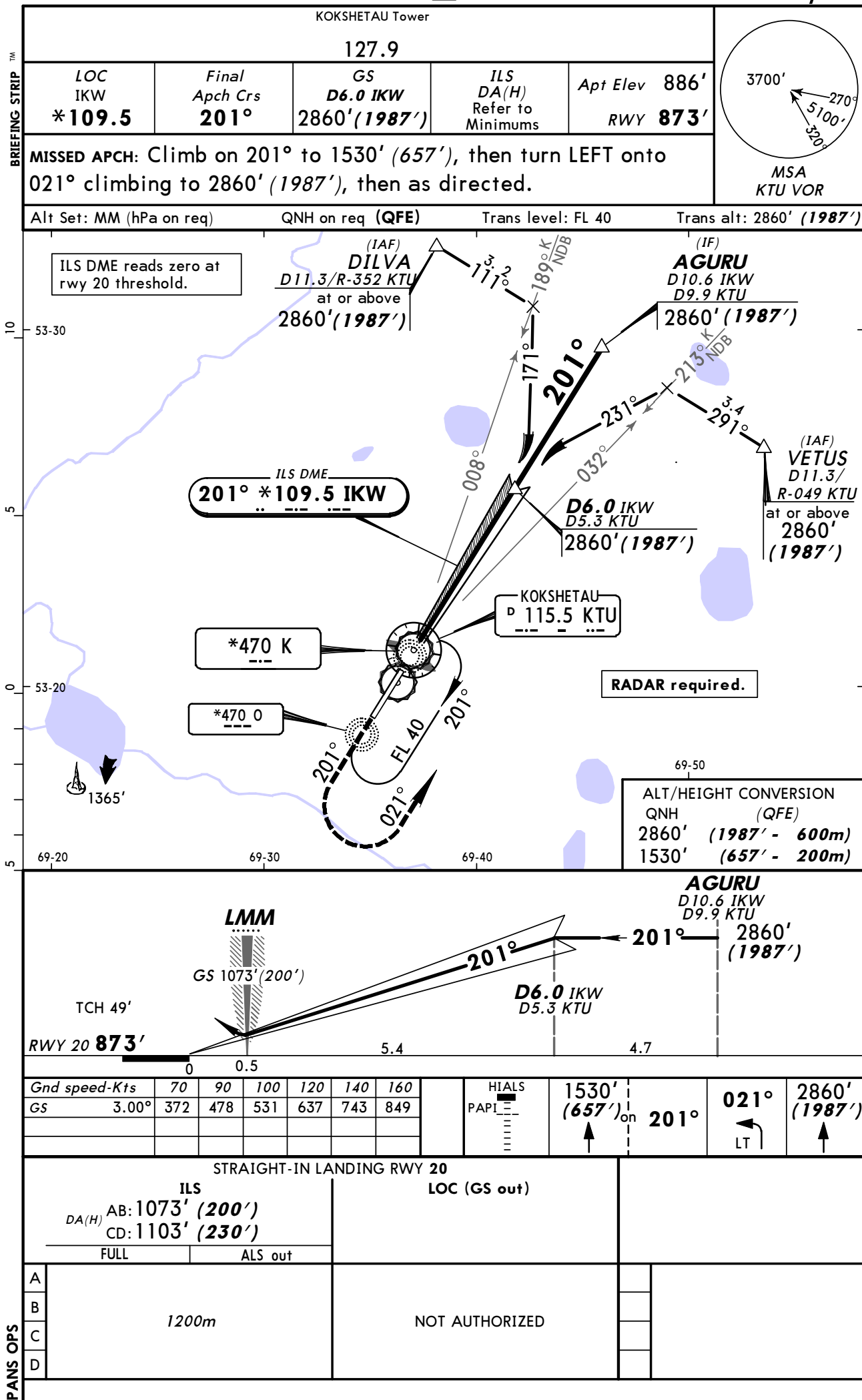
❷ With FMS.

❸ W/o FMS.

TAKE-OFF RWY 02, 20

	AIR CARRIER (JAA)		
	DAY		NIGHT
	RL	RCLM	RL
A	400m ❶	400m ❶	400m ❶
B		500m	400m
C			
D			

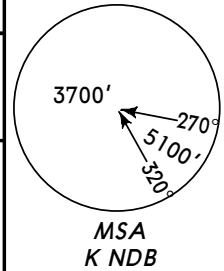
❶ LVP must be in force: 300m.



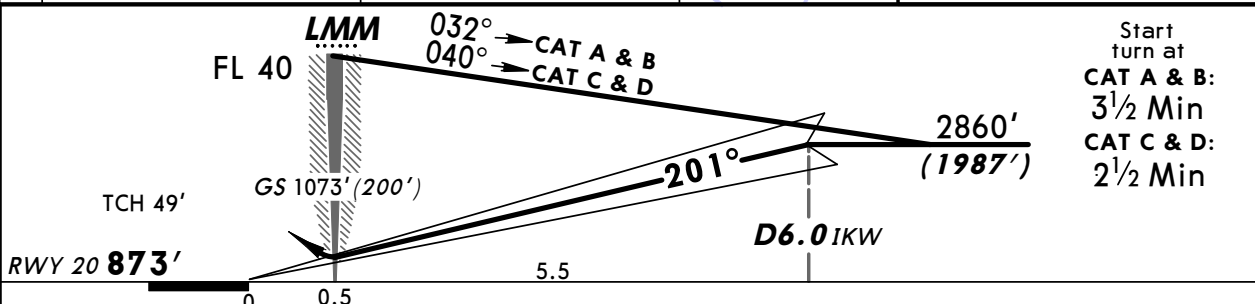
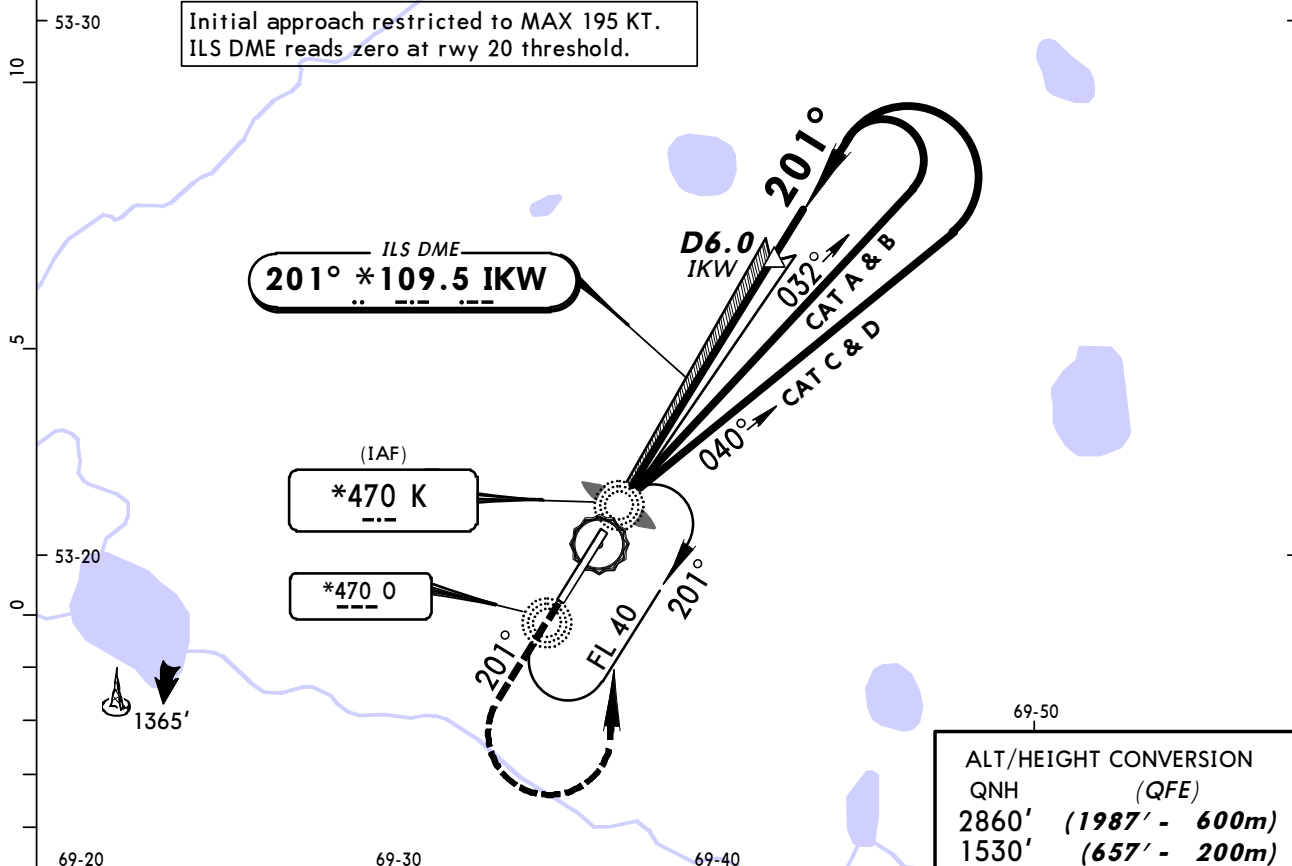
KOKSHETAU Tower
127.9

LOC IKW	Final Apch Crs	GS D6.0 IKW	ILS DA(H) Refer to Minimums	Apt Elev 886'
*109.5	201°	2860' (1987')		RWY 873'

MISSED APCH: Climb on 201° to 1530' (657') or above. After passing LMM maintain 201° for 1 Min 30 Sec, then turn LEFT to LMM. Climb initially to 2860' (1987'), 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' (1987')

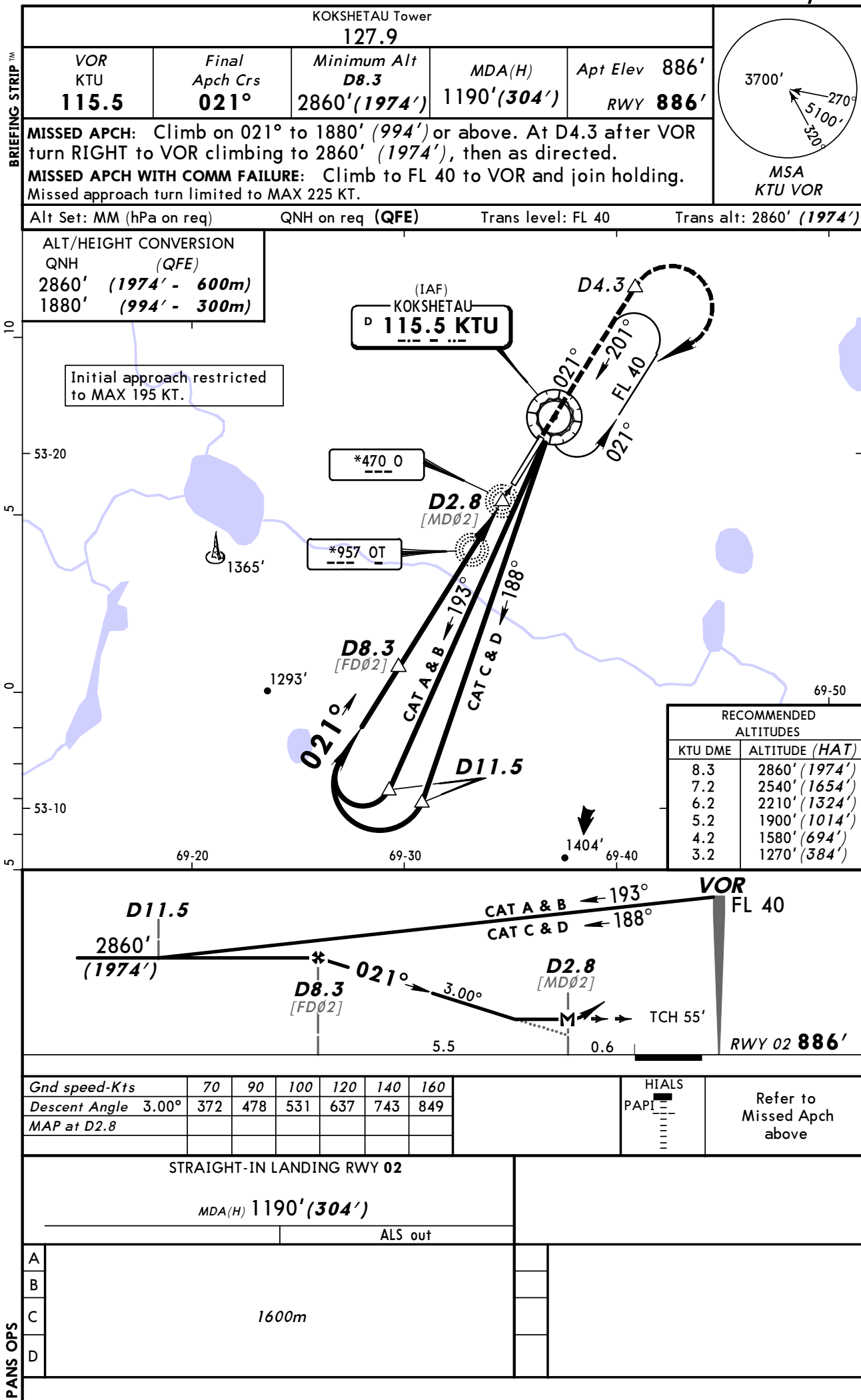


Gnd speed-Kts	70	90	100	120	140	160	HIALS	Refer to Missed Apch above
GS	3.00°	372	478	531	637	743	849	

STRAIGHT-IN LANDING RWY 20

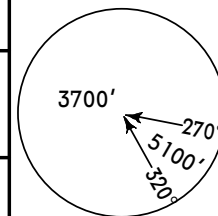
ILS	LOC (GS out)
DA(H) AB: 1073' (200')	
CD: 1103' (230')	
FULL	ALS out

PANS OPS	1200m	NOT AUTHORIZED
A		
B		
C		
D		



BRIEFING STRIP™

KOKSHETAU Tower 127.9				
VOR KTU 115.5	Final Apch Crs 201°	Minimum Alt D5.4 2860' (1987')	MDA(H) 1190' (317')	Apt Elev 886' RWY 873'

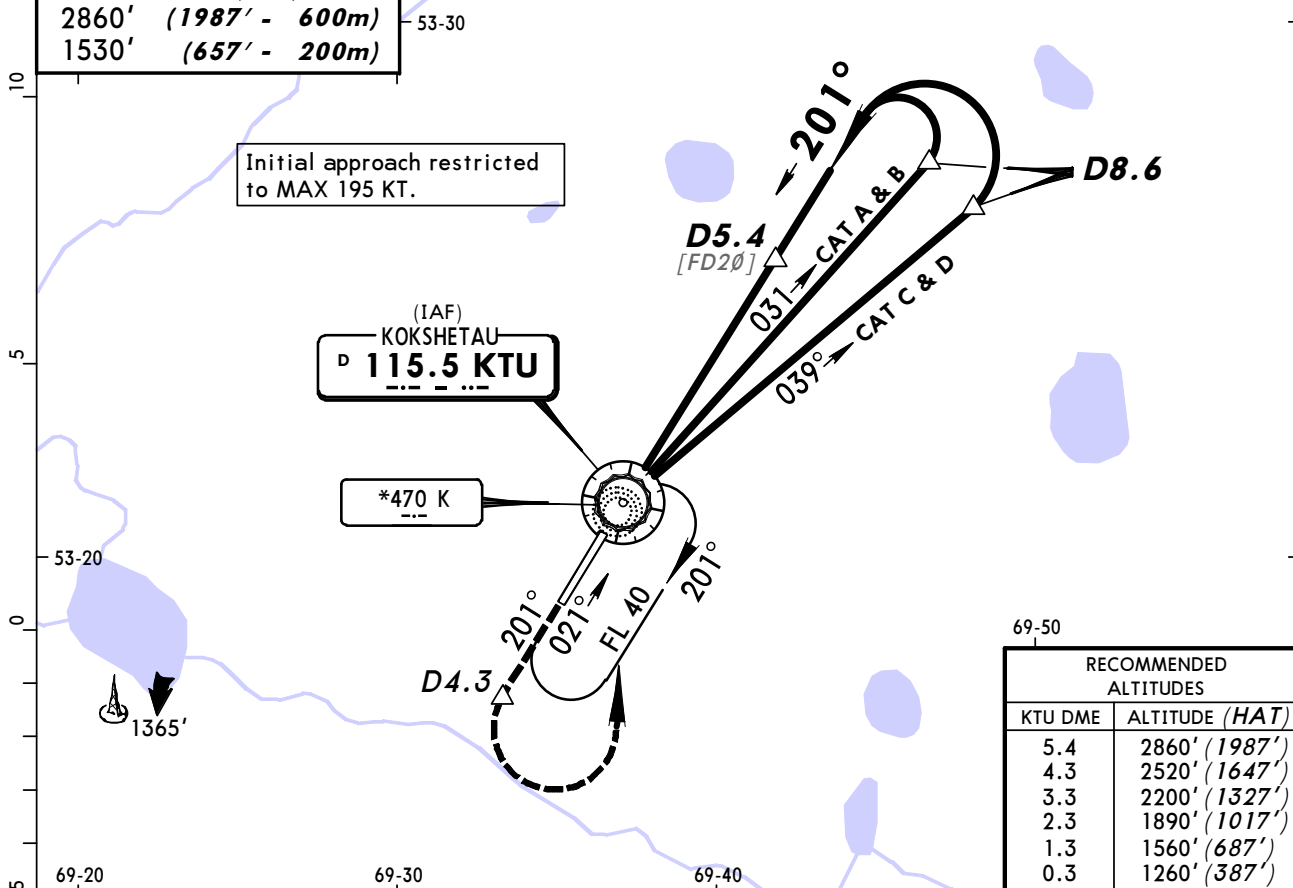


MISSED APCH: Climb on 201° to 1530' (657') or above. At D4.3 turn LEFT to VOR climbing to 2860' (1987'), then as directed.
MISSED APCH WITH COMM FAILURE: Climb to FL 40 to VOR and join holding.
 Missed approach turn limited to MAX 225 KT.

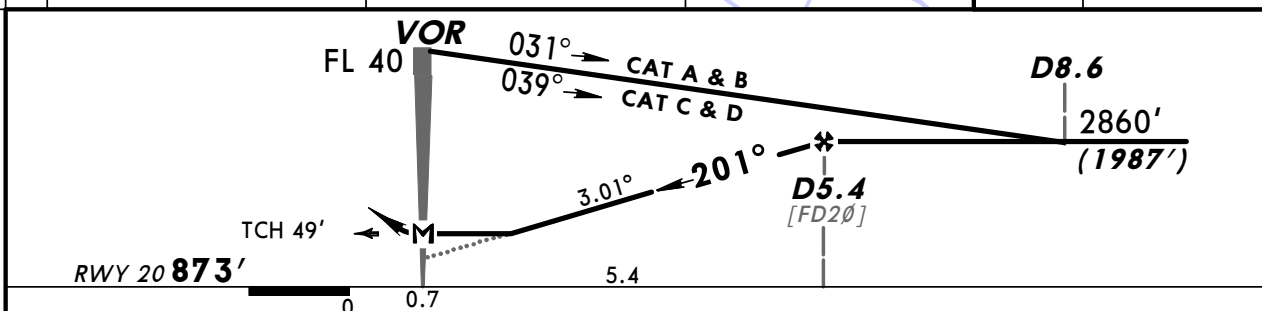
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2860' (1987')

ALT/HEIGHT CONVERSION

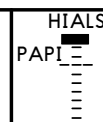
QNH	(QFE)
2860' (1987' - 600m)	53-30
1530' (657' - 200m)	



RECOMMENDED ALTITUDES	
KTU DME	ALTITUDE (HAT)
5.4	2860' (1987')
4.3	2520' (1647')
3.3	2200' (1327')
2.3	1890' (1017')
1.3	1560' (687')
0.3	1260' (387')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.01°	373	479	532	639	745	852
MAP at VOR						



Refer to
Missed Apch
above

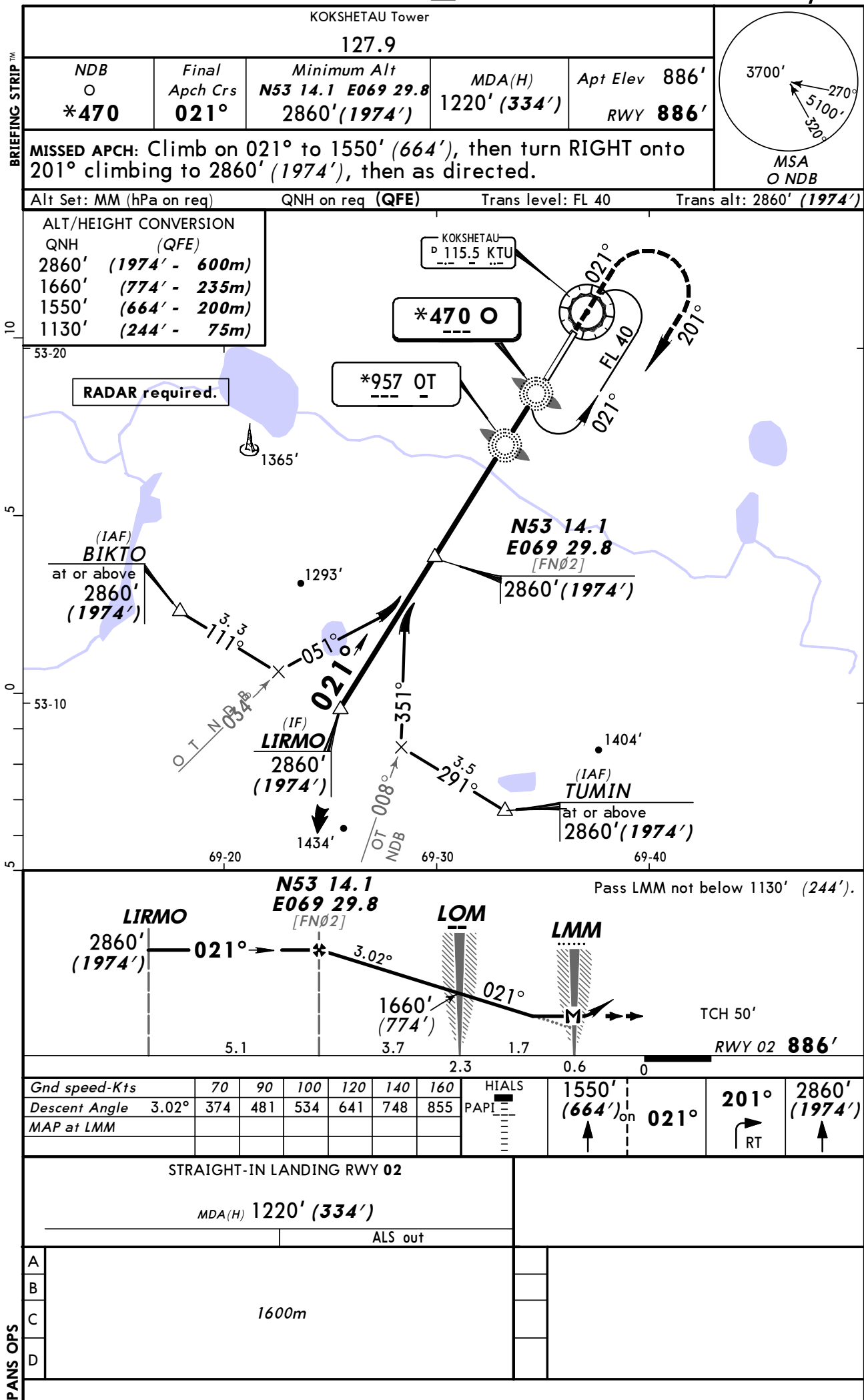
STRAIGHT-IN LANDING RWY 20

MDA(H) 1190' (317')

ALS out

PANS OPS

A	1600m
B	
C	
D	



KOKSHETAU Tower

127.9

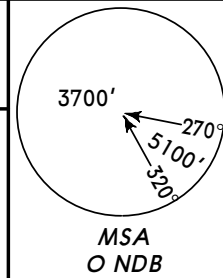
NDB
O
*470

Final
Apch Crs
021°

Minimum Alt
No FAF

MDA(H)
1250' (364')

Apt Elev 886'
RWY 886'



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.

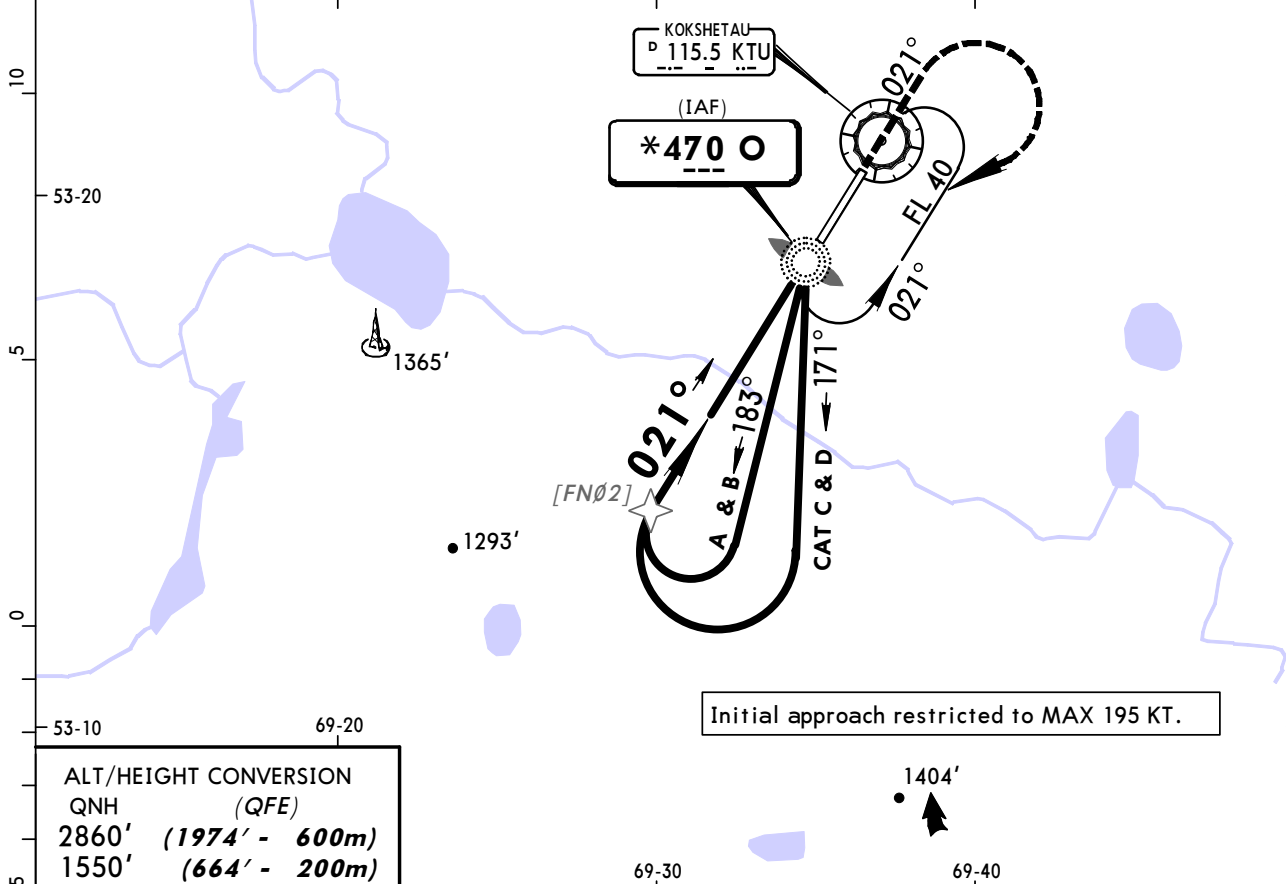
MISSED APCH WITH COMM FAILURE: Climb to FL 40 to LMM and join holding. Missed approach turn limited to MAX 225 KT.

Alt Set: MM (hPa on req)

QNH on req (QFE)

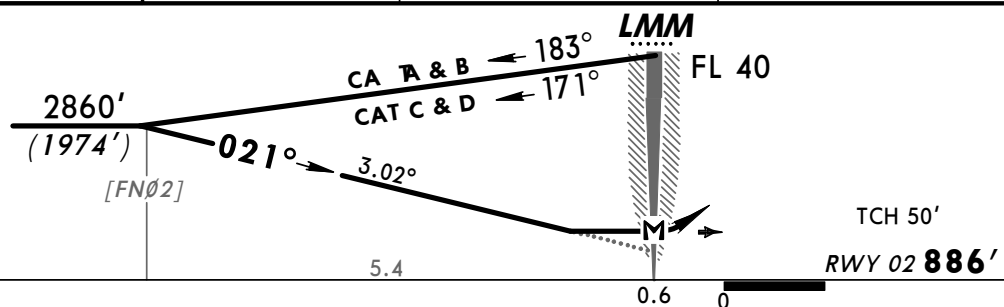
Trans level: FL 40

Trans alt: 2860' (1974')

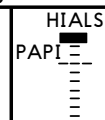


ALT/HEIGHT CONVERSION	
QNH	(QFE)
2860' (1974' - 600m)	
1550' (664' - 200m)	

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						



Refer to
Missed Apch
above

STRAIGHT-IN LANDING RWY 02

MDA(H) 1250' (364')

ALS out

A	
B	
C	1600m
D	

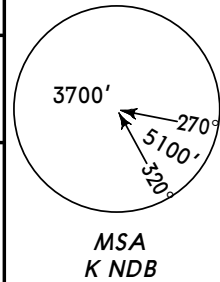
PANS OPS

BRIEFING STRIP

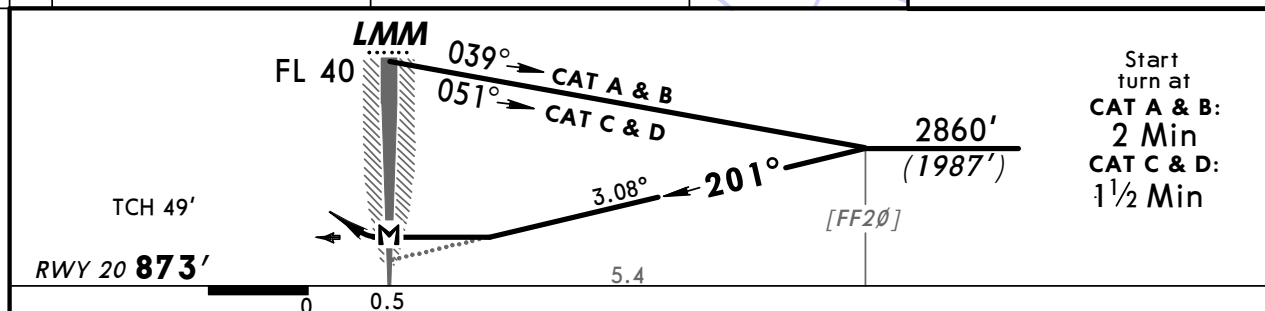
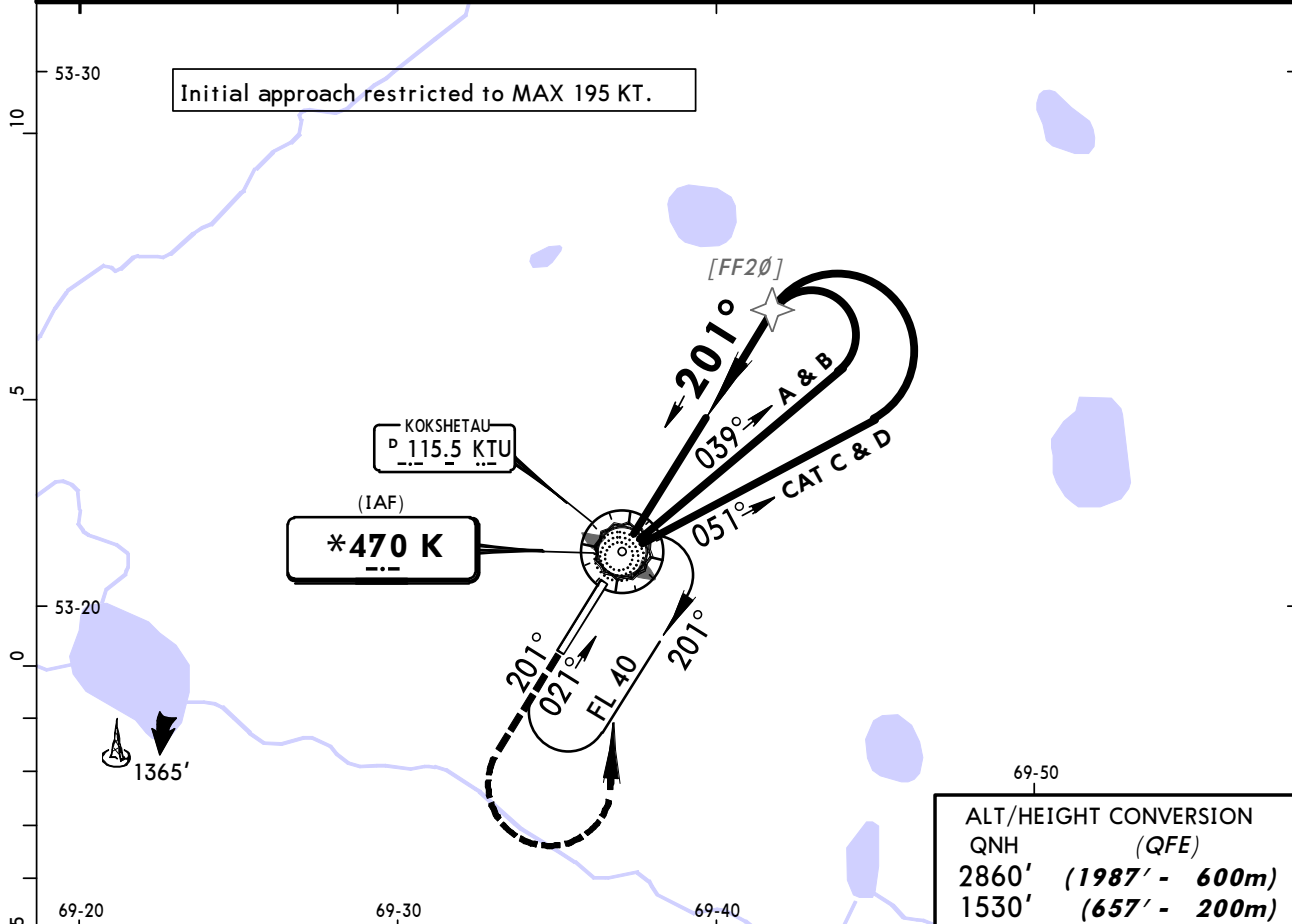
NDB K *470	Final Apch Crs 201°	Minimum Alt No FAF	MDA(H) 1300' (427')	Apt Elev 886' RWY 873'
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MISSED APCH: Climb on 201° to 1530' (657') or above. After passing LMM maintain 201° for 1 Min 30 Sec, then turn LEFT to LMM. Climb initially to 2860' (1987'), 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' (1987')



HIALS PAPI	Refer to Missed Apch above
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STRAIGHT-IN LANDING RWY 20

MDA(H) 1300' (427')

ALS out

PANS OPS

A	1600m	
B		
C		
D		

Chart changes since cycle 16-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KOKSHETAU, (KOKSHETAU - UACK)				
ADD	ADEBA, ADLON, BALMI, LULE...	10-2D	16 Aug 2013	22 Aug 2013
ADD	ADEBA, ADLON, BALMI, LULE...	10-2E	16 Aug 2013	22 Aug 2013
ADD	LALKA, LASPA, RIMIR, ROGU...	10-2F	16 Aug 2013	22 Aug 2013
ADD	LALKA, LASPA, RIMIR, ROGU...	10-2G	16 Aug 2013	22 Aug 2013
ADD	ADEBA, LASPA & TETKI 1E D...	10-3F	16 Aug 2013	22 Aug 2013
ADD	ADEBA, LASPA & TETKI 1F D...	10-3G	16 Aug 2013	22 Aug 2013
ADD	ADLON, BALMI, LULEK & REN...	10-3H	16 Aug 2013	22 Aug 2013
ADD	ADLON, BALMI, LULEK & REN...	10-3J	16 Aug 2013	22 Aug 2013
ADD	LALKA, RIMIR & ROGUN 1E D...	10-3K	16 Aug 2013	22 Aug 2013
ADD	LALKA, RIMIR & ROGUN 1F D...	10-3L	16 Aug 2013	22 Aug 2013
REV	AIRPORT, PARKING, AIRPORT...	10-9	16 Aug 2013	22 Aug 2013
REV	STANDARD MNMS	10-9S	16 Aug 2013	22 Aug 2013
ADD	ILS DME Y RWY 02	11-1	16 Aug 2013	22 Aug 2013
DEL	ILS DME Y RWY 20	11-1	16 Aug 2013	22 Aug 2013
DEL	ILS DME X RWY 20	11-2	16 Aug 2013	22 Aug 2013
ADD	ILS DME Y RWY 20	11-2	16 Aug 2013	22 Aug 2013
ADD	ILS DME X RWY 20	11-3	16 Aug 2013	22 Aug 2013
ADD	VOR DME RWY 02	13-1	16 Aug 2013	22 Aug 2013
ADD	VOR DME RWY 20	13-2	16 Aug 2013	22 Aug 2013
REV	2 NDB RWY 02	16-1	16 Aug 2013	22 Aug 2013
REV	NDB RWY 02	16-2	16 Aug 2013	22 Aug 2013
REV	NDB RWY 20	16-3	16 Aug 2013	22 Aug 2013

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UACK