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JEPPESEN
JeppView for Windows

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Terminal Charts For UACK
Revision Letter For Cycle 23-2013
Change Notices
Notebook

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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: 0242 Z
Sunset: 1130 Z,

Runway Information

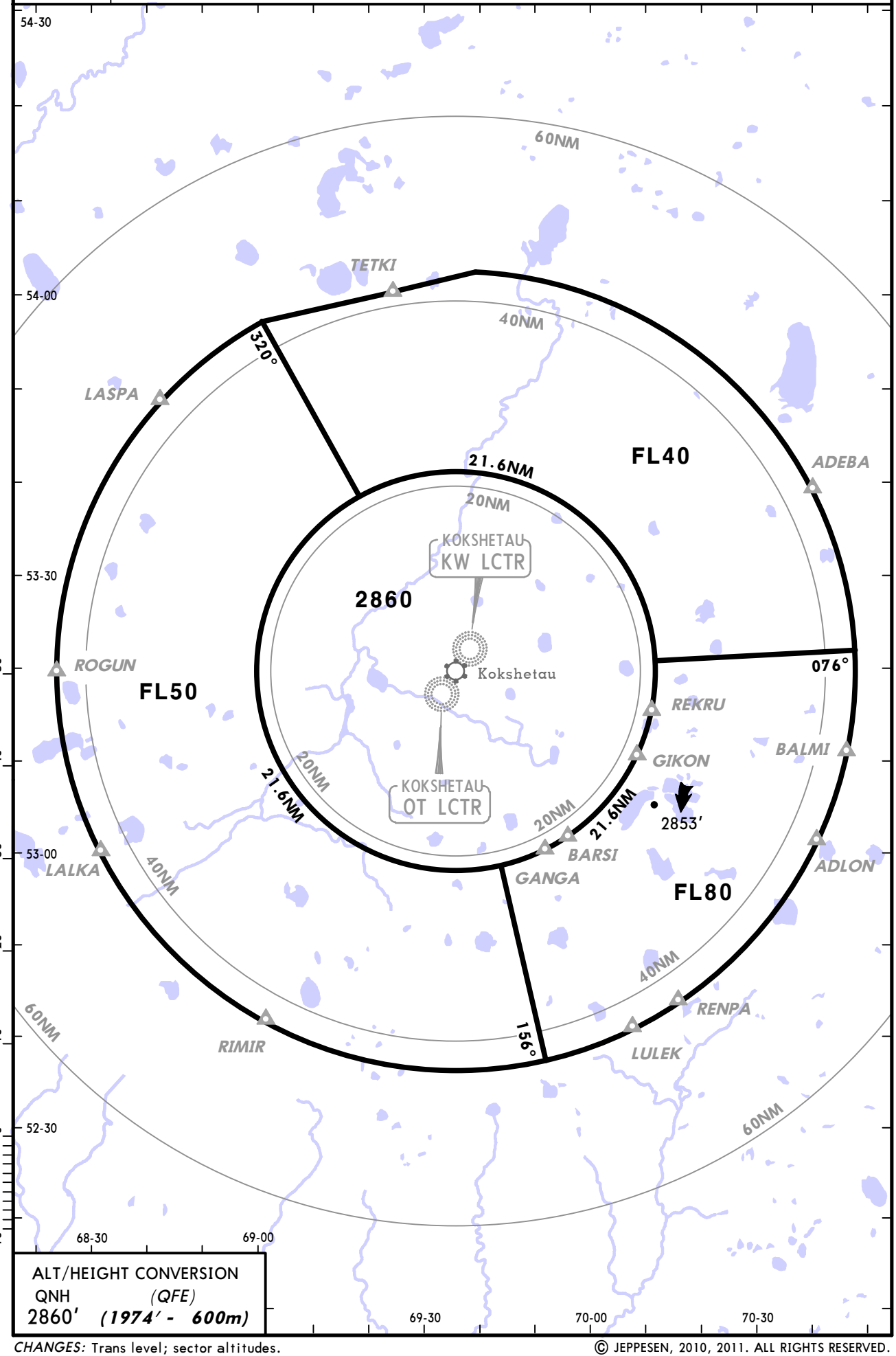
Runway: 02
Length x Width: 9350 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 886 ft
Lighting: Edge, ALS

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

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)***

CHANGES: Trans level; sector altitudes.

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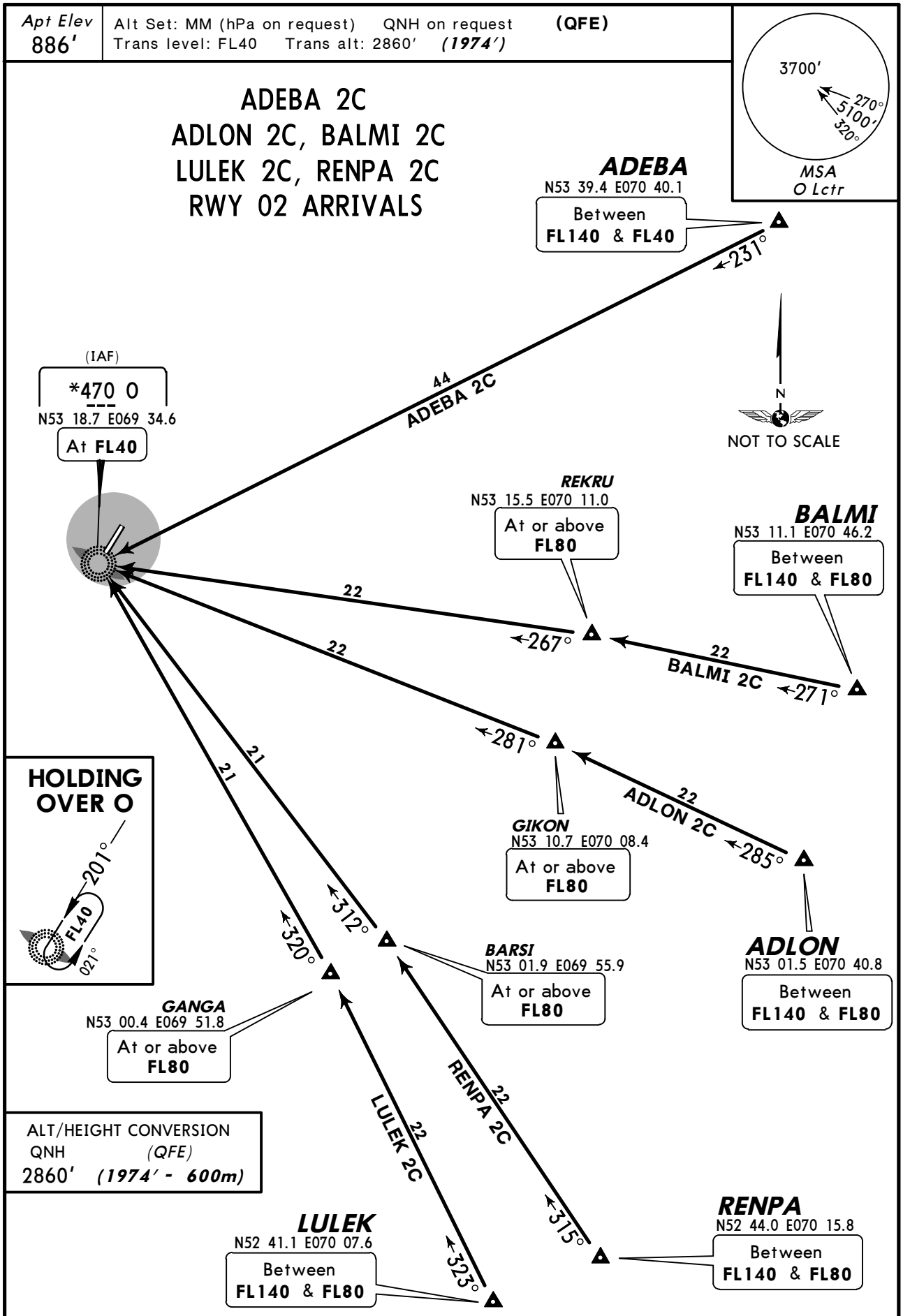
Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
886′	Trans level: FL40 Trans alt: 2860′ *(1974′)*

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



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: MSA.

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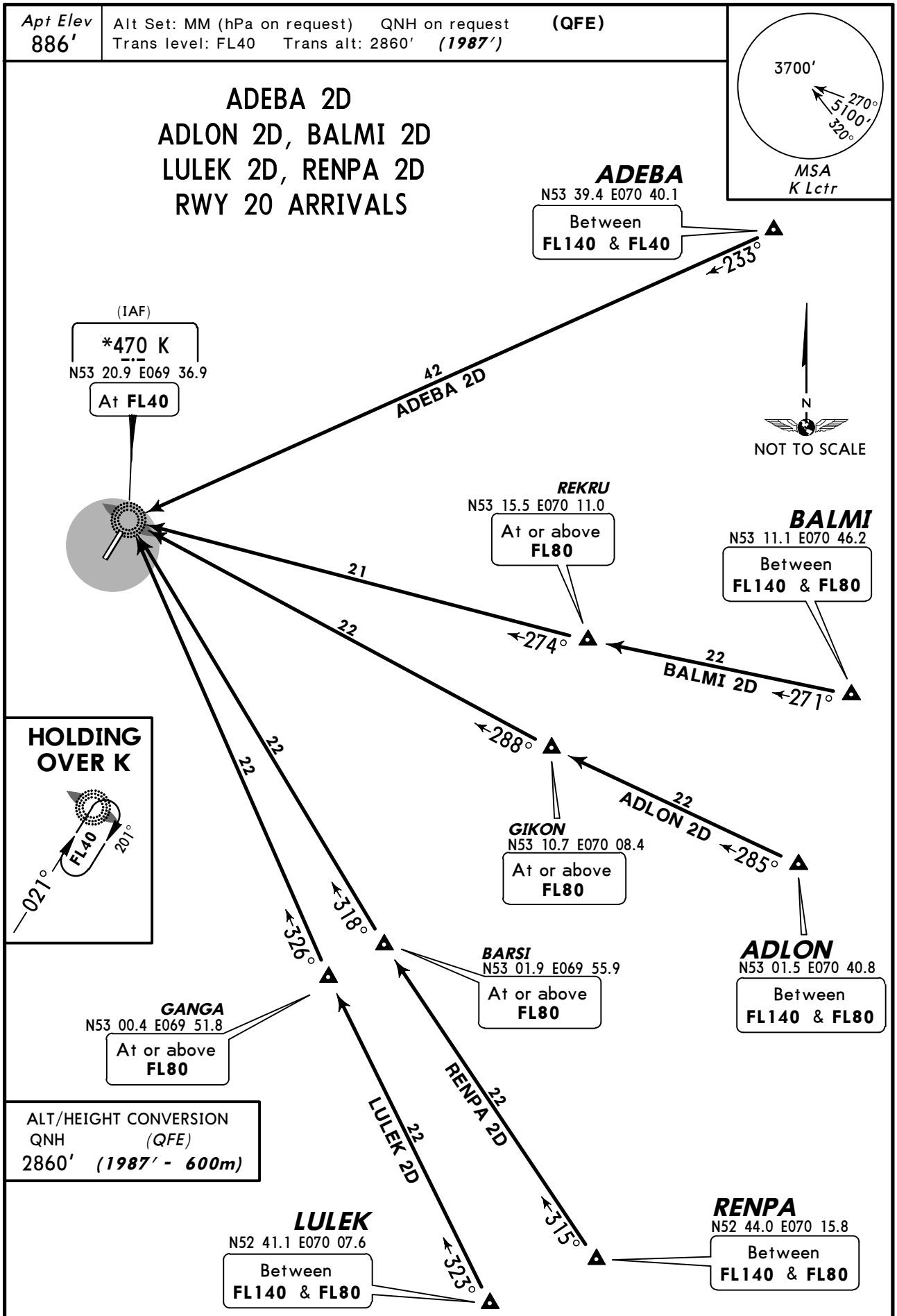
Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
886′	Trans level: FL40 Trans alt: 2860′ *(1987′)*



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.

CHANGES: MSA.

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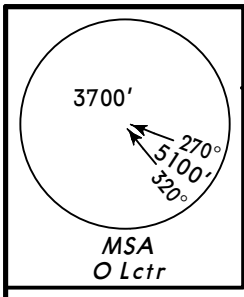
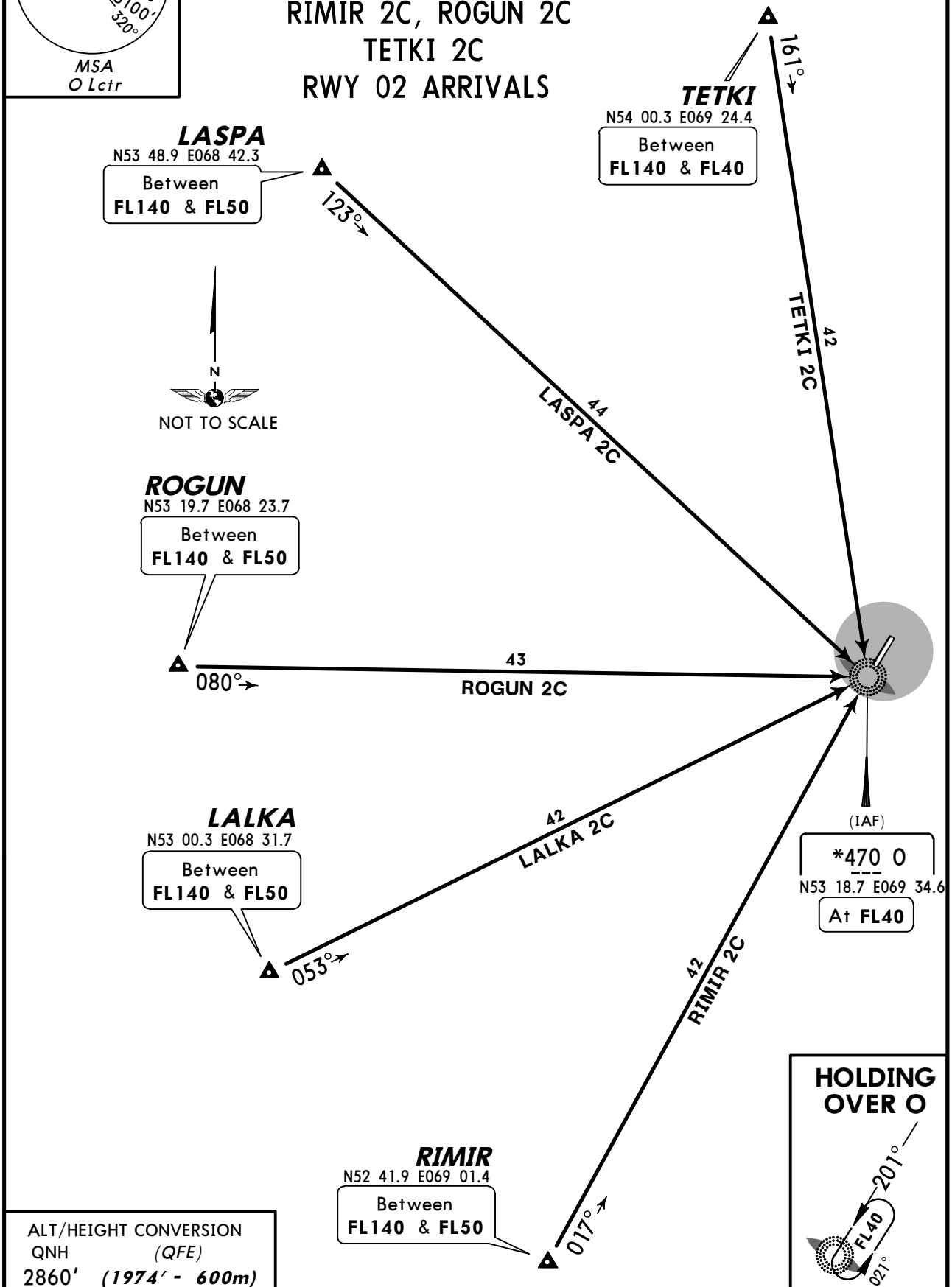


Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
886′	Trans level: FL40 Trans alt: 2860′ *(1974′)*

LALKA 2C, LASPA 2C
RIMIR 2C, ROGUN 2C
TETKI 2C
RWY 02 ARRIVALS



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

STAR	ROUTING
LALKA 2C	On 053° bearing to O.
LASPA 2C	On 123° bearing to O.
RIMIR 2C	On 017° bearing to O.
ROGUN 2C	On 080° bearing to O.
TETKI 2C	On 161° bearing to O.

CHANGES: MSA.

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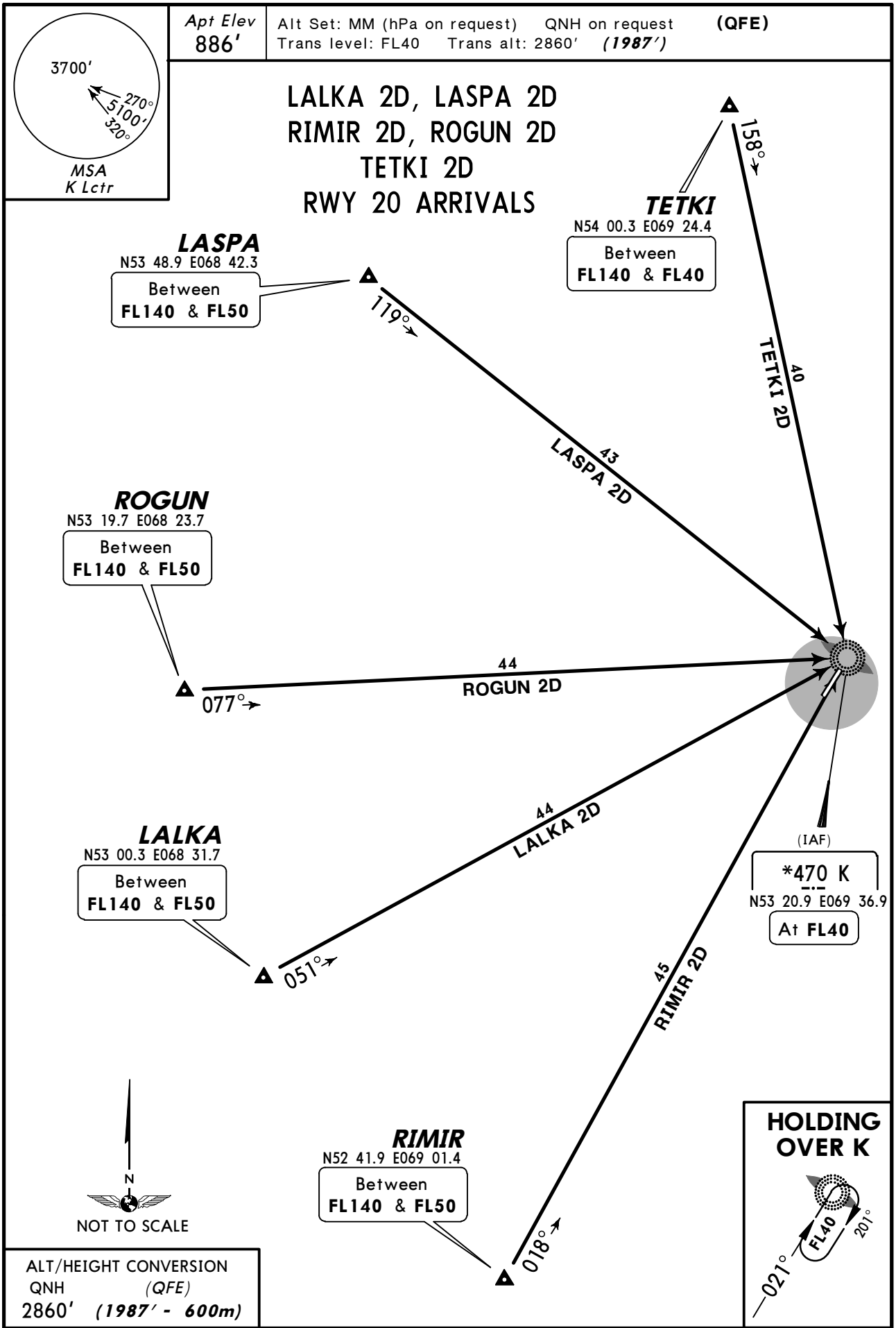

STAR	ROUTING
LALKA 2D	On 051° bearing to K.
LASPA 2D	On 119° bearing to K.
RIMIR 2D	On 018° bearing to K.
ROGUN 2D	On 077° bearing to K.
TETKI 2D	On 158° bearing to K.

CHANGES: MSA.

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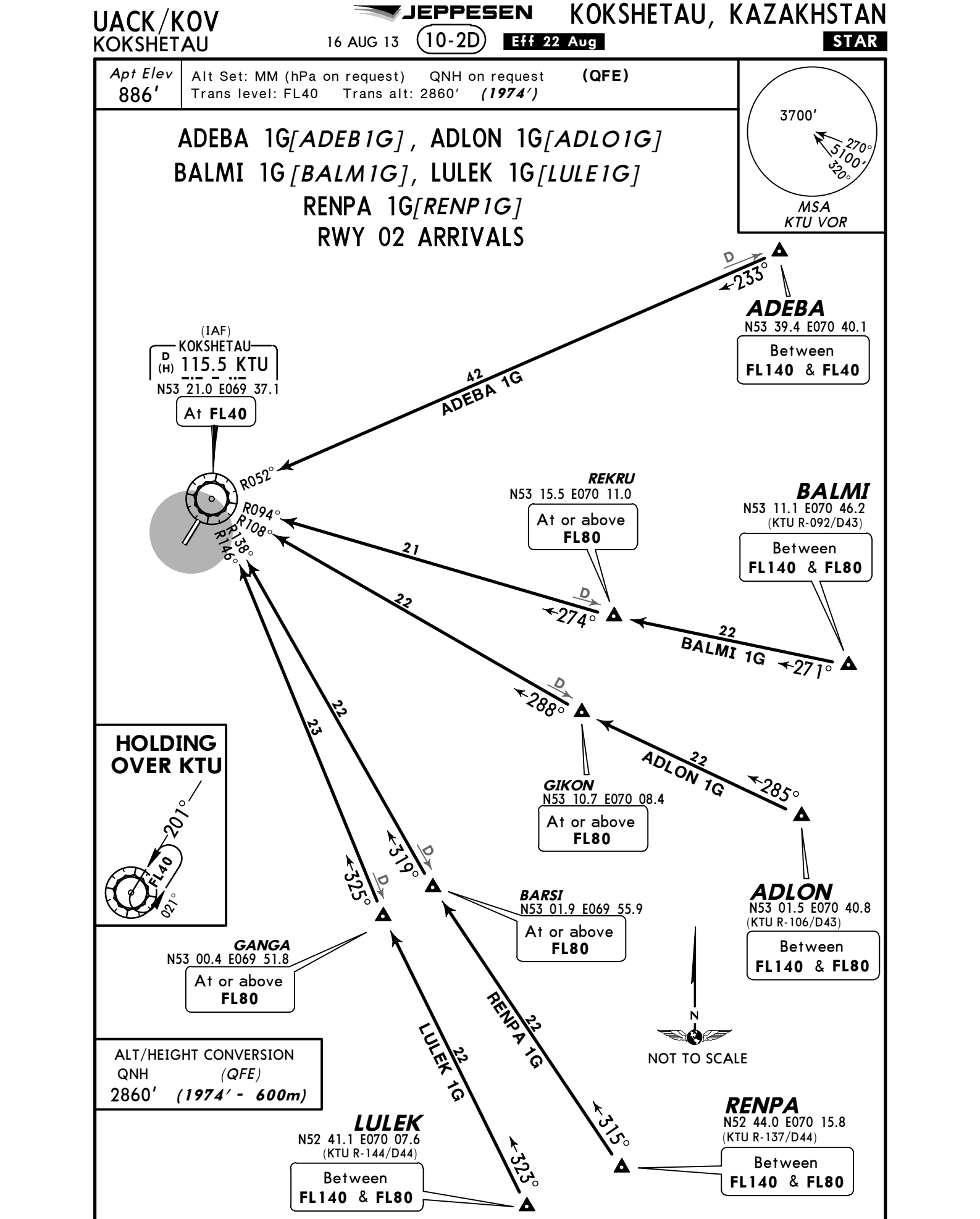
Apt Elev 886′

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.

CHANGES: New procedures at this airport.

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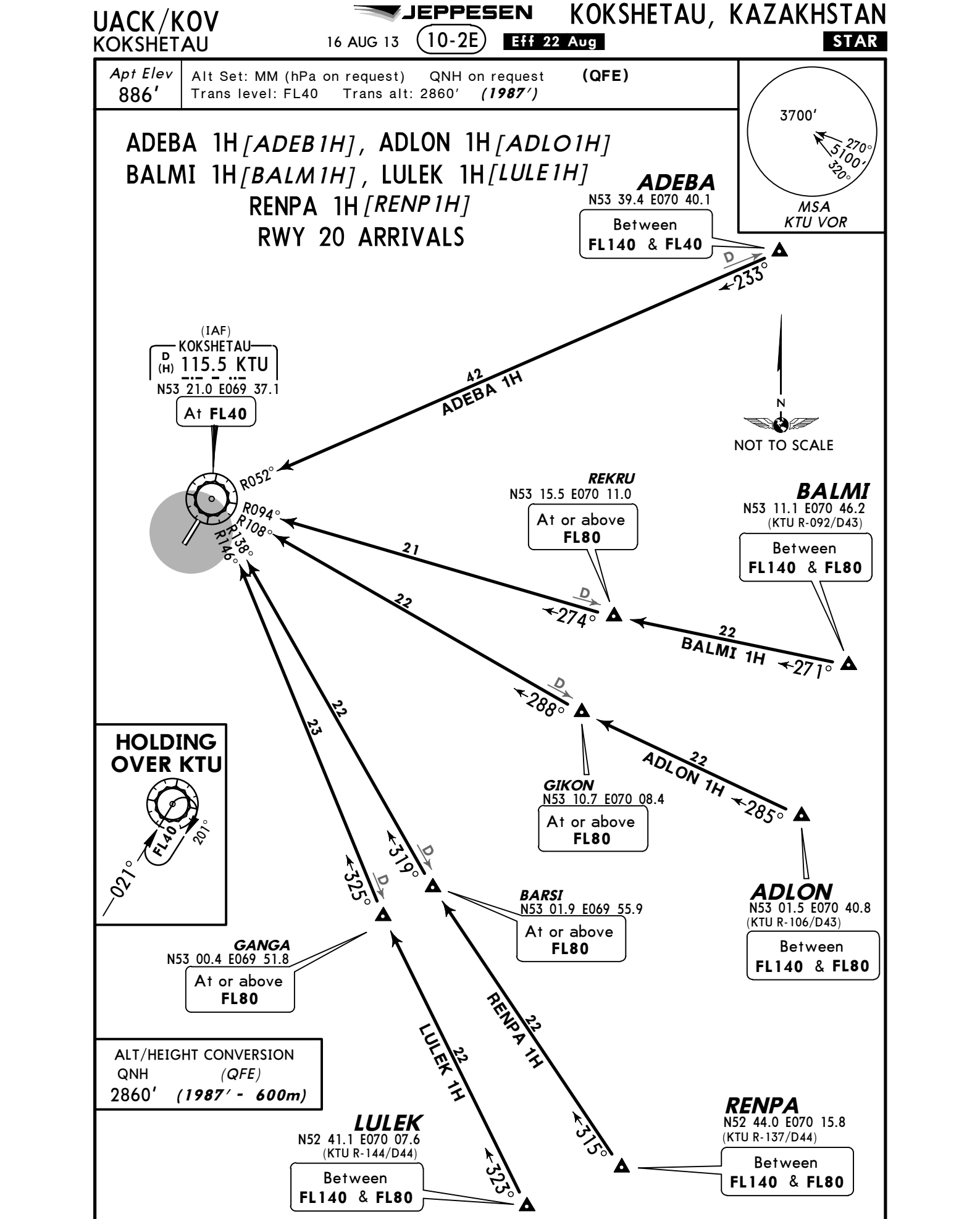
Apt Elev 886′

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



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 BARSI, turn RIGHT, intercept KTU R-138 inbound to KTU.

CHANGES: New procedures at this airport.

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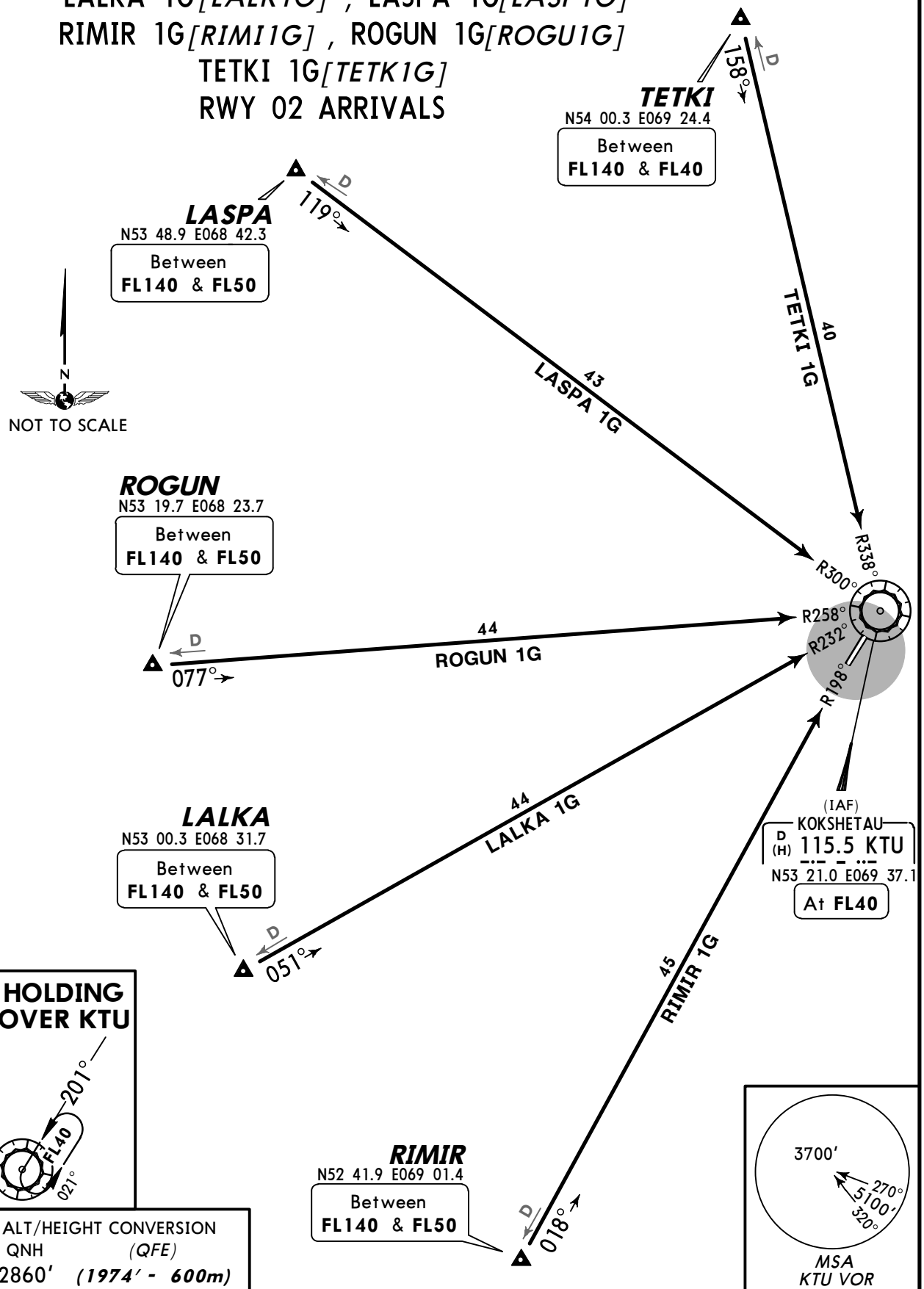
Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
886′	Trans level: FL40 Trans alt: 2860′ *(1974′)*

LALKA 1G*[LALK1G]* , LASPA 1G*[LASP1G]*
RIMIR 1G*[RIMI1G]* , ROGUN 1G*[ROGU1G]*
TETKI 1G*[TETK1G]*
RWY 02 ARRIVALS



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.

CHANGES: New procedures at this airport.

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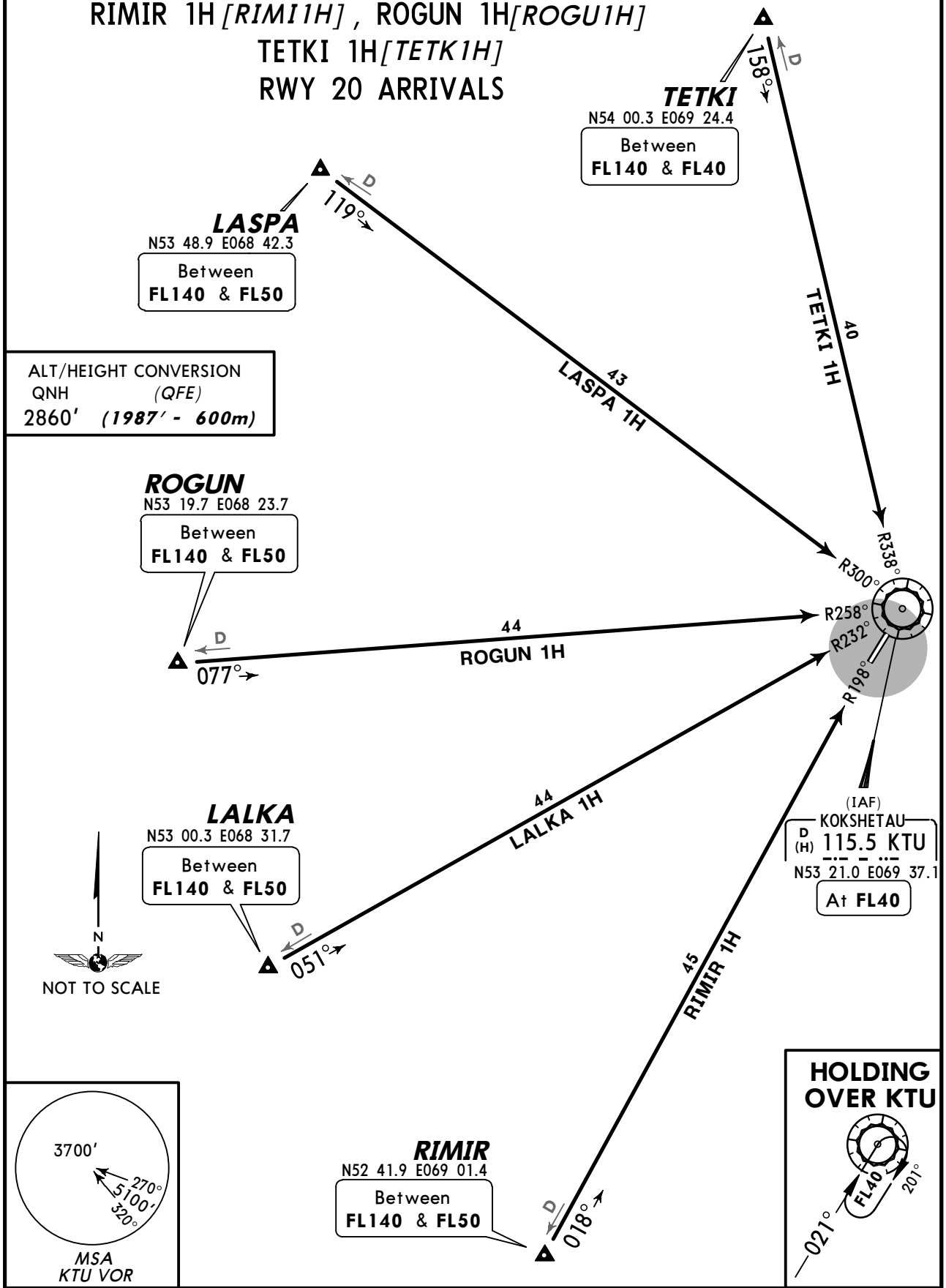
Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
886′	Trans level: FL40 Trans alt: 2860′ *(1987′)*

LALKA 1H *[LALK1H]*, LASPA 1H *[LASP1H]*
RIMIR 1H *[RIMI1H]*, ROGUN 1H *[ROGU1H]*
TETKI 1H *[TETK1H]*
RWY 20 ARRIVALS



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.

CHANGES: New procedures at this airport.

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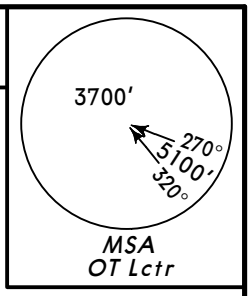
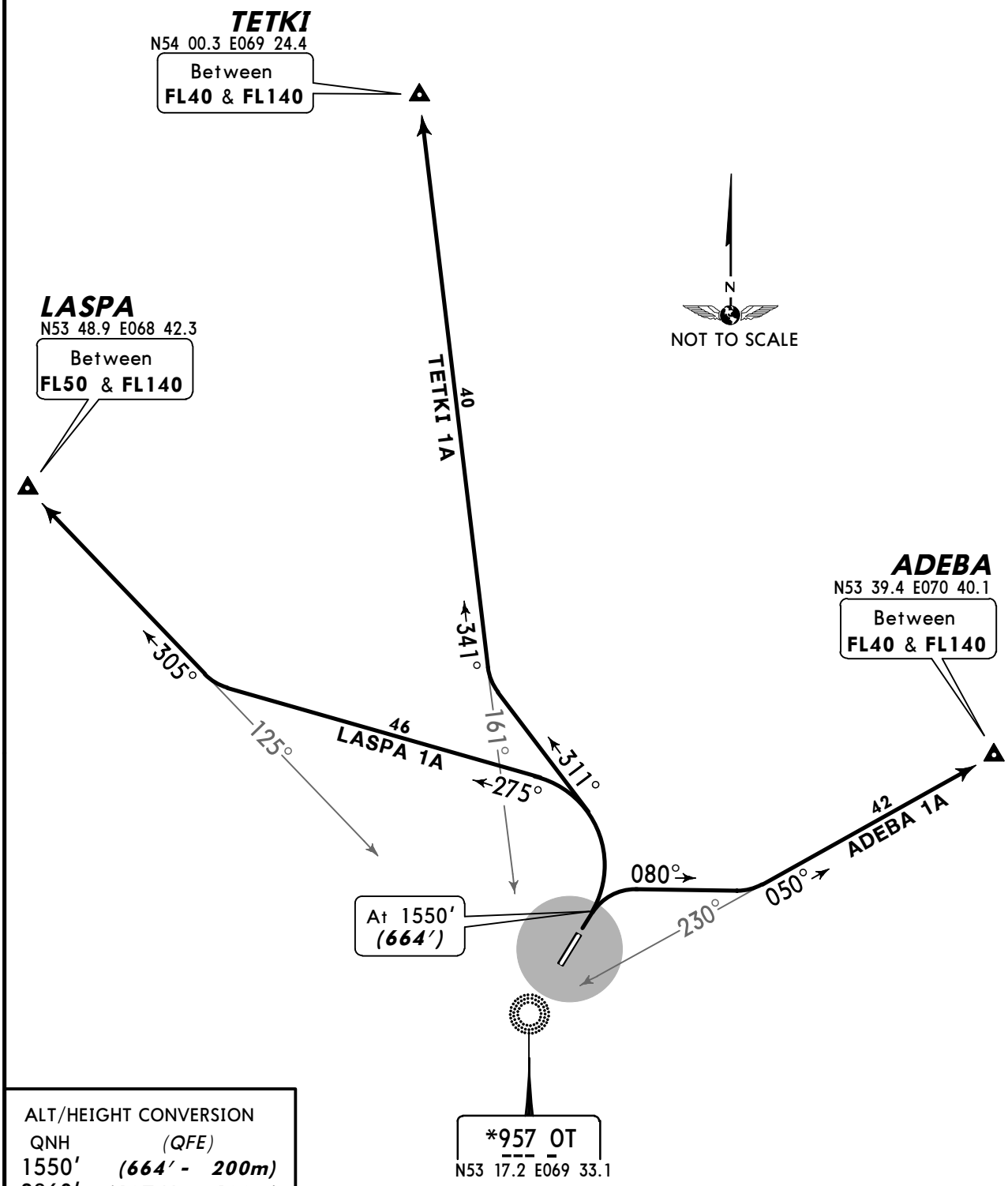
Apt Elev	QNH on request **(QFE)**
886′	Trans level: FL40 Trans alt: 2860′ ***(1974′)***



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 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.

CHANGES: MSA.

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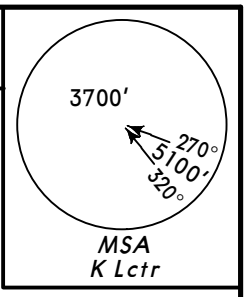
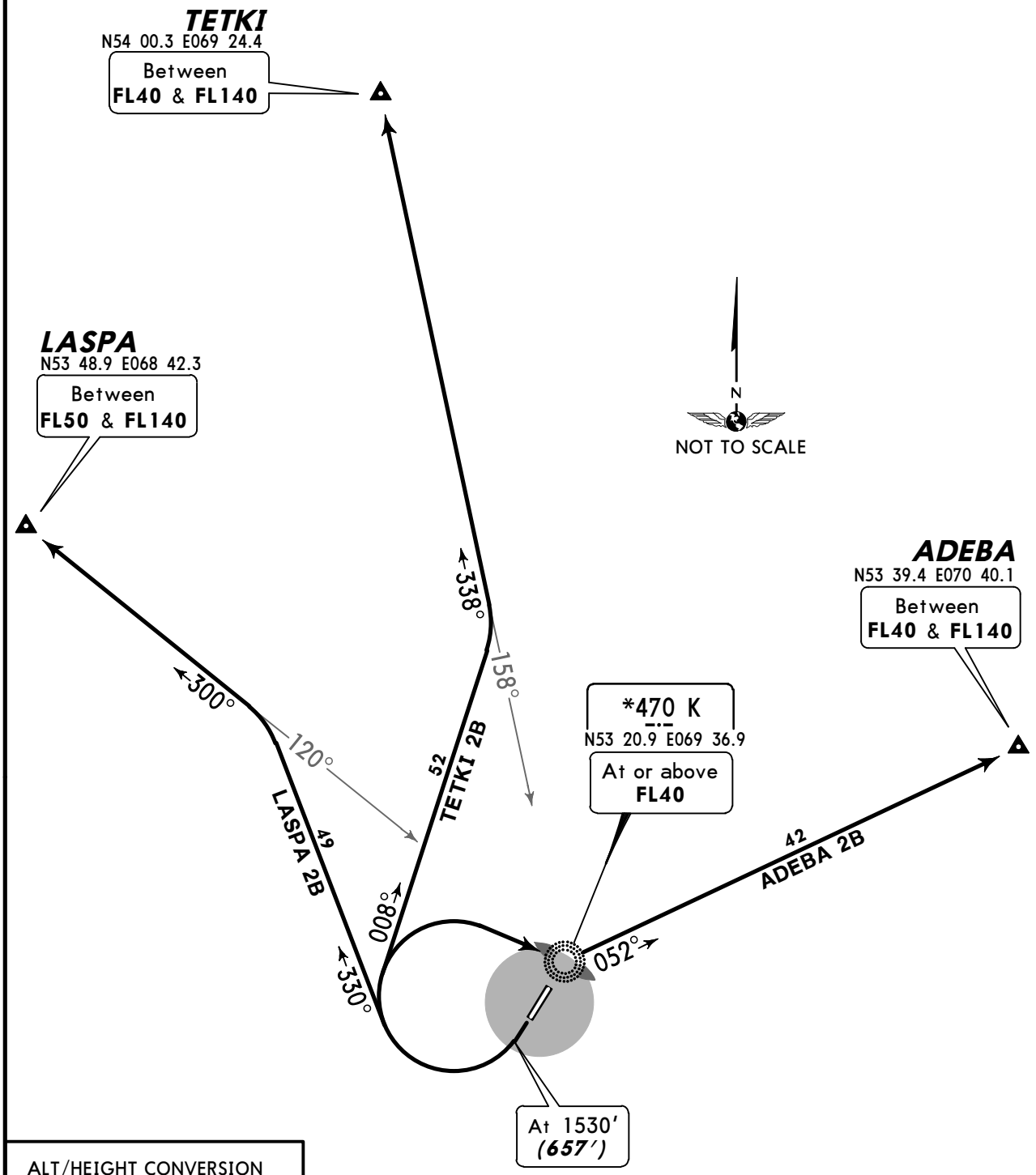
Apt Elev	QNH on request **(QFE)**
886′	Trans level: FL40 Trans alt: 2860′ ***(1987′)***



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.

CHANGES: MSA.

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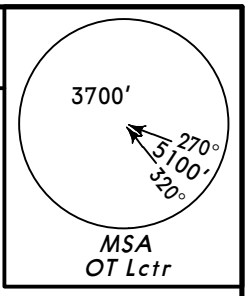
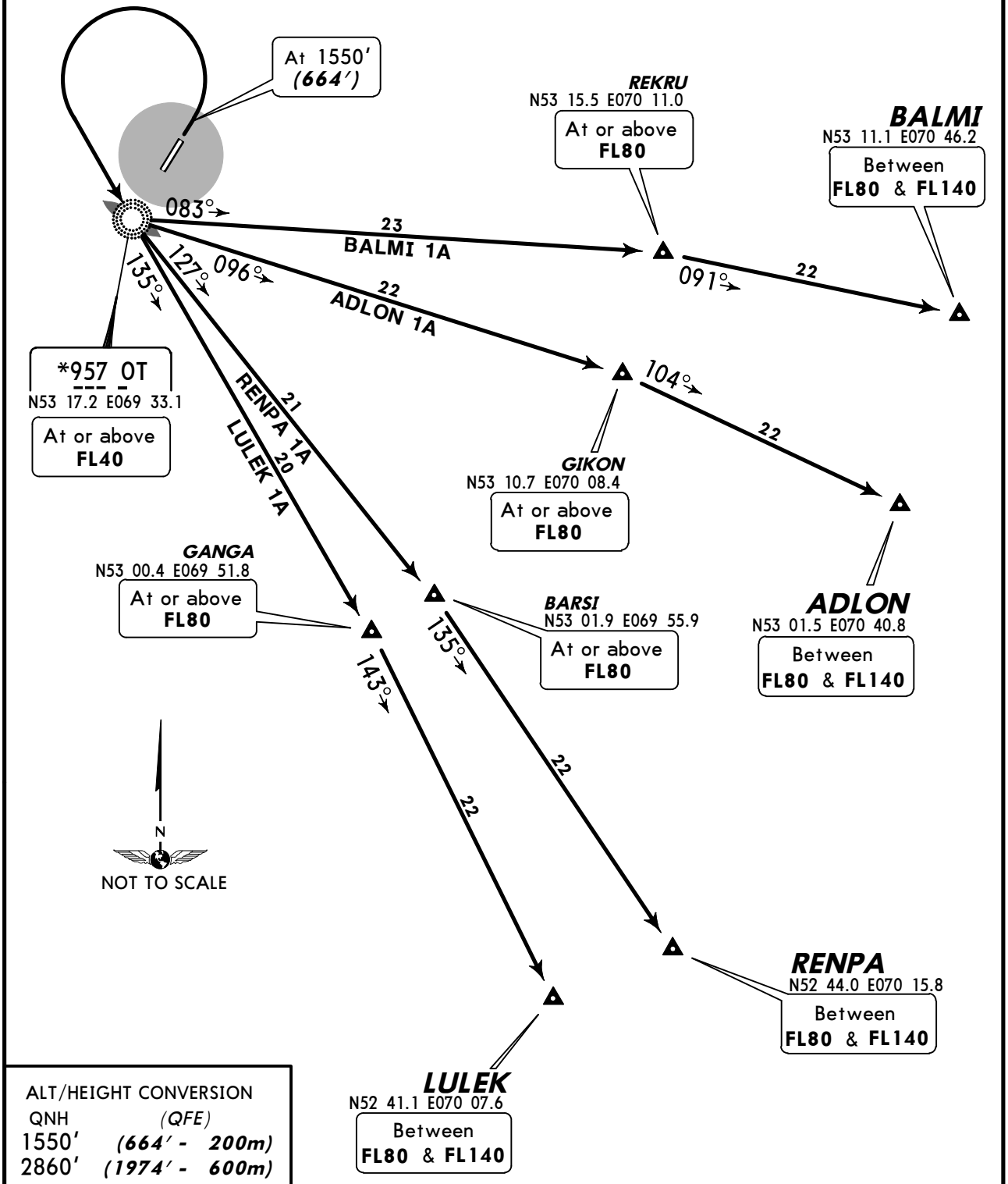
Apt Elev	QNH on request **(QFE)**
886′	Trans level: FL40 Trans alt: 2860′ *(1974′)*

ADLON 1A, BALMI 1A
LULEK 1A, RENPA 1A
RWY 02 DEPARTURES





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

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.

CHANGES: MSA.

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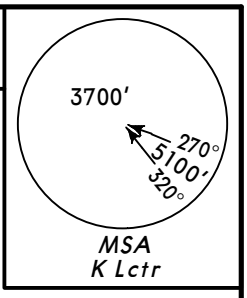
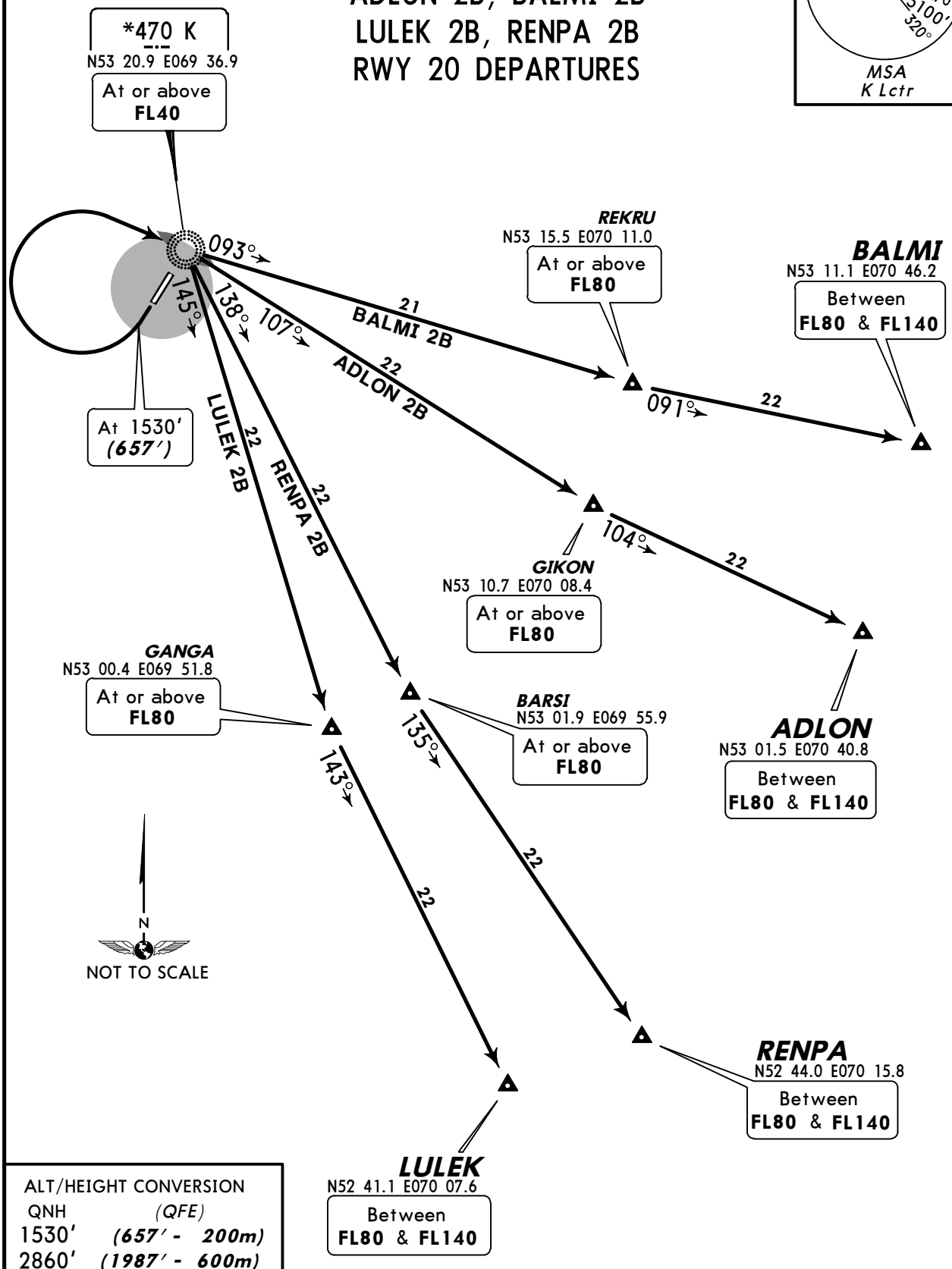
Apt Elev	QNH on request **(QFE)**
886′	Trans level: FL40 Trans alt: 2860′ ***(1987′)***



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



ALT/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.

CHANGES: MSA.

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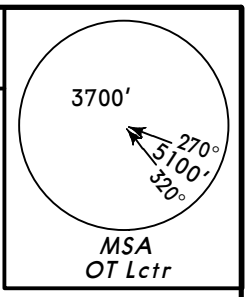
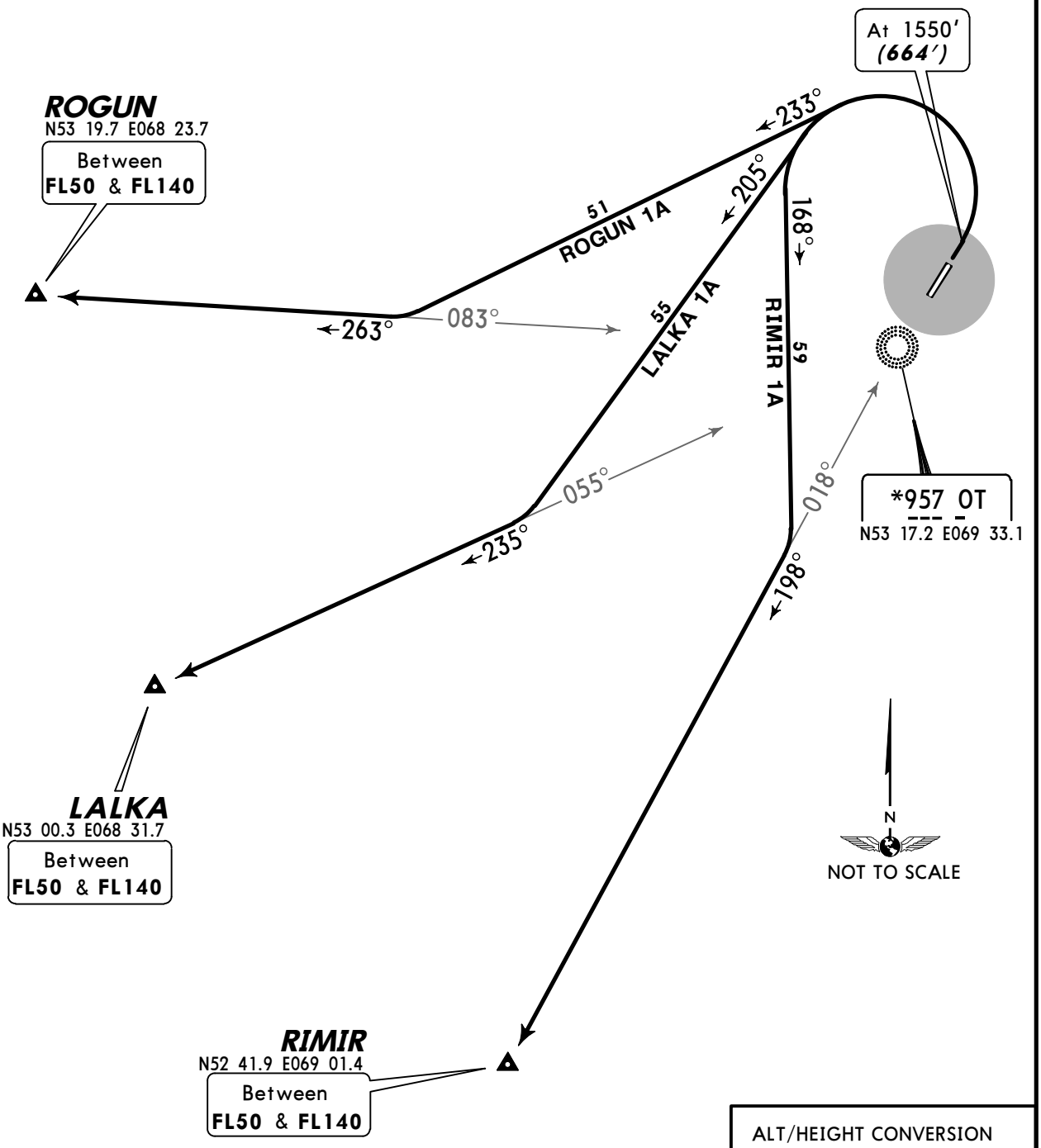
Apt Elev	
886′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2860′ ***(1974′)***



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.

CHANGES: MSA.

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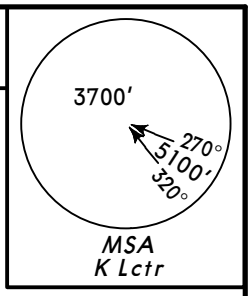
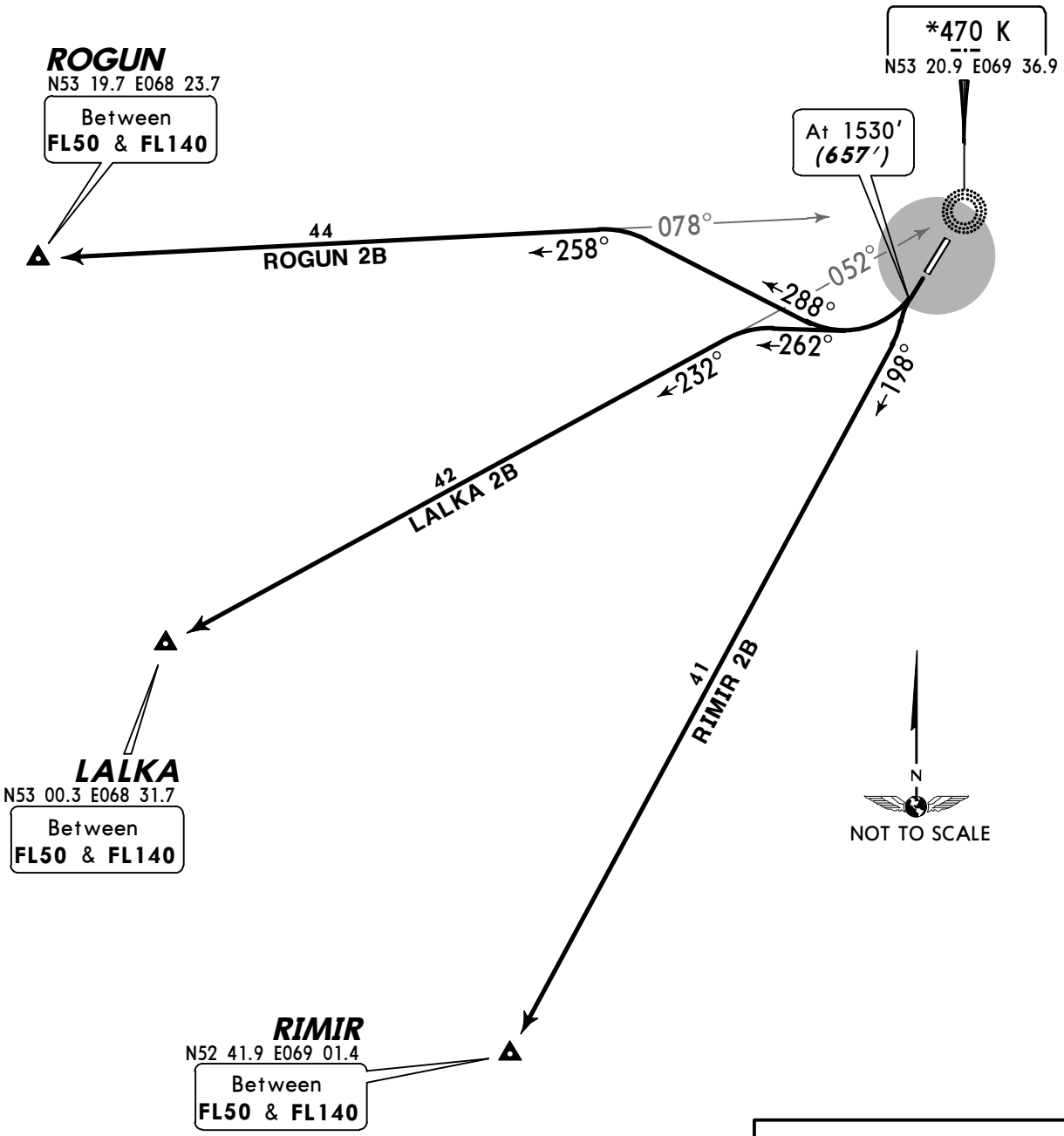
Apt Elev	
886′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2860′ ***(1987′)***



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 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.

CHANGES: MSA.

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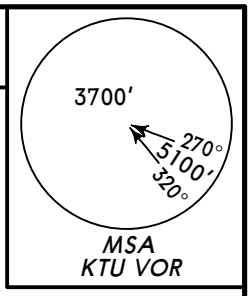
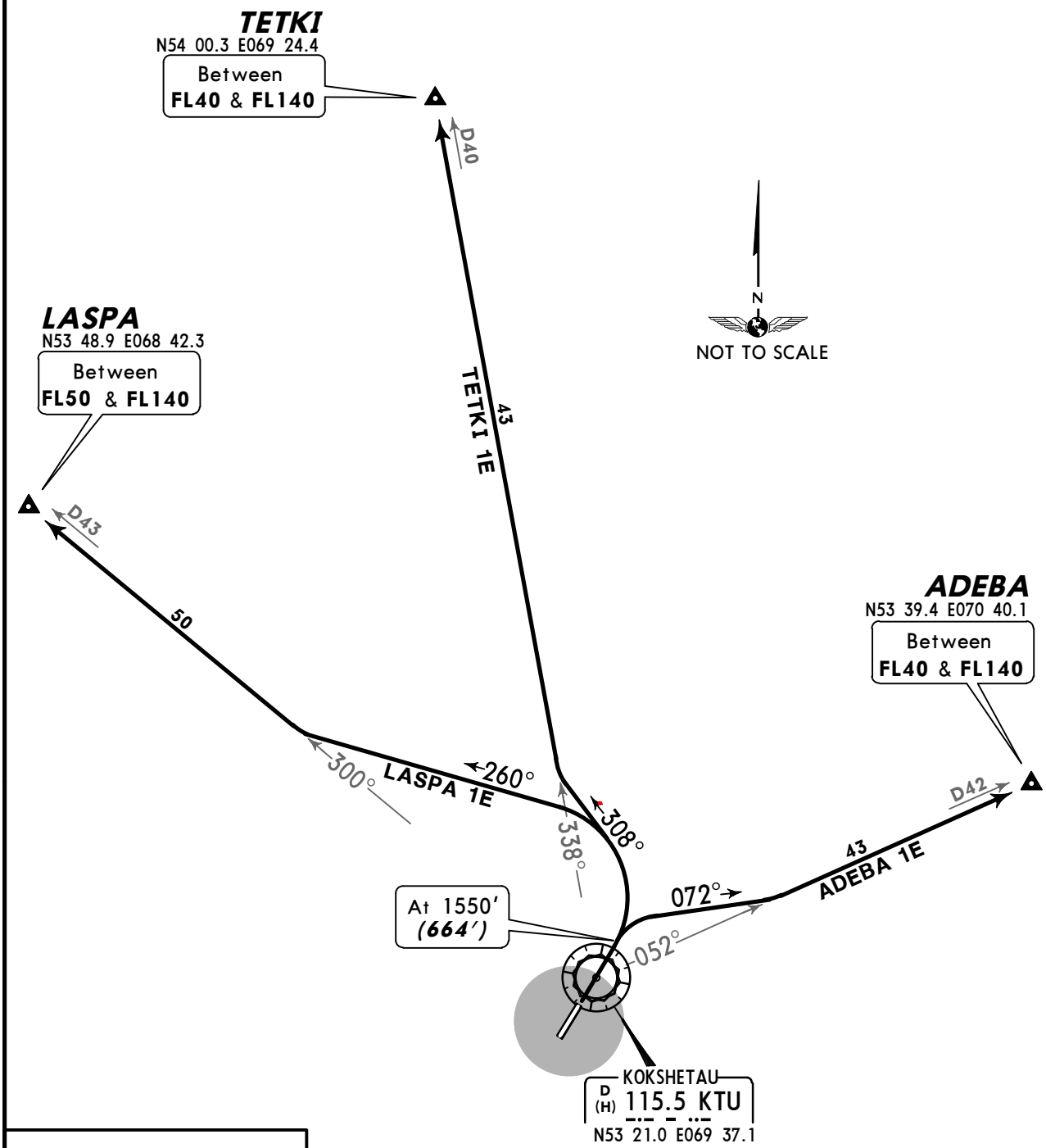
Apt Elev	
886′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2860′ ***(1974′)***



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



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.

CHANGES: New procedures at this airport.

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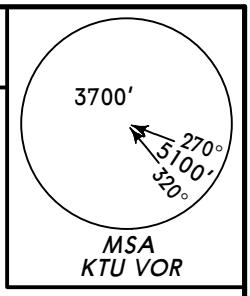
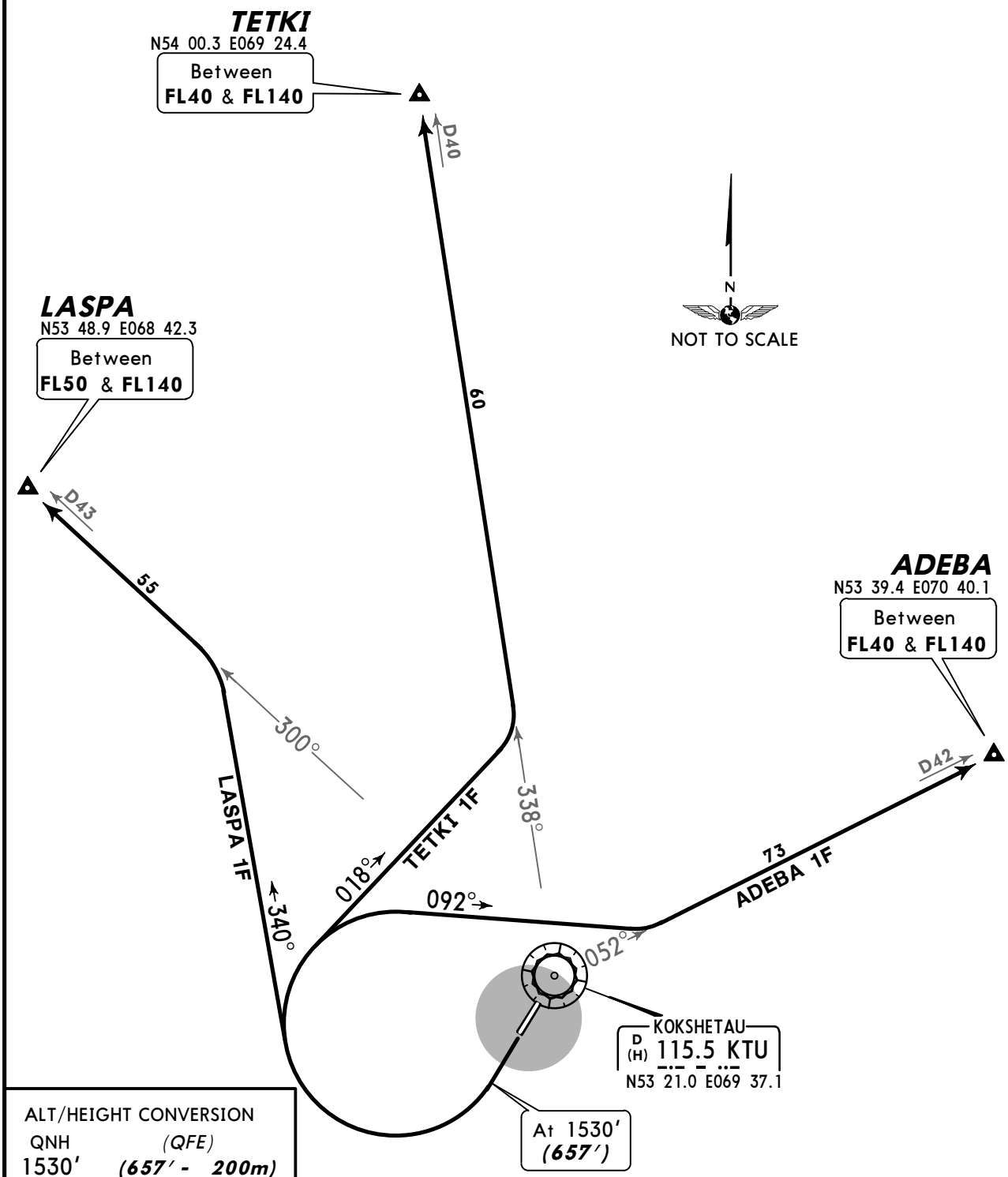
Apt Elev	
886′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2860′ ***(1987′)***



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



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.

CHANGES: New procedures at this airport.

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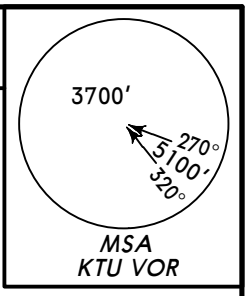
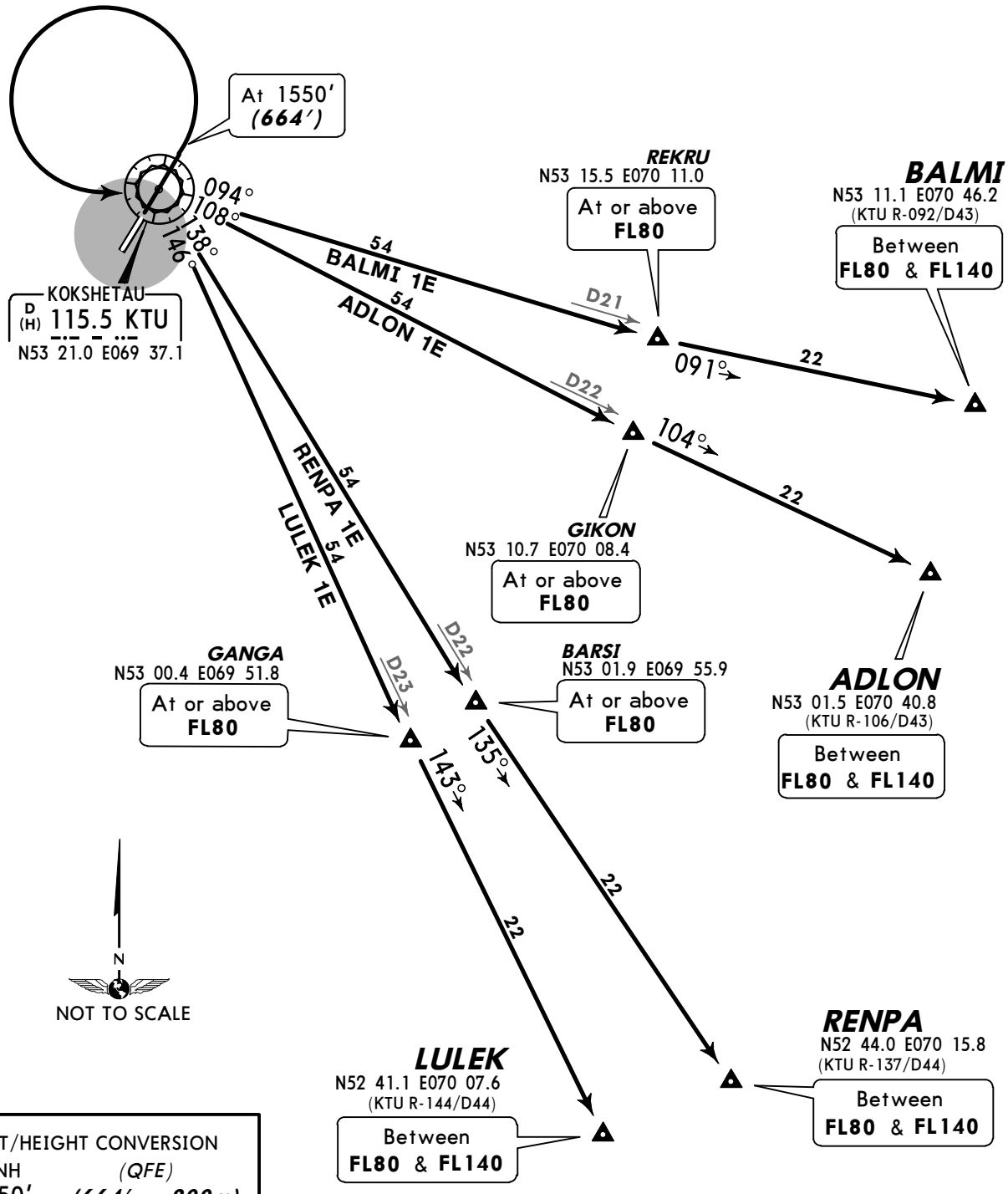
Apt Elev	
886′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2860′ ***(1974′)***



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.

CHANGES: New procedures at this airport.

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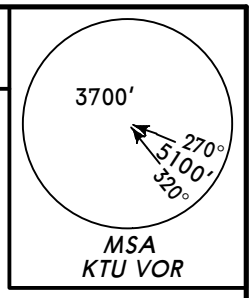
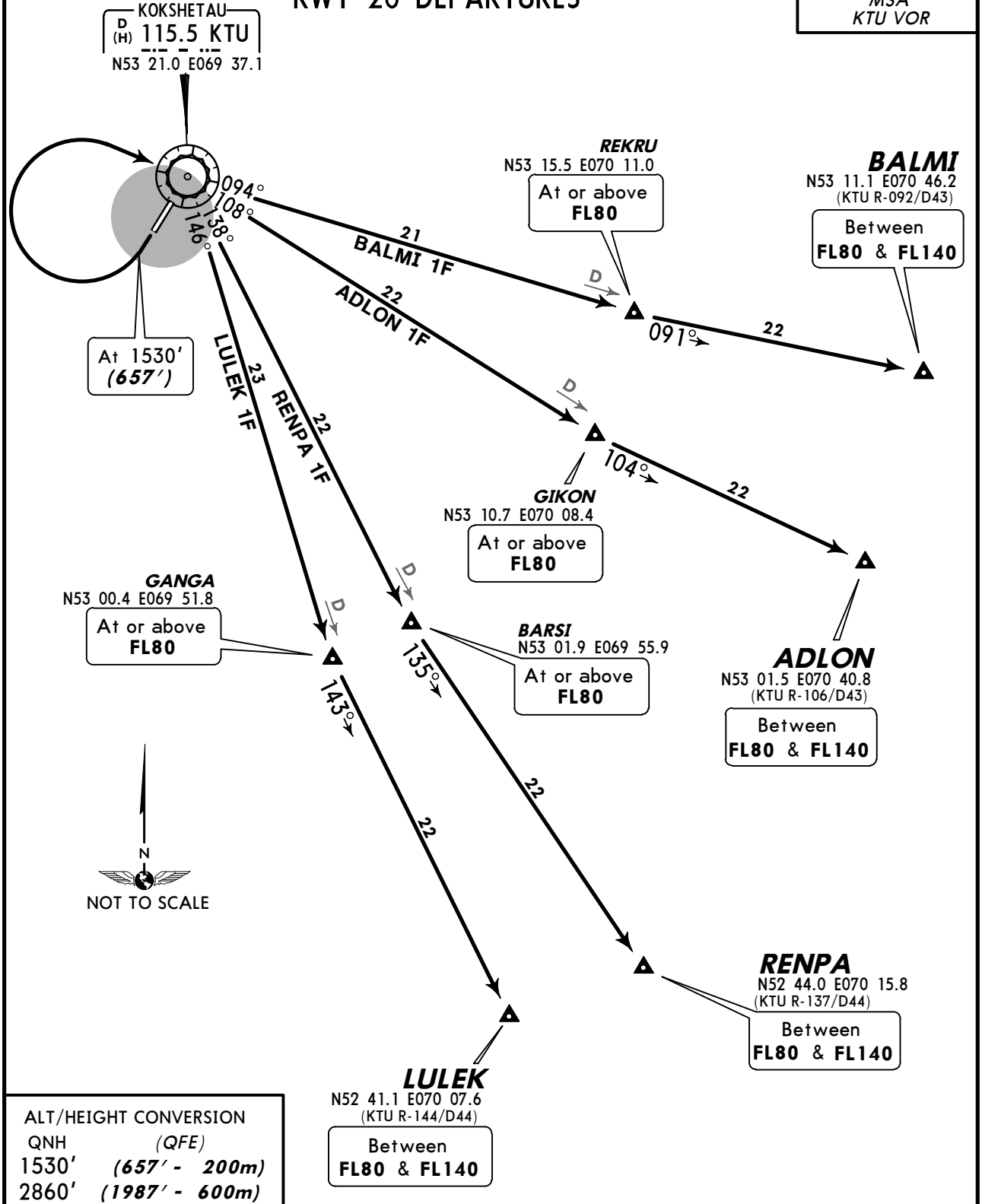
Apt Elev	QNH on request **(QFE)**
886′	Trans level: FL40 Trans alt: 2860′ ***(1987′)***

ADLON 1F*[ADLO1F]*, BALMI 1F*[BALM1F]*
LULEK 1F*[LULE1F]*, RENPA 1F*[RENP1F]*
RWY 20 DEPARTURES





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

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 BARSI, turn LEFT, 135° track to RENPA.

CHANGES: New procedures at this airport.

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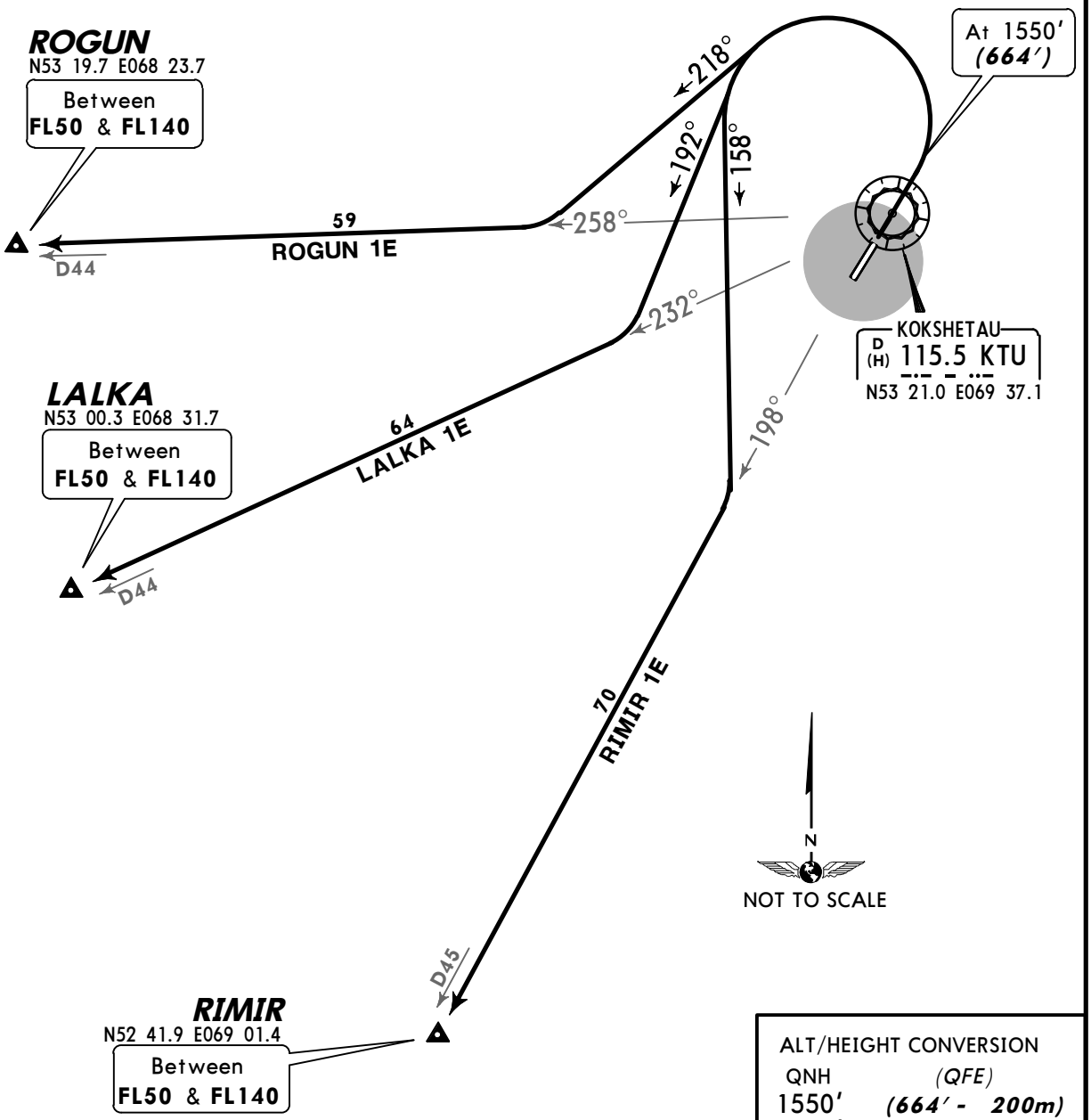
Apt Elev	
886′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2860′ ***(1974′)***

3700′
270°
5100′
320°
MSA
KTU VOR

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



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.

CHANGES: New procedures at this airport.

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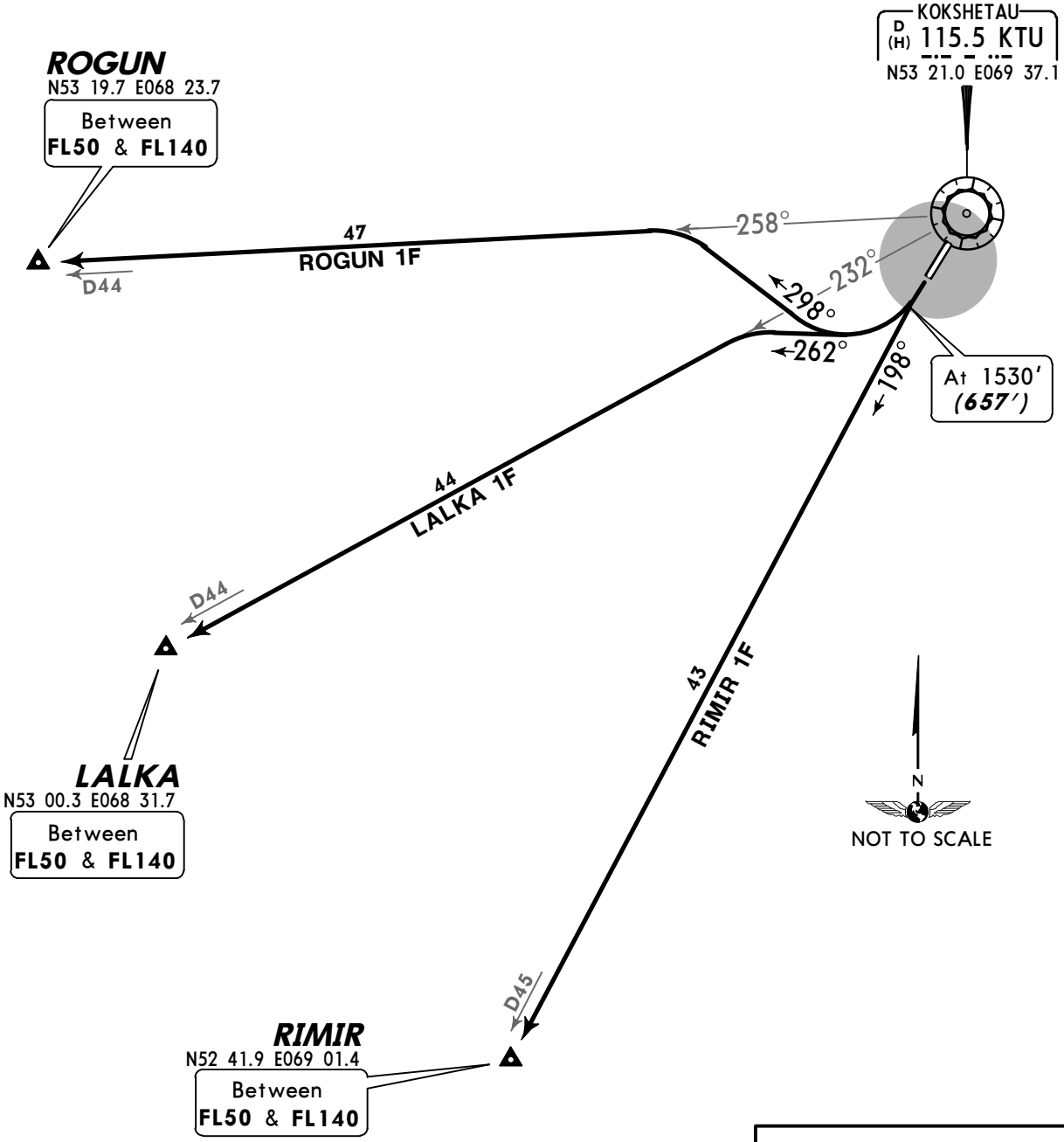
Apt Elev	
886′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2860′ ***(1987′)***

3700′
270°
5100′
320°
MSA
KTU VOR

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.

CHANGES: New procedures at this airport.

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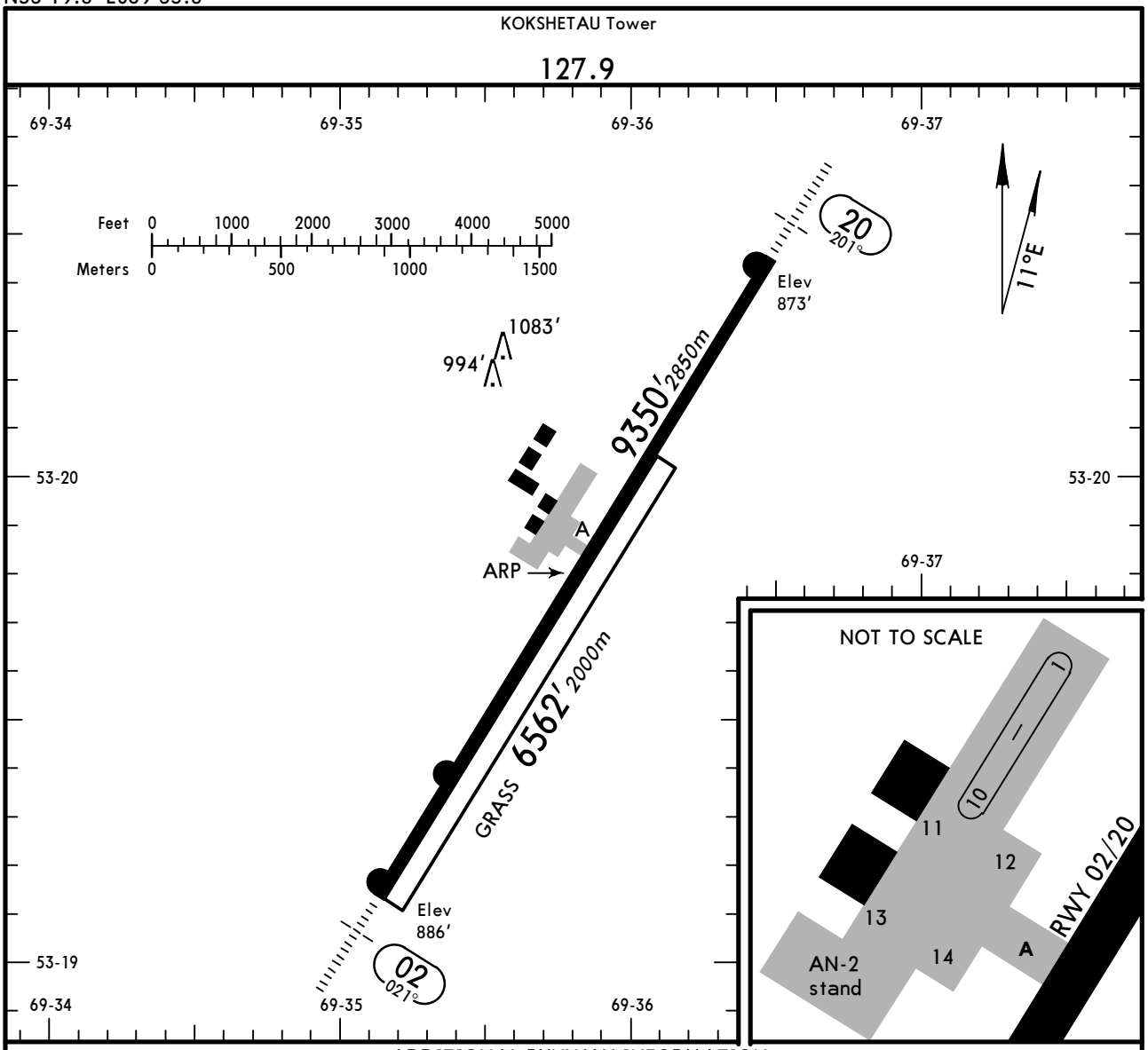

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
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 RL	DAY RCLM	NIGHT RL
A	*400m* 1	*400m* 1	*400m* 1
B			
C		*500m*	*400m*
D			

1 LVP must be in force: 300m.

CHANGES: Lights.

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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 AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT 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**
	ALS out	1500m	1500m	1600m	1600m
	NDB ❶❷	**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
20	ILS	**1073**′(200′)	**1073**′(200′)	**1103**′(230′)	**1103**′(230′)
		800m	**800m**	**900m**	**900m**
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	VOR ❶	**1190**′(317′)	**1190**′(317′)	**1190**′(317′)	**1190**′(317′)
		1000m	**1000m**	**1000m**	**1000m**
	ALS out	1400m	1400m	1400m	1400m
	NDB ❶❷	**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* 1	*400m* 1	*400m* 1
B			
C		*500m*	*400m*
D			

1 LVP must be in force: 300m.

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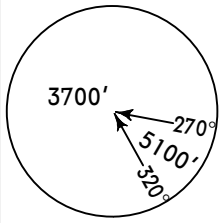
BRIEFING STRIP ™

KOKSHETAU Tower
127.9

LOC IOT	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 886′
*110.3	021°	1667′(781′)	1086′(200′)	RWY 886′

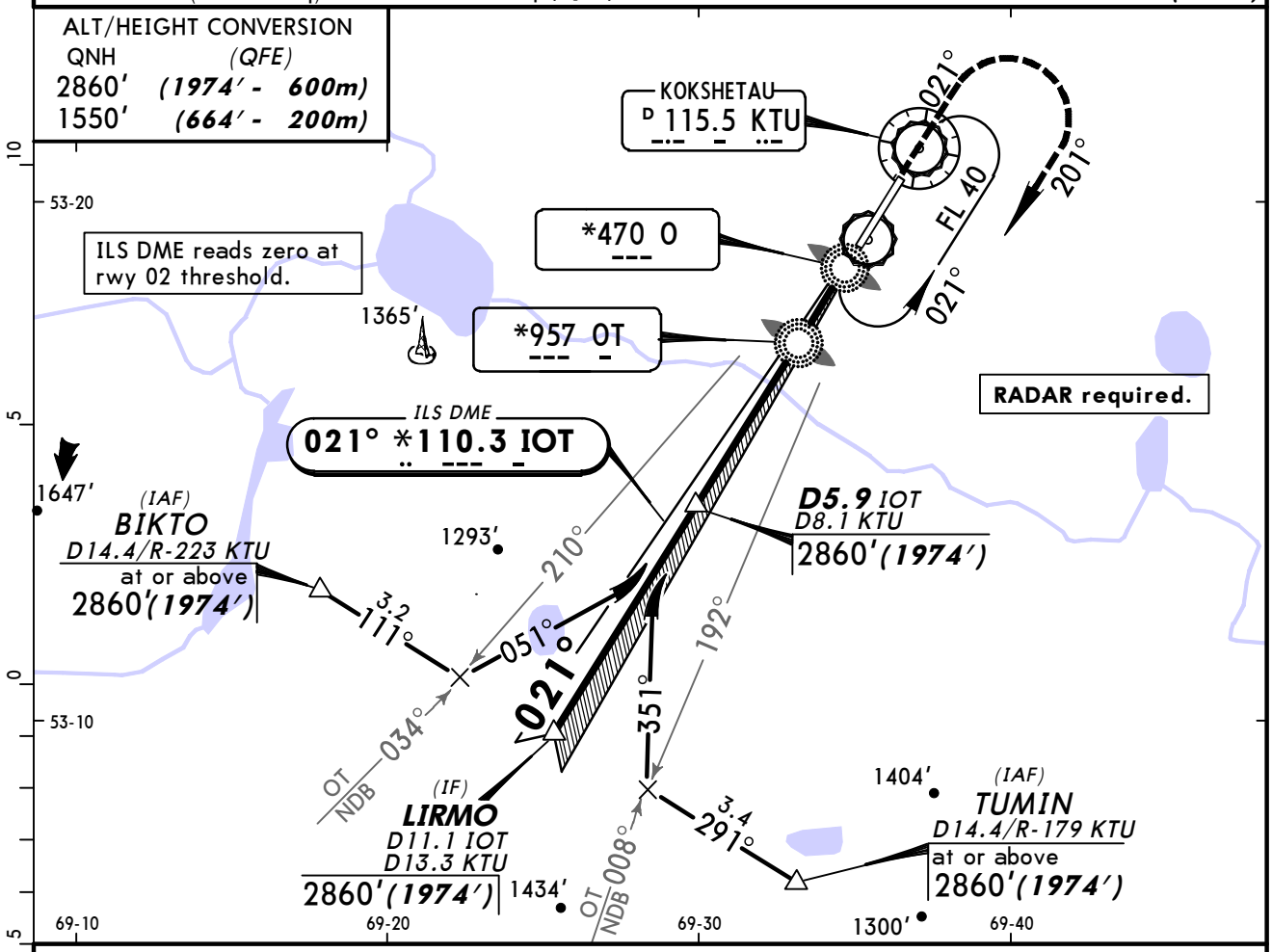
MISSED APCH: Climb on 021° to 1550′ (664′), then turn RIGHT onto 201° climbing to 2860′ (1974′), then as directed.

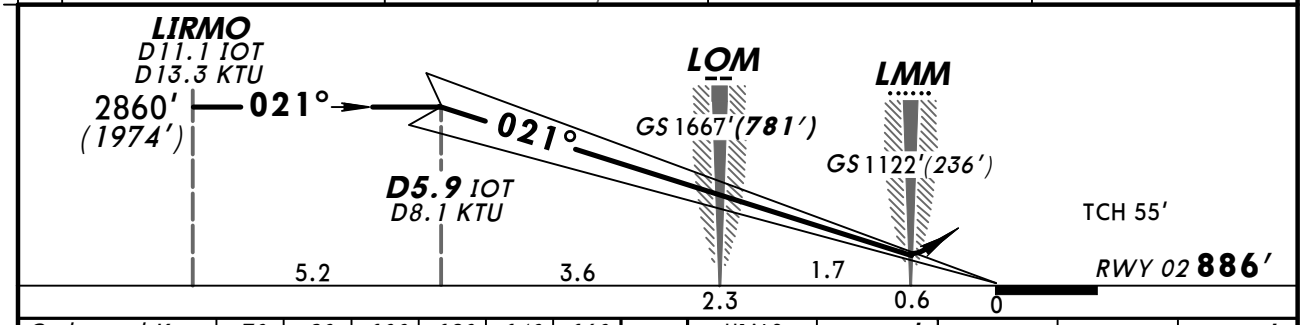


MSA
KTU VOR

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)





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS
PAPI

1550′ (664′) on 021°

201° RT

2860′ (1974′)

STRAIGHT-IN LANDING RWY 02

ILS	LOC (GS out)
DA(H) 1086′(200′)	
FULL / ALS out	

PANS OPS

A	1200m	NOT AUTHORIZED
B		
C		
D		

CHANGES: New procedure.

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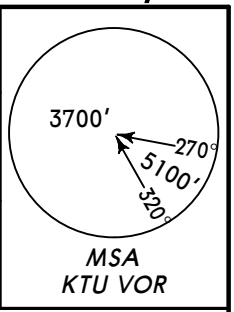
BRIEFING STRIP

KOKSHETAU Tower
127.9

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

MISSED APCH: Climb on 201° to 1530′ (657′), then turn LEFT onto 021° climbing to 2860′ (1987′), then as directed.



MSA
KTU VOR

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

ILS DME reads zero at rwy 20 threshold.

(IAF) DILVA
D11.3/R-352 KTU
at or above
2860′ (1987′)

(IF) AGURU
D10.6 IKW
D9.9 KTU
2860′ (1987′)

(IAF) VETUS
D11.3/
R-049 KTU
at or above
2860′
(1987′)

ILS DME
201° *109.5 IKW

D6.0 IKW
D5.3 KTU
2860′ (1987′)

KOKSHETAU
D 115.5 KTU

*470 K

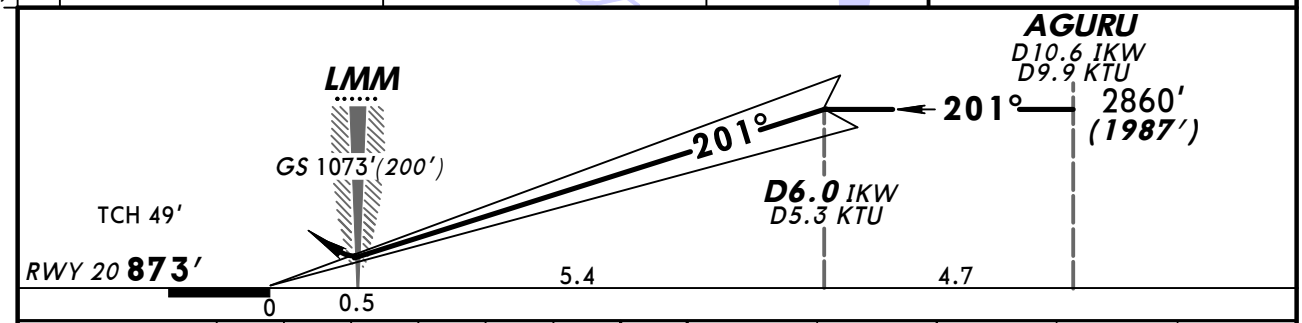
*470 0

RADAR required.

1365′

ALT/HEIGHT CONVERSION

QNH	(QFE)
2860′	(1987′ - 600m)
1530′	(657′ - 200m)



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS
PAPI

1530′ (657′) on 201°

021° LT

2860′ (1987′)

STRAIGHT-IN LANDING RWY 20

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

PANS OPS

A	1200m	NOT AUTHORIZED	
B			
C			
D			

CHANGES: MSA. VOR added. Lights.

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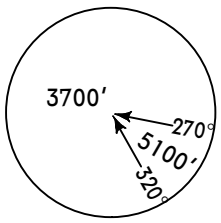
BRIEFING STRIP ™

KOKSHETAU Tower
127.9

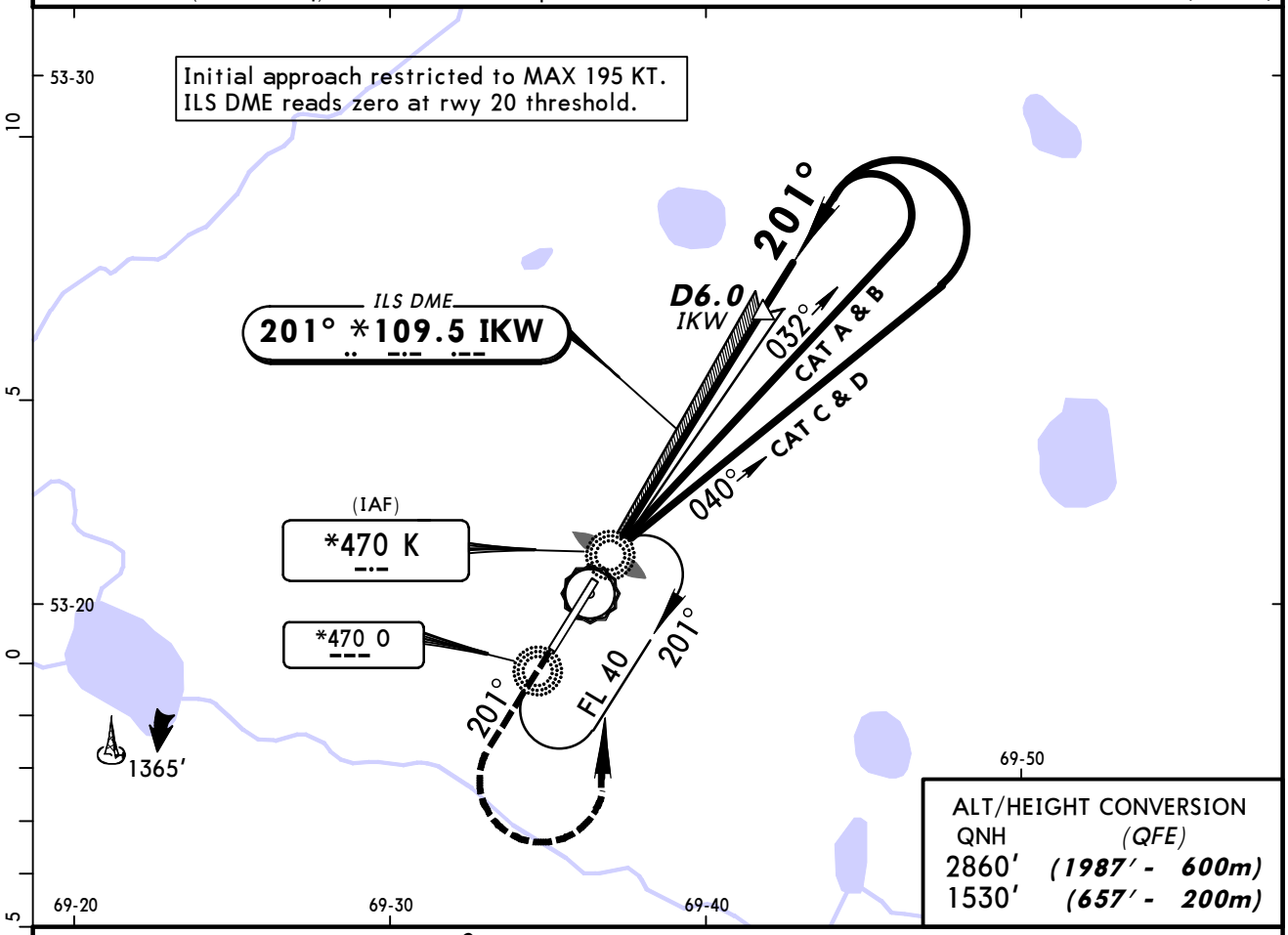
LOC	Final	GS	ILS	Apt Elev 886′
IKW	Apch Crs	D6.0 IKW	DA(H)	
*109.5	201°	2860′ (1987′)	Refer to Minimums	RWY 873′

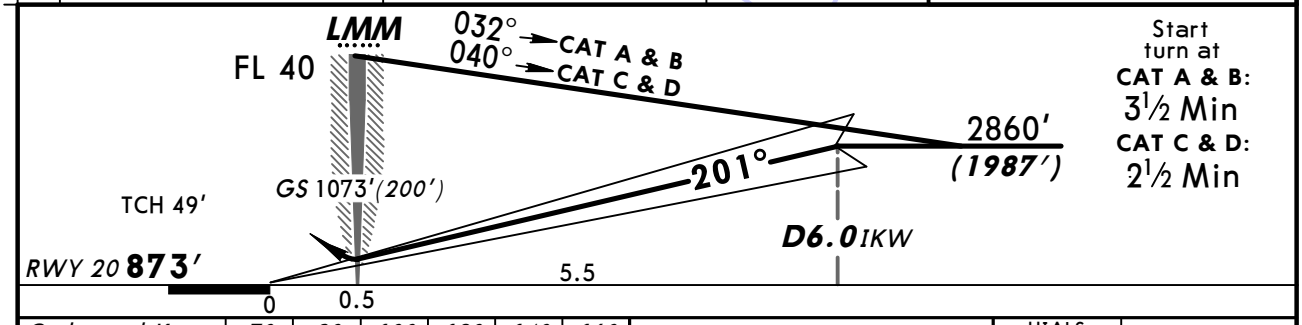
MISSED APCH: Climb on 201° to 1530′ (657′) or above. After passing LMM maintain 201° for 1 Min 30 Sec, then turn LEFT to LMM. Climb initially to 2860′ (1987′), then as directed.
MISSED APCH WITH COMM FAILURE: Climb to FL 40 to LMM and join holding.
Missed approach turn limited to MAX 225 KT.



MSA
K NDB

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
GS 3.00°	372	478	531	637	743	849

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 20

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

PANS OPS

A	1200m	NOT AUTHORIZED	
B			
C			
D			

CHANGES: Lights.

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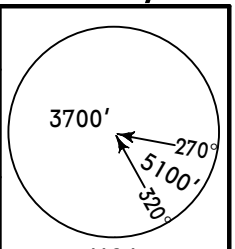
BRIEFING STRIP™

KOKSHETAU Tower
127.9

VOR KTU	Final Apch Crs	Minimum Alt D8.3	MDA(H)	Apt Elev 886′
115.5	021°	2860′ (1974′)	1190′ (304′)	RWY 886′

MISSED APCH: Climb on 021° to 1880′ (994′) or above. At D4.3 after VOR turn RIGHT to VOR climbing to 2860′ (1974′), 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.

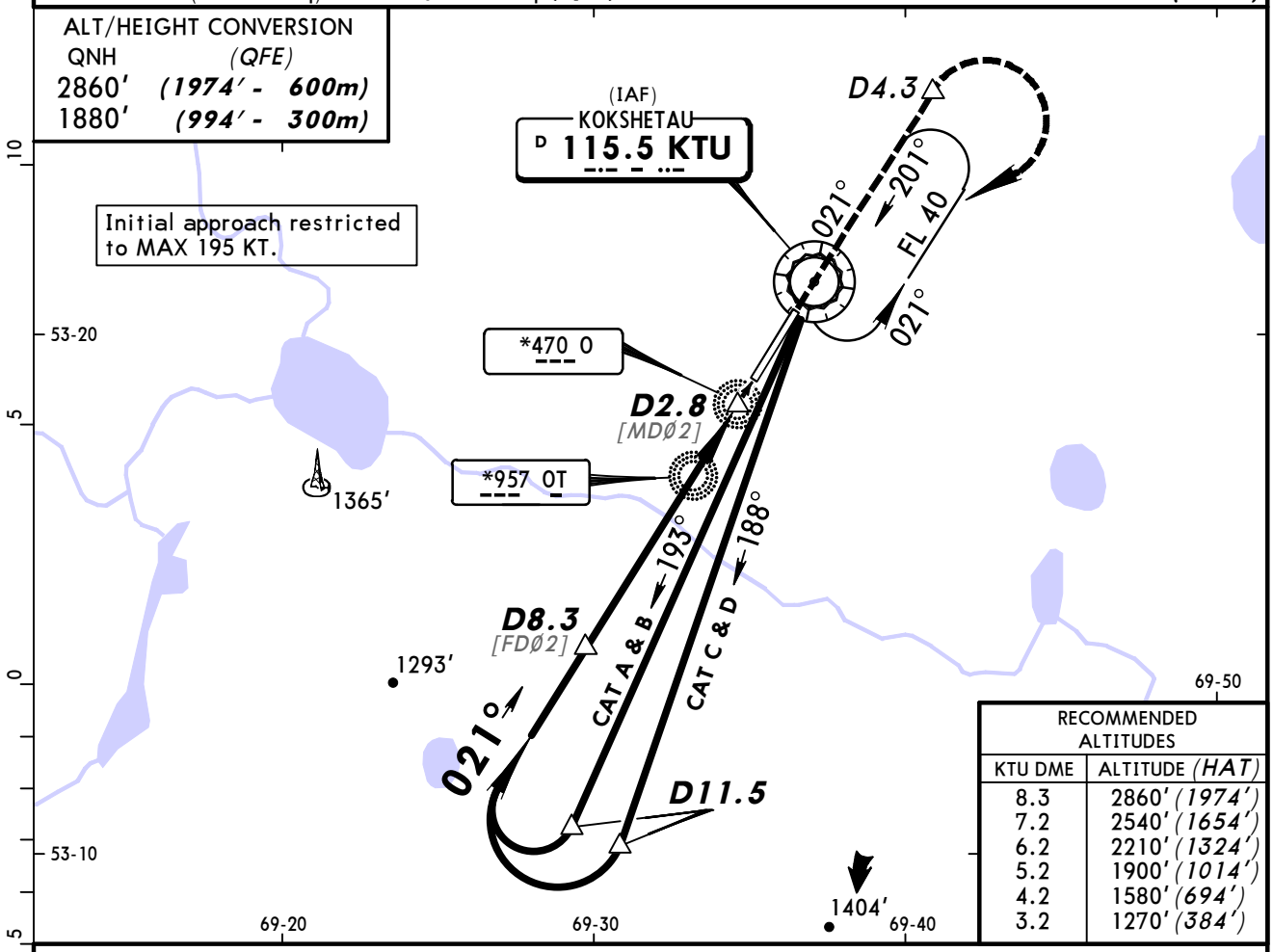


MSA
KTU VOR

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

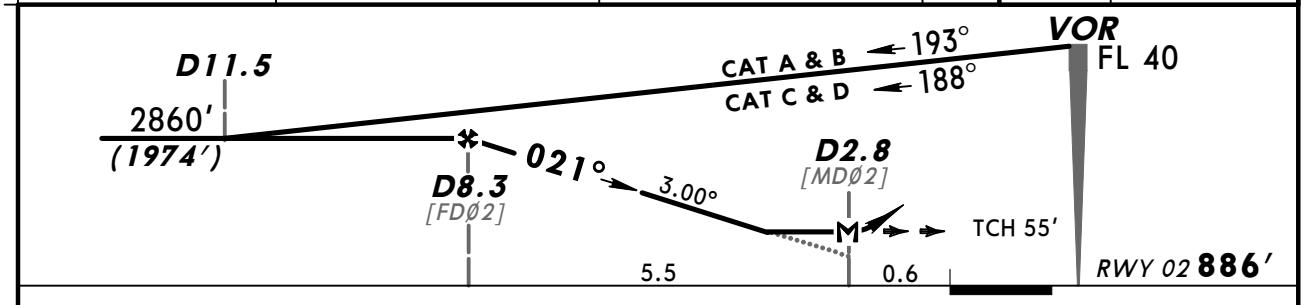
ALT/HEIGHT CONVERSION

QNH	(QFE)
2860′	(1974′ - 600m)
1880′	(994′ - 300m)



RECOMMENDED ALTITUDES

KTU DME	ALTITUDE (HAT)
8.3	2860′ (1974′)
7.2	2540′ (1654′)
6.2	2210′ (1324′)
5.2	1900′ (1014′)
4.2	1580′ (694′)
3.2	1270′ (384′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.8						

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 02

MDA(H) 1190′ (304′)

ALS out

PANS OPS

A	1600m		
B			
C			
D			

CHANGES: New procedure.

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UACK/KOV
KOKSHETAU

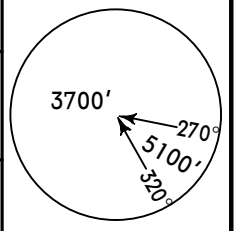
JEPPESEN KOKSHETAU, KAZAKHSTAN
16 AUG 13 (13-2) Eff 22 Aug
VOR DME Rwy 20

BRIEFING STRIP™

KOKSHETAU Tower
127.9

VOR KTU	Final Apch Crs	Minimum Alt D5.4	MDA(H)	Apt Elev 886′
115.5	201°	2860′ (1987′)	1190′ (317′)	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.

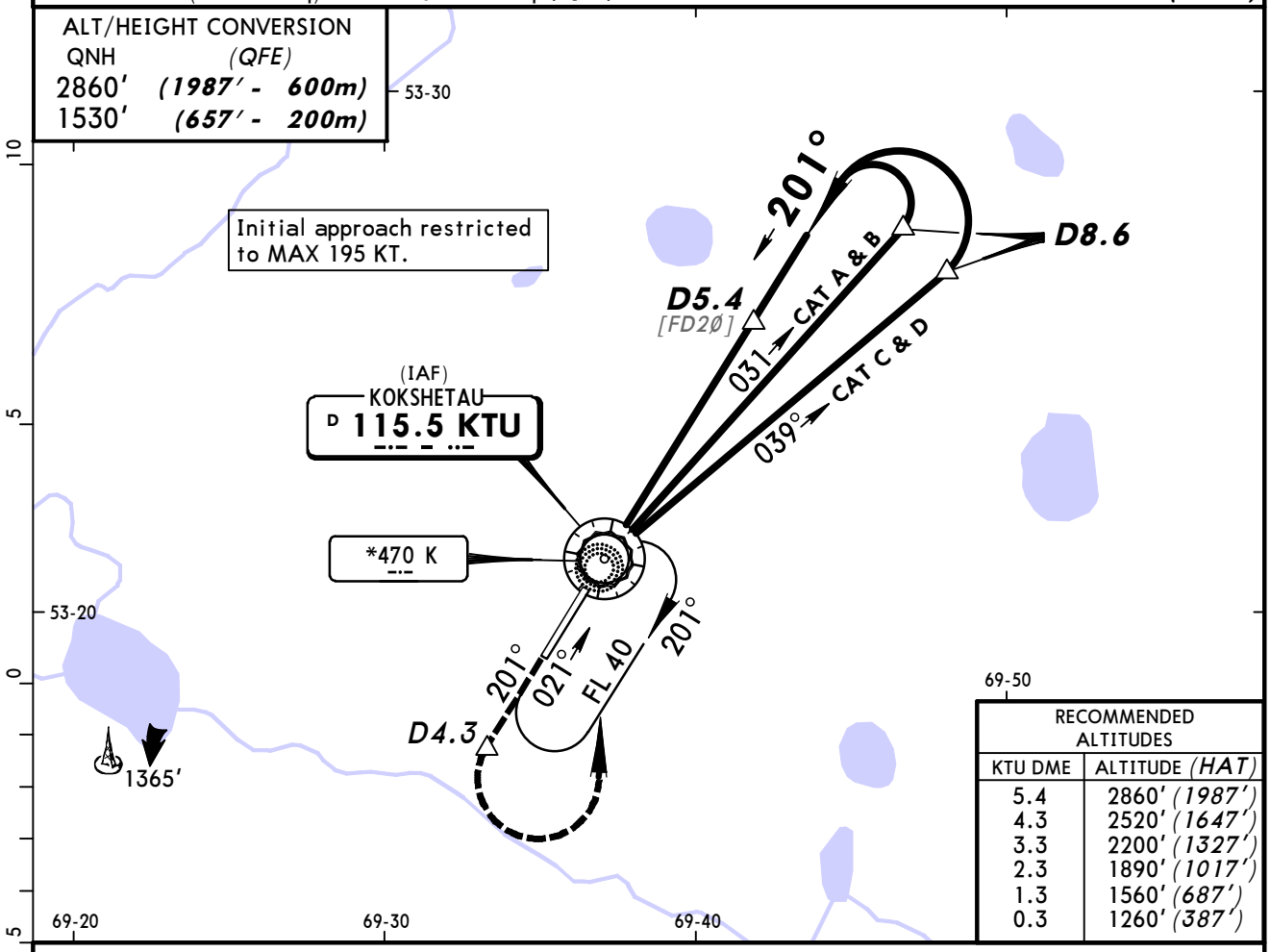


MSA
KTU VOR

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

ALT/HEIGHT CONVERSION

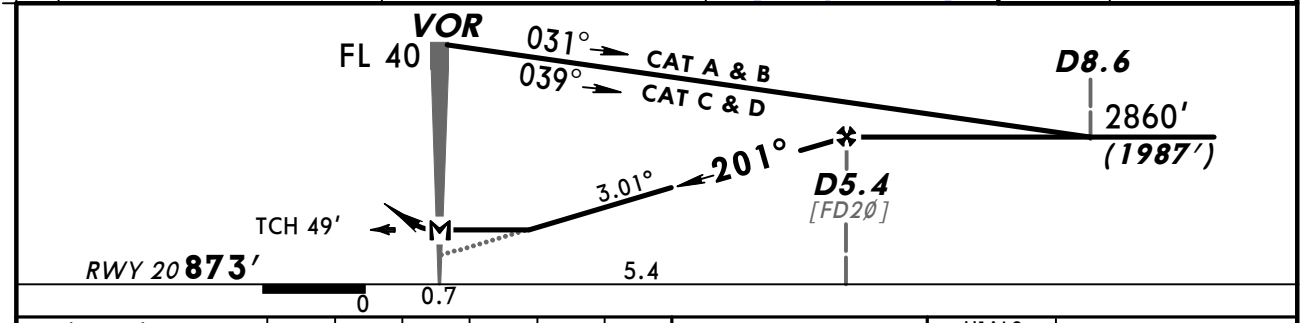
QNH	(QFE)
2860′	(1987′ - 600m)
1530′	(657′ - 200m)



69-50

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						

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 20

MDA(H) 1190′ (317′)

ALS out

PANS OPS

A	1600m
B	
C	
D	

CHANGES: New procedure.

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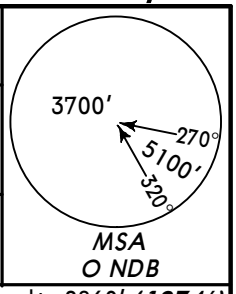
BRIEFING STRIP™

KOKSHETAU Tower
127.9

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 886′
O *470	021°	N53 14.1 E069 29.8 2860′ (1974′)	1220′ (334′)	RWY 886′

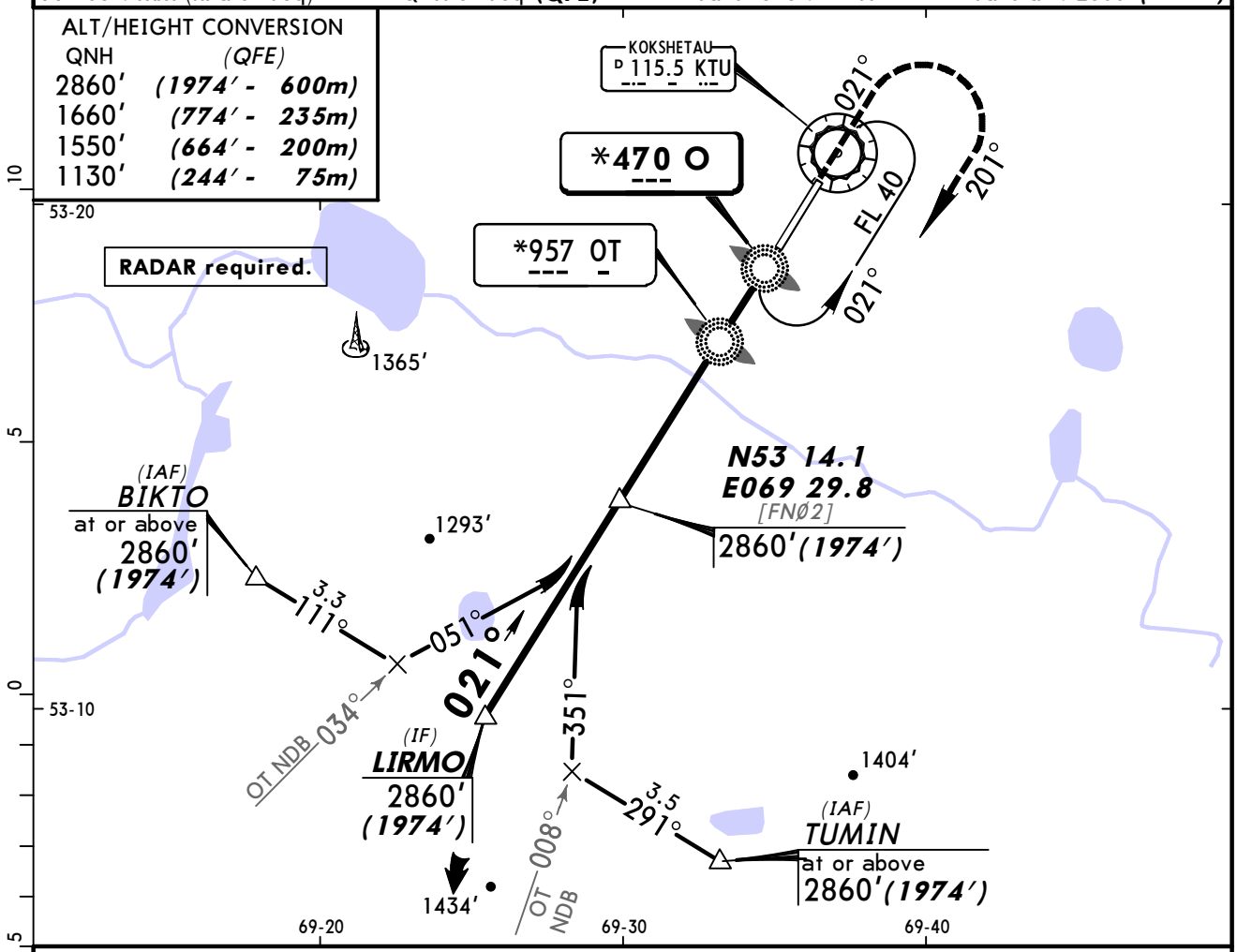
MISSED APCH: Climb on 021° to 1550′ (664′), then turn RIGHT onto 201° climbing to 2860′ (1974′), then as directed.

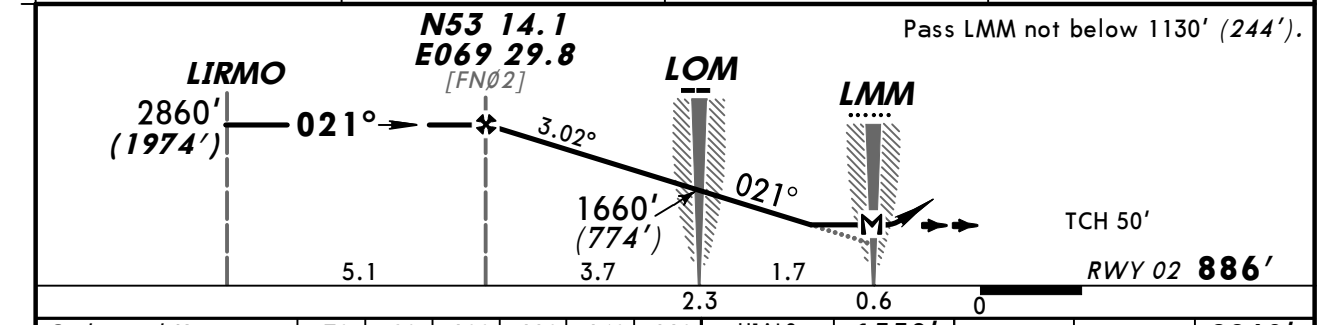


Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 40 | Trans alt: 2860′ (1974′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2860′	(1974′ - 600m)
1660′	(774′ - 235m)
1550′	(664′ - 200m)
1130′	(244′ - 75m)





Pass LMM not below 1130′ (244′).

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

HIALS
PAPI

1550′ (664′) on 021°

201° RT

2860′ (1974′)

STRAIGHT-IN LANDING RWY 02

MDA(H) 1220′ (334′)

ALS out

PANS OPS

A	1600m
B	
C	
D	

CHANGES: Printing sequence. Lights.

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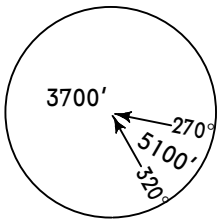
KOKSHETAU Tower
127.9

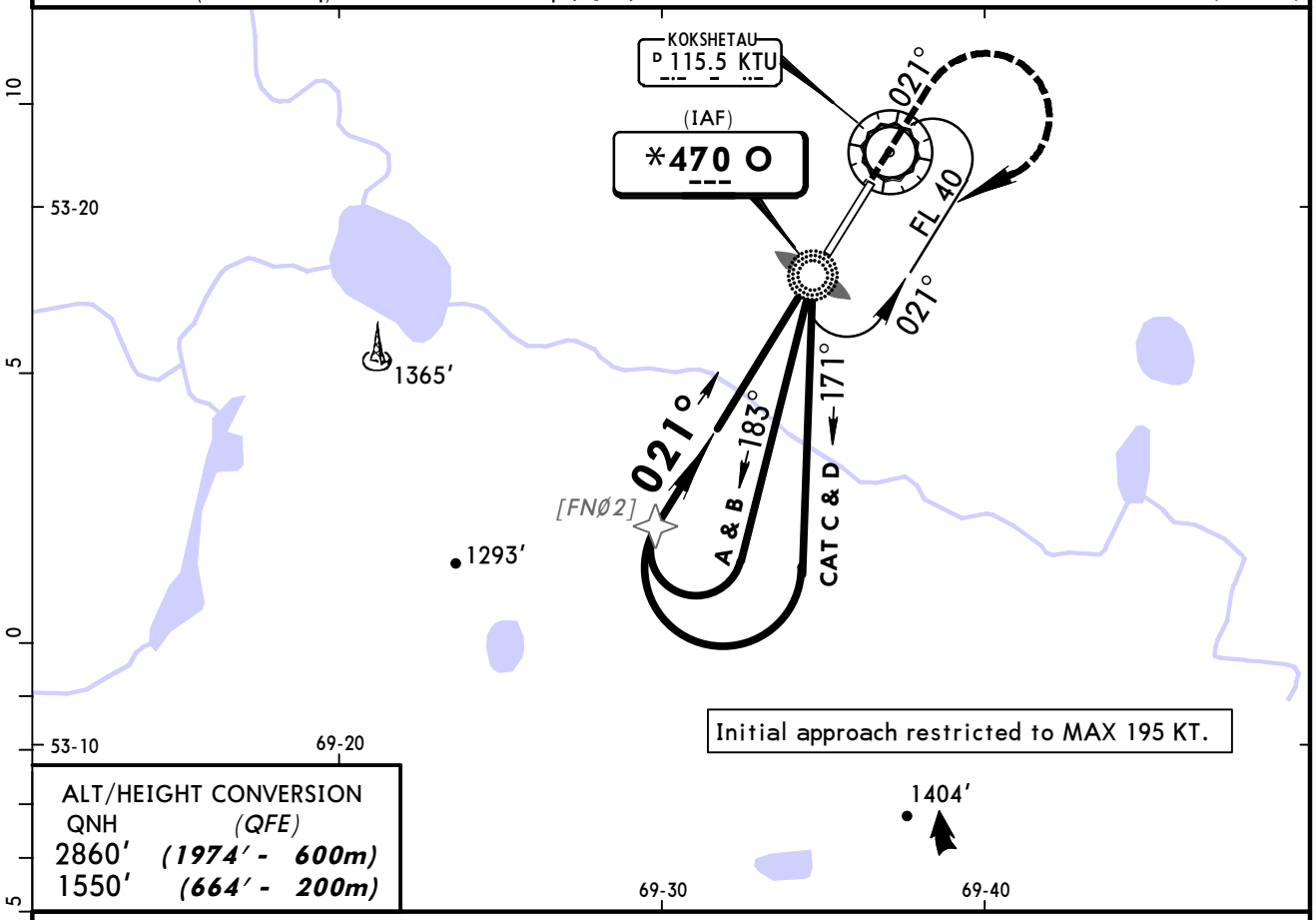
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 886′
O *470	021°	No FAF	1250′ (364′)	RWY 886′

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.



MSA
O NDB

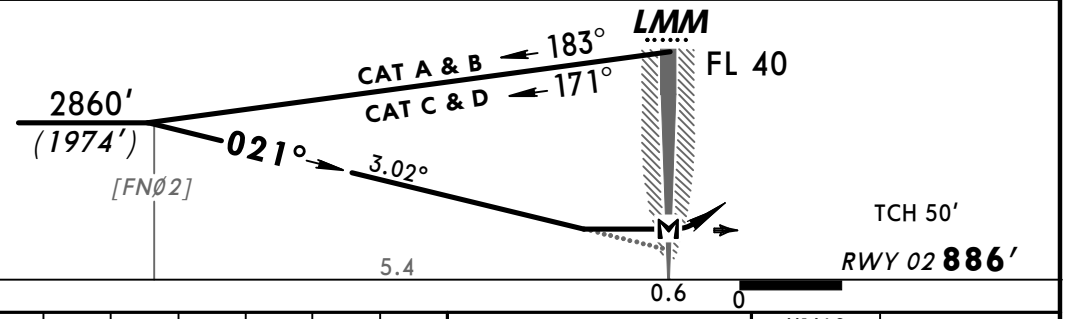
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 40 | Trans alt: 2860′ (1974′)



Initial approach restricted to MAX 195 KT.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2860′	(1974′ - 600m)
1550′	(664′ - 200m)



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

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 02

MDA(H) 1250′ (364′)

ALS out

PANS OPS

A	1600m
B	
C	
D	

CHANGES: Printing sequence. Lights.

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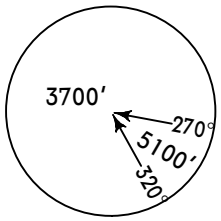
BRIEFING STRIP ™

KOKSHETAU Tower
127.9

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 886′
K *470	201°	No FAF	1300′ (427′)	RWY 873′

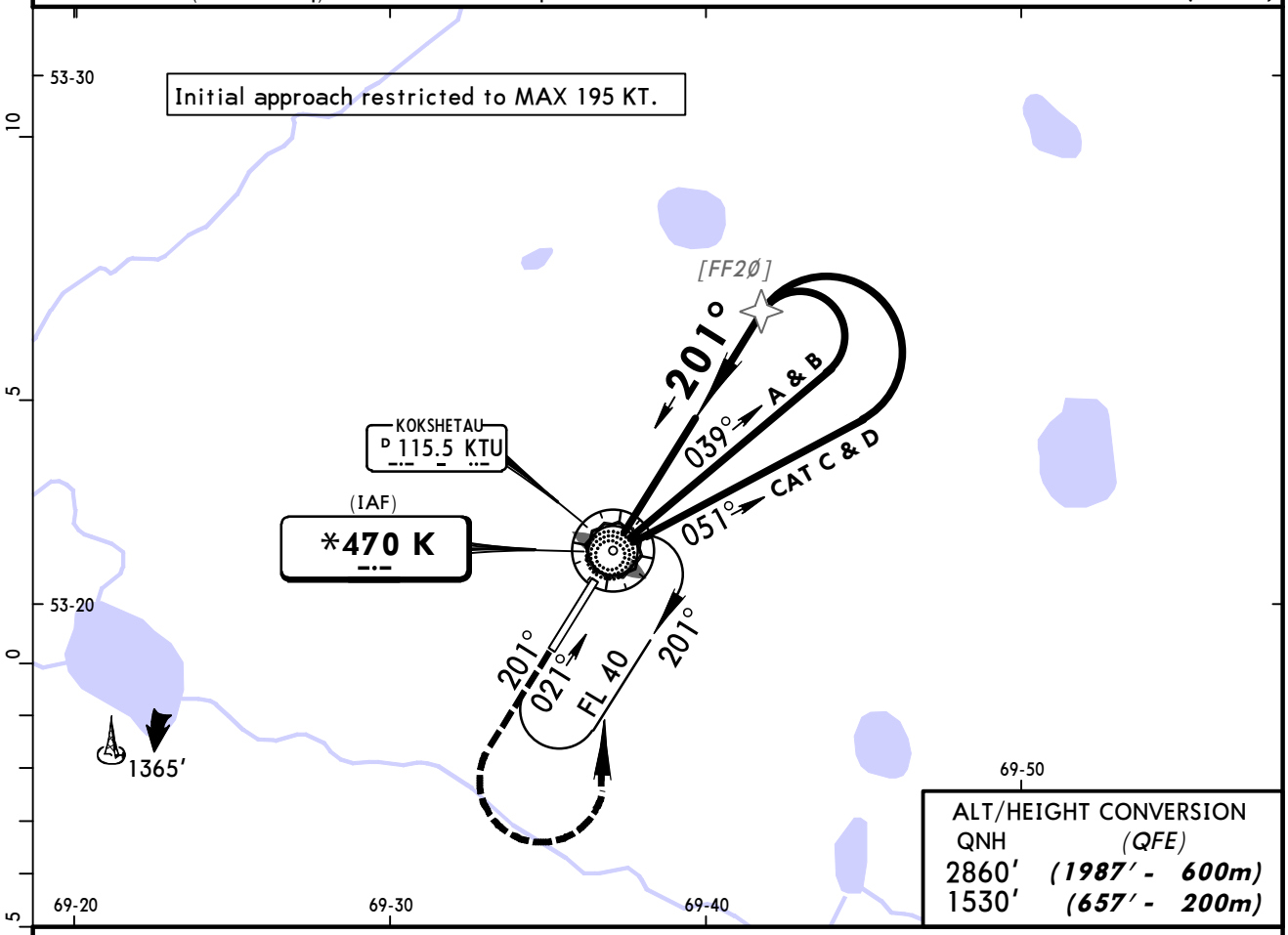
MISSED APCH: Climb on 201° to 1530′ (657′) or above. After passing LMM maintain 201° for 1 Min 30 Sec, then turn LEFT to LMM. Climb initially to 2860′ (1987′), then as directed.
MISSED APCH WITH COMM FAILURE: Climb to FL 40 to LMM and join holding.
Missed approach turn limited to MAX 225 KT.



MSA
K NDB

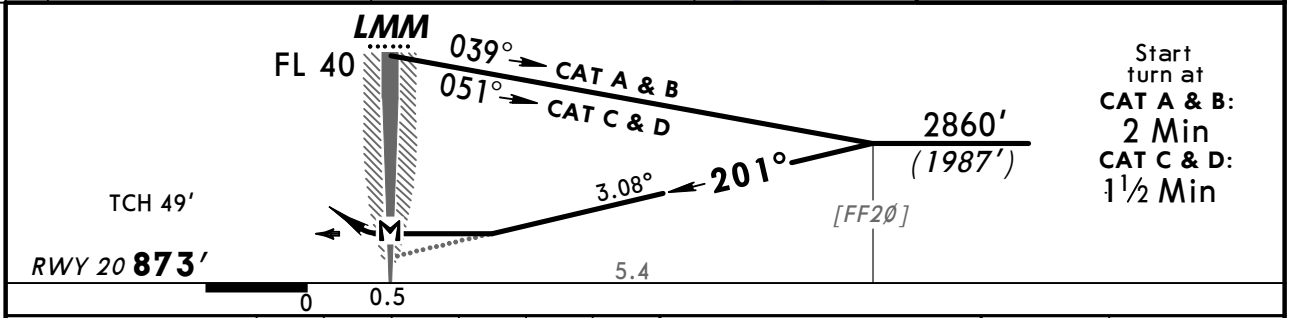
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 40 | Trans alt: 2860′ (1987′)

Initial approach restricted to MAX 195 KT.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2860′	(1987′ - 600m)
1530′	(657′ - 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 3.08°	381	490	545	654	763	872
MAP at LMM						

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY **20**

MDA(H) 1300′ (427′)

ALS out

PANS OPS

A	1600m
B	
C	
D	

CHANGES: Printing frequence. Lights.

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Chart changes since cycle 22-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

KOKSHETAU, (KOKSHETAU - UACK)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UACK