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Airport Information For UACK

Terminal Charts For UACK

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: KOKSHETAU KAZ
ICAO/IATA: UACK / KOV
Lat/Long: N53° 19.8', E069° 35.7'
Elevation: 889 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -6:00 = UTC
Magnetic Variation: 11.0° E

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

Sunrise: 2331 Z
Sunset: 1505 Z

Runway Information

Runway: 02
Length x Width: 9350 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 888 ft
Lighting: Edge, ALS

Runway: 20
Length x Width: 9350 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 874 ft
Lighting: Edge, ALS

Communication Information

Kokshetau Tower: 127.900

UACK/KOV
KOKSHETAU

JEPPESEN

KOKSHETAU, KAZAKHSTAN

17 MAR 17

10-1P

Eff 30 Mar

AIRPORT BRIEFING

1. GENERAL

1.1. LOW VISIBILITY PROCEDURES (LVP)

1.1.1. GENERAL

LVP are established when RVR is less than 550m.

The status of LVP is passed to pilots by Tower ATC: 'LOW VISIBILITY PROCEDURES IN OPERATION'.

LVP are cancelled when RVR is greater than 550m.

1.1.2. GROUND MOVEMENT

The report of RWY vacation shall be passed only after vacation of ILS-critical area indicated by the light signs.

Taxiing into apron after RWY vacation shall be carried out after Follow-me car.

Taxiing into stands shall be carried out by marshaller's signals.

Taxiing of ACFT out of stands to TWY A shall be carried out after Follow-me car.

ACFT shall stop at the holding position before the light sign, indicating the ILS-critical area.

1.2. TAXIING AND TOWING PROCEDURES

1.2.1. TAXIING AND TOWING

Taxiing (towing) of ACFT shall be carried out by instructions of Tower ATC. Taxiing speed shall be set by pilot-in-command according to the condition of TWY, presence of obstacles, ACFT weight, wind conditions and visibility.

Taxiing in winter condition in any cases shall be carried out behind Follow-me car.

Taxiing of ACFT to stands and to line-up position shall be carried out behind Follow-me car.

Taxi out of stands 1 and 2 by towing.

Start-up at stands 1 and 2 shall be carried out only after towing out from stands.

Start-up at stands 3 thru 8 shall be carried out directly on stands.

1.2.2. TAXIING/TOWING PRECAUTIONS

ACFT movement in ILS area is limited by STOP line on TWY A.

2. DEPARTURE

2.1. DE-ICING PROCEDURE

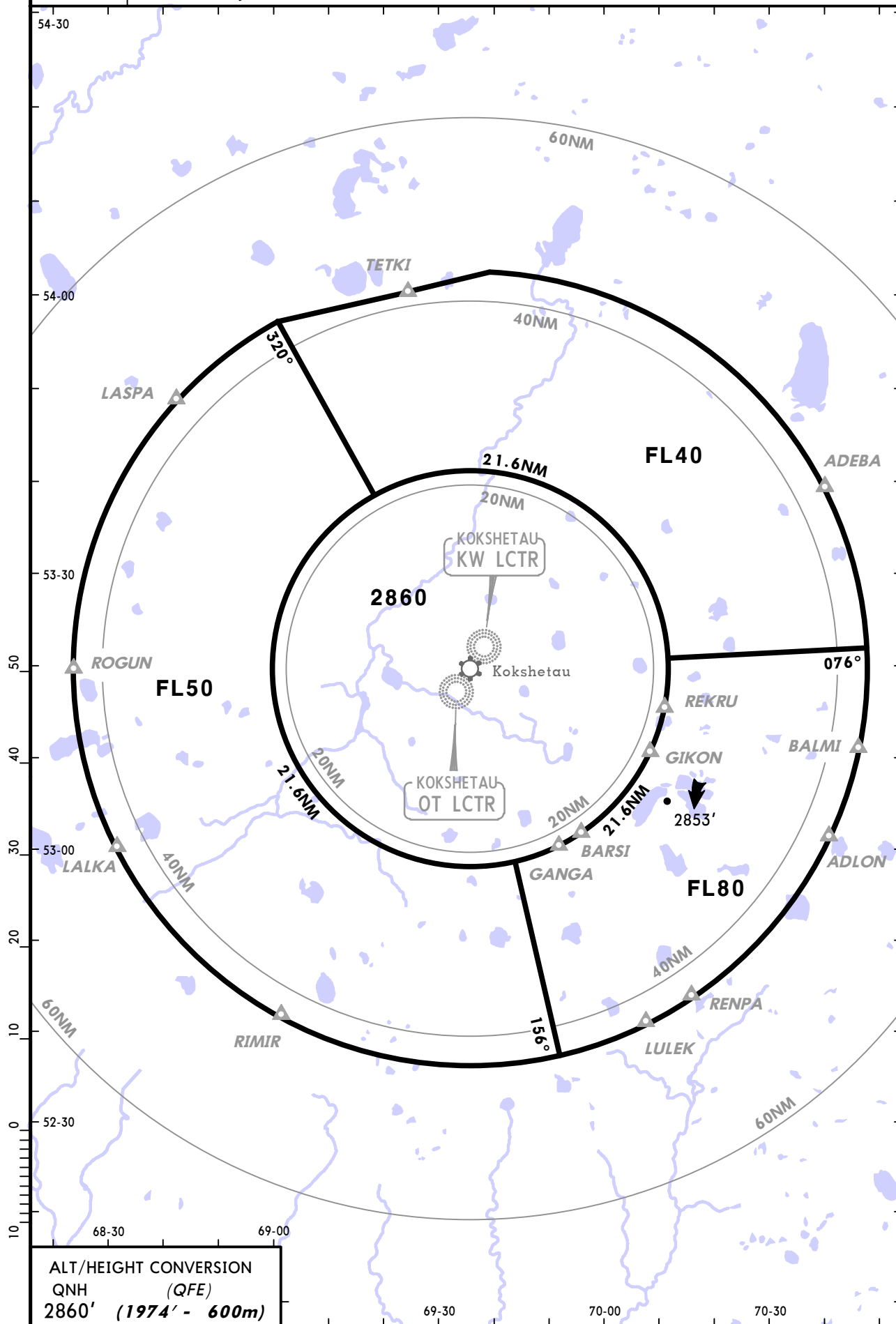
De-icing procedure shall be carried out on stands.

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JEPPESEN **KOKSHETAU, KAZAKHSTAN**
4 NOV 11 **(10-1R)** **Eff 17 Nov** **RADAR MINIMUM ALTITUDES**

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.



CHANGES: Trans level; sector altitudes.

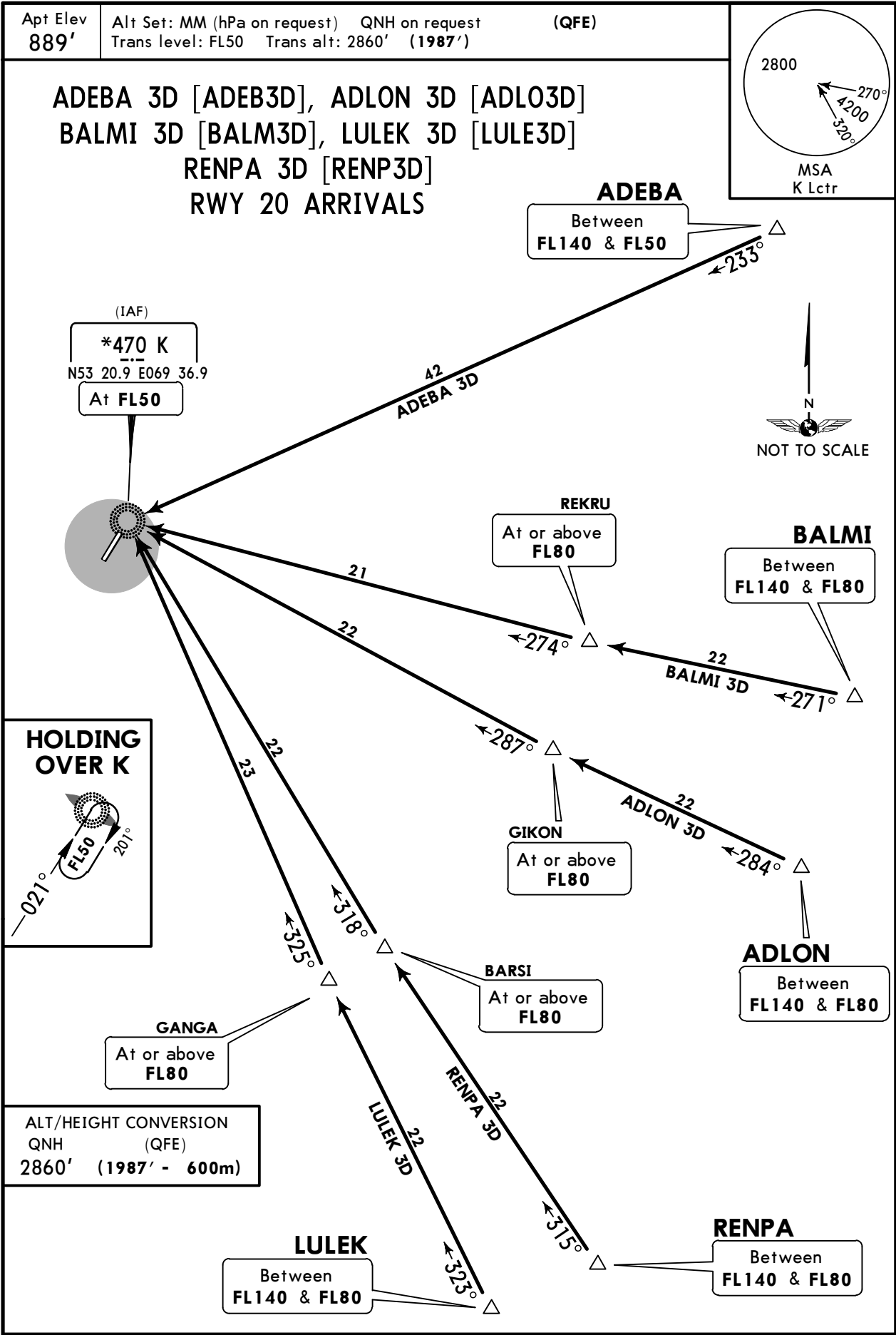
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19 JAN 18 10-2

KOKSHETAU, KAZAKHSTAN
Eff 1 Feb

STAR



STAR	ROUTING
ADEBA 3D	On 233° bearing to K.
ADLON 3D	On 284° track to GIKON, turn RIGHT, 287° bearing to K.
BALMI 3D	On 271° track to REKRU, turn RIGHT, 274° bearing to K.
LULEK 3D	On 323° track to GANGA, turn RIGHT, 325° bearing to K.
RENPA 3D	On 315° track to BARSİ, turn RIGHT, 318° bearing to K.

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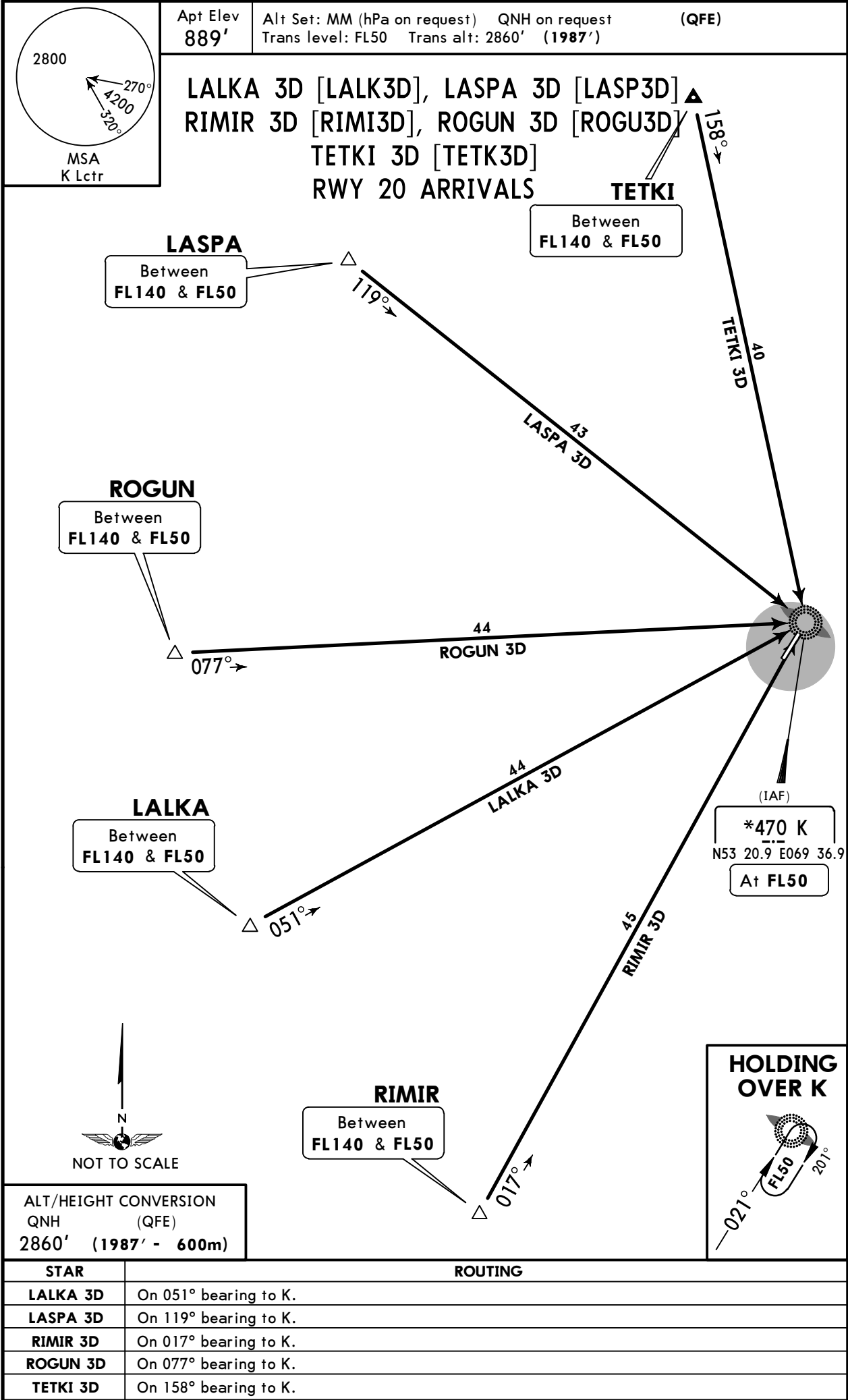
JEPPesen
19 JAN 18

10-2A

Eff 1 Feb

KOKSHETAU, KAZAKHSTAN

STAR



UACK/KOV
KOKSHETAU

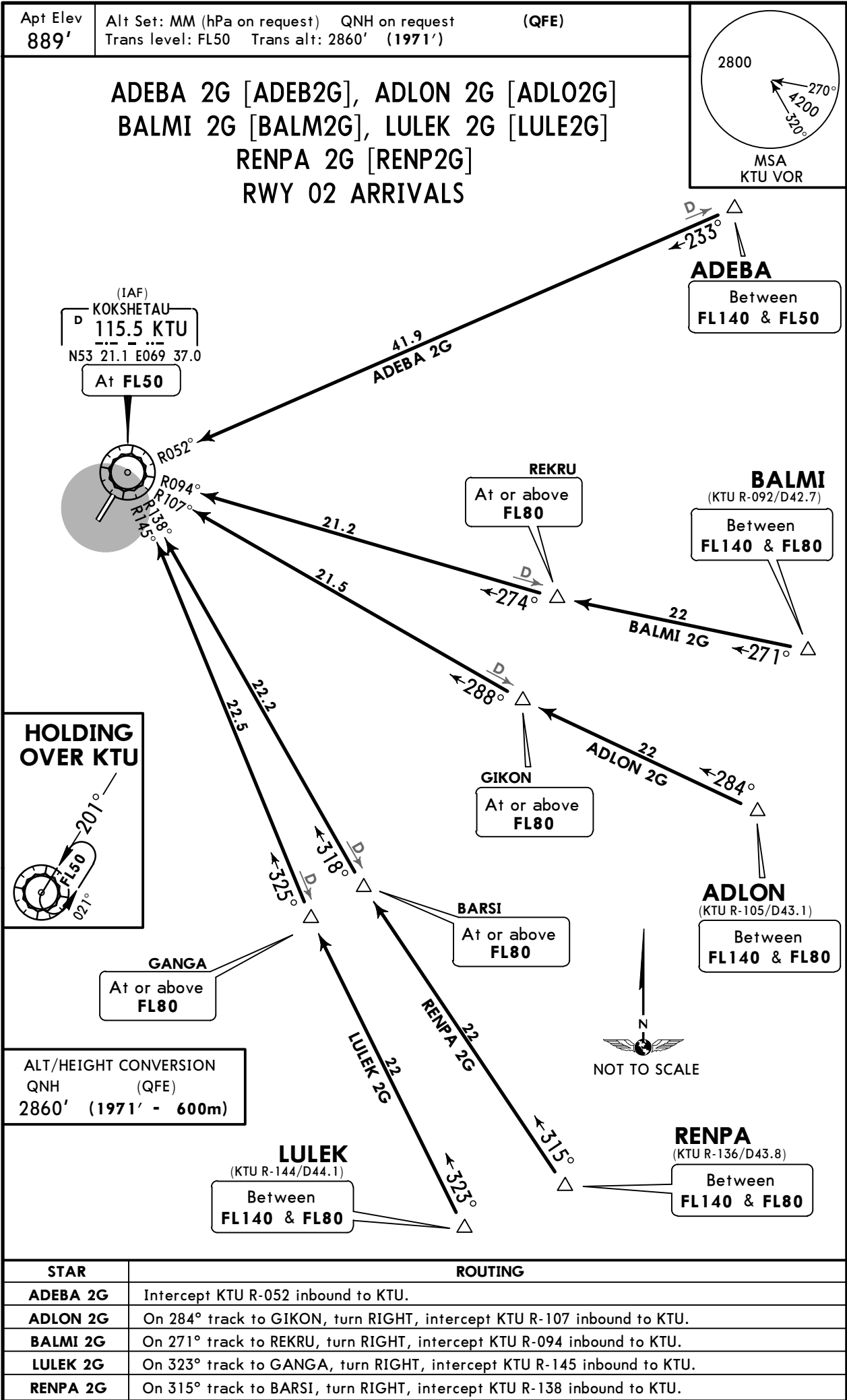
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19 JAN 18

10-2B

Eff 1 Feb

KOKSHETAU, KAZAKHSTAN

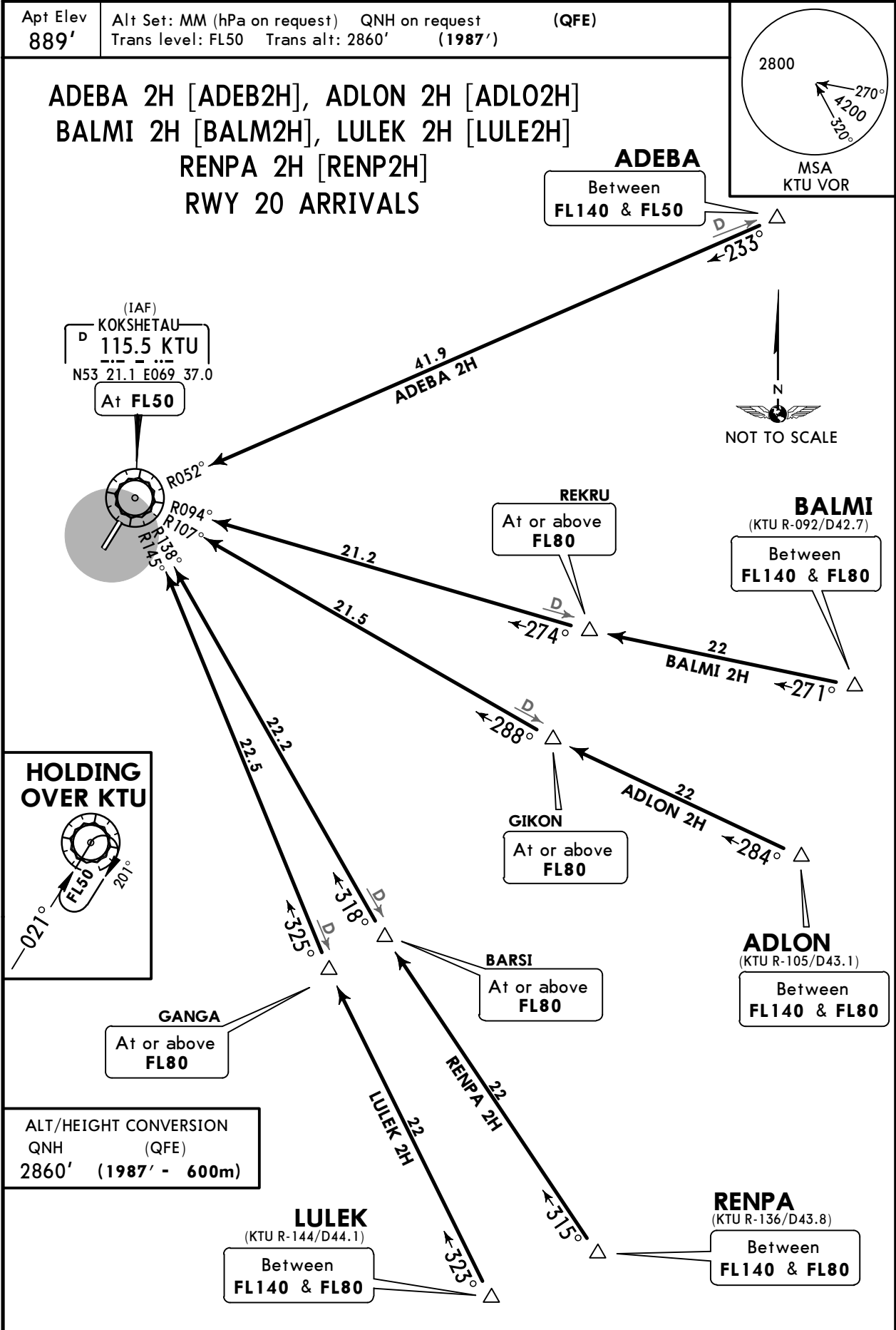
STAR



UACK/KOV
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JEPPESSEN
19 JAN 18 10-2C

KOKSHETAU, KAZAKHSTAN
Eff 1 Feb
STAR



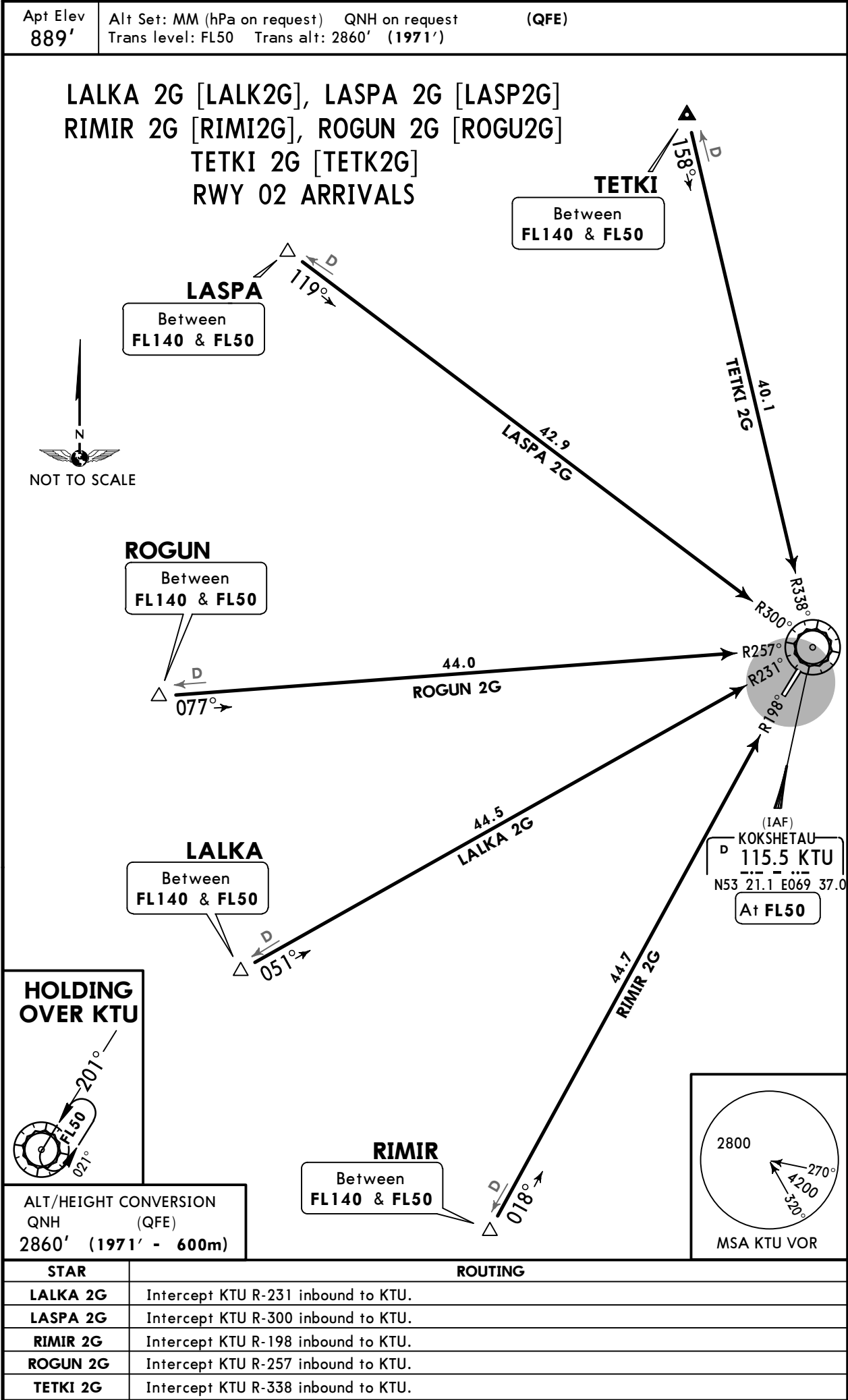
STAR	ROUTING
ADEBA 2H	Intercept KTU R-052 inbound to KTU.
ADLON 2H	On 284° track to GIKON, turn RIGHT, intercept KTU R-107 inbound to KTU.
BALMI 2H	On 271° track to REKRU, turn RIGHT, intercept KTU R-094 inbound to KTU.
LULEK 2H	On 323° track to GANGA, turn RIGHT, intercept KTU R-145 inbound to KTU.
RENPA 2H	On 315° track to BARSI, turn RIGHT, intercept KTU R-138 inbound to KTU.

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19 JAN 18
10-2D

Eff 1 Feb

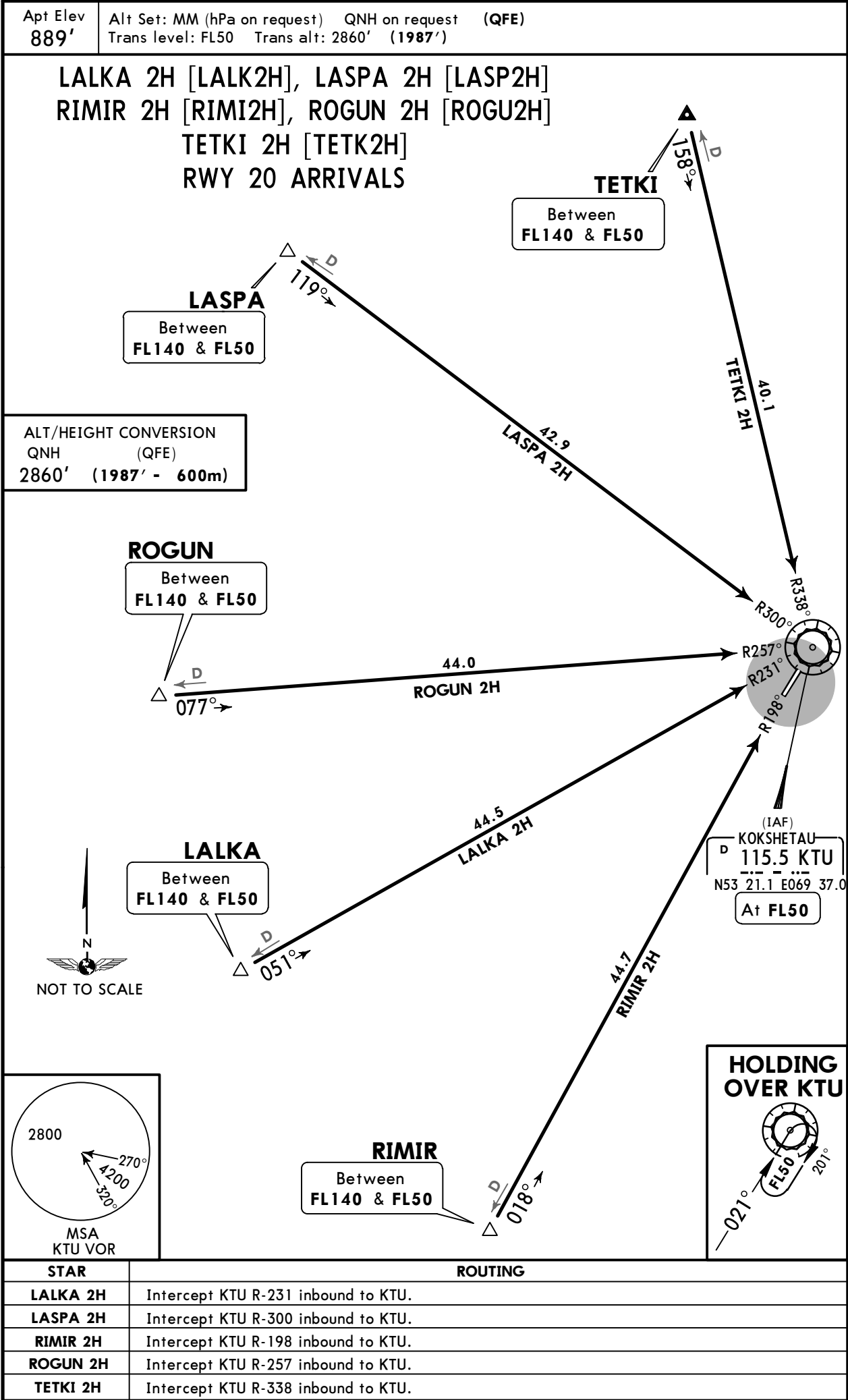
KOKSHETAU, KAZAKHSTAN
STAR



UACK/KOV
KOKSHETAU

JEPPESSEN
19 JAN 18 10-2E Eff 1 Feb

KOKSHETAU, KAZAKHSTAN
STAR



UACK/KOV
KOKSHETAU

JEPPesen
19 JAN 18 10-3

KOKSHETAU, KAZAKHSTAN

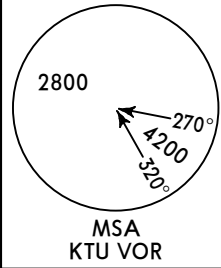
Eff 1 Feb

SID

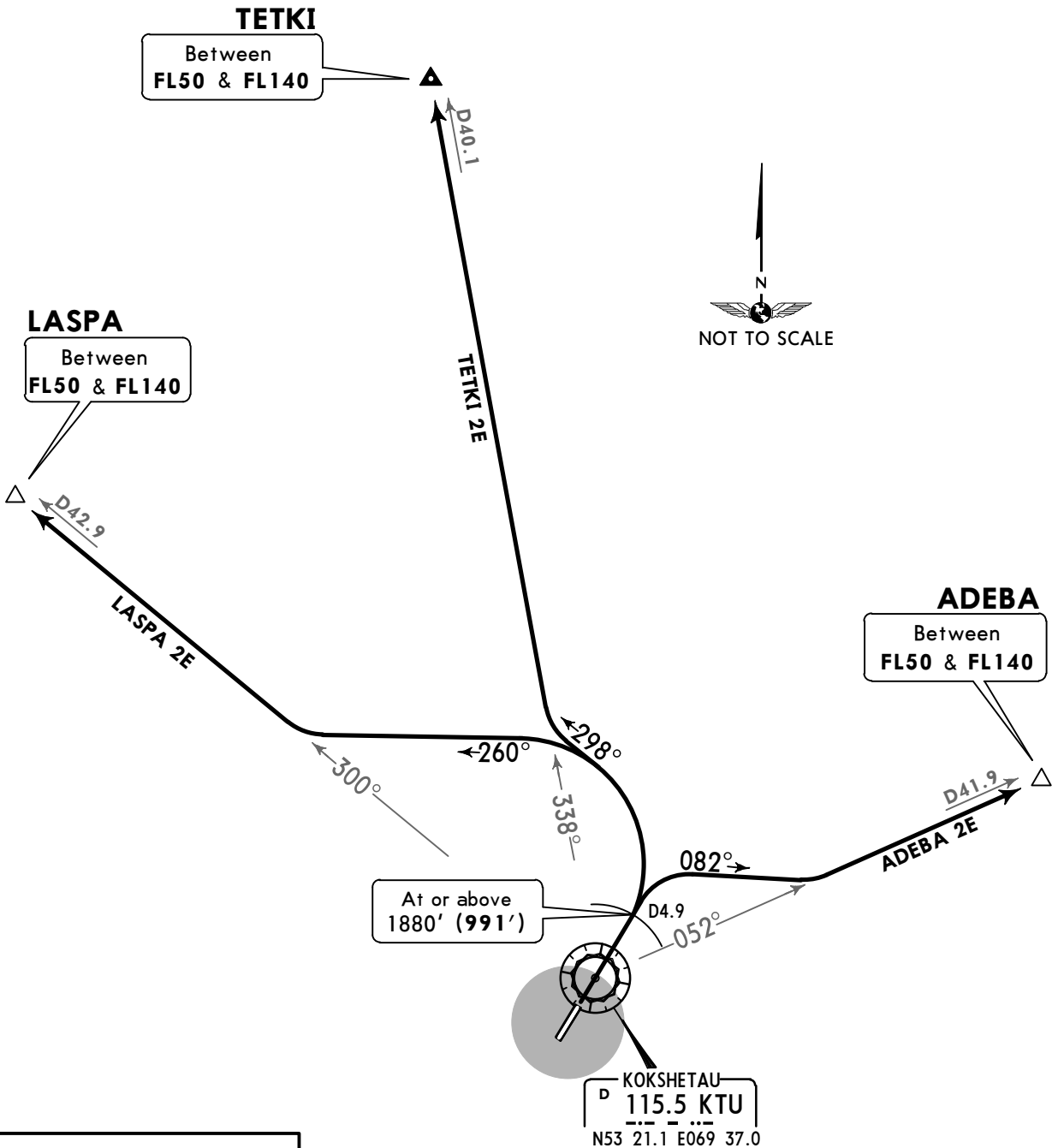
Apt Elev
889'

QNH on request
Trans level: FL50

(QFE)
Trans alt: 2860' (1971')



ADEBA 2E [ADEB2E]
LASPA 2E [LASP2E]
TETKI 2E [TETK2E]
RWY 02 DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
1880' (991' - 300m)
2860' (1971' - 600m)

SID	ROUTING
ADEBA 2E	Climb straight ahead to at or above 1880' (991'), at D4.9 KTU turn RIGHT, 082° track, intercept KTU R-052 to ADEBA.
LASPA 2E	Climb straight ahead to at or above 1880' (991'), at D4.9 KTU turn LEFT, 260° track, intercept KTU R-300 to LASPA.
TETKI 2E	Climb straight ahead to at or above 1880' (991'), at D4.9 KTU turn LEFT, 298° track, intercept KTU R-338 to TETKI.

UACK/KOV
KOKSHETAU

19 JAN 18 10-3A

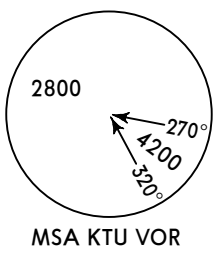
Eff 1 Feb

KOKSHETAU, KAZAKHSTAN

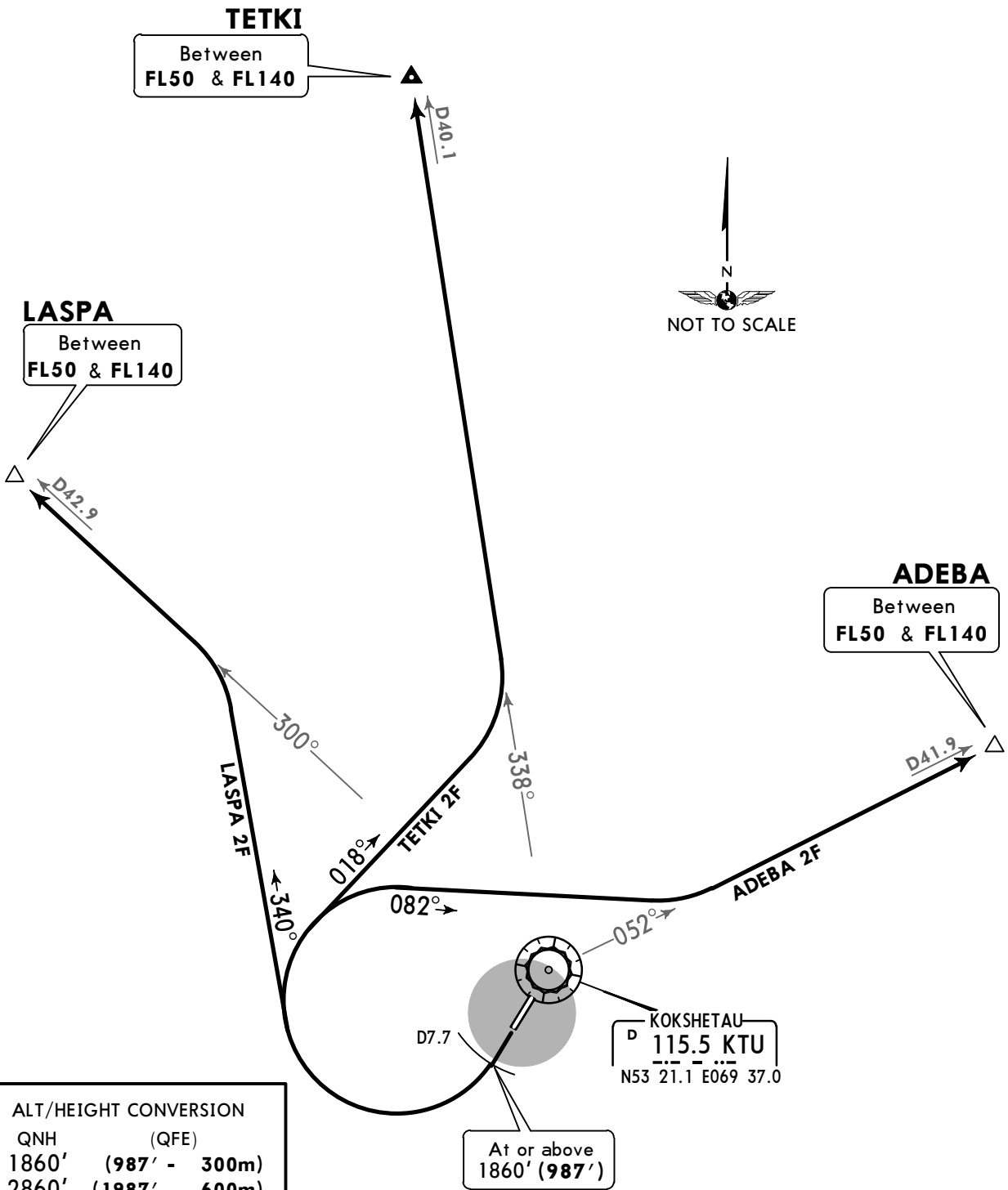
SID

Apt Elev
889'

QNH on request (QFE)
Trans level: FL50 Trans alt: 2860' (1987')



ADEBA 2F [ADEB2F]
LASPA 2F [LASP2F]
TETKI 2F [TETK2F]
RWY 20 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1860'	(987' - 300m)
2860'	(1987' - 600m)

SID	ROUTING
ADEBA 2F	Climb straight ahead to at or above 1860' (987'), at D7.7 KTU turn RIGHT, 082° track, intercept KTU R-052 to ADEBA.
LASPA 2F	Climb straight ahead to at or above 1860' (987'), at D7.7 KTU turn RIGHT, 340° track, intercept KTU R-300 to LASPA.
TETKI 2F	Climb straight ahead to at or above 1860' (987'), at D7.7 KTU turn RIGHT, 018° track, intercept KTU R-338 to TETKI.

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19 JAN 18 10-3B

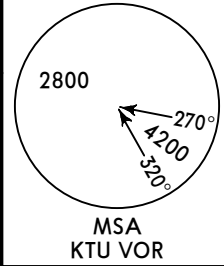
Eff 1 Feb

KOKSHETAU, KAZAKHSTAN

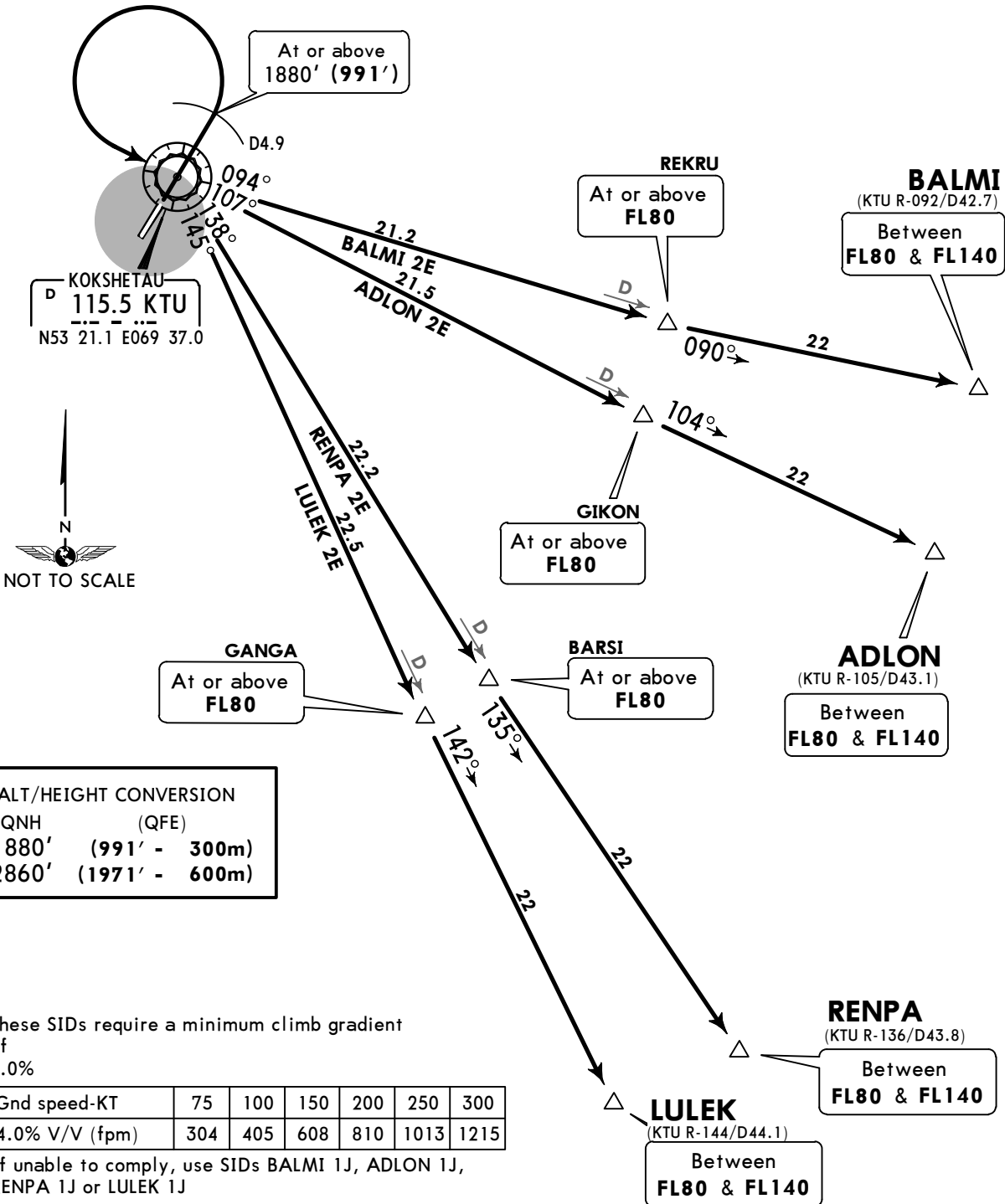
SID

Apt Elev
889'

QNH on request (QFE)
Trans level: FL50 Trans alt: 2860' (1971')



ADLON 2E [ADLO2E], BALMI 2E [BALM2E]
LULEK 2E [LULE2E], RENPA 2E [RENP2E]
RWY 02 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1880'	(991' - 300m)
2860'	(1971' - 600m)

These SIDs require a minimum climb gradient of 4.0%

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply, use SIDs BALMI 1J, ADLON 1J, RENPA 1J or LULEK 1J

SID	ROUTING
ADLON 2E	Climb straight ahead to at or above 1880' (991'), at D4.9 KTU turn LEFT to KTU, KTU R-107 to GIKON, turn LEFT, 104° track to ADLON.
BALMI 2E	Climb straight ahead to at or above 1880' (991'), at D4.9 KTU turn LEFT to KTU, KTU R-094 to REKRU, turn LEFT, 090° track to BALMI.
LULEK 2E	Climb straight ahead to at or above 1880' (991'), at D4.9 KTU turn LEFT to KTU, KTU R-145 to GANGA, turn LEFT, 142° track to LULEK.
RENPA 2E	Climb straight ahead to at or above 1880' (991'), at D4.9 KTU turn LEFT to KTU, KTU R-138 to BARSİ, turn LEFT, 135° track to RENPA.

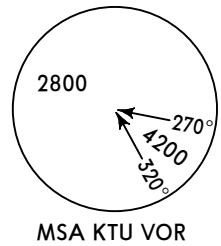
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19 JAN 18 10-3C

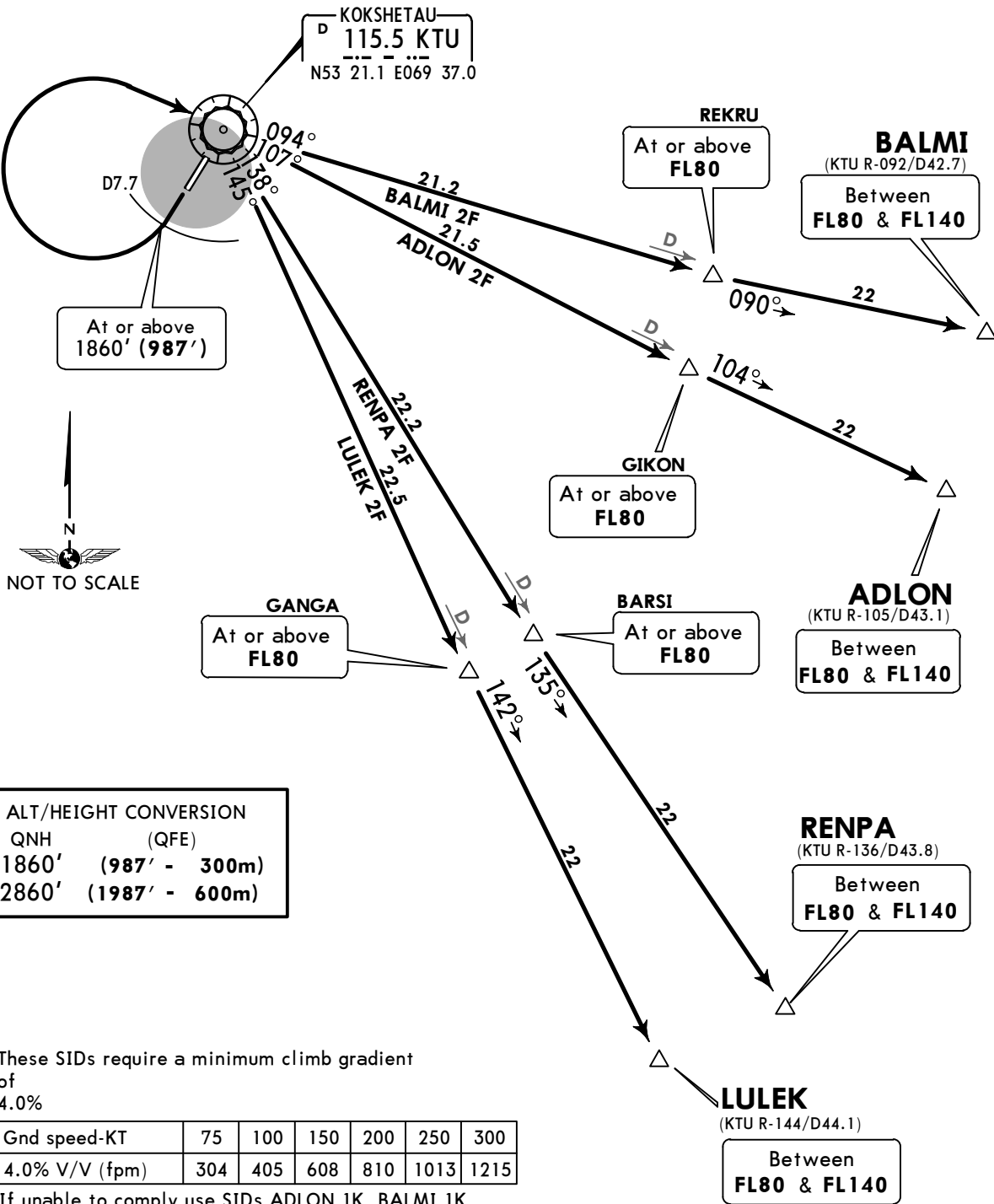
KOKSHETAU, KAZAKHSTAN

SID

Apt Elev 889'
QNH on request (QFE)
Trans level: FL50 Trans alt: 2860' (1987')



ADLON 2F [ADLO2F], BALMI 2F [BALM2F]
LULEK 2F [LULE2F], RENPA 2F [RENP2F]
RWY 20 DEPARTURES



SID	ROUTING
ADLON 2F	Climb straight ahead to at or above 1860' (987'), at D7.7 KTU turn RIGHT to KTU, KTU R-107 to GIKON, turn LEFT, 104° track to ADLON.
BALMI 2F	Climb straight ahead to at or above 1860' (987'), at D7.7 KTU turn RIGHT to KTU, KTU R-094 to REKRU, turn LEFT, 090° track to BALMI.
LULEK 2F	Climb straight ahead to at or above 1860' (987'), at D7.7 KTU turn RIGHT to KTU, KTU R-145 to GANGA, turn LEFT, 142° track to LULEK.
RENPA 2F	Climb straight ahead to at or above 1860' (987'), at D7.7 KTU turn RIGHT to KTU, KTU R-138 to BARSI, turn LEFT, 135° track to RENPA.

UACK/KOV
KOKSHETAU

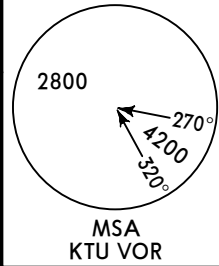
19 JAN 18
10-3D

Eff 1 Feb

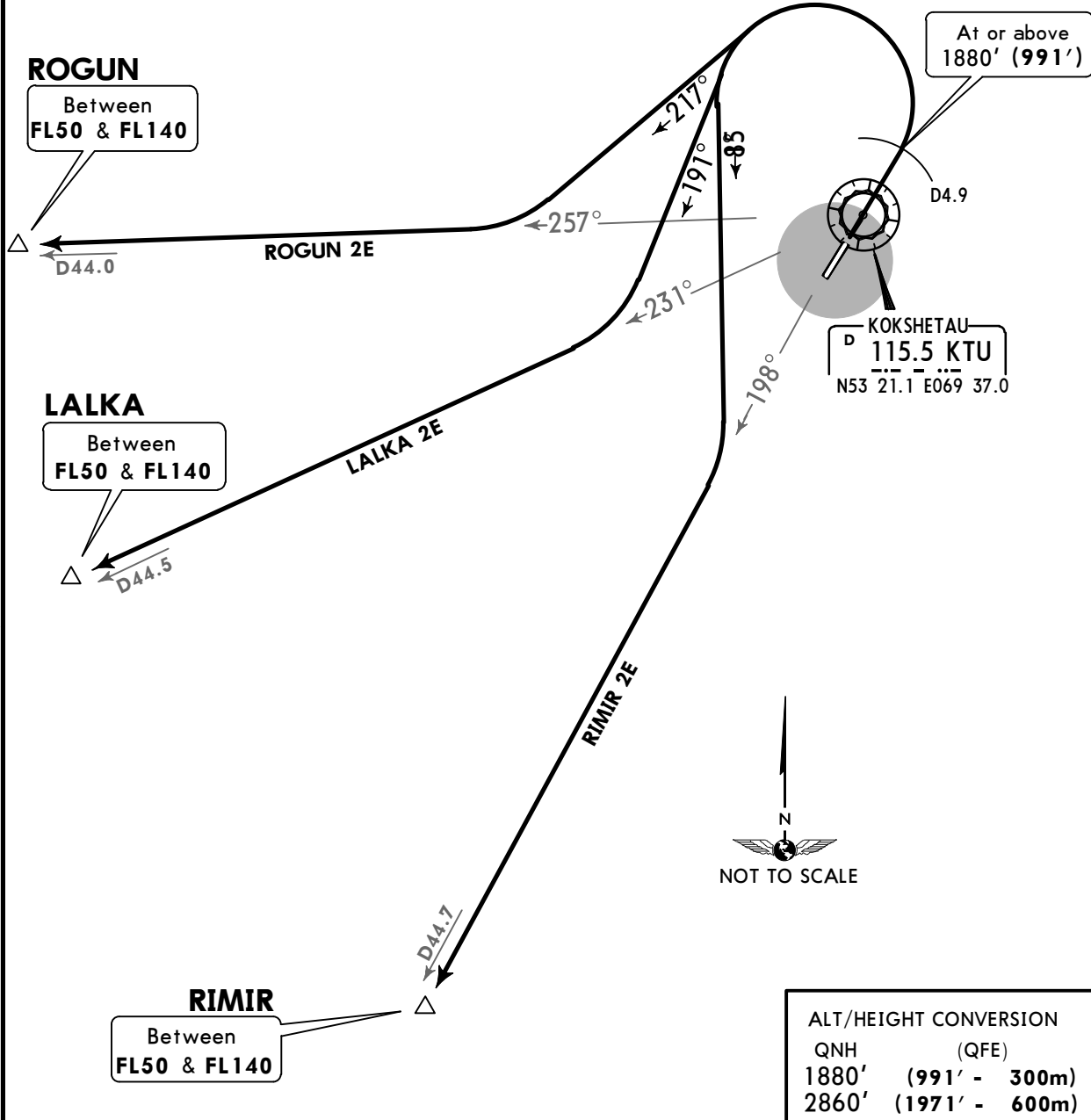
KOKSHETAU, KAZAKHSTAN

SID

Apt Elev 889'
QNH on request (QFE)
Trans level: FL50 Trans alt: 2860' (1971')



LALKA 2E [LALK2E]
RIMIR 2E [RIMI2E]
ROGUN 2E [ROGU2E]
RWY 02 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1880'	(991' - 300m)
2860'	(1971' - 600m)

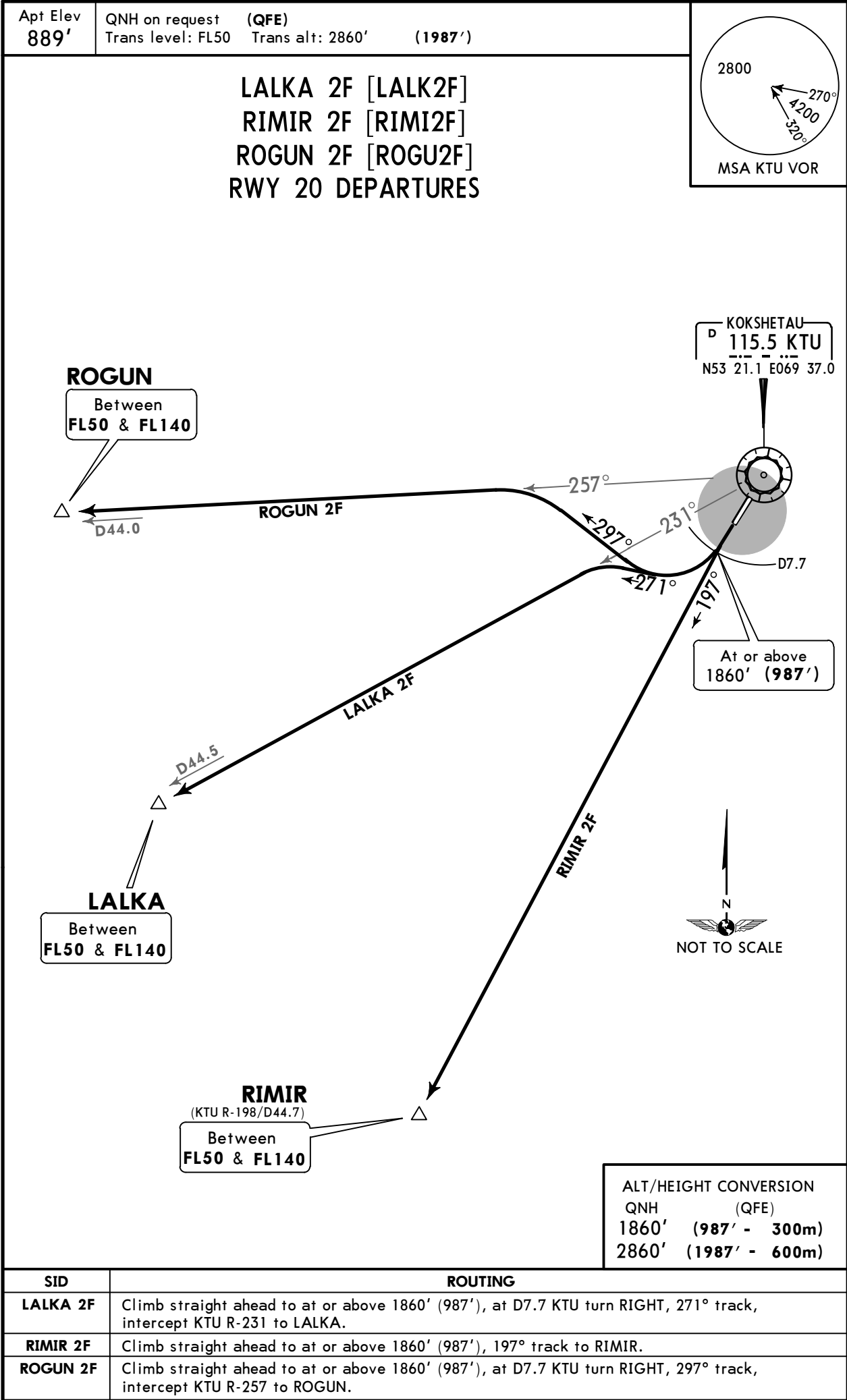
SID	ROUTING
LALKA 2E	Climb straight ahead to at or above 1880' (991'), at D4.9 KTU turn LEFT, 191° track, intercept KTU R-231 to LALKA.
RIMIR 2E	Climb straight ahead to at or above 1880' (991'), at D4.9 KTU turn LEFT, 158° track, intercept KTU R-198 to RIMIR.
ROGUN 2E	Climb straight ahead to at or above 1880' (991'), at D4.9 KTU turn LEFT, 217° track, intercept KTU R-257 to ROGUN.

UACK/KOV
KOKSHETAU

JEPPESSEN
19 JAN 18 10-3E Eff 1 Feb

KOKSHETAU, KAZAKHSTAN

SID

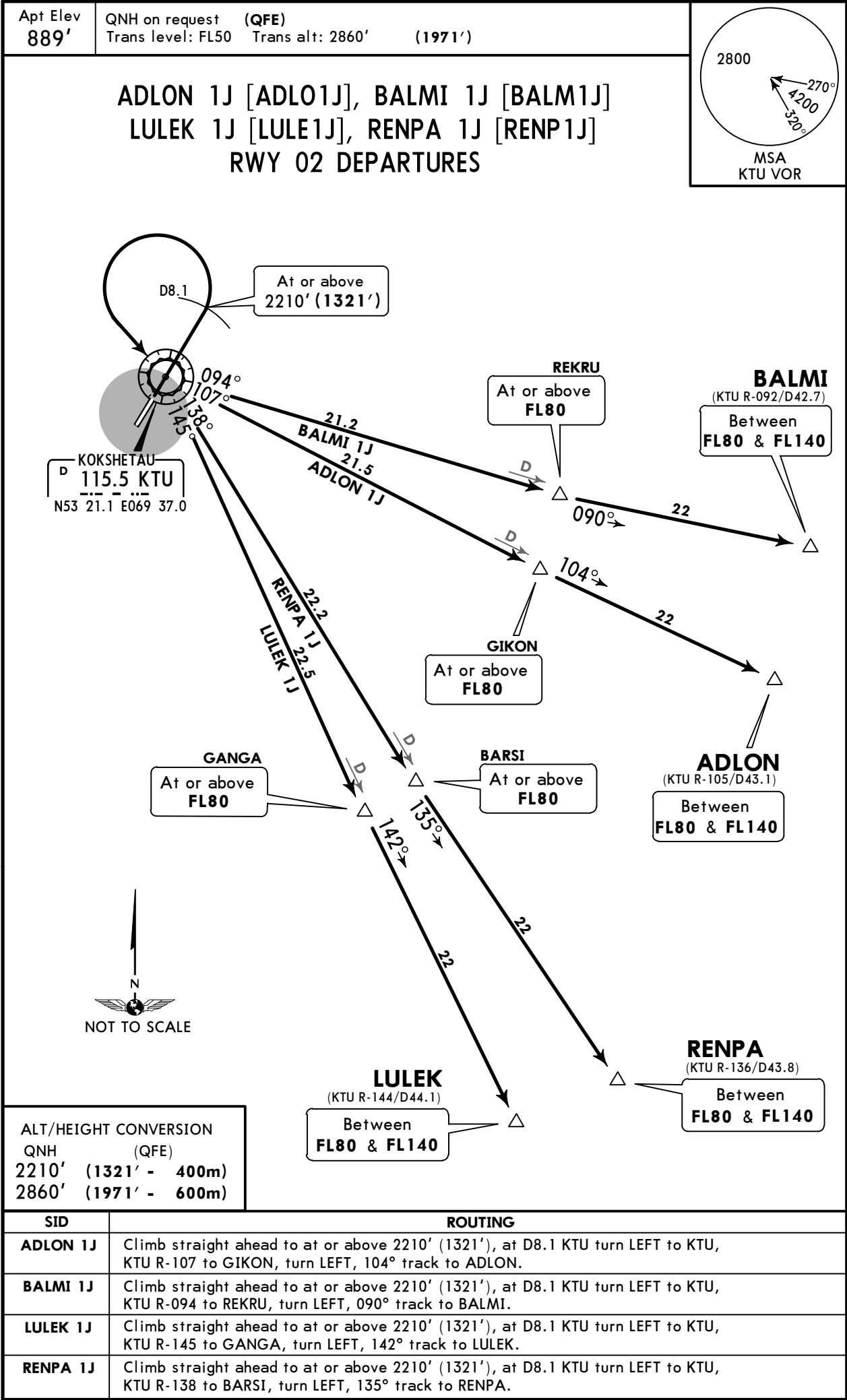


UACK/KOV
KOKSHETAU

JEPPESSEN
19 JAN 18 10-3F Eff 1 Feb

KOKSHETAU, KAZAKHSTAN

SID

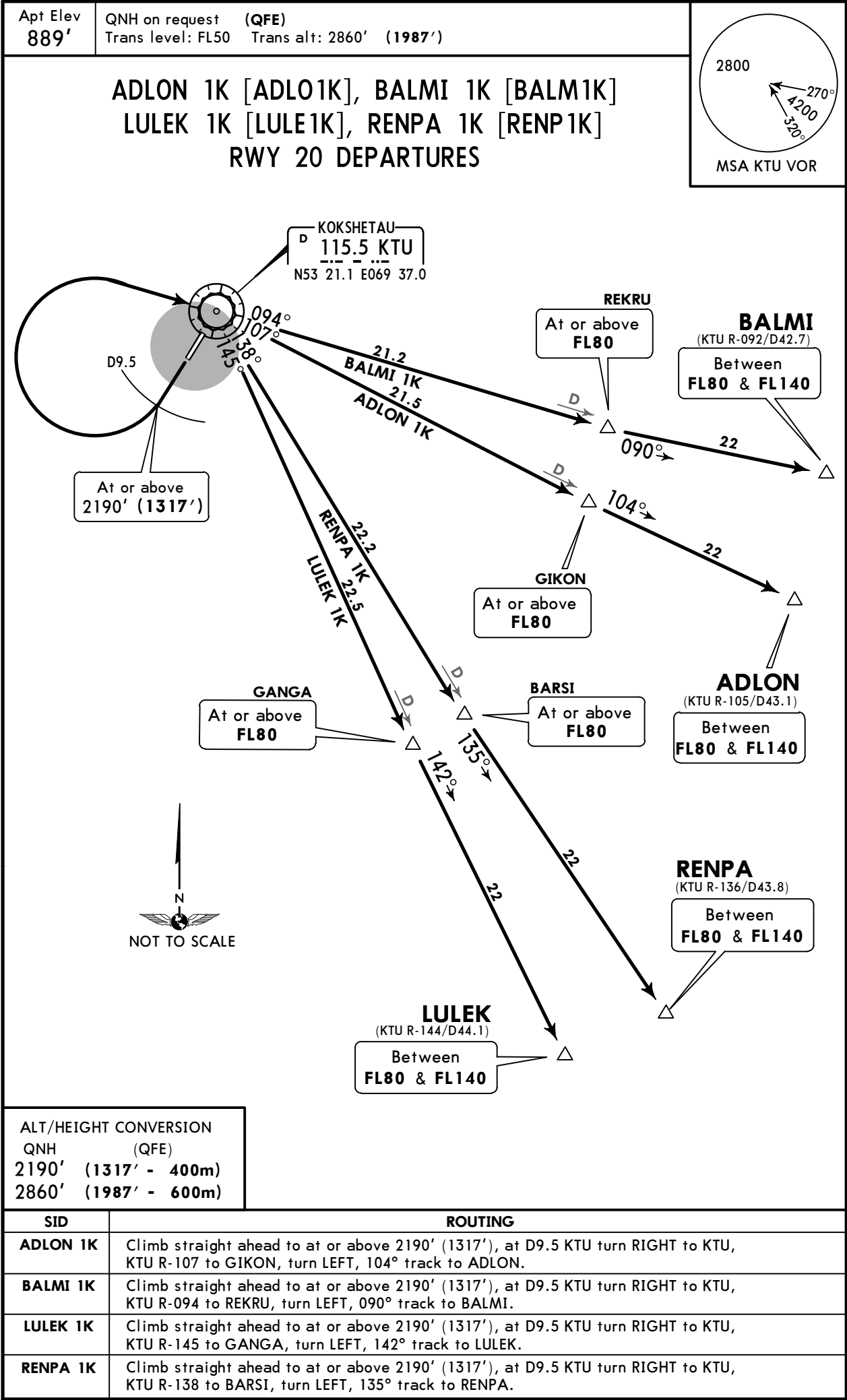


UACK/KOV
KOKSHETAU

19 JAN 18
10-3G

Eff 1 Feb

KOKSHETAU, KAZAKHSTAN
SID



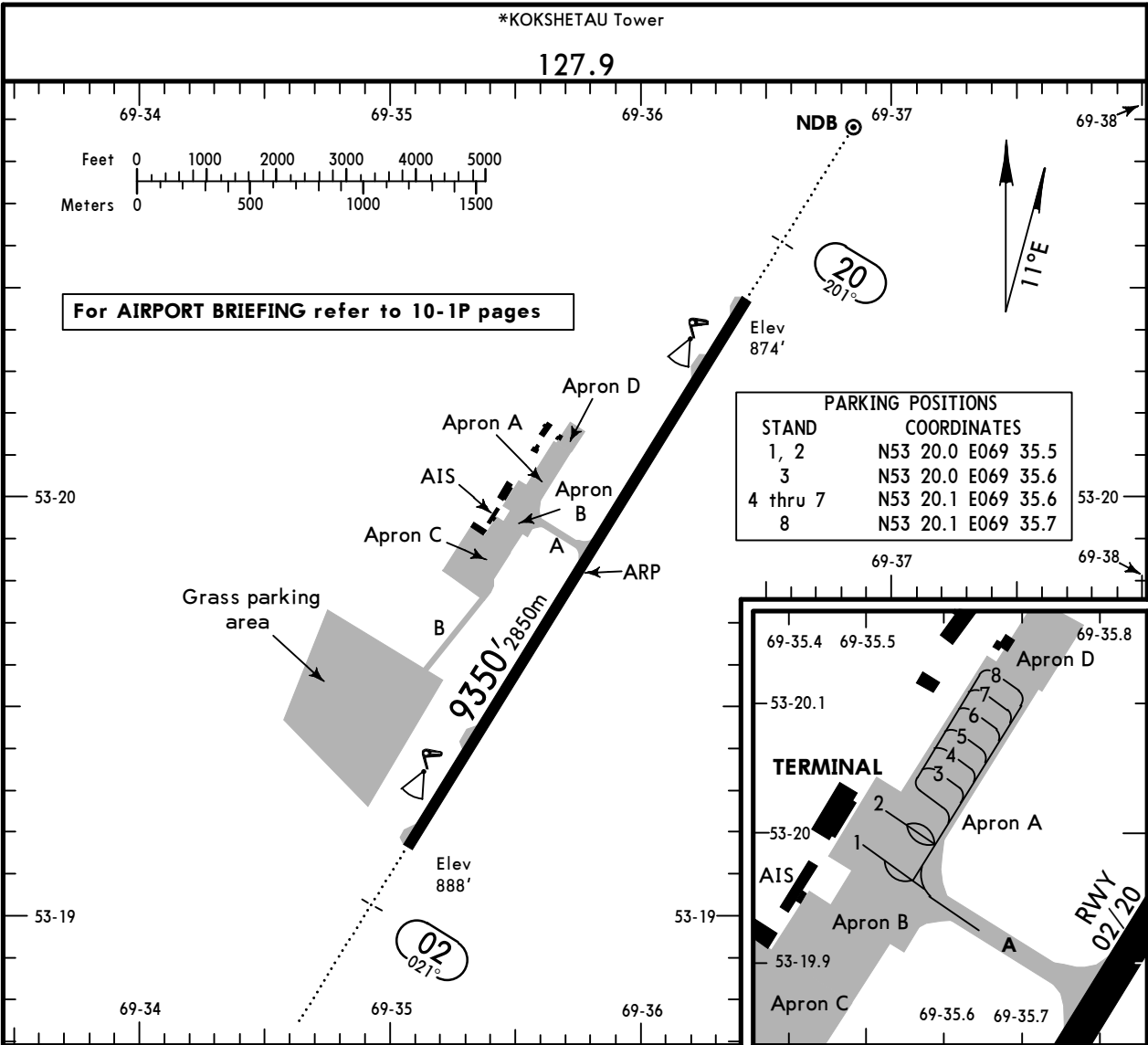
UACK/KOV

Apt Elev **889'**
N53 19.8 E069 35.7

JEPPesen KOKSHETAU, KAZAKHSTAN

22 MAR 19 **(10-9)** Eff 28 Mar

KOKSHETAU



RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
					Threshold	Glide Slope		
02						8074' 2461m	1	148' 45m
20	HIRL (60m) HIALS PAPI-L (angle 3.0°)	RVR				8256' 2516m		

1 TAKE-OFF RUN AVAILABLE			
RWY 02:			
From rwy head	9350'(2850m)	RWY 20:	9350'(2850m)
twy A int	4354'(1327m)	From rwy head	4997'(1523m)
		twy A int	

TAKE-OFF		
Low Visibility Take-off		
Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A		
B		
C	300m	400m
D		500m

UACK/KOV

**JEPPESSEN**

22 MAR 19
Eff 28 Mar

10-9S

Standard

KOKSHETAU, KAZAKHSTAN

KOKSHETAU

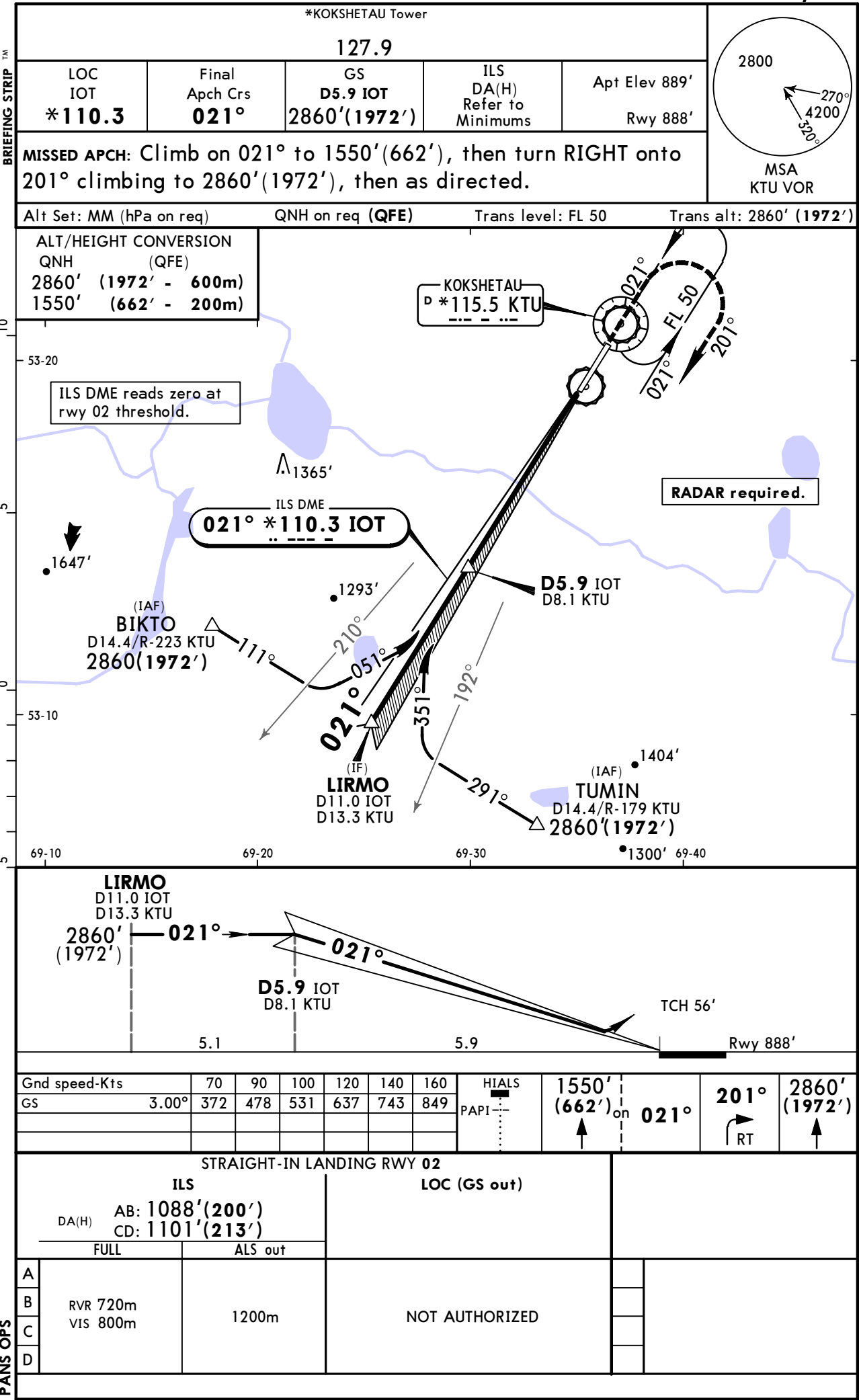
STRAIGHT-IN RWY		A	B	C	D
02	ILS	1088'(200')	1088'(200')	1101'(213')	1101'(213')
	FULL	① 550m	① 550m	① 600m	① 600m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	② VOR	1220'(332')	1220'(332')	1220'(332')	1220'(332')
		900m	1000m	1000m	1400m
	ALS out	1500m	1500m	1500m	1500m
20	ILS	1074'(200')	1074'(200')	1074'(200')	1074'(200')
	FULL	① 550m	① 550m	① 550m	① 600m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	② VOR	1190'(316')	1190'(316')	1190'(316')	1190'(316')
		900m	1000m	1000m	1400m
	ALS out	1400m	1400m	1400m	1400m
	② NDB	1270'(396')	1270'(396')	1270'(396')	1270'(396')
		1100m	1100m	1100m	1400m
	ALS out	1500m	1500m	1800m	1800m
	NDB	1270'(396')	1270'(396')	1270'(396')	1270'(396')
		1300m	1300m	1500m	1500m
	ALS out	2000m	2000m	2200m	2200m

- ① W/o HUD/AP/FD: RVR 750m.
- ② Continuous Descent Final Approach.

TAKE-OFF		
A B C D	Low Visibility Take-off	
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL
	Adequate vis ref (Day only)	
	300m	400m

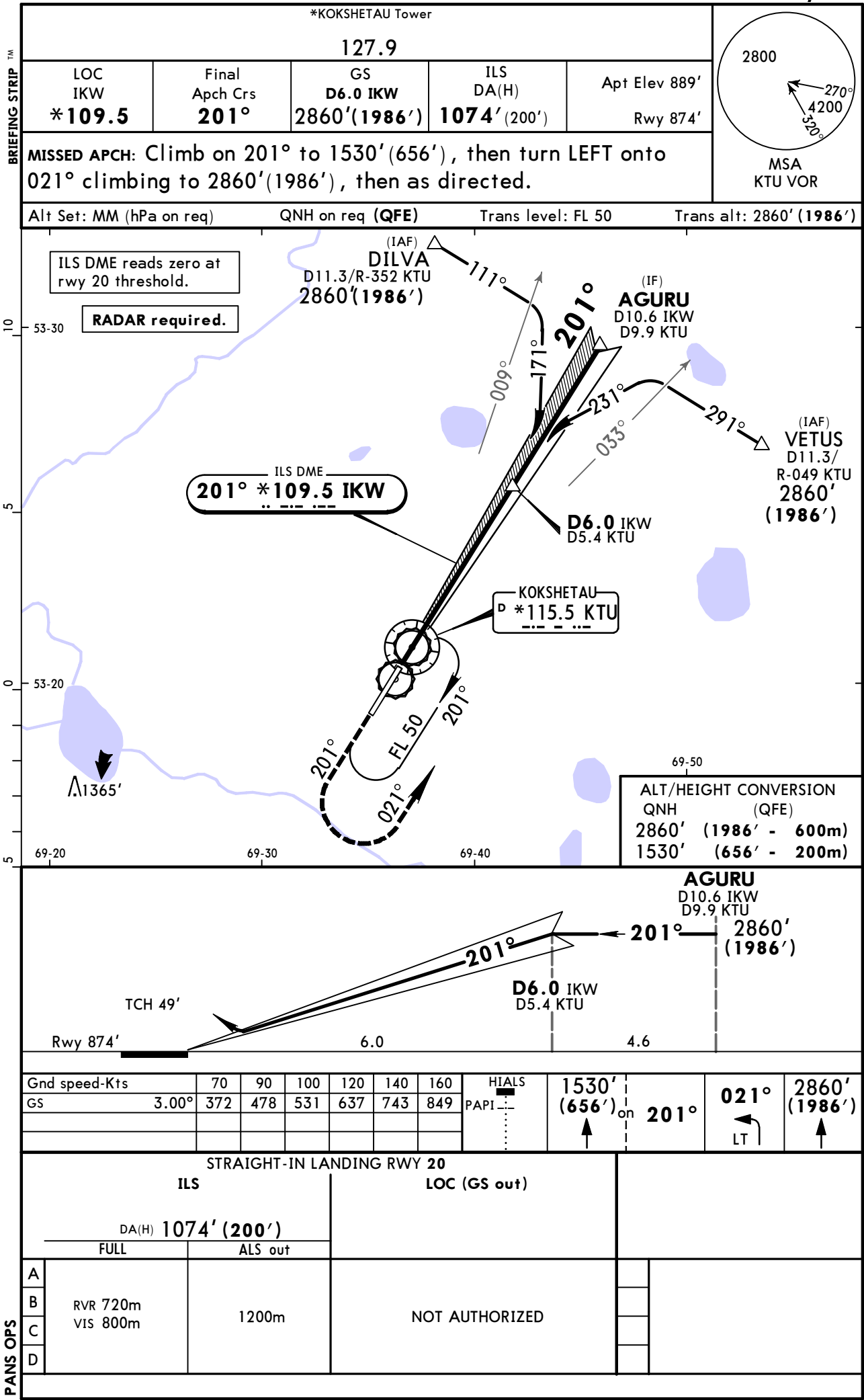
UACK/KOV
KOKSHETAU

JEPPESEN KOKSHETAU, KAZAKHSTAN
26 JAN 18 11-1 Eff 1 Feb ILS DME Y Rwy 02



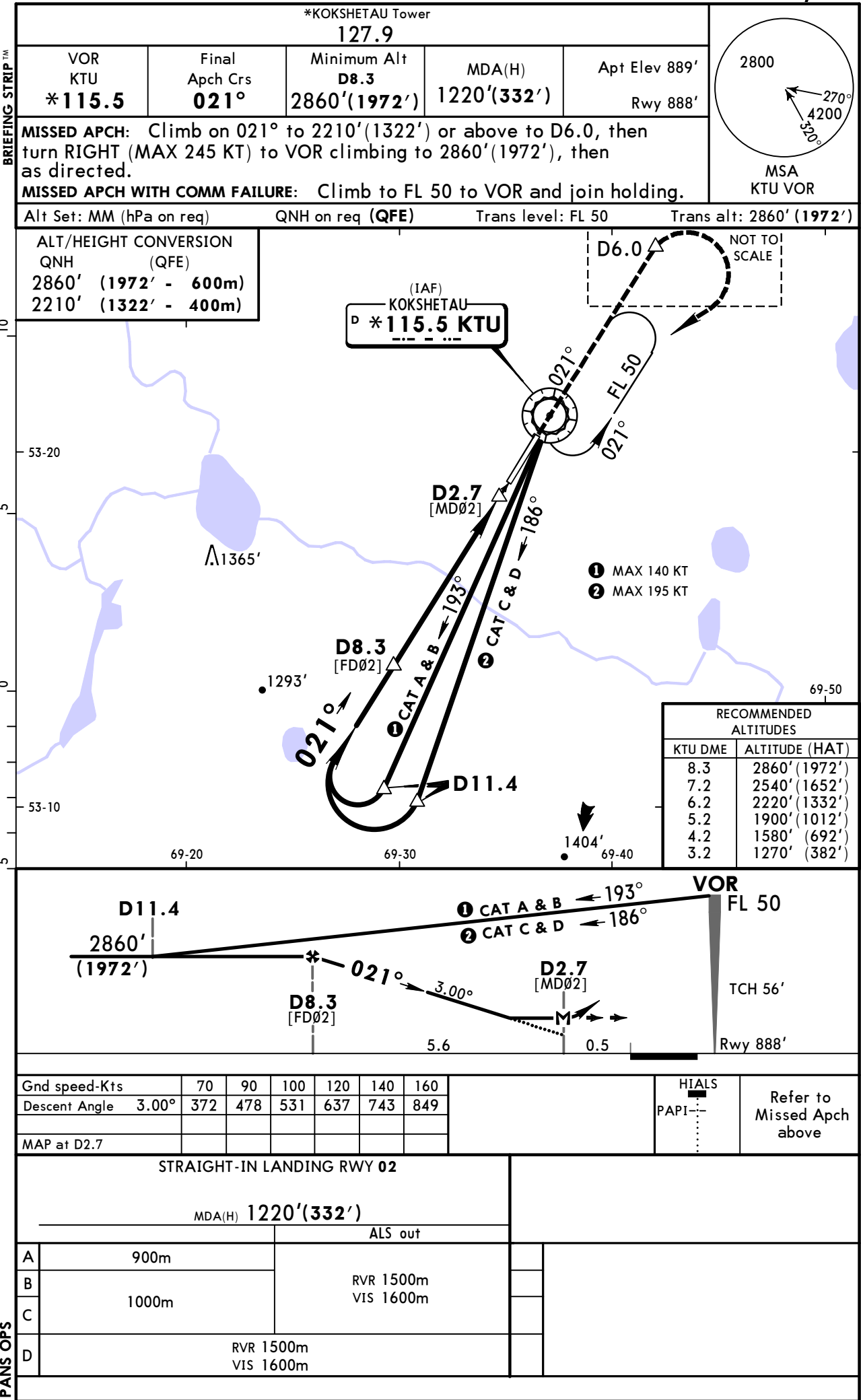
UACK/KOV
KOKSHETAU

JEPPESSEN KOKSHETAU, KAZAKHSTAN
26 JAN 18 **(11-2)** **Eff 1 Feb** **ILS DME Y Rwy 20**



UACK/KOV
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JEPPESSEN KOKSHETAU, KAZAKHSTAN
26 JAN 18 13-1 Eff 1 Feb
VOR DME Rwy 02



UACK/KOV
KOKSHETAU

JEPPESSEN KOKSHETAU, KAZAKHSTAN
26 JAN 18 **(13-2)** Eff 1 Feb **VOR DME Rwy 20**

*KOKSHETAU Tower
127.9

VOR
KTU
*115.5

Final
Apch Crs
201°

Minimum Alt
D5.4
2860'(1986')

MDA(H)
1190'(316')

Apt Elev 889'
Rwy 874'

2800
270°
4200
320°

MSA
KTU VOR

MISSED APCH: Climb on 201° to 1860'(986') or above to D5.5, then turn LEFT (MAX 245 KT) to VOR climbing to 2860'(1986'), then as directed.

MISSED APCH WITH COMM FAILURE: Climb to FL 50 to VOR and join holding.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 2860' (1986')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2860' (1986' - 600m)	
1860' (986' - 300m)	

Map details: VOR station at 115.5 KTU. Holding pattern at D5.4 [FD20] with legs 031° (CAT A & B) and 040° (CAT C & D). Missed approach starts at D5.5, turns left to 201°, then right to 031° to D8.6 (2860' / 1986').

KTU DME	ALTITUDE (HAT)
5.4	2860' (1986')
4.3	2530' (1656')
3.3	2200' (1326')
2.3	1890' (1016')
1.3	1560' (686')
0.3	1260' (386')

Profile details: VOR at FL 50. Descent angle 3.00° from D5.4 to D8.6. Vertical clearance (TCH) 49' at Rwy 874'. Distances: 0.7 NM to D5.4, 5.4 NM to D8.6.

Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Refer to Missed Apch above
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at VOR								

STRAIGHT-IN LANDING RWY 20					
MDA(H) 1190'(316')		ALS out			
A	900m	RVR 1500m VIS 1600m			
B	1000m				
C					
D	RVR 1500m VIS 1600m				

CHANGES: MSA. Missed approach. MDA(H). © JEPPESSEN, 2013, 2018. ALL RIGHTS RESERVED.

16-1

NDB Rwy 20

127.9

***470**

201°

1270' (396')

Rwv 874'

MSA
K NDB

MISSED APCH: Climb on 201° to 1860'(986') or above. After passing LMM maintain 201° for 1 Min 30 Sec, then turn LEFT (MAX 245 KT) to NDB. Climb initially to 2860'(1986'), then as directed.

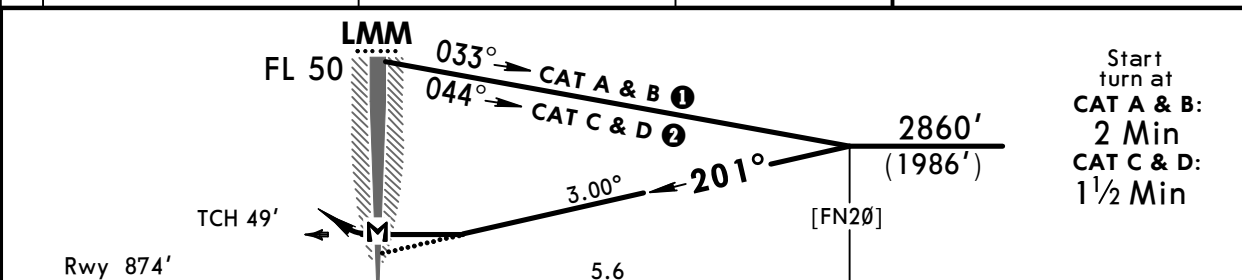
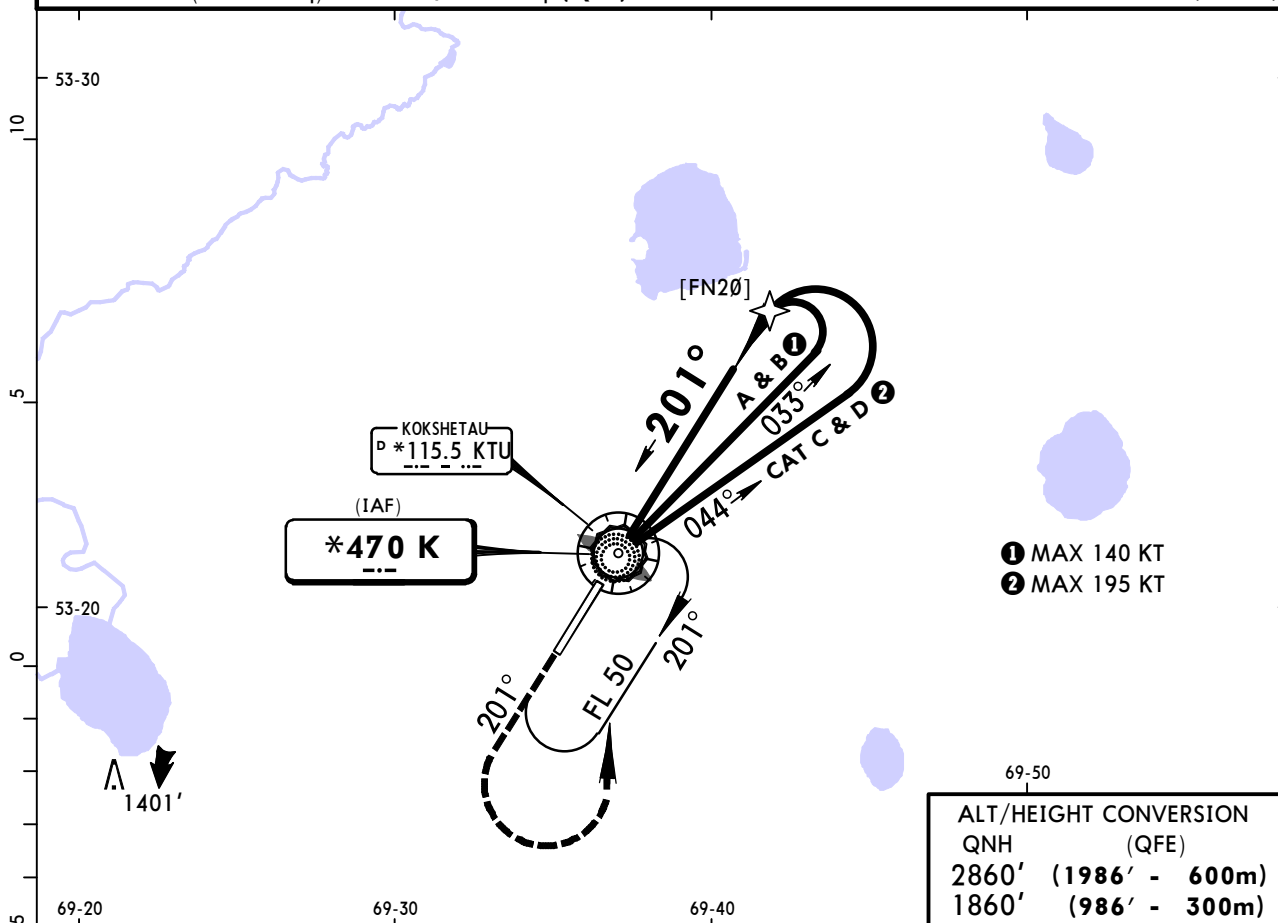
MISSED APCH WITH COMM FAILURE: Climb to FL 50 to NDB and join holding.

Alt Set: MM (hPa on req)

QNH on req (**QFE**)

Trans level: FL 50

Trans alt: 2860' (1986')



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

HIALS
PAPI-:-

Refer to
Missed Apch
above

STRAIGHT-IN LANDING RWY 20

MDA(H) 1270' (396')

ALS out

1

1200m

RVR 1500m
VIS 1600m

RVR	1500m
VIS	1600m

CHANGES: Speed limit.

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KOKSHETAU, (KOKSHETAU - UACK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UACK