

GENERAL**Operational Hours****ATS Hours / AD Operator Hours:** H24**AD OPS Hours:** see NOTAM**Airport Information****RFF:** CAT 6**Fuel:** TS-1**PCN:** RWY 15/33: 33/R/B/X/T**Operation****Low Visibility Procedures**

LVP in force when RVR below 550m.

Taxiing into APN after RWY vacation and taxiing from stands to HLDG position shall be carried out after follow-me.

TWY Restriction

TWY 4, 5, 8 width 22m / 72ft.

TWY 2, 9 width 18m / 59ft.

TWY 1 width 16m / 52ft.

TWY 3 width 12m / 39ft.

Taxi/Parking

Follow-me is mandatory when VIS is below 400m.

Taxiing shall be carried out strictly along TWY CL.

Engine Run-up Areas

ENG run-ups and ENG tests requiring higher power than idle prohibited BTW 1600-0100.

Warnings

Birds in vicinity of AD.

ARRIVAL**Communication****COM Failure:** See CRAR Kazakhstan and in addition:**MISAP COM Failure**

BC NDB RWY 15

In case of COM failure climb to FL40 to N NDB and join to HLDG pattern.

DVOR/DME RWY 15/33

In case of COM failure climb to FL40 to KST and join to HLDG pattern.

Arrival Procedure**Noise Abatement Procedure**

- Maintain assigned LVL until final APCH.
- Maintain the program off deceleration; extend landing gear and wing devices so, that the APCH speed should be reached 5.4NM/10km from the THR.
- Do not descend below the GP.

Non-standard GP intercept position on RWY 15

GP intercepts RWY 15 at 353m / 1158ft after landing threshold

Remaining LDG DIST beyond GP is 2161m / 7090ft

DEPARTURE**Take-off Minima**

RWY		15/33	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
C, D		0 - 500R/500V	wo LGTs, HJ only
All ACFT		0 - 800R/800V	HN

Communication**COM Failure:** See CRAR Kazakhstan.**Departure Procedure****Noise Abatement Procedure**

Use TKOF PROC A.

De-Icing

AVBL.

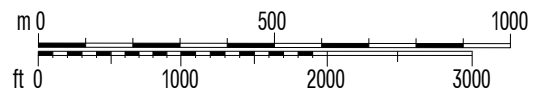
ATIS 127.500
TWR 129.300

RWY	TORA	ASDA	TODA
15	2514	2514	2914
33	2514	2514	2664

COORDINATES		
APRON 1		
2-4	N53 13.2	E063 33.0
2A-4A	N53 13.1	E063 33.0
5-6	N53 13.1	E063 32.9
5A, 6A	N53 13.1	E063 32.9
7, 7A	N53 13.1	E063 32.8
APRON 2		
1, 9	N53 13.2	E063 33.1
1A	N53 13.2	E063 33.2
9A	N53 13.2	E063 33.1
10, 11,	N53 13.3	E063 33.0
10A, 11A	N53 13.3	E063 33.0
13-18	N53 13.3	E063 33.1
19, 19A	N53 13.2	E063 33.1

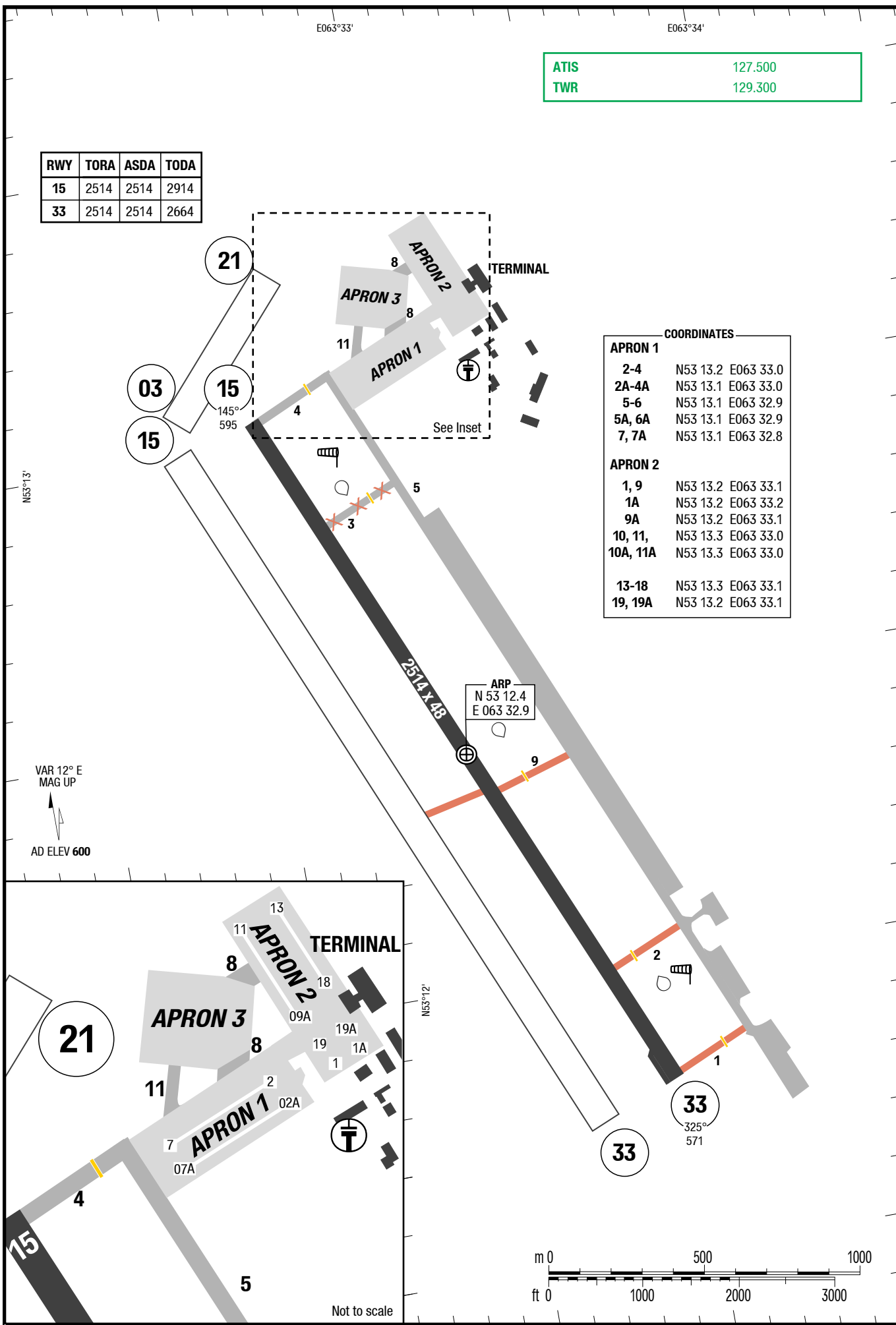
ARP
N 53 12.4
E 063 32.9

VAR 12° E
MAG UP
AD ELEV 600



Not to scale

Changes: FREQ



Effective 28-APR-2016

21-APR-2016

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SIDs RWY 33 (via VOR DME)

4-10 SIDs RWY 15 (via VOR DME)

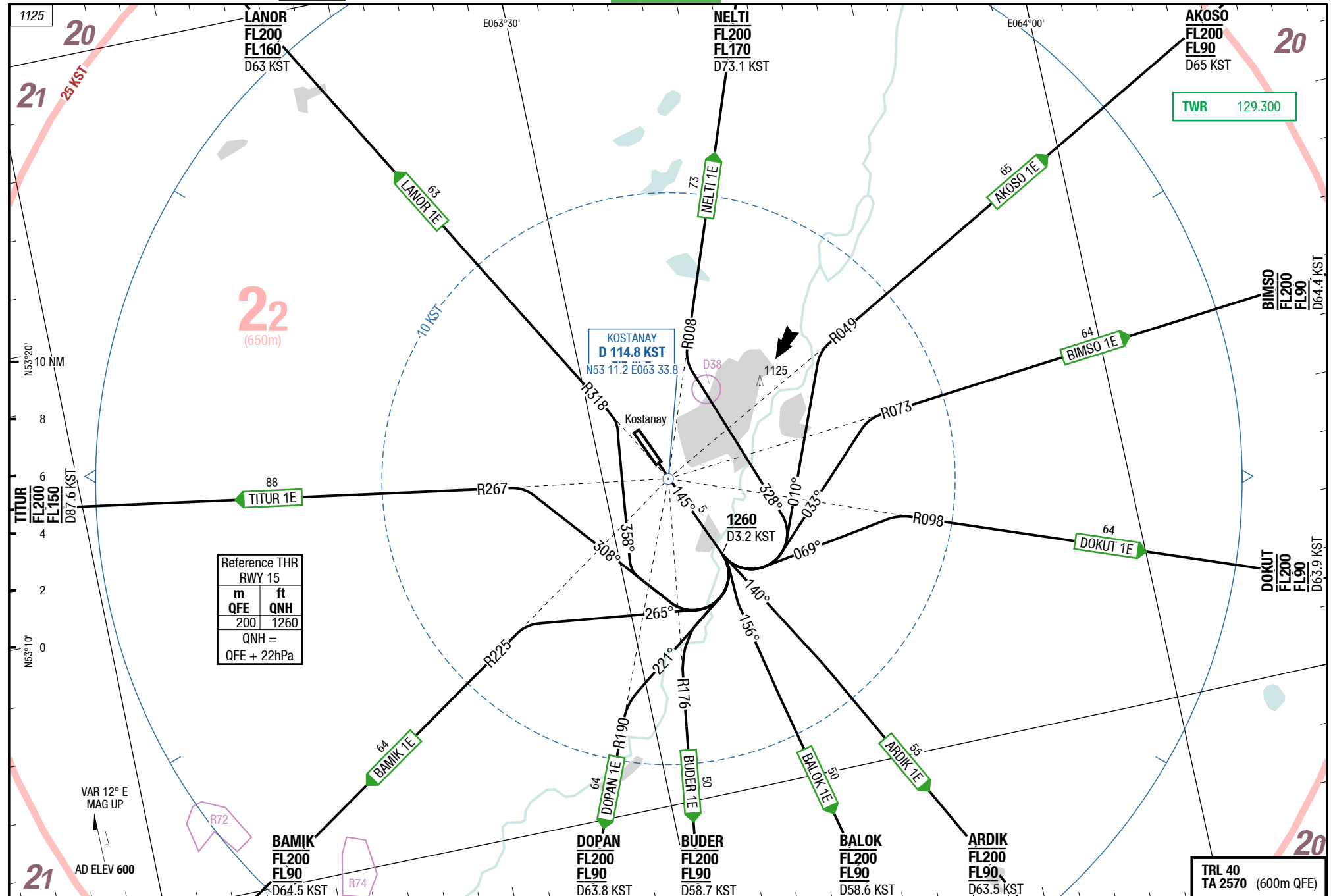
SID

SID

Narimanovka **Kostanay** Kazakhstan

SIDs RWY 33 (via VOR DME)

SIDs RWY 15 (via VOR DME)



Changes: new

Effective 28-APR-2016

21-APR-2016

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Narimanovka **Kostanay** Kazakhstan

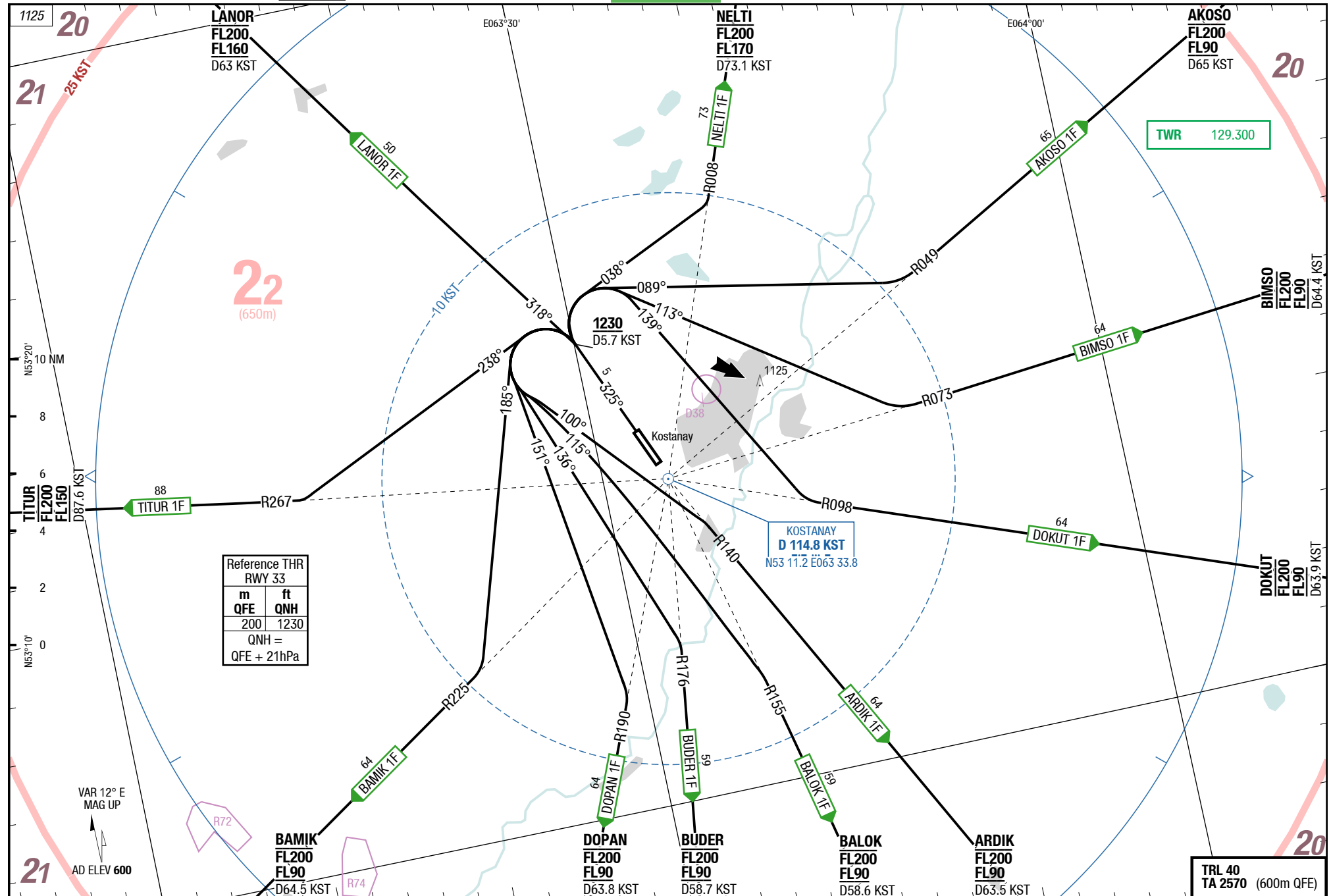
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SIDs RWY 33 (via VOR DME)

SID

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SIDs RWY 33 (via VOR DME)



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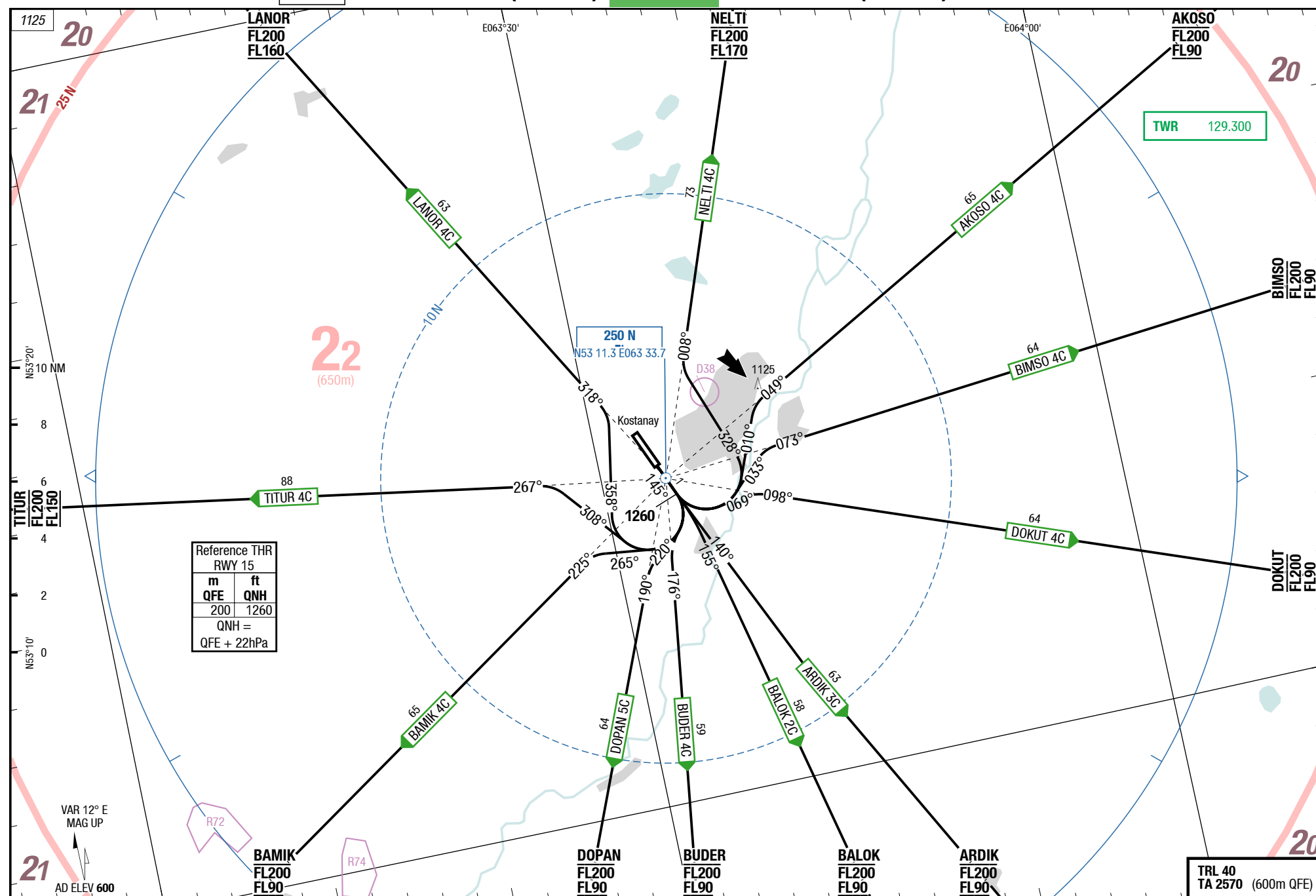
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SIDs RWY 15 (via NDB)

SID

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SIDs RWY 15 (via NDB)



Changes: chart title, Page Number, OBST, SUAs

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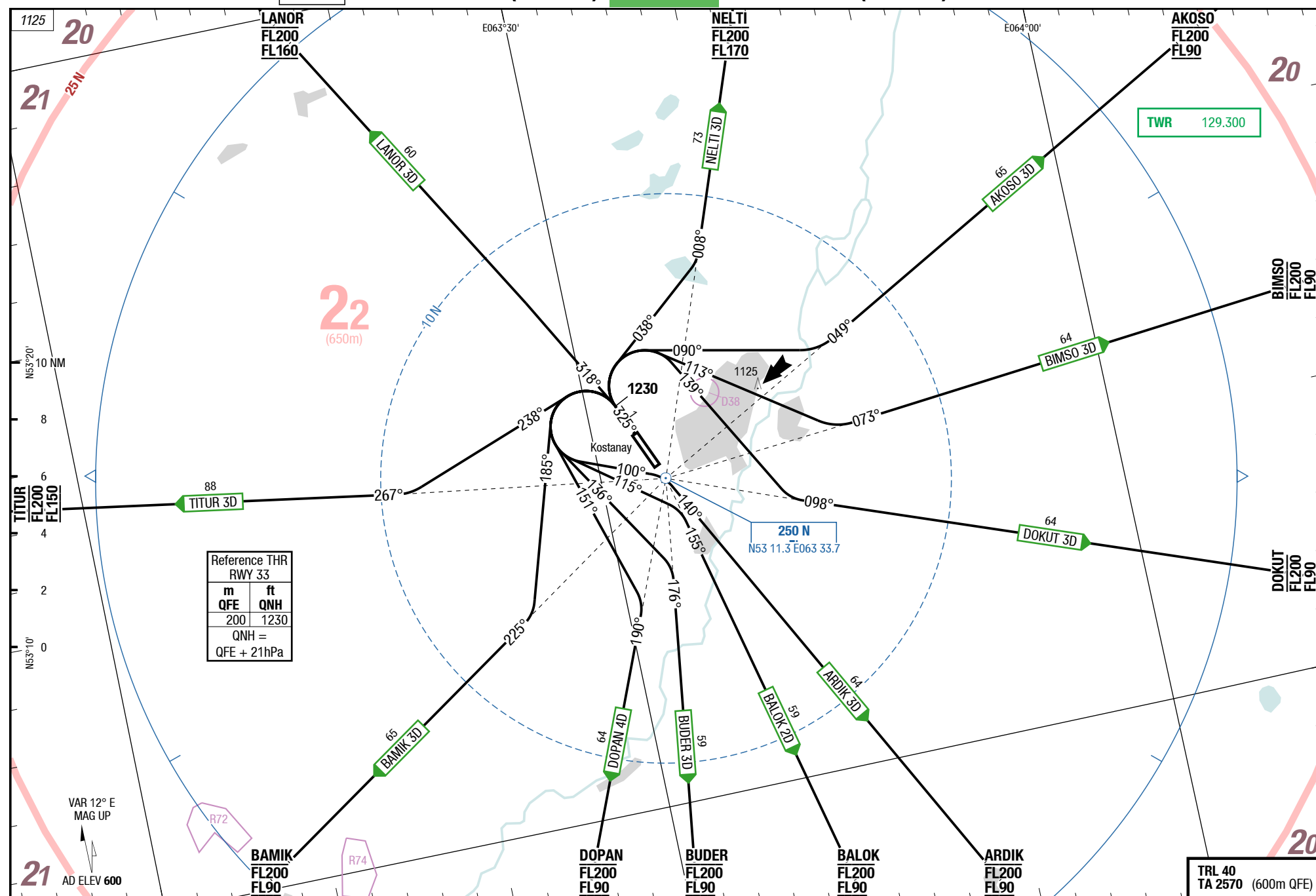
4-40

SIDs RWY 33 (via NDB)

SID

SID

SIDs RWY 33 (via NDB)



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5-10

SIDs RWY 15 (via VOR DME)

AKOSO 1E / ARDIK 1E / BALOK 1E / BAMIK 1E / BIMSO 1E / BUDER 1E / DOKUT 1E / DOPAN 1E / LANOR 1E / NELTI 1E / TITUR 1E

RWY 15 (145°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
AKOSO 1E 129.300	at D3.2 KST LT 010° - intercept R049 KST to AKOSO	D3.2 KST MNM 1260 AKOSO between FL90 and FL200
ARDIK 1E 129.300	at D3.2 KST LT 140° to ARDIK	D3.2 KST MNM 1260 ARDIK between FL90 and FL200
BALOK 1E 129.300	at D3.2 KST RT 156° to BALOK	D3.2 KST MNM 1260 BALOK between FL90 and FL200
BAMIK 1E 129.300	at D3.2 KST RT 265° - intercept R225 KST to BAMIK	D3.2 KST MNM 1260 BAMIK between FL90 and FL200
BIMSO 1E 129.300	at D3.2 KST LT 033° - intercept R073 KST to BIMSO	D3.2 KST MNM 1260 BIMSO between FL90 and FL200
BUDER 1E 129.300	at D3.2 KST RT intercept R176 KST to BUDER	D3.2 KST MNM 1260 BUDER between FL90 and FL200
DOKUT 1E 129.300	at D3.2 KST LT 069° - intercept R098 KST to DOKUT	D3.2 KST MNM 1260 DOKUT between FL90 and FL200
DOPAN 1E 129.300	at D3.2 KST RT 221° - intercept R190 KST to DOPAN	D3.2 KST MNM 1260 DOPAN between FL90 and FL200
LANOR 1E 129.300	at D3.2 KST RT 358° - intercept R318 KST to LANOR	D3.2 KST MNM 1260 LANOR between FL160 and FL200
NELTI 1E 129.300	at D3.2 KST LT 328° - intercept R008 KST to NELTI	D3.2 KST MNM 1260 NETLI between FL170 and FL200
TITUR 1E 129.300	at D3.2 KST RT 308° - intercept R267 KST to TITUR	D3.2 KST MNM 1260 TITUR between FL150 and FL200

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5-20

SIDs RWY 33 (via VOR DME)**AKOSO 1F / ARDIK 1F / BALOK 1F / BAMIK 1F / BIMSO 1F / BUDER 1F / DOKUT 1F / DOPAN 1F / LANOR 1F / NELTI 1F / TITUR 1F**

RWY 33 (325°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
AKOSO 1F 129.300	at D5.7 KST RT 089° - intercept R049 KST to AKOSO	D5.7 KST MNM 1230 AKOSO between FL90 and FL200
ARDIK 1F 129.300	at D5.7 KST LT 100° - intercept R140 KST to ARDIK	D5.7 KST MNM 1230 ARDIK between FL90 and FL200
BALOK 1F 129.300	at D5.7 KST LT 115° - intercept R155 KST to BALOK	D5.7 KST MNM 1230 BALOK between FL90 and FL200
BAMIK 1F 129.300	at D5.7 KST LT 185° - intercept R225 KST to BAMIK	D5.7 KST MNM 1230 BAMIK between FL90 and FL200
BIMSO 1F 129.300	at D5.7 KST RT 113° - intercept R073 KST to BIMSO	D5.7 KST MNM 1230 BIMSO between FL90 and FL200
BUDER 1F 129.300	at D5.7 KST LT 136° - intercept R176 KST to BUDER	D5.7 KST MNM 1230 BUDER between FL90 and FL200
DOKUT 1F 129.300	at D5.7 KST RT 139° - intercept R098 KST to DOKUT	D5.7 KST MNM 1230 DOKUT between FL90 and FL200
DOPAN 1F 129.300	at D5.7 KST LT 151° - intercept R190 KST to DOPAN	D5.7 KST MNM 1230 DOPAN between FL90 and FL200
LANOR 1F 129.300	at D5.7 KST LT 318° to LANOR	D5.7 KST MNM 1230 LANOR between FL160 and FL200
NELTI 1F 129.300	at D5.7 KST RT 038° - intercept R008 KST to NELTI	D5.7 KST MNM 1230 NELTI between FL170 and FL200
TITUR 1F 129.300	at D5.7 KST LT 238° - intercept R267 KST to TITUR	D5.7 KST MNM 1230 TITUR between FL150 and FL200

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5-30

SIDs RWY 15 (via NDB)**SIDPT**

**AKOSO 4C / ARDIK 3C / BALOK 2C / BAMIK 4C / BIMSO 4C / BUDER 4C / DOKUT 4C /
DOPAN 5C / LANOR 4C / NELTI 4C / TITUR 4C**

RWY 15 (145°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
AKOSO 4C 129.300	at 1260 LT 010° - intercept QDR 049 N to AKOSO	AKOSO between FL90 and FL200
ARDIK 3C 129.300	at 1260 LT - 140° to ARDIK	ARDIK between FL90 and FL200
BALOK 2C 129.300	at 1260 RT - 155° to BALOK	BALOK between FL90 and FL200
BAMIK 4C 129.300	at 1260 RT 265° - intercept QDR 225 N to BAMIK	BAMIK between FL90 and FL200
BIMSO 4C 129.300	at 1260 LT 033° - intercept QDR 073 N to BIMSO	BIMSO between FL90 and FL200
BUDER 4C 129.300	at 1260 RT - intercept QDR 176 N to BUDER	BUDER between FL90 and FL200
DOKUT 4C 129.300	at 1260 LT 069° - intercept QDR 098 N to DOKUT	DOKUT between FL90 and FL200
DOPAN 5C 129.300	at 1260 RT 220° - intercept QDR 190 N to DOPAN	DOPAN between FL90 and FL200
LANOR 4C 129.300	at 1260 RT 358° - intercept QDR 318 N to LANOR	LANOR between FL160 and FL200
NELTI 4C 129.300	at 1260 LT 328° - intercept QDR 008 N to NELTI	NELTI between FL170 and FL200
TITUR 4C 129.300	at 1260 RT 308° - intercept QDR 267 N to TITUR	TITUR between FL150 and FL200

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5-40

SIDs RWY 33 (via NDB)**AKOSO 3D / ARDIK 3D / BALOK 2D / BAMIK 3D / BIMSO 3D / BUDER 3D / DOKUT 3D / DOPAN 4D / LANOR 3D / NELTI 3D / TITUR 3D**

RWY 33 (325°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
AKOSO 3D 129.300	at 1230 RT 090° - intercept QDR 049 N to AKOSO	AKOSO between FL90 and FL200
ARDIK 3D 129.300	at 1230 LT 100° - intercept QDR 140 N to ARDIK	ARDIK between FL90 and FL200
BALOK 2D 129.300	at 1230 LT 115° - intercept QDR 155 N to BALOK	BALOK between FL90 and FL200
BAMIK 3D 129.300	at 1230 LT 185° - intercept QDR 225 N to BAMIK	BAMIK between FL90 and FL200
BIMSO 3D 129.300	at 1230 RT 113° - intercept QDR 073 N to BIMSO	BIMSO between FL90 and FL200
BUDER 3D 129.300	at 1230 LT 136° - intercept QDR 176 N to BUDER	BUDER between FL90 and FL200
DOKUT 3D 129.300	at 1230 RT 139° - intercept QDR 098 N to DOKUT	DOKUT between FL90 and FL200
DOPAN 4D 129.300	at 1230 LT 151° - intercept QDR 190 N to DOPAN	DOPAN between FL90 and FL200
LANOR 3D 129.300	at 1230 LT 318° to LANOR	LANOR between FL160 and FL200
NELTI 3D 129.300	at 1230 RT 038° - intercept QDR 008 N to NELTI	NELTI between FL170 and FL200
TITUR 3D 129.300	at 1230 LT 238° - intercept QDR 267 N to TITUR	TITUR between FL150 and FL200

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STARs RWY 33 (via VOR DME)

6-10 STARs RWY 15 (via VOR DME)

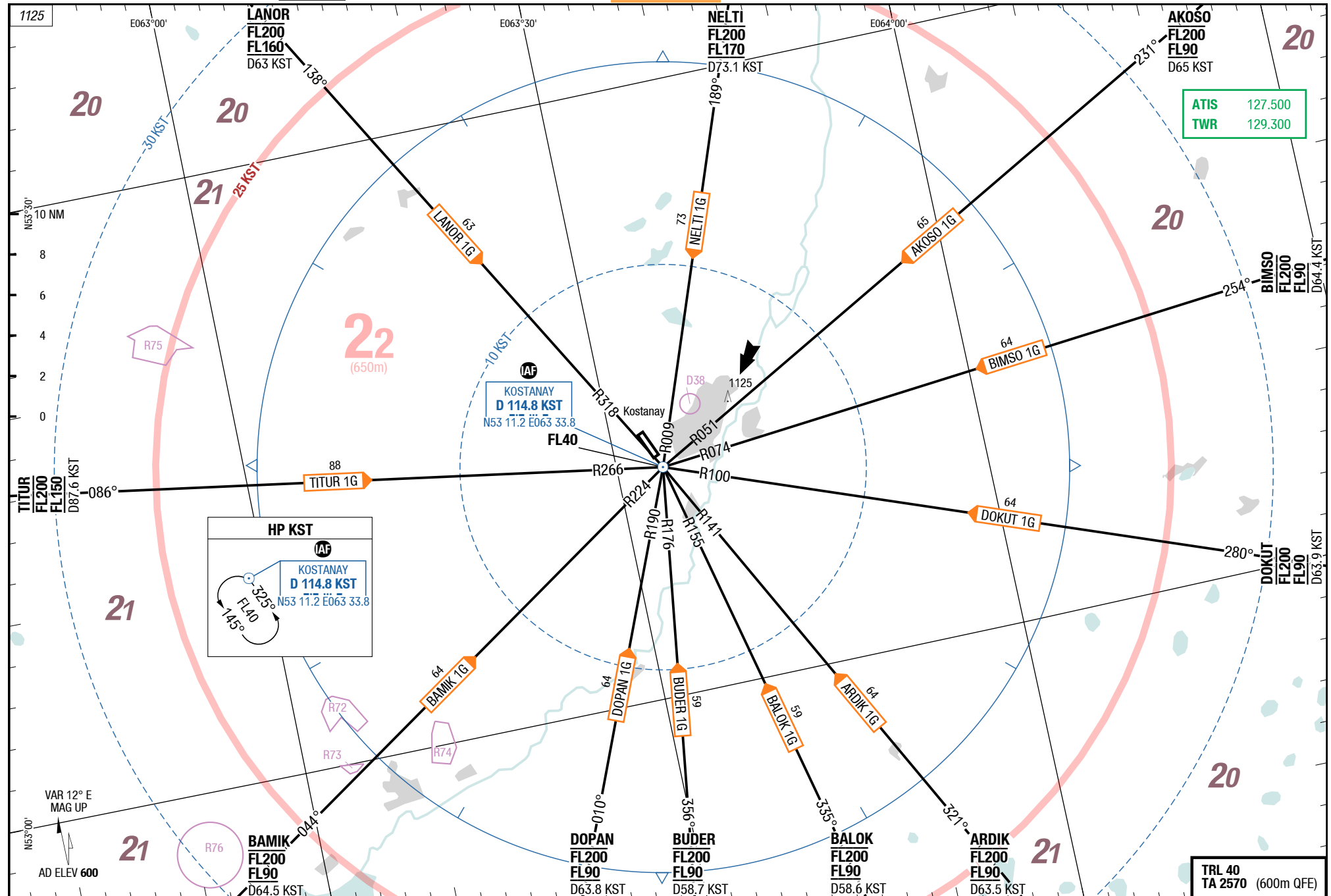
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STARs RWY 33 (via VOR DME)

STARs RWY 15 (via VOR DME)



Changes: FREQ

19-APR-2018

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STAR

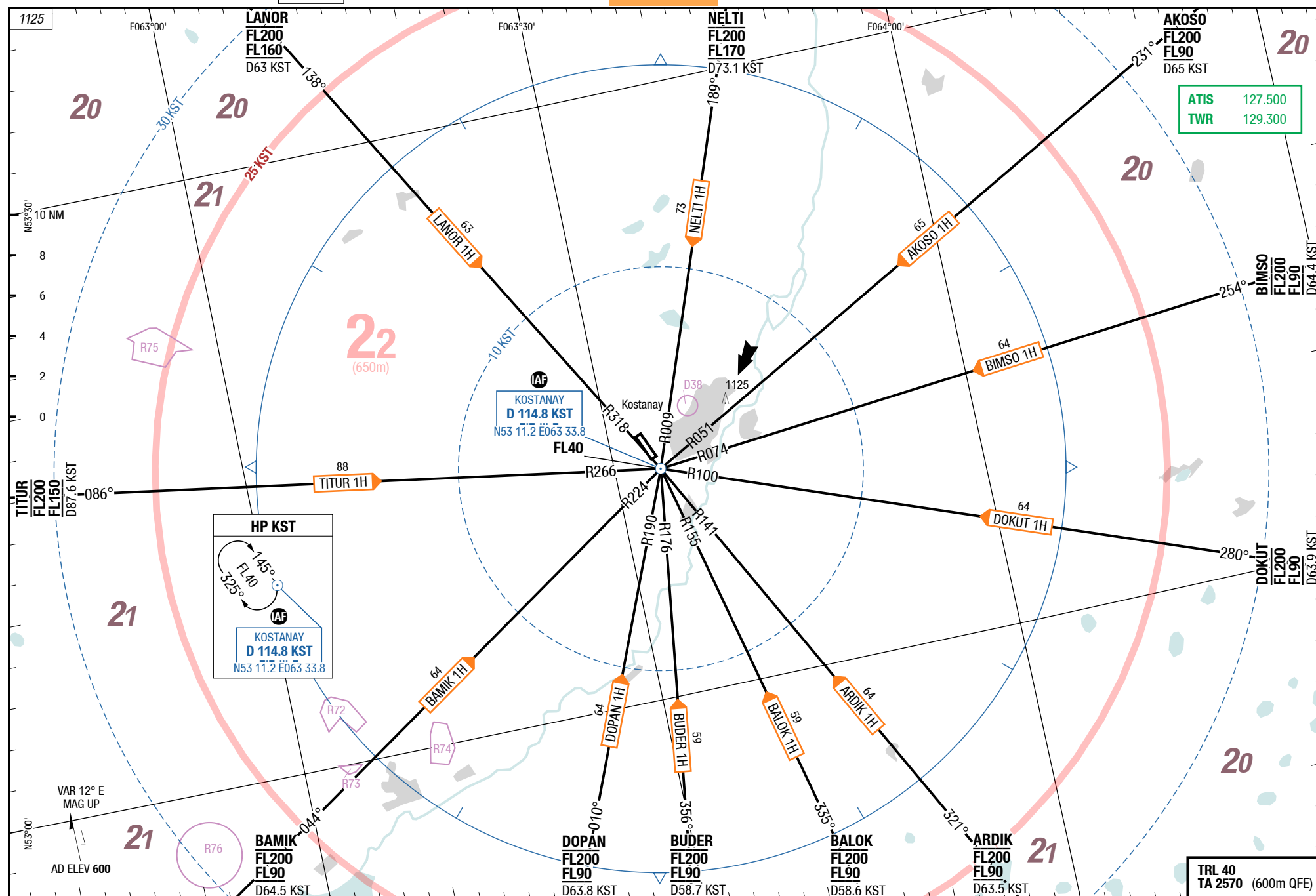
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6-20 **STARs RWY 33 (via VOR DME)**

STARs RWY 33 (via VOR DME)



Changes: FREQ

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STARs RWY 33 (via NDB)

6-30

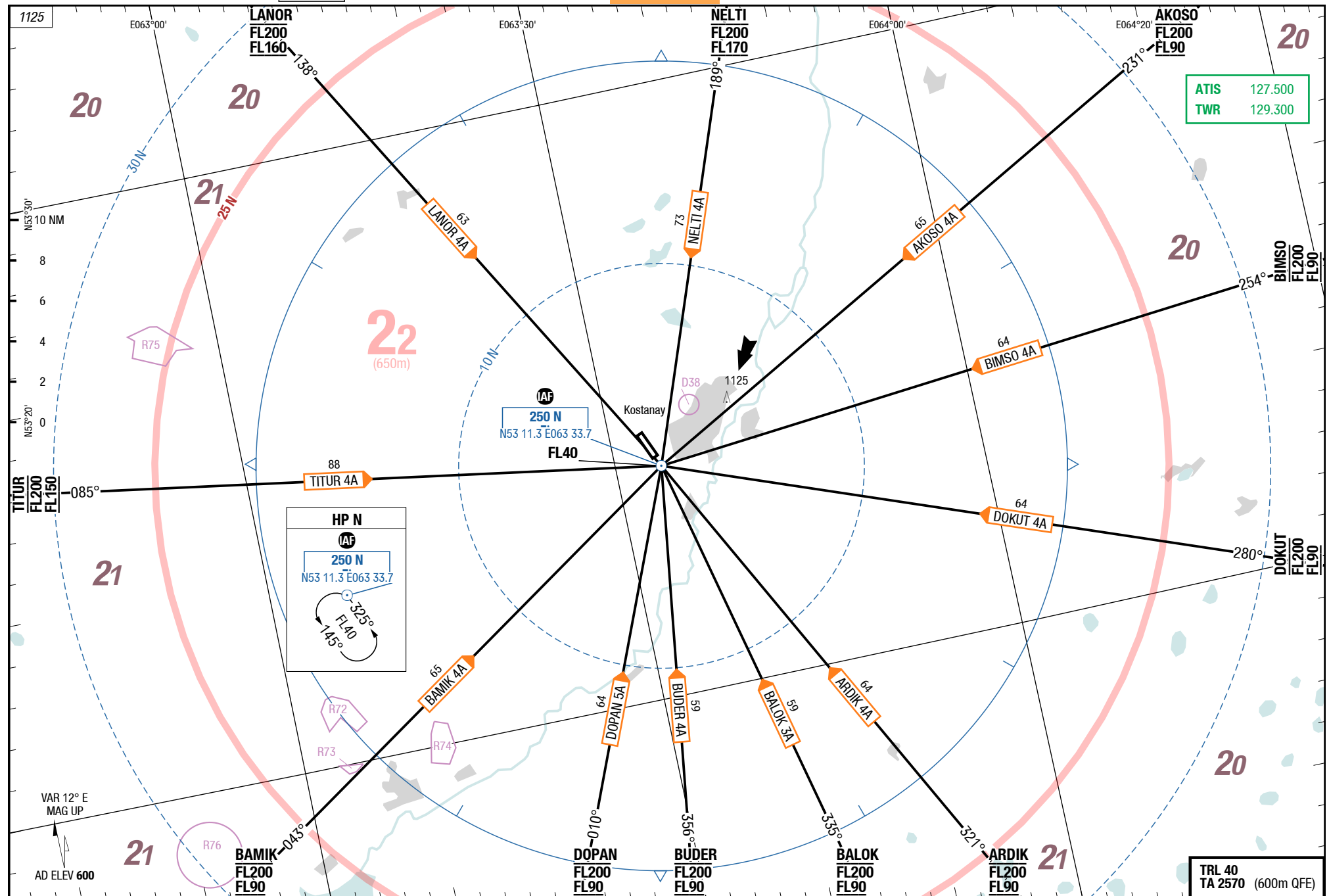
STARs RWY 15 (via NDB)

STAR

STAR

STARs RWY 33 (via NDB)

STARs RWY 15 (via NDB)



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STAR

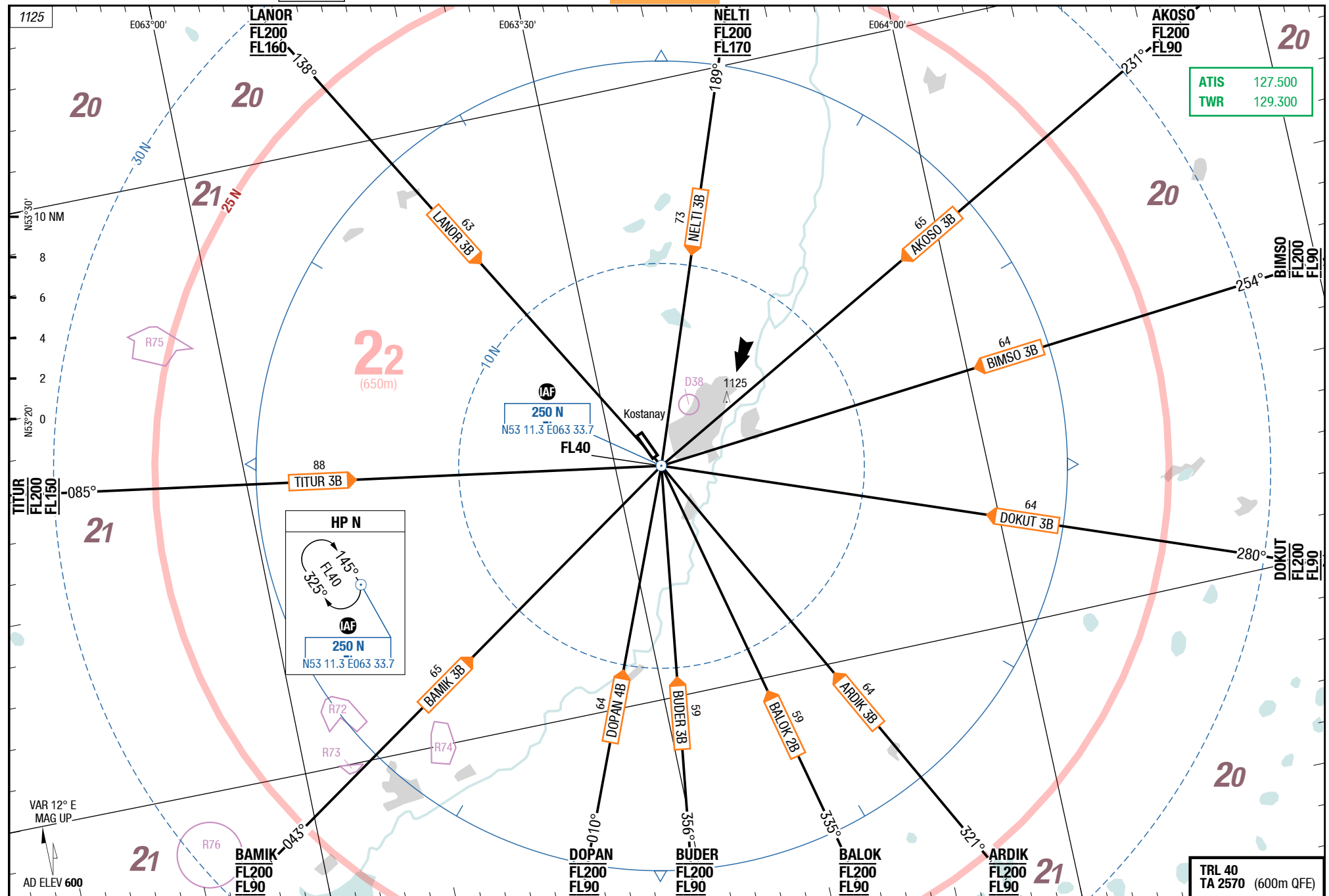
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6-40 **STARs RWY 33 (via NDB)**

STARs RWY 33 (via NDB)

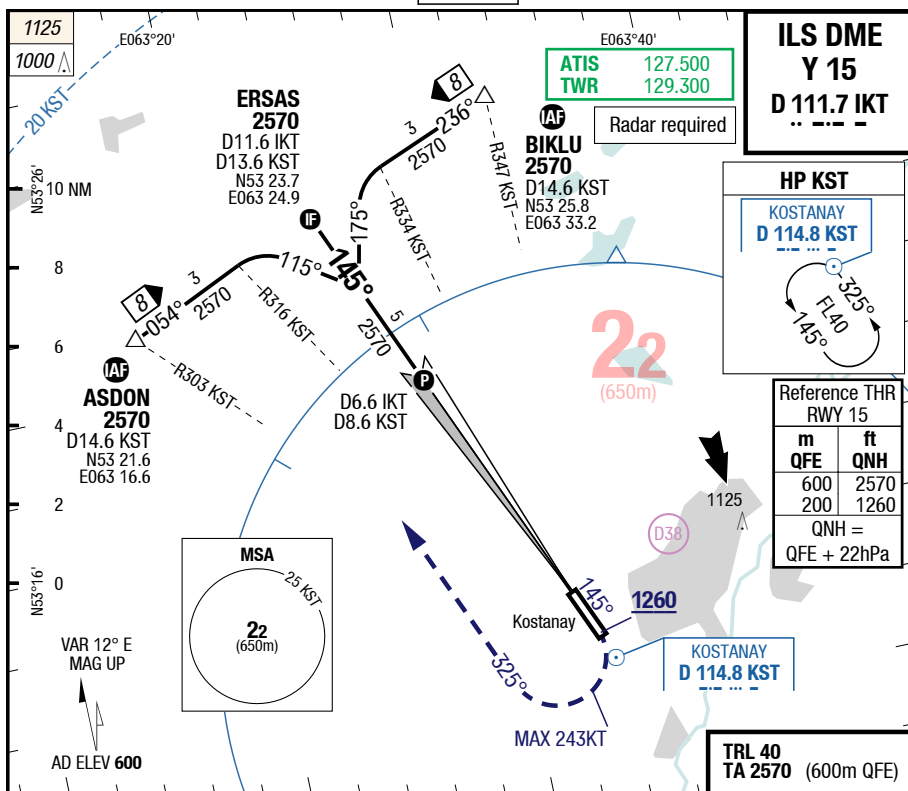


Changes: FREQ

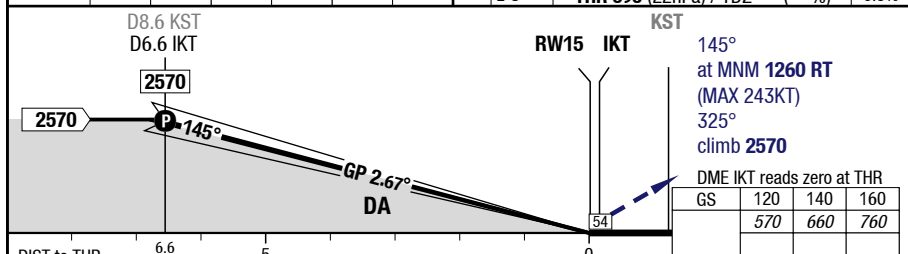
KSN-UUU

7-10

ILS DME Y 15



D IKT	6.6	5	4	3	2	1	<div style="text-align: right;">TDZL: 300m 60 L</div>
	2570	2070	1780	1490	1210	920	



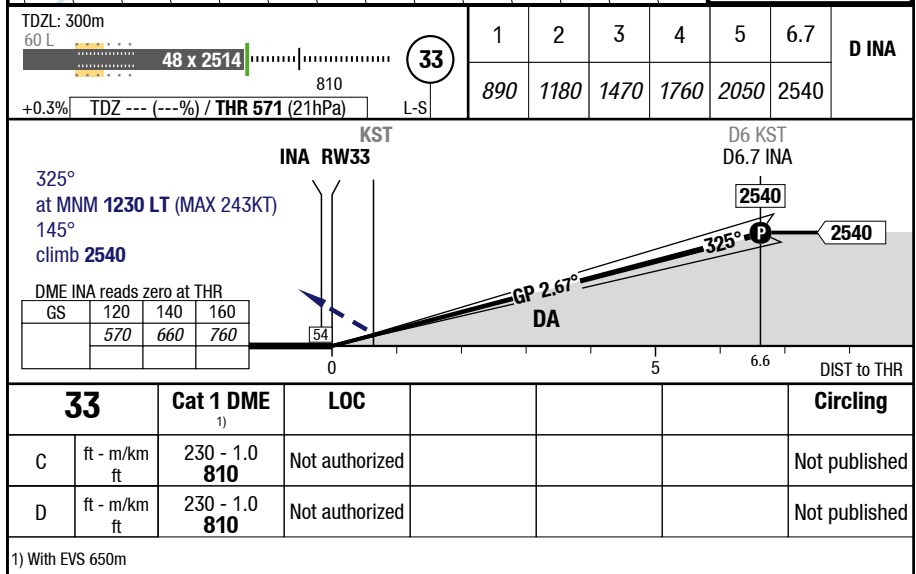
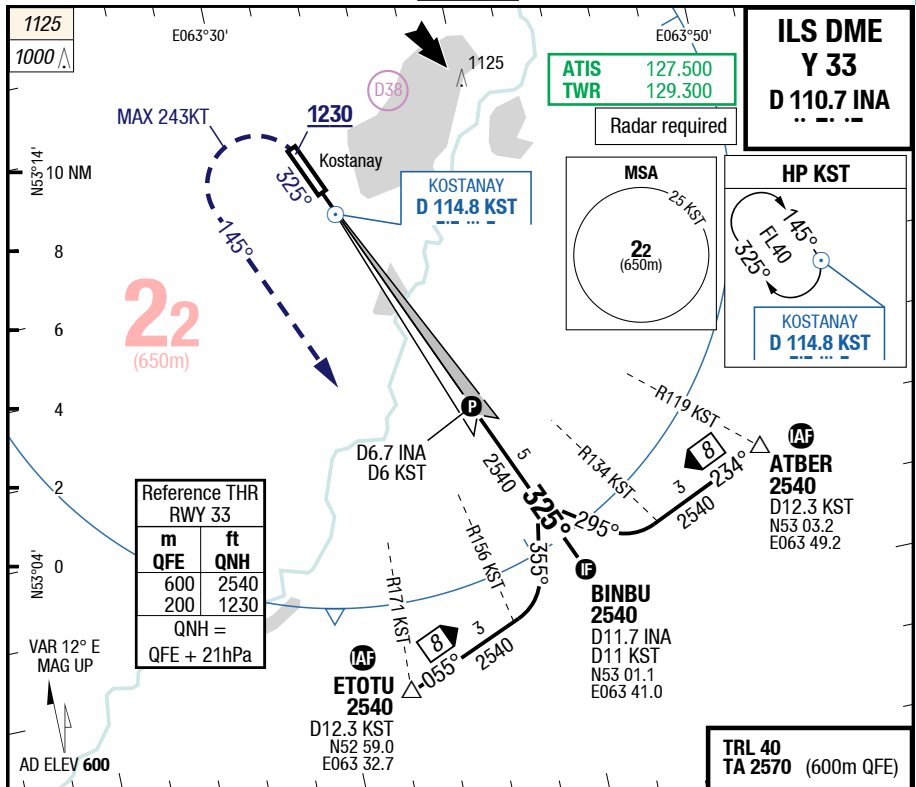
15		Cat 1 DME ¹⁾	LOC				Circling
C	ft - m/km ft	230 - 1.0 830	Not authorized				Not published
D	ft - m/km ft	230 - 1.0 830	Not authorized				Not published

1) With EVS 650m, wo EVS use STD

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7-20

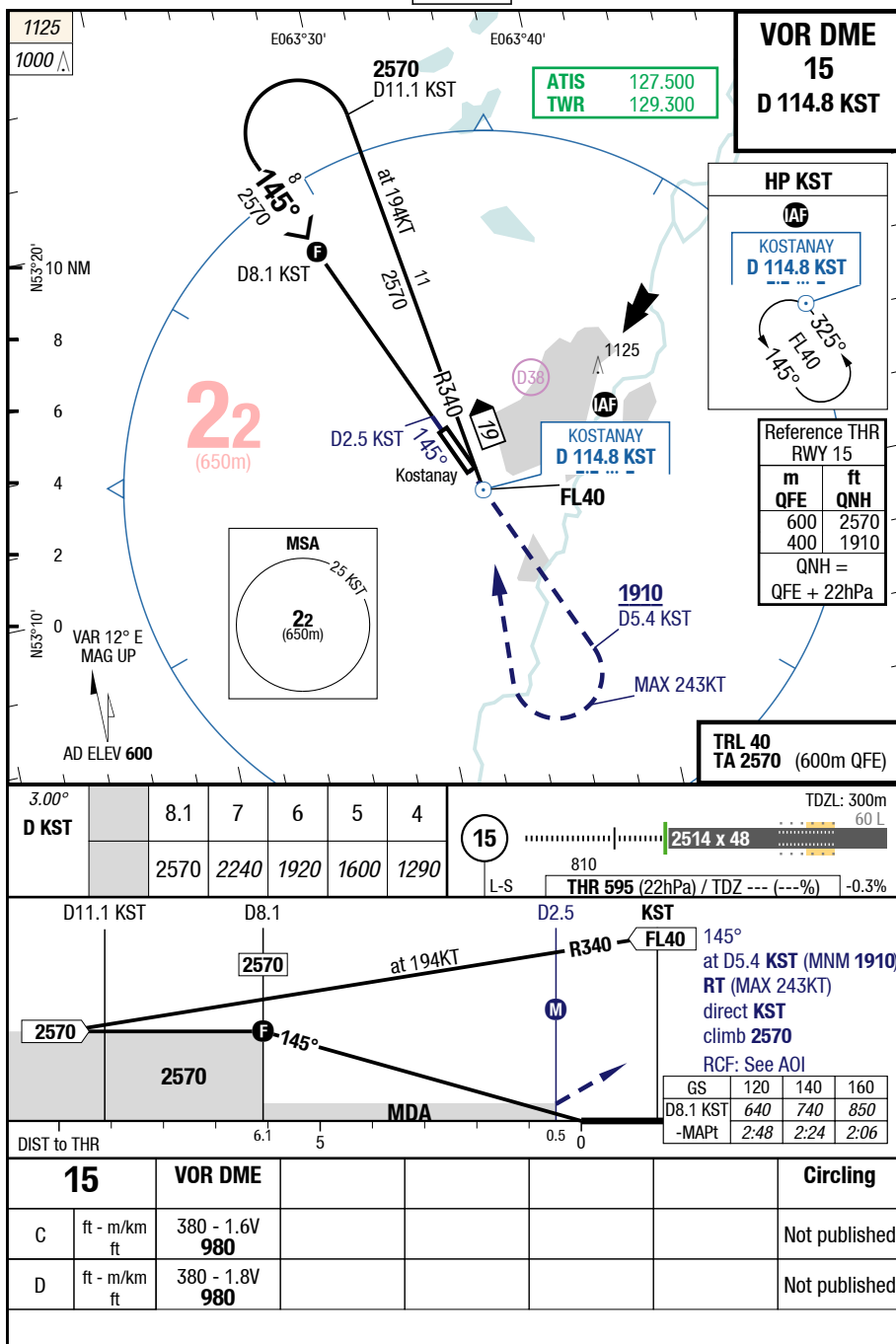
ILS DME Y 33



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7-30

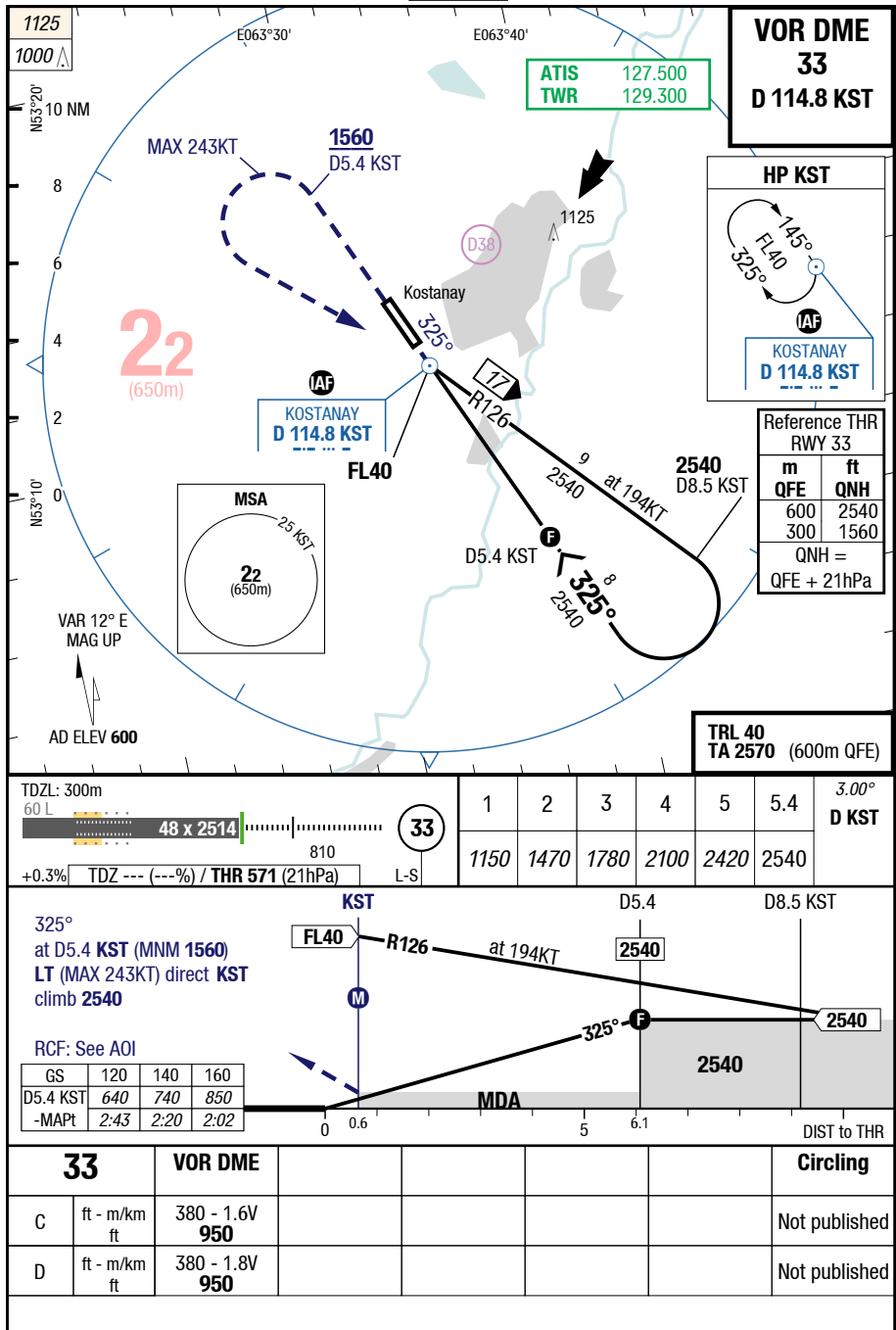
VOR DME 15



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7-40

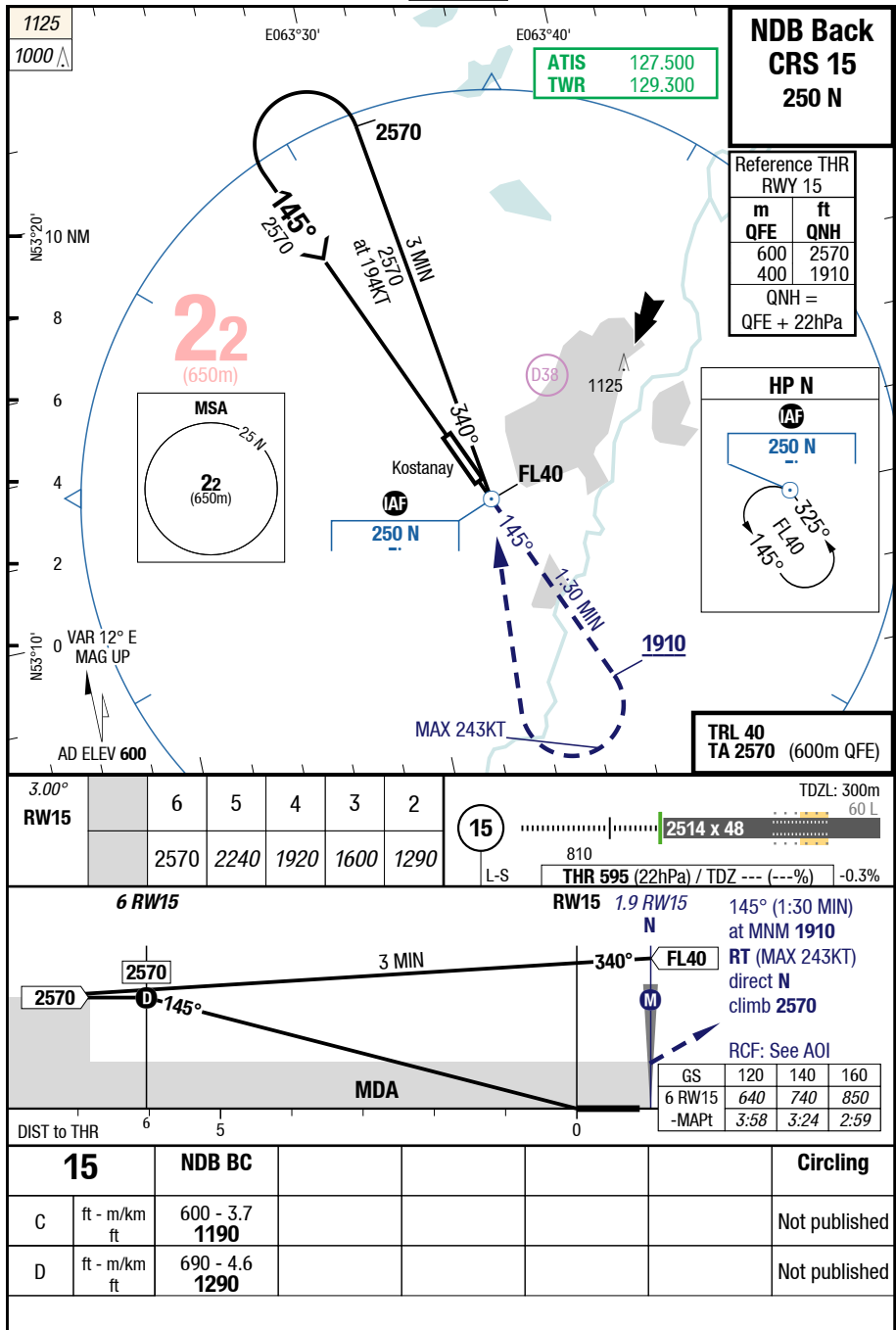
VOR DME 33



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7-50

NDB Back CRS 15



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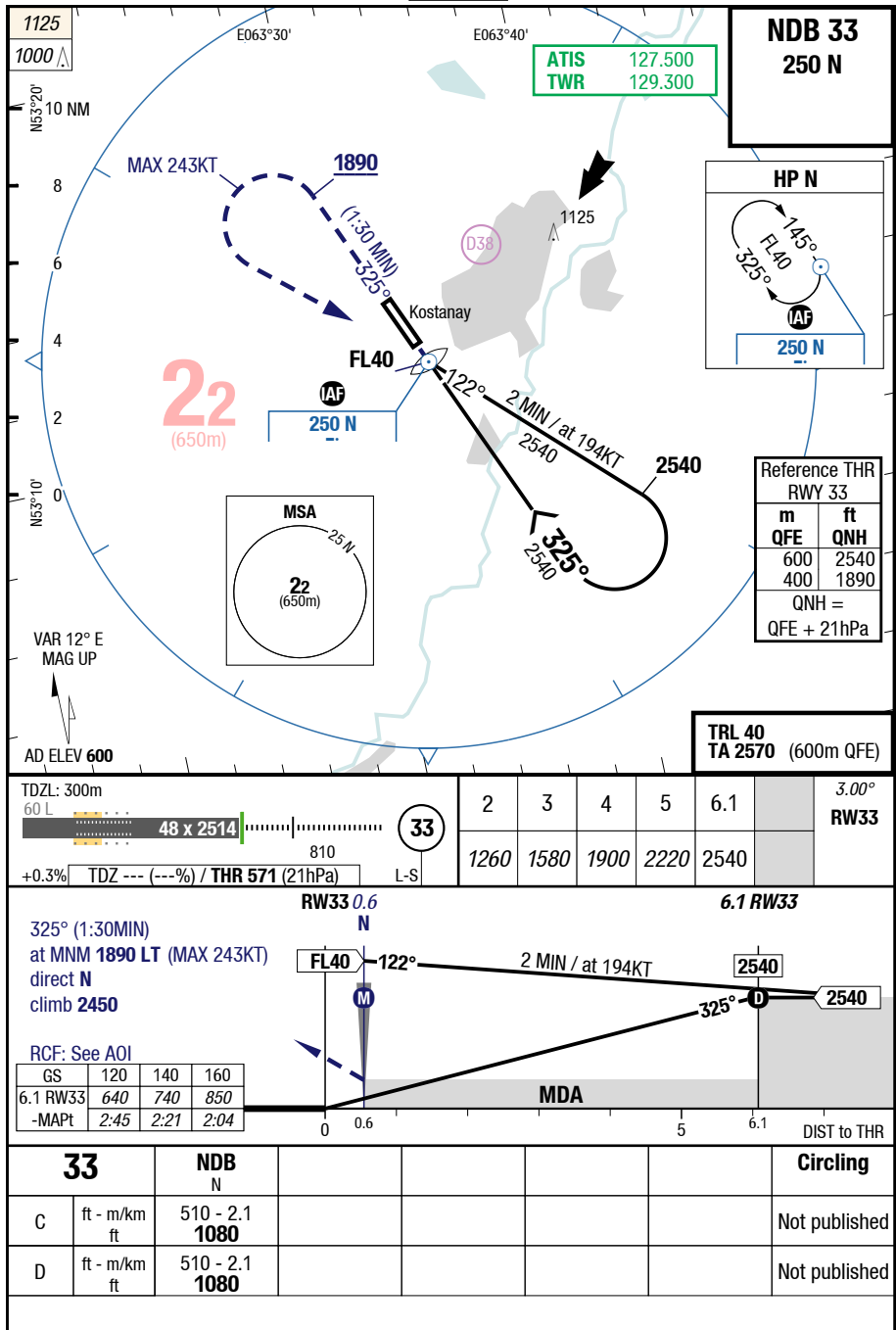
Kazakhstan Kostanay Narimanovka

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7-60

NDB 33



Changes: APL, FREQ

19-APR-2018
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NIL
MRC

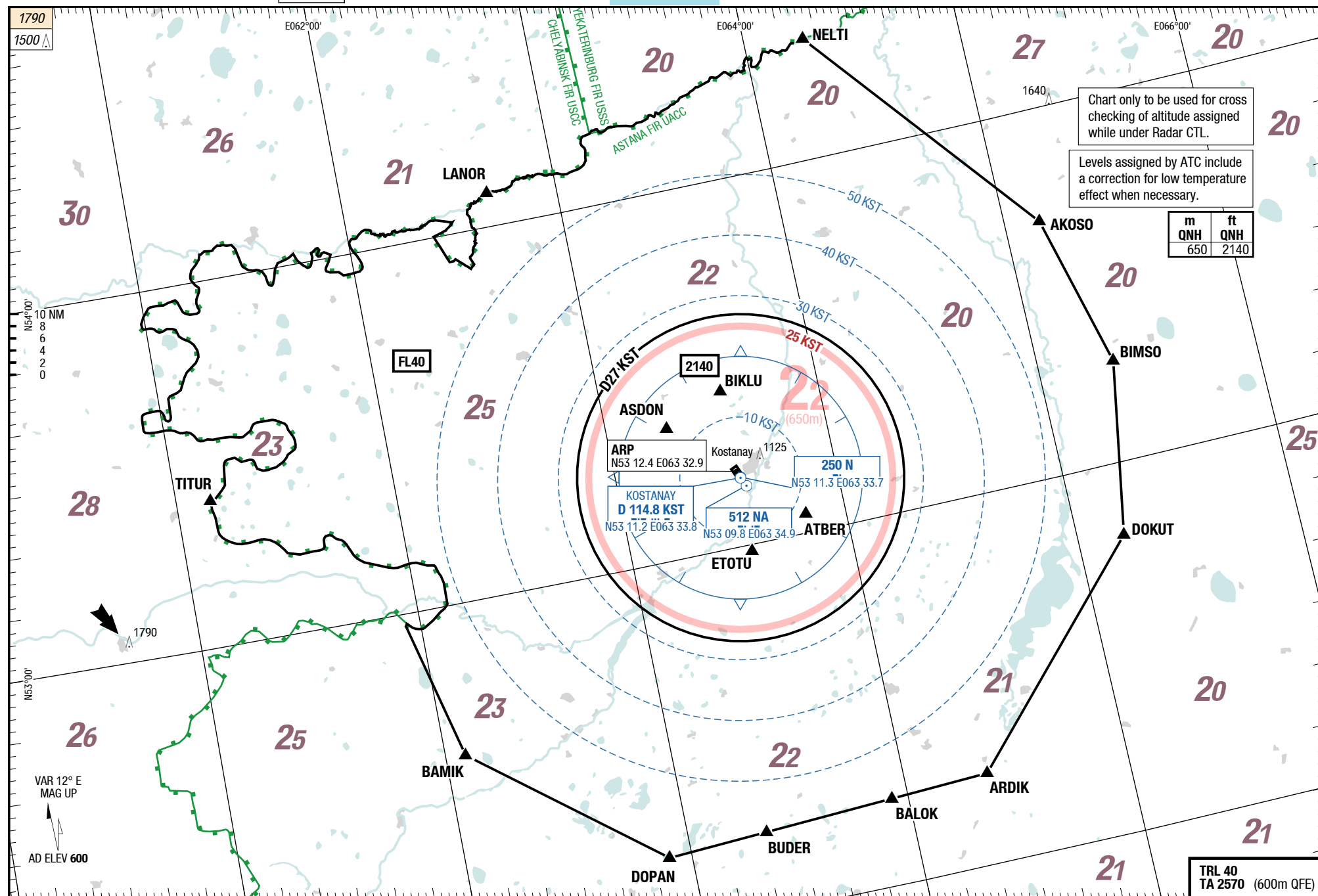
MRC

MRC

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NIL
MRC

8-10



Changes: MGA, MRVA