

GENERAL

Operational Hours

ATS Hours / AD Operator Hours: 0400-1200

AD OPS Hours: See NOTAM

Airport Information

RFF: CAT 5

Fuel: TS-1, HO

PCN: RWY 02/20: 47/F/G/X/T

Customs: HO

Operation

Low Visibility Procedures

LVP in force when RVR below 550m.

Report "RWY vacated" after passing the ILS critical area.

Follow-me is mandatory for taxiing into APN, out of stands to TWY A.

Taxi into stands shall be carried out by marshallsers signals.

Taxi/Parking

Follow-me is mandatory during winter condition.

Taxiing to stands and line-up position by follow-me only.

ARRIVAL

Communication

COM Failure: See CRAR Kazakhstan and in addition;

MISAP COM Failure

RWY 02 NDB

Climb to FL40 to NDB O and join to HLDG pattern.

RWY 20 ILS/DME X, NDB

Climb to FL40 to NDB K and join to HLDG pattern.

RWY 02/20 VOR/DME

Climb to FL50 to KTU and join HLDG pattern.

Arrival Procedure

Non-standard GP intercept position on RWY 02

GP intercepts RWY 02 at *326m / 1069ft* after landing threshold.

Remaining LDG DIST beyond GP is *2524m / 8281ft*.

DEPARTURE

Take-off Minima

RWY		02/20	
A, B	ft - m/km	0 - 300R/300V	-
C, D		0 - 300R/300V	HJ only
		0 - 400R/400V	HN
		0 - 500R/500V	wo LGTs, HJ only

Communication

COM Failure: See CRAR Kazakhstan.

Departure Procedure

Start-up/Push-back

ENG start-up at stands 3-8 shall be carried out directly on stand.
ENG start-up at stands 1 and 2 shall be carried out after towing.

De-icing

AVBL

Effective 01-FEB-2018

25-JAN-2018

KOV-UACK

Kazakhstan Kokshetau

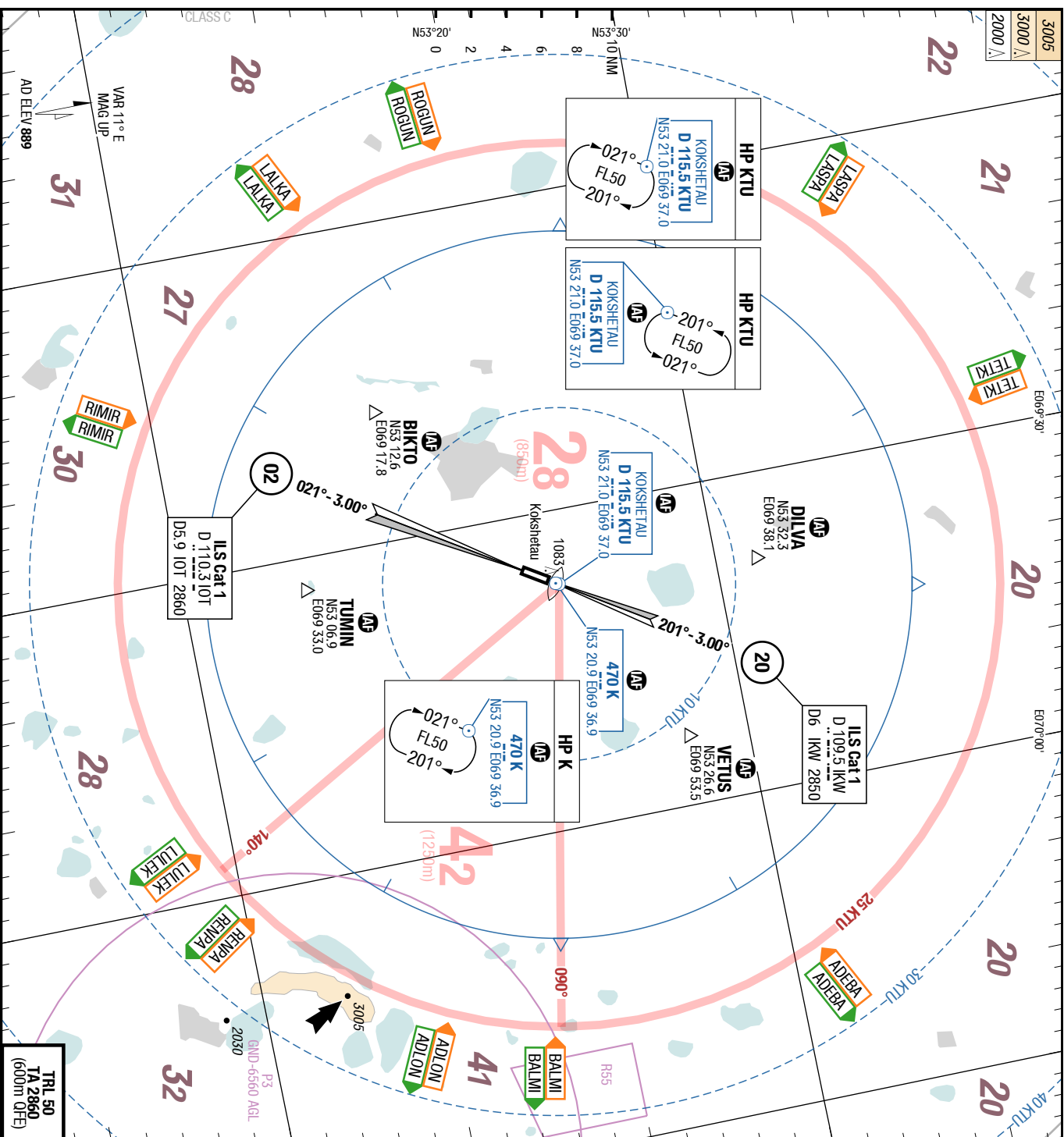
AGC
AFC

AFC
AFC

Kokshetau Kazakhstan

AGC
AFC

2-10

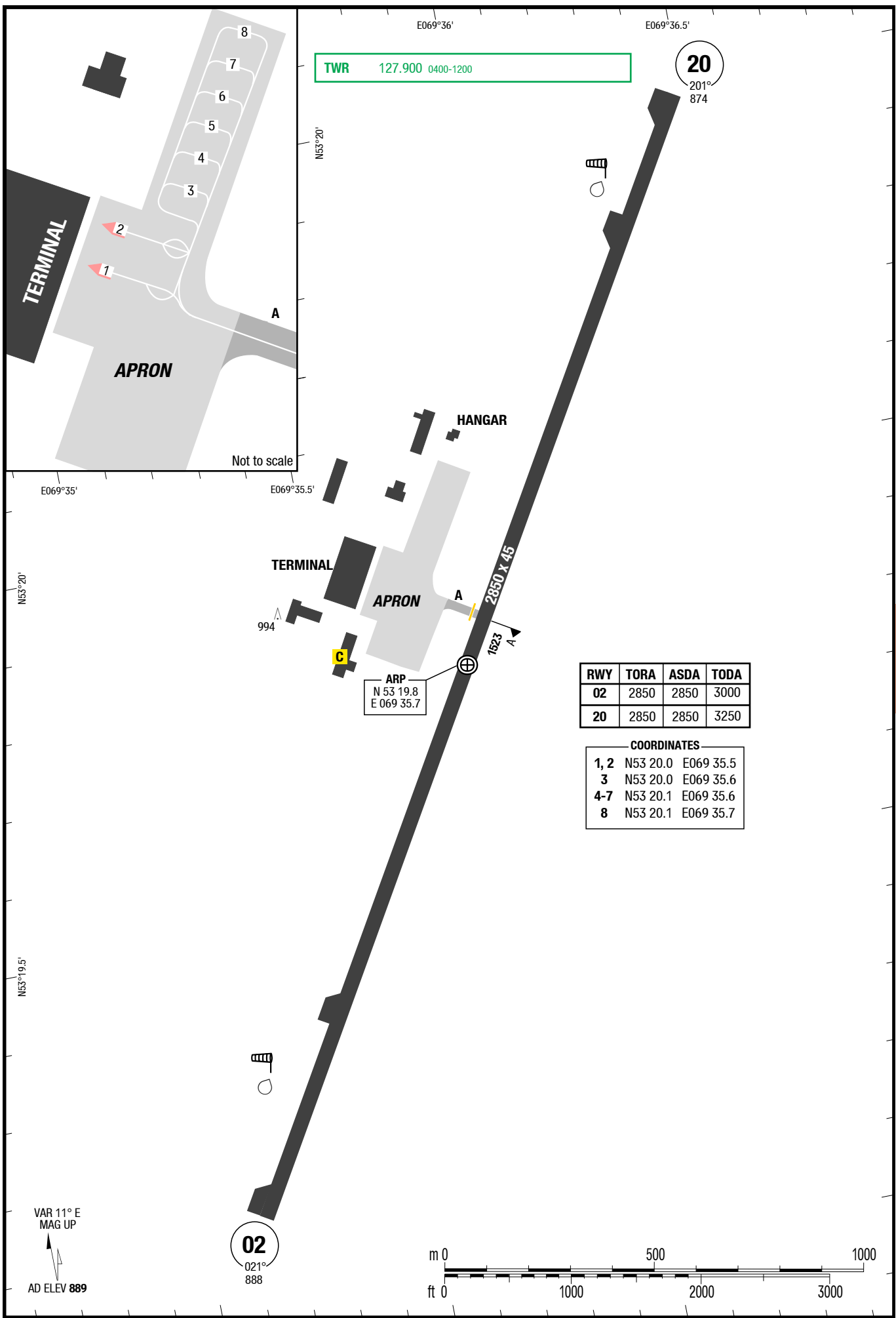


Astana CTL 132.800 Sector ASG
TWR 127.900 0400-1200
Landing RWY system:

02 2850 x 45 83.0°
HL-P1 THR 888 (32hPa) / TDZ --- (-0.1%)

60 HL 45 x 2850 3.0° 870
+0.1% TDZ --- (-0.1%) / THR 874 (32hPa) HL-P1

Changes: MSA



Effective 01-FEB-2018

25-JAN-2018

KOV-UACK

4-10

Kazakhstan Kokshetau

SIDs RWY 20

SIDs RWY 02

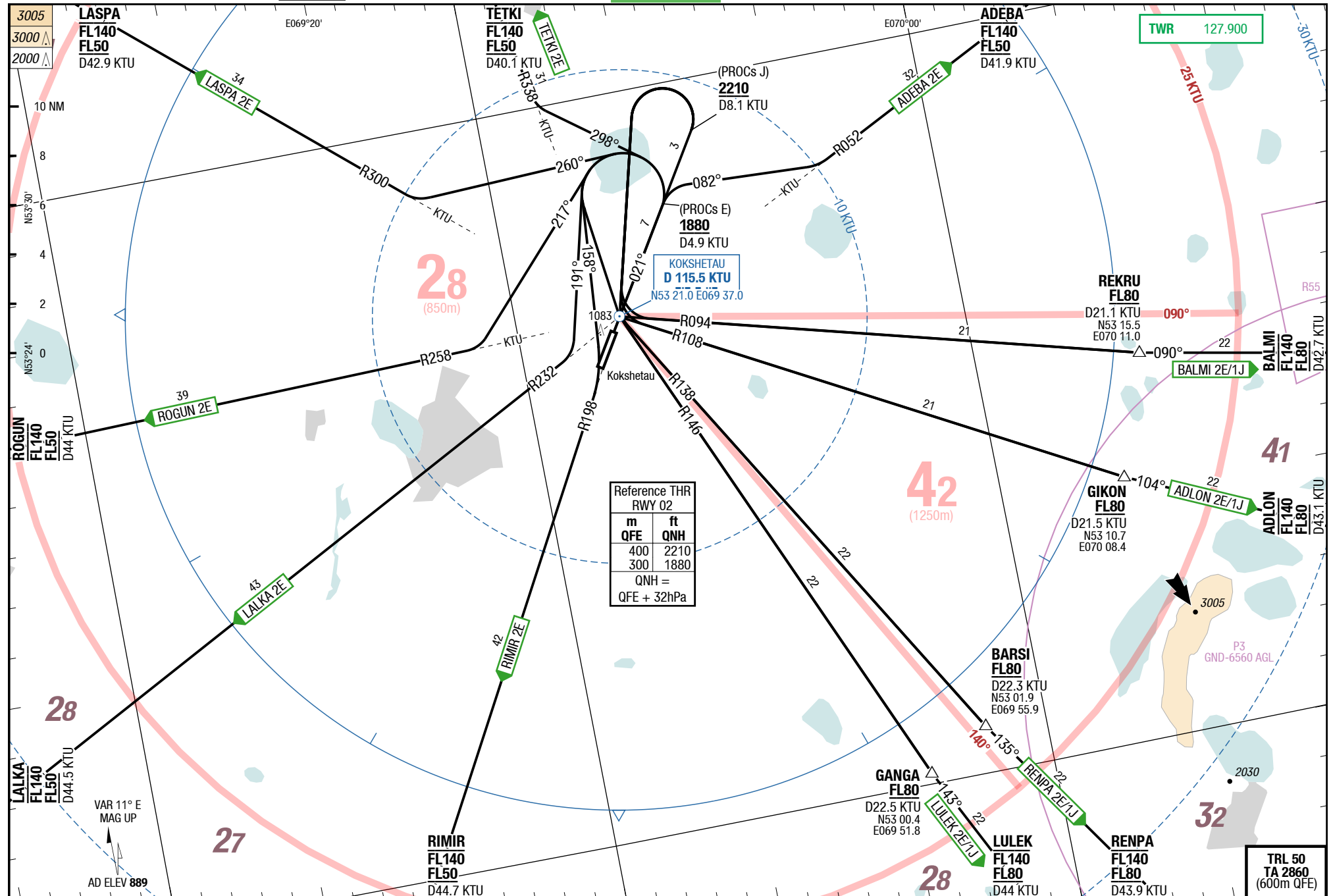
SID

SID

Kokshetau Kazakhstan

SIDs RWY 20

SIDs RWY 02



Changes: MSA

KOV-UACK

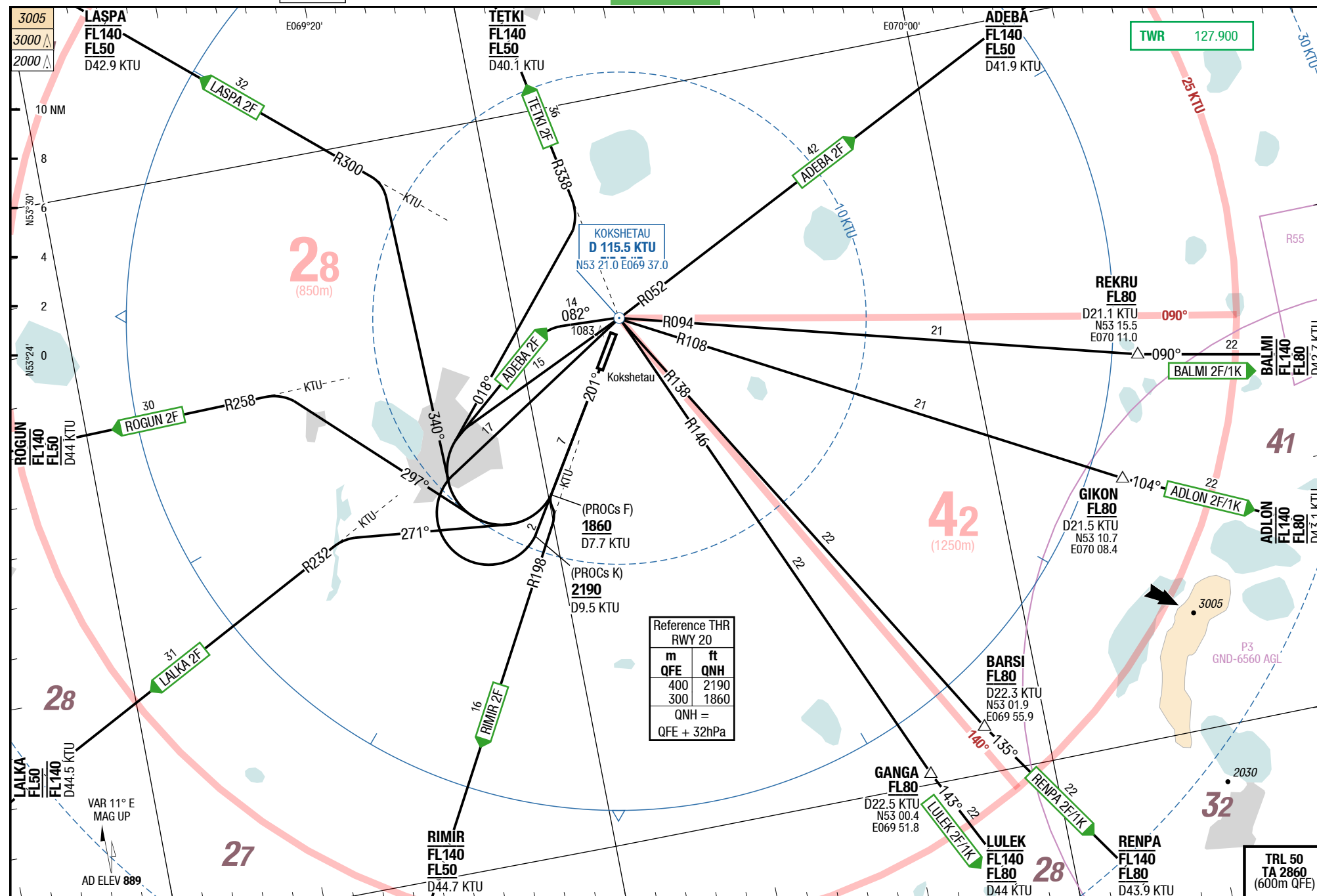
SIDs RWY 20

SID

SID

SIDs RWY 20

4-20



Changes: MSA

© Lido 2018

KOV-UACK

5-10

SIDs RWY 02

ADEBA 2E / ADLON 1J / ADLON 2E / BALMI 1J / BALMI 2E / LALKA 2E / LASPA 2E / LULEK 1J / LULEK 2E

RWY 02 (021°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
ADEBA 2E 127.900 ①	at D4.9 KTU (MNM 1880) RT 082° - intercept R052 KTU to ADEBA	ADEBA between FL50 and FL140
ADLON 1J 127.900	at D8.1 KTU (MNM 2210) LT to KTU - R108 KTU to GIKON - LT 104° to ADLON	GIKON MNM FL80 ADLON between FL80 and FL140
ADLON 2E 4.0% 127.900 ①	at D4.9 KTU (MNM 1880) LT to KTU - R108 KTU to GIKON - LT 104° to ADLON	GIKON MNM FL80 ADLON between FL80 and FL140
BALMI 1J 127.900	at D8.1 KTU (MNM 2210) LT to KTU - R094 KTU to REKRU - LT 090° to BALMI	REKRU MNM FL80 BALMI between FL80 and FL140
BALMI 2E 4.0% 127.900 ①	at D4.9 KTU (MNM 1880) LT to KTU - R094 KTU to REKRU - LT 090° to BALMI	REKRU MNM FL80 BALMI between FL80 and FL140
LALKA 2E 127.900	at D4.9 KTU (MNM 1880) LT 191° - intercept R232 KTU to LALKA	LALKA between FL50 and FL140
LASPA 2E 127.900	at D4.9 KTU (MNM 1880) LT 260° - intercept R300 KTU to LASPA	LASPA between FL50 and FL140
LULEK 1J 127.900	at D8.1 KTU (MNM 2210) LT to KTU - R146 KTU to GANGA - LT 143° to LULEK	GANGA MNM FL80 LULEK between FL80 and FL140
LULEK 2E 4.0% 127.900 ①	at D4.9 KTU (MNM 1880) LT to KTU - R146 KTU to GANGA - LT 143° to LULEK	GANGA MNM FL80 LULEK between FL80 and FL140

① If unable to sustain the climb gradient, file BALMI 1J, ADLON 1J, RENPA 1J, LULEK 1J.

RENPA 1J / RENPA 2E / RIMIR 2E / ROGUN 2E / TETKI 2E

RWY 02 (021°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
RENPA 1J 127.900	at D8.1 KTU (MNM 2210) LT to KTU - R138 KTU to BARSİ - LT 135° to RENPA	BARSİ MNM FL80 RENPA between FL80 and FL140
RENPA 2E 4.0% 127.900 ①	at D4.9 KTU (MNM 1880) LT to KTU - R138 KTU to BARSİ - LT 135° to RENPA	BARSİ MNM FL80 RENPA between FL80 and FL140
RIMIR 2E 127.900	at D4.9 KTU (MNM 1880) LT 158° - intercept R198 KTU to RIMIR	RIMIR between FL50 and FL140
ROGUN 2E 127.900	at D4.9 KTU (MNM 1880) LT 217° - intercept R258 KTU to ROGUN	ROGUN between FL50 and FL140
TETKI 2E 127.900	at D4.9 KTU (MNM 1880) LT 298° - intercept R338 KTU to TETKI	TETKI between FL50 and FL140

① If unable to sustain the climb gradient, file BALMI 1J, ADLON 1J, RENPA 1J, LULEK 1J.

ADEBA 2F / ADLON 1K / ADLON 2F / BALMI 1K / BALMI 2F / LALKA 2F / LASPA 2F / LULEK 1K / LULEK 2F

RWY 20 (201°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
ADEBA 2F 127.900 ①	at D7.7 KTU (MNM 1860) RT 082° to KTU - R052 KTU to ADEBA	ADEBA between FL50 and FL140
ADLON 1K 127.900	at D9.5 KTU (MNM 2190) RT to KTU - R108 KTU to GIKON - LT 104° to ADLON	GIKON MNM FL80 ADLON between FL80 and FL140
ADLON 2F 4.0% 127.900 ①	at D7.7 KTU (MNM 1860) RT to KTU - R108 KTU to GIKON - LT 104° to ADLON	GIKON MNM FL80 ADLON between FL80 and FL140
BALMI 1K 127.900	at D9.5 KTU (MNM 2190) RT to KTU - R094 KTU to REKRU - LT 090° to BALMI	REKRU MNM FL80 BALMI between FL80 and FL140
BALMI 2F 4.0% 127.900 ①	at D7.7 KTU (MNM 1860) RT to KTU - R094 KTU to REKRU - LT 090° to BALMI	REKRU MNM FL80 BALMI between FL80 and FL140
LALKA 2F 127.900	at D7.7 KTU (MNM 1860) RT 271° - intercept R232 KTU to LALKA	LALKA between FL50 and FL140
LASPA 2F 127.900	at D7.7 KTU (MNM 1860) RT 340° - intercept R300 KTU to LASPA	LASPA between FL50 and FL140
LULEK 1K 127.900	at D9.5 KTU (MNM 2190) RT to KTU - R146 KTU to GANGA - LT 143° to LULEK	GANGA MNM FL80 LULEK between FL80 and FL140
LULEK 2F 4.0% 127.900 ①	at D7.7 KTU (MNM 1860) RT to KTU - R146 KTU to GANGA - LT 143° to LULEK	GANGA MNM FL80 LULEK between FL80 and FL140

① If unable to sustain the climb gradient, file BALMI 1K, ADLON 1K, RENPA 1K, LULEK 1K.

RENPA 1K / RENPA 2F / RIMIR 2F / ROGUN 2F / TETKI 2F

RWY 20 (201°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
RENPA 1K 127.900	at D9.5 KTU (MNM 2190) RT to KTU - R138 KTU to BARSİ - LT 135° to RENPA	BARSİ MNM FL80 RENPA between FL80 and FL140
RENPA 2F 4.0% 127.900 ①	at D7.7 KTU (MNM 1860) RT to KTU - R138 KTU to BARSİ - LT 135° to RENPA	BARSİ MNM FL80 RENPA between FL80 and FL140
RIMIR 2F 127.900	at D7.7 KTU (MNM 1860) LT intercept R198 KTU to RIMIR	RIMIR between FL50 and FL140
ROGUN 2F 127.900	at D7.7 KTU (MNM 1860) RT 297° - intercept R258 KTU to ROGUN	ROGUN between FL50 and FL140
TETKI 2F 127.900	at D7.7 KTU (MNM 1860) RT 018° - intercept R338 KTU to TETKI	TETKI between FL50 and FL140

① If unable to sustain the climb gradient, file BALMI 1K, ADLON 1K, RENPA 1K, LULEK 1K.

25-JAN-2018

KOV-UACK

Kazakhstan **Kokshetau**

STARs RWY 20 (via VOR DME)

STARs RWY 02

STAR

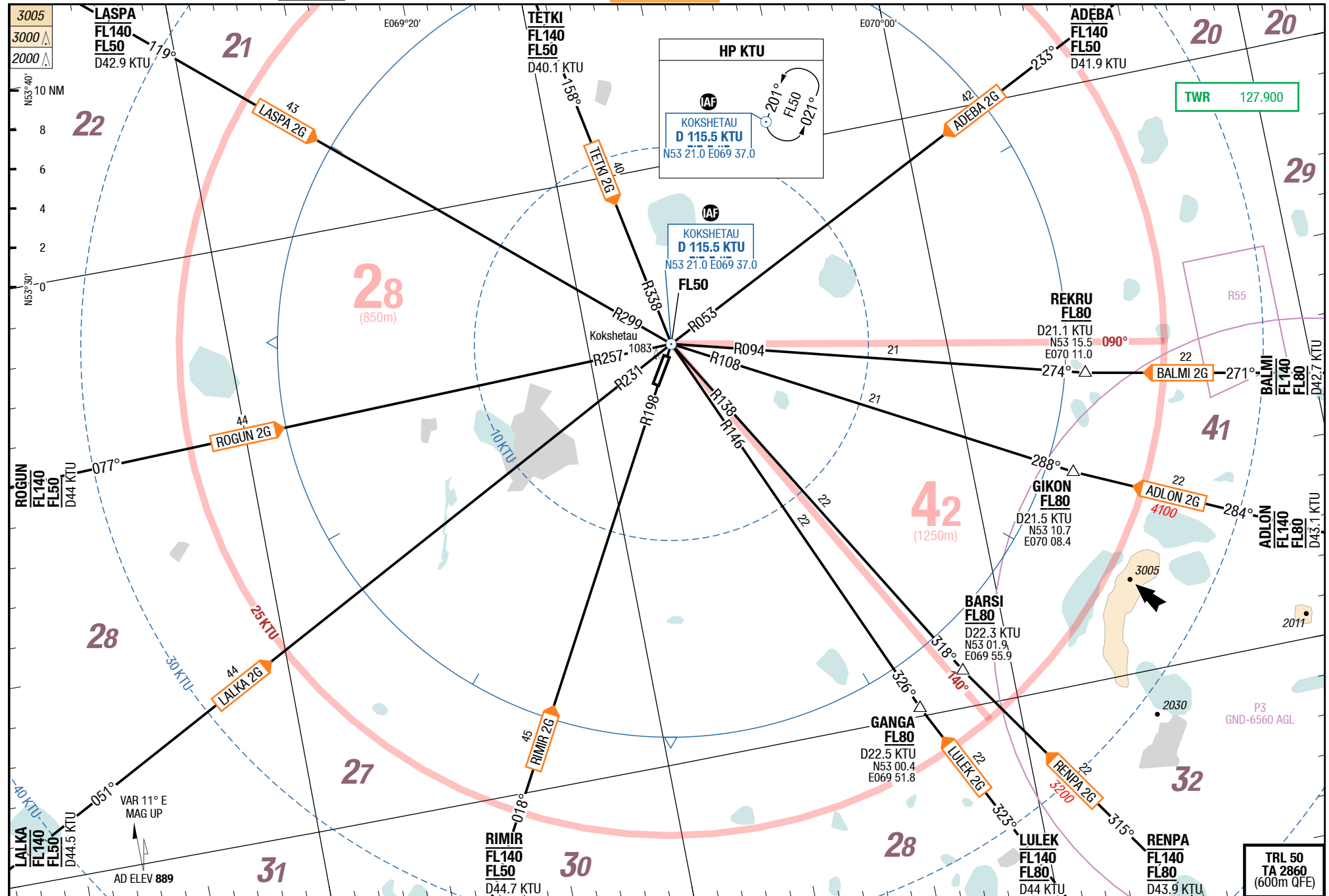
STAR

Kokshetau Kazakhstan

STARs RWY 20 (via VOR DME)

STARs RWY 02

6-10



Changes: MSA

© Lido 2018

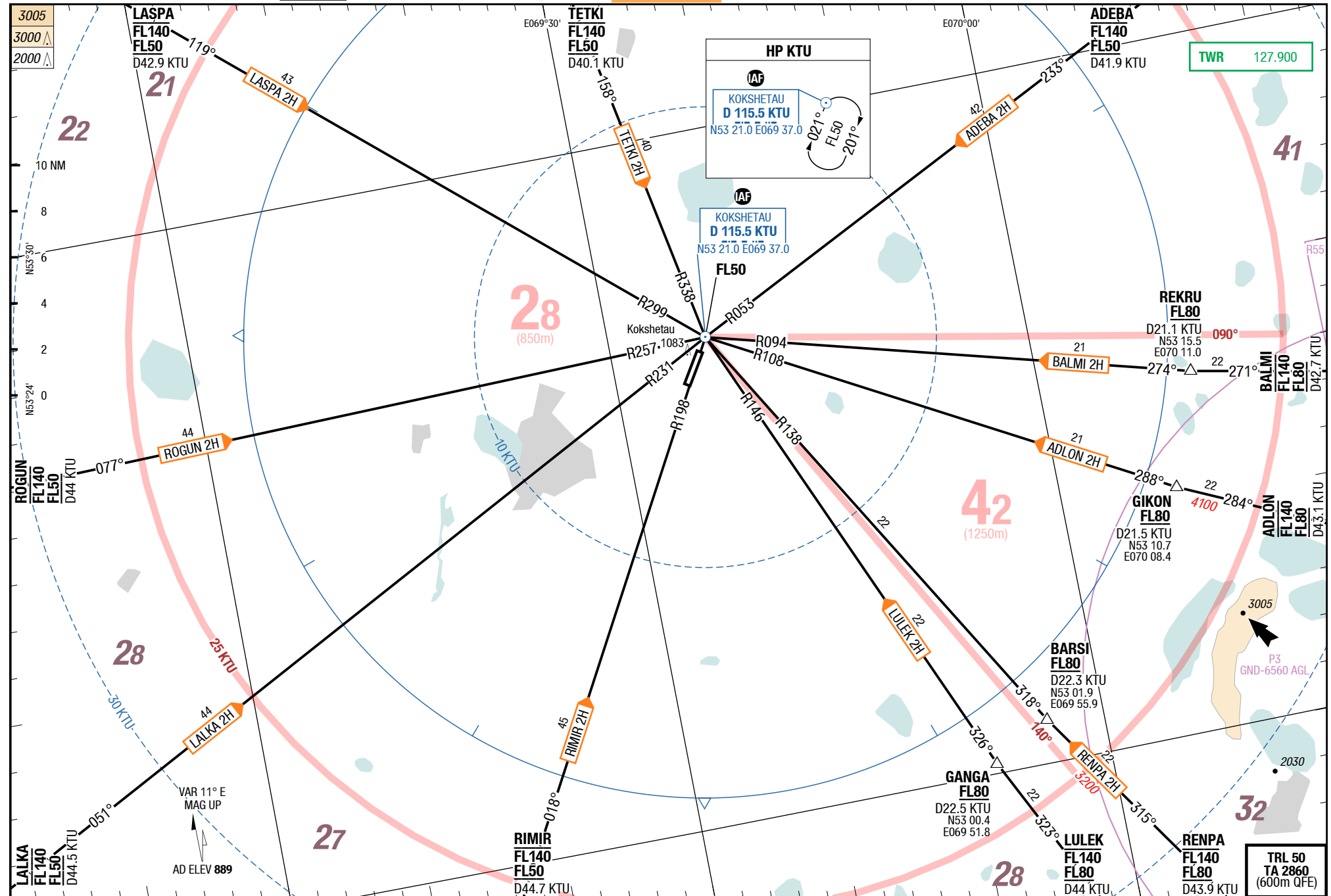
KOV-UACK

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

STAR

STAR

STARs RWY 20 (via VOR DME)



© Lido 2018

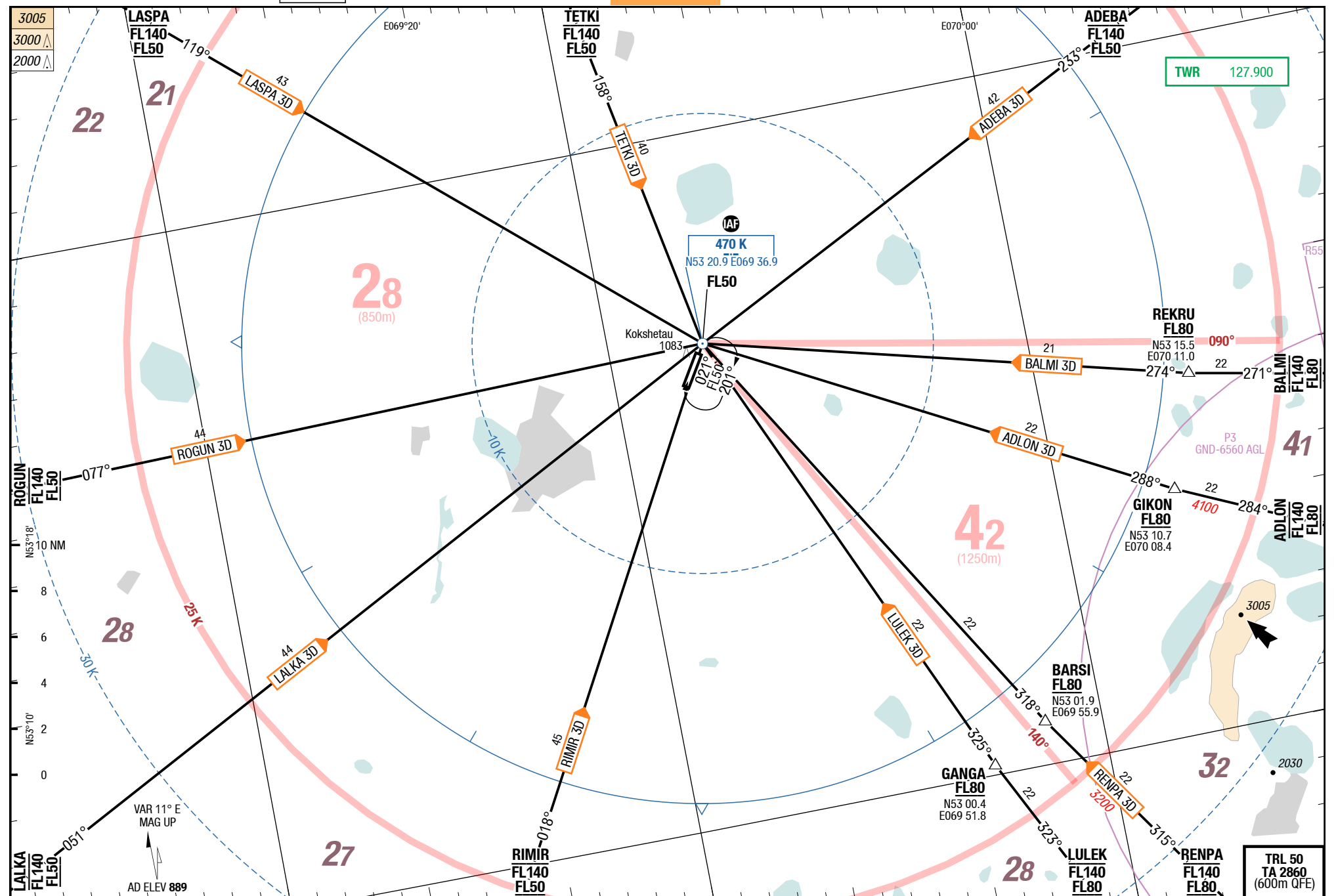
KOV-UACK

STARs RWY 20 (via NDB)

STAR

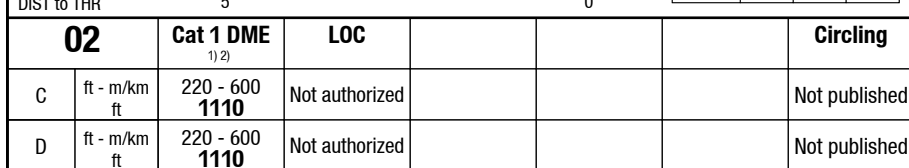
STAR

STARs RWY 20 (via NDB)



© Lido 2018

ILS DME Y 02

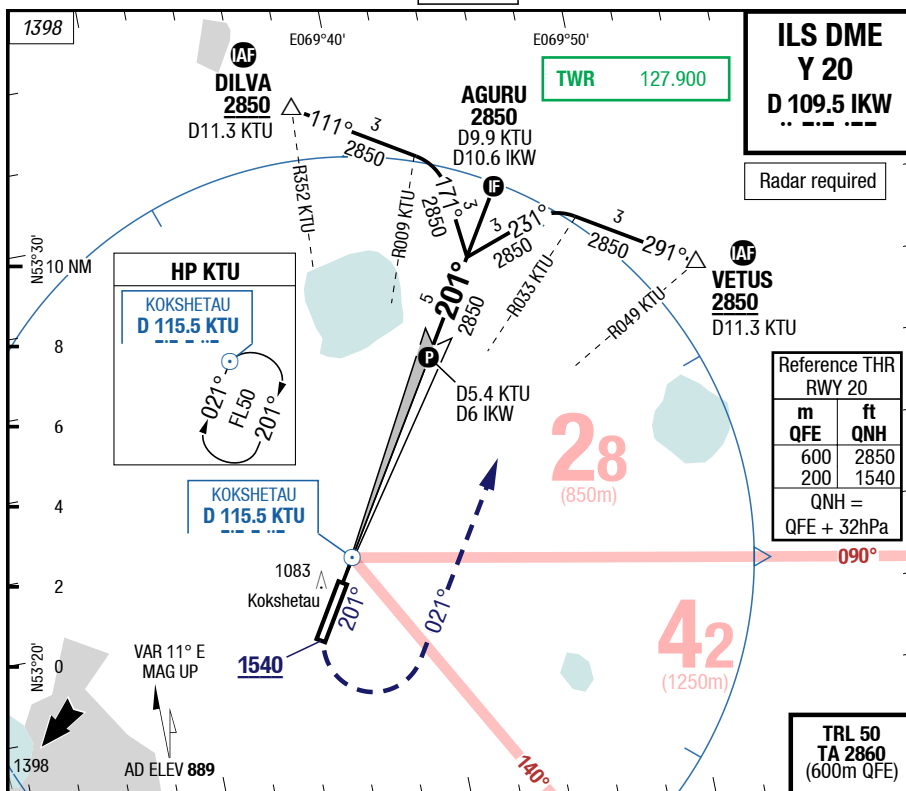


© Lido 2018

KOV-UACK

7-20

ILS DME Y 20



20	Cat 1 DME ¹⁾	LOC				Circling
C	ft - m/km ft	200 - 550 1080	Not authorized			Not published
D	ft - m/km ft	200 - 600 1080 ²⁾	Not authorized			Not published

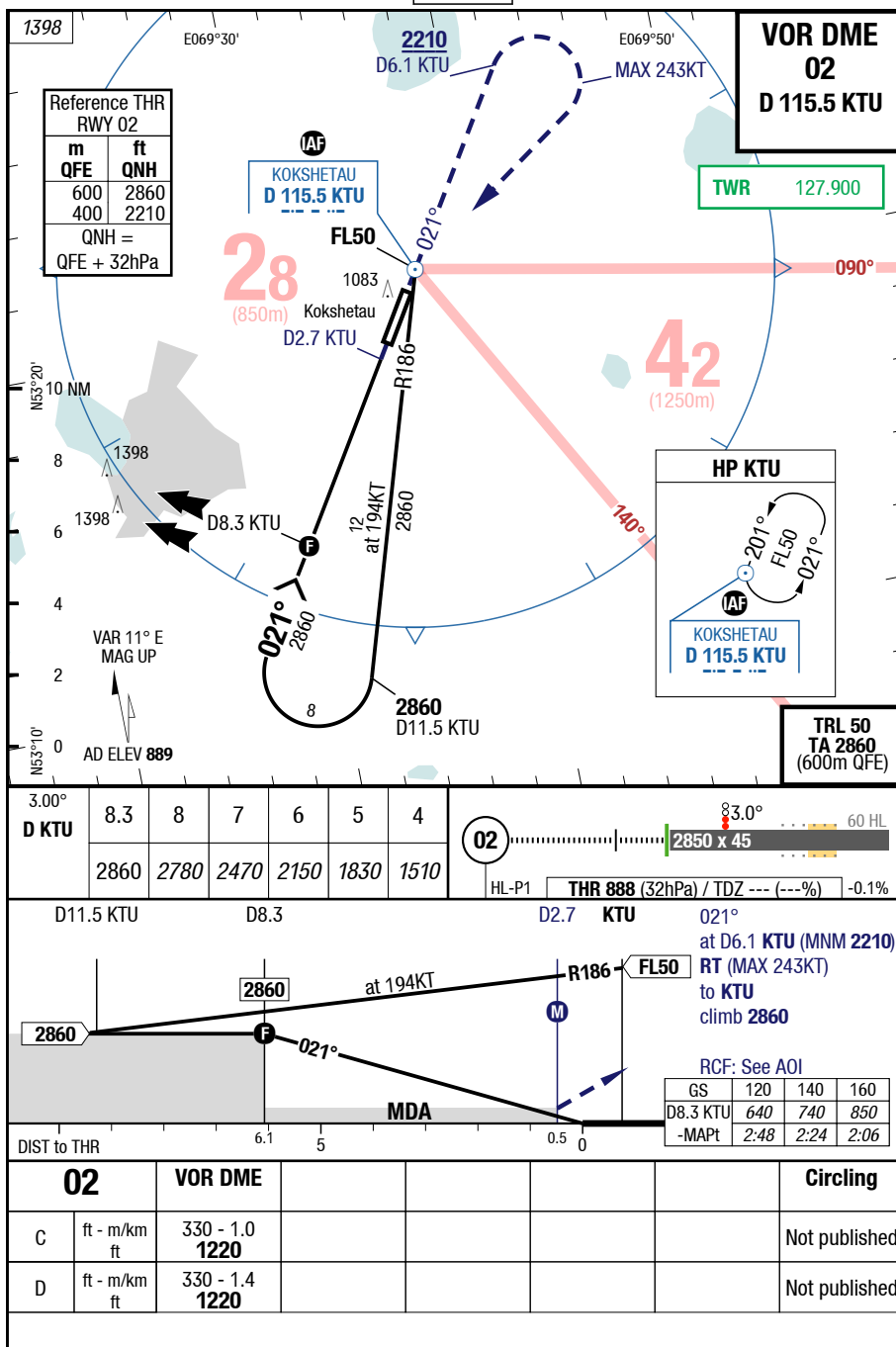
1) FD, AP or HGS required, else RVR 750m
2) With EVS 550m

Changes: MSA, MIN, OBST

KOV-UACK

7-30

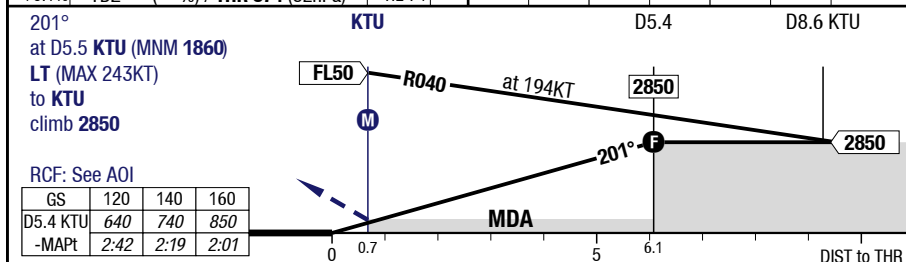
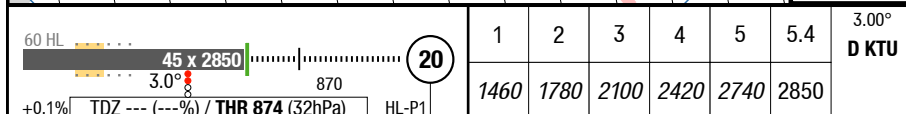
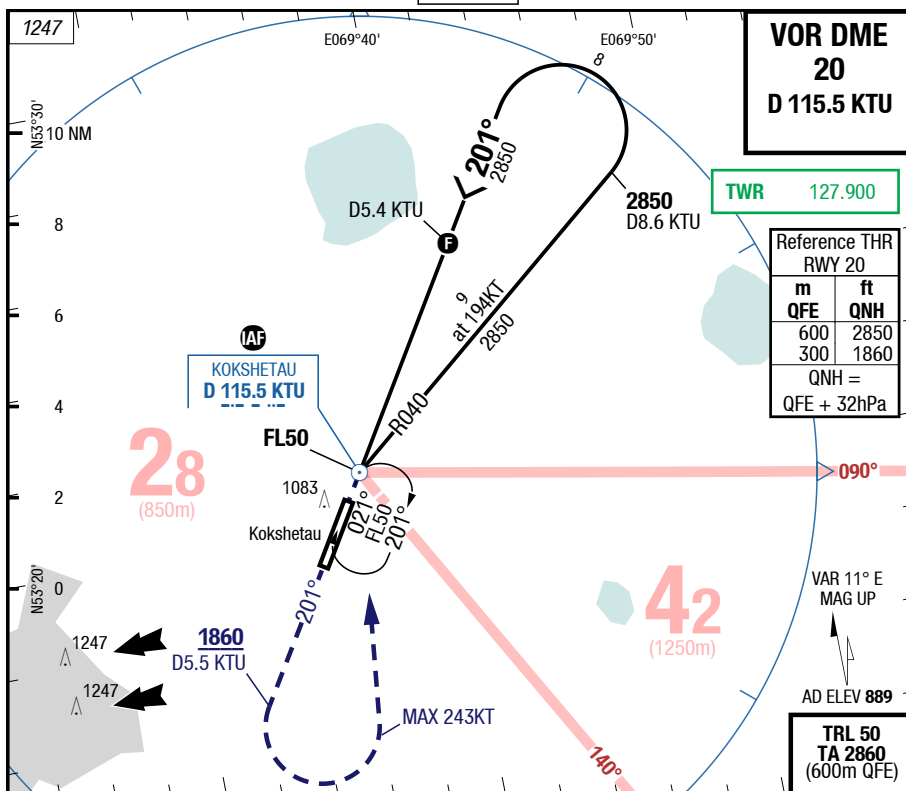
VOR DME 02



KOV-UACK

7-40

VOR DME 20

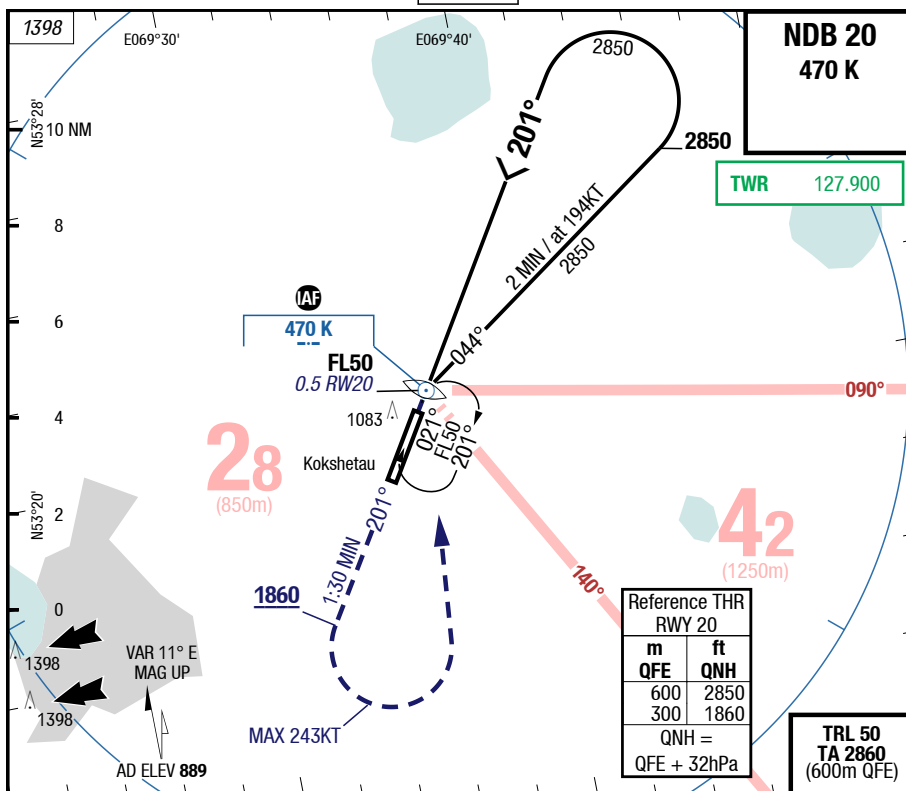


20		VOR DME					Circling
C	ft - m/km ft	320 - 1.0 1190					Not published
D	ft - m/km ft	320 - 1.4 1190					Not published

KOV-UACK

7-50

NDB 20



60 HL

45 x 2850
3.0°
+0.1% TDZ --- (---%) / THR 874 (32hPa) HL-P1

20

1	2	3	4	5	6	3.00° RW20
1250	1560	1880	2200	2520	2850	

201°
1:30 MIN after K
at MNM 1860 LT (MAX 243KT)
to K
climb 2850

RCF: See AOI

GS	120	140	160
6 RW20	640	740	850
-MAPt	2:47	2:23	2:05

RW20 0.5 K

FL50

044°

6 RW20

2 MIN / at 194KT

2850

201°

2850

MDA

DIST to THR

20	NDB						Circling
C	ft - m/km ft	400 - 1.1 1270					Not published
D	ft - m/km ft	400 - 1.4 1270					Not published

Effective 01-FEB-2018

25-JAN-2018

KOV-UACK

8-10

Kazakhstan Kokshetau

MRC

MRC

MRC

Kokshetau Kazakhstan

MRC

