

26-OCT-2017

**KOV-UACK****1-10****AOI****AOI****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/C/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 marshallers signals.

**Taxi/Parking**

Follow-me is mandatory during winter condition.

Taxing 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.

26-OCT-2017

**KOV-UACK****1-20****AOI****AOI****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

3005	132.800 Sector A3C F190/F490
2000	127.900 0400-1200

22

21

20

20

20

20

Astana CTL

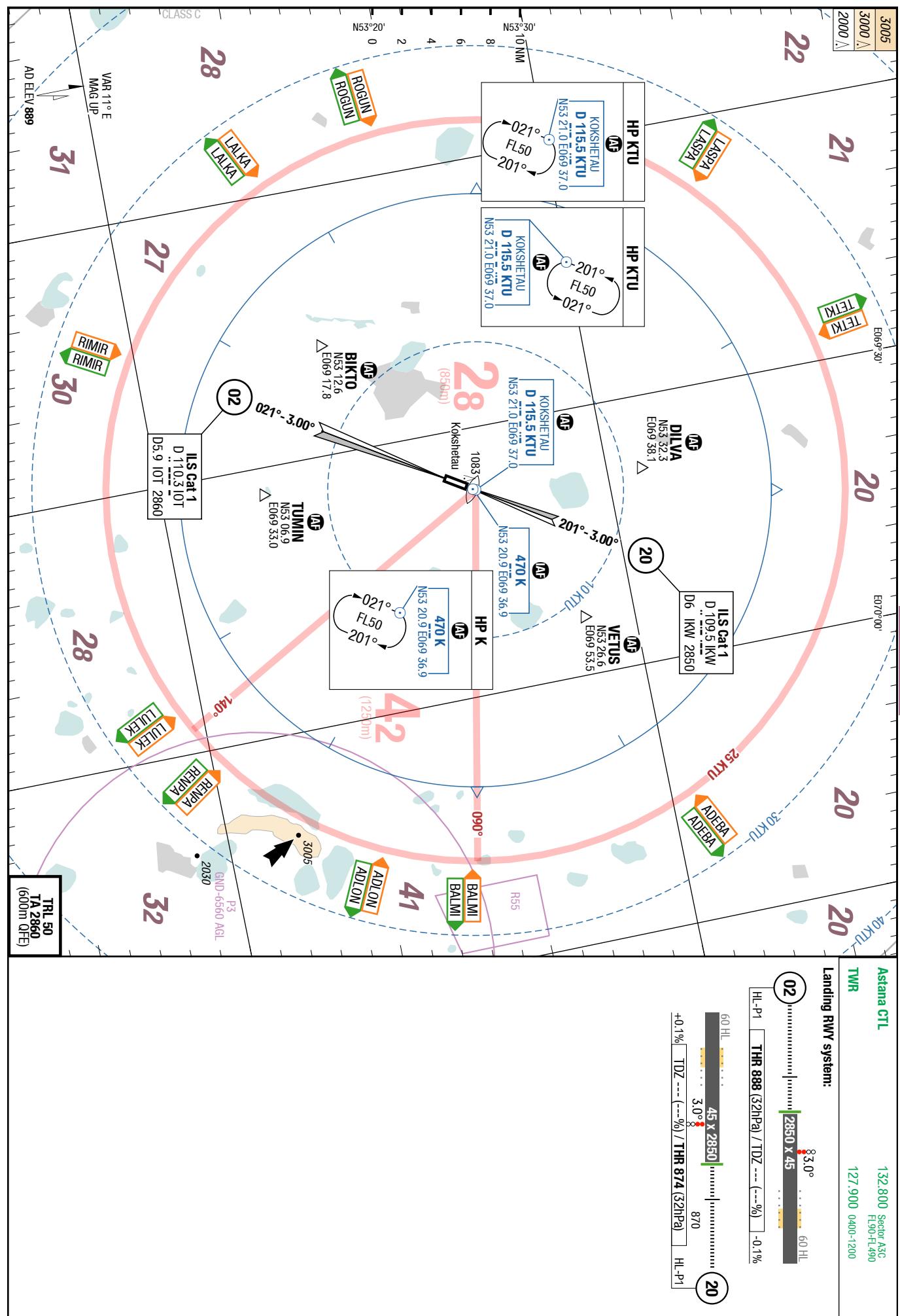
TWR

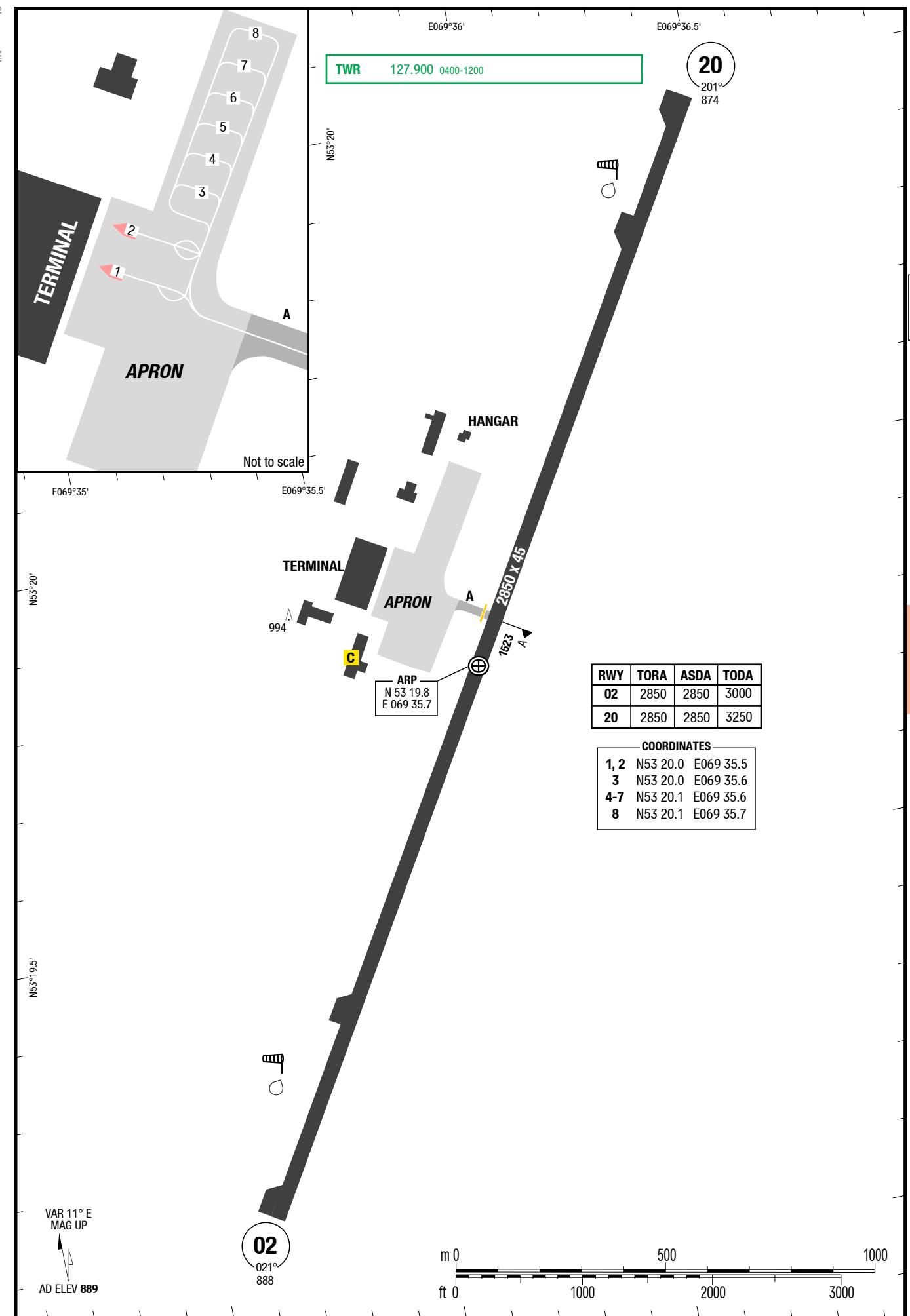
Landing RWY system:

(02) 60 HL ..... | 45 x 2850 ..... | 3.0° ..... | 2850 x 45 ..... | 870 ..... | 60 HL

HL-P1 [THR 888 (32hPa) / TDZ --- (%) / TIR 874 (32hPa)] HL-P1

+0.1% / TDZ --- (%) / TIR 874 (32hPa)





**Effective 01-FEB-2018**

25-JAN-2018

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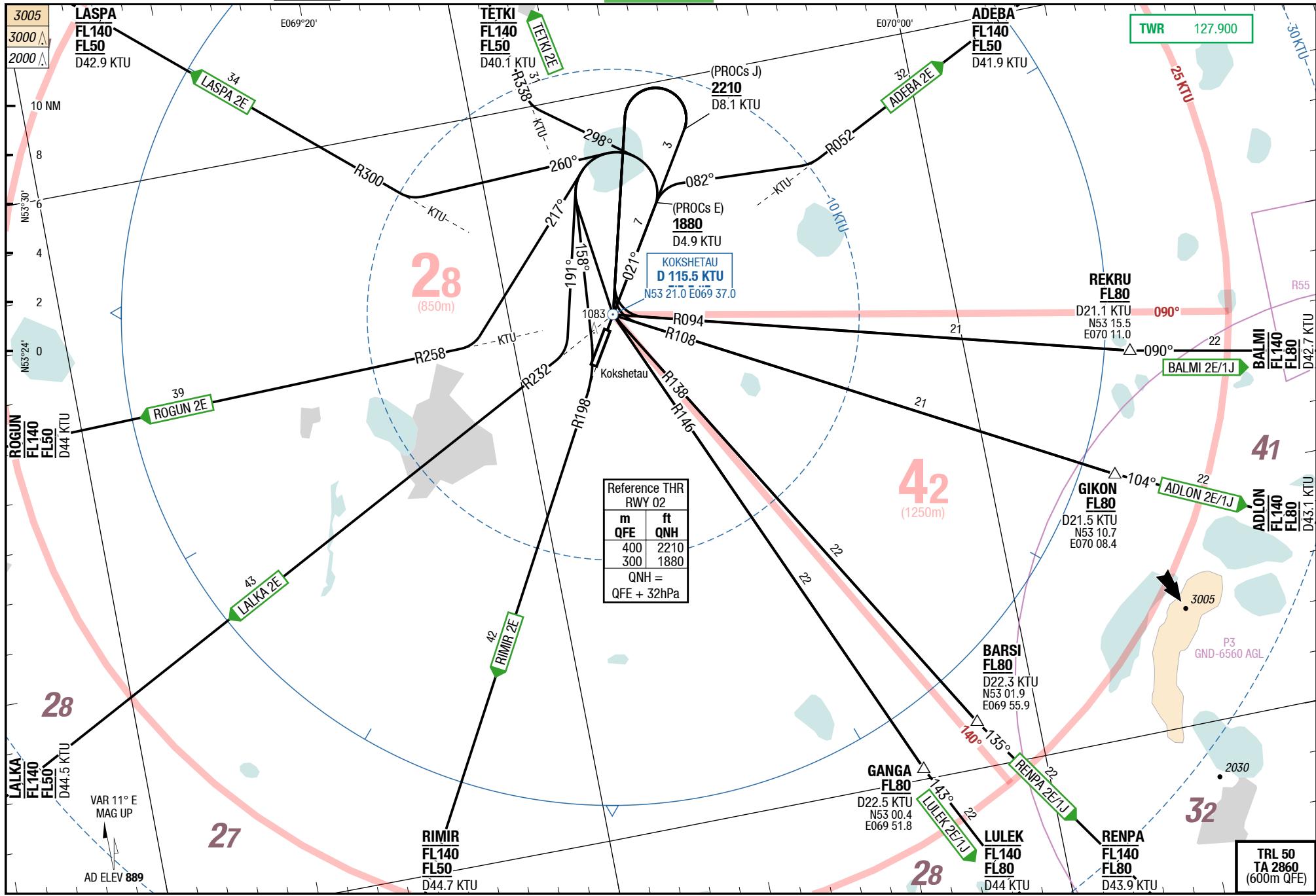
4-10

Kazakhstan Kokshetau

SIDS RWY 20

Kokshetau Kazakhstan

**SIDs RWY 02**



**Effective 01-FEB-2018**

25-JAN-2018

# Kazakhstan Kokshetau

Kokshetau Kazakhstan

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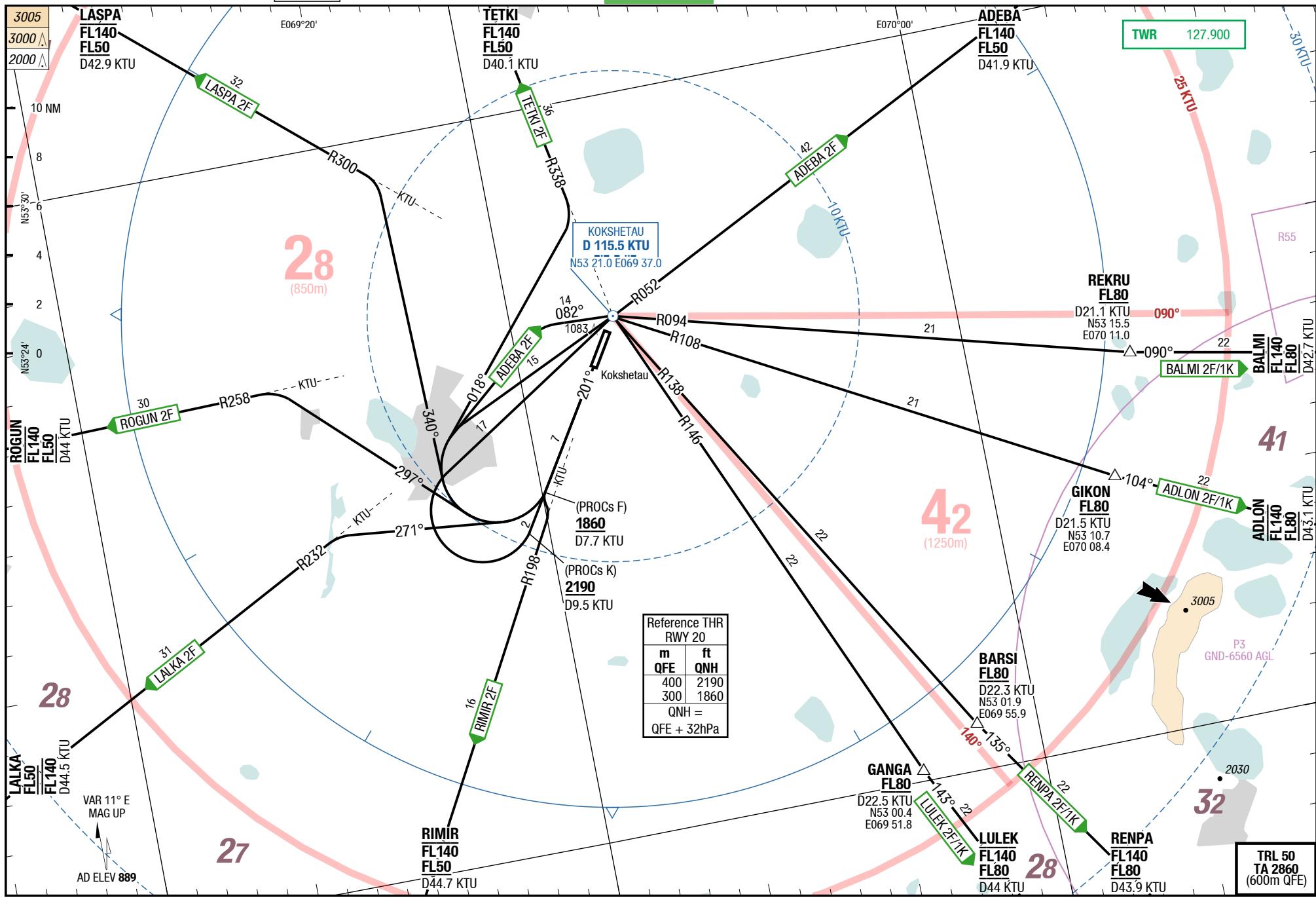
4-20

SIDs RWY 20

2

2

SIDs RWY 20



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

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

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SIDs RWY 02

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	
<b>RENPA 1J 127.900</b> ①	at D8.1 <b>KTU (MNM 2210) LT</b> to <b>KTU - R138 KTU</b> to <b>BARSI - LT</b> 135° to RENPA	<b>BARSI MNM FL80</b> <b>RENPA between FL80 and FL140</b>
<b>RENPA 2E 4.0% 127.900</b> ①	at D4.9 <b>KTU (MNM 1880) LT</b> to <b>KTU - R138 KTU</b> to <b>BARSI - LT</b> 135° to RENPA	<b>BARSI MNM FL80</b> <b>RENPA between FL80 and FL140</b>
<b>RIMIR 2E 127.900</b>	at D4.9 <b>KTU (MNM 1880) LT</b> 158° - intercept R198 <b>KTU</b> to <b>RIMIR</b>	<b>RIMIR between FL50 and FL140</b>
<b>ROGUN 2E 127.900</b>	at D4.9 <b>KTU (MNM 1880) LT</b> 217° - intercept R258 <b>KTU</b> to <b>ROGUN</b>	<b>ROGUN between FL50 and FL140</b>
<b>TETKI 2E 127.900</b>	at D4.9 <b>KTU (MNM 1880) LT</b> 298° - intercept R338 <b>KTU</b> to <b>TETKI</b>	<b>TETKI between FL50 and FL140</b>

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

KOV-UACK

5-30

SIDs RWY 20

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

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

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SIDs RWY 20

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	
<b>RENPA 1K 127.900</b>	at D9.5 <b>KTU (MNM 2190) RT</b> to <b>KTU - R138 KTU</b> to <b>BARSI - LT</b> 135° to RENPA	<b>BARSI MNM FL80</b> <b>RENPA between FL80 and FL140</b>
<b>RENPA 2F 4.0% 127.900 ①</b>	at D7.7 <b>KTU (MNM 1860) RT</b> to <b>KTU - R138 KTU</b> to <b>BARSI - LT</b> 135° to RENPA	<b>BARSI MNM FL80</b> <b>RENPA between FL80 and FL140</b>
<b>RIMIR 2F 127.900</b>	at D7.7 <b>KTU (MNM 1860) LT</b> intercept R198 <b>KTU</b> to <b>RIMIR</b>	<b>RIMIR between FL50 and FL140</b>
<b>ROGUN 2F 127.900</b>	at D7.7 <b>KTU (MNM 1860) RT</b> 297° - intercept R258 <b>KTU</b> to <b>ROGUN</b>	<b>ROGUN between FL50 and FL140</b>
<b>TETKI 2F 127.900</b>	at D7.7 <b>KTU (MNM 1860) RT</b> 018° - intercept R338 <b>KTU</b> to <b>TETKI</b>	<b>TETKI between FL50 and FL140</b>

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

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25-JAN-2018

KOV-UACK

# Kazakhstan Kokshetau

STARs RWY 20 (via VOR DME)

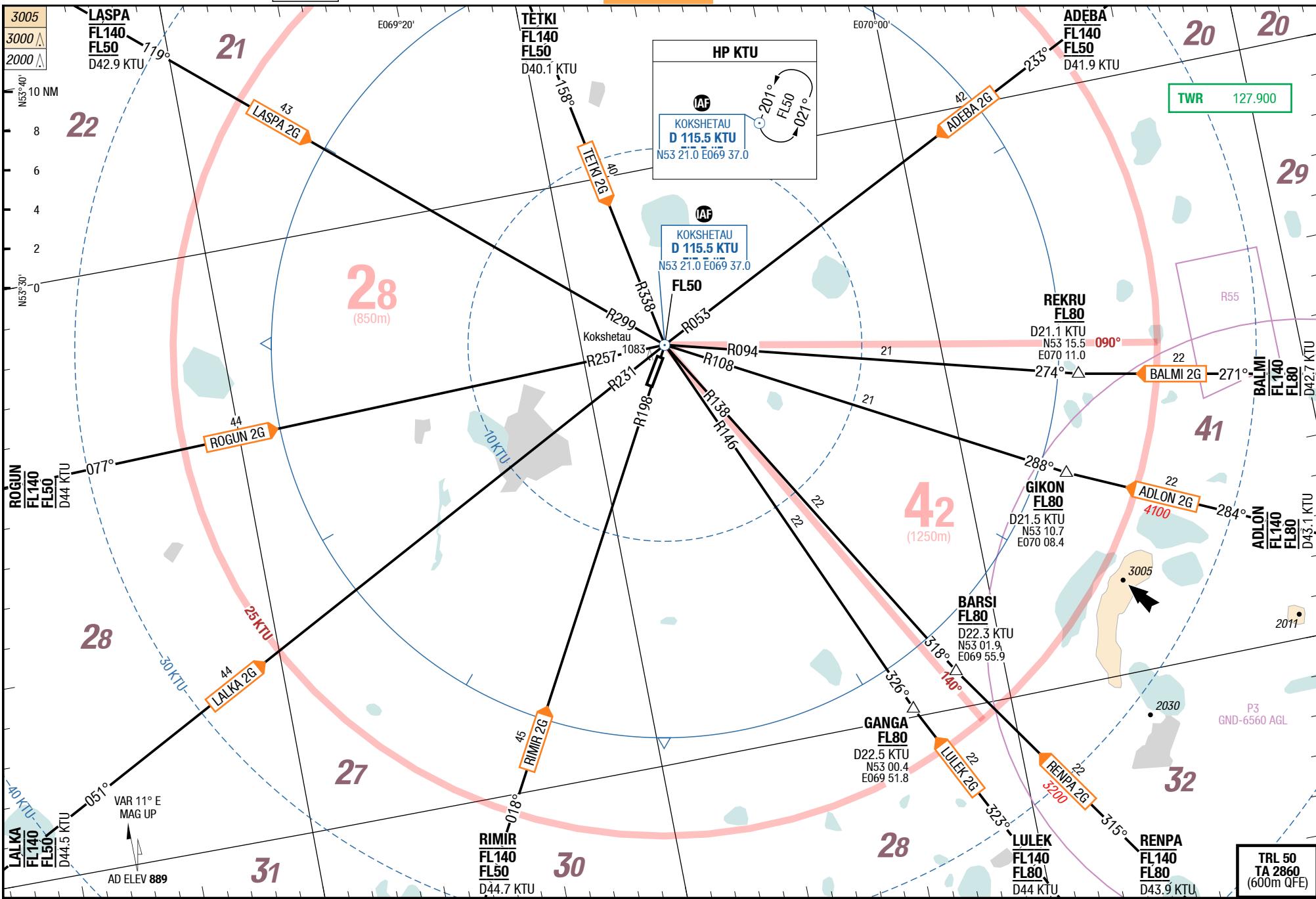
STARs RWY 02

# Kokshetau Kazakhstan

STARs RWY 20 (via VOR DME)

STARs RWY 02

6-10



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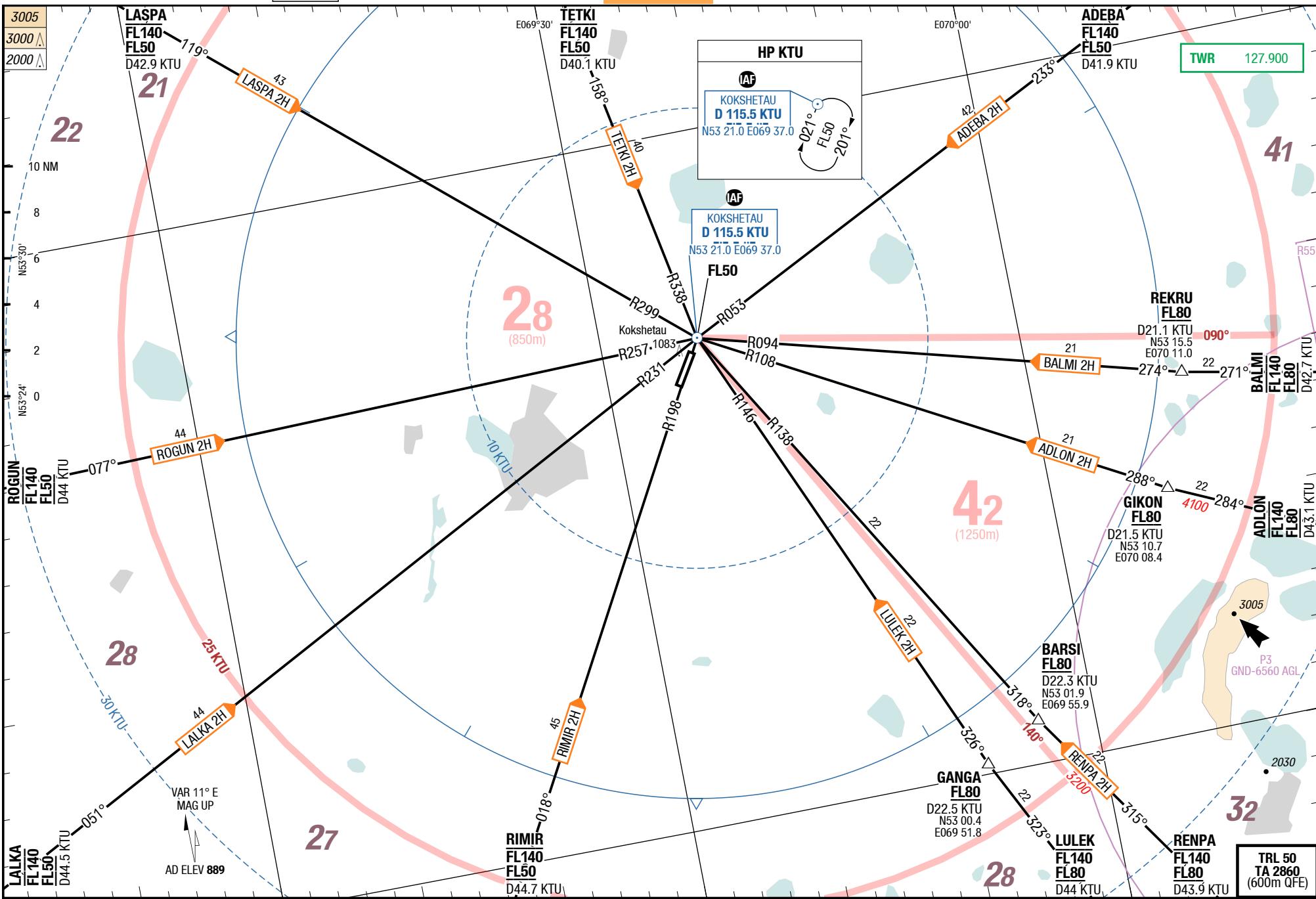
Kazakhstan Kokshetau

STAR

Kokshetau Kazakhstan

STARs RWY 20 (via VOR DME)

6-20



Changes: MSA

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# Kazakhstan Kokshetau

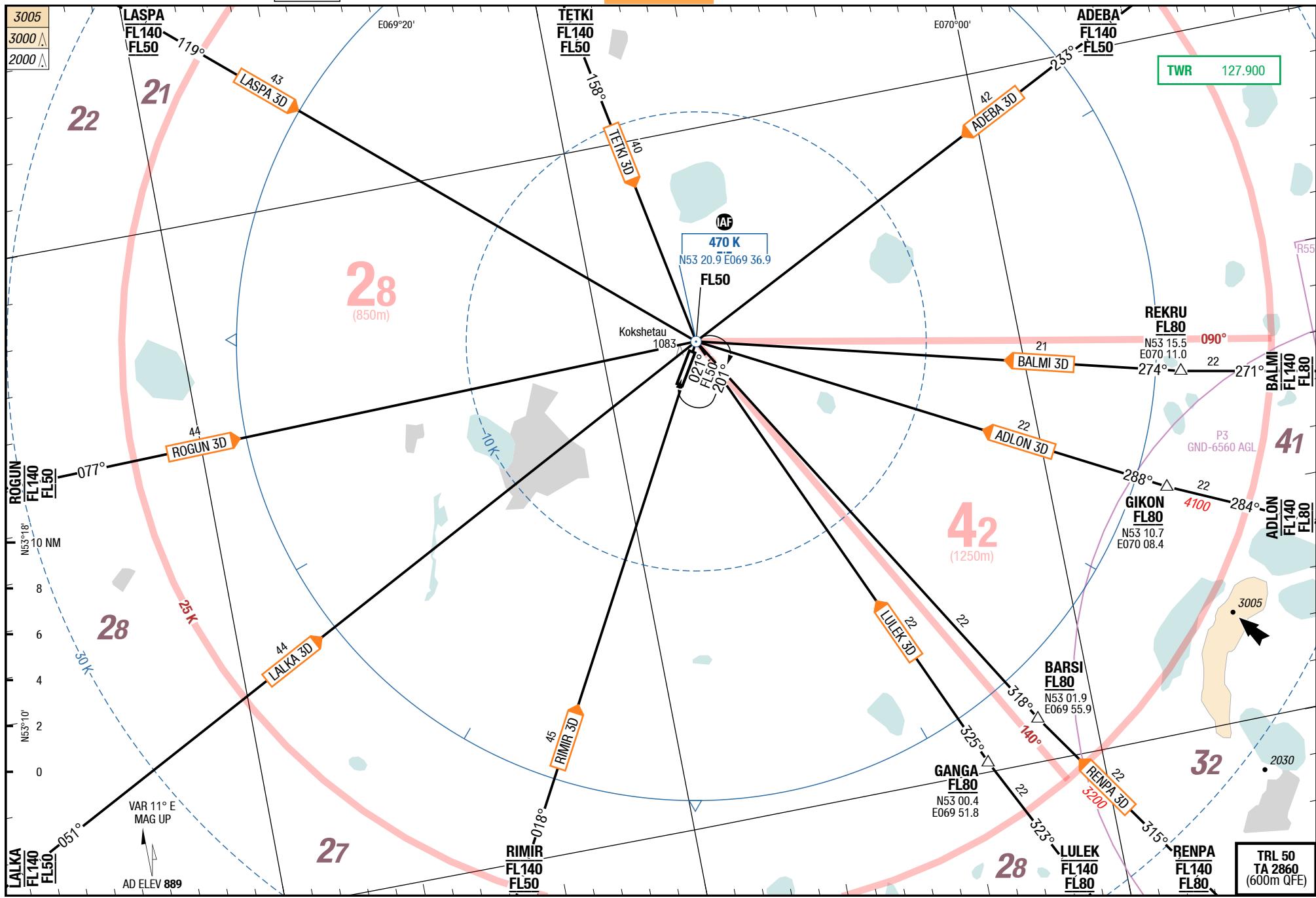
Kokshetau Kazakhstan

**STARs RWY 20 (via NDB)**

STAR

CTAD

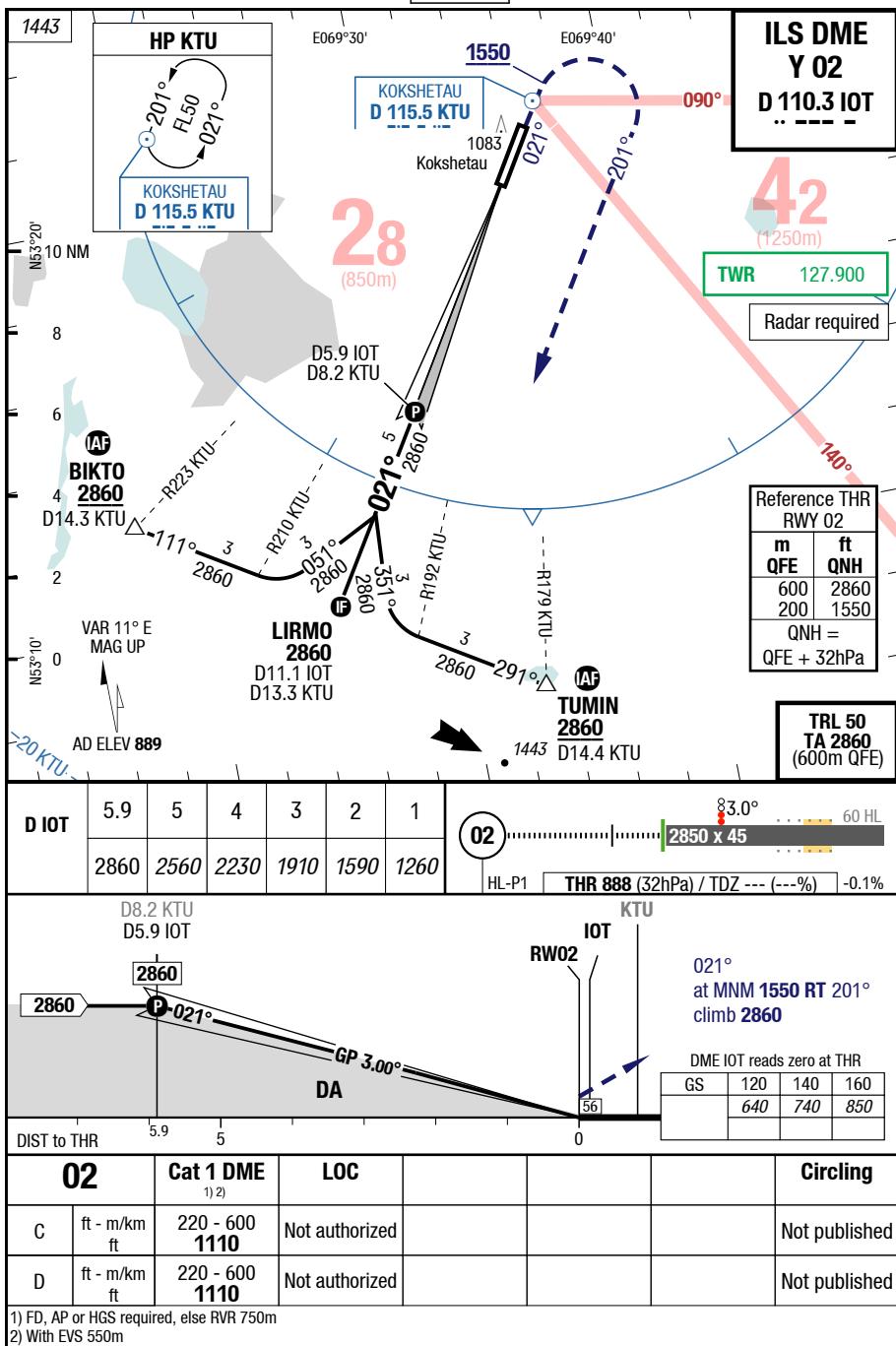
## Kokshetau Kazakhstan



## KOV-UACK

7-10

## ILS DME Y 02

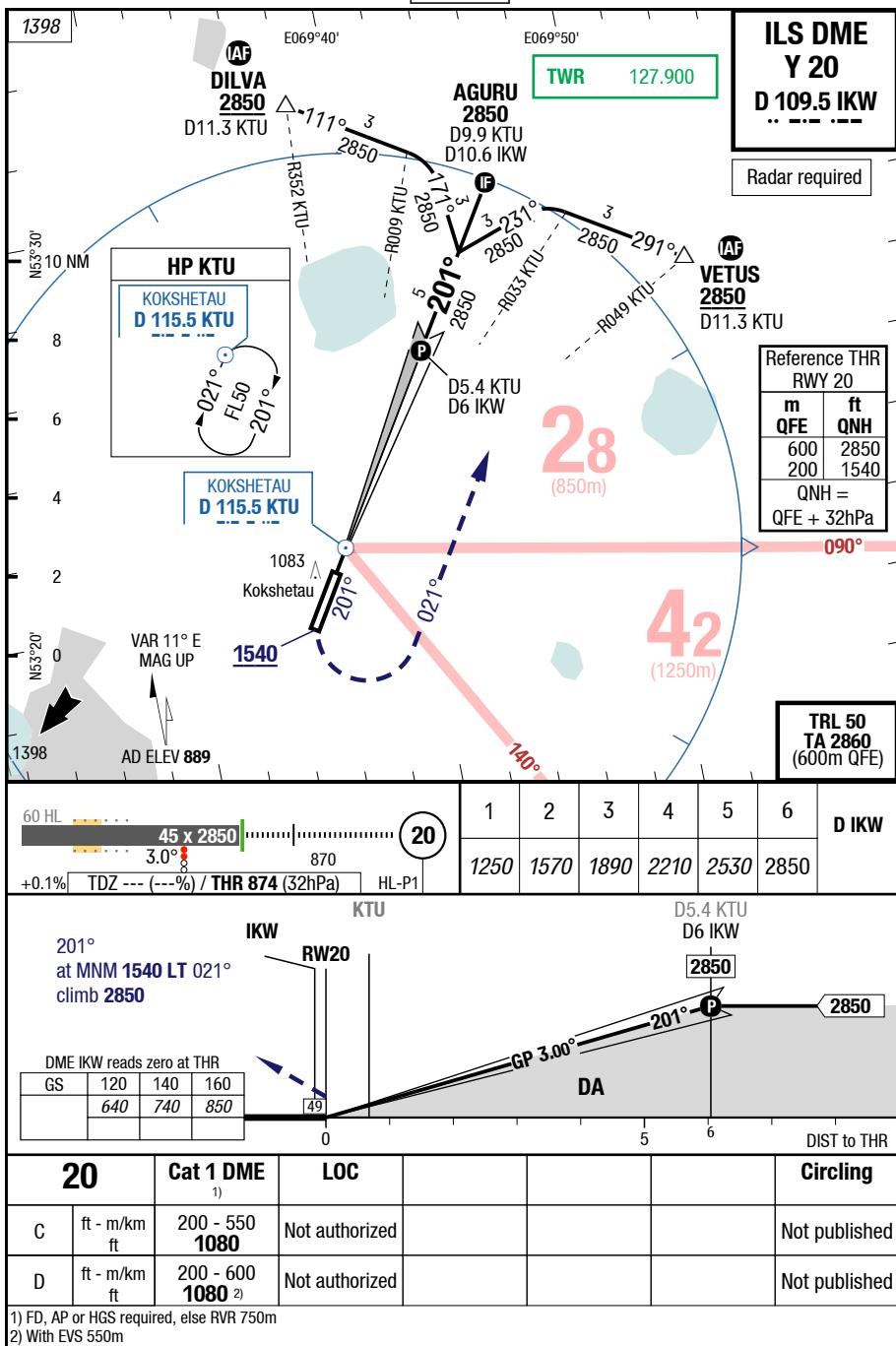


## KOV-UACK

7-20

ILS DME Y 20

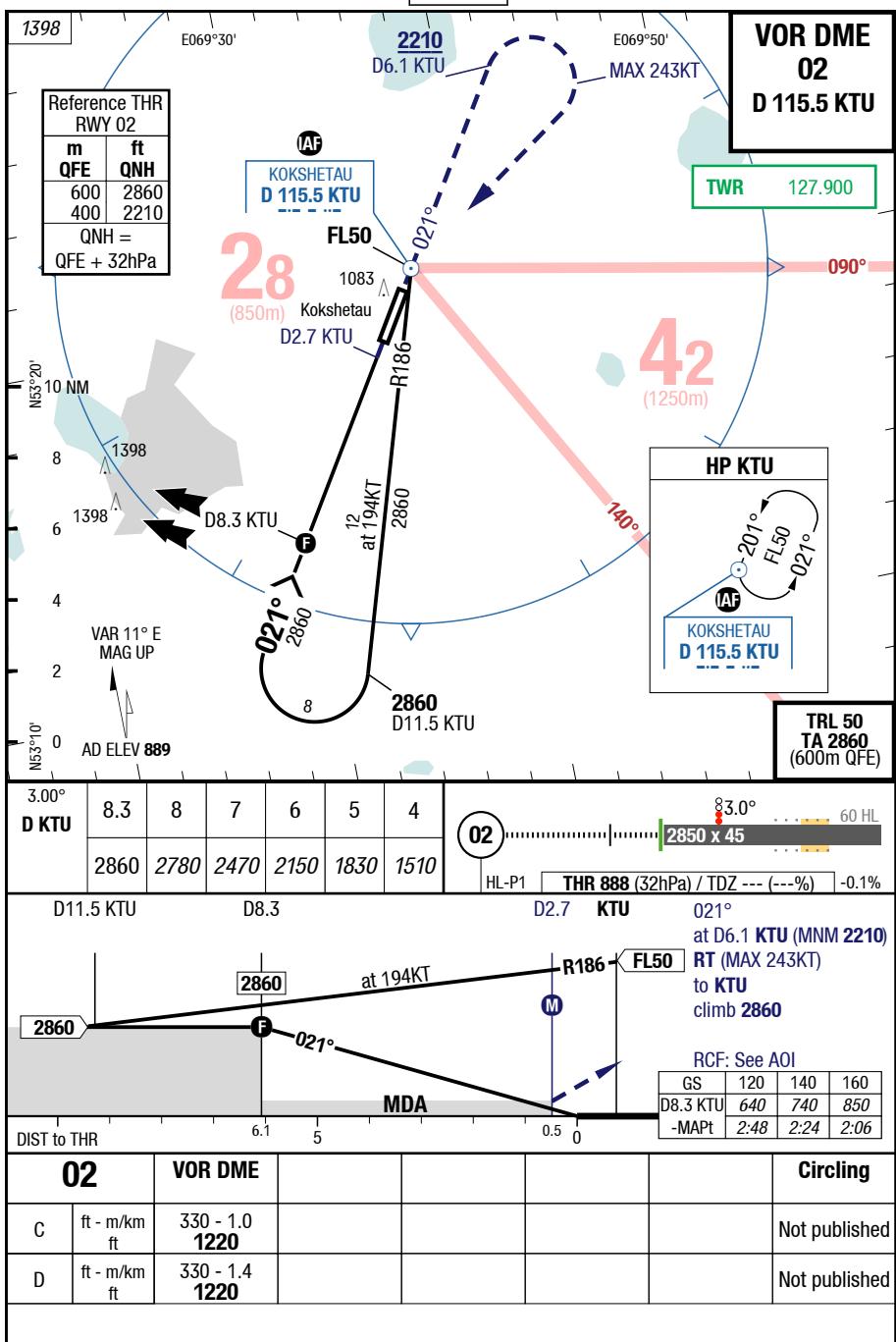
IAC



## KOV-UACK

7-30

VOR DME 02

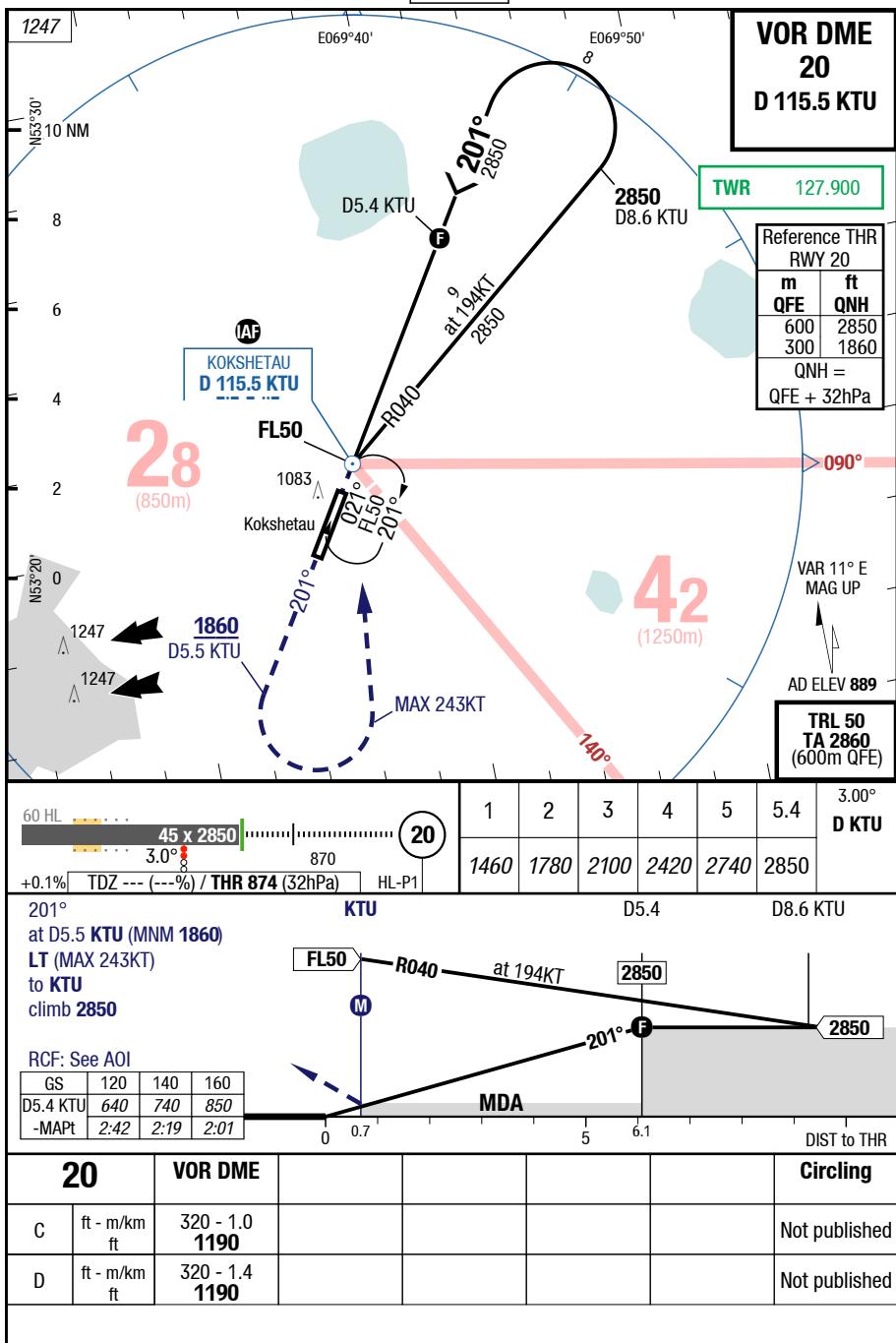


Changes: ALT, MSA, MIN, OBST, DIST

## KOV-UACK

7-40

VOR DME 20

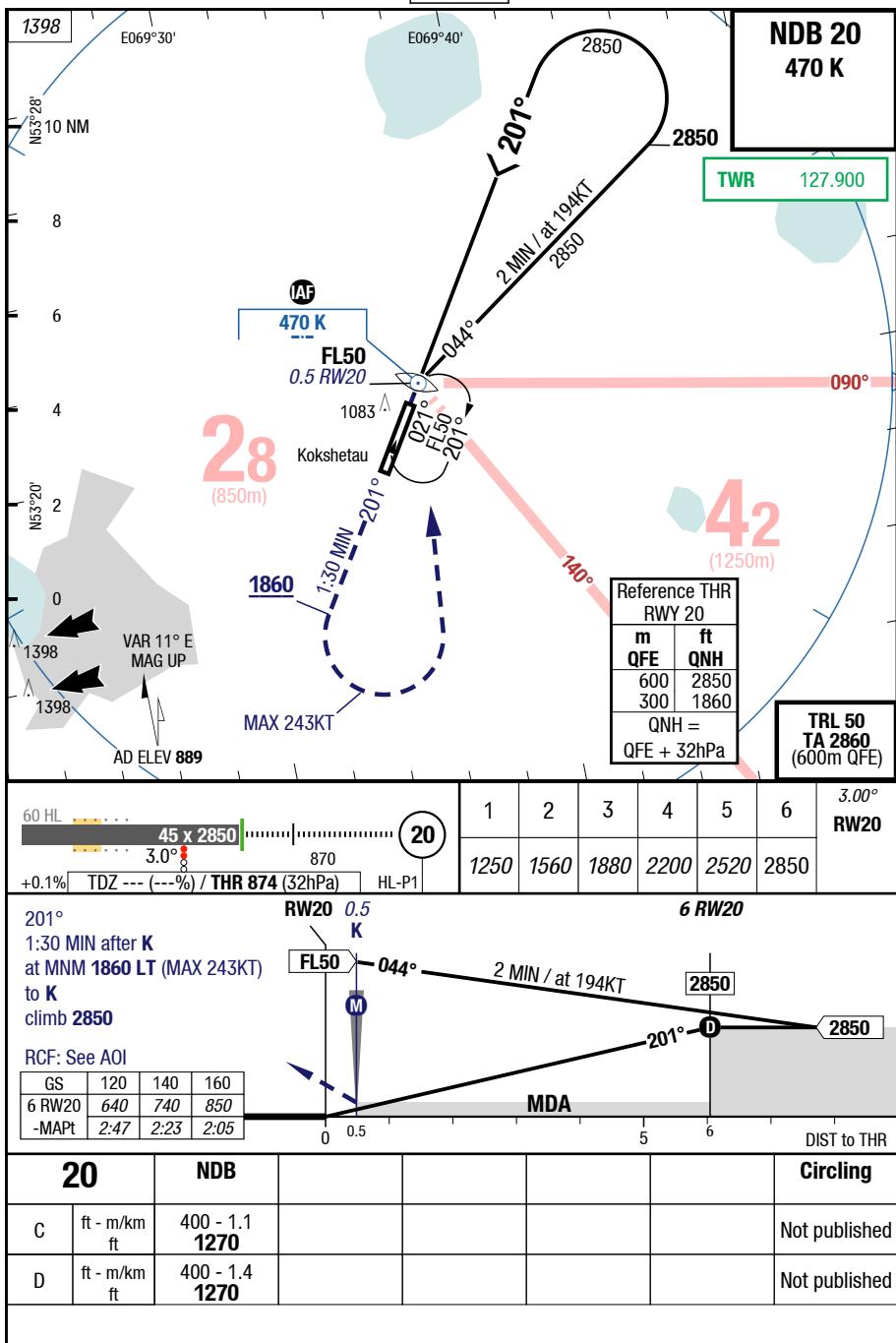


## KOV-UACK

7-50

NDB 20

IAC



Changes: MSA, MIN, OBST

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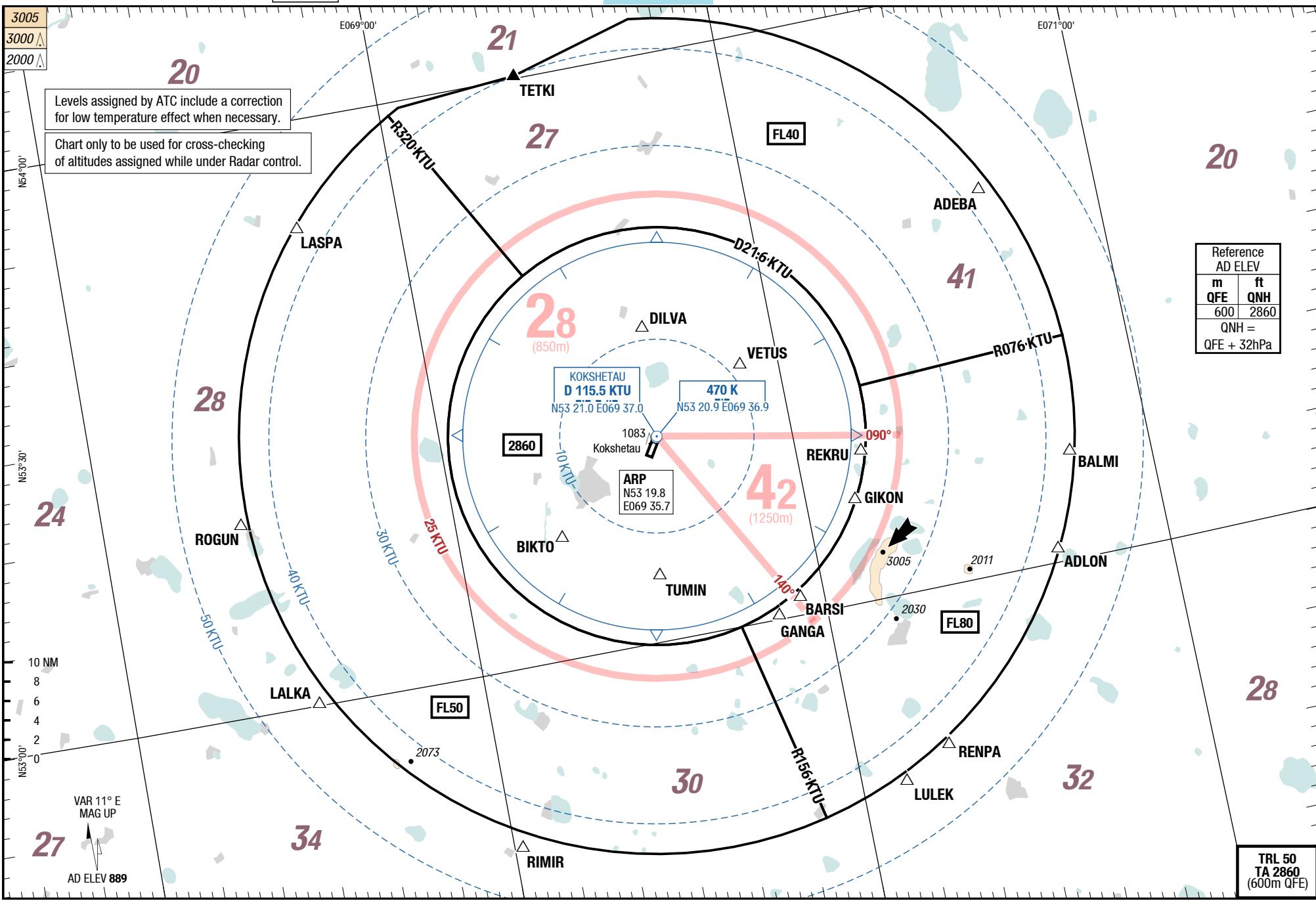
# Kazakhstan Kokshetau

MRC  
MRC

# Kokshetau Kazakhstan

MRC  
MRC

8-10



Changes: MSA, MGA