

**UACK AD 2**

Note: The following sections in this chapter are intentionally left blank: AD-2.10, AD-2.16, AD-2.21

**UACK AD 2.1 Aerodrome Location Indicator And Name**

UACK - KOKSHETAU

**UACK AD 2.2 Aerodrome Geographical And Administrative Data**

1	ARP coordinates and site at AD	531949N 0693545E At the centre of RWY
2	Direction and distance from (city)	70°, 8.1 NM from Kokshetau
3	Elevation/Reference temperature	888 FT/25° C
4	Geoid undulation at AD ELEV PSN	-89 FT
5	MAG VAR/Annual Change	11° E ( 2013 ) / 0.02° increasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Airport administration of the Republic of Kazakhstan 020004, Kokshetau. JSC "Nursultan Nazarbayev International Airport" "Kokshetau Airport". Phone: +7 (7162) 513466 Fax: +7 (7162) 513466 AFS: UACKAPDU Email: kokshetau@nn-airport.kz
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

**UACK AD 2.3 Operational Hours**

1	AD Operator	See NOTAM Phone: +7 (7162) 513363
2	Customs and immigration	HO Phone: +7 (7162) 721718
3	Health and sanitation	HO Phone: +7 (7162) 251856
4	AIS Briefing Office	HO
5	ATS Reporting Office (ARO)	HO Phone: +7 (7162) 298202 Phone: +7 (7162) 253323
6	MET Briefing Office	HO Phone: +7 (7162) 298286
7	ATS	See NOTAM Phone: +7 (7162) 253323 Phone: +7 (7162) 298253 Phone: +7 702 8756233
8	Fuelling	HO Phone: +7 (7162) 401826
9	Handling	HO Phone: +7 (7162) 513363

10	Security	H24 Phone: +7 (7162) 401827
11	De-icing	HO Phone: +7 (7162) 513363
12	Remarks	Nil

#### UACK AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Truck - up to 1,5 tons handling possible, belt conveyor
2	Fuel/oil types	TS-1 / RT
3	Fuelling facilities/capacity	TS-1/RT: 1 refueling 7500L, 350 L/min; 1 refueling 22000L, 500 L/min; 1 refueling 21500L, 1000 L/min
4	De-icing facilities	BC FMC TEMPEST
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Jetbridge - 2; Air Starter Unit - 1 TUG TMD-250 Power - 1 TUG GP400-140-28; Passenger step - DENG PS-07 ISUSU NPR66; TLD ABS-580; Toilet Service - FORD-650

#### UACK AD 2.5 Passenger Facilities

1	Hotels	In the city Kokshetau
2	Restaurants	Nil
3	Transportation	Buses, taxis
4	Medical facilities	Aid post at Airport Terminal, ambulance service, hospitals in Kokshetau
5	Bank and Post Office	In the city Kokshetau, bank ATM
6	Tourist Office	In the city Kokshetau
7	Remarks	Nil

#### UACK AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A5
2	Rescue equipment	H24, 2 fire fighting trucks.
3	Capability for removal of disabled aircraft	Equipment delivery is possible within 24 hours from the "Nursultan Nazarbayev International Airport". Phone: +7 (7162) 513363 Email: pdsp.kokshetau@mail.ru
4	Remarks	Out of regulations - CAT A3

**UACK AD 2.7 Seasonal Availability - Clearing**

1	Types of clearing equipment	1. 5 snow fighting vehicles 2. 1 rotary snow plough, 3. 2 snowplows
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	1 Dry reagent spreader (Green Way SF); 1 Fluid reagent sprayer (Nord Wey F)

**UACK AD 2.8 Aprons, Taxiways And Check Locations/Positions Data**

1	Apron surface and strength	APRON	STANDS	SURFACE	STRENGTH
		A	1-2	CONC+ASPH	PCN 46/F/C/X/T
			3-8	CONC+ASPH	PCN 18/F/C/X/T
2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		A	23	CONC+ASPH	PCN 46/F/C/X/T
3	Altimeter checkpoint location and elevation	At Apron A/264m (867ft)			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Nil			

**UACK AD 2.9 Surface Movement Guidance And Control System And Markings**

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Guidance sign on the intersections of TWY A and RWY, TWY A and apron A DGS: Nil
2	RWY and TWY markings and LGT	Markings of threshold, touchdown zones, centre line, fixed distance markers, RWY sides, RWY designations, taxi holding positions, taxiway centre lines and sides Lighting: threshold, runway edge, and runway end lights; runway edge sides.
3	Stop bars	Nil
4	Other runway protection measures	Nil
5	Remarks	Leading VAN «Follow me» AVBL

**UACK AD 2.10 Aerodrome Obstacles**

NIL

**UACK AD 2.11 Meteorological Information Provided**

1	Associated MET Office	Meteorological service Kokshetau Phone: +7 (7162) 298286
2	Hours of service MET Office outside hour	HO
3	Office responsible for TAF preparation: Periods of validity	Meteorological service Kokshetau, 9HR (0209, 0312, 0615, 0918, 1221)

4	Trend forecast Interval of issuance	TREND 30 min
5	Briefing/consultation provided	Personal consultation (Russian)
6	Flight documentation/languages used	TAF, METAR, SPECI, SIGMET, GAMET, AIRMET English
7	Charts and other information AVBL for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, prognostic charts of wind and temperature at flight levels (FL), max wind, T, prognostic charts P85, P70, P50, P40, P30, P25, P20, SWH, SWM of WAFC, SWM+SWH, SWL of Kazakhstan;
8	Supplementary equipment AVBL for providing information	Doppler weather radar (WRM-200)
9	ATS units provided with information	Briefing, TWR
10	Additional information	Nil

## UACK AD 2.12 Runway Physical Characteristics

Designation s RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
02	31,77°	2849 X 45	46/F/C/X/T CONC+ASPH	531909.85N 0693504.28E - -89.9 FT	THR 888.1 FT	See AOC Type A
20	211,79°	2849 X 45	46/F/C/X/T CONC+ASPH	532028.22N 0693625.39E - -89.9 FT	THR 873.7 FT	See AOC Type A

SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
Nil	150 X 200	3149 X 300	90150	Nil	Nil	RWY 02/20. Turn Pad LEN 107 m, the total width of the turn pad and RWY 75m. REF. AD 2.24.1
Nil	400 X 200	3149 X 300	90150	Nil	Nil	

## UACK AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
02	2849	2999	2849	2849	Nil
20	2849	3249	2849	2849	Nil

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
TWY A - RWY 02	1326	1476	1326	Nil	Nil
TWY A - RWY 20	1523	1923	1523	Nil	Nil

**UACK AD 2.14 Approach And Runway Lighting**

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour, WBAR	VASIS, (MEHT), PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour, WBAR	SWY LGT LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
02	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2849m, spacing 60m, 0-2250 white, last 600m yellow LIH	RED Nil	Nil	Nil
20	CAT I (PALS) 870 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2849m, spacing 60m, 0-2250 white, last 600m yellow LIH	RED Nil	Nil	Nil

**UACK AD 2.15 Other Lighting, Secondary Power Supply**

1	ABN/IBN location, characteristics and hours of operation	ABN: Nil IBN: Nil
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer: 300m from THR 02, 300m from THR 20, in RVR equipment
3	TWY edge and centre line lighting	TWY A EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 1 SEC
5	Remarks	Nil

**UACK AD 2.16 Helicopter Landing Area**

NIL

**UACK AD 2.17 ATS Airspace**

1	Designation and lateral limits	KOKSHETAU CTR A circle radius 25 NM centered on 532103N 0693701E
2	Vertical limits	4000 FT ALT / GND
3	Airspace classification	C
4	ATS unit call sign Language(s)	KOKSHETAU TOWER EN KOKSHETAU VYSHKA RU
5	Transition altitude	10000 FT

6	Hours of applicability	See NOTAM
7	Remarks	Nil

#### UACK AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	SATVOICE number(s)	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
TWR	KOKSHETAU TOWER (EN) KOKSHETAU VYSHKA (RU)	127,9 MHZ	Nil	Nil	See NOTAM	Nil
ATIS	KOKSHETAU ATIS (EN) KOKSHETAU ATIS (RU)	134,9 MHZ 126 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

#### UACK AD 2.19 Radio Navigation And Landing Aids

Type of aid, MAG VAR, ILS Classification, Type of supported OP (for VOR/ILS/MLS, give declination)	ID	Frequency , Channel number	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
ILS LOC 02 I/D/2	IOT	110,3 MHZ	H24	532051.7N 0693649.8E		Nil	Nil
GP 02 I/C/2		335 MHZ		531917.8N 0693522.1E			
DME 02	IOT	CH 40X		531917.8N 0693522.0E	900 FT		
ILS LOC 20 I/D/2	IKW	109,5 MHZ	H24	531841.4N 0693434.9E		Nil	Nil
GP 20 I/C/2		332,6 MHZ		532016.7N 0693623.0E			
DME 20	IKW	CH 32X		532016.7N 0693623.0E	900 FT		
VOR/DME (11°E/2013)	KTU	115,5 MHZ CH 102X	H24	532102.7N 0693701.1E	900 FT	Nil	Nil

#### UACK AD 2.20 Local Aerodrome Regulations

Taxiing of aircraft to the stands and to the line-up position shall be carried out behind the "Follow me" car.  
Aircraft crew shall be notified in advance about taxiway routing and stand surface condition by "Tower air traffic

controller's.

De-icing procedure shall be carried out on the stands. The deviation areas are absent.

The movement of vehicles in the areas of ILS is limited by signs "STOP" and the writings "Radio beacon system zone". Pass way without clearance of control point "Tower" is FORBIDDEN! ". Aircraft movement is limited by "STOP" line on the TWY A.

Operation of large aircraft is without restrictions

Taxiing in winter condition in any cases shall be carried out behind the "Follow me" car

Towing vehicle is not available

## **UACK AD 2.21 Noise Abatement Procedures**

NIL

## **UACK AD 2.22 Flight Procedures**

### **1. Flight and ground movement procedures.**

Departing aircraft shall fly over fix points on the predetermined heights with IAS limitations, noted on SID and instrument approach charts.

Aircraft takeoff and landing with tailwind is permitted when tailwind speed is not greater than value set by Flight Operational manual of each aircraft type. Final decision of tailwind landing/takeoff shall be made by pilot-in-command.

It is allowed to take off not from the beginning of the runway if the available runway characteristics from the start of the takeoff run correspond to those required (as calculated by the crew) for the actual takeoff weight and takeoff conditions.

Helicopter take-off and landing shall be carried out from RWY (intersection of TWY and RWY).

Aircraft ground movement on manoeuvring area shall be carried out by taxiing or towing. Taxiing and towing shall be carried out strictly along TWY centreline, apron and stand guideline.

Taxiing (towing) of aircraft 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, aircraft weight, wind conditions and visibility.

In all cases taxiing speed should not exceed speed set by Flight Operational manual of this type of aircraft.

ATC is responsible for taxi route assignment; pilot-in-command is responsible for taxiing rules compliance; person, assigned for control taxiing on the airfield section, is responsible for safety.

Helicopter taxiing shall be carried out with wind limitations, according to Flight Operational manual, at constant visibility of landmarks located in front.

In the absence of the possibility of taxiing or towing (the unsatisfactory condition of the ground or the design of the helicopter does not allow taxiing), the helicopter is allowed to move through the air in strict compliance with the requirements of the relevant paragraphs of the Flight Procedure and Rules in Civil Aviation of the Republic of Kazakhstan. Air taxiing of helicopters with a skid landing gear from the stand to the take-off place and back, is carried out according to the marking on the route designated by the air traffic controller of the control point "Tower" in compliance with the established obstruction clearance under the responsibility of the helicopter commander.

### **2. Low Visibility Procedures.**

Low Visibility Procedures (LVP) are effected when RVR is less than 550 m when manoeuvring area or part thereof is not visually monitored from the "Tower" control centre. Low Visibility Procedures are cancelled when RVR is greater than 550 m.

Low Visibility Procedures are initiated by Air traffic Manager, in case of his absence - by Tower ATC.

The following procedure shall be carried out in case of low visibility conditions, when Tower ATC is not able to control aircraft movement on the manoeuvring area:

- Clearance for TWY entering shall be given only after received report of TWY vacation from other aircraft or vehicle.

Control the obstacles on RWY and in ILS critical areas is carried out by air traffic controller according to reports of flight crew or aerodrome service specialist reports. The report of runway 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 aircraft out of stands to TWY A shall be carried out after follow-me car. Aircraft shall stop at the holding position before the light sign indicating the ILS critical area.

The operation of LVP shall be reported by Tower ATC phrase: "LOW VISIBILITY PROCEDURES IN OPERATION".

"Tower" controller informs pilots about any changes in the operational status of radio and lighting equipment.

### 3. VFR procedures within the aerodrome control zone (CTR)

Air traffic service in the control zone of the aerodrome is carried out by the controller of the "Tower" ATC unit. Flight altitudes are calculated by the aircraft crew in accordance with the Civil Aviation Flight Rules of the Republic of Kazakhstan. The functions of Air traffic service does not include ground collision avoidance. The aircraft crew shall ensure that the clearance issued by the ATS unit in this regard is safe. VFR flights at altitudes below 3000 feet in the control zone are performed at the altitudes indicated in the flight plan or requested by the aircraft crew.

Flights must not be performed over populated areas within the control zone.

For VFR flights, the aerodrome has a flight circle (left / right) at an altitude of 1800 feet. The air traffic controller of the "Tower" ATC unit is determine and report which flight circle is in use.

Entering the flight circle, crossing the runway alignment is made only with the permission of the air traffic controller of the "Tower" ATC unit.

The aircraft crew preliminarily agrees with the ATS unit the flight area and altitude range during aerial work in the control zone at absolute altitudes.

When entering the control zone (CTR) from uncontrolled airspace, the aircraft crew must obtain an air traffic control clearance 5 minutes before the estimated time of entering the controlled airspace.

Entry / exit of aircraft of category A and helicopters flying in VFR to / from the control zone (CTR) is carried out at the shortest distance through the corresponding point.

If the air situation requires the holding procedure, the air traffic controller of the "Tower" ATC unit gives the instructions to the aircraft crew to follow to one of the holding points.

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
1	DRAGOMIROVKA (southern outskirts of Dragomirovka)	N534423 E0692204	328° 25.0 nm KTU VOR/DME	Entry
2	BOLSHOI IZIUM (northern side of Bolshoi Izium)	N534600 E0693828	351° 25.0 nm KTU VOR/DME	Exit
3	OZERNOE (visual reference – A-13 highway)	N532918 E0701627	059° 25.0 nm KTU VOR/DME	Entry
4	SEKMBAISOR (SW side of Sekmbaisor)	N532532 E0701808	068° 25.0 nm KTU VOR/DME	Exit



№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
5	BRUSILOVKA (SE outskirts of Brusilovka)	N525749 E0695215	147° 25.0 nm KTU VOR/DME	Entry
6	KARAUYL (northern outskirts of Karauyl)	N525606 E0693525	171° 25.0 nm KTU VOR/DME	Exit
7	SERAFIMOVKA (northern outskirts of Serafimovka)	N525854 E0691751	196° 25.0 nm KTU VOR/DME	Entry
8	AIDARLY (NW outskirts of Aidarly)	N530304 E0690810	213° 25.0 nm KTU VOR/DME	Exit
9	ELENOVKA (Eastern side of Elenovka)	N531624 E0685603	248° 25.0 nm KTU VOR/DME	Entry
10	ZHOLDYBAI (SW coast of Zholdybai lake)	N532239 E0685523	263° 25.0 nm KTU VOR/DME	Exit
11	STANTSIONNYI (Eastern outskirts of Stantsionnyi)	N532143 E0693024	268° 4.0 nm KTU VOR/DME	Holding, circle and absolute altitude by "Tower" ATC instructions

**UACK AD 2.23 Additional Information****1. Accepted exceptions, exemptions and restrictions in aerodrome certificate.**

Regulatory reference	Requirement of regulations	Description of exceptions, exemptions and restrictions	Measures taken and validity period
Nil	Nil	Nil	Nil

**2. The bird aggregations in the vicinity of the airport.**

Intensive flights of flocks of black crows, jackdaws occur daily for 1-2 hours before and after sunrise, when the birds fly from their resting place (birch stakes north-west of the runway 3000m) across the runway and the approach areas of runway 02 and runway 20 to the south-easterly direction to the nearby fields and pastures.

The flight altitude of birds varies from 0 to 100 m above ground level. An hour or two hours before sunset the birds return to the place of rest.

The intensive flight of the silver gull also occurs in the pre-dawn hours from nearby lakes located south-east of the runway, in a westerly direction (Kokshetau city, municipal solid waste landfill).

In the autumn period, a large number of rooks, crows, jackdaws accumulate in the area of the aerodrome, which pose a serious danger to flights from sunrise to sunset. The aerodrome service informs the ATS service about bird clusters at the aerodrome and their flights, as well as approximate flight heights above ground level.

Measures to disperse of the bird aggregations include: periodic bird scaring with propane guns; mobile bioacoustic installation; effective measures against spontaneous garbage dumps (Akkol village; termination of agricultural activity within the airport area.

## UACK AD 2.24 Charts Related To An Aerodrome

Name	Page
Aerodrome Chart ICAO	UACK AD 2.24.1-1
Aerodrome Ground Movement and Parking Chart ICAO	UACK AD 2.24.3-1
Aerodrome Obstacle Chart – ICAO – Type A RWY 02/20 ICAO	UACK AD 2.24.4-1
Area Chart ICAO	UACK AD 2.24.6-1
Standard Departure Chart Instrument (SID) RWY 02 ICAO	UACK AD 2.24.7-1-1
Standard Departure Chart Instrument (SID) RWY 02 ICAO	UACK AD 2.24.7-2-1
Standard Departure Chart Instrument (SID) RWY 20 ICAO	UACK AD 2.24.7-3-1
Standard Departure Chart Instrument (SID) RWY 20 ICAO	UACK AD 2.24.7-4-1
Standard Arrival Chart Instrument (STAR) RWY 02 ICAO	UACK AD 2.24.9-2-1
Standard Arrival Chart Instrument (STAR) RWY 20 ICAO	UACK AD 2.24.9-3-1
ATC Surveillance Minimum Altitude Chart ICAO	UACK AD 2.24.10-1
Instrument Approach Chart - ILS/DME RWY 20 ICAO	UACK AD 2.24.11-1-1
Instrument Approach Chart - ILS/DME RWY 02 ICAO	UACK AD 2.24.11-2-1
Instrument Approach Chart – VOR/DME RWY 20 ICAO	UACK AD 2.24.11-3-1
Instrument Approach Chart – VOR/DME RWY 02 ICAO	UACK AD 2.24.11-4-1
Visual Approach chart – ICAO	UACK AD 2.24.12-1
VFR Departure/Arrival Chart	UACK AD 2.24.14-1

## UACK AD 2.25 Visual segment surface (VSS) penetrations

No penetrations