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- Terminal Charts For UAUU
- Revision Letter For Cycle 05-2025
- Change Notices
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General Information

Location: KOSTANAY KAZ
ICAO/IATA: UAUU / KSN
Lat/Long: N53° 12.52', E063° 32.88'
Elevation: 601 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 13.0° E

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

Sunrise: 2336 Z
Sunset: 1549 Z

Runway Information

Runway: 14
Length x Width: 9232 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 598 ft
Lighting: Edge, ALS

Runway: 32
Length x Width: 9232 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 572 ft
Lighting: Edge, ALS

Communication Information

ATIS: 118.500
ATIS: 126.800 Non-English
Kostanay Tower: 129.300

UAUU/KSN
KOSTANAY

 **JEPPesen**
18 OCT 24 **10-1P** **Eff 31 Oct**

KOSTANAY, KAZAKHSTAN
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*ATIS 118.5
126.8 (Russian)

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

LVPs are effected when RVR is less than 550m.

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

LVPs are cancelled when RVR is greater than 550m.

1.2.2. 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 holding position shall be carried out after Follow-me car.

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

1.3. TAXI PROCEDURES

1.3.1. TAXIING AND TOWING PROCEDURES

Taxiing and towing are carried out via the fixed marking.

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.

1.3.2. TAXIING/TOWING PRECAUTIONS

Taxiing/towing shall be carried out with caution considering visibility and surface conditions of apron, ACFT stands and TWYs.

When visibility is less than 400m, taxiing is carried out by Follow-me car.

Towing of ACFT with started engine on snow covered with ice (slippery) apron is prohibited.

1.3.3. TAXIING IN WINTER CONDITIONS

In case of some TWYs being not equipped with centerline lights and marking lines invisible because of the snow, leading of the ACFT is carried out by the decision of flight supervisor or on request of the crew.

The leading is carried out in difficult weather conditions, when visibility is less than 400m or in cases when maneuvering area markings for ACFT and service vehicles movement are not visible.

1.3.4. LARGE ACFT RESTRICTIONS

Taxiing of large ACFT strictly according to the marking of TWY centerline and at increased attention of the crew compliance with the safe distance from the wheels of landing gear truck before the covering edges.

1.4. OTHER INFORMATION

Birds.

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KOSTANAY

 **JEPPesen**
18 OCT 24 (10-1P1) Eff 31 Oct

KOSTANAY, KAZAKHSTAN
AIRPORT BRIEFING

2. ARRIVAL

2.1. PARKING AND TAXI PROCEDURES

Taxiing into parking place is carried out by the responsible person signals of the ACFT operational maintenance section.

Parking ACFT to the parking stand is carried out by command of meeting person.

The ACFT must be parked at the parking stand according to markings.

RWY vacation is reported on TWY only when ILS-critical area marked with light indicators is vacated.

3. DEPARTURE

3.1. START-UP AND TAXI PROCEDURES

3.1.1. START-UP

Start and testing of engines in idle mode on ACFT stands are allowed by request from Tower with safety precautions. Testing (run-up) of engines on modes exceeding the idle mode should be carried out on holding position on TWY A.

Start-up of the main engines on available stands.

3.1.2. TAXI PROCEDURES

Taxiing to take-off under its own power. ACFT should stop in front of light indicators of ILS-critical area at holding position.

Taxiing out of parking place should be carried out with the clearance of control point "Tower" by the signals of the responsible person of the ACFT operational maintenance section.

3.1.3. MOVEMENT IN CRITICAL AND SENSITIVE AREAS OF ILS

ACFT should stop in front of ILS-critical area light indicator on holding position.

Taxiing to line-up position by the command of control point "Tower". Crossing and being in critical and sensitive areas of ILS without coordination and permission of control point "Tower" is forbidden.

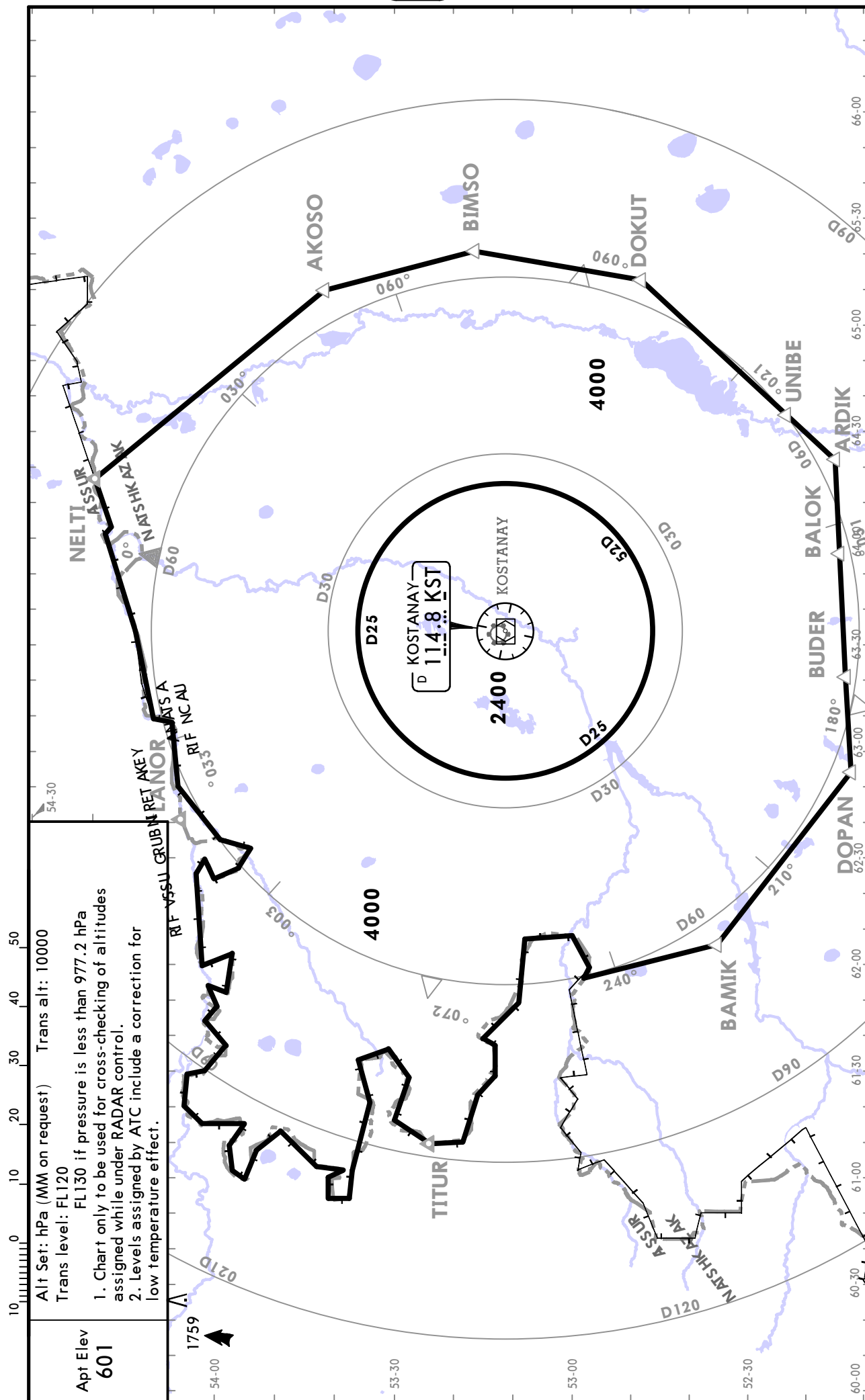
3.1.4. DE-ICING PROCEDURES

De-icing on parking stands.

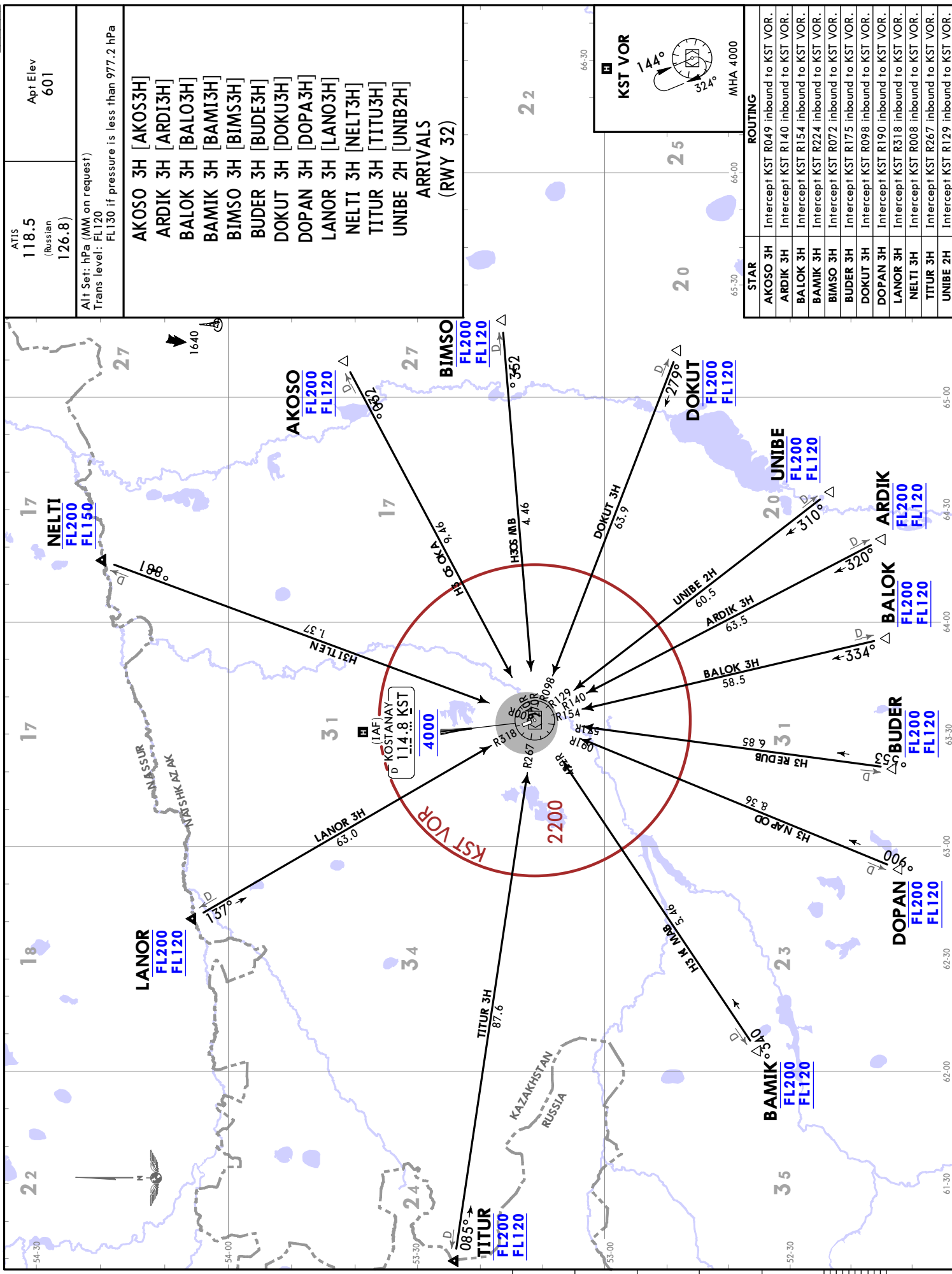
UAUU/KSN
KOSTANAY

JEPPESEN
4 NOV 22 (10-1R)

KOSTANAY, KAZAKHSTAN



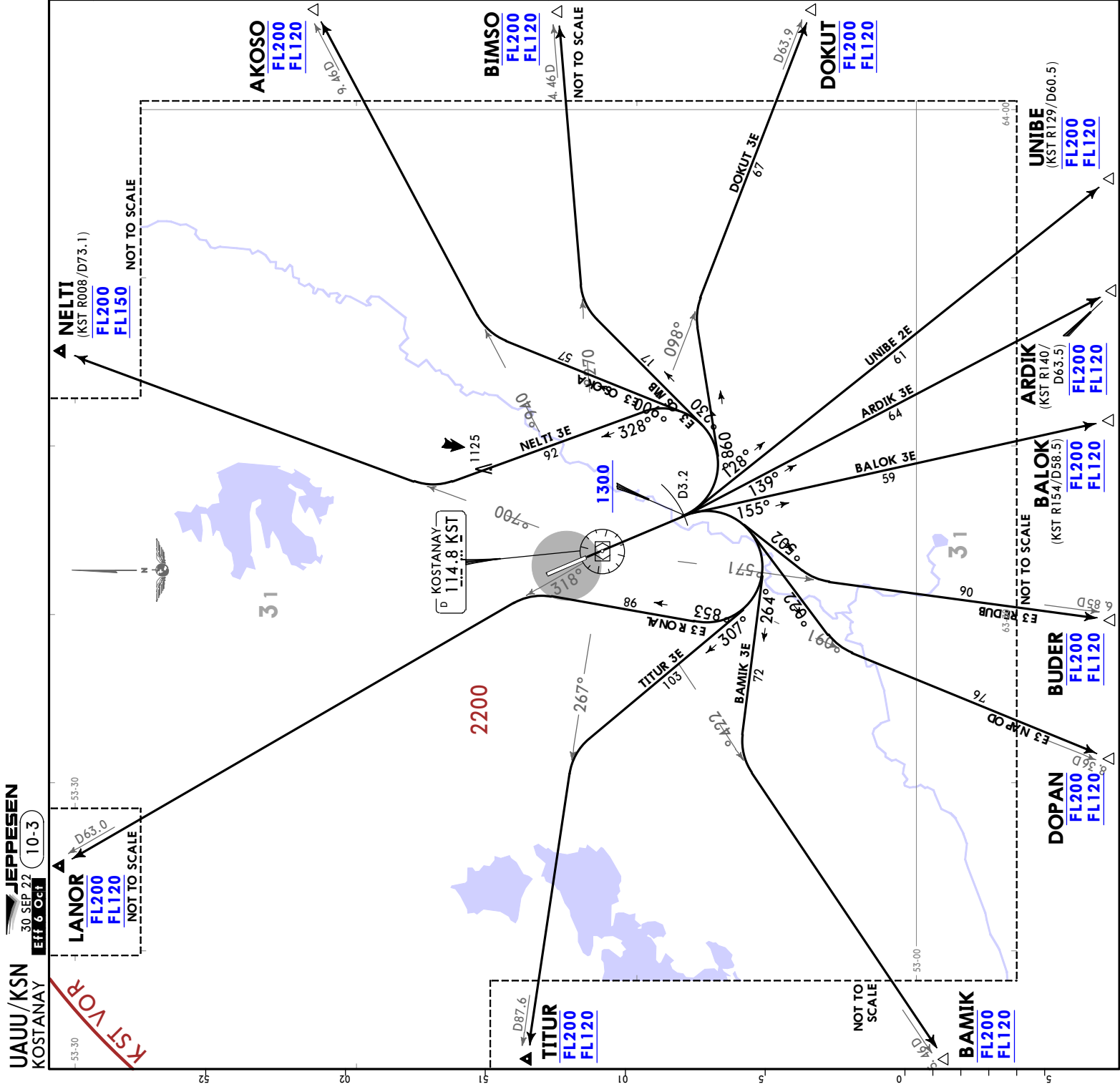




KOSTANAY, KAZAKHSTAN

SID

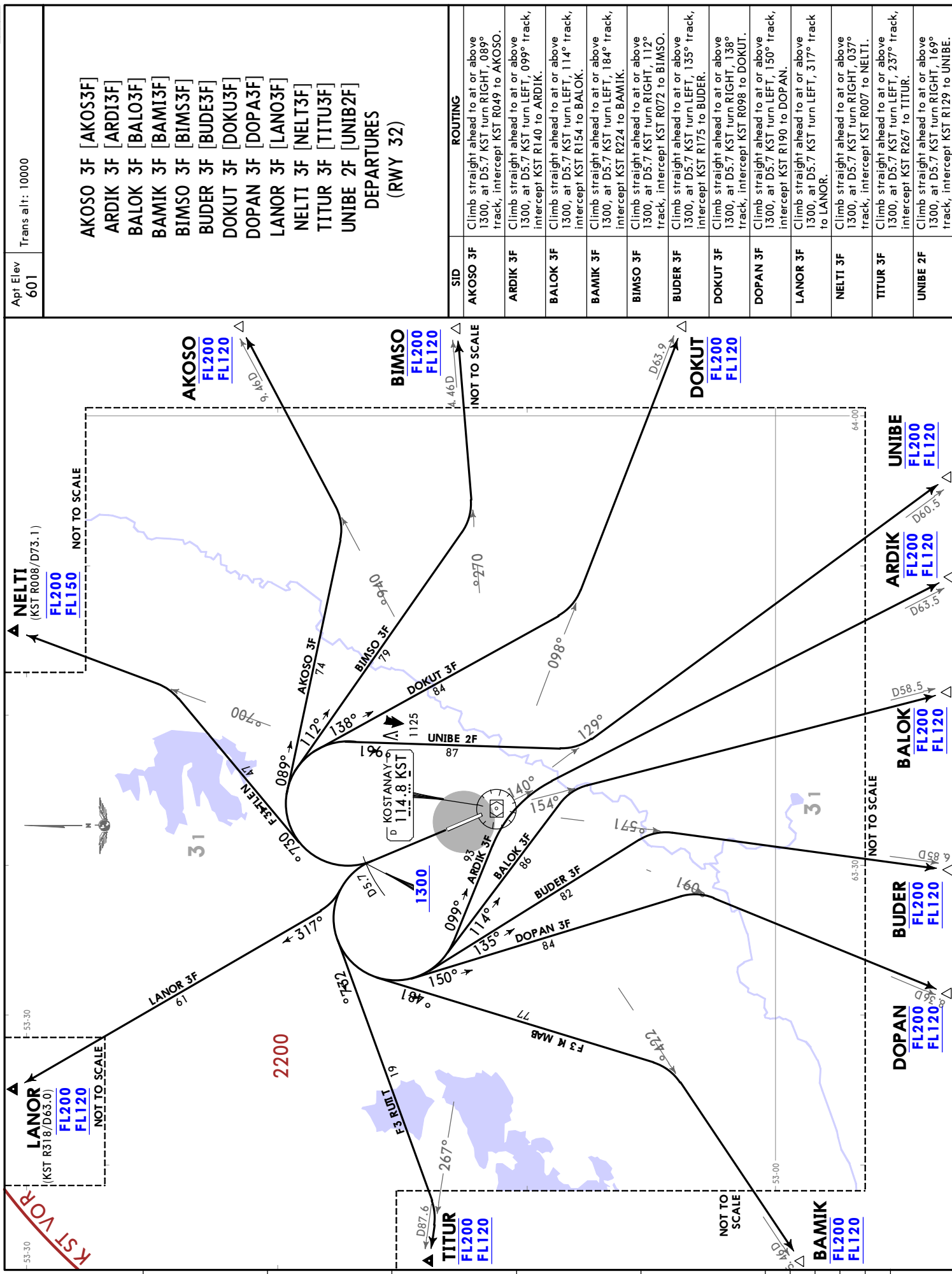
Apt Elev 601	Trans alt: 10000	
AKOSO 3E [AKOS3E] ARDIK 3E [ARDI3E] BALOK 3E [BALO3E] BAMIK 3E [BAMI3E] BIMSO 3E [BIMS3E] BUDER 3E [BUDE3E] DOKUT 3E [DOKU3E] DOPAN 3E [DOPA3E] LANOR 3E [LANO3E] NELTI 3E [NELT3E] TITUR 3E [TITU3E] UNIBE 2E [UNIB2E] DEPARTURES (RWY 14)		
SID	ROUTING	
AKOSO 3E	Climb straight ahead to at or above 1300 at D3.2 KST, turn LEFT, 009° track, intercept KST R049 to AKOSO.	
ARDIK 3E	Climb straight ahead to at or above 1300 at D3.2 KST, turn LEFT, 139° track to ARDIK.	
BALOK 3E	Climb straight ahead to at or above 1300 at D3.2 KST, turn RIGHT, 155° track to BALOK.	
BAMIK 3E	Climb straight ahead to at or above 1300 at D3.2 KST, turn RIGHT, 264° track, intercept KST R224 to BAMIK.	
BIMSO 3E	Climb straight ahead to at or above 1300 at D3.2 KST, turn LEFT, 032° track, intercept KST R072 to BIMSO.	
BUDER 3E	Climb straight ahead to at or above 1300 at D3.2 KST, turn RIGHT, 205° track, intercept KST R175 to BUDER.	
DOKUT 3E	Climb straight ahead to at or above 1300 at D3.2 KST, turn LEFT, 068° track, intercept KST R098 to DOKUT.	
DOPAN 3E	Climb straight ahead to at or above 1300 at D3.2 KST, turn RIGHT, 220° track, intercept KST R190 to DOPAN.	
LANOR 3E	Climb straight ahead to at or above 1300 at D3.2 KST, turn RIGHT, 358° track, intercept KST R318 to LANOR.	
NELTI 3E	Climb straight ahead to at or above 1300 at D3.2 KST, turn LEFT, 328° track, intercept KST R007 to NELTI.	
TITUR 3E	Climb straight ahead to at or above 1300 at D3.2 KST, turn RIGHT, 307° track, intercept KST R267 to TITUR.	
UNIBE 2E	Climb straight ahead to at or above 1300 at D3.2 KST, turn LEFT, 128° track to UNIBE.	



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JEPPESSEN
30 SEP 22
Eff 6 Oct 10-3

KST VOR



Trans alt: 10000	
Apt Elev 601	
AKOSO 3F [AKOS3F] ARDIK 3F [ARDI3F] BALOK 3F [BALO3F] BAMIK 3F [BAMI3F] BIMSO 3F [BIMS3F] BUDER 3F [BUDE3F] DOKUT 3F [DOKU3F] DOPAN 3F [DOPA3F] LANOR 3F [LANO3F] NELTI 3F [NELT3F] TITUR 3F [TITU3F] UNIBE 2F [UNIB2F] DEPARTURES (RWY 32)	
SID	ROUTING
AKOSO 3F	Climb straight ahead to at or above 1300, at D5.7 KST turn RIGHT, 089° track, intercept KST R049 to AKOSO.
ARDIK 3F	Climb straight ahead to at or above 1300, at D5.7 KST turn LEFT, 099° track, intercept KST R140 to ARDIK.
BALOK 3F	Climb straight ahead to at or above 1300, at D5.7 KST turn LEFT, 114° track, intercept KST R154 to BALOK.
BAMIK 3F	Climb straight ahead to at or above 1300, at D5.7 KST turn LEFT, 184° track, intercept KST R224 to BAMIK.
BIMSO 3F	Climb straight ahead to at or above 1300, at D5.7 KST turn RIGHT, 112° track, intercept KST R072 to BIMSO.
BUDER 3F	Climb straight ahead to at or above 1300, at D5.7 KST turn LEFT, 135° track, intercept KST R175 to BUDER.
DOKUT 3F	Climb straight ahead to at or above 1300, at D5.7 KST turn RIGHT, 138° track, intercept KST R098 to DOKUT.
DOPAN 3F	Climb straight ahead to at or above 1300, at D5.7 KST turn LEFT, 150° track, intercept KST R190 to DOPAN.
LANOR 3F	Climb straight ahead to at or above 1300, at D5.7 KST turn LEFT, 317° track to LANOR.
NELTI 3F	Climb straight ahead to at or above 1300, at D5.7 KST turn RIGHT, 037° track, intercept KST R007 to NELTI.
TITUR 3F	Climb straight ahead to at or above 1300, at D5.7 KST turn LEFT, 237° track, intercept KST R267 to TITUR.
UNIBE 2F	Climb straight ahead to at or above 1300, at D5.7 KST turn RIGHT, 169° track, intercept KST R129 to UNIBE.

UAAU/KSN

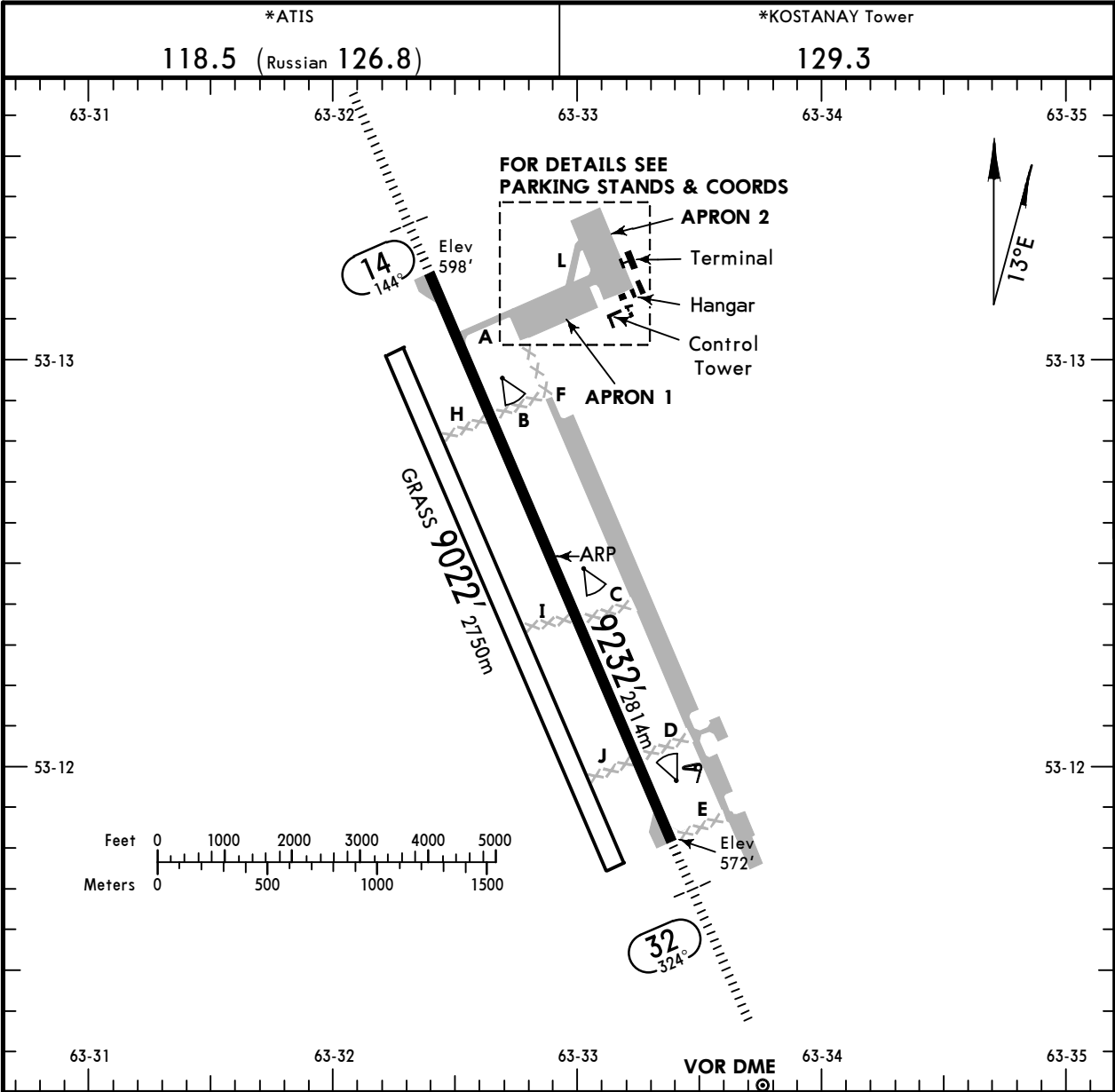
Apt Elev **601'**
N53 12.5 E063 32.9



JEPPESSEN KOSTANAY, KAZAKHSTAN

18 OCT 24 **(10-9)** Eff 31 Oct

KOSTANAY



ADDITIONAL RUNWAY INFORMATION				
RWY		USABLE LENGTHS		
		Threshold	Glide Slope	TAKE-OFF
14	RL (60m) ① HIALS PAPI-R (angle 3.00°) RVR		8138' 2480m	②
32	RL (60m) ① HIALS PAPI-L (angle 3.00°) RVR		8260' 2518m	
14	Grass runway			

① length 900m

② TAKE-OFF RUN AVAILABLE

RWY 14:

From rwy head 9232' (2814m)

twy B int 6936' (2114m)

RWY 32:

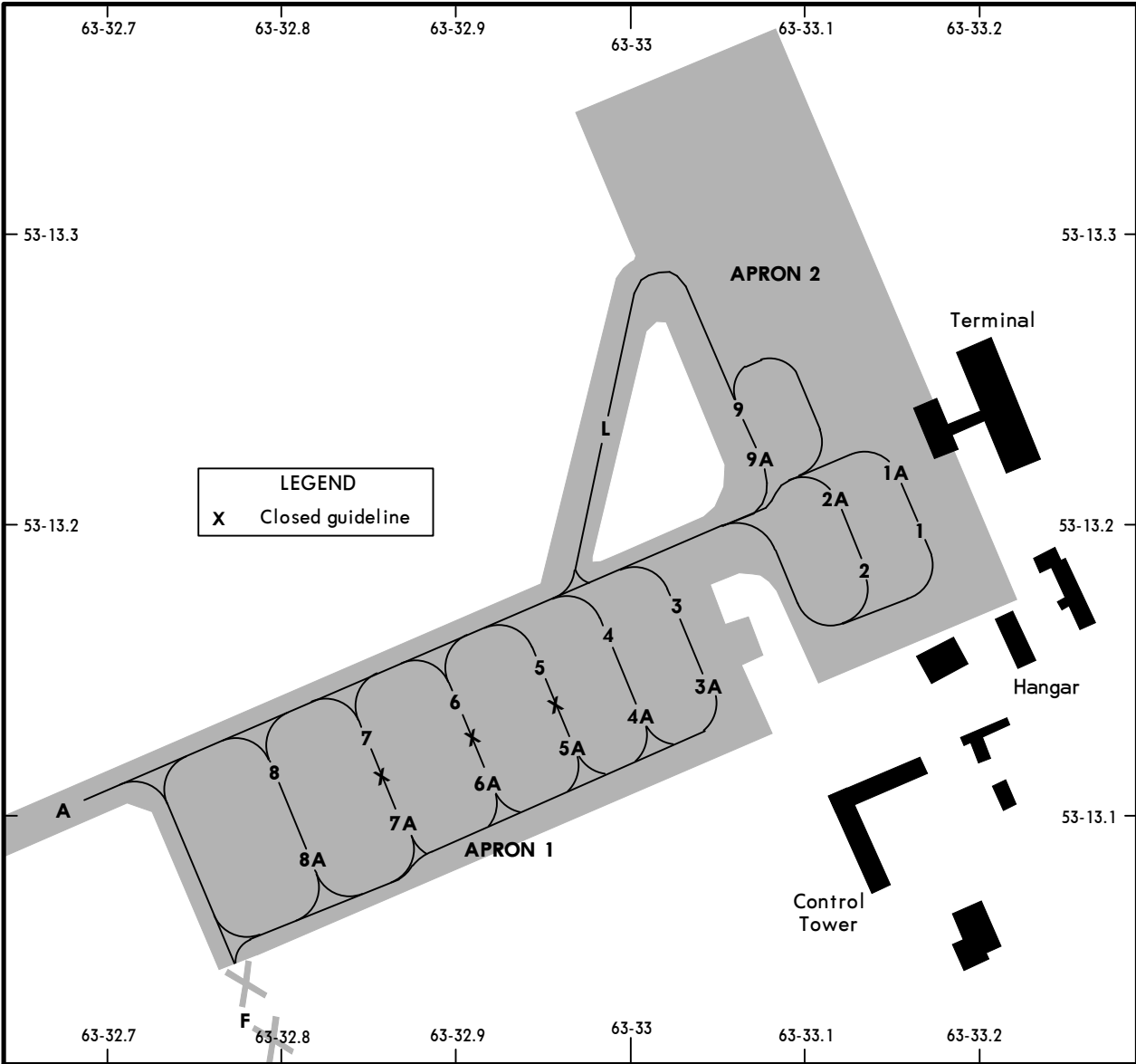
From rwy head 9232' (2814m)

twy D int 7890' (2405m)

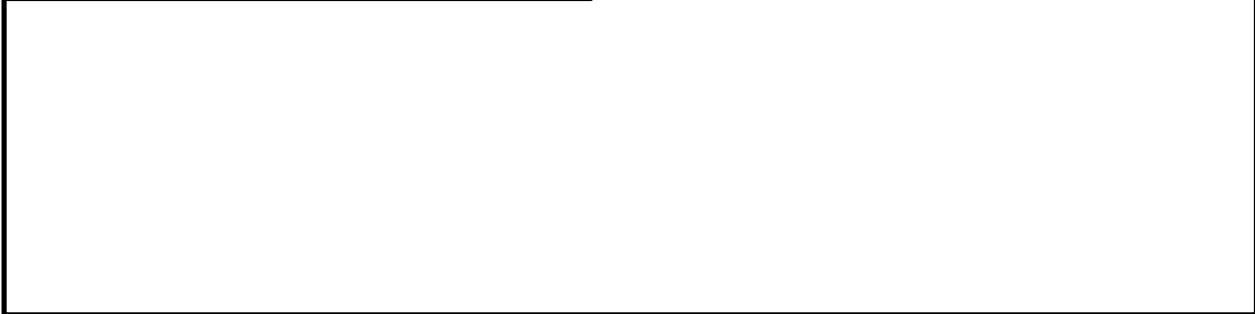
TAKE-OFF				
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R300m		R400m	R/V500m	NA

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JEPPESEN KOSTANAY, KAZAKHSTAN
18 OCT 24 **10-9A** **Eff 31 Oct** **KOSTANAY**



INS COORDINATES	
STAND No.	COORDINATES
APRON 1	
3	N53 13.2 E063 33.0
3A	N53 13.1 E063 33.0
4	N53 13.2 E063 33.0
4A	N53 13.1 E063 33.0
5	N53 13.2 E063 33.0
5A	N53 13.1 E063 33.0
6 thru 7A	N53 13.1 E063 32.9
8, 8A	N53 13.1 E063 32.8
APRON 2	
1, 1A	N53 13.2 E063 33.2
2, 2A	N53 13.2 E063 33.1
9, 9A	N53 13.2 E063 33.1



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EASA AIR OPS

KOSTANAY, KAZAKHSTAN
KOSTANAY

STRAIGHT-IN RWY		A	B	C	D
14	ILS DME	798'(200')	798'(200')	807'(209')	817'(219')
	FULL	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	② VOR DME Z or Y	980'(382')	980'(382')	980'(382')	980'(382')
32	ILS DME	772'(200')	772'(200')	782'(210')	792'(220')
	FULL	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	② VOR DME	950'(378')	950'(378')	950'(378')	950'(378')
	ALS out	R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m

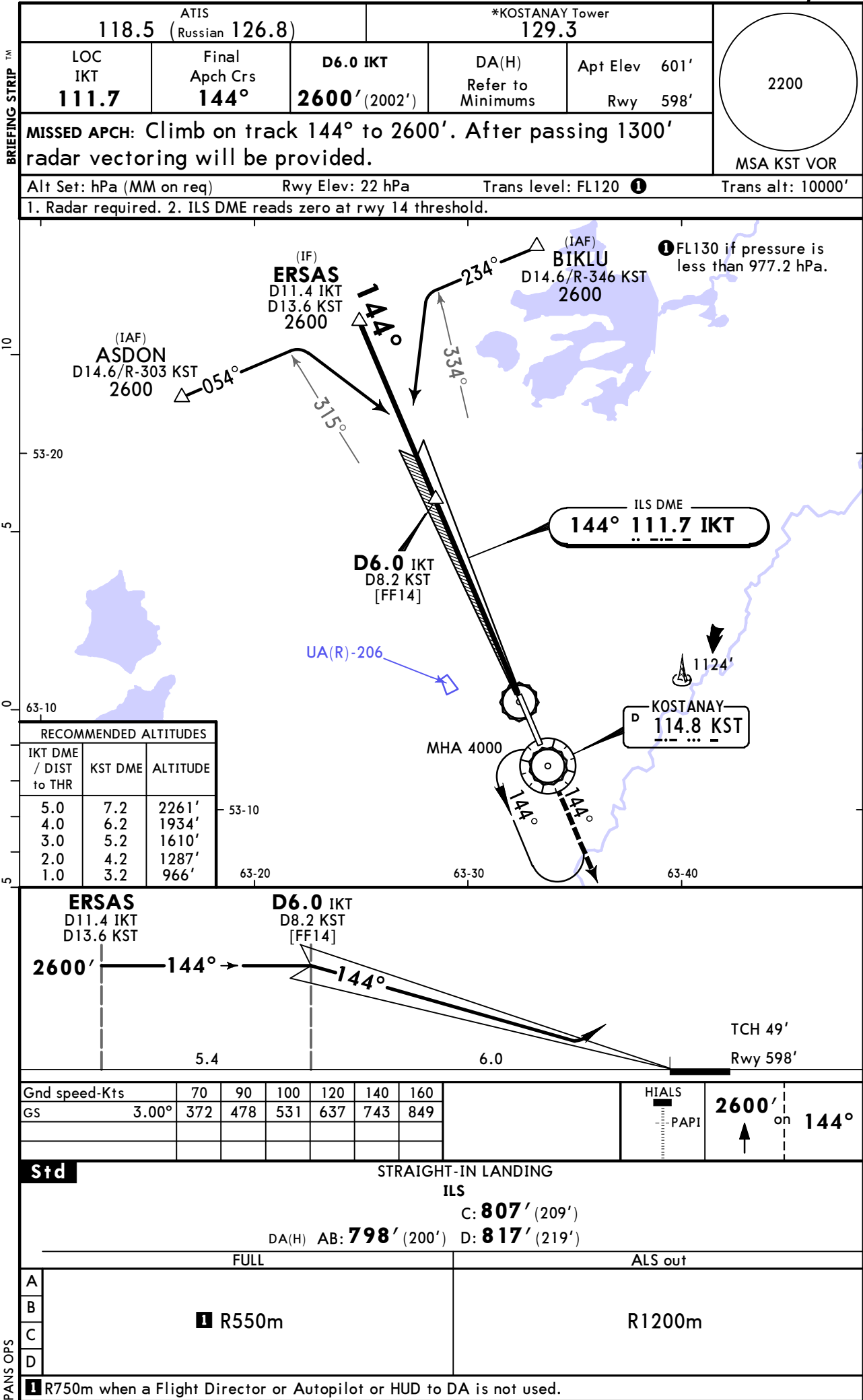
- ① R750m when a Flight Director or Autopilot or HUD to DA is not used.
- ② Continuous Descent Final Approach.

TAKE-OFF					
Low Visibility Take-off		RL or RCLM	RL	Adequate Vis Ref	
RL & RCLM	RL				
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R300m		R/V400m		R/V500m	NA

UAUU/KSN
KOSTANAY

JEPPesen
7 APR 23 **11-1** Eff 20 Apr

KOSTANAY, KAZAKHSTAN
ILS DME Rwy 14

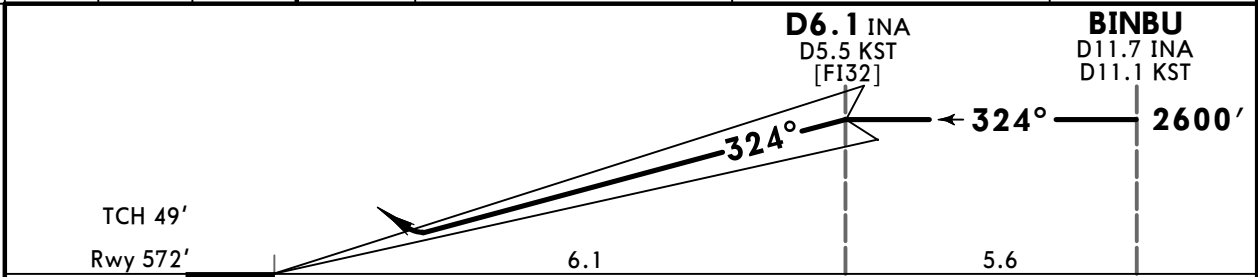
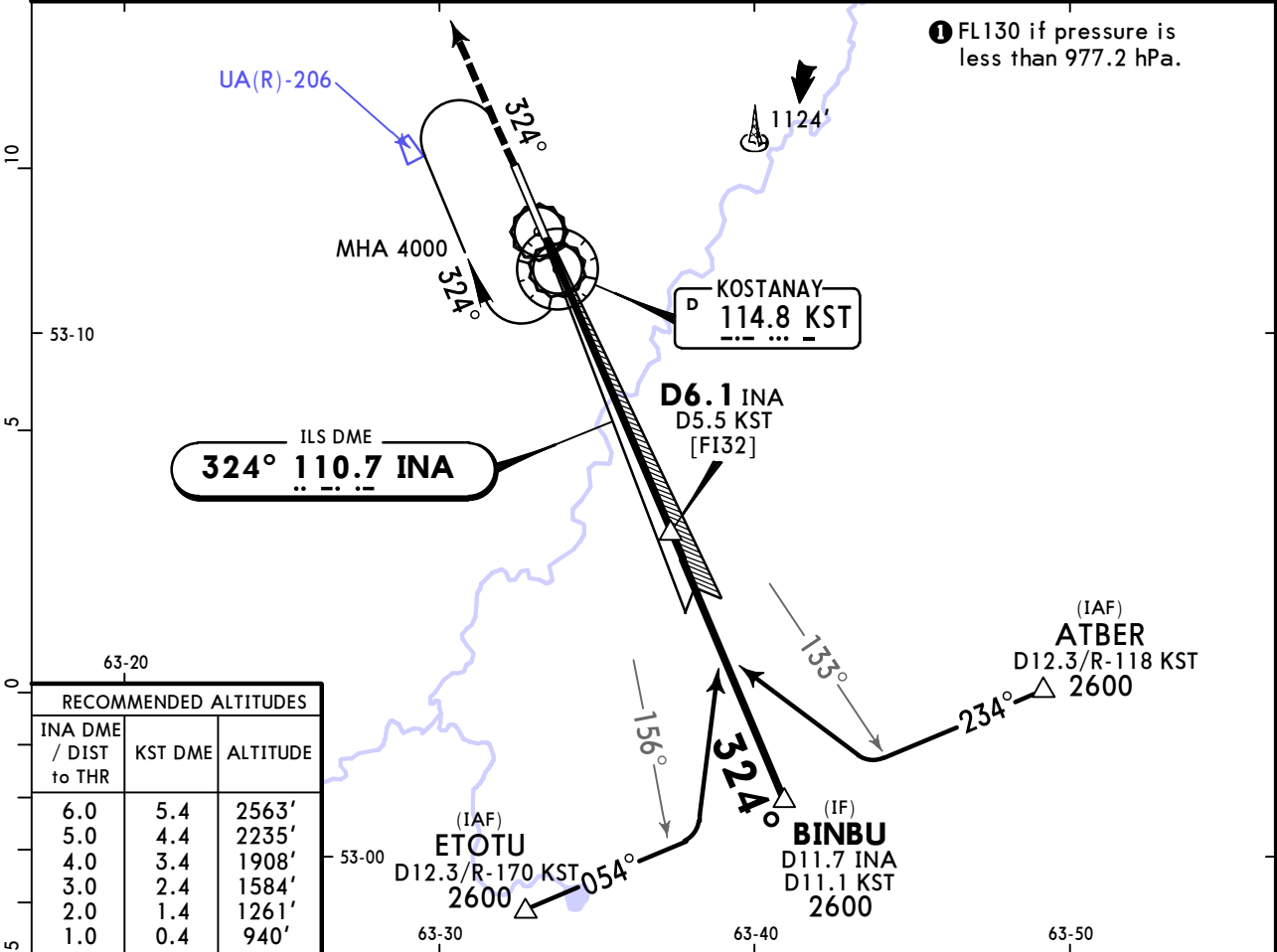


UAUU/KSN
KOSTANAY

JEPPESSEN
7 APR 23 11-2 Eff 20 Apr

KOSTANAY, KAZAKHSTAN
ILS DME Rwy 32

ATIS 118.5 (Russian 126.8)			*KOSTANAY Tower 129.3			2200 MSA KST VOR
LOC INA 110.7	Final Apch Crs 324°	D6.1 INA 2600' (2028')	DA(H) Refer to Minimums	Apt Elev 601' Rwy 572'		
MISSED APCH: Climb on track 324° to 2600'. After passing 1300' radar vectoring will be provided.						
Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL120 1 Trans alt: 10000'						
1. Radar required. 2. ILS DME reads zero at rwy 32 threshold.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2600' on 324°
GS 3.00°	372	478	531	637	743	849		

Std		STRAIGHT-IN LANDING	
		ILS	
		C: 782' (210')	
		DA(H) AB: 772' (200') D: 792' (220')	
		FULL	
		ALS out	
A	I R550m		R1200m
B			
C			
D			
I R750m when a Flight Director or Autopilot or HUD to DA is not used.			

UAUU/KSN
KOSTANAY



JEPPESSEN

KOSTANAY, KAZAKHSTAN

7 APR 23

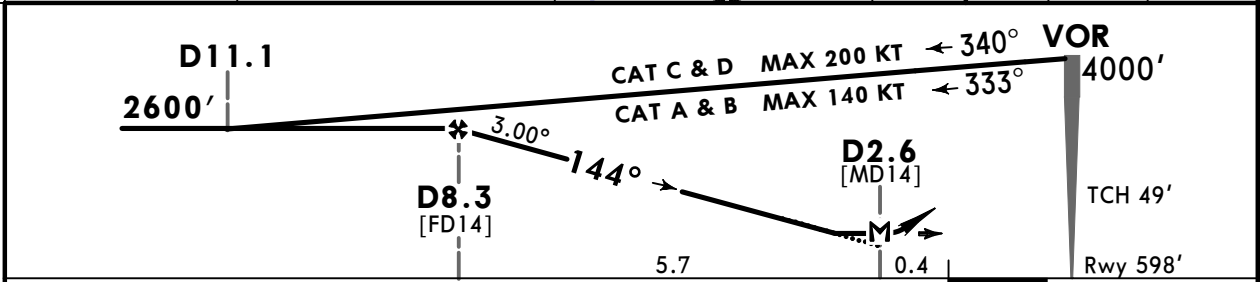
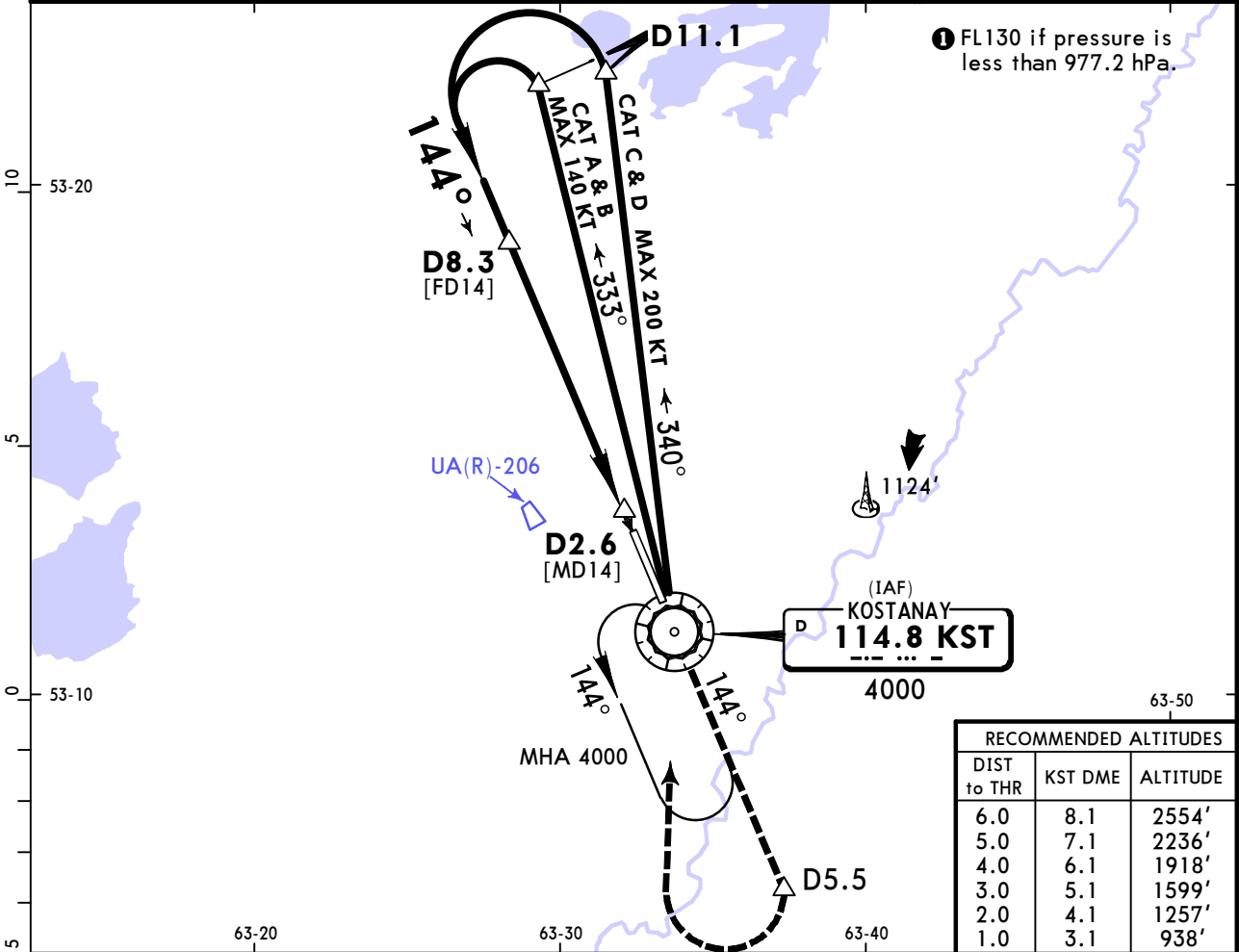
13-1

Eff 20 Apr

VOR DME Z Rwy 14

ATIS 118.5 (Russian 126.8)			*KOSTANAY Tower 129.3			2200 MSA KST VOR
VOR KST 114.8	Final Apch Crs 144°	D8.3 2600' (2002')	DA/MDA(H) 980' (382')	Apt Elev 601' Rwy 598'		
MISSED APCH: Climb on track 144° to 2000' or above, outbound to D5.5, turn RIGHT (MAX 240 KT) to VOR. Climb initially to 2600', then as directed.						
MISSED APCH WITH COMM FAILURE: Climb to 4000' to VOR and join holding.						

Alt Set: hPa (MM on req) Rwy Elev: 22 hPa Trans level: FL120 ① Trans alt: 10000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000' on 144°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D2.6							
D8.3 to MAP 5.7	4:53	3:48	3:25	2:51	2:27	2:08	

Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H)	980'(382')
			ALS out
A	R1100m	R1500m	
B			
C		R1800m	
D			
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

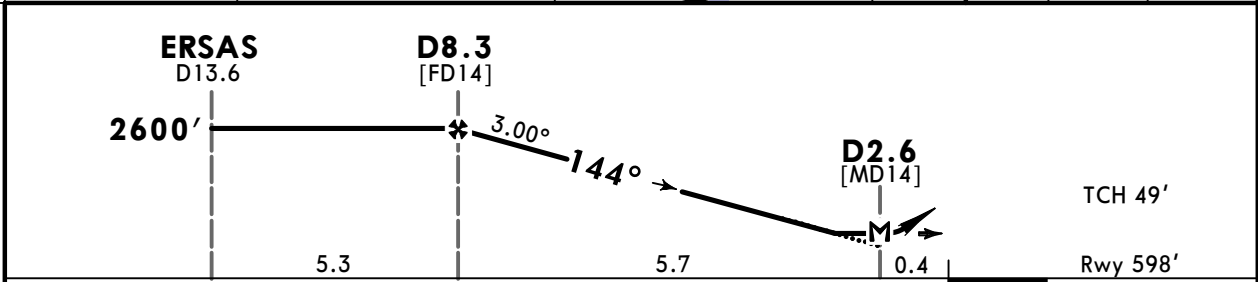
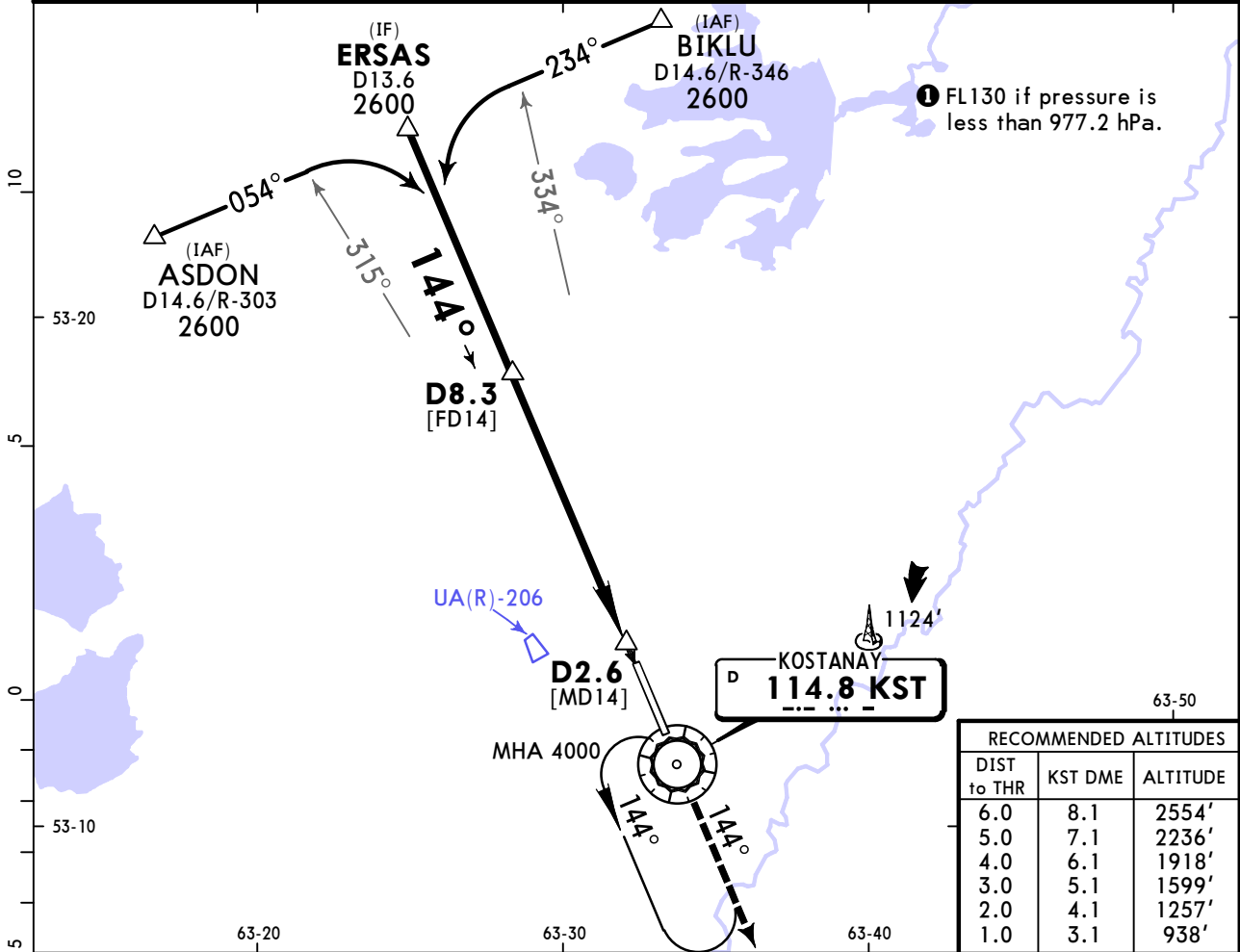
UAUU/KSN
KOSTANAY

7 APR 23 **13-2** Eff 20 Apr

KOSTANAY, KAZAKHSTAN
VOR DME Y Rwy 14

BRIEFING STRIP™

ATIS			*KOSTANAY Tower			2200 MSA KST VOR
118.5 (Russian 126.8)			129.3			
VOR KST 114.8	Final Apch Crs 144°	D8.3 2600' (2002')	DA/MDA(H) 980' (382')	Apt Elev 601' Rwy 598'		
MISSED APCH: Climb on track 144° to 2600'. After passing 1300' radar vectoring will be provided.						
Alt Set: hPa (MM on req)		Rwy Elev: 22 hPa	Trans level: FL120 ①		Trans alt: 10000'	
Radar required.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2600' on 144°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D2.6							
D8.3 to MAP	5.7	4:53	3:48	3:25	2:51	2:27	

Std STRAIGHT-IN LANDING	
CDFA ① DA/MDA(H) 980' (382')	
A B C D PANS OPS	ALS out
	R1500m
	R1800m
	R1100m
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.	

Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KOSTANAY, (KOSTANAY - UAUU)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UAUU

Chart Change Notices for Country KAZ

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Transition level for all charts should read: FL120 with QNH values at the aerodrome (along the flight route / in the area) 977.2 hPa and higher, FL130 at values QNH at the aerodrome (along the flight route / in the area) below 977.1 hPa (Based on ENR 1.7, AIRAC AMDT 001/2020)