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AIRAC AMDT 006/2024

Effective Date: **05 Sep 2024**

1. Amendment content:

GEN
GEN 3.5 Information updated

ENR
ENR 1.1 Information updated
ENR 2.1 Information updated
ENR 4.1 Information updated
ENR 6 Changes in Enroute chart

AD
AD 1.5 Information updated
UATE 2.13 Information updated
UAAA 2.14, 2.15 Information updated
UACC 2.8, 2.20 Information updated
UAAH 2.18 Information updated
UAKD 2.18 Information updated
UASZ 2.6, 2.8, 2.12, 2.13, 2.20 Information updated
UACK 2.18 Information updated
UAUU 2.18 Information updated
UAOO 2.18 Information updated
UASP 2.18 Information updated
UACP 2.18 Information updated
UASS 2.18 Information updated
UARR 2.2, 2.3, 2.4, 2.5, 2.6, 2.8, 2.9, 2.18, 2.23 Information updated
UASK 2.18 Information updated
AD 2.24 Changes in aeronautical charts.

2. Hand corrections to the following pages:

Nil

3. Record entry of amendment in GEN 0.2.

4. This AIP amendment incorporates information contained in the following publications:

NOTAM series K:
K4681/24, K4804/24, K4805/24, K4886/24, K5096/24, K5097/24, K5309/24, K5569/24
NOTAM series A:
Nil
NOTAM incorporated to this AMDT will be cancelled by NOTAMC on the 20 SEP 2024
SUP:
Nil
AIC:
Nil

5. Insert / remove the pages as shown in list on the next page:

Insert the following pages		Remove the following pages	
GEN 0.2 - 1/2	05 SEP 2024	GEN 0.2 - 1/2	23 FEB 2023
GEN 0.3 - 1/2	05 SEP 2024	GEN 0.3 - 1/2	08 AUG 2024
GEN 0.4 - 1/2	05 SEP 2024	GEN 0.4 - 1/2	08 AUG 2024
GEN 0.4 - 3/4	05 SEP 2024	GEN 0.4 - 3/4	08 AUG 2024
GEN 0.4 - 5/6	05 SEP 2024	GEN 0.4 - 5/6	08 AUG 2024
GEN 0.4 - 7/8	05 SEP 2024	GEN 0.4 - 7/8	08 AUG 2024
GEN 0.4 - 9/10	05 SEP 2024	GEN 0.4 - 9/10	08 AUG 2024
GEN 3.5 - 7/8	05 SEP 2024	GEN 3.5 - 7/8	08 AUG 2024
GEN 3.5 - 9/10	05 SEP 2024	GEN 3.5 - 9/10	08 AUG 2024
ENR 1.1 - 1/2	05 SEP 2024	ENR 1.1 - 1/2	30 JAN 2020
ENR 2.1 - 7/8	05 SEP 2024	ENR 2.1 - 7/8	11 JUL 2024
ENR 2.1 - 9/10	05 SEP 2024	ENR 2.1 - 9/10	16 MAY 2024
ENR 2.1 - 13/14	05 SEP 2024	ENR 2.1 - 13/14	16 MAY 2024
ENR 2.1 - 15/16	05 SEP 2024	ENR 2.1 - 15/16	05 OCT 2023
ENR 2.1 - 17/18	05 SEP 2024	ENR 2.1 - 17/18	26 JAN 2023
ENR 2.1 - 19/20	05 SEP 2024		
ENR 4.1 - 1/2	05 SEP 2024	ENR 4.1 - 1/2	15 JUN 2023
ENR 6.1 1 - 1/2	05 SEP 2024	ENR 6.1 1 - 1/2	11 JUL 2024
AD 1.5 - 1/2	05 SEP 2024	AD 1.5 - 1/2	08 AUG 2024
AD 2 UATE - 3/4	05 SEP 2024	AD 2 UATE - 3/4	16 MAY 2024
AD 2 UATE - 5/6	05 SEP 2024	AD 2 UATE - 5/6	08 AUG 2024
AD 2 UATE - 7/8	05 SEP 2024	AD 2 UATE - 7/8	08 AUG 2024
AD 2 UATE - 9/10	05 SEP 2024	AD 2 UATE - 9/10	08 AUG 2024
AD 2 UATE ADC 2 24 7 1 - 1/2	05 SEP 2024	AD 2 UATE ADC 2 24 7 1 - 1/2	10 AUG 2023
AD 2 UATE ADC 2 24 7 2 - 1/2	05 SEP 2024	AD 2 UATE ADC 2 24 7 2 - 1/2	10 AUG 2023
AD 2 UATE ADC 2 24 7 3 - 1/2	05 SEP 2024	AD 2 UATE ADC 2 24 7 3 - 1/2	10 AUG 2023
AD 2 UATE ADC 2 24 7 4 - 1/2	05 SEP 2024	AD 2 UATE ADC 2 24 7 4 - 1/2	16 MAY 2024
AD 2 UATE ADC 2 24 7 5 - 1/2	05 SEP 2024	AD 2 UATE ADC 2 24 7 5 - 1/2	11 JUL 2024
AD 2 UATE ADC 2 24 9 1 - 1/2	05 SEP 2024	AD 2 UATE ADC 2 24 9 1 - 1/2	10 AUG 2023
AD 2 UATE ADC 2 24 9 2 - 1/2	05 SEP 2024	AD 2 UATE ADC 2 24 9 2 - 1/2	10 AUG 2023
AD 2 UATE ADC 2 24 9 3 - 1/2	05 SEP 2024	AD 2 UATE ADC 2 24 9 3 - 1/2	10 AUG 2023
AD 2 UATE ADC 2 24 9 4 - 1/2	05 SEP 2024	AD 2 UATE ADC 2 24 9 4 - 1/2	10 AUG 2023
AD 2 UATE ADC 2 24 9 5 - 1/2	05 SEP 2024	AD 2 UATE ADC 2 24 9 5 - 1/2	08 AUG 2024
AD 2 UATE ADC 2 24 9 6 - 1/2	05 SEP 2024	AD 2 UATE ADC 2 24 9 6 - 1/2	16 MAY 2024
AD 2 UATE ADC 2 24 10 - 1/2	05 SEP 2024	AD 2 UATE ADC 2 24 10 - 1/2	10 AUG 2023
AD 2 UATE ADC 2 24 11 1 - 1/2	05 SEP 2024	AD 2 UATE ADC 2 24 11 1 - 1/2	11 JUL 2024
AD 2 UATE ADC 2 24 11 2 - 1/2	05 SEP 2024	AD 2 UATE ADC 2 24 11 2 - 1/2	15 JUN 2023
AD 2 UATE ADC 2 24 11 3 - 1/2	05 SEP 2024	AD 2 UATE ADC 2 24 11 3 - 1/2	15 JUN 2023
AD 2 UATE ADC 2 24 11 4 - 1/2	05 SEP 2024	AD 2 UATE ADC 2 24 11 4 - 1/2	15 JUN 2023
AD 2 UATE ADC 2 24 11 9 - 1/2	05 SEP 2024	AD 2 UATE ADC 2 24 11 9 - 1/2	08 AUG 2024
AD 2 UATE ADC 2 24 11 10 - 1/2	05 SEP 2024	AD 2 UATE ADC 2 24 11 10 - 1/2	08 AUG 2024
AD 2 UATT - 11/12	05 SEP 2024	AD 2 UATT - 11/12	08 AUG 2024
AD 2 UATT ADC 2 24 7 1 - 1/2	05 SEP 2024	AD 2 UATT ADC 2 24 7 1 - 1/2	11 AUG 2022
AD 2 UATT ADC 2 24 7 2 - 1/2	05 SEP 2024	AD 2 UATT ADC 2 24 7 2 - 1/2	11 AUG 2022
AD 2 UATT ADC 2 24 9 1 - 1/2	05 SEP 2024	AD 2 UATT ADC 2 24 9 1 - 1/2	11 AUG 2022
AD 2 UATT ADC 2 24 9 2 - 1/2	05 SEP 2024	AD 2 UATT ADC 2 24 9 2 - 1/2	11 AUG 2022
AD 2 UATT ADC 2 24 9 3 - 1/2	05 SEP 2024	AD 2 UATT ADC 2 24 9 3 - 1/2	11 AUG 2022
AD 2 UATT ADC 2 24 9 4 - 1/2	05 SEP 2024	AD 2 UATT ADC 2 24 9 4 - 1/2	11 AUG 2022
AD 2 UATT ADC 2 24 11 1 - 1/2	05 SEP 2024	AD 2 UATT ADC 2 24 11 1 - 1/2	15 JUN 2023
AD 2 UATT ADC 2 24 11 2 - 1/2	05 SEP 2024	AD 2 UATT ADC 2 24 11 2 - 1/2	15 JUN 2023
AD 2 UATT ADC 2 24 11 3 - 1/2	05 SEP 2024	AD 2 UATT ADC 2 24 11 3 - 1/2	11 AUG 2022
AD 2 UATT ADC 2 24 11 4 - 1/2	05 SEP 2024	AD 2 UATT ADC 2 24 11 4 - 1/2	11 AUG 2022
AD 2 UATT ADC 2 24 11 5 - 1/2	05 SEP 2024	AD 2 UATT ADC 2 24 11 5 - 1/2	11 AUG 2022
AD 2 UATT ADC 2 24 11 6 - 1/2	05 SEP 2024	AD 2 UATT ADC 2 24 11 6 - 1/2	11 AUG 2022
AD 2 UATT ADC 2 24 11 7 - 1/2	05 SEP 2024	AD 2 UATT ADC 2 24 11 7 - 1/2	15 JUN 2023
AD 2 UAAA - 1/2	05 SEP 2024	AD 2 UAAA - 1/2	08 AUG 2024
AD 2 UAAA - 7/8	05 SEP 2024	AD 2 UAAA - 7/8	08 AUG 2024
AD 2 UAAA - 9/10	05 SEP 2024	AD 2 UAAA - 9/10	08 AUG 2024
AD 2 UAAA ADC 2 24 1 - 1/2	05 SEP 2024	AD 2 UAAA ADC 2 24 1 - 1/2	11 JUL 2024
AD 2 UAAA ADC 2 24 3 - 1/2	05 SEP 2024	AD 2 UAAA ADC 2 24 3 - 1/2	11 JUL 2024
AD 2 UAAA ADC 2 24 4 1 - 1/2	05 SEP 2024	AD 2 UAAA ADC 2 24 4 1 - 1/2	25 JAN 2024
AD 2 UAAA ADC 2 24 4 2 - 1/2	05 SEP 2024	AD 2 UAAA ADC 2 24 4 2 - 1/2	25 JAN 2024
AD 2 UAAA ADC 2 24 6 - 1/2	05 SEP 2024	AD 2 UAAA ADC 2 24 6 - 1/2	11 JUL 2024
AD 2 UACC - 5/6	05 SEP 2024	AD 2 UACC - 5/6	08 AUG 2024
AD 2 UACC - 9/10	05 SEP 2024	AD 2 UACC - 9/10	08 AUG 2024
AD 2 UACC - 11/12	05 SEP 2024	AD 2 UACC - 11/12	08 AUG 2024
AD 2 UACC - 13/14	05 SEP 2024	AD 2 UACC - 13/14	08 AUG 2024
AD 2 UACC ADC 2 24 1 - 1/2	05 SEP 2024	AD 2 UACC ADC 2 24 1 - 1/2	25 JAN 2024
AD 2 UACC ADC 2 24 3 - 1/2	05 SEP 2024	AD 2 UACC ADC 2 24 3 - 1/2	25 JAN 2024
AD 2 UACC ADC 2 24 13 1 - 1/2	05 SEP 2024	AD 2 UACC ADC 2 24 13 1 - 1/2	10 AUG 2023
AD 2 UACC ADC 2 24 13 2 - 1/2	05 SEP 2024	AD 2 UACC ADC 2 24 13 2 - 1/2	25 JAN 2024
AD 2 UACC ADC 2 24 13 4 - 1/2	05 SEP 2024	AD 2 UACC ADC 2 24 13 4 - 1/2	10 AUG 2023
AD 2 UATG ADC 2 24 7 1 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 7 1 - 1/2	11 AUG 2022
AD 2 UATG ADC 2 24 7 2 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 7 2 - 1/2	11 AUG 2022
AD 2 UATG ADC 2 24 7 3 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 7 3 - 1/2	08 AUG 2024
AD 2 UATG ADC 2 24 7 4 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 7 4 - 1/2	16 MAY 2024
AD 2 UATG ADC 2 24 9 1 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 9 1 - 1/2	11 AUG 2022
AD 2 UATG ADC 2 24 9 2 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 9 2 - 1/2	11 AUG 2022
AD 2 UATG ADC 2 24 9 3 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 9 3 - 1/2	16 MAY 2024
AD 2 UATG ADC 2 24 9 4 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 9 4 - 1/2	16 MAY 2024
AD 2 UATG ADC 2 24 9 5 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 9 5 - 1/2	11 JUL 2024
AD 2 UATG ADC 2 24 9 6 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 9 6 - 1/2	11 JUL 2024
AD 2 UATG ADC 2 24 10 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 10 - 1/2	26 JAN 2023
AD 2 UATG ADC 2 24 11 1 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 11 1 - 1/2	11 AUG 2022
AD 2 UATG ADC 2 24 11 2 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 11 2 - 1/2	01 DEC 2022

Insert the following pages		Remove the following pages	
AD 2 UATG ADC 2 24 11 3 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 11 3 - 1/2	11 AUG 2022
AD 2 UATG ADC 2 24 11 4 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 11 4 - 1/2	11 AUG 2022
AD 2 UATG ADC 2 24 11 5 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 11 5 - 1/2	11 AUG 2022
AD 2 UATG ADC 2 24 11 6 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 11 6 - 1/2	11 AUG 2022
AD 2 UATG ADC 2 24 11 7 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 11 7 - 1/2	11 JUL 2024
AD 2 UATG ADC 2 24 11 8 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 11 8 - 1/2	11 JUL 2024
AD 2 UATG ADC 2 24 12 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 12 - 1/2	23 FEB 2023
AD 2 UATG ADC 2 24 14 - 1/2	05 SEP 2024	AD 2 UATG ADC 2 24 14 - 1/2	23 FEB 2023
AD 2 UAAH - 5/6	05 SEP 2024	AD 2 UAAH - 5/6	08 AUG 2024
AD 2 UAAH - 7/8	05 SEP 2024	AD 2 UAAH - 7/8	08 AUG 2024
AD 2 UAKK ADC 2 24 7 1 - 1/2	05 SEP 2024	AD 2 UAKK ADC 2 24 7 1 - 1/2	11 JUL 2024
AD 2 UAKK ADC 2 24 7 2 - 1/2	05 SEP 2024	AD 2 UAKK ADC 2 24 7 2 - 1/2	11 JUL 2024
AD 2 UAKK ADC 2 24 7 3 - 1/2	05 SEP 2024	AD 2 UAKK ADC 2 24 7 3 - 1/2	11 JUL 2024
AD 2 UAKK ADC 2 24 7 4 - 1/2	05 SEP 2024	AD 2 UAKK ADC 2 24 7 4 - 1/2	11 JUL 2024
AD 2 UAKK ADC 2 24 9 1 - 1/2	05 SEP 2024	AD 2 UAKK ADC 2 24 9 1 - 1/2	11 JUL 2024
AD 2 UAKK ADC 2 24 9 2 - 1/2	05 SEP 2024	AD 2 UAKK ADC 2 24 9 2 - 1/2	11 JUL 2024
AD 2 UAKK ADC 2 24 9 3 - 1/2	05 SEP 2024	AD 2 UAKK ADC 2 24 9 3 - 1/2	11 JUL 2024
AD 2 UAKK ADC 2 24 9 4 - 1/2	05 SEP 2024	AD 2 UAKK ADC 2 24 9 4 - 1/2	11 JUL 2024
AD 2 UACK - 5/6	05 SEP 2024	AD 2 UACK - 5/6	08 AUG 2024
AD 2 UACK - 7/8	05 SEP 2024	AD 2 UACK - 7/8	08 AUG 2024
AD 2 UACK - 9/10	05 SEP 2024	AD 2 UACK - 9/10	08 AUG 2024
AD 2 UACK ADC 2 24 10 - 1/2	05 SEP 2024	AD 2 UACK ADC 2 24 10 - 1/2	11 JUL 2024
AD 2 UAUU - 5/6	05 SEP 2024	AD 2 UAUU - 5/6	08 AUG 2024
AD 2 UAUU - 7/8	05 SEP 2024	AD 2 UAUU - 7/8	06 OCT 2022
AD 2 UAUU - 9/10	05 SEP 2024	AD 2 UAUU - 9/10	06 OCT 2022
AD 2 UAUU - 11/12	05 SEP 2024	AD 2 UAUU - 11/12	20 APR 2023
AD 2 UAUU - 13/14	05 SEP 2024	AD 2 UAUU - 13/14	23 FEB 2023
AD 2 UAOO - 5/6	05 SEP 2024	AD 2 UAOO - 5/6	08 AUG 2024
AD 2 UAOO - 7/8	05 SEP 2024	AD 2 UAOO - 7/8	08 AUG 2024
AD 2 UAOO - 9/10	05 SEP 2024	AD 2 UAOO - 9/10	16 MAY 2024
AD 2 UASP - 5/6	05 SEP 2024	AD 2 UASP - 5/6	01 DEC 2022
AD 2 UASP - 7/8	05 SEP 2024	AD 2 UASP - 7/8	23 FEB 2023
AD 2 UASP - 9/10	05 SEP 2024	AD 2 UASP - 9/10	05 OCT 2023
AD 2 UASP - 11/12	05 SEP 2024	AD 2 UASP - 11/12	05 OCT 2023
AD 2 UACP - 5/6	05 SEP 2024	AD 2 UACP - 5/6	08 AUG 2024
AD 2 UACP - 7/8	05 SEP 2024	AD 2 UACP - 7/8	08 AUG 2024
AD 2 UACP - 9/10	05 SEP 2024	AD 2 UACP - 9/10	08 AUG 2024
AD 2 UASS - 5/6	05 SEP 2024	AD 2 UASS - 5/6	08 AUG 2024
AD 2 UASS - 7/8	05 SEP 2024	AD 2 UASS - 7/8	08 AUG 2024
AD 2 UASS - 9/10	05 SEP 2024	AD 2 UASS - 9/10	08 AUG 2024
AD 2 UASS - 11/12	05 SEP 2024		
AD 2 UAII ADC 2 24 3 - 1/2	05 SEP 2024	AD 2 UAII ADC 2 24 3 - 1/2	05 OCT 2023
AD 2 UAII ADC 2 24 4 - 1/2	05 SEP 2024	AD 2 UAII ADC 2 24 4 - 1/2	11 JUL 2024
AD 2 UAII ADC 2 24 6 - 1/2	05 SEP 2024	AD 2 UAII ADC 2 24 6 - 1/2	19 MAY 2022
AD 2 UAII ADC 2 24 7 1 - 1/2	05 SEP 2024	AD 2 UAII ADC 2 24 7 1 - 1/2	04 NOV 2021
AD 2 UAII ADC 2 24 7 2 - 1/2	05 SEP 2024	AD 2 UAII ADC 2 24 7 2 - 1/2	04 NOV 2021
AD 2 UAII ADC 2 24 9 1 - 1/2	05 SEP 2024	AD 2 UAII ADC 2 24 9 1 - 1/2	04 NOV 2021
AD 2 UAII ADC 2 24 9 2 - 1/2	05 SEP 2024	AD 2 UAII ADC 2 24 9 2 - 1/2	04 NOV 2021
AD 2 UAII ADC 2 24 10 - 1/2	05 SEP 2024	AD 2 UAII ADC 2 24 10 - 1/2	15 JUN 2023
AD 2 UAII ADC 2 24 12 - 1/2	05 SEP 2024	AD 2 UAII ADC 2 24 12 - 1/2	19 MAY 2022
AD 2 UAAT - 7/8	05 SEP 2024	AD 2 UAAT - 7/8	08 AUG 2024
		AD 2 UAAT - 9/10	08 AUG 2024
AD 2 UADD - 11/12	05 SEP 2024	AD 2 UADD - 11/12	08 AUG 2024
AD 2 UADD ADC 2 24 6 - 1/2	05 SEP 2024	AD 2 UADD ADC 2 24 6 - 1/2	11 AUG 2022
AD 2 UADD ADC 2 24 7 1 - 1/2	05 SEP 2024	AD 2 UADD ADC 2 24 7 1 - 1/2	01 DEC 2022
AD 2 UADD ADC 2 24 7 2 - 1/2	05 SEP 2024	AD 2 UADD ADC 2 24 7 2 - 1/2	01 DEC 2022
AD 2 UADD ADC 2 24 7 3 - 1/2	05 SEP 2024	AD 2 UADD ADC 2 24 7 3 - 1/2	01 DEC 2022
AD 2 UADD ADC 2 24 7 4 - 1/2	05 SEP 2024	AD 2 UADD ADC 2 24 7 4 - 1/2	01 DEC 2022
AD 2 UADD ADC 2 24 9 1 - 1/2	05 SEP 2024	AD 2 UADD ADC 2 24 9 1 - 1/2	01 DEC 2022
AD 2 UADD ADC 2 24 9 2 - 1/2	05 SEP 2024	AD 2 UADD ADC 2 24 9 2 - 1/2	01 DEC 2022
AD 2 UADD ADC 2 24 10 - 1/2	05 SEP 2024	AD 2 UADD ADC 2 24 10 - 1/2	11 AUG 2022
AD 2 UADD ADC 2 24 11 1 - 1/2	05 SEP 2024	AD 2 UADD ADC 2 24 11 1 - 1/2	11 AUG 2022
AD 2 UADD ADC 2 24 11 2 - 1/2	05 SEP 2024	AD 2 UADD ADC 2 24 11 2 - 1/2	16 MAY 2024
AD 2 UADD ADC 2 24 11 3 - 1/2	05 SEP 2024	AD 2 UADD ADC 2 24 11 3 - 1/2	11 AUG 2022
AD 2 UADD ADC 2 24 11 4 - 1/2	05 SEP 2024	AD 2 UADD ADC 2 24 11 4 - 1/2	30 NOV 2023
AD 2 UADD ADC 2 24 12 - 1/2	05 SEP 2024	AD 2 UADD ADC 2 24 12 - 1/2	23 FEB 2023
AD 2 UAIT - 5/6	05 SEP 2024	AD 2 UAIT - 5/6	08 AUG 2024
AD 2 UARR - 1/2	05 SEP 2024	AD 2 UARR - 1/2	08 AUG 2024
AD 2 UARR - 3/4	05 SEP 2024	AD 2 UARR - 3/4	08 AUG 2024
AD 2 UARR - 5/6	05 SEP 2024	AD 2 UARR - 5/6	08 AUG 2024
AD 2 UARR - 7/8	05 SEP 2024	AD 2 UARR - 7/8	08 AUG 2024
AD 2 UARR - 9/10	05 SEP 2024	AD 2 UARR - 9/10	08 AUG 2024
AD 2 UARR ADC 2 24 3 - 1/2	05 SEP 2024	AD 2 UARR ADC 2 24 3 - 1/2	21 MAR 2024
AD 2 UARR ADC 2 24 4 - 1/2	05 SEP 2024	AD 2 UARR ADC 2 24 4 - 1/2	30 MAR 2017
AD 2 UAAL ADC 2 24 7 3 - 1/2	05 SEP 2024	AD 2 UAAL ADC 2 24 7 3 - 1/2	11 JUL 2024
AD 2 UAAL ADC 2 24 7 4 - 1/2	05 SEP 2024	AD 2 UAAL ADC 2 24 7 4 - 1/2	11 JUL 2024
AD 2 UASK - 5/6	05 SEP 2024	AD 2 UASK - 5/6	08 AUG 2024
AD 2 UASK - 7/8	05 SEP 2024	AD 2 UASK - 7/8	08 AUG 2024
AD 2 UASK - 9/10	05 SEP 2024	AD 2 UASK - 9/10	08 AUG 2024
AD 2 UASK - 11/12	05 SEP 2024	AD 2 UASK - 11/12	08 AUG 2024
AD 2 UASK ADC 2 24 1 - 1/2	05 SEP 2024	AD 2 UASK ADC 2 24 1 - 1/2	23 FEB 2023
AD 2 UASK ADC 2 24 3 - 1/2	05 SEP 2024	AD 2 UASK ADC 2 24 3 - 1/2	01 DEC 2022
AD 2 UASK ADC 2 24 7 7 - 1/2	05 SEP 2024	AD 2 UASK ADC 2 24 7 7 - 1/2	11 JUL 2024
AD 2 UASK ADC 2 24 7 8 - 1/2	05 SEP 2024	AD 2 UASK ADC 2 24 7 8 - 1/2	11 JUL 2024
AD 2 UASK ADC 2 24 9 7 - 1/2	05 SEP 2024	AD 2 UASK ADC 2 24 9 7 - 1/2	16 MAY 2024

Insert the following pages		Remove the following pages	
AD 2 UASK ADC 2 24 9 11 - 1/2	05 SEP 2024	AD 2 UASK ADC 2 24 9 11 - 1/2	11 JUL 2024
AD 2 UASZ - 1/2	05 SEP 2024	AD 2 UASZ - 1/2	05 OCT 2023
AD 2 UASZ - 3/4	05 SEP 2024	AD 2 UASZ - 3/4	16 MAY 2024
AD 2 UASZ - 5/6	05 SEP 2024	AD 2 UASZ - 5/6	05 OCT 2023
AD 2 UASZ - 7/8	05 SEP 2024	AD 2 UASZ - 7/8	11 AUG 2022
AD 2 UASZ ADC 2 24 1 - 1/2	05 SEP 2024	AD 2 UASZ ADC 2 24 1 - 1/2	01 DEC 2022
AD 2 UASZ ADC 2 24 3 - 1/2	05 SEP 2024	AD 2 UASZ ADC 2 24 3 - 1/2	05 OCT 2023
AD 2 UAKD - 3/4	05 SEP 2024	AD 2 UAKD - 3/4	08 AUG 2024
AD 2 UAKD - 5/6	05 SEP 2024	AD 2 UAKD - 5/6	08 AUG 2024
AD 2 UAKD - 7/8	05 SEP 2024	AD 2 UAKD - 7/8	08 AUG 2024
AD 2 UAKD - 9/10	05 SEP 2024	AD 2 UAKD - 9/10	08 AUG 2024
AD 2 UAKD ADC 2 24 1 - 1/2	05 SEP 2024	AD 2 UAKD ADC 2 24 1 - 1/2	10 AUG 2023
AD 2 UAKD ADC 2 24 9 3 - 1/2	05 SEP 2024	AD 2 UAKD ADC 2 24 9 3 - 1/2	11 JUL 2024
AD 2 UAKD ADC 2 24 12 - 1/2	05 SEP 2024	AD 2 UAKD ADC 2 24 12 - 1/2	11 JUL 2024

GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Effective date*	*Inserted by*
001/2017	16-Feb-2017	30-Mar-2017	
002/2017	13-Apr-2017	25-May-2017	
003/2017	08-Jun-2017	20-Jul-2017	
004/2017	03-Aug-2017	14-Sep-2017	
005/2017	28-Sep-2017	09-Nov-2017	
001/2018	21-Dec-2017	01-Feb-2018	
002/2018	15-Mar-2018	26-Apr-2018	
003/2018	10-May-2018	21-Jun-2018	
004/2018	05-Jul-2018	16-Aug-2018	
005/2018	27-Sep-2018	08-Nov-2018	
001/2019	20-Dec-2018	31-Jan-2019	
002/2019	17-Jan-2019	28-Feb-2019	
003/2019	14-Feb-2019	28-Mar-2019	
004/2019	11-Apr-2019	23-May-2019	
005/2019	06-Jun-2019	18-Jul-2019	
006/2019	12-Sep-2019	07-Nov-2019	
007/2019	24-Oct-2019	05-Dec-2019	
001/2020	05-Dec-2019	30-Jan-2020	
002/2020	12-Mar-2020	23-Apr-2020	
003/2020	04-Jun-2020	16-Jul-2020	
004/2020	16-Jul-2020	10-Sep-2020	
005/2020	08-Oct-2020	03-Dec-2020	
001/2021	14-Jan-2021	25-Feb-2021	
002/2021	08-Apr-2021	20-May-2021	
003/2021	03-Jun-2021	15-Jul-2021	
004/2021	01-Jul-2021	12-Aug-2021	
005/2021	23-Sep-2021	04-Nov-2021	
006/2021	21-Oct-2021	02-Dec-2021	
001/2022	13-Jan-2022	24-Feb-2022	
002/2022	07-Apr-2022	19-May-2022	
003/2022	30-Jun-2022	11-Aug-2022	
004/2022	25-Aug-2022	06-Oct-2022	
005/2022	20-Oct-2022	01-Dec-2022	
001/2023	15-Dec-2022	26-Jan-2023	
002/2023	12-Jan-2023	23-Feb-2023	

AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Effective date*	*Inserted by*
003/2023	09-Mar-2023	20-Apr-2023	
004/2023	04-May-2023	15-Jun-2023	
005/2023	29-Jun-2023	10-Aug-2023	
006/2023	24-Aug-2023	05-Oct-2023	
007/2023	21-Sep-2023	02-Nov-2023	
008/2023	19-Oct-2023	30-Nov-2023	
001/2024	14-Dec-2023	25-Jan-2024	
002/2024	08-Feb-2024	21-Mar-2024	
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005/2024	27-Jun-2024	08-Aug-2024	
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GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
003/2023	Astana AD (UACC) – taxiing restriction	UACC AD	From 15-JUN-2023 to 06-AUG-2025	
004/2023	Turkistan AD (UAIT) – restrictions on RWY	UAIT AD	From 15-JUN-2023 to 06-AUG-2025	
005/2023	Taraz AD (UADD) – taxiway restrictions	UADD AD	From 15-JUN-2023 to 05-AUG-2026	
007/2023	Changes due to antenna installation	ENR 6	From 30-NOV-2023 to 27-NOV-2024	
001/2024	Uralsk AD (UARR) – closure of taxiway and aircraft stands	UARR AD 2	From 25-JAN-2024 to 06-AUG-2025	
002/2024	THE CLOSURE OF RUNWAY 04/22 AT NURSULTAN NAZARBAYEV INTERNATIONAL AIRPORT	UACC AD	From 01-MAY-2024 to 24-DEC-2024	

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GEN 0.4 CHECKLIST OF AIP PAGES

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GEN-1.2 - 7	11 JUL 2024	GEN-1.7 - 1	12 AUG 2021		
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UAUU AD 2.24.1 - 1	23 FEB 2023	AD-2-UASP - 6	05 SEP 2024	UACP AD 2.24.11-5 - 1	16 MAY 2024
UAUU AD 2.24.1 - 2	30 MAR 2017	AD-2-UASP - 7	05 SEP 2024	UACP AD 2.24.11-5 - 2	16 MAY 2024
UAUU AD 2.24.3 - 1	06 OCT 2022	AD-2-UASP - 8	05 SEP 2024	UACP AD 2.24.11-6 - 1	16 MAY 2024
UAUU AD 2.24.3 - 2	30 JAN 2020	AD-2-UASP - 9	05 SEP 2024	UACP AD 2.24.11-6 - 2	16 MAY 2024
UAUU AD 2.24.7-1 - 1	11 JUL 2024	AD-2-UASP - 10	05 SEP 2024	UACP AD 2.24.12 - 1	25 JAN 2024
UAUU AD 2.24.7-1 - 2	06 OCT 2022	AD-2-UASP - 11	05 SEP 2024	UACP AD 2.24.12 - 2	30 MAR 2017
UAUU AD 2.24.7-2 - 1	11 JUL 2024	AD-2-UASP - 12	05 SEP 2024	UACP AD 2.24.14 - 1	23 FEB 2023
UAUU AD 2.24.7-2 - 2	06 OCT 2022	UASP AD 2.24.1 - 1	05 OCT 2023	UACP AD 2.24.14 - 2	15 JUL 2021
UAUU AD 2.24.9-1 - 1	11 JUL 2024	UASP AD 2.24.1 - 2	30 MAR 2017	AD-2-UASS - 1	08 AUG 2024
UAUU AD 2.24.9-1 - 2	06 OCT 2022	UASP AD 2.24.3 - 1	04 NOV 2021	AD-2-UASS - 2	04 NOV 2021
UAUU AD 2.24.9-2 - 1	11 JUL 2024	UASP AD 2.24.3 - 2	30 MAR 2017	AD-2-UASS - 3	08 AUG 2024
UAUU AD 2.24.9-2 - 2	06 OCT 2022	UASP AD 2.24.4 - 1	31 JAN 2019	AD-2-UASS - 4	08 AUG 2024
UAUU AD 2.24.10 - 1	11 JUL 2024	UASP AD 2.24.4 - 2	30 MAR 2017	AD-2-UASS - 5	05 SEP 2024
UAUU AD 2.24.10 - 2	30 MAR 2017	UASP AD 2.24.7-1 - 1	05 OCT 2023	AD-2-UASS - 6	05 SEP 2024
UAUU AD 2.24.11-1 - 1	08 AUG 2024	UASP AD 2.24.7-1 - 2	25 FEB 2021	AD-2-UASS - 7	05 SEP 2024
UAUU AD 2.24.11-1 - 2	06 OCT 2022	UASP AD 2.24.7-2 - 1	05 OCT 2023	AD-2-UASS - 8	05 SEP 2024
UAUU AD 2.24.11-2 - 1	11 JUL 2024	UASP AD 2.24.7-2 - 2	25 FEB 2021	AD-2-UASS - 9	05 SEP 2024
UAUU AD 2.24.11-2 - 2	06 OCT 2022	UASP AD 2.24.9-1 - 1	05 OCT 2023	AD-2-UASS - 10	05 SEP 2024
UAUU AD 2.24.11-3 - 1	11 JUL 2024	UASP AD 2.24.9-1 - 2	25 FEB 2021	AD-2-UASS - 11	05 SEP 2024
UAUU AD 2.24.11-3 - 2	06 OCT 2022	UASP AD 2.24.9-2 - 1	05 OCT 2023	AD-2-UASS - 12	05 SEP 2024
UAUU AD 2.24.11-4 - 1	11 JUL 2024	UASP AD 2.24.9-2 - 2	25 FEB 2021	UASS AD 2.24.1 - 1	10 AUG 2023
UAUU AD 2.24.11-4 - 2	06 OCT 2022	UASP AD 2.24.10 - 1	05 OCT 2023	UASS AD 2.24.1 - 2	30 MAR 2017
UAUU AD 2.24.11-7 - 1	11 JUL 2024	UASP AD 2.24.10 - 2	30 MAR 2017	UASS AD 2.24.3 - 1	10 AUG 2023
UAUU AD 2.24.11-7 - 2	06 OCT 2022	UASP AD 2.24.11-1 - 1	05 OCT 2023	UASS AD 2.24.3 - 2	05 DEC 2019
UAUU AD 2.24.12 - 1	11 JUL 2024	UASP AD 2.24.11-1 - 2	05 OCT 2023	UASS AD 2.24.4 - 1	28 MAR 2019
UAUU AD 2.24.12 - 2	30 MAR 2017	UASP AD 2.24.11-2 - 1	05 OCT 2023	UASS AD 2.24.4 - 2	30 MAR 2017
UAUU AD 2.24.14 - 1	23 FEB 2023	UASP AD 2.24.11-2 - 2	05 OCT 2023	UASS AD 2.24.7-1 - 1	11 JUL 2024
UAUU AD 2.24.14 - 2	15 JUL 2021	UASP AD 2.24.11-3 - 1	05 OCT 2023	UASS AD 2.24.7-1 - 2	25 FEB 2021
AD-2-UAOO - 1	08 AUG 2024	UASP AD 2.24.11-3 - 2	25 FEB 2021	UASS AD 2.24.7-2 - 1	11 JUL 2024
AD-2-UAOO - 2	04 NOV 2021	UASP AD 2.24.11-4 - 1	05 OCT 2023	UASS AD 2.24.7-2 - 2	25 FEB 2021
AD-2-UAOO - 3	08 AUG 2024	UASP AD 2.24.11-4 - 2	05 OCT 2023	UASS AD 2.24.7-3 - 1	11 JUL 2024
AD-2-UAOO - 4	08 AUG 2024	UASP AD 2.24.11-5 - 1	05 OCT 2023	UASS AD 2.24.7-3 - 2	10 AUG 2023
AD-2-UAOO - 5	08 AUG 2024	UASP AD 2.24.11-5 - 2	05 OCT 2023	UASS AD 2.24.7-4 - 1	11 JUL 2024
AD-2-UAOO - 6	05 SEP 2024	UASP AD 2.24.12 - 1	05 OCT 2023	UASS AD 2.24.7-4 - 2	25 FEB 2021
AD-2-UAOO - 7	05 SEP 2024	UASP AD 2.24.12 - 2	30 MAR 2017	UASS AD 2.24.9-1 - 1	08 AUG 2024
AD-2-UAOO - 8	05 SEP 2024	UASP AD 2.24.14 - 1	05 OCT 2023	UASS AD 2.24.9-1 - 2	25 FEB 2021
AD-2-UAOO - 9	05 SEP 2024	UASP AD 2.24.14 - 2	15 JUL 2021	UASS AD 2.24.9-2 - 1	11 JUL 2024
AD-2-UAOO - 10	05 SEP 2024	AD-2-UACP - 1	08 AUG 2024	UASS AD 2.24.9-2 - 2	25 FEB 2021
UAOO AD 2.24.1 - 1	23 FEB 2023	AD-2-UACP - 2	21 MAR 2024	UASS AD 2.24.9-3 - 1	11 JUL 2024
UAOO AD 2.24.1 - 2	30 MAR 2017	AD-2-UACP - 3	08 AUG 2024	UASS AD 2.24.9-3 - 2	25 FEB 2021
UAOO AD 2.24.3 - 1	19 MAY 2022	AD-2-UACP - 4	08 AUG 2024	UASS AD 2.24.9-4 - 1	11 JUL 2024
UAOO AD 2.24.3 - 2	30 MAR 2017	AD-2-UACP - 5	08 AUG 2024	UASS AD 2.24.9-4 - 2	25 FEB 2021
UAOO AD 2.24.4 - 1	19 MAY 2022	AD-2-UACP - 6	05 SEP 2024	UASS AD 2.24.10 - 1	11 JUL 2024
UAOO AD 2.24.4 - 2	30 MAR 2017	AD-2-UACP - 7	05 SEP 2024	UASS AD 2.24.10 - 2	30 MAR 2017
UAOO AD 2.24.7-1 - 1	11 JUL 2024	AD-2-UACP - 8	05 SEP 2024	UASS AD 2.24.11-1 - 1	11 JUL 2024
UAOO AD 2.24.7-1 - 2	19 MAY 2022	AD-2-UACP - 9	05 SEP 2024	UASS AD 2.24.11-1 - 2	16 JUL 2020
UAOO AD 2.24.7-2 - 1	11 JUL 2024	AD-2-UACP - 10	05 SEP 2024	UASS AD 2.24.11-2 - 1	11 JUL 2024
UAOO AD 2.24.7-2 - 2	19 MAY 2022	UACP AD 2.24.1 - 1	25 JAN 2024	UASS AD 2.24.11-2 - 2	16 JUL 2020

Page	Date	Page	Date	Page	Date
UASZ AD 2.24.3 - 1	05 SEP 2024				
UASZ AD 2.24.3 - 2	04 NOV 2021				
UASZ AD 2.24.6 - 1	11 AUG 2022				
UASZ AD 2.24.6 - 2	11 AUG 2022				
UASZ AD 2.24.7-1 - 1	11 AUG 2022				
UASZ AD 2.24.7-1 - 2	01 FEB 2018				
UASZ AD 2.24.7-2 - 1	11 AUG 2022				
UASZ AD 2.24.7-2 - 2	01 FEB 2018				
UASZ AD 2.24.9-1 - 1	11 AUG 2022				
UASZ AD 2.24.9-1 - 2	01 FEB 2018				
UASZ AD 2.24.11-1 - 1	11 AUG 2022				
UASZ AD 2.24.11-1 - 2	11 AUG 2022				
UASZ AD 2.24.12 - 1	11 AUG 2022				
UASZ AD 2.24.12 - 2	01 FEB 2018				
UASZ AD 2.24.14 - 1	23 FEB 2023				
UASZ AD 2.24.14 - 2	11 AUG 2022				
AD-2-UAKD - 1	08 AUG 2024				
AD-2-UAKD - 2	24 FEB 2022				
AD-2-UAKD - 3	08 AUG 2024				
AD-2-UAKD - 4	05 SEP 2024				
AD-2-UAKD - 5	05 SEP 2024				
AD-2-UAKD - 6	05 SEP 2024				
AD-2-UAKD - 7	05 SEP 2024				
AD-2-UAKD - 8	05 SEP 2024				
AD-2-UAKD - 9	05 SEP 2024				
AD-2-UAKD - 10	05 SEP 2024				
UAKD AD 2.24.1 - 1	05 SEP 2024				
UAKD AD 2.24.1 - 2	30 MAR 2017				
UAKD AD 2.24.3 - 1	26 JAN 2023				
UAKD AD 2.24.3 - 2	25 FEB 2021				
UAKD AD 2.24.7-1 - 1	11 JUL 2024				
UAKD AD 2.24.7-1 - 2	04 NOV 2021				
UAKD AD 2.24.7-2 - 1	11 JUL 2024				
UAKD AD 2.24.7-2 - 2	04 NOV 2021				
UAKD AD 2.24.7-3 - 1	11 JUL 2024				
UAKD AD 2.24.7-3 - 2	11 JUL 2024				
UAKD AD 2.24.7-4 - 1	11 JUL 2024				
UAKD AD 2.24.7-4 - 2	11 JUL 2024				
UAKD AD 2.24.9-1 - 1	11 JUL 2024				
UAKD AD 2.24.9-1 - 2	04 NOV 2021				
UAKD AD 2.24.9-2 - 1	11 JUL 2024				
UAKD AD 2.24.9-2 - 2	04 NOV 2021				
UAKD AD 2.24.9-3 - 1	05 SEP 2024				
UAKD AD 2.24.9-3 - 2	11 JUL 2024				
UAKD AD 2.24.9-4 - 1	11 JUL 2024				
UAKD AD 2.24.9-4 - 2	11 JUL 2024				
UAKD AD 2.24.10 - 1	11 JUL 2024				
UAKD AD 2.24.10 - 2	30 MAR 2017				
UAKD AD 2.24.11-2 - 1	11 JUL 2024				
UAKD AD 2.24.11-2 - 2	25 FEB 2021				
UAKD AD 2.24.11-3 - 1	11 JUL 2024				
UAKD AD 2.24.11-3 - 2	25 FEB 2021				
UAKD AD 2.24.11-4 - 1	11 JUL 2024				
UAKD AD 2.24.11-4 - 2	25 FEB 2021				
UAKD AD 2.24.11-5 - 1	11 JUL 2024				
UAKD AD 2.24.11-5 - 2	25 FEB 2021				
UAKD AD 2.24.11-6 - 1	11 JUL 2024				
UAKD AD 2.24.11-6 - 2	11 AUG 2022				
UAKD AD 2.24.11-7 - 1	11 JUL 2024				
UAKD AD 2.24.11-7 - 2	11 AUG 2022				
UAKD AD 2.24.11-8 - 1	11 JUL 2024				
UAKD AD 2.24.11-8 - 2	11 AUG 2022				
UAKD AD 2.24.12 - 1	05 SEP 2024				
UAKD AD 2.24.12 - 2	30 MAR 2017				
UAKD AD 2.24.14 - 1	11 JUL 2024				
UAKD AD 2.24.14 - 2	15 JUL 2021				

Name of aerodrome meteorological office/ Location indicator	FIC area	Lateral limits
1	2	3
TARAZ/UADD	D2 FIC Area	N452504 E0692427 – N450440 E0715506 – N441502 E0745425 – N434446 E0741052 – N431348 E0741934 – then along the state BDRY with Kyrgyzstan to – N424720 E0714334 – N423528 E0713630 - N423620 E0711030 - then along the state BDRY with Kyrgyzstan to – N422000 E0705300 – N430659 E0693632 – N431932E0683446(VOR TRK)–N440138 E0684518 - N452504 E0692427
KYZYLORDA/UAOO	D3 FIC Area	N462455 E0664655 - N452504 E0692427 – N440138 E0684518 – N431932 E0683446–N431800E 0682200 - 432534N0672754E - N430221 E0654313 - then along the state BDRY with Uzbekistan to - N433808 E0634822 - N444145 E0653349 - N462455 E0664655
	D4 FIC Area	N471135 E0643220 - N462455 E0664655 – N444145 E0653349 - N433808 E0634822 - then along the state BDRY with Uzbekistan to - N445159 E0600655 - N460903 E0613915 - N461214 E0614508 - N471135 E0643220

GAMET/AIRMET area scheme is presented in GEN 3.5.10.

Aerodrome warning messages are issued for air safety support aviation and equipment protection.

Observation of the spatial distribution of cloud clusters, thunderstorm cells, precipitations areas as well as their movement and evolution are carried out at aerodromes equipped with meteorological radars.

Wind shear detection is carried out if there is a special equipment provided at an aerodrome or by pilot reports of arriving or departing aircraft.

5. NOTIFICATION REQUIRED FROM OPERATORS

Notification from operators in respect of meteorological service provision or its changes shall be sent to aeronautical service provider, RSE “Kazaeronavigatsia”. The minimum period of notification is determined by agreement between the aeronautical service provider and the operator.

6. AIRCRAFT REPORTS

Air-reports and aircraft observations are reported in accordance with Chapter 5, Annex 3 and Appendix 1 Doc. 4444 ICAO. There are no compulsory AIREP reporting points in the airspace of the Republic of Kazakhstan. All aircraft report special air-reports.

7. VOLMET SERVICE

Meteorological information about the weather at an aerodrome is included in the ATIS messages and broadcasted by the stations listed in the following table.

Table 2: VOLMET service

Name of station	CALL SIGN Identification (EM)	Frequency MHZ	Broadcast period	Hours of service	Aerodromes/ Heliports included	REP, SIGMET INFO, FCST & Remarks
1	2	3	4	5	6	7
AKTAU	AKTAU - ATIS (A3E)	EN 130.100 RU 126.200	Continuously	H24	Aktau	Local reports, TREND(EN/ RU)

Table 2: VOLMET service

Name of station	CALL SIGN Identification (EM)	Frequency MHZ	Broadcast period	Hours of service	Aerodromes/ Heliports included	REP, SIGMET INFO, FCST & Remarks
1	2	3	4	5	6	7
AKTOBE	AKTOBE - ATIS (A3E)	EN 126.000 RU 127.800	Continuously	H24	Aktobe	Local reports, TREND(EN/ RU)
ALMATY	ALMATY - ATIS (A3E)	EN 129.800 RU 135.100	Continuously	H24	Almaty	Local reports, TREND(EN/ RU)
ASTANA	ASTANA - ATIS (A3E)	EN 129.500 RU 128.300	Continuously	H24	Astana	Local reports, TREND(EN/ RU)
ATYRAU	ATYRAU - ATIS (A3E)	EN 127.400 RU 126.600	Continuously	H24	Atyrau	Local reports, TREND(EN/ RU)
BALKHASH	BALKHASH - ATIS (A3E)	EN 126.600 RU 126.200	HO	As AD	Balkhash	Local reports, TREND(EN/ RU)
KARAGANDA	KARAGANDA - ATIS (A3E)	EN 135.800 RU 127.800	Continuously	H24	Karaganda	Local reports, TREND(EN/ RU)
KOKSHETAU	KOKSHETAU - ATIS (A3E)	EN 134.900 RU 126.000	Continuously	As AD	Kokshetau	Local reports, TREND(EN/ RU)
KOSTANAY	KOSTANAY - ATIS (A3E)	EN 118.500 RU 126.800	Continuously	As AD	Kostanay	Local reports, TREND(EN/ RU)
KYZYLORDA	KYZYLORDA - ATIS (A3E)	EN 134.900 RU 122.900	Continuously	As AD	Kyzylorda	Local reports, TREND(EN/ RU)
PAVLODAR	PAVLODAR - ATIS (A3E)	EN 134.600 RU 133.600	Continuously	As AD	Pavlodar	Local reports, TREND(EN/ RU)
PETROPAVLOVSK	PETROPAVLOVSK - ATIS (A3E)	EN 127.400 RU 118.300	HO	As AD	Petropavlovsk	Local reports, TREND(EN/ RU)
SEMEY	SEMEY - ATIS (A3E)	EN 118.500 RU 122.400	HO	As AD	Semey	Local reports, TREND(EN/ RU)
SHYMKENT	SHYMKENT - ATIS (A3E)	EN 119.200 RU 126.600	Continuously	H24	Shymkent	Local reports, TREND(EN/ RU)
TARAZ	TARAZ - ATIS (A3E)	EN 118.500 RU 127.400	Continuously	H24	Taraz	Local reports, TREND(EN/ RU)
TURKISTAN	TURKISTAN - ATIS (A3E)	EN 124.400 RU 118.300	Continuously	H24	Turkistan	Local reports, TREND(EN/ RU)
URALSK	URALSK - ATIS (A3E)	EN 124.800 RU 134.900	Continuously	As AD	Uralsk	Local reports, TREND(EN/ RU)
UST-KAMENOGORSK	UST-KAMENOGORSK - ATIS (A3E)	EN 124.200 RU 127.700	Continuously	As AD	Ust-Kamenogorsk	Local reports, TREND(EN/ RU)

Table 2: VOLMET service

Name of station	CALL SIGN Identification (EM)	Frequency MHZ	Broadcast period	Hours of service	Aerodromes/ Heliports included	REP, SIGMET INFO, FCST & Remarks
1	2	3	4	5	6	7
ZHEZKAZGAN	ZHEZKAZGAN - ATIS (A3E)	EN 131.400 RU 122.400	HO	As AD	Zhezkazgan	Local reports, TREND(EN/ RU)

8. SIGMET and AIRMET SERVICE

Table 3: SIGMET service

Name of MWO/ location indicators	Hours of service	FIR or CTA served	Type of SIGMET/ validity	Specific procedures	ATS unit served	Additional information
1	2	3	4	5	6	7
AKTOBE/ UATT	H24	AKTOBE FIR	SIGMET/4 HR	SIGMET VA: VALIDITY 6 HR	AKTOBE ATC	Nil
ALMATY/ UAAA	H24	ALMATY FIR	SIGMET/4 HR	SIGMET VA: VALIDITY 6 HR	ALMATY ATC	Nil
ASTANA/ UACN	H24	ASTANA FIR	SIGMET/4 HR	SIGMET VA: VALIDITY 6 HR	ASTANA ATC	Nil
SHYMKENT/ UAII	H24	SHYMKENT FIR	SIGMET/4 HR	SIGMET VA: VALIDITY 6 HR	SHYMKENT ATC	Nil

8.1 General

For the safety of air traffic, the aerodrome meteorological office and meteorological watch maintain a continuous watch over meteorological conditions affecting flight operations within the lower and upper FIR and when necessary issues SIGMET and AIRMET information.

The meteorological service within aerodrome area is performed by the aerodrome meteorological offices (according to the table p.4 GEN 3.5) that issue AIRMET information for the flights below FL 100 (or below FL 150 in mountainous areas or below FL assigned by ATC).

Aerodrome meteorological office acting as a meteorological watch office issues and distributes SIGMET information.

8.2 Meteorological watch

Meteorological service in upper airspace of the Republic of Kazakhstan is carried out by meteorological watch offices performed in the following aerodrome meteorological offices: Astana, Almaty, Aktobe and Shymkent. The MWOs includes the following aerodrome meteorological offices: Astana FIR - Kostanay, Kokshetau, Petropavlovsk, Karaganda, Pavlodar, Zhezkazgan; Almaty FIR: Semey, Ust-Kamenogorsk, Balkhash, Taldykorgan; Aktobe FIR: Atyrau, Aktau, Uralsk; Shymkent FIR: Taraz, Kyzylorda, Turkistan.

SIGMET information is issued by a meteorological watch office and gives a concise description concerning the occurrence or expected occurrence of specified en-route weather that may affect the safety of aircraft operations, and of the development of those phenomena in time and space. The MWOs distribute SIGMET information within FIR or TMA to international databanks.

8.3 Aerodrome warnings

Aerodrome meteorological office issues aerodrome warnings concerning the occurrence and intensity of meteorological conditions and weather phenomena, which could adversely affect aircraft on the ground, including parked aircraft, and the aerodrome facilities and services.

Aerodrome warnings are issued due to the occurrence or expected occurrence of one or more of the following weather phenomena and conditions:

- thunderstorms;
- hail;
- heavy snow and / or snow showers;
- freezing precipitation (ice);
- freezing mist;
- frost or frost-mist;
- squall, tornado;
- sand or dust storm;
- rising sand and dust;
- winds with a speed of 15 m / s or more (including gusts), regardless of the direction;
- volcanic ash or volcanic ash deposits;
- toxic chemicals emissions;
- lowering of air temperature to minus 30 °C and lower, or its raising to plus 35 °C and higher;
- other phenomena consistent at the local level.

The aerodrome warnings are issued by aerodrome meteorological offices in English and / or Russian and are distributed in accordance with a distribution list agreed upon locally.

9. OTHER AUTOMATED METEOROLOGICAL SERVICES

Nil

10. GAMET/AIRMET AREAS

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1. GENERAL PROVISIONS

The flight rules and air traffic services which are applicable on the territory of the Republic of Kazakhstan conform with the requirements of Annexes 2 and 11 to the Convention on International Civil Aviation and Doc. ICAO 4444 Procedures for Air Navigation Services - Air Traffic Management, except for the differences listed in section GEN-1.7.

Aircraft crews shall establish and maintain radio contact with the appropriate ATC unit using standard phraseology in English and Russian languages.

Flights along the RNAV 1 and RNAV 5 routes are carried out under a continuous radar control by aircraft equipped with SSR transponders.

2. RULES AND PROCEDURES FOR ENTRANCE IN THE AIRSPACE OF REPUBLIC OF KAZAKHSTAN

Aircraft shall cross the state border through the designated transit corridors, unless otherwise agreed with neighbouring states.

In case of difference in the separation systems adopted in Kazakhstan and neighbouring states, the aircraft shall reach and maintain an appropriate flight level 30 km before entering the airspace of Republic of Kazakhstan, unless otherwise established by agreements between ATC.

Aircraft crews that have received the conditions for crossing the state border inform the ATC unit of the actual time of crossing and the flight level (altitude).

Permission to cross the state border can be obtained:

a. from the ATC of the neighboring state after coordination with the appropriate Kazakhstan ATC unit;

b. by direct request of the aircraft crew during the flight to the appropriate ATC unit of Republic of Kazakhstan, indicating its call sign (flight number), flight level (altitude) and estimated time of crossing the state border.

Aircraft departing from border aerodromes both in the territory of the Republic of Kazakhstan and adjacent state shall receive a clearance from the appropriate ATC unit to cross the border at the departure aerodrome. This ATC unit should have a direct ground channel of communication with the ATC unit of the arrival state.

Aircraft are prohibited to cross the state border of the Republic of Kazakhstan without radio communication, except when communication failure took place in flight, while aircraft is under direct control of the ATC unit of the Republic of Kazakhstan or after obtaining a clearance to cross the state border from the above ATC unit.

If an aircraft is unable to continue its flight after crossing the state border of the Republic of Kazakhstan, the return flight is carried out through the same corridor with the permission of the ATC of the Republic of Kazakhstan.

If an aircraft crew does not report its position in accordance with the above rules the aircraft is considered unidentified and may be intercepted by Air Defense forces. Air interception procedures are reported in section ENR-1.12

3. THE FIR BORDER FLIGHT BETWEEN REPUBLIC OF KAZAKHSTAN AND PEOPLE'S REPUBLIC OF CHINA

Flight levels should be changed in accordance with ATC instructions when crossing FIR boundary between Kazakhstan and China.

Aircraft operating flights between Kazakhstan and China should cross the state border at way points RULAD (N433001 E0804359) and SARIN (N465156 E0825317) on flight levels used in China. The change of flight level should be made within Kazakhstan airspace by ATC instructions on following AWY:

1. N126 between BARUR and LAGUK

2. M610 between BASPI and BERTO

3. Z315 between GASBU and BERTO

4. M166 between TOLKI and AGUSA

5. N161 between BURID and GILAK
Or other AWY segments as instructed by ATC, but not closer than 30 km to the intersection points of the state border.

3. TERMINAL CONTROL AREAS

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
AKTAU TMA1 444901N 0515422E - 442238N 0520908E - 434133N 0522455E - 422611N 0502811E - 425000N 0493000E - 444424N 0493000E - 444901N 0515422E, Excluding the TMA2 Aktau FL 200 / 5000 FT ALT Class of airspace: C	AKTAU TWR	AKTAU TOWER EN, RU H24	120,7 MHZ Primary FREQ	124,6 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ
	AKTAU INFORMATION	AKTAU ATIS EN H24	130,1 MHZ Primary FREQ	
		AKTAU ATIS RU H24	126,2 MHZ Primary FREQ	
AKTAU TMA2 A circle radius 35 NM centered on 435220N 0510352E, Excluding the CTR Aktau 6000 FT ALT / 3000 FT ALT Class of airspace: C	AKTAU TWR	AKTAU TOWER EN, RU H24	120,7 MHZ Primary FREQ	124,6 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ
	AKTAU INFORMATION	AKTAU ATIS EN H24	130,1 MHZ Primary FREQ	
		AKTAU ATIS RU H24	126,2 MHZ Primary FREQ	
AKTOBE TMA 505530N 0574500E - 504530N 0580418E - 504842N 0583936E - 500334N 0581528E - 494259N 0575122E - 494006N 0565014E - 494300N 0563525E - 501721N 0560345E - 504000N 0560000E along border KAZAKHSTAN_RUSSIA - 505530N 0574500E, Excluding the CTR Aktobe and ATZ Khlebodarovka FL 150 / 3000 FT ALT Class of airspace: C	AKTOBE TWR	AKTOBE TOWER EN, RU H24	120,9 MHZ Primary FREQ	124,6 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ
	AKTOBE INFORMATION	AKTOBE ATIS EN H24	126 MHZ Primary FREQ	
		AKTOBE ATIS RU H24	127,8 MHZ Primary FREQ	
ALMATY TMA 1 442524N 0772618E – 441629N 0775521E – 440745N 0780904E – 440442N 0781350E – 434745N 0780816E – 433428N 0780356E – 432647N 0773915E – 431216N 0765439E – 431119N 0765000E – 431031N 0764534E – 431105N 0762805E – 431227N 0753730E – 432230N 0753237E – 433809N 0753149E – 434850N 0753952E – 435906N 0754739E – 441136N 0760830E – 441324N 0761312E – 442024N 0763206E – 442524N 0772618E FL 240 / 8000 FT ALT Class of airspace: C	ALMATY APP	ALMATY APPROACH EN, RU H24	118.3 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion 121,5 MHZ Emergency FREQ
	ALMATY INFORMATION	ALMATY ATIS EN H24	129,8 MHZ Primary FREQ	
		ALMATY ATIS RU H24	135,1 MHZ Primary FREQ	

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
ALMATY TMA 2 431105N 0762805E then a clockwise arc radius 27,2 NM centered on 432120N 0770238E – 432647N 0773915E – 431216N 0765439E – 431119N 0765000E – 431031N 0764534E – 431105N 0762805E, Excluding the CTR ALMATY 8000 FT ALT / 4000 FT ALT Class of airspace: C	ALMATY RAD	ALMATY RADAR EN, RU H24	126.8 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion 121,5 MHZ Emergency FREQ
	ALMATY INFORMATION	ALMATY ATIS EN H24	129,8 MHZ Primary FREQ	
		ALMATY ATIS RU H24	135,1 MHZ Primary FREQ	
ASTANA TMA 1 520510N 0714507E - 511507N 0725620E - 510858N 0725804E - 501302N 0725127E - 501116N 0723844E - 501318N 0721545E - 495618N 0711236E - 500958N 0702609E - 504107N 0701250E - 504818N 0700112E - 511638N 0695651E - 512908N 0695453E - 515901N 0704103E - 520159N 0710114E - 520510N 0714507E, Excluding the ASTANA TMA 2 FL 240 / 6500 FT ALT Class of airspace C	ASTANA APP	ASTANA APPROACH EN, RU H24	124.6 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ
	ASTANA INFORMATION	ASTANA ATIS RU H24	129.5 MHZ Primary FREQ	
		ASTANA ATIS RU H24	128.3 MHZ Primary FREQ	
ASTANA TMA 2 A circle radius 27 NM centered on 510121N 0712758E,Excluding the ASTANA CTR 7500 FT / 3500 FT ALT Class of airspace C	ASTANA RDR	ASTANA RADAR EN, RU H24	120.7 MHZ Primary FREQ	129.0 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ
	ASTANA INFORMATION	ASTANA ATIS EN H24	129.5 MHZ Primary FREQ	
		ASTANA ATIS RU H24	128.3 MHZ Primary FREQ	
ATYRAU TMA A circle radius 43,2 NM centered on 470838N 0514805E, Excluding the CTR Atyrau FL 150 / 3000 FT ALT Class of airspace: C	ATYRAU TWR	ATYRAU TOWER EN, RU H24	118,1 MHZ Primary FREQ	124,6 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ
	ATYRAU INFORMATION	ATYRAU ATIS EN H24	127,4 MHZ Primary FREQ	
		ATYRAU ATIS RU H24	126,6 MHZ Primary FREQ	
BALKHASH TMA 472631N 0754536E - 463355N 0762353E - 455616N 0743604E - 464445N 0735041E - 473425N 0741044E - 472631N 0754536E, Excluding the CTR Balkhash FL 140 / 3000 FT ALT Class of airspace: C	BALKHASH TWR	BALKHASH TOWER EN, RU ANY 04:00 - 13:00 UTC	128 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ
	BALKHASH INFORMATION	BALKHASH ATIS EN As AD	126,6 MHZ Primary FREQ	
		BALKHASH ATIS RU As AD	126,2 MHZ Primary FREQ	

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
KARAGANDA TMA 502211N 0740032E - 500404N 0741911E then a clockwise arc radius 45 NM centered on 494018N 0732007E - 494940N 0721215E - 501318N 0721545E - 501116N 0723844E - 502211N 0740032E, Excluding the CTR Karaganda FL 210 / 6000 FT ALT Class of airspace: C (6000 FT ALT is not used for flights within Karaganda TMA)	KARAGANDA TWR	KARAGANDA TOWER EN, RU H24	122 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ
	KARAGANDA INFORMATION	KARAGANDA ATIS EN H24	135,8 MHZ Primary FREQ	
		KARAGANDA ATIS RU H24	127,8 MHZ Primary FREQ	
KOKSHETAU TMA 535811N 0690253E - 540225N 0694559E then a clockwise arc radius 43,2 NM centered on 531949N 0693544E - 535811N 0690253E, Excluding the CTR Kokshetau FL 140 / 3000 FT ALT Class of airspace: C	KOKSHETAU TWR	KOKSHETAU TOWER EN, RU See NOTAM	127,9 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ
	KOKSHETAU INFORMAITON	KOKSHETAU ATIS EN As AD	134,9 MHZ Primary FREQ	
		KOKSHETAU ATIS RU As AD	126 MHZ Primary FREQ	
KOSTANAY TMA 541942N 0641630E - 534140N 0650940E - 531631N 0652038E - 524814N 0651230E - 521459N 0642204E - 521213N 0625401E - 523517N 0620524E - 525758N 0615600E along border KAZAKHSTAN_RUSSIA - 541942N 0641630E, Excluding the CTR Kostanay FL 200 / 3000 FT ALT Class of airspace: C	KOSTANAY TWR	KOSTANAY TOWER EN, RU ANY 02:00 - 00:00 UTC	129,3 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ
	KOSTANAY INFORMATION	KOSTANAY ATIS EN As AD	118,5 MHZ Primary FREQ	
		KOSTANAY ATIS RU As AD	126,8 MHZ Primary FREQ	
KYZYLORDA TMA1 440535N 0650406E - 441450N 0644911E - 442221N 0643656E - 445208N 0643650E then a clockwise arc radius 43,2 NM centered on 444218N 0653550E - 440535N 0650406E, Excluding the TMA2 Kyzylorda FL 140 / 3000 FT ALT Class of airspace: C	KYZYLORDA TWR	KYZYLORDA TOWER EN, RU See NOTAM	120,9 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ
	KYZYLORDA INFORMATION	KYZYLORDA ATIS EN As AD	134,9 MHZ Primary FREQ	
		KYZYLORDA ATIS RU As AD	122.9 MHZ Primary FREQ	

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
KYZYLORDA TMA2 A circle radius 30 NM centered on 444145N 0653349E, Excluding the CTR Kyzylorda 4000 FT ALT / 1200 FT ALT Class of airspace: C	KYZYLORDA TWR	KYZYLORDA TOWER EN, RU See NOTAM	120,9 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ
	KYZYLORDA INFORMATION	KYZYLORDA ATIS EN As AD	134,9 MHZ Primary FREQ	
		KYZYLORDA ATIS RU As AD	122.9 MHZ Primary FREQ	
PAVLODAR TMA 532233N 0762133E - 523757N 0780025E - 520044N 0781212E - 514549N 0775050E - 505523N 0763521E - 511351N 0754620E - 513524N 0751312E - 523230N 0750554E - 524618N 0751436E - 532233N 0762133E, Excluding the CTR Pavlodar FL 200 / 2000 FT ALT Class of airspace: C	PAVLODAR TWR	PAVLODAR TOWER EN, RU See NOTAM	119,8 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ
	PAVLODAR INFORMATION	PAVLODAR ATIS EN As AD	134,6 MHZ Primary FREQ	
		PAVLODAR ATIS RU As AD	133,6 MHZ Primary FREQ	
PETROPAVLOVSK TMA 545153N 0710000E - 541215N 0704523E - 540225N 0694559E - 540020N 0692425E - 535811N 0690253E - 542244N 0673738E - 545252N 0674540E along border KAZAKHSTAN_RUSSIA - 545153N 0710000E, Excluding the CTR Petropavlovsk FL 150 / 3000 FT ALT Class of airspace: C	PETROPAVLOVSK TWR	PETROPAVLOVSK TOWER EN, RU See NOTAM	123,7 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ
	PETROPAVLOVSK INFORMATION	PETROPAVLOVSK ATIS EN As AD	127,4 MHZ Primary FREQ	
		PETROPAVLOVSK ATIS RU As AD	118,3 MHZ Primary FREQ	
SEMEY TMA 504706N 0815242E - 503129N 0813218E - 493500N 0810300E - 493800N 0801801E - 493924N 0794524E - 495132N 0792510E - 501259N 0790755E - 503208N 0790845E - 505513N 0791803E - 510142N 0795110E along border KAZAKHSTAN_RUSSIA - 504706N 0815242E, Excluding the CTR Semey FL 140 / 3000 FT ALT Class of airspace: C	SEMEY TWR	SEMEY TOWER EN, RU See NOTAM	128 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ
	SEMEY INFORMATION	SEMEY ATIS EN As AD	118,5 MHZ Primary FREQ	
		SEMEY ATIS RU As AD	122,4 MHZ Primary FREQ	

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
URALSK TMA 512708N 0523504E then a clockwise arc radius 43,2 NM centered on 510846N 0513222E - 512551N 0502912E along border KAZAKHSTAN_RUSSIA - 512708N 0523504E, Excluding the CTR Uralsk FL 150 / 2000 FT ALT Class of airspace: C	URALSK TWR	URALSK TOWER EN, RU See NOTAM	119,7 MHZ Primary FREQ	124,6 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ At another time of TMA Uralsk, Aktobe ACC A4B sector is responsible for ATS on airways at FL120 - FL150 in IFR (SVFR) flights within horizontal limits
	URALSK INFORMATION	URALSK ATIS EN As AD	124,8 MHZ Primary FREQ	
		URALSK ATIS RU As AD	134,9 MHZ Primary FREQ	

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
URDZHAR TMA 471636N 0813956E - 470423N 0821646E - 465406N 0821630E - 464032N 0811930E - 465500N 0810200E - 470234N 0810051E - 471030N 0810118E - 471748N 0810819E - 471636N 0813956E, Excluding the CTR Urdzhar FL 140 / 6000 FT ALT Class of airspace: C	URDZHAR TWR	URDZHAR VYSHKA RU See NOTAM	123 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ Radar in the aerodrome area is not provided. In the aerodrome area of takeoff and landing simultaneously must be no more than one aircraft. In the aerodrome area for IFR flights at the same level (height) must be no more than one aircraft
USHARAL TMA 460325N 0812316E – 460413N 0810915E – 460437N 0810210E – 460436N 0804815E – 454954N 0803253E then clockwise arc radius 24.6 NM centered on 461127N 0804952E to 460325N 0812316E, Excluding the Usharal CTR FL 140 / 4000 FT ALT Class of airspace: C	USHARAL TWR	USHARAL TOWER EN, RU See NOTAM	118.1 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion 121,5 MHZ Emergency FREQ

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
UST-KAMENOGORSK TMA1 504706N 0815242E - then along border KAZAKHSTAN_RUSSIA - 504510N 0823525E - then a clockwise arc radius 43.2 NM centered on 500212N 0822937E - 503638N 0831013E - 502611N 0825806E - then a clockwise arc radius 30 NM centered on 500158N 0823031E - 501717N 0831039E - 501313N 0825954E - then a clockwise arc radius 22 NM centered on 500158N 0823031E - 495942N 0830427E - 495850N 0831647E - then a clockwise arc radius 30 NM centered on 500158N 0823031E - 495421N 0831528E - 495104N 0833417E - then a clockwise arc radius 43.2 NM centered on 500212N 0822937E - 492602N 0815315E - 493500N 0810300E - 503129N 0813218E - 504706N 0815242E, Excluding the CTR Ust-Kamenogorsk FL 140 / 6000 FT ALT Class of airspace: C	UST-KAMENOGORSK TWR	UST-KAMENOGORSK TOWER EN, RU See NOTAM	130,1 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion 121,5 MHZ Emergency FREQ
	UST-KAMENOGORSK INFORMATION	UST-KAMENOGORSK ATIS EN As AD	124.2 MHZ Primary FREQ	
		UST-KAMENOGORSK ATIS RU As AD	127.7 MHZ Primary FREQ	
UST-KAMENOGORSK TMA2 503638N 0831013E - then a clockwise arc radius 43.2 NM centered on 500212N 0822937E - 495104N 0833417E - 495421N 0831528E - then a counter clockwise arc radius 30 NM centered on 500158N 0823031E - 495850N 0831647E - 495942N 0830427E - then a counter clockwise arc radius 22 NM centered on 500158N 0823031E - 501313N 0825954E - 501717N 0831039E - then a counter clockwise arc radius 30 NM centered on 500158N 0823031E - 502611N 0825806E - 503638N 0831013E FL 140 / 8000 FT ALT Class of airspace: C	UST-KAMENOGORSK TWR	UST-KAMENOGORSK TOWER EN, RU See NOTAM	130,1 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion 121,5 MHZ Emergency FREQ
	UST-KAMENOGORSK INFORMATION	UST-KAMENOGORSK ATIS EN As AD	124.2 MHZ Primary FREQ	
		UST-KAMENOGORSK ATIS RU As AD	127.7 MHZ Primary FREQ	

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
ZAISAN TMA 473129N 0841336E then a clockwise arc radius 27 NM centered on 472915N 0845316E - 472914N 0853302E - 472219N 0851250E - 472206N 0843351E - 473129N 0841336E, Excluding the CTR Zaisan FL 140 / 6000 FT ALT Class of airspace: C	ZAISAN TWR	ZAISAN VYSHKA RU See NOTAM	118,7 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ Radar in the aerodrome area is not provided. In the aerodrome area of takeoff and landing simultaneously must be no more than one aircraft. In the aerodrome area for IFR flights at the same level (height) must be no more than one aircraft
ZHEZKAZGAN TMA A circle radius 43,2 NM centered on 474311N 0674530E, Excluding the CTR Zhezkazgan FL 150 / 3000 FT ALT Class of airspace: C	ZHEZKAZGAN TWR	ZHEZKAZGAN TOWER EN. RU See NOTAM	127,1 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ
	ZHEZKAZGAN INFORMATION	ZHEZKAZGAN ATIS EN As AD	131,4 MHZ Primary FREQ	
		ZHEZKAZGAN ATIS RU As AD	122,4 MHZ Primary FREQ	

4. CONTROL AREA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
ALMATY CTA Within the lateral limits of UAAA FIR FL 510 / FL 120 Class of airspace: C	ALMATY ACC	ALMATY CONTROL EN, RU H24		
AKTOBE CTA Within the lateral limits of UATT FIR FL 510 / FL 120 Class of airspace: C	AKTOBE ACC	AKTOBE CONTROL EN, RU H24		
ASTANA CTA Within the lateral limits of UACN FIR FL 510 / FL 120 Class of airspace: C	ASTANA ACC	ASTANA CONTROL EN, RU H24		
SHYMKENT CTA Within the lateral limits of UAII FIR FL 510 / FL 120 Class of airspace: C	SHYMKENT ACC	SHYMKENT CONTROL EN, RU H24		

5. AERODROME TRAFFIC ZONES AND CONTROL ZONES

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
BALAPAN ATZ 500018N 0732258E - 500022N 0733303E - 494506N 0732413E - 494102N 0731359E - 494107N 0730509E - 494411N 0730641E - 494558N 0731419E - 495014N 0731405E - 500018N 0732258E 3000 FT ALT / GND Class of airspace: G	AFIS BALAPAN	BALAPAN INFORMATION RU According to the regulations	125 MHZ Primary FREQ	Flight information service
	KARAGANDA TWR	KARAGANDA TOWER EN, RU Outside of work regulations AFIS BALAPAN	122 MHZ Primary FREQ	

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
BORALDAY CTR 432621N 0765114E - 432715N 0765631E - 432102N 0765419E - 431853N 0765356E - 431659N 0764807E - 431729N 0764725E then a clockwise arc radius 5.4 NM centered on 432105N 0765257E - 432621N 0765114E 4000 FT ALT / GND Class of airspace: D	BORALDAY TWR	BORALDAY TOWER EN, RU NOTAM	118.9 MHZ Primary FREQ	Dispatch service
D ISLAND CTR 470132N 0521834E - 461827N 0524636E - 460519N 0520434E - 465304N 0512521E then a clockwise arc radius 22 NM centered on 470838N 0514805E - 470132N 0521834E 3000 FT ALT / GND Class of airspace: C (3000 FT ALT is not used for flights within Atyrau TMA)	D ISLAND TWR	D ISLAND TOWER EN, RU According to the regulations: 02:00 - 14:00 UTC	131.175 MHZ Primary FREQ 127.925 MHZ Secondary FREQ	Air traffic control service. When planning flights to CTR D ISLAND outside of the work regulations, Air traffic control service is provided upon a preliminary request sent by AFTN to UATGYKYD, UATGYKYX
KHLEBODAROVKA1 ATZ 503141N 0571037E - 502657N 0570235E - 501901N 0564315E - 503110N 0565449E - 503141N 0571037E 2000 FT ALT / GND Class of airspace: C	Flight operations management group of Air Defense Force Military Institute	RU NOTAM	Training flights	
KHLEBODAROVKA ATZ 505733N 0564705E - 505800N 0571800E - 504700N 0572800E - 504300N 0573000E - 503141N 0571037E - 503110N 0565449E - 501901N 0564315E - 501232N 0562740E - 503042N 0561237E - 505733N 0564705E 10000 FT ALT / GND Class of airspace: C	Flight operations management group of Air Defense Force Military Institute	RU NOTAM	Training flights	

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
ZHOLAMAN ATZ 511506N 0712100E - 512835N 0711239E - 513035N 0712629E - 512355N 0714219E - 511359N 0713317E - 511506N 0712100E 1300 FT QFE / GND Class of airspace: G	AFIS ZHOLAMAN	ZHOLAMAN INFORMATION RU HJ	120.3 MHZ Primary FREQ 133.6 MHZ Secondary FREQ	Flight information service

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ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS — EN-ROUTE

Name of station (VAR) (VOR: Declination)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
AKTAU DVOR/DME (8E/2021)	AKT	113.3 MHZ CH 80X	H24	435220N 0510352E	100 FT	
AKTOBE DVOR/DME (11E/2020)	AKB	113,4 MHZ CH 81X	H24	501548N 0571055E	700 FT	
ALMATY DVOR/DME (5E/2023)	ATA	116.4 MHZ CH 111X	H24	432229N 0770507E	2200 FT	
ARALSK DVOR/DME (9E/2020)	ARL	113.6 MHZ CH 83X	H24	464932N 0613705E	300 FT	
ARKALYK DVOR/DME (10E/2014)	ARK	113 MHZ CH 77X	H24	501904N 0670118E	1300 FT	
ASTANA DVOR/DME (10E/2013)	AST	114.4 MHZ CH 91X	H24	510006N 0712600E	1200 FT	
ATYRAU DVOR/DME (9E/2013)	ATR	112,3 MHZ CH 70X	H24	470838N 0514805E	0 FT	
AYAGUZ VOR/DME (6E/2014)	AGZ	113.6 MHZ CH 83X	H24	475552N 0802659E	2200 FT	
BALKHASH DVOR/DME (7E/2020)	BLH	113.7 MHZ CH 84X	H24	465259N 0745902E	1400 FT	
BEINEU VOR/DME (7E/1999)	BNU	115 MHZ CH 97X	H24	452023N 0550721E	0 FT	
JARKENT DVOR/DME	JRK	114,8 MHZ CH 95X	H24	441344N 0795719E	2600 FT	
KARAGANDA DVOR/DME (8E/2013)	KRG	113.4 MHZ CH 81X	H24	494114N 0732226E	1800 FT	
KOKSHETAU VOR/DME (11E/2013)	KTU	115,5 MHZ CH 102X	H24	532103N 0693701E	900 FT	
KOSTANAY DVOR/DME (13E/2022)	KST	114.8 MHZ CH 95X	H24	531113N 0633346E	600 FT	
KYZYLORDA DVOR/DME (7E/2022)	KZO	112.7 MHZ CH 74X	H24	444145N 0653349E	500 FT	

Name of station (VAR) (VOR: Declination)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
PAVLODAR DVOR/DME (9E/2013)	PVL	114 MHZ CH 87X	H24	521235N 0770542E	500 FT	
PETROPAVLOVSK DVOR/DME (12E/2017)	PSK	112,5 MHZ CH 72X	H24	544703N 0691309E	500 FT	
SEMEY DVOR/DME (7E/2014)	SEM	115,3 MHZ CH 100X	H24	502059N 0801438E	700 FT	
SHYMKENT DVOR/DME (6E/2013)	SMK	113 MHZ CH 77X	H24	422220N 0692631E	1400 FT	
TALDYKORGAN DVOR/DME (5E/2014)	TDK	116,1 MHZ CH 108X	H24	450622N 0782548E	2000 FT	
TARAZ DVOR/DME (6E/2013)	TAR	115,9 MHZ CH 106X	H24	425214N 0711654E	2200 FT	
TURKISTAN DVOR/DME (6E/2019)	TRK	114,6 MHZ CH 93X	H24	431932N 0683446E	1000 FT	
URALSK DVOR/DME (11E/2015)	URL	114,2 MHZ CH 89X	H24	510855N 0513238E	200 FT	
URDZHAR NDB (5E/2017)	UGN	460 KHZ	HO	470534N 0813933E		
UST-KAMENOGORSK DVOR/DME (6E/2021)	UKM	115 MHZ CH 97X	H24	500158N 0823031E	1000 FT	
ZAISAN NDB (5E/2017)	ZSN	552 KHZ	HO	472906N 0845308E		
ZHEZKAZGAN DVOR/DME (8E/2013)	DZG	113,3 MHZ CH 80X	H24	474317N 0674542E	1300 FT	

ENROUTE CHART

Change: Route M993 (AKB-ADRAT) MOCA 3100FT, L147 (AKB-RIGOG) MOCA 3100FT; CTR D Island.

0 15 30 60 90 120 150 180 210 240 270 300 NM
0 30 60 120 180 240 300 360 420 480 KM

DIST in NM
ALT and ELEV in FT
BRG are MAG

Legend

Reporting point

- On Request
- Compulsory
- Aerodrome

Radionavigation aids

- DME
- NDB
- VOR
- Compass rose
- FIR - Flight information region
- State Boundary

Airspace

- ATZ - Aerodrome traffic zone
- CTR - Control zone
- FIR SECTOR
- TMA - Terminal Control Area
- Danger; Prohibited; Restricted Areas
- Delegated Airspace
- Hydrography

Area minimum altitude (AMA)

Example: 18600 FT - 18^{6}

WGS84
Lambert Conformal Conic Projection
The chart is True North orientated

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AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

1 The table below shows the aerodromes certificates and their validity periods.

2 Accepted exceptions, exemptions and restrictions for each aerodrome have been published in AIP AD 2.23.

Aerodrome name Location indicator	Certification date	Certificate validity	Remarks
1	2	3	4
AKTAU UATE	03.07.2024	28.08.2026	Nil
AKTOBE UATT	14.09.2023	15.09.2025	Nil
ALMATY UAAA	19.04.2023	27.06.2025	Nil
ASTANA UACC	22.12.2022	24.12.2024	Nil
ATYRAU UATG	16.09.2022	10.10.2025	Nil
BALKHASH UAAH	29.09.2023	02.10.2024	Nil
KARAGANDA UAKK	29.09.2023	25.09.2025	Nil
KOKSHETAU UACK	12.07.2024	24.07.2026	Nil
KOSTANAY UAUU	27.10.2022	25.10.2024	Nil
KYZYLORDA UAOO	04.10.2022	11.10.2024	Nil
PAVLODAR UASP	02.08.2023	04.08.2025	Nil
PETROPAVLOVSK UACP	10.11.2023	13.11.2025	Nil
SEMEY UASS	26.10.2022	31.10.2025	Nil
SHYMKENT UAII	29.04.2024	24.04.2026	Nil
TALDYKORGAN UAAT	29.04.2024	18.07.2025	Nil
TARAZ UADD	22.08.2023	22.08.2025	Nil
TENGIZ UATZ	29.01.2024	31.07.2025	Nil

Aerodrome name Location indicator	Certification date	Certificate validity	Remarks
1	2	3	4
TURKISTAN UAIT	01.03.2024	30.05.2025	Nil
URALSK UARR	15.12.2023	30.10.2025	Nil
URDZHAR UASU	29.11.2023	29.11.2024	Nil
USHARAL UAAL	08.04.2024	04.07.2025	Nil
UST-KAMENOGORSK UASK	24.06.2022	14.02.2025	Nil
ZAISAN UASZ	07.06.2024	13.06.2025	Nil
ZHEZKAZGAN UAKD	19.12.2023	30.06.2026	Nil

3	Capability for removal of disabled aircraft	Equipment necessary for evacuation on a contractual basis: trawl and crane, with a lifting capacity of 100 tons, capability for removal aircraft weighing up to 50 tons. Equipment delivery takes at least 3 hours Phone: +7 (7292) 609621 Phone: +7 771 3335656 Email: uate@aktau-airport.kz
4	Remarks	The possibility of increasing the required level of fire protection up to 8 categories on request.

UATE AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	3 plunger brush cars, 1 rotor
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	Nil

UATE AD 2.8 Aprons, Taxiways And Check Locations/Positions Data

1	**Apron surface and strength**	**APRON**		**SURFACE**	**STRENGTH**
		APRON		CONC+ASPH	PCN 52/F/C/W/T
		STANDS		**SURFACE**	**STRENGTH**
		107-114		CONC+ASPH	PCN 52/F/C/W/T
		199-208		CONC+ASPH	PCN 52/F/C/W/T
		HELICOPTER STANDS		**SURFACE**	**STRENGTH**
		20-24		CONC+ASPH	PCN 52/F/C/W/T
2	**Taxiway width, surface and strength**	**TWY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		B	24 M	CONC+ASPH	PCN 53/F/C/X/T
		C	24 M	CONC+ASPH	PCN 52/F/C/W/T
3	**Altimeter checkpoint location and elevation**	APRON/21m (69ft)			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	TWY-A - MIL			

UATE 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 board at entrance of RWYs, guidance sign designating taxiways
2	**RWY and TWY markings and LGT**	Designation of threshold, touchdown, centre line, fixed distance, RWY edges, RWY designation, zones before the runway threshold, taxi holding position, taxiway centre line, side RWY lights, TWY «B» and «C»
3	**Stop bars**	TWY B, C, RED
4	**Other runway protection measures**	Nil
5	**Remarks**	TWY-A - MIL

UATE AD 2.10 Aerodrome Obstacles

NIL

UATE AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	AMS Aktau +7 (7292) 463178
2	**Hours of service MET Office outside hour**	H24
3	**Office responsible for TAF preparation: Periods of validity**	AMSC Aktau, 24HR (0024, 0606, 1212, 1818)
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 (METEOR-635C)
9	**ATS units provided with information**	Briefing, TWR, APP
10	**Additional information**	Nil

UATE AD 2.12 Runway Physical Characteristics

Designations 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**
11	122.63°	3048 X 45	52/F/C/W/T CONC+ASPH	435203.01N 0510429.51E - -38.7 FT	THR 70.5 FT	See AOC type A
29	302.65°	3048 X 45	52/F/C/W/T CONC+ASPH	435109.72N 0510624.49E - -38.7 FT	THR 53.1 FT	

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	250 X 150	3288 X 300	90 X 160	Nil	AVBL	Nil
Nil	250 X 150	3288 X 300	90 X 160	Nil	AVBL	Nil

UATE AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	3048	3298	3048	3048	Nil
29	3048	3298	3048	3048	Nil
TWY B - 11	1524	1774	1524	-	only for helicopters and aircrafts class 3 and 4
TWY C - 11	1160	1410	1160	-	only for helicopters and aircrafts class 3 and 4
TWY C - 29	1888	2138	1888	-	only for helicopters and aircrafts class 3 and 4
TWY B - 29	1524	1774	1524	-	only for helicopters and aircrafts class 3 and 4

UATE 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
11	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3048m, spacing 60m, 0-2452 white, last 600m yellow	RED Nil	Nil	Nil
29	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3048m, spacing 60m, 0-2452 white, last 600m yellow	RED Nil	Nil	Nil

UATE AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	LDI: 420m from THR RWY 11 LGT 340m from THR RWY 29 LGT Anemometer: from THR 11 - 450,5m; THR 29 - 450,5m
3	TWY edge and centre line lighting	TWY B EDGE: BLU TWY C EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 1 SEC
5	Remarks	Nil

UATE AD 2.16 Helicopter Landing Area

NIL

UATE AD 2.17 ATS Airspace

1	**Designation and lateral limits**	AKTAU CTR A circle radius 25 NM centered on 435220N 0510352E
2	**Vertical limits**	4000 FT ALT / GND
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	AKTAU VYSHKA RU AKTAU TOWER EN
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	H24
7	**Remarks**	NIL

UATE 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
ATIS	AKTAU ATIS (EN) AKTAU ATIS (RU)	130,1 MHZ 126,2 MHZ	Nil	Nil	H24	EN, RU
Production and dispatcher service	AKTAU TRANZIT (EN) AKTAU TRANZIT (RU)	131.9 MHZ	Nil	Nil	As AD	Nil
TWR	AKTAU TOWER (EN) AKTAU VYSHKA (RU)	120,7 MHZ	Nil	Nil	H24	VDF AVBL

UATE 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 11	IAU	109.5 MHZ	H24	435053.5N 0510659.5E		Nil	Nil
GP 11		332.6 MHZ		435201.6N 0510444.7E			
DME 11	IAU	CH 32X		435201.6N 0510444.7E	100 FT		
ILS LOC 29 I/D/2	ITA	111.1 MHZ	H24	435218.6N 0510355.5E		Nil	Nil
GP 29 I/C/2		331.7 MHZ		435118.8N 0510616.6E			
DME 29	ITA	CH 48X		435118.8N 0510616.6E	100 FT		

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
NDB	T	326 KHZ	H24	435052.6N 0510701.8E	Nil	Nil	Nil
DVOR/DME (8°E /2021)	AKT	113.3 MHZ CH 80X	H24	435220.3N 0510351.9E	100 FT	Nil	Nil

UATE AD 2.20 Local Aerodrome Regulations

NIL

UATE AD 2.21 Noise Abatement Procedures

NIL

UATE AD 2.22 Flight Procedures

1. General

RWY 11/29 approved for CAT I operations.

2. Low Visibility Procedures.

Low Visibility Procedures (LVP) are effected when RVR is less than 550 m. Low Visibility Procedures are cancelled when RVR is 550 m. and greater. The start of LVP procedures is reported to flight crew by ATC with the following phrase:: “LOW VISIBILITY PROCEDURES IN OPERATION”.

Control of obstacles presence on RWY and in ILS critical zones is carried out by air traffic controller according to the reports of flight crew or aerodrome service specialist reports.

The ATC informs flight crew about:

•any changes in the operational status of radio and lighting equipment;

•changes of surface wind;

•changes of RVR;

•changes of ceiling (vertical visibility).

3. Arriving Aircraft

Vacation of runway shall be reported on TWY only when passing of critical zone.

Aircraft parking shall be carried out by signals of marshalling person.

4. Departing Aircraft

Aircraft shall stop at the holding position before the light sign of runway designation.

5. 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 500 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	SAURA (Coastline NW of AKT)	N441433 E0504757	326° 25.0 nm AKT DVOR/DME	Entry/exit
2	TATIK (Highway NE from AKT)	N441348 E0512126	023° 25.0 nm AKT DVOR/DME	Entry/exit
3	KARAG (Railroad eastbound from AKT)	N435635 E0513758	073° 25.0 nm AKT DVOR/DME	Entry/exit
4	OZERO (Dry bed east of AKT)	N434713 E0513741	094° 25.0 nm AKT DVOR/DME	Entry/exit
5	OZENI (Road SE from AKT)	N433633 E0513038	122° 25.0 nm AKT DVOR/DME	Entry/exit
6	OIMAS (Road SE from AKT)	N433227 E0512447	135° 25.0 nm AKT DVOR/DME	Entry/exit
7	ZALIV (Settling ponds SE of AKT)	N434252 E0511858	124° 14.5 nm AKT DVOR/DME	Holding
8	KARER (Quarry east of AKT)	N435039 E0512304	090° 14.0 nm AKT DVOR/DME	Holding
9	DUNGA (Oil fields north of AKT)	N440014 E0510412	355° 7.9 nm AKT DVOR/DME	Holding

6. Continuous Descent Operation

CDOs are performed during periods of low traffic density at ATC discretion.

CDOs are executed only by ACFT that use standard arrival procedures RNAV1 based on GNSS.

Although these procedures are designed as a closed path, they permit distance planning for CDO, allowing the ACFT Flight Management System/Computer (FMS/FMC) to accurately execute automated optimized descents when:

- ACFT is cleared to proceed to a waypoint or via a combination of waypoints in order to provide an optimum lateral flight path up to and including the FAP and thus the exact distance to the RWY is known prior to start of the continuous descent operation; or
- the pilots of the ACFT that to be vectored to final are provided with distance-to-go information.

CDOs are authorized only when following conditions are respected:

- ILS of RWY intended for landing is in operation;
- no adverse weather conditions that may affect CDO;
- no system degradations that may affect GNSS or ILS operation.

After receiving “WHEN READY DESCEND TO (LEVEL)” or “DESCEND TO (LEVEL) AT PILOTS DISCRETION” clearance the pilot is allowed to plan/optimize vertical profile in order to apply CDO to FAP.

Depending on traffic, CDO may start from TOD or lower levels.

In accordance with appropriate ATC clearances, CDO can start from the TOD when ACFT is cleared to a waypoint or via a combination of waypoints for direct routing/shortcut and the horizontal trajectory is defined up to and including the FAP. Thus, the exact distance to RWY is known and the descent profile can be readily calculated by the appropriate on board system (FMS) prior to start of the CDO.

After clearance “WHEN READY DESCEND TO (LEVEL) " or “DESCEND TO (LEVEL) AT PILOTS DISCRETION” pilot should maintain the cruising/last assigned level until the optimal descent point/TOD that is determined by pilot or FMS, then start descent with no extra requests unless other ATC instructions are issued.

If necessary ATC may issue additional instructions: “WHEN READY DESCEND TO (LEVEL), REPORT LEAVING (or REPORT TOP-OF-DESCENT)”

Considering airspace structure, ATC issues an instruction to descend to level(s) above level of FAP. Wherein ATC issues further descent instruction prior to CDO flight reaching 3000 feet (900 m) above last assigned level.

It is preferable if CDO is commenced from top of descent. If it is not feasible due to traffic, CDO may be initiated from any lower level.

As a portion of the procedure consists of vectoring, the specific distance to RWY threshold is not known to a pilot prior to start of the CDO. In such cases, ATC will provide the pilot with an estimate of the flight track-miles to the RWY threshold as distance-to-go information. The pilot will use this information to determine the optimum descent rate to achieve a CDO.

ACFT not exceed IAS 220 knots closer 15 n.m. to RW threshold.

UATE 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 pigeons, sparrows and gulls occur periodically within 1-2 hours before and after sunrise, when birds fly from their resting place (from the sea west of the runway) across the runway through the approach zone of runway 11 and runway 29 to the feeding areas. The altitude of the bird flights is changing within from 0 to 400 m. above ground level. The main directions of migration are from south to north and in the opposite direction. In winter, a small number of crow flocks gather around the aerodrome and at the aerodrome, representing a danger to flights from sunrise to sunset.

As required, the aerodrome control unit informs pilots of such migrations of birds. Upon receipt of such information, pilots are recommended, if the calculated characteristics of the onboard equipment allow, to switch on landing lights when flying around the aerodrome, during take-off, approach, as well as climbing and descending.

Measures for reducing the bird aggregations include: periodic scaring of birds (noise gun, bioacoustic equipments), effective measures against the garbage dumps, removal of grass cover, as well as the termination of agricultural activities within the airport.

UATE AD 2.24 Charts Related To An Aerodrome

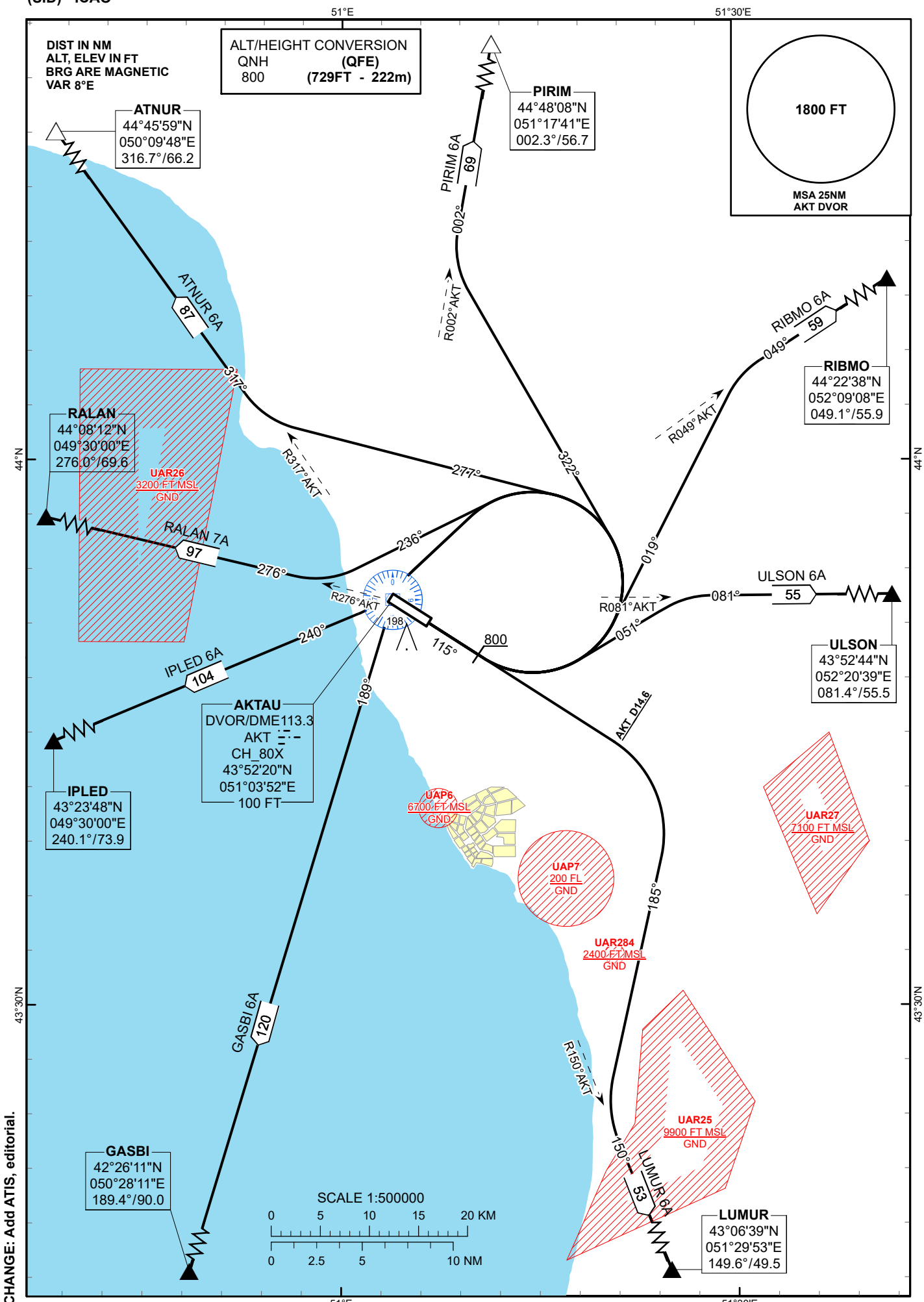
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

ATNUR 6A GASBI 6A IPLED 6A
LUMUR 6A PIRIM 6A RALAN 7A
RIBMO 6A ULSON 6A

AKTAU
RWY 11



CHANGE: Add ATIS, editorial.

STANDARD DEPARTURE ROUTES – INSTRUMENT (SID)
AKTAU RWY 11

PIRIM 6A
After take-off climb straight ahead to 800 FT, turn LEFT on track 322° until intercept R 002°AKT, then proceed to PIRIM (R002.3° D56.7 AKT).
Crossing FL at PIRIM are by ATC.

RIBMO 6A
After take-off climb straight ahead to 800 FT, turn LEFT on track 019° until intercept R 049°AKT, then proceed to RIBMO (R049.1° D55.9 AKT).
Crossing FL at RIBMO are by ATC.

ULSON 6A
After take-off climb straight ahead to 800 FT, turn LEFT on track 051° until intercept R 081°AKT, then proceed to ULSON (R081.4° D55.5 AKT).
Crossing FL at ULSON are by ATC.

LUMUR 6A
After take-off turn RIGHT, but not earlier than after crossing 14.6 NM from AKT on track 185° until intercept R 150°AKT, then proceed to LUMUR (R149.6° D49.5 AKT).
Crossing FL at LUMUR are by ATC.

GASBI 6A
After take-off climb straight ahead to 800 FT, turn LEFT to AKT, after crossing AKT proceed on track 189° to GASBI (R189.4° D90.0 AKT).
Crossing FL at GASBI are by ATC.

IPLED 6A
After take-off climb straight ahead to 800 FT, turn LEFT to AKT, after crossing AKT proceed on track 240° to IPLED (R240.1° D73.9 AKT).
Crossing FL at IPLED are by ATC.

RALAN 7A
After take-off climb straight ahead to 800 FT, turn LEFT on track 236° until intercept R 276°AKT, then proceed to RALAN (R276.0° D69.6 AKT).
Crossing FL at RALAN are by ATC.

ATNUR 6A
After take-off climb straight ahead to 800 FT, turn LEFT on track 277° until intercept R 317°AKT, then proceed to ATNUR (R316.7° D66.2 AKT).
Crossing FL at ATNUR are by ATC.

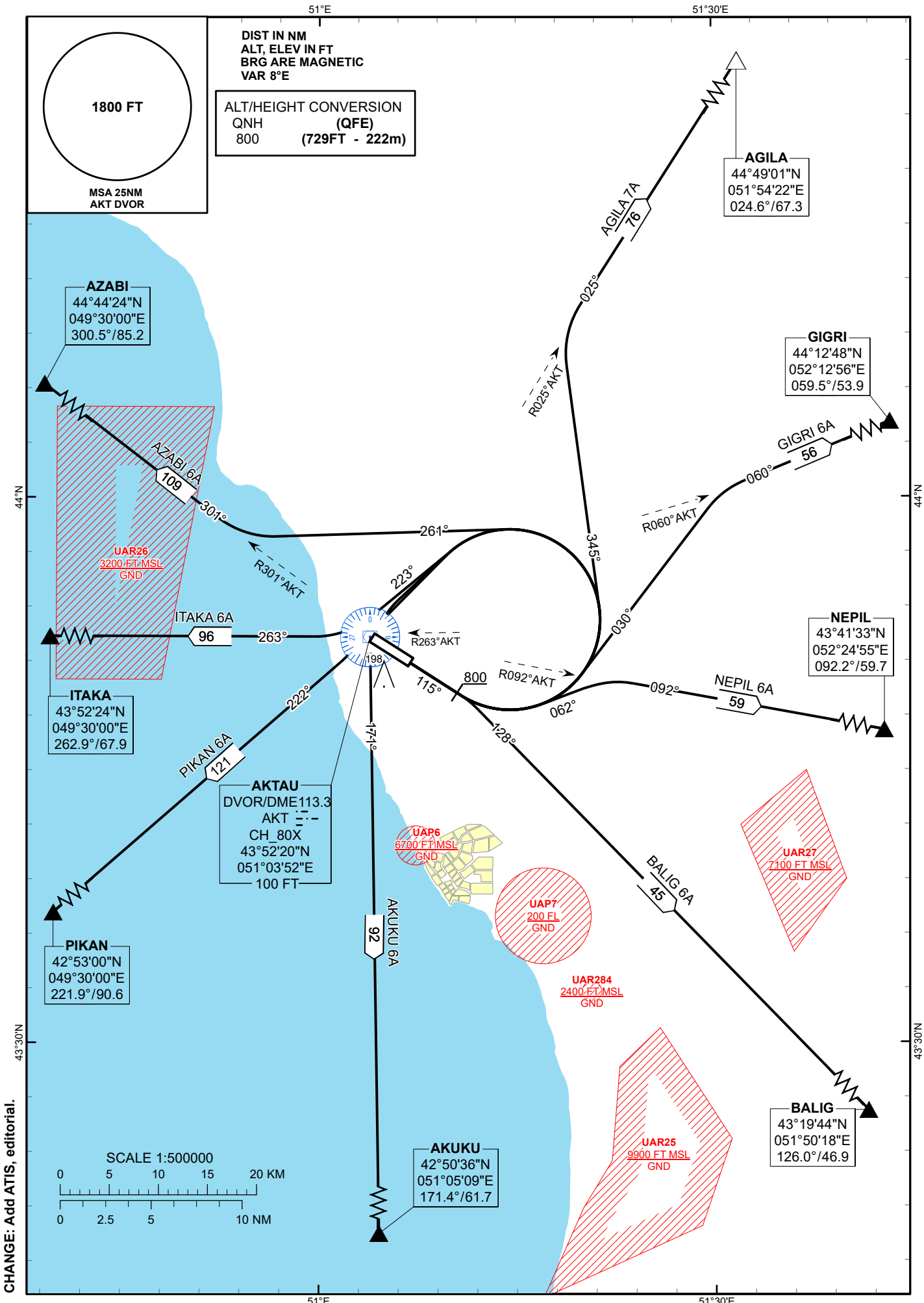
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

AGILA 7A AKUKU 6A AZABI 6A BALIG 6A GIGRI 6A ITAKA 6A NEPIL 6A PIKAN 6A

AKTAU RWY 11



CHANGE: Add ATIS, editorial.

STANDARD DEPARTURE ROUTES – INSTRUMENT (SID)
AKTAU RWY 11

AGILA 7A
After take-off climb straight ahead to 800 FT, turn LEFT on track 345° until intercept R 025°AKT, then proceed to AGILA (R024.6° D67.3 AKT).
Crossing FL at AGILA are by ATC.

GIGRI 6A
After take-off climb straight ahead to 800 FT, turn LEFT on track 030° until intercept R 060°AKT, then proceed to GIGRI (R059.5° D 53.9 AKT).
Crossing FL at GIGRI are by ATC.

NEPIL 6A
After take-off climb straight ahead to 800 FT, turn LEFT on track 062° until intercept R 092°AKT, then proceed to NEPIL (R092.2° D59.7 AKT).
Crossing FL at NEPIL are by ATC.

BALIG 6A
After take-off climb straight ahead to 800 FT, turn RIGHT on track 128°, then proceed to BALIG (R126.0° D46.9 AKT).
Crossing FL at BALIG are by ATC.

AKUKU 6A
After take-off climb straight ahead to 800 FT, turn LEFT to AKT, cross AKT at 5000 FT or above, after crossing AKT proceed on track 171° to AKUKU (R171.4° D61.7 AKT).
Crossing FL at AKUKU are by ATC.

PIKAN 6A
After take-off climb straight ahead to 800 FT, turn LEFT to AKT, after crossing AKT proceed on track 222° to PIKAN (R221.9° D90.6 AKT).
Crossing FL at PIKAN are by ATC.

ITAKA 6A
After take-off climb straight ahead to 800 FT, turn LEFT on track 223° until intercept R 263°AKT, then proceed to ITAKA (R262.9° D67.9 AKT).
Crossing FL at ITAKA are by ATC.

AZABI 6A
After take-off climb straight ahead to 800 FT, turn LEFT on track 261° until intercept R 301°AKT, then proceed to AZABI (R300.5° D85.2 AKT).
Crossing FL at AZABI are by ATC.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

AGILA 7B AKUKU 6B ATNUR 6B AZABI 6B
BALIG 6B GASBI 6B GIGRI 6B IPLED 6B
ITAKA 6B LUMUR 6B NEPIL 6B PIKAN 6B
PIRIM 6B RALAN 7B RIBMO 6B ULSON 6B

AKTAU
RWY 29

50°30'E 51°E 51°30'E

44°N

43°30'N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 8°E

1800 FT

MSA 25NM
AKT DVOR

ATNUR
44°45'59"N
050°09'48"E
316.7°/66.2

AZABI
44°44'24"N
049°30'00"E
300.5°/85.2

RALAN
44°08'12"N
049°30'00"E
276.0°/69.6

ITAKA
43°52'24"N
049°30'00"E
262.9°/67.9

IPLED
43°23'48"N
049°30'00"E
240.1°/73.9

PIKAN
42°53'00"N
049°30'00"E
221.9°/90.6

GASBI
42°26'11"N
050°28'11"E
189.4°/90.0

AKUKU
42°50'36"N
051°05'09"E
171.4°/61.7

PIRIM
44°48'08"N
051°17'41"E
002.3°/56.7

AGILA
44°49'01"N
051°54'22"E
024.6°/67.3

RIBMO
44°22'38"N
052°09'08"E
049.1°/55.9

GIGRI
44°12'48"N
052°12'56"E
059.5°/53.9

ULSON
43°52'44"N
052°20'39"E
081.4°/55.5

NEPIL
43°41'33"N
052°24'55"E
092.2°/59.7

DILOL
43°39'36"N
051°23'39"E
123.8°/19.2

BALIG
43°19'44"N
051°50'18"E
126.0°/46.9

LUMUR
43°06'39"N
051°29'53"E
149.6°/49.5

AKTAU
DVOR/DME 113.3
AKT
CH_80X
43°52'20"N
051°03'52"E
100 FT

UAR26
3200 FT MSL
GND

UAP6
6700 FT MSL
GND

UAP7
200 FL
GND

UAR284
2400 FT MSL
GND

UAR27
7100 FT MSL
GND

UAR25
9900 FT MSL
GND

ATNUR 6B 67
AZABI 6B 86
RALAN 7B 70
ITAKA 6B 69
IPLED 6B 76
PIKAN 6B 95
GASBI 6B 99
AKUKU 6B 74
PIRIM 6B 60
AGILA 7B 74
RIBMO 6B 66
GIGRI 6B 66
ULSON 6B 71
NEPIL 6B 78
BALIG 6B 70
LUMUR 6B 76

317° 301° 276° 263° 240° 222° 189° 171°
042° 065° 089° 100° 121° 132° 164° 124° 128° 169°
002° 025° 049° 060° 081° 092°
337° 256° 233° 200° 182° 149° 131°
295°

R317°AKT R276°AKT R263°AKT R240°AKT R222°AKT R189°AKT R171°AKT
R002°AKT R025°AKT R049°AKT R060°AKT R081°AKT R092°AKT R124°AKT

800 198

ALT/HEIGHT CONVERSION
QNH (QFE)
800 (747FT - 228m)

SCALE 1:500000
0 5 10 15 20 KM
0 2.5 5 10 NM

CHANGE: Add ATIS, editorial.

STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) AKTAU RWY 29	
PIRIM 6B After take-off climb straight ahead to 800 FT, turn RIGHT on track 042° until intercept R 002°AKT, then proceed to PIRIM (R002.3° D56.7 AKT). Crossing FL at PIRIM are by ATC.	**AKUKU 6B** After take-off climb straight ahead to 800 FT, turn LEFT on track 131° until intercept R 171°AKT, then proceed to AKUKU (R171.4° D61.7 AKT). Crossing FL at AKUKU are by ATC.
AGILA 7B After take-off climb straight ahead to 800 FT, turn RIGHT on track 065° until intercept R 025°AKT, then proceed to AGILA (R024.6° D67.3 AKT). Crossing FL at AGILA are by ATC.	**GASBI 6B** After take-off climb straight ahead to 800 FT, turn LEFT on track 149° until intercept R 189°AKT, then proceed to GASBI (R189.4° D90.0 AKT). Crossing FL at GASBI are by ATC.
RIBMO 6B After take-off climb straight ahead to 800 FT, turn RIGHT on track 089° until intercept R 049°AKT, then proceed to RIBMO (R049.1° D55.9 AKT). Crossing FL at RIBMO are by ATC.	**PIKAN 6B** After take-off climb straight ahead to 800 FT, turn LEFT on track 182° until intercept R 222°AKT, then proceed to PIKAN (R221.9° D90.6 AKT). Crossing FL at PIKAN are by ATC.
GIGRI 6B After take-off climb straight ahead to 800 FT, turn RIGHT on track 100° until intercept R 060°AKT, then proceed to GIGRI (R059.5° D53.9 AKT). Crossing FL at GIGRI are by ATC.	**IPLED 6B** After take-off climb straight ahead to 800 FT, turn LEFT on track 200° until intercept R 240°AKT, then proceed to IPLED (R240.1° D73.9 AKT). Crossing FL at IPLED are by ATC.
ULSON 6B After take-off climb straight ahead to 800 FT, turn RIGHT on track 121° until intercept R 081°AKT, then proceed to ULSON (R081.4° D55.5 AKT). Crossing FL at ULSON are by ATC.	**ITAKA 6B** After take-off climb straight ahead to 800 FT, turn LEFT on track 233° until intercept R 263°AKT, then proceed to ITAKA (R262.9° D67.9 AKT). Crossing FL at ITAKA are by ATC.
NEPIL 6B After take-off climb straight ahead to 800 FT, turn RIGHT on track 132° until intercept R 092°AKT, then proceed to NEPIL (R092.2° D59.7 AKT). Crossing FL at NEPIL are by ATC.	**RALAN 7B** After take-off climb straight ahead to 800 FT, turn LEFT on track 256° until intercept R 276°AKT, then proceed to RALAN (R276.0° D69.6 AKT). Crossing FL at RALAN are by ATC.
BALIG 6B After take-off climb straight ahead to 800 FT, turn RIGHT on track 164° until intercept R 124°AKT, then proceed to DILOL (R123.8° D19.2 AKT), after crossing DILOL proceed on track 128° to BALIG (R126.0° D46.9 AKT). Crossing FL at BALIG are by ATC.	**AZABI 6B** After take-off climb straight ahead to 800 FT, proceed on track 301° to AZABI (R300.5° D85.2 AKT). Crossing FL at AZABI are by ATC.
LUMUR 6B After take-off climb straight ahead to 800 FT, turn RIGHT on track 164° until intercept R 124°AKT, then proceed to DILOL (R123.8° D19.2 AKT), after crossing DILOL proceed on track 169° to LUMUR (R149.6° D49.5 AKT). Crossing FL at LUMUR are by ATC.	**ATNUR 6B** After take-off climb straight ahead to 800 FT, turn RIGHT on track 337° until intercept R 317°AKT, then proceed to ATNUR (R316.7° D66.2 AKT). Crossing FL at ATNUR are by ATC.

RNAV
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

AGILA 1E, AKUKU 1E, ATNUR 1E,
AZABI 1E, BALIG 1E, GASBI 1E, IPLED 1E,
ITAKA 1E, LUMUR 1E, PIKAN 1E,
PIRIM 1E, RALAN 1E, RIBMO 1E, ULSON 1E

AKTAU
RWY 11

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 8°E

1800 FT
MSA 25NM
ARP

RNAV 1

(RNAV 1 SID BASED ON GNSS)

FL120
ATNUR
44°45'59"N
050°09'48"E

FL120
PIRIM
44°48'08"N
051°17'41"E

FL120
AGILA
44°49'01"N
051°54'22"E

FL120
AZABI
44°44'24"N
049°30'00"E

FL120
RALAN
44°08'12"N
049°30'00"E

FL120
ITAKA
43°52'24"N
049°30'00"E

FL120
IPLED
43°23'48"N
049°30'00"E

FL120
PIKAN
42°53'00"N
049°30'00"E

FL120
GASBI
42°26'11"N
050°28'11"E

FL120
AKUKU
42°50'36"N
051°05'09"E

FL120
LUMUR
43°06'39"N
051°29'53"E

FL120
BALIG
43°19'44"N
051°50'18"E

FL120
ULSON
43°52'44"N
052°20'39"E

FL120
RIBMO
44°22'38"N
052°09'08"E

TE420
43°41'53"N
051°26'19"E

ATNUR 1E
AZABI 1E
RALAN 1E
ITAKA 1E
IPLED 1E
PIKAN 1E
GASBI 1E
AKUKU 1E
BALIG 1E
LUMUR 1E
ULSON 1E
RIBMO 1E
AGILA 1E
PIRIM 1E

180
232
84
800

UAR26
3200 FT MSL
GND

UAP6
6700 FT MSL
GND

UAP7
200 FL
GND

UAR284
2400 FTMSL
GND

UAR27
7100 FT MSL
GND

UAR25
9900 FT MSL
GND

189° (196.7°T)
168° (175.8°T)
53.6
35.3

SCALE 1:500 000
0 5 10 15 20 KM
0 2.5 5 10 NM

50°40'E 50°50'E 51°E 51°10'E 51°20'E 51°30'E 51°40'E
44°20'N 44°10'N 44°N 43°50'N 43°40'N 43°30'N 43°20'N

CHANGE: Add ATIS, editorial.

STANDARD DEPARTURE ROUTES – RNAV 1 (SID) AKTAU RWY 11	
PIRIM 1E Climb on RWY track to 800FT. Turn LEFT direct to PIRIM. Cross PIRIM at or above FL120 or as instructed by ATC.	**GASBI 1E** Climb on RWY track to 800FT. Turn LEFT direct to GASBI. Cross GASBI at or above FL120 or as instructed by ATC.
AGILA 1E Climb on RWY track to 800FT. Turn LEFT direct to AGILA. Cross AGILA at or above FL120 or as instructed by ATC.	**PIKAN 1E** Climb on RWY track to 800FT. Turn LEFT direct to PIKAN. Cross PIKAN at or above FL120 or as instructed by ATC.
RIBMO 1E Climb on RWY track to 800FT. Turn LEFT direct to RIBMO. Cross RIBMO at or above FL120 or as instructed by ATC.	**IPLED 1E** Climb on RWY track to 800FT. Turn LEFT direct to IPLED. Cross IPLED at or above FL120 or as instructed by ATC.
ULSON 1E Climb on RWY track to 800FT. Turn LEFT direct to ULSON. Cross ULSON at or above FL120 or as instructed by ATC.	**ITAKA 1E** Climb on RWY track to 800FT. Turn LEFT direct to ITAKA. Cross ITAKA at or above FL120 or as instructed by ATC.
BALIG 1E Climb on RWY track to 800FT. Turn RIGHT direct to BALIG. Cross BALIG at or above FL120 or as instructed by ATC.	**RALAN 1E** Climb on RWY track to 800FT. Turn LEFT direct to RALAN. Cross RALAN at or above FL120 or as instructed by ATC.
LUMUR 1E Climb on track 115° to TE420. Turn RIGHT on track 168° to LUMUR. Cross LUMUR at or above FL120 or as instructed by ATC.	**AZABI 1E** Climb on RWY track to 800FT. Turn LEFT direct to AZABI. Cross AZABI at or above FL120 or as instructed by ATC.
AKUKU 1E Climb on track 115° to TE420. Turn RIGHT on track 189° to AKUKU. Cross AKUKU at or above FL120 or as instructed by ATC.	**ATNUR 1E** Climb on RWY track to 800FT. Turn LEFT direct to ATNUR. Cross ATNUR at or above FL120 or as instructed by ATC.

WAYPOINT LIST

SID RWY 11	
Waypoint Identifier	**Coordinates**
AGILA	444901.0N 0515422.0E
AKUKU	425036.0N 0510509.0E
ATNUR	444559.0N 0500948.0E
AZABI	444424.0N 0493000.0E
BALIG	431944.0N 0515018.0E
DER	435105.3N 0510634.0E
GASBI	422611.0N 0502811.0E
IPLED	432348.0N 0493000.0E
ITAKA	435224.0N 0493000.0E
LUMUR	430639.0N 0512953.0E
PIKAN	425300.0N 0493000.0E
PIRIM	444808.0N 0511741.0E
RALAN	440812.0N 0493000.0E
RIBMO	442238.0N 0520908.0E
TE420	434153.3N 0512618.6E
ULSON	435244.0N 0522039.0E

TABULAR DESCRIPTION

RNAV 1 SID RWY 11										
Serial Number	***Waypoint ID***	***Path Descriptor***	***Flyover***	***Course °M (°T)***	***Distance (NM)***	***Turn Direction***	***Altitude (ft)***	***Speed (kts)***	***VPA/TCH***	***Navigation Specification***
PIRIM 1E										
010	-	CA	-	115 (122.6)	3.6	-	+800	-	-	RNAV1
020	PIRIM	DF	-	-	-	L	+FL120	-	-	RNAV1
AGILA 1E										
010	-	CA	-	115 (122.6)	3.6	-	+800	-	-	RNAV1
020	AGILA	DF	-	-	-	L	+FL120	-	-	RNAV1
RIBMO 1E										
010	-	CA	-	115 (122.6)	3.6	-	+800	-	-	RNAV1
020	RIBMO	DF	-	-	-	L	+FL120	-	-	RNAV1
ULSON 1E										
010	-	CA	-	115 (122.6)	3.6	-	+800	-	-	RNAV1
020	ULSON	DF	-	-	-	L	+FL120	-	-	RNAV1
BALIG 1E										
010	-	CA	-	115 (122.6)	3.6	-	+800	-	-	RNAV1
020	BALIG	DF	-	-	-	R	+FL120	-	-	RNAV1
LUMUR 1E										
010	TE420	CF	-	115 (122.6)	17	-	-	-	-	RNAV1
020	LUMUR	TF	-	168 (175.8)	35.3	R	+FL120	-	-	RNAV1
AKUKU 1E										
010	TE420	CF	-	115 (122.6)	17	-	-	-	-	RNAV1
020	AKUKU	TF	-	189 (196.7)	53.6	R	+FL120	-	-	RNAV1
GASBI 1E										
010	-	CA	-	115 (122.6)	3.6	-	+800	-	-	RNAV1
020	GASBI	DF	-	-	-	L	+FL120	-	-	RNAV1
PIKAN 1E										
010	-	CA	-	115 (122.6)	3.6	-	+800	-	-	RNAV1
020	PIKAN	DF	-	-	-	L	+FL120	-	-	RNAV1
IPLED 1E										
010	-	CA	-	115 (122.6)	3.6	-	+800	-	-	RNAV1
020	IPLED	DF	-	-	-	L	+FL120	-	-	RNAV1
ITAKA 1E										
010	-	CA	-	115 (122.6)	3.6	-	+800	-	-	RNAV1
020	ITAKA	DF	-	-	-	L	+FL120	-	-	RNAV1
RALAN 1E										
010	-	CA	-	115 (122.6)	3.6	-	+800	-	-	RNAV1
020	RALAN	DF	-	-	-	L	+FL120	-	-	RNAV1
AZABI 1E										
010	-	CA	-	115 (122.6)	3.6	-	+800	-	-	RNAV1
020	AZABI	DF	-	-	-	L	+FL120	-	-	RNAV1
ATNUR 1E										
010	-	CA	-	115 (122.6)	3.6	-	+800	-	-	RNAV1
020	ATNUR	DF	-	-	-	L	+FL120	-	-	RNAV1

RNAV
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

AGILA 1K, AKUKU 1K, ATNUR 1K, AZABI 1K, BALIG 1K, GASBI 1K, IPLED 1K, ITAKA 1K, LUMUR 1K, PIKAN 1K, PIRIM 1K, RALAN 1K, RIBMO 1K, ULSON 1K

AKTAU
RWY 29

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 8°E

1800 FT
MSA 25NM
ARP

RNAV 1

(RNAV 1 SID BASED ON GNSS)

FL120
ATNUR
44°45'59"N
050°09'48"E

FL120
PIRIM
44°48'08"N
051°17'41"E

FL120
AGILA
44°49'01"N
051°54'22"E

FL120
RIBMO
44°22'38"N
052°09'08"E

FL120
ULSON
43°52'44"N
052°20'39"E

FL120
AZABI
44°44'24"N
049°30'00"E

FL120
RALAN
44°08'12"N
049°30'00"E

FL120
ITAKA
43°52'24"N
049°30'00"E

FL120
IPLED
43°23'48"N
049°30'00"E

FL120
PIKAN
42°53'00"N
049°30'00"E

FL120
GASBI
42°26'11"N
050°28'11"E

FL120
AKUKU
42°50'36"N
051°05'09"E

FL120
BALIG
43°19'44"N
051°50'18"E

FL120
LUMUR
43°06'39"N
051°29'53"E

DILOL
43°39'36"N
051°23'39"E

ATNUR 1K
PIRIM 1K
AGILA 1K
RIBMO 1K
ULSON 1K
AZABI 1K
RALAN 1K
ITAKA 1K
IPLED 1K
PIKAN 1K
GASBI 1K
AKUKU 1K
BALIG 1K
LUMUR 1K

UAR26
3200 FT MSL
GND

UAP6
6700 FT MSL
GND

UAP7
200 FL
GND

UAR27
7100 FT MSL
GND

UAR284
2400 FTMSL
GND

UAR25
9900 FT MSL
GND

800
152
232
180

128° (135.83°T)
164° (172.2°T)

SCALE 1:500 000
0 5 10 15 20 KM
0 2.5 5 10 NM

50°40'E 50°50'E 51°E 51°10'E 51°20'E 51°30'E
44°20'N 44°10'N 44°N 43°50'N 43°40'N 43°30'N 43°20'N

CHANGE: Add ATIS, editorial.

STANDARD DEPARTURE ROUTES – RNAV 1 (SID) AKTAU RWY 29	
PIRIM 1K Climb on RWY track to 800FT. Turn RIGHT direct to PIRIM. Cross PIRIM at or above FL120 or as instructed by ATC.	**GASBI 1K** Climb on RWY track to 800FT. Turn LEFT direct to GASBI. Cross GASBI at or above FL120 or as instructed by ATC.
AGILA 1K Climb on RWY track to 800FT. Turn RIGHT direct to AGILA. Cross AGILA at or above FL120 or as instructed by ATC.	**PIKAN 1K** Climb on RWY track to 800FT. Turn LEFT direct to PIKAN. Cross PIKAN at or above FL120 or as instructed by ATC.
RIBMO 1K Climb on RWY track to 800FT. Turn RIGHT direct to RIBMO. Cross RIBMO at or above FL120 or as instructed by ATC.	**IPLED 1K** Climb on RWY track to 800FT. Turn LEFT direct to IPLED. Cross IPLED at or above FL120 or as instructed by ATC.
ULSON 1K Climb on RWY track to 800FT. Turn RIGHT direct to ULSON. Cross ULSON at or above FL120 or as instructed by ATC.	**ITAKA 1K** Climb on RWY track to 800FT. Turn LEFT direct to ITAKA. Cross ITAKA at or above FL120 or as instructed by ATC.
BALIG 1K Climb on RWY track to 800FT. Turn RIGHT direct to DILOL. Then on track 128° to BALIG. Cross BALIG at or above FL120 or as instructed by ATC.	**RALAN 1K** Climb on RWY track to 800FT. Turn LEFT direct to RALAN. Cross RALAN at or above FL120 or as instructed by ATC.
LUMUR 1K Climb on RWY track to 800FT. Turn RIGHT direct to DILOL. Then on track 164° to LUMUR. Cross LUMUR at or above FL120 or as instructed by ATC.	**AZABI 1K** Climb on RWY track to 800FT. Turn LEFT direct to AZABI. Cross AZABI at or above FL120 or as instructed by ATC.
AKUKU 1K Climb on RWY track to 800FT. Turn LEFT direct to AKUKU. Cross AKUKU at or above FL120 or as instructed by ATC.	**ATNUR 1K** Climb on RWY track to 800FT. Turn RIGHT direct to ATNUR. Cross ATNUR at or above FL120 or as instructed by ATC.

WAYPOINT LIST

SID RWY 29	
Waypoint Identifier	**Coordinates**
DER	435105.3N 0510634.0E
PIRIM	444808.0N 0511741.0E
AGILA	444901.0N 0515422.0E
RIBMO	442238.0N 0520908.0E
ULSON	435244.0N 0522039.0E
DILOL	433936.0N 0512339.0E
BALIG	431944.0N 0515018.0E
LUMUR	430639.0N 0512953.0E
AKUKU	425036.0N 0510509.0E
GASBI	422611.0N 0502811.0E
PIKAN	425300.0N 0493000.0E
IPLED	432348.0N 0493000.0E
ITAKA	435224.0N 0493000.0E
RALAN	440812.0N 0493000.0E
AZABI	444424.0N 0493000.0E
ATNUR	444559.0N 0500948.0E

TABULAR DESCRIPTION

RNAV 1 SID RWY 29										
Serial Number	***Waypoint ID***	***Path Descriptor***	***Flyover***	***Course °M (°T)***	***Distance (NM)***	***Turn Direction***	***Altitude (ft)***	***Speed (kts)***	***VPA/TCH***	***Navigation Specification***
PIRIM 1K										
010	-	CA	-	295 (302.6)	3.6	-	+800	-	-	RNAV1
020	PIRIM	DF	-	-	-	R	+FL120	-	-	RNAV1
AGILA 1K										
010	-	CA	-	295 (302.6)	3.6	-	+800	-	-	RNAV1
020	AGILA	DF	-	-	-	R	+FL120	-	-	RNAV1
RIBMO 1K										
010	-	CA	-	295 (302.6)	3.6	-	+800	-	-	RNAV1
020	RIBMO	DF	-	-	-	R	+FL120	-	-	RNAV1
ULSON 1K										
010	-	CA	-	295 (302.6)	3.6	-	+800	-	-	RNAV1
020	ULSON	DF	-	-	-	R	+FL120	-	-	RNAV1
BALIG 1K										
010	-	CA	-	295 (302.6)	3.6	-	+800	-	-	RNAV1
020	DILOL	DF		-	-	R	-	-	-	RNAV1
030	BALIG	CF	-	128 (135.83)	-	-	+FL120	-	-	RNAV1
LUMUR 1K										
010	-	CA	-	295 (302.6)	3.6	-	+800	-	-	RNAV1
020	DILOL	DF		-	-	R	-	-	-	RNAV1
030	LUMUR	CF	-	164 (172.2)	-	-	+FL120	-	-	RNAV1
AKUKU 1K										
010	-	CA	-	295 (302.6)	3.6	-	+800	-	-	RNAV1
020	AKUKU	DF	-	-	-	L	+FL120	-	-	RNAV1
GASBI 1K										
010	-	CA	-	295 (302.6)	3.6	-	+800	-	-	RNAV1
020	GASBI	DF	-	-	-	L	+FL120	-	-	RNAV1
PIKAN 1K										
010	-	CA	-	295 (302.6)	3.6	-	+800	-	-	RNAV1
020	PIKAN	DF	-	-	-	L	+FL120	-	-	RNAV1
IPLED 1K										
010	-	CA	-	295 (302.6)	3.6	-	+800	-	-	RNAV1
020	IPLED	DF	-	-	-	L	+FL120	-	-	RNAV1
ITAKA 1K										
010	-	CA	-	295 (302.6)	3.6	-	+800	-	-	RNAV1
020	ITAKA	DF	-	-	-	L	+FL120	-	-	RNAV1
RALAN 1K										
010	-	CA	-	295 (302.6)	3.6	-	+800	-	-	RNAV1
020	RALAN	DF	-	-	-	L	+FL120	-	-	RNAV1
AZABI 1K										
010	-	CA	-	295 (302.6)	3.6	-	+800	-	-	RNAV1
020	AZABI	DF	-	-	-	R	+FL120	-	-	RNAV1
ATNUR 1K										
010	-	CA	-	295 (302.6)	3.6	-	+800	-	-	RNAV1
020	ATNUR	DF	-	-	-	R	+FL120	-	-	RNAV1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

AGILA 7C, AKUKU 6C, ATNUR 6C, AZABI 6C, BALIG 6C, GASBI 6C, GIGRI 6C, IPLED 6C, ITAKA 6C, LUMUR 6C, NEPIL 6C, PIKAN 6C, PIRIM 6C, RALAN 7C, RIBMO 6C, ULSON 6C

AKTAU
RWY 11

51°E — 51°30'E — 44°N — 43°30'N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 8°E

ALT/HEIGHT CONVERSION
QNH (QFE)
4000 (3929FT - 1198m)

1800 FT
MSA 25NM
AKT DVOR

ATNUR
44°45'59"N
050°09'48"E
AKT
316.7°/66.2

PIRIM
44°48'08"N
051°17'41"E
AKT
002.3°/56.7

AGILA
44°49'01"N
051°54'22"E
AKT
024.6°/67.3

RIBMO
44°22'38"N
052°09'08"E
AKT
049.1°/55.9

GIGRI
44°12'48"N
052°12'56"E
AKT
059.5°/53.9

ULSON
43°52'44"N
052°20'39"E
AKT
081.4°/55.5

NEPIL
43°41'33"N
052°24'55"E
AKT
092.2°/59.7

BALIG
43°19'44"N
051°50'18"E
AKT
126.0°/46.9

LUMUR
43°06'39"N
051°29'53"E
AKT
149.6°/49.5

AKUKU
42°50'36"N
051°05'09"E
AKT
171.4°/61.7

GASBI
42°26'11"N
050°28'11"E
AKT
189.4°/90.0

VAKES
43°32'30"N
051°00'00"E
AKT
180.3°/20.0

PIKAN
42°53'00"N
049°30'00"E
AKT
221.9°/90.6

IPLED
43°23'48"N
049°30'00"E
AKT
240.1°/73.9

ITAKA
43°52'24"N
049°30'00"E
AKT
262.9°/67.9

RALAN
44°08'12"N
049°30'00"E
AKT
276.0°/69.6

AZABI
44°44'24"N
049°30'00"E
AKT
300.5°/85.2

IAF4000
AKTAU
DVOR/DME113.3
AKT
CH_80X
43°52'20"N
051°03'52"E
100 FT

Holding
MNM 4000
1 MIN

ATNUR 6C 66
PIRIM 6C 57
AGILA 7C 67
RIBMO 6C 56
GIGRI 6C 54
ULSON 6C 56
NEPIL 6C 60
BALIG 6C 47
LUMUR 6C 34
AKUKU 6C 42
GASBI 6C 90
VAKES 20
PIKAN 6C 91
IPLED 6C 74
ITAKA 6C 68
RALAN 7C 70
AZABI 6C 85

136° 182° 205° 230° 240° 262° 273° 307° 312° 347° 000° 009° 041° 059° 082° 095° 119° 115° 223° 295° 258

UAR26
3200 FT MSL
GND

UAP6
6700 FT MSL
GND

745
UAP7
200 FL
GND

UAR27
7100 FT MSL
GND

UAR284
2400 FT MSL
GND

UAR25
9900 FT MSL
GND

SCALE 1:500000
0 5 10 15 20 KM
0 2.5 5 10 NM

CHANGE: Add ATIS, editorial.

STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) AKTAU RWY 11	
PIRIM 6C After crossing PIRIM (R002.3° D56.7 AKT) proceed on track 182° to AKT. Crossing FL at PIRIM are by ATC. Cross AKT at 4000.	**AKUKU 6C** After crossing AKUKU (R171.4° D61.7 AKT) proceed on track 347° to VAKES (R180.3° D20.0 AKT). After crossing VAKES, proceed on track 000° to AKT. Crossing FL at AKUKU are by ATC. Cross AKT at 4000.
AGILA 7C After crossing AGILA (R024.6° D67.3 AKT) proceed on track 205° to AKT. Crossing FL at AGILA are by ATC. Cross AKT at 4000.	**GASBI 6C** After crossing GASBI (R189.4° D90.0 AKT) proceed on track 009° to AKT. Crossing FL at GASBI are by ATC. Cross AKT at 4000.
RIBMO 6C After crossing RIBMO (R049.1° D55.9 AKT) proceed on track 230° to AKT. Crossing FL at RIBMO are by ATC. Cross AKT at 4000.	**PIKAN 6C** After crossing PIKAN (R221.9° D90.6 AKT) proceed on track 041° to AKT. Crossing FL at PIKAN are by ATC. Cross AKT at 4000.
GIGRI 6C After crossing GIGRI (R059.5° D53.9 AKT) proceed on track 240° to AKT. Crossing FL at GIGRI are by ATC. Cross AKT at 4000.	**IPLED 6C** After crossing IPLED (R240.1° D73.9 AKT) proceed on track 059° to AKT. Crossing FL at IPLED are by ATC. Cross AKT at 4000.
ULSON 6C After crossing ULSON (R081.4° D55.5 AKT) proceed on track 262° to AKT. Crossing FL at ULSON are by ATC. Cross AKT at 4000.	**ITAKA 6C** After crossing ITAKA (R262.9° D67.9 AKT) proceed on track 082° to AKT. Crossing FL at ITAKA are by ATC. Cross AKT at 4000.
NEPIL 6C After crossing NEPIL (R092.2° D59.7 AKT) proceed on track 273° to AKT. Crossing FL at NEPIL are by ATC. Cross AKT at 4000.	**RALAN 7C** After crossing RALAN (R276.0° D69.6 AKT) proceed on track 095° to AKT. Crossing FL at RALAN are by ATC. Cross AKT at 4000.
BALIG 6C After crossing BALIG (R126.0° D46.9 AKT) proceed on track 307° to AKT. Crossing FL at BALIG are by ATC. Cross AKT at 4000.	**AZABI 6C** After crossing AZABI (R300.5° D85.2 AKT) proceed on track 119° to AKT. Crossing FL at AZABI are by ATC. Cross AKT at 4000.
LUMUR 6C After crossing LUMUR (R149.6° D49.5 AKT) proceed on track 312° to VAKES (R180.3° D20.0 AKT). After crossing VAKES, proceed on track 000° to AKT. Crossing FL at LUMUR are by ATC. Cross AKT at 4000.	**ATNUR 6C** After crossing ATNUR (R316.7° D66.2 AKT) proceed on track 136° to AKT. Crossing FL at ATNUR are by ATC. Cross AKT at 4000.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

AGILA 7D AKUKU 6D ATNUR 6D AZABI 6D
BALIG 6D GASBI 6D GIGRI 6D IPLED 6D
ITAKA 6D LUMUR 6D NEPIL 6D PIKAN 6D
PIRIM 6D RALAN 7D RIBMO 6D ULSON 6D

AKTAU
RWY 29

51°E 51°30'E

44°N 43°30'N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 8°E

ALT/HEIGHT CONVERSION
QNH (QFE)
4000 (3947FT - 1203m)

1800 FT
MSA 25NM
AKT DVOR

ATNUR
44°45'59"N
050°09'48"E
AKT
316.7°/66.2

PIRIM
44°48'08"N
051°17'41"E
AKT
002.3°/56.7

AGILA
44°49'01"N
051°54'22"E
AKT
024.6°/67.3

AZABI
44°44'24"N
049°30'00"E
AKT
300.5°/85.2

RIBMO
44°22'38"N
052°09'08"E
AKT
049.1°/55.9

IAF 4000
AKTAU
DVOR/DME 113.3
AKT
CH_80X
43°52'20"N
051°03'52"E
100 FT

RALAN
44°08'12"N
049°30'00"E
AKT
276.0°/69.6

GIGRI
44°12'48"N
052°12'56"E
AKT
059.5°/53.9

ULSON
43°52'44"N
052°20'39"E
AKT
081.4°/55.5

ITAKA
43°52'24"N
049°30'00"E
AKT
262.9°/67.9

NEPIL
43°41'33"N
052°24'55"E
AKT
092.2°/59.7

IPLED
43°23'48"N
049°30'00"E
AKT
240.1°/73.9

VAKES
43°32'30"N
051°00'00"E
AKT
180.3°/20.0

PIKAN
42°53'00"N
049°30'00"E
AKT
221.9°/90.6

BALIG
43°19'44"N
051°50'18"E
AKT
126.0°/46.9

GASBI
42°26'11"N
050°28'11"E
AKT
189.4°/90.0

AKUKU
42°50'36"N
051°05'09"E
AKT
171.4°/61.7

LUMUR
43°06'39"N
051°29'53"E
AKT
149.6°/49.5

136° ATNUR 6D 66
182° PIRIM 6D 57
205° AGILA 7D 67
230° RIBMO 6D 56
240° GIGRI 6D 54
262° ULSON 6D 56
273° NEPIL 6D 60
307° BALIG 6D 47
347° AKUKU 6D 42
312° LUMUR 6D 34
000° LUMUR 6D AKUKU 6D 20
600° GASBI 6D 90
041° PIKAN 6D 91
059° IPLED 6D 74
082° ITAKA 6D 68
095° RALAN 7D 70
119° AZABI 6D 85
295° 115° Holding MNM 4000 1MIN

UAR26
3200 FT MSL
GND

UAP6
6700 FT MSL
GND

UAP7
200 FL
GND

UAR27
7100 FT MSL
GND

UAR284
2400 FT MSL
GND

UAR25
9900 FT MSL
GND

223
258
745

SCALE 1:500000
0 5 10 15 20 KM
0 2.5 5 10 NM

CHANGE: Add ATIS, editorial.

STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) AKTAU RWY 29	
PIRIM 6D After crossing PIRIM (R002.3° D56.7 AKT) proceed on track 182° to AKT. Crossing FL at PIRIM are by ATC. Cross AKT at 4000.	**AKUKU 6D** After crossing AKUKU (R171.4° D61.7 AKT) proceed on track 347° to VAKES (R180.3° D20.0 AKT). After crossing VAKES, proceed on track 000° to AKT. Crossing FL at AKUKU are by ATC. Cross AKT at 4000.
AGILA 7D After crossing AGILA (R024.6° D67.3 AKT) proceed on track 205° to AKT. Crossing FL at AGILA are by ATC. Cross AKT at 4000.	**GASBI 6D** After crossing GASBI (R189.4° D90.0 AKT) proceed on track 009° to AKT. Crossing FL at GASBI are by ATC. Cross AKT at 4000.
RIBMO 6D After crossing RIBMO (R049.1° D55.9 AKT) proceed on track 230° to AKT. Crossing FL at RIBMO are by ATC. Cross AKT at 4000.	**PIKAN 6D** After crossing PIKAN (R221.9° D90.6 AKT) proceed on track 041° to AKT. Crossing FL at PIKAN are by ATC. Cross AKT at 4000.
GIGRI 6D After crossing GIGRI (R059.5° D53.9 AKT) proceed on track 240° to AKT. Crossing FL at GIGRI are by ATC. Cross AKT at 4000.	**IPLED 6D** After crossing IPLED (R240.1° D73.9 AKT) proceed on track 059° to AKT. Crossing FL at IPLED are by ATC. Cross AKT at 4000.
ULSON 6D After crossing ULSON (R081.4° D55.5 AKT) proceed on track 262° to AKT. Crossing FL at ULSON are by ATC. Cross AKT at 4000.	**ITAKA 6D** After crossing ITAKA (R262.9° D67.9 AKT) proceed on track 082° to AKT. Crossing FL at ITAKA are by ATC. Cross AKT at 4000.
NEPIL 6D After crossing NEPIL (R092.2° D59.7 AKT) proceed on track 273° to AKT. Crossing FL at NEPIL are by ATC. Cross AKT at 4000.	**RALAN 7D** After crossing RALAN (R276.0° D69.6 AKT) proceed on track 095° to AKT. Crossing FL at RALAN are by ATC. Cross AKT at 4000.
BALIG 6D After crossing BALIG (R126.0° D46.9 AKT) proceed on track 307° to AKT. Crossing FL at BALIG are by ATC. Cross AKT at 4000.	**AZABI 6D** After crossing AZABI (R300.5° D85.2 AKT) proceed on track 119° to AKT. Crossing FL at AZABI are by ATC. Cross AKT at 4000.
LUMUR 6D After crossing LUMUR (R149.6° D49.5 AKT) proceed on track 312° to VAKES (R180.3° D20.0 AKT). After crossing VAKES, proceed on track 000° to AKT. Crossing FL at LUMUR are by ATC. Cross AKT at 4000.	**ATNUR 6D** After crossing ATNUR (R316.7° D66.2 AKT) proceed on track 136° to AKT. Crossing FL at ATNUR are by ATC. Cross AKT at 4000.

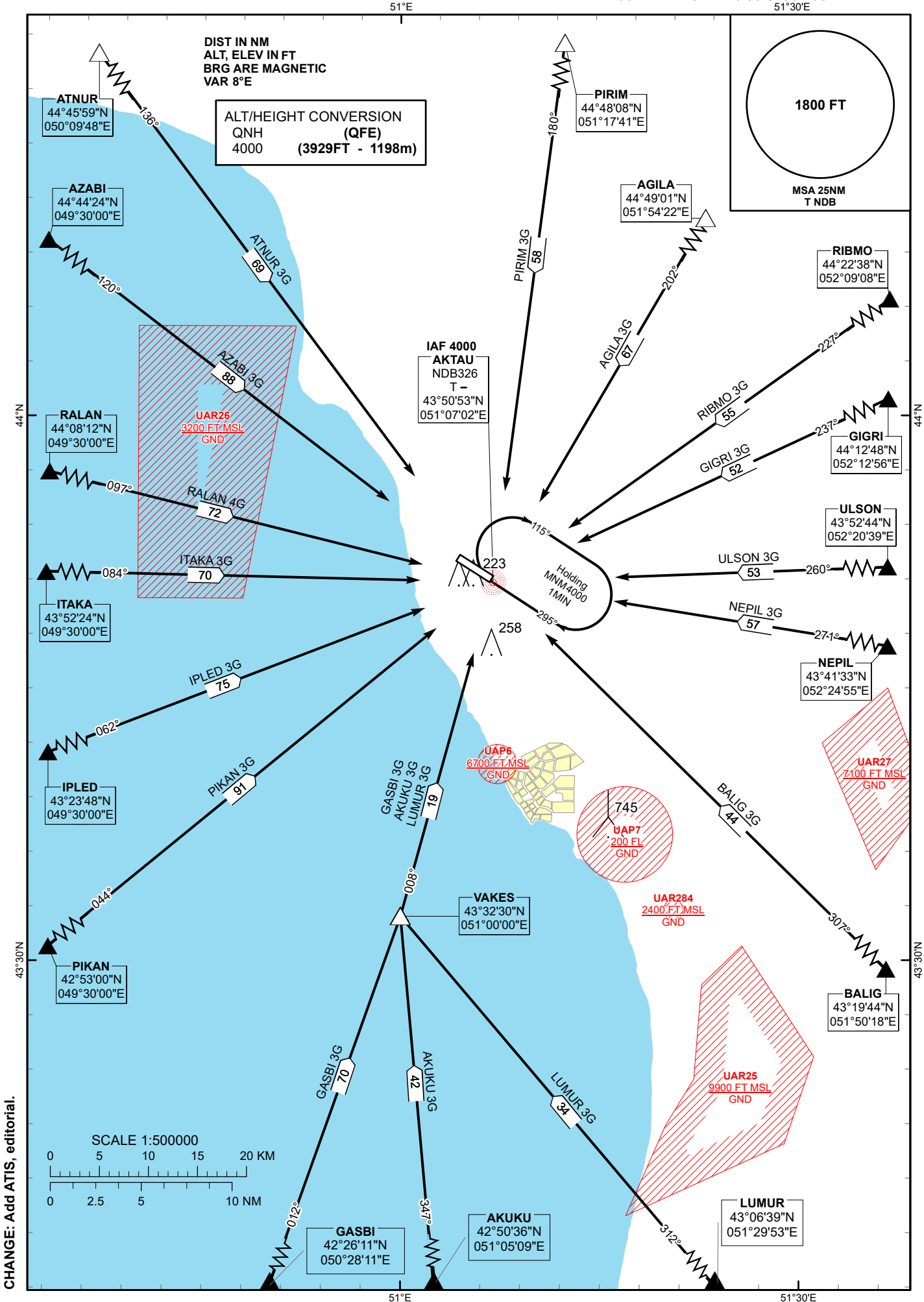
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

AGILA 3G AKUKU 3G ATNUR 3G AZABI 3G BALIG 3G GASBI 3G GIGRI 3G IPLED 3G ITAKA 3G LUMUR 3G NEPIL 3G PIKAN 3G PIRIM 3G RALAN 4G RIBMO 3G ULSON 3G

AKTAU RWY 11



CHANGE: Add ATIS, editorial.

STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) AKTAU RWY 11	
PIRIM 3G After crossing PIRIM (N444808 E0511741) proceed on track 180° to T. Crossing FL at PIRIM are by ATC. Cross NDB T at 4000.	**AKUKU 3G** After crossing AKUKU (N425036 E0510509) proceed on track 347° to VAKES (N433230 E0510000). After crossing VAKES proceed on track 008° to T. Crossing FL at AKUKU are by ATC. Cross NDB T at 4000.
AGILA 3G After crossing AGILA (N444901 E0515422) proceed on track 202° to T. Crossing FL at AGILA are by ATC. Cross NDB T at 4000.	**GASBI 3G** After crossing GASBI (N422611 E0502811) proceed on track 012° to VAKES (N433230 E0510000). After crossing VAKES proceed on track 008° to T. Crossing FL at GASBI are by ATC. Cross NDB T at 4000.
RIBMO 3G After crossing RIBMO (N442238 E0520908) proceed on track 227° to T. Crossing FL at RIBMO are by ATC. Cross NDB T at 4000.	**PIKAN 3G** After crossing PIKAN (N425300 E0493000) proceed on track 044° to T. Crossing FL at PIKAN are by ATC. Cross NDB T at 4000.
GIGRI 3G After crossing GIGRI (N441248 E0521256) proceed on track 237° to T. Crossing FL at GIGRI are by ATC. Cross NDB T at 4000.	**IPLED 3G** After crossing IPLED (N432348 E0493000) proceed on track 062° to T. Crossing FL at IPLED are by ATC. Cross NDB T at 4000.
ULSON 3G After crossing ULSON (N435244 E0522039) proceed on track 260° to T. Crossing FL at ULSON are by ATC. Cross NDB T at 4000.	**ITAKA 3G** After crossing ITAKA (N435224 E0493000) proceed on track 084° to T. Crossing FL at ITAKA are by ATC. Cross NDB T at 4000.
NEPIL 3G After crossing NEPIL (N434133 E0522455) proceed on track 271° to T. Crossing FL at NEPIL are by ATC. Cross NDB T at 4000.	**RALAN 4G** After crossing RALAN (N440812 E0493000) proceed on track 097° to T. Crossing FL at RALAN are by ATC. Cross NDB T at 4000.
BALIG 3G After crossing BALIG (N431944 E0515018) proceed on track 307° to T. Crossing FL at BALIG are by ATC. Cross NDB T at 4000.	**AZABI 3G** After crossing AZABI (N444424 E0493000) proceed on track 120° to T. Crossing FL at AZABI are by ATC. Cross NDB T at 4000.
LUMUR 3G After crossing LUMUR (N430639 E0512953) proceed on track 312° to VAKES (N433230 E0510000). After crossing VAKES proceed on track 008° to T. Crossing FL at LUMUR are by ATC. Cross NDB T at 4000.	**ATNUR 3G** After crossing ATNUR (N444559 E0500948) proceed on track 136° to T. Crossing FL at ATNUR are by ATC. Cross NDB T at 4000.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

AGILA 6F AKUKU 5F ATNUR 5F AZABI 5F
BALIG 5F GASBI 5F GIGRI 5F IPLED 5F
ITAKA 5F LUMUR 5F NEPIL 5F PIKAN 5F
PIRIM 5F RALAN 6F RIBMO 5F ULSON 5F

AKTAU
RWY 29

51°E
51°30'E
44°N
43°30'N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 8°E

ALT/HEIGHT CONVERSION
QNH (QFE)
4000 (3947FT - 1203m)

1800 FT
MSA 25NM
T NDB

ATNUR
44°45'59"N
050°09'48"E

AZABI
44°44'24"N
049°30'00"E

RALAN
44°08'12"N
049°30'00"E

ITAKA
43°52'24"N
049°30'00"E

IPLED
43°23'48"N
049°30'00"E

PIKAN
42°53'00"N
049°30'00"E

PIRIM
44°48'08"N
051°17'41"E

AGILA
44°49'01"N
051°54'22"E

RIBMO
44°22'38"N
052°09'08"E

GIGRI
44°12'48"N
052°12'56"E

ULSON
43°52'44"N
052°20'39"E

NEPIL
43°41'33"N
052°24'55"E

BALIG
43°19'44"N
051°50'18"E

LUMUR
43°06'39"N
051°29'53"E

AKUKU
42°50'36"N
051°05'09"E

GASBI
42°26'11"N
050°28'11"E

VAKES
43°32'30"N
051°00'00"E

IAF 4000
AKTAU
NDB326
T –
43°50'53"N
051°07'02"E

Holding
MNM4000
1MIN

136°
120°
097°
084°
062°
044°
180°
202°
227°
237°
260°
271°
307°
295°
115°
008°
012°
347°
312°

ATNUR 5F 69
AZABI 5F 88
RALAN 6F 72
ITAKA 5F 70
IPLED 5F 75
PIKAN 5F 91
PIRIM 5F 58
AGILA 6F 67
RIBMO 5F 55
GIGRI 5F 52
ULSON 5F 53
NEPIL 5F 57
GASBI 5F AKUKU 5F LUMUR 5F 19
BALIG 5F 44
GASBI 5F 70
AKUKU 5F 42
LUMUR 5F 34

223
258

UAR26
3200 FT MSL
GND

UAP6
6700 FT MSL
GND

745
UAP7
200 FL
GND

UAR27
7100 FT MSL
GND

UAR284
2400 FT MSL
GND

UAR25
9900 FT MSL
GND

SCALE 1:500000
0 5 10 15 20 KM
0 2.5 5 10 NM

CHANGE: Add ATIS, editorial.

STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) AKTAU RWY 29	
PIRIM 5F After crossing PIRIM (N444808 E0511741) proceed on track 180° to T. Crossing FL at PIRIM are by ATC. Cross NDB T at 4000.	**AKUKU 5F** After crossing AKUKU (N425036 E0510509) proceed on track 347° to VAKES (N433230 E0510000). After crossing VAKES proceed on track 008° to T. Crossing FL at AKUKU are by ATC. Cross NDB T at 4000.
AGILA 6F After crossing AGILA (N444901 E0515422) proceed on track 202° to T. Crossing FL at AGILA are by ATC. Cross NDB T at 4000.	**GASBI 5F** After crossing GASBI (N422611 E0502811) proceed on track 012° to VAKES (N433230 E0510000). After crossing VAKES proceed on track 008° to T. Crossing FL at GASBI are by ATC. Cross NDB T at 4000.
RIBMO 5F After crossing RIBMO (N442238 E0520908) proceed on track 227° to T. Crossing FL at RIBMO are by ATC. Cross NDB T at 4000.	**PIKAN 5F** After crossing PIKAN (N425300 E0493000) proceed on track 044° to T. Crossing FL at PIKAN are by ATC. Cross NDB T at 4000.
GIGRI 5F After crossing GIGRI (N441248 E0521256) proceed on track 237° to T. Crossing FL at GIGRI are by ATC. Cross NDB T at 4000.	**IPLED 5F** After crossing IPLED (N432348 E0493000) proceed on track 062° to T. Crossing FL at IPLED are by ATC. Cross NDB T at 4000.
ULSON 5F After crossing ULSON (N435244 E0522039) proceed on track 260° to T. Crossing FL at ULSON are by ATC. Cross NDB T at 4000.	**ITAKA 5F** After crossing ITAKA (N435224 E0493000) proceed on track 084° to T. Crossing FL at ITAKA are by ATC. Cross NDB T at 4000.
NEPIL 5F After crossing NEPIL (N434133 E0522455) proceed on track 271° to T. Crossing FL at NEPIL are by ATC. Cross NDB T at 4000.	**RALAN 6F** After crossing RALAN (N440812 E0493000) proceed on track 097° to T. Crossing FL at RALAN are by ATC. Cross NDB T at 4000.
BALIG 5F After crossing BALIG (N431944 E0515018) proceed on track 307° to T. Crossing FL at BALIG are by ATC. Cross NDB T at 4000.	**AZABI 5F** After crossing AZABI (N444424 E0493000) proceed on track 120° to T. Crossing FL at AZABI are by ATC. Cross NDB T at 4000.
LUMUR 5F After crossing LUMUR (N430639 E0512953) proceed on track 312° to VAKES (N433230 E0510000). After crossing VAKES proceed on track 008° to T. Crossing FL at LUMUR are by ATC. Cross NDB T at 4000.	**ATNUR 5F** After crossing ATNUR (N444559 E0500948) proceed on track 136° to T. Crossing FL at ATNUR are by ATC. Cross NDB T at 4000.

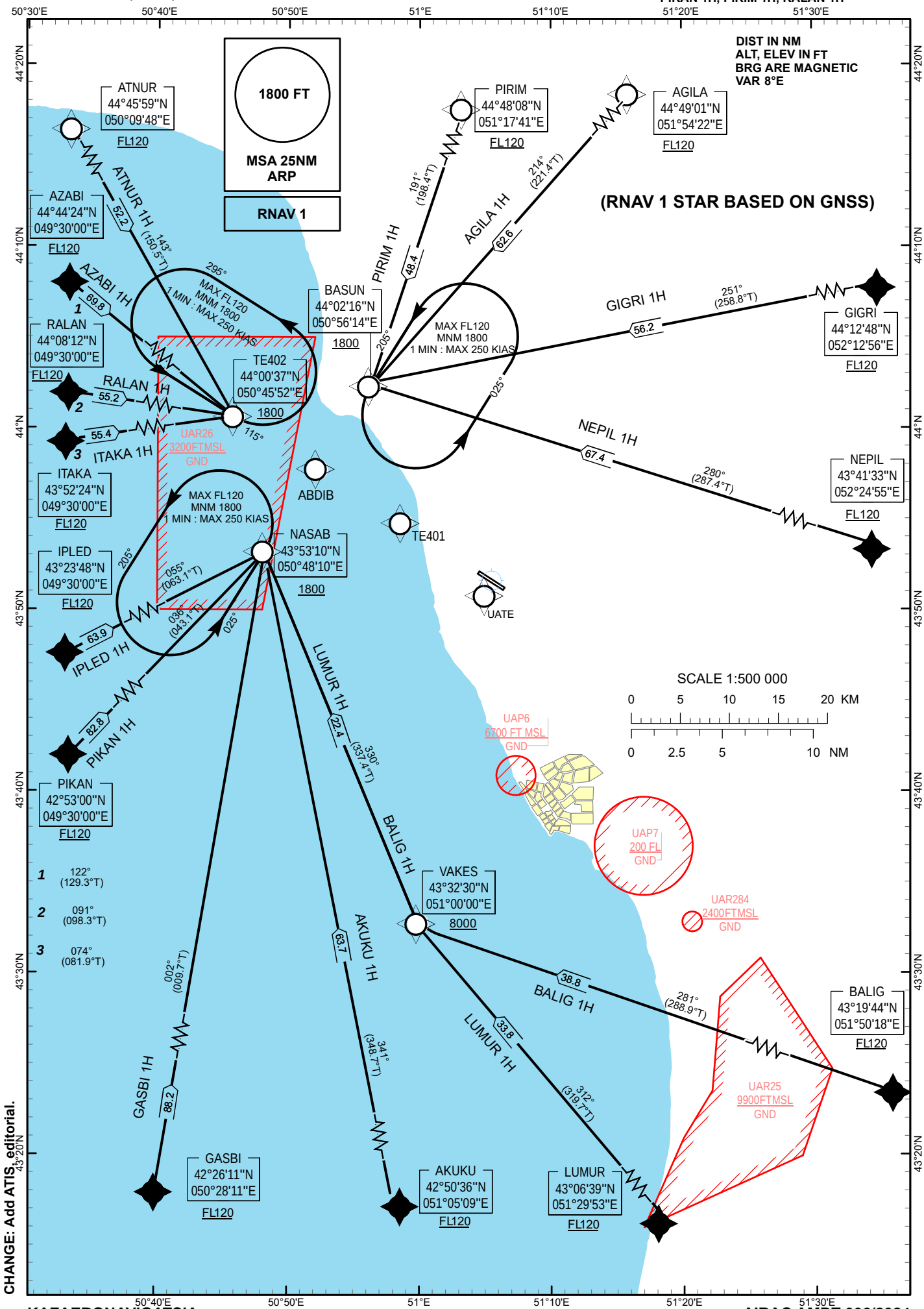
RNAV
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

AGILA 1H, AKUKU 1H, ATNUR 1H, AZABI 1H, BALIG 1H, GASBI 1H, GIGRI 1H, IPLED 1H, ITAKA 1H, LUMUR 1H, NEPIL 1H, PIKAN 1H, PIRIM 1H, RALAN 1H

AKTAU
RWY 11



CHANGE: Add ATIS, editorial.

TABULAR DESCRIPTION

RNAV 1 STAR RWY 11										
Serial Number	***Waypoint ID***	***Path Descriptor***	***Flyover***	***Course °M (°T)***	***Distance (NM)***	***Turn Direction***	***Altitude (ft)***	***Speed (kts)***	***VPA/TCH***	***Navigation Specification***
010	PIRIM	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	BASUN	TF	–	191(198.4)	48.4	–	+1800	–	–	RNAV 1
010	AGILA	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	BASUN	TF	–	214 (221.4)	62.6	–	+1800	–	–	RNAV 1
010	GIGRI	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	BASUN	TF	–	251 (258.8)	56.2	–	+1800	–	–	RNAV 1
010	NEPIL	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	BASUN	TF	–	280 (287.4)	67.4	–	+1800	–	–	RNAV 1
010	BALIG	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	VAKES	TF	–	281 (288.9)	38.8	–	+8000	–	–	RNAV 1
030	NASAB	TF	–	330 (337.4)	22.4	R	+1800	–	–	RNAV 1
010	LUMUR	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	VAKES	TF	–	312 (319.7)	33.8	–	+8000	–	–	RNAV 1
030	NASAB	TF	–	330 (337.4)	22.4	R	+1800	–	–	RNAV 1
010	AKUKU	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	NASAB	TF	–	341(348.7)	63.7	–	+1800	–	–	RNAV 1
010	GASBI	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	NASAB	TF	–	002 (009.7)	88.2	–	+1800	–	–	RNAV 1
010	PIKAN	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	NASAB	TF	–	036 (043.1)	82.8	–	+1800	–	–	RNAV 1
010	IPLED	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	NASAB	TF	–	055 (063.1)	63.9	–	+1800	–	–	RNAV 1
010	ITAKA	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	TE402	TF	–	074 (081.9)	55.4	–	+1800	–	–	RNAV 1
010	RALAN	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	TE402	TF	–	091 (098.3)	55.2	–	+1800	–	–	RNAV 1
010	AZABI	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	TE402	TF	–	122 (129.3)	69.8	–	+1800	–	–	RNAV 1
010	ATNUR	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	TE402	TF	–	143 (150.5)	52.2	–	+1800	–	–	RNAV 1

Path Descriptor	***Waypoint ID***	***Inbound course °M (°T)***	***Leg distance***	***Tim-ing(min.)/ Waypoint Distance (NM)***	***Turn direction***	***Minimum altitude***	***Maximum altitude***	***Speed limit***	***Navigation specification***
HM	TE402	115 (122.4)	–	1/–	L	1800	FL120	-250	RNAV1
HM	NASAB	025 (032.6)	–	1/–	L	1800	FL120	-250	RNAV1
HM	BASUN	205 (212.7)	–	1/–	L	1800	FL120	-250	RNAV1

WAYPOINT LIST

RNAV 1 STAR RWY11	
Waypoint Identifier	**Coordinates**
AGILA	444901.0N 0515422.0E
AKUKU	425036.0N 0510509.0E
ATNUR	444559.0N 0500948.0E
AZABI	444424.0N 0493000.0E
BALIG	431944.0N 0515018.0E
BASUN	440216.0N 0505613.9E
GASBI	422611.0N 0502811.0E
GIGRI	441248.0N 0521256.0E
IPLED	432348.0N 0493000.0E
ITAKA	435224.0N 0493000.0E
LUMUR	430639.0N 0512953.0E
NASAB	435310.2N 0504810.1E
NEPIL	434133.0N 0522455.0E
PIKAN	425300.0N 0493000.0E
PIRIM	444808.0N 0511741.0E
RALAN	440812.0N 0493000.0E
TE402	440036.8N 0504552.2E
VAKES	433230.0N 0510000.0E

RNAV
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

AGILA 1J, AKUKU 1J, ATNUR 1J, AZABI 1J, BALIG 1J, GASBI 1J, GIGRI 1J, IPLED 1J, ITAKA 1J, LUMUR 1J, NEPIL 1J, PIKAN 1J, PIRIM 1J, RALAN 1J

AKTAU
RWY 29

(RNAV 1 STAR BASED ON GNSS)

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 8°E

1800 FT
MSA 25NM
ARP

RNAV 1

ATNUR
44°45'59"N
050°09'48"E
FL120

AZABI
44°44'24"N
049°30'00"E
FL120

RALAN
44°08'12"N
049°30'00"E
FL120

ITAKA
43°52'24"N
049°30'00"E
FL120

IPLED
43°23'48"N
049°30'00"E
FL120

PIKAN
42°53'00"N
049°30'00"E
FL120

PIRIM
44°48'08"N
051°17'41"E
FL120

AGILA
44°49'01"N
051°54'22"E
FL120

TE912
44°08'43"N
051°32'33"E
5000

TE911
43°55'25"N
051°10'58"E
5000

TE901
258

UATE
223

MISPU
43°50'02"N
051°22'37"E
1800

DISAD

GIGRI
44°12'48"N
052°12'56"E
FL120

NEPIL
43°41'33"N
052°24'55"E
FL120

KESOS
43°37'13"N
051°27'13"E
3400

TE913
43°23'40"N
051°41'18"E
9500

BALIG
43°19'44"N
051°50'18"E
FL120

AKUKU
42°50'36"N
051°05'09"E
FL120

LUMUR
43°06'39"N
051°29'53"E
FL120

GASBI
42°26'11"N
050°28'11"E
FL120

ATNUR 1J
AZABI 1J
RALAN 1J
ITAKA 1J
IPLED 1J
PIKAN 1J
PIRIM 1J
AGILA 1J
GIGRI 1J
NEPIL 1J
AKUKU 1J
LUMUR 1J
BALIG 1J
GASBI 1J

MAX FL120
MNM 5000
1 MIN : MAX 250 KIAS

MAX 4000
MNM 1800
1 MIN : MAX 230K IAS

MAX FL120
MNM 7000
1 MIN : MAX 250 KIAS

UAR26
3200FTMSL
GND

UAP6
6700 FT MSL
GND

745
UAP7
200 FL
GND

UAR284
2400FTMSL
GND

UAR27
7100FTMSL
GND

UAR25
9900FTMSL
GND

SCALE 1:500 000
0 5 10 15 20 KM
0 2.5 5 10 NM

CHANGE: Add ATIS, editorial.

TABULAR DESCRIPTION

RNAV 1 STAR RWY 29										
Serial Number	*Waypoint ID*	*Path Descriptor*	*Flyover*	*Course °M (°T)*	*Distance (NM)*	*Turn Direction*	*Altitude (ft)*	*Speed (kts)*	*VPA/TCH*	*Navigation Specification*
010	PIRIM	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	MISPU	TF	–	169 (176.7)	58.2	–	+1800	–	–	RNAV 1
010	AGILA	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	TE912	TF	–	193 (201.1)	43.2	–	+5000	–	–	RNAV 1
030	MISPU	TF	–	193 (201.1)	20.0	–	+1800	–	–	RNAV 1
010	GIGRI	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	MISPU	TF	–	230 (237.6)	42.8	–	+1800	–	–	RNAV 1
010	NEPIL	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	MISPU	TF	–	273 (280.3)	45.9	–	+1800	–	–	RNAV 1
010	BALIG	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	TE913	TF	–	293 (300.9)	7.6	–	+9500	–	–	RNAV 1
030	KESOS	TF	–	315 (322.8)	17.0	R	+3400	–	–	RNAV 1
010	LUMUR	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	TE913	TF	–	018 (026.2)	18.9	–	+9500	–	–	RNAV 1
030	KESOS	TF	–	315 (322.8)	17.0	L	+3400	–	–	RNAV 1
010	AKUKU	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	TE913	TF	–	031 (038.9)	42.3	–	+9500	–	–	RNAV 1
030	KESOS	TF	–	315 (322.8)	17.0	L	+3400	–	–	RNAV 1
010	GASBI	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	KESOS	TF	–	024 (031.7)	83.1	–	+3400	–	–	RNAV 1
010	PIKAN	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	TE911	TF	–	043 (050.3)	96.5	–	+5000	–	–	RNAV 1
030	MISPU	TF	–	115 (122.7)	10.0	R	+1800	–	–	RNAV 1
010	IPLED	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	TE911	TF	–	060 (067.2)	79.8	–	+5000	–	–	RNAV 1
030	MISPU	TF	–	115 (122.7)	10.0	R	+1800	–	–	RNAV 1
010	ITAKA	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	TE911	TF	–	080 (088.2)	73.0	–	+5000	–	–	RNAV 1
030	MISPU	TF	–	115 (122.7)	10.0	R	+1800	–	–	RNAV 1
010	RALAN	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	TE911	TF	–	093 (100.5)	73.9	–	+5000	–	–	RNAV 1
030	MISPU	TF	–	115 (122.7)	10.0	R	+1800	–	–	RNAV 1
010	AZABI	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	TE911	TF	–	117 (124.6)	87.4	–	+5000	–	–	RNAV 1
030	MISPU	TF	–	115 (122.7)	10.0	R	+1800	–	–	RNAV 1
010	ATNUR	IF	–	–	–	–	+FL120	–	–	RNAV 1
020	TE911	TF	–	132 (133.4)	66.9	–	+5000	–	–	RNAV 1
030	MISPU	TF	–	115 (122.7)	10.0	L	+1800	–	–	RNAV 1

Path Descriptor	*Waypoint ID*	*Inbound course °M (°T)*	*Leg distance*	*Tim-ing(min.)/ Waypoint Distance (NM)*	*Turn direction*	*Minimum altitude*	*Maximum altitude*	*Speed limit*	*Navigation specification*
HM	TE911	115 (122.7)	–	1/–	L	5000	FL120	-250	RNAV1
HM	TE913	345 (352.8)	–	1/–	L	7000	FL120	-250	RNAV1
HM	MISPU	205 (212.7)	–	1/–	L	1800	4000	-230	RNAV1

WAYPOINT LIST

RNAV1 STAR RWY 29	
Waypoint Identifier	**Coordinates**
AGILA	444901.0 N 0515422.0 E
AKUKU	425036.0 N 0510509.0 E
ATNUR	444559.0 N 0500948.0 E
AZABI	444424.0 N 0493000.0 E
BALIG	431944.0 N 0515018.0 E
GASBI	422611.0 N 0502811.0 E
GIGRI	441248.0 N 0521256.0 E
IPLED	432348.0 N 0493000.0 E
ITAKA	435224.0 N 0493000.0 E
KESOS	433713.0 N 0512713.0 E
LUMUR	430639.0 N 0512953.0 E
MISPU	435001.9 N 0512237.0 E
NEPIL	434133.0 N 0522455.0 E
PIKAN	425300.0 N 0493000.0 E
PIRIM	444808.0 N 0511741.0 E
RALAN	440812.0 N 0493000.0 E
TE911	435525.4 N 0511058.1 E
TE912	440842.7 N 0513232.8 E
TE913	432339.6 N 0514118.5 E

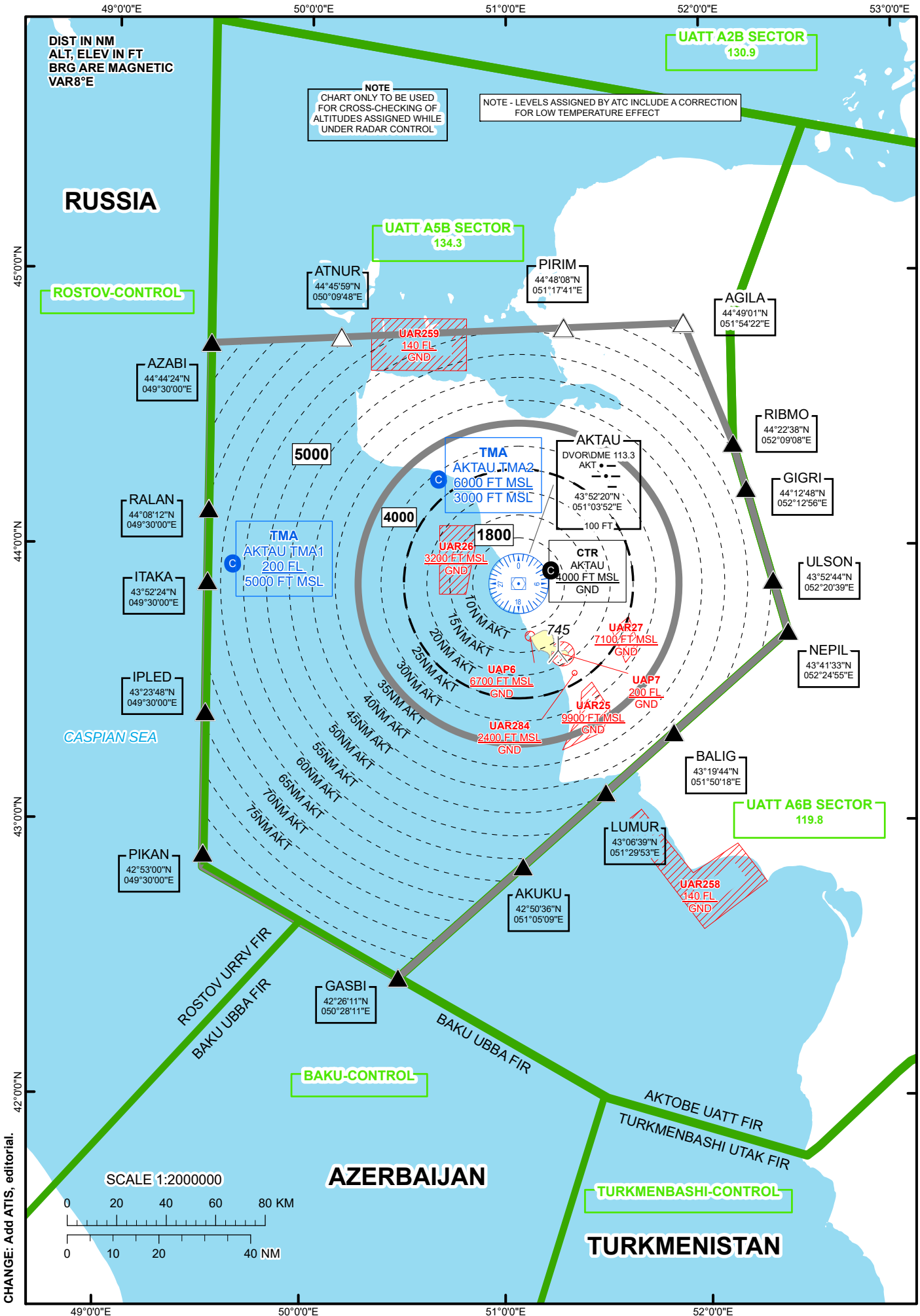
ATC SURVEILLANCE
MINIMUM ALTITUDE CHART - ICAO

AERODROME ELEV 75 FT

TRANSITION ALTITUDE
10000 FT

AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

AKTAU



CHANGE: Add ATIS, editorial.

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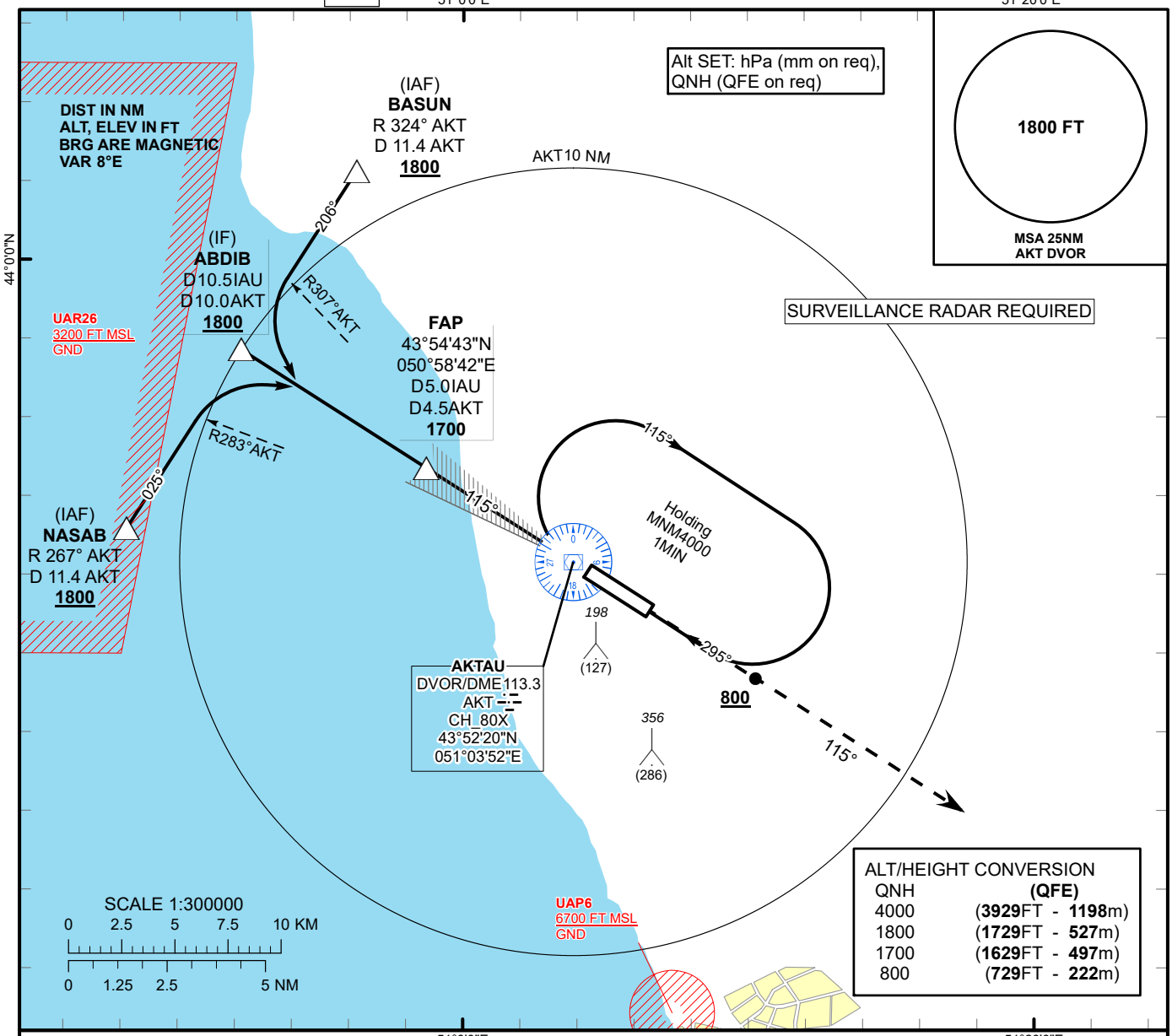
INSTRUMENT APPROACH CHART - ICAO

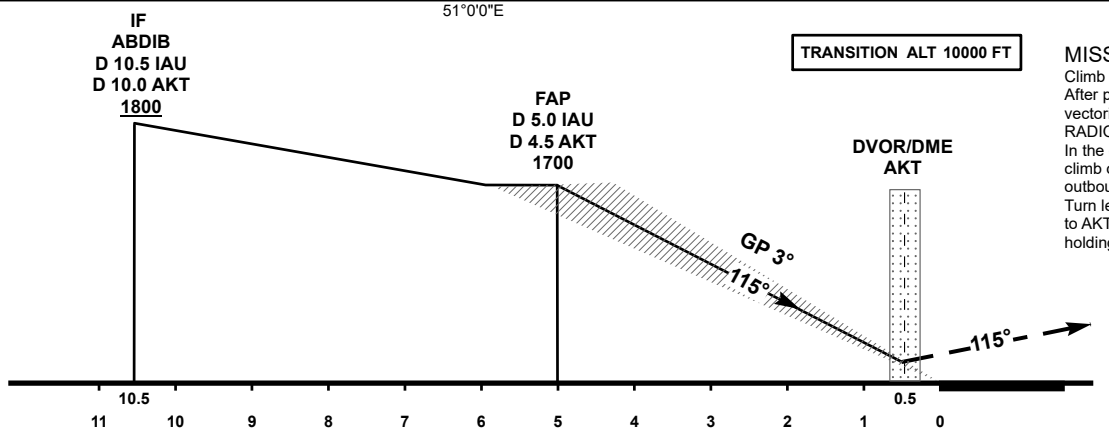
ILS
LLZ 109.5
IAU
GP 332.6
CH 32X

AERODROME ELEV ***75 FT***
HEIGHTS RELATED TO
THR RWY 11 - ELEV ***71 FT***

AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

AKTAU
ILS/DME
RWY 11





TRANSITION ALT 10000 FT

MISSED APPROACH

Climb on track 115° to 1800.
After passing 800 radar vectoring will be provided.
RADIO FAILURE:
In the case of RCF climb on track 115° to 1800 outbound to 5.0 AKT.
Turn left, climb to 4000 to AKT and join to holding pattern.

ILS RDH 51
ELEV 71
THR RWY 11

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	CAT I	271(200)	271(200)	278(207)	288(217)

DIST to THR						
DME IAU	NM	5	4	3	2	1
DME AKT	NM	4.5	3.5	2.5	1.5	0.5
ALTITUDE	FT	1700	1409	1085	762	441
HEIGHT	FT	1629	1338	1014	691	370

DME IAU ZERO RANGED TO THR RWY 11

Aerodrome Operating Minima DH ft x RVR(CMV)	CAT I				

GS	Kt	80	100	120	140	160	180
Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950

CHANGE: ALT IAF, IF, missed APP, editorial.

AKTAU
ILS/DME

AERONAUTICAL DATA TABULATION

ILS approach to RWY11 from NASAB, ABDIB, BASUN	
Fix/point	**Coordinates**
AKT DVOR/DME	43° 52’ 20.3”N 051° 03’ 51.9”E
IAU D5.0 AKT D4.5 (FAP)	43° 54' 43.4"N 050° 58' 42.3"E
NASAB (IAF) R267° AKT D11.4	43° 53’ 10.2”N 050° 48’ 10.1”E
ABDIB (IF) AKT D10.0	43° 57' 43.2"N 050° 52' 11.4"E
BASUN (IAF) R324°AKT D11.4	44° 02’ 16.0”N 050° 56’ 13.9”E
THR RWY 11	43° 52’ 03.01”N 051° 04’ 29.51”E
IAU LOC	43° 50’ 53.5”N 051° 06’ 59.5”E

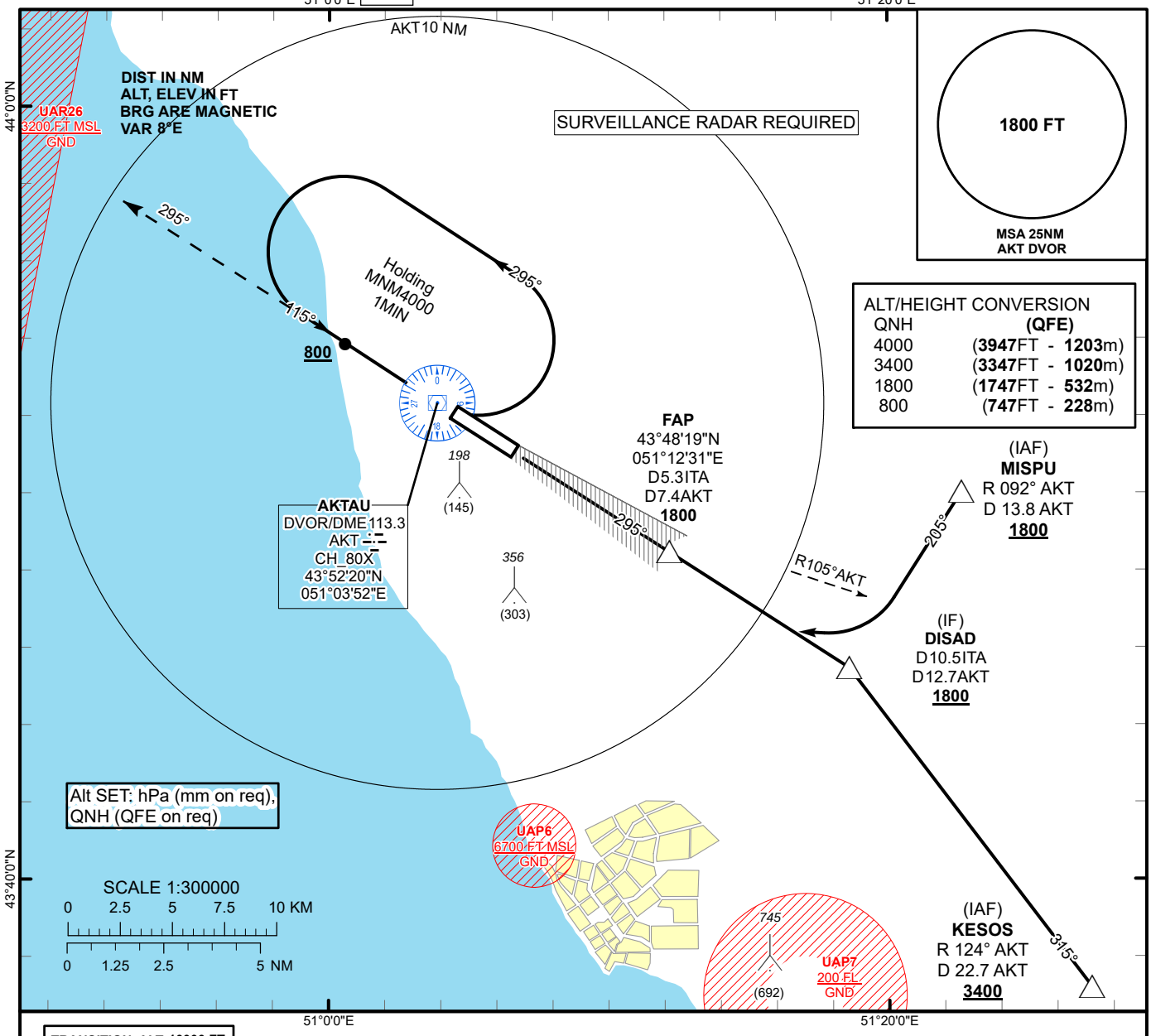
INSTRUMENT APPROACH CHART - ICAO

ILS
LLZ 111.1
ITA • • —
• — •
GP 331.7
CH 48X

AERODROME ELEV ***75 FT***
HEIGHTS RELATED TO
THR RWY 29 - ELEV ***53 FT***

AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

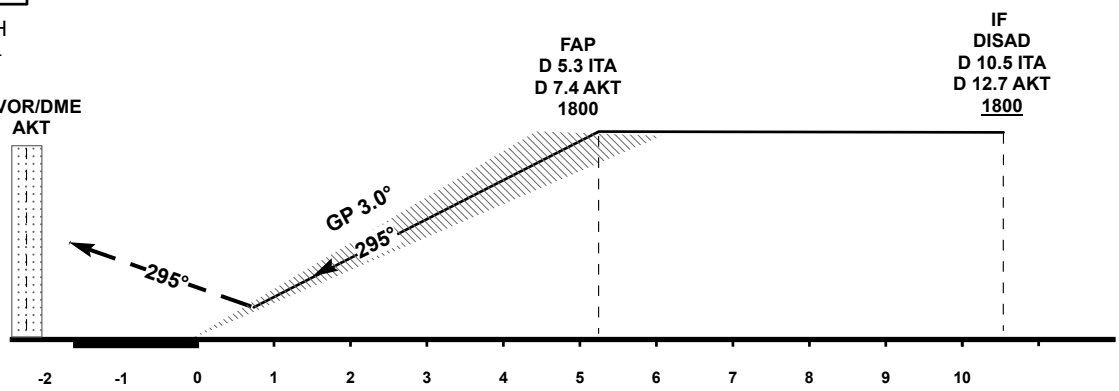
AKTAU
ILS/DME
RWY 29



TRANSITION ALT 10000 FT

MISSED APPROACH
Climb on track 295° to 1800.
After passing 800 radar vectoring will be provided.
RADIO FAILURE:
In the case of RCF climb on track 295° to 1800 outbound to 5.0 AKT.
Turn right, climb to 4000 to AKT and join to holding pattern.

ILS RDH 52
ELEV 53
THR RWY 29



Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	CAT I	256(203)	266(213)	276(223)	286(233)

DIST to THR DME ITA	NM	0.6	1	2	3	4	5.2
DME AKT	NM	2.8	3.2	4.2	5.2	6.2	7.4
ALTITUDE	FT	307	424	745	1068	1392	1800
HEIGHT	FT	254	371	692	1015	1339	1747

DME ITA ZERO RANGED TO THR RWY 29

Aerodrome Operating Minima DH ft x RVR(CMV)	CAT I				

GS	Kt	80	100	120	140	160	180
Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950

CHANGE: ALT IAF, IF, editorial.

AKTAU
ILS/DME

AERONAUTICAL DATA TABULATION

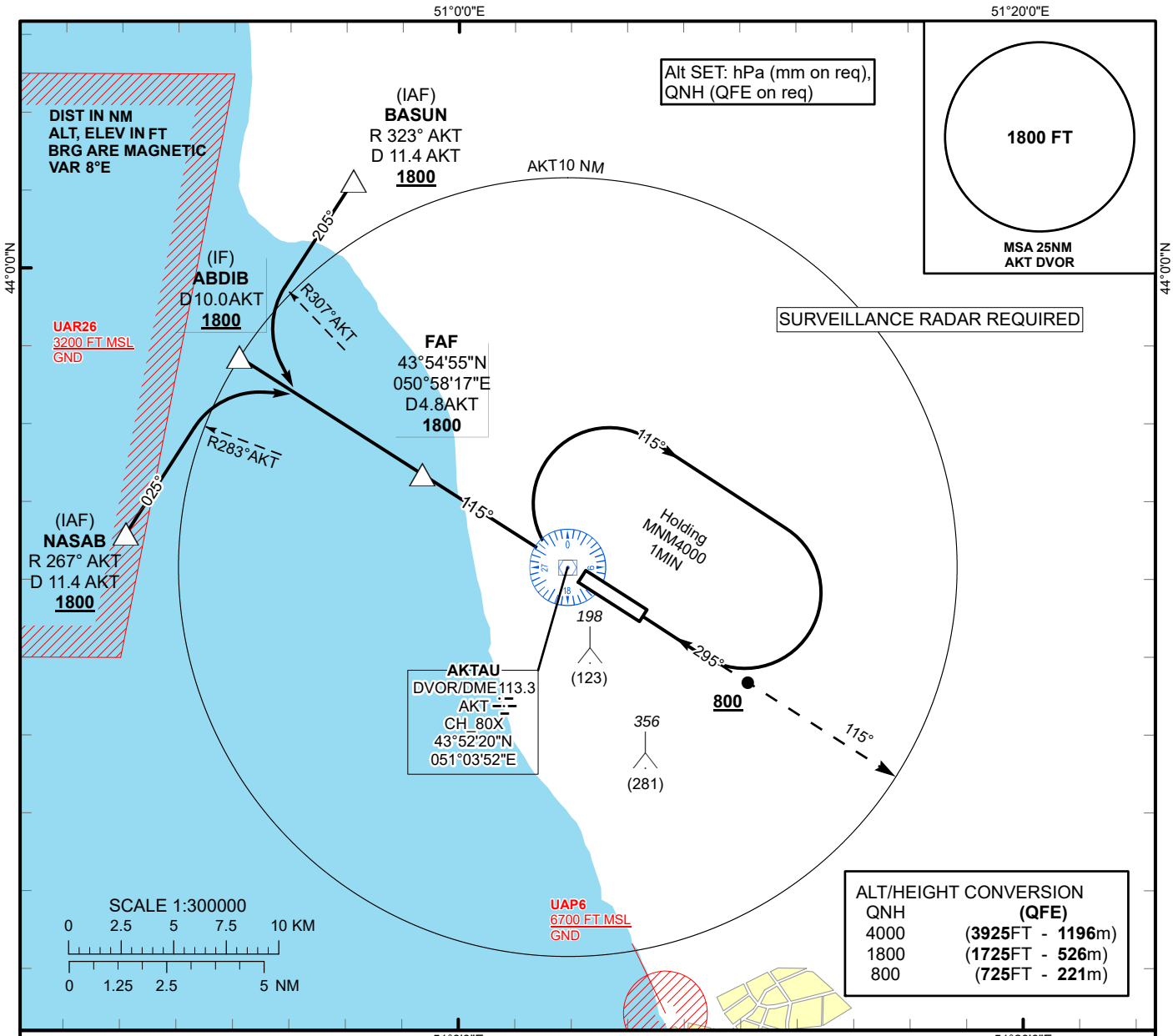
ILS approach to RWY29 from MISPU, DISAD, KESOS	
Fix/point	**Coordinates**
AKT DVOR/DME	43° 52’ 20.3”N 051° 03’ 51.9”E
ITA D5.3 AKT D7.4 (FAP)	43° 48' 19.1"N 051° 12' 30.7"E
MISPU (IAF) R092° AKT D13.8	43° 50’ 01.9”N 051° 22’ 37.0”E
DISAD (IF) AKT D12.7	43° 45' 28.9"N 051° 18' 35.4"E
KESOS (IAF) R124°AKT D22.7	43° 37’ 13.0”N 051° 27’ 13.0”E
THR RWY 29	43° 51’ 09.72”N 051° 06’ 24.49”E
ITA LOC	43° 52’ 18.6”N 051° 03’ 55.5”E

INSTRUMENT APPROACH CHART - ICAO

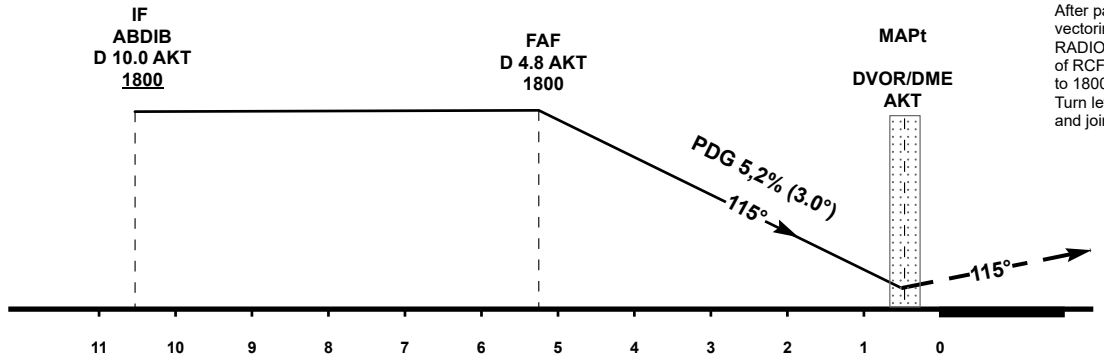
AERODROME ELEV ***75 FT***
THR RWY 11 - ELEV ***71 FT***
HEIGHTS RELATED TO AD ELEV

AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

AKTAU
VOR/DME Y
RWY 11



TRANSITION ALT 10000 FT



MISSED APPROACH
Climb on track 115° to 1800. After passing 800 radar vectoring will be provided.
RADIO FAILURE: In the case of RCF climb on track 115° to 1800 outbound to 5.0 AKT. Turn left, climb to 4000 to AKT and join to holding pattern.

ELEV 71
THR RWY 11

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H					
	VOR/DME	370(300)	370(300)	370(300)	370(300)

DIST to THR	NM	5.3	4	3	2	1
DME AKT	NM	4.8	3.5	2.5	1.5	0.5
ALTITUDE	FT	1800	1394	1075	757	439
HEIGHT	FT	1729	1323	1004	686	368

Aerodrome Operating Minima MDH ft x RVR(CMV)	VOR/DME				

GS	Kt	80	100	120	140	160	180
Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950
FAF-MAPt (4.8 NM)	min:sec	3:36	2:53	2:24	2:03	1:48	1:36

CHANGE: ALT IAF, IF, editorial.

AKTAU
VOR/DME Y **AERONAUTICAL DATA TABULATION**

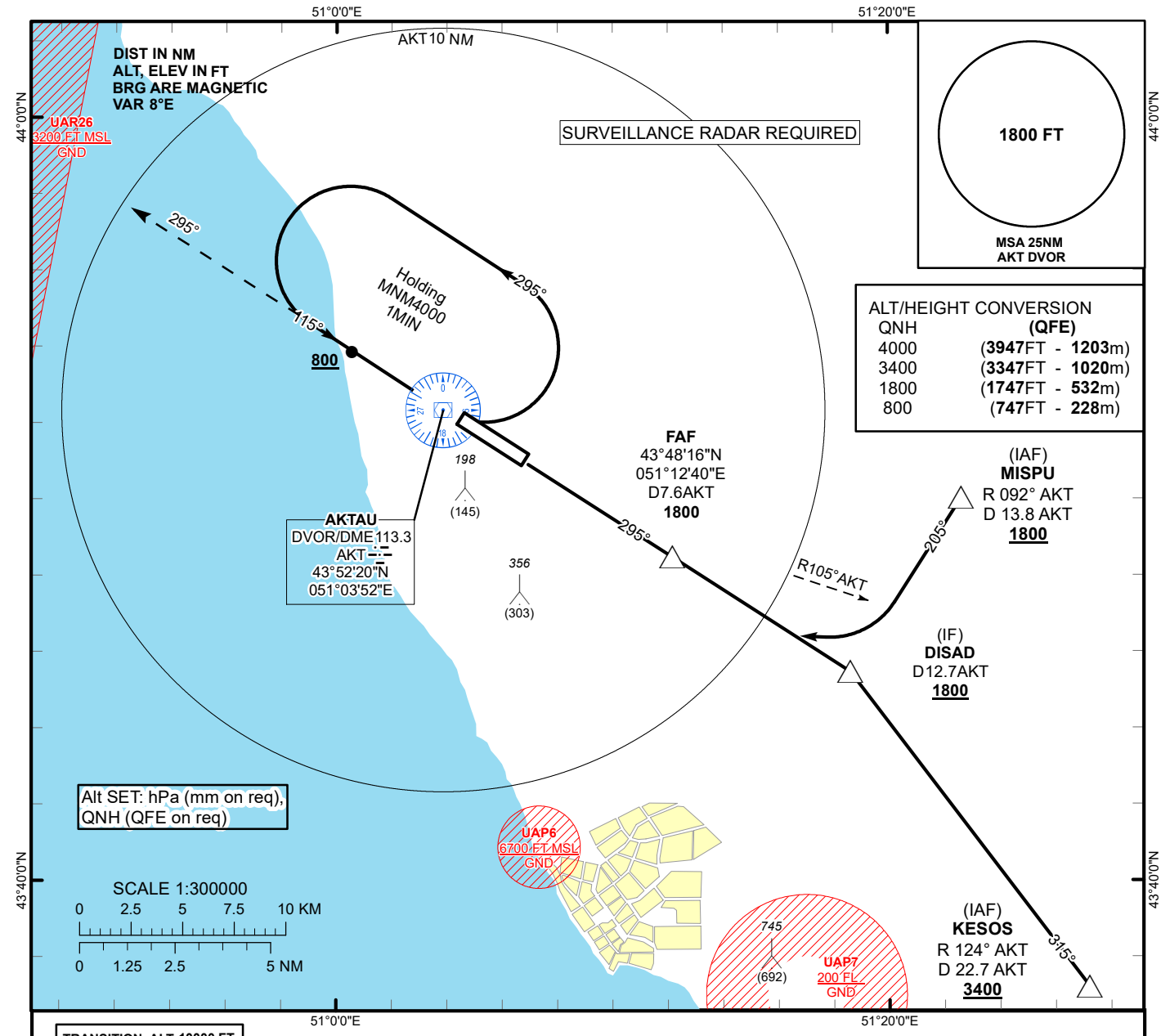
VOR/DME approach to RWY11 from NASAB, ABDIB, BASUN	
Fix/point	**Coordinates**
AKT DVOR/DME	43° 52’ 20.3”N 051° 03’ 51.9”E
(FAF) D4.8 AKT	43° 54' 54.8"N 050° 58' 17.4"E
NASAB (IAF) R267° AKT D11.4	43° 53’ 10.2”N 050° 48’ 10.1”E
ABDIB (IF) AKT D10.0	43° 57' 43.2"N 050° 52' 11.4"E
BASUN (IAF) R323°AKT D11.4	44° 02’ 16.0”N 050° 56’ 13.9”E
THR RWY 11	43° 52’ 03.01”N 051° 04’ 29.51”E
Final approach descent angle is 3°	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***75 FT***
HEIGHTS RELATED TO
THR RWY 29 - ELEV ***53 FT***

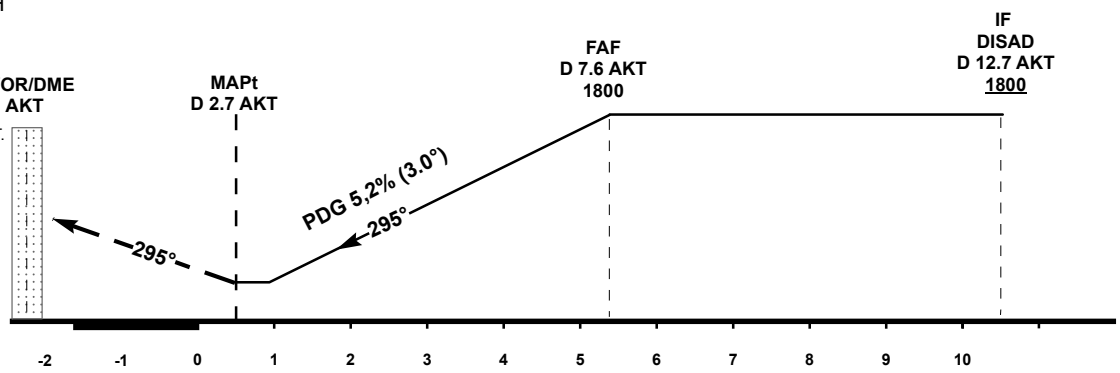
AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

AKTAU
VOR/DME Y
RWY 29



TRANSITION ALT 10000 FT

MISSED APPROACH
Climb on track 295° to 1800.
After passing 800 radar vectoring will be provided.
RADIO FAILURE:
In the case of RCF climb on track 295° to 1800 outbound to 5.0 AKT. Turn right, climb to 4000 to AKT and join to holding pattern.



Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	VOR/DME	360(310)	360(310)	360(310)	360(310)

DIST to THR	NM	1	2	3	4	5.4
DME AKT	NM	3.2	4.2	5.2	6.2	7.6
ALTITUDE	FT	420	739	1057	1376	1800
HEIGHT	FT	367	686	1004	1323	1747

Aerodrome Operating Minima MDH ft x RVR(CMV)	VOR/DME				

GS	Kt	80	100	120	140	160	180
Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950
FAF-MAPt (4.9 NM)	min:sec	3:41	2:56	2:27	2:06	1:50	1:38

CHANGE: ALT IAF, IF, editorial.

AKTAU
VOR/DME Y **AERONAUTICAL DATA TABULATION**

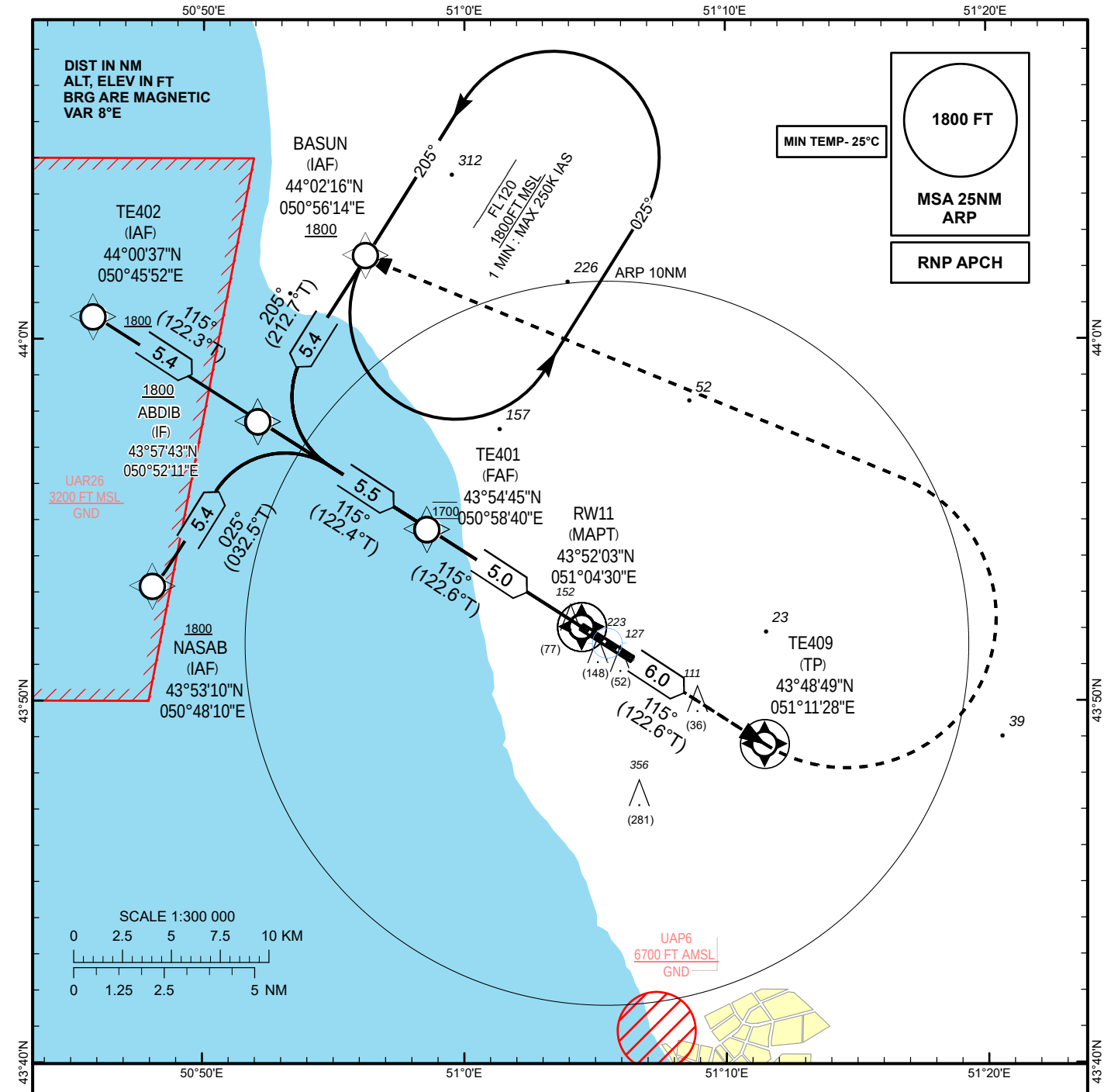
VOR/DME approach to RWY29 from MISPU, DISAD, KESOS	
Fix/point	**Coordinates**
AKT DVOR/DME	43° 52’ 20.3”N 051° 03’ 51.9”E
(FAF) D7.6 AKT	43° 48' 15.6"N 051° 12' 39.5"E
MISPU (IAF) R092° AKT D13.8	43° 50’ 01.9”N 051° 22’ 37.0”E
DISAD (IF) AKT D12.7	43° 45' 28.9"N 051° 18' 35.4"E
KESOS (IAF) R124°AKT D22.7	43° 37’ 13.0”N 051° 27’ 13.0”E
THR RWY 29	43° 51’ 09.72”N 051° 06’ 24.49”E
Final approach descent angle is 3°	

INSTRUMENT APPROACH CHART
ICAO

AERODROME ELEV ***75 FT***
THR RWY 11 - ELEV ***71 FT***
HEIGHTS RELATED TO AD ELEV

AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

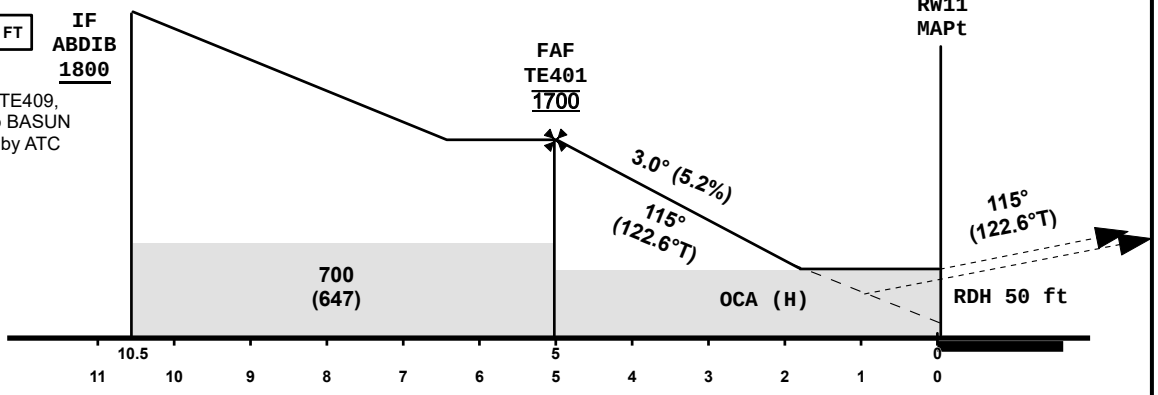
AKTAU
RNP RWY 11



TRANSITION ALT 10000 FT

IF
ABDIB
1800

MISSED APPROACH:
Climb on RWY track to TE409, then turn LEFT direct to BASUN and hold or as directed by ATC



Aircraft Category		A	B	C	D
Straight-in Approach	LNAV	400(325)			420(345)
	LNAV/VNAV	292(221)	302(231)	323(252)	350(279)
Circling		530(455)		760(685)	

DIST to RW11	NM	5	4	3	2	1
ALTITUDE	FT	1700	1400	1080	760	420
HEIGHT	FT	1625	1325	1005	685	345

GS	KT	80	100	120	140	160	180
Desc. Rate (3.0°)	ft/min	425	531	637	743	849	955
FAF-MAPt (5.0 NM)	min:sec	3:45	3:00	2:30	2:09	1:53	1:40

CHANGE: Add ATIS, editorial.

TABULAR DESCRIPTION

RNP RWY 11										
Serial Number	***Waypoint ID***	***Path Descriptor***	***Flyover***	***Course °M (°T)***	***Distance (NM)***	***Turn Direction***	***Altitude (ft)***	***Speed (kts)***	***VPA/TCH***	***Navigation Specification***
010	BASUN	IF	–	–	–	–	+1800	–	–	RNP APCH
020	ABDIB	TF	–	205 (212.7)	5.4	–	+1800	–	–	RNP APCH
010	TE402	IF	–	–	–	–	+1800	–	–	RNP APCH
020	ABDIB	TF	–	115 (122.3)	5.4	–	+1800	–	–	RNP APCH
010	NASAB	IF	–	–	–	–	+1800	–	–	RNP APCH
020	ABDIB	TF	–	025 (032.5)	5.4	–	+1800	–	–	RNP APCH
010	ABDIB	IF	–	–	–	–	+1800	–	–	RNP APCH
020	TE401	TF	–	115 (122.4)	5.5	–	@1700	–	–	RNP APCH
030	RW11	TF	Y	115 (122.6)	5.0	–	@121	–	-3.0/50	RNP APCH
040	TE409	TF	Y	115 (122.6)	6.0	–	–	–	–	RNP APCH
050	BASUN	DF	–	–	–	L	-FL120 +1800	–	–	RNP APCH
060	BASUN	HM	–	205 (212.7)	–	L	-FL120 +1800	-250	–	RNP APCH

WAYPOINT LIST

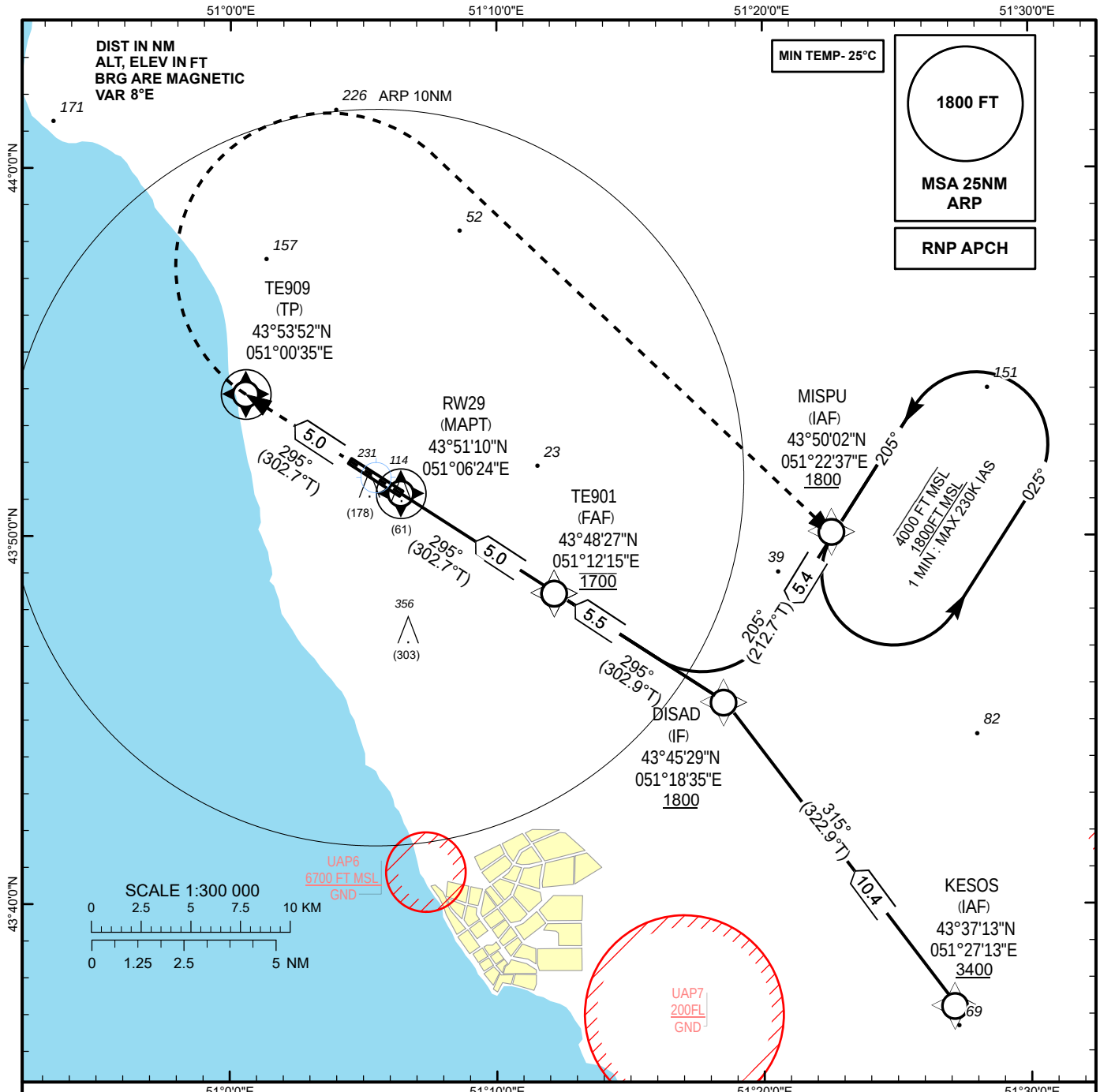
RNP RWY 11	
Waypoint Identifier	**Coordinates**
BASUN	440216.0 N 0505613.9 E
NASAB	435310.2 N 0504810.1 E
TE402	440036.8N 0504552.2E
ABDIB	435743.2N 0505211.4E
TE401	435444.8N 0505839.8E
RW11	435203.01N 0510429.51E
TE409	434848.6N 0511128.4E

INSTRUMENT APPROACH CHART ICAO

AERODROME ELEV ***75 FT***
HEIGHTS RELATED TO
THR RWY 29 - ELEV ***53 FT***

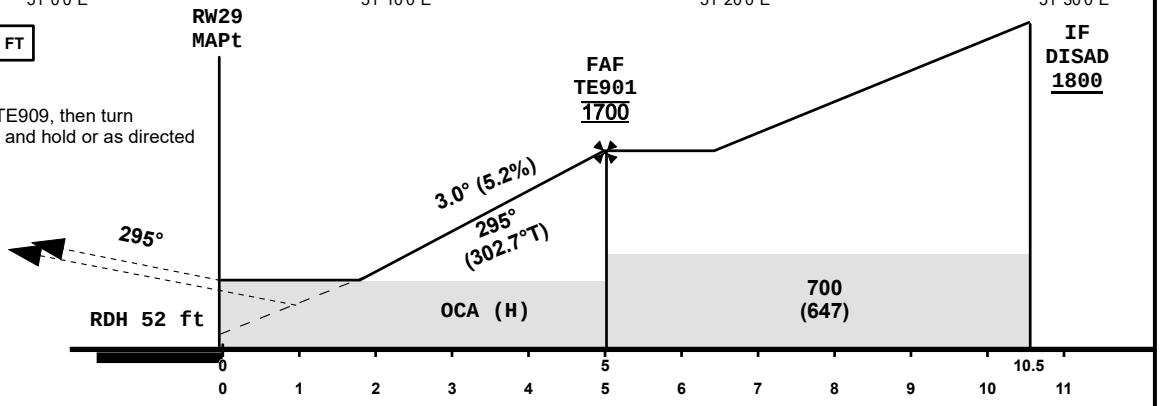
AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

AKTAU
RNP RWY 29



TRANSITION ALT 10000 FT

MISSED APPROACH:
Climb on RWY track toTE909, then turn RIGHT direct to MISPU and hold or as directed by ATC



Aircraft Category		A	B	C	D
Straight-in Approach	LNAV	360(307)			380(327)
	LNAV/VNAV	257(204)	267(214)	288(235)	314(261)
Circling		530(455)		760(685)	

DIST to RW29	NM	1	2	3	4	5
ALTITUDE	FT	420	740	1060	1380	1700
HEIGHT	FT	367	687	1007	1327	1647

GS	KT	80	100	120	140	160	180
Desc. Rate (3.0°)	ft/min	425	531	637	743	849	955
FAF-MAPt (5.0 NM)	min:sec	3:45	3:00	2:30	2:09	1:53	1:40

CHANGE: Add ATIS, editorial.

TABULAR DESCRIPTION

RNP RWY 29										
Serial Number	***Waypoint ID***	***Path Descriptor***	***Flyover***	***Course °M (°T)***	***Distance (NM)***	***Turn Direction***	***Altitude (ft)***	***Speed (kts)***	***VPA/TCH***	***Navigation Specification***
010	MISPU	IF	–	–	–	–	+1800	–	–	RNP APCH
020	DISAD	TF	–	205 (212.7)	5.4	–	+1800	–	–	RNP APCH
010	KESOS	IF	–	–	–	–	+3400	–	–	RNP APCH
020	DISAD	TF	–	315 (322.9)	10.4	–	+1800	–	–	RNP APCH
010	DISAD	IF	–	–	–	–	+1800	–	–	RNP APCH
020	TE901	TF	–	295 (302.9)	5.5	–	@1700	–	–	RNP APCH
030	RW29	TF	Y	295 (302.7)	5.0	–	@105	–	-3.0/52	RNP APCH
040	TE909	TF	Y	295 (302.7)	5.0	–	–	–	–	RNP APCH
050	MISPU	DF	–	–	–	R	-4000 +1800	–	–	RNP APCH
060	MISPU	HM	–	205 (212.6)	–	L	-4000 +1800	-230	–	RNP APCH

WAYPOINT LIST

RNP RWY 29	
Waypoint Identifier	**Coordinates**
MISPU	435001.9N 0512237.0E
KESOS	433713.0 N 0512713.0 E
DISAD	434528.9N 0511835.4E
TE901	434827.0N 0511214.7E
RW29	435109.72N 0510624.49E
TE909	435351.5N 0510035.0E

Sazda and Aktobe reservoirs), gulls land on the surface of the runway warmed up during the day to rest.

During the daytime, during the period of mass departure of insects, we observed a cluster of rooks and crows near the strip.

Closer to the autumn, we observed migration of rooks in the morning hours from the urban area to the south-west, and in the evening hours from the steppe zone to the city.

Daily migration of birds (time)

From dawn till dusk.

Direction

Flights over terrain and to feeding grounds with crossing of takeoff and landing course. From NW to SE.

Height

Flights at heights of 32 to 492 FT. Mass flights of roosting birds at altitudes 164 to 1640 FT

Information transmission

Information about the ornithological situation is transmitted via the ATIS channel in English and Russian, and, if necessary, via the ATC Manager. If the ornithological situation in the aerodrome area becomes more complicated, additional specific information about the ornithological situation may be included into the ATIS summary for a short period of time

UATT AD 2.24 Charts Related To An Aerodrome

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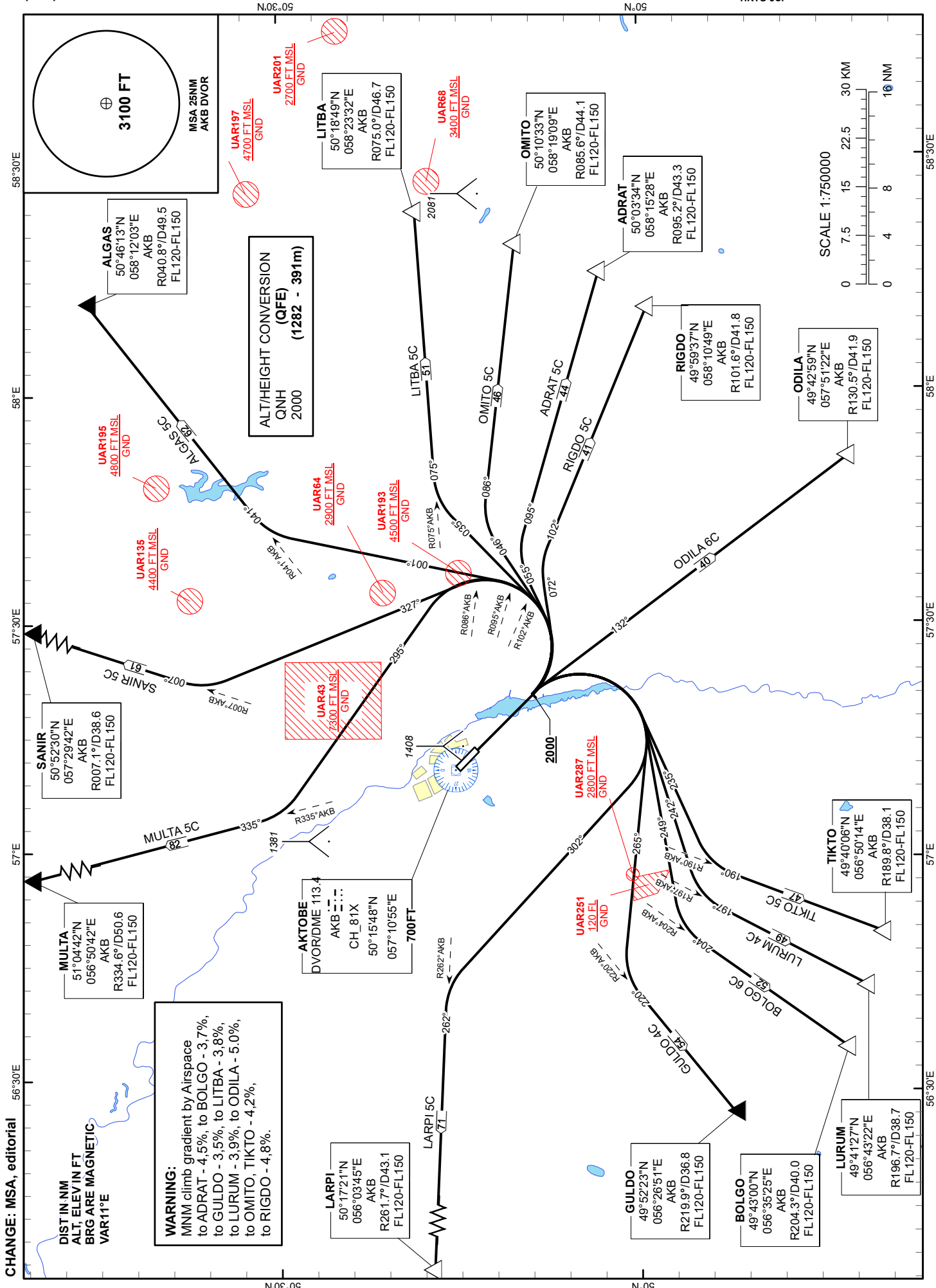
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTOBE TOWER 120.90
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

ADRAT 5C, ALGAS 5C, BOLGO 6C, GULDO 4C, LARPI 5C, LITBA 5C, LURUM 4C, MULTA 5C, ODILA 6C, OMITO 5C, RIGDO 5C, SANIR 5C, TIKTO 5C.

AKTOBE
RWY 12



WARNING:
MNM climb gradient by Airspace
to ADRAT - 4,5%, to BOLGO - 3,7%,
to GULDO - 3,5%, to LITBA - 3,8%,
to LURUM - 3,9%, to ODILA - 5.0%,
to OMITO, TIKTO - 4,2%,
to RIGDO - 4,8%.

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR11°E

CHANGE: MSA, editorial

STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) AKTOBE RWY 12
MULTA 5C After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 295°, until intercept R335° AKB, then proceed to MULTA (R334.6° D50.6 AKB). Cross MULTA at FL120-FL150
SANIR 5C After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 327°, until intercept R007° AKB, then proceed to SANIR (R007.1° D38.6 AKB). Cross SANIR at FL120-FL150
ALGAS 5C After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 001°, until intercept R041° AKB, then proceed to ALGAS (R040.8° D49.5 AKB). Cross ALGAS at FL120-FL150
LITBA 5C After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 035°, until intercept R075° AKB, then proceed to LITBA (R075.0° D46.7 AKB). Cross LITBA at FL120-FL150
OMITO 5C After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 046°, until intercept R086° AKB, then proceed to OMITO (R085.6° D44.1 AKB). Cross OMITO at FL120-FL150
ADRAT 5C After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 055°, until intercept R095° AKB, then proceed to ADRAT (R095.2° D43.3 AKB). Cross ADRAT at FL120-FL150
RIGDO 5C After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 072°, until intercept R102° AKB, then proceed to RIGDO (R101.6° D41.8 AKB). Cross RIGDO at FL120-FL150
ODILA 6C After take-off climb straight ahead to 2000 FT or above, turn RIGHT on track 132°, then proceed to ODILA (R130.5° D41.9 AKB). Cross ODILA at FL120-FL150
TIKTO 5C After take-off climb straight ahead to 2000 FT or above, turn RIGHT on track 235°, until intercept R190° AKB, then proceed to TIKTO (R189.8° D38.1 AKB). Cross TIKTO at FL120-FL150
LURUM 4C After take-off climb straight ahead to 2000 FT or above, turn RIGHT on track 242°, until intercept R197° AKB, then proceed to LURUM (R196.7° D38.7 AKB). Cross LURUM at FL120-FL150
BOLGO 6C After take-off climb straight ahead to 2000 FT or above, turn RIGHT on track 249°, until intercept R204° AKB, then proceed to BOLGO (R204.3° D40.0 AKB). Cross BOLGO at FL120-FL150
GULDO 4C After take-off climb straight ahead to 2000 FT or above, turn RIGHT on track 265°, until intercept R220° AKB, then proceed to GULDO (R219.9° D36.8 AKB). Cross GULDO at FL120-FL150
LARPI 5C After take-off climb straight ahead to 2000 FT or above, turn RIGHT on track 302°, until intercept R262° AKB, then proceed to LARPI (R261.7° D43.1 AKB). Cross LARPI at FL120-FL150

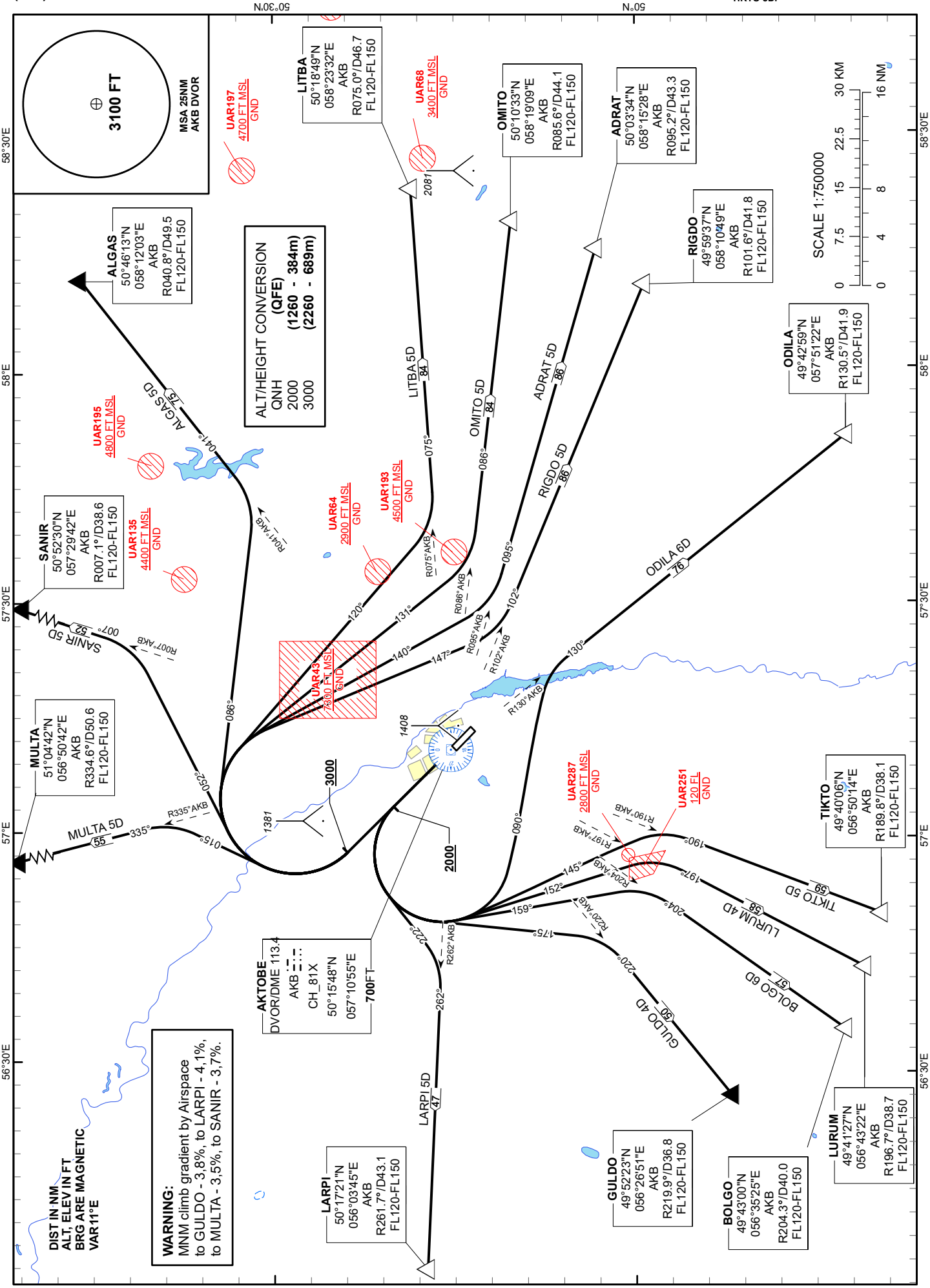
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTOBE TOWER 120.90
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

ADRAT 5D, ALGAS 5D, BOLGO 6D, GULDO 4D, LARPI 5D, LITBA 5D, LURUM 4D, MULTA 5D, ODILA 6D, OMITO 5D, RIGDO 5D, SANIR 5D, TIKTO 5D.

AKTOBE
RWY 30



WARNING:
MNM climb gradient by Airspace to GULDO - 3,8%, to LARPI - 4,1%, to MULTA - 3,5%, to SANIR - 3,7%.

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR11°E

CHANGE: MSA, editorial.

STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) AKTOBE RWY 30
MULTA 5D After take-off climb straight ahead to 3000 FT or above, turn RIGHT on track 015°, until intercept R335° AKB, then proceed to MULTA (R334.6° D50.6 AKB). Cross MULTA at FL120-FL150
SANIR 5D After take-off climb straight ahead to 3000 FT or above, turn RIGHT on track 052°, until intercept R007° AKB, then proceed to SANIR (R007.1° D38.6 AKB). Cross SANIR at FL120-FL150
ALGAS 5D After take-off climb straight ahead to 3000 FT or above, turn RIGHT on track 086°, until intercept R041° AKB, then proceed to ALGAS (R040.8° D49.5 AKB). Cross ALGAS at FL120-FL150
LITBA 5D After take-off climb straight ahead to 3000 FT or above, turn RIGHT on track 120°, until intercept R075° AKB, then proceed to LITBA (R075.0° D46.7 AKB). Cross LITBA at FL120-FL150
OMITO 5D After take-off climb straight ahead to 3000 FT or above, turn RIGHT on track 131°, until intercept R086° AKB, then proceed to OMITO (R085.6° D44.1 AKB). Cross OMITO at FL120-FL150
ADRAT 5D After take-off climb straight ahead to 3000 FT or above, turn RIGHT on track 140°, until intercept R095° AKB, then proceed to ADRAT (R095.2° D43.3 AKB). Cross ADRAT at FL120-FL150
RIGDO 5D After take-off climb straight ahead to 3000 FT or above, turn RIGHT on track 147°, until intercept R102° AKB, then proceed to RIGDO (R101.6° D41.8 AKB). Cross RIGDO at FL120-FL150
ODILA 6D After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 090°, until intercept R130° AKB, then proceed to ODILA (R130.5° D41.9 AKB). Cross ODILA at FL120-FL150
TIKTO 5D After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 145°, until intercept R190° AKB, then proceed to TIKTO (R189.8° D38.1 AKB). Cross TIKTO at FL120-FL150
LURUM 4D After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 152°, until intercept R197° AKB, then proceed to LURUM (R196.7° D38.7 AKB). Cross LURUM at FL120-FL150
BOLGO 6D After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 159°, until intercept R204° AKB, then proceed to BOLGO (R204.3° D40.0 AKB). Cross BOLGO at FL120-FL150
GULDO 4D After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 175°, until intercept R220° AKB, then proceed to GULDO (R219.9° D36.8 AKB). Cross GULDO at FL120-FL150
LARPI 5D After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 222°, until intercept R262° AKB, then proceed to LARPI (R261.7° D43.1 AKB). Cross LARPI at FL120-FL150

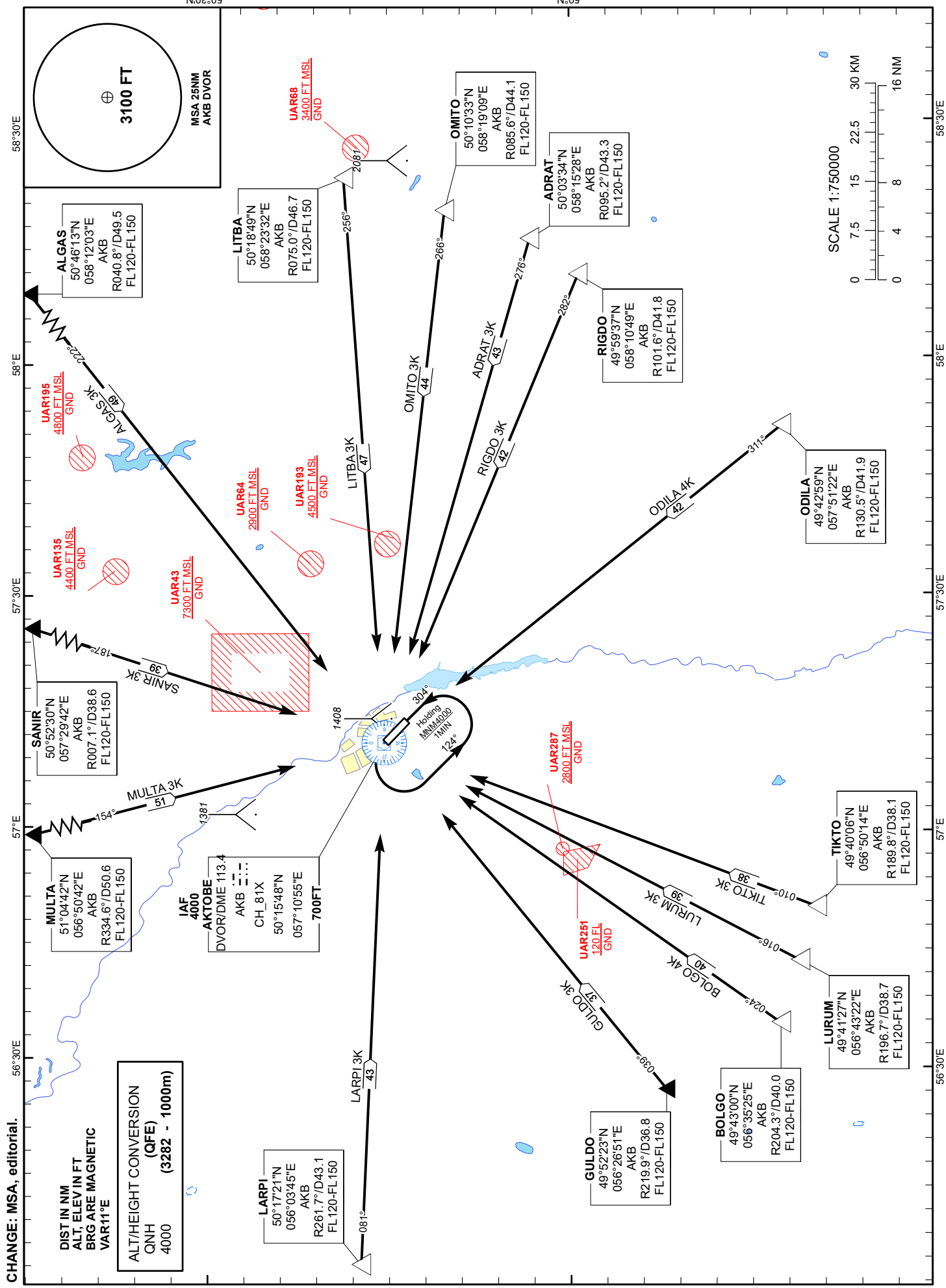
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTOBE TOWER 120.90
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

ADRAT 3K, ALGAS 3K, BOLGO 4K, GULDO 3K, LARPI 3K, LITBA 3K, LURUM 3K, MULTA 3K, ODILA 4K, OMITO 3K, RIGDO 3K, SANIR 3K, TIKTO 3K.

AKTOBE
RWY 12



STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) AKTOBE RWY 12
MULTA 3K After crossing MULTA (R334.6° D50.6 AKB), proceed on track 154° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross MULTA at FL120-FL150
SANIR 3K After crossing SANIR (R007.1° D38.6 AKB), proceed on track 187° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross SANIR at FL120-FL150
ALGAS 3K After crossing ALGAS (R040.8° D49.5 AKB), proceed on track 222° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross ALGAS at FL120-FL150
LITBA 3K After crossing LITBA (R075.0° D46.7 AKB), proceed on track 256° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross LITBA at FL120-FL150
OMITO 3K After crossing OMITO (R085.6° D44.1 AKB), proceed on track 266° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross OMITO at FL120-FL150
ADRAT 3K After crossing ADRAT (R095.2° D43.3 AKB), proceed on track 276° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross ADRAT at FL120-FL150
RIGDO 3K After crossing RIGDO (R101.6° D41.8 AKB), proceed on track 282° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross RIGDO at FL120-FL150
ODILA 4K After crossing ODILA (R130.5° D41.9 AKB), proceed on track 311° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross ODILA at FL120-FL150
TIKTO 3K After crossing TIKTO (R189.8° D38.1 AKB), proceed on track 010° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross TIKTO at FL120-FL150
LURUM 3K After crossing LURUM (R196.7° D38.7 AKB), proceed on track 016° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross LURUM at FL120-FL150
BOLGO 4K After crossing BOLGO (R204.3° D40.0 AKB), proceed on track 024° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross BOLGO at FL120-FL150
GULDO 3K After crossing GULDO (R219.9° D36.8 AKB), proceed on track 039° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross GULDO at FL120-FL150
LARPI 3K After crossing LARPI (R261.7° D43.1 AKB), proceed on track 081° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross LARPI at FL120-FL150

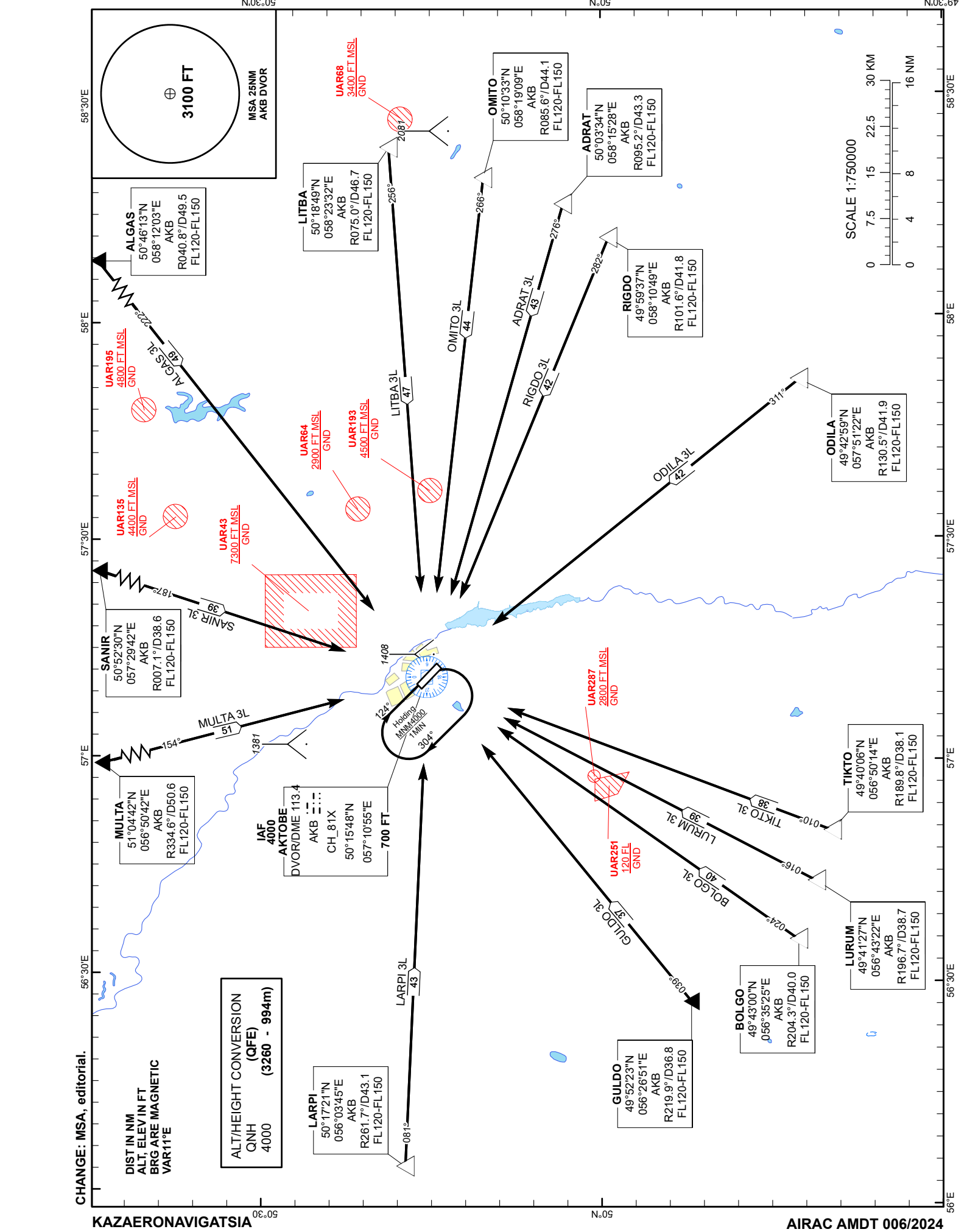
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTOBE TOWER 120.90
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

ADRAT 3L, ALGAS 3L, BOLGO 3L, GULDO 3L, LARPI 3L, LITBA 3L, LURUM 3L, MULTA 3L, ODILA 3L, OMITO 3L, RIGDO 3L, SANIR 3L, TIKTO 3L.

AKTOBE
RWY 30



STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) AKTOBE RWY 30
MULTA 3L After crossing MULTA (R334.6° D50.6 AKB), proceed on track 154° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross MULTA at FL120-FL150
SANIR 3L After crossing SANIR (R007.1° D38.6 AKB), proceed on track 187° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross SANIR at FL120-FL150
ALGAS 3L After crossing ALGAS (R040.8° D49.5 AKB), proceed on track 222° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross ALGAS at FL120-FL150
LITBA 3L After crossing LITBA (R075.0° D46.7 AKB), proceed on track 256° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross LITBA at FL120-FL150
OMITO 3L After crossing OMITO (R085.6° D44.1 AKB), proceed on track 266° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross OMITO at FL120-FL150
ADRAT 3L After crossing ADRAT (R095.2° D43.3 AKB), proceed on track 276° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross ADRAT at FL120-FL150
RIGDO 3L After crossing RIGDO (R101.6° D41.8 AKB), proceed on track 282° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross RIGDO at FL120-FL150
ODILA 3L After crossing ODILA (R130.5° D41.9 AKB), proceed on track 311° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross ODILA at FL120-FL150
TIKTO 3L After crossing TIKTO (R189.8° D38.1 AKB), proceed on track 010° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross TIKTO at FL120-FL150
LURUM 3L After crossing LURUM (R196.7° D38.7 AKB), proceed on track 016° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross LURUM at FL120-FL150
BOLGO 3L After crossing BOLGO (R204.3° D40.0 AKB), proceed on track 024° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross BOLGO at FL120-FL150
GULDO 3L After crossing GULDO (R219.9° D36.8 AKB), proceed on track 039° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross GULDO at FL120-FL150
LARPI 3L After crossing LARPI (R261.7° D43.1 AKB), proceed on track 081° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross LARPI at FL120-FL150

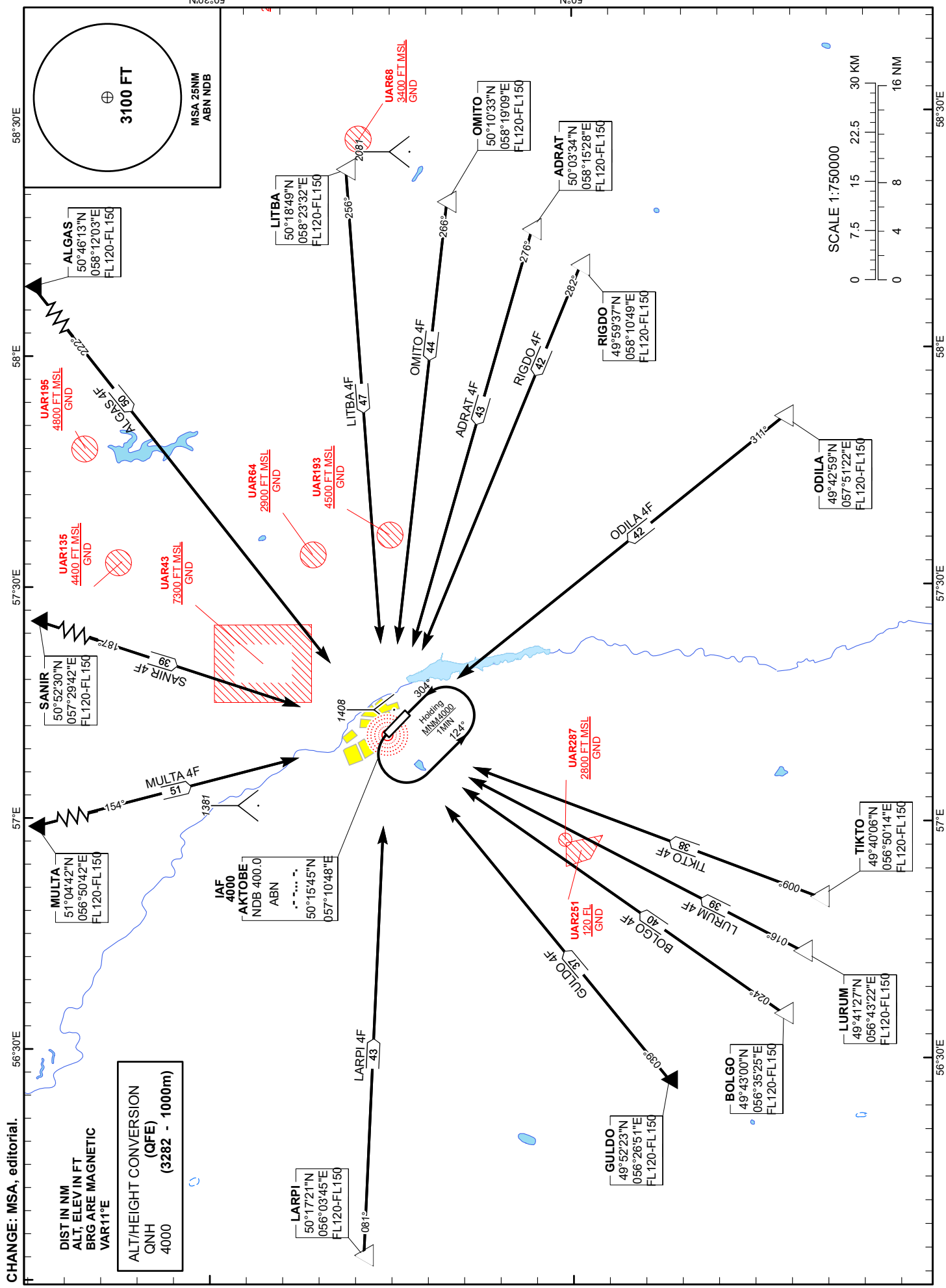
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTOBE TOWER 120.90
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

ADRAT 4F, ALGAS 4F, BOLGO 4F, GULDO 4F, LARPI 4F, LITBA 4F, LURUM 4F, MULTA 4F, ODILA 4F, OMITO 4F, RIGDO 4F, SANIR 4F, TIKTO 4F.

AKTOBE
RWY 12



CHANGE: MSA, editorial.

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR11°E

ALT/HEIGHT CONVERSION (QFE) (3282 - 1000m)
QNH
4000

STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) AKTOBE RWY 12
MULTA 4F After crossing MULTA (N510442 E0565042), proceed on track 154° to NDB ABN. Cross NDB ABN at 4000 FT. Cross MULTA at FL120-FL150
SANIR 4F After crossing SANIR (N505230 E0572942), proceed on track 187° to NDB ABN. Cross NDB ABN at 4000 FT. Cross SANIR at FL120-FL150
ALGAS 4F After crossing ALGAS (N504613 E0581203), proceed on track 222° to NDB ABN. Cross NDB ABN at 4000 FT. Cross ALGAS at FL120-FL150
LITBA 4F After crossing LITBA (N501849 E0582332), proceed on track 256° to NDB ABN. Cross NDB ABN at 4000 FT. Cross LITBA at FL120-FL150
OMITO 4F After crossing OMITO (N501033 E0581909), proceed on track 266° to NDB ABN. Cross NDB ABN at 4000 FT. Cross OMITO at FL120-FL150
ADRAT 4F After crossing ADRAT (N500334 E0581528), proceed on track 276° to NDB ABN. Cross NDB ABN at 4000 FT. Cross ADRAT at FL120-FL150
RIGDO 4F After crossing RIGDO (N495937 E0581049), proceed on track 282° to NDB ABN. Cross NDB ABN at 4000 FT. Cross RIGDO at FL120-FL150
ODILA 4F After crossing ODILA (N494259 E0575122), proceed on track 311° to NDB ABN. Cross NDB ABN at 4000 FT. Cross ODILA at FL120-FL150
TIKTO 4F After crossing TIKTO (N494006 E0565014), proceed on track 009° to NDB ABN. Cross NDB ABN at 4000. Cross TIKTO at FL120-FL150
LURUM 4F After crossing LURUM (N494127 E0564322), proceed on track 016° to NDB ABN. Cross NDB ABN at 4000 FT. Cross LURUM at FL120-FL150
BOLGO 4F After crossing BOLGO (N494300 E0563525), proceed on track 024° to NDB ABN. Cross NDB ABN at 4000 FT. Cross BOLGO at FL120-FL150
GULDO 4F After crossing GULDO (N495223 E0562651), proceed on track 039° to NDB ABN. Cross NDB ABN at 4000 FT. Cross GULDO at FL120-FL150
LARPI 4F After crossing LARPI (N501721 E0560345), proceed on track 081° to NDB ABN. Cross NDB ABN at 4000 FT. Cross LARPI at FL120-FL150

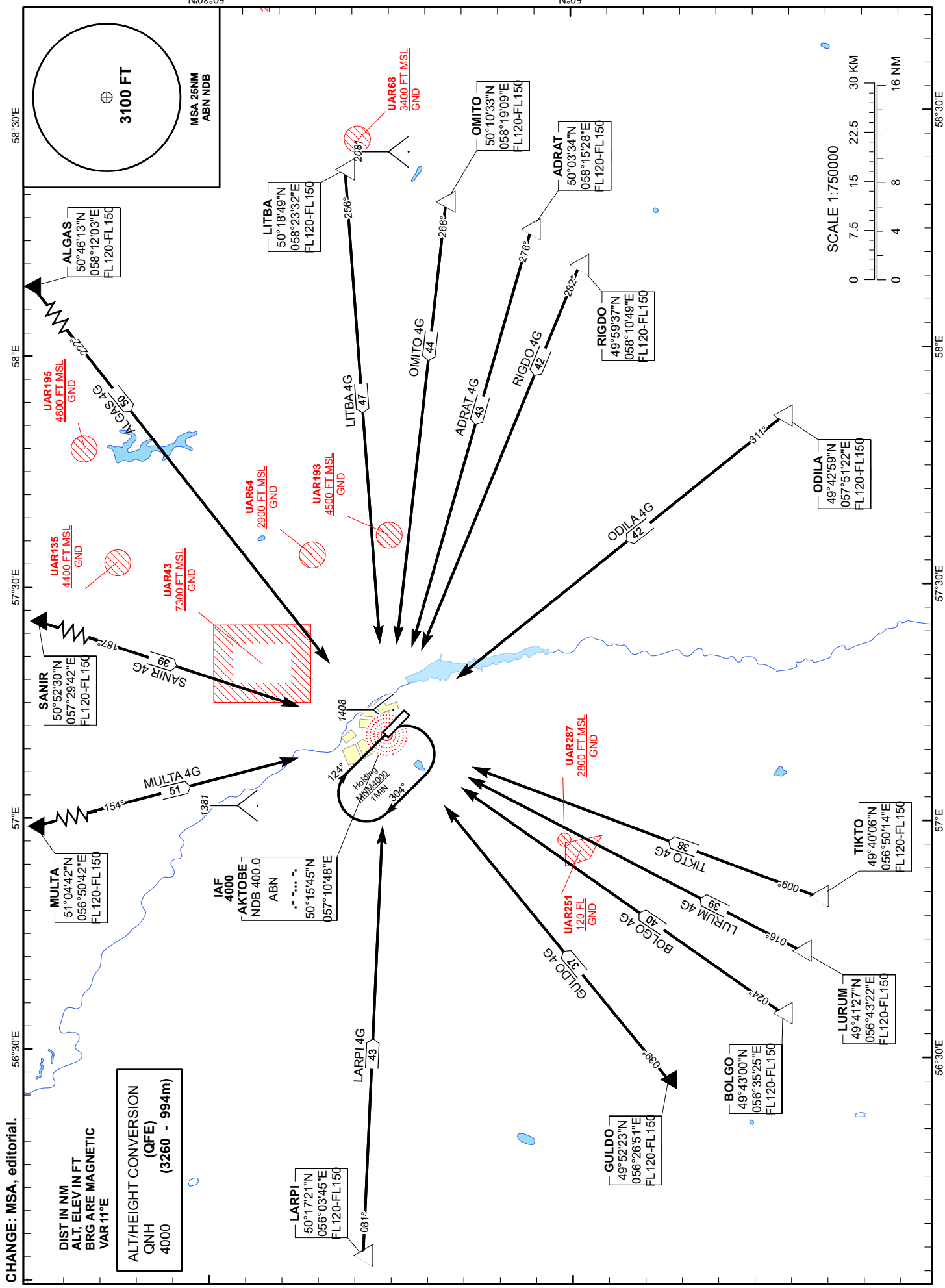
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTOBE TOWER 120.90
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

ADRAT 4G, ALGAS 4G, BOLGO 4G, GULDO 4G, LARPI 4G, LITBA 4G, LURUM 4G, MULTA 4G, ODILA 4G, OMITO 4G, RIGDO 4G, SANIR 4G, TIKTO 4G.

AKTOBE
RWY 30



STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) AKTOBE RWY 30
MULTA 4G After crossing MULTA (N510442 E0565042), proceed on track 154° to NDB ABN. Cross NDB ABN at 4000 FT. Cross MULTA at FL120-FL150
SANIR 4G After crossing SANIR (N505230 E0572942), proceed on track 187° to NDB ABN. Cross NDB ABN at 4000 FT. Cross SANIR at FL120-FL150
ALGAS 4G After crossing ALGAS (N504613 E0581203), proceed on track 222° to NDB ABN. Cross NDB ABN at 4000 FT. Cross ALGAS at FL120-FL150
LITBA 4G After crossing LITBA (N501849 E0582332), proceed on track 256° to NDB ABN. Cross NDB ABN at 4000 FT. Cross LITBA at FL120-FL150
OMITO 4G After crossing OMITO (N501033 E0581909), proceed on track 266° to NDB ABN. Cross NDB ABN at 4000 FT. Cross OMITO at FL120-FL150
ADRAT 4G After crossing ADRAT (N500334 E0581528), proceed on track 276° to NDB ABN. Cross NDB ABN at 4000 FT. Cross ADRAT at FL120-FL150
RIGDO 4G After crossing RIGDO (N495937 E0581049), proceed on track 282° to NDB ABN. Cross NDB ABN at 4000 FT. Cross RIGDO at FL120-FL150
ODILA 4G After crossing ODILA (N494259 E0575122), proceed on track 311° to NDB ABN. Cross NDB ABN at 4000 FT. Cross ODILA at FL120-FL150
TIKTO 4G After crossing TIKTO (N494006 E0565014), proceed on track 009° to NDB ABN. Cross NDB ABN at 4000 FT. Cross TIKTO at FL120-FL150
LURUM 4G After crossing LURUM (N494127 E0564322), proceed on track 016° to NDB ABN. Cross NDB ABN at 4000 FT. Cross LURUM at FL120-FL150
BOLGO 4G After crossing BOLGO (N494300 E0563525), proceed on track 024° to NDB ABN. Cross NDB ABN at 4000 FT. Cross BOLGO at FL120-FL150
GULDO 4G After crossing GULDO (N495223 E0562651), proceed on track 039° to NDB ABN. Cross NDB ABN at 4000 FT. Cross GULDO at FL120-FL150
LARPI 4G After crossing LARPI (N501721 E0560345), proceed on track 081° to NDB ABN. Cross NDB ABN at 4000 FT. Cross LARPI at FL120-FL150

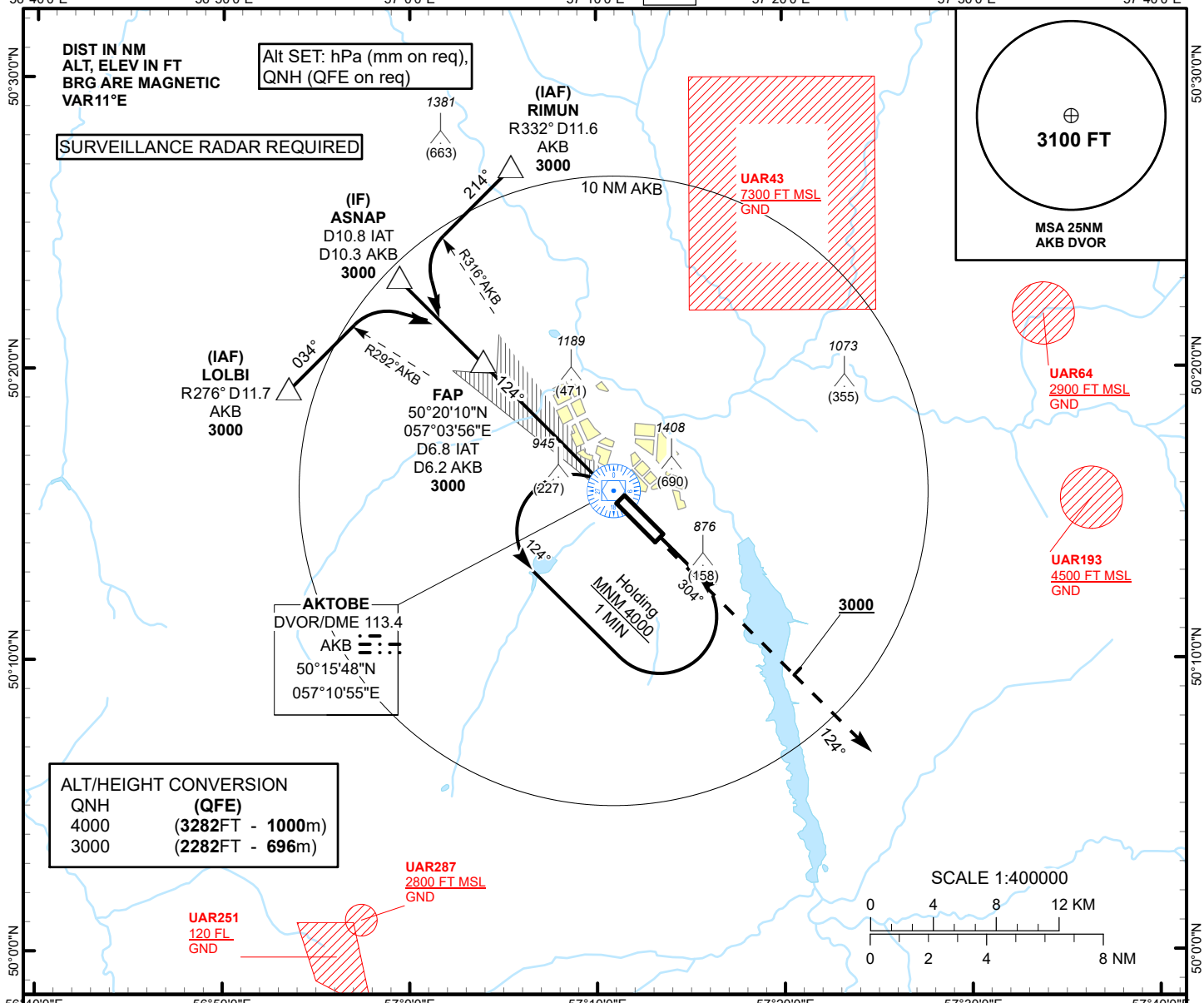
INSTRUMENT APPROACH CHART - ICAO

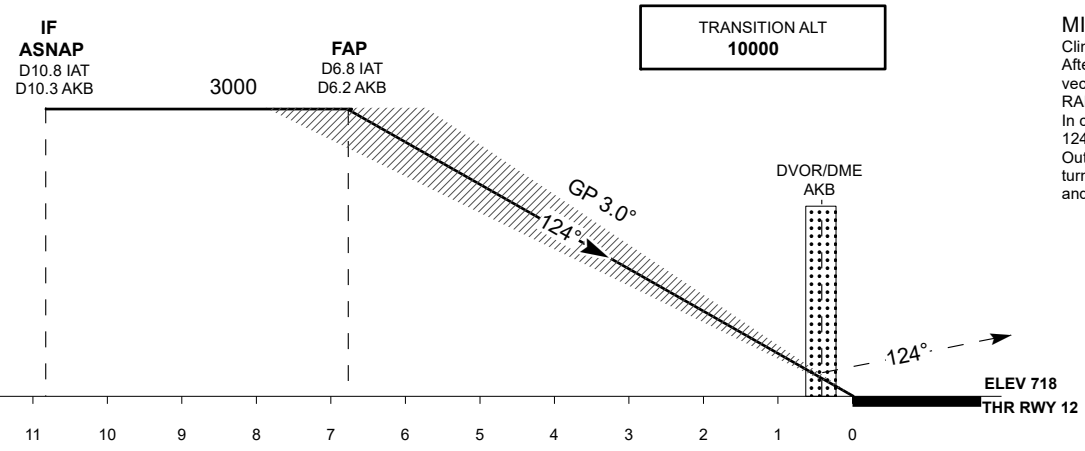
AERODROME ELEV *741 FT*
HEIGHTS RELATED TO
THR 12 ELEV 718 FT

ILS
LLZ 111.7
IAT
GP 333.5
CH 54X

AKTOBE TOWER 120.90
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

AKTOBE ILS/DME RWY 12





TRANSITION ALT
10000

MISSED APPROACH

Climb on track 124° to 3000.
After passing 2000 radar vectoring will be provided
RADIO FAILURE:
In case of RCF climb on track 124° to 2000 or above.
Outbound to D6.6 NM AKB, turn RIGHT to AKB. Climb to 4000, and join to holding pattern.

ILS RDH 53

Aircraft Category		A	B	C	D	THR - DME IAT	6.8	6	5	4	3	2	1
Straight-in Approach OCA/H						DME AKB	6.2	5.5	4.5	3.5	2.5	1.5	0.5
	CAT I	942(223)	942(223)	942(223)	942(223)	ALTITUDE	3000	2713	2385	2058	1734	1411	1090
						HEIGHT	(2282)	(1995)	(1667)	(1340)	(1016)	(693)	(372)

DME IAT ZERO RANGED TO THR RWY 12

Aerodrome Operating Minima DH ft x RVR(CMV)	CAT I					GS	Kt	80	100	120	140	160	180
						Rate of descent	ft/min	420	530	630	740	840	950

CHANGE: MSA, editorial.

AKTOBE (UATT)
ILS/DME RWY12 **AERONAUTICAL DATA TABULATION**

ILS approach to RWY12 from AKB DVOR/DME, LOLBI, RIMUN, ASNAP	
Fix/point	**Coordinates**
AKB DVOR/DME	50° 15' 48.3"N 057° 10' 54.8"E
LOLBI R276°, D11.7 AKB (IAF)	50° 19' 13.1"N 056° 53' 28.5"E
RIMUN R332°, D11.6 AKB (IAF)	50° 26' 51.3"N 057° 05' 24.1"E
ASNAP D10.8 IAT, D10.3 AKB (IF)	50° 23' 02.3"N 056° 59' 25.8"E
D6.8 IAT, D6.2 AKB (FAP)	50° 20' 09.6"N 057° 03' 56.0"E
THR RWY12	50° 15' 23.08"N 057° 11' 22.49"E
IAT LLZ	50° 13' 49.3"N 057° 13' 47.9"E

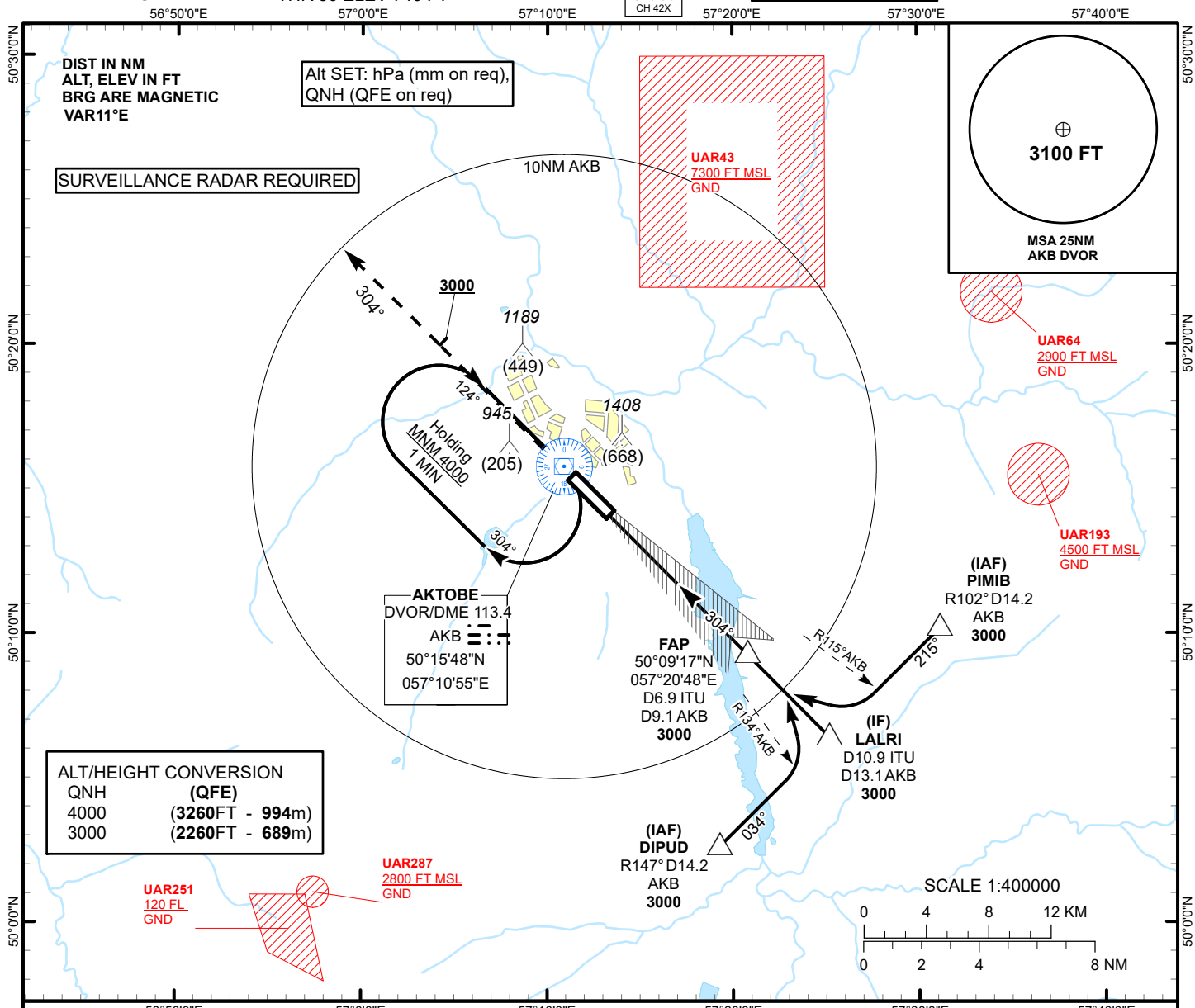
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *741 FT*
HEIGHTS RELATED TO
THR 30 ELEV 740 FT

ILS
LLZ 110.5
ITU
GP 329.6
CH 42X

AKTOBE TOWER 120.90
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

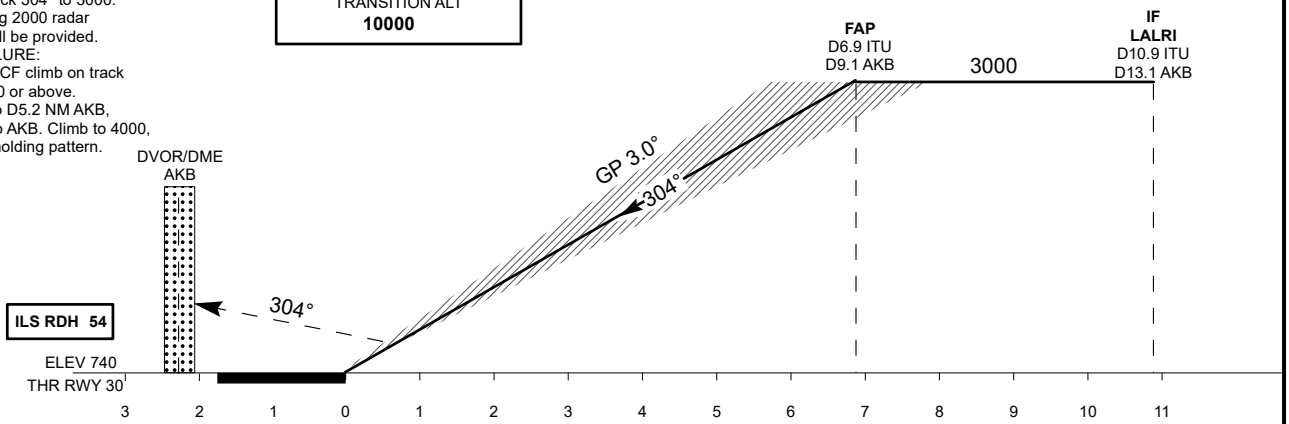
AKTOBE ILS/DME RWY 30



MISSED APPROACH

Climb on track 304° to 3000.
After passing 2000 radar vectoring will be provided.
RADIO FAILURE:
In case of RCF climb on track 304° to 2000 or above.
Outbound to D5.2 NM AKB, turn LEFT to AKB. Climb to 4000, and join to holding pattern.

TRANSITION ALT
10000



Aircraft Category		A	B	C	D	THR - DME ITU	6.9	6	5	4	3	2	1
Straight-in Approach OCA/H						DME AKB	9.1	8.2	7.2	6.2	5.2	4.2	3.2
	CAT I	952(213)	952(213)	952(213)	952(213)	ALTITUDE	3000	2700	2408	2081	1757	1434	1113
						HEIGHT	(2260)	(1960)	(1668)	(1341)	(1017)	(694)	(373)

DME ITU ZERO RANGED TO THR RWY 30

Aerodrome Operating Minima DH ft x RVR(CMV)	CAT I					GS	Kt	80	100	120	140	160	180
						Rate of descent	ft/min	420	530	630	740	840	950

CHANGE: MSA, editorial.

AKTOBE (UATT)
ILS/DME RWY30 **AERONAUTICAL DATA TABULATION**

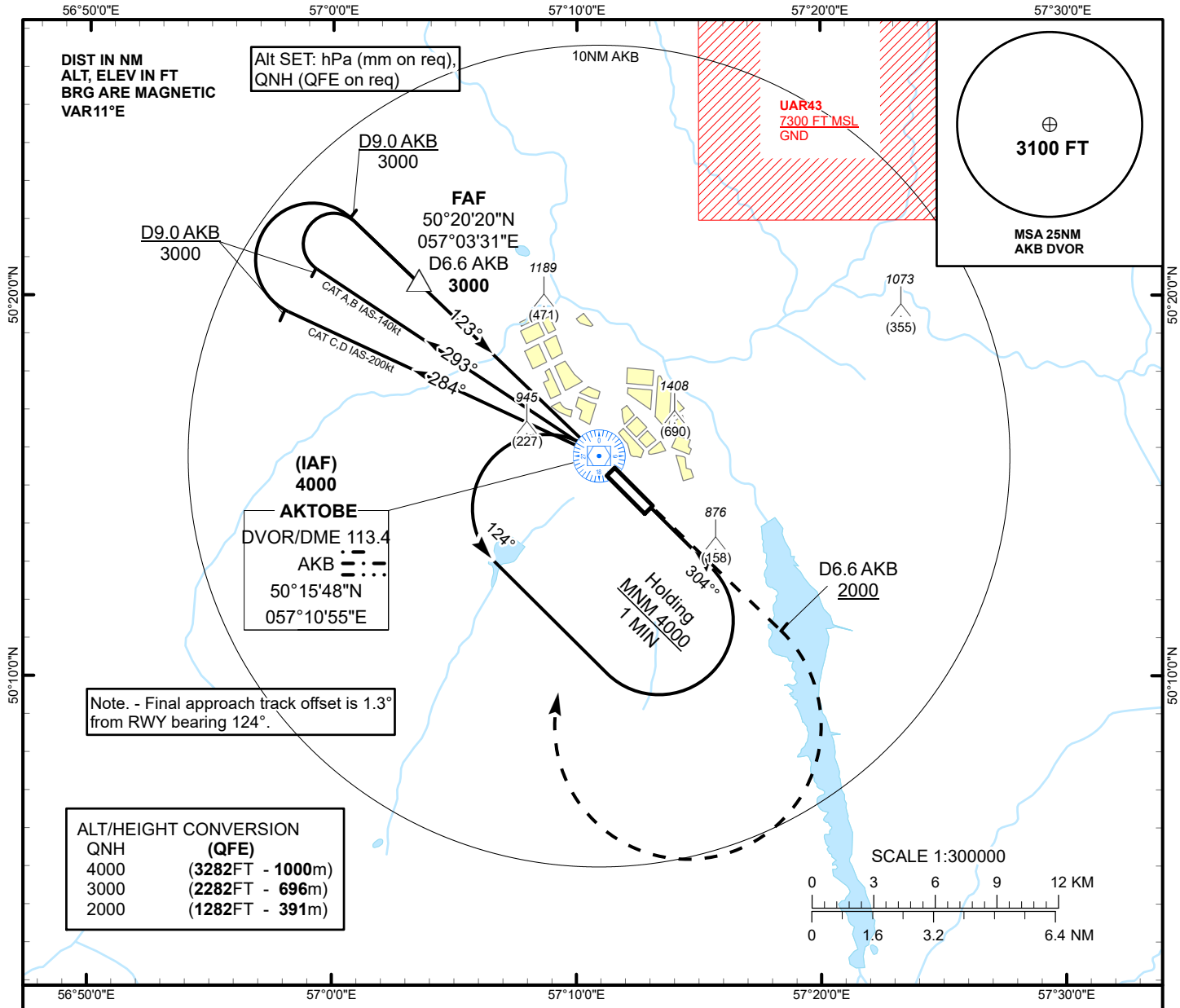
ILS approach to RWY30 from AKB DVOR/DME, DIPUD, PIMIB, LALRI	
Fix/point	**Coordinates**
AKB DVOR/DME	50° 15' 48.3"N 057° 10' 54.8"E
DIPUD R147°, D14.2 AKB (IAF)	50° 02' 38.2"N 057° 19' 14.0"E
PIMIB R102°, D14.2 AKB (IAF)	50° 10' 13.4"N 057° 31' 10.1"E
LALRI D10.9 ITU, D13.1 AKB (IF)	50° 06' 26.0"N 057° 25' 11.6"E
D6.9 ITU, D9.1 AKB (FAP)	50° 09' 17.1"N 057° 20' 48.2"E
THR RWY30	50° 14' 09.59"N 057° 13' 16.51"E
ITU LLZ	50° 15' 44.7"N 057° 10' 49.0"E

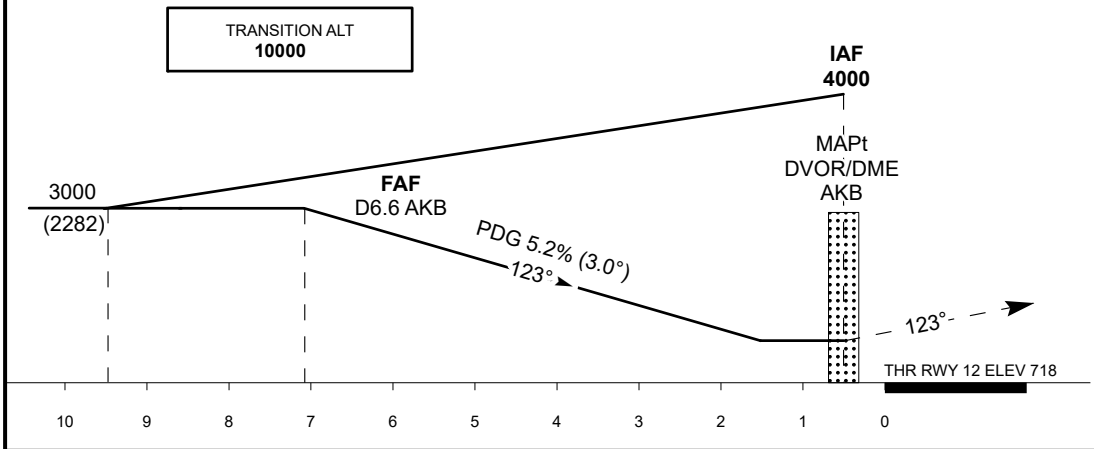
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *741 FT*
HEIGHTS RELATED TO
THR 12 ELEV 718 FT

AKTOBE TOWER 120.90
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

AKTOBE VOR/DME RWY 12





MISSED APPROACH
Climb on track 123°,
at 2000 or above,
outbound to D6.6 AKB,
turn RIGHT to AKB,
Climb initially to 3000,
then as directed by ATC.
RADIO FAILURE: in the case
of RCF climb to 4000 to AKB
and join to holding pattern.
Missed approach turn speed
limited to 240 kt IAS maximum.

Aircraft Category		A	B	C	D	DIST to THR	7.1	6	5	4	3	2	1
Straight-in Approach OCA/H						DME AKB	6.6	5.5	4.5	3.5	2.5	1.5	0.5
	VOR/DME	1210(490)	1210(490)	1210(490)	1210(490)	ALTITUDE	3028	2677	2359	2041	1722	1404	1086
						HEIGHT	(2310)	(1959)	(1641)	(1323)	(1004)	(686)	(367)

Aerodrome Operating Minima MDH ft x RVR(CMV)	VOR/DME												
						GS	kt	80	100	120	140	160	180
						FAF-MAPt 6.6NM	min:sec	4:57	3:58	3:18	2:49	2:29	2:12
						Desc.Rate(5.2%)	ft/min	420	530	630	740	840	950

CHANGE: MSA, editorial.

AKTOBE (UATT)
VOR/DME RWY12 AERONAUTICAL DATA TABULATION

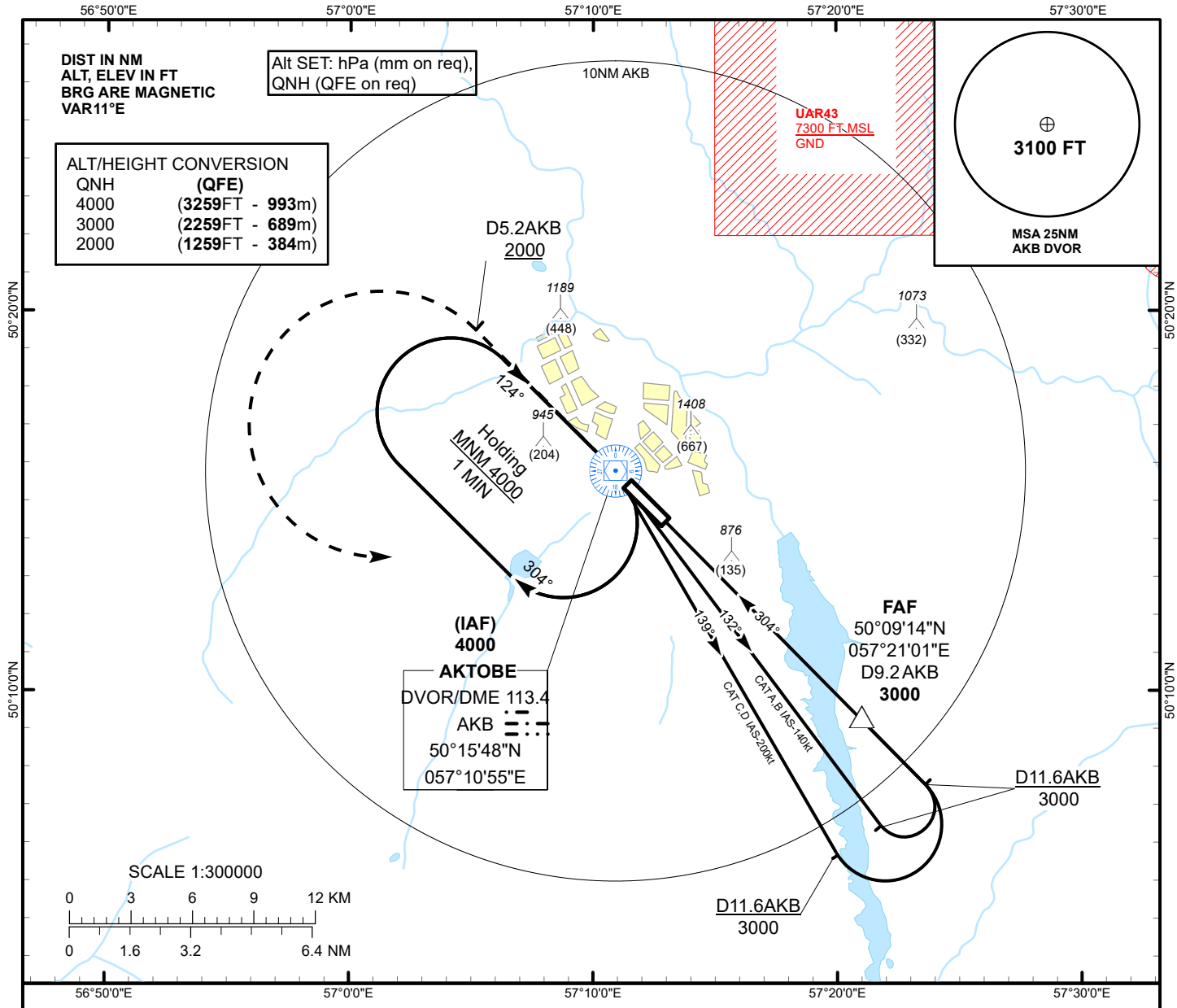
VOR approach to RWY12 from AKB DVOR/DME	
Fix/point	**Coordinates**
AKB DVOR/DME (IAF)	**50° 15' 48.3"N 057° 10' 54.8"E**
D6.6 AKB (FAF)	**50° 20' 20.3"N 057° 03' 31.2"E**
THR RWY12	**50° 15' 23.08"N 057° 11' 22.49"E**
Final approach descent angle is 3.0°	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *741 FT*
HEIGHTS RELATED TO AD ELEV

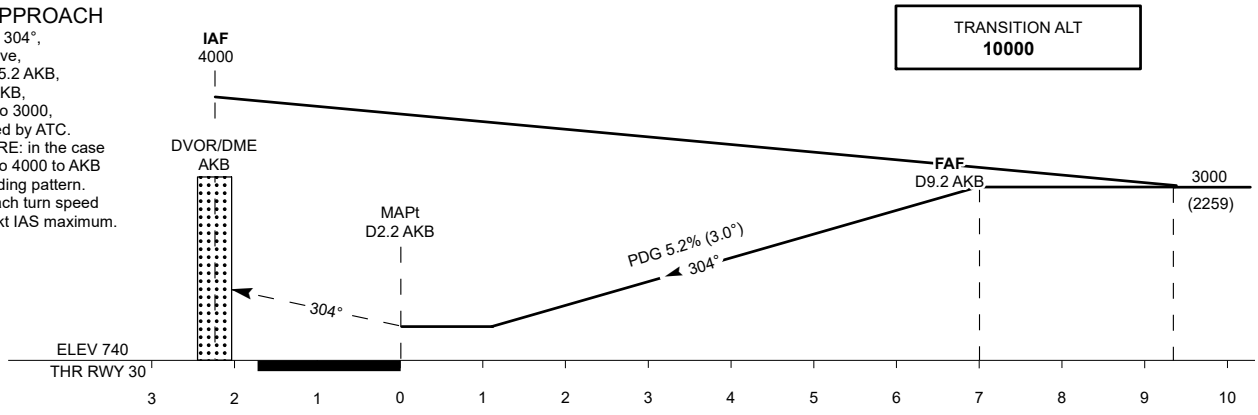
AKTOBE TOWER 120.90
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

AKTOBE VOR/DME RWY 30



MISSED APPROACH

Climb on track 304°,
at 2000 or above,
outbound to D5.2 AKB,
turn LEFT to AKB,
Climb initially to 3000,
then as directed by ATC.
RADIO FAILURE: in the case of RCF climb to 4000 to AKB and join to holding pattern.
Missed approach turn speed limited to 240 kt IAS maximum.



TRANSITION ALT
10000

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	VOR/DME	1130(390)	1130(390)	1130(390)	1130(390)

DIST to THR	1	2	3	4	5	6	7
DME AKB	3.2	4.2	5.2	6.2	7.2	8.2	9.2
ALTITUDE	1108	1427	1745	2064	2382	2700	3000
HEIGHT	(367)	(686)	(1004)	(1323)	(1641)	(1959)	(2259)

Aerodrome Operating Minima MDH ft x RVR(CMV)	VOR/DME				

GS	kt	80	100	120	140	160	180
FAF-MAPt 7.0NM	min:sec	5:15	4:12	3:30	3:00	2:38	2:20
Desc.Rate(5.2%)	ft/min	420	530	630	740	840	950

CHANGE: MSA, editorial.

AKTOBE (UATT)
VOR/DME RWY30 AERONAUTICAL DATA TABULATION

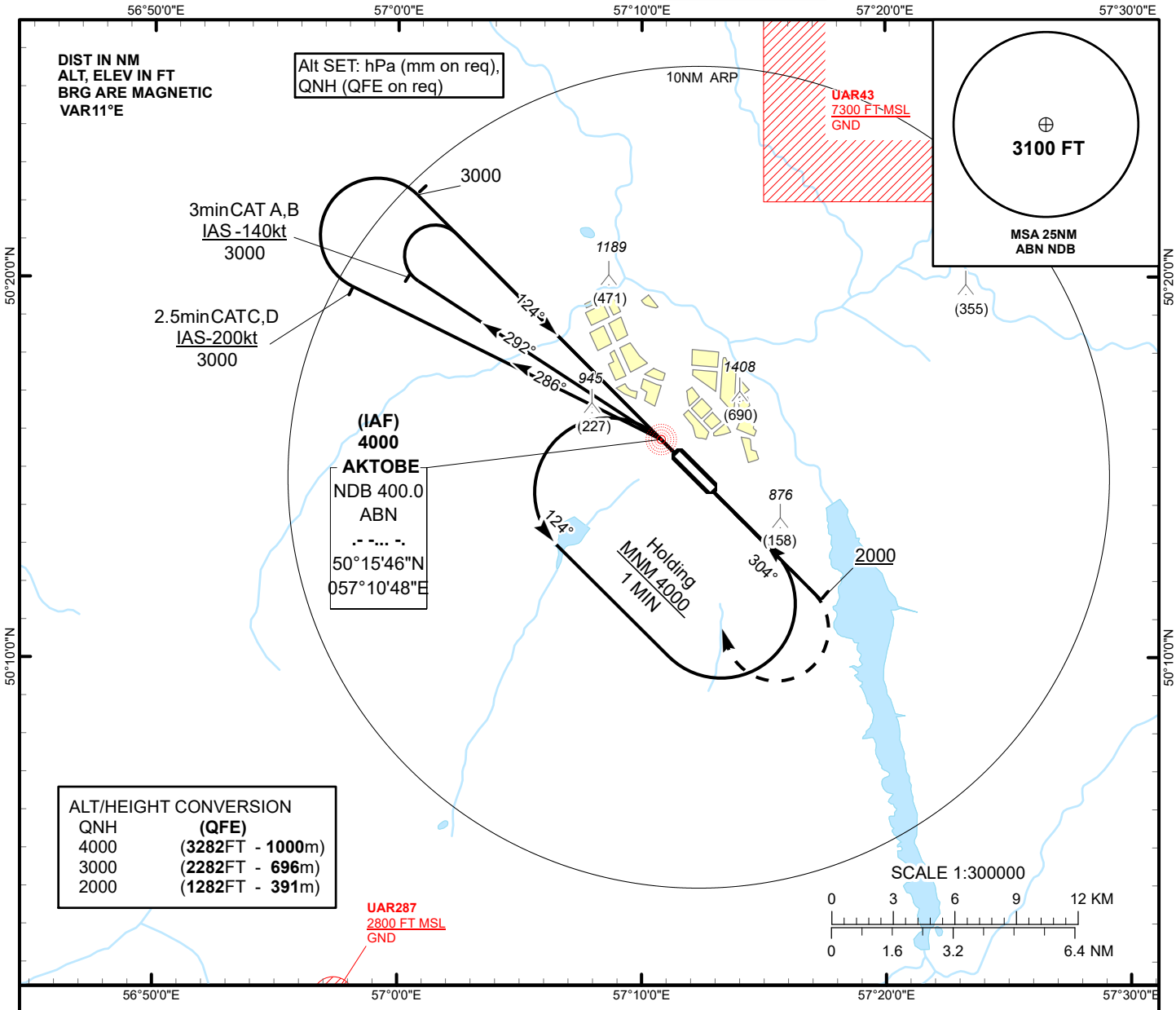
VOR approach to RWY30 from AKB DVOR/DME	
Fix/point	**Coordinates**
AKB DVOR/DME (IAF)	50° 15' 48.3"N 057° 10' 54.8"E
D9.2 AKB (FAF)	50° 09' 14.2"N 057° 21' 01.0"E
THR RWY30	50° 14' 09.59"N 057° 13' 16.51"E
Final approach descent angle is 3.0°	

INSTRUMENT APPROACH CHART - ICAO

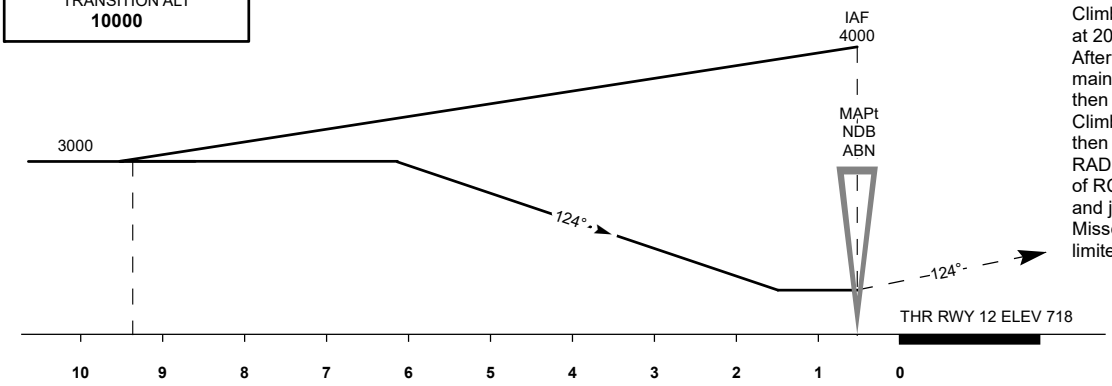
AERODROME ELEV *741 FT*
HEIGHTS RELATED TO
THR 12 ELEV 718 FT

AKTOBE TOWER 120.90
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

AKTOBE
NDB
RWY 12



TRANSITION ALT
10000



MISSED APPROACH

Climb on track 124°,
at 2000 or above.
After passing NDB ABN
maintain 124° for 1 min 40 sec,
then turn RIGHT to NDB ABN.
Climb initially to 3000,
then as directed by ATC.
RADIO FAILURE: in the case
of RCF climb to 4000 to NDB ABN
and join to holding pattern.
Missed approach turn speed
limited to 240 Kt IAS maximum.

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	NDB	1250(540)	1250(540)	1250(540)	1250(540)

Aerodrome Operating Minima MDH ft x RVR(CMV)	NDB				

CHANGE: MSA, editorial.

AKTOBE (UATT)
NDB RWY12 **AERONAUTICAL DATA TABULATION**

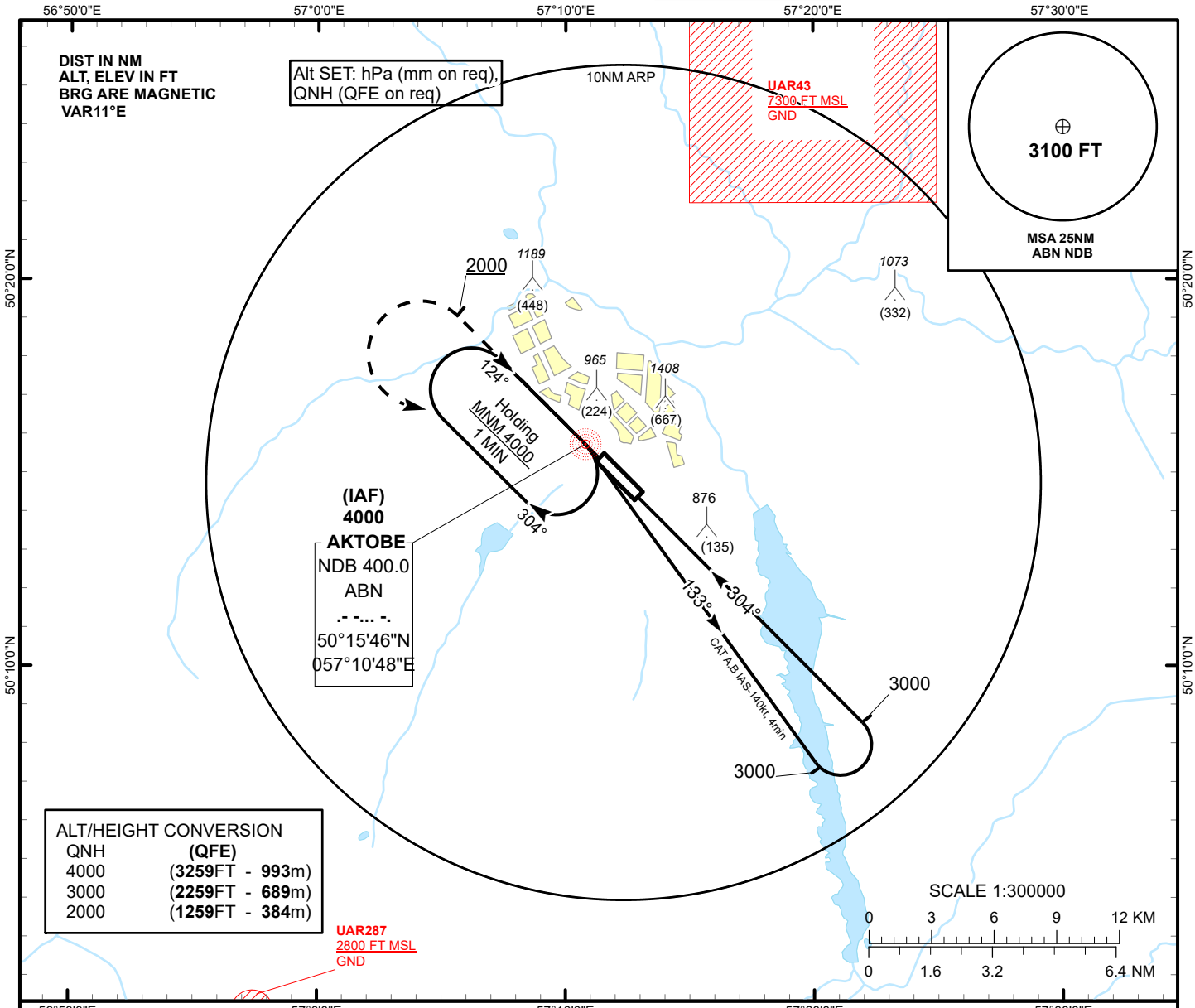
NDB approach to RWY12 from ABN NDB	
Fix/point	**Coordinates**
ABN NDB (IAF)	**50° 15' 45.5"N 057° 10' 47.6"E**
THR RWY12	**50° 15' 23.08"N 057° 11' 22.49"E**

INSTRUMENT APPROACH CHART - ICAO

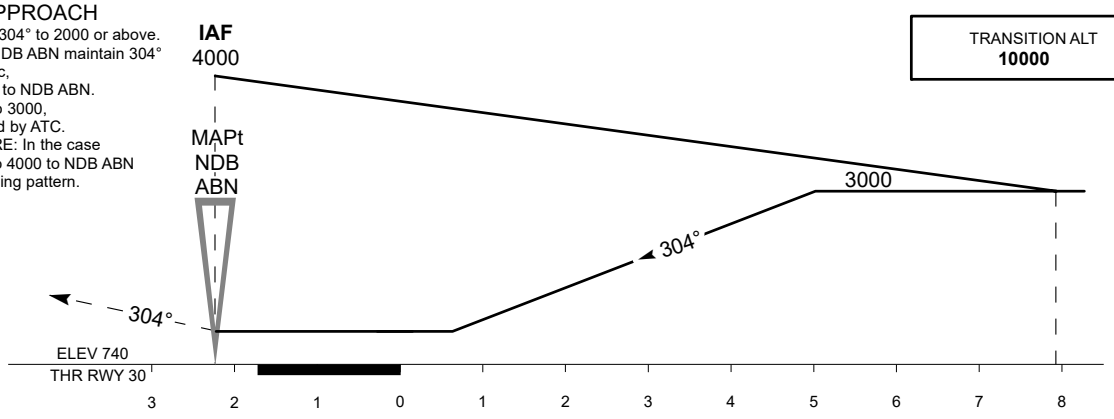
AERODROME ELEV *741 FT*
HEIGHTS RELATED TO AD ELEV

AKTOBE TOWER 120.90
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

AKTOBE
BC NDB
RWY 30



MISSED APPROACH
Climb on track 304° to 2000 or above.
After passing NDB ABN maintain 304°
for 1 min 40 sec,
then turn LEFT to NDB ABN.
Climb initially to 3000,
then as directed by ATC.
RADIO FAILURE: In the case
of RCF climb to 4000 to NDB ABN
and join to holding pattern.



TRANSITION ALT
10000

Aircraft Category	A	B	C	D
Straight-in Approach OCA/H				
BC NDB	1410(670)			

Aerodrome Operating Minima MDH ft x RVR(CMV)					
BC NDB					

CHANGE: MSA, editorial.

AKTOBE (UATT)
NDB RWY30 **AERONAUTICAL DATA TABULATION**

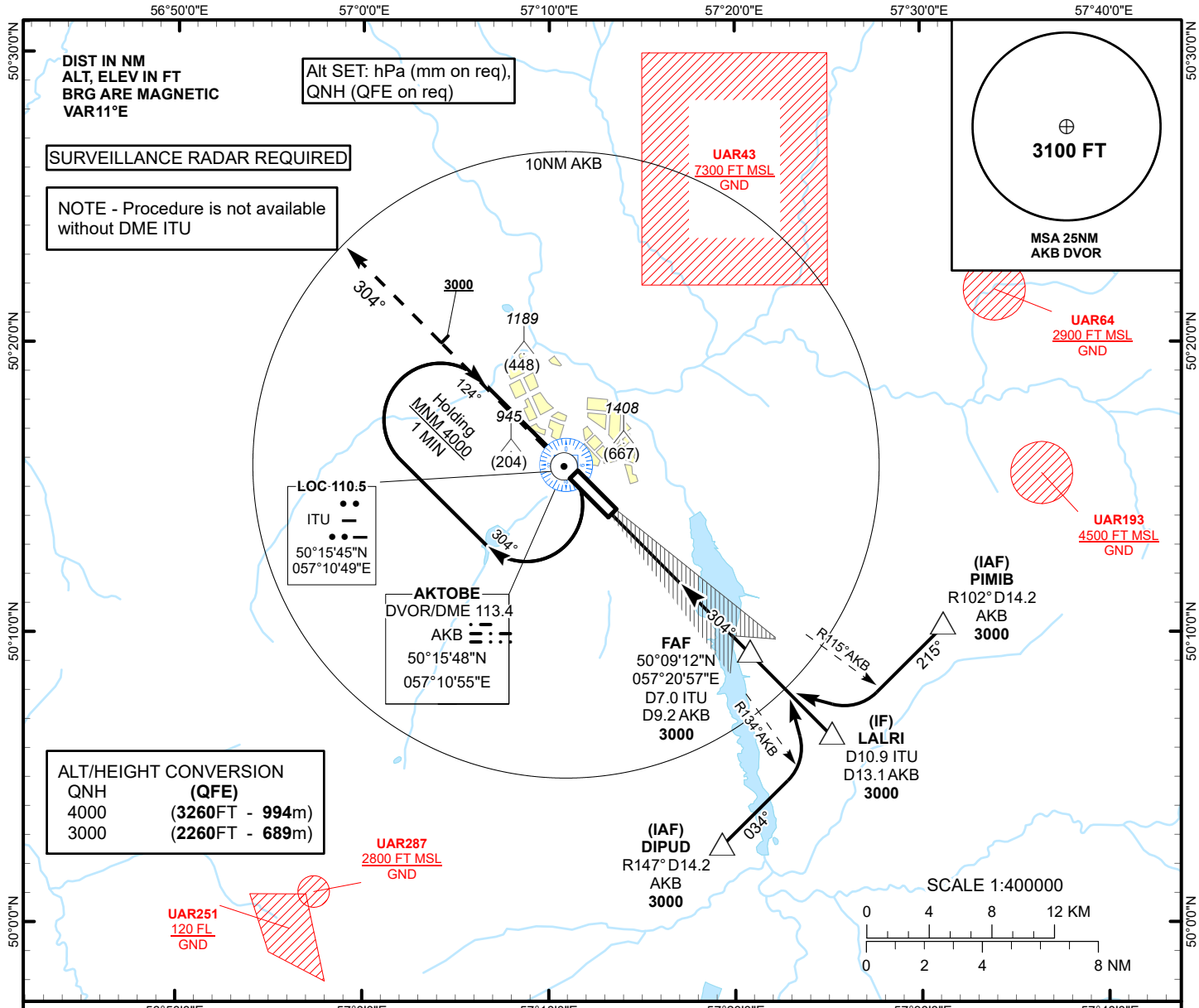
NDB approach to RWY30 from ABN NDB	
Fix/point	**Coordinates**
ABN NDB (IAF)	**50° 15' 45.5"N 057° 10' 47.6"E**
THR RWY30	**50° 14' 09.59"N 057° 13' 16.51"E**

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *741 FT*
HEIGHTS RELATED TO AD ELEV

AKTOBE TOWER 120.90
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

AKTOBE LOC/DME RWY 30



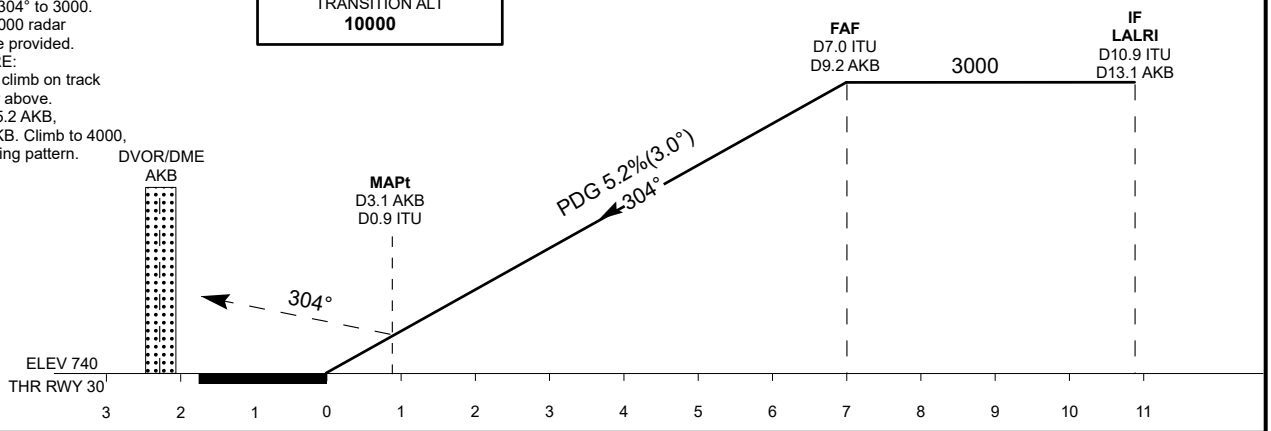
ALT/HEIGHT CONVERSION

QNH	(QFE)
4000	(**3260**FT - **994**m)
3000	(**2260**FT - **689**m)

MISSED APPROACH

Climb on track 304° to 3000.
After passing 2000 radar vectoring will be provided.
RADIO FAILURE:
In case of RCF climb on track 304° to 2000 or above.
Outbound to D5.2 AKB, turn LEFT to AKB. Climb to 4000, and join to holding pattern.

TRANSITION ALT
10000



Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	LLZ (GP INOP)	1080(340)	1080(340)	1080(340)	1080(340)

THR - DME ITU	1	2	3	4	5	6	7.0
DME AKB	3.2	4.2	5.2	6.2	7.2	8.2	9.2
ALTITUDE	1108	1427	1745	2064	2382	2700	3000
HEIGHT	(367)	(686)	(1004)	(1323)	(1641)	(1959)	(2259)

DME ITU ZERO RANGED TO THR RWY 30

Aerodrome Operating Minima DH ft x RVR(CMV)	LLZ (GP INOP)				

GS	Kt	80	100	120	140	160	180
FAF-MAPt(6.1NM)	min:sec	4:35	3:40	3:03	2:37	2:17	2:02
Rate of descent	ft/min	420	530	630	740	840	950

CHANGE: MSA, editorial.

AKTOBE (UATT)
LOC/DME RWY30 AERONAUTICAL DATA TABULATION

LOC/DME approach to RWY30 from DIPUD, PIMIB, LALRI	
Fix/point	**Coordinates**
AKB DVOR/DME	50° 15' 48.3"N 057° 10' 54.8"E
DIPUD R147°, D14.2 AKB (IAF)	50° 02' 38.2"N 057° 19' 14.0"E
PIMIB R102°, D14.2 AKB (IAF)	50° 10' 13.4"N 057° 31' 10.1"E
LALRI D10.9 ITU, D13.1 AKB (IF)	50° 06' 26.0"N 057° 25' 11.6"E
D7.0 ITU, D9.2 AKB (FAF)	50° 09' 11.6"N 057° 20' 56.8"E
THR RWY30	50° 14' 09.59"N 057° 13' 16.51"E
ITU LLZ	50° 15' 44.7"N 057° 10' 49.0"E

UAAA AD 2

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

UAAA AD 2.1 Aerodrome Location Indicator And Name

UAAA - ALMATY

UAAA AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	432120N 0770238E 054°/2676m from THR 05R
2	Direction and distance from (city)	31°, 8.1 NM from Almaty center
3	Elevation/Reference temperature	2238 FT/29.5° C
4	Geoid undulation at AD ELEV PSN	-148 FT
5	MAG VAR/Annual Change	5° E (2023) / 0.01°
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport 2 Mailin str. 050039 Almaty, JSC "Almaty International Airport" Republic of Kazakhstan Phone: +7 (727) 3888888 Phone: +7 (727) 3888884 Fax: +7 (727) 3888885 AFS: UAAAAPBF AFS: UAAAAPDU Email: info@alaport.com
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UAAA AD 2.3 Operational Hours

1	AD Operator	H24 Phone: +7 (727) 3888888
2	Customs and immigration	H24 Phone: +7 (727) 2703409
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 Phone: +7 (727) 2573217 Fax: +7 (727) 2573724
6	MET Briefing Office	H24 Phone: +7 (727) 2574029 Phone: +7 (727) 2572803
7	ATS	H24
8	Fuelling	H24
9	Handling	H24 Phone: +7 (727) 3888445
10	Security	H24
11	De-icing	H24

12	Remarks	Nil

UAAA AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Modern handling up to 30 tonnes weight
2	Fuel/oil types	TS-1, RT(equivalent to Jet A-1)/ MS-20, MS-8P
3	Fuelling facilities/capacity	AVBL, Modern tankers without limitation
4	De-icing facilities	De-icing fluid treatment machines - 6 units
5	Hangar space for visiting aircraft	Available by prior request
6	Repair facilities for visiting aircraft	Repairs at aircraft repair base.
7	Remarks	Nil

UAAA AD 2.5 Passenger Facilities

1	Hotels	Airport hotel, city hotel
2	Restaurants	AVBL
3	Transportation	Buses, taxis
4	Medical facilities	Aid post at Airport Terminal, ambulance service, hospitals in Almaty
5	Bank and Post Office	Banks, bank ATM, currency exchange, post office
6	Tourist Office	AVBL
7	Remarks	Nil

UAAA AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A9
2	Rescue equipment	Modern rescue equipment. 5 fire engines with a total volume of fire-fighting composition - 41000 liters.
3	Capability for removal of disabled aircraft	Equipment is AVBL around the clock
4	Remarks	Nil

UAAA AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	10 plow-brush equipment with turbo pipes, 3 rotors, 3 wind machines, 5 spraders (reagent sprayers), 5 pushers for cleaning the snow shafts, 1 sidewalk cleaning machine per runway, 2 graders, 2 bulldozers, 1 snow rolling machine, Other modern snow removal equipment. The anti-icing granular reagent “NKMM” and the anti-icing liquid reagent NORDWEIF of the NORM brand are used to remove ice from airfield coatings.
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	(Seasonal availability: All seasons, caution advised in winter during snow conditions) At surface condition code 2 and below: RWY 05R/23L closed

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
23 L	CAT IIIB (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	900 m	4400m, spacing 15m, 0-3500m white, 3500-4100m red/white, 4100-4400m red	4400m, spacing 60m, 0-3798m white, last 600m yellow LIH	RED Nil	Nil	Running impulse lights combined with approach lights, from 900 to 300 m from the threshold
05 L	CAT I (PALS) 870 M LIH	GRN Nil	PAPI LEFT/3°	Nil	4500m, spacing 15m, 0-3600m white, 3600-4200m R/W, 4200-4500m red	4500m, spacing 60m, 0-3900 white, last 600m yellow LIH	RED Nil	Nil	Nil
23 R	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	4500m, spacing 15.0m, 0-3600m white, 3600-4200m R/W, 4200-4500m red	4500m, spacing 60m, 0-3900m white, last 600m yellow LIH	RED Nil	Nil	Nil

UAAA 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
3	TWY edge and centre line lighting	EDGE: All TWY CL: TWY A, C, D, F, K, L Parking maneuvering lights and stop lights on stands - 4, 5, 6, 201, 202, 203, 204L, 204, 204R, 205L, 205, 205R.
4	Secondary power supply/switch-over time	AVBL, 0 sec
5	Remarks	RWY 23L: Side approach lights - 270 m from the THR. Red.

UAAA AD 2.16 Helicopter Landing Area

NIL

UAAA AD 2.17 ATS Airspace

1	**Designation and lateral limits**	ALMATY CTR 432628N 0770533E - 433119N 0771523E - 432614N 0772005E - 431119N 0765000E - 431624N 0764515E - 431729N 0764725E - 431659N 0764807E - 431853N 0765356E - 432102N 0765419E - 432507N 0770249E then a counter-clockwise arc radius 1.6 NM centered on 432640N 0770322E - 432628N 0770533E
2	**Vertical limits**	5200 FT ALT / GND
3	**Airspace classification**	D
4	**ATS unit call sign** **Language(s)**	ALMATY TOWER EN ALMATY VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	H24
7	**Remarks**	Nil

UAAA 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
APP	ALMATY APPROACH (EN) ALMATY PODKHOD (RU)	118.3 MHZ	Nil	Nil	H24	Nil
ATIS	ALMATY ATIS (EN) ALMATY ATIS (RU)	129,8 MHZ 135,1 MHZ	Nil	Nil	H24	Nil
RADAR	ALMATY RADAR (EN) ALMATY KRUG (RU)	126.8 MHZ	Nil	Nil	H24	Nil
SMC	ALMATY GROUND (EN) ALMATY RULENIE (RU)	121,7 MHZ	Nil	Nil	H24	Nil
TWR	ALMATY TOWER (EN) ALMATY VYSHKA (RU)	119,4 MHZ	Nil	Nil	H24	Nil
Production and dispatcher service	ALMATY TRANZIT (EN) ALMATY TRANZIT (RU)	131.900 MHZ	Nil	Nil	As AD	Nil

UAAA 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
DVOR/DME (5°E/2023)	ATA	116.4 MHZ CH 111X	H24	432229.4N 0770507.0E	2200 FT	Nil	Nil
ILS LOC 05R I/D/2	ILM	110.3 MHZ	H24	432159.6N 0770406.7E		Nil	Nil
GP 05R I/C/2		335 MHZ		432030.9N 0770117.7E			
DME 05R	ILM	CH 40X		432030.9N 0770117.7E	2200 FT		
ILS LOC 23L III/E/2	IAL	108.1 MHZ	H24	432018.8N 0770043.4E		Nil	Nil
GP 23L III/T/2		334.7 MHZ		432138.5N 0770335.9E			
DME 23L	IAL	CH 18X		432138.5N 0770335.9E	2300 FT		
ILS LOC 05L I/D/4	IMA	109,1 MHZ	H24	432223.6N 0770438.8E		Nil	Nil
GP 05L I/C/4		331,4 MHZ		432059.1N 0770138.7E			
DME 05L	IMA	CH 28X		432059.1N 0770138.7E	2200 FT		
ILS LOC 23R III/E/4	IAA	111,3 MHZ	H24	432037.6N 0770104.8E		Nil	Nil
GP 23R III/T/4		332,3 MHZ		432210.7N 0770401.6E			
DME 23R	IAA	CH 50X		432210.7N 0770401.6E	2200 FT		
NDB	AAN	763 KHZ	HO	432208.1N 0770424.0E	Nil	Nil	Nil

UAAA AD 2.20 Local Aerodrome Regulations

1. Airport regulations

Aircraft movement along aerodrome is conducted under its own power and by towing vehicles. Taxiing and towing are carried out by established marking. Aircraft taxiing (towing) and take-off on a runway are conducted with the clearance of Almaty ATS unit.

At the apron stands it is allowed the start-up and testing of engines on idle modes upon request from “Almaty Taxiing” air traffic controller with regard to safety measures.

Start-up of engines at the stands 3-6 is prohibited. When there is out-of-use APU the start-up of one engine before towing to engine start-up place is conducted with the clearance of “Almaty Taxiing” air traffic controller.

Testing (run-up) of aircraft engines on modes exceeding the idle is carried out at the stand 69.

The crew can perform start-up of engines in the process of aircraft towing if this procedure is considered by flight operations manual of aircraft and agreed with the technical staff of the towing group.

Aircraft towing with the started engine (start-up during towing) at snowy, icy (slippery) apron is prohibited.

When deicing is needed flight crew notifies the "Almaty Taxiing" air traffic controller when requesting clearance for towing (start-up of engines). Deicing at the aircraft stands 1-6 is prohibited. Coordination of the deicing process is conducted by “Almaty Transit” at the frequency of 131.900 MHz. Deicing is performed:

- at the stands with asphalt-concrete surfacing;
- on the centerline of the apron.

Coordination air traffic controller of "Almaty Transit" designates the stand number, the docking procedure of aircraft and place of start-up, based on of the real situation on the apron, the presence of short-term limitations and parking prohibitions and aircraft movement on the aerodrome manoeuvring area.

Simultaneous parking procedure of freight aircraft with code F to aircraft stands 65-66 is carried out via towing.

2. Taxiing to/from aircraft stands

Towing, start-up of engines and taxiing of aircraft into/from the stands are conducted with the clearance of “Almaty Taxiing” air traffic controller.

Before the flight the crew must listen to the ATIS information, before start-up (towing) to contact with “Almaty Taxiing” air traffic controller at the frequency of 121.700 MHz, to notify the index of current ATIS information, stand number and get the clearance for departure from the air traffic controller.

Depending on the ground and air situation, runway operational direction the taxiing control unit enters “holding procedure of start-up clearance” with the timing and start-up sequence of aircraft.

When runway operational direction is 23R or 23L the departure clearance with the heading of 051° is issued at the moment of crew request for aircraft start-up clearance (towing).

Regardless of the time of day aircraft accompanying (leading) is performed by follow me car when low visibility procedures is in effect, in the lack of visibility of marking intended for aircraft movement or by request of the flight crew.

Contact with “Almaty Tower” ATC unit is carried out by command of “Almaty Taxiing” air traffic controller.

Taxiing to aircraft stands 4-6 equipped by aircraft positioning system is performed singly or by follow me car up to the entrance into the coverage area of the system. Taxiing onto aircraft stands is performed by using indication of positioning system. In case of system failure, taxiing is performed by aircraft marshaller signals.

Taxiing to stands 201-205, 204L/204R, 205L/205R equipped with Automatic Visual Docking Guidance Systems (AVDGS) is either conducted autonomously or guided by a follow-me vehicle until the aircraft enters the coverage area of the system. Docking at the stand is carried out according to the indications provided by the positioning system. In case of system failure, docking is performed based on signals from the marshaller.

Taxiing onto aircraft stands that unequipped with parking system is performed by aircraft marshaller signals.

The order of taxiing in/out to/from aircraft stands:

- Taxiing onto/out aircraft stand close to the VIP-south building is performed by the follow me car. Taxiing onto aircraft stands 1-2 heading on VIP-south building is performed under its own power, taxiing out is performed by towing. Parking aircraft heading on the TWY A taxiing is carried out under its own power.
- Taxiing onto aircraft stands 3-6, 32A-34 is carried out under its own power, taxiing out is carried out by towing to the start-up place.
- Taxiing onto aircraft stand 14 from TWY K is carried out under its own power. Taxiing onto from TWY A is carried out under its own power by taxiing on TWY K and then to aircraft stand 14. Taxiing out from aircraft stand 14 under its own power.
- Taxiing into/out of aircraft stands 48-56 shall be carried out under its own power by ATC instruction.

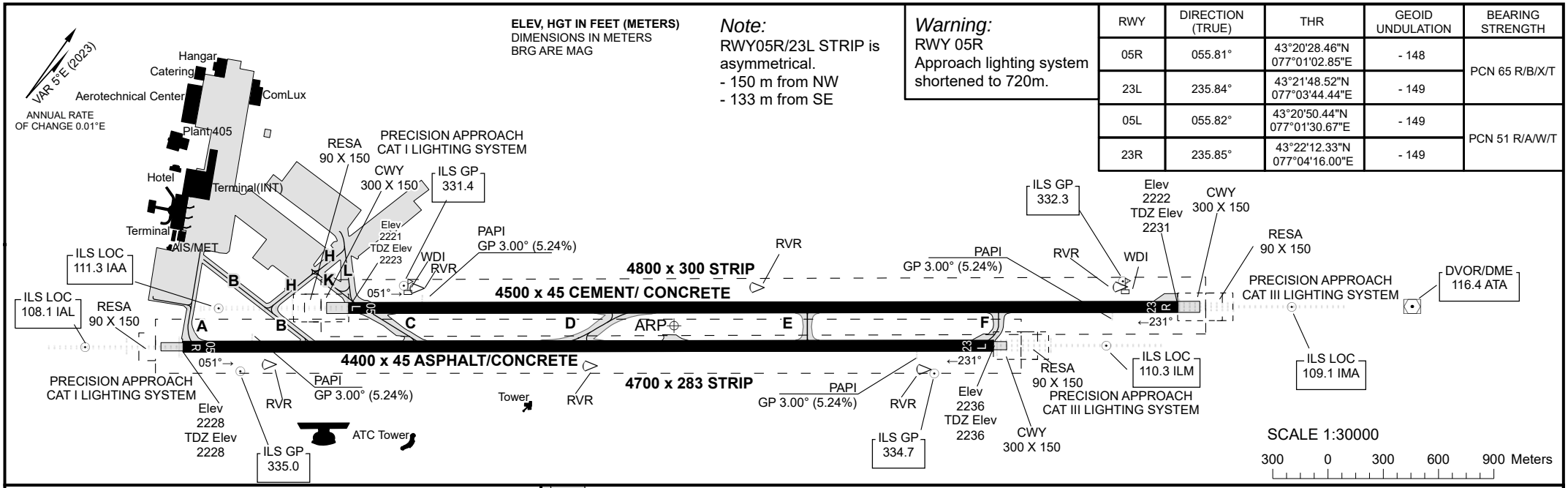
AERODROME CHART - ICAO

AD ELEV 2238FT (*682m*)

ARP 432120N 0770238E

TWR	119.4
GROUND	121.7

ALMATY

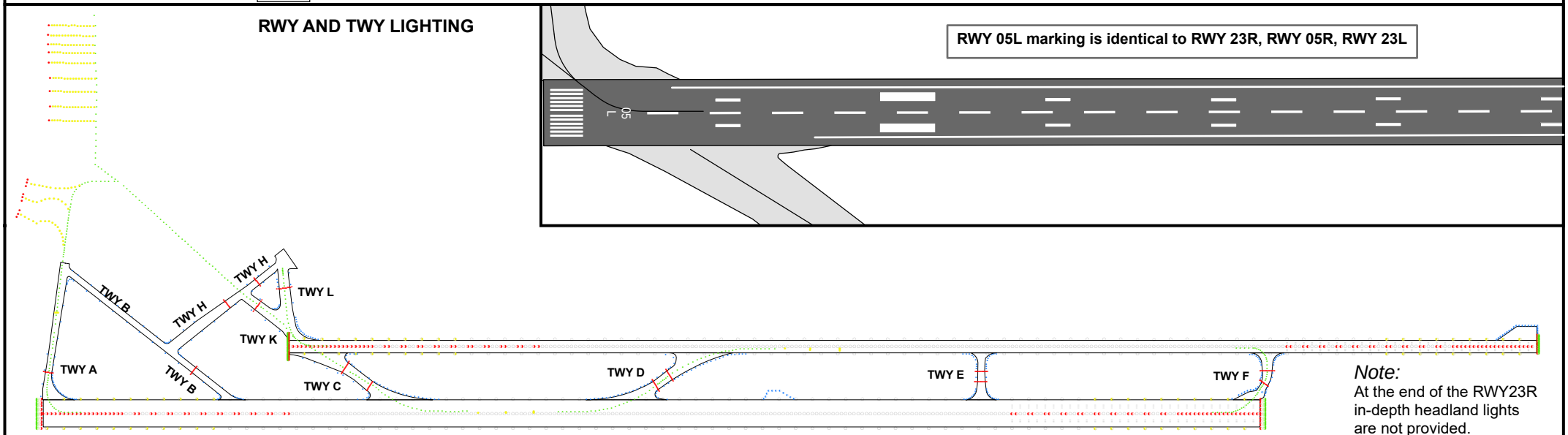


Note:
RWY05R/23L STRIP is asymmetrical.
- 150 m from NW
- 133 m from SE

Warning:
RWY 05R
Approach lighting system shortened to 720m.

RWY	DIRECTION (TRUE)	THR	GEOID UNDULATION	BEARING STRENGTH
05R	055.81°	43°20'28.46"N 077°01'02.85"E	- 148	PCN 65 R/B/X/T
23L	235.84°	43°21'48.52"N 077°03'44.44"E	- 149	
05L	055.82°	43°20'50.44"N 077°01'30.67"E	- 149	PCN 51 R/A/W/T
23R	235.85°	43°22'12.33"N 077°04'16.00"E	- 149	

RWY AND TWY LIGHTING



Note:
At the end of the RWY23R in-depth headland lights are not provided.

CHANGE: MAG VAR Date

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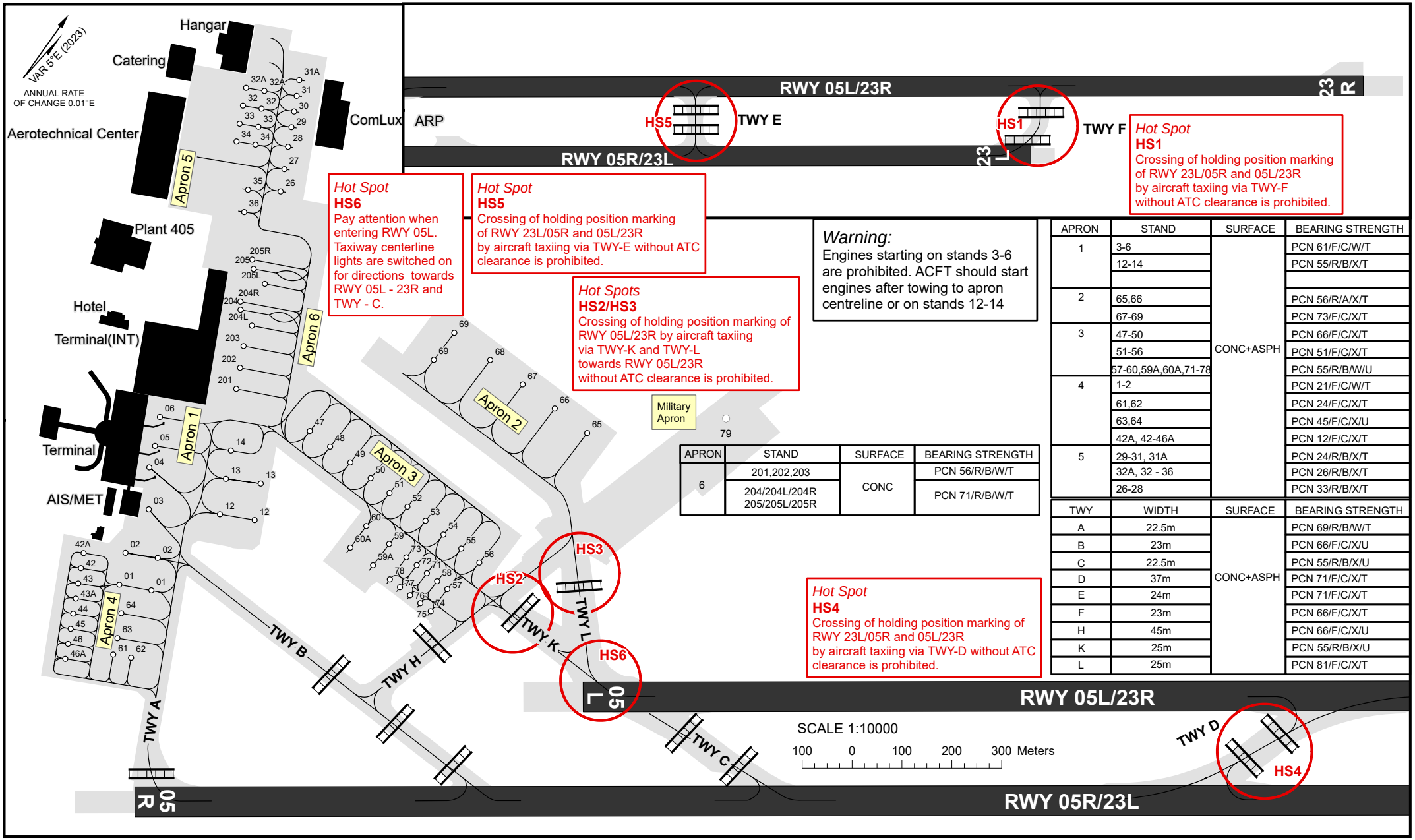
AERODROME GROUND MOVEMENT AND PARKING CHART - ICAO

APRON 1 ELEV 2218FT
APRON 2 ELEV 2205FT
APRON 3 ELEV 2215FT
APRON 4 ELEV 2221FT
APRON 5 ELEV 2208FT

TWR	119.4
GROUND	121.7

ALMATY



Hot Spot
HS6
Pay attention when entering RWY 05L. Taxiway centerline lights are switched on for directions towards RWY 05L - 23R and TWY - C.

Hot Spot
HS5
Crossing of holding position marking of RWY 23L/05R and 05L/23R by aircraft taxiing via TWY-E without ATC clearance is prohibited.

Hot Spot
HS1
Crossing of holding position marking of RWY 23L/05R and 05L/23R by aircraft taxiing via TWY-F without ATC clearance is prohibited.

Hot Spots
HS2/HS3
Crossing of holding position marking of RWY 05L/23R by aircraft taxiing via TWY-K and TWY-L towards RWY 05L/23R without ATC clearance is prohibited.

Warning:
Engines starting on stands 3-6 are prohibited. ACFT should start engines after towing to apron centreline or on stands 12-14

Hot Spot
HS4
Crossing of holding position marking of RWY 23L/05R and 05L/23R by aircraft taxiing via TWY-D without ATC clearance is prohibited.

APRON	STAND	SURFACE	BEARING STRENGTH
6	201,202,203	CONC	PCN 56/R/B/W/T
	204/204L/204R 205/205L/205R		PCN 71/R/B/W/T

APRON	STAND	SURFACE	BEARING STRENGTH
1	3-6	CONC+ASPH	PCN 61/F/C/W/T
	12-14		PCN 55/R/B/X/T
2	65,66		PCN 56/R/A/X/T
	67-69		PCN 73/F/C/X/T
3	47-50		PCN 66/F/C/X/T
	51-56		PCN 51/F/C/X/T
	57-60,59A,60A,71-78		PCN 55/R/B/W/U
4	1-2		PCN 21/F/C/W/T
	61,62		PCN 24/F/C/X/T
	63,64		PCN 45/F/C/X/U
	42A, 42-46A		PCN 12/F/C/X/T
5	29-31, 31A		PCN 24/R/B/X/T
	32A, 32 - 36		PCN 26/R/B/X/T
	26-28		PCN 33/R/B/X/T

TWY	WIDTH	SURFACE	BEARING STRENGTH
A	22.5m	CONC+ASPH	PCN 69/R/B/W/T
B	23m		PCN 66/F/C/X/U
C	22.5m		PCN 55/R/B/X/U
D	37m		PCN 71/F/C/X/T
E	24m		PCN 71/F/C/X/T
F	23m		PCN 66/F/C/X/T
H	45m		PCN 66/F/C/X/U
K	25m		PCN 55/R/B/X/U
L	25m		PCN 81/F/C/X/T

CHANGE: MAG VAR Date.

ALMATY **STANDS CHARACTERISTICS**

Apron	Stand	Coordinates	
		Latitude	Longitude
4	01	43 20 39.58 N	077 00 50.87 E
4	01	43 20 40.44 N	077 00 53.51 E
4	02	43 20 41.52 N	077 00 49.72 E
4	02	43 20 42.42 N	077 00 52.35 E
1	03	43 20 44.71 N	077 00 49.27 E
1	04	43 20 46.98 N	077 00 47.22 E
1	05	43 20 48.35 N	077 00 46.56 E
1	06	43 20 50.08 N	077 00 45.48 E
1	12	43 20 47.99 N	077 00 57.61 E
1	12	43 20 47.04 N	077 00 54.76 E
1	13	43 20 49.16 N	077 00 53.44 E
1	13	43 20 50.18 N	077 00 56.24 E
1	14	43 20 50.86 N	077 00 52.39 E
5	26	43 21 06.63 N	077 00 43.10 E
5	27	43 21 07.96 N	077 00 42.27 E
5	28	43 21 09.30 N	077 00 41.43 E
5	29	43 21 10.48 N	077 00 40.69 E
5	30	43 21 11.42 N	077 00 40.10 E
5	31	43 21 12.36 N	077 00 39.51 E
5	31A	43 21 13.30 N	077 00 38.92 E
5	32	43 21 10.38 N	077 00 37.56 E
5	32	43 21 09.87 N	077 00 36.04 E
5	32A	43 21 10.95 N	077 00 35.38 E
5	32A	43 21 11.45 N	077 00 36.89 E
5	33	43 21 08.78 N	077 00 36.70 E
5	33	43 21 09.30 N	077 00 38.24 E
5	34	43 21 07.70 N	077 00 37.36 E
5	34	43 21 08.22 N	077 00 38.92 E
5	35	43 21 05.53 N	077 00 40.61 E
5	36	43 21 04.19 N	077 00 41.45 E
4	42	43 20 39.07 N	077 00 47.21 E
4	42A	43 20 39.98 N	077 00 46.65 E
4	43	43 20 38.15 N	077 00 47.78 E
4	43A	43 20 37.25 N	077 00 48.34 E

Apron	Stand	Coordinates	
		Latitude	Longitude
4	44	43 20 36.34 N	077 00 48.91 E
4	45	43 20 35.43 N	077 00 49.47 E
4	46	43 20 34.53 N	077 00 50.03 E
4	46A	43 20 33.62 N	077 00 50.59 E
3	47	43 20 54.80 N	077 00 57.23 E
3	48	43 20 54.69 N	077 00 59.51 E
3	49	43 20 54.58 N	077 01 01.79 E
3	50	43 20 54.47 N	077 01 04.07 E
3	51	43 20 54.37 N	077 01 06.20 E
3	52	43 20 54.28 N	077 01 08.21 E
3	53	43 20 54.18 N	077 01 10.24 E
3	54	43 20 54.09 N	077 01 12.26 E
3	55	43 20 53.99 N	077 01 14.27 E
3	56	43 20 53.89 N	077 01 16.30 E
3	57	43 20 51.30 N	077 01 15.27 E
3	58	43 20 51.35 N	077 01 14.12 E
3	59	43 20 51.61 N	077 01 08.72 E
3	59A	43 20 49.87 N	077 01 08.60 E
3	60	43 20 51.74 N	077 01 06.14 E
3	60A	43 20 50.00 N	077 01 06.04 E
4	61	43 20 35.59 N	077 00 53.91 E
4	62	43 20 36.07 N	077 00 55.38 E
4	63	43 20 36.64 N	077 00 53.39 E
4	64	43 20 38.12 N	077 00 52.43 E
2	65	43 21 04.80 N	077 01 17.78 E
2	66	43 21 04.93 N	077 01 14.17 E
2	67	43 21 05.06 N	077 01 10.60 E
2	68	43 21 05.19 N	077 01 06.98 E
2	69	43 21 03.15 N	077 01 02.82 E
2	69	43 21 05.35 N	077 01 02.97 E
3	71	43 20 51.41 N	077 01 12.96 E
3	72	43 20 51.47 N	077 01 11.82 E
3	73	43 20 51.52 N	077 01 10.66 E
3	74	43 20 49.50 N	077 01 15.14 E
3	75	43 20 49.56 N	077 01 13.98 E
3	76	43 20 49.61 N	077 01 12.83 E
3	77	43 20 49.67 N	077 01 11.68 E
3	78	43 20 49.73 N	077 01 10.54 E
6	201	43 20 54.38 N	077 00 49.70 E
6	202	43 20 55.66 N	077 00 48.92 E
6	203	43 20 56.95 N	077 00 48.10 E
6	204L	43 20 58.36 N	077 00 47.69 E
6	204	43 20 58.80 N	077 00 46.06 E
6	204R	43 20 59.23 N	077 00 45.64 E
6	205L	43 21 01.08 N	077 00 46.56 E
6	205	43 21 01.47 N	077 00 44.98 E
6	205R	43 21 01.92 N	077 00 44.42 E

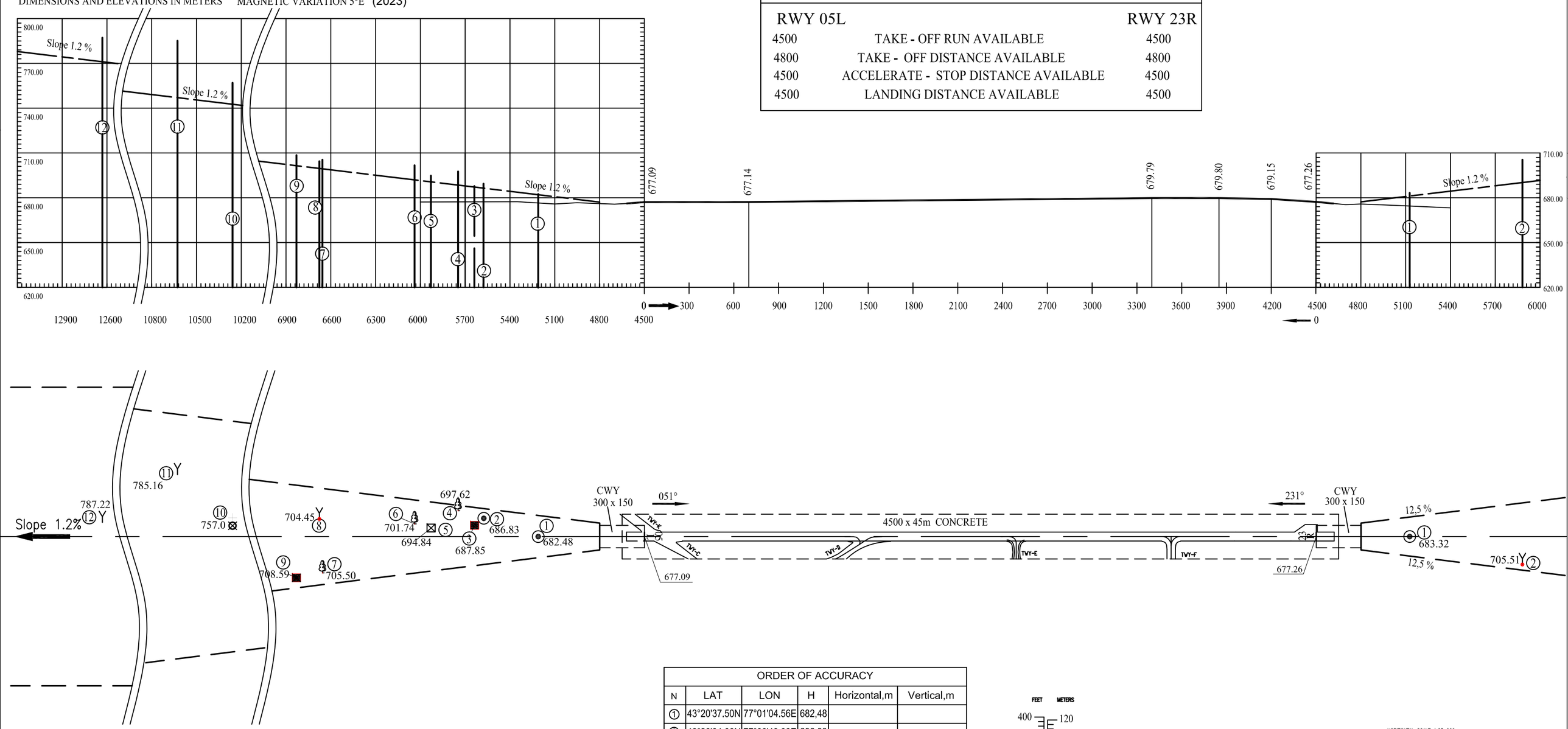
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

RWY 05L/23R

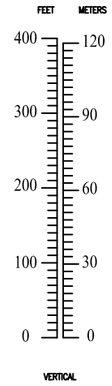
ALMATY

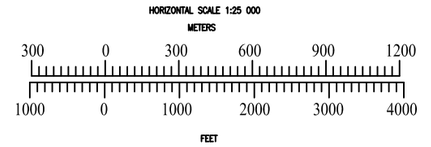
DIMENSIONS AND ELEVATIONS IN METERS MAGNETIC VARIATION 5°E (2023)

DECLARED DISTANCES		
RWY 05L		RWY 23R
4500	TAKE - OFF RUN AVAILABLE	4500
4800	TAKE - OFF DISTANCE AVAILABLE	4800
4500	ACCELERATE - STOP DISTANCE AVAILABLE	4500
4500	LANDING DISTANCE AVAILABLE	4500



ORDER OF ACCURACY					
N	LAT	LON	H	Horizontal,m	Vertical,m
①	43°20'37.50N	77°01'04.56E	682,48		
②	43°20'34.09N	77°00'48.03E	686,83		
③	43°20'31.73N	77°00'46.99E	687,85		
④	43°20'32.34N	77°00'40.47E	697,62		
⑤	43°20'25.92N	77°00'36.68E	694,84		
⑥	43°20'24.67N	77°00'31.97E	701,74		
⑦	43°20'04.64N	77°00'17.50E	705,50		
⑧	43°20'13.96N	77°00'07.76E	704,45		
⑨	43°20'00.57N	77°00'11.92E	708,59		
⑩	43°19'07.47N	76°57'57.39E	757,00		
⑪	43°19'09.91N	76°57'35.31E	785,16		
⑫	43°18'24.82N	76°56'29.78E	787,22		





ORDER OF ACCURACY					
N	LAT	LON	H	Horizontal,m	Vertical,m
①	43°22'23.71N	77°04'39.00E	683.32		
②	43°22'32.43N	77°05'11.41E	705.51		

LEGEND			
IDENTIFICATION NUMBER	①		
Antenna	⊙	Lantern	✱
Building	■	Church	○
Trees		Radiomast	Y
Pipe of thermal power station	◎	Hotel complex	⊠

CHANGE: MAG VAR Date

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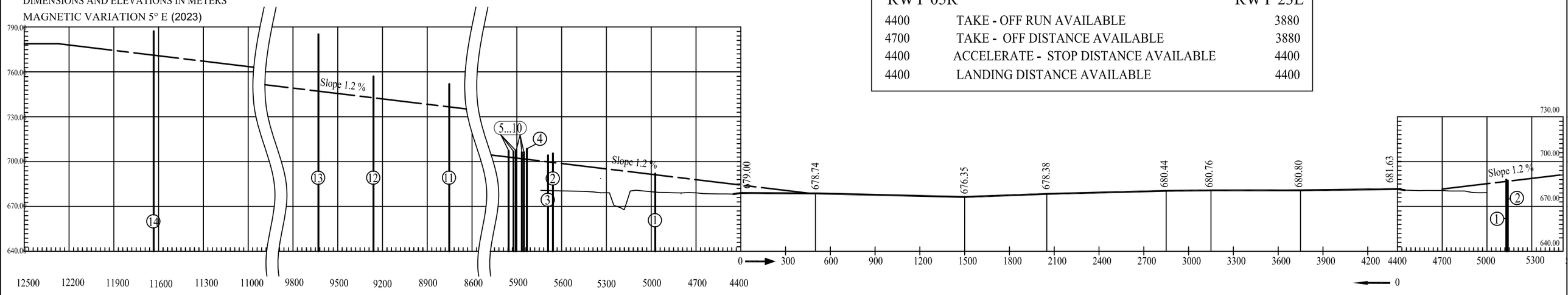
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

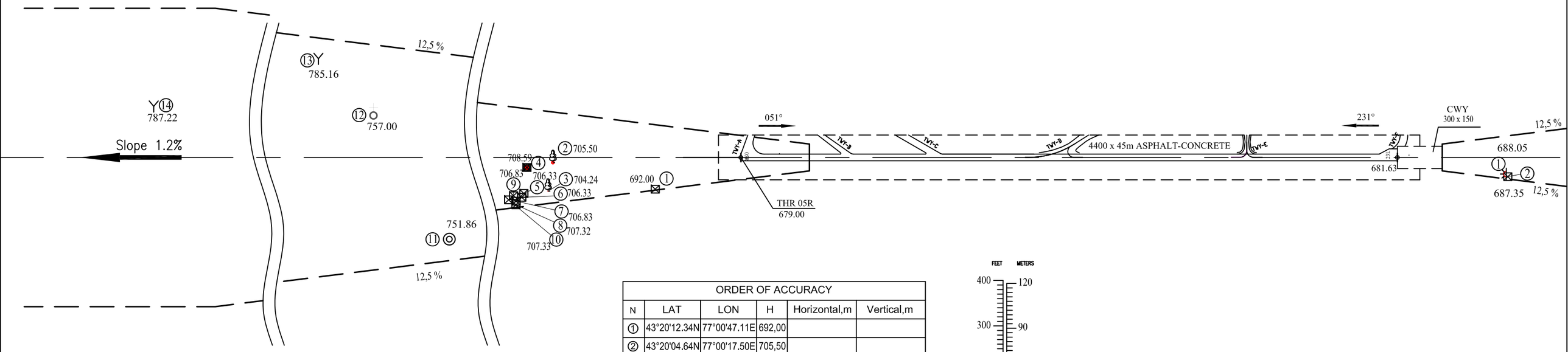
RWY 05R/23L

ALMATY

DIMENSIONS AND ELEVATIONS IN METERS
MAGNETIC VARIATION 5° E (2023)

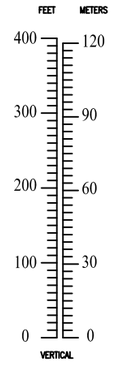
DECLARED DISTANCES		
RWY 05R		RWY 23L
4400	TAKE - OFF RUN AVAILABLE	3880
4700	TAKE - OFF DISTANCE AVAILABLE	3880
4400	ACCELERATE - STOP DISTANCE AVAILABLE	4400
4400	LANDING DISTANCE AVAILABLE	4400

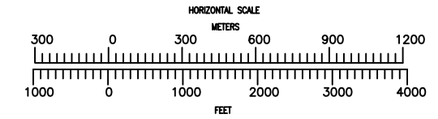




LEGEND		LEGEND	
IDENTIFICATION NUMBER	①		
Technical building	■	Mast of a projector	
Tree		Radiomast	Y
Pipe of thermal power station	◎	House	⊠
Church		Concrete pillar	

ORDER OF ACCURACY					
N	LAT	LON	H	Horizontal,m	Vertical,m
①	43°20'12.34N	77°00'47.11E	692,00		
②	43°20'04.64N	77°00'17.50E	705,50		
③	43°19'58.90N	77°00'21.11E	704,24		
④	43°20'00.57N	77°00'11.92E	708,59		
⑤	43°19'55.54N	77°00'15.53E	706,33		
⑥	43°19'54.59N	77°00'15.66E	706,33		
⑦	43°19'53.20N	77°00'14.88E	706,83		
⑧	43°19'52.54N	77°00'15.46E	707,32		
⑨	43°19'53.88N	77°00'13.37E	706,83		
⑩	43°19'52.54N	77°00'12.84E	707,33		
⑪	43°18'54.50N	76°58'36.73E	751,86		
⑫	43°19'07.47N	76°57'57.39E	757,00		
⑬	43°19'09.91N	76°57'35.31E	785,16		
⑭	43°18'24.82N	76°56'29.78E	787,22		





ORDER OF ACCURACY					
N	LAT	LON	H	Horizontal,m	Vertical,m
①	43°21'58.82N	77°04'14.04E	688,05		
②	43°21'58.53N	77°04'14.86E	687,35		

CHANGE: MAG VAR Date

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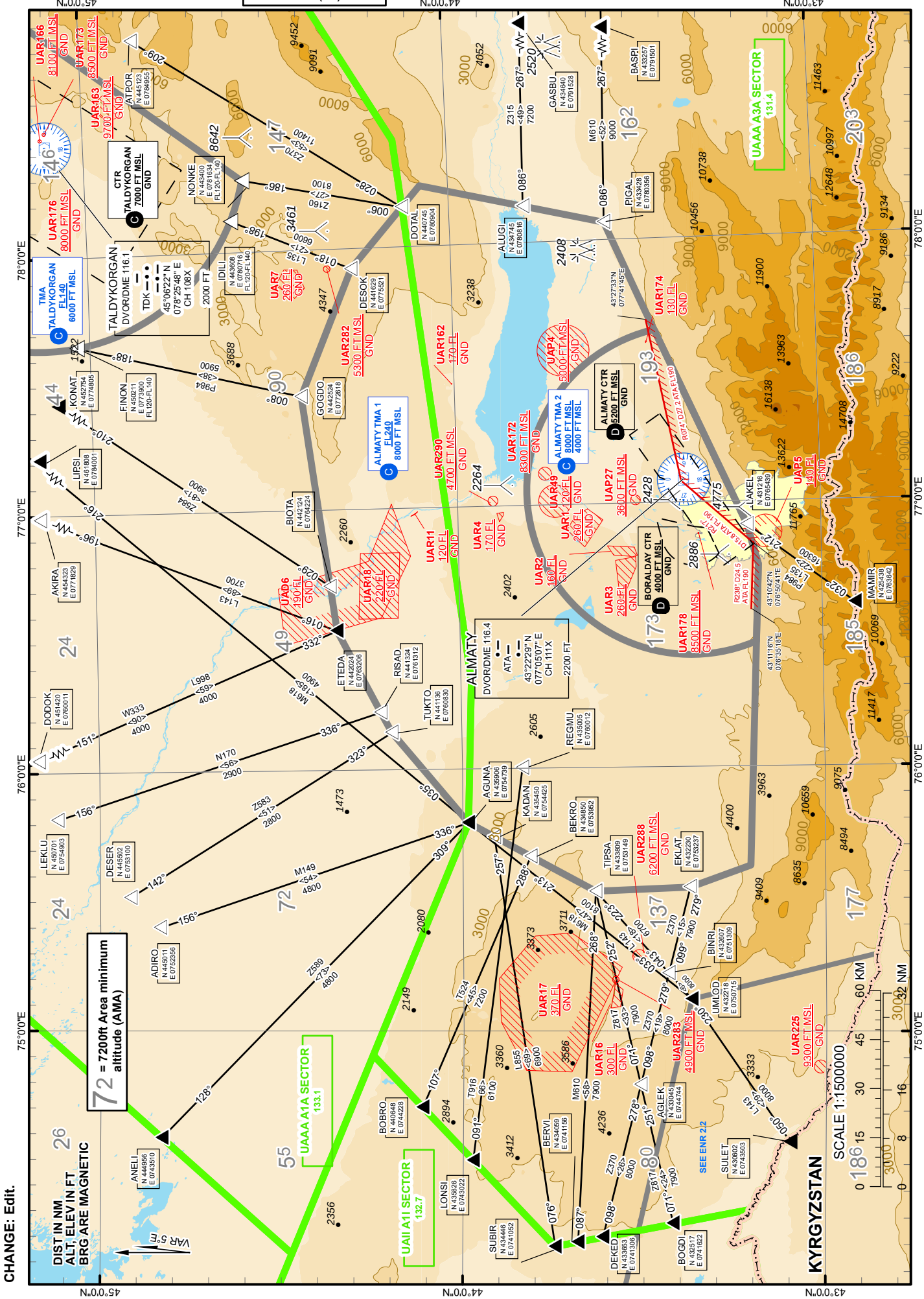
AREA CHART
ICAO

TMA ALMATY

ALMATY APPROACH 118.3
ALMATY RADAR 126.8
ALMATY TOWER 119.4
ALMATY ATIS (EN) 129.8
ALMATY ATIS (RU) 135.1



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2	**Taxiway width, surface and strength**	**TWY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	23	CONC+ASPH	PCN 71/F/C/W/U
		B	23	CONC+ASPH	PCN 47/F/C/X/T
		C	23	CONC+ASPH	PCN 71/F/C/X/U
		D	23	CONC+ASPH	PCN 71/F/C/X/U
		E	23	CONC+ASPH	PCN 71/F/C/X/U
		F	20	CONC+ASPH	PCN 48/F/C/Y/T
		G	32	CONC+ASPH	PCN 91/F/C/W/T
		H	23	CONC+ASPH	PCN 71/F/C/X/U
		J	23	CONC+ASPH	PCN 76/F/C/W/T
		K	23	CONC+ASPH	PCN 42/F/C/X/T
		L	23	CONC+ASPH	PCN 60/F/C/X/U
		M	23	CONC+ASPH	PCN 76/F/C/W/T
		P1	23	CONC+ASPH	PCN 71/F/C/W/U
		P2	23	CONC+ASPH	PCN 71/F/C/W/U
		P3	23	CONC+ASPH	PCN 71/F/C/W/U
		P4	23	CONC+ASPH	PCN 71/F/C/W/U
		Q	11	CONC+ASPH	PCN 47/R/B/X/T
		W	23	CONC	PCN 31/R/B/X/T
		Y	18	CONC+ASPH	PCN 46/F/C/X/T
3	**Altimeter checkpoint location and elevation**	Nil			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	1. When precipitation falls and during the autumn-spring periods, ground elements of the airfield are subject to disintegration 2. Aircraft taxiing via apron D by ATC clearance only. Prior permission required.			

UACC 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 board at entrance of RWYs, guidance sign designating taxiways and apron Visual docking guidance system at stands 7L, 7, 7R, 8L, 8, 8R, 9L, 9, 9R
2	RWY and TWY markings and LGT	Markings of thresholds, touchdown zones, centre line, fixed distance markers, RWY edges, RWY designations, taxi holding positions, taxiway centre lines
3	**Stop bars**	TWY A, TWY B, TWY C, TWY D, TWY P before TWY E
4	**Other runway protection measures**	Nil
5	Remarks	Nil

UACC AD 2.10 Aerodrome Obstacles

NIL

UACC AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	Meteorological service Astana Phone: +7 (7172) 773478
2	**Hours of service MET Office outside hour**	H24
3	**Office responsible for TAF preparation: Periods of validity**	Meteorological service Astana, 24 HR (0024, 0606, 1212, 1818
4	**Trend forecast Interval of issuance**	TREND 30 min
5	**Briefing/consultation provided**	Personal consultation (English, 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, APP, ACC
10	**Additional information**	Nil

UACC AD 2.12 Runway Physical Characteristics

Designations 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
04	44.52°	3500 X 45	71/F/C/W/U CONC+ASPH	510040.87N 0712655.41E - -106.2 FT	THR 1164.7 FT TDZ 1166 FT	0.125%
22	224.55°	3500 X 45	71/F/C/W/U CONC+ASPH	510201.65N 0712901.44E - -106.1 FT	THR 1158.1 FT TDZ 1161 FT	0.125%

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	400 X 150	3800 X 300	90 X 160	Nil	AVBL	Nil
Nil	400 X 150	3800 X 300	90 X 160	Nil	AVBL	Nil

Service designation	Call sign	Frequency	SATVOICE number(s)	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
TWR	ASTANA TOWER (EN) ASTANA VYSHKA (RU)	118.7 MHZ	Nil	Nil	H24	Nil
ATIS	ASTANA ATIS (EN) ASTANA ATIS (RU)	129.5 MHZ 128.3 MHZ	Nil	Nil	H24	EN RU

UACC 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
DVOR/DME (10°E/2013)	AST	114.4 MHZ CH 91X	H24	510005.6N 0712600.4E	1200 FT	Nil	Nil
ILS LOC 04 III/E/4	IMO	109,5 MHZ	H24	510224.7N 0712937.4E		Nil	Nil
GP 04 III/T/4		332,6 MHZ		510045.5N 0712712.0E			
DME 04	IMO	CH 32X		510045.5N 0712712.0E	1200 FT		
ILS LOC 22 III/E/4	IAK	111,7 MHZ	H24	510018.8N 0712621.0E		Nil	Nil
GP 22 III/T/4		333,5 MHZ		510151.0N 0712854.3E			
DME 22	IAK	CH 54X		510151.0N 0712854.3E	1200 FT		
NDB	M	654 KHZ	H24	510013.2N 0712612.3E	Nil	Nil	Nil

UACC AD 2.20 Local Aerodrome Regulations

The Bozshakol flight area. The Bozshakol flight area is intended for exercising piloting techniques, flights at Low Altitudes/Heights and Extremely Low Altitudes/Heights, for landing on a platform (apron) with independent selection from the air, for performing search and rescue work over land in hovering mode day and night, flights with a undersling load day and night (with a helibucket), flights day and night in Simple Meteorological Conditions and Complex Meteorological Conditions, on operating ceiling, for simple and complex aerobatics, group flights, as well as helicopter's test flights. Its area is a circle of 5 km radius with a center on the Bozshakol settlement (505440N 0713843E). The nearest border of the area is 13.0 km, the furthest one is 23.0 km. Restrictive bearings from AST: Magnetic Radio Bearing = 280° - 309°. The altitude/height of flight aerobatic area is from actual height = 15 m to flight level = 6100 m (FL200), Minimum safety altitude = 900 m in QNH pressure.

The Borlykol flight area. The Borlykol flight area is intended for exercising piloting techniques, flights at Low Altitudes/Heights and Extremely Low Altitudes/Heights, landing on a platform (apron) with independent selection from the air, for performing search and rescue work over land in hovering mode day and night, flights with a undersling load day and night (with a helibucket), flights day and night in Simple Meteorological Conditions and Complex Meteorological Conditions, on operating ceiling, for simple and complex aerobatics, group flights, as well as helicopter's test flights. Its area is a circle of 5 km radius with a center on the Borlykol lake (505251N 0715305E). The nearest border of the area is 29.0 km, the furthest one is 39.0 km. Restrictive bearings from AST: Magnetic Radio Bearing = 274° - 290°. The altitude/height of flight aerobatic area is from actual height = 15 m to flight level = 6100 m (FL200), Minimum safety altitude = 900 m in QNH pressure.

The Saryadyr flight area. The Saryadyr flight area is intended for exercising piloting techniques, flights at Low Altitudes/Heights and Extremely Low Altitudes/Heights, landing on a platform (apron) with independent selection from the air, for performing search and rescue work over land in hovering mode day and night, flights with a undersling load day and night (with a helibucket), flights day and night in Simple Meteorological Conditions and Complex Meteorological Conditions, on operating ceiling, for simple and complex aerobatics, group flights, as well as helicopter's test flights. Its area is a circle of 5 km radius with a center on the Saryadyr settlement (505012N 0713354E). The nearest border of the area is 17.0 km, the furthest one is 26.5 km. Restrictive bearings from AST: Magnetic Radio Bearing = 311° - 337°. The altitude/height of flight aerobatic area is from actual height = 15 m to flight level = 6100 m (FL200), Minimum safety altitude = 900 m in QNH pressure.

The Maibalyk flight area. The Maibalyk flight area is intended for exercising piloting techniques, flights at Low Altitudes/Heights and Extremely Low Altitudes/Heights, landing on a platform (apron) with independent selection from the air, flights day and night in Simple Meteorological Conditions and Complex Meteorological Conditions, group flights, for performing search and air-sea rescue operations over water day and night, flights with a undersling load day and night (with a helibucket), helicopter's test flights, as well as for holding patterns. Its area is a circle of 3 km radius with a center on the Maibalyk lake (505805N 0713229E). The nearest border of the area is 5.3 km, the furthest one is 11.3 km. Restrictive bearings from AST: Magnetic Radio Bearing = 267° - 305°. The altitude/height of flight aerobatic area is from actual height = 15 m to actual height = 200 m, Minimum safety altitude = 900 m in QNH pressure.

Due to the absence of required AGL system and on TWY-G and presence of unacceptable slopes on its unpaved part, following limitations are in place:
Movements of aircrafts on TWY-G when visibility is lower than 800 meters is prohibited;
Movements of aircrafts on TWY-G only by towing when night time and visibility is less than 2000 meters.

UACC AD 2.21 Noise Abatement Procedures

The following procedures should be applied to the aircraft categories B, C, D for noise abatement at the aerodrome during takeoff:

- from take-off till (450)m, take-off engine power, flaps in take-off position, V2 ± 20km/h;
- from (450)m till (900)m, climbing at V2 ± 20km/h;
- at (900)m, adjust normal rate of climb with retracted flaps.

During descent within TMA the following speed restrictions are established:

- from FL 3000m to transition level maintain IAS not more than 463 km/h (250 knots);
- from transition level to traffic pattern (circling) height or to distance 28 km (15 nm) from TDZ maintain IAS 390 km/h ± 18 km/h (210 knots ±10 knots);
- with a distance of 28 km (15 nm) from TDZ to FAP maintain IAS 340 km/h ± 18 km/h (185 knots ± 10 knots);

During approach and landing:

- to maintain assigned level until final approach;
- to maintain the program of deceleration; deployment of landing gears and wing devices so, that the approach speed is reached 10 km from the runway threshold;
- to avoid the increase of the engine power 17 km till 15 km from the runway threshold;
- to descend not below the glide path.

UACC AD 2.22 Flight Procedures

1. General

RWY 04/22 approved for CAT II and CAT IIIA operations.

2. Low Visibility Procedures during CAT II operations.

Low Visibility Procedures (LVP) are initiated at Astana aerodrome:

a. during CAT II and CAT IIIA approaches when RVR is less than 550 m;

b. during take-off, when RVR is less than 550 m. The status of LVP is reported through ATIS or the broadcast of RTF with the following phrase: “LOW VISIBILITY PROCEDURES IN OPERATION”

The controller shall verify that ILS sensitive area is clear of known traffic before Aircraft reaches 15 km distance from touchdown point.

During approach, the controller informs pilots of:

- unserviceability or downgrading of aids or facilities;
- change of surface wind;
- change of RVR;
- change of cloud base (vertical visibility).

A-SMGCS on SMR, SSR and ADS-B base supports ground movement operations based on established operational procedures.

3. Arriving Aircraft

The report on the vacation of the runway is made on the TWY only after the release of the ILS critical zones. Taxiing on the taxiways is carried out by the TWY centerline lights before coupling with the apron. Taxiing on the apron is allowed only behind the follow me car. Parking of the aircraft in the stands is carried out according to the signals of the ground personnel.

Taxing via TWY shall be carried out along TWY centerlines lights until junction with apron. It is permitted to taxi on the apron only under guidance of a “follow-me” car. Parking to the stands is assisted by a marshaller.

4. Departing Aircraft

Aircraft taxiing for take-off from the aircraft stands to the TWY are accompanied by the follow me car. Taxiing on the taxiway is carried out by the TWY centerline lights to the runway holding positions. At the runway holding positions, the aircraft must stop in front of an aerodrome sign of the critical zone (Runway designation of both extremities of the runway on a red background and the designation of the TWY on a black background).

5. VFR procedures within the aerodrome control zone (CTR)

Flights within the control zone are conducted at an absolute altitude of no less than 1700 feet, unless otherwise instructed by the controller of the "Radar" ATC unit. Absolute flight altitudes are assigned by the controller of the "Radar" ATC unit without considering obstacles. Crews of aircraft independently perform the avoidance of obstacles. Within the control zone, flights over populated, prohibited, restricted, and dangerous areas are tobe avoided. For VFR flights of aircraft with certificated take-off mass of up to 5700 kg and helicopters flying at speeds of no more than 140 knots, at Astana aerodrome the flight circuit is established for Runway 22 (left)and Runway 04 (right) at an altitude of 2000 feet. The width of the rectangular flight path is 3 nautical miles.The controller of the "Radar" ATC unit determines and communicates the utilized traffic circuit to the aircraft crew. Entering the traffic circuit, crossing the runway alignment is made only with the permission of the air traffic controller of the "Radar" ATC unit. Entry/Exit into the control zone is carried out through designated waypoints.
Note: In all cases, the controller of the "Radar" ATC unit assigns altitudes in accordance with the table of the "Minimum Safe True Flight Altitudes for ATS Routes and SID" published in Appendix 5 to the Rules for Aircraft Operations in Civil Aviation of the Republic of Kazakhstan.

№	Waypoint name	Type	Visual reference	Geographical coordinates	Radial (mag.) from DVOR/ DME AST	Distance from DVOR/DME AST
1	KOIANDY	Exit	Northeastern outskirts of the settlement Koyandy	511821N 0714116E	018°	20.6 NM
2	KOSTOMAR	Entry	Eastern outskirts of the locality Kostomar	511319N 0714922E	038°	19.8 NM

№	Waypoint name	Type	Visual reference	Geographical coordinates	Radial (mag.) from DVOR/ DME AST	Distance from DVOR/DME AST
3	TANAKOL	Exit	To the north-east of Lake Tanakol	510912N 0715557E	054°	21.0 NM
4	ZHALTYRKOL	Entry	Western outskirts of the locality Zhaltyrkol	505951N 0714824E	081°	14.2 NM
5	KARIER	Exit	South of the sand quarry	505626N 0714517E	097°	12.7 NM
6	NURA	Entry	Northern outskirts of the locality Nura	504723N 0712505E	173°	12.7 NM
7	KARATOMAR	Exit	Southeastern outskirts of the locality Karatomar	505127N 0710534E	226°	15.6 NM
8	ZHANAYDAR	Entry	-	510334N 0710850E	278°	11.4 NM
9	URKER	Exit	Northwest outskirts of the residential area Urker	510853N 0711310E	308°	12.0 NM
10	INTER	Intermediate	Northern outskirts of the microdistrict International, intersection with the Astana-Karaganda highway	510750N 0713550E	029°	9.9 NM
11	IPPODROM	Holding	West of the horse racecourse	510435N 0712226E	324°	5.0 NM
12	MAIBALYK	Holding	Southern shore of Lake Maybalyk	505659N 0713015E	129°	4.1 NM

6. Continuous Descent Operation

1. CDOs are performed during periods of low traffic density at ATC discretion.

2. CDOs are executed only by ACFT that use standard arrival procedures RNAV1 based on GNSS.

3.Although these procedures are designed as a closed path, they permit distance planning for CDO, allowing the ACFT Flight Management System/Computer (FMS/FMC) to accurately execute automated optimized descents when:

- ACFT is cleared to proceed to a waypoint or via a combination of waypoints in order to provide an optimum lateral flight path up to and including the FAP and thus the exact distance to the RWY is known prior to start of the continuous descent operation; or
- the pilots of the ACFT that to be vectored to final are provided with distance-to-go information.

4.CDOs are authorized only when following conditions are respected:

- ILS of RWY intended for landing is in operation;
- no adverse weather conditions that may affect CDO;
- no system degradations that may affect GNSS or ILS operation.

5. After receiving “WHEN READY DESCEND TO (LEVEL)” or “DESCEND TO (LEVEL) AT PILOTS DISCRETION” clearance the pilot is allowed to plan/optimize vertical profile in order to apply CDO to FAP.

6. Depending on traffic, CDO may start from TOD or lower levels.

7. In accordance with appropriate ATC clearances, CDO can start from the TOD when ACFT is cleared to a waypoint or via a combination of waypoints for direct routing/shortcut and the horizontal trajectory is defined up to and including the FAP. Thus, the exact distance to RWY is known and the descent profile can be readily calculated by the appropriate on board system (FMS) prior to start of the CDO.

8. After clearance “WHEN READY DESCEND TO (LEVEL)“ or “DESCEND TO (LEVEL) AT PILOTS DISCRETION” pilot should maintain the cruising/last assigned level until the optimal descent point/TOD that is determined by pilot or FMS, then start descent with no extra requests unless other ATC instructions are issued.

9. If necessary ATC may issue additional instructions: “WHEN READY DESCEND TO (LEVEL), REPORT LEAVING (or REPORT TOP-OF-DESCENT)”

10. Considering airspace structure, ATC issues an instruction to descend to level(s) above level of FAP. Wherein ATC issues further descent instruction prior to CDO flight reaching 3000 feet (900 m) above last assigned level.

11. After contact with appropriate CTR established, ATC issues approach clearance: “CLEARED ILS APPROACH RUNWAY (NUMBER)”. With this clearance pilot should proceed via cleared waypoint(s) to intercept ILS.

12. It is preferable if CDO is commenced from top of descent. If it is not feasible due to traffic, CDO may be initiated from any lower level.

13. As a portion of the procedure consists of vectoring, the specific distance to RWY threshold is not known to a pilot prior to start of the CDO. In such cases, ATC will provide the pilot with an estimate of the flight track-miles to the RWY threshold as distance-to-go information. The pilot will use this information to determine the optimum descent rate to achieve a CDO.

14. ACFT not exceed IAS 220 knots closer 15 n.m. to RW threshold.

UACC 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
Point 440. Standards of Aerodromes (Heliports) Operation Civil Aviation Republic Kazakhstan	Power supply of electric power receivers of special group of the first category (OK) for RWY equipped according to III category is carried out to one of the following options: 1) from two external independent sources (via two cable lines through two transformers) and a diesel-electric unit, while consumers are connected via battery uninterruptible power supplies; 2) from two external independent sources (via two cable lines through two transformers) and a diesel generator uninterruptible power supply, that is force started when category III weather conditions occur.	Power supply of each of the ILS objects (GSB – 35, GSB – 215, OCB – 35, OCB – 215) that belong to the power receivers of special group for RWY equipped according to III category is carried out from one transformer instead of two	ELoS has been approved from 22.04.2022 till 22.04.2024

2. Bird concentration near airport.

The intensive flights of flocks of ducks, geese, cormorants, silver and lake gulls, blue pigeon, black and gray crows take place daily during 1-2 hours before and after sunset, when birds fly from the lake (1000 km south-

east of the RWY) across the RWY and approach area of RWY 22 and RWY 04 to feeding zones near rivers north and north-west of the airport.

The highest intensity of spring and autumn bird flights are observed in predawn hours. Within 3-4 hours and after sunrise. In the evening, 2-3 hours before sunset, the intensity of the flight increases sharply again and remains high for several hours after dark. In some places, especially in coastal areas, intensive bird flight is observed throughout the night.

Regular bird flights from Lake Maybalyk through the airfield are observed from April till October, around the 215 approach course of RWY22.

An hour or two hours before sunset, birds make a return flight to their resting place. In spring, the majority of birds fly at an altitude of up to 500 m. At the same time, about 20% of birds move at altitudes up to 10 m, from 10 to 50 m – 50%, from 50 to 100 m – 20%, the remaining 10% fly above 100 m.

The main directions of migration in spring are from southwest to northeast; in autumn in the opposite direction. In autumn, a large number of rooks, crows, silver and lake gulls accumulate in the area of the airfield and at the airfield, which pose a great danger to flights from sunrise to sunset.

In case of necessity, the aerodrome control point informs pilots about bird flights and approximate heights above ground level.

At the mentioned above time intervals, if design characteristics of airborne equipment allow, pilots are recommended to switch on landing lights during the flights in aerodrome area, during take-off, approach, as well as climbing and descent.

Bird concentration scattering measures include:
periodical deterrence of birds, effective measures regarding to scavering, removal of green plantations and ground covering, termination of agricultural activity within the airport area.

AERODROME CHART - ICAO

AD ELEV 1166FT (*355m*)

ARP 510121N 0712758E

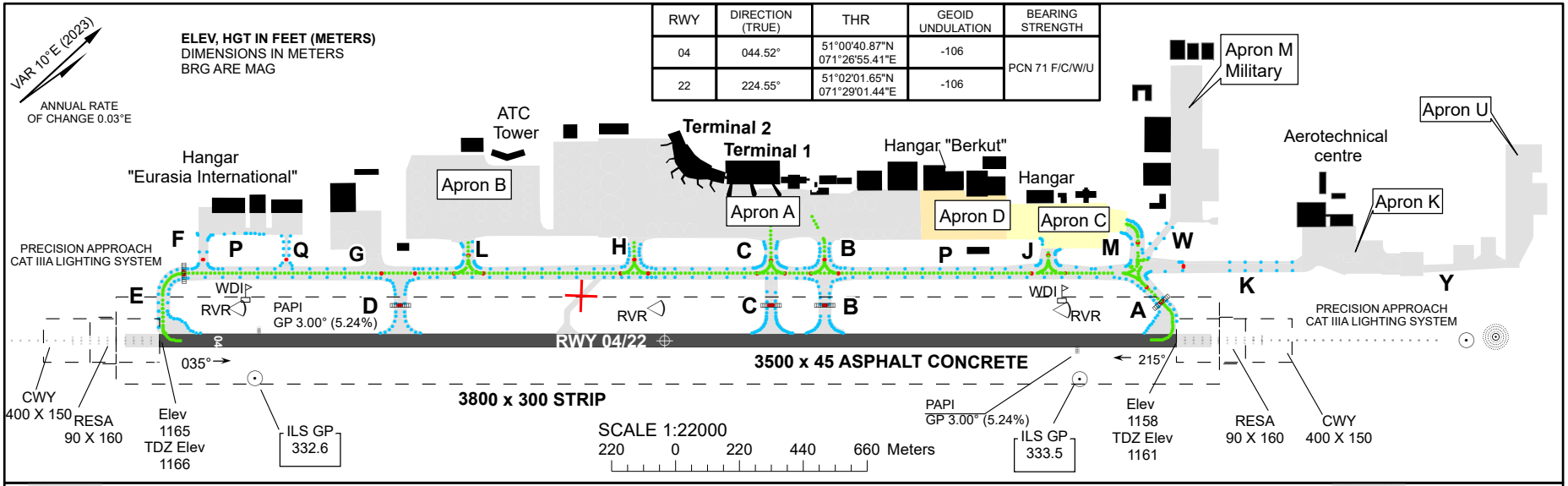
TWR 118.7
GROUND 119.6

ASTANA NURSULTAN NAZARBAYEV INTERNATIONAL AIRPORT

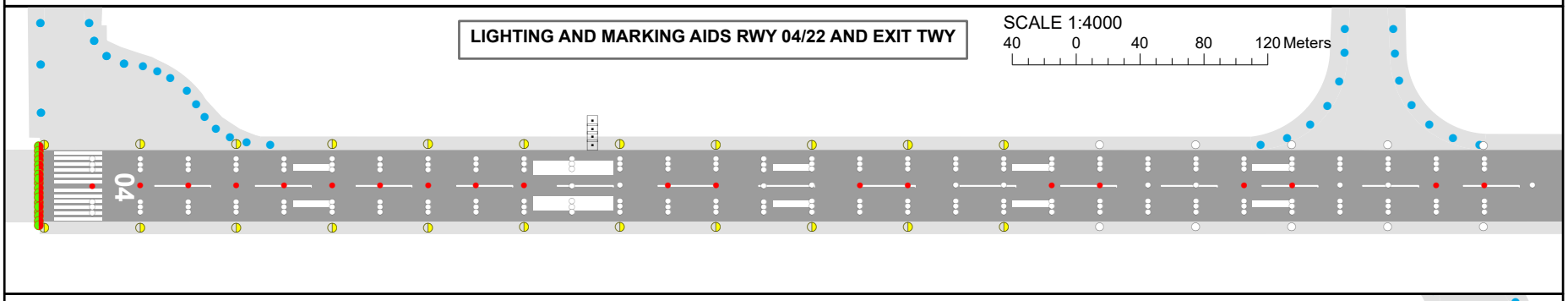
RWY	DIRECTION (TRUE)	THR	GEOID UNDULATION	BEARING STRENGTH
04	044.52°	51°00'40.87"N 071°26'55.41"E	-106	PCN 71 F/C/W/U
22	224.55°	51°02'01.65"N 071°29'01.44"E	-106	

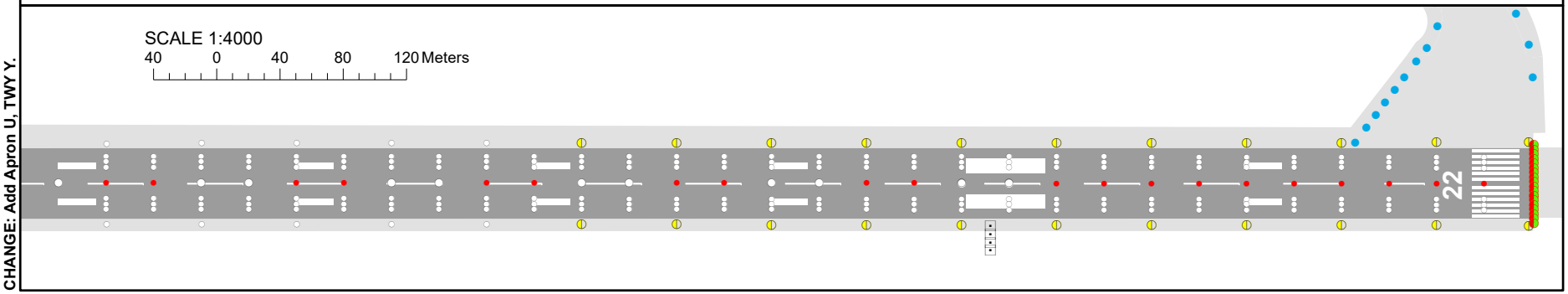
VAR 10°E (2023)
ANNUAL RATE OF CHANGE 0.03°E

ELEV, HGT IN FEET (METERS)
DIMENSIONS IN METERS
BRG ARE MAG



LIGHTING AND MARKING AIDS RWY 04/22 AND EXIT TWY





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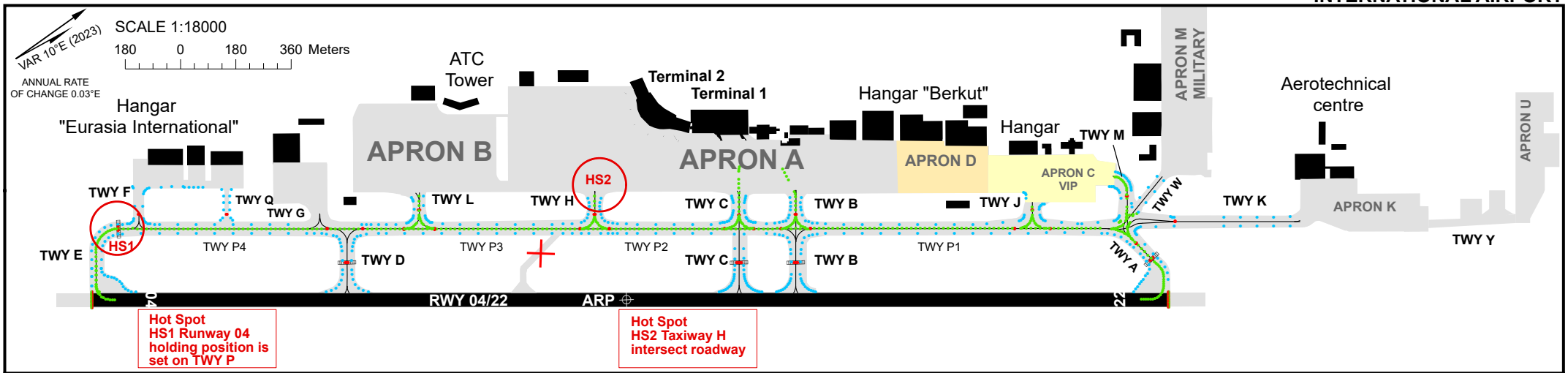
AERODROME GROUND MOVEMENT AND PARKING CHART - ICAO

APRON A ELEV 1165FT APRON B 1164FT
APRON C, APRON K ELEV 1158FT
APRON D ELEV 1155FT
APRON M MILITARY ELEV 1158FT

TWR	118.7
GROUND	119.6

ASTANA NURSULTAN NAZARBAYEV INTERNATIONAL AIRPORT



Warning:
1. Exit from stands 1-11, 20-23 - by towing.
2. Entrance to stands 17-19, 24-49, 70-75, 101 - 104 - by towing.
3. Use of AD by ACFT MD-11 with a full weight is limited to twenty departures per 20 hours.

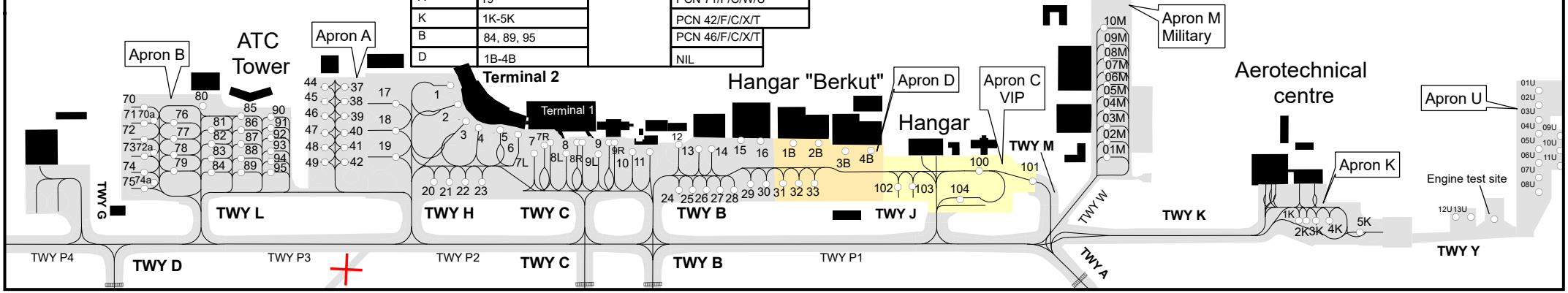
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) AT STANDS 7L,7, 7R, 8L, 8, 8R, 9L, 9, 9R

AIRCRAFT TAXIING VIA APRON D BY ATC CLEARANCE ONLY. PRIOR PERMISSION REQUIRED

APRON	STAND	SURFACE	BEARING STRENGTH
A	1,4,5,6	CONC+ASPH	PCN 58/F/C/W/T
	2,3,17,18	REINF/CONC	PCN 64/R/B/W/U
	7L,7,7R,8L,8,8R,9L,9,9R		PCN 68/R/B/W/T
	10,11	CONC+ASPH	PCN 32/F/C/Y/T
	12-16		PCN 46/F/C/W/T
	20-23		PCN 67/F/C/W/T
	24-28		PCN 28/R/B/Y/T
	29,30		PCN 27/F/C/Y/T
	37-42, 44-49		PCN 45/F/C/Y/T
B	70-83, 85-88, 90-94		PCN 60/F/C/X/U
C	100-104		PCN 76/F/C/W/T
D	31-33		PCN 27/F/C/Y/T
A	19		PCN 71/F/C/W/U
K	1K-5K		PCN 42/F/C/X/T
B	84, 89, 95		PCN 46/F/C/X/T
D	1B-4B		NIL

TWY	WIDTH	SURFACE	BEARING STRENGTH
A, P1-P4	23m	CONC+ASPH	PCN 71/F/C/W/U
B	23m		PCN 47/F/C/X/T
C,D,H,E	23m		PCN 71/F/C/X/U
G	32m		PCN 91/F/C/W/T
F	20m		PCN 48/F/C/Y/T
W	23m	CONC	PCN 31/R/B/X/T
K	23m	CONC+ASPH	PCN 42/F/C/X/T
L	23m		PCN 60/F/C/X/U
J, M	23m		PCN 76/F/C/W/T
Y	18m		PCN 46/F/C/X/T
Q	11m		PCN 47/R/B/X/T

SCALE 1:15000
150 0 150 300 Meters



CHANGE: Add Apron U, TWY Y, stands 01U-13U.

NURSULTAN NAZARBAYEV

STANDS CHARACTERISTICS

Apron	Stand	Coordinates	
		Latitude	Longitude
A	1	51 01 36.10 N	071 27 33.89 E
A	2	51 01 35.42 N	071 27 36.47 E
A	3	51 01 34.86 N	071 27 38.97 E
A	4	51 01 35.28 N	071 27 40.83 E
A	5	51 01 36.48 N	071 27 43.15 E
A	6	51 01 37.32 N	071 27 45.38 E
A	7	51 01 38.30 N	071 27 48.99 E
A	7L	51 01 37.17 N	071 27 48.80 E
A	7R	51 01 38.86 N	071 27 49.26 E
A	8	51 01 40.55 N	071 27 51.91 E
A	8L	51 01 39.17 N	071 27 51.94 E
A	8R	51 01 40.86 N	071 27 52.40 E
A	9	51 01 42.53 N	071 27 55.02 E
A	9L	51 01 41.13 N	071 27 55.15 E
A	9R	51 01 42.86 N	071 27 55.54 E
A	10	51 01 43.38 N	071 27 58.29 E
A	11	51 01 44.47 N	071 28 00.00 E
A	12	51 01 46.75 N	071 28 02.07 E
A	13	51 01 47.76 N	071 28 04.44 E
A	14	51 01 48.55 N	071 28 05.71 E
A	15	51 01 50.91 N	071 28 07.72 E
A	17	51 01 31.56 N	071 27 30.34 E
A	18	51 01 29.91 N	071 27 33.00 E
A	19	51 01 28.27 N	071 27 35.65 E
A	20	51 01 29.12 N	071 27 41.84 E
A	21	51 01 30.10 N	071 27 43.37 E
A	22	51 01 31.09 N	071 27 44.90 E
A	23	51 01 32.15 N	071 27 46.55 E
A	24	51 01 43.97 N	071 28 06.58 E
A	25	51 01 44.84 N	071 28 07.93 E
A	26	51 01 45.70 N	071 28 09.28 E
A	27	51 01 46.56 N	071 28 10.63 E
A	28	51 01 47.43 N	071 28 11.98 E
A	29	51 01 48.84 N	071 28 12.99 E
A	30	51 01 49.82 N	071 28 14.51 E
A	37	51 01 29.38 N	071 27 23.70 E
A	38	51 01 28.48 N	071 27 25.15 E
A	39	51 01 27.58 N	071 27 26.59 E
A	40	51 01 26.54 N	071 27 28.27 E
A	41	51 01 25.64 N	071 27 29.72 E
A	42	51 01 24.75 N	071 27 31.16 E
A	44	51 01 28.15 N	071 27 21.79 E
A	45	51 01 27.25 N	071 27 23.23 E
A	46	51 01 26.36 N	071 27 24.67 E
A	47	51 01 25.31 N	071 27 26.36 E
A	48	51 01 24.42 N	071 27 27.80 E
A	49	51 01 23.52 N	071 27 29.25 E
B	70	51 01 15.59 N	071 27 06.11 E
B	70a	51 01 15.38 N	071 27 08.38 E
B	71	51 01 14.61 N	071 27 07.70 E
B	72	51 01 13.62 N	071 27 09.30 E
B	72a	51 01 13.41 N	071 27 11.55 E
B	73	51 01 12.56 N	071 27 11.02 E
B	74	51 01 11.57 N	071 27 12.61 E
B	74a	51 01 11.57 N	071 27 14.56 E
B	75	51 01 10.59 N	071 27 14.21 E
B	76	51 01 16.47 N	071 27 10.59 E
B	77	51 01 15.48 N	071 27 12.18 E
B	78	51 01 14.50 N	071 27 13.78 E
B	79	51 01 13.51 N	071 27 15.38 E
B	80	51 01 19.36 N	071 27 11.72 E
B	81	51 01 18.37 N	071 27 14.96 E
B	82	51 01 17.57 N	071 27 16.34 E

Apron	Stand	Coordinates	
		Latitude	Longitude
B	83	51 01 16.65 N	071 27 17.75 E
B	84	51 01 15.80 N	071 27 19.13 E
B	85	51 01 21.09 N	071 27 16.47 E
B	86	51 01 20.23 N	071 27 17.85 E
B	87	51 01 19.37 N	071 27 19.24 E
B	88	51 01 18.51 N	071 27 20.64 E
B	89	51 01 17.65 N	071 27 22.02 E
B	90	51 01 22.91 N	071 27 19.49 E
B	91	51 01 22.26 N	071 27 20.54 E
B	92	51 01 21.61 N	071 27 21.59 E
B	93	51 01 20.82 N	071 27 22.87 E
B	94	51 01 20.18 N	071 27 23.93 E
B	95	51 01 19.53 N	071 27 24.94 E
C	100	51 02 03.94 N	071 28 34.06 E
C	101	51 02 06.68 N	071 28 40.30 E
C	102	51 01 57.87 N	071 28 27.66 E
C	103	51 01 58.80 N	071 28 29.07 E
C	104	51 02 01.19 N	071 28 35.01 E
D	31	51 01 50.89 N	071 28 16.15 E
D	32	51 01 51.88 N	071 28 17.67 E
D	33	51 01 52.87 N	071 28 19.19 E
D	1B	51 01 54.03 N	071 28 13.08 E
D	2B	51 01 55.63 N	071 28 15.56 E
D	3B	51 01 56.80 N	071 28 19.00 E
D	4B	51 01 58.43 N	071 28 21.42 E
M	01M	51 02 12.79 N	071 28 45.16 E
M	02M	51 02 13.74 N	071 28 43.63 E
M	03M	51 02 14.69 N	071 28 42.09 E
M	04M	51 02 15.64 N	071 28 40.56 E
M	05M	51 02 16.51 N	071 28 39.15 E
M	06M	51 02 17.27 N	071 28 37.94 E
M	07M	51 02 18.02 N	071 28 36.73 E
M	08M	51 02 18.85 N	071 28 35.39 E
M	09M	51 02 19.75 N	071 28 33.95 E
M	10M	51 02 20.57 N	071 28 32.02 E
K	1K	51 02 20.89 N	071 29 10.27 E
K	2K	51 02 21.36 N	071 29 11.01 E
K	3K	51 02 21.96 N	071 29 11.91 E
K	4K	51 02 22.80 N	071 29 13.21 E
K	5K	51 02 23.99 N	071 29 17.36 E
U	01U	51 02 43.95 N	071 29 20.77 E
U	02U	51 02 43.05 N	071 29 22.22 E
U	03U	51 02 42.16 N	071 29 23.66 E
U	04U	51 02 41.26 N	071 29 25.10 E
U	05U	51 02 40.36 N	071 29 26.55 E
U	06U	51 02 39.46 N	071 29 27.99 E
U	07U	51 02 38.57 N	071 29 29.43 E
U	08U	51 02 37.67 N	071 29 30.88 E
U	09U	51 02 42.51 N	071 29 27.38 E
U	10U	51 02 41.58 N	071 29 28.86 E
U	11U	51 02 40.67 N	071 29 30.34 E
U	12U	51 02 30.93 N	071 29 25.26 E
U	13U	51 02 31.87 N	071 29 26.72 E

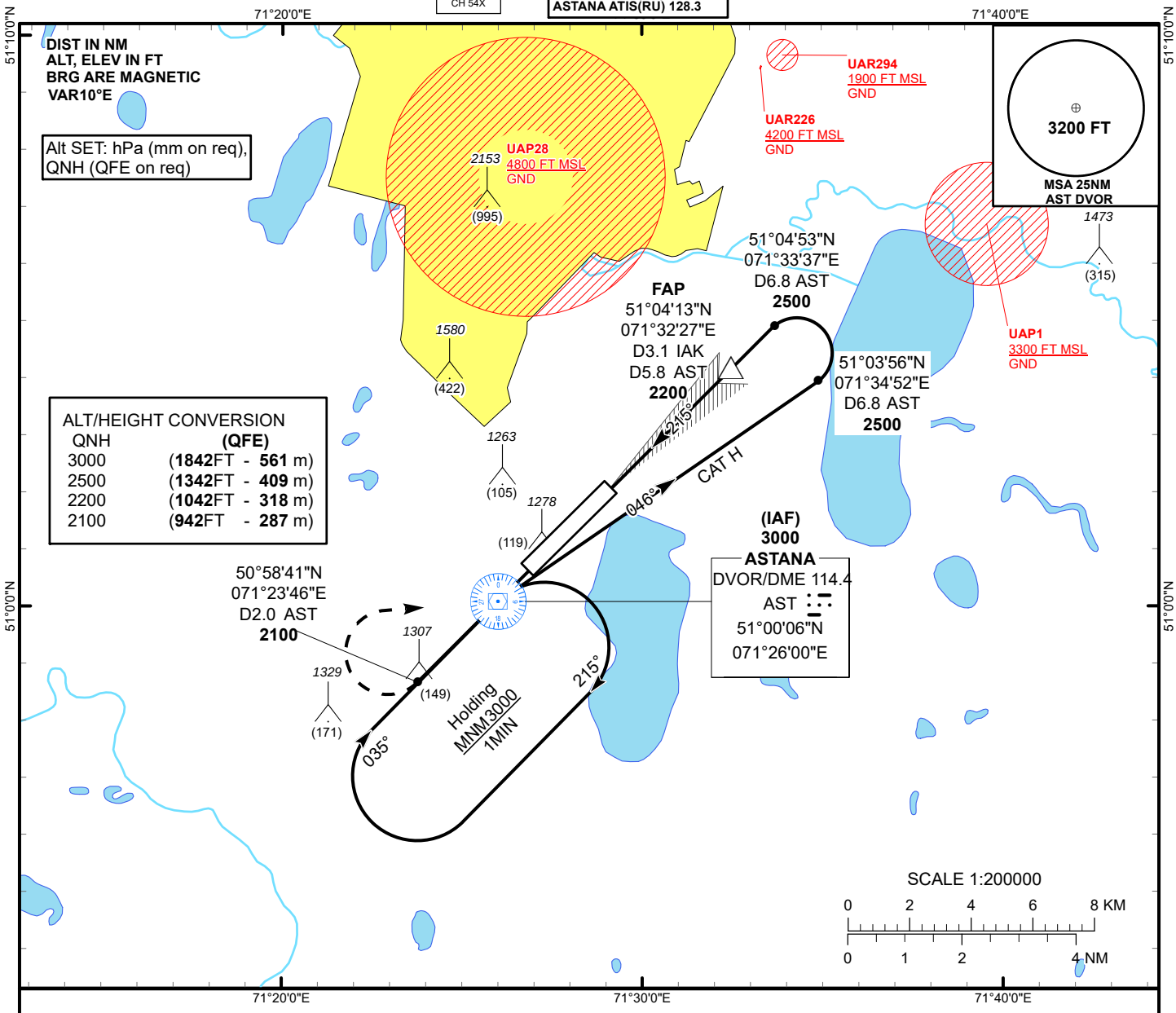
INSTRUMENT APPROACH CHART

AERODROME ELEV ***1166FT***
HEIGHTS RELATED TO
THR RWY 22 - ELEV ***1158FT***

ILS
LLZ 111.7
IAK
GP 333.5
CH 54X

ASTANA TOWER 118.7
ASTANA APPROACH 124.6
ASTANA RADAR 120.7
ASTANA GROUND 119.6
ASTANA ATIS(EN) 129.5
ASTANA ATIS(RU) 128.3

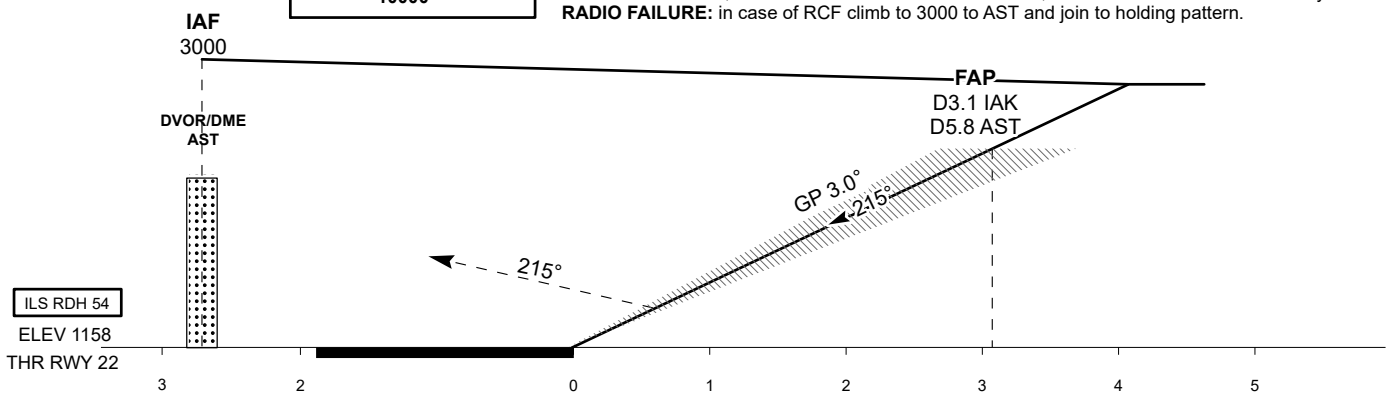
ASTANA/NURSULTAN NAZARBAYEV INTERNATIONAL AIRPORT
ILS/DME RWY 22



TRANSITION ALT
10000

MISSED APPROACH

Climb on track 215°, at 2100 or above outbound D2.0 AST, turn RIGHT to AST or directed by ATC.
RADIO FAILURE: in case of RCF climb to 3000 to AST and join to holding pattern.



Aircraft Category		A(HEL)	B	C	D	THR - DME IAK	3.1	3	2	1
Straight-in Approach OCA/H	CAT I	1340(180)				DME AST	5.8	5.7	4.7	3.7
						ALTITUDE	2200	2175	1852	1531
						HEIGHT	1042	1017	694	373

DME IAK ZERO RANGED TO THR RWY 22

Aerodrome Operating Minima DH ft x RVR(CMV)	CAT I											
						GS	Kt	80	100	120	140	160	180
						Rate of descent	ft/min	420	530	630	740	840	950

CHANGE: Missed approach description updated.

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INSTRUMENT APPROACH CHART

AERODROME ELEV ***1166FT***
HEIGHTS RELATED TO
THR RWY 04 - ELEV ***1165FT***

ILS
LLZ 109.5
IMO
GP 332.6
CH 32X

ASTANA TOWER 118.7
ASTANA APPROACH 124.6
ASTANA RADAR 120.7
ASTANA GROUND 119.6
ASTANA ATIS(EN) 129.5
ASTANA ATIS(RU) 128.3

ASTANA/NURSULTAN NAZARBAYEV INTERNATIONAL AIRPORT
ILS/DME RWY 04

71°10'0"E 71°20' 71°30'0"E 71°40'0"E

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR10°E

Alt SET: hPa (mm on req),
QNH (QFE on req)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3000	(**1835**FT - **559** m)
2500	(**1335**FT - **407** m)
2200	(**1035**FT - **315** m)
1900	(**735**FT - **224** m)

2153 (989)
UAP28
4800 FT MSL
GND

1580 (415)

1263 (98)

1278 (113)

1307

1329 (164)

3200 FT
MSA 25NM
AST DVOR

51°02'13"N
071°29'22"E
1900
/D3.0AST

215°

Holding
MNM3000
1MIN

035°

FAP
50°58'30"N
071°23'32"E
D3.1 IMO
D2.3 AST
2200

035° (143)

201°

CAT H

50°56'37"N
071°20'31"E
D4.9 AST
2500

50°55'52"N
071°22'03"E
D4.9 AST
2500

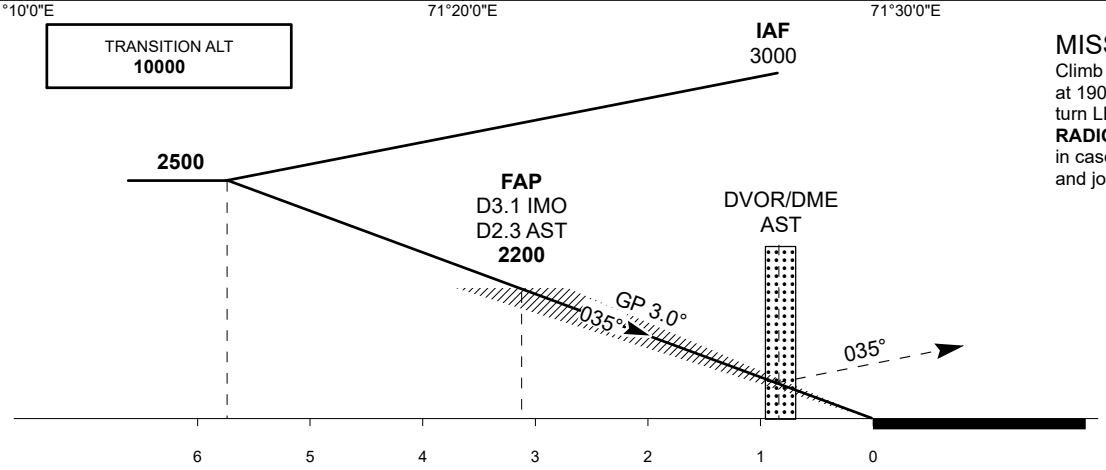
(IAF)
3000
ASTANA
DVOR/DME 114.4
AST
51°00'06"N
071°26'00"E

51°0'0"N

SCALE 1:200000
0 2 4 6 8 KM
0 1 2 4 NM

71°10'0"E 71°20'0"E 71°30'0"E 71°40'0"E

TRANSITION ALT
10000



MISSED APPROACH

Climb on track 035°,
at 1900 or above outbound D3.0 AST,
turn LEFT to AST or directed by ATC
RADIO FAILURE:
in case of RCF climb to 3000 to AST
and join to holding pattern.

ILS RDH 54
ELEV 1165
THR RWY 04

Aircraft Category		A(HEL)	B	C	D	THR - DME IMO	3.1	3	2	1
Straight-in Approach OCA/H	CAT I	1345(180)				DME AST	2.2	2.1	1.1	0.1
						ALTITUDE	2200	2182	1859	1538
						HEIGHT	1035	1017	694	373

DME IMO ZERO RANGED TO THR RWY 04

Aerodrome Operating Minima DH ft x RVR(CMV)	CAT I											
						GS	Kt	80	100	120	140	160	180
						Rate of descent	ft/min	420	530	630	740	840	950

CHANGE: Missed approach description updated.

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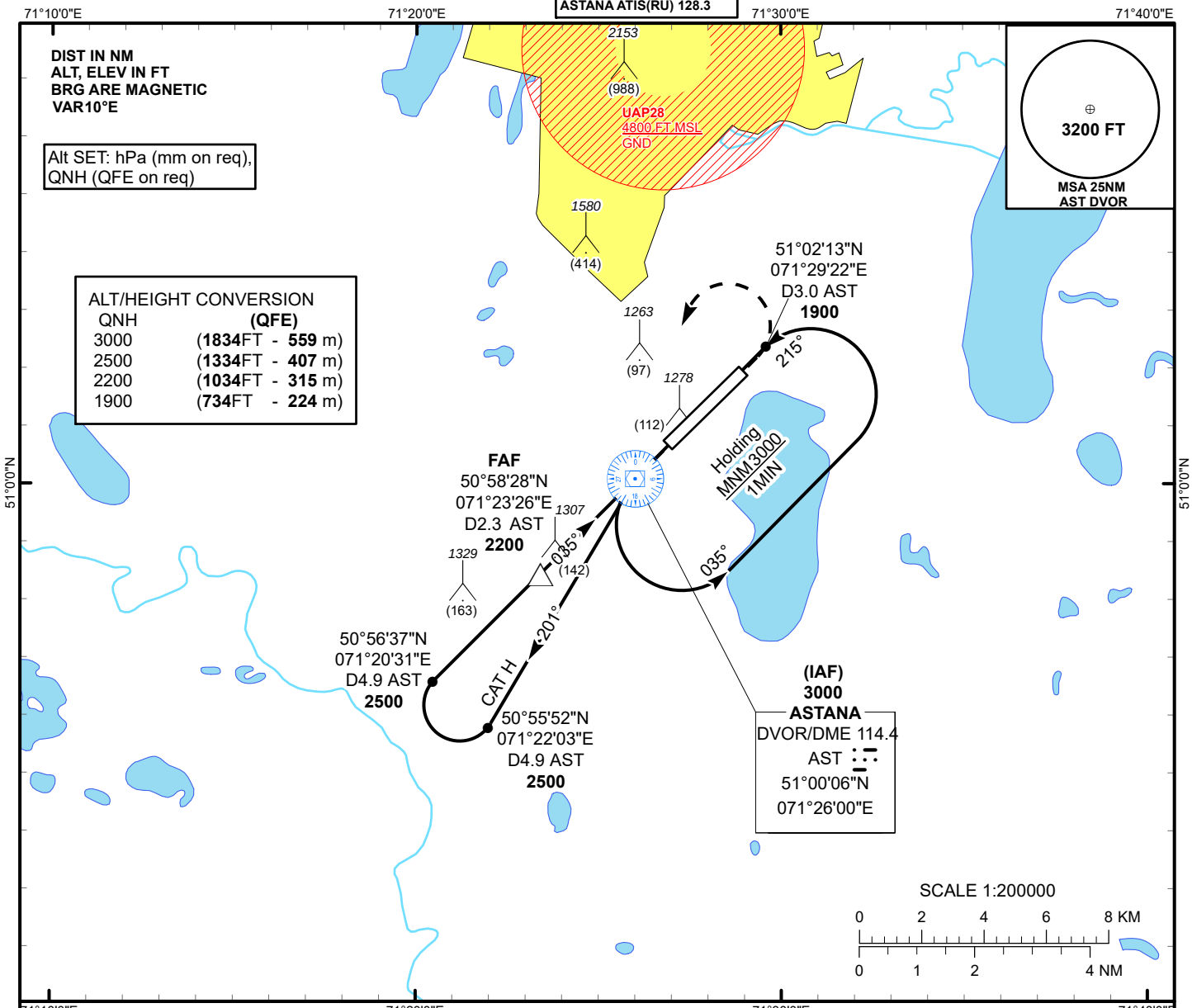
INSTRUMENT APPROACH CHART

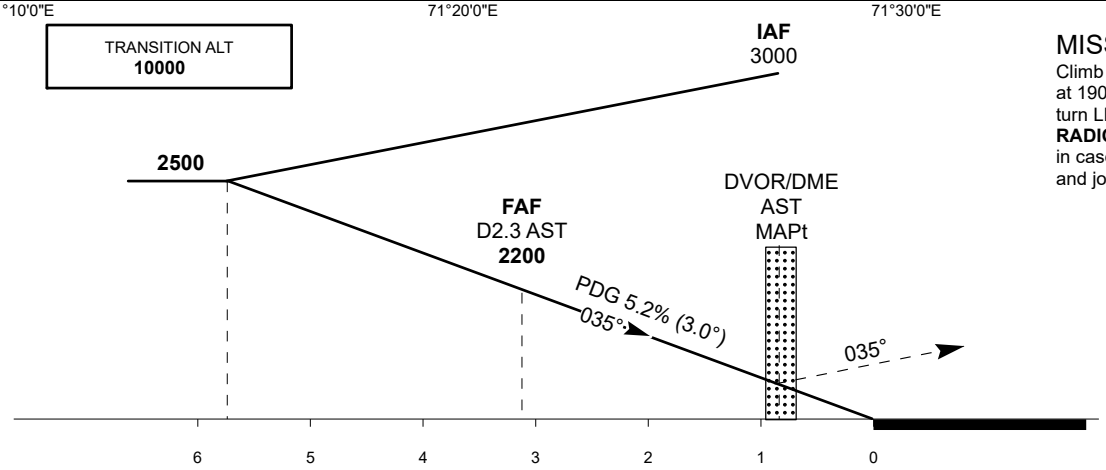
AERODROME ELEV ***1166FT***
HEIGHTS RELATED TO
AD ELEV

ASTANA TOWER 118.7
ASTANA APPROACH 124.6
ASTANA RADAR 120.7
ASTANA GROUND 119.6
ASTANA ATIS(EN) 129.5
ASTANA ATIS(RU) 128.3

ASTANA/NURSULTAN NAZARBAYEV INTERNATIONAL AIRPORT
VOR/DME RWY 04



TRANSITION ALT
10000



MISSED APPROACH

Climb on track 035°,
at 1900 or above outbound D3.0 AST,
turn LEFT to AST or directed by ATC
RADIO FAILURE:
in case of RCF climb to 3000 to AST
and join to holding pattern.

Aircraft Category		A(HEL)	B	C	D	THR - DME	3.1	3	2	1
Straight-in Approach OCA/H	VOR/DME	1560(390)				DME AST	2.3	2.2	1.2	0.2
						ALTITUDE	2200	2169	1851	1532
						HEIGHT	1035	1004	686	367

Aerodrome Operating Minima DH ft x RVR(CMV)	VOR/DME											
						GS	Kt	80	100	120	140	160	180
						FAF-MAPt(2.3NM)	min:sec	1:44	1:22	1:09	0:59	0:52	0:46
						Rate of descent	ft/min	420	530	630	740	840	950

CHANGE: Missed approach description updated.

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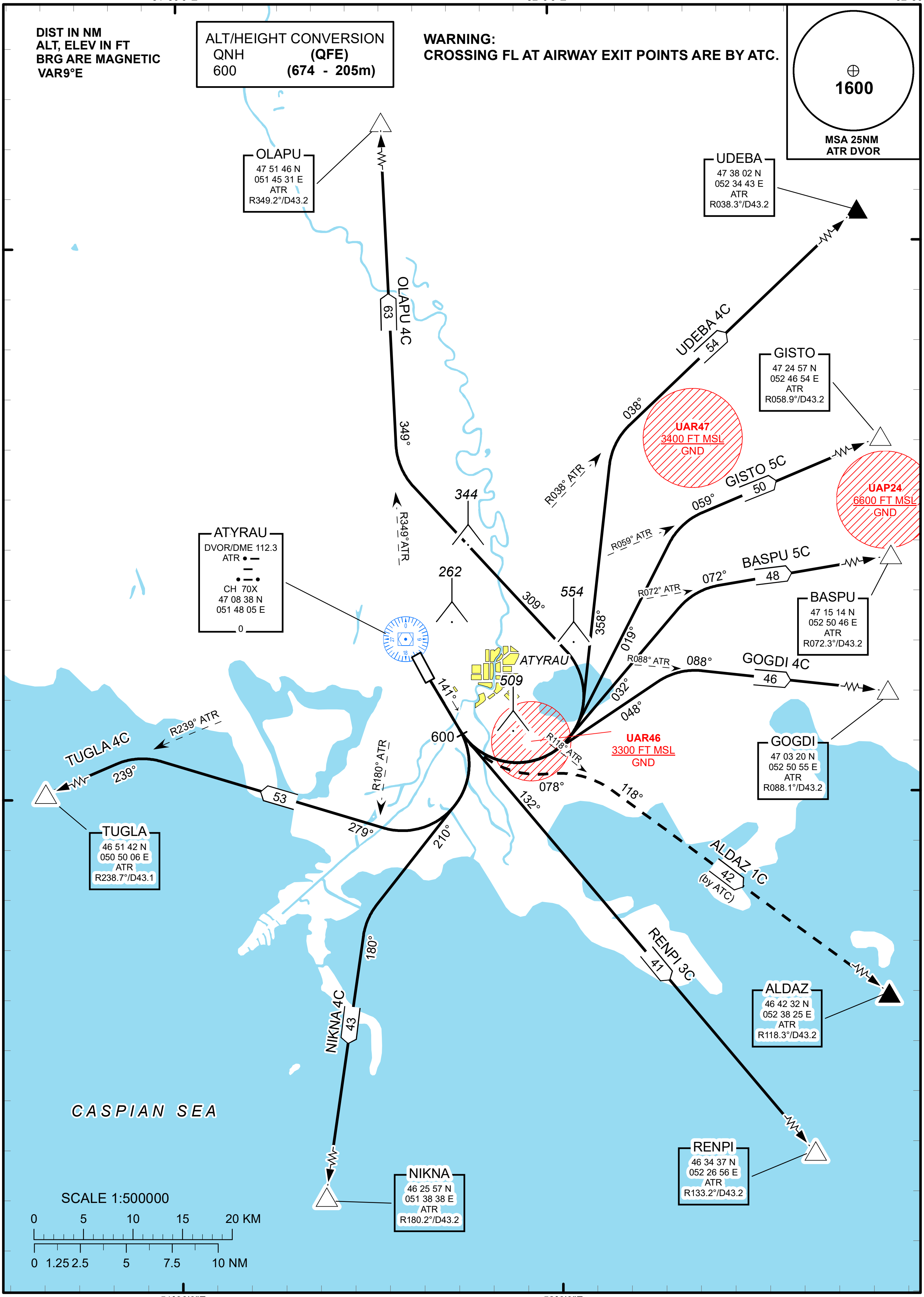
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10000 ft

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

OLAPU 4C, UDEBA 4C, GISTO 5C, BASPU 5C, GOGDI 4C, RENPI 3C, NIKNA 4C, TUGLA 4C, ALDAZ 1C.

ATYRAU RWY 14



CHANGE: Add ATIS, editorial.

Standard Departure Routes - Instrument (SID) ATYRAU RWY 14
OLAPU 4C After take-off climb straight ahead to 600, turn LEFT on track 309º. Proceed on track 309º until intercept radial 349º ATR, then proceed to OLAPU (R349.2º, D43.2 ATR).
UDEBA 4C After take-off climb straight ahead to 600, turn LEFT on track 358º. Proceed on track 358º until intercept radial 038º ATR, then proceed to UDEBA (R038.3º, D43.2 ATR).
GISTO 5C After take-off climb straight ahead to 600, turn LEFT on track 019º. Proceed on track 019º until intercept radial 059º ATR, then proceed to GISTO (R058.9º, D43.2 ATR).
BASPU 5C After take-off climb straight ahead to 600, turn LEFT on track 032º. Proceed on track 032º until intercept radial 072º ATR, then proceed to BASPU (R072.3º, D43.2 ATR).
GOGDI 4C After take-off climb straight ahead to 600, turn LEFT on track 048º. Proceed on track 048º until intercept radial 088º ATR, then proceed to GOGDI (R088.1º, D43.2 ATR).
RENPI 3C After take-off climb straight ahead to 600, turn LEFT on track 132º to RENPI (R133.2º, D43.2 ATR).
NIKNA 4C After take-off climb straight ahead to 600, turn RIGHT on track 210º. Proceed on track 210º until intercept radial 180º ATR, then proceed to NIKNA (R180.2º, D43.2 ATR).
TUGLA 4C After take-off climb straight ahead to 600, turn RIGHT on track 279º. Proceed on track 279º until intercept radial 239º ATR, then proceed to TUGLA (R238.7º, D43.1 ATR).
ALDAZ 1C After take-off climb straight ahead to 600, turn LEFT on track 078º. Proceed on track 078º until intercept radial 118º ATR, then proceed to ALDAZ (R118.3º, D43.2 ATR).

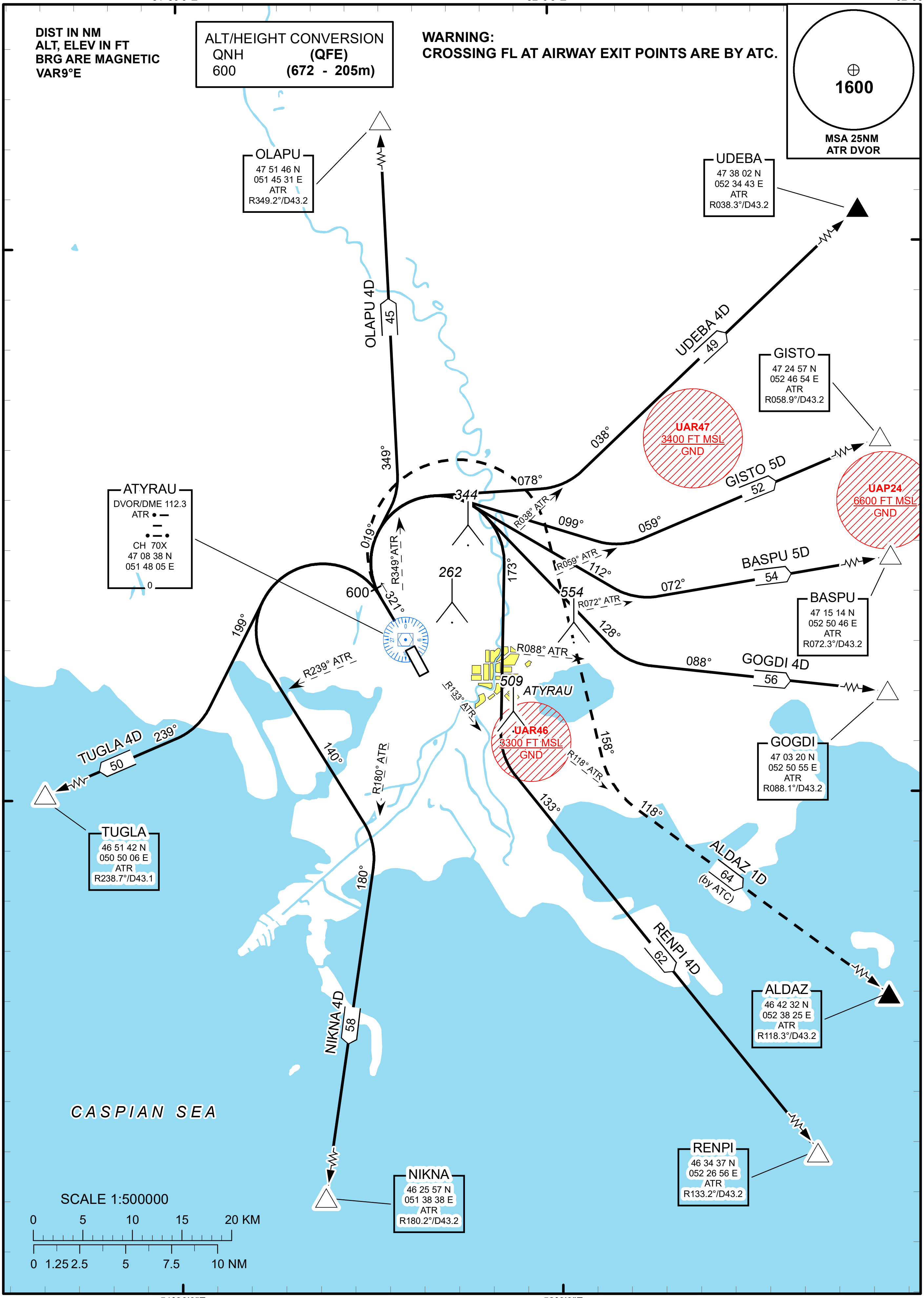
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 ft

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

OLAPU 4D, UDEBA 4D, GISTO 5D, BASPU 5D, GOGDI 4D, RENPI 4D, NIKNA 4D, TUGLA 4D, ALDAZ 1D.

ATYRAU RWY 32



CHANGE: Add ATIS, editorial.

Standard Departure Routes - Instrument (SID) ATYRAU RWY 32
OLAPU 4D After take-off climb straight ahead to 600, turn RIGHT on track 019º. Proceed on track 019º until intercept radial 349º ATR, then proceed to OLAPU (R349.2º, D43.2 ATR).
UDEBA 4D After take-off climb straight ahead to 600, turn RIGHT on track 078º. Proceed on track 078º until intercept radial 038º ATR, then proceed to UDEBA (R038.3º, D43.2 ATR).
GISTO 5D After take-off climb straight ahead to 600, turn RIGHT on track 099º. Proceed on track 099º until intercept radial 059º ATR, then proceed to GISTO (R058.9º, D43.2 ATR).
BASPU 5D After take-off climb straight ahead to 600, turn RIGHT on track 112º. Proceed on track 112º until intercept radial 072º ATR, then proceed to BASPU (R072.3º, D43.2 ATR).
GOGDI 4D After take-off climb straight ahead to 600, turn RIGHT on track 128º. Proceed on track 128º until intercept radial 088º ATR, then proceed to GOGDI (R088.1º, D43.2 ATR).
RENPI 4D After take-off climb straight ahead to 600, turn RIGHT on track 173º. Proceed on track 173º until intercept radial 133º ATR, then proceed to RENPI (R133.2º, D43.2 ATR).
NIKNA 4D After take-off climb straight ahead to 600, turn LEFT on track 140º. Proceed on track 140º until intercept radial 180º ATR, then proceed to NIKNA (R180.2º, D43.2 ATR).
TUGLA 4D After take-off climb straight ahead to 600, turn LEFT on track 199º. Proceed on track 199º until intercept radial 239º ATR, then proceed to TUGLA (R238.7º, D43.1 ATR).
ALDAZ 1D After take-off climb straight ahead to 600, turn RIGHT on track 158º. Proceed on track 158º until intercept radial 118º ATR, then proceed to ALDAZ (R118.3º, D43.2 ATR).

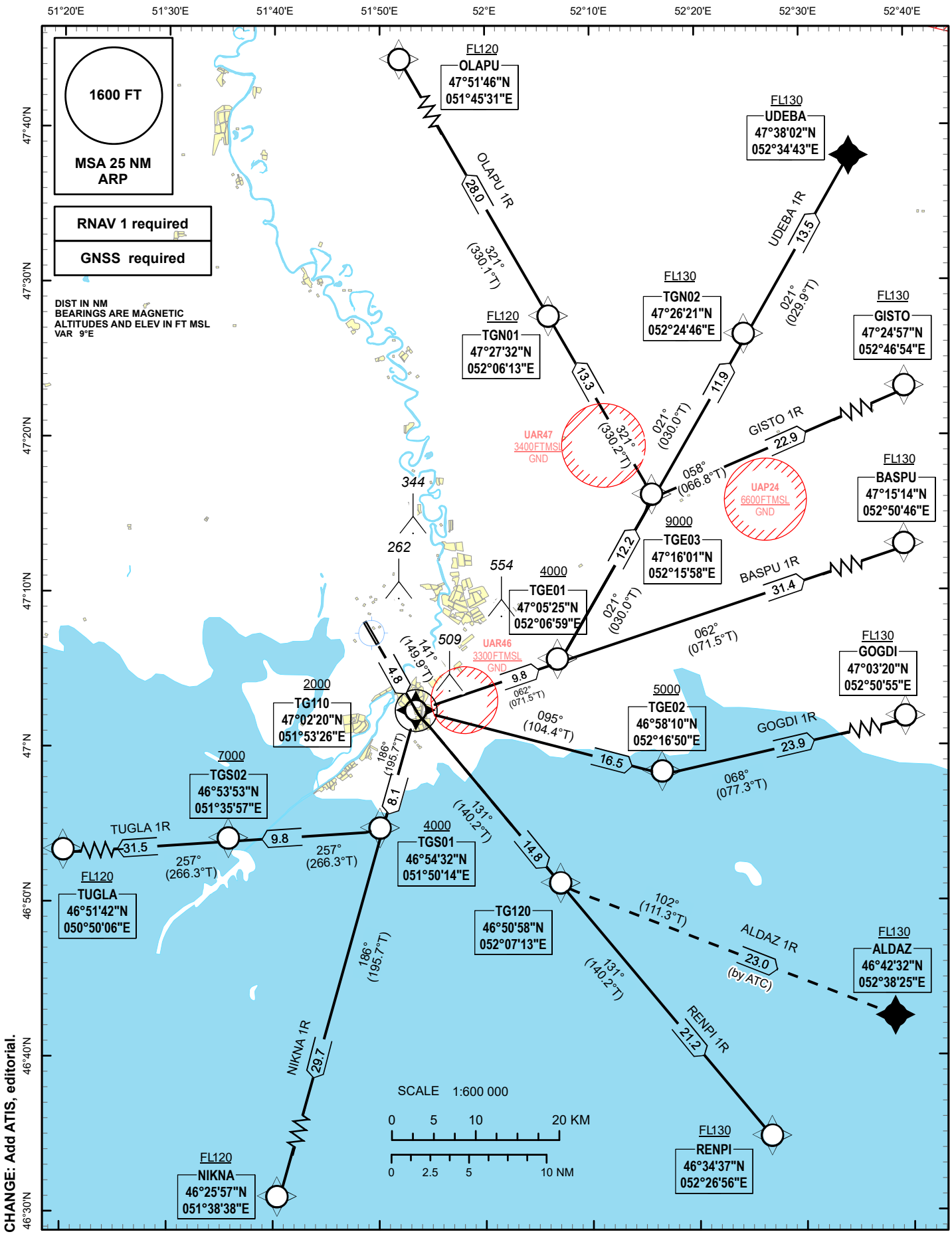
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

ATYRAU
RWY 14

ALDAZ 1R, BASPU 1R, GISTO 1R, GOGDI 1R, NIKNA 1R, OLAPU 1R, RENPI 1R, TUGLA 1R, UDEBA 1R



CHANGE: Add ATIS, editorial.

TABULAR DESCRIPTION

ALDAZ 1R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH (°) / FT	Navigation Specification
10	CF	TG110	Y	141(149.9)	+9.2	4.8	-	+2000	-	-	RNAV 1
20	TF	TG120	-	131(140.2)	+9.2	14.8	L	-	-	-	RNAV 1
30	TF	ALDAZ	-	102(111.3)	+9.2	23.0	L	+FL 130	-	-	RNAV 1

TABULAR DESCRIPTION

BASPU 1R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH (°) / FT	Navigation Specification
10	CF	TG110	Y	141(149.9)	+9.2	4.8	-	+2000	-	-	RNAV 1
20	TF	TGE01	-	062(071.5)	+9.2	9.8	L	+4000	-	-	RNAV 1
30	TF	BASPU	-	062(071.5)	+9.2	31.4	-	+FL 130	-	-	RNAV 1

TABULAR DESCRIPTION

GISTO 1R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH (°) / FT	Navigation Specification
10	CF	TG110	Y	141(149.9)	+9.2	4.8	-	+2000	-	-	RNAV 1
20	TF	TGE01	-	062(071.5)	+9.2	9.8	L	+4000	-	-	RNAV 1
30	TF	TGE03	-	021(030.0)	+9.2	12.2	L	+9000	-	-	RNAV 1
40	TF	GISTO	-	058(066.8)	+9.2	22.9	R	+FL 130	-	-	RNAV 1

TABULAR DESCRIPTION

GOGDI 1R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH (°) / FT	Navigation Specification
10	CF	TG110	Y	141(149.9)	+9.2	4.8	-	+2000	-	-	RNAV 1
20	TF	TGE02	-	095(104.4)	+9.2	16.5	L	+5000	-	-	RNAV 1
30	TF	GOGDI	-	068(077.3)	+9.2	23.9	L	+FL 130	-	-	RNAV 1

TABULAR DESCRIPTION

NIKNA 1R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH (°) / FT	Navigation Specification
10	CF	TG110	Y	141(149.9)	+9.2	4.8	-	+2000	-	-	RNAV 1
20	TF	TGS01	-	186(195.7)	+9.2	8.1	R	+4000	-	-	RNAV 1
30	TF	NIKNA	-	186(195.7)	+9.2	29.7	-	+FL 120	-	-	RNAV 1

TABULAR DESCRIPTION

OLAPU 1R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH (°) / FT	Navigation Specification
10	CF	TG110	Y	141(149.9)	+9.2	4.8	-	+2000	-	-	RNAV 1
20	TF	TGE01	-	062(071.5)	+9.2	9.8	L	+4000	-	-	RNAV 1
30	TF	TGE03	-	021(030.0)	+9.2	12.2	L	+9000	-	-	RNAV 1
40	TF	TGN01	-	321(330.2)	+9.2	13.3	L	+FL 120	-	-	RNAV 1
50	TF	OLAPU	-	321(330.1)	+9.2	28.0	-	+FL 120	-	-	RNAV 1

TABULAR DESCRIPTION

RENPI 1R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH (°) / FT	Navigation Specification
10	CF	TG110	Y	141(149.9)	+9.2	4.8	-	+2000	-	-	RNAV 1
20	TF	TG120	-	131(140.2)	+9.2	14.8	L	-	-	-	RNAV 1
30	TF	RENPI	-	131(140.2)	+9.2	21.2	-	+FL 130	-	-	RNAV 1

TABULAR DESCRIPTION

TUGLA 1R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH (°) / FT	Navigation Specification
10	CF	TG110	Y	141(149.9)	+9.2	4.8	-	+2000	-	-	RNAV 1
20	TF	TGS01	-	186(195.7)	+9.2	8.1	R	+4000	-	-	RNAV 1
30	TF	TGS02	-	257(266.3)	+9.2	9.8	R	+7000	-	-	RNAV 1
40	TF	TUGLA	-	257(266.3)	+9.2	31.5	-	+FL 120	-	-	RNAV 1

TABULAR DESCRIPTION

UDEBA 1R

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH (°) / FT	Navigation Specification
10	CF	TG110	Y	141(149.9)	+9.2	4.8	-	+2000	-	-	RNAV 1
20	TF	TGE01	-	062(071.5)	+9.2	9.8	L	+4000	-	-	RNAV 1
30	TF	TGE03	-	021(030.0)	+9.2	12.2	L	+9000	-	-	RNAV 1
40	TF	TGN02	-	021(030.0)	+9.2	11.9	-	+FL 130	-	-	RNAV 1
50	TF	UDEBA	-	021(029.9)	+9.2	13.5	-	+FL 130	-	-	RNAV 1

WAYPOINT LIST

Waypoint Identifier	Coordinates	
ALDAZ	464232.00N	0523825.00E
BASPU	471514.00N	0525046.00E
DEP	470629.00N	0514955.18E
GISTO	472457.00N	0524654.00E
GOGDI	470320.00N	0525055.00E
NIKNA	462557.00N	0513838.00E
OLAPU	475146.00N	0514531.00E
RENPI	463437.00N	0522656.00E
TG110	470220.00N	0515326.00E
TG120	465058.00N	0520713.00E
TGE01	470525.00N	0520659.00E
TGE02	465810.00N	0521650.00E
TGE03	471601.00N	0521558.00E
TGN01	472732.00N	0520613.00E
TGN02	472621.00N	0522446.00E
TGS01	465432.00N	0515014.00E
TGS02	465353.00N	0513557.00E
TUGLA	465142.00N	0505006.00E
UDEBA	473802.00N	0523443.00E

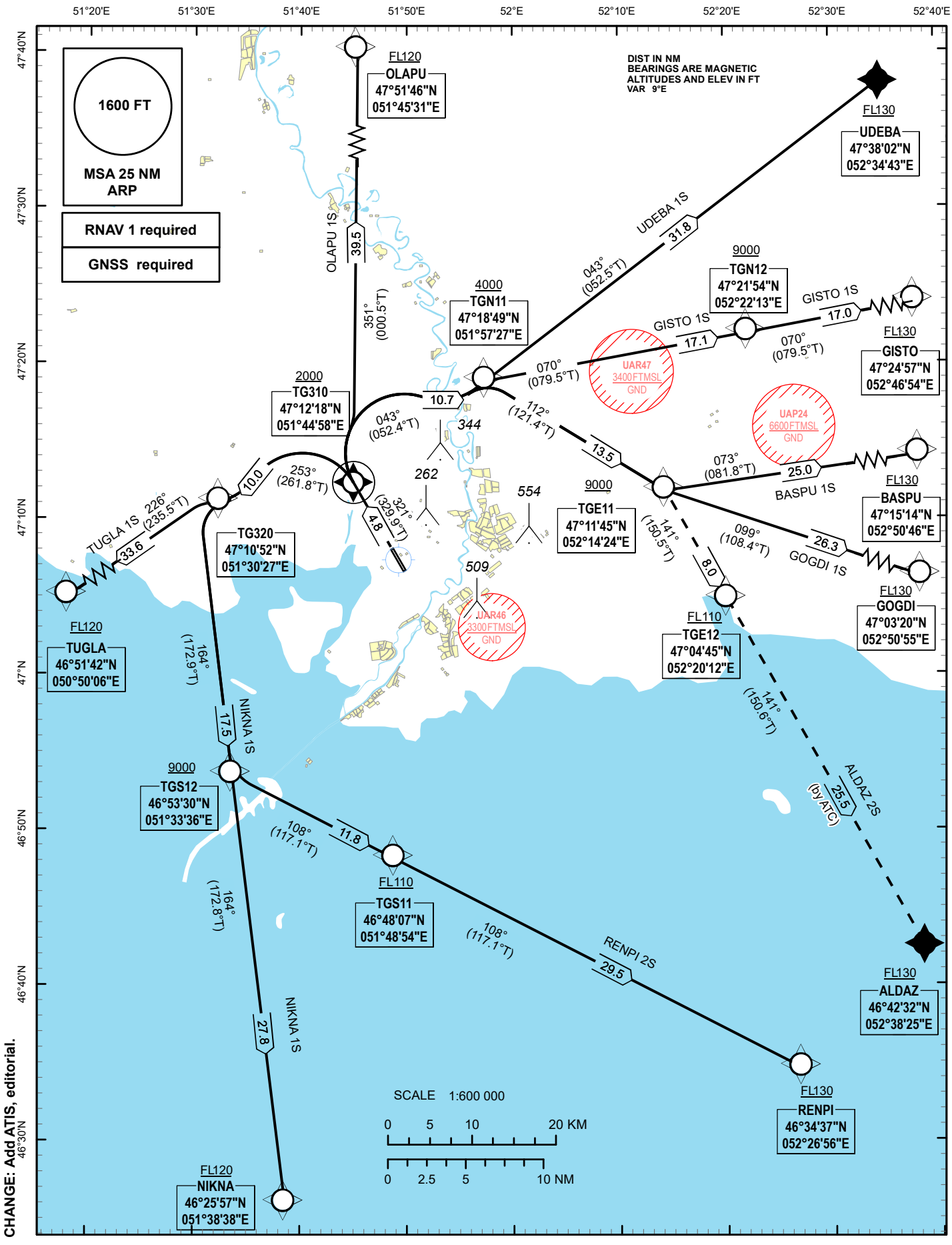
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

**ATYRAU
RWY 32**

ALDAZ 2S, BASPU 1S, GISTO 1S, GOGDI 1S, NIKNA 1S, OLAPU 1S, RENPI 2S, TUGLA 1S, UDEBA 1S



CHANGE: Add ATIS, editorial.

TABULAR DESCRIPTION

ALDAZ 2S

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH	Navigation Specification
10	CF	TG310	Y	321(329.9)	+9.2	4.8	-	+2000	-	4	RNAV 1
20	TF	TGN11	-	043(052.4)	+9.2	10.7	R	+4000	-	1.3	RNAV 1
30	TF	TGE11	-	112(121.4)	+9.2	13.5	R	+9000	-	3.5	RNAV 1
40	TF	TGE12	-	141(150.5)	+9.2	8.0	R	+FL 110	-	2.3	RNAV 1
50	TF	ALDAZ	-	141(150.6)	+9.2	25.5	-	+FL 130	-	0.7	RNAV 1

TABULAR DESCRIPTION

BASPU 1S

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH	Navigation Specification
10	CF	TG310	Y	321(329.9)	+9.2	4.8	-	+2000	-	4	RNAV 1
20	TF	TGN11	-	043(052.4)	+9.2	10.7	R	+4000	-	1.3	RNAV 1
30	TF	TGE11	-	112(121.4)	+9.2	13.5	R	+9000	-	3.5	RNAV 1
40	TF	BASPU	-	073(081.8)	+9.2	25.0	L	+FL 130	-	1.5	RNAV 1

TABULAR DESCRIPTION

GISTO 1S

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH	Navigation Specification
10	CF	TG310	Y	321(329.9)	+9.2	4.8	-	+2000	-	4	RNAV 1
20	TF	TGN11	-	043(052.4)	+9.2	10.7	R	+4000	-	1.4	RNAV 1
30	TF	TGN12	-	070(079.5)	+9.2	17.1	R	+9000	-	2.8	RNAV 1
40	TF	GISTO	-	070(079.5)	+9.2	17.0	-	+FL 130	-	2.2	RNAV 1

TABULAR DESCRIPTION

GOGDI 1S

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH	Navigation Specification
10	CF	TG310	Y	321(329.9)	+9.2	4.8	-	+2000	-	4	RNAV 1
20	TF	TGN11	-	043(052.4)	+9.2	10.7	R	+4000	-	1.3	RNAV 1
30	TF	TGE11	-	112(121.4)	+9.2	13.5	R	+9000	-	3.5	RNAV 1
40	TF	GOGDI	-	099(108.4)	+9.2	26.3	L	+FL 130	-	1.4	RNAV 1

TABULAR DESCRIPTION

NIKNA 1S

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH	Navigation Specification
10	CF	TG310	Y	321(329.9)	+9.2	4.8	-	+2000	-	4	RNAV 1
20	TF	TG320	-	253(261.8)	+9.2	10.0	L	-	-	-	RNAV 1
30	TF	TGS12	-	164(172.9)	+9.2	17.5	L	+9000	-	2.2	RNAV 1
40	TF	NIKNA	-	164(172.8)	+9.2	27.8	-	+FL 120	-	1	RNAV 1

TABULAR DESCRIPTION

OLAPU 1S

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH	Navigation Specification
10	CF	TG310	Y	321(329.9)	+9.2	4.8	-	+2000	-	4	RNAV 1
20	TF	OLAPU	-	351(000.5)	+9.2	39.5	R	+FL 120	-	2.4	RNAV 1

TABULAR DESCRIPTION

RENPI 2S

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH	Navigation Specification
10	CF	TG310	Y	321(329.9)	+9.2	4.8	-	+2000	-	4	RNAV 1
20	TF	TG320	-	253(261.8)	+9.2	10.0	L	-	-	-	RNAV 1
30	TF	TGS12	-	164(172.9)	+9.2	17.5	L	+9000	-	2.2	RNAV 1
40	TF	TGS11	-	108(117.1)	+9.2	11.8	L	+FL 110	-	1.6	RNAV 1
50	TF	RENPI	-	108(117.1)	+9.2	29.5	-	+FL 130	-	0.6	RNAV 1

TABULAR DESCRIPTION

TUGLA 1S

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH	Navigation Specification
10	CF	TG310	Y	321(329.9)	+9.2	4.8	-	+2000	-	4	RNAV 1
20	TF	TG320	-	253(261.8)	+9.2	10.0	L	-	-	-	RNAV 1
30	TF	TUGLA	-	226(235.5)	+9.2	33.6	L	+FL 120	-	2.1	RNAV 1

TABULAR DESCRIPTION

UDEBA 1S

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH	Navigation Specification
10	CF	TG310	Y	321(329.9)	+9.2	4.8	-	+2000	-	4	RNAV 1
20	TF	TGN11	-	043(052.4)	+9.2	10.7	R	+4000	-	1.4	RNAV 1
30	TF	UDEBA	-	043(052.5)	+9.2	31.8	-	+FL 130	-	2.7	RNAV 1

WAYPOINT LIST

Waypoint Identifier	Coordinates	
ALDAZ	464232.00N	0523825.00E
BASPU	471514.00N	0525046.00E
DEP	470809.85N	0514829.51E
GISTO	472457.00N	0524654.00E
GOGDI	470320.00N	0525055.00E
NIKNA	462557.00N	0513838.00E
OLAPU	475146.00N	0514531.00E
RENPI	463437.00N	0522656.00E
TG310	471218.00N	0514458.00E
TG320	471052.00N	0513027.00E
TGE11	471145.00N	0521424.00E
TGE12	470445.00N	0522012.00E
TGN11	471849.00N	0515727.00E
TGN12	472154.00N	0522213.00E
TGS11	464807.00N	0514854.00E
TGS12	465330.00N	0513336.00E
TUGLA	465142.00N	0505006.00E
UDEBA	473802.00N	0523443.00E

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 ft

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

OLAPU 3L, UDEBA 3L, GISTO 4L, BASPU 4L, GOGDI 3L, RENPI 3L, NIKNA 3L, TUGLA 3L, ALDAZ 1L.

ATYRAU RWY 14

51°30'0"E 52°0'0"E 52°30'0"E

47°30'0"N 47°0'0"N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR9°E(2013)

WARNING:
CROSSING FL AT AIRWAY EXIT POINTS ARE BY ATC.

ALT/HEIGHT CONVERSION
QNH (QFE)
4000 (4074 - 1242m)

⊕ 1600
MSA 25NM
ATR DVOR

OLAPU
47 51 46 N
051 45 31 E
ATR
R349.2°/D43.2

169°
OLAPU 3L
43

UDEBA
47 38 02 N
052 34 43 E
ATR
R038.3°/D43.2

219°
UDEBA 3L
43

GISTO
47 24 57 N
052 46 54 E
ATR
R058.9°/D43.2

UAR47
3400 FT MSL
GND

240°
GISTO 4L
43

UAP24
6600 FT MSL
GND

253°
BASPU 4L
43

BASPU
47 15 14 N
052 50 46 E
ATR
R072.3°/D43.2

269°
GOGDI 3L
43

GOGDI
47 03 20 N
052 50 55 E
ATR
R088.1°/D43.2

344
262
554

(IAF)
4000
ATYRAU
DVOR/DME 112.3
ATR
CH 70X
47 08 38 N
051 48 05 E

Holding
MNM 4000
1 Min
141°
321°

509
ATYRAU

UAR46
3300 FT MSL
GND

TUGLA 3L
43
058°

TUGLA
46 51 42 N
050 50 06 E
ATR
R238.7°/D43.1

ALDAZ 1L
43
(by ATC)
299°

ALDAZ
46 42 32 N
052 38 25 E
ATR
R118.3°/D43.2

NIKNA 3L
43
000°

NIKNA
46 25 57 N
051 38 38 E
ATR
R180.2°/D43.2

RENPI 3L
43
314°

RENPI
46 34 37 N
052 26 56 E
ATR
R133.2°/D43.2

CASPIAN SEA

SCALE 1:500000
0 5 10 15 20 KM
0 1.25 2.5 5 7.5 10 NM

CHANGE: Add ATIS, editorial.

Standard Arrival Routes – Instrument (STAR) ATYRAU RWY 14
OLAPU 3L After crossing OLAPU (R349.2º, D43.2 ATR) proceed on track 169º to ATR. Cross ATR DVOR at 4000.
UDEBA 3L After crossing UDEBA (R038.3º, D43.2 ATR) proceed on track 219º to ATR. Cross ATR DVOR at 4000.
GISTO 4L After crossing GISTO (R058.9º, D43.2 ATR) proceed on track 240º to ATR. Cross ATR DVOR at 4000.
BASPU 4L After crossing BASPU (R072.3º, D43.2 ATR) proceed on track 253º to ATR. Cross ATR DVOR at 4000.
GOGDI 3L After crossing GOGDI (R088.1º, D43.2 ATR) proceed on track 269º to ATR. Cross ATR DVOR at 4000.
RENPI 3L After crossing RENPI (R133.2º, D43.2 ATR) proceed on track 314º to ATR. Cross ATR DVOR at 4000.
NIKNA 3L After crossing NIKNA (R180.2º, D43.2 ATR) proceed on track 000º to ATR. Cross ATR DVOR at 4000.
TUGLA 3L After crossing TUGLA (R238.7º, D43.1 ATR) proceed on track 058º to ATR. Cross ATR DVOR at 4000.
ALDAZ 1L After crossing ALDAZ (R118.3º, D43.2 ATR) proceed on track 299º to ATR. Cross ATR DVOR at 4000.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 ft

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

OLAPU 3M, UDEBA 3M, GISTO 4M, BASPU 4M, GOGDI 3M, RENPI 3M, NIKNA 3M, TUGLA 3M, ALDAZ 1M.

ATYRAU RWY 32

51°30'0"E 52°0'0"E 52°30'0"E

47°30'0"N 47°0'0"N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR9°E(2013)

WARNING:
CROSSING FL AT AIRWAY EXIT POINTS ARE BY ATC.

ALT/HEIGHT CONVERSION
QNH (QFE)
4000 (4072 - 1241m)

⊕ 1600
MSA 25NM
ATR DVOR

OLAPU
47 51 46 N
051 45 31 E
ATR
R349.2°/D43.2

169°
OLAPU 3M 43

(IAF)
4000
ATYRAU
DVOR/DME 112.3
ATR
CH 70X
47 08 38 N
051 48 05 E
0

219°
UDEBA 3M 43
UDEBA
47 38 02 N
052 34 43 E
ATR
R038.3°/D43.2

GISTO
47 24 57 N
052 46 54 E
ATR
R058.9°/D43.2

UAR47
3400 FT MSL
GND

240°
GISTO 4M 43

UAP24
6600 FT MSL
GND

253°
BASPU 4M 43
BASPU
47 15 14 N
052 50 46 E
ATR
R072.3°/D43.2

344
262
554

141° Holding MNM 4000 1 Min 321°

GOGDI 3M 43
269°
GOGDI
47 03 20 N
052 50 55 E
ATR
R088.1°/D43.2

509
ATYRAU

UAR46
3300 FT MSL
GND

TUGLA 3M 43
058°
TUGLA
46 51 42 N
050 50 06 E
ATR
R238.7°/D43.1

ALDAZ 1M 43 (by ATC)
299°
ALDAZ
46 42 32 N
052 38 25 E
ATR
R118.3°/D43.2

RENPI 3M 43
314°
RENPI
46 34 37 N
052 26 56 E
ATR
R133.2°/D43.2

NIKNA 3M 43
000°
NIKNA
46 25 57 N
051 38 38 E
ATR
R180.2°/D43.2

CASPIAN SEA

SCALE 1:500000
0 5 10 15 20 KM
0 1.25 2.5 5 7.5 10 NM

CHANGE: Add ATIS, editorial.

Standard Arrival Routes – Instrument (STAR) ATYRAU RWY 32
OLAPU 3M After crossing OLAPU (R349.2º, D43.2 ATR) proceed on track 169º to ATR. Cross ATR DVOR at 4000.
UDEBA 3M After crossing UDEBA (R038.3º, D43.2 ATR) proceed on track 219º to ATR. Cross ATR DVOR at 4000.
GISTO 4M After crossing GISTO (R058.9º, D43.2 ATR) proceed on track 240º to ATR. Cross ATR DVOR at 4000.
BASPU 4M After crossing BASPU (R072.3º, D43.2 ATR) proceed on track 253º to ATR. Cross ATR DVOR at 4000.
GOGDI 3M After crossing GOGDI (R088.1º, D43.2 ATR) proceed on track 269º to ATR. Cross ATR DVOR at 4000.
RENPI 3M After crossing RENPI (R133.2º, D43.2 ATR) proceed on track 314º to ATR. Cross ATR DVOR at 4000.
NIKNA 3M After crossing NIKNA (R180.2º, D43.2 ATR) proceed on track 000º to ATR. Cross ATR DVOR at 4000.
TUGLA 3M After crossing TUGLA (R238.7º, D43.1 ATR) proceed on track 058º to ATR. Cross ATR DVOR at 4000.
ALDAZ 1M After crossing ALDAZ (R118.3º, D43.2 ATR) proceed on track 299º to ATR. Cross ATR DVOR at 4000.

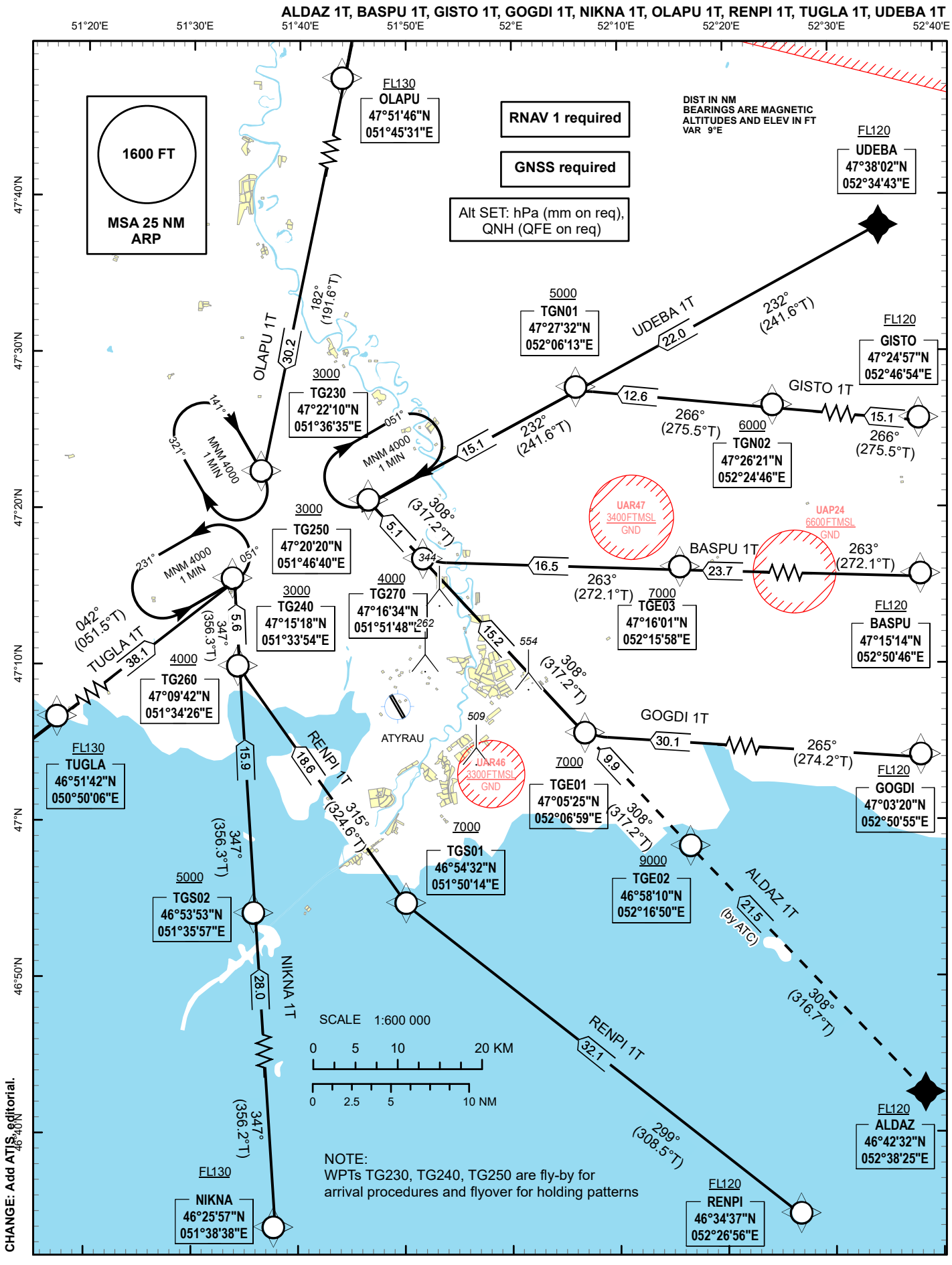
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

ATYRAU RWY 14

ALDAZ 1T, BASPU 1T, GISTO 1T, GOGDI 1T, NIKNA 1T, OLAPU 1T, RENPI 1T, TUGLA 1T, UDEBA 1T



CHANGE: Add ATIS, editorial.

TABULAR DESCRIPTION

ALDAZ 1T									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
001	IF	ALDAZ	-	-	-	-	+FL120	-	RNAV 1
002	TF	TGE02	-	308 (316.7)	21.5	-	+9000	-	RNAV 1
003	TF	TGE01	-	308 (317.2)	9.9	-	+7000	-	RNAV 1
004	TF	TG270	-	308 (317.2)	15.2	-	+4000	-	RNAV 1
005	TF	TG250	-	308 (317.2)	5.1	-	+3000	-	RNAV 1

TABULAR DESCRIPTION

BASPU 1T									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
001	IF	BASPU	-	-	-	-	+FL120	-	RNAV 1
002	TF	TGE03	-	263 (272.1)	23.7	-	+7000	-	RNAV 1
003	TF	TG270	-	263 (272.1)	16.5	-	+4000	-	RNAV 1
004	TF	TG250	-	308 (317.2)	5.1	R	+3000	-	RNAV 1

TABULAR DESCRIPTION

GISTO 1T									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
001	IF	GISTO	-	-	-	-	+FL120	-	RNAV 1
002	TF	TGN02	-	266 (275.5)	15.1	-	+6000	-	RNAV 1
003	TF	TGN01	-	266 (275.5)	12.6	-	+5000	-	RNAV 1
004	TF	TG250	-	232 (241.6)	15.1	L	+3000	-	RNAV 1

TABULAR DESCRIPTION

GOGDI 1T									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
001	IF	GOGDI	-	-	-	-	+FL120	-	RNAV 1
003	TF	TGE01	-	265 (274.2)	30.1	-	+7000	-	RNAV 1
004	TF	TG270	-	308 (317.2)	15.2	R	+4000	-	RNAV 1
005	TF	TG250	-	308 (317.2)	5.1	-	+3000	-	RNAV 1

TABULAR DESCRIPTION

NIKNA 1T									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
001	IF	NIKNA	-	-	-	-	+FL130	-	RNAV 1
002	TF	TGS02	-	347 (356.2)	28.0	-	+5000	-	RNAV 1
003	TF	TG260	-	347 (356.3)	15.9	-	+4000	-	RNAV 1
004	TF	TG240	-	347 (356.3)	5.6	-	+3000	-	RNAV 1

TABULAR DESCRIPTION

OLAPU 1T									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
001	IF	OLAPU	-	-	-	-	+FL130	-	RNAV 1
002	TF	TG230	-	182 (191.6)	30.2	-	+3000	-	RNAV 1

TABULAR DESCRIPTION

RENPI 1T									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
001	IF	RENPI	-	-	-	-	+FL120	-	RNAV 1
002	TF	TGS01	-	299 (308.5)	32.1	-	+7000	-	RNAV 1
003	TF	TG260	-	315 (324.6)	18.6	R	+4000	-	RNAV 1
004	TF	TG240	-	347 (356.3)	5.6	R	+3000	-	RNAV 1

TABULAR DESCRIPTION

TUGLA 1T									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
001	IF	TUGLA	-	-	-	-	+FL130	-	RNAV 1
002	TF	TG240	-	042 (051.5)	38.1	-	+3000	-	RNAV 1

TABULAR DESCRIPTION

UDEBA 1T									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
001	IF	UDEBA	-	-	-	-	+FL120	-	RNAV 1
002	TF	TGN01	-	232 (241.6)	22.0	-	+5000	-	RNAV 1
003	TF	TG250	-	232 (241.6)	15.1	-	+3000	-	RNAV 1

WAYPOINT LIST

Waypoint Identifier	Coordinates		Waypoint Identifier	Coordinates	
TG230	472210.00N	0513635.00E	TGS02	465353.00N	0513557.00E
TG240	471518.00N	0513354.00E	ALDAZ	464232.00N	0523825.00E
TG250	472020.00N	0514640.00E	BASPU	471514.00N	0525046.00E
TG260	470942.00N	0513426.00E	GISTO	472457.00N	0524654.00E
TG270	471634.00N	0515148.00E	GOGDI	470320.00N	0525055.00E
TGE01	470525.00N	0520659.00E	NIKNA	462557.00N	0513838.00E
TGE02	465810.00N	0521650.00E	OLAPU	475146.00N	0514531.00E
TGE03	471601.00N	0521558.00E	RENPI	463437.00N	0522656.00E
TGN01	472732.00N	0520613.00E	TUGLA	465142.00N	0505006.00E
TGN02	472621.00N	0522446.00E	UDEBA	473802.00N	0523443.00E
TGS01	465432.00N	0515014.00E			

HOLDINGS

Path Descriptor	Waypoint Identifier	Inbound Course °M (°T)	Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed limit (KT)	Navigation Specification
Hold	TG230	141 (149.9)	1	R	+4000	-	-	RNAV 1
Hold	TG240	051 (059.9)	1	L	+4000	-	-	RNAV 1
Hold	TG250	231 (239.9)	1	R	+4000	-	-	RNAV 1

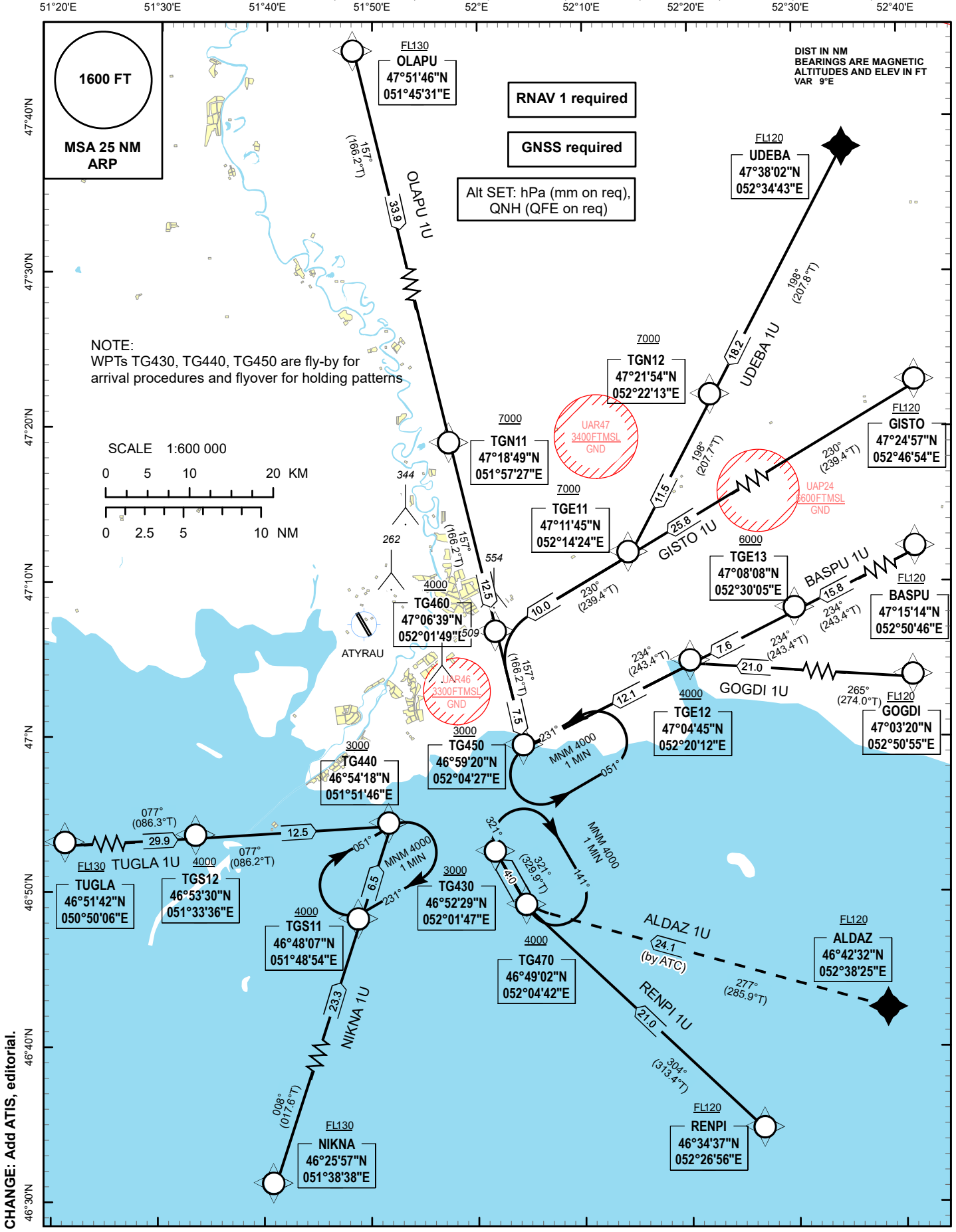
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 ft

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

ATYRAU RWY 32

ALDAZ 1U, BASPU 1U, GISTO 1U, GOGDI 1U, NIKNA 1U, OLAPU 1U, RENPI 1U, TUGLA 1U, UDEBA 1U



CHANGE: Add ATIS, editorial.

TABULAR DESCRIPTION

ALDAZ 1U									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
001	IF	ALDAZ	-	-	-	-	+FL120	-	RNAV 1
002	TF	TG470	-	277 (285.9)	24.1	-	+4000	-	RNAV 1
003	TF	TG430	-	321 (329.9)	4.0	R	+3000	-	RNAV 1

TABULAR DESCRIPTION

BASPU 1U									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
001	IF	BASPU	-	-	-	-	+FL120	-	RNAV 1
002	TF	TGE13	-	234 (243.4)	15.8	-	+6000	-	RNAV 1
003	TF	TGE12	-	234 (243.4)	7.6	-	+4000	-	RNAV 1
004	TF	TG450	-	234 (243.4)	12.1	-	+3000	-	RNAV 1

TABULAR DESCRIPTION

GISTO 1U									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
001	IF	GISTO	-	-	-	-	+FL120	-	RNAV 1
002	TF	TGE11	-	230 (239.4)	25.8	-	+7000	-	RNAV 1
003	TF	TG460	-	230 (239.4)	10.0	-	+4000	-	RNAV 1
004	TF	TG450	-	157 (166.2)	7.5	L	+3000	-	RNAV 1

TABULAR DESCRIPTION

GOGDI 1U									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
001	IF	GOGDI	-	-	-	-	+FL120	-	RNAV 1
002	TF	TGE12	-	265 (274.0)	21.0	-	+4000	-	RNAV 1
003	TF	TG450	-	234 (243.4)	12.1	L	+3000	-	RNAV 1

TABULAR DESCRIPTION

NIKNA 1U									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
001	IF	NIKNA	-	-	-	-	+FL130	-	RNAV 1
002	TF	TGS11	-	008 (017.6)	23.3	-	+4000	-	RNAV 1
003	TF	TG440	-	008 (017.6)	6.5	-	+3000	-	RNAV 1

TABULAR DESCRIPTION

OLAPU 1U									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
001	IF	OLAPU	-	-	-	-	+FL130	-	RNAV 1
002	TF	TGN11	-	157 (166.2)	33.9	-	+7000	-	RNAV 1
003	TF	TG460	-	157 (166.2)	12.5	-	+4000	-	RNAV 1
004	TF	TG450	-	157 (166.2)	7.5	-	+3000	-	RNAV 1

TABULAR DESCRIPTION

RENPI 1U									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
001	IF	RENPI	-	-	-	-	+FL120	-	RNAV 1
002	TF	TG470	-	304 (313.4)	21.0	-	+4000	-	RNAV 1
003	TF	TG430	-	321 (329.9)	4.0	R	+3000	-	RNAV 1

TABULAR DESCRIPTION

TUGLA 1U									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
001	IF	TUGLA	-	-	-	-	+FL130	-	RNAV 1
002	TF	TGS12	-	077 (086.3)	29.9	-	+4000	-	RNAV 1
003	TF	TG440	-	077 (086.2)	12.5	-	+3000	-	RNAV 1

TABULAR DESCRIPTION

UDEBA 1U									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
001	IF	UDEBA	-	-	-	-	+FL120	-	RNAV 1
002	TF	TGN12	-	198 (207.8)	18.2	-	+7000	-	RNAV 1
003	TF	TGE11	-	198 (207.7)	11.5	-	+7000	-	RNAV 1
004	TF	TG460	-	230 (239.4)	10.0	R	+4000	-	RNAV 1
005	TF	TG450	-	157 (166.2)	7.5	L	+3000	-	RNAV 1

WAYPOINT LIST

Waypoint Identifier	Coordinates		Waypoint Identifier	Coordinates	
TG430	465229.00N	0520147.00E	TGS12	465330.00N	0513336.00E
TG440	465418.00N	0515146.00E	ALDAZ	464232.00N	0523825.00E
TG450	465920.00N	0520427.00E	BASPU	471514.00N	0525046.00E
TG460	470639.00N	0520149.00E	GISTO	472457.00N	0524654.00E
TG470	464902.00N	0520442.00E	GOGDI	470320.00N	0525055.00E
TGE11	471145.00N	0521424.00E	NIKNA	462557.00N	0513838.00E
TGE12	470445.00N	0522012.00E	OLAPU	475146.00N	0514531.00E
TGE13	470808.00N	0523005.00E	RENPI	463437.00N	0522656.00E
TGN11	471849.00N	0515727.00E	TUGLA	465142.00N	0505006.00E
TGN12	472154.00N	0522213.00E	UDEBA	473802.00N	0523443.00E
TGS11	464807.00N	0514854.00E			

HOLDINGS

Path Descriptor	Waypoint Identifier	Inbound Course °M (°T)	Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed limit (KT)	Navigation Specification
Hold	TG430	321 (329.9)	1	R	+4000	-	-	RNAV 1
Hold	TG440	051 (059.9)	1	R	+4000	-	-	RNAV 1
Hold	TG450	231 (239.9)	1	L	+4000	-	-	RNAV 1

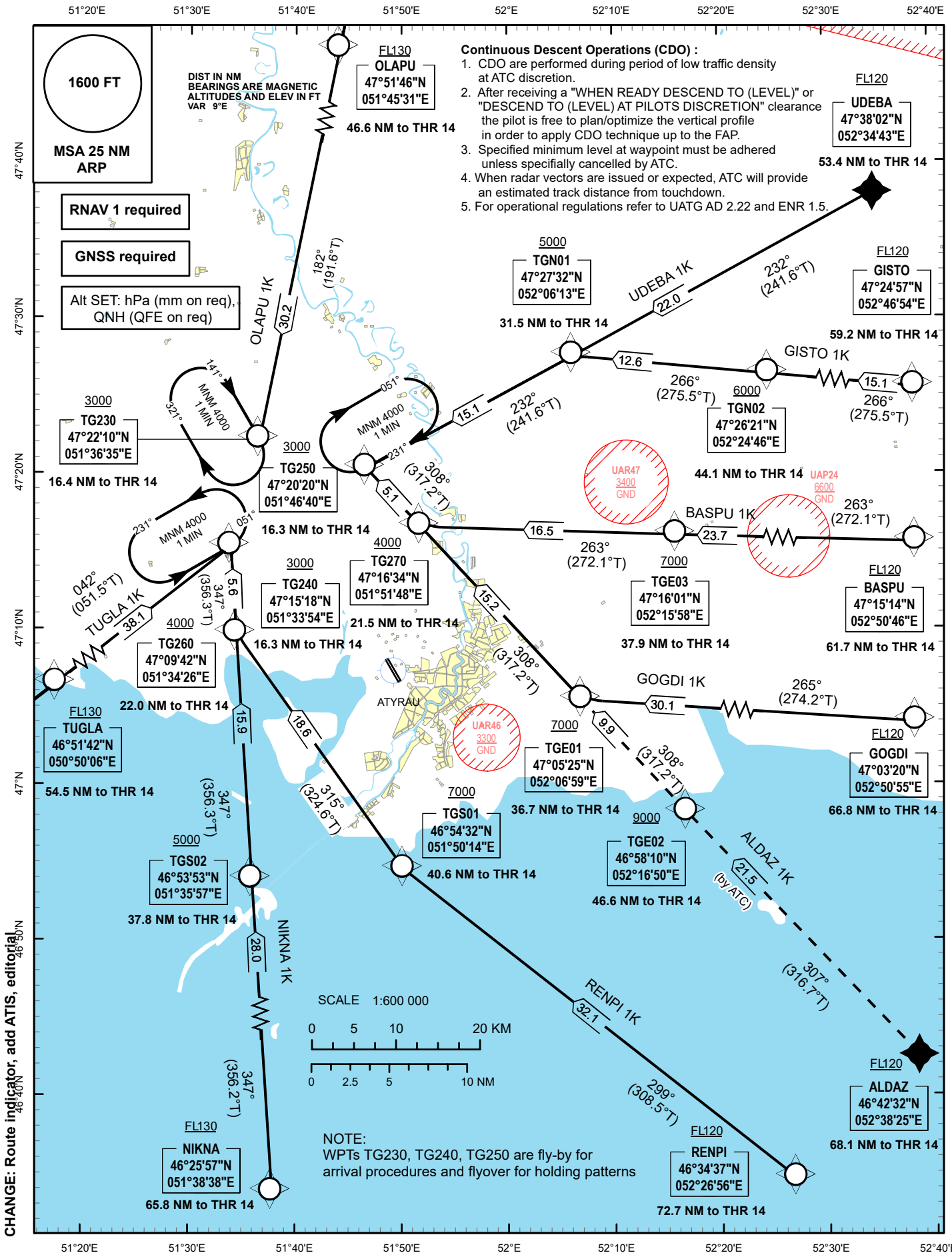
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 ft

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

ATYRAU
RWY 14

ALDAZ 1K, BASPU 1K, GISTO 1K, GOGDI 1K, NIKNA 1K, OLAPU 1K, RENPI 1K, TUGLA 1K, UDEBA 1K



CHANGE: Route indicator, add ATIS, editorial

TABULAR DESCRIPTION

RNAV 1 STAR RWY 14

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification	Distance to THR (NM)
ALDAZ 1K										
001	IF	ALDAZ	-	-	-	-	+FL120	-	RNAV 1	68.1
002	TF	TGE02	-	307 (316.7)	21.5	-	+9000	-	RNAV 1	46.6
003	TF	TGE01	-	308 (317.2)	9.9	-	+7000	-	RNAV 1	36.7
004	TF	TG270	-	308 (317.2)	15.2	-	+4000	-	RNAV 1	21.5
005	TF	TG250	-	308 (317.2)	5.1	-	+3000	-	RNAV 1	16.3
BASPU 1K										
001	IF	BASPU	-	-	-	-	+FL120	-	RNAV 1	61.7
002	TF	TGE03	-	263 (272.1)	23.7	-	+7000	-	RNAV 1	37.9
003	TF	TG270	-	263 (272.1)	16.5	-	+4000	-	RNAV 1	21.5
004	TF	TG250	-	308 (317.2)	5.1	R	+3000	-	RNAV 1	16.3
GISTO 1K										
001	IF	GISTO	-	-	-	-	+FL120	-	RNAV 1	59.2
002	TF	TGN02	-	266 (275.5)	15.1	-	+6000	-	RNAV 1	44.1
003	TF	TGN01	-	266 (275.5)	12.6	-	+5000	-	RNAV 1	31.5
004	TF	TG250	-	232 (241.6)	15.1	L	+3000	-	RNAV 1	16.3
GOGDI 1K										
001	IF	GOGDI	-	-	-	-	+FL120	-	RNAV 1	66.8
003	TF	TGE01	-	265 (274.2)	30.1	-	+7000	-	RNAV 1	36.7
004	TF	TG270	-	308 (317.2)	15.2	R	+4000	-	RNAV 1	21.5
005	TF	TG250	-	308 (317.2)	5.1	-	+3000	-	RNAV 1	16.3
NIKNA 1K										
001	IF	NIKNA	-	-	-	-	+FL130	-	RNAV 1	65.8
002	TF	TGS02	-	347 (356.2)	28.0	-	+5000	-	RNAV 1	37.8
003	TF	TG260	-	347 (356.3)	15.9	-	+4000	-	RNAV 1	22.0
004	TF	TG240	-	347 (356.3)	5.6	-	+3000	-	RNAV 1	16.3
OLAPU 1K										
001	IF	OLAPU	-	-	-	-	+FL130	-	RNAV 1	46.6
002	TF	TG230	-	182 (191.6)	30.2	-	+3000	-	RNAV 1	16.4
RENPI 1K										
001	IF	RENPI	-	-	-	-	+FL120	-	RNAV 1	72.7
002	TF	TGS01	-	299 (308.5)	32.1	-	+7000	-	RNAV 1	40.6
003	TF	TG260	-	315 (324.6)	18.6	R	+4000	-	RNAV 1	22.0
004	TF	TG240	-	347 (356.3)	5.6	R	+3000	-	RNAV 1	16.3
TUGLA 1K										
001	IF	TUGLA	-	-	-	-	+FL130	-	RNAV 1	54.5
002	TF	TG240	-	042 (051.5)	38.1	-	+3000	-	RNAV 1	16.3
UDEBA 1K										
001	IF	UDEBA	-	-	-	-	+FL120	-	RNAV 1	53.4
002	TF	TGN01	-	232 (241.6)	22.0	-	+5000	-	RNAV 1	31.5
003	TF	TG250	-	232 (241.6)	15.1	-	+3000	-	RNAV 1	16.3

WAYPOINT LIST

RNAV 1 STAR RWY 14

Waypoint Identifier	Coordinates	
ALDAZ	464232.00 N	0523825.00 E
BASPU	471514.00 N	0525046.00 E
GISTO	472457.00 N	0524654.00 E
GOGDI	470320.00 N	0525055.00 E
NIKNA	462557.00 N	0513838.00 E
OLAPU	475146.00 N	0514531.00 E
RENPI	463437.00 N	0522656.00 E
TG230	472210.00 N	0513635.00 E
TG240	471518.00 N	0513354.00 E
TG250	472020.00 N	0514640.00 E
TG260	470942.00 N	0513426.00 E
TG270	471634.00 N	0515148.00 E
TGE01	470525.00 N	0520659.00 E
TGE02	465810.00 N	0521650.00 E
TGE03	471601.00 N	0521558.00 E
TGN01	472732.00 N	0520613.00 E
TGN02	472621.00 N	0522446.00 E
TGS01	465432.00 N	0515014.00 E
TGS02	465353.00 N	0513557.00 E
TUGLA	465142.00 N	0505006.00 E
UDEBA	473802.00 N	0523443.00 E

HOLDINGS

RNAV 1 STAR RWY 14

Path Descriptor	Waypoint Identifier	Inbound Course °M (°T)	Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed limit (KT)	Navigation Specification
Hold	TG230	141 (149.9)	1	R	+4000	-	-	RNAV 1
Hold	TG240	051 (059.9)	1	L	+4000	-	-	RNAV 1
Hold	TG250	231 (239.9)	1	R	+4000	-	-	RNAV 1

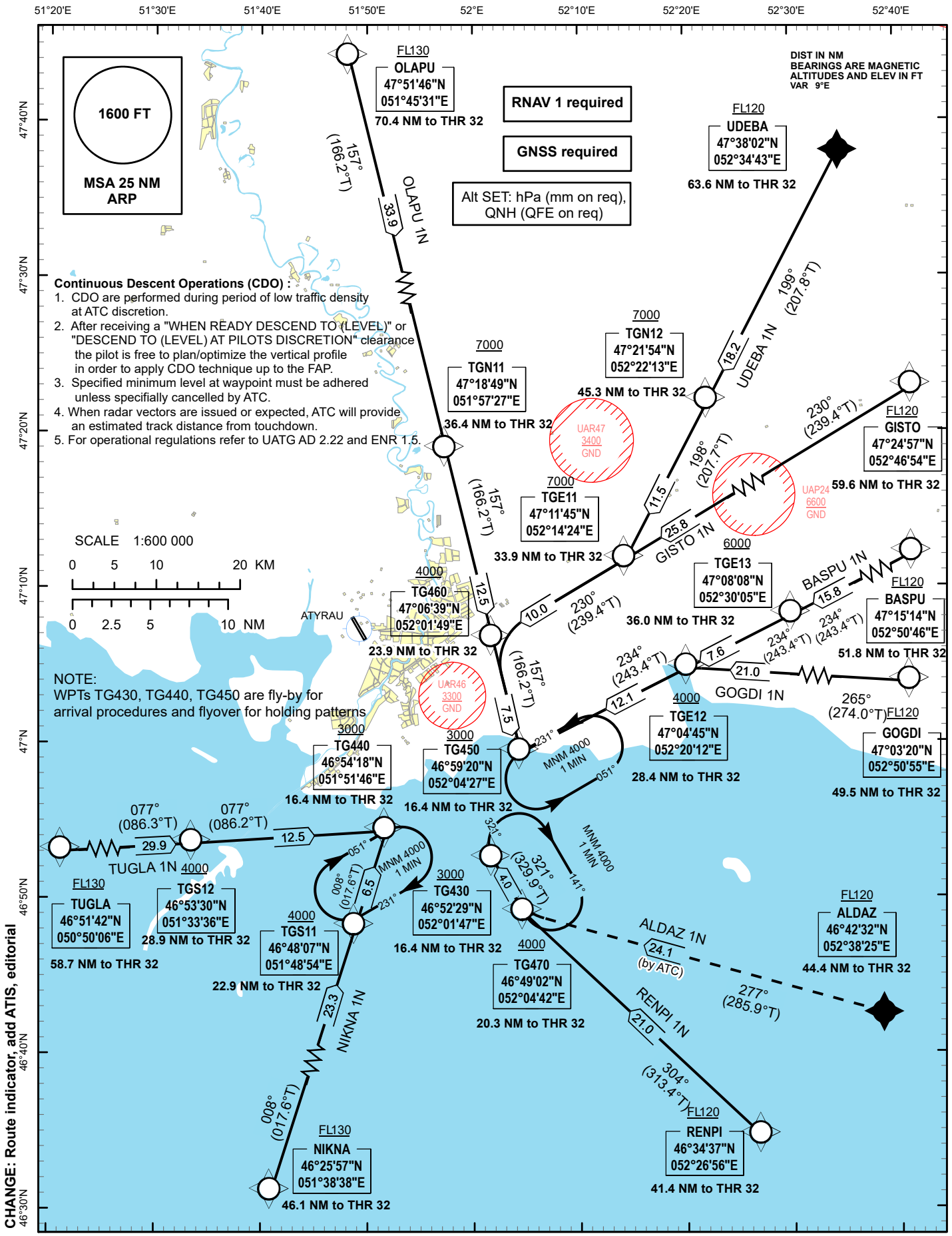
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 10000 FT

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

ATYRAU RWY 32

ALDAZ 1N, BASPU 1N, GISTO 1N, GOGDI 1N, NIKNA 1N, OLAPU 1N, RENPI 1N, TUGLA 1N, UDEBA 1N



CHANGE: Route indicator, add ATIS, editorial

TABULAR DESCRIPTION

RNAV 1 STAR RWY 32										
Serial Number	*Path Descriptor*	*Waypoint Identifier*	*Fly-over*	*Course °M (°T)*	*Distance (NM)*	*Turn Direction*	*Altitude (FT)*	*Speed (KT)*	*Navigation Specification*	*Distance to THR (NM)*
ALDAZ 1N										
001	IF	ALDAZ	-	-	-	-	+FL120	-	RNAV 1	44.4
002	TF	TG470	-	277 (285.9)	24.1	-	+4000	-	RNAV 1	20.3
003	TF	TG430	-	321 (329.9)	4.0	R	+3000	-	RNAV 1	16.4
BASPU 1N										
001	IF	BASPU	-	-	-	-	+FL120	-	RNAV 1	51.8
002	TF	TGE13	-	234 (243.4)	15.8	-	+6000	-	RNAV 1	36.0
003	TF	TGE12	-	234 (243.4)	7.6	-	+4000	-	RNAV 1	28.4
004	TF	TG450	-	234 (243.4)	12.1	-	+3000	-	RNAV 1	16.4
GISTO 1N										
001	IF	GISTO	-	-	-	-	+FL120	-	RNAV 1	59.6
002	TF	TGE11	-	230 (239.4)	25.8	-	+7000	-	RNAV 1	33.9
003	TF	TG460	-	230 (239.4)	10.0	-	+4000	-	RNAV 1	23.9
004	TF	TG450	-	157 (166.2)	7.5	L	+3000	-	RNAV 1	16.4
GOGDI 1N										
001	IF	GOGDI	-	-	-	-	+FL120	-	RNAV 1	49.5
002	TF	TGE12	-	265 (274.0)	21.0	-	+4000	-	RNAV 1	28.4
003	TF	TG450	-	234 (243.4)	12.1	L	+3000	-	RNAV 1	16.4
NIKNA 1N										
001	IF	NIKNA	-	-	-	-	+FL130	-	RNAV 1	46.1
002	TF	TGS11	-	008 (017.6)	23.3	-	+4000	-	RNAV 1	22.9
003	TF	TG440	-	008 (017.6)	6.5	-	+3000	-	RNAV 1	16.4
OLAPU 1N										
001	IF	OLAPU	-	-	-	-	+FL130	-	RNAV 1	70.4
002	TF	TGN11	-	157 (166.2)	33.9	-	+7000	-	RNAV 1	36.4
003	TF	TG460	-	157 (166.2)	12.5	-	+4000	-	RNAV 1	23.9
004	TF	TG450	-	157 (166.2)	7.5	-	+3000	-	RNAV 1	16.4
RENPI 1N										
001	IF	RENPI	-	-	-	-	+FL120	-	RNAV 1	41.4
002	TF	TG470	-	304 (313.4)	21.0	-	+4000	-	RNAV 1	20.3
003	TF	TG430	-	321 (329.9)	4.0	R	+3000	-	RNAV 1	16.4
TUGLA 1N										
001	IF	TUGLA	-	-	-	-	+FL130	-	RNAV 1	58.7
002	TF	TGS12	-	077 (086.3)	29.9	-	+4000	-	RNAV 1	28.9
003	TF	TG440	-	077 (086.2)	12.5	-	+3000	-	RNAV 1	16.4
UDEBA 1N										
001	IF	UDEBA	-	-	-	-	+FL120	-	RNAV 1	63.6
002	TF	TGN12	-	199 (207.8)	18.2	-	+7000	-	RNAV 1	45.3
003	TF	TGE11	-	198 (207.7)	11.5	-	+7000	-	RNAV 1	33.9
004	TF	TG460	-	230 (239.4)	10.0	R	+4000	-	RNAV 1	23.9
005	TF	TG450	-	157 (166.2)	7.5	L	+3000	-	RNAV 1	16.4

WAYPOINT LIST

RNAV 1 STAR RWY 32		
Waypoint Identifier	*Coordinates*	
ALDAZ	464232.00 N	0523825.00
BASPU	471514.00 N	0525046.00
GISTO	472457.00 N	0524654.00
GOGDI	470320.00 N	0525055.00
NIKNA	462557.00 N	0513838.00
OLAPU	475146.00 N	0514531.00
RENPI	463437.00 N	0522656.00
TG430	465229.00 N	0520147.00
TG440	465418.00 N	0515146.00
TG450	465920.00 N	0520427.00
TG460	470639.00 N	0520149.00
TG470	464902.00 N	0520442.00
TGE11	471145.00 N	0521424.00
TGE12	470445.00 N	0522012.00
TGE13	470808.00 N	0523005.00
TGN11	471849.00 N	0515727.00
TGN12	472154.00 N	0522213.00
TGS11	464807.00 N	0514854.00
TGS12	465330.00 N	0513336.00
TUGLA	465142.00 N	0505006.00
UDEBA	473802.00 N	0523443.00

HOLDINGS

RNAV 1 STAR RWY 32								
Path Descriptor	*Waypoint Identifier*	*Inbound Course °M (°T)*	*Time (MIN)*	*Turn Direction*	*Minimum Altitude (FT)*	*Maximum Altitude (FT)*	*Speed limit (KT)*	*Navigation Specification*
Hold	TG430	321 (329.9)	1	R	+4000	-	-	RNAV 1
Hold	TG440	051 (059.9)	1	R	+4000	-	-	RNAV 1
Hold	TG450	231 (239.9)	1	L	+4000	-	-	RNAV 1

ATC Surveillance Minimum Altitude Chart - ICAO

TRANSITION ALT
10000 FT

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

AERODROME ELEV *-72 FT*

ATYRAU

51°0'0"E 52°0'0"E 53°0'0"E

48°0'0"N 47°0'0"N 46°0'0"N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR9°E

NOTE
CHART ONLY TO BE USED FOR CROSS-CHECKING OF ALTITUDES ASSIGNED WHILE UNDER RADAR CONTROL

NOTE - LEVELS ASSIGNED BY ATC INCLUDE A CORRECTION FOR LOW TEMPERATURE EFFECT

Sector A2B
AKTOBE-CONTROL
130.9

UAR24
UNL
GND

OLAPU
47 51 46 N
051 45 31 E

UDEBA
47 38 02 N
052 34 43 E

GISTO
47 24 57 N
052 46 54 E

BASPU
47 15 14 N
052 50 46 E

GOGDI
47 03 20 N
052 50 55 E

RENPI
46 34 37 N
052 26 56 E

NIKNA
46 25 57 N
051 38 38 E

TUGLA
46 51 42 N
050 50 06 E

TMA
ATYRAU
150 FL
3000 FT MSL

4000

ATYRAU
DVOR/DME 112.3
ATR
47 08 38 N
051 48 05 E

CTR
ATYRAU
4000 FT MSL
GND

UAR47
3400 FT MSL
GND

344
262
554
509

UAP24
6600 FT MSL
GND

5NM ATR
10NM ATR
15NM ATR
20NM ATR
25NM ATR
30NM ATR
35NM ATR
40NM ATR

1600

UAR46
3300 FT MSL
GND

4000

CTR
D ISLAND
3000 FT MSL
GND

CASPIAN SEA

SCALE 1:1250000

0 12.5 25 37.5 50 KM

0 6.5 13 26 NM

CHANGE: Add ATIS, CTR boundary, editorial.

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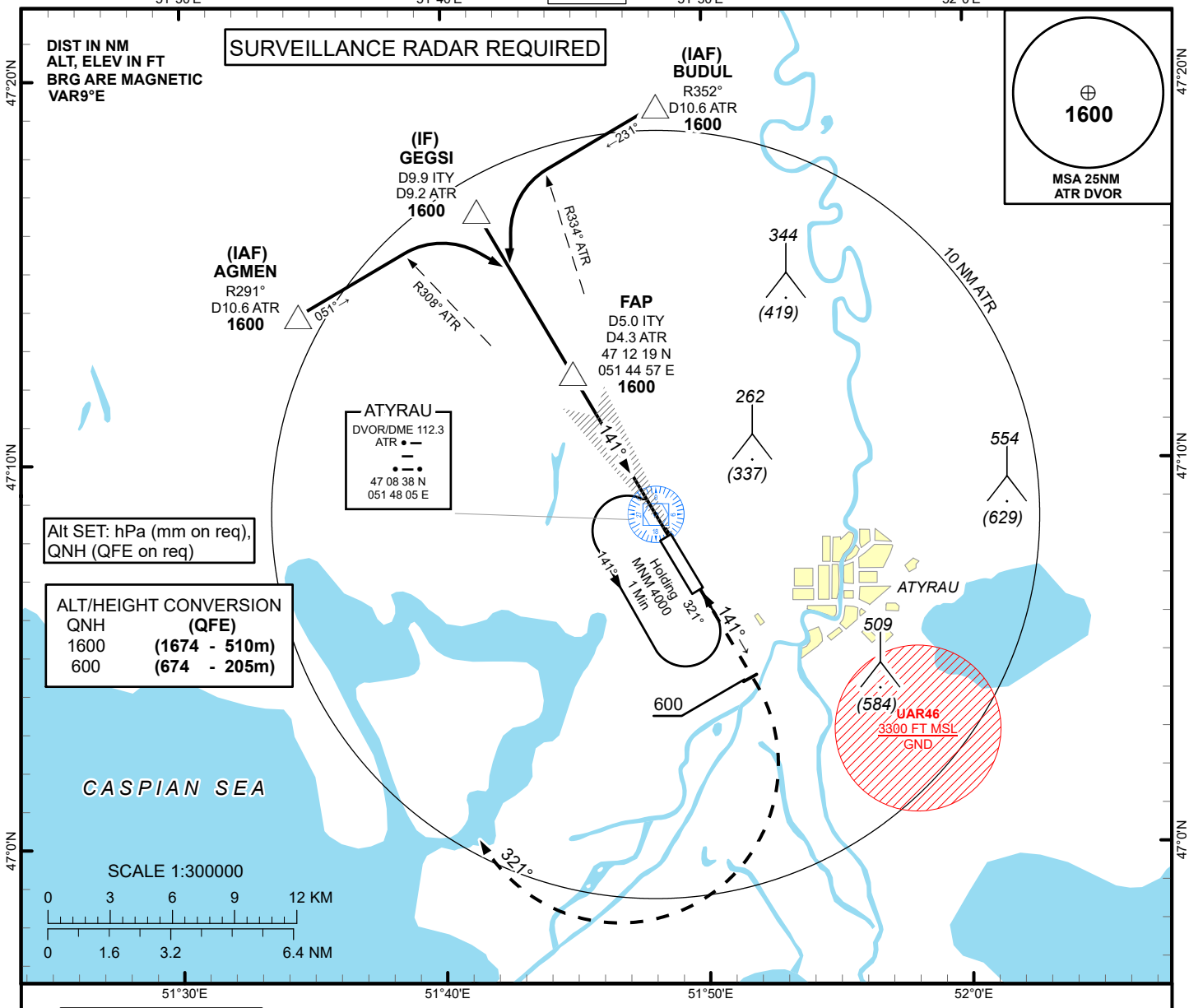
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV -72 FT
HEIGHTS RELATED TO
THR RWY 14 - ELEV -74 FT

ILS/DME
LLZ 109.9
ITY
GP 333.8
CH 36X

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

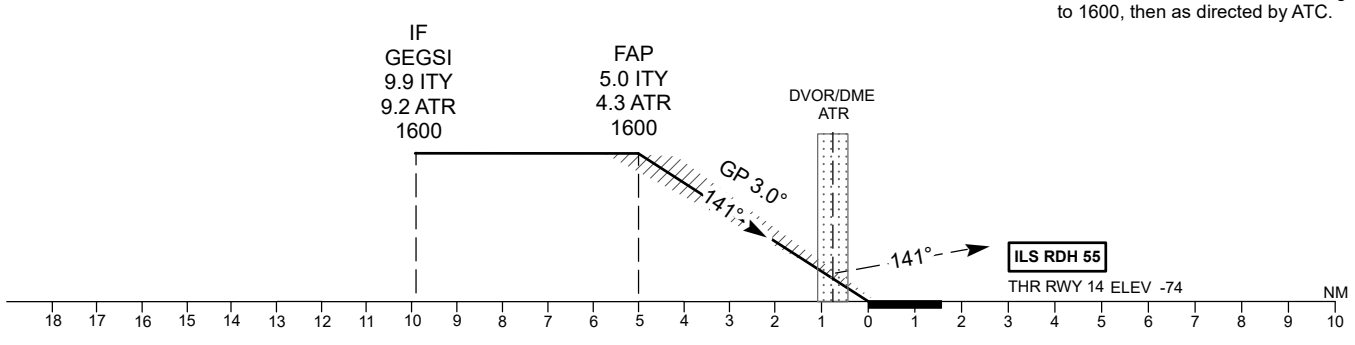
ATYRAU ILS/DME CAT I & II RWY 14



TRANSITION ALT
10000

MISSED APPROACH

Climb on track 141° to 600.
Turn RIGHT on track 321°,climbing to 1600, then as directed by ATC.



Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	CAT I	126(200)	126(200)	126(200)	126(200)
	CAT II	37(111)	47(121)	57(131)	67(141)

DIST to THR DME ITY	NM	1	2	3	4	5
DME ATR	NM	0.3	1.3	2.3	3.3	4.3
ALTITUDE	FT	300	621	944	1268	1600
HEIGHT	FT	(374)	(695)	(1018)	(1342)	(1674)

Aerodrome Operating Minima DH ft x RVR (CMV)	
	CAT I
	CAT II

DME ITY ZERO RANGED TO THR RWY 14

GS	Kt	80	100	120	140	160	180
Desc.Rate(5.2%)	ft/min	420	530	630	740	840	950

CHANGE: Add ATIS, editorial.

ATYRAU
ILS/DME CAT I, II **AERONAUTICAL DATA TABULATION**

ILS approach to RWY14 from AGMEN, GEGSI, BUDUL	
Fix/point	**Coordinates**
ATR DVOR/DME	47° 08’ 38,2”N 051° 48’ 05,4”E
(FAP) ITY D5.0, ATR D4.3	47° 12’ 19,46”N 051° 44’ 56,88”E
GEGSI (IF) D9.2 ATR	47° 16’ 34,26”N 051° 41’ 19,19”E
AGMEN (IAF) R291°ATR, D10.6 ATR	47° 13’ 51,60”N 051° 34’ 27,75”E
BUDUL (IAF) R352°ATR, D10.6 ATR	47° 19’ 16,51”N 051° 48’ 11,32”E
THR RWY 14	47° 08’ 01.45”N 051° 48’ 36.66”E
ITY LOC	47° 06’ 19.6”N 051° 50’ 03.2”E

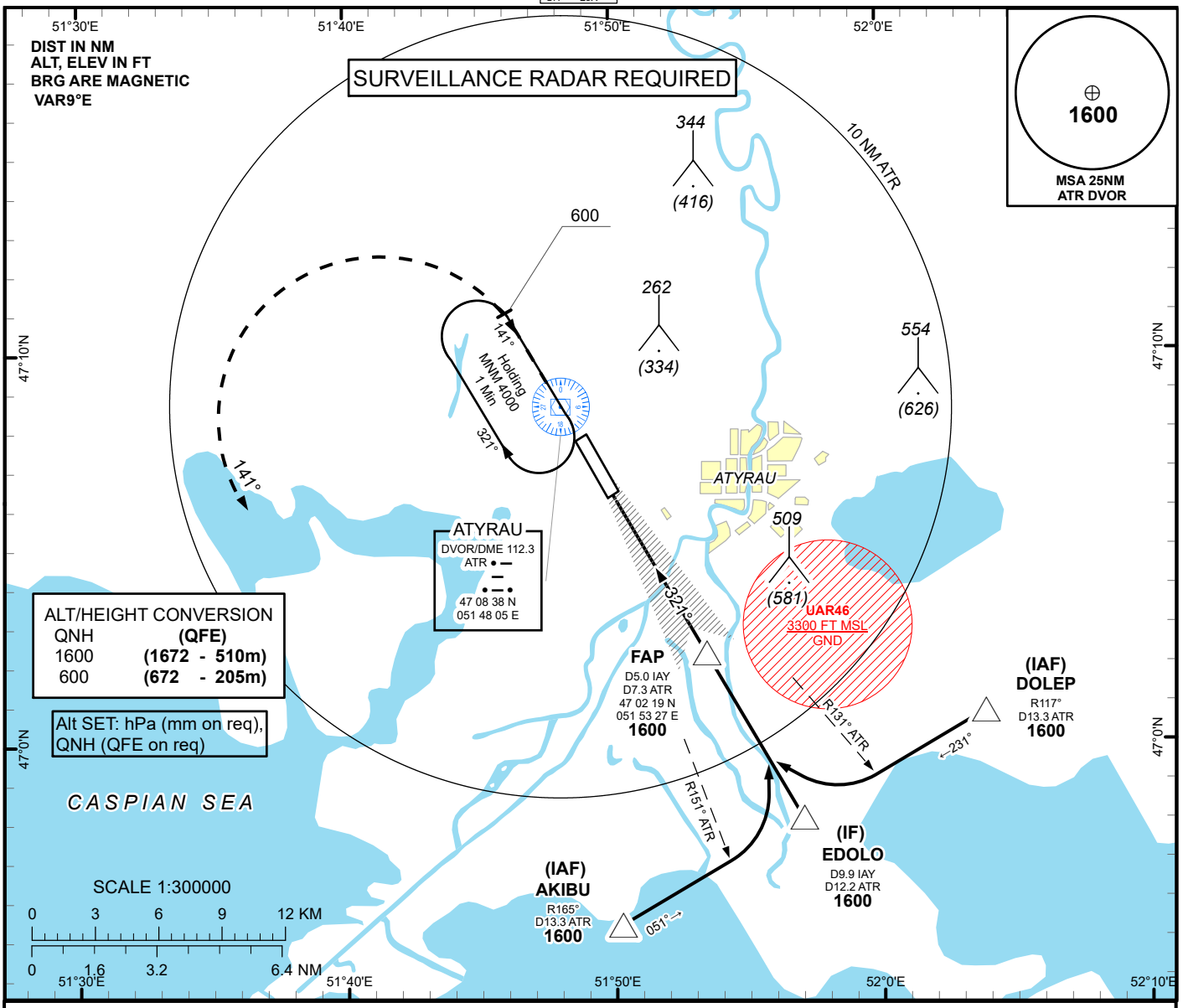
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV -72 FT
HEIGHTS RELATED TO
THR RWY 32 - ELEV -72 FT

ILS/DME
LLZ 108.3
IAY
GP 334.1
CH 20X

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

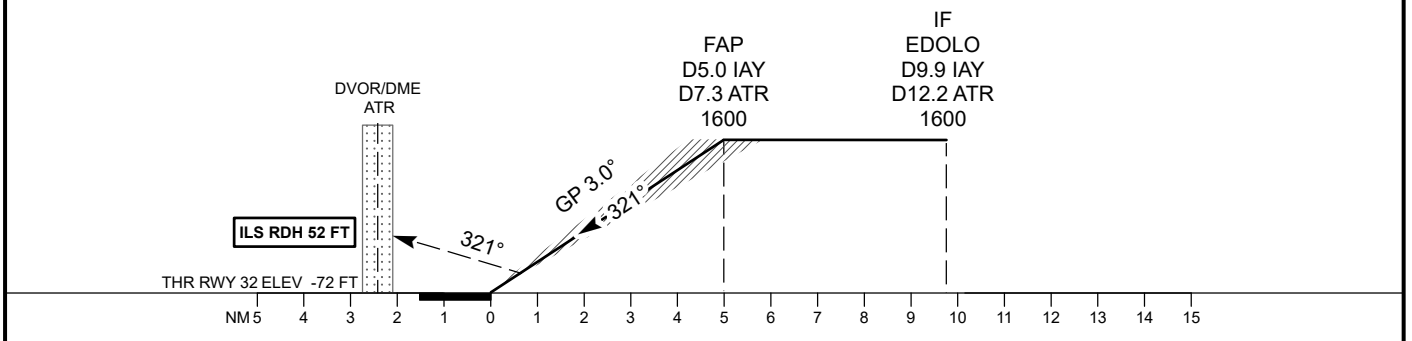
ATYRAU ILS/DME RWY 32



TRANSITION ALT
10000

MISSED APPROACH

Climb on track 321° to 600.
Turn LEFT on track 141°,climbing to 1600, then as directed by ATC.



Aircraft Category		A	B	C	D	DIST to THR DME IAY	NM	1	2	3	4	5
Straight-in Approach OCA/H						DME ATR	NM	3.3	4.3	5.3	6.3	7.3
	CAT I	138(210)	138(210)	138(210)	138(210)	ALTITUDE	FT	299	620	943	1267	1600
						HEIGHT	FT	(371)	(692)	(1015)	(1339)	(1672)

Aerodrome Operating Minima DH ft x RVR (CMV)					
	CAT I				

DME IAY ZERO RANGED TO THR RWY 32

GS	Kt	80	100	120	140	160	180
Desc.Rate(5.2%)	ft/min	420	530	630	740	840	950

CHANGE: Add ATIS, editorial.

ATYRAU
ILS/DME CAT I **AERONAUTICAL DATA TABULATION**

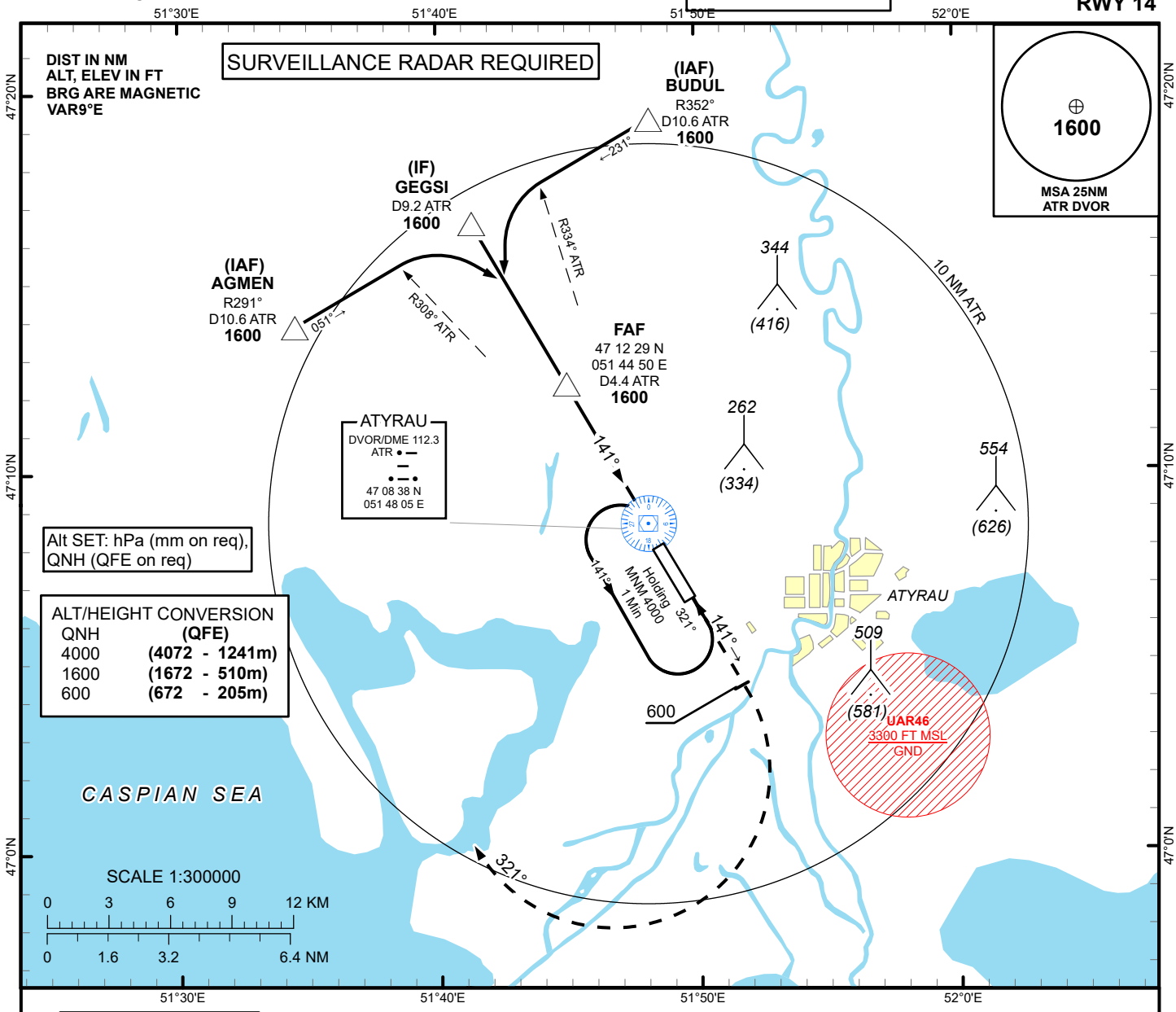
ILS approach to RWY32 from AKIBU, EDOLO, DOLEP	
Fix/point	**Coordinates**
ATR DVOR/DME	47° 08’ 38.2”N 051° 48’ 05.4”E
(FAP) IAY D5.0, ATR D7.3	47° 02’ 19.3”N 051° 53’ 26.6”E
EDOLO (IF) D12.2 ATR	46° 58’ 04.5”N 051° 57’ 01.8”E
AKIBU (IAF) R165°ATR, D13.3ATR	46° 55’ 21.9”N 051° 50’ 12.8”E
DOLEP (IAF) R117°ATR, D13.3ATR	47° 00’ 46.8”N 052° 03’ 51.6”E
THR RWY 32	47° 06’ 37.41”N 051° 49’ 48.05”E
IAY LOC	47° 08’ 20.0”N 051° 48’ 20.9”E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV -72 FT
HEIGHTS RELATED TO
AD ELEV

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

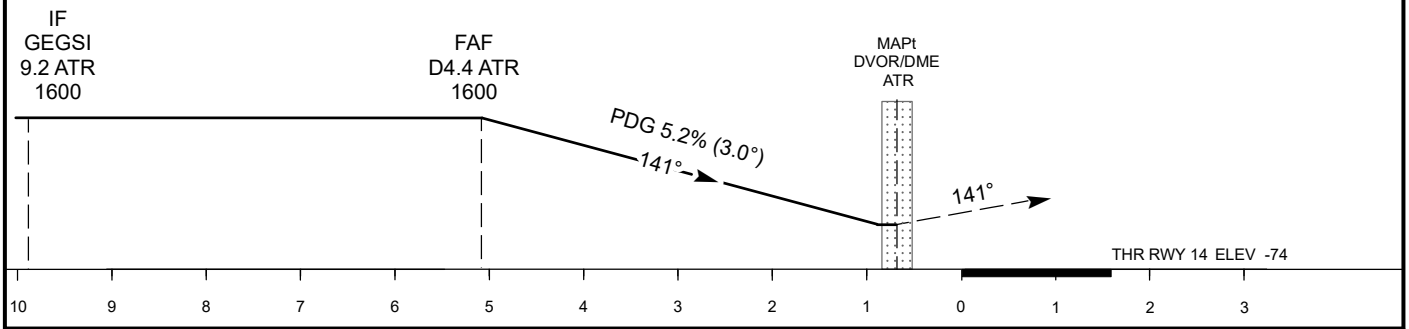
ATYRAU VOR/DME Y RWY 14



TRANSITION ALT
10000

MISSED APPROACH

Climb on track 141° to 600.
Turn RIGHT on track 321°,climbing to 1600, then as directed by ATC.



Aircraft Category		A	B	C	D	DIST to THR	NM	5.1	4	3	2	1
Straight-in Approach OCA/H						DME ATR	NM	4.4	3.3	2.3	1.3	0.7
	VOR/DME	210(280)	210(280)	210(280)	210(280)	ALTITUDE	FT	1600	1268	944	621	300
						HEIGHT	FT	(1672)	(1340)	(1016)	(693)	(372)

Aerodrome Operating Minima MDH ft x RVR (CMV)	VOR/DME					GS	Kt	80	100	120	140	160	180
						Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950
						FAF-MAPt (4.4 ATR)	min:sec	3:20	2:40	2:13	1:54	1:40	1:29

CHANGE: Add ATIS, editorial.

ATYRAU
VOR/DME Y **AERONAUTICAL DATA TABULATION**

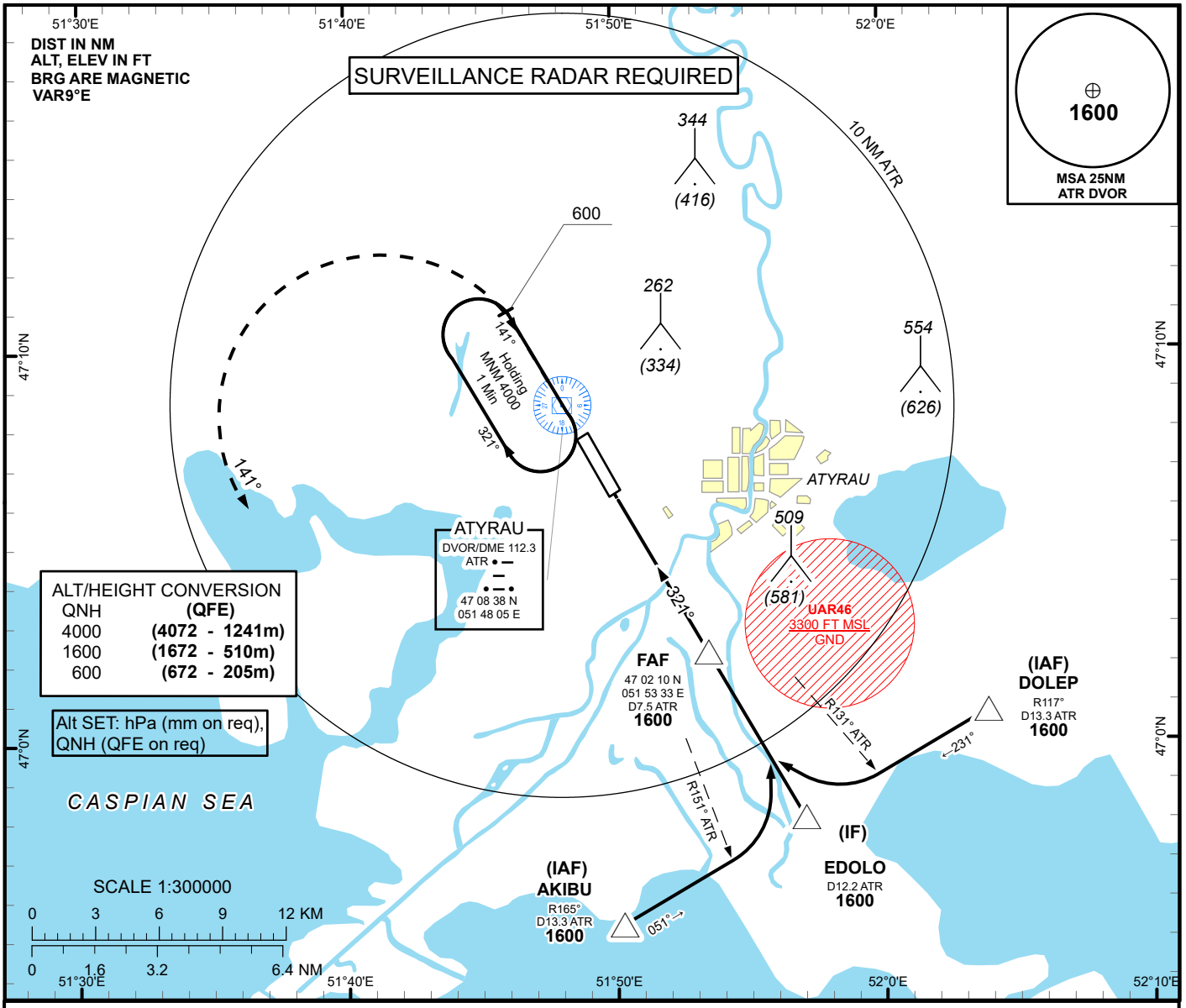
VOR/DME approach to RWY14 from AGMEN, GEGSI, BUDUL	
Fix/point	**Coordinates**
ATR DVOR/DME	47° 08’ 38,2”N 051° 48’ 05,4”E
(FAF) D4.4 ATR	47° 12’ 28,62”N 051° 44’ 50,14”E
GEGSI (IF) D9.2 ATR	47° 16’ 34,26”N 051° 41’ 19,19”E
AGMEN (IAF) R291°ATR, D10.6 ATR	47° 13’ 51,60”N 051° 34’ 27,75”E
BUDUL (IAF) R352°ATR, D10.6 ATR	47° 19’ 16,51”N 051° 48’ 11,32”E
THR RWY 14	47° 08’ 01.45”N 051° 48’ 36.66”E
Final approach descent angle is 3.0°	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV -72 FT
HEIGHTS RELATED TO
AD ELEV

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

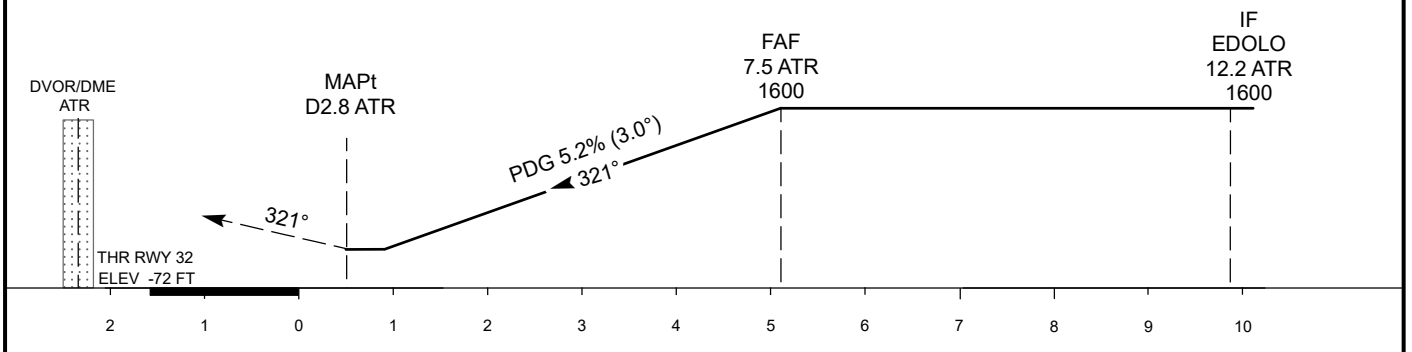
ATYRAU VOR/DME Y RWY 32



TRANSITION ALT
10000

MISSED APPROACH

Climb on track 321° to 600.
Turn LEFT on track 141°,climbing to 1600, then as directed by ATC.



						D	DIST to THR	NM	1	2	3	4	5.1
Straight-in Approach OCA/H							DME ATR	NM	3.4	4.4	5.4	6.4	7.5
	VOR/DME	280(350)	280(350)	280(350)	280(350)		ALTITUDE	FT	299	620	943	1267	1600
							HEIGHT	FT	(371)	(692)	(1015)	(1339)	(1672)

Aerodrome Operating Minima MDH ft x RVR (CMV)	VOR/DME					GS	Kt	80	100	120	140	160	180
						Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950
						FAF-MAPt (4.7 NM)	min:sec	3:29	2:47	2:19	1:59	1:44	1:33

CHANGE: Add ATIS, editorial.

ATYRAU
VOR/DME Y **AERONAUTICAL DATA TABULATION**

VOR/DME approach to RWY32 from AKIBU, EDOLO, DOLEP	
Fix/point	**Coordinates**
ATR DVOR/DME	47° 08’ 38,2”N 051° 48’ 05,4”E
(FAF) D7.5 ATR	47° 02’ 10,31”N 051° 53’ 32,86”E
EDOLO (IF) D12.2 ATR	46° 58’ 04,52”N 051° 57’ 01,84”E
AKIBU (IAF) R165°ATR, D13.3ATR	46° 55’ 21,86”N 051° 50’ 12,78”E
DOLEP (IAF) R117°ATR, D13.3ATR	47° 00’ 46,77”N 052° 03’ 51,58”E
THR RWY 32	47° 06’ 37.41”N 051° 49’ 48.05”E
Final approach descent angle is 3.0°	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV -72 FT
HEIGHTS RELATED TO AD ELEV

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

ATYRAU VOR/DME Z RWY 14

51°30'E 51°40'E 51°50'E 52°0'E

47°20'N 47°10'N 47°0'N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR9°E

ALT/HEIGHT CONVERSION

QNH	(QFE)
4000	(4072 - 1241m)
1600	(1672 - 510m)
600	(672 - 205m)

1600
MSA 25NM
ATR DVOR

D8.0 ATR
1600

D8.0 ATR
1600

141°

CAT A,B IAS-140Kt

CAT C,D IAS-200Kt

310°

300°

FAF
47 12 29 N
051 44 50 E
D4.4 ATR
1600

(IAF)
4000
ATYRAU
DVOR/DME 112.3
ATR
47 08 38 N
051 48 05 E

Alt SET: hPa (mm on req),
QNH (QFE on req)

Holding
MNM 4000
1 Min
321°
141°

141°

D4.4 ATR
600
or above

10 NM ATR

344
(416)

262
(334)

554
(626)

509
(581)

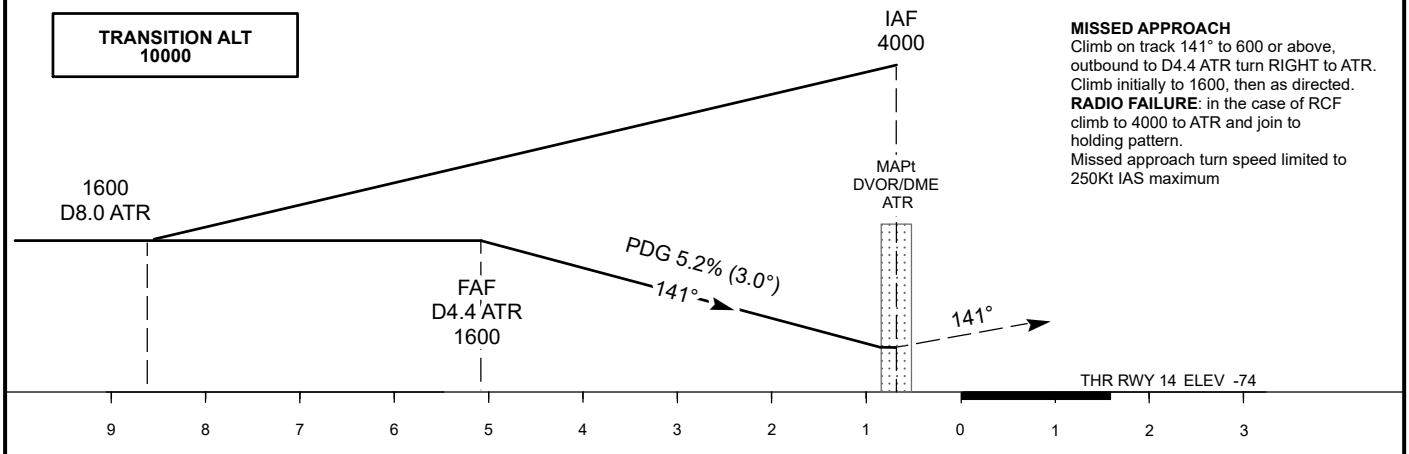
ATYRAU

UAR46
3300 FT MSL
GND

CASPIAN SEA

SCALE 1:300000
0 3 6 9 12 KM
0 1.6 3.2 6.4 NM

TRANSITION ALT
10000



MISSED APPROACH
Climb on track 141° to 600 or above, outbound to D4.4 ATR turn RIGHT to ATR. Climb initially to 1600, then as directed.
RADIO FAILURE: in the case of RCF climb to 4000 to ATR and join to holding pattern.
Missed approach turn speed limited to 250Kt IAS maximum

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H					
	VOR/DME	210(280)	210(280)	210(280)	210(280)

DIST to THR	NM	5.1	4	3	2	1
DME ATR	NM	4.4	3.3	2.3	1.3	0.7
ALTITUDE	FT	1600	1249	930	612	293
HEIGHT	FT	(1672)	(1321)	(1002)	(684)	(365)

Aerodrome Operating Minima MDH ft x RVR (CMV)	VOR/DME				

GS	Kt	80	100	120	140	160	180
Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950
FAF-MAPt (4.4 ATR)	min:sec	3:20	2:40	2:13	1:54	1:40	1:29

CHANGE: Add ATIS, editorial.

ATYRAU
VOR/DME Z **AERONAUTICAL DATA TABULATION**

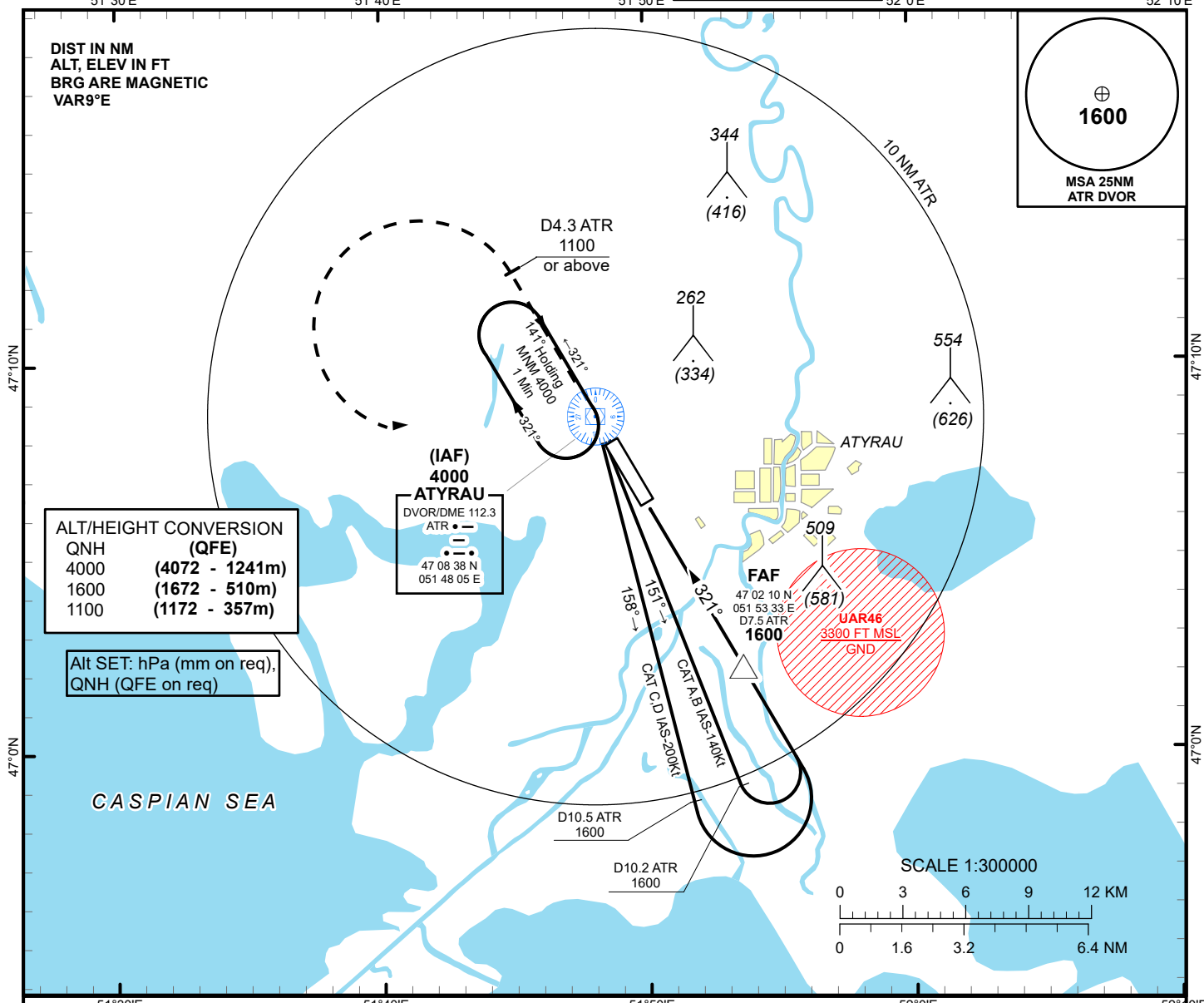
VOR/DME approach to RWY14 from ATR DVOR/DME	
Fix/point	**Coordinates**
(IAF) DVOR/DME ATR	**47° 08’ 38,20”N 051° 48’ 05,40”E**
(FAF) D4.4 ATR	**47° 12’ 28,62”N 051° 44’ 50,14”E**
THR RWY 14	**47° 08’ 01.45”N 051° 48’ 36.66”E**
Final approach descent angle is 3.0°	

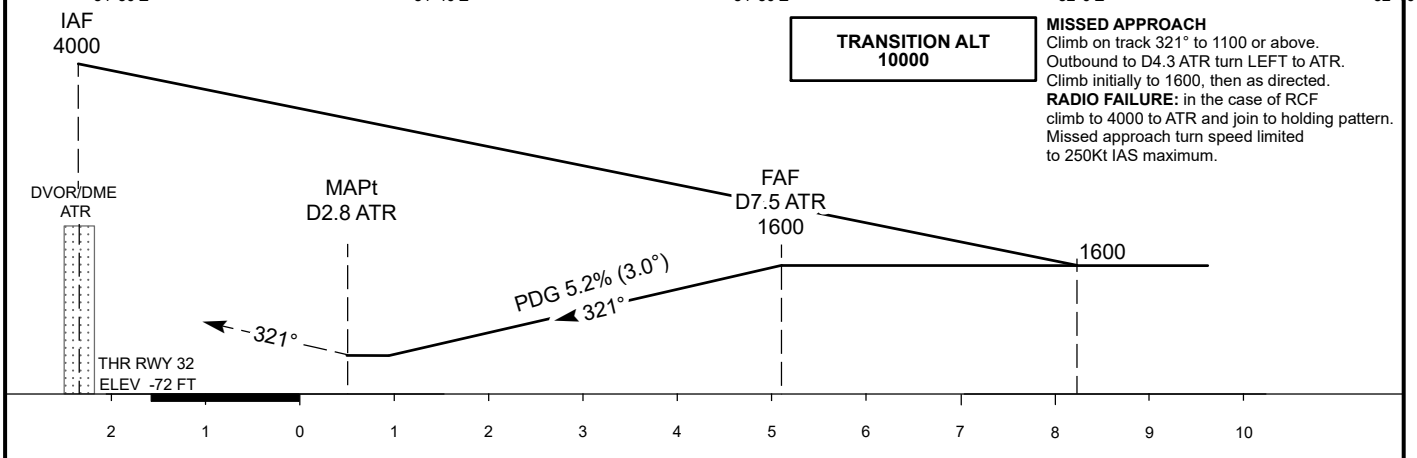
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV -72 FT
HEIGHTS RELATED TO
AD ELEV

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

ATYRAU VOR/DME Z RWY 32





TRANSITION ALT
10000

MISSED APPROACH
Climb on track 321° to 1100 or above.
Outbound to D4.3 ATR turn LEFT to ATR.
Climb initially to 1600, then as directed.
RADIO FAILURE: in the case of RCF climb to 4000 to ATR and join to holding pattern.
Missed approach turn speed limited to 250Kt IAS maximum.

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H					
	VOR/DME	280(350)	280(350)	280(350)	280(350)

DIST to THR	NM	1	2	3	4	5.1
DME ATR	NM	3.4	4.4	5.4	6.4	7.5
ALTITUDE	FT	296	614	932	1250	1600
HEIGHT	FT	(368)	(686)	(1004)	(1323)	(1672)

Aerodrome Operating Minima MDH ft x RVR (CMV)					
	VOR/DME				

GS	Kt	80	100	120	140	160	180
Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950
FAF-MAPt (4.7 NM)	min:sec	3:29	2:47	2:19	1:59	1:44	1:33

CHANGE: Add ATIS, editorial.

ATYRAU
VOR/DME Z **AERONAUTICAL DATA TABULATION**

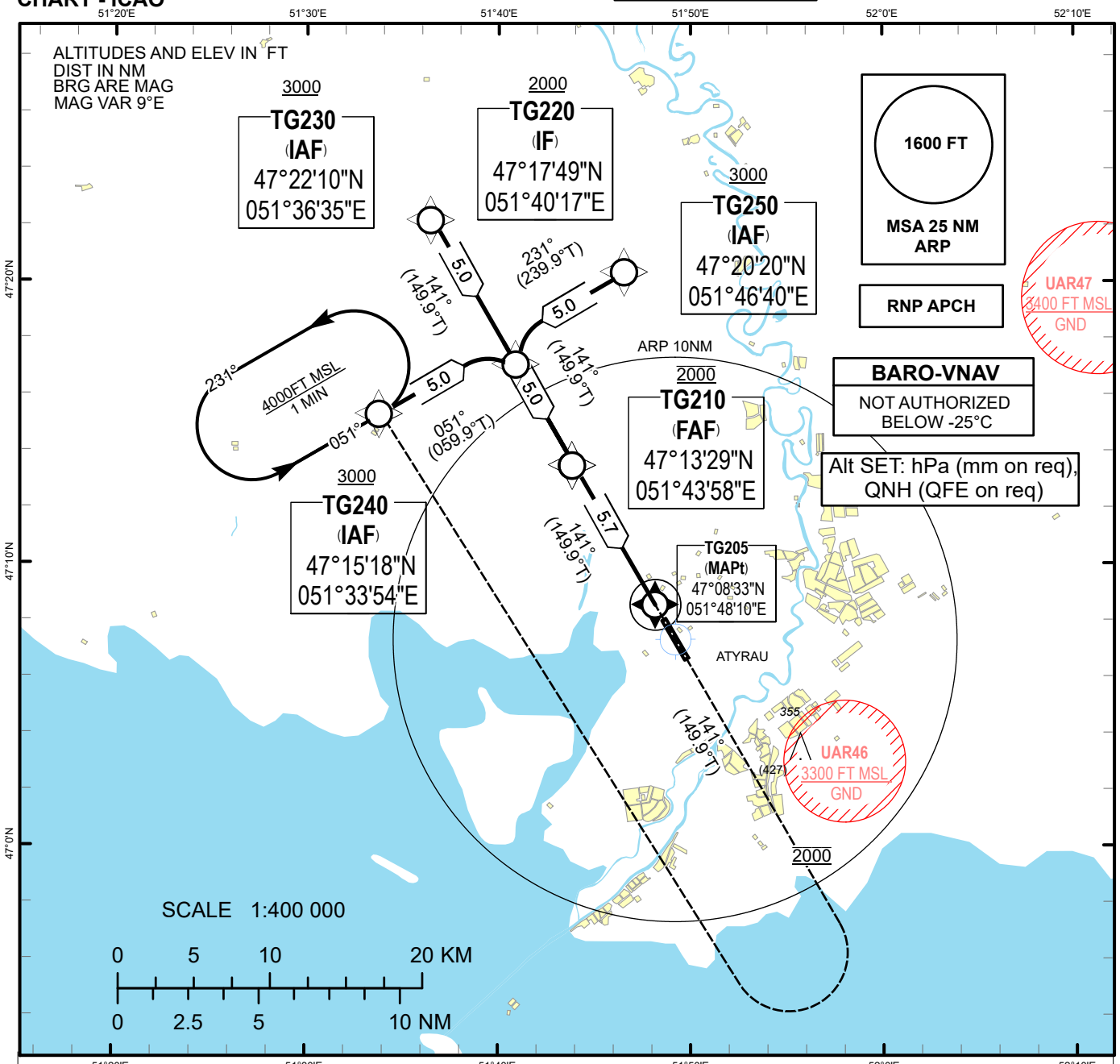
VOR/DME approach to RWY32 from ATR DVOR/DME	
Fix/point	**Coordinates**
(IAF) DVOR/DME ATR	**47° 08’ 38,20”N 051° 48’ 05,40”E**
(FAF) D7.5 ATR	**47° 02’ 10,31”N 051° 53’ 32,86”E**
THR RWY 32	**47° 06’ 37.41”N 051° 49’ 48.05”E**
Final approach descent angle is 3.0°	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV -72
THR RWY 14 - ELEV -74 FT
HEIGHTS RELATED TO AD ELEV

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

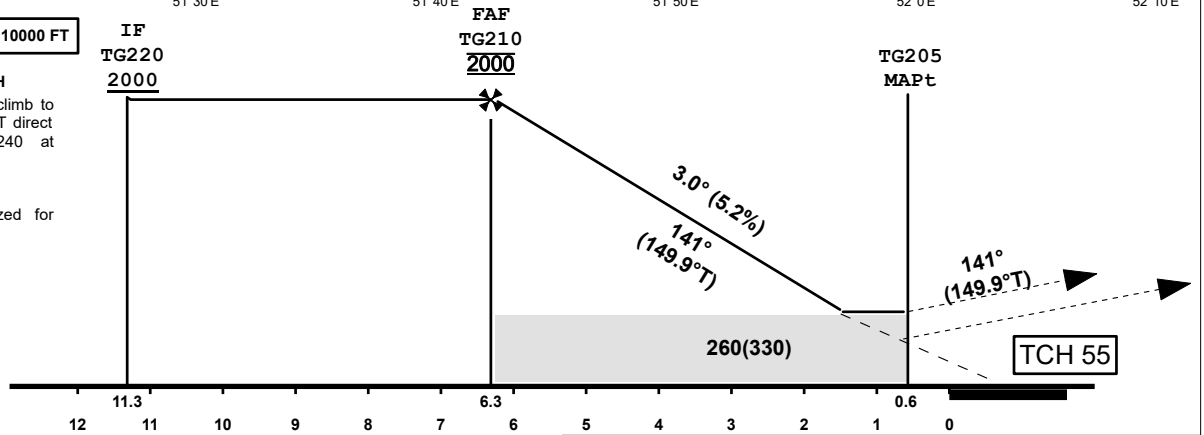
ATYRAU RNP RWY14



TRANSITION ALT 10000 FT

MISSED APPROACH
On course 141° M climb to 2000 FT, turn RIGHT direct to IAF/MAHF TG240 at 4000 FT.

NOTE:
Timing not authorized for defining the MAPt



Aircraft Category		A	B	C	D
Staight-in Approach OCA/H	LNAV	260(330)			
	LNAV-VNAV	140(215)	150(225)	160(234)	170(244)

DIST THR, NM	6	5	4	3	2	1
ALT(HGT), FT	1890 (1970)	1570 (1650)	1250 (1330)	940 (1010)	620 (690)	300 (370)

GS	KT	80	100	120	140	160	180
Rate of descent	FT/MIN	420	530	640	740	850	950
FAF/FAP - THR 6.3 NM	MIN: S	4:44	3:47	3:09	2:42	2:22	2:06

CHANGE: Obstacle, add ATIS, editorial.

TABULAR DESCRIPTION

RNP RWY 14										
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Fly-over**	**Course °M (°T)**	**Distance (NM)**	**Turn Direction**	**Altitude (FT)**	**Speed (KT)**	**VPA / TCH (°) / FT**	**Navigation Specification**
IAF TG230										
001	IF	TG230	-	-	-	-	+3000	-	-	RNP APCH
002	TF	TG220	-	141 (149.9)	5.0	-	+2000	-	-	RNP APCH
003	TF	TG210	-	141 (149.9)	5.0	-	@2000	-	-	RNP APCH
004	TF	TG205	Y	141 (149.9)	5.7	-	-	-	-3.0/55	RNP APCH
005	CA	-	-	141 (149.9)	-	-	@2000	-	-	RNP APCH
006	DF	TG240	-	-	-	R	+4000	-	-	RNP APCH
IAF TG240										
001	IF	TG240	-	-	-	-	+3000	-	-	RNP APCH
002	TF	TG220	-	051 (059.9)	5.0	-	+2000	-	-	RNP APCH
003	TF	TG210	-	141 (149.9)	5.0	R	@2000	-	-	RNP APCH
004	TF	TG205	Y	141 (149.9)	5.7	-	-	-	-3.0/55	RNP APCH
005	CA	-	-	141 (149.9)	-	-	@2000	-	-	RNP APCH
006	DF	TG240	-	-	-	R	+4000	-	-	RNP APCH
IAF TG250										
001	IF	TG250	-	-	-	-	+3000	-	-	RNP APCH
002	TF	TG220	-	231 (239.9)	5.0	-	+2000	-	-	RNP APCH
003	TF	TG210	-	141 (149.9)	5.0	L	@2000	-	-	RNP APCH
004	TF	TG205	Y	141 (149.9)	5.7	-	-	-	-3.0/55	RNP APCH
005	CA	-	-	141 (149.9)	-	-	@2000	-	-	RNP APCH
006	DF	TG240	-	-	-	R	+4000	-	-	RNP APCH

WAYPOINT LIST

Waypoint Identifier	Coordinates	
TG205	470832.60N	0514810.20E
TG210	471329.00N	0514358.00E
TG220	471749.00N	0514017.00E
TG230	472210.00N	0513635.00E
TG240	471518.00N	0513354.00E
TG250	472020.00N	0514640.00E

HOLDINGS

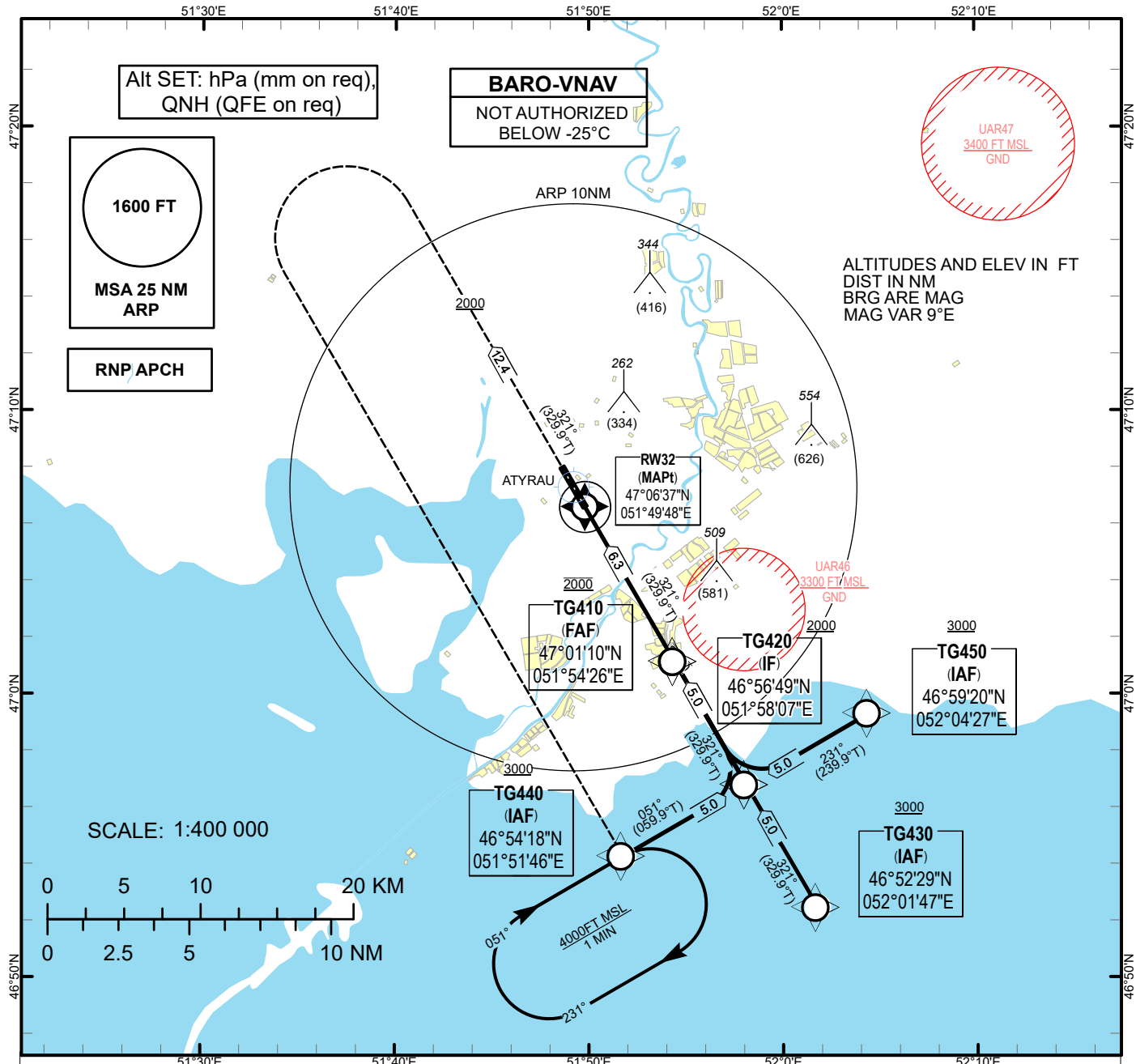
Path Descriptor	Waypoint Identifier	Inbound Course °M (°T)	Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed limit (KT)	Navigation Specification
Hold	TG240	051 (059.9)	1	L	+4000	-	-	RNAV 1

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV -72
THR RWY 32 - ELEV -72 FT
HEIGHTS RELATED TO AD ELEV

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

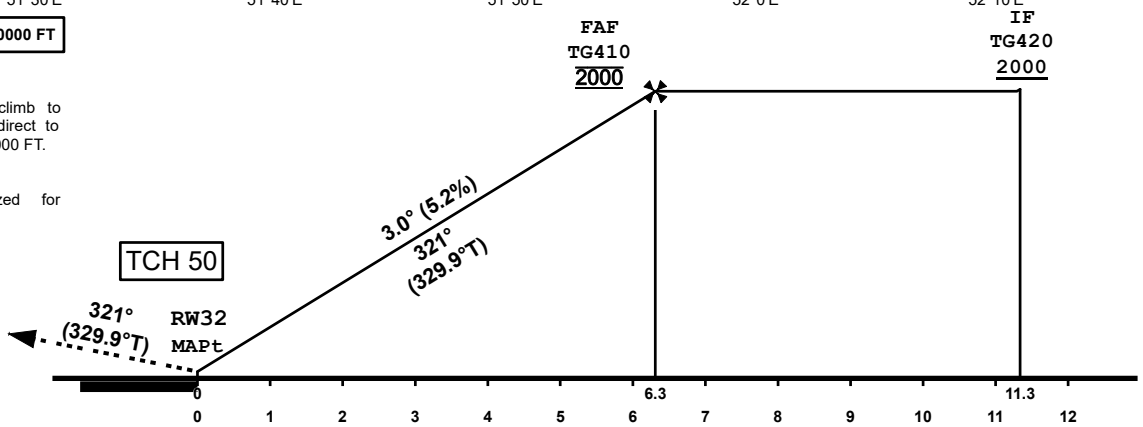
ATYRAU (UATG)
RNP RWY32



TRANSITION ALT 10000 FT

MISSED APPROACH
On course 321° M climb to 2000 FT, turn LEFT direct to IAF/MAHF TG440 at 4000 FT.

NOTE:
Timing not authorized for defining the MAPt



Aircraft Category		A	B	C	D
Staight-in Approach OCA/H	LNAV	300(380)			
	LNAV-VNAV	200(272)	208(280)	217(289)	225(297)

DIST THR, NM	6	5	4	3	2
ALT(HGT), FT	1890 (1960)	1570 (1640)	1250 (1320)	930 (1010)	610 (690)

GS	KT	80	100	120	140	160	180
Rate of descent	FT/MIN	420	530	640	740	850	950
FAF/FAP - THR 6.3 NM	MIN: S	4:44	3:47	3:09	2:42	2:22	2:06

CHANGE: Add ATIS, editorial.

TABULAR DESCRIPTION

RNP RWY 32

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA / TCH (°) / FT	Navigation Specification
IAF TG430										
001	IF	TG430	-	-	-	-	+3000	-	-	RNP APCH
002	TF	TG420	-	321 (329.9)	5.0	-	+2000	-	-	RNP APCH
003	TF	TG410	-	321 (329.9)	5.0	-	@2000	-	-	RNP APCH
004	TF	RW32	Y	321 (329.9)	6.3	-	-	-	-3.0 / 50	RNP APCH
005	CA	-	-	321 (329.9)	-	-	@2000	-	-	RNP APCH
006	DF	TG440	-	-	-	L	+4000	-	-	RNP APCH
IAF TG440										
001	IF	TG440	-	-	-	-	+3000	-	-	RNP APCH
002	TF	TG420	-	051 (059.9)	5.0	-	+2000	-	-	RNP APCH
003	TF	TG410	-	321 (329.9)	5.0	L	@2000	-	-	RNP APCH
004	TF	RW32	Y	321 (329.9)	6.3	-	-	-	-3.0 / 50	RNP APCH
005	CA	-	-	321 (329.9)	-	-	@2000	-	-	RNP APCH
006	DF	TG440	-	-	-	L	+4000	-	-	RNP APCH
IAF TG450										
001	IF	TG450	-	-	-	-	+3000	-	-	RNP APCH
002	TF	TG420	-	231 (239.9)	5.0	-	+2000	-	-	RNP APCH
003	TF	TG410	-	321 (329.9)	5.0	R	@2000	-	-	RNP APCH
004	TF	RW32	Y	321 (329.9)	6.3	-	-	-	-3.0 / 50	RNP APCH
005	CA	-	-	321 (329.9)	-	-	@2000	-	-	RNP APCH
006	DF	TG440	-	-	-	L	+4000	-	-	RNP APCH

WAYPOINT LIST

Waypoint Identifier	Coordinates	
RW32	470637.41N	0514948.05E
TG410	470110.00N	0515426.00E
TG420	465649.00N	0515807.00E
TG430	465229.00N	0520147.00E
TG440	465418.00N	0515146.00E
TG450	465920.00N	0520427.00E

HOLDINGS

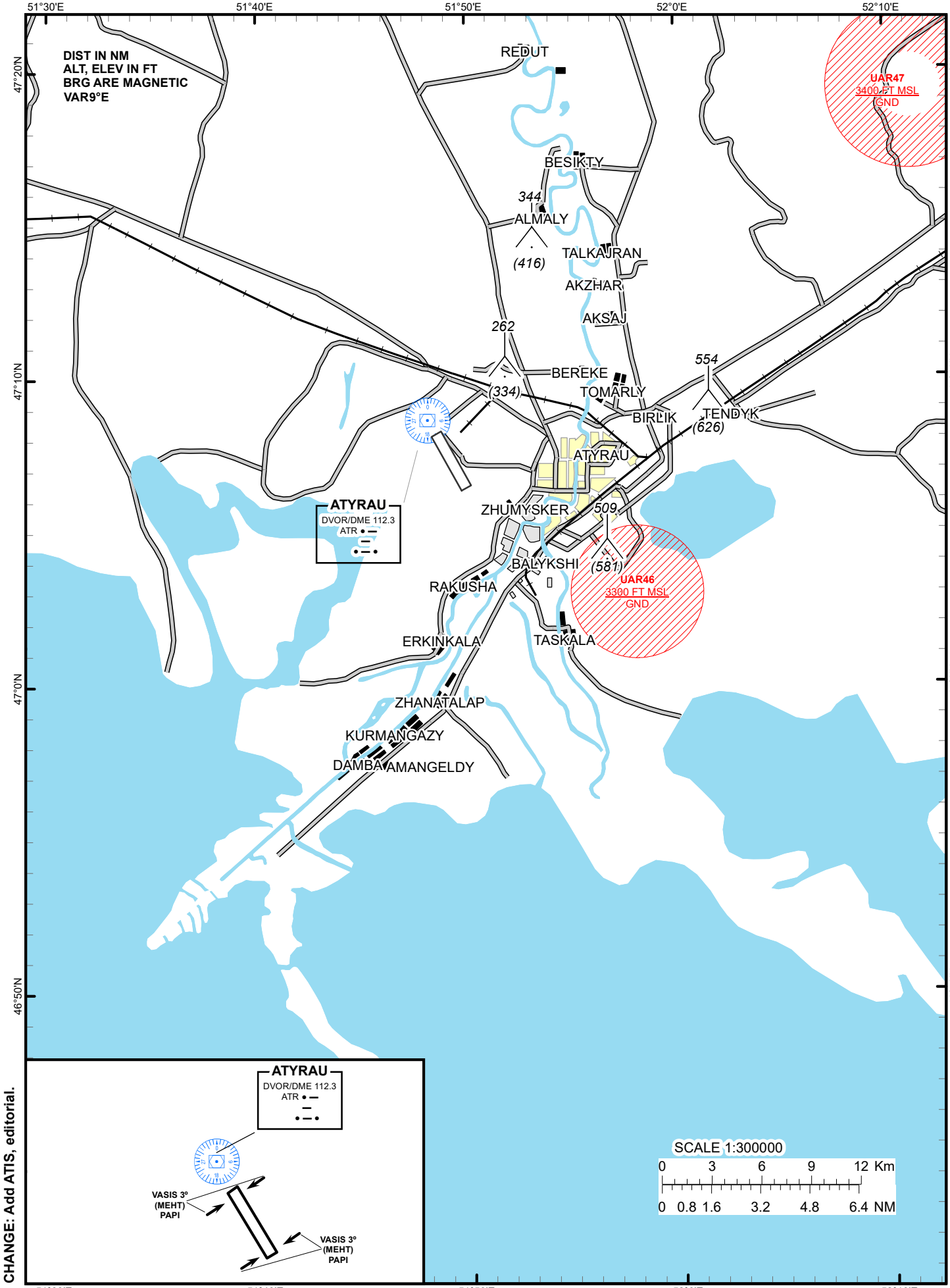
Path Descriptor	Waypoint Identifier	Inbound Course °M (°T)	Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed limit (KT)	Navigation Specification
Hold	TG440	051 (059.9)	1	R	+4000	-	-	RNAV 1

VISUAL APPROACH CHART ICAO

AERODROME ELEV -72 FT
HEIGHTS RELATED TO
AD ELEV

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

ATYRAU



CHANGE: Add ATIS, editorial.

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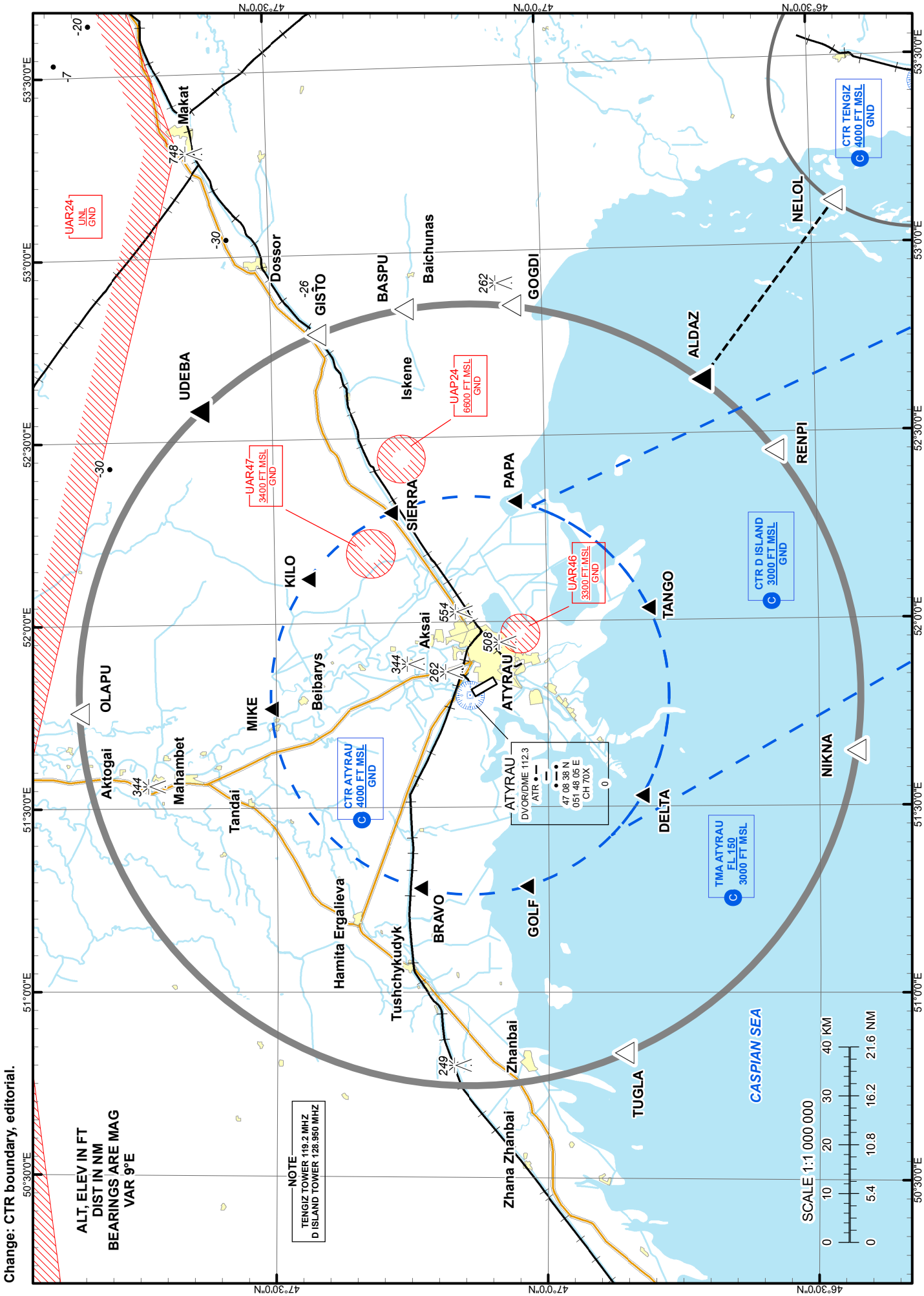
VFR Departure/Arrival Chart Aerodrome Elev. ***-72 FT***

Only for Cat. A ACFT and HEL

ATYRAU TOWER 118.1 MHZ
ATYRAU ATIS 127.4 MHZ (EN)
ATYRAU ATIS 126.6 MHZ (RU)

ATYRAU



Change: CTR boundary, editorial.

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UAAH 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
04	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2503m, spacing 60m, 0-1903m white, last 600m yellow	RED Nil	Nil	Control of light-signal equipment of the magnetic course 45/ 225 from the control panel of the control tower of the state aviation on the command of the Civil aviation controller (radio and telephone communications)
22	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2503m, spacing 60m, 0-1903m white, last 600m yellow	RED Nil	Nil	

UAAH 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
3	TWY edge and centre line lighting	TWY 1 EDGE: BLU TWY 3 EDGE: BLU TWY 4 EDGE: BLU TWY MAIN EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 15 sec
5	Remarks	Secondary power supply to the state aviation control tower.

UAAH AD 2.16 Helicopter Landing Area

NIL

UAAH AD 2.17 ATS Airspace

1	**Designation and lateral limits**	BALKHASH CTR A circle radius 20 NM centered on 465259N 0745902E
2	**Vertical limits**	4000 FT ALT / GND

3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	BALKHASH TOWER EN BALKHASH VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	ANY 04:00 - 13:00 UTC
7	**Remarks**	Nil

UAAH 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	BALKHASH TOWER (EN) BALKHASH VYSHKA (RU)	128 MHZ	Nil	Nil	ANY 04:00 - 13:00 UTC	Nil
ATIS	BALKHASH ATIS (EN) BALKHASH ATIS (RU)	126,6 MHZ 126,2 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UAAH 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
NDB	B	925 KHZ	HO	465255.4N 0745854.9E	Nil	Nil	Nil
DVOR/DME (7°E/2020)	BLH	113.7 MHZ CH 84X	H24	465259.1N 0745901.7E	1400 FT	Nil	Nil

UAAH AD 2.20 Local Aerodrome Regulations

NIL

UAAH AD 2.21 Noise Abatement Procedures

NIL

UAAH AD 2.22 Flight Procedures

1. Flight and ground movement procedures.

Commencement of the low visibility procedures shall be passed to all interested persons and services via radio or loudspeaker communication by air traffic controller phrase: “LOW VISIBILITY PROCEDURES IN OPERATION”.

Low Visibility Procedures (LVP) are effected when RVR is less than 400 m.

Tower controller managing the movement of aircraft on the airfield in low visibility conditions is responsible for the information on the relative positions of aircraft.

Tower controller gives clearance for departure only if it has reliable information about the absence of obstructions on the runway. Taxiing of the aircraft along the apron during low visibility conditions shall be carried out:

- with the utmost discretion, at speed, to ensure safe aircraft stop;
- from stands to holding position after follow-me car.

The control of vehicle traffic during the operation of the aerodrome in low visibility conditions is carried out in accordance with the rules of conducting radio communication with all parties, organizes and supervises the execution of works on the airfield, as well as the drivers of vehicles and aerodrome facilities.

Persons carrying out such work, as well as the drivers of vehicles and aerodrome facilities must:

- maintain a continuous common aerodrome frequency within the aerodrome;
- when working on the airstrip, taxiway areas adjacent to it and the platform, constantly listen to the radio at a frequency of “Tower” Control centre;
- conduct all movement on the road and airport facilities with the utmost discretion.

Listening of common aerodrome frequency is made for receiving instructions on the order of movement on the airfield and traffic information of ground vehicles and aircraft in low visibility conditions.

The interaction between Aerodrome aviation security service and ATM service of RC “Balkhash”. During the flight (for take-offs and landings) in the daytime in conditions of low visibility and at night, inspection of the out of Tower controller’s sight sections of the runway makes using a special vehicle, having radio- and lightning equipment for the absence of obstacles and the suitability of the airfield to fly. Report on the completion and results of the inspection, “The RWY is clear (occupied), the airfield is suitable (unsuitable) for flight” - made after the liberation of the strip, no later than 5 minutes prior to the estimated (adjusted) landing time or just before take-off.

Helicopter take-off and landing shall be carried out from/to RWY, from/to landing pad military unit 53898, and from/to intersection of TWY 2 and MTWY.

2. 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 4000 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 3000 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	TANGO	N470731 E0751908	036° 20.0 nm BLH DVOR/DME	Entry/exit
2	OSCAR (NE side of Orta Deresin, visual reference – railway)	N464757 E0752715	098° 20.0 nm BLH DVOR/DME	Entry/exit
3	ROMEO (Southern side of Orta Deresin)	N464152 E0752315	117° 20.0 nm BLH DVOR/DME	Entry/exit
4	ALPHA (direction to/from Gulshat, visual reference – M36 highway)	N464452 E0743225	239° 20.0 nm BLH DVOR/DME	Entry/exit
5	BRAVO (direction to/from Kokdombak rail junction, visual reference – railway)	N465354 E0742953	266° 20.0 nm BLH DVOR/DME	Entry/exit
6	DELTA (direction to/from Bektau-Ata mountain, visual reference – M-36 highway)	N471206 E0745028	336° 20.0 nm BLH DVOR/DME	Entry/exit
7	ZULU (Northern outskirts of Konyrat)	N465859 E0745921	355° 6.0 nm BLH DVOR/DME	Holding
8	VICTOR (Eastern side of Orta Deresin station)	N464932 E0751509	100° 11.6 nm BLH DVOR/DME	Holding

UAAH 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

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

KARAGANDA TOWER 122.0
KARAGANDA ATIS (EN) 135.8
KARAGANDA ATIS (RU) 127.8

ARLIH 2E, BANOS 6E, BEDKA 6E, DETOV 6E, DOZIN 2E, GOLTU 2E, LESNA 6E, NEMKU 2E, SEHAL 2E, SULIB 3E, UNLOM 2E.

KARAGANDA
RWY 05

MSA 25 NM
KRG DVOR
3800 FT
4200 FT
4000 FT
4100 FT
291°
315°
150°
115°

ALT/HEIGHT CONVERSION
QNH (QFE)
3000 (1234 - 376m)

KARAGANDA DVOR/DME 113.4
KRG -.-/-.-
CH_81X
49°41'14"N
073°22'26"E
1800 FT

SULIB
49°49'14"N
074°28'08"E
KRG
R070.5°/D43.3
FL120-FL210

ARLIH
49°27'24"N
074°26'21"E
KRG
R099.6°/D43.8
FL120-FL210

GOLTU
50°04'04"N
074°19'11"E
KRG
R049.3°/D43.2
FL120-FL210

UNLOM
50°14'25"N
074°08'34"E
KRG
R033.2°/D44.6
FL120-FL210

NEMKU
48°59'04"N
073°47'36"E
KRG
R150.1°/D45.3
FL120-FL210

DETOV
50°15'55"N
073°12'35"E
KRG
R341.3°/D35.3
FL120-FL210

LESNA
50°13'02"N
072°51'27"E
KRG
R319.6°/D37.6
9000FT-FL210

BANOS
50°11'16"N
072°38'44"E
KRG
R308.7°/D41.2
9000FT-FL210

BEDKA
50°13'18"N
072°15'45"E
KRG
R298.7°/D53.7
9000FT-FL210

SEHAL
49°49'40"N
072°12'15"E
KRG
R272.5°/D46.3
FL120-FL210

DOZIN
49°20'40"N
072°18'00"E
KRG
R235.9°/D46.8
FL120-FL210

UAR296 2600 FT MSL GND

UAR247 5100 FT MSL GND

UAR280 4300 FT MSL GND

UAR228 6200 FT MSL GND

UAR20 360 FL GND

WARNING:
MNM climb gradient by Airspace
to DETOV - 4,1%, to UNLOM - 3,5%,
to GOLTU - 3,7%, to SULIB - 3,6%,
to ARLIH - 3,5%.

WARNING:
Crossing FL at AWY ENTRY POINTS are by ATC

SCALE 1:750000
0 7,5 15 22,5 30 KM
0 4 8 16 NM

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 8°E

CHANGE: GEDNO 6E excluded.

STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) KARAGANDA RWY 05
UNLOM 2E After take-off climb straight ahead to 3000 or above, then turn LEFT on track 003° until intercept R033°KRG, then proceed on track 033° to UNLOM (R033.2° D44.6NM KRG). Cross UNLOM at FL120-FL210.
GOLTU 2E After take-off climb straight ahead to 3000 or above, then turn LEFT on track 049°, then proceed to GOLTU (R049.3° D43.2NM KRG). Cross GOLTU at FL120-FL210.
SULIB 3E After take-off climb straight ahead to 3000 or above, then turn RIGHT on track 100° until intercept R070°KRG, then proceed on track 070° to SULIB (R070.5° D43.3NM KRG). Cross SULIB at FL120-FL210.
ARLIH 2E After take-off climb straight ahead to 3000 or above, then turn RIGHT on track 140° until intercept R100°KRG, then proceed on track 100° to ARLIH (R099.6° D43.8NM KRG). Cross ARLIH at FL120-FL210.
NEMKU 2E After take-off climb straight ahead to 3000 or above, then turn RIGHT on track 190° until intercept R150°KRG, then proceed on track 150° to NEMKU (R150.1° D45.3NM KRG). Cross NEMKU at FL120-FL210.
DOZIN 2E After take-off climb straight ahead to 3000 or above, then turn LEFT on track 196° until intercept R236°KRG, then proceed on track 236° to DOZIN (R235.9° D46.8NM KRG). Cross DOZIN at FL120-FL210.
SEHAL 2E After take-off climb straight ahead to 3000 or above, then turn LEFT on track 233° until intercept R273°KRG, then proceed on track 273° to SEHAL (R272.5° D46.3NM KRG). Cross SEHAL at FL120-FL210.
BEDKA 6E After take-off climb straight ahead to 3000 or above, then turn LEFT on track 259° until intercept R299°KRG, then proceed on track 299° to BEDKA (R298.7° D53.7 KRG). Cross BEDKA at 9000FT-FL210.
BANOS 6E After take-off climb straight ahead to 3000 or above, then turn LEFT on track 269° until intercept R309°KRG, then proceed on track 309° to BANOS (R308.7° D41.2NM KRG). Cross BANOS at 9000FT-FL210.
LESNA 6E After take-off climb straight ahead to 3000 or above, then turn LEFT on track 280° until intercept R320°KRG, then proceed on track 320° to LESNA (R319.6° D37.6NM KRG). Cross LESNA at 9000FT-FL210 or above.
DETOV 6E After take-off climb straight ahead to 3000 or above, then turn LEFT on track 301° until intercept R341°KRG, then proceed on track 341° to DETOV (R341.3° D35.3NM KRG). Cross DETOV at FL120-FL210.

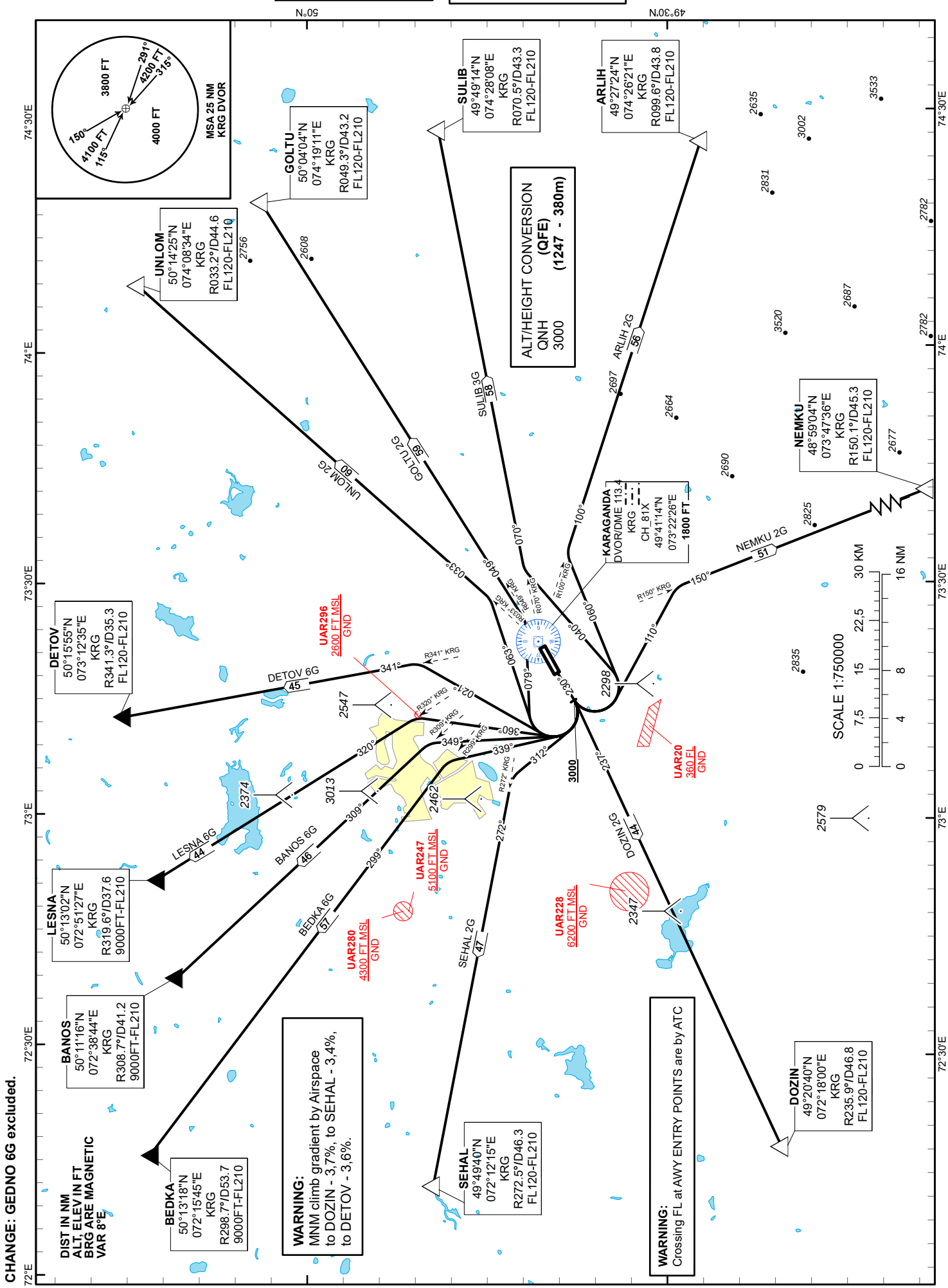
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

KARAGANDA TOWER 122.0
KARAGANDA ATIS (EN) 135.8
KARAGANDA ATIS (RU) 127.8

ARLIH 2G, BANOS 6G, BEDKA 6G, DETOV 6G, DOZIN 2G, GOLTU 2G, LESNA 6G, NEMKU 2G, SEHAL 2G, SULIB 3G, UNLOM 2G.

KARAGANDA
RWY 23



STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) KARAGANDA RWY 23
UNLOM 2G After take-off climb straight ahead to 3000 or above, then turn RIGHT on track 063° until intercept R033°KRG, then proceed on track 033° to UNLOM (R033.2° D44.6NM KRG). Cross UNLOM at FL120-FL210.
GOLTU 2G After take-off climb straight ahead to 3000 or above, then turn RIGHT on track 079° until intercept R049°KRG, then proceed on track 049° to GOLTU (R049.3° D43.2NM KRG). Cross GOLTU at FL120-FL210.
SULIB 3G After take-off climb straight ahead to 3000 or above, then turn LEFT on track 040° until intercept R070°KRG, then proceed on track 070° to SULIB (R070.5° D43.3NM KRG). Cross SULIB at FL120-FL210.
ARLIH 2G After take-off climb straight ahead to 3000 or above, then turn LEFT on track 060° until intercept R100°KRG, then proceed on track 100° to ARLIH (R099.6° D43.8NM KRG). Cross ARLIH at FL120-FL210.
NEMKU 2G After take-off climb straight ahead to 3000 or above, then turn LEFT on track 110° until intercept R150°KRG, then proceed on track 150° to NEMKU (R150.1° D45.3NM KRG). Cross NEMKU at FL120-FL210.
DOZIN 2G After take-off climb straight ahead to 3000 or above, then turn RIGHT on track 237°, then proceed to DOZIN (R235.9° D46.8NM KRG). Cross DOZIN at FL120-FL210.
SEHAL 2G After take-off climb straight ahead to 3000 or above, then turn RIGHT on track 312° until intercept R272°KRG, then proceed on track 272° to SEHAL (R272.5° D46.3NM KRG). Cross SEHAL at FL120-FL210.
BEDKA 6G After take-off climb straight ahead to 3000 or above, then turn RIGHT on track 339° until intercept R299°KRG, then proceed on track 299° to BEDKA (R298.7° D53.7 KRG). Cross BEDKA at 9000FT-FL210.
BANOS 6G After take-off climb straight ahead to 3000 or above, then turn RIGHT on track 349° until intercept R309°KRG, then proceed on track 309° to BANOS (R308.7° D41.2NM KRG). Cross BANOS at 9000FT-FL210 or above.
LESNA 6G After take-off climb straight ahead to 3000 or above, then turn RIGHT on track 360° until intercept R320°KRG, then proceed on track 320° to LESNA (R319.6° D37.6NM KRG). Cross LESNA at 9000FT-FL210 or above.
DETOV 6G After take-off climb straight ahead to 3000 or above, then turn RIGHT on track 021° until intercept R341°KRG, then proceed on track 341° to DETOV (R341.3° D35.3NM KRG). Cross DETOV at FL120-FL210.

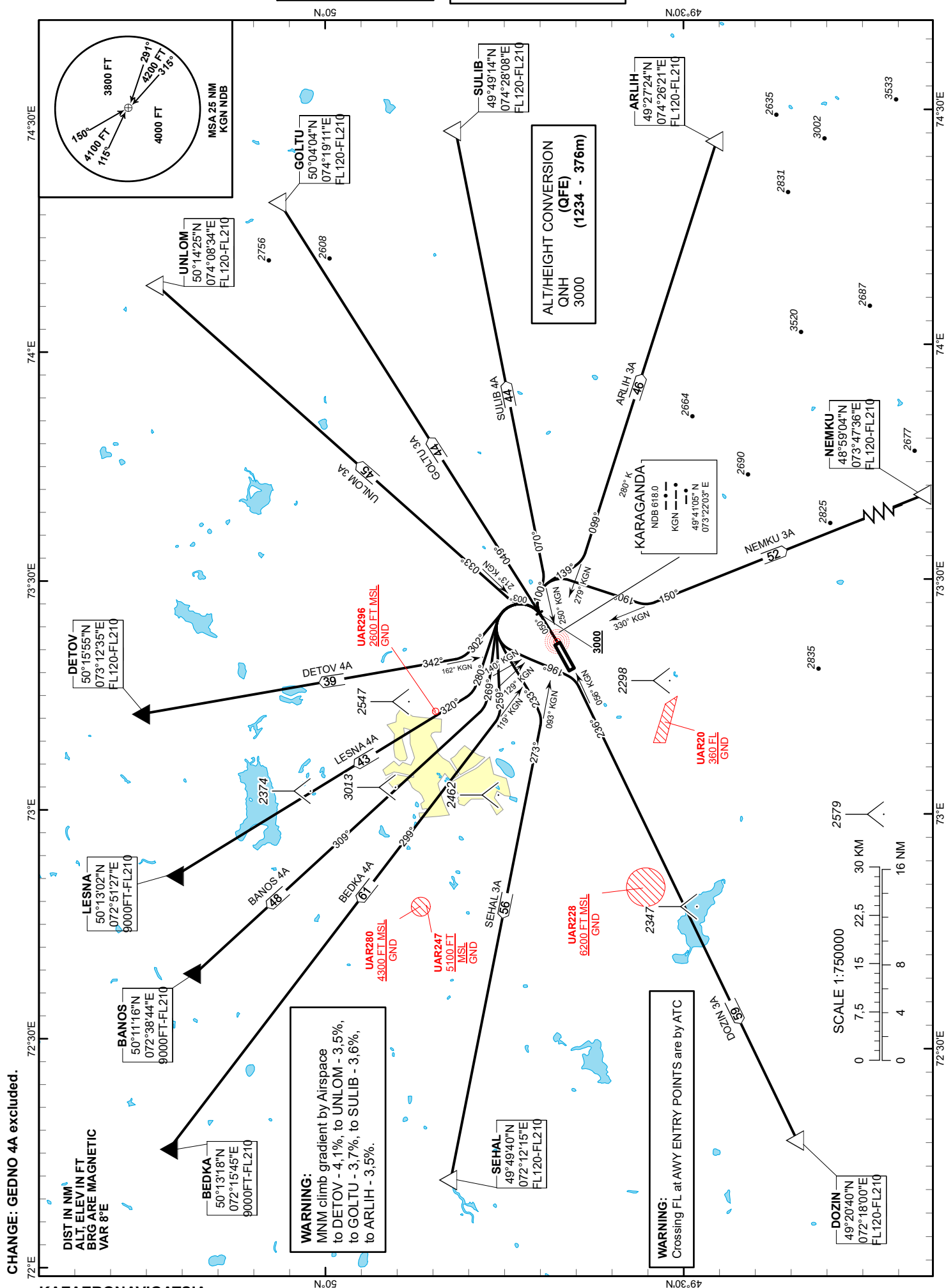
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

KARAGANDA TOWER 122.0
KARAGANDA ATIS (EN) 135.8
KARAGANDA ATIS (RU) 127.8

ARLIH 3A, BANOS 4A, BEDKA 4A, DETOV 4A, DOZIN 3A,GOLTU 3A, LESNA 4A, NEMKU 3A, SEHAL 3A, SULIB 4A, UNLOM 3A.

KARAGANDA
RWY 05



STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) KARAGANDA RWY 05
UNLOM 3A After take-off climb straight ahead to 3000 or above, turn LEFT on track 003° until intercept bearing 213°KGN, then proceed on track 033° to UNLOM (N501425 E0740834). Cross UNLOM at FL120-FL210.
GOLTU 3A After take-off climb straight ahead to 3000 or above, turn LEFT on track 049°, then proceed to GOLTU (N500404 E0741911). Cross GOLTU at FL120-FL210.
SULIB 4A After take-off climb straight ahead to 3000 or above, turn RIGHT on track 100° until intercept bearing 250°KGN, then proceed on track 070° to SULIB (N494914 E0742808). Cross SULIB at FL120-FL210.
ARLIH 3A After take-off climb straight ahead to 3000 or above, turn RIGHT on track 139° until intercept bearing 279°KGN, then proceed on track 099° to ARLIH (N492724 E0742621). Cross ARLIH at FL120-FL210.
NEMKU 3A After take-off climb straight ahead to 3000 or above, turn RIGHT on track 190° until intercept bearing 330°KGN, then proceed on track 150° to NEMKU (N485904 E0734736). Cross NEMKU at FL120-FL210.
DOZIN 3A After take-off climb straight ahead to 3000 or above, turn LEFT on track 196° until intercept bearing 056°KGN, then proceed on track 236° to DOZIN (N492040 E0721800). Cross DOZIN at FL120-FL210.
SEHAL 3A After take-off climb straight ahead to 3000 or above, turn LEFT on track 233° until intercept bearing 093°KGN, then proceed on track 273° to SEHAL (N494940 E0721215). Cross SEHAL at FL120-FL210.
BEDKA 4A After take-off climb straight ahead to 3000 or above, turn LEFT on track 259° until intercept bearing 119°KGN, then proceed on track 299° to BEDKA (N501318 E0721545). Cross BEDKA at 9000FT-FL210.
BANOS 4A After take-off climb straight ahead to 3000 or above, turn LEFT on track 269° until intercept bearing 129°KGN, then proceed on track 309° to BANOS (N501116 E0723844). Cross BANOS at 9000FT-FL210.
LESNA 4A After take-off climb straight ahead to 3000 or above, turn LEFT on track 280° until intercept bearing 140°KGN, then proceed on track 320° to LESNA (N501302 E0725127). Cross LESNA at 9000FT-FL210.
DETOV 4A After take-off climb straight ahead to 3000 or above, turn LEFT on track 302° until intercept bearing 162°KGN, then proceed on track 342° to DETOV (N501555 E0731235). Cross DETOV at FL120-FL210.

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

KARAGANDA TOWER 122.0
KARAGANDA ATIS (EN) 135.8
KARAGANDA ATIS (RU) 127.8

ARLIH 3D, BANOS 4D, BEDKA 4D, DETOV 4D, DOZIN 3D, GOLTU 3D, LESNA 4D, NEMKU 3D, SEHAL 3D, SULIB 4D, UNLOM 3D.

KARAGANDA
RWY 23

MSA 25 NM
KGN NDB
3800 FT
4000 FT
4100 FT
291°
315°
150°
115°
4200 FT

ALT/HEIGHT CONVERSION (QFE)
QNH 3000 (1247 - 380m)

KARAGANDA
NDB 618.0
KGN
49°41'05" N
073°22'03" E

UNLOM
50°14'25"N
074°08'34"E
FL120-FL210

GOLTU
50°04'04"N
074°19'11"E
FL120-FL210

SULIB
49°49'14"N
074°28'08"E
FL120-FL210

ARLIH
49°27'24"N
074°26'21"E
FL120-FL210

NEMKU
48°59'04"N
073°47'36"E
FL120-FL210

DETOV
50°15'55"N
073°12'35"E
FL120-FL210

LESNA
50°13'02"N
072°51'27"E
9000FT-FL210

BANOS
50°11'16"N
072°38'44"E
9000FT-FL210

BEDKA
50°13'18"N
072°15'45"E
9000FT-FL210

SEHAL
49°49'40"N
072°12'15"E
FL120-FL210

DOZIN
49°20'40"N
072°18'00"E
FL120-FL210

UNLOM 3D 60
GOLTU 3D 59
SULIB 4D 58
ARLIH 3D 56
NEMKU 3D 50
DETOV 4D 45
LESNA 4D 44
BANOS 4D 46
BEDKA 4D 57
SEHAL 3D 46
DOZIN 3D 44

UAR296
2600 FT MSL
GND

UAR20
360 FL
GND

UAR228
6200 FT MSL
GND

UAR280
4300 FT MSL
GND

UAR247
5100 FT MSL
GND

3000

WARNING:
MNM climb gradient by Airspace
to DOZIN - 3,7%, to SEHAL - 3,4%,
to BANOS - 3,5%, to LESNA - 3,6%,
to DETOV - 3,6%.

WARNING:
Crossing FL at AWY ENTRY POINTS are by ATC

SCALE 1:750000
0 7,5 15 22,5 30 KM
0 4 8 16 NM

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 8°E

CHANGE: GEDNO 4D excluded.

STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) KARAGANDA RWY 23
UNLOM 3D After take-off climb straight ahead to 3000 or above, turn RIGHT on track 063° until intercept bearing 213°KGN, then proceed on track 033° to UNLOM (N501425 E0740834). Cross UNLOM at FL120-FL210.
GOLTU 3D After take-off climb straight ahead to 3000 or above, turn RIGHT on track 079° until intercept bearing 229°KGN, then proceed on track 049° to GOLTU (N500404 E0741911). Cross GOLTU at FL120-FL210.
SULIB 4D After take-off climb straight ahead to 3000 or above, turn LEFT on track 040° until intercept bearing 250°KGN, then proceed on track 070° to SULIB (N494914 E0742808). Cross SULIB at FL120-FL210.
ARLIH 3D After take-off climb straight ahead to 3000 or above, turn LEFT on track 059° until intercept bearing 279°KGN, then proceed on track 099° to ARLIH (N492724 E0742621). Cross ARLIH at FL120-FL210.
NEMKU 3D After take-off climb straight ahead to 3000 or above, turn LEFT on track 110° until intercept bearing 330°KGN, then proceed on track 150° to NEMKU (N485904 E0734736). Cross NEMKU at FL120-FL210.
DOZIN 3D After take-off climb straight ahead to 3000 or above, turn RIGHT on track 237°, then proceed to DOZIN (N492040 E0721800). Cross DOZIN at FL120-FL210.
SEHAL 3D After take-off climb straight ahead to 3000 or above, turn RIGHT on track 313° until intercept bearing 093°KGN, then proceed on track 273° to SEHAL (N494940 E0721215). Cross SEHAL at FL120-FL210.
BEDKA 4D After take-off climb straight ahead to 3000 or above, turn RIGHT on track 339° until intercept bearing 119°KGN, then proceed on track 299° to BEDKA (N501318 E0721545). Cross BEDKA at 9000FT-FL210.
BANOS 4D After take-off climb straight ahead to 3000 or above, turn RIGHT on track 349° until intercept bearing 129°KGN, then proceed on track 309° to BANOS (N501116 E0723844). Cross BANOS at 9000FT-FL210.
LESNA 4D After take-off climb straight ahead to 3000 or above, turn RIGHT on track 360° until intercept bearing 140°KGN, then proceed on track 320° to LESNA (N501302 E0725127). Cross LESNA at 9000FT-FL210.
DETOV 4D After take-off climb straight ahead to 3000 or above, turn RIGHT on track 022° until intercept bearing 162°KGN, then proceed on track 342° to DETOV (N501555 E0731235). Cross DETOV at FL120-FL210.

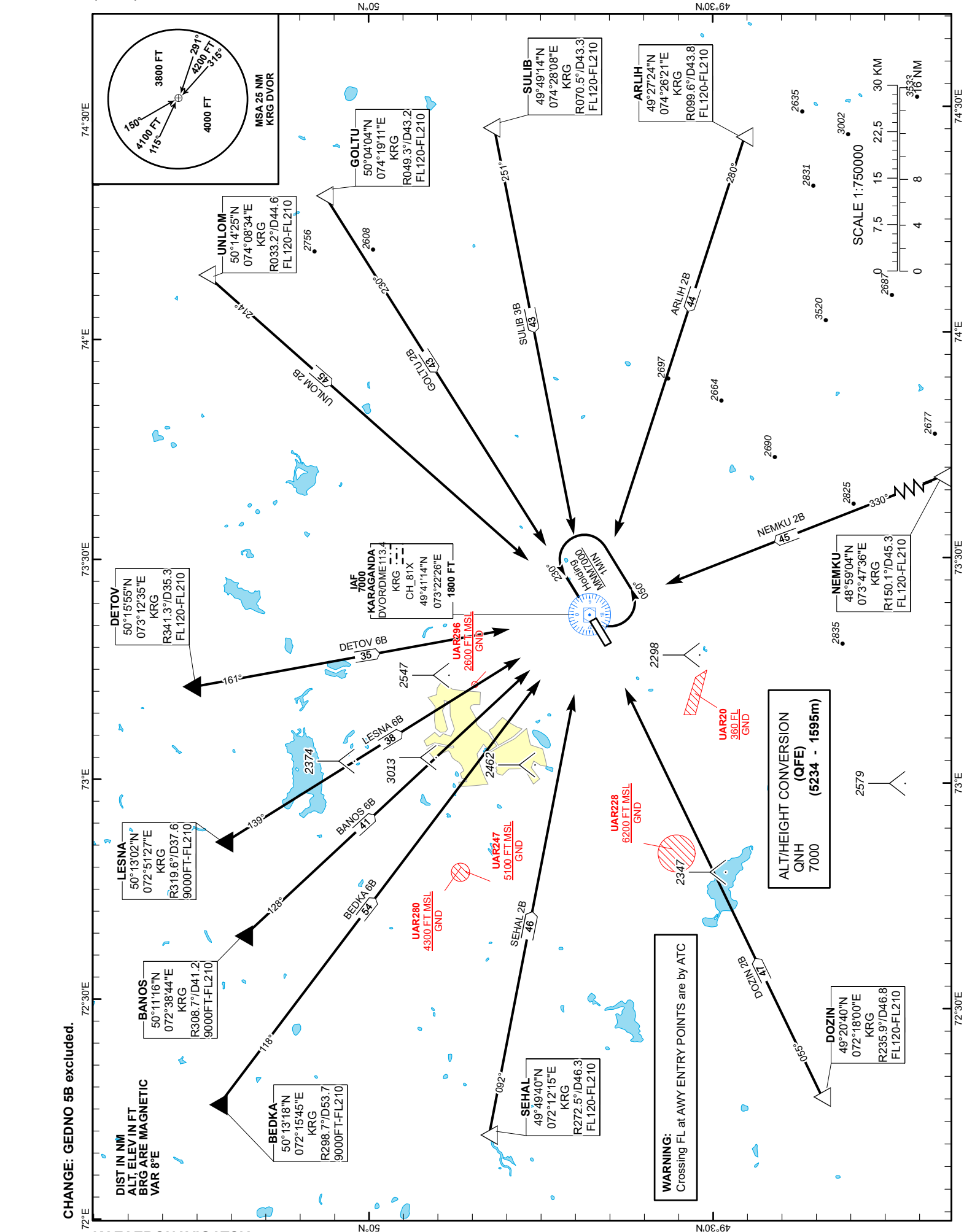
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

KARAGANDA TOWER 122.0
KARAGANDA ATIS (EN) 135.8
KARAGANDA ATIS (RU) 127.8

ARLIH 2B, BANOS 6B, BEDKA 6B, DETOV 6B, DOZIN 2B, GOLTU 2B, LESNA 6B, NEMKU 2B, SEHAL 2B, SULIB 3B, UNLOM 2B.

KARAGANDA
RWY 05



STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) KARAGANDA RWY 05
UNLOM 2B After crossing UNLOM (R033.2° D44.6 NM KRG), proceed on track 214° to DVOR/DME KRG. Cross UNLOM at FL120-FL210. Cross DVOR/DME KRG at 7000FT.
GOLTU 2B After crossing GOLTU (R049.3° D43.2 NM KRG), proceed on track 230° to DVOR/DME KRG. Cross GOLTU at FL120-FL210. Cross DVOR/DME KRG at 7000FT.
SULIB 3B After crossing SULIB (R070.5° D43.3 NM KRG), proceed on track 251° to DVOR/DME KRG. Cross SULIB at FL120-FL210. Cross DVOR/DME KRG at 7000FT.
ARLIH 2B After crossing ARLIH (R099.6° D43.8 NM KRG), proceed on track 280° to DVOR/DME KRG. Cross ARLIH at FL120-FL210. Cross DVOR/DME KRG at 7000FT.
NEMKU 2B After crossing NEMKU (R150.1° D45.3 NM KRG), proceed on track 330° to DVOR/DME KRG. Cross NEMKU at FL120-FL210. Cross DVOR/DME KRG at 7000FT.
DOZIN 2B After crossing DOZIN (R235.9° D46.8 NM KRG), proceed on track 055° to DVOR/DME KRG. Cross DOZIN at FL120-FL210. Cross DVOR/DME KRG at 7000FT.
SEHAL 2B After crossing SEHAL (R272.5° D46.3 NM KRG), proceed on track 092° to DVOR/DME KRG. Cross SEHAL at FL120-FL210. Cross DVOR/DME KRG at 7000FT.
BEDKA 6B After crossing BEDKA (R298.7° D53.7 NM KRG), proceed on track 118° to DVOR/DME KRG. Cross BEDKA at 9000FT-FL210. Cross DVOR/DME KRG at 7000FT.
BANOS 6B After crossing BANOS (R308.7° D41.2 NM KRG), proceed on track 128° to DVOR/DME KRG. Cross BANOS at 9000FT-FL210. Cross DVOR/DME KRG at 7000FT.
LESNA 6B After crossing LESNA (R319.6° D37.6 NM KRG), proceed on track 139° to DVOR/DME KRG. Cross LESNA at 9000FT-FL210. Cross DVOR/DME KRG at 7000FT.
DETOV 6B After crossing DETOV (R341.3° D35.3 NM KRG), proceed on track 161° to DVOR/DME KRG. Cross DETOV at FL120-FL210. Cross DVOR/DME KRG at 7000FT.

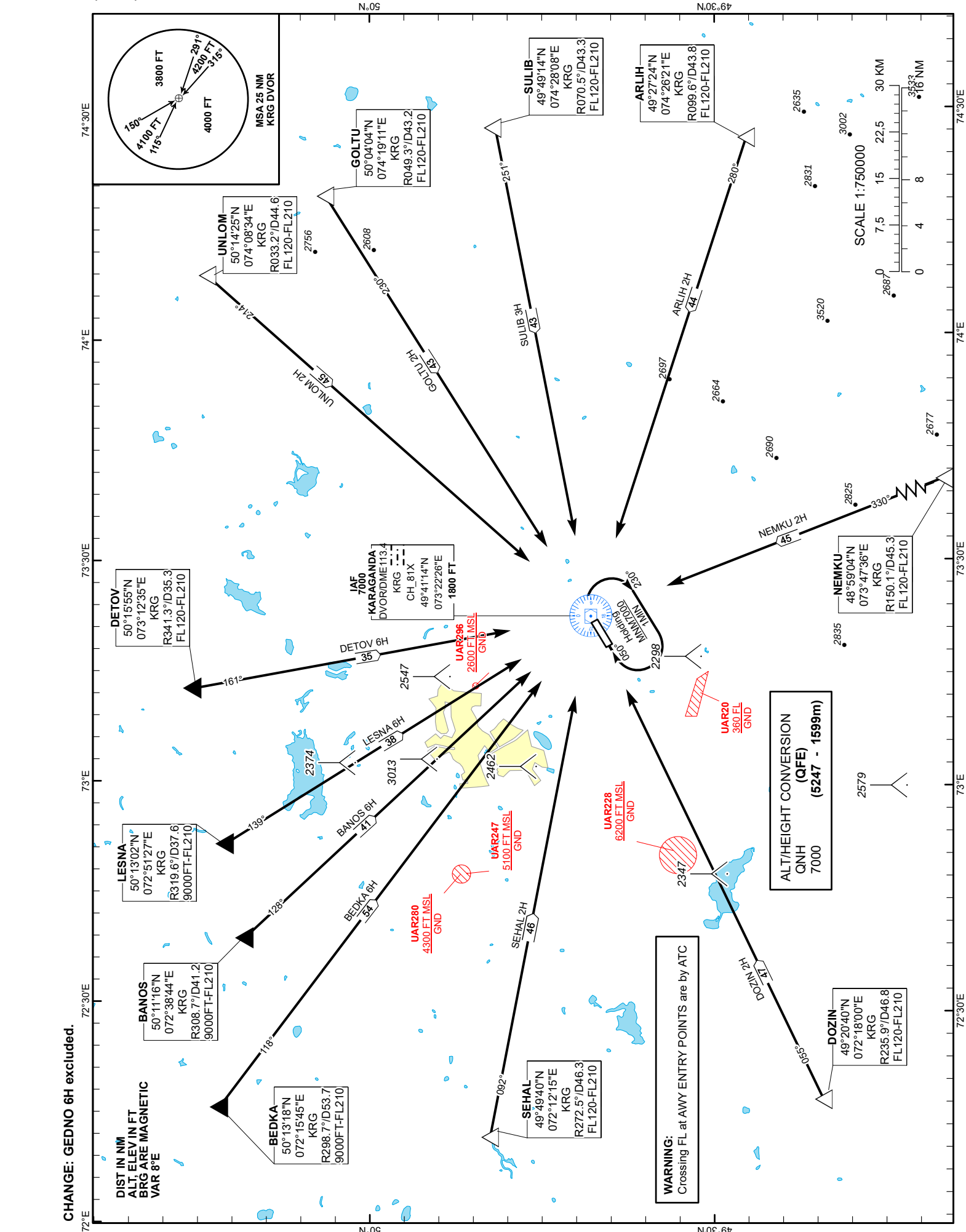
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

KARAGANDA TOWER 122.0
KARAGANDA ATIS (EN) 135.8
KARAGANDA ATIS (RU) 127.8

ARLIH 2H, BANOS 6H, BEDKA 6H, DETOV 6H, DOZIN 2H, GOLTU 2H, LESNA 6H, NEMKU 2H, SEHAL 2H, SULIB 3H, UNLOM 2H.

KARAGANDA
RWY 23



STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) KARAGANDA RWY 23
UNLOM 2H After crossing UNLOM (R033.2° D44.6 NM KRG), proceed on track 214° to DVOR/DME KRG. Cross UNLOM at FL120-FL210. Cross DVOR/DME KRG at 7000FT.
GOLTU 2H After crossing GOLTU (R049.3° D43.2 NM KRG), proceed on track 230° to DVOR/DME KRG. Cross GOLTU at FL120-FL210. Cross DVOR/DME KRG at 7000FT.
SULIB 3H After crossing SULIB (R070.5° D43.3 NM KRG), proceed on track 251° to DVOR/DME KRG. Cross SULIB at FL120-FL210. Cross DVOR/DME KRG at 7000FT.
ARLIH 2H After crossing ARLIH (R099.6° D43.8 NM KRG), proceed on track 280° to DVOR/DME KRG. Cross ARLIH at FL120-FL210. Cross DVOR/DME KRG at 7000FT.
NEMKU 2H After crossing NEMKU (R150.1° D45.3 NM KRG), proceed on track 330° to DVOR/DME KRG. Cross NEMKU at FL120-FL210. Cross DVOR/DME KRG at 7000FT.
DOZIN 2H After crossing DOZIN (R235.9° D46.8 NM KRG), proceed on track 055° to DVOR/DME KRG. Cross DOZIN at FL120-FL210. Cross DVOR/DME KRG at 7000FT.
SEHAL 2H After crossing SEHAL (R272.5° D46.3 NM KRG), proceed on track 092° to DVOR/DME KRG. Cross SEHAL at FL120-FL210. Cross DVOR/DME KRG at 7000FT.
BEDKA 6H After crossing BEDKA (R298.7° D53.7 NM KRG), proceed on track 118° to DVOR/DME KRG. Cross BEDKA at 9000FT-FL210. Cross DVOR/DME KRG at 7000FT.
BANOS 6H After crossing BANOS (R308.7° D41.2 NM KRG), proceed on track 128° to DVOR/DME KRG. Cross BANOS at 9000FT-FL210. Cross DVOR/DME KRG at 7000FT.
LESNA 6H After crossing LESNA (R319.6° D37.6 NM KRG), proceed on track 139° to DVOR/DME KRG. Cross LESNA at 9000FT-FL210. Cross DVOR/DME KRG at 7000FT.
DETOV 6H After crossing DETOV (R341.3° D35.3 NM KRG), proceed on track 161° to DVOR/DME KRG. Cross DETOV at FL120-FL210. Cross DVOR/DME KRG at 7000FT.

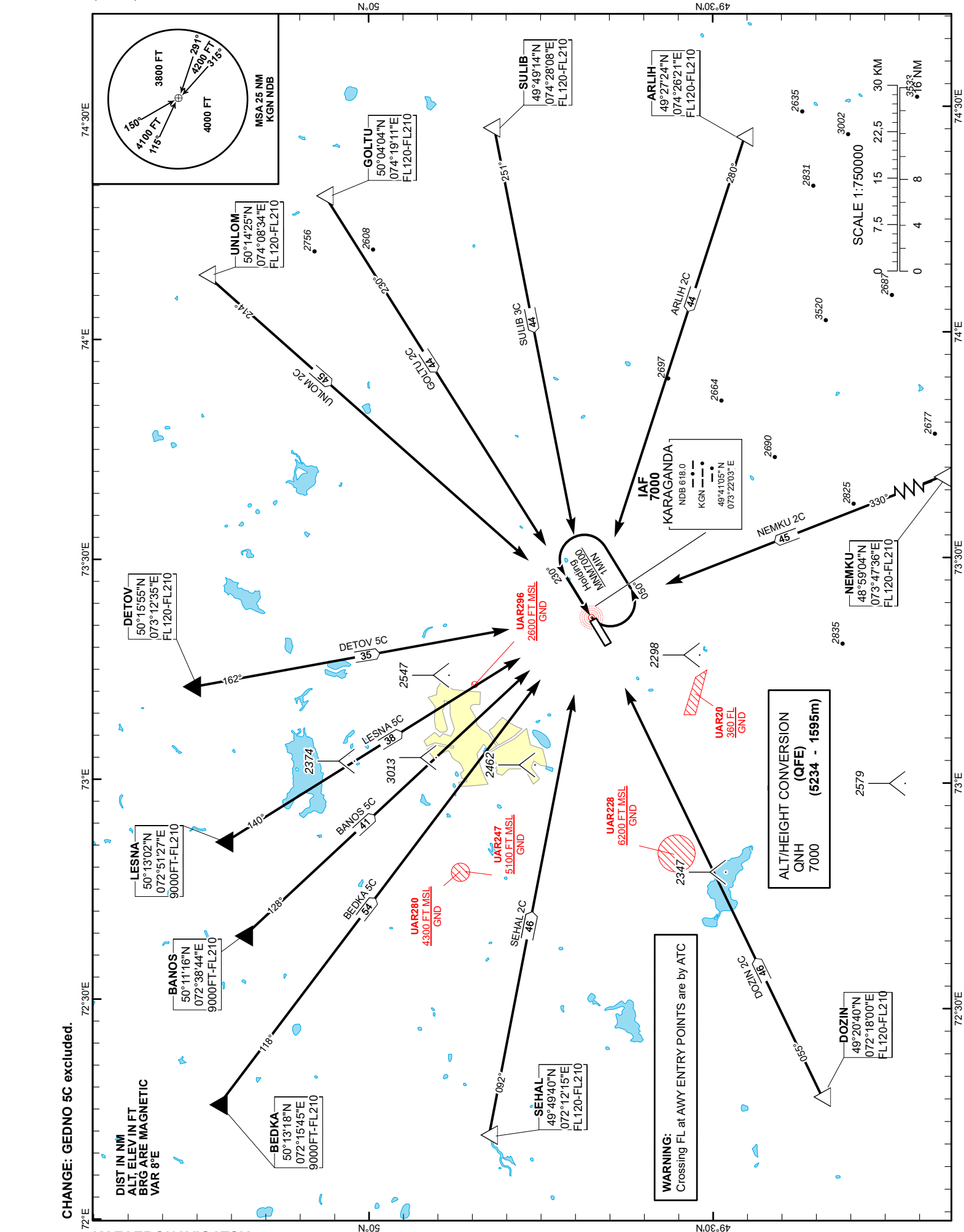
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

KARAGANDA TOWER 122.0
KARAGANDA ATIS (EN) 135.8
KARAGANDA ATIS (RU) 127.8

ARLIH 2C, BANOS 5C, BEDKA 5C, DETOV 5C, DOZIN 2C, GOLTU 2C, LESNA 5C, NEMKU 2C,SEHAL 2C, SULIB 3C, UNLOM 2C.

KARAGANDA
RWY 05



STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) KARAGANDA RWY 05
UNLOM 2C After crossing UNLOM (N501425 E0740834), proceed on track 214° to NDB KGN. Cross UNLOM at FL120-FL210. Cross NDB KGN at 7000FT.
GOLTU 2C After crossing GOLTU (N500404 E0741911), proceed on track 230° to NDB KGN. Cross GOLTU at FL120-FL210. Cross NDB KGN at 7000FT.
SULIB 3C After crossing SULIB (N494914 E0742808), proceed on track 251° to NDB KGN. Cross SULIB at FL120-FL210. Cross NDB KGN at 7000FT.
ARLIH 2C After crossing ARLIH (N492724 E0742621), proceed on track 280° to NDB KGN. Cross ARLIH at FL120-FL210. Cross NDB KGN at 7000FT.
NEMKU 2C After crossing NEMKU (N485904 E0734736), proceed on track 330° to NDB KGN. Cross NEMKU at FL120-FL210. Cross NDB KGN at 7000FT.
DOZIN 2C After crossing DOZIN (N492040 E0721800), proceed on track 055° to NDB KGN. Cross DOZIN at FL120-FL210. Cross NDB KGN at 7000FT.
SEHAL 2C After crossing SEHAL (N494940 E0721215), proceed on track 092° to NDB KGN. Cross SEHAL at FL120-FL210. Cross NDB KGN at 7000FT.
BEDKA 5C After crossing BEDKA (N501318 E0721545), proceed on track 118° to NDB KGN. Cross BEDKA at 9000FT-FL210. Cross NDB KGN at 7000FT.
BANOS 5C After crossing BANOS (N501116 E0723844), proceed on track 128° to NDB KGN. Cross BANOS at 9000FT-FL210. Cross NDB KGN at 7000FT.
LESNA 5C After crossing LESNA (N501302 E0725127), proceed on track 140° to NDB KGN. Cross LESNA at 9000FT-FL210. Cross NDB KGN at 7000FT.
DETOV 5C After crossing DETOV (N501555 E0731235), proceed on track 162° to NDB KGN. Cross DETOV at FL120-FL210. Cross NDB KGN at 7000FT.

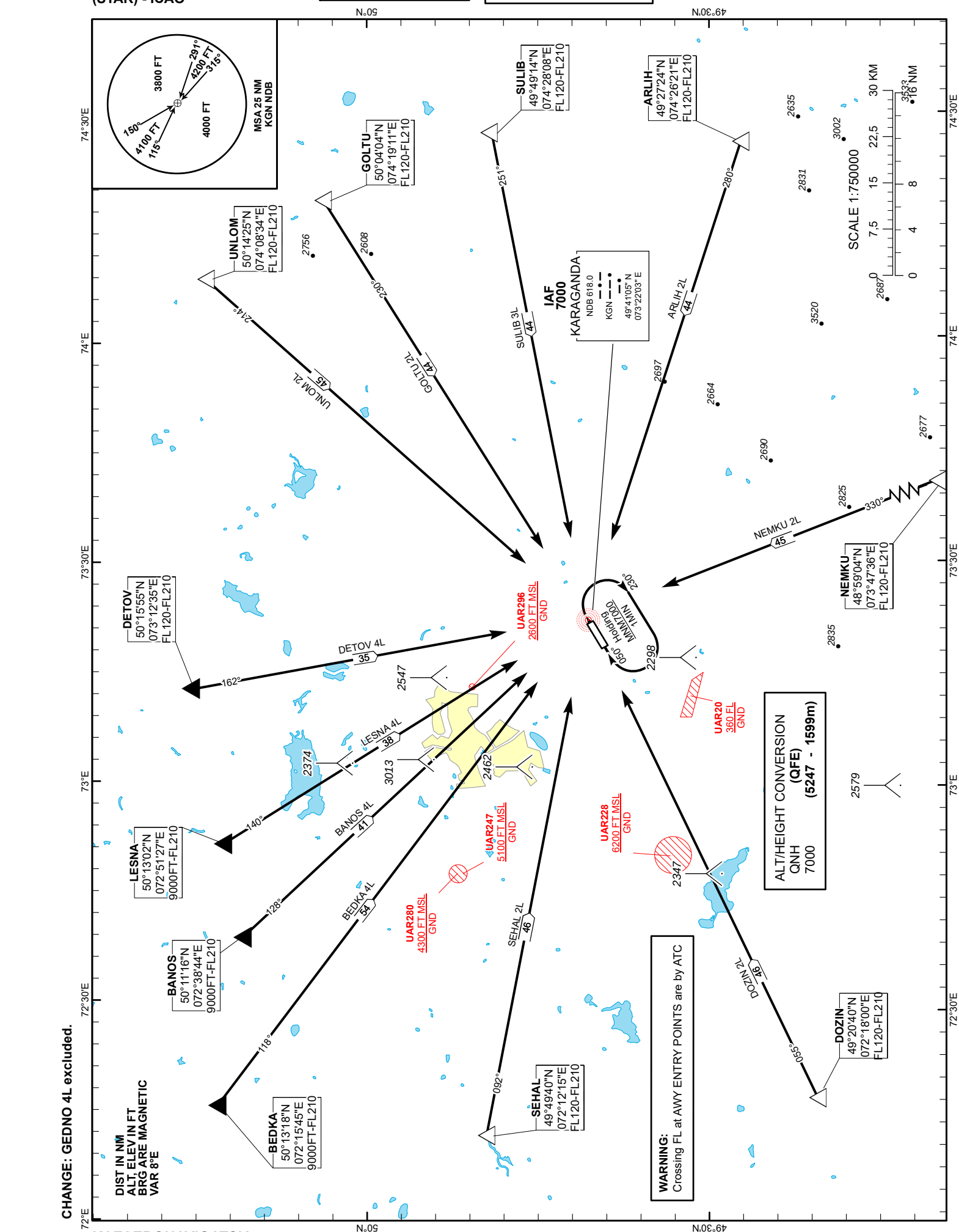
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

KARAGANDA TOWER 122.0
KARAGANDA ATIS (EN) 135.8
KARAGANDA ATIS (RU) 127.8

ARLIH 2L, BANOS 4L, BEDKA 4L, DETOV 4L, DOZIN 2L, GOLTU 2L, LESNA 4L, NEMKU 2L, SEHAL 2L, SULIB 3L, UNLOM 2L.

KARAGANDA
RWY 23



STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) KARAGANDA RWY 23
UNLOM 2L After crossing UNLOM (N501425 E0740834), proceed on track 214° to NDB KGN. Cross UNLOM at FL120-FL210. Cross NDB KGN at 7000FT.
GOLTU 2L After crossing GOLTU (N500404 E0741911), proceed on track 230° to NDB KGN. Cross GOLTU at FL120-FL210. Cross NDB KGN at 7000FT.
SULIB 3L After crossing SULIB (N494914 E0742808), proceed on track 251° to NDB KGN. Cross SULIB at FL120-FL210. Cross NDB KGN at 7000FT.
ARLIH 2L After crossing ARLIH (N492724 E0742621), proceed on track 280° to NDB KGN. Cross ARLIH at FL120-FL210. Cross NDB KGN at 7000FT.
NEMKU 2L After crossing NEMKU (N485904 E0734736), proceed on track 330° to NDB KGN. Cross NEMKU at FL120-FL210. Cross NDB KGN at 7000FT.
DOZIN 2L After crossing DOZIN (N492040 E0721800), proceed on track 055° to NDB KGN. Cross DOZIN at FL120-FL210. Cross NDB KGN at 7000FT.
SEHAL 2L After crossing SEHAL (N494940 E0721215), proceed on track 092° to NDB KGN. Cross SEHAL at FL120-FL210. Cross NDB KGN at 7000FT.
BEDKA 4L After crossing BEDKA (N501318 E0721545), proceed on track 118° to NDB KGN. Cross BEDKA at 9000FT-FL210. Cross NDB KGN at 7000FT.
BANOS 4L After crossing BANOS (N501116 E0723844), proceed on track 128° to NDB KGN. Cross BANOS at 9000FT-FL210. Cross NDB KGN at 7000FT.
LESNA 4L After crossing LESNA (N501302 E0725127), proceed on track 140° to NDB KGN. Cross LESNA at 9000FT-FL210. Cross NDB KGN at 7000FT.
DETOV 4L After crossing DETOV (N501555 E0731235), proceed on track 162° to NDB KGN. Cross DETOV at FL120-FL210. Cross NDB KGN at 7000FT.

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
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
5	BRUSILOVKA (SE outskirts of Brusilovka)	N525749 E0695215	147° 25.0 nm KTU VOR/DME	Entry

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
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 bioaccoustic 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

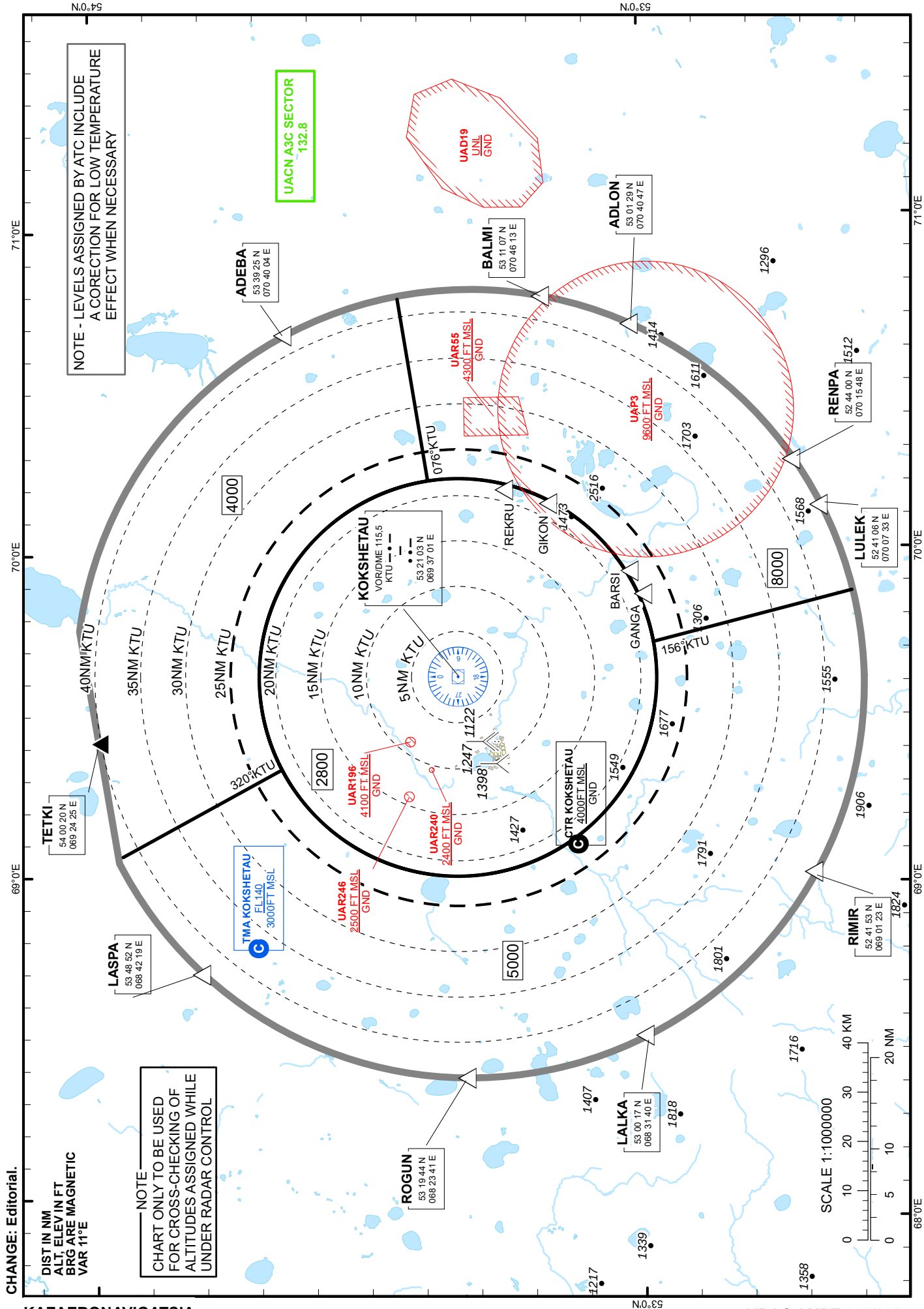
ATC Surveillance Minimum Altitude Chart - ICAO

TRANSITION ALTITUDE
10000 FT

AERODROME ELEV *888 FT*

KOKSHETAU TOWER 127.9
KOKSHETAU ATIS (EN) 134.9
KOKSHETAU ATIS (RU) 126.0

KOKSHETAU



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UAUU AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	2814	3214	2814	2814	Nil
32	2814	2964	2814	2814	Nil
TWY B - 14	2114	2514	2114	Nil	Nil
TWY D - 32	2405	2255	2105	Nil	Nil

UAUU 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
14	CAT I (PALS) 900 M LIH	GRN Nil	PAPI RIGHT/3°	Nil	Nil	2814m, spacing 60m, 0-2214 white, last 600m yellow	RED Nil	Nil	Nil
32	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2814m, spacing 60m, 0-2214 white, last 600m yellow	RED Nil	Nil	Nil

UAUU 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
3	TWY edge and centre line lighting	TWY A EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 1 SEC
5	Remarks	Nil

UAUU AD 2.16 Helicopter Landing Area

NIL

UAUU AD 2.17 ATS Airspace

1	**Designation and lateral limits**	KOSTANAY CTR A circle radius 25 NM centered on 531113N 0633346E
2	**Vertical limits**	4000 FT ALT / GND
3	**Airspace classification**	C

4	**ATS unit call sign Language(s)**	KOSTANAY TOWER EN KOSTANAY VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	ANY 02:00 - 00:00 UTC
7	**Remarks**	Nil

UAUU 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	KOSTANAY TOWER (EN) KOSTANAY VYSHKA (RU)	129,3 MHZ	Nil	Nil	ANY 02:00 - 00:00 UTC	Nil
ATIS	KOSTANAY ATIS (EN) KOSTANAY ATIS (RU)	118,5 MHZ 126,8 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UAUU 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 14 I/D/2	IKT	111.7 MHZ	H24	531120.9N 0633343.0E		Nil	Nil
GP 14 I/C/2		333.5 MHZ		531301.1N 0633224.6E			
DME 14	IKT	CH 54X		531301.1N 0633224.6E	600 FT		

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 32 I/D/2	INA	110.7 MHZ	H24	531329.9N 0633211.5E		Nil	Nil
GP 32 I/C/2		330.2 MHZ		531156.3N 0633310.6E			
DME 32	INA	CH 44X		531156.3N 0633310.6E	600 FT		
DVOR/DME (13°E/2022)	KST	114.8 MHZ CH 95X	H24	531113.0N 0633345.5E	600 FT	Nil	Nil

UAUU AD 2.20 Local Aerodrome Regulations

1. Aircraft movement procedures (towing, taxiing) on the airfield.

For arriving aircraft

Runway vacation is reported on taxiway only when ILS critical area marked with lights indicators is vacated.

Taxiing and towing

Aircraft movement on the aerodrome is carried out under its own power and with towing car. Taxiing and towing are carried out via fixed marking.

Parking an aircraft to the parking stand is carried out by command of meeting person. Start and testing of engines in idle mode on aircraft stands are allowed by request from the “Tower” with safety precautions. Testing (run-up) of aircraft engines on modes exceeding the idle modes should be carried out on holding position on taxiway A.

For departing aircraft.

The aircraft taxi to take-off under its own power. Aircraft should stop in front of light indicator of ILS critical area at holding position.

2. Safety precautions during taxiing, towing of aircraft considering visibility and surface conditions of apron, aircraft stands and taxiways.

In poor visibility during the day up to 2000 m or less:

- aerodrome lighting system should be switched on;
- aerodrome service should carry out additional visual inspection of the aerodrome and its elements before every take-off or landing; the results of the inspection are sent to the air traffic controller of control point “Tower”, and record is made in a special register;
- when the visibility is less than 400 m the aircraft taxiing is carried out by following the follow me car;
- the towing of aircraft with started engine on snow covered with ice (slippery) apron is prohibited.

3. The procedure of taxiing-in to the parking places under its own power and towing.

Taxiing-in to parking place is carried out by the responsible person signals of the aircraft operational

maintenance section.

Assignment of parking stands for arriving aircraft should be carried out by the air traffic controller of the Operating Flight Service (OFC) of airport with following informing the air traffic controller of control point “Tower” and Engineering Technical Service no later than 20 min before landing. The Engineering Technical Service is responsible for safety of the aircraft movement to the parking place. The aircraft must be parked at the parking stand according to markings.

4. The procedure of taxiing out from parking places under its own power and towing

Taxiing out from the parking place is should be carried out with the clearance of control point “Tower” by the signals of the responsible person of the aircraft operational maintenance section.

5. Deicing area, main engines start area, deviation area.

Aircraft deicing area – parking stands.

Main engine start area – on available stands.

Deviation area - are not available.

6. Aircraft and vehicles movement procedures in ILS critical and sensitive areas at aerodrome operation on ICAO minima category 1, 2, and.

For departing aircraft.

Aircraft 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”. Vehicles are forbidden to cross and to be in critical and sensitive areas of ILS, without the coordination and permission of the control point “Tower”.

(Aerodrome Kostanay has not been categorized)

7. Restrictions in the operation of large aircraft, including restrictions on the use of its own power for taxiing (if such restrictions are available)

Taxiing of aircraft of index 4 (Tu-134, Yak-42 and An-12) on the taxiway-E, taxiway-D, taxiway-F (from the taxiway-E to taxiway-C), index 3 (Yak-40, IL-114 , E-190) on the taxiway-B, index 6 (IL-76, B-757), index 5 (Tu-154), index 4 (B-727, B-737, Tu-134, Yak-42) on the taxiway-A and taxiway-F (from taxiway-D to taxiway-A), index 6 (IL-76, B-757), index 5 (An-12 and Tu-154), index 4 (A-320, B-737, Tu-134, An-12, Yak-42), index 3 (An-24, Yak-40, IL-114) on the taxiway-C to carry out strictly according to the marking of taxiway center line and at increased attention of the crew compliance with the safe distance from the wheels of landing gear truck before the covering edges. IL-76 - under 2 inboard engines!

8. Taxiing in winter conditions (apron) in case if some taxiways are not equipped with lights of center line, and they cannot be visible due to snow.

Decision on the necessity of leading is taken by the shift chief of the Operating Flight Service of airport (flight supervisor) or on the request of the crew.

The leading of aircraft is carried out by the aerodrome service of airport as well as “Leading of aircraft at the aerodrome “Kostanay” Manual” dated May 30, 2011, on the vehicle, specially equipped for this purpose. The leading of aircraft is carried out in difficult weather conditions, when visibility is less than 400 m., or in cases when maneuvering area markings for aircraft and service vehicles movement are not visible (due to snow or other reasons), during following up the aircraft of litter “A”, “OK” as well as on the request of crew. Thereby the engineer of aerodrome service shall perform the on-duty functions on following up the aircraft.

9. Removal of disabled aircraft.

Initial actions to ensure the safety of the damaged aircraft, its special equipment and the aircraft documents, any other actions specified by normative documents on the classification and investigation of aviation accidents, before the arrival of investigation commission, is assigned to the crew of aircraft and officers of Airport JSC, in whose territory the aircraft was damaged.

An official person of Airport JSC should notify the owner of aircraft about the nature of the damage, possibility and terms of the evacuation of aircraft, proposals on the procedure of its reconstruction.

Evacuation of aircraft from accident site should be carried out with the permission of the commission investigating the accident. Execution of works on evacuation is assigned to Director of “International Airport” Kostanay” JSC.

The Director of “International Airport” Kostanay” JSC approved for evacuation of the damaged aircraft should:

- to complete from employees of the Engineering Aviation Service the non-staff unit of airport on evacuation;
- to prepare a crew to work on the evacuation considering the aircraft location, access roads to it, planned to use of lift and transportation funds;
- provide the crew:
    - with special tools and instruments;
    - with means of load-lifting, transport, communication, lighting, ground handling, rigging, fire-fighting;
    - with materials needed for packaging and transportation of equipment and parts of aircraft;
    - with containers for collection of drainable oil products.

The preparation to the evacuation of aircraft at the scene of accident includes:

- site equipping for lifting of aircraft and storing of removing equipment, engine and airframe parts;
- preparation of access ways to the aircraft and for remove it to the road, suitable for transportation;
- Approval of route, transportation, safety measures, guiding with representatives of the State Traffic Inspectorate;
- works in order to prevent exposure of toxic fluids on human, radiation of radioactive devices;
- dismantling of electric accumulators from board of aircraft;
- dismantling of equipment and parts of the airframe, removal of which is reasonable before lift and placing the aircraft on supports or vehicle;
- lifting and placing an aircraft on acceptable for dismantlement supports;
- draining fuel and lubrication materials, service liquids from tanks (containers) and airframe systems, engines, out gassing from the vessel under pressure;
- dismantling of equipment requiring special storage conditions or preservation;
- works on the aircraft associated with its preparation for evacuation should be carried out in accordance with the requirements of operational documentation. In preparing for the evacuation of aircraft, during transportation and unloading to take measures on occupational safety and health and excluding additional damages of aircraft, dismantled parts and items. Evacuation of damaged aircraft from the airfield:
    1. Damaged (overran) aircraft should be removed from airfield with the permission of the Chairman of the commission on investigation of the aviation accident or on the direction of the Director of “International Airport” Kostanay” JSC;
    2. Evacuation of aircraft should be carried out after passengers and crew left the aircraft, luggage, mail and cargo unloaded, fuel and special fluids from tanks and systems drained, electric accumulators removed.
    3. Evacuation work should be carried out in compliance with all precautionary measures excluding

further damage of aircraft, and in the presence of fire brigade SPASOP. Procedure of performance is determined by instructions for evacuation

4. When aircraft which is damaged at the airfield and not repairable, prevents for take-off, landing and taxiing of other aircraft, this aircraft should be removed from runway, safety strips and taxiways using specially adapted cables and tractors by the decision of the Director of “International Airport» Kostanay” JSC. Herewith it's necessary to take measures to prevent the risk of fire, damage of equipment, which has not been destroyed in the crash, and to ensure the safety of people.

5. Responsibility for the organization of aircraft evacuation from the airfield in the territory of “Kostanay” airport is assigned to Director of “International Airport” Kostanay” JSC.

6. Direct supervision of works on evacuation is assigned to Head of the Engineering Aviation Service, and in his absence – to the leading engineer of the Engineering Aviation Service, “International airport” Kostanay” JSC.

7. The evacuation is carried out by non-staff unit of IAS. If necessary, to involve specialists of other services and divisions of “International Airport” Kostanay” JSC, as well as representatives of the airline of the aircraft owner and cooperating organizations.

UAUU AD 2.21 Noise Abatement Procedures

For noise abatement at the aerodrome during takeoff for the aircraft categories B, C, D the following procedures should be applied:

•from take-off till (450)m, take-off engine power, flaps in take-off position, V2 ± 20km/h;

•from (450)m till (900)m, climbing at V2 ± 20km/h;

•at (900)m, adjust normal rate of climb with retracted flaps.

During approach and landing:

•to maintain assigned level until final approach;

•to maintain the program off deceleration; to extend landing gear and wing devices so, that the approach speed should be reached 10 km from the runway threshold;

•to descend not below the glide path.

In the period from 22:00 to 07:00 engines run-up and testing on the engine rpm higher than idle are strictly prohibited.

UAUU 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.

Takeoff shall be performed from the starting point of RWY where runway physical characteristics complies required actual aircraft takeoff weight and takeoff conditions.

Helicopter lift-off and landing shall be carried out from RWY (intersection of TWY and RWY), and from helicopter pads, determined by AAP.

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.

Hover taxiing with General flight rules observance shall be carried out in case of ground taxiing unavailability (poor ground surface conditions or helicopter design doesn't allow to ground taxi).

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 the apron after RWY vacation shall be carried out after follow-me car. Taxiing into stand shall be carried out by marshaller's signals.

Taxiing of departing aircraft from stand to holding position 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. Flight crew should ensure safety of that clearance. VFR flights at altitudes below 1000 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 1000 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	ALPHA (southern outskirts of Lysanovka)	N532940 E0630540	306° 25.0 nm KST DVOR/DME	Entry/exit
2	BRAVO (northern outskirts of Vladimirovka)	N532924 E0640221	031° 25.0 nm KST DVOR/DME	Entry/exit
3	CHARLIE (SE outskirts of Shcherbakovo)	N530853 E0641508	083° 25.0 nm KST DVOR/DME	Entry/exit
4	TANGO (eastern outskirts of Pervomaiskoe)	N525919 E0641014	106° 25.0 nm KST DVOR/DME	Entry/exit
5	DELTA (western outskirts of Semenovka)	N524903 E0635249	141° 25.0 nm KST DVOR/DME	Entry/exit
6	HOTEL (SW outskirts of Rudnyi)	N525600 E0630054	221° 25.0 nm KST DVOR/DME	Entry/exit
7	DVOR/DME KST	N531113 E0633346		Holding
8	LIMA (western outskirts of Sheminovskoe)	N532400 E0632559	328° 13.6 nm KST DVOR/DME	Holding
9	GOLF (northern outskirts of Zarechnoe)	N531410 E0634410	053° 6.9 nm KST DVOR/DME	Holding
10	MIKE (southern outskirts of Ryspai)	N525702 E0633712	160° 14.4 nm KST DVOR/DME	Holding
11	PAPA (western outskirts of Zhdanovka)	N530931 E0632322	243° 6.5 nm KST DVOR/DME	Holding

UAUU 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. Bird concentration near airport.

The intensive flights of birds take place daily during 1-2 hours before/after sunset, when birds fly from the lake (6000 km west of the RWY) across the RWY and approach area of RWY 14 and RWY 32 to north or north-west from the airport. The height of bird flights varies from 0 till 600m above ground level. Birds fly back to the lake 1-2 hours before sunset.

The main migration direction in spring: from southwest to north-east; in autumn: in the counter direction. There is a great concentration of birds at the aerodrome area in autumn. That presents a great danger to flights from sunrise till sunset.

In case of necessity, the dispatcher of ATC “Tower” informs pilots about bird flights and approximate heights

above ground level.

The mentioned above time intervals pilots are recommended, if design characteristics of airborne equipment allows, to switch on landing lights during the flights in aerodrome area, during take-off, approach, climbing, descent.

Bird concentration scattering measures include:
periodical bird deterrence, effective measures regarding to scavering, removal of green plantations and ground covering, abandon of agricultural activity within the airport area.

UAUU AD 2.24 Charts Related To An Aerodrome

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RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
TWY A - 05	1502	1752	1502	Nil	Nil
TWY A - 23	1198	1448	1198	Nil	Nil

UAOO 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
05	CAT I (HIALS) 900 M LIH	GRN Nil	PAPI LEFT/3° 16,2 M	Nil	Nil	2700m, 0-2100m white, spacing 60m, last 600m yellow LIH	RED Nil	Nil	Nil
23	(HIALS) 900 M LIH	GRN Nil	PAPI LEFT/3° 16,3 M	Nil	Nil	2700m, 0-2100m white, spacing 60m, last 600m yellow LIH	RED Nil	Nil	Nil

UAOO 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: 350m from RWY05 to ARP, 350m from RWY23 to ARP
3	TWY edge and centre line lighting	TWY A EDGE: BLU TWY B EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 1 sec
5	Remarks	Nil

UAOO AD 2.16 Helicopter Landing Area

NIL

UAOO AD 2.17 ATS Airspace

1	**Designation and lateral limits**	KYZYLORDA CTR 445812N 0655209E - 444136N 0660448E - 442430N 0652105E - 444102N 0650816E - 445812N 0655209E
2	**Vertical limits**	2200 FT ALT / GND
3	**Airspace classification**	C

4	**ATS unit call sign Language(s)**	KYZYLORDA TOWER EN KYZYLORDA VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	See NOTAM
7	**Remarks**	Nil

UAOO 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	KYZYLORDA TOWER (EN) KYZYLORDA VYSHKA (RU)	120,9 MHZ	Nil	Nil	See NOTAM	Nil
Production and dispatcher service	KYZYLORDA TRANZIT (EN) KYZYLORDA TRANZIT (RU)	131.175 MHZ	Nil	Nil	As AD	Nil
ATIS	KYZYLORDA ATIS (EN) KYZYLORDA ATIS (RU)	134,9 MHZ 122.9 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UAOO 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 05 I/D/2	IKZ	111,1 MHZ	H24	444258.5N 0653658.0E		Nil	Nil
GP 05 I/C/2		331,7 MHZ		444202.0N 0653447.4E			
DME 05	IKZ	CH 48X		444202.0N 0653447.4E	400 FT		
DVOR/DME (7°E/2022)	KZO	112.7 MHZ CH 74X	H24	444144.9N 0653349.3E	500 FT	Nil	Nil

UAOO AD 2.20 Local Aerodrome Regulations

Aircraft movement on the aerodrome is carried out under its own engines power and/or towing by pushback tug. Taxiing and towing shall be carried out by established marking.

Towing shall be carried out along the taxiways (aprons, main taxiways) with paved or grass surface appropriate for aircraft of a given type.
Towing during hours of darkness shall be carried out at reduced speed with turned on aircraft lights, and when additional safety measures are applied.
Pushback tugs equipped with radio set and marker lights as well as special towing equipment (steers, wires) are used for towing.
The speed of taxiing shall be chosen by a pilot-in-command depending on condition of taxiway, presence of obstacles and visibility conditions and Flight Crew Operational Manual of the aircraft. ACFT crew or towing crew before crossing or occupying the runway or taxiway, shall be ensured in safety of the maneuver, regardless of the received instructions from the air traffic controller.

Taxiing in/out stands shall be carried out under own engines power or by towing along the taxiways.

Helicopter pad is not available. Helicopter lift-off and landing from ACFT stands is prohibited, except of helicopters equipped with skid, which are hovering from stand to lift-off area along markings. Safety distance shall be observed to exclude harmful impact of rotor downdraft on light aircraft. Pilot-in command is responsible for safe hovering.

Stands for general aviation are provided on the stands.

De-icing procedure shall be carried out on the stands. Engines start-up procedure shall be carried out on the stands without restrictions.
The deviation areas are absent.

Crossing the critical areas of the radio beacon systems by aircraft, ground vehicles and other vehicles during aerodrome operation on the minimum of ICAO I category shall be carried out by the clearance of TWR controller.
The clearance for crossing the critical areas of the radio beacon system shall be requested by driver, before the boundary of the critical area after full stop of the vehicle. The report of the vacation of the critical area shall be made only after vacation of the critical area of the radio beacon system.
Other aircraft or obstacle should not be on the final approach and within boundaries of the critical area of the radio beacon system during landing approach RWY 05 on the minimum of ICAO I category.
Aircraft taxiing to the line-up position must stop before daytime sign (holding points on the TWY A, B), which defines the critical area of the radio beacon system.

Runway 05/23 limitations:

- with weight restriction without traffic intensity: B747-400 less than 299,440t, A-340-200 less than 207,354 t, A-340-300 less than 210,155 t, IL-96M less than 218,081 t, MD-11 less than 190,278 t, A321-100 less than 82,753 t, A321-200 (85,4t) less than 84,076t, A321-200(89,4t) less than 83,0t, A321-200 (93,4t) less than 83,12t, A330-200(217,9t) less than 171,45t, A330-300 (212,9t) less than 197,823t, A330-300 (223,9t) less than 168,757t, A330-300 (230,9t) less than 169,713t, A330-300 (233,9t) less than 169,023t;
- with wet weight and traffic restriction up to 20 departures per day: IL-96M, A321-100, A321-200
- with wet weight and traffic restriction up to 5 departures per day: A340-200, A340-300, A330-200(217,9t), A330-300(212,9t);
- weight restriction and traffic restriction up to 5 departures per day: B747-400 less than 383,769t, MD-11 less than 250,156t, A330-300(223,9t) less than 223,204t, A330-300(230,9t) less than 223,157t, A330-300(233,9t) less than 221,086t;
- weight restriction and traffic restriction up to 20 departures per day: BC B747-400 less than 348,641t, MD-11 less than 225,213t, A330-200(217,9t) less than 203,842t, A330-300(212,9t) less than 197,686t, A330-300(223,9t) less than 200,524t, A330-300(230,9t) less than 200,895t, A330-300(233,9t) less than 199,723t.

Taxiing in winter conditions along the apron (in case of taxiways may be invisible due to packed snow) shall be carried out behind the “Follow me” car.

Removal of the disabled aircraft shall be carried out by crane trucks with lifting capability not less than 50 tons and long haul track as part of tow-cars with low loaders.

AN-2 and MI-8 engines start-up, taxiing under own engines power on the apron designated for AN-2 and MI-8 is prohibited.

UAOO AD 2.21 Noise Abatement Procedures

NIL

UAOO AD 2.22 Flight procedures

1. Flight and ground movement procedures.

There are no deviations from the current flight requirements and rules of Republic of Kazakhstan.

Aircraft takeoff and landing with a tailwind speed component is permitted in order to accelerate the movement of aircraft at the crew's request or at the initiative of ATS Unit. Pilot-in-command is responsible for this decision.

2. Low Visibility Procedures.

Low Visibility Procedures (LVP) are effected in Kyzylorda airport when RVR is less than 550 m. Low Visibility Procedures are cancelled when RVR is greater than 550 m.

Low Visibility Procedures are initiated by ATC Supervisor (Tower ATC) during departures when RVR less 550 m.

The operation of LVP shall be reported by Tower ATC phrase: “LOW VISIBILITY PROCEDURES IN OPERATION”. “KZR334, Kyzylorda Tower, the procedures in low visibility conditions”.

Tower ATC:

- restricts the movement of vehicles airport services on the apron and maneuvering area during LVP procedures via Flight Operations Service of airport;
- produces control over the presence of obstacles on the runway and in the ILS critical area, on the reports of aircraft crew or reports of aerodrome service specialist.

Taxiing into the ACFT stand (apron) from RWY is cleared by follow-me car. Taxiing of aircraft from stands to holding position shall be carried out after follow-me car.

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 2200 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 800 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	YANKEE (near Ayakkol lake)	N445352 E0654058	016° 13.1 nm KZO DVOR/DME (012° 12.2 nm ARP)	Entry/exit
2	TANGO (Birlestik village)	N444136 E0660448	083° 22.1 nm KZO DVOR/DME (085° 20.9 nm ARP)	Entry/exit
3	ROMEO (Zhetikol village)	N443117 E0653817	156° 10.9 nm KZO DVOR/DME (163° 11.3 nm ARP)	Entry/exit
4	HOTEL (Aktubek village)	N444446 E0651744	278° 11.9 nm KZO DVOR/DME (274° 12.8 nm ARP)	Entry/exit
5	MIKE (bridge over railroad)	N444822 E0653819	019° 7.4 nm KZO DVOR/DME (012° 6.2 nm ARP)	Holding
6	INDIA (Iirkol lake)	N444207 E0654543	080° 8.5 nm KZO DVOR/DME (085° 7.3 nm ARP)	Holding
7	ALPHA (Amangeldi village)	N443750 E0653636	146° 4.4 nm KZO DVOR/DME (163° 4.6 nm ARP)	Holding
8	BRAVO (Zhumash lake)	N444354 E0652417	281° 7.1 nm KZO DVOR/DME (274° 8.2 nm ARP)	Holding

UAOO 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. Flock of birds in the vicinity of the airport.

Flights of waterfowl are observed during periods of spring and autumn migration.

As necessary, TWR informs the pilot about flight of birds.

Measures to disperse flocks of birds include periodic scaring of birds, measures to reduce bird nesting at aerodrome facilities, clearing shrubs within the aerodrome, mowing grass, chemical treatment of the territory of the aerodrome against insects that attract birds, as well as the termination of agricultural activities in the aerodrome area.

UAOO AD 2.24 Charts Related To An Aerodrome

UASP AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	2500	2650	2500	2500	Nil
21	2500	2800	2500	2500	Nil
TWY A - 03	1176	1326	1176	Nil	Nil
TWY A - 21	1324	1624	1324	Nil	Nil

UASP 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
03	CAT I (HIALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2500m, spacing 60m, 0-1900m white, last 600m yellow LIH	RED Nil	Nil	Nil
21	CAT I (HIALS) 870 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2500m, spacing 60m, 0-1900m white, last 600m yellow LIH	RED Nil	Nil	Nil

UASP AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer: 300m from RWY03, 400m from RWY21 The main point of observation, Auxiliary observation point, Lighting: Nil
3	TWY edge and centre line lighting	TWY A EDGE: BLU
4	Secondary power supply/switch-over time	AVAILABLE, 1sec
5	Remarks	Turning Bay Lights (U-turn) - Blue

UASP AD 2.16 Helicopter Landing Area

NIL

UASP AD 2.17 ATS Airspace

1	**Designation and lateral limits**	PAVLODAR CTR A circle radius 20 NM centered on 521235N 0770542E
2	**Vertical limits**	3000 FT ALT / GND
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	PAVLODAR TOWER EN PAVLODAR VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	See NOTAM
7	**Remarks**	Nil

UASP 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	PAVLODAR TOWER (EN) PAVLODAR VYSHKA (RU)	119,8 MHZ	Nil	Nil	See NOTAM	Nil
ATIS	PAVLODAR ATIS (EN) PAVLODAR ATIS (RU)	134,6 MHZ 133,6 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UASP 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
DVOR/DME (9°E/2013)	PVL	114 MHZ CH 87X	H24	521234.6N 0770542.1E	500 FT	Nil	Nil
ILS LOC 21 I/D/2	IPW	110.7 MHZ	H24	521054.5N 0770310.8E		Nil	Nil
GP 21 I/C/2		330.2 MHZ		521201.7N 0770504.4E			
DME	IPW	CH 44X		521201.7N 0770504.4E	400 FT		

UASP AD 2.20 Local Aerodrome Regulations

1. Movement procedure (towing, taxiing) of aircraft on the airfield.

Movement of the aircraft on the aerodrome is carried out by taxiing or towing by special vehicles. Taxiing and towing are performed along the centerline of runway, taxiways and stands.

2. Precautions for taxiing and towing aircraft, with regard to the visibility conditions and the condition of apron pavement, parking areas, taxiways.

Taxiing (towing) shall be carried out by clearance of the “Tower” air traffic controller. The pilot-in-command depending on the taxiway conditions, obstacles presence, aircraft weight, taxiing conditions, shall select the taxiing speed. In all cases, it must not exceed the speed established by the Flight Crew Operational Manual.

3. Taxiing out of stands under its own engines power and by towing.

Taxiing out of stands under its own engines power and by towing and taxiing into stands under its own engines power and by towing is performed according to the signals of the person in charge of the aircraft operational maintenance area. Stands separation for arriving aircraft shall be carried out by the Operation and Dispatch service followed by informing the Engineering and Technical Service, not later than 20 minutes before landing. Engineering and Technical Service is responsible for the aircraft movement safety from stands and to the stands. There are no restrictions on the procedure for taxiing and parking aircraft.

Taxiing of YAK-42 aircraft into/out of stand №12 under its own engines power is prohibited. Parking of the YAK-42 aircraft at the stand №12 shall be carried out by towing.

4. Parking area for small aircraft (general aviation), in case, if such stands are available.

Stands №13, №14, №15, №16 are designated for the small aircraft (general aviation) with the dimensions 25m*23,7m.

5. Aircraft de-icing areas, main engines start up areas, deviation areas.

Stands №2, №3, №17 are designated for de-icing.
Main engines start-up is permitted at all stands.
Stands №1-№4 are designated as deviation areas.

6. The movement procedure of aircraft and vehicles in critical and sensitive areas of ILS during aerodrome operation on the minima I, II and III ICAO category.

Aircraft movement in the critical area shall be carried out with the increased attention of the crew and caution. Flight crew shall vacate the critical area as soon as possible, without exceeding recommended speed by the flight manual of this aircraft. Flight crew shall immediately report to the “Tower” air traffic controller after vacating the critical area.

Intersection of critical areas of radio-beacon landing system by aircraft, vehicles and other mobile facilities shall be carried out with the clearance of the “Tower” air traffic controller.

“Stop” and “ILS critical area” signs are installed on the intersection of the airport roads and the critical area of the radio-beacon system. Movement after these signs without air traffic controller clearance is prohibited; driver must stop and request clearance to cross this area. Vacating of this area shall be made rapidly with a further report to the air traffic controller.

When the aircraft performing a U-turn to the final approach and before landing, intersection these areas by the mentioned vehicles is prohibited.

7. Restrictions in the operation of large aircraft including restrictions on the use of its own power for taxiing (in cases, if such restrictions are available).

Aircraft with a weight of 30000 kg and more shall make turns in turning bays (widening of the runway) on RWY 03/21 only.

For other aircraft the geometric dimensions of the runway and parking areas are suitable according to the Tactical and technical data, no restrictions.

8. Taxiing in winter conditions (apron), in case if some taxiways are not equipped with centerline lights,

they are may not be visible due to snow.

In case of low visibility of marking lines for aircraft movement at the apron (due to snow cover and other reasons), the escorting of aircraft shall be carried out by the follow-me car.

9. Removal of disabled aircraft from runways.

JSC “Pavlodar airport” can provide the activities of evacuation:

- In the standard form of towing (towing by the nose gear with a tow bar) from runway (in the absence of snow and ice) – YAK-40, YAK-42, AN-24, TU-134, TU-154, A-320, B-737. From soft surfaces of runway shoulder and stopway – YAK-40, AN-24.
- In the non-standard form of towing (towing by the main landing gear with ropes) from runway. From soft surfaces of runway shoulder and stopway – YAK-42.
- Transportation of aircraft with damaged nose gear or main gear due to belly landing is impossible due to the lack of necessary equipment.

UASP AD 2.21 Noise Abatement Procedures

For noise abatement at the aerodrome, during take-off for the aircraft categories B, C, D the following procedures should be applied:

- from take-off to (450)m, take-off engine power, flaps in take-off position, V2+ 20km/h;
- from (450)m to (900)m, climbing at V2+20km/h;
- at (900)m, adjust normal rate of climb with retracted flaps.

During approach and landing:

- to maintain assigned flight level until final approach;
- to maintain the program of deceleration, landing gear extension and wing devices so, that the set approach speed was reached at a distance of 10 km from the runway threshold; to descent not below the glide path.

UASP AD 2.22 Flight Procedures

1. Flight and ground movement procedures.

There are no deviations from the requirements and flight rules operating in the territory of the Republic of Kazakhstan.

Take-off not from the runway beginning shall be performed upon flight crew request, if according to the flight crew's calculations, the available runway length, depending on the actual take-off weight of the aircraft and take-off conditions, corresponds to the required length. Pilot-in-command is responsible for this decision. Tailwind take-off and landing in regard of braking action coefficient is permitted, if the tailwind speed component comply with the standards established by the Flight Operations Manual for each aircraft type.

Movement of aircraft on the aerodrome shall be carried out by taxiing or towing by special vehicles. Taxiing and towing shall be carried out along centerlines of runway, taxiways and stands. Taxiing from/into the stands is performed by the signals of the responsible person in charge of the aircraft operational maintenance area. Taxiing of aircraft, as well as the placement of aircraft on the apron and stands shall be carried out by the engineering and technical personnel of the Aviation Engineering Service in accordance with the instructions of the Operation and Dispatch Service, in conformity with the inflicted markings on the aerodrome pavement, as provided by the ground movement chart. Taxiing (towing) shall be carried out by the clearance of “Tower” air traffic controller. The pilot-in-command depending on the taxiway conditions, obstacles presence, aircraft weight, taxiing conditions, selects taxiing speed. In all cases, it must not exceed the speed established by the Flight Crew Operational Manual.

Helicopter taxiing shall be carried out with regard of limitations to the wind, according to the Flight Operational manual, with constant visibility of landmarks located in front. Pilot-in-command is responsible for taxiing rules compliance; the person in charge of taxiing in the assigned area is responsible for the safety of taxiing.

Heliport pad is not available. Helicopter take-off and landing area located over the ARP. Helicopter take-off and landing shall be carried out from the runway. Helicopter take-off and landing in the sector 260°-360° from ARP is prohibited. Helicopter take-off and landing equipped with a skid landing gear is allowed from stands №3, №4, №9 with observance of safety distance between the main rotor blades and aircraft on the stand (not less than two main rotor diameter). Helicopter landing at the designated stands is permitted by the clearance of the “Tower” air traffic controller in coordination with the Operation and Dispatch Service.

The movement of all types of special vehicles at the airport shall be carried out along the marked routes only, according to the “Aircraft, special vehicles and mechanical equipment placement and movement chart”.

2. Low Visibility Procedures.

Low Visibility Procedures (LVP) are applied when RVR is less than 550 m, when all the manoeuvring area or part of it is not controlled visually from the “Tower” control centre.

Low Visibility Procedures are initiated by the Air traffic Manager (Tower ATC) after received information from the meteorological service about the RVR values less than 550 m.

Air traffic controller "Tower" should report when the Low Visibility Procedures are in force by the phrase: “LOW VISIBILITY PROCEDURES IN OPERATION”. The air traffic controller "Tower" informs flight crew about any changes in the operational radio status and lighting equipment, also, restricts the movement of airport service vehicles on the aprons and manoeuvring area during Low Visibility Procedures.

Aircraft should follow after the "Follow-me car" equipped with lighting equipment from the established point to the stand upon arrival and from the stand to the established point upon departure. Air Traffic Controller "Tower" monitors aircraft movement along the taxi route by the visual observing within the visibility limits, according to the reports of crew and aerodrome service specialist reports.

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 900 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	ALPHA (Northern side of Berezovka)	N523133 E0765528	333° 20.0 nm PVL DVOR/DME	Exit
2	BRAVO (SW side of Efremovka, A-17 Highway)	N523053 E0771848	015° 20.0 nm PVL DVOR/DME	Entry/exit

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
3	CHARLIE (A-18 highway, railroad)	N522325 E0773305	048° 20.0 nm PVL DVOR/DME	Entry/exit
4	DELTA (SE outskirts of Novoyamyshevo, M-38 highway)	N515456 E0772051	143° 20.0 nm PVL DVOR/DME	Exit
5	ECHO (Western outskirts of Donentayev)	N515237 E0770445	173° 20.0 nm PVL DVOR/DME	Entry
6	FOXTROT (NE side of Bolshoy Kalkaman lake)	N520333 E0763645	234° 20.0 nm PVL DVOR/DME	Exit
7	GOLF (A-18 highway, railroad)	N520916 E0763339	252° 20.0 nm PVL DVOR/DME	Entry
8	HOTEL (southern side of Kyzylzhar)	N522538 E0764101	302° 20.0 nm PVL DVOR/DME	Entry
9	INDIA (Western side of Muyaldy)	N522341 E0770258	342° 11.2 nm PVL DVOR/DME	Exit
10	JULIET (Northern outskirts of Shandy)	N522043 E0771455	026° 9.9 nm PVL DVOR/DME	Entry/exit/ holding (circle and absolute altitudes by “Tower” ATC instructions)
11	KILO (Northern outskirts of Birlik)	N520726 E0770518	174° 5.2 nm PVL DVOR/DME	Exit
12	PAPA (SE outskirts of Aksu)	N520144 E0765742	195° 11.9 nm PVL DVOR/DME	Entry, holding (circle and absolute altitudes by “Tower” ATC instructions)
13	LIMA (Northern outskirts of Aksu)	N520859 E0765105	239° 9.7 nm PVL DVOR/DME	Exit
14	MIKE (NW outskirts of Karabay)	N521036 E0765029	249° 9.6 nm PVL DVOR/DME	Entry, holding (circle and absolute altitudes by “Tower” ATC instructions)
15	NOVEMBER (Western outskirts of Leninskiy)	N521359 E0764416	267° 13.3 nm PVL DVOR/DME	Entry, holding (circle and absolute altitudes by “Tower” ATC instructions)

UASP 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 gulls, starlings, ducks, crows, pigeons, etc. occur daily in the morning (23.00 - 03.00) and evening (10.00 - 02.00) hours. The altitude of the bird flights varies from 0 to 400 m. above ground level.

The main directions of bird migration in spring are from the south-west to the north-east, in autumn in the opposite direction.

As required, the aerodrome control unit inform pilots of such bird migration and approximate heights above ground level.

Measures to disperse of the bird aggregations include periodic scaring of birds, effective measures against the garbage, removal of green spaces, as well as the installation of scaring objects (silhouettes of hunters, sparkling balls, "scaring eyes", etc).

UASP AD 2.24 Charts Related To An Aerodrome

UACP 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
05	(SALS) 420 M LIL	GRN Nil	PAPI LEFT/3°	Nil	Nil	2802m, spacing 60m, 0-2202m white, last 600m yellow LIH	RED Nil	Nil	Nil
23	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2802m, spacing 60m, 0-2202m white, last 600m yellow LIH	RED Nil	Nil	Nil

UACP 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
3	TWY edge and centre line lighting	TWY A EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 0 sec
5	Remarks	Nil

UACP AD 2.16 Helicopter Landing Area

NIL

UACP AD 2.17 ATS Airspace

1	**Designation and lateral limits**	PETROPAVLOVSK CTR A circle radius 25 NM centered on 544703N 0691309E
2	**Vertical limits**	4000 FT ALT / GND
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	PETROPAVLOVSK TOWER EN PETROPAVLOVSK VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	See NOTAM
7	**Remarks**	Nil

UACP 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	PETROPAVLOVSK TOWER (EN) PETROPAVLOVSK VYSHKA (RU)	123,7 MHZ	Nil	Nil	See NOTAM	Nil
ATIS	PETROPAVLOVSK ATIS (EN) PETROPAVLOVSK ATIS (RU)	127,4 MHZ 118,3 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UACP 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 23 I/D/2	IPT	108.3 MHZ	H24	544600.3N 0690911.0E		Nil	Nil
GP 23 I/C/2		334.1 MHZ		544641.4N 0691208.5E			
DME 23	IPT	CH 20X		544641.4N 0691208.5E	500 FT		
DVOR/DME (12°E/2017)	PSK	112,5 MHZ CH 72X	H24	544702.9N 0691308.7E	500 FT	Nil	Nil

UACP AD 2.20 Local Aerodrome Regulations

NIL

UACP AD 2.21 Noise Abatement Procedures

NIL

UACP 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 a tailwind is permitted when tailwind speed is not greater than the value set by Flight Operational manual of each aircraft type. Pilot-in-command shall make final decision of tailwind landing/ takeoff.

Departure of aircraft with runway back bearing is available in case of observance of following terms:

- availability of continuous radar control;
- separation intervals will be established between departing and arriving aircraft.

Takeoff shall be performed from the starting point of RWY where runway physical characteristics comply required actual aircraft takeoff weight and takeoff conditions.

Helicopter take-off and landing shall be carried out from RWY (intersection of TWY and RWY), from TWY 1, and to/from landing pad for Category A and helicopters, parking stands 5, 6, 7, 8. Pilot-in-command is responsible for taking-off and landing from/to parking stands 5, 6, 7, 8, landing pad for Category A and helicopters, and compliance with the established distances to obstacles

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 of aircraft shall be carried out by the 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.

Hover taxiing with General flight rules observance shall be carried out in case of ground taxiing unavailability (poor ground surface conditions or helicopter design doesn't allow to ground taxi).

U-turns on RWY 05/23 are allowed for aircraft type B737-200 and heavier in thresholds and turning bays only.

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 on runway vacation in conditions of low visibility is carried out on taxiways only after the vacation of the ILS critical zones indicated by light sign (holding position).

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 3000 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	ALPHA (northern side of Sokolovka, visual reference – A-12 highway)	N551147 E0691909	355° 25.0 nm PSK DVOR/DME	Entry/exit
2	BRAVO (northern outskirts of Bugrovoe)	N550401 E0694457	035° 25.0 nm PSK DVOR/DME	Entry/exit
3	CHARLIE (northern outskirts of Poludino)	N545257 E0695510	064° 25.0 nm PSK DVOR/DME	Entry/exit
4	DELTA (Eastern side of Borki)	N543553 E0695142	104° 25.0 nm PSK DVOR/DME	Entry/exit
5	ECHO (western side of Dobrovolskoe)	N542424 E0693115	143° 25.0 nm PSK DVOR/DME	Entry/exit
6	GOLF (northern side of Aralagash, visual reference – A-1 highway)	N542209 E0691010	172° 25.0 nm PSK DVOR/DME	Entry/exit
7	HOTEL (northern outskirts of Rassvet, visual reference – A-16 highway)	N542943 E0684211	214° 25.0 nm PSK DVOR/DME	Entry/exit
8	VICTOR (western outskirts of Ledenevo)	N544144 E0683100	246° 25.0 nm PSK DVOR/DME	Entry/exit
9	OSCAR (western side of Krasnyi Oktiabr)	N544828 E0683001	261° 25.0 nm PSK DVOR/DME	Entry/exit
10	TANGO (northern outskirts of Mamliutka)	N545711 E0683335	282° 25.0 nm PSK DVOR/DME	Entry/exit

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
11	LIMA (NE outskirts of Ploskoe)	N544711 E0692914	077° 9.3 nm PSK DVOR/DME	Holding, circle and absolute altitude by “Tower” ATC instructions
12	KILO (SE outskirts of Chapaevo)	N543741 E0691013	178° 9.5 nm PSK DVOR/DME	Holding, circle and absolute altitude by “Tower” ATC instructions
13	PAPA (southern outskirts of Arhangelskoe)	N544550 E0685557	251° 10.0 nm PSK DVOR/DME	Holding, circle and absolute altitude by “Tower” ATC instructions

UACP 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

UACP AD 2.24 Charts Related To An Aerodrome

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UASS AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	3099	3249	3099	3099	Nil
26	3099	3249	3099	2727	Nil
TWY 7 - 08	2504	2654	2504	Nil	Nil

UASS 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
08	(SALS) 420 M LIL	GRN Nil	PAPI LEFT/3°	Nil	Nil	3099m, spacing 60m, 0-2499m white, last 600m yellow LIL	RED Nil	Nil	Nil
26	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2727m, spacing 60m, 0-2127m white, last 600m yellow LIH	RED Nil	Nil	Nil

UASS 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
3	TWY edge and centre line lighting	TWY 7 Edge: blue
4	Secondary power supply/switch-over time	AVBL, 1 sec
5	Remarks	Turning bay lights - green

UASS AD 2.16 Helicopter Landing Area

NIL

UASS AD 2.17 ATS Airspace

1	**Designation and lateral limits**	SEMEY CTR A circle radius 20 NM centered on 502059N 0801438E
2	**Vertical limits**	4000 FT ALT / GND
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	SEMEY TOWER EN SEMEY VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	See NOTAM
7	**Remarks**	Nil

UASS 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**
RADAR	SEMEY TOWER (EN) SEMEY VYSHKA (RU)	128 MHZ	Nil	Nil	See NOTAM	Nil
SMC	SEMEY TOWER (EN) SEMEY VYSHKA (RU)	128 MHZ	Nil	Nil	See NOTAM	Nil
TWR	SEMEY TOWER (EN) SEMEY VYSHKA (RU)	128 MHZ	Nil	Nil	See NOTAM	Nil
Production and dispatcher service	SEMEY TRANZIT (EN) SEMEY TRANZIT (RU)	131.9 MHZ	Nil	Nil	As AD	Nil
ATIS	SEMEY ATIS (EN) SEMEY ATIS (RU)	118,5 MHZ 122,4 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UASS 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 26 I/D/2	ISP	110,3 MHZ	H24	502058.8N 0801214.2E		Nil	Nil
GP 26 I/C/2		335 MHZ		502104.5N 0801445.3E			
DME 26	ISP	CH 40X		502104.5N 0801445.3E	700 FT		
NDB	S	850 KHZ	H24	502116.3N 0801623.3E	Nil	Nil	Nil
DVOR/DME (7°E/2014)	SEM	115,3 MHZ CH 100X	H24	502058.7N 0801437.5E	700 FT	Nil	Nil

UASS AD 2.20 Local Aerodrome Regulations

When visibility 550 m or less TKOF should be carried out from RWY 26 DTHR.

Takeoff from RWY 26 THR available

UASS AD 2.21 Noise Abatement Procedures

For noise abatement at the aerodrome during takeoff for the aircraft categories B, C, D the following procedures should be applied:

- from take-off till (450)m, take-off engine power, flaps in take-off position, V2+ 20km/h:
- from (450)m till (900)m, climbing at V2+20km/h;
- at (900)m, adjust normal rate of climb with retracted flaps.

During approach and landing:

- to maintain assigned level until final approach;
- to maintain the program off deceleration; to extend landing gear and wing devices so, that the approach speed should be reached 10 km from the runway threshold;
- to avoid the engine power increase form 17 km till 15 km from the runway threshold;
- to descend not below the glide path.

UASS AD 2.22 Flight procedures

1. Flight and ground movement procedures.

Aircraft movement on the aerodrome is carried out by taxiing. Taxiing is carried out along centre lines of taxiway, apron and stands.

The aircraft is not towed on the aerodrome.

TWY 2 are designated for taxiing of State aviation aircraft into/out of stands.

TWY 7 is designated for taxiing of Civil aviation aircraft into/out of stands.

TWY 7 is designated for taxiing of ICAO 6 aircraft.

TWY 9 is suitable for aircraft taxiing with maximum weight less than 30 tons, in accordance with technical suitability, according to aircraft Flight Operational manual.

Aircraft following shall be carried out by specially intended for this purpose follow-me vehicle. Aircraft following shall be carried out in IMC when visibility is less than 400 m or in case if markings on maneuvering area are not visible (due to packed snow or in other cases), or by flight crew's request. In that case engineer of airfield service works as aircraft follower on duty.

Two-way radio communication shall be established on 166,350 MHz during aircraft following.

Taxiing out of stands shall be carried out by marshaller's signals, in case of his absence – by decision of pilot-in-command.

Aircraft following shall be carried out:

- by flight crew request;
- in IMC when visibility is less than 400 m.

Taxiing speed shall be chosen by pilot in-command of the aircraft depending on condition of taxing surface, the presence of obstacles and visibility.

Crossing the ILS critical areas by aircraft, ground vehicles and other vehicles shall be carried out by the clearance of ATC Tower. If an aircraft is entering the final approach track or it's finally approaching, crossing the ILS critical areas on the manoeuvring area is prohibited.

Taxiing into/out from aircraft stand №3 to aircraft stand №4 allowed via markings on apron

Taxiing into/out from aircraft stand №4 to aircraft stand №3 allowed via markings on apron

2. Low Visibility Procedures.

Low Visibility Procedures (LVP) are effected in IMC, during nighttime, which includes:

- engaging of aerodrome lighting facilities: during night flights – 15 minutes before sunset or estimated time of aircraft arrival, during aircraft departure after request for engine start-up.
- in daytime – when visibility less than 2000 m.
- in other cases – by flight crew request.
- During flights of general aviation RWY inspection shall be carried out by engineer of airfield service with further report about obstacle presence (absence) to controller of "Semey Tower" control centre.

When visibility 550 m or less TKOF should be carried out from RWY 26 DTHR

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 4000 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 2000 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	ALPHA	N504042 E0801943	002° 20.0 nm SEM DVOR/DME	Exit
2	BRAVO	N503645 E0803352	031° 20.0 nm SEM DVOR/DME	Entrance
3	CHARLIE	N503046 E0804157	053° 20.0 nm SEM DVOR/DME	Exit
4	DELTA	N502627 E0804442	067° 20.0 nm SEM DVOR/DME	Entrance
5	ECHO (East side of Topkashi)	N502251 E0804545	077° 20.0 nm SEM DVOR/DME	Exit
6	FOXTROT (visual reference – P-24 highway)	N502010 E0804551	085° 20.0 nm SEM DVOR/DME	Entrance
7	GOLF (SW side of Kerevankol lake)	N500934 E0804015	117° 20.0 nm SEM DVOR/DME	Exit
8	HOTEL (visual reference – west of the railroad, M-38 highway)	N500637 E0803618	129° 20.0 nm SEM DVOR/DME	Entrance
9	INDIA (South side of Karakol)	N500250 E0800134	198° 20.0 nm SEM DVOR/DME	Exit
10	JULIET	N500740 E0795124	221° 20.0 nm SEM DVOR/DME	Entrance
11	KILO	N501711 E0794359	252° 20.0 nm SEM DVOR/DME	Exit
12	LIMA (visual reference - railway)	N502525 E0794410	276° 20.0 nm SEM DVOR/DME	Entrance
13	MIKE (east side of Bokenshi)	N502924 E0794616	288° 20.0 nm SEM DVOR/DME	Exit
14	TANGO (SE side of Zhylandy)	N503632 E0795457	314° 20.0 nm SEM DVOR/DME	Entrance
15	STARAIA KREPOST (Northern outskirts of Staraia Krepost)	N503013 E0800558	322° 10.8 nm SEM VOR/DME	Holding, circle and absolute altitudes by “Tower” ATC instructions

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
16	Ferma KERNEI	N501655 E0802746	109° 9.4 nm SEM DVOR/DME	Holding, circle and absolute altitudes by “Tower” ATC instructions
17	Zimovka STARIY KULTOBE	N501414 E0800601	212° 8.7 nm SEM DVOR/DME	Holding, circle and absolute altitudes by “Tower” ATC instructions

UASS 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. Bird concentration near airport.

The main migration direction in spring: from south-east to north-west; in autumn: in the counterdirection.

Morning migration from 05.00 to 09.00, evening migration from 17.00 to 20.00. Bird species include crows, jackdaws, sparrows, pigeons, kites. The flight altitudes varies from 100 to 400 m above ground level.

In case of necessity, the aerodrome control point informs pilots about bird flights and approximate heights above ground level.

The mentioned above time intervals pilots are recommended, if design characteristics of airborne equipment allows, to switch on landing lights during the flights in aerodrome area, during takeoff, approach, climbing, descent.

Bird concentration scattering measures include: periodical bird deterrence, effective measures regarding to scattering, removal of green plantations and ground covering, abandon of agricultural activity within the airport area.

UASS AD 2.24 Charts Related To An Aerodrome

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AERODROME GROUND MOVEMENT AND PARKING CHART - ICAO

APRON ELEV 1385FT (*422m*)

TWR 125.9

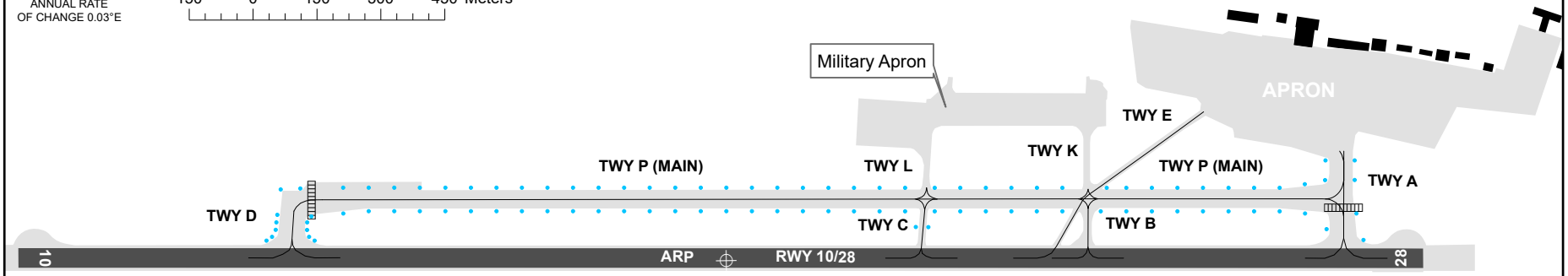
SHYMKENT

VAR 6°E (2013)
ANNUAL RATE OF CHANGE 0.03°E

ELEV, HGT IN FEET (METERS)
DIMENSIONS IN METERS
BRG ARE MAG

SCALE 1:15000
150 0 150 300 450 Meters

RWY	DIRECTION (TRUE)	THR	GEOID UNDULATION	BEARING STRENGTH
10	106.22°	42°22'09.24"N 069°27'22.27"E	- 138	PCN 50 R/A/X/T
28	286.25°	42°21'39.35"N 069°29'40.74"E	- 141	



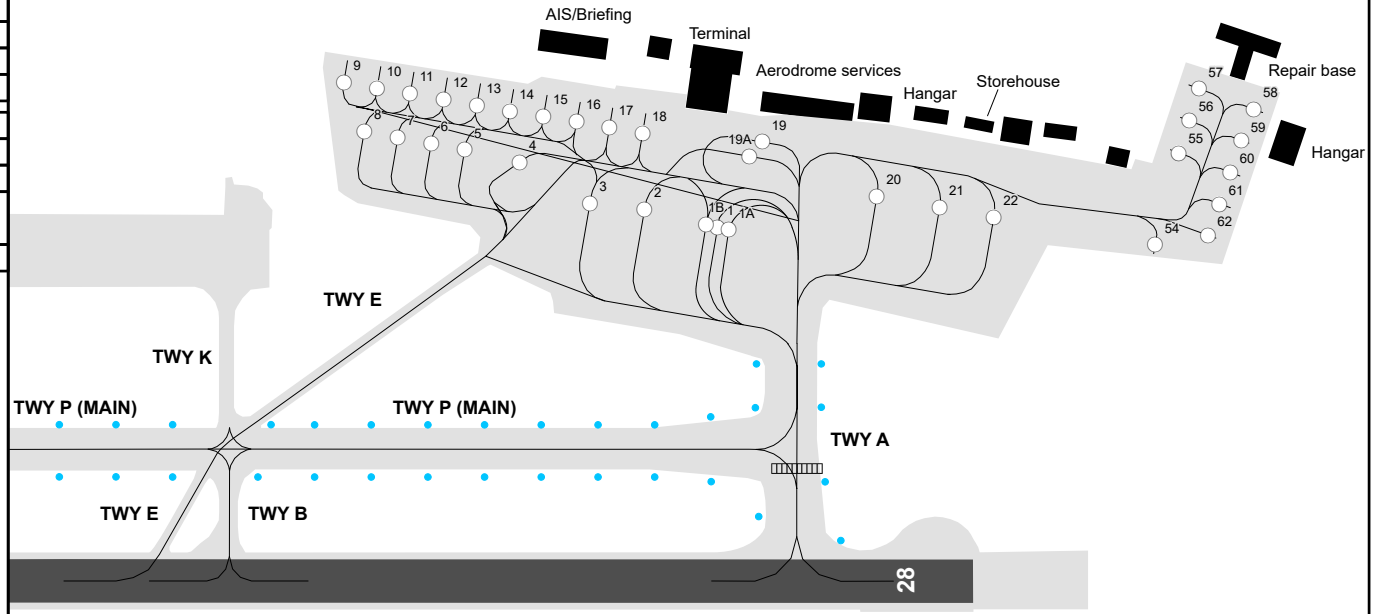
APRON	STAND	SURFACE	BEARING STRENGTH
APRON	1, 1A, 1B	CONC+ASPH	PCN 77/F/C/W/T
	2,3,19,19A		PCN 44/F/C/W/T
	4 -16		PCN 18/F/C/X/T
	17,18		PCN 23/F/C/W/T
	20 - 22		PCN 51/F/C/W/T
	54-62		PCN 13/F/C/W/T

TWY	WIDTH	SURFACE	BEARING STRENGTH
A, P, D	23m	REINFORCED/CONC	PCN 50/R/A/X/T
B	21m		PCN 22/R/A/X/T
C	18m	CONC+ASPH	PCN 18/F/C/Y/T
E	14m		
K, L	14m	REINFORCED/CONC	PCN 22/R/A/X/T

STANDS		
	1	- for AN-124, A-330, B-747
	1A	- for A-321, A-320, B-737-900
	1B	- for E-190, B-737-200, B-737-500
	2-3, 20-22	- for IL-76, B-767
	4	- for B-737
	5-19	- for AN-24, YAK-40
	19A	- for B-767, A-330
	54-62	- for AN-24

WARNING:
TWY B and TWY E available for aircraft taxiing only daytime. Simultaneous aircraft taxiing on TWY B and TWY E from RWY to MAIN TWY P is prohibited

SCALE 1:8000
80 0 80 160 240 Meters



CHANGE: Hot Spot del.

SHYMKENT **STANDS CHARACTERISTICS**

Apron	Stand	Coordinates	
		Latitude	Longitude
	1	42 21 53.44 N	069 29 33.96 E
	2	42 21 54.75 N	069 29 30.96 E
	3	42 21 55.46 N	069 29 28.61 E
	4	42 21 57.50 N	069 29 26.03 E
	5	42 21 58.43 N	069 29 23.74 E
	6	42 21 58.97 N	069 29 22.34 E
	7	42 21 59.48 N	069 29 20.93 E
	8	42 22 00.01 N	069 29 19.53 E
	9	42 22 01.82 N	069 29 19.25 E
	10	42 22 01.31 N	069 29 20.65 E
	11	42 22 00.81 N	069 29 22.05 E
	12	42 22 00.30 N	069 29 23.46 E
	13	42 21 59.79 N	069 29 24.86 E
	14	42 21 59.28 N	069 29 26.25 E
	15	42 21 58.78 N	069 29 27.67 E
	16	42 21 58.29 N	069 29 29.08 E
	17	42 21 57.79 N	069 29 30.46 E
	18	42 21 57.28 N	069 29 31.86 E
	19	42 21 55.84 N	069 29 37.06 E
	19A	42 21 55.49 N	069 29 36.30 E
	20	42 21 52.94 N	069 29 41.44 E
	21	42 21 51.97 N	069 29 44.09 E
	22	42 21 51.14 N	069 29 46.37 E
	54	42 21 48.68 N	069 29 53.18 E
	55	42 21 51.48 N	069 29 55.42 E
	56	42 21 52.44 N	069 29 56.30 E
	57	42 21 53.40 N	069 29 57.14 E
	58	42 21 52.20 N	069 29 59.31 E
	59	42 21 51.30 N	069 29 58.36 E
	60	42 21 50.35 N	069 29 57.46 E
	61	42 21 49.41 N	069 29 56.56 E
	62	42 21 48.49 N	069 29 55.65 E

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SHYMKENT

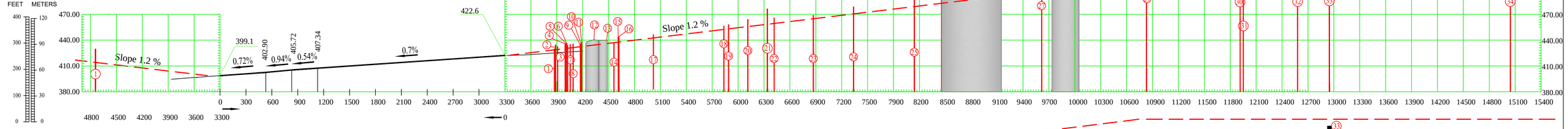
DIMENSIONS AND ELEVATIONS IN METERS MAG VAR 6°E

ORDER OF ACCURACY					
N	LAT	LON	H	Horizontal,m	Vertical,m
①	42°21'34.15111	69°30'04.77831	429,9		
②	42°21'38.45187"	69°30'07.06342"	434,5		
③	42°21'38.6855"C	69°30'08.2532"B	432,5		
④	42°21'27.80145"C	69°30'7.98578"B	435,8		
⑤	42°21'27.65943"C	69°30'8.40939"B	436,2		
⑥	42°21'37.63567"C	69°30'13.05839"B	434,0		
⑦	42°21'37.63029"C	69°30'14.53217"B	435,0		
⑧	42°21'37.46477"	69°30'15.96735"	435,7		
⑨	42°21'36.79276"C	69°30'19.50546"B	435,6		
⑩	42°21'36.66616"C	69°30'19.82752"B	435,7		
⑪	42°21'25.83220"C	69°30'15.86792"B	437,5		
⑫	42°21'35.18362"C	69°30'26.00551"B	440,6		
⑬	42°21'23.27097"	69°30'23.70456"	439,8		
⑭	42°21'32.3152"C	69°30'35.4584"B	437,2		
⑮	42°21'21.0266"C	69°30'33.2924"B	443,7		
⑯	42°21'19.6568"C	69°30'33.1077"B	444,0		
⑰	42°21'18.38669"	69°30'50.77109"	446,6		

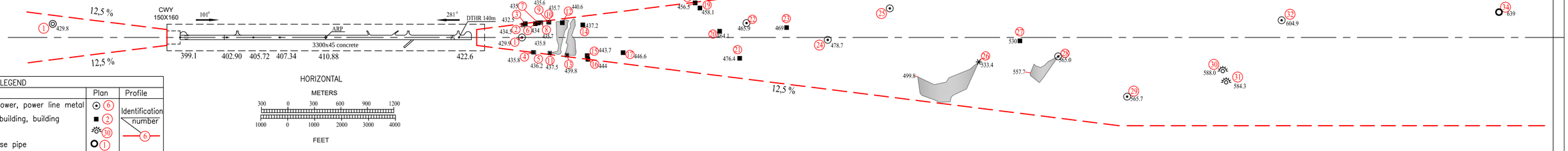
ORDER OF ACCURACY					
N	LAT	LON	H	Horizontal,m	Vertical,m
⑱	42°21'28.5319"C	69°31'31.9384"B	456,5		
⑲	42°21'26.2359"C	69°31'33.4924"B	458,1		
⑳	42°21'15.9979"C	69°31'39.6345"B	464,0		
㉑	42°21'04.41000	69°31'45.40000	476,4		
㉒	42°21'16.1233"C	69°31'53.5746"B	465,9		
㉓	42°21'10.4091"C	69°32'11.9804"B	469,0		
㉔	42°21'01.82000	69°32'29.84000	478,7		
㉕	42°21'06.5487"C	69°33'03.7314"B	492,4		
㉖	42°20'38.4824"C	69°33'38.5823"B	533,4		
㉗	42°20'41.7096"C	69°34'01.0833"B	530,0		
㉘	42°20'32.2487"C	69°34'17.1199"B	565,0		
㉙	42°20'10.9587"C	69°34'44.2585"B	565,7		
㉚	42°20'10.11000	69°35'33.29000	588,0		
㉛	42°20'05.77000	69°35'33.28000	584,3		
㉜	42°20'21.9512"C	69°36'08.3009"B	604,9		
㉝	42°20'40.4919"C	69°36'32.3485"B	631,2		
㉞	42°20'02.3687"C	69°37'52.7390"B	639,0		

RUNWAY 10/28

DECLARED DISTANCES		
Runway 10		Runway 28
3300	TAKE – OFF RUN AVAILABLE	3300
3300	TAKE – OFF DISTANCE AVAILABLE	3450
3300	ACCELERATE – STOP DISTANCE AVAILABLE	3300
3300	LANDING DISTANCE AVAILABLE	3160



ORDER OF ACCURACY					
N	LAT	LON	H	Horizontal,m	Vertical,m
①	42°22'27.10254	69°26'23.55132	429,8		



HORIZONTAL
METERS
FEET

LEGEND	Plan	Profile
Antenna, tower, power line metal	⊙ 6	Identification number 6
Technikal building, building	■ 2	
Spotlamp	30	
Boiler house pipe	○ 1	
Concrete pillar	■ 3	
Tree	✳ 27	
Building, trees, pillars	13	

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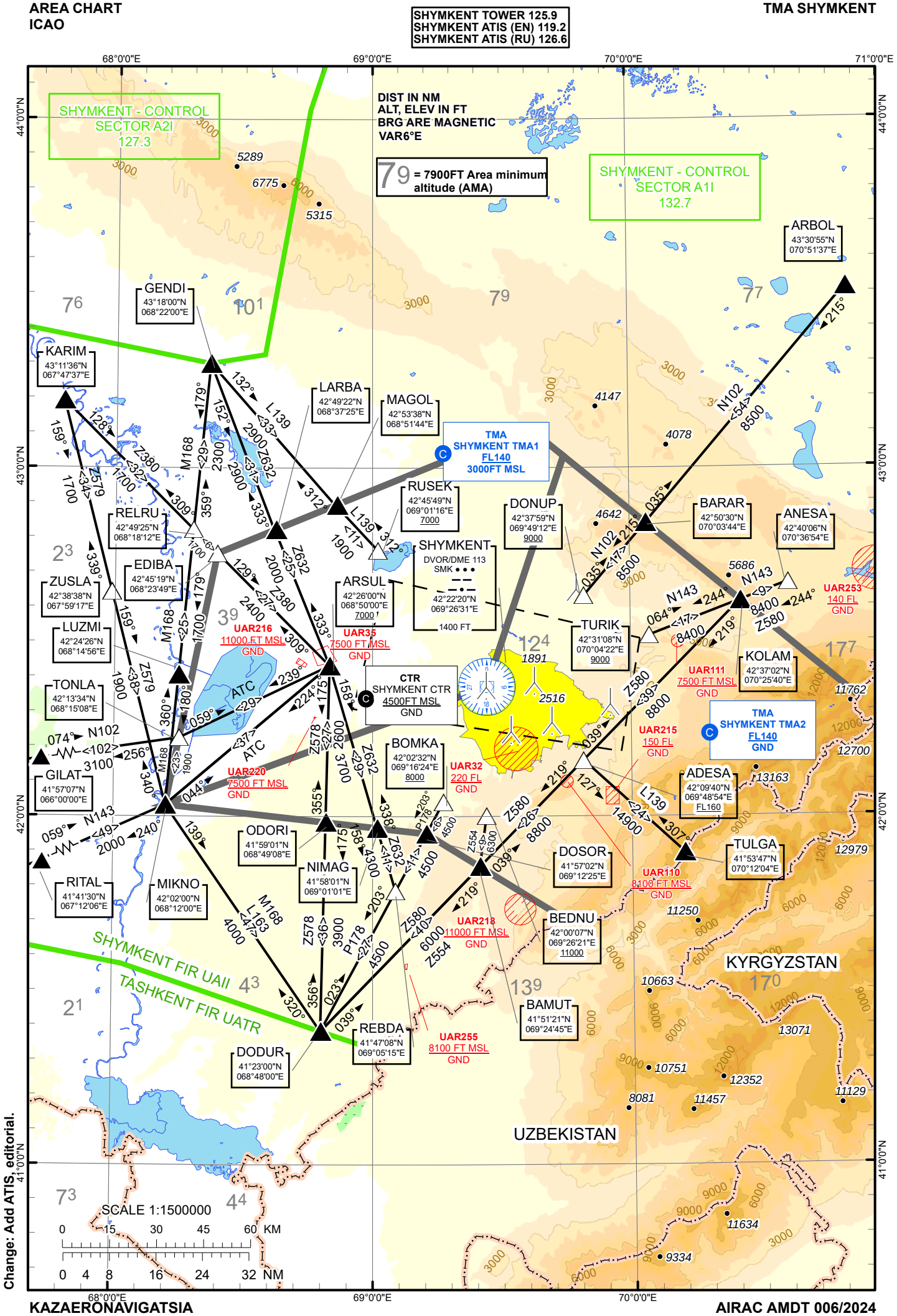
AREA CHART
ICAO

TMA SHYMKENT



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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

SHYMKENT TOWER 125.9
SHYMKENT ATIS (EN) 119.2
SHYMKENT ATIS (RU) 126.6

ADESA 6C, ARSUL 6C, ARSUL 4E, RUSEK 5C, BOMKA 6C, BOMKA 4E, DONUP 5C, TURIK 5C

SHYMKENT RWY 10

69°E 69°30'E 70°E

42°30'N 42°N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 6°E

ALT/HEIGHT CONVERSION

QNH	(QFE)
2700	(1391FT - 424m)
3400	(2091FT - 637m)

WARNING:
1.Climb to DONUP (42°37'59"N 069°49'12"E) with gradient 4.1%
2.Climb to TURIK (42°31'08"N 070°04'22"E) with gradient 5.0%

MSA 25NM
SMK DVOR
190° 7200 FT
290° 8200 FT
25° 4100 FT

RUSEK
42°45'49"N
069°01'16"E
SMK
R316.1°/D30.0
7000

316°
R316°SMK
RUSEK 5C 58
286°

ARSUL
42°26'00"N
068°50'00"E
SMK
R272.4°/D27.3
7000

ARSUL 6C 64
272°
R272°SMK
ARSUL 4E 62 (by ATC)

SHYMKENT
DVOR/DME113
SMK
CH_77X
42°22'20"N
069°26'31"E
1400 FT

R010°SMK
281°
232°
R041°SMK
041°
DONUP 5C 30
DONUP
42°37'59"N
069°49'12"E
SMK
R041.4°/D22.9
9000

R067°SMK
067°
351°
TURIK 5C 30
037°
TURIK
42°31'08"N
070°04'22"E
SMK
R066.8°/D29.4
9000

BOMKA 6C 59
101°
122°
195°
286°
ADESA 6C 70 (by ATC)
BOMKA 4E 42 (by ATC)
240°

SHYMKENT
2700
3400

UAR32
220 FL
GND

UAR110
8100 FT MSL
GND

UAR215
150 FL
GND

BOMKA
42°02'32"N
069°16'24"E
SMK
R195.3°/D21.2
8000

ADESA
42°09'40"N
069°48'54"E
SMK
R121.7°/D20.9
FL160

SCALE 1:500000
0 5 10 15 20 KM
0 1.35 2.7 5.4 8.1 10.8 NM

CHANGE: Add ATIS, editorial

STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) SHYMKENT RWY 10
ARSUL 6C After take-off climb straight ahead to 2700, turn LEFT on track 232° until intercept R272° SMK, proceed to ARSUL R272.4°, D27.3 SMK. Cross ARSUL at 7000 or above.
ARSUL 4E (by ATC) After take-off climb straight ahead to 3400, turn RIGHT on track 286° to ARSUL R272.4°, D27.3 SMK. Cross ARSUL at 7000 or above.
RUSEK 5C After take-off climb straight ahead to 2700, turn LEFT on track 286° until intercept R316° SMK, proceed to RUSEK R316.1°, D30.0 SMK. Cross RUSEK at 7000 or above.
DONUP 5C After take-off climb straight ahead to 2700, turn LEFT on track 351° until intercept R041° SMK, proceed to DONUP R041.4°, D22.9 SMK. Cross DONUP at 9000 or above.
TURIK 5C After take-off climb straight ahead to 2700, turn LEFT on track 037° until intercept R067° SMK, proceed to TURIK R066.8°, D29.4 SMK. Cross TURIK at 9000 or above.
ADESA 6C (by ATC) After take-off climb straight ahead to 2700, turn LEFT on track 281° until intercept R010° SMK, then turn left to SMK, after crossing SMK proceed on track 122° to ADESA R121.7°, D20.9 SMK. Cross ADESA at FL160 or above.
BOMKA 6C After take-off climb straight ahead to 2700, turn LEFT to SMK, after crossing SMK track 195° to BOMKA R195.3°, D21.2 SMK. Cross BOMKA at 8000 or above.
BOMKA 4E (by ATC) After take-off climb straight ahead to 3400, turn RIGHT on track 240° to BOMKA R195.3°, D21.2 SMK. Cross BOMKA at 8000 or above.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

SHYMKENT TOWER 125.9
SHYMKENT ATIS (EN) 119.2
SHYMKENT ATIS (RU) 126.6

ADESA 5D, ARSUL 5D, RUSEK 5D, BOMKA 5D, DONUP 5D, TURIK 5D

SHYMKENT RWY 28

69°E 69°30'E 70°E

42°30'N 42°N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 6°E

ALT/HEIGHT CONVERSION
QNH (QFE)
2400 (1013FT - 309m)

WARNING:
1.Climb to DONUP (42°37'59"N 069°49'12"E) with gradient 4.1%
2.Climb to TURIK (42°31'08"N 070°04'22"E) with gradient 5.0%

MSA 25NM
SMK DVOR
190° 4100 FT
7200 FT 290°
25° 8200 FT

RUSEK
42°45'49"N
069°01'16"E
SMK
R316.1°/D30.0
7000

ARSUL
42°26'00"N
068°50'00"E
SMK
R272.4°/D27.3
7000

DONUP
42°37'59"N
069°49'12"E
SMK
R041.4°/D22.9
9000

TURIK
42°31'08"N
070°04'22"E
SMK
R066.8°/D29.4
9000

SHYMKENT
DVOR/DME113
SMK
CH_77X
42°22'20"N
069°26'31"E
1400 FT

ADESA
42°09'40"N
069°48'54"E
SMK
R121.7°/D20.9
FL160

BOMKA
42°02'32"N
069°16'24"E
SMK
R195.3°/D21.2
8000

RUSEK 5D 33 316°
ARSUL 5D 28 272°
DONUP 5D 41 081° 041°
TURIK 5D 53 107° 067°
ADESA 5D 53 (by ATC) 152°
BOMKA 5D 32 155° 195°
346°
281°
2400
R316°SMK
R272°SMK
R041°SMK
R067°SMK
R122°SMK
R195°SMK

UAR32
220 FL
GND

UAR110
8100 FT MSL
GND

UAR215
150 FL
GND

SCALE 1:500000
0 5 10 15 20 KM
0 1.35 2.7 5.4 8.1 10.8 NM

CHANGE: Add ATIS, editorial.

STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) SHYMKENT RWY 28
ARSUL 5D After take-off climb straight ahead to 2400, turn LEFT until intercept R272° SMK, proceed to ARSUL R272.4°, D27.3 SMK. Cross ARSUL at 7000 or above.
RUSEK 5D After take-off climb straight ahead to 2400, turn RIGHT on track 346° until intercept R316° SMK, proceed to RUSEK R316.1°, D30.0 SMK. Cross RUSEK at 7000 or above.
DONUP 5D After take-off climb straight ahead to 2400, turn RIGHT on track 081° until intercept R041° SMK, proceed to DONUP R041.4°, D22.9 SMK. Cross DONUP at 9000 or above.
TURIK 5D After take-off climb straight ahead to 2400, turn RIGHT on track 107° until intercept R067° SMK, proceed to TURIK R066.8°, D29.4 SMK. Cross TURIK at 9000 or above.
ADESA 5D (by ATC) After take-off climb straight ahead to 2400, turn RIGHT on track 152° until intercept R122° SMK, proceed ADESA R121.6°, D20.9 SMK. Cross ADESA at FL160 or above.
BOMKA 5D After take-off climb straight ahead to 2400, turn LEFT on track 155° until intercept R195° SMK, proceed to BOMKA R195.3°, D21.2 SMK. Cross BOMKA at 8000 or above.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

SHYMKENT TOWER 125.9
SHYMKENT ATIS (EN) 119.2
SHYMKENT ATIS (RU) 126.6

ADESA 4H, ARSUL 4H, BEDNU 4H, BOMKA 4H, DONUP 4H, RUSEK 4H, TURIK 4H

SHYMKENT RWY 10

69°E 69°30'E 70°E

42°30'N 42°N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 6°E

ALT/HEIGHT CONVERSION
QNH (QFE)
7000 (5691FT - 1735m)

MSA 25NM
SMK DVOR
190°
4100 FT
7200 FT
290°
8200 FT
25°

RUSEK
42°45'49"N
069°01'16"E
SMK
R316.1°/D30.0
7000

ARSUL
42°26'00"N
068°50'00"E
SMK
R272.4°/D27.3
7000

DONUP
42°37'59"N
069°49'12"E
SMK
R041.4°/D22.9
9000

TURIK
42°31'08"N
070°04'22"E
SMK
R066.8°/D29.4
9000

BOMKA
42°02'32"N
069°16'24"E
SMK
R195.3°/D21.2
8000

BEDNU
42°00'07"N
069°26'21"E
SMK
R174.8°/D22.2
11000

ADESA
42°09'40"N
069°48'54"E
SMK
R121.7°/D20.9
FL160

(IAF)
7000
SHYMKENT
DVOR/DME113
SMK
CH_77X
42°22'20"N
069°26'31"E
1400 FT

RUSEK 4H 30 136°
ARSUL 4H 27 092°
DONUP 4H 23 222°
TURIK 4H 29 247°
BOMKA 4H 21 015°
BEDNU 4H 22 355°
ADESA 4H 21 302°
(by ATC)

Holding MNM 7000 1 Min 092° 272°
Holding MNM7000 1 MIN 101° 281°

UAR32
220 FL
GND

UAR110
8100 FT MSL
GND

UAR215
150 FL
GND

1409 1891 2326 1850 3186 2300 2949 2801 2516 2546 2480 5131 5194 2733 2165 2815 3245 6512 2743 2562 2438 2001 2822 6713

3000 6000

SCALE 1:500000
0 5 10 15 20 KM
0 1.35 2.7 5.4 8.1 10.8 NM

CHANGE: Add ATIS, editorial.

STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) SHYMKENT RWY 10
ADESA 4H (by ATC) After crossing ADESA R121.7°, D20.9 SMK proceed on track 302° to SMK. Cross SMK at 7000 FT.
BEDNU 4H After crossing BEDNU R174.8°, D22.2 SMK proceed on track 355° to SMK. Cross SMK at 7000 FT.
BOMKA 4H After crossing BOMKA R195.3°, D21.2 SMK proceed on track 015° to SMK. Cross SMK at 7000 FT.
ARSUL 4H After crossing ARSUL R272.4°, D27.3 SMK proceed on track 092° to SMK. Cross SMK at 7000 FT.
RUSEK 4H After crossing RUSEK R316.1°, D30.0 SMK proceed on track 136° to SMK. Cross SMK at 7000 FT.
DONUP 4H After crossing DONUP R041.4°, D22.9 SMK proceed on track 222° to SMK. Cross SMK at 7000 FT.
TURIK 4H After crossing TURIK R066.8°, D29.4 SMK proceed on track 247° to SMK. Cross SMK at 7000 FT.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

SHYMKENT TOWER 125.9
SHYMKENT ATIS (EN) 119.2
SHYMKENT ATIS (RU) 126.6

ADESA 4L, ARSUL 4L, BEDNU 4L, BOMKA 4L, DONUP 4L, RUSEK 4L, TURIK 4L

SHYMKENT RWY 28

69°E 69°30'E 70°E

42°30'N 42°N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 6°E

ALT/HEIGHT CONVERSION
QNH (QFE)
7000 (5613FT - 1711m)

MSA 25NM
SMK DVOR
190°
4100 FT
7200 FT
290°
8200 FT
25°

RUSEK
42°45'49"N
069°01'16"E
SMK
R316.1°/D30.0
7000

ARSUL
42°26'00"N
068°50'00"E
SMK
R272.4°/D27.3
7000

DONUP
42°37'59"N
069°49'12"E
SMK
R041.4°/D22.9
9000

TURIK
42°31'08"N
070°04'22"E
SMK
R066.8°/D29.4
9000

ADESA
42°09'40"N
069°48'54"E
SMK
R121.7°/D20.9
FL160

BOMKA
42°02'32"N
069°16'24"E
SMK
R195.3°/D21.2
8000

BEDNU
42°00'07"N
069°26'21"E
SMK
R174.8°/D22.2
11000

(IAF)
7000
SHYMKENT
DVOR/DME113
SMK
CH_77X
42°22'20"N
069°26'31"E
1400 FT

136° RUSEK 4L 30
222° DONUP 4L 23
247° TURIK 4L 29
092° ARSUL 4L 27
302° ADESA 4L 21 (by ATC)
015° BOMKA 4L 21
355° BEDNU 4L 22 (by ATC)

Holding
MNM 7000
1 MIN
284°

Holding
MNM 7000
1 Min
092°
272°

104°

SHYMKENT

UAR32
220 FL
GND

UAR110
8100 FT MSL
GND

UAR215
150 FL
GND

2326 1850 3186 2300 2949 2801 2503 1891 1409 2516 2546 2480 5131 5194 2733 2165 2743 2562 2438 2815 3245 6512 6713 2822 2001

SCALE 1:500000
0 5 10 15 20 KM
0 1.35 2.7 5.4 8.1 10.8 NM

CHANGE: Add ATIS, editorial.

STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) SHYMKENT RWY 28
ADESA 4L (by ATC) After crossing ADESA R121.7°, D20.9 SMK proceed on track 302° to SMK. Cross SMK at 7000 FT.
BEDNU 4L After crossing BEDNU R174.8°, D22.2 SMK proceed on track 355° to SMK. Cross SMK at 7000 FT.
BOMKA 4L After crossing BOMKA R195.3°, D21.2 SMK proceed on track 015° to SMK. Cross SMK at 7000 FT.
ARSUL 4L After crossing ARSUL R272.4°, D27.3 SMK proceed on track 092° to SMK. Cross SMK at 7000 FT.
RUSEK 4L After crossing RUSEK R316.1°, D30.0 SMK proceed on track 136° to SMK. Cross SMK at 7000 FT.
DONUP 4L After crossing DONUP R041.4°, D22.9 SMK proceed on track 222° to SMK. Cross SMK at 7000 FT.
TURIK 4L After crossing TURIK R066.8°, D29.4 SMK proceed on track 247° to SMK. Cross SMK at 7000 FT.

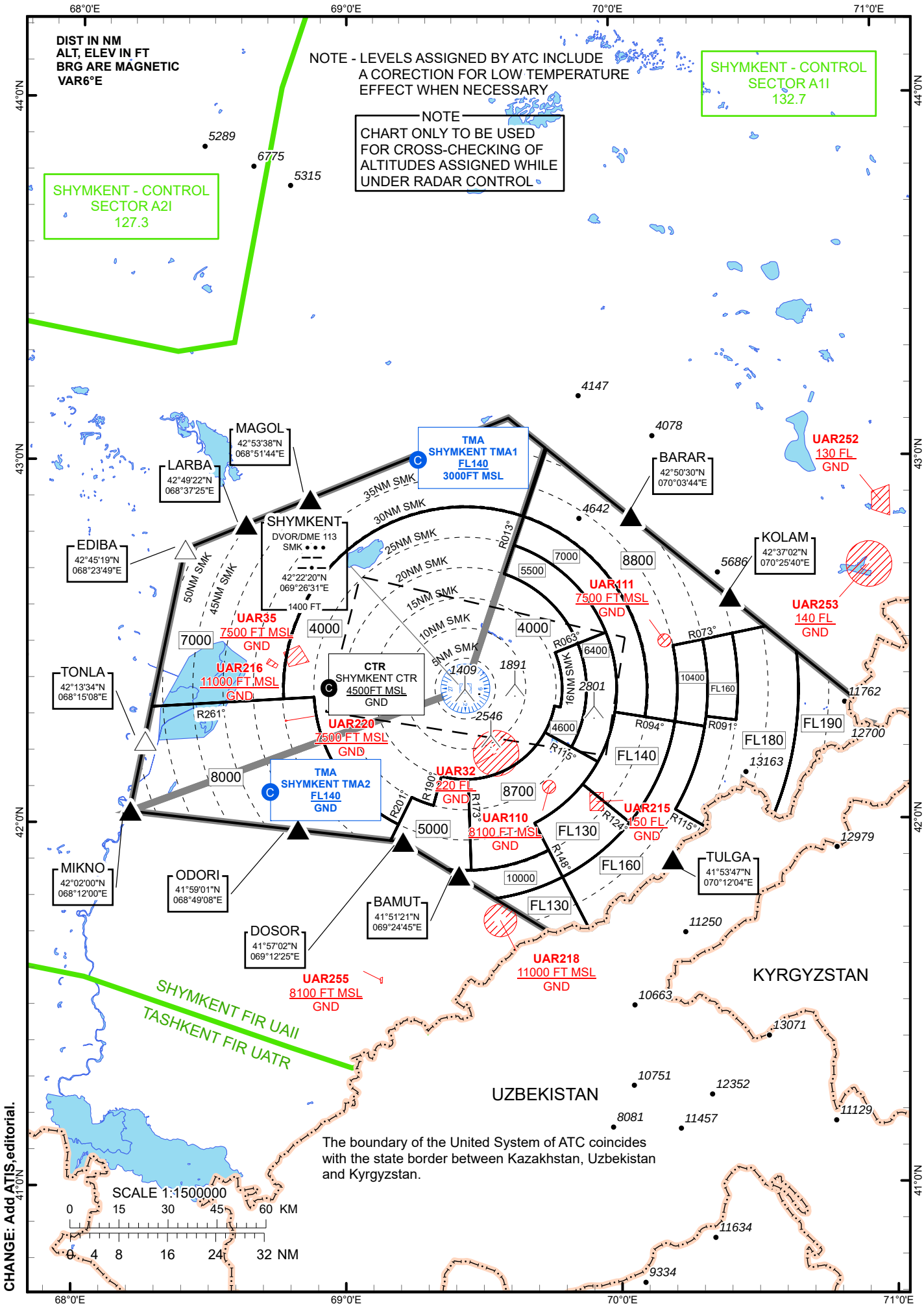
ATC Surveillance Minimum Altitude Chart ICAO

TRANSITION ALTITUDE
10000 FT

AERODROME ELEV *1387 FT*

SHYMKENT TOWER 125.9
SHYMKENT ATIS (EN) 119.2
SHYMKENT ATIS (RU) 126.6

SHYMKENT



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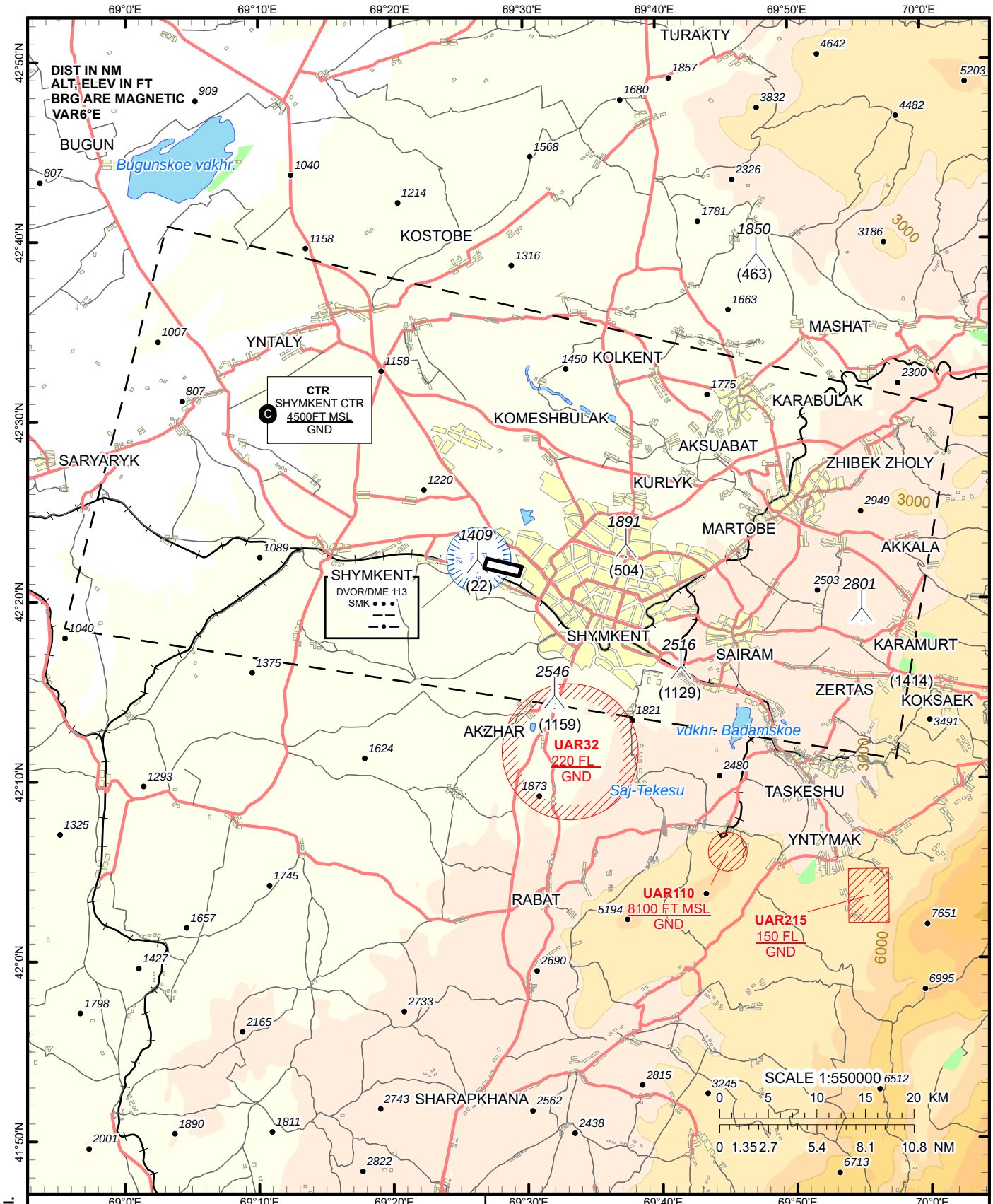
VISUAL APPROACH CHART - ICAO

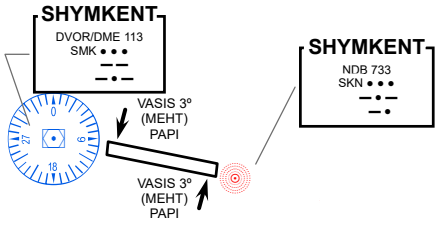
AERODROME ELEV *1387 FT*
HEIGHTS RELATED TO AD ELEV

SHYMKENT TOWER 125.9
SHYMKENT ATIS (EN) 119.2
SHYMKENT ATIS (RU) 126.6

SHYMKENT



CHANGE: Add ATIS, editorial.



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

All VFR flights within the boundaries of the control zone are carried out at an absolute altitude of at least 7000 feet, unless otherwise authorized by the «TOWER» ATC unit.

Absolute flight altitudes are assigned by the air traffic controller "Tower" without taking into account artificial obstacles. Aircraft crews are responsible for avoiding artificial obstacles. At Taldykorgan aerodrome holding patterns are established at an absolute altitude to await the VFR approach order for the landing of category «A» aircraft and helicopters. The holding patterns (left/right turns) to be used are determined and reported to the aircraft crew by «TOWER» ATC unit. Exit to the final leg, crossing the runway course shall be made only with the permission of the «TOWER» ATC unit.

VFR transit flights through the control zone of Taldykorgan are carried out along the route via control points and at altitudes agreed with the «TOWER» ATC unit.

Depending on the air or meteorological situation, the «TOWER» ATC unit, uses other visual landmarks for arrival, departure, overflight and waiting for aircraft, if necessary.

Visual Reference Points of VFR flights within Taldykorgan CTR

№	Name	Type	Location	Geographic coordinates	DVOR/DME «TDK» radial and distance
1	MIKE	waypoint	Intersection of a road and a river, Southwestern edge of the settlement Mukanshi	445220N 0780209E	225° / 21,9 NM
2	SIERRA	waypoint	Meander (bend) of the riverbed Karatal, Northwestern edge of the settlement Sarybulak	450525N 0780157E	262° / 16,9 NM
3	DELTA	waypoint	Meander (bend) of a riverbed, Southeastern edge of the settlement Kokdala	451330N 0780945E	297° / 13,4 NM
4	INDIA	waypoint	Bend of a road at the straight angle, Northwest of a pond	451950N 0781552E	328° / 15,2 NM
5	PAPA	holding	Intersection of a road and a river	450855N 0782127E	305° / 4 NM
6	YANKEE	holding	Y-shaped road intersection, East of a pond	450223N 0782808E	152° / 4,3 NM
7	ALPHA	holding	The «Almaly» reservoir	450809N 0783218E	064° / 4,9 NM
8	BRAVO	waypoint	Eastern edge of the settlement Karabulak	445502N 0783025E	159° / 11,8 NM
9	KILO	waypoint	Northern edge of the settlement Koshkental	451313N 0784808E	061° / 17,2 NM
10	TANGO	waypoint	Road bend A-3 (A-350), Eastern edge of the settlement Aktogan	452357N 0784942E	039° / 24,4 NM

UAAT 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. Ornithological situation in the aerodrome area.

The flights of birds occur in flocks from several dozen to several hundred from the south-west to the north, north-east, during the period of snowmelt and plowing of fields there is a massive flight through the runway.

Periods of seasonal migrations are characterized by intensive directional round-the-clock flight of birds, usually in large numbers and at considerable altitudes. Migration mainly occurs from mid-March to mid-May and from mid-September to late November, round-the-clock.

The main measures for the ornithological support of flights

- Periodic bird scaring (shoot-off is done).
- During the flight period, a bioacoustic installation is activated to scare away birds.
- Take off and landing is made with the switched on headlights.

The visual observation of the bird flights is carried out by the air traffic controller of control point “Tower”, simultaneously with the observations of the take-off and landing of the aircraft (only during daylight hours). In the case of a dangerous ornithological situation, the air traffic controller of control point Tower informs the crew about the presence of birds in the direction of take-off and landing.

UAAT AD 2.24 Charts Related To An Aerodrome

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
7	TANGO (Northern outskirts of Aisha-Bibi)	425038N 0711228E	238° 3.6 nm TAR DVOR/DME	Holding, circle and absolute altitude by "Approach" ATC instructions

UADD 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. Data on the bird aggregations and the direction of their flight

The main directions of migration of birds in spring from south to north, in autumn from north to south (cranes, geese, ducks). There are migrations of birds such as magpies, crows and pigeons in different directions at heights from the ground up to 100 m.

The flight supervisor in the event of a dangerous ornithological situation informs the crew of the aircraft about the presence of birds in the direction of take-off and landing, if necessary, gives recommendations on how to bypass the bird aggregations.

Measures to disperse the bird aggregations include periodic scaring of birds using technical means, removal of green space on the airfield, and termination of agricultural activities in the aerodrome area.

UADD AD 2.24 Charts Related To An Aerodrome

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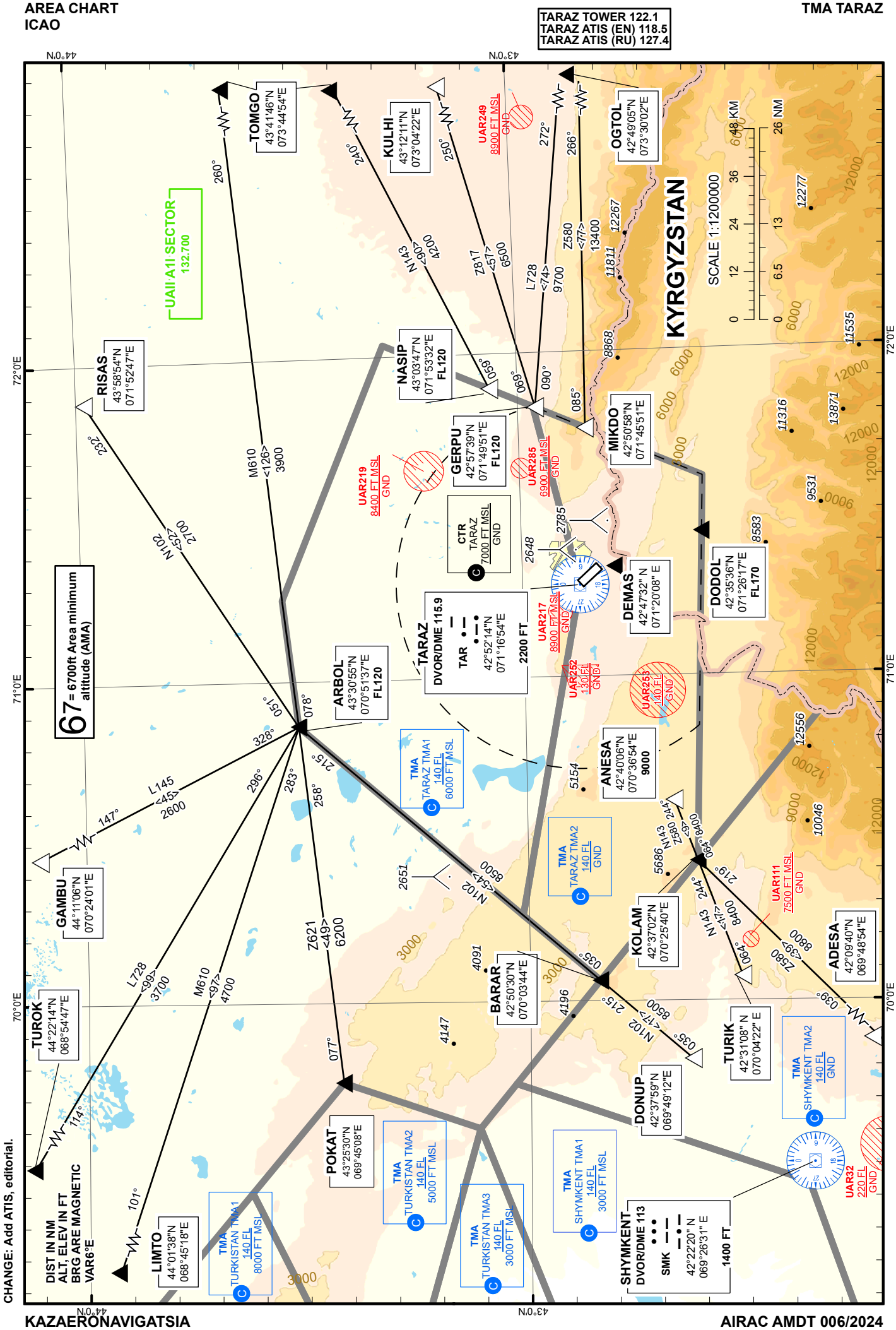
AREA CHART
ICAO

TMA TARAZ



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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

TARAZ TOWER 122.1
TARAZ ATIS (EN) 118.5
TARAZ ATIS (RU) 127.4

ARBOL 2L, ANESA 2L

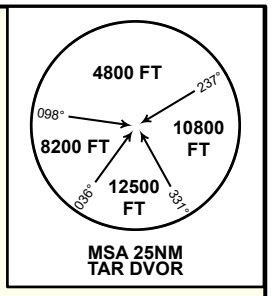
TARAZ
RWY 13

71°0'E 71°30'E

43°30'N 43°0'N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAG
VAR 6°E

ALT/HEIGHT CONVERSION
QNH (QFE)
3100 **(955FT - 291m)**



MSA 25NM
TAR DVOR

ARBOL
43°30'55"N
070°51'37"E
TAR
R328.9°/D42.9
FL120

WARNING:
Proceeding ANESA - LEFT turn via TAR.

ANNOTATION:
DEPARTURE TURN SPEED
LIMITED TO 230 KT
IAS MAXIMUM

WARNING:
PDG 4,2%.

ARBOL 2L
<65

329°

TARAZ
DVOR/DME **115.9**
TAR
42°52'14"N
071°16'54"E
CH_106X
2200 FT

UAR219
8400 FT MSL
GND

UAR285
6900 FT MSL
GND

UAR217
8900 FT MSL
GND

R329° TAR

289°

2495

2648

3000

UAR252
130 FL
GND

5128

6000

2785

242°

131°

D6.5 TAR
3100

4298

4049

ANESA 2L
<32

3960

KYRGYZSTAN

3000

3000

3999

UAR253
140 FL
GND

4285

3871

6000

3000

ANESA
42°40'06"N
070°36'54"E
TAR
R242.2°/D31.9
9000

SCALE 1:500000
0 5 10 15 20 KM
0 2.5 5 10 NM

4551

CHANGE: Add ATIS, editorial.

STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) TARAZ RWY 13
ARBOL 2L After take-off climb on track 131° to 3100 FT or above. At 6.5 NM TAR, turn LEFT on track 289° until intercept R329° TAR, then proceed on track 329° to ARBOL (R328.9° D42.9NM TAR). Cross ARBOL at FL120 or above.
ANESA 2L After take-off climb on track 131° to 3100 FT or above. At 6.5 NM TAR, turn LEFT to TAR. After passing TAR proceed on track 242° to ANESA (R242.2° D31.9NM TAR). Cross ANESA at 9000 FT or above.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

TARAZ TOWER 122.1
TARAZ ATIS (EN) 118.5
TARAZ ATIS (RU) 127.4

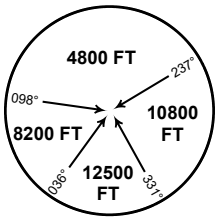
NASIP 2L, GERPU 2L, DODOL 2L

TARAZ RWY 13

71°0'E

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAG
VAR 6°E

ALT/HEIGHT CONVERSION
QNH (QFE)
3100 **(955FT - 291m)**



MSA 25 NM
TAR DVOR

① **WARNING:**
Flying by NASIP 2L, GERPU 2L - LEFT turn via TAR at 9000 or above
Flying by DODOL 2L - LEFT turn via TAR at 10000 or above

ANNOTATION:
DEPARTURE TURN SPEED
LIMITED TO 230 KT
IAS MAXIMUM

UAR219
8400 FT MSL
GND

TARAZ
DVOR/DME **115.9**
TAR
42°52'14"N
071°16'54"E
CH_106X
9000 or above*
2200 FT

NASIP
43°03'47"N
071°53'32"E
TAR
R060.8°/D29.3
FL120

UAR285
6900 FT MSL
GND

NASIP 2L
29>

311°
R041°TAR
061°
072°
GERPU 2L
25>

GERPU
42°57'39"N
071°49'51"E
TAR
R071.5°/D24.8
FL120

UAR217
8900 FT MSL
GND

UAR252
130 FL
GND

2495
2648
2785
5128
3000
6000

131°
152°
D6.5 TAR
3100

KYRGYZSTAN

4049
3960
6102

UAR253
140 FL
GND

4285
3999
3871
6545

DODOL 2L
18>

DODOL
42°35'36"N
071°26'17"E
TAR
R151.7°/D18.0
FL170

SCALE 1:500000
0 5 10 15 20 KM
0 2.5 5 10 NM

4875
5351
6627
8583
6972
6293

43°0'N

71°0'E

CHANGE: Add ATIS, editorial.

STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) TARAZ RWY 13
NASIP 2L After take-off climb on track 131° to 3100 FT or above. At 6.5 NM TAR, turn LEFT on track 311° until intercept R041° TAR, after intercept R041° TAR turn LEFT to TAR climbing to 9000 FT or above(*), then proceed on track 061° to NASIP (R060.8° D29.3 NM TAR). Cross NASIP at FL120 or above. *__Remark__: If unable to reach 9000 FT until TAR, continue to reach 9000 FT over TAR.
GERPU 2L After take-off climb on track 131° to 3100 FT or above. At 6.5 NM TAR, turn LEFT on track 311° until intercept R041° TAR, after intercept R041° TAR turn LEFT to TAR climbing to 9000 FT or above(*), then proceed on track 072° to GERPU (R071.5° D24.8 NM TAR). Cross GERPU at FL120 or above. ***Remark:** If unable to reach 9000 FT until TAR, continue to reach 9000 FT over TAR.
DODOL 2L After take-off climb on track 131° to 3100 FT or above. At 6.5 NM TAR, turn LEFT on track 311° until intercept R041° TAR, after intercept R041° TAR turn LEFT to TAR climbing to 10000 FT or above(*), then proceed on track 152° to DODOL (R151.7° D18.0 NM TAR). Cross DODOL at FL170 or above. ***Remark:** If unable to reach 10000 FT until TAR, continue to reach 10000 FT over TAR.

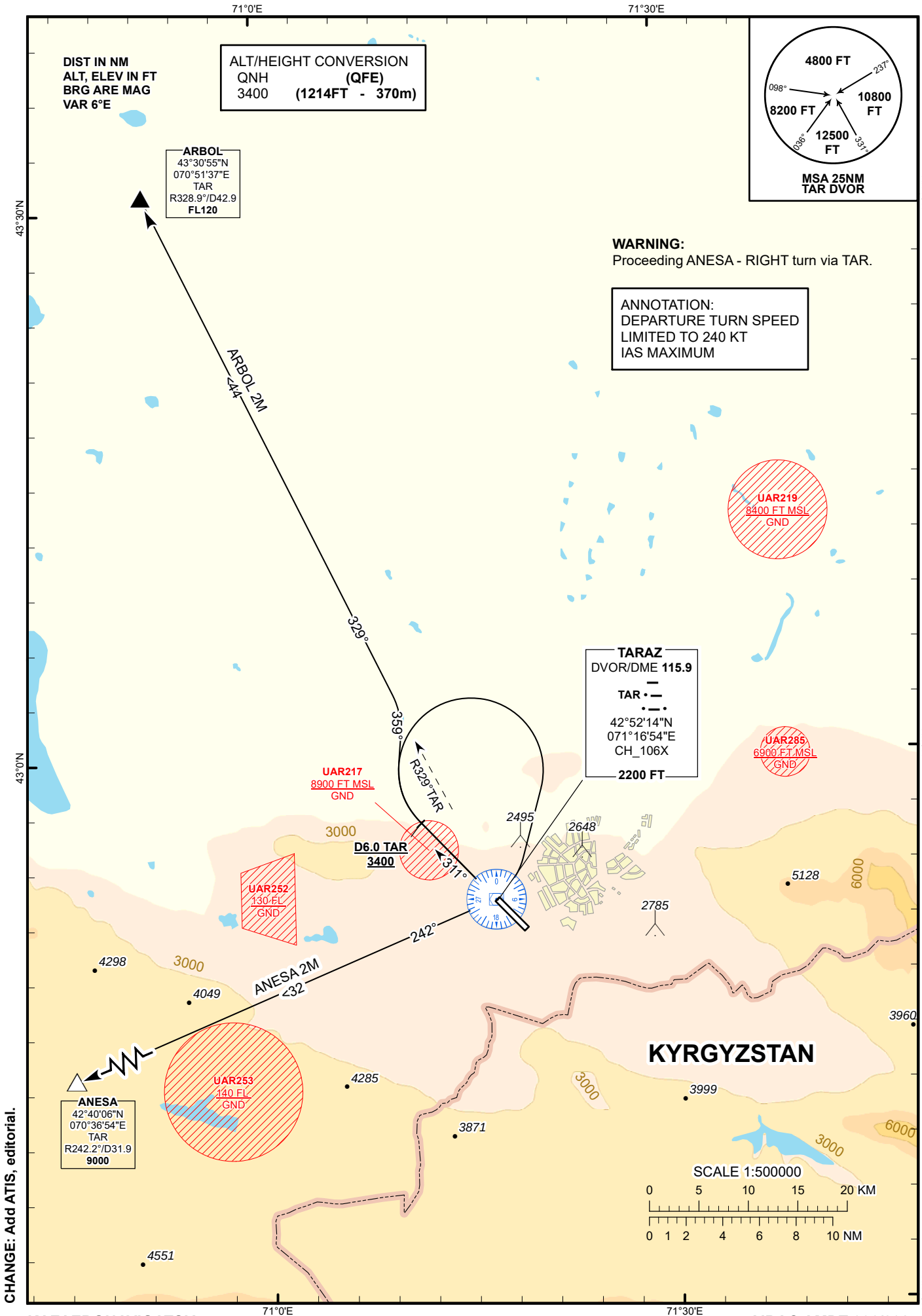
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

TARAZ TOWER 122.1
TARAZ ATIS (EN) 118.5
TARAZ ATIS (RU) 127.4

ARBOL 2M, ANESA 2M

TARAZ
RWY 31



CHANGE: Add ATIS, editorial.

STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) TARAZ RWY 31
ANESA 2M After take-off climb on track 311° to 3400 FT or above. At 6.0 NM TAR, turn RIGHT to TAR. After passing TAR proceed on track 242° to ANESA (R242.2° D31.9 NM TAR). Cross ANESA at 9000 FT or above.
ARBOL 2M After take-off climb on track 311° to 3400 FT or above. At 6.0 NM TAR, turn RIGHT on track 359°, until intercept R329° TAR, then proceed on track 329° to ARBOL (R328.9° D42.9 NM TAR). Cross ARBOL at FL120 or above.

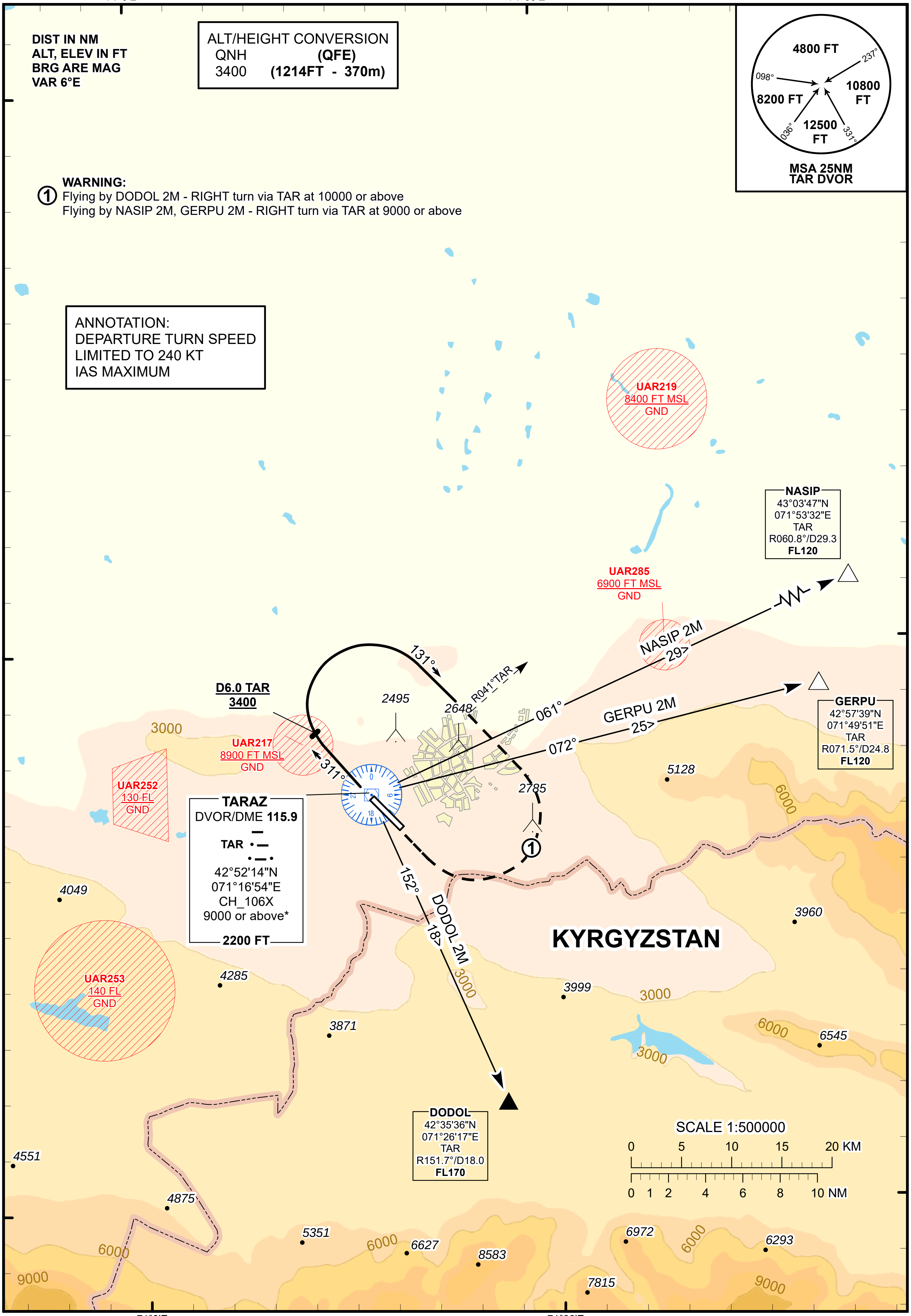
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10000 FT

TARAZ TOWER 122.1
TARAZ ATIS (EN) 118.5
TARAZ ATIS (RU) 127.4

NASIP 2M, GERPU 2M, DODOL 2M

TARAZ RWY 31



CHANGE: Add ATIS, editorial.

STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) TARAZ RWY 31
NASIP 2M After take-off climb on track 311° to 3400 FT or above. At 6.0 NM TAR, turn RIGHT on track 131° until intercept R041° TAR, after intercept R041° TAR turn RIGHT to TAR climbing to 9000 FT or above(*), then proceed on track 061° to NASIP (R060.8° D29.3 NM TAR). Cross NASIP at FL120 or above. ***Remark:** If unable to reach 9000 FT until TAR, continue to reach 9000 FT over TAR.
GERPU 2M After take-off climb on track 311° to 3400 FT or above. At 6.0 NM TAR, turn RIGHT on track 131° until intercept R041° TAR, after intercept R041° TAR turn RIGHT to TAR climbing to 9000 FT or above(*), then proceed on track 072° to GERPU (R071.5° D24.8 NM TAR). Cross GERPU at FL120 or above. ***Remark:** If unable to reach 9000 FT until TAR, continue to reach 9000 FT over TAR.
DODOL 2M After take-off climb on track 311° to 3400 FT or above. At 6.0 NM TAR, turn RIGHT on track 131° until intercept R041° TAR, after intercept R041° TAR turn RIGHT to TAR climbing to 10000 FT or above(*), then proceed on track 152° to DODOL (R151.7° D18.0 NM TAR). Cross DODOL at FL170 or above. ***Remark:** If unable to reach 10000 FT until TAR, continue to reach 10000 FT over TAR.

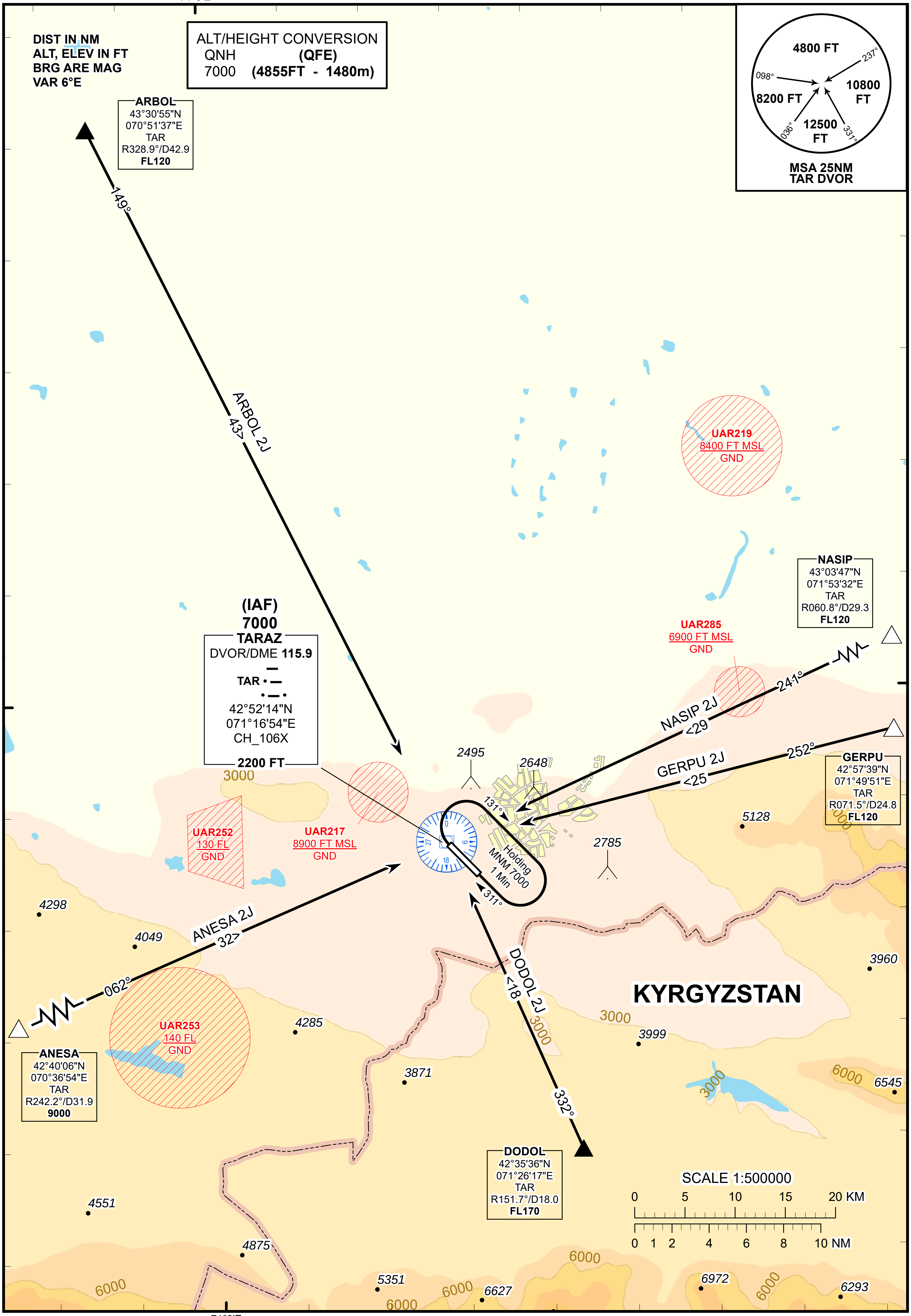
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 10000 FT

TARAZ TOWER 122.1
TARAZ ATIS (EN) 118.5
TARAZ ATIS (RU) 127.4

ARBOL 2J, NASIP 2J, GERPU 2J, DODOL 2J, ANESA 2J

TARAZ RWY 13



CHANGE: Add ATIS, editorial.

STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) TARAZ RWY 13
NASIP 2J After crossing NASIP (R060.8° D29.3 NM TAR), proceed on track 241° to TAR. Cross NASIP at FL 120 or above.
GERPU 2J After crossing GERPU (R071.5° D24.8 NM TAR), proceed on track 252° to TAR. Cross GERPU at FL 120 or above.
DODOL 2J After crossing DODOL (R151.7° D18.0 NM TAR), proceed on track 332° to TAR. Cross DODOL at FL 170 or above.
ANESA 2J After crossing ANESA (R242.2° D31.9 NM TAR), proceed on track 062° to TAR. Cross ANESA at 9000 FT or above.
ARBOL 2J After crossing ARBOL (R328.9° D42.9 NM TAR), proceed on track 149° to TAR. Cross ARBOL at FL 120 or above.

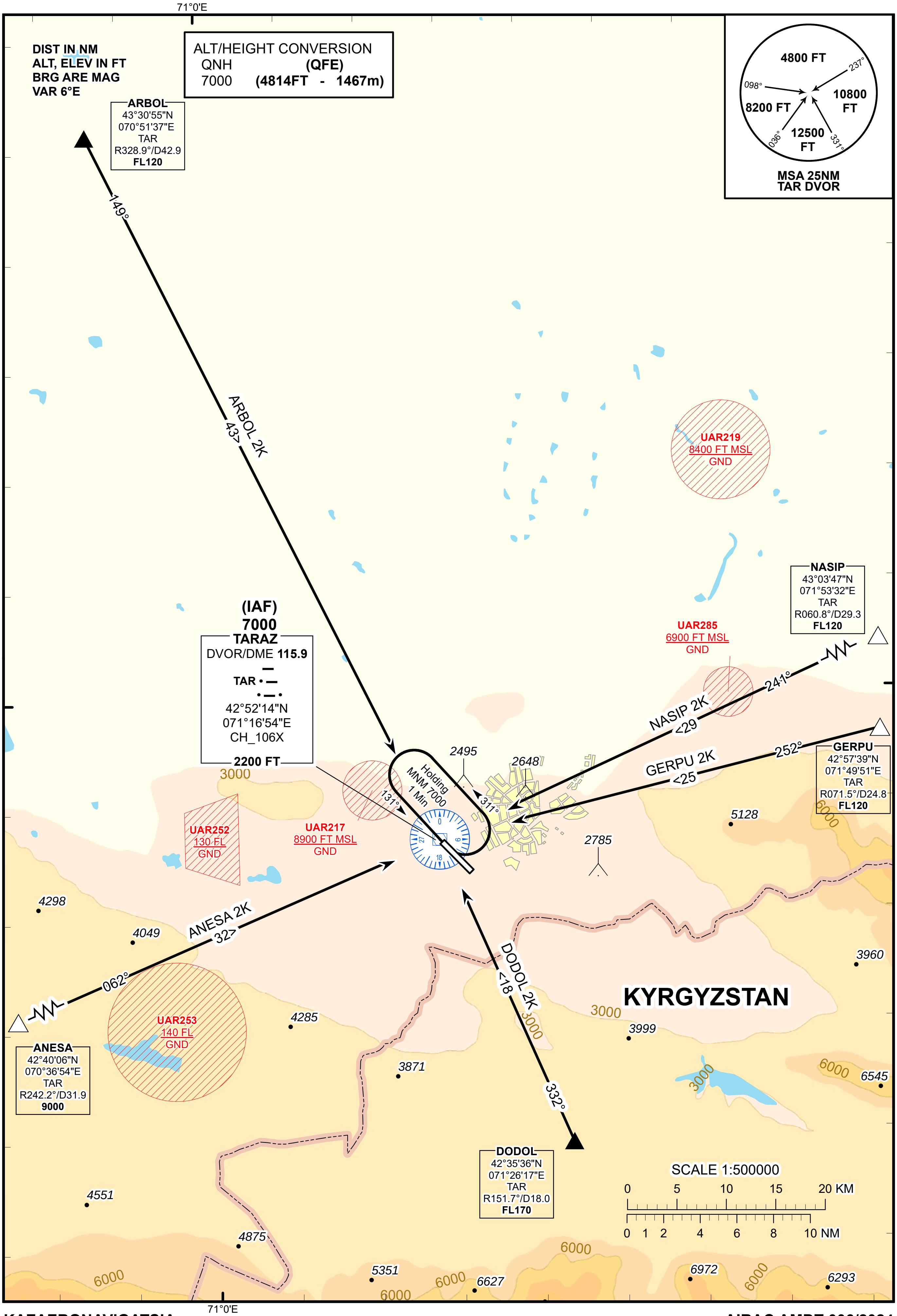
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

TARAZ TOWER 122.1
TARAZ ATIS (EN) 118.5
TARAZ ATIS (RU) 127.4

ARBOL 2K, NASIP 2K, GERPU 2K, DODOL 2K, ANESA 2K

TARAZ
RWY 31



CHANGE: Add ATIS, editorial.

STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) TARAZ RWY 31
NASIP 2K After crossing NASIP (R060.8° D29.3 NM TAR), proceed on track 241° to TAR. Cross NASIP at FL 120 or above.
GERPU 2K After crossing GERPU (R071.5° D24.8 NM TAR), proceed on track 252° to TAR. Cross GERPU at FL 120 or above.
DODOL 2K After crossing DODOL (R151.7° D18.0 NM TAR), proceed on track 332° to TAR. Cross DODOL at FL 170 or above.
ANESA 2K After crossing ANESA (R242.2° D31.9 NM TAR), proceed on track 062° to TAR. Cross ANESA at 9000 FT or above.
ARBOL 2K After crossing ARBOL (R328.9° D42.9 NM TAR), proceed on track 149° to TAR. Cross ARBOL at FL 120 or above.

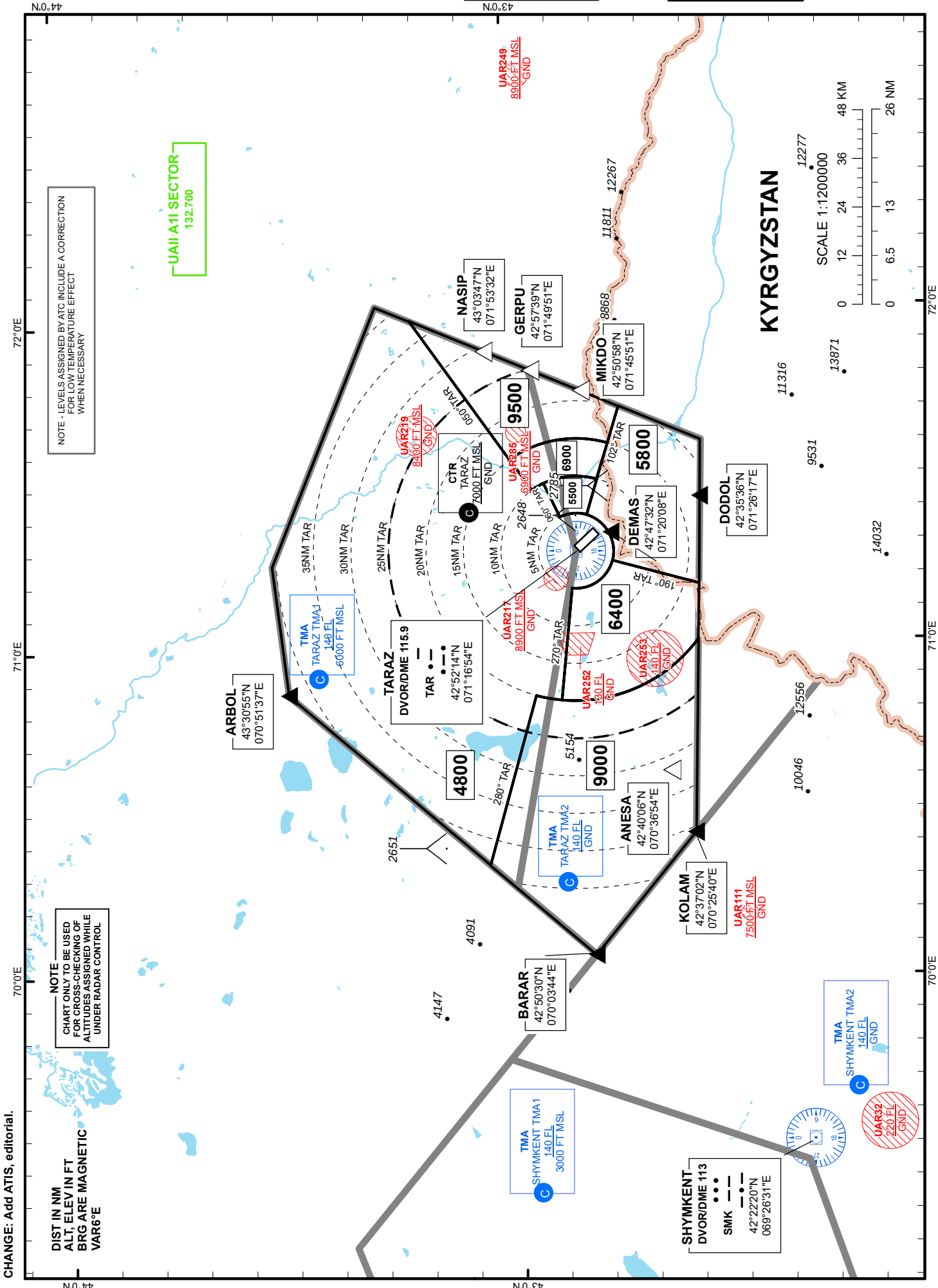
ATC Surveillance Minimum Altitude Chart ICAO

AERODROME ELEV 2190 FT

TRANSITION ALTITUDE
10000 FT

TARAZ TOWER 122.1
TARAZ ATIS (EN) 118.5
TARAZ ATIS (RU) 127.4

TARAZ



NOTE
CHART ONLY TO BE USED FOR CROSS-CHECKING OF ALTITUDES ASSIGNED WHILE UNDER RADAR CONTROL

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR6°E

CHANGE: Add ATIS, editorial.

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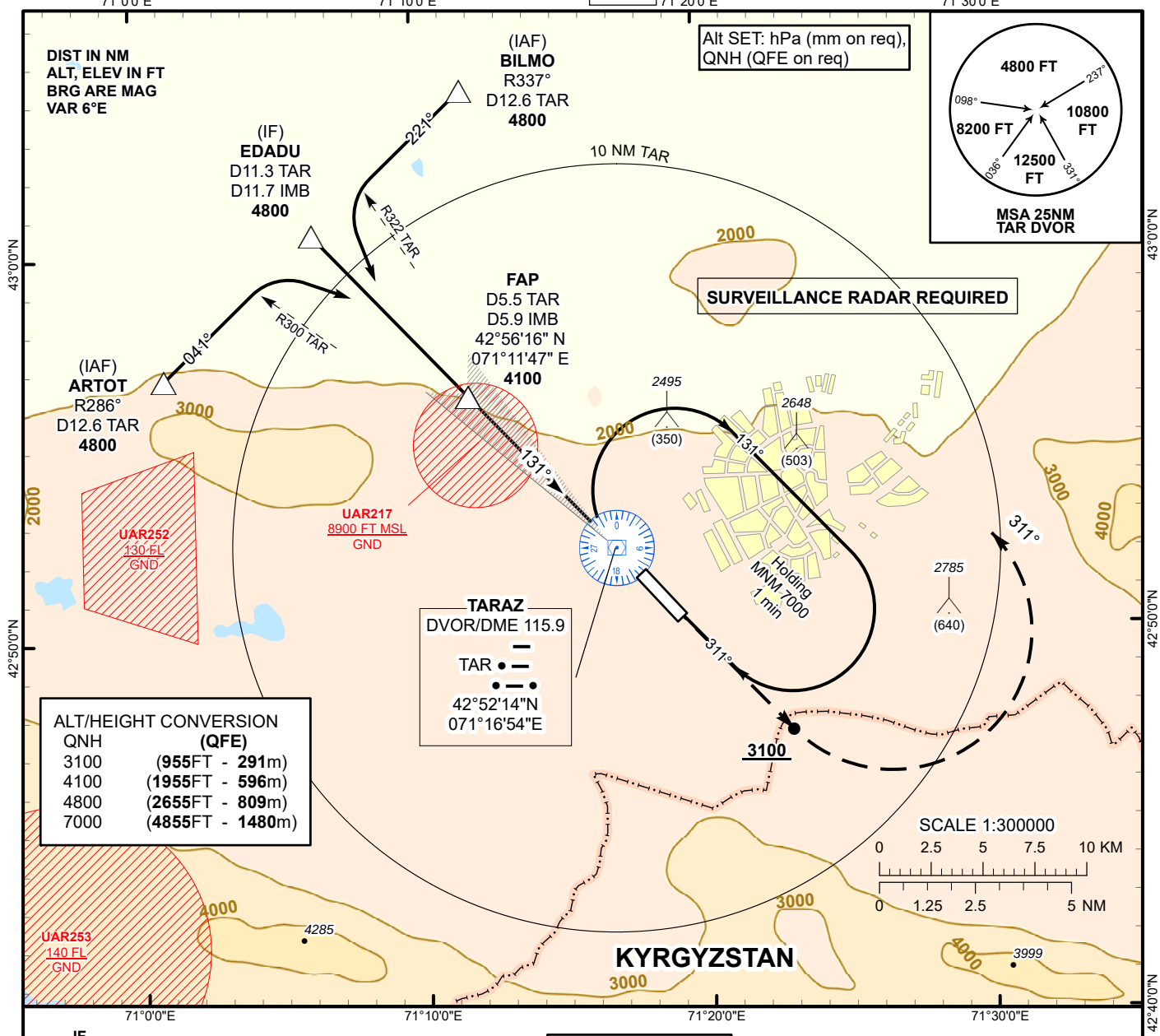
INSTRUMENT APPROACH CHART
ICAO

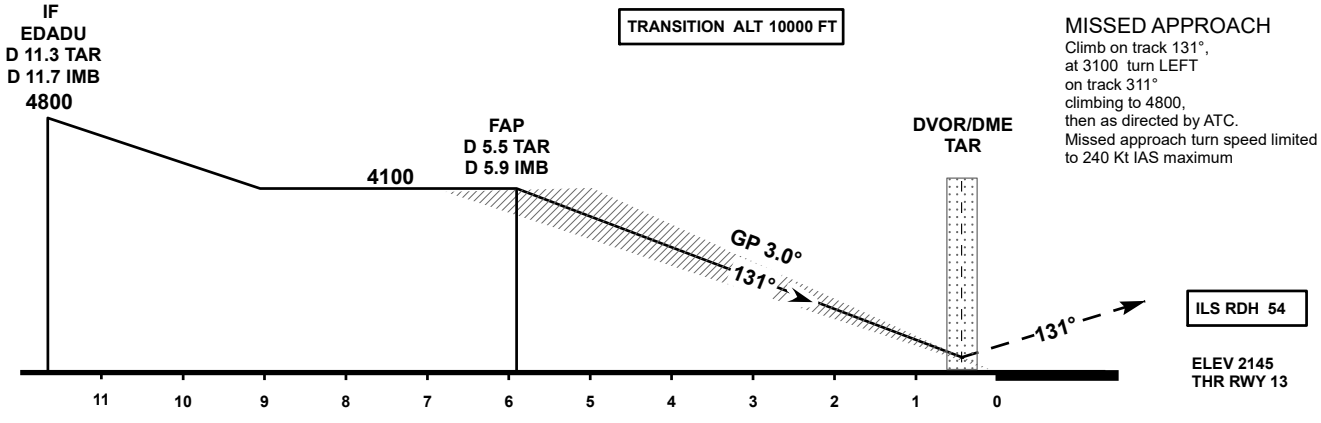
AERODROME ELEV ***2190 FT***
HEIGHTS RELATED TO
THR RWY 13 - ELEV ***2145 FT***

ILS
LLZ 109.7
IMB
GP 333.2
CH 34X

TARAZ TOWER 122.1
TARAZ ATIS (EN) 118.5
TARAZ ATIS (RU) 127.4

TARAZ
ILS/DME
RWY 13





TRANSITION ALT 10000 FT

MISSED APPROACH
Climb on track 131°,
at 3100 turn LEFT
on track 311°
climbing to 4800,
then as directed by ATC.
Missed approach turn speed limited
to 240 Kt IAS maximum

ILS RDH 54

ELEV 2145
THR RWY 13

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	CAT I	2345(200)	2345(200)	2345(200)	2345(200)

DIST to THR DME IMB	NM	5.9	5.0	4.0	3.0	2.0	1.0
DME TAR	NM	5.5	4.6	3.6	2.6	1.6	0.6
ALTITUDE	FT	4100	3813	3486	3162	2839	2518
HEIGHT	FT	1955	1668	1341	1017	694	373

DME IMB ZERO RANGED TO THR RWY 13

Aerodrome Operating Minima DH ft x RVR(CMV)	CAT I				

GS	Kt	80	100	120	140	160	180
Desc.Rate(5.2%)	ft/min	420	530	640	740	850	960

CHANGE: Add ATIS,editorial.

TARAZ (UADD)
ILS/DME RWY13 **AERONAUTICAL DATA TABULATION**

ILS approach to RWY13 from TAR DVOR/DME, BILMO, ARTOT, EDADU	
Fix/point	**Coordinates**
TAR DVOR/DME	**42° 52' 14.0"N 071° 16' 54.1"E**
BILMO R337°, D12.6 TAR (IAF)	**43° 04' 14.1"N 071° 11' 42.7"E**
ARTOT R286°, D12.6 TAR (IAF)	**42° 56' 49.6"N 071° 01' 00.0"E**
EDADU D11.7 IMB, D11.3 TAR (IF)	**43° 00' 31.6"N 071° 06' 20.7"E**
D5.9 IMB, D5.5 TAR (FAP)	**42° 56' 15.7"N 071° 11' 47.0"E**
THR RWY13	**42° 51' 57.40"N 071° 17' 15.14"E**
IMB LLZ	**42° 50' 23.9"N 071° 19' 13.7"E**

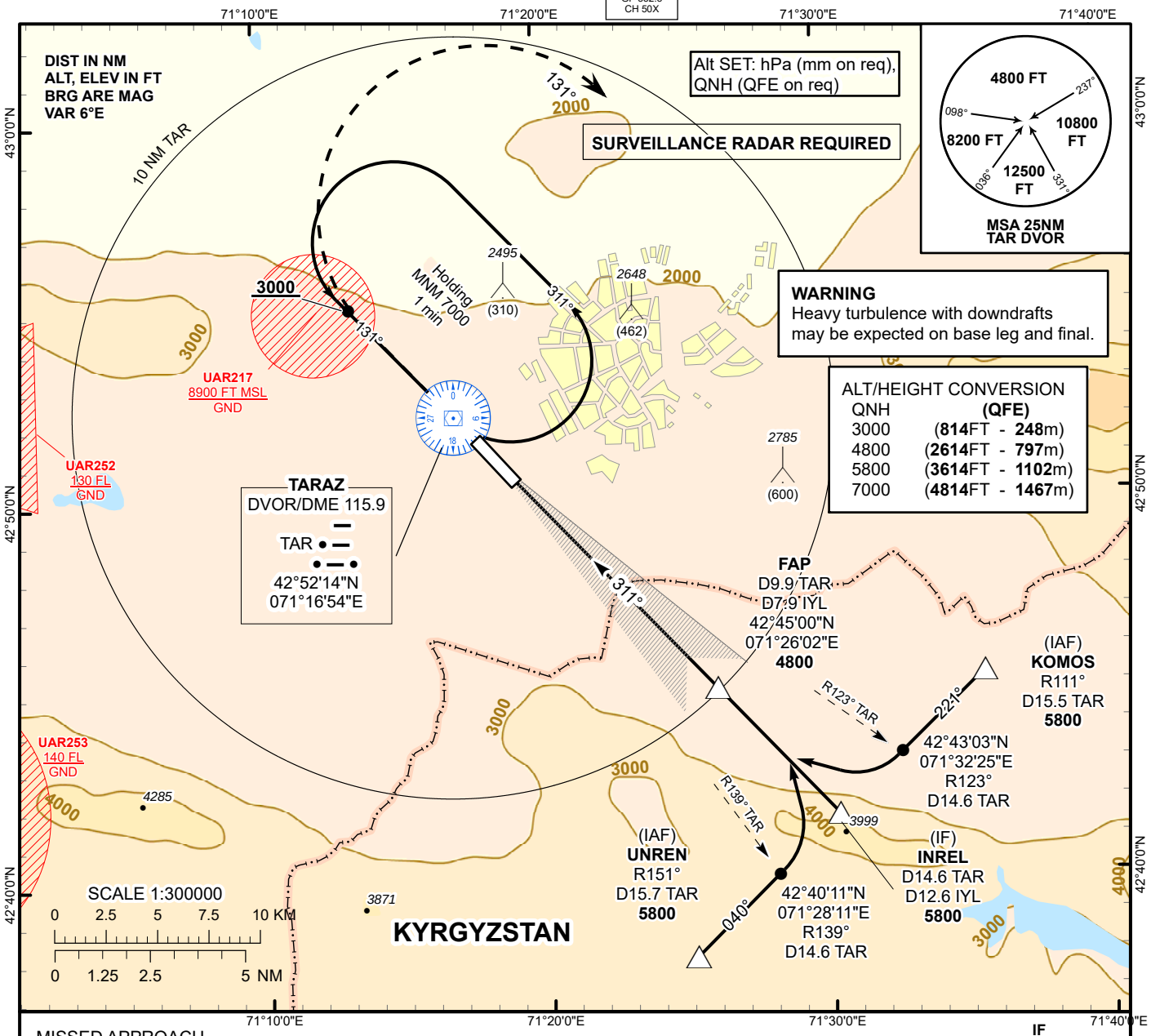
INSTRUMENT APPROACH CHART ICAO

AERODROME ELEV ***2190 FT***
HEIGHTS RELATED TO
THR RWY 31 - ELEV ***2186 FT***

ILS
LLZ 111.3
IYL
GP 332.3
CH 50X

TARAZ TOWER 122.1
TARAZ ATIS (EN) 118.5
TARAZ ATIS (RU) 127.4

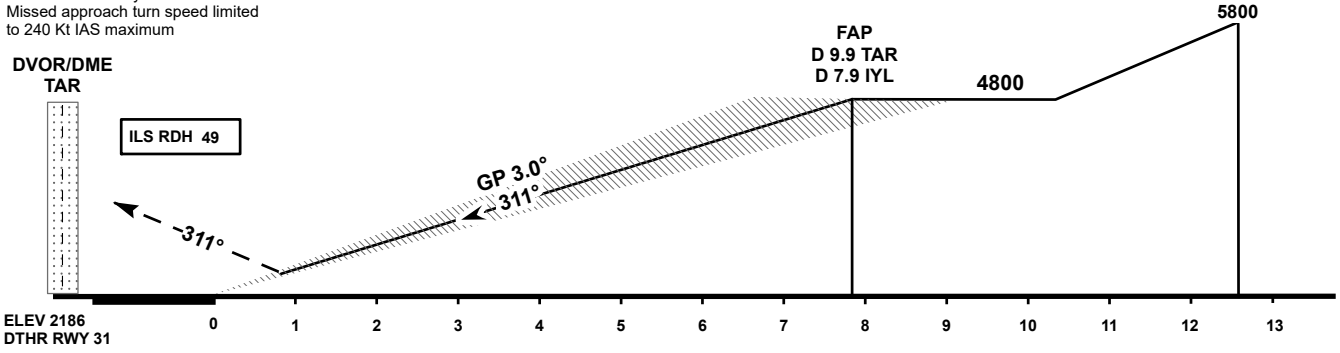
TARAZ ILS/DME RWY 31



MISSED APPROACH

Climb on track 311°, at 3000 turn RIGHT
on track 131° climbing to 5800,
then as directed by ATC.
Missed approach turn speed limited
to 240 Kt IAS maximum

TRANSITION ALT 10000 FT



Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	CAT I	2386(200)	2386(200)	2392(206)	2402(216)

DIST to DTHR DME IYL	NM	1.0	2.0	3.0	4.0	5.0	6.0	7.0	7.9
DME TAR	NM	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.9
ALTITUDE	FT	2554	2875	3198	3522	3849	4177	4508	4800
HEIGHT	FT	368	689	1012	1336	1663	1991	2321	2614

DME IYL ZERO RANGED TO THR RWY 31

Aerodrome Operating Minima DH ft x RVR(CMV)	CAT I				

GS	Kt	80	100	120	140	160	180
Desc.Rate(5.2%)	ft/min	420	530	640	740	850	960

CHANGE: Add ATIS,editorial.

TARAZ (UADD)
ILS/DME RWY31 **AERONAUTICAL DATA TABULATION**

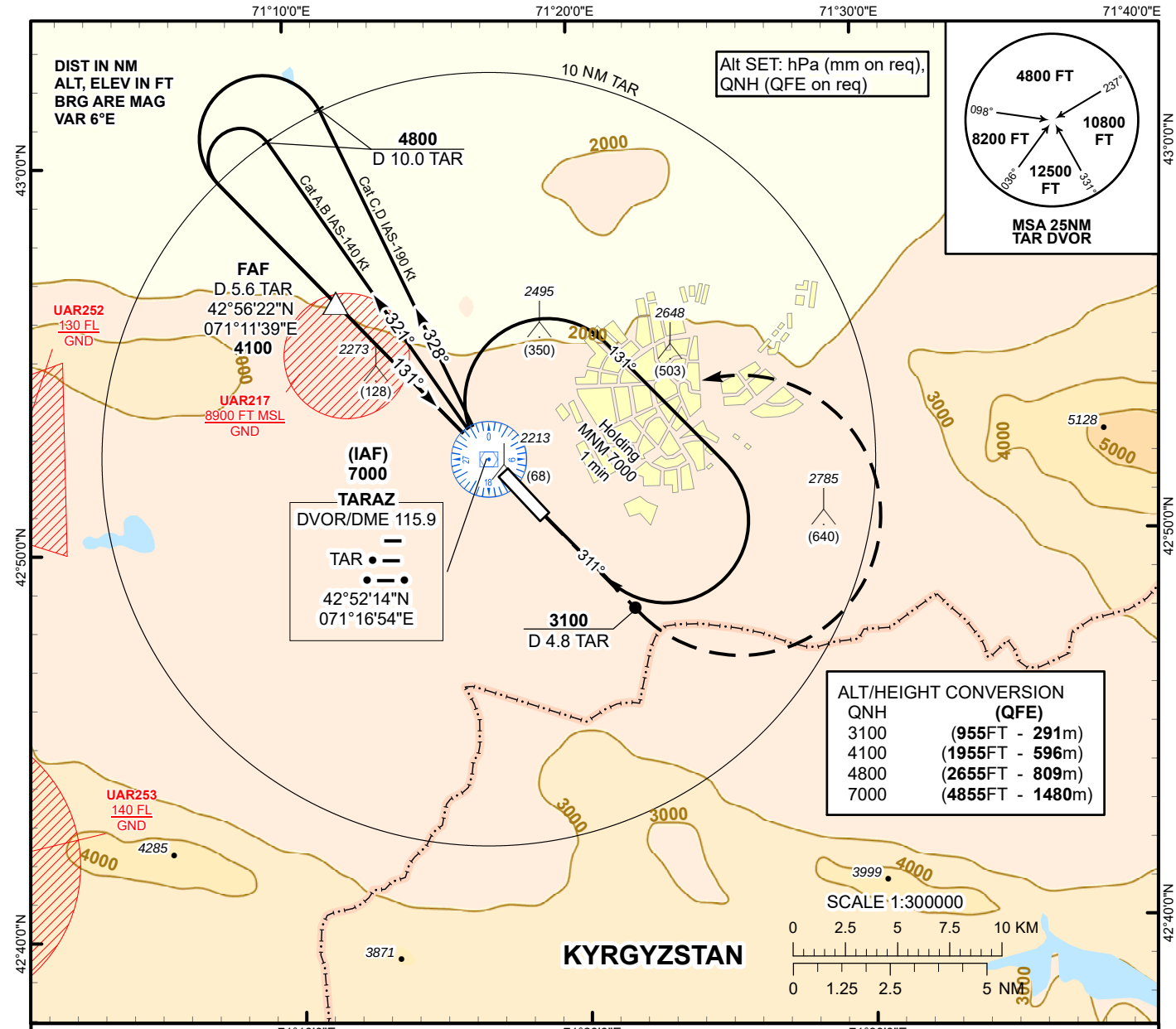
ILS approach to RWY31 from TAR DVOR/DME, KOMOS, UMZIM, INREL	
Fix/point	**Coordinates**
TAR DVOR/DME	42° 52' 14.0"N 071° 16' 54.1"E
KOMOS R111°, D15.5 TAR (IAF)	42° 45' 16.7"N 071° 35' 37.0"E
UNREN R151°, D15.7 TAR (IAF)	42° 37' 55.3"N 071° 25' 02.0"E
INREL D12.6 IYL, D14.6 TAR (IF)	42° 41' 36.1"N 071° 30' 19.2"E
D7.9 IYL, D9.9 TAR (FAP)	42° 45' 00.5"N 071° 26' 02.1"E
DTHR RWY31	42° 50' 44.41"N 071° 18' 47.68"E
IYL LLZ	42° 52' 09.5"N 071° 16' 59.8"E

INSTRUMENT APPROACH CHART ICAO

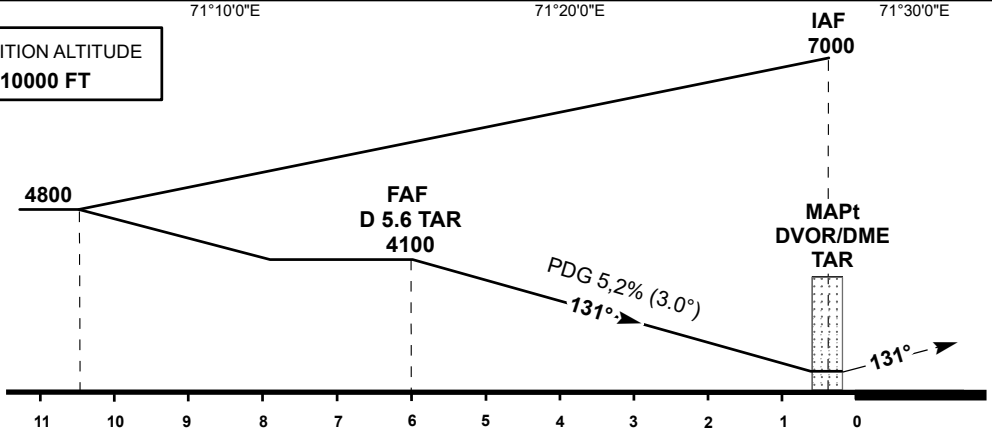
AERODROME ELEV ***2190 FT***
HEIGHTS RELATED TO
THR RWY 13 ELEV ***2145 FT***

TARAZ TOWER 122.1
TARAZ ATIS (EN) 118.5
TARAZ ATIS (RU) 127.4

TARAZ VOR/DME RWY 13



TRANSITION ALTITUDE
10000 FT



MISSED APPROACH
Climb on track 131° to 3100 or above, outbound to 4.8 NM TAR. Turn LEFT to TAR.
Climb initially to 4800, then as directed.
RADIO FAILURE:
In the case of RCF climb to 7000 to TAR and join holding pattern.
Missed approach turn speed limited to 240 Kt IAS maximum.

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H					
	VOR/DME	2520(380)	2520(380)	2520(380)	2520(380)

DIST to THR	NM	6.0	5.0	4.0	3.0	2.0	1.0
DME TAR	NM	5.6	4.6	3.6	2.6	1.6	0.6
ALTITUDE	FT	4100	3786	3468	3149	2831	2512
HEIGHT	FT	1955	1641	1323	1004	686	367

Aerodrome Operating Minima MDH ft x RVR(CMV)	VOR/DME				

GS	Kt	80	100	120	140	160	180
Desc.Rate(5.2%)	ft/min	420	530	640	740	850	960
FAF-MAPt (5.6 NM)	min:sec	4:17	3:25	2:51	2:26	2:08	1:54

CHANGE: OCA/H, obstacles, add ATIS, editorial.

TARAZ (UADD)
VOR/DME **AERONAUTICAL DATA TABULATION**

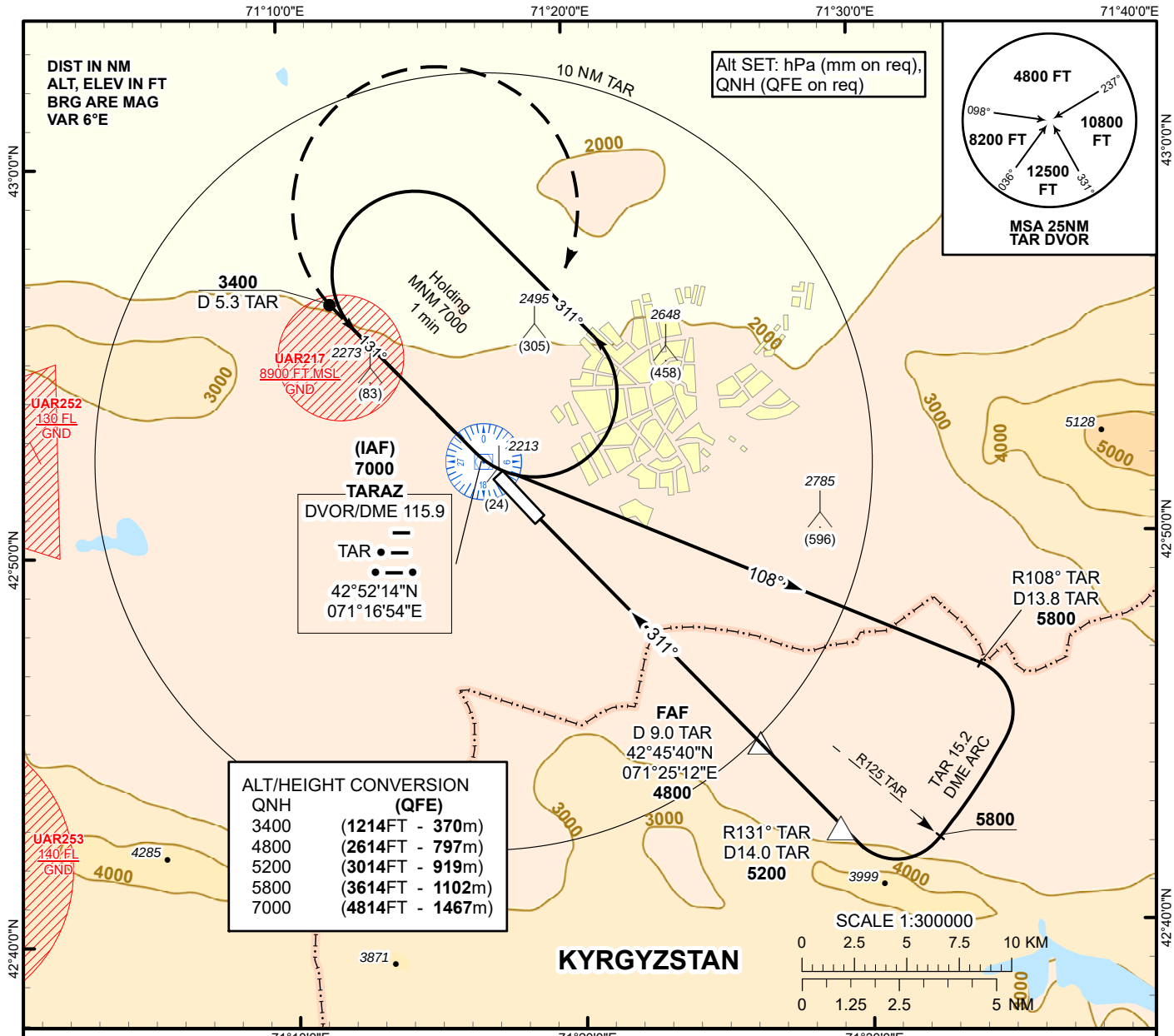
VOR approach to RWY13 from TAR DVOR/DME	
Fix/point	**Coordinates**
TRZ DVOR/DME (IAF)	42° 52' 14.0"N 071° 16' 54.1"E
D5.6 TAR (FAF)	42° 56' 22.0"N 071° 11' 39.2"E
THR RWY13	42° 51' 57.40"N 071° 17' 15.14"E
Final approach descent angle is 3.0°	

INSTRUMENT APPROACH CHART ICAO

AERODROME ELEV ***2190 FT***
HEIGHTS RELATED TO AD ELEV

TARAZ TOWER 122.1
TARAZ ATIS (EN) 118.5
TARAZ ATIS (RU) 127.4

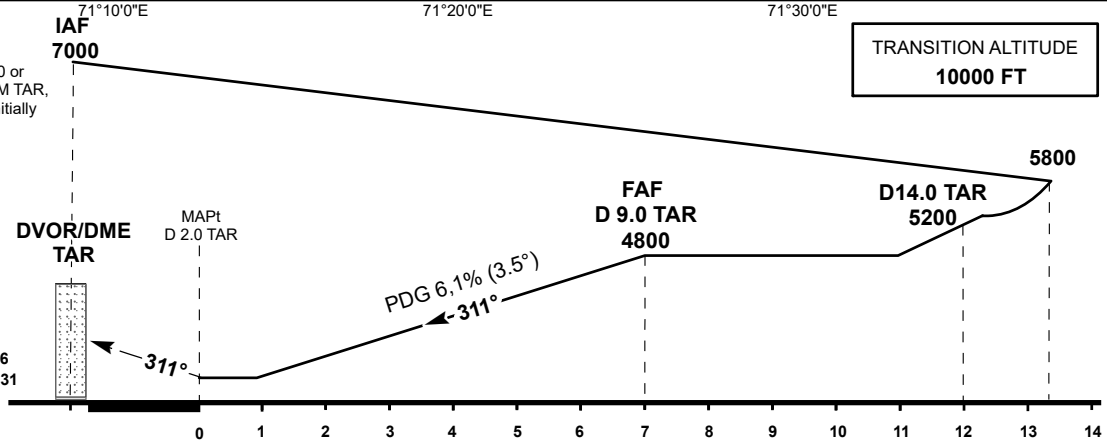
TARAZ VOR/DME RWY 31



ALT/HEIGHT CONVERSION

QNH	(QFE)
3400	(**1214**FT - **370**m)
4800	(**2614**FT - **797**m)
5200	(**3014**FT - **919**m)
5800	(**3614**FT - **1102**m)
7000	(**4814**FT - **1467**m)

MISSED APPROACH
Climb on track 311°, at 3400 or above, outbound to D5.3 NM TAR, turn RIGHT to TAR.Climb initially to 5800, then as directed.
RADIO FAILURE:
In the case of RCF climb to 7000 to TAR and join holding pattern.
Missed approach turn speed limited to 240 Kt IAS maximum.



Aircraft Category		A	B	C	D
Straight-in Approach OCA/H					
	VOR/DME	2570(380)	2570(380)	2570(380)	2570(380)

DIST to DTHR	NM	1	2	3	4	5	6	7
DME TAR	NM	3	4	5	6	7	8	9
ALTITUDE	FT	2605	2975	3345	3715	4085	4455	4800
HEIGHT	FT	415	785	1155	1525	1895	2265	2610

Aerodrome Operating Minima MDH ft x RVR(CMV)	VOR/DME				

GS	Kt	80	100	120	140	160	180
Desc.Rate (6.1%)	ft/min	490	620	740	860	970	1110
FAF-MAPt (7.0 NM)	min:sec	5:15	4:12	3:30	3:00	2:38	2:20

CHANGE: OCA/H, obstacles, add ATIS, editorial.

TARAZ (UADD)
VOR/DME RWY31 AERONAUTICAL DATA TABULATION

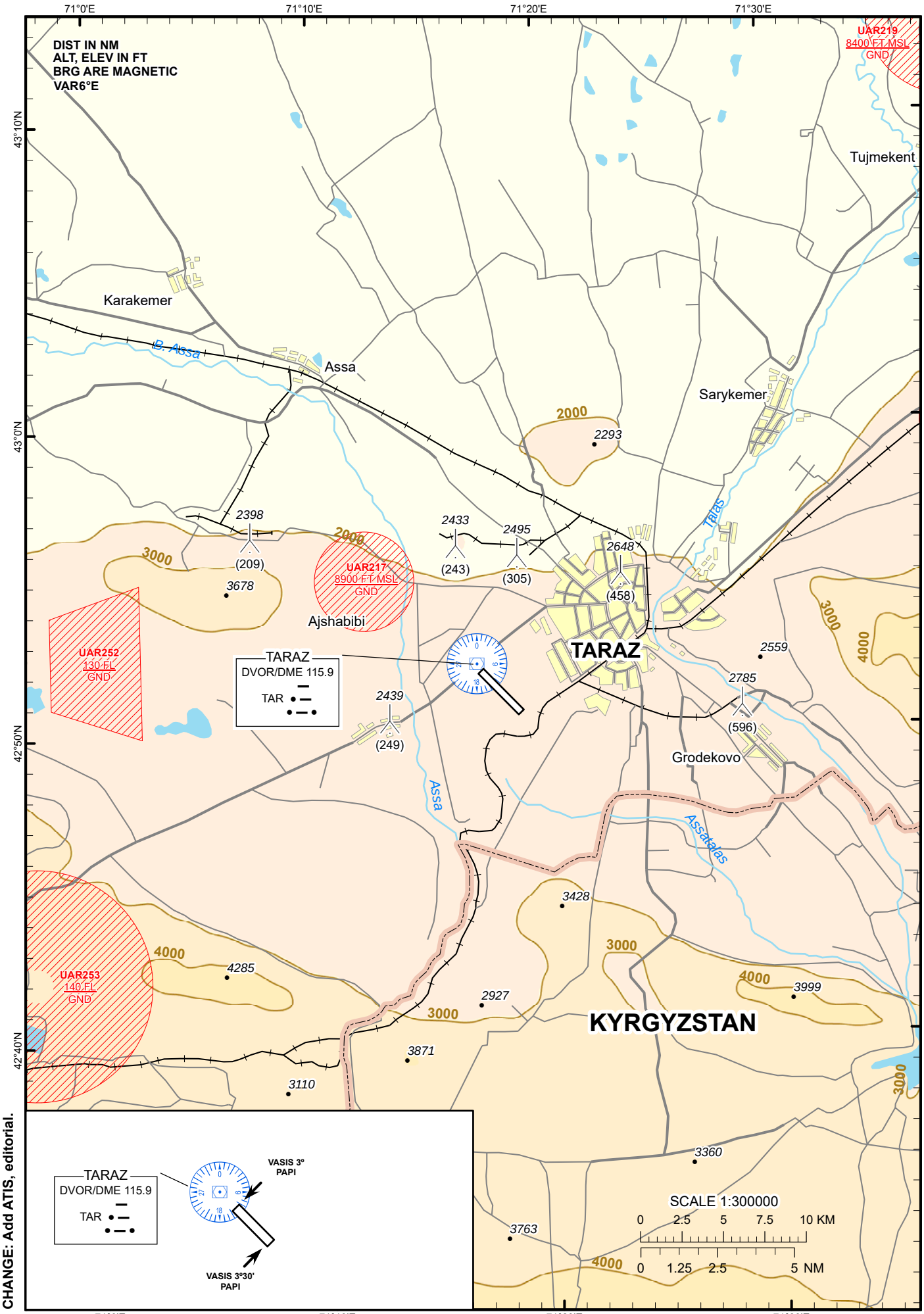
VOR approach to RWY31 from TAR DVOR/DME	
Fix/point	**Coordinates**
TAR DVOR/DME (IAF)	42° 52' 14.0"N 071° 16' 54.1"E
D 9.0 TAR (FAF)	42° 45' 40.3"N 071° 25' 11.9"E
DTHR RWY31	42° 50' 44.41"N 071° 18' 47.68"E
Final approach descent angle is 3.5°	

VISUAL APPROACH CHART - ICAO

AERODROME ELEV 2190 FT

TARAZ TOWER 122.1
TARAZ ATIS (EN) 118.5
TARAZ ATIS (RU) 127.4

TARAZ



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UAIT AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	3300	3500	3300	3300	Nil
23	3300	3600	3300	3300	Nil
TWY A - 05	1650	1850	1650	Nil	Nil
TWY B - 05	1086	1286	1086	Nil	Nil
TWY A - 23	1650	1950	1650	Nil	Nil
TWY B - 23	2214	2514	2214	Nil	Nil

UAIT 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
05	CAT I (FALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3300, spacing 60m, 0-2700 white, last 600m yellow	RED Nil	Nil	Nil
23	CAT I (FALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3300, spacing 60m, 0-2700 white, last 600m yellow	RED Nil	Nil	Nil

UAIT AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and LGT Anemometer location and LGT	LDI: 117m from centerline of the RWY, 492.4m from THR 23 Anemometer: Nil
3	TWY edge and centre line lighting	TWY A EDGE: BLU TWY B EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 0 SEC
5	Remarks	Nil

UAIT AD 2.16 Helicopter Landing Area

NIL

UAIT AD 2.17 ATS Airspace

1	**Designation and lateral limits**	TURKISTAN CTR 433342N 0684843E - 431734N 0690339E - 425724N 0682312E - 431121N 0680459E - 432101N 0680856E - 433342N 0684843E
2	**Vertical limits**	6000 FT ALT / GND
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	TURKISTAN TOWER EN TURKISTAN VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	H24
7	**Remarks**	Nil

UAIT 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	TURKISTAN TOWER (EN) TURKISTAN VYSHKA (RU)	131,3 MHZ	Nil	Nil	H24	Nil
Production and dispatcher service	TURKISTAN TRANZIT (EN) TURKISTAN TRANZIT (RU)	121.35 MHZ	Nil	Nil	H24	Nil
ATIS	TURKISTAN ATIS (EN) TURKISTAN ATIS (RU)	124,4 MHZ 118,3 MHZ	Nil	Nil	H24	Nil

UAIT 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 05 I/D/2	ITR	110.7 MHZ	H24	431924.6N 0683430.8E		Nil	Nil
GP 05 I/C/2		330.2 MHZ		431811.7N 0683214.3E			
DME 05	ITR	CH 44X		431811.7N 0683214.3E	1000 FT		
ILS LOC 23 I/D/2	ITK	111.3 MHZ	H24	431800.6N 0683142.1E		Nil	Nil
GP 23 I/C/2		332.3 MHZ		431900.6N 0683352.3E			
DME 23	ITK	CH 50X		431900.6N 0683352.3E	1000 FT		

UARR AD 2

Note: The following sections in this chapter are intentionally left blank: AD-2.10, AD-2.20, AD-2.21

UARR AD 2.1 Aerodrome Location Indicator And Name

UARR - URALSK

UARR AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	510907N 0513238E At the centre of RWY
2	Direction and distance from (city)	115°, 7.3 NM of Uralsk center
3	Elevation/Reference temperature	128 FT/28° C
4	Geoid undulation at AD ELEV PSN	-40 FT
5	MAG VAR/Annual Change	11° E (2015) / 0,09°
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport Limited Partnership "Oral International Airport", 090008 Uralsk, Airport, Republic of Kazakhstan Phone: +7 (7112) 939660 Phone: +7 (7112) 939667 Fax: +7 (7112) 939661 AFS: UARRAPDU AFS: UARRAPBF
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UARR AD 2.3 Operational Hours

1	AD Operator	See NOTAM Phone: +7 (7112) 939671
2	Customs and immigration	H24 Phone: +7 (7112) 939925
3	Health and sanitation	H24
4	AIS Briefing Office	See NOTAM
5	ATS Reporting Office (ARO)	See NOTAM Phone: +7 (7112) 511046
6	MET Briefing Office	H24
7	ATS	See NOTAM
8	Fuelling	ANY 00:00 - 23:59 UTC
9	Handling	ANY 00:00 - 23:59 UTC
10	Security	H24
11	De-icing	ANY 00:00 - 23:59 UTC
12	Remarks	Nil

UARR AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Handling up to 5 tonnes weight
2	Fuel/oil types	TS-1, RT(Equivalent to Jet A-1)/MS-20, MK-8
3	Fuelling facilities/capacity	AVBL without limitation
4	De-icing facilities	AVBL
5	Hangar space for visiting aircraft	HO
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

UARR AD 2.5 Passenger Facilities

1	Hotels	Nil
2	Restaurants	AVBL
3	Transportation	Buses, taxis
4	Medical facilities	Aid post at Airport Terminal, ambulance service, hospitals in Uralsk
5	Bank and Post Office	Nil
6	Tourist Office	Nil
7	Remarks	Nil

UARR AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A6
2	Rescue equipment	AVBL
3	Capability for removal of disabled aircraft	Aircraft up to index 4
4	Remarks	Nil

UARR AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	AVBL
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	Nil

UARR AD 2.8 Aprons, Taxiways And Check Locations/Positions Data

1	**Apron surface and strength**	**STANDS**		**SURFACE**	**STRENGTH**
		1-5		CONC	PCN 21/R/B/X/T
		6-12		ASPH	PCN 9/F/C/Z/T
2	**Taxiway width, surface and strength**	**TWY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	18	CONC	PCN 32/F/C/W/T
		B	9	ASPH	PCN 9/F/C/Z/T

3	**Altimeter checkpoint location and elevation**	Nil
4	**VOR checkpoints**	Nil
5	**INS checkpoints**	Nil
6	**Remarks**	Limitation of aircraft intensity (ACN exceeds PCN) to 10 per day. MTOW, when the intensity is limited to 2 flights per day: B757 up to 102 tons; B747 up to 310 tons; B767-300 up to 145 tons; A300 up to 172,6 tons; A330 up to 212,9 tons; A321 up to 92 tons; B737 Max8 up to 85 tons When limiting intensity to 10 aircraft movements per day without weight restrictions: A-320; E190-E2. Towing of B-747, B-767, A-300, A-330, and larger aircraft using an airport tractor from the taxiway A to the main apron and back, as well as in case of exceeding the intensity specified in points 1 and 2.

UARR 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 board at entrance of RWYs, guidance sign designating taxiways, apron
2	RWY and TWY markings and LGT	Markings of thresholds, touchdown zones, centre line, fixed distance markers, RWY edges, RWY designations, taxi holding positions, taxiway centre lines
3	**Stop bars**	Nil
4	**Other runway protection measures**	Nil
5	Remarks	Nil

UARR AD 2.10 Aerodrome Obstacles

NIL

UARR AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	Meteorological service Uralsk Phone: +7 (7112) 508649
2	**Hours of service MET Office outside hour**	H24
3	**Office responsible for TAF preparation: Periods of validity**	Meteorological service Uralsk, 9HR (0009, 0312, 0615, 0918, 1221, 1524, 1803, 2106)
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 (METEOR-635C)
9	**ATS units provided with information**	Briefing, TWR
10	**Additional information**	Nil

UARR AD 2.12 Runway Physical Characteristics

Designations 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**
04	52,01°	2799 X 45	46/R/B/W/T CONC	510839.45N 0513141.38E - -39,4 FT	THR 122.4 FT	+0,042%
22	232,04°	2799 X 45	46/R/B/W/T CONC	510935.20N 0513334.95E - -39,4 FT	THR 128.3 FT	-0,042%

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 300	3099 X 300	90 X 150	Nil	AVBL	Nil
Nil	150 X 300	3099 X 300	90 X 150	Nil	AVBL	Nil

UARR AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	**2**	**3**	**4**	**5**	**6**
04	2799	2949	2799	2799	Nil
22	2799	2949	2799	2799	Nil
Turning Bay 1 - 04	2799	2949	2799	2799	Nil
Turning Bay 2 - 04	2399	2549	2399	Nil	Nil
Turning Bay 3 - 22	2399	2549	2399	Nil	Nil
Turning Bay 4 - 22	2799	2949	2799	2799	Nil

UARR 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
04	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2799m, spacing 60m, 0-2199m - white, next 600m yellow LIH	RED Nil	Nil	Nil
22	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2799m, spacing 60m, 0-2199m - white, next 600m yellow LIH	RED Nil	Nil	Nil

UARR 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: RWY04 - 250 m to ARP, RWY22 - 256 m to ARP
3	TWY edge and centre line lighting	TWY A EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 0 sec
5	Remarks	Nil

UARR AD 2.16 Helicopter Landing Area

1	Coordinates TLOF or THR of FATO Geoid undulation	510903N 0513235E
2	TLOF and/or FATO elevation	121.9 FT
3	TLOF and FATO area dimensions, surface, strength, marking	Square 30 x 30m conc PCN 46/R/B/W/T, no marking
4	True BRG of FATO	Direction of TKOF zones: 52.01°/232.04°
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Nil

UARR AD 2.17 ATS Airspace

1	**Designation and lateral limits**	URALSK CTR 513201N 0514749E then a clockwise arc radius 25 NM centered on 510855N 0513238E - 513152N 0511654E along border KAZAKHSTAN_RUSSIA - 513201N 0514749E
2	**Vertical limits**	3000 FT ALT / GND
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	URALSK TOWER EN URALSK VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	See NOTAM
7	**Remarks**	Nil

UARR 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	URALSK TOWER (EN) URALSK VYSHKA (RU)	119,7 MHZ	Nil	Nil	See NOTAM	Nil
ATIS	URALSK ATIS (EN) URALSK ATIS (RU)	124,8 MHZ 134,9 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UARR 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 22 I/D/4	IUR	109,7 MHZ	H24	510824.8N 0513111.5E		Nil	Nil
GP 22 I/C/4		333,2 MHZ		510925.5N 0513325.6E			
DME 22	IUR	CH 34X		510925.5N 0513325.6E	100 FT		

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 04 I/D/2	ISK	111,3 MHZ	H24	510949.1N 0513403.3E		Nil	Nil
GP 04 I/C/2		332,3 MHZ		510842.6N 0513158.3E			
DME 04	ISK	CH 50X		510842.6N 0513158.3E	200 FT		
DVOR/DME (11°E/2015)	URL	114,2 MHZ CH 89X	H24	510855.2N 0513237.6E	200 FT	Nil	Nil

UARR AD 2.20 Local Aerodrome Regulations

NIL

UARR AD 2.21 Noise Abatement Procedures

NIL

UARR AD 2.22 Flight procedures

1. Low visibility procedures.

Runway 04/22 is approved for ICAO 1 category precision approaches. Low Visibility Procedures (LVP) are applied during aircraft departure when RVR is less than 550 m when the entire manoeuvring area or part of it is not visually monitored from the “Tower” control centre at the Uralsk airport. Low Visibility Procedures are cancelled when RVR is greater than 550 m.

Low Visibility Procedures are initiated by the Air traffic Manager, in case of his absence - by the “Tower” Air Traffic Controller. Tower ATC, informs the adjacent control units about the beginning and termination of low visibility procedures. “Tower” Air Traffic Controller reports: “LOW VISIBILITY PROCEDURES IN OPERATION” to:

- meteorological observations complex technician;
- radio technical department shift personnel;
- aerodrome service specialist;
- aerodrome power, lighting, and technical service shift personnel;
- flight operations aerodrome service controller.

The operation of Low Visibility Procedure shall be reported to the flight crew by the “Tower” Air Traffic Controller phrase: “BEK AIR 2010, Uralsk - Tower, LOW VISIBILITY PROCEDURES IN PROGRESS”.

Tower ATC:

- restricts the movement of vehicles of the aerodrome services on the aprons and manoeuvring area for the duration of Low Visibility Procedures through an aerodrome service specialist and Production and dispatcher service specialist of the airport;
- monitors over the presence of obstacles on the runway and in the ILS critical area according to the reports of flight crew or reports of an aerodrome service specialist.

Taxiing to the stand (apron) after runway vacating shall be carried out after follow-me car only. Aircraft taxiing for take-off from stands to the holding position shall be carried out after the follow-me car.

2. 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 600 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	ALPHA (NE outskirts of Rubezhinskoe)	N512620 E0520111	035° 25.0 nm URL DVOR/DME	Entry/exit
2	BRAVO (Southern outskirts of Dolinnoe)	N511558 E0521047	063° 25.0 nm URL DVOR/DME	Entry/exit
3	DELTA (M-32 highway)	N504712 E0515210	140° 25.0 nm URL DVOR/DME	Entry/exit
4	HOTEL (southern side of Kushum)	N504949 E0510707	210° 25.0 nm URL DVOR/DME	Entry/exit
5	DVOR/DME URL	N510855 E0513238		Holding
6	LIMA (southern outskirts of Zhayiq)	N511130 E0515212	067° 12.6 nm URL DVOR/DME	Holding
7	MIKE (southern outskirts of Krugloozernoe)	N510436 E0511700	236° 10.8 nm URL DVOR/DME	Holding
8	PAPA (Intersection of the M32 and E38 highways	N510746 E0512933	288° 2.3 nm URL DVOR/DME	Holding

3. Taxiing procedures established at the aerodrome Uralsk via taxiway A and apron.

The following procedures are established for receiving aircraft:

- In the autumn-spring periods, the condition of the airfield pavements are regularly monitored,

- airfield pavements are cleared of snow to avoid soaking of the foundation soil,
- the current seams of the pavement are constantly sealed,
- the pavement are operated with constant monitoring of its condition, maintenance of pavement is carried out, taxiing via taxiway A is performed by aircraft at a reduced speed and with a greater attention of the crew;

Taxiway A and apron operations are carried out with the aircraft mass and movement intensity restriction, aircraft with overload mass are located at stand 5.

UARR 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
Section 2. point 52. Standards of Aerodromes	Limitations on the strength of coverage	Restrictions have been introduced for the operation of aircraft with overloads	An equivalent level of safety has been approved 12.03.2024 to 30.11.2025

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

Intensive flights of flocks of crows, rooks, gulls occur daily for 1-2 hours before and after sunrise, when the birds fly from their resting place across the runway and the approach area of runway 22 and runway 04 to the feeding areas near the rivers to the south of the airport. An hour or two hours before sunset the birds return to the place of rest.

The main migration directions in spring are from the southeast to the northwest, in autumn in the opposite direction.

As required, the aerodrome control unit informs pilots of such bird flights and approximate heights above ground level.

Measures to disperse of the bird aggregations include periodic scaring of birds by the acoustic system, flares and other means, removal of green spaces, grass mowing.

Bird trap (Viking) is installed. The control of the adjacent territories of the airport over the aggregation and nesting of birds is carried out.

UARR AD 2.24 Charts Related To An Aerodrome

AERODROME GROUND MOVEMENT AND PARKING CHART - ICAO

APRON ELEV 121FT (*37m*)

TWR 119.7

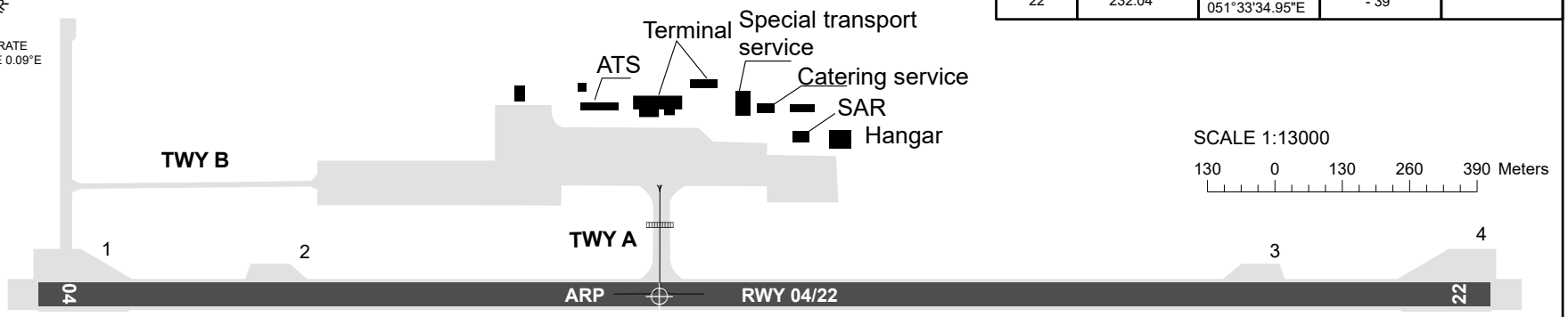
URALSK

RWY	TRUE DIRECTION	THR	GEOID UNDULATION	BEARING STRENGTH
04	052.01°	51°08'39.45"N 051°31'41.38"E	- 39	PCN 46/R/B/W/T
22	232.04°	51°09'35.20"N 051°33'34.95"E	- 39	

VAR 11°E (2015)

ANNUAL RATE OF CHANGE 0.09°E

ELEV, HGT IN FEET (METERS)
DIMENSIONS IN METERS
BRG ARE MAG



SCALE 1:13000

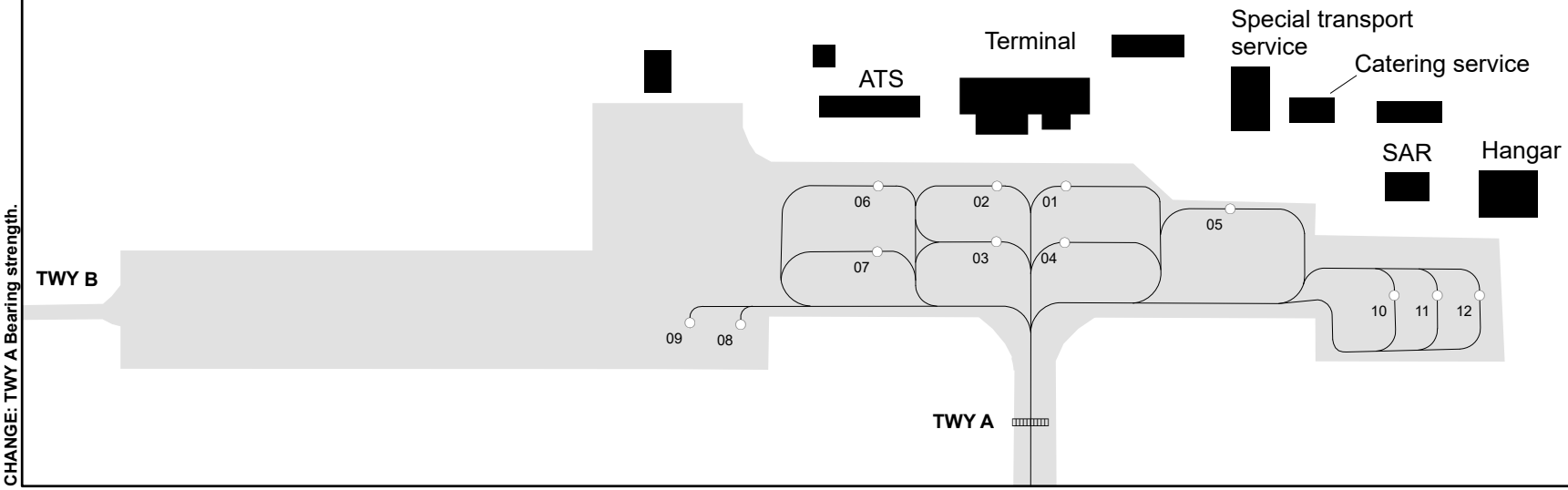
130 0 130 260 390 Meters

APRON	STAND	SURFACE	BEARING STRENGTH
	1-5	CONCRETE	PCN 21/R/B/X/T
	6-12	ASPHALT	PCN 9/F/C/Z/T

TWY	WIDTH	SURFACE	BEARING STRENGTH
A	18m	CONCRETE	PCN 32/F/C/W/T
B	9m	ASPHALT	PCN 9/F/C/Z/T

SCALE 1:5000

50 0 50 100 150 Meters



CHANGE: TWY A Bearing strength.

URALSK **STANDS CHARACTERISTICS**

Apron	Stand	Coordinates	
		Latitude	Longitude
	01	51 09 11.61 N	051 32 21.35 E
	02	51 09 10.62 N	051 32 19.31 E
	03	51 09 09.57 N	051 32 20.58 E
	04	51 09 10.55 N	051 32 22.60 E
	05	51 09 13.56 N	051 32 26.71 E
	06	51 09 08.90 N	051 32 15.81 E
	07	51 09 07.67 N	051 32 17.30 E
	08	51 09 04.35 N	051 32 14.95 E
	09	51 09 03.64 N	051 32 13.42 E
	10	51 09 14.33 N	051 32 33.54 E
	11	51 09 14.95 N	051 32 34.80 E
	12	51 09 15.57 N	051 32 36.04 E

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

URALSK

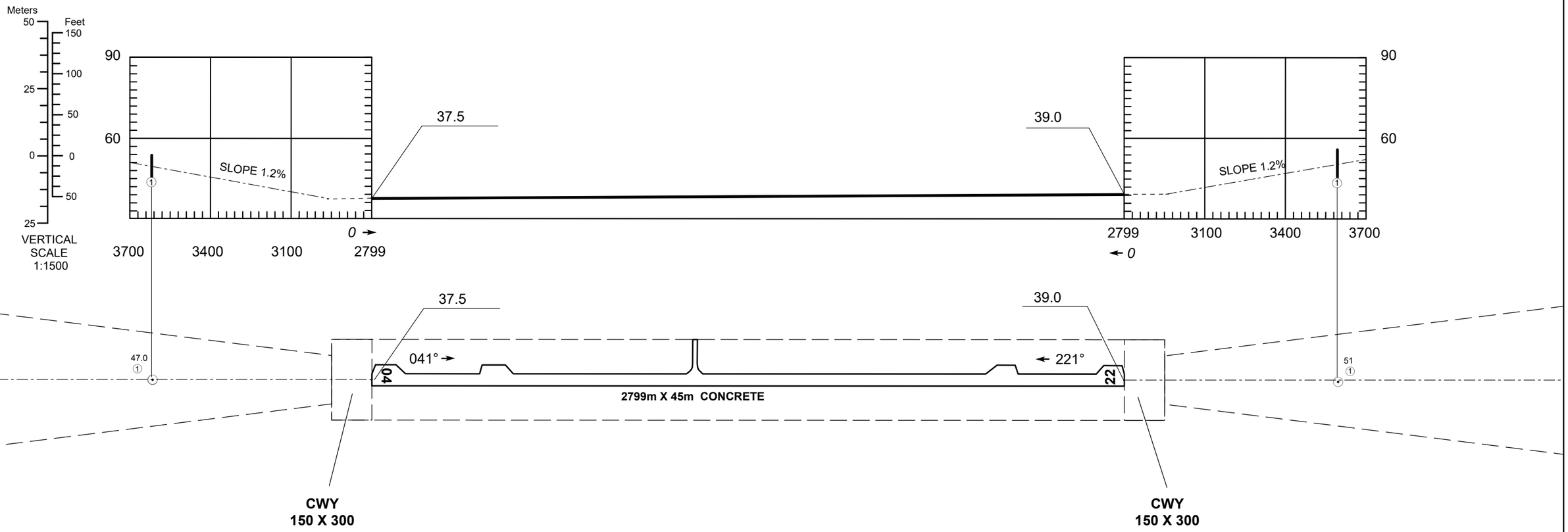
RWY 04/22

DIMENSIONS AND ELEVATIONS IN METERS
MAGNETIC VARIATION 11°E (2015)

ORDER OF ACCURACY					
№	LAT	LON	H	HORIZONTAL, m	VERTICAL, m
①	51°08'23.18" N	051°31'08.27" E	46.89	0.72	0.06

DECLARED DISTANCES		
RWY 04		RWY 22
2799	TAKE-OFF RUN AVAILABLE	2799
2949	TAKE-OFF DISTANCE AVAILABLE	2949
2799	ACCELERATE STOP DISTANCE AVAILABLE	2799
2799	LANDING DISTANCE AVAILABLE	2799

ORDER OF ACCURACY					
№	LAT	LON	H	HORIZONTAL, m	VERTICAL, m
①	51°09'50.9" N	051°34'07.4" E	51	0.3	0.5



LEGEND
ANTENNA ⊙

HORIZONTAL SCALE 1:15000

500 250 0 500 1000 1500 2000 Meters
1000 500 0 1000 2000 3000 4000 5000 6000 7000 Feet

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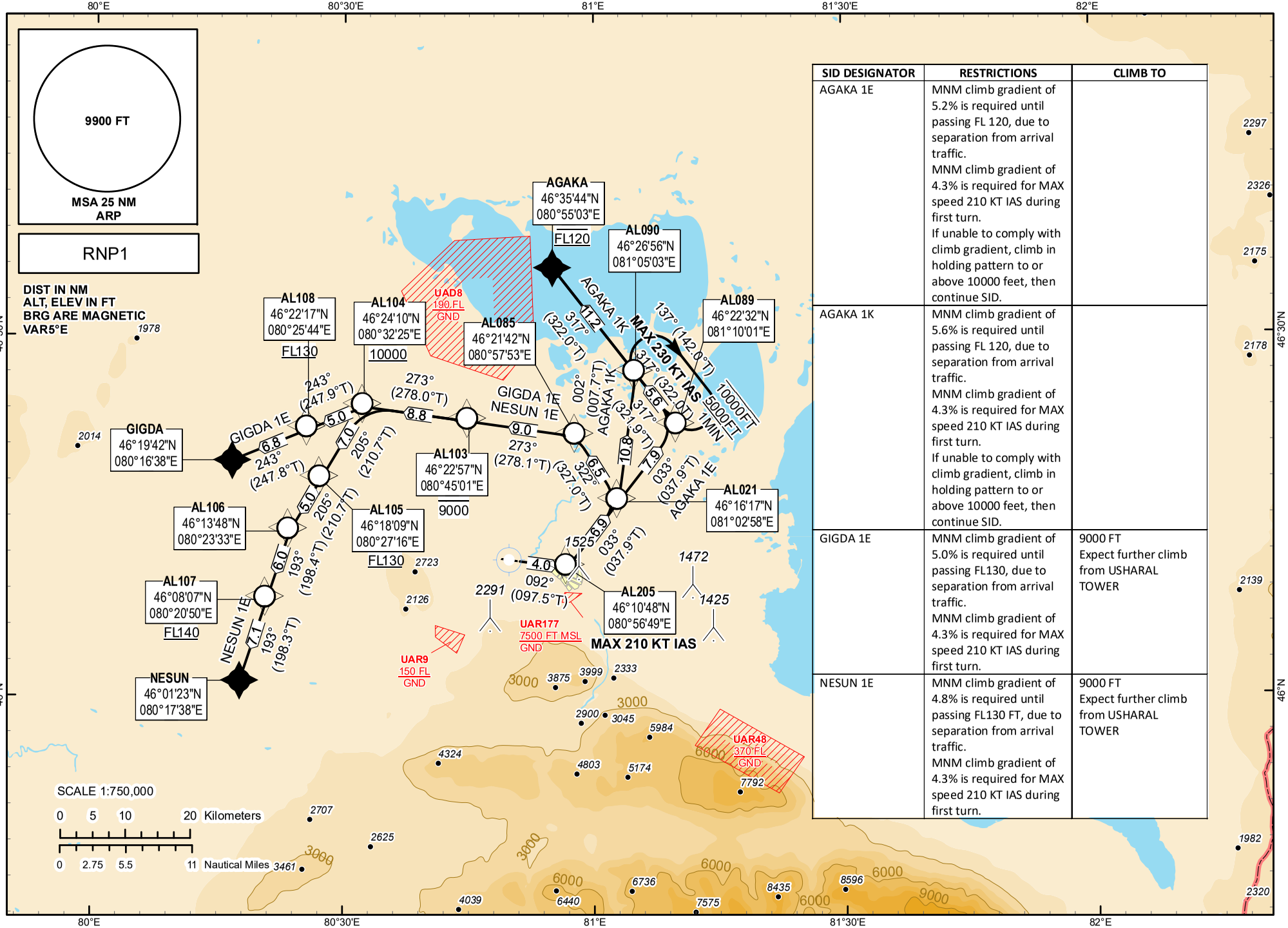
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10000 FT

USHARAL TOWER 118.1

AGAKA 1E/1K, GIGDA 1E, NESUN 1E

USHARAL RWY 09



SID DESIGNATOR	RESTRICTIONS	CLIMB TO
AGAKA 1E	MNM climb gradient of 5.2% is required until passing FL 120, due to separation from arrival traffic. MNM climb gradient of 4.3% is required for MAX speed 210 KT IAS during first turn. If unable to comply with climb gradient, climb in holding pattern to or above 10000 feet, then continue SID.	
AGAKA 1K	MNM climb gradient of 5.6% is required until passing FL 120, due to separation from arrival traffic. MNM climb gradient of 4.3% is required for MAX speed 210 KT IAS during first turn. If unable to comply with climb gradient, climb in holding pattern to or above 10000 feet, then continue SID.	
GIGDA 1E	MNM climb gradient of 5.0% is required until passing FL130, due to separation from arrival traffic. MNM climb gradient of 4.3% is required for MAX speed 210 KT IAS during first turn.	9000 FT Expect further climb from USHARAL TOWER
NESUN 1E	MNM climb gradient of 4.8% is required until passing FL130 FT, due to separation from arrival traffic. MNM climb gradient of 4.3% is required for MAX speed 210 KT IAS during first turn.	9000 FT Expect further climb from USHARAL TOWER

TABULAR DESCRIPTION

SID AGAKA 1E RWY 09

Serial Number	Path Desc.	Waypoint Identifier	Fly - over	Course °M(°T)	DIST (nm)	Turn Dir	Altitude FT	Speed KT	NAV. SPEC.
010	CF	AL205	-	092(097.5)	4.0		-	-210	RNP1
020	TF	AL021	-	033(037.9)	6.9				RNP1
030	TF	AL089	-	033(037.9)	7.9				RNP1
040	TF	AL090	-	317(321.9)	5.6				RNP1
050	TF	AGAKA	-	317(322.0)	11.2		@FL120		RNP1

WAYPOINT LIST

AGAKA 1E

Waypoint Identifier	Coordinates	
DEP	461119.51N	0805108.09E
AL205	461047.98N	0805649.13E
AL021	461616.71N	0810257.90E
AL089	462232.41N	0811001.33E
AL090	462655.67N	0810502.71E
AGAKA	463544.00N	0805503.00E

TABULAR DESCRIPTION

SID AGAKA 1K RWY 09

Serial Number	Path Desc.	Waypoint Identifier	Fly - over	Course °M(°T)	DIST (nm)	Turn Dir	Altitude FT	Speed KT	NAV. SPEC.
010	CF	AL205	-	092(097.5)	4.0		-	-210	RNP1
020	TF	AL021	-	033(037.9)	6.9				RNP1
030	TF	AL090	-	002(007.7)	10.8				RNP1
040	TF	AGAKA	-	317(322.0)	11.2		@FL120		RNP1

WAYPOINT LIST

AGAKA 1K

Waypoint Identifier	Coordinates	
DEP	461119.51N	0805108.09E
AL205	461047.98N	0805649.13E
AL021	461616.71N	0810257.90E
AL090	462655.67N	0810502.71E
AGAKA	463544.00N	0805503.00E

TABULAR DESCRIPTION

SID GIGDA 1E RWY 09

Serial Number	Path Desc.	Waypoint Identifier	Fly - over	Course °M(°T)	DIST (nm)	Turn Dir	Altitude FT	Speed KT	NAV. SPEC.
010	CF	AL205	-	092(097.5)	4.0		-	-210	RNP1
020	TF	AL021	-	033(037.9)	6.9				RNP1
030	TF	AL085	-	322(327.0)	6.5				RNP1
040	TF	AL103	-	273(278.1)	9.0		-9000		RNP1
050	TF	AL104	-	273(278.0)	8.8		+10000		RNP1
060	TF	AL108	-	243(247.9)	5.0		+FL130		RNP1
070	TF	GIGDA	-	243(247.8)	6.8		-		RNP1

WAYPOINT LIST

GIGDA 1E

Waypoint Identifier	Coordinates	
DEP	461119.51N	0805108.09E
AL205	461047.98N	0805649.13E
AL021	461616.71N	0810257.90E
AL085	462141.97N	0805752.90E
AL103	462257.46N	0804500.70E
AL104	462409.87N	0803225.10E
AL108	462216.71N	0802543.75E
GIGDA	461942.00N	0801638.00E

TABULAR DESCRIPTION

NESUN 1E RWY 09

Serial Number	Path Desc.	Waypoint Identifier	Fly - over	Course °M(°T)	DIST (nm)	Turn Dir	Altitude FT	Speed KT	NAV. SPEC.
010	CF	AL205	-	092(097.5)	4.0		-	-210	RNP1
020	TF	AL021	-	033(037.9)	6.9				RNP1
030	TF	AL085	-	322(327.0)	6.5				RNP1
040	TF	AL103	-	273(278.1)	9.0		-9000		RNP1
050	TF	AL104	-	273(278.0)	8.8		+10000		RNP1
060	TF	AL105	-	205 (210.7)	7.0		+FL130		RNP1
070	TF	AL106	-	205 (210.7)	5.0				RNP1
080	TF	AL107	-	193(198.4)	6.0		+FL140		RNP1
090	TF	NESUN	-	193(198.3)	7.1				RNP1

WAYPOINT LIST

NESUN 1E

Waypoint Identifier	Coordinates	
DEP	461119.51N	0805108.09E
AL205	461047.98N	0805649.13E
AL021	461616.71N	0810257.90E
AL085	462141.97N	0805752.90E
AL103	462257.46N	0804500.70E
AL104	462409.87N	0803225.10E
AL105	461808.82N	0802715.60E
AL106	461348.35N	0802333.15E
AL107	460806.76N	0802050.04E
NESUN	460123.00N	0801738.00E

STANDARD DEPARTURE CHART - INSTRUMENT (SID)

TRANSITION ALTITUDE 10000 FT

USHARAL TOWER 118.1

AGAKA 1F, GIGDA 1F, NESUN 1F

USHARAL RWY 27

80°E 80°30'E 81°E

47°N 46°30'N 46°N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR5°E

SID DESIGNATOR	RESTRICTIONS	CLIMB TO
AGAKA 1F	The procedure requires the application of a climb gradient of at least 4.0% up to a climb of 4000 feet to provide safe overflight over obstacles. MNM climb gradient of 5.2% is required until passing FL120, due to separation from arrival traffic. MAX speed 220 KT IAS during first turn.	10000 FT Expect further climb from USHARAL TOWER
NESUN 1F	The procedure requires the application of a climb gradient of at least 4.0% up to a climb of 4000 feet to provide safe overflight over obstacles. MNM climb gradient of 6.0% is required until passing FL120, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn. If unable to comply with climb gradient, climb in holding pattern to or above 10000 feet, then continue SID.	10000 FT Expect further climb from USHARAL TOWER
GIGDA 1F	The procedure requires the application of a climb gradient of at least 4.0% up to a climb of 4000 feet to provide safe overflight over obstacles. MNM climb gradient of 7.1% is required until passing FL120, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn. If unable to comply with climb gradient, climb in holding pattern to or above 10000 feet, then continue SID.	10000 FT Expect further climb from USHARAL TOWER

9900 FT

MSA 25 NM
ARP

RNP1

AGAKA
46°35'44"N
080°55'03"E
FL120

UAD8
190 FL
GND

AGAKA 1F
7.0
003° (008.4°T)

AL214
46°28'49"N
080°53'34"E

5.0
003° (008.4°T)

AL212
46°23'18"N
080°41'27"E
10000

7.7
080° (085.7°T)

AL213
46°23'52"N
080°52'31"E

11.0
002° (007.4°T)

GIGDA
46°19'42"N
080°16'38"E
FL120

GIGDA 1F
092° (097.3°T)
MAX 230 KT IAS
10000FT
7000FT
1MIN
7.6
316° (320.9°T)

AL106
46°13'48"N
080°23'33"E
10000

5.0
272° (277.3°T)

1965
NESUN 1F
GIGDA 1F
6.1
272° (277.4°T)

2723

272° (277.5°T)
6.3

1525
1506

UAR177
7500 FT MSL
GND

193° (198.4°T)
6.0

AL107
46°08'07"N
080°20'50"E

AL003
46°13'10"N
080°30'44"E

AL004
46°12'24"N
080°39'24"E

2291

UAR9
150 FL
GND

NESUN 1F
7.1
193° (198.3°T)

NESUN
46°01'23"N
080°17'38"E
FL120

NESUN 1F
GIGDA 1F
MAX 240 KT IAS

AGAKA 1F
MAX 220 KT IAS

3000
3875
3999
2333
2900
3045
5984
3000
4324
4803
5174

SCALE 1:500,000

0 3.5 7 14 Kilometers

0 1.75 3.5 7 Nautical Miles

CHANGE: Editorial.

TABULAR DESCRIPTION

SID AGAKA 1F RWY 27									
Serial Number	**Path Desc.**	**Waypoint Identifier**	**Fly - over**	**Course °M(°T)**	**DIST (nm)**	**Turn Dir**	**Altitude FT**	**Speed KT**	**NAV. SPEC.**
010	CF	AL004	-	272(277.5)	6.3		-	-220	RNP1
020	TF	AL212	-	002(007.4)	11.0		-10000		RNP1
030	TF	AL213	-	080(085.7)	7.7				RNP1
040	TF	AL214	-	003(008.4)	5.0				RNP1
050	TF	AGAKA	-	003(008.4)	7.0		@FL120		RNP1

WAYPOINT LIST

AGAKA 1F		
Waypoint Identifier	**Coordinates**	
DEP	461134.36N	0804826.33E
AL004	461223.68N	0803923.96E
AL212	462317.94N	0804126.86E
AL213	462352.00N	0805230.65E
AL214	462848.67N	0805333.99E
AGAKA	463544.00N	0805503.00E

TABULAR DESCRIPTION

SID NESUN 1F RWY 27									
Serial Number	**Path Desc.**	**Waypoint Identifier**	**Fly - over**	**Course °M(°T)**	**DIST (nm)**	**Turn Dir**	**Altitude FT**	**Speed KT**	**NAV. SPEC.**
010	CF	AL004	-	272(277.5)	6.3		-	-240	RNP1
020	TF	AL003	-	272(277.4)	6.1				RNP1
030	TF	AL106	-	272(277.3)	5.0		-10000		RNP1
040	TF	AL107	-	193(198.4)	6.0				RNP1
050	TF	NESUN	-	193(198.3)	7.1		@FL120		RNP1

WAYPOINT LIST

NESUN 1F		
Waypoint Identifier	**Coordinates**	
DEP	461134.36N	0804826.33E
AL004	461223.68N	0803923.96E
AL003	461310.24N	0803044.24E
AL106	461348.35N	0802333.15E
AL107	460806.76N	0802050.04E
NESUN	460123.00N	0801738.00E

TABULAR DESCRIPTION

SID GIGDA 1F RWY 27									
Serial Number	**Path Desc.**	**Waypoint Identifier**	**Fly - over**	**Course °M(°T)**	**DIST (nm)**	**Turn Dir**	**Altitude FT**	**Speed KT**	**NAV. SPEC.**
010	CF	AL004	-	272(277.5)	6.3		-	-240	RNP1
020	TF	AL003	-	272(277.4)	6.1				RNP1
030	TF	AL106	-	272(277.3)	5.0		-10000		RNP1
040	TF	GIGDA	-	316(320.9)	7.6		@FL120		RNP1

WAYPOINT LIST

GIGDA 1F		
Waypoint Identifier	**Coordinates**	
DEP	461134.36N	0804826.33E
AL004	461223.68N	0803923.96E
AL003	461310.24N	0803044.24E
AL106	461348.35N	0802333.15E
GIGDA	461942.00N	0801638.00E

UASK AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12	2800	3050	2800	2800	Nil
30	2800	2800	2800	2800	Nil

UASK 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
12	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2800m, spacing 60m, 0-2200m white, last 600m yellow LIH	RED Nil	Nil	Nil
30	CAT I (PALS) 900 M LIH	GRN Nil	PAPI RIGHT/3°	Nil	Nil	2800m, spacing 60m, 0-2200m white, last 600m yellow LIH	RED Nil	Nil	Nil

UASK 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 A wind of 295 m from the runway SE threshold 12, lit Anemometer: 320 m from RWY12, 340 m from RWY30
3	TWY edge and centre line lighting	MAIN TWY EDGE: BLU TWY A EDGE: BLU TWY B EDGE: BLU TWY C EDGE: BLU TWY D EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 1 SEC
5	Remarks	EDGE of TWY C, TWY D and MAIN TWY from TWY B to TWY D out of service

UASK AD 2.16 Helicopter Landing Area

NIL

UASK AD 2.17 ATS Airspace

1	**Designation and lateral limits**	UST-KAMENOGORSK CTR 502401N 0822048E - 500858N 0824809E - 495152N 0830943E - 493450N 0823727E - 500919N 0815314E - 502401N 0822048E
2	**Vertical limits**	7000 FT ALT / GND
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	UST-KAMENOGORSK TOWER EN UST-KAMENOGORSK VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	See NOTAM
7	**Remarks**	Nil

UASK 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	UST-KAMENOGORSK TOWER (EN) UST-KAMENOGORSK VYSHKA (RU)	130,1 MHZ	Nil	Nil	See NOTAM	Nil
ATIS	UST-KAMENOGORSK ATIS (EN) UST-KAMENOGORSK ATIS (RU)	124,2 MHZ 127,7 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UASK 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**
DVOR/DME (6°E/2021)	UKM	115 MHZ CH 97X	H24	500158.0N 0823031.1E	1000 FT	Nil	Nil

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 30 I/D/2	ISI	109.7 MHZ	H24	500249.8N 0822828.4E		Nil	Nil
GP 30 I/C/2		333.2 MHZ		500150.4N 0823029.0E			
DME 30	ISI	CH 34X		500150.4N 0823029.0E	900 FT		

UASK AD 2.20 Local Aerodrome Regulations

RWY 12/30, TWY A, TWY B, ACFT Stands 1-4, 5-12, 15-22 are available for ACFT category D, types B767-300 and below.

UASK AD 2.21 Noise Abatement Procedures

1 For noise abatement at the aerodrome during take-off for the aircraft categories B, C, D the following procedures should be applied:

- from take-off till (450)m, take-off engine power, flaps in take-off position, V2+ 20km/h:
- from (450)m till (900)m, climbing at V2+20km/h;
- at (900)m, adjust normal rate of climb with retracted flaps.

2 During approach and landing:

- to maintain assigned level until final approach;
- to maintain the program of deceleration; to extend landing gear and wing devices so, that the approach speed should be reached 10 km from the runway threshold;
- to descent not below the glide path.

UASK AD 2.22 Flight procedures.

1. Flight and ground movement procedures.

Takeoff shall be performed from the starting point of RWY where runway physical characteristics complies required actual aircraft takeoff weight and takeoff conditions. Aircraft takeoff with tailwind is permitted in case when tailwind speed corresponds to the value: for all aircraft types not greater than value set by Flight Operational manual of each aircraft type, but not greater than 5m/sec; for helicopters - not greater than value set by Flight Operational manual of each aircraft type.

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 and apron guideline.

Hover taxiing of helicopters with skids from stands to takeoff area and back shall be carried out along taxiway markings.

Taxiing shall be carried out after received clearance, taxiing route, stand number and other information for safe taxiing from “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.

Aircraft shall be followed by follow-me car when RVR is less than 550 m.

Crossing the ILS critical areas by aircraft, ground vehicles and other vehicles shall be carried out by the clearance of Tower ATC.

Crossing the ILS critical areas during autoland approach is prohibited.

Taxiing out of stands shall be carried out by marshaller's signals, in case of his absence – by pilot-in-command.

Taxiing during nighttime as well as in a daytime, when visibility is less than 2000 m shall be carried out with enabled navigational and landing lights.

Taxiing into stands shall be carried out by marshaller's signals.

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

Hover taxiing with General flight rules observance shall be carried out in case of ground taxiing unavailability (poor ground surface conditions or helicopter design doesn't allow to ground taxi).

Take-off/landing shall be carried out from/to RWY 12/30, abeam TWY-A, if TWY-A was used for taxiing into/ out of apron 1.

Take-off/landing shall be carried out from/to RWY 12/30, abeam TWY-B, if TWY-B was used for taxiing into/ out of apron 2.

Helicopter take-off shall be carried out after:

- helicopter lining-up on RWY, soft-surface runway or on landing pad (in exceptional circumstance on helicopter stands 40-49);
- helicopter test hovering request from flight crew and obtained clearance from Tower ATC;
- performed test hovering.
- flight crew report about (forward or no-run) takeoff readiness and after obtained clearance for takeoff from Tower ATC.

Landing of helicopter after test hovering is not necessary for no-run takeoff. The height of test hovering shall be chosen by pilot-in-command, but, hovering helicopter shall not block landing and takeoff of other aircraft.

After instrument approach to RWY 12/30 and establishing visual contact with runway lights or guidelines, approaching or moving to landing area (for RWY 12 – abeam TWY-B, or TWY-A, for RWY-30 – abeam TWY-B) shall be carried out by decision of pilot-in-command.

Helicopter take-off and landing from/to RWY 12/30 on VFR shall be carried out from any direction, except sector130°-304°, S=1.0 km, H= (120) m from apron and TWY-A intersection.Limit sector set in order to avoid the flight of helicopters over closely spaced aircraft parking and service buildings.

If there is a portion RWY12/ 30 meteorological phenomena or the production of smoke, which could affect the visibility to below the minimum take-off (the largest of the two: the minimum for takeoff the commander of the helicopter and the minimum take-off of this type of helicopter from the airport of Ust-Kamenogorsk, established by FOM of airline), the commander of the helicopter, in coordination with the Tower ATC is allowed to take off from the part of RWY12/ 30, where weather conditions match the specified minimum.

The movement of all types of special vehicles at the airport shall be carried out only at the set marked routes, according to the "Aircraft, special vehicles and mechanical equipment placement and movement chart".

Turning by 180 degree shall be carried out only at the threshold 12/30

2. Low Visibility Procedures.

Low Visibility Procedures (LVP) are effected when RVR is less than 550 m.

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

Taxiing of aircraft shall be carried out after “Follow-me” car.

The placement of aircraft on the stands shall be carried out by marshaller’s signals.

Taxiing of departing aircraft from stands to holding position shall be carried out after follow-me car.

Aircraft shall stop on holding position before CAT I sign, which marks ILS critical area.

If RVR value reduced below 550 m Air traffic manager transmits circular message: “Attention! Low visibility procedures in operation” to:

- meteorological specialist of primary observation station;
- shift personnel of Radiotechnical Department;
- head of shift of passengers handling service;
- lightning system maintenance engineer of aerodrome power, lighting, and technical service (via aerodrome radio);
- shift specialist of airfield service (via aerodrome radio).

Note: It is necessary to take all measures for timely notification in order to ensure the safety of ground movement procedures have been introduced before they start flying in conditions of reduced visibility. Introduction of procedures in low visibility conditions before confirmation should not be delayed.

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

Air traffic service in the control zone (CTR) of the Ust-Kamenogorsk aerodrome is carried out by the controller of the «TOWER» ATC unit. VFR flights in the control zone (CTR) are carried out at absolute altitudes according to the QNH pressure of the aerodrome. Flights 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. Aircraft crews are responsible for avoiding artificial obstacles. 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.

At Ust-Kamenogorsk aerodrome holding patterns are established at an absolute altitude to await the VFR approach order for the landing of category «A» aircraft and helicopters. The holding patterns (left/right turns) to be used are determined and reported to the aircraft crew by «TOWER» ATC unit. Exit to the final leg, crossing the runway course shall be made only with the permission of the «TOWER» ATC unit.

VFR transit flights through the control zone of Ust-Kamenogorsk are carried out along the route via control points and at altitudes agreed with the «TOWER» ATC unit.

Depending on the air or meteorological situation, the «TOWER» ATC unit, uses other visual landmarks for arrival, departure, overflight and waiting for aircraft, if necessary.

Visual Reference Points of VFR flights within Ust-Kamenogorsk CTR

№	Name	Type	Location	Geographic coordinates	DVOR / DME «UKM» radial and distance	
1	ALPHA	entry / exit	northwestern outskirts of the settlement Novomihailovka	501503N 0823709E	012°	13.8 NM
2	BRAVO	entry / exit	east of the settlement Vinnoe, visual landmark - railway	500358N 0825429E	076°	15.6 NM
3	CHARLIE	entry / exit	southeastern outskirts of the settlement Feklistovka	495444N 0830607E	101°	24.1 NM

№	Name	Type	Location	Geographic coordinates	DVOR / DME «UKM» radial and distance	
4	DELTA	entry / exit	visual landmark - P-25 highway	495055N 0830752E	108°	26.5 NM
5	ECHO	entry / exit	visual landmark - railway / river Irtysh, west of the settlement Ognevka	494546N 0825804E	126°	24.1 NM
6	FOXTROT	entry / exit	north of the settlement Izgutty Aitykov	493712N 0824153E	157°	25.9 NM
7	GOLF	entry / exit	southeastern outskirts of the settlement Aiyrtau, visual landmark - A-3 highway	494907N 0821917E	203°	14.8 NM
8	HOTEL	entry / exit	visual landmark - the P-24 highway, to the east of the settlement. Gagarino	500925N 0815326E	281°	25.0 NM
9	INDIA	entry / exit	visual landmark - highway A-10, to the east of the settlement. Pervomaiskii	501529N 0820444E	303°	21.4 NM
10	JULIET	entry / exit	visual landmark - railway, to the north of the settlement. Verhneberezovka	501924N 0821204E	320°	21.1 NM
11	OSCAR	holding		500746N 0823249E	008°	6.0 NM
12	LIMA	holding		500457N 0823803E	052°	5.7 NM
13	PAPA	holding		495359N 0823053E	172°	8.0 NM
14	ZULU	holding		495915N 0822122E	239°	6.5 NM

4. Continuous Descent Operation

CDOs are performed during periods of low traffic density at ATC discretion.

CDOs are executed only by ACFT that use standard arrival procedures RNAV1 based on GNSS.

Although these procedures are designed as a closed path, they permit distance planning for CDO, allowing the ACFT Flight Management System/Computer (FMS/FMC) to accurately execute automated optimized descents when:

- ACFT is cleared to proceed to a waypoint or via a combination of waypoints in order to provide an optimum lateral flight path up to and including the FAP and thus the exact distance to the RWY is known prior to start of the continuous descent operation; or
- the pilots of the ACFT that to be vectored to final are provided with distance-to-go information.

CDOs are authorized only when following conditions are respected:

- ILS of RWY intended for landing is in operation;
- no adverse weather conditions that may affect CDO;
- no system degradations that may affect GNSS or ILS operation.

After receiving “WHEN READY DESCEND TO (LEVEL)” or “DESCEND TO (LEVEL) AT PILOTS

DISCRETION" clearance the pilot is allowed to plan/optimize vertical profile in order to apply CDO to FAP.

Depending on traffic, CDO may start from TOD or lower levels.

In accordance with appropriate ATC clearances, CDO can start from the TOD when ACFT is cleared to a waypoint or via a combination of waypoints for direct routing/shortcut and the horizontal trajectory is defined up to and including the FAP. Thus, the exact distance to RWY is known and the descent profile can be readily calculated by the appropriate on board system (FMS) prior to start of the CDO.

After clearance "WHEN READY DESCEND TO (LEVEL) " or "DESCEND TO (LEVEL) AT PILOTS DISCRETION" pilot should maintain the cruising/last assigned level until the optimal descent point/TOD that is determined by pilot or FMS, then start descent with no extra requests unless other ATC instructions are issued.

If necessary ATC may issue additional instructions: "WHEN READY DESCEND TO (LEVEL), REPORT LEAVING (or REPORT TOP-OF-DESCENT)"

Considering airspace structure, ATC issues an instruction to descend to level(s) above level of FAP. Wherein ATC issues further descent instruction prior to CDO flight reaching 3000 feet (900 m) above last assigned level.

It is preferable if CDO is commenced from top of descent. If it is not feasible due to traffic, CDO may be initiated from any lower level.

As a portion of the procedure consists of vectoring, the specific distance to RWY threshold is not known to a pilot prior to start of the CDO. In such cases, ATC will provide the pilot with an estimate of the flight track-miles to the RWY threshold as distance-to-go information. The pilot will use this information to determine the optimum descent rate to achieve a CDO.

UASK 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. Bird concentration near airport.

The main migration direction in spring: from southwest to north-east; in autumn: in the counter direction.

In case of necessity, the aerodrome control point informs pilots about bird flights and approximate heights above ground level. The flight altitude of birds varies from 0 to 400 m above ground level

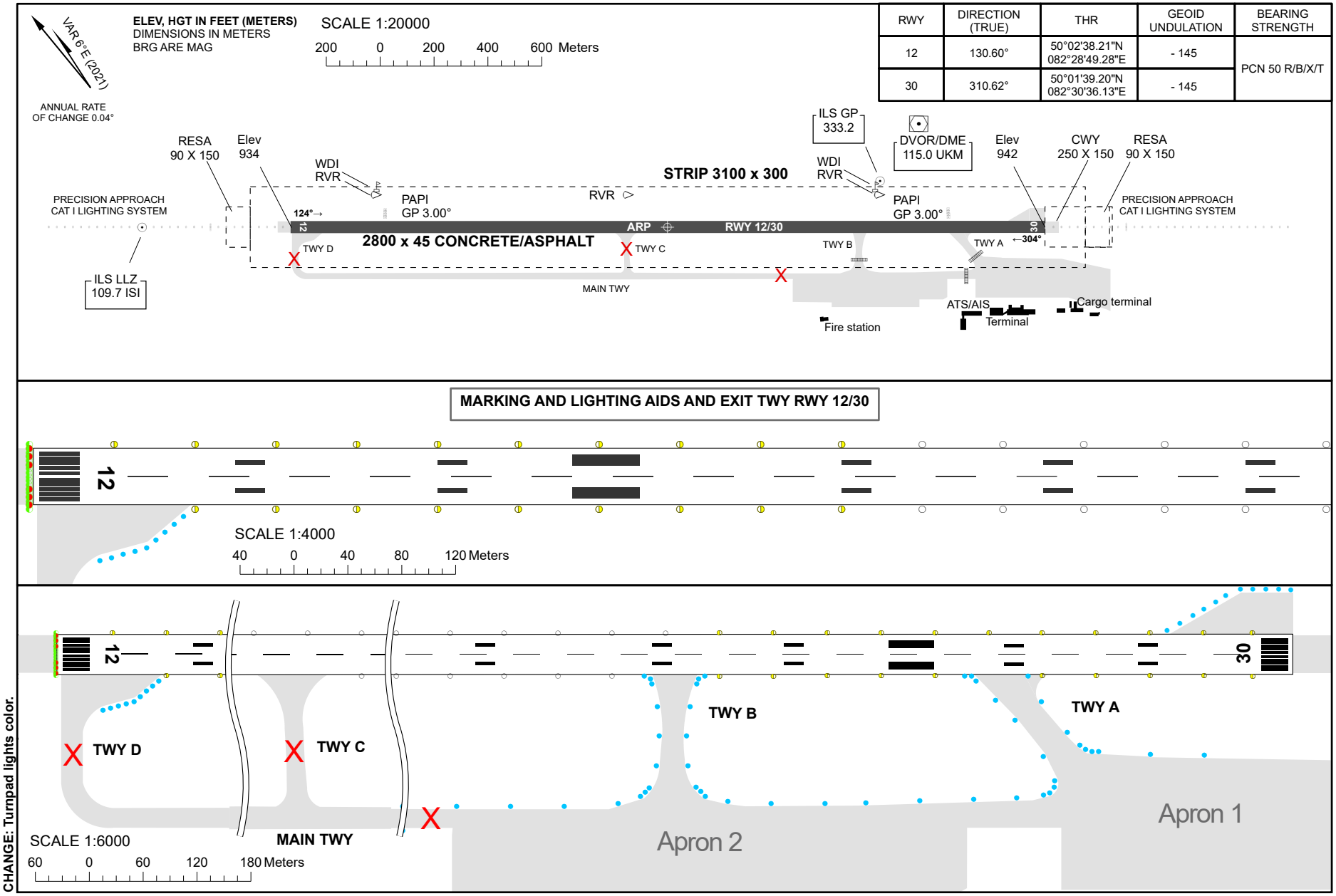
The mentioned above time intervals pilots are recommended, if design characteristics of airborne equipment allows, to switch on landing lights during the flights in aerodrome area, during take-off, approach, climbing, descent.

Bird concentration scattering measures include: periodical bird deterrence (shooting), effective measures regarding to scattering, removal of green plantations and ground covering, abandon garbage collection prevention of agricultural activity within the airport area.

UASK AD 2.24 Charts Related To An Aerodrome

AERODROME CHART - ICAO | **AD ELEV 942FT (*287m*)** | **ARP 500209N 0822943E** | TWR 130.1 | **UST-KAMENOGORSK**

RWY	DIRECTION (TRUE)	THR	GEOID UNDULATION	BEARING STRENGTH
12	130.60°	50°02'38.21"N 082°28'49.28"E	- 145	PCN 50 R/B/X/T
30	310.62°	50°01'39.20"N 082°30'36.13"E	- 145	



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AERODROME GROUND MOVEMENT AND PARKING CHART - ICAO

APRON ELEV 942FT (*287m*)

TWR 130.1

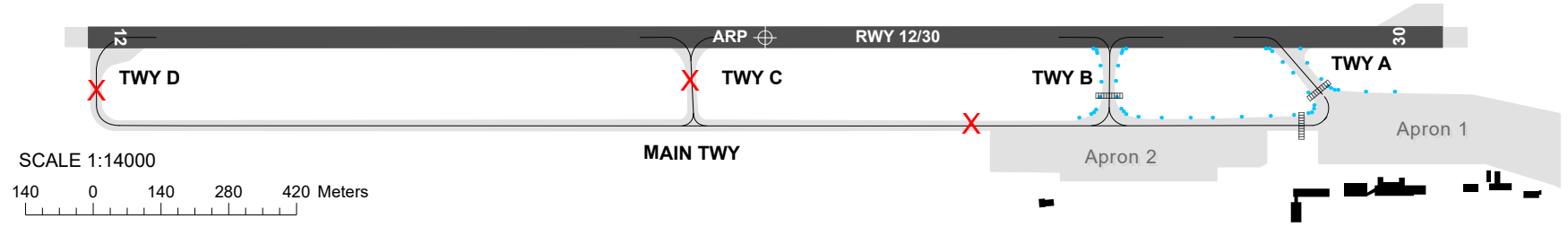
UST-KAMENOGORSK

VAR 6°E (2021)

ANNUAL RATE OF CHANGE 0.04°

ELEV, HGT IN FEET (METERS)
DIMENSIONS IN METERS
BRG ARE MAG

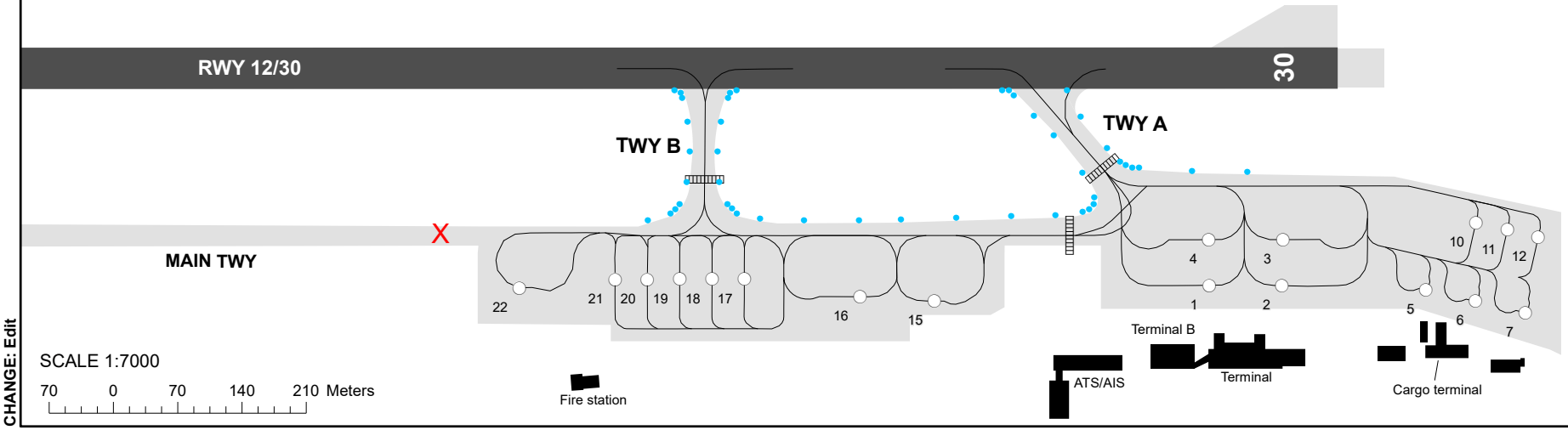
RWY	DIRECTION (TRUE)	THR	GEOID UNDULATION	BEARING STRENGTH
12	130.60°	50°02'38.21"N 082°28'49.28"E	- 145	PCN 50 R/B/X/T
30	310.62°	50°01'39.20"N 082°30'36.13"E	- 145	



STAND	SURFACE	BEARING STRENGTH
1-4	CONC+ASPH	PCN 56/R/B/X/T
5-7, 10-12		PCN 57/F/C/X/T
15-17		PCN 53/F/C/X/U
18-21		PCN 40/F/C/X/U
22		PCN 72/F/C/X/T

TWY	WIDTH	SURFACE	BEARING STRENGTH
A	23m	CONC+ASPH	PCN 55/R/B/X/T
B	23m		PCN 57/F/C/X/T
C	21m		PCN 35/F/C/Y/T
D	21m		PCN 35/F/C/Y/T
MAIN (from A to B)	23m	CONC+ASPH	PCN 57/F/C/X/T
MAIN (from B to D)	21m		PCN 35/F/C/Y/T

STANDS	1 - 4	- for B-747, A-330
	5-7,10-12 15 - 17 22	- for B-747, A-330, AN-124
	18 - 21	- for B-757



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UST-KAMENOGORSK **STANDS CHARACTERISTICS**

Apron	Stand	Coordinates	
		Latitude	Longitude
1	1	50 01 36.33N	082 30 23.04E
	2	50 01 34.66N	082 30 26.05E
	3	50 01 35.87N	082 30 27.73E
	4	50 01 37.57N	082 30 24.65E
	5	50 01 31.24N	082 30 31.87E
	6	50 01 29.80N	082 30 33.53E
	7	50 01 28.35N	082 30 35.19E
	10	50 01 31.89N	082 30 36.35E
	11	50 01 30.97N	082 30 37.40E
	12	50 01 30.07N	082 30 38.42E
2	15	50 01 42.22N	082 30 11.07E
	16	50 01 44.04N	082 30 08.14E
	17	50 01 47.17N	082 30 03.96E
	18	50 01 47.91N	082 30 02.62E
	19	50 01 48.66N	082 30 01.27E
	20	50 01 49.40N	082 29 59.92E
	21	50 01 50.13N	082 29 58.58E
	22	50 01 52.11N	082 29 54.31E

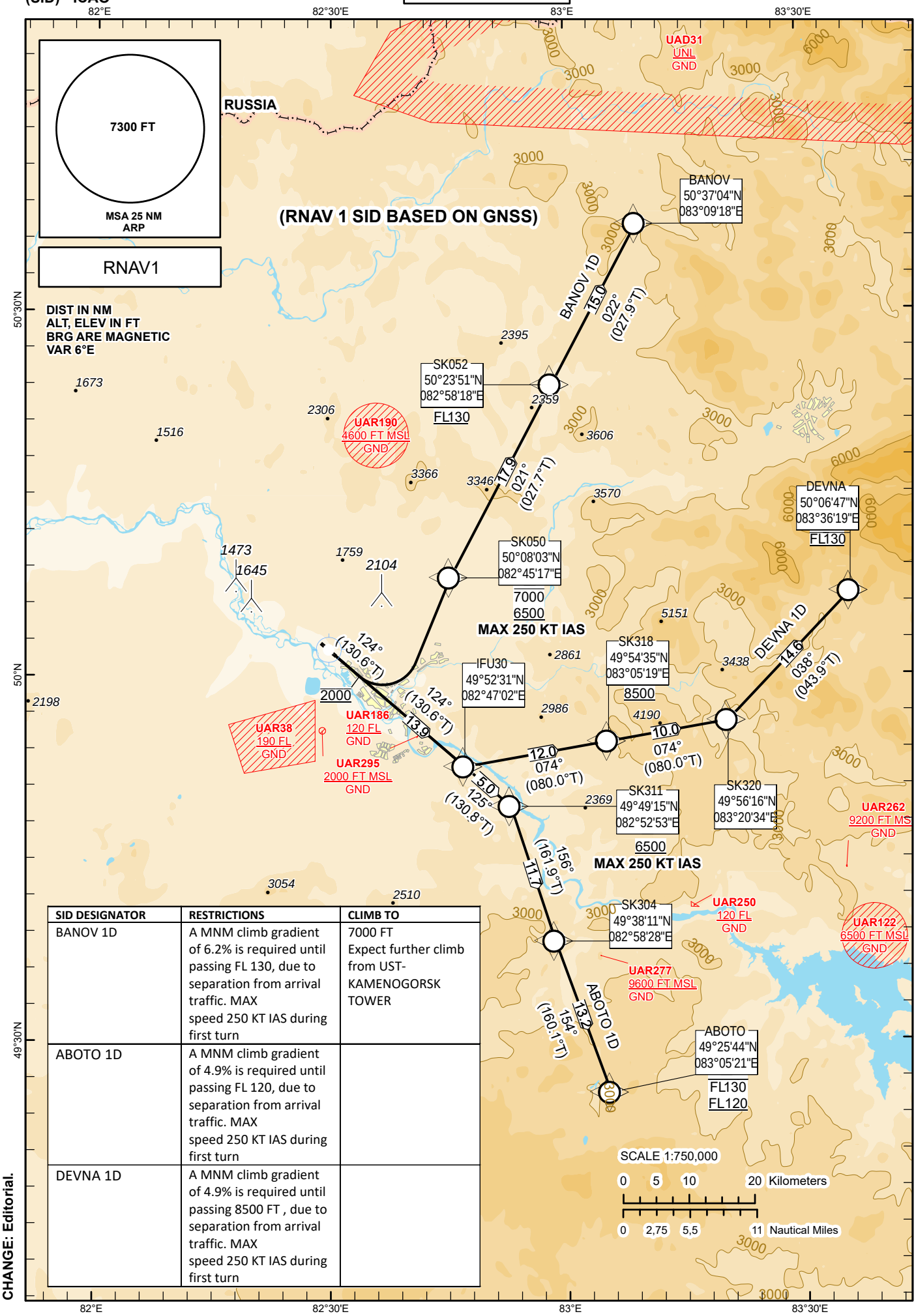
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10000 FT

UST-KAMENOGORSK TOWER 130.10

ABOTO 1D, BANOV 1D, DEVNA 1D

UST-KAMENOGORSK RWY 12



SID DESIGNATOR	RESTRICTIONS	CLIMB TO
BANOV 1D	A MNM climb gradient of 6.2% is required until passing FL 130, due to separation from arrival traffic. MAX speed 250 KT IAS during first turn	7000 FT Expect further climb from UST-KAMENOGORSK TOWER
ABOTO 1D	A MNM climb gradient of 4.9% is required until passing FL 120, due to separation from arrival traffic. MAX speed 250 KT IAS during first turn	
DEVNA 1D	A MNM climb gradient of 4.9% is required until passing 8500 FT , due to separation from arrival traffic. MAX speed 250 KT IAS during first turn	

CHANGE: Editorial.

TABULAR DESCRIPTION

ABOTO 1D RWY12											
Serial Number	**Path Descriptor**	**Waypoint Identi-fier**	**Fly - over**	**Course M(T)**	**Magnetic Variation()**	**Distance NM**	**Turn Direction**	**Altitude FT**	**Speed KT**	**VPA ()**	**Navigation Specification**
10	CF	IFU30	-	124(130.6)	+6.3	13.9	-	-	-	2.7	RNAV 1
20	TF	SK311	-	125(130.8)	+6.3	5.0	-	+6500	-250	2.7	RNAV 1
30	TF	SK304	-	156(161.9)	+6.3	11.7	R	-	-	1.9	RNAV 1
40	TF	ABOTO	-	154(160.1)	+6.3	13.2	-	+FL120/-FL130	-	1.9	RNAV 1

WAYPOINT LIST

ABOTO 1D		
Waypoint Identifier	**Coordinates**	
DEP	500133.96N	0823045.63E
IFU30	495231.44N	0824702.13E
SK311	494915.32N	0825252.63E
SK304	493810.82N	0825827.54E
ABOTO	492544.00N	0830521.00E

TABULAR DESCRIPTION

BANOV 1D RWY12											
Serial Number	**Path Descriptor**	**Waypoint Identi-fier**	**Fly - over**	**Course M(T)**	**Magnetic Variation()**	**Distance NM**	**Turn Direction**	**Altitude FT**	**Speed KT**	**VPA ()**	**Navigation Specification**
10	CA	-	-	124(130.6)	+6.3	5.2	-	@2000	-	3.3	RNAV 1
20	DF	SK050	-	-	+6.3	13.1	L	-7000/+6500	-250	3.3	RNAV 1
30	TF	SK052	-	021(27.7)	+6.3	17.9	R	+FL130	-	3.3	RNAV 1
40	TF	BANOV	-	022(27.9)	+6.3	15.0	-	-	-	3.3	RNAV 1

WAYPOINT LIST

BANOV 1D		
Waypoint Identifier	**Coordinates**	
DEP	500133.96N	0823045.63E
SK050	500802.62N	0824516.50E
SK052	502351.29N	0825817.55E
BANOV	503704.00N	0830918.00E

TABULAR DESCRIPTION

DEVNA 1D RWY12											
Serial Number	**Path Descriptor**	**Waypoint Identi-fier**	**Fly - over**	**Course M(T)**	**Magnetic Variation()**	**Distance NM**	**Turn Direction**	**Altitude FT**	**Speed KT**	**VPA ()**	**Navigation Specification**
10	CF	IFU30	-	124(130.6)	+6.3	13.9	-	-	-250	-	RNAV 1
20	TF	SK318	-	074(80.0)	+6.3	12.0	L	+8500	-	2.8	RNAV 1
30	TF	SK320	-	074(80.0)	+6.3	10.0	-	-	-	-	RNAV 1
40	TF	DEVNA	-	038(43.9)	+6.3	14.6	L	@FL130	-	1.7	RNAV 1

WAYPOINT LIST

DEVNA 1D		
Waypoint Identifier	**Coordinates**	
DEP	500133.96N	0823045.63E
IFU30	495231.44N	0824702.13E
SK318	495434.90N	0830519.04E
SK320	495615.51N	0832033.77E
DEVNA	500647.00N	0833619.00E

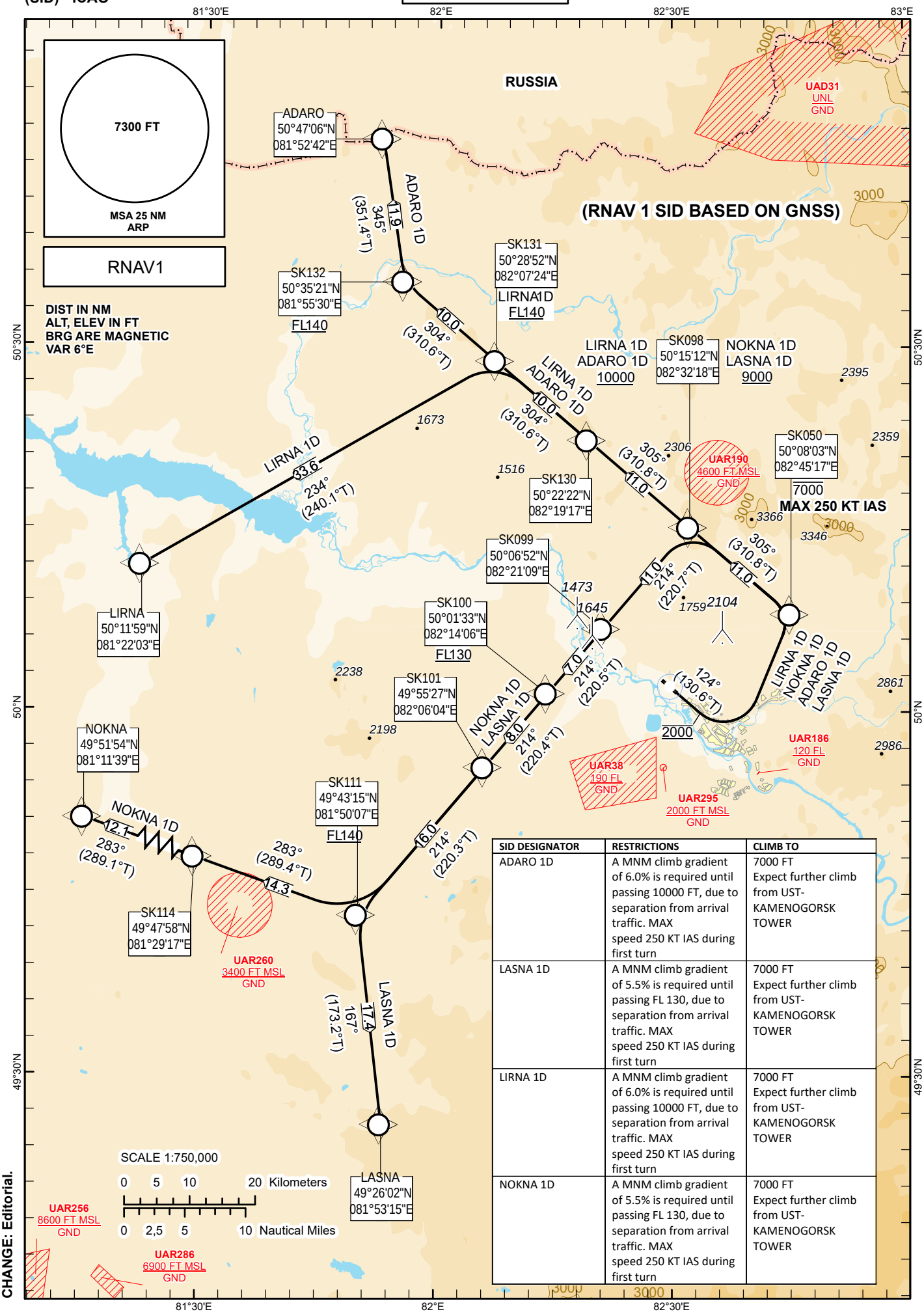
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10000 FT

UST-KAMENOGORSK TOWER 130.10

ADARO 1D, LASNA 1D, LIRNA 1D, NOKNA 1D

UST-KAMENOGORSK RWY 12



SID DESIGNATOR	RESTRICTIONS	CLIMB TO
ADARO 1D	A MNM climb gradient of 6.0% is required until passing 10000 FT, due to separation from arrival traffic. MAX speed 250 KT IAS during first turn	7000 FT Expect further climb from UST-KAMENOGORSK TOWER
LASNA 1D	A MNM climb gradient of 5.5% is required until passing FL 130, due to separation from arrival traffic. MAX speed 250 KT IAS during first turn	7000 FT Expect further climb from UST-KAMENOGORSK TOWER
LIRNA 1D	A MNM climb gradient of 6.0% is required until passing 10000 FT, due to separation from arrival traffic. MAX speed 250 KT IAS during first turn	7000 FT Expect further climb from UST-KAMENOGORSK TOWER
NOKNA 1D	A MNM climb gradient of 5.5% is required until passing FL 130, due to separation from arrival traffic. MAX speed 250 KT IAS during first turn	7000 FT Expect further climb from UST-KAMENOGORSK TOWER

CHANGE: Editorial.

TABULAR DESCRIPTION

ADARO 1D RWY12											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Fly - over**	**Course °M(°T)**	**Magnetic Variation(°)**	**Distance NM**	**Turn Direction**	**Altitude FT**	**Speed KT**	**VPA (°)**	**Navigation Specification**
10	CA	-	-	124(130.6)	+6.3	-	-	@2000	-	3.2	RNAV 1
20	DF	SK050	-	-	+6.3	-	L	-7000	-250	3.2	RNAV 1
30	TF	SK098	-	305(310.8)	+6.3	11.0	-	+10000	-	3.2	RNAV 1
40	TF	SK130	-	305(310.8)	+6.3	11.0	-	-	-	3.2	RNAV 1
50	TF	SK131	-	304(310.6)	+6.3	10.0	-	-	-	1.9	RNAV 1
60	TF	SK132	-	304(310.6)	+6.3	10.0	-	+FL140	-	1.9	RNAV 1
70	TF	ADARO	-	345(351.4)	+6.3	11.9	R	-	-	1.9	RNAV 1

WAYPOINT LIST

ADARO 1D		
Waypoint Identifier	**Coordinates**	
DEP	500133.96N	0823045.63E
SK050	500802.62N	0824516.50E
SK098	501512.31N	0823217.53E
SK130	502222.35N	0821917.24E
SK131	502852.04N	0820724.48E
SK132	503521.46N	0815529.68E
ADARO	504706.00N	0815242.00E

TABULAR DESCRIPTION

LIRNA 1D RWY12											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Fly - over**	**Course °M(°T)**	**Magnetic Variation(°)**	**Distance NM**	**Turn Direction**	**Altitude FT**	**Speed KT**	**VPA (°)**	**Navigation Specification**
10	CA	-	-	124(130.6)	+6.3	-	-	@2000	-	3.2	RNAV 1
20	DF	SK050	-	-	+6.3	-	L	-7000	-250	3.2	RNAV 1
30	TF	SK098	-	305(310.8)	+6.3	11.0	-	+10000	-	3.2	RNAV 1
40	TF	SK130	-	305(310.8)	+6.3	11.0	-	-	-	3.2	RNAV 1
50	TF	SK131	-	304(310.6)	+6.3	10.0	-	+FL140	-	1.9	RNAV 1
60	TF	LIRNA	-	234(240.1)	+6.3	33.6	L	-	-	1.9	RNAV 1

WAYPOINT LIST

LIRNA 1D		
Waypoint Identifier	**Coordinates**	
DEP	500133.96N	0823045.63E
SK050	500802.62N	0824516.50E
SK098	501512.31N	0823217.53E
SK130	502222.35N	0821917.24E
SK131	502852.04N	0820724.48E
LIRNA	501159.00N	0812203.00E

TABULAR DESCRIPTION

NOKNA 1D RWY12											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Fly - over**	**Course °M(°T)**	**Magnetic Variation(°)**	**Distance NM**	**Turn Direction**	**Altitude FT**	**Speed KT**	**VPA (°)**	**Navigation Specification**
10	CA	-	-	124(130.6)	+6.3	-	-	@2000	-	2.9	RNAV 1
20	DF	SK050	-	-	+6.3	-	L	-7000	-250	2.9	RNAV 1
30	TF	SK098	-	305(310.8)	+6.3	11.0	-	+9000	-	2.9	RNAV 1
40	TF	SK099	-	214(220.7)	+6.3	11.0	L	-	-	2.9	RNAV 1
50	TF	SK100	-	214(220.5)	+6.3	7.0	-	+FL130	-	1.9	RNAV 1
60	TF	SK101	-	214(220.4)	+6.3	8.0	-	-	-	1.9	RNAV 1
70	TF	SK111	-	214(220.3)	+6.3	16.0	-	+FL140	-	1.9	RNAV 1
80	TF	SK114	-	283(289.4)	+6.3	14.3	R	-	-	1.9	RNAV 1
90	TF	NOKNA	-	283(289.1)	+6.3	12.1	-	-	-	1.9	RNAV 1

WAYPOINT LIST

NOKNA 1D		
Waypoint Identifier	**Coordinates**	
DEP	500133.96N	0823045.63E
SK050	500802.62N	0824516.50E
SK098	501512.31N	0823217.53E
SK099	500651.68N	0822109.32E
SK100	500132.57N	0821406.15E
SK101	495527.06N	0820604.08E
SK111	494315.06N	0815006.88E
SK114	494758.07N	0812916.98E
NOKNA	495154.00N	0811139.00E

TABULAR DESCRIPTION

LASNA 1D RWY12											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Fly - over**	**Course °M(°T)**	**Magnetic Variation(°)**	**Distance NM**	**Turn Direction**	**Altitude FT**	**Speed KT**	**VPA (°)**	**Navigation Specification**
10	CA	-	-	124(130.6)	+6.3	-	-	@2000	-	2.9	RNAV 1
20	DF	SK050	-	-	+6.3	-	L	-7000	-250	2.9	RNAV 1
30	TF	SK098	-	305(310.8)	+6.3	11.0	-	+9000	-	2.9	RNAV 1
40	TF	SK099	-	214(220.7)	+6.3	11.0	L	-	-	2.9	RNAV 1
50	TF	SK100	-	214(220.5)	+6.3	7.0	-	+FL130	-	1.9	RNAV 1
60	TF	SK101	-	214(220.4)	+6.3	8.0	-	-	-	1.9	RNAV 1
70	TF	SK111	-	214(220.3)	+6.3	16.0	-	+FL140	-	1.9	RNAV 1
80	TF	LASNA	-	167(173.2)	+6.3	17.4	L	-	-	1.9	RNAV 1

WAYPOINT LIST

LASNA 1D		
Waypoint Identifier	**Coordinates**	
DEP	500133.96N	0823045.63E
SK050	500802.62N	0824516.50E
SK098	501512.31N	0823217.53E
SK099	500651.68N	0822109.32E
SK100	500132.57N	0821406.15E
SK101	495527.06N	0820604.08E
SK111	494315.06N	0815006.88E
LASNA	492602.00N	0815315.00E

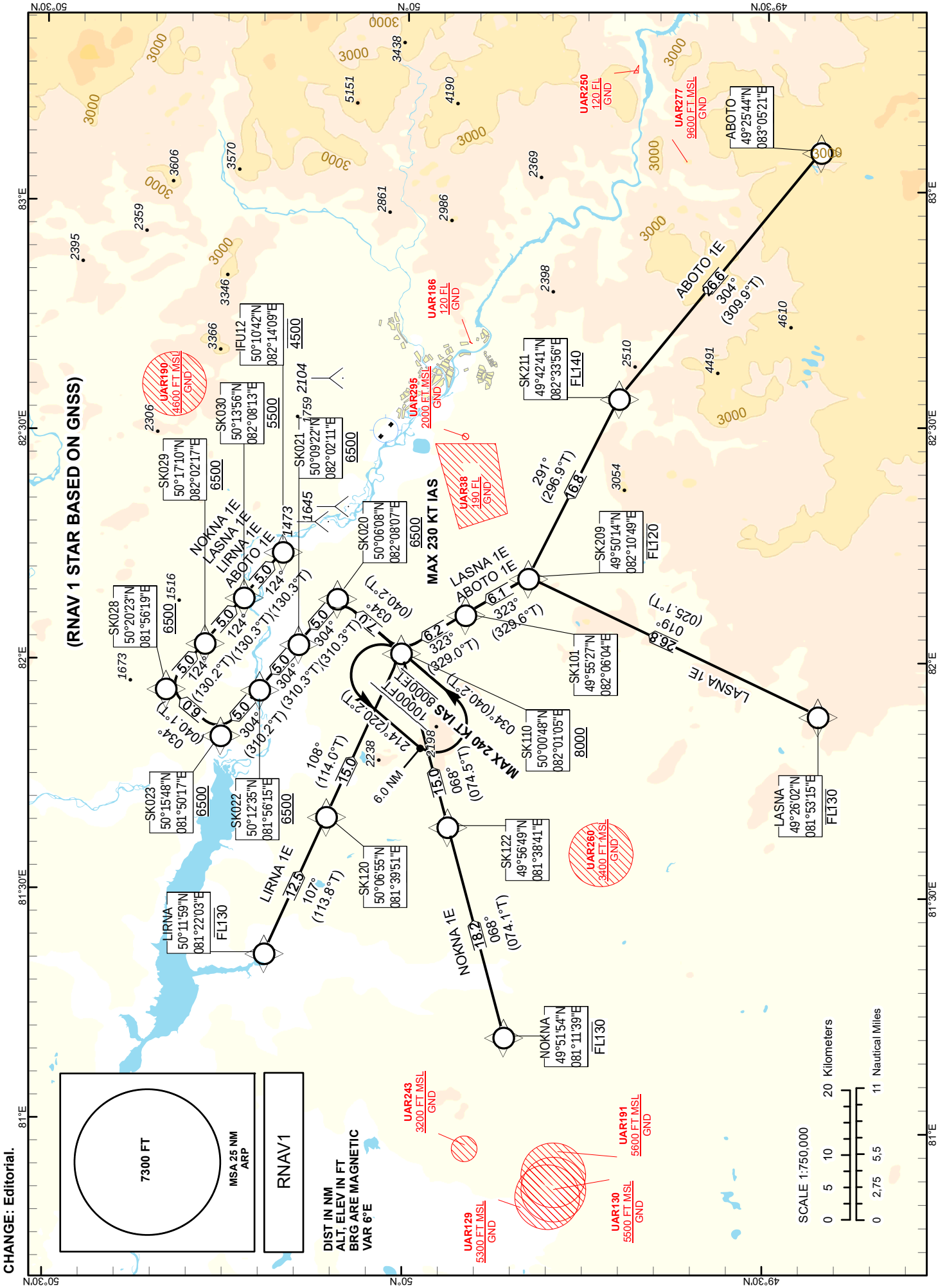
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 10000 FT

UST-KAMENOGORSK TOWER 130.10

ABOTO 1E, LASNA 1E, LIRNA 1E, NOKNA 1E

UST-KAMENOGORSK RWY 12



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TABULAR DESCRIPTION

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
ABOTO 1E											
10	IF	ABOTO	-	-	+6.3	-	-	-	-	-	RNAV 1
20	TF	SK211	-	304(309.9)	+6.3	26.6	R	+FL140	-	-2.1	RNAV 1
30	TF	SK209	-	291(296.9)	+6.3	16.8	L	-FL120	-	-1.7	RNAV 1
40	TF	SK101	-	323(329.6)	+6.3	6.1	R	-	-	-1.6	RNAV 1
50	TF	SK110	-	323(329)	+6.3	6.2	-	+8000	-	-1.5	RNAV 1
60	TF	SK020	-	034(40.2)	+6.3	7.0	R	+6500	-230	-2.7	RNAV 1
70	TF	SK021	-	304(310.3)	+6.3	5.0	L	+6500	-	0	RNAV 1
80	TF	SK022	-	304(310.3)	+6.3	5.0	-	+6500	-	0	RNAV 1
90	TF	SK023	-	304(310.2)	+6.3	5.0	-	+6500	-	0	RNAV 1
100	TF	SK028	-	034(40.1)	+6.3	6.0	R	+6500	-	0	RNAV 1
110	TF	SK029	-	124(130.2)	+6.3	5.0	R	+6500	-	0	RNAV 1
120	TF	SK030	-	124(130.3)	+6.3	5.0	-	+5500	-	0	RNAV 1
130	TF	IFU12	-	124(130.3)	+6.3	5.0	-	@4500	-	-2.8	RNAV 1
LASNA 1E											
10	IF	LASNA	-	-	+6.3	-	-	-FL130	-	-	RNAV 1
20	TF	SK209	-	019(25.1)	+6.3	26.8	R	-FL120	-	-2.1	RNAV 1
30	TF	SK101	-	323(329.6)	+6.3	6.1	L	-	-	-1.6	RNAV 1
40	TF	SK110	-	323(329)	+6.3	6.2	-	+8000	-	-1.5	RNAV 1
50	TF	SK020	-	034(40.2)	+6.3	7.0	R	+6500	-230	-2.7	RNAV 1
60	TF	SK021	-	304(310.3)	+6.3	5.0	L	+6500	-	0	RNAV 1
70	TF	SK022	-	304(310.3)	+6.3	5.0	-	+6500	-	0	RNAV 1
80	TF	SK023	-	304(310.2)	+6.3	5.0	-	+6500	-	0	RNAV 1
90	TF	SK028	-	034(40.1)	+6.3	6.0	R	+6500	-	0	RNAV 1
100	TF	SK029	-	124(130.2)	+6.3	5.0	R	+6500	-	0	RNAV 1
110	TF	SK030	-	124(130.3)	+6.3	5.0	-	+5500	-	0	RNAV 1
120	TF	IFU12	-	124(130.3)	+6.3	5.0	-	@4500	-	-2.8	RNAV 1
LIRNA 1E											
10	IF	LIRNA	-	-	+6.3	-	-	-FL130	-	-	RNAV 1
20	TF	SK120	-	107(113.8)	+6.3	12.5	L	-	-	-2.3	RNAV 1
30	TF	SK110	-	108(114)	+6.3	15.0	-	+8000	-	-1.3	RNAV 1
40	TF	SK020	-	034(40.2)	+6.3	7.0	L	+6500	-230	-2.7	RNAV 1
50	TF	SK021	-	304(310.3)	+6.3	5.0	L	+6500	-	0	RNAV 1
60	TF	SK022	-	304(310.3)	+6.3	5.0	-	+6500	-	0	RNAV 1
70	TF	SK023	-	304(310.2)	+6.3	5.0	-	+6500	-	0	RNAV 1
80	TF	SK028	-	034(40.1)	+6.3	6.0	R	+6500	-	0	RNAV 1
90	TF	SK029	-	124(130.2)	+6.3	5.0	R	+6500	-	0	RNAV 1
100	TF	SK030	-	124(130.3)	+6.3	5.0	-	+5500	-	0	RNAV 1
110	TF	IFU12	-	124(130.3)	+6.3	5.0	-	@4500	-	-2.8	RNAV 1
NOKNA 1E											
10	IF	NOKNA	-	-	+6.3	-	-	-FL130	-	-	RNAV 1
20	TF	SK122	-	068(74.1)	+6.3	18.2	L	-	-	-2.1	RNAV 1
30	TF	SK110	-	068(74.5)	+6.3	15.0	-	+8000	-	-1.3	RNAV 1
40	TF	SK020	-	034(40.2)	+6.3	7.0	L	+6500	-230	-2.7	RNAV 1
50	TF	SK021	-	304(310.3)	+6.3	5.0	L	+6500	-	0	RNAV 1
60	TF	SK022	-	304(310.3)	+6.3	5.0	-	+6500	-	0	RNAV 1
70	TF	SK023	-	304(310.2)	+6.3	5.0	-	+6500	-	0	RNAV 1
80	TF	SK028	-	034(40.1)	+6.3	6.0	R	+6500	-	0	RNAV 1
90	TF	SK029	-	124(130.2)	+6.3	5.0	R	+6500	-	0	RNAV 1
100	TF	SK030	-	124(130.3)	+6.3	5.0	-	+5500	-	0	RNAV 1
110	TF	IFU12	-	124(130.3)	+6.3	5.0	-	@4500	-	-2.8	RNAV 1

WAYPOINT LIST

ABOTO 1E	
Waypoint Identifier	**Coordinates**
ABOTO	492544.00N 0830521.00E
SK211	494241.09N 0823356.37E
SK209	495014.45N 0821048.75E
SK101	495527.06N 0820604.08E
SK110	500047.75N 0820105.13E
SK020	500607.80N 0820806.59E
SK021	500921.63N 0820211.01E
SK022	501235.16N 0815614.63E
SK023	501548.38N 0815017.45E
SK028	502023.28N 0815619.46E
SK029	501709.76N 0820216.80E
SK030	501355.92N 0820813.34E
IFU12	501041.78N 0821409.08E

LASNA 1E	
Waypoint Identifier	**Coordinates**
LASNA	492602.00N 0815315.00E
SK209	495014.45N 0821048.75E
SK101	495527.06N 0820604.08E
SK110	500047.75N 0820105.13E
SK020	500607.80N 0820806.59E
SK021	500921.63N 0820211.01E
SK022	501235.16N 0815614.63E
SK023	501548.38N 0815017.45E
SK028	502023.28N 0815619.46E
SK029	501709.76N 0820216.80E
SK030	501355.92N 0820813.34E
IFU12	501041.78N 0821409.08E

LIRNA 1E	
Waypoint Identifier	**Coordinates**
LIRNA	501159.00N 0812203.00E
SK120	500655.33N 0813950.50E
SK110	500047.75N 0820105.13E
SK020	500607.80N 0820806.59E
SK021	500921.63N 0820211.01E
SK022	501235.16N 0815614.63E
SK023	501548.38N 0815017.45E
SK028	502023.28N 0815619.46E
SK029	501709.76N 0820216.80E
SK030	501355.92N 0820813.34E
IFU12	501041.78N 0821409.08E

NOKNA 1E	
Waypoint Identifier	**Coordinates**
NOKNA	495154.00N 0811139.00E
SK122	495648.89N 0813840.97E
SK110	500047.75N 0820105.13E
SK020	500607.80N 0820806.59E
SK021	500921.63N 0820211.01E
SK022	501235.16N 0815614.63E
SK023	501548.38N 0815017.45E
SK028	502023.28N 0815619.46E
SK029	501709.76N 0820216.80E
SK030	501355.92N 0820813.34E
IFU12	501041.78N 0821409.08E

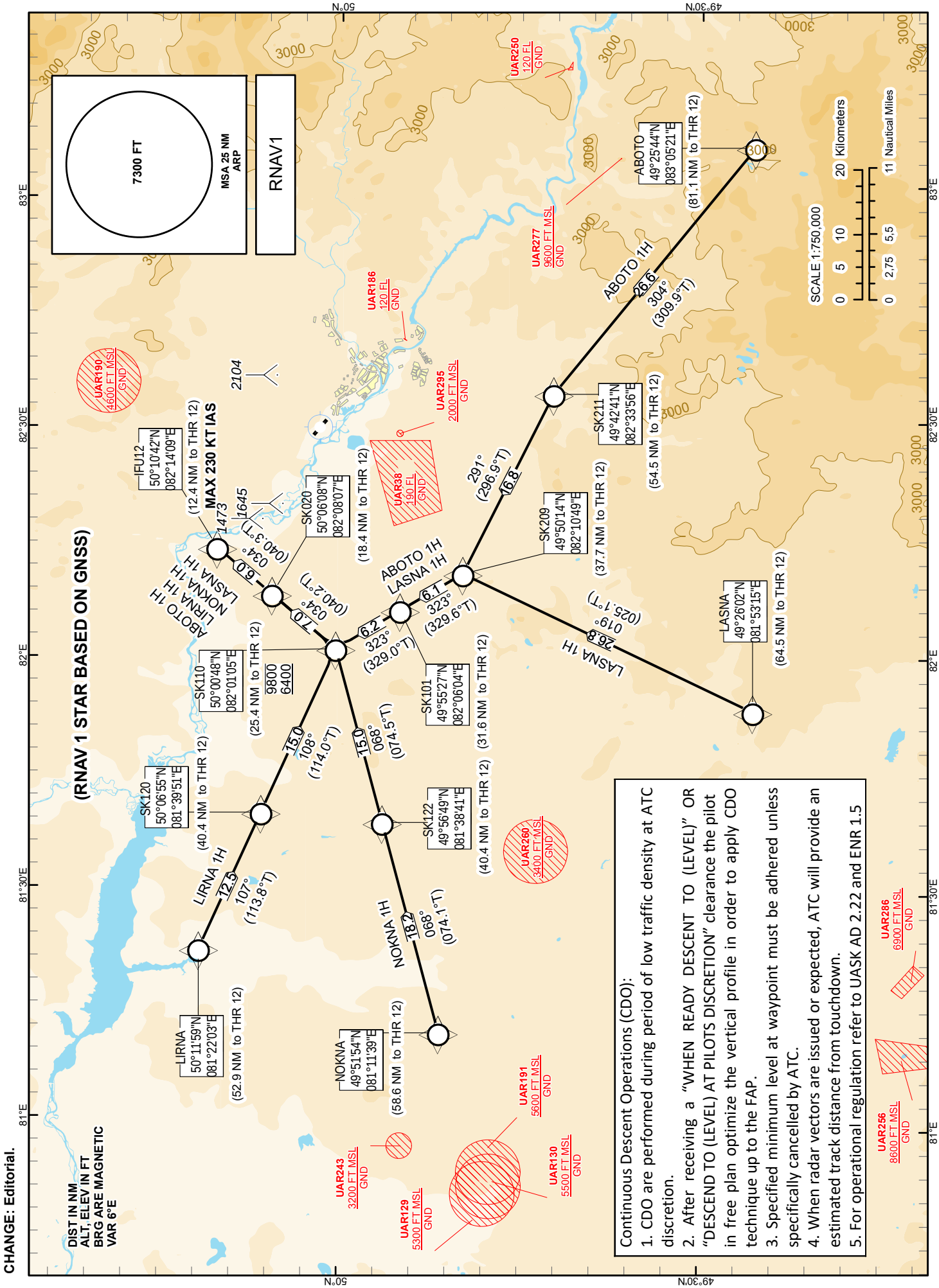
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 10000 FT

UST-KAMENOGORSK TOWER 130.10

ABOTO 1H, LASNA 1H, LIRNA 1H, NOKNA 1H

UST-KAMENOGORSK RWY 12



TABULAR DESCRIPTION

ABOTO 1H RWY 12

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	ABOTO	-	-	+6.3	-	-	+180 FL/-290 FL	-280	-	RNAV 1
20	TF	SK211	-	304(309.9)	+6.3	26.6	L	+120 FL/-200 FL	-250	-2.1	RNAV 1
30	TF	SK209	-	291(296.9)	+6.3	16.8	L	+8400/-140 FL	-	-2	RNAV 1
40	TF	SK101	-	323(329.6)	+6.3	6.1	R	+7400/-120 FL	-	-1.6	RNAV 1
50	TF	SK110	-	323(329)	+6.3	6.2	-	+6400/-9800	-	-1.5	RNAV 1
60	TF	SK020	-	034(40.2)	+6.3	7.0	R	+5200/-7400	-	-1.6	RNAV 1
70	TF	IFU12	-	034(40.3)	+6.3	6.0	-	+4300/-5300	-230	-1.4	RNAV 1

WAYPOINT LIST

ABOTO 1H

Waypoint Identifier	Coordinates
ABOTO	492544.00N 0830521.00E
SK211	494241.09N 0823356.37E
SK209	495014.45N 0821048.75E
SK101	495527.06N 0820604.08E
SK110	500047.75N 0820105.13E
SK020	500607.80N 0820806.59E
IFU12	501041.78N 0821409.08E

TABULAR DESCRIPTION

LASNA 1H RWY 12

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	LASNA	-	-	+6.3	-	-	+140 FL/-230 FL	-280	-	RNAV 1
20	TF	SK209	-	019(25.1)	+6.3	26.8	R	+8400/-140 FL	-250	-2	RNAV 1
30	TF	SK101	-	323(329.6)	+6.3	6.1	L	+7400/-120 FL	-	-1.6	RNAV 1
40	TF	SK110	-	323(329)	+6.3	6.2	-	+6400/-9800	-	-1.5	RNAV 1
50	TF	SK020	-	034(40.2)	+6.3	7.0	R	+5200/-7400	-	-1.6	RNAV 1
60	TF	IFU12	-	034(40.3)	+6.3	6.0	-	+4300/-5300	-230	-1.4	RNAV 1

WAYPOINT LIST

LASNA 1H

Waypoint Identifier	Coordinates
LASNA	492602.00N 0815315.00E
SK209	495014.45N 0821048.75E
SK101	495527.06N 0820604.08E
SK110	500047.75N 0820105.13E
SK020	500607.80N 0820'06.59E
IFU12	501041.78N 0821409.08E

TABULAR DESCRIPTION

LIRNA 1H RWY 12

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	LIRNA	-	-	+6.3	-	-	+120 FL/-190 FL	-280	-	RNAV 1
20	TF	SK120	-	107(113.8)	+6.3	12.5	L	+9000/-150 FL	-250	-2.3	RNAV 1
30	TF	SK110	-	108(114)	+6.3	15.0	-	+6400/-9800	-	-1.6	RNAV 1
40	TF	SK020	-	034(40.2)	+6.3	7.0	L	+5200/-7400	-	-1.6	RNAV 1
50	TF	IFU12	-	034(40.3)	+6.3	6.0	-	+4300/-5300	-230	-1.4	RNAV 1

WAYPOINT LIST

LIRNA 1H

Waypoint Identifier	Coordinates
LIRNA	501159.00N 0812203.00E
SK120	500655.33N 0813950.50E
SK110	500047.75N 0820105.13E
SK020	500607.80N 0820806.59E
IFU12	501041.78N 0821409.08E

TABULAR DESCRIPTION

NOKNA 1H RWY 12

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	NOKNA	-	-	+6.3	-	-	+130 FL/-210 FL	-280	-	RNAV 1
20	TF	SK122	-	068(74.1)	+6.3	18.2	R	+9000/-150 FL	-250	-2.1	RNAV 1
30	TF	SK110	-	068(74.5)	+6.3	15.0	-	+6400/-9800	-	-1.6	RNAV 1
40	TF	SK020	-	034(40.2)	+6.3	7.0	L	+5200/-7400	-	-1.6	RNAV 1
50	TF	IFU12	-	034(40.3)	+6.3	6.0	-	+4300/-5300	-230	-1.4	RNAV 1

WAYPOINT LIST

NOKNA 1H

Waypoint Identifier	Coordinates
NOKNA	495154.00N 0811139.00E
SK122	495648.89N 0813840.97E
SK110	500047.75N 0820105.13E
SK020	500607.80N 0820806.59E
IFU12	501041.78N 0821409.08E

UASZ AD 2

Note: The following sections in this chapter are intentionally left blank: AD 2.10, AD-2.14, AD-2.16, AD-2.21

UASZ AD 2.1 Aerodrome Location Indicator And Name

UASZ - ZAISAN

UASZ AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	472915N 0845316E At the center of RWY
2	Direction and distance from (city)	0.5NM N of Zaisan
3	Elevation/Reference temperature	1893 FT/28.5° C
4	Geoid undulation at AD ELEV PSN	-150 FT
5	MAG VAR/Annual Change	5° E (2017) / 0.1°
6	AD Administration, address, telephone, telefax, telex, e-mail address, AFS, website address	Post: Authority of Airport JSC "Ust-Kamenogorsk Airport", 070009 Ust-Kamenogorsk, Republic of Kazakhstan Phone: +7 (7232) 778100 Phone: +7 (7234) 027065 Fax: +7 (7232) 778100 Fax: +7 (7234) 027065 AFS: UASKAPDU
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UASZ AD 2.3 Operational Hours

1	AD Operator	See NOTAM
2	Customs and immigration	Nil
3	Health and sanitation	HO
4	AIS Briefing Office	HO
5	ATS Reporting Office (ARO)	HO Phone: +7(7232) 293441
6	MET Briefing Office	HO Phone: +7 (72340) 21494
7	ATS	See NOTAM
8	Fuelling	Nil
9	Handling	HO
10	Security	H24
11	De-icing	Nil
12	Remarks	Nil

UASZ AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Nil
2	Fuel/oil types	Nil
3	Fuelling facilities/capacity	Nil
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

UASZ AD 2.5 Passenger Facilities

1	Hotels	In the city Zaisan
2	Restaurants	In the city Zaisan
3	Transportation	Taxis
4	Medical facilities	Nil
5	Bank and Post Office	In the city Zaisan
6	Tourist Office	Nil
7	Remarks	Nil

UASZ AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A3
2	Rescue equipment	Fire truck "Kamaz" 1 piece. Ambulance 1 piece, technical and medical kit.
3	Capability for removal of disabled aircraft	Ground handling equipment for towing disabled aircraft - 1 piece.
4	Remarks	Nil

UASZ AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	Airfield sweeper combination Irrigation - 2, rotor -1
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	Nil

UASZ AD 2.8 Aprons, Taxiways And Check Locations/Positions Data

1	**Apron surface and strength**	**STANDS**		**SURFACE**	**STRENGTH**
		1-2		CONC+ASPH	PCN 31/F/C/Y/T
2	**Taxiway width, surface and strength**	**TWY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	16 M	CONC+ASPH	PCN 31/F/C/Y/T
3	**Altimeter checkpoint location and elevation**	Line-up RWY 09 - 576.59 m Line-up RWY 27 - 565.32 m			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Nil			

UASZ 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 board at entrance of RWYs, guidance sign designating taxiways
2	RWY and TWY markings and LGT	Markings of thresholds, touchdown zones, centre line, fixed distance markers, RWY designations, taxi holding positions, taxiway centre lines
3	**Stop bars**	Nil
4	**Other runway protection measures**	Nil
5	Remarks	Nil

UASZ AD 2.10 Aerodrome Obstacles

NIL

UASZ AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	Meteorological service Ust-Kamenogorsk Phone: +7 (7232) 293483 Weather station Zaisan Phone: +7 (72340) 21494
2	**Hours of service MET Office outside hour**	HO
3	**Office responsible for TAF preparation: Periods of validity**	Meteorological service Ust-Kamenogorsk, 6 HR (0006, 0309, 0612, 0915, 1218)
4	**Trend forecast Interval of issuance**	Nil
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**	Nil
8	**Supplementary equipment AVBL for providing information**	Nil
9	**ATS units provided with information**	TWR
10	**Additional information**	Nil

UASZ AD 2.12 Runway Physical Characteristics

Designations 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
09	89.98°	1502 X 35	31/F/C/Y/T CONC+ASPH	472914.96N 0845239.96E - -150,3 FT	THR 1891.8 FT	1,1% (0,0077377)
27	269.99°	1502 X 35	31/F/C/Y/T CONC+ASPH	472914.97N 0845351.78E - -150 FT	THR 1854,9 FT	1,1% (0,0077377)

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	221 X 150	1802 X 150	90 X 80	Nil	Nil	Nil
Nil	400 X 150	1802 X 150	90 X 80	Nil	Nil	Nil

UASZ AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	1502	1723	1502	1502	Nil
27	1502	1902	1502	1502	Nil

UASZ AD 2.14 Approach And Runway Lighting

NIL

UASZ AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer: Nil
3	TWY edge and centre line lighting	Nil
4	Secondary power supply/switch-over time	Nil
5	Remarks	Nil

UASZ AD 2.16 Helicopter Landing Area

NIL

UASZ AD 2.17 ATS Airspace

1	**Designation and lateral limits**	ZAISAN CTR 472206N 0843351E then a clockwise arc radius 15 NM centered on 472915N 0845316E - 472219N 0851250E - 472206N 0843351E
2	**Vertical limits**	7000 FT ALT / GND
3	**Airspace classification**	C
4	**ATS unit call sign Language(s)**	ZAISAN VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	See NOTAM
7	**Remarks**	Radar in the aerodrome area is not provided. In the aerodrome area of takeoff and landing simultaneously must be no more than one aircraft. In the aerodrome area for IFR flights at the same level (height) must be no more than one aircraft

UASZ 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	ZAISAN VYSHKA (RU)	118,7 MHZ	Nil	Nil	See NOTAM	Nil

UASZ 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**
NDB	ZSN	552 KHZ	HO	472905.9N 0845308.2E	Nil	Nil	Nil

UASZ AD 2.20 Local Aerodrome Regulations

Aerodrome is available for category C aircraft types YAK-40, AN-24 and AN-26, except for AN-74.

Provision of safety level by mobile fire station, for monitoring the takeoff and landing of aircraft on all sections of the runway, is deployed at the holding point as per airport operation regulations, equipped with optical observation tools and lighting equipment. All airport teams involved in emergency rescue operations are equipped with communication devices through which they receive signals of «Readiness» or «Alert» if necessary.

UASZ AD 2.21 Noise Abatement Procedures

NIL

UASZ AD 2.22 Flight Procedures

1. Flight and ground movement procedures.

Takeoff shall be performed from the starting point of RWY where runway physical characteristics complies required actual aircraft takeoff weight and takeoff conditions.

Aircraft takeoff with tailwind is permitted in case when tailwind speed corresponds to the value: for all aircraft types not greater than value set by Flight Operational manual of each aircraft type, but not greater than 5m/ sec; for helicopters - not greater than value set by Flight Operational manual of each aircraft type.

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 and apron guideline.

Hover taxiing of helicopters with skids from stands to takeoff area and back shall be carried out along taxiway markings.

Taxiing shall be carried out after received clearance, taxiing route, stand number and other information for safe taxiing from “Zaisan 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.

“Zaisan” ATC is responsible for taxi route assignment; pilot-in-command is responsible for safety and taxiing rules compliance.

Taxiing out of stands shall be carried out by marshaller’s signals, in case of his absence – by pilot-in-command’s decision.

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

The movement of all types of special vehicles at the airport shall be carried out only at the set marked routes, according to the “Aircraft, special vehicles and mechanical equipment placement and movement chart”.

Take-off from the point of crossing TWY1/RWY09 and TWY1/RWY27 is prohibited.

2. Low Visibility Procedures.

In low visibility conditions take-off and landing are not performed.

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

Air traffic service in the control zone (CTR) of the Zaisan aerodrome is carried out by the controller of the «Zaisan -Vyshka» ATC unit. VFR flights in the control zone (CTR) are carried out at absolute altitudes according to the QNH pressure of the aerodrome. Flights 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. Aircraft crews are responsible for avoiding artificial obstacles. 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.

At Zaisan aerodrome holding patterns are established at an absolute altitude to await the VFR approach order for the landing of category «A» aircraft and helicopters. The holding patterns (left/right turns) to be used are determined and reported to the aircraft crew by «Zaisan -Vyshka» ATC unit. Exit to the final leg, crossing the runway course shall be made only with the permission of the «Zaisan -Vyshka» ATC unit.

VFR transit flights through the control zone of Zaisan are carried out along the route via control points and at altitudes agreed with the «Zaisan -Vyshka» ATC unit.

Depending on the air or meteorological situation, the «Zaisan -Vyshka» ATC unit, uses other visual landmarks for arrival, departure, overflight and waiting for aircraft, if necessary.

Visual Reference Points of VFR flights within Zaisan CTR

№	Name	Type	Location	Geographic coordinates	Distance from ARP Zaisan
1	ALPHA	entry / exit	eastern outskirts of the settlement Birzhan	474400N 0845708E	15.0 NM
2	BRAVO	entry / exit	eastern outskirts of the settlement Karatal	473636N 0851233E	15.0 NM
3	CHARLIE	entry / exit	abandoned runway visual landmark	473620N 0843346E	15.0 NM
4	DELTA	entry / exit	South-east shore of lake Zaisan	474203N 0844144E	15.0 NM
5	HOTEL	holding	southern outskirts of the settlement Daiyr	473659N 0850027E	9.1 NM
6	TANGO	holding	western edge of the settlement Karabulak	473349N 0844019E	9.9 NM

UASZ 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

UASZ AD 2.24 Charts Related To An Aerodrome

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AERODROME CHART - ICAO

AD ELEV *1892 FT (577m)*

ARP 472915N 0845316E

TWR 118.7

ZAISAN

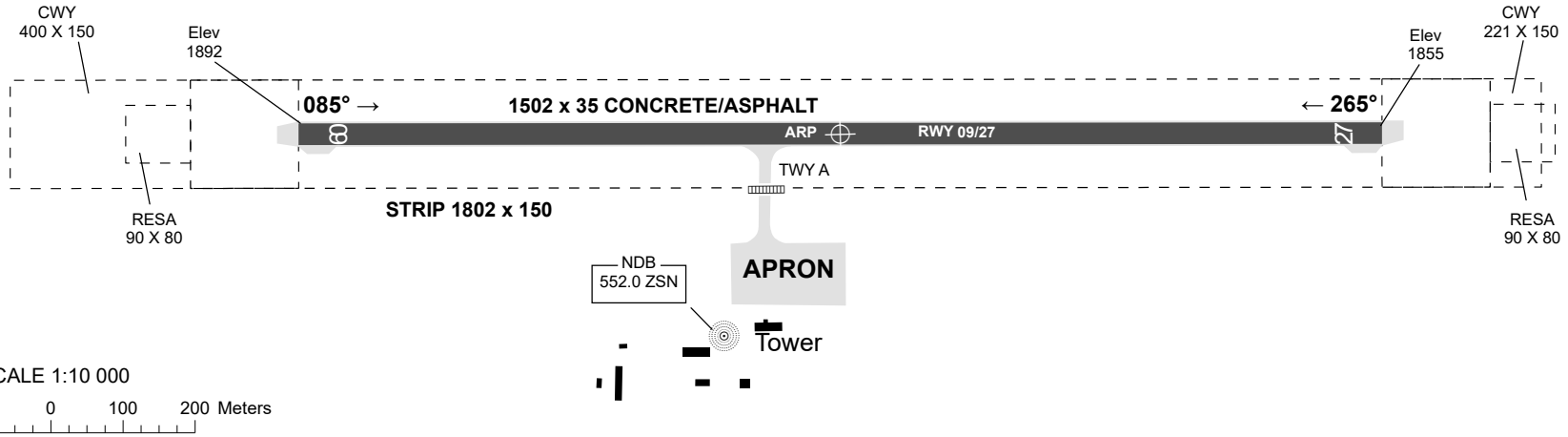
RWY	DIRECTION (TRUE)	THR	GEOID UNDULATION	BEARING STRENGTH
09	089.98°	47°29'14.96"N 084°52'39.96"E	-150	PCN 31 F/C/Y/T
27	269.99°	47°29'14.97"N 084°53'51.78"E	-150	

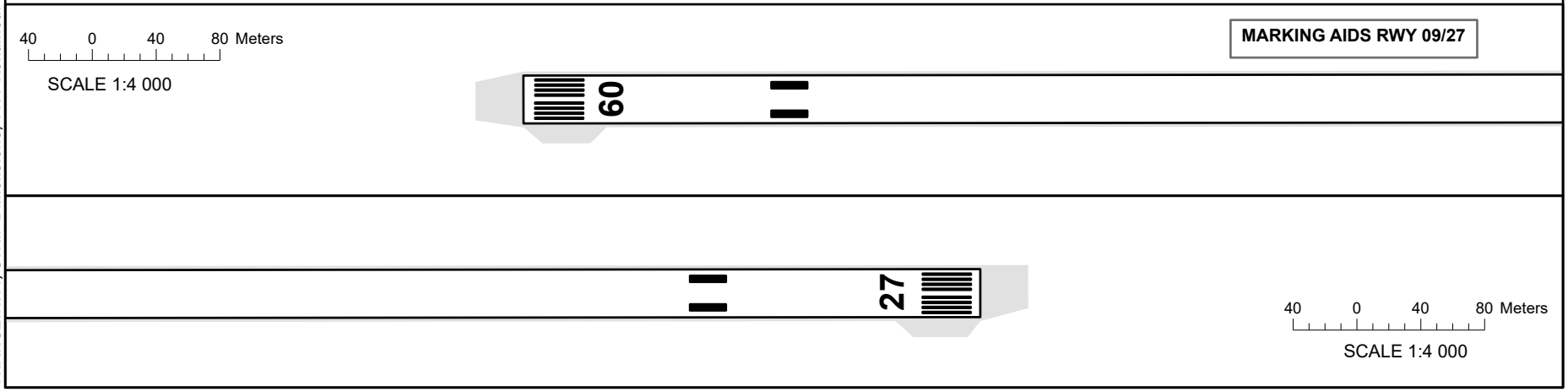
VAR 5°E (2017)

ANNUAL RATE OF CHANGE 0.1°E

ELEV, HGT IN FEET (METERS)
DIMENSIONS IN METERS
BRG ARE MAG

LIGHTING AIDS NOT PROVIDED





CHANGE:RWY, STRIP Dimensions; TWY Renamed.

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AERODROME GROUND MOVEMENT AND PARKING CHART - ICAO

APRON ELEV
1903 FT (580m)

TWR 118.7

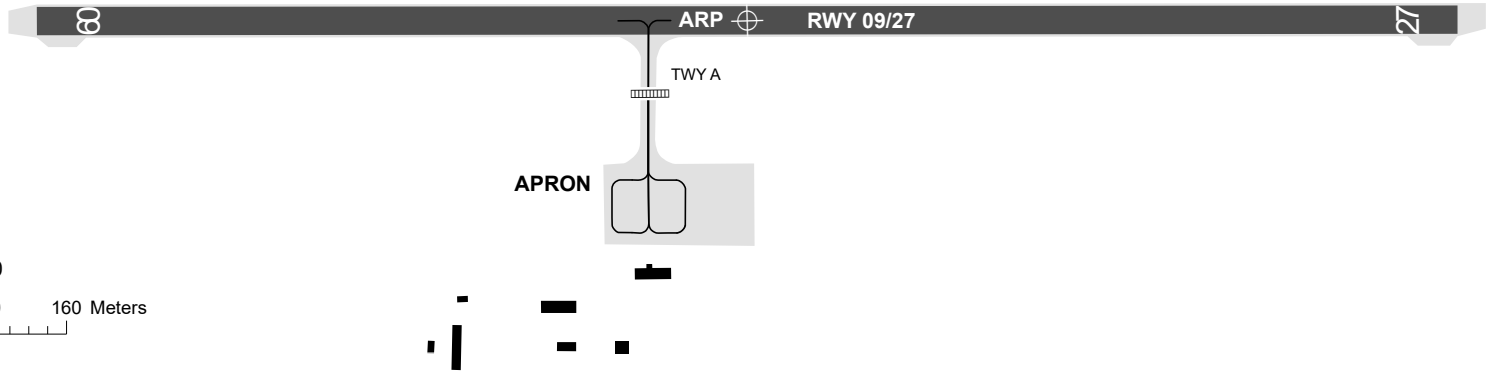
ZAISAN

RWY	DIRECTION (TRUE)	THR	GEOID UNDULATION	BEARING STRENGTH
09	089.98°	47°29'14.96"N 084°52'39.96"E	- 150	PCN 31 F/C/Y/T
27	269.99°	47°29'14.97"N 084°53'51.78"E	- 150	

VAR 5°E (2017)

ELEV, HGT IN FEET (METERS)
DIMENSIONS IN METERS
BRG ARE MAG

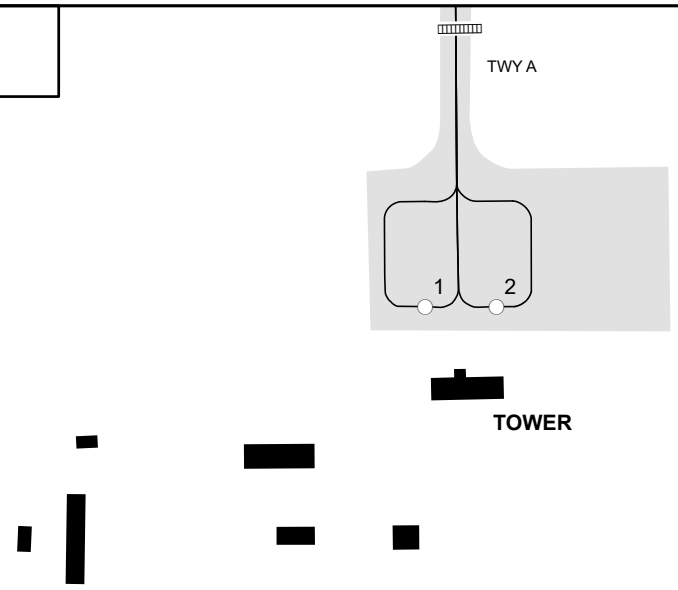
ANNUAL RATE OF CHANGE 0.1°E



SCALE 1:8 000

80 0 80 160 Meters

STANDS	1, 2	- for Yak-40, An-24, An-26 and with ACN ≤ 31



TWY	WIDTH	SURFACE	BEARING STRENGTH
A	16 m	CONC+ASPH	PCN 31 F/C/Y/T

STAND	SURFACE	BEARING STRENGTH
1 - 2	CONC+ASPH	PCN 31 F/C/Y/T

SCALE 1:4 000

40 0 40 80 Meters

CHANGE: TWY Renamed; TWY Width.

ZAISAN **STANDS CHARACTERISTICS**

Apron	Stand	Coordinates	
		Latitude	Longitude
	1	47 29 07.70 N	084 53 10.04 E
	2	47 29 07.69 N	084 53 11.85 E

UAKD AD 2.8 Aprons, Taxiways And Check Locations/Positions Data

1	**Apron surface and strength**	**STANDS**		**SURFACE**	**STRENGTH**
		1-2		CONC+ASPH	PCN 34/R/B/X/T
		3-7		CONC+ASPH	PCN 23/F/C/X/T
2	**Taxiway width, surface and strength**	**TWY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	18	CONC+ASPH	PCN 37/R/B/X/T
		C	13	ASPH	PCN 9/F/C/Y/T
3	**Altimeter checkpoint location and elevation**	Nil			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Turning of CAT C, D ACFT on RWY turning bays № 2 and № 3 is prohibited CAT C, D ACFT taxiing along centerline marking at the reduced speed with the crew's good look-out TWY-A taxiing for ACFT IL-76T use only inner engines			

UAKD 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 board at entrance of RWYs, guidance sign designating taxiways and apron
2	RWY and TWY markings and LGT	Markings of thresholds, touchdown zones, centre line, fixed distance markers, RWY edges, RWY designations, taxi holding positions, taxiway centre lines
3	**Stop bars**	Nil
4	**Other runway protection measures**	Nil
5	Remarks	Nil

UAKD AD 2.10 Aerodrome Obstacles

NIL

UAKD AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	Meteorologigal Service at Zhezkazgan aerodrome
2	**Hours of service MET Office outside hour**	HO
3	**Office responsible for TAF preparation: Periods of validity**	Meteorological Service at Zhezkazgan aerodrome, 9HR (0009, 0312, 0615, 0918, 1221, 1524, 1803, 2106)
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, SWL of Kazakhstan;

8	**Supplementary equipment AVBL for providing information**	Nil
9	**ATS units provided with information**	TWR
10	**Additional information**	Nil

UAKD AD 2.12 Runway Physical Characteristics

Designations 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**
04	51.73°	2600 X 42	35/R/B/X/T CONC+ASPH	474206.51N 0674329.14E - -115.2 FT	THR 1251.3 FT	0.36%
22	231.75°	2600 X 42	35/R/B/X/T CONC+ASPH	474258.68N 0674507.14E - -115.2 FT	THR 1233.9 FT	0.36%

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	400 X 160	2900 X 300	240 X 150	Nil	AVBL	Nil
Nil	400 X 160	2900 X 300	240 X 150	Nil	AVBL	Nil

UAKD AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	**2**	**3**	**4**	**5**	**6**
04	2600	3000	2600	2600	Nil
22	2600	3000	2600	2600	Nil

UAKD 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
04	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2600m, spacing 60m, 0-2000m white, last 600m yellow LIH	RED Nil	Nil	Turn pad: yellow
22	CAT I (PALS) 870 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2600m, spacing 60m, 0-2000m white, last 600m yellow LIH	RED Nil	Nil	Turn pad: yellow

UAKD 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
3	TWY edge and centre line lighting	TWY A EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 15 SEC
5	Remarks	Nil

UAKD AD 2.16 Helicopter Landing Area

NIL

UAKD AD 2.17 ATS Airspace

1	**Designation and lateral limits**	ZHEZKAZGAN CTR A circle radius 25 NM centered on 474317N 0674542E
2	**Vertical limits**	4000 FT ALT / GND
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	ZHEZKAZGAN TOWER EN ZHEZKAZGAN VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	See NOTAM
7	**Remarks**	Nil

UAKD 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
APP	ZHEZKAZGAN TOWER (EN) ZHEZKAZGAN VYSHKA (RU)	127,1 MHZ	Nil	Nil	See NOTAM	Nil
SMC			Nil	Nil		
TWR			Nil	Nil		
Production and dispatcher service	ZHEZKAZGAN TRANZIT (EN) ZHEZKAZGAN TRANZIT (RU)	131.6 MHZ	Nil	Nil	As AD	Nil
ATIS	ZHEZKAZGAN ATIS (EN) ZHEZKAZGAN ATIS (RU)	131,4 MHZ 122,4 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UAKD 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
NDB LMM 04	ZN	355 KHZ	H24	474148.7N 0674256.9E	Nil	Nil	Nil
NDB LOM 04	ZKN	435 KHZ	H24	474048.7N 0674104.5E	Nil	Nil	Nil
DVOR/DME (8°E/2013)	DZG	113,3 MHZ CH 80X	H24	474317.1N 0674541.7E	1300 FT	Nil	Nil

UAKD AD 2.20 Local Aerodrome Regulations

1. Movement procedure

Movement of aircraft on the aerodrome is carried out under its own power and (or) towing with special vehicles via fixed marking of center lines.

Under any conditions at the aerodrome, according to the request of the crew, the aircraft leading is provided by follow-me vehicle:

- at departure of aircraft from the beginning of taxiing from the parking place to the line of holding take-

off position on the taxiway – A;

- at landing of aircraft since the vacating of ILS critical area on the taxiway-A to parking place at the apron.

Taxiing and towing should be carried out after clearance of Tower and information about taxiing route on the aerodrome are obtained. Taxiing at night as well as during the day when visibility is less than 2000m is carried out with the switched on air navigation lights and headlights.

Operation of aircraft with under-wing installed engines prohibited.

2. Safety precautions

Essential information for safety of taxiing or towing the crew receives from the air traffic controller of the control point “Tower”.

Taxiing on the apron and taxiway is carried out behind follow-me vehicle in the cases:

- meteorological visibility (RVR visibility) of 400 m or less;
- difficulties of determining the center line of aircraft taxiing on the apron and taxiway due to the presence of precipitation as snow, slush, etc.;
- on the request of the crew.

The towing safety is provided by person managing the towing. Communication between towing managing person and the crew of the aircraft should be carried out using special signals. Towing is performed with air navigation lights and flash beacons turned on.

3. The procedure of taxiing-in to the parking places.

Taxiing-in to parking stands should be carried out via fixed marking of center lines under its own power by the signals of meeting person.

4. The procedure of taxiing out from the parking places.

Taxiing out from parking stands should be carried out via fixed markings of center lines under its own power by signals of person providing aircraft taxiing out, and in his absence - by decision of pilot-in-command (PIC)

5. The places of aircraft processing by de-icing fluid

De-icing procedure should be carried out at the parking stands

Crew should notify “Zhezkazgan-transit” on 131.6 MHz about necessity of deicing at least 30 minutes before departure.

6. The movement procedures of aircraft and vehicles in ILS critical areas.

In order to protect critical areas of ILS during flight operations on minimum height of clouds - 60m, meteorological visibility (RVR visibility) -800m and takeoffs in conditions of low visibility it is prohibited:

- Aircraft taxiing out from the parking places for take-off before landing of arriving aircraft.
- The entry of vehicles in the ILS critical area

7. Restrictions in the operation of large aircraft

The turn of CAT C and D aircraft on extensions №2 and №3 of artificial runways 04/22 is forbidden. Taxiing of aircraft on taxiway-A with four engines is carried out strictly by a fixed marking of center line at an increased attention of the crew under the internal power.

Four engines aircraft taxiing-in and taxiing out to (from) the parking stands 1-3 should be carried out under internal power

UAKD AD 2.21 Noise Abatement Procedures

NIL

UAKD AD 2.22 Flight procedures

1. Low Visibility Procedures on the Zhezkazgan aerodrome.

Low Visibility Procedures (LVP) are effected when RVR is less than 550 m. Low Visibility Procedures are cancelled when RVR is greater than 550 m.

Low Visibility Procedures are initiated by executive controller of “Zhezkazgan Tower” control centre; in case of his absence – by “Tower” controller. The status of LVP shall be reported by ATC phrase: “LOW VISIBILITY PROCEDURES IN OPERATION” to:

- meteorological specialist of primary observation station;
- shift personnel of Radiotechnical Department;
- lightning system maintenance engineer of aerodrome power, lighting, and technical service;
- controller of Production and dispatcher service;
- person responsible for the preparation of the airfield.

Tower ATC, received information about the beginning of the (termination) procedures in low visibility conditions inform adjacent control towers.

The status of LVP shall be reported to flight crew by ATC phrase: “LOW VISIBILITY PROCEDURES IN OPERATION”.

Tower ATC reports value of RVR on the runway and in the TDZ. Flight crew shall be informed by Tower ATC about all changes to the operational status of radio and lighting equipment.

Tower ATC restricts the movement of vehicles airport services on the apron and manoeuvring area during LVP procedures. Taxiing of departing aircraft shall be carried out after follow-me car from stands to holding position. Taxiing to stand (apron) after RWY vacation shall be carried out after follow-me car.

2. 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 3000 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	ALPHA (Itauz minery)	N480738 E0673715	339° 25.0 nm DZG DVOR/DME	Entry/exit
2	BRAVO	N480739 E0675358	004° 25.0 nm DZG DVOR/DME	Entry/exit
3	DELTA (abeam lake Kopa)	N480019 E0681253	039° 25.0 nm DZG DVOR/DME	Entry/exit
4	HOTEL (abeam lake Kopa)	N475137 E0682039	062° 25.0 nm DZG DVOR/DME	Entry/exit
5	TANGO (abeam junction of Sary Su –Kengir rivers)	N473123 E0681812	110° 25.0 nm DZG DVOR/DME	Entry/exit
6	OSCAR	N471818 E0674500	173° 25.0 nm DZG DVOR/DME	Entry/exit
7	ROMEO	N472554 E0671910	218° 25.0 nm DZG DVOR/DME	Entry/exit
8	OZERO (Southern coast of Zhezdinskoe water basin)	N473622 E0673915	204° 8.2 nm DZG DVOR/DME (201° 7.1 nm ARP)	Holding
9	TALAP (NE outskirts of Talap)	N474025 E0675106	120° 4.6 nm DZG DVOR/DME (107° 5.1 nm ARP)	Holding

UAKD 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
Section 2. Point 23. Standards of Aerodromes (Heliports) Operation Civil Aviation Republic Kazakhstan	Runway width	Runway width is less than the required for the aerodrome code designation	An equivalent level of safety has been approved 18.07.2016
Section 2. Point 40. Standards of Aerodromes (Heliports) Operation Civil Aviation Republic Kazakhstan	Width of the TWY and shoulders	The total width of the TWY and shoulders is less than the required The total width of the TWY and shoulders is less than required for the installed code letter of the aircraft	An equivalent level of safety has been approved 18.07.2016

2. Ornithological situation

The ornithological situation in the aerodrome area is due to the seasonal and daily migration of birds. The presence of reservoirs and closely spaced summer arrays contributes to the concentration in the aerodrome area of different kinds of birds (crows, rooks, gulls, starlings, pigeons, etc.)

During the whole spring-summer navigation, individual birds fly over the runway and approach area of runway 22 and runway 04 in the morning from 00.00 to 04.00 and evening hours from 11.00 to 14.00. The flight altitude of the birds is changing from 0 to 100 m above ground level.

The most dangerous are the spring-autumn migrations of birds from the north-west to the south-east of the airport, which pose a serious danger to the flights of aircraft during specified periods of time.

In order to prevent aircraft collisions with birds, measures to prevent of bird aggregations are being taken at the aerodrome, which include:

- elimination of conditions conducive to the bird aggregations, and carrying out measures for scaring them;
- conducting visual observations to ensure control over the ornithological situation;
- prohibition of the use of the aerodrome territory for crops;
- installation of bird scaring items on the airfield.

UAKD AD 2.24 Charts Related To An Aerodrome

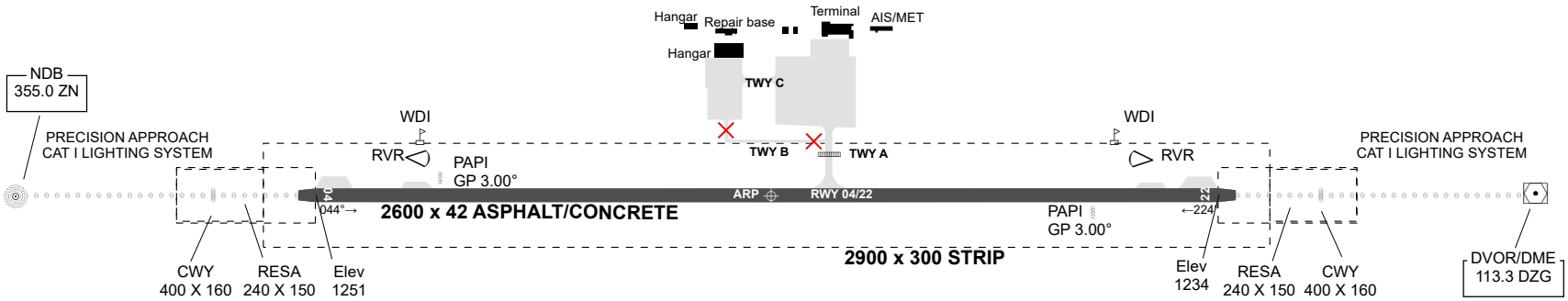
AERODROME CHART - ICAO | **AD ELEV 1251FT (*381m*)** | **ARP 474233N 0674418E** | TWR 127.1 | **ZHEZKAZGAN**

RWY	DIRECTION (TRUE)	THR	GEOID UNDULATION	BEARING STRENGTH
04	051.73°	47°42'06.51"N 067°43'29.14"E	- 115	PCN 35 R/B/X/T
22	231.75°	47°42'58.68"N 067°45'07.14"E	- 115	

VAR 8°E (2013)
ANNUAL RATE OF CHANGE 0.03°E

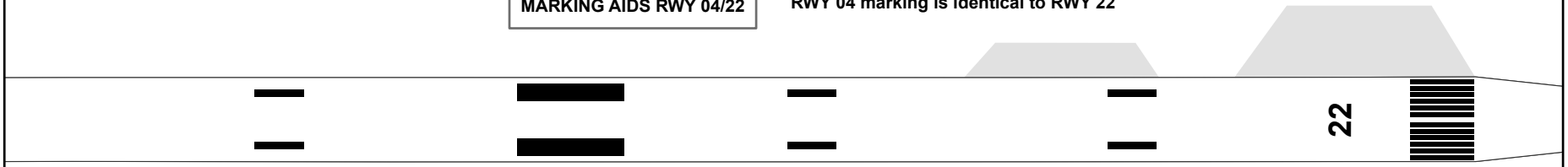
ELEV, HGT IN FEET (METERS)
DIMENSIONS IN METERS
BRG ARE MAG

SCALE 1:20000
200 0 200 400 600 Meters



MARKING AIDS RWY 04/22

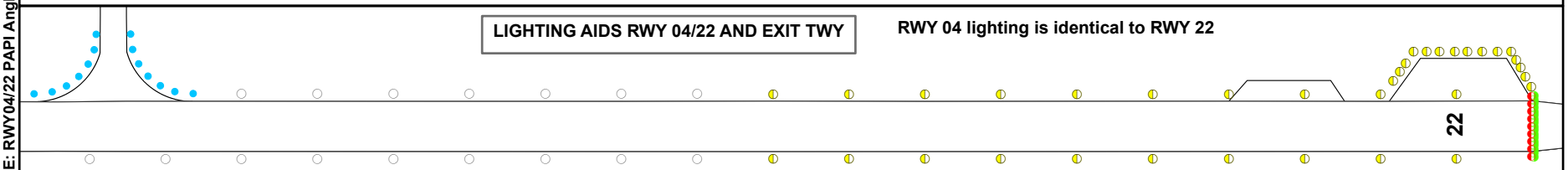
RWY 04 marking is identical to RWY 22



SCALE 1:3000
30 0 30 60 90 Meters

LIGHTING AIDS RWY 04/22 AND EXIT TWY

RWY 04 lighting is identical to RWY 22



SCALE 1:5000
50 0 50 100 150 Meters

CHANGE: RWY04/22 PAPI Angle

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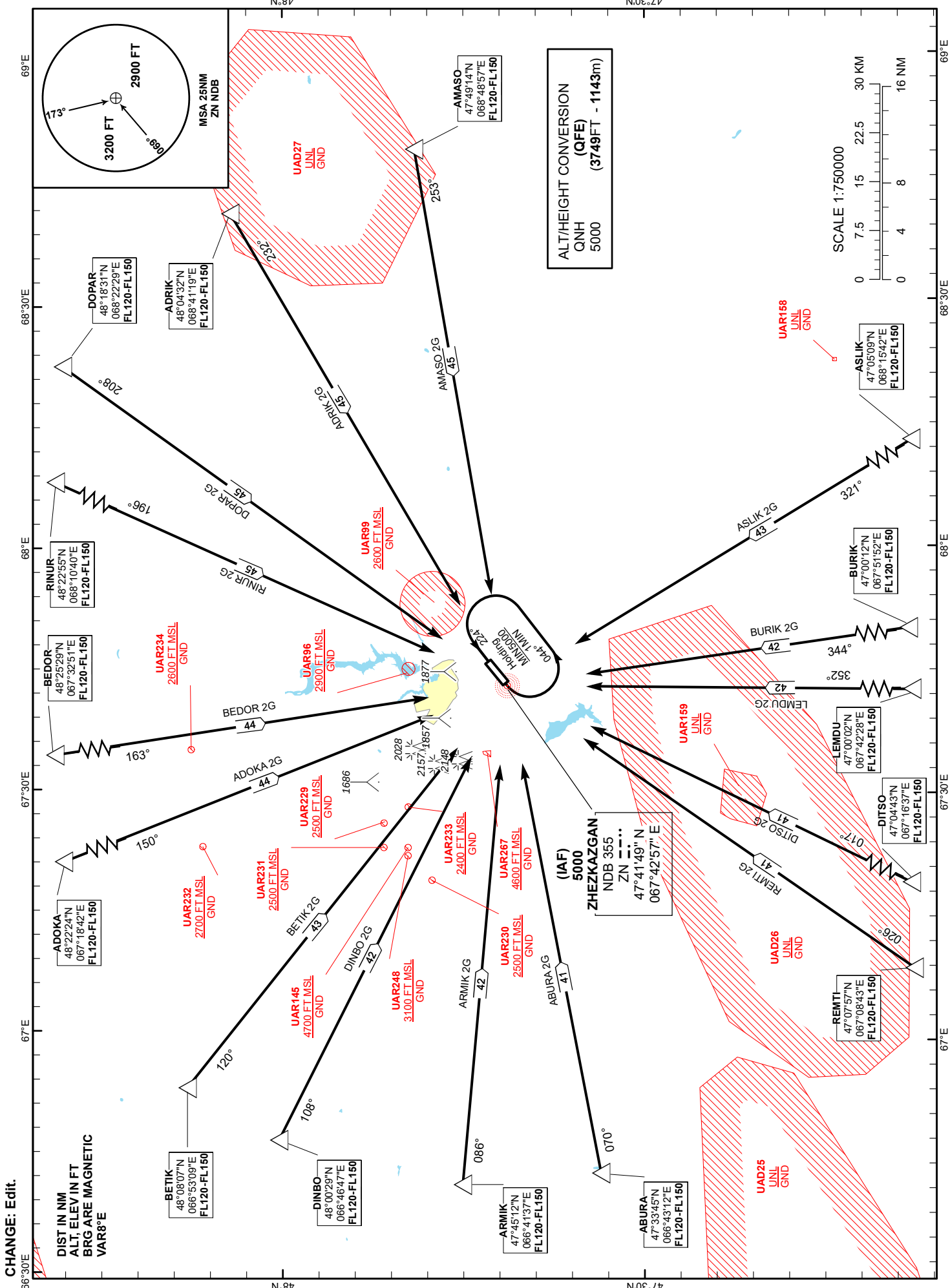
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

ZHEZKAZGAN TOWER 127.1
ZHEZKAZGAN ATIS (EN) 131.4
ZHEZKAZGAN ATIS (RU) 122.4

ABURA 2G, ADOKA 2G, ADRIK 2G, AMASO 2G, ARMIK 2G, ASLIK 2G, BEDOR 2G, BETIK 2G, BURIK 2G, DINBO 2G, DITSO 2G, DOPAR 2G, LEMDU 2G, REMTI 2G, RINUR 2G.

ZHEZKAZGAN
RWY 04



DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR8°E

CHANGE: Edit.

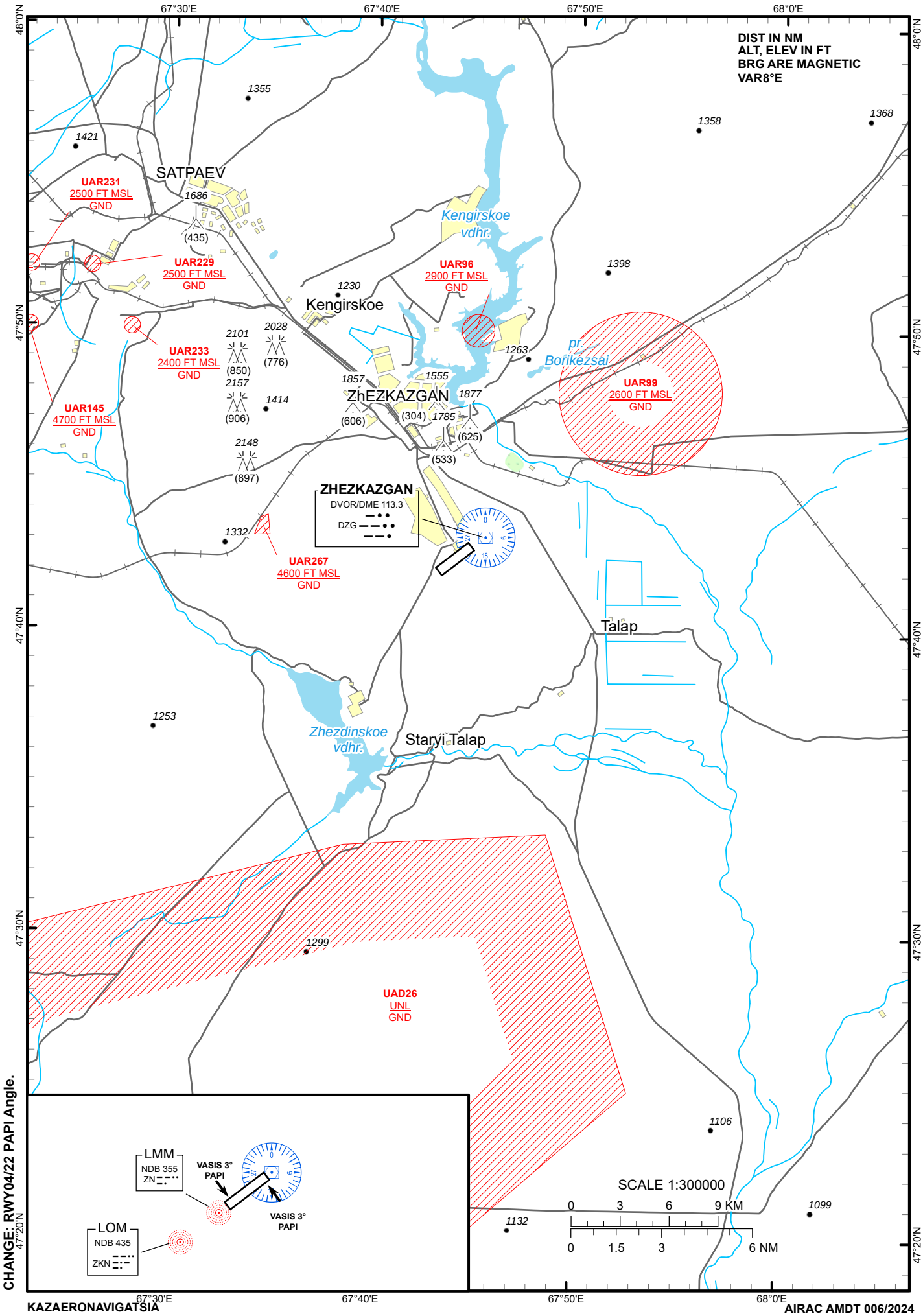
STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) ZHEZKAZGAN RWY 04	
RINUR 2G After crossing RINUR (N482255 E0681040), proceed on track 196° to NDB ZN. Cross RINUR at FL120 - FL150. Cross NDB ZN at 5000FT.	**REMTI 2G** After crossing REMTI (N470757 E0670843), proceed on track 026° to NDB ZN. Cross REMTI at FL120 - FL150. Cross NDB ZN at 5000FT.
DOPAR 2G After crossing DOPAR (N481831 E0682229), proceed on track 208° to NDB ZN. Cross DOPAR at FL120 - FL150. Cross NDB ZN at 5000FT.	**ABURA 2G** After crossing ABURA (N473345 E0664312), proceed on track 070° to NDB ZN. Cross ABURA at FL120 - FL150. Cross NDB ZN at 5000FT.
ADRIK 2G After crossing ADRIK (N480432 E0684119), proceed on track 232° to NDB ZN. Cross ADRIK at FL120 - FL150. Cross NDB ZN at 5000FT.	**ARMIK 2G** After crossing ARMIK (N474512 E0664137), proceed on track 086° to NDB ZN. Cross ARMIK at FL120 - FL150. Cross NDB ZN at 5000FT.
AMASO 2G After crossing AMASO (N474914 E0684857), proceed on track 253° to NDB ZN. Cross AMASO at FL120 - FL150. Cross NDB ZN at 5000FT.	**DINBO 2G** After crossing DINBO (N480029 E0664647), proceed on track 108° to NDB ZN. Cross DINBO at FL120 - FL150. Cross NDB ZN at 5000FT.
ASLIK 2G After crossing ASLIK (N470509 E0681542), proceed on track 321° to NDB ZN. Cross ASLIK at FL120 - FL150. Cross NDB ZN at 5000FT.	**BETIK 2G** After crossing BETIK (N480807 E0665309), proceed on track 120° to NDB ZN. Cross BETIK at FL120 - FL150. Cross NDB ZN at 5000FT.
BURIK 2G After crossing BURIK (N470012 E0675152), proceed on track 344° to NDB ZN. Cross BURIK at FL120 - FL150. Cross NDB ZN at 5000FT.	**ADOKA 2G** After crossing ADOKA (N482224 E0671842), proceed on track 150° to NDB ZN. Cross ADOKA at FL120 - FL150. Cross NDB ZN at 5000FT.
LEMDU 2G After crossing LEMDU (N470002 E0674228), proceed on track 352° to NDB ZN. Cross LEMDU at FL120 - FL150. Cross NDB ZN at 5000FT.	**BEDOR 2G** After crossing BEDOR (N482529 E0673251), proceed on track 163° to NDB ZN. Cross BEDOR at FL120 - FL150. Cross NDB ZN at 5000FT.
DITSO 2G After crossing DITSO (N470443 E0671637), proceed on track 017° to NDB ZN. Cross DITSO at FL120 - FL150. Cross NDB ZN at 5000FT.	

VISUAL APPROACH CHART - ICAO

AERODROME ELEV *1251 FT*
HEIGHTS RELATED TO AD ELEV

ZHEZKAZGAN TOWER 127.1
ZHEZKAZGAN ATIS (EN) 131.4
ZHEZKAZGAN ATIS (RU) 122.4

ZHEZKAZGAN



CHANGE: RWY04/22 PAPI Angle.

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