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AIRAC AMDT 004/2025

Effective Date: 17 Apr 2025

1. Amendment content:

GEN

GEN 0.2 Information updated

GEN 0.4 Information updated

GEN 2.2 Information updated

GEN 3.6 Information updated

ENR

ENR 3.2 Information updated

AD

AD 1.1 Information updated

AD 1.5 Information updated

UAAA 2.8 Information updated

UATG 2.20 Information updated

UAKD 2.12, 2.13 Information updated

UAKK 2.20 Information updated

UAUU 2.8 Information updated

UATZ 2.7, 2.23 Information updated

UAIT 2.4 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:

NOTAM series A:

A0649/25, A0896/25, A1200/25

NOTAM series C:

NOTAM incorporated to this AMDT will be cancelled by NOTAMC on the 02 MAY 2025

SUP:

Nil

AIC:

Nil

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

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ENR 3.2.1 - 1	10 AUG 2023	ENR 3.2.1 - 30	31 OCT 2024	ENR 3.2.2 - 17	20 MAR 2025
ENR 3.2.1 - 2	10 AUG 2023	ENR 3.2.1 - 31	31 OCT 2024	ENR 3.2.2 - 18	20 MAR 2025
ENR 3.2.1 - 3	10 AUG 2023	ENR 3.2.1 - 32	31 OCT 2024	ENR 3.2.2 - 19	20 MAR 2025
ENR 3.2.1 - 4	10 AUG 2023	ENR 3.2.1 - 33	31 OCT 2024	ENR 3.2.2 - 20	20 MAR 2025
ENR 3.2.1 - 5	10 AUG 2023	ENR 3.2.1 - 34	31 OCT 2024	ENR 3.2.2 - 21	20 MAR 2025
ENR 3.2.1 - 6	10 AUG 2023	ENR 3.2.1 - 35	31 OCT 2024	ENR 3.2.2 - 22	20 MAR 2025
ENR 3.2.1 - 7	11 JUL 2024	ENR 3.2.1 - 36	31 OCT 2024	ENR 3.2.2 - 23	20 MAR 2025
ENR 3.2.1 - 8	11 JUL 2024	ENR 3.2.1 - 37	31 OCT 2024	ENR 3.2.2 - 24	20 MAR 2025
ENR 3.2.1 - 9	11 JUL 2024	ENR 3.2.1 - 38	31 OCT 2024	ENR 3.2.2 - 25	20 MAR 2025

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ENR 3.2.2 - 27	20 MAR 2025	ENR 3.2.3 - 31	20 FEB 2025	ENR 3.2.7 - 5	10 AUG 2023
ENR 3.2.2 - 28	20 MAR 2025	ENR 3.2.3 - 32	20 FEB 2025	ENR 3.2.7 - 6	10 AUG 2023
ENR 3.2.2 - 29	20 MAR 2025	ENR 3.2.3 - 33	20 FEB 2025	ENR 3.2.7 - 7	10 AUG 2023
ENR 3.2.2 - 30	20 MAR 2025	ENR 3.2.3 - 34	20 FEB 2025	ENR 3.2.7 - 8	31 OCT 2024
ENR 3.2.2 - 31	20 MAR 2025	ENR 3.2.3 - 35	11 JUL 2024	ENR 3.2.7 - 9	31 OCT 2024
ENR 3.2.2 - 32	20 MAR 2025	ENR 3.2.3 - 36	11 JUL 2024	ENR 3.2.7 - 10	31 OCT 2024
ENR 3.2.2 - 33	20 MAR 2025	ENR 3.2.3 - 37	11 JUL 2024	ENR 3.2.7 - 11	31 OCT 2024
ENR 3.2.2 - 34	20 FEB 2025	ENR 3.2.3 - 38	11 JUL 2024	ENR 3.2.7 - 12	31 OCT 2024
ENR 3.2.3 - 1	05 OCT 2023	ENR 3.2.3 - 39	11 JUL 2024	ENR 3.2.7 - 13	31 OCT 2024
ENR 3.2.3 - 2	05 OCT 2023	ENR 3.2.3 - 40	11 JUL 2024	ENR 3.2.7 - 14	31 OCT 2024
ENR 3.2.3 - 3	05 OCT 2023	ENR 3.2.4 - 1	10 AUG 2023	ENR 3.2.7 - 15	31 OCT 2024
ENR 3.2.3 - 4	05 OCT 2023	ENR 3.2.4 - 2	10 AUG 2023	ENR 3.2.7 - 16	31 OCT 2024
ENR 3.2.3 - 5	05 OCT 2023	ENR 3.2.4 - 3	10 AUG 2023	ENR 3.2.7 - 17	31 OCT 2024
ENR 3.2.3 - 6	05 OCT 2023	ENR 3.2.4 - 4	10 AUG 2023	ENR 3.2.7 - 18	31 OCT 2024
ENR 3.2.3 - 7	05 OCT 2023	ENR 3.2.4 - 5	10 AUG 2023	ENR 3.2.7 - 19	31 OCT 2024
ENR 3.2.3 - 8	05 OCT 2023	ENR 3.2.4 - 6	10 AUG 2023	ENR 3.2.7 - 20	31 OCT 2024
ENR 3.2.3 - 9	05 OCT 2023	ENR 3.2.4 - 7	10 AUG 2023	ENR 3.2.7 - 21	10 AUG 2023
ENR 3.2.3 - 10	05 OCT 2023	ENR 3.2.4 - 8	10 AUG 2023	ENR 3.2.7 - 22	10 AUG 2023
ENR 3.2.3 - 11	05 OCT 2023	ENR 3.2.4 - 9	10 AUG 2023	ENR 3.2.7 - 23	10 AUG 2023
ENR 3.2.3 - 12	05 OCT 2023	ENR 3.2.4 - 10	10 AUG 2023	ENR 3.2.7 - 24	10 AUG 2023
ENR 3.2.3 - 13	05 OCT 2023	ENR 3.2.4 - 11	10 AUG 2023	ENR 3.2.7 - 25	10 AUG 2023
ENR 3.2.3 - 14	20 FEB 2025	ENR 3.2.4 - 12	10 AUG 2023	ENR 3.2.7 - 26	10 AUG 2023
ENR 3.2.3 - 15	20 FEB 2025	ENR 3.2.5 - 1	05 OCT 2023	ENR 3.2.7 - 27	20 MAR 2025
ENR 3.2.3 - 16	20 FEB 2025	ENR 3.2.5 - 2	05 OCT 2023	ENR 3.2.7 - 28	20 MAR 2025
ENR 3.2.3 - 17	17 APR 2025	ENR 3.2.6 - 1	10 AUG 2023	ENR 3.2.7 - 29	20 MAR 2025
ENR 3.2.3 - 18	20 FEB 2025	ENR 3.2.6 - 2	10 AUG 2023	ENR 3.2.7 - 30	20 MAR 2025
ENR 3.2.3 - 19	20 FEB 2025	ENR 3.2.6 - 3	10 AUG 2023	ENR 3.2.7 - 31	20 MAR 2025
ENR 3.2.3 - 20	20 FEB 2025	ENR 3.2.6 - 4	10 AUG 2023	ENR 3.2.7 - 32	10 AUG 2023
ENR 3.2.3 - 21	20 FEB 2025	ENR 3.2.6 - 5	10 AUG 2023	ENR-3.3 - 1	19 MAY 2022
ENR 3.2.3 - 22	20 FEB 2025	ENR 3.2.6 - 6	10 AUG 2023	ENR-3.3 - 2	04 NOV 2021
ENR 3.2.3 - 23	20 FEB 2025	ENR 3.2.6 - 7	11 JUL 2024	ENR-3.4 - 1	19 MAY 2022
ENR 3.2.3 - 24	20 FEB 2025	ENR 3.2.6 - 8	11 JUL 2024	ENR-3.4 - 2	04 NOV 2021
ENR 3.2.3 - 25	20 FEB 2025	ENR 3.2.6 - 9	11 JUL 2024	ENR-3.5 - 1	19 MAY 2022
ENR 3.2.3 - 26	20 FEB 2025	ENR 3.2.6 - 10	11 JUL 2024	ENR-3.5 - 2	19 MAY 2022
ENR 3.2.3 - 27	20 FEB 2025	ENR 3.2.7 - 1	10 AUG 2023	ENR-3.6 - 1	19 MAY 2022
ENR 3.2.3 - 28	20 FEB 2025	ENR 3.2.7 - 2	10 AUG 2023	ENR-3.6 - 2	19 MAY 2022
ENR 3.2.3 - 29	20 FEB 2025	ENR 3.2.7 - 3	10 AUG 2023		

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR-4.1 - 1	05 SEP 2024	ENR-4.4 - 9	20 MAR 2025	ENR-4.4 - 23	20 MAR 2025
ENR-4.1 - 2	11 AUG 2022	ENR-4.4 - 10	20 MAR 2025	ENR-4.4 - 24	20 MAR 2025
ENR-4.2 - 1	30 MAR 2017	ENR-4.4 - 11	20 MAR 2025	ENR-4.4 - 25	20 MAR 2025
ENR-4.2 - 2	30 MAR 2017	ENR-4.4 - 12	20 MAR 2025	ENR-4.4 - 26	20 MAR 2025
ENR-4.3 - 1	30 MAR 2017	ENR-4.4 - 13	20 MAR 2025	ENR-4.4 - 27	20 MAR 2025
ENR-4.3 - 2	30 MAR 2017	ENR-4.4 - 14	20 MAR 2025	ENR-4.4 - 28	20 MAR 2025
ENR-4.4 - 1	10 AUG 2023	ENR-4.4 - 15	20 MAR 2025	ENR-4.4 - 29	20 MAR 2025
ENR-4.4 - 2	10 AUG 2023	ENR-4.4 - 16	20 MAR 2025	ENR-4.4 - 30	20 MAR 2025
ENR-4.4 - 3	10 AUG 2023	ENR-4.4 - 17	20 MAR 2025	ENR-4.4 - 31	20 MAR 2025
ENR-4.4 - 4	10 AUG 2023	ENR-4.4 - 18	20 MAR 2025	ENR-4.4 - 32	20 MAR 2025
ENR-4.4 - 5	20 FEB 2025	ENR-4.4 - 19	20 MAR 2025	ENR-4.4 - 33	20 MAR 2025
ENR-4.4 - 6	20 FEB 2025	ENR-4.4 - 20	20 MAR 2025	ENR-4.4 - 34	10 AUG 2023
ENR-4.4 - 7	20 FEB 2025	ENR-4.4 - 21	20 MAR 2025	ENR-4.5 - 1	30 MAR 2017
ENR-4.4 - 8	20 MAR 2025	ENR-4.4 - 22	20 MAR 2025	ENR-4.5 - 2	30 MAR 2017

ENR 5 NAVIGATION WARNINGS

ENR-5.1 - 1	23 APR 2020	ENR-5.1 - 13	23 APR 2020	ENR-5.2 - 1	07 NOV 2019
ENR-5.1 - 2	02 DEC 2021	ENR-5.1 - 14	23 APR 2020	ENR-5.2 - 2	07 NOV 2019
ENR-5.1 - 3	11 AUG 2022	ENR-5.1 - 15	23 APR 2020	ENR-5.3 - 1	11 AUG 2022
ENR-5.1 - 4	11 AUG 2022	ENR-5.1 - 16	04 NOV 2021	ENR-5.3 - 2	30 MAR 2017
ENR-5.1 - 5	11 AUG 2022	ENR-5.1 - 17	04 NOV 2021	ENR-5.4 - 1	08 AUG 2024
ENR-5.1 - 6	26 JAN 2023	ENR-5.1 - 18	23 APR 2020	ENR-5.4 - 2	30 MAR 2017
ENR-5.1 - 7	11 AUG 2022	ENR-5.1 - 19	23 FEB 2023	ENR-5.5 - 1	30 MAR 2017
ENR-5.1 - 8	11 AUG 2022	ENR-5.1 - 20	23 FEB 2023	ENR-5.5 - 2	30 MAR 2017
ENR-5.1 - 9	11 AUG 2022	ENR-5.1 - 21	23 FEB 2023	ENR-5.6 - 1	10 SEP 2020
ENR-5.1 - 10	04 NOV 2021	ENR-5.1 - 22	23 FEB 2023	ENR-5.6 - 2	10 SEP 2020
ENR-5.1 - 11	23 APR 2020	ENR-5.1 - 23	23 FEB 2023		
ENR-5.1 - 12	23 APR 2020	ENR-5.1 - 24	23 FEB 2023		

ENR 6 EN-ROUTE CHART

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ENR-6 - 1	15 JUL 2021	ENR-6.1 - 1	20 MAR 2025		
ENR-6 - 2	30 MAR 2017	ENR-6.1 - 2	07 NOV 2019		

PART 3 - AERODROMES (AD)

AD 0

AD-0.1 - 1	23 MAY 2019	AD-0.5 - 2	30 MAR 2017	AD-0.6 - 9	08 AUG 2024
AD-0.1 - 2	30 MAR 2017	AD-0.6 - 1	08 AUG 2024	AD-0.6 - 10	08 AUG 2024
AD-0.2 - 1	23 MAY 2019	AD-0.6 - 2	08 AUG 2024	AD-0.6 - 11	08 AUG 2024
AD-0.2 - 2	30 MAR 2017	AD-0.6 - 3	08 AUG 2024	AD-0.6 - 12	08 AUG 2024
AD-0.3 - 1	23 MAY 2019	AD-0.6 - 4	08 AUG 2024	AD-0.6 - 13	08 AUG 2024
AD-0.3 - 2	30 MAR 2017	AD-0.6 - 5	08 AUG 2024	AD-0.6 - 14	08 AUG 2024
AD-0.4 - 1	23 MAY 2019	AD-0.6 - 6	08 AUG 2024	AD-0.6 - 15	08 AUG 2024
AD-0.4 - 2	30 MAR 2017	AD-0.6 - 7	08 AUG 2024	AD-0.6 - 16	08 AUG 2024
AD-0.5 - 1	23 MAY 2019	AD-0.6 - 8	08 AUG 2024		

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD-1.1 - 1	17 APR 2025	AD-1.2 - 5	31 OCT 2024	AD-1.4 - 1	21 JUN 2018
AD-1.1 - 2	07 NOV 2019	AD-1.2 - 6	31 OCT 2024	AD-1.4 - 2	30 MAR 2017
AD-1.2 - 1	04 NOV 2021	AD-1.2 - 7	31 OCT 2024	AD-1.5 - 1	17 APR 2025
AD-1.2 - 2	31 OCT 2024	AD-1.2 - 8	31 OCT 2024	AD-1.5 - 2	17 APR 2025
AD-1.2 - 3	04 NOV 2021	AD-1.3 - 1	08 AUG 2024		
AD-1.2 - 4	31 OCT 2024	AD-1.3 - 2	08 AUG 2024		

AD 2 AERODROMES

AD-2-UATE - 1	08 AUG 2024	UATE AD 2.24.11-3 - 2	15 JUN 2023	UATT AD 2.24.9-3 - 1	17 APR 2025
AD-2-UATE - 2	23 FEB 2023	UATE AD 2.24.11-4 - 1	05 SEP 2024	UATT AD 2.24.9-3 - 2	11 AUG 2022
AD-2-UATE - 3	16 MAY 2024	UATE AD 2.24.11-4 - 2	15 JUN 2023	UATT AD 2.24.9-4 - 1	17 APR 2025
AD-2-UATE - 4	05 SEP 2024	UATE AD 2.24.11-5 - 1	02 NOV 2023	UATT AD 2.24.9-4 - 2	11 AUG 2022
AD-2-UATE - 5	05 SEP 2024	UATE AD 2.24.11-5 - 2	15 JUN 2023	UATT AD 2.24.10 - 1	17 APR 2025
AD-2-UATE - 6	05 SEP 2024	UATE AD 2.24.11-6 - 1	02 NOV 2023	UATT AD 2.24.10 - 2	30 MAR 2017
AD-2-UATE - 7	05 SEP 2024	UATE AD 2.24.11-6 - 2	15 JUN 2023	UATT AD 2.24.11-1 - 1	17 APR 2025
AD-2-UATE - 8	05 SEP 2024	UATE AD 2.24.11-7 - 1	15 JUN 2023	UATT AD 2.24.11-1 - 2	25 FEB 2021
AD-2-UATE - 9	20 FEB 2025	UATE AD 2.24.11-7 - 2	23 FEB 2023	UATT AD 2.24.11-2 - 1	17 APR 2025
AD-2-UATE - 10	20 FEB 2025	UATE AD 2.24.11-8 - 1	15 JUN 2023	UATT AD 2.24.11-2 - 2	25 FEB 2021
UATE AD 2.24.1 - 1	05 OCT 2023	UATE AD 2.24.11-8 - 2	23 FEB 2023	UATT AD 2.24.11-3 - 1	17 APR 2025
UATE AD 2.24.1 - 2	30 MAR 2017	UATE AD 2.24.11-9 - 1	05 SEP 2024	UATT AD 2.24.11-3 - 2	25 FEB 2021
UATE AD 2.24.3 - 1	05 OCT 2023	UATE AD 2.24.11-9 - 2	08 AUG 2024	UATT AD 2.24.11-4 - 1	17 APR 2025
UATE AD 2.24.3 - 2	30 MAR 2017	UATE AD 2.24.11-10 - 1	05 SEP 2024	UATT AD 2.24.11-4 - 2	25 FEB 2021
UATE AD 2.24.4 - 1	23 FEB 2023	UATE AD 2.24.11-10 - 2	08 AUG 2024	UATT AD 2.24.11-5 - 1	17 APR 2025
UATE AD 2.24.4 - 2	11 AUG 2022	UATE AD 2.24.12 - 1	23 FEB 2023	UATT AD 2.24.11-5 - 2	11 AUG 2022
UATE AD 2.24.7-1 - 1	05 SEP 2024	UATE AD 2.24.12 - 2	30 MAR 2017	UATT AD 2.24.11-6 - 1	17 APR 2025
UATE AD 2.24.7-1 - 2	23 FEB 2023	UATE AD 2.24.14 - 1	23 FEB 2023	UATT AD 2.24.11-6 - 2	11 AUG 2022
UATE AD 2.24.7-2 - 1	05 SEP 2024	UATE AD 2.24.14 - 2	15 JUL 2021	UATT AD 2.24.11-7 - 1	17 APR 2025
UATE AD 2.24.7-2 - 2	23 FEB 2023	AD-2-UATT - 1	08 AUG 2024	UATT AD 2.24.11-7 - 2	04 NOV 2021
UATE AD 2.24.7-3 - 1	05 SEP 2024	AD-2-UATT - 2	26 JAN 2023	UATT AD 2.24.12 - 1	11 AUG 2022
UATE AD 2.24.7-3 - 2	23 FEB 2023	AD-2-UATT - 3	16 MAY 2024	UATT AD 2.24.12 - 2	30 MAR 2017
UATE AD 2.24.7-4 - 1	05 SEP 2024	AD-2-UATT - 4	08 AUG 2024	UATT AD 2.24.14 - 1	11 JUL 2024
UATE AD 2.24.7-4 - 2	16 MAY 2024	AD-2-UATT - 5	08 AUG 2024	UATT AD 2.24.14 - 2	15 JUL 2021
UATE AD 2.24.7-5 - 1	05 SEP 2024	AD-2-UATT - 6	08 AUG 2024	AD-2-UAAA - 1	05 SEP 2024
UATE AD 2.24.7-5 - 2	23 JAN 2025	AD-2-UATT - 7	08 AUG 2024	AD-2-UAAA - 2	31 OCT 2024
UATE AD 2.24.9-1 - 1	05 SEP 2024	AD-2-UATT - 8	08 AUG 2024	AD-2-UAAA - 3	31 OCT 2024
UATE AD 2.24.9-1 - 2	23 FEB 2023	AD-2-UATT - 9	08 AUG 2024	AD-2-UAAA - 4	17 APR 2025
UATE AD 2.24.9-2 - 1	05 SEP 2024	AD-2-UATT - 10	08 AUG 2024	AD-2-UAAA - 5	08 AUG 2024
UATE AD 2.24.9-2 - 2	23 FEB 2023	AD-2-UATT - 11	05 SEP 2024	AD-2-UAAA - 6	23 JAN 2025
UATE AD 2.24.9-3 - 1	05 SEP 2024	AD-2-UATT - 12	05 SEP 2024	AD-2-UAAA - 7	05 SEP 2024
UATE AD 2.24.9-3 - 2	23 FEB 2023	UATT AD 2.24.1 - 1	11 AUG 2022	AD-2-UAAA - 8	05 SEP 2024
UATE AD 2.24.9-4 - 1	05 SEP 2024	UATT AD 2.24.1 - 2	30 MAR 2017	AD-2-UAAA - 9	05 SEP 2024
UATE AD 2.24.9-4 - 2	23 FEB 2023	UATT AD 2.24.3 - 1	24 FEB 2022	AD-2-UAAA - 10	31 OCT 2024
UATE AD 2.24.9-5 - 1	05 SEP 2024	UATT AD 2.24.3 - 2	12 AUG 2021	AD-2-UAAA - 11	23 JAN 2025
UATE AD 2.24.9-5 - 2	11 JUL 2024	UATT AD 2.24.4 - 1	26 JAN 2023	AD-2-UAAA - 12	23 JAN 2025
UATE AD 2.24.9-6 - 1	05 SEP 2024	UATT AD 2.24.4 - 2	30 MAR 2017	AD-2-UAAA - 13	23 JAN 2025
UATE AD 2.24.9-6 - 2	16 MAY 2024	UATT AD 2.24.7-1 - 1	17 APR 2025	AD-2-UAAA - 14	23 JAN 2025
UATE AD 2.24.10 - 1	05 SEP 2024	UATT AD 2.24.7-1 - 2	20 MAY 2021	AD-2-UAAA - 15	23 JAN 2025
UATE AD 2.24.10 - 2	30 MAR 2017	UATT AD 2.24.7-2 - 1	17 APR 2025	AD-2-UAAA - 16	23 JAN 2025
UATE AD 2.24.11-1 - 1	05 SEP 2024	UATT AD 2.24.7-2 - 2	20 MAY 2021	AD-2-UAAA - 17	23 JAN 2025
UATE AD 2.24.11-1 - 2	11 JUL 2024	UATT AD 2.24.9-1 - 1	17 APR 2025	AD-2-UAAA - 18	23 JAN 2025
UATE AD 2.24.11-2 - 1	05 SEP 2024	UATT AD 2.24.9-1 - 2	25 FEB 2021	AD-2-UAAA - 19	20 FEB 2025
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UATE AD 2.24.11-3 - 1	05 SEP 2024	UATT AD 2.24.9-2 - 2	25 FEB 2021	AD-2-UAAA - 21	20 FEB 2025

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AD-2-UAAA - 23	20 FEB 2025	UAAA AD 2.24.9-18 - 2	23 APR 2020	UACC AD 2.24.5-2 - 1	30 JAN 2020
AD-2-UAAA - 24	20 FEB 2025	UAAA AD 2.24.9-19 - 1	11 JUL 2024	UACC AD 2.24.5-2 - 2	30 MAR 2017
UAAA AD 2.24.1 - 1	23 JAN 2025	UAAA AD 2.24.9-19 - 2	25 JAN 2024	UACC AD 2.24.6 - 1	20 MAR 2025
UAAA AD 2.24.1 - 2	30 MAR 2017	UAAA AD 2.24.9-20 - 1	11 JUL 2024	UACC AD 2.24.6 - 2	30 MAR 2017
UAAA AD 2.24.3 - 1	31 OCT 2024	UAAA AD 2.24.9-20 - 2	15 JUN 2023	UACC AD 2.24.7-1 - 1	20 MAR 2025
UAAA AD 2.24.3 - 2	31 OCT 2024	UAAA AD 2.24.9-22 - 1	11 JUL 2024	UACC AD 2.24.7-1 - 2	16 MAY 2024
UAAA AD 2.24.4-1 - 1	23 JAN 2025	UAAA AD 2.24.9-22 - 2	11 JUL 2024	UACC AD 2.24.7-2 - 1	20 MAR 2025
UAAA AD 2.24.4-1 - 2	30 MAR 2017	UAAA AD 2.24.9-23 - 1	11 JUL 2024	UACC AD 2.24.7-2 - 2	16 MAY 2024
UAAA AD 2.24.4-2 - 1	23 JAN 2025	UAAA AD 2.24.9-23 - 2	11 JUL 2024	UACC AD 2.24.7-3 - 1	20 MAR 2025
UAAA AD 2.24.4-2 - 2	30 MAR 2017	UAAA AD 2.24.9-24 - 1	11 JUL 2024	UACC AD 2.24.7-3 - 2	07 NOV 2019
UAAA AD 2.24.5-1 - 1	09 NOV 2017	UAAA AD 2.24.9-24 - 2	11 JUL 2024	UACC AD 2.24.7-4 - 1	20 MAR 2025
UAAA AD 2.24.5-1 - 2	30 MAR 2017	UAAA AD 2.24.9-25 - 1	11 JUL 2024	UACC AD 2.24.7-4 - 2	07 NOV 2019
UAAA AD 2.24.5-2 - 1	30 MAR 2017	UAAA AD 2.24.9-25 - 2	11 JUL 2024	UACC AD 2.24.7-5 - 1	20 MAR 2025
UAAA AD 2.24.5-2 - 2	30 MAR 2017	UAAA AD 2.24.10 - 1	23 JAN 2025	UACC AD 2.24.7-5 - 2	07 NOV 2019
UAAA AD 2.24.6 - 1	17 APR 2025	UAAA AD 2.24.10 - 2	30 MAR 2017	UACC AD 2.24.7-6 - 1	20 MAR 2025
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UAAA AD 2.24.7-1 - 1	11 JUL 2024	UAAA AD 2.24.11-1 - 2	16 MAY 2024	UACC AD 2.24.7-7 - 1	20 MAR 2025
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UAAA AD 2.24.7-2 - 1	11 JUL 2024	UAAA AD 2.24.11-2 - 2	15 JUN 2023	UACC AD 2.24.7-8 - 1	20 MAR 2025
UAAA AD 2.24.7-2 - 2	15 JUN 2023	UAAA AD 2.24.11-3 - 1	11 JUL 2024	UACC AD 2.24.7-8 - 2	07 NOV 2019
UAAA AD 2.24.7-3 - 1	11 JUL 2024	UAAA AD 2.24.11-3 - 2	15 JUN 2023	UACC AD 2.24.9-1 - 1	20 MAR 2025
UAAA AD 2.24.7-3 - 2	15 JUN 2023	UAAA AD 2.24.11-4 - 1	11 JUL 2024	UACC AD 2.24.9-1 - 2	16 MAY 2024
UAAA AD 2.24.7-4 - 1	11 JUL 2024	UAAA AD 2.24.11-4 - 2	15 JUN 2023	UACC AD 2.24.9-2 - 1	20 MAR 2025
UAAA AD 2.24.7-4 - 2	15 JUN 2023	UAAA AD 2.24.11-5 - 1	11 JUL 2024	UACC AD 2.24.9-2 - 2	16 MAY 2024
UAAA AD 2.24.7-5 - 1	11 JUL 2024	UAAA AD 2.24.11-5 - 2	15 JUN 2023	UACC AD 2.24.9-3 - 1	20 MAR 2025
UAAA AD 2.24.7-5 - 2	15 JUN 2023	UAAA AD 2.24.11-6 - 1	11 JUL 2024	UACC AD 2.24.9-3 - 2	23 APR 2020
UAAA AD 2.24.7-6 - 1	11 JUL 2024	UAAA AD 2.24.11-6 - 2	15 JUN 2023	UACC AD 2.24.9-4 - 1	20 MAR 2025
UAAA AD 2.24.7-6 - 2	15 JUN 2023	UAAA AD 2.24.11-7 - 1	11 JUL 2024	UACC AD 2.24.9-4 - 2	23 APR 2020
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UASU AD 2.24.12 - 1	15 JUN 2023	UASK AD 2.24.7-1 - 2	11 AUG 2022	UASZ AD 2.24.9-1 - 1	11 AUG 2022
UASU AD 2.24.12 - 2	01 FEB 2018	UASK AD 2.24.7-2 - 1	31 OCT 2024	UASZ AD 2.24.9-1 - 2	01 FEB 2018
UASU AD 2.24.14 - 1	23 FEB 2023	UASK AD 2.24.7-2 - 2	11 AUG 2022	UASZ AD 2.24.11-1 - 1	11 AUG 2022
UASU AD 2.24.14 - 2	11 AUG 2022	UASK AD 2.24.7-3 - 1	31 OCT 2024	UASZ AD 2.24.11-1 - 2	11 AUG 2022
AD-2-UAAL - 1	23 FEB 2023	UASK AD 2.24.7-3 - 2	11 AUG 2022	UASZ AD 2.24.12 - 1	11 AUG 2022
AD-2-UAAL - 2	05 OCT 2023	UASK AD 2.24.7-4 - 1	31 OCT 2024	UASZ AD 2.24.12 - 2	01 FEB 2018
AD-2-UAAL - 3	05 OCT 2023	UASK AD 2.24.7-4 - 2	11 AUG 2022	UASZ AD 2.24.14 - 1	23 FEB 2023
AD-2-UAAL - 4	23 FEB 2023	UASK AD 2.24.7-5 - 1	31 OCT 2024	UASZ AD 2.24.14 - 2	11 AUG 2022
AD-2-UAAL - 5	21 MAR 2024	UASK AD 2.24.7-5 - 2	16 MAY 2024	AD-2-UAKD - 1	08 AUG 2024
AD-2-UAAL - 6	08 AUG 2024	UASK AD 2.24.7-6 - 1	31 OCT 2024	AD-2-UAKD - 2	20 MAR 2025
AD-2-UAAL - 7	31 OCT 2024	UASK AD 2.24.7-6 - 2	11 JUL 2024	AD-2-UAKD - 3	20 MAR 2025
AD-2-UAAL - 8	08 AUG 2024	UASK AD 2.24.7-7 - 1	31 OCT 2024	AD-2-UAKD - 4	17 APR 2025
UAAL AD 2.24.1 - 1	05 OCT 2023	UASK AD 2.24.7-7 - 2	11 JUL 2024	AD-2-UAKD - 5	05 SEP 2024
UAAL AD 2.24.1 - 2	09 NOV 2017	UASK AD 2.24.7-8 - 1	31 OCT 2024	AD-2-UAKD - 6	23 JAN 2025
UAAL AD 2.24.3 - 1	05 OCT 2023	UASK AD 2.24.7-8 - 2	08 AUG 2024	AD-2-UAKD - 7	20 MAR 2025
UAAL AD 2.24.3 - 2	23 FEB 2023	UASK AD 2.24.9-2 - 1	31 OCT 2024	AD-2-UAKD - 8	20 MAR 2025
UAAL AD 2.24.6 - 1	10 AUG 2023	UASK AD 2.24.9-2 - 2	11 AUG 2022	AD-2-UAKD - 9	23 JAN 2025
UAAL AD 2.24.6 - 2	01 DEC 2022	UASK AD 2.24.9-3 - 1	31 OCT 2024	AD-2-UAKD - 10	20 MAR 2025
UAAL AD 2.24.7-1 - 1	23 FEB 2023	UASK AD 2.24.9-3 - 2	11 AUG 2022	UAKD AD 2.24.1 - 1	17 APR 2025
UAAL AD 2.24.7-1 - 2	09 NOV 2017	UASK AD 2.24.9-4 - 1	31 OCT 2024	UAKD AD 2.24.1 - 2	30 MAR 2017

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UAKD AD 2.24.3 - 1	20 MAR 2025				
UAKD AD 2.24.3 - 2	25 FEB 2021				
UAKD AD 2.24.4 - 1	17 APR 2025				
UAKD AD 2.24.4 - 2	20 MAR 2025				
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 2.24.11-1 - 1	31 OCT 2024				
UAKD AD 2.24.11-1 - 2	31 OCT 2024				
UAKD AD 2.24.11-2 - 1	31 OCT 2024				
UAKD AD 2.24.11-2 - 2	25 FEB 2021				
UAKD AD 2.24.11-3 - 1	31 OCT 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	31 OCT 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				

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS

Abbreviations marked by an asterisk (*) are either different or not contained in ICAO Doc 8400.

A		ALR	Alerting (message type designator)
A/A	Air-to-air	ALS	Approach lighting system
A/G	Air-to-ground	ALT	Altitude
A1	Radiotelephony without the use of a modulating audio	ALTN	Alternate (aerodrome)
A2	Radiotelephony by the on-off keying of an amplitude-modulating audio frequency	AMA	Area minimum altitude
A3	Radiotelephony	AMD	Amend or amended
AA	All After	AMDT	Amendment (AIP Amendment)
AB	All Before	AMS	Aeronautical mobile service
ABM	Abeam	AMSL	Above mean sea level
ABN	Aerodrome beacon	ANY*	Any day
ABT	About	AOC	Aerodrome obstacle chart
ABV	Above	AP	Airport
AC	Altocumulus	APCH	Approach
ACC	Area control centre	APP	Approach control office
ACCID	Notification of an aircraft accident	APR	April
ACFT	Aircraft	APRX	Approximate or approximately
ACL	Altimeter check location	AR	End of transmission
ACN	Aircraft classification number	ARFOR	Area forecast
ACP	Acceptance (message type designator)	ARO	Air traffic services reporting office
ACPT	Accept or accepted	ARP	Aerodrome reference point
ACT	Active or activated or activity	ARP (2)	Air-report (message type designator)
AD	Aerodrome	ARQ	Automatic error correction
ADA	Advisory area	ARR	Arrival (message type designator)
ADDN	Addition or additional	AS	Altostratus
ADF	Automatic direction finding equipment	ASC	Ascent to or ascending to
ADIZ	(to be pronounced "AY-DIZ") Air defence identification zone	ASDA	Accelerate stop distance available
ADJ	Adjacent	ASPH	Asphalt
ADR	Advisory route	ATA	Actual time of arrival
ADS	Address	ATC	Air traffic control (in general)
ADZ	Advise	ATD	Actual time of departure
AFIL	Flight plan filed in the air	ATFM	Air traffic flow management
AFIS	Aerodrome flight information service	ATFMU	Air traffic flow management unit
AFS	Aeronautical fixed service	ATIS	Automatic terminal information service
AFT	After...(time or place)	ATP	At...(time or place)
AFTN	Aeronautical fixed telecommunication network	ATS	Air traffic services
AGL	Above ground level	ATTN	Attention
AGN	Again	ATZ	Aerodrome traffic zone
AIC	Aeronautical information circular	AUG	August
AIP	Aeronautical information publication	AUW	All up weight
AIRAC	Aeronautical information regulation and control	AUX	Auxiliary
AIREP	Air-report	AVBL	Available or availability
AIS	Aeronautical information services	AVG	Average
ALA	Alighting area	AVGAS	Aviation gasoline
ALERFA	Alert phase	AWY	Airway
		AZM	Azimuth
B			
		BA	Braking action
		BASE	Cloud base
		BCFG	Fog patches
		BCN	Beacon (aeronautical ground light)
		BCST	Broadcast
		BDRY	Boundary
		BKN	Broken
		BLDG	Building
		BLO	Below clouds
		BLSN	Blowing snow
		BLW	Below...

BN	All between...and...	CTR	Control zone
BR	Mist	CU	Cumulus
BRG	Bearing	CUST	Customs
BRKG	Braking	CW	Continuous wave
BS	Commercial broadcasting station	CWY	Clearway
BT	Separative sign		D
BTL	Between layers	D	Danger area (followed by identification)
BTN	Between		
	C	DA	Decision altitude/height
C	Degrees Celsius (Centigrade)	DBS	Double side band
CAT	Clear air turbulence	DCD	Double channel duplex
CAVOK	(to be pronounced "KAV-OH-KAY") visibility, cloud and present weather better than prescribed values or conditions	DCS	Double channel simplex
		DCT	Direct (in relation to flight plan clearances and type of approach)
CB	Cumulonimbus	DE	From (used to precede the call-sign of the calling station)
CC	Cirrocumulus	DEC	December
CD	Candela	DEG	Degrees
CDN	Co-ordination (message type designator)	DEP	Depart or departure
CDO	Continuous descent operations	DEP (2)	Departure (message type designator)
CFM	Confirm	DES	Descend to or descending to
CH	Channel	DEST	Destination
CHG	Modification (message type designator)	DFTI	Distances from touch down indicator
CI	Cirrus	DIST	Distance
CIS	Commonwealth of Independent States	DLA	Delay or delayed
		DLA (2)	Delay (message type designator)
CIV	Civil	DME	Distance measuring equipment
CL	I am closing the station	DNG	Danger or dangerous
CLA	Clear type of ice formation	DP	Dew point temperature
CLBR	Calibration	DR	Dead reckoning
CLD	Cloud	DRG	During
CLR	Clear(s) or cleared to ... or clearance	DTAM	Descend to and maintain
CLSD	Close or closed or complete	DTG	Date-time group
CM	Centimetre	DETRESFA	Distress phase
CMPL	Completion or completed or complete	DTRT	Deteriorate or deteriorating
		DUPE	This is duplicate message
CMV*	Converted meteorological visibility	DUR	Duration
CNL	Cancel or cancelled	DVOR	Doppler VOR
CNL (2)	Flight plan cancellation message	DZ	Drizzle
COM	Communications		E
CONC	Concrete	E	East or eastern longitude
COND	Condition	EAT	Expected approach time
CONT	Continue or continued	EEE	Error
COP	Change over point	EET	Estimated elapsed time
COR	Correct or correction or corrected	eFPL	Filed flight plan exchanged via flight and flow - information for collaborative environment (FF-ICE) services
COR (2)	Technical correction message		
COV	Cover or covered or covering	EHF	Extremely high frequency (30 000 to 300 000 MHz)
CPL	Current flight plan (message type designator)		
CQ	General call	EGM	The Earth Gravitational Model
CRS	Course	ELBA	Emergency location beacon-aircraft
CS	Cirrostratus	ELEV	Elevation
CS (2)	Call-sign	EM	Emission
CTA	Control area	EMERG	Emergency
CTAM	Climb to and maintain	ENG	Engine
CTN	Caution	ENR	En route

EQPT	Equipment	G/A	Ground-to-air
ER	Here...or herewith	G/A/G	Ground-to-air and air-to-ground
EST	Estimated time over (significant point) or estimated or estimate	GA	Go ahead
EST (2)	Boundary estimated message	GEN	General
ETA	Estimated time of arrival or estimating arrival	GEO	Geographic or true
ETD	Estimated time of departure or estimating departure	GLD	Glider
eTOD	Electronic terrain and obstacle data	GMT	Greenwich mean time
EV	Every	GND	Ground
EXC	Except	GNDCK	Ground check
EXER	Exercises or exercising or to exercise	GP	Glide path
EXP	Expect or expected or expecting	GR	Hail or soft hail
EXTD	Extend or extending	GRADU	Gradual or gradually
	F	GRASS	Grass landing area
F	Degrees Fahrenheit	GRVL	Gravel
FAC	Facilities	GS	Ground speed
FAF	Final approach fix		H
FAL	Facilitation of international air transport	H24	Continuous day and night service
FAP	Final approach point	HBN	Hazard beacon
FAX	Facsimile transmission	HDF	High frequency direction-finding station
FBL	Light (used to qualify ice)	HDG	Heading
FCST	Forecast	HEL	Helicopter
FEB	February	HF	High frequency
FG	Fog	HGT	height or height above
FIC	Flight information centre	HJ	Sunrise to sunset
FIR	Flight information region	HLDG	Holding
FIS	Flight information service	HN	Sunset to sunrise
FL	Flight level	HO	Service available to meet operational requirements
FLG	Flashing	HOL	Holiday
FLR	Flares	HOSP	Hospital aircraft
FLT	Flight	HPA	Hectopascal
FLTCK	Flight check	HR	Hours
FLUC	Fluctuating or fluctuation or fluctuated	HS	Service available during hours of scheduled operations
FLW	Follow(s) or following	HVY	Heavy
FLY	Fly or flying	HX	No specific working hour
FM	From	HZ	Haze
FNA	Final approach	HZ (2)	Hertz (cycle per second)
FPL	Filed flight plan exchanged via aeronautical fixed service (AFS)		I
FPM	Feet per minute	IAF	Initial approach fix
FREQ	Frequency	IAL	Instrument approach and landing chart
FRI	Friday	IAO	In and out of clouds
FRNG	Firing	IAR	Intersection of air routes
FRQ	Frequent	IAS	Indicated air speed
FSL	Full stop landing	IATA	International Air Transport Association
FSS	Flight service	IBN	Identification beacon
FST	First	ICAO	International Civil Aviation Organization
FT	Feet (dimensional unit)	ICE	Icing
FU	Smoke	ID	Identifier or identify
FZ	Freezing	IDENT	Identification
FZDZ	Freezing drizzle	IF	Intermediate approach fix
FZFG	Freezing fog	IFF	Identification friend/foe
FZRA	Freezing rain	IFR	Instrument flight rules
	G	IGA	International general aviation
		ILS	Instrument landing system

IM	Inner marker	LGTD	Lighted
IMC	Instrument meteorological conditions	LIH	Light intensity high
IMG	Immigration	LIL	Light intensity low
IMI	Interrogation sign	LIM	Light intensity medium
IMPR	Improve or improving	LMM	Locator middle
IMT	Immediate or immediately	LMT	Local mean time
INA	Initial approach	LNG	Long
INDB	Inbound	LOC	Localizer
INCERFA	Uncertainty phase	LOM	Locator outer
INFO	Information	LONG	Longitude
INOP	Inoperative	LR	Last message received by me was...
INP	If not possible	LRG	Long range
INPR	In progress	LS	Last message sent by me was...
INS	Inches (dimensional unit)	LSQ	Line squall
INS (2)	Inertial navigation system	LTD	Limited
INSTL	Install or installed or installation	LV	Light and variable (relating to wind)
INSTR	Instrument	LVP	Low Visibility Procedures
INT	Intersection	LYR	Layer or layered
INTER	Intermittent		M
INTL	International	M	Metres
INTRG	Interrogator	MAG	Magnetic
INTRP	Interrupt or interruption or interrupted	MAINT	Maintenance
		MAP	Aeronautical maps and charts
INTSF	Intensify or intensifying	MAPt	Missed approach point
INTST	Intensity	MAR	March
IR	Ice on runway	MAX	Maximum
ISA	International standard atmosphere	MAY	May
ISOL	Isolated	MB	Millibars
	J	MDA	Minimum descent altitude
JAN	January	MDH	Minimum descent height
JTST	Jet stream	MEA	Minimum en-route altitude
JUL	July	MEHT	Minimum eye height over threshold
JUN	June	MET	Meteorological or meteorology
	K	METAR	Aviation routine weather report
K	Invitation to transmit	MF	Medium frequency
KG	Kilograms	MHZ	Megahertz
KHZ	Kilohertz	MIFG	Shallow fog
KM	Kilometres	MIL	Military
KMH	Kilometres per hour	MIN	Minutes
KPA	Kilopascal	MIS	Missing
KT	Knots	MKR	Marker radio beacon
KW	Kilowatts	MLS	Microwave landing system
	L	MM	Middle marker
L	Left (runway identification)	MNM	Minimum
L(1)	Locator	MNPS	Minimum navigation performance specifications
LAN	Inland		
LAT	Latitude	MNT	Monitor or monitoring or monitored
LB	Pounds (weight)	MNTN	Maintain
LCA	Local or locally or location or located	MOC	Minimum obstacle clearance
		MOCA	Minimum obstacle clearance altitude
LCN	Load Classification Number		
LDA	Landing distance available	MOD	Moderate
LDG	Landing	MON	Monday
LDI	Landing direction indicator	MOTNE	Meteorological Operational Telecommunications Network Europe
LEFT	Left (direction of turn)		
LEN	Length	MOV	Move or moving or movement
LF	Low frequency	MPa	MegaPascal
LGT	Light or lighting	MPH	Statute miles per hour

MPS	Metres per second	PO	Dust devils
MRG	Medium range	POB	Persons on board
MS	Minus	PPI	Plan position indicator
MSA	Minimum sector altitude	PPR	Prior permission required
MSG	Message	PPSGR	Passenger
MSL	Mean sea level	PRKG	Parking
MTOW	Maximum take-off weight	PROB	Probability
MWO	Meteorological watch office	PROC	Procedure
N		PROV	Provisional
N	North or northern latitude	PS	Plus
NAV	Navigation	PSN	Position
NC	No change	PTN	Procedure turn
NDB	Non-directional radio beacon	PWR	Power
NGT	Night	Q	
NIL	None	QBI	Compulsory IFR flight
NM	Nautical miles	QDM	Magnetic heading (zero wind)
NML	Normal	QDR	Magnetic bearing
NOF	International NOTAM office	QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)
NONFUA*	Non-flexible use of airspace	QFU	Magnetic orientation of runway
NOSIG	No significant change		
NOTAM	Notice to airmen	QNH	Altimeter sub-scale setting to obtain elevation when on the ground
NOV	November	QTE	True bearing
NR	Number		
NS	Nimbostratus	QUAD	Quadrant
NXT	Next	R	
O		R	Right (runway identification)
O/R	On request	R	Restricted area (followed by identification)
OAS	Obstacle assessment surface	RA	Rain
OBS	Observe or observed or observation	RAC	Rules of the air and air traffic services
OBSC	Observe or obscured or obscuring	RAG	Ragged
OBST	Obstacle	RAI	Runway alignment indicator
OCA	Obstacle clearance altitude	RASH	Rain showers
OCH	Obstacle clearance height	RCA	Reach cruising altitude
OCL	Obstacle clearance limit	RCC	Rescue co-ordination centre
OCNL	Occasional	RCF	Radio communication failure
OCS	Obstacle clearance surface	RCL	Runway centre line
OCT	October	RDH	Reference datum height (for ILS)
OM	Out marker	RDL	Radial
OPC	The control indicated is operational control	RDO	Radio
OPN	Open	RE	Recent
OPR	Operator or operative	REC	Receive or receiver
OPS	Operations	REF	Reference to... or refer to...
OTP	On top	REQ	Request or requested
OVC	Overcast	RESA	Runway end safety area
P		RMK	Remark
P	Prohibited area	RMS	Radio beacon landing system
PANS	Procedures for air navigation services	RMZ*	Radio mandatory zone
PAPI	Precision approach path indicator	RNAV	Area navigation
PAR	Precision approach radar	RPL	Repetitive flight plan
PARL	Parallel	RPLC	Replace or replaced
PCN	Pavement classification number	RQ	Indication of a request
PE	Ice pellets	RQS	Request supplementary flight plan
PERM	Permanent	RSR	En-route surveillance radar
PIB	Pre-flight information bulletin	RTD	Delayed
PJE	Parachute jumping exercise	RTF	Radiotelephone
PN	Prior notice required	RTG	Radiotelegraph

RVR	Runway visual range	TDZ	Touchdown zone
RVSM	Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410	TEMPO	Temporary or temporarily
		TEND	Trend forecast
RWY	Runway	TFC	Traffic
	S	TGS	Taxiing guidance system
SA	Sand	THR	Threshold
SALS	Simple approach lighting system	THU	Thursday
SAN	Sanitary	TIL	Until
SAP	As soon as possible	TIBA	Traffic information broadcast by aircraft
SAR	Search and rescue	TKOF	Take off
SARPS	Standards and recommended practices (ICAO)	TMA	Terminal control area
		TODA	Take-off distance available
SAT	Saturday	TORA	Take-off run available
SCT	Scattered	TP	Turning point
SEC	Seconds	TRA	Temporary reserved airspace
SEP	September	TUE	Tuesday
SER	Service or servicing or served	TURB	Turbulence
SEV	Severe	TVOR	Terminal VOR
SFC	Surface	TWR	Aerodrome control tower or aerodrome control
SG	Snow grains		
SGL	Signal	TWY	Taxiway
SH	Showers	TYP	Type of aircraft
SID	Standard instrument departure		U
SIGMET	Information concerning en-route weather phenomena which may affect the safety of operations	U/S	Unserviceable
		UAC	Upper area control centre
		UDF	Ultra high frequency direction-finding station
SKC	Sky clear		
SKED	Schedule or scheduled	UFN	Until further notice
SLW	Slow	UHF	Ultra high frequency
SMC	Surface movement control	UIR	Upper flight information centre
SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow	UNL	Unlimited
		UNREL	Unreliable
		UTC	Co-ordinated universal time
SPECI	Aviation selected special weather report		V
		VAL	In valleys
SPL	Supplementary flight plan	VAR	Magnetic variation
SPOT	Spot wind	VASIS	Visual approach slope indicator system
SR	Sunrise		
SRR	Search and rescue region	VDF	Very high frequency direction-finding station
SS	Sunset		
SSR	Secondary surveillance radar	VER	Vertical
SST	Supersonic transport	VFR	Visual flight rules
STA	Straight-in approach	VHF	Very high frequency
STAR	Standard instrument arrival	VIA	By way of...
STF	Stratiform	VIP	Very important person
STN	Station	VIS	Visibility
STOL	Short take-off and landing	VLF	Very low frequency
STS	Status	VMC	Visual meteorological conditions
SUN	Sunday	VOLMET	Meteorological information for aircraft in flight
SVC	Service message		
SVCBL	Serviceable	VOR	VHF omni directional radio range
SWY	Stop way	VRB	Variable
	T	VSA	By visual reference to the ground
T	Temperature	VSP	Vertical speed
TA	Transition altitude		W
TAF	Aerodrome forecast	WAC	World aeronautical chart-ICAO
TAIL	Tail wind	WBAR	Wing bar lights
TAS	True airspeed	WDI	Wind direction indicator

WED	Wednesday
WEF	With effect from or effective from
WGS	World Geodetic System
WI	Within
WIE	With immediate effect or effective immediately
WIP	Work in progress
WPT	Way-point
WX	Weather
	Z
Z	Zulu time

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GEN 3.6 SEARCH AND RESCUE**1. RESPONSIBLE SERVICE**

The operating authority that coordinates activities of the services during SAR operations (works), in accordance with the ICAO Standards and Recommended Practices of Annex 12 is the Search and Rescue Coordination Center (SRCC). The Search and Rescue Coordination Center coordinates the search and rescue of crews and passengers of aircraft that are suffering or have suffered distress on the territory of the Republic of Kazakhstan.

The address of the Search and Rescue Coordination Center (SRCC) of the Republic of Kazakhstan is as follows:

Liter E, 119 Kabanbai batyr av. District Esil,
010014 Astana, Republic of Kazakhstan
Phone: +7 (7172) 286 020, +7 (7172) 704 272, +7 (7172) 773 547
Fax: +7 (7172) 320 038
AFS: UAAKYCYX
Email: kcps@ans.kz

Limited liability company "Signal Reception Control Point-Kazakhstan" is the designated authority for receiving emergency information of the satellite system COSPAS-SARSAT.

050046, Almaty, office 92, 7/6 Yegizbayev str., Bostandikskiy distr.,
Republic of Kazakhstan
Phone: +7 (727)3257692
Email: cospassarsatkz@mail.ru
Email: cospassarsatkz@gmail.com

2. AREA OF RESPONSIBILITY

Search and rescue services in the Republic of Kazakhstan are organized in accordance with the Standards and Recommended Practices of Annex 12, ICAO.

Search and rescue services in the Republic of Kazakhstan are responsible for conducting and coordination of actions during the SAR operation (Work) within the boundaries of the whole territory of the Republic of Kazakhstan.

3. TYPES OF SERVICE

Locations of search and rescue facilities and means operating in the territory of the Republic of Kazakhstan are listed in the table 1.

Table 1: The places of a dislocation of search and rescue forces and means

Name	Location	Means	Remarks
1	2	3	4
Aktau	435136N 0510527E	Ec-145	Daylight time
Aktobe	501446N 0571220E	Ec-145	Daylight time
Almaty	432120N 0770238E	Mi-17	Daylight time
Astana	510121N 0712758E	Mi-17	Daylight time
Atyrau	470719N 0514912E	Mi-17	Daylight time
Balkhash	465339N 0750016E	Bo-105	Daylight time
Beineu	451956N 0550737E	Bo-105	Daylight time
Karaganda	494018N 0732007E	Ec-145	Daylight time
Kazaly	454728N 0620638E	Bo-105	Daylight time
Kokshetau	531949N 0693544E	Bo-105	Daylight time
Kostanay	531226N 0633256E	Bo-105	Daylight time
Kyzylorda	444223N 0653527E	Mi-17	Daylight time
Muyunkum	441618N 0725651E	Bo-105	Daylight time
Pavlodar	521143N 0770424E	Ec-145	Daylight time

Table 1: The places of a dislocation of search and rescue forces and means

Name	Location	Means	Remarks
1	2	3	4
Petropavlovsk	544632N 0691110E	Bo-105	Daylight time
Shalkar	475406N 0593708E	Bo-105	Daylight time
Semey	502106N 0801402E	Bo-105	Daylight time
Shymkent	422154N 0692832E	Ec-145	Daylight time
Taldykorgan	450721N 0782634E	Ec-145	Daylight time
Taraz	425116N 0711808E	Ec-145	Daylight time
Torgay	493758N 0632815E	Bo-105	Daylight time
Turkistan	431840N 0683301E	Bo-105	Daylight time
Uralsk	510907N 0513238E	Bo-105	Daylight time
Usharal	461127N 0804952E	Bo-105	Daylight time
Ust-Kamenogorsk	500212N 0822937E	Ec-145	Daylight time
Zaisan	472915N 0845316E	Bo-105	Daylight time
Zhezkazgan	474233N 0674418E	Bo-105	Daylight time

In addition, if necessary, various units of other ministries and departments of the State may be used to conduct search and rescue operations. Communication facilities and medical aids are provided

Search and rescue operations are carried out with various means and facilities, e.g.: special medium- and short-range search aircraft, heavy and medium helicopters, search and rescue groups, marine and river rescue vessels, motorboat and boats.

Aircraft can land on a ground and have droppable equipment with medicines, food and emergency equipment on board.

Aircraft and marine vessels are equipped to communicate on 121.5 MHz, 123.1 MHz, 500 kHz and 8364 kHz. Ground rescue teams are equipped to communicate on 121.5 MHz, 123.1MHz, 500 kHz and 8364 kHz.

4. SEARCH AND RESCUE AGREEMENTS

No agreements are concluded at the moment, except with Russia and CIS countries.

5. CONDITIONS OF AVAILABILITY

When conducting SAR operation (Work) on the territory of the Republic of Kazakhstan the search and rescue of aircraft passengers and crews suffering or have suffered a distress is carried out independently of the aircraft nationality.

6. PROCEDURES AND SIGNALS USED

6.1 Procedures and signals used by aircraft

The rules and signals contained in Chapter 5 of Annex 12, ICAO should be used when conducting SAR operation (Work) on the territory of the Republic of Kazakhstan.

6.2 Communications

The frequency 121.500 MHz is monitored continuously during their hours of service at all area control centres.

Rescue aircraft use the call sign "RESCUE" and additional identification signals (ALFA, BRAVO, CHARLIE, etc.) during rescue operations.

Transmission and receiving of distress messages within Kazakhstan search and rescue area are carried out in accordance with Annex 10 ICAO, Volume 2, Chapter 5, paragraph 5.3.

In the case of emergency in flight, the crew shall transmit a distress call.

A distress call shall be transmitted on the last frequency used for ATS communication and on 121.500 MHz.

Route designator	[Route Usage Notes]				
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation				Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓ ↑	
▲ AYAGUZ VOR/ DME (AGZ)		475552N 0802659E			
	044° 224°	138.0 NM	FL 510 FL 120	Odd	Even
▲ ARHIM		492317N 0830743E UKM 322.3° 45.3 NM (1000 FT)			
	046° 227°	77.4 NM	FL 510 FL 120	Odd	Even
▲ GOMIR (FIR BRDY)		501042N 0844206E UKM 079.0° 85.2 NM (1000 FT)			For Continuation, see AIP Russia

Route designator	[Route Usage Notes]				
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation				Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓ ↑	
N147 (RNAV 5)					
▲ BORIS (FIR BDRY)		425127N 0660533E KZO 161.0° 112.7 NM (500 FT)			Before, see AIP Uzbekistan
	068° 249°	31.4 NM	FL 510 FL 120	Odd	Even
▲ PAVEL		425947N 0664642E TRK 249.0° 81.5 NM (1000 FT)			
	069° 249°	30.5 NM	FL 510 FL 120	Odd	Even
△ AGERA		430738N 0672650E TRK 250.0° 51.1 NM (1000 FT)			
	069° 249°	15.7 NM	FL 510 FL 120	Odd	Even
▲ KARIM		431136N 0674737E TRK 250.0° 35.4 NM (1000 FT)			
	069° 250°	25.9 NM	FL 510 FL 120	Odd	Even

Route designator	[Route Usage Notes]				
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation				Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓ ↑	
▲ GENDI	431800N 0682200E TRK 254.0° 9.4 NM (1000 FT)				
	074° 254°	9.5 NM	FL 510 FL 120	Odd	Even
▲ TURKISTAN DVOR/DME (TRK)	431932N 0683446E				
	057° 237°	40.8 NM	FL 510 FL 120	Odd	Even
△ MUZEL	433756N 0692447E TRK 057.0° 40.8 NM (1000 FT)				
	060° 242°	73.9 NM	FL 510 FL 120	Odd	Even
△ KUGIR	440625N 0705906E TAR 344.0° 75.3 NM (2200 FT)				
	061° 242°	19.0 NM	FL 510 FL 120	Odd	Even
△ MIHOS	441332N 0712336E TAR 358.0° 81.4 NM (2200 FT)				
	062° 243°	83.9 NM	FL 510 FL 120	Odd	Even
▲ AKIMU (FIR BDRY)	444353N 0731255E TAR 032.0° 139.7 NM (2200 FT)				
	063° 244°	46.4 NM	FL 510 FL 120	Odd	Even
△ TENRO	445953N 0741408E BLH 188.0° 117.4 NM (1400 FT)				
	059° 239°	44.0 NM	FL 510 FL 120	Odd	Even
▲ MALOD	451812N 0751037E BLH 168.0° 95.2 NM (1400 FT)				
	053° 235°	118.2 NM	FL 510 FL 120	Odd	Even

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

1. AERODROME ADMINISTRATION

The authority responsible for the aerodromes open to civil aviation operations in the Republic of Kazakhstan is: Civil Aviation Committee of the Ministry of Transport of the Republic of Kazakhstan

Transport-Tower bldg 32/1 Kabanbay batyr ave.

010000 Astana, Republic of Kazakhstan

Phone: +7 (7172) 572157

Email: caa@miid.gov.kz

Email: cac.lib@miid.gov.kz

AFS: UACDYAYD

2. REGULATIONS OF AIRPORT UTILIZATION

Departure of foreign aircraft from the Republic of Kazakhstan as well as landing of aircraft after take-off from aerodromes of the Republic of Kazakhstan is made in airports opened for international flights with available control border point and customs office. Other procedures for departure and arrival of aircraft applicable only with clearance of competent authorities.

Landing of aircraft in airports where the control border points and customs offices are not available, can be carried only in the case of emergency events, caused alarm on a flight safety, or in case of non acceptance of the aircraft by airport of destination due to adverse weather conditions.

Upon landing on the territory of the Republic of Kazakhstan, a foreign civil aircraft might be examined as well as documentation compulsory for international flights.

If a foreign aircraft does not possess standard international flight documentation or if there are grounds for believing the equipment of the aircraft to be out of order, the management of the airport, with the authorisation of the Ministry of Transport, may prohibit the aircraft from departing.

3. CONDITIONS OF AVAILABILITY

Landing of foreign aircraft in the territory of the Republic of Kazakhstan shall be made only at the aerodromes specially designated for handling international air traffic, as listed in section [AD-1.3](#), except for the cases envisaged by [GEN-1.2](#).

States or airlines may, at their discretion and within the established official obstacle clearance altitude/height (OCA/H), establish landing minima for their aircraft at the aerodromes designated for international civil aviation operations. Take-off of aircraft from these aerodromes is not limited by meteorological conditions. Responsibility for observing the take-off and landing minima established by airlines rests with the pilot-in-command of aircraft.

In case of a forced landing of an aircraft, the ATC service renders this aircraft all possible assistance for making a safe landing, without assuming responsibility for the outcome of the landing.

The ATC service has the right, if need arise, to forbid take-offs and landings. However, this right may not be considered as responsibility for the decision taken by the pilot-in-command or exerting control over its correctness.

4. APPLICABLE ICAO DOCUMENTS

Standards and Recommended Practices contained in ICAO Annex 14 are applied.

Differences from ICAO Standard and Recommended Practices are contained in [GEN-1.7](#).

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AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

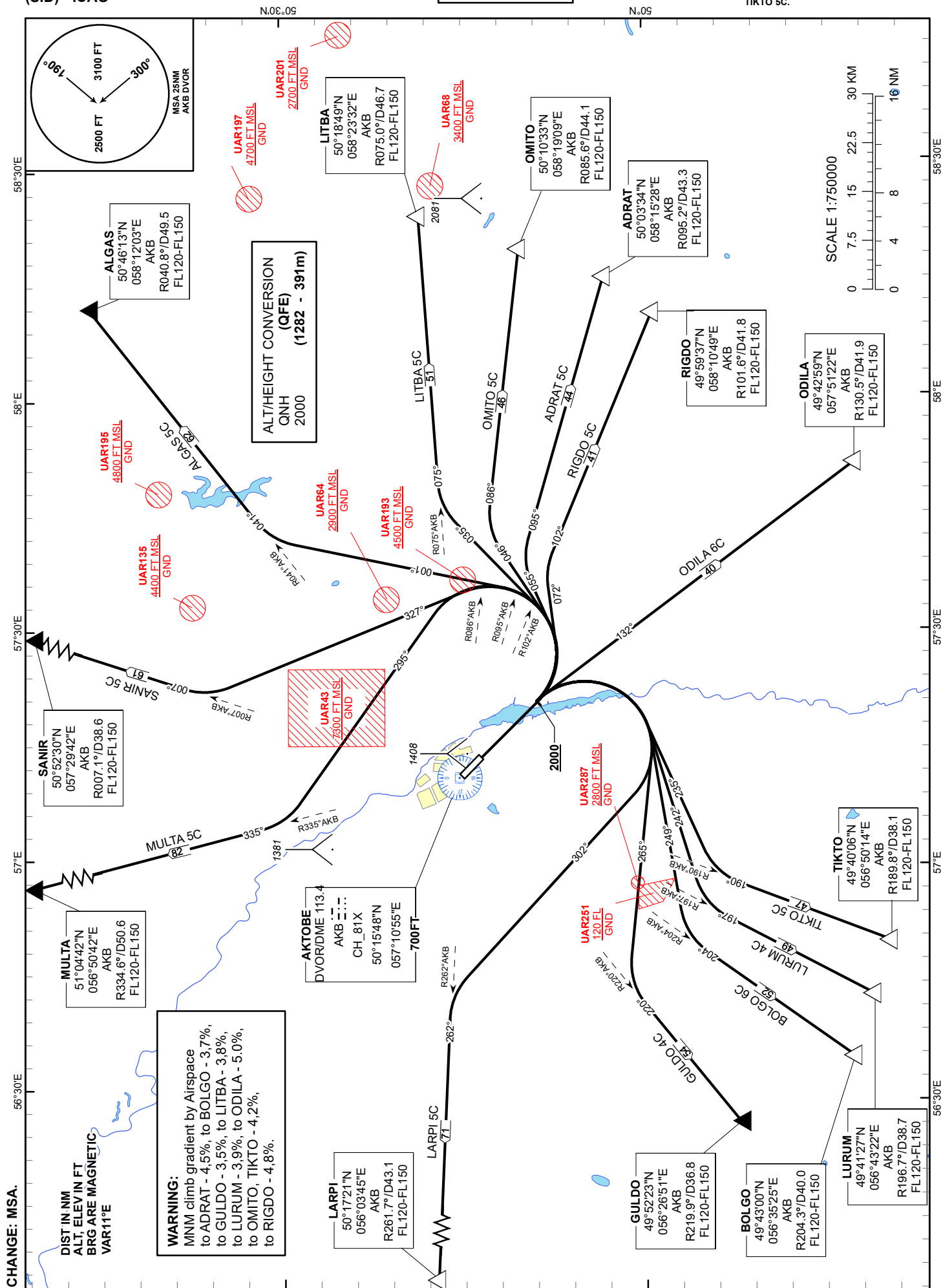
1 The table below shows the aerodromes certificates and their validity periods.

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	23.12.2024	10.09.2027	Nil
ATYRAU UATG	16.09.2022	10.10.2025	Nil
BALKHASH UAAH	24.02.2025	30.04.2026	Nil
KARAGANDA UAKK	29.09.2023	25.09.2025	Nil
KOKSHETAU UACK	12.07.2024	24.07.2026	Nil
KOSTANAY UAUU	24.10.2024	23.10.2026	Nil
KYZYLORDA UAOO	11.10.2024	09.10.2026	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 UAIL	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	22.11.2024	05.06.2026	Nil
USHARAL UAAL	08.04.2024	04.07.2025	Nil
UST-KAMENOGORSK UASK	11.02.2025	20.08.2027	Nil
ZAISAN UASZ	07.06.2024	13.06.2025	Nil
ZHEZKAZGAN UAKD	19.12.2023	30.06.2026	Nil

AKTOBE
RWY 12



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

AKTOBE
RWY 30



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

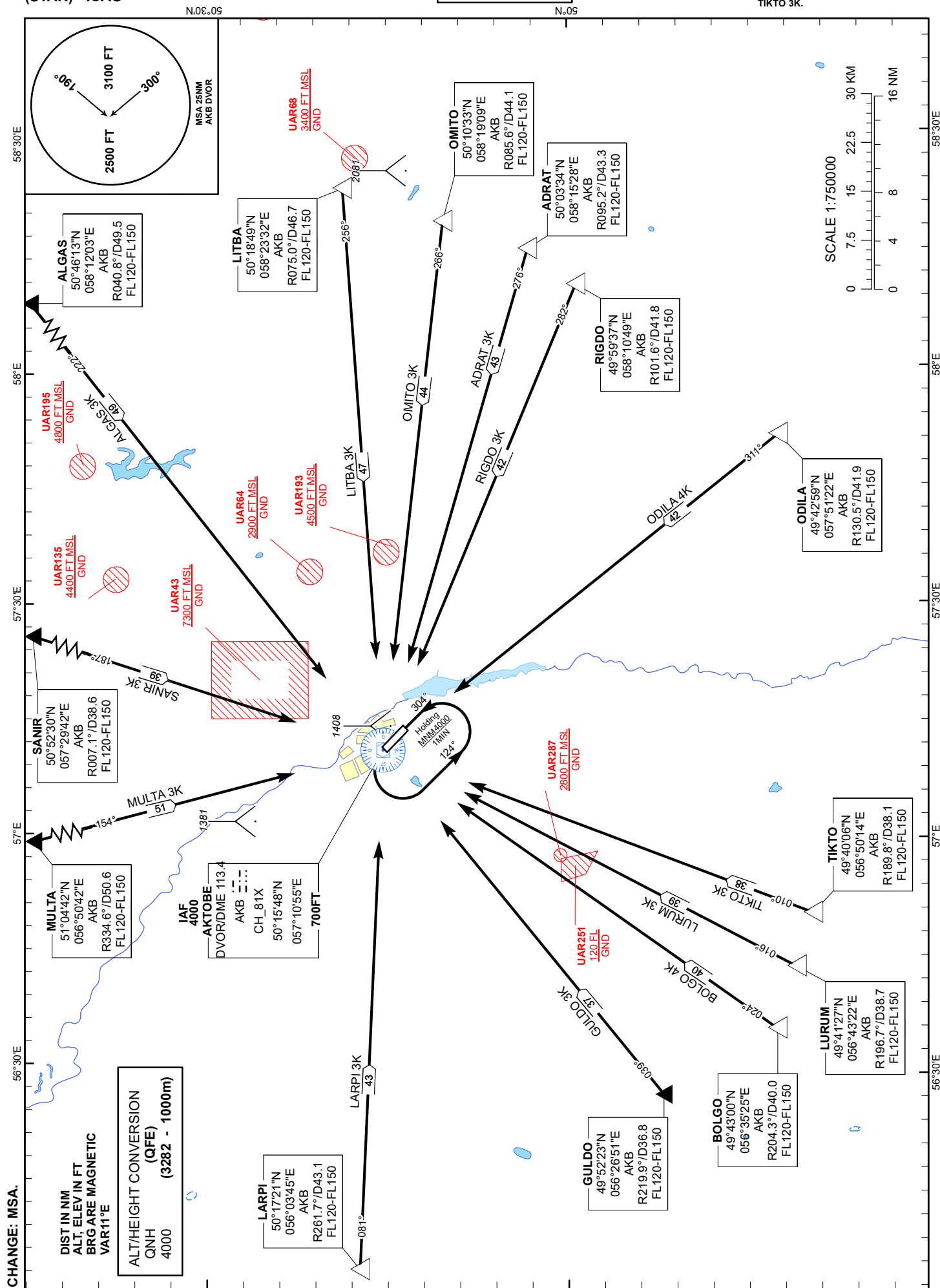
STANDARD ARRIVAL
CHART - INSTRUMENT
(STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

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

AD RAT 3K, AL GAS 3K, BOL GO 4K,
GUL DO 3K, LAR PI 3K, LIT BA 3K,
LUR UM 3K, MULT A 3K, ODILA 4K,
OMITO 3K, RIG DO 3K, SANIR 3K,
TIK TO 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

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

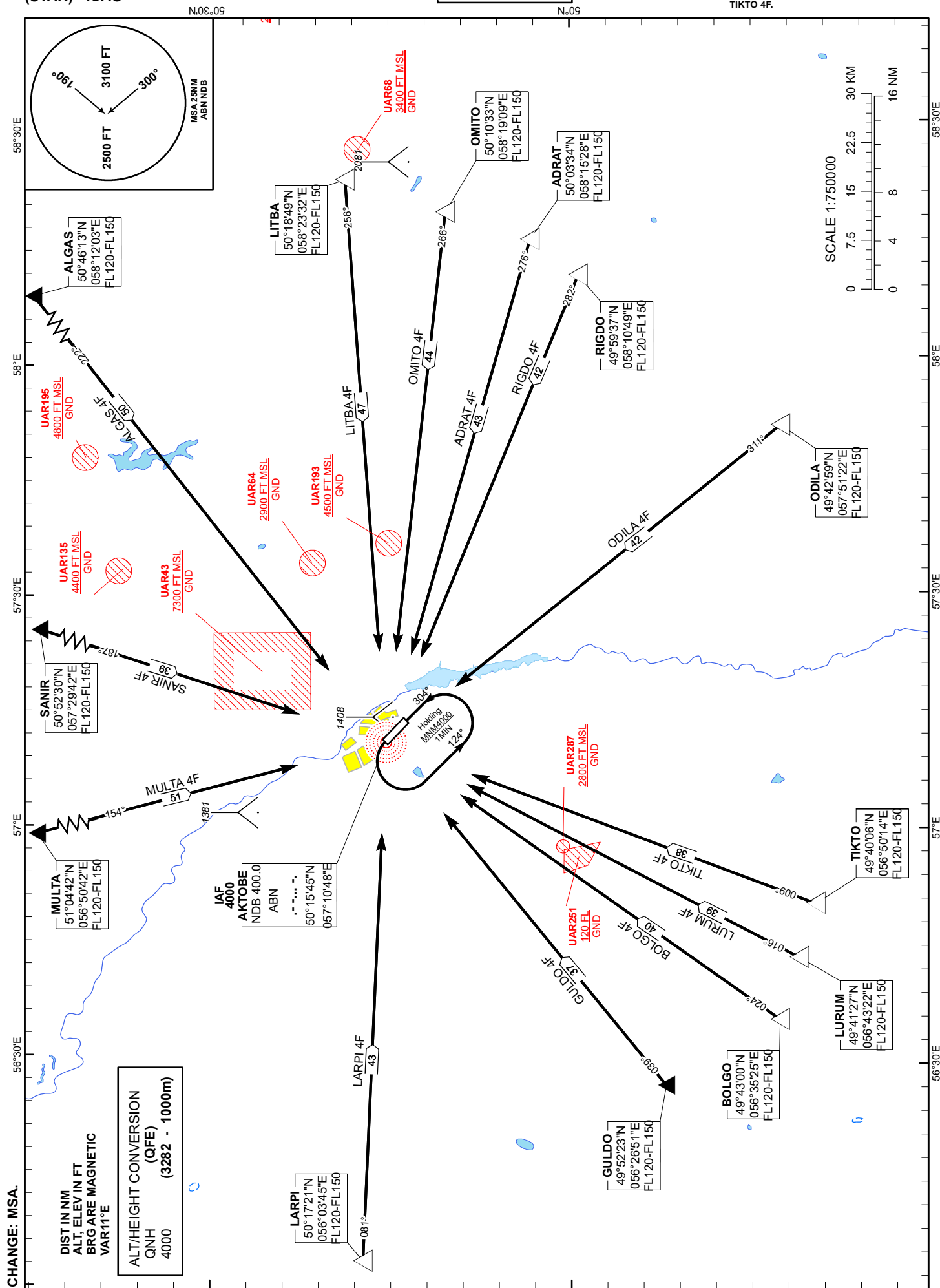
STANDARD ARRIVAL
CHART - INSTRUMENT
(STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

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

AD RAT 4F, AL GAS 4F, BOL GO 4F,
GUL DO 4F, LAR PI 4F, LIT BA 4F,
LUR UM 4F, MULT A 4F, ODILA 4F,
OMITO 4F, RIG DO 4F, SANIR 4F,
TIK TO 4F.

AKTOBE
RWY 12



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

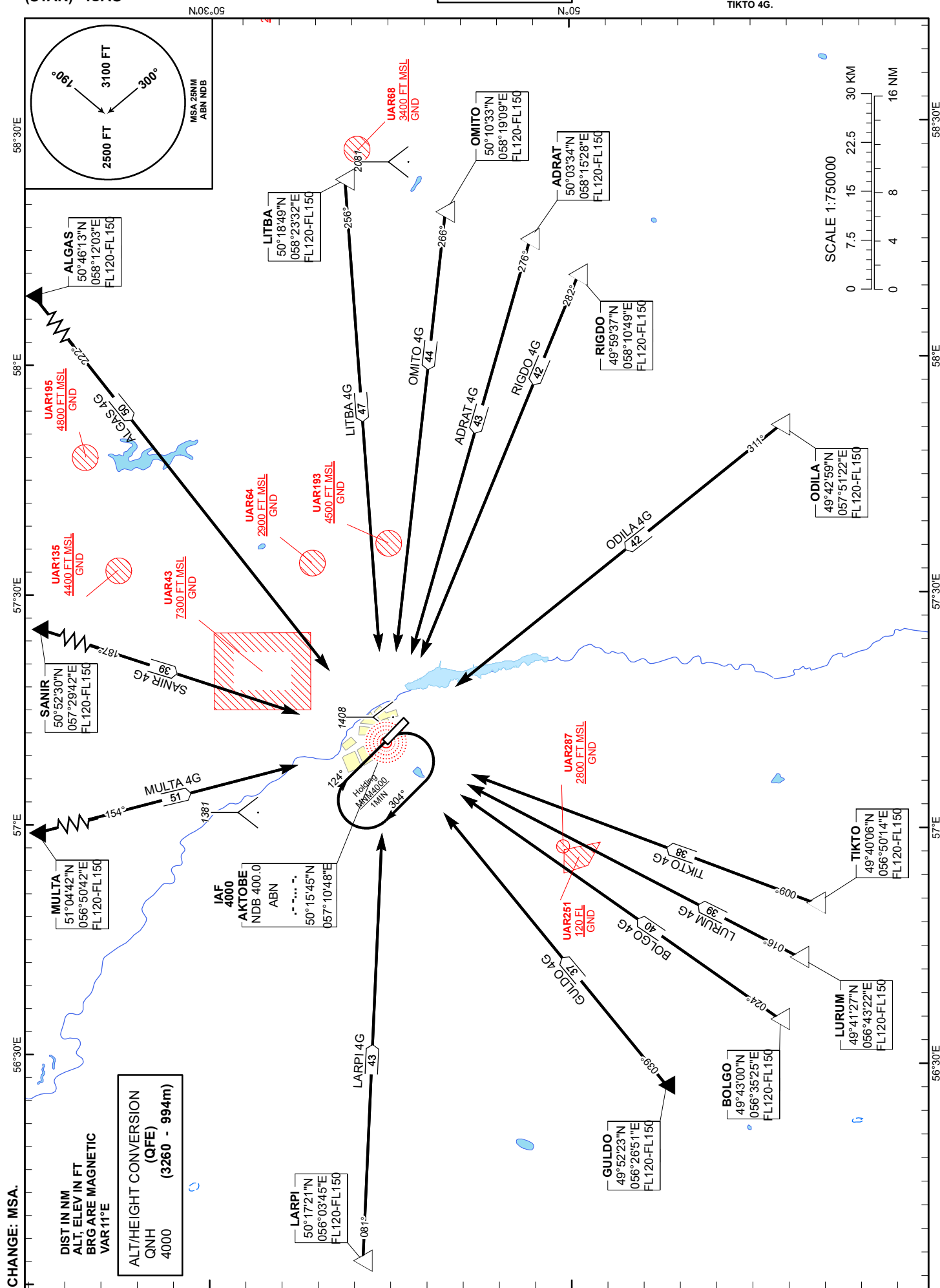
STANDARD ARRIVAL
CHART - INSTRUMENT
(STAR) - ICAO

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

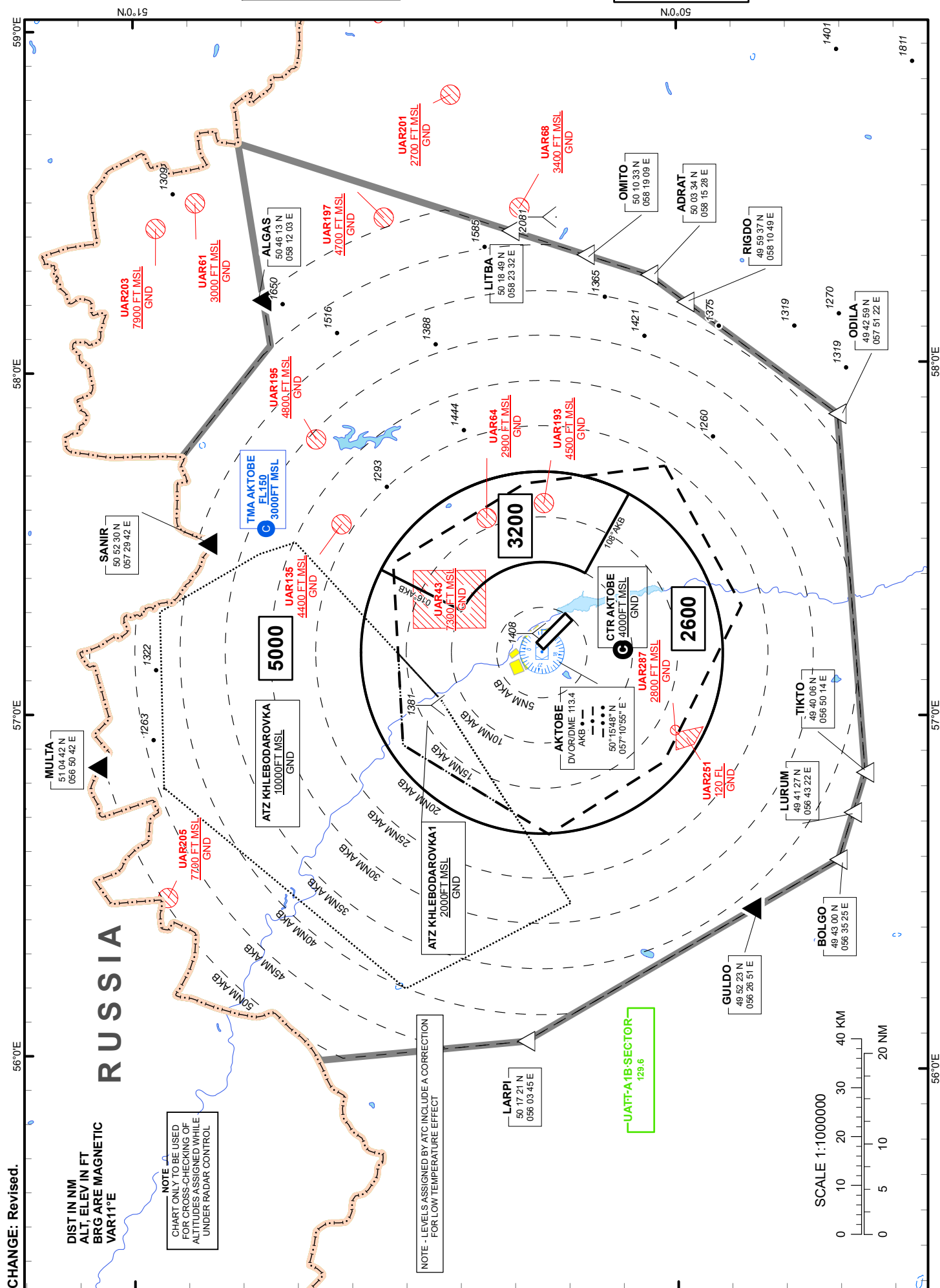
ATC Surveillance Minimum
Altitude Chart - ICAO

TRANSITION ALTITUDE
10000 FT

AERODROME ELEV 741

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

AKTOBE



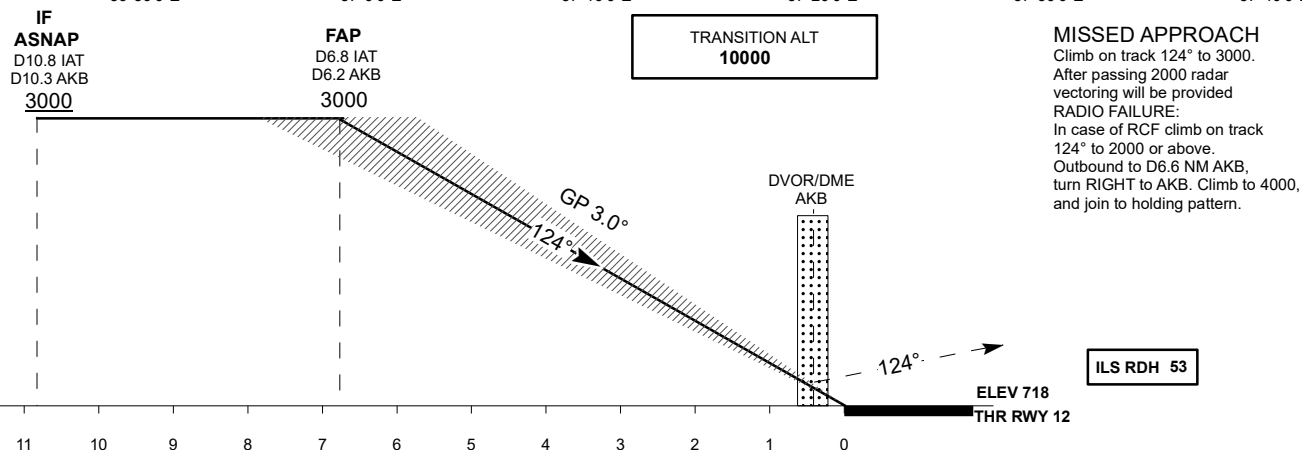
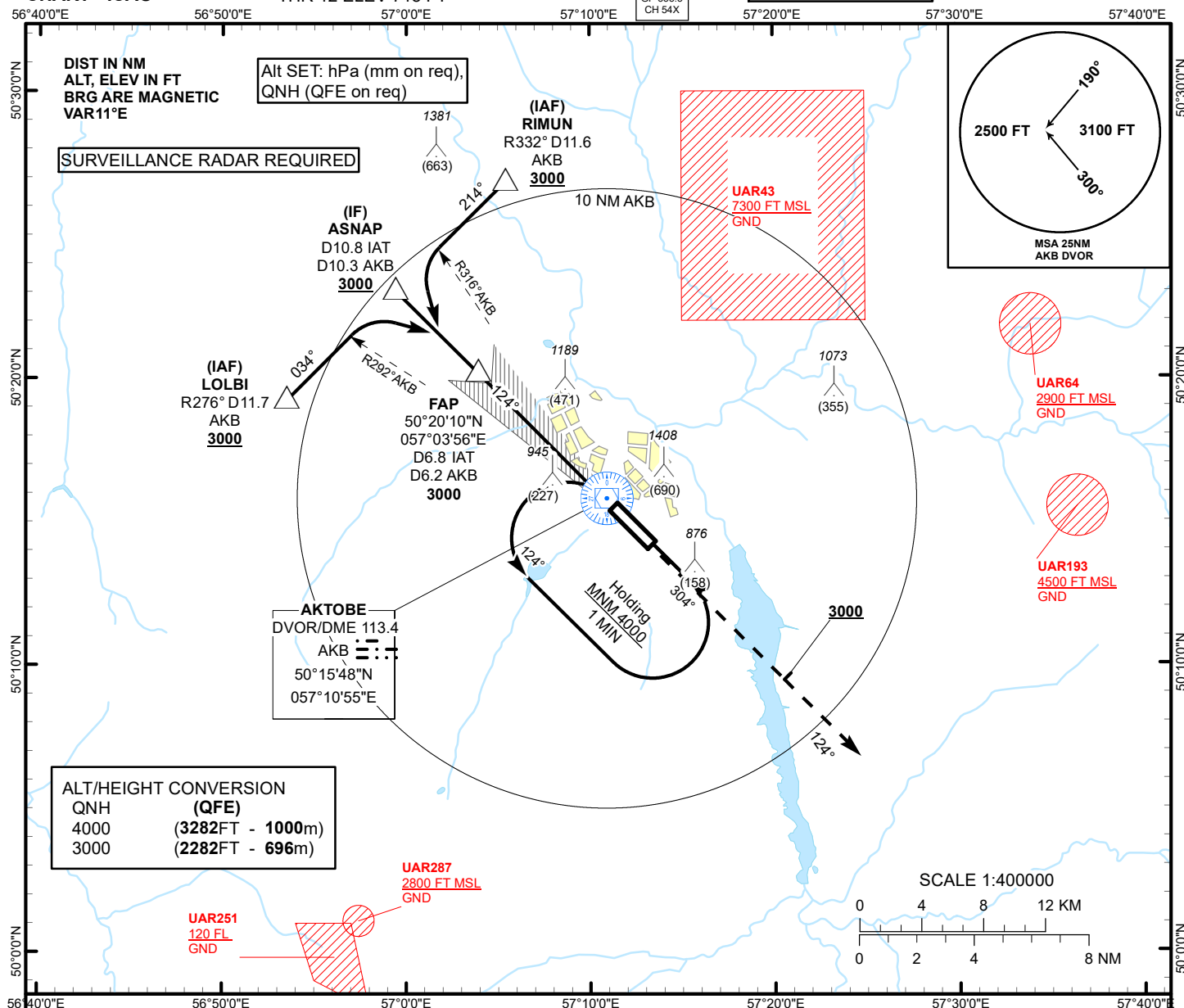
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AERODROME ELEV 741 FT
HEIGHTS RELATED TO
THR 12 ELEV 718 FT

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**



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

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

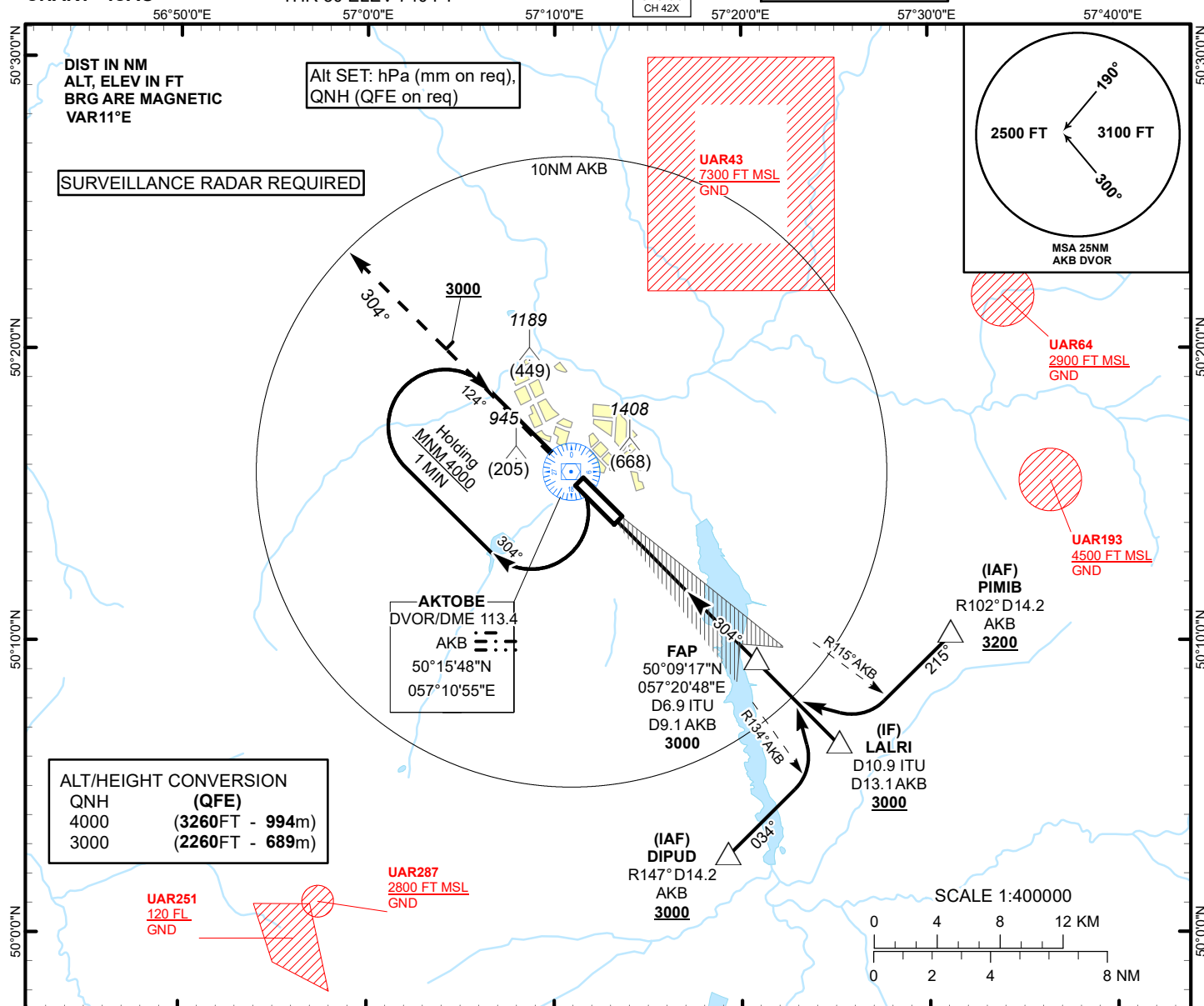
INSTRUMENT
APPROACH
CHART - ICAO

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

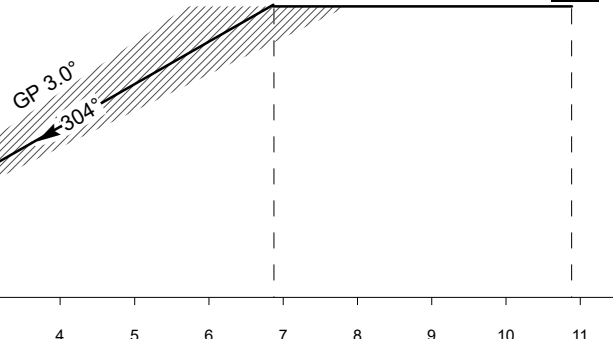
DVOR/DME
AKB

ILS RDH 54

ELEV 740
THR RWY 30

FAP
D6.9 ITU
D9.1 AKB
3000

IF LALRI
D10.9 ITU
D13.1 AKB
3000



CHANGE: MSA, IAF, ALT.

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

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

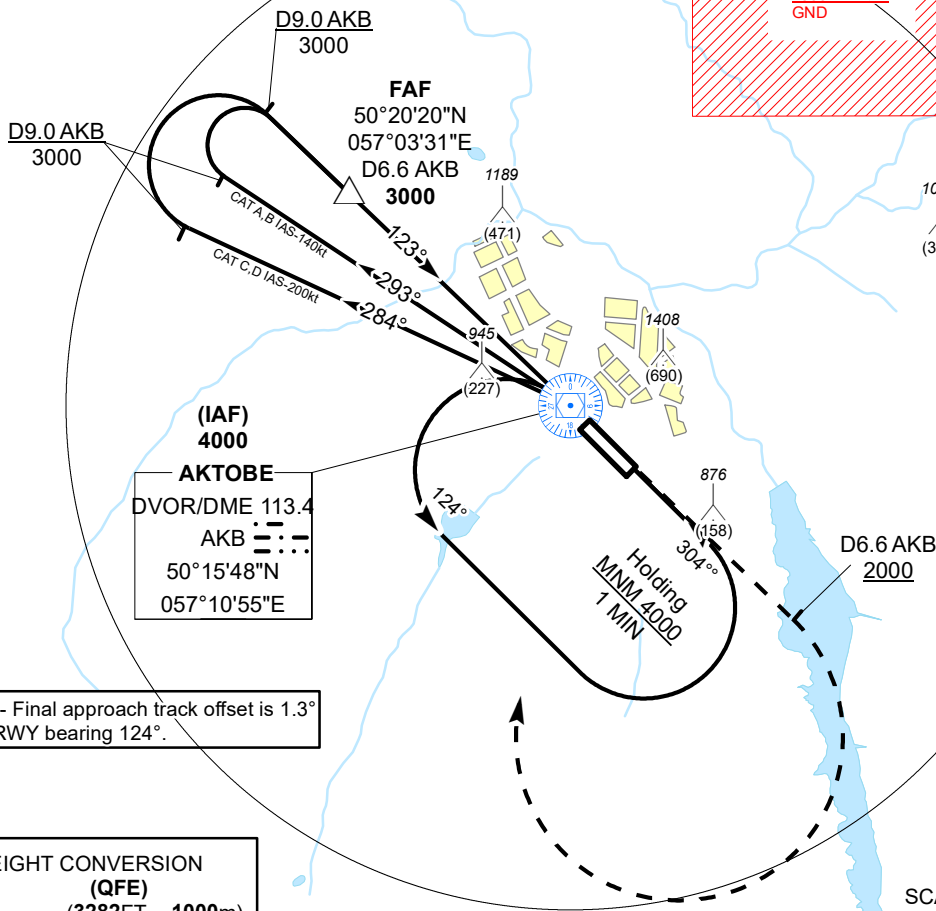
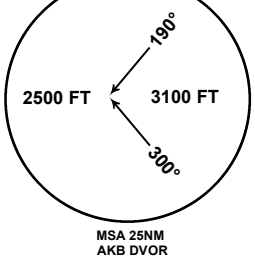
AKTOBE TOWER 120.90
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

AKTOBE
VOR/DME
RWY 12

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

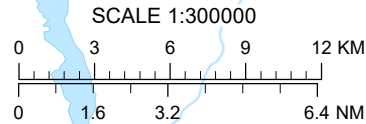
Alt SET: hPa (mm on req),
QNH (QFE on req)

UAR43
7300 FT MSL
GND

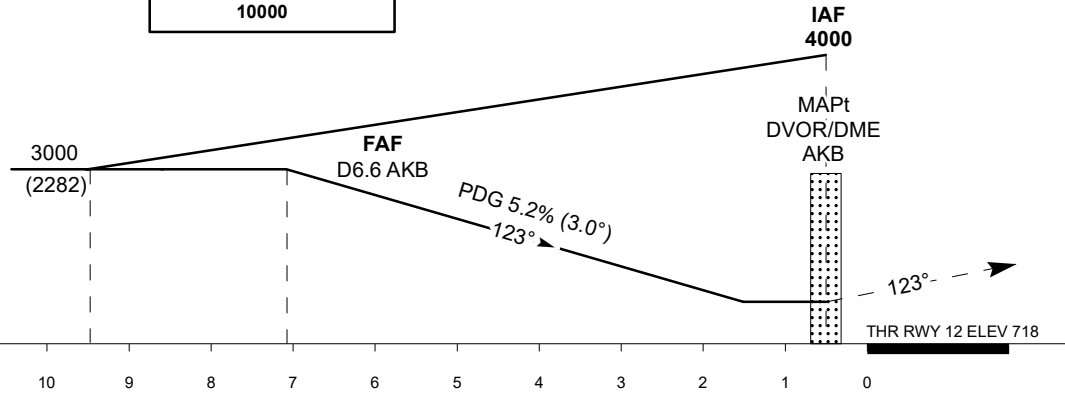


Note. - Final approach track offset is 1.3°
from RWY bearing 124°.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4000	(3282FT - 1000m)
3000	(2282FT - 696m)
2000	(1282FT - 391m)



TRANSITION ALT
10000



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(CM/V)	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

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

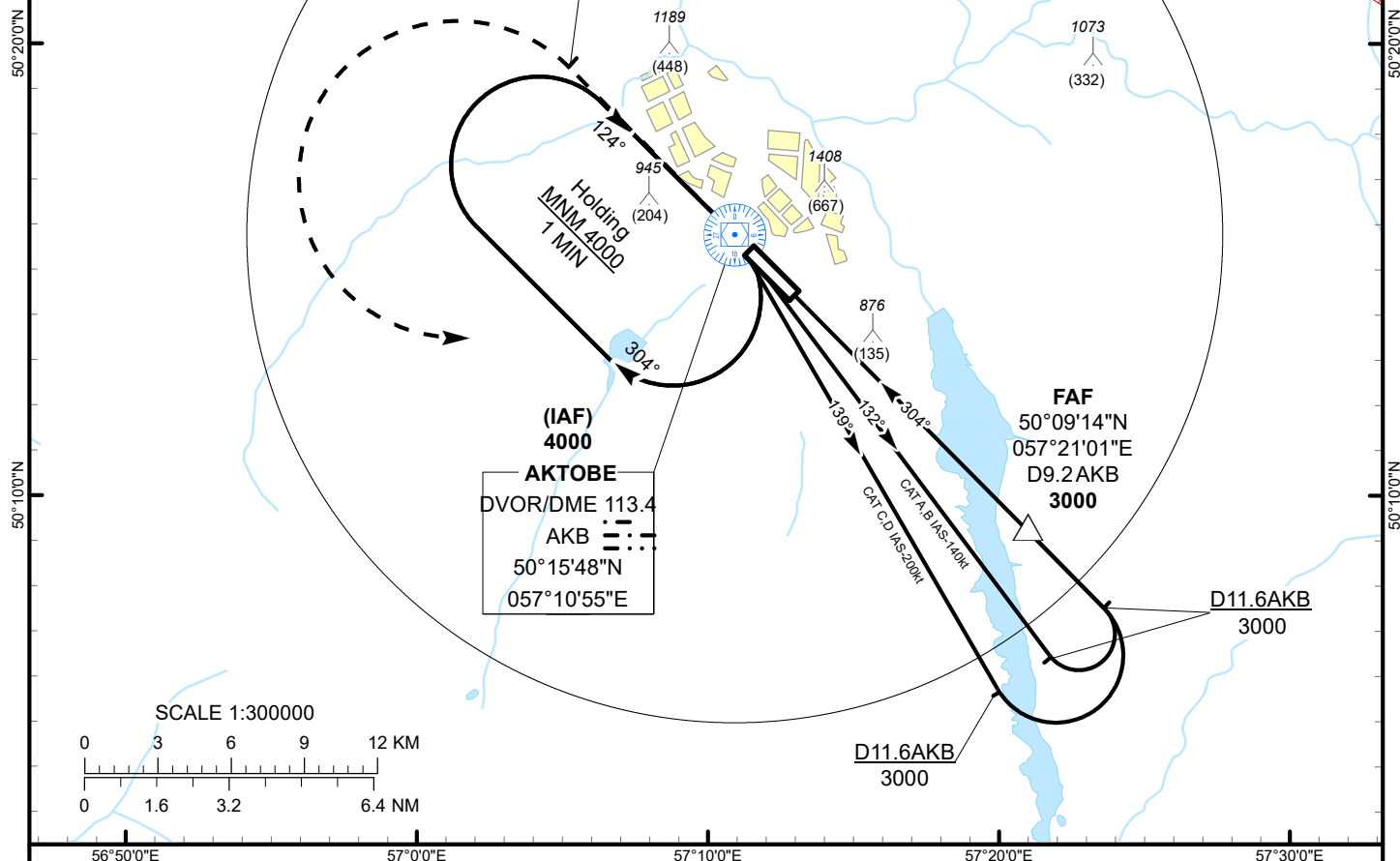
AKTOBE
VOR/DME
RWY 30

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

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

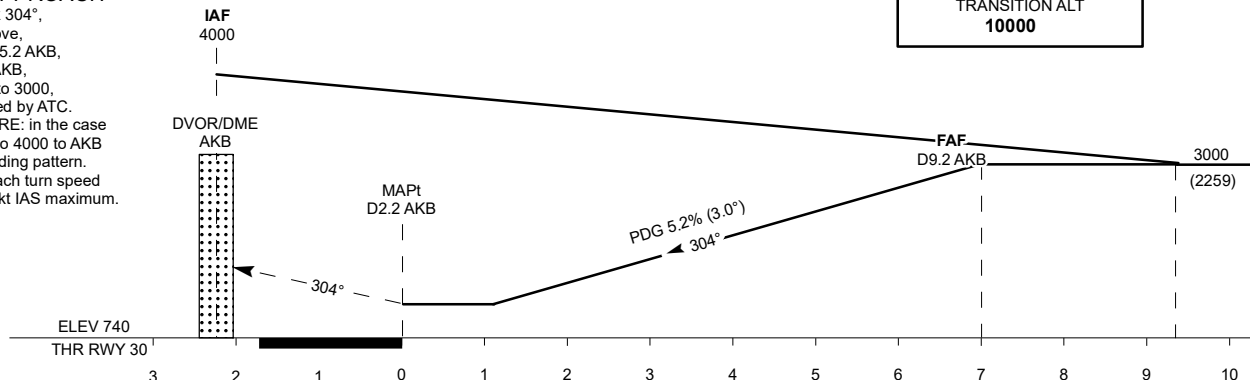
ALT/HEIGHT CONVERSION

QNH	(QFE)
4000	(3259FT - 993m)
3000	(2259FT - 689m)
2000	(1259FT - 384m)



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.



Aircraft Category		A	B	C	D	DIST to THR	1	2	3	4	5	6	7
Straight-in Approach OCA/H						DME AKB	3.2	4.2	5.2	6.2	7.2	8.2	9.2
	VOR/DME	1130(390)	1130(390)	1130(390)	1130(390)	ALTITUDE	1108	1427	1745	2064	2382	2700	3000
						HEIGHT	(367)	(686)	(1004)	(1323)	(1641)	(1959)	(2259)

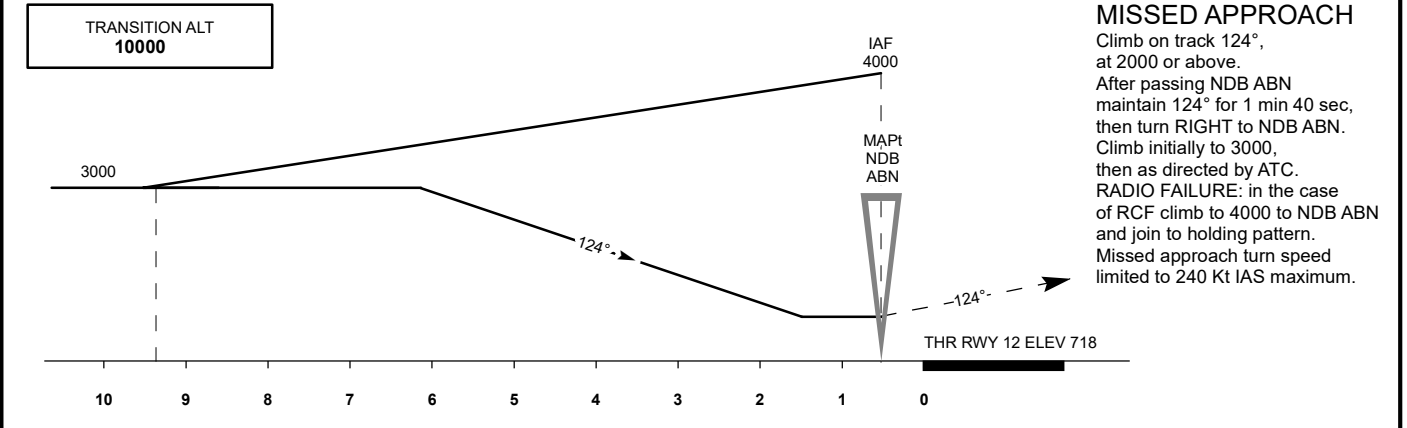
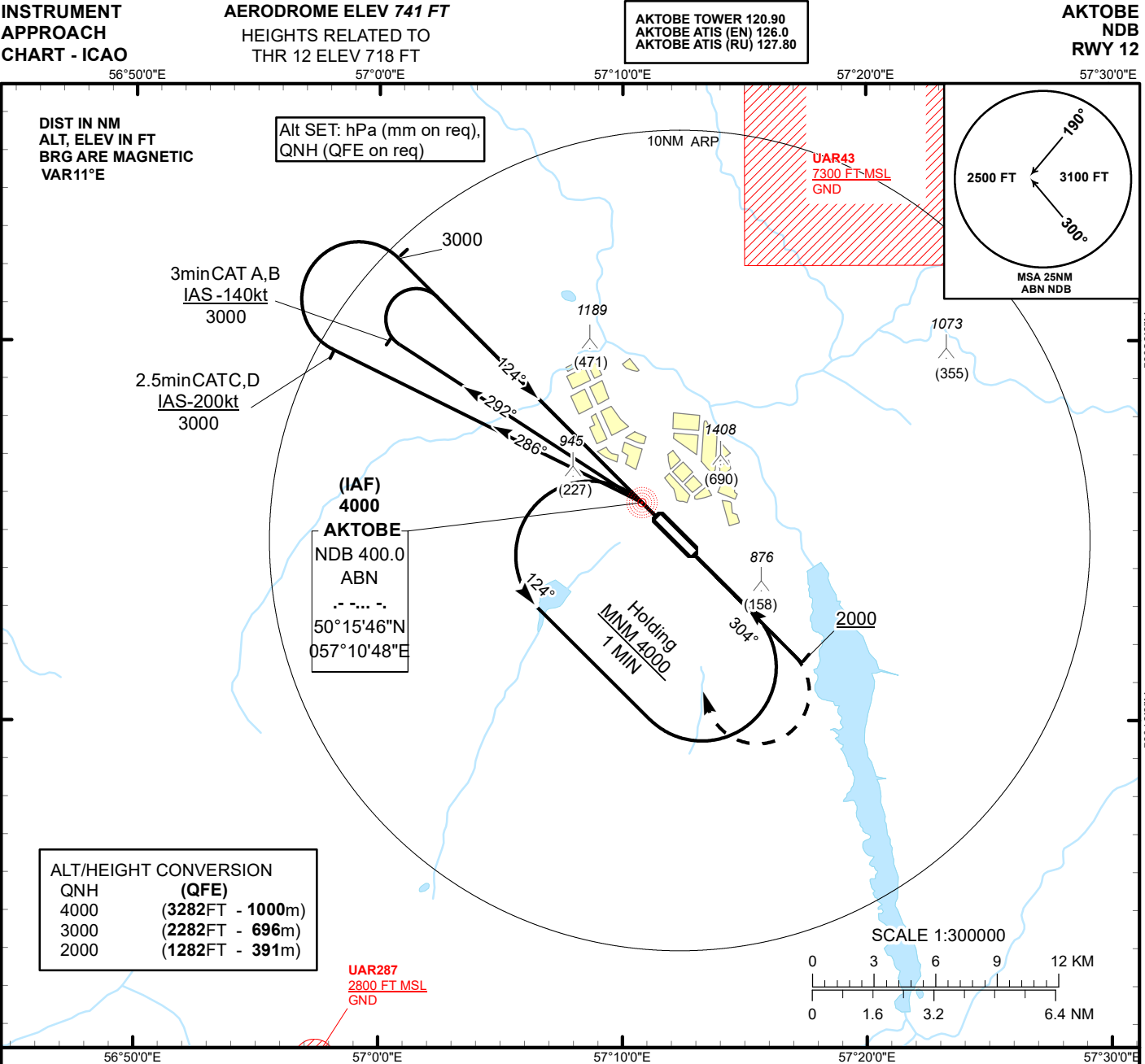
Aerodrome Operating Minima (MDH ft x RVR(CMV))		VOR/DME				GS	kt	80	100	120	140	160	180
						FAF-MAPt 7.0NM	min:sec	5:15	4:12	3:30	3:00	2:38	2:20
						Desc.Rate(5.2%)	ft/min	420	530	630	740	840	950

CHANGE: MSA.

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°	



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

CHANGE: MSA.

Aerodrome Operating Minima MDH ft x RVR(CMV)	NDB				

AKTOBE (UATT)
NDB RWY12

AERONAUTICAL DATA TABULATION

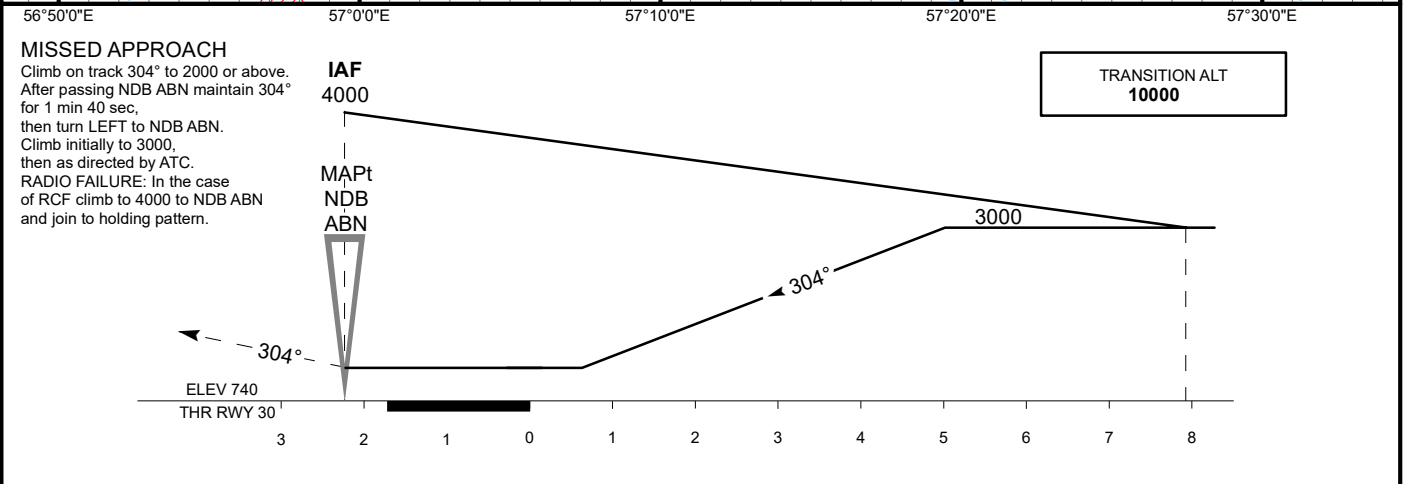
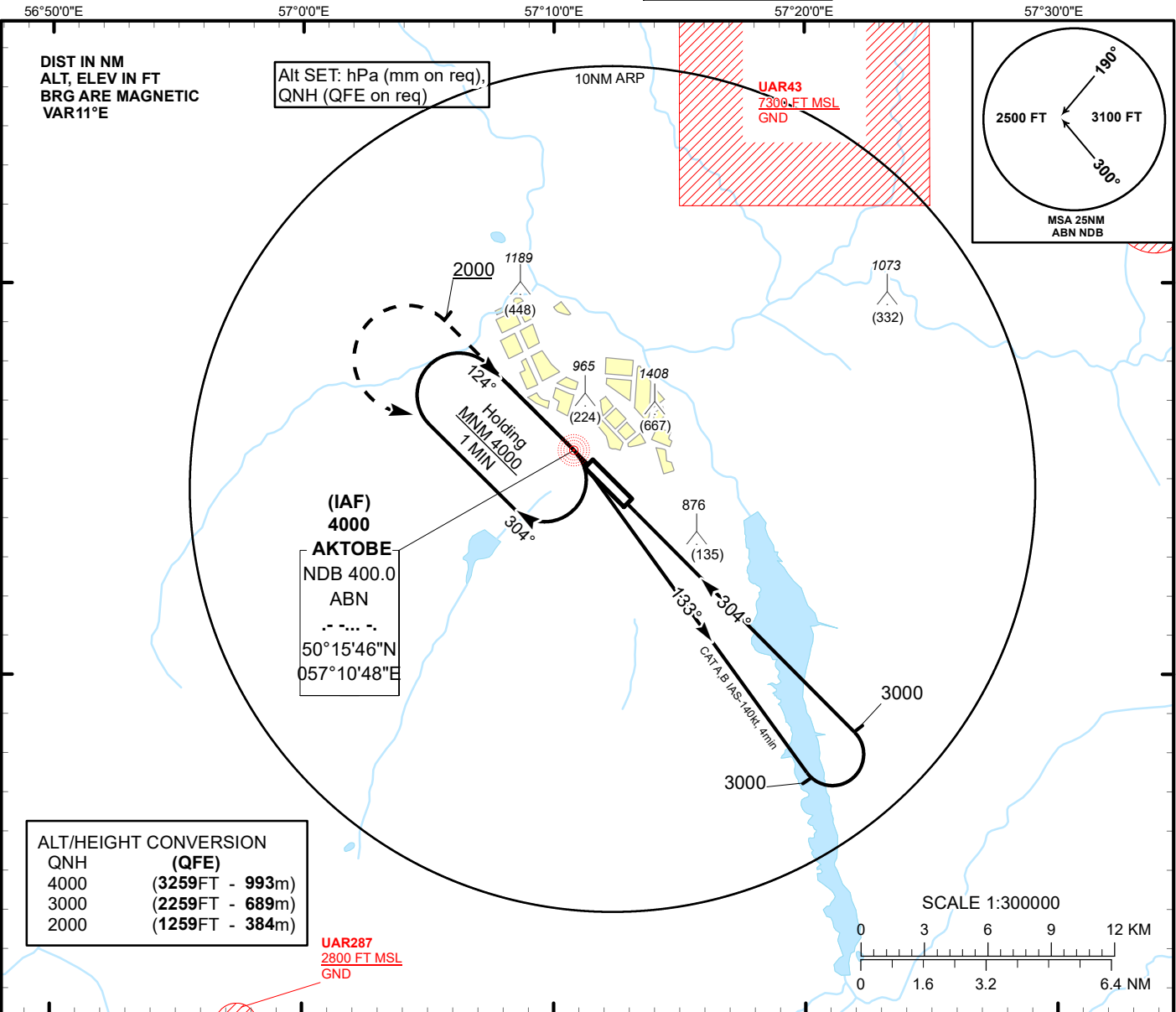
NDB approach to RWY12 from ABN NDB	
Fix/point	Coordinates
ABN NDB (IAF)	50° 15' 45.5"N 057° 10' 47.6"E
THR RWY12	50° 15' 23.08"N 057° 11' 22.49"E

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



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.

AKTOBE (UATT)
NDB RWY30

AERONAUTICAL DATA TABULATION

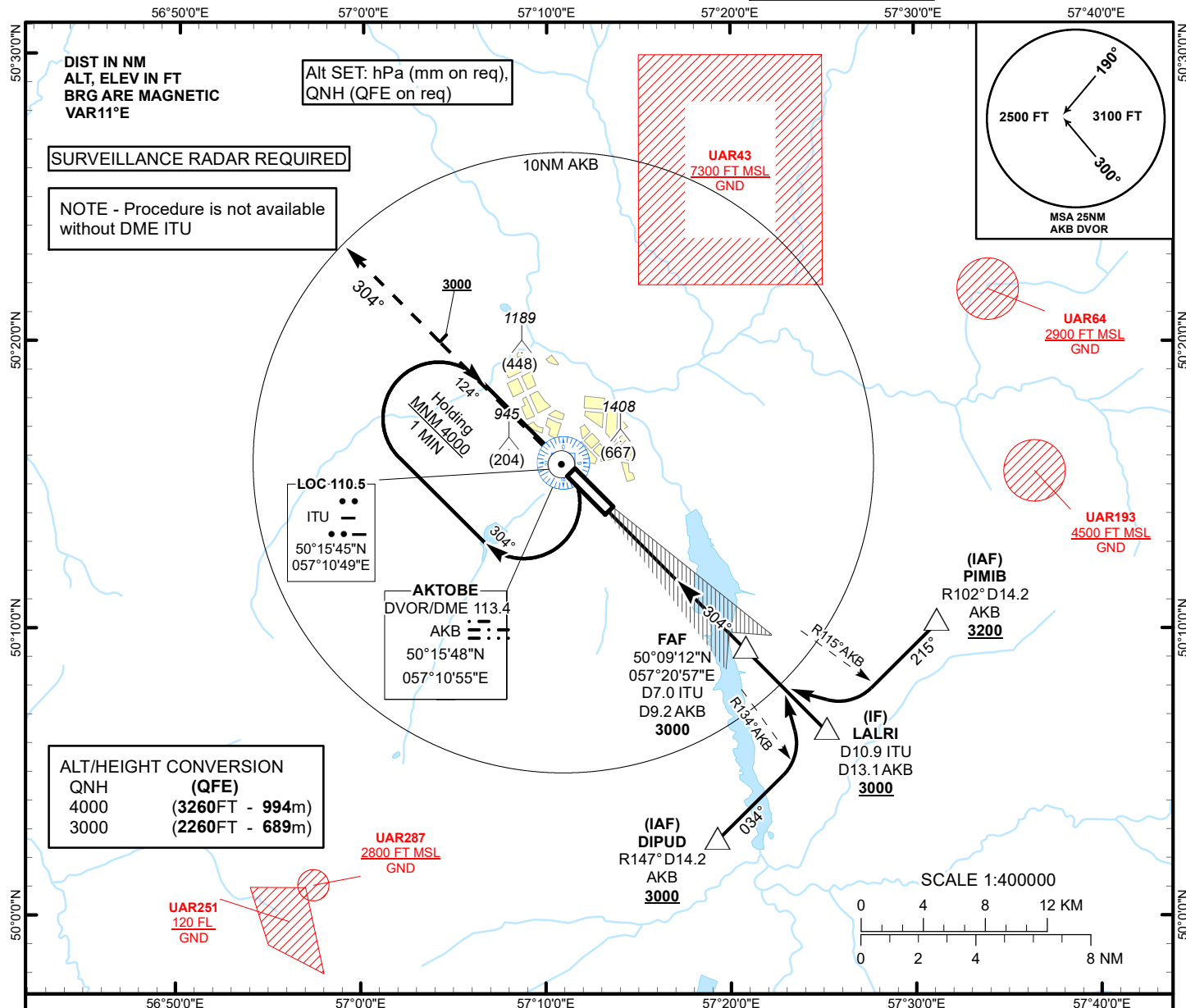
NDB approach to RWY30 from ABN NDB	
Fix/point	Coordinates
ABN NDB (IAF)	50° 15' 45.5"N 057° 10' 47.6"E
THR RWY30	50° 14' 09.59"N 057° 13' 16.51"E

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



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

DVOR/DME
AKB
ELEV 740
THR RWY 30

MAPt

D3.1 AKB

D0.9 ITU

PDG 5.2%(3.0°)

FAF
D7.0 ITU
D9.2 AKB
3000

IF
LALRI
D10.9 ITU
D13.1 AKB
3000

CHANGE: MSA, IAF ALT.

Aircraft Category		A	B	C	D	THR - DME ITU	1	2	3	4	5	6	7.0
Straight-in Approach OCA/H						DME AKB	3.2	4.2	5.2	6.2	7.2	8.2	9.2
	LLZ (GP INOP)	1080(340)	1080(340)	1080(340)	1080(340)	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

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

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

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

1	Apron surface and strength	APRON	STANDS	SURFACE	STRENGTH
		1	3-6 12-13,13A,13B	CONC+ASPH CONC+ASPH	PCN 61/F/C/W/T PCN 55/R/B/X/T
		2	65-66 67-69	CONC+ASPH CONC+ASPH	PCN 56/R/A/X/T PCN 73/F/C/X/T
		3	47-50 51-56 57-60, 59A, 60A, 71-73	CONC+ASPH CONC+ASPH CONC+ASPH	PCN 66/F/C/X/T PCN 51/F/C/X/T PCN 55/R/B/W/U
		4	1-2 61-62 63-64 42A, 42-46A	CONC+ASPH CONC+ASPH CONC+ASPH CONC+ASPH	PCN 21/F/C/W/T PCN 24/F/C/X/T PCN 45/F/C/X/U PCN 12/F/C/X/T
		5	29-31, 31A 32A, 32-36 26-28	CONC+ASPH CONC+ASPH CONC+ASPH	PCN 24/R/B/X/T PCN 26/R/B/X/T PCN 33/R/B/X/T
		6	201,202,203 204/204L/204R 205/205L/205R	CONC CONC	PCN 56/R/B/W/T PCN 71/R/B/W/T
2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		A	22.5 M	CONC+ASPH	PCN 69/R/B/W/T
		B	23 M	CONC+ASPH	PCN 66/F/C/X/U
		C	22.5 M	CONC+ASPH	PCN 55/R/B/X/U
		D	37 M	CONC+ASPH	PCN 71/F/C/X/T
		E	24 M	CONC+ASPH	PCN 71/F/C/X/T
		F	23 M	CONC+ASPH	PCN 66/F/C/X/T
		H	45 M	CONC+ASPH	PCN 66/F/C/X/U
		K	25 M	CONC+ASPH	PCN 55/R/B/X/U
		L	25 M	CONC+ASPH	PCN 81/F/C/X/T
3	Altimeter checkpoint location and elevation	THR RWY 23R - 677,3 m/2222,1ft THR RWY 23L - 681,6 m/2236,2 ft			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			

6	Remarks	<p>Warning: There are 7.5 strengthened shoulders on each side of RWY 05R/23L and RWY 05L/23R</p> <p>Turns on RWY 05R/23L for ACFT types B767 and heavier allowed at the thresholds and turning bay a only.</p> <p>Turnings at the THR of RWY 05R/23L for ACFT type AN-124 and B747-800 is prohibited</p> <p>Turning bays:</p> <ol style="list-style-type: none"> 1. At THR RWY 05R has width 102m, U-turn available for code letter A, B, C, D, E ACFT. 2. At THR RWY 23L has width 75m, U-turn available for code letter A, B, C, D, E ACFT. 3. At THR RWY 23R has width 95m, U-turn available for code letter A, B, C, D, E ACFT. 4. At the RWY 05R/23L between TWY D and TWY E has width 75m, U-turn available for code letter A, B, C, D, E ACFT.
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UAAA 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	<p>Guidance sign board at entrance of RWY, guidance sign designating taxiways and apron</p> <p>Cat IIIB -</p> <p>RWY 23R: parking guidance system via TWY K at aircraft stand 6 or 7.</p> <p>RWY 23L: parking guidance system via TWY A at aircraft stand 4 or 5.</p>
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, stands
3	Stop bars	TWY: A, B, C, D, K, L, F, E, H. RED
4	Other runway protection measures	Nil
5	Remarks	<p>RWY23L: centerline lights on exit from RWY to TWY A and lights on rapid exit from RWY to TWY C. Yellow / Green.</p> <p>RWY23R: centerline lights on exit from RWY to TWY K and TWY L and lights on rapid exit from RWY to TWY D. Yellow / Green.</p> <p>TWY A: Holding lights in front of ILS RWY05L zone. Yellow.</p>

UAAA AD 2.10 Aerodrome Obstacles

NIL

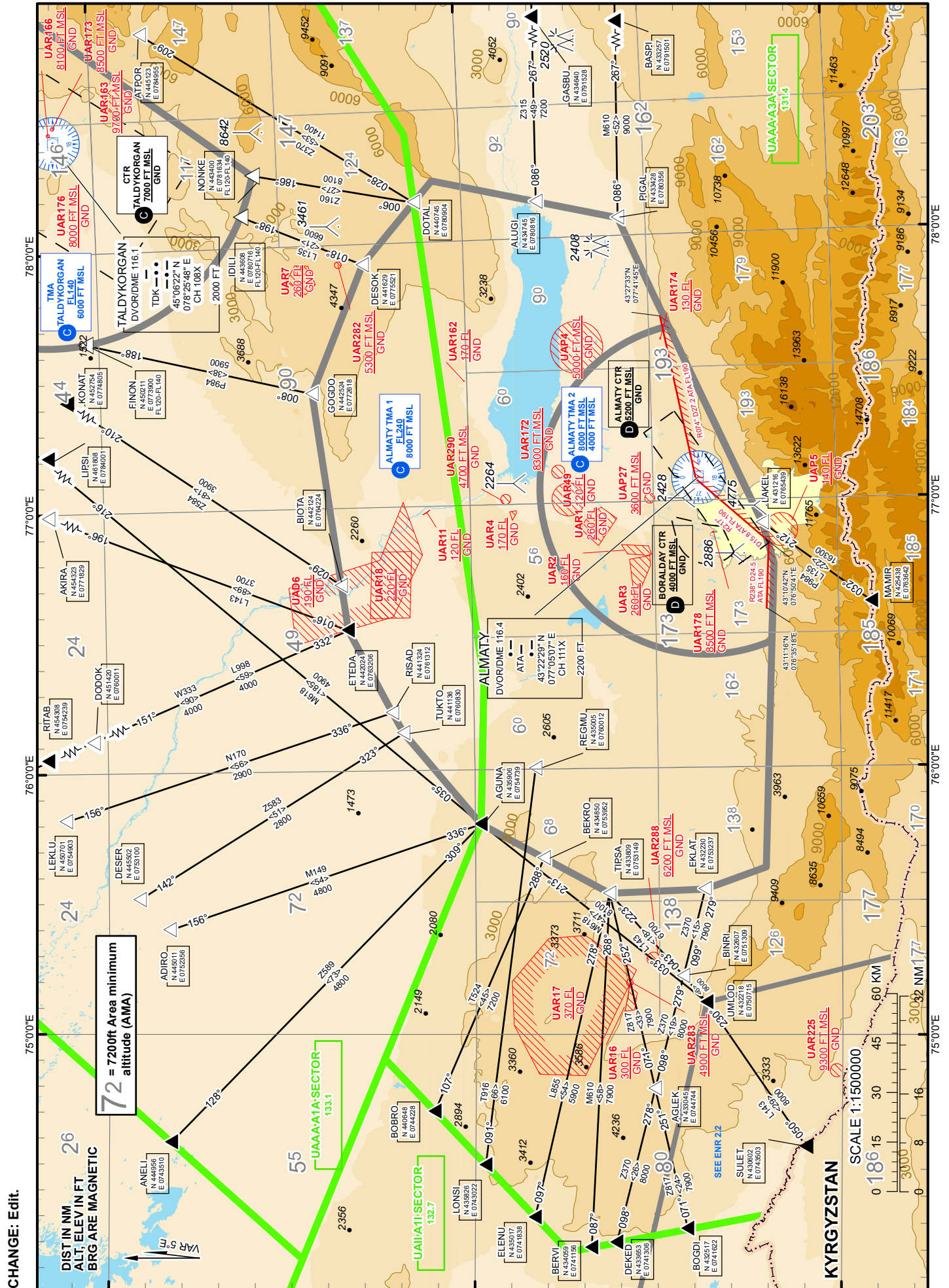
UAAA AD 2.11 Meteorological Information Provided

1	Associated MET Office	<p>Meteorological service Almaty</p> <p>Phone: +7 (727) 2572803</p> <p>Phone: +7 (727) 2574029</p>
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation: Periods of validity	Meteorological service Almaty 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

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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The procedures in low visibility conditions are entered at RVR less than 550 m., when not all maneuvering area or part of it is visually controlled from the control center "Atyrau- Tower".

RWY 14 is used for ICAO CAT 2 landing.

ATC controller with following phrase "Low visibility procedures in progress" reports the beginning of LVP procedures.

During ICAO CAT 2 precision approach pilot is guaranteed that the signals of localizer and glide slope beacons are protected from interference on final landing approach.

The movement of vehicles on the apron and the maneuvering area is restricted.

Obstacles on the RWY and zones of radio beacon landing system are monitored by ATC controller based on the CREW's or aerodrome service specialist's reports.

ATC immediately informs CREW about changing the operational status of radio and lighting equipment.

The pilot (crew) is given three values of visibility on the runway, measured in touchdown zone and in the middle of the runway during landing approach in ICAO Category 2.

If there are consecutive departures and there is no possibility for holding position to different taxiways, aircraft are waiting in line for holding position at ACFT stand.

Only one ACFT can be on the runway.

The clearance for landing is issued in advance before approaching ACFT reaches a distance of 2.2 NM (4 km).

When pointing for landing approach by radar vectoring the ACFT is moved to final approach leg no closer than 11 NM (20 km) from the runway threshold.

Minimum interval between consecutive departing ACFT in low visibility conditions:

- departing ACFT should fly over the LOC antenna before the next departing ACFT start of take-off, but no less of intervals established according to wake turbulence.

The minimum intervals between arriving and departing ACFT:

- departing ACFT should take off before approaching to land ACFT reaches a distance of 6.5 NM (12 km) on final approach leg. (in condition of ICAO category 2)

Minimum interval on final approach between arriving ACFT (in the conditions ICAO Category 2):

- no less 14 NM (25 km)

The crew does not report about the vacating runway as long as the ACFT precede further the marked holding point (STOP line lights).

Taxiing to the apron after vacating of the runway is allowed only by the follow-me-car. The parking of the ACFT on the stand is carried out by the instruction of a person who responsible for meeting the ACFT.

The ACFT taxiing for takeoff from ACFT stand to holding position is accompanied by follow-me-car. At holding position the ACFT does not taxi further marked holding point (STOP line lights) until the clearance of ATS air traffic controller will be received and STOP line lights will be turned off.

When working centerline lights of taxiway B, E it is allowed to taxi via centerline lights without follow-me-car.

ACFT taxiing is carried out on the minimum engine thrust.

During period of LVP operation it is prohibited the takeoff not from runway THR, from taxiway A, B, turns on the runway, ACFT TKOFF with back course of the runway working direction.

5. Training and practice flights, check-test and check flights (flyover)

IFR training and check flights are performed according to established procedures for instrumental takeoff and landing approach. After takeoff, crew maintains received entering approach procedure instructions from air

traffic controller.

For training flights, control flights (flying around) of aircraft according to the VFR, an aerodrome flight circle has been established: RWY 32 - left circle, RWY 14 - right circle, circle flight altitude is assigned by the air traffic controller "Atyrau Tower".

Depending on intensity of flights and restrictions imposed, Air traffic manager have the right to restrict the number of training ACFT, to suspend or prohibit the training flights.

Flight inspections of Radio Engineering Flight Ensuring facilities and communications are carried out in accordance with the requirements of the Rules for radio engineering flight ensuring and aviation radio communication of civil aviation.

Training flights in uncontrolled airspace within the horizontal limits of the Atyrau TMA are permitted up to 2,000 feet. If necessary, flights at an altitude of over 2000 FT, shall be performed in coordination with the "Atyrau-Tower" air traffic controller only. Training flights in the horizontal limits of the TMA up to an altitude of 2000 FT are performed according to the QNH of the area, and for flights at an altitude of 2000 FT and higher on the QNH of the aerodrome.

For training (overflight) by helicopters on hovering, as agreed with the flight supervisor, in the absence taking off and approaching ACFT on the runway, it can be used the site located north-east of the aerodrome check point at the place of widening rapid exit taxiway-D, in the daytime, under minimum meteorological conditions for VFR (SVFR) flights. With observance of established intervals and distances to obstacles. Take-off (landing) from (to) pad in sector azimuth 350°-150° (150°-350°) is prohibited. Movement (hover taxiing) to (from) the pad, hovering training (height) and take-off and landing from (to) the pad shall be performed with clearance of "Atyrau-Tower" controller. Helicopter pilot responsible for safety during movement (taxiing) to (from) the pad, hovering training (hovering), takeoff and landing from (to) the pad.

6. Helicopter pad

7. Emergency landing procedure

In case of on-board emergency during takeoff, pilot-in-command determines the necessary maneuver for purpose of safety.

8. Fuel draining

Fuel dumping is conducted only in emergencies that prevent a decrease of landing mass of ACFT by running out of fuel.

If the CREW needs a radio-silent during the fuel dumping, the duration is agreed between the crew and ATC controller

Fuel dumping is conducted by the designated route of ATS unit depending on air situation on height agreed with CREW in area bounded by waypoints UDEBA-OLAPU-BASPU-UDEBA (not lower 9000 FT).

In an emergency, the crew shall have the right to fuel dumping out of the designated route.

ACFT separation when fuel dumping is carried out in accordance with the Procedures for Air Navigation Services "Air Traffic Management" (PANS-ATM) doc 4444 ATM/501.

UATG AD 2.21 Noise Abatement Procedures

NIL

UATG AD 2.22 Flight Procedures

GENERAL PROVISIONS

In the area of the Atyrau Aerodrome, flights are under the IFR and VFR.

When flying on IFR and VFR in the control area of the Atyrau aerodrome, it is necessary to:

- have permission from the ATS unit received prior to entering the area of responsibility;
- at the request of the ATS unit to report the location;
- follow the instructions of the ATS unit;
- have and continuously maintain two-way radio communication in the VHF band.

IFR and VFR flights are carried out at specified flight levels (heights) in accordance with the rules of vertical,

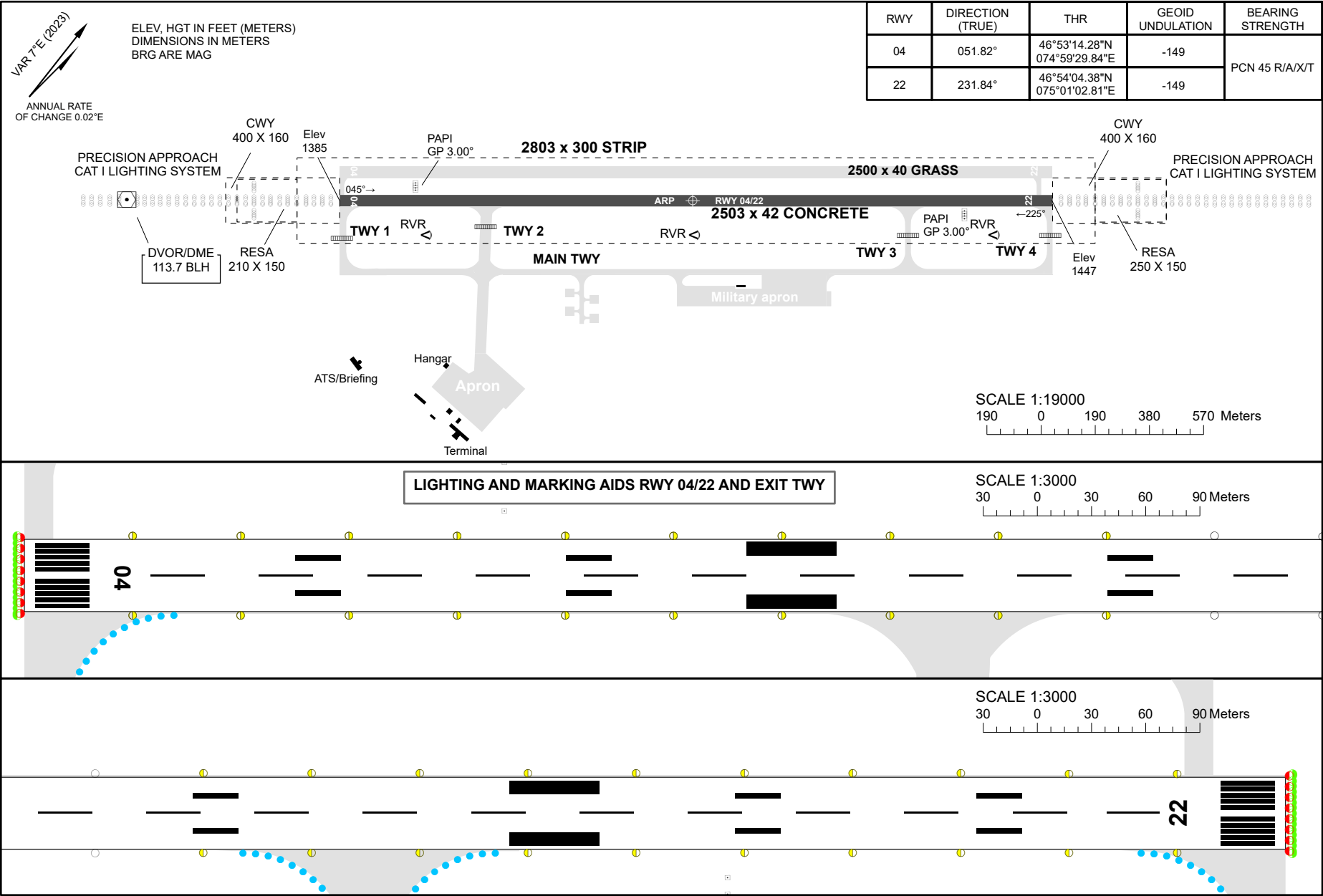
AERODROME
CHART - ICAO

AD ELEV
1447FT (441m)

ARP 465339N
0750016E

TWR 128.0

BALKHASH



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UAKK 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 operatio n	Position of transmitting antenna coordinates	Elevation of DME transmitt ing antenna	Service volume radius from the GBAS referen ce point	Remar ks
1	2	3	4	5	6	7	8
ILS LOC 05 I/D/2	IRG	109,9 MHZ	H24	494103.4N 0732159.5E		Nil	Nil
GP 05 I/C/2		333,8 MHZ		493949.3N 0731908.7E			
DME05	IRG	CH 36X		493949.4N 0731908.7E	1800 FT		
ILS LOC 23 I/D/2	IKA	111,7 MHZ	H24	493937.0N 0731823.0E		Nil	Nil
GP 23 I/C/2		333,5 MHZ		494039.8N 0732115.0E			
DME23	IKA	CH 54X		494039.8N 0732115.0E	1800 FT		
DVOR/DME (8°E/2013)	KRG	113.4 MHZ CH 81X	H24	494113.9N 0732225.7E	1800 FT	Nil	Nil

UAKK AD 2.20 Local Aerodrome Regulations

1. Movement procedure (towing, taxiing) of aircraft on the airfield.

Aircraft movement on the aerodrome shall be carried out by taxiing or towing by special vehicles. Taxiing and towing shall be carried out only along the center lines of taxiways. U-turns for aircraft on RWY are prohibited and are carried out at the discretion of the PIC for turnaround areas located at the ends of RWY 05 and RWY 23 with an extension of 95 meters, or on the RWY (width 60 meters).

2. Precautions during taxiing, towing, taking into account the visibility conditions and the covering state of the apron, parking places, taxiways.

Aircraft shall be carried out after the "Follow-me" car when RVR less than 550 m. "Tower" air traffic controller managing aircraft traffic in aerodrome, informs the crews about the relative positions of aircraft, including following the same route in low visibility conditions.

The towing supervisor (the person of Aviation Engineering service, who has entitlement for these kinds of work) is responsible for towing and directs the actions of personnel involved in the towing and responsible for its safety.

3. Taxiing into stands under its own engines power and by towing.

For protection of jet blast effect:

- Taxiing into stands shall be carried out under own engines power. Aircraft shall be parked with heading to the terminal (stands 1-9), with heading to the hangar and engineering buildings (stands № 19-21). Aircraft type A320 and smaller can be parked parallel to the terminal on the aircraft stands 4, 7, 9.;
- Jet blast effect during taxiing into/out of stands № 10-18 is non-hazardous. Taxiing into/out of stands under own engines power is allowed for the ACFT with ACN equal to or less than 19 and ACFT with overall dimensions equal or less Tu-134 (ACFT length 37 m., wingspan 29.01m.);
- Aircraft type B747 taxiing into/out of the aircraft stand 14A is carried out by towing.

- Taxiing to the aircraft stands 19-21 for aircraft B747, AN-124 is allowed via taxiing route (taxiing route along the apron) under its own engines power, from taxiway-A when aircraft stands 5, 6, 7, 10-18 are vacant, from taxiway-B when aircraft stands 13-18 are vacant
 - In all other cases, the movement of the aircraft B747 via taxiing route on the apron should be carried out by towing only.
- Towing of the aircraft from TWY A via TR (Taxiing route along the apron) to stands 19-21 and from TWY B to stands 1, 2, 3, 3A, 4, when B747 or similar parked on stands 6, 6A, is prohibited.
- In this case, taxiing of B747 into the stand 3A from TWY A and to the stands 19-21 from TWY B is allowed under own engines power.
- Taxiing into stands 2A, 3A, 6A, 13A, 20A shall be carried out after the «Follow me» car. Start up shall be carried out on stands 2A, 3A, 6A, 13A, 20A and taxiing out by own engines power.

Taxiing of aircraft with a wingspan of more than 51m onto the aircraft stands 1-5 and 2A, 3A via taxiway A is performed in the absence of aircraft on the aircraft stands 1-5, onto the aircraft stands 5-9 and 6A in the absence of aircraft on the aircraft stands 5-7.

The movement of special vehicles along the vehicles route behind stands 6-18 from the runway side is prohibited while aircraft towing or taxiing along the apron taxiing route to stands 6-21.

4. Taxiing out procedure from stands under own engines power and by towing.

- Movement of aircraft from stands № 1-9, 15-18, 19-21 to engine start-up area shall be carried out by towing.
- Taxiing out of stands 15-18 by own engines power is allowed for aircraft with ACN equal or less 19, with heading to the artificial runway and aircraft with overall dimensions equal or less Tu-134 (aircraft length 37m., wingspan 29.01 m).

Start up of engines shall be carried out in established points, placed on:

- point 1 - at the beginning of Taxiing route along the apron westward of stand 1;
- point 2 - on the Taxiing route along the apron between stands 4 and 5;
- point 3 - on the Taxiing route along the apron eastward of stand 7;
- point 4 - on the Taxiing route along the apron between stands 12 and 13;
- point 5 - on the Taxiing route along the apron between stands 15 and 16.

Engines start-up on the parking stands 4, 7, 9 is allowed, when the aircraft is parked parallel to the terminal.

5. Parking area for small aircraft (general aviation), in case such stands are available

There are 6 parking stands for An-2 aircraft.

6. De-icing areas of aircraft, engine start-up areas, deviation areas.

De-icing areas are combined with engine start-up points, placed on:

- point 1 - at the beginning of Taxiing route along the apron westward of stand 1;
- point 2 - on the Taxiing route along the apron between stands 4 and 5;
- point 3 - on the Taxiing route along the apron eastward of stand 7;
- point 4 - on the Taxiing route along the apron between stands 12 and 13;
- point 5 - on the Taxiing route along the apron between stands 15 and 16.

The deviation areas are absent.

7. The movement procedure of aircraft and vehicles in critical and sensitive zones of ILS during aerodrome operation on the minima I, II and III ICAO category.

Intersection of critical zones of radio beacon landing system with aircraft, vehicles and other mobile facilities shall be carried out with the clearance of the "Tower" air traffic controller.

Intersection of these areas with mentioned facilities during autoland approach from final turn till landing is prohibited.

8. 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).

There are weight and / or traffic restrictions for aircraft with ACN exceeding the numerical values of PCN.

Operating modes of aircraft with overloads are presented in the table

RECOMMENDED AIRCRAFT OPERATING MODES WITH RESTRICTIONS AND OVERLOADS ON RIGID SURFACES (R) at the Karaganda aerodrome

№	Aircraft type	Weight, kg		ACN for base category, code "A" is appropriate		PCN strength	Weight limitation, kg			
		Max. take-off weight	of an empty aircraft	Max. take-off weight	mass of an empty aircraft		without limited intensity	with limited intensity		
								(average daily rate for the year)		
								1 Aircraft departure	2 Aircraft departures	10 Aircraft departures
1	2	3	4	5	6	7	8	9	10	11
RWY - PCN 48/R/A/W/T, TWY A - PCN 50/R/A/W/T										
1	B 747-400	395 986	176 901	53	19	48	376 655	*	*	*
2	B 747-8	443 613	191 053	64	22	48	359 426	*	434 593	412 485
3	B 787-8	228 384	136 078	61	32	48	193 371	*	*	221 456
4	MD-11	282 600	131 000	56	23	48	255 036	*	*	*
5	A 330-200	233 900	117 041	53	26	48	220 916	*	*	*
6	A 330-300	230 900	120 132	53	27	48	218 119	*	*	*
7	A 330-300	233 900	120 132	55	28	48	212 832	*	*	*
TWY B - PCN 35/R/A/X/T										
1	B 737-300	61 462	32 885	37	18	35	58 454	*	*	*
2	B 737-400	63 049	32 659	40	18	35	56 142	*	*	*
3	B 737-500	60 781	32 659	37	18	35	57 821	*	*	*
4	B 737-600	66 224	36 378	37	18	35	63 082	*	*	*

№	Aircraft type	Weight, kg		ACN for base category, code "A" is appropriate		PCN strength	Weight limitation, kg			
							without limited intensity	with limited intensity		
		(average daily rate for the year)								
		1 Aircraft departure	2 Aircraft departures	10 Aircraft departures						
1	2	3	4	5	6	7	8	9	10	11
5	B 737-700	70 307	37 648	41	20	35	60 976	*	*	*
6	B 737-800	79 243	41 413	49	23	35	58 873	75 848	71 604	67 860
7	B 747-200F	379 203	156 625	48	16	35	288 781	369 929	349 642	331 742
8	B 747-300	379 203	174 860	47	18	35	294 647	376 854	356 302	338 169
9	B 747-400	395 986	176 901	53	19	35	280 000	355 176	336 382	319 799
10	B 747-8	443 613	191 053	64	22	35	269 226	339 382	321 843	306 368
11	B 757-300	124 058	64 592	36	15	35	121 226	*	*	*
12	B 767-200ER	179 623	82 327	44	17	35	147 191	*	178 722	169 448
13	B 767-300	163 747	86 183	40	18	35	146 119	*	*	*
14	B 767-300ER	187 334	89 811	48	19	35	143 617	182 850	173 042	164 387
15	B 777-200	252 651	135 171	40	21	35	221 735	*	*	*
16	B 787-8	228 384	136 078	61	32	35	145 627	182 761	173 478	165 286
17	MD-11	282 600	131 000	56	23	35	186 127	239 723	226 324	214 502
18	A 300-B2	142 900	87 851	37	20	35	136 424	*	*	*
19	A 300-600 B4	165 900	91 759	46	20	35	134 533	*	159 484	152 145
20	A 310-300	157 900	83 000	45	20	35	127 940	*	154 155	146 445
21	A 320-100	68 400	41 244	39	22	35	62 010	*	*	*
22	A 320-200	73 900	41 345	44	22	35	60 582	*	73 530	69 722
23	A 330-200	210 900	117 041	47	26	35	157 266	209 410	196 374	184 872

№	Aircraft type	Weight, kg		ACN for base category, code "A" is appropriate		PCN strength	Weight limitation, kg			
							without limited intensity	with limited intensity		
		Max. take-off weight	of an empty aircraft	Max. take-off weight	mass of an empty aircraft			(average daily rate for the year)		
								1 Aircraft departure	2 Aircraft departures	10 Aircraft departures
1	2	3	4	5	6	7	8	9	10	11
24	A 330-200	233 900	117 041	53	26	35	155 994	206 489	193 865	182 726
25	A 330-300	212 900	120 132	40	27	35	177 220	*	*	*
26	A 330-300	215 900	120 132	48	27	35	156 615	209 819	196 518	184 782
27	A 330-300	230 900	120 132	53	27	35	154 214	203 918	191 492	180 528
28	A 330-300	233 900	120 132	55	28	35	149 627	198 786	186 497	175 653
29	AN-124	398 000	180 000	36	16	35	387 100	*	*	*
30	AN-225	600 000	254 000	41	16	35	516 960	*	*	*
Stands 6-9,6A,13A - PCN 31/R/A/X/T										
1	B 737-200	58 332	29 121	34	14	31	55 411	*	*	*
2	B 737-300	61 462	32 885	37	18	31	53 942	*	*	*
3	B 737-400	63 049	32 659	40	18	31	51 998	*	*	59 799
4	B 737-500	60 781	32 659	37	18	31	53 380	*	*	*
5	B 737-600	66 224	36 378	37	18	31	58 370	*	*	*
6	B 737-700	70 307	37 648	41	20	31	56 310	*	68 752	65 093
7	B 737-800	79 243	41 413	49	23	31	54 508	70 028	66 148	62 724
8	B 747-200F	379 203	156 625	48	16	31	267 914	342 107	323 559	307 192
9	B 747-300	379 203	174 860	47	18	31	273 508	348 669	329 879	313 299
10	B 747-400	395 986	176 901	53	19	31	260 669	329 401	312 218	297 057
11	B 747-8	443 613	191 053	64	22	31	251 186	315 329	299 293	285 144
12	B 757-300	124 058	64 592	36	15	31	112 731	*	*	*

№	Aircraft type	Weight, kg		ACN for base category, code "A" is appropriate		PCN strength	Weight limitation, kg			
		Max. take-off weight	of an empty aircraft	Max. take-off weight	mass of an empty aircraft		without limited intensity	with limited intensity		
								(average daily rate for the year)		
								1 Aircraft departure	2 Aircraft departures	10 Aircraft departures
1	2	3	4	5	6	7	8	9	10	11
13	B 767-200ER	179 623	82 327	44	17	31	136 380	174 818	165 209	156 730
14	B 767-300	163 747	86 183	40	18	31	135 542	*	*	155 451
15	B 767-300ER	187 334	89 811	48	19	31	133 528	169 399	160 431	152 518
16	B 777-200	252 651	135 171	40	21	31	203 186	*	*	238 102
17	B 787-8	228 384	136 078	61	32	31	136 078	170 030	161 542	154 052
18	MD-11	282 600	131 000	56	23	31	172 345	221 347	209 097	198 288
19	A 300-B2	142 900	87 851	37	20	31	126 709	*	*	*
20	A 300-600 B4	165 900	91 759	46	20	31	125 978	156 395	148 791	142 081
21	A 310-300	157 900	83 000	45	20	31	118 952	150 909	142 920	135 871
22	A 320-100	68 400	41 244	39	22	31	57 218	*	*	66 239
23	A 320-200	73 900	41 345	44	22	31	56 143	71 927	67 981	64 499
24	A 330-200	210 900	117 041	47	26	31	143 858	191 532	179 614	169 097
25	A 330-200	233 900	117 041	53	26	31	143 010	189 176	177 635	167 451
26	A 330-300	212 900	120 132	40	27	31	155 812	*	*	196 109
27	A 330-300	215 900	120 132	48	27	31	142 934	191 578	179 417	168 687
28	A 330-300	230 900	120 132	53	27	31	141 434	186 877	175 516	165 492
29	A 330-300	233 900	120 132	55	28	31	136 987	181 932	170 696	160 781
30	AN-124	398 000	180 000	36	16	31	354 400	*	*	*
31	AN-225	600 000	254 000	41	16	31	475 440	*	586 160	553 595
32	IL 76 TD	191 000	87 200	35	12	31	177 461	*	*	*

№	Aircraft type	Weight, kg		ACN for base category, code "A" is appropriate		PCN strength	Weight limitation, kg			
							without limited intensity	with limited intensity		
		Max. take-off weight	of an empty aircraft	Max. take-off weight	mass of an empty aircraft			(average daily rate for the year)		
								1 Aircraft departure	2 Aircraft departures	10 Aircraft departures
1	2	3	4	5	6	7	8	9	10	11
Stands 10-12 - PCN 20/R/A/X/T										
1	B 737-200	58 332	29 121	34	14	20	37 884	47 621	45 187	43 039
2	B 737-300	61 462	32 885	37	18	20	35 893	45 920	43 413	41 202
3	B 737-400	63 049	32 659	40	18	20	35 422	44 631	42 329	40 297
4	B 737-500	60 781	32 659	37	18	20	35 619	45 487	43 020	40 843
5	B 737-600	66 224	36 378	37	18	20	39 520	49 992	47 374	45 064
6	B 737-700	70 307	37 648	41	20	20	37 648	48 016	45 424	43 137
7	B 737-800	79 243	41 413	49	23	20	-	46 748	44 323	42 183
8	B 757-200	113 852	60 328	30	13	20	82 367	103 357	98 110	93 480
9	B 757-300	124 058	64 592	36	15	20	78 751	97 629	92 909	88 745
10	A 320-100	68 400	41 244	39	22	20	-	48 699	46 036	43 687
11	A 320-200	73 900	41 345	44	22	20	-	48 251	45 784	43 608
12	Fokker 100	44 680	24 375	28	13	20	33 851	42 875	40 619	38 628
13	ERJ 190LR	50 460	29 500	26	13	20	40 786	*	48 848	46 477
14	ERJ 195	52 449	28 970	31	15	20	36 307	46 090	43 644	41 486
15	SSJ 100-95	46 000	27 500	27	14	20	36 038	45 526	43 154	41 061
Stands 14A - PCN 55/R/A/W/T										
1	B 747-8	443 613	191 053	64	22	55	389 493	*	*	*
2	B 787-8	228 384	136 078	61	32	55	209 286	*	*	*
3	MD-11	282 600	131 000	56	23	55	278 006	*	*	*
Stands 19-21,20A - PCN 52/R/A/W/T										

№	Aircraft type	Weight, kg		ACN for base category, code "A" is appropriate		PCN strength	Weight limitation, kg			
							without limited intensity	with limited intensity		
		Max. take-off weight	of an empty aircraft	Max. take-off weight	mass of an empty aircraft			(average daily rate for the year)		
								1 Aircraft departure	2 Aircraft departures	10 Aircraft departures
1	2	3	4	5	6	7	8	9	10	11
1	B 747-400	395 986	176 901	53	19	52	389 542	*	*	*
2	B 747-8	443 613	191 053	64	22	52	371 453	*	*	426 634
3	B 787-8	228 384	136 078	61	32	52	199 737	*	*	*
4	MD-11	282 600	131 000	56	23	52	264 224	*	*	*
5	A 330-200	233 900	117 041	53	26	52	229 572	*	*	*
6	A 330-300	230 900	120 132	53	27	52	226 640	*	*	*
7	A 330-300	233 900	120 132	55	28	52	221 259	*	*	*
* - means that the aircraft can be operated with full weight										

9. **Taxiing in winter conditions (apron), in cases if some taxiways are not equipped with center line lights, and they may be not visible due to snow.**

Taxiing in winter conditions in case of taxiways may be invisible due to packed snow shall be carried out after the «Follow me» car.

10. **Removal of disabled aircraft from runways.**

According to UAKK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES aerodrome has possibility to remove disabled aircraft less than 60 tone, without damage of landing gear.

UAKK AD 2.21 Noise Abatement Procedures

NIL

UAKK 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 an aircraft with a course opposite to the runway operating direction in the absence of approaching aircraft in CTR and TMA and in coordination with the flight supervisor.

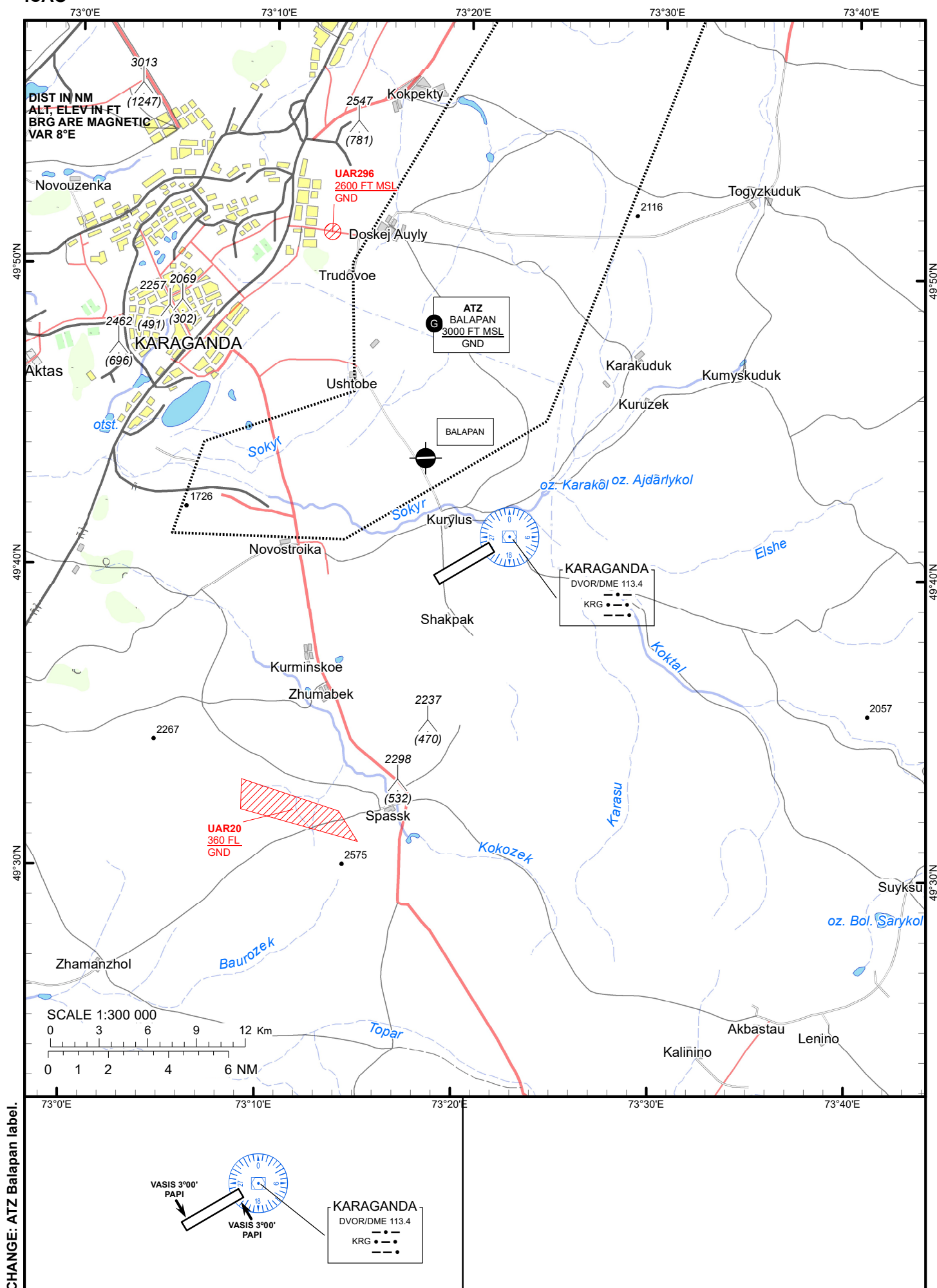
Takeoff shall be performed from the starting point of RWY where runway physical characteristics complies required actual aircraft takeoff weight and takeoff conditions.

VISUAL APPROACH
CHART
ICAO

AERODROME ELEV 1766 FT
HEIGHTS RELATED TO
AD ELEV

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

KARAGANDA



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

1	Apron surface and strength	APRON	STANDS	SURFACE	STRENGTH
		1	3 - 8A	NIL	NIL
		2	1, 1A, 2, 2A	CONC+ASPH	PCN 56/F/C/X/T
		2A	9-12	CONC+ASPH	PCN 65/F/C/X/T
2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		A	23	CONC+ASPH	PCN 53/F/C/X/T
		B	Nil	GRASS	Nil
		C	Nil	GRASS	Nil
		D	Nil	GRASS	Nil
		E	Nil	GRASS	Nil
		TWY F from TWY E to TWY D	Nil	GRASS	Nil
		TWY F from TWY C to TWY A	Nil		
		H	Nil	GRASS	Nil
		I	Nil	GRASS	Nil
		J	Nil	GRASS	Nil
		L	23	CONC+ASPH	PCN 65/F/C/X/T
3	Altimeter checkpoint location and elevation	Nil			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Nil			

UAUU 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 edges, RWY designations, taxi holding positions, taxiway centre lines
3	Stop bars	Nil
4	Other runway protection measures	Nil
5	Remarks	Nil

UAUU AD 2.10 Aerodrome Obstacles

NIL

UAUU AD 2.11 Meteorological Information Provided

1	Associated MET Office	AMS Kostanay Phone: +7 (7142) 270182
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation: Periods of validity	AMSC Kostanay, 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	Nil
9	ATS units provided with information	Briefing, TWR
10	Additional information	Nil

UAUU AD 2.12 Runway Physical Characteristics

Designation s RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
14	156.92°	2813 X 45	50/F/C/X/T CONC+ASPH	531312.74N 0633223.66E - -71.65 FT	THR 598.4 FT	Nil
32	336.94°	2813 X 45	50/F/C/X/T CONC+ASPH	531149.00N 0633323.08E - -71.95 FT	THR 571.87 FT	Nil

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	3113 X 300	90 X 140	Nil	Nil	Nil
Nil	Nil	3113 X 300	250 X 140	Nil	Nil	Nil

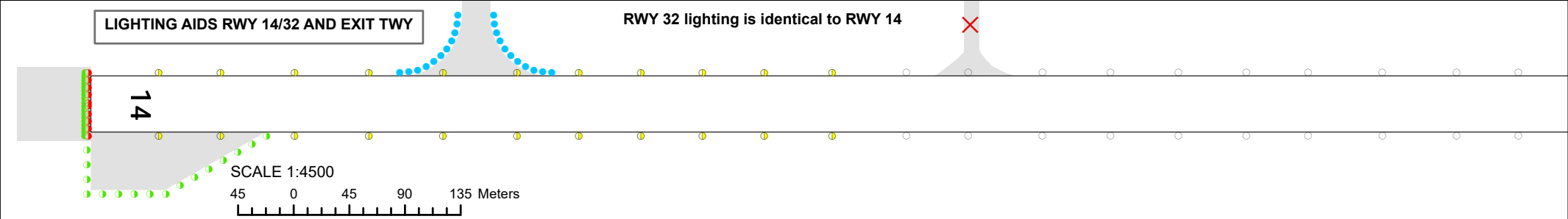
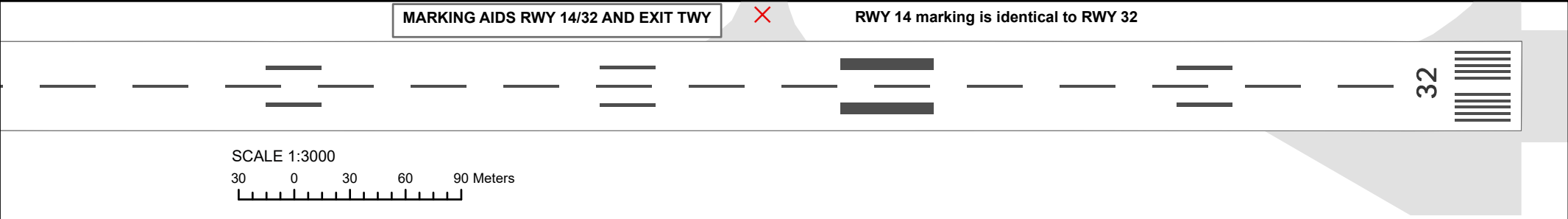
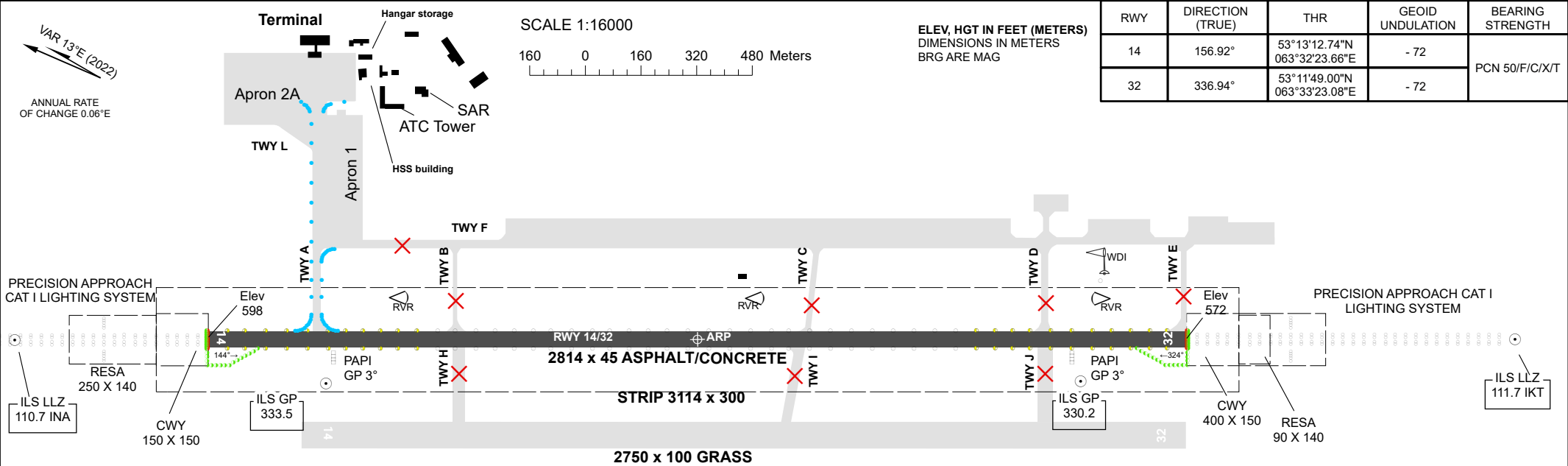
AERODROME
CHART - ICAO

AD ELEV
601FT (183m)

ARP 531231N
0633253E

TWR 129.3

KOSTANAY



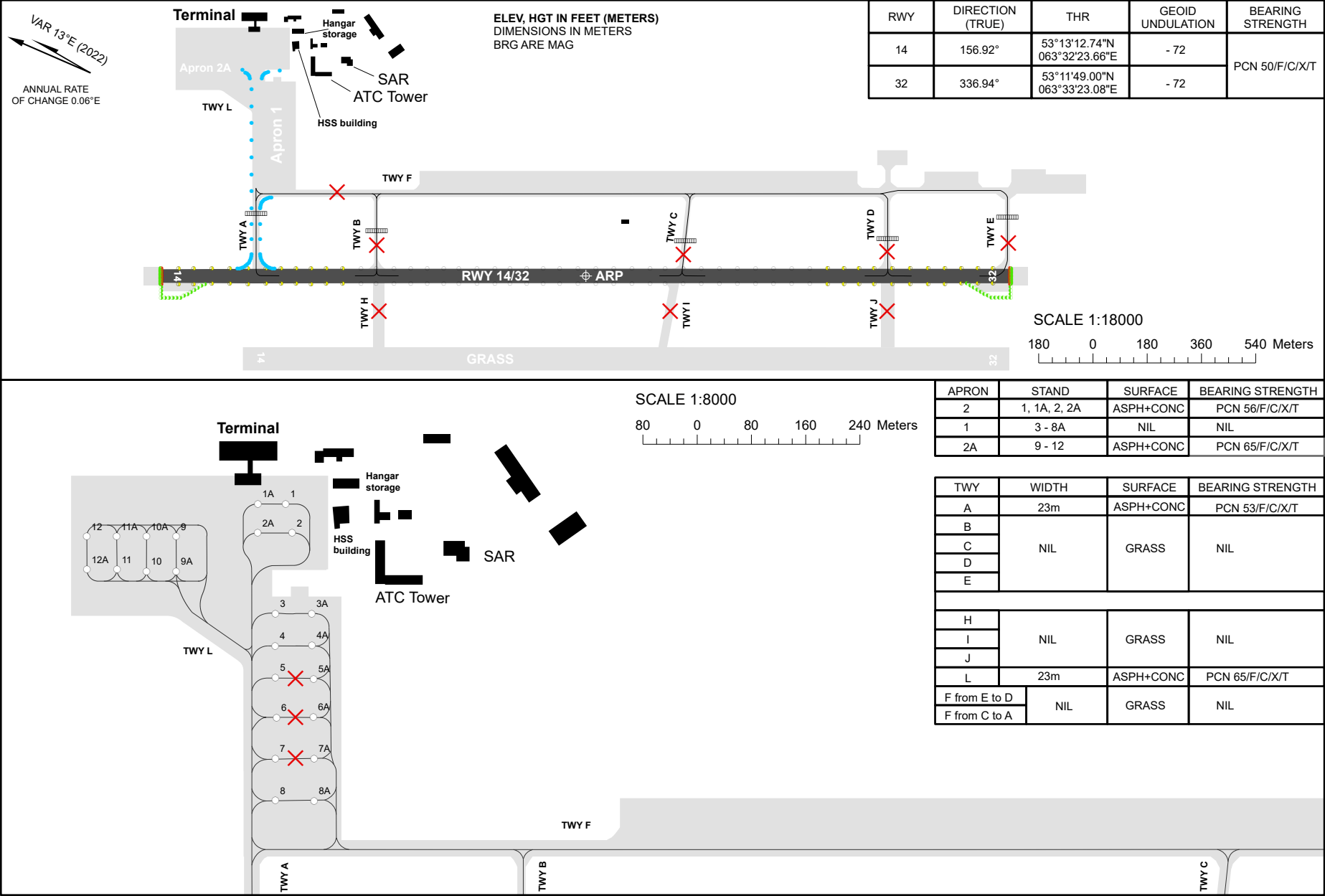
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AERODROME GROUND MOVEMENT
AND PARKING CHART - ICAO

APRON ELEV 597FT (182m)

TWR 129.3

KOSTANAY



KOSTANAY / NARIMANOVKA

STANDS CHARACTERISTICS

Apron	Stand	Coordinates	
		Latitude	Longitude
2	1	53 13 11.90N	063 33 10.12E
	1A	53 13 13.12N	063 33 09.26E
	2	53 13 11.07N	063 33 08.21E
	2A	53 13 12.58N	063 33 07.13E
1	3	53 13 10.30N	063 33 01.80E
	3A	53 13 08.70N	063 33 02.90E
	4	53 13 09.70N	063 32 59.40E
	4A	53 13 08.10N	063 33 00.60E
	5	53 13 09.10N	063 32 57.10E
	5A	53 13 07.40N	063 32 58.20E
	6	53 13 08.30N	063 32 54.20E
	6A	53 13 06.70N	063 32 55.40E
	7	53 13 07.60N	063 32 51.20E
	7A	53 13 05.90N	063 32 52.40E
	8	53 13 06.80N	063 32 48.10E
	8A	53 13 05.10N	063 32 49.30E
2A	9	53 13 16.10N	063 33 04.33E
	9A	53 13 15.44N	063 33 01.78E
	10	53 13 16.75N	063 33 00.85E
	10A	53 13 17.40N	063 33 03.41E
	11	53 13 18.08N	063 33 00.08E
	11A	53 13 18.71N	063 33 02.48E
	12	53 13 20.02N	063 33 01.55E
	12A	53 13 19.40N	063 32 59.14E

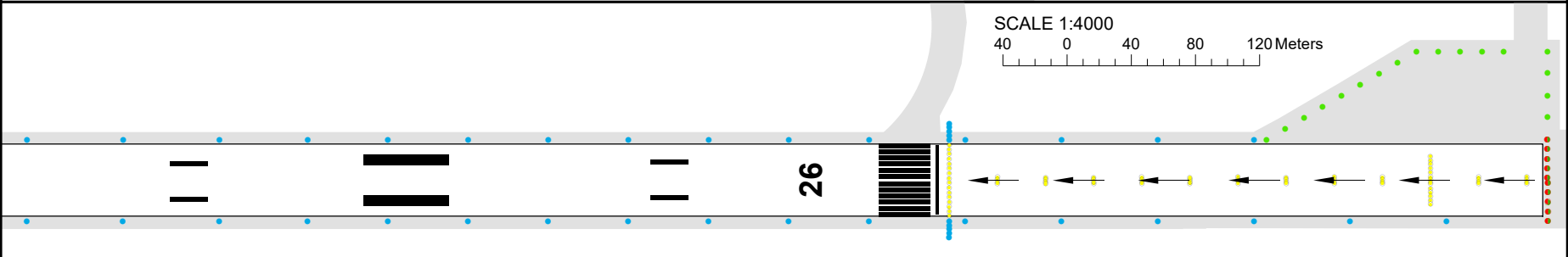
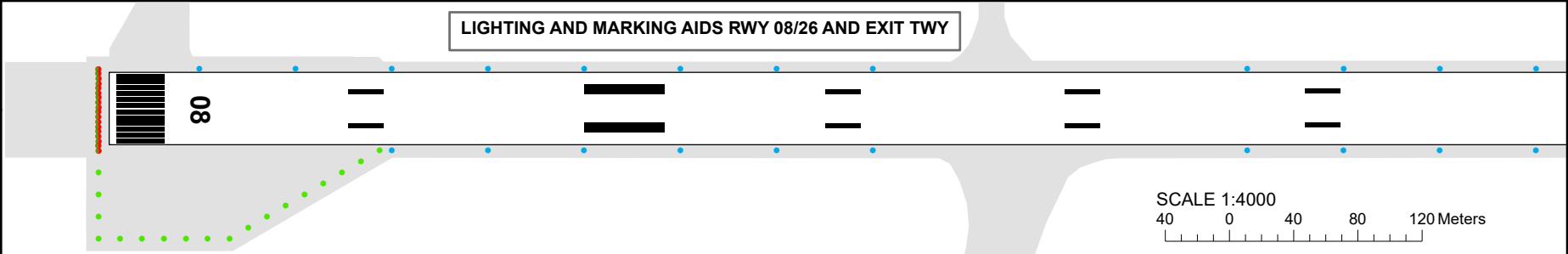
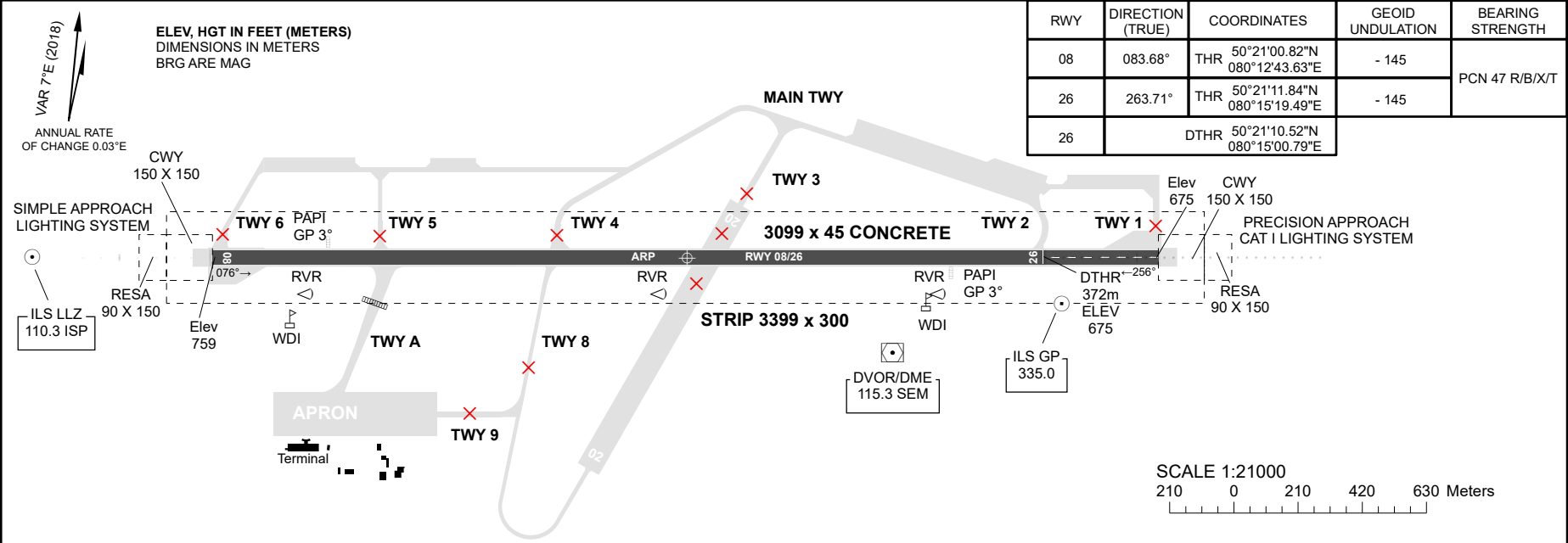
AERODROME
CHART - ICAO

AD ELEV
759FT (231m)

ARP 502106N
0801402E

TWR 128.0

SEMEY



CHANGE: Edit.

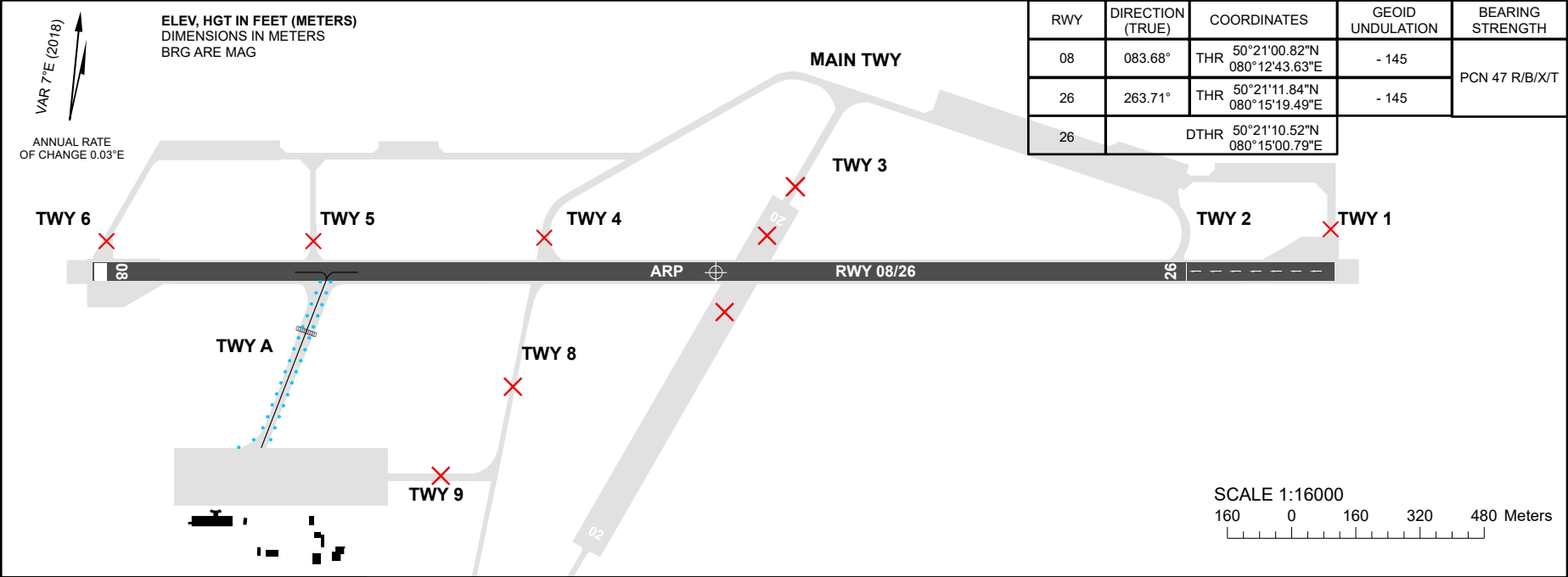
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AERODROME GROUND MOVEMENT
AND PARKING CHART - ICAO

APRON ELEV 728FT (222m)

TWR 128.0

SEMEY



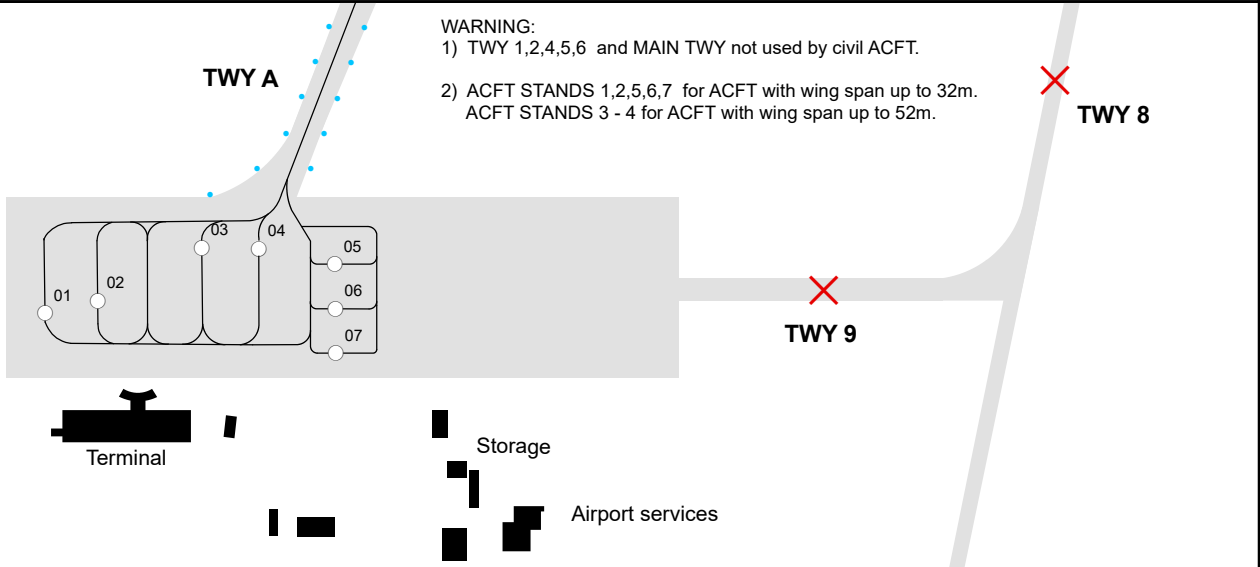
STAND	SURFACE	BEARING STRENGTH
1 - 2	REINFORCED CONC	PCN 17/R/B/X/T
3 - 4	ASPH/CONC	PCN 47/R/B/X/T
5, 6, 7	ASPH/CONC	PCN 14/F/C/Y/T

TWY	WIDTH	SURFACE	BEARING STRENGTH
1	18m	ASPH/CONC	PCN 19/F/C/Y/T
2	22m		
3 - 6	18m	CONC	NIL
A	23m	ASPH/CONC	PCN 47/R/B/X/T
8	16m		PCN 19/F/C/Y/T
9	18m		

WARNING:

1) TWY 1,2,4,5,6 and MAIN TWY not used by civil ACFT.

2) ACFT STANDS 1,2,5,6,7 for ACFT with wing span up to 32m.
ACFT STANDS 3 - 4 for ACFT with wing span up to 52m.



CHANGE: Edit.

SEMEY

STANDS CHARACTERISTICS

Apron	Stand	Coordinates	
		Latitude	Longitude
	1	50 20 44.55 N	080 12 58.47 E
	2	50 20 45.02 N	080 13 00.52 E
	3	50 20 46.66 N	080 13 04.44 E
	4	50 20 46.81 N	080 13 06.72 E
	5	50 20 46.65 N	080 13 10.35 E
	6	50 20 45.52 N	080 13 10.55 E
	7	50 20 44.54 N	080 13 10.85 E

4	Remarks	Total amount and means of delivery of the extinguishant complies with category 5 of LRFP. To provide standard time of deployment to 18 and 36 thresholds, firefighting crews of TCO emergency response teams arrive to fire post №1 on the closed taxiway 15 minutes prior to ETA of aircraft.
---	---------	---

UATZ AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	To clean the artificial pavements of the airfield from precipitation, a WAUSAU SD3131 snowplow trucks (1 units) with a brush coverage of 6 m are used, a special vehicle MAZ 53402 KO-806-20 (1 unit) is used to apply the "NordWay NF" и "GreenWay SFU" anti-icing reagent. Airport runway friction tester Skidometer BV 11 and brake cart ATT-2 (1 unit) with a BRIZ-KS devices (2 units) are used to measure the friction coefficient on the runway.
2	Clearance priorities	1. RWY, TWY 1, Stand 2 2. Stand 1, Stand 3, TWY 2
3	Remarks	Nil

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

1	Apron surface and strength	STANDS		SURFACE	STRENGTH
		1 - 3		CONC+ASPH	PCN 15/F/C/Y/T
2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		1	15	CONC+ASPH	PCN 15/F/C/Y/T
		2	8	CONC+ASPH	PCN 15/F/C/Y/T
3	Altimeter checkpoint location and elevation	Nil			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	TWY 2 is intended only for taxiing helicopters			

UATZ 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, edge, RWY designation, taxi holding position, taxiway centre line
3	Stop bars	Nil
4	Other runway protection measures	Nil
5	Remarks	Nil

UATZ AD 2.10 Aerodrome Obstacles

NIL

UATZ AD 2.11 Meteorological Information Provided

1	Associated MET Office	Meteorological service Tengiz Phone: +7 (712302) 3864
2	Hours of service MET Office outside hour	ANY 01:30 - 13:00 UTC
3	Office responsible for TAF preparation: Periods of validity	Meteorological service Atyrau, H24 (0024, 0606, 1212, 1818) Phone: +7 (7122) 209402, 983178
4	Trend forecast Interval of issuance	TREND 30 min, draws up by Meteorological service Atyrau,
5	Briefing/consultation provided	Personal consultation (Russian) Meteorological service Tengiz
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

UATZ AD 2.12 Runway Physical Characteristics

Designation s RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
18	188.00°	1400 X 30	15/F/C/Y/T CONC+ASPH	461829.01N 0532543.11E - -53 FT	THR -76.8 FT	0.08%
36	008.00°	1400 X 30	15/F/C/Y/T CONC+ASPH	461744.11N 0532534.00E - -53 FT	THR -80.0 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	150 x 150	1700 X 150	90 X 80	Nil	NIL	Nil
Nil	150 x 150	1700 X 150	90 X 80	Nil	NIL	Nil

Fire and rescue crews have a fire equipment provided in table 1.

Table 1: Available fire-fighting equipment at Tengiz airport

Name, type of fire truck	Quantity	Main location of basing	Remark
"DARLEY CHALLENGER" fire truck	1	TCO fire and emergency service garage №3	Used for duty at collecting point №3 of TCO fire and emergency service
"E-ONE" RESCUE-3 fire truck	1	TCO fire and emergency service garage №3	Used for duty at collecting point №3 of TCO fire and emergency service
Iveco-Magirus (AVIA) Impact×6ARFF 12000	1	TCO fire and emergency service garage №3	Used for duty at the airport

UATZ 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

The ornithological situation in the Tengiz aerodrome area is significantly influenced by the proximity of the north-eastern coast of the Caspian Sea.

The spring and autumn seasons are characterized by migration of various species of migratory birds, as well as the beginning of nesting period. The main directions of spring and autumn migrations of birds are northern and north-eastern directions and back.

Bird migrations take place at altitudes of 200 meters or above. The greatest activity of birds is observed in the period from 06:00 to 10:00 in the morning, and in the afternoon from 16:00 to 19:00.

The winter period is characterized by a low presence and poor species variety of birds.

Information about bird flocks and their flight direction.

Bird migrations take place at altitudes of 200 meters or above. The greatest activity of birds is observed in the period from 06:00 to 10:00 in the morning, and in the afternoon from 16:00 to 19:00. Distinctive flight direction from northeast to southwest in the aerodrome area in the period from 10:00 to 12:00 and from 16:00 to 17:00 in back direction is shown by grey doves in flocks with from 7 to 12 birds, at height up to 50 meters.

Sometimes in winter period, flocks of grey doves with up to 50 birds are detected in aerodrome area, and flocks of herring gulls with up to 50 birds as well.

UATZ AD 2.24 Charts Related To An Aerodrome

Name	Page
Aerodrome Chart - ICAO	UATZ AD 2.24.1-1
Aerodrome Ground Movement and Parking Chart - ICAO	UATZ AD 2.24.3-1
Standard Departure Chart Instrument (SID) RWY 18 ICAO	UATZ AD 2.24.7-1-1
Standard Departure Chart Instrument (SID) RWY 36 ICAO	UATZ AD 2.24.7-2-1
Standard Departure Chart Instrument (SID) RWY 18 ICAO	UATZ AD 2.24.7-3-1
Standard Departure Chart Instrument (SID) RWY 36 ICAO	UATZ AD 2.24.7-4-1
Standard Arrival Chart Instrument (STAR) RWY 18 ICAO	UATZ AD 2.24.9-1-1
Standard Arrival Chart Instrument (STAR) RWY 36 ICAO	UATZ AD 2.24.9-2-1
Standard Arrival Chart Instrument (STAR) RWY 18 ICAO	UATZ AD 2.24.9-3-1
Standard Arrival Chart Instrument (STAR) RWY 36 ICAO	UATZ AD 2.24.9-4-1
Standard Arrival Chart Instrument (STAR) RWY 18 ICAO	UATZ AD 2.24.9-5-1
Standard Arrival Chart Instrument (STAR) RWY 36 ICAO	UATZ AD 2.24.9-6-1
Instrument Approach Chart – VOR/DME RWY 18 ICAO	UATZ AD 2.24.11-1-1
Instrument Approach Chart – VOR/DME RWY 36 ICAO	UATZ AD 2.24.11-2-1
Instrument Approach Chart – NDB RWY 18 ICAO	UATZ AD 2.24.11-3-1
Instrument Approach Chart – BC NDB RWY 36 ICAO	UATZ AD 2.24.11-4-1
Instrument Approach Chart – RNP RWY 18 ICAO	UATZ AD 2.24.11-5-1
Instrument Approach Chart – RNP RWY 36 ICAO	UATZ AD 2.24.11-6-1
Visual Approach chart – ICAO	UATZ AD 2.24.12-1

UAIT AD 2

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

UAIT AD 2.1 Aerodrome Location Indicator And Name

UAIT - TURKISTAN

UAIT AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	431840N 0683301E
2	Direction and distance from (city)	86°, 16 NM from Turkistan center
3	Elevation/Reference temperature	989 FT/34.4° C
4	Geoid undulation at AD ELEV PSN	-135 FT
5	MAG VAR/Annual Change	6° (2019)/0.06°
6	AD Administration, address, telephone, telefax, telex, e-mail address, AFS, website address	Post: Authority of Airport Turkistan region, Sauran district, Shaga rural district, Shaga village, block 070, building 284. 160000 Turkistan, JSC "Turkistan International Airport" Republic of Kazakhstan Phone: +7 (7253) 352900 Phone: +7 (702) 0470769 AFS: UAITZXRA AFS: UAITZYRA Email: office@hsairport.kz Email: pdsp@hsairport.kz
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UAIT AD 2.3 Operational Hours

1	AD Operator	H24 Phone: +7 (7253) 352900
2	Customs and immigration	By prior request
3	Health and sanitation	H24 Phone: +7 (7252) 352903
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 Phone: +7 (7252) 610537
6	MET Briefing Office	H24 Phone: +7 (7252) 610539
7	ATS	H24 Phone: +7 (7252) 610538
8	Fuelling	H24 Phone: +7 (7253) 352900
9	Handling	H24 Phone: +7 (72533) 52900
10	Security	H24

11	De-icing	H24 Phone: +7 (7253) 352900
12	Remarks	Nil

UAIT AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Trepel Champ 350 loader-load capacity up to 35 tons; Trepel Champ 70U loader-load capacity up to 7 tons; Forklift truck-Doosan 10t - load capacity up to 10 tons; Forklift truck-Doosan 5t - load capacity up to 5 tons; Tape loader – TLD NBL - load capacity up to 250 kg (2 units.); Pallet truck – Timsan PD20000 – load capacity up to 20t (1ed.); Pallet truck – Timsan PD7000 – load capacity up to 7T (1ed.); Truck container – Timsan CD1800 – load capacity up to 1.8 tonnes (2 units.); Truck Luggage – Timsan BT2000 – load capacity up to 2T (6 units)
2	Fuel/oil types	TS-1, TS-1 RT / Oil: Nil
3	Fuelling facilities/capacity	2 tankers 20 cub. meters, 1200 l / min Mercedes Benz Actros by Mates 20m3 1 tanker 40 cub. meters, 2400 l / min MAN TGM by Mates MTT-2023- 272
4	De-icing facilities	Anti-icing liquid treatment machine (Type 1 Sky Go EG, Type 4 4Flite EG) Timsan MDI12000 with a maximum service height of up to 12 - 1 unit.
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

UAIT AD 2.5 Passenger Facilities

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

UAIT AD 2.6 Rescue And Fire Fighting Services

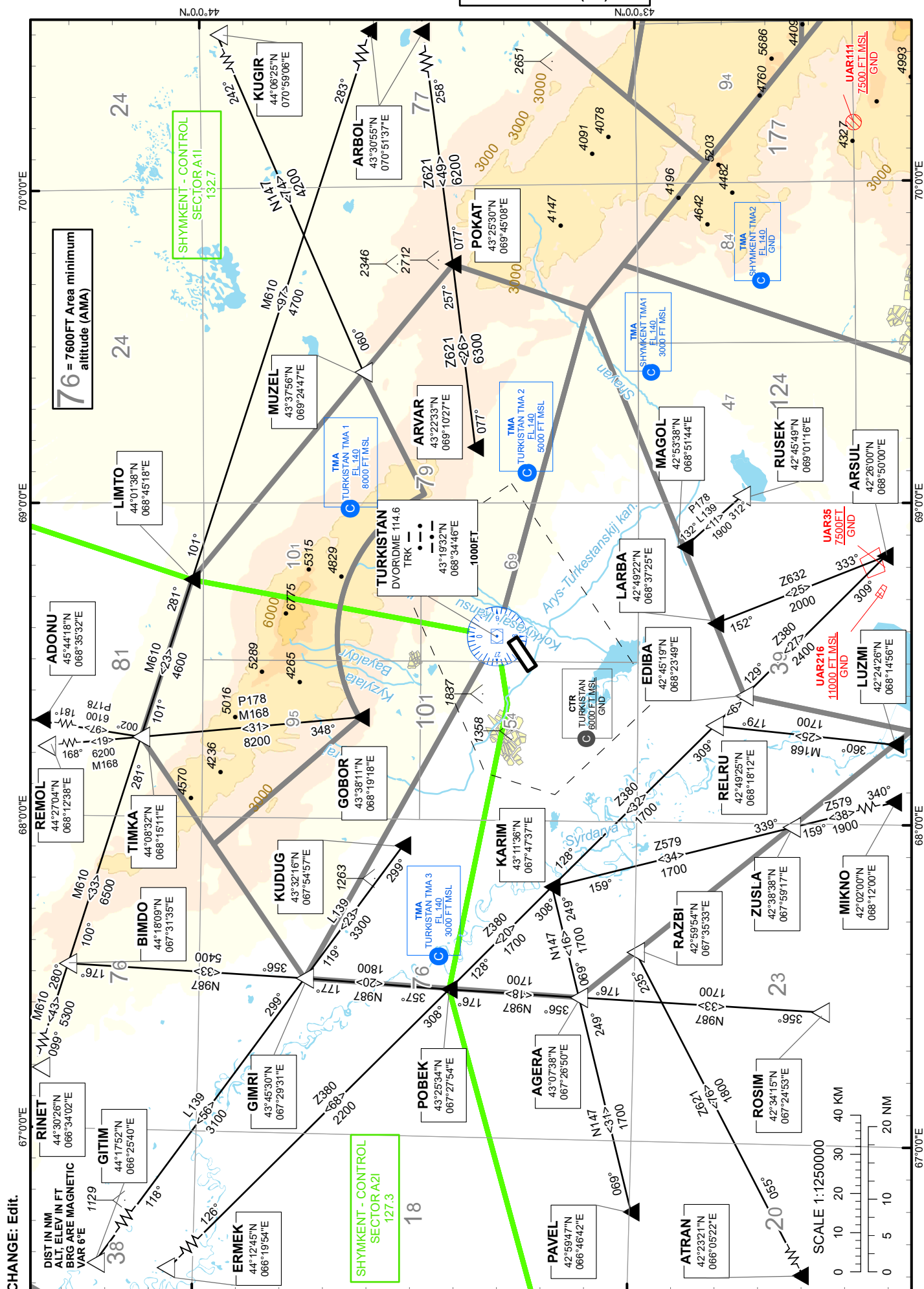
1	AD category for fire fighting	CAT A7
2	Rescue equipment	4 fire trucks with a total volume of extinguishing agents – 38 200 kg., including foaming agent - 2 900 kg., total capacity - 280 kg/s

AREA CHART
ICAO

TRANSITION ALTITUDE
10000 FT

TURKISTAN TOWER 131.3
TURKISTAN ATIS (EN) 124.4
TURKISTAN ATIS (RU) 118.3

TMA TURKISTAN



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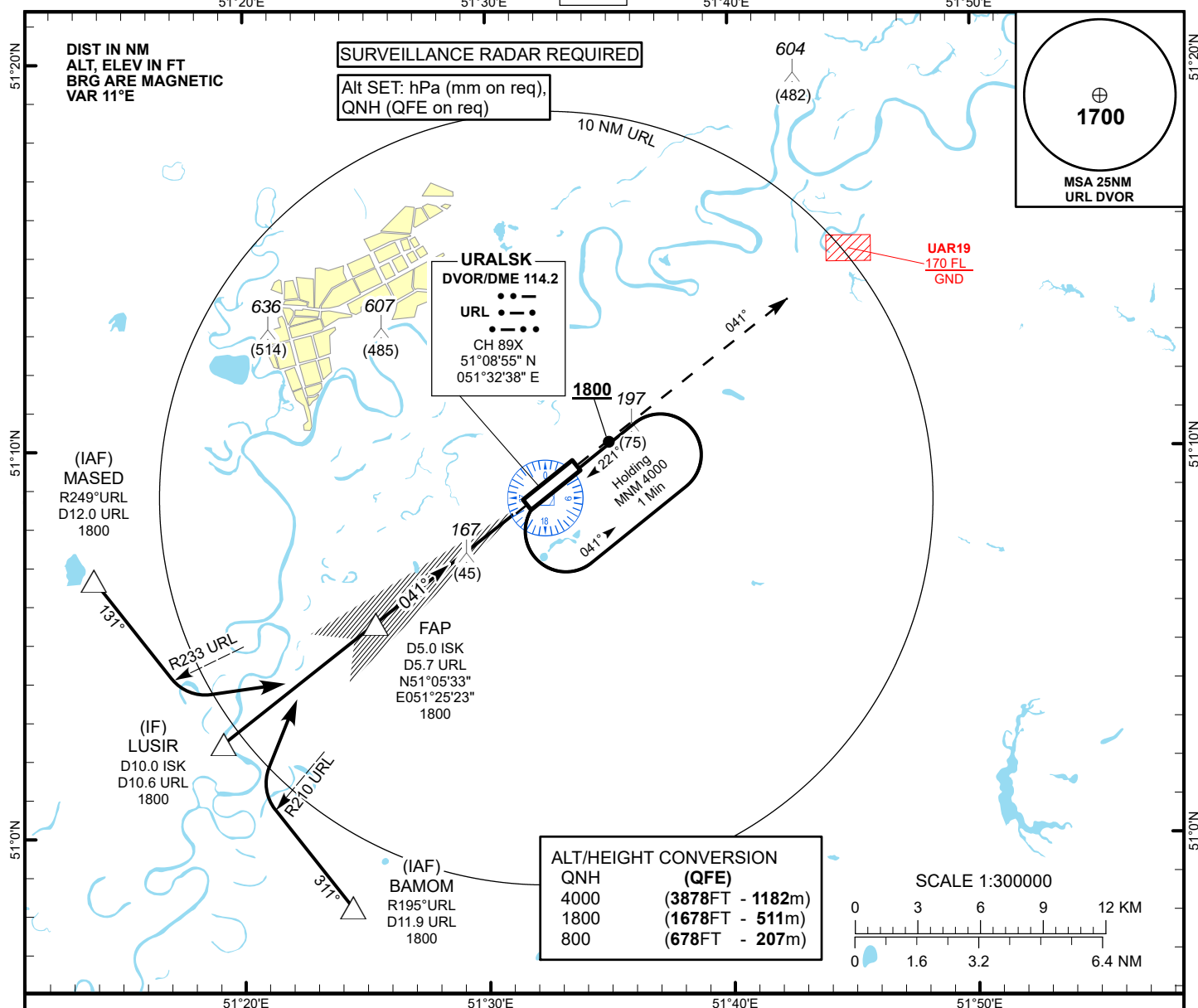
INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 128 FT
HEIGHTS RELATED TO
THR RWY04 - ELEV 122 FT

ILS
LLZ 111.3
ISK
GP 332.3
CH 50X

URALSK TOWER 119.7
URALSK ATIS (EN) 124.8
URALSK ATIS (RU) 134.9

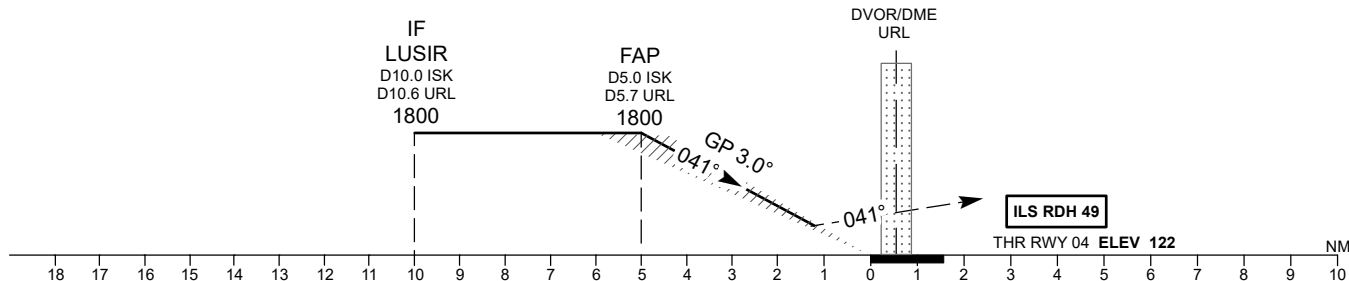
URALSK
ILS/DME
RWY 04



TRANSITION ALT
10000

MISSED APPROACH

Climb on track 041° to 1800 ft.
After passing 1800 ft radar
vectoring will be provided.



Aircraft Category		A	B	C	D	DIST to THR DME ISK	NM	5	4	3	2	1	
Straight-in Approach OCA/H						DME URL	NM	5.7	4.7	3.7	2.7	1.7	
	CAT I	322(200)	323(201)	333(211)	343(221)	ALTITUDE	FT	1800	1462	1138	815	494	
						HEIGHT	FT	1678	1340	1016	693	372	
DME ISK ZERO RANGED TO THR RWY 04													
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

URALSK
ILS/DME

AERONAUTICAL DATA TABULATION

ILS approach to RWY04 from MASED, LUSIR, BAMOM	
Fix/point	Coordinates
DVOR/DME URL	51° 08' 55.2"N 051° 32' 37.6"E
(FAP) D5.0 ISK, D5.7 URL	51° 05' 33.0"N 051° 25' 23.2"E
LUSIR (IF) D10.0 ISK, D10.6 URL	51° 02' 29.0"N 051° 19' 11.3"E
MASED (IAF) R249°, D12.0 URL	51° 06' 44.0"N 051° 13' 54.6"E
BAMOM (IAF) R195°, D11.9 URL	50° 58' 13.8"N 051° 24' 27.0"E
THR RWY04	51° 08' 39.45"N 051° 31' 41.38"E
LOC ISK	51° 09' 49.1"N 051° 34' 03.3"E

URALSK
VOR/DME
RWY 22



Profile view diagram of the ILS approach for Runway 22 at Kona International Airport. The diagram shows the vertical profile of the approach path, including the IAF at 4000 feet, the DVOR/DME URL, the MAPt at 1800 feet (1672 feet MSL), and the FAF at 1800 feet. The approach path is a 5.2% (3.0 degree) descent. The diagram also shows the THR RWY 22 at ELEV 128 feet. The horizontal axis is labeled with NM (Nautical Miles) from 0 to 16. The vertical axis is labeled with ALT (Altitude) in feet. A box in the upper right corner indicates the TRANSITION ALT 10000 feet.

Aircraft Category		A	B	C	D	DIST to THR	NM	1	2	3	4	5	5.1
Straight-in Approach OCA/H						DME URL	NM	1.9	2.9	3.9	4.9	5.9	6.0
	VOR/DME	510(380)	510(380)	510(380)	510(380)	ALTITUDE	FT	495	814	1132	1451	1769	1800
						HEIGHT	FT	367	686	1004	1323	1641	1672
Aerodrome Operating Minima MDH ft x RV(R)(CMV)	VOR/DME												
						GS	Kt	80	100	120	140	160	180
						FAF-MAPT (5.1 NM)	min:sec	3:50	3:04	2:33	2:11	1:55	1:42
						Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950

CHANGE: OCA/H.

URALSK
VOR/DME

AERONAUTICAL DATA TABULATION

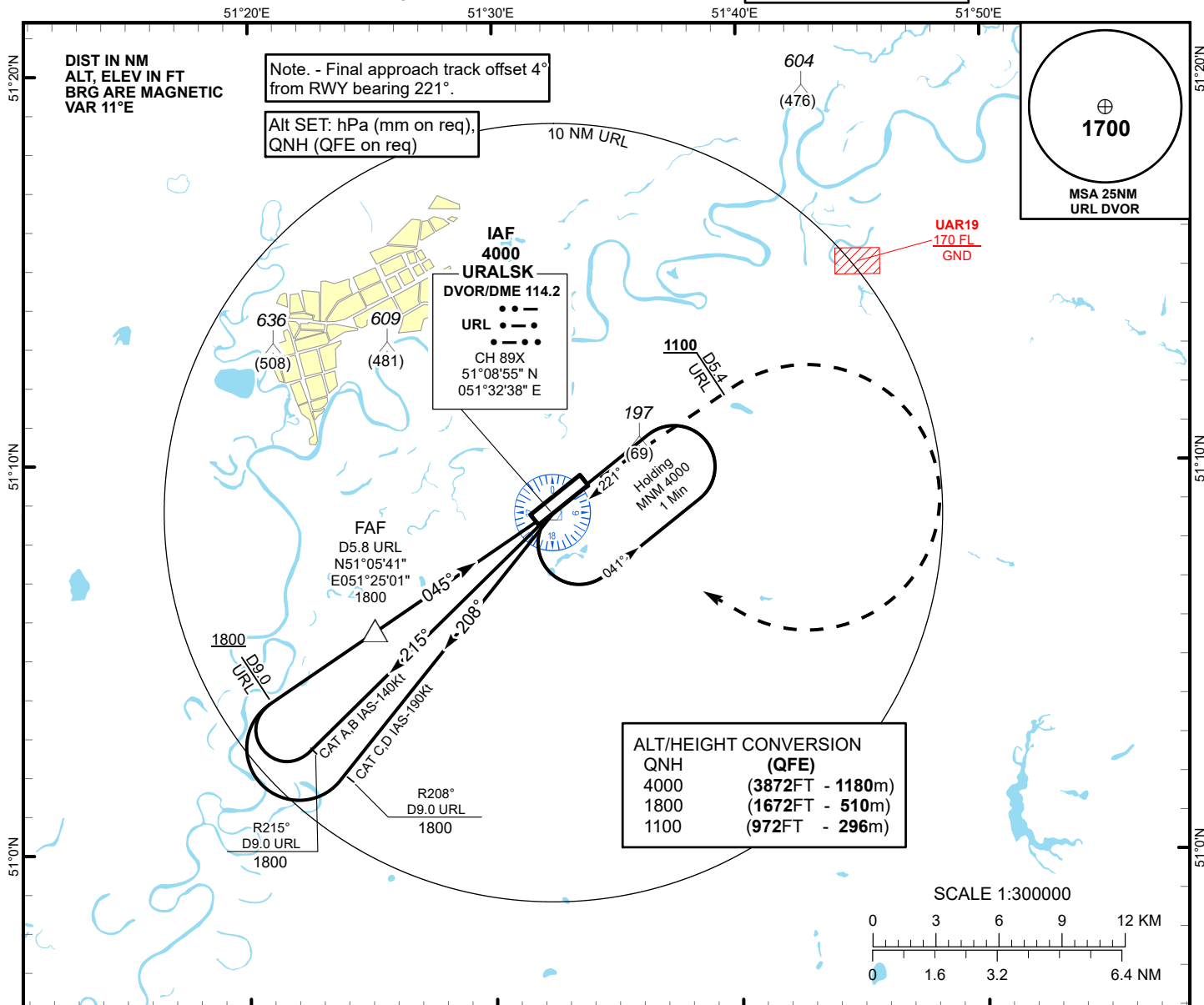
VOR/DME approach to RWY22 from URL DVOR/DME	
Fix/point	Coordinates
(IAF) URL DVOR/DME	51° 08' 55.2"N 051° 32' 37.6"E
(FAF) URL D6.0	51° 12' 56.7"N 051° 39' 45.0"E
THR RWY22	51° 09' 35.20"N 051° 33' 34.95"E
Final approach descent angle is 3°	

INSTRUMENT
APPROACH
CHART - ICAO

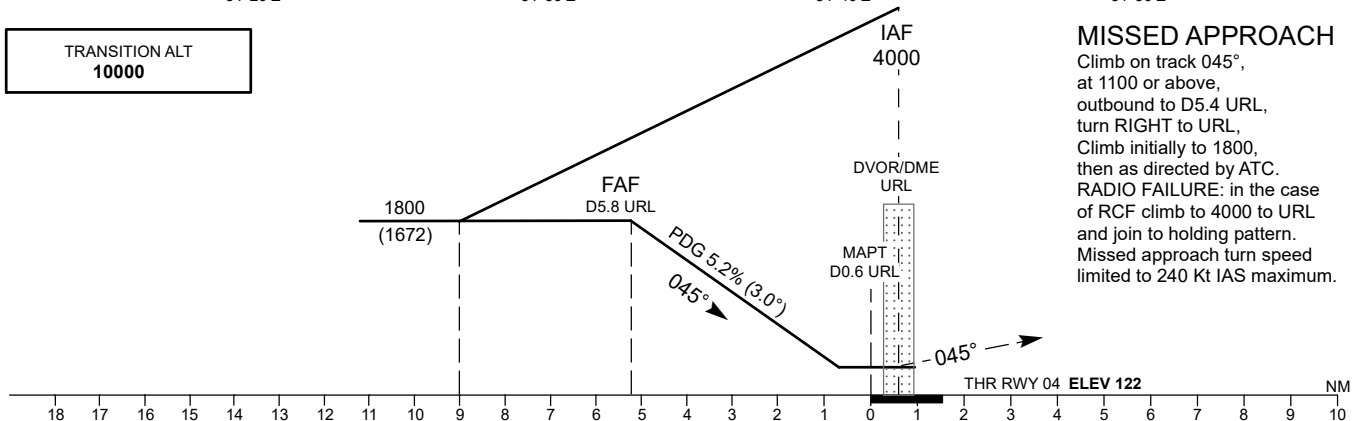
AERODROME ELEV 128 FT
HEIGHTS RELATED TO
AD ELEV 128 FT

URALSK TOWER 119.7
URALSK ATIS (EN) 124.8
URALSK ATIS (RU) 134.9

URALSK
VOR/DME
RWY 04



TRANSITION ALT
10000



Aircraft Category		A	B	C	D	DIST to THR	NM	5.2	5	4	3	2	1
Straight-in Approach OCA/H						DME URL	NM	5.8	5.6	4.6	3.6	2.6	1.6
	VOR/DME	470(340)	470(340)	470(340)	470(340)	ALTITUDE	FT	1800	1769	1451	1132	814	495
						HEIGHT	FT	1672	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 (5.2 NM)	min:sec	3:54	3:07	2:36	2:14	1:57	1:44
						Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950

CHANGE: OCA/H.

URALSK
VOR/DME

AERONAUTICAL DATA TABULATION

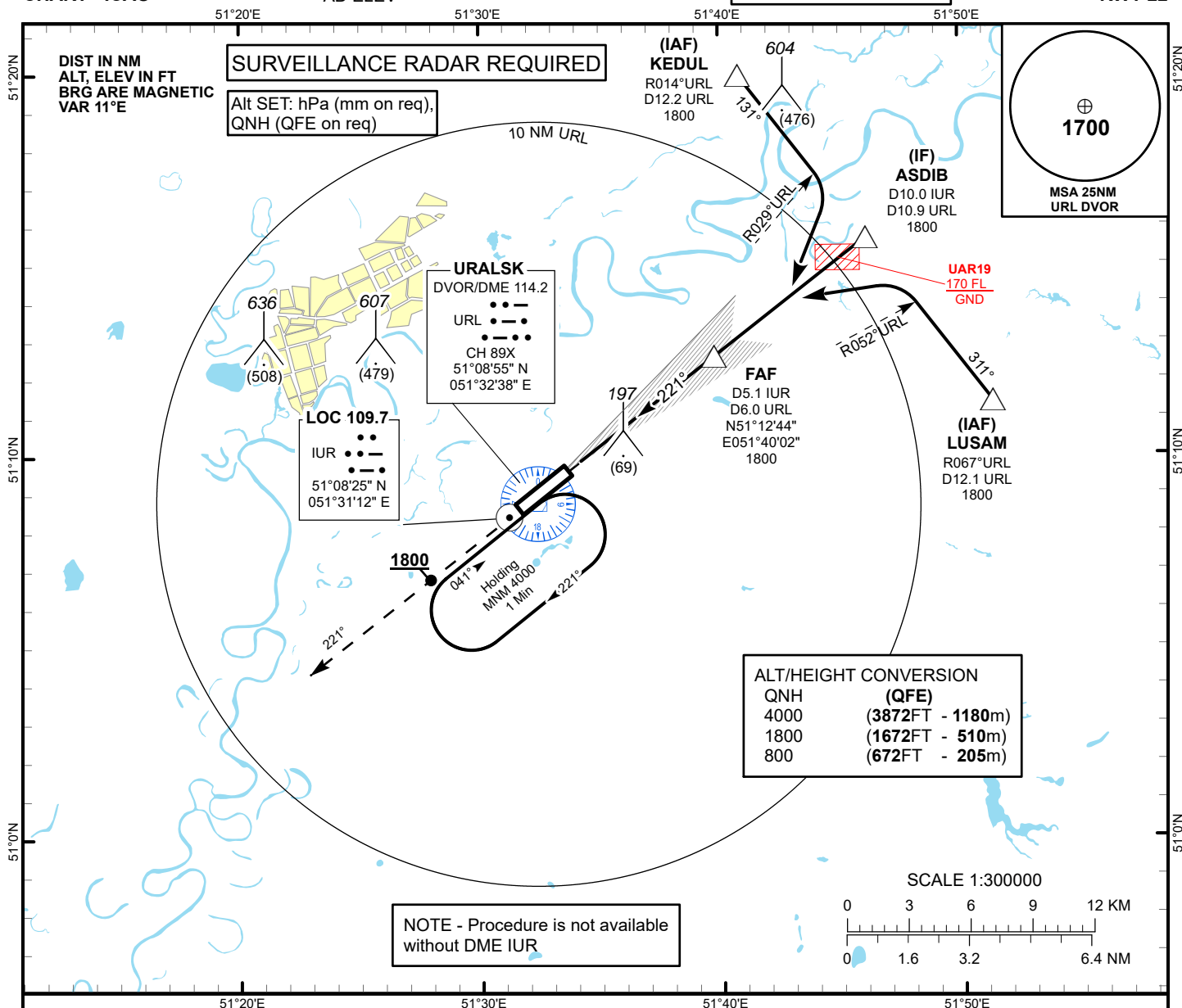
VOR/DME approach to RWY04 from URL DVOR/DME	
Fix/point	Coordinates
(IAF) URL DVOR/DME	51° 08' 55.2"N 051° 32' 37.6"E
(FAF) URL D5.8	51° 05' 41.0"N 051° 25' 00.9"E
THR RWY04	51° 08' 39.45"N 051° 31' 41.38"E
Final approach descent angle is 3°	

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 128 FT
HEIGHTS RELATED TO
AD ELEV

URALSK TOWER 119.7
URALSK ATIS (EN) 124.8
URALSK ATIS (RU) 134.9

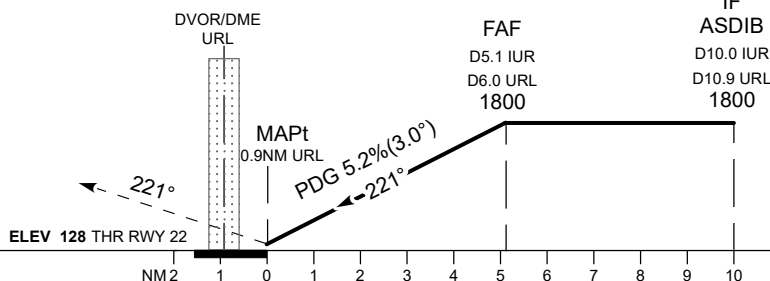
URALSK
LOC/DME
RWY 22



MISSED APPROACH

Climb on track 221° to 1800 ft.
After passing 1800 ft radar
vectoring will be provided.

TRANSITION ALT
10000



Aircraft Category		A	B	C	D	DIST to THR DME IUR	NM	1	2	3	4	5	5.1
Straight-in Approach OCA/H						DME URL	NM	1.9	2.9	3.9	4.9	5.9	6.0
	LLZ (GP INOP)	510(380)	510(380)	510(380)	510(380)	ALTITUDE	FT	495	814	1132	1451	1769	1800
						HEIGHT	FT	367	686	1004	1323	1641	1672
DME IUR ZERO RANGED TO THR RWY 22													
Aerodrome Operating Minima DH ft x RVR(CMV)	LLZ (GP INOP)					GS	Kt	80	100	120	140	160	180
						Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950
						FAF-MAPt(5.1NM)	min:sec	3:50	3:04	2:33	2:11	1:55	1:42

URALSK
LOC/DME

AERONAUTICAL DATA TABULATION

LOC/DME approach to RWY22 from KEDUL, ASDIB, LUSAM	
Fix/point	Coordinates
DVOR/DME URL	51° 08' 55.2"N 051° 32' 37.6"E
(FAF) D5.1 IUR, D6.0 URL	51° 12' 44.3"N 051° 40' 01.5"E
ASDIB (IF) D10.0 IUR, D10.9 URL	51° 15' 43.6"N 051° 46' 09.5"E
KEDUL (IAF) R014°, D12.2 URL	51° 19' 58.7"N 051° 40' 51.6"E
LUSAM (IAF) R067°, D12.1 URL	51° 11' 28.3"N 051° 51' 26.5"E
THR RWY22	51° 09' 35.20"N 051° 33' 34.95"E
LOC IUR	51° 08' 24.8"N 051° 31' 11.5"E



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

1	Apron surface and strength	STANDS		SURFACE	STRENGTH
		1-2		CONC+ASPH	PCN 33/R/B/X/T
		3-7		CONC+ASPH	PCN 22/F/C/X/T
2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		A	18	CONC+ASPH	PCN 33/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	Meteorological 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

Designation s RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
04	51.73°	2601 X 42	34/R/B/X/T CONC+ASPH	474206.51N 0674329.14E - -115.2 FT	THR 1251.3 FT	0.36%
22	231.75°	2601 X 42	34/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	2901 X 300	240 X 150	Nil	AVBL	Nil
Nil	400 X 160	2901 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	2601	3001	2601	2601	Nil
22	2601	3001	2601	2601	Nil

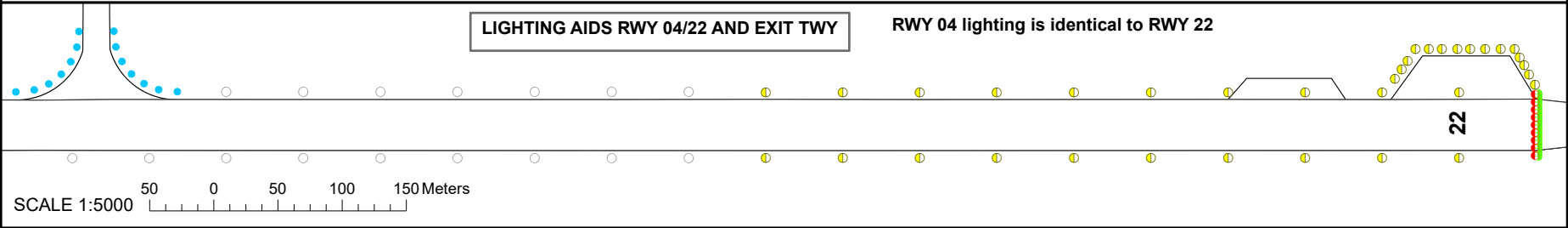
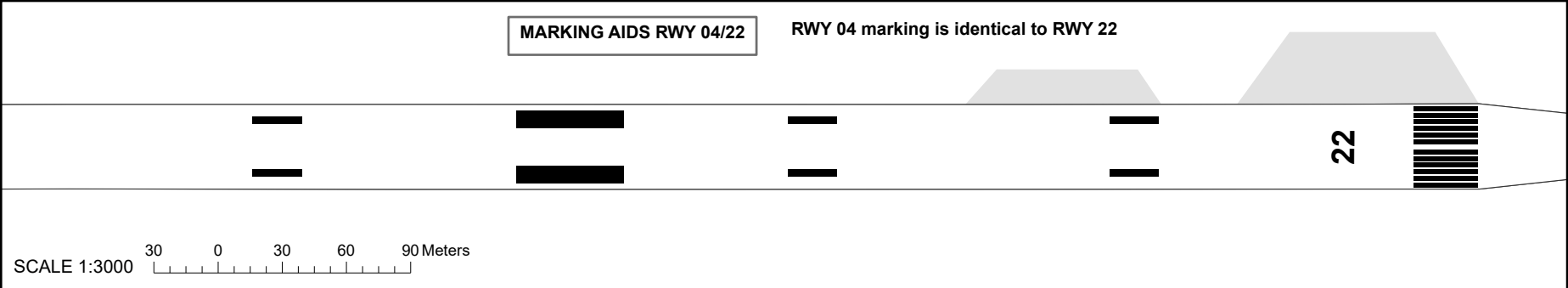
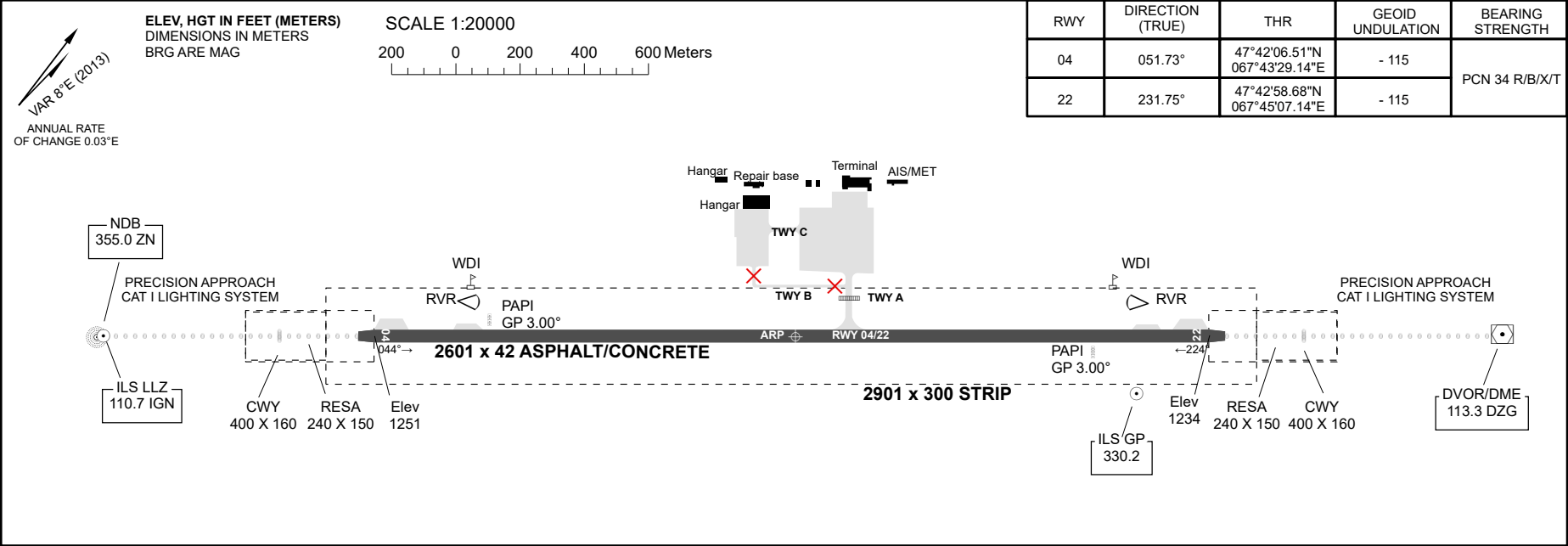
AERODROME
CHART - ICAO

AD ELEV
1251FT (381m)

ARP 474233N
0674418E

TWR 127.1

ZHEZKAZGAN

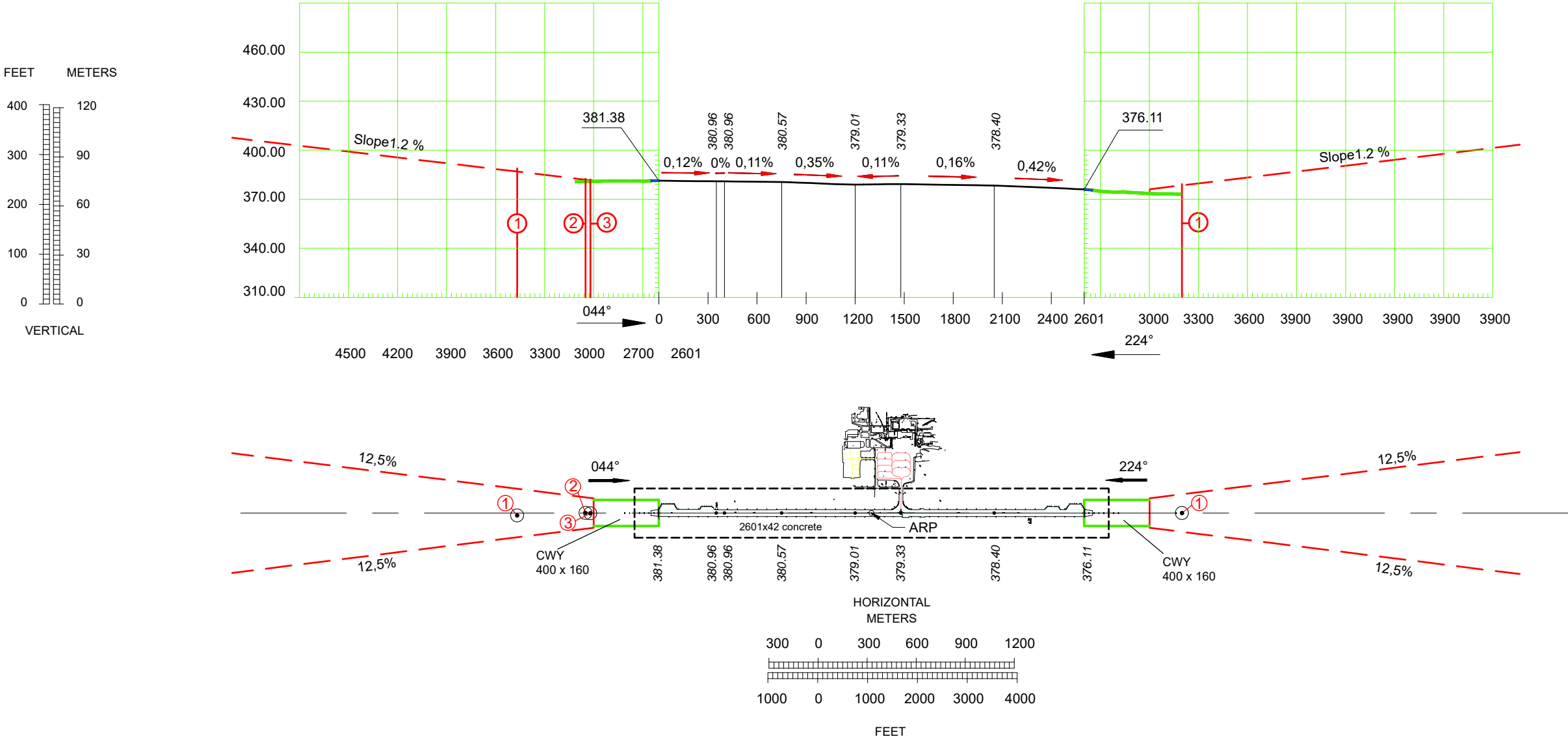


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DIMENSIONS AND ELEVATIONS IN METERS MAG VAR 8°E (2013)

ORDER OF ACCURACY					
№	LAT	LON	H	Horizontal,m	Vertical,m
1	47°41'48.74" N	067°42'56.91" E	389.9	0.053	0.049
2	47°41'57.51" N	067°43'12.17" E	382.5	0.053	0.049
3	47°41'58.06" N	067°43'13.34" E	382.3	0.053	0.049

RWY 04/22 DECLARED DISTANCES		
RWY 04		RWY 22
2601	TAKE – OFF RUN AVAILABLE	2601
3001	TAKE – OFF DISTANCE AVAILABLE	3001
2601	ACCELERATE – STOP DISTANCE AVAILABLE	2601
2601	LANDING DISTANCE AVAILABLE	2601



LEGEND		
	Plan	Profile
Antenna, tower, power line metal	⑥	⑥

ORDER OF ACCURACY					
№	LAT	LON	H	Horizontal,m	Vertical,m
1	47°43'10.68" N	067°45'29.69" E	381.8	0.053	0.049

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