

UATT AD 2

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

UATT AD 2.1 Aerodrome Location Indicator And Name

UATT - AKTOBE

UATT AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	501446N 0571220E At the centre of RWY
2	Direction and distance from (city)	150°, 3 NM from center of Aktobe
3	Elevation/Reference temperature	741 FT/30,4° C
4	Geoid undulation at AD ELEV PSN	-66 FT
5	MAG VAR/Annual Change	11° E (2020) /0.06°
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport 030003 Aktobe, JSC "International Airport Aliya Moldagulova", Astana district, Bogenbai Batyr street, building 44 . Republic of Kazakhstan Phone: +7 (7132) 730001 Phone: +7 (7132) 730072 Fax: +7 (7132) 730071 AFS: UATTAPDU AFS: UATTAPBF Email: info@akx.kz
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UATT AD 2.3 Operational Hours

1	AD Operator	H24 Phone: +7 (7132) 730001
2	Customs and immigration	H24 Phone: +7 (7132) 229560 Phone: +7 (7132) 229561
3	Health and sanitation	H24 Phone: +7 (7132) 229503 Phone: +7 (7132) 730103
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 Phone: +7 (7132) 931141
6	MET Briefing Office	H24 Phone: +7 (7132) 931105
7	ATS	H24
8	Fuelling	H24 Phone: +7 (7132) 730139 Phone: +7 (7132) 730138

9	Handling	H24 Phone: +7 (7132) 730074
10	Security	H24 Phone: +7 (7132) 730069
11	De-icing	H24 Phone: +7 (7132) 229573 Phone: +7 (7132) 730062
12	Remarks	Nil

UATT AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Handling up to 5 tonnes weight
2	Fuel/oil types	TS-1, RT (equivalent to Jet A-1) / MS-20, MS-8
3	Fuelling facilities/capacity	AVBL without limitation/ 750 L/min
4	De-icing facilities	AVBL, MT-43 P21
5	Hangar space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Minor repairs in ground service
7	Remarks	Nil

UATT AD 2.5 Passenger Facilities

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

UATT AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A7
2	Rescue equipment	3 fire trucks with total capacity of foam 1900 kg - blowing agents: 30600 waters. Container with rescue equipment
3	Capability for removal of disabled aircraft	- Emergency pneumatic fabric lift (EPFL) ACLB-12-3C - 16 air cylinders with a lifting capacity of up to 70 tons - Truck crane with a lifting capacity of 25 tons - A list of towing devices (drivers) for the evacuation of aircraft from the airfield: A-318, 319, 320, 321, 330, 340; B-737, 747, 757, 767, 777; An-24, 26; Yak-40, 42; Il-96; Tu-134; MD-10, 11
4	Remarks	The possibility of increasing the required level of fire protection up to 8 categories on request.

UATT AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	5 plunger brush cars, 2 wind machines, 2 rotor, 1 spraders (reagent sprayers), 1 gritter, 1 grader. The anti-icing granular reagent "Green Way SFU" brand "B" and the anti-icing liquid reagent Green Way F65 of the "B" brand are used to remove ice from airfield coatings.
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	(Seasonal availability: All seasons, caution advised in winter during snow conditions)

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

1	Apron surface and strength	STANDS		SURFACE	STRENGTH
		1, 2		REINF/CONC	PCN 53/R/A/X/T
		3-7		REINF/CONC	PCN 44/R/A/X/T
		8-16		CONC+ASPH	PCN 13/R/B/X/T
2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		A	20 M	REINF/CONC	PCN 25/R/A/X/T
		B	24 M	REINF/CONC	PCN 50/R/A/X/T
		C	20 M	REINF/CONC	PCN 25/R/A/X/T
		MAIN TWY	20 M	REINF/CONC	PCN 25/R/A/X/T
3	Altimeter checkpoint location and elevation	Stands 1-7 – 220m/(721,78ft)			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Nil			

UATT 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	Taxiing guidance signs at all intersections with RWY and holding. Guidance lines at TWY and APRON, Visual docking/parking system not available.
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 Zone marking ahead of the threshold Taxiway B Lights: Side
3	Stop bars	Nil
4	Other runway protection measures	Nil
5	Remarks	Nil

UATT AD 2.10 Aerodrome Obstacles

NIL

UATT AD 2.11 Meteorological Information Provided

1	Associated MET Office	AMS Aktobe Phone: +7 (7132) 931105
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation: Periods of validity	AMSC Aktobe, 24HR (0024, 0606, 1212, 1818)
4	Trend forecast Interval of issuance	TREND 30 min
5	Briefing/consultation provided	Personal consultation (Russian)
6	Flight documentation/languages used	TAF, METAR, SPECI, SIGMET, GAMET, AIRMET English
7	Charts and other information AVBL for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, prognostic charts of wind and temperature at flight levels (FL), max wind, T, prognostic charts P85, P70, P50, P40, P30, P25, P20, SWH, SWM of WAFC, SWM+SWH, SWL of Kazakhstan;
8	Supplementary equipment AVBL for providing information	Doppler weather radar (METEOR-635C)
9	ATS units provided with information	Briefing, TWR, ACC
10	Additional information	Nil

UATT 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
12	135,13°	3202 X 46	50/R/A/X/T REINF/CONC	501523.08N 0571122.49E - -66.6 FT	THR 718.2 FT	See AOC type A
30	315,16°	3202 X 46	50/R/A/X/T REINF/CONC	501409.59N 0571316.51E - -66.6 FT	THR 739.5 FT	See AOC type A

SWY dimensions	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	3502 X 300	250 X 150	Nil	400	Nil
Nil	400 X 150	3502 X 300	250 X 150	Nil	400	Nil

UATT AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12	3202	3602	3202	3202	Nil
30	3202	3602	3202	3202	Nil

UATT AD 2.14 Approach And Runway Lighting

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour, WBAR	VASIS, (MEHT), PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour, WBAR	SWY LGT LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
12	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3202m, spacing 60m, 0-2602m white, last 600m yellow LIH	RED Nil	Nil	Turn pad: yellow
30	CAT I (PALS) 870 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3202m, spacing 60m, 0-2602m white, last 600m yellow LIH	RED Nil	Nil	Turn pad: yellow

UATT AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	ABN: Nil IBN: Nil
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer: from THR 30 - 350m, THR 12 - 430m
3	TWY edge and centre line lighting	TWY B EDGE: BLU TWY A, C Nil
4	Secondary power supply/switch-over time	Nil
5	Remarks	Nil

UATT AD 2.16 Helicopter Landing Area

NIL

UATT AD 2.17 ATS Airspace

1	Designation and lateral limits	AKTOBE CTR 503212N 0572618E - 501736N 0573954E - 500204N 0574243E - 495345N 0571844E - 500221N 0565157E - 501500N 0563927E - 503110N 0565449E - 503212N 0572618E
2	Vertical limits	4000 FT ALT / GND

3	Airspace classification	C
4	ATS unit call sign Language(s)	AKTOBE VYSHKA RU AKTOBE TOWER EN
5	Transition altitude	10000 FT
6	Hours of applicability	H24
7	Remarks	Nil

UATT AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	SATVOICE number(s)	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
ATIS	AKTOBE ATIS (EN) AKTOBE ATIS (RU)	126 MHZ 127,8 MHZ	Nil	Nil	H24	Nil
TWR	AKTOBE TOWER (EN) AKTOBE VYSHKA (RU)	120,9 MHZ	Nil	Nil	H24	Nil

UATT AD 2.19 Radio Navigation And Landing Aids

Type of aid, MAG VAR, ILS Classification, Type of supported OP (for VOR/ILS/MLS, give declination)	ID	Frequency , Channel number	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME (11°E/2020)	AKB	113,4 MHZ CH 81X	H24	501548.3N 0571054.8E	700 FT	Nil	Nil
ILS LOC 12 I/D/2	IAT	111,7 MHZ	H24	501349.3N 0571347.9E	700 FT	Nil	Nil
GP 12 I/C/2	IAT	333,5 MHZ	H24	501512.7N 0571126.0E			
DME12		CH 54X		501512.7N 0571126.0E			
ILS LOC 30 I/D/2	ITU	110,5 MHZ	H24	501544.7N 0571049.0E	700 FT	Nil	Nil
GP 30 I/C/2	ITU	329,6 MHZ	H24	501413.5N 0571258.0E			
DME 30		CH 42X		501413.5N 0571258.0E			
NDB	ABN	400 KHZ	HO	501545.5N 0571047.6E	Nil	Nil	Nil

UATT AD 2.20 Local Aerodrome Regulations

1. Airport regulations
- Movement of aircraft about the aerodrome shall be carried out under its power or by towing with special vehicles.
Taxiing and towing shall be carried out strictly along taxi center lines.

Distributing of stands shall be carried out by shift deputy head of production and dispatcher service according to apron load and availability of vacant stands.

The number or assigned stand shall be called out using a loudspeaker unit of ITC escort to all personnel involved in maintenance.

The speed of taxiing shall be chosen by a pilot-in-command depending on the condition of taxiways and apron, presence of obstacles, aircraft weight, and horizontal visibility conditions.

The speed of taxiing in all cases must not exceed the speed established by the Flight Crew Operational Manual.

ATS air traffic controller is responsible for the taxiway route assignment, the pilot-in-command is responsible for the observance of taxiing rules and a person, guiding the taxiing on the segment assigned to him, is responsible for the safety of taxiing.

Operation hour: TWY A and TWY C shall be used during daytime; TWY B can be used during twenty-four hours.

Taxiing of ACFT with index 4 and 5 into RWY from TWY A and TWY C and out of RWY to TWY shall be carried out at reduced speed with the flight crew's increased caution and with the observance of safety interval between the landing gear and edges.

2. Taxiing/towing precautions with taking onto account visibility conditions, surface condition of runway, apron, stands and taxiways.

Flight crew shall be notified about the surface condition of runway, apron, stands and taxiways by "Tower" air traffic controller according to work technique.

Taxiing onto the apron after runway vacation shall be carried out only after "Follow me" car.

Aircraft parking shall be carried out by the signals of marshaller.

Escorting by special vehicle from stands to holding position and from taxiways to stands shall be carried out when markings on the maneuvering area are invisible due to snow.

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

Taxiing into stands 1-11 shall be carried out under own engines power.

Taxiing into stands 12-16 shall be carried out by towing.

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

Taxiing out of stands 3-11 shall be carried out under own engines power.

Taxiing out of stands 1,2,12-16 shall be carried out by towing.

5. Parking area for small aircraft (General aviation)

Stands 8-11 are designated for general aviation.

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

Not available

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

The boundary of the critical area of the radio beacon system has daytime and nighttime markings on the TWY B. On TWY A and TWY C only daytime markings are available. "Stop" and "ILS critical area" signs are set on the intersection of the airport roads and the critical area of the radio beacon system.

The 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" controller. The intersection of these areas with mentioned facilities during landing approach till landing is prohibited.

8. Restrictions in the operation of large aircraft including restrictions on the use of its own power for taxiing.

Aerodrome can be operated by aircraft with PCN/ACN ratio above or equal to 1. Weight and traffic intensity restriction of aircraft with non-equal PCN and ACN values are applied (for Boeing 747-400 with weight 376 655kg up to 10 sorties per day); (for A 321-100 with weight 81 100 kg up to 10 sorties per day); (for A 321-200 with weight 80 867 kg up to 10 sorties per day); (for A 330-200 with weight 216 476 kg up to 10 sorties per day).

One time (emergency) landing is allowed for aircraft with PCN/ACN ratio above or equal to 0,5.

Taxiing of ACFT with index 4 and 5 into RWY from TWY A and TWY C and out of RWY to TWY shall be carried out at reduced speed with the flight crew's increased caution and with the observance of safety interval between the landing gear and edges.

9. Taxiing of aircraft in the absence of visibility of marking lines on the maneuvering area.

Runway, apron, stands and taxiways are not equipped with centerline lights

In case of invisibility of taxiway due to packed snow aircraft escorting shall be carried out only after the "Follow-me" car equipped with a UHF communication with the "Tower" dispatcher at a frequency of 120.9 and a two-way radio "ground-to-air" and "ground-ground" communication, flashing lights and the "Follow-me" panel and can be requested by the flight crew or by the shift deputy head of production and dispatcher service.

UATT AD 2.21 Noise Abatement Procedures

NIL

UATT AD 2.22 Flight Procedures

1. Flight and ground movement procedures.

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

Low Visibility Procedures are initiated by the Air traffic Manager of Aktobe Control Centre. The status of LVP is passed to pilots by ATIS broadcast or by ATC.

Before the introduction of the procedures of limited visibility, the air traffic controller of "Tower" Control centre (Tower ATC) begins to keep a record of vehicles and persons who are currently on the manoeuvring area, and continues to this account during the period of these procedures to promote security activities in this area and restricts the movement of vehicles airport services on the apron and manoeuvring area, writes the data in the logbook.

Tower ATC, received information about the beginning of the (termination) procedures in low visibility conditions to inform adjacent control towers. The operation of LVP shall be reported by Tower ATC phrase : "LOW VISIBILITY PROCEDURES IN OPERATION".

Tower ATC restricts the movement of vehicles airport services on the apron and manoeuvring area during LVP procedures, produces control over the presence of obstacles on the runway and in the ILS critical area, on the reports of aircraft crew or reports of aerodrome service specialist, informs the flight crew about changes in the operational status of radio and lighting equipment.

Taxiing of departing aircraft shall be carried out after a follow-me car from stands to holding position. Taxiing to stand (apron) after RWY vacation shall be carried out after a follow-me car.

Upon receiving information that an aircraft or vehicle is lost or uncertain of its position on the manoeuvring area, Tower ATC takes action to ensure safety and to assist the aircraft or vehicle to determine its position.

If the Tower ATC cannot visually determine the aircraft RWY vacation, it requires the crew to report the vacation of the RWY.

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

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

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

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

Entering the flight circle, crossing the runway alignment is made only with the permission of the air traffic

controller of the "Tower" ATC unit.

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

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

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

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

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Clearance altitude	Remarks
1	ALPHA (northern outskirts of Saryzhar)	N503110 E0565449	316° 18.5 nm AKB DVOR/DME	1400 FT AMSL and above	Entry/exit/ holding
2	BRAVO (western outskirts of Petropavlovka)	N503212 E0572618	021° 19.1 nm AKB DVOR/DME	1600 FT AMSL and above	Entry/exit/ holding
3	CHARLIE (southern outskirts of Ulke)	N501736 E0573954	074° 18.7 nm AKB DVOR/DME	1600 FT AMSL and above	Entry/exit/ holding
4	DELTA	N500204 E0574243	113° 24.7 nm AKB DVOR/DME	1600 FT AMSL and above	Entry/exit/ holding
5	HOTEL (western outskirts of Alga)	N495345 E0571844	157° 22.6 nm AKB DVOR/DME	1400 FT AMSL and above	Entry/exit/ holding
6	LIMA (southern outskirts of Ernazar)	N500221 E0565157	212° 18.2 nm AKB DVOR/DME	1600 FT AMSL and above	Entry/exit/ holding
7	MIKE (southern outskirts of Kaiyndysai)	N501500 E0563927	258° 20.2 nm AKB DVOR/DME	1600 FT AMSL and above	Entry/exit/ holding

UATT 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

At the airport Aktobe, a bird / wildlife collision avoidance program is being carried out to reduce the risks of birds and wildlife at the airport and its surroundings. The program includes the following elements:

- appointment of responsible personnel;
- procedure for messaging, collecting and recording data on the bird / wildlife collisions;
- procedure for analyzing data and hazard assessment of the bird / wildlife collisions;

- procedure for the habitat and land use control at the airport and its surroundings, including the use of effective methods for grass care and cutting in the airfield;
- measures to scare away or disperse dangerous birds / wildlife;
- with landowners, providing the airport operator with information on events that may cause an additional danger of bird strikes; including changes in infrastructure, grass cover, land use regulations and the nature of activities in the vicinity of the airport, which may attract birds / wildlife;
- holding meetings with all partners participating in the work of the committee on preventing birds / wildlife collisions at the airport.

Winter period (end of November - February).

It is characterized by relatively simple and stable ornithological situation. During this period, individual bird migrations (crows, pigeons) are mainly observed. The most active flights are observed in the morning (02:30-03:30 UTC) and evening (12:20-13:20 UTC) hours.

Spring period (March-May).

It is characterized by the beginning of the spring migration of birds. Flocks of birds (ducks, geese, swans, gulls, etc.) are observed from 15:00 to 02:00 UTC, as well as individual flights during daylight hours.

Early summer period - late summer period (mid-May - August).

During these periods, active flight of birds (gulls, crows, pigeons) is observed in the morning hours (23:30-01:30 UTC) and evening hours (15:30-17:30 UTC). And also in the presence of cloudiness and precipitation birds migrate during the daytime as well.

Autumn period (September-November).

Beginning of fall migration of birds (ducks, geese, swans, gulls, etc.) from 15:00 to 02:00 UTC, as well as some flights of birds during daylight hours.

During these periods pilots are recommended to turn on landing lights when flying in the airfield area, during takeoff, landing approach, as well as during climb and descent.

Height

Flight altitudes depend on the season and weather conditions. Different bird species move at different altitudes.

Approximate flight heights of different bird species occurring on the airfield and at the aerodrome area:

- ducks - from 295 to 9842 FT;
- skylarks and various waders - from 131 to 4593 FT;
- birds of prey - from 328 to 26246 FT;
- mayflies and roseate starlings - from 133 to 1509 FT;
- swallows - from 16 to 66 FT;
- gulls - from 328 to 1640 FT;
- sparrows - from 16 to 49 FT;
- owls - from 16 to 98 FT;
- pheasants - from 3 to 16 FT;

Migration of birds occurs around the clock.

Daily migration at the airfield and the greatest number of birds on the runway and in its vicinity were observed in the morning and evening hours. The species composition was predominantly represented by gulls. In the process of evening and night migration from feeding places (city dump, filtration fields of treatment facilities,

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

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

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

Daily migration of birds (time)

From dawn till dusk.

Direction

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

Height

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

Information transmission

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

UATT AD 2.24 Charts Related To An Aerodrome

Name	Page
Aerodrome Chart ICAO	UATT AD 2.24.1-1
Aerodrome Ground Movement and Parking Chart ICAO	UATT AD 2.24.3-1
Aerodrome Obstacle Chart – ICAO – Type A	UATT AD 2.24.4-1
Standard Departure Chart Instrument (SID) RWY 12 ICAO	UATT AD 2.24.7-1-1
Standard Departure Chart Instrument (SID) RWY 30 ICAO	UATT AD 2.24.7-2-1
Standard Arrival Chart Instrument (STAR) RWY 12 ICAO	UATT AD 2.24.9-1-1
Standard Arrival Chart Instrument (STAR) RWY 30 ICAO	UATT AD 2.24.9-2-1
Standard Arrival Chart Instrument (STAR) RWY 12 ICAO	UATT AD 2.24.9-3-1
Standard Arrival Chart Instrument (STAR) RWY 30 ICAO	UATT AD 2.24.9-4-1
ATC Surveillance Minimum Altitude Chart ICAO	UATT AD 2.24.10-1
Instrument Approach Chart – ILS/DME RWY 12 ICAO	UATT AD 2.24.11-1-1
Instrument Approach Chart – ILS/DME RWY 30 ICAO	UATT AD 2.24.11-2-1
Instrument Approach Chart – VOR/DME RWY 12 ICAO	UATT AD 2.24.11-3-1
Instrument Approach Chart – VOR/DME RWY 30 ICAO	UATT AD 2.24.11-4-1
Instrument Approach Chart – NDB RWY 12 ICAO	UATT AD 2.24.11-5-1
Instrument Approach Chart – BC NDB RWY 30 ICAO	UATT AD 2.24.11-6-1
Instrument Approach Chart – LOC/DME RWY 30 ICAO	UATT AD 2.24.11-7-1
Visual Approach chart – ICAO	UATT AD 2.24.12-1
VFR Departure/Arrival Chart	UATT AD 2.24.14-1

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