

UAII AD 2

Note: The following sections in this chapter are intentionally left blank: AD-2.10, AD-2.16, AD-2.21, AD-2.25

UAII AD 2.1 Aerodrome Location Indicator And Name

UAII - SHYMKENT

UAII AD 2.2 Aerodrome Geographical And Administrative Data

| | | |
|---|--|---|
| 1 | ARP coordinates and site at AD | 422154N 0692832E At the centre of RWY |
| 2 | Direction and distance from (city) | 298°, 6.4 NM of Shymkent center |
| 3 | Elevation/Reference temperature | 1387 FT/26° C |
| 4 | Geoid undulation at AD ELEV PSN | -141 FT |
| 5 | MAG VAR/Annual Change | 6° E (2013) / 0.03° |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | Post: Authority of Airport 160003 Shymkent, JSC "Shymkent Airport" Republic of Kazakhstan Phone: +7 (7252) 455033 (ext 10-15) Fax: +7 (7252) 455033 (ext 10-15) AFS: UAIAPDU Email: reception@airserver.kz |
| 7 | Types of traffic permitted (IFR/VFR) | IFR-VFR |
| 8 | Remarks | Nil |

UAII AD 2.3 Operational Hours

| | | |
|---|----------------------------|--|
| 1 | AD Operator | H24 Phone: +7 (7252) 455033 (ext 11-44) Email: pdsp@airserver.kz |
| 2 | Customs and immigration | H24 Phone: +7 (7252) 945162 Phone: +7 (7252) 455141 |
| 3 | Health and sanitation | H24 Phone: +7 (7252) 455033 (ext 10-32) |
| 4 | AIS Briefing Office | H24 |
| 5 | ATS Reporting Office (ARO) | H24 Phone: +7 (7252) 945133 Phone: +7 (7252) 945141 Email: shadp@ans.kz |
| 6 | MET Briefing Office | H24 Phone: +7 (7252) 945168 |
| 7 | ATS | H24 |
| 8 | Fuelling | H24 Phone: +7 (7252) 945097 Email: pdsp@airserver.kz |

| | | |
|----|----------|--|
| 9 | Handling | H24 Phone: +7 (7252) 945097 Email: pdsp@airserver.kz |
| 10 | Security | H24 Phone: +7 (7252) 945101 Email: sab@airserver.kz |
| 11 | De-icing | H24 Phone: +7 (7252) 945097 Email: pdsp@airserver.kz |
| 12 | Remarks | Nil |

UAII AD 2.4 Handling Services And Facilities

| | | |
|---|---|--|
| 1 | Cargo-handling facilities | Handling up to 7 tonnes weight: transport loading platform, loading conveyor, vehicle with a lifting body, forklift. |
| 2 | Fuel/oil types | TS-1, RT (equivalent to Jet A-1) / MS-8P, MS-20, SM-4.5 |
| 3 | Fuelling facilities/capacity | AVBL without limitation Kraz-TZ-22 (17,6 tonnes)- 4 pcs Volvo-T3A-45 (36 tonnes)- 1 pcs |
| 4 | De-icing facilities | AVBL deicing fluid TYPE - 1, TYPE - 4. |
| 5 | Hangar space for visiting aircraft | NOT AVBL for visiting aircraft |
| 6 | Repair facilities for visiting aircraft | AVBL for minor repair |
| 7 | Remarks | Nil |

UAII AD 2.5 Passenger Facilities

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

UAII AD 2.6 Rescue And Fire Fighting Services

| | | |
|---|---|--|
| 1 | AD category for fire fighting | CAT A8 |
| 2 | Rescue equipment | AVBL for B-747-200/300/400, B-737-300/400/500, A-319/320/321, Embraer-190, TU-154, IL-18, AN-24, YAK-40 6 fire engines with a total volume 58,490 liters of extinguishing agent. |
| 3 | Capability for removal of disabled aircraft | Available equipment: 1. A device for lifting an aircraft by the forward fuselage 2. A device for lifting an aircraft by the wing Phone: +7 (7252) 455030 (ext.1148) Email: spasop@airserver.kz |

| | | |
|---|---------|--|
| 4 | Remarks | The number and means of delivery of the extinguishing agent correspond to category 9 To ensure the regulatory calculation, search and rescue flight support services, at the THR of RWY 10, crew duty is provided near the main TWY-P in the area of TWY-D at a distance of 47.5 m north of the center line of the main TWY-P |
|---|---------|--|

UAI AD 2.7 Seasonal Availability - Clearing

| | | |
|---|-----------------------------|--|
| 1 | Types of clearing equipment | 1 rotor, 6 combined watering machine, 1 shaft pusher |
| 2 | Clearance priorities | 1. RWY 2. TWY 3. Stands |
| 3 | Remarks | Nil |

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

| | | | | | |
|---|---|---|-----------|------------|----------------|
| 1 | Apron surface and strength | STANDS | | SURFACE | STRENGTH |
| | | 1, 1A, 1B | | CONC+ASPH | PCN 77/F/C/W/T |
| | | 2,3,19,19A | | CONC+ASPH | PCN 44/F/C/W/T |
| | | 4-9, 4A, 4B, 5A, 5B, 7R, 7L, 9R, 9L | | CONC+ASPH | PCN 63/F/C/X/T |
| | | 17-18 | | CONC+ASPH | PCN 23/F/C/W/T |
| | | 20-22 | | CONC+ASPH | PCN 51/F/C/W/T |
| | | 54-62 | | CONC+ASPH | PCN 13/F/C/W/T |
| 2 | Taxiway width, surface and strength | TWY | WIDTH (M) | SURFACE | STRENGTH |
| | | MAIN P | 23 | REINF+CONC | PCN 50/R/A/X/T |
| | | A | 23 | REINF+CONC | PCN 50/R/A/X/T |
| | | B | 21 | REINF+CONC | PCN 22/R/A/X/T |
| | | C | 18 | CONC+ASPH | PCN 18/F/C/Y/T |
| | | D | 23 | REINF+CONC | PCN 50/R/A/X/T |
| | | E | 14 | CONC+ASPH | PCN 18/F/C/Y/T |
| | | K | 14 | REINF+CONC | PCN 22/R/A/X/T |
| | | L | 14 | REINF+CONC | PCN 22/R/A/X/T |
| | | H | 30 | CONC+ASPH | PCN 63/F/C/W/T |
| 3 | Altimeter checkpoint location and elevation | Stand: №1 – 419m/1374FT 422153N 0692034E | | | |
| 4 | VOR checkpoints | Nil | | | |
| 5 | INS checkpoints | Nil | | | |
| 6 | Remarks | Simultaneous tax ACFT on TWY-B and TWY-E from RWY to main TWY-P is prohibited. Tax in/out from stand 20, 21, 22 for ACFT with wingspan more than 42m via follow me car. ACFT stand 1B AVBL for ACFT types A320, A321, B737-900 allowed for ACFT wingspan less than 35,8m. | | | |

UAII 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 RWY, 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 | Taxiing on TWY B and TWY E in night-time is forbidden due to absence of edge lights |

UAII AD 2.10 Aerodrome Obstacles

NIL

UAII AD 2.11 Meteorological Information Provided

| | | |
|----|---|--|
| 1 | Associated MET Office | Meteorological service Shymkent Phone: +7 (7252) 945168 |
| 2 | Hours of service MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation: Periods of validity | Meteorological service Shymkent, 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 | Nil |
| 9 | ATS units provided with information | Briefing, TWR, ACC |
| 10 | Additional information | Nil |

UAII 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 |
| 10 | 106,22° | 3300 X 45 | 50/R/A/X/T REINF+CON C | 422209.24N 0692722.27E - -138.5 FT | THR 1309.4 FT | See AOC Type A |
| 28 | 286,25° | 3300 X 45 | 50/R/A/X/T REINF+CON C | 422139.35N 0692940.74E - -140.4 FT | THR 1386.6 FT | See AOC Type A |

| SWY dimensions (M) | CWY dimensions (M) | Strip dimensions (M) | RESA dimensions (M) | Location and description of arresting system | OFZ | Remarks |
|--------------------------|--------------------------|----------------------------|---------------------------|---|------|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| Nil | Nil | 3600 X 300 | 90 X 150 | Nil | AVBL | Nil |
| Nil | 150 X 160 | 3600 X 300 | 90 X 150 | Nil | AVBL | Displaced THR 140 M (DTHR 422140.62N 0692934.86E) - elev. 1383,9 FT |

UAII AD 2.13 Declared Distances

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|-------------------|----------|----------|----------|---------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 10 | 3300 | 3300 | 3300 | 3300 | Nil |
| 28 | 3300 | 3450 | 3300 | 3160 | Nil |
| TWY D - 10 | 2656 | 2656 | 2656 | Nil | Nil |
| TWY C - 10 | 1181 | 1181 | 1181 | Nil | Nil |
| TWY E - 10 | 877 | 877 | 877 | Nil | Nil |
| TWY B - 10 | 787 | 787 | 787 | Nil | Nil |
| TWY A - 28 | 3112 | 3261 | 3112 | Nil | Nil |
| TWY B - 28 | 2512 | 2662 | 2512 | Nil | Nil |
| TWY E - 28 | 2422 | 2572 | 2422 | Nil | Nil |
| TWY C - 28 | 2118 | 2268 | 2118 | Nil | Nil |

UAII 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 |
| 10 | CAT I (HIALS) 900 M LIH | GRN Nil | PAPI LEFT/3° | Nil | Nil | 3300m, spacing 60m, 0-2700m white, last 600m yellow LIH | RED Nil | Nil | Nil |
| 28 | CAT I (HIALS) 920 M LIH | GRN Nil | PAPI LEFT/3° | Nil | Nil | 3160m, spacing 60m, 0-2560m white, last 600m yellow LIH | RED Nil | Nil | Thresh old displac ed by 140 m. |

UAII AD 2.15 Other Lighting, Secondary Power Supply

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: Nil IBN: Nil |
| 2 | LDI location and LGT Anemometer location and LGT | LDI: Nil |
| 3 | TWY edge and centre line lighting | MAIN P EDGE: BLU TWY A EDGE: BLU TWY C EDGE: BLU TWY D EDGE: BLU TWY K EDGE: BLU TWY L EDGE: BLU |
| 4 | Secondary power supply/switch-over time | AVBL, 1 SEC |
| 5 | Remarks | Nil |

UAII AD 2.16 Helicopter Landing Area

NIL

UAII AD 2.17 ATS Airspace

| | | |
|---|-----------------------------------|--|
| 1 | Designation and lateral limits | SHYMKENT CTR 423034N 0700213E - 421105N 0695739E - 421833N 0685528E - 424054N 0690306E - 423034N 0700213E |
| 2 | Vertical limits | 4500 FT ALT / GND |
| 3 | Airspace classification | C |
| 4 | ATS unit call sign Language(s) | SHYMKENT TOWER EN SHYMKENT VYSHKA RU |
| 5 | Transition altitude | 10000 FT |
| 6 | Hours of applicability | H24 |

| | | |
|---|---------|-----|
| 7 | Remarks | Nil |
|---|---------|-----|

UAI AD 2.18 ATS Communication Facilities

| Service designation | Call sign | Frequency | SATVOICE number(s) | Logon address | Hours of operation | Remarks |
|-----------------------------------|--|------------------------|--------------------|---------------|--------------------|----------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TWR | SHYMKENT TOWER (EN) SHYMKENT VYSHKA (RU) | 125,9 MHZ | Nil | Nil | H24 | Nil |
| Production and dispatcher service | SHYMKENT TRANZIT (EN) SHYMKENT TRANZIT (RU) | 127.0 MHZ | Nil | Nil | As AD | Nil |
| ATIS | SHYMKENT ATIS (EN) SHYMKENT ATIS (RU) | 119,2 MHZ 126,6 MHZ | Nil | Nil | H24 | EN RU |

UAI AD 2.19 Radio Navigation And Landing Aids

| Type of aid, MAG VAR, ILS Classification, Type of supported OP (for VOR/ILS/MLS, give declination) | ID | Frequency, Channel number | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Service volume radius from the GBAS reference point | Remarks |
|--|-----|---------------------------|--------------------|--|---------------------------------------|---|------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| ILS LOC 10 I/D/2 | IEN | 111,7 MHZ | H24 | 422134.2N 0693004.8E | | Nil | Nil |
| GP 10 I/C/2 | | 333,5 MHZ | | 422202.1N 0692731.3E | | | |
| DME 10 | IEN | CH 54X | | 422202.1N 0692731.3E | 1300 FT | | |
| ILS LOC 28 I/D/2 | IIM | 110.3 MHZ | H24 | 422213.7N 0692701.5E | | Nil | GP 28 is Inoperability |
| GP 28 | | | | | | | |
| DME 28 | IIM | CH 40X | | 422137.0N 0692925.0E | 1400 FT | | |
| NDB | SKN | 733 KHZ | H24 | 422130.3N 0693022.4E | Nil | Nil | Nil |
| DVOR/DME (6°E/2013) | SMK | 113 MHZ CH 77X | H24 | 422220.4N 0692630.6E | 1400 FT | Nil | Nil |

UAI AD 2.20 Local Aerodrome Regulations**1. Procedures of movement (towing, taxiing) of aircraft on the airfield**

Standard taxi routes shall be carried out along taxiway and apron center lines. Towing of the aircraft shall be carried out with the clearance of "Tower" air traffic controller.

Taxiing on TWY B and TWY E in night-time is forbidden due to absence of lighting system

Taxiing at daytime with RVR 550m and less available only after follow me car.

RWY 28 is available for landing of all aircraft type only in daytime and visibility more than 2000m.

A. Movement of the aircraft along maneuvering area (RWY, TWY).

TWY K and TWY L are not designated for Civil Aviation.

Backtrack on RWY for aircraft index 4 or higher is prohibited.

Simultaneous taxiing of aircraft along TWY B and TWY E (from RWY to MAIN TWY P) is prohibited.

Taxiing of aircraft with index 3 and lower from TWY C to RWY and from RWY to TWY C, shall be carried out at reduced speed with the increased attention of the crew and in compliance with the safety intervals between landing gear and edges.

During engine testing (run-up) on the stands 1,2,3 and taxiing of ACFT into stands 1,2,3 with the heading to the north, taxiing of other aircraft along TWY P, TWY B, TWY A is prohibited.

During taxiing out from aircraft stands 1, 2, 3 parked with the heading to the north, taxiing of other aircraft along TWY P, TWY B, TWY A is prohibited.

Taxiing of aircraft with index 4 and higher on TWY-B, TWY-C, TWY-E is prohibited.

B. Aircraft movement on the apron.

Movement of ACFT to the stands 54-62 of Aircraft maintenance facility of the "SCAT" Airline shall be carried out by towing out of stands 1-22.

When stand 19A is occupied:

- Aircraft movement along the north centerline between stands 19 and 1 is prohibited.
- Taxiing out from aircraft stand 1 parked with the heading to the north is prohibited; movement by towing is allowed.
- Taxiing into the aircraft stand 1 with the heading to the south is prohibited; movement by towing is allowed

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

Crossing of holding point line (critical ILS zone), indicated by "CAT" signs with day markings without ATC clearance is prohibited.

Crossing (occupy) the runway, taxiways during taxiing without the clearance of ATS dispatcher is prohibited.

Towing of aircraft shall be carried out with turned on aircraft lights. Flashing lights shall be switched on during the day and night from engine start-up till engine stoppage.

Taxiing shall be carried out after "Follow me" car when the centerline is invisible.

Taxiing along taxiways, apron, shall be carried out after "Follow me" car when RVR is less than 550m.

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

Taxiing shall be carried out along centerlines, taxiing into stands shall be carried out by instructions of ground personnel of Aviation Engineering Service.

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

Taxiing out from stands 9-16 shall be carried out by towing to the apron centerline followed by engine start-up and further taxiing under the aircraft own engines power. Stands 1-8, 17-22 are designated as pass-through, taxiing out from these stands shall be carried out under the aircraft own engines power.

5. Aircraft de-icing areas, start-up engine areas and deviation areas.

De-icing procedure shall be carried out on the stands. Engine start-up on stands 1-8, 17-22 is allowed. Engine start-up on stands 9-16 shall be carried out after taxiing out from the stands on the nearest apron centerline.

Engine testing (run-up) on the stands 8-16 for aircraft heading to the apron is prohibited. There is no deviation areas.

6. Large aircraft operation restrictions, including aircraft own engines power restrictions.

Take-off weight restriction – not more than 376 655kg, without traffic intensity restriction for B747-400

Traffic intensity restriction no more than 10 departures per day for B747-400

Taxiing out from stands 1,19A to the TWY A shall be carried out at minimum speed and minimum own engine power.

7. In case of invisibility of taxiway centerlines in winter conditions, taxiing shall be carried out after the Follow me car.

8. Disabled aircraft removal procedures.

In case of removal the disabled aircraft, the operator of the Shymkent airport - JSC "Shymkent Airport" and military unit No. 55652, together with the holders of the registration certificate of the aircraft, combine their efforts to evacuate the aircraft as soon as possible.

The holder of the registration number of the aircraft shall be notified via production and dispatcher service or via ATM of Shymkent branch of "Kazaeronavigatsia" RSE.

All removal works shall be carried out by aerodrome service with notification and coordination with ATM unit ("Tower") of Shymkent branch of "Kazaeronavigatsia" RSE.

All necessary equipment and personnel shall be involved on first demand via production and dispatcher service or via other communication channels.

UAII AD 2.21 Noise Abatement Procedures

NIL

UAII AD 2.22 Flight Procedures

1. Low Visibility Procedures.

Low Visibility Procedures (LVP) are effected when RVR is less than 550 m.

The start of LVP procedures is reported via ATIS or by an ATS dispatcher by radio with the following phrase: **"Low visibility procedures in operation"**.

Information about any changes in radio- and lighting systems includes in ATIS with further flight crew informing

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

Air traffic service in the control zone of the aerodrome is carried out by the controller of the "Tower" ATC unit. Flight altitudes are calculated by the aircraft crew in accordance with the Civil Aviation Flight Rules of the Republic of Kazakhstan. The functions of Air traffic service does not include ground collision avoidance. The aircraft crew shall ensure that the clearance issued by the ATS unit in this regard is safe. VFR flights at altitudes below 2000 feet in the control zone are performed at the altitudes indicated in the flight plan or requested by the aircraft crew.

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

For VFR flights, the aerodrome has a flight circle (left / right) at an altitude of 2000 feet. The air traffic controller of the "Tower" ATC unit is determine and report which flight circle is in use.

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

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

When entering the control zone (CTR) from uncontrolled airspace, the aircraft crew must obtain an air traffic

control clearance 5 minutes before the estimated time of entering the controlled airspace.

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

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

| № | Waypoint name (visual reference) | Geographical coordinates | Radial (mag.) and distance from NAVAID (ARP) | Remarks |
|---|--|--------------------------|--|------------|
| 1 | VICTOR (bridge over Arys riv., outskirt of Kutarys) | N423545 E0693620 | 023° 15.3 nm SMK DVOR/DME | Entry/exit |
| 2 | WHISKEY (SE outskirts of Sastobe, road junction) | N423152 E0700113 | 064° 27.4 nm SMK DVOR/DME | Entry/exit |
| 3 | ZULU (NE outskirts of Shanak) | N420712 E0691431 | 205° 17.6 nm SMK DVOR/DME | Entry/exit |
| 4 | OSCAR (bridge over Arys riv., SW outskirts of Saryaryk) | N422751 E0685704 | 279° 22.5 nm SMK DVOR/DME | Entry/exit |
| 5 | HOTEL (south bank of the Bugun water basin) | N424227 E0690334 | 314° 26.3 nm SMK DVOR/DME | Entry/exit |
| 6 | INDIA (Western outskirts of Saryaryk) | N423226 E0693100 | 013° 10.6 nm SMK DVOR/DME | Holding |
| 7 | GOLF (south traverse of RWY 28 THR) | N421922 E0692647 | 171° 3.0 nm SMK DVOR/DME | Holding |

UAII AD 2.23 Additional Information

1. Ornithological situation

Seasonal mass migration of birds (crows) at an altitude of up to 400 m in winter from November to March in the morning from dawn to 11 o'clock in the direction from northeast to southwest and in the evening from 16 o'clock to sunset from southwest to northeast.

To scare away birds, an air rifle, stuffed birds of prey, bioacoustic installations, aeromanes, gas cannons, a laser pistol, smoothbore weapons, a noise pistol and a hunter's signal are used.

The crew of the aircraft receive information about the ornithological situation before takeoff and landing by ATIS or from the ATS dispatcher.

UAII AD 2.24 Charts Related To An Aerodrome

| Name | Page |
|---|---------------------|
| Aerodrome Chart ICAO | UAII AD 2.24.1-1 |
| Aerodrome Ground Movement and Parking Chart ICAO | UAII AD 2.24.3-1 |
| Aerodrome Obstacle Chart – ICAO – Type A | UAII AD 2.24.4-1 |
| Area Chart ICAO | UAII AD 2.24.6-1 |
| Standard Departure Chart Instrument (SID) RWY 10 ICAO | UAII AD 2.24.7-1-1 |
| Standard Departure Chart Instrument (SID) RWY 28 ICAO | UAII AD 2.24.7-2-1 |
| Standard Arrival Chart Instrument (STAR) RWY 10 ICAO | UAII AD 2.24.9-1-1 |
| Standard Arrival Chart Instrument (STAR) RWY 28 ICAO | UAII AD 2.24.9-2-1 |
| ATC Surveillance Minimum Altitude Chart ICAO | UAII AD 2.24.10-1 |
| Instrument Approach Chart - ILS/DME RWY 10 ICAO | UAII AD 2.24.11-1-1 |
| Instrument Approach Chart – LOC/DME RWY 28 ICAO | UAII AD 2.24.11-2-1 |
| Instrument Approach Chart - VOR/DME - Z RWY 10 ICAO | UAII AD 2.24.11-3-1 |
| Instrument Approach Chart - VOR/DME - Z RWY 28 ICAO | UAII AD 2.24.11-4-1 |
| Instrument Approach Chart - VOR/DME - Y RWY 10 ICAO | UAII AD 2.24.11-5-1 |
| Instrument Approach Chart - VOR/DME - Y RWY 28 ICAO | UAII AD 2.24.11-6-1 |
| Visual Approach chart - ICAO | UAII AD 2.24.12-1 |
| VFR Departure/Arrival Chart | UAII AD 2.24.14-1 |

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