

**UASK AD 2**

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

**UASK AD 2.1 Aerodrome Location Indicator And Name**

UASK - UST-KAMENOGORSK

**UASK AD 2.2 Aerodrome Geographical And Administrative Data**

1	ARP coordinates and site at AD	500209N 0822943E At the centre of RWY
2	Direction and distance from (city)	316° 7 NM of Ust- Kamenogorsk center
3	Elevation/Reference temperature	942 FT/26.4° C
4	Geoid undulation at AD ELEV PSN	-145.4 FT
5	MAG VAR/Annual Change	6° E ( 2021 )/0.04°
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport 070009 Ust- Kamenogorsk, JSC "Ust-Kamenogorsk Airport" st. Bazhova 566 Republic of Kazakhstan Phone: +7 (7232) 778100 Fax: +7 (7232) 778100 AFS: UASKAPDU URL: www.airport-uk.kz
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

**UASK AD 2.3 Operational Hours**

1	AD Operator	See NOTAM
2	Customs and immigration	HO Phone: +7 (7232) 778935
3	Health and sanitation	HO Phone: +7 (7232) 778129
4	AIS Briefing Office	HO
5	ATS Reporting Office (ARO)	HO Phone: +7 (7232) 293441
6	MET Briefing Office	H24 Phone: +7 (7232) 293483
7	ATS	See NOTAM
8	Fuelling	HO Phone: +7 (7232) 779228
9	Handling	HO
10	Security	H24
11	De-icing	HO Phone: +7 (7232) 778662
12	Remarks	Nil

## UASK AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Handling up to 10 tonnes weight
2	Fuel/oil types	TS-1, RT/Nil
3	Fuelling facilities/capacity	The maximum amount of fuel 600,000 liters 2 fuel tanker 22000, 1000 l/min 2 fuel tanker 7500, 500 l/min 1 fuel tanker 10000, 500 l/min
4	De-icing facilities	De-icing Machine liquid - 1 unit
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Minor repairs at aircraft repair base
7	Remarks	Nil

## UASK AD 2.5 Passenger Facilities

1	Hotels	In the airport
2	Restaurants	AVAILABLE in airport terminal
3	Transportation	Buses, taxis
4	Medical facilities	Aid post at Airport Terminal, ambulance service, hospitals in Ust-Kamenogorsk
5	Bank and Post Office	In the city Ust-Kamenogorsk, in the airport bank ATM
6	Tourist Office	In the city Ust-Kamenogorsk
7	Remarks	Nil

## UASK AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A6
2	Rescue equipment	3 fire engines, technical and medical kit
3	Capability for removal of disabled aircraft	There is the ability to remove the Aircraft that have lost the ability to move, without destroying the landing gear. There is a tow rope and tow driver of type Aircraft A-319/321, E-190, B-737, CRJ-200, AN -24, YAK-40/42. Pneumatic-wheeled jib crane with a lifting capacity of 35 tons (according to the instructions for interaction with the Department of Emergency of East Kazakhstan Region) arrival time 3 hour. Phone: +7 (7232) 778662 Phone: +7 (7232) 779229 Email: aviaukk.kanc@bk.ru
4	Remarks	Nil

## UASK AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	3 plow-brush machines, 3 augers, 1 wind machine, 4 tractors with plow-brush attachments, 2 front loaders, 2 bulldozers, 1 trailer spreader of granular reagent. To remove ice from airfield coverings, the anti-icing granular reagent "GreenWay" is used.
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2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	Nil

**UASK AD 2.8 Aprons, Taxiways And Check Locations/Positions Data**

1	Apron surface and strength	STANDS		SURFACE	STRENGTH
		1-4		CONC+ASPH	PCN 56/R/B/X/T
		5-7, 10-12		CONC+ASPH	PCN 57/F/C/X/T
		15-17		CONC+ASPH	PCN 53/F/C/X/U
		18-21		CONC+ASPH	PCN 40/F/C/X/U
		22		CONC+ASPH	PCN 72/F/C/X/T
2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		MAIN TWY from TWY A to TWY B	23	CONC+ASPH	PCN 57/F/C/X/T
		MAIN TWY from TWY B to TWY D	21	CONC+ASPH	PCN 35/F/C/Y/T
		A	23	CONC+ASPH	PCN 55/R/B/X/T
		B	23	CONC+ASPH	PCN 57/F/C/X/T
		C	21	CONC+ASPH	PCN 35/F/C/Y/T
		D	21	CONC+ASPH	PCN 35/F/C/Y/T
3	Altimeter checkpoint location and elevation	Stands: 3 - 287m/942ft 4 - 286m/940ft 15,16 - 286m/941ft			
4	VOR checkpoints	On the MAIN TWY opposite the Stand 18			
5	INS checkpoints	Nil			
6	Remarks	Segment of main TWY from stand 22 till TWY D, TWY C and TWY D unusable. During the take-off and landing operations from RWY 12 and RWY 30, it is PROHIBITED: <ul style="list-style-type: none"><li>taxiing aircraft in the area from stand 10 to taxiway A</li><li>the movement of special vehicles in the area of stand 10 to taxiway A</li></ul>			

**UASK 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-boards at entrance of RWYs, guidance sign designating taxiways, marking taxi route on the apron
2	RWY and TWY markings and LGT	Markings of threshold, touchdown zones, centre line, fixed distance markers, RWY edges, RWY designations. TWY: Taxi-holding position marking, edge line and center line.
3	Stop bars	Nil
4	Other runway protection measures	Nil
5	Remarks	Opportunity to use the «Follow me»

**UASK AD 2.10 Aerodrome Obstacles**

NIL

## UASK AD 2.11 Meteorological Information Provided

1	Associated MET Office	Meteorological service Ust-Kamenogorsk Phone: +7 (7232) 293483
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation: Periods of validity	Meteorological service Ust-Kamenogorsk, 9HR (0009, 0312, 0615, 0918, 1221, 1524, 1803, 2106)
4	Trend forecast Interval of issuance	TREND 30 min
5	Briefing/consultation provided	Personal consultation (Russian)
6	Flight documentation/languages used	TAF, METAR, SPECI, SIGMET, GAMET, AIRMET English
7	Charts and other information AVBL for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, prognostic charts of wind and temperature at flight levels (FL), max wind, T, prognostic charts P85, P70, P50, P40, P30, P25, P20, SWH, SWM of WAFC, SWM+SWH, SWL of Kazakhstan;
8	Supplementary equipment AVBL for providing information	Doppler weather radar (DWR-C)
9	ATS units provided with information	Briefing, TWR
10	Additional information	Nil

## UASK 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	130.60	2800 X 45	50/R/B/X/T CONC+ASPH	500238.21N 0822849.28E - -145.4 FT	THR 934.0 FT	+0.2% (0.0036)
30	310.62	2800 X 45	50/R/B/X/T CONC+ASPH	500139.20N 0823036.13E - -145.4 FT	THR 941.9 FT	-0.2% (0.0036)

SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
Nil	250 X 150	3100 X 300	90 X 150	Nil	Nil	Turning Pad 140 x 90
Nil	Nil	3100 X 300	90 X 150	Nil	Nil	Turning Pad 140 x 90

## UASK AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12	2800	3050	2800	2800	Nil
30	2800	2800	2800	2800	Nil

## UASK AD 2.14 Approach And Runway Lighting

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour, WBAR	VASIS, (MEHT), PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour, WBAR	SWY LGT LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
12	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2800m, spacing 60m, 0-2200m white, last 600m yellow LIH	RED Nil	Nil	Nil
30	CAT I (PALS) 900 M LIH	GRN Nil	PAPI RIGHT/3°	Nil	Nil	2800m, spacing 60m, 0-2200m white, last 600m yellow LIH	RED Nil	Nil	Nil

## UASK AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	ABN: Nil IBN: Nil
2	LDI location and LGT Anemometer location and LGT	LDI: Nil A wind of 295 m from the runway SE threshold 12, lit Anemometer: 320 m from RWY12, 340 m from RWY30
3	TWY edge and centre line lighting	MAIN TWY EDGE: BLU TWY A EDGE: BLU TWY B EDGE: BLU TWY C EDGE: BLU TWY D EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 1 SEC
5	Remarks	EDGE of TWY C, TWY D and MAIN TWY from TWY B to TWY D out of service

## UASK AD 2.16 Helicopter Landing Area

NIL

UASK AD 2.17   ATS Airspace

1	Designation and lateral limits	UST-KAMENOGORSK CTR 502401N 0822048E - 500858N 0824809E - 495152N 0830943E - 493450N 0823727E - 500919N 0815314E - 502401N 0822048E
2	Vertical limits	7000 FT ALT / GND
3	Airspace classification	C
4	ATS unit call sign Language(s)	UST-KAMENOGORSK TOWER EN UST-KAMENOGORSK VYSHKA RU
5	Transition altitude	10000 FT
6	Hours of applicability	See NOTAM
7	Remarks	Nil

UASK AD 2.18   ATS Communication Facilities

Service designation	Call sign	Frequency	SATVOICE number (s)	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
TWR	UST-KAMENOGORSK TOWER (EN) UST-KAMENOGORSK VYSHKA (RU)	130,1 MHZ	Nil	Nil	See NOTAM	Nil
ATIS	UST-KAMENOGORSK ATIS (EN) UST-KAMENOGORSK ATIS (RU)	124,2 MHZ 127,7 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UASK AD 2.19   Radio Navigation And Landing Aids

Type of aid, MAG VAR, ILS Classification, Type of supported OP (for VOR/ILS/MLS, give declination)	ID	Frequency, Channel number	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME (6°E/2021)	UKM	115 MHZ CH 97X	H24	500158.0N 0823031.1E	1000 FT	Nil	Nil

Type of aid, MAG VAR, ILS Classification, Type of supported OP (for VOR/ILS/MLS, give declination)	ID	Frequency, Channel number	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
ILS LOC 30 I/D/2	ISI	109.7 MHZ	H24	500249.8N 0822828.4E	900 FT	Nil	Nil
GP 30 I/C/2		333.2 MHZ		500150.4N 0823029.0E			
DME 30	ISI	CH 34X		500150.4N 0823029.0E			
ILS LOC 12 I/D/2	IUS	111.7 MHZ	H24	500122.8N 0823105.8E	900 FT	Nil	Nil
GP 12 I/C/2		333.5 MHZ		500235.1N 0822906.6E			
DME 12	IUS	CH 54X		500235.1N 0822906.6E			

#### UASK AD 2.20 Local Aerodrome Regulations

RWY 12/30, TWY A, TWY B, ACFT Stands 1-4, 5-12, 15-22 are available for ACFT category D, types B767-300 and below.

#### UASK AD 2.21 Noise Abatement Procedures

NIL

#### UASK AD 2.22 Flight procedures.

##### 1. Flight and ground movement procedures.

Takeoff shall be performed from the starting point of RWY where runway physical characteristics complies required actual aircraft takeoff weight and takeoff conditions. Aircraft takeoff with tailwind is permitted in case when tailwind speed corresponds to the value: for all aircraft types not greater than value set by Flight Operational manual of each aircraft type, but not greater than 5m/sec; for helicopters - not greater than value set by Flight Operational manual of each aircraft type.

Aircraft ground movement on manoeuvring area shall be carried out by taxiing or towing. Taxiing and towing shall be carried out strictly along TWY centreline and apron guideline.

Hover taxiing of helicopters with skids from stands to takeoff area and back shall be carried out along taxiway markings.

Taxiing shall be carried out after received clearance, taxiing route, stand number and other information for safe taxiing from "Tower" ATC. Taxiing speed shall be set by pilot-in-command according to the condition of TWY, presence of obstacles, aircraft weight, wind conditions and visibility.

In all cases taxiing speed should not exceed speed set by Flight Operational manual of this type of aircraft.

Aircraft shall be followed by follow-me car when RVR is less than 550 m.

Crossing the ILS critical areas by aircraft, ground vehicles and other vehicles shall be carried out by the clearance of Tower ATC.

Crossing the ILS critical areas during autoland approach is prohibited.

Taxiing out of stands shall be carried out by marshaller's signals, in case of his absence – by pilot-in-command.

Taxiing during nighttime as well as in a daytime, when visibility is less than 2000 m shall be carried out with enabled navigational and landing lights.

Taxiing into stands shall be carried out by marshaller's signals.

Helicopter taxiing shall be carried out with wind limitations, according to Flight Operational manual, at constant visibility of landmarks located in front.

Hover taxiing with General flight rules observance shall be carried out in case of ground taxiing unavailability (poor ground surface conditions or helicopter design doesn't allow to ground taxi).

Take-off/landing shall be carried out from/to RWY 12/30, abeam TWY-A, if TWY-A was used for taxiing into/out of apron 1.

Take-off/landing shall be carried out from/to RWY 12/30, abeam TWY-B, if TWY-B was used for taxiing into/out of apron 2.

Helicopter take-off shall be carried out after:

- helicopter lining-up on RWY, soft-surface runway or on landing pad (in exceptional circumstance on helicopter stands 40-49);
- helicopter test hovering request from flight crew and obtained clearance from Tower ATC;
- performed test hovering.
- flight crew report about (forward or no-run) takeoff readiness and after obtained clearance for takeoff from Tower ATC.

Landing of helicopter after test hovering is not necessary for no-run takeoff. The height of test hovering shall be chosen by pilot-in-command, but, hovering helicopter shall not block landing and takeoff of other aircraft.

After instrument approach to RWY 12/30 and establishing visual contact with runway lights or guidelines, approaching or moving to landing area (for RWY 12 – abeam TWY-B, or TWY-A, for RWY-30 – abeam TWY-B) shall be carried out by decision of pilot-in-command.

Helicopter take-off and landing from/to RWY 12/30 on VFR shall be carried out from any direction, except sector 130°-304°, S=1.0 km, H= (120) m from apron and TWY-A intersection. Limit sector set in order to avoid the flight of helicopters over closely spaced aircraft parking and service buildings.

If there is a portion RWY 12/ 30 meteorological phenomena or the production of smoke, which could affect the visibility to below the minimum take-off (the largest of the two: the minimum for takeoff the commander of the helicopter and the minimum take-off of this type of helicopter from the airport of Ust-Kamenogorsk, established by FOM of airline), the commander of the helicopter, in coordination with the Tower ATC is allowed to take off from the part of RWY 12/ 30, where weather conditions match the specified minimum.

The movement of all types of special vehicles at the airport shall be carried out only at the set marked routes, according to the "Aircraft, special vehicles and mechanical equipment placement and movement chart".

180-degree turns for aircraft with index "D" and "E" are allowed only at threshold 12/30.

180-degree turns for aircraft with index "B" and "C" are permitted with clearance from ATC "TOWER".

## 2. Low Visibility Procedures.

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

The operation of LVP shall be reported by Tower ATC phrase: "LOW VISIBILITY PROCEDURES IN OPERATION".

Taxiing of aircraft shall be carried out after "Follow-me" car.

The placement of aircraft on the stands shall be carried out by marshaller's signals.

Taxiing of departing aircraft from stands to holding position shall be carried out after follow-me car.

Aircraft shall stop on holding position before CAT I sign, which marks ILS critical area.

If RVR value reduced below 550 m Air traffic manager transmits circular message: "Attention! Low visibility procedures in operation" to:

- meteorological specialist of primary observation station;
- shift personnel of Radiotechnical Department;
- head of shift of passengers handling service;
- lightning system maintenance engineer of aerodrome power, lighting, and technical service (via aerodrome radio);
- shift specialist of airfield service (via aerodrome radio).

*Note:* It is necessary to take all measures for timely notification in order to ensure the safety of ground movement procedures have been introduced before they start flying in conditions of reduced visibility. Introduction of procedures in low visibility conditions before confirmation should not be delayed.

### 3. VFR procedures within the aerodrome control zone (CTR).

Air traffic service in the control zone (CTR) of the Ust-Kamenogorsk aerodrome is carried out by the controller of the «TOWER» ATC unit. VFR flights in the control zone (CTR) are carried out at absolute altitudes according to the QNH pressure of the aerodrome. Flights altitudes are calculated by the aircraft crew in accordance with the Civil Aviation Flight Rules of the Republic of Kazakhstan. The functions of Air traffic service does not include ground collision avoidance. Aircraft crews are responsible for avoiding artificial obstacles. VFR flights at altitudes below 3000 feet in the control zone are performed at the altitudes indicated in the flight plan or requested by the aircraft crew.

At Ust-Kamenogorsk aerodrome holding patterns are established at an absolute altitude to await the VFR approach order for the landing of category «A» aircraft and helicopters. The holding patterns (left/right turns) to be used are determined and reported to the aircraft crew by «TOWER» ATC unit. Exit to the final leg, crossing the runway course shall be made only with the permission of the «TOWER» ATC unit.

VFR transit flights through the control zone of Ust-Kamenogorsk are carried out along the route via control points and at altitudes agreed with the «TOWER» ATC unit.

Depending on the air or meteorological situation, the «TOWER» ATC unit, uses other visual landmarks for arrival, departure, overflight and waiting for aircraft, if necessary.

#### Visual Reference Points of VFR flights within Ust-Kamenogorsk CTR

№	Name	Type	Location	Geographic coordinates	DVOR / DME «UKM» radial and distance	
1	ALPHA	entry / exit	northwestern outskirts of the settlement Novomihailovka	501503N 0823709E	012°	13.8 NM
2	BRAVO	entry / exit	east of the settlement Vinnoe, visual landmark - railway	500358N 0825429E	076°	15.6 NM
3	CHARLIE	entry / exit	southeastern outskirts of the settlement Feklistovka	495444N 0830607E	101°	24.1 NM
4	DELTA	entry / exit	visual landmark - P-25 highway	495055N 0830752E	108°	26.5 NM
5	ECHO	entry / exit	visual landmark - railway / river Irtysh, west of the settlement Ognevka	494546N 0825804E	126°	24.1 NM

№	Name	Type	Location	Geographic coordinates	DVOR / DME «UKM» radial and distance	
6	FOXTROT	entry / exit	north of the settlement IZGUTTY AITYKOV	493712N 0824153E	157°	25.9 NM
7	GOLF	entry / exit	southeastern outskirts of the settlement AIYRTAU, visual landmark - A-3 highway	494907N 0821917E	203°	14.8 NM
8	HOTEL	entry / exit	visual landmark - the P-24 highway, to the east of the settlement. GAGARINO	500925N 0815326E	281°	25.0 NM
9	INDIA	entry / exit	visual landmark - highway A-10, to the east of the settlement. PERVOMAIKII	501529N 0820444E	303°	21.4 NM
10	JULIET	entry / exit	visual landmark - railway, to the north of the settlement. VERHNEBEREZOVKA	501924N 0821204E	320°	21.1 NM
11	OSCAR	holding		500746N 0823249E	008°	6.0 NM
12	LIMA	holding		500457N 0823803E	052°	5.7 NM
13	PAPA	holding		495359N 0823053E	172°	8.0 NM
14	ZULU	holding		495915N 0822122E	239°	6.5 NM

#### 4. Continuous Descent Operation

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

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

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

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

CDOs are authorized only when following conditions are respected:

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

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

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

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

calculated by the appropriate on board system (FMS) prior to start of the CDO.

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

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

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

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

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

## 5. Continuous Climb Operation

Continuous Climb Operations (CCO) are conducted along standard instrument departure routes (SID RNAV1) using GNSS. The feasibility of CCO is determined by the ATC based on the current air traffic situation and operational traffic density.

## UASK AD 2.23 Additional Information

### 1. Accepted exceptions, exemptions and restrictions in aerodrome certificate.

Regulatory reference	Requirement of regulations	Description of exceptions, exemptions and restrictions	Measures taken and validity period
Nil	Nil	Nil	Nil

### 2. Bird concentration near airport.

The main migration direction in spring: from southwest to north-east; in autumn: in the counter direction.

In case of necessity, the aerodrome control point informs pilots about bird flights and approximate heights above ground level. The flight altitude of birds varies from 0 to 400 m above ground level

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

Bird concentration scattering measures include: periodical bird deterrence (shooting), effective measures regarding to scattering, removal of green plantations and ground covering, abandon garbage collection prevention of agricultural activity within the airport area.

## UASK AD 2.24 Charts Related To An Aerodrome

Name	Page
Aerodrome Chart ICAO	UASK AD 2.24.1-1
Aerodrome Ground Movement and Parking Chart ICAO	UASK AD 2.24.3-1
Aerodrome Obstacle Chart – ICAO – Type A	UASK AD 2.24.4-1
Area Chart - ICAO	UASK AD 2.24.6-1
Standard Departure Chart Instrument (SID) - RWY 30 ICAO	UASK AD 2.24.7-1-1
Standard Departure Chart Instrument (SID) - RWY 12 ICAO	UASK AD 2.24.7-2-1
Standard Departure Chart Instrument (SID) - RWY 30 ICAO	UASK AD 2.24.7-3-1
Standard Departure Chart Instrument (SID) - RWY 12 ICAO	UASK AD 2.24.7-4-1
Standard Departure Chart Instrument (SID) RNAV - RWY 30 ICAO	UASK AD 2.24.7-5-1
Standard Departure Chart Instrument (SID) RNAV - RWY 30 ICAO	UASK AD 2.24.7-6-1
Standard Departure Chart Instrument (SID) RNAV - RWY 12 ICAO	UASK AD 2.24.7-7-1
Standard Departure Chart Instrument (SID) RNAV - RWY 12 ICAO	UASK AD 2.24.7-8-1
Standard Arrival Chart Instrument (STAR) - RWY 30 ICAO	UASK AD 2.24.9-2-1
Standard Arrival Chart Instrument (STAR) - RWY 12 ICAO	UASK AD 2.24.9-3-1
Standard Arrival Chart Instrument (STAR) RNAV - RWY 30 ICAO	UASK AD 2.24.9-4-1
Standard Arrival Chart Instrument (STAR) RNAV - RWY 30 ICAO	UASK AD 2.24.9-5-1
Standard Arrival Chart Instrument (STAR) RNAV - RWY 12 ICAO	UASK AD 2.24.9-6-1
Standard Arrival Chart Instrument (STAR) RNAV - RWY 12 ICAO	UASK AD 2.24.9-7-1
Standard Arrival Chart Instrument (STAR) RNAV - RWY 30 ICAO	UASK AD 2.24.9-8-1
Standard Arrival Chart Instrument (STAR) RNAV - RWY 30 ICAO	UASK AD 2.24.9-9-1
Standard Arrival Chart Instrument (STAR) RNAV - RWY 12 ICAO	UASK AD 2.24.9-10-1
Standard Arrival Chart Instrument (STAR) RNAV - RWY 12 ICAO	UASK AD 2.24.9-11-1
ATC Surveillance Minimum Altitude Chart - ICAO	UASK AD 2.24.10-1
Instrument Approach Chart - ILS/DME RWY 30 ICAO	UASK AD 2.24.11-1-1
Instrument Approach Chart - ILS/DME RWY 12 ICAO	UASK AD 2.24.11-2-1
Instrument Approach Chart - VOR/DME RWY 30 ICAO	UASK AD 2.24.11-3-1
Instrument Approach Chart - VOR/DME RWY 12 ICAO	UASK AD 2.24.11-4-1
Instrument Approach Chart – RNP RWY 30 ICAO	UASK AD 2.24.11-5-1
Instrument Approach Chart – RNP RWY 12 ICAO	UASK AD 2.24.11-6-1
Visual Approach chart – ICAO	UASK AD 2.24.12-1
VFR Departure/Arrival Chart	UASK AD 2.24.14-1