
REPUBLIC OF KAZAKHSTAN

Phone: +7 (7172) 704282
AFS: UAAKYNXX
Email: aip@ans.kz
Post: Bldg 15, E522 str.,
010014 Astana,
Republic of Kazakhstan

AIRAC AMDT 006/2025

Effective Date: **12 Jun 2025**

1. Amendment content:

GEN

GEN 0.2 Information updated

GEN 0.4 Information updated

GEN 1.7 Information updated

ENR

ENR 4.4 Information updated

ENR 6 Changes in aeronautical charts.

AD

UATE 2.9, 2.12, 2.20 Information updated

UATT 2.20 Information updated

UATG 2.12 Information updated

UAKK 2.8, 2.20 Information updated

UACK 2.12 Information updated

UAUU 2.6, 2.8 Information updated

UAOO 2.6 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:

K0520/25, K0577/25

NOTAM series A:

Nil

NOTAM series C:

C2185/25

NOTAM incorporated to this AMDT will be cancelled by NOTAMC on the 27 JUN 2025

SUP:

Nil

AIC:

Nil

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

Insert the following pages

GEN 0.2 - 1/2
GEN 0.4 - 1/2
GEN 0.4 - 3/4
GEN 0.4 - 5/6
GEN 0.4 - 7/8
GEN 0.4 - 9/10
GEN 1.7 - 7/8
ENR 4.4 - 1/2
ENR 4.4 - 25/26
ENR 4.4 - 27/28
ENR 6.1 1 - 1/2
AD 2 UATE - 1/2
AD 2 UATE - 3/4
AD 2 UATE - 5/6
AD 2 UATE - 7/8
AD 2 UATE - 9/10
AD 2 UATE - 11/12
AD 2 UATE - 13/14
AD 2 UATT - 7/8
AD 2 UATT - 9/10
AD 2 UATT - 11/12
AD 2 UACC ADC 2 24 7 3 - 1/2
AD 2 UACC ADC 2 24 7 4 - 1/2
AD 2 UACC ADC 2 24 7 5 - 1/2
AD 2 UACC ADC 2 24 7 6 - 1/2
AD 2 UACC ADC 2 24 7 7 - 1/2
AD 2 UACC ADC 2 24 7 8 - 1/2
AD 2 UACC ADC 2 24 9 3 - 1/2
AD 2 UACC ADC 2 24 9 4 - 1/2
AD 2 UACC ADC 2 24 9 5 - 1/2
AD 2 UACC ADC 2 24 9 6 - 1/2
AD 2 UACC ADC 2 24 9 7 - 1/2
AD 2 UACC ADC 2 24 9 8 - 1/2
AD 2 UACC ADC 2 24 9 9 - 1/2
AD 2 UACC ADC 2 24 9 10 - 1/2
AD 2 UACC ADC 2 24 11 2 - 1/2
AD 2 UACC ADC 2 24 11 7 - 1/2
AD 2 UACC ADC 2 24 11 8 - 1/2
AD 2 UATG - 5/6
AD 2 UAKK - 3/4
AD 2 UAKK - 13/14
AD 2 UAKK - 15/16
AD 2 UAKK - 17/18
AD 2 UAKK - 19/20
AD 2 UAKK - 21/22
AD 2 UACK - 3/4
AD 2 UAUU - 1/2
AD 2 UAUU - 3/4
AD 2 UAUU ADC 2 24 1 - 1/2
AD 2 UAUU ADC 2 24 3 - 1/2
AD 2 UAOO - 1/2
AD 2 UAAL ADC 2 24 11 1 - 1/2
AD 2 UAAL ADC 2 24 11 2 - 1/2
AD 2 UAAL ADC 2 24 11 3 - 1/2
AD 2 UAAL ADC 2 24 11 4 - 1/2

Remove the following pages

12 JUN 2025	GEN 0.2 - 1/2	23 FEB 2023
12 JUN 2025	GEN 0.4 - 1/2	15 MAY 2025
12 JUN 2025	GEN 0.4 - 3/4	15 MAY 2025
12 JUN 2025	GEN 0.4 - 5/6	15 MAY 2025
12 JUN 2025	GEN 0.4 - 7/8	15 MAY 2025
12 JUN 2025	GEN 0.4 - 9/10	15 MAY 2025
12 JUN 2025	GEN 1.7 - 7/8	12 AUG 2021
12 JUN 2025	ENR 4.4 - 1/2	10 AUG 2023
12 JUN 2025	ENR 4.4 - 25/26	15 MAY 2025
12 JUN 2025	ENR 4.4 - 27/28	15 MAY 2025
12 JUN 2025	ENR 6.1 1 - 1/2	20 MAR 2025
12 JUN 2025	AD 2 UATE - 1/2	08 AUG 2024
12 JUN 2025	AD 2 UATE - 3/4	16 MAY 2024
12 JUN 2025	AD 2 UATE - 5/6	05 SEP 2024
12 JUN 2025	AD 2 UATE - 7/8	05 SEP 2024
12 JUN 2025	AD 2 UATE - 9/10	20 FEB 2025
12 JUN 2025		
12 JUN 2025	AD 2 UATT - 7/8	08 AUG 2024
12 JUN 2025	AD 2 UATT - 9/10	08 AUG 2024
12 JUN 2025	AD 2 UATT - 11/12	05 SEP 2024
12 JUN 2025	AD 2 UACC ADC 2 24 7 3 - 1/2	15 MAY 2025
12 JUN 2025	AD 2 UACC ADC 2 24 7 4 - 1/2	15 MAY 2025
12 JUN 2025	AD 2 UACC ADC 2 24 7 5 - 1/2	20 MAR 2025
12 JUN 2025	AD 2 UACC ADC 2 24 7 6 - 1/2	15 MAY 2025
12 JUN 2025	AD 2 UACC ADC 2 24 7 7 - 1/2	20 MAR 2025
12 JUN 2025	AD 2 UACC ADC 2 24 7 8 - 1/2	20 MAR 2025
12 JUN 2025	AD 2 UACC ADC 2 24 9 3 - 1/2	20 MAR 2025
12 JUN 2025	AD 2 UACC ADC 2 24 9 4 - 1/2	20 MAR 2025
12 JUN 2025	AD 2 UACC ADC 2 24 9 5 - 1/2	20 MAR 2025
12 JUN 2025	AD 2 UACC ADC 2 24 9 6 - 1/2	20 MAR 2025
12 JUN 2025	AD 2 UACC ADC 2 24 9 7 - 1/2	20 MAR 2025
12 JUN 2025	AD 2 UACC ADC 2 24 9 8 - 1/2	20 MAR 2025
12 JUN 2025	AD 2 UACC ADC 2 24 9 9 - 1/2	20 MAR 2025
12 JUN 2025	AD 2 UACC ADC 2 24 9 10 - 1/2	20 MAR 2025
12 JUN 2025	AD 2 UACC ADC 2 24 11 2 - 1/2	20 MAR 2025
12 JUN 2025	AD 2 UACC ADC 2 24 11 7 - 1/2	20 MAR 2025
12 JUN 2025	AD 2 UACC ADC 2 24 11 8 - 1/2	20 MAR 2025
12 JUN 2025	AD 2 UATG - 5/6	15 MAY 2025
12 JUN 2025	AD 2 UAKK - 3/4	15 MAY 2025
12 JUN 2025	AD 2 UAKK - 13/14	17 APR 2025
12 JUN 2025	AD 2 UAKK - 15/16	08 AUG 2024
12 JUN 2025	AD 2 UAKK - 17/18	08 AUG 2024
12 JUN 2025	AD 2 UAKK - 19/20	20 FEB 2025
12 JUN 2025		
12 JUN 2025	AD 2 UACK - 3/4	31 OCT 2024
12 JUN 2025	AD 2 UAUU - 1/2	31 OCT 2024
12 JUN 2025	AD 2 UAUU - 3/4	17 APR 2025
12 JUN 2025	AD 2 UAUU ADC 2 24 1 - 1/2	17 APR 2025
12 JUN 2025	AD 2 UAUU ADC 2 24 3 - 1/2	17 APR 2025
12 JUN 2025	AD 2 UAOO - 1/2	08 AUG 2024
12 JUN 2025	AD 2 UAAL ADC 2 24 11 1 - 1/2	10 AUG 2023
12 JUN 2025	AD 2 UAAL ADC 2 24 11 2 - 1/2	10 AUG 2023
12 JUN 2025	AD 2 UAAL ADC 2 24 11 3 - 1/2	10 AUG 2023
12 JUN 2025	AD 2 UAAL ADC 2 24 11 4 - 1/2	10 AUG 2023

GEN 0.2 RECORD OF AIP AMENDMENTS

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

AIRAC AIP AMENDMENT			
<i>NR/Year</i>	<i>Publication date</i>	<i>Effective date</i>	<i>Inserted by</i>
003/2023	09-Mar-2023	20-Apr-2023	
004/2023	04-May-2023	15-Jun-2023	
005/2023	29-Jun-2023	10-Aug-2023	
006/2023	24-Aug-2023	05-Oct-2023	
007/2023	21-Sep-2023	02-Nov-2023	
008/2023	19-Oct-2023	30-Nov-2023	
001/2024	14-Dec-2023	25-Jan-2024	
002/2024	08-Feb-2024	21-Mar-2024	
003/2024	04-Apr-2024	16-May-2024	
004/2024	30-May-2024	11-Jul-2024	
005/2024	27-Jun-2024	08-Aug-2024	
006/2024	25-Jul-2024	05-Sep-2024	
007/2024	19-Sep-2024	31-Oct-2024	
001/2025	12-Dec-2024	23-Jan-2025	
002/2025	09-Jan-2025	20-Feb-2025	
003/2025	06-Feb-2025	20-Mar-2025	
004/2025	06-Mar-2025	17-Apr-2025	
005/2025	03-Apr-2025	15-May-2025	
006/2025	01-May-2025	12-Jun-2025	

Page	Date	Page	Date	Page	Date
GEN 0.4 CHECKLIST OF AIP PAGES					
PART 1 - GENERAL (GEN)					
GEN 0					
GEN-0.1 - 1	30 JAN 2020	GEN-0.4 - 1	12 JUN 2025	GEN-0.4 - 9	12 JUN 2025
GEN-0.1 - 2	10 AUG 2023	GEN-0.4 - 2	12 JUN 2025	GEN-0.4 - 10	12 JUN 2025
GEN-0.1 - 3	30 JAN 2020	GEN-0.4 - 3	12 JUN 2025	GEN-0.5 - 1	30 MAR 2017
GEN-0.1 - 4	30 MAR 2017	GEN-0.4 - 4	12 JUN 2025	GEN-0.5 - 2	30 MAR 2017
GEN-0.2 - 1	23 FEB 2023	GEN-0.4 - 5	12 JUN 2025	GEN-0.6 - 1	10 SEP 2020
GEN-0.2 - 2	12 JUN 2025	GEN-0.4 - 6	12 JUN 2025	GEN-0.6 - 2	10 SEP 2020
GEN-0.3 - 1	23 JAN 2025	GEN-0.4 - 7	12 JUN 2025		
GEN-0.3 - 2	30 MAR 2017	GEN-0.4 - 8	12 JUN 2025		
GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS					
GEN-1.1 - 1	26 JAN 2023	GEN-1.3 - 1	07 NOV 2019	GEN-1.7 - 3	12 AUG 2021
GEN-1.1 - 2	26 JAN 2023	GEN-1.3 - 2	07 NOV 2019	GEN-1.7 - 4	12 AUG 2021
GEN-1.2 - 1	16 MAY 2024	GEN-1.4 - 1	25 FEB 2021	GEN-1.7 - 5	12 AUG 2021
GEN-1.2 - 2	20 FEB 2025	GEN-1.4 - 2	25 FEB 2021	GEN-1.7 - 6	12 AUG 2021
GEN-1.2 - 3	20 FEB 2025	GEN-1.5 - 1	07 NOV 2019	GEN-1.7 - 7	12 AUG 2021
GEN-1.2 - 4	20 FEB 2025	GEN-1.5 - 2	07 NOV 2019	GEN-1.7 - 8	12 JUN 2025
GEN-1.2 - 5	20 FEB 2025	GEN-1.6 - 1	07 NOV 2019	GEN-1.7 - 9	05 OCT 2023
GEN-1.2 - 6	11 JUL 2024	GEN-1.6 - 2	07 NOV 2019	GEN-1.7 - 10	05 OCT 2023
GEN-1.2 - 7	11 JUL 2024	GEN-1.7 - 1	12 AUG 2021		
GEN-1.2 - 8	25 FEB 2021	GEN-1.7 - 2	12 AUG 2021		
GEN 2 TABLES AND CODES					
GEN-2.1 - 1	16 MAY 2024	GEN-2.4 - 2	08 AUG 2024	GEN-2.7 - 11	08 AUG 2024
GEN-2.1 - 2	11 JUL 2024	GEN-2.5 - 1	23 JAN 2025	GEN-2.7 - 12	08 AUG 2024
GEN-2.1 - 3	16 MAY 2024	GEN-2.5 - 2	23 JAN 2025	GEN-2.7 - 13	08 AUG 2024
GEN-2.1 - 4	25 FEB 2021	GEN-2.5 - 3	23 JAN 2025	GEN-2.7 - 14	08 AUG 2024
GEN-2.2 - 1	17 APR 2025	GEN-2.5 - 4	23 FEB 2023	GEN-2.7 - 15	08 AUG 2024
GEN-2.2 - 2	17 APR 2025	GEN-2.6 - 1	21 JUN 2018	GEN-2.7 - 16	08 AUG 2024
GEN-2.2 - 3	17 APR 2025	GEN-2.6 - 2	30 MAR 2017	GEN-2.7 - 17	08 AUG 2024
GEN-2.2 - 4	17 APR 2025	GEN-2.7 - 1	20 FEB 2025	GEN-2.7 - 18	08 AUG 2024
GEN-2.2 - 5	17 APR 2025	GEN-2.7 - 2	20 MAY 2021	GEN-2.7 - 19	08 AUG 2024
GEN-2.2 - 6	17 APR 2025	GEN-2.7 - 3	20 MAY 2021	GEN-2.7 - 20	08 AUG 2024
GEN-2.2 - 7	17 APR 2025	GEN-2.7 - 4	11 JUL 2024	GEN-2.7 - 21	08 AUG 2024
GEN-2.2 - 8	07 NOV 2019	GEN-2.7 - 5	11 JUL 2024	GEN-2.7 - 22	08 AUG 2024
GEN-2.3 - 1	16 JUL 2020	GEN-2.7 - 6	26 JAN 2023	GEN-2.7 - 23	08 AUG 2024
GEN-2.3 - 2	30 MAR 2017	GEN-2.7 - 7	11 JUL 2024	GEN-2.7 - 24	08 AUG 2024
GEN-2.3 - 3	16 JUL 2020	GEN-2.7 - 8	08 AUG 2024	GEN-2.7 - 25	08 AUG 2024
GEN-2.3 - 4	16 AUG 2018	GEN-2.7 - 9	08 AUG 2024	GEN-2.7 - 26	08 AUG 2024
GEN-2.4 - 1	08 AUG 2024	GEN-2.7 - 10	08 AUG 2024		
GEN 3 SERVICES					
GEN-3.1 - 1	20 FEB 2025	GEN-3.3 - 3	26 JAN 2023	GEN-3.5 - 7	08 AUG 2024
GEN-3.1 - 2	20 FEB 2025	GEN-3.3 - 4	26 JAN 2023	GEN-3.5 - 8	05 SEP 2024
GEN-3.1 - 3	20 FEB 2025	GEN-3.4 - 1	16 MAY 2024	GEN-3.5 - 9	05 SEP 2024
GEN-3.1 - 4	20 MAR 2025	GEN-3.4 - 2	15 JUN 2023	GEN-3.5 - 10	08 AUG 2024
GEN-3.1 - 5	15 MAY 2025	GEN-3.4 - 3	15 JUN 2023	GEN-3.5 - 11	20 MAR 2025
GEN-3.1 - 6	20 MAR 2025	GEN-3.4 - 4	16 JUL 2020	GEN-3.5 - 12	10 AUG 2023
GEN-3.2 - 1	16 MAY 2024	GEN-3.5 - 1	10 AUG 2023	GEN-3.6 - 1	17 APR 2025
GEN-3.2 - 2	07 NOV 2019	GEN-3.5 - 2	08 AUG 2024	GEN-3.6 - 2	01 DEC 2022
GEN-3.2 - 3	15 JUN 2023	GEN-3.5 - 3	08 AUG 2024	GEN-3.6 - 3	01 DEC 2022
GEN-3.2 - 4	18 JUL 2019	GEN-3.5 - 4	23 JAN 2025	GEN-3.6 - 4	01 DEC 2022
GEN-3.3 - 1	16 MAY 2024	GEN-3.5 - 5	23 JAN 2025		
GEN-3.3 - 2	26 JAN 2023	GEN-3.5 - 6	08 AUG 2024		
GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES					
GEN-4.1 - 1	26 JAN 2023	GEN-4.1 - 4	30 NOV 2023	GEN-4.2 - 3	26 JAN 2023
GEN-4.1 - 2	30 NOV 2023	GEN-4.2 - 1	23 JAN 2025	GEN-4.2 - 4	07 NOV 2019
GEN-4.1 - 3	21 MAR 2024	GEN-4.2 - 2	23 JAN 2025		
PART 2 - EN-ROUTE (ENR)					
ENR 0					
ENR-0.1 - 1	30 MAR 2017	ENR-0.1 - 2	30 MAR 2017	ENR-0.2 - 1	30 MAR 2017

Page	Date	Page	Date	Page	Date
ENR-0.2 - 2	30 MAR 2017	ENR-0.4 - 1	30 MAR 2017	ENR-0.5 - 2	30 MAR 2017
ENR-0.3 - 1	30 MAR 2017	ENR-0.4 - 2	30 MAR 2017	ENR-0.6 - 1	19 MAY 2022
ENR-0.3 - 2	30 MAR 2017	ENR-0.5 - 1	30 MAR 2017	ENR-0.6 - 2	19 MAY 2022

ENR 1 GENERAL RULES AND PROCEDURES

ENR-1.1 - 1	30 JAN 2020	ENR-1.6 - 7	15 MAY 2025	ENR-1.8 - 17	10 AUG 2023
ENR-1.1 - 2	05 SEP 2024	ENR-1.6 - 8	15 MAY 2025	ENR-1.8 - 18	10 AUG 2023
ENR-1.2 - 1	07 NOV 2019	ENR-1.7 - 1	30 JAN 2020	ENR-1.9 - 1	21 JUN 2018
ENR-1.2 - 2	07 NOV 2019	ENR-1.7 - 2	30 JAN 2020	ENR-1.9 - 2	30 MAR 2017
ENR-1.2 - 3	07 NOV 2019	ENR-1.7 - 3	23 APR 2020	ENR-1.10 - 1	11 JUL 2024
ENR-1.2 - 4	07 NOV 2019	ENR-1.7 - 4	30 JAN 2020	ENR-1.10 - 2	26 JAN 2023
ENR-1.3 - 1	26 JAN 2023	ENR-1.8 - 1	03 DEC 2020	ENR-1.11 - 1	26 JAN 2023
ENR-1.3 - 2	06 OCT 2022	ENR-1.8 - 2	26 JAN 2023	ENR-1.11 - 2	07 NOV 2019
ENR-1.3 - 3	06 OCT 2022	ENR-1.8 - 3	03 DEC 2020	ENR-1.12 - 1	07 NOV 2019
ENR-1.3 - 4	06 OCT 2022	ENR-1.8 - 4	03 DEC 2020	ENR-1.12 - 2	07 NOV 2019
ENR-1.4 - 1	23 JAN 2025	ENR-1.8 - 5	03 DEC 2020	ENR-1.12 - 3	07 NOV 2019
ENR-1.4 - 2	23 JAN 2025	ENR-1.8 - 6	03 DEC 2020	ENR-1.12 - 4	07 NOV 2019
ENR-1.5 - 1	26 JAN 2023	ENR-1.8 - 7	03 DEC 2020	ENR-1.13 - 1	07 NOV 2019
ENR-1.5 - 2	26 JAN 2023	ENR-1.8 - 8	26 JAN 2023	ENR-1.13 - 2	07 NOV 2019
ENR-1.5 - 3	03 DEC 2020	ENR-1.8 - 9	26 JAN 2023	ENR-1.14 - 1	23 APR 2020
ENR-1.5 - 4	03 DEC 2020	ENR-1.8 - 10	21 MAR 2024	ENR-1.14 - 2	23 APR 2020
ENR-1.6 - 1	26 JAN 2023	ENR-1.8 - 11	23 JAN 2025	ENR-1.14 - 3	07 NOV 2019
ENR-1.6 - 2	26 JAN 2023	ENR-1.8 - 12	23 JAN 2025	ENR-1.14 - 4	07 NOV 2019
ENR-1.6 - 3	26 JAN 2023	ENR-1.8 - 13	10 AUG 2023	ENR-1.14 - 5	07 NOV 2019
ENR-1.6 - 4	23 JAN 2025	ENR-1.8 - 14	10 AUG 2023	ENR-1.14 - 6	07 NOV 2019
ENR-1.6 - 5	08 AUG 2024	ENR-1.8 - 15	10 AUG 2023	ENR-1.14 - 7	07 NOV 2019
ENR-1.6 - 6	11 JUL 2024	ENR-1.8 - 16	10 AUG 2023	ENR-1.14 - 8	07 NOV 2019

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR-2.1 - 1	26 JAN 2023	ENR-2.1 - 11	23 JAN 2025	ENR-2.2 - 1	21 MAR 2024
ENR-2.1 - 2	10 AUG 2023	ENR-2.1 - 12	23 JAN 2025	ENR-2.2 - 2	23 JAN 2025
ENR-2.1 - 3	26 JAN 2023	ENR-2.1 - 13	23 JAN 2025	ENR-2.2 - 3	23 JAN 2025
ENR-2.1 - 4	26 JAN 2023	ENR-2.1 - 14	23 JAN 2025	ENR-2.2 - 4	21 MAR 2024
ENR-2.1 - 5	10 AUG 2023	ENR-2.1 - 15	23 JAN 2025	ENR-2.2 - 5	11 JUL 2024
ENR-2.1 - 6	10 AUG 2023	ENR-2.1 - 16	23 JAN 2025	ENR-2.2 - 6	11 JUL 2024
ENR-2.1 - 7	23 JAN 2025	ENR-2.1 - 17	23 JAN 2025	ENR-2.2 - 7	11 JUL 2024
ENR-2.1 - 8	23 JAN 2025	ENR-2.1 - 18	23 JAN 2025	ENR-2.2 - 8	11 JUL 2024
ENR-2.1 - 9	23 JAN 2025	ENR-2.1 - 19	23 JAN 2025	ENR-2.2 - 9	21 MAR 2024
ENR-2.1 - 10	23 JAN 2025	ENR-2.1 - 20	23 JAN 2025	ENR-2.2 - 10	21 MAR 2024

ENR 3 ATS ROUTES

ENR-3.1 - 1	24 FEB 2022	ENR 3.2.1 - 10	11 JUL 2024	ENR 3.2.1 - 39	31 OCT 2024
ENR-3.1 - 2	20 APR 2023	ENR 3.2.1 - 11	11 JUL 2024	ENR 3.2.1 - 40	31 OCT 2024
ENR-3.1 - 3	20 APR 2023	ENR 3.2.1 - 12	11 JUL 2024	ENR 3.2.1 - 41	31 OCT 2024
ENR-3.1 - 4	24 FEB 2022	ENR 3.2.1 - 13	11 JUL 2024	ENR 3.2.1 - 42	31 OCT 2024
ENR-3.1 - 5	24 FEB 2022	ENR 3.2.1 - 14	11 JUL 2024	ENR 3.2.2 - 1	10 AUG 2023
ENR-3.1 - 6	24 FEB 2022	ENR 3.2.1 - 15	11 JUL 2024	ENR 3.2.2 - 2	10 AUG 2023
ENR-3.1 - 7	24 FEB 2022	ENR 3.2.1 - 16	11 JUL 2024	ENR 3.2.2 - 3	10 AUG 2023
ENR-3.1 - 8	24 FEB 2022	ENR 3.2.1 - 17	11 JUL 2024	ENR 3.2.2 - 4	10 AUG 2023
ENR-3.1 - 9	10 AUG 2023	ENR 3.2.1 - 18	11 JUL 2024	ENR 3.2.2 - 5	10 AUG 2023
ENR-3.1 - 10	10 AUG 2023	ENR 3.2.1 - 19	11 JUL 2024	ENR 3.2.2 - 6	10 AUG 2023
ENR-3.1 - 11	10 AUG 2023	ENR 3.2.1 - 20	11 JUL 2024	ENR 3.2.2 - 7	10 AUG 2023
ENR-3.1 - 12	10 AUG 2023	ENR 3.2.1 - 21	11 JUL 2024	ENR 3.2.2 - 8	10 AUG 2023
ENR-3.1 - 13	10 AUG 2023	ENR 3.2.1 - 22	11 JUL 2024	ENR 3.2.2 - 9	10 AUG 2023
ENR-3.1 - 14	25 JAN 2024	ENR 3.2.1 - 23	11 JUL 2024	ENR 3.2.2 - 10	10 AUG 2023
ENR-3.1 - 15	10 AUG 2023	ENR 3.2.1 - 24	11 JUL 2024	ENR 3.2.2 - 11	20 MAR 2025
ENR-3.1 - 16	10 AUG 2023	ENR 3.2.1 - 25	11 JUL 2024	ENR 3.2.2 - 12	20 MAR 2025
ENR-3.1 - 17	10 AUG 2023	ENR 3.2.1 - 26	11 JUL 2024	ENR 3.2.2 - 13	20 MAR 2025
ENR-3.1 - 18	10 AUG 2023	ENR 3.2.1 - 27	31 OCT 2024	ENR 3.2.2 - 14	20 MAR 2025
ENR 3.2 - 1	04 NOV 2021	ENR 3.2.1 - 28	31 OCT 2024	ENR 3.2.2 - 15	20 MAR 2025
ENR 3.2 - 2	04 NOV 2021	ENR 3.2.1 - 29	31 OCT 2024	ENR 3.2.2 - 16	20 MAR 2025
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

Page	Date	Page	Date	Page	Date
ENR 3.2.2 - 26	20 MAR 2025	ENR 3.2.3 - 30	20 FEB 2025	ENR 3.2.7 - 4	10 AUG 2023
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	15 MAY 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	15 MAY 2025	ENR-4.4 - 23	15 MAY 2025
ENR-4.1 - 2	11 AUG 2022	ENR-4.4 - 10	15 MAY 2025	ENR-4.4 - 24	15 MAY 2025
ENR-4.2 - 1	30 MAR 2017	ENR-4.4 - 11	15 MAY 2025	ENR-4.4 - 25	12 JUN 2025
ENR-4.2 - 2	30 MAR 2017	ENR-4.4 - 12	15 MAY 2025	ENR-4.4 - 26	15 MAY 2025
ENR-4.3 - 1	30 MAR 2017	ENR-4.4 - 13	15 MAY 2025	ENR-4.4 - 27	12 JUN 2025
ENR-4.3 - 2	30 MAR 2017	ENR-4.4 - 14	15 MAY 2025	ENR-4.4 - 28	15 MAY 2025
ENR-4.4 - 1	10 AUG 2023	ENR-4.4 - 15	15 MAY 2025	ENR-4.4 - 29	15 MAY 2025
ENR-4.4 - 2	12 JUN 2025	ENR-4.4 - 16	15 MAY 2025	ENR-4.4 - 30	15 MAY 2025
ENR-4.4 - 3	15 MAY 2025	ENR-4.4 - 17	15 MAY 2025	ENR-4.4 - 31	15 MAY 2025
ENR-4.4 - 4	15 MAY 2025	ENR-4.4 - 18	15 MAY 2025	ENR-4.4 - 32	15 MAY 2025
ENR-4.4 - 5	15 MAY 2025	ENR-4.4 - 19	15 MAY 2025	ENR-4.4 - 33	15 MAY 2025
ENR-4.4 - 6	15 MAY 2025	ENR-4.4 - 20	15 MAY 2025	ENR-4.4 - 34	10 AUG 2023
ENR-4.4 - 7	15 MAY 2025	ENR-4.4 - 21	15 MAY 2025	ENR-4.5 - 1	30 MAR 2017
ENR-4.4 - 8	15 MAY 2025	ENR-4.4 - 22	15 MAY 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

Page	Date	Page	Date	Page	Date
ENR-6 - 1	15 JUL 2021	ENR-6.1 - 1	12 JUN 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	12 JUN 2025	UATE AD 2.24.11-1 - 2	11 JUL 2024	UATT AD 2.24.9-1 - 1	17 APR 2025
AD-2-UATE - 2	23 FEB 2023	UATE AD 2.24.11-2 - 1	05 SEP 2024	UATT AD 2.24.9-1 - 2	25 FEB 2021
AD-2-UATE - 3	12 JUN 2025	UATE AD 2.24.11-2 - 2	15 JUN 2023	UATT AD 2.24.9-2 - 1	17 APR 2025
AD-2-UATE - 4	12 JUN 2025	UATE AD 2.24.11-3 - 1	05 SEP 2024	UATT AD 2.24.9-2 - 2	25 FEB 2021
AD-2-UATE - 5	12 JUN 2025	UATE AD 2.24.11-3 - 2	15 JUN 2023	UATT AD 2.24.9-3 - 1	17 APR 2025
AD-2-UATE - 6	12 JUN 2025	UATE AD 2.24.11-4 - 1	05 SEP 2024	UATT AD 2.24.9-3 - 2	11 AUG 2022
AD-2-UATE - 7	12 JUN 2025	UATE AD 2.24.11-4 - 2	15 JUN 2023	UATT AD 2.24.9-4 - 1	17 APR 2025
AD-2-UATE - 8	12 JUN 2025	UATE AD 2.24.11-5 - 1	02 NOV 2023	UATT AD 2.24.9-4 - 2	11 AUG 2022
AD-2-UATE - 9	12 JUN 2025	UATE AD 2.24.11-5 - 2	15 JUN 2023	UATT AD 2.24.10 - 1	17 APR 2025
AD-2-UATE - 10	12 JUN 2025	UATE AD 2.24.11-6 - 1	02 NOV 2023	UATT AD 2.24.10 - 2	30 MAR 2017
AD-2-UATE - 11	12 JUN 2025	UATE AD 2.24.11-6 - 2	15 JUN 2023	UATT AD 2.24.11-1 - 1	17 APR 2025
AD-2-UATE - 12	12 JUN 2025	UATE AD 2.24.11-7 - 1	15 JUN 2023	UATT AD 2.24.11-1 - 2	25 FEB 2021
AD-2-UATE - 13	12 JUN 2025	UATE AD 2.24.11-7 - 2	23 FEB 2023	UATT AD 2.24.11-2 - 1	15 MAY 2025
AD-2-UATE - 14	12 JUN 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	15 MAY 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	15 MAY 2025
UATE AD 2.24.7-5 - 2	23 JAN 2025	AD-2-UATT - 7	12 JUN 2025	AD-2-UAAA - 2	31 OCT 2024
UATE AD 2.24.9-1 - 1	05 SEP 2024	AD-2-UATT - 8	12 JUN 2025	AD-2-UAAA - 3	15 MAY 2025
UATE AD 2.24.9-1 - 2	23 FEB 2023	AD-2-UATT - 9	12 JUN 2025	AD-2-UAAA - 4	15 MAY 2025
UATE AD 2.24.9-2 - 1	05 SEP 2024	AD-2-UATT - 10	12 JUN 2025	AD-2-UAAA - 5	15 MAY 2025
UATE AD 2.24.9-2 - 2	23 FEB 2023	AD-2-UATT - 11	12 JUN 2025	AD-2-UAAA - 6	15 MAY 2025
UATE AD 2.24.9-3 - 1	05 SEP 2024	AD-2-UATT - 12	12 JUN 2025	AD-2-UAAA - 7	15 MAY 2025
UATE AD 2.24.9-3 - 2	23 FEB 2023	UATT AD 2.24.1 - 1	11 AUG 2022	AD-2-UAAA - 8	15 MAY 2025
UATE AD 2.24.9-4 - 1	05 SEP 2024	UATT AD 2.24.1 - 2	30 MAR 2017	AD-2-UAAA - 9	15 MAY 2025
UATE AD 2.24.9-4 - 2	23 FEB 2023	UATT AD 2.24.3 - 1	24 FEB 2022	AD-2-UAAA - 10	15 MAY 2025
UATE AD 2.24.9-5 - 1	05 SEP 2024	UATT AD 2.24.3 - 2	12 AUG 2021	AD-2-UAAA - 11	15 MAY 2025
UATE AD 2.24.9-5 - 2	11 JUL 2024	UATT AD 2.24.4 - 1	26 JAN 2023	AD-2-UAAA - 12	15 MAY 2025
UATE AD 2.24.9-6 - 1	05 SEP 2024	UATT AD 2.24.4 - 2	30 MAR 2017	AD-2-UAAA - 13	15 MAY 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	15 MAY 2025
UATE AD 2.24.10 - 1	05 SEP 2024	UATT AD 2.24.7-1 - 2	20 MAY 2021	AD-2-UAAA - 15	15 MAY 2025
UATE AD 2.24.10 - 2	30 MAR 2017	UATT AD 2.24.7-2 - 1	17 APR 2025	AD-2-UAAA - 16	15 MAY 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	15 MAY 2025

Page	Date	Page	Date	Page	Date
AD-2-UAAA - 18	15 MAY 2025	UAAA AD 2.24.9-16 - 1	11 JUL 2024	UACC AD 2.24.3 - 2	05 SEP 2024
AD-2-UAAA - 19	15 MAY 2025	UAAA AD 2.24.9-16 - 2	10 AUG 2023	UACC AD 2.24.4 - 1	25 JAN 2024
AD-2-UAAA - 20	15 MAY 2025	UAAA AD 2.24.9-17 - 1	11 JUL 2024	UACC AD 2.24.4 - 2	23 FEB 2023
AD-2-UAAA - 21	15 MAY 2025	UAAA AD 2.24.9-17 - 2	23 APR 2020	UACC AD 2.24.5-1 - 1	30 JAN 2020
AD-2-UAAA - 22	15 MAY 2025	UAAA AD 2.24.9-18 - 1	11 JUL 2024	UACC AD 2.24.5-1 - 2	30 MAR 2017
AD-2-UAAA - 23	15 MAY 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	15 MAY 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	15 MAY 2025	UAAA AD 2.24.9-19 - 2	25 JAN 2024	UACC AD 2.24.6 - 1	15 MAY 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	15 MAY 2025	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	12 JUN 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	12 JUN 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	12 JUN 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	12 JUN 2025
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	12 JUN 2025
UAAA AD 2.24.6 - 2	30 MAR 2017	UAAA AD 2.24.11-1 - 1	11 JUL 2024	UACC AD 2.24.7-6 - 2	05 DEC 2019
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	12 JUN 2025
UAAA AD 2.24.7-1 - 2	15 JUN 2023	UAAA AD 2.24.11-2 - 1	11 JUL 2024	UACC AD 2.24.7-7 - 2	12 JUN 2025
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	12 JUN 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	12 JUN 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	12 JUN 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
UAAA AD 2.24.7-7 - 1	31 OCT 2024	UAAA AD 2.24.11-7 - 2	15 JUN 2023	UACC AD 2.24.9-5 - 1	12 JUN 2025
UAAA AD 2.24.7-7 - 2	11 JUL 2024	UAAA AD 2.24.11-8 - 1	11 JUL 2024	UACC AD 2.24.9-5 - 2	23 APR 2020
UAAA AD 2.24.7-8 - 1	11 JUL 2024	UAAA AD 2.24.11-8 - 2	15 JUN 2023	UACC AD 2.24.9-6 - 1	12 JUN 2025
UAAA AD 2.24.7-8 - 2	23 APR 2020	UAAA AD 2.24.11-9 - 1	11 JUL 2024	UACC AD 2.24.9-6 - 2	23 APR 2020
UAAA AD 2.24.7-9 - 1	11 JUL 2024	UAAA AD 2.24.11-9 - 2	15 JUN 2023	UACC AD 2.24.9-7 - 1	12 JUN 2025
UAAA AD 2.24.7-9 - 2	23 APR 2020	UAAA AD 2.24.11-10 - 1	11 JUL 2024	UACC AD 2.24.9-7 - 2	12 JUN 2025
UAAA AD 2.24.7-10 - 1	31 OCT 2024	UAAA AD 2.24.11-10 - 2	15 JUN 2023	UACC AD 2.24.9-8 - 1	12 JUN 2025
UAAA AD 2.24.7-10 - 2	11 JUL 2024	UAAA AD 2.24.11-11 - 1	23 JAN 2025	UACC AD 2.24.9-8 - 2	12 JUN 2025
UAAA AD 2.24.7-11 - 1	11 JUL 2024	UAAA AD 2.24.11-11 - 2	04 NOV 2021	UACC AD 2.24.9-9 - 1	12 JUN 2025
UAAA AD 2.24.7-11 - 2	15 JUN 2023	UAAA AD 2.24.11-12 - 1	23 JAN 2025	UACC AD 2.24.9-9 - 2	12 JUN 2025
UAAA AD 2.24.7-12 - 1	11 JUL 2024	UAAA AD 2.24.11-12 - 2	31 OCT 2024	UACC AD 2.24.9-10 - 1	12 JUN 2025
UAAA AD 2.24.7-12 - 2	11 JUL 2024	UAAA AD 2.24.11-13 - 1	23 JAN 2025	UACC AD 2.24.9-10 - 2	12 JUN 2025
UAAA AD 2.24.7-13 - 1	11 JUL 2024	UAAA AD 2.24.11-13 - 2	04 NOV 2021	UACC AD 2.24.10 - 1	20 MAR 2025
UAAA AD 2.24.7-13 - 2	11 JUL 2024	UAAA AD 2.24.11-14 - 1	23 JAN 2025	UACC AD 2.24.10 - 2	30 MAR 2017
UAAA AD 2.24.9-1 - 1	11 JUL 2024	UAAA AD 2.24.11-14 - 2	15 JUN 2023	UACC AD 2.24.11-1 - 1	20 MAR 2025
UAAA AD 2.24.9-1 - 2	15 JUN 2023	UAAA AD 2.24.12 - 1	11 JUL 2024	UACC AD 2.24.11-1 - 2	26 JAN 2023
UAAA AD 2.24.9-2 - 1	11 JUL 2024	UAAA AD 2.24.12 - 2	30 MAR 2017	UACC AD 2.24.11-2 - 1	12 JUN 2025
UAAA AD 2.24.9-2 - 2	30 MAR 2017	UAAA AD 2.24.14 - 1	21 MAR 2024	UACC AD 2.24.11-2 - 2	26 JAN 2023
UAAA AD 2.24.9-3 - 1	11 JUL 2024	UAAA AD 2.24.14 - 2	04 NOV 2021	UACC AD 2.24.11-3 - 1	20 MAR 2025
UAAA AD 2.24.9-3 - 2	10 AUG 2023	AD-2-UACC - 1	31 OCT 2024	UACC AD 2.24.11-3 - 2	26 JAN 2023
UAAA AD 2.24.9-4 - 1	11 JUL 2024	AD-2-UACC - 2	26 JAN 2023	UACC AD 2.24.11-4 - 1	20 MAR 2025
UAAA AD 2.24.9-4 - 2	30 MAR 2017	AD-2-UACC - 3	21 MAR 2024	UACC AD 2.24.11-4 - 2	26 JAN 2023
UAAA AD 2.24.9-5 - 1	11 JUL 2024	AD-2-UACC - 4	21 MAR 2024	UACC AD 2.24.11-5 - 1	20 MAR 2025
UAAA AD 2.24.9-5 - 2	15 JUN 2023	AD-2-UACC - 5	31 OCT 2024	UACC AD 2.24.11-5 - 2	26 JAN 2023
UAAA AD 2.24.9-6 - 1	11 JUL 2024	AD-2-UACC - 6	08 AUG 2024	UACC AD 2.24.11-6 - 1	20 MAR 2025
UAAA AD 2.24.9-6 - 2	30 MAR 2017	AD-2-UACC - 7	20 MAR 2025	UACC AD 2.24.11-6 - 2	26 JAN 2023
UAAA AD 2.24.9-7 - 1	11 JUL 2024	AD-2-UACC - 8	20 MAR 2025	UACC AD 2.24.11-7 - 1	12 JUN 2025
UAAA AD 2.24.9-7 - 2	10 AUG 2023	AD-2-UACC - 9	20 MAR 2025	UACC AD 2.24.11-7 - 2	25 JAN 2024
UAAA AD 2.24.9-8 - 1	11 JUL 2024	AD-2-UACC - 10	23 JAN 2025	UACC AD 2.24.11-8 - 1	12 JUN 2025
UAAA AD 2.24.9-8 - 2	30 MAR 2017	AD-2-UACC - 11	23 JAN 2025	UACC AD 2.24.11-8 - 2	23 JAN 2025
UAAA AD 2.24.9-10 - 1	11 JUL 2024	AD-2-UACC - 12	23 JAN 2025	UACC AD 2.24.12 - 1	20 MAR 2025
UAAA AD 2.24.9-10 - 2	23 APR 2020	AD-2-UACC - 13	20 FEB 2025	UACC AD 2.24.12 - 2	30 MAR 2017
UAAA AD 2.24.9-12 - 1	11 JUL 2024	AD-2-UACC - 14	20 FEB 2025	UACC AD 2.24.13-1 - 1	20 MAR 2025
UAAA AD 2.24.9-12 - 2	15 JUN 2023	AD-2-UACC - 15	20 FEB 2025	UACC AD 2.24.13-1 - 2	23 MAY 2019
UAAA AD 2.24.9-13 - 1	11 JUL 2024	AD-2-UACC - 16	31 OCT 2024	UACC AD 2.24.13-2 - 1	20 MAR 2025
UAAA AD 2.24.9-13 - 2	15 JUN 2023	UACC AD 2.24.1 - 1	20 MAR 2025	UACC AD 2.24.13-2 - 2	23 MAY 2019
UAAA AD 2.24.9-15 - 1	11 JUL 2024	UACC AD 2.24.1 - 2	30 MAR 2017	UACC AD 2.24.13-3 - 1	20 MAR 2025
UAAA AD 2.24.9-15 - 2	15 JUN 2023	UACC AD 2.24.3 - 1	20 MAR 2025	UACC AD 2.24.13-3 - 2	23 MAY 2019

Page	Date	Page	Date	Page	Date
UACC AD 2.24.13-4 - 1	20 MAR 2025	UATG AD 2.24.12 - 2	30 MAR 2017	UAKK AD 2.24.9-2 - 1	05 SEP 2024
UACC AD 2.24.13-4 - 2	23 MAY 2019	UATG AD 2.24.14 - 1	05 SEP 2024	UAKK AD 2.24.9-2 - 2	05 SEP 2024
UACC AD 2.24.13-5 - 1	20 MAR 2025	UATG AD 2.24.14 - 2	15 JUL 2021	UAKK AD 2.24.10 - 1	11 JUL 2024
UACC AD 2.24.13-5 - 2	07 NOV 2019	AD-2-UAAH - 1	08 AUG 2024	UAKK AD 2.24.10 - 2	30 MAR 2017
UACC AD 2.24.13-6 - 1	20 MAR 2025	AD-2-UAAH - 2	15 JUN 2023	UAKK AD 2.24.11-1 - 1	11 JUL 2024
UACC AD 2.24.13-6 - 2	07 NOV 2019	AD-2-UAAH - 3	08 AUG 2024	UAKK AD 2.24.11-1 - 2	20 MAY 2021
UACC AD 2.24.14 - 1	20 MAR 2025	AD-2-UAAH - 4	08 AUG 2024	UAKK AD 2.24.11-2 - 1	08 AUG 2024
UACC AD 2.24.14 - 2	21 MAR 2024	AD-2-UAAH - 5	08 AUG 2024	UAKK AD 2.24.11-2 - 2	20 MAY 2021
AD-2-UATG - 1	31 OCT 2024	AD-2-UAAH - 6	23 JAN 2025	UAKK AD 2.24.11-3 - 1	08 AUG 2024
AD-2-UATG - 2	26 JAN 2023	AD-2-UAAH - 7	05 SEP 2024	UAKK AD 2.24.11-3 - 2	20 MAY 2021
AD-2-UATG - 3	23 JAN 2025	AD-2-UAAH - 8	05 SEP 2024	UAKK AD 2.24.11-4 - 1	11 JUL 2024
AD-2-UATG - 4	08 AUG 2024	AD-2-UAAH - 9	20 FEB 2025	UAKK AD 2.24.11-4 - 2	20 MAY 2021
AD-2-UATG - 5	12 JUN 2025	AD-2-UAAH - 10	21 MAR 2024	UAKK AD 2.24.11-5 - 1	11 JUL 2024
AD-2-UATG - 6	15 MAY 2025	UAAH AD 2.24.1 - 1	17 APR 2025	UAKK AD 2.24.11-5 - 2	20 MAY 2021
AD-2-UATG - 7	15 MAY 2025	UAAH AD 2.24.1 - 2	30 MAR 2017	UAKK AD 2.24.11-6 - 1	08 AUG 2024
AD-2-UATG - 8	15 MAY 2025	UAAH AD 2.24.3 - 1	10 AUG 2023	UAKK AD 2.24.11-6 - 2	15 JUL 2021
AD-2-UATG - 9	15 MAY 2025	UAAH AD 2.24.3 - 2	30 MAR 2017	UAKK AD 2.24.11-7 - 1	08 AUG 2024
AD-2-UATG - 10	15 MAY 2025	UAAH AD 2.24.4 - 1	10 AUG 2023	UAKK AD 2.24.11-7 - 2	20 MAY 2021
AD-2-UATG - 11	15 MAY 2025	UAAH AD 2.24.4 - 2	01 FEB 2018	UAKK AD 2.24.11-8 - 1	08 AUG 2024
AD-2-UATG - 12	15 MAY 2025	UAAH AD 2.24.7-1 - 1	15 JUN 2023	UAKK AD 2.24.11-8 - 2	20 MAY 2021
AD-2-UATG - 13	15 MAY 2025	UAAH AD 2.24.7-1 - 2	15 JUN 2023	UAKK AD 2.24.12 - 1	17 APR 2025
AD-2-UATG - 14	15 MAY 2025	UAAH AD 2.24.7-2 - 1	15 JUN 2023	UAKK AD 2.24.12 - 2	30 MAR 2017
AD-2-UATG - 15	15 MAY 2025	UAAH AD 2.24.7-2 - 2	15 JUN 2023	UAKK AD 2.24.14 - 1	23 FEB 2023
AD-2-UATG - 16	31 OCT 2024	UAAH AD 2.24.9-1 - 1	15 JUN 2023	UAKK AD 2.24.14 - 2	15 JUL 2021
UATG AD 2.24.1 - 1	16 MAY 2024	UAAH AD 2.24.9-1 - 2	15 JUN 2023	AD-2-UACK - 1	08 AUG 2024
UATG AD 2.24.1 - 2	30 MAR 2017	UAAH AD 2.24.9-2 - 1	15 JUN 2023	AD-2-UACK - 2	10 AUG 2023
UATG AD 2.24.3 - 1	30 NOV 2023	UAAH AD 2.24.9-2 - 2	15 JUN 2023	AD-2-UACK - 3	31 OCT 2024
UATG AD 2.24.3 - 2	10 AUG 2023	UAAH AD 2.24.10 - 1	15 JUN 2023	AD-2-UACK - 4	12 JUN 2025
UATG AD 2.24.4 - 1	15 JUN 2023	UAAH AD 2.24.10 - 2	04 NOV 2021	AD-2-UACK - 5	15 MAY 2025
UATG AD 2.24.4 - 2	25 MAY 2017	UAAH AD 2.24.11-1 - 1	15 JUN 2023	AD-2-UACK - 6	15 MAY 2025
UATG AD 2.24.5 - 1	30 MAR 2017	UAAH AD 2.24.11-1 - 2	15 JUN 2023	AD-2-UACK - 7	15 MAY 2025
UATG AD 2.24.5 - 2	30 MAR 2017	UAAH AD 2.24.11-2 - 1	15 JUN 2023	AD-2-UACK - 8	15 MAY 2025
UATG AD 2.24.7-1 - 1	05 SEP 2024	UAAH AD 2.24.11-2 - 2	15 JUN 2023	AD-2-UACK - 9	15 MAY 2025
UATG AD 2.24.7-1 - 2	23 APR 2020	UAAH AD 2.24.12 - 1	23 JAN 2025	AD-2-UACK - 10	05 SEP 2024
UATG AD 2.24.7-2 - 1	05 SEP 2024	UAAH AD 2.24.12 - 2	30 MAR 2017	UACK AD 2.24.1 - 1	16 MAY 2024
UATG AD 2.24.7-2 - 2	16 JUL 2020	UAAH AD 2.24.14 - 1	23 FEB 2023	UACK AD 2.24.1 - 2	30 MAR 2017
UATG AD 2.24.7-3 - 1	05 SEP 2024	UAAH AD 2.24.14 - 2	15 JUL 2021	UACK AD 2.24.3 - 1	16 MAY 2024
UATG AD 2.24.7-3 - 2	05 SEP 2024	AD-2-UAKK - 1	08 AUG 2024	UACK AD 2.24.3 - 2	30 MAR 2017
UATG AD 2.24.7-4 - 1	31 OCT 2024	AD-2-UAKK - 2	21 MAR 2024	UACK AD 2.24.4 - 1	16 MAY 2024
UATG AD 2.24.7-4 - 2	23 JAN 2025	AD-2-UAKK - 3	12 JUN 2025	UACK AD 2.24.4 - 2	30 MAR 2017
UATG AD 2.24.9-1 - 1	05 SEP 2024	AD-2-UAKK - 4	15 MAY 2025	UACK AD 2.24.6 - 1	15 JUL 2021
UATG AD 2.24.9-1 - 2	23 APR 2020	AD-2-UAKK - 5	08 AUG 2024	UACK AD 2.24.6 - 2	30 MAR 2017
UATG AD 2.24.9-2 - 1	05 SEP 2024	AD-2-UAKK - 6	08 AUG 2024	UACK AD 2.24.7-1 - 1	31 OCT 2024
UATG AD 2.24.9-2 - 2	23 APR 2020	AD-2-UAKK - 7	17 APR 2025	UACK AD 2.24.7-1 - 2	31 OCT 2024
UATG AD 2.24.9-3 - 1	05 SEP 2024	AD-2-UAKK - 8	17 APR 2025	UACK AD 2.24.7-2 - 1	31 OCT 2024
UATG AD 2.24.9-3 - 2	16 MAY 2024	AD-2-UAKK - 9	17 APR 2025	UACK AD 2.24.7-2 - 2	31 OCT 2024
UATG AD 2.24.9-4 - 1	05 SEP 2024	AD-2-UAKK - 10	17 APR 2025	UACK AD 2.24.7-3 - 1	31 OCT 2024
UATG AD 2.24.9-4 - 2	16 MAY 2024	AD-2-UAKK - 11	17 APR 2025	UACK AD 2.24.7-3 - 2	07 NOV 2019
UATG AD 2.24.9-5 - 1	05 SEP 2024	AD-2-UAKK - 12	17 APR 2025	UACK AD 2.24.7-4 - 1	31 OCT 2024
UATG AD 2.24.9-5 - 2	05 SEP 2024	AD-2-UAKK - 13	17 APR 2025	UACK AD 2.24.7-4 - 2	31 OCT 2024
UATG AD 2.24.9-6 - 1	05 SEP 2024	AD-2-UAKK - 14	12 JUN 2025	UACK AD 2.24.9-2 - 1	31 OCT 2024
UATG AD 2.24.9-6 - 2	05 SEP 2024	AD-2-UAKK - 15	12 JUN 2025	UACK AD 2.24.9-2 - 2	31 OCT 2024
UATG AD 2.24.10 - 1	05 SEP 2024	AD-2-UAKK - 16	12 JUN 2025	UACK AD 2.24.9-3 - 1	31 OCT 2024
UATG AD 2.24.10 - 2	30 MAR 2017	AD-2-UAKK - 17	12 JUN 2025	UACK AD 2.24.9-3 - 2	31 OCT 2024
UATG AD 2.24.11-1 - 1	31 OCT 2024	AD-2-UAKK - 18	12 JUN 2025	UACK AD 2.24.10 - 1	05 SEP 2024
UATG AD 2.24.11-1 - 2	07 NOV 2019	AD-2-UAKK - 19	12 JUN 2025	UACK AD 2.24.10 - 2	30 MAR 2017
UATG AD 2.24.11-2 - 1	31 OCT 2024	AD-2-UAKK - 20	12 JUN 2025	UACK AD 2.24.11-1 - 1	11 JUL 2024
UATG AD 2.24.11-2 - 2	01 DEC 2022	AD-2-UAKK - 21	12 JUN 2025	UACK AD 2.24.11-1 - 2	07 NOV 2019
UATG AD 2.24.11-3 - 1	31 OCT 2024	AD-2-UAKK - 22	12 JUN 2025	UACK AD 2.24.11-2 - 1	11 JUL 2024
UATG AD 2.24.11-3 - 2	25 FEB 2021	UAKK AD 2.24.1 - 1	15 MAY 2025	UACK AD 2.24.11-2 - 2	07 NOV 2019
UATG AD 2.24.11-4 - 1	31 OCT 2024	UAKK AD 2.24.1 - 2	30 MAR 2017	UACK AD 2.24.11-3 - 1	11 JUL 2024
UATG AD 2.24.11-4 - 2	25 FEB 2021	UAKK AD 2.24.3 - 1	15 MAY 2025	UACK AD 2.24.11-3 - 2	07 NOV 2019
UATG AD 2.24.11-5 - 1	05 SEP 2024	UAKK AD 2.24.3 - 2	25 FEB 2021	UACK AD 2.24.11-4 - 1	11 JUL 2024
UATG AD 2.24.11-5 - 2	25 FEB 2021	UAKK AD 2.24.4 - 1	24 FEB 2022	UACK AD 2.24.11-4 - 2	07 NOV 2019
UATG AD 2.24.11-6 - 1	05 SEP 2024	UAKK AD 2.24.4 - 2	24 FEB 2022	UACK AD 2.24.12 - 1	11 JUL 2024
UATG AD 2.24.11-6 - 2	25 FEB 2021	UAKK AD 2.24.7-1 - 1	05 SEP 2024	UACK AD 2.24.12 - 2	30 MAR 2017
UATG AD 2.24.11-7 - 1	05 SEP 2024	UAKK AD 2.24.7-1 - 2	05 SEP 2024	UACK AD 2.24.14 - 1	23 FEB 2023
UATG AD 2.24.11-7 - 2	16 MAY 2024	UAKK AD 2.24.7-2 - 1	05 SEP 2024	UACK AD 2.24.14 - 2	15 JUL 2021
UATG AD 2.24.11-8 - 1	05 SEP 2024	UAKK AD 2.24.7-2 - 2	05 SEP 2024	AD-2-UAUU - 1	31 OCT 2024
UATG AD 2.24.11-8 - 2	16 MAY 2024	UAKK AD 2.24.9-1 - 1	05 SEP 2024	AD-2-UAUU - 2	12 JUN 2025
UATG AD 2.24.12 - 1	05 SEP 2024	UAKK AD 2.24.9-1 - 2	05 SEP 2024	AD-2-UAUU - 3	12 JUN 2025

Page	Date	Page	Date	Page	Date
AD-2-UAUU - 4	15 MAY 2025	UAOO AD 2.24.11-4 - 1	11 JUL 2024	UACP AD 2.24.7-2 - 2	05 OCT 2023
AD-2-UAUU - 5	15 MAY 2025	UAOO AD 2.24.11-4 - 2	19 MAY 2022	UACP AD 2.24.9-1 - 1	05 OCT 2023
AD-2-UAUU - 6	15 MAY 2025	UAOO AD 2.24.12 - 1	11 JUL 2024	UACP AD 2.24.9-1 - 2	05 OCT 2023
AD-2-UAUU - 7	15 MAY 2025	UAOO AD 2.24.12 - 2	30 MAR 2017	UACP AD 2.24.9-2 - 1	05 OCT 2023
AD-2-UAUU - 8	15 MAY 2025	UAOO AD 2.24.14 - 1	23 FEB 2023	UACP AD 2.24.9-2 - 2	05 OCT 2023
AD-2-UAUU - 9	15 MAY 2025	UAOO AD 2.24.14 - 2	15 JUL 2021	UACP AD 2.24.10 - 1	05 OCT 2023
AD-2-UAUU - 10	15 MAY 2025	AD-2-UASP - 1	31 OCT 2024	UACP AD 2.24.10 - 2	30 MAR 2017
AD-2-UAUU - 11	15 MAY 2025	AD-2-UASP - 2	21 MAR 2024	UACP AD 2.24.11-1 - 1	05 OCT 2023
AD-2-UAUU - 12	15 MAY 2025	AD-2-UASP - 3	23 JAN 2025	UACP AD 2.24.11-1 - 2	05 OCT 2023
AD-2-UAUU - 13	15 MAY 2025	AD-2-UASP - 4	15 MAY 2025	UACP AD 2.24.11-2 - 1	05 OCT 2023
AD-2-UAUU - 14	15 MAY 2025	AD-2-UASP - 5	01 DEC 2022	UACP AD 2.24.11-2 - 2	05 OCT 2023
UAUU AD 2.24.1 - 1	12 JUN 2025	AD-2-UASP - 6	05 SEP 2024	UACP AD 2.24.11-3 - 1	02 NOV 2023
UAUU AD 2.24.1 - 2	30 MAR 2017	AD-2-UASP - 7	20 MAR 2025	UACP AD 2.24.11-3 - 2	02 NOV 2023
UAUU AD 2.24.3 - 1	12 JUN 2025	AD-2-UASP - 8	20 MAR 2025	UACP AD 2.24.11-4 - 1	05 OCT 2023
UAUU AD 2.24.3 - 2	17 APR 2025	AD-2-UASP - 9	20 MAR 2025	UACP AD 2.24.11-4 - 2	05 OCT 2023
UAUU AD 2.24.7-1 - 1	11 JUL 2024	AD-2-UASP - 10	31 OCT 2024	UACP AD 2.24.11-5 - 1	16 MAY 2024
UAUU AD 2.24.7-1 - 2	06 OCT 2022	AD-2-UASP - 11	31 OCT 2024	UACP AD 2.24.11-5 - 2	16 MAY 2024
UAUU AD 2.24.7-2 - 1	11 JUL 2024	AD-2-UASP - 12	31 OCT 2024	UACP AD 2.24.11-6 - 1	16 MAY 2024
UAUU AD 2.24.7-2 - 2	06 OCT 2022	UASP AD 2.24.1 - 1	05 OCT 2023	UACP AD 2.24.11-6 - 2	16 MAY 2024
UAUU AD 2.24.9-1 - 1	11 JUL 2024	UASP AD 2.24.1 - 2	30 MAR 2017	UACP AD 2.24.12 - 1	25 JAN 2024
UAUU AD 2.24.9-1 - 2	06 OCT 2022	UASP AD 2.24.3 - 1	23 JAN 2025	UACP AD 2.24.12 - 2	30 MAR 2017
UAUU AD 2.24.9-2 - 1	11 JUL 2024	UASP AD 2.24.3 - 2	23 JAN 2025	UACP AD 2.24.14 - 1	23 FEB 2023
UAUU AD 2.24.9-2 - 2	06 OCT 2022	UASP AD 2.24.4 - 1	31 JAN 2019	UACP AD 2.24.14 - 2	15 JUL 2021
UAUU AD 2.24.10 - 1	11 JUL 2024	UASP AD 2.24.4 - 2	30 MAR 2017	AD-2-UASS - 1	31 OCT 2024
UAUU AD 2.24.10 - 2	30 MAR 2017	UASP AD 2.24.7-1 - 1	05 OCT 2023	AD-2-UASS - 2	20 MAR 2025
UAUU AD 2.24.11-1 - 1	08 AUG 2024	UASP AD 2.24.7-1 - 2	25 FEB 2021	AD-2-UASS - 3	20 MAR 2025
UAUU AD 2.24.11-1 - 2	06 OCT 2022	UASP AD 2.24.7-2 - 1	05 OCT 2023	AD-2-UASS - 4	08 AUG 2024
UAUU AD 2.24.11-2 - 1	11 JUL 2024	UASP AD 2.24.7-2 - 2	25 FEB 2021	AD-2-UASS - 5	20 MAR 2025
UAUU AD 2.24.11-2 - 2	06 OCT 2022	UASP AD 2.24.9-1 - 1	05 OCT 2023	AD-2-UASS - 6	05 SEP 2024
UAUU AD 2.24.11-3 - 1	11 JUL 2024	UASP AD 2.24.9-1 - 2	25 FEB 2021	AD-2-UASS - 7	20 MAR 2025
UAUU AD 2.24.11-3 - 2	06 OCT 2022	UASP AD 2.24.9-2 - 1	05 OCT 2023	AD-2-UASS - 8	23 JAN 2025
UAUU AD 2.24.11-4 - 1	11 JUL 2024	UASP AD 2.24.9-2 - 2	25 FEB 2021	AD-2-UASS - 9	31 OCT 2024
UAUU AD 2.24.11-4 - 2	06 OCT 2022	UASP AD 2.24.10 - 1	05 OCT 2023	AD-2-UASS - 10	20 MAR 2025
UAUU AD 2.24.11-7 - 1	11 JUL 2024	UASP AD 2.24.10 - 2	30 MAR 2017	UASS AD 2.24.1 - 1	17 APR 2025
UAUU AD 2.24.11-7 - 2	06 OCT 2022	UASP AD 2.24.11-1 - 1	05 OCT 2023	UASS AD 2.24.1 - 2	30 MAR 2017
UAUU AD 2.24.12 - 1	11 JUL 2024	UASP AD 2.24.11-1 - 2	05 OCT 2023	UASS AD 2.24.3 - 1	17 APR 2025
UAUU AD 2.24.12 - 2	30 MAR 2017	UASP AD 2.24.11-2 - 1	05 OCT 2023	UASS AD 2.24.3 - 2	17 APR 2025
UAUU AD 2.24.14 - 1	23 FEB 2023	UASP AD 2.24.11-2 - 2	05 OCT 2023	UASS AD 2.24.4 - 1	28 MAR 2019
UAUU AD 2.24.14 - 2	15 JUL 2021	UASP AD 2.24.11-3 - 1	05 OCT 2023	UASS AD 2.24.4 - 2	30 MAR 2017
AD-2-UAOO - 1	08 AUG 2024	UASP AD 2.24.11-3 - 2	25 FEB 2021	UASS AD 2.24.7-1 - 1	23 JAN 2025
AD-2-UAOO - 2	12 JUN 2025	UASP AD 2.24.11-4 - 1	05 OCT 2023	UASS AD 2.24.7-1 - 2	23 JAN 2025
AD-2-UAOO - 3	08 AUG 2024	UASP AD 2.24.11-4 - 2	05 OCT 2023	UASS AD 2.24.7-2 - 1	23 JAN 2025
AD-2-UAOO - 4	15 MAY 2025	UASP AD 2.24.11-5 - 1	05 OCT 2023	UASS AD 2.24.7-2 - 2	23 JAN 2025
AD-2-UAOO - 5	15 MAY 2025	UASP AD 2.24.11-5 - 2	05 OCT 2023	UASS AD 2.24.9-1 - 1	23 JAN 2025
AD-2-UAOO - 6	15 MAY 2025	UASP AD 2.24.12 - 1	05 OCT 2023	UASS AD 2.24.9-1 - 2	23 JAN 2025
AD-2-UAOO - 7	05 SEP 2024	UASP AD 2.24.12 - 2	30 MAR 2017	UASS AD 2.24.9-2 - 1	23 JAN 2025
AD-2-UAOO - 8	05 SEP 2024	UASP AD 2.24.14 - 1	05 OCT 2023	UASS AD 2.24.9-2 - 2	23 JAN 2025
AD-2-UAOO - 9	05 SEP 2024	UASP AD 2.24.14 - 2	15 JUL 2021	UASS AD 2.24.10 - 1	31 OCT 2024
AD-2-UAOO - 10	05 SEP 2024	AD-2-UACP - 1	15 MAY 2025	UASS AD 2.24.10 - 2	30 MAR 2017
UAOO AD 2.24.1 - 1	23 FEB 2023	AD-2-UACP - 2	21 MAR 2024	UASS AD 2.24.11-1 - 1	11 JUL 2024
UAOO AD 2.24.1 - 2	30 MAR 2017	AD-2-UACP - 3	31 OCT 2024	UASS AD 2.24.11-1 - 2	16 JUL 2020
UAOO AD 2.24.3 - 1	19 MAY 2022	AD-2-UACP - 4	15 MAY 2025	UASS AD 2.24.11-2 - 1	15 MAY 2025
UAOO AD 2.24.3 - 2	30 MAR 2017	AD-2-UACP - 5	15 MAY 2025	UASS AD 2.24.11-2 - 2	20 MAR 2025
UAOO AD 2.24.4 - 1	15 MAY 2025	AD-2-UACP - 6	15 MAY 2025	UASS AD 2.24.11-3 - 1	23 JAN 2025
UAOO AD 2.24.4 - 2	30 MAR 2017	AD-2-UACP - 7	15 MAY 2025	UASS AD 2.24.11-3 - 2	23 JAN 2025
UAOO AD 2.24.7-1 - 1	11 JUL 2024	AD-2-UACP - 8	15 MAY 2025	UASS AD 2.24.11-4 - 1	20 MAR 2025
UAOO AD 2.24.7-1 - 2	19 MAY 2022	AD-2-UACP - 9	15 MAY 2025	UASS AD 2.24.11-4 - 2	20 MAR 2025
UAOO AD 2.24.7-2 - 1	11 JUL 2024	AD-2-UACP - 10	15 MAY 2025	UASS AD 2.24.12 - 1	23 JAN 2025
UAOO AD 2.24.7-2 - 2	19 MAY 2022	AD-2-UACP - 11	15 MAY 2025	UASS AD 2.24.12 - 2	30 MAR 2017
UAOO AD 2.24.9-1 - 1	11 JUL 2024	AD-2-UACP - 12	15 MAY 2025	UASS AD 2.24.14 - 1	23 FEB 2023
UAOO AD 2.24.9-1 - 2	19 MAY 2022	AD-2-UACP - 13	15 MAY 2025	UASS AD 2.24.14 - 2	15 JUL 2021
UAOO AD 2.24.9-2 - 1	11 JUL 2024	AD-2-UACP - 14	15 MAY 2025	AD-2-UIAI - 1	31 OCT 2024
UAOO AD 2.24.9-2 - 2	19 MAY 2022	UACP AD 2.24.1 - 1	31 OCT 2024	AD-2-UIAI - 2	20 MAR 2025
UAOO AD 2.24.10 - 1	11 JUL 2024	UACP AD 2.24.1 - 2	30 MAR 2017	AD-2-UIAI - 3	20 MAR 2025
UAOO AD 2.24.10 - 2	30 MAR 2017	UACP AD 2.24.3 - 1	25 JAN 2024	AD-2-UIAI - 4	08 AUG 2024
UAOO AD 2.24.11-1 - 1	31 OCT 2024	UACP AD 2.24.3 - 2	31 JAN 2019	AD-2-UIAI - 5	08 AUG 2024
UAOO AD 2.24.11-1 - 2	19 MAY 2022	UACP AD 2.24.4 - 1	25 JAN 2024	AD-2-UIAI - 6	15 MAY 2025
UAOO AD 2.24.11-2 - 1	11 JUL 2024	UACP AD 2.24.4 - 2	25 JAN 2024	AD-2-UIAI - 7	23 JAN 2025
UAOO AD 2.24.11-2 - 2	19 MAY 2022	UACP AD 2.24.7-1 - 1	05 OCT 2023	AD-2-UIAI - 8	23 JAN 2025
UAOO AD 2.24.11-3 - 1	23 JAN 2025	UACP AD 2.24.7-1 - 2	05 OCT 2023	AD-2-UIAI - 9	23 JAN 2025
UAOO AD 2.24.11-3 - 2	19 MAY 2022	UACP AD 2.24.7-2 - 1	05 OCT 2023	AD-2-UIAI - 10	20 FEB 2025

Page	Date	Page	Date	Page	Date
AD-2-UAII - 11	08 AUG 2024	UAAT AD 2.24.14 - 2	01 DEC 2022	UATZ AD 2.24.9-1 - 1	24 FEB 2022
AD-2-UAII - 12	16 MAY 2024	AD-2-UADD - 1	31 OCT 2024	UATZ AD 2.24.9-1 - 2	24 FEB 2022
UAII AD 2.24.1 - 1	15 MAY 2025	AD-2-UADD - 2	20 MAR 2025	UATZ AD 2.24.9-2 - 1	24 FEB 2022
UAII AD 2.24.1 - 2	30 MAR 2017	AD-2-UADD - 3	20 MAR 2025	UATZ AD 2.24.9-2 - 2	24 FEB 2022
UAII AD 2.24.3 - 1	15 MAY 2025	AD-2-UADD - 4	08 AUG 2024	UATZ AD 2.24.9-3 - 1	24 FEB 2022
UAII AD 2.24.3 - 2	15 MAY 2025	AD-2-UADD - 5	08 AUG 2024	UATZ AD 2.24.9-3 - 2	24 FEB 2022
UAII AD 2.24.4 - 1	23 JAN 2025	AD-2-UADD - 6	20 MAR 2025	UATZ AD 2.24.9-4 - 1	24 FEB 2022
UAII AD 2.24.4 - 2	30 MAR 2017	AD-2-UADD - 7	20 MAR 2025	UATZ AD 2.24.9-4 - 2	24 FEB 2022
UAII AD 2.24.6 - 1	05 SEP 2024	AD-2-UADD - 8	20 MAR 2025	UATZ AD 2.24.9-5 - 1	26 JAN 2023
UAII AD 2.24.6 - 2	30 MAR 2017	AD-2-UADD - 9	20 MAR 2025	UATZ AD 2.24.9-5 - 2	26 JAN 2023
UAII AD 2.24.7-1 - 1	05 SEP 2024	AD-2-UADD - 10	20 MAR 2025	UATZ AD 2.24.9-6 - 1	26 JAN 2023
UAII AD 2.24.7-1 - 2	07 NOV 2019	AD-2-UADD - 11	20 MAR 2025	UATZ AD 2.24.9-6 - 2	26 JAN 2023
UAII AD 2.24.7-2 - 1	05 SEP 2024	AD-2-UADD - 12	31 OCT 2024	UATZ AD 2.24.11-1 - 1	24 FEB 2022
UAII AD 2.24.7-2 - 2	07 NOV 2019	UADD AD 2.24.1 - 1	15 MAY 2025	UATZ AD 2.24.11-1 - 2	24 FEB 2022
UAII AD 2.24.9-1 - 1	05 SEP 2024	UADD AD 2.24.1 - 2	30 MAR 2017	UATZ AD 2.24.11-2 - 1	24 FEB 2022
UAII AD 2.24.9-1 - 2	07 NOV 2019	UADD AD 2.24.3 - 1	15 MAY 2025	UATZ AD 2.24.11-2 - 2	24 FEB 2022
UAII AD 2.24.9-2 - 1	05 SEP 2024	UADD AD 2.24.3 - 2	30 MAR 2017	UATZ AD 2.24.11-3 - 1	24 FEB 2022
UAII AD 2.24.9-2 - 2	07 NOV 2019	UADD AD 2.24.4 - 1	24 FEB 2022	UATZ AD 2.24.11-3 - 2	24 FEB 2022
UAII AD 2.24.10 - 1	31 OCT 2024	UADD AD 2.24.4 - 2	30 MAR 2017	UATZ AD 2.24.11-4 - 1	24 FEB 2022
UAII AD 2.24.10 - 2	30 MAR 2017	UADD AD 2.24.6 - 1	31 OCT 2024	UATZ AD 2.24.11-4 - 2	24 FEB 2022
UAII AD 2.24.11-1 - 1	15 MAY 2025	UADD AD 2.24.6 - 2	30 MAR 2017	UATZ AD 2.24.11-5 - 1	26 JAN 2023
UAII AD 2.24.11-1 - 2	07 NOV 2019	UADD AD 2.24.7-1 - 1	05 SEP 2024	UATZ AD 2.24.11-5 - 2	26 JAN 2023
UAII AD 2.24.11-2 - 1	15 MAY 2025	UADD AD 2.24.7-1 - 2	11 AUG 2022	UATZ AD 2.24.11-6 - 1	26 JAN 2023
UAII AD 2.24.11-2 - 2	11 JUL 2024	UADD AD 2.24.7-2 - 1	05 SEP 2024	UATZ AD 2.24.11-6 - 2	26 JAN 2023
UAII AD 2.24.11-3 - 1	15 MAY 2025	UADD AD 2.24.7-2 - 2	25 FEB 2021	UATZ AD 2.24.12 - 1	10 AUG 2023
UAII AD 2.24.11-3 - 2	05 OCT 2023	UADD AD 2.24.7-3 - 1	05 SEP 2024	UATZ AD 2.24.12 - 2	10 AUG 2023
UAII AD 2.24.11-4 - 1	15 MAY 2025	UADD AD 2.24.7-3 - 2	11 AUG 2022	AD-2-UAIT - 1	31 OCT 2024
UAII AD 2.24.11-4 - 2	16 MAY 2024	UADD AD 2.24.7-4 - 1	05 SEP 2024	AD-2-UAIT - 2	17 APR 2025
UAII AD 2.24.11-5 - 1	15 MAY 2025	UADD AD 2.24.7-4 - 2	25 FEB 2021	AD-2-UAIT - 3	31 OCT 2024
UAII AD 2.24.11-5 - 2	05 OCT 2023	UADD AD 2.24.9-1 - 1	05 SEP 2024	AD-2-UAIT - 4	15 MAY 2025
UAII AD 2.24.11-6 - 1	15 MAY 2025	UADD AD 2.24.9-1 - 2	11 AUG 2022	AD-2-UAIT - 5	15 MAY 2025
UAII AD 2.24.11-6 - 2	16 MAY 2024	UADD AD 2.24.9-2 - 1	05 SEP 2024	AD-2-UAIT - 6	15 MAY 2025
UAII AD 2.24.12 - 1	31 OCT 2024	UADD AD 2.24.9-2 - 2	11 AUG 2022	AD-2-UAIT - 7	15 MAY 2025
UAII AD 2.24.12 - 2	30 MAR 2017	UADD AD 2.24.10 - 1	05 SEP 2024	AD-2-UAIT - 8	15 MAY 2025
UAII AD 2.24.14 - 1	23 FEB 2023	UADD AD 2.24.10 - 2	30 MAR 2017	AD-2-UAIT - 9	15 MAY 2025
UAII AD 2.24.14 - 2	15 JUL 2021	UADD AD 2.24.11-1 - 1	05 SEP 2024	AD-2-UAIT - 10	15 MAY 2025
AD-2-UAAT - 1	08 AUG 2024	UADD AD 2.24.11-1 - 2	07 NOV 2019	AD-2-UAIT - 11	15 MAY 2025
AD-2-UAAT - 2	11 JUL 2024	UADD AD 2.24.11-2 - 1	05 SEP 2024	AD-2-UAIT - 12	15 MAY 2025
AD-2-UAAT - 3	08 AUG 2024	UADD AD 2.24.11-2 - 2	23 FEB 2023	UAIT AD 2.24.1 - 1	12 AUG 2021
AD-2-UAAT - 4	08 AUG 2024	UADD AD 2.24.11-3 - 1	05 SEP 2024	UAIT AD 2.24.1 - 2	10 SEP 2020
AD-2-UAAT - 5	08 AUG 2024	UADD AD 2.24.11-3 - 2	11 AUG 2022	UAIT AD 2.24.3 - 1	04 NOV 2021
AD-2-UAAT - 6	08 AUG 2024	UADD AD 2.24.11-4 - 1	05 SEP 2024	UAIT AD 2.24.3 - 2	25 FEB 2021
AD-2-UAAT - 7	08 AUG 2024	UADD AD 2.24.11-4 - 2	11 AUG 2022	UAIT AD 2.24.4 - 1	25 FEB 2021
AD-2-UAAT - 8	05 SEP 2024	UADD AD 2.24.12 - 1	15 MAY 2025	UAIT AD 2.24.4 - 2	25 FEB 2021
UAAT AD 2.24.1 - 1	10 AUG 2023	UADD AD 2.24.12 - 2	30 MAR 2017	UAIT AD 2.24.6 - 1	15 MAY 2025
UAAT AD 2.24.1 - 2	30 MAR 2017	UADD AD 2.24.14 - 1	23 FEB 2023	UAIT AD 2.24.6 - 2	10 SEP 2020
UAAT AD 2.24.3 - 1	23 FEB 2023	UADD AD 2.24.14 - 2	15 JUL 2021	UAIT AD 2.24.7-1 - 1	11 JUL 2024
UAAT AD 2.24.3 - 2	30 MAR 2017	AD-2-UATZ - 1	08 AUG 2024	UAIT AD 2.24.7-1 - 2	03 DEC 2020
UAAT AD 2.24.6 - 1	26 JAN 2023	AD-2-UATZ - 2	23 JAN 2025	UAIT AD 2.24.7-2 - 1	11 JUL 2024
UAAT AD 2.24.6 - 2	30 MAR 2017	AD-2-UATZ - 3	17 APR 2025	UAIT AD 2.24.7-2 - 2	03 DEC 2020
UAAT AD 2.24.7-1 - 1	10 AUG 2023	AD-2-UATZ - 4	15 MAY 2025	UAIT AD 2.24.9-1 - 1	11 JUL 2024
UAAT AD 2.24.7-1 - 2	26 JAN 2023	AD-2-UATZ - 5	15 MAY 2025	UAIT AD 2.24.9-1 - 2	10 SEP 2020
UAAT AD 2.24.7-2 - 1	10 AUG 2023	AD-2-UATZ - 6	15 MAY 2025	UAIT AD 2.24.9-2 - 1	11 JUL 2024
UAAT AD 2.24.7-2 - 2	26 JAN 2023	AD-2-UATZ - 7	15 MAY 2025	UAIT AD 2.24.9-2 - 2	10 SEP 2020
UAAT AD 2.24.9-1 - 1	10 AUG 2023	AD-2-UATZ - 8	15 MAY 2025	UAIT AD 2.24.10 - 1	08 AUG 2024
UAAT AD 2.24.9-1 - 2	26 JAN 2023	AD-2-UATZ - 9	15 MAY 2025	UAIT AD 2.24.10 - 2	10 SEP 2020
UAAT AD 2.24.9-2 - 1	10 AUG 2023	AD-2-UATZ - 10	15 MAY 2025	UAIT AD 2.24.11-1 - 1	31 OCT 2024
UAAT AD 2.24.9-2 - 2	26 JAN 2023	AD-2-UATZ - 11	15 MAY 2025	UAIT AD 2.24.11-1 - 2	25 FEB 2021
UAAT AD 2.24.10 - 1	20 APR 2023	AD-2-UATZ - 12	21 MAR 2024	UAIT AD 2.24.11-2 - 1	11 JUL 2024
UAAT AD 2.24.10 - 2	30 MAR 2017	UATZ AD 2.24.1 - 1	21 MAR 2024	UAIT AD 2.24.11-2 - 2	25 FEB 2021
UAAT AD 2.24.11-1 - 1	10 AUG 2023	UATZ AD 2.24.1 - 2	02 DEC 2021	UAIT AD 2.24.11-3 - 1	11 JUL 2024
UAAT AD 2.24.11-1 - 2	10 AUG 2023	UATZ AD 2.24.3 - 1	26 JAN 2023	UAIT AD 2.24.11-3 - 2	25 FEB 2021
UAAT AD 2.24.11-2 - 1	10 AUG 2023	UATZ AD 2.24.3 - 2	24 FEB 2022	UAIT AD 2.24.11-4 - 1	11 JUL 2024
UAAT AD 2.24.11-2 - 2	10 AUG 2023	UATZ AD 2.24.7-1 - 1	24 FEB 2022	UAIT AD 2.24.11-4 - 2	25 FEB 2021
UAAT AD 2.24.11-3 - 1	10 AUG 2023	UATZ AD 2.24.7-1 - 2	24 FEB 2022	UAIT AD 2.24.11-5 - 1	11 JUL 2024
UAAT AD 2.24.11-3 - 2	10 AUG 2023	UATZ AD 2.24.7-2 - 1	24 FEB 2022	UAIT AD 2.24.11-5 - 2	04 NOV 2021
UAAT AD 2.24.11-4 - 1	10 AUG 2023	UATZ AD 2.24.7-2 - 2	24 FEB 2022	UAIT AD 2.24.11-6 - 1	11 JUL 2024
UAAT AD 2.24.11-4 - 2	10 AUG 2023	UATZ AD 2.24.7-3 - 1	26 JAN 2023	UAIT AD 2.24.11-6 - 2	04 NOV 2021
UAAT AD 2.24.12 - 1	10 AUG 2023	UATZ AD 2.24.7-3 - 2	26 JAN 2023	UAIT AD 2.24.12 - 1	11 JUL 2024
UAAT AD 2.24.12 - 2	30 MAR 2017	UATZ AD 2.24.7-4 - 1	26 JAN 2023	UAIT AD 2.24.12 - 2	10 SEP 2020
UAAT AD 2.24.14 - 1	23 FEB 2023	UATZ AD 2.24.7-4 - 2	26 JAN 2023	UAIT AD 2.24.14 - 1	23 FEB 2023

Page	Date	Page	Date	Page	Date
UAIT AD 2.24.14 - 2	15 JUL 2021	AD-2-UAAL - 5	21 MAR 2024	UASK AD 2.24.7-5 - 2	16 MAY 2024
AD-2-UARR - 1	05 SEP 2024	AD-2-UAAL - 6	08 AUG 2024	UASK AD 2.24.7-6 - 1	31 OCT 2024
AD-2-UARR - 2	05 SEP 2024	AD-2-UAAL - 7	31 OCT 2024	UASK AD 2.24.7-6 - 2	11 JUL 2024
AD-2-UARR - 3	05 SEP 2024	AD-2-UAAL - 8	08 AUG 2024	UASK AD 2.24.7-7 - 1	31 OCT 2024
AD-2-UARR - 4	05 SEP 2024	UAAL AD 2.24.1 - 1	05 OCT 2023	UASK AD 2.24.7-7 - 2	11 JUL 2024
AD-2-UARR - 5	08 AUG 2024	UAAL AD 2.24.1 - 2	09 NOV 2017	UASK AD 2.24.7-8 - 1	31 OCT 2024
AD-2-UARR - 6	05 SEP 2024	UAAL AD 2.24.3 - 1	05 OCT 2023	UASK AD 2.24.7-8 - 2	08 AUG 2024
AD-2-UARR - 7	05 SEP 2024	UAAL AD 2.24.3 - 2	23 FEB 2023	UASK AD 2.24.9-2 - 1	31 OCT 2024
AD-2-UARR - 8	05 SEP 2024	UAAL AD 2.24.6 - 1	10 AUG 2023	UASK AD 2.24.9-2 - 2	11 AUG 2022
AD-2-UARR - 9	05 SEP 2024	UAAL AD 2.24.6 - 2	01 DEC 2022	UASK AD 2.24.9-3 - 1	31 OCT 2024
AD-2-UARR - 10	05 SEP 2024	UAAL AD 2.24.7-1 - 1	23 FEB 2023	UASK AD 2.24.9-3 - 2	11 AUG 2022
UARR AD 2.24.1 - 1	25 JAN 2024	UAAL AD 2.24.7-1 - 2	09 NOV 2017	UASK AD 2.24.9-4 - 1	31 OCT 2024
UARR AD 2.24.1 - 2	30 MAR 2017	UAAL AD 2.24.7-2 - 1	23 FEB 2023	UASK AD 2.24.9-4 - 2	11 JUL 2024
UARR AD 2.24.3 - 1	05 SEP 2024	UAAL AD 2.24.7-2 - 2	09 NOV 2017	UASK AD 2.24.9-5 - 1	23 JAN 2025
UARR AD 2.24.3 - 2	30 MAR 2017	UAAL AD 2.24.7-3 - 1	05 SEP 2024	UASK AD 2.24.9-5 - 2	11 JUL 2024
UARR AD 2.24.4 - 1	31 OCT 2024	UAAL AD 2.24.7-3 - 2	16 MAY 2024	UASK AD 2.24.9-6 - 1	31 OCT 2024
UARR AD 2.24.4 - 2	30 MAR 2017	UAAL AD 2.24.7-4 - 1	05 SEP 2024	UASK AD 2.24.9-6 - 2	11 JUL 2024
UARR AD 2.24.7-1 - 1	11 JUL 2024	UAAL AD 2.24.7-4 - 2	16 MAY 2024	UASK AD 2.24.9-7 - 1	31 OCT 2024
UARR AD 2.24.7-1 - 2	07 NOV 2019	UAAL AD 2.24.9-1 - 1	23 FEB 2023	UASK AD 2.24.9-7 - 2	11 JUL 2024
UARR AD 2.24.7-2 - 1	11 JUL 2024	UAAL AD 2.24.9-1 - 2	09 NOV 2017	UASK AD 2.24.9-8 - 1	31 OCT 2024
UARR AD 2.24.7-2 - 2	07 NOV 2019	UAAL AD 2.24.9-2 - 1	23 FEB 2023	UASK AD 2.24.9-8 - 2	11 JUL 2024
UARR AD 2.24.9-1 - 1	11 JUL 2024	UAAL AD 2.24.9-2 - 2	09 NOV 2017	UASK AD 2.24.9-9 - 1	31 OCT 2024
UARR AD 2.24.9-1 - 2	07 NOV 2019	UAAL AD 2.24.9-3 - 1	16 MAY 2024	UASK AD 2.24.9-9 - 2	11 JUL 2024
UARR AD 2.24.9-2 - 1	11 JUL 2024	UAAL AD 2.24.9-3 - 2	11 JUL 2024	UASK AD 2.24.9-10 - 1	31 OCT 2024
UARR AD 2.24.9-2 - 2	07 NOV 2019	UAAL AD 2.24.9-4 - 1	16 MAY 2024	UASK AD 2.24.9-10 - 2	11 JUL 2024
UARR AD 2.24.10 - 1	11 JUL 2024	UAAL AD 2.24.9-4 - 2	11 JUL 2024	UASK AD 2.24.9-11 - 1	31 OCT 2024
UARR AD 2.24.10 - 2	30 MAR 2017	UAAL AD 2.24.11-1 - 1	12 JUN 2025	UASK AD 2.24.9-11 - 2	11 JUL 2024
UARR AD 2.24.11-1 - 1	11 JUL 2024	UAAL AD 2.24.11-1 - 2	23 FEB 2023	UASK AD 2.24.10 - 1	31 OCT 2024
UARR AD 2.24.11-1 - 2	07 NOV 2019	UAAL AD 2.24.11-2 - 1	12 JUN 2025	UASK AD 2.24.10 - 2	30 MAR 2017
UARR AD 2.24.11-2 - 1	17 APR 2025	UAAL AD 2.24.11-2 - 2	23 FEB 2023	UASK AD 2.24.11-1 - 1	31 OCT 2024
UARR AD 2.24.11-2 - 2	07 NOV 2019	UAAL AD 2.24.11-3 - 1	12 JUN 2025	UASK AD 2.24.11-1 - 2	02 DEC 2021
UARR AD 2.24.11-3 - 1	17 APR 2025	UAAL AD 2.24.11-3 - 2	23 FEB 2023	UASK AD 2.24.11-2 - 1	31 OCT 2024
UARR AD 2.24.11-3 - 2	07 NOV 2019	UAAL AD 2.24.11-4 - 1	12 JUN 2025	UASK AD 2.24.11-2 - 2	31 OCT 2024
UARR AD 2.24.11-4 - 1	17 APR 2025	UAAL AD 2.24.11-4 - 2	23 FEB 2023	UASK AD 2.24.11-3 - 1	31 OCT 2024
UARR AD 2.24.11-4 - 2	07 NOV 2019	UAAL AD 2.24.11-5 - 1	16 MAY 2024	UASK AD 2.24.11-3 - 2	02 DEC 2021
UARR AD 2.24.11-5 - 1	17 APR 2025	UAAL AD 2.24.11-5 - 2	11 JUL 2024	UASK AD 2.24.11-4 - 1	31 OCT 2024
UARR AD 2.24.11-5 - 2	04 NOV 2021	UAAL AD 2.24.11-6 - 1	16 MAY 2024	UASK AD 2.24.11-4 - 2	24 FEB 2022
UARR AD 2.24.12 - 1	11 JUL 2024	UAAL AD 2.24.11-6 - 2	11 JUL 2024	UASK AD 2.24.11-5 - 1	23 JAN 2025
UARR AD 2.24.12 - 2	30 MAR 2017	UAAL AD 2.24.12 - 1	23 FEB 2023	UASK AD 2.24.11-5 - 2	11 JUL 2024
UARR AD 2.24.14 - 1	20 APR 2023	UAAL AD 2.24.12 - 2	09 NOV 2017	UASK AD 2.24.11-6 - 1	23 JAN 2025
UARR AD 2.24.14 - 2	15 JUL 2021	UAAL AD 2.24.14 - 1	15 JUN 2023	UASK AD 2.24.11-6 - 2	11 JUL 2024
AD-2-UASU - 1	31 OCT 2024	UAAL AD 2.24.14 - 2	01 DEC 2022	UASK AD 2.24.12 - 1	23 JAN 2025
AD-2-UASU - 2	20 FEB 2025	AD-2-UASK - 1	31 OCT 2024	UASK AD 2.24.12 - 2	30 MAR 2017
AD-2-UASU - 3	16 MAY 2024	AD-2-UASK - 2	06 OCT 2022	UASK AD 2.24.14 - 1	23 FEB 2023
AD-2-UASU - 4	20 MAR 2025	AD-2-UASK - 3	08 AUG 2024	UASK AD 2.24.14 - 2	11 AUG 2022
AD-2-UASU - 5	20 MAR 2025	AD-2-UASK - 4	15 MAY 2025	AD-2-UASZ - 1	05 OCT 2023
AD-2-UASU - 6	16 MAY 2024	AD-2-UASK - 5	08 AUG 2024	AD-2-UASZ - 2	05 SEP 2024
AD-2-UASU - 7	20 FEB 2025	AD-2-UASK - 6	05 SEP 2024	AD-2-UASZ - 3	05 SEP 2024
AD-2-UASU - 8	16 MAY 2024	AD-2-UASK - 7	23 JAN 2025	AD-2-UASZ - 4	05 SEP 2024
UASU AD 2.24.1 - 1	15 JUN 2023	AD-2-UASK - 8	15 MAY 2025	AD-2-UASZ - 5	05 SEP 2024
UASU AD 2.24.1 - 2	01 FEB 2018	AD-2-UASK - 9	15 MAY 2025	AD-2-UASZ - 6	23 JAN 2025
UASU AD 2.24.3 - 1	15 JUN 2023	AD-2-UASK - 10	15 MAY 2025	AD-2-UASZ - 7	05 SEP 2024
UASU AD 2.24.3 - 2	15 JUN 2023	AD-2-UASK - 11	15 MAY 2025	AD-2-UASZ - 8	16 MAY 2024
UASU AD 2.24.6 - 1	17 APR 2025	AD-2-UASK - 12	31 OCT 2024	UASZ AD 2.24.1 - 1	05 SEP 2024
UASU AD 2.24.6 - 2	11 AUG 2022	UASK AD 2.24.1 - 1	15 MAY 2025	UASZ AD 2.24.1 - 2	01 FEB 2018
UASU AD 2.24.7-1 - 1	15 JUN 2023	UASK AD 2.24.1 - 2	30 MAR 2017	UASZ AD 2.24.3 - 1	05 SEP 2024
UASU AD 2.24.7-1 - 2	01 FEB 2018	UASK AD 2.24.3 - 1	05 SEP 2024	UASZ AD 2.24.3 - 2	04 NOV 2021
UASU AD 2.24.7-2 - 1	15 JUN 2023	UASK AD 2.24.3 - 2	01 DEC 2022	UASZ AD 2.24.6 - 1	11 AUG 2022
UASU AD 2.24.7-2 - 2	01 FEB 2018	UASK AD 2.24.4 - 1	24 FEB 2022	UASZ AD 2.24.6 - 2	11 AUG 2022
UASU AD 2.24.9-1 - 1	15 JUN 2023	UASK AD 2.24.4 - 2	30 MAR 2017	UASZ AD 2.24.7-1 - 1	11 AUG 2022
UASU AD 2.24.9-1 - 2	01 FEB 2018	UASK AD 2.24.6 - 1	31 OCT 2024	UASZ AD 2.24.7-1 - 2	01 FEB 2018
UASU AD 2.24.11-1 - 1	15 JUN 2023	UASK AD 2.24.6 - 2	11 AUG 2022	UASZ AD 2.24.7-2 - 1	11 AUG 2022
UASU AD 2.24.11-1 - 2	15 JUN 2023	UASK AD 2.24.7-1 - 1	31 OCT 2024	UASZ AD 2.24.7-2 - 2	01 FEB 2018
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

Page	Date	Page	Date	Page	Date
AD-2-UAKD - 1	08 AUG 2024				
AD-2-UAKD - 2	20 MAR 2025				
AD-2-UAKD - 3	20 MAR 2025				
AD-2-UAKD - 4	15 MAY 2025				
AD-2-UAKD - 5	05 SEP 2024				
AD-2-UAKD - 6	23 JAN 2025				
AD-2-UAKD - 7	15 MAY 2025				
AD-2-UAKD - 8	15 MAY 2025				
AD-2-UAKD - 9	15 MAY 2025				
AD-2-UAKD - 10	15 MAY 2025				
AD-2-UAKD - 11	15 MAY 2025				
AD-2-UAKD - 12	15 MAY 2025				
UAKD AD 2.24.1 - 1	17 APR 2025				
UAKD AD 2.24.1 - 2	30 MAR 2017				
UAKD AD 2.24.3 - 1	20 MAR 2025				
UAKD AD 2.24.3 - 2	25 FEB 2021				
UAKD AD 2.24.4 - 1	15 MAY 2025				
UAKD AD 2.24.4 - 2	20 MAR 2025				
UAKD AD 2.24.7-1 - 1	15 MAY 2025				
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				

ANNEX 7. AIRCRAFT NATIONALITY AND REGISTRATION MARKS.

Nil

ANNEX 8. AIRWORTHINESS OF AIRCRAFT.

Nil

ANNEX 9 — FACILITATION

Chapter 2	2.17	The Customs units of the Republic of Kazakhstan require the presentation of a list of accompanied baggage or mishandled baggage.
	2.36; 2.37; 2.38; 2.40; 2.41; 2.42	A preliminary permission is required for operating such flights in accordance with the procedures set forth in AIP.
Chapter 3	3.7	The requirement to show valid document providing evidence of the right to arrive or depart from the Republic of Kazakhstan.
	3.16	Passengers crossing the State border of the Republic of Kazakhstan whose cabin baggage and baggage are subject to customs clearance shall fill in a customs declaration. All crew members may be cleared on the basis of the oral declaration.
	3.24.1; 3.25.1	Crew members of foreign aircraft arriving in Republic of Kazakhstan shall be in possession of valid national passports with Kazakhstan visas, unless bilateral agreements stipulate otherwise.
	3.32	The requirement is a presence of entry visas for arriving persons at the end of their staying.
	3.46	Not applicable
	3.57	In the Republic of Kazakhstan, the responsibility for luggage delivery is assigned to aircraft operators.
Chapter 4	4.51	In the Republic of Kazakhstan the storage of temporarily admitted containers and pallets at off-airport locations is prohibited.
Chapter 5	5.4.1	Transit passengers without transit visa may stay in the airport transit area or in the hotel for foreign transit passenger for 24 hours.
	5.11; 5.12; 5.13	There are no free airports, zones or storage in the Republic of Kazakhstan.

ANNEX 10 — AERONAUTICAL TELECOMMUNICATIONS**Vol. I, Part I.**

Chapter 3	3.1.6.4.1	Not implemented.
	3.1.6.5.1	Not implemented.
Chapter 4	4.3.1.2	Equipment for automatic error correction is not used.

Vol. I, Part II.

Chapter 5	5.1.1.1	Only the frequency 121.5 MHZ is used
------------------	---------	--------------------------------------

Vol. II.

Chapter 4	4.4.6.7	The text of the messages from AFTN transmitting stations shall not exceed 1800 characters.
	4.4.7.3	The length of messages from AFTN transmitting stations shall not exceed 1800 characters.

Vol III. Communication Systems.

ANNEX 10 — AERONAUTICAL TELECOMMUNICATIONS		
Nil		
Vol IV. Surveillance and Collision.		
Nil		
Vol V. Aeronautical Radio Frequency Spectrum Utilization.		
Nil		

ANNEX 11 — AIR TRAFFIC SERVICES		
Chapter 2	2.8	Performance-based communication (PBC) operations are not applicable.
	2.9	Performance-based surveillance (PBS) operations are not applicable.
Chapter 3	3.3.5	c) not implemented.
	3.7.3.2	Not implemented.
	3.7.5.1	Air traffic flow management (ATFM) is not implemented.
Chapter 6	6.1.1.2	RCP types are not established.
	6.1.2.1	Two-way air-ground communications used for flight information services provide direct, prompt, continuous and interference-free two-way communications, if conditions permit.

ANNEX 12 — SEARCH AND RESCUE		
Nil		

ANNEX 13. AIRCRAFT ACCIDENT AND INCIDENT.		
To be developed		

ANNEX 14. AERODROMES.		
Vol. I. Aerodrome Design and Operations.		
Chapter 1	1.6.1	In the Republic of Kazakhstan, along with the term "Code Letter", the term "Aircraft Index" is used for regional airports.
Chapter 2	2.6	The aircraft classification rating-pavement classification rating (ACR-PCR) method of reporting pavement strength has not been implemented in the Republic of Kazakhstan. Before implementation, the ACN-PCN method is used.
	2.7.1	There are no requirements for the mandatory presence of pre-flight altimeter check locations.
Chapter 3	3.4.1	In Kazakhstan, runway strip that includes a runway equipped for precision approach or a runway equipped for non-precision approach should extend in a transverse direction on both sides of the runway axis and its continuation (throughout the entire length of the runway) for a distance of at least: 1. 150 m for runway classes A, B, C, D or ICAO code numbers 4,3, which is 10 m more than in the ICAO standard 2. 75 m for Class D and E runways, or ICAO code numbers 1,2, which is 5 m more than in the ICAO standard. In the longitudinal direction, the runway, including both instrumental and non-instrumental runways, should extend beyond each end of the runway or beyond the end of the stopway, if it is provided, for a distance of at least 150 m for runways with code numbers 4,3,2, instead of the 60 m specified in the ICAO standard.
	3.15	The legislation of the Republic of Kazakhstan does not provide for requirements for the infrastructure of De-icing/anti-icing facilities.

ENR 4.4 NAME CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
ABAMO	422454N 0691433E		TMA UAI
ABDAM	513051N 0781707E	T649, Z584	
ABDIB	435743N 0505211E		TMA UATE
ABDUN	461337N 0594316E	L139, M161, N161	
ABEBA	442957N 0740248E	M34	
ABEKA	410705N 0684442E	M168	
ABELI	513524N 0751312E	L988, N996, W358, Z160, Z746	
ABENU	502909N 0684952E	L86	
ABEVO	405000N 0683442E	P180	
ABGEN	405742N 0684248E	M168	
ABIGU	474742N 0630108E	L51, N167	
ABIRA	502331N 0622455E	M166	
ABMIK	455616N 0743604E	M34, N102, Z583	
ABONA	461133N 0751857E	N170	
ABOTO	492544N 0830521E	Z727	
ABRAS	514331N 0771053E	L988, P984	
ABREK	462025N 0763143E	N126	
ABULA	495910N 0682343E	L86	
ABULU	480139N 0555532E	L992	
ABURA	473345N 0664312E	N161	
ADABA	435820N 0762009E	L143, L855, N170, Z583, Z584	

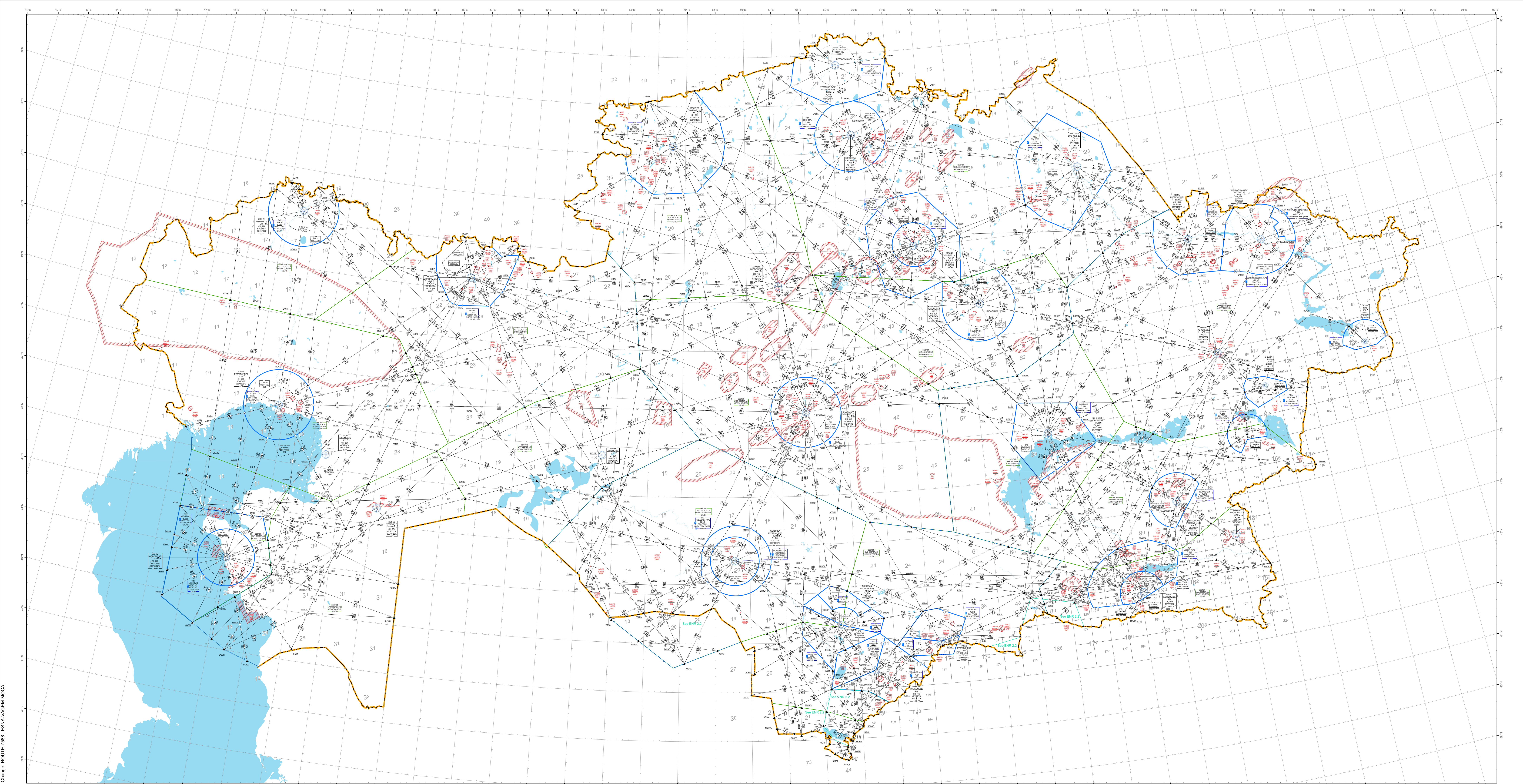
Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
ADAKA	434416N 0624955E	L855, M161	
ADARO	504706N 0815242E	B833, G96, N37, Z727	
ADASA	524618N 0751436E	P179	
ADAZA	434304N 0645326E	N990	
ADEBA	533925N 0704004E	T586	
ADEDA	423438N 0514628E	N73, Z581	
ADEKU	502301N 0641824E	M166, N167	
ADESA	420940N 0694854E	L139, Z580	
ADETA	500015N 0773321E	M149, N37, P984	
ADIRO	445011N 0752356E	M149, N143	
ADLAN	495132N 0792510E	N102	
ADLIK	482457N 0614611E	L985	
ADLIM	443715N 0652222E		TMA UAOO
ADLON	530129N 0704047E	N985, Z160	
ADODA	523230N 0750554E	N985, W361, Z584	
ADOKA	482224N 0671842E	L145	
ADOLU	502039N 0795401E		TMA UASS
ADONU	454418N 0683532E	P178	
ADPAK	444919N 0520844E	N102, Q198	
ADRAT	500334N 0581528E	M993	
ADREM	442548N 0643118E	L163, M75	
ADRIK	480432N 0684119E	L51, W351	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
OBATA	462130N 0491148E	L988	
OBIBU	445219N 0654502E		TMA UAOO
OBUNA	505513N 0791803E	W361, Z584	
ODAMA	503331N 0753513E	T649	
ODATU	505427N 0710518E		TMA UACC
ODILA	494259N 0575122E	M199, M875, L728	
ODIVA	423530N 0640848E	L162, M161, N990	RR-5
ODLUR	432532N 0771101E		TMA UAAA
ODORI	415901N 0684908E	Z578	
ODPUT	473004N 0553846E	L51, L992	
OGADO	453804N 0810107E	L26	
OGANU	462857N 0565153E	N55, P574	
OGAPI	512648N 0511336E	A368, M161	
OGIRU	433336N 0765119E		TMA UAAA
OGLUP	510857N 0715158E		TMA UACC
OGOKI	502245N 0643432E		RR-1, RR-6
OGOLI	412858N 0663632E	N143, N193	
OGRIP	405454N 0680500E	P178, P180, Z580	
OGTOL	424905N 0733002E	L728, Z580	
OGUDU	501516N 0795419E		TMA UASS
OKESO	411051N 0673608E	Z554	
OKRAT	433034N 0765506E		TMA UAAA

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
OKSOL	495436N 0824319E		TMA UASK
OLAPU	475146N 0514531E	M158, W324	
OLGAS	520510N 0714507E	M75	
OLINA	451645N 0615140E	L165, M610	
OMITO	501033N 0581909E	L26	
OSBOR	410054N 0683059E	Z753	
OSMOG	473140N 0673643E		TMA UAKD
OSNER	482119N 0785409E	M166, L143	
OSROL	504818N 0700112E	L988, N996, W358, Z624	
OSTAG	502223N 0803234E		TMA UASS
OTMAS	460419N 0530034E	M158, N996	
PABRI	451455N 0704239E	L147, T524	
PAVEL	425947N 0664642E	L163, M741, N147, Z753	
PEKIR	433539N 0770931E	M610, P984	
PEMOL	464841N 0551720E	L139, L992	
PETEM	480656N 0553022E	N73, N996	
PETOR	535420N 0713136E	P179, T586	
PIGAL	433428N 0780356E	M610	
PIKAN	425300N 0493000E	A80, N996	
PIMIB	501013N 0573110E		TMA UATT
PIRIM	444808N 0511741E	N60, Q198, W324	
PIVAL	514549N 0775050E	L988, W361, Z584	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
POBEK	432534N 0672754E	N987, Z380	
POBUR	533800N 0721400E	M75, P179, Z553	
POKAT	432530N 0694508E	Z621	
POMNI	510638N 0493240E	L864	
RABEN	502602N 0795343E		TMA UASS
RALAN	440812N 0493000E	A924, Z581	
RAVNI	504030N 0615807E	L985, T586, Z582	
RAVOB	404718N 0683330E	L143	
RAZBI	425954N 0673533E	Z621	
REBDA	414708N 0690515E	P178, Z632	
REGMU	435005N 0760012E	L143, Z589	
REKRU	531530N 0701102E		TMA UACK
RELGE	435304N 0530630E	N154, N161	
RELGO	500234N 0701730E	M75, M166	
RELRU	424925N 0681812E	M168, Z380	
REMOL	442704N 0681238E	L855, M168	
REMTI	470757N 0670843E	M75	
RENPA	524400N 0701548E	Z588	
RENPI	463437N 0522656E	M158, Z102	
REPLA	452358N 0533011E	N73	
RESBA	462255N 0621359E	L165	
RESDO	475618N 0595446E	M199	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
RIBMO	442238N 0520908E	P574	TMA UATE
RIGDO	495937N 0581049E	L147	
RIKPI	455225N 0794910E	L26, N993, Z370	
RIKRI	465319N 0543423E	L139, N73	
RILBA	485158N 0585148E	M199, N996	
RILOK	431224N 0662729E	L163	
RIMDO	431940N 0631837E	M75, M161	
RIMIR	524153N 0690123E	N987	
RIMUN	502651N 0570524E		TMA UATT
RINET	443026N 0663402E	M610	
RINIT	435305N 0535549E	L992, N154	
RINUR	482255N 0681040E	N990	
RISAD	441324N 0761312E	N170	
RISAS	435854N 0715247E	L855, N102	
RISUL	464525N 0773723E	P984	
RITAB	454308N 0754239E	L998, W333	
RITAL	414130N 0671206E	N143, M741	
RITET	464937N 0623417E	N161, N167	
RITMU	441806N 0723603E	L147, N102	
RIVUT	493332N 0730316E		TMA UAKK
ROBIZ	443142N 0662450E		RR-2, RR-6
RODAM	431348N 0741934E	L147	



Change: ROUTE 2586 LESNA-VAGEN MOCA.

0 15 30 60 90 120 150 180 210 240 270 300 NM

0 30 60 120 180 240 300 360 420 480 KM

Reporting point

△ On Request

• Compulsory

○ Aerodrome

Radionavigation aids

DME

NDB

VOR

Compass rose

FIR - Flight information region

State Boundary

Airspace

ATZ - Aerodrome traffic zone

CTR - Control zone

FIR SECTOR

TMA - Terminal Control Area

Danger; Prohibited; Restricted Areas

Delegated Airspace

Hydrography

Area minimum altitude (AMA)

Example: 18600 FT - 18⁶

DIST in NM

ALT and ELEV in FT

BRG are MAG

WGS84

Lambert Conformal Conic Projection

The chart is True North orientated

AIRAC AMDT 006/2025

KAZAERONAVIGATSIA

INTENTIONALLY LEFT BLANK

AD 2 AERODROMES**UATE AD 2**

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

UATE AD 2.1 Aerodrome Location Indicator And Name

UATE - AKTAU

UATE AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	435136N 0510527E At the centre of RWY
2	Direction and distance from (city)	348°, 12.4 NM from Aktau
3	Elevation/Reference temperature	75 FT/32.5° C
4	Geoid undulation at AD ELEV PSN	-39 FT
5	MAG VAR/Annual Change	8° E (2021) / 0.06° increasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Airport 130000 Mangystau region, JSC "Aktau International Airport" Republic of Kazakhstan Phone: +7 (7292) 609746 Fax: +7 (7292) 609745 AFS: UATEAPBF SITA: SCOBFXH Email: office@aktau-airport.kz Email: info@aktau-airport.kz URL: www.aktau-airport.kz
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Changeable Head AD Phone: +7 (7292) 609777 Phone: +7 (777) 5557710

UATE AD 2.3 Operational Hours

1	AD Operator	H24 Phone: +7 (7292) 609746
2	Customs and immigration	H24 Phone: +7 (7292) 609641 Phone: +7 (7292) 609642
3	Health and sanitation	H24 Phone: +7 (7292) 609603
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 Phone: +7 (7292) 420032 Phone: +7 (7292) 463141
6	MET Briefing Office	H24 Phone: +7 (7292) 463178
7	ATS	H24

8	Fuelling	H24 Phone: +7 (7292) 609609 Phone: +7 (7292) 609667
9	Handling	H24 Phone: +7 (7292) 609775
10	Security	H24 Phone: +7 (7292) 609610
11	De-icing	H24 Phone: +7 (7292) 609621 Phone: +7 (7292) 609647
12	Remarks	Nil

UATE AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Handling up to 35 tonnes weight
2	Fuel/oil types	TS-1 OIL: Nil
3	Fuelling facilities/capacity	4 Trucks (22m³)/ 400 L/min
4	De-icing facilities	Combined watering and washing machine
5	Hangar space for visiting aircraft	Not available for visiting aircraft
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

UATE AD 2.5 Passenger Facilities

1	Hotels	In the city Aktau
2	Restaurants	In the Airport
3	Transportation	Taxis
4	Medical facilities	Aid post at Airport Terminal, ambulance service, hospitals in Aktau
5	Bank and Post Office	Bank ATM, currency exchange
6	Tourist Office	In the airport, +7 (771) 7620283, +7 (7292) 609752
7	Remarks	Nil

UATE AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A7
2	Rescue equipment	4 fire trucks Σ = 34800l. (water) + 2550l. (foamer) Technical and medical kit

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

UATE AD 2.7 Seasonal Availability - Clearing

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

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

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

UATE AD 2.9 Surface Movement Guidance And Control System And Markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Guidance sign board at entrance of RWYs, guidance sign designating taxiways
2	RWY and TWY markings and LGT	Designation of threshold, touchdown, centre line, fixed distance, RWY edges, RWY designation, zones before the runway threshold, taxi holding position, taxiway centre line, side RWY lights, TWY «B» and «C»
3	Stop bars	TWY C, RED
4	Other runway protection measures	Nil
5	Remarks	TWY-A - MIL

UATE AD 2.10 Aerodrome Obstacles

NIL

UATE AD 2.11 Meteorological Information Provided

1	Associated MET Office	AMS Aktau +7 (7292) 463178
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation: Periods of validity	AMSC Aktau, 24HR (0024, 0606, 1212, 1818)
4	Trend forecast Interval of issuance	TREND 30 min
5	Briefing/consultation provided	Personal consultation (Russian)
6	Flight documentation/languages used	TAF, METAR, SPECI, SIGMET, GAMET, AIRMET English
7	Charts and other information AVBL for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, prognostic charts of wind and temperature at flight levels (FL), max wind, T, prognostic charts P85, P70, P50, P40, P30, P25, P20, SWH, SWM of WAFC, SWM+SWH, SWL of Kazakhstan;
8	Supplementary equipment AVBL for providing information	Doppler weather radar (METEOR-635C)
9	ATS units provided with information	Briefing, TWR, APP
10	Additional information	Nil

UATE AD 2.12 Runway Physical Characteristics

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

SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
Nil	250 X 150	3288 X 300	90 X 160	Nil	AVBL	Turn Pad LEN 130 m, the total width of the turn pad and runway 90 m. REF AD 2.24.1
Nil	250 X 150	3288 X 300	90 X 160	Nil	AVBL	Turn Pad LEN 130 m, the total width of the turn pad and runway 90 m. REF AD 2.24.1

UATE AD 2.13 Declared Distances

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

UATE AD 2.14 Approach And Runway Lighting

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour, WBAR	VASIS, (MEHT), PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour, WBAR	SWY LGT LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
11	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3048m, spacing 60m, 0-2452 white, last 600m yellow	RED Nil	Nil	Nil

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

UATE AD 2.15 Other Lighting, Secondary Power Supply

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

UATE AD 2.16 Helicopter Landing Area

NIL

UATE AD 2.17 ATS Airspace

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

UATE AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	SATVOICE number(s)	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
ATIS	AKTAU ATIS (EN) AKTAU ATIS (RU)	130,1 MHZ 126,2 MHZ	Nil	Nil	H24	EN, RU

Service designation	Call sign	Frequency	SATVOICE number(s)	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
Production and dispatcher service	AKTAU TRANZIT (EN) AKTAU TRANZIT (RU)	131.9 MHZ	Nil	Nil	As AD	Nil
TWR	AKTAU TOWER (EN) AKTAU VYSHKA (RU)	120,7 MHZ	Nil	Nil	H24	VDF AVBL

UATE AD 2.19 Radio Navigation And Landing Aids

Type of aid, MAG VAR, ILS Classification, Type of supported OP (for VOR/ILS/MLS, give declination)	ID	Frequency, Channel number	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
ILS LOC 11	IAU	109.5 MHZ	H24	435053.5N 0510659.5E		Nil	Nil
GP 11		332.6 MHZ		435201.6N 0510444.7E			
DME 11	IAU	CH 32X		435201.6N 0510444.7E	100 FT		
ILS LOC 29 I/D/2	ITA	111.1 MHZ	H24	435218.6N 0510355.5E		Nil	Nil
GP 29 I/C/2		331.7 MHZ		435118.8N 0510616.6E			
DME 29	ITA	CH 48X		435118.8N 0510616.6E	100 FT		
NDB	T	326 KHZ	H24	435052.6N 0510701.8E	Nil	Nil	Nil
DVOR/DME (8°E /2021)	AKT	113.3 MHZ CH 80X	H24	435220.3N 0510351.9E	100 FT	Nil	Nil

UATE AD 2.20 Local Aerodrome Regulations**1. Airport regulations**

The movement of aircraft around the airfield is carried out under the power of its own engines and towing by tractors.

Taxiing and towing are carried out according to the established markings. Occupying the runway for taxiing (towing) and for aircraft takeoff is carried out with the permission of the Aktau Tower air traffic controller.

On the apron stands it is allowed to start and test engines in low throttle modes upon request from the Aktau Tower air traffic controller, taking into account safety measures.

If the APU is faulty, starting one engine before towing to the engine launch site is carried out with the permission of the Aktau Tower air traffic controller.

Testing (checking) of aircraft engines at modes exceeding "idle throttle" is carried out on stand 208.

It is prohibited to start the engines while the aircraft is being towed.

Towing an aircraft with a running engine (started during towing) on a snowy, ice-covered (slippery) apron is

prohibited.

Replace aircraft wheels using a jack only on hard surfaces (concrete, concrete pads).

The crew notifies the Aktau Tower air traffic controller about the need for anti-icing treatment.

Coordination of processing is carried out by Aktau Transit at a frequency of 131.900 MHz.

Aircraft processing is provided in two stages Type – 1 (SAE AMS1424 Type I Qualified Fluids) Aerodynamic and Anti-icing Endurance Performance and Type - 4 (SAE AMS1428 Type IV Qualified Fluids) Fluids Qualified at AMIL for Aerodynamic and Anti-icing Endurance Performance Treatment with anti-icing liquids is carried out:

- on the center line of apron without running engines

The number of stands, procedure for placing the aircraft on the stand is assigned by the Aktau airport Production and dispatcher service, based on the actual situation on the apron, the presence of short-term restrictions and prohibitions on parking and movement of aircraft on the maneuvering area of the airfield.

The aircraft launch location on the apron is determined by the Aktau Tower air traffic controller.

In case of operational necessity, the service of draining fuel from the aircraft on the stand is provided according to the procedure.

Access to the Aktau Aerodrome Manual of third-party organizations is provided upon request by e-mail "office@aktau-airport.kz"

2. Taxiing to/from aircraft stands.

Towing, engine starting and taxiing of aircraft to and from the stands is carried out with the permission of the Aktau Tower air traffic controller.

Before starting the engines, the crew must listen to the ATIS information, before launching (towing) establish contact with the Aktau Tower air traffic controller on the frequency 120.700 MHz, report the index of the current ATIS information, the stand number and receive ATC clearance for departure.

Depending on the ground and air situation, runway operational direction the Tower air traffic controller enters "holding procedure of start-up clearance" with the timing and start-up sequence of aircraft or informs the crew about the expected delay and gives permission to start the engines at the discretion of the crew.

Escorting (leading) of the aircraft is carried out regardless of the time of day by the escort vehicle when the low visibility procedures are in progress, in the absence of visibility of the markings of the aircraft intended for movement, or by the request of the aircraft crew.

The order of taxiing in and out at (from) the stand:

- Taxiing to all stands is carried out under the power of its own engines.
- The aircraft is taxied by towing.
- If the aircraft is not parked according to the parking lot markings, the aircraft is taxied under the power of its own engines under the guidance of the greeter or escort vehicle.

3. Limitations during taxiing

After landing on Runway 11/29, aircraft turns are carried out at the turn pads at the end of Runway 11/29, with the exception of class 3, 4 aircraft and helicopters.

Aircraft located on taxiway-B (bravo), taxiway-C (charli) are prohibited from crossing the marked holding position at runway 11/29 without permission from the Aktau Tower air traffic controller.

4. Take-off and landing

When taking a line-up position on Runway 11/29, the aircraft crew reports its readiness for takeoff to the Aktau Tower air traffic controller.

After receiving a report from the aircraft crew about readiness for takeoff, the Aktau Tower controller, depending on the air

situation, may allow the aircraft crew to take a line-up position and take off immediately. The aircraft crew is obliged to inform the Aktau Tower air traffic controller if it cannot take off immediately. If the runway is busy or there are no acceptable separation, the Aktau Tower air traffic controller allows the aircraft crew only to take the line-up position. At the same time, the aircraft crews comply with all taxiing procedures in accordance with the requirements of the aircraft type manual and other regulatory documents, including taxi speed:

- under normal environmental conditions and runway conditions, no more than 30 knots (55 km/h) on long runway distances and no more than 20 knots (37 km/h) on short runway distances;
- in conditions of low visibility procedures and meteorological conditions that contribute to the deterioration of the runway condition by no more than 10 knots (18 km/h).

Pre-flight checks by the crew in the cockpit must be completed before the line-up position. Checks required while on the runway should be kept to a minimum.

The aircraft crew takes off immediately after receiving take-off clearance.

If the aircraft crew cannot fulfill the above requirement, they must inform the Aktau Tower air traffic controller about this before taxiing onto the runway and inform him of the required delay time.

Depending on the air or ground situation, it is permitted to take off from the intersection of taxiway-B (bravo), taxiway-C(charli) of the Runway 11/29 at the request of the crew of a class 3, 4 aircraft or at the initiative of the Aktau Tower air traffic controller. The aircraft takes off from a point on the runway where the available characteristics of the runway from the start of the take-off run correspond to those required for the actual take-off weight of the aircraft and take-off conditions. The final decision on takeoff from the intersection of the taxiway and the runway is made by the aircraft pilot-in-command.

Engines are warmed up and tested before takeoff on the runway or taxiway with the permission of the Aktau Tower air traffic controller after a request from the aircraft crew.

Take-off and landing of aircraft with a tailwind is permitted in order to speed up the flow of aircraft at the request of the aircraft crew or on the initiative of the air traffic control unit. Responsibility for making a decision on such a takeoff or landing rests with the aircraft pilot-in-command.

In order to reduce the runway occupancy time, the Aktau Tower air traffic controller can issue a command to accelerate the release of Runway 11/29. If it is impossible to perform the required operation, the crew immediately informs the air traffic controller.

The final decision on whether to take off or land under weather conditions that do not meet the airfield operating minimum is made by the aircraft pilot-in-command. In this case, the air traffic control clearance for takeoff or landing is not a force on the aircraft pilot-in-command to carry it out, and responsibility for the decision made and the outcome of the takeoff or landing rests with the aircraft pilot-in-command. The designation of a runway is made by the ATS unit, taking into account the aircraft landing or taking off into the wind, unless safety considerations, runway configuration, meteorological conditions and applicable approach procedures or air traffic conditions make another direction preferable.

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

Educational and training flights, control and test flights (overflights) of aircraft are carried out in accordance with the requirements established by the Rules for Flight Operations in Civil Aviation.

An IFR flight is carried out according to established procedures for instrumental takeoff and approach. After takeoff, the crew maintains the conditions specified by the air traffic controller for fitting into the approach pattern. The VFR flight is carried out along a route agreed with the ATS unit. The number of aircraft performing educational, training, control, test and control flights (overflights) within TMA 1, TMA 2 and CTR of the Aktau airfield is determined by the Aktau Tower supervisor, based on the presence of prohibited zones and flight restriction zones, air and meteorological conditions. Depending on the intensity of flights and the restrictions imposed, the Aktau Tower supervisor is given the right to limit the number of training aircraft, suspend or prohibit training flights.

Control and test flights of aircraft are carried out during the day for all types of aircraft.

6. Procedures in low visibility conditions

LVP are introduced when RVR is less than 550 m.

The start of LVP actions is announced via the ATIS channel or by the ATS unit with the message "Low visibility procedures are in progress."

Runway 11/29 are equipped for takeoff in LVP conditions.

Runway 11/29 are equipped for precision approach and landing under category I.

Crossing the "STOP" line lights that are on is prohibited. The aircraft crew is informed by the ATS unit about changes in the operational status of radio, lighting, and meteorological equipment.

7. Helicopter flights

Taxiing on helicopters is carried out taking into account wind restrictions, according to the Flight Manual, with constant visibility of landmarks ahead. The air movement of a helicopter with a skid type landing gear from the parking area to the take-off location and back is carried out along the route assigned by the Aktau Tower air traffic controller to the PMU under the responsibility of the helicopter pilot-in-command. The helicopter engines are started at stands 20-24 for warming up and testing only at low throttle.

Control hovering is permitted only over runway 11/29, taxiway-B(bravo), taxiway-C(charli).

Take-off/landing is permitted by helicopter in the daytime, from (on) taxiway-B(bravo), taxiway-C(charli), in compliance with the established intervals between aircraft take-offs and landings, subject to the established minimum weather conditions for flights under VFR (special VFR).

Responsibility for the takeoff (landing) in this case rests with the helicopter pilot-in-command.

Helicopters take off from the airfield after:

- crew report on readiness for takeoff (by plane, by helicopter), and obtaining permission for takeoff from the Aktau Tower air traffic controller.

For a takeoff by helicopter, landing the helicopter after a control hover is not necessary. The height of the control hover is determined by the helicopter pilot-in-command, but the helicopter performing the control hover must not interfere with the takeoff and landing of other aircraft. If there are weather conditions or smoke on a part of the runway that impairs visibility to values below the established weather minimum for flights under VFR (special VFR), it is permitted to land on that part of the runway where the weather conditions correspond to the minimum (beginning/middle/end). Responsibility for making such a landing rests with the helicopter pilot-in-command.

Take-off and landing with a run, take-off and landing of a helicopter at night and when flying under IFR are performed from/to the runway.

8. Removal of all those who have lost the ability to move

Reflected in the "Emergency Plan" of Aktau International Airport. Access to the "Emergency Plan" of third-party organizations is provided upon request by e-mail "office@aktau-airport.kz"

UATE AD 2.21 Noise Abatement Procedures

NIL

UATE AD 2.22 Flight Procedures

1. General

RWY 11/29 approved for CAT I operations.

2. Low Visibility Procedures.

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

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

The ATC informs flight crew about:

- any changes in the operational status of radio and lighting equipment;
- changes of surface wind;
- changes of RVR;
- changes of ceiling (vertical visibility).

3. Arriving Aircraft

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

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

4. Departing Aircraft

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

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

Air traffic service in the control zone of the aerodrome is carried out by the controller of the "Tower" ATC unit. Flight altitudes are calculated by the aircraft crew in accordance with the Civil Aviation Flight Rules of the Republic of Kazakhstan. The functions of Air traffic service does not include ground collision avoidance. The aircraft crew shall ensure that the clearance issued by the ATS unit in this regard is safe. VFR flights at altitudes below 3000 feet in the control zone are performed at the altitudes indicated in the flight plan or requested by the aircraft crew.

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

For VFR flights, the aerodrome has a flight circle (left / right) at an altitude of 500 feet. The air traffic controller of the "Tower" ATC unit is determine and report which flight circle is in use.

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

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

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

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

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

No	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
1	SAURA (Coastline NW of AKT)	N441433 E0504757	326° 25.0 nm AKT DVOR/DME	Entry/exit
2	TATIK (Highway NE from AKT)	N441348 E0512126	023° 25.0 nm AKT DVOR/DME	Entry/exit
3	KARAG (Railroad eastbound from AKT)	N435635 E0513758	073° 25.0 nm AKT DVOR/DME	Entry/exit
4	OZERO (Dry bed east of AKT)	N434713 E0513741	094° 25.0 nm AKT DVOR/DME	Entry/exit
5	OZENI (Road SE from AKT)	N433633 E0513038	122° 25.0 nm AKT DVOR/DME	Entry/exit

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
6	OIMAS (Road SE from AKT)	N433227 E0512447	135° 25.0 nm AKT DVOR/DME	Entry/exit
7	ZALIV (Settling ponds SE of AKT)	N434252 E0511858	124° 14.5 nm AKT DVOR/DME	Holding
8	KARER (Quarry east of AKT)	N435039 E0512304	090° 14.0 nm AKT DVOR/DME	Holding
9	DUNGA (Oil fields north of AKT)	N440014 E0510412	355° 7.9 nm AKT DVOR/DME	Holding

6. Continuous Descent Operation

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

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

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

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

CDOs are authorized only when following conditions are respected:

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

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

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

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

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

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

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

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

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

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

7. 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.

UATE AD 2.23 Additional Information

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

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

2. The bird aggregations in the vicinity of the airport.

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

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

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

UATE AD 2.24 Charts Related To An Aerodrome

Name	Page
Aerodrome Chart ICAO	UATE AD 2.24.1-1
Aerodrome Ground Movement and Parking Chart ICAO	UATE AD 2.24.3-1
Aerodrome Obstacle Chart – ICAO Type A	UATE AD 2.24.4-1
Standard Departure Chart Instrument (SID) RWY 11 ICAO	UATE AD 2.24.7-1-1
Standard Departure Chart Instrument (SID) RWY 11 ICAO	UATE AD 2.24.7-2-1
Standard Departure Chart Instrument (SID) RWY 29 ICAO	UATE AD 2.24.7-3-1
Standard Departure Chart Instrument (SID) RNAV RWY 11 ICAO	UATE AD 2.24.7-4-1
Standard Departure Chart Instrument (SID) RNAV RWY 29 ICAO	UATE AD 2.24.7-5-1
Standard Arrival Chart Instrument (STAR) RWY 11 ICAO	UATE AD 2.24.9-1-1
Standard Arrival Chart Instrument (STAR) RWY 29 ICAO	UATE AD 2.24.9-2-1
Standard Arrival Chart Instrument (STAR) RWY 11 ICAO	UATE AD 2.24.9-3-1
Standard Arrival Chart Instrument (STAR) RWY 29 ICAO	UATE AD 2.24.9-4-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 11 ICAO	UATE AD 2.24.9-5-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 29 ICAO	UATE AD 2.24.9-6-1
ATC Surveillance Minimum Altitude Chart ICAO	UATE AD 2.24.10-1
Instrument Approach Chart – ILS/DME RWY 11 ICAO	UATE AD 2.24.11-1-1
Instrument Approach Chart – ILS/DME RWY 29 ICAO	UATE AD 2.24.11-2-1
Instrument Approach Chart – VOR/DME - Y RWY 11 ICAO	UATE AD 2.24.11-3-1
Instrument Approach Chart – VOR/DME - Y RWY 29 ICAO	UATE AD 2.24.11-4-1
Instrument Approach Chart – VOR/DME - Z RWY 11 ICAO	UATE AD 2.24.11-5-1
Instrument Approach Chart – VOR/DME - Z RWY 29 ICAO	UATE AD 2.24.11-6-1
Instrument Approach Chart – NDB RWY 29 ICAO	UATE AD 2.24.11-7-1
Instrument Approach Chart – NDB BC RWY 11 ICAO	UATE AD 2.24.11-8-1
Instrument Approach Chart – RNP RWY 11 ICAO	UATE AD 2.24.11-9-1
Instrument Approach Chart – RNP RWY 29 ICAO	UATE AD 2.24.11-10-1
Visual Approach chart – ICAO	UATE AD 2.24.12-1
VFR Departure/Arrival Chart	UATE AD 2.24.14-1

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.

Aircraft Escort (Guidance) is Provided Regardless of Time of Day:

- When low visibility procedures are in effect
- In the absence of markings
- In complex taxiing patterns on maneuvering area
- Upon crew request

Aircraft turns on the runway are permitted if the aircraft index allows it, with the responsibility for turn safety resting with the aircraft commander.

If the aerodrome service imposes restrictions, turns are carried out only at runway widening areas (96 meters wide) upon the instruction of the "Aktobe Tower" controller.

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.

No	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

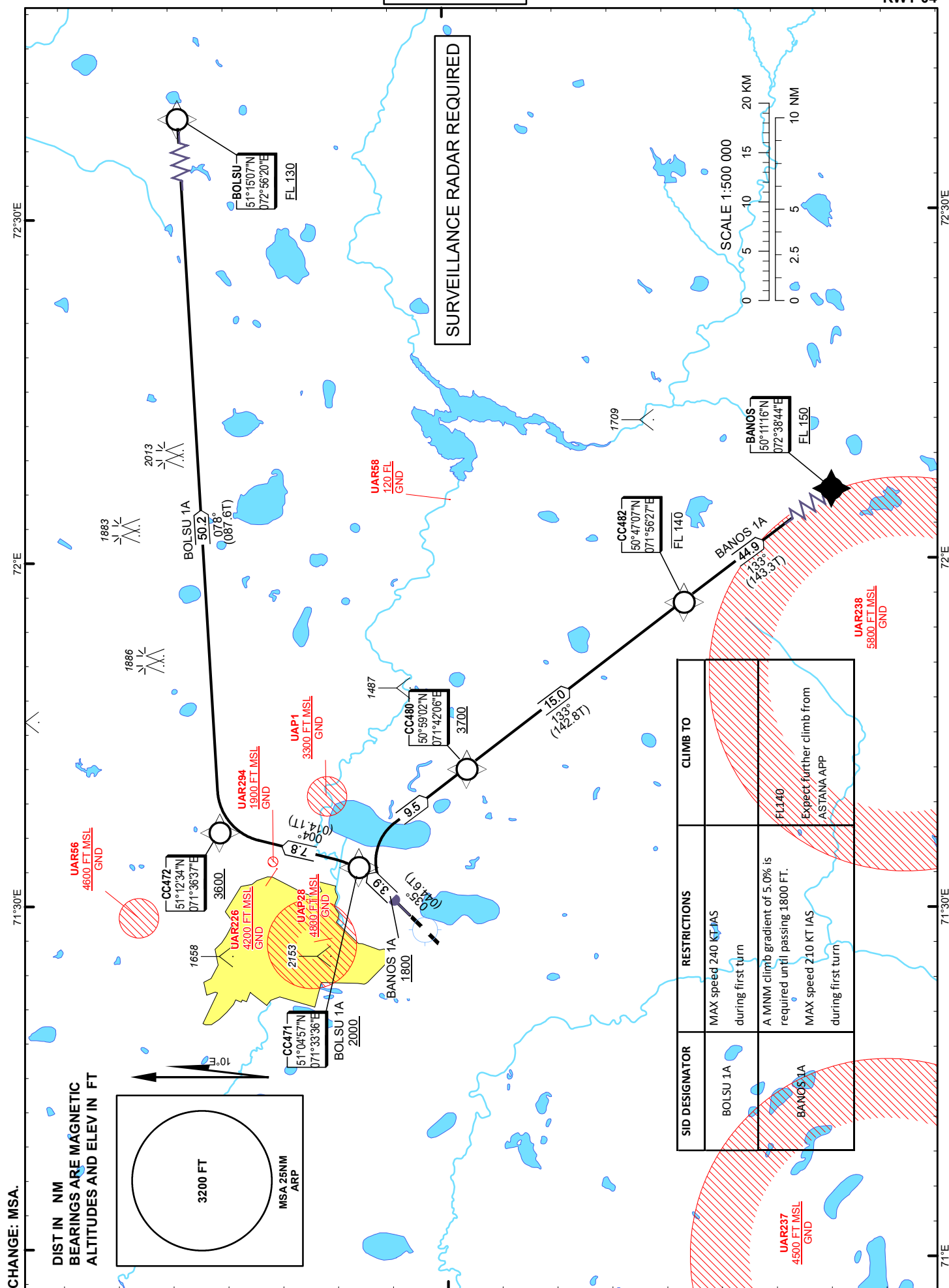
Information transmission

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

ASTANA
NURSULTAN NAZARBAYEV
INTERNATIONAL AIRPORT
RWY 04



**TABULAR
DESCRIPTION**

BANOS 1A RWY04											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA		-	35(44.6)	10	2.1	-	+1800	-210	2.9	RNAV1
20	DF	CC480	-		10	9.5	R	+3700		1.9	RNAV1
30	TF	CC482	-	133(142.8)	10	15	-	-FL140		1.9	RNAV1
40	TF	BANOS	-	133(143.3)	10	44.9	-	+FL150		1.9	RNAV1

WAYPOINT LIST

BANOS 1A		
Waypoint Identifier	Coordinates	
DER	510210.90N	0712915.64E
CC480	505902.26N	0714206.01E
CC482	504707.26N	0715627.27E
BANOS	501116.00N	0723844.00E

**TABULAR
DESCRIPTION**

BOLSU 1A RWY04											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CF	CC471	-	35(44.6)	10	3.9	-	+2000	-240	1.9	RNAV1
20	TF	CC472	-	04(14.1)	10	7.8	L	+3600		1.9	RNAV1
30	TF	BOLSU	-	78(87.6)	10	50.2	R	+FL130		1.9	RNAV1

WAYPOINT LIST

BOLSU 1A		
Waypoint Identifier	Coordinates	
DER	510210.90N	0712915.64E
CC471	510457.35N	0713335.86E
CC472	511233.52N	0713637.17E
BOLSU	511507.00N	0725620.00E

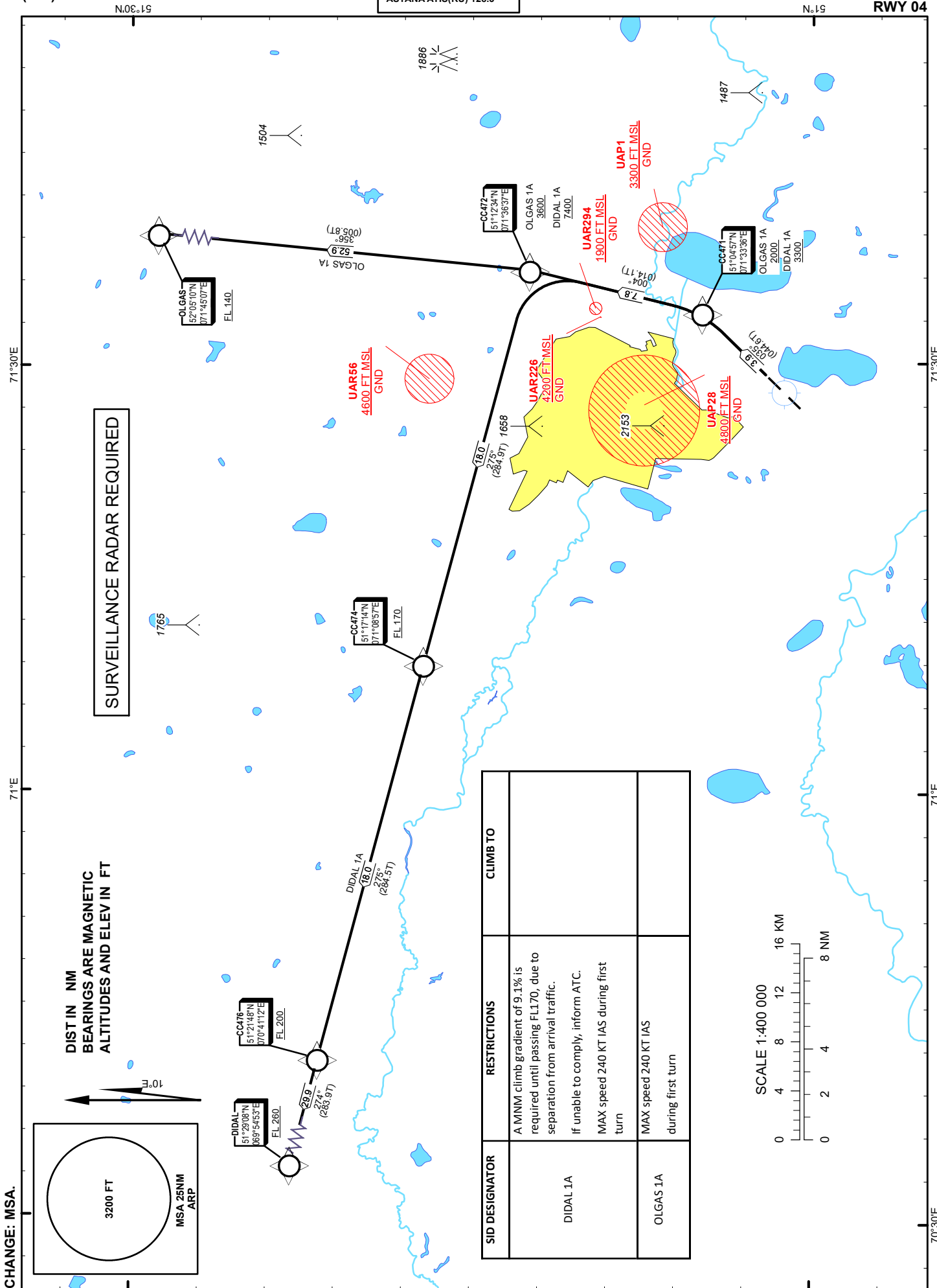
STANDARD DEPARTURE
CHART - INSTRUMENT
(SID) - ICAO

TRANSITION ALTITUDE
10000 FT

ASTANA TOWER 135.5
ASTANA APPROACH 124.6
ASTANA RADAR 120.7
ASTANA ATIS(EN) 129.5
ASTANA ATIS(RU) 128.3

DIDAL 1A, OLGAS 1A
(RNAV 1 SID BASED ON GNSS)

ASTANA
NURSULTAN NAZARBAYEV
INTERNATIONAL AIRPORT
RWY 04



**TABULAR
DESCRIPTION**

DIDAL 1A RWY04											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CF	CC471	-	35(44.6)	10	3.9	-	+3300	-240	5.2	RNAV1
20	TF	CC472	-	4(14.1)	10	7.8	L	+7400		5.2	RNAV1
30	TF	CC474	-	275(284.9)	10	18	L	+FL170		5.2	RNAV1
40	TF	CC476	-	275(284.5)	10	18	-	+FL200		1.9	RNAV1
50	TF	DIDAL	-	274(283.9)	10	29.9	-	+FL260		1.9	RNAV1

WAYPOINT LIST

DIDAL 1A		
Waypoint Identifier	Coordinates	
DER	510210.90N	0712915.64E
CC471	510457.35N	0713335.86E
CC472	511233.52N	0713637.17E
CC474	511713.85N	0710857.33E
CC476	512147.69N	0704111.75E
DIDAL	512908.00N	0695453.00E

**TABULAR
DESCRIPTION**

OLGAS 1A RWY04											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CF	CC471	-	35(44.6)	10	3.9	-	+2000	-240	1.9	RNAV1
20	TF	CC472	-	4(14.1)	10	7.8	L	+3600		1.9	RNAV1
30	TF	OLGAS	-	356(5.8)	10	52.9	L	+FL140		1.9	RNAV1

WAYPOINT LIST

OLGAS 1A		
Waypoint Identifier	Coordinates	
DER	510210.90N	0712915.64E
CC471	510457.35N	0713335.86E
CC472	511233.52N	0713637.17E
OLGAS	520510.00N	0714507.00E

STANDARD DEPARTURE
CHART - INSTRUMENT
(SID) - ICAO

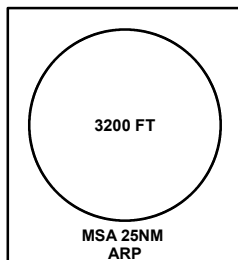
TRANSITION ALTITUDE
10000 ft

ASTANA TOWER 135.5
ASTANA APPROACH 124.6
ASTANA RADAR 120.7
ASTANA ATIS(EN) 129.5
ASTANA ATIS(RU) 128.3

KOKON 2A, VETUB 2A
(RNAV 1 SID BASED ON GNSS)

ASTANA
NURSULTAN NAZARBAYEV
INTERNATIONAL AIRPORT
RWY 04

DIST IN NM
BEARINGS ARE MAGNETIC
ALTITUDES AND ELEV IN FT



SURVEILLANCE RADAR REQUIRED

VETUB
50°41'07"N
070°12'50"E
FL 180

VETUB 2A
30.0
274°
(284.3T)

KOKON 2A
31.4
221°
(220.9T)

KOKON
50°09'58"N
070°26'09"E
FL 180

CC488
50°33'34"N
070°58'21"E
FL 130

CC486
50°42'57"N
071°12'42"E
FL 120

CC480
50°59'02"N
071°42'06"E
4500

CC484
50°49'22"N
071°22'37"E
8900

UAR237
4500 FT MSL
GND

UAR226
4200 FT MSL
GND

UAR294
1900 FT MSL
GND

UAP1
3300 FT MSL
GND

CC480
50°59'02"N
071°42'06"E
4500

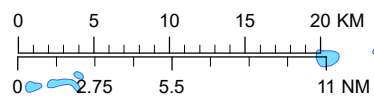
CC484
50°49'22"N
071°22'37"E
8900

CC486
50°42'57"N
071°12'42"E
FL 120

UAR238
5800 FT MSL
GND

SID DESIGNATOR	RESTRICTIONS	CLIMB TO
KOKON 2A	A MNM climb gradient of 5.0% is required until passing 8900 FT, due to separation from arrival traffic. If unable to comply, inform ATC. MAX speed 210 KT IAS during first turn	
VETUB 2A	A MNM climb gradient of 5.0% is required until passing 8900 FT, due to separation from arrival traffic. If unable to comply, inform ATC. MAX speed 210 KT IAS during first turn	

SCALE 1:500 000



CHANGE: MSA, CC486 ALT.

TABULAR DESCRIPTION

KOKON 2A RWY04											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	-	-	035(044.6)	10	2.1	-	+1800	-210	2.9	RNAV1
20	DF	CC480	-		10	9.5	R	+4500		2.9	RNAV1
30	TF	CC484	-	222(231.7)	10	15.7	R	+8900		2.9	RNAV1
40	TF	CC486	-	214(224.3)	10	9	L	+FL120	-250	2.2	RNAV1
50	TF	CC488	-	214(224.1)	10	13.1	-	+FL130		1.9	RNAV1
60	TF	KOKON	-	211(220.9)	10	31.4	-	+FL180		1.9	RNAV1

WAYPOINT LIST

KOKON 2A		
Waypoint Identifier	Coordinates	
DER	510210.90N	0712915.64E
CC480	505902.26N	0714206.01E
CC484	504922.01N	0712237.39E
CC486	504256.68N	0711242.08E
CC488	503334.05N	0705821.32E
KOKON	500958.00N	0702609.00E

TABULAR DESCRIPTION

VETUB 2A RWY04											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	COORD	-	035(044.6)	10	2.1	-	+1800	-210	2.9	RNAV1
20	DF	CC480	-		10	9.5	R	+4500		2.9	RNAV1
30	TF	CC484	-	222(231.7)	10	15.7	-	+8900		2.9	RNAV1
40	TF	CC486	-	214(224.3)	10	9	L	+FL120	-250	2.2	RNAV1
50	TF	CC488	-	214(224.1)	10	13.1	-	+FL130		1.9	RNAV1
60	TF	VETUB	-	274(284.3)	10	30	R	+FL180		1.9	RNAV1

WAYPOINT LIST

VETUB 2A		
Waypoint Identifier	Coordinates	
DER	510210.90N	0712915.64E
CC480	505902.26N	0714206.01E
CC484	504922.01N	0712237.39E
CC486	504256.68N	0711242.08E
CC488	503334.05N	0705821.32E
VETUB	504107.00N	0701250.00E

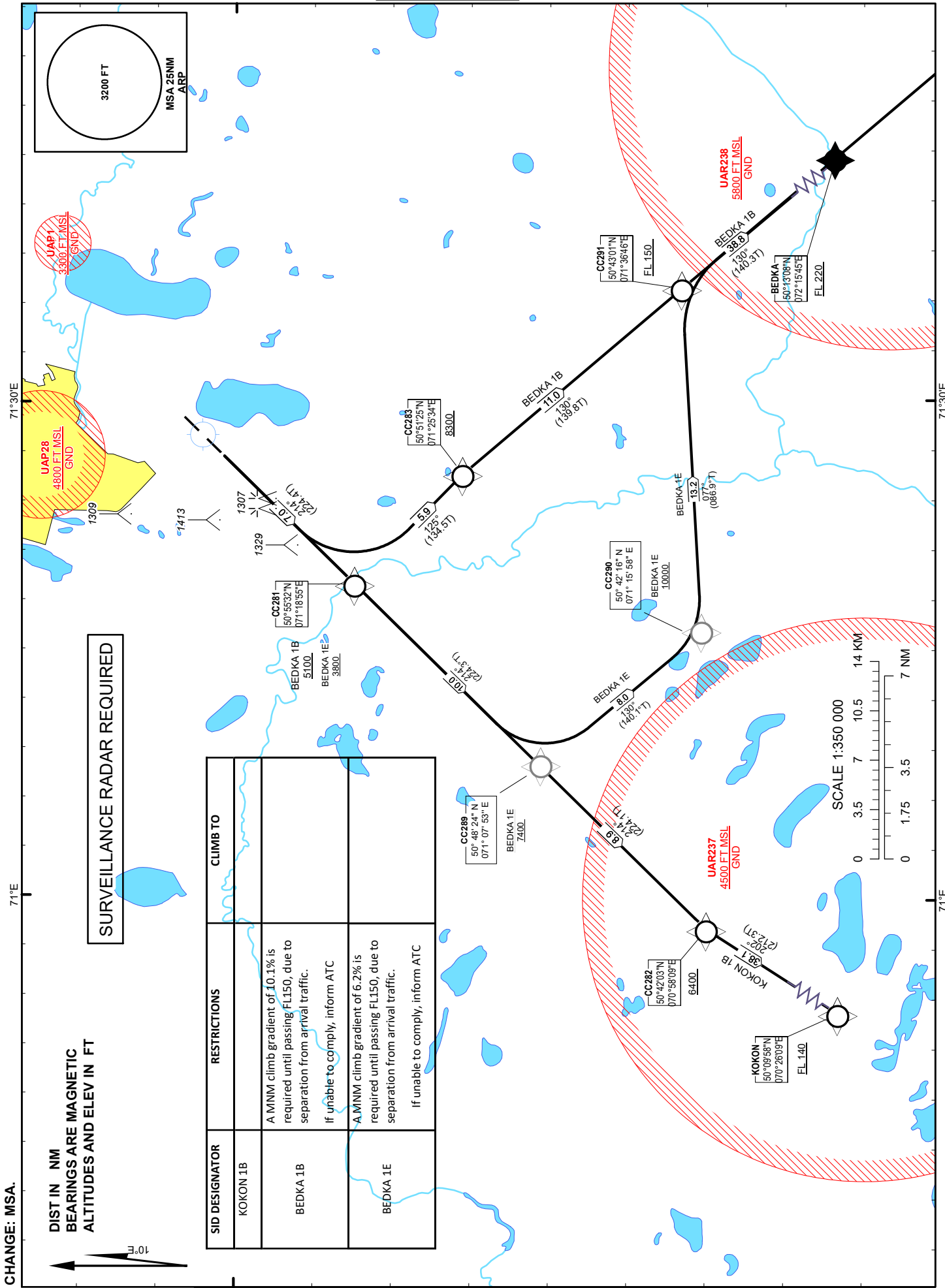
STANDARD DEPARTURE
CHART - INSTRUMENT
(SID) - ICAO

TRANSITION ALTITUDE
10000 FT

ASTANA TOWER 135.5
ASTANA APPROACH 124.6
ASTANA RADAR 120.7
ASTANA ATIS(EN) 129.5
ASTANA ATIS(RU) 128.3

BEDKA 1B, BEDKA 1E,
KOKON 1B
(RNAV 1 SID BASED ON GNSS)

ASTANA
NURSULTAN NAZARBAYEV
INTERNATIONAL AIRPORT
RWY 22



TABULAR DESCRIPTION

BEDKA 1B RWY22											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CF	CC281	-	214(224.4)	10	7	-	+5100	-250	6.6	RNAV1
20	TF	CC283	-	125(134.5)	10	5.9	L	+8300		6.6	RNAV1
30	TF	CC291	-	130(139.8)	10	11	R	+FL150		6.6	RNAV1
40	TF	BEDKA	-	130(140.3)	10	38.8	-	+FL220		1.9	RNAV1

WAYPOINT LIST

BEDKA 1B		
Waypoint Identifier	Coordinates	
DER	510031.69N	0712641.10E
CC281	505532.44N	0711855.42E
CC283	505124.63N	0712534.27E
CC291	504301.41N	0713646.15E
BEDKA	501318.00N	0721545.00E

WAYPOINT LIST

BEDKA 1E		
Waypoint Identifier	Coordinates	
DER	510031.69N	0712641.10E
CC281	505532.44N	0711855.42E
CC289	504824.01N	0710753.04E
CC290	504216.41N	0711558.43E
CC291	504301.41N	0713646.15E
BEDKA	501318.00N	0721545.00E

TABULAR DESCRIPTION

BEDKA 1E RWY22											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CF	CC281	-	214(224.4)	10	7	-	+3800	-250	3.5	RNAV1
20	TF	CC289	-	214(224.3)	10	10	-	+7400		3.5	RNAV1
30	TF	CC290	-	130(140.1)	10	8	L	+10000		3.5	RNAV1
40	TF	CC291	-	77(86.9)	10	13.2	L	+FL150		3.5	RNAV1
50	TF	BEDKA	-	130(140.3)	10	38.8	R	+FL220		1.9	RNAV1

TABULAR DESCRIPTION

KOKON 1B RWY22											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CF	CC281	-	214(224.4)	10	7	-	+2600	-250	1.9	RNAV1
20	TF	CC289	-	214(224.3)	10	10	-	+4600		1.9	RNAV1
30	TF	CC282	-	214(224.1)	10	8.9	-	+6400		1.9	RNAV1
40	TF	KOKON	-	202(212.3)	10	38.1	L	+FL140		1.9	RNAV1
WAYPOINT LIST											
KOKON 1B											
Waypoint Identifier	Coordinates										
DER	510031.69N	0712641.10E									
CC282	504202.54N	0705809.22E									
KOKON	500958.00N	0702609.00E									

STANDARD DEPARTURE
CHART - INSTRUMENT
(SID) - ICAO

TRANSITION ALTITUDE
10000 FT

ASTANA TOWER 135.5
ASTANA APPROACH 124.6
ASTANA RADAR 120.7
ASTANA ATIS(EN) 129.5
ASTANA ATIS(RU) 128.3

BOLSU 2B, OLGAS 2B
(RNAV 1 SID BASED ON GNSS)

ASTANA
NURSULTAN NAZARBAYEV
INTERNATIONAL AIRPORT
RWY 22

CHANGE: MSA, CC287 ALT.

DIST IN NM
BEARINGS ARE MAGNETIC
ALTITUDES AND ELEV IN FT

SURVEILLANCE RADAR REQUIRED

SID DESIGNATOR	RESTRICTIONS	CLIMB TO
OLGAS 2B	A MNM climb gradient of 4.0% is required until passing 9200 FT, due to separation from arrival traffic. If unable to comply, inform ATC	
BOLSU 2B	A MNM climb gradient of 4.0% is required until passing 9200 FT, due to separation from arrival traffic. If unable to comply, inform ATC	

TABULAR DESCRIPTION

BOLSU 2B RWY22											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CF	CC281	-	214(224.4)	10	7	-	+2700		2.5	RNAV1
20	TF	CC283	-	125(134.5)	10	5.9	L	+4000		2.5	RNAV1
30	TF	CC285	-	035(045)	10	20.2	L	+9200	-250	2.5	RNAV1
40	TF	CC287	-	035(044.9)	10	10	-	+FL120		2.6	RNAV1
50	TF	BOLSU	-	077(086.7)	10	35.9	R	+FL180		1.9	RNAV1

WAYPOINT LIST

BOLSU 2B		
Waypoint Identifier	Coordinates	
DER	510031.69N	0712641.10E
CC281	505532.44N	0711855.42E
CC283	505124.63N	0712534.27E
CC285	510543.68N	0714809.57E
CC287	511248.18N	0715919.74E
BOLSU	511507.00N	0725620.00E

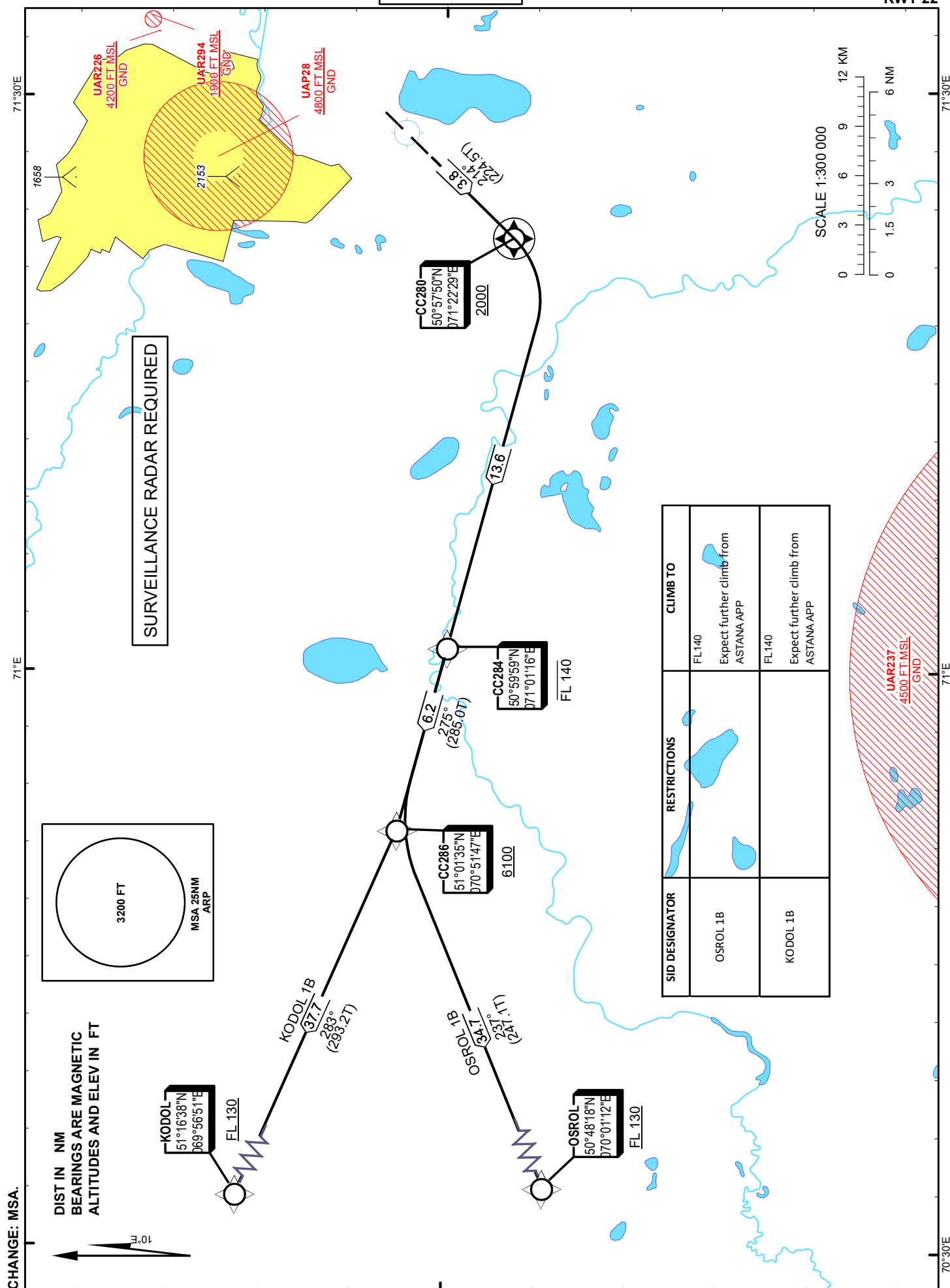
TABULAR DESCRIPTION

OLGAS 2B RWY22											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CF	CC281	-	214(224.4)	10	7	-	+2700		2.5	RNAV1
20	TF	CC283	-	125(134.5)	10	5.9	L	+4000		2.5	RNAV1
30	TF	CC285	-	035(045)	10	20.2	L	+9200	-250	2.5	RNAV1
40	TF	CC287	-	035(044.9)	10	10	-	+FL120		2.6	RNAV1
50	TF	OLGAS	-	340(350.3)	10	53.2	L	+FL220		1.9	RNAV1

WAYPOINT LIST

OLGAS 2B		
Waypoint Identifier	Coordinates	
DER	510031.69N	0712641.10E
CC281	505532.44N	0711855.42E
CC283	505124.63N	0712534.27E
CC285	510543.68N	0714809.57E
CC287	511248.18N	0715919.74E
OLGAS	520510.00N	0714507.00E

ASTANA
NURSULTAN NAZARBAYEV
INTERNATIONAL AIRPORT
RWY 22



TABULAR DESCRIPTION

KODOL 1B RWY22											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CF	CC280	Y	214(224.5)	10	3.8	-	+2000	-250	1.9	RNAV1
20	DF	CC284	-		10	13.6	R	-FL140		1.9	RNAV1
30	TF	CC286	-	275(285)	10	6.2	-	+6100		1.9	RNAV1
40	TF	KODOL	-	283(293.2)	10	37.7	R	+FL130		1.9	RNAV1

WAYPOINT LIST

KODOL 1B		
Waypoint Identifier	Coordinates	
DER	510031.69N	0712641.10E
CC280	505750.12N	0712229.36E
CC284	505958.63N	0710115.98E
CC286	510135.47N	0705147.21E
KODOL	511638.00N	0695651.00E

TABULAR DESCRIPTION

OSROL 1B RWY22											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CF	CC280	Y	214(224.5)	10	3.8	-	+2000	-250	1.9	RNAV1
20	DF	CC284	-		10	13.6	R	-FL140		1.9	RNAV1
30	TF	CC286	-	275(285)	10	6.2	-	+6100		1.9	RNAV1
40	TF	OSROL	-	237(247.1)	10	34.7	L	+FL130		1.9	RNAV1

WAYPOINT LIST

OSROL 1B		
Waypoint Identifier	Coordinates	
DER	510031.69N	0712641.10E
CC280	505750.12N	0712229.36E
CC284	505958.63N	0710115.98E
CC286	510135.47N	0705147.21E
OSROL	504818.00N	0700112.00E

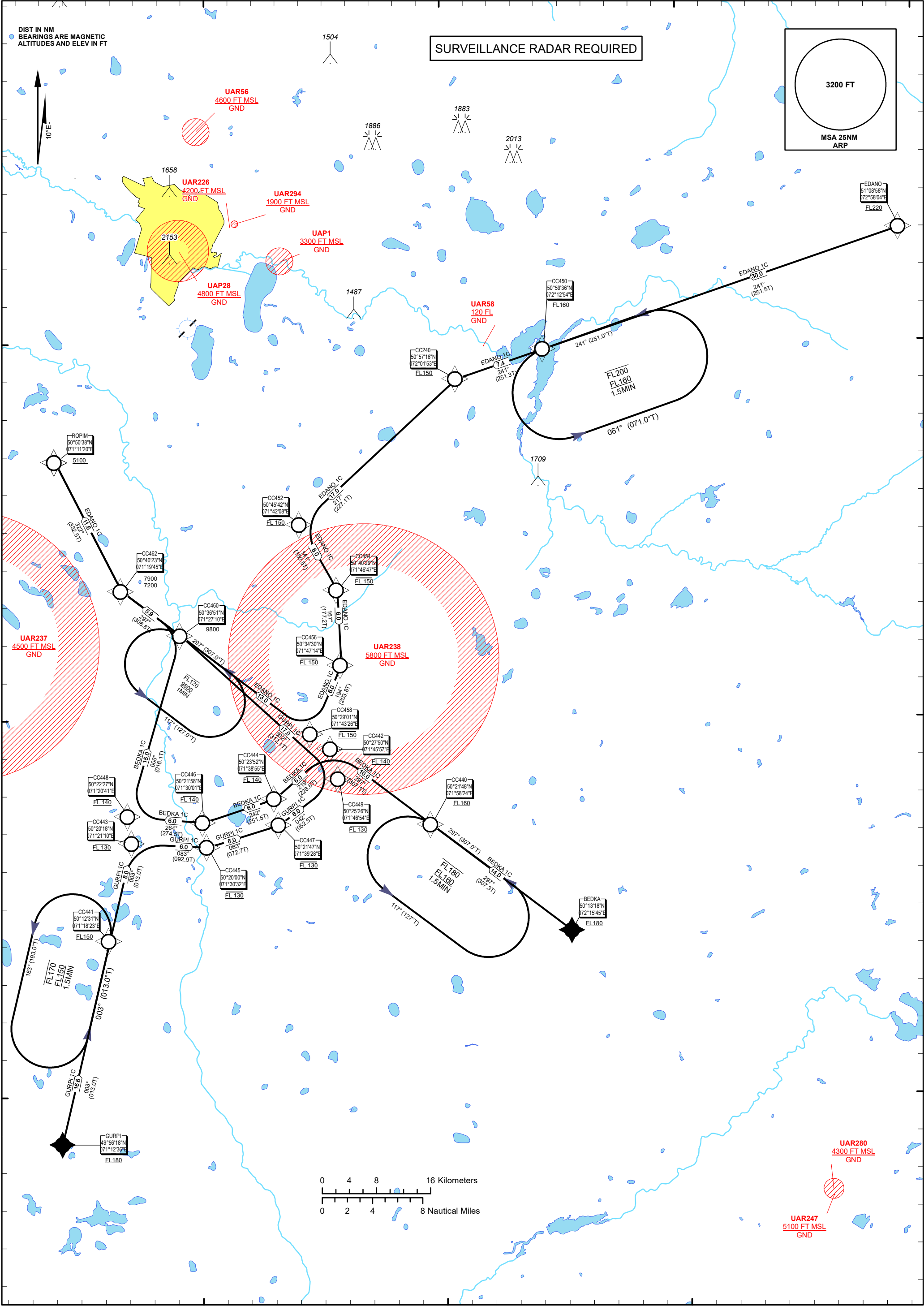
STANDARD ARRIVAL
CHART - INSTRUMENT
(STAR) - ICAO

TRANSITION ALT
10000 FT

ASTANA TOWER 135.5
ASTANA APPROACH 124.6
ASTANA RADAR 120.7
ASTANA ATIS(EN) 129.5
ASTANA ATIS(RU) 128.3

(RNAV 1 STAR BASED ON GNSS)
BEDKA 1C, EDANO 1C, GURPI 1C

ASTANA
NURSULTAN NAZARBAYEV
INTERNATIONAL AIRPORT
RWY 04



TABULAR DESCRIPTION

BEDKA 1C											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	BEDKA	-		10	0	-	+FL180	-315	-	RNAV1
20	TF	CC440	-	297(307.3)	10	14	-	+FL160	-280	-	RNAV1
30	TF	CC442	-	297(307.1)	10	10	-	@FL140	-280	-	RNAV1
40	TF	CC444	-	219(228.6)	10	6	L	@FL140	-280	-	RNAV1
50	TF	CC446	-	242(251.5)	10	6	R	@FL140	-280	-	RNAV1
60	TF	CC448	-	264(274.5)	10	6	R	@FL140	-280	-	RNAV1
70	TF	CC460	-	6(16.1)	10	15	R	+9800	-250	-	RNAV1
80	TF	CC462	-	297(306.8)	10	5.9	L	+7200 -7900	-250	-	RNAV1
90	TF	ROPIM	-	322(332.5)	10	11.6	R	+5100	-230	-	RNAV1

WAYPOINT LIST

BEDKA 1C		
Waypoint Identifier	Coordinates	
BEDKA	501318.00N	0721545.00E
CC440	502147.51N	0715824.23E
CC442	502749.84N	0714557.03E
CC444	502352.05N	0713854.67E
CC446	502158.41N	0713001.07E
CC448	502226.84N	0712040.54E
CC460	503650.82N	0712710.28E
CC462	504022.77N	0711945.13E
ROPIM	505037.85N	0711120.41E

TABULAR DESCRIPTION

EDANO 1C											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	EDANO	-		10	0	-	+FL220	-315	-	RNAV1
20	TF	CC450	-	241(251.5)	10	30	-	+FL160	-280	-	RNAV1
30	TF	CC240	-	241(251.3)	10	7.4	-	+FL150	-280	-	RNAV1
40	TF	CC452	-	217(227.1)	10	17	L	@FL150	-280	-	RNAV1
50	TF	CC454	-	141(150.5)	10	6	L	@FL150	-280	-	RNAV1
60	TF	CC456	-	167(177.2)	10	6	R	@FL150	-280	-	RNAV1
70	TF	CC458	-	194(203.8)	10	6	R	@FL150	-280	-	RNAV1
80	TF	CC460	-	297(307)	10	13	R	+9800	-250	-	RNAV1
90	TF	CC462	-	297(306.8)	10	5.9	L	+7200 -7900	-250	-	RNAV1
100	TF	ROPIM	-	322(332.5)	10	11.6	R	+5100	-230	-	RNAV1

WAYPOINT LIST

EDANO 1C		
Waypoint Identifier	Coordinates	
EDANO	510858.00N	0725804.00E
CC450	505936.08N	0721254.38E
CC240	505715.58N	0720152.69E
CC452	504542.01N	0714207.56E
CC454	504029.06N	0714646.59E
CC456	503429.88N	0714714.16E
CC458	502901.03N	0714325.88E
CC460	503650.82N	0712710.28E
CC462	504022.77N	0711945.13E
ROPIM	505037.85N	0711120.41E

TABULAR DESCRIPTION

GURPI 1C											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	GURPI	-		10	0	-	+FL180	-315	-	RNAV1
20	TF	CC441	-	3(13)	10	16.6	-	+FL150	-280	-	RNAV1
30	TF	CC443	-	3(13)	10	8	-	@FL130	-280	-	RNAV1
40	TF	CC445	-	83(92.9)	10	6	R	@FL130	-280	-	RNAV1
50	TF	CC447	-	63(72.7)	10	6	L	@FL130	-280	-	RNAV1
60	TF	CC449	-	42(52.5)	10	6	L	@FL130	-280	-	RNAV1
70	TF	CC460	-	302(312.1)	10	17	L	+9800	-250	-	RNAV1
80	TF	CC462	-	297(306.8)	10	5.9	L	+7200-7900	-250	-	RNAV1
90	TF	ROPIM	-	322(332.5)	10	11.6	R	+5100	-230	-	RNAV1

WAYPOINT LIST

GURPI 1C		
Waypoint Identifier	Coordinates	
GURPI	495618.00N	0711236.00E
CC441	501230.84N	0711822.55E
CC443	502018.11N	0712110.45E
CC445	502000.04N	0713031.62E
CC447	502147.16N	0713928.13E
CC449	502526.34N	0714654.12E
CC460	503650.82N	0712710.28E
CC462	504022.77N	0711945.13E
ROPIM	505037.85N	0711120.41E

CHANGE: Editorial.

ASTANA
NURSULTAN NAZARBAYEV
INTERNATIONAL AIRPORT
RWY 04



TABULAR DESCRIPTION

KODOL 1C RWY04											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	KODOL	-		10	0	-	+FL190	-315	-	RNAV1
20	TF	CC421	-	103(112.9)	10	15.1	-	+FL160	-280	-	RNAV1
30	TF	CC423	-	103(113.1)	10	10	-	@FL140	-280	-	RNAV1
40	TF	CC425	-	182(191.6)	10	6	R	@FL140	-280	-	RNAV1
50	TF	CC427	-	159(168.5)	10	6	L	@FL140	-280	-	RNAV1
60	TF	CC429	-	136(145.5)	10	6	L	@FL140	-280	-	RNAV1
70	TF	CC422	-	34(44.2)	10	15	L	+10000	-250	-	RNAV1
80	TF	CC424	-	127(137.1)	10	8.4	R	+7000	-250	-	RNAV1
90	TF	ROPIM	-	124(134.3)	10	6	L	+5100	-230	-	RNAV1

WAYPOINT LIST

KODOL 1C		
Waypoint Identifier	Coordinates	
KODOL	511638.00N	0695651.00E
CC421	511047.16N	0701901.37E
CC423	510652.79N	0703338.28E
CC425	510100.51N	0703143.85E
CC427	505508.15N	0703337.44E
CC429	505011.92N	0703859.64E
CC422	510057.81N	0705529.01E
CC424	505448.62N	0710433.59E
ROPIM	505037.85N	0711120.41E

TABULAR DESCRIPTION

OSROL 1C RWY04											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	OSROL	-		10	0	-	+FL170	-315	-	RNAV1
20	TF	CC430	-	60(69.6)	10	11.6	-	+FL150	-280	-2.3	RNAV1
30	TF	CC432	-	60(69.8)	10	8	-	@FL130	-280	-2.3	RNAV1
40	TF	CC434	-	340(349.9)	10	6	L	@FL130	-280	-	RNAV1
50	TF	CC436	-	0(10.3)	10	6	R	@FL130	-280	-	RNAV1
60	TF	CC438	-	21(30.7)	10	6	R	@FL130	-280	-	RNAV1
70	TF	CC422	-	121(131.1)	10	17	R	+10000	-250	-1.5	RNAV1
80	TF	CC424	-	127(137.1)	10	8.4	R	+7000	-250	-2.2	RNAV1
90	TF	ROPIM	-	124(134.3)	10	6	L	+5100	-230	-1.5	RNAV1

WAYPOINT LIST

OSROL 1C		
Waypoint Identifier	Coordinates	
OSROL	504818.00N	0700112.00E
CC430	505221.86N	0701822.45E
CC432	505508.25N	0703013.46E
CC434	510102.29N	0702833.83E
CC436	510656.13N	0703015.40E
CC438	511205.55N	0703506.68E
CC422	510057.81N	0705529.01E
CC424	505448.62N	0710433.59E
ROPIM	505037.85N	0711120.41E

TABULAR DESCRIPTION

VAGEM 1C RWY04											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	VAGEM	-		10	0	-	+FL220	-315	-	RNAV1
20	TF	CC410	-	173(183.4)	10	25.9	-	+FL180	-280	-	RNAV1
30	TF	CC412	-	173(183.4)	10	10.9	-	-FL160	-280	-	RNAV1
40	TF	CC414	-	173(183.3)	10	11.4	-	@FL150	-280	-	RNAV1
50	TF	CC416	-	250(259.9)	10	6	R	@FL150	-280	-	RNAV1
60	TF	CC418	-	223(233.1)	10	6	L	@FL150	-280	-	RNAV1
70	TF	CC420	-	196(206.4)	10	6	L	@FL150	-280	-	RNAV1
80	TF	CC422	-	93(103.3)	10	13	L	+10000	-250	-	RNAV1
90	TF	CC424	-	127(137.1)	10	8.4	R	+7000	-250	-	RNAV1
100	TF	ROPIM	-	124(134.3)	10	6	L	+5100	-230	-	RNAV1

WAYPOINT LIST

VAGEM 1C		
Waypoint Identifier	Coordinates	
VAGEM	520159.00N	0710114.00E
CC410	513608.50N	0705845.92E
CC412	512517.29N	0705744.56E
CC414	511355.58N	0705641.01E
CC416	511252.76N	0704717.20E
CC418	510917.08N	0703939.41E
CC420	510354.95N	0703525.59E
CC422	510057.81N	0705529.01E
CC424	505448.62N	0710433.59E
ROPIM	505037.85N	0711120.41E

CHANGE: Editorial.

TRANSITION ALT
10000 FT

(RNAV 1 STAR BASED ON GNSS)
BANOS 1D, EDANO 1D, GURPI 1D

**ASTANA
NURSULTAN NAZARBAYEV
INTERNATIONAL AIRPORT
RWY 22**



TABULAR DESCRIPTION

BANOS 1D RWY22											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	BANOS	-		10	0	-	+FL210	-315	-	RNAV1
20	TF	CC220	-	323(333)	10	26.7	-	+FL170	-280	-	RNAV1
30	TF	CC222	-	323(332.9)	10	10	-	@FL140	-280	-	RNAV1
40	TF	CC224	-	244(254.3)	10	6	L	@FL140	-280	-	RNAV1
50	TF	CC226	-	267(277.2)	10	6	R	@FL140	-280	-	RNAV1
60	TF	CC228	-	290(300.2)	10	6	R	@FL140	-280	-	RNAV1
70	TF	CC240	-	32(42)	10	15	R	+9800	-250	-	RNAV1
80	TF	CC242	-	323(332.7)	10	6.7	L	+7200 -8200	-250	-	RNAV1
90	TF	OGLUX	-	323(332.6)	10	6	L	+6700	-250	-	RNAV1
100	TF	NEGMI	-	305(314.8)	10	6	L	+5200	-230	-	RNAV1

WAYPOINT LIST

BANOS 1D		
Waypoint Identifier	Coordinates	
BANOS	501116.00N	0723844.00E
CC220	503502.43N	0721951.13E
CC222	504356.03N	0721241.80E
CC224	504218.99N	0720336.37E
CC226	504304.68N	0715414.60E
CC228	504605.89N	0714605.08E
CC240	505715.58N	0720152.69E
CC242	510312.43N	0715700.84E
OGLUX	510831.82N	0715238.33E
NEGMI	511245.30N	0714552.60E

TABULAR DESCRIPTION

EDANO 1D RWY22											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	EDANO	-		10	-	-	+FL190	-315	-	RNAV1
20	TF	CC232	-	242(251.6)	10	24.4	-	@FL150	-280	-	RNAV1
30	TF	CC234	-	165(174.9)	10	6	L	@FL150	-280	-	RNAV1
40	TF	CC236	-	192(201.6)	10	6	R	@FL150	-280	-	RNAV1
50	TF	CC238	-	218(228.3)	10	6	R	@FL150	-280	-	RNAV1
60	TF	CC240	-	321(331.4)	10	13	R	+9800	-250	-	RNAV1
70	TF	CC242	-	323(332.7)	10	6.7	R	+7200 -8200	-250	-	RNAV1
80	TF	OGLUX	-	323(332.6)	10	6	L	+6700	-250	-	RNAV1
90	TF	NEGMI	-	305(314.8)	10	6	L	+5200	-230	-	RNAV1

WAYPOINT LIST

EDANO 1D		
Waypoint Identifier	Coordinates	
EDANO	510858.00N	0725804.00E
CC232	510123.17N	0722123.11E
CC234	505524.99N	0722213.30E
CC236	504949.27N	0721843.08E
CC238	504551.12N	0721140.77E
CC240	505715.58N	0720152.69E
CC242	510312.43N	0715700.84E
OGLUX	510831.82N	0715238.33E
NEGMI	511245.30N	0714552.60E

TABULAR DESCRIPTION

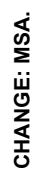
GURPI 1D RWY22											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	GURPI	-		10	0	-	+FL230	-315	-	RNAV1
20	TF	CC211	-	17(27.3)	10	30	-	+FL160	-280	-	RNAV1
30	TF	CC213	-	17(27.3)	10	9	-	-FL140	-280	-	RNAV1
40	TF	CC215	-	17(27.5)	10	12.7	-	@FL130	-280	-	RNAV1
50	TF	CC217	-	97(107.4)	10	6	R	@FL130	-280	-	RNAV1
60	TF	CC219	-	77(87.2)	10	6	L	@FL130	-280	-	RNAV1
70	TF	CC221	-	57(67)	10	6	L	@FL130	-280	-	RNAV1
80	TF	CC240	-	317(326.6)	10	17	L	+9800	-250	-	RNAV1
90	TF	CC242	-	323(332.7)	10	6.7	R	+7200 - 8200	-250	-	RNAV1
100	TF	OGLUX	-	323(332.6)	10	6	L	+6700	-250	-	RNAV1
110	TF	NEGMI	-	305(314.8)	10	6	L	+5200	-230	-	RNAV1

WAYPOINT LIST

GURPI 1D		
Waypoint Identifier	Coordinates	
GURPI	495618.00N	0711236.00E
CC211	502259.17N	0713352.65E
CC213	503057.99N	0714019.71E
CC215	504212.17N	0714928.90E
CC217	504024.91N	0715829.21E
CC219	504042.83N	0720754.44E
CC221	504303.73N	0721635.37E
CC240	505715.58N	0720152.69E
CC242	510312.43N	0715700.84E
OGLUX	510831.82N	0715238.33E
NEGMI	511245.30N	0714552.60E

CHANGE: Editorial.

ASTANA
NURSULTAN NAZARBAYEV
INTERNATIONAL AIRPORT
RWY 22



TABULAR DESCRIPTION

DIDAL 1D											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	DIDAL	-		10	0	-	+FL200	-315	-	RNAV1
20	TF	CC249	-	87(97.2)	10	32.4	-	+FL170	-280	-	RNAV1
30	TF	CC251	-	88(97.5)	10	14	-	@FL140	-280	-	RNAV1
40	TF	CC253	-	9(19.1)	10	6	L	@FL140	-280	-	RNAV1
50	TF	CC255	-	32(42.3)	10	6	R	@FL140	-280	-	RNAV1
60	TF	CC257	-	55(65.5)	10	6	R	@FL140	-280	-	RNAV1
70	TF	CC270	-	157(167.1)	10	15	R	+10000	-250	-	RNAV1
80	TF	ASDEX	-	126(135.9)	10	6.2	L	+7500	-250	-	RNAV1
90	TF	NEGMI	-	125(134.8)	10	6	L	+5200	-230	-	RNAV1

WAYPOINT LIST

DIDAL 1D		
Waypoint Identifier	Coordinates	
DIDAL	512908.00N	0695453.00E
CC249	512514.52N	0704616.73E
CC251	512326.63N	0710827.01E
CC253	512906.41N	0711135.16E
CC255	513332.66N	0711802.51E
CC257	513602.33N	0712647.22E
CC270	512126.38N	0713210.34E
ASDEX	511658.39N	0713905.63E
NEGMI	511245.30N	0714552.60E

TABULAR DESCRIPTION

VAGEM 1D											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	VAGEM	-		10	0	-	+FL190	-315	-	RNAV1
20	TF	CC250	-	145(154.6)	10	15.9	-	+FL160	-280	-	RNAV1
30	TF	CC252	-	145(154.7)	10	12	-	@FL130	-280	-	RNAV1
40	TF	CC254	-	224(234.4)	10	6	R	@FL130	-280	-	RNAV1
50	TF	CC256	-	204(214)	10	6	L	@FL130	-280	-	RNAV1
60	TF	CC258	-	184(193.7)	10	6	L	@FL130	-280	-	RNAV1
70	TF	CC270	-	84(93.8)	10	17	L	+10000	-250	-	RNAV1
80	TF	ASDEX	-	126(135.9)	10	6.2	R	+7500	-250	-	RNAV1
90	TF	NEGMI	-	125(134.8)	10	6	L	+5200	-230	-	RNAV1

WAYPOINT LIST

VAGEM 1D		
Waypoint Identifier	Coordinates	
VAGEM	520159.00N	0710114.00E
CC250	514737.53N	0711218.47E
CC252	513647.82N	0712034.43E
CC254	513318.85N	0711244.78E
CC256	512820.94N	0710722.13E
CC258	512231.57N	0710506.20E
CC270	512126.38N	0713210.34E
ASDEX	511658.39N	0713905.63E
NEGMI	511245.30N	0714552.60E

TABULAR DESCRIPTION

VETUB 2D											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	VETUB	-		10	0	-	+FL210	-315	-	RNAV1
20	TF	ODATU	-	58(67.8)	10	35.9	-	+FL170	-280	-	RNAV1
30	TF	CC260	-	11(21.2)	10	9	L	+FL160	-280	-	RNAV1
40	TF	CC262	-	8(18.1)	10	11.1	-	@FL150	-280	-	RNAV1
50	TF	CC264	-	325(334.7)	10	6	L	@FL150	-280	-	RNAV1
60	TF	CC266	-	351(1.4)	10	6	R	@FL150	-280	-	RNAV1
70	TF	CC268	-	18(28.2)	10	6	R	@FL150	-280	-	RNAV1
80	TF	CC270	-	122(131.7)	10	13	R	+10000	-250	-	RNAV1
90	TF	ASDEX	-	126(135.9)	10	6.2	R	+7500	-250	-	RNAV1
100	TF	NEGMI	-	125(134.8)	10	6	L	+5200	-230	-	RNAV1

WAYPOINT LIST

VETUB 2D		
Waypoint Identifier	Coordinates	
VETUB	504107.00N	0701250.00E
ODATU	505426.70N	0710518.10E
CC260	510249.33N	0711027.06E
CC262	511321.91N	0711557.33E
CC264	511847.14N	0711152.91E
CC266	512446.59N	0711207.11E
CC268	513003.67N	0711638.49E
CC270	512126.38N	0713210.34E
ASDEX	511658.39N	0713905.63E
NEGMI	511245.30N	0714552.60E

CHANGE: Editorial.

STANDARD ARRIVAL
CHART - INSTRUMENT
(STAR) - ICAO

TRANSITION ALT
10000 FT

ASTANA TOWER 135.5
ASTANA APPROACH 124.6
ASTANA ATIS(EN) 129.5
ASTANA ATIS(RU) 128.3

(RNAV 1 STAR BASED ON GNSS)

BEDKA 1K, EDANO 1K,
GURPI 1K

ASTANA
NURSULTAN NAZARBAYEV
INTERNATIONAL AIRPORT
RWY 04

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC

3200 FT

MSA 25NM
ARP

SURVEILLANCE RADAR REQUIRED

UAR237
4500 FT MSL
GND

UAR238
5800 FT MSL
GND

Continuous Descent Operations (CDO):

1. CDO are performed during period of low traffic density at ATC discretion.
2. After receiving a "WHEN READY DESCEND TO (LEVEL)" OR "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance the pilot is free to plan/optimize the vertical profile in order to apply CDO technique up to the FAP.
3. Specified minimum level at waypoint must be adhered unless specifically cancelled by ATC.
4. When radar vectors are issued or expected, ATC will provide an estimated track distance from touchdown.
5. For operational regulations refer to UACC AD 2.22 and ENR 1.5

0 4.25 8.5 17 Kilometers

0 2 4 8 Nautical Miles

CHANGE: MSA, editorial.

TABULAR DESCRIPTION

BEDKA 1K											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	BEDKA	-		10	0	-	+FL160 /-FL260	-315	-	RNAV1
20	TF	CC442	-	297(307.1)	10	24	-	+11000/ - FL170	-280	-2	RNAV1
30	TF	CC460	-	297(306.9)	10	15	-	+8300 /-FL120	-250	-2.1	RNAV1
40	TF	CC462	-	297(306.8)	10	5.9	-	+7000/-10000	-250	-1.8	RNAV1
50	TF	ROPIM	-	322(332.5)	10	11.6	R	+4500/-5900	-220	-2	RNAV1

WAYPOINT LIST

BEDKA 1K		
Waypoint Identifier	Coordinates	
BEDKA	501318.00N	0721545.00E
CC442	502749.84N	0714557.03E
CC460	503650.82N	0712710.28E
CC462	504022.77N	0711945.13E
ROPIM	505037.85N	0711120.41E

WAYPOINT LIST

EDANO 1K		
Waypoint Identifier	Coordinates	
EDANO	510858.00N	0725804.00E
CC240	505715.58N	0720152.69E
CC452	504542.01N	0714207.56E
CC460	503650.82N	0712710.28E
CC462	504022.77N	0711945.13E
ROPIM	505037.85N	0711120.41E

TABULAR DESCRIPTION

EDANO 1K											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	EDANO	-		10	0	-	+FL220/-FL360	-315	-	RNAV1
20	TF	CC240	-	241(251.3)	10	37.4	-	+FL140/-FL230	-280	-2	RNAV1
30	TF	CC452	-	217(227.1)	10	17	L	+10000/-FL170	-280	-2	RNAV1
40	TF	CC460	-	217(226.9)	10	13	-	+8300/-FL120	-250	-2	RNAV1
50	TF	CC462	-	297(306.8)	10	5.9	R	+7000/-10000	-250	-1.8	RNAV1
60	TF	ROPIM	-	322(332.5)	10	11.6	R	+4500/-5900	-220	-2	RNAV1

TABULAR DESCRIPTION

GURPI 1K											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	GURPI	-		10	0	-	+FL160/-FL270	-315	-	RNAV1
20	TF	CC443	-	3(13)	10	24.6	-	+11000/-FL180	-280	-1.8	RNAV1
30	TF	CC460	-	3(13.1)	10	17	-	+8300/-FL120	-250	-2.1	RNAV1
40	TF	CC462	-	297(306.8)	10	5.9	L	+7000/-10000	-250	-1.8	RNAV1
50	TF	ROPIM	-	322(332.5)	10	11.6	R	+4500/-5900	-220	-2	RNAV1

WAYPOINT LIST

GURPI 1K		
Waypoint Identifier	Coordinates	
GURPI	495618.00N	0711236.00E
CC443	502018.11N	0712110.45E
CC460	503650.82N	0712710.28E
CC462	504022.77N	0711945.13E
ROPIM	505037.85N	0711120.41E

STANDARD ARRIVAL
CHART - INSTRUMENT
(STAR) - ICAO

TRANSITION ALT
10000 FT

ASTANA TOWER 135.5
ASTANA APPROACH 124.6
ASTANA RADAR 120.7
ASTANA ATIS(EN) 129.5
ASTANA ATIS(RU) 128.3

(RNAV 1 STAR BASED ON GNSS)
KODOL 1K, OSROL 1K,
VAGEM 1K

ASTANA
NURSULTAN NAZARBAYEV
INTERNATIONAL AIRPORT
RWY 04

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC

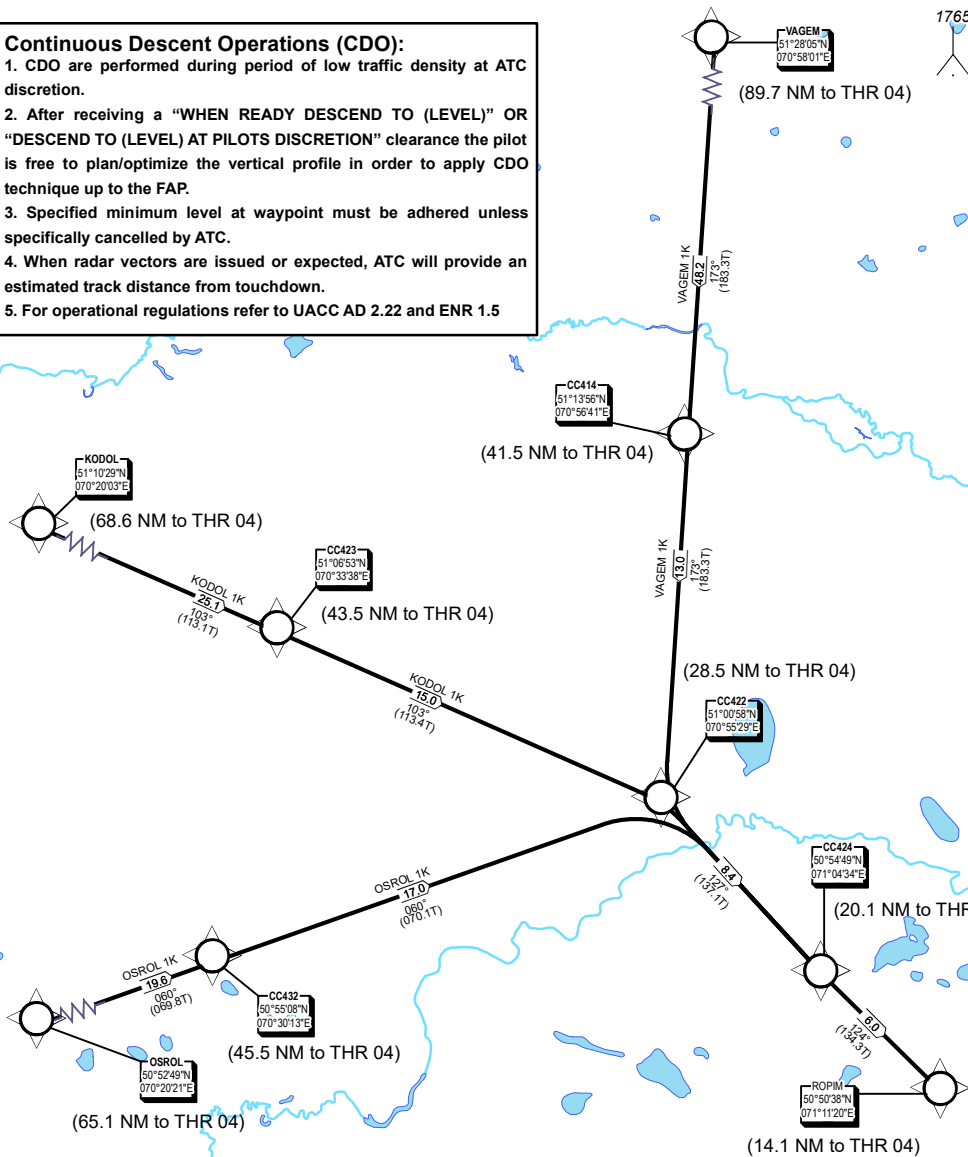
SURVEILLANCE RADAR REQUIRED

3200 FT

MSA 25NM
ARP

Continuous Descent Operations (CDO):

1. CDO are performed during period of low traffic density at ATC discretion.
2. After receiving a "WHEN READY DESCEND TO (LEVEL)" OR "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance the pilot is free to plan/optimize the vertical profile in order to apply CDO technique up to the FAP.
3. Specified minimum level at waypoint must be adhered unless specifically cancelled by ATC.
4. When radar vectors are issued or expected, ATC will provide an estimated track distance from touchdown.
5. For operational regulations refer to UACC AD 2.22 and ENR 1.5



CHANGE: MSA.

TABULAR DESCRIPTION

KODOL 1K											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	KODOL	-		10	0	-	+FL150/-FL250	-315	-	RNAV1
20	TF	CC423	-	103(113.1)	10	25.1	-	+9900/-FL160	-280	-2	RNAV1
30	TF	CC422	-	103(113.4)	10	15	-	+7700/-11000	-250	-2	RNAV1
40	TF	CC424	-	127(137.1)	10	8.4	R	+5800/-8000	-250	-2	RNAV1
50	TF	ROPIM	-	124(134.3)	10	6	L	+4500/-5900	-230	-2.1	RNAV1

WAYPOINT LIST

KODOL 1K		
Waypoint Identifier	Coordinates	
KODOL	511638.00N	0695651.00E
CC423	510652.79N	0703338.28E
CC422	510057.81N	0705529.01E
CC424	505448.62N	0710433.59E
ROPIM	505037.85N	0711120.41E

WAYPOINT LIST

OSROL 1K		
Waypoint Identifier	Coordinates	
OSROL	504818.00N	0700112.00E
CC432	505508.25N	0703013.46E
CC422	510057.81N	0705529.01E
CC424	505448.62N	0710433.59E
ROPIM	505037.85N	0711120.41E

TABULAR DESCRIPTION

OSROL 1K											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	OSROL	-		10	0	-	+FL140/-FL240	-315	-	RNAV1
20	TF	CC432	-	60(69.8)	10	19.6	L	+10000/-FL170	-280	-2	RNAV1
30	TF	CC422	-	60(70.1)	10	17	L	+7700/-11000	-250	-2	RNAV1
40	TF	CC424	-	127(137.1)	10	8.4	R	+5800/-8000	-250	-2	RNAV1
50	TF	ROPIM	-	124(134.3)	10	6	L	+4500/-5900	-230	-2.1	RNAV1

TABULAR DESCRIPTION

VAGEM 1K											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	VAGEM	-		10	0	-	+FL200/-FL330	-315	-	RNAV1
20	TF	CC414	-	173(183.3)	10	48.2	R	+9500/-FL160	-280	-2	RNAV1
30	TF	CC422	-	173(183.3)	10	13	R	+7700/-11000	-250	-1.9	RNAV1
40	TF	CC424	-	127(137.1)	10	8.4	L	+5800/-8000	-250	-2	RNAV1
50	TF	ROPIM	-	124(134.3)	10	6	L	+4500/-5900	-230	-2.1	RNAV1
WAYPOINT LIST											
VAGEM 1K											
Waypoint Identifier	Coordinates										
VAGEM	520159.00N	0710114.00E									
CC414	511355.58N	0705641.01E									
CC422	510057.81N	0705529.01E									
CC424	505448.62N	0710433.59E									
ROPIM	505037.85N	0711120.41E									

STANDARD ARRIVAL
CHART - INSTRUMENT
(STAR) - ICAO

TRANSITION ALT
10000 FT

ASTANA TOWER 135.5
ASTANA APPROACH 124.6
ASTANA RADAR 120.7
ASTANA ATIS(EN) 129.5
ASTANA ATIS(RU) 128.3

(RNAV 1 STAR BASED ON GNSS)
BANOS 1G, EDANO 1H,
GURPI 1H

ASTANA
NURSULTAN NAZARBAYEV
INTERNATIONAL AIRPORT
RWY 22

71°30'E

72°30'E

73°E

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC

SURVEILLANCE RADAR REQUIRED

UAR241
2700 FT MSL
GND

UAR227
7900 FT MSL
GND

3200 FT

MSA 25NM
ARP

UAR56
4600 FT MSL
GND

UAR226
4200 FT MSL
GND

UAR294
1900 FT
MSL
GND

UAP28
4800 FT MSL
GND

UAP1
3300 FT MSL
GND

UAR58
120 FL
GND

UAR237
4500 FT MSL
GND

UAR238
5800 FT MSL
GND

Continuous Descent Operations (CDO):

1. CDO are performed during period of low traffic density at ATC discretion.
2. After receiving a "WHEN READY DESCEND TO (LEVEL)" OR "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance the pilot is free to plan/optimize the vertical profile in order to apply CDO technique up to the FAP.
3. Specified minimum level at waypoint must be adhered unless specifically cancelled by ATC.
4. When radar vectors are issued or expected, ATC will provide an estimated track distance from touchdown.
5. For operational regulations refer to UACC AD 2.22 and ENR 1.5

0 5 10 20 Kilometers

0 2.75 5.5 11 Nautical Miles

CHANGE: MSA, editorial.

TABULAR DESCRIPTION

BANOS 1G											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	BANOS	-		10	0	-	+FL190/-FL310	-315	-	RNAV1
20	TF	CC222	-	323(332.9)	10	36.7	-	+11000/-FL180	-280	-2	RNAV1
30	TF	CC240	-	323(332.7)	10	15	-	+8900/-FL130	-250	-2.1	RNAV1
40	TF	CC242	-	323(332.7)	10	6.7	-	+7400/-11000	-250	-1.8	RNAV1
50	TF	OGLUX	-	323(332.6)	10	6	-	+6100/-8300	-250	-2.1	RNAV1
60	TF	NEGMI	-	305(314.8)	10	6	L	+5200	-230	-2.1	RNAV1

WAYPOINT LIST

BANOS 1G											
Waypoint Identifier		Coordinates									
BANOS		501116.00N	0723844.00E								
CC222		504356.03N	0721241.80E								
CC240		505715.58N	0720152.69E								
CC242		510312.43N	0715700.84E								
OGLUX		510831.82N	0715238.33E								
NEGMI		511245.30N	0714552.60E								

WAYPOINT LIST

EDANO 1H		
Waypoint Identifier	Coordinates	
EDANO	510858.00N	0725804.00E
CC232	510123.17N	0722123.11E
CC240	505715.58N	0720152.69E
CC242	510312.43N	0715700.84E
OGLUX	510831.82N	0715238.33E
NEGMI	511245.30N	0714552.60E

TABULAR DESCRIPTION

EDANO 1H											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	EDANO	-		10	0	-	+FL160/-FL260	-315	-	RNAV1
20	TF	CC232	-	242(251.6)	10	24.4	-	+11000/-FL170	-280	-2	RNAV1
30	TF	CC240	-	241(251.3)	10	13	-	+8900/-FL130	-250	-2	RNAV1
40	TF	CC242	-	323(332.7)	10	6.7	R	+7400/-11000	-250	-1.8	RNAV1
50	TF	OGLUX	-	323(332.6)	10	6	-	+6100/-8300	-250	-2.1	RNAV1
60	TF	NEGMI	-	305(314.8)	10	6	L	+5200	-230	-2.1	RNAV1

TABULAR DESCRIPTION

GURPI 1H											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	GURPI	-		10	0	-	+FL230/-FL370	-315	-	RNAV1
20	TF	CC215	-	17(27.5)	10	51.7	-	+11000/-FL190	-280	-2	RNAV1
30	TF	CC240	-	18(27.6)	10	17	-	+8900/-FL130	-250	-2	RNAV1
40	TF	CC242	-	323(332.7)	10	6.7	L	+7400/-11000	-250	-1.8	RNAV1
50	TF	OGLUX	-	323(332.6)	10	6	-	+6100/-8300	-250	-2.1	RNAV1
60	TF	NEGMI	-	305(314.8)	10	6	L	+5200	-230	-2.1	RNAV1

WAYPOINT LIST

GURPI 1H											
Waypoint Identifier		Coordinates									
GURPI		495618.00N	0711236.00E								
CC215		504212.17N	0714928.90E								
CC240		505715.58N	0720152.69E								
CC242		510312.43N	0715700.84E								
OGLUX		510831.82N	0715238.33E								
NEGMI		511245.30N	0714552.60E								

STANDARD ARRIVAL
CHART - INSTRUMENT
(STAR) - ICAO

TRANSITION ALT
10000 FT

ASTANA TOWER 135.5
ASTANA APPROACH 124.6
ASTANA RADAR 120.7
ASTANA ATIS(EN) 129.5
ASTANA ATIS(RU) 128.3

(RNAV 1 STAR BASED ON GNSS)
DIDAL 1G, VAGEM 1H,
VETUB 2H

ASTANA
NURSULTAN NAZARBAYEV
INTERNATIONAL AIRPORT
RWY 22

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC

SURVEILLANCE RADAR REQUIRED

3200 FT

MSA 25NM
ARP

UAR245
4700 FT MSL
GND

(72.2 NM to THR 22)

VAGEM
52°01'59"N
074°01'14"E

CC252
51°36'48"N
071°20'34"E

(44.3 NM to THR 22)

UAR227
7900 FT
MSL
GND

(88.7 NM to THR 22)

DIDAL
51°29'08"N
069°54'53"E

(42.3 NM to THR 22)

CC251
51°23'27"N
071°08'27"E

(27.3 NM to THR 22)

CC270
51°21'26"N
071°32'10"E

DIDAL 1G
46.4
088°
(097.5T)

DIDAL 1G
15.0
088°
(097.8T)

(40.3 NM to THR 22)

CC262
51°13'22"N
071°15'57"E

UAR56
4600 FT MSL
GND

(21.1 NM to THR 22)

ASDEX
51°16'58"N
071°39'06"E

(15.1 NM to THR 22)

NEGMI
51°12'45"N
071°45'53"E

UAR226
4200 FT MSL
GND

UAR294
1900 FT MSL
GND

UAR28
4800 FT MSL
GND

UAP1
3300 FT MSL
GND

(96.2 NM to THR 22)

VETUB
50°41'07"N
070°12'50"E

(59.4 NM to THR 22)

ODATU
50°54'27"N
071°05'18"E

VETUB 2H
35.9
058°
(067.6T)

VETUB 2H
20.1
059°
(064.7T)

Continuous Descent Operations (CDO):

1. CDO are performed during period of low traffic density at ATC discretion.
2. After receiving a "WHEN READY DESCEND TO (LEVEL)" OR "DESCEND TO (LEVEL)" AT PILOTS DISCRETION" clearance the pilot is free to plan/optimize the vertical profile in order to apply CDO technique up to the FAP.
3. Specified minimum level at waypoint must be adhered unless specifically cancelled by ATC.
4. When radar vectors are issued or expected, ATC will provide an estimated track distance from touchdown.
5. For operational regulations refer to UACC AD 2.22 and ENR 1.5

0 4.25 8.5 17 Kilometers

0 2 4 8 Nautical Miles

UAR237
4500 FT MSL
GND

UAR238
5800 FT MSL
GND

CHANGE: MSA.

TABULAR DESCRIPTION

DIDAL 1G											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	DIDAL	-		10	0	-	+FL200/-FL320	-315	-	RNAV1
20	TF	CC251	-	88(97.5)	10	46.4	-	+11000/-FL160	-280	-2	RNAV1
30	TF	CC270	-	88(97.8)	10	15	-	+7500/-11000	-250	-2	RNAV1
40	TF	ASDEX	-	126(135.9)	10	6.2	R	+6100/-8300	-250	-2	RNAV1
50	TF	NEGMI	-	125(134.8)	10	6	L	+5200	-230	-2.1	RNAV1

WAYPOINT LIST

DIDAL 1G		
Waypoint Identifier	Coordinates	
DIDAL	512908.00N	0695453.00E
CC251	512326.63N	0710827.01E
CC270	512126.38N	0713210.34E
ASDEX	511658.39N	0713905.63E
NEGMI	511245.30N	0714552.60E

WAYPOINT LIST

VAGEM 1H		
Waypoint Identifier	Coordinates	
VAGEM	520159.00N	0710114.00E
CC252	513647.82N	0712034.43E
CC270	512126.38N	0713210.34E
ASDEX	511658.39N	0713905.63E
NEGMI	511245.30N	0714552.60E

TABULAR DESCRIPTION

VAGEM 1H											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	VAGEM	-		10	0	-	+FL160/-FL260	-315	-	RNAV1
20	TF	CC252	-	145(154.7)	10	27.9	-	+10000/+FL160	-280	-2	RNAV1
30	TF	CC270	-	145(154.8)	10	17	-	+7500/-11000	-250	-2	RNAV1
40	TF	ASDEX	-	126(135.9)	10	6.2	L	+6100/-8300	-250	-2	RNAV1
50	TF	NEGMI	-	125(134.8)	10	6	L	+5200	-230	-2.1	RNAV1

TABULAR DESCRIPTION

VETUB 2H											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	VETUB	-		10	0	-	+FL210/-FL350	-320	-	RNAV1
20	TF	ODATU	-	58(67.8)	10	35.9	-	+FL130/-FL220	-280	-2	RNAV1
30	TF	CC262	-	09(19.46)	10	20.1	L	+9300/-FL150	-280	-1.9	RNAV1
40	TF	CC270	-	41(51.4)	10	13	R	+7500/-11000	-250	-2	RNAV1
50	TF	ASDEX	-	126(135.8)	10	6.2	R	+6100/-8300	-250	-2	RNAV1
60	TF	NEGMI	-	125(134.7)	10	6	L	+5200	-230	-2.1	RNAV1

WAYPOINT LIST

VETUB 2H		
Waypoint Identifier	Coordinates	
VETUB	504107.00N	0701250.00E
ODATU	505426.70N	0710518.10E
CC262	511321.91N	0711557.33E
CC270	512126.38N	0713210.34E
ASDEX	511658.39N	0713905.63E
NEGMI	511245.30N	0714552.60E

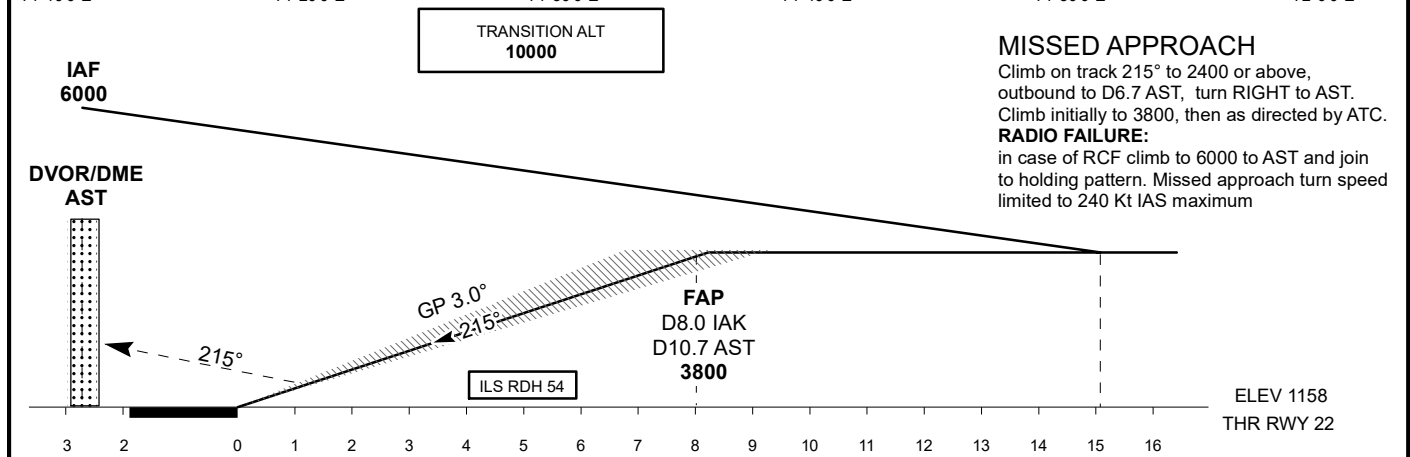
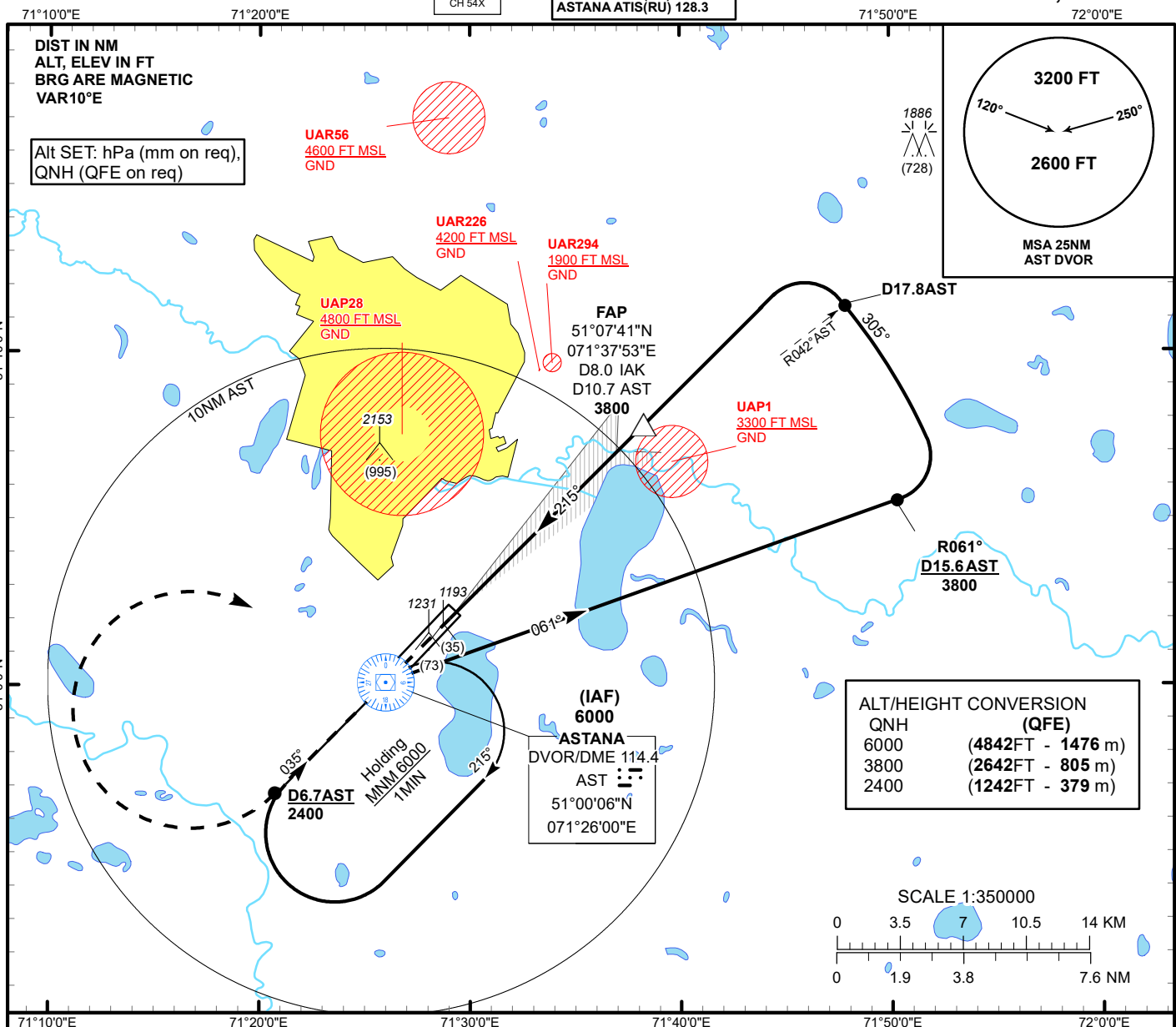
INSTRUMENT
APPROACH
CHART - ICAO

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

ILS
LLZ 111.7
IAK
GP 333.5
CH 54X

ASTANA TOWER 135.5
ASTANA APPROACH 124.6
ASTANA RADAR 120.7
ASTANA GROUND 119.6
ASTANA ATIS(EN) 129.5
ASTANA ATIS(RU) 128.3

ASTANA/NURSULTAN NAZARBAYEV
INTERNATIONAL AIRPORT
ILS/DME Z CAT II, III RWY 22



Aircraft Category		A	B	C	D	THR - DME IAK	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
Straight-in Approach OCA/H	CAT I	1360(200)	1360(200)	1360(200)	1360(200)	DME AST	3.7	4.7	5.7	6.7	7.7	8.7	9.7	10.7
	CAT II	1260(100)	1260(100)	1260(100)	1263(103)	ALTITUDE	1531	1852	2175	2499	2826	3154	3484	3800
	CAT III	CAT III approved				HEIGHT	373	694	1017	1341	1668	1996	2326	2642
DME IAK ZERO RANGED TO THR RWY 22														
Aerodrome Operating Minima DH ft x RVR(CMV)	CAT I													
	CAT II													
	CAT III					GS Kt 80 100 120 140 160 180 Rate of descent ft/min 420 530 630 740 840 950								

ASTANA
ILS/DME Z CAT II, III

AERONAUTICAL DATA TABULATION

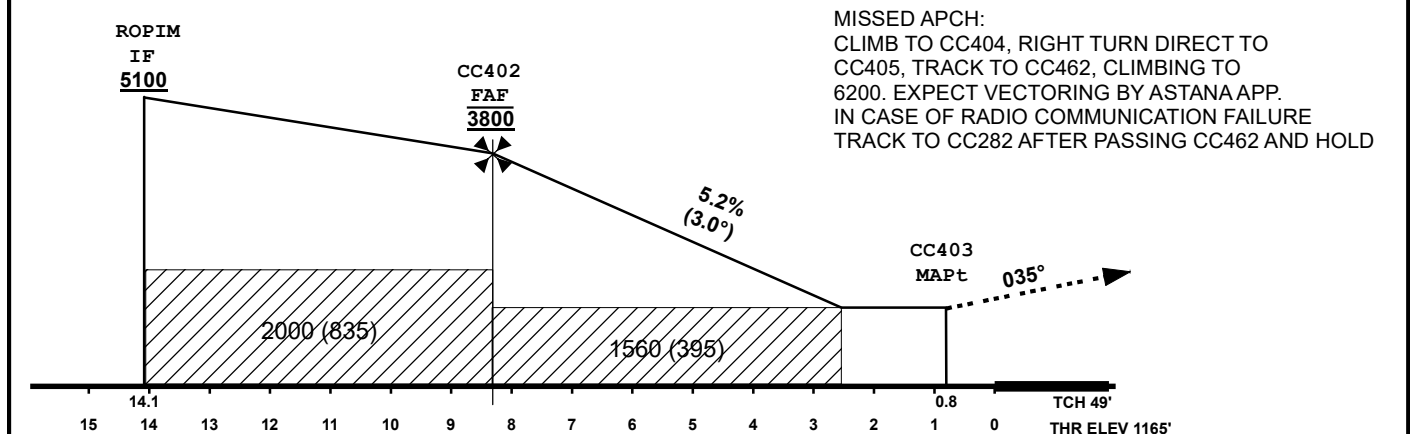
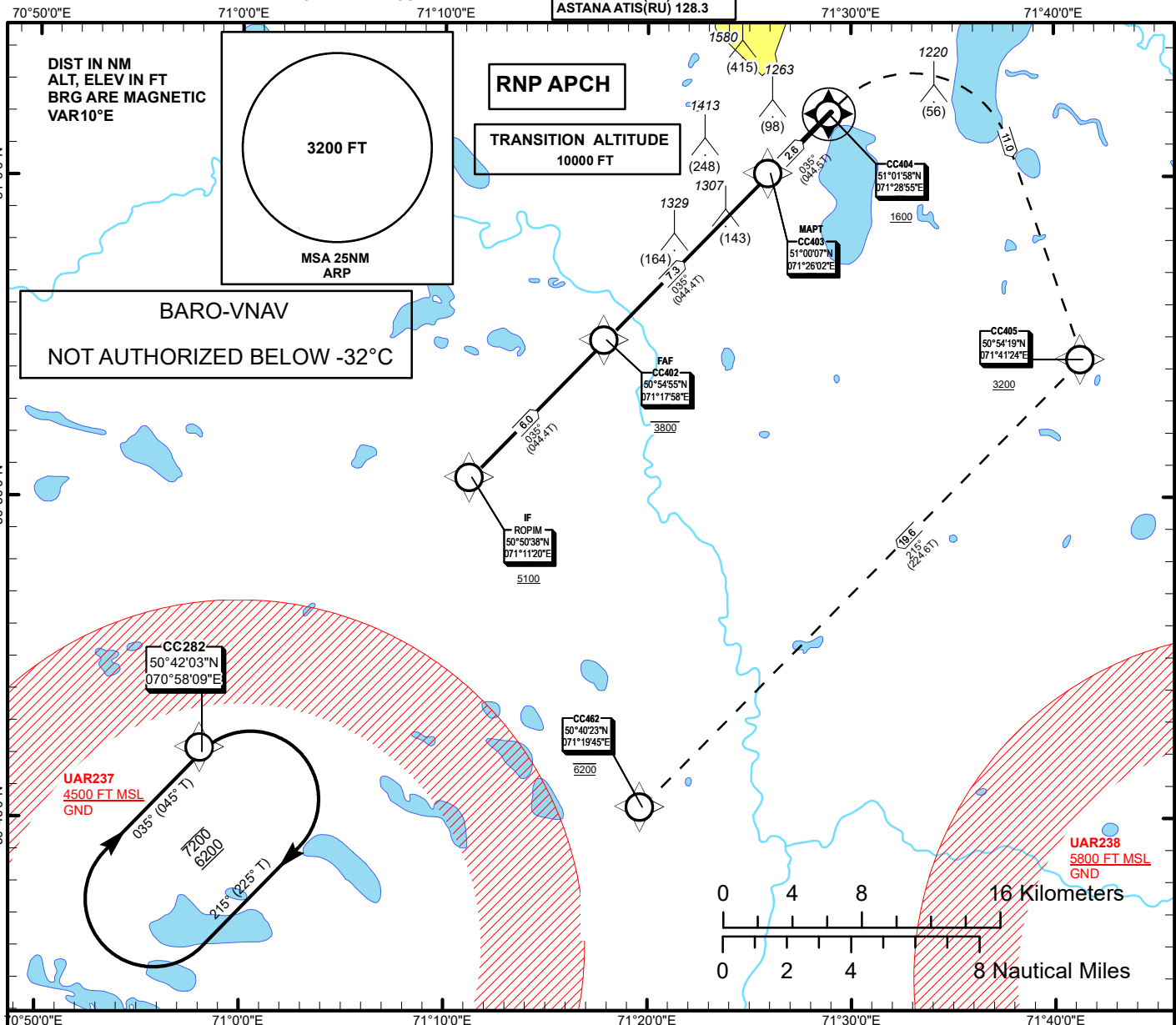
ILS approach to RWY22 from AST VOR/DME	
Fix/point	Coordinates
AST DVOR/DME	51° 00' 05.6"N 071° 26' 00.4"E
IAK D8.0 AST D10.7 (FAP)	51° 07' 40.9"N 071° 37' 52.9"E
THR RWY 22	51° 02' 01.65"N 071° 29' 01.44"E
IAK LOC	51° 00' 18.8"N 071° 26' 21.0"E

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 1166 FT
HEIGHTS RELATED TO
THR 04 ELEV 1165 FT

ASTANA TOWER 135.5
ASTANA APPROACH 124.6
ASTANA RADAR 120.7
ASTANA GROUND 119.6
ASTANA ATIS(EN) 129.5
ASTANA ATIS(RU) 128.3

ASTANA/NURSULTAN NAZARBAYEV
INTERNATIONAL AIRPORT
RNP RWY 04



OCA (OCH)		A	B	C	D
Straight	LNAV	1560 (395)			
	LNAV/VNAV	1380 (215)	1390 (225)	1410 (245)	1480 (315)

For data tabulation see verso

GS	Kt	80	100	120	140	160	180
Rate of descent	ft/min	420	530	640	740	850	950
PFAF-MAPT 7.3 NM	min:sec	05:27	04:21	03:38	03:07	02:43	02:25

TABULAR DESCRIPTION
RNP APCH IAP
RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
010	IF	ROPIM	-	-	10	-	-	+5100	-230		RNP APCH
020	TF	CC402	-	35(44.4)	10	6	-	@3800	-185		RNP APCH
030	TF	CC403	-	35(44.4)	10	7.3	-	@1420	-185	-3.0	RNP APCH
040	CF	CC404	Y	35(44.5)	10	2.6	-	+1600	-210	+1.4	RNP APCH
050	DF	CC405	-	-	10	11	R	+3200		+1.4	RNP APCH
060	TF	CC462	-	215(224.6)	10	19.6	R	@6200		+1.4	RNP APCH

WAYPOINT LIST

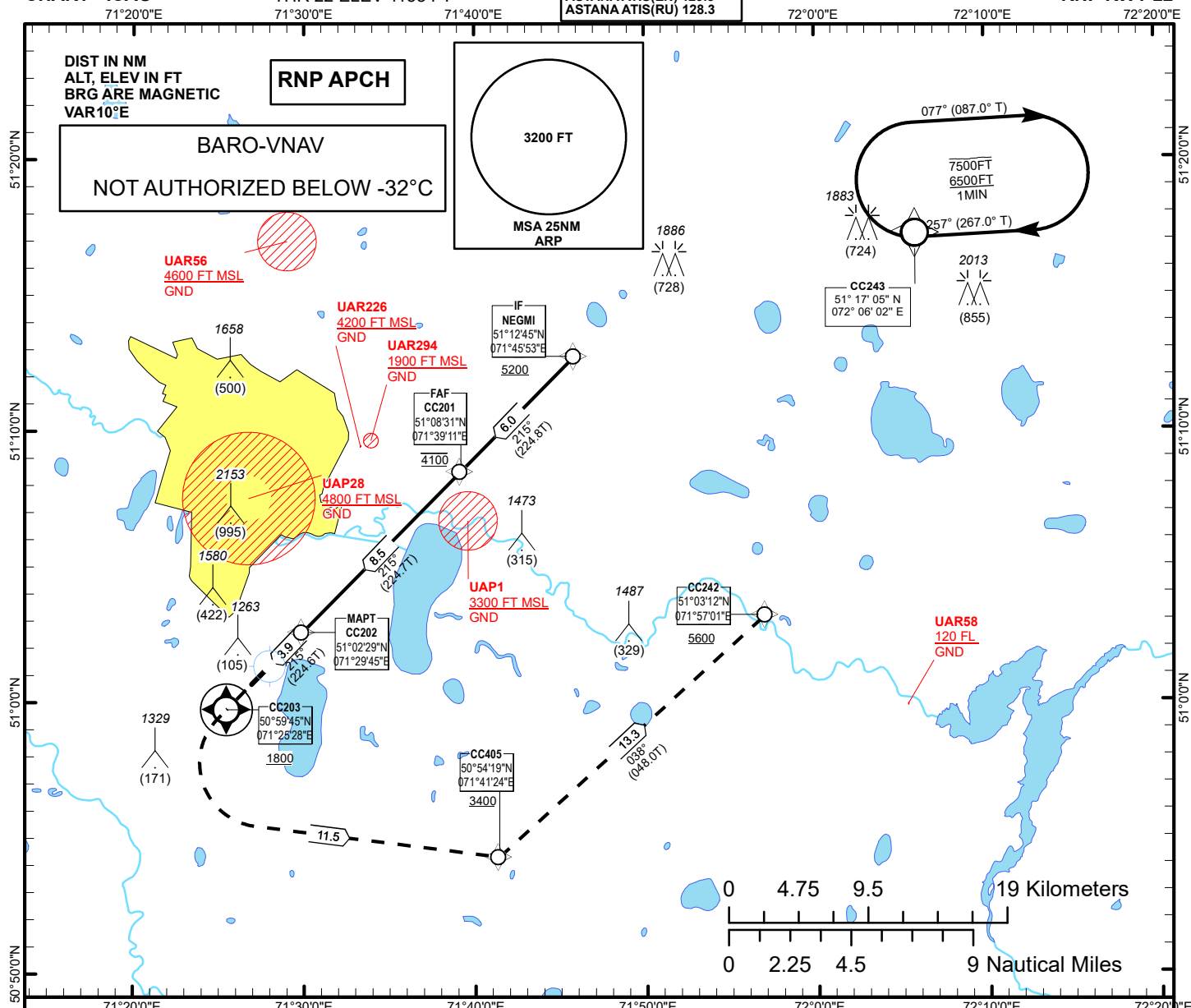
RNP APCH IAP RWY04		
Waypoint Identifier	Coordinates	
ROPIM	505037.85N	0711120.41E
CC402	505454.87N	0711757.73E
CC403	510006.69N	0712602.14E
CC404	510157.78N	0712855.38E
CC405	505418.51N	0714124.46E
CC462	504022.77N	0711945.13E

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 1166 FT
HEIGHTS RELATED TO
THR 22 ELEV 1158 FT

ASTANA TOWER 135.5
ASTANA APPROACH 124.6
ASTANA RADAR 120.7
ASTANA GROUND 119.6
ASTANA ATIS(EN) 129.5
ASTANA ATIS(RU) 128.3

ASTANA/NURSULTAN NAZARBAYEV
INTERNATIONAL AIRPORT
RNP RWY 22



MISSED APCH:

CLIMB TO CC203, LEFT TURN DIRECT TO
CC405, TRACK TO CC242, CLIMBING TO
5600 OR ABOVE. EXPECT VECTORING
BY ASTANA APP.
IN CASE OF RADIO COMMUNICATION FAILURE
CLIMBING TRACK TO CC243 AFTER PASSING
CC242 AND HOLD AT 6500 FEET.

TRANSITION ALTITUDE
10000 FT

CC201
FAF
4100

NEGMI
IF
5200

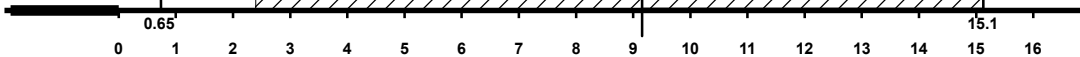
TCH 49'
THR ELEV 1158'

CC202
MAPT

5.2%
(3.0°)

1550 (392)

2000 (842)



OCA (OCH)		A	B	C	D
Straight	LNAV	1550 (392)			
	LNAV/VNAV	1430 (272)	1450 (292)	1450 (292)	1460 (302)

For data tabulation see verso

GS	Kt	80	100	120	140	160	180
Rate of descent	ft/min	420	530	640	740	850	950
PFAF-MAPT 8.5 NM	min:sec	05:27	04:21	03:38	03:07	02:43	02:25

TABULAR DESCRIPTION RNP APCH IAP RWY22											
Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
010	IF	NEGMI	-	-	10			+5200	-230		RNP APCH
020	TF	CC201	-	215(224.8)	10	6	-	@4100	-180		RNP APCH
030	TF	CC202	-	215(224.7)	10	8.5	-	@1414		-3.0	RNP APCH
040	CF	CC203	Y	215(224.6)	10	3.9	-	+1800	-210	+1.4	RNP APCH
050	DF	CC405	-		10	11.5	L	+3400		+1.4	RNP APCH
060	TF	CC242	-	38(48.01)	10	13.3	L	+5600	-230	+1.4	RNP APCH
WAYPOINT LIST											
RNP APCH IAP RWY22											
Waypoint Identifier		Coordinates									
NEGMI		511245.30N 0714553.00E									
CC201		510830.68N 0713910.95E									
CC202		510229.41N 0712944.80E									
CC203		505944.92N 0712528.24E									
CC405		505418.51N 0714124.46E									
CC242		510312.43N 0715700.84E									

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	300 X 150	3299 X 300	240 X 150	Nil	Nil	Turn Pad LEN 116 m. The total width of the turn pad and runway 100m. REF. AD 2.24.1
Nil	300 X 150	3299 X 300	240 X 150	Nil	Nil	Turn Pad LEN 116 m. The total width of the turn pad and runway 100m. REF. AD 2.24.1

UATG AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	2999	3299	2999	2999	Nil
32	2999	3299	2999	2999	Nil
TWY A - 14	826	1126	826	Nil	Nil
TWY B - 14	1151	1451	1151	Nil	Nil
TWY A - 32	2173	2473	2173	Nil	Nil
TWY B - 32	1848	2148	1848	Nil	Nil

UATG AD 2.14 Approach And Runway Lighting

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour, WBAR	VASIS, (MEHT), PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour, WBAR	SWY LGT LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
14	CAT II (PALS) 884 M LIH	GRN Nil	PAPI LEFT/ RIGHT 3°	900m White	2940m, spacing 30m, 0-1740m white, 1740-2640m R/ W, 2640-2940m red	2880m, spacing 60m, 0-2280m white, last 600m yellow	RED GRN	Nil	Nil

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
32	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/ RIGHT 3°	Nil	2940m, spacing 30m, 0- 1740m white, 1740- 2640m R/ W, 2640- 2940m red	2880m, spacing 60m, 0-2280m white, last 600m yellow	RED GRN	Nil	Nil

UATG AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	ABN: At TOWER building, WHITE/GREEN, H24 IBN: Nil
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer: 375m from RWY 14, 365m from RWY 32
3	TWY edge and centre line lighting	TWY A EDGE: BLU TWY B EDGE: BLU, CL B : GRN TWY E EDGE: BLU, CL E : GRN TWY G CL: GRN
4	Secondary power supply/switch-over time	AVBL, 0 SEC
5	Remarks	Nil

UATG AD 2.16 Helicopter Landing Area

NIL

UATG AD 2.17 ATS Airspace

1	Designation and lateral limits	ATYRAU CTR A circle radius 22 NM centered on 470838N 0514805E
2	Vertical limits	4000 FT ALT / GND
3	Airspace classification	C
4	ATS unit call sign Language(s)	ATYRAU TOWER EN ATYRAU VYSHKA RU
5	Transition altitude	10000 FT
6	Hours of applicability	H24
7	Remarks	Nil

2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	A liquid deicing reagent "Green Way F65" is used to remove and prevent the formation of ice deposits on the runway

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

1	Apron surface and strength	STANDS		SURFACE	STRENGTH
		1-5, 2A, 3A		CONC+REINF	PCN 55/R/A/W/T
		6-9, 6A, 13A		CONC+REINF	PCN 32/R/A/X/T
		10-12		CONC+ASPH	PCN 20/R/A/X/T
		13-18		CONC+ASPH	PCN 19/R/A/X/T
		14A		CONC+REINF	PCN 55/R/A/W/T
		19-21, 20A		CONC+REINF	PCN 52/R/A/W/T
		22-27 (AN-2)		CONC+ASPH	Nil
2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		A	23	CONC+REINF	PCN 55/R/A/W/T
		B	23	CONC+REINF	PCN 35/R/A/X/T
		4	18	CONC+REINF	Nil
		Taxiing on the apron (ST 1-5)	Nil	CONC+REINF	PCN 55/R/A/W/T
		Taxiing on the apron (from ST 6 to ST 18)	Nil	CONC+REINF	PCN 32/R/A/X/T
		Taxiing on the apron (from ST 19 to ST 21)	Nil	CONC+REINF	PCN 52/R/A/W/T
3	Altimeter checkpoint location and elevation	Stands: 1-3,2A, 6-9 – 536m/1759FT; 4-5 – 537m/1762FT; 10-11, 3A,6A, 21, 20A– 535m/1755FT; 12-20,13A,14A, 22-27 – 534m/1752FT.			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Starting aircraft engines installed nose to the terminal in stands 1-9 is prohibited. Starting the engines is allowed after towing to the places intended for starting the engines. It is allowed to start engines and taxiing on its own thrust of aircraft engines of the A320 type and less on stand 4, 7, and 9 when the aircraft is installed parallel to the station. TWY 4 - MIL			

UAKK 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 TWYs to RWYs DGS: Nil
---	---	--

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 and side lines. Lights: RWY and TWY A,B
3	Stop bars	Nil
4	Other runway protection measures	Nil
5	Remarks	Leading VAN «Follow me» AVBL

UAKK AD 2.10 Aerodrome Obstacles

NIL

UAKK AD 2.11 Meteorological Information Provided

1	Associated MET Office	Meteorological service Karaganda Phone: +7 (7212) 496673
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation: Periods of validity	Meteorological service Karaganda, 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 (WRM-200)
9	ATS units provided with information	H24 ARO, TWR, 122.000 MHZ, RU, EN.
10	Additional information	Nil

UAKK 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
05	58,38°	3601 X 60	55/R/A/W/T REINF+CON C	493948.35N 0731851.49E - -119.4 FT	THR 1765.7 FT	-0.106%
23	238,42°	3601 X 60	55/R/A/W/T REINF+CON C	494049.44N 0732124.50E - -119.4 FT	THR 1753.1 FT	+0.106%

№	Aircraft type	Weight, kg		ACN for base category, code "A" is appropriate		PCN strength	Weight limitation, kg			
				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
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			
		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
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										

8.1 Overload operation mode

Elements of artificial pavement structures of the aerodrome	Operation with overload						
	At full mass with limitation on the average annual traffic intensity			Mass limitation under traffic intensity constraint (average daily over a year), kg			
	Up to 10 aircraft movements per day	Up to 2 aircraft movements per day	Up to 1 aircraft movement per day	Aircraft type	Up to 1 aircraft movement per day	Up to 2 aircraft movements per day	Up to 10 aircraft movements per day
1	2	3	4	5	6	7	8
RWY, TWY A Apron (Stands 1...5, 2A, 3A), Stand 14A, TWYroute on apron (from Stand 1 to Stand 5) PCN 55/R/A W/T	A 321-100 A 321-200 B 787-8 MD-11 ER	B 747-8F B 777-300ER		B 747-8F B 777-300ER	* *	* *	447 296 346 315

TWY B PCN 35/R/A X/T	A 300-B2 A 320-100 B 737-300 B 737-400 B 737-500 B 737-600 B 737-700 B 757-300 B 777-200	A 310-300 B 767- 200ER B767-300	A 300-600 B4 A 319-100 A 320-200	A 300-600 B4 A 310-300 A 319-100 A 320-200 A 320 Neo A 321-100 A 321-200 A 330-200 A 330-300 A 330-300 B 737-800 B 737 MAX 8 B 737 MAX 9 B 747-200F B 747-300 B 747-400 B 747-400F B 747-8F B 767-200ER B 767-300 B 767-300ER B 777-300 B 777-300ER B 787-8 MD-11ER	* * * * 77 482 76 196 74 636 201 774 214 305 198 996 75 930 75 047 72 054 376 810 376 854 357 326 355 695 339 091 * * 182 861 263 316 260 924 181 294 232 492	159 227 * 75 521 73 538 73 287 72 070 70 531 188 997 200 351 186 780 71 676 71 016 68 155 355 873 356 302 338 435 336 304 321 595 * * 173 075 248 615 247 117 171 712 219 572	151 595 155 250 71 616 69 806 69 585 68 429 66 910 177 723 188 039 176 001 67 923 67 460 64 715 337 399 338 169 321 767 319 194 306 159 172 805 160 970 164 441 235 644 234 935 163 257 208 172
Stands 6...9, 6A, 13A, TWY route on apron (from Stands 6 to Stands 18) PCN 32/R/A X/T	A 300-B2 An-124 B 737- 200/200C/200QC B 737-500 B 737-600 B 757-300 ERJ 195ER IL-76TD	A 320-100 B 737-300 B 777-200	A 310-300 B 737-400 B 737-700 B 767-300	A 300-600 B4 A 310-300 A 319-100 A 320-100 A 320-200 A 320 Neo A 321-100 A 321-200 A 330-200 A 330-300 A 330-300 B 737-300 B 737-400 B 737-700 B 737-800 B 737 MAX 8 B 737 MAX 9 B 747-200F B 747-300 B 747-400 B 747-400F B 747-8F B 767-200ER B 767-300 B 767-300ER B 777-200 B 777-300 B 777-300ER B 787-8 MD-11ER	156 015 * 73 877 * 71 967 71 728 70 537 69 007 184 251 195 168 182 242 * * * 70 096 69 519 66 707 348 096 348 669 331 419 329 101 315 097 178 377 * 169 440 * 243 155 241 989 168 153 214 773	148 106 151 465 69 830 * 68 100 67 892 66 765 65 254 172 569 182 411 171 073 * 63 878 68 752 66 207 65 834 63 142 328 954 329 879 314 147 311 372 299 102 168 407 157 002 160 494 * 229 714 229 366 159 392 202 961	141 128 143 895 66 260 66 239 64 688 64 508 63 436 61 943 162 262 171 154 161 218 62 963 60 492 65 093 62 775 62 583 59 997 312 063 313 299 298 908 295 729 284 988 159 610 149 067 152 600 245 814 217 855 218 228 151 662 192 538

Stands 10...12 PCN 20/R/A X/T	CRJ 900ER		ERJ 190LR	A 320-100	109 439	104 042	99 280
				A 320-200	48 699	46 036	43 687
				A 320 Neo	48 767	46 350	44 218
				B 737-	48 713	46 315	44 200
				200/200C/	47 320	44 817	42 609
				200QC	46 179	43 631	41 383
				B 737-300	44 690	42 292	40 175
				B 737-400	46 121	43 573	41 325
				B 737-500	49 992	47 374	45 064
				B 737-600	48 016	45 424	43 137
				B 737-700	46 761	44 330	42 185
				B 737-800	47 409	45 106	43 074
				B 737 MAX 8	45 319	43 091	41 125
				B 737 MAX 9	102 361	97 069	92 400
				B 757-200	97 548	92 814	88 637
				B 757-300	*	48 848	46 477
				ERJ 190LR	50 053	47 406	45 070
				ERJ 195ER	42 875	40 619	38 628
				Fokker 100	45 526	43 154	41 061
				SSJ 100-95			
Stands 19...21, 20A PCN 52/R/A W/T	A 321-100	B 747-8F	B 777- 300ER	A 330-200	184 251	172 569	162 262
	A 321-200			B 747-8F	*	449 060	426 125
	A 330-300			B 777-300	243 155	229 714	217 855
	B 737 MAX 9			B 777-300ER	*	347 707	329 608
	B 747-400						
	B 747-400F						
	B 787-8						
	MD-11 ER						
* - Indicates that operation of the aircraft at maximum weight is permitted							

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.

For take-off or landing, the helicopter commander, in coordination with the ATS unit shall use any part of the runway or any other part of the airfield, as provided for by the flight operation instructions at the aerodrome

(aeronautical aerodrome passport).

Rolling takeoff and running landing, IFR takeoff and landing of helicopters (Special visual flight rules at night) are conducted only from (on) the runway.

Envisaged to take-off and land helicopters from/to the runway, as well as from/to the central fuel station stand of the military unit 50185 and on the taxiway A, B, parking stand 20, taxiway 4 in compliance with the established intervals between take-off and approaching aircraft, and distances to obstacles.

Pilot-in-command is responsible for taking-off and landing from/to taxiway A, B, parking stand 20, taxiway 4, central fuel station stand of military unit 50185 and compliance with the established distances to obstacles.

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

Taxiing of aircraft shall be carried out by instructions of Tower ATC. Taxiing speed shall be set by pilot-in-command according to the condition of TWY, presence of obstacles, aircraft weight, wind conditions and visibility.

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

ATC is responsible for taxi route assignment; pilot-in-command is responsible for taxiing rules compliance; person, assigned for control taxiing on the airfield section, is responsible for safety.

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

In the absence of the possibility of taxiing or towing (the unsatisfactory condition of the ground or the design of the helicopter does not allow taxiing), the helicopter is allowed to move through the air in strict compliance with the requirements of the relevant paragraphs of the Flight Procedure and Rules in Civil Aviation of the Republic of Kazakhstan.

Air taxiing of helicopters with a skid landing gear from the stand to the take-off place and back, is carried out according to the marking on the route designated by the air traffic controller of the control point "Tower" in compliance with the established obstruction clearance under the responsibility of the helicopter commander.

2. Low Visibility Procedures.

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

Low Visibility Procedures are initiated by Air traffic Manager, in case of his absence - by Tower ATC.

The following procedure shall be carried out in case of low visibility conditions, when Tower ATC is not able to control aircraft movement on the manoeuvring area:

- Clearance for TWY entering shall be given only after received report of TWY vacation from other aircraft or vehicle.

Control the obstacles on RWY and in ILS critical areas is carried out by air traffic controller according to reports of flight crew or aerodrome service specialist reports. The report on runway vacation in conditions of low visibility is carried out on taxiways only after the vacation of the ILS critical zones indicated by light sign (holding position).

Taxiing into apron after RWY vacation shall be carried out after follow-me car. Taxiing into stands shall be carried out by marshaller's signals.

Taxiing of aircraft out of stands to holding position shall be carried out after follow-me car. Aircraft shall stop at the holding position before the light sign indicating the ILS critical area.

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

The controller informs pilots about any changes in the operational status of radio and lighting equipment.

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

All VFR flights within the control zone (except "Balapan" ATZ) are performed at an altitude of at least 3000 feet, unless otherwise prescribed by the "Tower" ATC.

In the sector from 080 ° to 256 °:

- from 0 to 7 miles, VFR flights are operated at an altitude of not less than 3000 feet;
- from 7 miles to the CTR boundary, VFR flights are operated at an altitude of at least 4,000 feet.

The absolute altitudes are assigned by "Tower" ATC without taking into account man-made obstacles. Flights over man-made obstacles is carried out by flight crew independently.

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

For VFR flights, the aerodrome has a flight circle (left / right) at an altitude of 3000 feet. The air traffic controller of the "Tower" ATC unit is determine and report which flight circle is in use.

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

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

"Balapan" ATZ is used only for training flights of "Aviation training center" LLC. During training flights in "Balapan" ATZ other aircraft should fly over "Balapan" ATZ.

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	BOTAKARA (southern outskirts of Botakara)	N500207 E0734441	026° 25.4 nm KRG DVOR/DME (027° 27.0 nm ARP)	Entry/exit
2	MIKE	N495156 E0735740	056° 25.2 nm KRG DVOR/DME (056° 27.0 nm ARP)	Entry/exit
3	LIMA	N494526 E0740100	072° 25.4 nm KRG DVOR/DME (070° 27.0 nm ARP)	Entry/exit
4	BEREKESHI (northern outskirts of Berekeshi)	N491604 E0733821	149° 27.2 nm KRG DVOR/DME (145° 27.0 nm ARP)	Entry/exit
5	KYZYLKOI (NE outskirts of Kyzylkoi, visual reference – M-36 highway)	N491330 E0732458	168° 27.8 nm KRG DVOR/DME (165° 27.0 nm ARP)	Entry/exit
6	KOKSUN (east side of Koksun)	N493052 E0724114	241° 28.7 nm KRG DVOR/DME (241° 27.0 nm ARP)	Entry/exit
7	SHAHTINSK (eastern outskirts of Shahtinsk)	N494211 E0723838	264° 28.5 nm KRG DVOR/DME (266° 27.0 nm ARP)	Entry/exit
8	TEMIRTAU (western outskirts of Temirtau)	N500125 E0725409	309° 27.3 nm KRG DVOR/DME (313° 27.0 nm ARP)	Entry/exit
9	AKKUDUK (northern outskirts of Akkuduk)	N494734 E0734541	059° 16.4 nm KRG DVOR/DME (058° 18.1 nm ARP)	Entry/exit

No	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
10	ALPHA (northern outskirts of Togyzkuduk)	N495345 E0733525	025° 15.1 nm KRG DVOR/DME (028° 16.7 nm ARP)	Holding
11	BRAVO (abeam NDB 5.0 nm)	N493652 E0732600	144° 5.0 nm KRG DVOR/DME (123° 5.1 nm ARP)	Holding
12	DELTA (west side of Zarechnoe)	N494004 E0730220	257° 13.1 nm KRG DVOR/DME (260° 11.6 nm ARP)	Holding

UAKK AD 2.23 Additional Information**1. Accepted exceptions, exemptions and restrictions in aerodrome certificate.**

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

2. Ornithological situation in the aerodrome area.

The ornithological situation in the aerodrome area is determined by the seasonal and daily migration of birds. The Karaganda aerodrome is surrounded by agricultural fields.

2.1 Seasonal migration of birds (time)

The period of spring migration - activity from March to late May, the most active peak migration in April, but there may be changes when the climatic conditions change. The danger is posed by rooks, jackdaws, pigeons, kites, cranes, owls, ducks, waders, etc. Bird activity is observed in the morning hours from 00:30 to 03:00 (UTC) and in the evening from 12:00 to 15:00 (UTC).

The period of autumn migration is active from mid-August to the end of October, also depending on the climate and sharp changes in weather conditions.

The danger is posed by rooks, jackdaws, pigeons, kites, cranes, owls, ducks, waders, etc.

The most active flight hours are from 23:00 to 03:00 (UTC), evening movements from 11:00 to 15:00 (UTC).

The intensity of bird migration increases during agricultural work and the maturation of cereals and other crops.

During these times, pilots are advised to turn on landing lights when flying in the aerodrome area, during takeoff, landing approach, and during climb and descent.

Spring and Autumn periods are characterized by movements of migratory birds: rooks flights 300-600 individuals from 01:00 to 03:00 hours (UTC) from west to east and from 12:00 to 15:00 (UTC) from east to west at the altitude of 200-600 FT.

In **summer**, in the morning and evening hours, a flight of flocks of birds of prey from 1 to 5 individuals is observed at a relative altitude of up to 600 FT and rollers at an altitude of 33 FT. All year round, there are flights of pigeons, corvids at relative altitude of up to 200 FT in flocks of 15-25 individuals and more.

2.2 Direction

The main directions of migration in spring are from southwest to northeast, in autumn in the opposite direction. In autumn, in the area of the aerodrome and at the aerodrome, a large number of black crows are accumulated, representing a serious danger for flights from sunrise to sunset.

On the territory of the airside area, the main flights occur from NW to SE and in the opposite direction.

2.3 Altitude

The altitude of flights depends on the season and weather conditions. Different types of birds fly at different

heights.

Approximate heights of flights of various bird species found on the airfield and near the airside area and aerodrome:

- ducks - from 295 to 9842 FT;
- larks and various waders - from 131 to 4593 FT;
- birds of prey - from 328 to 26246 FT;
- seagulls - from 328 to 1640 FT;
- sparrows - from 16 to 49 FT;
- owls - from 16 to 98 FT;

2.4 Intensity of bird migration

Bird migration takes place around the clock.

2.5 Daily migration of birds

2.5.1 Daily migration of birds (time)

From dawn to the onset of evening twilight

2.5.2 Direction

Flights over the terrain and to feeding bases with the intersection of the takeoff and landing course from NW to SE.

2.5.3 Altitude

Flights from 32 to 492 FT. Mass flights of corvids at altitudes of 164-1640 FT.

2.6 Radar control over the flying of birds

Radar control over the flying of birds in the area of the aerodrome is not provided.

2.7 Information transmission

Information about the ornithological situation is transmitted via the ATIS broadcasting channel in English and Russian and, if necessary, through the ATM dispatcher. In case of complication of the ornithological situation in the aerodrome area, it is possible for a short-term inclusion in the ATIS report of additional concretizing information about the peculiarities of the ornithological situation.

UAKK AD 2.24 Charts Related To An Aerodrome

Name	Page
Aerodrome Chart ICAO	UAKK AD 2.24.1-1
Aerodrome Ground Movement and Parking Chart ICAO	UAKK AD 2.24.3-1
Aerodrome Obstacle Chart – ICAO Type A RWY 05/23	UAKK AD 2.24.4-1
Standard Departure Chart Instrument (SID) RWY 05 ICAO	UAKK AD 2.24.7-1-1
Standard Departure Chart Instrument (SID) RWY 23 ICAO	UAKK AD 2.24.7-2-1
Standard Arrival Chart Instrument (STAR) RWY 05 ICAO	UAKK AD 2.24.9-1-1
Standard Arrival Chart Instrument (STAR) RWY 23 ICAO	UAKK AD 2.24.9-2-1
ATC Surveillance Minimum Altitude Chart ICAO	UAKK AD 2.24.10-1
Instrument Approach Chart – ILS/DME RWY 05 ICAO	UAKK AD 2.24.11-1-1
Instrument Approach Chart – ILS/DME RWY 23 ICAO	UAKK AD 2.24.11-2-1
Instrument Approach Chart – LOC/DME RWY 05 ICAO	UAKK AD 2.24.11-3-1
Instrument Approach Chart – LOC/DME RWY 23 ICAO	UAKK AD 2.24.11-4-1
Instrument Approach Chart – VOR/DME - Y RWY 05 ICAO	UAKK AD 2.24.11-5-1
Instrument Approach Chart – VOR/DME - Y RWY 23 ICAO	UAKK AD 2.24.11-6-1
Instrument Approach Chart – VOR/DME - Z RWY 05 ICAO	UAKK AD 2.24.11-7-1
Instrument Approach Chart – VOR/DME - Z RWY 23 ICAO	UAKK AD 2.24.11-8-1
Visual Approach chart – ICAO	UAKK AD 2.24.12-1
VFR Departure/Arrival Chart	UAKK AD 2.24.14-1

THIS PAGE INTENTIONALLY LEFT BLANK

UACK AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	1. 5 snow fighting vehicles 2. 1 rotary snow plough, 3. 2 snowplows
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	1 Dry reagent spreader (Green Way SF); 1 Fluid reagent sprayer (Nord Wey F)

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

1	Apron surface and strength	APRON	STANDS	SURFACE	STRENGTH
		A	1-2	CONC+ASPH	PCN 46/F/C/X/T
			3-8	CONC+ASPH	PCN 18/F/C/X/T
2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		A	23	CONC+ASPH	PCN 46/F/C/X/T
3	Altimeter checkpoint location and elevation	At Apron A/264m (867ft)			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Nil			

UACK 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 on the intersections of TWY A and RWY, TWY A and apron A DGS: Nil
2	RWY and TWY markings and LGT	Markings of threshold, touchdown zones, centre line, fixed distance markers, RWY sides, RWY designations, taxi holding positions, taxiway centre lines and sides Lighting: threshold, runway edge, and runway end lights; runway edge sides.
3	Stop bars	Nil
4	Other runway protection measures	Nil
5	Remarks	Leading VAN «Follow me» AVBL

UACK AD 2.10 Aerodrome Obstacles

NIL

UACK AD 2.11 Meteorological Information Provided

1	Associated MET Office	Meteorological service Kokshetau Phone: +7 (7162) 298286
2	Hours of service MET Office outside hour	HO
3	Office responsible for TAF preparation: Periods of validity	Meteorological service Kokshetau, 9HR (0209, 0312, 0615, 0918, 1221)

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 (WRM-200)
9	ATS units provided with information	Briefing, TWR
10	Additional information	Nil

UACK 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
02	31,77°	2849 X 45	46/F/C/X/T CONC+ASPH	531909.85N 0693504.28E - -89.9 FT	THR 888.1 FT	See AOC Type A
20	211,79°	2849 X 45	46/F/C/X/T CONC+ASPH	532028.22N 0693625.39E - -89.9 FT	THR 873.7 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	150 X 200	3149 X 300	90150	Nil	Nil	RWY 02/20. Turn Pad LEN 107 m, the total width of the turn pad and RWY 75m. REF. AD 2.24.1
Nil	400 X 200	3149 X 300	90150	Nil	Nil	

UACK AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
02	2849	2999	2849	2849	Nil
20	2849	3249	2849	2849	Nil

UAUU AD 2

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

UAUU AD 2.1 Aerodrome Location Indicator And Name

UAUU - KOSTANAY

UAUU AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	531231N 0633253E At the centre of RWY
2	Direction and distance from (city)	271°, 3 NM SW of center of Kostanay
3	Elevation/Reference temperature	601 FT/21° C
4	Geoid undulation at AD ELEV PSN	-70 FT
5	MAG VAR/Annual Change	13° E (2022) / 0.06°
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport 110007 Kostanay, JSC "Kostanay International Airport" Republic of Kazakhstan Phone: +7 (7142) 576223 Fax: +7 (7142) 576018 AFS: UAUUAPDU Email: air_kst@mail.kz Email: air_kst@list.ru
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UAUU AD 2.3 Operational Hours

1	AD Operator	See NOTAM Phone: +7 (7142) 576200
2	Customs and immigration	H24 Phone: +7 (7142) 576003 Phone: +7 (7142) 537050
3	Health and sanitation	H24 Phone: +7 (7142) 576208
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 Phone: +7 (7142) 576069 Phone: +7 (7142) 576097
6	MET Briefing Office	H24 Phone: +7 (7142) 270182
7	ATS	ANY 02:00 - 00:00 UTC
8	Fuelling	Phone: +7 (7142) 576233
9	Handling	Phone: +7 (7142) 576200
10	Security	Phone: +7 (7142) 576205
11	De-icing	Phone: +7 (7142) 576200
12	Remarks	Nil

UAUU 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
4	De-icing facilities	AVBL, Nordway
5	Hangar space for visiting aircraft	NOT AVBL for visiting aircraft
6	Repair facilities for visiting aircraft	Minor repairs at aircraft repair base
7	Remarks	2-5.6m height entrance stairs AVBL External power source rated at 30000W 200V 400Hz AVBL

UAUU AD 2.5 Passenger Facilities

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

UAUU AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A5
2	Rescue equipment	AVBL
3	Capability for removal of disabled aircraft	AVBL
4	Remarks	Nil

UAUU AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	8 plunger brush cars, 1 heat engine, 2 rotor, 2 de-icing vehicle, 1 snow loader
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	Nil

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 53/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

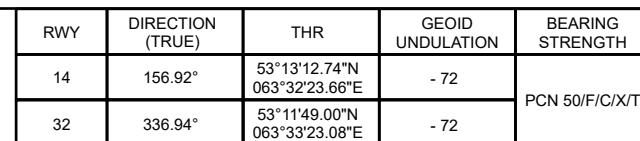
UAUU AD 2.11 Meteorological Information Provided

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

KOSTANAY



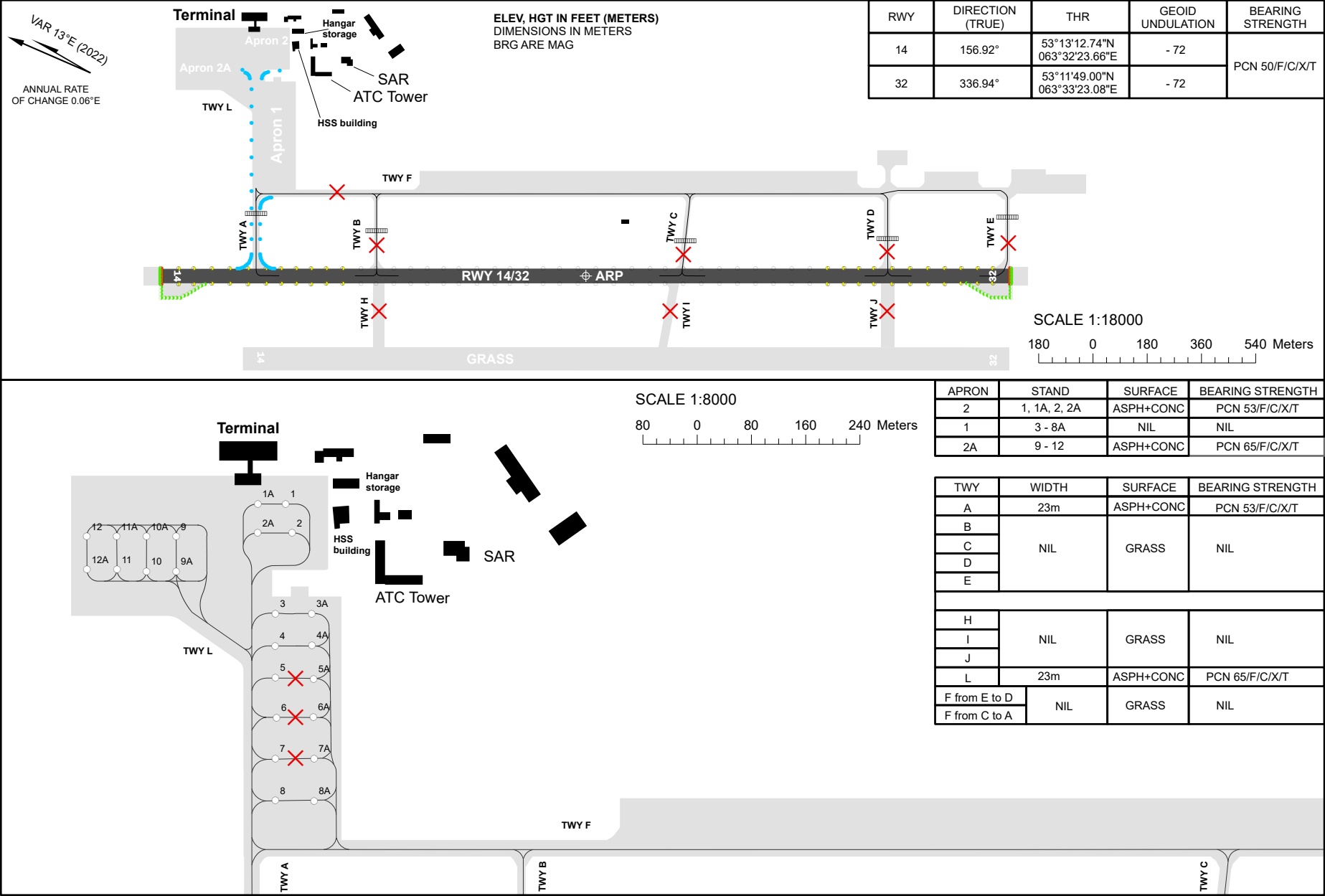
THIS PAGE INTENTIONALLY LEFT BLANK

AERODROME GROUND MOVEMENT
AND PARKING CHART - ICAO

APRON ELEV 597FT (182m)

TWR 129.3

KOSTANAY



CHANGE: Stand 1, 1A, 2, 2A PCN.

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

UAOO AD 2

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

UAOO AD 2.1 Aerodrome Location Indicator And Name

UAOO - KYZYLORDA

UAOO AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	444223N 0653527E At the centre of RWY
2	Direction and distance from (city)	155°, 8.9 NM of Kyzylorda center
3	Elevation/Reference temperature	433 FT/26° C
4	Geoid undulation at AD ELEV PSN	-125 FT
5	MAG VAR/Annual Change	7° E (2022) / 0.04°
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport JSC "Korkyt Ata Airport", Kyzylorda, Tasbuget village, tract Zhanadarya, building 126 120008, Republic of Kazakhstan Phone: +7 (7242) 262365 Fax: +7 (7242) 261861 AFS: UA00APDU Email: airportkzo2000@mail.ru
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UAOO AD 2.3 Operational Hours

1	AD Operator	See NOTAM Phone: +7 (7242) 262365 (ext. 542) Fax: +7 (7242) 262515
2	Customs and immigration	HO Phone: +7 (7242) 215465
3	Health and sanitation	As AD
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	See NOTAM Phone: +7 (7242) 270734
6	MET Briefing Office	H24 Phone: +7 (7242) 261798
7	ATS	See NOTAM
8	Fuelling	As AD Phone: +7 (7242) 262365 (ext.542)
9	Handling	As AD Phone: +7 (7242) 262365 (ext. 542)
10	Security	H24 Phone: +7 (7242) 262365 (ext. 539)

11	De-icing	As AD Phone: +7 (7242) 262365 (ext. 542)
12	Remarks	Nil

UAOO AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Handling up to 5 tonnes weight
2	Fuel/oil types	TS-1 / Nil
3	Fuelling facilities/capacity	3 Trucks (10.7m³)
4	De-icing facilities	De-icing equipment «Sterling»
5	Hangar space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

UAOO AD 2.5 Passenger Facilities

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

UAOO AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A6
2	Rescue equipment	1 emergency rescue machine 3 fire engines with a total volume fire extinguishing composition 22 500 kg, including frother 1 500 kg.
3	Capability for removal of disabled aircraft	There is a possibility of aircraft evacuation up to 50 tons: • devices for lifting the aircraft by the nose of the fuselage; • devices for towing emergency aircraft; • truck crane with a lifting capacity of 50-65 tons; • a truck tractor and a semi-trailer (trawl) with a carrying capacity of up to 50 tons. Phone: +7 (7242) 262515 Email: airportkzo2000@mail.ru
4	Remarks	The category of aerodrome for fire fighting equipment can be increased upon prior request. Out of regulations - CAT A3.

UAOO AD 2.7 Seasonal Availability - Clearing

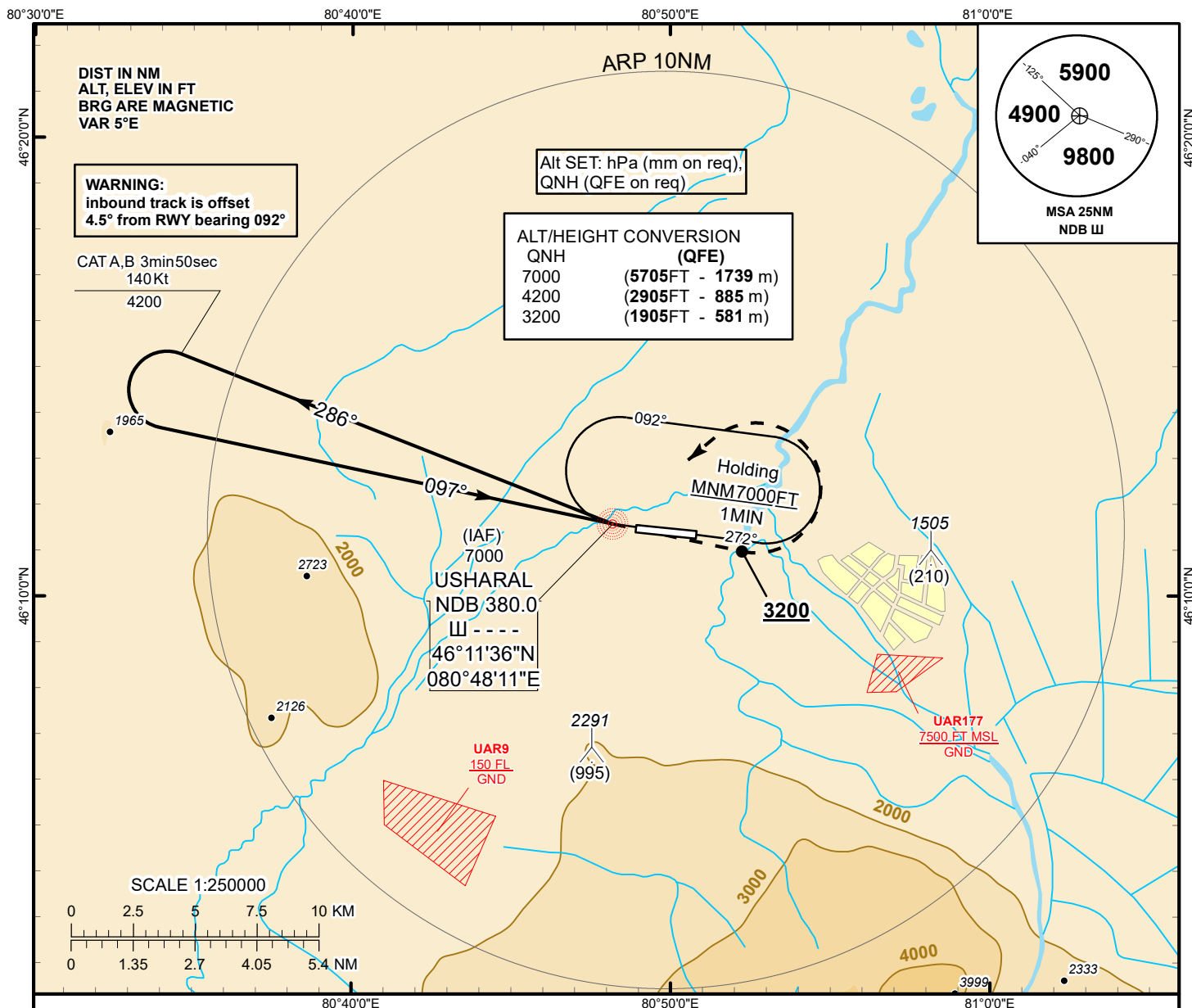
1	Types of clearing equipment	3 plunger brush cars, 1 rotor
---	-----------------------------	-------------------------------

INSTRUMENT APPROACH
CHART

AERODROME ELEV **1295ft**
THR RWY 09 - ELEV **1295ft**
HEIGHTS RELATED TO AD ELEV

USHARAL TOWER 118.1

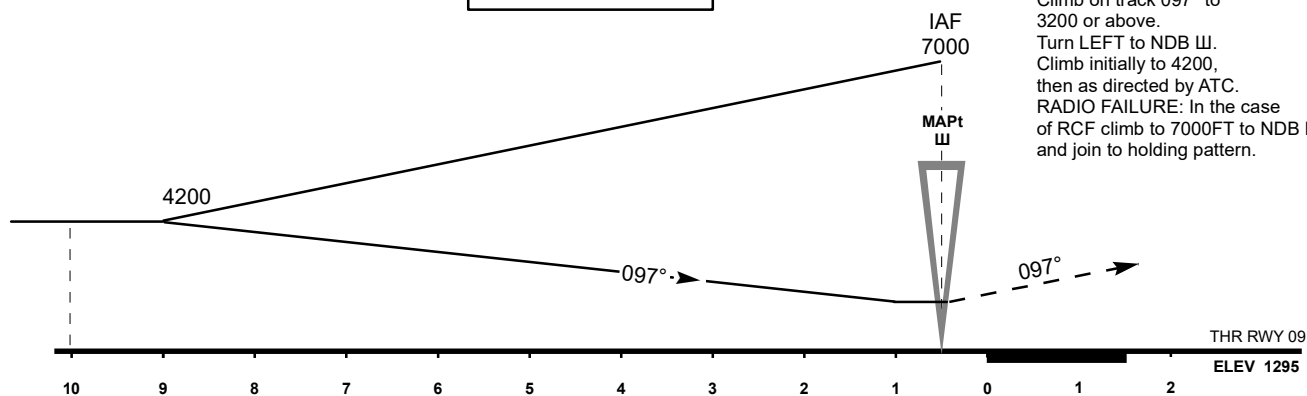
USHARAL
NDB Y
RWY 09



TRANSITION ALT
10000 FT

MISSED APPROACH

Climb on track 097° to
3200 or above.
Turn LEFT to NDB W.
Climb initially to 4200,
then as directed by ATC.
RADIO FAILURE: In the case
of RCF climb to 7000FT to NDB W
and join to holding pattern.



Aircraft Category		A	B		
Straight-in Approach OCA/H	NDB	2960 (1670)	2960 (1670)		

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

CHANGE: OCA/H.

USHARAL (UAAL)
NDB Y RWY09

AERONAUTICAL DATA TABULATION

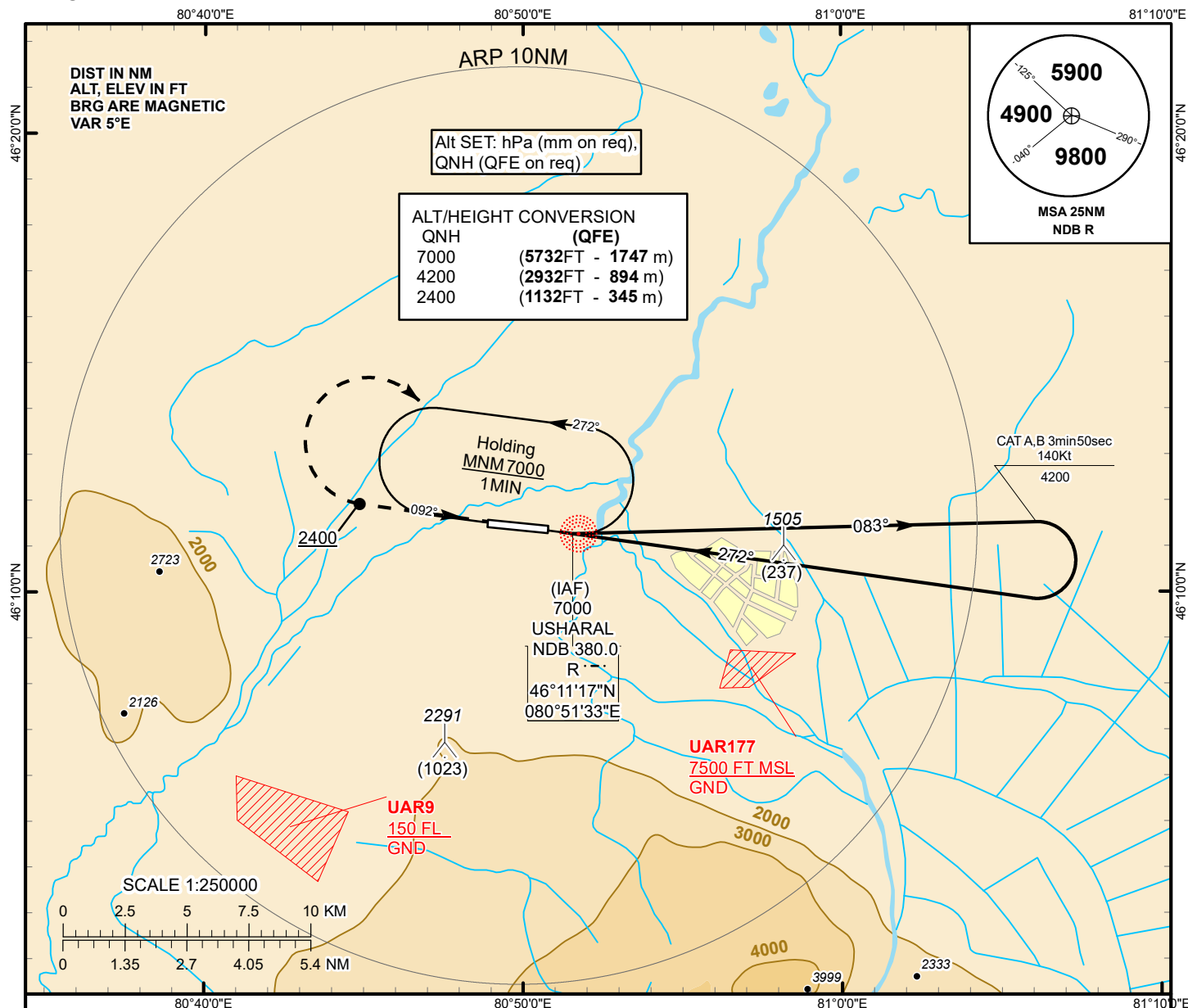
NDB approach to RWY09 from NDB Ш.	
Fix/point	Coordinates
Ш LMM NDB	46°11'35.8" N 080°48'11.3" E
THR RWY 09	46°11'32.67"N 080°48'44.77"E

INSTRUMENT APPROACH
CHART
ICAO

AERODROME ELEV **1295ft**
HEIGHTS RELATED TO
THR RWY 27 - ELEV **1268ft**

USHARAL TOWER 118.1

USHARAL
NDB Y
RWY 27



MISSED APPROACH

Climb on track 272° to
2400 or above.
Turn RIGHT to NDB R.
Climb initially to 4200,
then as directed by ATC.
RADIO FAILURE:
In the case of RCF
climb to 7000 to NDB R
and join to holding pattern.

IAF
7000

MAPt
R

TRANSITION ALT
10000

4200

THR RWY 27
ELEV 1268



Aircraft Category		A	B		
Straight-in Approach OCA/H	NDB	1850 (580)	1850 (580)		
Aerodrome Operating Minima MDH ft x RVR(CMV)	NDB				

CHANGE: OCA/H.

USHARAL (UAAL)
NDB Y RWY27

AERONAUTICAL DATA TABULATION

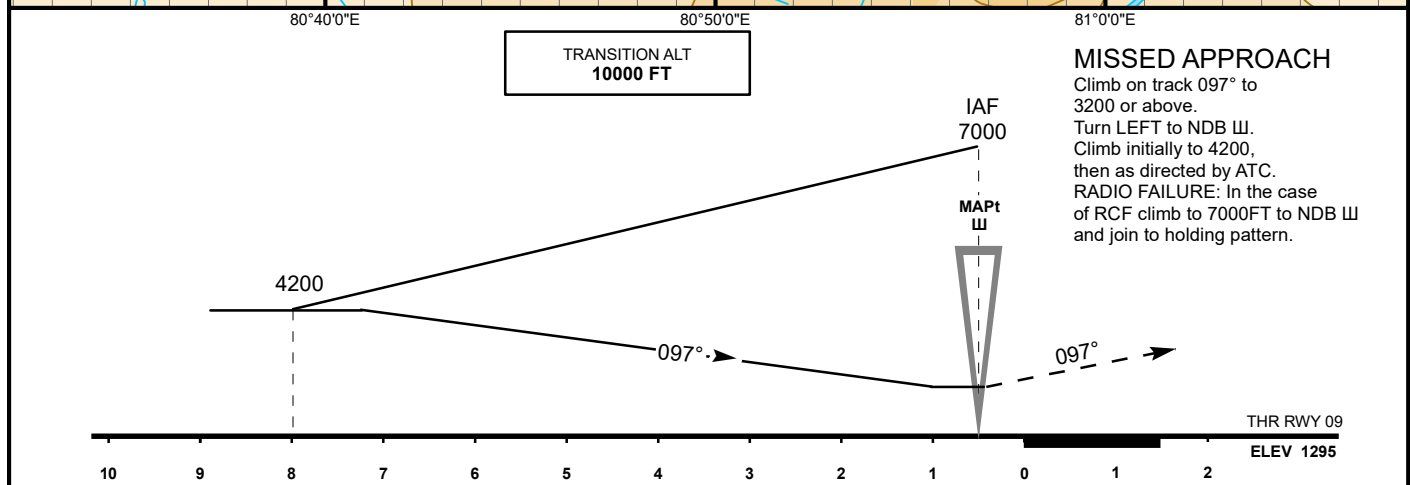
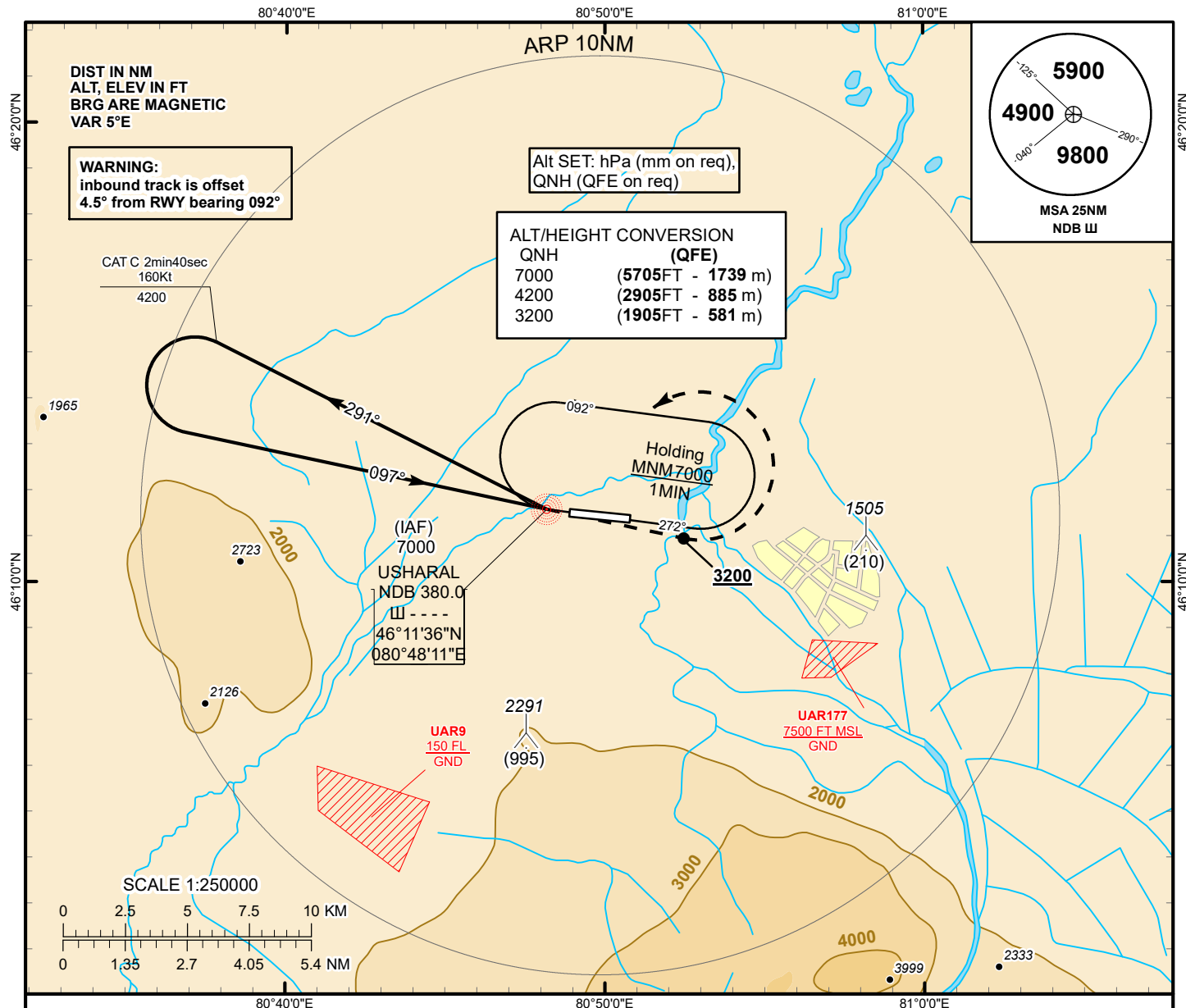
NDB approach to RWY27 from NDB R.	
Fix/point	Coordinates
R LMM NDB	46°11'17.2" N 080°51'33.3" E
THR RWY 27	46°11'21.21"N 080°50'49.65"E

INSTRUMENT APPROACH
CHART

AERODROME ELEV **1295ft**
THR RWY 09 - ELEV **1295ft**
HEIGHTS RELATED TO AD ELEV

USHARAL TOWER 118.1

USHARAL
NDB Z
RWY 09



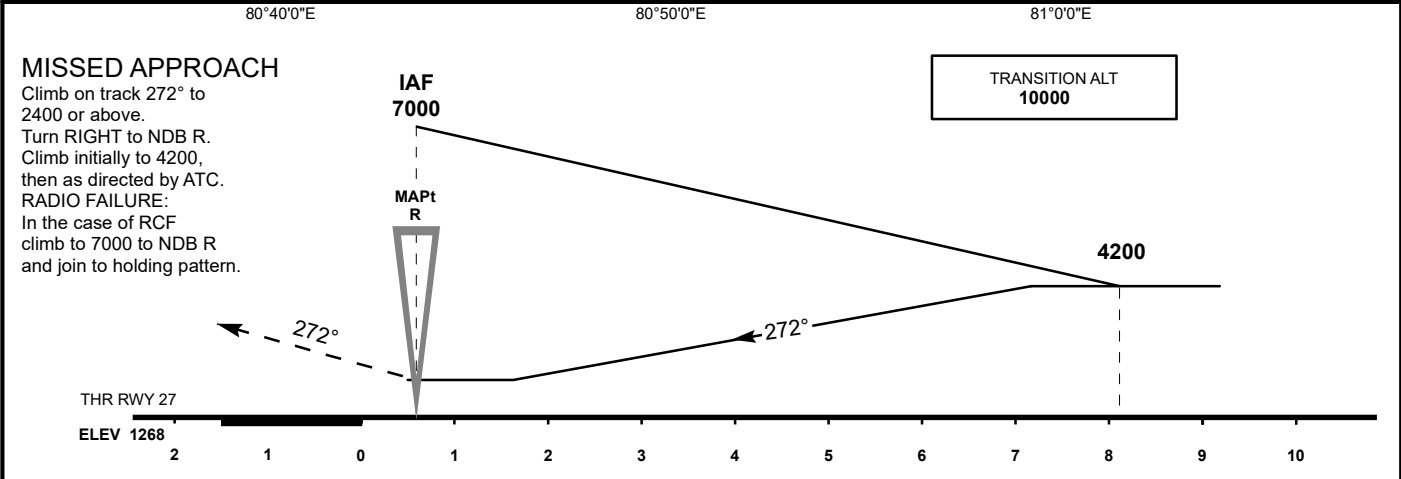
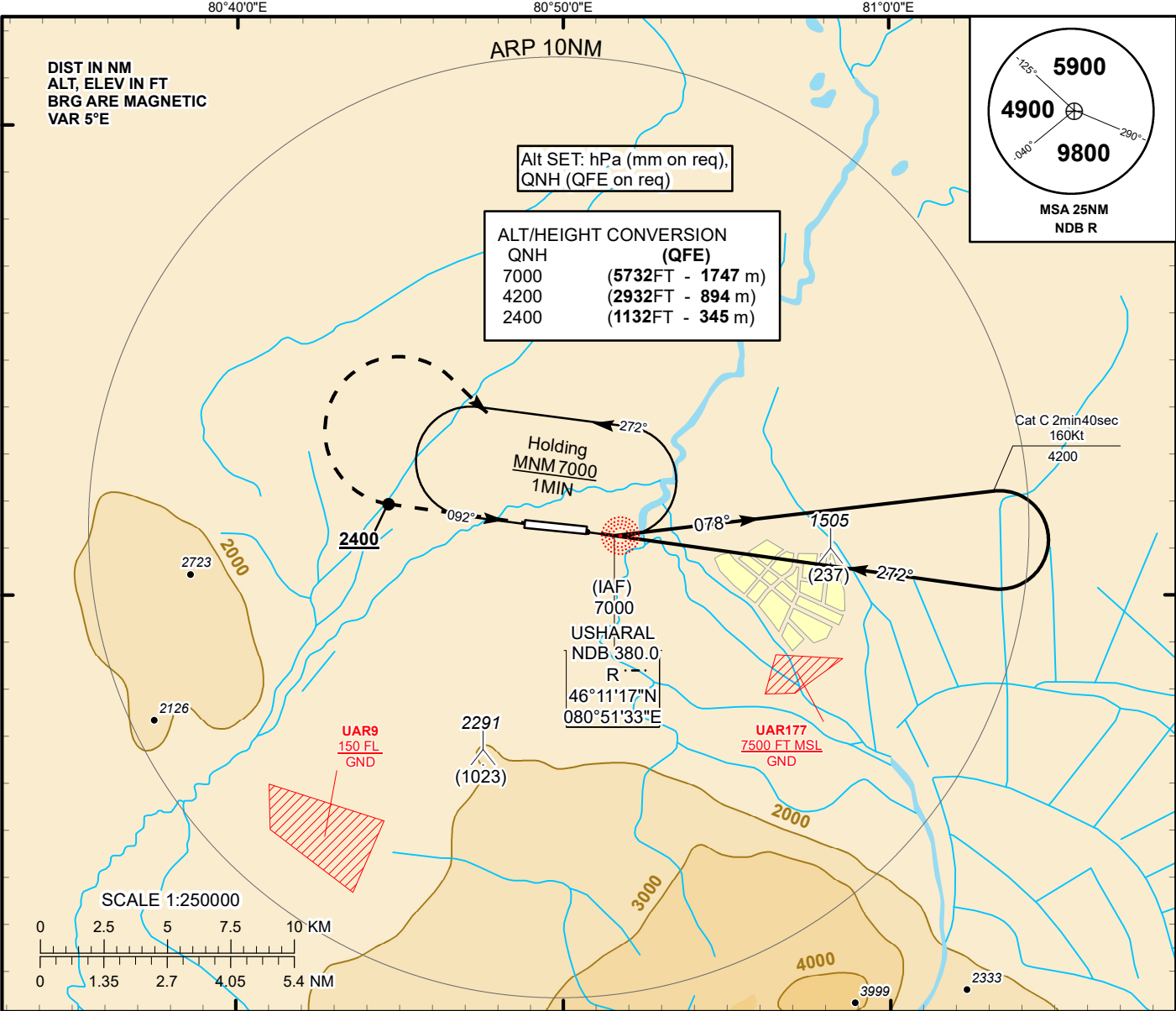
Aircraft Category					C
Straight-in Approach OCA/H	NDB				2960 (1670)
Aerodrome Operating Minima MDH ft x RVR(CMV)					
NDB					

CHANGE: OCA/H.

USHARAL (UAAL)
NDB Z RWY09

AERONAUTICAL DATA TABULATION

NDB approach to RWY09 from NDB Ш.	
Fix/point	Coordinates
Ш LMM NDB	46°11'35.8" N 080°48'11.3" E
THR RWY 09	46°11'32.67"N 080°48'44.77"E



Aircraft Category				C	
Straight-in Approach OCA/H	NDB			1850 (580)	
Aerodrome Operating Minima MDH ft x RVR(CMV)		NDB			

USHARAL (UAAL)
NDB Z RWY27

AERONAUTICAL DATA TABULATION

NDB approach to RWY27 from NDB R.	
Fix/point	Coordinates
R LMM NDB	46°11'17.2" N 080°51'33.3" E
THR RWY 27	46°11'21.21"N 080°50'49.65"E