

UARR AD 2

Note: The following sections in this chapter are intentionally left blank: AD-2.10, AD-2.20, AD-2.21

UARR AD 2.1 Aerodrome Location Indicator And Name

UARR - URALSK

UARR AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	510907N 0513238E At the centre of RWY
2	Direction and distance from (city)	115°, 7.3 NM of Uralsk center
3	Elevation/Reference temperature	128 FT/28° C
4	Geoid undulation at AD ELEV PSN	-40 FT
5	MAG VAR/Annual Change	11° E (2015) / 0,09°
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport Limited Partnership "Oral International Airport", 090008 Uralsk, Airport, Republic of Kazakhstan Phone: +7 (7112) 939660 Phone: +7 (7112) 939667 Fax: +7 (7112) 939661 AFS: UARRAPDU AFS: UARRAPBF
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UARR AD 2.3 Operational Hours

1	AD Operator	See NOTAM Phone: +7 (7112) 939671
2	Customs and immigration	H24 Phone: +7 (7112) 939925
3	Health and sanitation	H24
4	AIS Briefing Office	See NOTAM
5	ATS Reporting Office (ARO)	See NOTAM Phone: +7 (7112) 511046
6	MET Briefing Office	H24
7	ATS	See NOTAM
8	Fuelling	ANY 00:00 - 23:59 UTC
9	Handling	ANY 00:00 - 23:59 UTC
10	Security	H24
11	De-icing	ANY 00:00 - 23:59 UTC
12	Remarks	Nil

UARR 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, MK-8
3	Fuelling facilities/capacity	AVBL without limitation
4	De-icing facilities	AVBL
5	Hangar space for visiting aircraft	HO
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

UARR AD 2.5 Passenger Facilities

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

UARR AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A6
2	Rescue equipment	AVBL
3	Capability for removal of disabled aircraft	Aircraft up to index 4
4	Remarks	Nil

UARR AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	AVBL
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	Nil

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

1	Apron surface and strength	STANDS		SURFACE	STRENGTH
		1-5		CONC	PCN 21/R/B/X/T
		6-12		ASPH	PCN 9/F/C/Z/T
2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		A	18	CONC	PCN 32/F/C/W/T
		B	9	ASPH	PCN 9/F/C/Z/T

3	Altimeter checkpoint location and elevation	Nil
4	VOR checkpoints	Nil
5	INS checkpoints	Nil
6	Remarks	Limitation of aircraft intensity (ACN exceeds PCN) to 10 per day. MTOW, when the intensity is limited to 2 flights per day: B757 up to 102 tons; B747 up to 310 tons; B767-300 up to 145 tons; A300 up to 172,6 tons; A330 up to 212,9 tons; A321 up to 92 tons; B737 Max8 up to 85 tons When limiting intensity to 10 aircraft movements per day without weight restrictions: A-320; E190-E2. Towing of B-747, B-767, A-300, A-330, and larger aircraft using an airport tractor from the taxiway A to the main apron and back, as well as in case of exceeding the intensity specified in points 1 and 2.

UARR 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, apron
2	RWY and TWY markings and LGT	Markings of thresholds, touchdown zones, centre line, fixed distance markers, RWY edges, RWY designations, taxi holding positions, taxiway centre lines
3	Stop bars	Nil
4	Other runway protection measures	Nil
5	Remarks	Nil

UARR AD 2.10 Aerodrome Obstacles

NIL

UARR AD 2.11 Meteorological Information Provided

1	Associated MET Office	Meteorological service Uralsk Phone: +7 (7112) 508649
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation: Periods of validity	Meteorological service Uralsk, 9HR (0009, 0312, 0615, 0918, 1221, 1524, 1803, 2106)
4	Trend forecast Interval of issuance	TREND 30 min
5	Briefing/consultation provided	Personal consultation (Russian)
6	Flight documentation/languages used	TAF, METAR, SPECI, SIGMET, GAMET, AIRMET English
7	Charts and other information AVBL for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, prognostic charts of wind and temperature at flight levels (FL), max wind, T, prognostic charts P85, P70, P50, P40, P30, P25, P20, SWH, SWM of WAFC, SWM+SWH, SWL of Kazakhstan;

8	Supplementary equipment AVBL for providing information	Doppler weather radar (METEOR-635C)
9	ATS units provided with information	Briefing, TWR
10	Additional information	Nil

UARR AD 2.12 Runway Physical Characteristics

Designation s RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
04	52,01°	2799 X 45	46/R/B/W/T CONC	510839.45N 0513141.38E - -39,4 FT	THR 122.4 FT	+0,042%
22	232,04°	2799 X 45	46/R/B/W/T CONC	510935.20N 0513334.95E - -39,4 FT	THR 128.3 FT	-0,042%

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 300	3099 X 300	90 X 150	Nil	AVBL	Nil
Nil	150 X 300	3099 X 300	90 X 150	Nil	AVBL	Nil

UARR AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	2799	2949	2799	2799	Nil
22	2799	2949	2799	2799	Nil
Turning Bay 1 - 04	2799	2949	2799	2799	Nil
Turning Bay 2 - 04	2399	2549	2399	Nil	Nil
Turning Bay 3 - 22	2399	2549	2399	Nil	Nil
Turning Bay 4 - 22	2799	2949	2799	2799	Nil

UARR 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
04	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2799m, spacing 60m, 0-2199m - white, next 600m yellow LIH	RED Nil	Nil	Nil
22	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2799m, spacing 60m, 0-2199m - white, next 600m yellow LIH	RED Nil	Nil	Nil

UARR AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	ABN: Nil IBN: Nil
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer: RWY04 - 250 m to ARP, RWY22 - 256 m to ARP
3	TWY edge and centre line lighting	TWY A EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 0 sec
5	Remarks	Nil

UARR AD 2.16 Helicopter Landing Area

1	Coordinates TLOF or THR of FATO Geoid undulation	510903N 0513235E
2	TLOF and/or FATO elevation	121.9 FT
3	TLOF and FATO area dimensions, surface, strength, marking	Square 30 x 30m conc PCN 46/R/B/W/T, no marking
4	True BRG of FATO	Direction of TKOF zones: 52.01°/232.04°
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Nil

UARR AD 2.17 ATS Airspace

1	Designation and lateral limits	URALSK CTR 513201N 0514749E then a clockwise arc radius 25 NM centered on 510855N 0513238E - 513152N 0511654E along border KAZAKHSTAN_RUSSIA - 513201N 0514749E
2	Vertical limits	3000 FT ALT / GND
3	Airspace classification	C
4	ATS unit call sign Language(s)	URALSK TOWER EN URALSK VYSHKA RU
5	Transition altitude	10000 FT
6	Hours of applicability	See NOTAM
7	Remarks	Nil

UARR AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	SATVOICE number(s)	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
TWR	URALSK TOWER (EN) URALSK VYSHKA (RU)	119,7 MHZ	Nil	Nil	See NOTAM	Nil
ATIS	URALSK ATIS (EN) URALSK ATIS (RU)	124,8 MHZ 134,9 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UARR 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 22 I/D/4	IUR	109,7 MHZ	H24	510824.8N 0513111.5E		Nil	Nil
GP 22 I/C/4		333,2 MHZ		510925.5N 0513325.6E			
DME 22	IUR	CH 34X		510925.5N 0513325.6E	100 FT		

Type of aid, MAG VAR, ILS Classification, Type of supported OP (for VOR/ILS/ MLS, give declination)	ID	Frequency, Channel number	Hours of operatio n	Position of transmitting antenna coordinates	Elevatio n of DME transmi tting antenna	Service volume radius from the GBAS reference point	Rema rks
1	2	3	4	5	6	7	8
ILS LOC 04 I/D/2	ISK	111,3 MHZ	H24	510949.1N 0513403.3E	200 FT	Nil	Nil
GP 04 I/C/2		332,3 MHZ		510842.6N 0513158.3E			
DME 04		CH 50X		510842.6N 0513158.3E			
DVOR/DME (11°E/2015)	URL	114,2 MHZ CH 89X	H24	510855.2N 0513237.6E	200 FT	Nil	Nil

UARR AD 2.20 Local Aerodrome Regulations

NIL

UARR AD 2.21 Noise Abatement Procedures

NIL

UARR AD 2.22 Flight procedures**1. Low visibility procedures.**

Runway 04/22 is approved for ICAO 1 category precision approaches. Low Visibility Procedures (LVP) are applied during aircraft departure when RVR is less than 550 m when the entire manoeuvring area or part of it is not visually monitored from the "Tower" control centre at the Uralsk airport. Low Visibility Procedures are cancelled when RVR is greater than 550 m.

Low Visibility Procedures are initiated by the Air traffic Manager, in case of his absence - by the "Tower" Air Traffic Controller. Tower ATC, informs the adjacent control units about the beginning and termination of low visibility procedures. "Tower" Air Traffic Controller reports: "LOW VISIBILITY PROCEDURES IN OPERATION" to:

- meteorological observations complex technician;
- radio technical department shift personnel;
- aerodrome service specialist;
- aerodrome power, lighting, and technical service shift personnel;
- flight operations aerodrome service controller.

The operation of Low Visibility Procedure shall be reported to the flight crew by the "Tower" Air Traffic Controller phrase: "BEK AIR 2010, Uralsk - Tower, LOW VISIBILITY PROCEDURES IN PROGRESS".

Tower ATC:

- restricts the movement of vehicles of the aerodrome services on the aprons and manoeuvring area for the duration of Low Visibility Procedures through an aerodrome service specialist and Production and dispatcher service specialist of the airport;
- monitors over the presence of obstacles on the runway and in the ILS critical area according to the reports of flight crew or reports of an aerodrome service specialist.

Taxiing to the stand (apron) after runway vacating shall be carried out after follow-me car only. Aircraft taxiing for take-off from stands to the holding position shall be carried out after the follow-me car.

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

Air traffic service in the control zone of the aerodrome is carried out by the controller of the "Tower" ATC unit. Flight altitudes are calculated by the aircraft crew in accordance with the Civil Aviation Flight Rules of the Republic of Kazakhstan. The functions of Air traffic service does not include ground collision avoidance. The aircraft crew shall ensure that the clearance issued by the ATS unit in this regard is safe. VFR flights at altitudes below 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 600 feet. The air traffic controller of the "Tower" ATC unit is determine and report which flight circle is in use.

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

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

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

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

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

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
1	ALPHA (NE outskirts of Rubezhinskoe)	N512620 E0520111	035° 25.0 nm URL DVOR/DME	Entry/exit
2	BRAVO (Southern outskirts of Dolinnoe)	N511558 E0521047	063° 25.0 nm URL DVOR/DME	Entry/exit
3	DELTA (M-32 highway)	N504712 E0515210	140° 25.0 nm URL DVOR/DME	Entry/exit
4	HOTEL (southern side of Kushum)	N504949 E0510707	210° 25.0 nm URL DVOR/DME	Entry/exit
5	DVOR/DME URL	N510855 E0513238		Holding
6	LIMA (southern outskirts of Zhayiq)	N511130 E0515212	067° 12.6 nm URL DVOR/DME	Holding
7	MIKE (southern outskirts of Krugloozernoe)	N510436 E0511700	236° 10.8 nm URL DVOR/DME	Holding
8	PAPA (Intersection of the M32 and E38 highways)	N510746 E0512933	288° 2.3 nm URL DVOR/DME	Holding

3. Taxiing procedures established at the aerodrome Uralsk via taxiway A and apron.

The following procedures are established for receiving aircraft:

- In the autumn-spring periods, the condition of the airfield pavements are regularly monitored,

- airfield pavements are cleared of snow to avoid soaking of the foundation soil,
- the current seams of the pavement are constantly sealed,
- the pavement are operated with constant monitoring of its condition, maintenance of pavement is carried out, taxiing via taxiway A is performed by aircraft at a reduced speed and with a greater attention of the crew;

Taxiway A and apron operations are carried out with the aircraft mass and movement intensity restriction, aircraft with overload mass are located at stand 5.

UARR 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
Section 2. point 52. Standards of Aerodromes	Limitations on the strength of coverage	Restrictions have been introduced for the operation of aircraft with overloads	An equivalent level of safety has been approved 12.03.2024 to 30.11.2025

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

Intensive flights of flocks of crows, rooks, gulls occur daily for 1-2 hours before and after sunrise, when the birds fly from their resting place across the runway and the approach area of runway 22 and runway 04 to the feeding areas near the rivers to the south of the airport. An hour or two hours before sunset the birds return to the place of rest.

The main migration directions in spring are from the southeast to the northwest, in autumn in the opposite direction.

As required, the aerodrome control unit informs pilots of such bird flights and approximate heights above ground level.

Measures to disperse of the bird aggregations include periodic scaring of birds by the acoustic system, flares and other means, removal of green spaces, grass mowing.

Bird trap (Viking) is installed. The control of the adjacent territories of the airport over the aggregation and nesting of birds is carried out.

UARR AD 2.24 Charts Related To An Aerodrome

Name	Page
Aerodrome Chart ICAO	UARR AD 2.24.1-1
Aerodrome Ground Movement and Parking Chart ICAO	UARR AD 2.24.3-1
Aerodrome Obstacle Chart – ICAO – Type A	UARR AD 2.24.4-1
Standard Departure Chart Instrument (SID) RWY 04 ICAO	UARR AD 2.24.7-1-1
Standard Departure Chart Instrument (SID) RWY 22 ICAO	UARR AD 2.24.7-2-1
Standard Arrival Chart Instrument (STAR) RWY 04 ICAO	UARR AD 2.24.9-1-1
Standard Arrival Chart Instrument (STAR) RWY 22 ICAO	UARR AD 2.24.9-2-1
ATC Surveillance Minimum altitude Chart ICAO	UARR AD 2.24.10-1
Instrument Approach Chart – ILS/DME RWY 22 ICAO	UARR AD 2.24.11-1-1
Instrument Approach Chart – ILS/DME RWY 04 ICAO	UARR AD 2.24.11-2-1
Instrument Approach Chart – VOR/DME RWY 22 ICAO	UARR AD 2.24.11-3-1
Instrument Approach Chart – VOR/DME RWY 04 ICAO	UARR AD 2.24.11-4-1
Instrument Approach Chart – LOC/DME RWY 22 ICAO	UARR AD 2.24.11-5-1
Visual Approach chart – ICAO	UARR AD 2.24.12-1
VFR Departure/Arrival Chart	UARR AD 2.24.14-1