

UACP AD 2

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

UACP AD 2.1 Aerodrome Location Indicator And Name

UACP - PETROPAVLOVSK

UACP AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	544632N 0691110E At the centre of RWY
2	Direction and distance from (city)	162°, 5.9 NM from Petropavlovsk
3	Elevation/Reference temperature	458 FT/23° C
4	Geoid undulation at AD ELEV PSN	-82 FT
5	MAG VAR/Annual Change	12° E (2013) / 0,02° increasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport 150010, Republic of Kazakhstan, Petropavlovsk, North-Kazakhstan region, Kyzylzhar region, Pribrezhnyi rural district, post office box 28 JSC "Petropavlovsk International Airport" Phone: +7 (7152) 462556 Fax: +7 (7152) 462556 Phone: +7 (7152) 463142 passengers service organization AFS: UACPAPXX AFS: UACPAPBF Email: petr_airport@mail.ru
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UACP AD 2.3 Operational Hours

1	AD Operator	See NOTAM Phone: +7 (7152) 462556 Phone: +7 (7152) 400173
2	Customs and immigration	ANY 02:30 - 11:00 UTC Phone: +7 (7152) 463329 Phone: +7 (7152) 469843 Phone: +7 (7152) 394835
3	Health and sanitation	ANY 02:30 - 11:00 UTC Phone: +7 (7152) 463142
4	AIS Briefing Office	ANY 03:00 - 12:00 UTC
5	ATS Reporting Office (ARO)	ANY 03:00 - 12:00 UTC Phone: +7 (7152) 461213
6	MET Briefing Office	HO Phone: +7 (7152) 464773
7	ATS	See NOTAM Phone: +7 (7152) 461213
8	Fuelling	ANY 03:00 - 12:00 UTC Phone: +7 (7152) 463142

9	Handling	ANY 03:00 - 12:00 UTC
10	Security	H24
11	De-icing	ANY 03:00 - 12:00 UTC Phone: +7 (7152) 399730
12	Remarks	Nil

UACP AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Modern handling up to 3 tonnes weight
2	Fuel/oil types	TS-1
3	Fuelling facilities/capacity	2 tankers TZ-MAZ 7500 liters, 350 liters/min TZ-KAMAZ 30000 liters, 1200 liters/min
4	De-icing facilities	De-icing machine LMD-2000
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Air start unit: TUG TMD 270-CIII – 1 unit, Power Supply: ElectroAir - 1 unit: 1x 28.5DCV, 2x115 ACV 400Hz, 1 unit: 2x115 ACV 400Hz, Autoprades: Isuzu NPR66 - 2 units, height up to 5m.

UACP AD 2.5 Passenger Facilities

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

UACP AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A5
2	Rescue equipment	2 fire trucks, volume = 19200 litres (water), 1300 litres (blowing agent). Device for coating runway foam. Towing ambulance.
3	Capability for removal of disabled aircraft	Aircraft up to 30 tons, that have lost it capability to move, can be removed without destroying the landing gear. Phone: +7 (7152) 462556 Phone: +7 (7152) 340454 Email: petr_airport@mail.ru
4	Remarks	The possibility of increasing the required level of fire protection up to 7 categories on request.

UACP AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	2 plow brush machines, 1 rotor
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	(Seasonal availability: All seasons, caution advised in winter during snow conditions) The anti-icing reagent GREEN WAY "A" is used for ice removal on RWY, TWY, apron

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

1	Apron surface and strength	STANDS		SURFACE	STRENGTH
		1		CONC+ASPH	PCN 63/F/D/X/T
		3, 4		CONC+ASPH	PCN 50/R/C/X/T
		2, 5, 6, 7, 8		CONC+ASPH	PCN 57/F/D/X/T
2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		A	23	CONC+ASPH	PCN 50/R/C/X/T
3	Altimeter checkpoint location and elevation	Apron 140m (459ft) THR 23 139.461m (458ft) THR 05 135.276m (444ft)			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Stands 5-8 can be used for helicopter take-off/landing			

UACP 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	"Apron" sign on yellow background in black letters
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	1 Leading VANs «Follow me» AVBL 1 NIVA CHEVROLET VAZ-2123

UACP AD 2.10 Aerodrome Obstacles

NIL

UACP AD 2.11 Meteorological Information Provided

1	Associated MET Office	Meteorological service Petropavlovsk Phone: +7 (7152) 464773
2	Hours of service MET Office outside hour	HO

3	Office responsible for TAF preparation: Periods of validity	Meteorological service Petropavlovsk, 9HR (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 (DWR-C)
9	ATS units provided with information	Briefing, TWR
10	Additional information	Nil

UACP 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	65,52°	2801 X 45	63/F/D/XT CONC+ASPH	544612.89N 0690958.74E - -82 FT	THR 443.9 FT	0,45%
23	245,55°	2801 X 45	63/F/D/X/T CONC+ASPH	544650.42N 0691221.41E - -82 FT	THR 457.7 FT	0,086%

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	400 X 150	3101 X 300	150 x 250	Nil	AVBL	The RWY turn pad length is 116 m, the total width of the RWY turn pad is 75 m. Refer to AIP section 2.24.1

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	400 X 150	3101 X 300	150 x 250	Nil	AVBL	The RWY turn pad length is 116 m, the total width of the RWY turn pad is 75 m. Refer to AIP section 2.24.1

UACP AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	2801	3201	2801	2801	Nil
23	2801	3201	2801	2801	Nil

UACP 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
05	(SALS) 420 M LIL	GRN Nil	PAPI LEFT/3°	Nil	Nil	2802m, spacing 60m, 0-2202m white, last 600m yellow LIH	RED Nil	Nil	Nil
23	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2802m, spacing 60m, 0-2202m white, last 600m yellow LIH	RED Nil	Nil	Nil

UACP AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	ABN: Nil IBN: Nil
2	LDI location and LGT Anemometer location and LGT	LDI: Nil
3	TWY edge and centre line lighting	TWY A EDGE: BLU

4	Secondary power supply/switch-over time	AVBL, 0 sec
5	Remarks	Nil

UACP AD 2.16 Helicopter Landing Area

NIL

UACP AD 2.17 ATS Airspace

1	Designation and lateral limits	PETROPAVLOVSK CTR A circle radius 25 NM centered on 544703N 0691309E
2	Vertical limits	4000 FT ALT / GND
3	Airspace classification	C
4	ATS unit call sign Language(s)	PETROPAVLOVSK TOWER EN PETROPAVLOVSK VYSHKA RU
5	Transition altitude	10000 FT
6	Hours of applicability	See NOTAM
7	Remarks	Nil

UACP 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	PETROPAVLOVSK TOWER (EN) PETROPAVLOVSK VYSHKA (RU)	123,7 MHZ	Nil	Nil	See NOTAM	Nil
ATIS	PETROPAVLOVSK ATIS (EN) PETROPAVLOVSK ATIS (RU)	127,4 MHZ 118,3 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UACP 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 23 I/D/2	IPT	108.3 MHZ	H24	544600.3N 0690911.0E		Nil	Nil
GP 23 I/C/2		334.1 MHZ		544641.4N 0691208.5E			
DME 23	IPT	CH 20X		544641.4N 0691208.5E	500 FT		
DVOR/DME (12°E/2017)	PSK	112,5 MHZ CH 72X	H24	544702.9N 0691308.7E	500 FT	Nil	Nil

UACP AD 2.20 Local Aerodrome Regulations

1. Procedure for the movement (towing, taxiing) of aircraft on the airfield.

For arriving aircraft

The RWY clearance report is made to the TWY only after the ILS critical area, indicated by light indicators, has been cleared.

Taxiing and towing

Aircraft movement on the airfield is carried out using their own engines and towing by tractors. Taxiing and towing are performed according to the established markings.

Aircraft parking at the parking lot is carried out on the instructions of the meeting person. At the Apron Parking Place it is allowed to start and test the engines in "low throttle" modes upon request of the Tower Dispatch Center, taking into account safety measures. Testing (racing) of aircraft engines on modes exceeding "low throttle" is performed at the preliminary start on Taxiway A.

For departing aircraft.

Aircraft take off on the thrust of their own engines. At pre-launch, aircraft must stop in front of the ILS critical zone light.

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

When daytime visibility deteriorates to 2000m or less:

- the airfield lighting and signalling equipment is switched on;
- before each aircraft takeoff or landing, the aerodrome service performs an additional visual inspection of the airfield and its elements; the results of the inspection are transmitted to the dispatcher of Dispatch Center "Tower", and a record is made in a special logbook;
- If visibility is less than 400m, the aircraft shall be taxied behind the escort vehicle.
- It is prohibited to tow an aircraft with the engine running on a snow-covered, ice-covered (slippery) apron.

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

Rolling into the parking place is performed by signals of the person in charge of the aircraft operational and technical maintenance area..

Allocation of parking places for arriving aircraft shall be made by the PDSA dispatcher with subsequent informing of the dispatcher of Dispatch Center "Tower", and the Engineering and Maintenance Department no later than 20 minutes prior to landing. The engineering and technical staff shall be responsible for the safe movement of the aircraft to the parking place. The aircraft shall be parked exactly according to the markings.

Note: In the absence of towing transport, taxiing to the parking lot should be performed on the apron pavement of the taxiing axis of the aircraft should be drawn with dotted lines of yellow color, taking into account the distance for the aircraft index specified in p.44 Order of the Minister of Investment and Development of the Republic of Kazakhstan dated March 31, 2015 № 381 "On approval of the norms of airfields (helicopters) of civil aviation airworthiness for operation" the distance between the centerline of the taxiing route on the apron and fixed obstacles shall be not less than 28.5 m for aircraft of index 4.

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

Departure from the parking place is performed with the permission of the Tower Dispatch Center on the signals of the responsible person of the aircraft operational and technical maintenance section.

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

Places where aircraft are treated with anti-icing fluids - Parking area.

Locations for launching marshaling engines - at existing parking lots.

Deviation sites - not available.

6. Procedure for movement of aircraft and vehicles in critical and sensitive areas of course-glide beacons when the airfield is operating under ICAO category 1, 2 and 3 minimums ICAO.

For departing aircraft.

Aircraft on pre-launch must stop in front of the ILS critical zone light. Taxiing to the executive launch as instructed by the Tower Control Center. Vehicles are prohibited to cross and stay in the critical and sensitive areas of the curs glissade beacons without the agreement and permission of the Tower Control Room.

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

Aircraft taxiing at Petropavlovsk airfield of class "B" ("4D"), designed for international flights, are operated aircraft type B767-200/300 II-76 TD (index 6), B757- 200/300, B737-200/300/400/500/600/700/800, A320-200, Tu-154 (index 5) and other aircraft of lower class and index;

operation of B747-8F, A340-600 type aircraft with full weight with intensity limitation up to 10 flights per day.

8. Taxiing in winter conditions (apron), in case some taxiways are not equipped with centerline lights and they may not be visible due to snow.

The decision on the necessity of leading is made by the shift supervisor of the Airport Dispatch Center (Flight Director) or at the request of the crew.

Leading of aircraft is performed by the airport's aerodrome service using a vehicle specially equipped for this purpose. Leading of aircraft is carried out in difficult weather conditions, in visibility less than 400 m., or in cases of lack of visibility of marking lines for aircraft and special vehicles (due to snow cover or other reasons), in the case of aircraft escorting "A", "OK", as well as at the request of the crew. In this case, the aerodrome service engineer performs the functions of an aircraft escort duty officer.

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

Initial actions to ensure the safety of the damaged aircraft, its special equipment and ship documentation, other actions stipulated by the regulatory documents on classification and investigation of aviation accidents, until the arrival of the investigation commission, shall be assigned to the aircraft crew and the officials of the Limited Liability Partnership airport on whose territory the aircraft was damaged.

An official of the airport Limited Liability Partnership shall notify the owner of the aircraft about the nature of the damage, the possibility and terms of evacuation of the aircraft, and proposals on the procedure for its recovery.

Evacuation of aircraft from the site of an Aviation Accident shall be carried out with the permission of the commission investigating the accident. The Director of the Limited Liability Partnership "Kyzyl-Zhar International Airport" shall be responsible for evacuation.

Director of the Limited Liability Partnership "Kyzyl-Zhar International Airport" Ltd. who has received permission to evacuate the damaged aircraft, shall:

- Staff the airport's emergency evacuation team with UNSO employees;
- prepare the calculation for evacuation operations, taking into account the aircraft location, access roads to it, and the planned means of lifting and transportation;

provide the calculation with:

- special devices and tools;
- means of lifting, transportation, communication, lighting, ground service, rigging, fire-fighting;
- materials necessary for packing and transportation of equipment and parts of the aircraft;
- containers for collection of discharged oil products.

Preparations for aircraft evacuation at the accident site include:

- arrangement of sites for lifting the aircraft and storing the equipment, engines and airframe parts to be removed;
- preparation of access roads to the aircraft and its removal to a road suitable for transportation;
- coordination of the route, transportation, safety measures, escort organization with representatives of the State Automobile Inspection;
- carrying out work to protect people from exposure to toxic liquids and radiation from radioactive devices;
- dismantling of electric batteries from the aircraft;
- dismantling of equipment and parts of the airframe, the filming of which is expedient prior to lifting and installation of the aircraft on supports or on a vehicle;
- lifting and mounting the aircraft on supports that allow for its planned disassembly into parts;
- draining of fuel and lubricants, special liquids from tanks (containers) and systems of the airframe, engines, venting of gases from pressurized vessels;
- dismantling of equipment requiring special storage or safety conditions;
- work on the aircraft related to its preparation for evacuation should be performed in accordance with the requirements of the operational documentation. When preparing the aircraft for evacuation, during transportation and unloading, take measures to protect labor and prevent additional damage to the aircraft, dismantled parts and products.

Evacuation of damaged aircraft from the airfield:

- Damaged (rolled out) aircraft shall be evacuated from the airfield with the permission of the Chairman of the Aircraft Accident Investigation Commission or on the instruction of "Kyzyl-Zhar International Airport" Limited Liability Partnership;
- Evacuation of the aircraft shall be started after passengers and crew leave the aircraft, unload baggage, mail and cargo, drain fuel and special liquids from tanks and systems, remove electric batteries.
- Evacuation works shall be carried out in compliance with all safety precautions preventing further damage to the aircraft and in the presence of a fire brigade of the fire and rescue service. The order of performance is defined in the evacuation instruction.

- In cases when an aircraft damaged on the airfield and not subject to repair interferes with takeoff, landing and taxiing of other aircraft, upon the decision of the Director of “Kyzyl-Zhar International Airport” Limited Liability Partnership, remove the aircraft from the Takeoff and Landing Runway, safety runway and taxiway by drag with the help of specially adapted ropes and tractors, while taking measures to prevent fire, damage to equipment not destroyed in the accident, to ensure the safety of people.
- Responsibility for the organization of aircraft evacuation from the airfield on the territory of the airport is assigned to the Director of “Kyzyl-Zhar International Airport” Limited Liability Partnership.
- Direct supervision of evacuation works shall be assigned to the Head of Aviation Engineering Service, and in his absence - to the Lead Engineer of Aviation Engineering Service of “Kyzyl-Zhar International Airport” Limited Liability Partnership.
- Evacuation shall be carried out by a non-staff calculation of the Aviation Engineering Service. If necessary, involve specialists of other services and departments of “Kyzyl-Zhar International Airport” Limited Liability Partnership, as well as representatives of the aircraft owner airline and interacting organizations

UACP AD 2.21 Noise Abatement Procedures

NIL

UACP 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 a tailwind is permitted when tailwind speed is not greater than the value set by Flight Operational manual of each aircraft type. Pilot-in-command shall make final decision of tailwind landing/takeoff.

Departure of aircraft with runway back bearing is available in case of observance of following terms:

- availability of continuous radar control;
- separation intervals will be established between departing and arriving aircraft.

Takeoff shall be performed from the starting point of RWY where runway physical characteristics comply required actual aircraft takeoff weight and takeoff conditions.

Helicopter take-off and landing shall be carried out from RWY (intersection of TWY and RWY), from TWY 1, and to/from landing pad for Category A and helicopters, parking stands 5, 6, 7, 8. Pilot-in-command is responsible for taking-off and landing from/to parking stands 5, 6, 7, 8, landing pad for Category A and helicopters, 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, apron and stand guideline.

Taxiing of aircraft shall be carried out by the 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.

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

U-turns on RWY 05/23 are allowed for aircraft type B737-200 and heavier in thresholds and turning bays only.

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 TWY A 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 by Tower ATC phrase: "LOW VISIBILITY PROCEDURES IN OPERATION".

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

3. 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 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.

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	ALPHA (northern side of Sokolovka, visual reference – A-12 highway)	N551147 E0691909	355° 25.0 nm PSK DVOR/DME	Entry/exit

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
2	BRAVO (northern outskirts of Bugrovoe)	N550401 E0694457	035° 25.0 nm PSK DVOR/DME	Entry/exit
3	CHARLIE (northern outskirts of Poludino)	N545257 E0695510	064° 25.0 nm PSK DVOR/DME	Entry/exit
4	DELTA (Eastern side of Borki)	N543553 E0695142	104° 25.0 nm PSK DVOR/DME	Entry/exit
5	ECHO (western side of Dobrovolskoe)	N542424 E0693115	143° 25.0 nm PSK DVOR/DME	Entry/exit
6	GOLF (northern side of Aralagash, visual reference – A-1 highway)	N542209 E0691010	172° 25.0 nm PSK DVOR/DME	Entry/exit
7	HOTEL (northern outskirts of Rassvet, visual reference – A-16 highway)	N542943 E0684211	214° 25.0 nm PSK DVOR/DME	Entry/exit
8	VICTOR (western outskirts of Ledenevo)	N544144 E0683100	246° 25.0 nm PSK DVOR/DME	Entry/exit
9	OSCAR (western side of Krasnyi Oktiabr)	N544828 E0683001	261° 25.0 nm PSK DVOR/DME	Entry/exit
10	TANGO (northern outskirts of Mamliutka)	N545711 E0683335	282° 25.0 nm PSK DVOR/DME	Entry/exit
11	LIMA (NE outskirts of Ploskoe)	N544711 E0692914	077° 9.3 nm PSK DVOR/DME	Holding, circle and absolute altitude by "Tower" ATC instructions
12	KILO (SE outskirts of Chapaevo)	N543741 E0691013	178° 9.5 nm PSK DVOR/DME	Holding, circle and absolute altitude by "Tower" ATC instructions
13	PAPA (southern outskirts of Arhangelskoe)	N544550 E0685557	251° 10.0 nm PSK DVOR/DME	Holding, circle and absolute altitude by "Tower" ATC instructions

UACP 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

UACP AD 2.24 Charts Related To An Aerodrome

Name	Page
Aerodrome Chart ICAO	UACP AD 2.24.1-1

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

UACP AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

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