

UAIK AD 2

Note: The following sections in this chapter are intentionally left blank: AD-2.10, AD-2.16, AD-2.19

UAIK AD 2.1 Aerodrome Location Indicator And Name

UAIK - BOZHBAN

UAIK AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	424537N 0672929E At the centre of RWY
2	Direction and distance from (city)	55 km NW of Kok-Saray, Turkestan Region
3	Elevation/Reference temperature	637 FT/34° C
4	Geoid undulation at AD ELEV PSN	-141 FT
5	MAG VAR/Annual Change	7° (2024)/0.05°
6	AD Administration, address, telephone, telefax, telex, e-mail address, AFS, website address	POST Authority of Airport 160003 Shymkent, JSC "Shymkent Airport" Republic of Kazakhstan " PHONE +7 (7252) 455033 (ext 10-15) PHONE +7 (7252) 455033 (ext 11-15) EMAIL reception@airserver.kz AFS UAIAPDU
7	Types of traffic permitted (IFR/VFR)	IFR-VFR/SVFR
8	Remarks	Nil

UAIK AD 2.3 Operational Hours

1	AD Administration	HO
2	Customs and immigration	As AD
3	Health and sanitation	As AD Phone: +7 (7252) 455033 (ext 10-32)
4	AIS Briefing Office	As AD
5	ATS Reporting Office (ARO)	As AD Phone: +7 (7252) 945141 Email: shadp@ans.kz
6	MET Briefing Office	As AD Phone: +7 (7252) 945168
7	ATS	See NOTAM
8	Fuelling	As AD
9	Handling	As AD Phone: +7 (7252) 945097 Email: pdsp@airserver.kz
10	Security	As AD Phone: +7 (7252) 945101 Email: sab@airserver.kz
11	De-icing	As AD

12	Remarks	Aerodrome operational period: from 01 September to 25 November. The aerodrome is closed during the remaining period..
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UAIK AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	As AD
2	Fuel/oil types	As AD
3	Fuelling facilities/capacity	As AD
4	De-icing facilities	As AD
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

UAIK AD 2.5 Passenger Facilities

1	Hotels	Nil
2	Restaurants	Nil
3	Transportation	Nil
4	Medical facilities	As AD
5	Bank and Post Office	Nil
6	Tourist Office	Nil
7	Remarks	Nil

UAIK AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A8
2	Rescue equipment	4 fire vehicles, total extinguishing capacity: 33,150 L, including 3,450 kg of foam concentrate
3	Capability for removal of disabled aircraft	HO
4	Remarks	The quantity and delivery means of extinguishing agents correspond to CAT 8. Upgrade of RFFS CAT from 8 to 9 is possible upon prior request.

UAIK AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	2 combined watering machine
2	Clearance priorities	1. RWY 02R/20L 2. TWY 3. Stands
3	Remarks	HO

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

1	Apron surface and strength	STANDS		SURFACE	STRENGTH
		1, 2, 3		CONC+ASPH	PCN 63/F/B/W/T
2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		A	23	CONC+ASPH	PCN 63/F/B/W/T
		B	23	CONC+ASPH	PCN 63/F/B/W/T
3	Altimeter checkpoint location and elevation	Nil			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Stands 1, 2 – for aircraft code letter “C” Stand 3 – for aircraft code letter “E”			

UAIK AD 2.9 Surface Movement Guidance And Control System And Markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Guidance sign board at entrance of RWY, guidance sign designating taxiways and apron
2	RWY and TWY markings and LGT	Markings of thresholds, touchdown zones, centre line, fixed distance markers, RWY edges, RWY designations, taxi holding positions, taxiway centre lines
3	Stop bars	Nil
4	Other runway protection measures	Nil
5	Remarks	Nil

UAIK AD 2.10 Aerodrome Obstacles

NIL

UAIK AD 2.11 Meteorological Information Provided

1	Associated MET Office	Meteorological service Bozhban
2	Hours of service MET Office outside hour	HO
3	Office responsible for TAF preparation: Periods of validity	Meteorological service Shymkent, 24HR (0000, 0600, 1200, 1800)
4	Trend forecast Interval of issuance	Nil
5	Briefing/consultation provided	Nil
6	Flight documentation/languages used	TAF, METAR, SPECI, SIGMET, GAMET, AIRMET English
7	Charts and other information AVBL for briefing or consultation	Nil
8	Supplementary equipment AVBL for providing information	Nil
9	ATS units provided with information	See NOTAM
10	Additional information	Nil

UAIK AD 2.12 Runway Physical Characteristics

Designations 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
02L		2300 x 30	50 R/B/X/T CONC	424402,12N 0672804,67E	632,9 FT	0,0165%
20R		2300 x 30		424508.01N 0672852.01E	632,9 FT	
02R	027.91°	3675 X 45	63/F/B/W/T CONC+ASPH	424444.46N 0672851.26E - 141.0 FT	636 FT	0.02%
20L	207.91°	3675 X 45		424629.72N 0673006.94E - 141.0 FT	634 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	Nil	2450 x 60	Nil	Nil	Nil	RWY not in use
Nil	Nil	2450 x 60	Nil	Nil	Nil	RWY not in use
Nil	300 x 150	3975 X 300	90 x 150	Nil	AVBL	Nil
Nil	300 x 150	3975 X 300	90 x 150	Nil	AVBL	Nil

UAIK AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
02R	3675	3975	3675	3675	Nil
20L	3675	3975	3675	3675	Nil
TWY A - 02	2870	3170	2870	Nil	Nil

UAIK 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
02R	420 M LIH	GRN Nil	PAPI LEFT/ 3°	Nil	Nil	3675m, spacing 60m, 0-3075m white, last 600m yellow LIH	RED Nil	Nil	Nil
20L	420 M LIH	GRN Nil	PAPI LEFT/ 3°	Nil	Nil	3675m, spacing 60m, 0-3075m white, last 600m Yellow LIH	RED Nil	Nil	Nil

UAIK 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	Nil
3	TWY edge and centre line lighting	BLUE/Nil
4	Secondary power supply/switch-over time	AVBL, 60 SEC
5	Remarks	Diesel generators provide both main and standby power supply. Capacity: 2 × 110 kVA each.

UAIK AD 2.16 Helicopter Landing Area

NIL

UAIK AD 2.17 ATS Airspace

1	Designation and lateral limits	BOZHBAN CTR 424719N 0674939E then a clockwise arc radius 15 NM centered on 424537N 0672929E - 425954N 0673533E - 424719N 0674939E
2	Vertical limits	4000FT AMSL/GND
3	Airspace classification	C
4	ATS unit call sign Language(s)	See NOTAM
5	Transition altitude	10000 FT
6	Hours of applicability	See NOTAM
7	Remarks	Activation of BOZHBAN CTR is subject to NOTAM. Outside active hours, the airspace is classified as Class G

UAIK 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
See NOTAM	See NOTAM	See NOTAM	Nil	Nil	See NOTAM	Nil

UAIK AD 2.19 Radio Navigation And Landing Aids

NIL

UAIK AD 2.20 Local Traffic Regulations

1 Procedures for aircraft movement (towing, taxiing) on the aerodrome

Aircraft movement on the aerodrome is carried out under own engine power and by towing with tractors. Taxiing and towing shall be performed along the designated markings.

2 Movement on the manoeuvring area (RWY, TWY)

Aircraft movement on the manoeuvring area is carried out along the RWY and/or TWY centerlines

Helicopter landings on RWY 02R/20L are permitted

3 Movement on the apron

Aircraft movement on the apron shall be carried out along the yellow centerline

4 Taxiing/towing precautions with regard to visibility and surface conditions (RWY, TWY, apron, stands)

Taxiing speed is determined by the aircraft commander depending on the condition of taxiways, presence of obstacles, and visibility conditions. In all cases, the taxiing speed must not exceed the limits specified in the Aircraft Flight Manual (AFM). The aircraft commander is responsible for compliance with taxiing procedures

5 Taxiing into stands (own power / towing)

Taxiing along centerlines; entry into stands shall be carried out under the guidance of ground personnel of the Aviation Engineering Service.

6 Taxiing out from stands (own power / towing)

Taxiing of aircraft from stands shall be carried out along the centerlines, following the standard taxi routes

7 Aircraft de-icing, engine start-up and deviation areas

De-icing procedure shall be carried out on the stands. Main engine start-up is permitted at aircraft stands. There is no deviation areas

8 Restrictions on large aircraft operations, including engine power use

Traffic intensity limitation for Boeing 787 Dreamliner with maximum take-off weight: no more than 5 aircraft movements per day. No restrictions on the use of own engine power for taxiing.

9 Taxiing under winter conditions without visible markings

In case of non-visible centerline markings in winter conditions, taxiing shall be performed following "Follow-me" vehicle.

10 Removal of disabled aircraft

Removal of disabled aircraft shall be carried out by the aerodrome operator (JSC "Shymkent Airport") in coordination with the aircraft operator (holder of the registration certificate). Removal operations shall be conducted by aerodrome services in coordination with Production and Dispatch Service.

UAIK AD 2.21 Noise Abatement Procedures

Flight crews shall apply aircraft operating modes in accordance with the Aircraft Flight Manual (AFM).

UAIK AD 2.22 Flight Procedures

1 General Provisions

VFR and special VFR (SVFR) flights are conducted within the Bozhban aerodrome vicinity in accordance with the Aircraft Flight Manual (AFM) and the aircraft operator's Flight Operations Manual (FOM). All VFR and SVFR operations shall be carried out at designated altitudes, in compliance with vertical separation rules and based on the principle of one aircraft per level

2 VFR and SVFR flight procedures within CTR

During VFR or special VFR (SVFR) operations, air traffic control units shall ensure:

- sequencing of departing aircraft;
- provision of flight information service to flight crews, including traffic information, current meteorological and bird activity reports, and other information necessary for the conduct of the flight;
- coordination with aeronautical search and rescue services for the organization of search and rescue operations.

Minimum meteorological conditions for daytime VFR flights:

- Cloud base not lower than 150 m for aircraft with an indicated airspeed of 260 km/h (140 KTAS) or less;
- visibility not less than 2000 m for aircraft with an indicated airspeed of 260 km/h (140 KTAS) or less;
- Cloud base not lower than 300 m for aircraft with an indicated airspeed of 261–463 km/h (141–250 KTAS);
- visibility not less than 5000 m for aircraft with an indicated airspeed of 261–463 km/h (141–250 KTAS).

Minimum meteorological conditions for daytime SVFR flights on the aerodrome traffic circuit:

- cloud base not lower than 150 m;
- not less than 1000 m – for helicopters;
- not less than 1500 m – for aircraft.

Minimum meteorological conditions for nighttime SVFR flights on the aerodrome traffic circuit:

- Cloud base not lower than 300 m;
- Visibility not less than 4000 m.

When flying below the transition level FL120, the barometric altimeter pressure setting shall be changed from the aerodrome QNH to the area QNH upon exiting the control zone.

When flying below the transition level FL120, the barometric altimeter pressure setting shall be changed from the area QNH to the aerodrome QNH upon entering the control zone.

In order to manage sequencing for aircraft arriving for landing, or in the event of temporary restrictions at the aerodrome, ATC may instruct aircraft to perform holding over a designated geographical point, depending on the traffic situation.

If signs of hazardous weather phenomena are detected during flight, or upon receiving such information from ATC, the pilot-in-command (PIC) shall take all necessary measures to avoid the dangerous area and shall immediately inform the appropriate ATC unit of the reason for any route or altitude deviation.

In case of a complex bird strike risk situation, caused by the presence of birds (or bird flocks) in the vicinity of Bozhban aerodrome or en-route — visually observed by the flight crew and posing a real threat of bird strike — the flight crew is authorized to take all necessary measures (route or altitude deviation) coordinated with ATC to ensure flight safety. In such cases, the following actions shall be taken :

- increase vigilance, switch on landing lights, activate windshield heating to improve strength, increase engine parameter monitoring, initiate go-around if necessary.

3 Radar operations within CTR

Nil

4 Radio communication failure

In the event of a radio communication failure, the flight crew shall:

- activate the distress signal or, if the aircraft is equipped with a Mode A/C or Mode S transponder, set transponder code 7600;

- take all necessary actions to restore communication, including attempts on the emergency frequency 121.500 MHz, communication via other aircraft or available ATS units;
- carry out the approach and landing in accordance with the established procedures for radio communication failure;
- if meteorological conditions at the aerodrome are below minima, proceed to the alternate aerodrome.

In all cases, the crew may also use the following telephone numbers:
Shymkent ACC Supervisor: +7-7252-945-153
Shymkent FIC: +7-7252-945-118.

5 Emergency landing procedure

In case of an emergency situation during the take-off phase, the necessary maneuver to ensure flight safety shall be determined by the aircraft commander (pilot-in-command).

UAIK AD 2.23 Additional Information

1 Ornithological situation

If, during flight, signs of approaching hazardous meteorological phenomena are detected, or such information is received from ATC, the pilot-in-command (PIC) shall take all necessary actions to avoid the hazardous area and shall immediately notify the appropriate ATC unit of the reasons for any deviation from the assigned route or altitude.

In case of a complex bird hazard situation caused by the appearance of birds (or flocks of birds) in the vicinity of Bozhban aerodrome or along the flight route, as visually observed by the flight crew and presenting a real risk of bird strike, the flight crew is authorized to take all necessary measures (such as route or altitude changes) in coordination with ATC in order to ensure flight safety. In such cases, the following actions are recommended:

- increase vigilance, switch on landing lights, activate windshield heating (to improve windshield resistance), closely monitor engine parameters, initiate go-around if necessary.

UAIK AD 2.24 Charts Related To An Aerodrome

Name	Page
Aerodrome Chart - ICAO	UAIK AD 2.24.1-1
Aerodrome Ground Movement and Parking Chart - ICAO	UAIK AD 2.24.3-1
Area Chart - ICAO	UAIK AD 2.24.6-1
Standard Departure Chart Instrument (SID) RWY 02R ICAO	UAIK AD 2.24.7-1-1
Standard Departure Chart Instrument (SID) RWY 20L ICAO	UAIK AD 2.24.7-2-1
Standard Arrival Chart Instrument (STAR) RWY 02R ICAO	UAIK AD 2.24.9-1-1
Standard Arrival Chart Instrument (STAR) RWY 20L ICAO	UAIK AD 2.24.9-2-1
Instrument Approach Chart - RNP RWY 02R ICAO	UAIK AD 2.24.11-1-1
Instrument Approach Chart - RNP RWY 20L ICAO	UAIK AD 2.24.11-2-1
Visual Approach chart - ICAO	UAIK AD 2.24.12-1

UAIK AD 2.25 Visual segment surface (VSS) penetrations

No penetrations