

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: <ul style="list-style-type: none"> • 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 Phone: +7 (7242) 262365 (ext. 536) 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	KAMAZ - 3 plunger brush cars, 1 tractor equipped with a brush and blade
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	(Seasonal availability: All seasons, caution advised in winter during snow conditions) Type of anti-icing reagent: "Green Way SFU" brand A (granular)

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

1	Apron surface and strength	STANDS		SURFACE	STRENGTH
		1-3		CONC+ASPH	PCN 67/F/C/X/T
		4, 5, 6, 8		CONC+ASPH	PCN 60/F/C/W/T
		7, 9, 10		CONC+ASPH	PCN 59/F/C/W/T
		AN-2, MI-8		CONC+ASPH	PCN 5/F/C/Y/T
2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		A	24	CONC+ASPH	PCN 67/F/C/X/T
		B	24	CONC+ASPH	PCN 53/F/C/W/T
3	Altimeter checkpoint location and elevation	Nil			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Nil			

UAOO 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 and apron
2	RWY and TWY markings and LGT	Markings of threshold, touchdown zones, aiming point, undershoot area, turning line, turning line edge, centre line, RWY edges, RWY designation. Edge lights of RWY, TWY A and TWY B
3	Stop bars	Nil
4	Other runway protection measures	Nil
5	Remarks	RWY 05/23 ACFT with max TKOF mass more than 30000kg shall carry out turnings at RWY turn pad only

UAOO AD 2.10 Aerodrome Obstacles

NIL

UAOO AD 2.11 Meteorological Information Provided

1	Associated MET Office	Meteorological service Kyzylorda Phone: +7 (7242) 261798
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation: Periods of validity	Meteorological service Kyzylorda, 2 9 HR (0009, 0312, 0615, 0918, 1221, 1524, 1803, 2106)
4	Trend forecast Interval of issuance	TREND 30 min
5	Briefing/consultation provided	Personal consultation (Russian)
6	Flight documentation/languages used	TAF, METAR, SPECI, SIGMET, GAMET, AIRMET English
7	Charts and other information AVBL for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, prognostic charts of wind and temperature at flight levels (FL), max wind, T, prognostic charts P85, P70, P50, P40, P30, P25, P20, SWH, SWM of WAFC, SWM+SWH, SWL of Kazakhstan;
8	Supplementary equipment AVBL for providing information	Doppler weather radar (DWR-C)
9	ATS units provided with information	Briefing, TWR
10	Additional information	Nil

UAOO 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	61,32°	2700 X 45	53/F/C/W/T CONC+ASPH	444201.89N 0653432.79E - -123 FT	THR 424.5 FT	0.2%
23	241,34°	2700 X 45	53/F/C/W/T CONC+ASPH	444243.85N 0653620.40E - -123.4 FT	THR 433.1 FT	-0.2%

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	3000 X 300	100 X 150	Nil	AVBL	Turn Pad LEN 130 m, the total width of the turn pad and runway 90 m.

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	3000 X 300	100 X 150	Nil	Nil	Turn Pad LEN 130 m, the total width of the turn pad and runway 90 m.

UAOO AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	2700	2950	2700	2700	Nil
23	2700	2950	2700	2700	Nil

UAOO 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	CAT I (HIALS) 900 M LIH	GRN Nil	PAPI LEFT/3° 16,2 M	Nil	Nil	2700m, 0-2100m white, spacing 60m, last 600m yellow LIH	RED Nil	Nil	Nil
23	(HIALS) 900 M LIH	GRN Nil	PAPI LEFT/3° 16,3 M	Nil	Nil	2700m, 0-2100m white, spacing 60m, last 600m yellow LIH	RED Nil	Nil	Nil

UAOO 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: 350m from RWY05 to ARP, 350m from RWY23 to ARP
3	TWY edge and centre line lighting	TWY A EDGE: BLU TWY B EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 1 sec
5	Remarks	Nil

UAOO AD 2.16 Helicopter Landing Area

NIL

UAOO AD 2.17 ATS Airspace

1	Designation and lateral limits	KYZYLORDA CTR 445812N 0655209E - 444136N 0660448E - 442430N 0652105E - 444102N 0650816E - 445812N 0655209E
2	Vertical limits	2200 FT ALT / GND
3	Airspace classification	C
4	ATS unit call sign Language(s)	KYZYLORDA TOWER EN KYZYLORDA VYSHKA RU
5	Transition altitude	10000 FT
6	Hours of applicability	See NOTAM
7	Remarks	Nil

UAOO 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	KYZYLORDA TOWER (EN) KYZYLORDA VYSHKA (RU)	120,9 MHZ	Nil	Nil	See NOTAM	Nil
Production and dispatcher service	KYZYLORDA TRANZIT (EN) KYZYLORDA TRANZIT (RU)	131.175 MHZ	Nil	Nil	As AD	Nil
ATIS	KYZYLORDA ATIS (EN) KYZYLORDA ATIS (RU)	134,9 MHZ 122.9 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UAOO 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 operati on	Position of transmitting antenna coordinates	Elevation of DME transmitti ng antenna	Service volume radius from the GBAS reference point	Remark s
1	2	3	4	5	6	7	8
ILS LOC 05 I/D/2	IKZ	111,1 MHZ	H24	444258.5N 0653658.0E		Nil	Nil
GP 05 I/C/2		331,7 MHZ		444202.0N 0653447.4E			
DME 05	IKZ	CH 48X		444202.0N 0653447.4E	400 FT		
DVOR/DME (7°E/2022)	KZO	112.7 MHZ CH 74X	H24	444144.9N 0653349.3E	500 FT	Nil	Nil

UAOO AD 2.20 Local Aerodrome Regulations

Aircraft movement on the aerodrome is carried out under its own engines power and/or towing by pushback tug. Taxiing and towing shall be carried out by established marking.

Towing shall be carried out along the taxiways (aprons, main taxiways) with paved or grass surface appropriate for aircraft of a given type.

Towing during hours of darkness shall be carried out at reduced speed with turned on aircraft lights, and when additional safety measures are applied.

Pushback tugs equipped with radio set and marker lights as well as special towing equipment (steers, wires) are used for towing.

The speed of taxiing shall be chosen by a pilot-in-command depending on condition of taxiway, presence of obstacles and visibility conditions and Flight Crew Operational Manual of the aircraft. ACFT crew or towing crew before crossing or occupying the runway or taxiway, shall be ensured in safety of the maneuver, regardless of the received instructions from the air traffic controller.

Taxiing in/out stands shall be carried out under own engines power or by towing along the taxiways.

Helicopter pad is not available. Helicopter lift-off and landing from ACFT stands is prohibited, except of helicopters equipped with skid, which are hovering from stand to lift-off area along markings. Safety distance shall be observed to exclude harmful impact of rotor downdraft on light aircraft. Pilot-in command is responsible for safe hovering.

Stands for general aviation are provided on the stands.

De-icing procedure shall be carried out on the stands. Engines start-up procedure shall be carried out on the stands without restrictions.

The deviation areas are absent.

Crossing the critical areas of the radio beacon systems by aircraft, ground vehicles and other vehicles during aerodrome operation on the minimum of ICAO I category shall be carried out by the clearance of TWR controller.

The clearance for crossing the critical areas of the radio beacon system shall be requested by driver, before the boundary of the critical area after full stop of the vehicle. The report of the vacation of the critical area shall be made only after vacation of the critical area of the radio beacon system.

Other aircraft or obstacle should not be on the final approach and within boundaries of the critical area of the radio beacon system during landing approach RWY 05 on the minimum of ICAO I category.

Aircraft taxiing to the line-up position must stop before daytime sign (holding points on the TWY A, B), which defines the critical area of the radio beacon system.

Runway 05/23 limitations:

- with weight restriction without traffic intensity: B747-400 less than 299,440t, A-340-200 less than 207,354 t, A-340-300 less than 210,155 t, IL-96M less than 218,081 t, MD-11 less than 190,278 t, A321-100 less than 82,753 t, A321-200 (85,4t) less than 84,076t, A321-200(89,4t) less than 83,0t, A321-200 (93,4t) less than 83,12t, A330-200(217,9t) less than 171,45t, A330-300 (212,9t) less than 197,823t, A330-300 (223,9t) less than 168,757t, A330-300 (230,9t) less than 169,713t, A330-300 (233,9t) less than 169,023t;
- with wet weight and traffic restriction up to 20 departures per day: IL-96M, A321-100, A321-200
- with wet weight and traffic restriction up to 5 departures per day: A340-200, A340-300, A330-200(217,9t), A330-300(212,9t);
- weight restriction and traffic restriction up to 5 departures per day: B747-400 less than 383,769t, MD-11 less than 250,156t, A330-300(223,9t) less than 223,204t, A330-300(230,9t) less than 223,157t, A330-300(233,9t) less than 221,086t;
- weight restriction and traffic restriction up to 20 departures per day: BC B747-400 less than 348,641t, MD-11 less than 225,213t, A330-200(217,9t) less than 203,842t, A330-300(212,9t) less than 197,686t, A330-300(223,9t) less than 200,524t, A330-300(230,9t) less than 200,895t, A330-300(233,9t) less than 199,723t.

Taxiing in winter conditions along the apron (in case of taxiways may be invisible due to packed snow) shall be carried out behind the "Follow me" car.

Removal of the disabled aircraft shall be carried out by crane trucks with lifting capability not less than 50 tons and long haul track as part of tow-cars with low loaders.

AN-2 and MI-8 engines start-up, taxiing under own engines power on the apron designated for AN-2 and MI-8 is prohibited.

UAOO AD 2.21 Noise Abatement Procedures

NIL

UAOO AD 2.22 Flight procedures

1. Flight and ground movement procedures.

There are no deviations from the current flight requirements and rules of Republic of Kazakhstan.

Aircraft takeoff and landing with a tailwind speed component is permitted in order to accelerate the movement of aircraft at the crew's request or at the initiative of ATS Unit. Pilot-in-command is responsible for this decision.

2. Low Visibility Procedures.

Low Visibility Procedures (LVP) are effected in Kyzylorda airport when RVR is less than 550 m. Low Visibility Procedures are cancelled when RVR is greater than 550 m.

Low Visibility Procedures are initiated by ATC Supervisor (Tower ATC) during departures when RVR less 550 m.

The operation of LVP shall be reported by Tower ATC phrase: "LOW VISIBILITY PROCEDURES IN OPERATION". "KZR334, Kyzylorda Tower, the procedures in low visibility conditions".

Tower ATC:

- restricts the movement of vehicles airport services on the apron and maneuvering area during LVP procedures via Flight Operations Service of airport;
- 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.

Taxiing into the ACFT stand (apron) from RWY is cleared by follow-me car. Taxiing of aircraft from stands to holding position shall be carried out after follow-me car.

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 2200 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 800 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	YANKEE (near Ayakkol lake)	N445352 E0654058	016° 13.1 nm KZO DVOR/DME (012° 12.2 nm ARP)	Entry/exit
2	TANGO (Birlestik village)	N444136 E0660448	083° 22.1 nm KZO DVOR/DME (085° 20.9 nm ARP)	Entry/exit
3	ROMEO (Zhetikol village)	N443117 E0653817	156° 10.9 nm KZO DVOR/DME (163° 11.3 nm ARP)	Entry/exit
4	HOTEL (Aktubek village)	N444446 E0651744	278° 11.9 nm KZO DVOR/DME (274° 12.8 nm ARP)	Entry/exit
5	MIKE (bridge over railroad)	N444822 E0653819	019° 7.4 nm KZO DVOR/DME (012° 6.2 nm ARP)	Holding
6	INDIA (Iirkol lake)	N444207 E0654543	080° 8.5 nm KZO DVOR/DME (085° 7.3 nm ARP)	Holding
7	ALPHA (Amangeldi village)	N443750 E0653636	146° 4.4 nm KZO DVOR/DME (163° 4.6 nm ARP)	Holding
8	BRAVO (Zhumash lake)	N444354 E0652417	281° 7.1 nm KZO DVOR/DME (274° 8.2 nm ARP)	Holding

UAOO 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. Flock of birds in the vicinity of the airport.

Flights of waterfowl are observed during periods of spring and autumn migration.

As necessary, TWR informs the pilot about flight of birds.

Measures to disperse flocks of birds include periodic scaring of birds, measures to reduce bird nesting at aerodrome facilities, clearing shrubs within the aerodrome, mowing grass, chemical treatment of the territory of the aerodrome against insects that attract birds, as well as the termination of agricultural activities in the aerodrome area.

UAOO AD 2.24 Charts Related To An Aerodrome

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

UAOO AD 2.25 Visual segment surface (VSS) penetrations

No penetrations