

**UAII AD 2**

Note: The following sections in this chapter are intentionally left blank: AD-2.10, AD-2.16, AD-2.21, AD-2.25

**UAII AD 2.1 Aerodrome Location Indicator And Name**

UAII - SHYMKENT

**UAII AD 2.2 Aerodrome Geographical And Administrative Data**

1	ARP coordinates and site at AD	422154N 0692832E At the centre of RWY
2	Direction and distance from (city)	298°, 6.4 NM of Shymkent center
3	Elevation/Reference temperature	1387 FT/26° C
4	Geoid undulation at AD ELEV PSN	-141 FT
5	MAG VAR/Annual Change	6° E ( 2013 ) / 0.03°
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport 160003 Shymkent, JSC "Shymkent Airport" Republic of Kazakhstan  Phone: +7 (7252) 455033 (ext 10-15) Fax: +7 (7252) 455033 (ext 10-15) AFS: UAIIPDU Email: reception@airserver.kz
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

**UAII AD 2.3 Operational Hours**

1	AD Operator	H24 Phone: +7 (7252) 455033 (ext 11-44) Email: pdsp@airserver.kz
2	Customs and immigration	H24 Phone: +7 (7252) 945162 Phone: +7 (7252) 455141
3	Health and sanitation	H24 Phone: +7 (7252) 455033 (ext 10-32)
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 Phone: +7 (7252) 945133 Phone: +7 (7252) 945141 Email: shadp@ans.kz
6	MET Briefing Office	H24 Phone: +7 (7252) 945168
7	ATS	H24
8	Fuelling	H24 Phone: +7 (7252) 945097 Email: pdsp@airserver.kz

9	Handling	H24 Phone: +7 (7252) 945097 Email: pdsp@airserver.kz
10	Security	H24 Phone: +7 (7252) 945101 Email: sab@airserver.kz
11	De-icing	H24 Phone: +7 (7252) 945097 Email: pdsp@airserver.kz
12	Remarks	Nil

#### UAII AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Handling up to 7 tonnes weight: transport loading platform, loading conveyor, vehicle with a lifting body, forklift.
2	Fuel/oil types	TS-1, RT (equivalent to Jet A-1) / MS-8P, MS-20, SM-4.5
3	Fuelling facilities/capacity	AVBL without limitation Kraz-TZ-22 (17,6 tonnes)- 4 pcs Volvo-T3A-45 (36 tonnes)- 1 pcs
4	De-icing facilities	AVBL deicing fluid TYPE - 1, TYPE - 4.
5	Hangar space for visiting aircraft	NOT AVBL for visiting aircraft
6	Repair facilities for visiting aircraft	AVBL for minor repair
7	Remarks	Nil

#### UAII AD 2.5 Passenger Facilities

1	Hotels	Near the AD and in the city
2	Restaurants	In the city Shymkent
3	Transportation	Buses, taxis
4	Medical facilities	Aid post at Airport Terminal, ambulance service, hospitals in Shymkent
5	Bank and Post Office	In the city Shymkent, post office, bank ATM
6	Tourist Office	AVBL
7	Remarks	Nil

#### UAII AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A8
2	Rescue equipment	AVBL for B-747-200/300/400, B-737-300/400/500, A-319/320/321, Embraer-190, TU-154, IL-18, AN-24, YAK-40 6 fire engines with a total volume 58,490 liters of extinguishing agent.
3	Capability for removal of disabled aircraft	Available equipment: 1. A device for lifting an aircraft by the forward fuselage 2. A device for lifting an aircraft by the wing Phone: +7 (7252) 455030 (ext.1148) Email: spasop@airserver.kz

4	Remarks	The number and means of delivery of the extinguishing agent correspond to category 9 To ensure the regulatory calculation, search and rescue flight support services, at the THR of RWY 10, crew duty is provided near the main TWY-P in the area of TWY-D at a distance of 47.5 m north of the center line of the main TWY-P
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**UAIL AD 2.7 Seasonal Availability - Clearing**

1	Types of clearing equipment	1 rotor, 6 combined watering machine, 1 shaft pusher For removal of ice from aerodrome surfaces, the liquid anti-icing agent "Green Way F65" (grade B) is used.
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	Nil

**UAIL AD 2.8 Aprons, Taxiways And Check Locations/Positions Data**

1	Apron surface and strength	STANDS		SURFACE	STRENGTH
		1, 1A, 1B		CONC+ASPH	PCN 77/F/C/W/T
		2,3,19,19A		CONC+ASPH	PCN 44/F/C/W/T
		4-9, 4A, 4B, 5A, 5B, 7R, 7L, 9R, 9L		CONC+ASPH	PCN 63/F/C/X/T
		17-18		CONC+ASPH	PCN 23/F/C/W/T
		20-22		CONC+ASPH	PCN 51/F/C/W/T
		54-62		CONC+ASPH	PCN 13/F/C/W/T
2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		MAIN P	23	REINF+CONC	PCN 50/R/A/X/T
		A	23	REINF+CONC	PCN 50/R/A/X/T
		B	21	REINF+CONC	PCN 22/R/A/X/T
		C	18	CONC+ASPH	PCN 18/F/C/Y/T
		D	23	REINF+CONC	PCN 50/R/A/X/T
		E	14	CONC+ASPH	PCN 18/F/C/Y/T
		K	14	REINF+CONC	PCN 22/R/A/X/T
		L	14	REINF+CONC	PCN 22/R/A/X/T
		H	30	CONC+ASPH	PCN 63/F/C/W/T
3	Altimeter checkpoint location and elevation	Stand: №1 – 419m/1374FT 422153N 0692934E			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Simultaneous tax ACFT on TWY-B and TWY-E from RWY to main TWY-P is prohibited. Tax in/out from stand 20, 21, 22 for ACFT with wingspan more than 42m via follow me car. ACFT stand 1B AVBL for ACFT types A320, A321, B737-900 allowed for ACFT wingspan less than 35,8m.			

## UAII 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	<b>Stop bars</b>	Nil
4	<b>Other runway protection measures</b>	Nil
5	Remarks	Taxiing on TWY B and TWY E in night-time is forbidden due to absence of edge lights

## UAII AD 2.10 Aerodrome Obstacles

NIL

## UAII AD 2.11 Meteorological Information Provided

1	<b>Associated MET Office</b>	Meteorological service Shymkent Phone: +7 (7252) 945168
2	<b>Hours of service MET Office outside hour</b>	H24
3	<b>Office responsible for TAF preparation: Periods of validity</b>	Meteorological service Shymkent, 24HR (0024, 0606, 1212, 1818)
4	<b>Trend forecast Interval of issuance</b>	TREND 30 min
5	<b>Briefing/consultation provided</b>	Personal consultation (Russian)
6	<b>Flight documentation/languages used</b>	TAF, METAR, SPECI, SIGMET, GAMET, AIRMET English
7	<b>Charts and other information AVBL for briefing or consultation</b>	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	<b>Supplementary equipment AVBL for providing information</b>	Nil
9	<b>ATS units provided with information</b>	Briefing, TWR, ACC
10	<b>Additional information</b>	Nil

## UAIL 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
10	106,22°	3300 X 45	50/R/A/X/T REINF+CON C	422209.24N 0692722.27E - -138.5 FT	THR 1309.4 FT	See AOC Type A
28	286,25°	3300 X 45	50/R/A/X/T REINF+CON C	422139.35N 0692940.74E - -140.4 FT	THR 1386.6 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	Nil	3600 X 300	90 X 150	Nil	AVBL	RWY 10 turning bay length 102 M, width 79 M.
Nil	150 X 160	3600 X 300	90 X 150	Nil	AVBL	Displaced THR 140 M (DTHR 422140.62N 0692934.86E) - elev. 1383,9 FT RWY 28 Turning bay length 102 M, width 79 M.

## UAIL AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	3300	3300	3300	3300	Nil
28	3300	3450	3300	3160	Nil
TWY D - 10	2656	2656	2656	Nil	Nil
TWY C - 10	1181	1181	1181	Nil	Nil
TWY E - 10	877	877	877	Nil	Nil
TWY B - 10	787	787	787	Nil	Nil
TWY A - 28	3112	3261	3112	Nil	Nil
TWY B - 28	2512	2662	2512	Nil	Nil

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
TWY E - 28	2422	2572	2422	Nil	Nil
TWY C - 28	2118	2268	2118	Nil	Nil

**UAII 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
10	CAT I (HIALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3300m, spacing 60m, 0-2700m white, last 600m yellow LIH	RED Nil	Nil	Nil
28	CAT I (HIALS) 920 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3160m, spacing 60m, 0-2560m white, last 600m yellow LIH	RED Nil	Nil	Threshold displaced by 140 m.

**UAII 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	MAIN P EDGE: BLU TWY A EDGE: BLU TWY C EDGE: BLU TWY D EDGE: BLU TWY K EDGE: BLU TWY L EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 1 SEC
5	Remarks	Nil

**UAII AD 2.16 Helicopter Landing Area**

NIL

**UAII AD 2.17 ATS Airspace**

1	Designation and lateral limits	SHYMKENT CTR 423034N 0700213E - 421105N 0695739E - 421833N 0685528E - 424054N 0690306E - 423034N 0700213E
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2	Vertical limits	4500 FT ALT / GND
3	Airspace classification	C
4	ATS unit call sign Language(s)	SHYMKENT TOWER EN SHYMKENT VYSHKA RU
5	Transition altitude	10000 FT
6	Hours of applicability	H24
7	Remarks	Nil

**UAII 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	SHYMKENT TOWER (EN) SHYMKENT VYSHKA (RU)	125,9 MHz	Nil	Nil	H24	Nil
Production and dispatcher service	SHYMKENT TRANZIT (EN) SHYMKENT TRANZIT (RU)	127.0 MHz	Nil	Nil	As AD	Nil
ATIS	SHYMKENT ATIS (EN) SHYMKENT ATIS (RU)	119,2 MHz 126,6 MHz	Nil	Nil	H24	EN RU

**UAII 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 10 I/D/2	IEN	111,7 MHz	H24	422134.2N 0693004.8E		Nil	Nil
GP 10 I/C/2		333,5 MHz		422202.1N 0692731.3E			
DME 10	IEN	CH 54X		422202.1N 0692731.3E	1300 FT		
ILS LOC 28 I/D/2	IIM	110.3 MHz	H24	422213.7N 0692701.5E		Nil	GP 28 is Inoperability
GP 28							
DME 28	IIM	CH 40X		422137.0N 0692925.0E	1400 FT		
NDB	SKN	733 KHZ	H24	422130.3N 0693022.4E	Nil	Nil	Nil
DVOR/DME (6°E/2013)	SMK	113 MHz CH 77X	H24	422220.4N 0692630.6E	1400 FT	Nil	Nil

## UAII AD 2.20 Local Aerodrome Regulations

### 1. Procedures of movement (towing, taxiing) of aircraft on the airfield

Standard taxi routes shall be carried out along taxiway and apron center lines. Towing of the aircraft shall be carried out with the clearance of "Tower" air traffic controller.

Taxiing on TWY B and TWY E in night-time is forbidden due to absence of lighting system

Taxiing at daytime with RVR 550m and less available only after follow me car.

#### A. Movement of the aircraft along maneuvering area (RWY, TWY).

TWY K and TWY L are not designated for Civil Aviation.

Backtrack on RWY for aircraft index 4 or higher is prohibited.

Simultaneous taxiing of aircraft along TWY B and TWY E (from RWY to MAIN TWY P) is prohibited.

Taxiing of aircraft with index 3 and lower from TWY C to RWY and from RWY to TWY C, shall be carried out at reduced speed with the increased attention of the crew and in compliance with the safety intervals between landing gear and edges.

During engine testing (run-up) on the stands 1,2,3 and taxiing of ACFT into stands 1,2,3 with the heading to the north, taxiing of other aircraft along TWY P, TWY B, TWY A is prohibited.

During taxiing out from aircraft stands 1, 2, 3 parked with the heading to the north, taxiing of other aircraft along TWY P, TWY B, TWY A is prohibited.

Taxiing of aircraft with index 4 and higher on TWY-B, TWY-C, TWY-E is prohibited.

#### B. Aircraft movement on the apron.

Movement of ACFT to the stands 54-62 of Aircraft maintenance facility of the "SCAT" Airline shall be carried out by towing out of stands 1-22.

When stand 19A is occupied:

- Aircraft movement along the north centerline between stands 19 and 1 is prohibited.
- Taxiing out from aircraft stand 1 parked with the heading to the north is prohibited; movement by towing is allowed.
- Taxiing into the aircraft stand 1 with the heading to the south is prohibited; movement by towing is allowed

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

Crossing of holding point line (critical ILS zone), indicated by "CAT" signs with day markings without ATC clearance is prohibited.

Crossing (occupy) the runway, taxiways during taxiing without the clearance of ATS dispatcher is prohibited.

Towing of aircraft shall be carried out with turned on aircraft lights. Flashing lights shall be switched on during the day and night from engine start-up till engine stoppage.

Taxiing shall be carried out after "Follow me" car when the centerline is invisible.

Taxiing along taxiways, apron, shall be carried out after "Follow me" car when RVR is less than 550m.

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

Taxiing shall be carried out along centerlines, taxiing into stands shall be carried out by instructions of ground personnel of Aviation Engineering Service.



**4. Taxiing out from stands under aircraft own engines power and by towing.**

Taxiing out from stands 9-16 shall be carried out by towing to the apron centerline followed by engine start-up and further taxiing under the aircraft own engines power. Stands 1-8, 17-22 are designated as pass-through, taxiing out from these stands shall be carried out under the aircraft own engines power.

**5. Aircraft de-icing areas, start-up engine areas and deviation areas.**

De-icing procedure shall be carried out on the stands. Engine start-up on stands 1-8, 17-22 is allowed. Engine start-up on stands 9-16 shall be carried out after taxiing out from the stands on the nearest apron centerline. Engine testing (run-up) on the stands 8-16 for aircraft heading to the apron is prohibited. There is no deviation areas.

**6. Large aircraft operation restrictions, including aircraft own engines power restrictions.**

Take-off weight restriction – not more than 376 655kg, without traffic intensity restriction for B747-400

Traffic intensity restriction no more than 10 departures per day for B747-400

Taxiing out from stands 1,19A to the TWY A shall be carried out at minimum speed and minimum own engine power.

**7. In case of invisibility of taxiway centerlines in winter conditions, taxiing shall be carried out after the Follow me car.**

**8. Disabled aircraft removal procedures.**

In case of removal the disabled aircraft, the operator of the Shymkent airport - JSC "Shymkent Airport" and military unit No. 55652, together with the holders of the registration certificate of the aircraft, combine their efforts to evacuate the aircraft as soon as possible.

The holder of the registration number of the aircraft shall be notified via production and dispatcher service or via ATM of Shymkent branch of "Kazaeronavigatsia" RSE.

All removal works shall be carried out by aerodrome service with notification and coordination with ATM unit ("Tower") of Shymkent branch of "Kazaeronavigatsia" RSE.

All necessary equipment and personnel shall be involved on first demand via production and dispatcher service or via other communication channels.

**UAII AD 2.21 Noise Abatement Procedures**

NIL

**UAII AD 2.22 Flight Procedures**

**1. Low Visibility Procedures.**

Low Visibility Procedures (LVP) are effected when RVR is less than 550 m.

The start of LVP procedures is reported via ATIS or by an ATS dispatcher by radio with the following phrase: **"Low visibility procedures in operation"**.

Information about any changes in radio- and lighting systems includes in ATIS with further flight crew informing

**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 2000 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 2000 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	VICTOR (bridge over Arys riv., outskirt of Kutarys)	N423545 E0693620	023° 15.3 nm SMK DVOR/DME	Entry/exit
2	WHISKEY (SE outskirts of Sastobe, road junction)	N423152 E0700113	064° 27.4 nm SMK DVOR/DME	Entry/exit
3	ZULU (NE outskirts of Shanak)	N420712 E0691431	205° 17.6 nm SMK DVOR/DME	Entry/exit
4	OSCAR (bridge over Arys riv., SW outskirts of Saryaryk)	N422751 E0685704	279° 22.5 nm SMK DVOR/DME	Entry/exit
5	HOTEL (south bank of the Bugun water basin)	N424227 E0690334	314° 26.3 nm SMK DVOR/DME	Entry/exit
6	INDIA (Western outskirts of Saryaryk)	N423226 E0693100	013° 10.6 nm SMK DVOR/DME	Holding
7	GOLF (south traverse of RWY 28 THR)	N421922 E0692647	171° 3.0 nm SMK DVOR/DME	Holding

### 3. 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.

#### 4. 4.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.

### UAII 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. Chapter 6. Point 77. Point 81. Standards of Aerodromes (Heliports) Operation Civil Aviation Republic Kazakhstan	Obstacle limitation	Obstacle Evaluation and Permit issued due to deviations from the requirements of the State Aerodrome Operation Manual of the Civil Aviation Administration of the Republic of Kazakhstan , caused by the presence of objects penetrating the obstacle limitation surfaces of RWY 10/28 at Shymkent aerodrome	An equivalent level of safety has been approved 09.06.2025
Section 2. Point 459. Point 461. Standards of Aerodromes (Heliports) Operation Civil Aviation Republic Kazakhstan	Rescue and firefighting equipment, and procedures for operation and coordination under Category III conditions.	Obstacle Evaluation and Permit issued due to deviations from the requirements of the State Aerodrome Operation Manual of the Civil Aviation Administration of the Republic of Kazakhstan related to flight safety at Shymkent aerodrome.	An equivalent level of safety has been approved 20.10.2024

#### 2. Ornithological situation

Seasonal mass migration of birds (crows) at an altitude of up to 400 m in winter from November to March in the morning from dawn to 11 o'clock in the direction from northeast to southwest and in the evening from 16 o'clock to sunset from southwest to northeast.

To scare away birds, an air rifle, stuffed birds of prey, bioacoustic installations, aeromanes, gas cannons, a laser pistol, smoothbore weapons, a noise pistol and a hunter's signal are used.

The crew of the aircraft receive information about the ornithological situation before takeoff and landing by ATIS or from the ATS dispatcher.

## **UAII AD 2.24 Charts Related To An Aerodrome**

<b>Name</b>	<b>Page</b>
Aerodrome Chart ICAO	UAII AD 2.24.1-1
Aerodrome Ground Movement and Parking Chart ICAO	UAII AD 2.24.3-1
Aerodrome Obstacle Chart – ICAO – Type A	UAII AD 2.24.4-1
Area Chart ICAO	UAII AD 2.24.6-1
Standard Departure Chart Instrument (SID) RWY 10 ICAO	UAII AD 2.24.7-1-1
Standard Departure Chart Instrument (SID) RWY 28 ICAO	UAII AD 2.24.7-2-1
Standard Departure Chart Instrument (SID) RNAV RWY 10 ICAO	UAII AD 2.24.7-3-1
Standard Departure Chart Instrument (SID) RNAV RWY 10 ICAO	UAII AD 2.24.7-4-1
Standard Departure Chart Instrument (SID) RNAV RWY 28 ICAO	UAII AD 2.24.7-5-1
Standard Departure Chart Instrument (SID) RNAV RWY 28 ICAO	UAII AD 2.24.7-6-1
Standard Arrival Chart Instrument (STAR) RWY 10 ICAO	UAII AD 2.24.9-1-1
Standard Arrival Chart Instrument (STAR) RWY 28 ICAO	UAII AD 2.24.9-2-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 10 ICAO	UAII AD 2.24.9-3-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 10 ICAO	UAII AD 2.24.9-4-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 28 ICAO	UAII AD 2.24.9-5-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 28 ICAO	UAII AD 2.24.9-6-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 10 ICAO	UAII AD 2.24.9-7-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 10 ICAO	UAII AD 2.24.9-8-1
ATC Surveillance Minimum Altitude Chart ICAO	UAII AD 2.24.10-1
Instrument Approach Chart - ILS/DME RWY 10 ICAO	UAII AD 2.24.11-1-1
Instrument Approach Chart – LOC/DME RWY 28 ICAO	UAII AD 2.24.11-2-1
Instrument Approach Chart - VOR/DME - Z RWY 10 ICAO	UAII AD 2.24.11-3-1
Instrument Approach Chart - VOR/DME - Z RWY 28 ICAO	UAII AD 2.24.11-4-1
Instrument Approach Chart - VOR/DME - Y RWY 10 ICAO	UAII AD 2.24.11-5-1
Instrument Approach Chart - VOR/DME - Y RWY 28 ICAO	UAII AD 2.24.11-6-1
Instrument Approach Chart - RNP RWY 10 ICAO	UAII AD 2.24.11-7-1
Instrument Approach Chart - RNP RWY 28 ICAO	UAII AD 2.24.11-8-1
Visual Approach chart - ICAO	UAII AD 2.24.12-1
VFR Departure/Arrival Chart	UAII AD 2.24.14-1

**UAI AD 2.25 Visual segment surface (VSS) penetrations**

No penetrations

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