

UAUU AD 2

Note: The following sections in this chapter are intentionally left blank: AD-2.10, AD-2.21, AD-2.22

UAUU AD 2.1 Aerodrome Location Indicator And Name

UAUU - KOSTANAY

UAUU AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	531231N 0633253E At the centre of RWY
2	Direction and distance from (city)	271°, 3 NM SW of center of Kostanay
3	Elevation/Reference temperature	601 FT/21° C
4	Geoid undulation at AD ELEV PSN	-70 FT
5	MAG VAR/Annual Change	13° E (2022) / 0.06°
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport 110007 Kostanay, JSC "Kostanay International Airport" Airport bld №3 Republic of Kazakhstan Phone: +7 (7142) 576223 Fax: +7 (7142) 576018 AFS: UAUUAPDU Email: air_kst@mail.kz Email: air_kst@list.ru
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UAUU AD 2.3 Operational Hours

1	AD Operator	See NOTAM Phone: +7 (7142) 576200
2	Customs and immigration	H24 Phone: +7 (7142) 576003 Phone: +7 (7142) 537050
3	Health and sanitation	H24 Phone: +7 (7142) 576208
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 Phone: +7 (7142) 576069 Phone: +7 (7142) 576097
6	MET Briefing Office	H24 Phone: +7 (7142) 270182
7	ATS	ANY 02:00 - 00:00 UTC
8	Fuelling	Phone: +7 (7142) 576233
9	Handling	Phone: +7 (7142) 576200
10	Security	Phone: +7 (7142) 576205
11	De-icing	Phone: +7 (7142) 576200

12	Remarks	Nil
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UAUU AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	LOVOL854 up to 0.8t. NBL loader up to 250kg. Fork lift truck -SRS-30 up to 3t.
2	Fuel/oil types	TS-1, RT(equivalent to Jet A-1) / MS-20, MS-8
3	Fuelling facilities/capacity	MAZ 5374 TK-7.5 performance 500 l/min. Kraz 64431 ATZ-2.2 sleeve diameter 50 600 l/min. 63,800 l/min.
4	De-icing facilities	AVBL, SKY-GO EG
5	Hangar space for visiting aircraft	NOT AVBL for visiting aircraft
6	Repair facilities for visiting aircraft	NIL
7	Remarks	2-5.6m height entrance stairs AVBL There is a mobile ground power supply with a capacity of 30 kW 200V 400 Hz

UAUU AD 2.5 Passenger Facilities

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

UAUU AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A5
2	Rescue equipment	AVBL
3	Capability for removal of disabled aircraft	AVBL
4	Remarks	Nil

UAUU AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	8 plunger brush cars, 1 heat engine, 2 rotor, 2 de-icing vehicle, 1 snow loader
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	Nil

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

1	Apron surface and strength	APRON	STANDS	SURFACE	STRENGTH
		1	3 - 7A	NIL	NIL
			8-8A	CONC+ASPH	PCN 24/F/C/Y/T
		2	1, 1A, 2, 2A	CONC+ASPH	PCN 53/F/C/X/T
		2A	9-12	CONC+ASPH	PCN 65/F/C/X/T
2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		A	23	CONC+ASPH	PCN 53/F/C/X/T
		B	Nil	GRASS	Nil
		C	Nil	GRASS	Nil
		D	Nil	GRASS	Nil
		E	Nil	GRASS	Nil
		TWY F from TWY E to TWY D	Nil	GRASS	Nil
		TWY F from TWY C to TWY A	Nil		
		H	Nil	GRASS	Nil
		I	Nil	GRASS	Nil
		J	Nil	GRASS	Nil
		L	23	CONC+ASPH	PCN 65/F/C/X/T
3	Altimeter checkpoint location and elevation	Nil			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	Nil			

UAUU 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	Marking of the threshold, landing zone, centerline, fixed distance markings, runway edges, runway number, taxiing waiting areas, taxiway centerline.
2	RWY and TWY markings and LGT	Marking of the threshold, landing zone, centerline, fixed distance markings, runway edges, runway number, taxiing waiting areas, taxiway centerline. MTR OVI-1 (ADB safeqate lights) with MKpos 144° and 324° category-1.
3	Stop bars	Nil
4	Other runway protection measures	Nil
5	Remarks	Nil

UAUU AD 2.10 Aerodrome Obstacles

NIL

UAUU AD 2.11 Meteorological Information Provided

1	Associated MET Office	AMS Kostanay Phone: +7 (7142) 270182
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation: Periods of validity	AMSC Kostanay, 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	Nil
9	ATS units provided with information	Briefing, TWR
10	Additional information	Nil

UAUU 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
14	156.92°	2813 X 45	50/F/C/X/T CONC+ASPH	531312.74N 0633223.66E - -71.65 FT	THR 598.4 FT	0.35%
32	336.94°	2813 X 45	50/F/C/X/T CONC+ASPH	531149.00N 0633323.08E - -71.95 FT	THR 571.87 FT	0.35%

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	3113 X 300	90 X 140	Nil	AVBL	At the end of RWY 14, there is a turn pad for 180-degree aircraft maneuvers, with a width of 92 meters. 180-degree turns on the runway are permitted for aircraft with index 3 or lower. All other aircraft may perform 180- degree turns only on designated turn pads. The runway width is 45 meters.
Nil	Nil	3113 X 300	250 X 140	Nil	Nil	At the end of RWY 32, there is a turn pad for 180-degree aircraft maneuvers, with a width of 92 meters. 180-degree turns on the runway are permitted for aircraft with index 3 or lower. All other aircraft may perform 180- degree turns only on designated turn pads. The runway width is 45 meters.

UAUU AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	2813	3213	2813	2813	Nil
32	2813	2813	2813	2813	Nil

UAUU 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
14	CAT I (PALS) 900 M LIH	GRN Nil	PAPI RIGHT/3°	Nil	Nil	2814m, spacing 60m, 0-2214 white, last 600m yellow	RED Nil	Nil	Nil
32	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2814m, spacing 60m, 0-2214 white, last 600m yellow	RED Nil	Nil	Nil

UAUU 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, 1 SEC
5	Remarks	Nil

UAUU AD 2.16 Helicopter Landing Area

Helicopter take-offs and landings are performed in accordance with helicopter procedures on the instrument runway (at the taxiway/runway intersection area) and/or on helicopter landing sites established by the aerodrome operator.

UAUU AD 2.17 ATS Airspace

1	Designation and lateral limits	KOSTANAY CTR A circle radius 25 NM centered on 531113N 0633346E
2	Vertical limits	4000 FT ALT / GND
3	Airspace classification	C

4	ATS unit call sign Language(s)	KOSTANAY TOWER EN KOSTANAY VYSHKA RU
5	Transition altitude	10000 FT
6	Hours of applicability	ANY 02:00 - 00:00 UTC
7	Remarks	Nil

UAUU 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	KOSTANAY TOWER (EN) KOSTANAY VYSHKA (RU)	129,3 MHZ	Nil	Nil	ANY 02:00 - 00:00 UTC	Nil
ATIS	KOSTANAY ATIS (EN) KOSTANAY ATIS (RU)	118,5 MHZ 126,8 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UAUU 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 14 I/D/2	IKT	111.7 MHZ	H24	531120.9N 0633343.0E		Nil	Nil
GP 14 I/C/2		333.5 MHZ		531301.1N 0633224.6E			
DME 14	IKT	CH 54X		531301.1N 0633224.6E	600 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	Elevation of DME transmitt ing antenna	Service volume radius from the GBAS referen ce point	Remar ks
1	2	3	4	5	6	7	8
ILS LOC 32 I/D/2	INA	110.7 MHZ	H24	531329.9N 0633211.5E		Nil	Nil
GP 32 I/C/2		330.2 MHZ		531156.3N 0633310.6E			
DME 32	INA	CH 44X		531156.3N 0633310.6E	600 FT		
DVOR/DME (13°E/2022)	KST	114.8 MHZ CH 95X	H24	531113.0N 0633345.5E	600 FT	Nil	Nil

UAUU AD 2.20 Local Aerodrome Regulations

1. Aircraft movement procedures (towing, taxiing) on the airfield.

For arriving aircraft

Runway vacation is reported on taxiway only when ILS critical area marked with lights indicators is vacated.

Taxiing and towing

Aircraft movement on the aerodrome is carried out under its own power and with towing car. Taxiing and towing are carried out via fixed marking.

Parking an aircraft to the parking stand is carried out by command of meeting person. Start and testing of engines in idle mode on aircraft stands are allowed by request from the "Tower" with safety precautions. Testing (run-up) of aircraft engines on modes exceeding the idle modes should be carried out on holding position on taxiway A.

For departing aircraft.

The aircraft taxi to take-off under its own power. Aircraft should stop in front of light indicator of ILS critical area at holding position.

2. Safety precautions during taxiing, towing of aircraft considering visibility and surface conditions of apron, aircraft stands and taxiways.

In poor visibility during the day up to 2000 m or less:

- aerodrome lighting system should be switched on;
- aerodrome service should carry out additional visual inspection of the aerodrome and its elements before every take-off or landing; the results of the inspection are sent to the air traffic controller of control point "Tower", and record is made in a special register;
- when the visibility is less than 400 m the aircraft taxiing is carried out by following the follow me car;
- the towing of aircraft with started engine on snow covered with ice (slippery) apron is prohibited.

3. The procedure of taxiing-in to the parking places under its own power and towing.

Taxiing-in to parking place is carried out by the responsible person signals of the aircraft operational

maintenance section.

Assignment of parking stands for arriving aircraft should be carried out by the air traffic controller of the Operating Flight Service (OFC) of airport with following informing the air traffic controller of control point "Tower" and Engineering Technical Service no later than 20 min before landing. The Engineering Technical Service is responsible for safety of the aircraft movement to the parking place. The aircraft must be parked at the parking stand according to markings.

4. The procedure of taxiing out from parking places under its own power and towing

Taxiing out from the parking place is should be carried out with the clearance of control point "Tower" by the signals of the responsible person of the aircraft operational maintenance section.

5. Deicing area, main engines start area, deviation area.

Aircraft deicing area – parking stands.

Main engine start area – on available stands.

Air start unit (ASU) at AD does not provide sufficient air pressure for engine start on aircraft requiring more than 250 KPA.

Deviation area - are not available.

6. Aircraft and vehicles movement procedures in ILS critical and sensitive areas at aerodrome operation on ICAO minima category 1, 2, and.

For departing aircraft.

Aircraft should stop on holding position. Taxiing to line-up position by the command of control point "Tower". Vehicles are forbidden to cross and to be in critical and sensitive areas of ILS, without the coordination and permission of the control point "Tower".

(Aerodrome Kostanay category - 1)

7. Restrictions in the operation of large aircraft, including restrictions on the use of its own power for taxiing (if such restrictions are available)

Taxiing of aircraft on the taxiway-A to carry out strictly according to the marking of taxiway center line and at increased attention of the crew compliance with the safe distance from the wheels of landing gear truck before the covering edges.

8. Taxiing in winter conditions (apron) in case if some taxiways are not equipped with lights of center line, and they cannot be visible due to snow.

Decision on the necessity of leading is taken by the shift chief of the Operating Flight Service of airport (flight supervisor) or on the request of the crew.

The leading of aircraft is carried out by the aerodrome service of airport as well as "Leading of aircraft at the aerodrome "Kostanay" Manual" dated May 30, 2011, on the vehicle, specially equipped for this purpose. The leading of aircraft is carried out in difficult weather conditions, when visibility is less than 400 m., or in cases when maneuvering area markings for aircraft and service vehicles movement are not visible (due to snow or other reasons), during following up the aircraft of litter "A", "OK" as well as on the request of crew. Thereby the engineer of aerodrome service shall perform the on-duty functions on following up the aircraft.

9. Removal of disabled aircraft.

Initial actions to ensure the safety of the damaged aircraft, its special equipment and the aircraft documents, any other actions specified by normative documents on the classification and investigation of aviation accidents, before the arrival of investigation commission, is assigned to the crew of aircraft and officers of Airport JSC, in whose territory the aircraft was damaged.

An official person of Airport JSC should notify the owner of aircraft about the nature of the damage, possibility

and terms of the evacuation of aircraft, proposals on the procedure of its reconstruction.

Evacuation of aircraft from accident site should be carried out with the permission of the commission investigating the accident. Execution of works on evacuation is assigned to Director of "International Airport" Kostanay" JSC.

The Director of "International Airport" Kostanay" JSC approved for evacuation of the damaged aircraft should:

- to complete from employees of the Engineering Aviation Service the non-staff unit of airport on evacuation;
- to prepare a crew to work on the evacuation considering the aircraft location, access roads to it, planned to use of lift and transportation funds;
- provide the crew:
 - with special tools and instruments;
 - with means of load-lifting, transport, communication, lighting, ground handling, rigging, fire-fighting;
 - with materials needed for packaging and transportation of equipment and parts of aircraft;
 - with containers for collection of drainable oil products.

The preparation to the evacuation of aircraft at the scene of accident includes:

- site equipping for lifting of aircraft and storing of removing equipment, engine and airframe parts;
- preparation of access ways to the aircraft and for remove it to the road, suitable for transportation;
- Approval of route, transportation, safety measures, guiding with representatives of the State Traffic Inspectorate;
- works in order to prevent exposure of toxic fluids on human, radiation of radioactive devices;
- dismantling of electric accumulators from board of aircraft;
- dismantling of equipment and parts of the airframe, removal of which is reasonable before lift and placing the aircraft on supports or vehicle;
- lifting and placing an aircraft on acceptable for dismantlement supports;
- draining fuel and lubrication materials, service liquids from tanks (containers) and airframe systems, engines, out gassing from the vessel under pressure;
- dismantling of equipment requiring special storage conditions or preservation;
- works on the aircraft associated with its preparation for evacuation should be carried out in accordance with the requirements of operational documentation. In preparing for the evacuation of aircraft, during transportation and unloading to take measures on occupational safety and health and excluding additional damages of aircraft, dismantled parts and items. Evacuation of damaged aircraft from the airfield:
 1. Damaged (overran) aircraft should be removed from airfield with the permission of the Chairman of the commission on investigation of the aviation accident or on the direction of the Director of "International Airport" Kostanay" JSC;
 2. Evacuation of aircraft should be carried out after passengers and crew left the aircraft, luggage, mail and cargo unloaded, fuel and special fluids from tanks and systems drained, electric accumulators removed.
 3. Evacuation work should be carried out in compliance with all precautionary measures excluding further damage of aircraft, and in the presence of fire brigade SPASOP. Procedure of

performance is determined by instructions for evacuation

4. When aircraft which is damaged at the airfield and not repairable, prevents for take-off, landing and taxiing of other aircraft, this aircraft should be removed from runway, safety strips and taxiways using specially adapted cables and tractors by the decision of the Director of "International Airport» Kostanay" JSC. Herewith it's necessary to take measures to prevent the risk of fire, damage of equipment, which has not been destroyed in the crash, and to ensure the safety of people.
5. Responsibility for the organization of aircraft evacuation from the airfield in the territory of "Kostanay" airport is assigned to Director of "International Airport" Kostanay" JSC.
6. Direct supervision of works on evacuation is assigned to Head of the Engineering Aviation Service, and in his absence – to the leading engineer of the Engineering Aviation Service, "International airport" Kostanay" JSC.
7. The evacuation is carried out by non-staff unit of IAS. If necessary, to involve specialists of other services and divisions of "International Airport" Kostanay" JSC, as well as representatives of the airline of the aircraft owner and cooperating organizations.

UAUU AD 2.21 Noise Abatement Procedures

NIL

UAUU 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 tailwind is permitted when tailwind speed is not greater than value set by Flight Operational manual of each aircraft type. Final decision of tailwind landing/takeoff shall be made by pilot-in-command.

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

Helicopter lift-off and landing shall be carried out from RWY (intersection of TWY and RWY), and from helicopter pads, determined by AAP.

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 (towing) of aircraft shall be carried out by 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).

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 of runway vacation shall be passed only after vacation of ILS critical area indicated by the light signs.

Taxiing into the apron after RWY vacation shall be carried out after follow-me car. Taxiing into stand shall be carried out by marshaller's signals.

Taxiing of departing aircraft from stand to holding position 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. Flight crew should ensure safety of that clearance. VFR flights at altitudes below 1000 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 1000 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 (southern outskirts of Lysanovka)	N532940 E0630540	306° 25.0 nm KST DVOR/DME	Entry/exit
2	BRAVO (northern outskirts of Vladimirovka)	N532924 E0640221	031° 25.0 nm KST DVOR/DME	Entry/exit
3	CHARLIE (SE outskirts of Shcherbakovo)	N530853 E0641508	083° 25.0 nm KST DVOR/DME	Entry/exit

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
4	TANGO (eastern outskirts of Pervomaiskoe)	N525919 E0641014	106° 25.0 nm KST DVOR/DME	Entry/exit
5	DELTA (western outskirts of Semenovka)	N524903 E0635249	141° 25.0 nm KST DVOR/DME	Entry/exit
6	HOTEL (SW outskirts of Rudnyi)	N525600 E0630054	221° 25.0 nm KST DVOR/DME	Entry/exit
7	DVOR/DME KST	N531113 E0633346		Holding
8	LIMA (western outskirts of Sheminovskoe)	N532400 E0632559	328° 13.6 nm KST DVOR/DME	Holding
9	GOLF (northern outskirts of Zarechnoe)	N531410 E0634410	053° 6.9 nm KST DVOR/DME	Holding
10	MIKE (southern outskirts of Ryspai)	N525702 E0633712	160° 14.4 nm KST DVOR/DME	Holding
11	PAPA (western outskirts of Zhdanovka)	N530931 E0632322	243° 6.5 nm KST DVOR/DME	Holding

UAUU 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. Bird concentration near airport.

The intensive flights of birds take place daily during 1-2 hours before/after sunset, when birds fly from the lake (1500 km west of the RWY) across the RWY and approach area of RWY 14 and RWY 32 to north or north-west from the airport. The height of bird flights varies from 0 till 600m above ground level. Birds fly back to the lake 1-2 hours before sunset.

The main migration direction in spring: from southwest to north-east; in autumn: in the counter direction. There is a great concentration of birds at the aerodrome area in autumn. That presents a great danger to flights from sunrise till sunset.

In case of necessity, the dispatcher of ATC "Tower" informs pilots about bird flights and approximate heights above ground level.

The mentioned above time intervals pilots are recommended, if design characteristics of airborne equipment allows, to switch on landing lights during the flights in aerodrome area, during take-off, approach, climbing, descent.

Bird concentration scattering measures include:
periodical bird deterrence, effective measures regarding to scavenging, removal of green plantations and ground covering, abandon of agricultural activity within the airport area.

UAUU AD 2.24 Charts Related To An Aerodrome

Name	Page
Aerodrome Chart ICAO	UAUU AD 2.24.1-1
Aerodrome Ground Movement and Parking Chart ICAO	UAUU AD 2.24.3-1
Standard Departure Chart Instrument (SID) RWY 14 ICAO	UAUU AD 2.24.7-1-1
Standard Departure Chart Instrument (SID) RWY 32 ICAO	UAUU AD 2.24.7-2-1
Standard Arrival Chart Instrument (STAR) RWY 14 ICAO	UAUU AD 2.24.9-1-1
Standard Arrival Chart Instrument (STAR) RWY 32 ICAO	UAUU AD 2.24.9-2-1
ATC Surveillance Minimum Altitude Chart ICAO	UAUU AD 2.24.10-1
Instrument Approach Chart – ILS/DME RWY 14 ICAO	UAUU AD 2.24.11-1-1
Instrument Approach Chart – ILS/DME RWY 32 ICAO	UAUU AD 2.24.11-2-1
Instrument Approach Chart – VOR/DME - Z RWY 14 ICAO	UAUU AD 2.24.11-3-1
Instrument Approach Chart – VOR/DME RWY 32 ICAO	UAUU AD 2.24.11-4-1
Instrument Approach Chart – VOR/DME - Y RWY 14 ICAO	UAUU AD 2.24.11-7-1
Visual Approach chart – ICAO	UAUU AD 2.24.12-1
VFR Departure/Arrival Chart	UAUU AD 2.24.14-1

UAUU AD 2.25 Visual segment surface (VSS) penetrations

No penetrations